

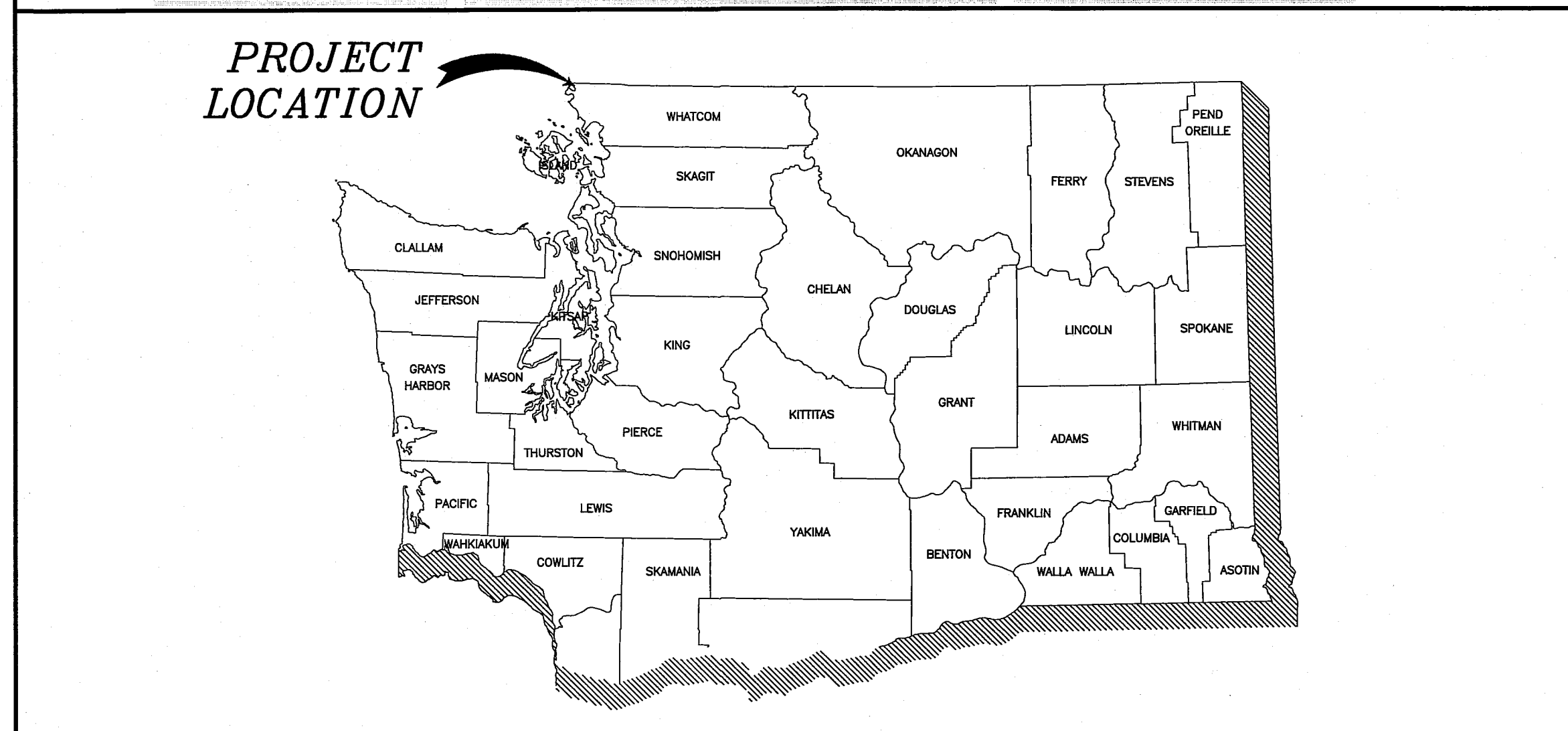
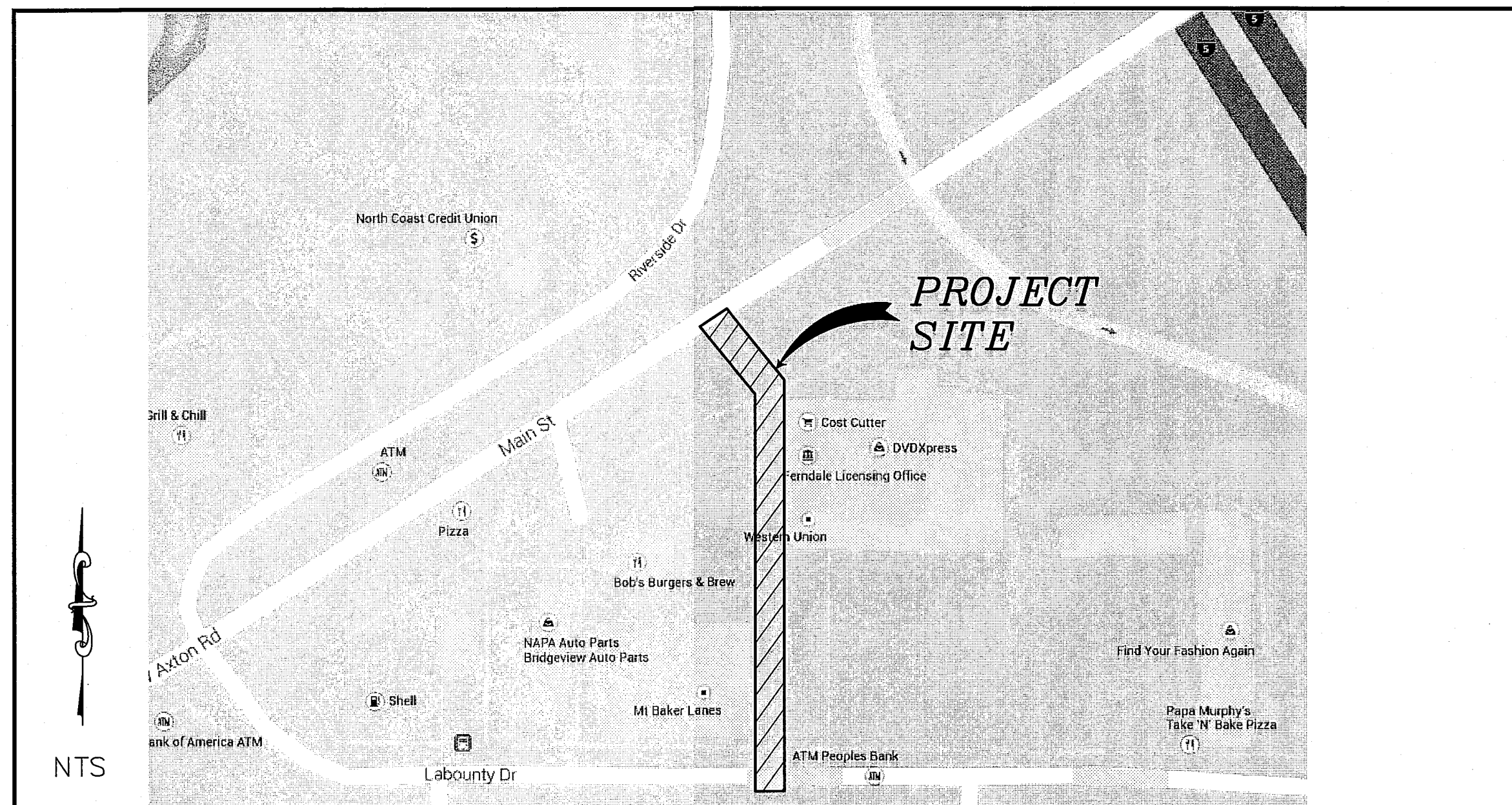
GATEWAY — MAIN STREET SOUTH

CITY OF FERNDALE, WA

PROJECT NO. SW2015-01

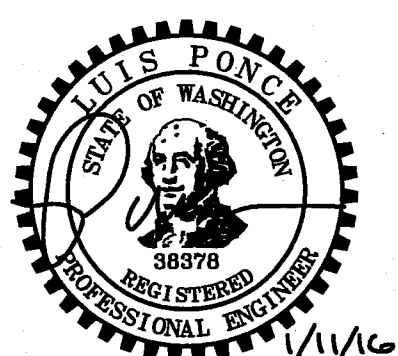
VICINITY MAP

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



SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE
1	COVER
2	LEGEND AND ABBREVIATIONS
3	EXISTING CONDITIONS, DEMO, CHAN AND TESC PLANS
4	PLAN AND PROFILE
5	PLAN AND PROFILE — ALT A1
6	DETAILS
7	DETAILS



1/1/16 AS-BUILT

DESIGNED BY
KEC
DRAWN BY
RWG
CHECKED BY
LP

R&E Reichhardt & Ebe
ENGINEERING INC

P.O. Box 978 | 423 Front Street, Lynden, WA 98264 (360) 354-3687
813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713

NO.	DATE	DESCRIPTION	BY

CITY OF FERNDAL
2095 MAIN STREET
FERNDAL, WA 98248

GATEWAY — MAIN STREET SOUTH

COVER

DWG 15006 AB PROBASE

JOB#
15006

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

DATE
5/22/2015

SHEET
1
of 7

ABBREVIATIONS

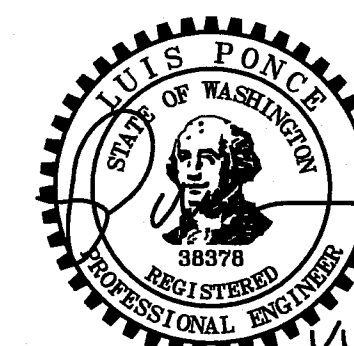
AC	= ASBESTOS CEMENT	EX, EXIST	= EXISTING	LT	= LEFT	R&C	= RING AND COVER
AD	= ALGEBRAIC DIFFERENCE	IR	= EXISTING IRRIGATION	MAX	= MAXIMUM	RT	= RIGHT
ASPH	= ASPHALT	SN	= EXISTING SIGN	MPOC	= MID-POINT ON CURVE	SSMH	= SANITARY SEWER MANHOLE
BLDG	= BUILDING	FT	= FEET	MIN	= MINIMUM	SCH	= SCHEDULE
BVCe	= BEGIN VERTICAL CURVE ELEVATION	FL	= FLOW LINE	MOD	= MODIFIED	S	= SOUTH
BVCS	= BEGIN VERTICAL CURVE STATION	FF	= FINISHED FLOOR	NW	= MONITORING WELL	SD	= STORM DRAIN
CATV	= CABLE TELEVISION	FG	= FINISHED GRADE	MON	= MONUMENT	STD	= STANDARD
CDF	= CONTROLLED DENSITY FILL	FT/FT	= FEET PER FOOT	MTR	= METER	SP	= STANDARD PLAN
CL	= CLASS, CENTERLINE	F&C	= FRAME AND COVER	N	= NORTH	STA	= STATION
CMP	= CORRUGATED METAL PIPE	F&G	= FRAME AND GRATE	OC	= ON CENTER	SDBC	= STORM DRAIN CATCH BASIN
CMU	= CONCRETE MASONRY UNIT	R&C	= RING AND COVER	PWMT	= PAVEMENT	SDMH	= STORM DRAIN MANHOLE
COMP	= COMPACTED	GALV	= GALVANIZED	PED	= PEDESTAL	TEL	= TELEPHONE
CONC	= CONCRETE	GRVL	= GRAVEL	PCC	= POINT OF COMPOUND CURVATURE	TL	= TRAFFIC LOOP
CONT	= CONTOUR	GV	= GATE VALVE	PC	= POINT OF CURVATURE	TYP	= TYPICAL
C & G	= CURB & GUTTER	HDPE	= HIGH DENSITY POLYETHYLENE	PRC	= POINT OF REVERSE CURVE	UP	= UTILITY POLE
CPSSP	= CORRUGATED POLYETHYLENE STORM SEWER PIPE	HMA	= HOT MIX ASPHALT	.PT	= POINT OF TANGENCY	UTL	= UTILITY
	= CULVERT	HP	= HIGH POINT	POC	= POINT ON CURVE	VC	= VERTICAL CURVE
ø	= DIAMETER	HYD	= HYDRANT	PVC	= POLYVINYL CHLORIDE	VLT	= VAULT
DI	= DUCTILE IRON	IW	= INJECTION WELL	PCC	= PORTLAND CEMENT CONCRETE	VPC	= VERTICAL POINT OF CURVATURE
D/W	= DRIVEWAY	IE, INV	= INVERT ELEVATION	POSS	= POSSIBLE	VPI	= VERTICAL POINT OF INTERSECTION
E	= EAST	L	= LENGTH	PROP	= PROPOSED	VPT	= VERTICAL POINT OF TANGENCY
EOP, EP	= EDGE OF PAVEMENT	LDSC	= LANDSCAPING	PVI	= POINT OF VERTICAL INTERSECTION	WSDOT	= WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
EQUIV	= EQUIVALENT	LF	= LINEAR FEET	PWR	= POWER	W	= WEST
EVCE	= END VERTICAL CURVE ELEVATION	LP	= LOW POINT	R	= RADIUS	WM	= WATER METER
EVLs	= END VERTICAL CURVE STATION	LOC	= LOCATION	RET	= RETAINING	XEOA	= EXISTING EDGE OF ASPHALT
				ROW	= RIGHT OF WAY		

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: NGVD 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 C	- - - - -	= PROPOSED DITCH C
- - - - -	= EXISTING GRADE BREAK	- - - - -	= PROPOSED GRADE BREAK
95 ——— 95 ———	= EXISTING MAJOR CONTOUR	95 ——— 95 ———	= PROPOSED MAJOR CONTOUR
95 ——— 95 ———	= EXISTING MINOR CONTOUR	95 ——— 95 ———	= PROPOSED MINOR CONTOUR
[Symbol] [Symbol] [Symbol] [Symbol]	= EXISTING GUARDRAIL	[Symbol] [Symbol] [Symbol] [Symbol]	= PROPOSED GUARDRAIL
X ——— X ———	= EXISTING FENCE	X ——— X ———	= 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 C	- - - - -	= PROPOSED AUTOTURN
- - - - -	= EXISTING EASEMENT	- - - - -	= PROPOSED CONSTRUCTION EASEMENT
- - - - -	= EXISTING ROAD C	- - - - -	= PROPOSED ROAD C
- - - - -	= 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
- - - UGP - - - UGP -	= EXISTING POWER BURIED	- - - PR - - -	= PROPOSED POWER LINE
- - - OHP - - - OHP -	= EXISTING OVERHEAD POWER	[Symbol]	= PROPOSED ROCK WALL
- - - UGC - - - UGC -	= EXISTING COMMUNICATIONS BURIED	- - - TS - - - TS -	= PROPOSED PARKING STRIPE
- - - OHC - - - OHC -	= EXISTING OVERHEAD COMMUNICATIONS	- - - FO - - - FO -	= PROPOSED TRAFFIC SIGNAL CONDUCTOR
- - - FO - - - FO -	= EXISTING FIBER OPTICS BURIED	[Symbol] X [Symbol]	= PROPOSED FIBER OPTICS
- - - T - - - T -	= EXISTING TELEPHONE BURIED	- - - SD - - - SD -	= PROPOSED SILT FENCE
- - - TV - - - TV -	= EXISTING TV BURIED	- - - C - - - C -	= PROPOSED FIELD STORM DRAIN
- - - C - - - C -	= EXISTING CONDUIT	- - - IRR - - - IRR -	= PROPOSED CONDUIT
- - - G - - - G -	= EXISTING GAS MAIN	- - - W - - - W -	= PROPOSED HANDRAIL
- - - IRR - - - IRR -	= EXISTING IRRIGATION LINE	- - - FM - - - FM -	= PROPOSED IRRIGATION LINE
- - - W - - - W -	= EXISTING WATER MAIN	- - - SS - - - SS -	= PROPOSED WATER MAIN
- - - FM - - - FM -	= EXISTING SANITARY SEWER FORCE MAIN	- - - SD - - - SD -	= PROPOSED SANITARY SEWER FORCE MAIN
- - - SS - - - SS -	= EXISTING SANITARY SEWER	- - - UD - - - UD -	= PROPOSED SANITARY SEWER
- - - SD - - - SD -	= EXISTING STORM DRAIN	[Symbol]	= PROPOSED STORM DRAIN
- - - UD - - - UD -	= EXISTING UNDERDRAIN	[Symbol]	= PROPOSED UNDERDRAIN
- - - OHW - - - OHW -	= EXISTING ORDINARY HIGH WATER	[Symbol]	= PROPOSED CULTVERT
[Symbol]	= EXISTING CULVERT	[Symbol]	= PROPOSED TREE LINE
[Symbol]	= EXISTING TREE LINE	[Symbol]	= PROPOSED CONC. SIDEWALK/DRIVEWAY
[Symbol]	= EXISTING CONCRETE	[Symbol]	= PROPOSED INFILTRATION TRENCH
[Symbol]	= EXISTING RR TRACKS	[Symbol]	= PROPOSED INFILTRATION FILTER MEDIA
[Symbol]	= EXISTING SIGNAL POLE AND ARM W/ LUMINAIRE	[Symbol]	= PROPOSED GRIND
[Symbol]	= EXISTING STREET LIGHT ASSEMBLY	[Symbol]	= PROPOSED DEMOLITION AREA
[Symbol]	= EXISTING YARD LIGHT	[Symbol]	= PROPOSED ASPHALT
[Symbol]	= EXISTING GUY WIRE	[Symbol]	= PROPOSED RIGHT OF WAY TAKE
[Symbol]	= EXISTING GAS METER	[Symbol]	= PROPOSED STORM DRAIN INLET
[Symbol]	= EXISTING TRANSFORMER PAD	[Symbol]	= PROPOSED COUPLER
[Symbol]	= EXISTING POWER VAULT	[Symbol]	= PROPOSED WATER METER
[Symbol]	= EXISTING JBOX	[Symbol]	= PROPOSED WATER VALVE
[Symbol]	= EXISTING SOIL BORING LOCATION	[Symbol]	= PROPOSED STORM DRAIN CATCH BASIN TYPE II
[Symbol]	= EXISTING MAIL BOX	[Symbol]	= PROPOSED SANITARY SEWER MANHOLE
[Symbol]	= EXISTING WATER SPIGOT	[Symbol]	= PROPOSED STORM DRAIN CATCH BASIN TYPE I
[Symbol]	= EXISTING WATER BLOW OFF	[Symbol]	= PROPOSED HYDRANT
[Symbol]	= EXISTING WATER METER	[Symbol]	= PROPOSED UTILITY POLE
[Symbol]	= EXISTING WATER VALVE	[Symbol]	= PROPOSED MONITORING WELL
[Symbol]	= EXISTING FIRE HYDRANT	[Symbol]	= PROP STORM CLEANOUT
[Symbol]	= EXISTING TRAFFIC SIGNAL VAULT	[Symbol]	= PROPOSED SANITARY SEWER CLEAN OUT
[Symbol]	= EXISTING SEWER MANHOLE	[Symbol]	= PROPOSED SIGN
[Symbol]	= EXISTING STORM DRAIN CATCH BASIN TYPE I	[Symbol]	= FLOW ARROW
[Symbol]	= EXISTING STORM DRAIN CATCH BASIN TYPE II	[Symbol]	= PROPOSED TREE
[Symbol]	= EXISTING UTILITY POLE	[Symbol]	
[Symbol]	= EXISTING MONITORING WELL	[Symbol]	
[Symbol]	= EXISTING STORM CLEANOUT	[Symbol]	
[Symbol]	= EXISTING SEWER CLEANOUT	[Symbol]	
[Symbol]	= EXISTING SIGN	[Symbol]	
[Symbol]	= EXISTING TELEPHONE PEDESTAL	[Symbol]	
[Symbol]	= EXISTING BENCH MARK	[Symbol]	
[Symbol]	= EXISTING IRON PIPE	[Symbol]	
[Symbol]	= EXISTING MONUMENT (IN CASE)	[Symbol]	
[Symbol]	= EXISTING MONUMENT (SURFACE)	[Symbol]	
[Symbol]	= EXISTING ANGLE POINT	[Symbol]	
[Symbol]	= EXISTING TREE STUMP	[Symbol]	
[Symbol]	= EXISTING TREE	[Symbol]	
[Symbol]	= EXISTING VEGETATION	[Symbol]	



DESIGNED BY	KEC
DRAWN BY	RWG
CHECKED BY	IP

R&E **Reichhardt & Ebe**
ENGINEERING INC
P.O. Box 978 | 423 Front Street, Lynden, WA 98264 (360) 354-3687
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NO.	DATE	DESCRIPTION	BY

CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

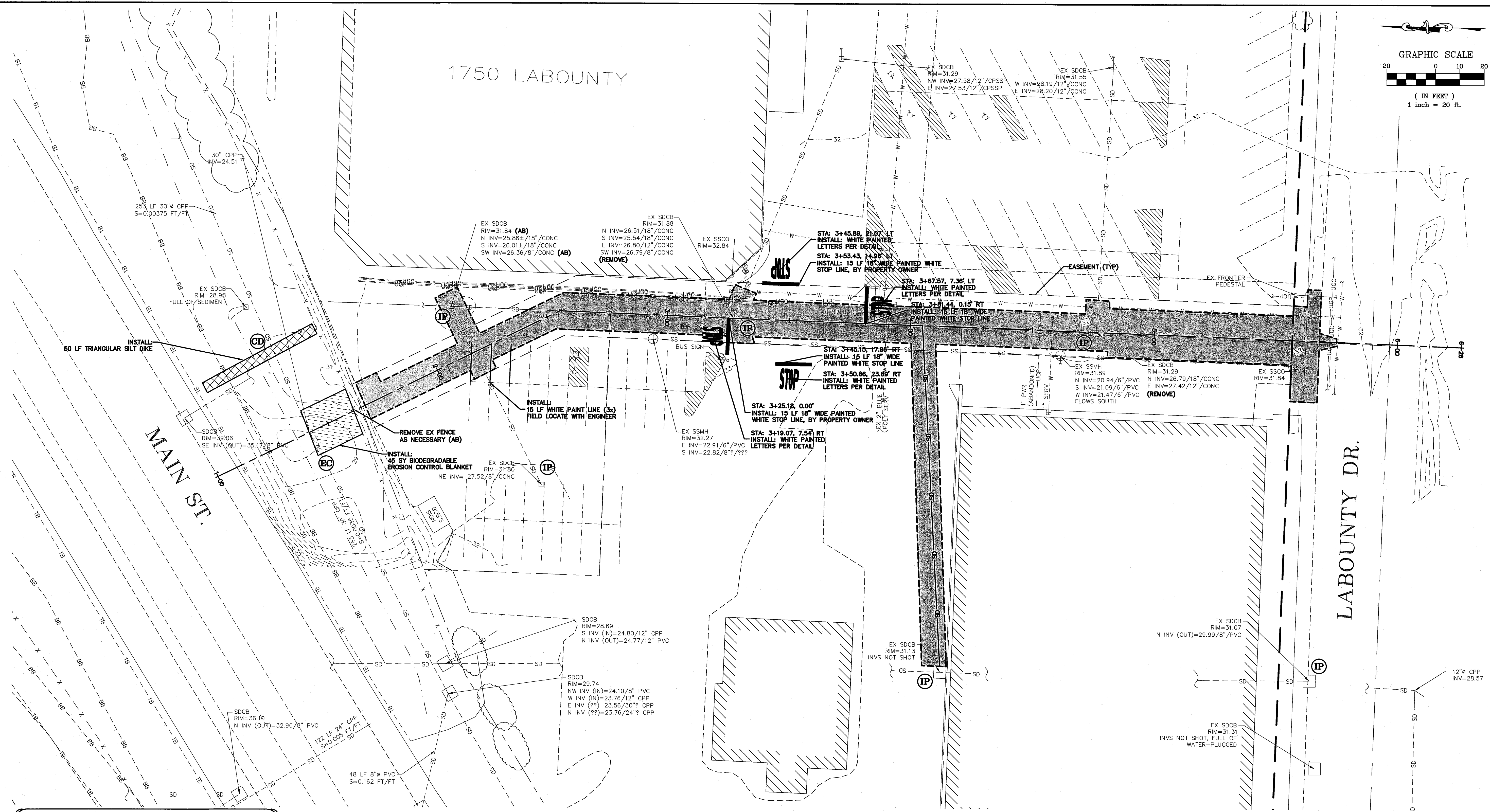
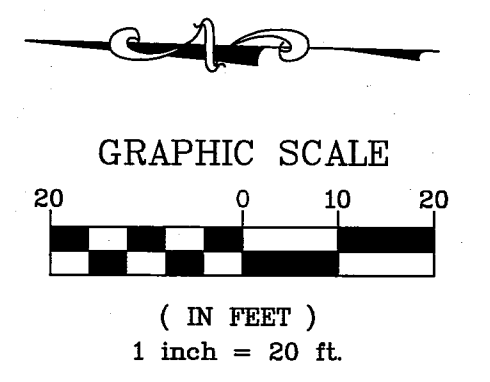
GATEWAY - MAIN STREET SOUTH

LEGEND AND ABBREVIATIONS

DWG 15006 AB PROBASE		DATE 5/22/2019
JOB# 15006	SCALE H: N/A v: N/A	SHEET 2 of 7

00540.003 1/14/16 SH

1750 LABOUNTY



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

1/11/16 AS-BUILT

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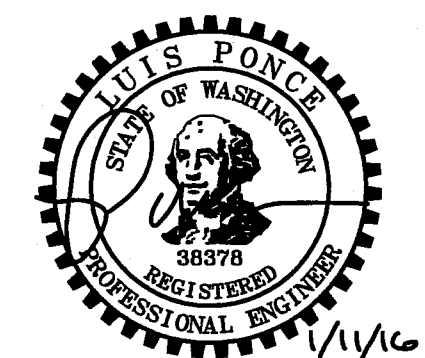
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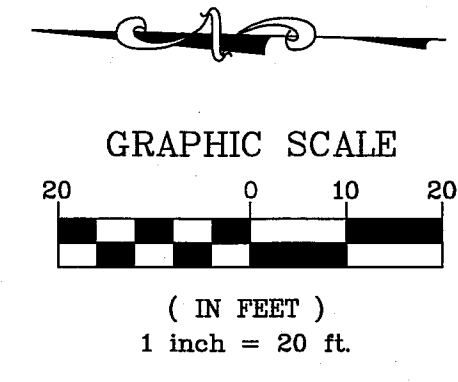
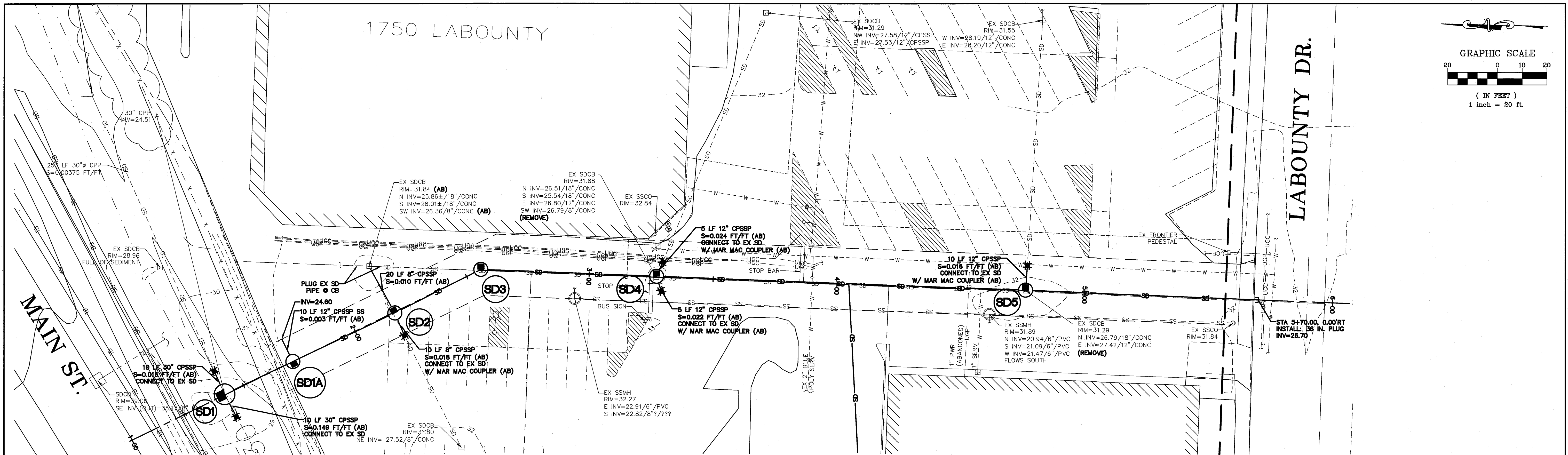
CITY OF FERNDAL
2095 MAIN STREET
FERNDAL, WA 98248

GATEWAY - MAIN STREET SOUTH
EXISTING COND DEMO CHAN AND TESC PLANS

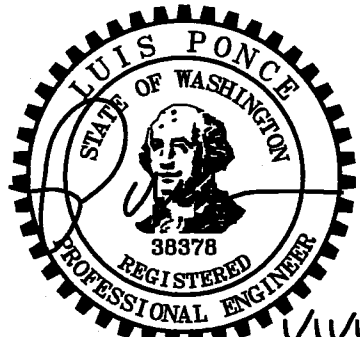
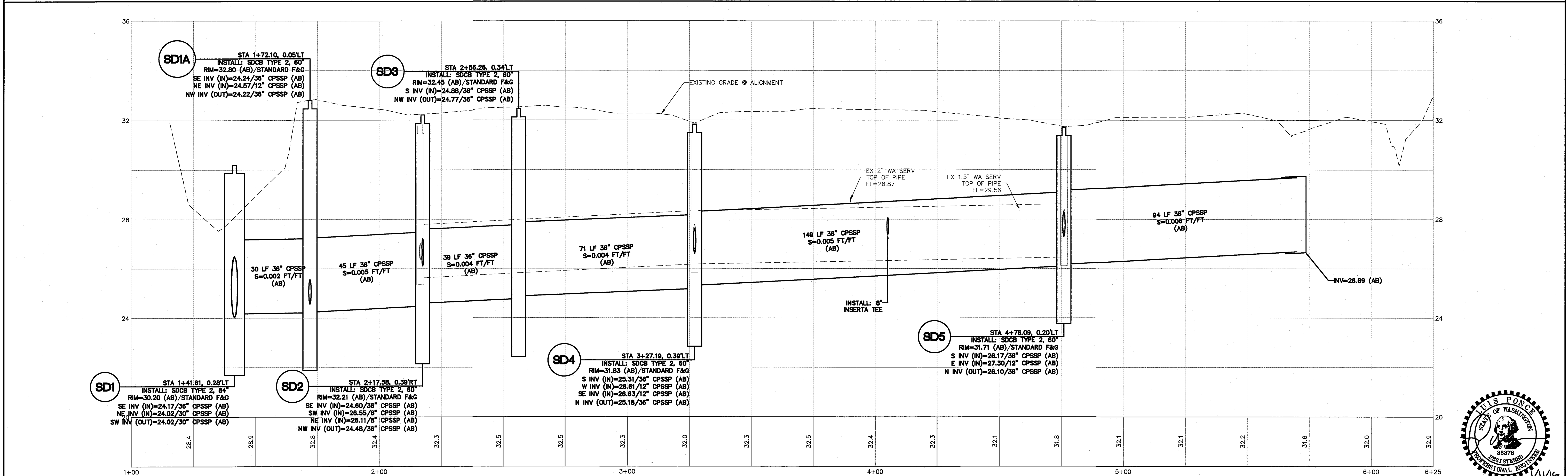
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JOB#	SCALE	5/22/2015
15006	H: 1"=20' v: N/A	SHEET
		3 of 7



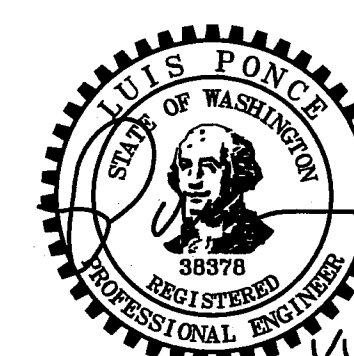
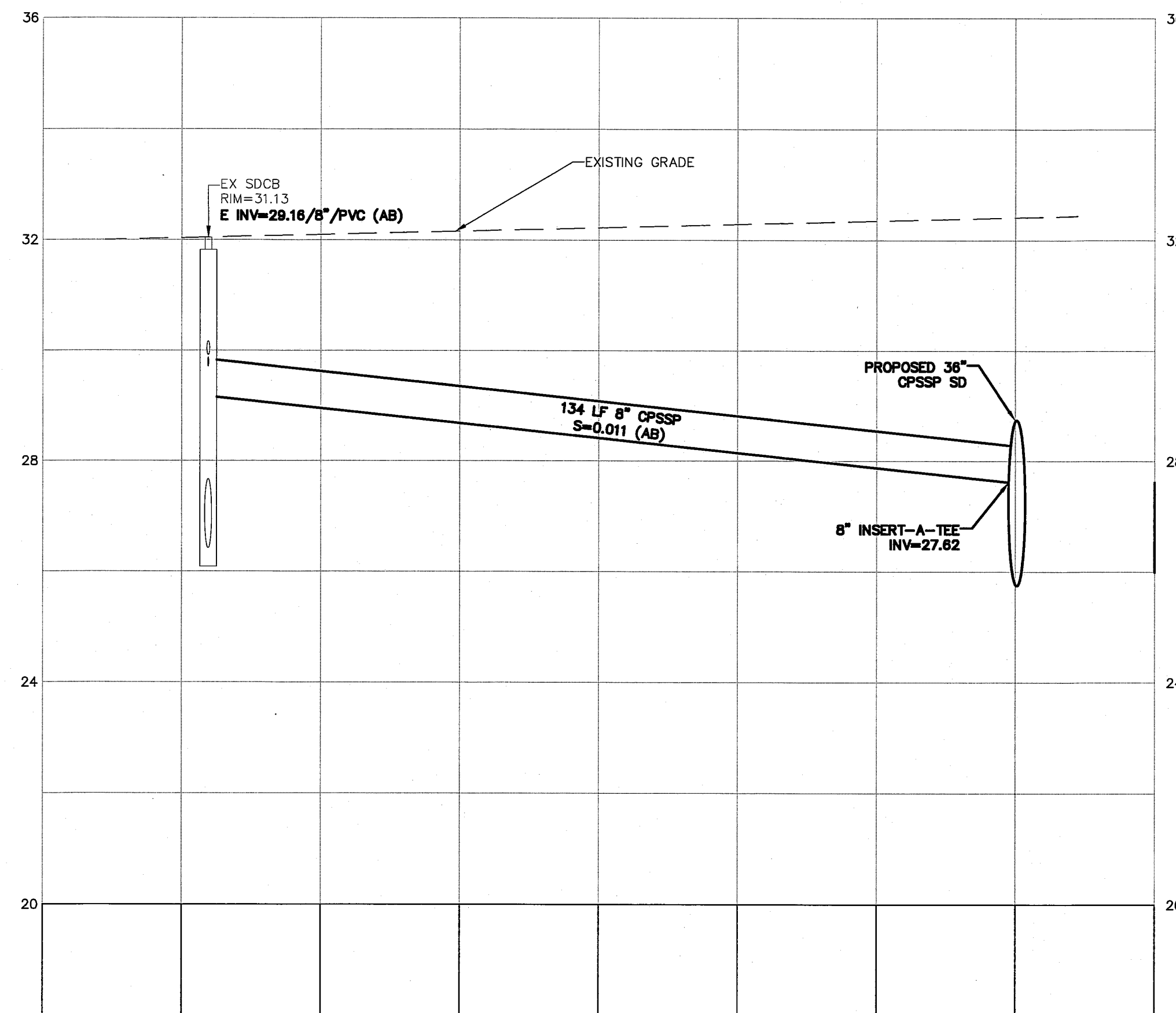
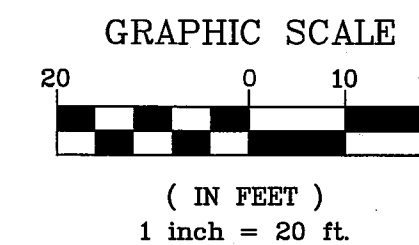
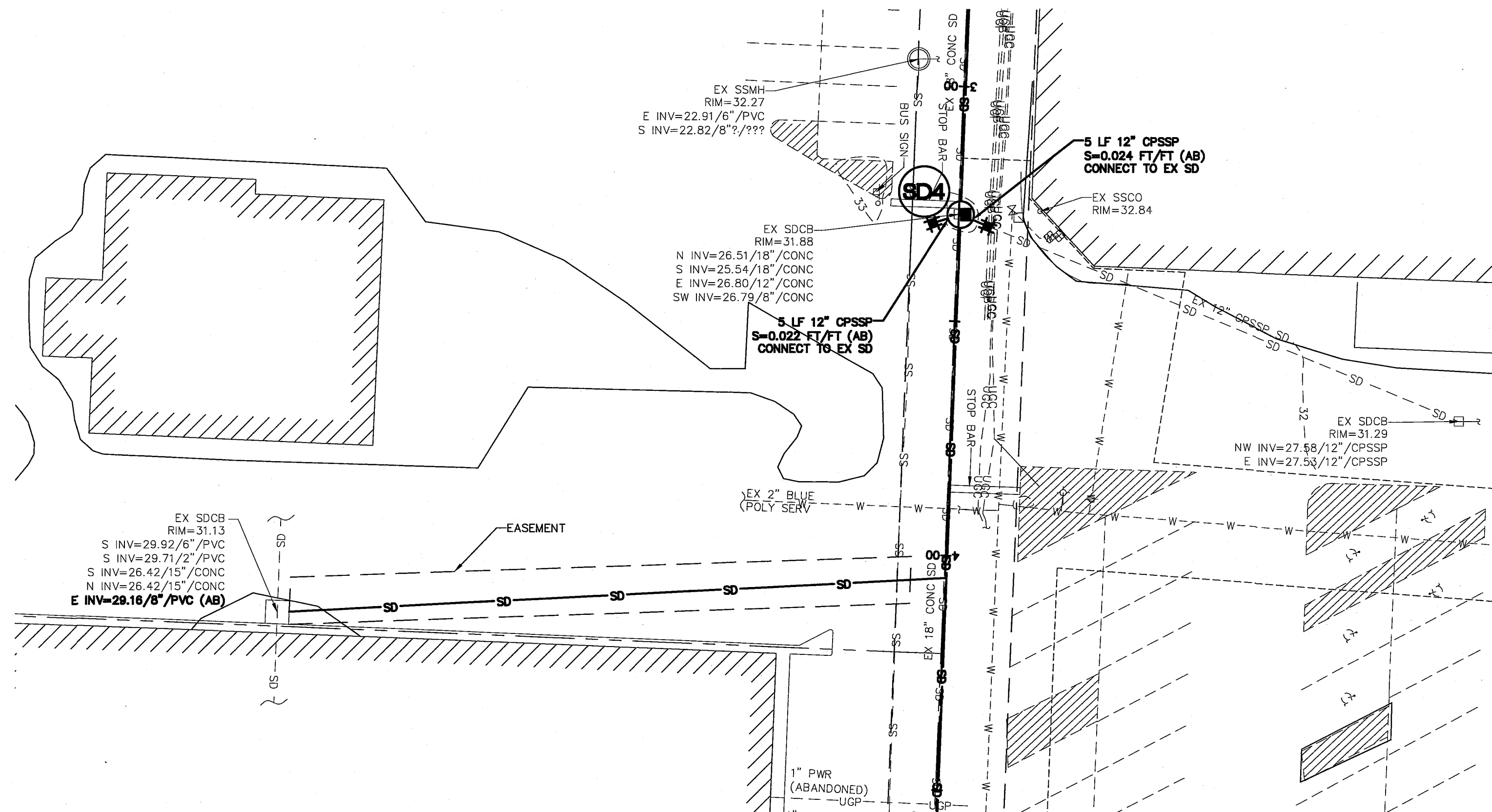
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DOEAD.004 1/19/16



1/11/16 AS-BUILT		DESIGNED BY KEC	R&E Reichhardt & Ebe ENGINEERING INC P.O. Box 978 423 Front Street, Lynden, WA 98264 (360) 354-3687 813 Metcalf Street, Sedro-Woolley, WA 98284 (360) 855-1713						CITY OF FERNDALE 2095 MAIN STREET FERNDALE, WA 98248	GATEWAY - MAIN STREET SOUTH		DWG 15006 AB PROBASE		DATE 5/22/2015
		DRAWN BY RWG										JOB#	SCALE	SHEET
		CHECKED BY LP										15006	H: 1"=20' V: 1"=2'	4
														of 7
				NO.	DATE	DESCRIPTION				BY	PLAN AND PROFILE - ADDEN 1			



1/11/16
AS-BUILT

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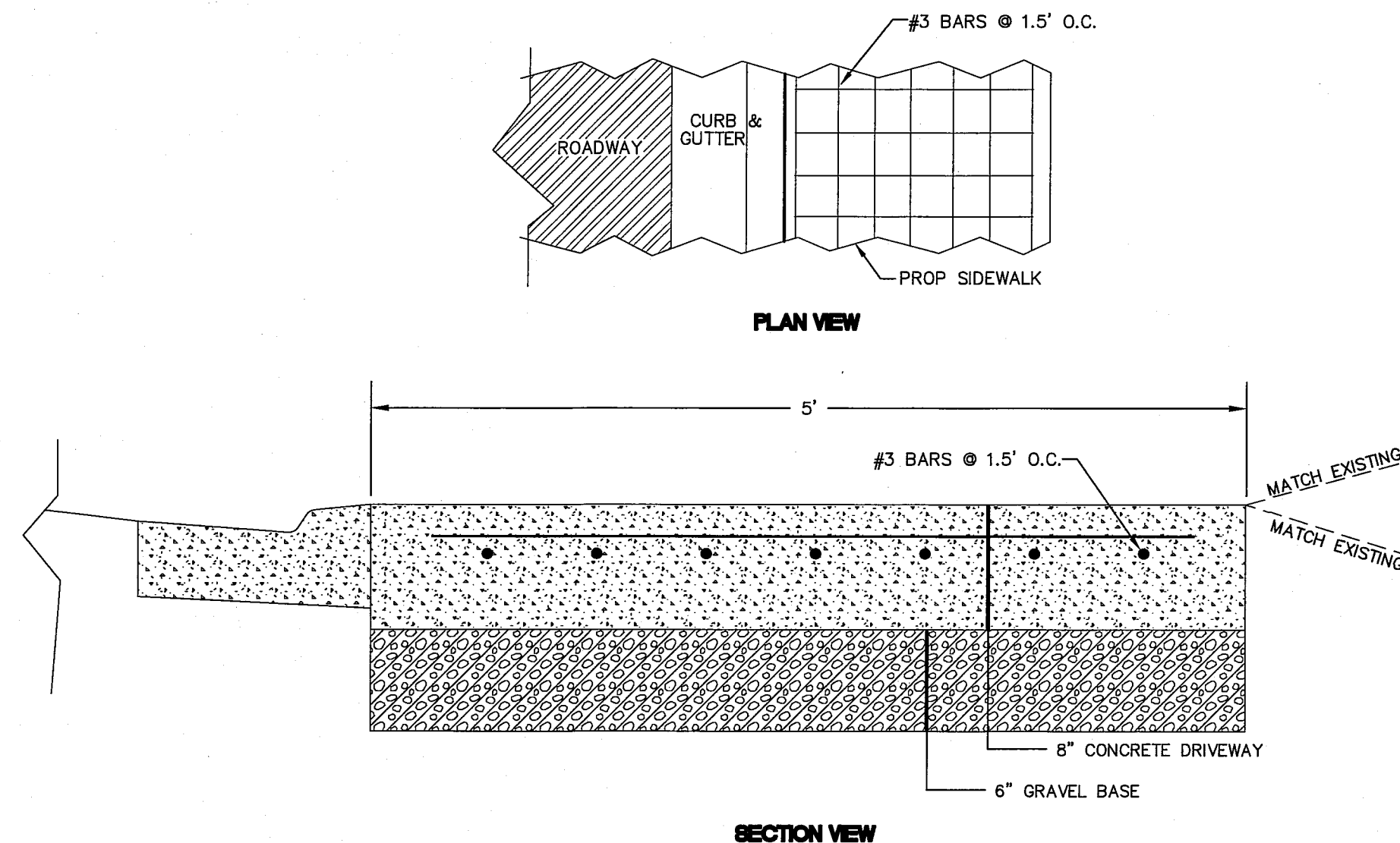
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NO.	DATE	DESCRIPTION	BY

CITY OF FERNDALE
2095 MAIN STREET
FERNDALE, WA 98248

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

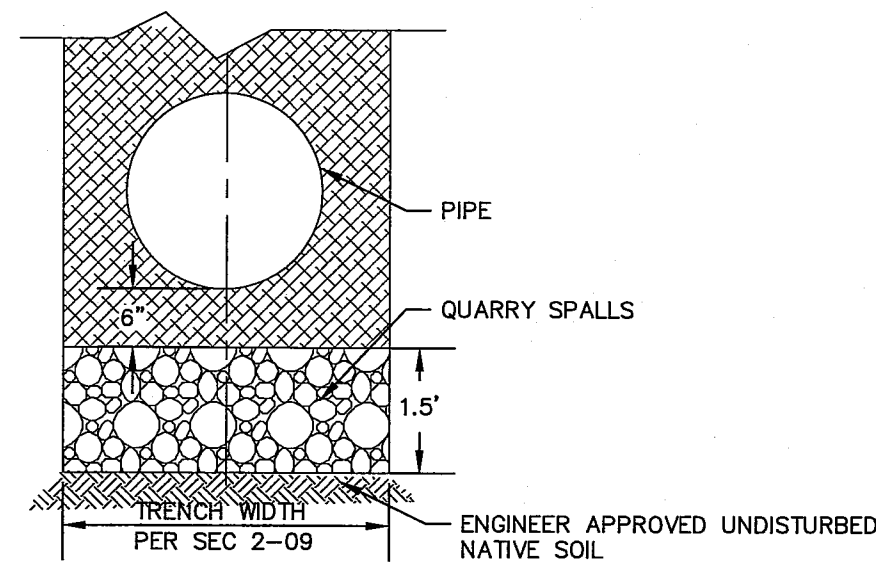
DWG 15006 AB PROBASE	DATE 5/22/2015
JOB# 15006	SCALE H: 1"=20' V: 1"=2'
SHEET 5 of 7	



NOTES:
1. WHEN THE DRIVEWAY WIDTH EXCEEDS 15', CONSTRUCT A FULL EXPANSION JOINT WITH $\frac{3}{8}$ " JOINT FILLER ALONG THE DRIVEWAY C. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE DRIVEWAY C AS REQUIRED.

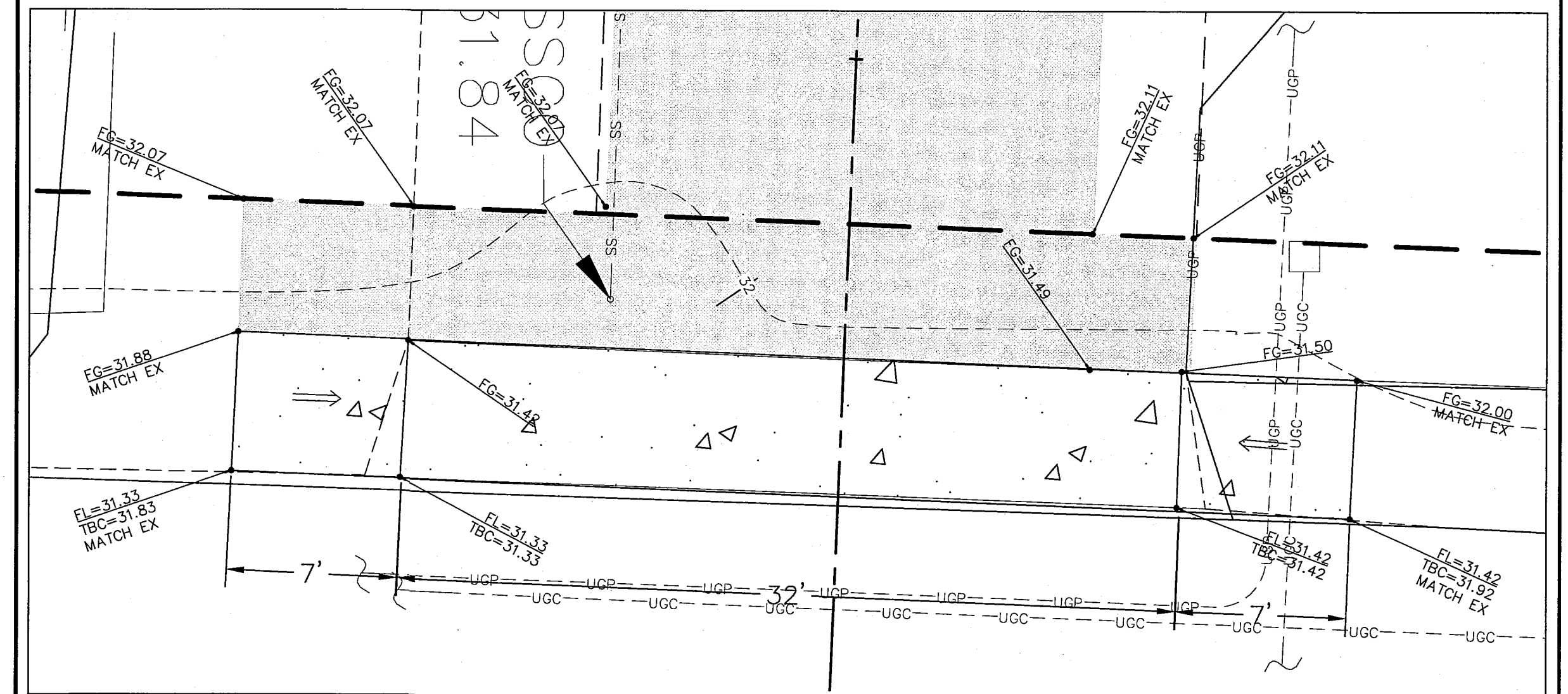
PROPOSED CONCRETE DRIVEWAY SECTION

NTS



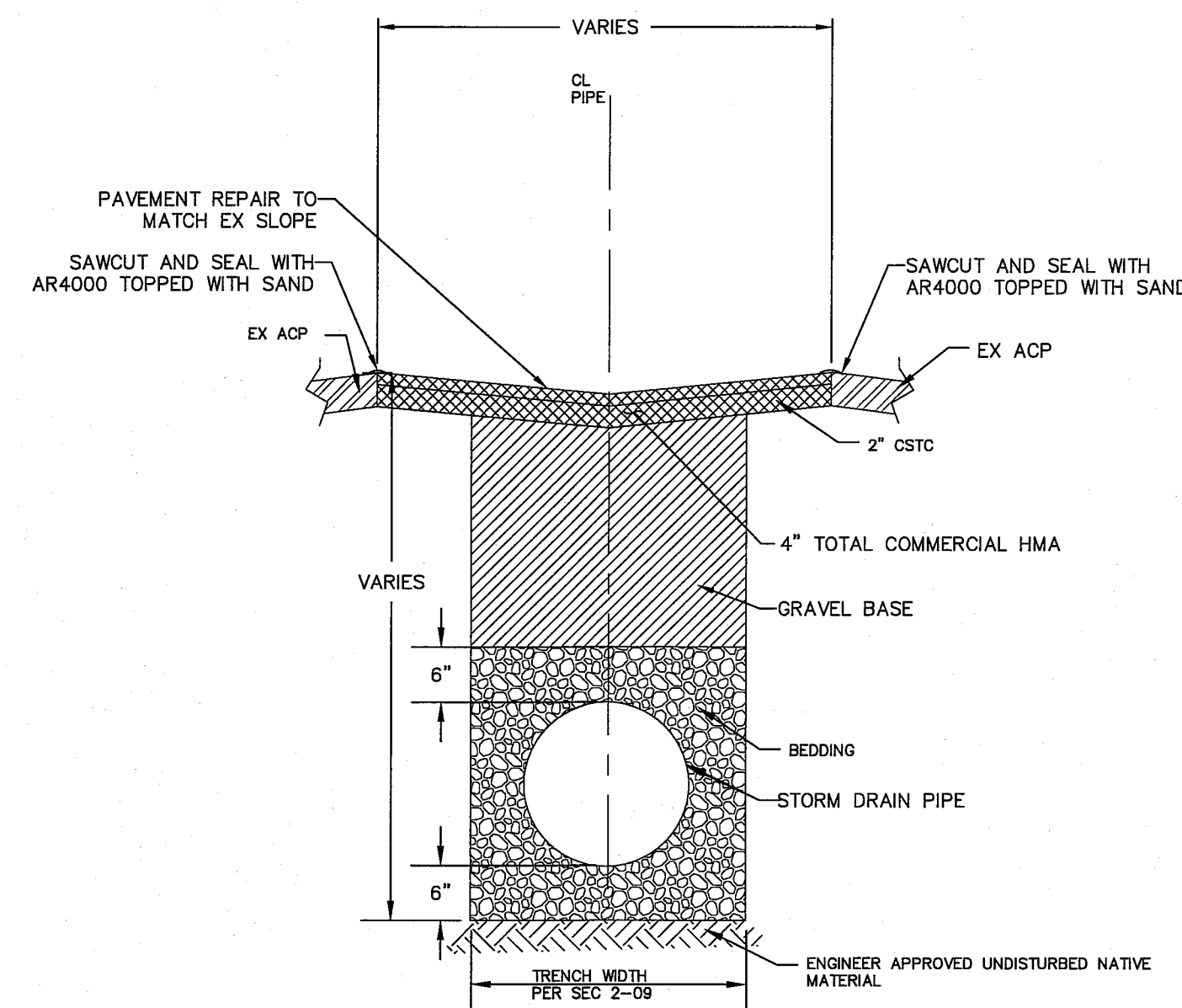
REMOVAL OF UNSUITABLE MATERIAL INCLUDING HAUL TYPICAL SECTION

NTS



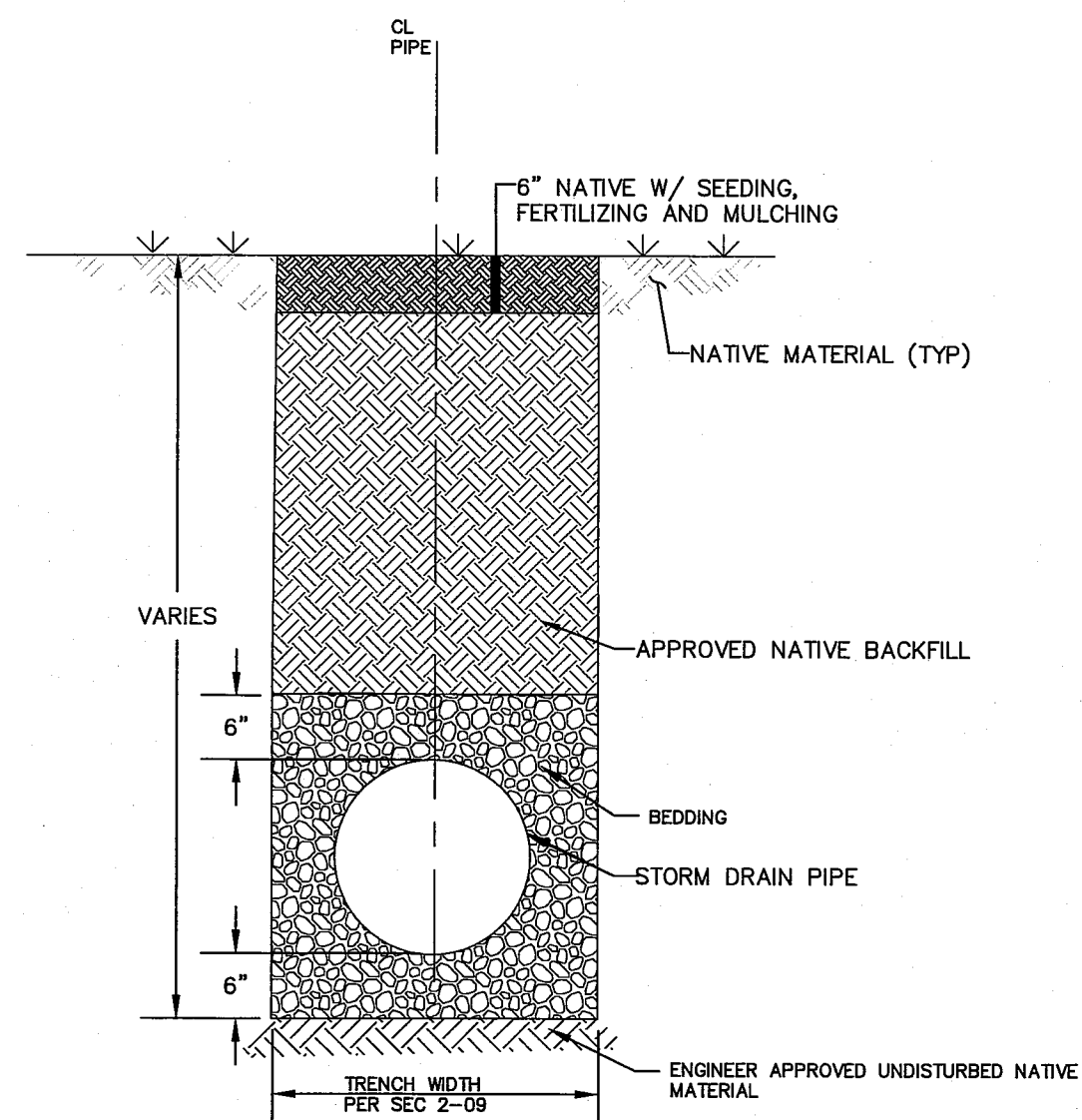
CEMENT CONCRETE DRIVEWAY ENTRANCE GRADING PLAN

SCALE: 1"=5'



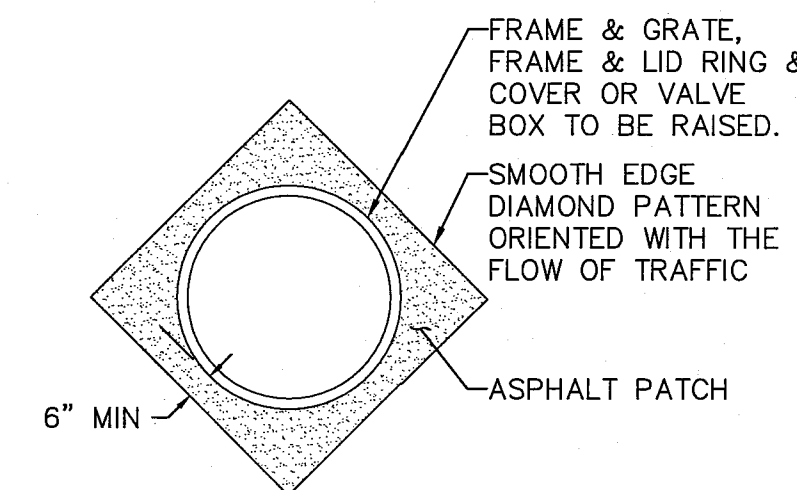
TYPICAL TRENCH SECTION ASPHALT CONCRETE PAVEMENT

NTS



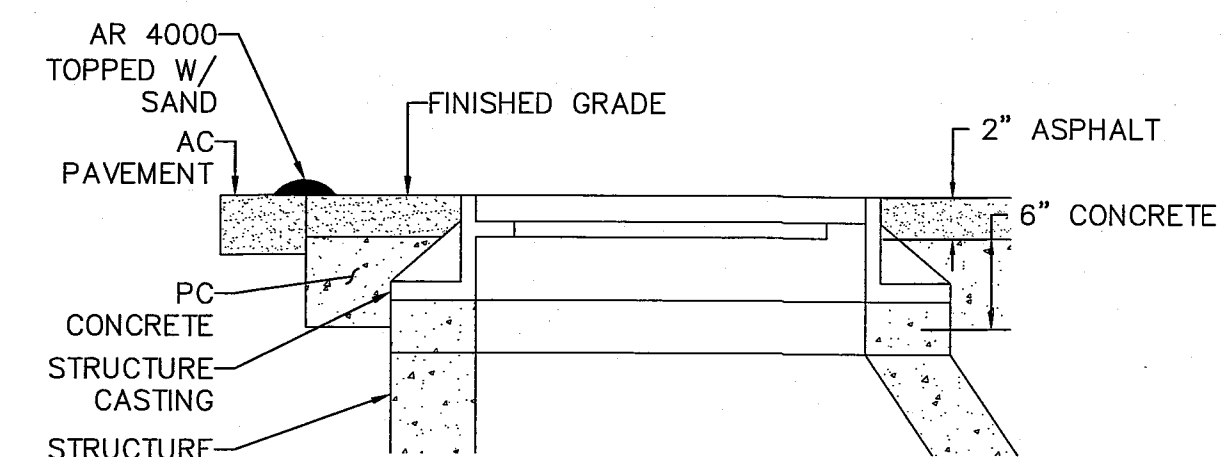
TYPICAL TRENCH SECTION - VEGETATED

NTS



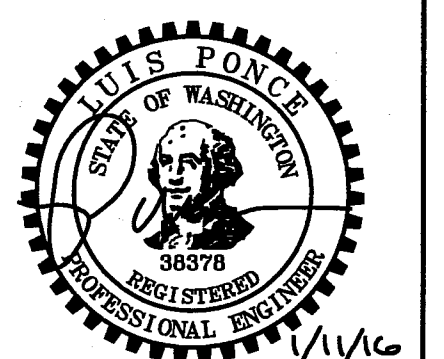
NOTES:
ALL FRAMES, COVERS & VALVE BOXES SHALL BE ADJUSTED TO FINISHED GRADE AFTER THE FINAL LIFT OF PAVING HAS BEEN COMPLETED. THE FOLLOWING PROCEDURE SHALL BE USED:

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

NTS



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FERNDAL, WA 98248

GATEWAY - MAIN STREET SOUTH

DETAILS

DWG 15006 AB PROBASE

JOB#

15006

SCALE

H: N/A

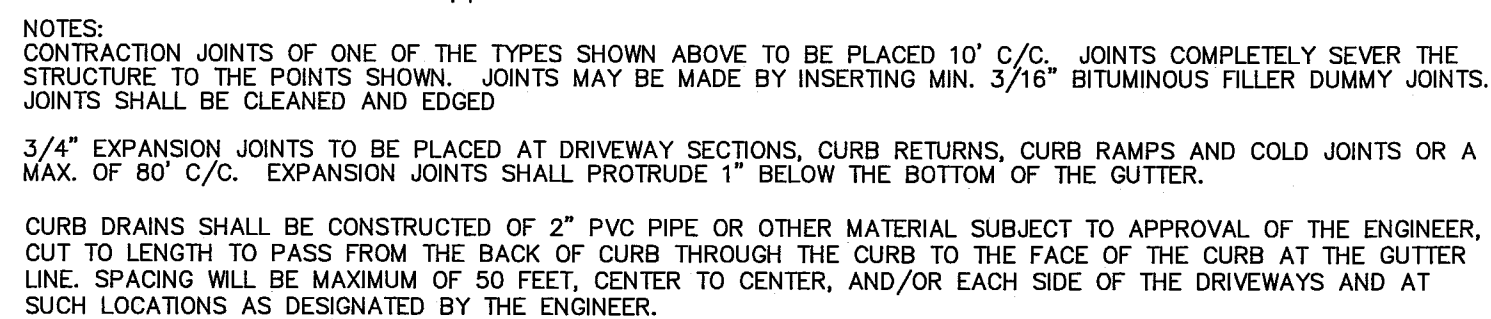
V: N/A

DATE

5/22/2015

SHEET

6 of 7

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