BINDING EDGE

PORT OF TACOMA

TRU-GRIT REMEDIAL ACTION
(PARCEL 115)

CONTRACT NO. 062026-1038

PROJECT NO. 101652.01

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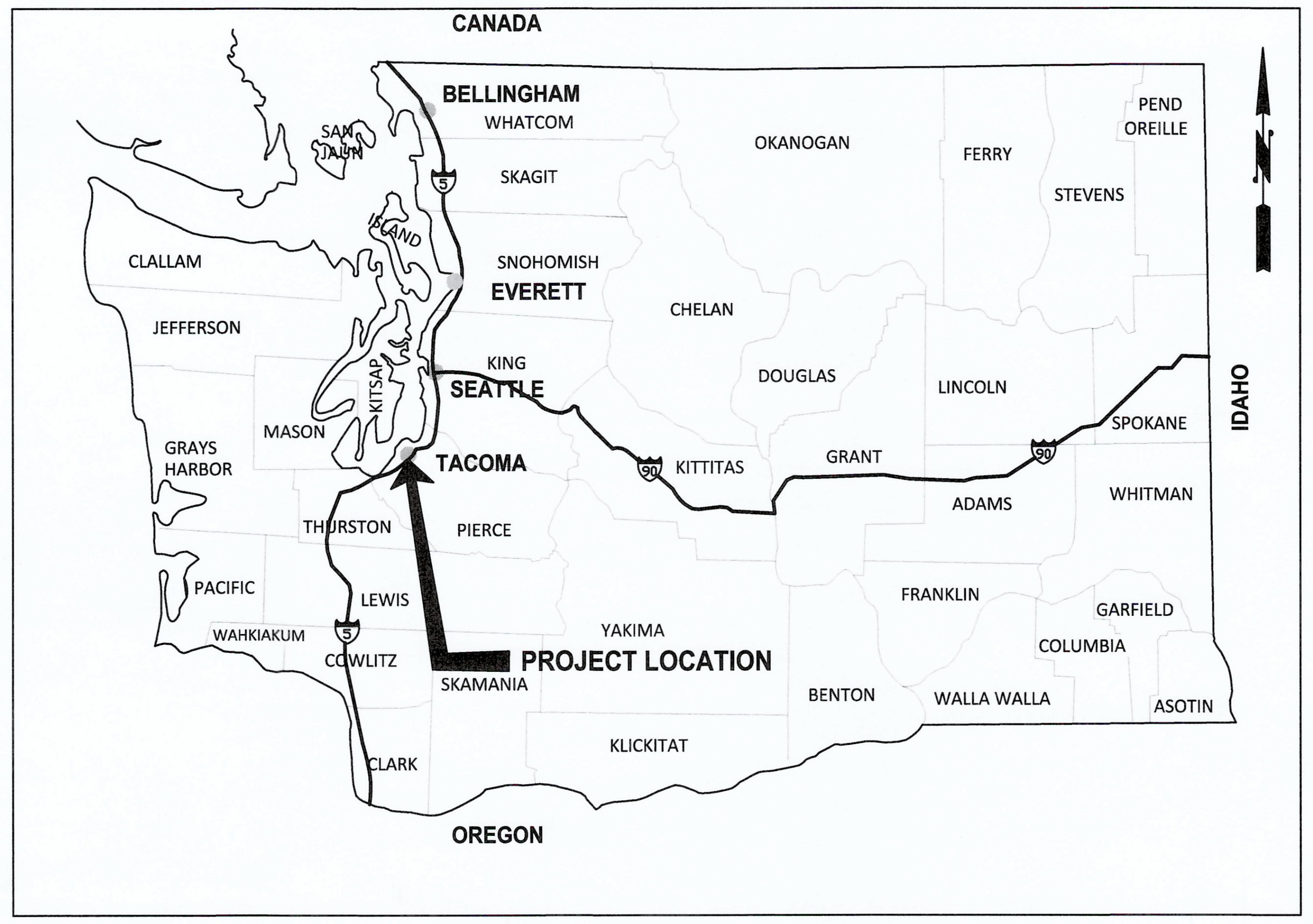
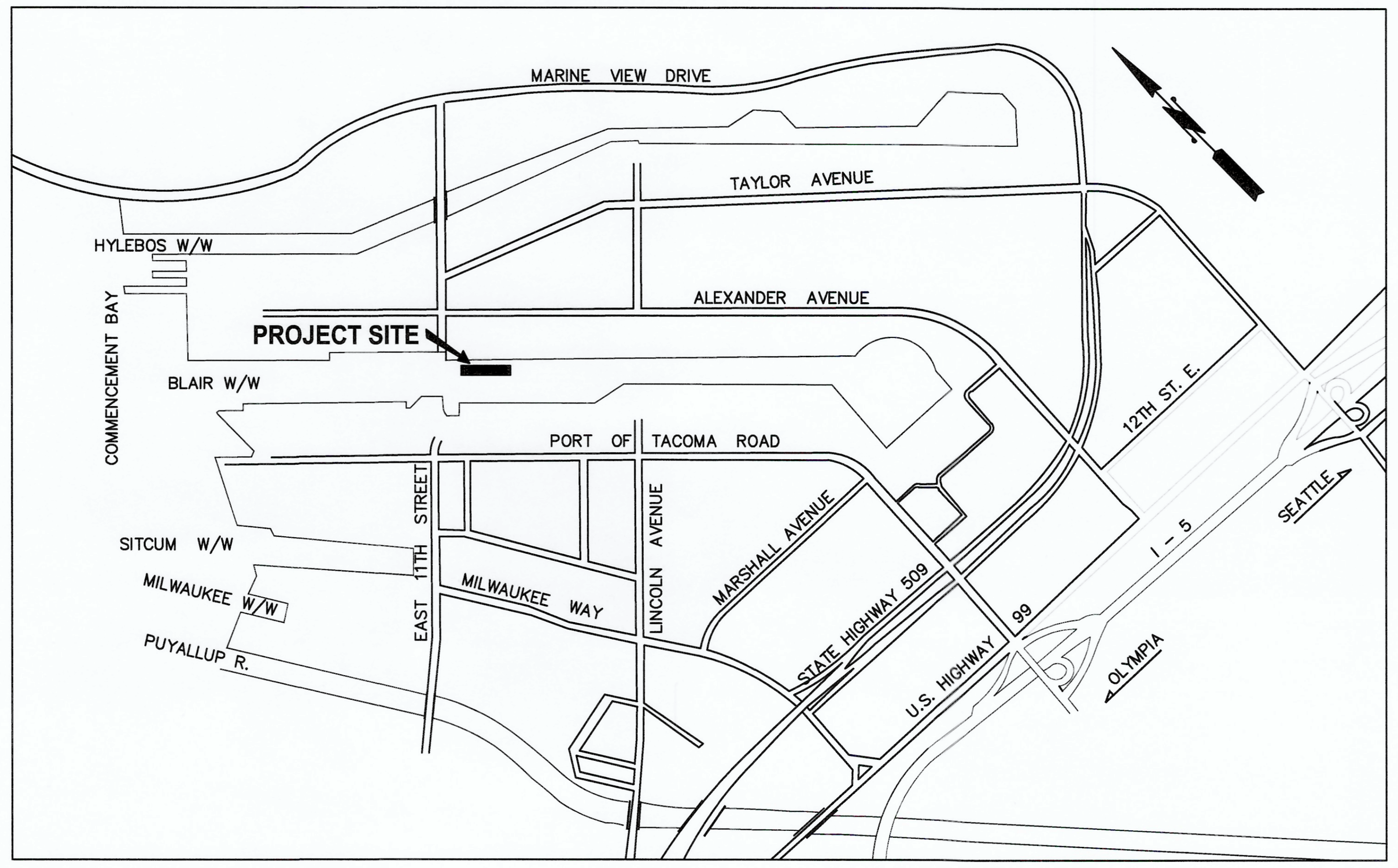


AREA MAP **WASHINGTON**

NO SCALE



VICINITY MAP **PORT OF TACOMA**

NO SCALE

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

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6747
G1.1
1 OF 9

TRU-GRIT REMEDIAL ACTION (PARCEL 115)
COVER SHEET, AREA MAP, VICINITY MAP, & DRAWING LIST

APPROVED: Thais Howard
CHKDATE 10/3/26
DIRECTOR ENG. DATE

CE 10/2/26
CHECKED BY DATE
JV 10/2/26
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CONT/CONS: 062026-1038
M. ID: 101652.01
PHASE: 100% DESIGN

TOWNSHIP: 21
RANGE: 03
SECTION: 27
DAT-HRZ: NAD 83-07
VERT: NOS TIDAL (MLLW=0.0)
PARCEL: 115
DRAWING SCALE: AS SHOWN

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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, PERMITS, 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 TRU-GRIT SITE, GRAYMONT FACILITY, AND BLAIR WATERWAY CHANNEL WILL BE IN OPERATION DURING CONSTRUCTION. THE CONTRACTOR SHALL KEEP ITS WORKERS, MATERIAL, AND EQUIPMENT CLEAR OF ALL GRAYMONT FACILITY AND BLAIR WATERWAY CHANNEL OPERATIONS AND SHALL NOT IN ANY WAY HINDER OR DISRUPT OPERATIONS.
3. THE CONTRACTOR MUST STRICTLY FOLLOW ALL FEDERAL, STATE AND LOCAL SAFETY REGULATIONS.
4. THE CONTRACTOR MUST ABIDE BY ALL APPLICABLE FEDERAL, STATE, AND LOCAL ENVIRONMENTAL PROTECTION STANDARDS, LAWS, REGULATIONS, AND PERMITS.
5. THE CONTRACTOR MUST COORDINATE ALL WORK WITH THE PORT WITH REGARD TO ACCESS TO THE PROJECT SITE.
6. THE CONTRACTOR MUST PREVENT DEBRIS FROM ENTERING THE WATER AND MUST IMMEDIATELY REMOVE ALL DEBRIS THAT INADVERTENTLY FALLS IN THE WATER ON AN ONGOING BASIS.
7. THE CONTRACTOR MUST 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, MUST BE REPAIRED BY THE CONTRACTOR AT ITS OWN EXPENSE.
9. ALL INGRESS AND EGRESS TO THE GRAYMONT FACILITY 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 MUST NOT BE PERMITTED TO OBSTRUCT ROADWAYS , PASSAGEWAYS, BERTH, AND/OR NAVIGATION CHANNEL.
10. ALL PRECAUTIONS MUST BE TAKEN AS REQUIRED TO PREVENT CONTAMINATED WATER, FUEL OR ANY OTHER CONTAMINANTS FROM ENTERING THE WATERWAY DURING THE CONTRACT WORK. THE CONTRACTOR MUST 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 PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR USE DURING ALL CONSTRUCTION ACTIVITIES.
11. CONTRACTOR PRE- AND POST-DREDGE SURVEYS WILL BE COMPLETED BY A THIRD-PARTY SURVEYOR.
12. 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. BATHYMETRIC SURVEY WAS CONDUCTED IN 2025.
2. ANY MATERIALS THAT SLOUGH OR SETTLE 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 DREDGED MATERIAL MUST BE TAKEN TO CONTRACTOR CONSTRUCTED TEMPORARY TRANSLOAD FACILITY AT PORT PROPERTY TO BE DISPOSED OF BY THE CONTRACTOR AT AN UPLAND DISPOSAL FACILITY.
4. MONITOR WATER QUALITY DURING DREDGING OPERATIONS IN ACCORDANCE WITH THE PROJECT PERMITS.
5. CONTRACTOR MUST ALLOW 14 DAYS IN THEIR SCHEDULE BETWEEN APPROVAL OF THE POST-DREDGE SURVEY AND START OF RMC PLACEMENT. DURING THIS TIME THE PORT WILL CONDUCT SEDIMENT SAMPLING AND TESTING OF THE AREA FOR REMAINING CONTAMINANTS TO DETERMINE WHETHER CONTINGENCY RE-DREDGING IS REQUIRED.
6. IN-WATER WORK, AS DEFINED IN THE PERMITS, 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 C1.2. ALL COORDINATES SHOWN ARE BASED ON WASHINGTON STATE PLANE, SOUTH ZONE, (NAD83). VERTICAL DATUM IS MEAN LOWER LOW WATER (MLLW) AS DEFINED BY NOAA FOR COMMENCEMENT BAY.

TIDES

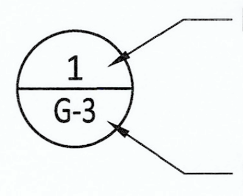
TIDAL DATA OBTAINED FROM NOAA WEBSITE FOR STATION 9446484 FOR THE 1983-2001 EPOCH ARE AS FOLLOWS:

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

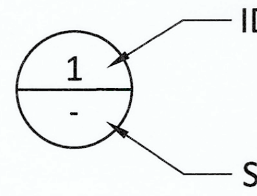
AM	ADVANCED MAINTENANCE
BML	BELOW MUD LINE
BMP	BEST MANAGEMENT PRACTICE
EHW	EXTREME HIGH WATER
EL	ELEVATION
ELW	EXTREME LOW WATER
EXIST	EXISTING
HDPE	HIGH DENSITY POLYETHYLENE
MHHW	MEAN HIGHER HIGH WATER
MIN	MINIMUM
MLLW	MEAN LOWER LOW WATER
MSL	MEAN SEA LEVEL
NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION
OD	OVER DREDGE
SWMM	STORMWATER MANAGEMENT MANUAL
SWPPP	STORMWATER POLLUTION PREVENTION PLAN
TESC	TEMPORARY EROSION AND SEDIMENT CONTROL
TYP	TYPICAL
USACE	UNITED STATES ARMY CORPS OF ENGINEERS
WP	WORKPOINT
WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
WUT	WASHINGTON UNITED TERMINAL
WW	WATERWAY

SYMBOLS



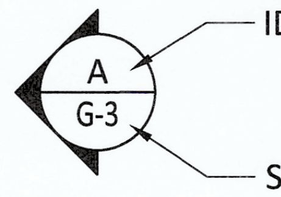
IDENTIFIES PLAN OR DETAIL

SHOWN ON DRAWING G-3



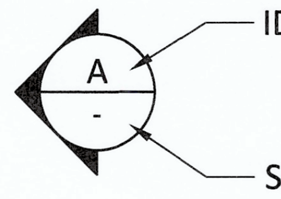
IDENTIFIES DETAIL

SHOWN ON SAME DRAWING



IDENTIFIES ELEVATION OR SECTION

SHOWN ON DRAWING G-3



IDENTIFIES SECTION

SHOWN ON SAME DRAWING

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G1.2
2 OF 9

TRU-GRIT REMEDIAL ACTION (PARCEL 115)
GENERAL NOTES, SYMBOLS, & ABBREVIATION

APPROVED: Howard
CHKDATE
DIRECTOR ENG. 10/13/26 DATE
CE 10/2/26
CHECKED BY DATE
JV 10/2/26
PROJ. ENGR DATE

CONT/CONS: 062026-1038
M. ID: 101652.01
PHASE: 100% DESIGN
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DAT-HRZ: NAD 83-07 VERT: NOS TIDAL (MLLW=0.0)
PARCEL: 115 DRAWING SCALE: AS SHOWN
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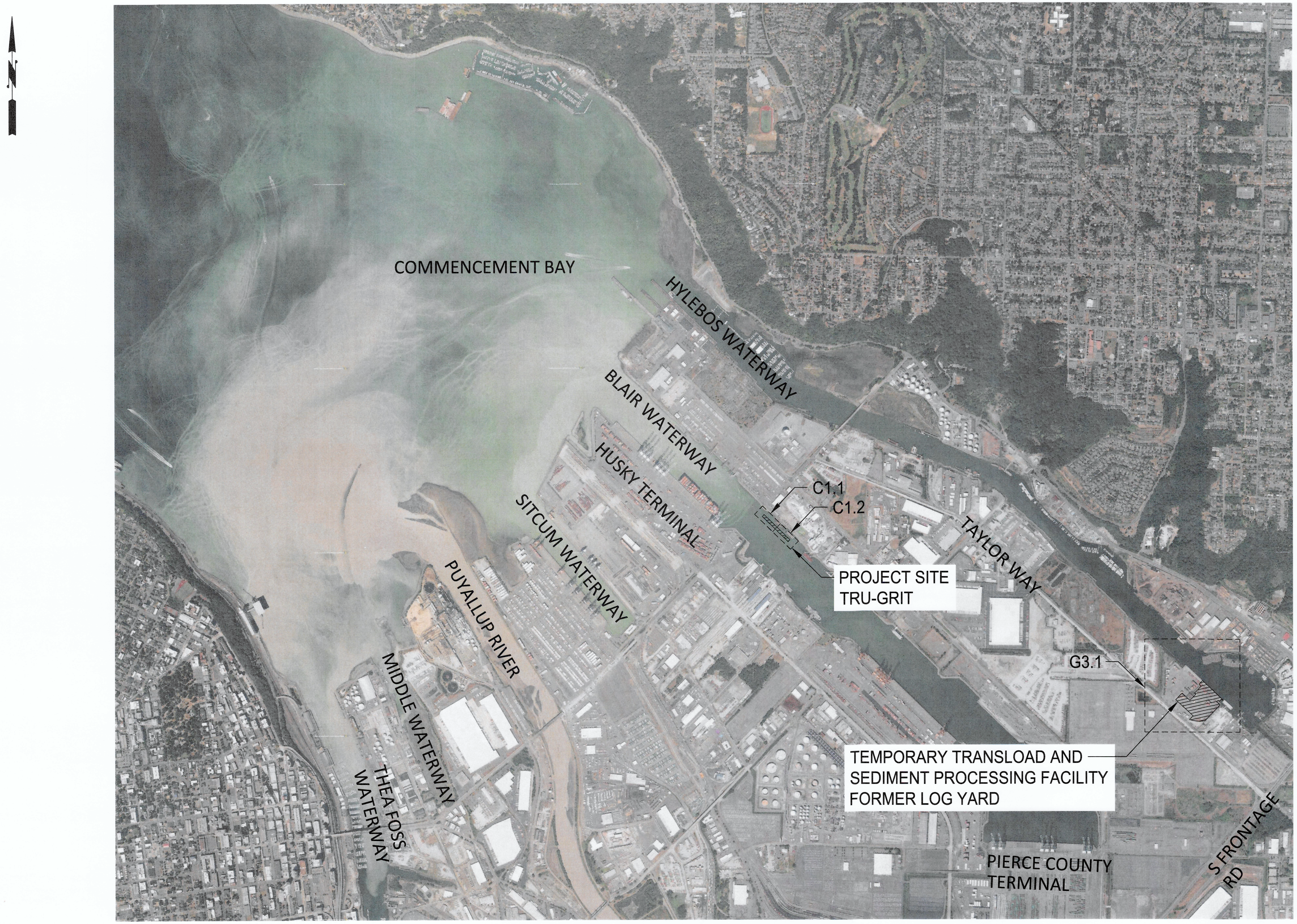

OVERALL SITE PLAN

SCALE: NTS

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G2.1
3 OF 9

TRU-GRIT REMEDIAL ACTION (PARCEL 115)

OVERALL SITE PLAN

CONT/CONS: 062026-1038	TOWNSHIP: 21	RANGE: 03	SECTION: 27
M. ID: 101652.01	DAT-HRZ: NAD 83-07	VERT: NOS TIDAL (MLLW=0.0)
PHASE: 100% DESIGN	PARCEL: 115	DRAWING SCALE: AS SHOWN

APPROVED:
Chris Howard
CHKDATE 10/13/26
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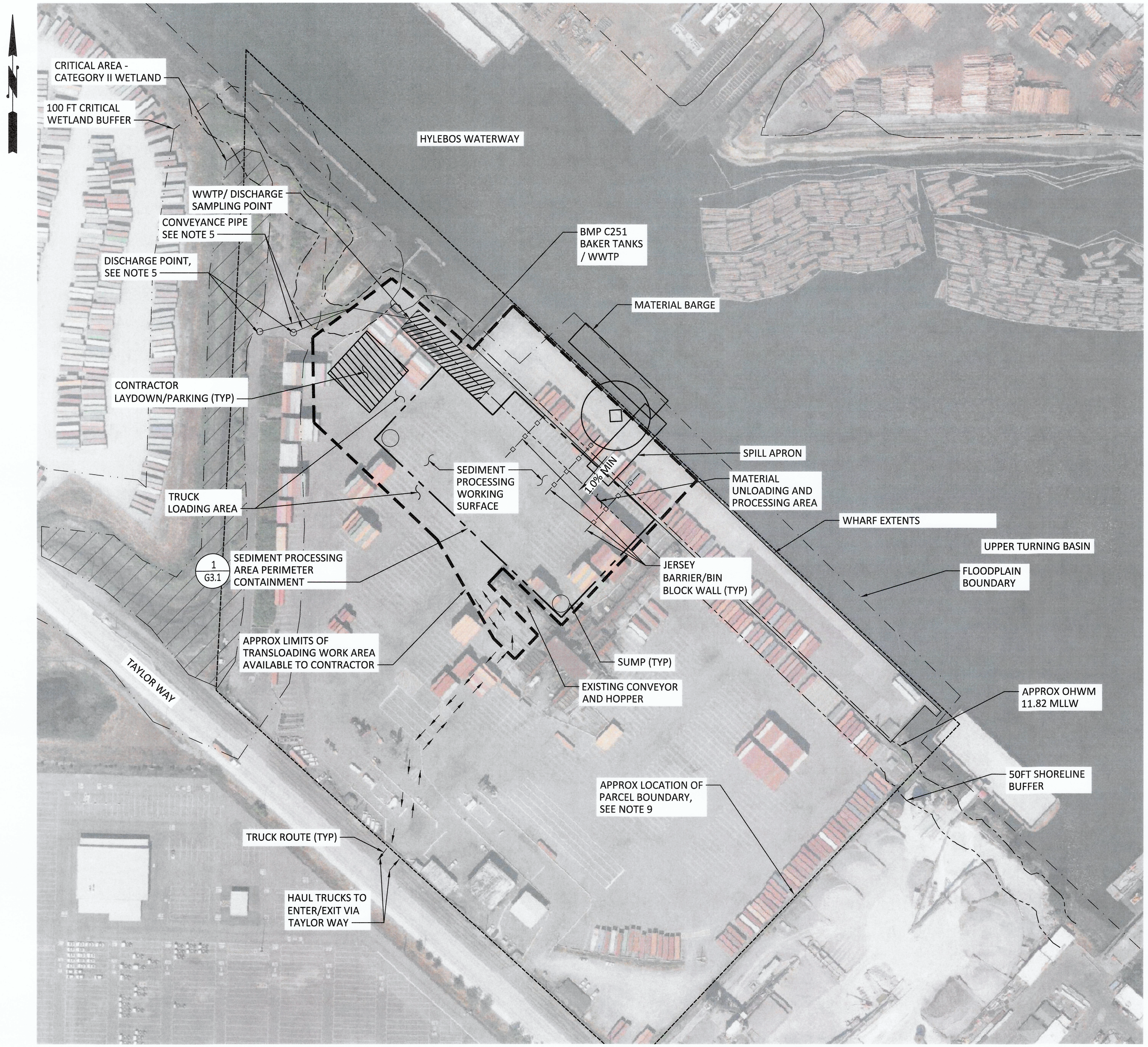
N
CRITICAL AREA - CATEGORY II WETLAND
100 FT CRITICAL WETLAND BUFFER
WWTP/ DISCHARGE SAMPLING POINT
CONVEYANCE PIPE SEE NOTE 5
DISCHARGE POINT, SEE NOTE 5
HYLEBOS WATERWAY
BMP C251 BAKER TANKS / WWTP
MATERIAL BARGE
CONTRACTOR LAYDOWN/PARKING (TYP)
SPILL APRON
SEDIMENT PROCESSING WORKING SURFACE
1.0% MIN
MATERIAL UNLOADING AND PROCESSING AREA
TRUCK LOADING AREA
WHARF EXTENTS
UPPER TURNING BASIN
1
G3.1
SEDIMENT PROCESSING AREA PERIMETER CONTAINMENT
JERSEY BARRIER/BIN BLOCK WALL (TYP)
FLOODPLAIN BOUNDARY
APPROX LIMITS OF TRANSLOADING WORK AREA AVAILABLE TO CONTRACTOR
SUMP (TYP)
EXISTING CONVEYOR AND HOPPER
TAYLOR WAY
APPROX OHWM 11.82 MLLW
50FT SHORELINE BUFFER
APPROX LOCATION OF PARCEL BOUNDARY, SEE NOTE 9
TRUCK ROUTE (TYP)
HAUL TRUCKS TO ENTER/EXIT VIA TAYLOR WAY

TEMPORARY TRANSLOAD AND SEDIMENT PROCESSING FACILITY CONCEPT

1" = 100' scale 100 0 100 200 feet

NOTES

1. THE CONCEPTUAL TEMPORARY TRANSLOAD AND SEDIMENT PROCESSING FACILITY MUST BE FULLY 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 UNDERGROUND AND OVERHEAD UTILITIES 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 TRANSLOAD WORKING 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. CONTRACTOR MUST DISCHARGE TREATED WATER TO STORMWATER CATCH BASIN 11920-18 OR 11920-20.

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

7. LIMITS OF TEMPORARY TRANSLOAD AREA AND SEDIMENT PROCESSING FACILITY LAYOUT ARE SUBJECT TO CHANGE.

8. TRANSLOADING WILL OCCUR WITHIN 200 FT OF THE OHWM OF THE HYLEBOS WATERWAY AND IS THUS WITHIN THE SHORELAND/MARINE SHORELINE (TSMP 19.01.010.S) AND IS SUBJECT TO THE 50 FT BUFFER FOR S-10 (PORT INDUSTRIAL AREA) SHORELINE DESIGNATION PROPERTIES. POTENTIAL IMPACTS TO SHORELINE, CRITICAL AREAS AND FISH AND WILDLIFE CONSERVATION AREAS WERE EVALUATED AND DETERMINED TO HAVE NO NEW ADDITIONAL IMPACTS TO THE SHORELINE OR CRITICAL AREAS OR THEIR BUFFERS.

9. LOG YARD PARCEL #0321362046.

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G3.1
4 OF 9

CONT/CONS:062026-1038
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TRU-GRIT REMEDIAL ACTION (PARCEL 115)
CONCEPTUAL TEMPORARY TRANSLOADING AND SEDIMENT PROCESSING FACILITY PLAN

TOWNSHIP: 21	RANGE: 03	SECTION: 27
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PARCEL: 115	DRAWING SCALE: AS SHOWN	

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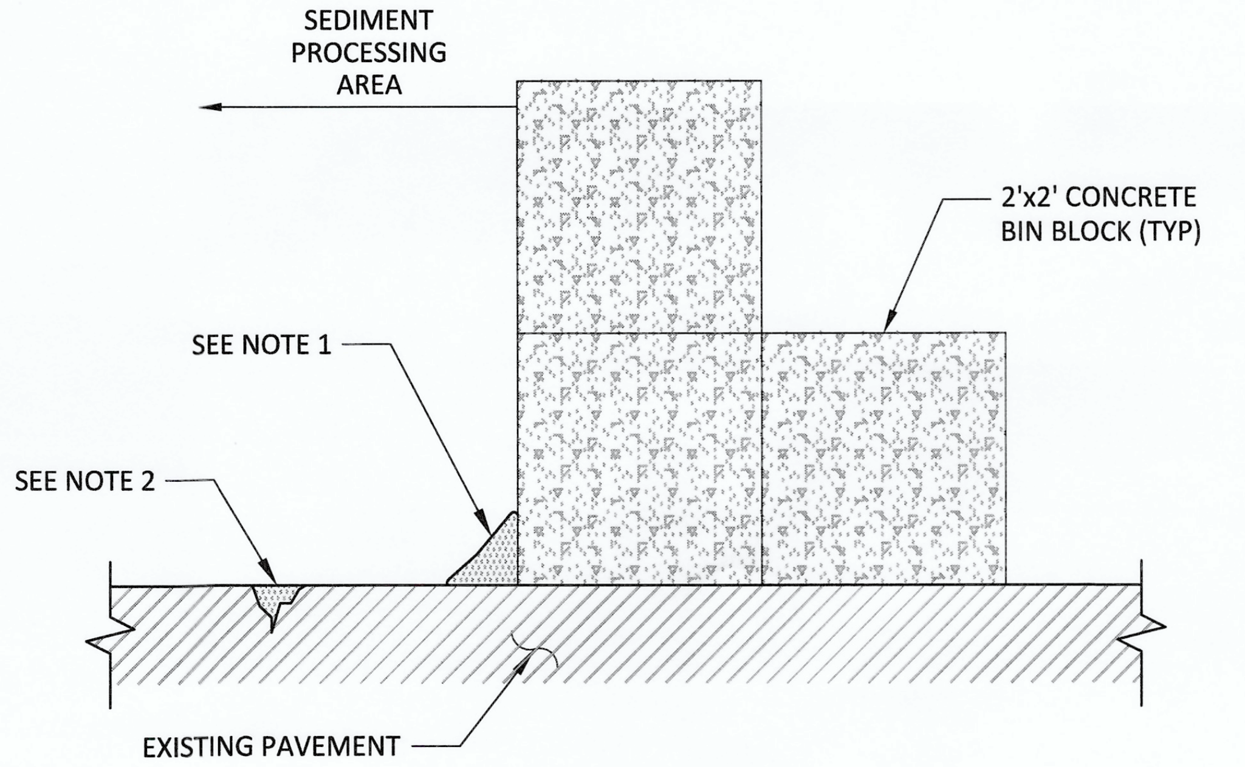
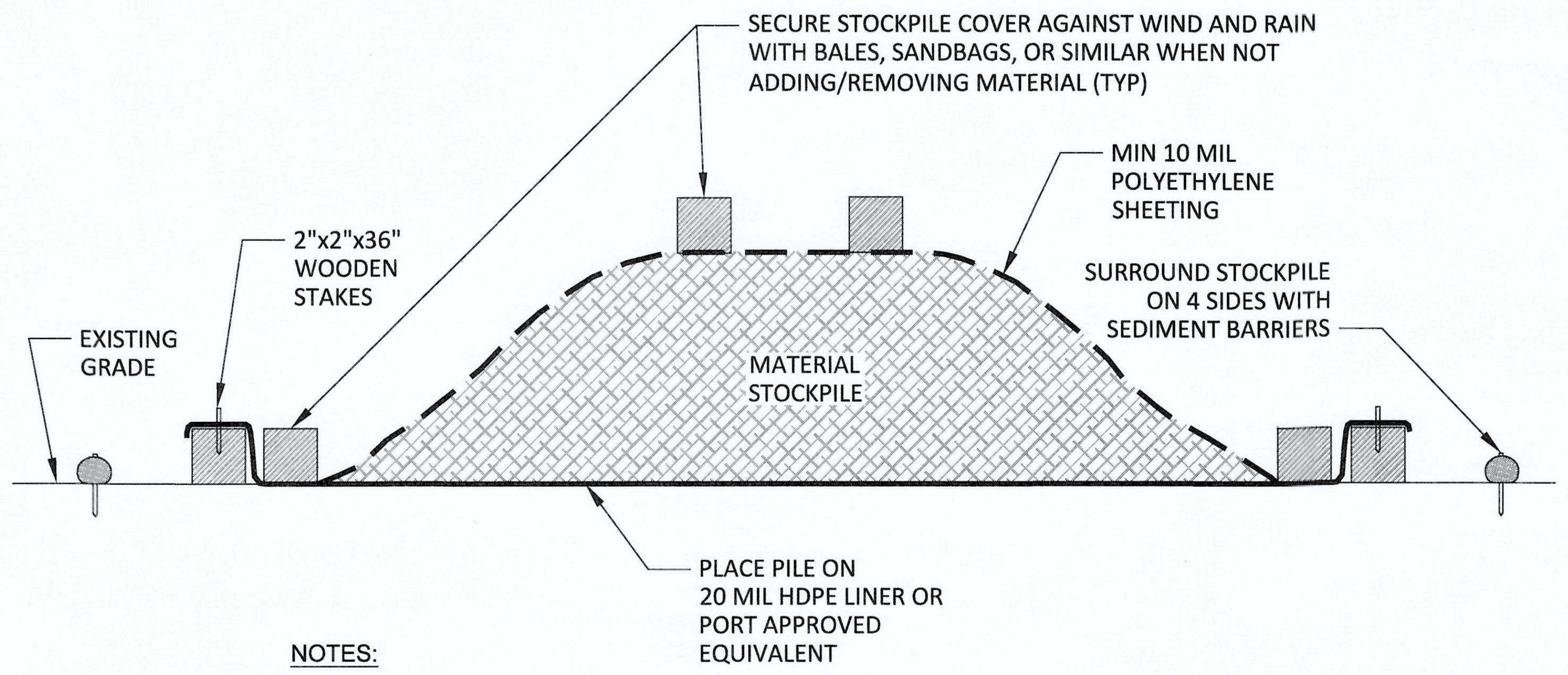


NOTES:

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.

CONCEPTUAL SEDIMENT PROCESSING AREA PERIMETER CONTAINMENT

1
G3.1
SCALE: NTS


SECURE STOCKPILE COVER AGAINST WIND AND RAIN WITH BALES, SANDBAGS, OR SIMILAR WHEN NOT ADDING/REMOVING MATERIAL (TYP)
MIN 10 MIL POLYETHYLENE SHEETING
2"x2"x36" WOODEN STAKES
SURROUND STOCKPILE ON 4 SIDES WITH SEDIMENT BARRIERS
EXISTING GRADE
MATERIAL STOCKPILE
PLACE PILE ON 20 MIL HDPE LINER OR PORT APPROVED EQUIVALENT

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.

CONCEPTUAL STOCKPILE CONTAINMENT SYSTEM (IF NECESSARY)

2
-
SCALE: NTS

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TRU-GRIT REMEDIAL ACTION (PARCEL 115)
SEDIMENT PROCESSING TYPICAL DETAILS

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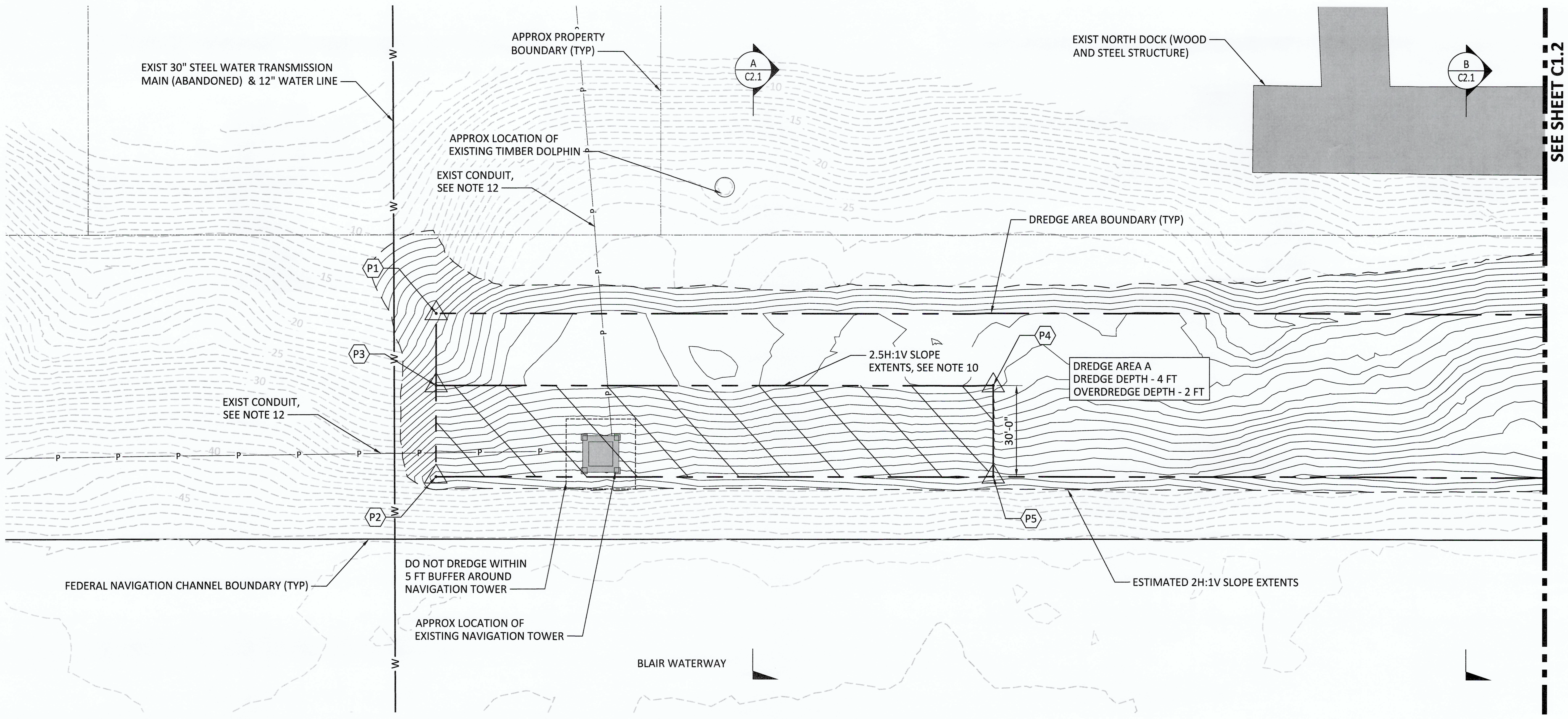
EXIST 30" STEEL WATER TRANSMISSION MAIN (ABANDONED) & 12" WATER LINE
APPROX PROPERTY BOUNDARY (TYP)
A
C2.1
B
C2.1
EXIST NORTH DOCK (WOOD AND STEEL STRUCTURE)
SEE SHEET C1.2
APPROX LOCATION OF EXISTING TIMBER DOLPHIN
EXIST CONDUIT, SEE NOTE 12
DREDGE AREA BOUNDARY (TYP)
P1
P2
P3
P4
P5
2.5H:1V SLOPE EXTENTS, SEE NOTE 10
DREDGE AREA A
DREDGE DEPTH - 4 FT
OVERDREDGE DEPTH - 2 FT
30'-0"
EXIST CONDUIT, SEE NOTE 12
FEDERAL NAVIGATION CHANNEL BOUNDARY (TYP)
DO NOT DREDGE WITHIN 5 FT BUFFER AROUND NAVIGATION TOWER
APPROX LOCATION OF EXISTING NAVIGATION TOWER
ESTIMATED 2H:1V SLOPE EXTENTS
BLAIR WATERWAY
W
P
-10
-15
-20
-25
-30
-40
-45

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 STRUCTURES.
3. DREDGE DEPTH SHALL NOT GO BEYOND THE OVERDREDGE ALLOWANCE SHOWN OR BEYOND THE HORIZONTAL LIMITS INDICATED.
4. THE CONTRACTOR SHALL DREDGE THE LANDSIDE 2H:1V SLOPE TO PREVENT UNCONTROLLED SLOUGHING OF THE SLOPE.
5. WITHIN AREA B, THE AREA MUST BE DREDGED FROM THE LANDSIDE TOWARDS THE CHANNEL IN LIFTS NO GREATER THAN 2FT IN 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 DREDGE MATERIAL FROM THE AREAS SHOWN AT THE TRU-GRIT PROJECT SITE SHALL BE TAKEN TO THE TEMPORARY TRANSLOAD FACILITY FOR UPLAND DISPOSAL. FOR TEMPORARY TRANSLOAD FACILITY SITE LOCATION SEE SHEET G3.1.
9. ONCE DESIGN DREDGE DEPTHS HAVE BEEN MET AND POST-DREDGE SURVEY IS COMPLETE AND APPROVED BY THE PORT IN DREDGE AREAS A AND B, THE PORT MUST HAVE 14 DAYS TO CONDUCT SEDIMENT TESTING. SEDIMENT TESTING WILL DETERMINE WHETHER ANY CONTINGENCY RE-DREDGING WILL BE REQUIRED. THE CONTRACTOR SHALL PLACE A 6-INCH MINIMUM RMC LAYER OVER THE DREDGED AREAS A AND B. THE TOP OF THE SAND LAYER SHALL FORM AN APPROX 3H:1V SLOPE. RMC LAYER MUST NOT BE PLACED UNTIL CONTINGENCY RE-DREDGING IS COMPLETED, IF REQUIRED.
10. WITHIN THE HATCHED AREA, DREDGE TO A 2.5H:1V FOR 30 FT FROM THE 4FT DEPTH AT THE TOE OF SLOPE.
11. PLACE RMC MATERIAL AS CLOSE AS POSSIBLE TO NAVIGATION TOWER WITHOUT CAUSING DAMAGE TO THE TOWER WITH EQUIPMENT.
12. EXISTING ELECTRICAL CONDUIT LOCATED IN THIS AREA MAY BE POWERING THE NAVIGATION TOWER. CONTRACTOR TO CONFIRM CONDUIT LOCATION AND NOT DAMAGE THE CONDUIT DURING DREDGING.
13. AREA A IS DEFINED BY POINTS P1, P2, P6, AND P7.

TRU-GRIT DREDGE PLAN

SCALE: 1" = 20'

1" = 20'   20   0   20   40
scale   feet

BOUNDARY POINTS		
POINT	NORTHING	EASTING
P1	712692.77	1168408.31
P2	712654.34	1168370.95
P3	712675.85	1168391.86
P4	712547.24	1168524.54
P5	712525.70	1168503.66

LEGEND

—·· —	DREDGE BOUNDARY
— — —	ESTIMATED 2H:1V SLOPE EXTENTS
———	FEDERAL NAVIGATION CHANNEL BOUNDARY
········	APPROX PROPERTY BOUNDARY
— XX —	EXISTING CONTOUR
XX	DREDGE CONTOUR
⬡ XX	DREDGE BOUNDARY COORDINATE

100% DESIGN SUBMITTAL

6747
C1.1
6 OF 9

TRU-GRIT REMEDIAL ACTION (PARCEL 115)
DREDGE PLAN (SHEET 1 OF 2)

CONT/CONS: 062026-1038	TOWNSHIP: 21	RANGE: 03	SECTION: 27
M. ID: 101652.01	DAT-HRZ: NAD 83-07	VERT: NOS TIDAL (MLLW=0.0)
PHASE: 100% DESIGN	PARCEL: 115	DRAWING SCALE: AS SHOWN

APPROVED:
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DIRECTOR ENG. 10/13/26 DATE
CE 10/2/26
CHECKED BY DATE
JV 10/2/26
PROJ. ENGR DATE
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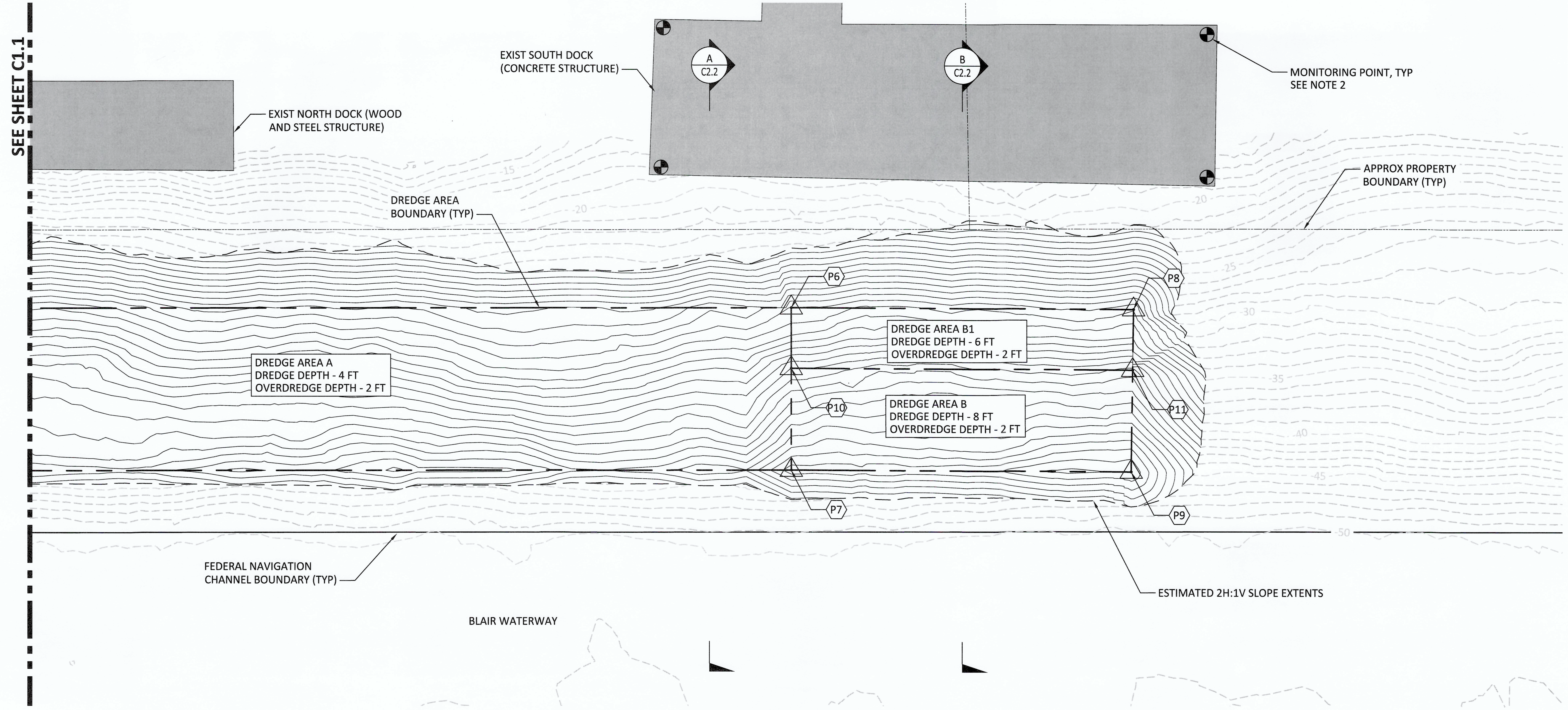

NOTES

1. SEE NOTES ON C1.1.
2. CONTRACTOR MUST ESTABLISH SURVEY CONTROL ON FOUR CORNERS OF THE CONCRETE SOUTH DOCK AND PERFORM SETTLEMENT MONITORING OF THE STRUCTURE FOR THE DURATION OF THE PROJECT.

TRU-GRIT DREDGE PLAN

SCALE: 1" = 20'

1" = 20' 20 0 20 40 scale feet

BOUNDARY POINTS

POINT	NORTHING	EASTING
P6	712260.20	1168854.57
P7	712221.71	1168817.26
P8	712180.35	1168936.02
P9	712142.43	1168898.13
P10	712245.84	1168840.65
P11	712166.20	1168921.88

LEGEND

—·—·—	DREDGE BOUNDARY
— — —	ESTIMATED 2H:1V SLOPE EXTENTS
———	FEDERAL NAVIGATION CHANNEL BOUNDARY
··········	APPROX PROPERTY BOUNDARY
— XX —	EXISTING CONTOUR
XX	DREDGE CONTOUR
⬡ XX	DREDGE BOUNDARY COORDINATE

100% DESIGN SUBMITTAL

6747
C1.2
7 OF 9

TRU-GRIT REMEDIAL ACTION (PARCEL 115)
DREDGE PLAN (SHEET 2 OF 2)

CONT/CONS: 062026-1038
M. ID: 101652.01
PHASE: 100% DESIGN

TOWNSHIP: 21	RANGE: 03	SECTION: 27
DAT-HRZ: NAD 83-07	VERT: NOS TIDAL (MLLW=0.0)	
PARCEL: 115	DRAWING SCALE: AS SHOWN	

APPROVED: Chris Howard
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DIRECTOR ENG. 10/13/26 DATE

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JV 10/2/26
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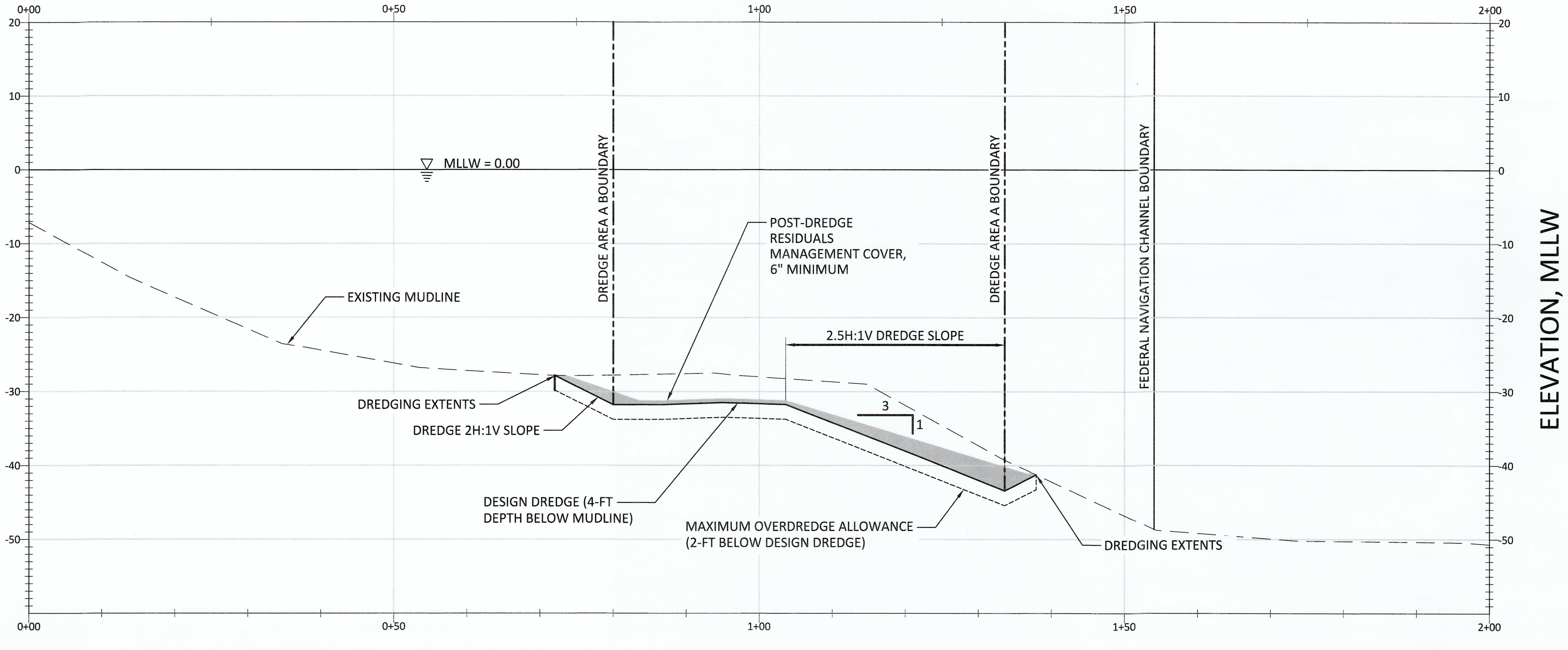
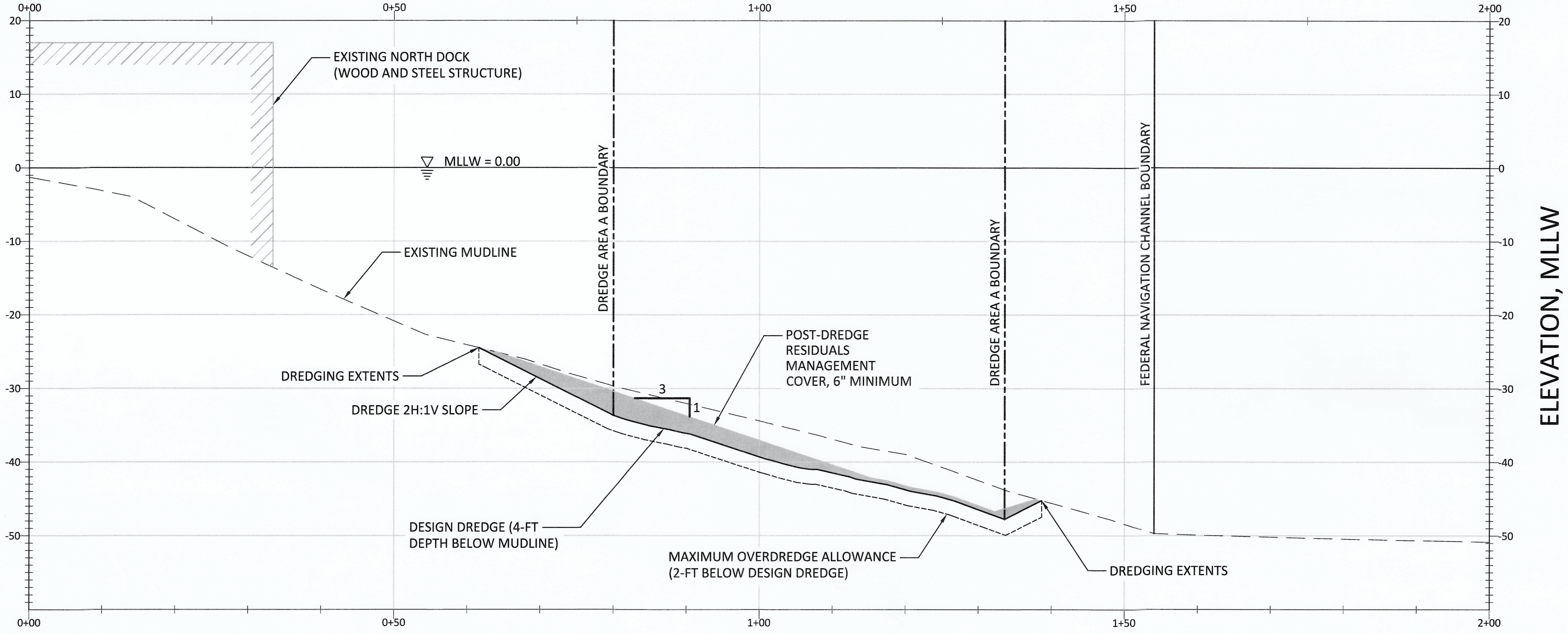


A
C1.1

TRU-GRIT DREDGE SECTION - AREA A

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


0+00
0+50
1+00
1+50
2+00
20
10
0
-10
-20
-30
-40
-50
EXISTING NORTH DOCK (WOOD AND STEEL STRUCTURE)
MLLW = 0.00
EXISTING MUDLINE
DREDGE AREA A BOUNDARY
DREDGE AREA A BOUNDARY
FEDERAL NAVIGATION CHANNEL BOUNDARY
POST-DREDGE RESIDUALS MANAGEMENT COVER, 6" MINIMUM
DREDGING EXTENTS
DREDGE 2H:1V SLOPE
3
1
DESIGN DREDGE (4-FT DEPTH BELOW MUDLINE)
MAXIMUM OVERDREDGE ALLOWANCE (2-FT BELOW DESIGN DREDGE)
DREDGING EXTENTS
ELEVATION, MLLW

B
C1.1

TRU-GRIT DREDGE SECTION - AREA A

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

LEGEND

- ▨ POST-DREDGE RESIDUALS MANAGEMENT COVER
- — · — DREDGE AREA BOUNDARY
- - - - - MAXIMUM OVERDREDGE
- —— FEDERAL NAVIGATION CHANNEL BOUNDARY

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C2.1
8 OF 9

TRU-GRIT REMEDIAL ACTION (PARCEL 115)
DREDGE SECTIONS (SHEET 1 OF 2)

CONT/CONS: 062026-1038	TOWNSHIP: 21	RANGE: 03	SECTION: 27
M. ID: 101652.01	DAT-HRZ: NAD 83-07	VERT: NOS TIDAL (MLLW=0.0)	
PHASE: 100% DESIGN	PARCEL: 115	DRAWING SCALE: AS SHOWN	

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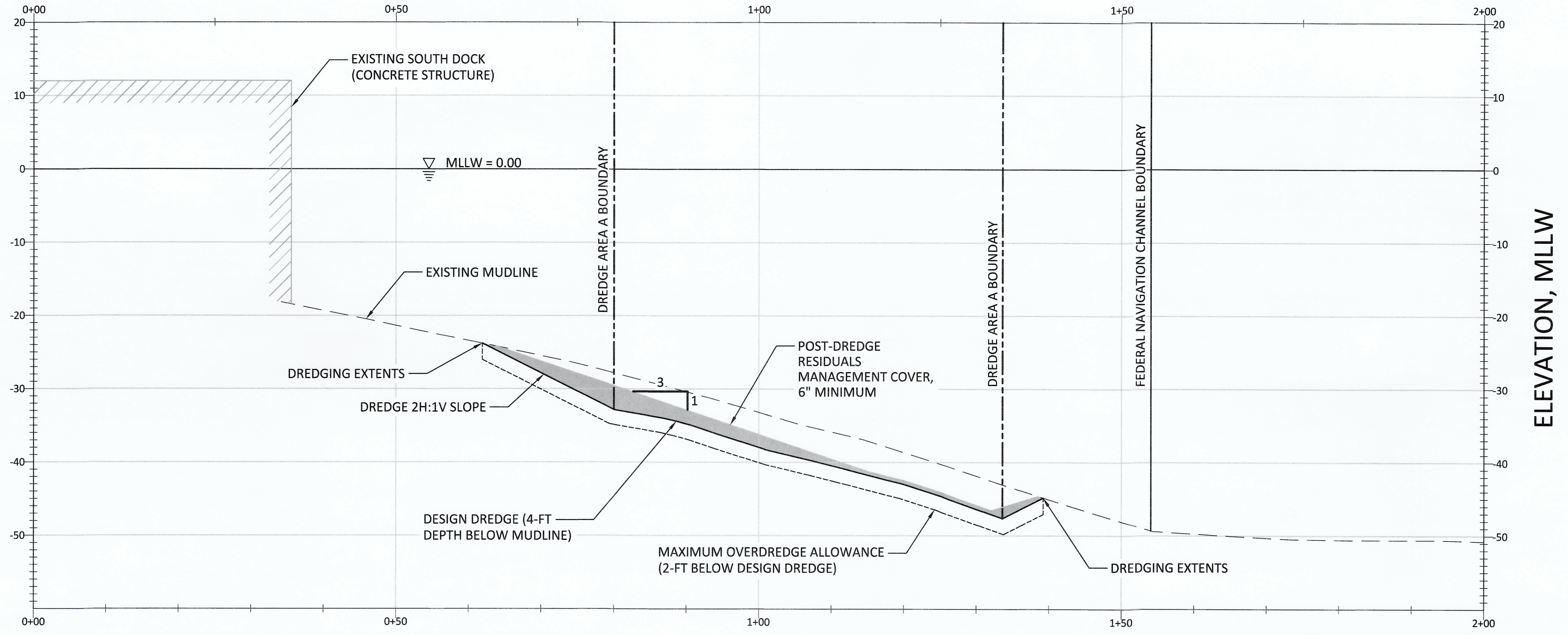
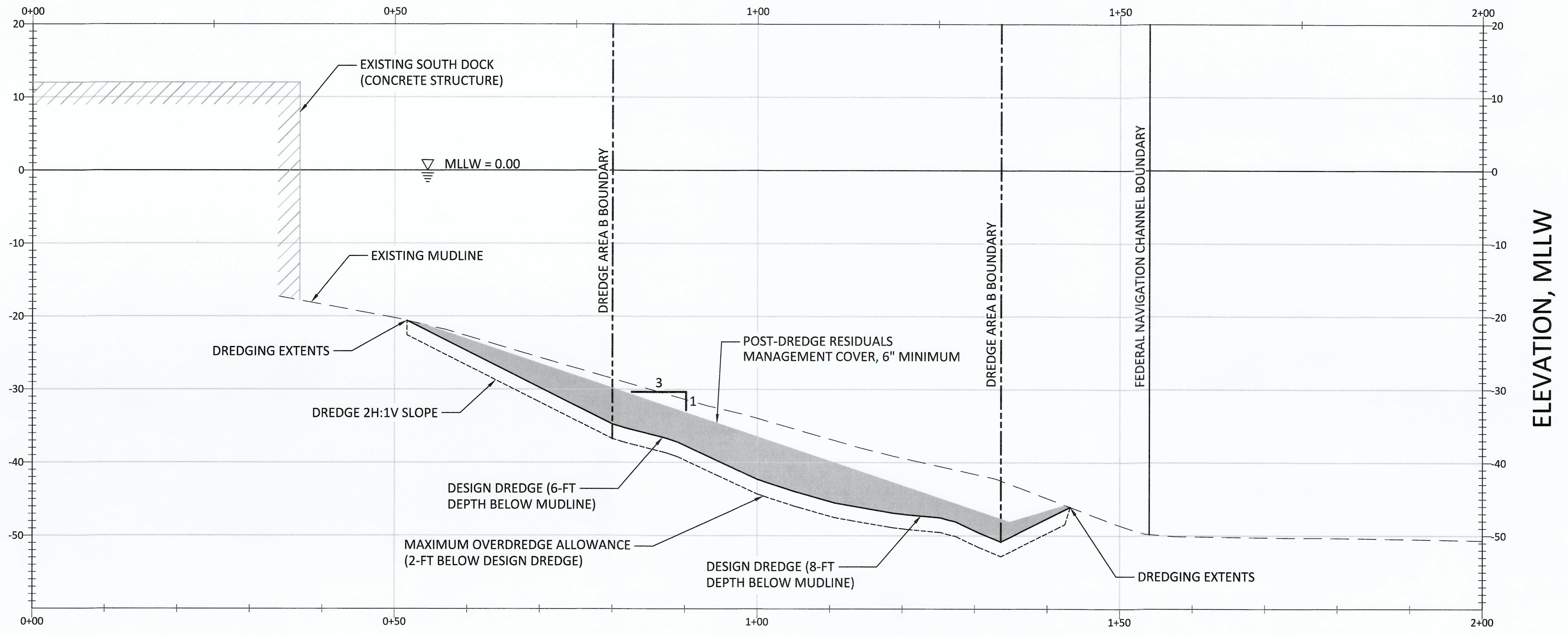

0+00
0+50
1+00
1+50
2+00
20
10
0
-10
-20
-30
-40
-50
EXISTING SOUTH DOCK (CONCRETE STRUCTURE)
MLLW = 0.00
EXISTING MUDLINE
DREDGE AREA A BOUNDARY
DREDGE AREA A BOUNDARY
FEDERAL NAVIGATION CHANNEL BOUNDARY
DREDGING EXTENTS
DREDGE 2H:1V SLOPE
3
1
POST-DREDGE RESIDUALS MANAGEMENT COVER, 6" MINIMUM
DESIGN DREDGE (4-FT DEPTH BELOW MUDLINE)
MAXIMUM OVERDREDGE ALLOWANCE (2-FT BELOW DESIGN DREDGE)
DREDGING EXTENTS
ELEVATION, MLLW

A
C1.2

TRU-GRIT DREDGE SECTION - AREA A

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


0+00
0+50
1+00
1+50
2+00
20
10
0
-10
-20
-30
-40
-50
EXISTING SOUTH DOCK (CONCRETE STRUCTURE)
MLLW = 0.00
EXISTING MUDLINE
DREDGE AREA B BOUNDARY
DREDGE AREA B BOUNDARY
FEDERAL NAVIGATION CHANNEL BOUNDARY
DREDGING EXTENTS
DREDGE 2H:1V SLOPE
3
1
POST-DREDGE RESIDUALS MANAGEMENT COVER, 6" MINIMUM
DESIGN DREDGE (6-FT DEPTH BELOW MUDLINE)
MAXIMUM OVERDREDGE ALLOWANCE (2-FT BELOW DESIGN DREDGE)
DESIGN DREDGE (8-FT DEPTH BELOW MUDLINE)
DREDGING EXTENTS
ELEVATION, MLLW

B
C1.2

TRU-GRIT DREDGE SECTION - AREA B

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

LEGEND

▨ POST-DREDGE RESIDUALS MANAGEMENT COVER

—·— DREDGE AREA BOUNDARY

- - - MAXIMUM OVERDREDGE

—— FEDERAL NAVIGATION CHANNEL BOUNDARY

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C2.2
9 OF 9

TRU-GRIT REMEDIAL ACTION (PARCEL 115)
DREDGE SECTIONS (SHEET 2 OF 2)

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