BINDING EDGE

# PORT OF TACOMA

# BANANA YARD TURNOUT REPLACEMENT
# PROJECT ID NO. 102015
# PROCUREMENT NO. 092026-1062

## PORT COMMISSIONERS:

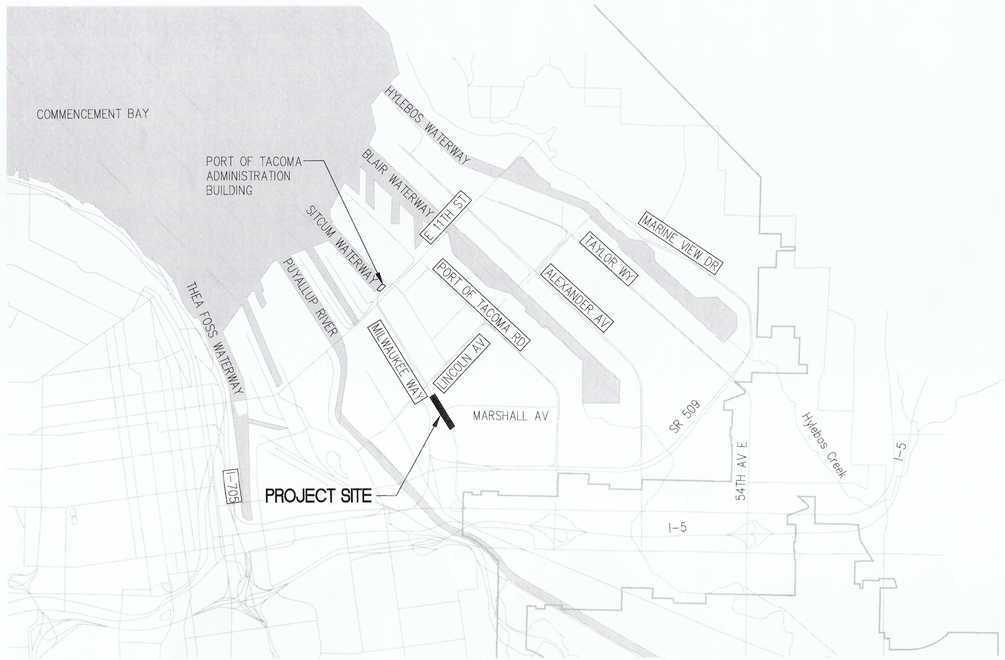
**RICHARD P. MARZANO**
**JT WILCOX**
**JOHN MCCARTHY**
**KRISTIN ANG**
**DEANNA KELLER**

## PORT STAFF:

**ERIC JOHNSON**
**Executive Director**

**THAIS HOWARD, P.E.**
**Sr. Director, Engineering**

**MATHEW BUSCH, P.E., P.M.P.**
**Project Manager**




VICINITY MAP NO SCALE

PORT OF TACOMA

**PROJECT INFORMATION:**

| | |
|---|---|
| SITE ADDRESS: | 1918 LINCOLN AVE |
| SITE PARCEL: | 0320031044 |
| PROPERTY OWNER: | PORT OF TACOMA<br>1918 LINCOLN AVE<br>TACOMA, WA 98421 |
| ZONING: | PMI; PORT MARITIME & INDUSTRIAL DISTRICT |

SCOPE OF WORK:

SCOPE OF WORK INCLUDES REPLACEMENT OF TURNOUTS E37-35, 17-35, AND 23-26 AT THE NORTHERLY END OF THE PORT OF TACOMA "BANANA YARD", LOCATED IMMEDIATELY EAST OF MILWAULKEE WAY, ON BOTH SIDES OF ITS INTERSECTION WITH MARSHALL AVENUE. TURNOUT REPLACEMENT SHALL INCLUDE REMOVAL AND DISPOSAL OF EXISTING TURNOUTS. PROJECT SHALL ALSO INCLUDE MINOR RESURFACING OF ALL APPROACHING TRACKS. TURNOUT 23-26 REPLACEMENT SHALL ALSO INCLUDE REMOVAL AND RESTORATION OF ASPHALT PAVED AT GRADE CROSSING.

| | |
|---|---|
| NEW IMPERVIOUS SURFACE: | 0 S.F. |
| REPLACED IMPERVIOUS SURFACE: | 11,433 S.F. |
| ESTIMATED EARTHWORK: | 846 C.Y. (CUMULATIVE CUT/FILL) |
| FLOOD ZONE (AT PROJECT SITE): | ZONE X: AREA OF MINIMAL FLOOD HAZARD |

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Contact: Don Davis, P.E.
Email: dond@sittshill.com


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| | | | |
|---|---|---|---|
| Project No.: | 21,303 | Project Mgr.: | DCD |
| Proj. Engineer: | DKM | Proj. Drafter: | DMK |

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P.O. BOX 1837 TACOMA, WA 98401 (253)383-5841

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DONALD C. DAVIS — STATE OF WASHINGTON — 44449 — REGISTERED PROFESSIONAL ENGINEER

CHECKED BY DATE

APPROVED: 11/13/26
DIRECTOR ENG. DATE

PROJ. ENGR Nov 10, 2026
PRINTED BY: DonDavis
PORT ADDRESS: 1918 LINCOLN AVE TACOMA, WA 98421

**BANANA YARD TURNOUT REPLACEMENT**
**COVER SHEET**

| | | | |
|---|---|---|---|
| CONT/CONS: | 092026-1062 | TOWNSHIP: | 21 |
| M. ID: | 102015 | DAT-HRZ: | WA83-SF |
| PHASE: | 100% DESIGN | PARCEL: | 38 |
| | | RANGE: | 03 |
| | | VERT: | MLLW 19.18' @ Tide 22 1933 |
| | | DRAWING SCALE: | AS NOTED |
| | | SECTION: | 34 |

6757
**G1.0**
SH #1 OF #8


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## PROJECT GENERAL NOTES

1. THE LOCATION OF ALL UTILITIES SHOWN IN THESE PLANS IS APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXISTING UTILITY LOCATIONS PRIOR TO EXCAVATION. TO LOCATE UTILITIES, CALL THE UNDERGROUND LOCATE LINE AT 1-811-424-5555 OR 811.
2. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF ALL EXISTING FEATURES, ELEVATIONS, AND PROPERTY LINES SHOWN. IF DISCREPANCIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
3. WHERE CONFLICTS OCCUR BETWEEN EXISTING FEATURES AND THE PLACEMENT OF NEW FACILITIES, THEY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BY THE CONTRACTOR, AND WILL BE RESOLVED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS AND OTHER SURVEY MARKERS DURING CONSTRUCTION. ALL SUCH MONUMENTS OR MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE TO ORIGINAL LOCATION AND ELEVATION.
5. THE CONTRACTOR FOR THIS PROJECT SHALL MAINTAIN A CLEAN, LEGIBLE SET OF THESE PLANS AND NOTE ALL DEVIATIONS THEREON. UPON COMPLETION OF CONSTRUCTION, SURVEYED STAMPED AS-BUILTS SHALL BE PROVIDED TO THE PROJECT ENGINEER FOR THE PREPARATION OF RECORD DRAWINGS.
6. THE CONTRACTOR SHALL HAVE ACCESS TO A CURRENT COPY OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) STANDARD PLANS AND CURRENT EDITION OF THE SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION (PUBLICATIONS M21-01 AND M41-10).
7. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY EQUIPMENT TO PREVENT UTILITY INTERRUPTION. NOTIFY THE APPROPRIATE PURVEYORS ONE WEEK IN ADVANCE OF EACH UTILITY CONNECTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL AND SHALL COORDINATE THEIR ACTIVITIES WITH THE ENGINEER A MINIMUM OF TWO (2) WEEKS IN ADVANCE OF THE BEGINNING OF WORK. SAFE VEHICULAR AND PEDESTRIAN ACCESS SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION.
10. DAMAGE TO ANY PROPERTY, INCLUDING BUT NOT LIMITED TO, BUILDINGS, UTILITIES, VEHICLES, FENCING, OR LANDSCAPING AS A RESULT OF CONTRACTOR ACTIVITIES WILL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
11. THE CONTRACTOR IS FINANCIALLY RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF OFF-SITE AND ON-SITE PAVED SURFACES WHERE DAMAGE HAS BEEN SUSTAINED BECAUSE OF CONSTRUCTION TRAFFIC.

## CITY OF TACOMA STANDARD NOTES FOR TESC PLANS

1. THE IMPLEMENTATION OF THESE TESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF TESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED, AND THE ENTIRE SITE IS STABILIZED.
2. THE TESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, TESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT LEAVE THE SITE.
3. THE CESCL, CPESC, OR ESC LEAD SHALL BE IDENTIFIED IN THE SWPPP AND SHALL BE ON-SITE OR ON-CALL AT ALL TIMES.
4. THE CESCL, CPESC, OR ESC LEAD MUST BE KNOWLEDGEABLE IN THE PRINCIPLES AND PRACTICES OF EROSION AND SEDIMENT CONTROL AND HAVE THE SKILLS TO ASSESS:
   A. SITE CONDITIONS AND CONSTRUCTION ACTIVITIES THAT COULD IMPACT THE QUALITY OF STORMWATER.
   B. EFFECTIVENESS OF EROSION AND SEDIMENT CONTROL MEASURES USED TO CONTROL THE QUALITY OF STORMWATER DISCHARGES.
5. THE CESCL, CPESC, OR ESC LEAD MUST EXAMINE STORMWATER VISUALLY FOR THE PRESENCE OF SUSPENDED SEDIMENT, TURBIDITY, DISCOLORATION, AND OIL SHEEN AND EVALUATE THE EFFECTIVENESS OF BMPS TO DETERMINE IF IT IS NECESSARY TO INSTALL, MAINTAIN, OR REPAIR BMPS.
6. THE CESCL, CPESC, OR ESC LEAD MUST INSPECT ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES, ALL BMPS, AND ALL STORMWATER DISCHARGE POINTS AT LEAST ONCE EVERY CALENDAR WEEK AND WITHIN 24 HOURS OF ANY DISCHARGE FROM THE SITE. (INDIVIDUAL DISCHARGE EVENTS THAT LAST MORE THAN ONE DAY DO NOT REQUIRE DAILY INSPECTIONS). THE CESCL OR INSPECTOR MAY REDUCE THE INSPECTION FREQUENCY FOR TEMPORARILY STABILIZED, INACTIVE SITES TO ONCE EVERY CALENDAR MONTH.
7. CONSTRUCTION SITE OPERATORS MUST CORRECT ANY PROBLEMS IDENTIFIED BY THE CESCL, CPESC, OR ESC LEAD BY:
   A. REVIEWING THE SWPPP FOR COMPLIANCE WITH THE 13 CONSTRUCTION SWPPP ELEMENTS AND MAKING APPROPRIATE REVISIONS WITHIN 7 DAYS OF THE INSPECTION.
   B FULLY IMPLEMENT AND MAINTAIN APPROPRIATE SOURCE CONTROL AND/OR TREATMENT BMPS AS SOON AS POSSIBLE AND CORRECTING THE PROBLEM WITHIN 10 DAYS.
   C. DOCUMENTING BMP IMPLEMENTATION AND MAINTENANCE IN THE SITE LOG BOOK. (REQUIRED FOR SITES LARGER THAN 1 ACRE BUT RECOMMENDED FOR ALL SITES).
8. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN SEDIMENT TRAP.
9. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.

## DEFINITIONS

DEMOLISH: CAREFULLY REMOVE EXISTING ITEM AS INDICATED AND LEGALLY DISPOSE OF SAME OFF-SITE.

REUSE/RELOCATE: CAREFULLY REMOVE EXISTING ITEM, INTACT, AS INDICATED, TEMPORARILY STORE (IF NECESSARY) AND PROTECT (FOR REINSTALLATION, INTACT, AS INDICATED).

SALVAGE: CAREFULLY REMOVE EXISTING ITEM, INTACT, AS INDICATED, AND DELIVER TO OWNER/OTHER, INTACT, AS INSTRUCTED.

PROTECT: LEAVE EXISTING ITEM IN PLACE, INTACT, AS INDICATED, AND PROTECT FROM DAMAGE. THIS IS PART OF EXISTING-TO-REMAIN AND IS SPECIFICALLY NOTED ONLY FOR CLARIFICATION PURPOSES.

NOTE: THE CONTRACTOR SHALL VISIT THE SITE TO PERFORM A THOROUGH WALK THROUGH TO EXAMINE ALL ITEMS TO BE "DEMOLISHED," "REUSE/RELOCATED," "SALVAGED" OR "PROTECTED." ALL ITEMS SHALL BE INCLUDED IN THE CONTRACTORS SCOPE OF WORK AND BID.

## CATCH BASIN PROTECTION NOTES

1. CATCH BASIN INSERTS SHALL BE PROVIDED IN THE CATCH BASINS NOTED ON THE PLANS AND ON-SITE CATCH BASINS DOWNSTREAM OF CONSTRUCTION ACTIVITIES.
2. CATCH BASIN INSERT SHALL BE BOWHEAD STREAMGUARD CATCH BASIN INSERT #3003, ADVANCED ENVIRONMENTAL SOLUTIONS DRAINGUARD CATCH BASIN FILTER INSERT #11091U, OR APPROVED EQUAL.
3. CATCH BASIN INSERTS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
4. CATCH BASIN INSERTS SHALL BE REMOVED FOLLOWING COMPLETION OF CONSTRUCTION AND STABILIZATION OF ALL CLEARED AREAS.

## CONTRACTOR TESC AND SWPPP RESPONSIBILITIES

1. THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH THE CONSTRUCTION STORMWATER PROVISIONS OF THE NPDES CONSTRUCTION STORMWATER PERMIT. UPON EXECUTION OF THIS CONTRACT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION STORMWATER ACTIVITIES ASSOCIATED WITH THIS PROJECT FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR SHALL ALSO PROVIDE THE REQUIRED CERTIFIED PERSONNEL TO COMPLETE THE WORK.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE REQUIRED SOURCE CONTROL MEASURES, BEST MANAGEMENT PRACTICES (BMP'S), AND STORMWATER TREATMENT MEASURES SUCH THAT THE STORMWATER DISCHARGE FROM THE SITE COMPLIES WITH THE CONSTRUCTION STORMWATER PROVISIONS OF THE CONSTRUCTION STORMWATER NPDES PERMIT. THIS INCLUDES EXECUTION OF THE STORMWATER POLLUTION PREVENTION PLAN, SOURCE CONTROLS, BMP AND STORMWATER TREATMENT MEASURES, REQUIRED DEPARTMENT OF ECOLOGY INSPECTIONS, MONITORING, TESTING AND RECORD KEEPING, AND MAINTENANCE WORK AS REQUIRED TO ENSURE THAT ALL STORMWATER PROTECTION MEASURES REMAIN OPERATIONAL AND FUNCTIONAL.

## POLLUTION PREVENTION NOTES

1. EQUIPMENT LUBRICATION AND FUELING OPERATIONS SHALL OCCUR AT APPROVED LOCATIONS.
2. PREVENT OILS AND FUELS FROM ENTERING THE STORM DRAINAGE SYSTEM WITH PROPER CONTAINMENT DEVICES.
3. ACCESS TO CONSTRUCTION IS VIA ADJACENT EXISTING PAVED STREETS. SWEEP DIRT FROM PAVING DAILY OR AS NEEDED. THE INTENT IS TO PREVENT DIRT AND DEBRIS FROM VEHICLES AND EQUIPMENT FROM BEING DEPOSITED ON CITY STREET PAVEMENT.
4. SPILL CLEANUP PROCEDURES SHALL BE POSTED ON-SITE. IN CASE OF A SPILL THAT MAY ENTER GROUNDWATER, SURFACE WATER, OR STORM DRAIN SYSTEM, CONTACT THE DIVISION OF EMERGENCY MANAGEMENT AT (800) 258-5990. SPILLS SHALL BE CLEANED UP IMMEDIATELY AND CONTAMINATED MATERIAL DISPOSED OF PROPERLY.
5. THE CONTRACTOR SHALL PREVENT ALL MATERIAL USED OR GENERATED ON-SITE FROM ENTERING THE STORM DRAINAGE SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ADEQUATE CONTAINMENT/SEPARATION AT ALL TIMES. ALL STORMWATER POLLUTION PREVENTION MEASURES SHALL BE COORDINATED WITH ENGINEER REPRESENTATIVE TO ENSURE COMPLIANCE WITH APPLICABLE STORMWATER PERMITS. CONTACT PORT OF TACOMA ENVIRONMENTAL SERVICES A MINIMUM OF TWO (2) WEEKS PRIOR TO THE START OF CONSTRUCTION.

## POLLUTION PREVENTION NOTES (CONTINUED)

6. THE CONTRACTOR SHALL CONDUCT A DAILY STORMWATER / ENVIRONMENTAL INSPECTION OF THE CONSTRUCTION SITE. SCOPE OF THE INSPECTION WILL BE COORDINATED WITH THE PORT OF TACOMA.
7. THE CONTRACTOR SHALL FOLLOW ALL ENVIRONMENTAL AND OTHER REQUIREMENTS AS DEFINED IN THE PROJECT SWPPP.
8. THE CONTRACTOR SHALL SUBMIT DOCUMENTATION SUPPORTING THE CURRENT CERTIFICATION OF THE CONTRACTOR'S DESIGNATED CERTIFIED EROSION AND SEDIMENT CONTROL LEAD (CESCL). THE DOCUMENT SHALL CONTAIN AT A MINIMUM THE FOLLOWING INFORMATION: NAME, CESCL NUMBER, AND EXPIRATION DATE.
9. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A SAMPLE OF THE SITE LOG BOOK TO BE USED ON THE PROJECT FOR MAINTAINING EROSION CONTROL INSPECTION, OBSERVATION, CHECKLIST, AND CORRECTION REPORTS. UPON APPROVAL THE CONTRACTOR SHALL KEEP AND MAINTAIN THE SITE LOG BOOK ON-SITE DURING CONSTRUCTION.
10. CHECKLIST AND MAINTENANCE INFORMATION SHALL BE KEPT IN THE SITE LOG BOOK (MAINTAINED BY THE CESCL DESIGNATED BY THE CONTRACTOR) AND BE AVAILABLE FOR REVIEW BY THE ENGINEER AND/OR GOVERNING AGENCY.
11. THE CONTRACTOR SHALL SUBMIT A COPY OF ALL RECENT INSPECTION, OBSERVATION, CHECKLIST, AND CORRECTION REPORTS TO THE ENGINEER.

## SURVEY NOTES

1. EQUIPMENT USED: CARLSON CR2+ ROBOTIC TOTAL STATION.
2. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE WITH THE FINAL RESULTS MEETING OR EXCEEDING THE CURRENT TRAVERSE AND RELATIVE POSITIONAL ACCURACY STANDARDS CONTAINED IN W.A.C. 332-130-090. THE RELATIVE POSITIONAL ACCURACY OF THE POSITIONS LOCATED HEREON MEETS OR EXCEEDS 2 CM (0.07 FT.) PLUS 50 PARTS PER MILLION BETWEEN ANY TWO TESTED POSITIONS. ALL MEASUREMENTS WERE MADE IN ACCORDANCE WITH THE EQUIPMENT MANUFACTURER'S SPECIFICATIONS.
3. NO BOUNDARY OR RIGHT OF WAY DETERMINATION WAS PERFORMED FOR THIS SURVEY. THIS SURVEY DOES NOT PURPORT TO ILLUSTRATE OWNERSHIP LINES, UNDERLYING TITLE ELEMENTS OR OTHER RIGHTS OF RECORD. REFER TO PUBLICLY AVAILABLE COUNTY OR CITY GIS DATA FOR APPROXIMATE PARCEL LIMITS.
4. FIELD WORK PERFORMED IN JUNE 2026, UNDER SITTS & HILL PROJECT NUMBER 21303, UTILIZING CONTROL FROM SITTS & HILL JOB NUMBER 21032 FROM SEPTEMBER 2025.
5. THIS SURVEY WAS COMPLETED WITHOUT THE BENEFIT OF UNDERGROUND UTILITY LOCATE SERVICES. THIS HAS BEEN SUPPLEMENTED BY PUBLIC RECORDS INFORMATION PROVIDED BY PIERCE COUNTY, THE CITY OF TACOMA, PUGET SOUND ENERGY, AS WELL AS FROM SITTS & HILL JOB #21032. RECORD UTILITY LINES SHOWN HEREON ARE DEPICTED WITH THE STANDARD LINETYPE WITH A "- R" AS SHOWN IN THE LEGEND. UTILITIES OTHER THAN SHOWN MAY EXIST ON THE SITE. THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE SURVEYOR DOES CERTIFY THAT THEY ARE SHOWN AS ACCURATELY AS POSSIBLE FROM FIELD SURVEY. COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA IS CONSISTENT WITH QUALITY LEVEL C OF THE ASCE STANDARD GUIDELINES 38-02.
6. THIS SURVEY COMPLIES WITH W.A.C. 332-130-145. THE CONTOURS DEPICTED HEREON ARE BASED ON DATA FROM DIRECT FIELD MEASUREMENTS. SPOT ELEVATIONS ARE BASED ON DIRECT FIELD MEASUREMENTS AND ARE DEPICTED FOR REFERENCE. THE PURPOSE OF THIS TOPOGRAPHIC MAP IS TO SERVE AS A BASE MAP FOR CONTEMPLATED SITE IMPROVEMENTS AND DESIGN. THIS TOPOGRAPHIC SURVEY MAP HAS BEEN DEVELOPED FROM A BODY OF FIELD COLLECTED DATA POINTS AND RECORD INFORMATION, AS NOTED. NOT ALL UNDERLYING DATA POINTS EXISTING WITHIN THE CAD BASE DRAWING (AUTODESK CIVIL 3D FILE) ARE DEPICTED ON THE PDF DELIVERABLE. SEE THE DIGITAL CAD FILE FOR ALL FIELD COLLECTED DATA, AND CONTACT SITTS & HILL ENGINEERS IF THERE ARE ISSUES WITH MAKING THIS DATA VISIBLE.

Port of Tacoma
P.O. BOX 1837 TACOMA, WA 98401 (253)383-5841

| MARK: | REVISION: | BY: | APPR: | DATE: |
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DONALD C. DAVIS — STATE OF WASHINGTON — 46449 — REGISTERED PROFESSIONAL ENGINEER

APPROVED: DIRECTOR ENG. 11/13/26 DATE

CHECKED BY DATE

PROJ. ENGR

PRINTED BY: DonDavis Nov 10, 2026

PORT ADDRESS:1918 LINCOLN AVE TACOMA, WA 98421

**BANANA YARD TURNOUT REPLACEMENT**
**GENERAL CIVIL PROJECT NOTES**

| | | | |
|---|---|---|---|
| CONT/CONS: 092026-1062 | TOWNSHIP: 21 | RANGE: 03 | SECTION: 34 |
| M. ID: T0201S | DAT-HRZ: WA83-SF | VERT: MLLW 19.18' @ Title 22 1933 | |
| PHASE: 100% DESIGN | PARCEL: 38 | DRAWING SCALE: AS NOTED | |

6757
**G1.1**
SH #2 OF # 8

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| Project No.: | 21,303 | Project Mgr.: | DCD |
| Proj. Engineer: | DKM | Proj. Drafter: | DMK |

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## OVERALL COMPOSITE PLAN

SCALE: 1"=100'

NORTH

HORIZONTAL SCALE: 1"=100'

100 0 100 200

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SH #3 OF # 8

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|---|---|---|---|
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| PHASE: | 100% DESIGN | PARCEL: 38 | DRAWING SCALE: AS NOTED |

# BANANA YARD TURNOUT REPLACEMENT

## OVERALL COMPOSITE PLAN

APPROVED:

11/3/26

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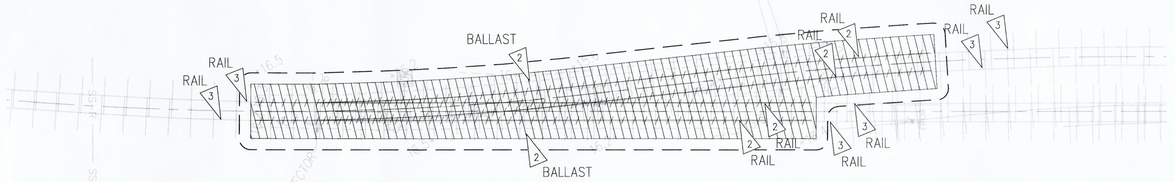
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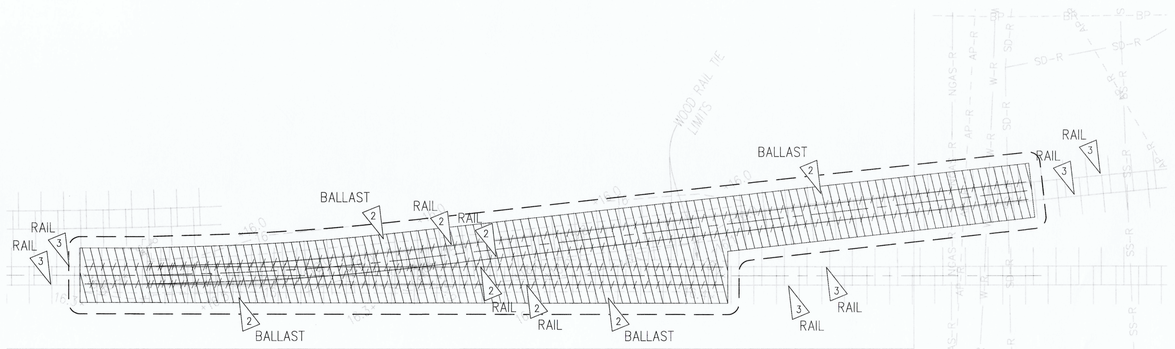

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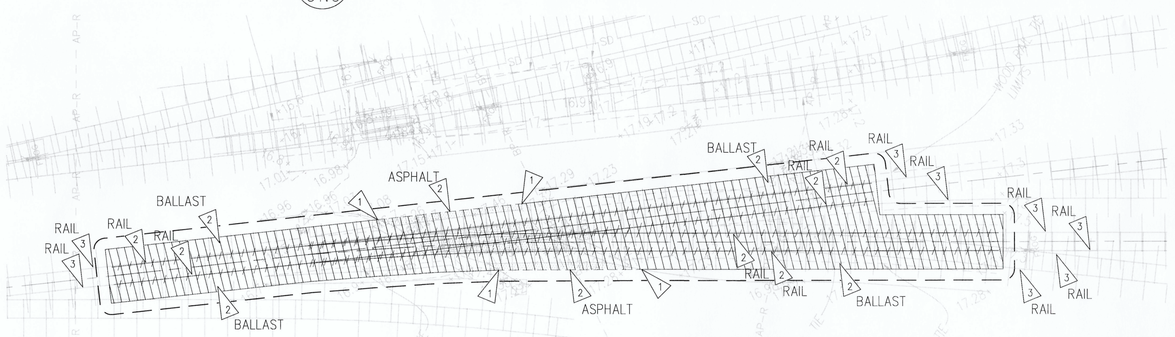

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1 / C1.0 **ENLARGED RAILROAD PLAN**
SCALE: 1"=20'




2 / C1.0 **ENLARGED RAILROAD PLAN**
SCALE: 1"=20'




3 / C1.0 **ENLARGED RAILROAD PLAN**
SCALE: 1"=20'

## LEGEND

PROPOSED FEATURES

- SAWCUT
- DEMOLITION
- ASPHALT REMOVAL
- PROJECT CLEARING LIMITS
- REMOVE FEATURE

## GENERAL NOTES

1. SEE SHEET G1.1 FOR GENERAL DEMOLITION NOTES.
2. BOUNDARY AND TOPOGRAPHIC INFORMATION WAS PREPARED AND PROVIDED BY SITTS & HILL ENGINEERS ENGINEERS, INC.
3. THE CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES AFFECTING WORK.
4. THE CONTRACTOR SHALL PROTECT UTILITIES ON-SITE NOT MARKED FOR REMOVAL AND REPAIR ANY DAMAGE AT THE CONTRACTOR'S EXPENSE.
5. DEMOLISHED FEATURES AND EXCAVATED MATERIAL SHALL BE LEGALLY DISPOSED OF AS DIRECTED BY PORT OF TACOMA.
6. ALL TEMPORARY INSTALLATIONS SHALL BE REMOVED AT THE END OF CONSTRUCTION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ON-SITE, AND NEARBY, EXISTING, TEMPORARY, AND INSTALLED BMPS AND FEATURES.
8. CONTRACTOR SHALL PROVIDE ALL NECESSARY EQUIPMENT TO PREVENT UTILITY INTERRUPTION.

## KEY NOTES

1. SAWCUT TO FULL DEPTH AND REMOVE ASPHALT.
2. DEMOLISH FEATURE AS NOTED.
3. PROTECT FEATURE AS NOTED.

NORTH
HORIZONTAL SCALE: 1"=20'
20 0 20 40

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| PRINTED BY: | DonDavis Nov 10, 2026 |
| PORT ADDRESS: | 1918 LINCOLN AVE |
| | TACOMA, WA 98421 |

**BANANA YARD TURNOUT REPLACEMENT**
**ENLARGED DEMOLITION PLAN**

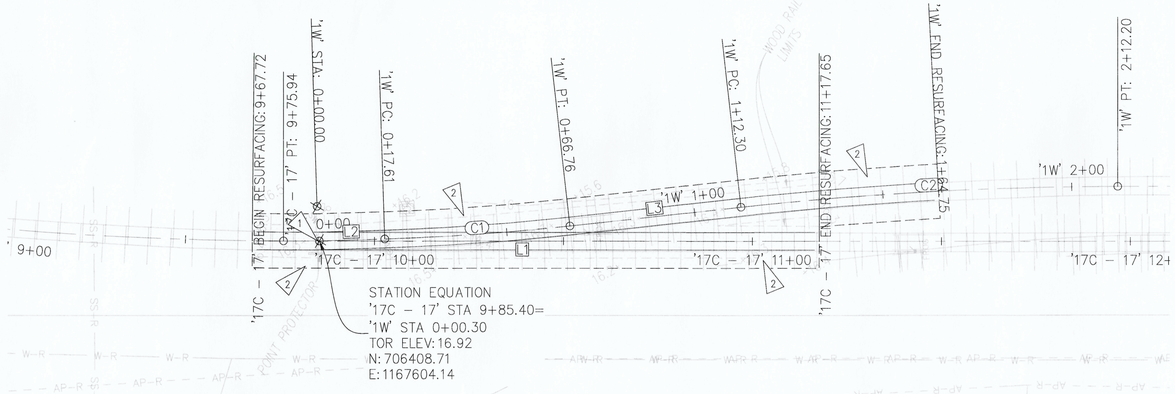
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| CONT/CONS: | 092026-1062 | TOWNSHIP: 21 | RANGE: 03 |
| M. ID: | 102015 | DAT-HRZ: WA83-SF | VERT: MLLW 19.18' @ Tide 22 1933 |
| PHASE: | 100% DESIGN | PARCEL: 38 | DRAWING SCALE: AS NOTED |

SH #4 OF # 8
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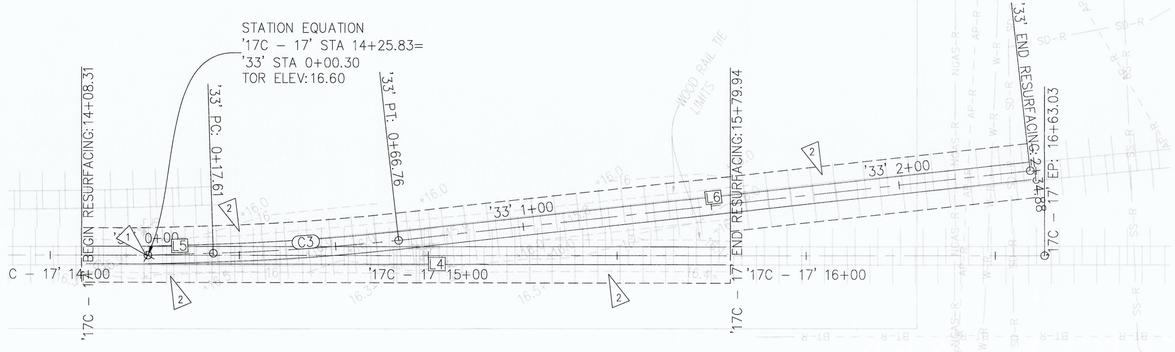
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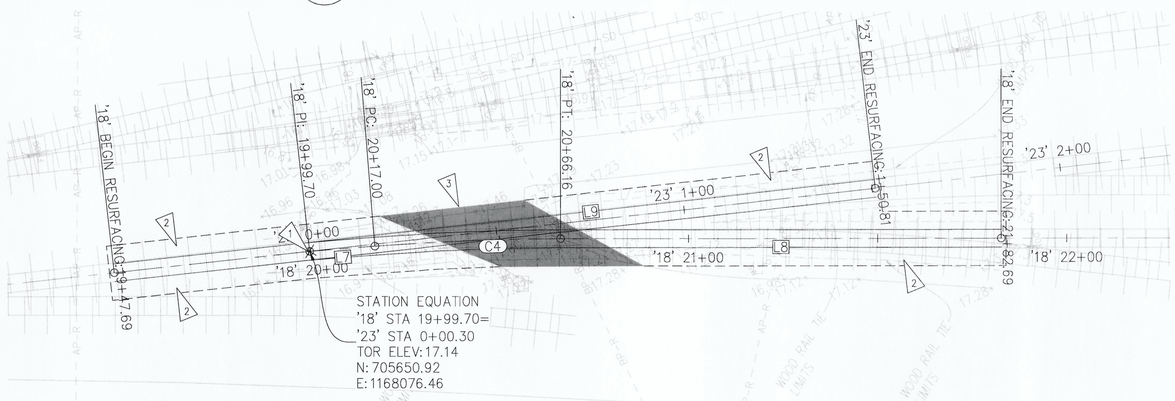

1 / C1.0 ENLARGED RAILROAD PLAN

SCALE: 1"=20'




2 / C1.0 ENLARGED RAILROAD PLAN

SCALE: 1"=20'




3 / C1.0 ENLARGED RAILROAD PLAN

SCALE: 1"=20'

## LEGEND

PROPOSED FEATURES

- POINT OF SWITCH (SWITCH STAND)
- NEW RAILROAD TRACK
- L1 — LINE TAG, SEE LINE TABLE
- C1 — CURVE TAG, SEE CURVE TABLE
- 25+00 — TRACK STATION DESIGNATION
- ASPHALT REMOVAL/RESTORATION
- BALLAST REPLACEMENT

## GENERAL NOTES

1. SEE GENERAL CIVIL PROJECT NOTES ON G1.1.
2. SEE RAILROAD CONSTRUCTION NOTES ON C4.0.
3. INSTALL COMPROMISE BARS AS NEEDED TO JOIN NEW 115 LB RAIL TO EXISTING RAIL. CONTRACTOR SHALL FIELD VERIFY EXISTING RAIL SIZE PRIOR TO PROCUREMENT OF COMPROMISE BARS AND DEMOLITION OF EXISTING RAIL AND SURFACING.
4. SEE DETAIL 01/C4.0 FOR TYPICAL OPEN TRACK CONSTRUCTION, AND SEE DETAIL 02/C4.0 FOR FLUSH ASPHALT PAVED TRACK CONSTRUCTION. COORDINATE WITH SURFACING PLAN FOR LIMITS OF TRACK CONSTRUCTION TYPE, AND PROVIDE A TRANSITION FROM OPEN TO PAVED TRACK PER DETAIL 03/C4.0.
5. ALL RAIL JOINTS IN PAVED SURFACES SHALL BE THERMITE WELDED.

## KEY NOTES

1. INSTALL RIGHT HAND NO. 9 TURNOUT PER TACOMA RAIL STANDARDS AND AREMA SPECIFICATIONS.
2. REPLACE BALLAST THROUGHOUT EACH TURNOUT REPLACEMENT AREA, AND RESURFACE REMAINING TRACKS PER PROFILES.
3. RESTORE HMA SURFACE AT PROPOSED TURNOUT AT GRADE CROSSING PER SECTIONS 2 & 3/C4.0.

| LINE TABLE | | |
|---|---|---|
| LINE # | LENGTH | BEARING |
| L1 | 131.01 | S30° 58' 07.37"E |
| L2 | 17.61 | S32° 45' 13.09"E |
| L3 | 45.54 | S37° 20' 26.09"E |
| L4 | 152.86 | S30° 58' 51.09"E |
| L5 | 17.61 | S32° 45' 13.09"E |
| L6 | 168.12 | S37° 20' 26.09"E |
| L7 | 17.30 | S35° 39' 25.89"E |
| L8 | 116.53 | S31° 04' 12.88"E |
| L9 | 150.81 | S37° 25' 47.89"E |

| CURVE TABLE | | | |
|---|---|---|---|
| Curve # | Radius | Length | DELTA |
| C1 | 614.00 | 49.15 | 4° 35' 12" |
| C2 | 900.00 | 99.90 | 6° 21' 35" |
| C3 | 614.00 | 49.15 | 4° 35' 12" |
| C4 | 614.00 | 49.15 | 4° 35' 12" |

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NORTH

HORIZONTAL SCALE: 1"=20'

20 0 20 40

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| Proj. Engineer: | DKM | Proj. Drafter: | DMK |

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BANANA YARD TURNOUT REPLACEMENT
ENLARGED RAILROAD PLAN

| | | | |
|---|---|---|---|
| TOWNSHIP: 21 | RANGE: 03 | SECTION: 34 | |
| DAT–HRZ: WA83–SF | VERT: MLLW 19.18' @ Tide 22 1933 | | |
| PARCEL: 38 | DRAWING SCALE: AS NOTED | | |

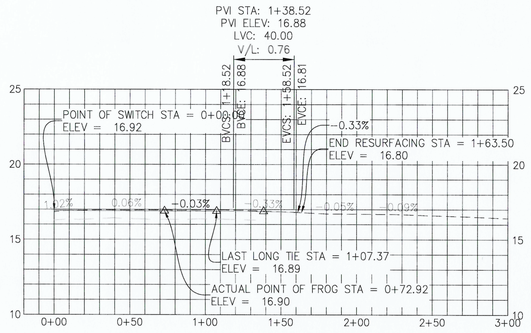
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C3.0
SH #5 OF # 8

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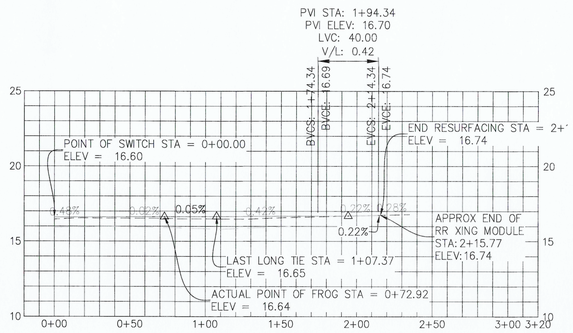
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1 C3.0

## RAIL PROFILE - TRACK 1W

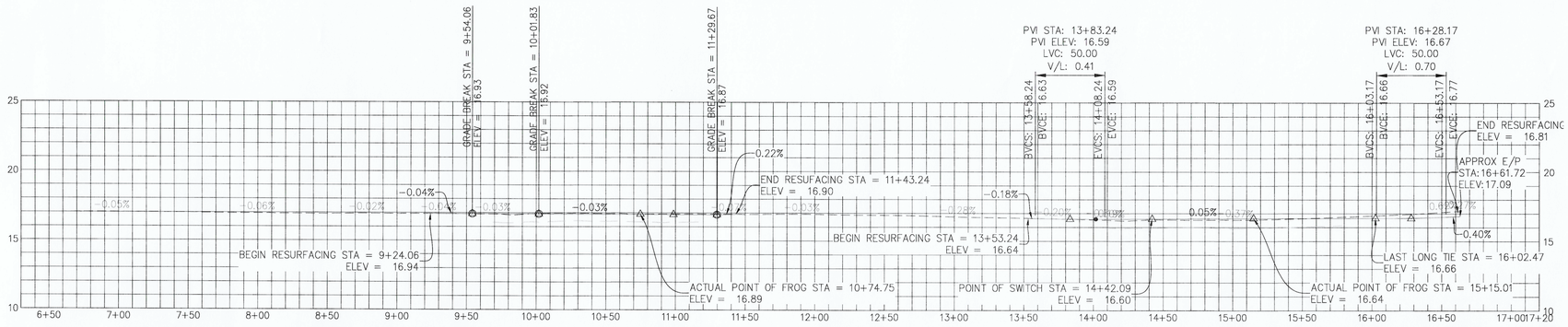
SCALE: HORZ: 1"=50' VERT: 1"=5'




2 C3.0

## RAIL PROFILE - TRACK 33

SCALE: HORZ: 1"=50' VERT: 1"=5'




3 C3.0

## RAIL PROFILE - TRACK 17

SCALE: HORZ: 1"=50' VERT: 1"=5'

HORIZONTAL SCALE: 1"=50'

50 0 50 100

VERTICAL SCALE: 1"=5'

5 0 5 10

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**BANANA YARD TURNOUT REPLACEMENT**

**RAILROAD PROFILES**

| | | | |
|---|---|---|---|
| CONT/CONS: | 092026-1062 | TOWNSHIP: 21 | RANGE: 03 |
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C3.1

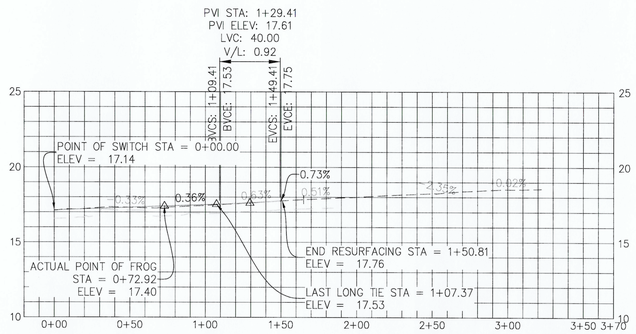
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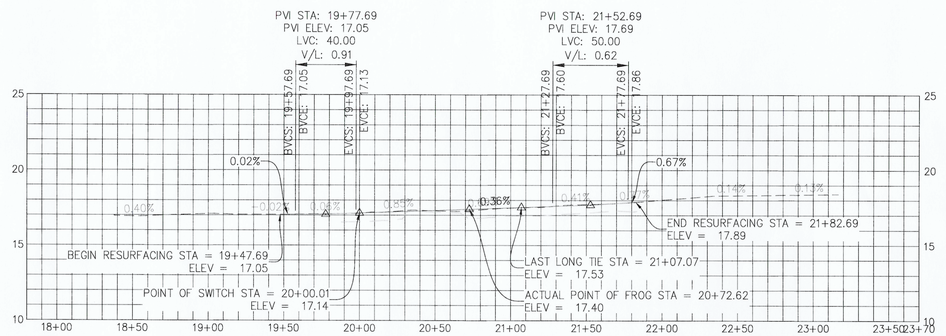
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1 C3.0

## RAIL PROFILE - TRACK 23

SCALE: HORZ: 1"=50' VERT: 1"=5'




2 C3.0

## RAIL PROFILE - TRACK 18

SCALE: HORZ: 1"=50' VERT: 1"=5'

HORIZONTAL SCALE: 1"=50'
50 0 50 100
VERTICAL SCALE: 1"=5'
5 0 5 10

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| Proj. Engineer: | DKM | Proj. Drafter: | DMK |

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C3.2
SH #7 OF # 8

# BANANA YARD TURNOUT REPLACEMENT

## RAILROAD PROFILES

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| | | | |
|---|---|---|---|
| CONT/CONS: | 092026-1062 | TOWNSHIP: 21 | RANGE: 03 | SECTION: 34 |
| M. ID: | 102015 | DAT-HRZ: WA83-SF | VERT: MLLW 19.18' @ Tide 22 1933 |
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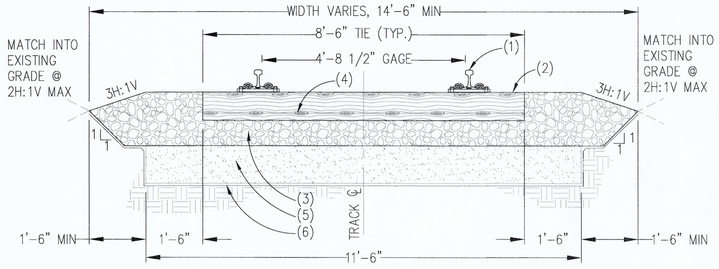
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## RAILROAD CONSTRUCTION NOTES

1. ALL OPEN TRACK TIES SHALL BE 7"x9"x8'-6" MIXED HARDWOOD TIES IN CONFORMANCE WITH AREMA SPECIFICATIONS. SPACED AT 21" ON CENTER.
2. GAGE SHALL BE 56.50" ON TANGENT TRACK AND 56.75" ON CURVED TRACK.
3. RAIL SHALL BE NEW 80' MILL LENGTH 115-LB HEAD HARDENED RAIL. CONTRACTOR SHALL PROVIDE TOELESS JOINT AND COMPROMISE BARS AS NECESSARY TO JOIN RAIL PER AREMA SPECIFICATIONS.
4. ALL RAIL JOINTS WITHIN PROPOSED ASPHALT PAVED AT-GRADE CROSSINGS SHALL BE THERMITE WELDED.
5. 10' LONG TIMBER TIES ARE REQUIRED AT ALL PAVED AT-GRADE RAILROAD CROSSINGS. LONG TIES SHALL BE USED THROUGH THE CROSSING ITSELF, AND 10' FROM THE PROPOSED EDGE OF PAVEMENT ON EITHER SIDE OF THE PAVEMENT CROSSING.

## RAILROAD TURNOUT NOTES

1. PROVIDE COMPLETE NEW, RIGHT HAND, 115RE, INSULATED #9 TURNOUT.
2. SWITCH SHALL BE IN ACCORDANCE WITH 2008 AREMA PORTFOLIO OF TRACK WORK PLANS, PLAN NO. 112-08 FOR 16'-6" SWITCH AND #9 AREMA TURNOUT. SWITCH SHALL HAVE MANGANESE TIPS PER AREA 220 AND HEAD HARDENED 16'-6" DOUBLE REINFORCED KNIFE POINT SWITCH POINTS (AREA DETAIL 6100) WITH TRANSIT STYLE CLIPS AND FIXED HEEL BLOCKS (PLAN NO. 221-03). SWITCH SHALL INCLUDE ALL TURNOUT RAILS, STOCK RAILS, AND CLOSURE RAILS UTILIZING AREMA 115RE HEAD HARDENED RAIL AND INCLUDE ALL ASSOCIATED SCREW SPIKE PLATES, SCREW SPIKES AND ELASTIC FASTENERS (PANDROL STYLE) AND A&K/PROGRESS RAIL U69 BOLTLESS ADJUSTABLE SWITCH POINT GUARD OR APPROVED EQUIVALENT. JOINT BARS (6 HOLE) AND BOLTS SHALL BE INCLUDED.
3. ALL MIXED HARDWOOD SWITCH TIES, IN ACCORDANCE WITH AREMA GUIDELINES, SHALL BE INCLUDED. INSULATED TURNOUTS SHALL INCLUDE ALL NECESSARY INSULATED 6 HOLE JOINT BARS.
4. FROGS (NON-EDH) SHALL BE IN ACCORDANCE WITH 2008 AREMA PORTFOLIO PLAN NO. 623-03; NO. 9 RAIL BOUND MANGANESE STEEL FROG (16 FOOT) FOR 115RE HH RAIL WITH SCREW SPIKE PLATES, SCREW SPIKES AND ELASTIC FASTENERS. FROGS SHALL BE DRILLED FOR THREE (3) BOLTS TO MATCH THE SPECIFIED RAIL. IF THE FROG IS LOCATED IN A CROSSING, TOE AND HEEL RAILS MUST BE WELDED. BLANK RAIL ENDS ARE REQUIRED ON ALL WELDED RAILS.
5. GUARD RAILS SHALL BE IN ACCORDANCE WITH 2014 AREMA PORTFOLIO PLAN NO. 504-03 (13 FEET; WITH HH RAIL) AND FASTENED WITH SCREW SPIKE PLATES AND ELASTIC FASTENERS.
6. SWITCH STAND SHALL BE A NEW RACOR MODEL 22-E WITH LOW BANNER WITH 45" TRI-HANDLE "BACKSAVER", AND ADJUSTABLE CONNECTING ROD (42-INCHES) AND BOLTS WITH LOCK WASHERS AND COTTER PINS. THE BOLT HOLE IN THE SWITCH STANDS, CONNECTING RODS AND SWITCH RODS SHALL ALL BE THE SAME MATCHING DIAMETER WITH MATCHING SIZE BOLTS. MISMATCH OF BOLTS AND BOLT HOLES WILL BE CAUSE FOR REJECTION. ALL SWITCH BOLTS SHALL BE DESIGNED FOR COTTER PINS.
7. CONTRACTOR SHALL INCLUDE TURNOUT SHOP DRAWINGS AND BILL OF MATERIALS WITH THE QUOTE.

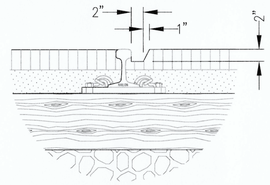



## 1 C3.0 ROADBED SECTION 1 OPEN TRACK

SCALE: NTS

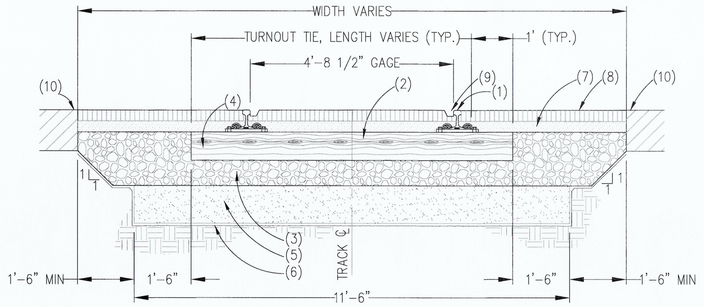
NOTES:

1. 115 LB. RAIL
2. 7"x9"x8'-6" RAILROAD TIMBER TIE
3. GRADATION #4 BALLAST, 12" MINIMUM DEPTH BENEATH TIE
4. GRADATION #4 BALLAST BETWEEN TIES, FLUSH WITH TOP OF TIE.
5. SUBBALLAST PER WSDOT 9-03.9(2), 24" MINIMUM DEPTH
6. GEOTEXTILE SEPARATION FABRIC AS REQUIRED BY GEOTECHNICAL ENGINEER UPON EXCAVATION AND COMPACTION OF SUBGRADE.




## 4 C3.0 ASPHALT RAIL FLANGEWAY DETAIL

SCALE: NTS

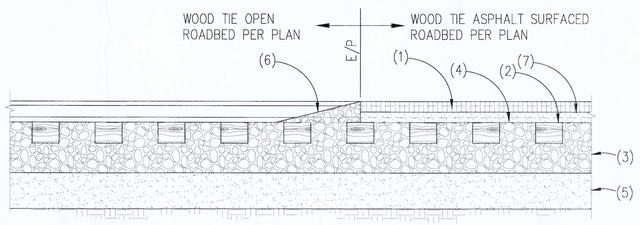



## 2 C3.0 ROADBED SECTION 2 FLUSH ASPHALT SURFACE

SCALE: NTS

NOTES:

1. 115 LB. RAIL
2. TIMBER TURNOUT TIES
3. GRADATION #4 BALLAST, 12" MINIMUM DEPTH BENEATH TIE
4. GRADATION #4 BALLAST BETWEEN TIES, FLUSH WITH TOP OF TIE
5. SUBBALLAST PER WSDOT 9-03.9(2), 24" MINIMUM DEPTH
6. GEOTEXTILE SEPARATION FABRIC AS REQUIRED BY GEOTECHNICAL ENGINEER UPON EXCAVATION AND COMPACTION OF SUBGRADE
7. 2" MIN. COMPACTED DEPTH CRUSHED SURFACING TOP COURSE PER WSDOT 9-03.9(3), BETWEEN RAILROAD TIE AND OVERLYING HMA PAVEMENT
8. PROPOSED HMA INFILL, ±5" COMPACTED DEPTH CLASS ½" HMA PG 64-22 (2 LIFTS), COMPACT TO 92% OF RICE VALUE. MATCH TOP OF EXISTING PAVEMENT AND PROPOSED RAILS.
9. FORMED ASPHALT FLANGEWAY, SEE DETAIL 04/C4.0 FOR DIMENSIONS
10. MATCH ELEVATION AT EXISTING ASPHALT PAVEMENT




## 3 C3.0 BALLAST/ASPHALT TRANSITION

SCALE: NTS

NOTES:

1. PROPOSED HMA INFILL, SEE SECTOIN 2/C4.0
2. TIMBER TURNOUT TIES
3. GRADATION #4 BALLAST, 12" MINIMUM DEPTH BENEATH TIE
4. GRADATION #4 BALLAST BETWEEN TIES, FLUSH WITH TOP OF TIE
5. SUBBALLAST PER WSDOT 9-03.9(2), 24" MINIMUM DEPTH
6. PROVIDE SLOPED BALLAST TO ASPHALT FINISH GRADE AT 4H:1V
7. 2" MIN. COMPACTED DEPTH CRUSHED SURFACING TOP COURSE PER WSDOT 9-03.9(3), BETWEEN RAILROAD TIE AND OVERLYING HMA PAVEMENT

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**BANANA YARD TURNOUT REPLACEMENT**
**SECTIONS AND DETAILS**

| | | | |
|---|---|---|---|
| CONT/CONS: 092026-1062 | TOWNSHIP: 21 | RANGE: 03 | SECTION: 34 |
| M. ID: 10201S | DAT-HRZ: WA83-SF | VERT: MLLW 19.18' @ Tide 22 1933 | |
| PHASE: 100% DESIGN | PARCEL: 38 | | |

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