

SHEET LIST

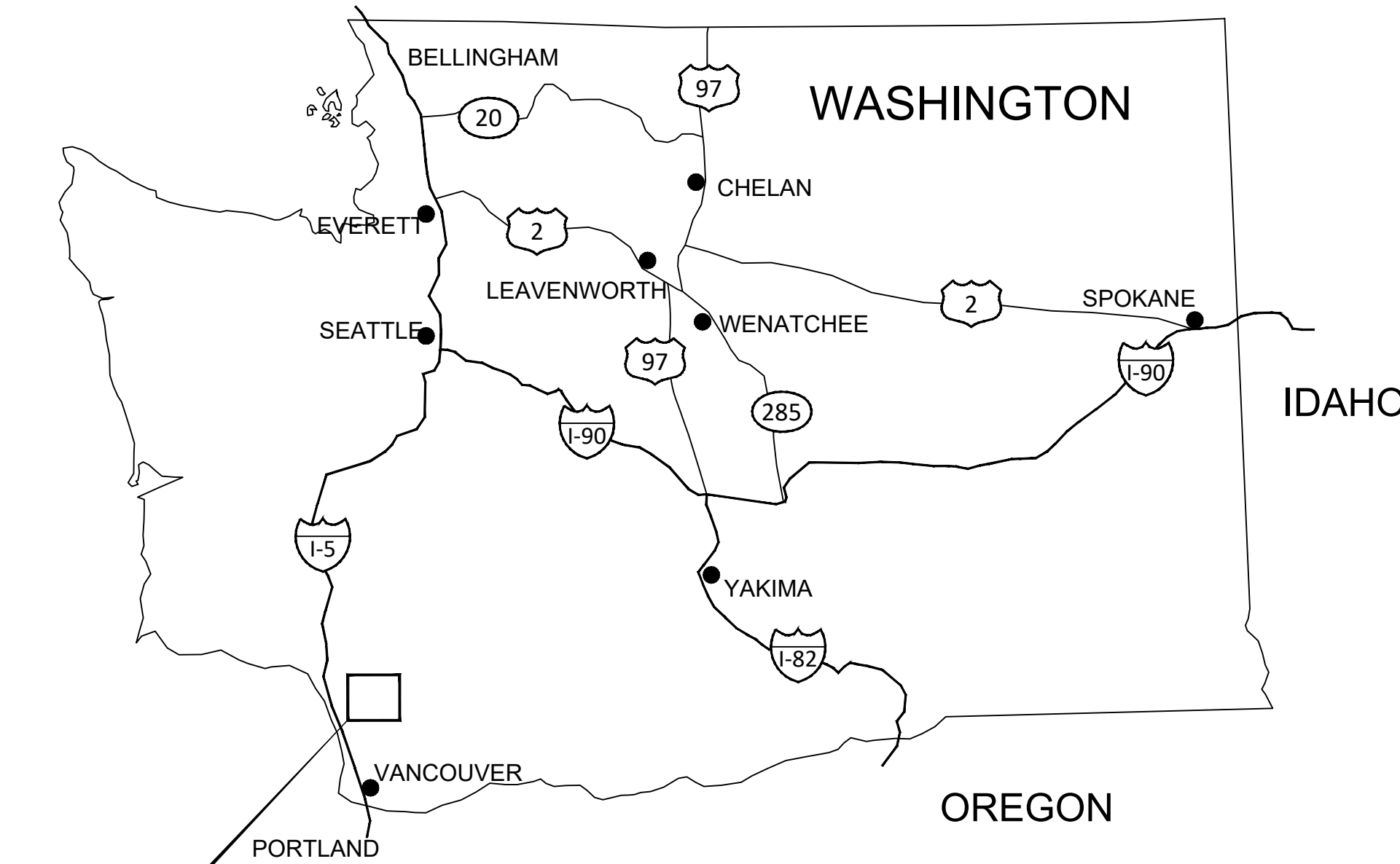
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EAST FORK LEWIS RIVER

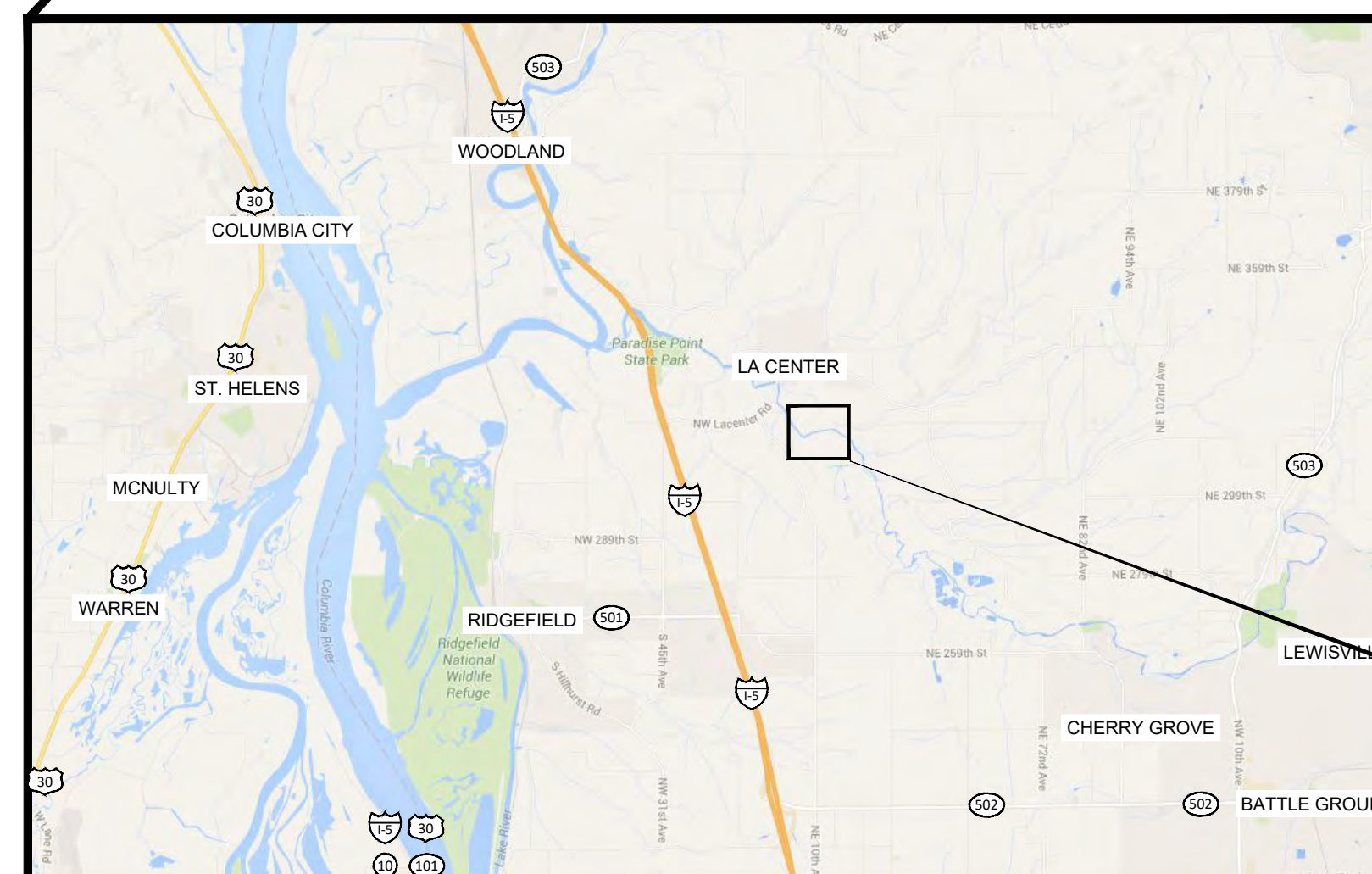
RECONNECTION PROJECT

FINAL DESIGN

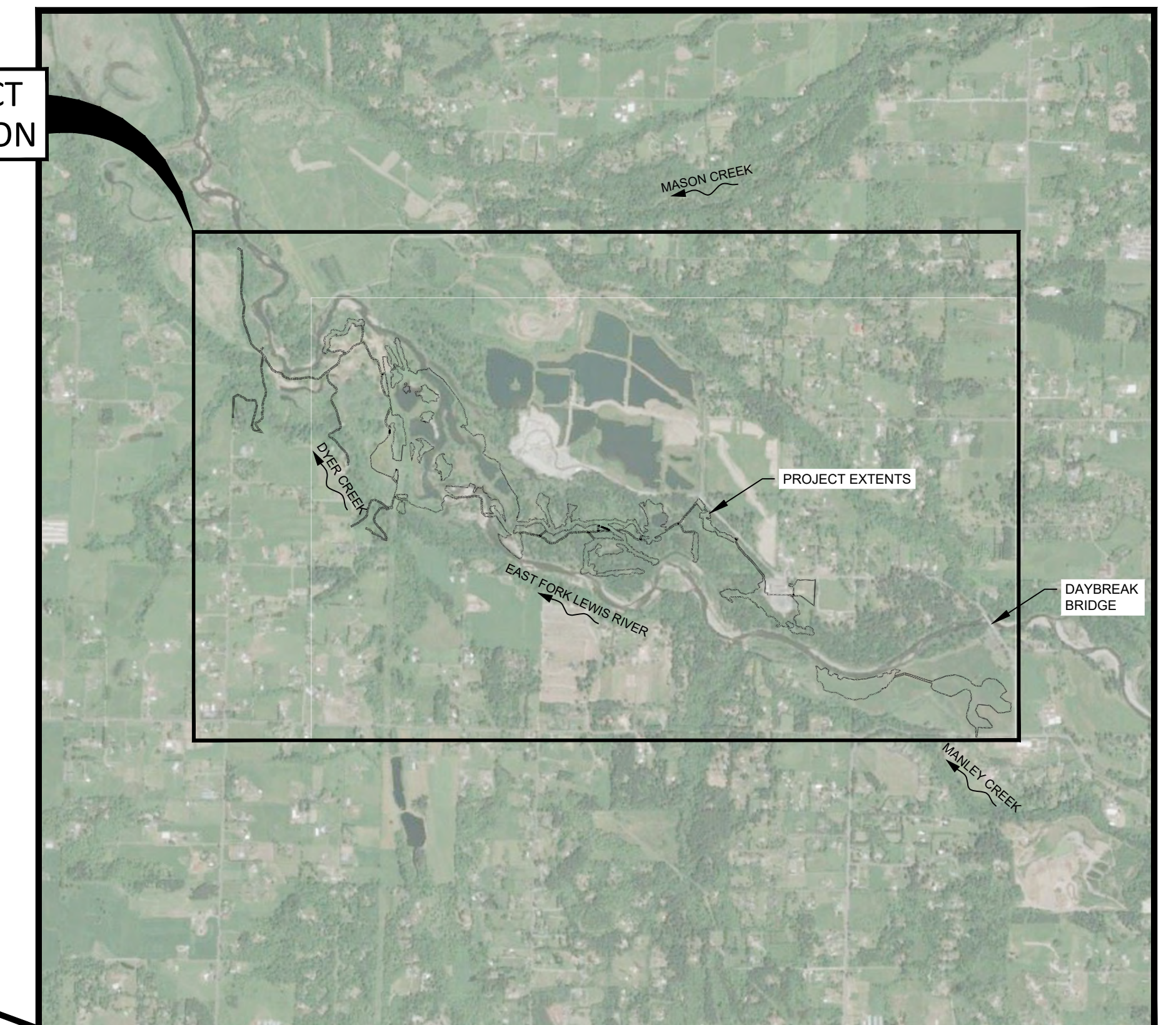
AUGUST 2024



LOCATION MAP
STATE OF WASHINGTON
NOT TO SCALE



VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE

COORDINATES:
LATITUDE 45.82059008
LONGITUDE -122.62935033
SECTION 13,24, TOWNSHIP 4N, RANGE 1E
SECTION 19,20, TOWNSHIP 4N, RANGE 2E
WATERBODY: EAST FORK LEWIS RIVER
TRIBUTARY OF: LEWIS RIVER, COLUMBIA RIVER



Preliminary
Not for Construction

NO.	BY	DATE	REVISION DESCRIPTION

JR, NS DRAWN	MR, GJ DESIGNED	--- CHECKED
---	AUGUST 2024	---
APPROVED	DATE	PROJECT

LOWER COLUMBIA ESTUARY PARTNERSHIP
EAST FORK LEWIS RIVER
RECONNECTION PROJECT



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Hood River, OR 97031
541.386.9003
www.interfluve.com

COVER SHEET

SHEET

1 OF 67

THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING WITH OWNER AND OWNER'S REPRESENTATIVE.

ALL WORK SHALL CONFORM TO THE CURRENT EDITIONS OF STANDARD PLANS AND SPECIFICATIONS OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT), AND LOCAL STANDARDS UNLESS INDICATED OTHERWISE BY THE CONTRACT DOCUMENTS. IN CASE OF A CONFLICT BETWEEN THE REGULATORY STANDARDS OR SPECIFICATIONS, THE MORE STRINGENT WILL PREVAIL.

ALL WORK SHALL BE IN COMPLIANCE WITH REQUIREMENTS STATED IN PERMITS ISSUED FOR THIS PROJECT.

WDFW IN-WATER WORK PERIODS

WORK WITH ORDINARY HIGH WATER SHALL OCCUR DURING THE PERMITTED IN-WATER WORK PERIOD OF APRIL 15 TO OCTOBER 15, UNLESS STATED OTHERWISE IN THE HYDRAULIC PROJECT APPROVAL.

EXISTING DATA

TOPOBATHYMETRIC LIDAR DATA AND HIGH RESOLUTION AERIAL PHOTOS WERE COLLECTED FOR THE ESTUARY PARTNERSHIP BY NV5 GEOSPATIAL IN JUNE 2022. TOPOGRAPHIC DATA WERE SUPPLEMENTED VIA GROUND AND BATHYMETRIC SURVEYS BY INTER-FLUVE AND THE ESTUARY PARTNERSHIP IN OCTOBER 2022.

HORIZONTAL DATUM: STATE PLANE NAD83 WASHINGTON SOUTH
VERTICAL DATUM: NAVD88.

LANDOWNERSHIP DATA OBTAINED FROM CLARK COUNTY IN MAY 2023.

BPA POWERLINE LOCATION DATA OBTAINED FROM BPA AND SPOT-CHECKED DURING SITE SURVEYS.

EXISTING REVEGETATION AREAS (CONDUCTED BY VARIOUS ENTITIES) DETERMINED VIA AERIAL PHOTO ANALYSIS AND SITE OBSERVATIONS.

WATERS AND WETLANDS OF THE US

THE ORDINARY HIGH WATER LINE WAS DELINEATED BY INTER-FLUVE USING FIELD SURVEYS AND SUPPLEMENTED WITH HYDRAULIC MODELING RESULTS.

THE WETLAND DELINEATION WAS PERFORMED BY THE LOWER COLUMBIA ESTUARY PARTNERSHIP IN 2022 AND 2023.

WITHIN THE STATE OF WASHINGTON, THE U.S. ARMY CORPS OF ENGINEERS AND THE WASHINGTON DEPARTMENT OF ECOLOGY HAVE THE FINAL AUTHORITY IN DETERMINING BOUNDARIES OF WETLANDS AND WATERS.

SOILS

SUBSURFACE MATERIAL INVESTIGATIONS HAVE BEEN CONDUCTED IN SELECT LOCATIONS IN THE PROJECT AREA. GEOTECHNICAL REPORTS, TEST PIT DATA, AND PILE DRIVING DATA WILL BE SHARED WITH THE CONTRACTOR.

IN GENERAL, THE CHANNEL SUBSTRATE IS PREDOMINANTLY GRAVELS AND COBBLES AND THE FLOODPLAIN SOILS CONSIST OF SILT/SANDS WITH GRAVELS AND COBBLES.

UTILITIES

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR HAVING UTILITIES LOCATED PRIOR TO CONSTRUCTION ACTIVITIES.

THE CONTRACTOR SHALL CALL (800-424-5555) FOR UTILITY LOCATE PRIOR TO CONSTRUCTION

THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE EFFECTED UTILITY SERVICE TO REPORT ANY DAMAGED OR DESTROYED UTILITIES.

THE CONTRACTOR SHALL PROVIDE EQUIPMENT AND LABOR TO AID THE EFFECTED UTILITY SERVICE IN REPAIRING DAMAGED OR DESTROYED UTILITIES AT NO ADDITIONAL COST.

EXISTING POWER POLE LOCATED WITHIN THE DAYBREAK TRAIL FLOODPLAIN GRADING FOOTPRINT WILL BE RELOCATED BY CLARK PUBLIC UTILITIES PRIOR TO CONSTRUCTION (NOT IN CONTRACT).

CONSTRUCTION STAKING

OWNER WILL ESTABLISH PRIMARY SURVEY CONTROL AT THE PROJECT SITE. ENGINEER WILL PROVIDE ELECTRONIC COPIES OF ALIGNMENTS, SURFACES, DESIGN LINEWORK, AND CONTROL POINTS TO CONTRACTOR.

CONTRACTOR WILL PROVIDE STAKING OF PROJECT LIMITS, GRADE STAKES, AND SET SECONDARY CONTROL POINTS. SOME FIELD ADJUSTMENTS TO THE LINES AND GRADES ARE TO BE EXPECTED.

THE OWNER'S REPRESENTATIVE SHALL INSPECT AND APPROVE THE LIMITS OF DISTURBANCE PRIOR TO MOBILIZATION OF EQUIPMENT OR MATERIALS ONTO THE SITE.

CONSTRUCTION MATERIALS

ALL MATERIALS QUANTITIES ARE BASED ON IN-PLACE CONDITION DETERMINED BY A PRE-PROJECT CONDITION SURVEY COMPARED AGAINST PROPOSED GRADES AND LIMITS OF IMPROVEMENTS.

CONTRACTOR SHALL ALLOW FOR EXPANSION OF EXCAVATED MATERIAL AND COMPACTION OF PLACED MATERIAL AT NO ADDITIONAL MEASURE OR COST TO OWNER. MEASUREMENT AND PAYMENT SHALL NOT BE BASED ON WEIGHT TICKETS OR TRUCK MEASURE WITHOUT PRIOR WRITTEN APPROVAL.

ANY EXCESS MATERIAL SHALL BE STOCKPILED NEATLY IN AN APPROVED LOCATION IN DESIGNATED STOCKPILE AND STAGING AREAS, UNLESS OTHERWISE APPROVED BY THE OWNER'S REPRESENTATIVE. AT COMPLETION OF WORK, WASTE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE FOR LEGAL DISPOSAL.

CONSTRUCTION ACCESS/TRAFFIC CONTROL

CONTRACTOR SHALL SUBMIT AN ACCESS, STAGING, AND STOCKPILE PLAN TO THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO MOBILIZATION. THE PLAN SHALL INCLUDE ALL TEMPORARY CROSSING LOCATIONS, CROSSING TYPES (E.G., BRIDGES, EARTHEN BERMS), MID-CHANNELS SUPPORTS, ASSOCIATED BRIDGE APPROACH GRADING AND MATERIALS, ELEVATIONS OF LOW CHORDS AND TOP OF BERMS, AND SCHEDULED INSTALLATION AND REMOVAL DATES.

PUBLIC ACCESS TO/ALONG ROADWAYS SHALL BE MAINTAINED AT ALL TIMES.

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR OBTAINING ANY REQUIRED TRAFFIC CONTROL OR ACCESS PERMITS.

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROVIDING ANY REQUIRED TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, SIGNAGE AND FLAGGERS.

DURING EACH PHASE OF THE PROJECT, THE CLEARING LIMITS SHALL BE FLAGGED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE OWNER PRIOR TO ESTABLISHING THE TEMPORARY ACCESS ROUTES AND STAGING AREAS AND BEGINNING GROUND-DISTURBING ACTIONS. THE OWNER WILL SUBSEQUENTLY FLAG SIGNIFICANT TREES THAT SHALL BE PROTECTED FROM CLEARING ACTIVITIES. THE OWNER MAY ALSO DIRECT THE CONTRACTOR TO AVOID OR MINIMIZE DISTURBANCE OF WETLANDS AND OTHER SENSITIVE SITES, PARTICULARLY ON THE FRINGES OF THE PROPOSED WORK AREAS.

EXISTING ROADWAYS OR TRAVEL PATHS WILL BE USED WHENEVER POSSIBLE.

THE NUMBER OF TEMPORARY ACCESS ROADS WILL BE MINIMIZED AND ROADS WILL BE DESIGNED TO AVOID ADVERSE EFFECTS. ACCESS ROUTES MAY NOT BE BUILT MID-SLOPE OR ON SLOPES GREATER THAN 30%.

STREAM CROSSINGS WILL PROVIDE FOR FORESEEABLE RISKS SUCH AS FLOODING AND ASSOCIATED BEDLOAD AND DEBRIS TO PREVENT A STREAM DIVERSION IF THE CROSSING FAILS.

HEAVY EQUIPMENT WILL BE LIMITED TO THAT WITH THE LEAST ADVERSE EFFECTS ON THE ENVIRONMENT (E.G., MINIMALLY-SIZED, LOW GROUND PRESSURE EQUIPMENT).

VEHICLES AND MACHINERY WILL CROSS RIPARIAN AREAS AND STREAMS AT RIGHT ANGLES WHENEVER POSSIBLE.

TEMPORARY ACCESS ROUTES, STAGING AREAS, AND AREAS DISTURBED OR GRADED DURING CONSTRUCTION SHALL BE DECOMPACTED, UNLESS OTHERWISE DIRECTED ON THE PLANS, SPECIFICATIONS, OR BY THE OWNER'S REPRESENTATIVE.

TEMPORARY ROADS IN WET OR FLOODED AREAS WILL BE ABANDONED AND RESTORED BY THE END OF THE IN-WATER WORK PERIOD.

ALL DISTURBED AREAS OUTSIDE THE LIMITS OF DISTURBANCE SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER AT NO ADDITIONAL COST.

ANY FENCES REMOVED FOR ACCESS OR CONSTRUCTION BEYOND THE LIMITS SHOWN ON THE PLANS SHALL BE REPLACED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.

WOODY VEGETATION CLEARED DURING CONSTRUCTION SHALL BE SALVAGED AND STOCKPILED FOR RE-USE AS SLASH MATERIAL IN THE PROPOSED LARGE WOOD STRUCTURES PER THE PROJECT SPECIFICATIONS.

WHENEVER SUBMERGED OR FLOODPLAIN LARGE WOOD MUST BE MOVED TO FACILITATE GRADING, THE WOOD WILL BE STOCKPILED SO IT CAN BE INCORPORATED IN THE PROPOSED LARGE WOOD STRUCTURES.

EROSION AND SEDIMENT CONTROL

THESE BMPS SERVE AS A GUIDELINE FOR THE CONTRACTOR TO DEVELOP A TESC PLAN.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING EROSION CONTROL MEASURES TO COMPLY WITH APPLICABLE REGULATIONS.

THE IMPLEMENTATION OF A TESC PLAN AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE TESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND PERMANENT STABILIZATION MEASURES HAVE BEEN ESTABLISHED.

GENERAL TESC PLAN RECOMMENDATIONS:

- THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMIT SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
- TESC FACILITIES AS APPROXIMATELY SHOWN ON THIS PLAN ARE TO BE CONSTRUCTED PRIOR TO CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT ENTER SURFACE WATERS, THE DRAINAGE SYSTEM, OR VIOLATE APPLICABLE WATER STANDARDS.
- THE TESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE TESC FACILITIES SHALL BE UPGRADED AS NEEDED AT NO ADDITIONAL COST FOR UNEXPECTED STORM EVENT AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT LEAVE THE SITE.
- STABILIZED CONSTRUCTION ENTRANCES AND ADDITIONAL MEASURES WILL BE REQUIRED AT CONNECTIONS TO PUBLIC ROADS AND SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT TO ENSURE ALL ACCESS ROADS ARE KEPT CLEAN AT NO ADDITIONAL COST.

TESC INSPECTION AND MAINTENANCE:

ALL TESC FACILITIES SHALL BE INSPECTED, MAINTAINED, AND REPAIRED AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. ALL TESC FACILITIES ON ACTIVE SITES SHALL BE INSPECTED DAILY. TESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED ONCE A WEEK OR WITHIN 24 HOURS AFTER ANY STORM EVENT EITHER EXCEEDING TWO HOURS DURATION OR MORE THAN 0.5 INCHES OF RAIN IN 24 HOURS.

CONTRACTOR'S TESC RECORD

WEEKLY REPORTS SUMMARIZING THE SCOPE OF INSPECTIONS, THE PERSONNEL CONDUCTING THE INSPECTION, THE DATES OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE CONTRACTOR'S EROSION AND SEDIMENT CONTROL PLAN, AND ACTIONS TAKEN AS A RESULT OF THESE INSPECTIONS SHALL BE PREPARED AND RETAINED ON SITE BY THE CONTRACTOR. IN ADDITION, A RECORD OF THE FOLLOWING DATES SHALL BE INCLUDED IN THE REPORTS:

1. WHEN MAJOR GRADING ACTIVITIES OCCUR
2. DATES OF RAINFALL EVENTS EITHER EXCEEDING TWO HOURS DURATION OR MORE THAN 0.5 INCHES IN 24 HOURS.
3. WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON SITE, OR ON A PORTION OF THE SITE.
4. WHEN STABILIZATION MEASURES ARE INITIATED FOR PORTIONS OF THE SITE.
5. TESC RECORDS SHALL BE MADE AVAILABLE TO THE OWNER AND OWNER'S REPRESENTATIVE ON REQUEST AND SHALL BE PROVIDED FOR REVIEW AND APPROVAL PRIOR TO APPLICATION FOR PAYMENT.

STABILIZE SOILS AND PROTECT SLOPES

- FROM MAY 1 THROUGH SEPTEMBER 30, ALL EXPOSED SOIL SHALL BE PROTECTED FROM EROSION BY MULCHING, HYDROSEED COVERING (AFTER SEPTEMBER 1 UNLESS OTHERWISE APPROVED BY THE OWNER'S REPRESENTATIVE), OR OTHER APPROVED MEASURES WITHIN THREE DAYS OF GRADING. SOILS SHALL BE STABILIZED BEFORE A WORK SHUT DOWN, HOLIDAY, OR WEEKEND, IF NEEDED BASED ON THE WEATHER FORECAST. SOIL STOCKPILINGS MUST BE STABILIZED AND PROTECTED WITH SEDIMENT TRAPPING MEASURES. HYDROSEED ALL DISTURBED AREAS AS SOON AS PRACTICAL IF NOT INDICATED IN THE CONTRACT DOCUMENTS FOR OTHER PERMANENT STABILIZATION MEASURES.
- DESIGN, CONSTRUCT, AND PHASE CUT AND FILL SLOPES IN A MANNER THAT WILL MINIMIZE EROSION. REDUCE SLOPE VELOCITIES ON DISTURBED SLOPES BY PROVIDING TEMPORARY BARRIERS AND DECOMPACTING SOILS. STORMWATER FROM OFFSITE SHOULD BE HANDLED SEPARATELY FROM STORMWATER GENERATED ON SITE.

AFTER FINAL SITE STABILIZATION

ALL TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY BEST MANAGEMENT PRACTICES (BMPS) ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE REMOVED FROM THE SITE OR INCORPORATED INTO FINISHED GRADING. DISTURBED SOIL AREAS RESULTING FROM REMOVAL SHALL BE PERMANENTLY STABILIZED.

Preliminary
Not for Construction

NO.	BY	DATE	REVISION DESCRIPTION

JR, NS	MR, GJ	---
DRAWN	DESIGNED	CHECKED
---	AUGUST 2024	---
APPROVED	DATE	PROJECT

LOWER COLUMBIA ESTUARY PARTNERSHIP
EAST FORK LEWIS RIVER
RECONNECTION PROJECT



GENERAL NOTES (1 OF 2)

EARTHWORK SUMMARY TABLE

Area Name	Disturbed Area (Ac)	Total Volume (CY)			Coarse Material Volume (CY)		
		Cut	Fill	Net	Available	Required	Net
1 Lower Rip Rap Removal	0.41	1,660	0	1,660	1,410	0	1,410
2 Upper Rip Rap Removal	0.34	1,720	0	1,720	0	0	0
3 Dyer Creek Areas	0.74	2,340	220	2,120	0	0	0
4 Powerline Bend Side Channel	1.13	6,550	0	6,550	3,275	0	3,275
5 BPA North Berm	0.38	1,380	50	1,330	0	0	0
6 BPA South Berm	0.36	2,070	80	1,990	0	0	0
7 Pits North Berm	1.24	5,930	0	5,930	0	0	0
8 Pits West Berm	4.30	30,290	2,400	27,890	1,515	958	557
9 Pits East Berm	0.96	4,350	0	4,350	0	0	0
10 Pits West Channel	3.81	14,490	19,800	-5,310	725	7,581	-6,856
11 Pits Main Channel	9.70	650	96,620	-95,970	0	42,117	-42,117
12 Pits East Channel	7.35	11,490	48,190	-36,700	0	15,509	-15,509
13 Pits North Floodplain	6.06	8,050	56,290	-48,240	0	7,970	-7,970
14 Pits Southwest Floodplain	3.83	2,280	40,560	-38,280	0	5,402	-5,402
15 Pits Central Floodplain	5.20	29,590	1,660	27,930	4,439	0	4,439
16 Pits South Central Floodplain	3.02	47,970	0	47,970	9,594	0	9,594
17 Pits 8 and 9	4.65	3,410	39,810	-36,400	0	3,648	-3,648
18 East Floodplain Side Channel	3.00	21,150	0	21,150	7,970	0	7,970
19 East Floodplain Connector Channel	0.62	3,760	0	3,760	990	0	990
20 East Floodplain West Berm	1.14	6,050	0	6,050	4,840	0	4,840
21 East Floodplain East Berm	0.11	380	10	370	304	0	304
22 Old Channel Floodplain	4.52	15,620	2,170	13,450	11,715	0	11,715
23 Oxbow Side Channel	2.74	18,340	0	18,340	16,000	0	16,000
24 Oxbow Floodplain	3.58	14,900	1,910	12,990	8,195	0	8,195
25 Oxbow Berm	0.86	5,130	0	5,130	3,591	0	3,591
26 Danger Park Pond	1.66	1,080	11,710	-10,630	0	3,661	-3,661
27 Danger Park West Berm	2.28	14,490	0	14,490	2,898	0	2,898
28 Danger Park East Berm	0.69	5,000	0	5,000	2,500	0	2,500
29 County Yard Floodplain	7.13	61,120	3,570	57,550	35,000	0	35,000
30 County Yard Gravel Pad	1.87	520	730	-210	0	0	0
31 Daybreak Trail Floodplain	7.89	41,660	1,220	40,440	14,581	0	14,581
32 Daybreak Trail Spoils Area	5.89	0	32,820	-32,820	0	0	0
Project Total	97.46	383,420	359,820	23,600	129,541	86,846	42,694

EARTHWORK QUANTITY NOTES:

- REFER TO SHEETS 40 TO 45 FOR MAPS OF THE SUB-REGION AREAS AND CUT/FILL LIMITS BY TYPE OF CUT/FILL MATERIAL.
- THE CUT AND FILL QUANTITIES ARE A NEATLINE ESTIMATE OF THE EARTHWORK REQUIRED TO COMPLETE THE PROJECT. THESE QUANTITIES DO NOT ACCOUNT FOR EXPANSION AND COMPACTION.
- THESE QUANTITIES DO NOT INCLUDE EXCAVATION TO INSTALL STRUCTURES SUCH AS THE NEW MAINTENANCE YARD AT THE COUNTY YARD SITE, THE CULVERT, THE PROPOSED TRAILS, AND THE LARGE WOOD STRUCTURES.
- THESE QUANTITIES INCLUDE THE TOPSOIL AMENDMENT VOLUMES IN SELECT PROJECT REGIONS AS SHOWN ON THE PLANS.
- THE REQUIRED COARSE SUBSTRATE MATERIAL QUANTITIES ASSUME A FULL 4 FT DEPTH OF RIFFLE MIX WILL NEED TO PLACED FOR EACH RIFFLE STRUCTURE IN THE PITS WEST, PITS MAIN, AND PITS EAST CHANNELS. THE QUANTITIES IN THE TABLE ASSUME SUITABLE COARSE SUBSTRATE WILL BE ENCOUNTERED AT THE PROPOSED DEPTH OF EXCAVATION FOR ALL OTHER RIFFLE STRUCTURES.
- THE COARSE SUBSTRATE QUANTITIES ASSUME NO SUPPLEMENTAL PLACEMENT OF STREAMBED SUBSTRATE WILL BE NECESSARY IN THE EXCAVATED SIDE CHANNELS.
- THE ESTIMATED QUANTITIES OF AVAILABLE COARSE SUBSTRATE IS BASED ON SUBSURFACE FIELD INVESTIGATIONS AND SITE OBSERVATIONS. THESE SHOULD BE CONSIDERED ROUGH ESTIMATES AND THE ENGINEER MAKES NO GUARANTEES THAT THE BREAKDOWN IS ACCURATE. THE CONTRACTOR IS ENCOURAGED TO PERFORM ADDITIONAL FIELD INVESTIGATIONS WITHIN THE PROPOSED GRADING LIMITS TO IDENTIFY SUITABLE BORROW AREAS TO GENERATE ENOUGH COARSE SUBSTRATE TO COMPLETE EACH PHASE OF THE PROJECT.
- DYER CREEK EARTHWORK QUANTITIES INCLUDE THE DYER OUTLET CHANNEL, DYER CREEK BOX CULVERT, FORD CROSSINGS, AND DYER CREEK BERM REMOVAL AREAS.
- PITS MAIN CHANNEL EARTHWORK QUANTITIES INCLUDE SPLIT FLOW CHANNELS 1, 2, AND 3.

LARGE WOOD STRUCTURE QUANTITIES

STRUCTURE TYPE	UNITS	WEST FLOODPLAIN	CORE PITS	EAST FLOODPLAIN	COUNTY YARD	DAYBREAK TRAIL	STRUCTURE TOTAL
(A) Small Bank Buried Structures	EA	5	24	22	3	0	54
(B) Large Bank Buried Structures	EA	4	16	0	0	7	27
(C) Small Whole Tree Structures	EA	9	22	17	1	0	49
(D) Large Whole Tree Structures	EA	4	6	0	0	0	10
(E) Margin Habitat Structures	EA	1	6	0	0	6	13
(F) Apex Structures	EA	0	3	0	0	0	3
(G) Minor Inlet Structures	EA	0	2	2	0	0	4
(H) Major Inlet Structures	EA	1	3	0	0	0	4
(I) Alcove Pool Structures	EA	2	43	8	4	0	57
(J) Pile Fence Structures	EA	0	12	0	1	0	13
(K) Type 1 Floodplain Roughness Structures	EA	1	33	5	9	24	72
(L) Type 2 Floodplain Roughness Structures	EA	0	58	57	8	0	123
PROJECT TOTAL		27	228	111	26	37	429

IMPORTED LARGE WOOD MATERIAL QUANTITIES

LOG TYPE	UNITS	WEST FLOODPLAIN	CORE PITS	EAST FLOODPLAIN	COUNTY YARD	DAYBREAK TRAIL	STRUCTURE TOTAL
Imported Logs with Roots (17-24" DBH)	EA	164	557	147	15	123	1,006
Imported Logs without Roots (15-21" DBH)	EA	38	322	77	41	91	569
Imported Vertical Pile Logs (12-16" DBH)	EA	64	758	75	92	180	1,169
PROJECT TOTAL		266	1,637	299	148	394	2,744

ESTIMATED SALVAGED WHOLE TREE QUANTITIES FOR LARGE WOOD STRUCTURES

SALVAGED WOOD TYPE	UNITS	WEST FLOODPLAIN	CORE PITS	EAST FLOODPLAIN	COUNTY YARD	DAYBREAK TRAIL	STRUCTURE TOTAL
Small Salvaged Trees (<12" DBH)	EA	25	728	334	91	102	1,280
Medium Salvaged Trees (12-16" DBH)	EA	23	261	77	23	0	384
Large Salvaged Trees (16-24" DBH)	EA	0	164	114	20	0	298
Extra Large Salvaged Rootwads (>24" DBH)	EA	0	58	57	8	0	123
PROJECT TOTAL		48	1,211	582	142	102	2,085

LARGE WOOD QUANTITY NOTES:

- THE QUANTITY FOR IMPORTED VERTICAL PILE LOGS ALSO INCLUDES THE SLOPING PILE LOGS SINCE THEY BOTH MEET THE SAME WOOD SIZE CRITERIA.
- THE INSTALLED VERTICAL PILE LOGS WILL VARY IN LENGTH BETWEEN 15 AND 25 FT FOR VARIOUS APPLICATIONS. THEREFORE, A 40 FT VERTICAL PILE LOG CAN BE CUT INTO TWO SEPARATE PILES IN MANY CASES.
- A TOTAL OF 15 VERTICAL PILE LOGS IN THE TYPE 1 FLOODPLAIN ROUGHNESS WOOD STRUCTURES WERE REPLACED WITH SNAGS WHICH WILL BE SOURCED FROM SALVAGED MEDIUM WHOLE TREES.
- THE SALVAGED TREE QUANTITIES SHOWN IN THIS TABLE ARE NOT INTENDED TO BE A FULL COUNT OF TREES TO BE REMOVED DURING THE PROJECT.
- REFER TO THE MATERIAL SCHEDULES ON THE LARGE WOOD DETAIL SHEETS FOR WOOD, MECHANICAL ANCHORING, AND LOCAL EXCAVATION QUANTITIES PER STRUCTURE TYPE.

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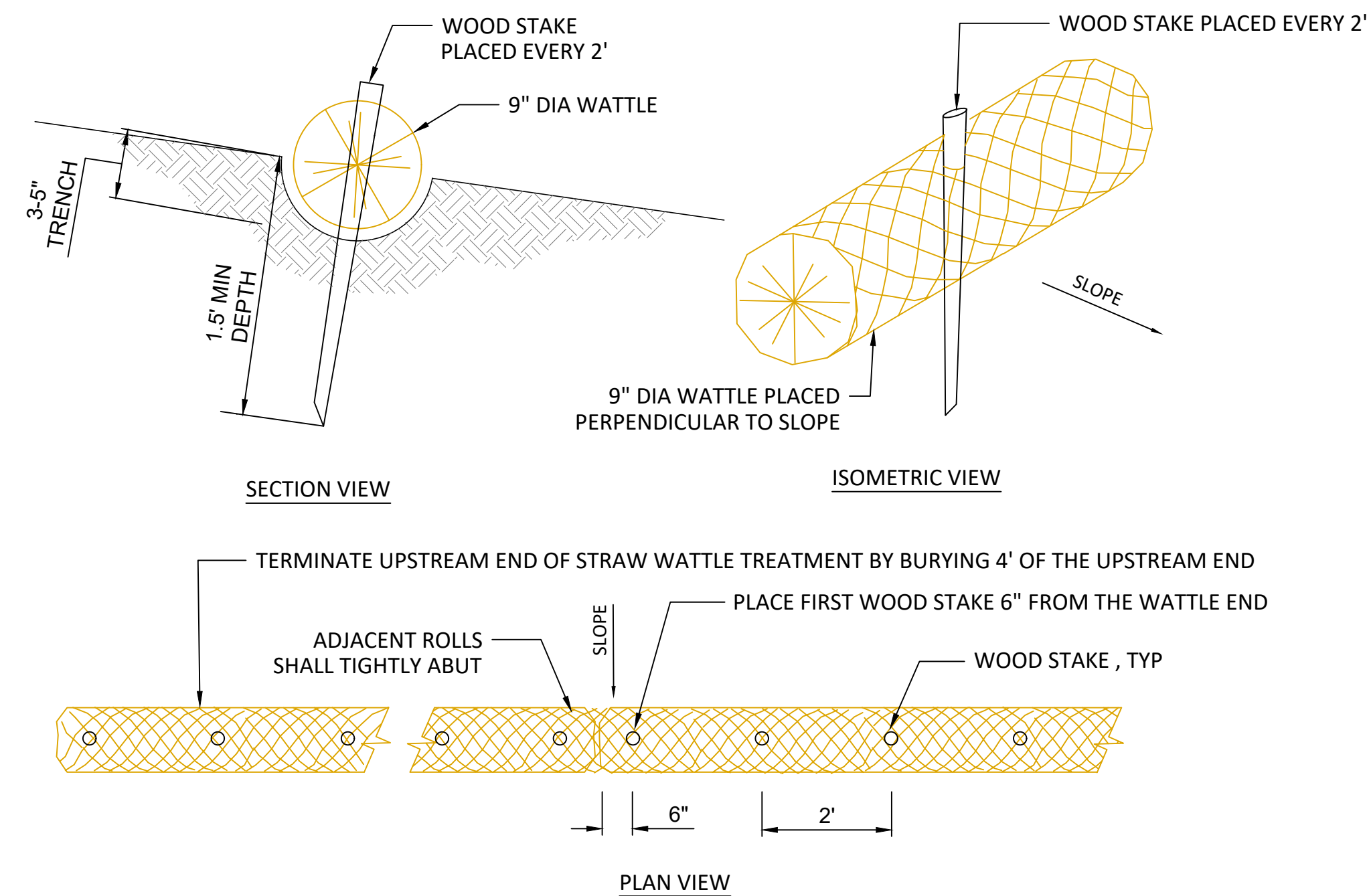
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---	AUGUST 2024	---
APPROVED	DATE	PROJECT

LOWER COLUMBIA ESTUARY PARTNERSHIP
EAST FORK LEWIS RIVER
RECONNECTION PROJECT



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CONSTRUCTION QUANTITIES

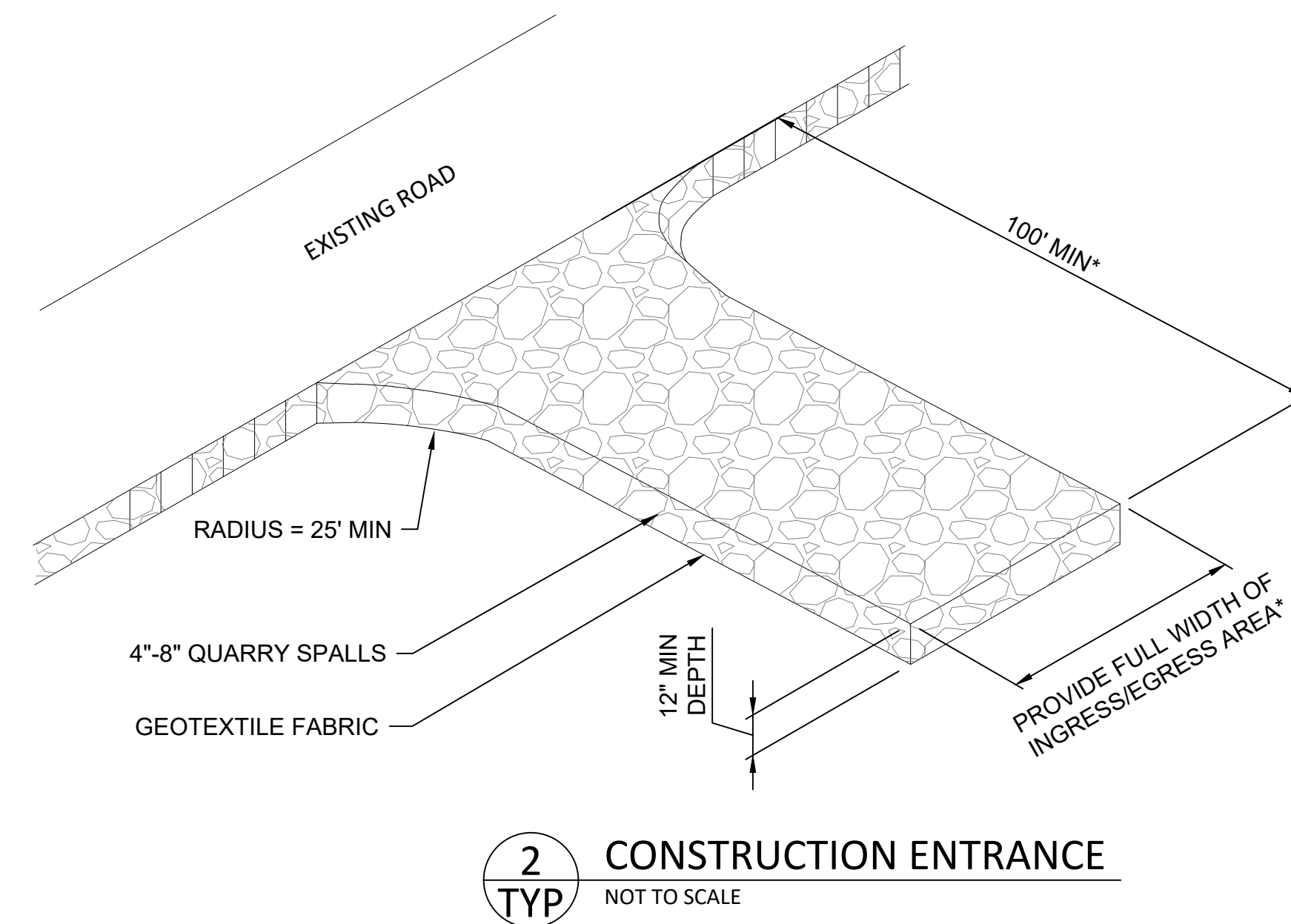


STRAW WATTLE NOTES:

1. STRAW WATTLES MAY BE USED AS A TEMPORARY SLOPE STABILIZATION MEASURE TO PREVENT EROSION ON TEMPORARY STOCKPILES THAT WILL BE LEFT IN PLACE OVER THE WINTER SEASON.
2. STRAW WATTLES SHALL CONSIST OF BIODEGRADABLE MATERIALS WITH BURLAP NETTING.
3. INSTALL WATTLES WITHIN TRENCH, SO THAT NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE WATTLE. THE ENDS OF ADJACENT WATTLES SHALL BE TIGHTLY ABUTTED SO THAT NO OPENING EXISTS FOR WATER OR SEDIMENT TO PASS THROUGH.
4. WOOD STAKES SHALL BE USED TO FASTEN THE WATTLES TO THE SOIL. WHEN CONDITIONS WARRANT, A STRAIGHT METAL BAR CAN BE USED TO DRIVE A "PILOT HOLE" THROUGH THE WATTLE AND INTO THE SOIL.
5. WOOD STAKES SHALL BE PLACED 6" FROM THE WATTLE END, ANGLED SUCH THAT THEY ARE PERPENDICULAR TO GRADE. WOOD STAKES SHALL BE SPACED AT 2-FOOT CENTERS LEAVING LESS THAN 1-2 INCHES OF STAKE EXPOSED ABOVE THE WATTLE.
6. AT TERMINAL ENDS OF WATTLES, EXCAVATE MIN 2' DEEP KEY TRENCH AND BURY A MIN 4" OF WATTLE END.
7. CARE SHALL BE TAKEN DURING INSTALLATION SO AS TO AVOID DAMAGE OCCURRING TO THE WATTLE AS A RESULT OF THE INSTALLATION PROCESS. SHOULD THE WATTLE BE DAMAGED DURING INSTALLATION, A WOODEN STAKE SHALL BE PLACED EITHER SIDE OF THE DAMAGED AREA TERMINATING THE WATTLE SEGMENT.
8. ANY WATTLE DAMAGED DURING PLACEMENT SHALL BE REPLACED AS DIRECTED BY AGENCY STAFF, AT THE CONTRACTOR'S EXPENSE.
9. INSTALL WATTLES IN FILL LOCATIONS ACCORDING TO THE FOLLOWING GUIDELINES:

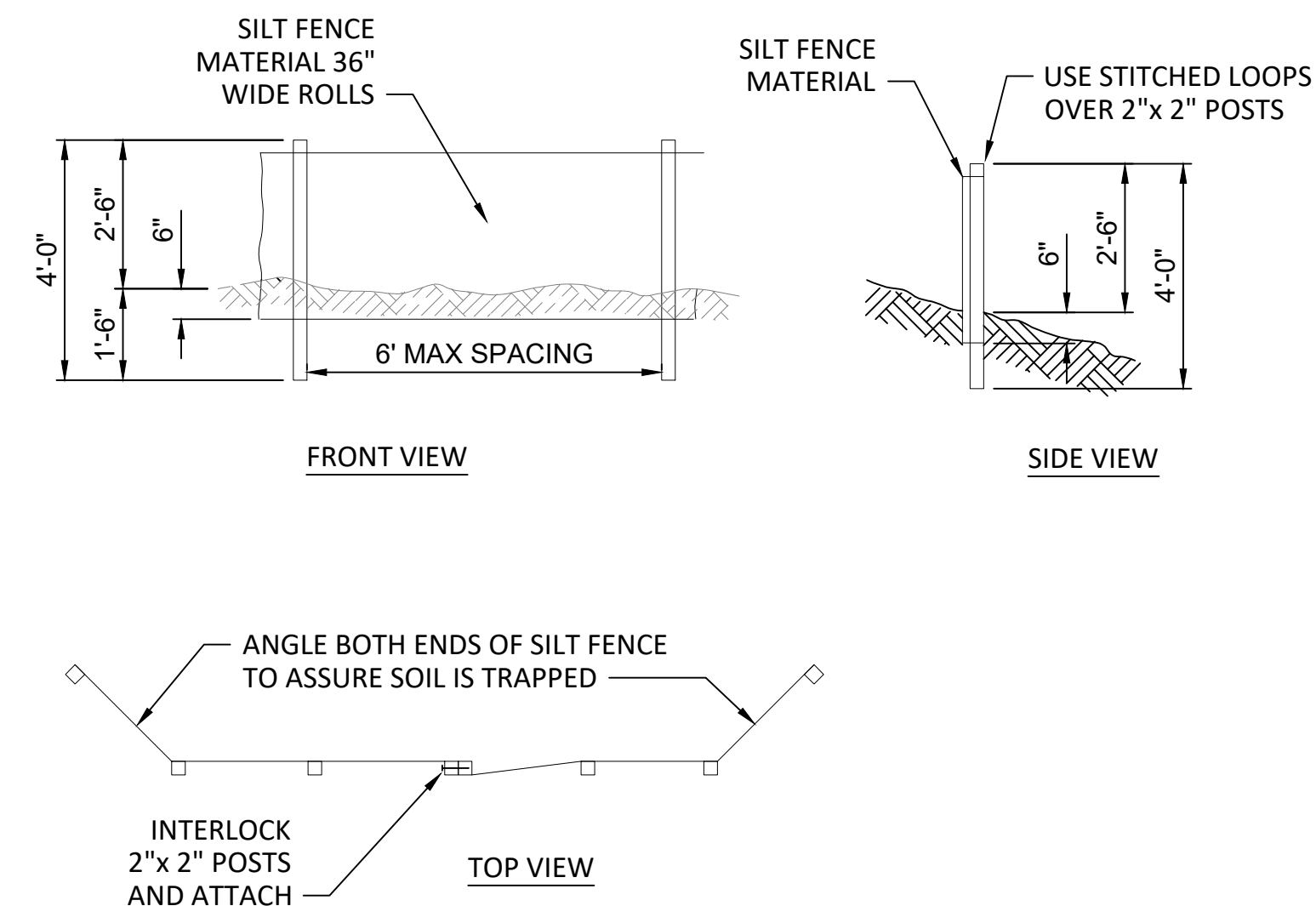
STRAW WATTLE: VERTICAL SPACING	
SLOPE	SPACING
2:1	10'
2:1 - 5:1	25'
<5:1	50'

1
TYP
STRAW WATTLE
NOT TO SCALE



CONSTRUCTION ENTRANCE NOTES:

1. STABILIZED ACCESS MUST BE USED IN ALL AREAS OF THE SITE WITH VEHICLE TRAFFIC AND PARKING.
2. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
3. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
4. SEE SECTION 9-37.2 (TABLE 3) FOR GEOTEXTILE REQUIREMENTS. GEOTEXTILE MODIFICATIONS BASED ON SPECIFIC PROJECT SITE CONDITIONS MAY BE APPROVED BY THE ENGINEER.
5. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.



SILT FENCE NOTES:

1. THE SILT FENCE SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, SILT FENCE SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6 INCH OVERLAP, AND BOTH ENDS SECURELY FASTENED TO THE POST. ALTERNATIVELY, OVERLAP AND INTERLOCK TWO POSTS WITH ATTACHED FABRIC AS REQUIRED TO MEET APPLICABLE REGULATIONS.
2. THE SILT FENCE IS TO BE INSTALLED AT LOCATIONS SHOWN ON THE PLAN ALONG THE DOWNHILL PERIMETER OF CONSTRUCTION AREAS. THE FENCE POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 24 INCHES.
3. THE SILT FENCE SHALL HAVE A MINIMUM VERTICAL BURIAL OF 6 INCHES. ALL EXCAVATED MATERIAL FROM SILT FENCE INSTALLATION SHALL BE BACK-FILLED AND COMPACTED ALONG THE ENTIRE DISTURBED AREA.
4. STANDARD OR HEAVY DUTY SILT FENCE SHALL HAVE MANUFACTURED STITCHED LOOPS FOR 2 INCHES X 2 INCHES POST INSTALLATION.
5. SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY PROTECTED AND STABILIZED, OR AS DIRECTED BY OWNER'S REPRESENTATIVE.

3
TYP
SILT FENCE
NOT TO SCALE

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LOWER COLUMBIA ESTUARY PARTNERSHIP
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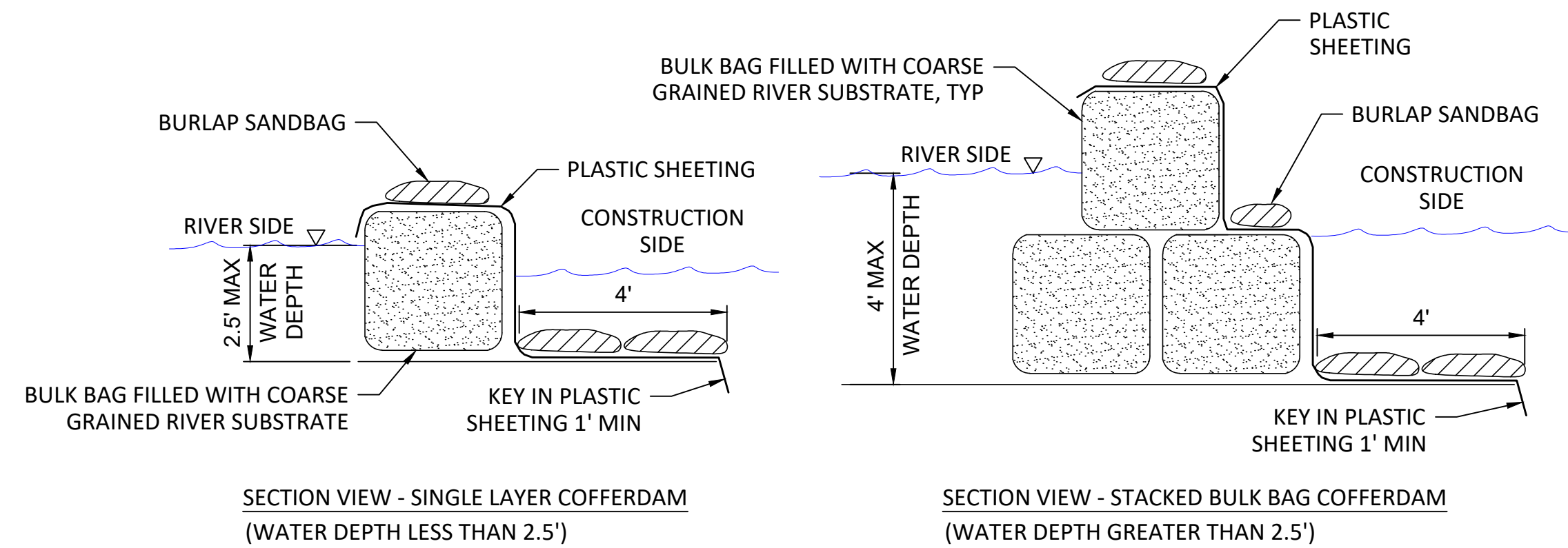


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EROSION CONTROL DETAILS

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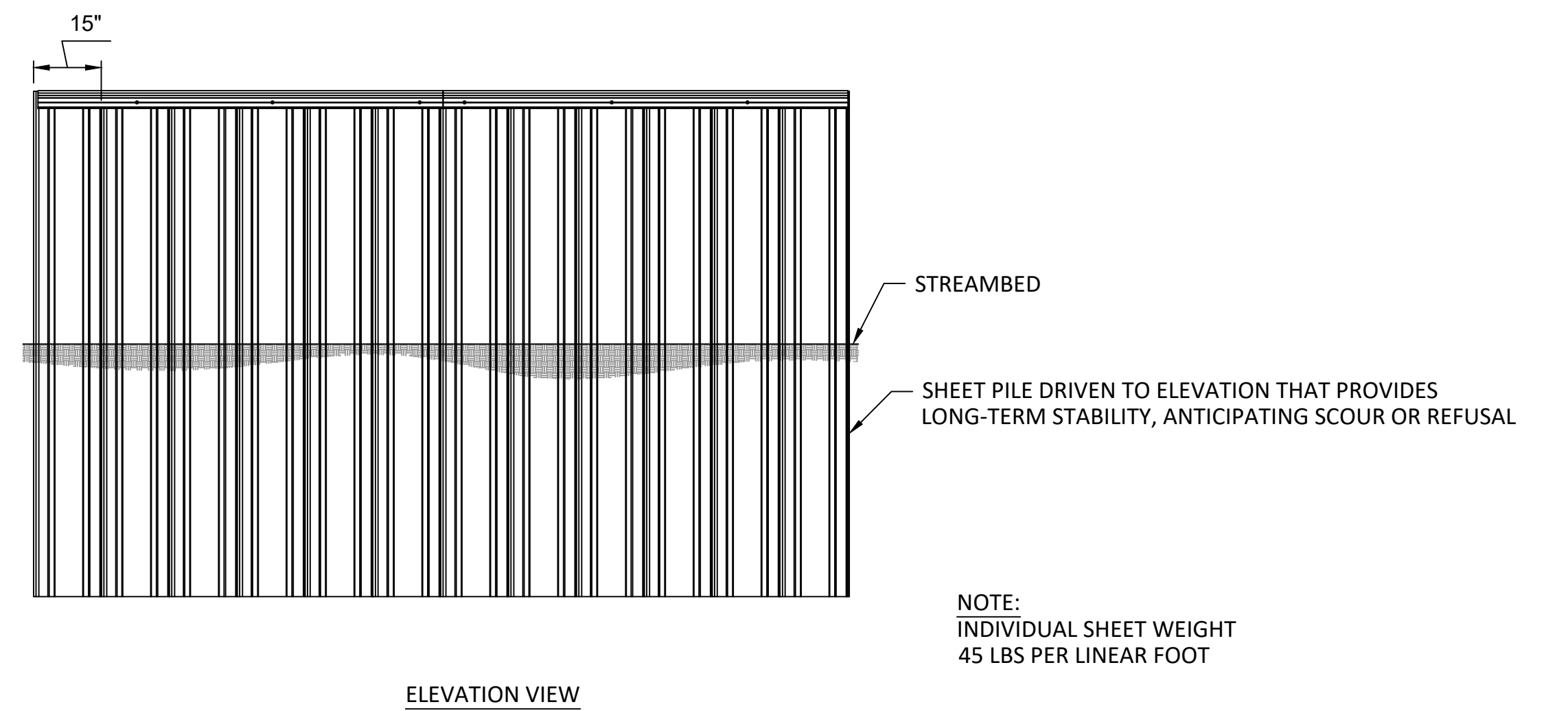


1
TYP
NOT TO SCALE

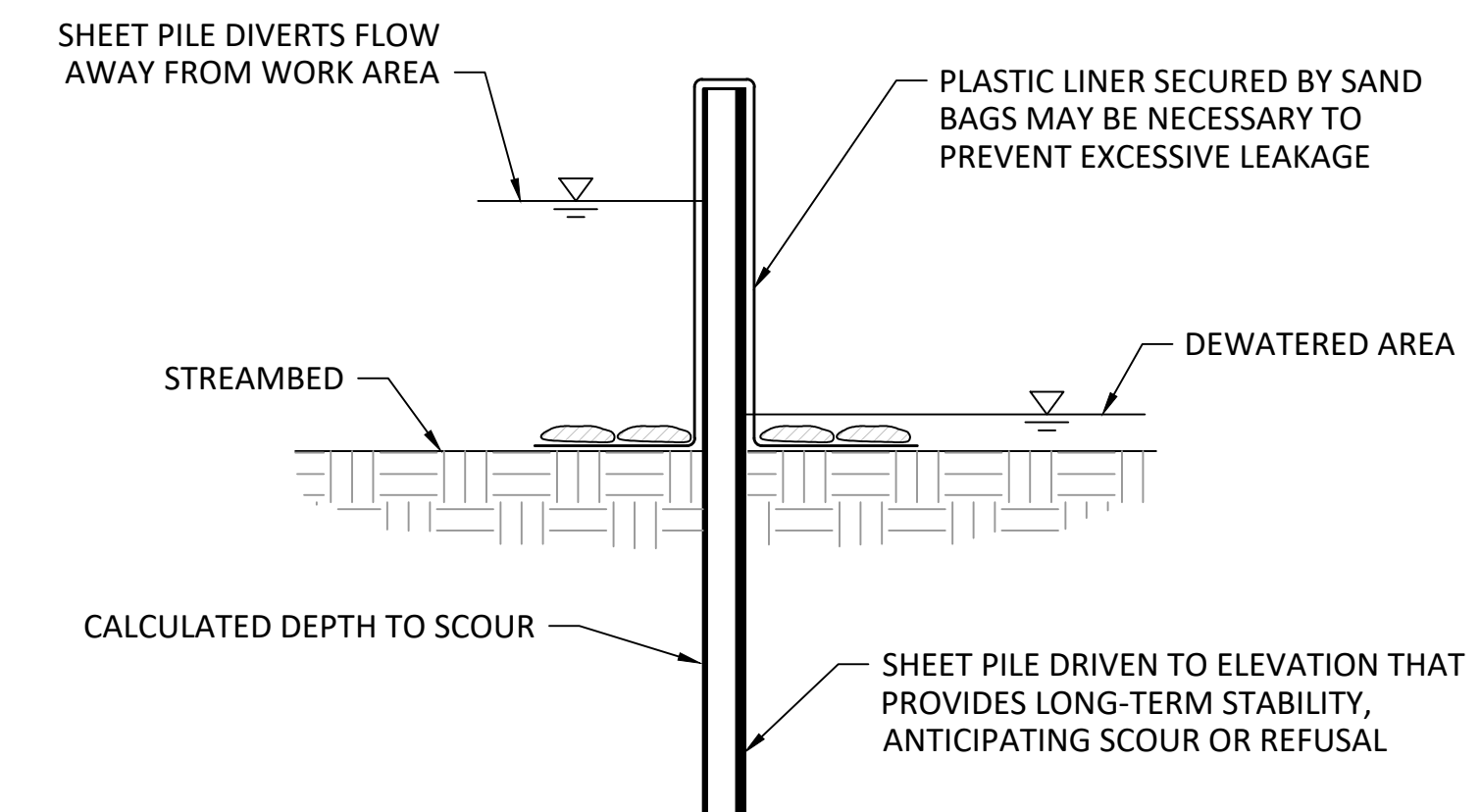
TEMPORARY BULK BAG COFFERDAM

BULK BAG NOTES:

- BULK BAG COFFERDAM SHALL BE CONSTRUCTED OF SEVERAL UNITS OF BULK BAGS FILLED WITH WASHED COBBLE, AND ABUTTED SIDE BY SIDE TO CREATE A ROW THAT ISOLATES THE CONSTRUCTION SITE.
- IF WATER DEPTH EXCEEDS 85% OF THE BULK BAG HEIGHT, AN ADDITIONAL TOP ROW OF BULK BAGS SHALL BE INSTALLED, SUPPORTED BY TWO BOTTOM ROWS OF BULK BAGS. BULK BAG COFFERDAM SHALL BE SEALED BY COVERING THE COFFERDAM WITH PLASTIC SHEETING HELD IN PLACE BY STANDARD SANDBAGS PLACED IN ROWS ON TOP OF COFFERDAM, AND AT TOE OF COFFERDAM.
- THE PLASTIC SHEETING SHALL BE DRAPED ALONG THE CHANNEL BOTTOM ON THE RIVER SIDE OF THE COFFERDAM WITH OUTWARD EDGE OF SHEETING MINIMUM 4- FEET FROM TOE OF COFFERDAM. THE DRAPED PORTION OF PLASTIC SHEETING SHALL BE PINNED TO THE CHANNEL BED BY MINIMUM TWO ROWS OF STANDARD SANDBAGS. ALL SANDBAGS SHALL BE FILLED WITH WASHED PEA GRAVEL.
- THE TERMINAL ENDS OF BULK BAG COFFERDAM, WHERE IT CONNECTS TO CHANNEL BANK OR HIGH GROUND, SHALL BE SEALED WITH PLASTIC SHEETING AND STANDARD SANDBAGS.
- BULK BAGS SHALL BE CUBE-SHAPED POLYPROPYLENE WOVEN FABRIC BAGS WITH FULLY OPEN TOP, FLAT BOTTOM, FOUR LOOPS, MINIMUM 2-TON WEIGHT CAPACITY, MINIMUM 5:1 SAFETY FACTOR.
- PLASTIC SHEETING SHALL BE MINIMUM 6-MIL THICKNESS. ROLL LENGTH SHALL BE LONG ENOUGH TO ENSURE THAT ENTIRE LENGTH OF COFFERDAM WILL BE COVERED WITHOUT A SEAM. MINIMUM 12-FT WIDE ROLL SHALL BE USED FOR SINGLE LAYER BULK BAG COFFERDAM. MINIMUM 16-FT WIDE ROLL SHALL BE USED FOR 2-LAYER STACKED BULK BAG COFFERDAM.
- BULK BAG COFFERDAM SHALL BE COMPLETELY REMOVED AFTER CONSTRUCTION IS COMPLETED AND TURBIDITY HAS BEEN REMOVED. BULK BAG FILL (WASHED COBBLE) AND SANDBAG FILL (WASHED PEA GRAVEL) SHALL BE DISPOSED OF ON SITE. BAGS AND PLASTIC SHEETING SHALL BE REMOVED FROM THE SITE ONCE CONSTRUCTION IS COMPLETED.
- MEASUREMENT AND PAYMENT FOR BULK BAG COFFERDAM, SAND BAGS, PLASTIC SHEETING, WASHED COBBLE PLACEMENT, AND MAINTENANCE AND REMOVAL OF ALL MATERIALS, SHALL BE INCIDENTAL TO THE LUMP SUM ALL INCLUSIVE COST FOR DIVERSION AND DEWATERING.
- ALTERNATE COFFERDAM MATERIALS AND CONFIGURATIONS MAY BE ALLOWED BUT SHALL NOT BE IMPLEMENTED WITHOUT REVIEW AND APPROVAL BY THE OWNER'S REPRESENTATIVE. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS AND/OR VENDOR CUT SHEETS FOR SUBSTITUTIONS.
- IF NECESSARY, GAPS BETWEEN BULK BAGS SHALL BE FILLED WITH WASHED STREAM GRAVEL TO IMPROVE COFFERDAM SEAL.
- IF FLOW CONDITIONS ENCOUNTERED DURING CONSTRUCTION DO NOT ALLOW FOR SUCCESSFUL DEWATERING USING THIS METHOD, SHEETPILE COFFERDAM (HIGH FLOWS) OR SAND BAG COFFERDAM (LOW FLOWS) MAY BE CONSIDERED.



ELEVATION VIEW



SECTION VIEW

2
TYP
NOT TO SCALE

TEMPORARY SHEET PILE COFFERDAM

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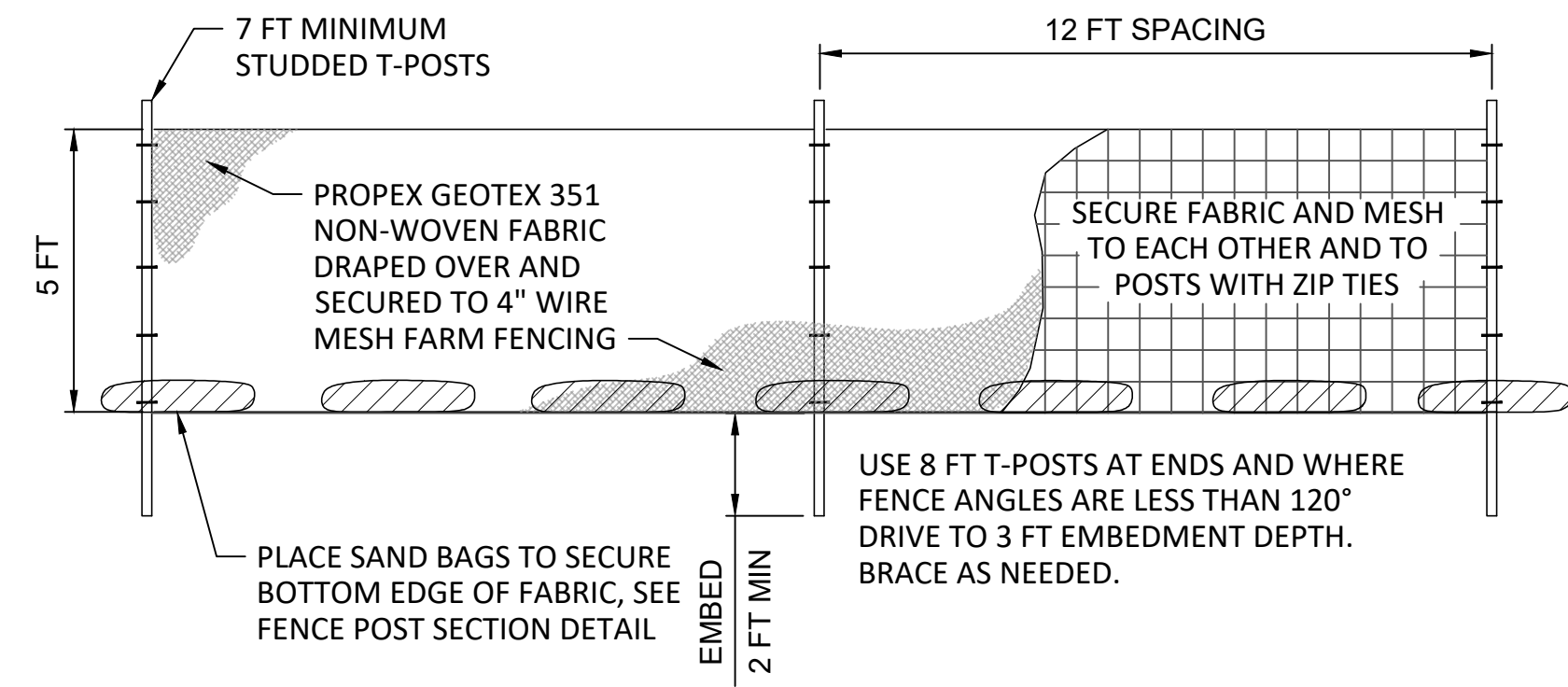
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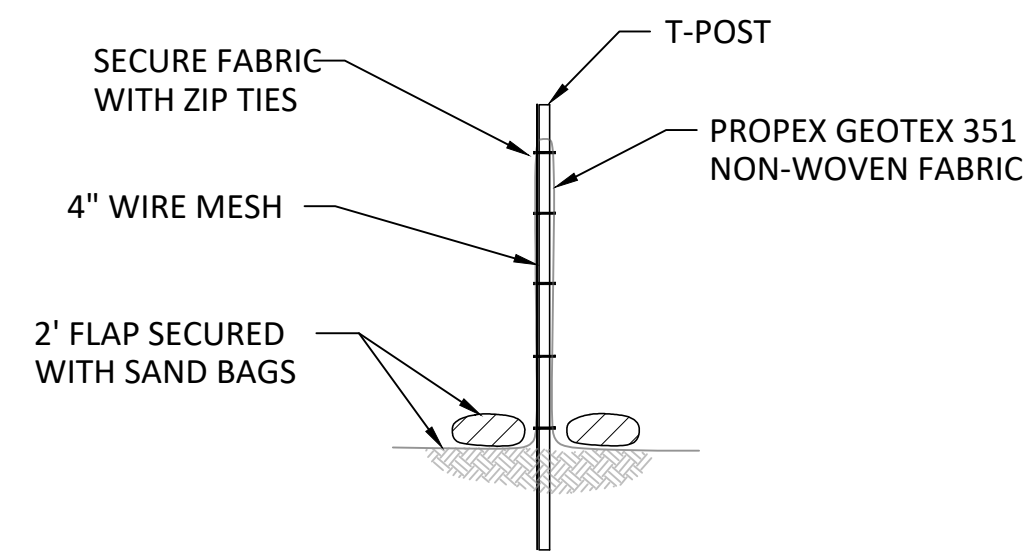
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WORK ISOLATION DETAILS (1 OF 2)

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ELEVATION VIEW

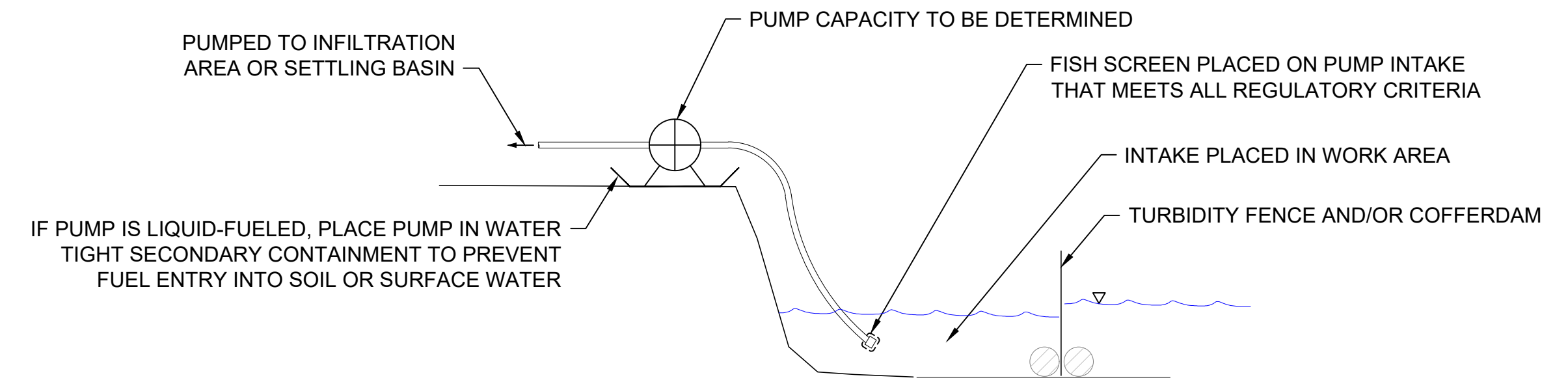


SECTION VIEW

TURBIDITY CURTAIN NOTES:

1. TURBIDITY CURTAINS MAY BE USED AS A TEMPORARY WORK ISOLATION MEASURE TO PREVENT THE RELEASE OF TURBID WATER FROM WITHIN STILLWATER ENVIRONMENTS.
2. IF FLOW CONDITIONS ENCOUNTERED DURING CONSTRUCTION LIMIT THE EFFECTIVENESS OF THIS MEASURE OR DEWATERING IS NECESSARY TO COMPLETE THE WORK, BULK BAG OR SHEETPILE COFFERDAMS MAY ALSO NEED TO BE INSTALLED.

1
TYP TURBIDITY CURTAIN
NOT TO SCALE

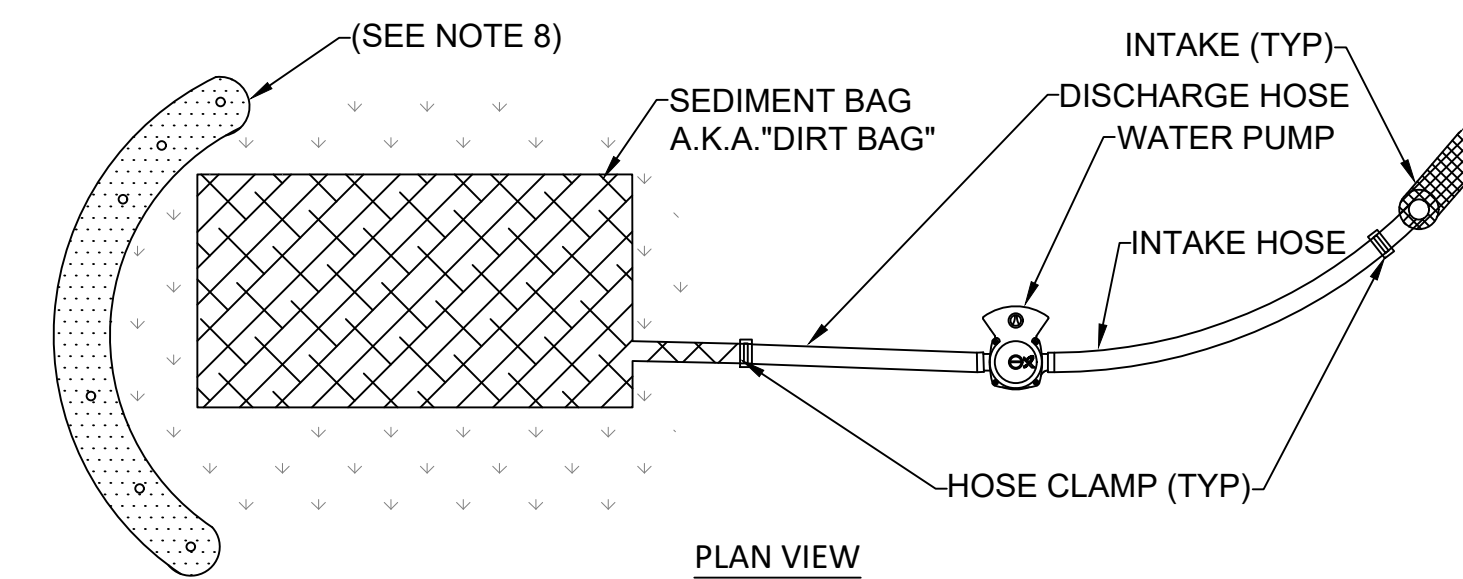


SECTION VIEW

PUMP NOTES:

1. PREFERENCE IS TO LAND APPLY WITHOUT DIGGING A SETTLING BASIN. IF LAND APPLICATION SITE IS INADEQUATE TO PREVENT ENTRY OF TURBID WATER INTO STREAM, SETTLING BASIN SHALL BE CONSTRUCTED IN A PREVIOUSLY DISTURBED AREA.
2. SETTLING BASIN SHALL BE MONITORED FOR SILTATION AND REDUCTION IN INFILTRATION RATES WHILE IN USE.

2
TYP PUMP
NOT TO SCALE



PLAN VIEW

SEDIMENT BAG NOTES:

1. THE SEDIMENT BAG SHALL BE MANUFACTURED USING A POLYPROPYLENE 8 OZ. NON-WOVEN GEOTEXTILE SEWN INTO A BAG WITH A DOUBLE NEEDLE, USING A HIGH STRENGTH THREAD.
2. EACH STANDARD SEDIMENT BAG MUST HAVE A FILL SPOUT LARGE ENOUGH TO ACCOMMODATE A 4" DISCHARGE HOSE. STRAPS ARE ATTACHED TO SECURE THE HOSE AND PREVENT PUMPED WATER FROM ESCAPING WITHOUT BEING FILTERED.
3. THE SEDIMENT BAG SHALL MEET OR EXCEED OVERALL BAG REMOVAL EFFICIENCY RATE OF 97.55%.
4. WATER BEING DISCHARGED FROM THE SEDIMENT BAG MUST BE FREE OF ALL SEDIMENT PRIOR TO LEAVING THE SITE OR ENTERING INTO THE STORM SYSTEM.
5. SEDIMENT BAG IS FULL WHEN IT NO LONGER CAN EFFICIENTLY FILTER SEDIMENT OR ALLOW WATER TO PASS AT A RATE LESS THAN 50% OF MANUFACTURER'S DESIGNED FLOW RATE.
6. DURING USE, THE SEDIMENT BAG MUST BE MONITORED.
7. DISPOSE OF USED SEDIMENT BAG OFF SITE OR AS APPROVED BY CWS.
8. FOR BEST RESULTS, PLACE SEDIMENT BAG ON FLAT SURFACE.
9. SEDIMENT BAG SHOULD BE PLACED ON EXISTING VEGETATION, ROCK, OR BED OF STRAW. SEDIMENT BAG SHOULD NOT BE PLACED ON BARE GROUND.

3
TYP SEDIMENT BAG
NOT TO SCALE

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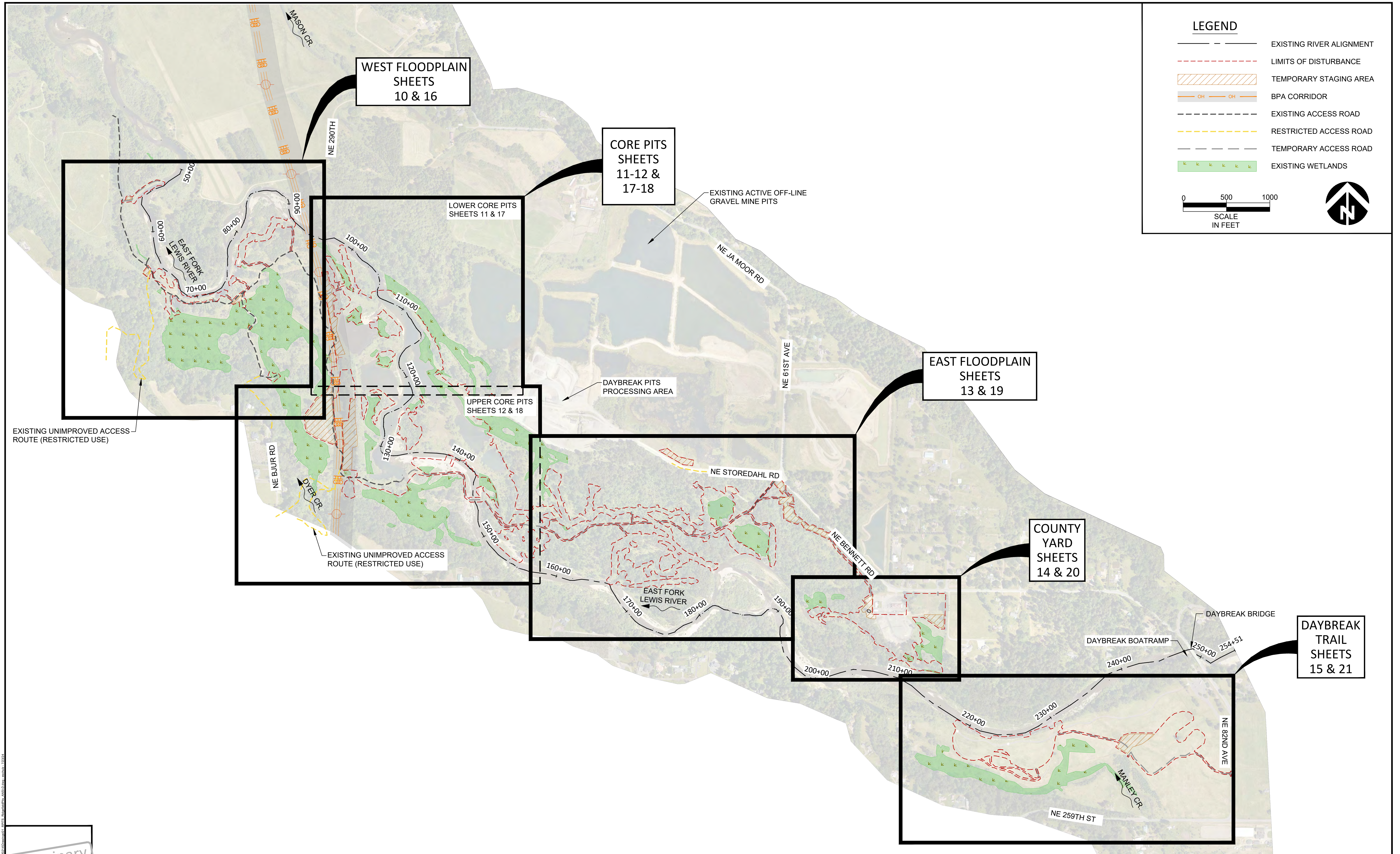


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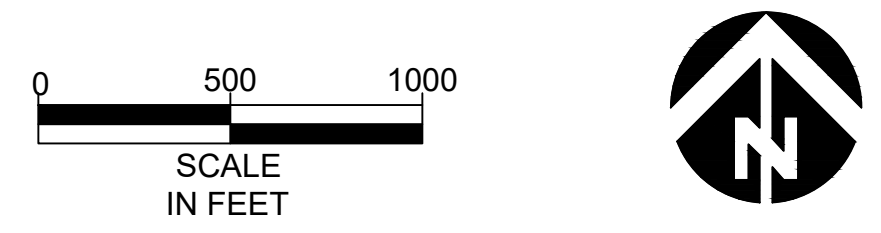
WORK ISOLATION DETAILS (2 OF 2)

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- LEGEND**
- EXISTING RIVER ALIGNMENT
 - LIMITS OF DISTURBANCE
 - TEMPORARY STAGING AREA
 - BPA CORRIDOR
 - EXISTING ACCESS ROAD
 - RESTRICTED ACCESS ROAD
 - TEMPORARY ACCESS ROAD
 - EXISTING WETLANDS



WEST FLOODPLAIN SHEETS 10 & 16

CORE PITS SHEETS 11-12 & 17-18

EAST FLOODPLAIN SHEETS 13 & 19

COUNTY YARD SHEETS 14 & 20

DAYBREAK TRAIL SHEETS 15 & 21

EXISTING UNIMPROVED ACCESS ROUTE (RESTRICTED USE)

EXISTING UNIMPROVED ACCESS ROUTE (RESTRICTED USE)

EXISTING ACTIVE OFF-LINE GRAVEL MINE PITS

DAYBREAK PITS PROCESSING AREA

DAYBREAK BRIDGE

DAYBREAK BOATRAMP

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**SHEET INDEX - EXISTING
CONDITIONS & SITE ACCESS**

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