

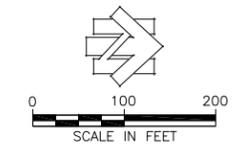
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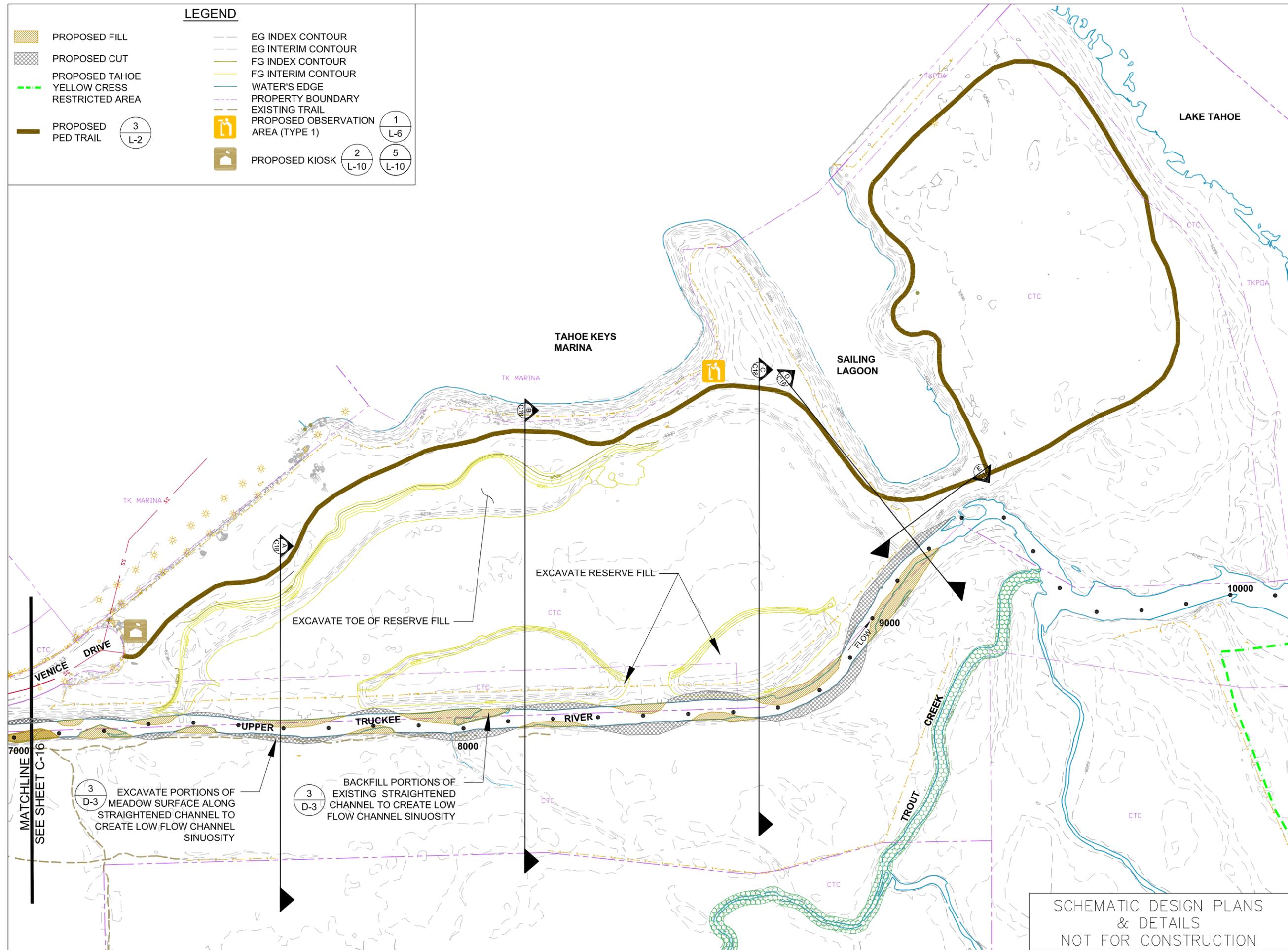
sheet no.: C-17

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LEGEND

	PROPOSED FILL		EG INDEX CONTOUR
	PROPOSED CUT		EG INTERIM CONTOUR
	PROPOSED TAHOE YELLOW CRESS RESTRICTED AREA		FG INDEX CONTOUR
	PROPOSED PED TRAIL		FG INTERIM CONTOUR
	PROPOSED OBSERVATION AREA (TYPE 1)		WATER'S EDGE
	PROPOSED KIOSK		PROPERTY BOUNDARY
	PROPOSED OBSERVATION AREA (TYPE 1)		EXISTING TRAIL
	PROPOSED OBSERVATION AREA (TYPE 1)		PROPOSED OBSERVATION AREA (TYPE 1)



SCHEMATIC DESIGN PLANS
& DETAILS
NOT FOR CONSTRUCTION

UPPER TRUCKEE RIVER
AND MARSH RESTORATION
PROJECT

E.I.P. # 560



870 Emerald Bay Road, Suite 400
South Lake Tahoe, CA 96150
Tel: 530.543.5100 Fax: 530.543.5150



295 Highway 50, suite 1
Zephyr Cove, NV 89448
Tel: 775.588.9069

DOWNSTREAM REACH
RS 7000 - 10700
CROSS SECTIONS
(ALTERNATIVE 4)

C-18

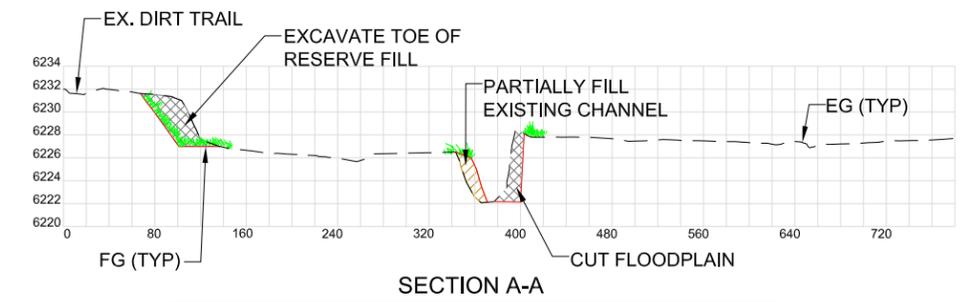
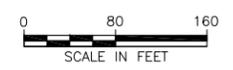
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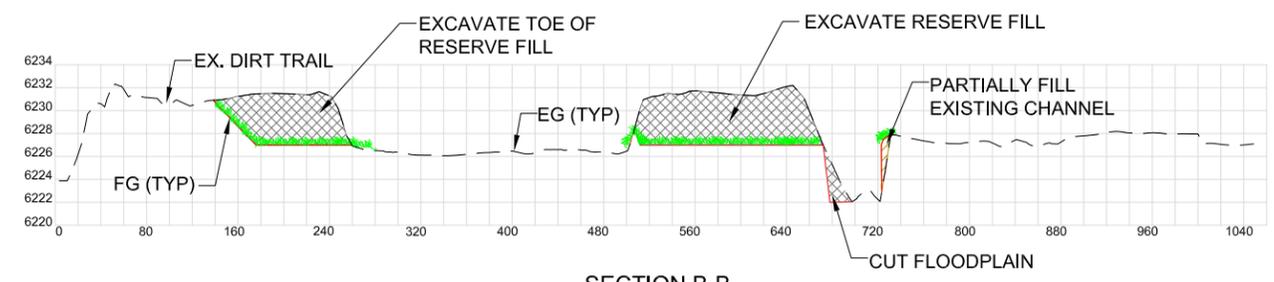
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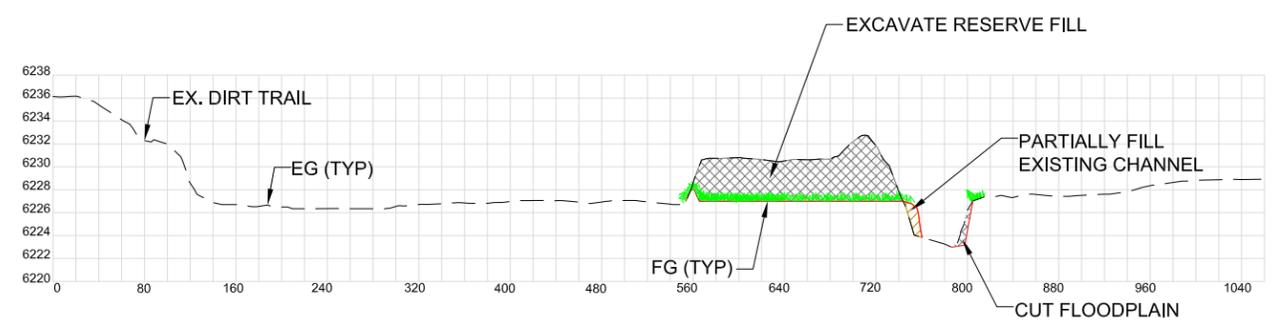
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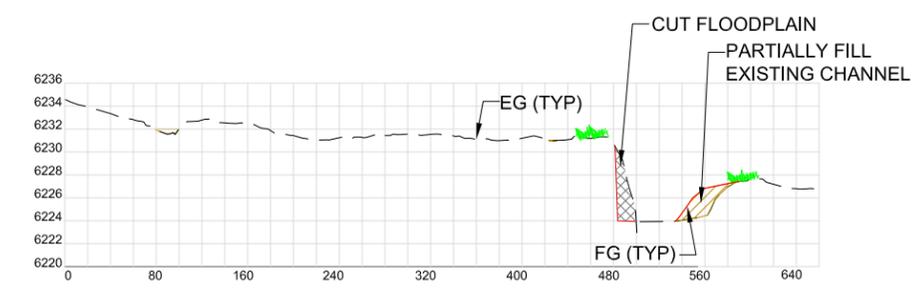
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SCALE 1"=80'; 1H:10V



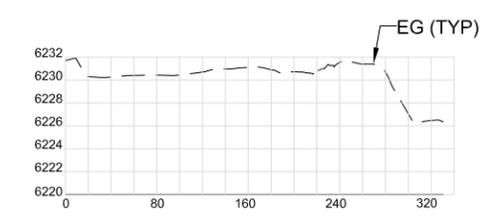
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SECTION C-C
SCALE 1"=80'; 1H:10V



SECTION D-D
SCALE 1"=80'; 1H:10V



SECTION E-E
SCALE 1"=80'; 1H:10V

LEGEND

- PROPOSED CUT
- PROPOSED FILL
- PROPOSED REVEGETATION

SCHEMATIC DESIGN PLANS
& DETAILS
NOT FOR CONSTRUCTION

1
L-12

DETAILS

D-1

REVISIONS

#	description	date

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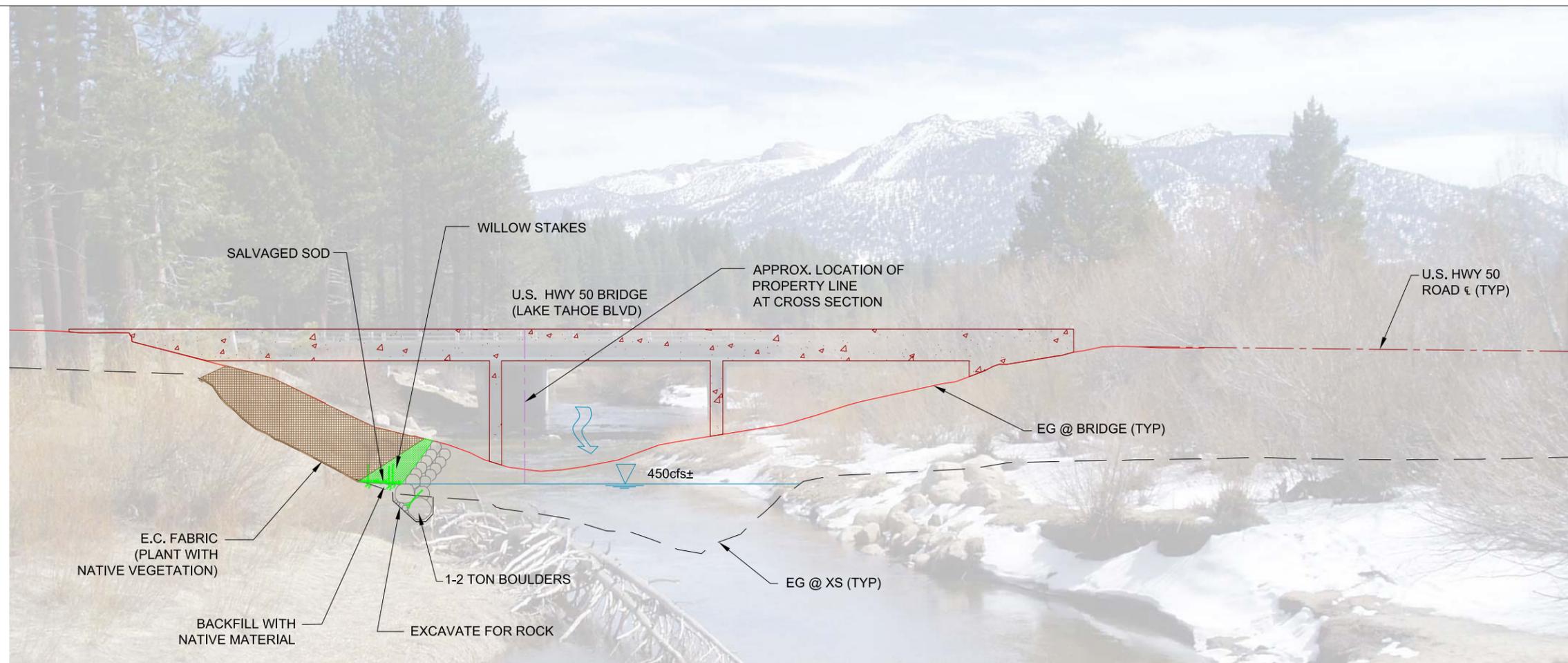
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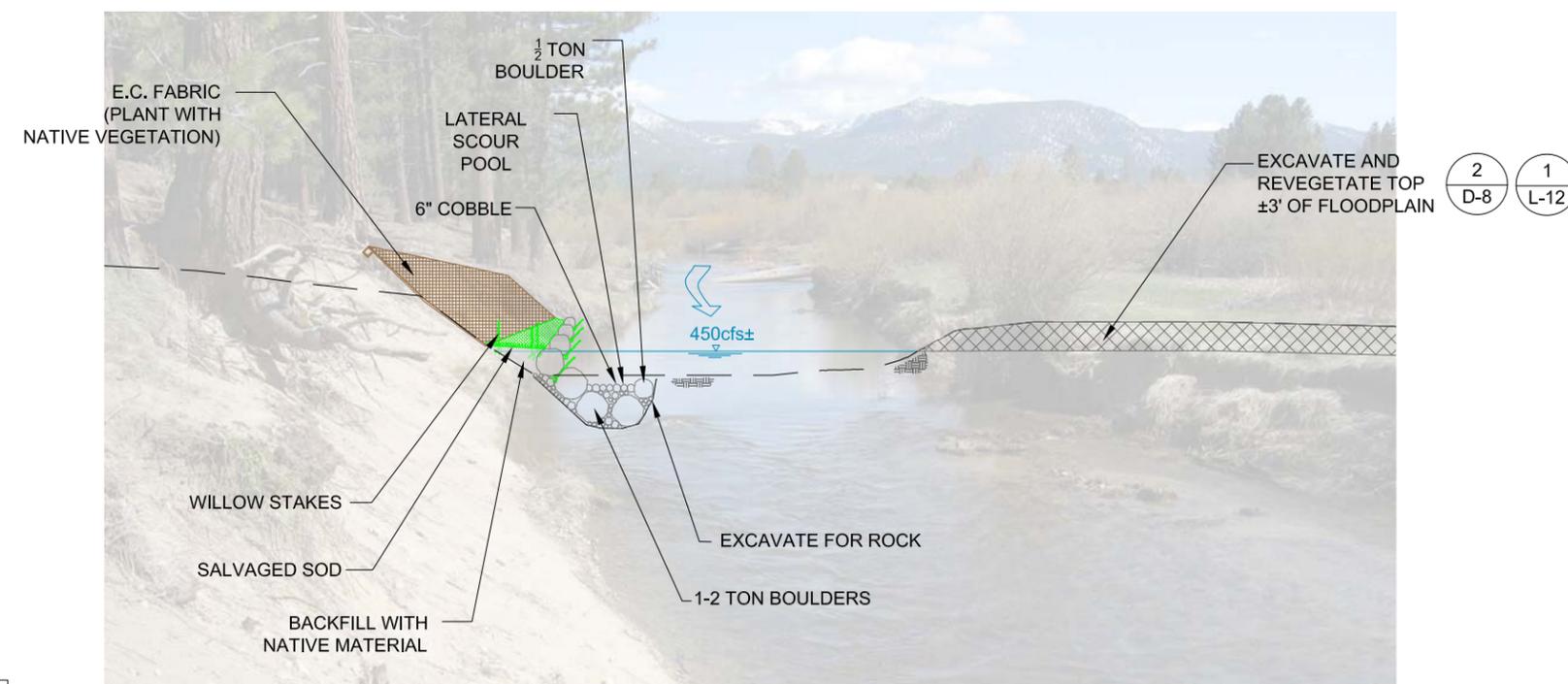
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date: 11/20/07



1
D-1
BANK STABILIZATION
(TYP. ALTERNATIVES 1&2)
N.T.S.



2
D-1
BANK STABILIZATION OUTSIDE BEND
(TYP. ALL ALTERNATIVES)
N.T.S.

SCHEMATIC DESIGN PLANS
& DETAILS
NOT FOR CONSTRUCTION

DETAILS

D-2

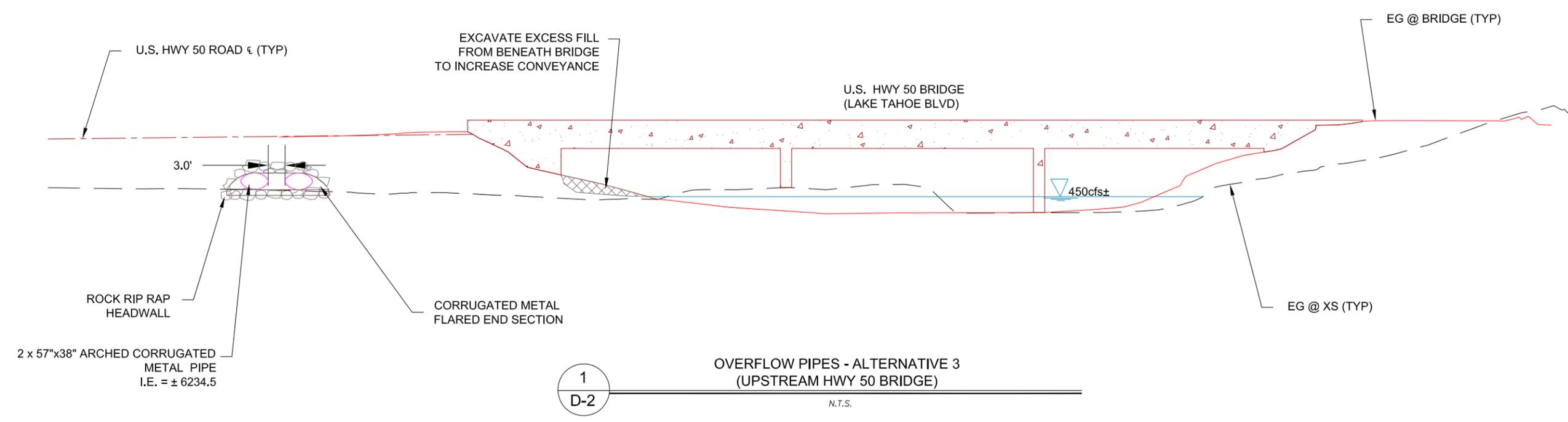
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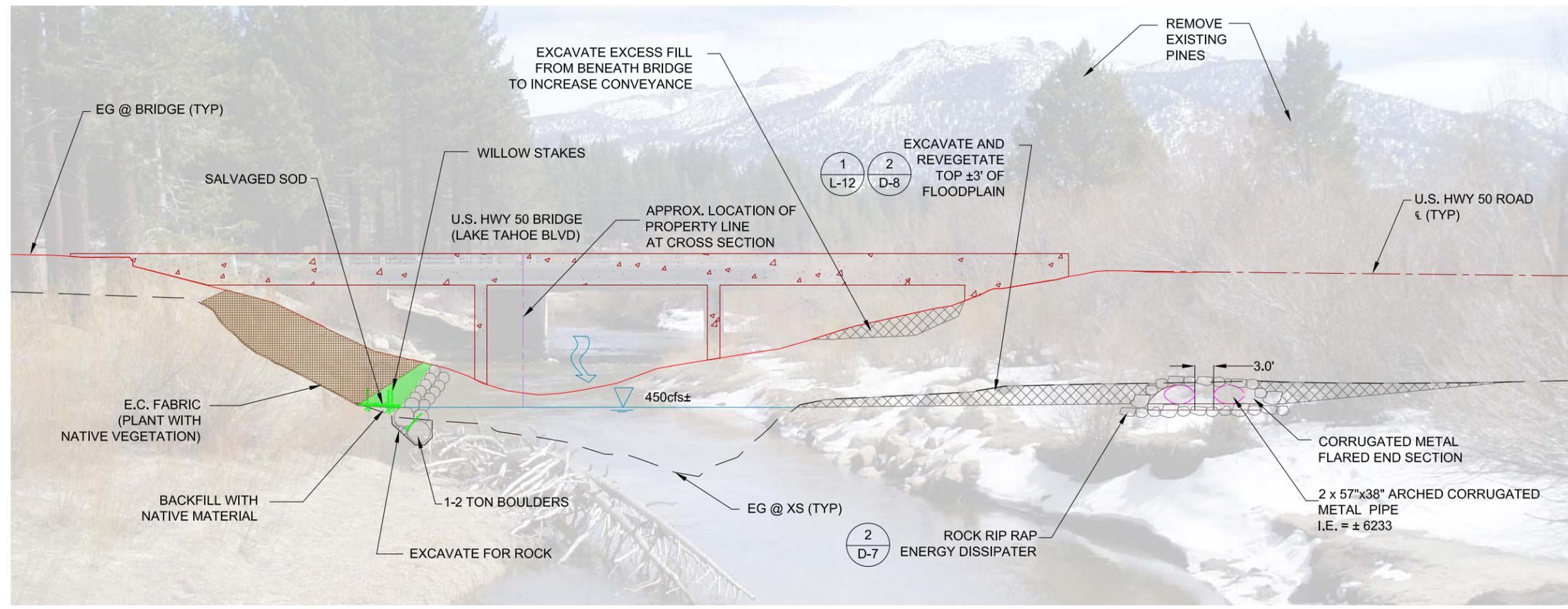
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date: 11/20/07



1
D-2

OVERFLOW PIPES - ALTERNATIVE 3
(UPSTREAM HWY 50 BRIDGE)

N.T.S.



1 L-12
2 D-8

2
D-7

2
D-2

OVERFLOW PIPES AND BANK PROTECTION- ALTERNATIVE 3
(DOWNSTREAM HWY. 50 BRIDGE)

N.T.S.

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DETAILS

D-3

REVISIONS

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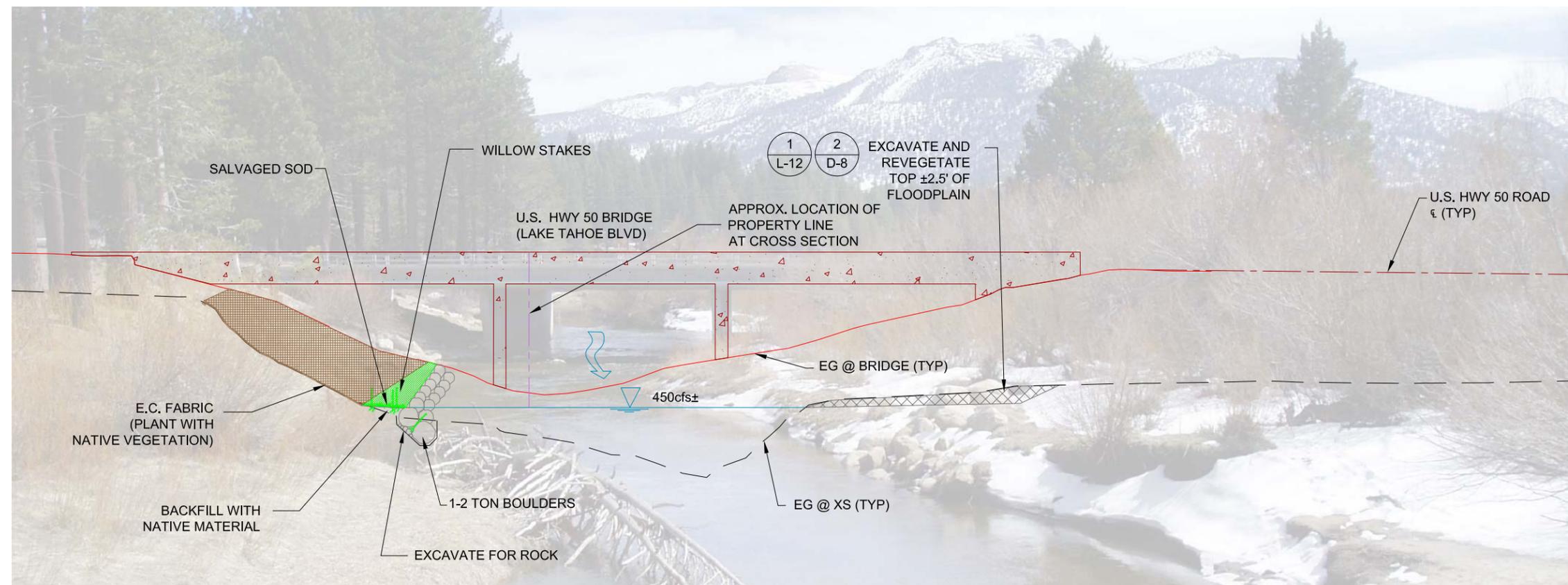
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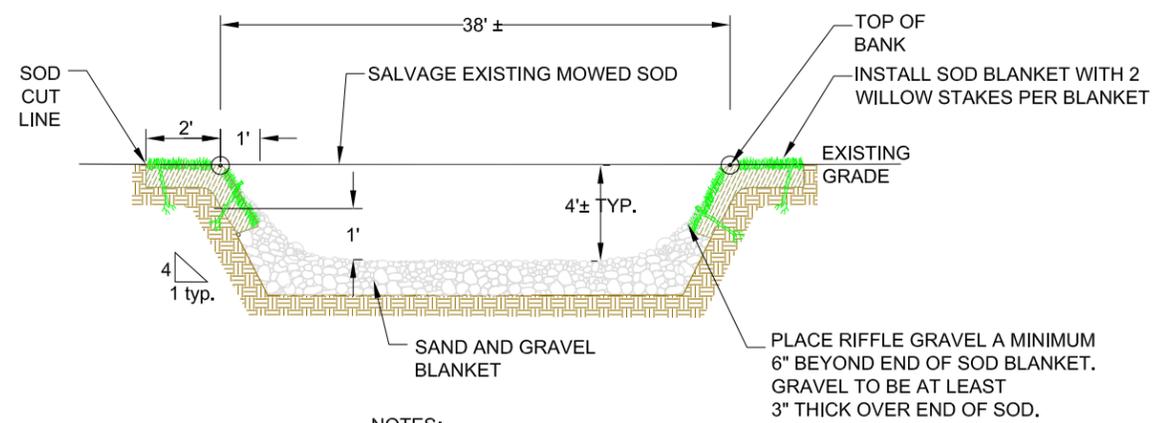
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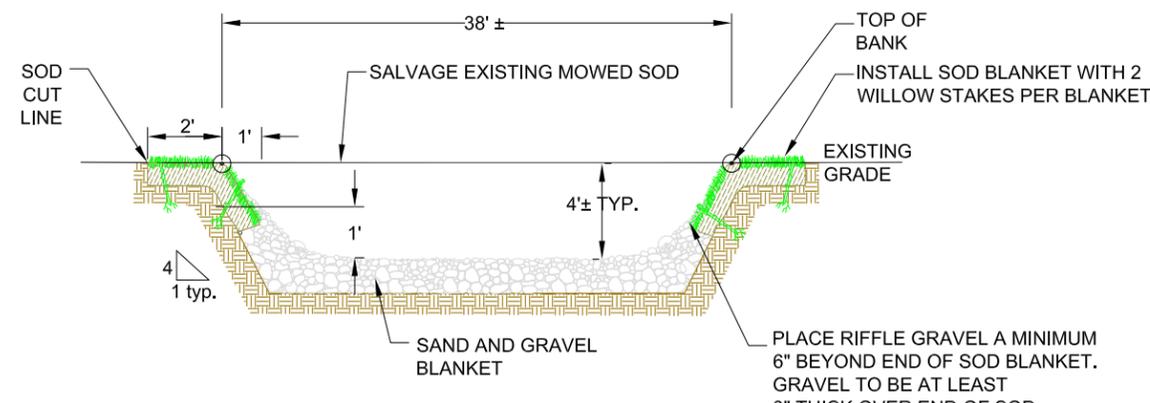
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1 BANK PROTECTION - TYP. ALTERNATIVE 4
D-3 SCALE 1"=10'



NOTES:
1. TOP OF BANK LINE SHALL BE PAINTED PRIOR TO GRADING, BY THE ENGINEER.



NOTES:
1. TOP OF BANK LINE SHALL BE PAINTED PRIOR TO GRADING, BY THE ENGINEER.

2 PILOT CHANNEL TYP. CROSS-SECTION - ALTERNATIVE 3
D-3 NTS

3 MEADOW REACH TYPICAL CROSS-SECTION - ALTS 1, 2, & 4
D-3 NTS

SCHEMATIC DESIGN PLANS
& DETAILS
NOT FOR CONSTRUCTION

DETAILS

D-4

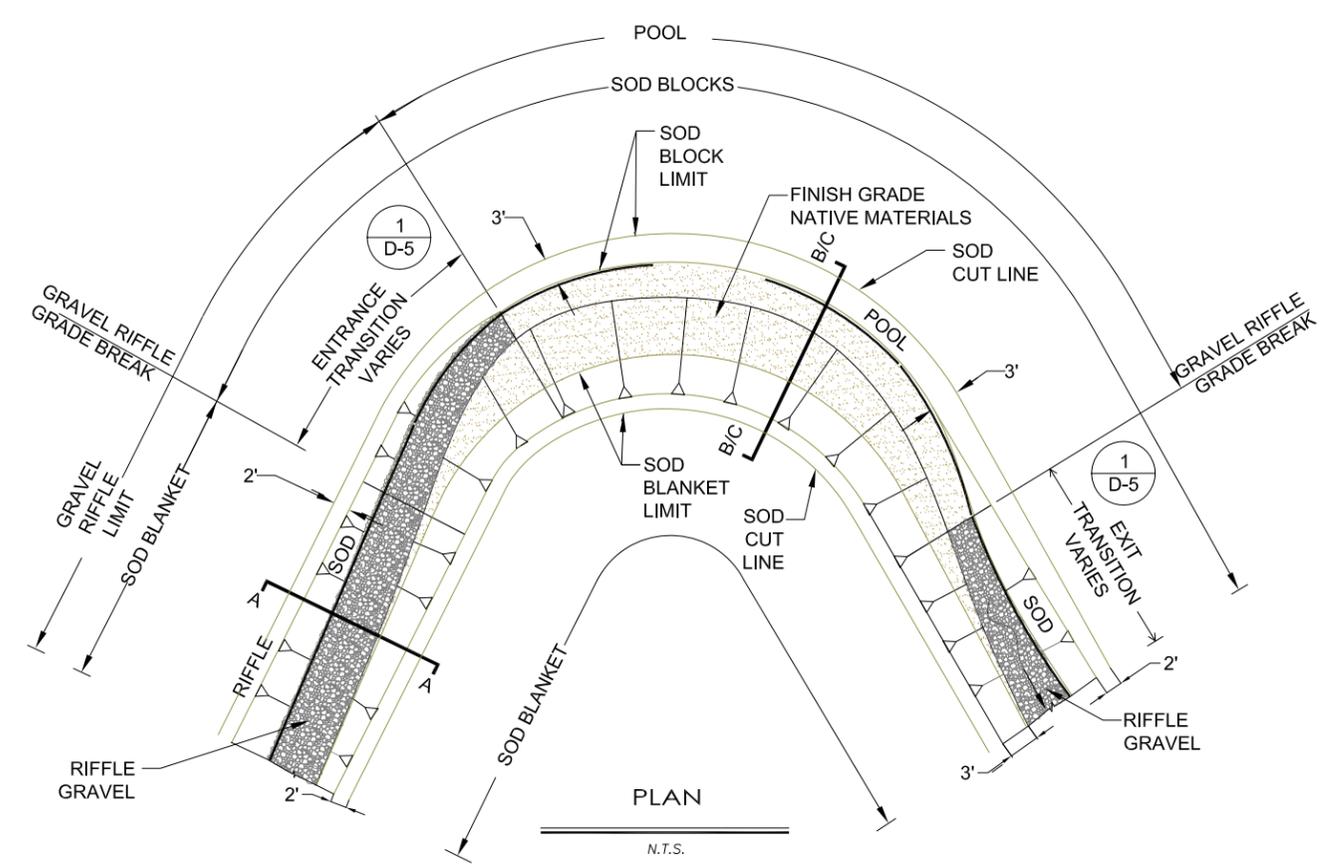
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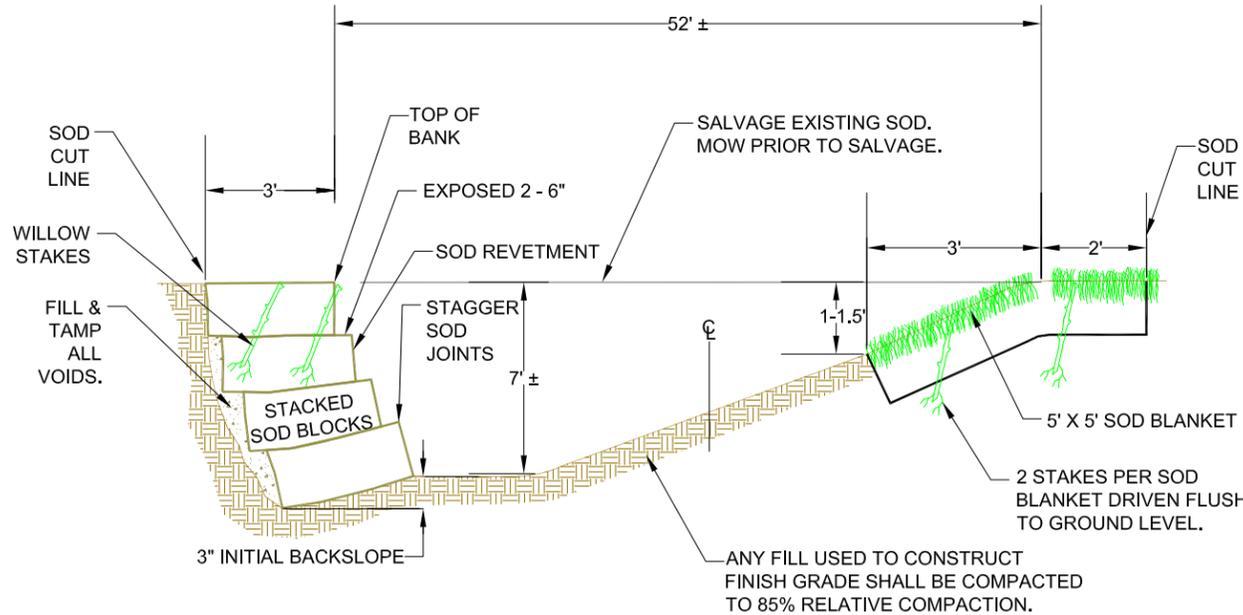
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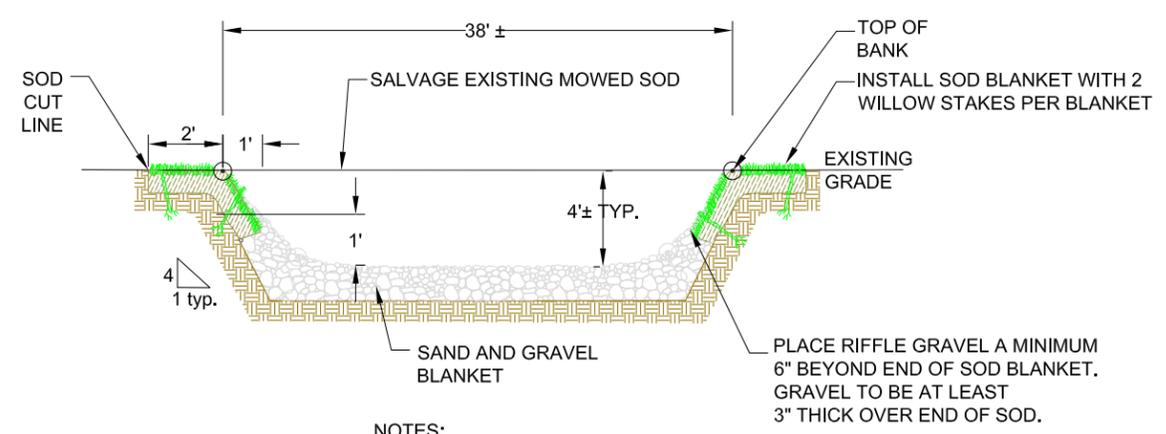
NOTES:
1. RIFFLE AND SOD REVETMENT LENGTHS VARY.



- NOTES:
- 0.75-1.5 INCH DIAMETER LIVE WILLOW 18-24" STAKES.
 - 2"-6" SET BACK ON SOD BLOCKS.
 - SOD BLOCKS SHALL BE APPROXIMATELY 10"-14" THICK AND 3' WIDE X 5' LONG.
 - SOD BLANKET SHALL BE A MINIMUM 5' WIDE X 5' LONG.
 - COMPACT EACH LAYER OF SOD WITH LOADER BUCKET OR EQUAL.
 - SOD CUT LINE AND TOP-OF-BANK LINE SHALL BE PAINTED, PRIOR TO GRADING, BY THE ENGINEER.

SECTION B-B

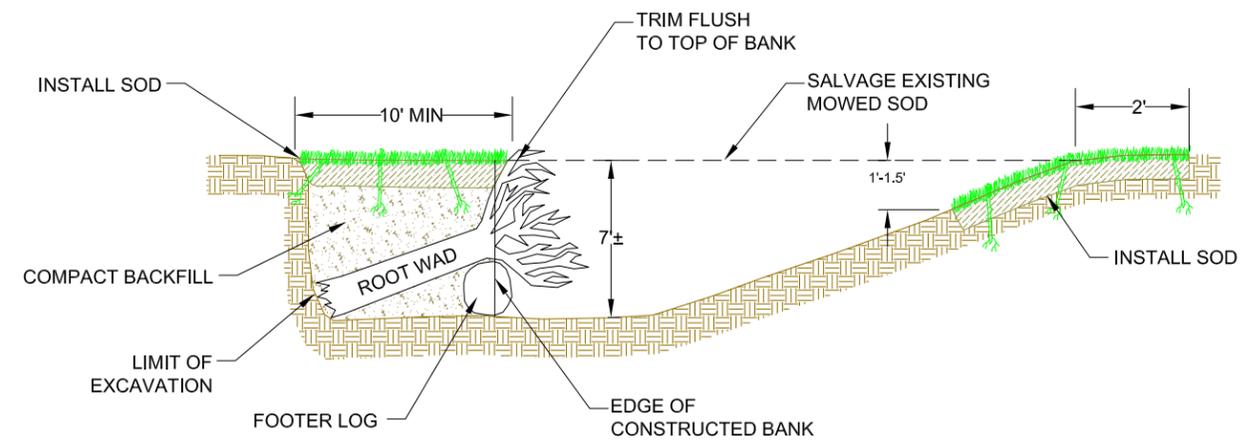
N.T.S.



- NOTES:
- TOP OF BANK LINE SHALL BE PAINTED PRIOR TO GRADING, BY THE ENGINEER.

SECTION A-A

N.T.S.



- NOTES:
- SEE SPECIFICATIONS FOR MATERIALS AND DIMENSIONS OF LOG REVETMENTS.
 - ANY FILL USED TO CONSTRUCT FINISH GRADE SHALL BE COMPACTED TO 85% RELATIVE COMPACTION.

SECTION C-C

N.T.S.

1 D-4 TYPICAL VALLEY REACH

N.T.S.

SCHEMATIC DESIGN PLANS & DETAILS NOT FOR CONSTRUCTION

DETAILS

D-5

REVISIONS

#	description	date

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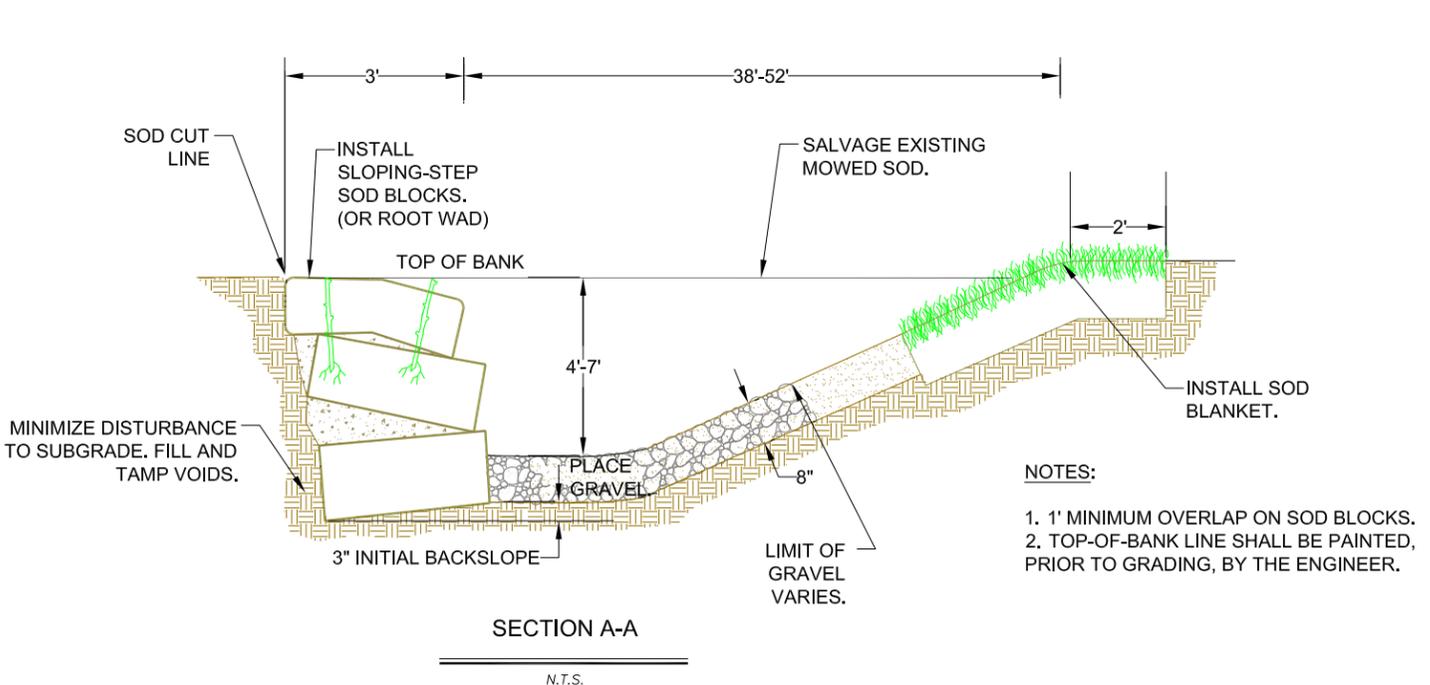
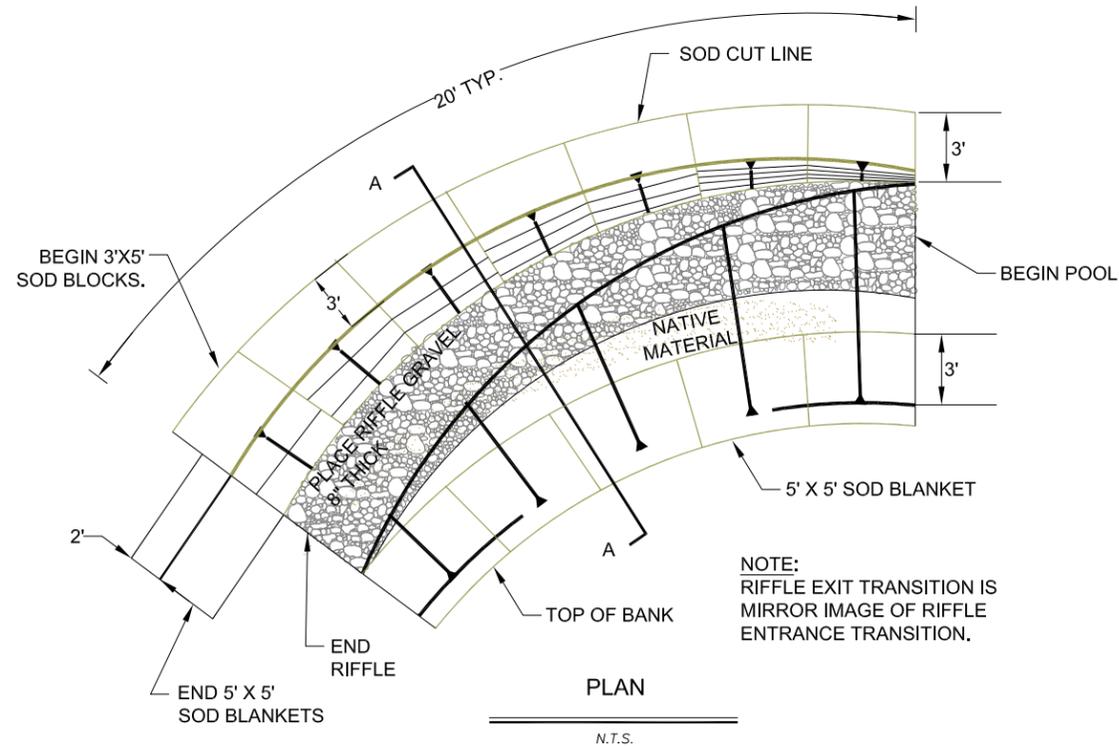
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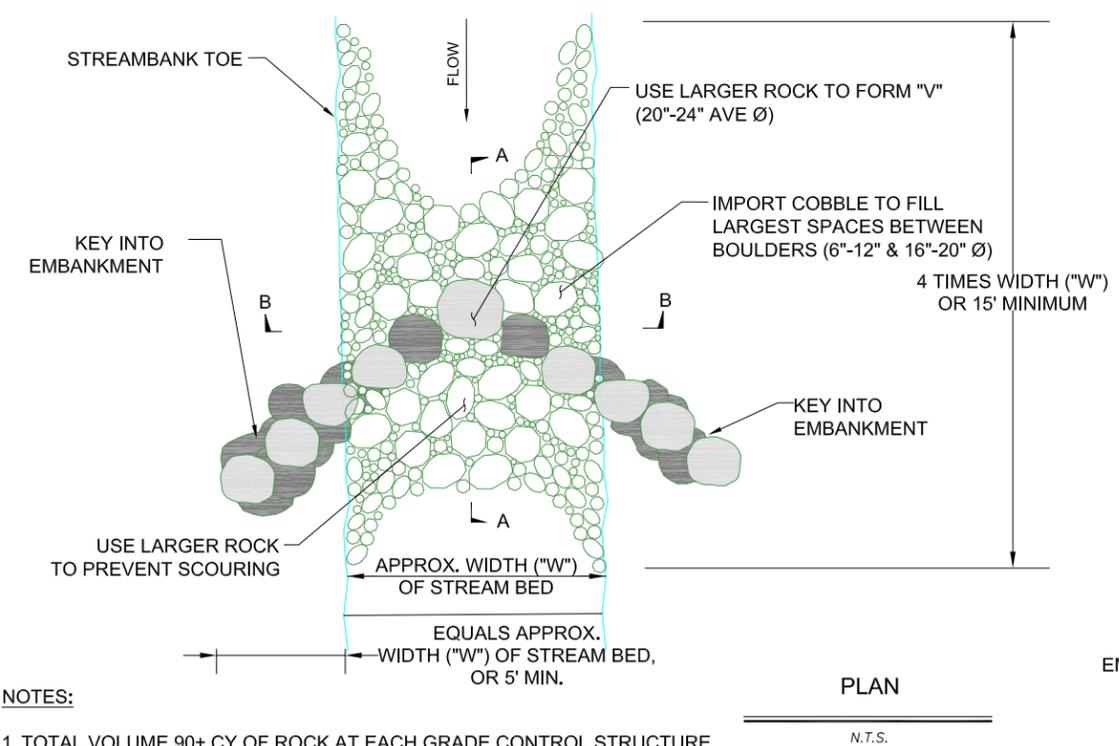
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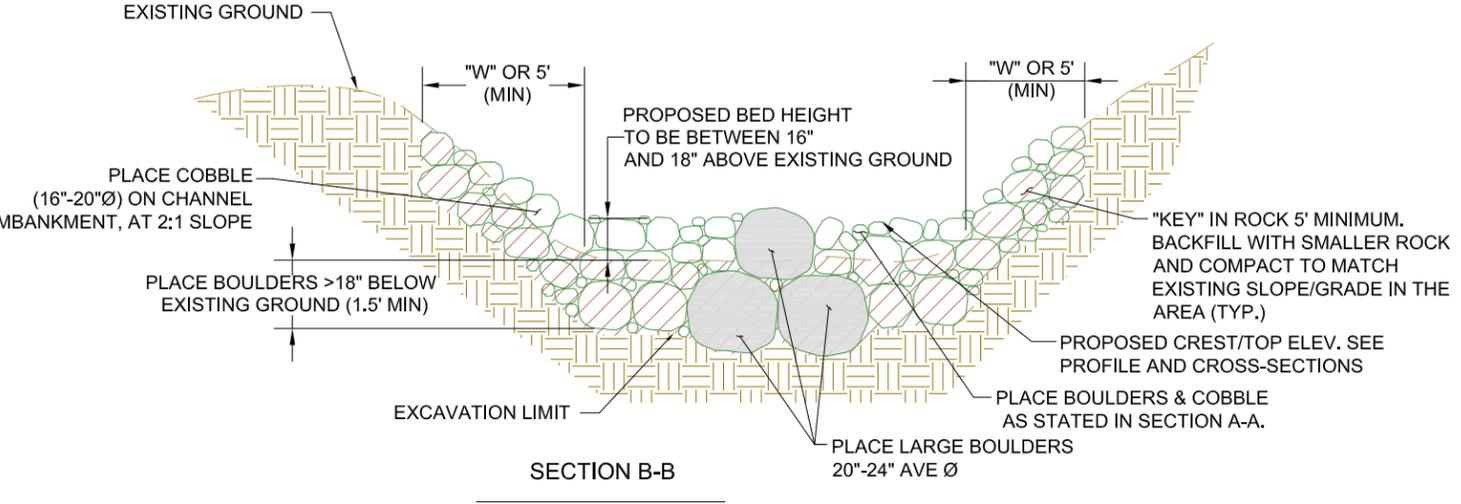
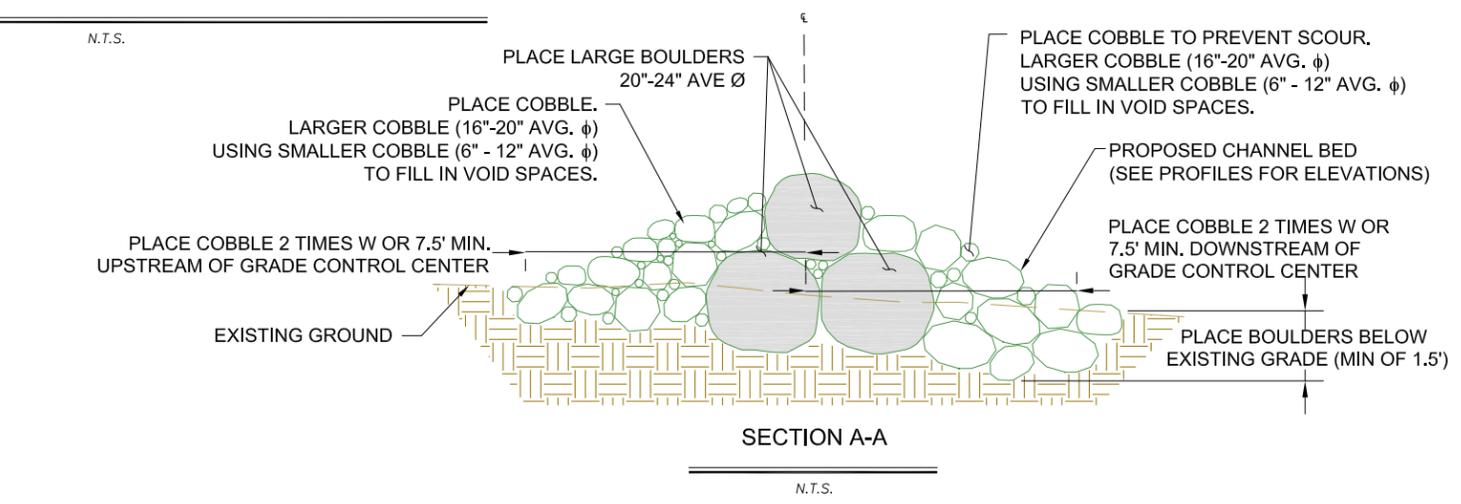


- NOTES:
- 1' MINIMUM OVERLAP ON SOD BLOCKS.
 - TOP-OF-BANK LINE SHALL BE PAINTED, PRIOR TO GRADING, BY THE ENGINEER.

1
D-5
TYPICAL NEW CHANNEL TRANSITION
N.T.S.



- NOTES:
1. TOTAL VOLUME 90± CY OF ROCK AT EACH GRADE CONTROL STRUCTURE
 2. LARGE BOULDERS (20"-24" AVE Ø) PLACED TO FORM "V" IN GRADE CONTROL STRUCTURE SHALL BE PLACED (VERTICAL/ELEVATION) STARTING AT ε OF CHANNEL 16"-18" BELOW EXISTING GROUND.
 3. THE ELEVATION OF THE LARGE BOULDERS (20"-24" AVE Ø) SHALL INCREASE AT 2% ± GOING AWAY FROM THE CHANNEL ε AND INTO THE EMBANKMENT. THE BOTTOM OF THE ROCK IN THE CHANNEL ε SHALL BE APPROXIMATELY 0.25' LOWER THAN THE LAST ROCK PLACED (FURTHEST INTO EMBANKMENT).



2
D-5
BOULDER VERTICAL GRADE CONTROL
N.T.S.

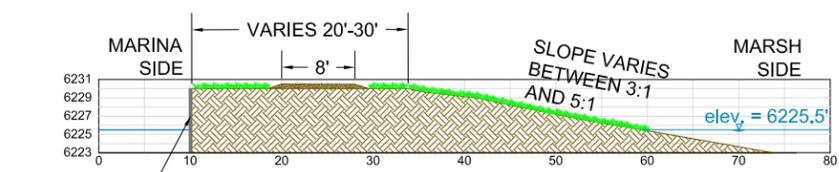
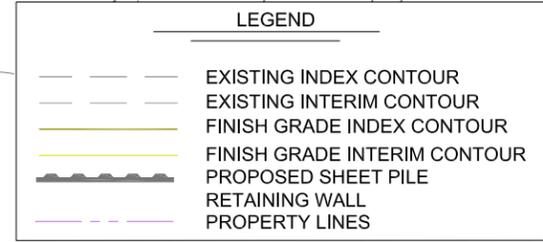
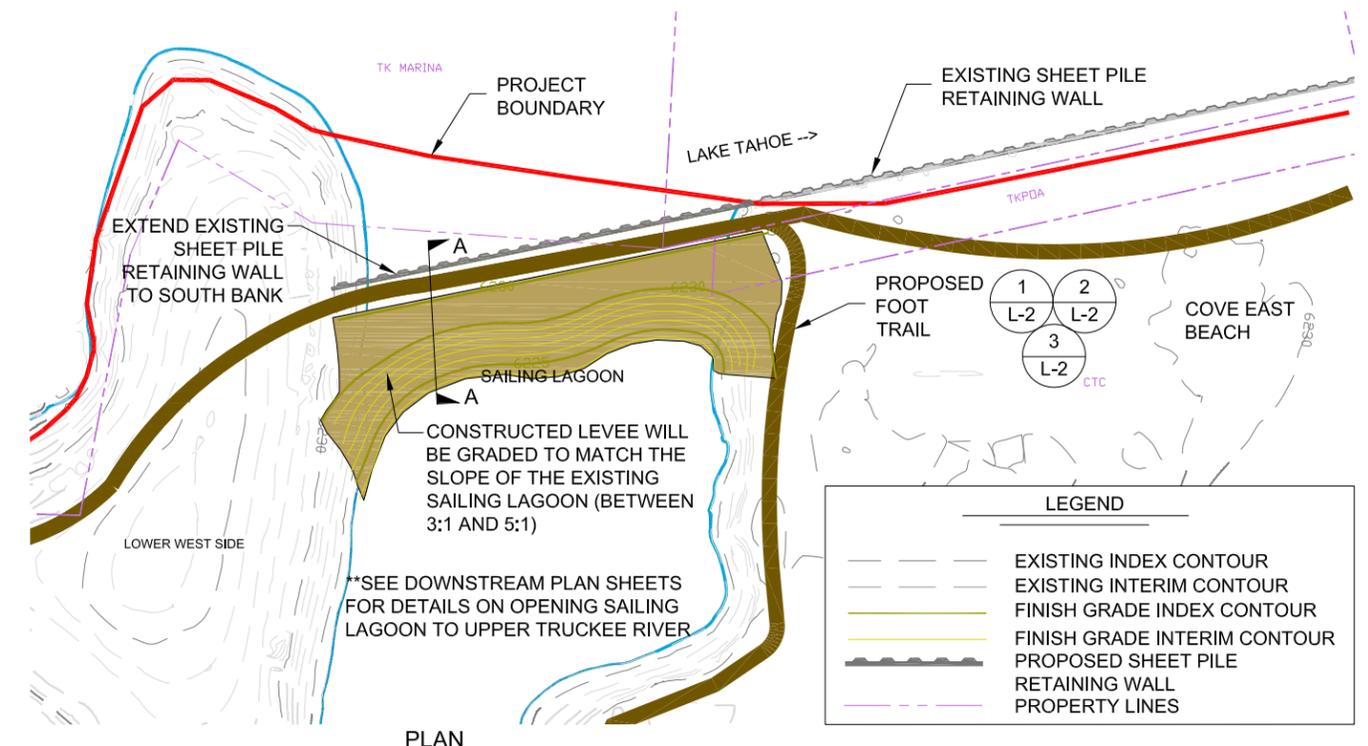
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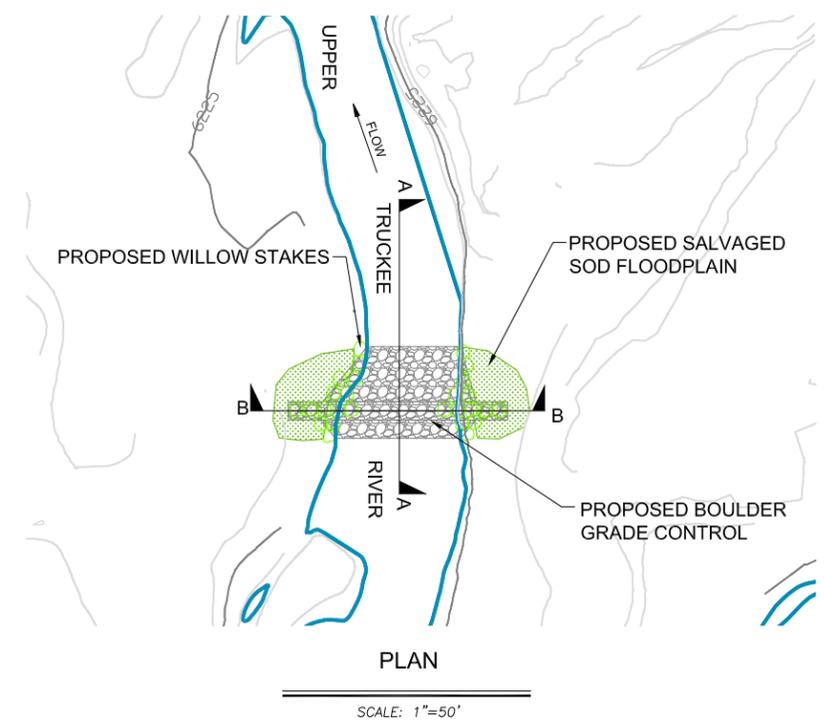
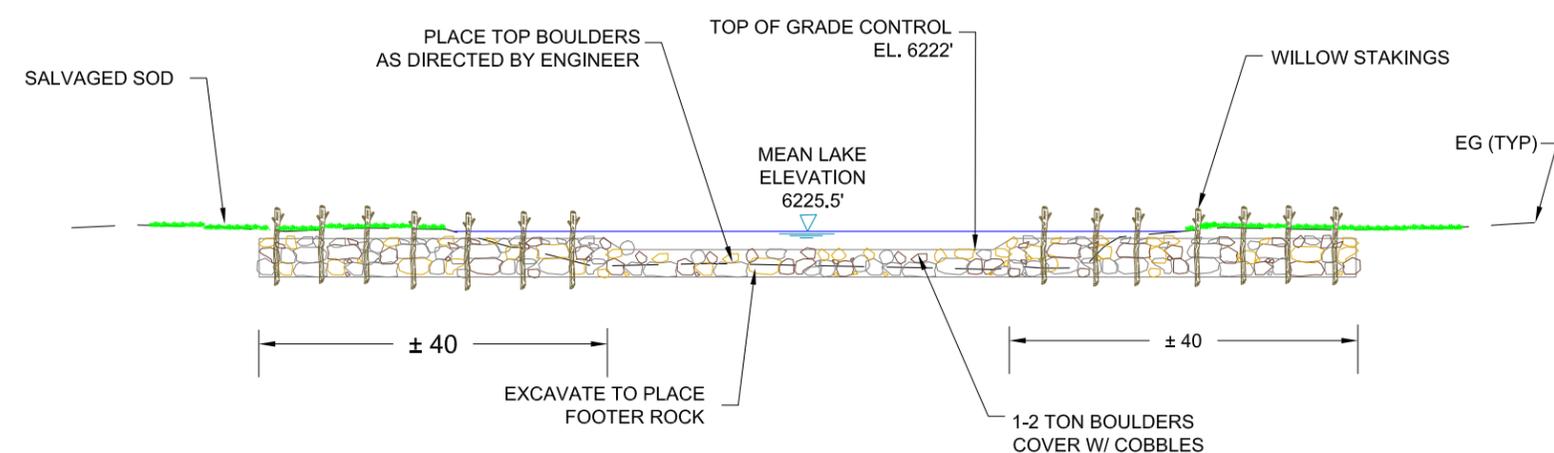
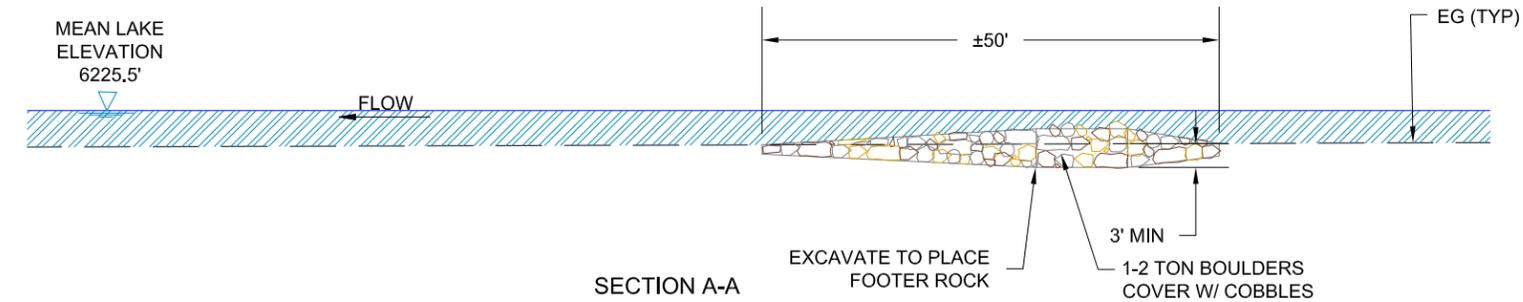
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RE-ESTABLISH THE RIVER-OVERFLOW LAGOON

- NOTES:
1. THE SURFACE WATER OF THE SAILING LAGOON IS PART OF THE TAHOE KEYS MARINA AND IS HYDRAULICALLY CONNECTED TO LAKE TAHOE, A RESULT OF PRIOR DREDGING AND FILL ACTIVITIES TO PROVIDE VARIOUS NAVIGATION ROUTES SINCE THE 1950'S.
 2. ALTERNATIVES 1, 2, AND 3 WILL RESTORE A LAGOON FEATURE ON THE UPPER TRUCKEE BY: 1) CONSTRUCTING A BULKHEAD AT THE EXISTING SAILING LAGOON TO BLOCK ITS OPEN CONNECTION WITH THE MARINA; AND 2) RE-EXCAVATING THE FILL BETWEEN THE SAILING LAGOON AND THE UPPER TRUCKEE SO THAT THE RIVER IS A SURFACE WATER SOURCE TO THE LAGOON.
 3. THE LOWER WEST SIDE PLAN SHEETS SHOW THE PROPOSED ALTERNATIVES FOR RECONNECTING THE SAILING LAGOON TO THE UPPER TRUCKEE RIVER.

1 SAILING LAGOON BULKHEAD - ALTS. 1, 2, & 3
D-6



2 BIOENGINEERED GRADE CONTROL AT RIVER MOUTH - TYPE I
D-6

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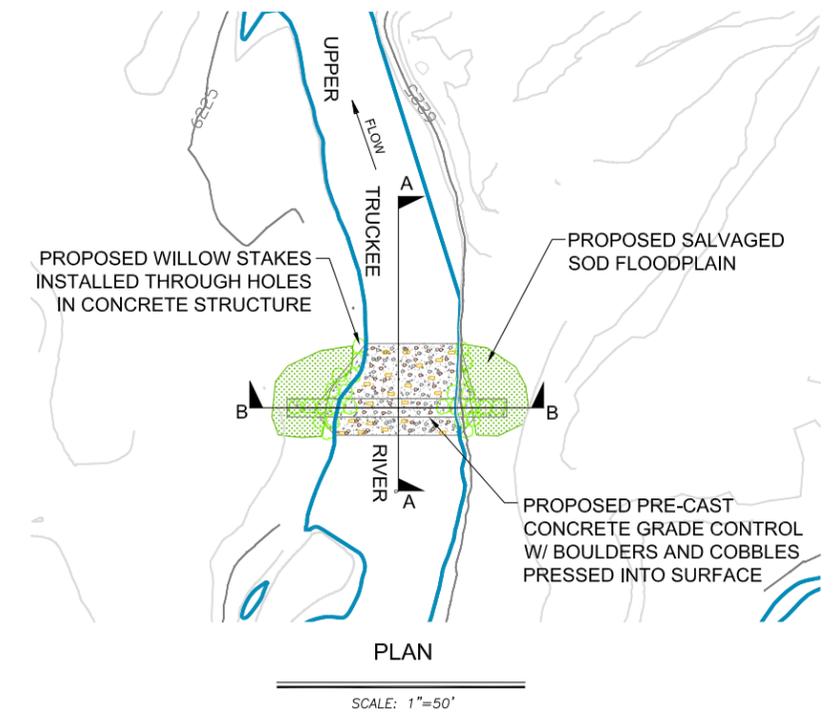
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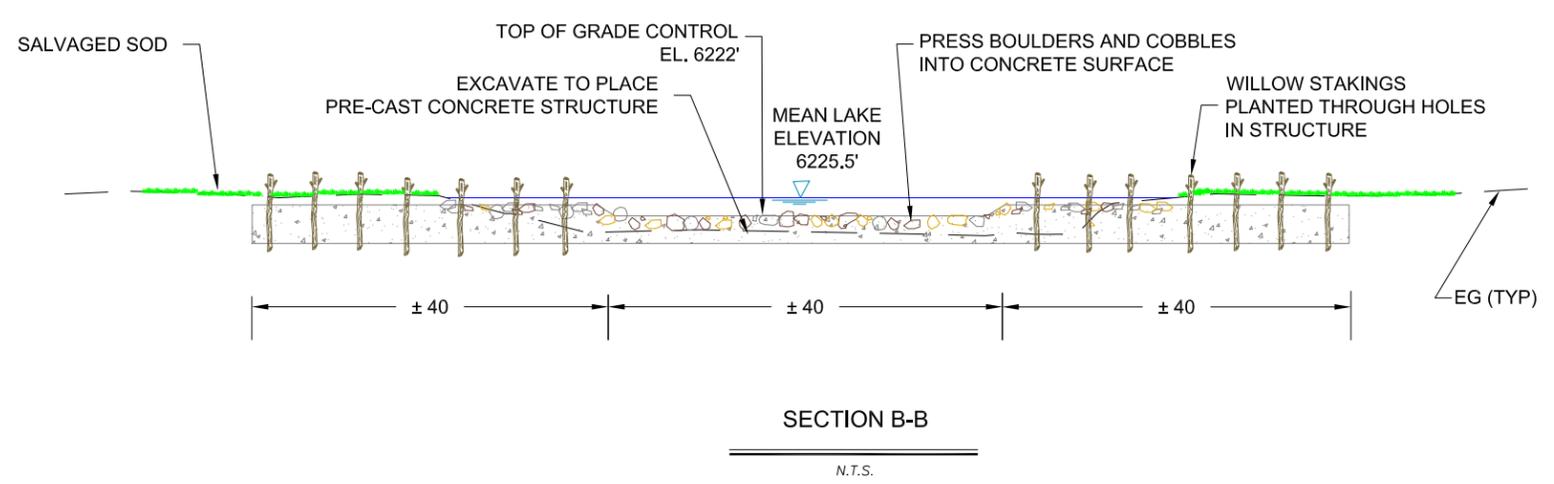
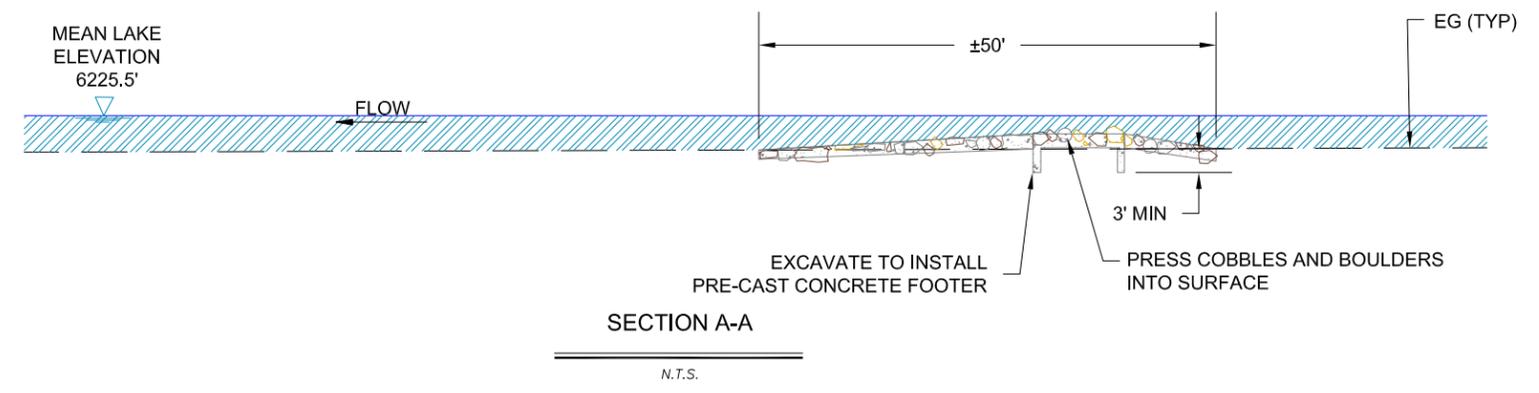
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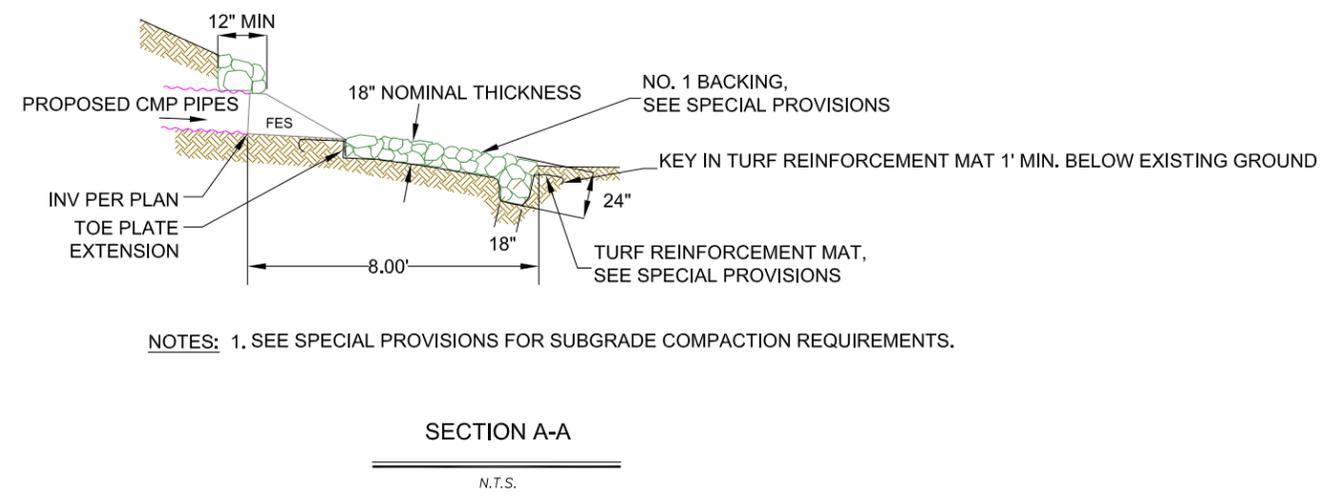
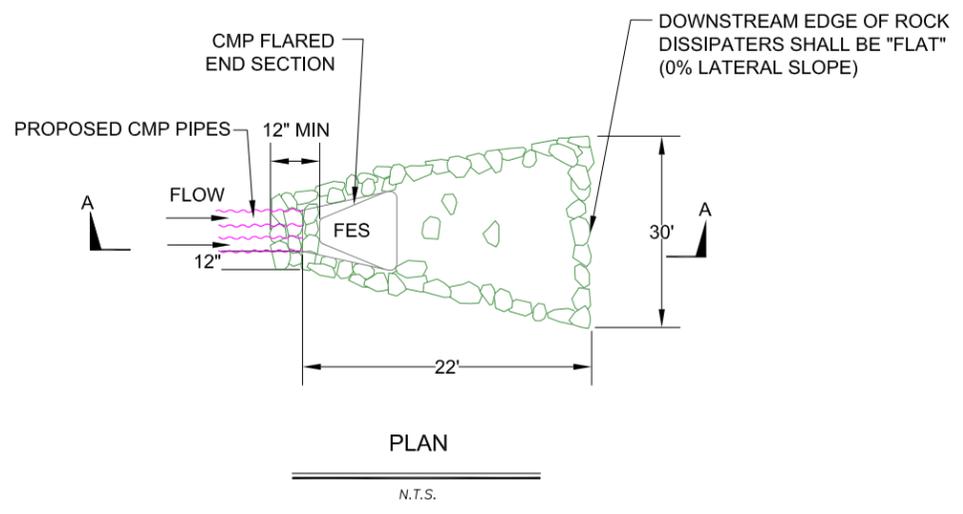
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1
D-7 BIOENGINEERED GRADE CONTROL AT RIVER MOUTH - TYPE II



SECTION B-B
N.T.S.



NOTES: 1. SEE SPECIAL PROVISIONS FOR SUBGRADE COMPACTION REQUIREMENTS.

2
D-7 ROCK RIP-RAP ENERGY DISSIPATOR
N.T.S.

SCHEMATIC DESIGN PLANS & DETAILS
NOT FOR CONSTRUCTION

DETAILS

D-8

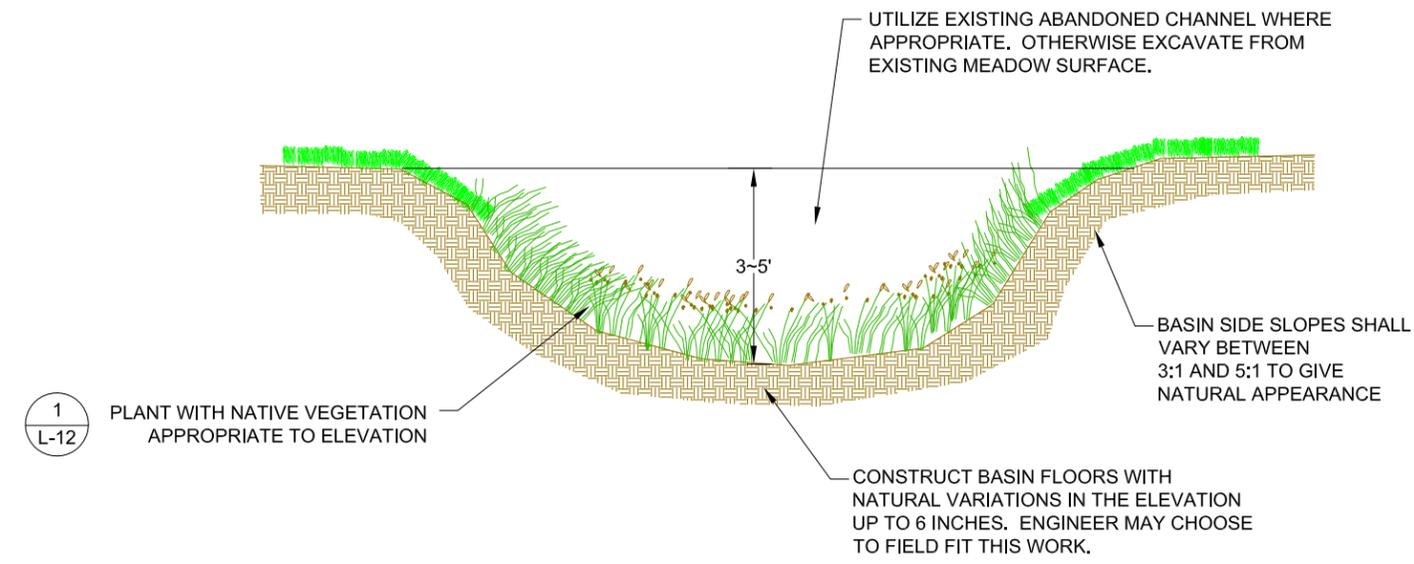
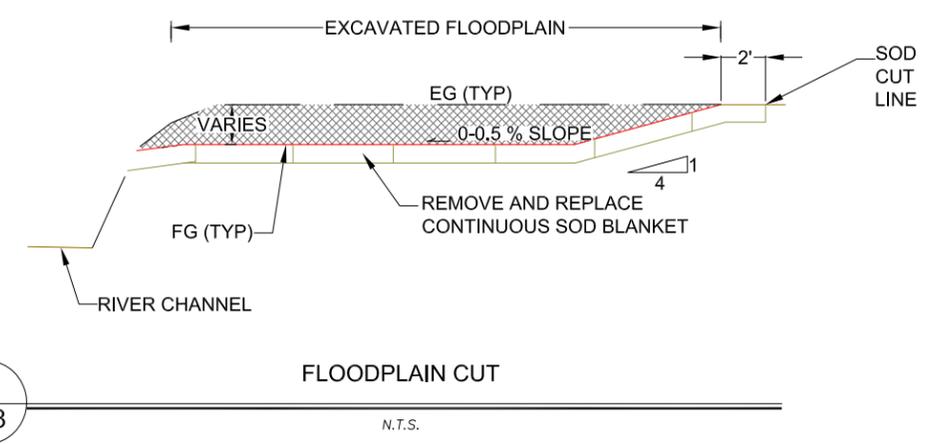
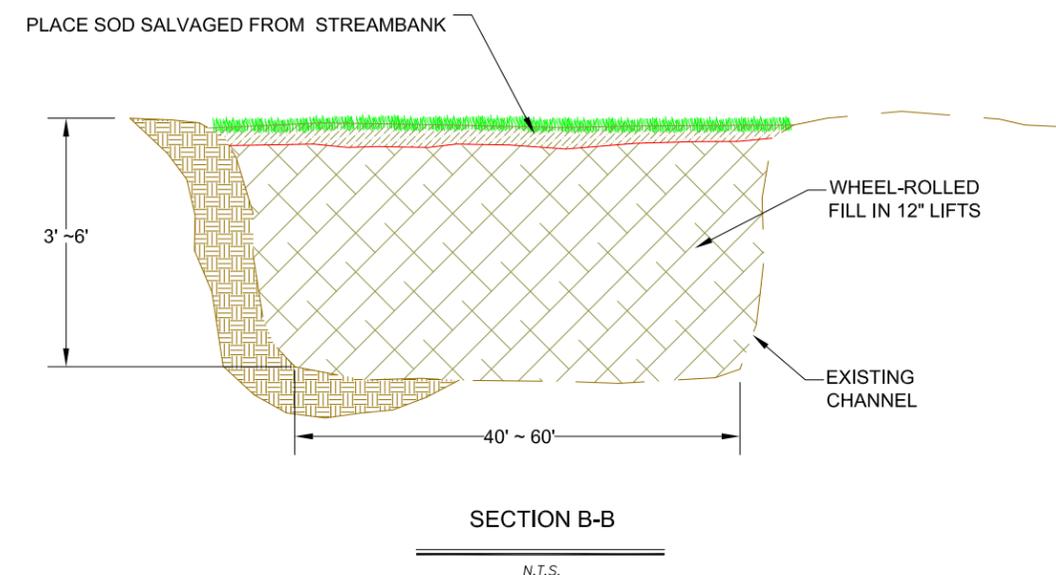
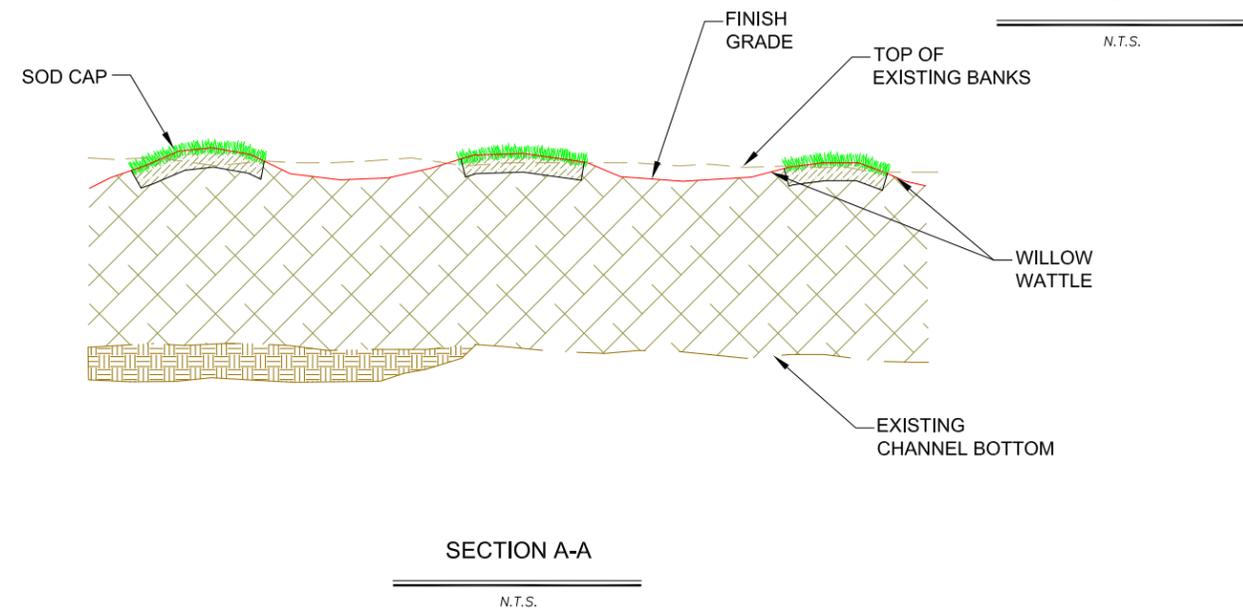
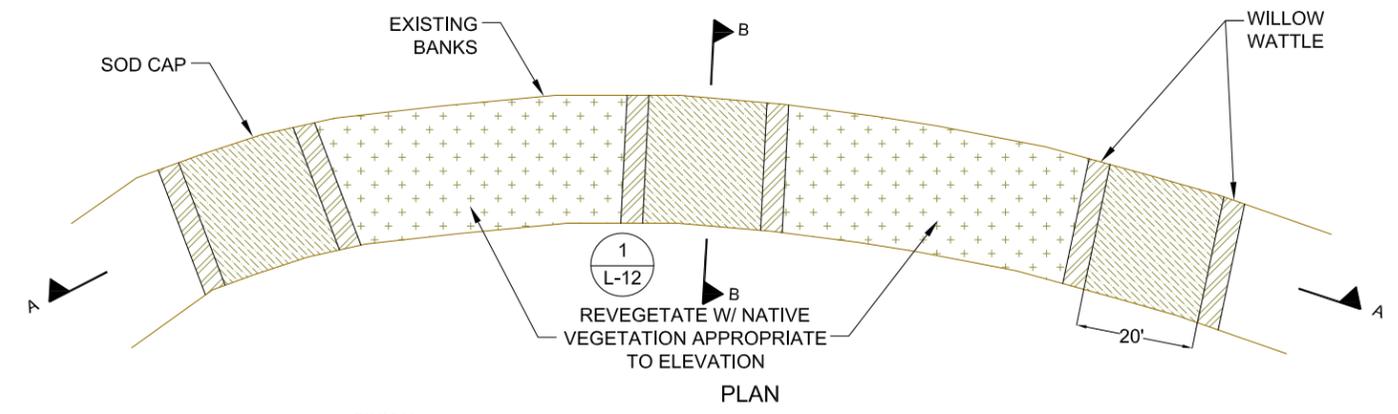
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DETAILS

D-9

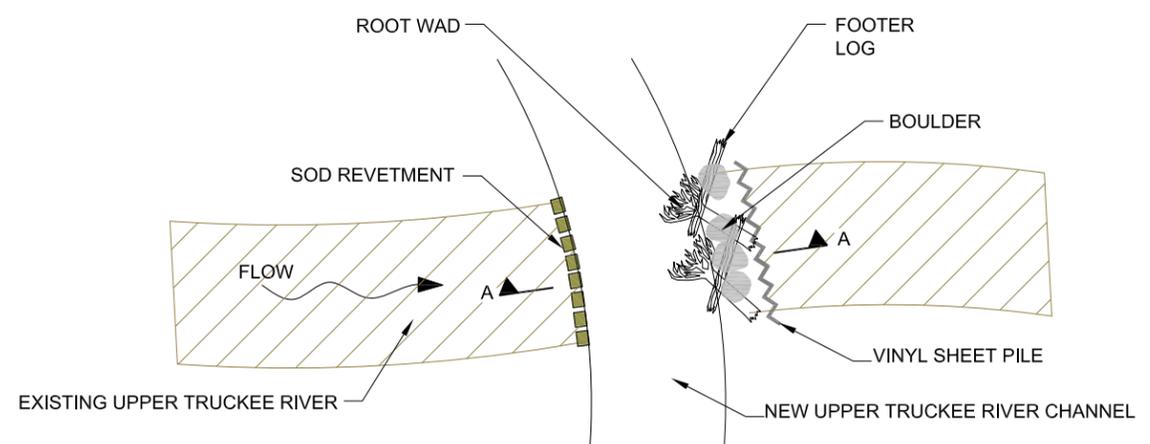
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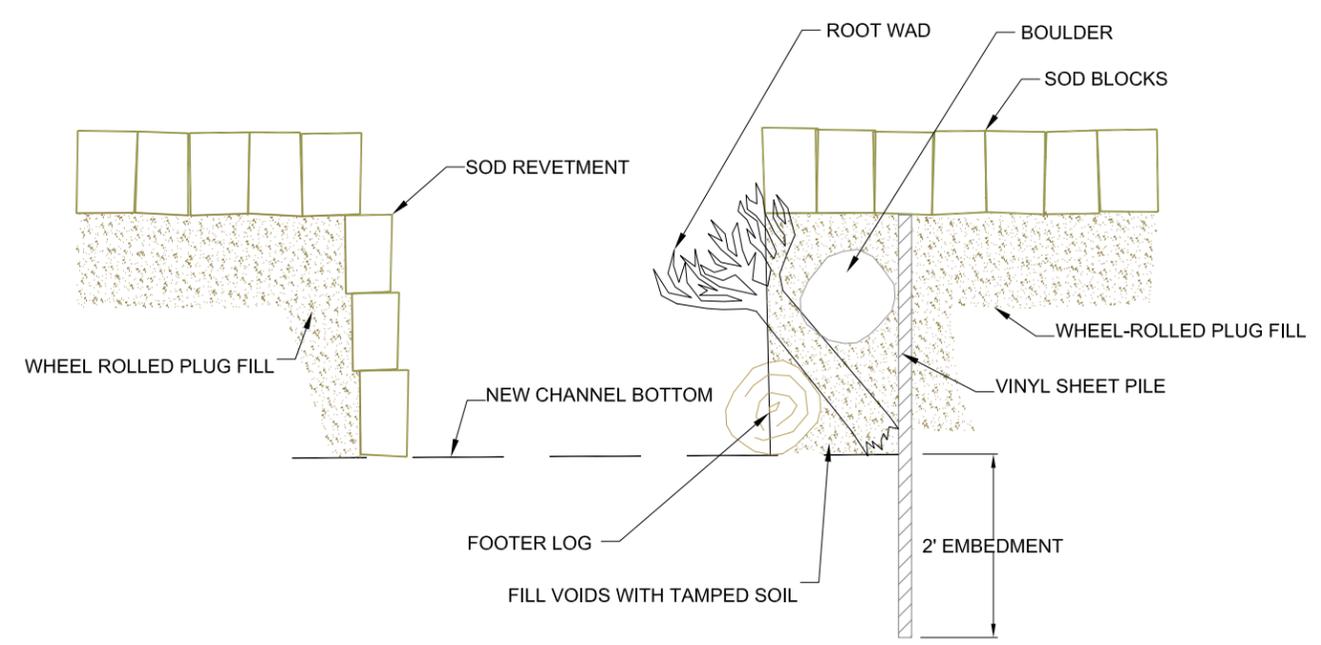


NOTES:

1. BOULDERS SHALL BE ¼ TO ½ TONS EACH.
2. FOOTER LOGS SHALL BE 8-12 INCHES IN DIAMETER AND 10-16 FEET IN LENGTH.
3. ROOTWADS SHALL HAVE A BOLE DIAMETER OF 8-16 INCHES AND A LENGTH OF 10-15 FEET.
4. ANGLES AND ELEVATIONS OF ROOT WADS SHALL VARY.
5. ROOT FANS SHALL BE 3-5 FEET IN DIAMETER.
6. FOOTER LOG SHALL EXTEND 4 FEET PERPENDICULARLY ON EITHER SIDE OF THE ROOT WAD.

PLAN

N.T.S.



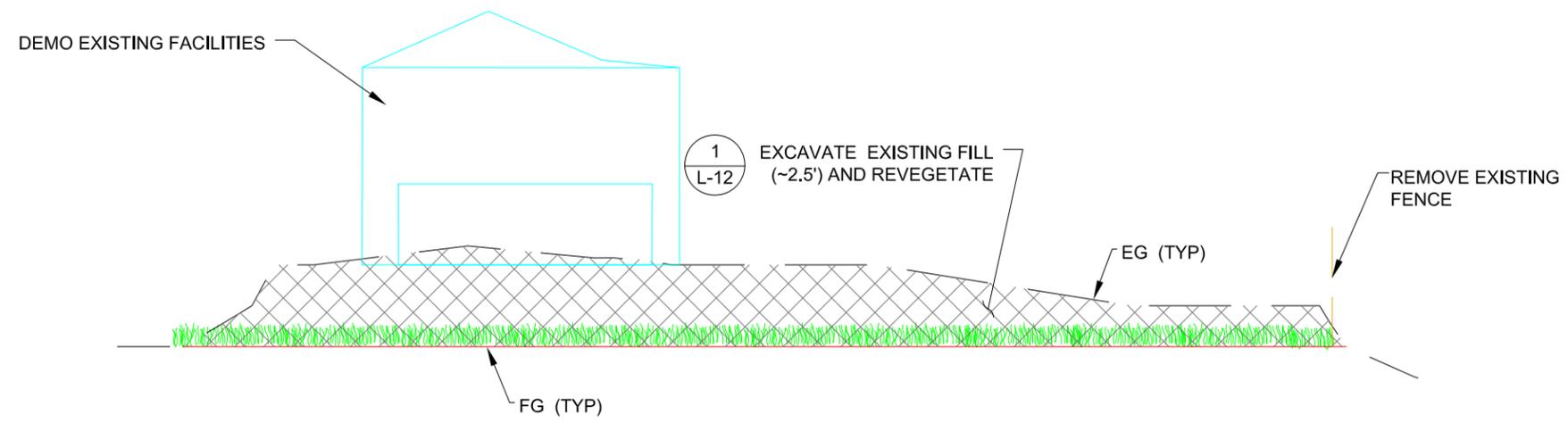
SECTION A-A

N.T.S.



LATERAL GRADE CONTROL

N.T.S.



TKPOA YARD RESTORATION

N.T.S.

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