

# PORT OF TACOMA

## MAINTENANCE DREDGING AT PIERS 3+4 AND WASHINGTON UNITED TERMINALS PROJECT NO. - 201114.01 & 201114.02 CONTRACT NO. - 071540

### PORT COMMISSIONERS:

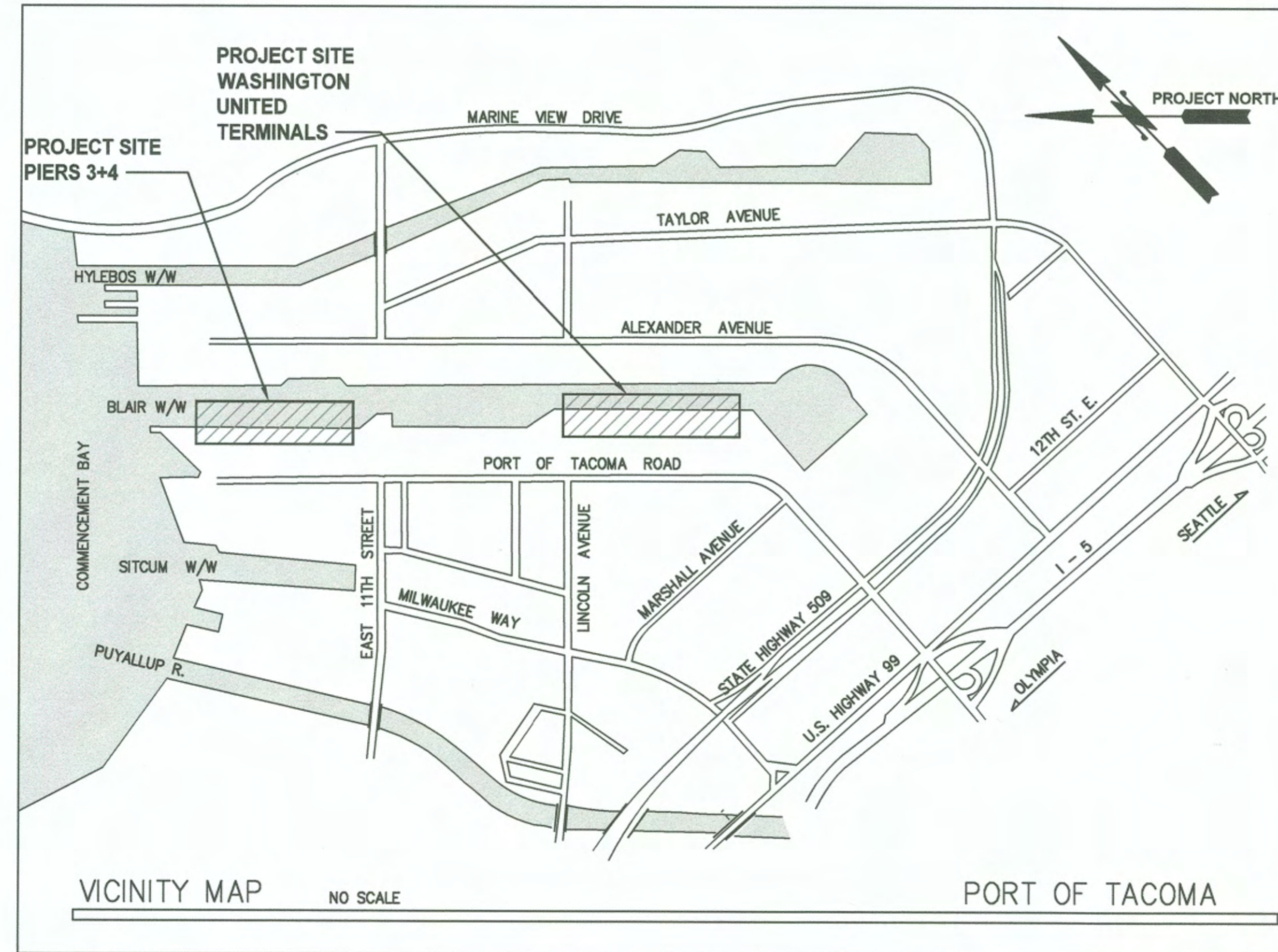
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DEANNA KELLER  
DICK MARZANO  
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### PORT STAFF:

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Chief Executive Officer  
Northwest Seaport Alliance

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DIRECTOR ENG. DATE: 7/15/21  
PRINTED BY: J. Hollenbach  
PORT ADDRESS: 1 SITCUM PLAZA  
TACOMA, WA 98421

CHECKED BY: DATE  
PROJ. ENGR DATE

MAINTENANCE DREDGING AT PIERS 3+4  
AND WASHINGTON UNITED TERMINALS  
COVER SHEET

TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35  
M. ID: 201114.01 & 201114.02 DAT-HRZ: WA83-SF I-5  
PARCEL: 21, 25 & 27 VERT: MLLW 0.00'  
DRAWING SCALE: AS NOTED

6664  
**G1.1**  
SH 1 OF 11  
CONT/CONS: 071540  
M. ID: 201114.01 & 201114.02  
PHASE: XXXXX

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SHEET #	SHEET DESIGNATION	SHEET TITLE
<b>GENERAL</b>		
1	G1.1	COVER SHEET
2	G2.1	SHEET INDEX AND ABBREVIATIONS
3	G3.1	GENERAL NOTES AND SYMBOLS
4	C1.1	OVERALL SITE PLAN
5	C1.2	HUSKY DREDGE PLAN (SHEET 1 OF 2)
6	C1.3	HUSKY DREDGE PLAN (SHEET 2 OF 2)
7	C1.4	WUT DREDGE PLAN (SHEET 1 OF 2)
8	C1.5	WUT DREDGE PLAN (SHEET 2 OF 2)
9	C1.6	DREDGE SECTIONS (SHEET 1 OF 2)
10	C1.7	DREDGE SECTIONS (SHEET 2 OF 2)
11	C1.8	DREDGE DETAILS

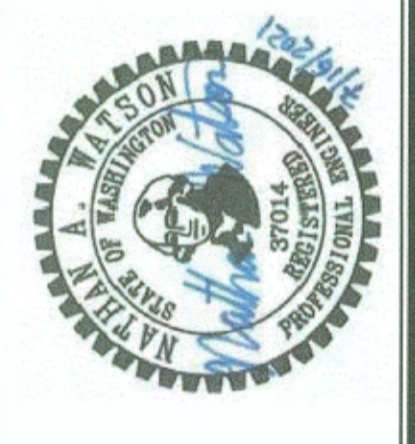
### ABBREVIATIONS

#	NUMBER	FS	FINISHED SURFACE	PROP	PROPOSED
⊙	AT			PVMT	PAVEMENT
ADDL	ADDITIONAL	FT	FOOT, FEET	R/W OR ROW	RIGHT OF WAY
ADJ	ADJACENT	GIS	GEOGRAPHIC INFORMATION SYSTEM	RD	ROAD
ADMIN	ADMINISTRATION	GPS	GLOBAL POSITIONING SYSTEM	REF	REFERENCE
AGGR	AGGREGATE	H or HORIZ	HORIZONTAL	REQ'D	REQUIRED
ALT	ALTERNATE	HAT	HIGHEST ASTRONOMICAL TIDE	RT.	RIGHT
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE	HAZMAT	HAZARDOUS MATERIALS	S	SLOPE
APP or APPVD	APPROVED	HOWL	HIGHEST OBSERVED WATER LEVEL	S	SOUTH
APPROX	APPROXIMATE	HP	HIGH PRESSURE or HIGH POINT	SCH or SCHED	SCHEDULE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	HT	HEIGHT	SE	SOUTH-EAST
AVG	AVERAGE	HTL	HIGH TIDE LINE	SECT	SECTION
BLDG	BUILDING	IN	INCH	SERV	SERVICE
BM	BENCH MARK or BEAM	INCL	INCLUDE	SHT	SHEET
BMP or BMP's	BEST MANAGEMENT PRACTICES	INFO	INFORMATION	SIM	SIMILAR
BOT	BOTTOM	L	LENGTH	SPECS	SPECIFICATIONS
BTW or BTWN	BETWEEN	LAT	LATERAL	SQFT	SQUARE FEET
C.Y.	CONTAINER YARD OR CUBIC YARD	LCB	LANDSIDE CRANE BEAM	STA	STATION
C/L	CENTERLINE	LF	LINEAL FOOT	STD	STANDARD
CC	CENTER TO CENTER	LIN	LINEAL or LINEAR	SW	SOUTH-WEST
CL	CENTER LINE or CLASS	LOWL	LOWEST OBSERVED WATER LEVEL	SWPPP	STORMWATER POLLUTION PREVENTION PLAN
CLR	CLEAR or CLEARANCE	LP	LOW POINT	SYM	SYMMETRIC or SYMBOL
CONC	CONCRETE	LT.	LEFT	TBM	TEMPORARY BENCH MARK
CONST	CONSTRUCT	M&R	MAINTENANCE AND REPAIR	TESC	TEMPORARY EROSION AND SEDIMENTATION CONTROL
CONT	CONTINUE or CONTINUOUS	MAT	MATERIAL	TOB	TOP OF BANK
CONTR	CONTRACTOR	MAX	MAXIMUM	TOS	TOE OF SLOPE
COORD	COORDINATE	ME	MATCH EXISTING	TYP	TYPICAL
CSG	CASING	MHHW	MEAN HIGHER HIGH WATER	UNO	UNLESS NOTED OTHERWISE
CTR	CENTER	MHW	MEAN HIGH WATER	V	VERTICAL
DET	DETAIL	MIN	MINIMUM	VAR	VARIABLE or VARIES
DIA	DIAMETER	MISC	MISCELLANEOUS	VERT	VERTICAL
DIAG	DIAGONAL	MLW	MEAN LOWER LOW WATER	W	WATER, WEST, WIDTH
DIM	DIMENSION	MLW	MEAN LOW WATER	W/	WITH
DMMP	DREDGE MATERIAL MANAGEMENT PROGRAM	MSL	MEAN SEA LEVEL	W/O	WITHOUT
DWG	DRAWING	N	NORTH or NORTING	WABO	WASHINGTON ASSOCIATION OF BUILDING ASSOCIATES
DWY	DRIVEWAY	NAVD88	NORTH AMERICAN VERTICAL DATUM OF 1988	WCB	WATERSIDE CRANE BEAM
E	EAST or EASTING	NE	NORTH-EAST	WP	WORK POINT
EA	EACH	NF	NEAR FACE	WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
EG	EXISTING GRADE	NIC	NOT IN CONTRACT	WUT	WASHINGTON UNITED TERMINAL
EL or ELEV	ELEVATION	No.	NUMBER		
ENGR	ENGINEER	NS	NEAR SIDE		
EP	EDGE OF PAVEMENT	NTS	NOT TO SCALE		
EQ	EQUAL	NW	NORTH-WEST		
ETC	ET CETERA	OC	ON CENTER		
EX or EXIST	EXISTING	OVH	OVERHEAD		
FF	FINISH FLOOR	OHWL	ORDINARY HIGH WATER LINE		
FG	FINISH GRADE	P/L or PL	PROPERTY LINE		
		PERP	PERPENDICULAR		
		POT	PORT OF TACOMA		

6664  
**G2.1**  
SH 2 OF 11  
CONT/CONS: 07/15/40  
M. ID: 201114.01 & 201114.02  
PHASE: XXXXX

**MAINTENANCE DREDGING AT PIERS 3+4 AND WASHINGTON UNITED TERMINALS**  
SHEET INDEX AND ABBREVIATIONS  
TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35  
DAT-HRZ: WA83-SF DAT-VERT: MLLW 0.00'  
PARCEL: 21, 25 & 27 DRAWING SCALE: AS NOTED

APPROVED:  
*Steve Howard* 7/15/21  
DIRECTOR  
PRINTED BY: Imendoza Jul 15, 2021  
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MARK: REVISION: BY: DATE: APPR: DATE:



### GENERAL NOTES

- THESE NOTES CONTAIN GENERAL INFORMATION. CONTRACTOR SHALL VERIFY INFORMATION GIVEN HERE WITH SPECIFICATIONS AND OTHER DOCUMENTS AND BRING ANY CONFLICTS TO THE ATTENTION OF THE OWNER BEFORE BEGINNING AFFECTED WORK. THE ENGINEER WILL RESOLVE ANY SUCH CONFLICT.
- CONTRACTOR SHALL PROTECT-IN-PLACE ALL EXISTING STRUCTURES INCLUDING PILES, FENDER SYSTEMS, DOLPHINS, WHARVES, PIERS, SHEET PILE WALL, AND OTHER PORT OF TACOMA OR ADJACENT PROPERTY.
- CONTRACTOR SHALL VERIFY ALL LEVELS, DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD BEFORE PROCEEDING. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR FIELD CHANGES PRIOR TO INSTALLATION OR FABRICATION. IN CASE OF DISCREPANCIES BETWEEN THE EXISTING CONDITIONS AND THE DRAWINGS THE CONTRACTOR SHALL OBTAIN WRITTEN DIRECTION FROM THE ENGINEER BEFORE PROCEEDING. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SAFETY PRECAUTIONS AND THE METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES REQUIRED TO PERFORM THE WORK.
- ALL CONSTRUCTION ACTIVITIES AND STAGING AREAS WILL REMAIN WITHIN THE AREA DEPICTED IN THE PLANS.
- ALL DREDGED MATERIAL SHALL BE PLACED AT THE COMMENCEMENT BAY (DMMP) OPEN-WATER DREDGE MATERIAL DISPOSAL SITE. APPROPRIATE BEST MANAGEMENT PRACTICES (BMPs) SHALL BE INSTITUTED TO PREVENT SOLIDS FROM RETURNING TO THE WATER. OFFLOADING SHALL NOT OCCUR AT THE PROJECT SITE. CONTRACTOR SHALL TRANSPORT DREDGED MATERIAL BY BARGE TO THE DISPOSAL LOCATION.
- CONTRACTOR SHALL ADHERE TO THE PERMIT REQUIREMENTS, WHICH ARE INCLUDED IN THE APPENDIX OF THE PROJECT MANUAL.
- THE WUT-1 DREDGE AREA (AS SHOWN ON SHEET C1.4) SHALL BE PRIORITIZED AND DREDGED EARLY AND MUST NOT BE DREDGED LAST AS PART OF THIS PROJECT.

### GENERAL TESC NOTES

- CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES (BMPs) AND INSTALL EROSION CONTROL MEASURES PER PERMIT REQUIREMENTS PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES AS WELL AS MAINTENANCE AND REPAIR OF EROSION CONTROL MEASURES AT ALL TIMES DURING CONSTRUCTION ACTIVITIES SO THAT VIOLATIONS OF STATE WATER QUALITY STANDARDS DO NOT OCCUR.
- THE IMPLEMENTATION OF THE TESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED.
- THE TESC FACILITIES MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL STAGING, DEWATERING, REHANDLING, AND STOCKPILING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DOES NOT ENTER THE WATERWAY OR VIOLATE APPLICABLE WATER STANDARDS.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED AND REPAIRED AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. ALL MAINTENANCE AND REPAIR SHALL BE CONDUCTED IN ACCORDANCE WITH ALL APPLICABLE CITY AND STATE STORMWATER CONTROL AND WATER QUALITY STANDARDS AND REGULATIONS.

### SURVEY CONTROL

- DATUM:**
  - VERTICAL DATUM:  
MEAN LOWER LOW WATER (MLLW)
  - HORIZONTAL DATUM:  
NAD83 - WASHINGTON STATE PLANE SOUTH ZONE
- BATHYMETRIC SURVEY:** BATHYMETRY AND SURVEY CONTROL PROVIDED BY DAVID EVANS AND ASSOCIATES INC. IN JUNE 2020.
- WATER ELEVATIONS (NOAA STATION - 9446484 TACOMA, WA):**

A. MLLW	0.00'
B. MHHW	11.78'
C. HAT	13.78'
D. HTL	13.78'

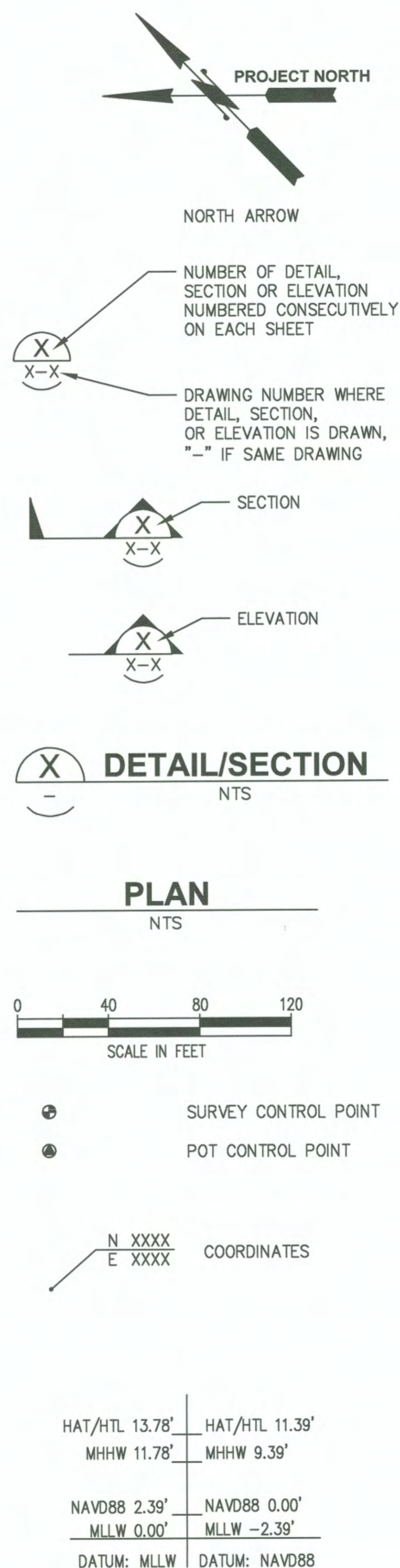
### BMPs FOR IMPLEMENTATION DURING CONSTRUCTION


CONTRACTOR SHALL PROTECT-IN-PLACE ALL STRUCTURES, UTILITIES AND OBJECTS NOT IDENTIFIED AS BEING DEMOLISHED ON THE PLANS. ANY DAMAGE TO ITEMS NOT BEING DEMOLISHED SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE.

CONTRACTOR SHALL IMPLEMENT THE FOLLOWING BMPs AND COMPLY WITH ALL PERMIT CONDITIONS PRIOR TO AND DURING CONSTRUCTION. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.


- MEASURES SHALL BE TAKEN TO PREVENT OR CONTROL SPILLS OF FUELS, LUBRICANTS, OR OTHER TOXIC MATERIALS USED IN CONSTRUCTION FROM ENTERING THE WATERCOURSE. CONTRACTOR SHALL PROVIDE WRITTEN CONFIRMATION OF MEASURES TO BE UTILIZED.
- ALL EQUIPMENT THAT WILL OPERATE OVERWATER SHALL BE CLEANED OF ACCUMULATED GREASE, OIL, OR MUD. ALL LEAKS SHALL BE REPAIRED PRIOR TO ARRIVING ON-SITE. EQUIPMENT SHALL BE INSPECTED DAILY FOR LEAKS, ACCUMULATIONS OF GREASE, AND THE LIKE, AND ANY IDENTIFIED PROBLEMS SHALL BE FIXED BEFORE OPERATING OVER WATER.
- CONTRACTOR WILL HAVE EMERGENCY SPILL EQUIPMENT AVAILABLE WHENEVER WORKING IN OR NEAR THE WATER.
- CONTRACTOR SHALL IMPLEMENT ALL BMPs NECESSARY TO PREVENT WORK MATERIALS OR DEBRIS FROM ENTERING THE WATER.
- ANY MATERIALS DROPPED INTO THE WATER SHALL IMMEDIATELY BE PICKED UP BY THE CONTRACTOR.


### SYMBOLS





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CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED: *[Signature]* DATE: 7/19/21

BY: \_\_\_\_\_

REVISION: \_\_\_\_\_

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

**MAINTENANCE DREDGING AT PIERS 3+4 AND WASHINGTON UNITED TERMINALS**

GENERAL NOTES AND SYMBOLS

TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35

DAT: -HRZ: WA83-SF VERT: MLLW 0.00'

PARCEL: 21, 25 & 27 DRAWING SCALE: AS NOTED

6664

**G3.1**

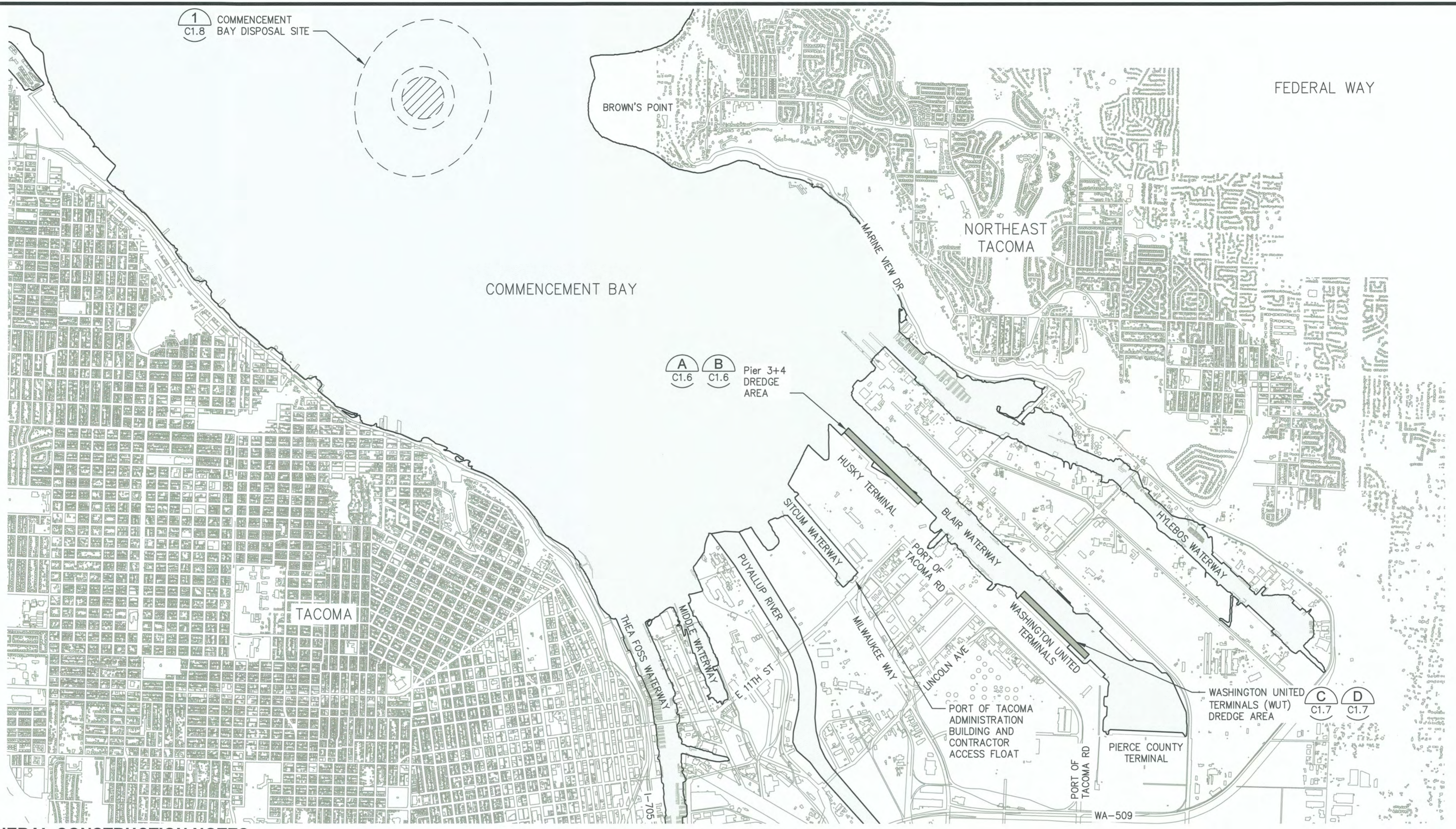
SH 3 OF 11

CONT/CONS: 071540

M. ID: 201114.01 & 201114.02

PHASE: XXXXXX

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**GENERAL CONSTRUCTION NOTES**

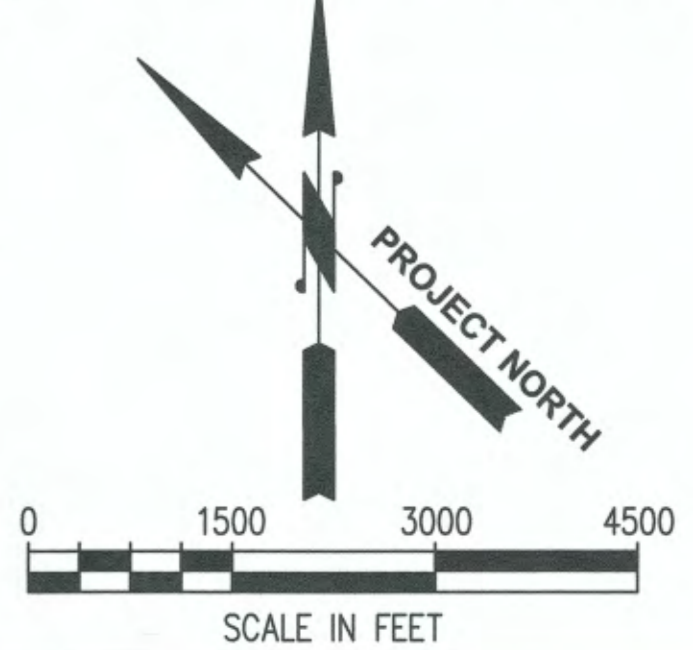
1. TRANSPORTATION WORKER IDENTIFICATION CARD (TWC) REQUIRED FOR CONTRACTOR LANDSIDE TERMINAL ACCESS TO PORT.
2. SEE SPECIAL PROVISIONS AND TESC NOTES C1.8 FOR ADDITIONAL REQUIREMENTS FOR LOCATION AND DISPOSAL AREA.
3. DREDGING WORK SHALL NOT EXTEND OUTSIDE THE SPECIFIED LIMITS AND DEPTHS UNLESS APPROVED IN WRITING BY THE PORT.

**OVERALL SITE PLAN**

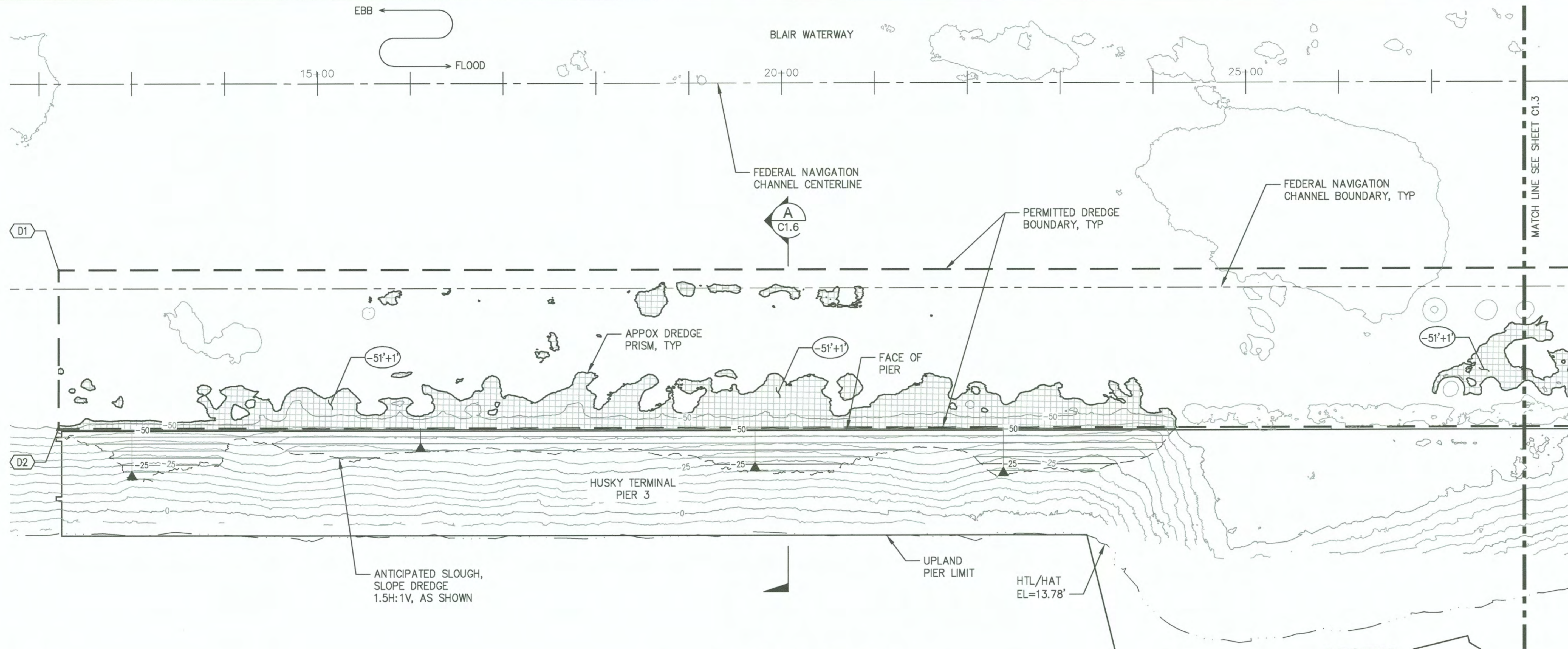
SCALE: 1" = 1500'

**LEGEND**

- AREA TO BE DREDGED
- DREDGE MATERIAL DISPOSAL AREA



<p><b>6664</b> <b>C1.1</b> SH 4 OF 11</p>	<p><b>MAINTENANCE DREDGING AT PIERS 3-4 AND WASHINGTON UNITED TERMINALS OVERALL SITE PLAN</b></p>		<p>APPROVED: <i>[Signature]</i> DIRECTOR ENG. DATE: 7/19/21</p>	<p>CHECKED BY: _____ DATE: _____</p>
	<p>TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35 M. ID: 201114.01 &amp; 201114.02 DAT-HRZ: WA83-SF VERT: MLW 0.00' PARCEL: 21, 25 &amp; 27 DRAWING SCALE: AS NOTED</p>		<p>PRINTED BY: fmendoza Jul 15, 2021 PORT ADDRESS: 1 SITCUM PLAZA TACOMA, WA 98421</p>	
<p>PHASE: XXXXXX</p>		<p>2407 North 31st Street, Suite 100 Tacoma, Washington 98407 (253) 396-0150 Fax (253) 396-0162</p>		<p>DATE: _____</p>
<p>6664</p>		<p><b>kpff</b></p>		<p>APPR: _____</p>
<p>Port of Tacoma P.O. BOX 1887 TACOMA, WA 98401 (253)838-5441</p>				<p>BY: _____</p>
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**NOTES**

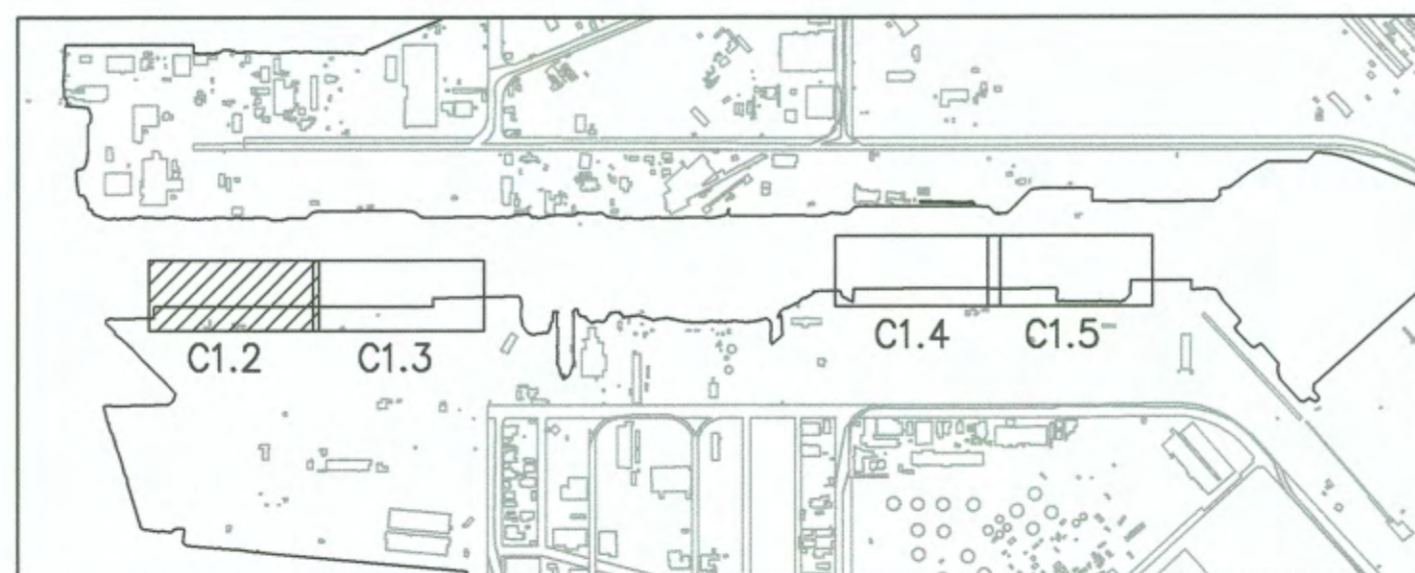
- ELEVATIONS SHOWN IN SECTIONS ARE BASED ON MEAN LOWER LOW WATER DATUM, MLLW.
- CONTRACTOR SHALL USE EXTREME CARE DREDGING ADJACENT TO EXISTING DOCK. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL DREDGE ALL SEDIMENT INDICATED ON THIS PLAN AND SECTIONS. DREDGING SHALL NOT EXTEND BEYOND LIMITS SHOWN. STOP WORK AND NOTIFY ENGINEER IMMEDIATELY IF DREDGING EXTENDS INTO EXISTING RIP RAP.
- DREDGE DEPTH SHALL NOT GO BEYOND THE PAYABLE OVERDEPTH SHOWN OR BEYOND THE HORIZONTAL LIMITS INDICATED.
- 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 DOCK TO REMOVE ANY SLOUGHED MATERIAL TO DESIGN DEPTH.
- CONTRACTOR SHALL COORDINATE ALL DREDGING ACTIVITIES AND SCHEDULE WITH THE PORT AND EXISTING TERMINAL OPERATIONS.
- SEE SPECIFICATIONS FOR ADDITIONAL DREDGING AND DISPOSAL REQUIREMENTS.
- ALL SEDIMENT SHALL BE DISPOSED OF AT THE COMMENCEMENT BAY OPEN WATER DREDGE MATERIAL DISPOSAL SITE (DMPP SITE) AND IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS. FOR DISPOSAL SITE LOCATION SEE **1** C1.8.
- A DEBRIS SCREEN SHALL BE USED.

**HUSKY DREDGE PLAN**

SCALE: 1" = 60'

**DREDGE BOUNDARY - HORIZONTAL CONTROL**

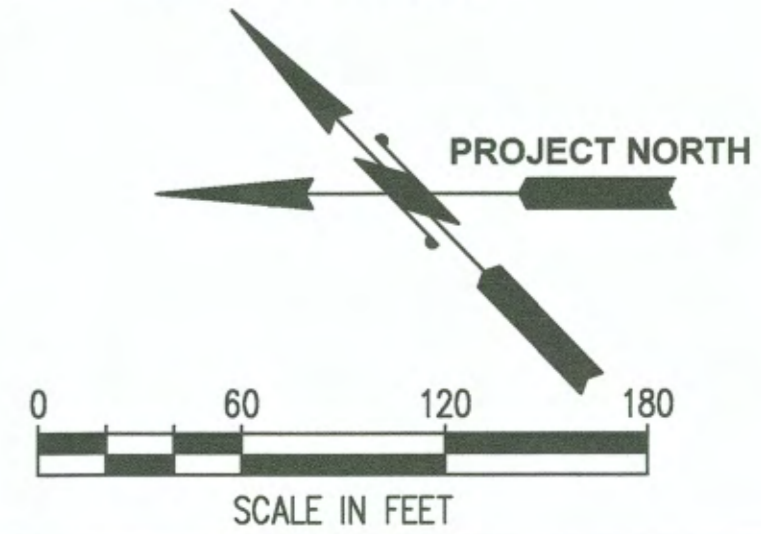
POINT ID	NORTHING	EASTING
D1	714699.85	1165512.27
D2	714577.78	1165393.96



**KEY MAP**

**LEGEND**

- PERMITTED DREDGE BOUNDARY
- APPROX DREDGE PRISM
- POTENTIAL SLOUGH BOUNDARY
- FEDERAL NAVIGATION CHANNEL CENTERLINE
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- DESIGN DREDGE DEPTH + PERMITTED OVERDREDGE DEPTH, MLLW
- DREDGE CONTROL POINT
- DREDGE SLOPE
- HIGH TIDE LINE (HTL) / HIGHEST ASTRONOMICAL TIDE (HAT) EL=13.78'
- EXISTING CONTOUR
- DREDGE CONTOURS



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**6664 C1.2**

SH 5 OF 11

CONT/CONS: 071540

M. ID: 201114.01 & 201114.02

PHASE: XXXXXX

**MAINTENANCE DREDGING AT PIERS 3+4 AND WASHINGTON UNITED TERMINALS**

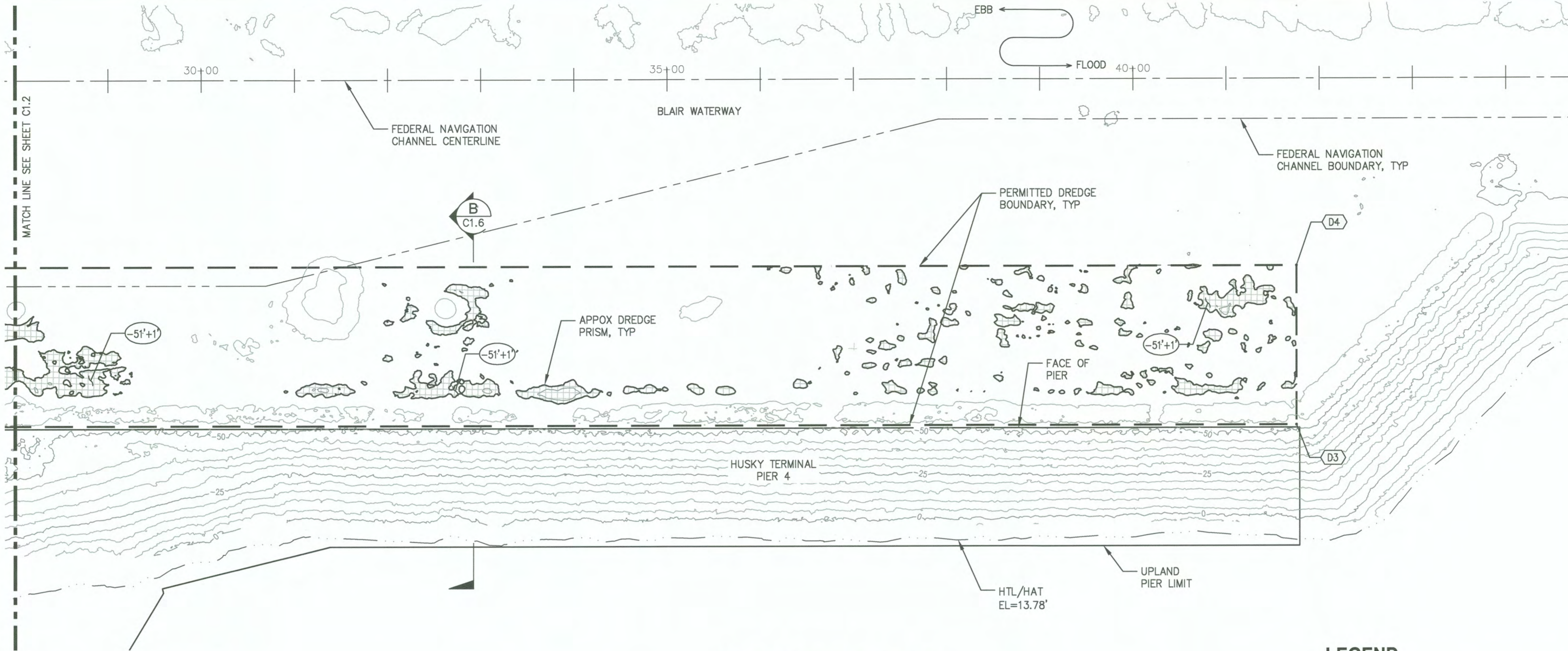
HUSKY DREDGE PLAN (SHEET 1 OF 2)

TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35

DAT-HRZ: WA83-SF VERT: MLLW 0.00'

PARCEL: 21, 25 & 27 DRAWING SCALE: AS NOTED

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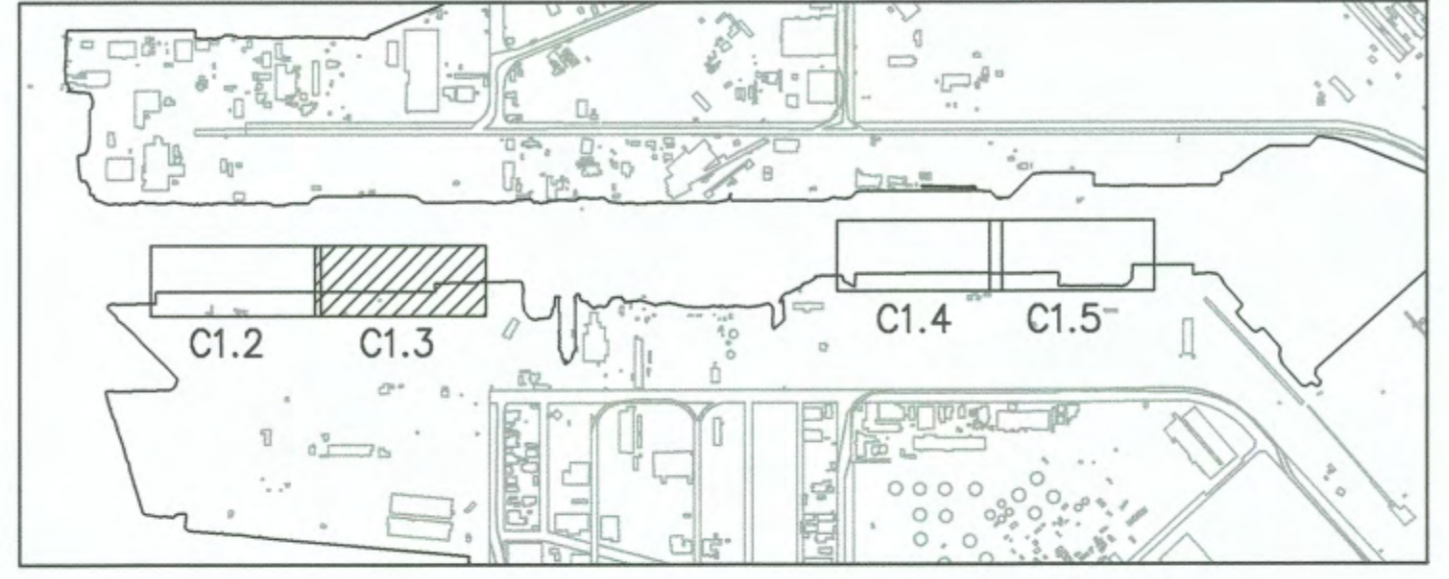
**NOTES**

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**HUSKY DREDGE PLAN**

SCALE: 1" = 60'

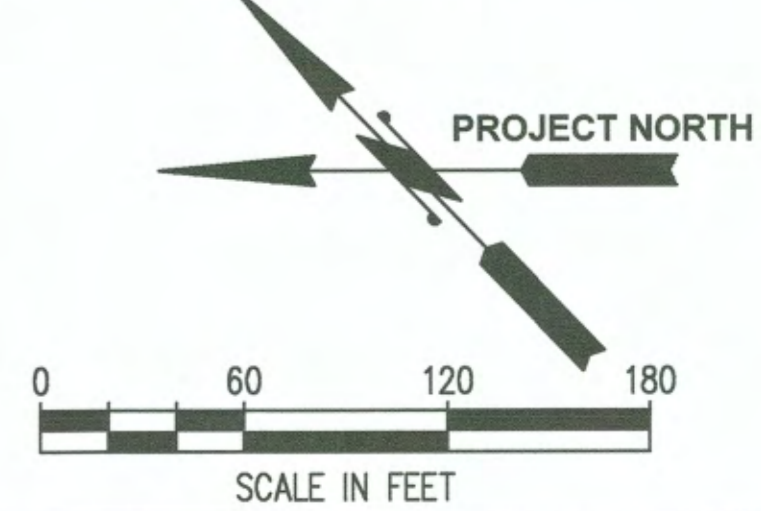
DREDGE BOUNDARY - HORIZONTAL CONTROL		
POINT ID	NORTHING	EASTING
D3	712521.74	1167515.41
D4	712643.81	1167633.72



**KEY MAP**

**LEGEND**

- PERMITTED DREDGE BOUNDARY
- APPROX DREDGE PRISM
- POTENTIAL SLOUGH BOUNDARY
- FEDERAL NAVIGATION CHANNEL CENTERLINE
- FEDERAL NAVIGATION CHANNEL BOUNDARY
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**APPROVED:** *Jason M. Stolla*

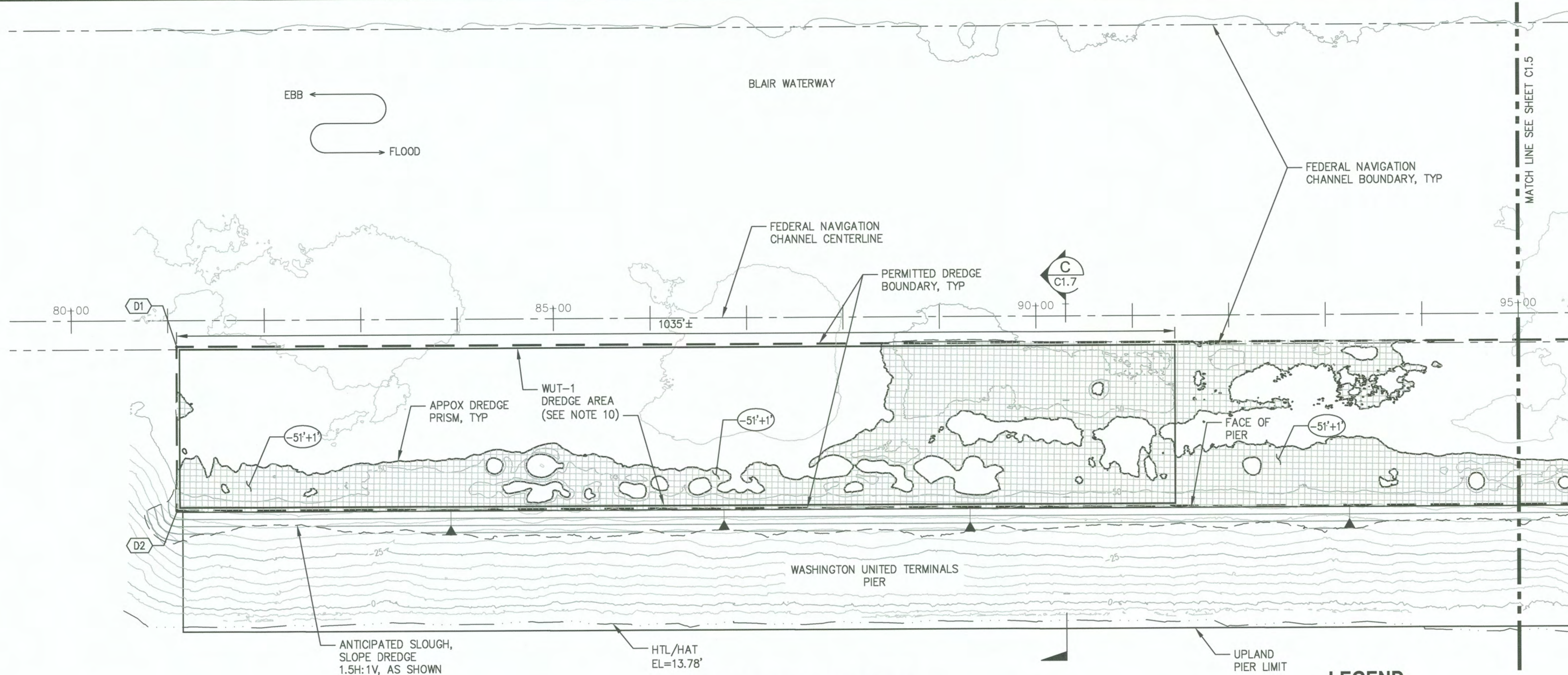
**MAINTENANCE DREDGING AT PIERS 3+4 AND WASHINGTON UNITED TERMINALS**  
HUSKY DREDGE PLAN (SHEET 2 OF 2)

TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35  
CONT/CONS: 071540 DAT-HRZ: WA83-SF VERT: MLLW 0.00'  
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6664  
**C1.3**  
SH 6 OF 11

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PORT OF TACOMA FILE: N:\2020\2000178 POT Blair Waterway Maintenance Dredge\Drawings\Current\XXXXX-C1.4-C1.5 (WUT Dredge Plan)



**NOTES**

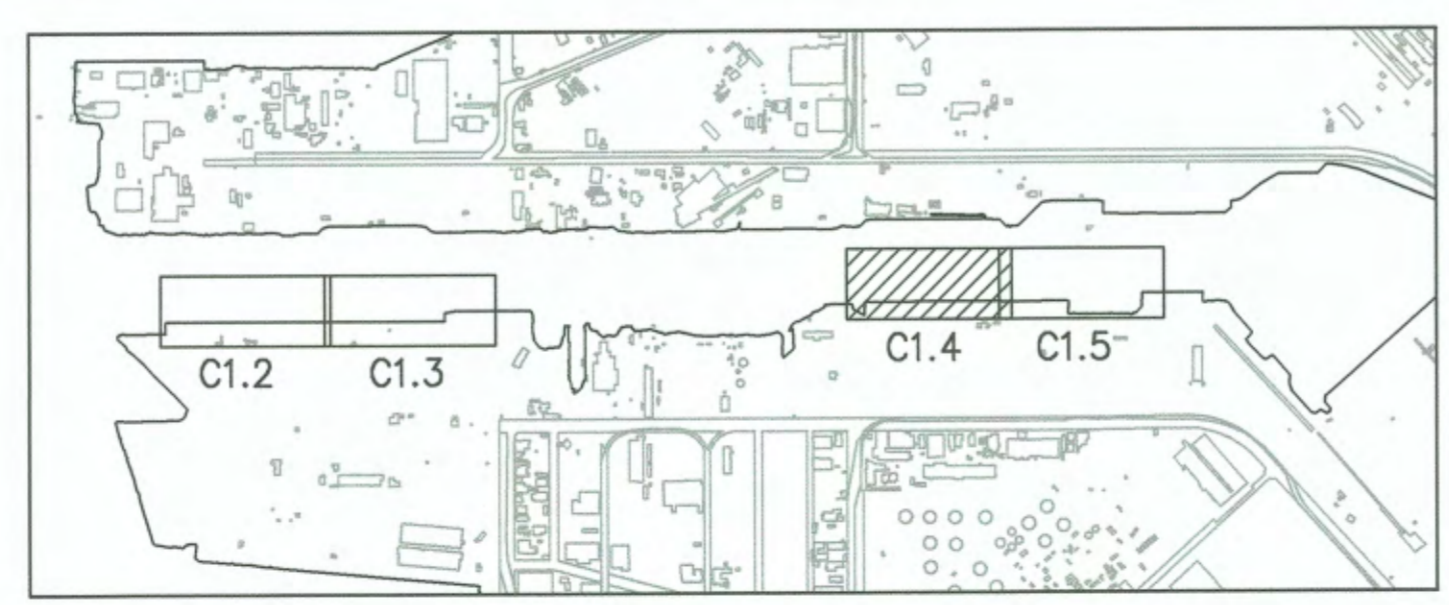
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3. CONTRACTOR SHALL DREDGE ALL SEDIMENT INDICATED ON THIS PLAN AND SECTIONS. DREDGING SHALL NOT EXTEND BEYOND LIMITS SHOWN. NOTIFY ENGINEER IF DREDGING EXTENDS INTO EXISTING RIP RAP.
4. DREDGE DEPTH SHALL NOT GO BEYOND THE PAYABLE OVERDEPTH SHOWN OR BEYOND THE MINIMUM OFFSET INDICATED.
5. 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 DOCK TO REMOVE ANY SLOUGHED MATERIAL TO DESIGN DEPTH.
6. CONTRACTOR SHALL COORDINATE ALL DREDGING ACTIVITIES AND SCHEDULE WITH THE PORT AND EXISTING TERMINAL OPERATIONS.
7. SEE SPECIFICATIONS FOR ADDITIONAL DREDGING AND DISPOSAL REQUIREMENTS.
8. ALL SEDIMENT 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 **C1.8**.
9. A DEBRIS SCREEN SHALL BE USED.
10. THE WUT-1 DREDGE AREA (AS SHOWN ON THIS SHEET) SHALL BE PRIORITIZED AND DREDGED EARLY AND MUST NOT BE DREDGED LAST AS PART OF THIS PROJECT. SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS.

**WUT DREDGE PLAN**

SCALE: 1" = 60'

**DREDGE BOUNDARY - HORIZONTAL CONTROL**

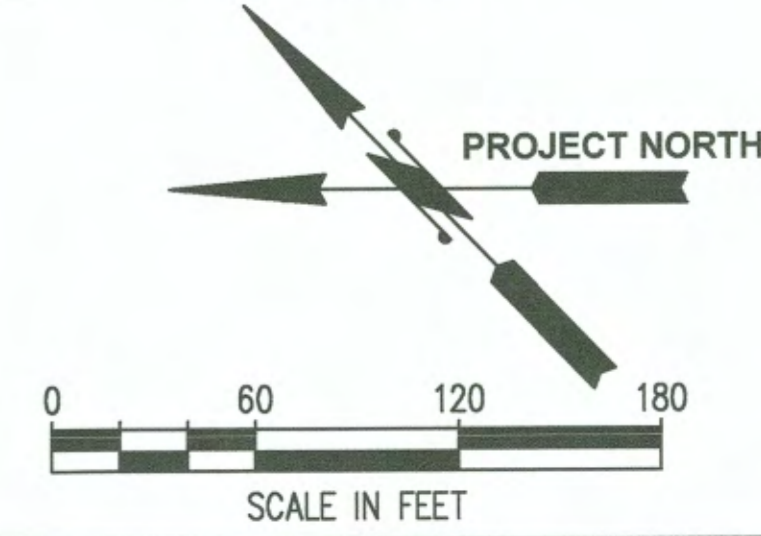
POINT ID	NORTHING	EASTING
D1	710030.42	1170578.80
D2	709908.38	1170460.46



**KEY MAP**

**LEGEND**

- PERMITTED DREDGE BOUNDARY
- APPROX DREDGE PRISM
- POTENTIAL SLOUGH BOUNDARY
- FEDERAL NAVIGATION CHANNEL CENTERLINE
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- DESIGN DREDGE DEPTH + PERMITTED OVERDREDGE DEPTH, MLLW
- DREDGE CONTROL POINT
- DREDGE SLOPE
- HIGH TIDE LINE (HTL) / HIGHEST ASTRONOMICAL TIDE (HAT) EL=13.78'
- EXISTING CONTOUR
- DREDGE CONTOURS



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APPROVED: *Jason M. Anderson*

DIRECTOR ENG. DATE: 7/15/21

PRINTED BY: f.mendoza Jul 15, 2021

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TACOMA, WA 98421

**MAINTENANCE DREDGING AT PIERS 3+4 AND WASHINGTON UNITED TERMINALS WUT DREDGE PLAN (SHEET 1 OF 2)**

TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35

CONT/CONS: 071540 M. ID: 201114.01 & 201114.02 DAT-HRZ: WAB3-SF VERT: MLLW 0.00

PHASE: XXXXXX PARCEL: 21, 25 & 27 DRAWING SCALE: AS NOTED

6664

**C1.4**

SH 7 OF 11

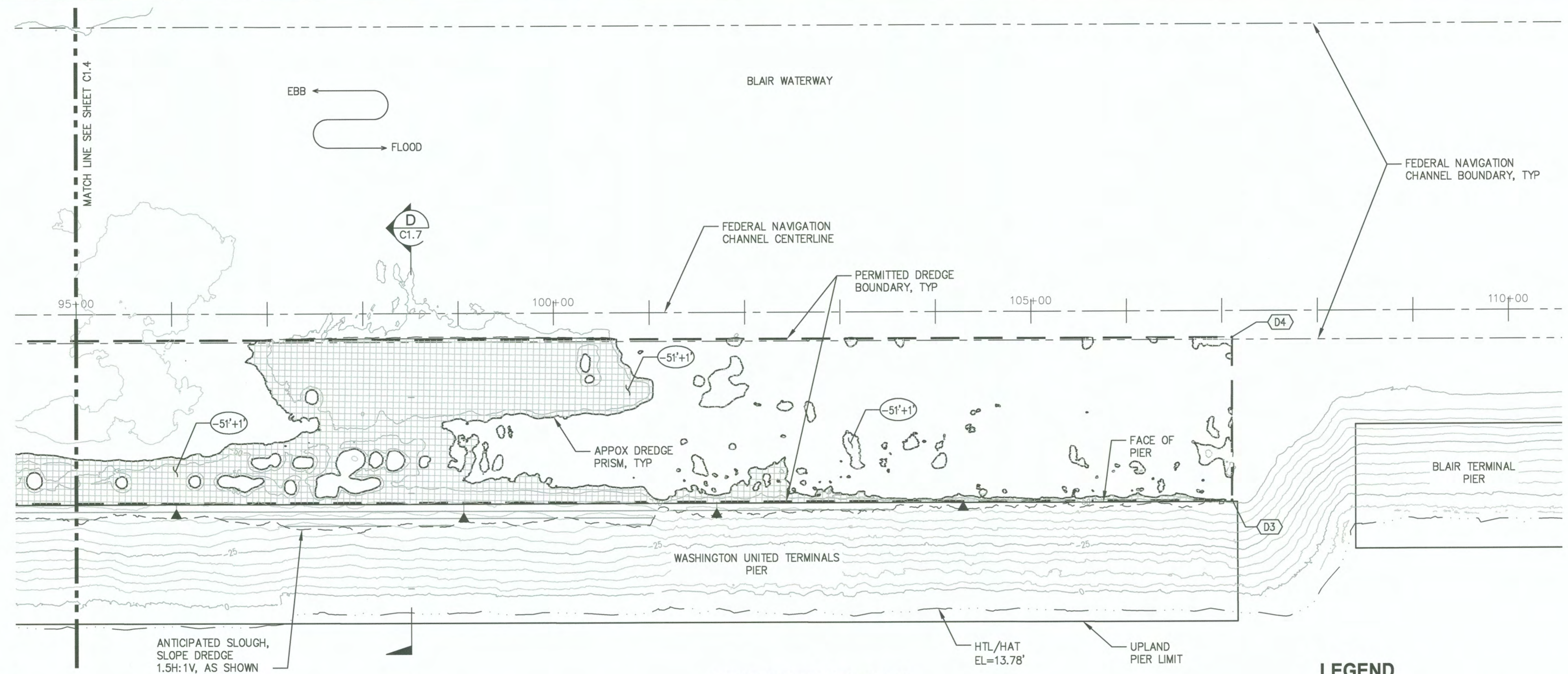
PROJECT NORTH

SCALE IN FEET

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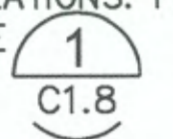
BINDING EDGE

PORT OF TACOMA FILE: N:\2020\2000178 POT Blair Waterway Maintenance Dredging\Drawings\Current\XXXX-C1.4-C1.5 (WUT Dredge Plan)

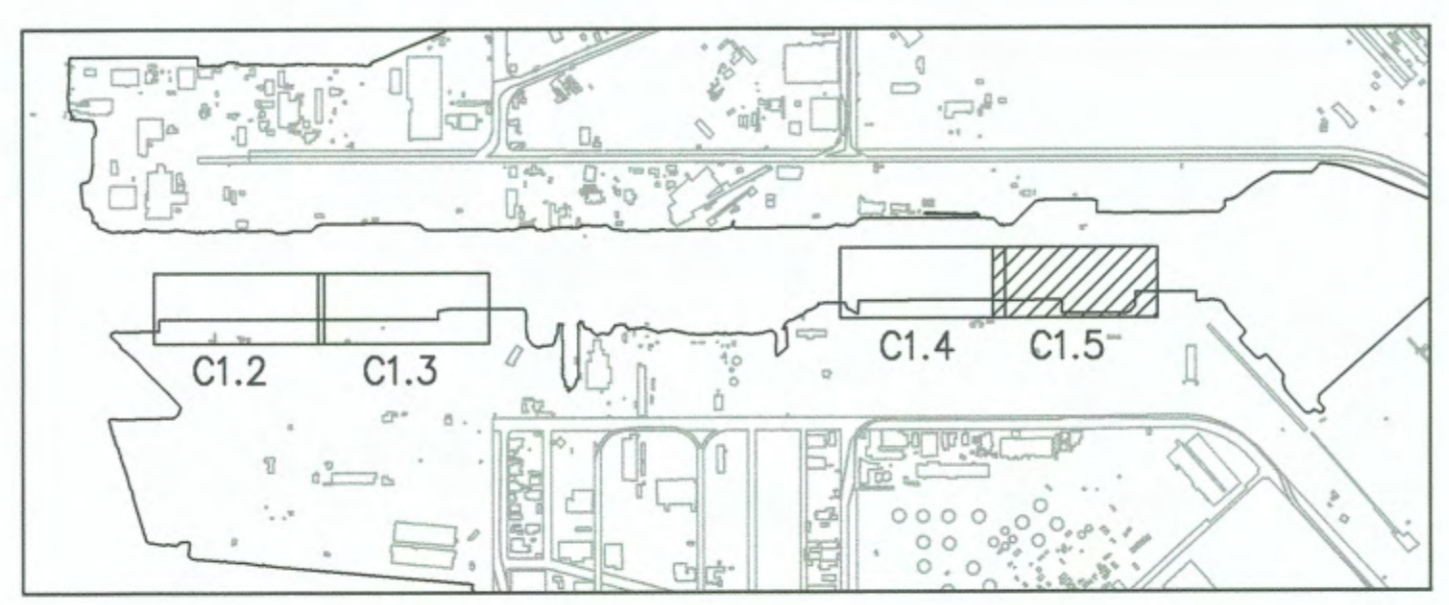


**WUT DREDGE PLAN**  
SCALE: 1" = 60'

**NOTES**


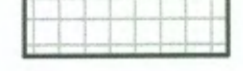



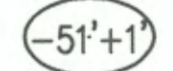
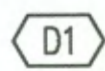

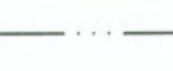
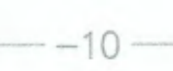
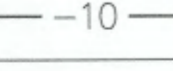
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- A DEBRIS SCREEN SHALL BE USED.

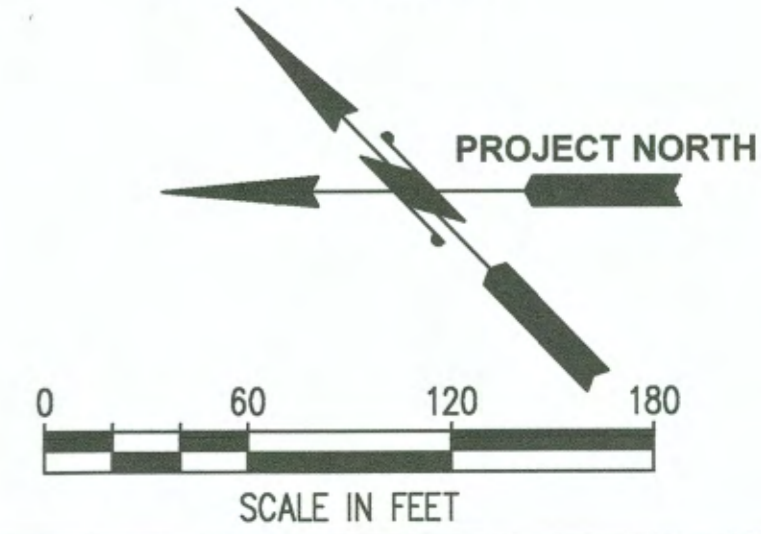
DREDGE BOUNDARY - HORIZONTAL CONTROL		
POINT ID	NORTHING	EASTING
D3	708097.39	1172327.92
D4	708219.44	1172446.27




**KEY MAP**


**LEGEND**

-  PERMITTED DREDGE BOUNDARY
-  APPROX DREDGE PRISM
-  POTENTIAL SLOUGH BOUNDARY
-  FEDERAL NAVIGATION CHANNEL CENTERLINE
-  FEDERAL NAVIGATION CHANNEL BOUNDARY
-  DESIGN DREDGE DEPTH + PERMITTED OVERDREDGE DEPTH, MLLW
-  DREDGE CONTROL POINT
-  DREDGE SLOPE
-  HIGH TIDE LINE (HTL) / HIGHEST ASTRONOMICAL TIDE (HAT) EL=13.78'
-  EXISTING CONTOUR
-  DREDGE CONTOURS






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APPROVED: *J. Mendenhall* 7/15/21

DIRECTOR ENGR. DATE

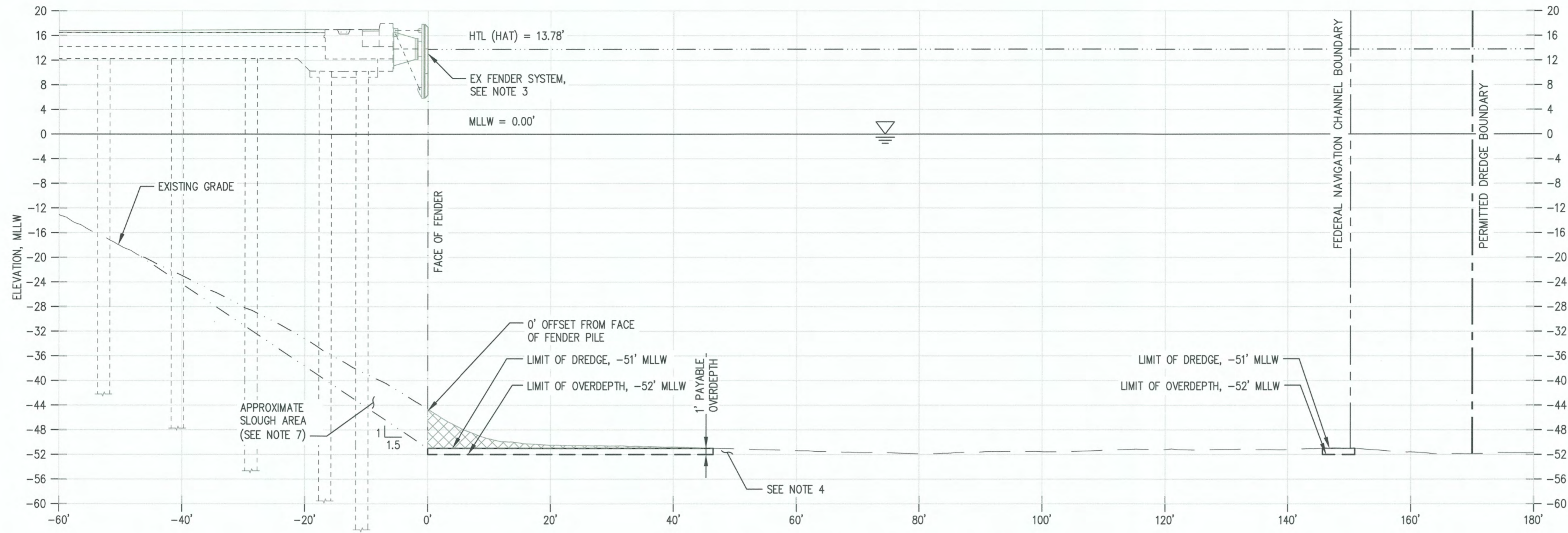
**6664 C1.5**  
SH 8 OF 11

MAINTENANCE DREDGING AT PIERS 3+4  
AND WASHINGTON UNITED TERMINALS  
WUT DREDGE PLAN (SHEET 2 OF 2)

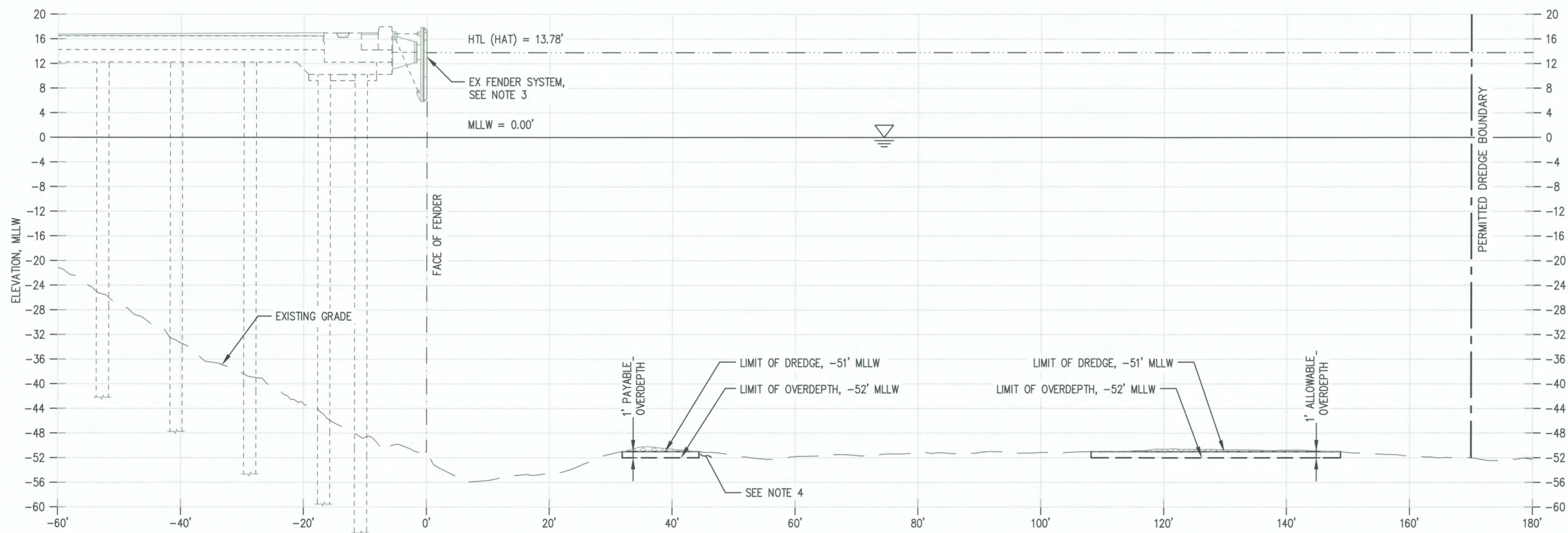
TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35  
M. ID: 201114.01 & 201114.02 DAT-HRZ: WA83-SF VERT: MLLW 0.00'  
PARCEL: 21, 25 & 27 DRAWING SCALE: AS NOTED

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**A HUSKY TERMINAL PIER 3 SECTION**  
 C1.2 SCALE: 1"=10'



**B HUSKY TERMINAL PIER 4 SECTION**  
 C1.3 SCALE: 1"=10'

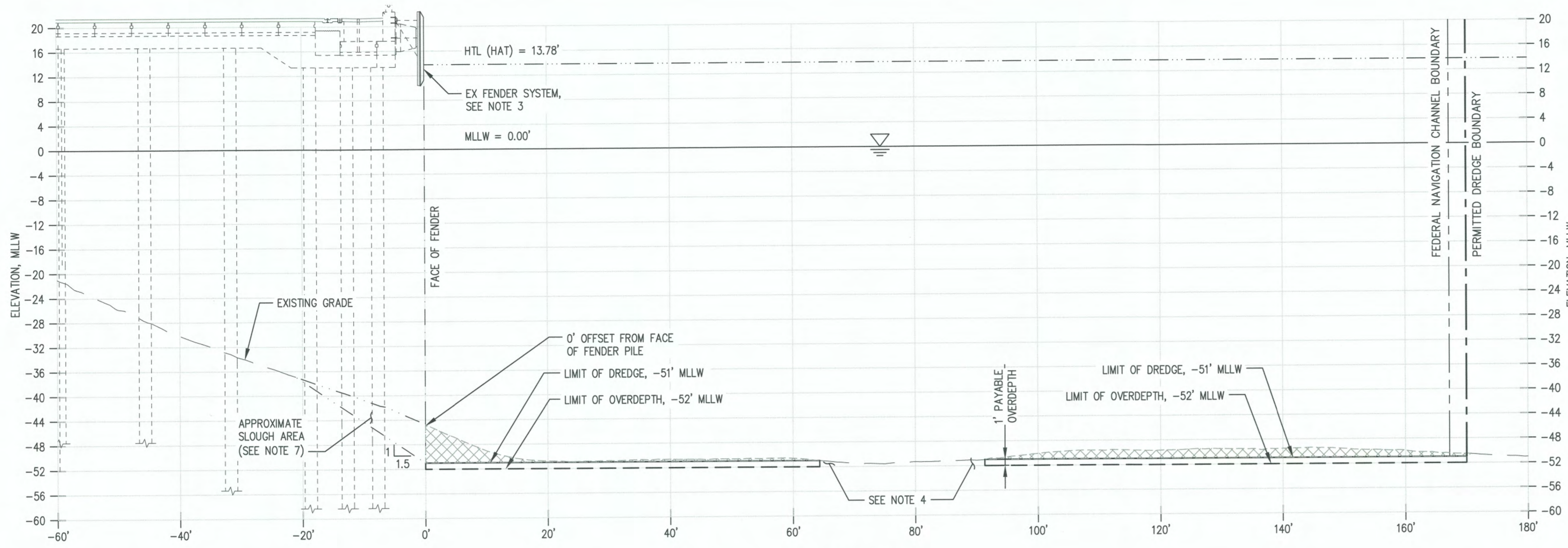
**GENERAL NOTES**

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- CONTRACTOR SHALL PROTECT IN PLACE ALL EXISTING STRUCTURES INCLUDING PILES, CATWALKS, MOORING AND BREASTING DOLPHINS, TRESTLES, FENDER SYSTEMS, DOCKS, AND PIERS.
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- ALL DREDGED MATERIAL SHALL BE TRANSPORTED VIA BARGE TO DESIGNATED OPEN-WATER DISPOSAL AREA.
- 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 PIER TO REMOVE ANY SLOUGHED MATERIAL TO DESIGN DEPTH.

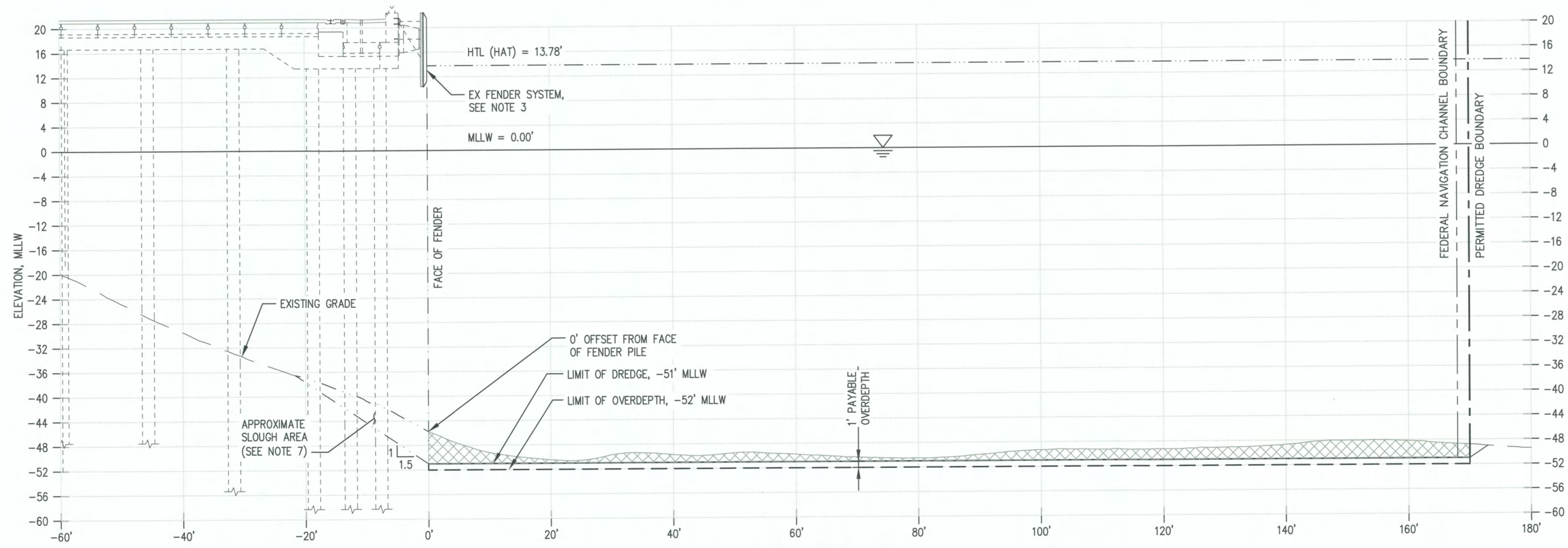
**LEGEND**

- REPRESENTATIVE DREDGE AREA
- POTENTIAL SLOUGH MATERIAL
- FACE OF FENDER PILE
- FEDERAL NAVIGATION CHANNEL BOUNDARY
- HIGH TIDE LINE (HTL) / HIGHEST ASTRONOMICAL TIDE (HAT) EL = 13.78'
- PERMITTED DREDGE BOUNDARY

			CHECKED BY: _____ DATE: _____ PROJ. ENGR: _____ DATE: _____ DIRECTOR: _____ DATE: _____ PRINTED BY: _____ DATE: _____ PORT ADDRESS: 1 SITCUM PLAZA TACOMA, WA 98421
	2407 North 31st Street, Suite 100 Tacoma, Washington 98407 (253) 396-0150 Fax (253) 396-0162	APPR: _____ BY: _____ MARK: _____ REVISION: _____	DATE: _____
6664 <b>C1.6</b> SH 9 OF 11	TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35 M. ID: 201114.01 & 201114.02 DAT-HRZ: WA83-SF VERT: MLLW 0.00' PARCEL: 21, 25 & 27 DRAWING SCALE: AS NOTED	THIS DRAWING IS THE PROPERTY OF THE PORT OF TACOMA AND SHALL NOT BE USED ON OTHER WORK, DISCLOSED, COPIED, IN WHOLE OR IN PART, WITHOUT WRITTEN PERMISSION	



**C** WUT PIER SECTION  
C1.4 SCALE: 1"=10'



**D** WUT PIER SECTION  
C1.5 SCALE: 1"=10'

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**LEGEND**

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- POTENTIAL SLOUGH MATERIAL
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- HIGH TIDE LINE (HTL) / HIGHEST ASTRONOMICAL TIDE (HAT) EL = 13.78'
- PERMITTED DREDGE BOUNDARY

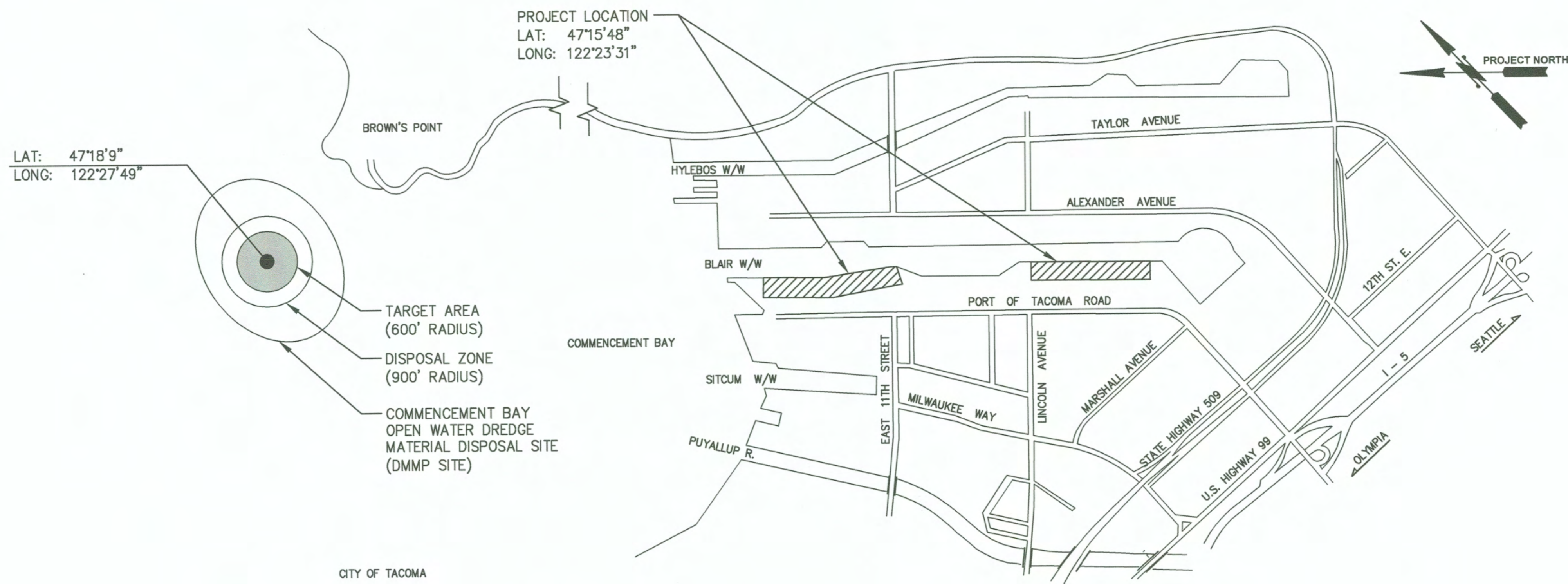
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<p>BY: _____</p>	<p>REVISION: _____</p>	<p>MARK: _____</p>	<p>DATE: _____</p>
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<p>APPROVED: <i>Chris Howard</i></p>	<p>DIRECTOR ENGR. DATE: _____</p>	<p>PRINTED BY: fmenadoza Jul 15, 2021</p>	<p>PORT ADDRESS: 1 SITCUM PLAZA TACOMA, WA 98421</p>
<p><b>6664</b></p>	<p><b>C1.7</b></p>	<p>SECTION: 27, 35</p>	<p>AS NOTED</p>
<p>SH 10 OF 11</p>	<p>TOWNSHIP: 21N</p>	<p>RANGE: 3E</p>	<p>DRAWING SCALE: AS NOTED</p>
<p>CONTR/CONS: 07/15/40</p>	<p>M. ID: 201114.01 &amp; 201114.02</p>	<p>DAT-HRZ: WA83-SF</p>	<p>MLLW 0.00'</p>
<p>PHASE: XXXXX</p>	<p>PARCEL: 21, 25 &amp; 27</p>	<p>DRAWING SCALE: AS NOTED</p>	<p>MLLW 0.00'</p>

**MAINTENANCE DREDGING AT PIERS 3+4 AND WASHINGTON UNITED TERMINALS**  
DREDGE SECTIONS (SHEET 2 OF 2)

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### NOTES

1. DIFFERENTIAL GLOBAL POSITIONING SYSTEM SHALL BE USED TO LOCATE THE PERIMETER OF THE OPEN-WATER DREDGE MATERIAL DISPOSAL SITE.
2. DURING OPEN-WATER PLACEMENT OF DREDGE MATERIAL, THE BARGE SHALL BE MOVING AND THE MATERIAL NOT BE MOUNDED IN THE DISPOSAL SITE. THE BARGE OPERATOR WILL DOCUMENT THE COORDINATES OF WHEN THE BARGE OPENS FOR OPEN-WATER PLACEMENT AND WHEN THE BARGE COMPLETES DISPOSAL, AS WELL AS EACH ESTIMATED BARGE LOAD SEDIMENT VOLUME. THE BARGE OPERATOR OR CREW WILL MONITOR PLACEMENT TO ENSURE THAT DREDGE MATERIAL IS CONTAINED INSIDE OF THE SPECIFIED BOUNDARIES.
3. THE OPEN-WATER AREA FOR DREDGED MATERIAL PLACEMENT SHALL BE LARGE ENOUGH (AND THE VOLUME OF MATERIAL SMALL ENOUGH) THAT MATERIAL PLACEMENT WILL NOT RESULT IN MORE THAN 2 FEET OF WATER DEPTH CHANGE.



#### NOTES:

1. THE DMMP OPEN-WATER DISPOSAL SITE IS SHOWN CLOSER THAN THE ACTUAL SITE DISTANCE.
2. COMMENCEMENT BAY IS A NON-DISPERSIVE, UNCONFINED, OPEN-WATER DREDGE MATERIAL DISPOSAL (DUMP) SITE.

**1**  
**DMMP OPEN-WATER DISPOSAL SITE**  
 C1.1, C1.2, C1.3, C1.4, C1.5 NTS

<b>6664</b> <b>C1.8</b> SH 11 OF 11	<b>MAINTENANCE DREDGING AT PIERS 3+4 AND WASHINGTON UNITED TERMINALS</b> DREDGE DETAILS		TOWNSHIP: 21N RANGE: 3E SECTION: 27, 35
	CONT/CONS: 071540 M. ID: 201114.01 & 201114.02 PHASE: XXXXX	DAT-HRZ: WA83-SF PARCEL: 21, 25 & 27	PROJECTED: 27, 35 MLLW 0.00' DRAWING SCALE: AS NOTED
APPROVED: <i>[Signature]</i> DIRECTOR ENG. DATE: 7/15/2021		CHECKED BY: [Blank] DATE: [Blank]	PRINTED BY: J. J. J. J. PORT ADDRESS: 1 SITCUM PLAZA TACOMA, WA 98421
kpf 2407 North 31st Street, Suite 100 Tacoma, Washington 98407 (253) 396-0150 Fax (253) 396-0162		MARK: [Blank] REVISION: [Blank]	APPR: [Blank] BY: [Blank] DATE: [Blank]

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