

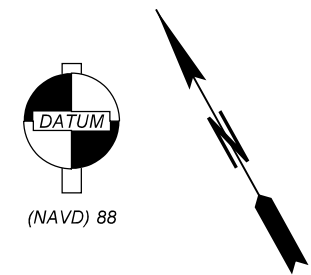
- SHEET INDEX**
1. OVERALL PLAN EXHIBIT
 2. PLAN AND ELEVATION VIEWS
 3. TYPICAL SECTIONS
 4. TYPICAL ELEVATIONS
 5. PILE PLAN AND PILE NOTES
 6. EXISTING LOW RAIL PROFILES

0 100 200
SCALE IN FEET

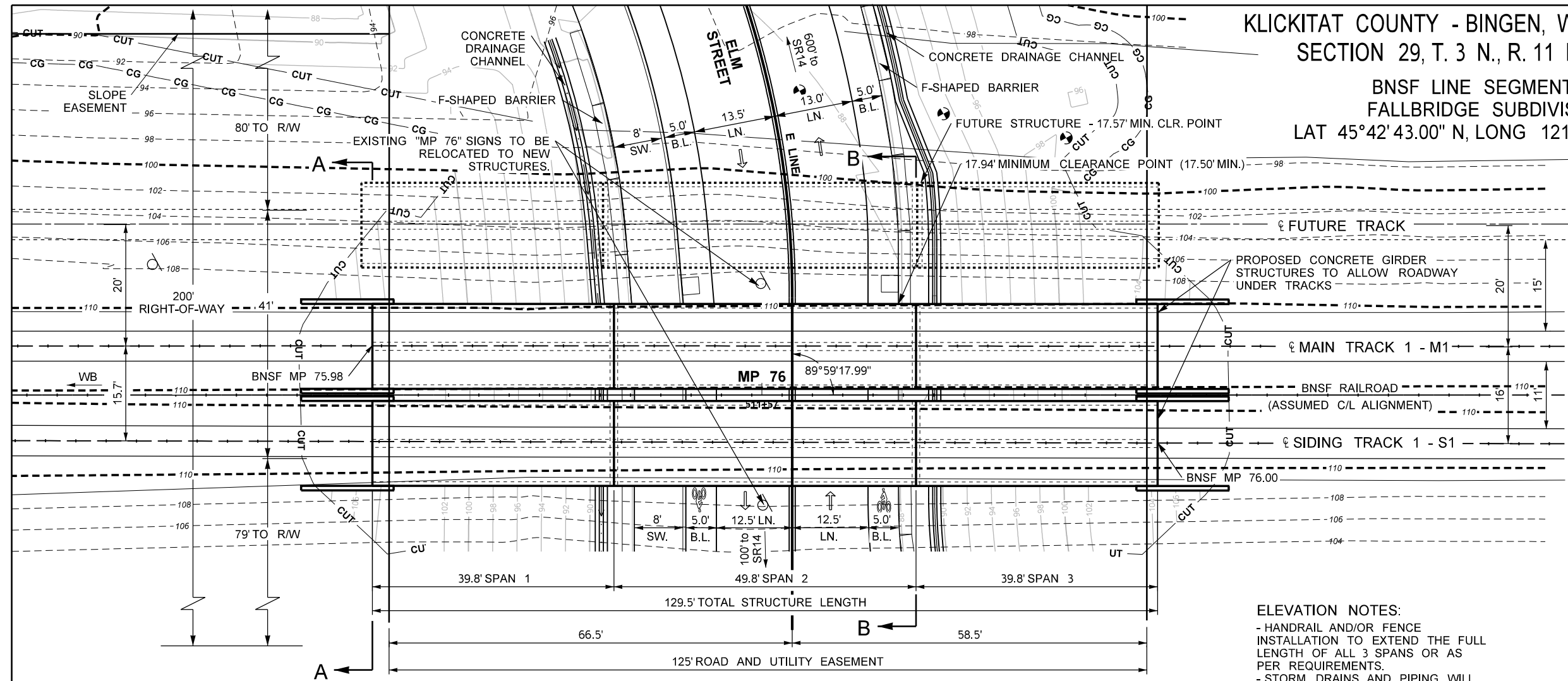
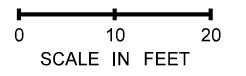
PRELIMINARY
4/25/2023

FILE NAME		G:\444302103 - Design\01419B Port of Klickitat Access\CAD\XL5086_BP_EX_BNSF_Concept_Submittal.dgn		REGION NO.	STATE	FED.AID PROJ.NO.	Washington State Department of Transportation	SR14/E OF BINGEN PORT OF KLICKITAT ACCESS IMPROVEMENTS	PLAN REF NO
TIME	2:57:31 PM			10	WASH				C01
DATE	4/25/2023			JOB NUMBER				SHEET	
PLOTTED BY	leikr			CONTRACT NO.		LOCATION NO.		OF	
DESIGNED BY	A. JAMES					XL5086		SHEETS	
ENTERED BY	A. JAMES								
CHECKED BY	K. LEI								
PROJ. ENGR.	M. BRIGGS								
REGIONAL ADM.	C. FRANCIS	REVISION	DATE	BY				UTC PETITION DRAWINGS	

KLICKITAT COUNTY - BINGEN, WASHINGTON
 SECTION 29, T. 3 N., R. 11 E., W.M.
 BNSF LINE SEGMENT 47
 FALLBRIDGE SUBDIVISION
 LAT 45°42'43.00" N, LONG 121°27'38.70" W



(NAVD) 88



- LEGEND:**
- C/L TRACK
 - C/L TRACK ALIGNMENT
 - TRACK RAIL
 - BRIDGE DECK
 - SIGN
 - 108 --- EXISTING 2' CONTOUR
 - 110 --- EXISTING 10' CONTOUR
 - 108 --- DESIGN 2' CONTOUR
 - 110 --- DESIGN 10' CONTOUR
 - DRAINAGE INLET
 - TOPOGRAPHY BREAKLINE
 - BIKE LANE
 - ROAD/SLOPE EASEMENT
 - BORING LOCATION
 - CUT --- CUT LINE
 - CG --- CLEAR AND CRUB LINE
 - CONCRETE DITCH
 - FUTURE TRACK RAIL
 - FUTURE C/L TRACK
 - FUTURE BRIDGE DECK

ELEVATION NOTES:

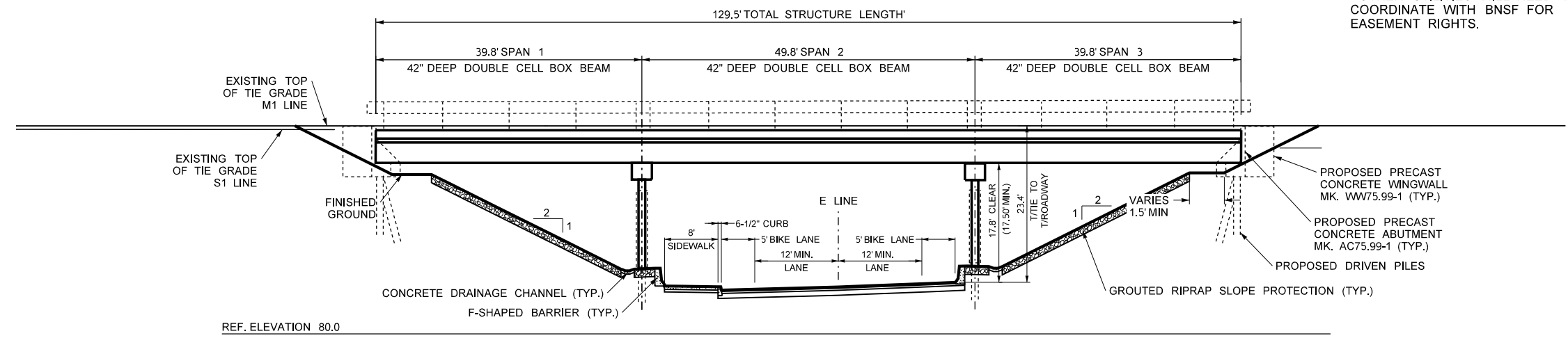
- HANDRAIL AND/OR FENCE INSTALLATION TO EXTEND THE FULL LENGTH OF ALL 3 SPANS OR AS PER REQUIREMENTS.
- STORM DRAINS AND PIPING WILL BE INSTALLED AS PART OF THE ROADWAY WORK.
- OTHER UTILITIES WILL NEED TO COORDINATE WITH BNSF FOR EASEMENT RIGHTS.

PLAN NOTES:

- SOME RIGHT-OF-WAY FENCING EXISTS ALONG THE REAR LOT LINES OF THE PRIVATE HOMES ALONG NORTH SIDE OF BNSF RIGHT-OF-WAY. OTHERWISE, RIGHT-OF-WAY IS MOSTLY UNFENCED.
- NEAREST STATION IS IN BINGEN, WA. BNSF MP 75.58
- UTILITY IMPACTS APPEAR TO BE MINIMAL ALONG THIS NEW ALIGNMENT.

CONSTRUCTION SEQUENCE:

- CONSTRUCT SHOOFLY.
- SHIFT TRAIN TRAFFIC TO SHOOFLY.
- CONSTRUCT STRUCTURES.
- RESTORE ALIGNMENTS ACROSS STRUCTURES.
- REMOVE SHOOFLY.
- CONSTRUCT ROADWAY UNDER STRUCTURES.

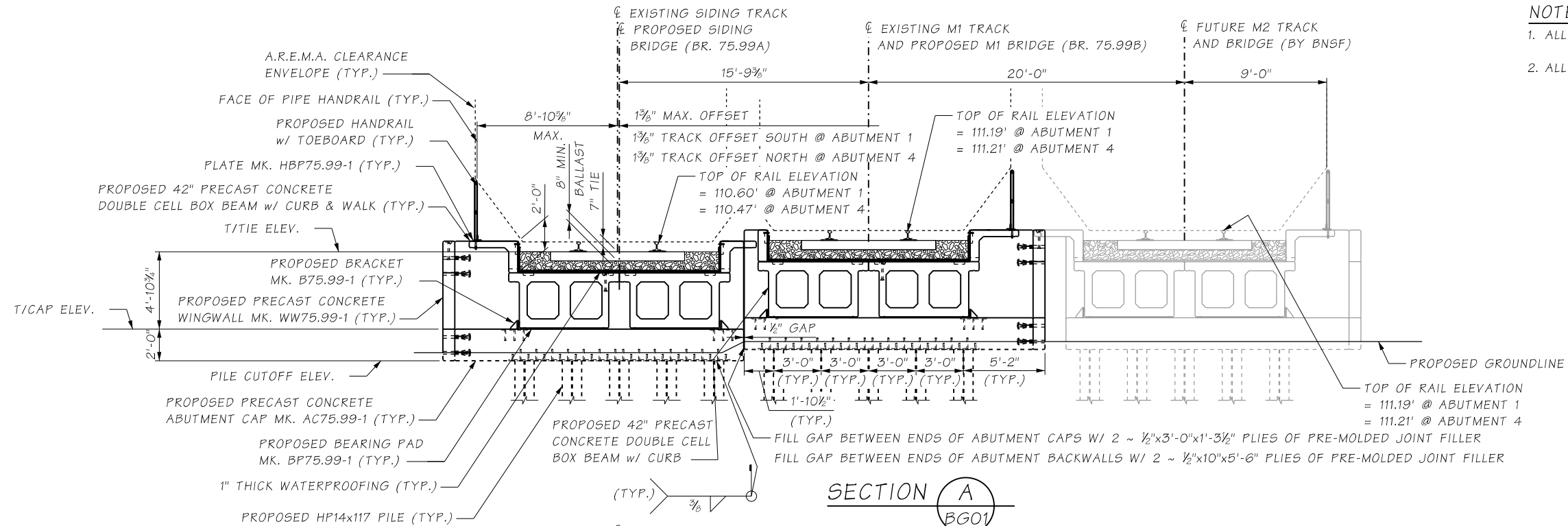


ELEVATION

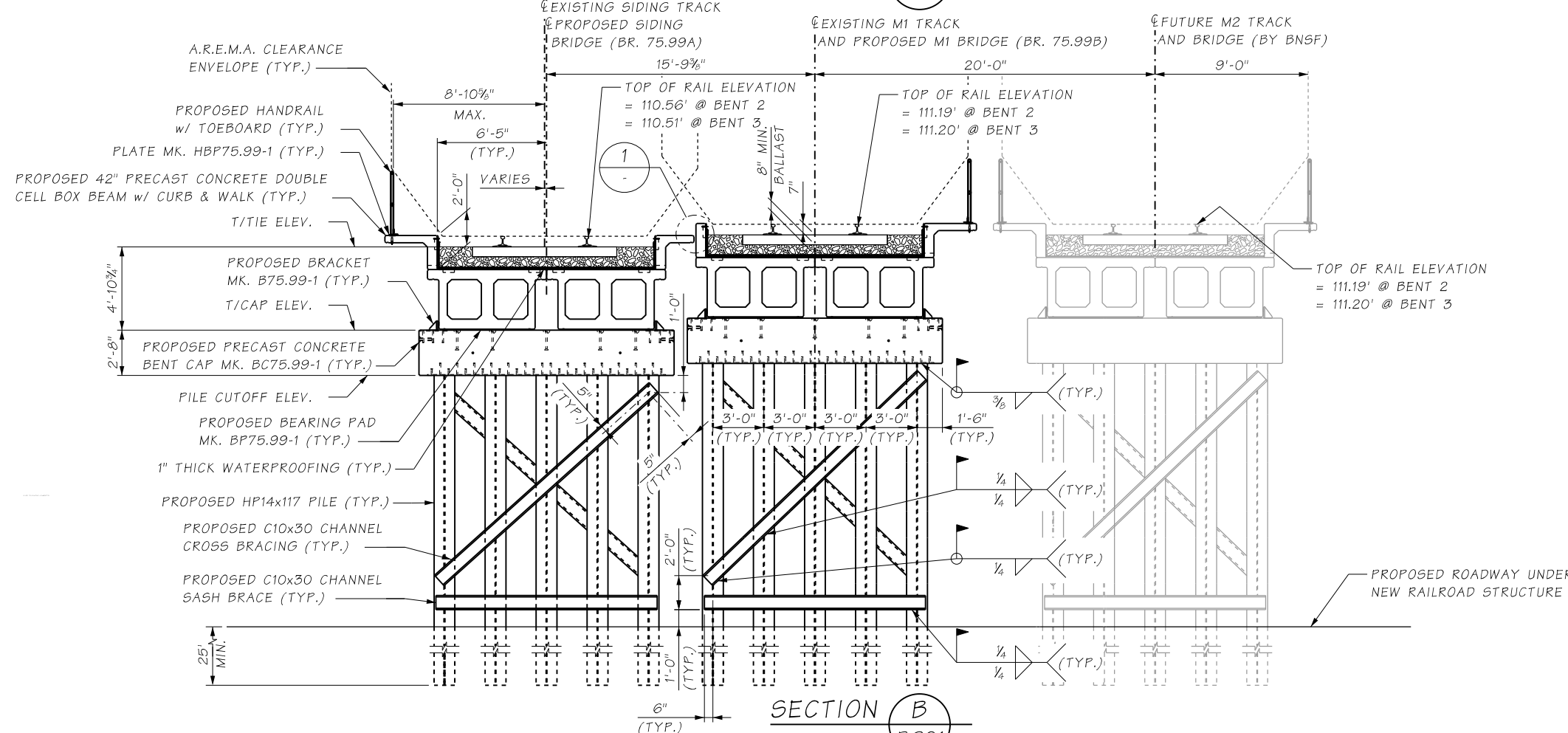
CURVE DATA							
P. I. STATION	DELTA	RADIUS	TANGENT LENGTH	BEARING BACK	BEARING AHEAD	e	
E LINE 10+97.10	71°03'42.54" LT	65.00'	46.42'	80.62'	N 9°01'20.27" E	S 62°02'22.26" E	N/A
E LINE 11+45.86	7°24'04.94" LT	225.00'	14.55'	29.07'	N 62°02'22.26" W	S 69°26'27.21" E	N/A
E LINE 15+33.52	98°26'12.42" RT	157.50'	182.58'	270.59'	N 69°26'27.21" W	S 28°59'45.21" W	4.4%

FILE NAME	G:\444302\03 - Design\01419B Port of Klickitat Access\CAD\XL5086_BP_EX_BNSF Concept Submittal.dgn			REGION NO.	STATE	FED.AID PROJ.NO.		SR14/E OF BINGEN PORT OF KLICKITAT ACCESS IMPROVEMENTS	PLAN REF NO
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PLOTTED BY	leikr			CONTRACT NO.				OF	
DESIGNED BY	A. JAMES			LOCATION NO.				SHEETS	
ENTERED BY	A. JAMES								
CHECKED BY	T. HARTMANN								
PROJ. ENGR.	M. BRIGGS								
REGIONAL ADM.	C. FRANCIS								
	REVISION	DATE	BY						

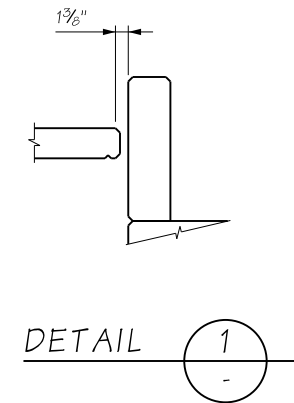
NOTE:
 1. ALL CHANNEL BRACING IS CUT TO FIT IN FIELD.
 2. ALL PILE IS HP14x117.



SECTION A
BG01





SECTION B
BG01

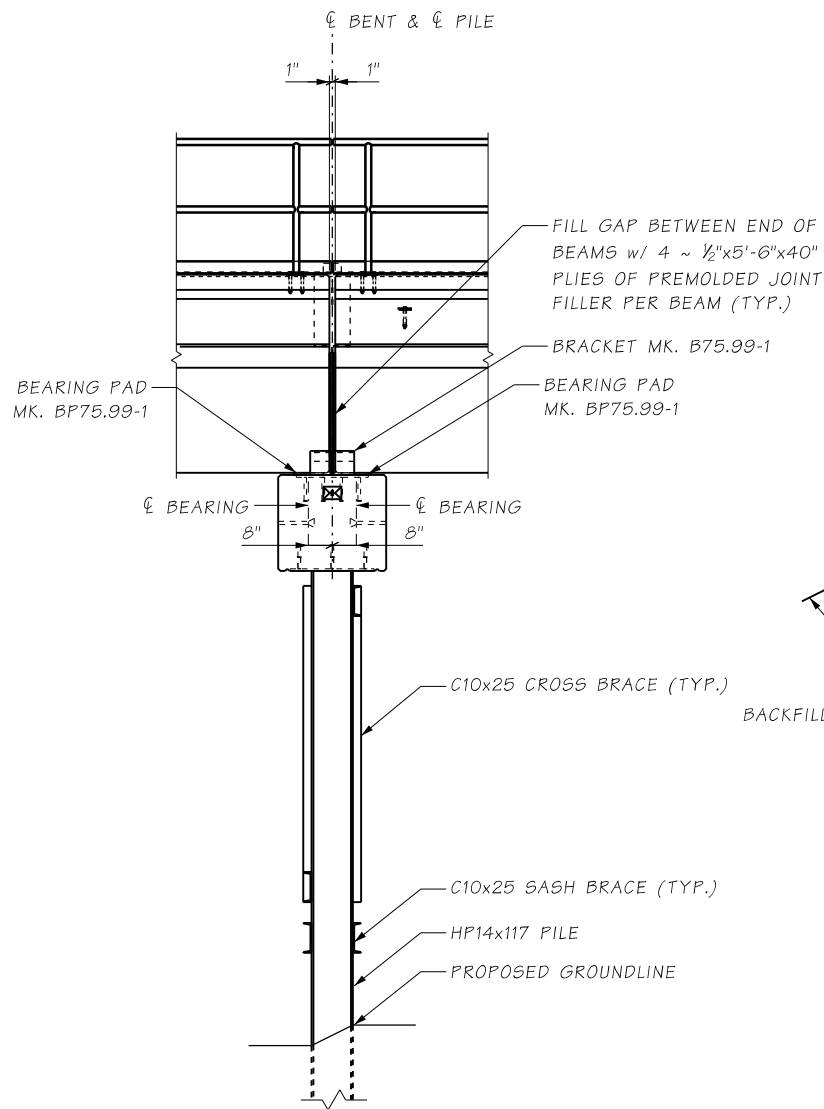


DETAIL 1

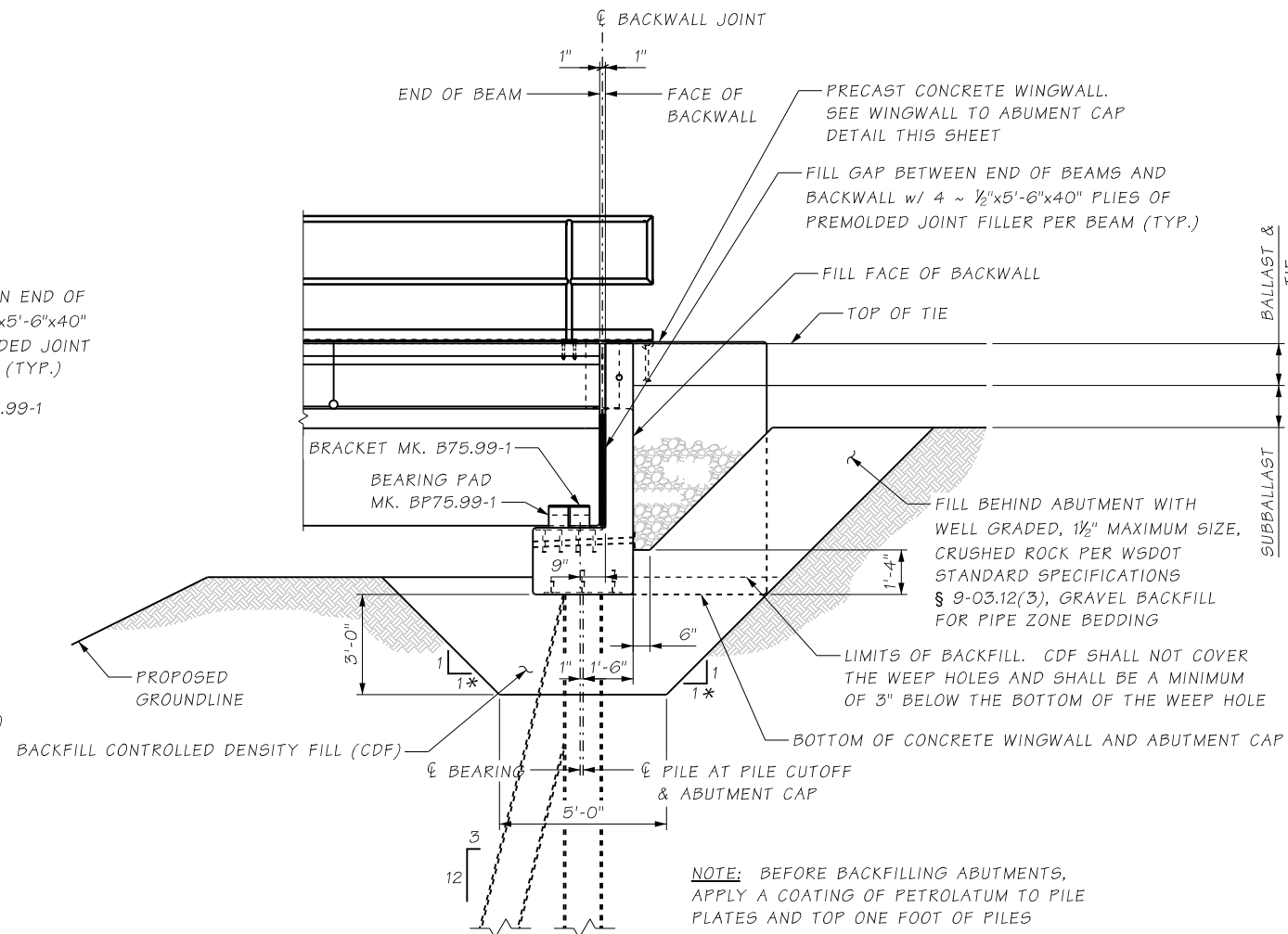
DATUM
NAVD 1988

SR ProjectWise Vault: BridgeTest
FILE NO. ### SHEET
8/23/2019

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Designed By	C. BOWERS	2/2019	10	WASH.							BG02
Checked By	X. X	2/2019	JOB NUMBER						SHEET 2 OF 20 SHEETS		
Detalled By	A. PRITCHARD	2/2019	###								
Bridge Projects Engr.											
Prelim. Plan By											
Architect/Specialist			DATE	REVISION	BY	APP'D					

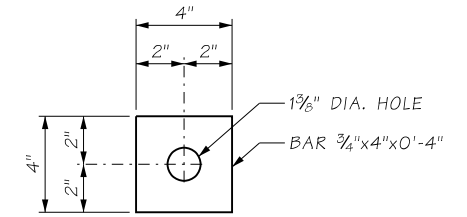


TYPICAL ELEVATION AT BENT

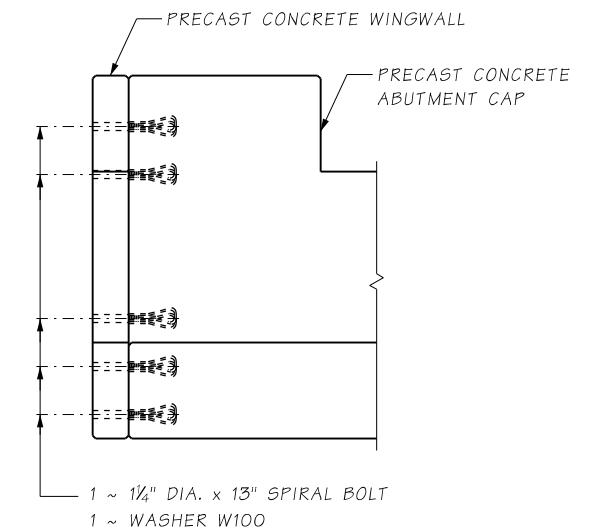


TYPICAL ELEVATION AT ABUTMENT

* TEMPORARY SLOPES ARE TO BE DESIGNED BY THE CONTRACTOR.
1H:1V SLOPE SHOWN IS MAXIMUM SLOPE ALLOWED BY BNSF.



WASHER MK. W75.99-1
GALVANIZE AFTER FABRICATION



WINGWALL TO ABUTMENT CAP DETAIL

LOOKING AHEAD ONLINE (WEST)

SR PROJECTWISE Vault: BridgeTest
FILE NO. ### SHEET
Projectwise Vault: BridgeTest

Bridge Design Engr.	c:\pwworking\west01\1d0790564\XL5086_FA_BG_003.dgn		REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor			10	WASH.			
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Checked By	X.X	2/2019	XL5086				
Detailled By	A. PRITCHARD	2/2019	DATE	REVISION	BY	APP'D	
Bridge Projects Engr.							
Prelim. Plan By							
Architect/Specialist							

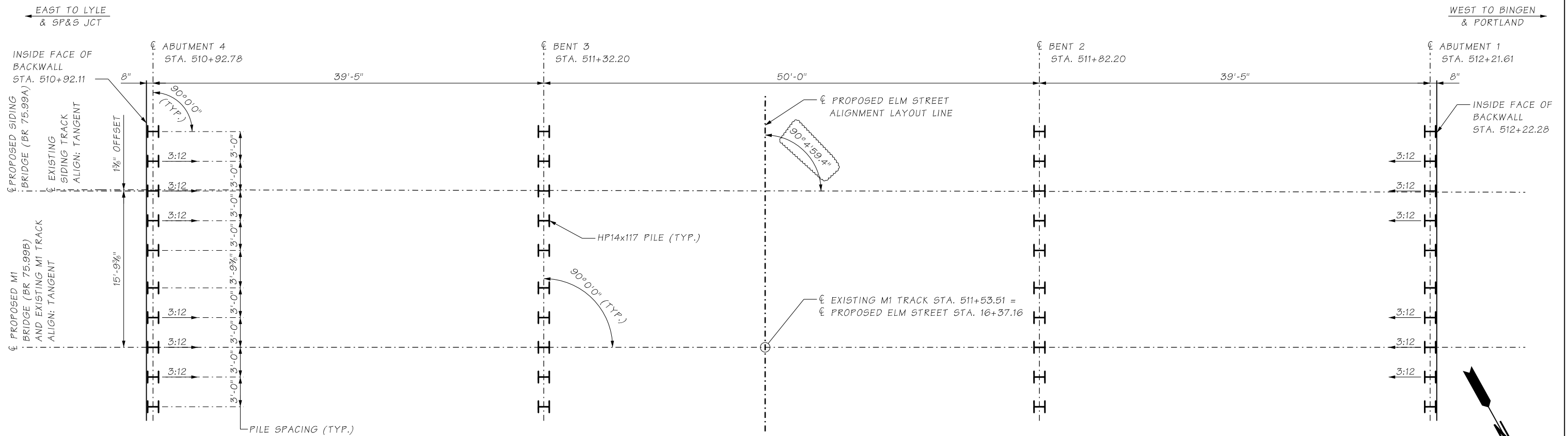


60% SUBMITTAL
Washington State Department of Transportation
NOT FOR CONSTRUCTION

SR14/BINGEN POINT ACCESS IMPROVEMENTS - RR UNDERCROSSING BNSF MP 75.99, FALLBRIDGE SUB LINE SEGMENT 47

TYPICAL ELEVATIONS

BRIDGE SHEET NO. BG03
SHEET 3 OF 20 SHEETS



PILE PLAN

PILE NOTES:

1. STEEL PILE MATERIAL SHALL CONFORM TO A.S.T.M. A572 GRADE 50.
2. PILES SHALL BE DRIVEN IN ACCORDANCE WITH THE WSDOT STANDARD SPECIFICATIONS AND PROJECT SPECIAL PROVISIONS. IF PENETRATION OF 25 FEET BELOW NATURAL OR FINISHED GROUND LINE, WHICHEVER IS LOWER, CANNOT BE ACHIEVED, CONTACT PROJECT ENGINEER.
3. HAMMER MUST BE APPROVED BY ENGINEER PRIOR TO USE. PILE DRIVING PLAN SHALL BE SUPPLIED BY CONTRACTOR AND APPROVED BY ENGINEER.
4. ESTIMATED PILE LENGTHS ARE NOT TO BE USED AS BEARING OR DESIGN CRITERIA. ACTUAL PILE DEPTHS REQUIRED TO MEET DESIGN ARE DEPENDENT ON SOIL CONDITIONS ACCORDING TO THE BORING LOG AND PILE DRIVING EQUIPMENT.
5. AFTER PILES ARE DRIVEN, THEY SHALL BE PULLED, IF NECESSARY, AND HELD IN THE PROPER LOCATION AND CUT OFF AT THE PROPER ELEVATION. THEY SHALL CONTINUE BEING HELD UNTIL THE PRECAST CAPS HAVE BEEN SET AND WELDED TO STEEL BEARING PILES.
6. DEBURR ALL EDGES.
7. PILE SPACINGS SHOWN ARE AT PILE CUTOFF ELEVATIONS.
8. SYMBOL 3:12 DENOTES DIRECTION AND AMOUNT OF PILE BATTER.

SUBSTRUCTURE	T/TIE	PILE CUTOFF	ULTIMATE CAPACITY (TON)	ULTIMATE UPLIFT (TON)	MINIMUM EMBED (FT.)	MINIMUM TIP ELEVATION	ESTIMATED PILE LENGTH BELOW CUTOFF (FT.)
SIDING ABUTMENT 1	109.92	103.02	232	19	25	78	50
SIDING BENT 2	109.88	102.27	314	50	25	62	68
SIDING BENT 3	109.83	102.18	314	50	25	62	68
SIDING ABUTMENT 4	109.79	102.76	232	19	25	78	50
MAIN ABUTMENT 1	110.51	103.37	232	19	25	78	50
MAIN BENT 2	110.51	102.79	314	50	25	62	68
MAIN BENT 3	110.52	102.89	314	50	25	62	68
MAIN ABUTMENT 4	110.53	103.63	232	19	25	78	50

REFERENCES:

SEE SHEET BG05 FOR PILE DETAILS
SEE SHEET BG06 FOR BORE LOGS

SR PROJECTWISE Vault: FILE NO. ### SHEET

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Bridge Projects Engr.							
Prelim. Plan By							
Architect/Specialist	DATE	REVISION	BY	APP'D			



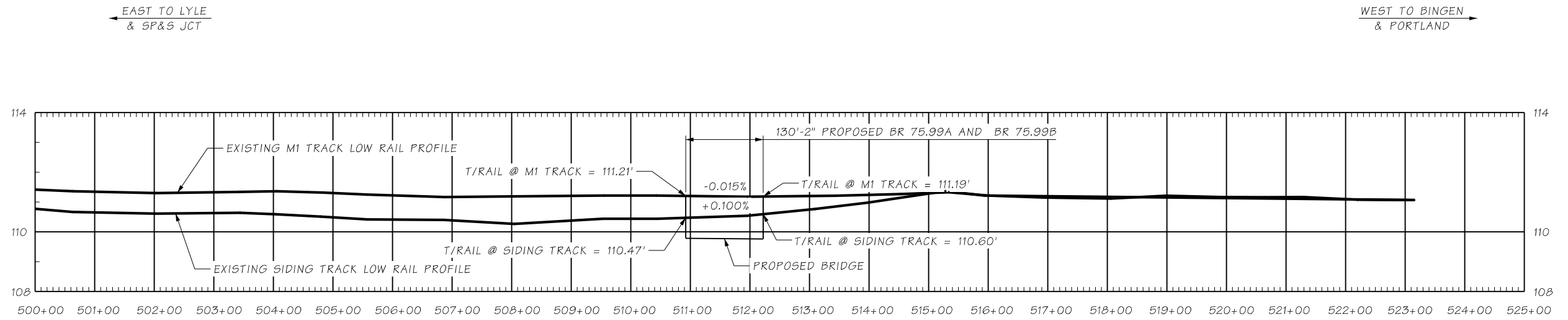
60% SUBMITTAL

NOT FOR CONSTRUCTION

SR14/BINGEN POINT ACCESS IMPROVEMENTS - RR UNDERCROSSING BNSF MP 75.99, FALLBRIDGE SUB LINE SEGMENT 47

PILE PLAN AND PILE NOTES

BRIDGE SHEET NO. **BG04**
SHEET 4 OF 20 SHEETS



EXISTING LOW RAIL PROFILES

DATUM
NAVD 1988

SR ProjectWise Vault: BridgeTest FILE NO. ### SHEET 4

Bridge Design Engr.	c:\pwworking\west01\d0790564\15086_FA_BG_020.dgn		REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor			10	WASH.		4	X
Designed By	C. BOWERS	2/2019	JOB NUMBER				
Checked By	X. XXXX	2/2019	#####				
Detailled By	A. PRITCHARD	2/2019					
Bridge Projects Engr.							
Prelim. Plan By							
Architect/Specialist	DATE	REVISION	BY	APP'D			



60% SUBMITTAL

 NOT FOR CONSTRUCTION

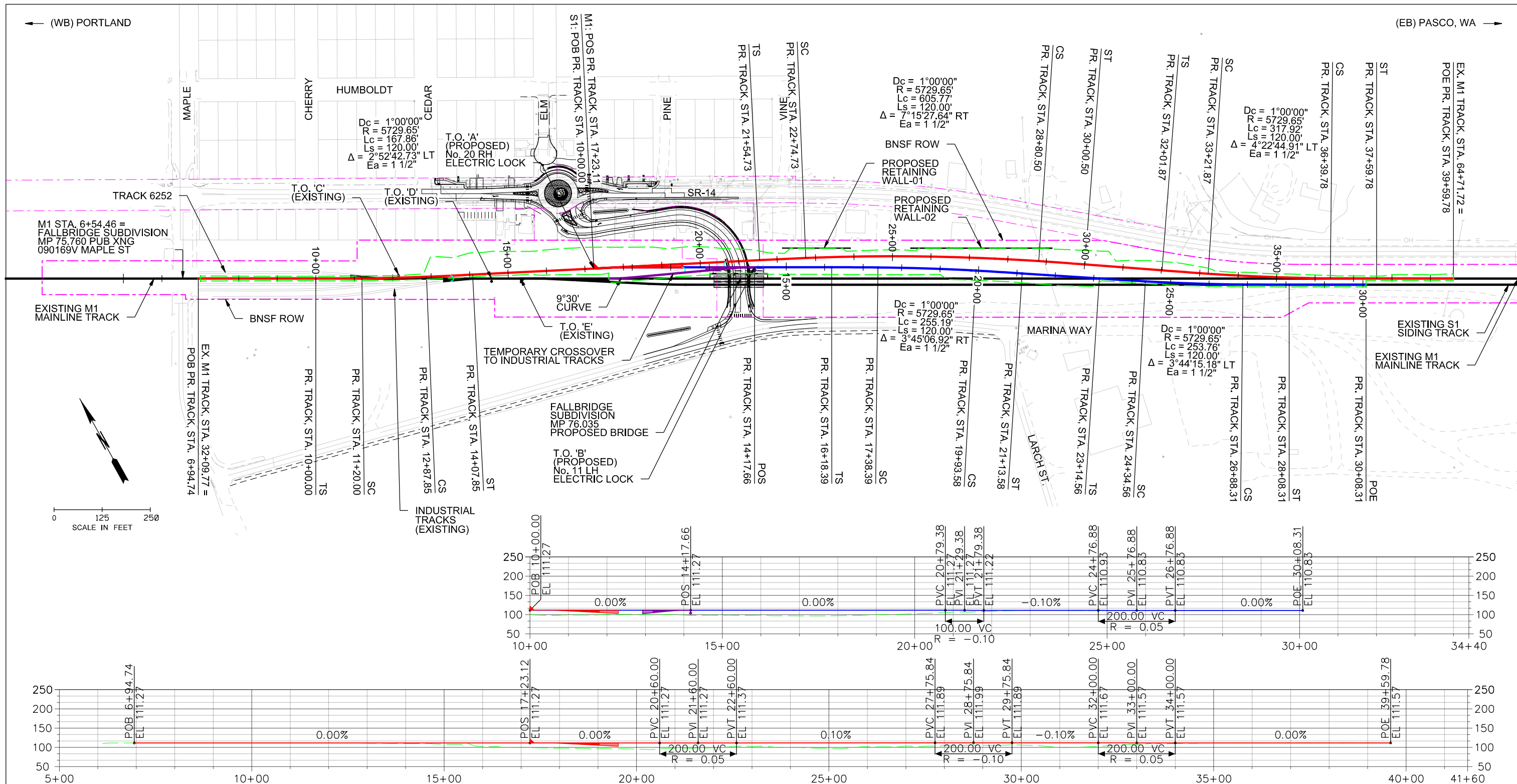
SR14/BINGEN POINT ACCESS
 IMPROVEMENTS - RR UNDERCROSSING
 BNSF MP 75.99, FALLBRIDGE SUB
 LINE SEGMENT 47

EXISTING LOW RAIL PROFILES

BRIDGE SHEET NO.
 BG20
 SHEET 20 OF 20 SHEETS

(WB) PORTLAND ←

→ (EB) PASCO, WA



DESCRIPTION:
 SHOOFLY DESIGN SPEED IS 110% OF SPEED LIMIT
 MAINLINE SHOOFLY = 70 MPH (77 MPH PASSENGER DESIGN)
 SIDING SHOOFLY = 70 MPH (77 MPH PASSENGER DESIGN)
 WSS BINGEN CONTROL POINT SIGNAL MODIFICATIONS
 MAINLINE TRACK OPERATIONS LARGELY UNCHANGED
 SIDING TRACK OPERATIONS LARGELY UNCHANGED
 TRACK 6252 OUT OF SERVICE DURING CONST
 INDUSTRIAL TRACKS ACCESSED BY SIDING TRACK

- LEGEND:**
- SURVEY FEATURES
 - PROPOSED ROADWAY DESIGN
 - EXISTING TRACK
 - CITY ROW
 - BNSF ROW
 - PROPOSED GRADING LIMITS
 - PROPOSED RETAINING WALL
 - PROPOSED MAINLINE (M1) SHOOFLY - SHIFT TO TRACK
 - PROPOSED MAINLINE (M1) SHOOFLY - NEW TRACK
 - PROPOSED SIDING (S1) SHOOFLY - SHIFT TO TRACK
 - PROPOSED SIDING (S1) SHOOFLY - NEW TRACK
 - PROPOSED INDUSTRY TRACK CROSSOVER
 - PROPOSED SHIFT FROM TRACK
 - PROPOSED REMOVE TRACK
 - ○ PROPOSED 14.21' TRACK CLEARANCE POINT

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DESIGNED BY	HDR-EK
ENTERED BY	HDR-EK
CHECKED BY	HDR-MF
PROJ. ENGR.	-
REGIONAL ADM.	-

REVISION	DATE	BY

REGION NO.	STATE	FED. AID PROJ. NO.
10	WA	
JOB NUMBER	CONTRACT NO.	LOCATION NO.
XL5086		

DATE	DATE

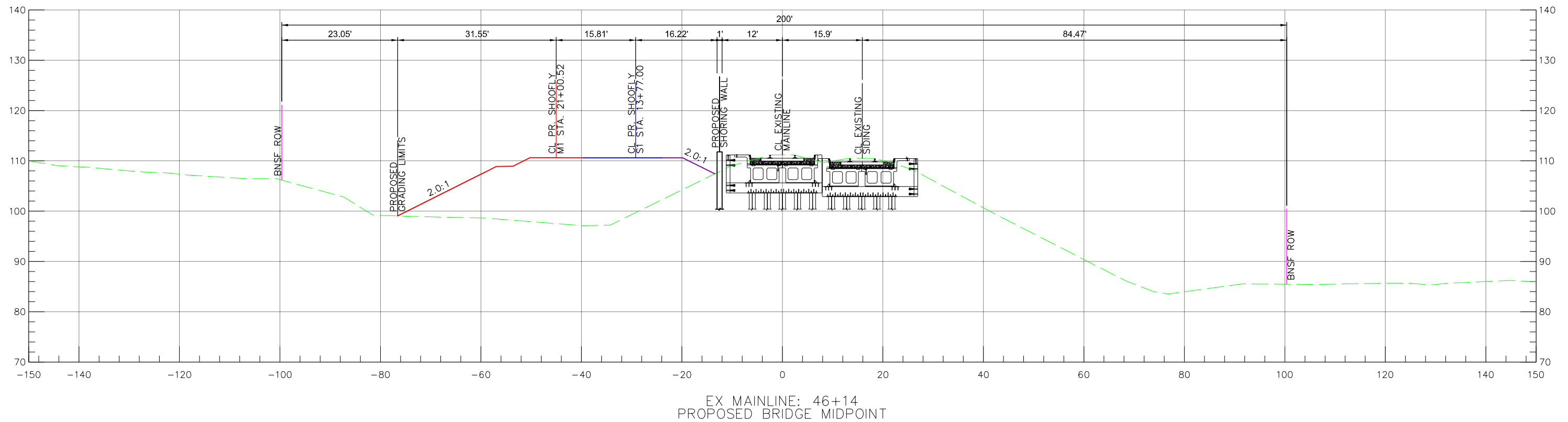
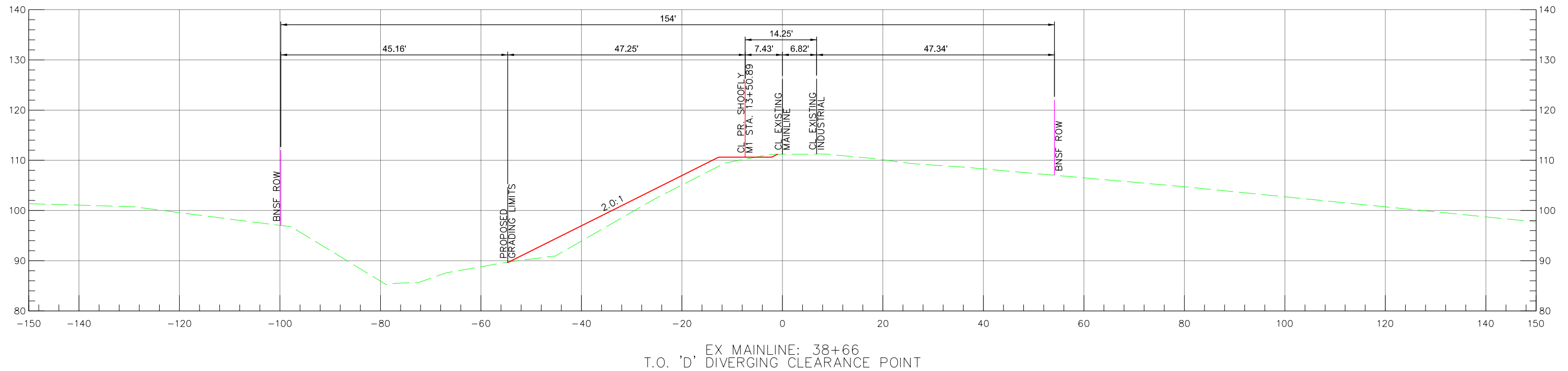


**SR14/BINGEN POINT ACCESS
 IMPROVEMENTS - RR OVERCROSSING
 BNSF MP 76.56
 60% PLAN SUBMITTAL**

EXHIBIT PLAN AND PROFILE

PLAN REF NO
EXH-01

SHEET
 1
 OF
 3
 SHEETS



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PROJ. ENGR.	-		
REGIONAL ADM.	-		
	REVISION	DATE	BY

REGION NO.	STATE	FED. AID PROJ. NO.
10	WA	
JOB NUMBER	XL5086	
CONTRACT NO.	LOCATION NO.	

DATE
P.E. STAMP BOX

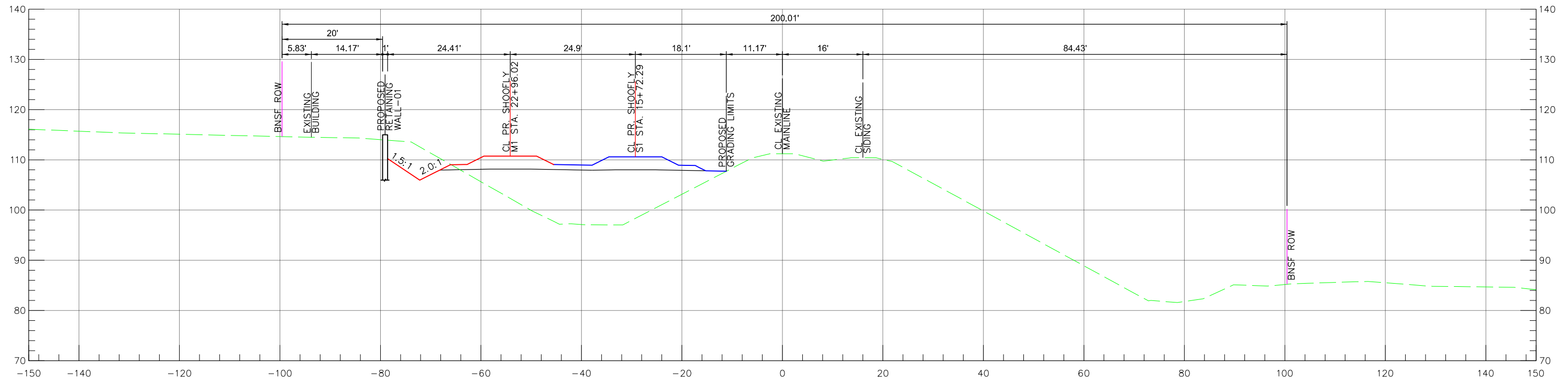
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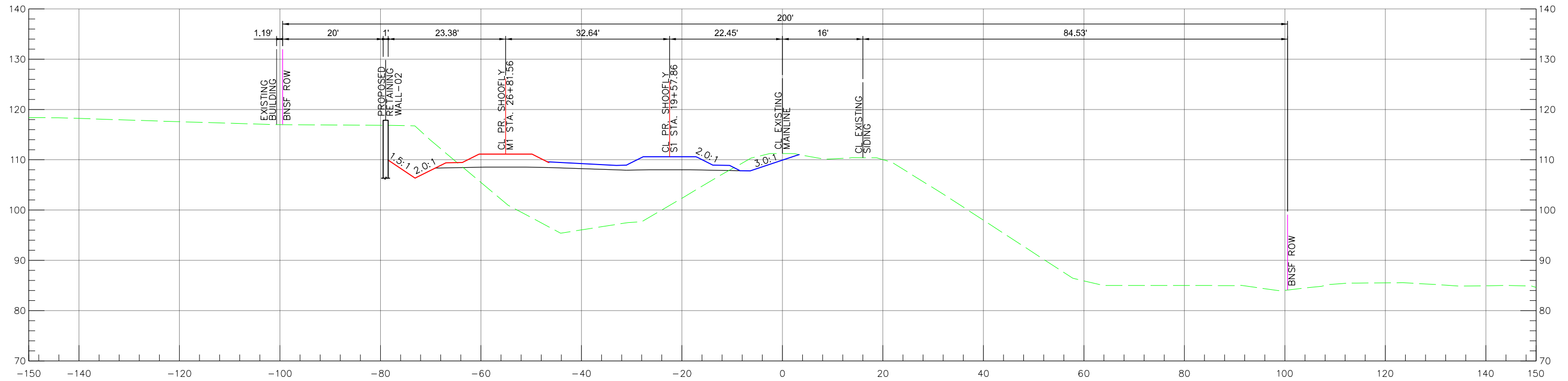
SR14/BINGEN POINT ACCESS
IMPROVEMENTS - RR OVERCROSSING
BNSF MP 76.56
60% PLAN SUBMITTAL
EXHIBIT CRITICAL SECTIONS - 01

PLAN REF NO
EXH-02


SHEET
2
OF
3
SHEETS



EX MAINLINE: 48+10
PROPOSED RETAINING WALL - 01



EX MAINLINE: 51+95
PROPOSED RETAINING WALL - 02

FILE NAME	\$DESIGNFILENAME\$			REGION NO.	STATE	FED. AID PROJ. NO.	 Washington State Department of Transportation	SR14/BINGEN POINT ACCESS IMPROVEMENTS - RR OVERCROSSING BNSF MP 76.56 60% PLAN SUBMITTAL EXHIBIT CRITICAL SECTIONS - 02	PLAN REF NO
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CHECKED BY	HDR-MF								SHEETS
PROJ. ENGR.	-								
REGIONAL ADM.	-	REVISION	DATE	BY					