

Road Reconnaissance Report

Road Name: St. Edwards

Tagged By: Chamberlain, G., Clune, P., Kurtz, T., Monsanto, P.

Road #: N/A

Stations: 18 + 25

Date of Reconnaissance: 4/6/09

Date of Report: 4/11/09

Summary: At St. Edwards St. Park we began running grade from a proposed landing site to an existing road. For the exercise our objective was to maintain 10-percent favorable and adverse grades along the proposed road.

Site Description - Deep draws with some flowing water surrounded by steep ridges. Soils consisted of common materials which are the cheapest and easiest materials to move during the excavation process. Soil surveys provided by websoilsurvey.nrcs.usda.gov (accessed 4/9/09) indicated that typical soil profiles within road location included gravelly sandy loam down to 12 inches depth, and very gravelly sandy loam down to 60 inches. The site was mixed conifer composed of Douglas-fir, Western hemlock and Western red cedar and hardwoods; proposed road site consisted mostly of hardwoods. Shrub components consisted of willow and holly. Our proposed road started along a ridge line, dropped into a draw, crossed a creek, climbed, crossed another draw and continued climbing until the road terminated.

Procedure- One pair set out to tag the grades every half station while the other pair recorded sideslopes and station number. Groups used clinometer and compass.

Starting Point: The starting point was at the proposed landing site, which is approximately 1920 feet at a bearing of N 84 W from the Water Tower.

Terminating Point: We ended at station 18+25 in the process of climbing out of the final draw.

Side Slopes: See Notes attached as Appendix A.

Grades:

Stations	Grade
00 + 50	-5%
00 + 50	-15%
7 + 00	-10%
10 + 25	10%

Stream Crossing:

Our proposed road had two stream crossings. The first stream crossing was at the bottom of the first draw at station 8 + 00. For the proposed stream crossing we used a 70-foot curve radius with 25-foot cords. Because of time constraints we did not establish deflection points for the second stream. See Notes attached as Appendix B.

Switchbacks: To the point where we ended our road location for the day we did not establish a switchback.

Attempts: We initially planned on locating a road based on our proposed paper location report submitted 4/4/2009. After discussion with Dr. Schiess, we changed the location of the starting point to the point mentioned above. From the proposed landing site an azimuth of 8° (N 8 E) was taken before we began running the road by grade.

Appendix A

road A

Monday 7/6/08

60°F

Phil Monsanto

Griffin Chamberlain

Todd Kurtz

Patrick Clune

- Arrive at St. Edwards at 9:00

- Arrive at landing at 10:00

7h

Station	Azimuth	Grade %	Left side % slope	Right side % slope
2+50		-10	-66	70
2+00		-10	-60	+52
1+50		-10	-61	+42
1+00		-10	-45	+40
0+50		-5	-41	+39
0+00	8°		-38	+35

NO 312

Comments

Pistol butted trees

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Landing

Station	Grade %	Left side % slope	Right side % slope	Comments
5+50	-10	-70	+63	
5+00	-10	-74	+65	
4+50	-10	-60	+70	
4+00	-10	-47	+68	
3+50	-10	-52	+74	
3+00	-10	-60	+65	

NO. 312

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Station

Grade %
Left side slope
Right side slope
%

0 + 00

-60 + 75

8 + 00

-52 + 66

-15

7 + 50

-50 + 65

-10

7 + 00

-51 + 65

-10

6 + 50

-41 + 65

-10

6 + 00

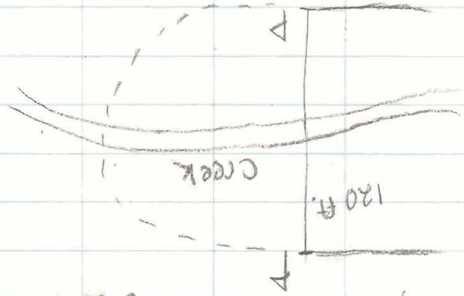
-62 + 55

-01

Comments

Restart grade at +10%

Start curve and cross creek at 0% grade, 120ft. curve diameter



Station

Grade %
Left
side
slope %
Right
side
slope %

NO. 312

Comments

2+50

-55 +60

+10

2+25

-38 +60

+10

2+00

-60 +68

+10

1+50

-65 -65

+10

1+00

-70 +70

+10

0+50

-60 +76

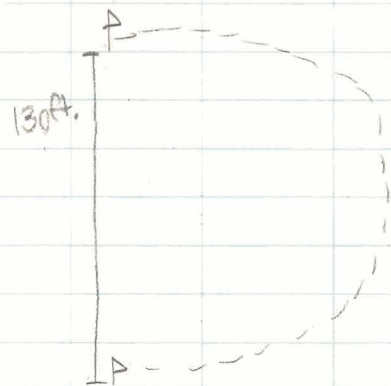
+10

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Station	Grade%	Left side slope %	Right side slope %
1+00		-55	+63
	+10		
0+50		-45	+74
	+10		
0+00		-30	+60
	+10		
4+00		-33	+52
	+10		
3+50		-45	+58
	+10		
3+00		-65	+65
	+10		

NO. 312

Comments



Restart Grade at +10%
130 ft. curve diameter

Start Curve and cross Draw at 0% grade
Restart at 0+00

Station	Grade %	Left side slope %	Right side slope %
4+00		-56	75
	+10		
3+50		-52	+42
	+10		
3+00		-50	+53
	+10		
2+50		-45	53
	+10		
2+00		-54	+52
	+10		
1+50		-55	+55
	+10		

Comments

Pistol butted trees

Station	Grade %	Left side slope %	Right side slope %
6+25	+10	-48	+51
6+00	+10	-50	+55
5+75	+10	-73	+60
5+50	+10	-62	+104
5+00	+10	-50	+60
4+50	+10	-45	75

Comments

Stop here to talk about Switchbacks
with Peter. (Station 18+25)

More visibility interference

Visibility interference, use Quarter Stations

Appendix B

Point	$^{\circ}$ Azimuth	ft. Distance	$^{\circ}$ Deflect	Radius 70 ft.
1	140	25	10	
2	160	25	20	
3	180	25	20	
4	200	25	20	
5	220	25	20	
6	240	25	20	
7	260	25	20	
8	stop			

70 ft. radius put road too far into the slope which would be a large expensive cut.