NOTES:
1. THIS PROJECT INCLUDES WORK WITHIN BNSF RIGHT-OF-WAY AND ON PARK PROPERTY TO CONSTRUCT A RAILROAD BRIDGE OVER LUNDS GULCH CREEK. WORK TO BE PERFORMED IS SHOWN ON THE "MEADOWDALE BEACH RAILROAD BRIDGE - STRUCTURAL PLANS" PREPARED BY HANSON PROFESSIONAL SERVICES AND ON THE "MEADOWDALE BEACH PARK AND ESTUARY DESIGN PLANS" BY ANCHOR QEA.
2. ALL WORK SHOWN WITHIN THIS SET OF PLANS SHALL BE RESPONSIBILITY OF BNSF OR THEIR DESIGNATED CONTRACTOR UNLESS OTHERWISE SPECIFIED, AND ALL WORK SHOWN ON THE "MEADOWDALE BEACH RAILROAD BRIDGE - STRUCTURAL PLANS" PREPARED BY HANSON PROFESSIONAL SERVICES AND ON THE "MEADOWDALE BEACH PARK AND ESTUARY DESIGN PLANS" SHALL BE ACCOMPLISHED BY THE CONTRACTOR UNDER CONTRACT WITH SNOHOMISH COUNTY UNLESS OTHERWISE SPECIFIED.
3. SEE PROJECT SPECIFICATIONS FOR ADDITIONAL DETAIL ON COORDINATION OF WORK.

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3. SEE PROJECT SPECIFICATIONS FOR ADDITIONAL DETAIL ON COORDINATION OF WORK.

DATE: SEPTEMBER 11, 2020
TYPICAL SECTION AT ABUTMENT

NOTES:

- Indicates elevation of paper

- Indicates amount of batter

All dimensions are given at bottom of precast cap.

Use weld metal to write the date and average pole depth in 3 inch tall letters on each pole.

Fixes shall meet the material requirements of and shall be driven in accordance with the standard specifications. Use 30 FT HOLE DETAIL BY CONSULTING ENGINEER.

Provided pile points for piles - (Look Up) 407276-01/1P, Portion, or equal.

Estimated pile tip elevation of piles = EL. (-) 110.00.

Waterproofing:

WATERPROOFING MEANS THE PROTECTION OF THE BEARINGS AND POST STRUCTURES FROM THERMAL AND FROST PENETRATION. THESE BEARINGS SHOULD BE CONNECTED TO THE DRAINAGE SYSTEM USING CURB DRAINS.

100% SUBMITTAL
STAGE V
BNSF’s EXCAVATION FOR THE SUPERSTRUCTURE (SEE SUGGESTED CONSTRUCTION LOCATIONS OF INTERFERENCE WITH STRUCTURE INSTALLATION) AT ANY TIME AFTER STAGE II

ADJUST TRACK TIES WHERE NEEDED. (SEE PILE LAYOUT PLAN)

SUGGESTED CONSTRUCTION SEQUENCE

1. WITH MAIN #2 CLOSED: BNSF TO EXCAVATE AND CUT H-PILE TO CORRECT EL. 13.33 ± 5 '-3".

2. BNSF TO REMOVE EXISTING CONCRETE BOX CULVERT AS REQUIRED.

3. COUNTY CONTRACTOR COMPLETELY REMOVE REMAINING PORTIONS OF CULVERT.

4. BNSF TO PLACE CONTROLLED LOW-STRENGTH MATERIAL AT ABUTMENTS.

5. BNSF TO PLACE AND WELD PRECAST ABUTMENT & PIER CAPS.

6. BNSF TO BACKFILL ABUTMENT CAPS.

7. BNSF TO SET BEARING PADS AND INSTALL SUPERSTRUCTURE.

TOP OF TEMPORARY SOIL

PZC 13 SHEET PILING

HP14x117# (TYP.)

ELEVATION AT ABUTMENTS AND PIERS.

1 :1.5 (V :H)

1 1/2" THREADED MATS OR OTHER MEANS OF PROTECTION MUST BE PROVIDED TO PROTECT RAILS AND EQUIPMENT SHALL BE RESTRICTED DURING PASSAGE OF TRAINS ON ADJACENT TRACKS. THE CONTRACTOR SHALL COORDINATE WITH BNSF TO CHECK:
DATE:
CHECK:
DES:
AUTH:
DRAWN:
TDP
0050

HP14x117#

1 :1.5 (V :H)

3 '-0"

EL. 11.76

EXCAVATION

BOTT. OF

2'-0"

3 '-0"

EL. 18.29

BOTT. OF

2'-0"

1 :1.5 (V :H)

TOP OF TEMPORARY SOIL

EL. 20.94 (MAX.)

VIEW A-A

PICT. 13 SHEET PILING (TYP.)


VIEW B-B

WALLERS C8x18.75

PICT. 13 SHEET PILING (TYP.)

2 - C8x18.75

2'-0"

EL. 17.19

BOTT. OF

1 :1.5 (V :H)

3 '-0"

EL. 11.67

EXCAVATION

BOTT. OF

1 :1.5 (V :H)

3 '-0"

EL. 12.91

EXCAVATION

BOTT. OF

1 :1.5 (V :H)

3 '-0"

TOP OF TEMPORARY SOIL

EL. 4.83

RETENTION WALL INSTEAD OF REMOVING THE ENTIRE WALL, THE WALL SHALL BE REMOVED TO THE DEPTH TO ALLOW FOR SETTING AND ATTACHING PRECAST CAPS AND ASSOCIATED SAFE WORKING DEPTH TO ALLOW FOR SETTING OF SUPERSTRUCTURE. (2) EXCAVATION REQUIREMENTS: (1) DEPTH TO ALLOW FOR SETTING OF SUPERSTRUCTURE.  (2) CHECK: UTILITY PERMIT LICENSE FROM BNSF.


V:HA:DISP/B:1:

A DEPTH OF 5' BELOW FINISHED GRADE.

THE CONTRACTOR MUST COORDINATE WITH THE BNSF REPRESENTATIVE TO WORK AROUND THE TRAIN SCHEDULE TO MINIMIZE THE IMPACT ON TRAIN OPERATIONS.

THE CONTRACTOR SHALL INSTALL THE TEMPORARY SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM SHOULD BE PUT THE BEST CONSIDERATIONS OF WORKING SPACE.

BNSF REQUIREMENTS FOR COUNTY CONTRACTOR

NOTES:

1. CONTRACTOR SHALL INSTALL SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

2. CONTRACTOR SHALL INSTALL SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

3. CONTRACTOR SHALL INSTALL SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

4. THE COUNTY CONTRACTOR SHALL INSTALL THE TEMPORARY SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

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6. THE COUNTY CONTRACTOR SHALL INSTALL THE TEMPORARY SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

7. CONTRACTOR SHALL INSTALL SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

8. THE CONTRACTOR SHALL INSTALL THE TEMPORARY SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

9. CONTRACTOR SHALL INSTALL SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

10. CONTRACTOR SHALL INSTALL SOIL RETENTION SYSTEM IN XX (X) HOUR CLOSURE WINDOWS. COUNTY CONTRACTOR SHALL COMPLETELY REMOVE REMAINING PORTIONS OF CULVERTS AND COORDINATE WITH BNSF TO SUBMIT APPROVAL AND COORDINATION PRIOR TO INSTALLATION OF THE SYSTEM OF TEMPORARY SOIL RETENTION SYSTEM.

WORK BY BNSF

1. BNSF WILL INSTALL THE SHEET PILING (TYP.)

2. DURING CLOSURE WINDOW, THE MOVEMENT AND LOCATION OF PERSONAL AND EQUIPMENT SHALL BE RESTRICTED DURING PASSAGE OF TRAINS ON ADJACENT TRACKS. THE CONTRACTOR SHALL COORDINATE WITH BNSF TO CHECK:

3. CONTRACTOR SCHEDULE MUST INCLUDE TIME FOR BNSF FORCES TO MODIFY TRACK/CIVIL PLANS" FOR "BEACH RAILROAD BRIDGE - OTHER BRIDGE COMPONENTS REMOVAL." (TYP.)

4. STAGED CLOSURE WINDOWS NEEDED BY THE COUNTY CONTRACTOR SHALL BE NOTED FOR DATES FOR BNSF TO MOVE TIES IN 3 WEEK BASIS.

5. IF THE CONTRACTOR ELECTS TO CUT AND REMOVE PORTIONS OF THE TEMPORARY SOIL RETENTION SYSTEM, THE TEMPORARY SOIL RETENTION SYSTEM SHALL BE IDENTIFIED IN THE CONTRACT DOCUMENTS." WHAT'S THE BEST METHOD IS USED, THE CONTRACTOR SHALL SUBMIT A TEMPORARY CROSSING. DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

UTILITIES

1. DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

2. OTHER BRIDGE COMPONENTS REMOVAL. (TYP.)

3. CONTRACTOR SCHEDULE MUST INCLUDE TIME FOR BNSF FORCES TO MODIFY TRACK/CIVIL PLANS" FOR "BEACH RAILROAD BRIDGE - OTHER BRIDGE COMPONENTS REMOVAL." (TYP.)

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6. OTHER BRIDGE COMPONENTS REMOVAL. (TYP.)

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10. OTHER BRIDGE COMPONENTS REMOVAL. (TYP.)

11. CONTRACTOR SCHEDULE MUST INCLUDE TIME FOR BNSF FORCES TO MODIFY TRACK/CIVIL PLANS" FOR "BEACH RAILROAD BRIDGE - OTHER BRIDGE COMPONENTS REMOVAL." (TYP.)
SUGGESTED CONSTRUCTION SEQUENCE SECTION - STAGE IV

(LOOKING NORTHEAST AT BEAM #4.)

SUGGESTED CONSTRUCTION SEQUENCE SECTION - STAGE V

(LOOKING WEAEST AT BEAM #5.)

NOTE: COUNTY CONTRACTORS TO REMOVE SHORING BETWEEN STAGE III AND STAGE IV.

STAGE III AND STAGE IV.

REMOVE SHORING BETWEEN STAGE III AND STAGE IV.
**Notes:**

1. See Sheets 3, 4, & 5 to determine construction stages or BNSF and County Contractor.
2. County Contractor to modify temporary soil retention system to accommodate H-piles and other bridge components.

**Plan - Suggested Stage I & II**

**Plan - Suggested Stage III**
CLEARANCE 6'-8"

TYPICAL CLEARANCE SIGN 12"x36"

TO BE FURNISHED AND INSTALLED BY COUNTY CONTRACTOR
GENERAL NOTES - BRIDGE DRAINAGE SYSTEM:

1. PIPE, FITTINGS, BRACKETS, CLAMPS, AND FASTENING HARDWARE SHALL BE POST-INSTALLED INTO THE UNDERSIDE OF THE CONCRETE CURB ABOVE.

2. THE STEEL COMPONENTS USED FOR SUPPORT BRACKETS AND CLAMPS SHALL MEET THE REQUIREMENTS OF ASTM A36.

3. THE FIBERGLASS REINFORCED PIPE (F.R.P.) OR (FRP) SHALL HAVE A 3" NOMINAL INSIDE DIAMETER, MEETING THE REQUIREMENTS OF ASTM D-2996 RTRP WITH A MAXIMUM FOUR (4) LOCATIONS PER SPAN.

4. ALL PIPE HANGERS, BRACKETS AND HARDWARE SHALL BE HOT-DIPPED GALVANIZED STEEL UNLESS OTHERWISE NOTED. STAINLESS STEEL HANGERS SHALL BE POST-INSTALLED INTO THE UNDERSIDE OF THE CONCRETE CURB ABOVE.

5. THE STEEP SLOPE OF THE HIGHWAY AND ENTRANCES TO THE CURB DRAIN SHALL BE COVERED BY WATERPROOFING MEMBRANE. ONLY BETWEEN SPANS CAN THE WATERPROOFING HAVE A HOLE FOR THE CURB DRAIN.

6. THE DRAINAGE SYSTEM CONNECTS INTO THE EXISTING 3" DRAINS IN CURBS. THE DRAINAGE SYSTEM CONNECT TO THE CURB DRAIN AT THE FACE OF THE ABUTMENT.

NOTES:

1. INSTALL CLEAN-OUT AT TOP OF PIPE

2. PIPE HANGERS SPACED PER MANUFACTURER'S RECOMMENDATION

3. THE STEEL COMPONENTS USED FOR SUPPORT BRACKETS AND CLAMPS SHALL MEET THE REQUIREMENTS OF ASTM A36.

4. ALL PIPE HANGERS, BRACKETS AND HARDWARE SHALL BE HOT-DIPPED GALVANIZED STEEL UNLESS OTHERWISE NOTED. STAINLESS STEEL HANGERS SHALL BE POST-INSTALLED INTO THE UNDERSIDE OF THE CONCRETE CURB ABOVE.

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6. THE DRAINAGE SYSTEM CONNECTS INTO THE EXISTING 3" DRAINS IN CURBS. THE DRAINAGE SYSTEM CONNECT TO THE CURB DRAIN AT THE FACE OF THE ABUTMENT.
**Suggested Construction Sequence**

**Plan No:**
- ABUT. #1
- BENT #3
- BENT #4

**Notes:**
- Prior to Stage I, work to place may be commenced to remove rail track.
- In sections 1-3, work to proceed up to the elevation of the finished grade along the main track.
- In sections 4-7, work to proceed up to the elevation of the finished grade along the main track.

**Stages:**
1. BNSF to drive H-PIles at all locations. Cut off below top of tie.
2. County Contractor to remove remaining portions of culvert.
3. County Contractor to construct new walk path.
4. BNSF to set bearing pads and install superstructure.

**Temporary Soil Retention System Notes:**
- The design of the temporary soil retention system should be per the BNSF Standard Sheet Piling Design.
- The final design and details are the responsibility of the County Contractor. Final design and details signed and sealed by a registered structural engineer in the state of Washington.
- The County Contractor shall note dates for BNSF to move ties in 3-week intervals.
- The County Contractor shall note dates for BNSF to move ties in 3-week intervals.
- The County Contractor shall coordinate with BNSF representative to minimize the impact on train operations.
- The County Contractor shall coordinate with BNSF representative to minimize the impact on train operations.

**Utilities:**
- Utilities may exist within BNSF ROW. Prior to the construction of the project, the County Contractor shall coordinate with BNSF to obtain a utility permit license from BNSF.

**Plan - Pier Caps**

**Typical Section - Temporary Soil Retention System**

**BNSF Requirements for County Contractor**
- Contractors shall consult with BNSF to ensure that all work is performed in accordance with BNSF standards.
- Contractors shall coordinate with BNSF to obtain necessary permits and approvals prior to the start of any construction or excavation work.
- Contractors shall provide a written report to BNSF for approval before proceeding with any work.

**Work by BNSF**
- BNSF will cut existing track panels to be removed (into 40-foot lengths).
- BNSF will install the steel H-piles, caps, and rails.
- BNSF will perform all welding of caps to piles.
- BNSF will provide all necessary equipment for the project.

**Utilities**
- Utilities may exist within BNSF ROW. Prior to the construction of the project, the County Contractor shall coordinate with BNSF to obtain a utility permit license from BNSF.
SUGGESTED CONSTRUCTION SEQUENCE SECTION - STAGE I

SUGGESTED CONSTRUCTION SEQUENCE SECTION - STAGE II

SUGGESTED CONSTRUCTION SEQUENCE SECTION - STAGE III

CAPS AND SPANS BY BNSF, COUNTY CONTRACTOR TO INSTALL TIES AS EXCAVATION PROGRESSES.
PLAN - SUGGESTED STAGE I & II

NOTE: SEE SHEETS 1, 2, & 3 TO DETERMINE RESPONSIBILITIES IF BNSF ARE COUNTY CONTRACTORS.
2. COUNTY CONTRACTOR TO MODIFY TEMPORARY SOIL RETENTION SYSTEM TO ACCOMMODATE H-PILES AND OTHER BRIDGE COMPONENTS.

PLAN - SUGGESTED STAGE III

NOTE: SEE SHEETS 1, 2, & 3 TO DETERMINE RESPONSIBILITIES IF BNSF ARE COUNTY CONTRACTORS.
2. COUNTY CONTRACTOR TO MODIFY TEMPORARY SOIL RETENTION SYSTEM TO ACCOMMODATE H-PILES AND OTHER BRIDGE COMPONENTS.

100% SUBMITTAL
<table>
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<tr>
<th>BILL OF MATERIAL FOR BNSF ONLY</th>
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<tr>
<td><strong>DESCRIPTION</strong></td>
<td><strong>MN</strong></td>
<td><strong>SIZE</strong></td>
<td><strong>LENGTH</strong></td>
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<tr>
<td>1.20 4'-0&quot; x 8'-0&quot; SIGN POST,E</td>
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GENERAL NOTES - BRIDGE DRAINAGE SYSTEM:

1. PIPE, FITTINGS, BRACKETS, CLAMPS, AND FASTENING AND MOUNTING HARDWARE, FOR SUPPLY AND INSTALLATION SHALL BE PROVIDED IN THE COST OF "DRAINAGE SYSTEM" LINE ITEM.

2. COVER DRAINAGE SYSTEMS WITH A 3" NOMINAL DIAMETER PVC PIPE "INLET DRAIN TO LONGITUDINAL PIPE CONNECTIONS TO LONGITUDINAL PIPE MAY NEED TO BE STAGGERED.

3. PIPE HANGERS, BRACKETS AND HARDWARE SHALL BE HOT-DIPPED GALVANIZED.

4. PIPE, FITTINGS, BRACKETS, CLAMPS, ALL FASTENING AND MOUNTING HARDWARE, FOR SUPPLY AND INSTALLATION SHALL BE PROVIDED IN THE COST OF "DRAINAGE SYSTEM" LINE ITEM.

5. PIPE HANGERS, BRACKETS AND HARDWARE SHALL BE POST-INSTALLED INTO THE UNDERSIDE OF THE CONCRETE CURB ABOVE.

NOTES:

1. ALWAYS PROVIDE LOCATION OF SPAN TO COUNTY CONTRACTOR.

2. FABRICATE SYSTEM COMPLETE PER COUNTY CONTRACTOR.

3. PIPE HANGER, BRACKETS, AND FASTENING SHALL BE STAINLESS STEEL OR STEEL WITH STAINLESS STEEL NUTS AND WASHERS.

4. PIPE HANGERS, BRACKETS, AND FASTENING SHALL BE HOT-DIPPED GALVANIZED.

5. PIPE HANGERS, BRACKETS, AND FASTENING SHALL BE STAINLESS STEEL OR STEEL WITH STAINLESS STEEL NUTS AND WASHERS.

DECK DRAIN TYPICAL SECTION - BETWEEN BEAMS

BY COUNTY CONTRACTOR

PROFILE DRAIN DETAIL

BY COUNTY CONTRACTOR

100% SUBMITTAL