PORT OF TACOMA

MIDDLE BLAIR AND PIERCE COUNTY TERMINAL MAINTENANCE DREDGING

PROJECT NO. 101651.01/201114.03
CONTRACT NO. 900000001

PORT COMMISSIONERS:

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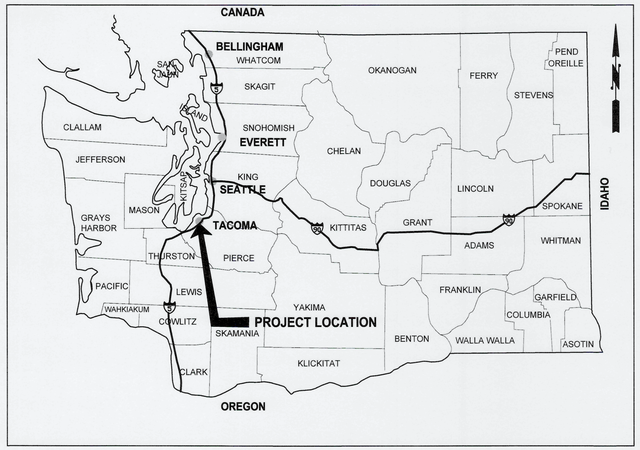
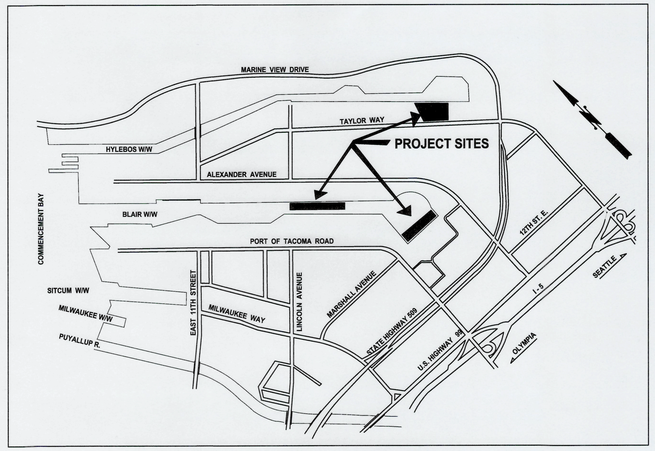


AREA MAP **WASHINGTON**

NO SCALE



VICINITY MAP **PORT OF TACOMA**

NO SCALE

SHEET NO.	DRAWING NO.	DRAWING TITLE
1	G1.0	COVER SHEET, AREA MAP, VICINITY MAP, & DRAWING LIST
2	G2.0	GENERAL NOTES, SYMBOLS, & ABBREVIATION
3	G2.1	OVERALL SITE PLAN
4	G3.0	CONCEPTUAL TEMPORARY TRANSLOADING AND SEDIMENT PROCESSING FACILITY PLAN
5	G3.1	SEDIMENT PROCESSING TYPICAL DETAILS
6	C1.1	MIDDLE BLAIR DREDGE PLAN (SHEET 1 OF 2)
7	C1.2	MIDDLE BLAIR DREDGE PLAN (SHEET 2 OF 2)
8	C2.1	PCT DREDGE PLAN (SHEET 1 OF 2)
9	C2.2	PCT DREDGE PLAN (SHEET 2 OF 2)
10	C3.1	DREDGE SECTIONS (SHEET 1 OF 3)
11	C3.2	DREDGE SECTIONS (SHEET 2 OF 3)
12	C3.3	DREDGE SECTIONS (SHEET 3 OF 3)

FOR BID

6706
G1.0
1 OF 12

MIDDLE BLAIR AND PIERCE COUNTY TERMINAL MAINTENANCE DREDGING
COVER SHEET, AREA MAP, VICINITY MAP, & DRAWING LIST

APPROVED: CE 12/13/24
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CONT/CONS: 900000001 TOWNSHIP: 21 RANGE: 03 SECTION: 34
M. ID: 101651.01/201114.03 DAT-HRZ: NAD 83-07 VERT: NOS TIDAL (MLLW=0.0)
PHASE: FOR BID PARCEL: DRAWING SCALE: AS SHOWN

BINDING EDGE

PORT OF TACOMA FILE: C:\Users\USSM133814\WSP O365\NW Maritime Projects - Projects\3092693\008\CADD\Dwgs\01_G01-00

BINDING EDGE

GENERAL NOTES

NOTES BELOW ARE NOT INTENDED TO REPLACE SPECIFICATIONS. SEE SPECIFICATIONS FOR REQUIREMENTS IN ADDITION TO GENERAL NOTES.

1. THESE NOTES CONTAIN GENERAL INFORMATION. CONTRACTOR SHALL VERIFY INFORMATION SHOWN ON THE DRAWINGS, IN THE SPECIFICATIONS AND OTHER DOCUMENTS, AND BRING ANY CONFLICTS TO THE ATTENTION OF THE ENGINEER BEFORE BEGINNING THE AFFECTED WORK. THE ENGINEER WILL RESOLVE ANY SUCH CONFLICTS. SEE THE SPECIFICATIONS FOR AVAILABLE REFERENCE DOCUMENTS.
2. THE EXISTING PIERCE COUNTY TERMINAL (PCT) AND BLAIR WATERWAY CHANNEL WILL BE IN OPERATION DURING CONSTRUCTION. THE CONTRACTOR SHALL KEEP ITS WORKERS, MATERIAL, AND EQUIPMENT CLEAR OF ALL PCT AND BLAIR WATERWAY CHANNEL OPERATIONS AND SHALL NOT IN ANY WAY HINDER OR DISRUPT OPERATIONS.
3. THE CONTRACTOR SHALL STRICTLY FOLLOW ALL FEDERAL, STATE AND LOCAL SAFETY REGULATIONS.
4. THE CONTRACTOR SHALL ABIDE BY ALL APPLICABLE FEDERAL, STATE, AND LOCAL ENVIRONMENTAL PROTECTION STANDARDS, LAWS, REGULATIONS, AND PERMITS.
5. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE PORT WITH REGARD TO ACCESS TO THE PROJECT SITE.
6. THE CONTRACTOR SHALL AVOID ALLOWING DEBRIS TO ENTER THE WATER AND SHALL IMMEDIATELY REMOVE ALL DEBRIS THAT INADVERTENTLY FALLS IN THE WATER ON AN ONGOING BASIS.
7. THE CONTRACTOR SHALL SUPPLY, INSTALL, AND MAINTAIN AT ALL TIMES A FLOATING DEBRIS BOOM AROUND ALL ACTIVE WORK AREAS AND EQUIPMENT.
8. ALL EXISTING FEATURES AND STRUCTURES DESIGNATED TO REMAIN THAT ARE DAMAGED DURING CONSTRUCTION, AS DETERMINED BY THE ENGINEER, SHALL BE REPAIRED BY THE CONTRACTOR AT ITS OWN EXPENSE.
9. ALL INGRESS AND EGRESS TO THE PCT AND BLAIR WATERWAY CHANNEL SHALL BE KEPT READILY ACCESSIBLE AND UNOBSTRUCTED AT ALL TIMES UNLESS APPROVED BY THE PORT TWO WEEKS PRIOR TO SCHEDULED OBSTRUCTION. CONSTRUCTION EQUIPMENT WILL NOT BE PERMITTED TO OBSTRUCT ROADWAYS , PASSAGEWAYS, BERTH AND/OR NAVIGATION CHANNEL.
10. ALL PRECAUTIONS SHALL BE TAKEN AS REQUIRED TO PREVENT CONTAMINATED WATER, FUEL OR ANY OTHER CONTAMINANTS FROM ENTERING THE WATERWAY DURING THE CONTRACT WORK. THE CONTRACTOR SHALL PROMPTLY RESPOND TO AND CLEAN UP ANY SPILLS OF FUEL, LUBRICANTS OR OTHER CONTAMINANTS DURING CONTRACT WORK. THE CONTRACTOR SHALL PREPARE AND IMPLEMENT A SPILL PROTECTION, CONTAINMENT AND CLEANUP (SPCC) PLAN FOR USE DURING ALL CONSTRUCTION ACTIVITIES.
11. PRE- AND POST-DREDGE SURVEYS WILL BE COMPLETED BY AN INDEPENDENT SURVEYOR.
12. TRANSPORTATION WORKER IDENTIFICATION CARD (TWIC) REQUIRED FOR CONTRACTOR LANDSIDE TERMINAL ACCESS TO PORT.
13. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CALCULATIONS AND DETERMINATIONS OF STRUCTURE CAPACITY FOR THE ANTICIPATED LOADS OF THE CONSTRUCTION EQUIPMENT AND MATERIALS TO BE USED.

DREDGING NOTES:

1. EXISTING CONTOURS SHOWN WERE DEVELOPED BY THE U.S. ARMY CORPS OF ENGINEERS, SEATTLE DISTRICT. DATA SURVEY WAS CONDUCTED IN 2022.
2. ANY MATERIALS THAT HAVE SLOUGHED OR SETTLED AT THE TOE OF SLOPES DURING OR SUBSEQUENT TO SLOPE DREDGING SHALL BE REMOVED BY ADDITIONAL DREDGING.
3. DISPOSE OF DREDGE MATERIALS IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS, PERMITS, AND THESE DRAWINGS. ALL SUITABLE DREDGE MATERIAL SHALL BE DISPOSED OF AT THE COMMENCEMENT BAY OPEN-WATER DREDGED MATERIAL DISPOSAL SITE (DMMP DISPOSAL SITE). DREDGE MATERIAL CHARACTERIZED AS UNSUITABLE SHALL BE TAKEN TO CONTRACTOR CONSTRUCTED TEMPORARY TRANSLOAD FACILITY AT PORT PROPERTY TO BE DISPOSED OF AT AN UPLAND FACILITY.
4. MONITOR WATER QUALITY DURING DREDGING OPERATIONS IN ACCORDANCE WITH THE PROJECT PERMITS.
5. IN-WATER WORK SHALL OCCUR ONLY DURING THE IN-WATER WORK WINDOW OF JULY 15 TO FEBRUARY 14.

SURVEY CONTROL NOTES

1. CONTROL AND WORK POINTS FOR THE PROJECT ARE SHOWN ON SHEETS C1.1 THROUGH C2.2. ALL COORDINATES SHOWN ARE BASED ON WASHINGTON STATE PLANE, NORTH ZONE, (NAD83). VERTICAL DATUM IS MEAN LOWER LOW WATER (MLLW) AS DEFINED BY NOAA FOR COMMENCEMENT BAY.

TIDES

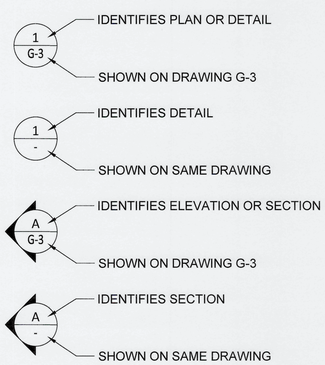
TIDAL DATA OBTAINED FROM NOAA WEBSITE FOR STATION 9446484 FOR THE 1983-2001 EPOCH ARE AS FOLLOWS:

EXTREME HIGH WATER (EHW)	14.87 (FEET)
MEAN HIGHER HIGH WATER (MHHW)	11.78 (FEET)
MEAN SEA LEVEL (MSL)	6.84 (FEET)
MEAN LOWER LOW WATER (MLLW)	0.00 (FEET)
EXTREME LOW WATER (ELW)	-4.73 (FEET)

ABBREVIATIONS

AM	ADVANCED MAINTENANCE
BML	BELOW MUD LINE
EHW	EXTREME HIGH WATER
EL	ELEVATION
ELW	EXTREME LOW WATER
EXIST	EXISTING
HDPE	HIGH DENSITY POLYETHYLENE
MHHW	MEAN HIGHER HIGH WATER
MIN	MINIMUM
MLLW	MEAN LOWER LOW WATER
MSL	MEAN SEA LEVEL
NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION
OD	OVER DREDGE
PCT	PIERCE COUNTY TERMINAL
TYP	TYPICAL
USACE	UNITED STATES ARMY CORPS OF ENGINEERS
WP	WORKPOINT
WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

SYMBOLS



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6706
G2.0
2 OF 12

MIDDLE BLAIR AND PIERCE COUNTY TERMINAL MAINTENANCE DREDGING
GENERAL NOTES, SYMBOLS, & ABBREVIATION

CONT/CONS: 900000001 | TOWNSHIP: 21 | RANGE: 03 | SECTION: 34
M. ID: 101651.01/201114.03 | DAT-HRZ: NAD 83-07 | VERT: NOS TIDAL (MLLW=0.0)
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USSM133814 Dec 13, 2024
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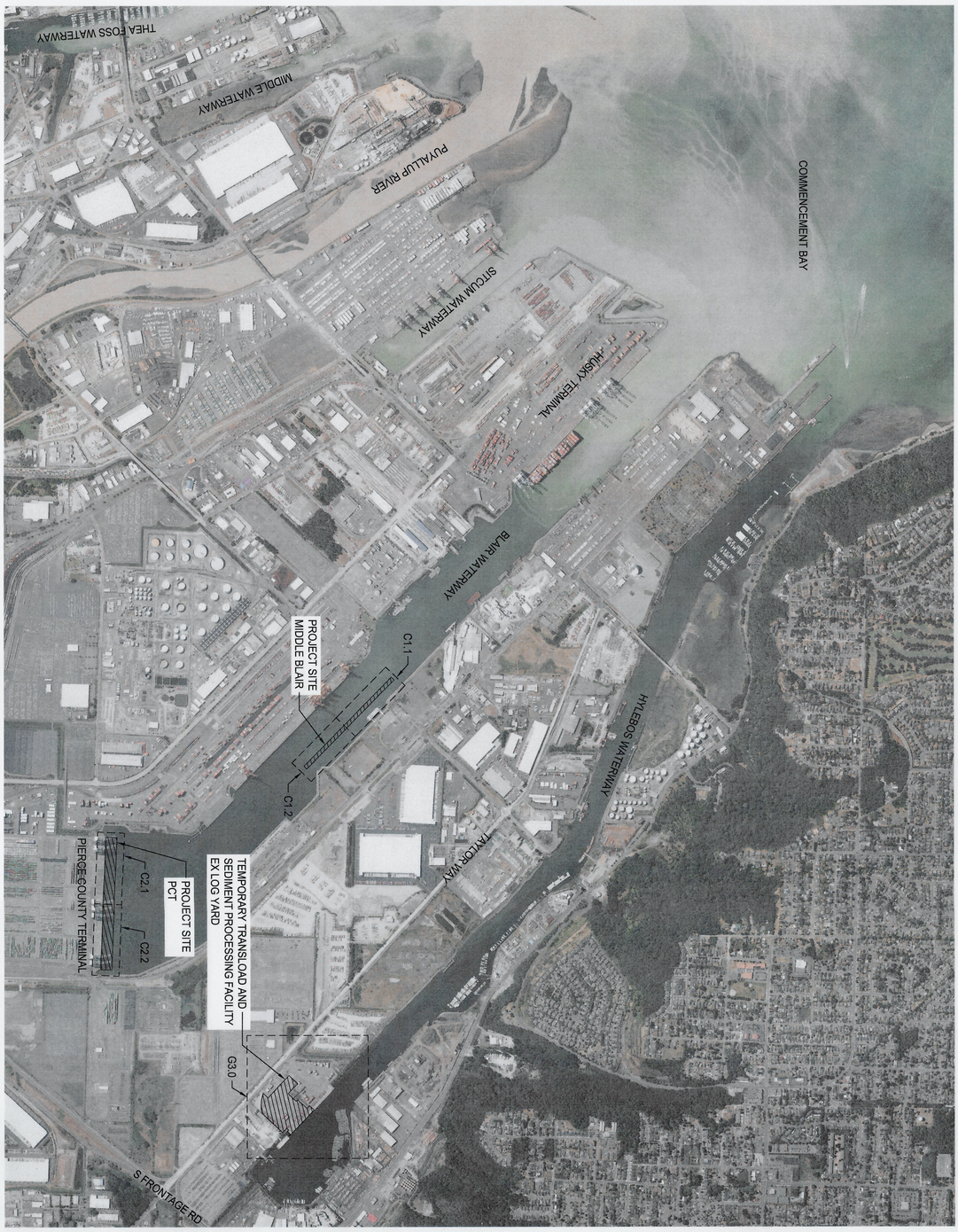

OVERALL SITE PLAN

SCALE: NTS

FOR BID

6706 **G2.1** 3 OF 12	MIDDLE BLAIR AND PIERCE COUNTY TERMINAL MAINTENANCE DREDGING OVERALL SITE PLAN			APPROVED:	CE 12/13/24
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PHASE: FOR BID	PARCEL:		DRAWING SCALE: AS SHOWN		TACOMA, WA 98421

JOSHUA J. VOECKS, STATE OF WASHINGTON, 57030, REGISTERED PROFESSIONAL ENGINEER, 12/13/24

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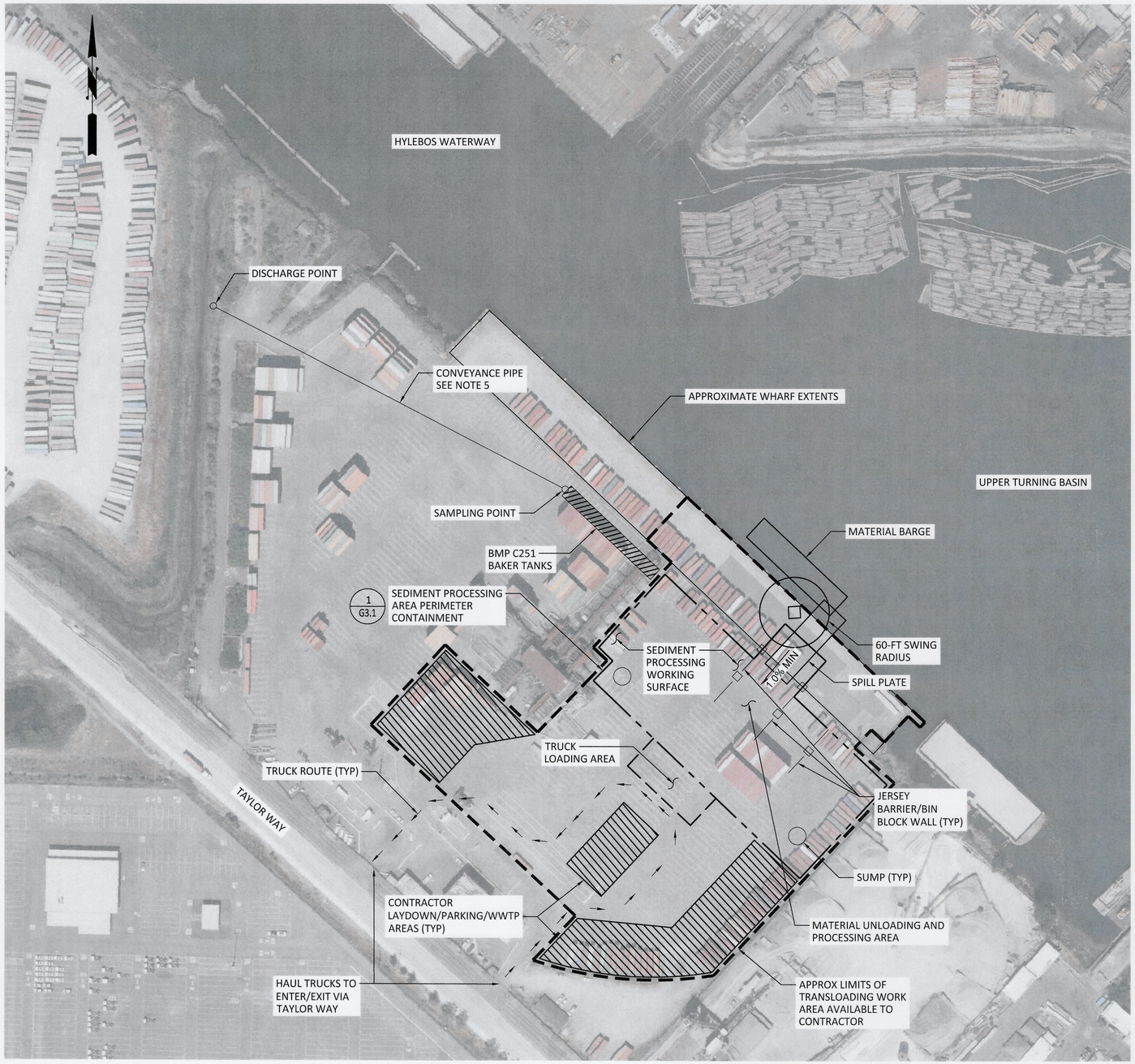
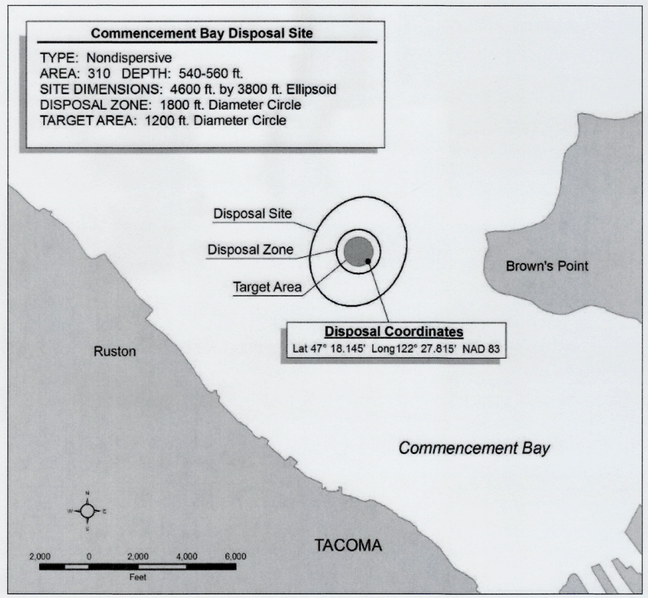


TEMPORARY TRANSLOAD AND SEDIMENT PROCESSING FACILITY CONCEPT

1" = 100' scale — 100 0 100 200 feet



DISPOSAL SITE FIGURE:
HTTPS://WWW.NWS.USACE.ARMY.MIL/MISSIONS/CIVIL-WORKS/DREDGING/DISPOSAL-SITES/

OPEN-WATER DISPOSAL SITE

NOTES

1. TEMPORARY TRANSLOAD AND SEDIMENT PROCESSING FACILITY MUST BE DESIGNED BY THE CONTRACTOR. TEMPORARY CONSTRUCTION LAYOUT AND FEATURES SHOWN ARE CONCEPTUAL TO EXPRESS THE INTENT OF EXPECTED TRANSLOADING OPERATIONS.
2. CONTRACTOR SHALL VERIFY THE PRESENCE OF UTILITIES, UNDERGROUND AND OVERHEAD WITHIN THE LIMITS OF WORK. CONTRACTOR SHALL PROTECT UTILITIES DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CALCULATIONS AND DETERMINATIONS OF STRUCTURE CAPACITY FOR THE ANTICIPATED LOADS OF THE CONSTRUCTION EQUIPMENT AND MATERIALS TO BE USED.
4. ALL CATCH BASINS WITHIN THE SEDIMENT PROCESSING CONTAINMENT AREA MUST BE SEALED AND/OR COVERED TO PREVENT ANY WATER FROM ENTERING THE STORM DRAIN SYSTEM.
5. CONVEYANCE PIPE SIZE SHALL BE DETERMINED BY CONTRACTOR. CONTRACTOR TO COORDINATE CONVEYANCE PIPE ROUTING WITH THE PORT.
6. TESC AND WATER MANAGEMENT MUST BE IN ACCORDANCE WITH THE CONSTRUCTION STORMWATER GENERAL PERMIT AND THE 2021 CITY OF TACOMA SWMM, VOLUME 3, CHAPTER 1, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
   - A. BMP C106: WHEEL WASH
   - B. BMP C123: PLASTIC COVERING
   - C. BMP C151: CONCRETE HANDLING
   - D. BMP C153: MATERIAL DELIVERY, STORAGE, AND CONTAINMENT
   - E. BMP C160: CERTIFIED EROSION AND SEDIMENT CONTROL LEAD
   - F. BMP C220: INLET PROTECTION
   - G. BMP C251: CONSTRUCTION STORMWATER FILTRATION
   - H. BMP C252: TREATING AND DISPOSING OF HIGH PH WATER

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6706
G3.0
4 OF 12

MIDDLE BLAIR AND PIERCE COUNTY
TERMINAL MAINTENANCE DREDGING
CONCEPTUAL TEMPORARY TRANSLOADING AND SEDIMENT PROCESSING FACILITY PLAN

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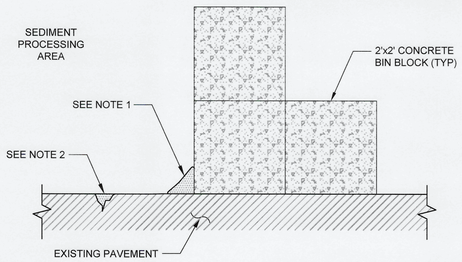
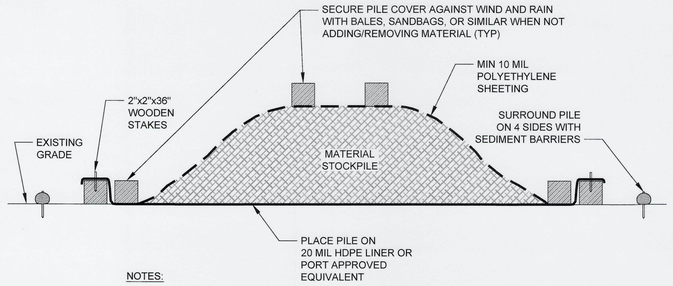


NOTES:

1. SEAL GAPS BETWEEN EXISTING PAVEMENT AND ADJOINING BIN BLOCKS WITH POLYPROPYLENE SANDBAGS OR EQUIVALENT APPROVED BY THE PORT.
2. SEAL ALL CRACKING, SPALLING, AND JOINTING IN EXISTING PAVEMENT WITHIN THE SEDIMENT PROCESSING AREA WITH A HOT POURED SEALANT OR EQUIVALENT APPROVED BY THE PORT. SEDIMENT PROCESSING WORKING SURFACE SHALL BE FREE OF DAMAGE OR OTHER FEATURES THAT COULD RESULT IN WATER INFILTRATION INTO THE UNDERLYING GROUND SURFACE OR SPILLAGE OUTSIDE OF THE SEDIMENT PROCESSING AREA.

1 / G3.0 CONCEPTUAL SEDIMENT PROCESSING AREA PERIMETER CONTAINMENT

SCALE: NTS



NOTES:

1. MATERIALS SHALL BE IN ACCORDANCE WITH SECTION 01 57 13 - TESC AND PROJECT SWPPP.
2. WATER GENERATED FROM INSIDE STOCKPILE AREA(S) SHALL BE COLLECTED AND MANAGED.

2 / G3.0 CONCEPTUAL STOCKPILE CONTAINMENT SYSTEM (IF NECESSARY)

SCALE: NTS

FOR BID

6706
G3.1
5 OF 12

MIDDLE BLAIR AND PIERCE COUNTY
TERMINAL MAINTENANCE DREDGING
SEDIMENT PROCESSING TYPICAL DETAILS

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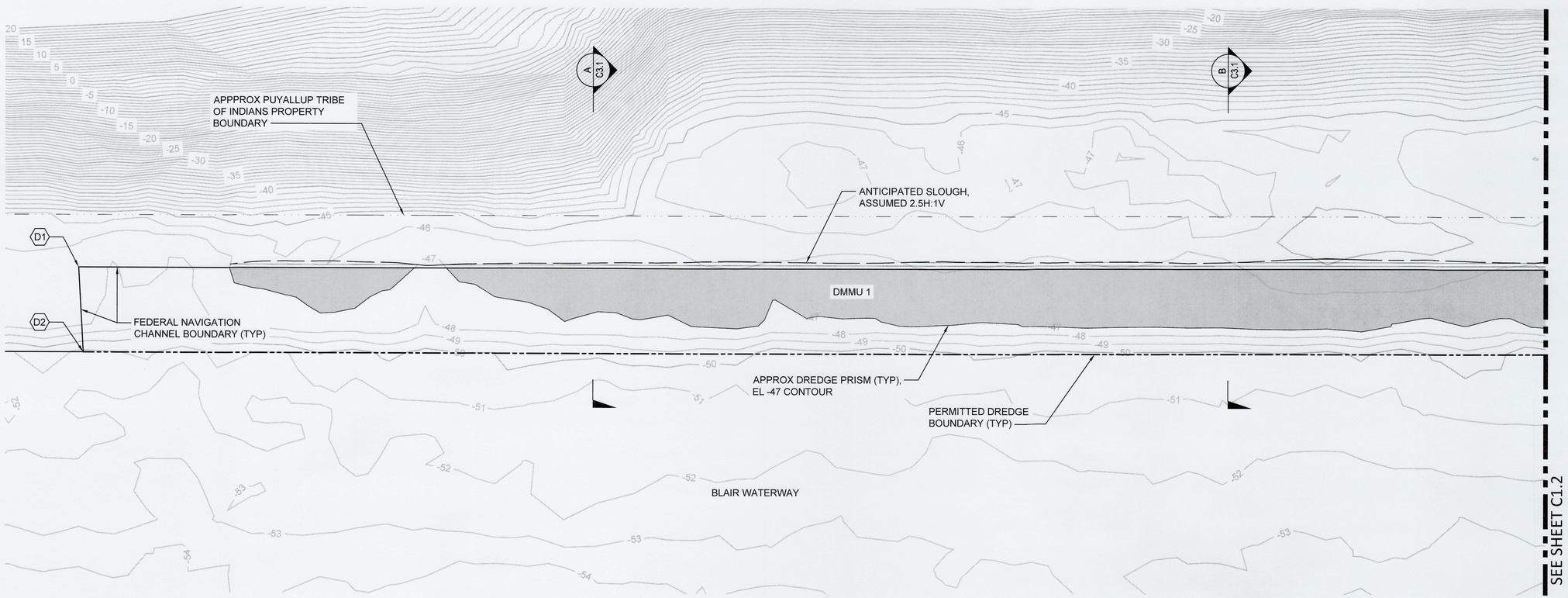

NOTES

1. ELEVATIONS SHOWN IN SECTIONS ARE BASED ON MEAN LOWER LOW WATER DATUM, MLLW.
2. CONTRACTOR SHALL DREDGE ALL SEDIMENT INDICATED ON THIS PLAN AND SECTIONS. DREDGING SHALL NOT EXTEND BEYOND LIMITS SHOWN. STOP WORK AND NOTIFY ENGINEER IMMEDIATELY IF DREDGING EXTENDS INTO EXISTING RIP RAP.
3. DREDGE DEPTH SHALL NOT GO BEYOND THE OVERDREDGE ALLOWANCE SHOWN OR BEYOND THE HORIZONTAL LIMITS INDICATED.
4. IT IS ASSUMED THAT THE SOILS UPSLOPE OF THE DREDGE LIMIT WILL SLOUGH DURING AND AFTER DREDGING OPERATIONS. AS A FINAL ITEM OF WORK THE CONTRACTOR SHALL MAKE ONE PASS ALONG THE SLOPE TO REMOVE ANY SLOUGHED MATERIAL TO DESIGN ELEVATION.
5. CONTRACTOR SHALL COORDINATE ALL DREDGING ACTIVITIES AND SCHEDULE WITH THE PORT AND EXISTING TERMINAL OPERATIONS.
6. SEE SPECIFICATIONS FOR ADDITIONAL DREDGING AND DISPOSAL REQUIREMENTS.
7. ALL DREDGE MATERIAL FROM THE AREAS SHOWN AT THE MIDDLE BLAIR PROJECT SITE SHALL BE TAKEN TO THE TEMPORARY TRANSLOAD FACILITY FOR UPLAND DISPOSAL. FOR TEMPORARY TRANSLOAD FACILITY SITE LOCATION SEE SHEET G2.1.
8. A 12"x12" DEBRIS SCREEN SHALL BE USED.
9. ONCE DESIGN DREDGE ELEVATIONS HAVE BEEN MET AND POST-DREDGE SURVEY IS COMPLETE AND APPROVED BY THE PORT IN DMMUs 1, 2, AND 3, THE CONTRACTOR SHALL PLACE A 6-INCH LAYER OF SAND OVER THE DREDGED AREA IN DMMUs 1, 2, and 3. THE TOP OF SAND LAYER SHALL NOT EXCEED ELEVATION -47.
10. DESIGN DREDGE ELEVATION = -48 FEET MLLW
    PAYABLE OVERDREDGE = 1 FOOT MAXIMUM (-48 TO -49 FEET MLLW)
    OVERDREDGE ALLOWANCE = 2 FT MAXIMUM (-48 TO -50 FEET MLLW)
    ABSOLUTE DREDGE CEILING = -47 FEET MLLW
11. DREDGING BOUNDARY TO REMAIN WITHIN THE EL -47 FOOT MLLW CONTOUR FOR EXTENTS OF DREDGING WITHIN THE CHANNEL.
12. CONTRACTOR SHALL NOT DREDGE ON PUYALLUP TRIBE OF INDIANS PROPERTY. CONTRACTOR SHALL VERIFY LOCATION OF PROPERTY BOUNDARY PRIOR TO DREDGING OPERATIONS. DREDGING SHALL NOT OCCUR WITHIN 10FT OF THE PROPERTY BOUNDARY. CONTRACTOR SHALL CLEAN UP SLOUGH MATERIAL THAT DERIVES FROM THE TOP OF SLOPE.

MIDDLE BLAIR DREDGE PLAN

1" = 40' scale — 40 0 40 80 feet

DREDGE BOUNDARY - HORIZONTAL CONTROL		
POINT ID	NORTHING	EASTING
D1	710572.02	1170577.79
D2	710525.87	1170537.74

LEGEND

- APPROXIMATE DREDGE PRISM AND SAND COVER
- PERMITTED DREDGE BOUNDARY
- ANTICIPATED SLOUGH BOUNDARY
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- APPROX PROPERTY BOUNDARY
- XX EXISTING CONTOUR
- XX DREDGE CONTOUR
- XX DREDGE BOUNDARY COORDINATE

FOR BID

6706
C1.1
6 OF 12

MIDDLE BLAIR AND PIERCE COUNTY TERMINAL MAINTENANCE DREDGING
MIDDLE BLAIR DREDGE PLAN (SHEET 1 OF 2)

TOWNSHIP: 21 | RANGE: 03 | SECTION: 34
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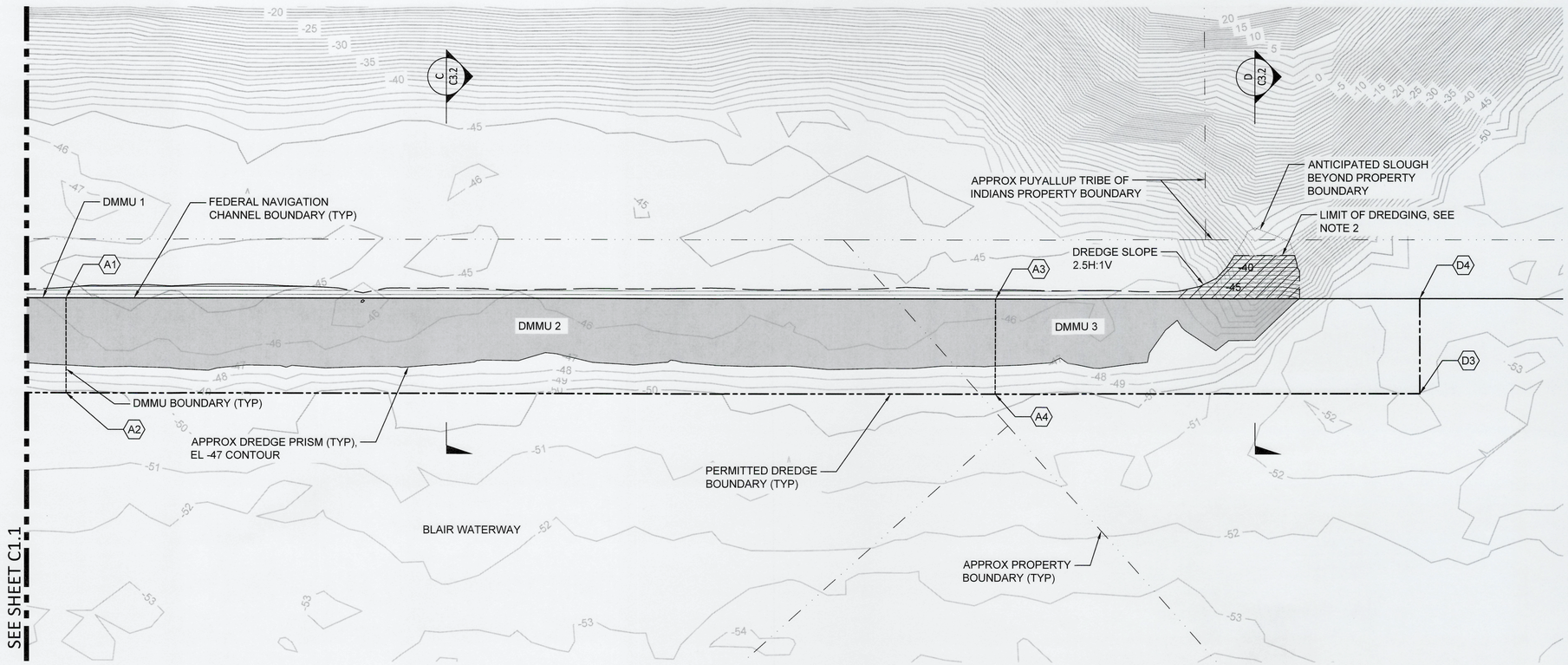

NOTES

1. SEE NOTES ON C1.1.
2. SLOPE DREDGING SHALL PROCEED IN INCREMENTS FROM THE TOP OF SLOPE DOWNWARD TO THE TOE OF SLOPE. UNDERMINING SLOPE WILL NOT BE ALLOWED.

MIDDLE BLAIR DREDGE PLAN

1" = 40' scale — 40 0 40 80 feet

DREDGE BOUNDARY - HORIZONTAL CONTROL		
POINT ID	NORTHING	EASTING
A1	709818.21	1171355.59
A2	709774.40	1171313.13
A3	709400.98	1171786.10
A4	709357.39	1171743.41
D3	709166.85	1171940.01
D4	709210.66	1171982.48

LEGEND

- APPROXIMATE DREDGE PRISM AND SAND COVER
- APPROXIMATE DREDGE PRISM
- PERMITTED DREDGE BOUNDARY
- ANTICIPATED SLOUGH BOUNDARY
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- APPROX PROPERTY BOUNDARY
- DMMU BOUNDARY
- XX EXISTING CONTOUR
- XX DREDGE CONTOUR
- XX DREDGE BOUNDARY COORDINATE

FOR BID

6706
C1.2
7 OF 12

MIDDLE BLAIR AND PIERCE COUNTY TERMINAL MAINTENANCE DREDGING
MIDDLE BLAIR DREDGE PLAN (SHEET 2 OF 2)

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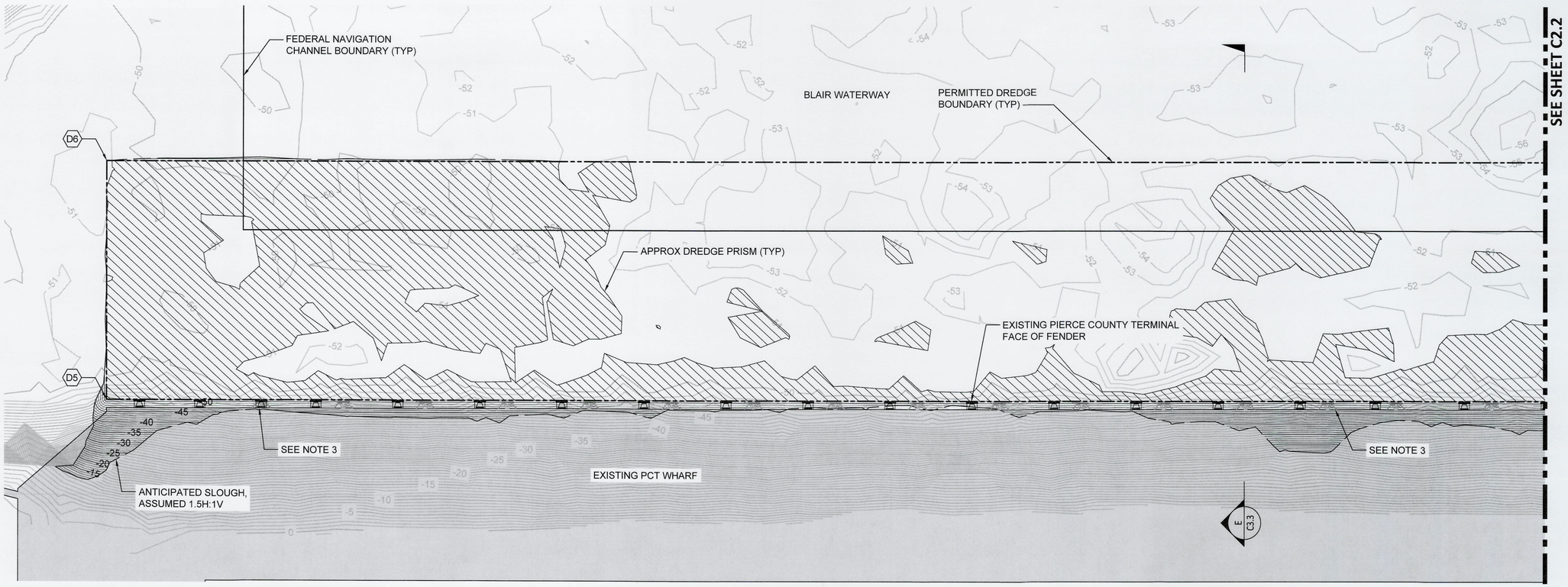

NOTES

1. ELEVATIONS SHOWN IN SECTIONS ARE BASED ON MEAN LOWER LOW WATER DATUM, MLLW.
2. DESIGN DREDGE ELEVATION = -51 FT MLLW
   PAYABLE OVERDREDGE = 1 FT MAXIMUM (-51 TO -52 FEET MLLW)
   OVERDREDGE ALLOWANCE = 2 FT MAXIMUM (-51 TO -53 FEET MLLW)
3. CONTRACTOR SHALL USE EXTREME CARE DREDGING ADJACENT TO EXISTING WHARF. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
4. CONTRACTOR SHALL DREDGE ALL SEDIMENT INDICATED ON THIS PLAN AND SECTIONS. DREDGING SHALL NOT EXTEND BEYOND LIMITS SHOWN. STOP WORK AND NOTIFY ENGINEER IMMEDIATELY IF DREDGING EXTENDS INTO EXISTING RIP RAP.
5. DREDGE DEPTH SHALL NOT GO BEYOND THE OVERDREDGE ALLOWANCE SHOWN OR BEYOND THE HORIZONTAL LIMITS INDICATED.
6. IT IS ASSUMED THAT THE SOILS UPSLOPE OF THE DREDGE LIMIT AND BELOW THE EXISTING STRUCTURES WILL SLOUGH DURING AND AFTER DREDGING OPERATIONS. AS A FINAL ITEM OF WORK THE CONTRACTOR SHALL MAKE ONE PASS ALONG THE FACE OF WHARF TO REMOVE ANY SLOUGHED MATERIAL TO DESIGN DEPTH.
7. CONTRACTOR SHALL COORDINATE ALL DREDGING ACTIVITIES AND SCHEDULE WITH THE PORT AND EXISTING TERMINAL OPERATIONS.
8. SEE SPECIFICATIONS FOR ADDITIONAL DREDGING AND DISPOSAL REQUIREMENTS.
9. ALL DREDGED SEDIMENT FROM THE PCT DREDGE AREA SHALL BE DISPOSED OF AT THE COMMENCEMENT BAY OPEN WATER DREDGE MATERIAL DISPOSAL SITE (DMMP SITE) AND IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS. FOR DISPOSAL SITE LOCATION SEE SHEET G2.1.
10. A 12"x12" DEBRIS SCREEN SHALL BE USED.

PCT DREDGE PLAN

1" = 40' scale — 40 0 40 80 feet

DREDGE BOUNDARY - HORIZONTAL CONTROL		
POINT ID	NORTHING	EASTING
D5	706072.73	1173053.65
D6	706246.56	1173061.22

LEGEND

- APPROXIMATE DREDGE PRISM
- PERMITTED DREDGE BOUNDARY
- ANTICIPATED SLOUGH BOUNDARY
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- XX EXISTING CONTOUR
- XX DREDGE CONTOUR
- XX DREDGE BOUNDARY COORDINATE

FOR BID

6706
C2.1
8 OF 12

MIDDLE BLAIR AND PIERCE COUNTY TERMINAL MAINTENANCE DREDGING
PCT DREDGE PLAN (SHEET 1 OF 2)

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CONT/CONS: 900000001 | TOWNSHIP: 21 | RANGE: 03 | SECTION: 34
M. ID: 101651.01/201114.03 | DAT-HRZ: NAD 83-07 | VERT: NOS TIDAL (MLLW=0.0)
PHASE: FOR BID | PARCEL: | DRAWING SCALE: AS SHOWN

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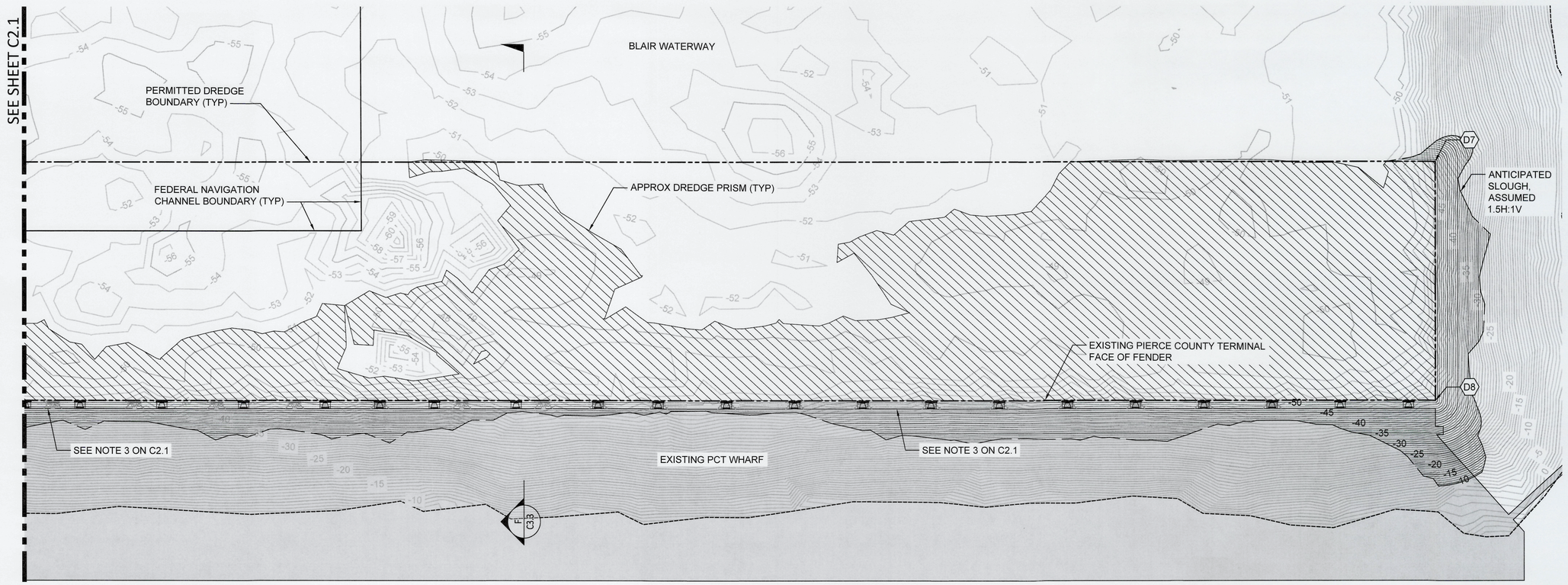

NOTES

1. SEE NOTES ON C2.1.

PCT DREDGE PLAN

1" = 40' 40 0 40 80
scale feet

DREDGE BOUNDARY - HORIZONTAL CONTROL		
POINT ID	NORTHING	EASTING
D7	706155.85	1175146.24
D8	705982.02	1175138.68

LEGEND

- APPROXIMATE DREDGE PRISM
- PERMITTED DREDGE BOUNDARY
- ANTICIPATED SLOUGH BOUNDARY
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- XX EXISTING CONTOUR
- XX DREDGE CONTOUR
- XX DREDGE BOUNDARY COORDINATE

FOR BID

6706
C2.2
9 OF 12

MIDDLE BLAIR AND PIERCE COUNTY TERMINAL MAINTENANCE DREDGING
PCT DREDGE PLAN (SHEET 2 OF 2)

CONT/CONS: 90000001 | TOWNSHIP: 21 | RANGE: 03 | SECTION: 34
M. ID: 101651.01/201114.03 | DAT-HRZ: NAD 83-07 | VERT: NOS TIDAL (MLLW=0.0)
PHASE: FOR BID | PARCEL: | DRAWING SCALE: AS SHOWN

APPROVED:
DIRECTOR ENG. DATE
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JV 12/13/24
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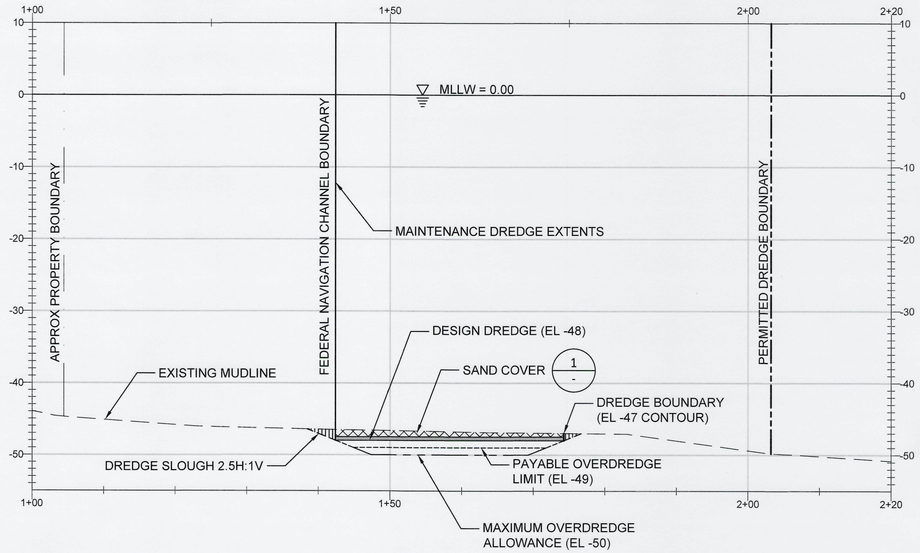
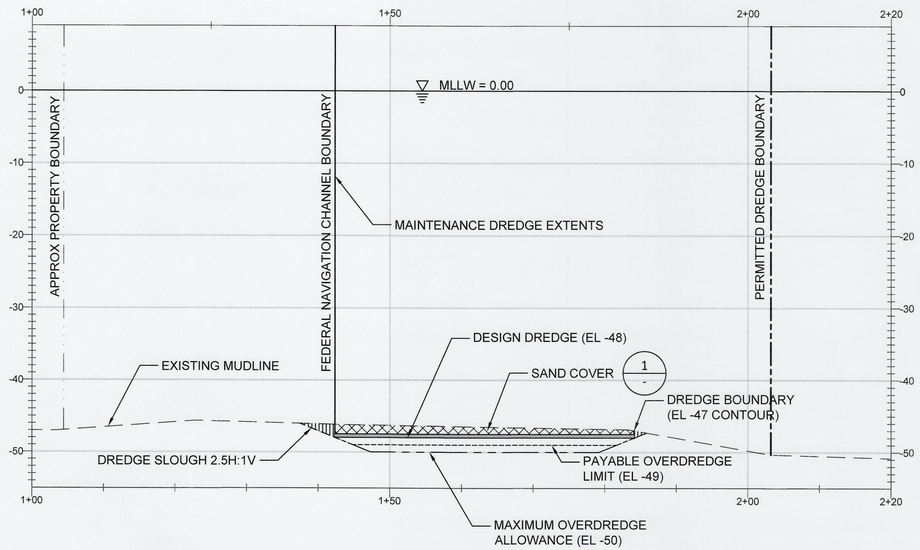
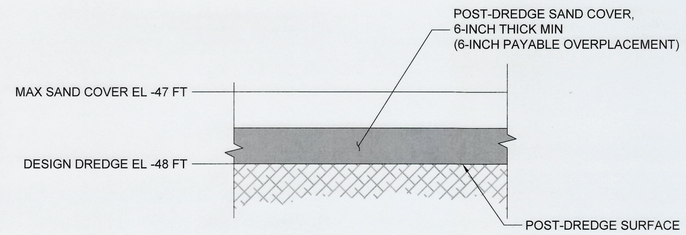


A / C1.1 MIDDLE BLAIR DREDGE SECTION
SCALE: 1"=20'H, 1"=20'V



B / C1.1 MIDDLE BLAIR DREDGE SECTION
SCALE: 1"=20'H, 1"=20'V



1 / - POST-DREDGE SAND COVER

NOTES:

1. POST-DREDGE SAND COVER SHALL BE AS SPECIFIED IN SECTION 35 02 00.
2. POST-DREDGE SAND COVER PLACEMENT SHALL BE NO HIGHER THAN ELEVATION -47 FT MLLW.

LEGEND

- MINIMUM REQUIRED DREDGING
- POST-DREDGE SAND COVER
- ANTICIPATED DREDGE SLOUGH
- PERMITTED DREDGE BOUNDARY
- PAYABLE OVERDREDGE
- MAXIMUM OVERDREDGE
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- APPROX PROPERTY BOUNDARY
- ANTICIPATED SLOUGH

FOR BID

6706
C3.1
10 OF 12

MIDDLE BLAIR AND PIERCE COUNTY
TERMINAL MAINTENANCE DREDGING
DREDGE SECTIONS (SHEET 1 OF 3)

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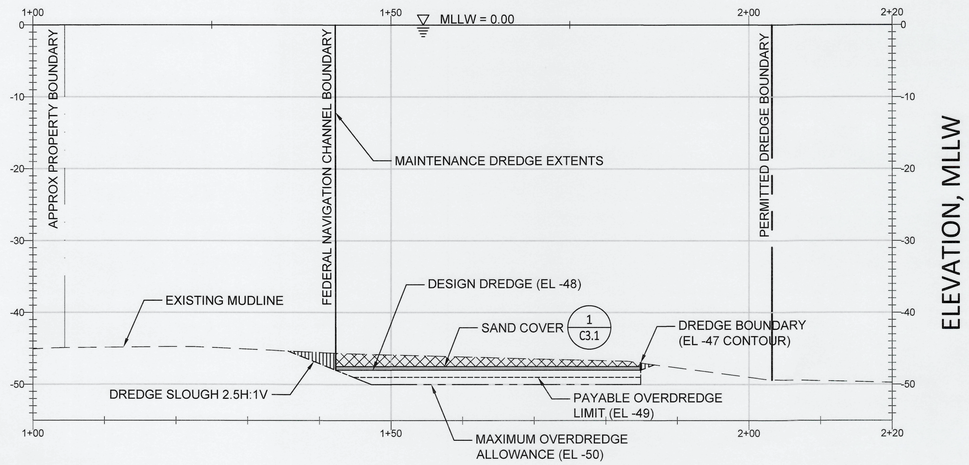
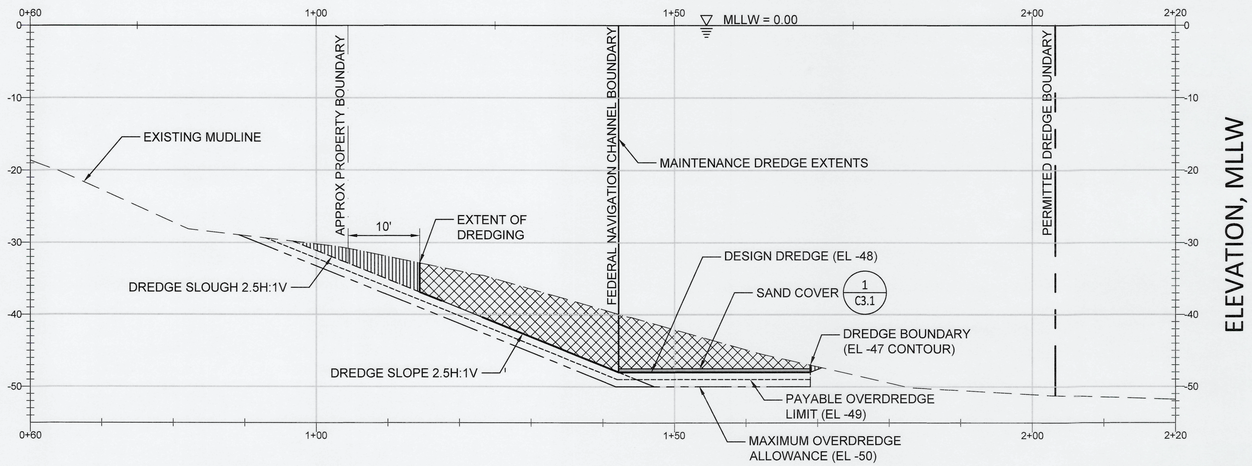


ELEVATION, MLLW

C
C1.2

MIDDLE BLAIR DREDGE SECTION

SCALE: 1"=20'H, 1"=20'V



ELEVATION, MLLW

D
C1.2

MIDDLE BLAIR DREDGE SECTION

SCALE: 1"=20'H, 1"=20'V

LEGEND

- MINIMUM REQUIRED DREDGING
- POST-DREDGE SAND COVER
- ANTICIPATED DREDGE SLOUGH
- PERMITTED DREDGE BOUNDARY
- PAYABLE OVERDREDGE
- MAXIMUM OVERDREDGE
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- APPROX PROPERTY BOUNDARY
- ANTICIPATED SLOUGH

FOR BID

6706
C3.2
11 OF 12

CONT/CONS: 900000001
M. ID: 101651.01/201114.03
PHASE: FOR BID

TOWNSHIP: 21 RANGE: 03 SECTION: 34
DAT-HRZ: NAD 83-07 VERT: NOS TIDAL (MLLW=0.0)
PARCEL: DRAWING SCALE: AS SHOWN

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MIDDLE BLAIR AND PIERCE COUNTY
TERMINAL MAINTENANCE DREDGING
DREDGE SECTIONS (SHEET 2 OF 3)

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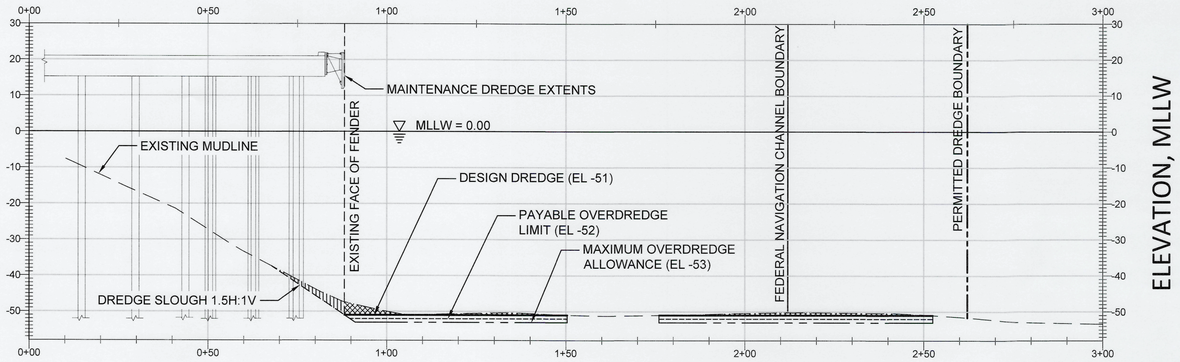
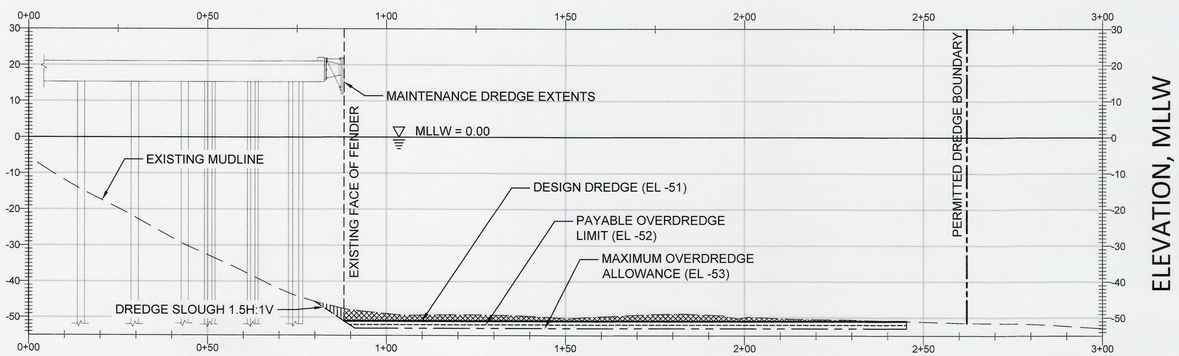


E / C2.1 PCT DREDGE SECTION
SCALE: 1"=20'H, 1"=20'V



F / C2.2 PCT DREDGE SECTION
SCALE: 1"=20'H, 1"=20'V

NOTES

1. CONTRACTOR SHALL PROTECT IN PLACE ALL EXISTING STRUCTURES INCLUDING PILES, CATWALKS, MOORING AND BREASTING DOLPHINS, TRESTLES, FENDER SYSTEMS, DOCKS, AND PIERS.
2. CONTRACTOR SHALL USE EXTREME CARE DREDGING ADJACENT TO EXISTING WHARF. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
3. DREDGING SHALL NOT GO BEYOND LIMITS AND ELEVATIONS SHOWN, UNLESS INDICATED BY ENGINEER.
4. DREDGE DEPTH SHALL NOT GO BEYOND THE ALLOWABLE OVERDREDGE SHOWN OR BEYOND THE MINIMUM OFFSET INDICATED.
5. ALL DREDGED MATERIAL SHALL BE TRANSPORTED VIA BARGE TO DESIGNATED OPEN-WATER DISPOSAL AREA.
6. IT IS ASSUMED THAT THE SOILS UPSLOPE OF THE DREDGE LIMIT AND BELOW THE EXISTING STRUCTURES WILL SLOUGH DURING AND AFTER DREDGING OPERATIONS. AS A FINAL ITEM OF WORK THE CONTRACTOR SHALL MAKE ONE PASS ALONG THE FACE AND SIDES OF WHARF TO REMOVE ANY SLOUGHED MATERIAL TO DESIGN DEPTH.

LEGEND

- MINIMUM DREDGED MATERIAL
- ANTICIPATED DREDGE SLOUGH
- PERMITTED DREDGE BOUNDARY
- PAYABLE OVERDREDGE
- MAXIMUM OVERDREDGE
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- APPROX PROPERTY BOUNDARY
- ANTICIPATED SLOUGH

FOR BID

6706
C3.3
12 OF 12

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MIDDLE BLAIR AND PIERCE COUNTY
TERMINAL MAINTENANCE DREDGING
DREDGE SECTIONS (SHEET 3 OF 3)

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