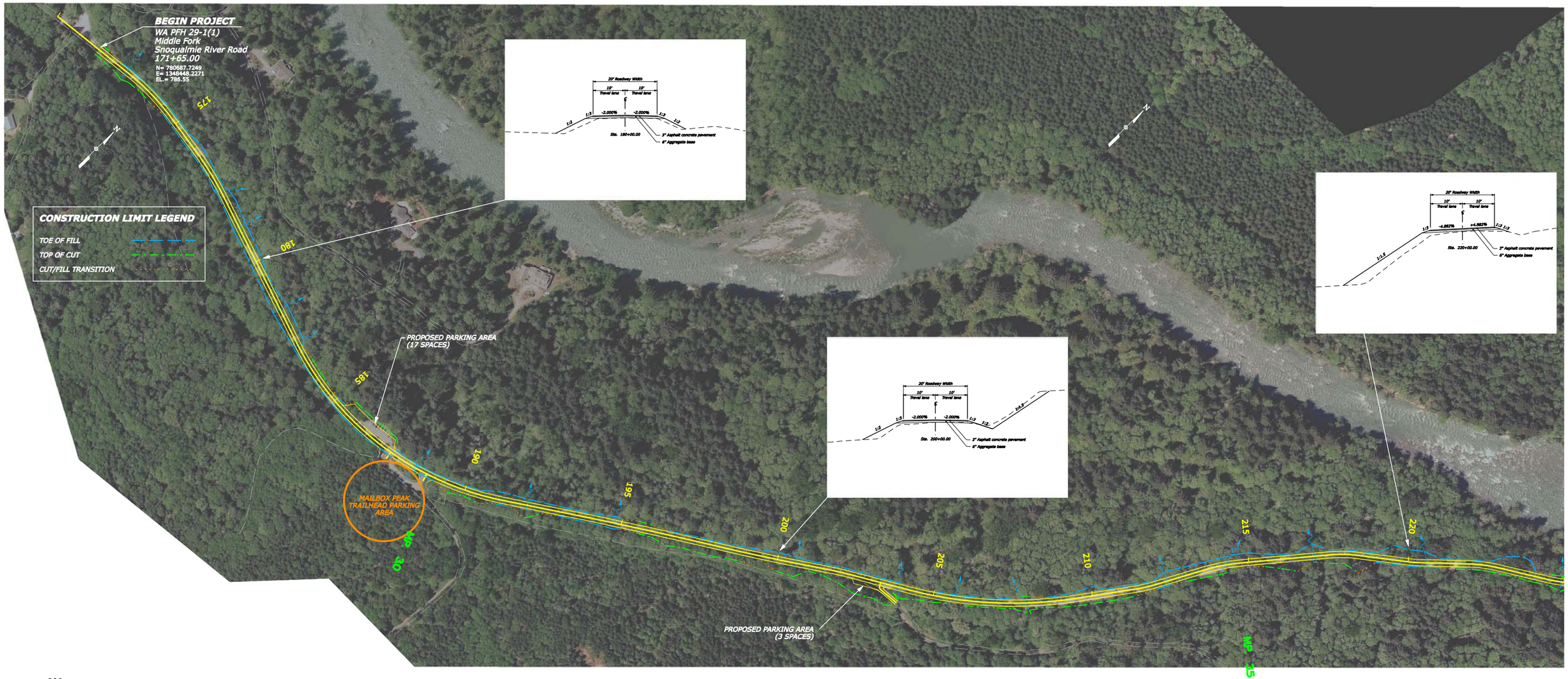
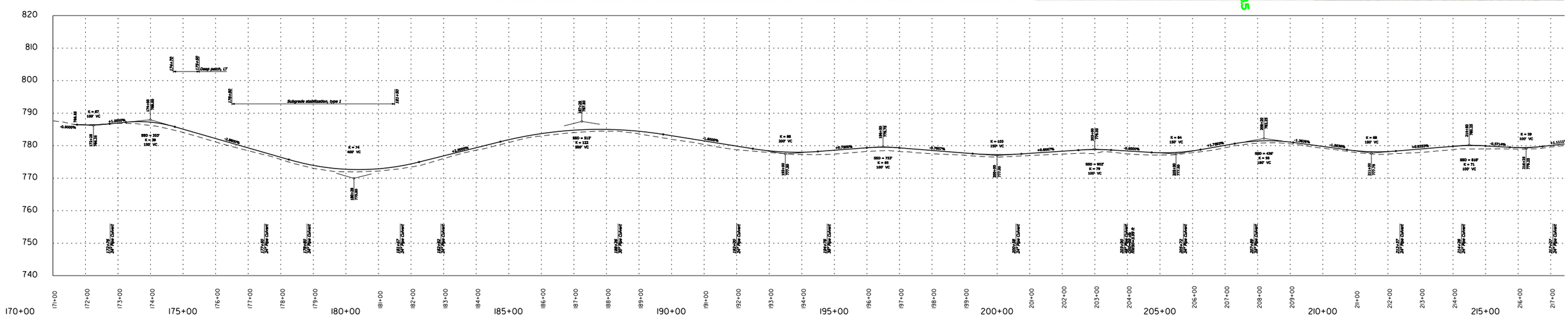
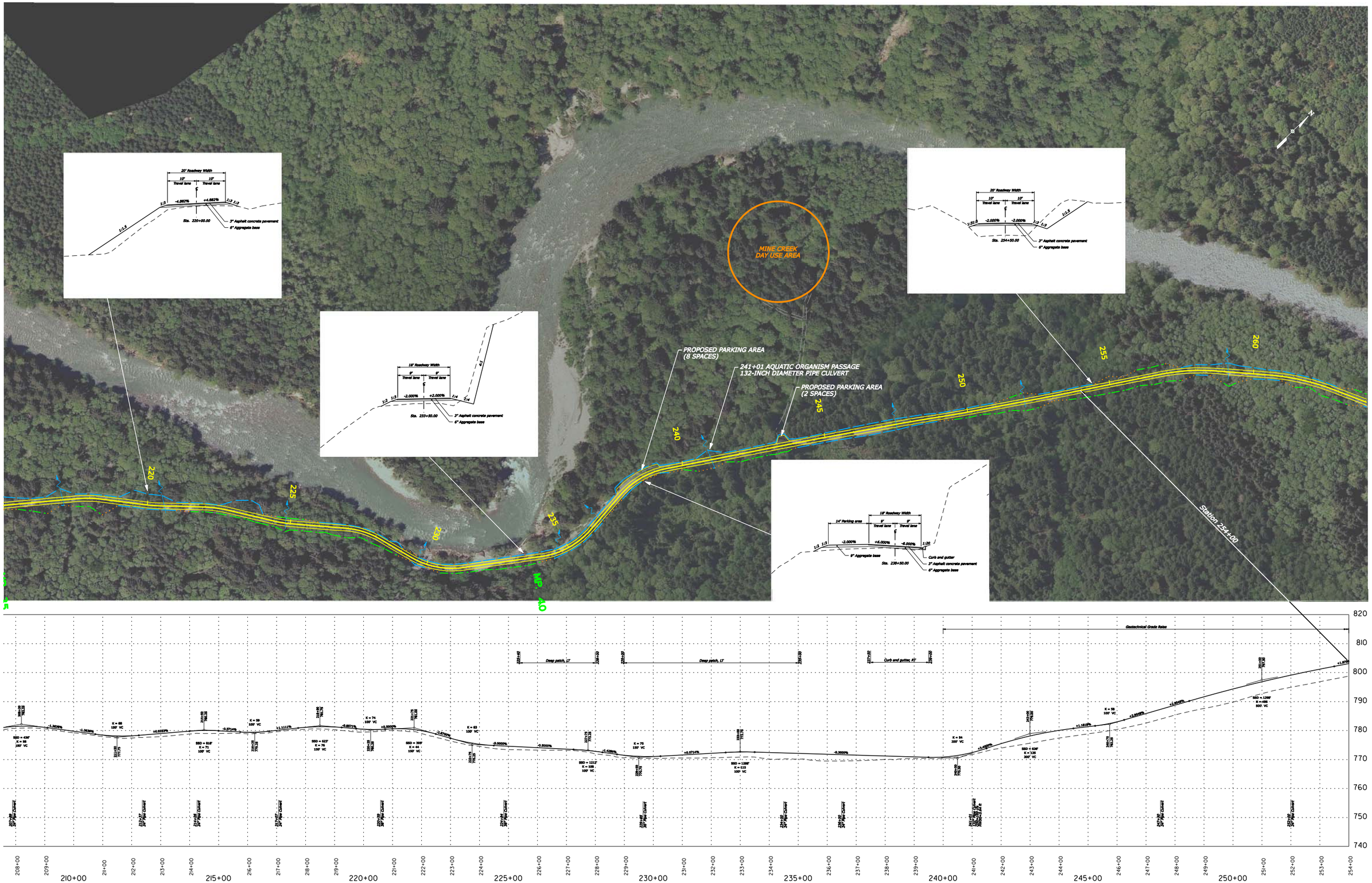
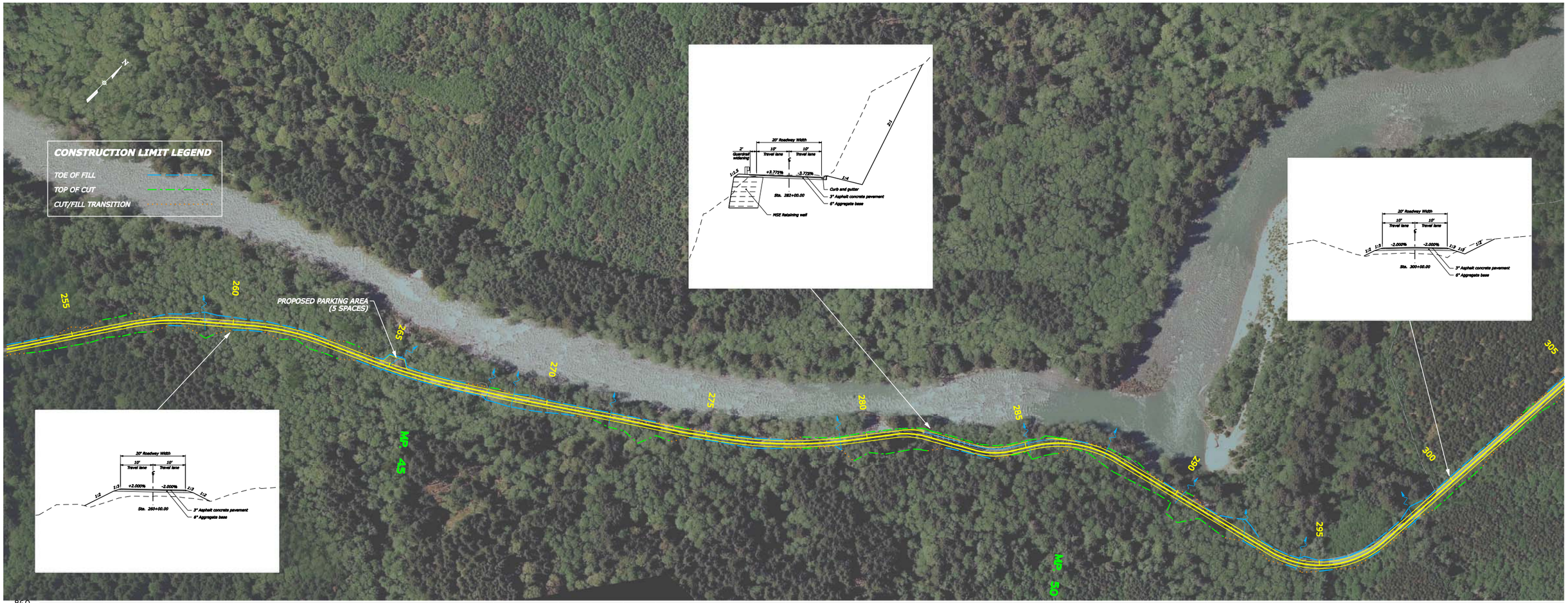
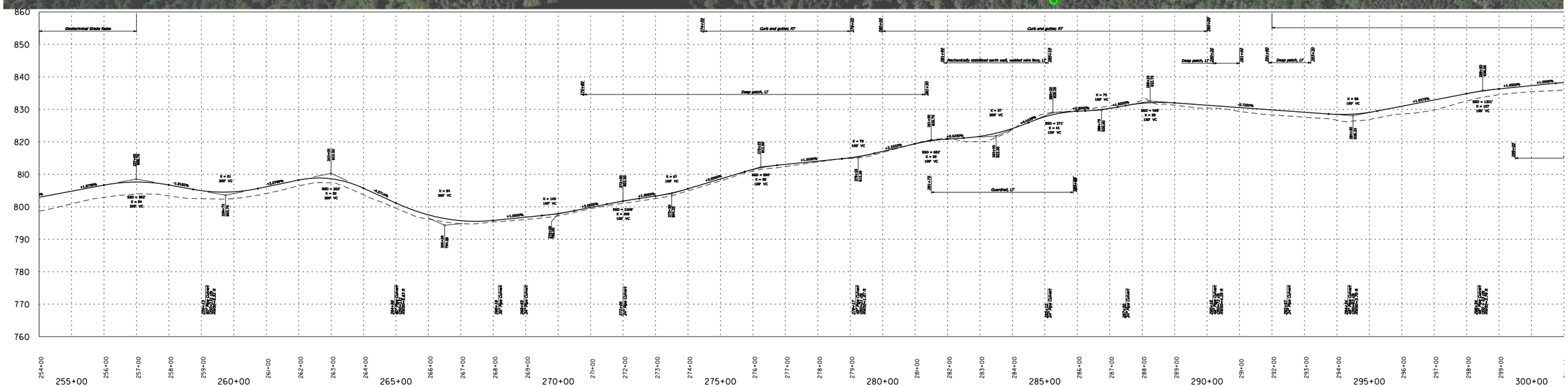
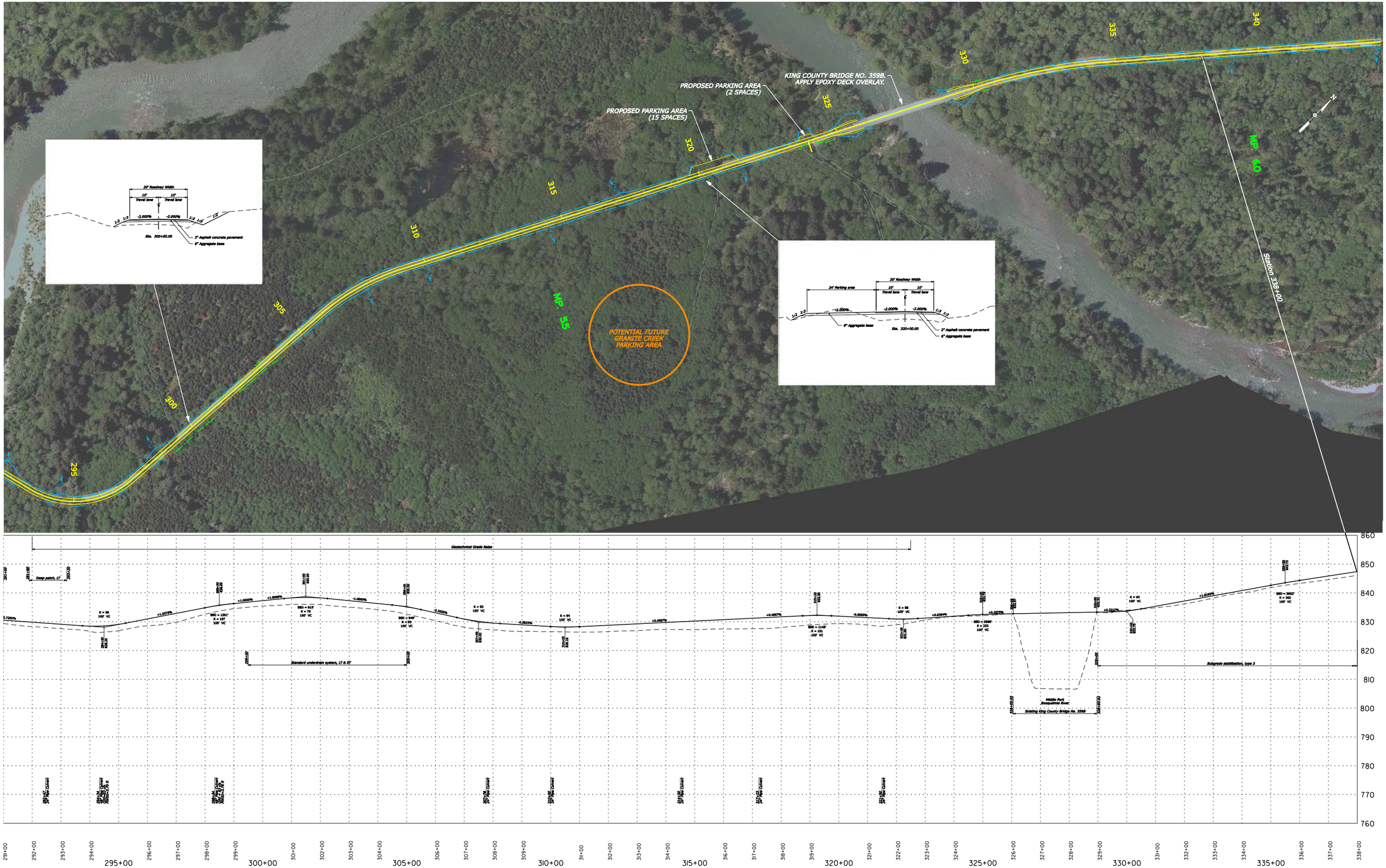

BEGIN PROJECT
WA PFH 29-1(1)
Middle Fork
Snoqualmie River Road
171+65.00
N= 780687.7249
E= 1345448.2271
EL.= 786.55
CONSTRUCTION LIMIT LEGEND
TOE OF FILL
TOP OF CUT
CUT/FILL TRANSITION
PROPOSED PARKING AREA
(17 SPACES)
MAILBOX PEAK
TRAILHEAD PARKING
AREA
PROPOSED PARKING AREA
(3 SPACES)
MP 30
MP 35
20' Roadway Width
10' Travel lane
10' Travel lane
-2.000%
Sta. 180+00.00
3" Asphalt concrete pavement
6" Aggregate base
Sta. 200+00.00
Sta. 220+00.00
+4.882%
-4.882%


820
810
800
790
780
770
760
750
740
170+00
175+00
180+00
185+00
190+00
195+00
200+00
205+00
210+00
215+00

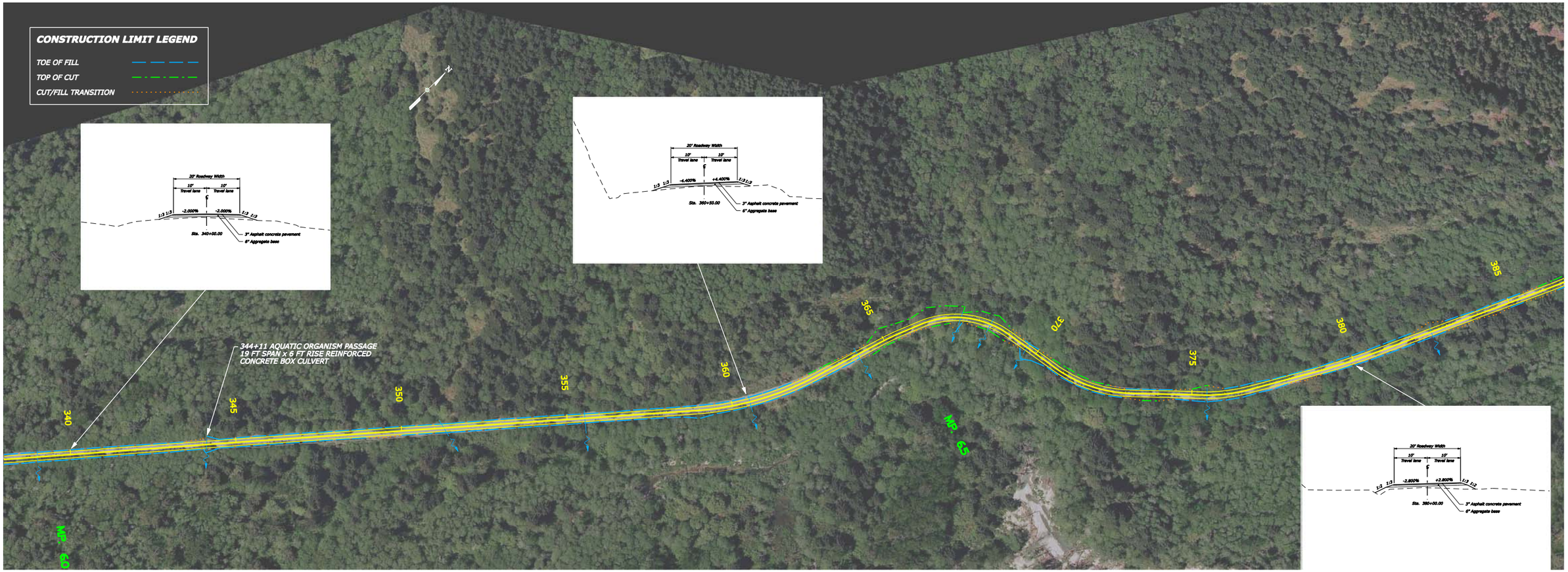

MINE CREEK
DAY USE AREA
PROPOSED PARKING AREA
(8 SPACES)
241+01 AQUATIC ORGANISM PASSAGE
132-INCH DIAMETER PIPE CULVERT
PROPOSED PARKING AREA
(2 SPACES)
Station 254+00
20' Roadway Width
10' Travel lane
10' Travel lane
-4.882%
+4.882%
Sta. 220+00.00
3" Asphalt concrete pavement
6" Aggregate base
-2.000%
Sta. 254+50.00
18' Roadway Width
9' Travel lane
-2.000%
+2.000%
Sta. 233+50.00
14' Parking area
+6.000%
-6.000%
9" Aggregate base
Sta. 238+50.00
Curb and gutter
Geotechnical Grade Raise
Deep patch, LT
Curb and gutter, RT
210+00
215+00
220+00
225+00
230+00
235+00
240+00
245+00
250+00

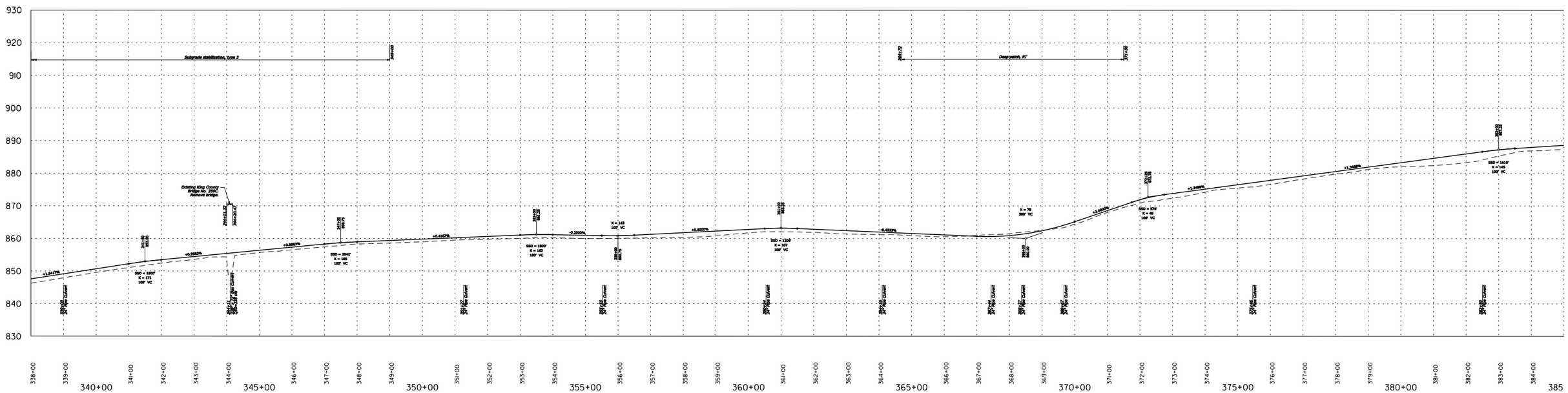

CONSTRUCTION LIMIT LEGEND
TOE OF FILL
TOP OF CUT
CUT/FILL TRANSITION
PROPOSED PARKING AREA
(5 SPACES)
255
260
265
270
275
280
285
290
295
300
305
MP 43
MP 50
20' Roadway Width
10' Travel lane
10' Travel lane
+2.000%
-2.000%
Sta. 260+00.00
3" Asphalt concrete pavement
6" Aggregate base
+3.772%
-3.772%
Sta. 282+00.00
Curb and gutter
HSE Retaining wall
Sta. 305+00.00

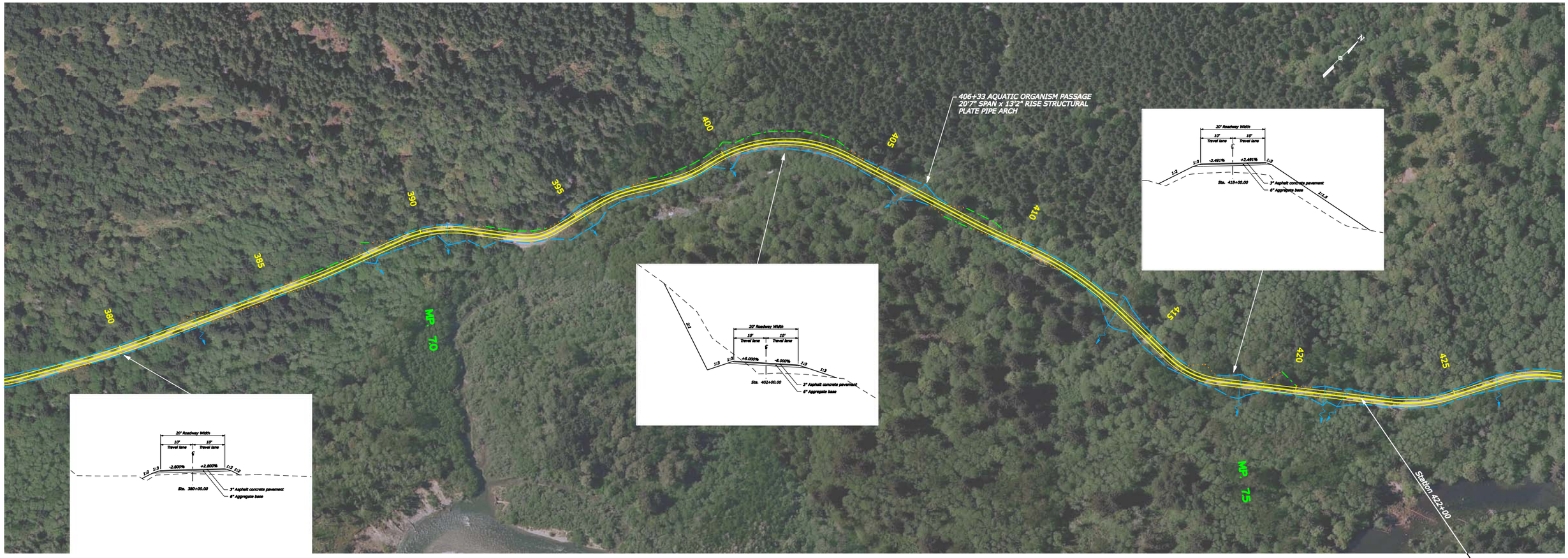

Geotechnical Grade Raise
Curb and gutter, RT
Mechanically stabilized earth wall, welded wire face, LT
Deep patch, LT
Guardrail, LT
860
850
840
830
820
810
800
790
780
770
760
255+00
260+00
265+00
270+00
275+00
280+00
285+00
290+00
295+00
300+00

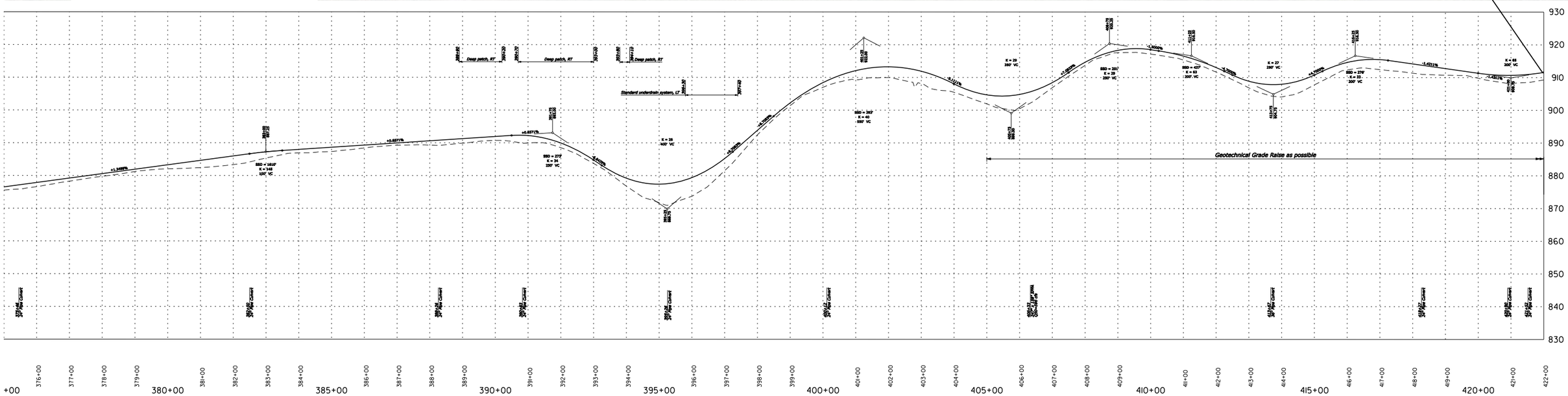


KING COUNTY BRIDGE NO. 359B.
APPLY EPOXY DECK OVERLAY.
PROPOSED PARKING AREA
(2 SPACES)
PROPOSED PARKING AREA
(15 SPACES)
POTENTIAL FUTURE
GRANITE CREEK
PARKING AREA
MP. 55
MP. 60
Station 338+00
295
300
305
310
315
320
325
330
335
340
Geotechnical Grade Raise
Deep patch, LT
Standard underdrain system, LT & RT
Subgrade stabilization, type 3
Middle Fork
Snoqualmie River
Existing King County Bridge No. 359B
860
850
840
830
820
810
800
790
780
770
760
295+00
300+00
305+00
310+00
315+00
320+00
325+00
330+00
335+00


CONSTRUCTION LIMIT LEGEND
TOE OF FILL
TOP OF CUT
CUT/FILL TRANSITION
N
20' Roadway Width
10' Travel lane
10' Travel lane
-2.000%
-2.000%
Sta. 340+00.00
3" Asphalt concrete pavement
6" Aggregate base
-4.400%
+4.400%
Sta. 360+50.00
-2.800%
+2.800%
Sta. 380+00.00
344+11 AQUATIC ORGANISM PASSAGE
19 FT SPAN x 6 FT RISE REINFORCED
CONCRETE BOX CULVERT
340
345
350
355
360
365
370
375
380
385
MP 65
MP 60


930
920
910
900
890
880
870
860
850
840
830
Subgrade stabilization, type 3
Deep patch, RT
Existing King County
Bridge No. 359C
Remove bridge.
340+00
345+00
350+00
355+00
360+00
365+00
370+00
375+00
380+00
385


406+33 AQUATIC ORGANISM PASSAGE
20'7" SPAN x 13'2" RISE STRUCTURAL
PLATE PIPE ARCH
380
385
390
395
400
405
410
415
420
425
MP 7.0
MP 7.5
Station 422+00
N
20' Roadway Width
10' Travel lane
10' Travel lane
-2.600%
+2.600%
Sta. 380+00.00
3" Asphalt concrete pavement
6" Aggregate base
20' Roadway Width
10' Travel lane
10' Travel lane
+6.000%
-6.000%
Sta. 402+00.00
3" Asphalt concrete pavement
6" Aggregate base
20' Roadway Width
10' Travel lane
10' Travel lane
-2.491%
+2.491%
Sta. 418+00.00
3" Asphalt concrete pavement
6" Aggregate base


930
920
910
900
890
880
870
860
850
840
830
Deep patch, RT
Deep patch, RT
Deep patch, RT
Standard underdrain system, LT
Geotechnical Grade Raise as possible
+00
376+00
377+00
378+00
379+00
380+00
381+00
382+00
383+00
384+00
385+00
386+00
387+00
388+00
389+00
390+00
391+00
392+00
393+00
394+00
395+00
396+00
397+00
398+00
399+00
400+00
401+00
402+00
403+00
404+00
405+00
406+00
407+00
408+00
409+00
410+00
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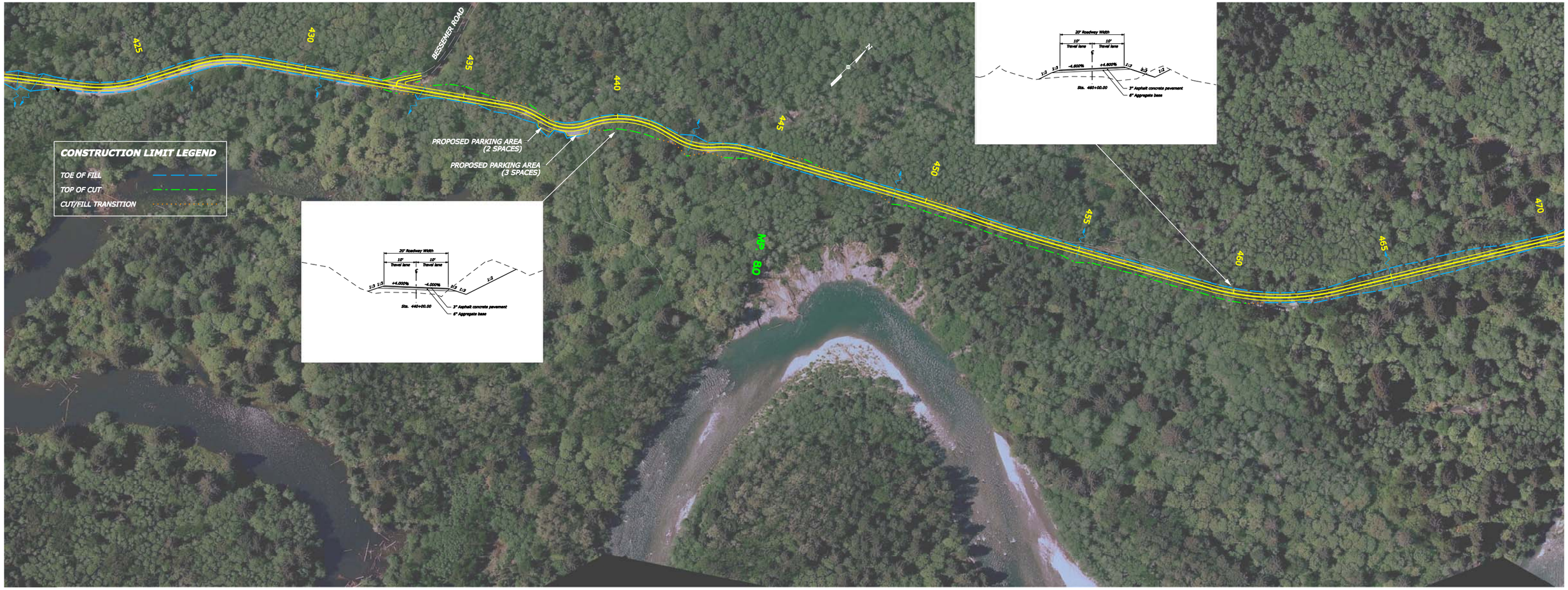
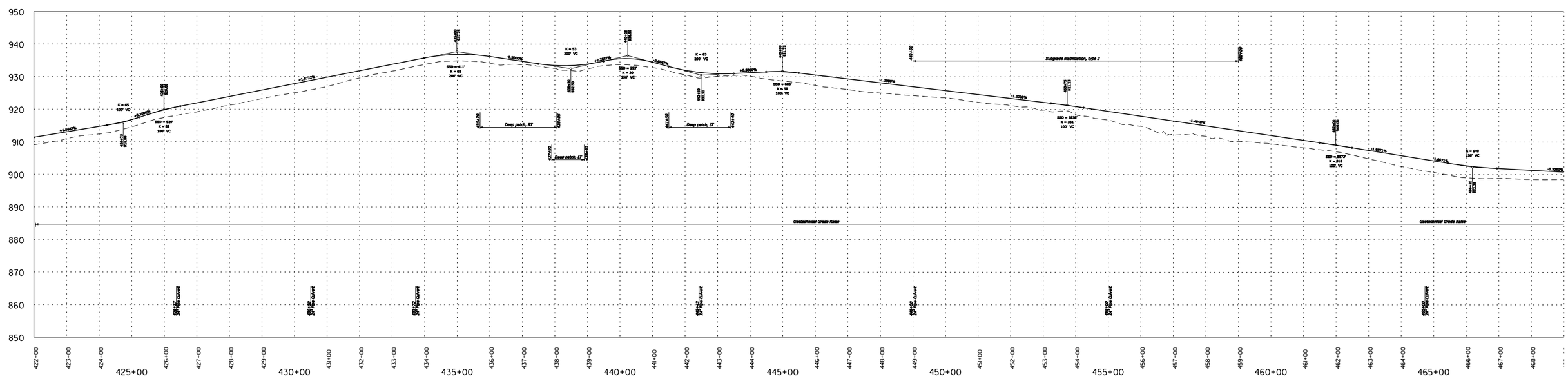
418+00
419+00
420+00
421+00
422+00


CONSTRUCTION LIMIT LEGEND
TOE OF FILL
TOP OF CUT
CUT/FILL TRANSITION
BESSEMER ROAD
425
430
435
440
445
450
455
460
465
470
PROPOSED PARKING AREA (2 SPACES)
PROPOSED PARKING AREA (3 SPACES)
N
20' Roadway Width
10' Travel lane
10' Travel lane
+4.000%
-4.000%
1:3
1:2
Sta. 440+00.00
3" Asphalt concrete pavement
6" Aggregate base
-4.600%
+4.600%
Sta. 460+00.00


950
940
930
920
910
900
890
880
870
860
850
Subgrade stabilization, type 2
Deep patch, RT
Deep patch, LT
Geotechnical Grade Raise
Pipe Culvert
422+00
423+00
424+00
425+00
426+00
427+00
428+00
429+00
430+00
431+00
432+00
433+00
434+00
435+00
436+00
437+00
438+00
439+00
440+00
441+00
442+00
443+00
444+00
445+00
446+00
447+00
448+00
449+00
450+00
451+00
452+00
453+00
454+00
455+00
456+00
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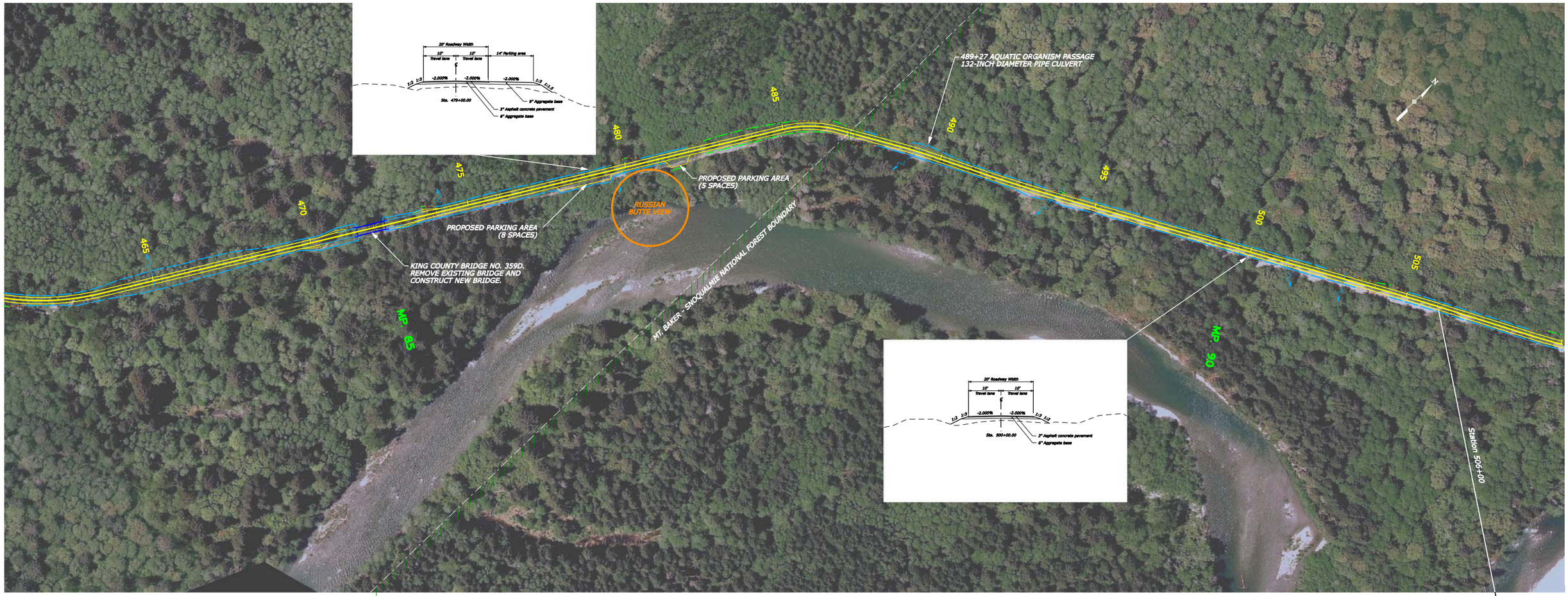
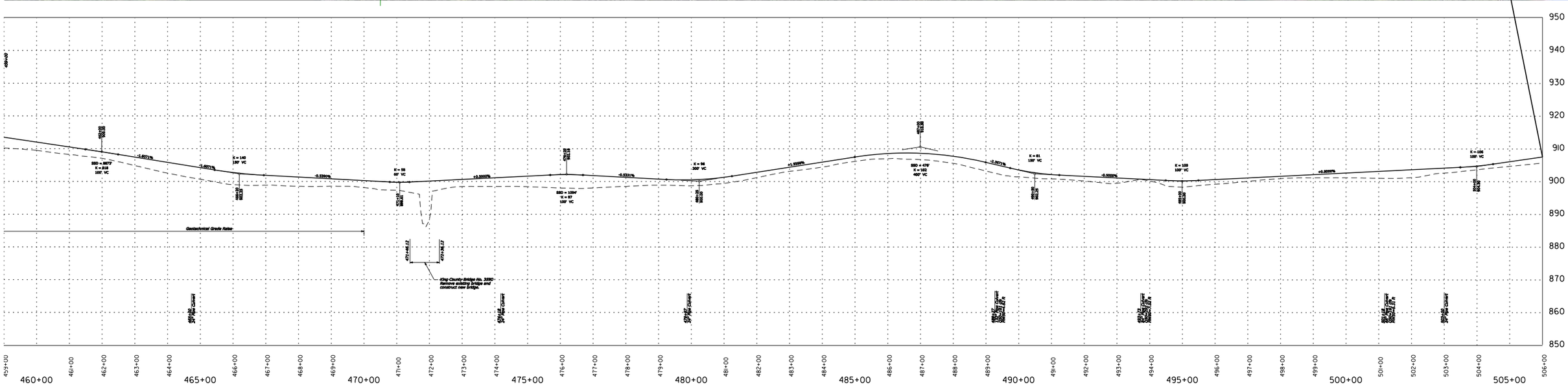
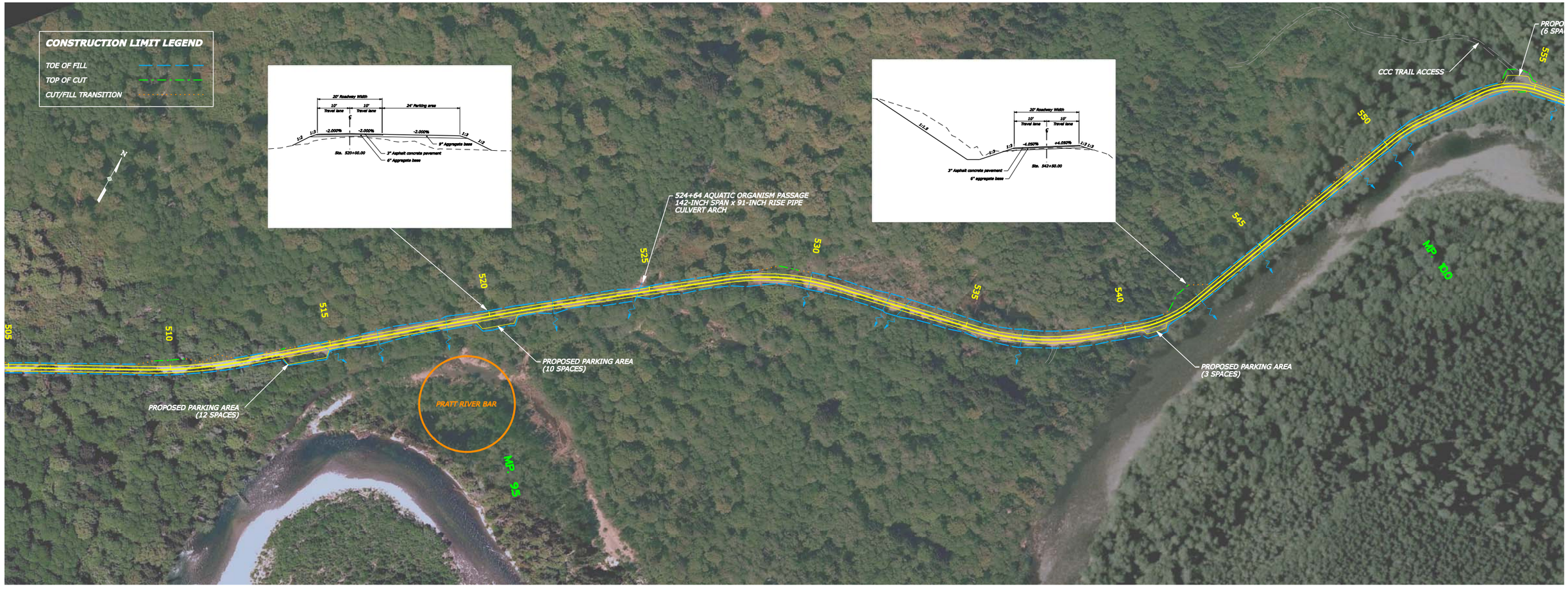
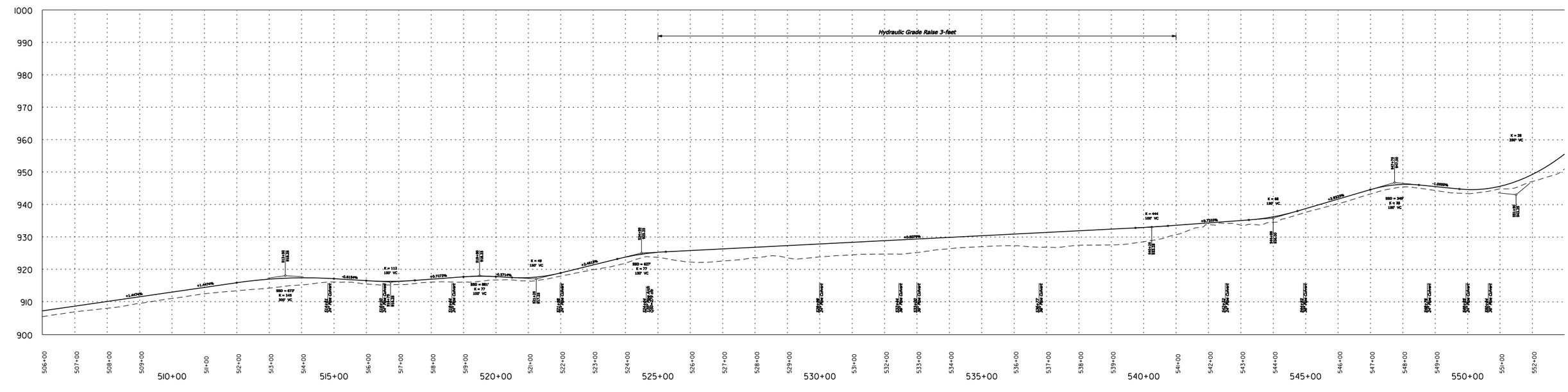
465+00
466+00
467+00
468+00


20' Roadway Width
10' Travel lane
10' Travel lane
14' Parking area
-2.000%
-2.000%
-2.000%
Sta. 479+00.00
9" Aggregate base
3" Asphalt concrete pavement
6" Aggregate base
489+27 AQUATIC ORGANISM PASSAGE
132-INCH DIAMETER PIPE CULVERT
PROPOSED PARKING AREA
(5 SPACES)
RUSSIAN BUTTE VIEW
PROPOSED PARKING AREA
(8 SPACES)
KING COUNTY BRIDGE NO. 359D.
REMOVE EXISTING BRIDGE AND
CONSTRUCT NEW BRIDGE.
MT. BAKER - SNOQUALMIE NATIONAL FOREST BOUNDARY
MP 85
MP 90
20' Roadway Width
10' Travel lane
10' Travel lane
-2.000%
-2.000%
Sta. 500+00.00
3" Asphalt concrete pavement
6" Aggregate base
Station 506+00
N


950
940
930
920
910
900
890
880
870
860
850
Geotechnical Grade Raise
King County Bridge No. 359D
Remove existing bridge and
construct new bridge.
460+00
465+00
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00


CONSTRUCTION LIMIT LEGEND
TOE OF FILL
TOP OF CUT
CUT/FILL TRANSITION
N
20' Roadway Width
10' Travel lane
10' Travel lane
24' Parking area
-2.000%
-2.000%
-2.000%
9" Aggregate base
Sta. 520+00.00
3" Asphalt concrete pavement
6" Aggregate base
20' Roadway Width
10' Travel lane
10' Travel lane
-4.050%
+4.050%
3" Asphalt concrete pavement
6" aggregate base
Sta. 542+50.00
524+64 AQUATIC ORGANISM PASSAGE
142-INCH SPAN x 91-INCH RISE PIPE
CULVERT ARCH
PROPOSED PARKING AREA
(10 SPACES)
PROPOSED PARKING AREA
(12 SPACES)
PROPOSED PARKING AREA
(3 SPACES)
PRATT RIVER BAR
CCC TRAIL ACCESS
MP 95
MP 100
505
510
515
520
525
530
535
540
545
550
555


Hydraulic Grade Raise 3-feet
1000
990
980
970
960
950
940
930
920
910
900
506+00
507+00
508+00
509+00
510+00
511+00
512+00
513+00
514+00
515+00
516+00
517+00
518+00
519+00
520+00
521+00
522+00
523+00
524+00
525+00
526+00
527+00
528+00
529+00
530+00
531+00
532+00
533+00
534+00
535+00
536+00
537+00
538+00
539+00
540+00
541+00
542+00
543+00
544+00
545+00
546+00
547+00
548+00
549+00
550+00
551+00
552+00

PROPOSED PARKING AREA
(6 SPACES)

CCC TRAIL ACCESS

555

550

560

565

570

575

580

585

590

595

NP 100

MP 105

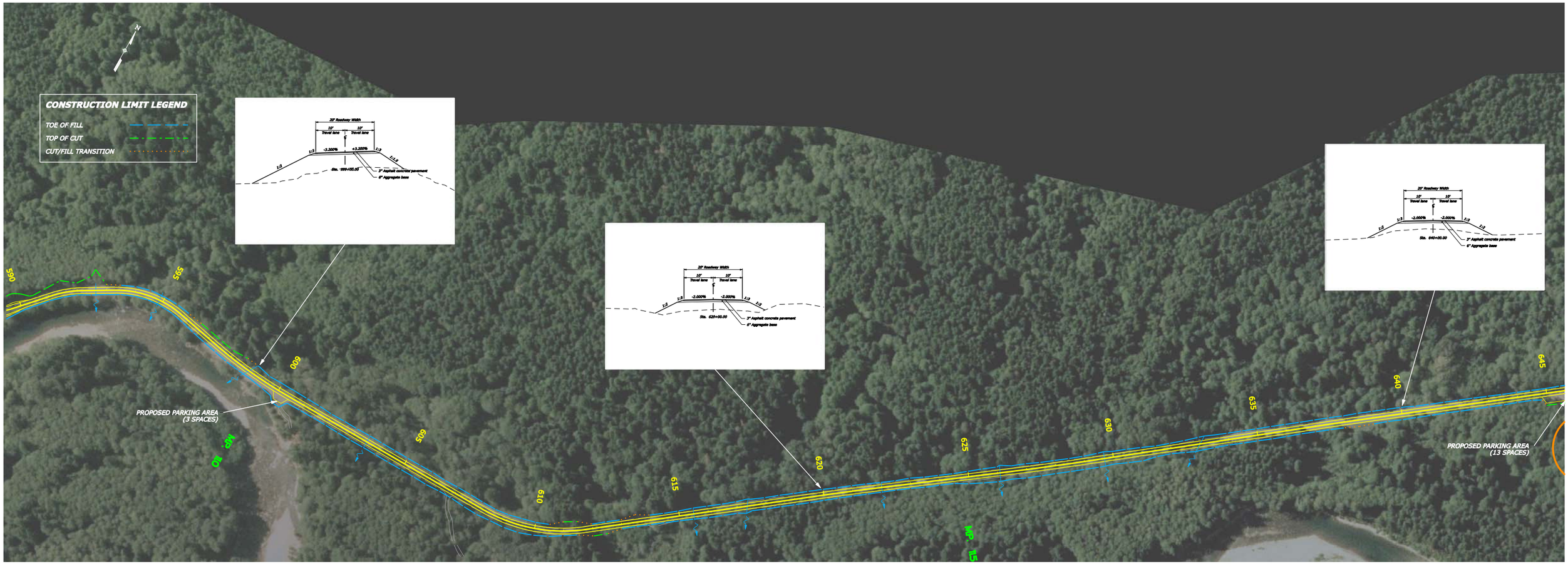
PARKING AREA

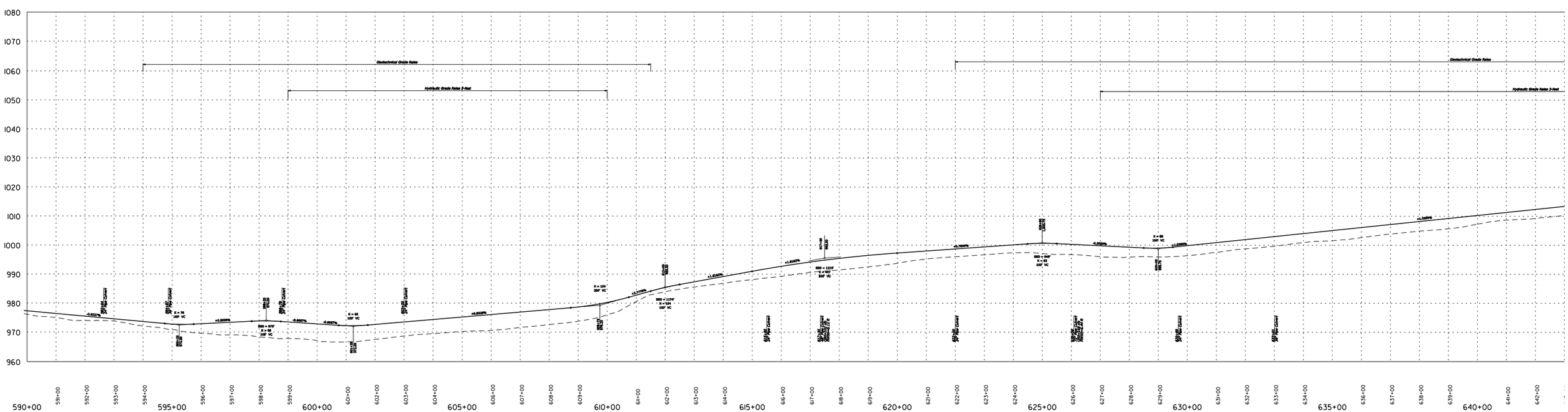
LOW WATER CROSSINGS

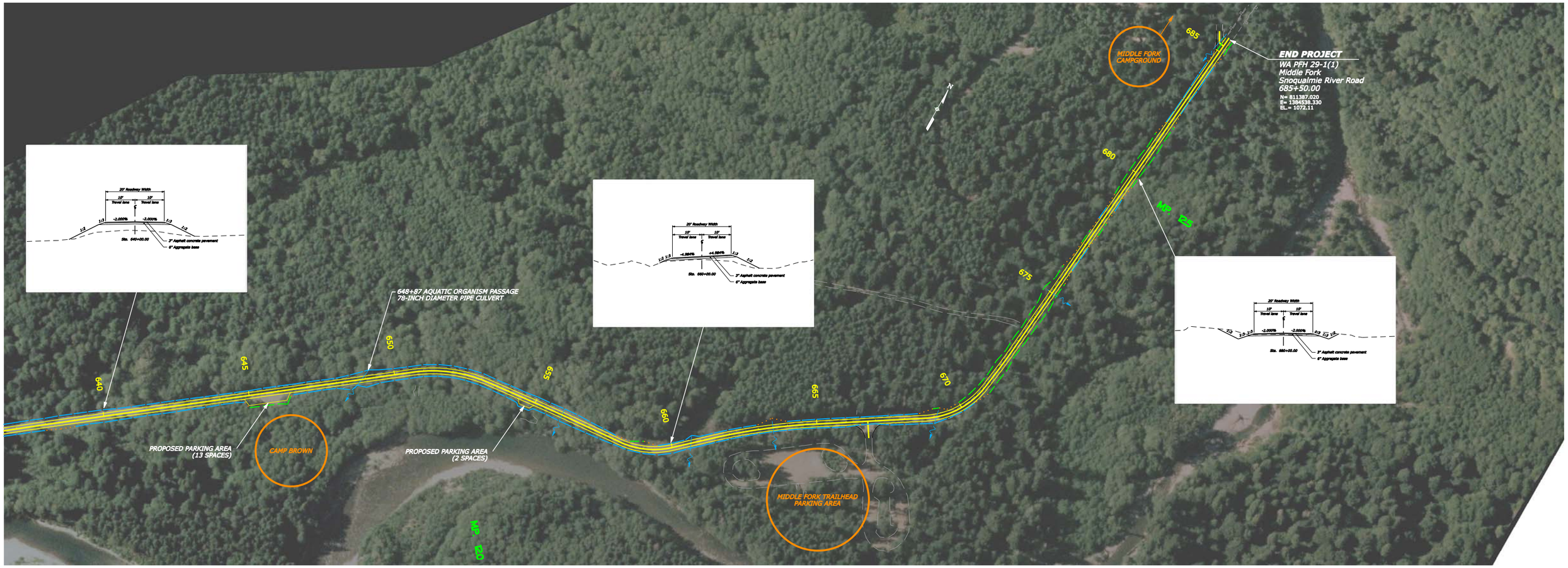
USFS BRIDGE NO. 5600-10.7
REMOVE EXISTING BRIDGE
AND CONSTRUCT NEW BRIDGE

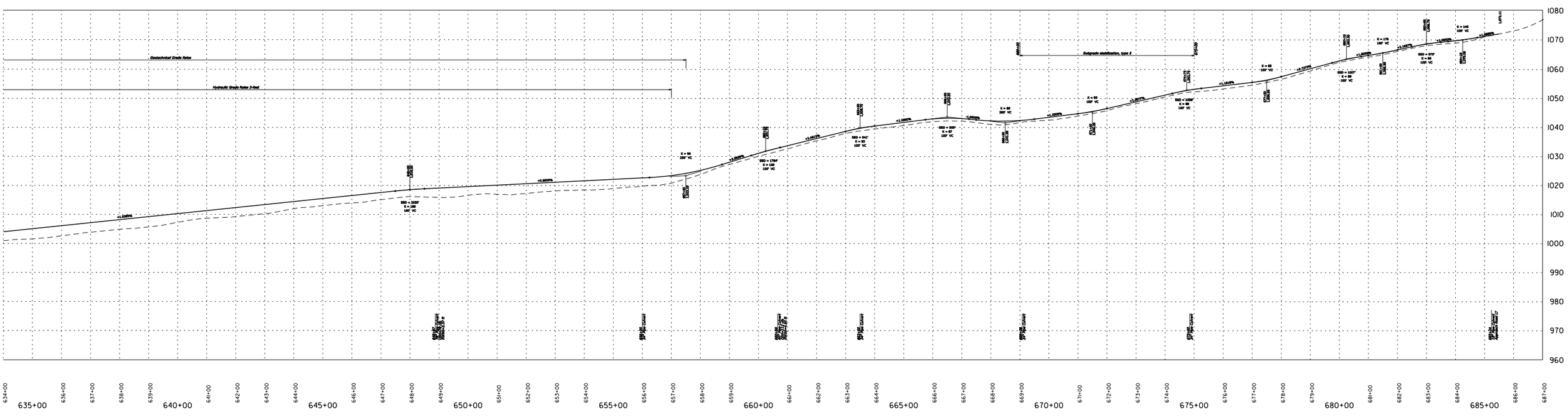
Station 590+00

N


N
CONSTRUCTION LIMIT LEGEND
TOE OF FILL
TOP OF CUT
CUT/FILL TRANSITION
30' Roadway Width
10' Travel lane
10' Travel lane
-3.300%
+3.300%
1:3
1:2
1:1.5
Sta. -999+00.00
3" Asphalt concrete pavement
6" Aggregate base
-2.000%
Sta. 620+00.00
Sta. 640+00.00
PROPOSED PARKING AREA (3 SPACES)
PROPOSED PARKING AREA (13 SPACES)
MP 10
MP 15
590
595
600
605
610
615
620
625
630
635
640
645


Geotechnical Grade Raise
Hydraulic Grade Raise 2-foot
1080
1070
1060
1050
1040
1030
1020
1010
1000
990
980
970
960
590+00
595+00
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00


END PROJECT
WA PFH 29-1(1)
Middle Fork
Snoqualmie River Road
685+50.00
N= 811387.020
E= 1354538.330
EL= 1072.11
MIDDLE FORK CAMPGROUND
685
680
675
670
665
660
655
650
645
640
MP 2.5
648+87 AQUATIC ORGANISM PASSAGE
78-INCH DIAMETER PIPE CULVERT
PROPOSED PARKING AREA
(13 SPACES)
CAMP BROWN
PROPOSED PARKING AREA
(2 SPACES)
MIDDLE FORK TRAILHEAD
PARKING AREA
MP 2.0
20' Roadway Width
10' Travel lane
10' Travel lane
-2.000%
-2.000%
1:3
Sta. 640+00.00
3" Asphalt concrete pavement
6" Aggregate base
-4.994%
+4.994%
Sta. 660+00.00
-2.000%
-2.000%
Sta. 680+00.00


Geotechnical Grade Raise
Hydraulic Grade Raise 2-feet
Subgrade stabilization, type 3
1080
1070
1060
1050
1040
1030
1020
1010
1000
990
980
970
960
635+00
640+00
645+00
650+00
655+00
660+00
665+00
670+00
675+00
680+00
685+00