



Part I

2021-23 Local Projects Recruitment Process, Schedule

FORM

Instructions:

1. Please submit project requests (via this recruitment form) to scottb@sbgh-partners.com no later than 5:00 p.m., 7/08/2020.
2. Please submit one recruitment form for each project proposed, even past projects previously or partially funded.
3. Note: Sections III and IV [marked by "(**)"] will be scored for review/evaluation. Sections I, II, and V will not be scored.
4. Note: Section V is necessary to help the Chehalis River Basin Flood Authority, Office of Chehalis Basin and Chehalis Basin Board understand the scope and scale of Local Projects into the future.
5. See https://www.ezview.wa.gov/site/alias_1492/37642/2021-23-local-projects-recruitment-process.aspx for more information.

Section I General	
1. Date:	7/08/2020.
2. Project Name and Project Phase/Stage:	Lower Satsop Restoration & Protection Program – Phase II (Habitat Connectivity and Reach-Scale Aquatic, Riparian and Floodplain Restoration) construction project.
3. Project Location -- Please provide location of project and latitude, longitude coordinates (e.g., 46.712222, -122.977811).	The Lower Satsop Phase II project is located in Grays Harbor County, WA. The project is on the Lower Satsop River mainstem. The project latitude is 46.982143 and longitude -123.482279. The Phase II project extends from the confluence of the Lower Satsop and Chehalis Rivers upstream to the Monte-Elma bridge encompassing approximately 2.3 miles of river. See Attachment A, Location and Design. The Phase II project is located in the Olympic Mountains Ecological Region, GSU 31, Lower Satsop River.
4. Project Manager/Contact -- Please identify who will be responsible for overseeing, implementing the project on a day-to-day basis (i.e., name, organization, contact information).	Rob Wilson, PE, County Engineer Grays Harbor County Department of Public Works 100 West Broadway, Suite 31 Montesano, WA 98563 RWilson@co.grays-harbor.wa.us 360/249-4222
5. Project Sponsor and Key Partners -- Please identify project sponsor and key partners who will assist in project delivery, implementation.	<p><u>Project Sponsor:</u> Rob Wilson, PE, County Engineer Grays Harbor County Department of Public Works 100 West Broadway, Suite 31 Montesano, WA 98563 RWilson@co.grays-harbor.wa.us 360/249-4222</p> <p><u>Key Partners:</u> (a) Grays Harbor Conservation District. (b) Local Landowners (see Attachment B, Key Partners).</p>

Section II
Description, Timing and Cost

6. Project Description -- Please describe the project, what is intended to be accomplished, flood hazard reduction benefits to be accrued to whom and when. Please identify what phase/stage of the project funding is sought (e.g., study phase/stage, planning phase/stage, design/engineering/permitting phase/stage, construction/implementation phase/stage). Please identify any local or state funding previously secured for this project.

Description:

Phase II Project is a floodplain restoration project to supplement and support Phase I (Keys Road Flood Protection) actions that will be constructed this Summer/Fall 2020. Phase II (Habitat Connectivity and Reach-Scale Aquatic, Riparian and Floodplain Restoration) design elements include placing engineered log structures in the channel to split flow and locally raise water surface elevations and placing structures near banks to aggrade sediment, ease velocities and build up floodplains in areas where migration rates are greater than the historic rate of erosion. An invasive plant control and riparian planting program will be proposed in areas where enhancement of existing resources is needed. Rehabilitation of historic riparian zones will be negotiated with participating landowners and used to reduce bank erosion in conjunction with in-stream engineered log structure elements. Phase I and II actions together will substantially improve overall floodplain connectivity, restore main channel, side-channel and off-channel habitats for anadromous and resident fish, and wildlife as well as protect public and private infrastructure and agricultural lands from aggressive bank erosion.

Benefits:

Lower Satsop Restoration & Protection Program (Phase I and II) is designed to:

- (a) Reduce immediate erosion pressures on the heavily travelled Keys Road and Monte Elma Road Bridge and forestall the need for future costly and less habitat-friendly emergency repairs.
- (b) Reduce immediate erosion pressure on the Satsop Business Park's primary potable water supply.
- (c) Stop further loss of irreplaceable, high-value cropping farmland necessary to maintain a vital local agricultural economy.
- (d) Restore habitat and floodplain features and functions lost as a result of past river

	<p>management practices to benefit fish, habitat, and commercial and recreational interests (fishing, guiding, birding, etc.).</p> <p>(e) Sufficiently address immediate and imminent threats in order to provide local authorities and community members with demonstrable flood relief.</p> <p>(f) Preserve existing local and state revenue generation from local agricultural sales and activities (crops, inputs, harvest, etc.), commercial and recreational fishing (gear, licenses, fees, etc.), tourism (fishing, bird watching, bicycling, etc.), Satsop Business Park (call center, vehicle storage, cannabis-cultivation, compressed natural gas, truck-driving school, forestry program, emergency training, etc.), and more.</p> <p>Putting the Lower Satsop River back into balance with engineered log structures, revetment removal, and improved floodplain connectivity will ensure continuation of the economically-vital Satsop Business Park, regionally-significant agricultural community, and restoration and correction of fish habitat and riverine functions long-threatened by past river management decisions.</p> <p><u>Funding Previously Secured:</u> See Attachment C (Local or State Funding Previously Secured).</p>
<p>7. Project Timeline -- Please describe the timeline and phases/stages for completing the overall project and the timeline for completing the phase/stage to be funded by 2021-23 funding.</p>	<p>Lower Satsop Restoration & Protection Program (Phase I and II) overall timeline is:</p> <p>(a) Phase I -- Keys Road Flood Protection Project (already funded and scheduled for construction this Summer/Fall 2020).</p> <p>(b) Phase II -- Habitat Connectivity and Reach-Scale Aquatic, Riparian and Floodplain Restoration:</p> <ul style="list-style-type: none"> • Design, Engineering, and Permitting (already funded and scheduled for Summer 2020 through Winter 2021). • Construction (not funded, scheduled for Summer/Fall 2021).

<p>8. Project Cost and Funding -- What is the cost of the overall project (or anticipated cost)? What is the cost of the phase/stage to be funded by 2021-23 funding? What are the on-going maintenance and operation requirements and costs? Who will cover on-going maintenance and operation requirements and costs?</p>	<p><u>Overall Cost:</u> See Attachment C (Local or State Funding Previously Secured) for a breakdown of the overall costs of the Lower Satsop Restoration & Protection Program (\$3,961,853).</p> <p><u>Cost to Be Funded 2021-23:</u> Phase II Construction cost being sought through this Local Projects application is \$1,416,829.</p> <p><u>On-Going Maintenance and Operation Costs:</u> On-going maintenance and operations costs are anticipated to be negligible and, if any, will be the responsibility of Grays Harbor County. Phase I and II activities and project elements have been designed (based on experience) to deliver self-sustaining, maintenance free results. Should a future maintenance need arise funds will be sought through local sources like the County Road Fund. (Note: Activities and experience on the analogous Upper Quinault system have greatly informed and influenced this project, e.g., type, number, and placement of engineered log structures.)</p>
<p>9. Other Funding -- Please describe other funding sources and partners that have already contributed (or could contribute in the future) to this project and for what phase/stage.</p>	<p>Lower Satsop Restoration & Protection Program is supported by landowners, stakeholders, resource agencies, and permitting agencies. All have contributed substantial in-kind time and attention to the conceptualization, development, and implementation of the program (see Attachment D, Organizational and Implementation Stages/Phases).</p> <p><u>In-Kind Contribution (Multi-Agency Technical Advisory Group):</u> A successful multi-agency regulatory and technical advisory group was formed in 2017 and includes the Department of Ecology, the Quinault Indian Nation, USACE, DNR, WDFW, Grays Harbor County, Chehalis River Basin Flood Authority, Grays Harbor County, the Port of Grays Harbor, Grays Harbor Conservation District, and WSDOT. The advisory group typically meets quarterly to discuss stakeholder needs, reach issues, and design progress. Advisory group meetings, along with many local community meetings, have established the framework for the Lower Satsop Restoration & Protection Program (as well have served as an opportunity to strategically evaluate community</p>

and agency priorities and turn them into actionable plans and next steps. Read more here https://www.ezview.wa.gov/site/alias_1492/37609/lower_satsop_restoration_and_protection_program.aspx.

In-Kind Contribution (Project Partners):

Project partners include WDFW, Grays Harbor Conservation District, the Port of Grays Harbor, the Chehalis River Basin Flood Authority, Natural Systems Design, and private landowners in the reach.

- (a) WDFW has collaborated with the county by using remaining funds from a restoration project on property within the reach to remove a section of rock revetment that has been identified by landowners as exacerbating erosion of agricultural lands. The county worked to help develop figures for permit revision so that construction crews on site in 2019 could complete the rock toe removal.
- (b) Grays Harbor County Conservation District has engaged landowners and helped bring stakeholders together for outreach as well as coordinating access for topographic surveys, bathymetric surveys, and site tours.
- (c) The Port of Grays Harbor has participated in Advisory Group meetings, hosted stakeholder meetings at their Satsop Business Park offices, and granted access to their property for surveys and data collection pertinent to design efforts.
- (d) The Chehalis River Basin Flood Authority has coordinated meetings with state legislators, resource agencies and stakeholders to unify a disparate group and facilitate the vision and framework development for the program.
- (e) Natural Systems Design is the county's engineering consultant for the project and has supported the design process and outreach to stakeholders, resource agencies, and state legislation.
- (f) The Scott's and Willis's have granted access to

	their properties for data collection and topographic survey to help develop reach-scale designs and implementation plans.
--	---

Section III (**) Completion, Doability, Alternatives, and Impacts	
10. Project Completion -- Does the funding requested complete, substantially complete, or continue a project already started? If so, please explain.	Funding requested fully completes Phase II, as well fully completes all phases and activities currently described for the Lower Satsop Restoration & Protection Program.
11. Project Doable -- Can this project or the phase/stage for which funding is sought be completed by June 30, 2023? Please describe any circumstances with potential to impact the project's doability or timeline (e.g., permitting or regulatory unknowns, lack of availability of other funding resources, etc.). Please describe any advance coordination or vetting with agencies, tribes, other entities, etc. and the outcomes of that effort.	<p>Yes, Phase II can be constructed by June 30, 2023.</p> <p>Lower Satsop Restoration & Protection Program has been extensively vetted and coordinated with local, state, federal, and tribal authorities through the Lower Satsop multi-agency regulatory and technical advisory group established for the Program and all its stages and phases (see Attachment D, Organizational and Implementation Stages/Phases). For this reason, unforeseen permitting issues (or surprises) are not anticipated.</p>
12. Project Alternatives -- Please describe alternatives to the project that were considered (including doing nothing), and the rationale for selecting the project described, proposed here.	<p>Lower Satsop river is a dynamic system where riverbank erosion, extreme channel migration, and flooding are seriously impacting public and private property, economic, community and personal livelihoods, and the very stability of the river system itself. Projects have been proposed and evaluated in years past without success. Inaction and frustration have characterized community and landowner feelings/concerns. Failure to act will exacerbate existing problems, namely:</p> <p>(a) Keys Road -- Steady eastward migration of river (30 to 35 ft/year average) continues to threaten County's heavily travelled Keys Road which is main route to and from Satsop Business Park.</p> <p>(b) Port of Grays Harbor's Satsop Business Park Potable Water Supply -- Steady eastward migration of river (30 to 35 ft/year average) continues to threaten Satsop Business Park's primary potable water supply that is essential for the Park's 400+ full-time, regionally significant</p>

jobs.

- (c) Monte-Elma Road Bridge – Erosion and regular scour issues continue to threaten the County-owned bridge and footings requiring frequent corrective actions.
- (d) Farmland Loss – Steady westward migration of river (60 ft/year average) continues to erode and wash away irreplaceable, high-value cropping farmland also valuable for bird migration/overwintering, bird hunting/watching, aquifer recharge, open space.
- (e) Excess Erosion and Sedimentation – Excess farmland erosion contributes to heavier sediment discharges to Chehalis River and Grays Harbor. [Note: November 27, 2018 avulsion flushed down river 538K cu/yards (53,833 dump trucks) of high-quality farm soil and mature riparian habitat.]

Lower Satsop Restoration & Protection Program was forged out of a profound urgency for timely, doable, and balanced solutions. Doing nothing and “letting the river do what rivers do” has been considered; however, the current issues with the river are the result of confining the river and concentrating its power in locations where the river has not been in thousands of years. For this reason, immediate action is warranted. Once the river system is allowed to return to (and distribute its energy across) its historic floodplain a hands-off (self-sustaining, do nothing) approach is anticipated.

Several design alternatives have been considered over the last five years. These alternatives have been evaluated using cost, constructability, ecologic benefits, and stakeholder and permitting agency support. Alternatives have included no-action, removal of bank hardening, bar-scalping, grading side channels, relocating floodplain infrastructure, land acquisition, restoration actions including the use of engineered log structures and riparian planting, and improving floodplain and wetland connectivity. The process of evaluating the alternatives has brought stakeholders and

	regulatory agencies together on a shared path that prioritizes the use of ecologically sensitive methods at a reach-scale. This approach will leverage natural processes to stabilize the system and provide ecologic benefits for aquatic and terrestrial species habitat.
13. Project Impacts Avoided, Mitigated -- Please identify how project impacts will be avoided and mitigated, and if that mitigation will be accomplished by June 30, 2023?	<p>Impacts will be avoided and mitigated consistent with:</p> <p>(a) Input, guidance, and direction provided through the multi-agency regulatory and technical advisory group as Phase II is designed (as was similarly done for Phase I design).</p> <p>(b) Permits and approvals issued for Phase II.</p>

Section IV (**) Benefits Stated and Quantified	
14. Emergency Response Benefits -- Please describe (and quantify) how this project enhances emergency response in a flood emergency (e.g., does it keep critical access roads and transportation facilities open/functional, does it enable easy movement of cattle, equipment and farm chemicals out of harm's way, is it part of a larger hazard mitigation plan, etc.).	<p>Lower Satsop Restoration & Protection Program (Phase I and II) is designed to ensure the heavily travelled Keys Road and Monte Elma Road Bridge:</p> <p>(a) Stay open in times of flood to ensure emergency response and continuity (resiliency) of community activities and commerce for farmers, business park, commuters, etc.</p> <p>(b) Do not need future costly and less habitat-friendly emergency repairs.</p>
15. Essential Infrastructure Protection Benefits -- Please describe (and quantify) how this project protects essential infrastructure and the risks or consequences of not acting this funding cycle.	<p>Lower Satsop Restoration & Protection Program (Phase I and II) is designed to reduce immediate erosion pressure on the Satsop Business Park's primary potable water supply. Steady eastward migration of river (30 to 35 ft/year average) continues to threaten Satsop Business Park's primary potable water supply that is essential for the Park's 400+ full-time, regionally significant jobs.</p>
16. Public Health, Safety and Welfare Benefits -- Please describe (and quantify) how this project protects public health, safety and welfare.	<p>Lower Satsop Restoration & Protection Program (Phase I and II) is designed to provide Public Health, Safety and Welfare Benefits for the reasons stated above at 14 and 15 and below at 17, 18, 19, and 20.</p>

	<p>(a) Phase I was specifically designed to ensure long-term access and operation of the Satsop Business Park through protection of Keys Road and the POGH's well infrastructure (Phase I).</p> <p>(b) Phase II was specifically designed to support Phase I and ensure over the long-term the preservation of jobs and a strong community through stabilization of the river and restoration of habitat and floodplain functions.</p>
<p>17. Residential, Commercial and/or Agricultural Protection Benefits -- Please describe (and quantify) how this project protects residential communities, commercial and/or agricultural interests and benefits of acting (or consequences of not acting) this funding cycle. Consider factors like number of structures and people at risk, historic frequency of flood damage, magnitude of benefit for the cost, etc.</p>	<p>Lower Satsop Restoration & Protection Program (Phase I and II) is designed to stop further loss of irreplaceable, high-value cropping farmland necessary to maintaining a vital local agricultural economy. Steady westward migration of the river (60 ft/year average) continues to erode and wash away irreplaceable, high-value cropping farmland also valuable for bird migration/overwintering, bird hunting/watching, aquifer recharge, open space. On 11/27/2018 when the Lower Satsop River avulsed, and cut-off the neck of a large meander bend, approximately 239K cu/yards (23,917 dump trucks) of high-quality farm soil were forever lost. Lost farm soil equates to lost cropping acreage and lost future income and revenue.</p> <p>The economic impact of farmland loss over the next several decades (projected at 190 acres) is going to be substantially greater than \$700K (as projected using current \$) due to inflation and jobs multipliers (see Attachment E, Farmland Loss Projections).</p>
<p>18. Habitat Benefits – Please describe (and quantify) how this project benefits or improves existing or future habitat conditions.</p>	<p>Lower Satsop Restoration & Protection Program (Phase I and II) is designed to restore habitat and floodplain features and functions lost as a result of past river management practices and in so doing benefit fish, habitat and commercial and recreational interests (fishing, guiding, birding, etc.). Post-Phase I and II project conditions are anticipated to reduce erosion and channel migration rates in the vicinity of meanders that currently pose a threat to Keys Road and the Port of Grays Harbor well. Additional post-Phase I and II project conditions will include higher quality habitat for aquatic species around installed engineered log structures which will create habitat by:</p>

	<ul style="list-style-type: none"> • scouring pools. • sorting sediment for spawning. • providing velocity refuge. • supporting production of allochthonous organic matter in the engineered log structures which will support benthic macroinvertebrate productivity.
<p>19. Costs, Benefits, Impacts – Please describe (quantify) anticipated:</p> <p>(a) <u>Costs</u> of this phase/stage of the project if funded, and if not funded? This would include any costs (beyond direct cost of the project) that might be incurred or avoided as a result of the project being funded (or not funded) and when.</p> <p>(b) <u>Benefits</u> of this phase/stage of the project if funded and when those benefits would be realized?</p> <p>(c) <u>Impacts</u> of this phase/stage of the project if funded, if not funded, and when those impacts would occur.</p>	<p><u>Costs:</u></p> <p>(a) Phase II Construction cost is \$1,416,829.</p> <p>(b) Cost of not funding Phase II construction for Summer/Fall 2021 is the cost of:</p> <ul style="list-style-type: none"> • Potentially jeopardized investment made for Phase II design, engineering and permitting (\$320,000). [Lower Satsop is a very dynamic, energetic system. Design, engineering and permitting can be nullified if the river substantially changes its course, bathymetry, etc.] • Delaying results to be achieved by ASRP Early-Action Reach Restoration investments made in the upper watershed (~\$750k +/-). • Potentially jeopardizing Port of Grays Harbor's Satsop Business Park primary potable water supply (well) that is essential for the Park's 400+ full-time, regionally significant jobs. • Potentially jeopardizing heavily travelled Keys Road (main route to and from Satsop Business Park) and necessitating need for unfriendly (for fish) emergency repairs. • Further farmland losses from westward migration of the river at roughly 60 ft/year (see Attachment E, Farmland Loss Projections). <p>[Note: While Phase I construction project will substantially stabilize the river system for the</p>

	<p>benefit of Keys Road infrastructure, it will not fully achieve the results and protections that will be achieved together with Phase II (including for Keys Road and the Port's well).]</p> <p><u>Benefits:</u></p> <p>(a) See "Benefits" at #6 above.</p> <p>(b) Benefits would be realized as soon as the following flood season (October 2021).</p> <p><u>Impacts:</u></p> <p>(a) If funded, any impacts of construction will be mitigated and addressed through applicable permits and regulatory approvals.</p> <p>(b) If not funded, impacts of non-action could be as soon as start of the next flood season (October 2021).</p>
<p>20. Other Project Benefits -- Please describe (and quantify) any other project benefits not already discussed. This could include how this project compliments, leverages, or implements another project or planning process already underway.</p>	<p>Phase II construction completes the currently described Lower Satsop Restoration & Protection Program. This program has to date received substantial generous support from the Chehalis River Basin Flood Authority and Chehalis Basin Board. Not only will Phase II complete the Lower Satsop Restoration & Protection Program, but it will ensure investments already made in the upper reaches through the Early-Action Reach Restoration effort (as part of ASRP) are successful. Currently, the Lower Satsop, because of its high velocities, high erosion and low habitat value cannot function as the essential corridor to the upper reaches that it could. Investing now in Phase II to create a fish-friendly corridor to the upper reaches of the Satsop system will make previous Early Action Reach Restoration investments all the more meaningful (effective).</p>
<p>21. Anything Else -- Please offer any additional information (e.g., links, photos, maps, video, drawings, drone, etc.) that would help to better understand the scope, timing, and benefits of this project.</p>	<p><u>Floodplain Restoration Analogs:</u></p> <p>Lower Satsop Restoration & Protection Program (Phase I and II) is a reach-scale, multi-benefit effort. Lower Satsop Restoration & Protection Program has been conceptualized, designed, and implemented at a reach-scale to best address floodplain, erosion, flooding, and habitat issues. For this reason, Lower Satsop Restoration & Protection Program is in the same vein as Centralia's China Creek project</p>

and to a lesser degree Aberdeen's Fry Creek project. For both of these Flood Authority funded projects, local project sponsors are also working to deliver multi-benefit reach-scale solutions.

WCRR:

The Lower Satsop Restoration & Protection Program's Phase II construction project has additionally been submitted to the WA Recreation and Conservation Office for funding consideration through the Washington Coast Restoration and Resiliency Initiative (WCRR) Program. That decision is pending and will likely not be known until later this Fall.

Key Links:

- Lower Satsop Restoration & Protection Program documentation website --
https://www.ezview.wa.gov/site/alias_1492/37609/lower_satsop_restoration_and_protection_program.aspx.
- 5/07-2020 Presentation Re Phase II --
https://www.ezview.wa.gov/Portals/_1492/images/WCRR%20TRP%20Presentation%205-07-2020.pdf.
- WCRR Phase II Funding Request (\$1,416,829, 2021-23) --
<https://secure.rco.wa.gov/prism/search/ProjectSnapshot.aspx?ProjectNumber=20-1408>.
- Port of Grays Harbor Letter of Support --
<https://secure.rco.wa.gov/prism/search/ProjectSnapshotAttachmentData.aspx?id=434000>.

Section V Local Projects Beyond 2021-23	
22. Project Name and Project Phases/Stage:	
23. Project Location -- Please provide location of project and latitude, longitude coordinates (e.g., 46.712222, -122.977811).	
24. Project Sponsor and Key Partners -- Please	

identify who is sponsoring the project and key partners who will assist with project delivery, implementation.	
25. Project Description -- Please describe the project, what is intended to be accomplished, the flood hazard reduction benefits to be accrued and to who and when. Please identify what phase/stage of the project funding is sought (e.g., study, planning, design/engineering/permitting, construction/implementation).	
26. Costs -- Please describe (quantify) anticipated project costs.	
27. Benefits -- Please describe (quantify) anticipated project benefits.	
28. Impacts -- Please describe (quantify) anticipated project impacts.	

Lower Satsop Restoration & Protection Program

Attachments

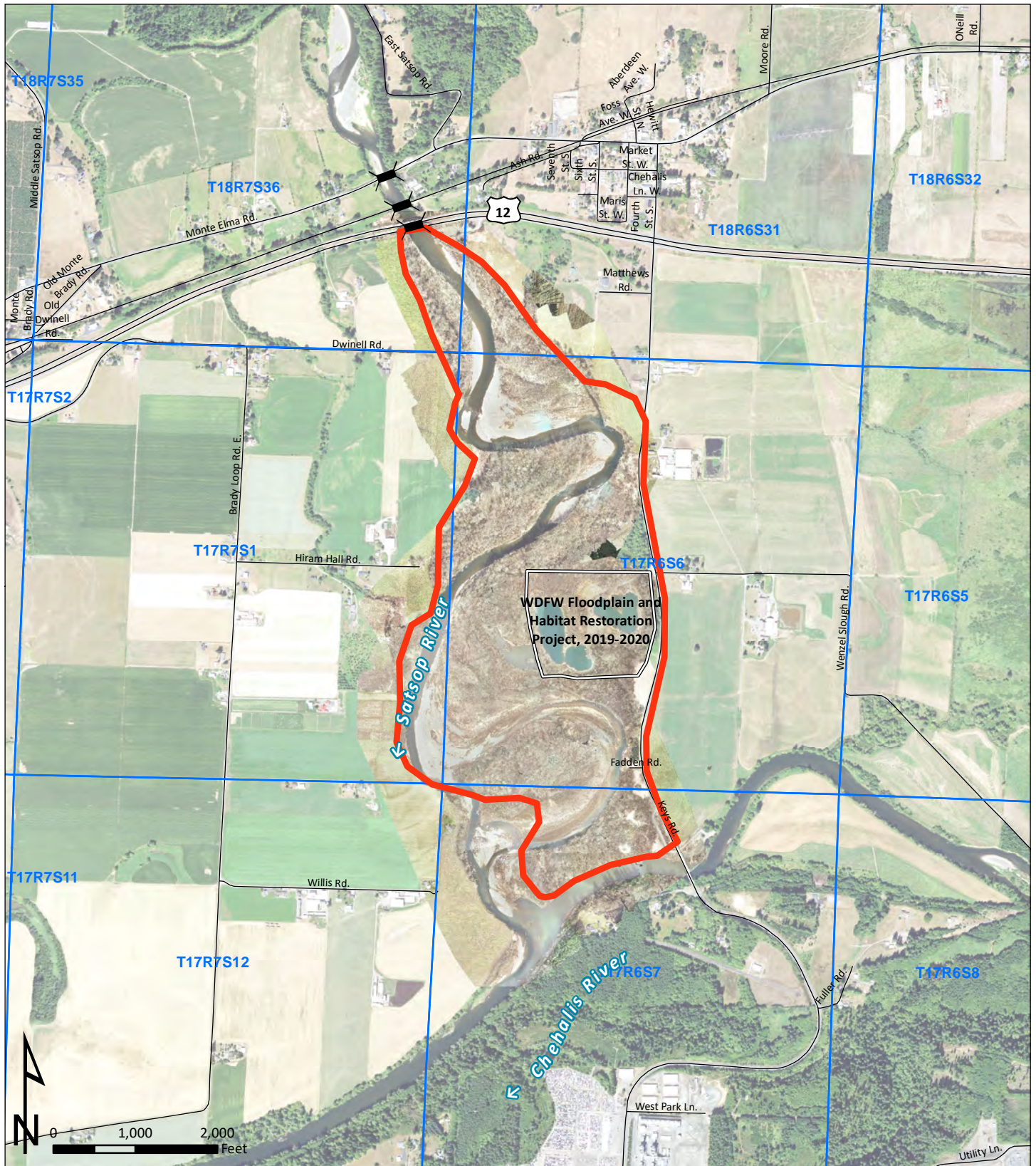
	<u>Page</u>
Attachment A -- Location and Design	(16)
Attachment B -- Key Partners (Landowner Forms)	(52)
Attachment C -- Local or State Funding Previously Secured	(61)
Attachment D -- Organizational and Implementation Stages/Phases	(62)
Attachment E -- Farmland Loss Projections	(63)

Attachment A
Lower Satsop Restoration & Protection Program

Location and Design

(next)

Lower Satsop Restoration & Protection – Phase II, PRISM ID 20-1408



Lower Satsop Restoration & Protection Phase II
PRISM ID 20-1408
Sponsor: Grays Harbor County

Project Area and APE Map



Lambert conformal conic projection, NAD 1983 State Plane Coordinate System (WA South Zone). Aerial Imagery Source: 2019 drone flight by Natural Systems Design and 2017 USDA NAIP

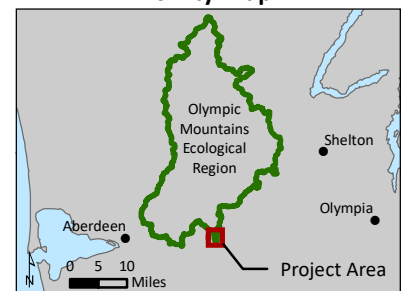
Legend

- Phase2 - Area of Potential Effect
- WDFW Restoration Project, 2019-2020
- Roads
- Bridges
- Township/Range/Section

June 11, 2020

(17)

Vicinity Map



- NOTES:
- 1 WORK ASSOCIATED WITH PHASE I (CONSTRUCTED SUMMER/FALL 2020) OF THE LOWER SATSOP RESTORATION & PROTECTION PROGRAM IS SHOWN IN GRAY. WORK ASSOCIATED WITH PHASE II (CONSTRUCTED SUMMER/FALL 2021) IS SHOWN IN COLOR.
 - 2 PLANTING AREAS SHOWN ARE ABOVE THE OHWM AND WOULD NEED TO BE ASSESSED FOR ECOLOGICAL CHARACTERISTICS SO THAT PLANT PALETTES COULD BE DEVELOPED.
 - 3. INVASIVE SPECIES REMOVAL AREAS NEED TO BE IDENTIFIED AND MAPPED DURING A SITE RECONNAISSANCE VISIT.



\\projects\grays_harbor_county\keys_road\design\cad_dwg - current\dwg_archive\wcel_conc\dwg - Mtl 7/6/2020 3:50:12 PM

Jul 06, 2020

0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	RLE, MS	LATITUDE	47°03'49"N
CHECKED	RLE	LONGITUDE	123°29'29"W
DRAWN	MS, GM	TN/SC/RG	T18W/S12/R7W
CHECKED	RLE	DATE	2/14/2019

LOWER SATSOP RESTORATION
AND PROTECTION, PHASE II
(18)

PRISM ID 20-1408
SHEET 1

1
SHEET 1 OF 2

- NOTES:
- 1 WORK ASSOCIATED WITH PHASE I (CONSTRUCTED SUMMER/FALL 2020) OF THE LOWER SATSOP RESTORATION & PROTECTION PROGRAM IS SHOWN IN GRAY. WORK ASSOCIATED WITH PHASE II (CONSTRUCTED SUMMER/FALL 2021) IS SHOWN IN COLOR.
 - 2 PLANTING AREAS SHOWN ARE ABOVE THE OHWM AND WOULD NEED TO BE ASSESSED FOR ECOLOGICAL CHARACTERISTICS SO THAT PLANT PALETTES COULD BE DEVELOPED.
 - 3. INVASIVE SPECIES REMOVAL AREAS NEED TO BE IDENTIFIED AND MAPPED DURING A SITE RECONNAISSANCE VISIT.



0 0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	RLE, MS	LATITUDE	47°03'49"N
CHECKED	RLE	LONGITUDE	123°29'29"W
DRAWN	MS, GM	TN/SC/RG	T18W/S12/R7W
CHECKED	RLE	DATE	2/14/2019

LOWER SATSOP RESTORATION
AND PROTECTION, PHASE II

PRISM ID 20-1408
SHEET 2

N:\PROJECTS\GRAY HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\DWGS ARCHIVE\WCCCL-CONCEPT.DWG, Mdt 7/6/2020, 3:50:39 PM

Jul 06, 2020

KEYS ROAD FLOOD PROTECTION

PHASE I FINAL DESIGN

GRAYS HARBOR COUNTY

SHEET LIST TABLE	
Sheet Number	Sheet Title
1	COVER SHEET
2	GENERAL NOTES
3	CONTROL POINTS
4	LEGEND
5	EXISTING CONDITIONS
6	PROPOSED CONDITIONS
7	PROPOSED CONDITIONS SITE A
8	PROPOSED CONDITIONS SITE B
9	PROPOSED CONDITIONS SITE C
10	SETBACK REVETMENT ELJ SCHEDULE
11	ACCESS AND STAGING
12	SITES A & B CONSTRUCTION SEQUENCING AND TESC
13	SITE C CONSTRUCTION SEQUENCING AND TESC
14	TYPE 1 APEX ELJ DETAIL
15	TYPE 1 APEX ELJ LAYERING PLAN
16	TYPE 2 APEX ELJ DETAIL
17	TYPE 2 APEX ELJ LAYERING PLAN
18	TYPE 1 DEFLECTOR ELJ DETAIL
19	TYPE 1 DEFLECTOR ELJ LAYERING PLANS
20	TYPE 1 DEFLECTOR ELJ LAYERING PLANS 2
21	FLOODPLAIN ROUGHNESS ELJ DETAIL
22	FLOODPLAIN ROUGHNESS ELJ DETAIL LAYERING PLAN
23	TIMBER COMPLEX PLAN
24	TIMBER COMPLEX LAYERING PLAN
25	TYPE 1 SETBACK REVETMENT
26	TYPE 1 SETBACK REVETMENT LAYERING PLAN
27	TYPE 2 SETBACK REVETMENT
28	TYPE 2 SETBACK REVETMENT LAYERING PLANS
29	BYPASS CHANNEL PROFILE AND SECTIONS
30	CONSTRUCTION DETAILS
31	REVEGETATION PLAN
32	PLANT SCHEDULE

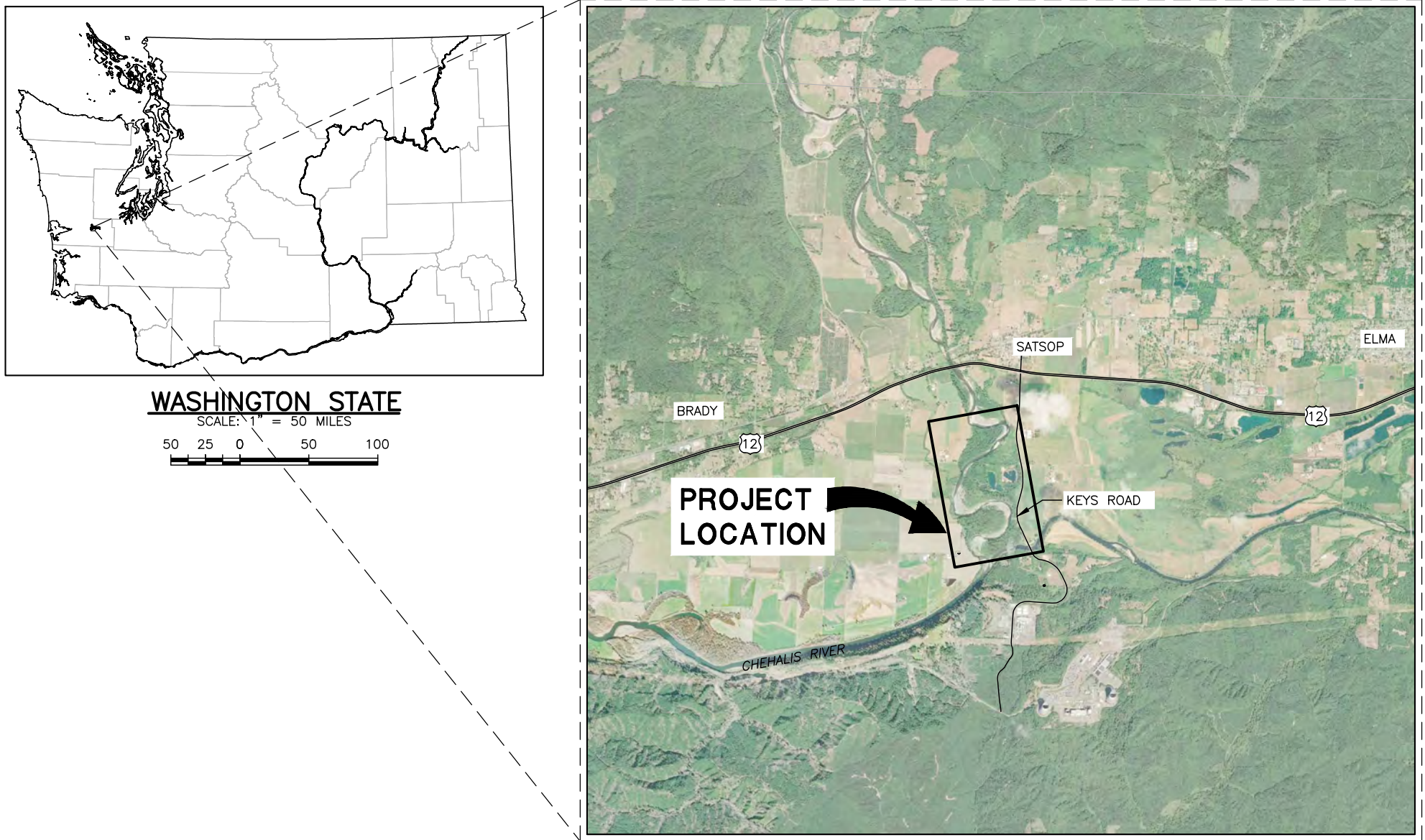
CONTACT INFORMATION

NATURAL SYSTEMS DESIGN, INC

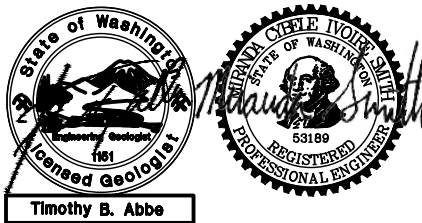
1900 N NORTHLAKE WAY, SUITE 211
SEATTLE, WA 98103
(206) 834-0175

GRAYS HARBOR COUNTY

DEPARTMENT OF PUBLIC WORKS
110 WEST BROADWAY, SUITE 31
MONTESANO, WA 98563
(360) 249-4222



PROJECT LOCATION MAP
SCALE: 1" = 1 MILE



0 0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

(20)

KEYS ROAD FLOOD
PROTECTION

COVER SHEET

1
SHEET 1 OF 32

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD\DWGS - CURRENT\COVER SHEET.DWG Kenna 6/11/2020 4:04:46 PM

Jun 11, 2020 PHASE I FINAL DESIGN

GENERAL NOTES

1. THESE PLANS HAVE BEEN PREPARED FOR THE EXCLUSIVE USE OF GRAYS HARBOR COUNTY, HEREAFTER REFERRED TO AS "OWNER" AND "CONTRACTOR" AND THEIR AUTHORIZED AGENTS.
2. NATURAL SYSTEMS DESIGN HEREAFTER REFERRED TO AS "ENGINEER" IS RESPONSIBLE FOR THE PREPARATION OF THESE ORIGINAL PLANS AND ASSOCIATED SPECIFICATIONS; AND WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGE, OR USE, OF THESE PLANS WHICH INCLUDES ALTERATION, DELETION, OR EDITING OF THIS DOCUMENT WITHOUT EXPLICIT WRITTEN PERMISSION FROM THE ENGINEER. ANY OTHER UNAUTHORIZED USE OF THIS DOCUMENT IS PROHIBITED.
3. MINOR MODIFICATIONS ARE EXPECTED TO SUIT JOB SITE DIMENSIONS OR CONDITIONS. SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE WORK. THE OWNER, ENGINEER AND APPROPRIATE REGULATORY AGENCIES SHALL BE NOTIFIED OF ANY OWNER-AUTHORIZED CHANGE RESULTING IN MORE THAN A 10% DESIGN CHANGE OF PROPOSED FOOTPRINT OR THAT SIGNIFICANTLY AFFECTS THE INTENDED BENEFIT OR FUNCTION OF A PROJECT ELEMENT.
4. THE LOCATION OF ALL FEATURES SHOWN IS APPROXIMATE.
5. THE CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; AND FURTHER AGREES THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS IN ACCORDANCE WITH THE PROVISIONS OUTLINED BY THE PROJECT CONTRACT AND SPECIFICATIONS.
6. ALL IMPROVEMENTS SHALL BE ACCOMPLISHED UNDER THE APPROVAL, INSPECTION, AND TO THE SATISFACTION OF THE OWNER. IMPROVEMENT CONSTRUCTION SHALL COMPLY WITH THESE PLANS AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WASHDOT) STANDARD PLANS FOR CONSTRUCTION OF ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, CURRENT EDITION UNLESS NOTED OTHERWISE. ALL REFERENCES TO THE "STANDARD SPECIFICATIONS" SHALL MEAN THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WASHDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION OF LOCAL STREETS AND ROADS, CURRENT EDITION. CONSTRUCTION NOT SPECIFIED ON THESE PLANS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR IS OBLIGATED TO BE FAMILIAR WITH APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS NOT DISCUSSED IN THE GENERAL NOTES. THE CONTRACT SPECIAL PROVISIONS SHALL SUPERSEDE THOSE OF THE STANDARD SPECIFICATIONS WHERE DISCREPANCIES OCCUR.
7. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SUBCONTRACTOR(S) TO EXAMINE THE PROJECT SITE PRIOR TO THE OPENING OF BID PROPOSALS. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED, SUCH AS THE NATURE AND LOCATION OF THE WORK; AND THE GENERAL AND LOCAL CONDITIONS, PARTICULARLY THOSE AFFECTING THE AVAILABILITY OF TRANSPORTATION, THE DISPOSAL, HANDLING, AND STORAGE OF MATERIALS, AVAILABILITY OF LABOR, WATER, ELECTRICITY, ROADS, THE UNCERTAINTIES OF WEATHER, THE CONDITIONS OF THE GROUND, SURFACE AND SUBSURFACE MATERIALS, GROUNDWATER, THE EQUIPMENT AND FACILITIES NEEDED FOR AND DURING THE PERFORMANCE OF THE WORK, AND THE COSTS THEREOF. ANY FAILURE BY THE CONTRACTOR AND SUBCONTRACTOR(S) TO ACQUAINT THEMSELVES WITH ALL THE AVAILABLE INFORMATION WILL NOT RELIEVE THE CONTRACTOR AND SUBCONTRACTOR(S) FROM RESPONSIBILITY FOR PROPERLY ESTIMATING THE DIFFICULTY AND COST OF SUCCESSFULLY PERFORMING THE WORK.
8. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING THE CONTRACT DOCUMENTS AND FOR ALL SUBMITTALS REQUIRED TO THE OWNER FOR REVIEW AND ACCEPTANCE.

PERMIT NOTES

1. EVERY REASONABLE EFFORT SHALL BE MADE TO CONDUCT THE ACTIVITIES SHOWN IN THESE PLANS, IN A MANNER THAT MINIMIZES THE ADVERSE IMPACT ON WATER QUALITY, FISH AND WILDLIFE, AND THE NATURAL ENVIRONMENT.
2. PERMITS ARE ANTICIPATED TO HAVE BEEN ISSUED PRIOR TO CONSTRUCTION. NOTICE TO PROCEED WILL NOT BE PROVIDED UNTIL PERMITS ARE IN HAND AND THESE PLANS HAVE BEEN VETTED AGAINST THOSE PERMITS.
3. ALL WORK WILL BE IN COMPLIANCE WITH PERMIT CONDITIONS ISSUED BY PERTINENT REGULATORY AGENCIES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE COPIES OF ALL PERMITS ON THE JOB SITE, UNDERSTAND AND COMPLY WITH ALL PERMIT CONDITIONS.
4. ALL WORK THAT DISTURBS THE SUBSTRATE, BANK, OR SHORE OF A WATERS OF THE STATE THAT CONTAINS FISH LIFE SHALL BE CONDUCTED ONLY DURING THE WORK PERIOD FOR THAT WATERBODY AS ALLOWED BY RELEVANT HYDRAULIC WORK PERMITS. THOSE PORTIONS OF THE PROJECT WORK THAT OCCUR OUTSIDE OR ABOVE THE ORDINARY HIGH WATER MARK (ABOVE THE USACE JURISDICTIONAL LINE) ARE NOT SUBJECT TO THE WORK PERIODS DESCRIBED ABOVE UNLESS SPECIFIED IN THE RELEVANT PERMITS.
5. ALL ACTIVITIES THAT INVOLVE WORK ADJACENT TO, OR WITHIN THE WETTED CHANNEL SHALL, AT ALL TIMES, REMAIN CONSISTENT WITH ALL APPLICABLE WATER QUALITY STANDARDS; EFFLUENT LIMITATION; AND STANDARDS OF PERFORMANCE, PROHIBITIONS, PRETREATMENT STANDARDS, AND MANAGEMENT PRACTICES ESTABLISHED PURSUANT TO THE CLEAN WATER ACT OR PURSUANT TO APPLICABLE STATE AND LOCAL LAW.
6. IF AT ANY TIME, AS A RESULT OF PROJECT ACTIVITIES, FISH ARE OBSERVED IN DISTRESS, A

- FISH KILL OCCURS, OR WATER QUALITY PROBLEMS DEVELOP (INCLUDING EQUIPMENT LEAKS OR SPILLS), OPERATIONS SHALL CEASE AND THE OWNER SHALL BE NOTIFIED IMMEDIATELY.
7. IF, DURING CONSTRUCTION, ARCHAEOLOGICAL REMAINS ARE ENCOUNTERED, CONSTRUCTION IN THE VICINITY SHALL BE HALTED, AND THE STATE OFFICE OF HISTORIC PRESERVATION AND THE OWNER SHALL BE NOTIFIED IMMEDIATELY.

SURVEY NOTES

1. UNLESS NOTED OTHERWISE ON THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS AND OTHER SURVEY MARKERS DURING CONSTRUCTION.
2. THE CONTRACTOR SHALL MAINTAIN A SET OF PLANS ON THE JOB SHOWING "AS-CONSTRUCTED" CHANGES MADE TO DATE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUPPLY TO OWNER A SET OF PLANS, MARKED UP TO THE SATISFACTION OF THE OWNER, REFLECTING THE AS-CONSTRUCTED MODIFICATIONS.
3. ELEVATIONS SHOWN ON THE PLANS FOR PIPE INVERTS, TOPS OF BANKS, THALWEG, GRADE CONTROLS, ETC., ARE BASED UPON THE TOPOGRAPHIC INFORMATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL VERIFY ALL NECESSARY SURFACE ELEVATIONS IN THE FIELD AND NOTIFY THE OWNER OF ANY DISCREPANCIES, WHICH MIGHT AFFECT PROPER OPERATION OF THE NEW FACILITIES BEFORE BREAKING GROUND AND PRIOR TO FACILITY INSTALLATION. THE OWNER SHALL BE CONTACTED IN THE EVENT ELEVATIONS ARE INCORRECT SO THAT THE PROPER ADJUSTMENTS CAN BE MADE BY ENGINEER PRIOR TO THE INSTALLATION OF THE FACILITIES, AS SET FORTH IN THE SPECIAL PROVISIONS.
4. LIDAR FOR THIS PROJECT WAS PROVIDED BY ANCHOR QEA AND WAS COLLECTED AS PART OF THE CHEHALIS BASIN LIDAR ACQUISITION AND IS REPRESENTATIVE OF 2017 CONDITIONS. THE VERTICAL DATUM IS NAVD88 GEOID12B. THE HORIZONTAL DATUM IS NAD83 (2011) WASHINGTON STATE PLANE SOUTH, US SURVEY FEET.

EROSION, SEDIMENT CONTROL AND WATER MANAGEMENT NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING ALL TEMPORARY EROSION CONTROL MEASURES. THE EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND PERFORMANCE OF THE TEMPORARY EROSION CONTROL MEASURES THROUGHOUT THE DURATION OF THE PROJECT.
2. A SEDIMENT AND EROSION CONTROL PLAN WILL BE DEVELOPED BY THE CONTRACTOR AND SUBMITTED FOR APPROVAL BY OWNER AND/OR THE ENGINEER BEFORE ANY CONSTRUCTION MAY BEGIN. THE SEDIMENT AND EROSION CONTROL PLAN WILL IDENTIFY BEST MANAGEMENT PRACTICES TO ENSURE THAT THE TRANSPORT OF SEDIMENT TO SURFACE WATERS, DRAINAGE SYSTEMS, AND ADJACENT PROPERTIES IS MINIMIZED.
3. ACTIVITIES SHALL BE DESIGNED AND CONSTRUCTED TO AVOID AND MINIMIZE ADVERSE IMPACTS TO WATERS OF THE UNITED STATES TO THE MAXIMUM EXTENT PRACTICAL THROUGH THE USE OF PRACTICAL ALTERNATIVES. ALTERNATIVES THAT SHALL BE CONSIDERED INCLUDE THOSE THAT MINIMIZE THE NUMBER AND EXTENT OF IN-WATER WORK AND EQUIPMENT CROSSINGS OF WETTED CHANNELS.
4. AT NO TIME SHALL SEDIMENT-LADEN WATER BE DISCHARGED OR PUMPED DIRECTLY INTO THE SUBJECT RIVER, STREAM, OR WETLAND. WATER SHALL BE DISCHARGED IN ACCORDANCE WITH REQUIREMENTS SET FORTH IN THE PROJECT PERMITS AND / OR SPECIFICATIONS.
5. IF HIGH WATER LEVEL CONDITIONS THAT CAUSE SILTATION OR EROSION ARE ENCOUNTERED DURING CONSTRUCTION, WORK SHALL STOP UNTIL THE WATER LEVEL SUBSIDES.
6. PERMIT CONDITIONS CONTAIN SPECIFIC REQUIREMENTS FOR THE CONTROL OF EROSION AND TURBIDITY FROM PROJECT OPERATIONS. TURBIDITY WILL BE MONITORED ON A FREQUENT BASIS BY THE PROJECT MANAGEMENT AND INSPECTION STAFF ON-SITE. TURBIDITY AMOUNTS IN EXCESS OF THE PERMITTED CONCENTRATIONS AND/OR DURATIONS WILL CAUSE WORK TO BE STOPPED UNTIL IMPROVED PRACTICES ARE IN EFFECT AND THE PROBLEMS CONTROLLED. THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR ANY PROJECT DELAYS THAT OCCUR BY NATURE OF THIS FAILURE TO ADEQUATELY CONTAIN SEDIMENT ON-SITE.
7. CONTRACTOR SHALL LIMIT MACHINERY MOVEMENT TO CONSTRUCTION AREAS DEFINED ON SITE PLAN OR IDENTIFIED AS ACCEPTABLE BY THE ENGINEER OR OWNER.
8. ALL EXTERNAL GREASE AND OIL SHALL BE PRESSURE-WASHED OFF THE EQUIPMENT PRIOR TO TRANSPORT TO THE SITE.
9. ALL EQUIPMENT OPERATING BELOW OHWM SHALL UTILIZE READILY BIODEGRADABLE VEGETABLE-BASED HYDRAULIC FLUIDS.
10. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT NO PETROLEUM PRODUCTS, HYDRAULIC FLUID, SEDIMENTS, SEDIMENT-LADEN WATER, CHEMICALS, OR ANY OTHER TOXIC OR DELETERIOUS MATERIALS ARE ALLOWED TO ENTER OR LEACH INTO THE SUBJECT RIVER, STREAM, OR WETLAND.
11. THE CONTRACTOR SHALL HAVE AN EMERGENCY SPILL KIT ONSITE AT ALL TIMES.
12. NO TREES OR WETLAND VEGETATION SHALL BE REMOVED UNLESS THEY ARE SHOWN AND

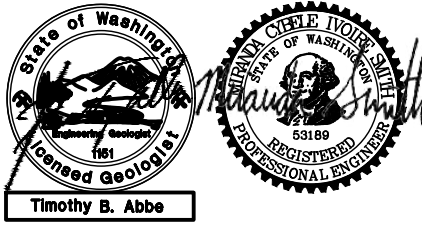
NOTED TO BE REMOVED ON THE PLANS OR AS DIRECTLY SPECIFIED ON-SITE BY THE PROJECT MANAGEMENT STAFF. ALL TREES CONFLICTING WITH GRADING SHALL BE REMOVED. NO GRADING SHALL TAKE PLACE WITHIN THE DRIP LINE OF TREES NOT TO BE REMOVED UNLESS OTHERWISE APPROVED.

13. FOLLOWING CONSTRUCTION, SITE RESTORATION WILL INCLUDE ESTABLISHING LONG-TERM EROSION PROTECTION MEASURES. THESE MEASURES WILL INCLUDE PLANTINGS, EROSION CONTROL FABRIC, SEED, AND MULCH. EQUIPMENT AND EXCESS SUPPLIES WILL BE REMOVED AND THE WORK AREA WILL BE CLEANED. MAINTENANCE ACTIVITIES FOR THE NEWLY CONSTRUCTED RESTORATION PROJECTS ARE ANTICIPATED TO OCCUR PERIODICALLY.

CONSTRUCTION NOTES

1. CONTRACT DOCUMENTS REFER TO THESE PLANS.
2. CONTRACTOR SHALL FURNISH ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO COMPLETE ALL WORK AS INDICATED IN THE CONTRACT DOCUMENTS.
3. CONSTRUCTION HOURS SHALL BE WEEKDAYS BETWEEN 7:00 A.M. AND 6:30 P.M. UNLESS PRIOR APPROVAL IS RECEIVED FROM THE OWNER.
4. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE OWNER PRIOR TO PROCEEDING WITH THE WORK.
5. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY INDICATED OTHERWISE BY THE OWNER OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
6. ALL WORK PERFORMED AND MATERIALS INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES.
7. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK USING THE BEST SKILLS AND ATTENTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THIS CONTRACT.
8. THE CONTRACTOR SHALL MAKE ALL NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, ROADWAY, DRAINAGE WAYS, PRIVATE BRIDGE, CULVERTS, AND VEGETATION UNTIL SUCH ITEMS ARE TO BE DISTURBED OR REMOVED AS INDICATED ON THE CONTRACT DOCUMENTS.
9. THE CONTRACTOR SHALL KEEP THE JOB SITE CLEAN AND HAZARD FREE. CONTRACTOR SHALL DISPOSE OF ALL DIRT, DEBRIS, AND RUBBISH FOR THE DURATION OF THE WORK. UPON COMPLETION OF WORK, CONTRACTOR SHALL REMOVE ALL MATERIAL AND EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY.
10. NOTES AND DETAILS ON THE PLANS SHALL TAKE PRECEDENCE OVER GENERAL NOTES HEREIN.
11. DIMENSIONS CALLOUTS SHALL TAKE PRECEDENCE OVER SCALES SHOWN ON THE PLANS.
12. THE PLANS REPRESENT THE FINISHED STRUCTURE. THEY DO NOT INDICATE THE METHOD OF ALL CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ALL MEASURES NECESSARY TO PROTECT THE STRUCTURES, WORKS, AND THE PUBLIC DURING CONSTRUCTION.
13. MATERIAL SHALL NOT BE STORED OUTSIDE OF IDENTIFIED STAGING AREAS. THE CONTRACTOR SHALL USE ONLY DESIGNATED SPECIFIC SITES FOR STORAGE OF EQUIPMENT AND MATERIALS AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SECURITY OF ALL EQUIPMENT AND MATERIALS.

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD_DWGSS - CURRENT NOTES.DWG: Kenno 6/11/2020 4:04:55 PM



0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

(21)

KEYS ROAD FLOOD
PROTECTION

GENERAL NOTES

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\LEGEND.DWG Kenna 6/11/2020 4:05:11 PM

GENERAL QUANTITIES			
ITEM #	DESCRIPTION	QUANTITY	UNITS
1	MOBILIZATION	1	LS
2	TEMPORARY EROSION AND SEDIMENT CONTROL	1	LS
3	TEMPORARY CONSTRUCTION ACCESS AND STAGING	1	LS
4	SITE ISOLATION	1	LS
5	RELIEF CHANNEL RM 1.0 - EXCAVATION, HAUL, AND SPREAD	10000	CY
6	TYPE 1 APEX ELJ	7	EA
7	TYPE 2 APEX ELJ	1	EA
8	TYPE 1 DEFLECTOR ELJ	9	EA
9	FLOODPLAIN ROUGHNESS TRIANGULAR ELJ	7	EA
10	TYPE 1 SETBACK REVETMENT ELJ	6	EA
11	TYPE 2 SETBACK REVETMENT ELJ	12	EA
12	BANK RIPRAP REMOVAL	1	LS
13	SEEDING AND MULCHING	1	LS
...	HYDROSEEDING/MULCHING WITH NATIVE UPLAND SEED MIX	2.75	AC
...	TEMPORARY SEEDING AND MULCHING	2.25	AC
...	MULCH, DELIVERED AND STOCKPILED	195	CY
Optional Additive			
1	SITE ISOLATION FOR TIMER COMPLEX ELJ	1	LS
2	TIMBER COMPLEX ELJ	4	EA

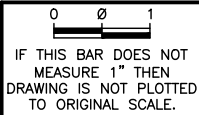
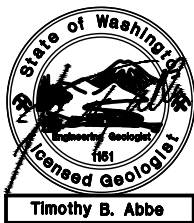
MATERIALS QUANTITY TABLE			
LOG ID	DIA*	LENGTH**	QTY
RB-5	22-26	50	28
RB-4	22-26	40	78
B-4	22-26	40	75
RB-3	22-26	30	18
RD-5	18-22	50	38
D-5	18-22	50	14
RD-4	18-22	40	68
RD-3	18-22	30	40
RD-2	18-22	20	16
RE-4	16-20	30	18
E-5	16-20	50	0
E-4	16-20	40	25
E-3	16-20	30	24
RF-4	14-18	40	13
RF-3	14-18	30	47
RF-2	14-18	20	2
PE-4 ***	18	40	126
PE-3 ***	18	30	328
RACKING	6-12	20-40	5,114
SLASH (CY)	1-3	-	3,475
RC-36	36	-	216
RC-28	28	-	72
* MINIMUM DIAMETER AT BREAST HEIGHT (1" PER 10' MAXIMUM TAPER)			
** TOTAL LENGTH INCLUDING ROOTWAD			
*** TURNED WOOD PILES - DIA (IN) IS BUTT DIAMETER WITH BARK OFF			

STRUCTURE STAKEOUT POINT TABLE

Raw Description	Elevation	Northing	Easting
01-A1-1	14.081	615961.2470	895529.4979
01-A1-2	13.417	616013.1287	895520.7088
01-A2-1	14.604	615965.8235	895775.0602
01-A2-2	12.427	615995.5011	895766.5823
01-D1-1	10.489	615532.8462	896272.8769
01-D1-2	19.824	615489.4165	896307.0800
01-FP-1	24.901	615656.5065	894075.2054
01-FP-2	25.513	615668.4162	894096.0440
01-SB2-1	28.672	615543.7818	896337.9553
01-SB2-2	27.325	615527.3323	896320.8951
01-TC-1	5.269	615261.9142	896195.7937
01-TC-2	11.936	615187.8078	896203.9547
02-A1-1	14.153	615937.9901	895228.6760
02-A1-2	16.139	615989.8877	895219.4805
02-D1-1	14.765	615731.5050	896241.6006
02-D1-2	24.717	615688.4802	896276.5343
02-FP-1	24.297	615709.6296	893999.2137
02-FP-2	24.667	615733.8370	894002.6387
02-SB2-1	24.602	615598.7454	896364.4388
02-SB2-2	24.367	615582.1725	896347.1683
02-TC-1	7.191	615339.3900	896212.6223
02-TC-2	5.228	615265.8146	896202.2039
03-A1-1	21.820	616266.2820	893893.6310
03-A1-2	23.120	616222.8376	893923.2374
03-D1-1	17.056	615880.7034	896125.0678
03-D1-2	25.720	615859.0177	896176.0188
03-FP-1	25.237	615817.6933	894023.4427
03-FP-2	25.351	615794.5340	894030.0262
03-SB1-1	21.168	615657.1730	896389.3192
03-SB1-2	20.077	615633.5580	896341.5225
03-TC-1	9.090	615414.6896	896236.3622
03-TC-2	9.644	615341.2158	896225.7166

Raw Description	Elevation	Northing	Easting
04-A1-1	21.370	616373.5131	893697.8277
04-A1-2	16.725	616331.4875	893730.1497
04-D1-1	16.911	615999.2008	895945.1041
04-D1-2	19.778	615982.8681	895997.9995
04-FP-1	24.503	615816.0809	893955.6647
04-FP-2	24.720	615828.7775	893976.0665
04-SB2-1	18.397	615705.5741	896392.3050
04-SB2-2	17.836	615688.9898	896375.2103
04-TC-1	8.736	615481.7412	896281.6165
04-TC-2	16.494	615414.3062	896250.3278
05-A1-1	16.219	616396.9455	893812.0446
05-A1-2	17.622	616360.8435	893850.9337
05-D1-1	20.522	616765.2941	893843.6865
05-D1-2	25.943	616716.6888	893817.1622
05-FP-1	24.106	615933.0294	893915.9899
05-FP-2	24.220	615948.6507	893934.5512
05-SB2-1	16.796	615768.2931	896403.2462
05-SB2-2	16.518	615751.4774	896386.2346
06-A1-1	28.003	616520.8169	893732.4330
06-A1-2	16.747	616488.6762	893774.2089
06-D1-1	21.559	616968.9710	893918.7306
06-D1-2	23.751	616920.0871	893892.1700
06-FP-1	23.410	616042.2239	893901.0510
06-FP-2	23.942	616041.7711	893925.0449
06-SB1-1	19.180	615819.6796	896428.4283
06-SB1-2	16.186	615795.5273	896380.9175
07-A1-1	16.603	616566.8093	893834.9288
07-A1-2	17.982	616541.3849	893880.8561
07-D1-1	18.672	619088.9155	896235.2262
07-D1-2	31.614	619034.2676	896244.2614
07-FP-1	22.962	616124.4089	893883.5069
07-FP-2	23.487	616136.1080	893904.8170

Raw Description	Elevation	Northing	Easting
07-SB2-1	18.243	615866.3481	896429.7293
07-SB2-2	18.895	615849.3635	896413.1526
08-D1-1	16.524	619272.4138	896209.0369
08-D1-2	23.072	619234.9243	896249.6487
08-SB2-1	22.666	615915.3108	896440.0095
08-SB2-2	19.128	615898.5382	896423.4483
09-D1-1	17.785	619378.3959	896041.9548
09-D1-2	26.296	619374.8477	896097.2340
09-SB1-1	22.892	615966.1489	896457.8544
09-SB1-2	18.920	615941.7662	896409.8765
10-SB2-1	34.537	618960.3917	896370.4523
10-SB2-2	34.483	618941.3353	896356.3108
11-SB2-1	33.898	619018.8083	896375.4837
11-SB2-2	35.745	618999.4824	896361.5070
12-SB1-1	32.159	619077.5878	896394.4156
12-SB1-2	34.362	619053.4518	896346.5873
13-SB2-1	32.607	619132.2379	896389.9248
13-SB2-2	32.899	619113.0080	896375.8985
14-SB2-1	30.500	619187.1202	896394.1836
14-SB2-2	30.093	619167.6978	896380.1480
15-SB1-1	32.092	619237.6938	896407.9794
15-SB1-2	30.615	619213.4699	896360.2199
16-SB2-1	30.471	619284.4246	896402.8571
16-SB2-2	30.147	619264.9284	896388.7984
17-SB2-1	31.796	619334.5618	896407.0608
17-SB2-2	30.320	619315.1405	896393.0971
18-SB1-1	33.193	619391.1264	896423.5845
18-SB1-2	31.360	619366.6971	896375.9542



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

(22)

KEYS ROAD FLOOD PROTECTION

QUANTITIES AND STAKEOUT POINTS

GENERAL LEGEND

- PROPERTY LINE
- GAS --- GAS LINE
- - - - - RIGHT OF WAY LINE
- ===== EXISTING ROAD
- ===== ACCESS ROAD
- CL CL CLEARING LIMIT
- GL GL GRADING LIMIT
- EX EX EXCAVATION LIMIT
- - - -5- - - - EXISTING MAJOR CONTOUR
- - - -1- - - - EXISTING MINOR CONTOUR
- 5 PROPOSED MAJOR CONTOUR
- 1 PROPOSED MINOR CONTOUR
- > > > EXISTING FLOW
- OHWM OHWM EXISTING OHWM
- OHWM OHWM PROPOSED OHWM
- 2-YR 2-YEAR FLOOD BOUNDARY
- 100-YR 100-YEAR FLOOD BOUNDARY
- WL WL EXISTING WETLAND
- WL WL PROPOSED WETLAND
- W W W EXISTING WATER
- W W W PROPOSED WATER
- EXISTING FENCE

- STAKEOUT POINT LOCATION
- DEMOLITION/REMOVAL AREA

- ENGINEERED LOGJAM (ELJ) TYPE 1 APEX
- ENGINEERED LOGJAM (ELJ) TYPE 2 APEX
- ENGINEERED LOGJAM (ELJ) TYPE 1 DEFLECTOR
- ENGINEERED LOGJAM (ELJ) FLOODPLAIN ROUGHNESS
- ENGINEERED LOGJAM (ELJ) TYPE 1 SETBACK REVETMENT
- ENGINEERED LOGJAM (ELJ) TYPE 2 SETBACK REVETMENT
- ENGINEERED LOGJAM (ELJ) TIMBER COMPLEX UNIT

TEMPORARY EROSION CONTROL LEGEND

- SB SB SILT BOOM
- BN BN BLOCK NETS
- SF SF SILT FENCE
- SW SW STRAW WATTLE
- DEWATERING LINE DISCHARGE
- PROPOSED STAGING AREA
- BULK BAG COFFERDAM
- TEMPORARY ACCESS ROAD
- TEMPORARY ACCESS BRIDGE
- PUMP DISCHARGE OUTLET
- DEWATERING PUMP

RESTORATION LEGEND

- EMERGENT SCRUB SHRUB WETLAND REVEGETATION AREA
- TREE AND SHRUB REVEGETATION AREA
- GRASS AND FORBE HYDROSEED APPLICATION AREA

DETAIL AND SECTION REFERENCING

1

4
6

(TITLE)
(SCALE)

4
2

(TYP)

(VAR)

A

L

SECTION A-A

SCALE: NTS

NOTE REFERENCING NUMBER

DETAIL REFERENCE NUMBER
SHEET ON WHICH DETAIL APPEARS

DETAIL REFERENCE NUMBER
SHEET FROM WHICH DETAIL WAS TAKEN

SPECIFIES THAT DETAIL IS UNIFORMLY TYPICAL
THROUGHOUT PROJECT EXCEPT WHERE
OTHERWISE NOTED

SPECIFIES THAT DETAIL WAS TAKEN FROM
SEVERAL SHEETS

SECTION A-A IS SHOWN ON SHEET 32

SECTION A-A IS SHOWN ON SHEET 32

State of Washington
Professional Engineer
Timothy B. Abbe

Supra Cete Ivoire Smith
REGISTERED PROFESSIONAL ENGINEER
53189

0 0 1

IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.

GRAY HARBOR COUNTY
1854

Natural Systems Design

NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

(23)

KEYS ROAD FLOOD
PROTECTION

LEGEND

4

SHEET 4 OF 32

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\LEGEND.DWG Kennel 6/11/2020 4:05:19 PM

Jun 11, 2020 PHASE I FINAL DESIGN

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD\DWGS - CURRENT\PROPOSED-CONDITIONS.DWG Kenna 6/11/2020 4:07:27 PM



NOTES:

- 1 HATCHED AREA SHOWS EXPECTED EXTENT OF STANDING WATER BASED ON DRONE IMAGERY CAPTURED MARCH OF 2019. ACTUAL EXTENT OF INUNDATION MAY BE LESS AT TIME OF CONSTRUCTION AS MEANDER IS ACTIVELY AGGRADING.
- 2. ELJ STRUCTURE SCHEDULE AND EXCAVATION QUANTITIES HAVE BEEN CALCULATED USING 2017 LIDAR TOPOGRAPHY AND ARE APPROXIMATE AS THE CHANNEL HAS CHANGED. BED ELEVATION OF APEX ELJS ARE TO BE SET APPROXIMATELY EQUAL TO THE ADJACENT THALWEG ELEVATION OF THE CHANNEL.

ELJ STRUCTURE SCHEDULE – SITE A APEX ELJS				
ELJ ID	EXISTING GRADE ELEVATION (FT)	ELJ BED ELEVATION (FT)	EXCAVATION DEPTH (FT)	EXCAVATION QTY. (CY)
01-A2	13.75	10.50	3.25	121
01-A1	OCCUPIES THALWEG		-	-
02-A1	OCCUPIES THALWEG		-	-

State of Washington
Professional Engineer
53189
Timothy B. Abbe

State of Washington
Professional Geologist
1161
Timothy B. Abbe

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT PLOTTED TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

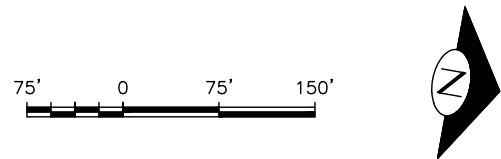
(26)

KEYS ROAD FLOOD PROTECTION

PROPOSED CONDITIONS SITE A

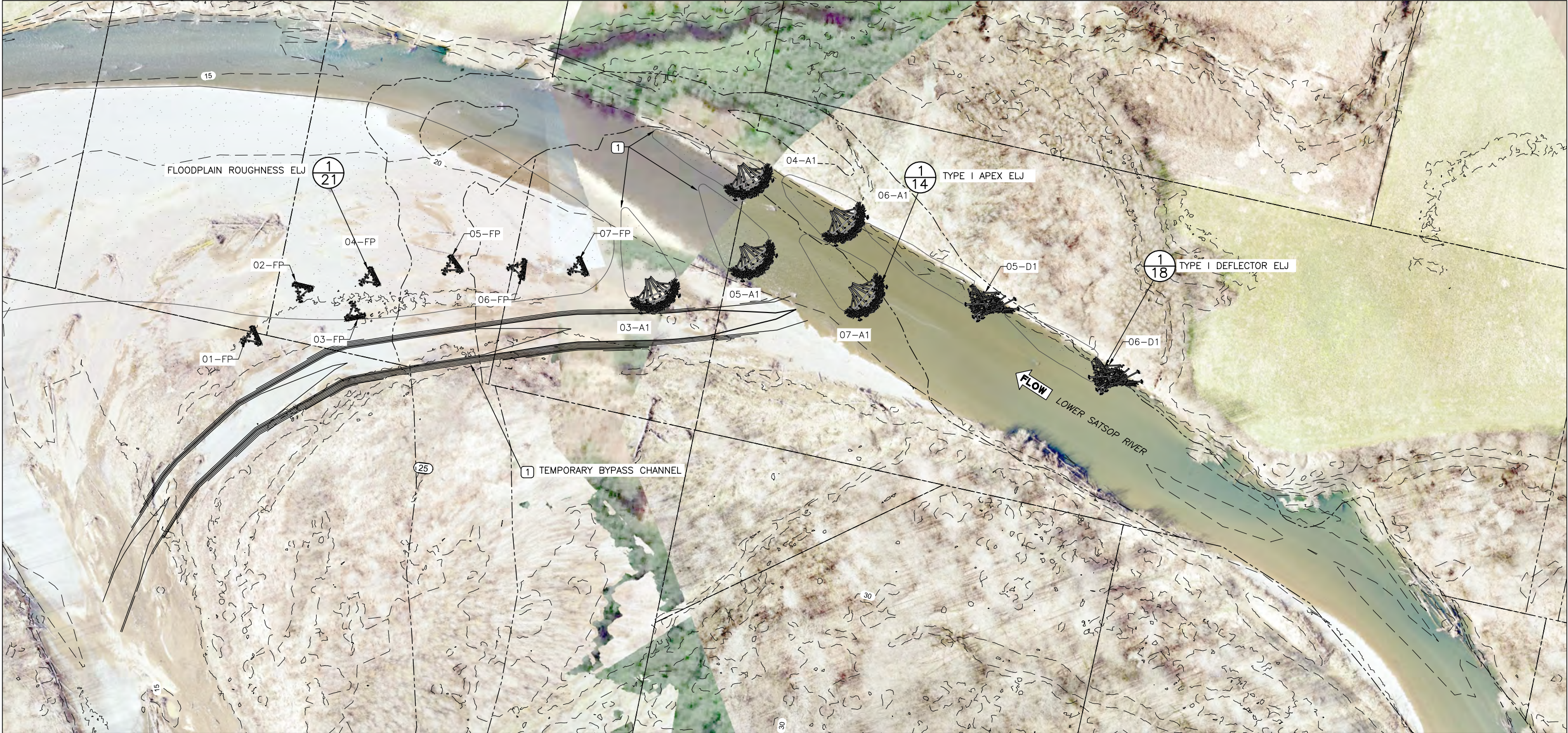
7

SHEET 7 OF 32



ELJ STRUCTURE SCHEDULE – SITE B APEX ELJS				
ELJ ID	EXISTING GRADE ELEVATION (FT)	ELJ BED ELEVATION (FT)	EXCAVATION DEPTH (FT)	EXCAVATION QTY. (CY)
03-A1	22.75	16	6.75	687
04-A1	17.00	16	1.00	102
05-A1	16.50	16	0.50	51
06-A1	17.50	16.5	1.00	102
07-A1	OCCUPIES THALWEG		–	–

- NOTES:
- 1 ALLUVIUM EXCAVATED FROM BYPASS CHANNEL TO BE USED AS BACKFILL AT ELJ STRUCTURES AND ON GRAVEL BAR. FINISH GRADE FOR PLACEMENT OF NATIVE FILL NOT TO EXCEED ELEVATION OF OHWM.
 2. ELJ STRUCTURE SCHEDULE AND EXCAVATION QUANTITIES HAVE BEEN CALCULATED USING 2017 LIDAR TOPOGRAPHY AND ARE APPROXIMATE AS THE CHANNEL HAS CHANGED. BED ELEVATION OF APEX ELJS ARE TO BE SET APPROXIMATELY EQUAL TO THE ADJACENT THALWEG ELEVATION OF THE CHANNEL.



Timothy B. Abbe

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT PLOTTED TO ORIGINAL SCALE.

NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

(27)

KEYS ROAD FLOOD PROTECTION

PROPOSED CONDITIONS SITE B

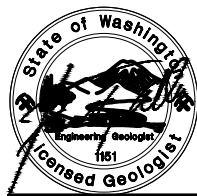
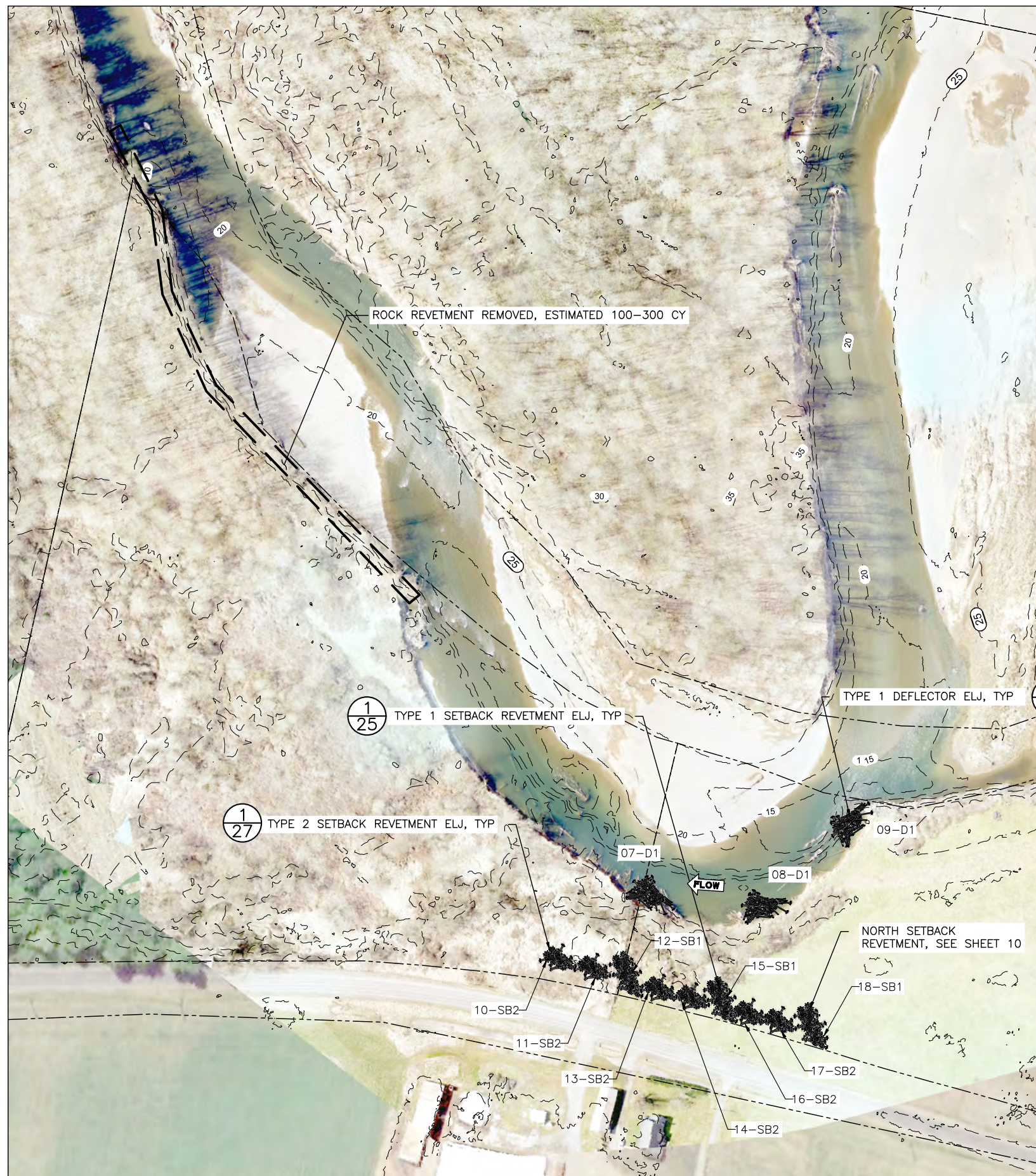
8

SHEET 8 OF 32

N:\PROJECTS\GRAY'S HARBOR COUNTY\KEYS ROAD\DESIGN\CAD\DWGS - CURRENT\PROPOSED-CONDITIONS.DWG, Kenna, 6/11/2020, 4:07:43 PM

Jun 11, 2020 PHASE I FINAL DESIGN

N:\PROJECTS\GRAYS HARBOR COUNTY KEYS ROAD DESIGN\CAD DWGS - CURRENT\PROPOSED-CONDITIONS.DWG Kenna 6/11/2020 4:07:57 PM



0 0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE
DESIGNED MT, RLE, MS
CHECKED MT, RLE
DRAWN MS, KP
CHECKED MT, RLE

GEOGRAPHIC INFORMATION
LATITUDE 46°58'55.71"N
LONGITUDE 123°28'56.2"W
TN/SC/RG T17N/S6/R6W
DATE 6/11/2020

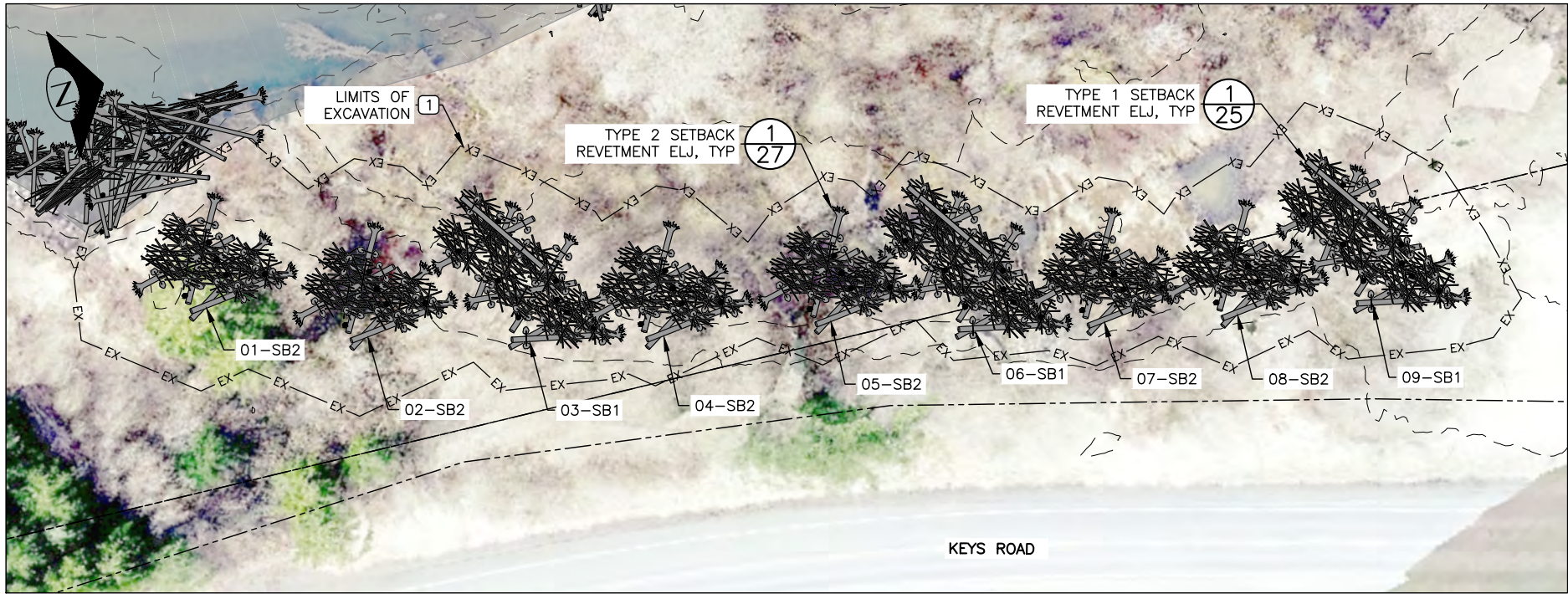
(28)

KEYS ROAD FLOOD PROTECTION

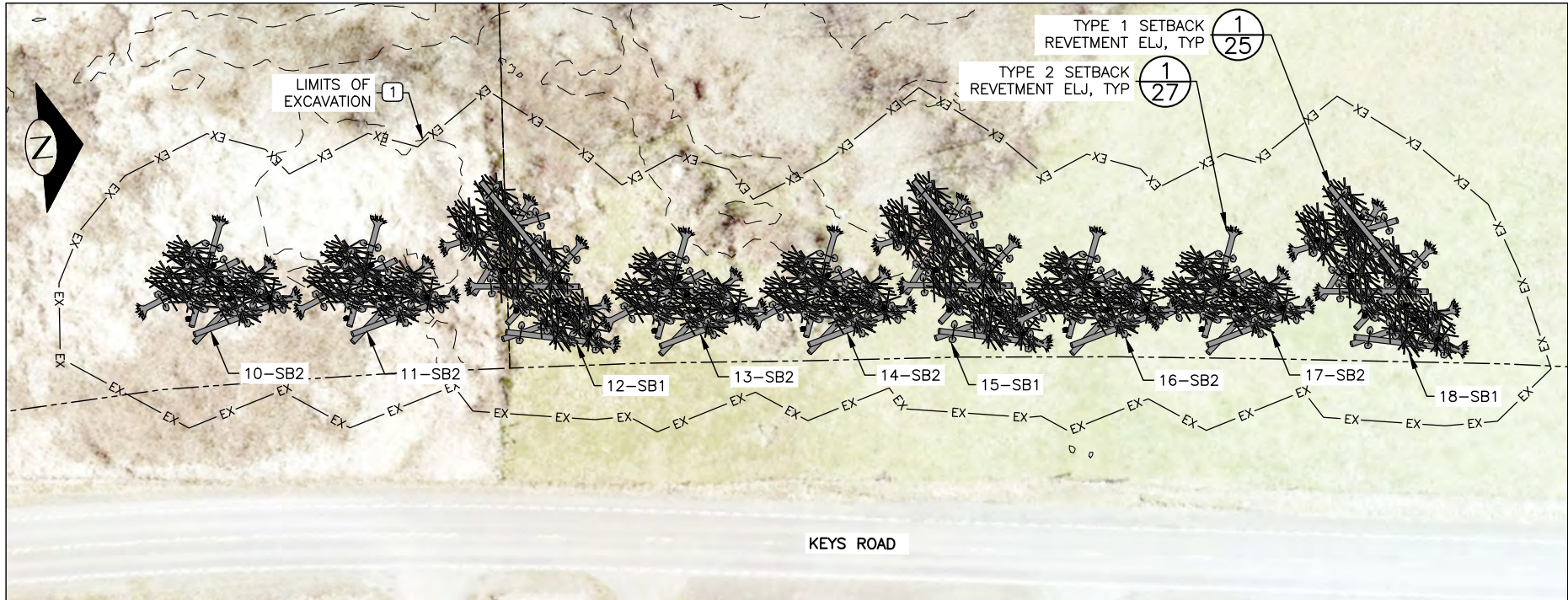
PROPOSED CONDITIONS SITE C

9
SHEET 9 OF 32

Jun 11, 2020 PHASE I FINAL DESIGN



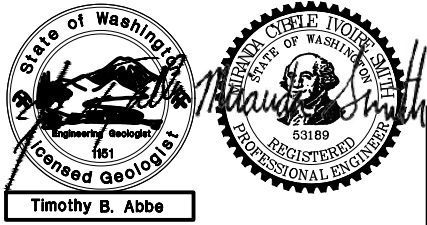
SOUTH SETBACK REVETMENT
SCALE: 1:30



NORTH SETBACK REVETMENT
SCALE: 1:30

ELJ STRUCTURE SCHEDULE				
ELJ ID	EXISTING GRADE ELEVATION (FT)	ELJ BED ELEVATION (FT)	EXCAVATION DEPTH (FT)	EXCAVATION QTY. (CY)
01-SB2	25.9	11	15	1,805
02-SB2	26.0	12	14	1,675
03-SB1	20.0	12	8	945
04-SB2	19.2	12	7	540
05-SB2	17.9	12	6	435
06-SB1	16.1	12	4	366
07-SB2	18.0	12	6	403
08-SB2	19.9	12	8	649
09-SB1	21.3	12	9	1,273
10-SB2	34.0	16	18	2,438
11-SB2	34.0	16	18	2,381
12-SB1	32.0	16	16	2,705
13-SB2	32.0	16	16	1,950
14-SB2	30.0	16	14	1,536
15-SB1	32.0	16	16	2,713
16-SB2	32.0	16	16	1,870
17-SB2	32.0	16	16	1,945
18-SB1	32.0	16	16	3,397

- NOTES:
- EXCAVATION LIMITS WERE DETERMINED FOLLOWING OSHA GUIDANCE FOR OPEN PIT WITHOUT SHORING AT 1.5:1 SIDE SLOPES.
 - EXCAVATION QUANTITIES HAVE BEEN CALCULATED AS BANK CUBIC YARDS USING 2017 LIDAR TOPOGRAPHY, EXCAVATION DEPTHS SHOWN IN THE STRUCTURE SCHEDULE, AND OSHA GUIDANCE FOR 1.5:1 SIDE SLOPES.
 - EXCAVATED AREAS ARE TO BE REHABILITATED UPON DEMOBILIZATION AS DESCRIBED ON SHEET 31.



0 0 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT PLOTTED TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

(29)

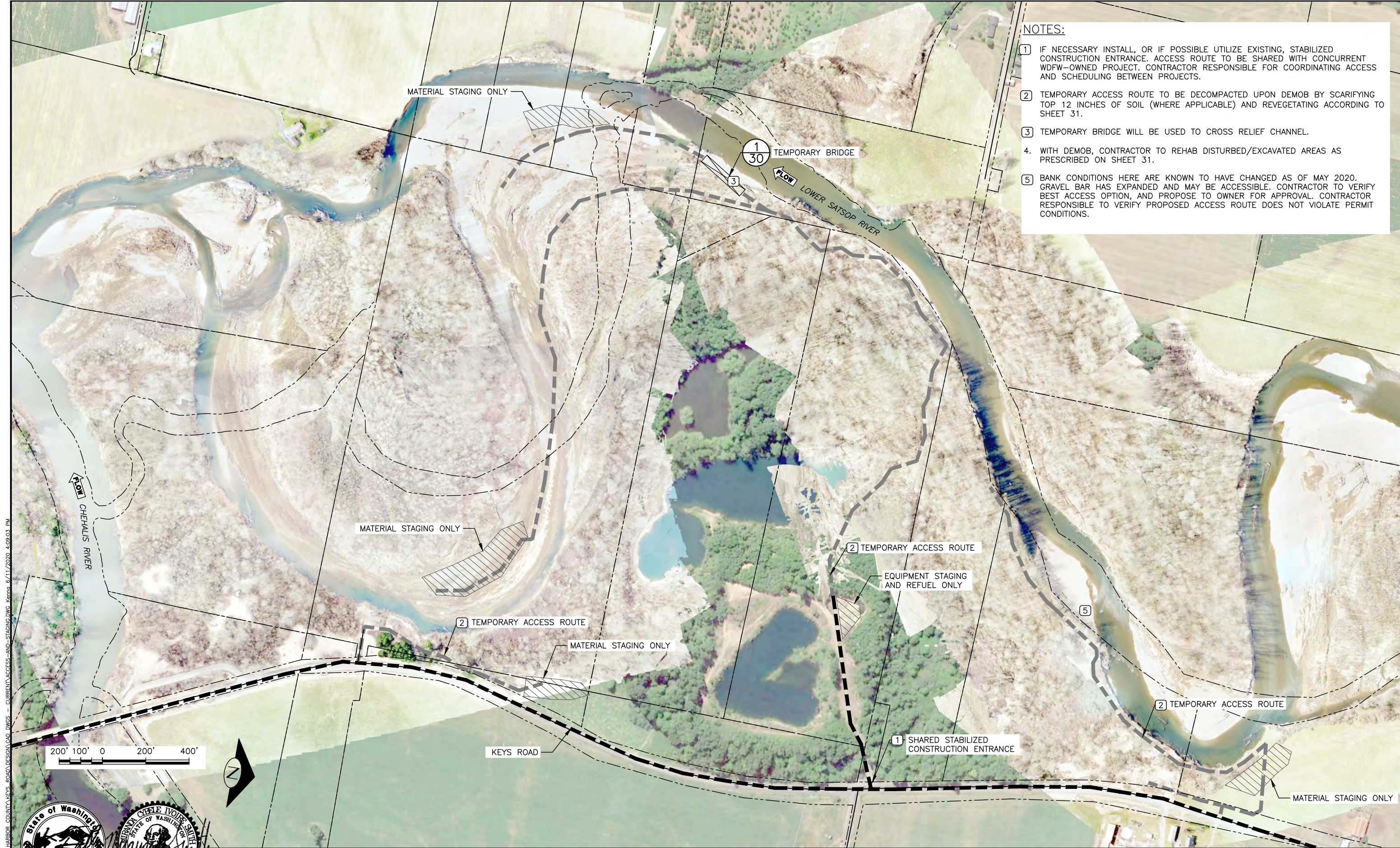
KEYS ROAD FLOOD PROTECTION

SETBACK REVETMENT ELJ SCHEDULE

10

SHEET 10 OF 32

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\PROPOSED-CONDITIONS.DWG_Kenna 6/11/2020 4:08:18 PM



- NOTES:
- 1 IF NECESSARY INSTALL, OR IF POSSIBLE UTILIZE EXISTING, STABILIZED CONSTRUCTION ENTRANCE. ACCESS ROUTE TO BE SHARED WITH CONCURRENT WDFW-OWNED PROJECT. CONTRACTOR RESPONSIBLE FOR COORDINATING ACCESS AND SCHEDULING BETWEEN PROJECTS.
 - 2 TEMPORARY ACCESS ROUTE TO BE DECOMPACTED UPON DEMOB BY SCARIFYING TOP 12 INCHES OF SOIL (WHERE APPLICABLE) AND REVEGETATING ACCORDING TO SHEET 31.
 - 3 TEMPORARY BRIDGE WILL BE USED TO CROSS RELIEF CHANNEL.
 - 4. WITH DEMOB, CONTRACTOR TO REHAB DISTURBED/EXCAVATED AREAS AS PRESCRIBED ON SHEET 31.
 - 5 BANK CONDITIONS HERE ARE KNOWN TO HAVE CHANGED AS OF MAY 2020. GRAVEL BAR HAS EXPANDED AND MAY BE ACCESSIBLE. CONTRACTOR TO VERIFY BEST ACCESS OPTION, AND PROPOSE TO OWNER FOR APPROVAL. CONTRACTOR RESPONSIBLE TO VERIFY PROPOSED ACCESS ROUTE DOES NOT VIOLATE PERMIT CONDITIONS.

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT ACCESS AND STAGING.DWG - Kenna 6/11/2020 4:09:03 PM

0 100 200 400'

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT PLOTTED TO ORIGINAL SCALE.

0 100 200 400'

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT PLOTTED TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

(30)

KEYS ROAD FLOOD PROTECTION

ACCESS AND STAGING

SHEET 11 OF 32

11

11 OF 32

Jun 11, 2020 PHASE I FINAL DESIGN

SITES A & B STAGE I

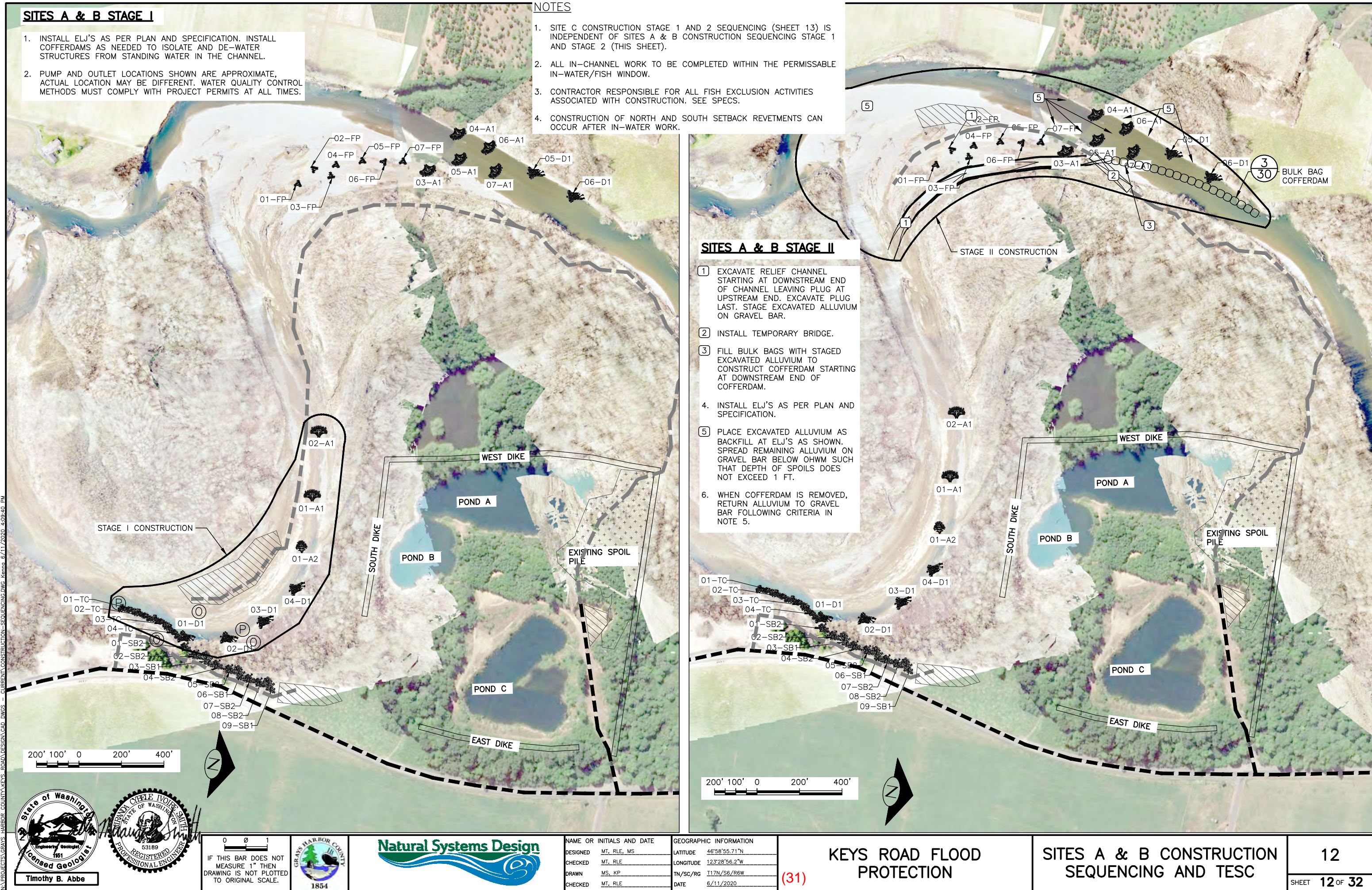
- 1. INSTALL ELJ'S AS PER PLAN AND SPECIFICATION. INSTALL COFFERDAMS AS NEEDED TO ISOLATE AND DE-WATER STRUCTURES FROM STANDING WATER IN THE CHANNEL.
- 2. PUMP AND OUTLET LOCATIONS SHOWN ARE APPROXIMATE, ACTUAL LOCATION MAY BE DIFFERENT. WATER QUALITY CONTROL METHODS MUST COMPLY WITH PROJECT PERMITS AT ALL TIMES.

NOTES

- 1. SITE C CONSTRUCTION STAGE 1 AND 2 SEQUENCING (SHEET 13) IS INDEPENDENT OF SITES A & B CONSTRUCTION SEQUENCING STAGE 1 AND STAGE 2 (THIS SHEET).
- 2. ALL IN-CHANNEL WORK TO BE COMPLETED WITHIN THE PERMISSABLE IN-WATER/FISH WINDOW.
- 3. CONTRACTOR RESPONSIBLE FOR ALL FISH EXCLUSION ACTIVITIES ASSOCIATED WITH CONSTRUCTION. SEE SPECS.
- 4. CONSTRUCTION OF NORTH AND SOUTH SETBACK REVETMENTS CAN OCCUR AFTER IN-WATER WORK.

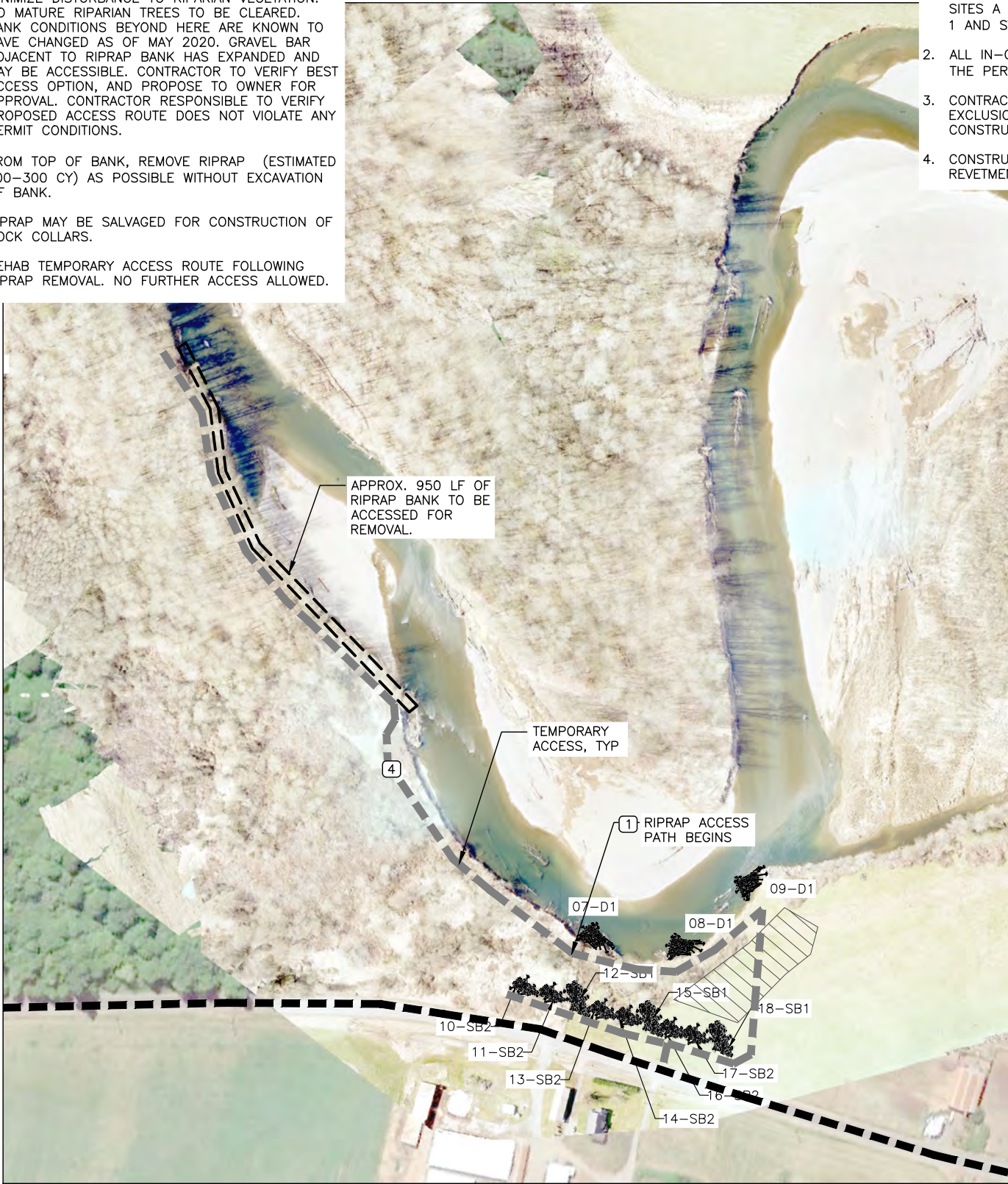
SITES A & B STAGE II

- 1 EXCAVATE RELIEF CHANNEL STARTING AT DOWNSTREAM END OF CHANNEL LEAVING PLUG AT UPSTREAM END. EXCAVATE PLUG LAST. STAGE EXCAVATED ALLUVIUM ON GRAVEL BAR.
- 2 INSTALL TEMPORARY BRIDGE.
- 3 FILL BULK BAGS WITH STAGED EXCAVATED ALLUVIUM TO CONSTRUCT COFFERDAM STARTING AT DOWNSTREAM END OF COFFERDAM.
- 4. INSTALL ELJ'S AS PER PLAN AND SPECIFICATION.
- 5 PLACE EXCAVATED ALLUVIUM AS BACKFILL AT ELJ'S AS SHOWN. SPREAD REMAINING ALLUVIUM ON GRAVEL BAR BELOW OHWM SUCH THAT DEPTH OF SPOILS DOES NOT EXCEED 1 FT.
- 6. WHEN COFFERDAM IS REMOVED, RETURN ALLUVIUM TO GRAVEL BAR FOLLOWING CRITERIA IN NOTE 5.



SITE C STAGE I

- 1
- TEMPORARY ACCESS BEYOND THIS POINT TO MINIMIZE DISTURBANCE TO RIPARIAN VEGETATION. NO MATURE RIPARIAN TREES TO BE CLEARED. BANK CONDITIONS BEYOND HERE ARE KNOWN TO HAVE CHANGED AS OF MAY 2020. GRAVEL BAR ADJACENT TO RIPRAP BANK HAS EXPANDED AND MAY BE ACCESSIBLE. CONTRACTOR TO VERIFY BEST ACCESS OPTION, AND PROPOSE TO OWNER FOR APPROVAL. CONTRACTOR RESPONSIBLE TO VERIFY PROPOSED ACCESS ROUTE DOES NOT VIOLATE ANY PERMIT CONDITIONS.
- 2
- FROM TOP OF BANK, REMOVE RIPRAP (ESTIMATED 100-300 CY) AS POSSIBLE WITHOUT EXCAVATION OF BANK.
- 3
- RIPRAP MAY BE SALVAGED FOR CONSTRUCTION OF ROCK COLLARS.
- 4
- REHAB TEMPORARY ACCESS ROUTE FOLLOWING RIPRAP REMOVAL. NO FURTHER ACCESS ALLOWED.

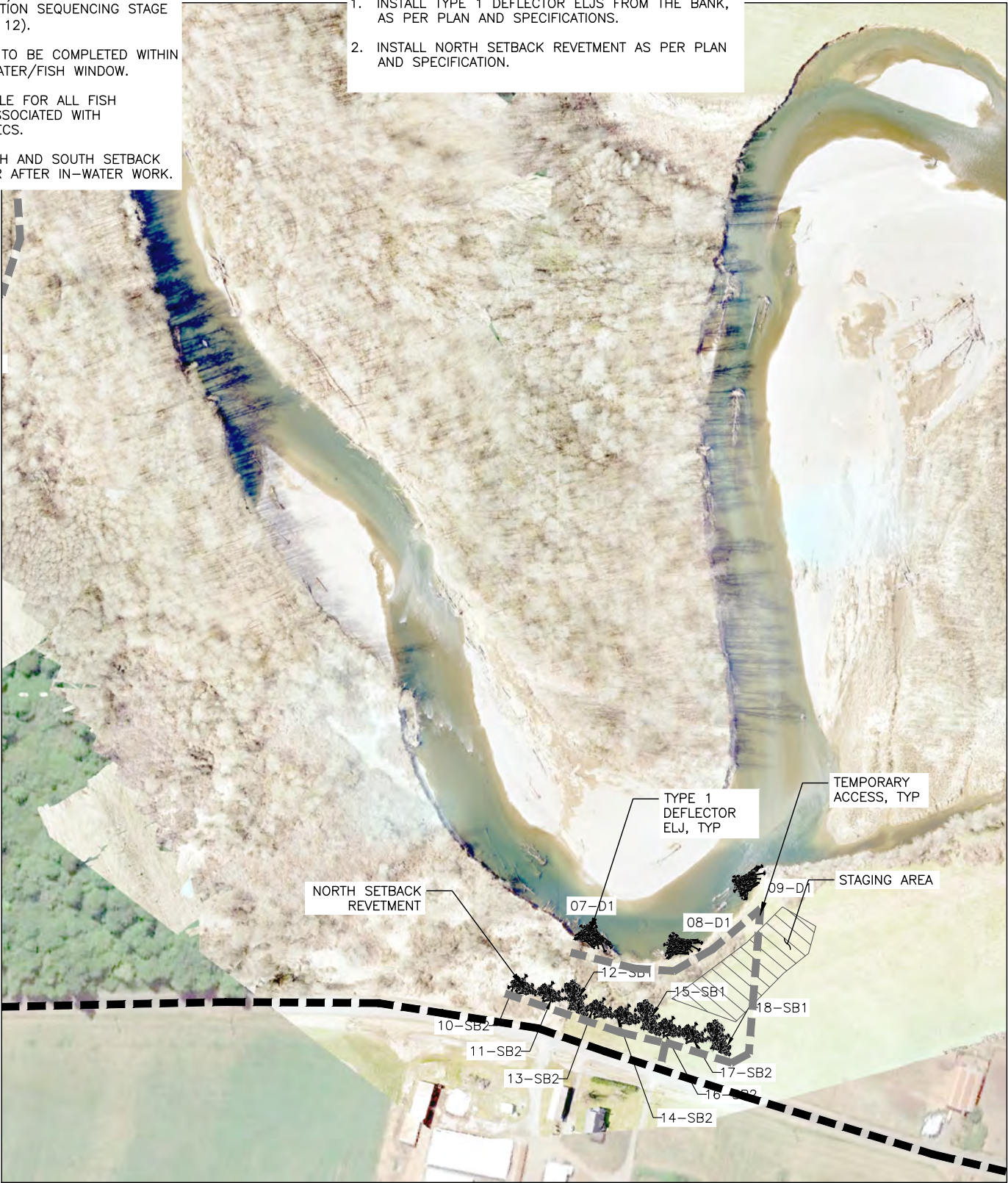


NOTES

- 1
- SITE C CONSTRUCTION STAGE 1 AND 2 SEQUENCING (THIS SHEET) IS INDEPENDENT OF SITES A & B CONSTRUCTION SEQUENCING STAGE 1 AND STAGE 2 (SHEET 12).
- 2
- ALL IN-CHANNEL WORK TO BE COMPLETED WITHIN THE PERMISSABLE IN-WATER/FISH WINDOW.
- 3
- CONTRACTOR RESPONSIBLE FOR ALL FISH EXCLUSION ACTIVITIES ASSOCIATED WITH CONSTRUCTION. SEE SPECS.
- 4
- CONSTRUCTION OF NORTH AND SOUTH SETBACK REVETMENTS CAN OCCUR AFTER IN-WATER WORK.

SITE C STAGE II

- 1
- INSTALL TYPE 1 DEFLECTOR ELJS FROM THE BANK, AS PER PLAN AND SPECIFICATIONS.
- 2
- INSTALL NORTH SETBACK REVETMENT AS PER PLAN AND SPECIFICATION.



State of Washington

Professional Engineer

1161

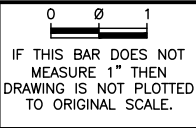
Timothy B. Abbe

GRAYS HARBOR COUNTY

REGISTERED PROFESSIONAL ENGINEER

53189

1854



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

(32)

KEYS ROAD FLOOD PROTECTION

SITE C CONSTRUCTION SEQUENCING AND TESC

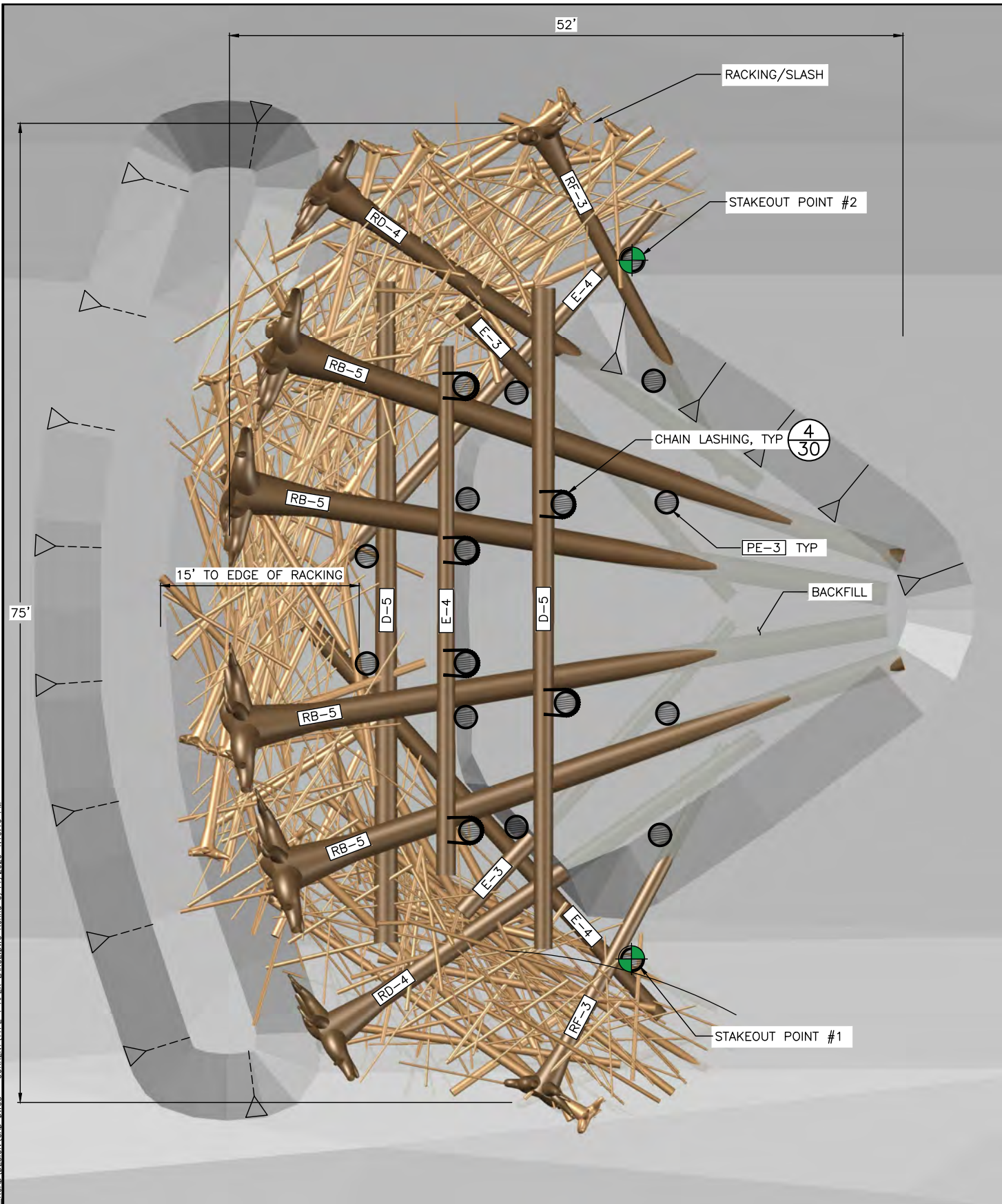
13

SHEET 13 OF 32

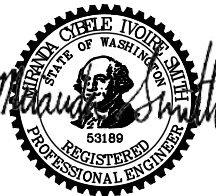
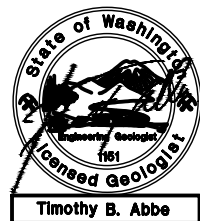
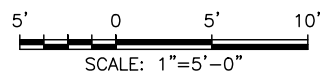
N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD\DWGS - CURRENT\CONSTRUCTION-SEQUENCING.DWG - Kennan 6/11/2020 4:09:57 PM

Jun 11, 2020 PHASE I FINAL DESIGN

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\TYPE 1 APEX LARGE.DWG Kenna 6/11/2020 4:10:16 PM



TYPE 1 APEX ELJ PLAN
SCALE: 1" = 5'



0 0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE
DESIGNED MT, RLE, MS
CHECKED MT, RLE
DRAWN MS, KP
CHECKED MT, RLE

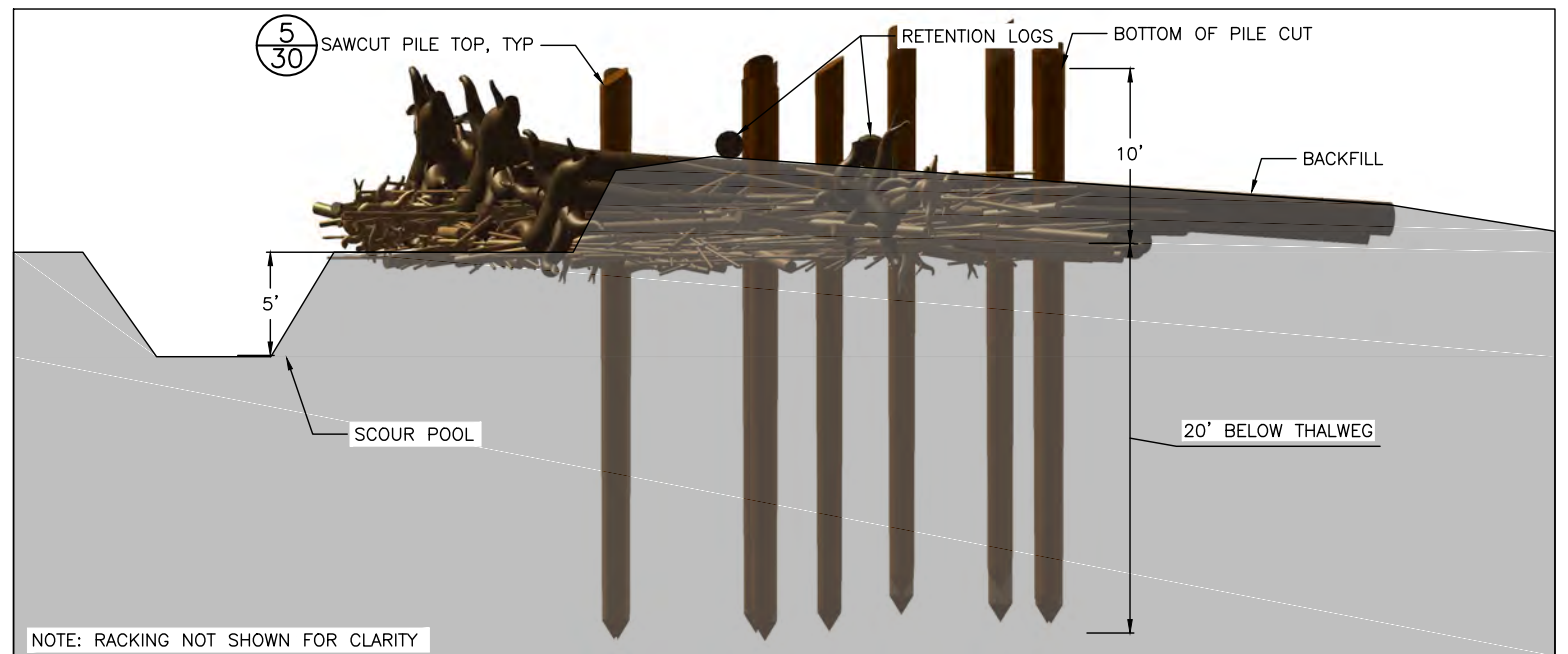
GEOGRAPHIC INFORMATION
LATITUDE 46°58'55.71"N
LONGITUDE 123°28'56.2"W
TN/SC/RG T17N/S6/R6W
DATE 6/11/2020

(33)

KEYS ROAD FLOOD
PROTECTION

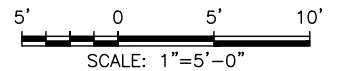
TYPE 1 APEX ELJ DETAIL

14
SHEET 14 OF 32



NOTES:

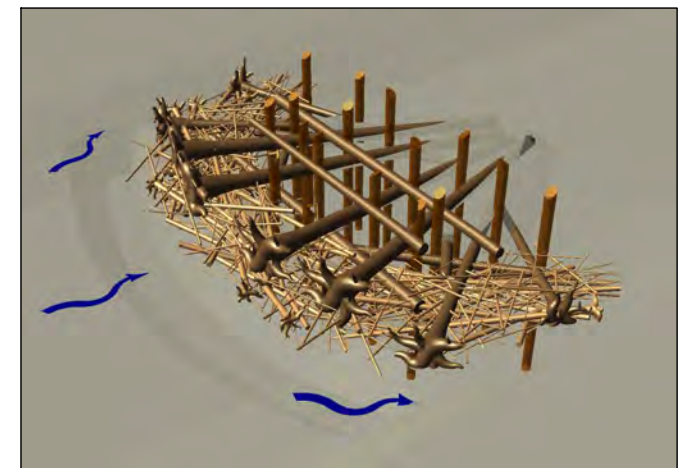
TYPE 1 APEX ELJ PROFILE
SCALE: 1" = 5'



- ALL LOGS SHALL BE DOUGLAS FIR, OR WESTERN RED CEDAR.
- ALL PILES SHALL BE ROUND, UNTREATED TIMBER PILES AND SHALL BE DOUGLAS FIR. PILES SHALL BE FREE FROM DEFECTS, CRACKS, AND SPLITTING AT THE TIME OF DRIVING.
- LOGS WITH ROOTWADS SHALL HAVE A DIAMETER AS SHOWN MEASURED AT DBH, DEFINED AS 4.5 FEET ABOVE GROUND WHEN TREE WAS STANDING.
- THE CONTRACTOR SHALL PLACE LOGS AS ILLUSTRATED ON THIS SHEET UNLESS DIRECTED OTHERWISE BY THE CONTRACTING OFFICER.
- SOIL EXCAVATED DURING CONSTRUCTION SHALL BE REPLACED TO ORIGINAL GROUND FOLLOWING PLACEMENT OF ALL LOGS.
- THE LOCATIONS SHOWN IN THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
- RACKING LOGS SHALL CONSIST OF TREES WITH BRANCHES HAVING A BASE DIAMETER OF 6-12 INCHES AND A LENGTH OF 20-40 FT. RACKING MATERIAL SHALL OCCUR WITH EACH LAYER TO ENSURE THAT RACKING MATERIAL EXTENDS THROUGH THE STRUCTURE AND IS PINNED BY SUBSEQUENT LAYERS. SLASH MATERIAL SHALL CONSIST OF LIMBS AND BRANCHES AND A BASE DIAMETER BETWEEN 1 AND 3 INCHES. SLASH MATERIAL SHALL BE PLACED AS DIRECTED BY THE CONTRACTING OFFICER. QUANTITY OF RACKING LOGS AND SLASH MATERIAL PER STRUCTURE ARE SHOWN IN LOG SCHEDULE. RACKING AND SLASH MATERIAL SHALL BE DOUGLAS FIR, PONDEROSA PINE, WESTERN RED CEDAR, OR WESTERN LARCH TREES.
- RETENTION LOGS TO BE INSTALLED TO HOLD RACKING MATERIAL IN PLACE AT THE DIRECTION OF THE CONTRACTING OFFICER.
- CONNECT LOGS WITH WRAPPED CHAIN CONNECTION WHERE INDICATED ON THE DRAWINGS. SEE DETAILS.
- AT LOCATIONS WHERE SITE CONDITIONS ALLOW (IN DRY OR LIMITED DEWATERING), SCOUR POOL TO BE EXCAVATED. EXCAVATED ALLUVIUM TO BE PLACED BEHIND THE STRUCTURE AS DIRECTED BY THE CONTRACTING OFFICER. EXTENTS AND LOCATION OF THE SCOUR POOL IS APPROXIMATE AND TO BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
- EXISTING WOODY MATERIAL AT THE STRUCTURE CONSTRUCTION SITE SHALL BE MOVED OR PROTECTED FROM CONSTRUCTION ACTIVITIES AND THEN INCORPORATED INTO THE STRUCTURE AS DIRECTED BY THE CONTRACTING OFFICER.

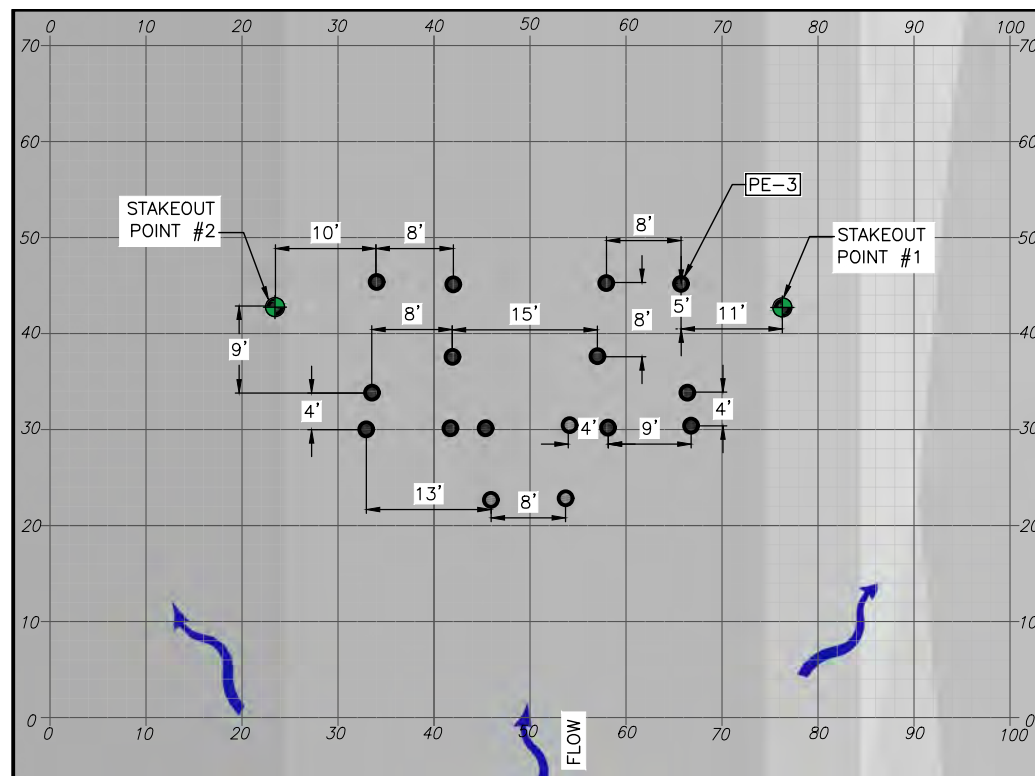
TYPE 1 APEX ELJ LOG SCHEDULE					
LOG ID	DIA* (INCHES)	LENGTH ** (FEET)	ROOTWAD (Y/N)	QUANTITY PER STRUCTURE	NOTES
RB-5	22-26	50	Y	4	
RD-4	18-22	40	Y	2	
D-5	18-22	50	N	2	
E-4	16-20	40	N	3	
E-3	16-20	30	N	2	
RF-3	14-18	30	Y	2	
PE-3 ***	18	30	N	18	
RACKING	6-12	20-40	N	150	TREES WITH BRANCHES
SLASH	1-3	-	-	50 CY	LIMBS AND BRANCHES

* MINIMUM DIAMETER AT BREAST HEIGHT (1" PER 10' MAXIMUM TAPER)
** TOTAL LENGTH INCLUDING ROOTWAD
*** TURNED PILES - DIA (IN) IS BUTT DIAMETER



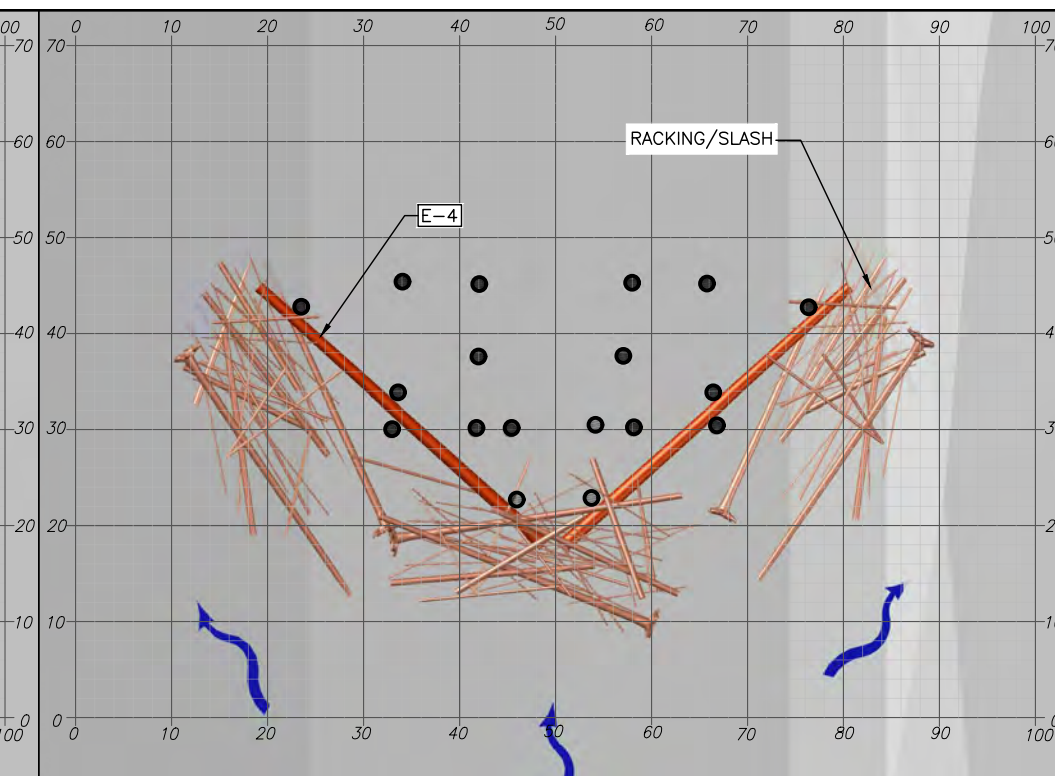
TYPE 1 APEX ELJ PERSPECTIVE
NOT TO SCALE

Jun 11, 2020 PHASE I FINAL DESIGN



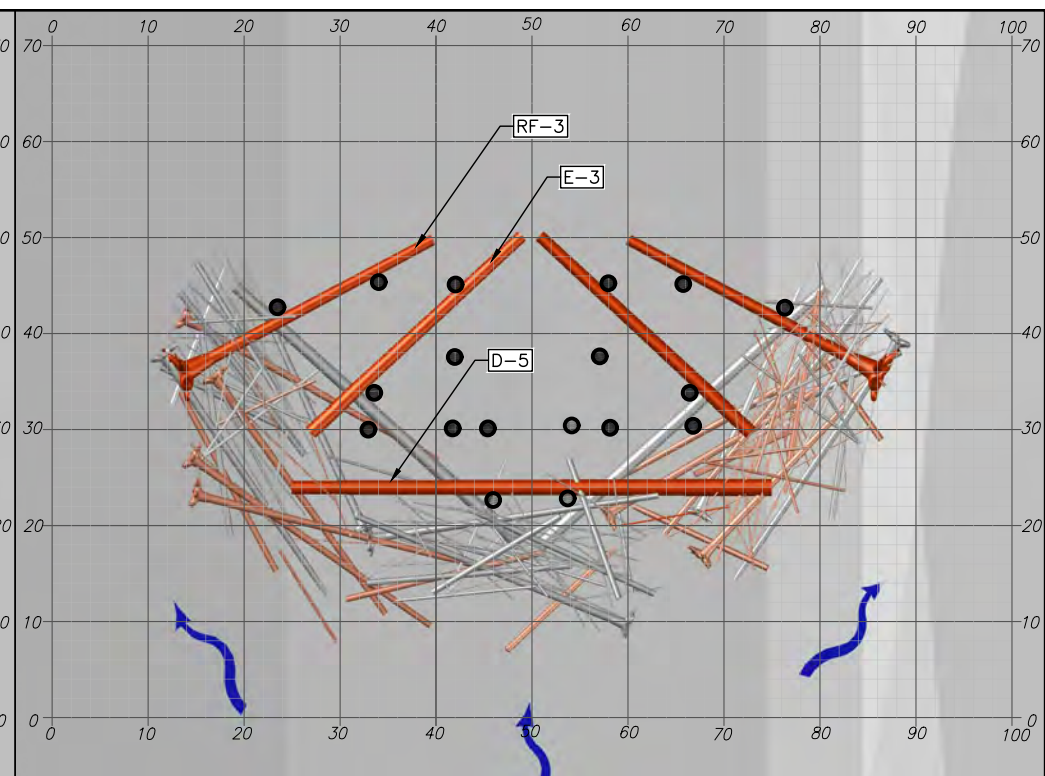
LAYER 1

1. INSTALL 18 PILES



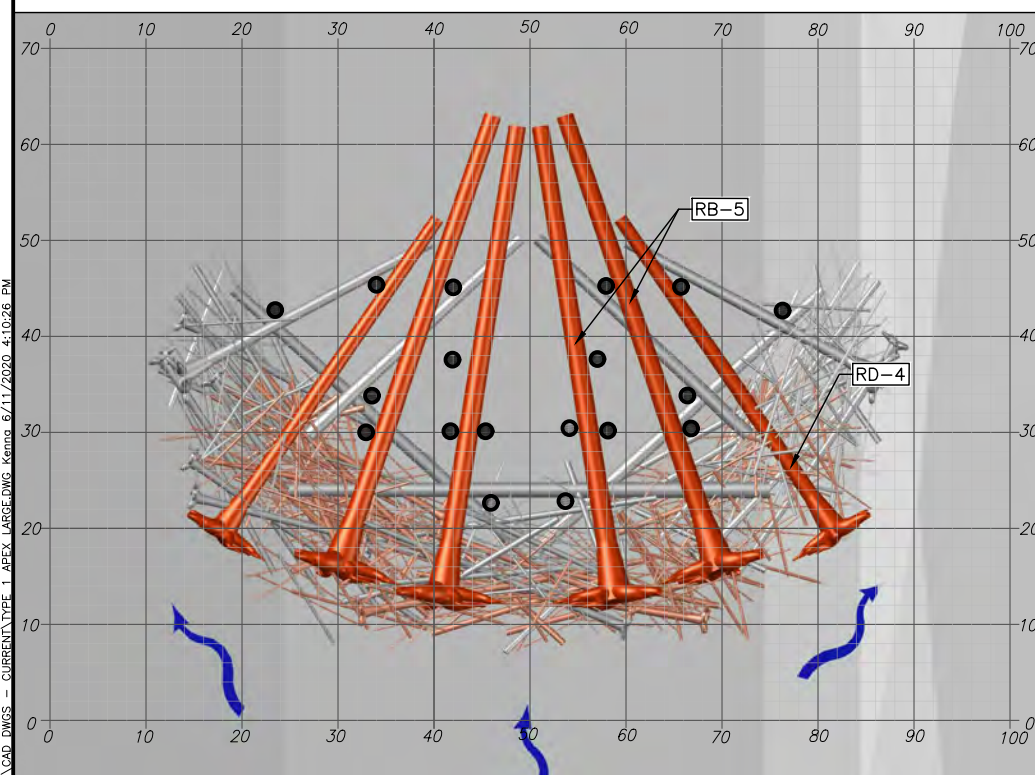
LAYER 2

1. PLACE 2 LOG MEMBERS BETWEEN PILES
2. ADD RACKING/SWASH IN FRONT OF PILES



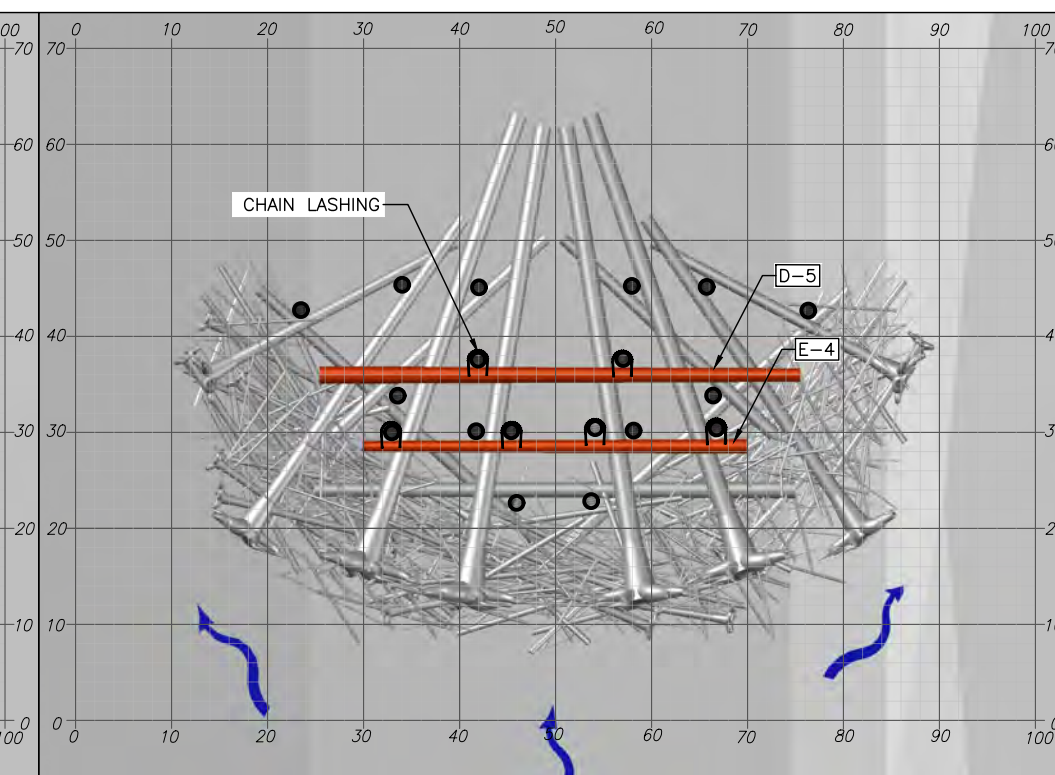
LAYER 3

1. PLACE 3 LOG MEMBERS AND 2 ROOTWAD MEMBERS BETWEEN PILES
2. PLACE RACKING/SLASH



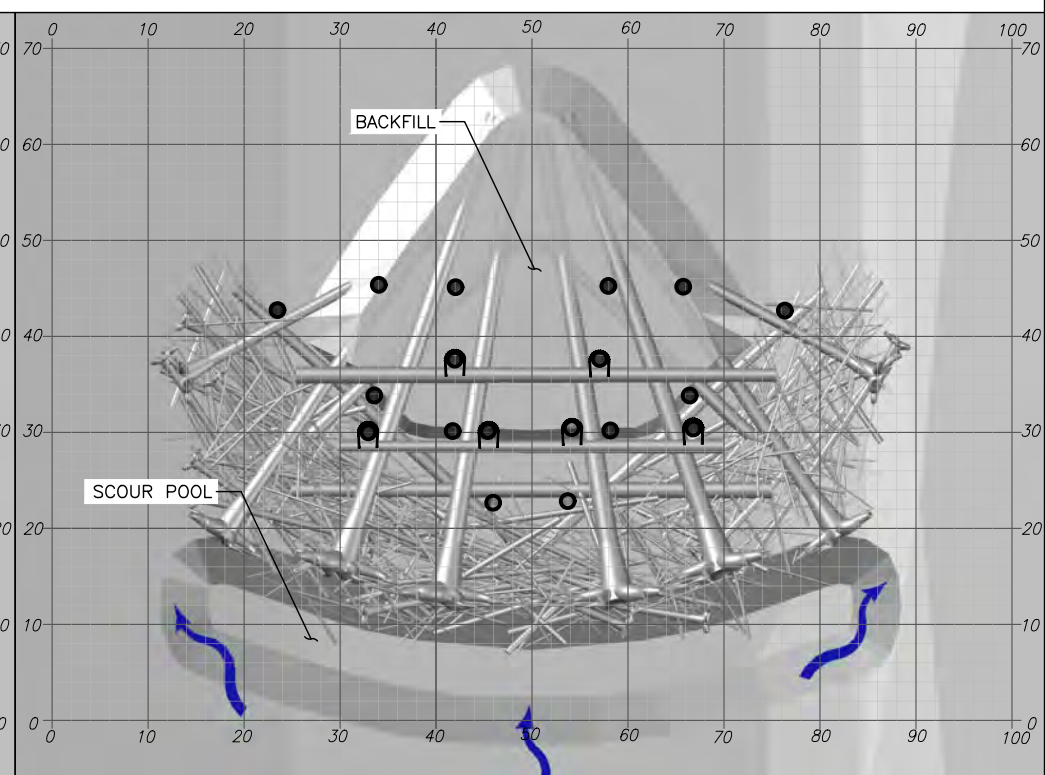
LAYER 4

1. PLACE 6 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH



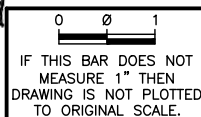
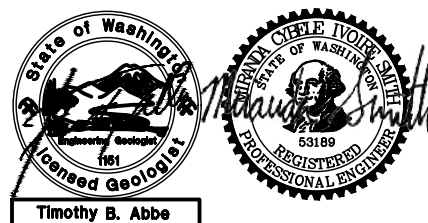
LAYER 5

1. PLACE 2 LOG MEMBERS
2. PLACE CHAIN LASHING IN LOCATIONS SHOWN



LAYER 6

1. EXCAVATE SCOUR POOL
2. BACKFILL STRUCTURE



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	DATE	11/17N/S6/R6W
APPROVED	MT, RLE	SCALE	5/11/2020

(34)

KEYS ROAD FLOOD PROTECTION

TYPE 1 APEX ELJ LAYERING PLAN

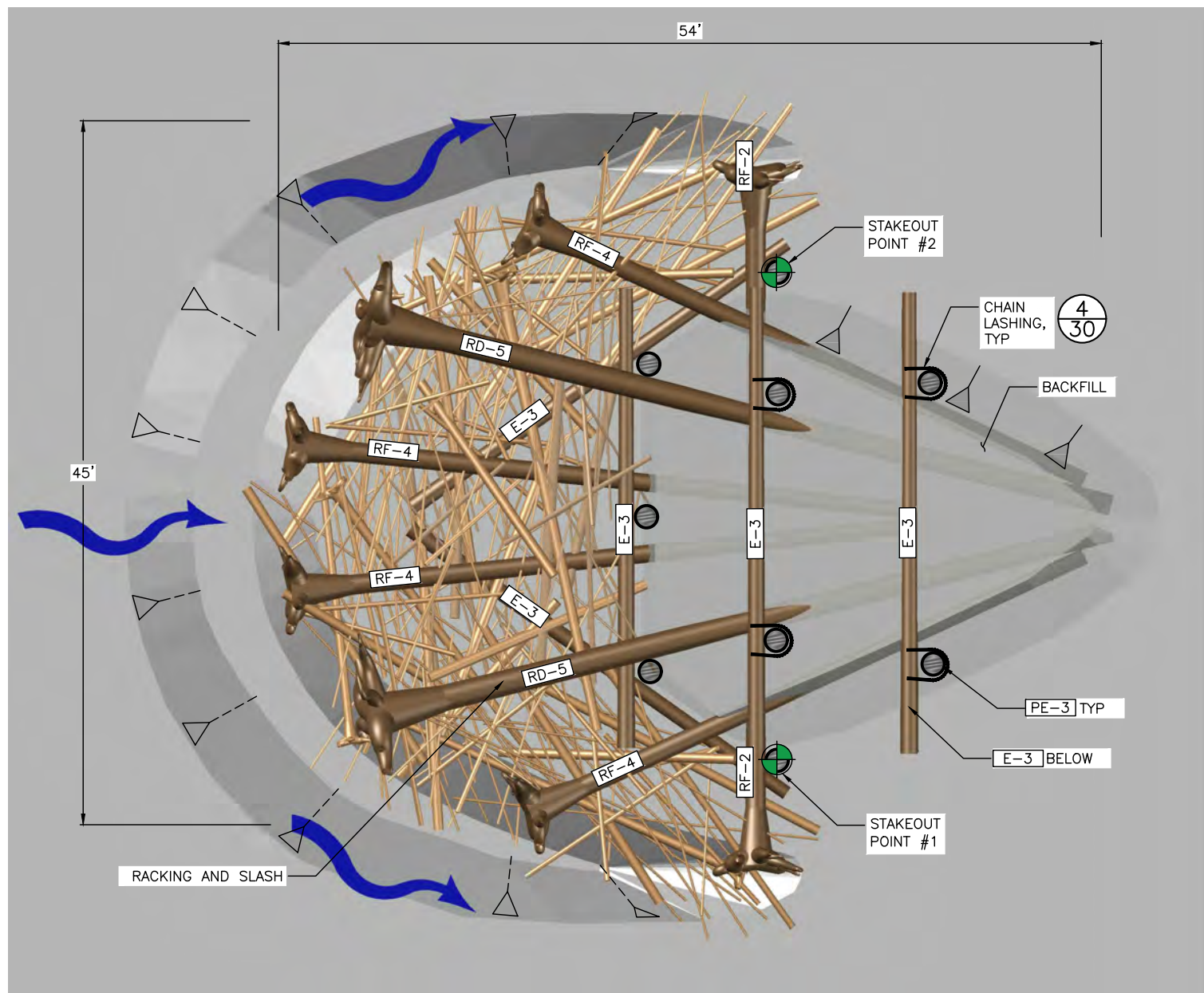
15

SHEET 15 OF 32

U:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\TYPE 1 APEX LARGE.DWG Kenna 6/11/2020 4:10:26 PM

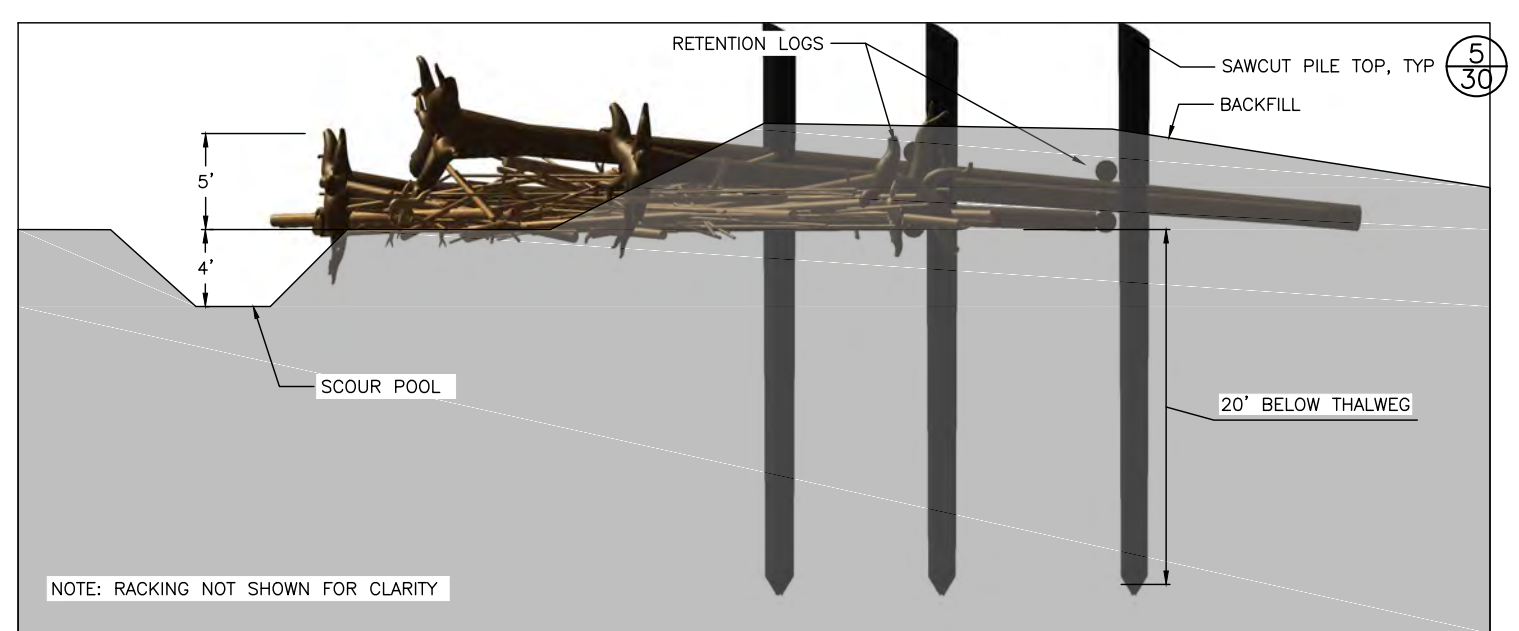
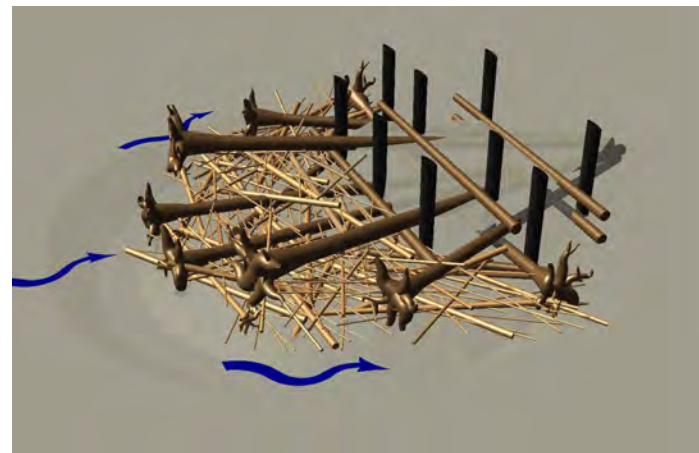
Jun 11, 2020 PHASE I FINAL DESIGN

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD\DWGS - CURRENT\TYPE 2 APEX SMALL.DWG, Kerra, 6/11/2020 4:10:42 PM



TYPE 2 APEX ELJ PLAN
SCALE: 1" = 5'-0"

TYPE 2 APEX ELJ PERSPECTIVE
NOT TO SCALE



TYPE 2 APEX ELJ PROFILE
SCALE: 1" = 5'-0"

NOTES

- ALL LOGS SHALL BE DOUGLAS FIR OR WESTERN RED CEDAR.
- ALL PILES SHALL BE ROUND, UNTREATED TIMBER PILES AND SHALL BE DOUGLAS FIR. PILES SHALL BE FREE FROM DEFECTS, CRACKS, AND SPLITTING AT THE TIME OF DRIVING.
- LOGS WITH ROOTWADS SHALL HAVE A DIAMETER AS SHOWN MEASURED AT DBH, DEFINED AS 4.5 FEET ABOVE GROUND WHEN TREE WAS STANDING.
- THE CONTRACTOR SHALL PLACE LOGS AS ILLUSTRATED ON THIS SHEET UNLESS DIRECTED OTHERWISE BY THE CONTRACTING OFFICER.
- SOIL EXCAVATED DURING CONSTRUCTION SHALL BE REPLACED TO ORIGINAL GROUND FOLLOWING PLACEMENT OF ALL LOGS.
- THE LOCATIONS SHOWN IN THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
- THE LOCATION SHOWN ON THE SHEET IS APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
- RACKING LOGS SHALL CONSIST OF TREES WITH BRANCHES HAVING A BASE DIAMETER OF 6-12 INCHES AND A LENGTH OF 20-40 FT. RACKING MATERIAL SHALL OCCUR WITH EACH LAYER TO ENSURE THAT RACKING MATERIAL EXTENDS THROUGH THE STRUCTURE AND IS PINNED BY SUBSEQUENT LAYERS. SLASH MATERIAL SHALL CONSIST OF LIMBS AND BRANCHES AND A BASE DIAMETER BETWEEN 1 AND 3 INCHES. SLASH MATERIAL SHALL BE PLACED AS DIRECTED BY THE CONTRACTING OFFICER. QUANTITY OF RACKING LOGS AND SLASH MATERIAL PER STRUCTURE ARE SHOWN IN LOG SCHEDULE. RACKING AND SLASH MATERIAL SHALL BE DOUGLAS FIR, PONDEROSA PINE, WESTERN RED CEDAR, OR WESTERN LARCH TREES.
- RETENTION LOGS TO BE INSTALLED TO HOLD RACKING MATERIAL IN PLACE AT THE DIRECTION OF THE CONTRACTING OFFICER.
- CONNECT LOGS WITH WRAPPED CHAIN CONNECTION WHERE INDICATED ON THE DRAWINGS. SEE DETAILS.
- AT LOCATIONS WHERE SITE CONDITIONS ALLOW (IN DRY OR LIMITED DEWATERING), SCOUR POOL TO BE EXCAVATED. EXCAVATED ALLUVIUM TO BE PLACED BEHIND THE STRUCTURE AS DIRECTED BY THE CONTRACTING OFFICER. EXTENTS AND LOCATION OF THE SCOUR POOL IS APPROXIMATE AND TO BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
- EXISTING WOODY MATERIAL AT THE STRUCTURE CONSTRUCTION SITE SHALL BE MOVED OR PROTECTED FROM CONSTRUCTION ACTIVITIES AND THEN INCORPORATED INTO THE STRUCTURE AS DIRECTED BY THE CONTRACTING OFFICER.

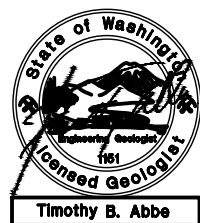
TYPE 2 APEX ELJ LOG SCHEDULE

LOG ID	DIA* (INCHES)	LENGTH ** (FEET)	ROOTWAD (Y/N)	QUANTITY PER STRUCTURE	NOTES
RD-5	18-22	50	Y	2	
E-3	16-20	30	N	6	
RF-4	14-18	40	Y	4	
RF-2	14-18	20	Y	2	
PE-3 ***	18	30	N	9	
RACKING	6-12	20-40	N	100	TREES WITH BRANCHES
SLASH	1-3	-	-	30 CY	LIMBS AND BRANCHES

* MINIMUM DIAMETER AT BREAST HEIGHT (1" PER 10' MAXIMUM TAPER)

** TOTAL LENGTH INCLUDING ROOTWAD

*** TURNED PILES - DIA (IN) IS BUTT DIAMETER



0 0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE
DESIGNED MT, RLE, MS
CHECKED MT, RLE
DRAWN MS, KP
CHECKED MT, RLE

GEOGRAPHIC INFORMATION
LATITUDE 46°58'55.71"N
LONGITUDE 123°28'56.2"W
TN/SC/RG T17N/S6/R6W
DATE 6/11/2020

(35)

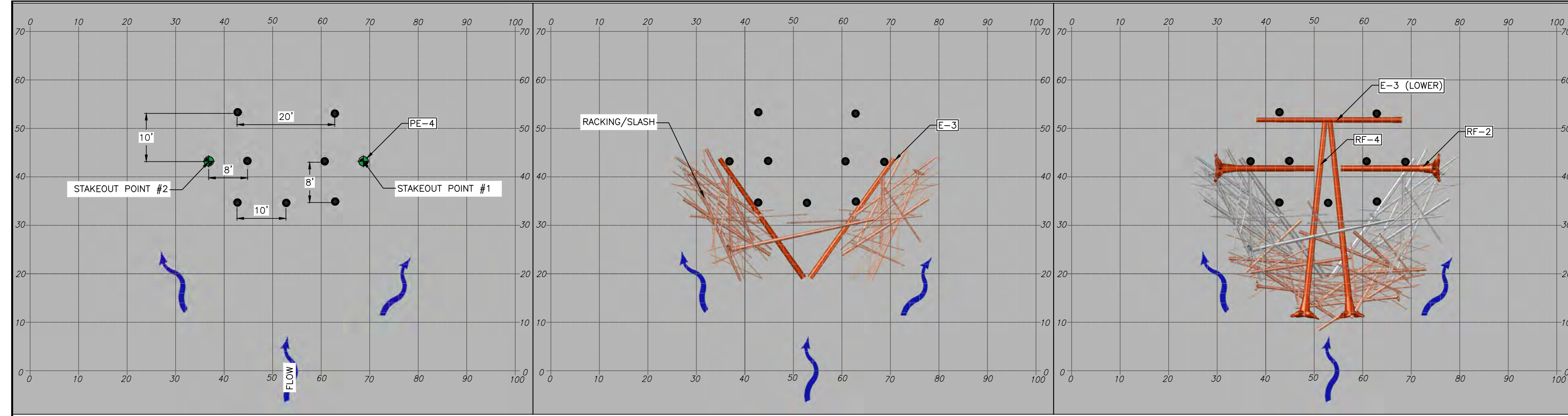
KEYS ROAD FLOOD
PROTECTION

TYPE 2 APEX ELJ DETAIL

16

SHEET 16 OF 32

Jun 11, 2020 PHASE I FINAL DESIGN



LAYER 1

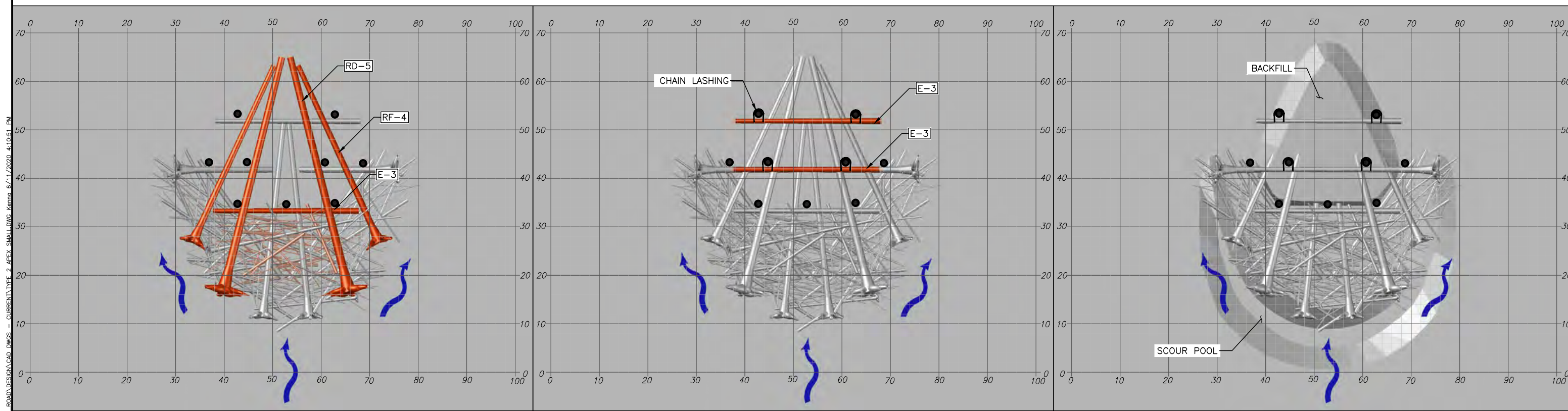
1. INSTALL 9 PILES

LAYER 2

1. PLACE 2 LOG MEMBERS
2. ADD RACKING/SLASH

LAYER 3

1. PLACE 4 ROOTWAD MEMBERS AND 1 LOG MEMBER
2. PLACE RACKING/SLASH



LAYER 4

1. PLACE 1 E-3 LOG MEMBER THEN 4 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH

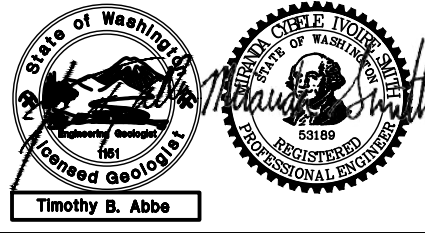
LAYER 5

1. PLACE 2 LOG MEMBERS
2. PLACE CHAIN LASHING IN LOCATIONS SHOWN

LAYER 6

1. EXCAVATE SCOUR POOL
2. BACKFILL STRUCTURE

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\TYPE 2 APEX SMALL.DWG, Kenna, 6/11/2020, 4:10:51 PM



0 0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

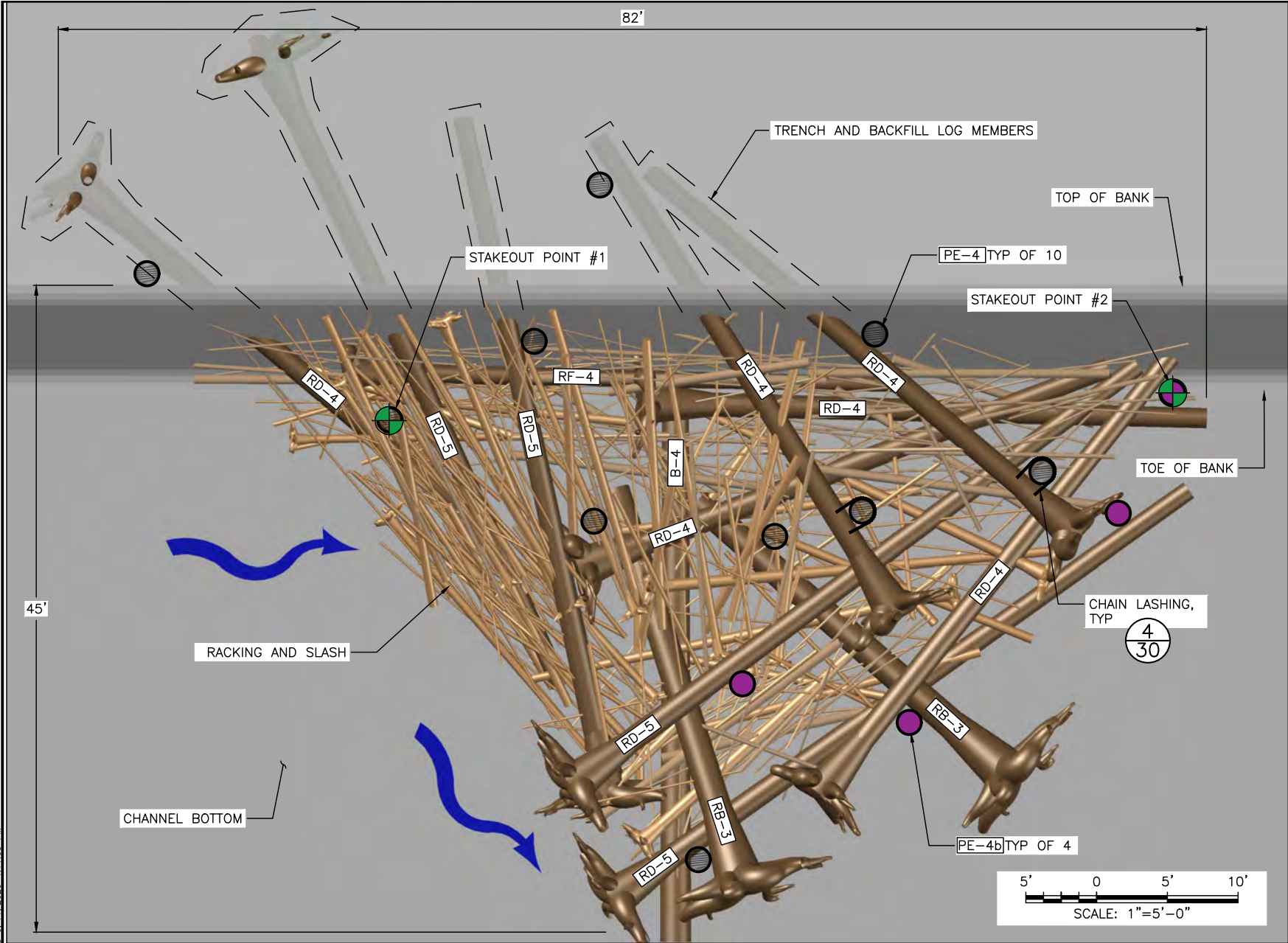
(36)

**KEYS ROAD FLOOD
PROTECTION**

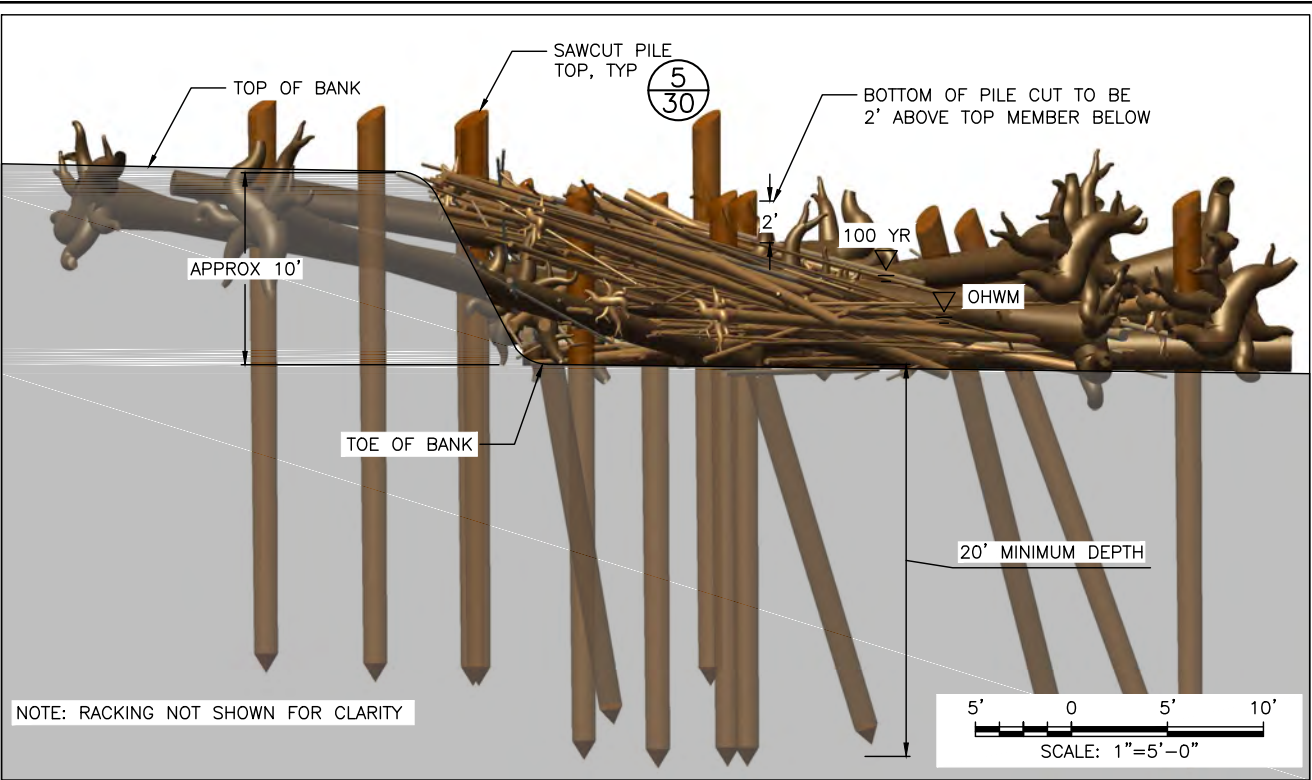
**TYPE 2 APEX ELJ LAYERING
PLAN**

17
SHEET 17 OF 32

Jun 11, 2020 PHASE I FINAL DESIGN

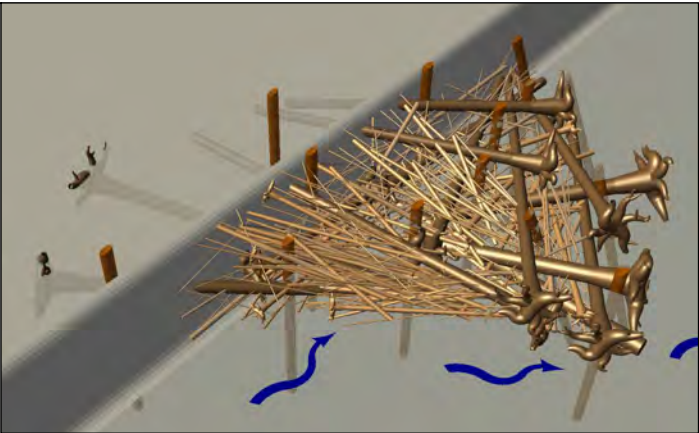


TYPE 1 DEFLECTOR ELJ PLAN
SCALE: 1" = 5'



TYPE 1 DEFLECTOR ELJ PROFILE
SCALE: 1" = 5'

- NOTES:
- ALL LOGS SHALL BE DOUGLAS FIR OR WESTERN RED CEDAR.
 - ALL PILES SHALL BE ROUND, UNTREATED TIMBER PILES AND SHALL BE DOUGLAS FIR. PILES SHALL BE FREE FROM DEFECTS, CRACKS, AND SPLITTING AT THE TIME OF DRIVING.
 - LOGS WITH ROOTWADS SHALL HAVE A DIAMETER AS SHOWN MEASURED AT DBH, DEFINED AS 4.5 FEET ABOVE GROUND WHEN TREE WAS STANDING.
 - THE CONTRACTOR SHALL PLACE LOGS AS ILLUSTRATED ON THIS SHEET UNLESS DIRECTED OTHERWISE BY THE CONTRACTING OFFICER.
 - SOIL EXCAVATED DURING CONSTRUCTION SHALL BE REPLACED TO ORIGINAL GROUND FOLLOWING PLACEMENT OF ALL LOGS.
 - THE LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
 - RACKING LOGS SHALL CONSIST OF TREES WITH BRANCHES HAVING A BASE DIAMETER OF 6-12 INCHES AND A LENGTH OF 20-40 FT. RACKING MATERIAL SHALL OCCUR WITH EACH LAYER TO ENSURE THAT RACKING MATERIAL EXTENDS THROUGH THE STRUCTURE AND IS PINNED BY SUBSEQUENT LAYERS. SLASH MATERIAL SHALL CONSIST OF LIMBS AND BRANCHES AND A BASE DIAMETER BETWEEN 1 AND 3 INCHES. SLASH MATERIAL SHALL BE PLACED AS DIRECTED BY THE CONTRACTING OFFICER. QUANTITY OF RACKING LOGS AND SLASH MATERIAL PER STRUCTURE ARE SHOWN IN LOG SCHEDULE. RACKING AND SLASH MATERIAL SHALL BE DOUGLAS FIR, PONDEROSA PINE, WESTERN RED CEDAR, OR WESTERN LARCH TREES.
 - RETENTION LOGS TO BE INSTALLED TO HOLD RACKING MATERIAL IN PLACE AT THE DIRECTION OF THE CONTRACTING OFFICER.
 - PILES TO BE DRIVEN IN A BATTER (NON-VERTICAL) CONFIGURATION AS SHOWN ON PLANS OR AS DIRECTED BY THE CONTRACTING OFFICER. BATTER ANGLE MUST EQUAL OR EXCEED 20 DEGREES FROM VERTICAL.
 - CONNECT LOGS WITH WRAPPED CHAIN CONNECTION WHERE INDICATED ON THE DRAWINGS.
 - AT LOCATIONS WHERE SITE CONDITIONS ALLOW (IN DRY OR LIMITED DEWATERING), SCOUR POOL TO BE EXCAVATED. EXCAVATED ALLUVIUM TO BE PLACED BEHIND THE STRUCTURE AS DIRECTED BY THE CONTRACTING OFFICER. EXTENTS AND LOCATION OF THE SCOUR POOL IS APPROXIMATE AND TO BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
 - EXISTING WOODY MATERIAL AT THE STRUCTURE CONSTRUCTION SITE SHALL BE MOVED OR PROTECTED FROM CONSTRUCTION ACTIVITIES AND THEN INCORPORATED INTO THE STRUCTURE AS DIRECTED BY THE CONTRACTING OFFICER.



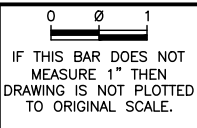
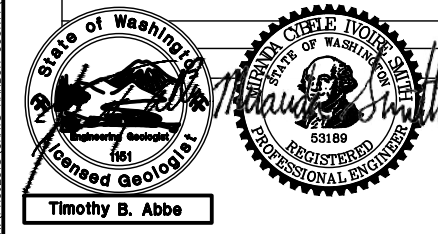
TYPE 1 DEFLECTOR ELJ PERSPECTIVE
NOT TO SCALE

TYPE 1 DEFLECTOR ELJ LOG SCHEDULE					
LOG ID	DIA* (INCHES)	LENGTH ** (FEET)	ROOTWAD (Y/N)	QUANTITY PER STRUCTURE	NOTES
RB-3	22-26	30	Y	2	
B-4	22-26	40	N	1	
RD-5	18-22	50	Y	4	
RD-4	18-22	40	Y	6	
RF-4	14-18	40	Y	1	
PE-4 ***	18	40	N	10	
PE-4b ***	18	40	N	4	INSTALL PILE AT 15 TO 20 DEGREES FROM VERTICAL
RACKING	6-12	20-40	N	120	TREES WITH BRANCHES
SLASH	1-3	-	-	40 CY	LIMBS AND BRANCHES

* MINIMUM DIAMETER AT BREAST HEIGHT (1" PER 10' MAXIMUM TAPER)

** TOTAL LENGTH INCLUDING ROOTWAD

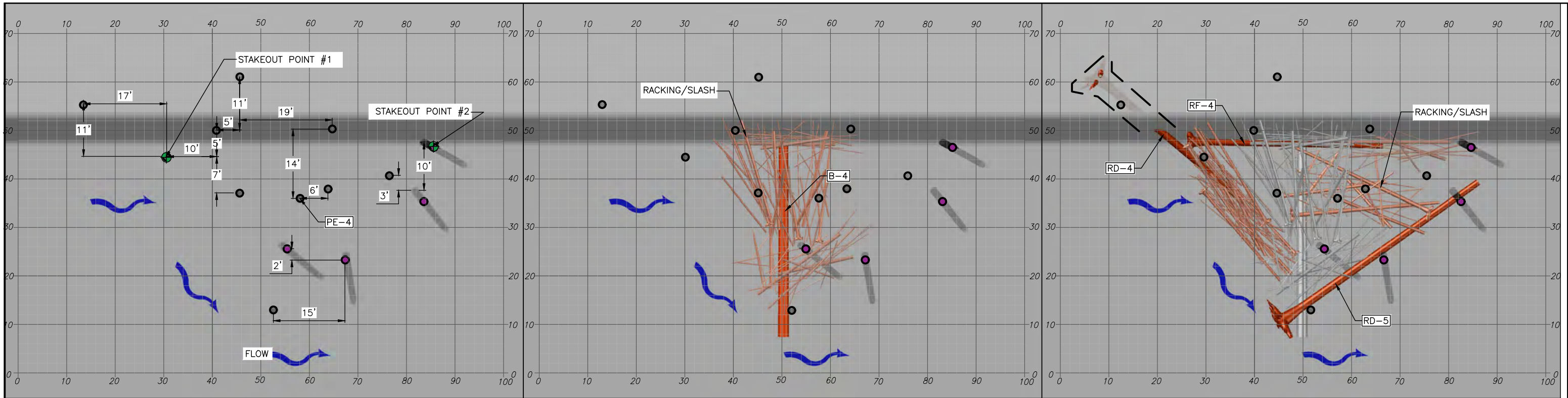
*** TURNED PILES - DIA (IN) IS BUTT DIAMETER



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

N:\PROJECTS\KEYS ROAD\DESIGN\CAD\DWGS - CURRENT\TYPE 1 DEFLECTOR - LARGE.DWG, Kappa, 6/11/2020, 4:11:09 PM

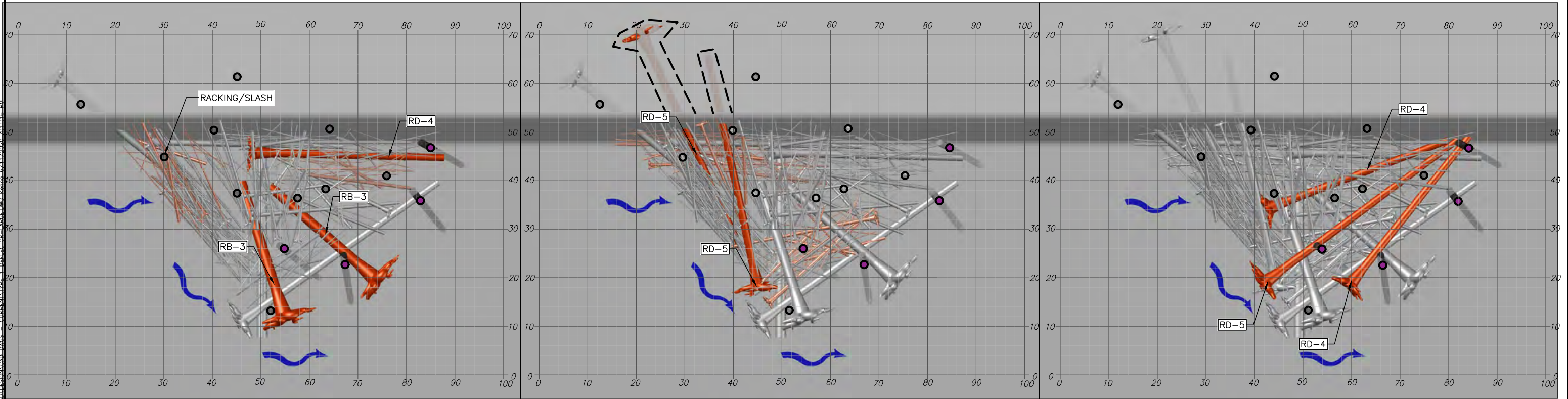
Jun 11, 2020 PHASE I FINAL DESIGN



LAYER 1
1. INSTALL 14 PILES

LAYER 2
1. PLACE 1 LOG MEMBER
2. PLACE RACKING/SLASH

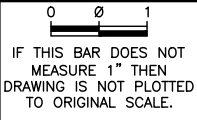
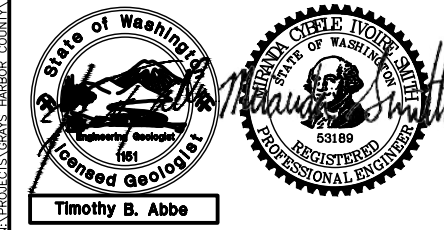
LAYER 3
1. EXCAVATE TRENCH FOR 1 ROOTWAD MEMBER
2. PLACE 3 ROOTWAD MEMBERS, 1 IN TRENCH
3. BACKFILL TRENCH
4. PLACE RACKING/SLASH



LAYER 4
1. PLACE 3 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH

LAYER 5
1. EXCAVATE TRENCH FOR 2 ROOTWAD MEMBERS
2. PLACE 2 ROOTWAD MEMBERS
3. BACKFILL TRENCHES
4. PLACE RACKING/SLASH

LAYER 6
1. PLACE 5 ROOTWAD MEMBERS
2. BACKFILL STRUCTURE



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

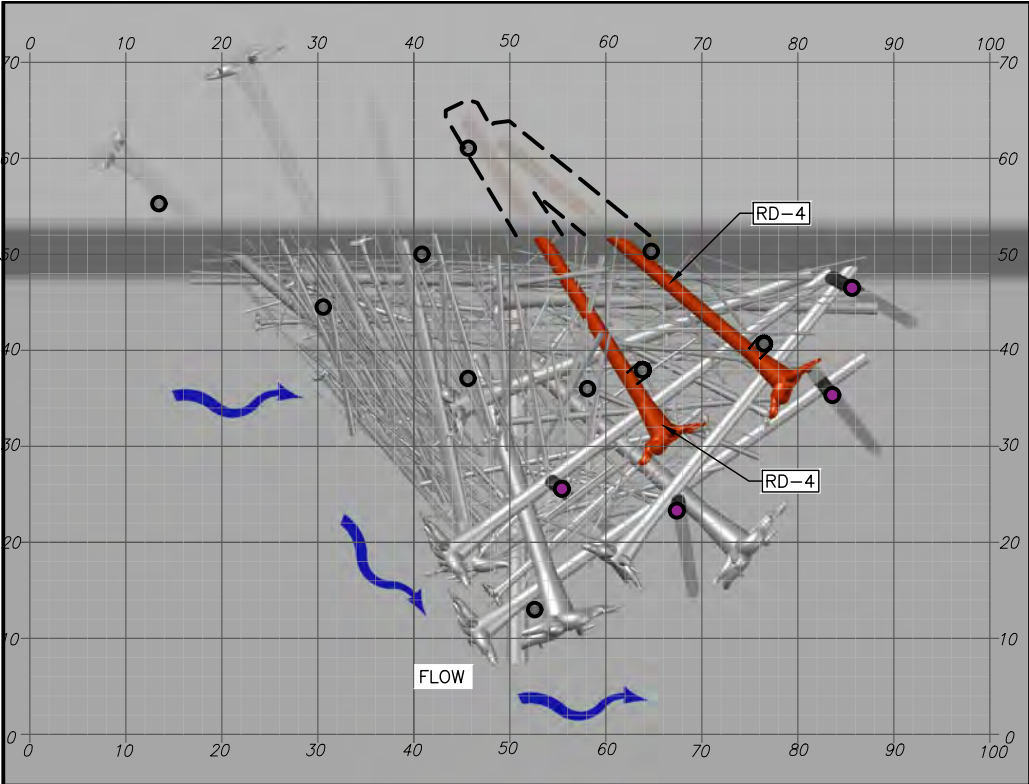
(38)

KEYS ROAD FLOOD
PROTECTION

TYPE 1 DEFLECTOR ELJ
LAYERING PLANS

19
SHEET 19 OF 32

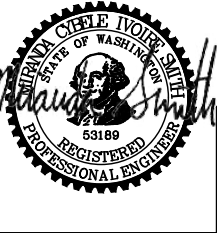
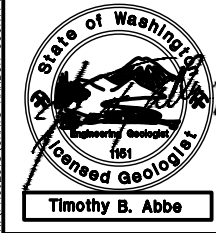
Jun 11, 2020 PHASE I FINAL DESIGN



LAYER 7

- 1. EXCAVATE TRENCHES FOR 2 ROOTWAD MEMBERS
- 2. PLACE 2 ROOTWAD MEMBERS
- 3. BACKFILL TRENCHES
- 4. PLACE CHAIN LASHINGS IN LOCATIONS SHOWN

N:\PROJECTS\GRAY'S HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\TYPE 1 DEFLECTOR-LARGE.DWG, Karna, 6/11/2020, 4:11:25 PM



0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

(39)

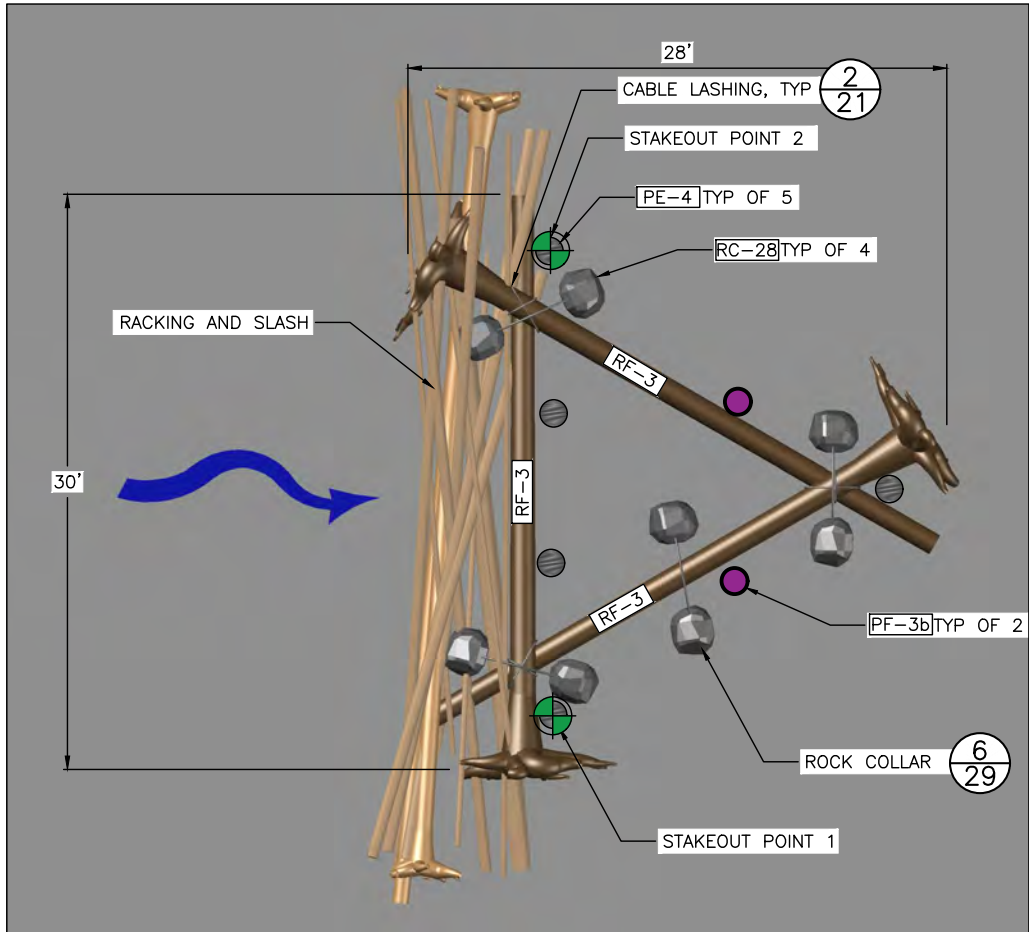
KEYS ROAD FLOOD
PROTECTION

TYPE 1 DEFLECTOR ELJ
LAYERING PLANS 2

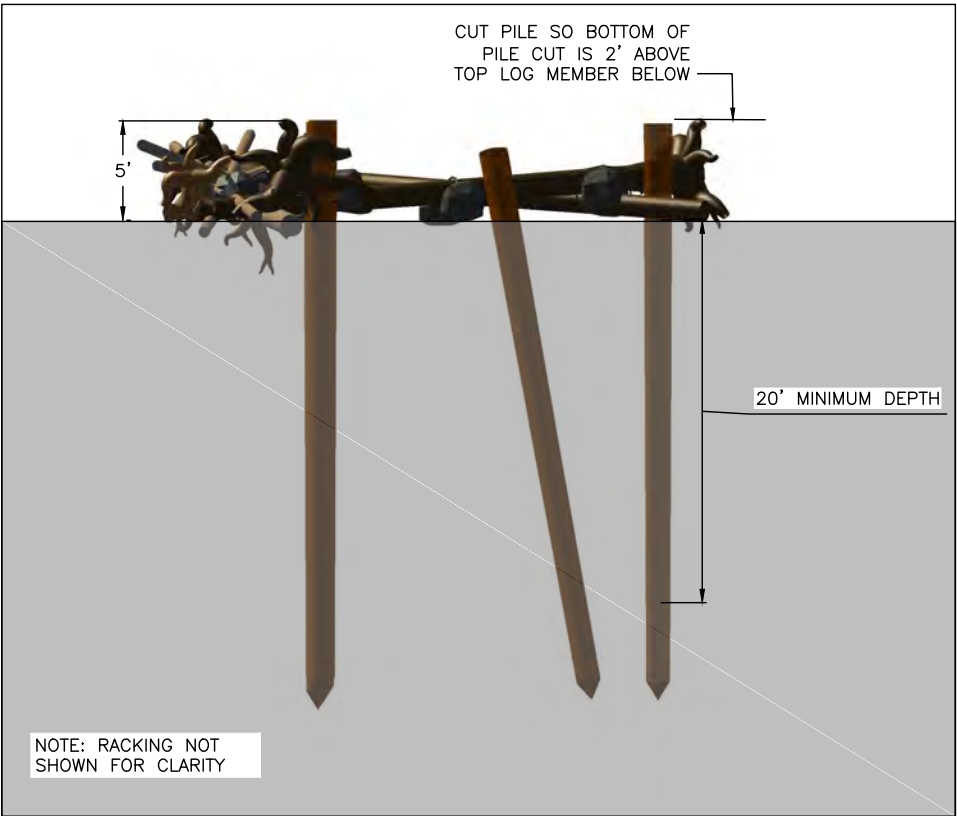
20

SHEET 20 OF 32

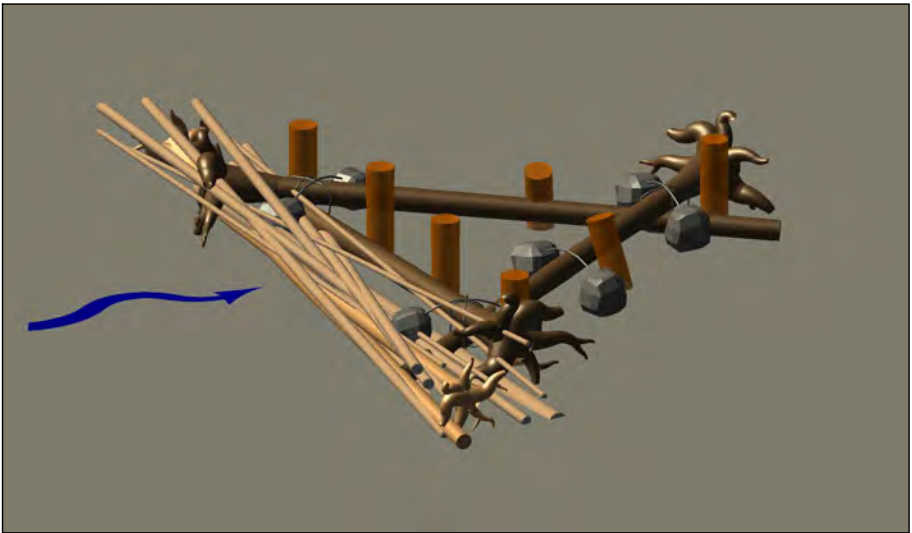
Jun 11, 2020 PHASE I FINAL DESIGN



FLOODPLAIN ROUGHNESS ELJ PLAN
SCALE: 1" = 5'



FLOODPLAIN ROUGHNESS ELJ PROFILE
SCALE: 1" = 5'



FLOODPLAIN ROUGHNESS ELJ PERSPECTIVE
NOT TO SCALE

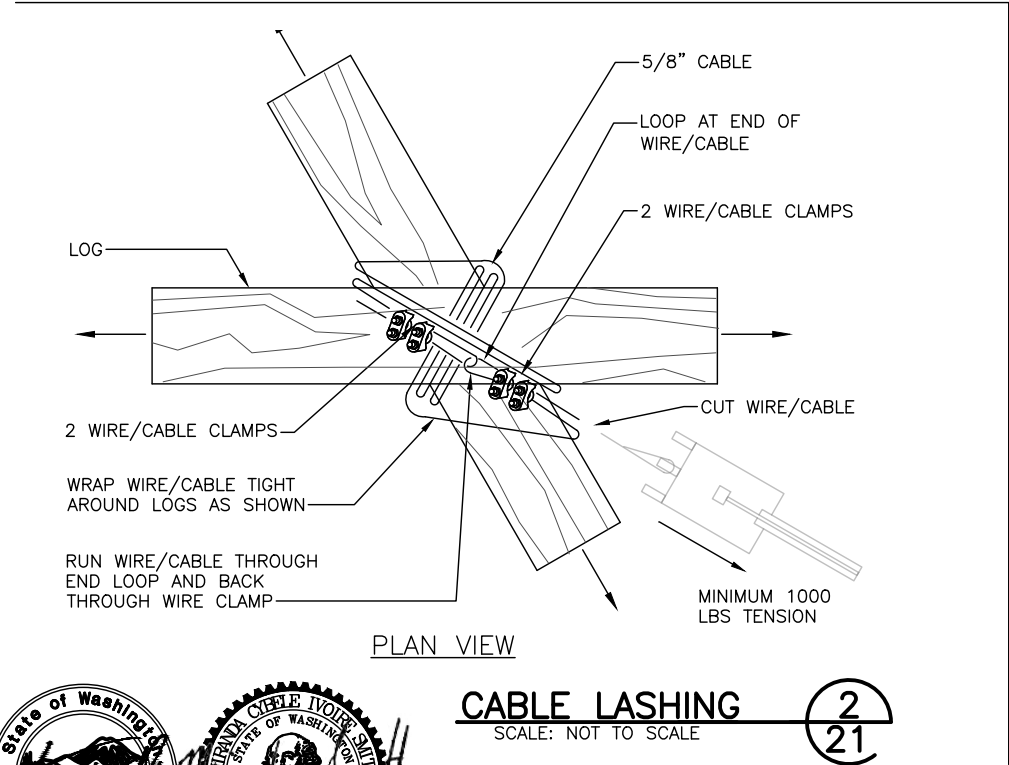
NOTES

1. ALL LOGS SHALL BE DOUGLAS FIR OR WESTERN RED CEDAR.
2. ALL PILES SHALL BE ROUND, UNTREATED TIMBER PILES AND SHALL BE DOUGLAS FIR. PILES SHALL BE FREE FROM DEFECTS, CRACKS, AND SPLITTING AT THE TIME OF DRIVING.
3. LOGS WITH ROOTWADS SHALL HAVE A DIAMETER AS SHOWN MEASURED AT DBH, DEFINED AS 4.5 FEET ABOVE GROUND WHEN TREE WAS STANDING.
4. THE CONTRACTOR SHALL PLACE LOGS AS ILLUSTRATED ON THIS SHEET UNLESS DIRECTED OTHERWISE BY THE CONTRACTING OFFICER.
5. SOIL EXCAVATED DURING CONSTRUCTION SHALL BE REPLACED TO ORIGINAL GROUND FOLLOWING PLACEMENT OF ALL LOGS.
6. THE LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
7. RACKING LOGS SHALL CONSIST OF TREES WITH BRANCHES HAVING A BASE DIAMETER OF 6-12 INCHES AND A LENGTH OF 20-40 FT. RACKING MATERIAL SHALL OCCUR WITH EACH LAYER TO ENSURE THAT RACKING MATERIAL EXTENDS THROUGH THE STRUCTURE AND IS

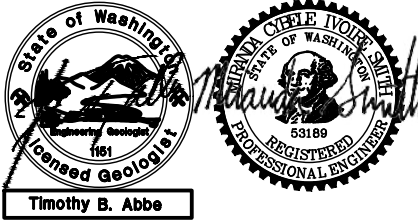
- PINNED BY SUBSEQUENT LAYERS. SLASH MATERIAL SHALL CONSIST OF LIMBS AND BRANCHES AND A BASE DIAMETER BETWEEN 1 AND 3 INCHES. SLASH MATERIAL SHALL BE PLACED AS DIRECTED BY THE CONTRACTING OFFICER. QUANTITY OF RACKING LOGS AND SLASH MATERIAL PER STRUCTURE ARE SHOWN IN LOG SCHEDULE. RACKING AND SLASH MATERIAL SHALL BE DOUGLAS FIR, PONDEROSA PINE, WESTERN RED CEDAR, OR WESTERN LARCH TREES.
8. RETENTION LOGS TO BE INSTALLED TO HOLD RACKING MATERIAL IN PLACE AT THE DIRECTION OF THE CONTRACTING OFFICER.
 9. PILES TO BE DRIVEN IN A BATTER (NON-VERTICAL) CONFIGURATION AS SHOWN ON PLANS OR AS DIRECTED BY THE CONTRACTING OFFICER. BATTER ANGLE MUST EQUAL OR EXCEED 20 DEGREES FROM VERTICAL.
 10. WOODY MATERIAL AT THE STRUCTURE CONSTRUCTION SITE SHALL BE MOVED OR PROTECTED FROM CONSTRUCTION ACTIVITIES AND THEN INCORPORATED INTO THE STRUCTURE AS DIRECTED BY THE CONTRACTING OFFICER.
 11. TRIANGLE FRAME UNITS SHALL BE LASHED AT LOG INTERSECTIONS.

FLOODPLAIN ROUGHNESS ELJ LOG SCHEDULE					
LOG ID	DIA* (INCHES)	LENGTH ** (FEET)	ROOTWAD (Y/N)	QUANTITY PER STRUCTURE	NOTES
RF-3	14-18	30	Y	3	
PE-3 ***	18	30	N	5	
PE-3b ***	18	30	N	2	INSTALL PILE AT 15 TO 20 DEGREES FROM VERTICAL
RC-28	-	-	-	4	ROCK COLLAR WITH 28" DIAMETER BOULDERS
RACKING	6-12	20-40	Y/N	12	TREES WITH BRANCHES
SLASH	1-3	-	-	5 CY	LIMBS AND BRANCHES
* MINIMUM DIAMETER AT BREAST HEIGHT (1" PER 10' MAXIMUM TAPER)					
** TOTAL LENGTH INCLUDING ROOTWAD					
*** TURNED PILES - DIA (IN) IS BUTT DIAMETER					

FLOODPLAIN ROUGHNESS ELJ
SCALE: AS SHOWN



CABLE LASHING
SCALE: NOT TO SCALE



0 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT PLOTTED TO ORIGINAL SCALE.



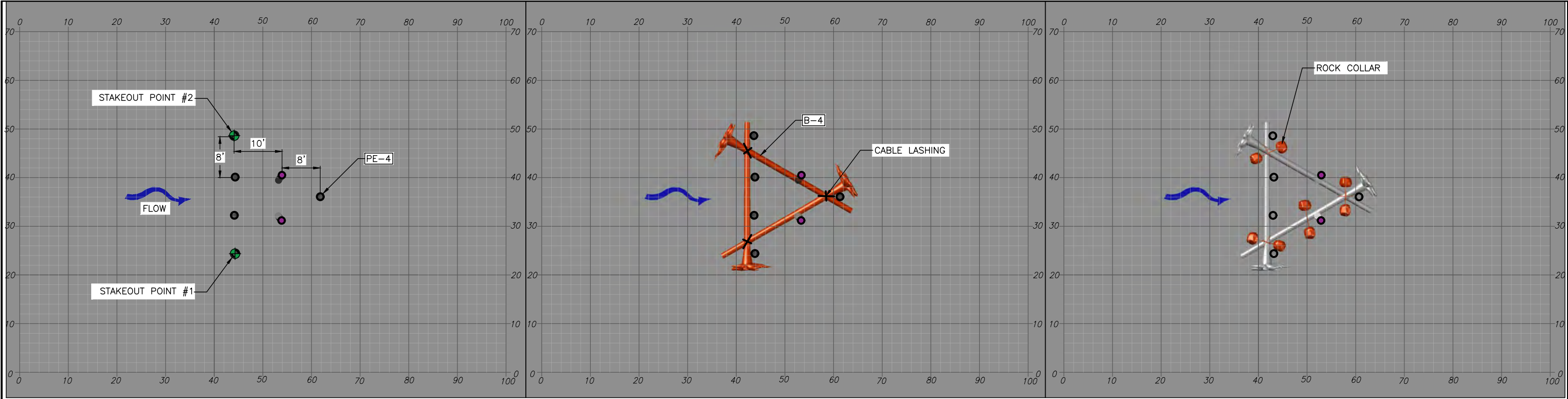
NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

KEYS ROAD FLOOD PROTECTION
(40)

FLOODPLAIN ROUGHNESS ELJ DETAILS

1
21

21
SHEET 21 OF 32



LAYER 1

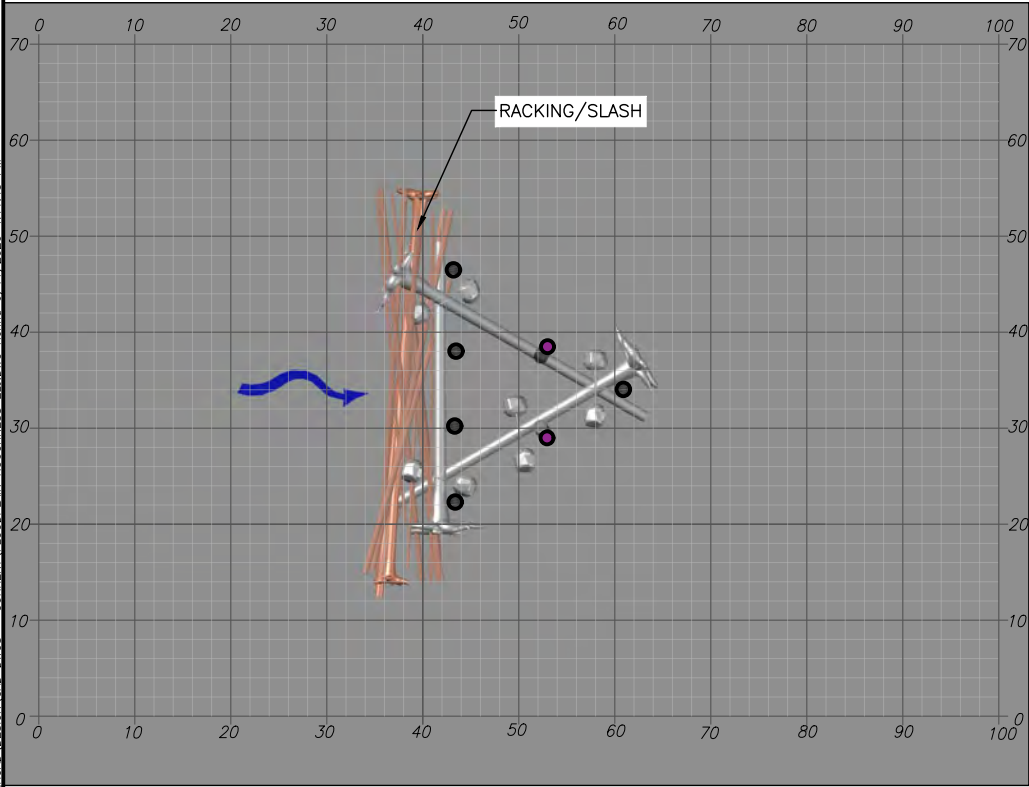
1. INSTALL 7 PILES

LAYER 2

1. PLACE 3 ROOTWAD MEMBERS
2. CABLE LASH ROOTWAD INTERSECTIONS

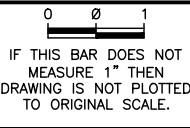
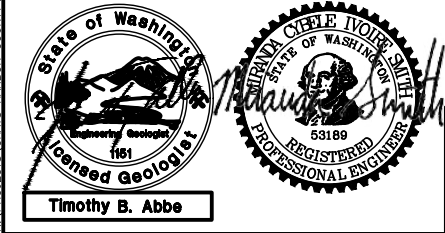
LAYER 3

1. PLACE 4 ROCK COLLARS AS SHOWN



LAYER 4

1. PLACE RACKING/SLASH BY INTERWEAVING WITH ROOTWADS AND ROCK COLLARS



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

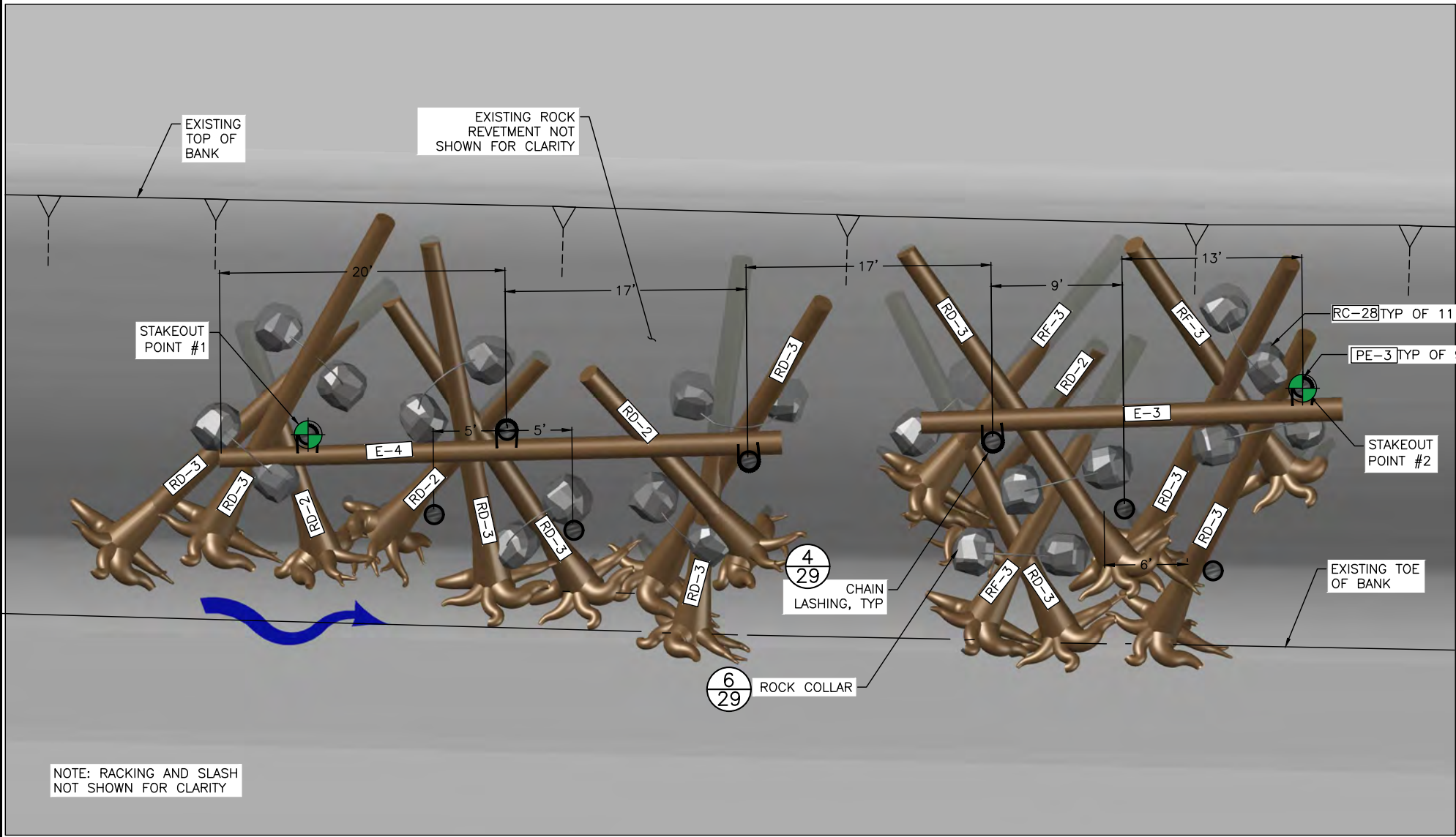
(41)

KEYS ROAD FLOOD
PROTECTION

FLOODPLAIN ROUGHNESS ELJ
DETAILS

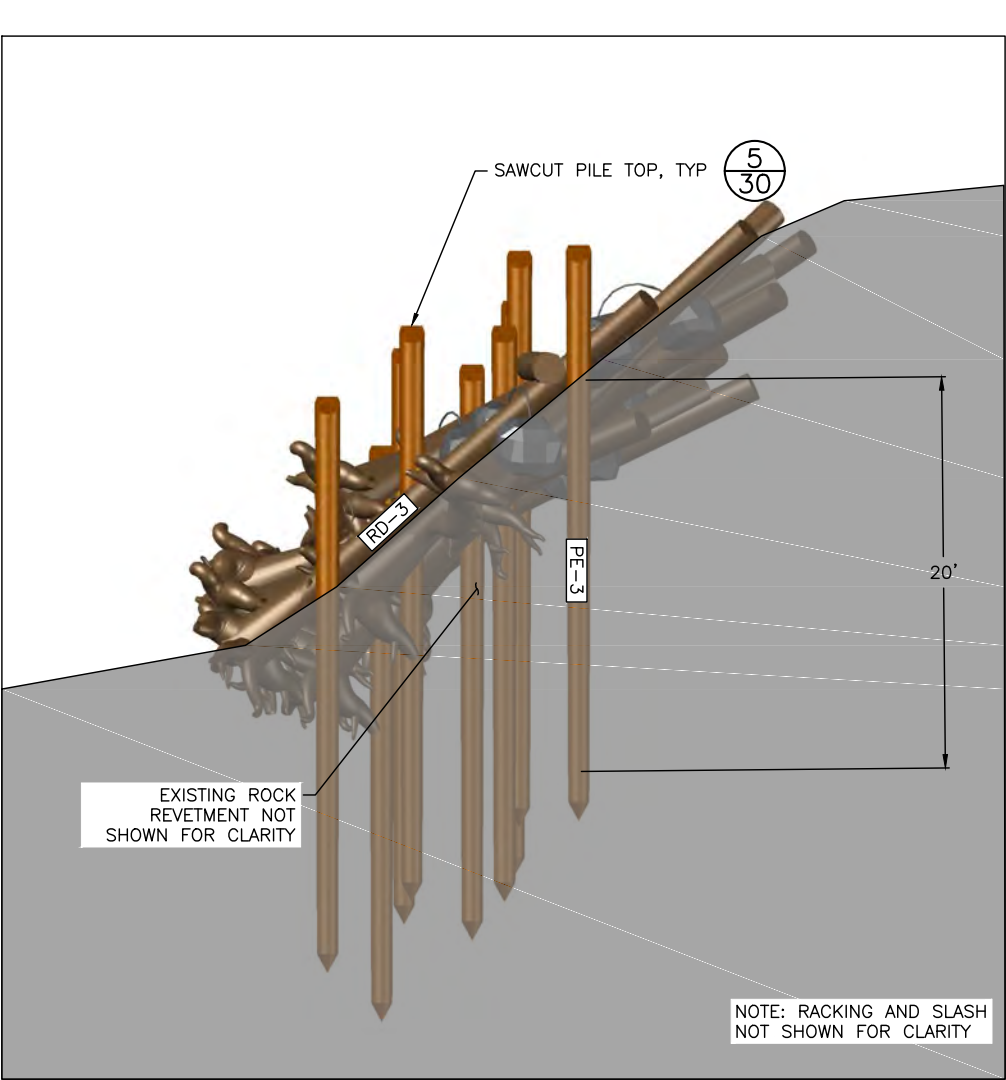
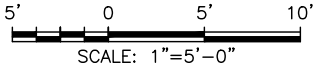
22
SHEET 22 OF 32

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD\DWGS - CURRENT\TIMBER COMPLEX.DWG, Karna 6/11/2020 4:12:01 PM



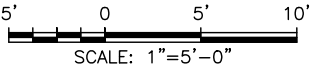
TIMBER COMPLEX UNIT PLAN

SCALE: 1"=5'



TIMBER COMPLEX PERSPECTIVE

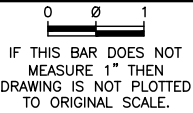
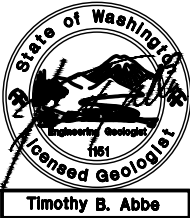
SCALE: 1"=5'



NOTES:

- ALL LOGS SHALL BE DOUGLAS FIR OR WESTERN RED CEDAR.
- ALL PILES SHALL BE ROUND, UNTREATED TIMBER PILES AND SHALL BE DOUGLAS FIR. PILES SHALL BE FREE FROM DEFECTS, CRACKS, AND SPLITTING AT THE TIME OF DRIVING.
- LOGS WITH ROOTWADS SHALL HAVE A DIAMETER AS SHOWN MEASURED AT DBH, DEFINED AS 4.5 FEET ABOVE GROUND WHEN TREE WAS STANDING.
- THE CONTRACTOR SHALL PLACE LOGS AS ILLUSTRATED ON THIS SHEET UNLESS DIRECTED OTHERWISE BY THE CONTRACTING OFFICER.
- SOIL EXCAVATED DURING CONSTRUCTION SHALL BE REPLACED TO ORIGINAL GROUND FOLLOWING PLACEMENT OF ALL LOGS.
- THE LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
- RACKING LOGS SHALL CONSIST OF TREES WITH BRANCHES HAVING A BASE DIAMETER OF 6-12 INCHES AND A LENGTH OF 20-40 FT. RACKING MATERIAL SHALL OCCUR WITH EACH LAYER TO ENSURE THAT RACKING MATERIAL EXTENDS THROUGH THE STRUCTURE AND IS PINNED BY SUBSEQUENT LAYERS. SLASH MATERIAL SHALL CONSIST OF LIMBS AND BRANCHES AND A BASE DIAMETER BETWEEN 1 AND 3 INCHES. SLASH MATERIAL SHALL BE PLACED AS DIRECTED BY THE CONTRACTING OFFICER. QUANTITY OF RACKING LOGS AND SLASH MATERIAL PER STRUCTURE ARE SHOWN IN LOG SCHEDULE. RACKING AND SLASH MATERIAL SHALL BE DOUGLAS FIR, PONDEROSA PINE, WESTERN RED CEDAR, OR WESTERN LARCH TREES.
- RETENTION LOGS TO BE INSTALLED TO HOLD RACKING MATERIAL IN PLACE AT THE DIRECTION OF THE CONTRACTING OFFICER.
- TIMBER COMPLEX CONSTRUCTION SITE CURRENTLY HAS ROCK REVETMENT ALONG THE BANK. EXISTING ROCK MATERIAL SHALL BE MOVED SO THAT PILES MAY BE DRIVEN INTO THE BED. ROCK THAT MEETS SIZE SPECIFICATIONS SHOULD BE SALVAGED TO CONSTRUCT ROCK COLLARS.

TIMBER COMPLEX ELJ LOG SCHEDULE					
LOG ID	DIA* (INCHES)	LENGTH ** (FEET)	ROOTWAD (Y/N)	QUANTITY PER STRUCTURE	NOTES
RD-3	18-22	30	Y	10	
RD-2	18-22	20	Y	4	
E-4	16-20	40	N	1	
E-3	16-20	30	N	1	
RF-3	14-18	30	Y	3	
PE-3 ***	18	30	N	9	
RC-28	-	-	-	11	ROCK COLLAR WITH 28" DIAMETER BOULDERS
RACKING	6-12	20-40	N	160	TREES WITH BRANCHES
SLASH	1-3	-	N	150 CY	LIMBS AND BRANCHES
* MINIMUM DIAMETER AT BREAST HEIGHT (1" PER 10' MAXIMUM TAPER)					
** TOTAL LENGTH INCLUDING ROOTWAD					
*** TURNED PILES - DIA (IN) IS BUTT DIAMETER					



NAME OR INITIALS AND DATE
DESIGNED MT, RLE, MS
CHECKED MT, RLE
DRAWN MS, KP
CHECKED MT, RLE

GEOGRAPHIC INFORMATION
LATITUDE 46°58'55.71"N
LONGITUDE 123°28'56.2"W
TN/SC/RG T17N/S6/R6W
DATE 6/11/2020

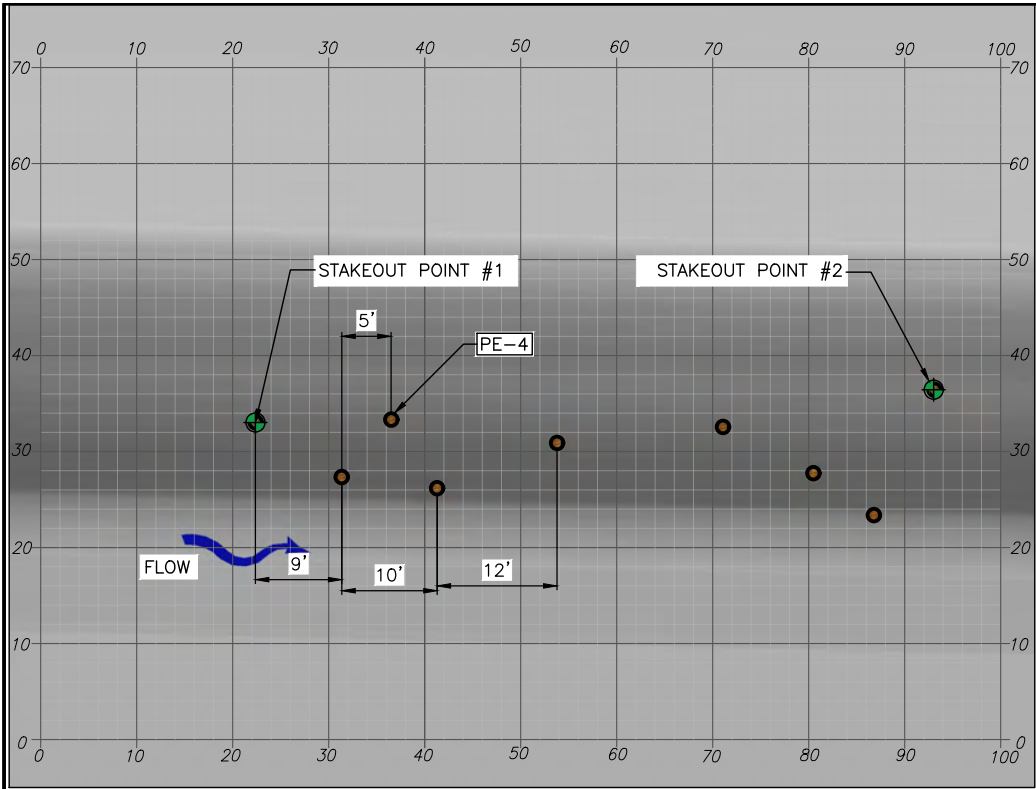
(42)

KEYS ROAD FLOOD PROTECTION

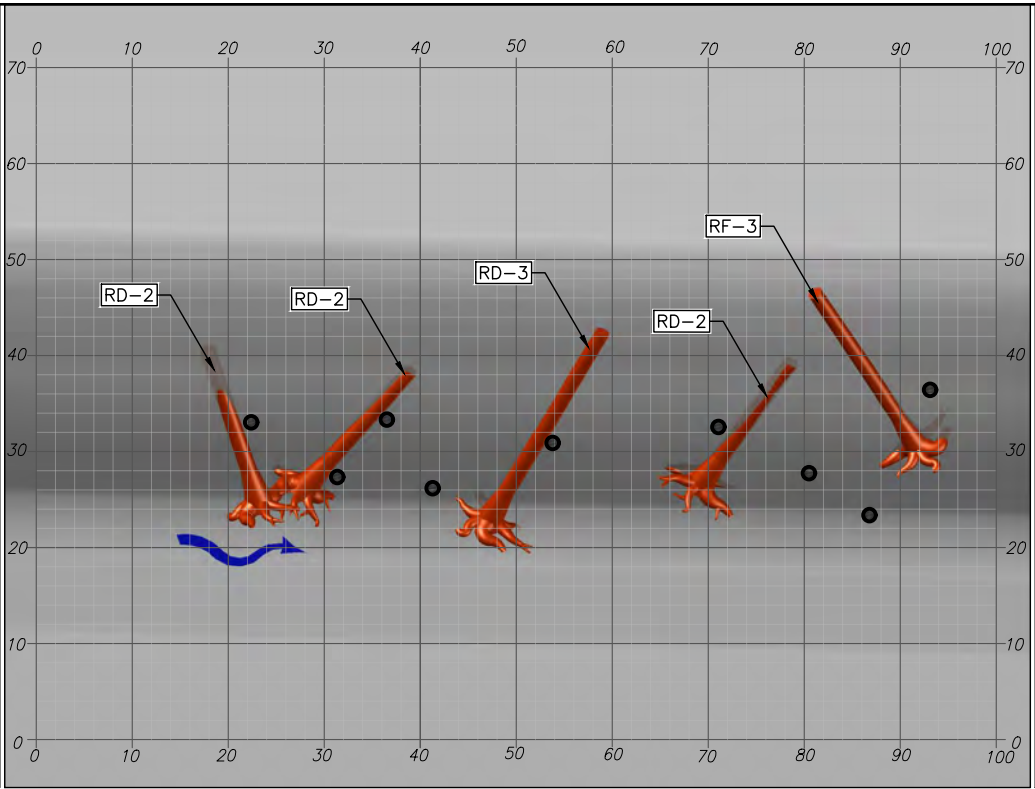
TIMBER COMPLEX

23
SHEET 23 OF 32

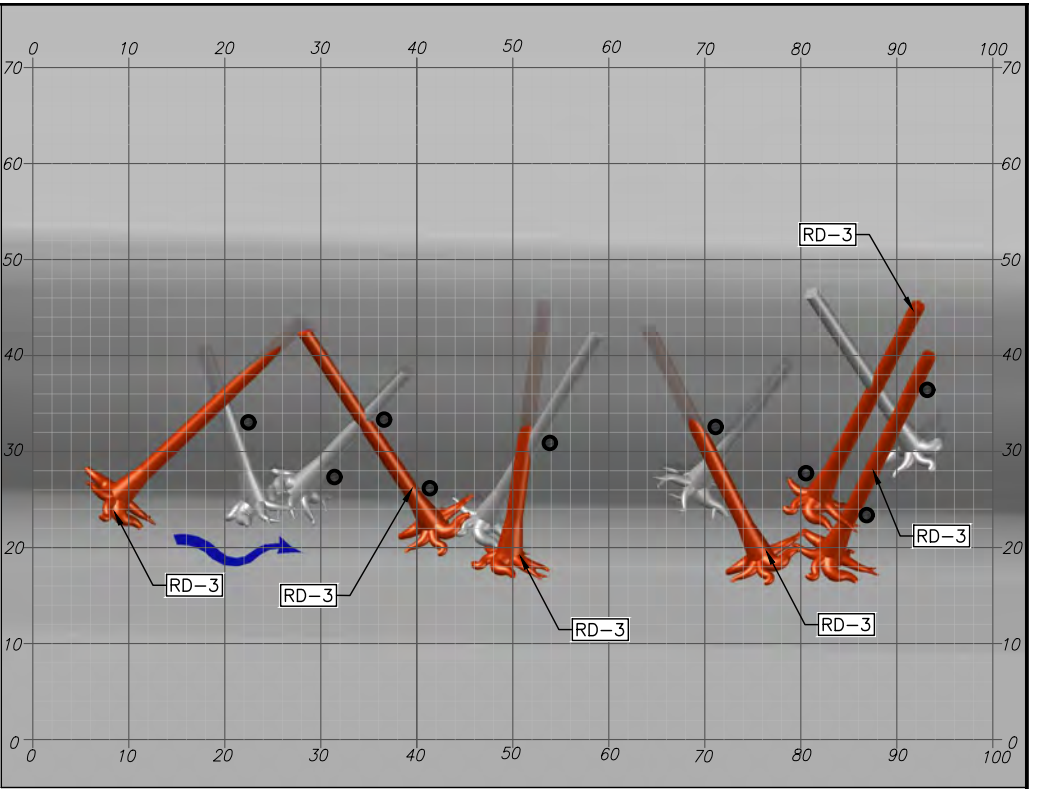
Jun 11, 2020 PHASE I FINAL DESIGN



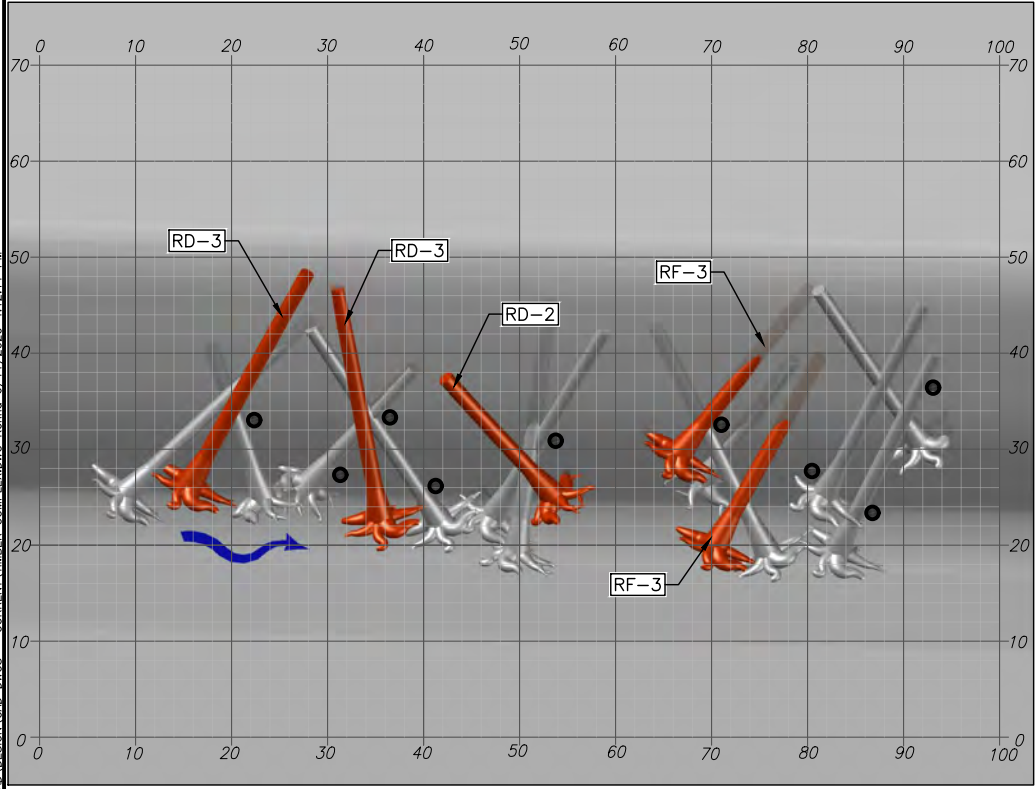
LAYER 1
1. INSTALL 9 PILES



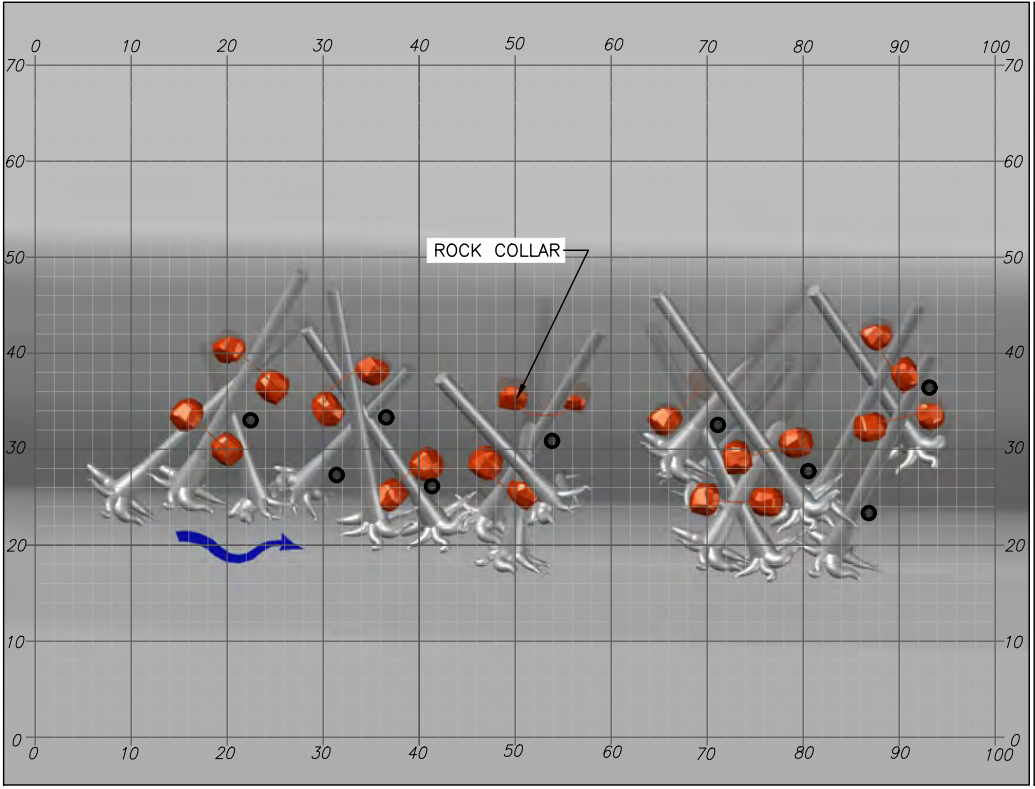
LAYER 2
1. PLACE 5 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH (NOT SHOWN)



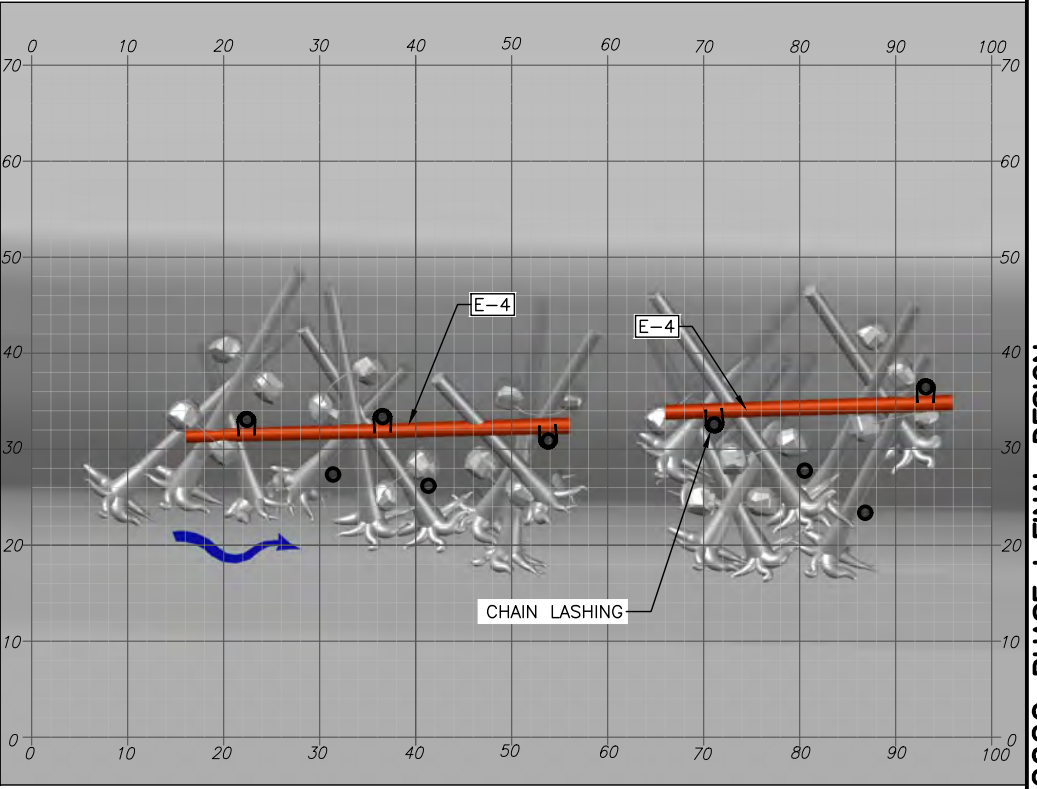
LAYER 3
1. PLACE 6 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH (NOT SHOWN)



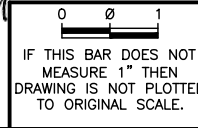
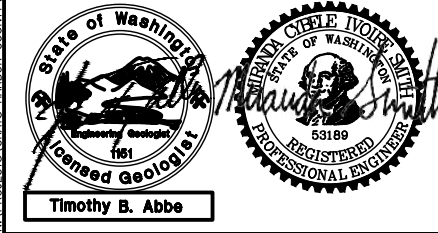
LAYER 4
1. PLACE 5 ROOTWAD MEMBERS



LAYER 5
1. PLACE 11 ROCK COLLARS



LAYER 6
1. PLACE 2 LOG MEMBERS
2. PLACE CHAIN LASHING



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

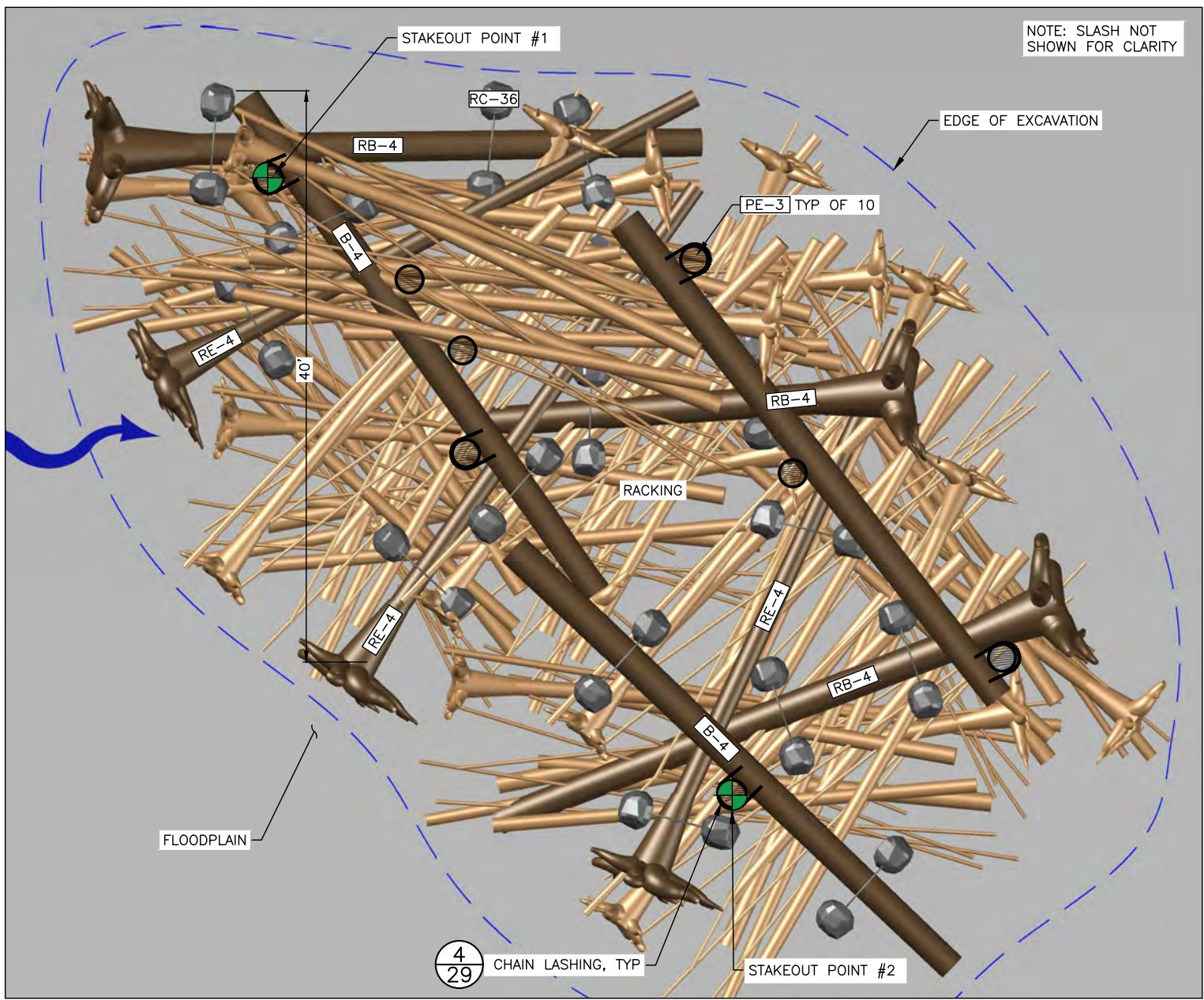
KEYS ROAD FLOOD PROTECTION

TIMBER COMPLEX

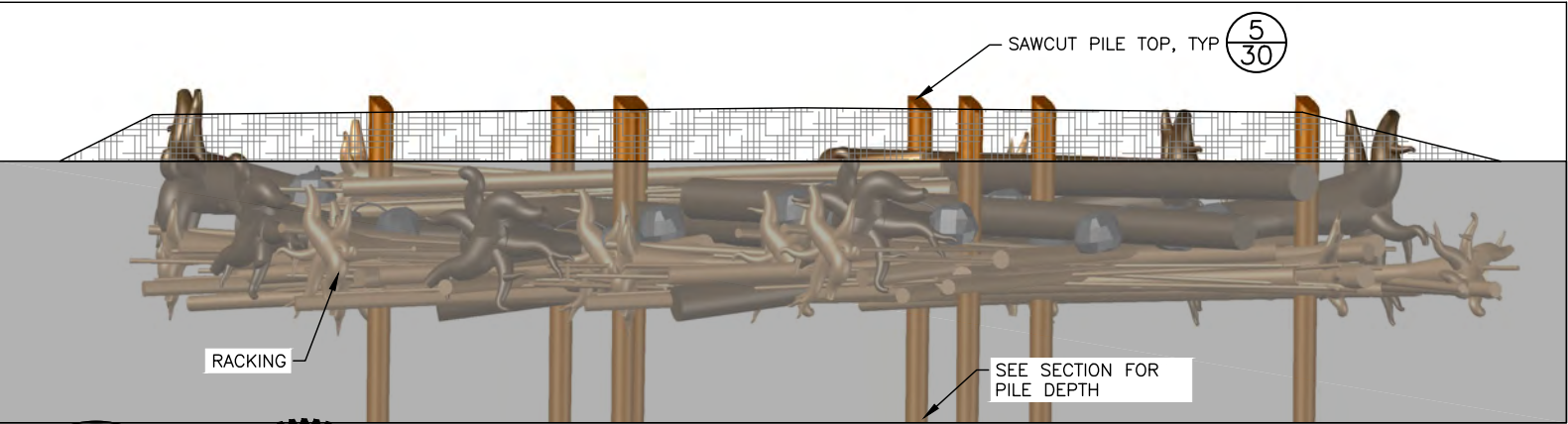
24
SHEET **24** OF **32**

N:\PROJECTS\GRAY HARBOR COUNTY\KEYS ROAD\DESIGN\COMPLEX.DWG, Kerra 6/11/2020 4:12:11 PM

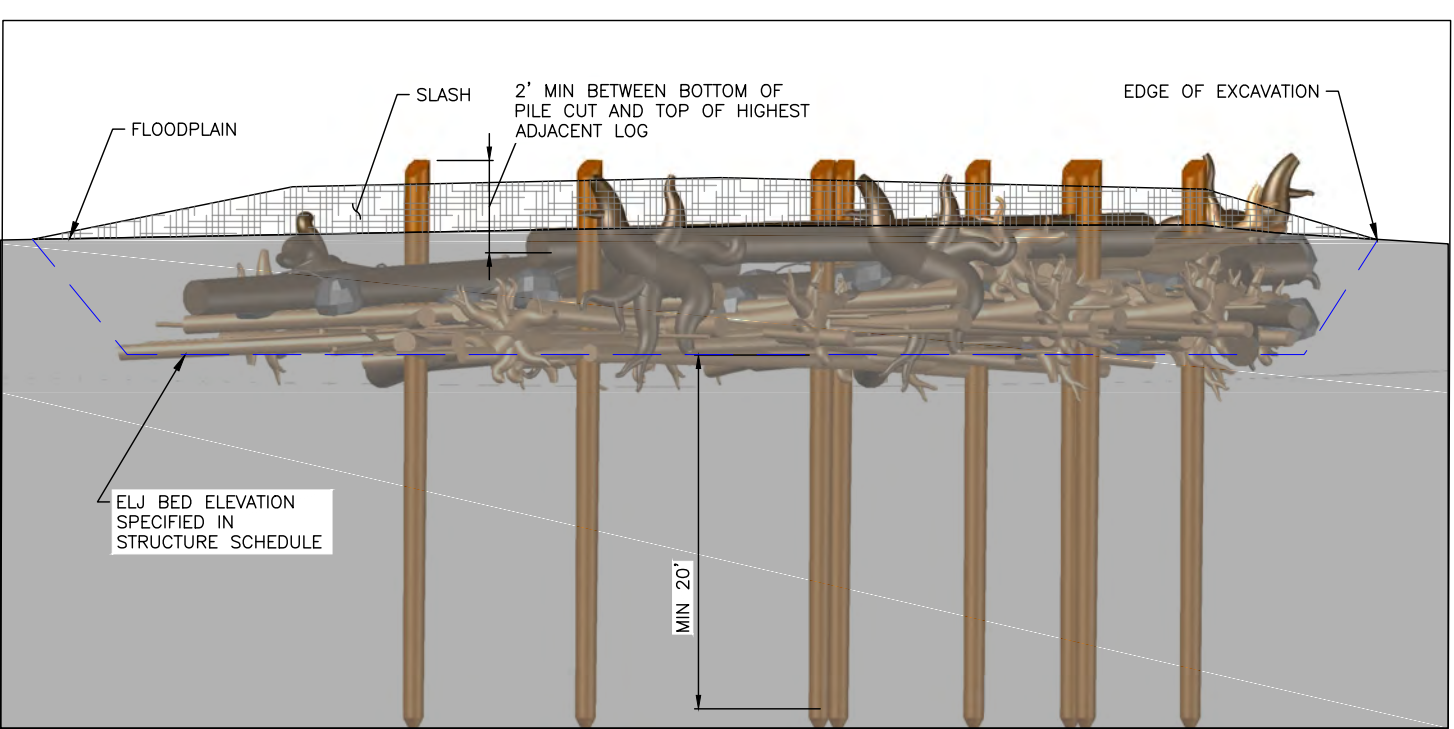
Jun 11, 2020 PHASE I FINAL DESIGN



TYPE 1 SETBACK REVETMENT PLAN
SCALE: 1" = 5'



TYPE 1 SETBACK REVETMENT ELJ SIDE PROFILE
SCALE: 1" = 5'



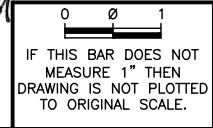
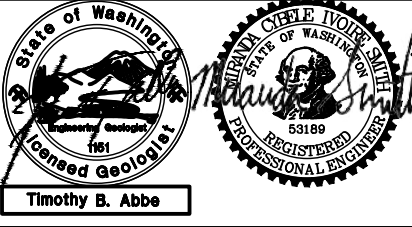
TYPE 1 SETBACK REVETMENT ELJ SECTION
SCALE: NTS

NOTES:

- EXCAVATION SPOILS SHALL BE STAGED WITHIN THE WORK AREA AND OUTSIDE FLOWING WATER. SPOILS SHALL BE STOCKPILED TO ALLOW LOG LAYER PLACEMENT AND CONSTRUCTION ACCESS.
- BACKFILL EXTENTS VARY AND TO BE CONSTRUCTED WITH NATIVE ALLUVIUM FROM EXCAVATION SPOILS.
- FINAL REVETMENT HEIGHT TO BE ACHIEVED AS SPECIFIED REGARDLESS OF ACTUAL LOG DIAMETERS USED OR STACKING ARRANGEMENT.
- ALL LARGE WOOD DIMENSIONS DO NOT INCLUDE BARK THICKNESS.
- COVER TOP OF BACKFILL AREA AND BASE OF STRUCTURES WITH LOOSE WOOD DEBRIS AND CHIPS. MIX 6 INCHES OF LOOSE WOOD INTO UPPER 2 FT ON BACKFILL.
- THE LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
- RACKING AND SLASH PLACEMENT SHALL OCCUR ACCORDING TO LAYERING PLAN. RACKING AND SLASH QUANTITIES ARE SHOWN IN THE LOG SCHEDULE.
- THE CONTRACTOR SHALL FIELD VERIFY WITH THE ENGINEER ALL PILE LOCATIONS, LENGTHS, WIDTHS AND ELEVATIONS PRIOR TO EXCAVATION, ASSEMBLY AND INSTALLATION OF EACH STRUCTURE.
- LOCATIONS FOR ALL STRUCTURE PLACEMENTS WILL BE STAKED IN FIELD BY THE ENGINEER PRIOR TO START OF CONSTRUCTION AT EACH SITE.
- EXCAVATION LIMITS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO EXCAVATION COMMENCING AND PLACEMENT OF ANY LARGE WOOD.
- WOOD PLACEMENT IN EACH REVETMENT LAYER SHALL BE FIELD VERIFIED BY ENGINEER PRIOR TO BACKFILLING.

TYPE 1 SETBACK REVETMENT ELJ LOG SCHEDULE					
LOG ID	DIA* (INCHES)	LENGTH ** (FEET)	ROOTWAD (Y/N)	QUANTITY PER STRUCTURE	NOTES
RB-4	22-26	40	Y	3	
B-4	22-26	40	N	3	
RE-4	16-20	40	Y	3	
PE-3 ***	18	30	N	8	
RC-36	-	-	-	16	ROCK COLLAR WITH 36" DIAMETER BOULDERS
RACKING	6-12	20-40	N	160	TREES WITH BRANCHES
SLASH	1-3	-	N	150 CY	LIMBS AND BRANCHES
* MINIMUM DIAMETER AT BREAST HEIGHT (1" PER 10' MAXIMUM TAPER)					
** TOTAL LENGTH INCLUDING ROOTWAD					
*** TURNED PILES - DIA (IN) IS BUTT DIAMETER					

TYPE 1 SETBACK REVETMENT DETAILS
SCALE: AS NOTED



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

(44)

KEYS ROAD FLOOD PROTECTION

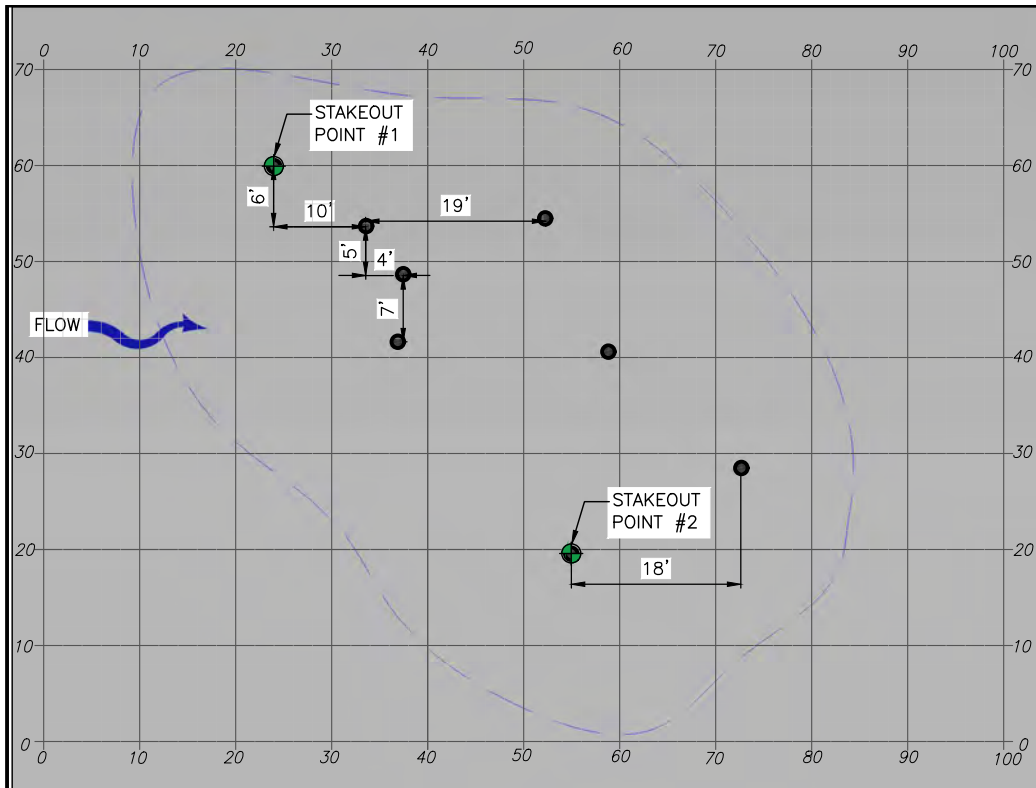
TYPE 1 SETBACK REVETMENT

25

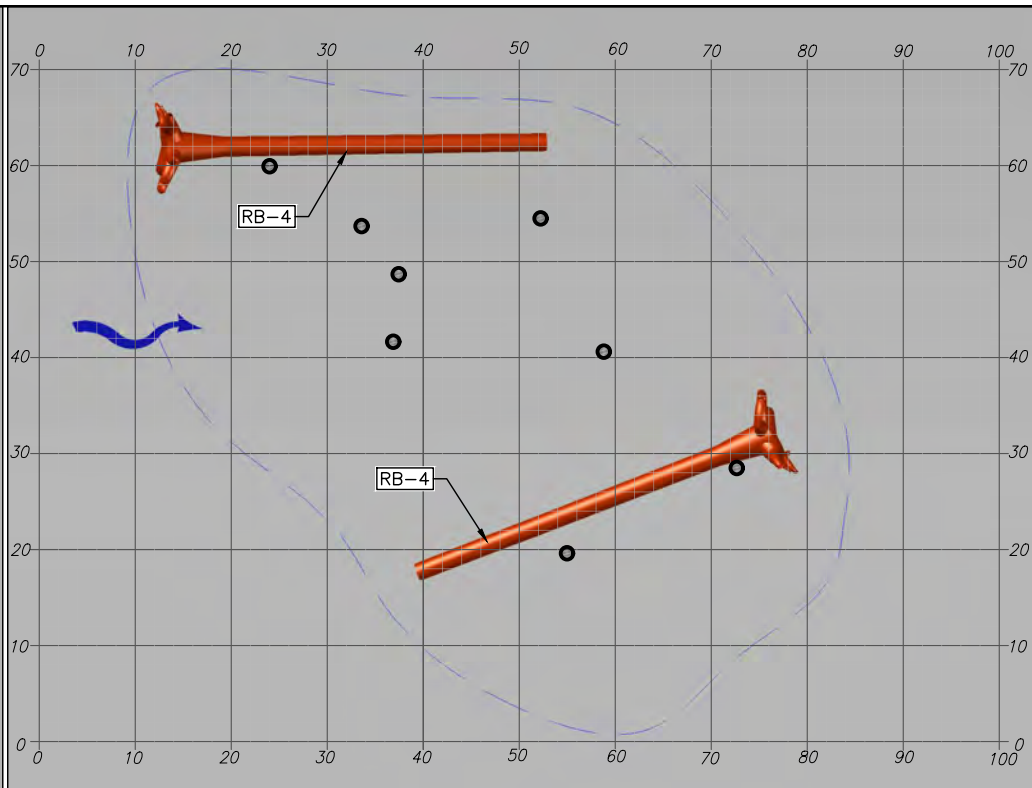
SHEET 14 OF 32

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\TYPE 1 SETBACK REVETMENT.DWG, Kenna 6/11/2020 4:12:26 PM

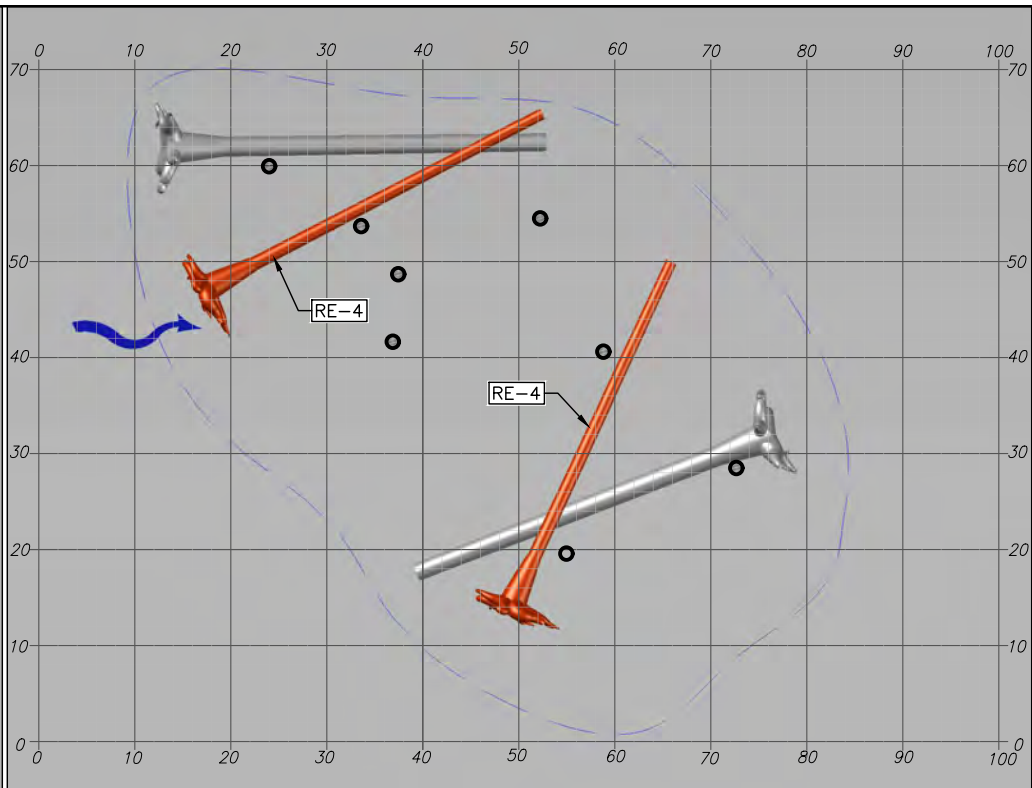
Jun 11, 2020 PHASE I FINAL DESIGN



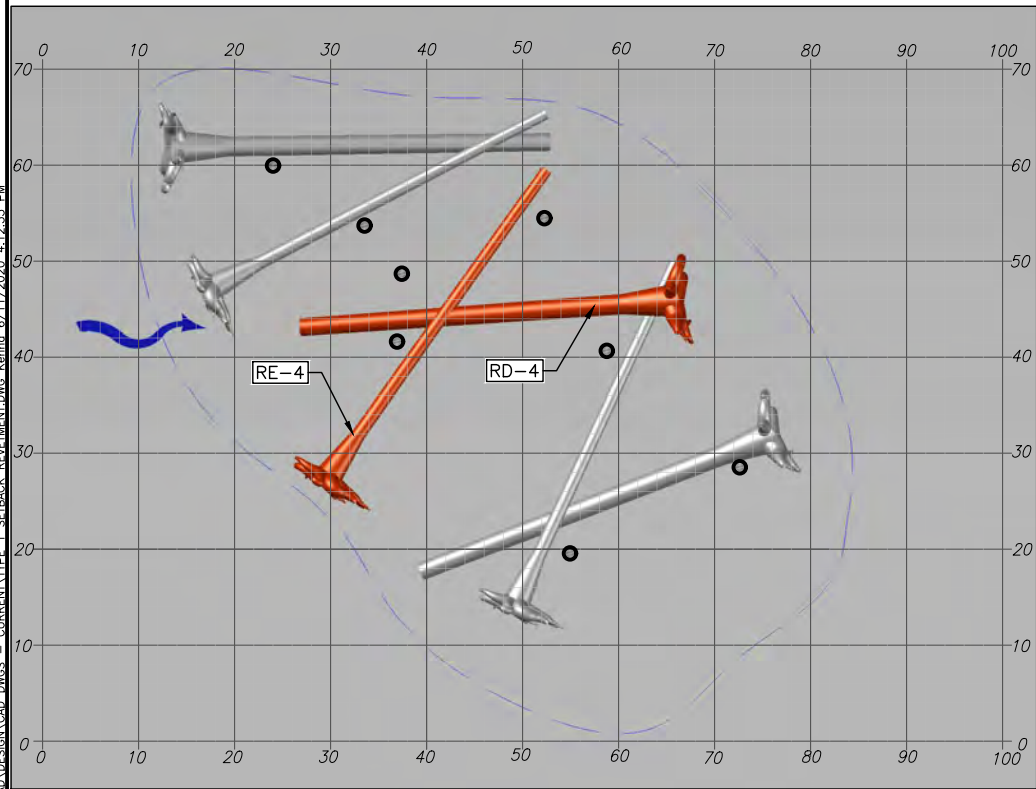
LAYER 1
1. INSTALL 8 PILES



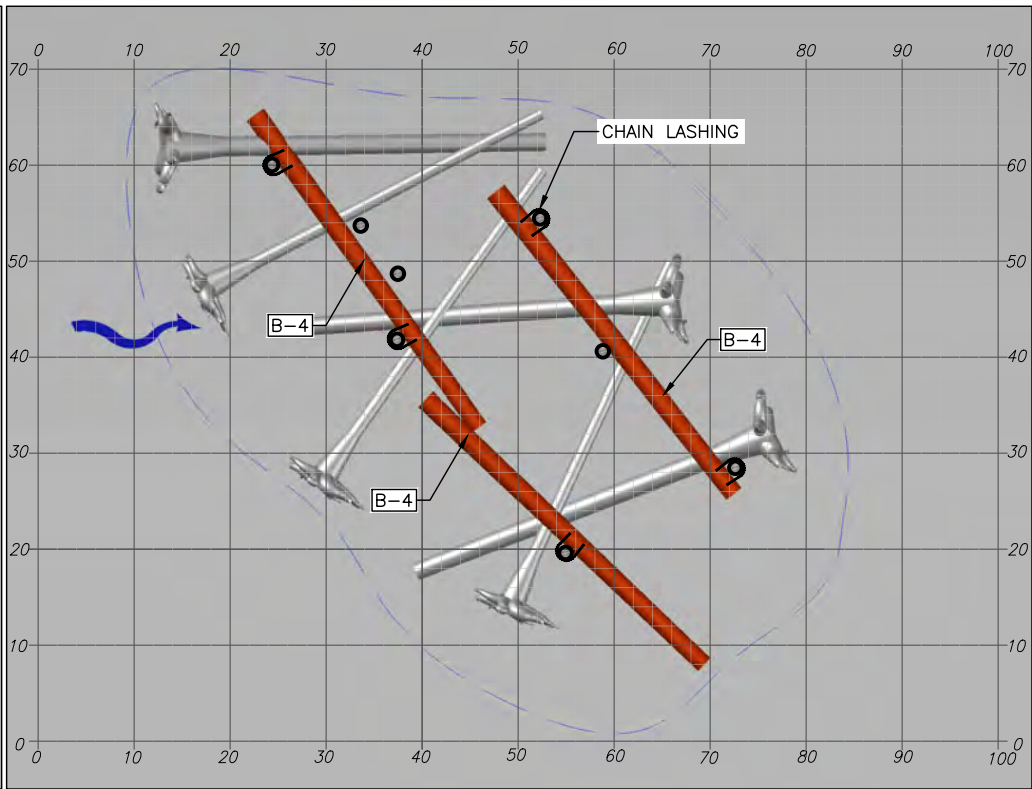
LAYER 2
1. PLACE 2 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH (NOT SHOWN)



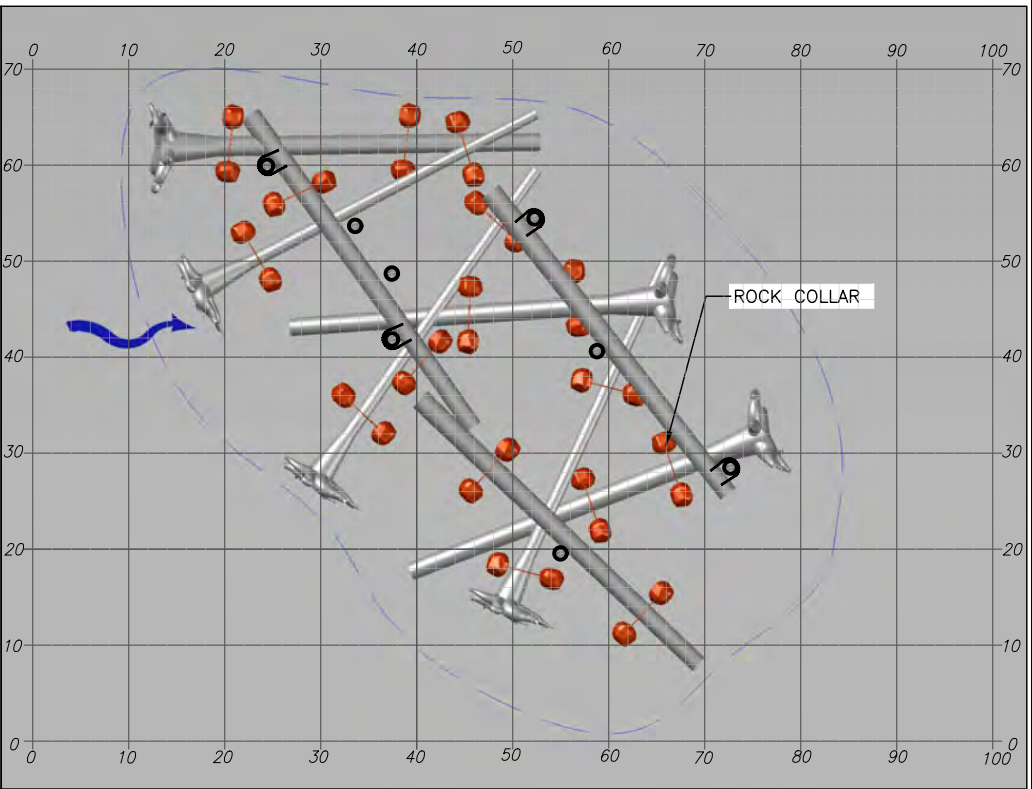
LAYER 3
1. PLACE 2 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH (NOT SHOWN)



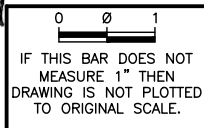
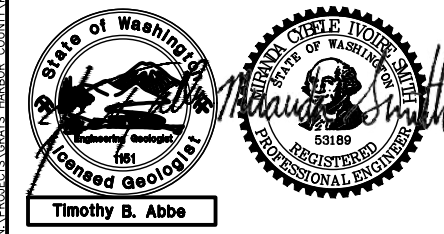
LAYER 4
1. PLACE 2 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH (NOT SHOWN)



LAYER 5
1. PLACE 3 LOG MEMBERS
2. ADD CHAIN LASHING



LAYER 6
1. PLACE 16 ROCK COLLARS



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

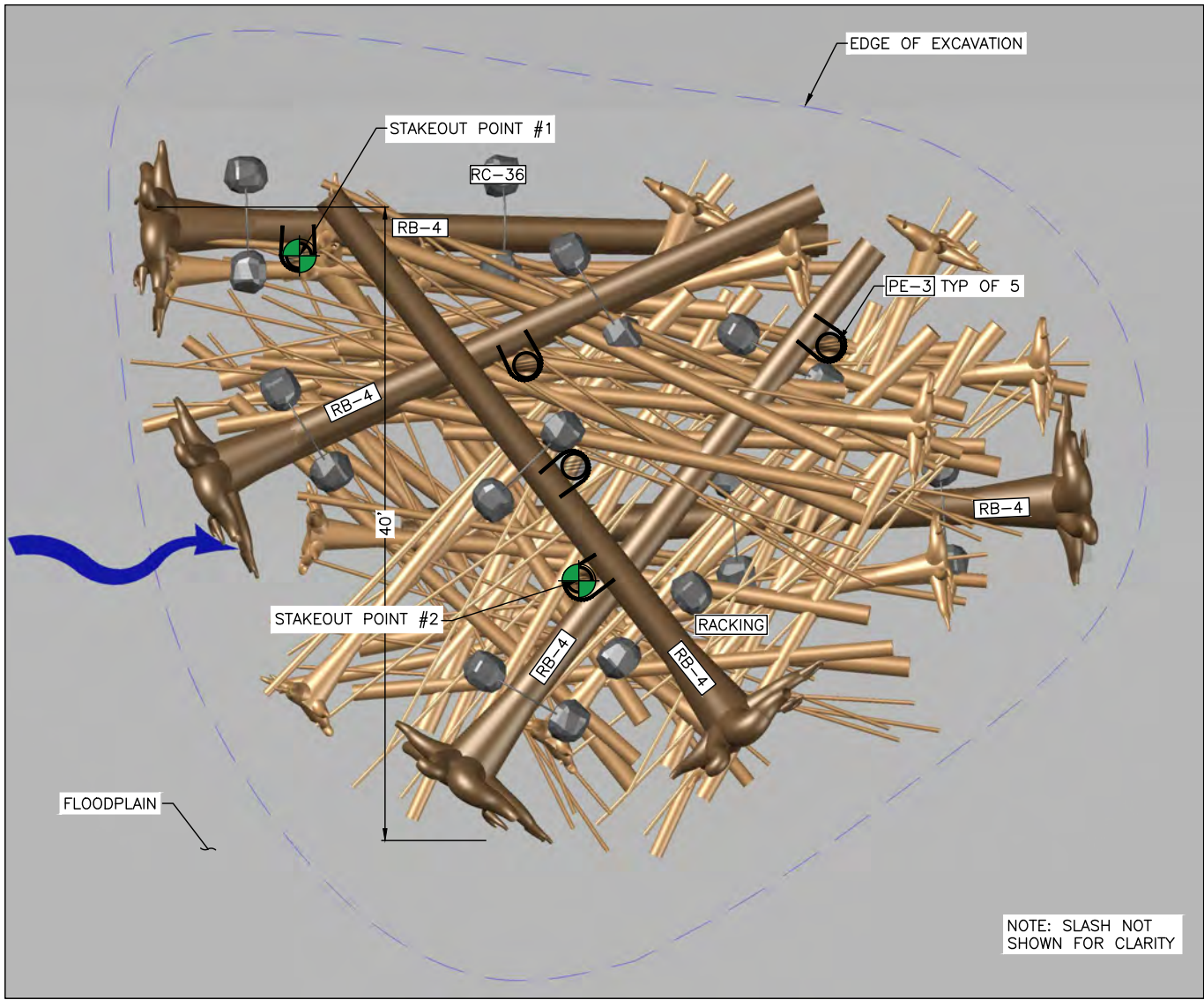
(45)

KEYS ROAD FLOOD PROTECTION

TYPE 1 SETBACK REVETMENT LAYERING PLAN

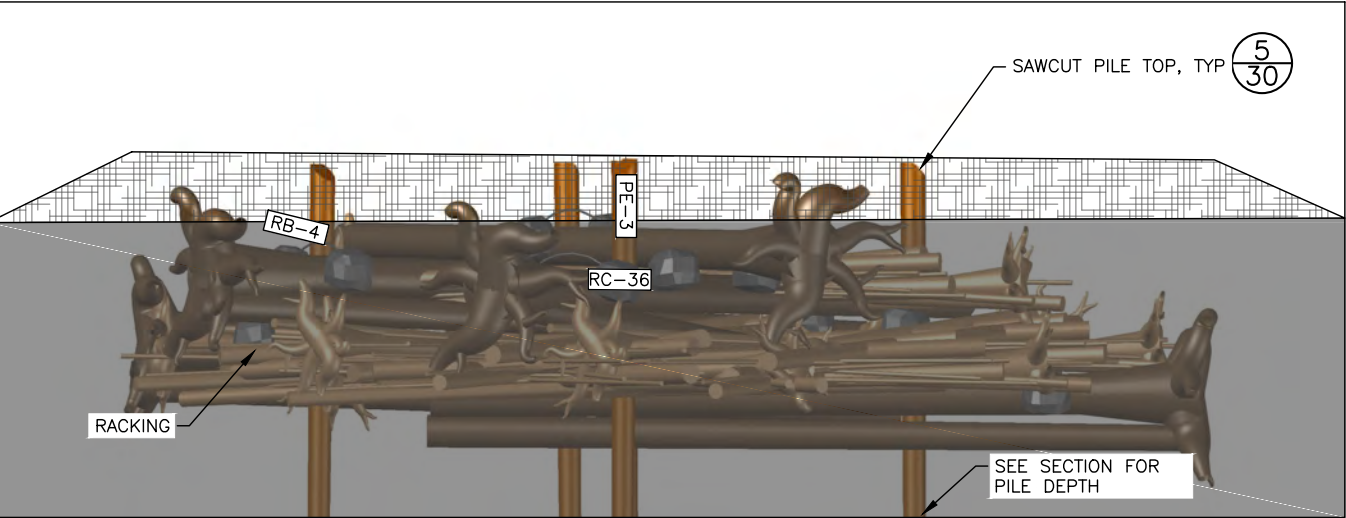
26
SHEET **26** OF **32**

Jun 11, 2020 PHASE I FINAL DESIGN



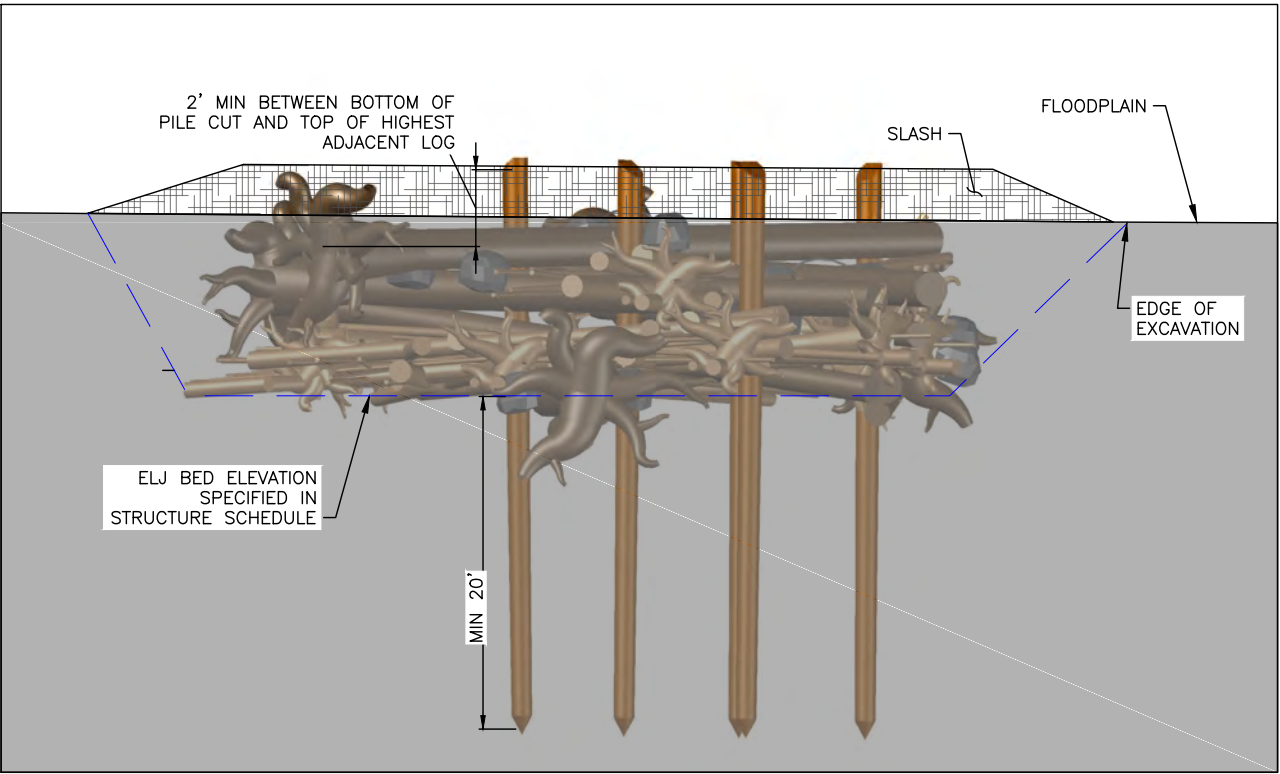
TYPE 2 SETBACK REVETMENT PLAN

SCALE: 1" = 5'



TYPE 2 SETBACK REVETMENT ELJ SIDE PROFILE

SCALE: 1" = 5'



TYPE 2 SETBACK REVETMENT ELJ SECTION

SCALE: NTS

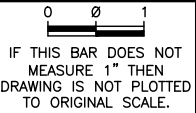
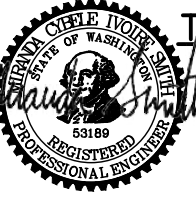
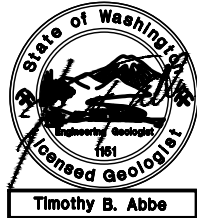
NOTES:

1. EXCAVATION SPOILS SHALL BE STAGED WITHIN THE WORK AREA AND OUTSIDE FLOWING WATER. SPOILS SHALL BE STOCKPILED TO ALLOW LOG LAYER PLACEMENT AND CONSTRUCTION ACCESS.
2. BACKFILL EXTENTS VARY AND TO BE CONSTRUCTED WITH NATIVE ALLUVIUM FROM EXCAVATION SPOILS.
3. FINAL REVETMENT HEIGHT TO BE ACHIEVED AS SPECIFIED REGARDLESS OF ACTUAL LOG DIAMETERS USED OR STACKING ARRANGEMENT.
4. ALL LARGE WOOD DIMENSIONS DO NOT INCLUDE BARK THICKNESS.
5. COVER TOP OF BACKFILL AREA AND BASE OF STRUCTURES WITH LOOSE WOOD DEBRIS AND CHIPS. MIX 6 INCHES OF LOOSE WOOD INTO UPPER 2 FT ON BACKFILL
6. THE LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTING OFFICER.
6. RACKING AND SLASH PLACEMENT SHALL OCCUR ACCORDING TO LAYERING PLAN. RACKING AND SLASH QUANTITIES ARE SHOWN IN THE LOG SCHEDULE.
7. THE CONTRACTOR SHALL FIELD VERIFY WITH THE ENGINEER ALL PILE LOCATIONS, LENGTHS, WIDTHS AND ELEVATIONS PRIOR TO EXCAVATION, ASSEMBLY AND INSTALLATION OF EACH STRUCTURE.
8. LOCATIONS FOR ALL STRUCTURE PLACEMENTS WILL BE STAKED IN FIELD BY THE ENGINEER PRIOR TO START OF CONSTRUCTION AT EACH SITE.
9. EXCAVATION LIMITS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO EXCAVATION COMMENCING AND PLACEMENT OF ANY LARGE WOOD.
10. WOOD PLACEMENT IN EACH REVETMENT LAYER SHALL BE FIELD VERIFIED BY ENGINEER PRIOR TO BACKFILLING.

TYPE 2 SETBACK REVETMENT ELJ LOG SCHEDULE					
LOG ID	DIA* (INCHES)	LENGTH ** (FEET)	ROOTWAD (Y/N)	QUANTITY PER STRUCTURE	NOTES
RB-4	22-26	40	Y	5	
B-4	22-26	40	N	4	
PE-3 ***	18	40	N	5	
RC-36	-	-	-	10	ROCK COLLAR WITH 36" DIAMETER BOULDERS
RACKING	6-12	20-40	N	100	TREES WITH BRANCHES
SLASH	1-3	-	N	100 CY	LIMBS AND BRANCHES
* MINIMUM DIAMETER AT BREAST HEIGHT (1" PER 10' MAXIMUM TAPER)					
** TOTAL LENGTH INCLUDING ROOTWAD					
*** TURNED PILES - DIA (IN) IS BUTT DIAMETER					

TYPE 2 SETBACK REVETMENT DETAILS

SCALE: AS NOTED



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

(46)

KEYS ROAD FLOOD PROTECTION

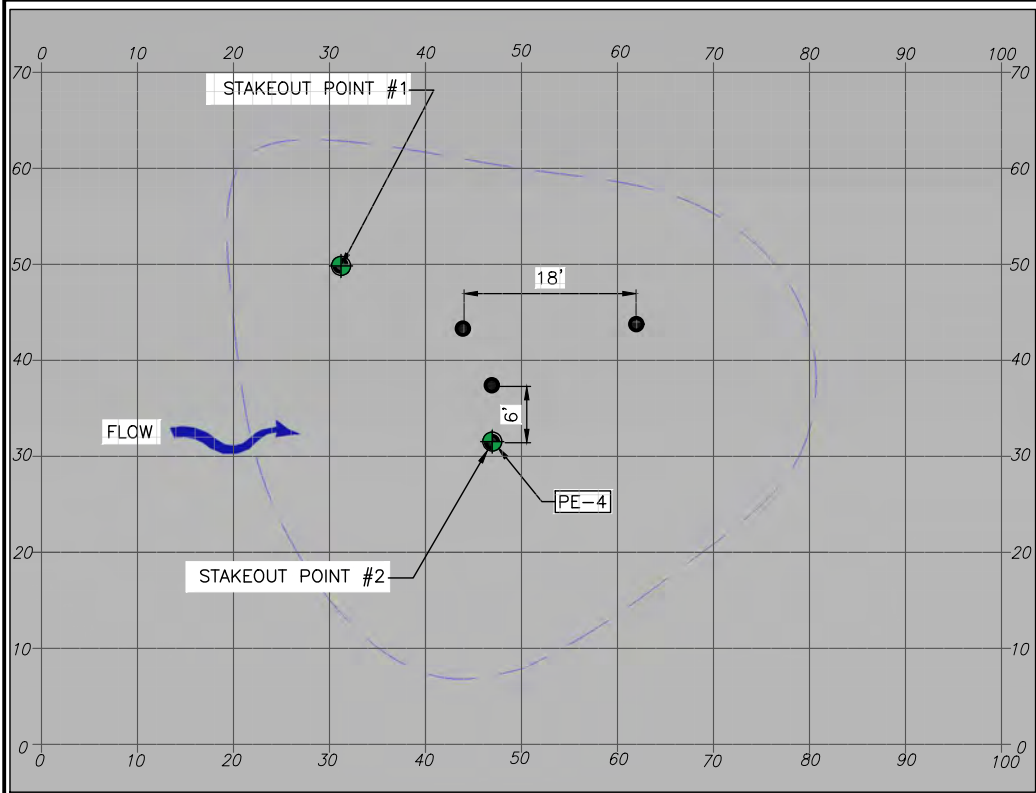
TYPE 2 SETBACK REVETMENT

1/27

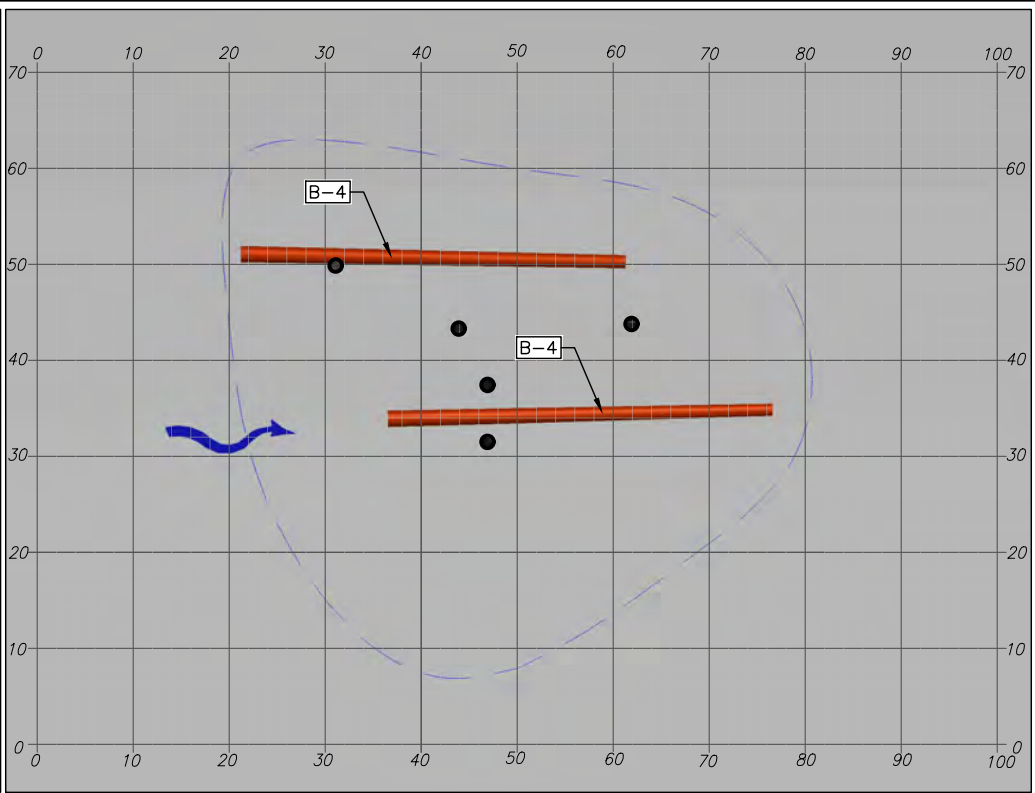
27
SHEET 27 OF 32

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS - CURRENT\TYPE 2 SETBACK REVETMENT.DWG Kennel 6/11/2020 4:12:51 PM

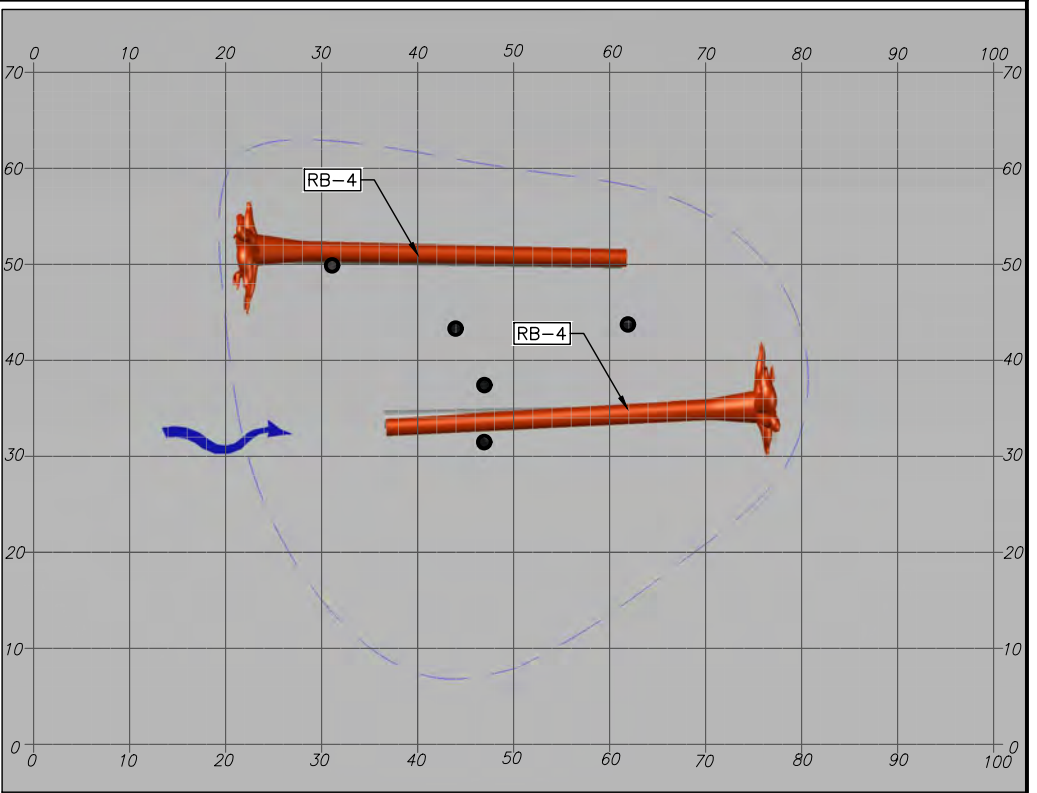
Jun 11, 2020 PHASE I FINAL DESIGN



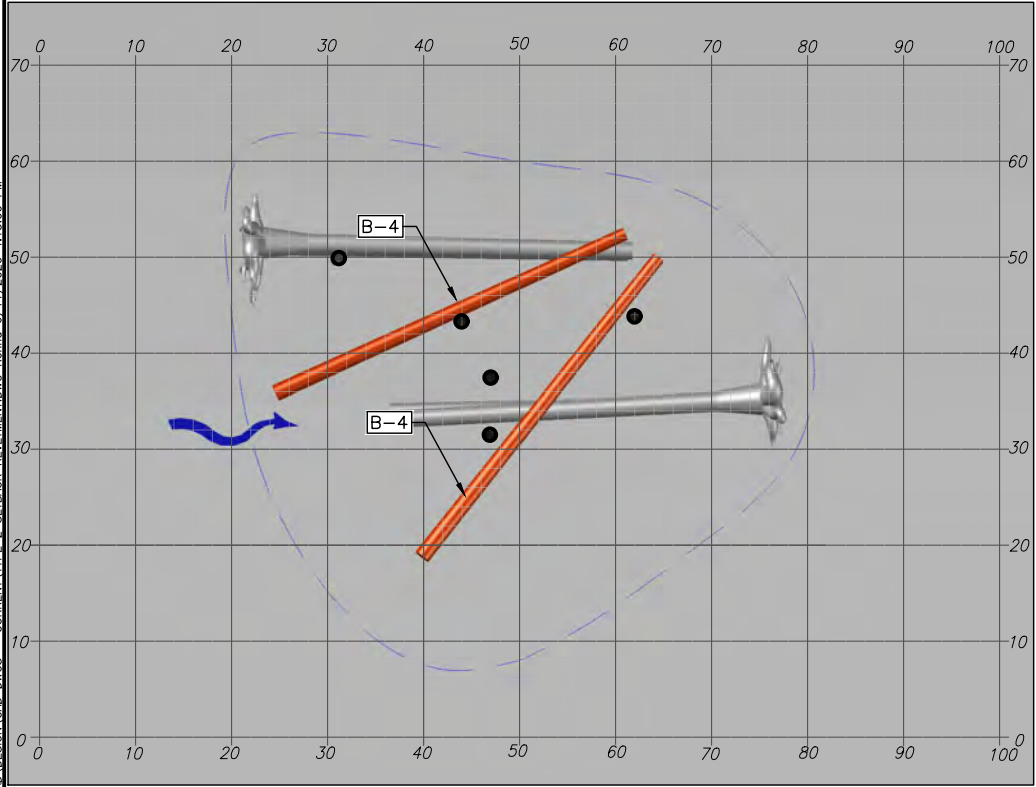
LAYER 1
1. INSTALL 5 PILES



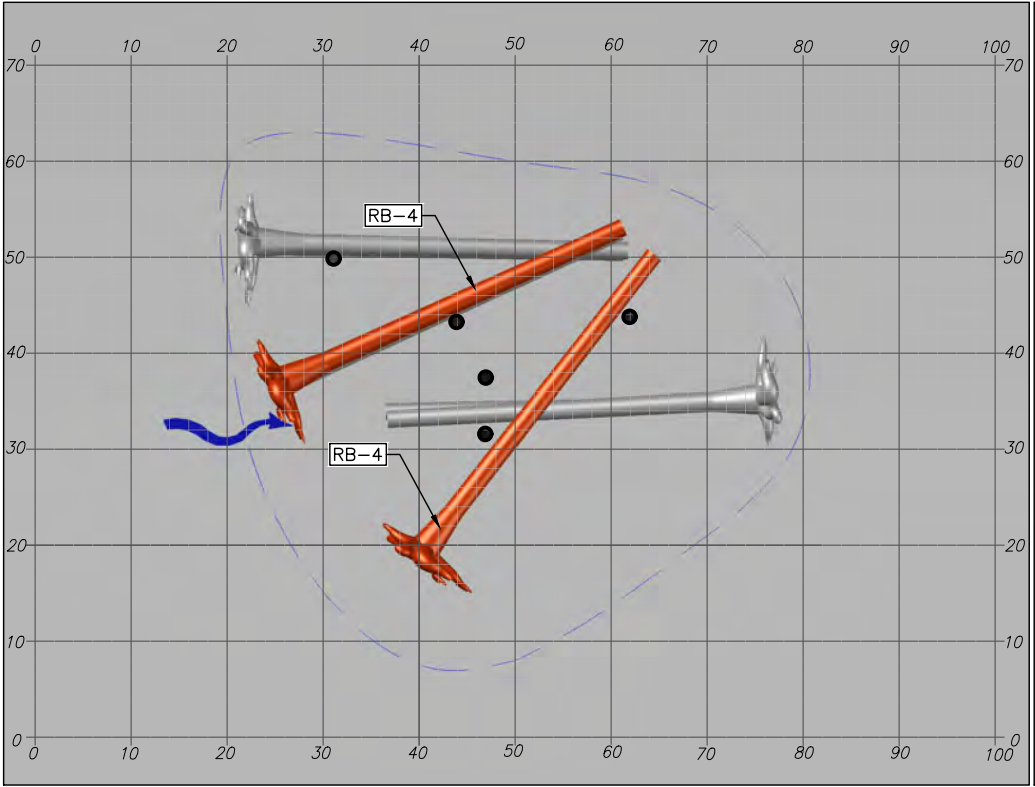
LAYER 2
1. PLACE 2 LOG MEMBERS
2. PLACE RACKING/SLASH (NOT SHOWN)



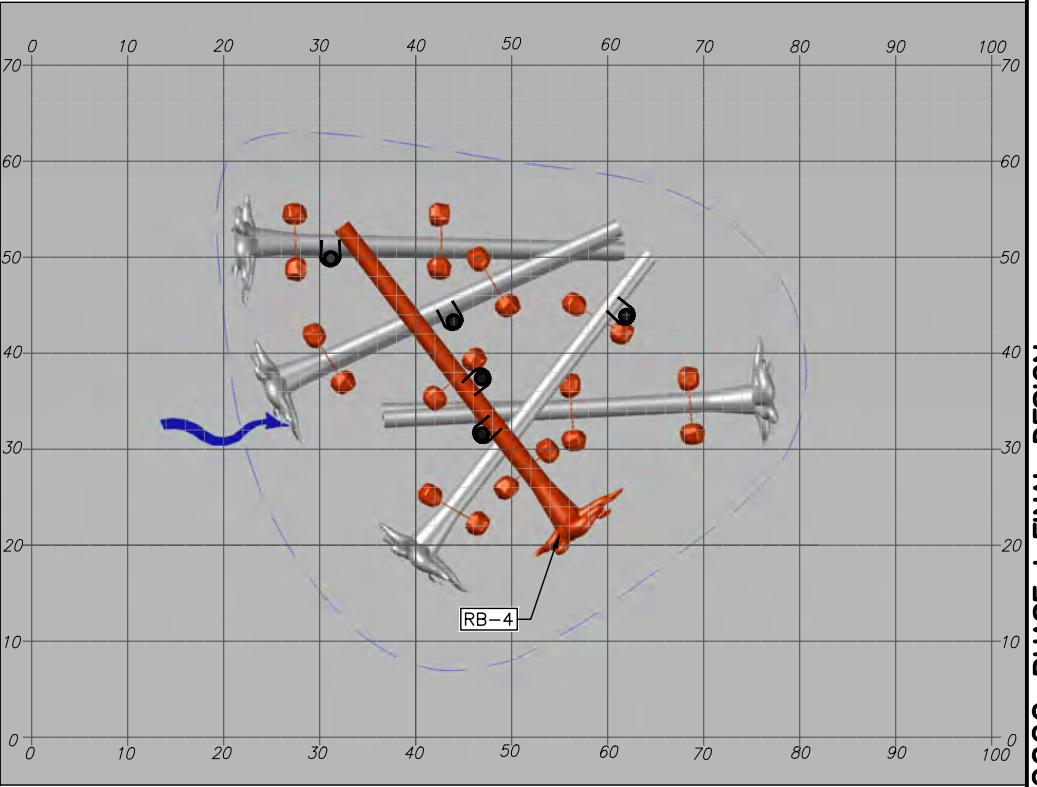
LAYER 3
1. PLACE 2 ROOTWAD MEMBERS
2. PLACE RACKING/SLASH (NOT SHOWN)



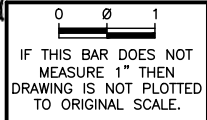
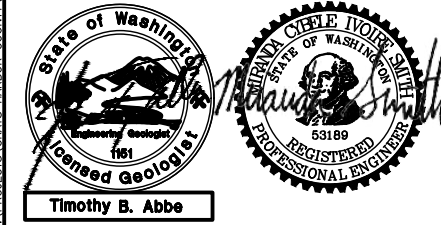
LAYER 4
1. PLACE 2 LOG MEMBERS
2. PLACE RACKING/SLASH (NOT SHOWN)



LAYER 5
1. PLACE 2 ROOTWAD MEMBERS



LAYER 6
1. PLACE 1 ROOTWAD MEMBER
2. PLACE CHAIN LASHING
3. PLACE 10 ROCK COLLARS



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

(47)

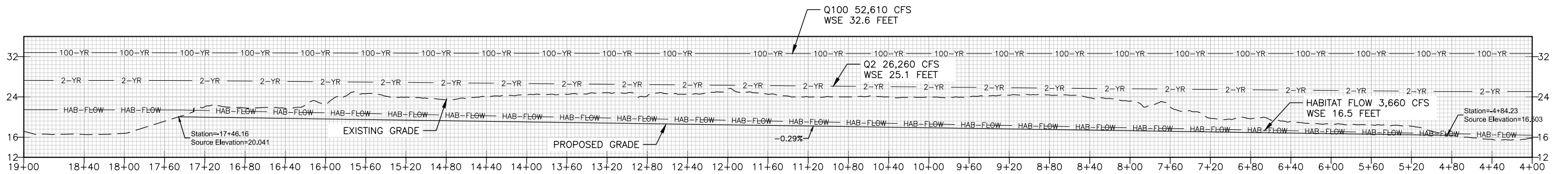
KEYS ROAD FLOOD PROTECTION

TYPE 2 SETBACK REVETMENT LAYERING PLANS

28
SHEET **28** OF **32**

Jun 11, 2020 PHASE I FINAL DESIGN

N:\PROJECTS\GRAYS HARBOR COUNTY KEYS ROAD DESIGN\CAD DWGS - CURRENT\BYPASS-PROFILE-AND-SECTIONS.DWG Kenna 6/11/2020 4:14:10 PM

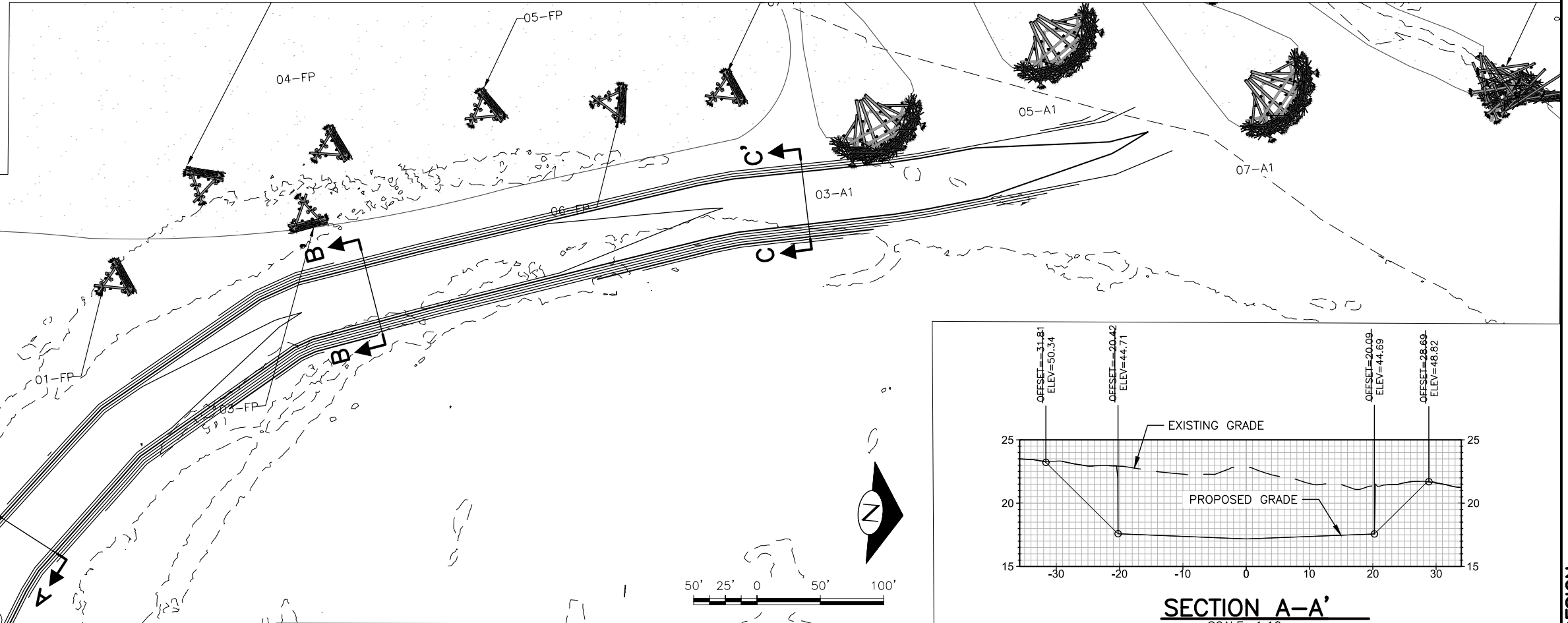


BYPASS CHANNEL PROFILE

SCALE: 1:50

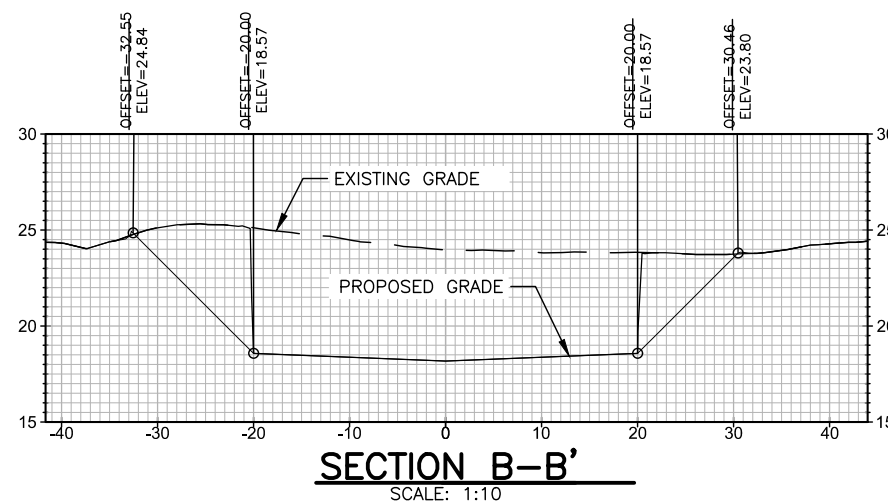
NOTES:

1. WATER SURFACE ELEVATIONS SHOWN ON THE RELIEF CHANNEL PROFILE WERE TAKEN FROM THE PROPOSED CONDITIONS 2-DIMENSIONAL HYDRAULIC MODEL.
2. THE HABITAT FLOW WAS CALCULATED BY AVERAGING THE USGS 12035000 GAGE FOR THE MONTH OF FEBRUARY OVER THE PERIOD OF RECORD. THE MEAN FEBRUARY FLOW IS REPRESENTATIVE OF OVER-WINTERING FLOWS FOR AQUATIC SPECIES AND IS CONSISTENT WITH HABITAT FLOWS MODELED FOR OTHER RESTORATION PROJECTS IN THE WATERSHED.



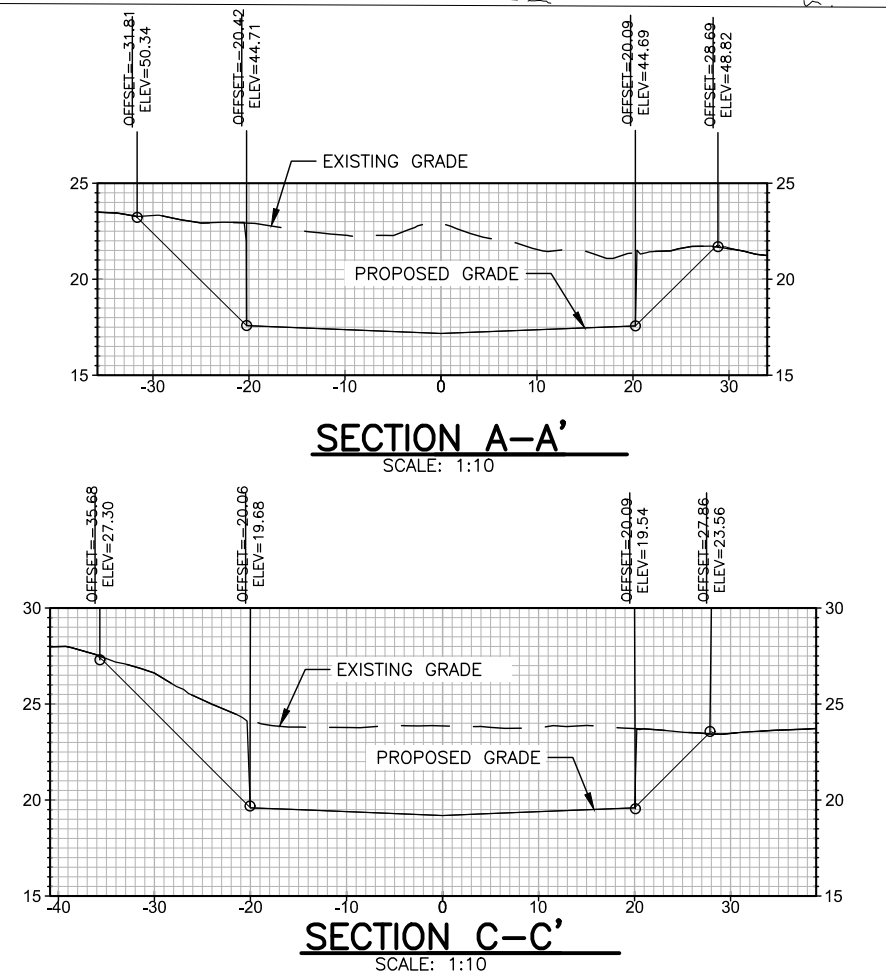
BYPASS CHANNEL PLAN VIEW

SCALE: 1:50



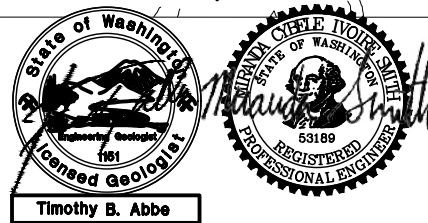
SECTION B-B'

SCALE: 1:10



SECTION A-A'

SCALE: 1:10



IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT PLOTTED TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED: MT, RLE, MS	LATITUDE: 46°58'55.71"N
CHECKED: MT, RLE	LONGITUDE: 123°28'56.2"W
DRAWN: MS, KP	TN/SC/RG: T17N/S6/R6W
CHECKED: MT, RLE	DATE: 6/11/2020

(48)

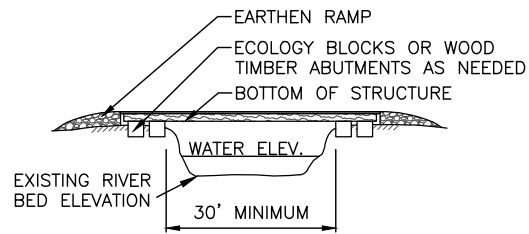
KEYS ROAD FLOOD PROTECTION

BYPASS CHANNEL PROFILE AND SECTIONS

29

SHEET 29 OF 32

Jun 11, 2020 PHASE I FINAL DESIGN

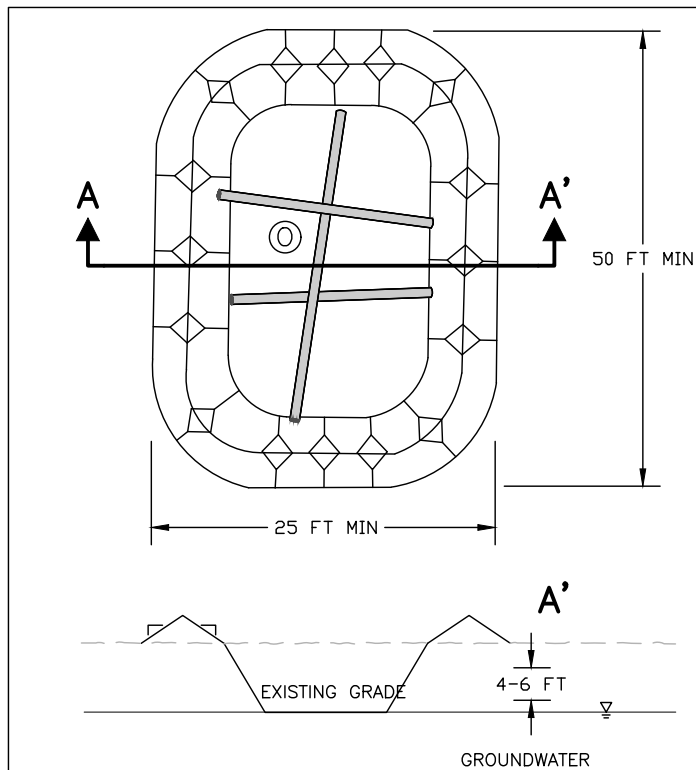


NOTES:

1. CONTRACTOR TO DESIGN TEMPORARY BRIDGE.
2. BRIDGE SHALL BE LOCATED SUCH THAT ONLY ONE SPAN IS USED TO ELIMINATE IMPACTS TO SUBSTRATE OF CHANNEL.
3. END OF BRIDGE SHALL BEAR ON HIGH BANKS WITH SUFFICIENT BEARING CAPACITY TO PREVENT SLOUGHING OR COLLAPSE OF SIDE CHANNEL BANKS.
4. CONCRETE ECOLOGY BLOCKS OR WOOD ABUTMENTS MAY BE USED TO SUPPORT ENDS OF TEMPORARY BRIDGE AS NEEDED.
5. BRIDGES MAY BE CONSTRUCTED FROM LOGS, RAIL CAR BEDS OR APPROVED EQUAL AND DECKED WITH STEEL SHEET, WOOD LAGGING OR APPROVED EQUAL.

TEMPORARY BRIDGE DETAILS 1 30

NOT TO SCALE



NOTES:

1. CONTAINMENT POND LOCATION TO BE DETERMINED BY CONTRACTOR.
2. POND WALLS WILL BE CONSTRUCTED FROM ONSITE NATIVE MATERIAL.
3. POND WILL BE ISOLATED FROM FLOWING WATERS.
4. CONTRACTOR SHALL MAINTAIN POND TO REDUCE RISK OF POND FAILURE.
5. FOLLOWING USE, MATERIALS SHALL BE RETURNED TO GRAVEL BAR AND SPREAD EVENLY.
6. PUMP OUTLET SECURED TO CROSS LOGS.

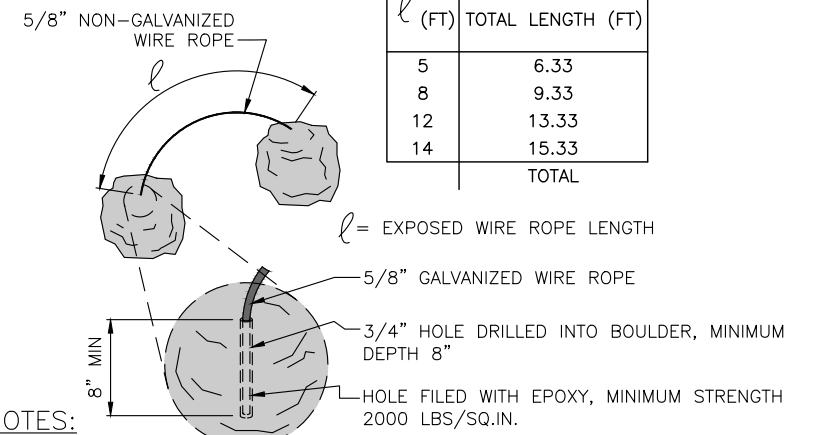


PUMP OUTLET CONTAINMENT POND DETAILS 2 30

SCALE: NTS

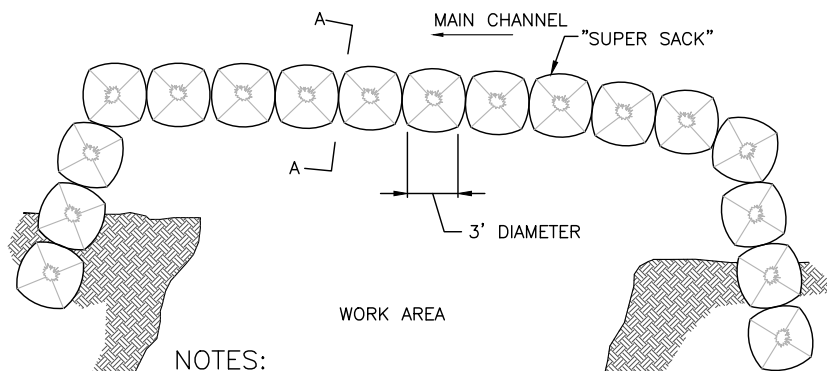
ROCK COLLAR DETAIL 6 30

NOT TO SCALE



NOTES:

1. SEE ELJ STRUCTURE DETAIL FOR MINIMUM AVERAGE BOULDER DIAMETER TO BE USED PER STRUCTURE TYPE.
2. FOLLOWING EPOXY CURE, EACH ROCK COLLAR SHALL BE TESTED TO ENSURE PROPER BONDING.
3. THE DRILL HOLES MUST BE THOROUGHLY CLEANED OF ALL ROCK POWDER AND DRIED. THE RESIN WILL NOT PROPERLY ADHERE TO THE ROCK IF THE HOLE IS INADEQUATELY CLEANED OR IS WET. CLEANING IS DONE BY POURING WATER INTO THE HOLE WHILE PLUNGING IT WITH A CIRCULAR NYLON BRUSH. THE HOLE IS CLEAN WHEN THE WATER PLUNGES OUT CLEAR AND FREE OF SEDIMENT. ALLOWING 24 HOURS FOR DRILL HOLES TO DRY AFTER CLEANING IS USUALLY SUFFICIENT.
4. THE CABLE MUST BE CUT CLEANLY SO THAT THE END CAN BE INSERTED INTO THE TIGHT FITTING ROCK HOLE.
5. THE CABLE SURFACE TO BE BONDED SHOULD BE FREE OF DIRT AND GREASE. HOT DIP GALVANIZED CABLE IS RECOMMENDED.
6. THE HOLE MUST BE SUFFICIENTLY FILLED WITH RESIN SO THAT WHEN THE CABLE IS INSERTED, A SMALL AMOUNT OF RESIN WILL BE DISPLACED OUT OF THE TOP OF THE HOLE. ONCE THE CABLE IS INSERTED IN THE HOLE, IT SHOULD NOT BE DISTURBED UNTIL THE RESIN HAS CURED.
7. FOLLOW RESIN MANUFACTURING RECOMMENDATIONS FOR USE.



NOTES:

1. WRAP "SUPER SACKS" WITH IMPERVIOUS PLASTIC LINER TO PREVENT SEEPAGE.
2. BACKFILL THE DOWNSTREAM SIDE COFFER DAM WITH NATIVE, ADJACENT ALLUVIUM.
3. USE "SUPER SACKS" AS BUTTRESSES AS REQUIRED.

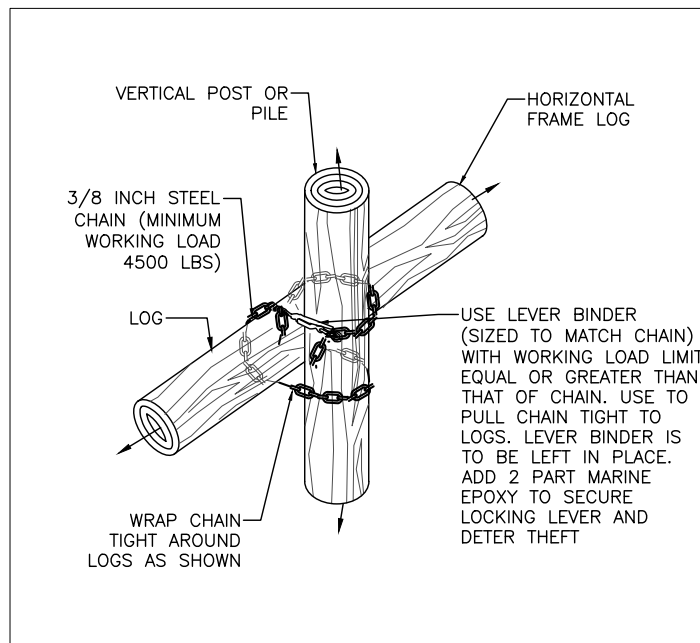


WRAP SACKS WITH IMPERVIOUS LINER AND BACKFILL LINER
BACKFILL WITH GRAVEL AND COBBLES
SIDE CHANNEL

SECTION A-A

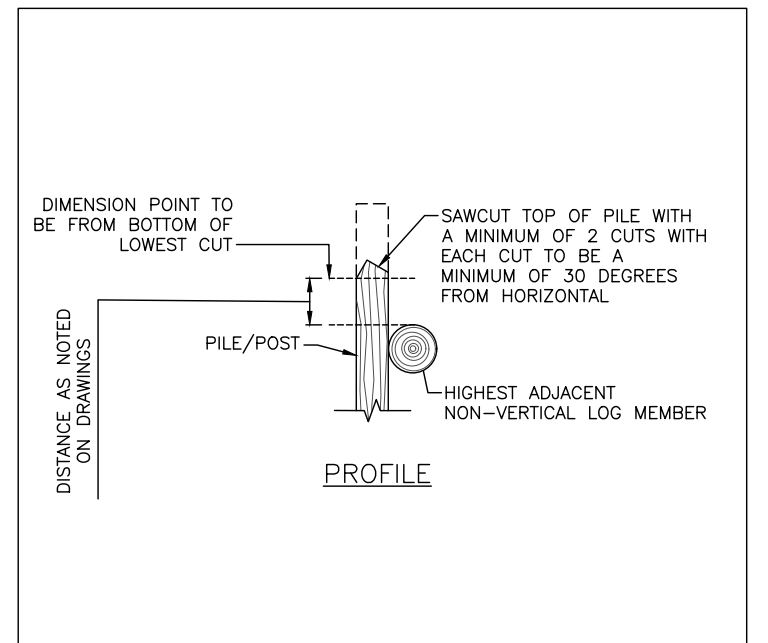
COFFERDAM DETAILS 3 30

NOT TO SCALE



CHAIN LASHING DETAIL 4 30

NOT TO SCALE



SAWCUT POST TOP DETAIL 5 30

NOT TO SCALE



0 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT PLOTTED TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE		GEOGRAPHIC INFORMATION	
DESIGNED	MT, RLE, MS	LATITUDE	46°58'55.71"N
CHECKED	MT, RLE	LONGITUDE	123°28'56.2"W
DRAWN	MS, KP	TN/SC/RG	T17N/S6/R6W
CHECKED	MT, RLE	DATE	6/11/2020

(49)

KEYS ROAD FLOOD PROTECTION

CONSTRUCTION DETAILS

30

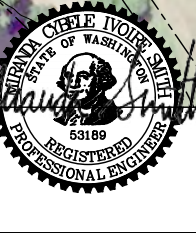
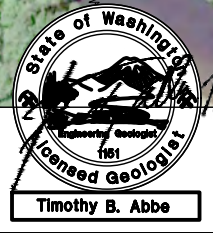
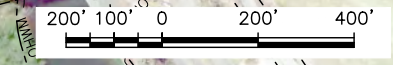
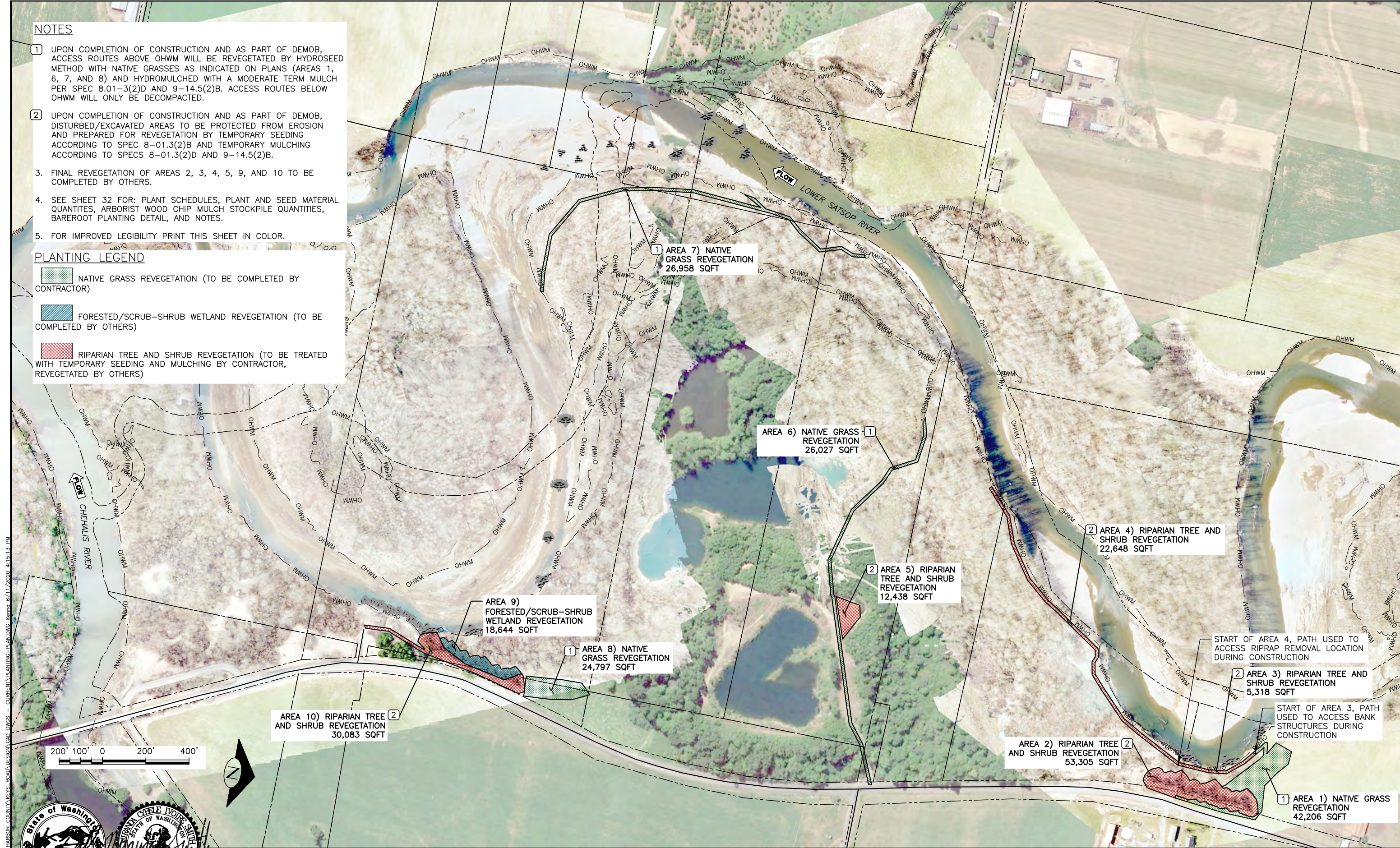
SHEET 30 OF 32

NOTES

- 1 UPON COMPLETION OF CONSTRUCTION AND AS PART OF DEMOB, ACCESS ROUTES ABOVE OHWM WILL BE REVEGETATED BY HYDROSEED METHOD WITH NATIVE GRASSES AS INDICATED ON PLANS (AREAS 1, 6, 7, AND 8) AND HYDROMULCHED WITH A MODERATE TERM MULCH PER SPEC 8.01-3(2)D AND 9-14.5(2)B. ACCESS ROUTES BELOW OHWM WILL ONLY BE DECOMPACTED.
- 2 UPON COMPLETION OF CONSTRUCTION AND AS PART OF DEMOB, DISTURBED/EXCAVATED AREAS TO BE PROTECTED FROM EROSION AND PREPARED FOR REVEGETATION BY TEMPORARY SEEDING ACCORDING TO SPEC 8-01.3(2)B AND TEMPORARY MULCHING ACCORDING TO SPECS 8-01.3(2)D AND 9-14.5(2)B.
3. FINAL REVEGETATION OF AREAS 2, 3, 4, 5, 9, AND 10 TO BE COMPLETED BY OTHERS.
4. SEE SHEET 32 FOR: PLANT SCHEDULES, PLANT AND SEED MATERIAL QUANTITIES, ARBORIST WOOD CHIP MULCH STOCKPILE QUANTITIES, BAREROOT PLANTING DETAIL, AND NOTES.
5. FOR IMPROVED LEGIBILITY PRINT THIS SHEET IN COLOR.

PLANTING LEGEND

- NATIVE GRASS REVEGETATION (TO BE COMPLETED BY CONTRACTOR)
- FORESTED/SCRUB-SHRUB WETLAND REVEGETATION (TO BE COMPLETED BY OTHERS)
- RIPARIAN TREE AND SHRUB REVEGETATION (TO BE TREATED WITH TEMPORARY SEEDING AND MULCHING BY CONTRACTOR, REVEGETATED BY OTHERS)



0 1
IF THIS BAR DOES NOT
MEASURE 1" THEN
DRAWING IS NOT PLOTTED
TO ORIGINAL SCALE.



NAME OR INITIALS AND DATE	GEOGRAPHIC INFORMATION
DESIGNED MT, RLE, MS	LATITUDE 46°58'55.71"N
CHECKED MT, RLE	LONGITUDE 123°28'56.2"W
DRAWN MS, KP	TN/SC/RG T17N/S6/R6W
CHECKED MT, RLE	DATE 6/11/2020

(50)

KEYS ROAD FLOOD PROTECTION

REVEGETATION PLAN

N:\PROJECTS\GRAYS HARBOR COUNTY\KEYS ROAD\DESIGN\CAD DWGS -- CURRENT\PLANTING-PLAN.DWG Kenna 6/11/2020 4:15:23 PM

PLANT SCHEDULES

RIPARIAN TREE AND SHRUB REVEGETATION AREAS - 98,072 SQFT (2.25 ACRES) TOTAL							
PLANT COMMUNITY	LAYER	SPECIES	COMMON NAME	BAREROOT MATERIAL SIZE	AVG. SPACING	QTY.	NOTES
Area 2) Riparian Tree and Shrub Revegetation Area 53,305 sq ft	Tree	<i>Alnus rubra</i>	red alder	18-24"	9	197	Plant in clusters throughout
		<i>Pseudotsuga menziesii</i>	Douglas-fir	18-24"	12	222	Plant in clusters throughout
						Subtotals	419
	Shrub	<i>Corylus cornuta</i>	beaked hazelnut	12-18"	8	250	Plant in single species clusters of 7-15 plants
		<i>Rubus parviflorus</i>	thimbleberry	12-18"	4	666	Plant in single species clusters of 7-15 plants
		<i>Symphoricarpos albus</i>	snowberry	12-18"	4	833	Plant in single species clusters of 7-15 plants
						Subtotals	1749
						Area 2 Total	2,168
Area 3) Riparian Tree and Shrub Revegetation Area 5,318 sq ft	Tree	<i>Alnus rubra</i>	red alder	18-24"	9	20	Plant in clusters throughout
		<i>Pseudotsuga menziesii</i>	Douglas-fir	18-24"	12	22	Plant in clusters throughout
						Subtotals	42
	Shrub	<i>Corylus cornuta</i>	beaked hazelnut	12-18"	8	25	Plant in single species clusters of 7-15 plants
		<i>Rubus parviflorus</i>	thimbleberry	12-18"	4	66	Plant in single species clusters of 7-15 plants
		<i>Symphoricarpos albus</i>	snowberry	12-18"	4	83	Plant in single species clusters of 7-15 plants
						Subtotals	174
						Area 3 Total	216
Area 4) Riparian Tree and Shrub Revegetation Area 22,648 sq ft	Tree	<i>Alnus rubra</i>	red alder	18-24"	9	84	Plant in clusters throughout
		<i>Pseudotsuga menziesii</i>	Douglas-fir	18-24"	12	94	Plant in clusters throughout
						Subtotals	178
	Shrub	<i>Corylus cornuta</i>	beaked hazelnut	12-18"	8	106	Plant in single species clusters of 7-15 plants
		<i>Rubus parviflorus</i>	thimbleberry	12-18"	4	283	Plant in single species clusters of 7-15 plants
		<i>Symphoricarpos albus</i>	snowberry	12-18"	4	354	Plant in single species clusters of 7-15 plants
						Subtotals	743
						Area 4 Total	921
Area 5) Riparian Tree and Shrub Revegetation Area 12,438 sq ft	Tree	<i>Alnus rubra</i>	red alder	18-24"	9	46	Plant in clusters throughout
		<i>Pseudotsuga menziesii</i>	Douglas-fir	18-24"	12	52	Plant in clusters throughout
						Subtotals	98
	Shrub	<i>Corylus cornuta</i>	beaked hazelnut	12-18"	8	58	Plant in single species clusters of 7-15 plants
		<i>Rubus parviflorus</i>	thimbleberry	12-18"	4	155	Plant in single species clusters of 7-15 plants
		<i>Symphoricarpos albus</i>	snowberry	12-18"	4	194	Plant in single species clusters of 7-15 plants
						Subtotals	407
						Area 5 Total	505
Area 10) Riparian Tree and Shrub Revegetation Area 30,083 sq ft	Tree	<i>Alnus rubra</i>	red alder	18-24"	9	111	Plant in clusters throughout
		<i>Pseudotsuga menziesii</i>	Douglas-fir	18-24"	12	125	Plant in clusters throughout
						Subtotals	236
	Shrub	<i>Corylus cornuta</i>	beaked hazelnut	12-18"	8	141	Plant in single species clusters of 7-15 plants
		<i>Rubus parviflorus</i>	thimbleberry	12-18"	4	376	Plant in single species clusters of 7-15 plants
		<i>Symphoricarpos albus</i>	snowberry	12-18"	4	470	Plant in single species clusters of 7-15 plants
						Subtotals	987
						Area 10 Total	1,223
FORESTED/SCRUB-SHRUB WETLAND REVEGETATION AREA - 18,644 SQFT (0.43 ACRES) TOTAL							
PLANT COMMUNITY	LAYER	SPECIES	COMMON NAME	BAREROOT MATERIAL SIZE	AVG. SPACING	QTY.	NOTES
Area 9) Forested/Scrub-Shrub Wetland Revegetation Area 18,644 sq ft	Tree	<i>Alnus rubra</i>	red alder	18-24"	9	138	Plant in clusters throughout
						Subtotals	138
	Sub-canop y	<i>Salix lasiandra</i>	Pacific willow	12-18"	8	102	Plant in clusters throughout
						Subtotals	102
	Shrub	<i>Cornus sericea</i>	redosier dogwood	12-18"	6	104	Plant in single species clusters of 7-15 plants
		<i>Rubus spectabilis</i>	salmonberry	12-18"	4	291	Plant in single species clusters of 7-15 plants
		<i>Symphoricarpos albus</i>	snowberry	12-18"	4	233	Plant in single species clusters of 7-15 plants
						Subtotals	628
	Ground	<i>Carex obnupta</i>	slough sedge	6-12"	1.5	829	Plant in large swaths as continuation of existing emergent layer
						Subtotals	829
						Area 9 Total	1,697

SEEDING TABLE FOR NATIVE GRASS REVEGETATION AREAS (1.6,7,8)

Species	Common Name	% of mix by weight	% purity	% germination	seeding rate - PLS lbs/acre for pure single species seeding	PLS lbs/acre seeding rate for mix	Total PLS lbs	% PLS/bulk pound	Bulk planting rate lbs/acre	Total bulk seed (lbs)
<i>Elymus glaucus</i>	blue wildrye	30	95	85	12	3.60	9.90	80.75	4.46	12.26
<i>Festuca rubra</i>	native red fescue	30	95	85	4	1.20	3.30	80.75	1.49	4.09
<i>Bromus carinatus</i>	California brome	20	95	85	8	1.60	4.40	80.75	1.98	5.45
<i>Deschampsia cespitosa</i>	tufted hairgrass	10	90	85	1.5	0.15	0.41	76.5	0.20	0.54
<i>Elymus lanceolatus</i> ssp. <i>psammophilus</i>	streambank wheatgrass	10	90	85	8	0.80	2.20	76.5	1.05	2.88
Area to be seeded (acres) 2.75							20.21		9.17	25.21
Seed mix (Native Upland Mix) can be purchased from Direct Seed Sales Inc. 425-466-1350										

BAREROOT PLANT QUANTITIES

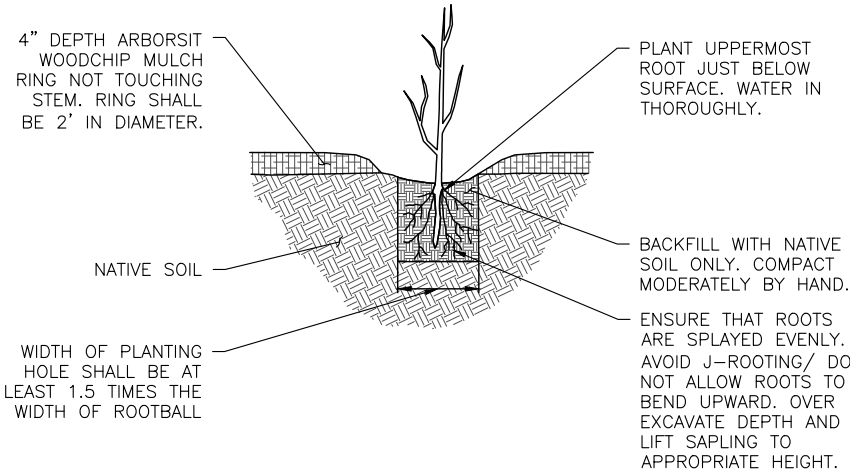
Species	Common Name	Bareroot Size	Total Quantity
<i>Alnus rubra</i>	red alder	18-24"	596
<i>Carex obnupta</i>	slough sedge	6-12"	829
<i>Cornus sericea</i>	redosier dogwood	12-18"	104
<i>Corylus cornuta</i>	beaked hazelnut	12-18"	580
<i>Pseudotsuga menziesii</i>	Douglas-fir	18-24"	515
<i>Rubus parviflorus</i>	thimbleberry	12-18"	1546
<i>Rubus spectabilis</i>	salmonberry	12-18"	291
<i>Salix lasiandra</i>	Pacific willow	12-18"	102
<i>Symphoricarpos albus</i>	snowberry	12-18"	2167
		Bareroot Plant Total Qty	6,730

MULCH STOCKPILE QUANTITIES

Mulch Stockpile Per Planting Area (CY)	
Area 1	na
Area 2	84
Area 3	8
Area 4	36
Area 5	20
Area 6	na
Area 7	na
Area 8	na
Area 9	na
Area 10	47
Total	195
Mulch to be planted in ring around each plant. Rings shall be 2' diameter, 4" depth (0.04CY per plant).	

NOTES

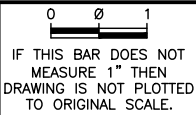
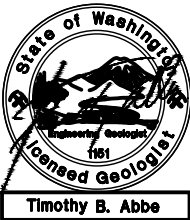
- ARRANGE AND INSTALL PLANTS IN LARGER HOMOGENOUS GROUPS OF LIKE SPECIES AND AFFILIATES RATHER THAN A HETEROGENOUS MIXTURE OF ALL SPECIES THROUGHOUT, TO MIMIC NATURAL COLONIZATION PATTERNS AND TYPICAL PLANT ESTABLISHMENT IN RIPARIAN AREAS. FOR EXAMPLE, SALMONBERRY TYPICALLY GROWS IN DENSE MONOTYPIC PATCHES ASSOCIATED WITH RED ALDER STANDS, AND NOT AS A SINGLE PLANT MIXED EVENLY WITH 4 OTHER SPECIES.
- PLANTS ARE TO BE PLACED USING AVERAGE SPACING AS INDICATED IN THE PLANT SCHEDULES AS A GUIDELINE. VARIATION AROUND THE AVERAGES INDICATED IS TO BE USED.
- ARBORIST WOOD CHIP MULCH (PER SPECIFICATION AND DETAIL) RINGS WILL BE PLACED FOR EACH PLANT INSTALLED WITHIN THE RIPARIAN TREE AND SHRUB REVEGETATION AREAS AT A 4" DEPTH, IN A 2' DIAMETER CIRCLE AROUND THE BASE OF EACH PLANT. QUANTITY PER PLANT IS 1.1 CUBIC FEET (0.04 CUBIC YARDS). MULCH SHALL NOT BE PLACED AGAINST STEM OF THE PLANTS.
- MULCH TO BE STOCKPILED BY CONTRACTOR AREAS 2,3,4,5,10 FOR PLANT INSTALLATION AND MULCH PLACEMENT BY OTHERS. STOCKPILE LOCATIONS TO BE IDENTIFIED IN THE FIELD AND APPROVED BY CONTRACTING OFFICER.



BAREROOT PLANTING DETAIL

SCALE: 1" = 10'

1
32



NAME OR INITIALS AND DATE
DESIGNED MT, RLE, MS
CHECKED MT, RLE
DRAWN MS, KP
CHECKED MT, RLE

GEOGRAPHIC INFORMATION
LATITUDE 46°58'55.71"N
LONGITUDE 123°28'56.2"W
TN/SC/RG T17N/S6/R6W
DATE 6/11/2020

(51)

KEYS ROAD FLOOD PROTECTION

PLANT SCHEDULE

32

SHEET 32 OF 32

Attachment B
Lower Satsop Restoration & Protection Program

Key Partners (Landowner Forms)

(next)

Landowner Acknowledgement Form

Landowner Information

Name of Landowner: Daryl and Rebecca Blumberg

Landowner Contact Information:

☒ Mr. ☐ Ms. Title: Landowner

First Name: Daryl Last Name: Blumberg

Contact Mailing Address: 44 Dwinel Road, Montesano WA 98563

Contact E-Mail Address: d-blummy@hotmail.com

Property Address or Location: Parcel # 170701110010 located at the end of Dwinel Road (44 Dwinel Road, Montesano WA 98563).

1. Daryl Blumberg (Landowner or Organization) is the legal owner of property described in this grant application.
2. I am aware that the project is being proposed on my property.
3. If the grant is successfully awarded, I will be contacted and asked to engage in negotiations.
4. My signature does not represent authorization of project implementation.


Landowner Signature

1/29/20
Date

Project Sponsor Information

Project Name: "Lower Satsop Restoration & Protection Program – Phase II, Reach-Scale Aquatic, Riparian and Floodplain Restoration"

Project Applicant Contact Information: 360/249-4222

☒ Mr. ☐ Ms. Title: County Engineer

First Name: Rob Last Name: Wilson

Mailing Address: Grays Harbor County; 100 West Broadway, Suite 31; Montesano, WA; 98563

E-Mail Address: RWilson@co.grays-harbor.wa.us

Landowner Acknowledgement Form

Landowner Information

Name of Landowner: Richard Scott

Landowner Contact Information:

☒ Mr. ☐ Ms. Title: Owner

First Name: Rick Last Name: Scott

Contact Mailing Address: 1602 W Anderson, Elma WA 98541

Contact E-Mail Address: rkndi@comcast.net

Property Address or Location: 28 Keys Road, Satsop WA 98583 (Parcels #170606240010 and #180631340040)

1. Rick Scott is the legal owner of property described in this grant application.
2. I am aware that the project is being proposed on my property.
3. If the grant is successfully awarded, I will be contacted and asked to engage in negotiations.
4. My signature does not represent authorization of project implementation.

Landowner Signature

02/05/2020
Date

Project Sponsor Information

Project Name: "Lower Satsop Restoration & Protection Program – Phase II, Reach-Scale Aquatic, Riparian and Floodplain Restoration"

Project Applicant Contact Information: 360/249-4222

☒ Mr. ☐ Ms. Title: County Engineer

First Name: Rob Last Name: Wilson

Mailing Address: Grays Harbor County; 100 West Broadway, Suite 31; Montesano, WA; 98563

E-Mail Address: RWilson@co.grays-harbor.wa.us

Landowner Acknowledgement Form

Landowner Information

Name of Landowner: Barbara Chapman

Landowner Contact Information:

☐ Mr. ☒ Ms. Title: Owner

First Name: Barbara Last Name: Chapman

Contact Mailing Address: 239 Brady Loop Rd., Montesano WA 98563

Contact E-Mail Address:

Property Address or Location: 239 Brady Loop Rd., Montesano WA 98563.

1. Barbara Chapman is the legal owner of property described in this grant application.
2. I am aware that the project is being proposed on my property.
3. If the grant is successfully awarded, I will be contacted and asked to engage in negotiations.
4. My signature does not represent authorization of project implementation.


Landowner Signature

2-3-20
Date

Project Sponsor Information

Project Name: "Lower Satsop Restoration & Protection Program – Phase II, Reach-Scale Aquatic, Riparian and Floodplain Restoration"

Project Applicant Contact Information: 360/249-4222

☒ Mr. ☐ Ms. Title: County Engineer

First Name: Rob Last Name: Wilson

Mailing Address: Grays Harbor County; 100 West Broadway, Suite 31; Montesano, WA; 98563

E-Mail Address: RWilson@co.grays-harbor.wa.us

Landowner Acknowledgement Form

Landowner Information

Name of Landowner: Greg and Terry Willis

Landowner Contact Information:

☐ Mr. ☒ Ms. Title: Owner

First Name: Terry Last Name: Willis

Contact Mailing Address: 83 Willis Rd., Montesano WA 98563

Contact E-Mail Address: olyviewdairy@centurytel.net

Property Address or Location: Parcel #'s 180736430010, 170701140010, 170701410010, 170606220020, 170712110020, 170712120010, 170712110010, 170712140010, located at 704 Monte Elma Road, 57 Hiram Hall Road, 275 E Brady Loop Road, 77 Willis Road, 64 Willis Road, and 83 Willis Road, Montesano, WA 98563.

1. Terry Willis/Olympic View Dairy is the legal owner of property described in this grant application.
2. I am aware that the project is being proposed on my property.
3. If the grant is successfully awarded, I will be contacted and asked to engage in negotiations.
4. My signature does not represent authorization of project implementation.



Landowner Signature

2-3-2020

Date

Project Sponsor Information

Project Name: "Lower Satsop Restoration & Protection Program – Phase II, Reach-Scale Aquatic, Riparian and Floodplain Restoration"

Project Applicant Contact Information: 360/249-4222

☒ Mr. ☐ Ms. Title: County Engineer

First Name: Rob

Last Name: Wilson

Mailing Address: Grays Harbor County; 100 West Broadway, Suite 31; Montesano, WA; 98563

E-Mail Address: RWilson@co.grays-harbor.wa.us

Landowner Acknowledgement Form

Landowner Information

Name of Landowner: Stephen Willis

Landowner Contact Information:

☒ Mr. ☐ Ms. Title: Owner

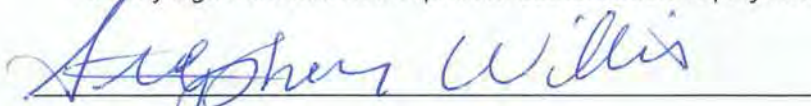
First Name: Stephen Last Name: Willis

Contact Mailing Address: 16 Willis Rd., Montesano WA 98563

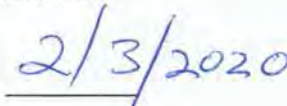
Contact E-Mail Address: steve_willis@comcast.net

Property Address or Location: 16 Willis Road, Montesano, WA 98563.

1. Stephen Willis is the legal owner of property described in this grant application.
2. I am aware that the project is being proposed on my property.
3. If the grant is successfully awarded, I will be contacted and asked to engage in negotiations.
4. My signature does not represent authorization of project implementation.



Landowner Signature



Date

Project Sponsor Information

Project Name: "Lower Satsop Restoration & Protection Program – Phase II, Reach-Scale Aquatic, Riparian and Floodplain Restoration"

Project Applicant Contact Information: 360/249-4222

☒ Mr. ☐ Ms. Title: County Engineer

First Name: Rob

Last Name: Wilson

Mailing Address: Grays Harbor County; 100 West Broadway, Suite 31; Montesano, WA; 98563

E-Mail Address: RWilson@co.grays-harbor.wa.us

Landowner Acknowledgement Form

Landowner Information

Name of Landowner: Grays Harbor County

Landowner Contact Information:

☒ Mr. ☐ Ms. Title: County Engineer

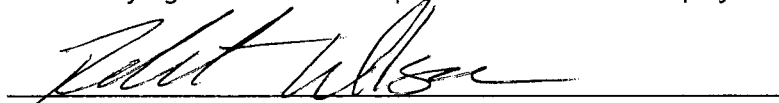
First Name: Rob Last Name: Wilson

Contact Mailing Address: 100 West Broadway, Suite 31, Montesano, WA 98563

Contact E-Mail Address: rwilson@co.grays-harbor.wa.us

Property Address or Location: Parcel #'s: 170606320010, 180736440020 and 170701110030 (located at the end of county roads Hiram Hall and Dwinell. County also has easements in place for Keys Road which runs the length of the project down the east side of the Satsop River.

1. Grays Harbor County (Landowner or Organization) is the legal owner of property described in this grant application.
2. I am aware that the project is being proposed on my property.
3. If the grant is successfully awarded, I will be contacted and asked to engage in negotiations.
4. My signature does not represent authorization of project implementation.



Landowner Signature

1/27/20

Date

Project Sponsor Information

Project Name: "Lower Satsop Restoration & Protection Program – Phase II, Reach-Scale Aquatic, Riparian and Floodplain Restoration"

Project Applicant Contact Information: 360/249-4222

☒ Mr. ☐ Ms. Title: County Engineer

First Name: Rob

Last Name: Wilson

Mailing Address: Grays Harbor County; 100 West Broadway, Suite 31; Montesano, WA; 98563

E-Mail Address: RWilson@co.grays-harbor.wa.us

Landowner Acknowledgement Form

Landowner Information

Name of Landowner: The Port of Grays Harbor

Landowner Contact Information:

☒ Mr. ☐ Ms. Title: Executive Director

First Name: Gary Last Name: Nelson

Contact Mailing Address: PO Box 660, Aberdeen, WA, 98520

Contact E-Mail Address: gnelson@portgraysharbor.org

Property Address or Location: Parcel #'s 170606340010, 170606430020, 170607210010.

1. The Port of Grays Harbor (Landowner or Organization) is the legal owner of property described in this grant application.
2. I am aware that the project is being proposed on my property.
3. If the grant is successfully awarded, I will be contacted and asked to engage in negotiations.
4. My signature does not represent authorization of project implementation.


Landowner Signature

2/03/2020

Date

Project Sponsor Information

Project Name: "Lower Satsop Restoration & Protection Program – Phase II, Reach-Scale Aquatic, Riparian and Floodplain Restoration"

Project Applicant Contact Information: 360/249-4222

☒ Mr. ☐ Ms. Title: County Engineer

First Name: Rob Last Name: Wilson

Mailing Address: Grays Harbor County; 100 West Broadway, Suite 31; Montesano, WA; 98563

E-Mail Address: RWilson@co.grays-harbor.wa.us

Landowner Acknowledgement Form

Landowner Information

Name of Landowner: The State of Washington, Department of Fish and Wildlife

Landowner Contact Information:

☒ Mr. ☐ Ms. Title: Regional Director

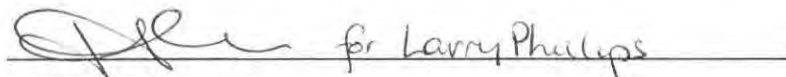
First Name: Larry Last Name: Phillips

Contact Mailing Address: 48 Devonshire Rd., Montesano, WA 98563

Contact E-Mail Address: Larry.Phillips@dfw.wa.gov

Property Address or Location: Parcel #'s 170606410040, 170607120030, 170607210060, 180736440010, 170606240030, 170606240040, 170606310010, 170606420030, 170606310020, 180631330010, and 170606330010 located at 110 and 211 Keys Road, Montesano, WA 98563

1. State of Washington, Department of Fish & Wildlife (Landowner or Organization) is the legal owner of property described in this grant application.
2. I am aware that the project is being proposed on my property.
3. If the grant is successfully awarded, I will be contacted and asked to engage in negotiations.
4. My signature does not represent authorization of project implementation.

 for Larry Phillips

Landowner Signature

1/29/2020

Date

Project Sponsor Information

Project Name: "Lower Satsop Restoration & Protection Program – Phase II, Reach-Scale Aquatic, Riparian and Floodplain Restoration"

Project Applicant Contact Information: 360/249-4222

☒ Mr. ☐ Ms. Title: County Engineer

First Name: Rob Last Name: Wilson

Mailing Address: Grays Harbor County, 100 West Broadway, Suite 31, Montesano, WA; 98563

E-Mail Address: RWilson@co.grays-harbor.wa.us

Attachment C
Lower Satsop Restoration & Protection Program

Local or State Funding Previously Secured

Lower Satsop Restoration & Protection Program Phase I and II -- \$3,961,853

■ Phase I Construction 2020
(secured) -- 2019-21 State
Capital Budget (\$182,225)

■ Phase I Construction 2020
(secured) -- GHC .og Local
Funds (\$400,000)

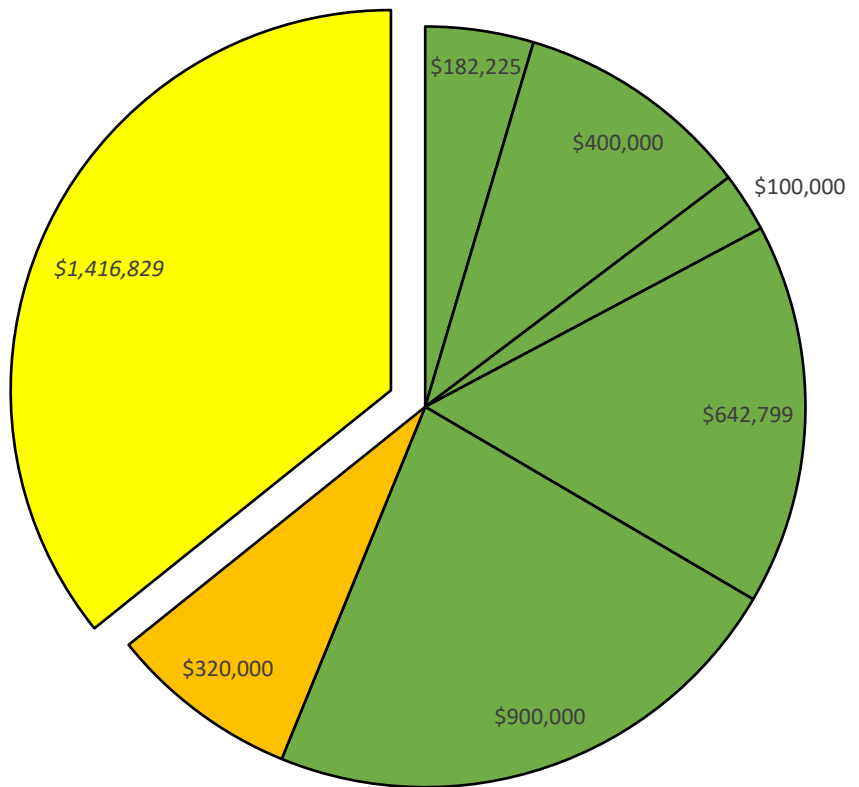
■ Phase I Construction 2020
(secured) -- GHC Road Fund
(\$100,000)

■ Phase I Construction 2020
(secured) -- Flood Authority
Local Projects Reobligation
Funds (\$642,799)

■ Phase I Construction 2020
(secured) -- 2019-21
Supplemental State Capital
Budget (\$900,000)

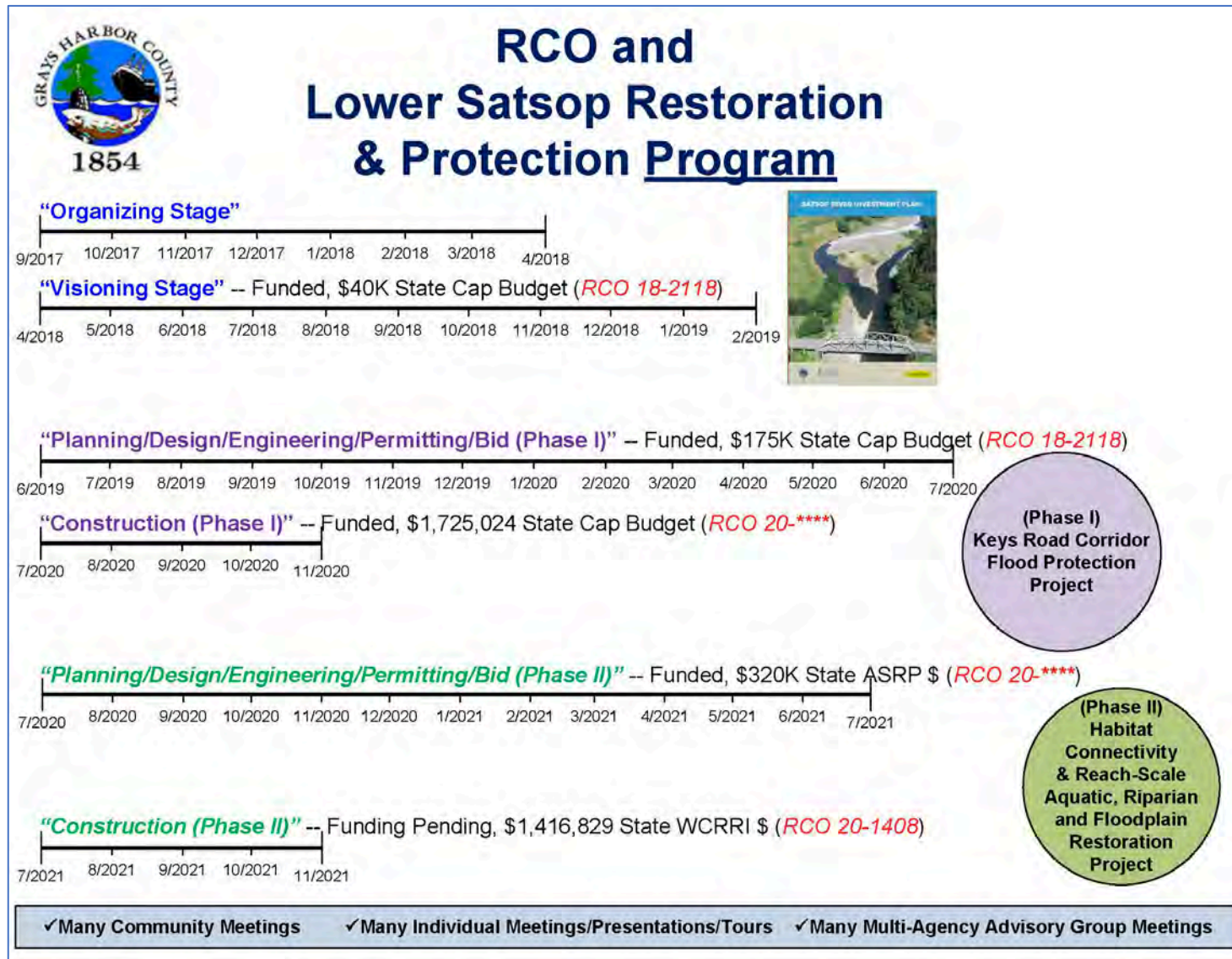
■ Phase II Design, Engineering,
Permitting 2020 (secured) --
ASRP (\$320,000)

■ *Phase II Construction 2021
(pending) -- WCRRI or Local
Projects (\$1,416,829)*



Attachment D
Lower Satsop Restoration & Protection Program

Organizational and Implementation Stages/Phases



Attachment E
Lower Satsop Restoration & Protection Program

Farmland Loss Projections

Figures 1 and 2 (below) identify projected cropland acreage and revenue losses over time due to current Satsop River erosion rates. Left unaddressed, the Satsop River is projected to directly impact average annual cropland revenue by upwards of \$700K in next several decades. For purposes of this analysis inflated \$ rates were not used (i.e., only current dollar rates were used), nor were multipliers used (i.e., only direct revenues were looked at). In reality, the economic impact of the loss of nearly 190 acres over the next several decades is going to be substantially greater than \$700K due to inflation and jobs multipliers.

Figure 1 – Cropland acreage loss projections due to Satsop River soil erosion

