



WASHINGTON DEPARTMENT OF  
FISH AND WILDLIFE

*SCATTER CREEK WLA – BLACK RIVER UNIT*  
*MIMA ACCESS & PARKING*  
*TN:R109:2023-1*

SHEET INDEX

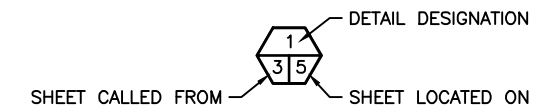
# SHEET TITLE

- 1 COVER
- 2 VICINITY MAP & PARCEL SITE PLAN
- 3 EXISTING & EROSION CONTRIL SITE PLAN
- 4 NEW SITE PLAN
- 5 LINE FENCE, CORNER BRACE & GATE BRACE DETAILS
- 6 DOUBLE ACCESS GATE DETAILS
- 7 DOUBLE ACCESS GATE DETAILS
- 8 CULVERT, KIOSK, STRAW WATTLE & COUNTY ROAD ACCESS DETAILS

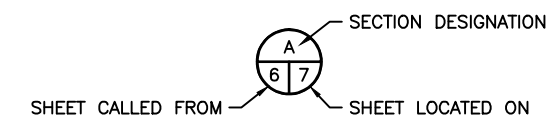
ABBREVIATIONS

APPROX	-	APPROXIMATELY
AVE	=	AVENUE
CMP	-	CORRUGATED METAL PIPE
CONC	-	CONCRETE
CSTC	-	CRUSHED SURFACE TOP COURSE
DIA	-	DIAMETER
FT	-	FEET
GA	-	GAUGE
GALV	-	GALVANIZED
HMA	-	HOT MIX ASPHALT
HSS	-	HOLLOW STRUCTURAL SECTION
HWY	-	HIGHWAY
LF	-	LINEAL FEET
MI	-	MILE(S)
MIN	-	MINIMUM
OD	-	OUTSIDE DIAMETER
PK	=	PARKER KRYLON
PL	-	PLATE
RD	-	ROAD
S	-	SOUTH
SCH	-	SCHEDULE
SQ	-	SQUARE
SW	-	SOUTHWEST
TYP	-	TYPICAL
W/	-	WITH

SHEET SYMBOLS



DETAIL



SECTION

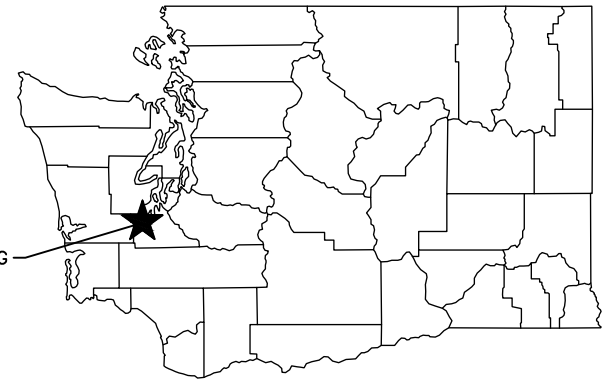


NOTE REFERENCE

REFERENCE DESIGNATION TO A NOTE, A PART, OR MATERIAL IN A SCHEDULE/TABLE

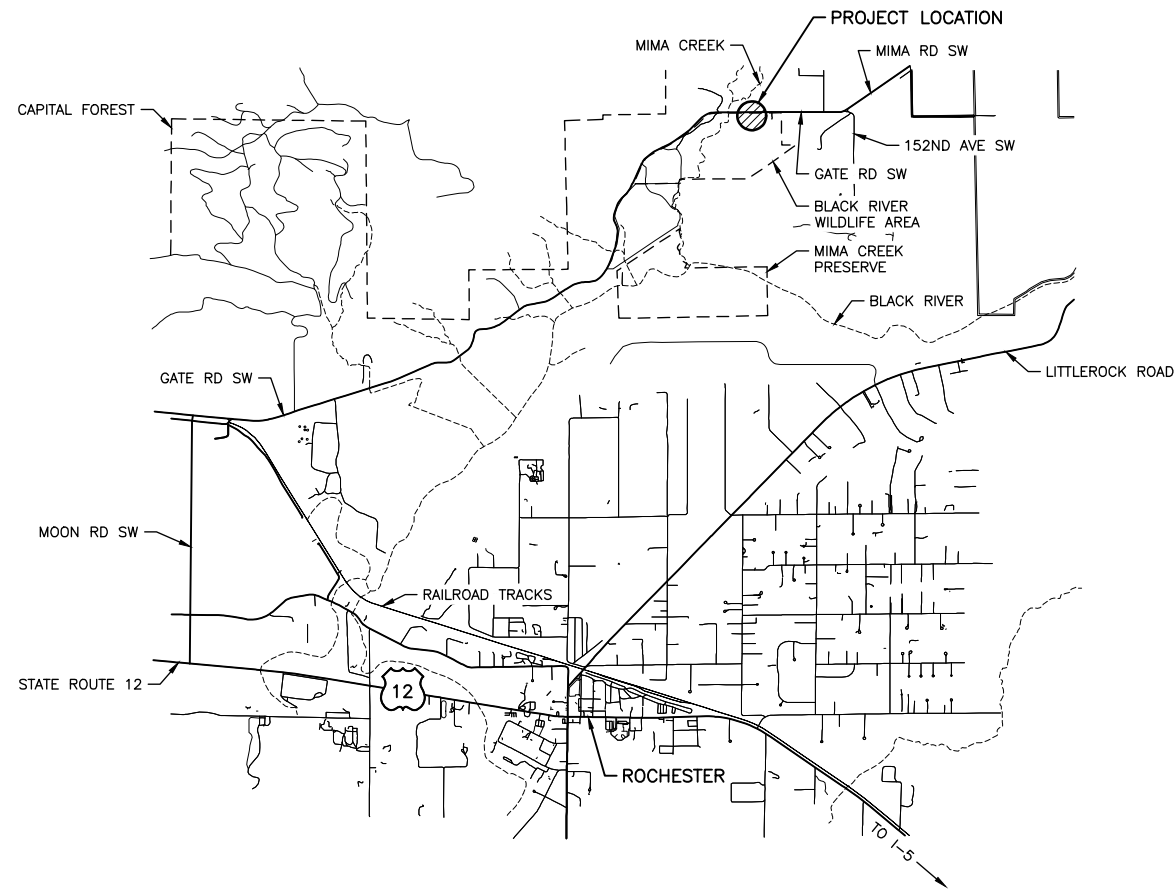
PROJECT NO.  
TN:R109:2023-1

SHEET	OF
1	8

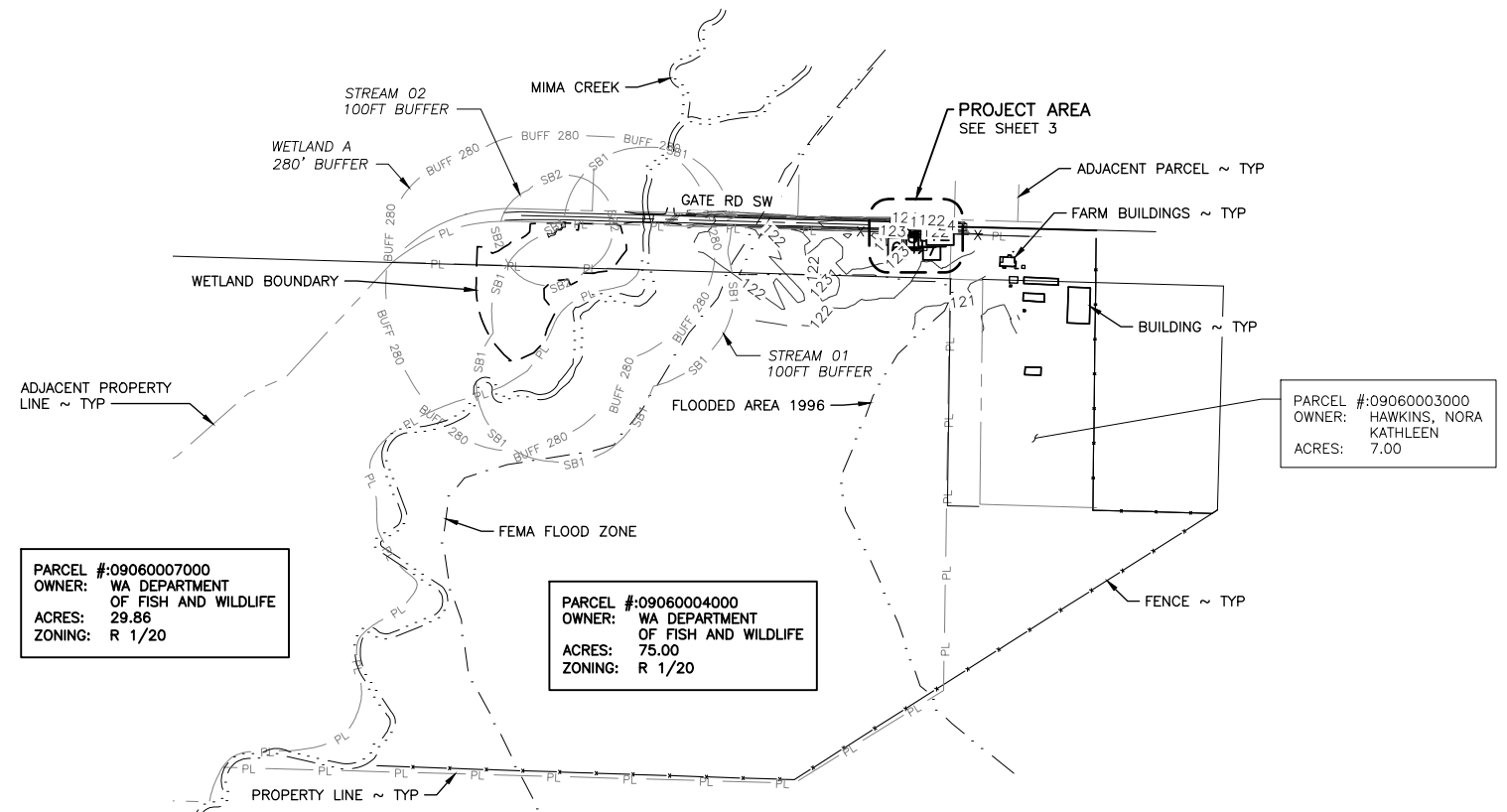


MIMA CREEK  
ACCESS & PARKING

**STATE MAP**  
NOT TO SCALE



**VICINITY MAP**  
NOT TO SCALE



**PARCEL SITE PLAN**

0 100 300 600 1"=300' 22x34  
1"=600' 11x17

**DIRECTIONS-- FROM OLYMPIA**

FOLLOW I-5 S TO US-12 W/OLD HWY 99 SW IN GRAND MOUND. TAKE EXIT 88 FROM I-5 S (16.6 MI)  
TURN RIGHT ONTO US-12 W/OLD HWY 99 SW (0.4 MI)  
TURN RIGHT ONTO MOON RD SW (1.2 MI)  
TURN RIGHT ONTO GATE RD SW/MIMA GATE RD SW  
CONTINUE TO FOLLOW GATE RD SW (3.7 MI)



NAVD 88

**WASHINGTON DEPARTMENT OF  
FISH & WILDLIFE**

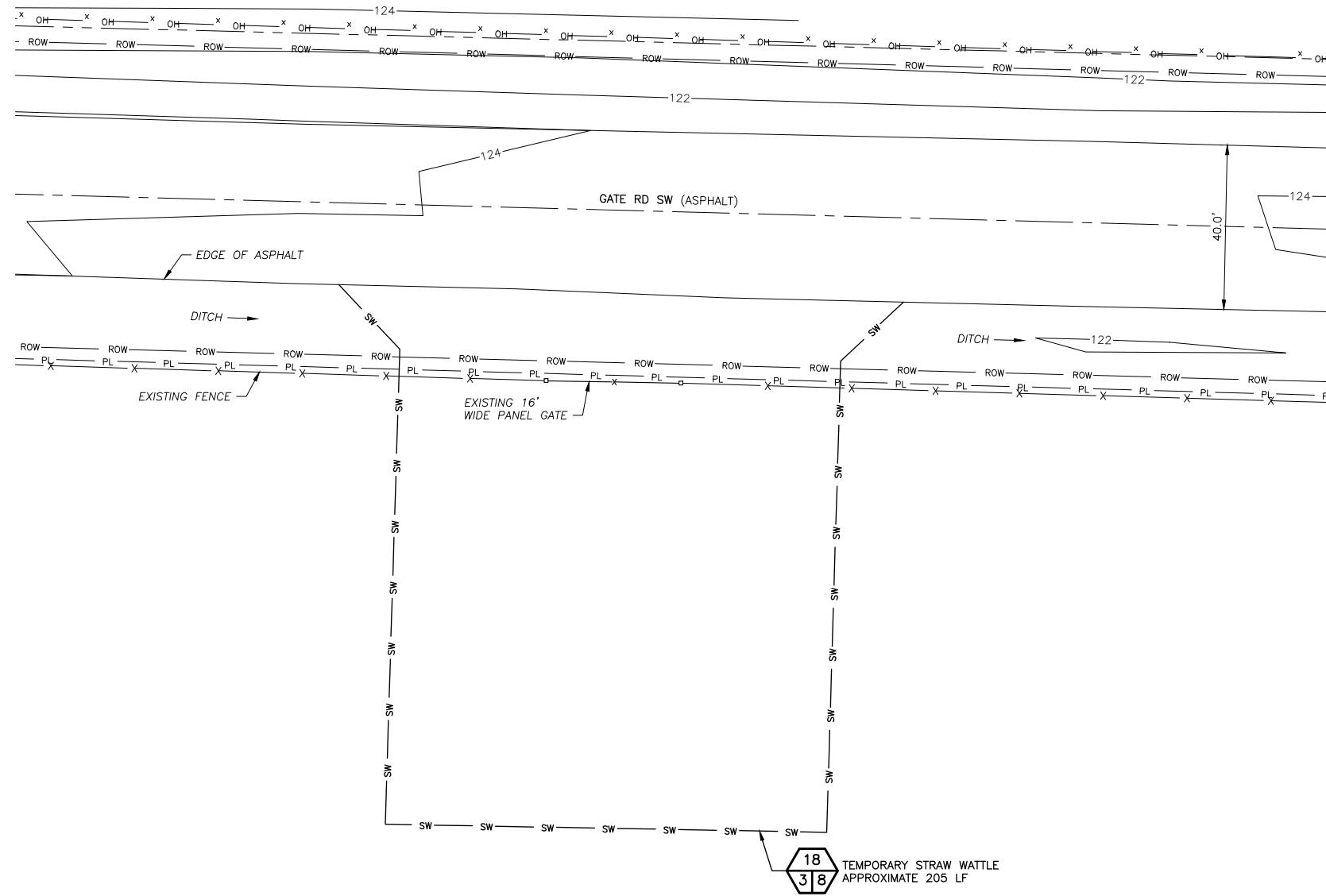
SYM	DATE	REVISION DESCRIPTION	BY
		APPROVED AND RELEASED FOR CONSTRUCTION	
CHIEF ENGINEER	DATE		
PROGRAM	DATE		

DESIGNED BY R. BEESLEY  
CHECKED BY S. GOODWIN  
DRAWN BY R. SANTIAGO  
DATE 8/30/2024

**SCATTER CREEK WLA - BLACK RIVER UNIT**  
**MIMA ACCESS & PARKING**  
VICINITY MAP & PARCEL SITE PLAN

PROJECT NO.  
TN:R109:2023-1

SHEET OF  
2 8



**LEGEND:**

- PL — PROPERTY LINE
- - - ADJACENT PARCEL
- — — ROAD CENTERLINE
- ROW — RIGHT OF WAY
- OH<sub>x</sub> — EXISTING OVERHEAD POWER LINE
- X — EXISTING FENCE
- 123 — CONTOUR LINE
- SW — STRAW WATTLE

**EXISTING & EROSION CONTROL SITE PLAN**



WASHINGTON DEPARTMENT OF  
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SCATTER CREEK WLA – BLACK RIVER UNIT  
MIMA ACCESS & PARKING  
EXISTING & EROSION CONTRIL SITE PLAN

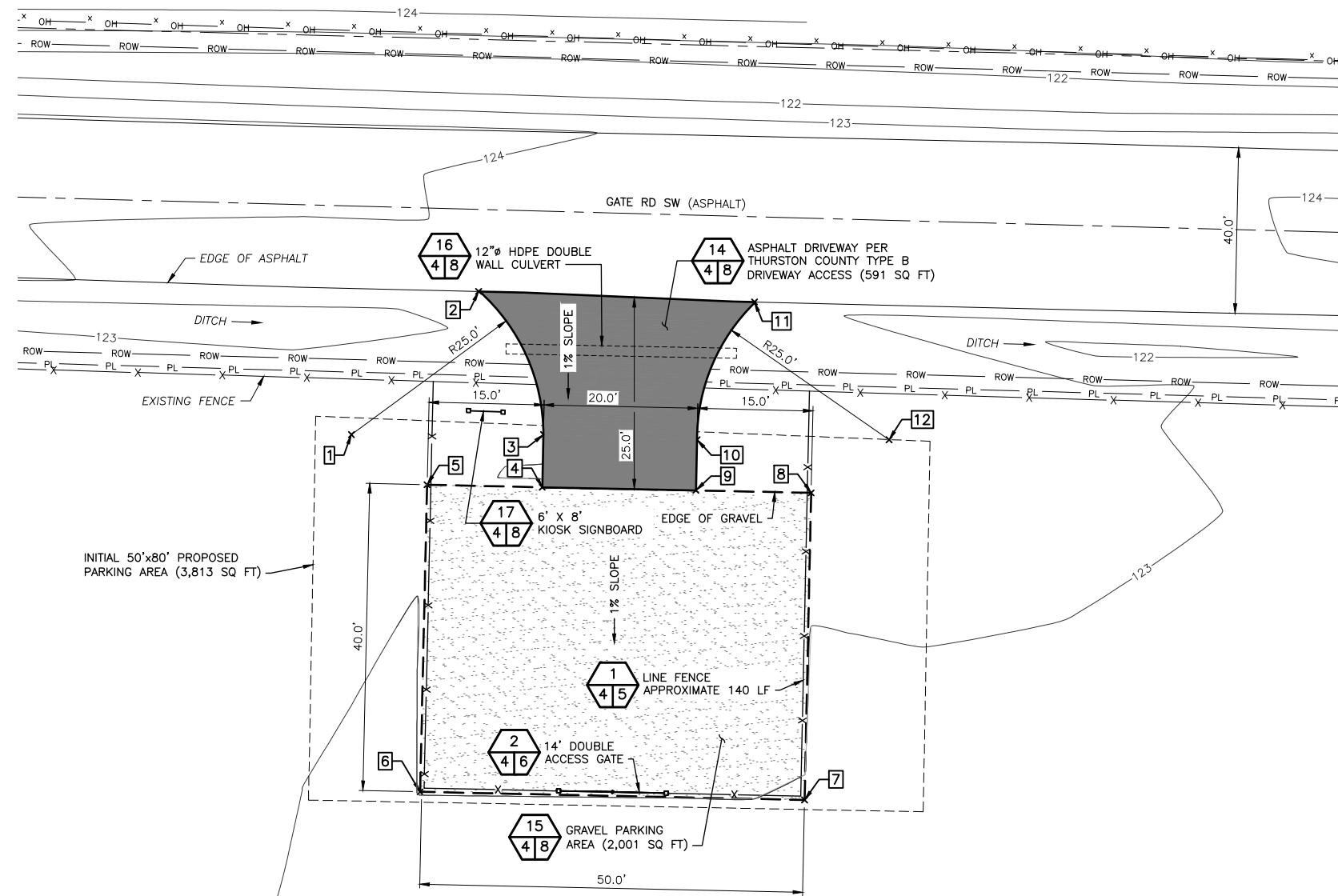
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SHEET	OF
3	8



CUT AND FILL DATA				
SITE	CUT ABOVE OHW	CUT BELOW OHW	FILL ABOVE OHW	FILL BELOW OHW
ASPHALT	20 CY	0 CY	20 CY	0 CY
GRAVEL	68 CY	0 CY	68 CY	0 CY

POINT DATA			
POINT #	NORTHING	EASTING	DESCRIPTION
1	569349.90	996003.10	POINT OF RADIUS
2	569368.54	996019.66	POINT OF CURVE
3	569349.90	996028.10	POINT OF TANGENT
4	569343.04	996027.95	DRIVEWAY
5	569343.38	996012.96	PARKING LOT CORNER
6	569303.39	996012.06	PARKING LOT CORNER
7	569302.33	996062.09	PARKING LOT CORNER
8	569342.32	996062.95	PARKING LOT CORNER
9	569342.64	996047.95	DRIVEWAY
10	569349.23	996048.09	POINT OF TANGENT
11	569367.17	996055.58	POINT OF CURVE
12	569349.23	996073.09	POINT OF RADIUS



**NEW SITE PLAN**  
 1"=10' 22x34  
 1"=20' 11x17

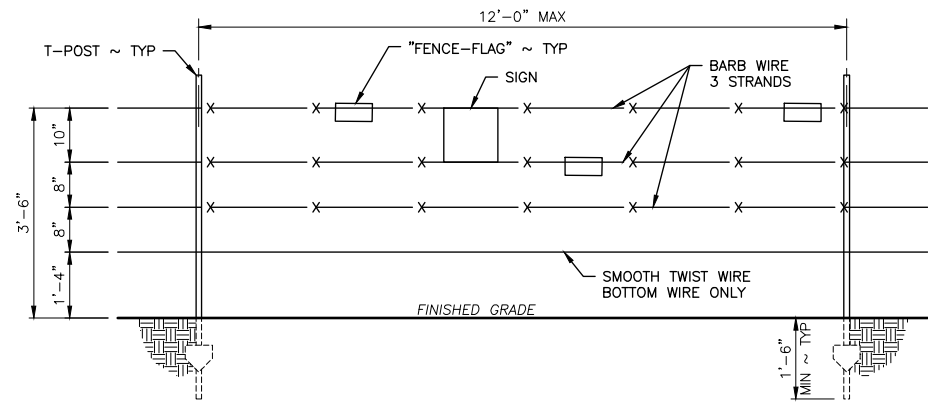
LEGEND:	
— PL —	PROPERTY LINE
- - - -	ADJACENT PARCEL
— — — —	ROAD CENTERLINE
— ROW —	RIGHT OF WAY
— OH <sub>x</sub> —	EXISTING OVERHEAD POWER LINE
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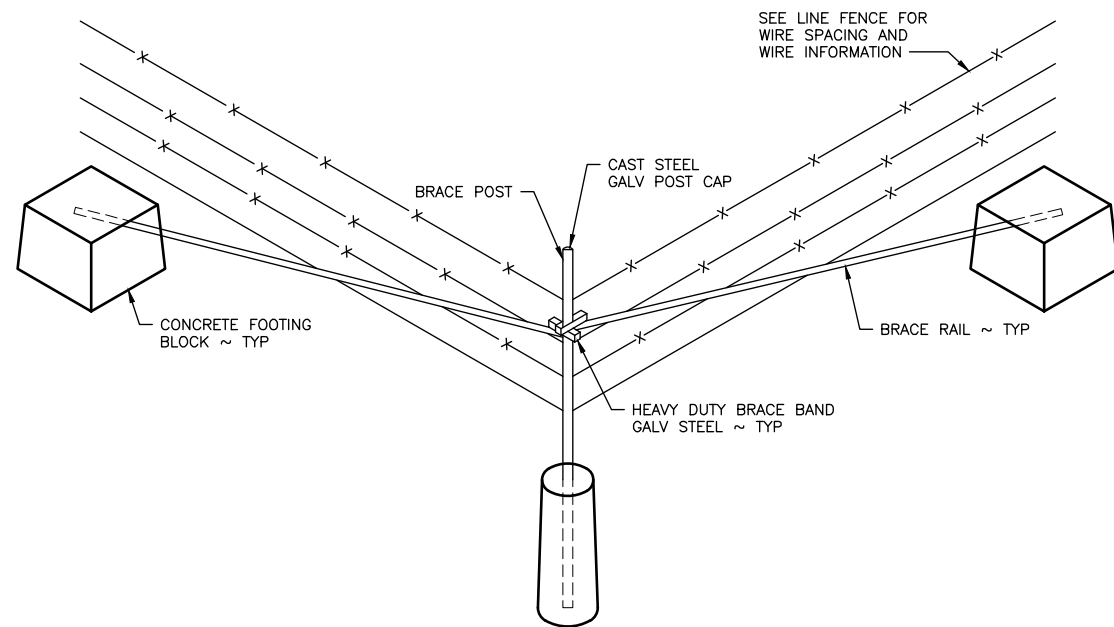
SCATTER CREEK WLA – BLACK RIVER UNIT		PROJECT NO. TN:R109:2023–1	
MIMA ACCESS & PARKING		SHEET OF	
NEW SITE PLAN		4	8



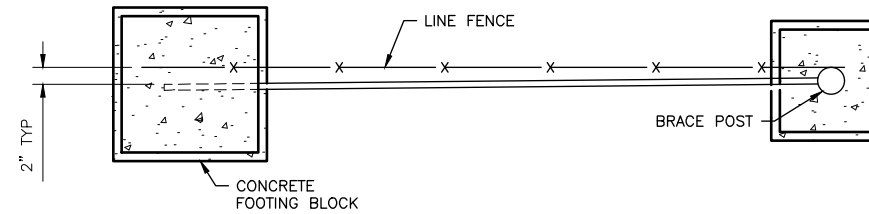
**LINE FENCE**  
NOT TO SCALE

**NOTES:**

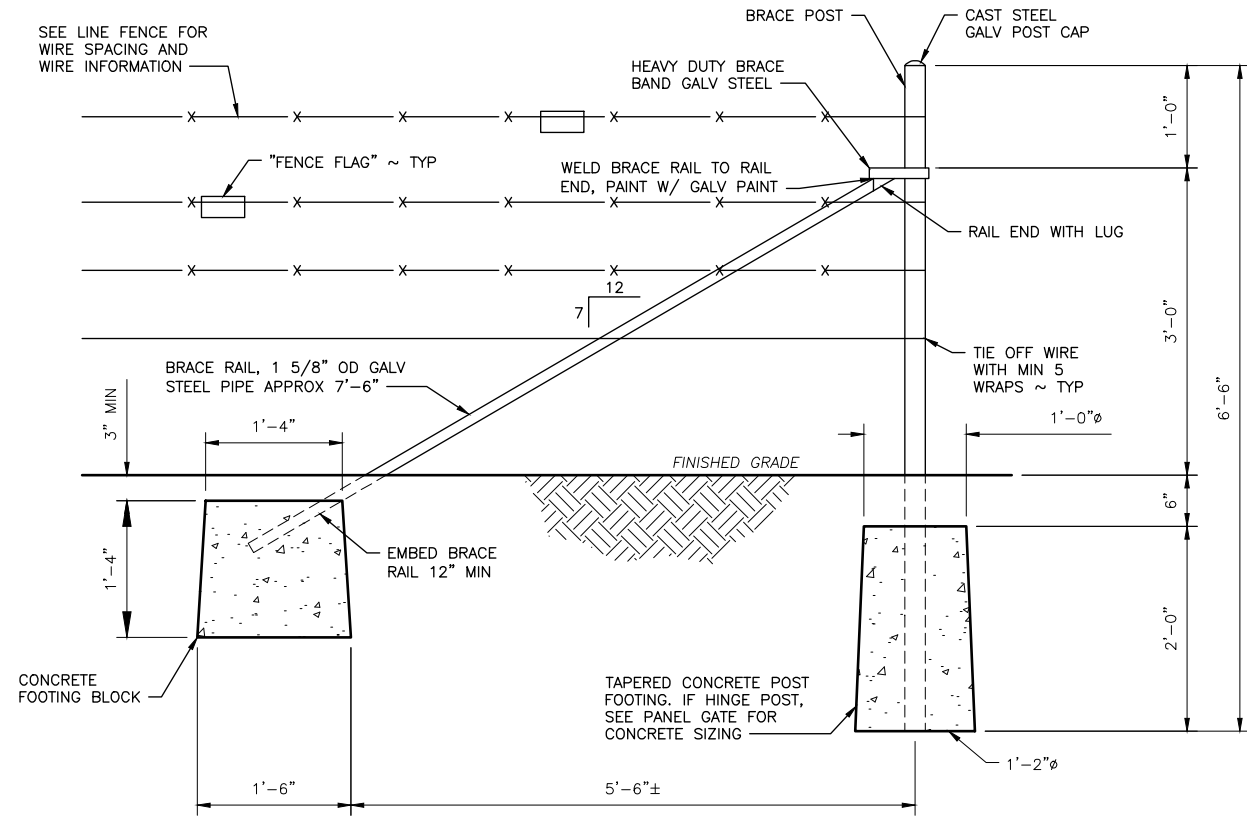
1. ALL T-POSTS SHALL NOT EXCEED 12 FEET OF SPACING.
2. STEEL T-POSTS SHALL BE HEAVY DUTY WEIGHT (1.33#), CERTIFIED ASTM-A702, GREEN WITH WHITE TOP, AND MINIMUM OF 6 FEET IN LENGTH. ALL POSTS SHALL BE DRIVEN TO A MINIMUM DEPTH OF 18 INCHES. IF THE T-POST DESIGN DEPTH CANNOT BE OBTAINED BY CONVENTIONAL DRIVING DUE TO EXISTING SOIL/ROCK CONDITIONS, THE POST HOLE SHALL BE DRILLED. SEE DRILLED T-POST INSTALLATION.
3. WIRE CLAMPS TO ATTACH BARB WIRE TO STEEL POSTS SHALL BE 11 GA GALVANIZED WIRE.



**CORNER BRACE (ISOMETRIC)**  
NOT TO SCALE



**PLAN**



**ELEVATION**

**END OR GATE BRACE DETAIL**  
SCALE: 1/2" = 1'-0"

**GENERAL NOTES:**

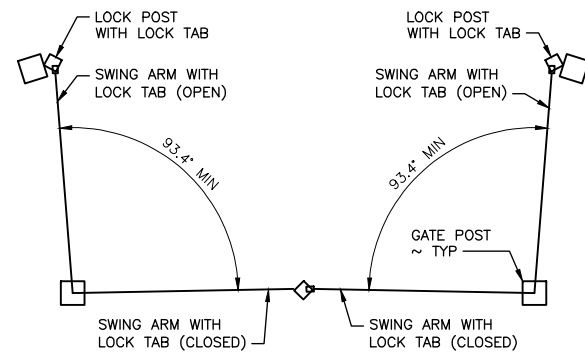
1. SMOOTH TWIST WIRE SHALL BE 12 1/2 GAUGE, BARBLESS, WITH CLASS 3 GALVANIZING.
2. BARB WIRE SHALL BE 12 1/2 GAUGE WITH 4 POINT BARBS SPACED AT 5 INCHES WITH CLASS 3 GALVANIZING.
3. ALL VERTICAL STEEL BRACE AND HINGE POSTS SHALL HAVE A GALVANIZED METAL POST CAP.
4. IF DEPTH CANNOT BE REACHED DUE TO GROUND CONDITION USE ALTERNATE METHOD APPROVED BY ENGINEER.

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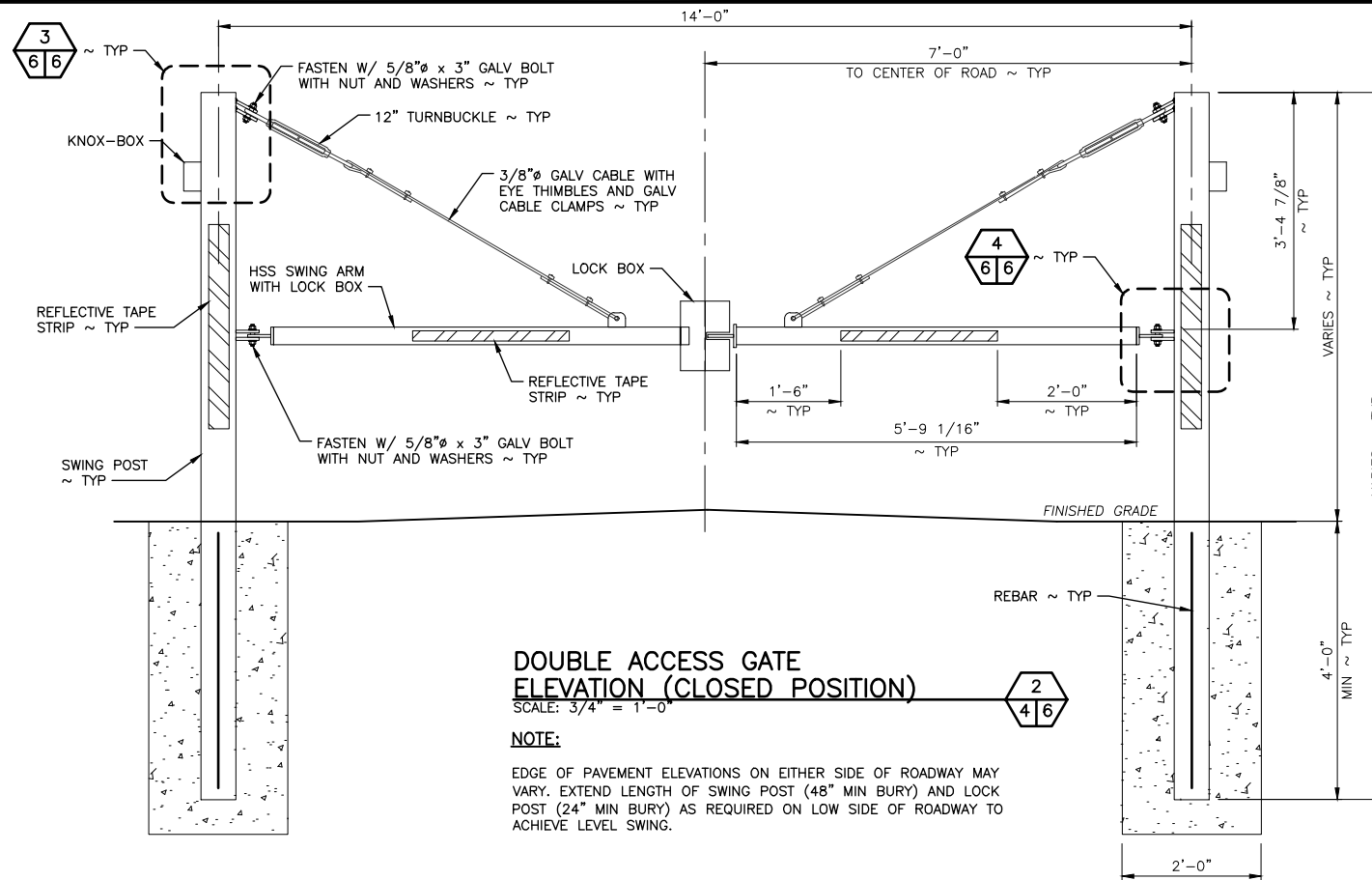
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MIMA ACCESS & PARKING  
LINE FENCE, CORNER BRACE &  
GATE BRACE DETAILS

PROJECT NO.  
TN:R109:2023-1  
SHEET 5 OF 8



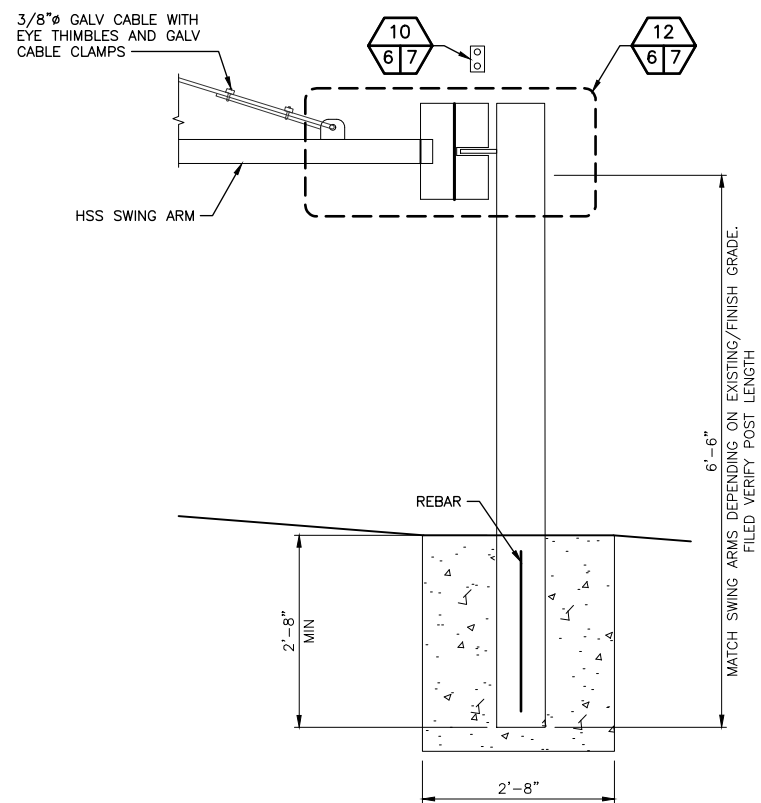
**DOUBLE ACCESS GATE PLAN**  
NOT TO SCALE



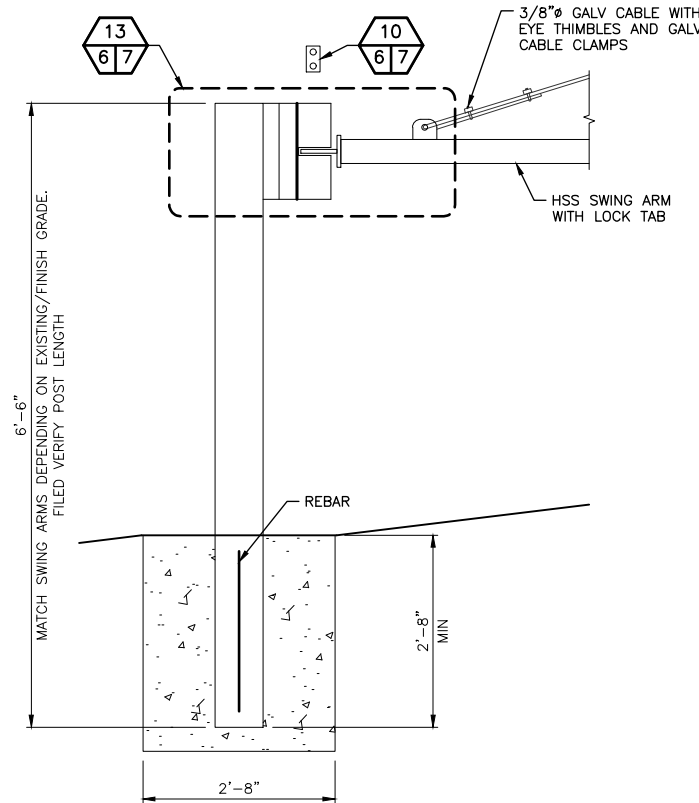
**DOUBLE ACCESS GATE ELEVATION (CLOSED POSITION)**  
SCALE: 3/4" = 1'-0"

**NOTE:**

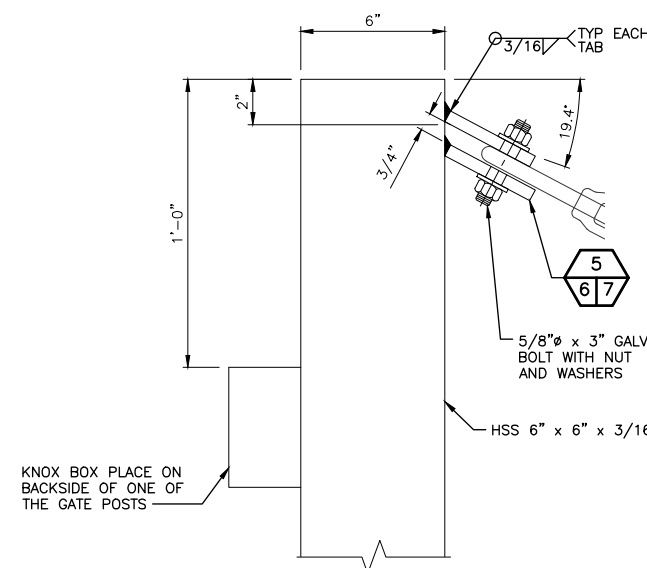
EDGE OF PAVEMENT ELEVATIONS ON EITHER SIDE OF ROADWAY MAY VARY. EXTEND LENGTH OF SWING POST (48" MIN BURY) AND LOCK POST (24" MIN BURY) AS REQUIRED ON LOW SIDE OF ROADWAY TO ACHIEVE LEVEL SWING.



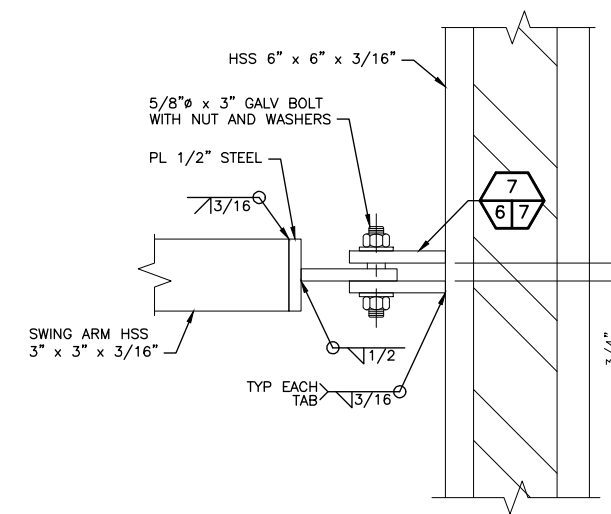
**LOCK TAB POST**  
SCALE: 1" = 1'-0"



**LOCK BOX POST**  
SCALE: 1" = 1'-0"



**SWING POST TOP**  
SCALE: 3" = 1'-0"



**SWING POST HINGE**  
SCALE: 3" = 1'-0"

**NOTES:**

- ALL STEEL SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION.
- GATES THAT PIVOT SHALL OPEN IN THE SAME DIRECTION.
- BOTH SWING ARMS SHALL OPEN WHEN LOCK TUBE IS UNLOCKED.
- THE OWNER IS RESPONSIBLE TO MAINTAIN THE RAPID ENTRY DEVICES IN AN OPERABLE CONDITION AFTER INSTALLATION AND ACCEPTANCE BY THE COUNTY.
- KNOX-BOX 3200 WITH LIFT DOOR. MOUNTED 5' ABOVE GROUND IN ACCORDANCE WITH FIRE DISTRICT AND MANUFACTURER INSTRUCTIONS
- APPLY 4" WIDE x 36" LONG REFLECTIVE TAPE STRIPS AS SHOWN. EACH SIDE OF SWING POSTS. REFLECTIVE TAPE FROM McMASTER-CARR #9195T89 YELLOW/BLACK OR APPROVED EQUAL.
- APPLY 3" WIDE x 24" LONG REFLECTIVE TAPE STRIPS AS SHOWN. EACH SIDE OF SWING ARMS. REFLECTIVE TAPE FROM McMASTER-CARR #9195T76 YELLOW/BLACK OR APPROVED EQUAL.

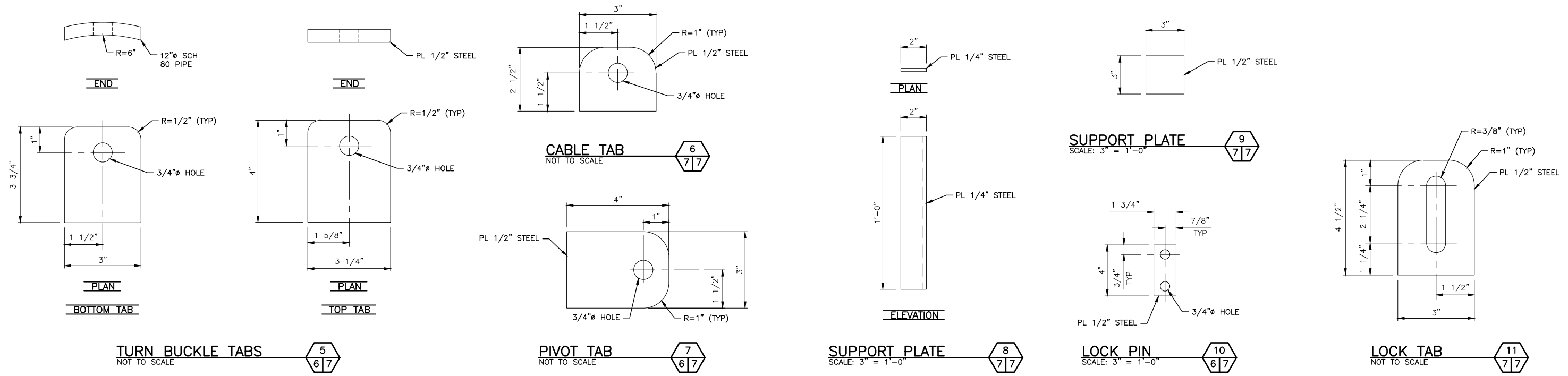
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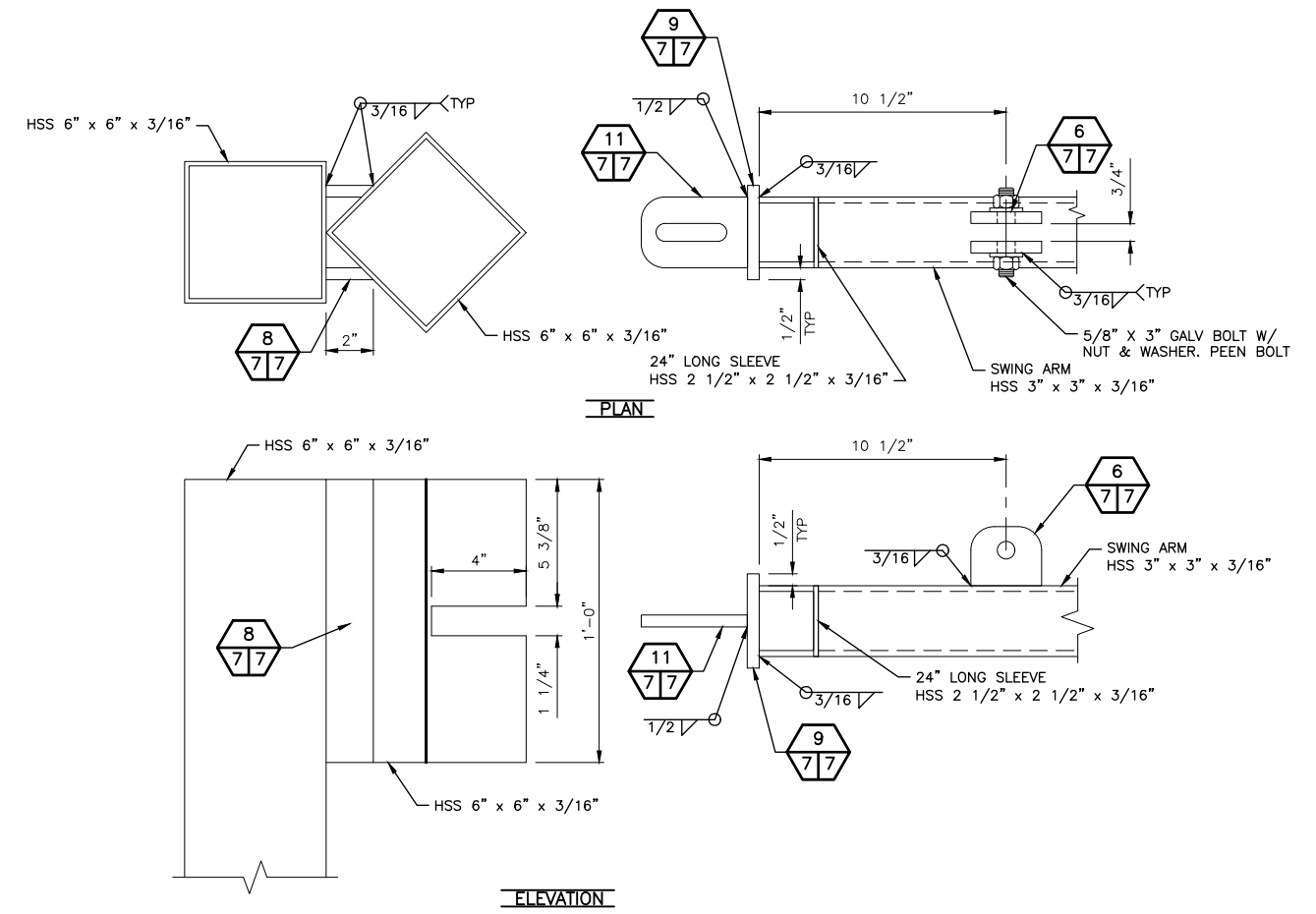
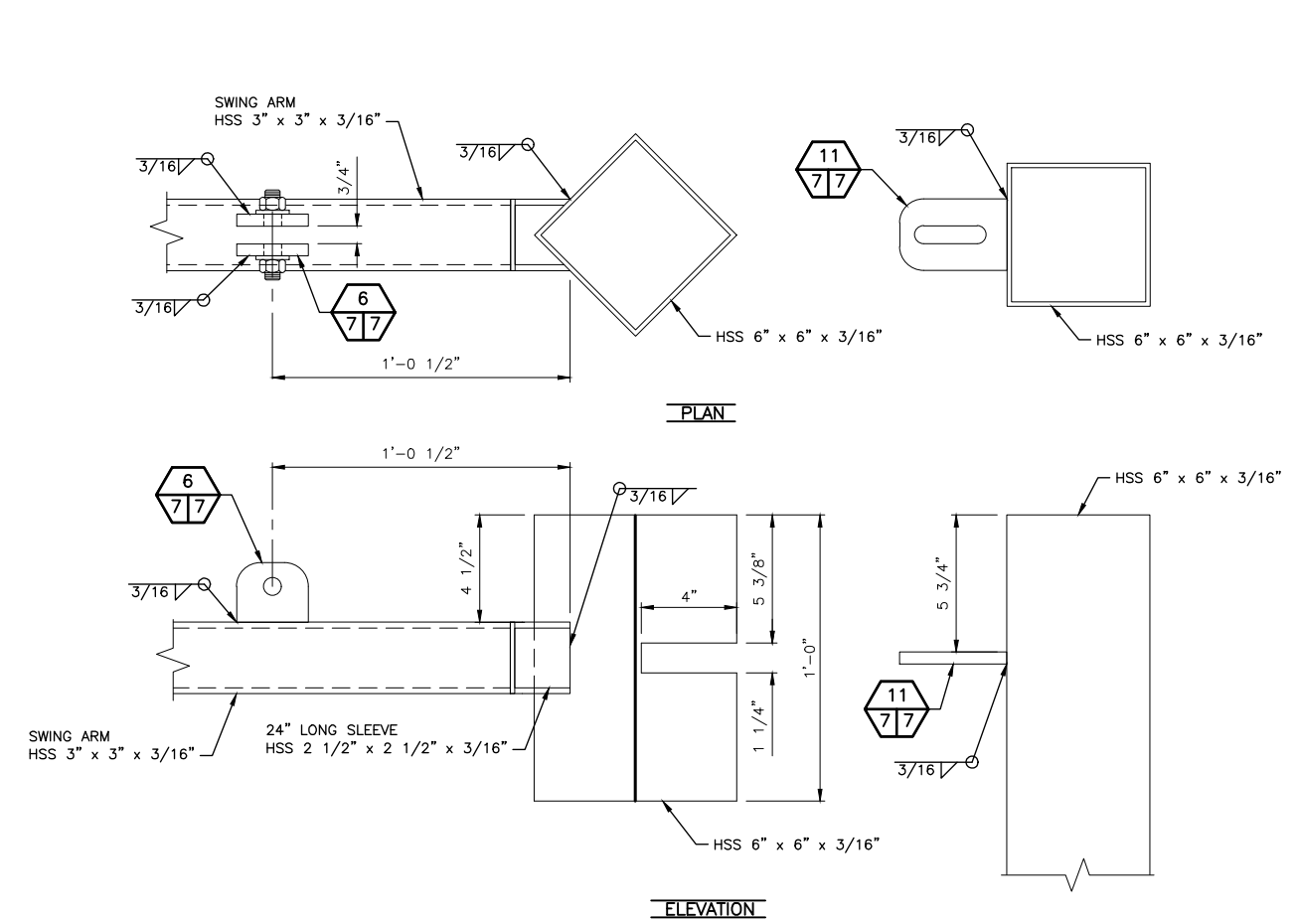
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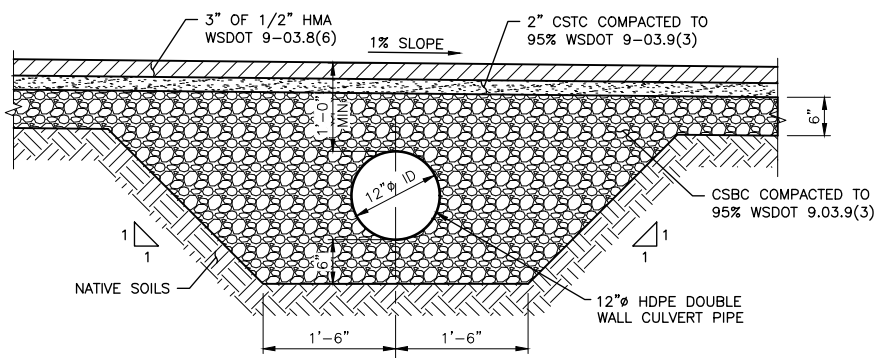
SCATTER CREEK WLA – BLACK RIVER UNIT  
MIMA ACCESS & PARKING  
DOUBLE ACCESS GATE DETAILS

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TN:R109:2023-1  
SHEET 6 OF 8

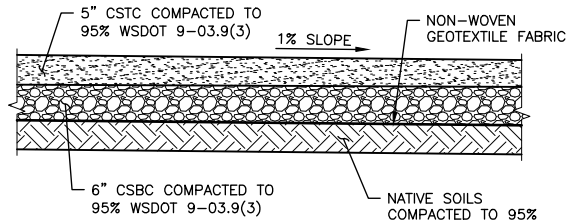


**NOTE:**  
 SUITABLE FOR TWO LOCKS

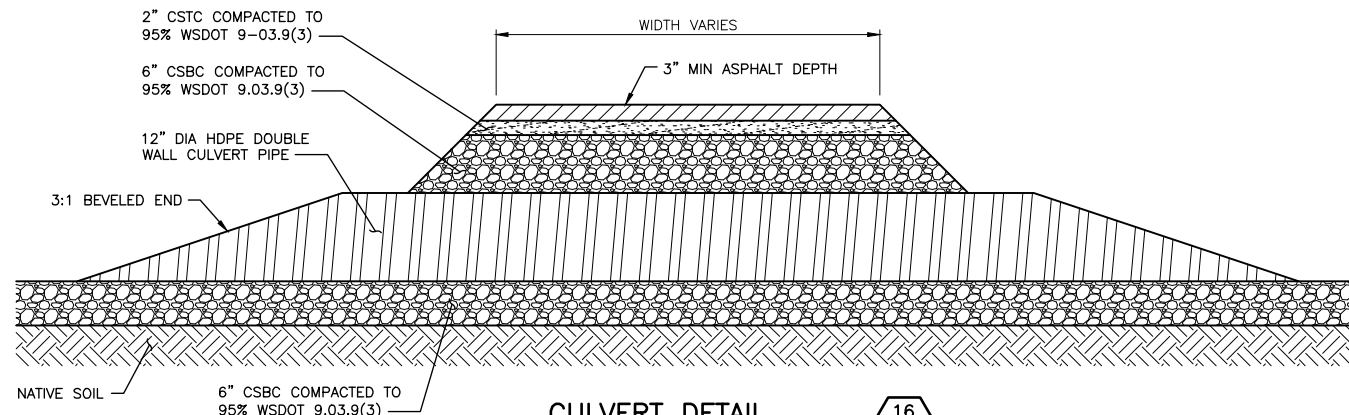




**ASPHALT DRIVEWAY DETAIL** 14  
NOT TO SCALE 4/8



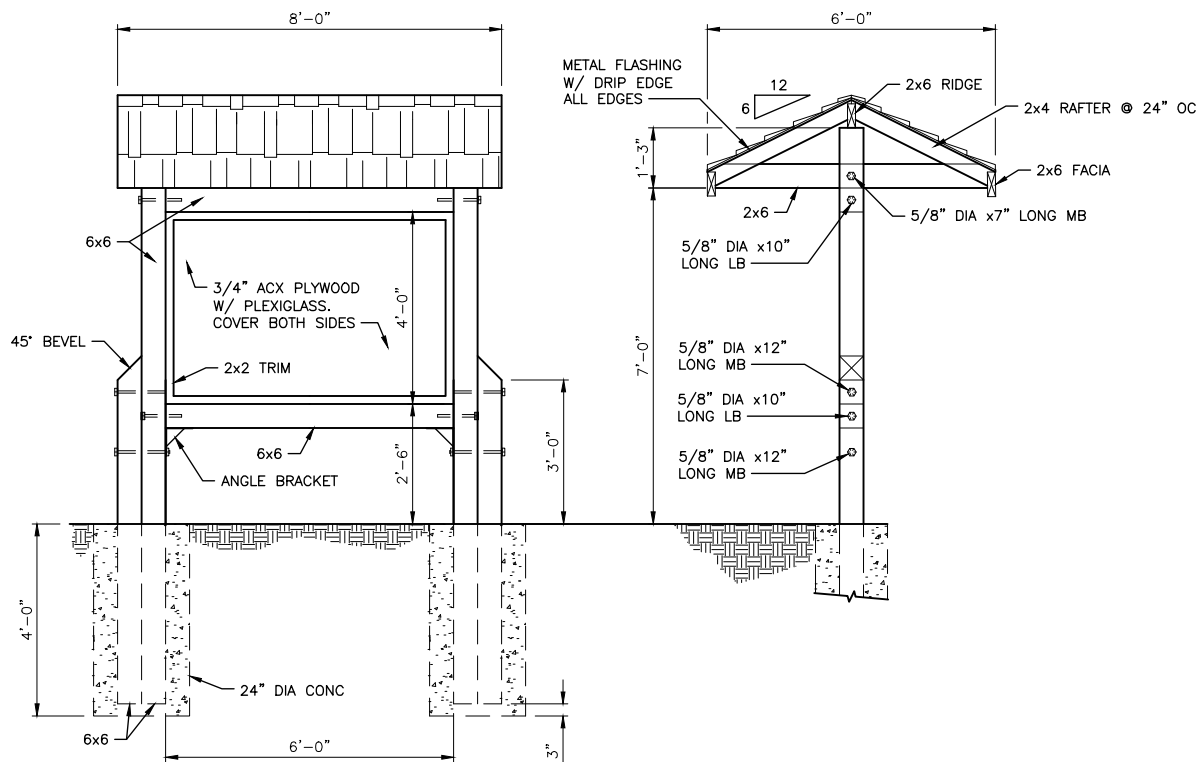
**GRAVEL PARKING DETAIL** 15  
NOT TO SCALE 4/8



**CULVERT DETAIL** 16  
NOT TO SCALE 4/8

**NOTES:**

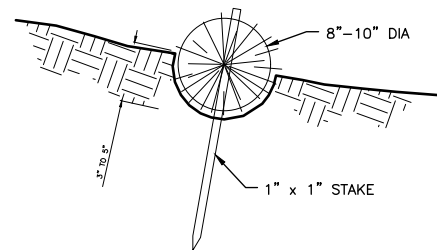
- CULVERT BOTTOM SHALL MATCH EXISTING DITCH/SWALE FLOWLINE. THIS MAY REQUIRE RE-GRADING OF THE DITCH/SWALE.
- CULVERT SIZE SHALL MATCH THE DIAMETER OF THE CULVERT IMMEDIATELY UPSTREAM OR DOWNSTREAM, WHICHEVER IS LARGER.
- PREFERRED CULVERT MATERIAL IS PLASTIC, BUT ALTERNATIVE MATERIAL WILL BE CONSIDERED ON A CASE BY CASE BASIS.
- ZINC COATED METAL PIPE IS NOT AN ALLOWED ALTERNATIVE CULVERT MATERIAL.
- BEVELED CULVERT ENDS SHALL BE PLASTIC.



**KIOSK SIGNBOARD** 17  
NOT TO SCALE 4/8

**NOTES:**

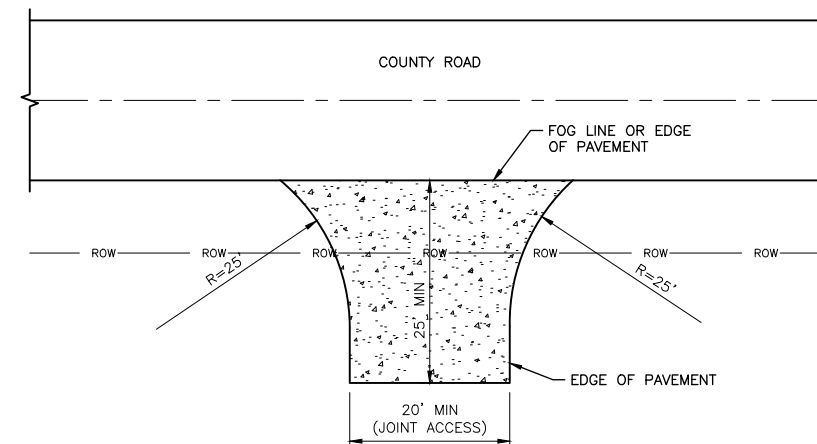
- ALL BOLTS, NUTS, AND HARDWARE SHALL BE GALVANIZED.
- ALL PLYWOOD SHALL BE ACX.
- ALL LUMBER DOUGLAS FIR, CONST GRADE. SHALL BE PRESSURE TREATED.
- ALL 6x6 LUMBER ROUGH CUT.
- ALL OTHER LUMBER. S4S. ROOF SHALL CONSIST OF RE-SAWN SHAKES OVER 15# FELT OVER 1/2" CDX PLYWOOD.



**STRAW WATTLE DETAIL** 18  
NOT TO SCALE 3/8

**INSTALLATION NOTES:**

- PREPARE THE SLOPE BEFORE THE WATTLING PROCEDURE IS STARTED.
- SMOOTH SHALLOW GULLIES AS WORK PROGRESSES.
- DIG SMALL TRENCHES ACROSS THE SLOPE ON CONTOUR, TO PLACE ROLLS IN. THE TRENCH SHOULD BE DEEP ENOUGH TO ACCOMMODATE HALF THE THICKNESS OF THE ROLL. WHEN THE SOIL IS LOOSE AND UNCOMPACTED, THE TRENCH SHOULD BE DEEP ENOUGH TO BURY THE ROLL 2/3 OF ITS THICKNESS BECAUSE THE GROUND WILL SETTLE.
- ROLLS SHALL BE INSTALLED PERPENDICULAR TO WATER MOVEMENT, PARALLEL TO THE SLOPE CONTOUR.
- BUILD TRENCHES AND INSTALL ROLLS FROM THE BOTTOM OF THE SLOPE AND WORK UP.
- CONSTRUCT TRENCHES AT CONTOUR INTERVALS 3-12 FEET APART DEPENDING ON STEEPNESS OF SLOPE. THE STEEPER THE SLOPE, THE CLOSER TOGETHER THE TRENCHES. 1:1=10' 2:1=20' 3:1=30' 4:1=40'
- LAY THE ROLL ALONG THE TRENCHES FITTING IT SNUGLY AGAINST THE SOIL. MAKE SURE NO GAPS EXIST BETWEEN THE SOIL AND THE STRAW WATTLE.
- USE A STRAIGHT BAR TO DRIVE HOLES THROUGH THE WATTLE AND INTO THE SOIL FOR THE WILLOW OR WOODEN STAKES.
- DRIVE THE STAKE THROUGH PREPARED HOLE INTO SOIL. LEAVE ONLY 1 OR 2 INCHES OF STAKE EXPOSED ABOVE ROLL.
- IF USING WILLOW STAKES REFER TO LIVE STAKING BEST MANAGEMENT PRACTICES.
- INSTALL STAKES AT LEAST EVERY 4 FEET APART THROUGH THE WATTLE. ADDITIONAL STAKES MAY BE DRIVEN ON THE DOWNSLOPE SIDE OF THE TRENCHES ON HIGHLY EROSION OR VERY STEEP SLOPES.
- INSPECT THE STRAW ROLLS AND THE SLOPES AFTER SIGNIFICANT STORMS. MAKE SURE THE ROLLS ARE IN CONTACT WITH THE SOIL.
- REPAIR ANY RILLS OR GULLIES PROMPTLY.
- RESEED OR REPLANT VEGETATION IF NECESSARY UNTIL SLOPES ARE STABILIZED.



**COUNTY ROAD ACCESS - TYPE B**  
NOT TO SCALE

**NOTES:**

- ALL APPROACHES SHALL BE INSTALLED WITH A STRUCTURAL CROSS SECTION THAT MATCHES THE SECTION OF THE CONNECTING DRIVEWAY/ROAD. GRAVEL DRIVEWAY/ROAD APPROACHES SHALL BE PAVED (2" MIN ASPHALT, 6" MIN CONCRETE).
- ALL APPROACHES ARE SYMMETRIC ABOUT CENTERLINE UNLESS OTHERWISE NOTED.
- WHERE LARGER TRUCK TURNING MOVEMENTS ARE ENCOUNTERED, LARGER RETURN RADII AND RIGHT TURN TAPERS MAY BE REQUIRED. RADIUS AND TAPERS SHALL BE DETERMINED BY THE COUNTY ENGINEER.
- WHERE REQUIRED, CULVERTS SHALL BE IN ACCORDANCE WITH APPENDIX 7-B.

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