

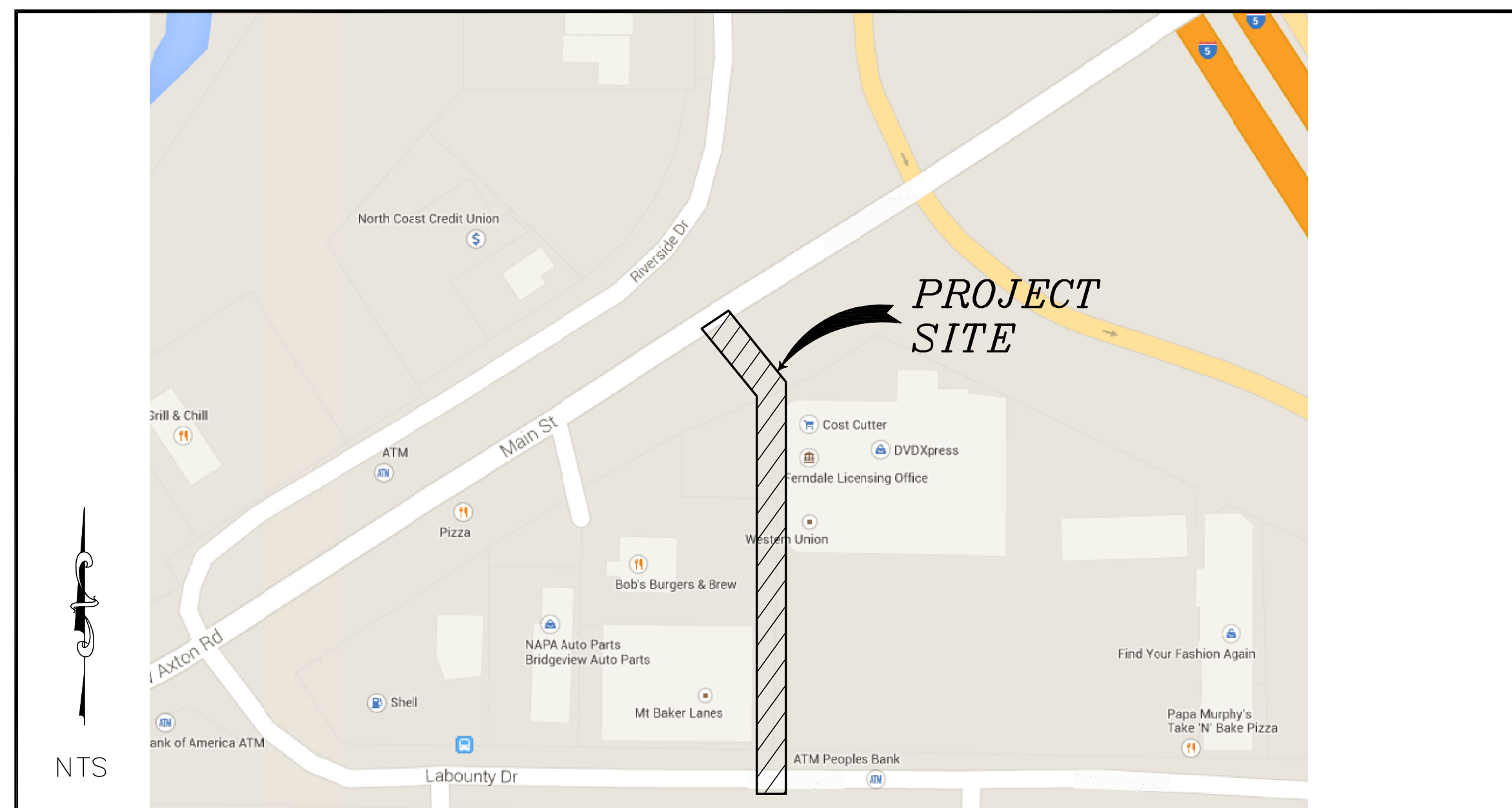
GATEWAY – MAIN STREET SOUTH

CITY OF FERNDALE, WA

PROJECT NO. SW2015-01

VICINITY MAP

PROJECT LOCATED IN SECTION 29, TOWNSHIP 39N, RANGE 2E, W.M.



PROJECT LOCATION



SHEET LIST TABLE

Sheet Number	Sheet Title
1	COVER
2	LEGEND AND ABBREVIATIONS
3	EXISTING CONDITIONS, DEMO, CHAN AND TESC PLAN
4	PLAN AND PROFILE
5	PLAN AND PROFILE – ALT A1
6	DETAILS
7	DETAILS

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R&E Reichhardt & Ebe
ENGINEERING INC

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813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713

NO.	DATE	DESCRIPTION	BY

CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

GATEWAY – MAIN STREET SOUTH

COVER

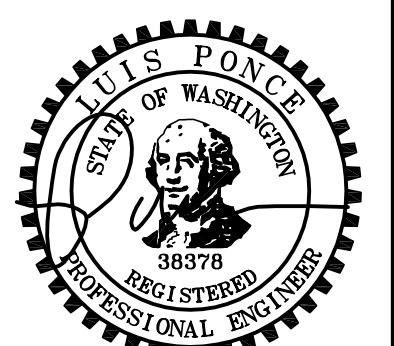
DWG 15006 PROBASE

JOB#
15006

SCALE
H: 1"=20' V: 1"=2'

DATE
3/16/2015

SHEET
1
of 7



ABBREVIATIONS

<p>AC = ASBESTOS CEMENT AD = ALGEBRAIC DIFFERENCE ASPH = ASPHALT BLDG = BUILDING BVCE = BEGIN VERTICAL CURVE ELEVATION BVCS = BEGIN VERTICAL CURVE STATION CATV = CABLE TELEVISION CDF = CONTROLLED DENSITY FILL CL = CLASS, CENTERLINE CMP = CORRUGATED METAL PIPE CMU = CONCRETE MASONRY UNIT COMP = COMPACTED CONC = CONCRETE CONT = CONTOUR C & G = CURB & GUTTER CPSSP = CORRUGATED POLYETHYLENE STORM SEWER PIPE CULV = CULVERT Ø = DIAMETER DI = DUCTILE IRON D/W = DRIVEWAY E = EAST EOP, EP = EDGE OF PAVEMENT EQUIV = EQUIVALENT EVCE = END VERTICAL CURVE ELEVATION EVLS = END VERTICAL CURVE STATION</p>	<p>EX, EXIST = EXISTING IR = EXISTING IRRIGATION SN = EXISTING SIGN FT = FEET FL = FLOW LINE FF = FINISHED FLOOR FG = FINISHED GRADE FT/FT = FEET PER FOOT F&C = FRAME AND COVER F&G = FRAME AND GRATE R&C = RING AND COVER GALV = GALVANIZED GRVL = GRAVEL GV = GATE VALVE HDPE = HIGH DENSITY POLYETHYLENE HMA = HOT MIX ASPHALT HP = HIGH POINT HYD = HYDRANT IW = INJECTION WELL IE, INV = INVERT ELEVATION L = LENGTH LDSC = LANDSCAPING LF = LINEAR FEET LP = LOW POINT LOC = LOCATION</p>	<p>LT = LEFT MAX = MAXIMUM MPOC = MID-POINT ON CURVE MIN = MINIMUM MOD = MODIFIED MW = MONITORING WELL MON = MONUMENT MTR = METER N = NORTH OC = ON CENTER PVMNT = PAVEMENT PED = PEDESTAL PCC = POINT OF COMPOUND CURVATURE PC = POINT OF CURVATURE PRC = POINT OF REVERSE CURVE PT = POINT OF TANGENCY POC = POINT ON CURVE PVC = POLYVINYL CHLORIDE PCC = PORTLAND CEMENT CONCRETE POSS = POSSIBLE PROP = PROPOSED PVI = POINT OF VERTICAL INTERSECTION PWR = POWER R = RADIUS RET = RETAINING ROW = RIGHT OF WAY</p>
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NOTES

1. FIELD WORK PERFORMED BY COMPASS POINT SURVEY GROUP, INC., LYNDEN, WA. TOPOGRAPHIC SURVEY PERFORMED IN MARCH, 2015.
2. HORIZONTAL DATUM: WASHINGTON STATE PLANE (NORTH) COORDINATES - NAD 83/91
VERTICAL DATUM: NAVD 29

LEGEND

EXISTING		PROPOSED	
--- TB --- TB ---	= EXISTING TOP OF BANK	--- TB --- TB ---	= PROPOSED TOP OF BANK
--- BB --- BB ---	= EXISTING BOTTOM OF BANK	--- BB --- BB ---	= PROPOSED TOE OF BANK
---	= EXISTING DITCH ☒	---	= PROPOSED DITCH ☒
---	= EXISTING GRADE BREAK	---	= PROPOSED GRADE BREAK
--- 95 ---	= EXISTING MAJOR CONTOUR	--- 95 ---	= PROPOSED MAJOR CONTOUR
--- 95 ---	= EXISTING MINOR CONTOUR	--- 95 ---	= PROPOSED MINOR CONTOUR
--- X --- X ---	= EXISTING GUARDRAIL	--- X --- X ---	= PROPOSED GUARDRAIL
---	= EXISTING FENCE	---	= PROPOSED FENCE
---	= EXISTING GRAVEL	---	= PROPOSED GRAVEL
---	= EXISTING WALL	---	= PROPOSED WALL
---	= EXISTING BUILDING	---	= PROPOSED BUILDING
---	= EXISTING PROPERTY BOUNDARY	---	= PROPOSED PAVEMENT VALLEY
---	= EXISTING RIGHT OF WAY	---	= PROPOSED RIGHT OF WAY
---	= EXISTING RIGHT OF WAY ☒	---	= PROPOSED AUTOTURN
---	= EXISTING EASEMENT	---	= PROPOSED CONSTRUCTION EASEMENT
---	= EXISTING ROAD ☒	---	= PROPOSED ROAD ☒
---	= EXISTING WETLANDS BOUNDARY	---	= PROPOSED SAWCUT
---	= EXISTING TRAFFIC STRIPING	---	= PROPOSED TRAFFIC STRIPE
---	= EXISTING EDGE OF PAVEMENT	---	= PROPOSED ROAD EDGE OF PAVEMENT
---	= EXISTING FLOWLINE	---	= PROPOSED CURB AND GUTTER
---	= EXISTING TOP BACK OF CURB	---	= PROPOSED PATH
---	= EXISTING SIDEWALK	---	= PROPOSED SIDEWALK
---	= EXISTING POWER BURIED	---	= PROPOSED POWER LINE
---	= EXISTING OVERHEAD POWER	---	= PROPOSED ROCK WALL
---	= EXISTING COMMUNICATIONS BURIED	---	= PROPOSED PARKING STRIPE
---	= EXISTING OVERHEAD COMMUNICATIONS	---	= PROPOSED TRAFFIC SIGNAL CONDUCTOR
---	= EXISTING FIBER OPTICS BURIED	---	= PROPOSED FIBER OPTICS
---	= EXISTING TELEPHONE BURIED	---	= PROPOSED SILT FENCE
---	= EXISTING TV BURIED	---	= PROPOSED FIELD STORM DRAIN
---	= EXISTING CONDUIT	---	= PROPOSED CONDUIT
---	= EXISTING GAS MAIN	---	= PROPOSED HANDRAIL
---	= EXISTING IRRIGATION LINE	---	= PROPOSED IRRIGATION LINE
---	= EXISTING WATER MAIN	---	= PROPOSED WATER MAIN
---	= EXISTING SANITARY SEWER FORCE MAIN	---	= PROPOSED SANITARY SEWER FORCE MAIN
---	= EXISTING SANITARY SEWER	---	= PROPOSED SANITARY SEWER
---	= EXISTING STORM DRAIN	---	= PROPOSED STORM DRAIN
---	= EXISTING UNDERDRAIN	---	= PROPOSED UNDERDRAIN
---	= EXISTING ORDINARY HIGH WATER	---	= PROPOSED CULVERT
---	= EXISTING CULVERT	---	= PROPOSED TREE LINE
---	= EXISTING TREE LINE	---	= PROPOSED CONC. SIDEWALK/DRIVEWAY
---	= EXISTING CONCRETE	---	= PROPOSED INFILTRATION TRENCH
---	= EXISTING RR TRACKS	---	= PROPOSED INFILTRATION FILTER MEDIA
---	= EXISTING SIGNAL POLE AND ARM W/ LUMINAIRE	---	= PROPOSED GRIND
---	= EXISTING STREET LIGHT ASSEMBLY	---	= PROPOSED DEMOLITION AREA
---	= EXISTING YARD LIGHT	---	= PROPOSED ASPHALT
---	= EXISTING GUY WIRE	---	= PROPOSED RIGHT OF WAY TAKE
---	= EXISTING GAS METER	---	= PROPOSED STORM DRAIN INLET
---	= EXISTING TRANSFORMER PAD	---	= PROPOSED COUPLER
---	= EXISTING POWER VAULT	---	= PROPOSED WATER METER
---	= EXISTING JBOX	---	= PROPOSED WATER VALVE
---	= EXISTING SOIL BORING LOCATION	---	= PROPOSED STORM DRAIN CATCH BASIN TYPE II
---	= EXISTING MAIL BOX	---	= PROPOSED SANITARY SEWER MANHOLE
---	= EXISTING WATER SPIGOT	---	= PROPOSED STORM DRAIN CATCH BASIN TYPE I
---	= EXISTING WATER BLOW OFF	---	= PROPOSED HYDRANT
---	= EXISTING WATER METER	---	= PROPOSED UTILITY POLE
---	= EXISTING WATER VALVE	---	= PROPOSED MONITORING WELL
---	= EXISTING FIRE HYDRANT	---	= PROP STORM CLEANOUT
---	= EXISTING TRAFFIC SIGNAL VAULT	---	= PROPOSED SANITARY SEWER CLEAN OUT
---	= EXISTING SEWER MANHOLE	---	= PROPOSED SIGN
---	= EXISTING STORM DRAIN CATCH BASIN TYPE I	---	= FLOW ARROW
---	= EXISTING STORM DRAIN CATCH BASIN TYPE II	---	= PROPOSED TREE
---	= EXISTING UTILITY POLE	---	
---	= EXISTING MONITORING WELL	---	
---	= EXISTING STORM CLEANOUT	---	
---	= EXISTING SEWER CLEANOUT	---	
---	= EXISTING SIGN	---	
---	= EXISTING TELEPHONE PEDESTAL	---	
---	= EXISTING BENCH MARK	---	
---	= EXISTING IRON PIPE	---	
---	= EXISTING MONUMENT (IN CASE)	---	
---	= EXISTING MONUMENT (SURFACE)	---	
---	= EXISTING ANGLE POINT	---	
---	= EXISTING TREE STUMP	---	
---	= EXISTING TREE	---	
---	= EXISTING VEGETATION	---	

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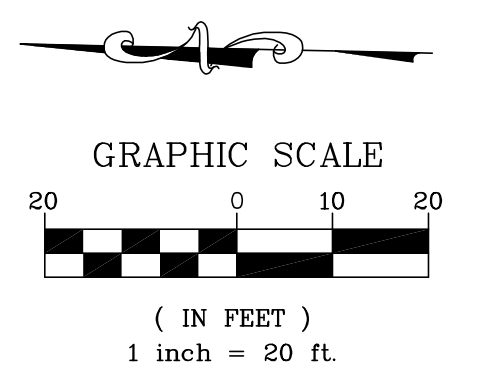
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2095 MAIN STREET
FERNDALE, WA 98248

GATEWAY - MAIN STREET SOUTH

LEGEND AND ABBREVIATIONS

DWG 15006 PROBBASE	DATE 3/16/2015
JOB# 15006	SCALE H: N/A v: N/A
	SHEET 2 of 7

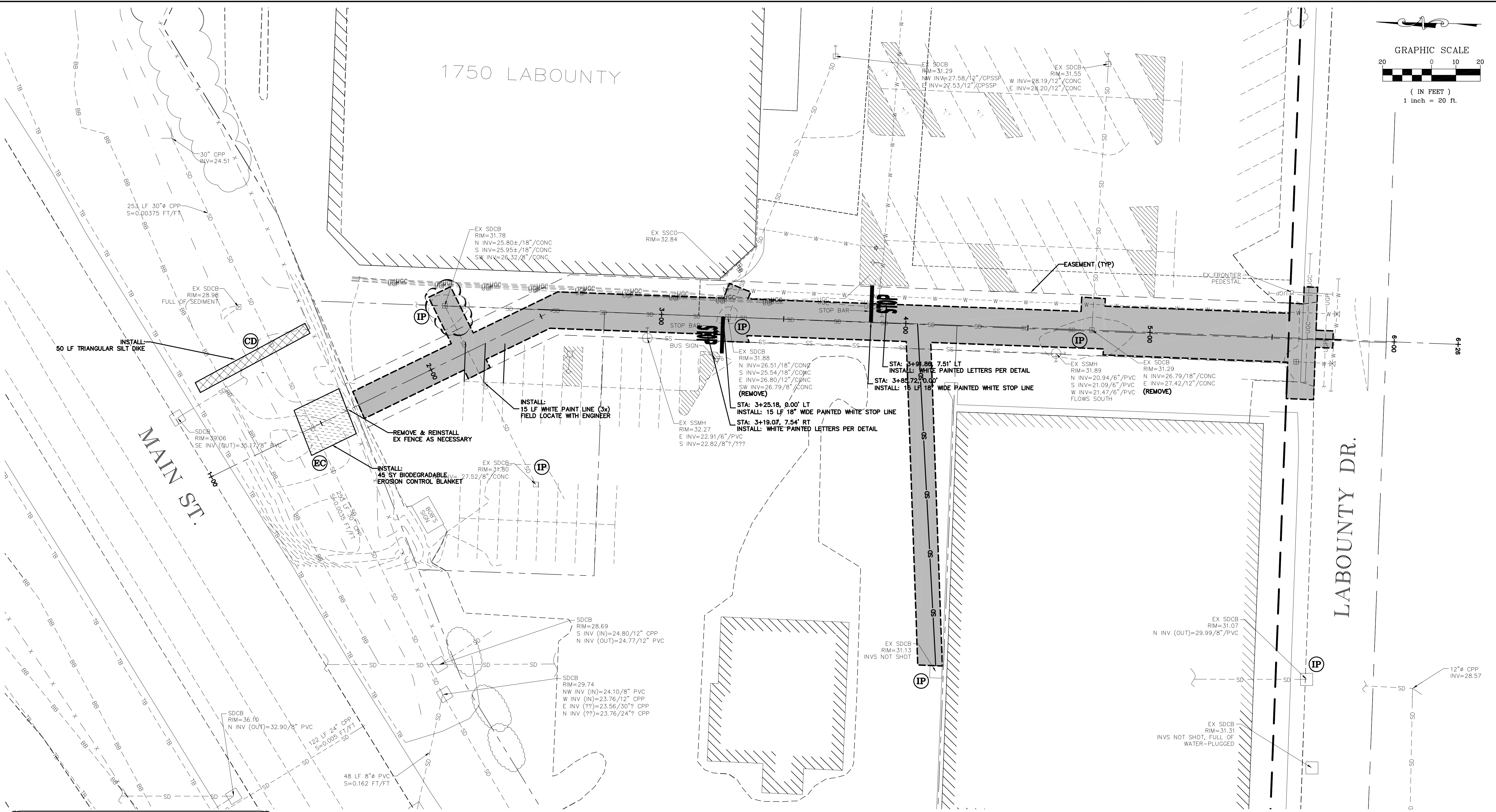




1750 LABOUNTY

MAIN ST.

LABOUNTY DR.



TEMPORARY EROSION AND SEDIMENT CONTROL LEGEND

	= INLET PROTECTION (BMP C220)
	= TRIANGULAR SILT DIKE (BMP C208) (GEOTEXTILE ENCASED CHECK DAM)
	= EROSION CONTROL BALNKET (BMP C122)

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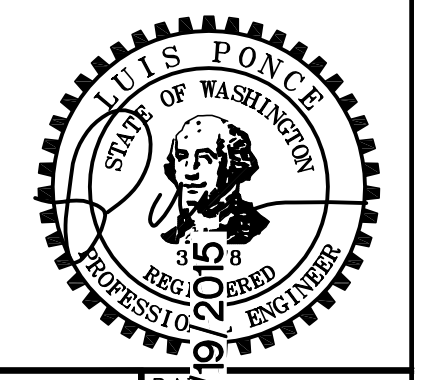
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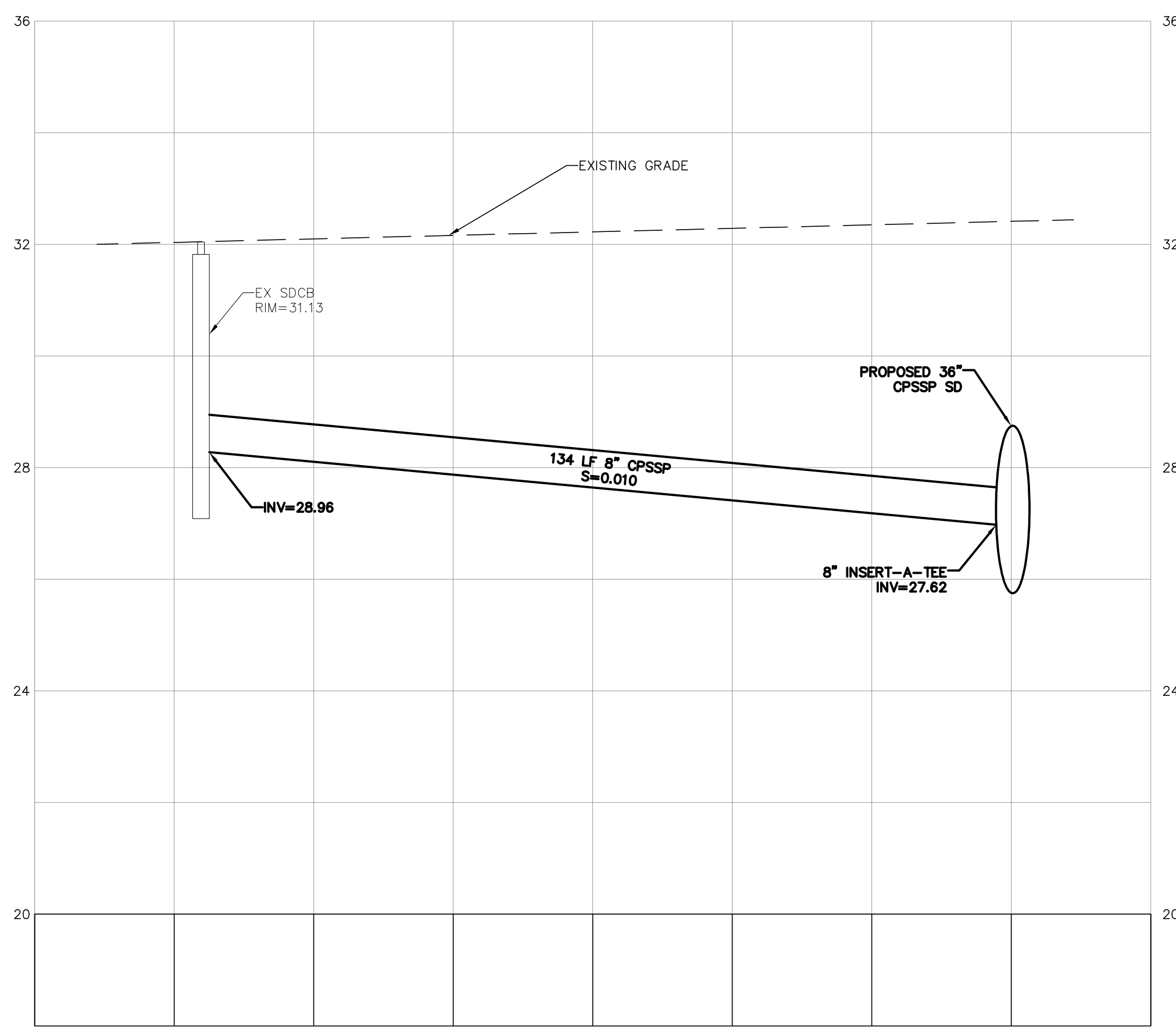
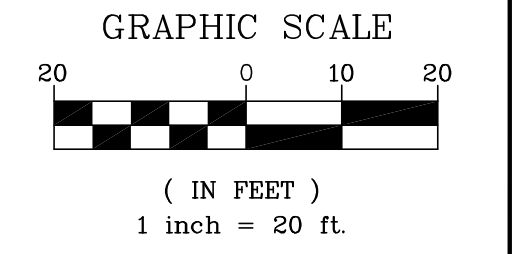
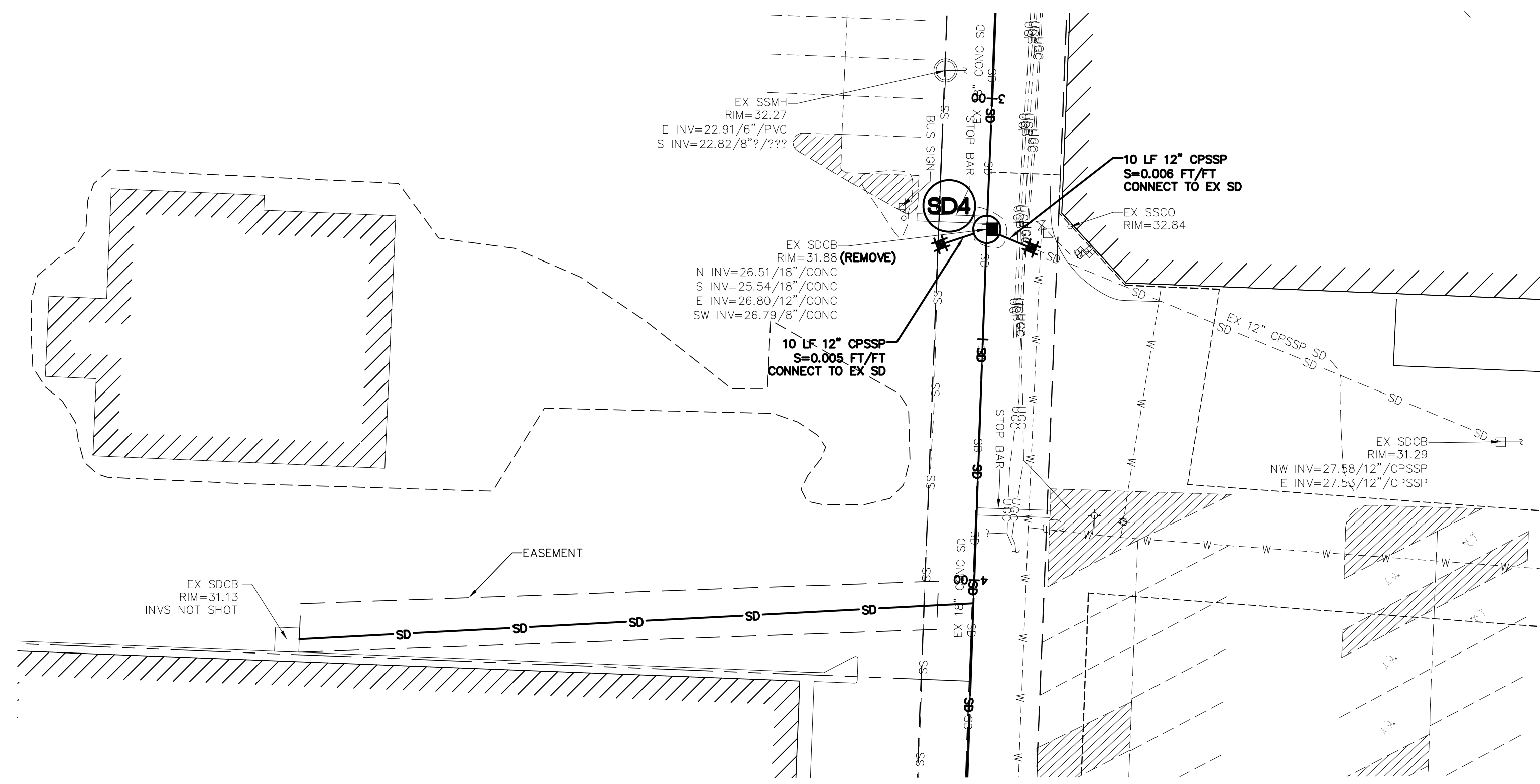
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1	3/19/15	ADDENDUM - SAWCUT/DEMOLITION	LP

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GATEWAY - MAIN STREET SOUTH
15006 PROBASE - 3 ADDEN 1

DWG#	15006 PROBASE	DATE	3/16/2015
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SHEET	3	of 7	





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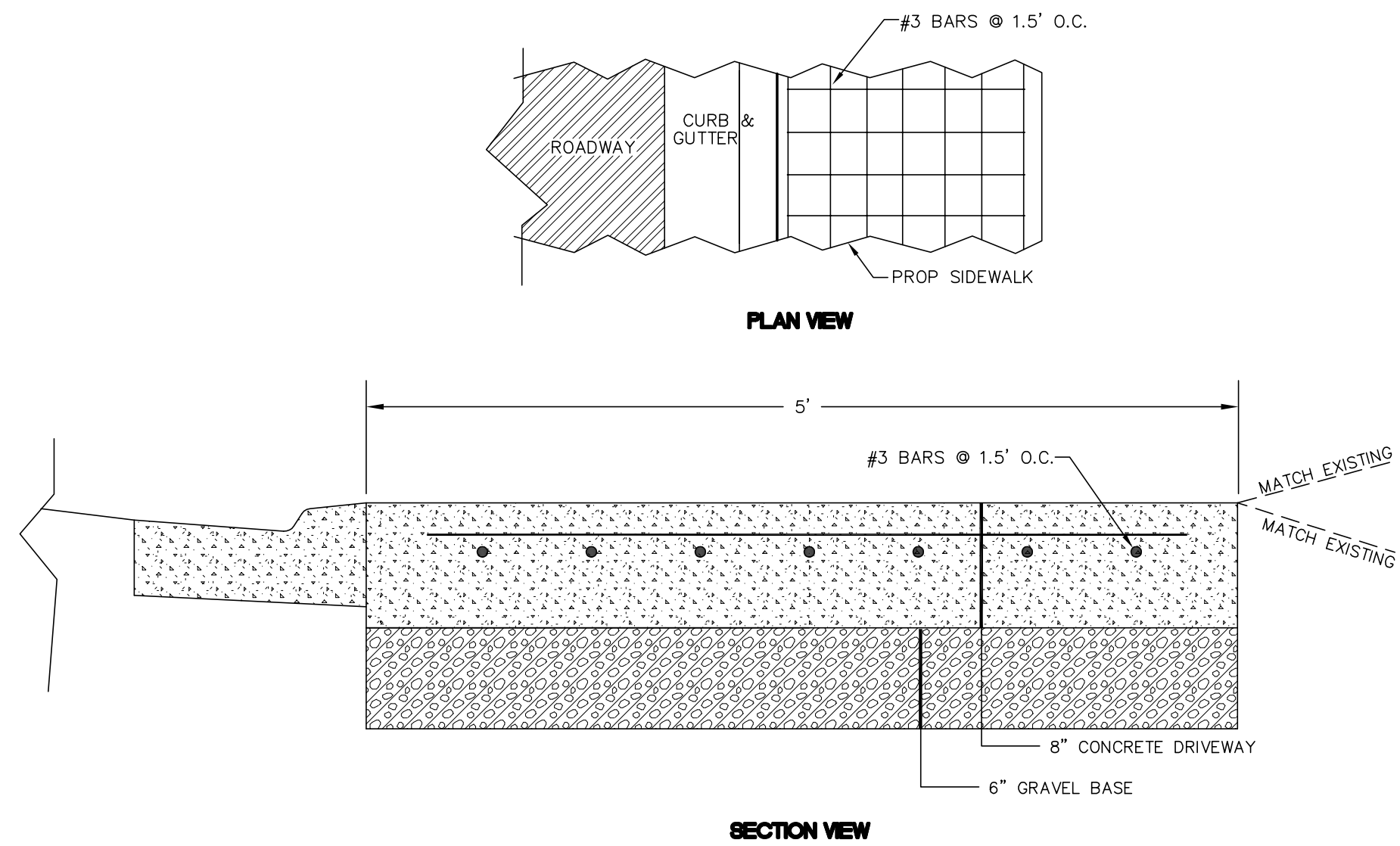
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FERDALE, WA 98248

GATEWAY - MAIN STREET SOUTH
PLAN AND PROFILE - ALT A1 - ALT A1

DWG 15006 PROBASE
JOB# 15006

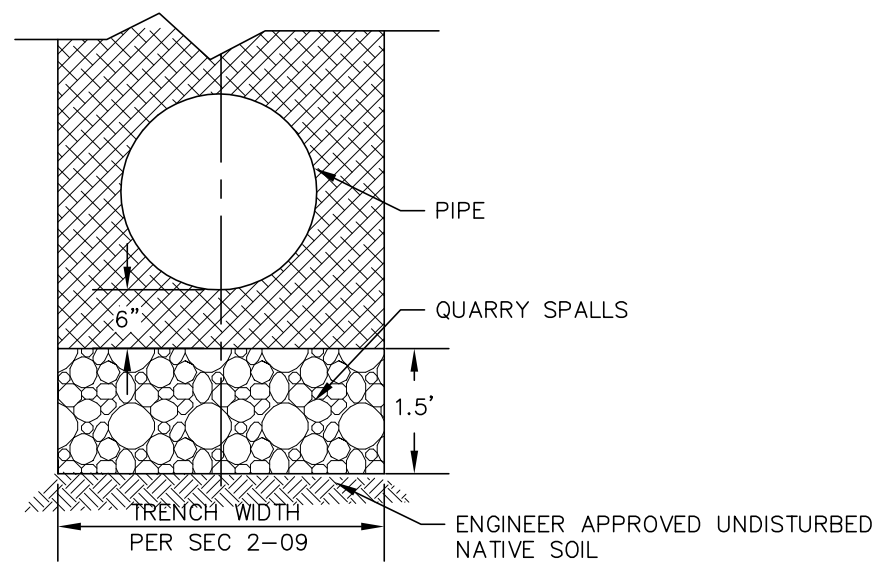
SCALE
H: 1"=20' V: 1"=2'

DATE 3/16/2015
SHEET 5 of 7

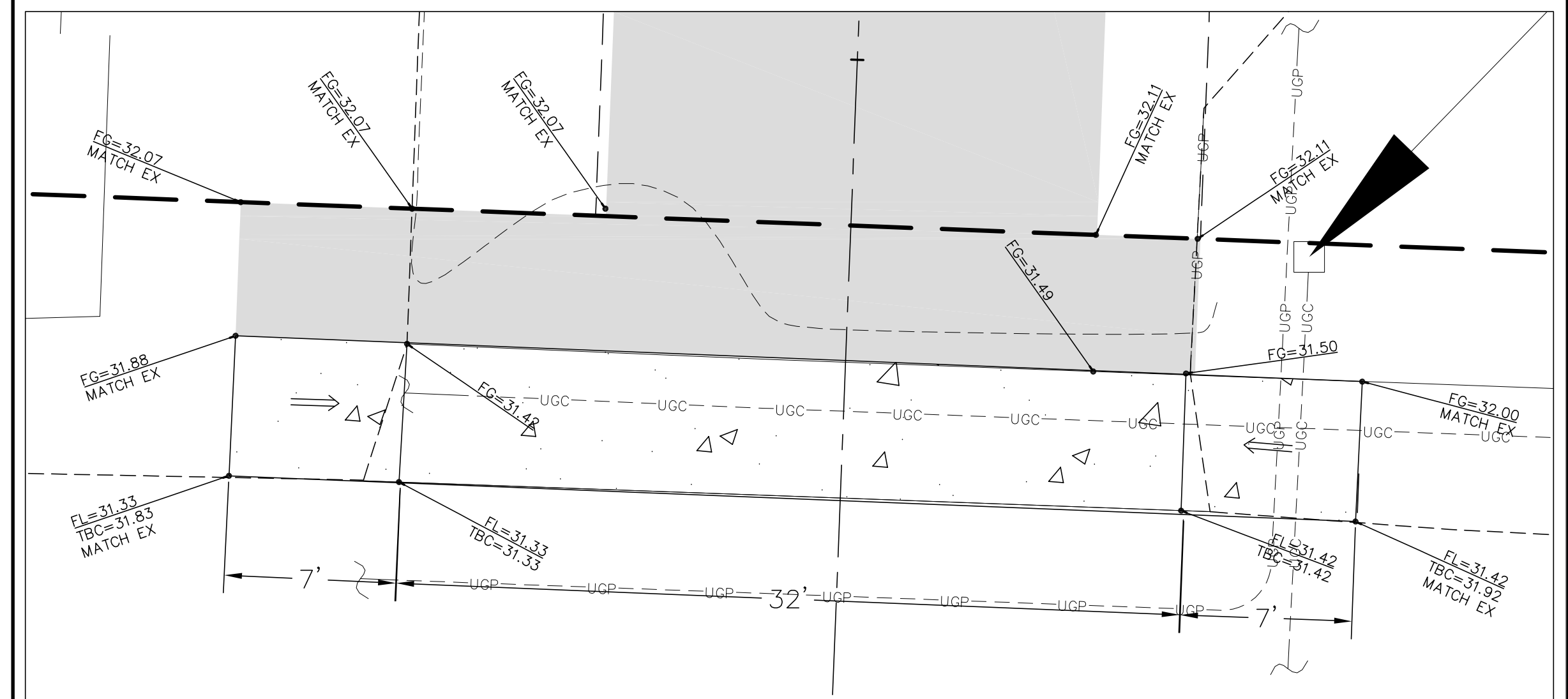


NOTES:
 1. WHEN THE DRIVEWAY WIDTH EXCEEDS 15', CONSTRUCT A FULL EXPANSION JOINT WITH 3/4" JOINT FILLER ALONG THE DRIVEWAY CL. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE DRIVEWAY CL AS REQUIRED.

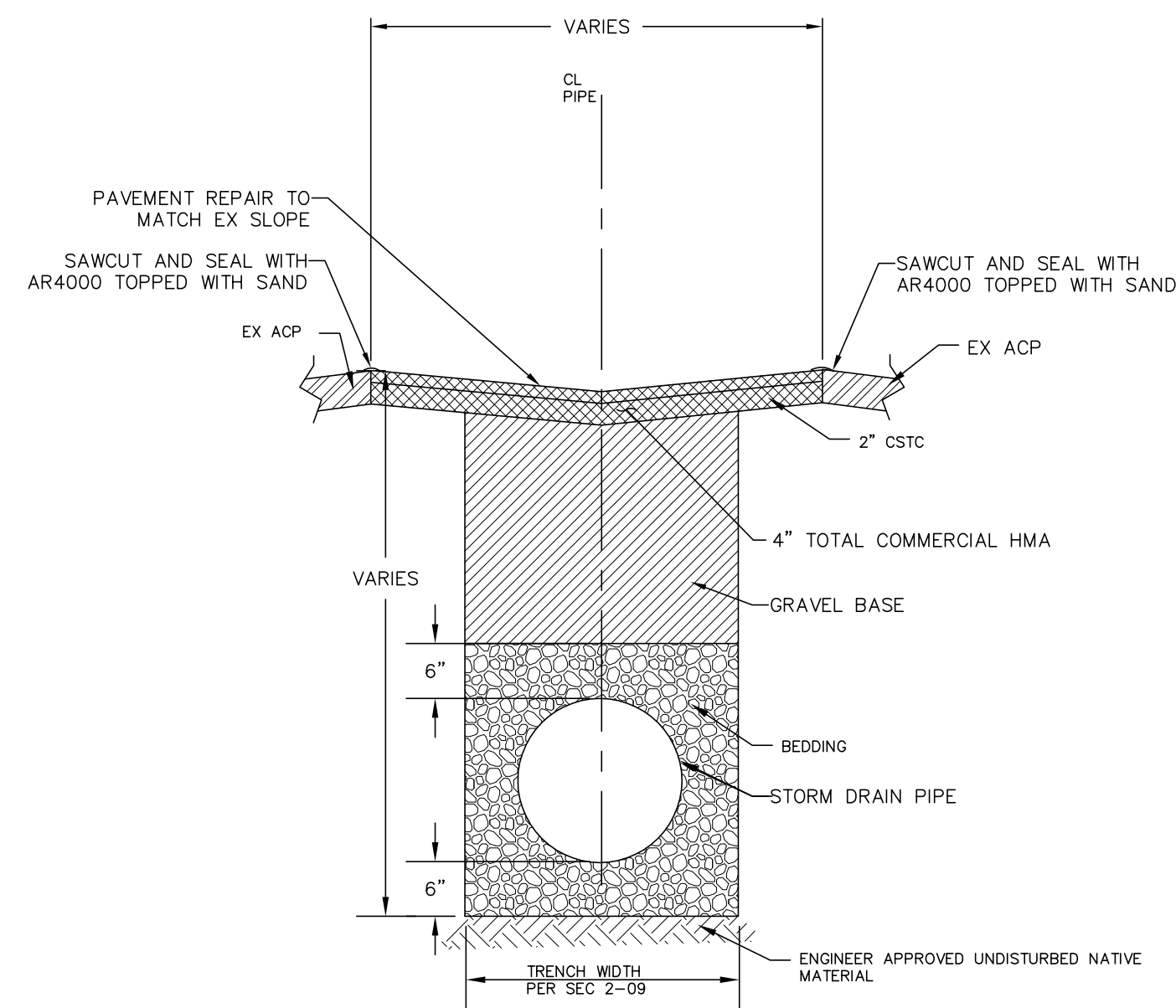
PROPOSED CONCRETE DRIVEWAY SECTION
 NTS



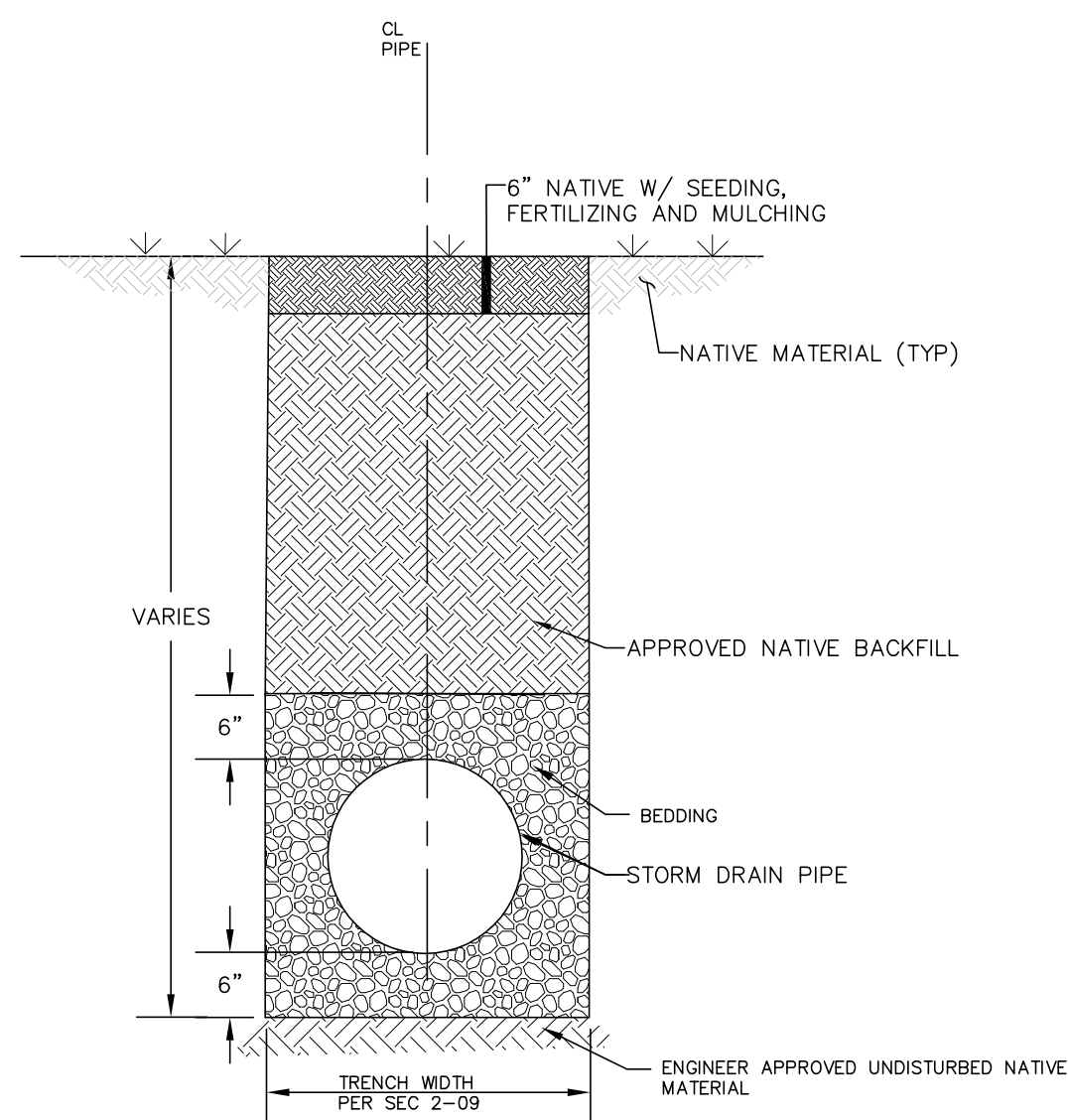
REMOVAL OF UNSUITABLE MATERIAL INCLUDING HAUL TYPICAL SECTION
 NTS



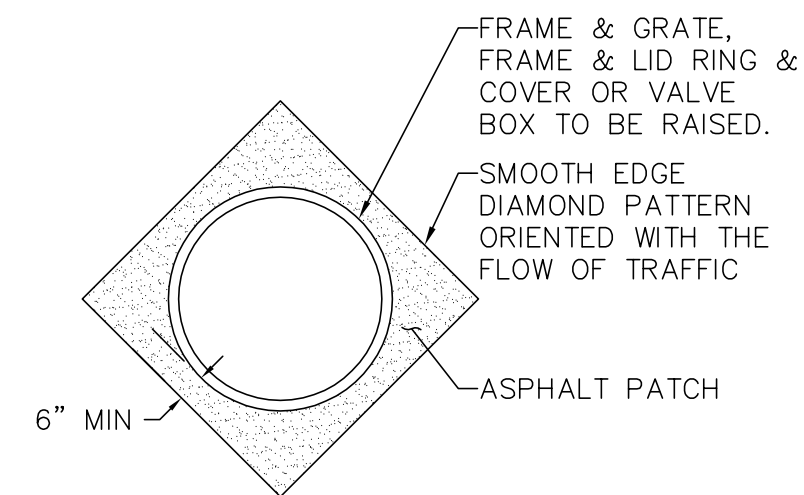
CEMENT CONCRETE DRIVEWAY ENTRANCE GRADING PLAN
 SCALE: 1"=5'



TYPICAL TRENCH SECTION ASPHALT CONCRETE PAVEMENT
 NTS

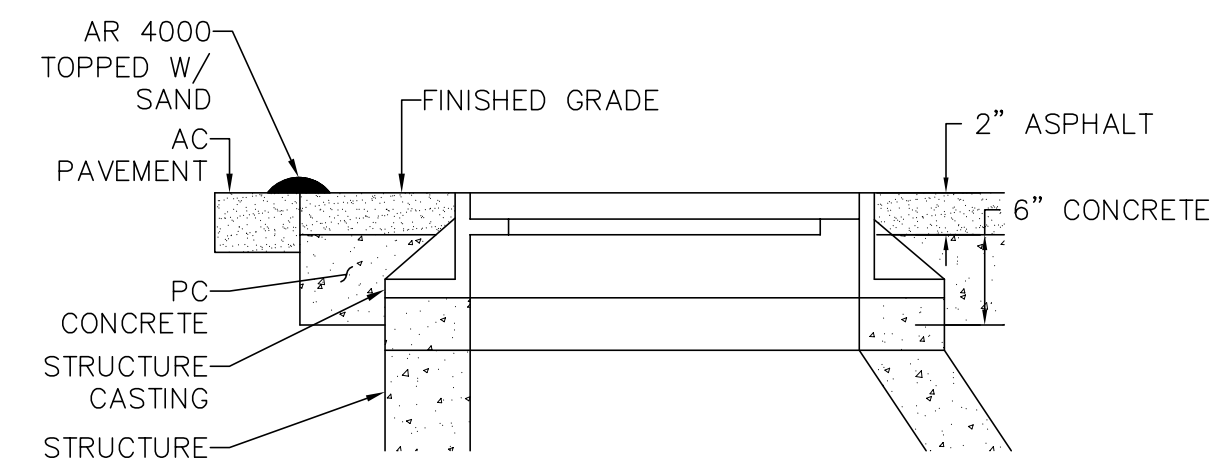


TYPICAL TRENCH SECTION - VEGETATED
 NTS



NOTES:
 ALL FRAMES, COVERS & VALVE BOXES SHALL BE ADJUSTED TO FINISHED GRADE AFTER THE FINAL LIFT OF PAVING HAS BEEN COMPLETED. THE FOLLOWING PROCEDURE SHALL BE USED:

1. CUT THE ASPHALT IN A DIAMOND AROUND THE STRUCTURE CASTING TO BE ADJUSTED.
2. REMOVE THE FILL MATERIAL WITHIN THE CUT PAVEMENT AREA TO 8 INCHES MIN. BELOW FINISH GRADE.
3. PLACE THE CASTING AT FINISH GRADE.
4. PLACE PORTLAND CEMENT CONCRETE TO WITHIN THE TOP 2 INCHES OF FINISH GRADE.
5. APPLY TACK TO THE STRUCTURE CASTING, CUT PAVEMENT, & PC CONCRETE.
6. PLACE & COMPACT 2 INCHES OF COMMERCIAL HMA TO FINISH GRADE.
7. SEAL PAVEMENT JOINTS W/ HOT AR4000 & TOP W/ SAND.



ADJUSTING CASTINGS TO FINISHED GRADE
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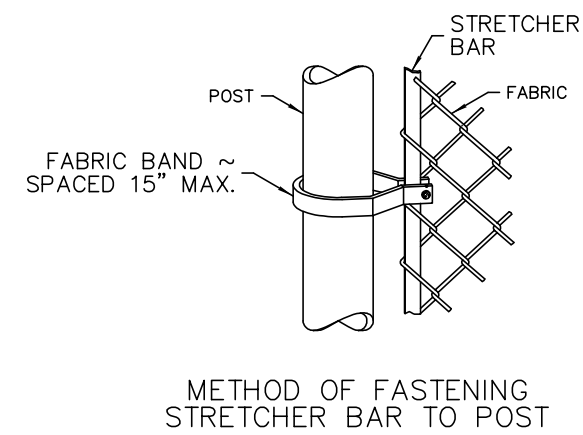
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 DETAILS

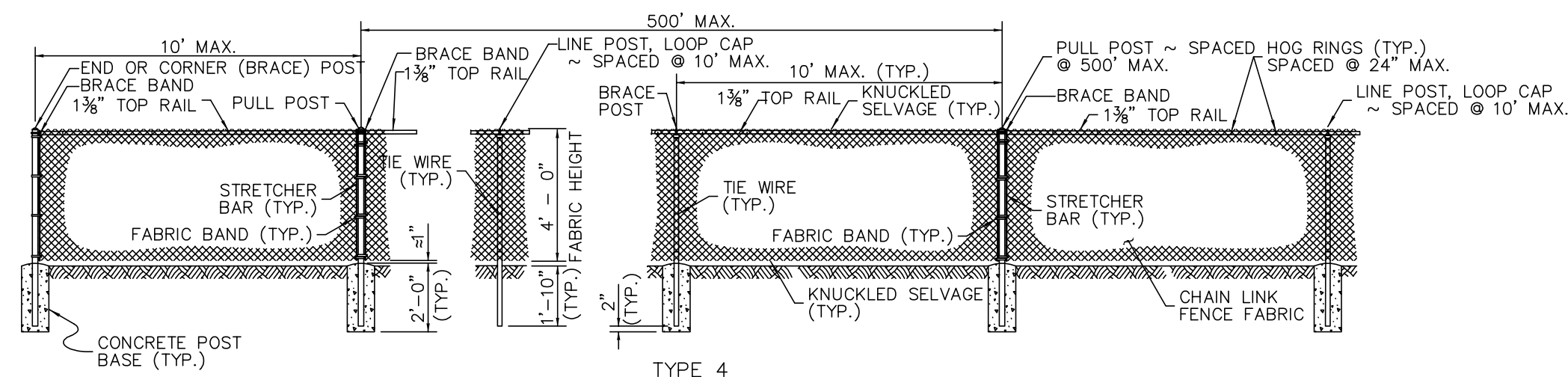
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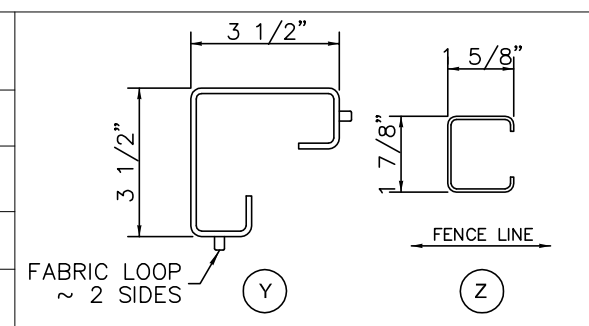


NOTES

1. ALL CONCRETE POST BASES SHALL BE 10" MINIMUM DIAMETER.
2. ALONG THE TOP AND BOTTOM, USING HOG RINGS, FASTEN THE CHAIN LINK FENCE FABRIC TO THE TOP RAIL WITHIN THE LIMITS OF THE FIRST FULL FABRIC WEAVE.
3. DETAILS ARE ILLUSTRATIVE AND SHALL NOT LIMIT HARDWARE DESIGN OR POST SELECTION OF ANY PARTICULAR FENCE TYPE.

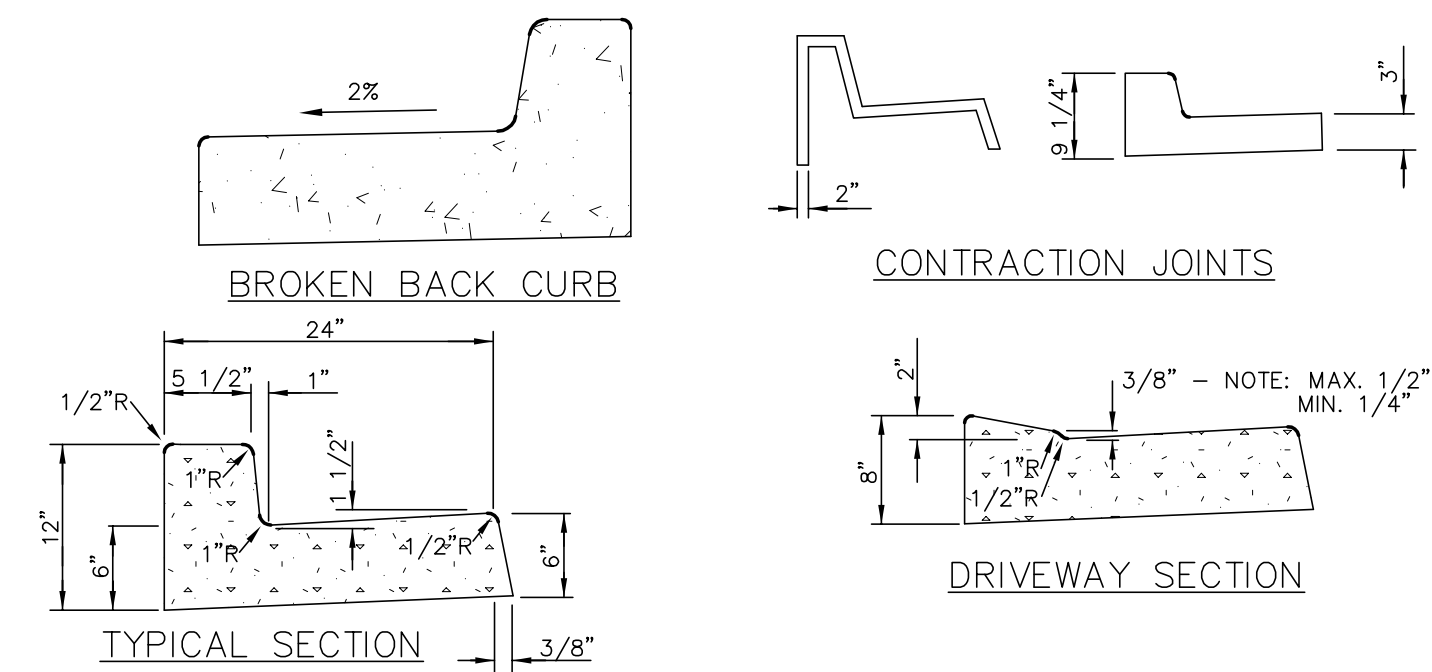


POST AND RAIL SPECIFICATIONS			
POST	PIPE	ROLL FORMED	WEIGHT (lb/ft)
	NOM. SIZE (SCH. 40 I.D.)	SECTION	
END, CORNER, OR PULL POST	2 1/2" DIAM.	①	5.10
LINE OR BRACE POST	2" DIAM.	②	1.85



**CHAIN LINK FENCE
TYPES 3 AND 4
STANDARD PLAN L-20.10-02**

"AS MODIFIED"

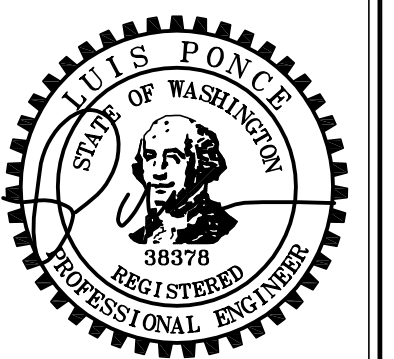


NOTES:
CONTRACTION JOINTS OF ONE OF THE TYPES SHOWN ABOVE TO BE PLACED 10' C/C. JOINTS COMPLETELY SEVER THE STRUCTURE TO THE POINTS SHOWN. JOINTS MAY BE MADE BY INSERTING MIN. 3/16" BITUMINOUS FILLER DUMMY JOINTS. JOINTS SHALL BE CLEANED AND EDGED.

3/4" EXPANSION JOINTS TO BE PLACED AT DRIVEWAY SECTIONS, CURB RETURNS, CURB RAMPS AND COLD JOINTS OR A MAX. OF 80' C/C. EXPANSION JOINTS SHALL PROTRUDE 1" BELOW THE BOTTOM OF THE GUTTER.

CURB DRAINS SHALL BE CONSTRUCTED OF 2" PVC PIPE OR OTHER MATERIAL SUBJECT TO APPROVAL OF THE ENGINEER, CUT TO LENGTH TO PASS FROM THE BACK OF CURB THROUGH THE CURB TO THE FACE OF THE CURB AT THE GUTTER LINE. SPACING WILL BE MAXIMUM OF 50 FEET, CENTER TO CENTER, AND/OR EACH SIDE OF THE DRIVEWAYS AND AT SUCH LOCATIONS AS DESIGNATED BY THE ENGINEER.

CURB AND GUTTER DETAILS



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