SUMMARY:

TRAIL "A": 1,450 LF
TRAIL "B": 40 LF
ABUTMENT REPAIRS: 4
STEEL RAILINGS: 20 LF
TRAIL CONSTRUCTION NOTES:

1. Contractor shall establish all reasonable barricades, signage, trail closures, etc., to ensure safety of the public during this work.

2. All trails shall be constructed in accordance with the specifications and the "Typical Trail Cross Section and Trail Cross Section Types A, B & C" as shown on sheet L-1.4, L-1.6 & L-1.7, other requirements and details on sheets L-1.8 through L-1.12.

3. Contractors shall be responsible for restoring to pre-construction condition any surfaces, structures, site elements such as steps, walls, benches, railings, etc., damaged due to their work under this contract, at no additional cost to the owner unless agreed to in writing by both parties.

4. Care must be taken at all times to minimize / eliminate all site impacts to soil and vegetation outside what is required for this work.

5. Submit to owner 1 CF size sample of limestone trail surfacing material for approval prior to placement.

EXISTING DATA NOTES:

Existing topographic information is based on one-foot interval LiDAR data provided by St Louis County that was flown in the spring of 2015.

All other existing conditions are "traced" from aerial photography. They are not to be considered accurate and are provided as a convenience to the contractor.

It is the responsibility of the contractor to field verify existing conditions and notify owner of any discrepancies prior to commencing work.

Landslides may be encountered in the trail corridor due to a flood the spring of 2012. Known landslides are identified and approximately located in the plans. When landslides are encountered and the trail must traverse through the contractor is to consult with the owner prior to construction. Construction through landslides is included in the contractors unit bid price for all trail types. Additional erosion control best management practice (BMP) measures may need to be implemented for landslide areas and will be paid based on the contractors unit bid price for BMPs.
CONTRACTOR CANNOT INVOICE FOR BOTH TRAIL CONSTRUCTION, TYPES A, B & C, AND CONSTRUCTED FEATURES OF A GIVEN LINEAR FOOT OF TRAIL.

NOTE:
SEE BID WORKSHEET FOR AN ESTIMATED SUMMARY OF CONSTRUCTED FEATURE QUANTITIES.
**TYPICAL TRAIL DESIGN CROSS-SECTION**

1. The graphic on this sheet illustrates a typical trail cross-section highlighting tread and vegetation clearance zone widths.
2. In select situations, the trail width may be modified in response to the terrain or to create a trail feature.
3. See specifications for further details on tread and corridor clearing and typical trail design cross-sections.
4. See Sheet L-1.5 for recommended best management practices for erosion control measures due to site conditions. Other approved erosion control measures may be used.
5. After completion of all grading, the trail tread shall be mechanically compacted to its specified width using a vibratory plate, sheep's foot, or other approved equal compactor.
6. Cut brush and slash must be disposed in an upland location and must be kept out of streams, gullies, swales, wetlands, and low areas. See specifications for details.
7. No excavation or fill permitted in wet & lowland areas. It is the responsibility of the contractor to consult with the owner prior to doing any work within suspected wet & lowland areas.

**TYPICAL TRAIL DESIGN NOTES:**

1. The graphic on this sheet illustrates a typical trail cross-section highlighting tread and vegetation clearance zone widths.
2. In select situations, the trail width may be modified in response to the terrain or to create a trail feature.
3. See specifications for further details on tread and corridor clearing and typical trail design cross-sections.
4. See Sheet L-1.5 for recommended best management practices for erosion control measures due to site conditions. Other approved erosion control measures may be used.
5. After completion of all grading, the trail tread shall be mechanically compacted to its specified width using a vibratory plate, sheep's foot, or other approved equal compactor.
6. Cut brush and slash must be disposed in an upland location and must be kept out of streams, gullies, swales, wetlands, and low areas. See specifications for details.
7. No excavation or fill permitted in wet & lowland areas. It is the responsibility of the contractor to consult with the owner prior to doing any work within suspected wet & lowland areas.

**TRAIL BIDDING NOTES:**

1. Tree removal, stump removal, brush removal, and limb trimming is included in the contractor's unit bid price for trail construction types "A, B & C". (See specification for further details)
2. Trail tread grading and compacting is included in the contractor's unit bid price for trail construction types "A, B & C". (See specification for further details)
3. Pushing aside rocks or fractured stone encountered while grading the trail is included in the contractor's unit bid price for trail construction types "A, B & C". (See specifications for further details)
4. Grading through low spots, flatter areas, earthen piles, landslides, miscellaneous debris, and fallen woody materials is included in the contractor's unit bid price for trail construction types "A, B & C". (See specifications for further details)
5. Grade reversals are required at a minimum every 100 LF. Grade reversals are included in the contractor's unit bid price for trail construction types "A, B & C". (See specifications for further details)
FIELD MEASUREMENT NOTES:

1. MEASUREMENT AND PAYMENTS FOR TRAIL CONSTRUCTION TYPE IS BASED ON THE SLOPE AVERAGES AS DEPICTED IN THE TRAIL ALIGNMENT SECTION OF THIS PLAN SET AND IN THE TRAIL SLOPE ANALYSIS MAP (FOUND IN THE SPECS).
2. TRAIL TYPES AND QUANTITIES ARE PROVIDED AS A CONVENIENCE TO THE CONTRACTOR. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY FIELD QUANTITIES AND NOTIFY THE OWNER OF ANY DISCREPANCIES PRIOR TO COMMENCING WORK.

CONSTRUCTION NOTE:

1. PARTIAL BENCH CUT IS ALLOWED WHEN DONE PROPERLY WITH A DOWNHILL RETAINING WALL AND COMPACTED BACKFILL. REFER TO PAGE 159 OF TRAIL SOLUTIONS: IMBA'S GUIDE TO BUILDING BETTER SINGLETACK.
2. GRADING THROUGH LOW SPOTS, FLATTER AREAS, EARTHEN PILES, LANDSLIDES, MISCELLANEOUS DEBRIS, AND FALLEN WOODY MATERIALS IS INCLUDED IN THE CONTRACTOR'S UNIT BID PRICE FOR TRAIL CONSTRUCTION TYPES "A, B & C". (SEE SPECIFICATIONS FOR FURTHER DETAILS)
3. CONTRACTOR IS EXPECTED TO CREATE FREQUENT GRADE REVERSALS REGARDLESS OF THE LOCAL LANDSCAPE. THIS MAY REQUIRE LOCALIZED TOPOGRAPHY MODIFICATIONS INCLUDING BUT NOT LIMITED TO RAISED TREAD, BORROW PITS AND SUMPS WHEN BUILDING THROUGH LANDSCAPES WITH LOW SLOPE ANGLES AND FLATTER AREAS SUCH AS TYPE "A" TRAIL.
4. UNLESS SHOWN ON SPECIFIC DETAIL THE OUTSLOPE SHALL BE INSTALLED AS SHOWN BELOW.

NOTE: CONTRACTOR CANNOT INVOICE FOR BOTH TRAIL CONSTRUCTION TYPES A, B & C. AND CONSTRUCTED FEATURES OF A GIVEN LINEAR FOOT OF TRAIL.

TYPE "A" (LOW SIDESLOPE TRAIL) 3%−5% SIDESLOPE

NOTE: ABE FROM PROJECT MB, MOST TRAIL CONSTRUCTION ON THIS PROJECT WILL BE OF TRAIL TYPE "A"

TYPE "B" (MEDIUM SIDESLOPE TRAIL) 10%−20% SIDESLOPE

TYPE "C" (HIGH SIDESLOPE TRAIL) 31%+ SIDESLOPE

NOT TO SCALE
NOT TO SCALE

TRAIL TREAD ROCK ARMORING AND SIDESLOPE ARMORING DETAIL

CONSTRUCTION NOTE:
BACKFILL BEDDING MATERIAL SHALL BE 3"-6" OF 3/4" CRUSHED ROCK. THE SAME CRUSHED ROCK CAN BE UTILIZED FOR FILL BETWEEN THE SET ROCK/STONE.
10" MINIMUM ROCK/STONE SET DEPTH.
SEAMS RUNNING IN THE DIRECTION OF TRAVEL SHALL BE MINIMIZED IN BOTH LENGTH AND WIDTH. SEAM WIDTH SHALL BE MINIMIZED AND SEAM STAGGERING SHALL BE USED WHERE POSSIBLE.

NOTE:
ROCK CHECKS TO BE USED IN AREAS OF CONCENTRATED FLOW
4" TO 12" DIA. STONE AT 8" TO 12" DEEP
FOR MULTIPLE OR SERIES OF CHECKS THE BOTTOM OF UPPER CHECK SHOULD BE SAME ELEVATION AS THE TOP OF THE LOWER CHECK TO PROVIDE FOR POOLING

NOTE:
PAYMENT FOR ROCK CHECKS WILL BE ON A SQUARE YARD BASIS.

NOTES:
1. ALL DISTURBED AREAS NOT PART OF ACTIVE TREAD TO BE STABILIZED WITHIN 7 DAYS OF NOT BEING WORKED. SEE (SWPPP) STORM WATER POLLUTION PREVENTION PLAN FOR DETAILS.
2. WHENEVER POSSIBLE USE NATIVE DUFF MATERIALS FOUND IN THE TRAIL CORRIDOR AS A MULCH FOR COVERING SOIL EXPOSED BY BACKSLOPE AND DOWNSLOPE CUTS. WOOD CHIPS MADE FROM WOODY MATERIAL CLEARED AS A RESULT OF THE CORRIDOR CLEARING ARE AN ACCEPTABLE ALTERNATIVE TO NATIVE DUFF MULCH.
3. FOR SLOPE ANGLES UNDER 3:1 USE TEMPORARY EROSION CONTROL SEED MIX AND FOR DISTURBED AREAS THAT ARE LACKING ADEQUATE NATIVE DUFF MATERIAL.
4. FOR SLOPE ANGLES 3:1 AND OVER USE PERMANENT EROSION CONTROL SEED MIX AND EROSION CONTROL BLANKET FOR LAND SLIDE AREAS AND AREAS OF HEAVY DISTURBANCE. THESE AREAS MUST BE APPROVED BY THE OWNER.
5. SEED MIX SHALL BE A NATIVE WOODLAND ANNUAL RYE MIX.
6. AFTER COMPLETION OF ALL GRADING, THE TRAIL TREAD SHALL BE MECHANICALLY COMPACTED TO ITS SPECIFIED WIDTH USING A VIBRATORY PLATE, SHEEP'S FOOT, OR OTHER APPROVED EQUAL COMPACTOR.
7. CUT BRUSH AND SLASH MUST BE DISPOSED IN AN UPLAND LOCATION AND MUST BE KEPT OUT OF STREAMS, GULLIES, SWALES, WETLANDS, AND LOW AREAS. SEE SPECIFICATIONS FOR DETAILS.
8. NO EXCAVATION OR FILL PERMITTED IN WET & LOWLAND AREAS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONSULT WITH THE OWNER PRIOR TO DOING ANY WORK WITHIN SUSPECTED WET & LOWLAND AREAS.
48" WIDE TREAD

EXISTING GRADE - FIELD VERIFY.

NEW COMPACTED CLASS V TRAIL SURFACE

BACKLASH AT 5: 1 FOR 12

UPRIGHT ONE ABUTMENT (PROJECT #5) MAY REQUIRE CUTTING EXISTING STEEL PILE AND WELDING IN PLACE A NEW STEEL SECTION INTO EXISTING PILE(S) ONCE ABUTMENT HAS BEEN LEVELED.

PLACE MNDOT TYPE 4 EROSION CONTROL BLANKET ON EXPOSED EARTH.

PLACE MNDOT TYPE 3 EROSION CONTROL BLANKET ON EXPOSED EARTH. (KEEP QUANTITIES SEPARATE FROM LOWER SIDE)

CUT APPROX. 2'-0" EXISTING HELICAL PILES. UPRIGHT ONE ABUTMENT (PROJECT #5) MAY REQUIRE CUTTING EXISTING STEEL PILE AND WELDING IN PLACE A NEW STEEL SECTION INTO EXISTING PILE(S) ONCE ABUTMENT HAS BEEN LEVELED.

TOE IN BOULDERS 12" BELOW EXISTING GRADE FABRIC

PACK CLASS V INTO VOID SPACES UNDER ABUTMENT TO PROVIDE SUPPORT.

EXISTING GRADE - FIELD VERIFY.

EXISTING CREEK.

NOTE:

SOUTH END OF PROJECT #5 FEMA SITE 303B-1 REQUIRES THE ABUTMENT TO BE LEVELED. CONTRACTOR TO PRESENT PROPOSED CONSTRUCTION APPROACH FOR APPROVAL.

PEDESTRIAN BRIDGES ABUTMENT REPAIR. PROJECTS #5, 6, 7 FEMA 303B-1, 2, 3
6x6 WATER BAR (TREATED SPF. SELECT OR BETTER). SECURED WITH REBAR.

TRAIL SURFACE

6x6 WATER BAR. SECURED WITH REBAR DRIVEN TO A DEPTH OF 24" MIN.

1 / 2" HOLE (2) DRILLED THROUGH 6X6 HOLD TRAIL SURFACE 1" DOWN FROM TOP OF WATER BAR ON UPHILL SIDE.

6x6 WATER BAR (TREATED SPF. SELECT OR BETTER). SECURED WITH REBAR LENGTH VARIES. WATER BAR TO EXTEND 12" BEYOND EDGE OF TRAIL, AND WHERE POSSIBLE IMBEDDED INTO EXISTING GRADE.

DISTANCE BETWEEN WATER BARS IS REDUCED AND ANGLE FROM PERPENDICULAR IS GREATER ON SECTIONS OF TRAIL WITH STEEPER GRADE.

NEW 42" WIDE COMPACTED CLASS V LIMESTONE TRAIL SURFACE MATCH WIDTH AT ABUTMENT BOULDERS ALONG TRAIL EDGE. BOULDER SHALL BE BURIED 1 / 3 - 1 / 2 THEIR HEIGHT 8" COMPACTED CLASS V BENEATH AND AROUND BOULDERS FOR STABILITY.

TIGHTER CREEK SCOURED OUT DEPRESSION

PIPE SHALL BE INSTALLED ON A 4" COMPACTED BED OF CLASS V. PIPE SHALL HAVE CONTINUOUS SUPPORT. TOP OF PIPE SHALL BE A MINIMUM OF 12" BENEATH FINAL TRAIL SURFACE.

12" HDPE SLOPED TO DAYLIGHT WOVEN GEOTEXTILE FABRIC PLACED BENEATH END 2'-0" OF CMP, AND EXTENDING TO THE END OF THE ROCK RIP-RAP. FABRIC SHALL NOT BE VISIBLE.

FLARED END (TYP)

FLARED END (TYP)

FLARED END (TYP)

FLARED END (TYP)

NEW CLASS V LIMESTONE TRAIL SURFACE MATCH TRAIL WIDTH TO BRIDGE STAR WIDTH.

ADD STONE STEPS AT BRIDGE APPROACH IF NECESSARY

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

12" COVER OVER CULVERT

12" COVER OVER CULVERT

4'-0" MINIMUM FINISHED TRAIL WIDTH

2:1 SLOPE MAX

BELOW 4" LIMESTONE SURFACE. CONTOUR SURFACE TO OBTAIN POSITIVE DRAINAGE TO SIDES OF TRAIL. CROSS-SLOPE NOT TO EXCEED POSITIVE DRAINAGE TO SIDES OF TRAIL. CROSS-SLOPE NOT TO EXCEED POSITIVE DRAINAGE TO SIDES OF TRAIL. CROSS-SLOPE NOT TO EXCEED POSITIVE DRAINAGE TO SIDES OF TRAIL. CROSS-SLOPE NOT TO EXCEED 3%. CROWN SURFACE TO DRAIN TO BOTH SIDES OF TRAIL WHERE POSSIBLE. SLOPE TO DOWNHILL SIDE WHERE NECESSARY. FIELD VERIFY.

PEDESTRIAN TRAIL APPROACH REPAIR SECTION AND PLAN. PROJECT #5 FEMA 303B-1

A TYPICAL TRAIL REPAIR SECTION

NOT TO SCALE

B CULVERT BENEATH REPAIRED TRAIL SECTION

NOT TO SCALE

NEW 4" COMPACTED CLASS V LIMESTONE TRAIL SURFACE. MATCH TRAIL WIDTH TO BRIDGE STAIR WIDTH.

EXISTING WOODEN BRIDGE STEPS

NEW WOODEN BURIED 1 1 / 2" TIER HEIGHT

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

PIPE SHALL BE INSTALLED ON A 4" COMPACTED BED OF CLASS V. PIPE SHALL HAVE CONTINUOUS SUPPORT. TOP OF PIPE SHALL BE A MINIMUM OF 12" BENEATH FINAL TRAIL SURFACE.

ADD STONE STEPS AT BRIDGE APPROACH IF NECESSARY

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

12" COVER OVER CULVERT

NEW CLASS V LIMESTONE TRAIL SURFACE MATCH TRAIL WIDTH TO BRIDGE STAR WIDTH.

2:1 SLOPE MAX

EXISTING GRADE - FIELD VERIFY.

ADDRESS AT 2.1

FRESH TRAIL WIDTH VARIES

2:1 SLOPE MAX

NEW 42" WIDE COMPACTED CLASS V LIMESTONE TRAIL SURFACE

PIPE SHALL BE INSTALLED ON A 4" COMPACTED BED OF CLASS V. PIPE SHALL HAVE CONTINUOUS SUPPORT. TOP OF PIPE SHALL BE A MINIMUM OF 12" BENEATH FINAL TRAIL SURFACE.

12" COVER OVER CULVERT

4'-0" MINIMUM FINISHED TRAIL WIDTH

2:1 SLOPE MAX

ADD STONE STEPS AT BRIDGE APPROACH IF NECESSARY

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

4'-0" MINIMUM FINISHED TRAIL WIDTH

2:1 SLOPE MAX

PREVAILING WINDS

EXISTING WOODEN BRIDGE STEPS

NEW WOODEN BURIED 1 1 / 2" TIER HEIGHT

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

PIPE SHALL BE INSTALLED ON A 4" COMPACTED BED OF CLASS V. PIPE SHALL HAVE CONTINUOUS SUPPORT. TOP OF PIPE SHALL BE A MINIMUM OF 12" BENEATH FINAL TRAIL SURFACE.

ADD STONE STEPS AT BRIDGE APPROACH IF NECESSARY

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

12" COVER OVER CULVERT

NEW CLASS V LIMESTONE TRAIL SURFACE MATCH TRAIL WIDTH TO BRIDGE STAR WIDTH.

2:1 SLOPE MAX

NEW WOODEN BURIED 1 1 / 2" TIER HEIGHT

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

PIPE SHALL BE INSTALLED ON A 4" COMPACTED BED OF CLASS V. PIPE SHALL HAVE CONTINUOUS SUPPORT. TOP OF PIPE SHALL BE A MINIMUM OF 12" BENEATH FINAL TRAIL SURFACE.

ADD STONE STEPS AT BRIDGE APPROACH IF NECESSARY

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

12" COVER OVER CULVERT

NEW CLASS V LIMESTONE TRAIL SURFACE MATCH TRAIL WIDTH TO BRIDGE STAR WIDTH.

2:1 SLOPE MAX

NEW WOODEN BURIED 1 1 / 2" TIER HEIGHT

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

PIPE SHALL BE INSTALLED ON A 4" COMPACTED BED OF CLASS V. PIPE SHALL HAVE CONTINUOUS SUPPORT. TOP OF PIPE SHALL BE A MINIMUM OF 12" BENEATH FINAL TRAIL SURFACE.

ADD STONE STEPS AT BRIDGE APPROACH IF NECESSARY

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

12" COVER OVER CULVERT

NEW CLASS V LIMESTONE TRAIL SURFACE MATCH TRAIL WIDTH TO BRIDGE STAR WIDTH.

2:1 SLOPE MAX

NEW WOODEN BURIED 1 1 / 2" TIER HEIGHT

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

PIPE SHALL BE INSTALLED ON A 4" COMPACTED BED OF CLASS V. PIPE SHALL HAVE CONTINUOUS SUPPORT. TOP OF PIPE SHALL BE A MINIMUM OF 12" BENEATH FINAL TRAIL SURFACE.

ADD STONE STEPS AT BRIDGE APPROACH IF NECESSARY

SLOPE GRADES MODERATE TO CMP INLET TO PROVIDE POSITIVE FLOW TO PIPE.

12" COVER OVER CULVERT

NEW CLASS V LIMESTONE TRAIL SURFACE MATCH TRAIL WIDTH TO BRIDGE STAR WIDTH.

DISTANCE BETWEEN WATER BARS IS REDUCED AND ANGLE FROM PERPENDICULAR IS GREATER ON SECTIONS OF TRAIL WITH STEEPER GRADE.

NEW WATER BAR (TREATED SPF. SELECT OR BETTER). SECURED WITH REBAR 1 / 2" HOLE (2) DRILLED THROUGH 6X6 HOLD TRAIL SURFACE 1" DOWN FROM TOP OF WATER BAR ON UPHILL SIDE.

BAR WATER BAR (TREATED SPF. SELECT OR BETTER). SECURED WITH REBAR 1 / 2" HOLE (2) DRILLED THROUGH 6X6 HOLD TRAIL SURFACE 1" DOWN FROM TOP OF WATER BAR ON UPHILL SIDE.

BAR WATER BAR (TREATED SPF. SELECT OR BETTER). SECURED WITH REBAR 1 / 2" HOLE (2) DRILLED THROUGH 6X6 HOLD TRAIL SURFACE 1" DOWN FROM TOP OF WATER BAR ON UPHILL SIDE.

BAR WATER BAR (TREATED SPF. SELECT OR BETTER). SECURED WITH REBAR 1 / 2" HOLE (2) DRILLED THROUGH 6X6 HOLD TRAIL SURFACE 1" DOWN FROM TOP OF WATER BAR ON UPHILL SIDE.
PROJECT #1
FEMA SITE 303A-1
PED. BRIDGE #1
SEE SHEET L-1.6

PROJECT #2
FEMA SITE 303B-1
PED. BRIDGE #2
SEE SHEET L-1.6

PROJECT #3
FEMA SITE 303B-2
PED. BRIDGE #3
SEE SHEET L-1.6

PROJECT #4
FEMA SITE 303B-3
PED. BRIDGE #4
SEE SHEET L-1.6

PROJECT #5
FEMA SITE 303B-1
PED. BRIDGE #1
SEE SHEET L-1.6

PROJECT #6
FEMA SITE 303B-2
PED. BRIDGE #2
SEE SHEET L-1.6

PROJECT #7
FEMA SITE 303B-3
PED. BRIDGE #3
SEE SHEET L-1.6

PROJECT #8
FEMA SITE 303E-1
(LANDSLIDE)
SEE SHEET L-1.6

PAVED WALKING TRAIL
("CARRIAGE PATH")

CONGDON PARK DRIVE

HIKING TRAIL
("BRIDAL PATH")

TISCHER CREEK

SUPERIOR STREET

EAST FIRST STREET

ACCESS POINT.
CONTRACTOR
RESPONSIBLE FOR
RESTORATION OF ANY
DAMAGE CAUSED BY
THEIR WORK.
ADD NEW 18" HDPE CULVERT TO ALIGN WITH CULVERT ACROSS THE PAVED TRAIL

PROJECT #14
FEMA SITE 303E-7 (END)

HIKING TRAIL (NIC)

APPROXIMATE PARK BOUNDARY

PROJECT #14
FEMA SITE 303E-7 (START)

PAVED WALKING TRAIL ("CARRIAGE PATH")

ACCESS POINT, CONTRACTOR RESPONSIBLE FOR RESTORATION. PLACE RESTORATION NUMBERS IN MOBILIZATION

PROTECT EXISTING ASPHALT (TYP.)

HIKING TRAIL ("BRIDAL PATH")

APPROXIMATE PARK BOUNDARY

PROJECT #2
FEMA SITE 303A-2

VERMILION ROAD

E. ST. MARIE ST

TISCHER CREEK

VERMILION ROAD