

94899

STATE OF WASHINGTON  
DEPARTMENT OF TRANSPORTATION  
**GENERAL PERMIT**

EXH 81 PAGE 636

PERMIT NO. 8666

DISTRICT NO. 4

Name and Address of Applicant: U.S. Forest Service

500 W. 12th Street

Vancouver, WA 98660

The applicant, hereinafter referred to as the "Grantee" <sup>or "Utility"</sup> having applied for a permit to construct and maintain the PACIFIC CREST TRAIL, approximately 30" in width within the right of way on each side of the highway between approximate mile posts 41.37 and 41.53 in the D.F. Bradford D.L.C. No. 37, Section 14, T.2N., R.7E., W.M.

on a portion of State Route No. 14 in Skamania County, Washington. The Washington State Department of Transportation or its designee, hereinafter referred to as the "Department", hereby orders that this permit be granted, subject to the terms and provisions stated upon the reverse hereof and Exhibits attached hereto and by this reference made a part hereof.

Exhibit A - Standard Provisions for Highway Encroachments, page 1.

Exhibit B - U.S. Forest Service Plan drawing, page 1.

No work provided for herein shall be performed until the Grantee is authorized by the State's representative Mr. W. B. Paulin, Hwy. Supt., P.O. Box 125, Goldendale, WA 98620, phone 773-4533.

This permit shall be void unless the work herein contemplated shall have been completed before 12/31/84.

This permit is accepted and approved by the Grantee subject to the terms and provisions as herein set forth.

GRANTEE

By: JOHN M. JOHNSON  
for ROBERT D. TOKARCZYK  
Title: Forest Supervisor

Date: July 29, 1982

DAS DEPARTMENT OF TRANSPORTATION

By: ED W. FERGUSON  
Title: District Administrator

Date: 8-4-82

## GENERAL PROVISIONS APPLICABLE TO UNITED STATES GOVERNMENT AGENCIES

This permit is subject to the applicable provisions of Chapter 468.34 of the Washington Administrative Code, except that any provision in this permit not consistent with Chapter 468.34 WAC shall be controlling.

Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the state highway in such a manner as to interfere with the safe use of said road.

If the work done under this permit interferes in any way with the drainage of the state highway, the Utility shall wholly and at its own expense, make such provision as the Department of Transportation may direct to take care of said drainage.

On completion of said work herein contemplated, the right of way shall be left neat and presentable and satisfactory to the Department of Transportation.

All of the work herein contemplated shall be done to the satisfaction of the Department.

The Department hereby reserves the right to order the change of location or the removal of any structure or structures authorized by this permit at any time, said change or removal to be made at the sole expense of the Utility or their successors and assigns.

Any changes, reconstruction or relocation by the Utility shall be done in such manner as will cause the least interference with any of the State's work and the State of Washington shall in no wise be held liable for any damage to the Utility by reason of any such work by the State of Washington, its agents or representatives, or by the exercise of any rights by the State upon roads, streets, public places or structures.

This permit or privilege shall be exclusive as to the crossing right but shall not prohibit the Department from granting other permits or franchise rights of like or other nature to other public or private utilities paralleling the highway, provided such other public or private utilities shall be required to safeguard their installations from hazards to or from Utility facilities, nor shall it prevent the Department from using any of its roads, streets, or public places, or affect its right to full supervision and control over all or any part of them, none of which is hereby surrendered.

In the future reconstruct the highway through this area, or the Department may for violation for any of the terms, revoke, amend or cancel this utility permit or any of the provisions hereof after 60 days written notice to the Utility. The Utility shall then remove all facilities from the right of way. Any facilities remaining upon the right of way 30 days after cancellation of this permit shall be removed by the Department at the expense of the Utility. If highway reconstruction necessitates cancellation of this permit, the Department will provide an alternate location for the trail along its right of way. The Utility shall maintain at its sole expense the structure or object for which this permit is granted in a condition satisfactory to the Department.

In accepting this permit, the Utility agrees that any damage or injury done to its property by a contractor working for the State, or by any State employee engaged in construction, alteration, repair, maintenance or improvement of the state highway, shall be at the sole expense of the Utility, except for such damage or injury resulting from negligence or except as otherwise provided herein.

All installations placed upon the right of way by the Utility shall be and remain the property of the Utility and may be removed by it at any time.

During the progress of the work such barriers shall be erected and maintained as may be directed by the Department of Transportation for the protection of the traveling public. The barriers shall be properly lighted at night.

All expenditures to be made by the Utility under the provisions of this permit shall be subject to appropriations being available for the purpose.

On or before the termination of this permit, the Utility will remove all installations and appurtenances from the premises of the State and restore said premises to the conditions existing at the time of entering upon the same under this permit, reasonable and ordinary wear and tear and damage by the elements or by circumstances over which the Utility has no control excepted.

No member of or delegate to Congress, or resident commissioner, shall be admitted to any share or part of this permit or to any benefit to arise therefrom, but this provision shall not be construed to extend to this contract if made with a corporation for its general benefit.



PERMIT NO. 8666

STANDARD PROVISIONS FOR HIGHWAY ENCROACHMENTS

- ☒ 1. No work provided for herein shall be performed until the Grantee is granted authorization by the State's representative.  
 Mr. W. B. Paulin  
 Title Highway Superintendent Telephone No. (509) 773-4533  
 Address P.O. Box 125, Goldendale, WA 98620
- ☒ 2. Prior to the beginning of construction a pre-construction conference shall be held at which the State and the Grantee and his engineer, contractor and inspector shall be present.
- ☒ 3. Should the Grantee choose to perform the work outlined herein with other than its own forces, a representative of the Grantee shall be present at all times while the construction is in progress unless otherwise agreed to by the District Engineer. All contact between the State and the Grantee's contractor shall be through the representative of the Grantee. Where the Grantee chooses to perform the work with its own forces, it may elect to appoint one of its employees engaged in the construction as its representative. Failure to comply with this provision shall be grounds for restricting any further work by the Grantee within the right of way until said requirement is met.
- ☒ 4. A copy of the permit must be on the job site and protected from the elements, at all times during any of the construction authorized by said permit within the State's right of way.
- ☒ 5. This permit does not give the Grantee, or any agent or contractor of the Grantee any rights to cut, spray, retard, remove, destroy, damage, disfigure or in any way modify the physical condition of any vegetative material located on the highway right of way, except by written permission from the District Engineer. All restoration shall be done to the satisfaction of the State at the sole expense of the Grantee.
- ☒ 6. If necessary to increase sight distance, brush shall be removed from both sides of the approach and stumps shall be removed. The indiscriminate cutting of merchantable timber or disfiguring of any feature of scenic value shall not be permitted.
- ☐ 7. The approach(es) shall be constructed in accordance with the attached Design Plate Type 0 approach. Sufficient length of 0 inches diameter culvert pipe shall be placed in ditch and laid to a true line and grade. The approach(es) shall be surfaced to the limits as shown on the plan with a 6-inch minimum compacted depth of gravel base material and a 3-inch compacted depth of crushed surfacing top course. Asphalt paving will not be required. Finished grade of the approach shall be in accordance with the profile control as shown on the attached plan. Directing of surface water from private property to State right of way will not be permitted.
- ☐ 8. The approach(es) (intersection) shall be constructed in accordance with the attached Design Plate Type 0 approach. Sufficient length of 0 inch diameter culvert pipe shall be placed in ditch and laid to a true line and grade. The approach(es) (intersection) shall be surfaced to the limits as shown on the plan with a 6-inch minimum compacted depth of gravel base material; a three (3) inch minimum compacted depth of crushed surfacing top course and paved with a three (3) inch minimum compacted depth of Asphaltic Concrete Class "B" unless otherwise specified by the Engineer. Any existing oil mat on shoulder or roadway shall be removed and new pavement laid to a butt joint with existing pavement. Finished grade of new pavement shall be in accordance with the profile control as shown on attached plan. Directing of surface water from private property onto State right of way will not be permitted.
- ☐ 9. All buildings and appurtenances shall be so located at a distance from the right of way line of any State Highway that none of the right of way therefore is required for use of the patrons or customers of any such establishment. Grantee shall comply with county building codes. Set-back requirements for the location of buildings in relation to the right of way line are a function of local authorities and they should be consulted regarding requirements that must be adhered to.
- ☐ 10. The Grantee agrees to schedule the work herein referred to and perform said work in such a manner as not to delay the State's contractor in the performance of his contract.
- ☒ 11. Work shall be restricted to the hours 0600 of 0600 daylight 1800 and no work shall be allowed on the right of way Saturdays, Sundays or Holidays unless otherwise authorized by the District Engineer.
- ☐ 12. The shoulders, where disturbed, shall be surfaced with crushed surfacing top course 0 inches minimum compacted depth, or as directed by the District Engineer. The surface of the finished shoulder shall slope down from the edge of pavement at the rate of one-half (1/2) inch per foot unless otherwise directed by the State. The restored shoulder shall be surfaced with 0. The restored shoulder must not have any strips or sections less than two (2) feet wide.

- ☐ 13. The Grantee shall be responsible for constructing and maintaining the road approach(es) and appurtenances between the shoulder line of the highway and the right of way line inclusive of surfacing and drainage. The Department of Transportation has the right to inspect all installations at any time of construction and at any time afterward and to require that necessary changes and repairs be made. Unsatisfactory work will be corrected by the State, at the Grantee's expense, or access may be removed at the Grantee's expense. Directing of surface water from private property onto State right of way will not be permitted.
- ☐ 14. The approach shall be sufficiently surfaced back an adequate distance from the edge of the pavement to prevent any mud tracking onto the highway. Any mud tracked onto the highway shall be immediately cleaned up by the Grantee or his agent.
- ☐ 15. Standard highway warning signs designated as "Truck Crossing" sign, plate W11-6, shall be placed and maintained at Grantee's expense on each side of the approach. Signs shall be in evidence only when access is actually being used. If necessary, flagmen shall be provided. Sufficient parking space shall be provided by the Grantee outside State right of way so no vehicles will be parked on said right of way.
- ☐ 16. All manholes, valve covers, and like appurtenances shall be constructed at such an elevation to conform to the shoulder slope from the edge of pavement or as directed by the State.
- ☒ 17. All slopes, slope treatment, top soil, ditches, pipes, etc., disturbed by this operation shall be restored to their original cross-section and condition. All hazards shall be marked by warning signs, barricades and lights. If necessary, flagmen shall be employed for the purpose of protecting the traveling public.
- ☒ 18. During the construction and/or maintenance of this facility, the holder shall comply with the "Manual on Uniform Traffic Control Devices for Streets and Highways".
- ☐ 19. Bond coverage required to insure proper compliance with all terms and conditions of said permit will be furnished by a Blanket Surety Bond held at Headquarters in Olympia.
- ☐ 20. A surety bond in the amount of \$ \_\_\_\_\_, written by a surety company authorized to do business in the State of Washington, shall be furnished to insure compliance with any and all of the terms and conditions of this permit and shall remain in force until all work under this permit has been completed and approved by the Department of Transportation.
- ☐ 21. Before any log hauling operations begin, a surety bond in the amount of \$ \_\_\_\_\_, shall be furnished by the Grantee to protect the State against any damage to the highway and to insure complete removal of the approach and cleaning up of the right of way to the satisfaction of the Department of Transportation. Approval of all clean up work shall be secured before the bond will be released.
- ☐ 22. This permit is subject to the terms and conditions of Agreement No. \_\_\_\_\_. In case anything contained herein is inconsistent with said agreement, the agreement shall govern.
- ☐ 23. This section of highway is ON the master plan for limited access highways. At such time as this plan is implemented, your access will be subject to review.
- ☐ 24. Relative to advertising adjacent to all State highways, we wish to call your attention to the Scenic Vistas Act of 1971, Chapter 47.42.040 RCW and State Transportation Commission ruling WAC 252-40-055. Violation of this section of the statutes will be sufficient cause for cancellation of this permit. On-Premise signs are allowed. Information regarding advertising may be obtained by calling 753-7215.
- ☒ 25. The Grantee shall notify the State's representative upon completion of the work under this permit or franchise so that a final inspection can be made.
- ☒ 26. For the crossing of SR-14, pedestrian crossing signs shall be furnished and installed by the State.
- ☒ 27. The painting of the crosswalk across SR-14 shall be accomplished by the State.



APPROVED: *[Signature]*  
 FOREST SUPERVISOR D.E.

ORIGINAL BY: SCHUMACHER 2/10/80  
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# RIGHT OF WAY PLAT

## GIFFORD PINCHOT NATIONAL FOREST

### SEC. 14, T. 2 N., R. 7 E., W.M.

### SKAMANIA COUNTY

### WASHINGTON

BASE OF BEARINGS:  
 Compass bearing  
 between survey  
 stations 1 & 1A as  
 described in field  
 book, PCNST #2000



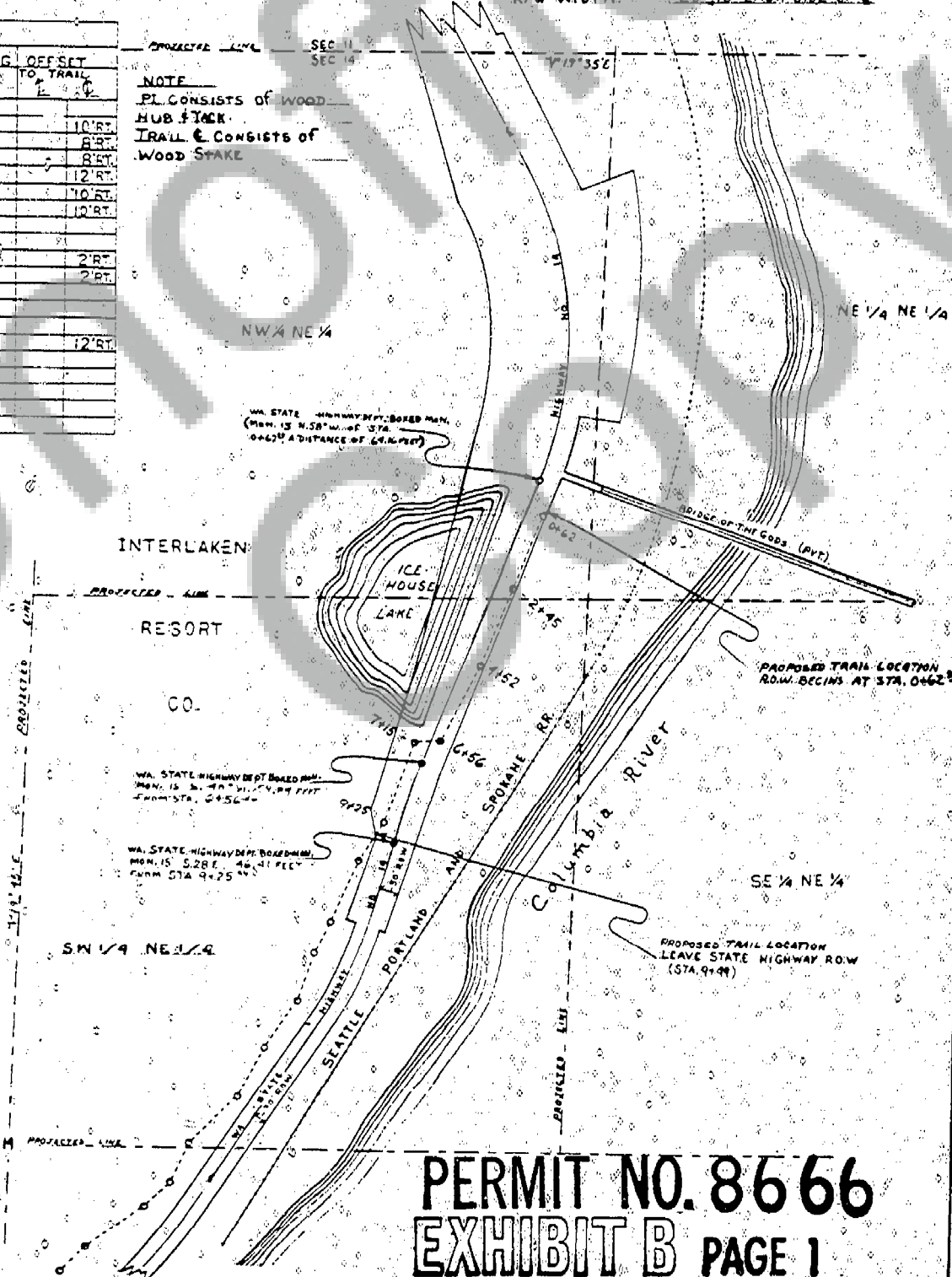
SCALE: 0 100 200 300 400 FEET

PROJECT NAME: P.C.N.S.T. "BRIDGE OF THE GODS"  
 PROJECT NUMBER: 2000  
 SURVEYED BY: HAGEDORN INC. (9579)  
 DATE OF SURVEY: 11-27-79  
 METHOD OF SURVEY: WILDE-TIG (TRANSIT), STEEL CHAIN  
 R/W ACRES: 0.42  
 R/W WIDTH: 20' 10' EACH SIDE OF E

| STA.    | INT.       | MAG. BEARING<br>(TRUE NORTH) | OFFSET<br>TO TRAIL |
|---------|------------|------------------------------|--------------------|
| 0+62.55 | 162°31'15" | S. 26° W.                    | 10' RT.            |
| 2+45.55 | 168°38'55" | S. 18° W.                    | 8' RT.             |
| 3+12    |            |                              | 8' RT.             |
| 3+75    |            |                              | 12' RT.            |
| 4+40    |            |                              | 10' RT.            |
| 4+52    | 191°43'45" | S. 30° W.                    | 10' RT.            |
| 6+13    |            |                              | 10' RT.            |
| 6+56.25 | 237°31'20" | S. 87° W.                    |                    |
| 7+15.55 | 112°52'15" | S. 20° W.                    | 2' RT.             |
| 7+61    |            |                              | 2' RT.             |
| 8+50    |            |                              |                    |
| 9+11    |            |                              |                    |
| 9+25.55 | 191°18'10" | S. 32° W.                    |                    |
| 9+49    |            |                              | 12' RT.            |

NOTE:  
 PL. CONSISTS OF WOOD  
 HUB & TACK  
 TRAIL E. CONSISTS OF  
 WOOD STAKE

PROJECTED LINES  
 TAKEN FROM 400 SURVEY  
 DONE IN 1859 BY VAN  
 VLEET & NEWSON  
 OF SANMAREL DECORATION



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