PORT OF TACOMA

PIER 4 PHASE 1
REMOVAL ACTION PROJECT
PROJECT NO. - 091452
CONTRACT NO. - 069982

PORT COMMISSIONERS:
CONSTANCE T. BACON
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DONALD C. JOHNSON
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CLARE PETRICH

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<table>
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**GRAPHIC SHEETS**

- **DEMOLITION**
- **DREDGE**
- **TRANSLOAD FACILITY**
- **GRADING AND TEMPORARY PAVING**
- **NAVIGATION LIGHTING**

**DRAWING LIST - CONTINUED**

- **STRUCTURAL**
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- **SURVEY CONTROL AND NOTES**
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- **TEST PILE LOCATION PLAN**
- **PRECAST CONCRETE PILE DETAILS**
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SYMBOLS - CONTINUED

EXISTING STORM DRAIN
EXISTING SANITARY SEWER
EXISTING BURIED POWER
EXISTING TELEPHONE
EXISTING EDGE OF PAVEMENT
EXISTING EXISTING WATER
EXISTING TYPE B SHIP BUNKER
EXISTING TYPE A SHIP BUNKER
EXISTING CRANE STOP BAR
EXISTING STOW PIN
EXISTING SHIP TIE DOWN
EXISTING ELECTRICAL VAULT
EXISTING TELEPHONE VAULT
EXISTING LIGHT STANDARD
EXISTING PEDESTRIAN WALK SYMBOL
EXISTING STORM DRAIN MANHOLE
EXISTING SANITARY SEWER CLEANOUT
EXISTING BOLLARD
EXISTING CATCH BASIN
EXISTING WATER VALVE
EXISTING HANDCAP RAMP
EXISTING SANITARY SEWER CLEANOUT
EXISTING WHEEL ACCESS MANHOLE
EXISTING WATER MANHOLE
EXISTING WATER METER
EXISTING POWER VAULT

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO THESE PLANS AND SPECIFICATIONS.

2. 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 DIRECTION FROM THE ENGINEER BEFORE PROCEEDING. DIMENSIONS AND CALLOUTS NOTED AS PLUS OR MINUS (\pm) OR (REV) INDICATE UNVERIFIED DIMENSIONS AND ARE APPROXIMATE, NOTIFY THE ENGINEER IMMEDIATELY OF CONFLICTS OR EXCESSIVE VARIATIONS FROM AS INDICATED. NOTED DIMENSIONS TAKE PRECEDENCE OVER SCALD DIMENSIONS — DO NOT SCALE THE DRAWINGS.

3. ALL LOCATIONS OF EXISTING UTILITIES SHOWN HEREIN HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND SKETCHS, THEREFORE, THEY ARE APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS AND SIZES SHOWN AND TO FURTHER DISCOVER AND AVOID ANY UTILITIES NOT SHOWN HEREIN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN. THE CONTRACTOR SHALL NOT OBLIGE OR OTHERWISE CONSIDER EXISTING CONDITIONS, AND BRING ANY CONFLICTS BETWEEN EXISTING CONDITIONS AND NEW WORK TO THE ENGINEER'S ATTENTION.

4. THE EXISTING PIER 4 STRUCTURE AND SITE UTILITIES HAVE UNDERGONE NUMEROUS REPAIR AND UPGRADE PROJECTS SINCE THE TIME OF THE ORIGINAL CONSTRUCTION, THESE REPAIRS MAY NOT ALL BE REFLECTED IN THESE CONTRACT DOCUMENTS. REFERENCE DRAWINGS FOR THESE CONTRACTS ARE AVAILABLE FROM THE PORT OF TACOMA.

5. A COPY OF THE PLANS SHALL BE ON-SITE WHENEVER CONSTRUCTION IS IN PROGRESS. THROUGHOUT THE PROGRESS OF THE WORK OF THIS CONTRACT, MAINTAIN AN ACCURATE RECORD OF ALL CHANGES IN THE CONTRACT DOCUMENTS. UPON THE COMPLETION OF THIS CONTRACT, PROVIDE ONE COMPLETE SET OF RECORD DOCUMENTS TO THE PORT OF TACOMA.

6. THE CONTRACTOR SHALL LOCATE ALL UTILITIES WITHIN THE PROJECT SITE PRIOR TO WORK. CONTRACTOR SHALL CONTACT 811 "CALL BEFORE YOU DIG" TO LOCATE ALL UTILITIES AT LEAST 48 HOURS PRIOR TO WORK.

7. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS OF EXISTING STRUCTURES AND OTHER FEATURES THAT MAY AFFECT THE WORK. CONTRACTOR SHALL BE PREPARED TO COMPENSATE THE ENGINEER'S ATTENTION PRIOR TO BEGINNING ANY AFFECTED WORK.

8. ANY DAMAGE TO EXISTING UTILITIES, OTHER FACILITIES OR EQUIPMENT DUE TO THE CONTRACTORS' NEGLECT WILL BE MERELY REPAIRED AT THE CONTRACTOR'S EXPENSE. THIS INCLUDES ITEMS OUTSIDE THE WORK AREA AND WITHIN THE PORT OF TACOMA PROPERTY THAT ARE DAMAGED BY CONSTRUCTION ACTIVITIES DURING EXECUTION OF THIS CONTRACT. (EXCEPT FOR ITEMS DESIGNATED FOR DEMOLITION)

9. ALL ACTIVATION AND DEACTIVATION OF UTILITIES SHALL BE COORDINATED WITH THE ENGINEER IN ADVANCE. PROVIDE A MINIMUM OF 3 DAYS ADVANCE WRITTEN NOTICE TO THE ENGINEER.

10. THE CONTRACTOR SHALL KEEP ALL STREETS AND VEHICULAR TRAFFIC AREAS USED FOR THIS WORK CLEAN AT ALL TIMES. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

11. CONTRACTOR IS RESPONSIBLE FOR ANY TRAFFIC CONTROLS REQUIRED DURING THE DURATION OF THIS PROJECT. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

12. MAINTAIN UTILITY SERVICE TO EXISTING BUILDINGS, PIER 3 AND FIRE HYDRANTS DURING CONSTRUCTION UNLESS NOTED OTHERWISE OR APPROVED BY THE ENGINEER.
SURVEY CONTROL PLAN

RELATIONSHIP BETWEEN VERTICAL DATUMS:

SURVEY AND DATUM INFORMATION:
1. DATASYMNETRIC SURVEY BY SIULAM HYDRO AND SITS + HILL ENGINEERS INC. DATED JULY, 2013.
2. UPLAND SURVEY BY KPF Consulting Engineers DATED JANUARY, 2013.
3. DATUM INFORMATION: HORIZONTAL DATUM: WASHINGTON STATE PLANE COORDINATE SYSTEM SOUTH ZONE, AND 83/07.
   VERTICAL DATUM: Tidal Datum MLW = 0.00'
4. UPLAND SURVEY TO PORT OF TACOMA SURVEY CONTROL AS SHOWN ON PORT OF TACOMA 2007 SURVEY CONTROL MAP TITLED "BLAIR-HYDES BOAT HULL CONTROL MAP." PREPARED BY PECATISTRY DATED JANUARY 7, 2008.

TIDAL INFORMATION:
1. TIDAL INFORMATION OBTAINED FROM NOAA WEBSITE FOR STATION 4444484 FOR THE 1983-2001 EPOCH.
   HMLW = 14.55'
   M-0.5' = 11.60'
   MLLW = 10.85'
   ML = 8.86'
   MH = 9.77'
   MLH = 0.00'
   TIDE = -0.75'
2. PROJECT SPECIFIC OYDINARY HIGH WATER MARK (OHWM) EL = 12.75' AS IDENTIFIED BY WASHINGTON DEPARTMENT OF FISH AND WILDLIFE (WDFW).
**LEGEND**

- - - - - - - - PROJECT WORK AREA LIMITS

--- TEMPORARY CONSTRUCTION FENCE AND ECOLOGY BLOCKS, SEE

--- CONTRACTOR ACCESS ROUTE

**KEY NOTES**

1. HUSKY TERMINAL IS A RESTRICTED OPERATING TERMINAL. THE CONTRACTOR SHALL NOT INTERFERE WITH THE TERMINAL OPERATIONS.

2. CONTRACTOR SHALL STORE EQUIPMENT, SUPPLIES AND MATERIALS WITHIN THE PROJECT WORK AREA LIMITS UNLESS NOTED OTHERWISE. WHEN CONTRACT WORK IS COMPLETE, CONTRACTOR SHALL RETURN WORK AREA TO THE HUSKY TERMINAL, FREE OF DEBRIS, DUST, SCAFFOLDS, AND OTHER BUILDINGS, TO A CONDITION THAT IS IN COMPLIANCE WITH HUSKY TERMINAL REQUIREMENTS.

3. THE BLAIR WATERWAY IS AN ACTIVE SHIPPING CHANNEL. THE CONTRACTOR SHALL NOT OBSTRUCT SHIPPING OPERATIONS TO AND FROM THE BLAIR WATERWAY, ANY OTHER TERMINAL, OR ANY OTHER VESSEL TRAFFIC IN THE WATERWAY.

4. CONTRACTOR SHALL PROTECT IN-PLACE EXISTING CONCRETE BARRIERS AND NOT IMPACT INCOMING TRUCK TRAFFIC.

5. CONTRACTOR SHALL PROTECT IN-PLACE EXISTING HIGH VOLTAGE POLES, ROUTE CONSTRUCTION TRAFFIC SOUTH OF POLE, AND NOT IMPACT INCOMING TERMINAL TRUCK TRAFFIC OR GATE OPERATION.

**NOTES**

1. SEE TRANSLAD FACILITY PLANS FOR ADDITIONAL CONSTRAINTS AND ACCESS DETAILS.

2. ECOLOGY BLOCKS SHALL BE PLACED INSIDE TEMPORARY CONSTRUCTION FENCE WITHIN THE PROJECT WORK AREA LIMITS. CENTERLINES LISTED IN TABLE 1 REPRESENT THE CENTERLINES OF THE TEMPORARY CONSTRUCTION FENCE.

**TABLE 1: TEMPORARY CONSTRUCTION FENCE COORDINATES (SEE NOTE 2)**

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**SCALE:** 1" = 200'
TESC NOTES:

1. Approval of this Temporary Erosion Control, (TEC) Plan does not constitute an approval of Drainage Design (e.g. size and location of pipes, structures, etc.) or the Contractor maintained construction storm water pollution prevention plan (SWPPP).

2. The Contractor shall comply with, maintain, and modify as needed the Approve Construction SWPPP in accordance with the contract documents.

3. The implementation of these TESC plans and construction, maintenance, replacement, and upgrading of these facilities is the responsibility of the Contractor until all construction is completed and approved.

4. The TESC facilities shown on this plan are the minimum requirements anticipated for site conditions. During the construction periods, these TESC facilities shall be upgraded as needed for unexpected storm events and to ensure that sediment and sediment-laden water does not leave the site.

5. On-site erosion control measures shall be installed prior to the start of work and shall be maintained during and after excavation and grading operations to the approval of the Port.

6. If construction occurs during dry weather periods, dust from construction shall be minimized through use of best management practices (BMPs) outlined in the SWPPP and the City's stormwater manual.

7. The TESC facilities shown on this plan shall be constructed in such a manner as to ensure that sediment-laden water does not enter the Port drainage system, the Blair Waterway, or violate applicable water quality standards.

8. The TESC facilities shall be inspected daily by the Contractor and maintained as necessary to ensure their continued functional daily inspection reports must be reviewed by the Contractor, signed, and made available to the Port, City, and any other environmental authorities at all times. A copy of all inspection records shall be kept on site.

9. All facilities shall be maintained on site by sweeping to prevent debris, dust and mud from accumulating on the paved surfaces, bank slope, or in the Blair Waterway, storm waterway, and commemorative bay.

10. Non-compliance with the erosion control and water quality requirements may result in a temporary stop-work order at the Contractor's expense. Until said erosion control measures are functional.

11. The Contractor shall remove material, washed, or tracked from vehicles outside of the designated project work area limits or into the existing storm drainage system. Debris shall not be washed into the storm drainage system onto the bank slope, or into the Blair Waterway, storm waterway, and commemorative bay.

12. De-wetting activities shall be performed in a manner that ensures no sediment-laden water enters the Blair Waterway, storm waterway, commemorative bay, or storm drainage system.

13. All catch basin inlet protection installed shall be replaced and left in place at the end of construction, after final inspection and acceptance.

14. Remove sediment from the storm system once the site is permanently stabilized. The cleaning and removal operation shall not flush sediment downstream.

15. Coordinate TESC provision that are outside of the project work area with the Engineer and Port.

16. The Contractor shall remove material and/or debris from vehicles exiting the project limits, but not wash the debris into the existing storm drainage system.

17. In addition to inlet protection shown on plan, Contractor shall install and maintain inlet protection on all existing catch basins that are discovered in field within the project work area limits.

18. The temporary floating debris boom shall be installed at the start of work and maintained, upgraded, repaired or replaced the entire construction period until all construction is completed and approved.
EXISTING 24" DIA CONCRETE OUTFALL

PROJECT SPECIFIC ORDINARY HIGH WATER LINE

MATCH LINE SEE SHEET G8.3

TEMPORARY CONSTRUCTION FENCE AND ECOLOGY BLOCKS

PROJECT WORK AREA LIMITS

INLET PROTECTION, TYP

TESC NOTES
1. SEE SHEET G5.1 FOR TESC NOTES.
2. SEE SHEET G5.1 FOR TEMPORARY CONSTRUCTION FENCE AND ECOLOGY BLOCK LOCATION.

LEGEND
- PROJECT WORK AREA LIMITS
  - DEMOLITION LIMIT LINE, SEE DEMOLITION PLANS
  - TEMPORARY CONSTRUCTION FENCE AND ECOLOGY BLOCKS
  - INLET PROTECTION
  - TEMPORARY FLOATING DEBRIS ROOM
  - TEMPORARY SEDIMENT BARRIER
  - PROJECT SPECIFIC ORDINARY HIGH WATER LINE
  - APPROXIMATE LINE OF DECK DRAINS
  - GENERAL DIRECTION OF SURFACE FLOW

PROJECT NORTH

SCALE: 1"=40'

G8.4

SCALE: 1"=40'
CATCH BASIN INLET PROTECTION

MACHINING STANDARDS:
1. ANY ACCUMULATED SEDIMENT ON OR AROUND THE FILTER FABRIC SHALL BE REMOVED IMMEDIATELY. SEDIMENT SHALL NOT BE REMOVED BY FUSING; ALL SEDIMENT MUST BE DISPOSED OF OFF-SITE.
2. ANY SEDIMENT IN THE CATCH BASIN INSERT SHALL BE REMOVED WHEN SEDIMENT HAS FILLED ONE-THIRD OF THE AVAILABLE STORAGE. THE FILTER MEDIA FOR THE INSERT SHALL BE CLEANED OR REPLACED AT LEAST MONTHLY, OR AS DIRECTED BY THE ENGINEER.

TEMPORARY SEDIMENT BARRIER

ECOLOGY BLOCKS SHALL BE PLACED INSIDE TEMPORARY CONSTRUCTION FENCE, SPACED 25" APART, SEE NOTE 1.

PROVIDE TEMPORARY SEDIMENT BARRIER AS NEEDED TO RESTRICT OR FILTER SURFACE RUNOFF FROM LEAVING PROJECT WORK AREA LIMITS.

NOTES:
1. AFTER CONSTRUCTION IS COMPLETE, ECOLOGY BLOCKS ARE TO BE SALVAGED AND PLACED AT TOP OF THE DREDGE CUT BACK SLOPE, SEE SHEET C3.1, C3.2 AND C3.3.

DETAIL-TYP EXCAVATION SECTION
NOTES
1. SEE PIER 4 DEMOLITION PLANS FOR STRUCTURE DEMOLITION REQUIREMENTS.
2. SEE SITE ELECTRICAL DEMOLITION PLAN FOR ELECTRICAL DEMOLITION REQUIREMENTS.
3. ALL ITEMS MARKED FOR DEMOLITION SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PER THE SPECIFICATIONS.

KEY NOTES
1. PRIOR TO BEGINNING WATER LINE DEMOLITION FIELD LOCATE AND CLOSE EXISTING GATE VALVES
2. ABANDON EXISTING 4" PRESSURIZED DOMESTIC WATER LINE
3. CUT AND CAP EXISTING 4" PRESSURIZED DOMESTIC WATER LINE APPROXIMATELY 3.5' SOUTH OF BENT 92 PER DETAIL 2 ON SHEET D1.3
4. DEMOLISH EXISTING SHIP SERVICE PIPING, VALVES, METERS, BACKFLOW PREVENTOR, STRAINER AND VALVE
5. CUT AND CAP EXISTING 4" PRESSURIZED DOMESTIC WATER LINE AT LIMITS OF DREDGE SLOPE PER DETAIL 2 ON SHEET D1.3
6. DEMOLISH EXISTING 4" DOMESTIC WATER LINE
7. DEMOLISH EXISTING 12" FIRE WATER LINE
8. DEMOLISH EXISTING GATE VALVE
9. PROTECT IN PLACE EXISTING FIRE WATER LINE
10. CUT AND CAP EXISTING 10" OR 12" PRESSURIZED FIRE WATER LINE PER DETAIL 2 ON SHEET D1.3
11. DEMOLISH CONCRETE OUTFALL STRUCTURE PER DETAIL 11.31.3, CUT AND STABILIZE EXISTING CONCRETE OUTFALL PIPE AT DREDGE CUT BACK SLOPE
12. PROTECT IN PLACE EXISTING CONCRETE OUTFALL PIPE AND STRUCTURE
13. DEMOLISH EXISTING SANITARY SEWER MANHOLE AND BACKFILL LID
14. DEMOLISH EXISTING SANITARY SEWER GATEWAY LINE
15. CUT AND CAP EXISTING SANITARY SEWER GATEWAY LINE AT DREDGE CUT BACK SLOPE, PER DETAIL 2 ON SHEET D1.3
16. CUT AND CAP 8" FIRE HYDRANT LATERAL, ABANDON FIRE HYDRANT AND VALVE
17. DEMOLISH AND SALVAGE FOR RELOCATION, THE EXISTING NAVIGATION LIGHT. SEE NAVIGATION LIGHTING PLAN FOR ADDITIONAL REQUIREMENTS
18. DEMOLISH EXISTING WATER VAILT AND APPURTENANCES
19. DEMOLISH EXISTING WATER SYSTEM HOSEBOX AND ASSOCIATED EQUIPMENT

LEGEND

UTILITY AND SITE DEMOLITION PLAN
SCALE: 1"=40'
NOTES
1. SEE PER 4 DEMOLITION PLANS FOR STRUCTURE DEMOLITION REQUIREMENTS.
2. SEE SITE ELECTRICAL DEMOLITION PLAN FOR ELECTRICAL DEMOLITION REQUIREMENTS.
3. ALL-TIMBER DECORATED FOR DEMOLITION SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PER THE SPECIFICATIONS.

KEY NOTES
1. PRIOR TO BEGINNING WATER LINE DEMOLITION FIELD LOCATE AND CLOSE EXISTING GATE VALVES
2. ABANDON EXISTING 4" PRESSURIZED DOMESTIC WATER LINE
3. CUT AND CAP EXISTING 4" PRESSURIZED DOMESTIC WATER LINE APPROXIMATELY 35' SOUTH OF BEND 92 PER DETAIL 2 ON SHEET D1.3
4. DEMOLISH EXISTING SHIP SERVICE PIPING, VALVES, VALVES弁METER弁PREVENTOR弁STRAINER弁AND弁VAULT
5. CUT AND CAP EXISTING 4" PRESSURIZED DOMESTIC WATER LINE AT LIMITS OF DREDGE SLOPE PER DETAIL 2 ON SHEET D1.3
6. DEMOLISH EXISTING 4" DOMESTIC WATER LINE
7. DEMOLISH EXISTING 12" FIRE WATER LINE
8. DEMOLISH EXISTING GATE VALVE
9. PROTECT IN PLACE EXISTING FIRE WATER LINE
10. CUT AND CAP EXISTING 10" OR 12" PRESSURIZED FIRE WATER LINE PER DETAIL 2 ON SHEET D1.3
11. DEMOLISH CONCRETE OUTFALL STRUCTURE PER DETAIL 1/01.3, CUT AND STABILIZE EXISTING CONC OUTFALL PIPE AT DREDGE CUT BACK SLOPE
12. PROTECT IN PLACE EXISTING CONCRETE OUTFALL PIPE AND STRUCTURE
13. DEMOLISH EXISTING SANITARY SEWER MANHOLE AND BACKFILL YOKE
14. DEMOLISH EXISTING SANITARY SEWER GRAVITY LINE
15. CUT AND CAP EXISTING SANITARY SEWER GRAVITY LINE AT DRIVING OUT GROUND, SLOPE PER DETAIL 2 ON SHEET D1.3
16. CUT AND CAP 6" FIRE HYDRANT LATERAL, ABANDON FIRE HYDRANT AND VAULT.
17. DEMOLISH AND SALVAGE FOR RELOCATION THE EXISTING NAVIGATION LIGHT, SEE NAVIGATION LIGHTING PLAN FOR ADDITIONAL REQUIREMENTS
18. DEMOLISH EXISTING WATER VAULT AND APPURTENANCES
19. DEMOLISH EXISTING WATER SYSTEM HOTBOX AND ASSOCIATED EQUIPMENT

UTILITY AND SITE DEMOLITION PLAN
SCALE: 1"=40'

CONTRACTOR SHALL PROTECT IN PLACE AND KEEP IN OPERATION THE EXISTING SUBSTATION, ALL ASSOCIATED EQUIPMENT AND UTILITY LINES UNLESS NOTED OTHERWISE.

PROJECT NORTH
SCALE: 1"=40'
OUTFALL DEMOLITION DETAIL

SECTION - OUTFALL

PLAN - OUTFALL

OUTFALL PIPE

DEMOLISH EXISTING REINFORCED CONCRETE STRUCTURE

CUT PIPE WHERE INDICATED ON PLANS

POURED IN PLACE CLASS 3000 CONCRETE
THURST BLOCK APPROX 14 SQ FT

PRESIDE CAP WITH PHYSICAL ATTACHMENT TO PIPE USING MECHANICAL JOINT RESTRAINT OR APPROVED EQUAL

CAP AT GRAVITY LINE

NOTES
1. THRUST BLOCK SHALL BEAR AGAINST UNDISTURBED NATIVE GROUND OR COMPACTED SELECT BACKFILL.
2. THRUST BLOCK AREA SHALL BE CENTERED ON PIPE.
3. CLASS 3000 CONCRETE SHALL HAVE A COMPRESSION STRENGTH AT 28 DAYS OF 3000 PSI.
4. EXISTING PIPE TYPES VARY, CONTRACTOR TO FIELD VERIFY PRIOR TO BEGINNING DEMOLITIONS.

CAP AT PRESSURIZED LINE

NOTES

OUTFALL PIPE AND STRUCTURE TO BE DEMOLISHED, PIPE DIAMETER VARIES SEE D1.1, D1.2 AND D1.3

EXISTING OUTFALL STABILIZATION DETAIL

NOTES
1. SALVAGED CLEAN RIP RAP SHALL BE PLACED AT A MINIMUM SLOPE OF 1:3:1 WITH A MINIMUM THICKNESS OF 3FT. RIP RAP SHALL EXTEND FROM THE PIPE INLET DOWN TO ELEVATION -5 MLLW WITH A MINIMUM APARTMENT OF THE PIPE (O.D.) + 5FT. REMOVE EXISTING CLEAN SEDIMENT AS REQUIRED TO PLACE GEOTEXTILE AND RIP RAP
2. GEOTEXTILE FABRIC SHALL BE WRAP TWIN 04 OR APPROVED EQUAL AND INSTALLED PER MANUFACTURER'S RECOMMENDATION.

D1.1, D1.2, D1.3

NTS

LEGEND

DEMOLISH AND REMOVE EXISTING UTILITY STRUCTURE AND PIPE.

GEOTEXTILE FABRIC, SEE NOTE 2

PLACE SALVAGED CLEAN RIP RAP, SEE NOTE 1

PROTECT OUTFALL PIPING TO REMAIN

DREDGE EXISTING SEDIMENT, SEE D1.1

DREDGE CUT SLOPE, SEE D1.1

EXCAVATE AT A MINIMUM OF 1.5' H.V. AND EXTEND TO EXISTING 24' V DREDGE CUT

CUT PIPE 0.D. MIN

2X PIPE 0.D. MIN

1' MIN

35° V E. = 7.65

1.5

1.5 MIN

1.5 MIN

EXISTING TOP OF SLOPE

OUTFALL PIPE AND SLOPE TO BE DEMOLISHED, PIPE DIAMETER VARIES SEE D1.1, D1.2 AND D1.3

TOP OF RIP RAP OUTFALL STABILIZATION

D4.5

DREDGE CUT SLOPE, SEE D1.1

DEMOUSH EXISTING REINFORCED CONCRETE STRUCTURE

24" OUTFALL PIPE

30" OUTFALL PIPE

15" OUTFALL PIPE

SEE UTILITY AND SITE DEMOLITION PLAN FOR LOCATION

NOTES
1. ALL DIMENSIONS PROVIDED FOR REFERENCE ONLY.
2. COMPLETELY DEMOLISH OUTFALL PIPING AND REINFORCED CONCRETE WALLS.
3. AFTER DEMOLITION IS COMPLETE STABILIZE OUTFALL PIPE AT DREDGE OUTBACK.

D1.1, D1.2

NTS

CUT AND CAP DETAIL
PIER DEMOLITION NOTES:

1. SEE ELECTRICAL DEMOLITION PLANS FOR ELECTRICAL DEMOLITION REQUIREMENTS.

2. INFORMATION REGARDING EXISTING CONDITIONS DEPICTED HEREIN WAS OBTAINED FROM RECORD DRAWINGS PROVIDED BY PORT OF TACOMA CONTRACTOR SHALL REVIEW REFERENCE DRAWINGS AND VERIFY ALL EXISTING CONDITIONS IN THE FIELD. SEE SPECIFICATIONS.

3. DEMOLISH AND REMOVE EVERYTHING WITHIN DEMOLITION LIMITS SHOWN, INCLUDING BUT NOT LIMITED TO EXISTING PAVING, BALLAST, DECK PANELS, PILE CAPS, FENCES, ISLANDS, DRIVE RAIL, AND CONCRETE STRUCTURE, UNLESS NOTED OTHERWISE.

PIER DEMOLITION PLAN

SCALE IN FT

1" = 20'-0"

LEGEND:

- Renumber, row number from record drawings
- Limits of demolition
- Timber fender pile
- Steel fender pile
- T-374 deep pier deck ballast

PROJECT NORTH

MATCHLINE SEE SHEET 02.2

D2.1

KEY PLAN
PIER DEMOLITION NOTES:

1. SEE ELECTRICAL DEMOLITION PLANS FOR ELECTRICAL DEMOLITION REQUIREMENTS.

2. INFORMATION REGARDING EXISTING CONDITIONS DEPICTED HEREIN WAS OBTAINED FROM RECORD DRAWINGS PROVIDED BY PORT OF TACOMA. CONTRACTOR SHALL REVIEW REFERENCE DRAWINGS AND VERIFY ALL EXISTING CONDITIONS IN THE FIELD. SEE SPECIFICATIONS.

3. DEMOLISH AND REMOVE EVERYTHING WITHIN DEMOLITION LIMITS SHOWN, INCLUDING BUT NOT LIMITED TO EXISTING PAVING, BALLAST, DECK PANELS, PILE CAPS, FENDERS, BOLLARDS, CRANE RAIL, AND CONCRETE STRUCTURE, UNLESS NOTED OTHERWISE.

PIER DEMOLITION PLAN

SCALE: 1" = 20'-0"
PILE EXTRACTION NOTES:

1. Information regarding existing conditions depicted herein, including pile lengths, was obtained from record drawings provided by Port of Tacoma. Contractor shall review reference drawings and verify all existing conditions in the field, see specifications.

2. All piles within the demolition limits shall be removed for their full length and disposed of per the specifications.

3. Extraction of all piles other than bulkhead piles is subject to the timing restrictions indicated in the specifications.

4. Extraction of bulkhead piles may occur at any time during the contract.
PIER DEMOLITION NOTES:

1. SEE ELECTRICAL DEMOLITION PLANS FOR ELECTRICAL DEMOLITION REQUIREMENTS.

2. INFORMATION REGARDING EXISTING CONDITIONS DEPICTED HEREIN WAS OBTAINED FROM RECORD DRAWINGS PROVIDED BY PORT OF TACOMA. CONTRACTOR SHALL REVIEW REFERENCE DRAWINGS AND VERIFY ALL EXISTING CONDITIONS IN THE FIELD, SEE SPECIFICATION.

3. DEMOLISH AND REMOVE EVERYTHING WITHIN DEMOLITION LIMITS SHOWN, INCLUDING BUT NOT LIMITED TO EXISTING PAVING, BALLAST, DECK PANELS, PILE CAPS, FENDERS, BOLLARDS, CRANE RAIL, AND CONCRETE STRUCTURE, UNLESS NOTED OTHERWISE.

4. EXTRACTION OF ALL PILES OTHER THAN RUBBLEHEAD PILES IS SUBJECT TO TIMING RESTRICTIONS INDICATED IN THE SPECIFICATIONS.

5. EXTRACTION OF RUBBLEHEAD PILES MAY OCCUR AT ANY TIME DURING THE CONTRACT.

6. ASPHALT PAVEMENT THICKNESS HAS NOT BEEN VERIFIED. RECORD DRAWINGS INDICATE EXISTING PIER ASPHALT THICKNESS TO BE 10" AND EXISTING UPLAND ASPHALT TO BE 10" THICKNESS.
PIER DEMOLITION NOTES:

1. SEE ELECTRICAL DEMOLITION PLANS FOR ELECTRICAL DEMOLITION REQUIREMENTS.

2. INFORMATION REGARDING EXISTING CONDITIONS DEPICTED HEREIN WAS OBTAINED FROM RECORD DRAWINGS PROVIDED BY PORT OF TACOMA. CONTRACTOR SHALL REVIEW REFERENCE DRAWINGS AND VERIFY ALL EXISTING CONDITIONS IN THE FIELD, SEE SPECIFICATIONS.

3. DEMOLISH AND REMOVE EVERYTHING WITHIN DEMOLITION LIMITS SHOWN, INCLUDING BUT NOT LIMITED TO EXISTING PILING, BALLAST, DECK PANELS, PILE CAPS, FENDERS, BOLLARDS, CRANE RAIL, AND CONCRETE STRUCTURE, UNLESS NOTED OTHERWISE.

4. EXTRACTION OF ALL PILES OTHER THAN BULKHEAD PILES IS SUBJECT TO TIMING RESTRICTIONS INDICATED IN THE SPECIFICATIONS.

5. EXTRACTION OF BULKHEAD PILES MAY OCCUR AT ANY TIME DURING THE CONTRACT.

6. ASPHALT PAVEMENT THICKNESS HAS NOT BEEN VERIFIED. RECORD DRAWINGS INDICATE EXISTING PIER ASPHALT THICKNESS TO BE 3" and EXISTING UPLAND ASPHALT THICKNESS TO BE 10".

PIER DEMOLITION SECTION
BENTS 101 TO 144

SCALE: 1/8" = 1'-0"

PIER DEMOLITION SECTION A
02.1.02.2

D4.2
RIAR-4 PHASE 1
REMOVAL ACTION PROJECT
PIER 101 TO 144
NOTES

1. DEMOLISH ALL UTILITIES WITHIN THE LIMITS OF DREDGE, SIDE UTILITY AND SITE DEMOLITION PLANS.

2. CONTRACTOR SHALL PROTECT-IN-PLACE AND KEEP EXISTING SUBSTATION AND ASSOCIATED EQUIPMENT OPERATIONAL.

3. EXCAVATE (MINIMUM 2H:1V SLOPE) AS REQUIRED TO DEMOLISH AND REMOVE THE EXISTING BUHLHEAD, APPROXIMATE BOTTOM EL. +112' MLLW.

4. IN CLEAN MATERIAL DREDGE AREA (ABOVE EL. -2' MLLW) REMOVE CLEAN RIP RAP FROM SLICE PRIOR TO DREDGING AND TRANSPORT TO UPLANDS FOR DISPOSAL OR REUSE. IN THE CONTAMINATED SEGMENT DREDGE AREA (EL. < -2' MLLW) REMOVE RIP RAP ALONG WITH SEGMENT AND TRANSPORT TO TRANSLOAD FACILITY.

5. 1.5H:1V IS PREDICTED AS THE STEEPEST SLOPE THAT THE DREDGE OUT WILL MAINTAIN.

6. RIP RAP MAY CONTAIN CONTAMINATED DREDGING AREA NOT SHOWN, SEE D4.1 AND D4.2 FOR ADDITIONAL INFORMATION.

LEGEND

- INDICATES EXTENT OF CONTAMINATED SEGMENT DREDGING, DREDGE CONTAMINATED SEGMENT AND RIP RAP TO B/T BELOW MUDLINE, SEE NOTE 5

- INDICATES EXTENT OF CONTAMINATED SEGMENT DREDGING, DREDGE CONTAMINATED SEGMENT AND RIP RAP TO T/F BELOW MUDLINE, SEE NOTE 5

- INDICATES EXTENT OF CLEAN SEGMENT DREDGING, DREDGE CLEAN SEGMENT AND RIP RAP TO B/T BELOW MUDLINE, SEE NOTE 5

- INDICATES EXTENT OF CLEAN SEGMENT DREDGING, DREDGE CLEAN SEGMENT AND RIP RAP TO T/F BELOW MUDLINE, SEE NOTE 5

- INDICATES EXTENT OF CLEAN SEGMENT DREDGING, DREDGE CLEAN SEGMENT AND RIP RAP TO T/F BELOW MUDLINE, SEE NOTE 5

- INDICATES EXTENT OF CLEAN SEGMENT DREDGING, DREDGE CLEAN SEGMENT AND RIP RAP TO T/F BELOW MUDLINE, SEE NOTE 5

- INDICATES EXTENT OF CLEAN SEGMENT DREDGING, DREDGE CLEAN SEGMENT AND RIP RAP TO T/F BELOW MUDLINE, SEE NOTE 5

- INDICATES EXTENT OF CLEAN SEGMENT DREDGING, DREDGE CLEAN SEGMENT AND RIP RAP TO T/F BELOW MUDLINE, SEE NOTE 5

- INDICATES RIP RAP IN CLEAN MATERIAL DREDGE AREA, RIP RAP IN CONTAMINATED DREDGE AREA NOT SHOWN

- EXCAVATION

DREDGE SECTION
THRU CENTRAL HOT SPOT

SCALE: 1"=20'

DREDGE SECTION
THRU CENTRAL HOT SPOT

SCALE: 1"=20'
NOTES
1. DEMO ALL UTILITIES WITHIN THE LIMITS OF DREDGE, SEE UTILITY AND SITE DEMOLITION PLANS.
2. CONTRACTOR SHALL PROTECT-IN-PLACE AND KEEP EXISTING SUBSTATION AND ASSOCIATED EQUIPMENT OPERATIONAL.
3. EXCAVATE (MINIMUM 2H:1V SLOPE) AS REQUIRED TO DEMOLISH AND REMOVE THE EXISTING BLUFFHEAD. APPROXBOTTOM EL. +/-12WML.
4. IN CLEAN MATERIAL DREDGE AREA ABOVE EL. +/-173.8ML.
   REMOVE CLEAN RIP RAP FROM SLIDE TRUNK TO DREDGING AREA. IN SLOPE STABILIZATION DRAINAGE SYSTEM IN THE CONTAMINATED SEGMENT DREDGE AREA BELOW EL. +/-173.8ML REMOVE RIP RAP ALONG WITH SEGMENT AND TRANSPORT TO TRLASLOAD FACILITY.
5. 1:3H TO TF IS PREDICTED AS THE STEEPEST SLOPE THAT THE DREDGE CUT WILL MAINTAIN.
6. RIP RAP WITHIN CONTAMINATED DREDGING AREA NOT SHOWN, SEE D4.1 AND C4.2 FOR ADDITIONAL INFORMATION.

LEGEND
- INDICATES EXTENT OF CONTAMINATED DREDGING, DREDGE CONTAMINATED SEDIMENT AND RIP RAP UP TO 2FT BELOW MUDDLE, SEE NOTE 5
- INDICATES EXTENT OF CONTAMINATED SEDIMENT DREDGING, DREDGE CONTAMINATED SEDIMENT AND RIP RAP TO 1FT BELOW MUDDLE, SEE NOTE 5
- INDICATES EXTENT OF CONTAMINATED SEDIMENT DREDGING, DREDGE CONTAMINATED SEDIMENT AND RIP RAP TO 0.5FT BELOW MUDDLE, SEE NOTE 5
- INDICATES EXTENT OF CLEAN SEDIMENT DREDGING, DREDGE CLEAN SEDIMENT AND RIP RAP TO 0.5FT ABOVE DREDGING ZONE AS ADJACENT CONTAMINATED SEGMENT AND RIP RAP, DEPTH VARIES 0.5FT TO 1.5FT SEE NOTES 3 AND 4
- INDICATES EXTENT OF CONTAMINATED HOT SPOT DREDGING, DREDGE DEPTH AND TO BE INDICATED IN PLAN AND SECTION. DREDGING WITHIN THIS AREA SHALL OCCUR WITHIN THE CONFINES OF A PARTIAL DEPTH IMPERMEABLE SALT CURTAIN. SEE SPECIFICATIONS
- INDICATES RIP RAP IN CLEAN MATERIAL DREDGE AREA RIP RAP IN CONTAMINATED DREDGE AREA NOT SHOWN.
- EXCAVATION

DREDGE SECTION
SCL 1"=20'

DREDGE SECTION
SCL 1"=20'
NOTES

1. DEMOLISH ALL UTILITIES WITHIN THE LIMITS OF DREDGE SEE UTILITY AND SITE DEMOLITION PLANS.

2. CONTRACTOR SHALL PROTECT-INT-PLACE AND KEEP EXISTING SUBSTATION AND ASSOCIATED EQUIPMENT OPERATIONAL.

3. EXCAVATE (MINIMUM 2H:1V SLOPE) AS REQUIRED TO DEMOLISH AND REMOVE THE EXISTING BULKHEAD. APPROXIMATE BOTTOM EL -17.0 FT MLLW.

4. IN CLEAN MATERIAL, DREDGE AREA (ABOVE EL -2.0 FT MLLW) REMOVE CLEAN RIP RAP FROM SLOPE PRIOR TO DREDGING AND TRANSPORT TO UPLANDS FOR DISPOSAL OR REUSE. IN THE CONTAMINATED SEDIMENT DREDGE AREA (BELOW EL -3.0 FT MLLW) REMOVE RIP RAP ALONG WITH SEDIMENT AND TRANSPORT TO TRANSLOAD FACILITY.

5. 1.5H:1V IS PREDICTED AS THE STEEPEST SLOPE THAT THE DREDGE OUT WILL MAINTAIN.

6. RIP RAP WITHIN CONTAMINATED DREDGING AREA NOT SHOWN, SEE C4.1 AND C4.2 FOR ADDITIONAL INFORMATION.

LEGEND

- Indicates extent of contaminated sediment dredging, dredge contaminated sediment and RIP RAP to biff below mudline, see note 5
- Indicates extent of contaminated sediment dredging, dredge contaminated sediment and RIP RAP to biff below mudline, see note 5
- Indicates extent of contaminated sediment dredging, dredge contaminated sediment and RIP RAP to biff below mudline, see note 5
- Indicates extent of clean sediment dredging, dredge clean sediment and RIP RAP to biff below mudline, see note 5
- Indicates extent of contaminated sediment dredging, dredge contaminated sediment and RIP RAP to biff below mudline, see note 5

- Indicates extent of contaminated hot spot dredging, dredge depth and size indicated in plan and section. Dredging within this area shall occur within the confines of a partial depth impermeable silo curtain, see specifications.
- Indicates RIP RAP in clean material dredge area, RIP RAP in contaminated dredge area not shown.
- Excavation

DREDGE SECTION THRU SOUTHERN HOT SPOT

SCALE: 1" = 20'

PROJECT LOCATION:
LAT: 47°39'9"N
LNG: 122°23'11"W

TARGET AREA (600' RADIUS)
DISPOSAL ZONE (900' RADIUS)
COMMISSIONER BAY DMP OPEN WATER DISPOSAL SITE

CITY OF TACOMA

DMP OPEN WATER DISPOSAL SITE

NOTES:

1. THE DMP DISPOSAL SITE IS SHOWNCloSER THAN THE ACTUAL SITE DISTANCE.
NOTES
1. ALL CONTAMINATED MATERIAL DREDGED AT THE PIER 4 SITE SHALL BE TRANSPORTED TO THE TRANSLOAD FACILITY LOCATED AS SHOWN WITHIN THE APW CONTAINER YARD. THE TRANSLOAD FACILITY SHALL BE DESIGNED, SET-UP, OPERATED, MAINTAINED, AND CLEANED UP BY THE CONTRACTOR PER THE CONTRACT DOCUMENTS.
2. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS FOR TRANSLOADING.

LEGEND
- CONTRACTOR ACCESS ROUTE
- CONTRACTOR TRANSLOAD FACILITY BARGE ROUTE
- CONTRACTOR MOORING LOCATION TRANSLOAD FACILITY
- TRANSLOAD FACILITY LIMITS
- PIER 4 PHASE 1 WORK AREA LIMITS

TRANSLOAD FACILITY PLAN
SCALE: 1"=300'
NOTES

1. CONCRETE ECOLOGY BLOCKS SHALL BE SPACED A MAXIMUM OF 1 FT APART ALONG THE TOP OF DUDGE CUTBACK SLOPE AND MORE INDICATED IN PLAN.

2. TOP OF FINISH GRADE OF PAVEMENT RESTORATION AREAS SHALL BE FLUSH WITH EXISTING PAVEMENT FOR SMOOTH TRANSITION AT PAVEMENT EDGES.

3. UTILITY TRENCHING AND PAVEMENT REPLACEMENT OUTSIDE PROJECT WORK AREA LIMITS TO BE COORDINATED WITH PORT AND TENANT.
GENERAL NOTES:
1. SEE SPECIFICATIONS FOR LIST OF REFERENCE DRAWINGS DETAILING THE EXISTING NAVIGATION LIGHTS.

2. EXISTING NAVIGATION LIGHT LOCATIONS ARE APPROPRIATE, PRIOR TO BEGINNING WORK CONTRACTOR SHALL SURVEY THE EXISTING LIGHT LOCATIONS, SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

3. AT THE CONTRACTOR'S OPTION, THE TEMPORARY NAVIGATION MARKER CAN BE MOVED FROM THE WEST SIDE OF THE WATERWAY TO THE EAST SIDE OF THE WATERWAY, SUBJECT TO THE REQUIREMENTS OF NAVIGATION LIGHT #4 IN THE PERMANENT LOCATION IS COMPLETE.

4. REFER TO SPECIFICATIONS FOR TIMING RESTRICTIONS ASSOCIATED WITH THIS WORK.

NAVIGATION LIGHT PHASING:
1. TEMPORARY NAVIGATION MARKER ON WEST SIDE OF WATERWAY SHALL BE INSTALLED AND OPERATING PRIOR TO REMOVAL OF NAVIGATION LIGHT #3. TEMPORARY NAVIGATION MARKER SHALL BE INSTALLED ALONG SAME ALIGNMENT AS EXISTING NAVIGATION LIGHT #3 AND #4, BUT OFFSET 280' SOUTH OF EXISTING NAVIGATION LIGHT #4.

2. CONSTRUCT NAVIGATION LIGHT #4 AT PERMANENT LOCATION.

3. TEMPORARY NAVIGATION MARKER ON EAST SIDE OF WATERWAY SHALL BE INSTALLED AND OPERATING PRIOR TO REMOVAL OF NAVIGATION LIGHT #3. TEMPORARY NAVIGATION MARKER SHALL BE INSTALLED ALONG SAME ALIGNMENT AS EXISTING NAVIGATION LIGHT #3 AND #4, BUT OFFSET 280' SOUTH OF EXISTING NAVIGATION LIGHT #3.

4. REMOVE AND SCRAP NAVIGATION LIGHT #3 AND ALL APPURTENANCES AND INSTALL AT PERMANENT LOCATION.

NAVIGATION LIGHT #3 DEMOLITION AND CONSTRUCTION NOTES:
1. DISCONNECT THE EXISTING POWER SOURCE.

2. REMOVE EXISTING STEEL TOWER AND PLATFORM ASSEMBLY FROM SUPPORTING STEEL PILES AT EXISTING WELD GAGE.

3. EXTRACT AND DISPOSE OF EXISTING STEEL PILES.

4. INSTALL NEW PILES AT THE DESIGNATED LOCATION ALONG EXISTING ALIGNMENT AND ERECT THE EXISTING TOWER AND PLATFORM ASSEMBLY. PER DETAILS ON SK-3 AND SK-4. THE RELOCATED TOWER AND LIGHT ELEVATION SHALL BE MATCH THE EXISTING TOWER AND LIGHT ELEVATION.

NAVIGATION LIGHT #4 DEMOLITION AND CONSTRUCTION NOTES:
1. DISCONNECT THE EXISTING POWER SOURCE.

2. REMOVE EXISTING STEEL TOWER AND PLATFORM ASSEMBLY FROM EXISTING PIER 4 DECK.

3. INSTALL NEW PILES AT THE DESIGNATED LOCATION ALONG EXISTING ALIGNMENT AND ERECT THE EXISTING TOWER AND PLATFORM ASSEMBLY. PER DETAILS ON SK-3 AND SK-4. THE RELOCATED TOWER AND LIGHT ELEVATION SHALL MATCH THE EXISTING TOWER AND LIGHT ELEVATION.

LEGEND:
- EXISTING NAVIGATION LIGHT
- TEMPORARY NAVIGATION MARKER
- RELOCATED NAVIGATION LIGHT
- EXISTING NAVIGATION LIGHT ALIGNMENT, SEE NOTE 2
TEMPORARY NAVIGATION MARKER

C4.1
NOTES
1. EXISTING BATHYMETRY SHOWN. TEST PILES SHALL BE INSTALLED AFTER COMPLETION OF DREDGE WORK INDICATED ON SITE PLAN. TIME RESTRICTIONS FOR TEST PILE INSTALLATION AND REMOVAL.
2. ALL TEST PILES SHALL BE DRIVEN TO THE MINIMUM TIP ELEVATIONS INDICATED.
3. ALL TEST PILES SHALL BE COMPLETELY EXTRACTED AND DISPOSED OF AFTER COMPLETION OF THE TEST PILE PROGRAM.
4. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION REGARDING THE TEST PILE PROGRAM.

TEST PILE LOCATION PLAN

SCALE: 1"=80'

TEST PILE SCHEDULE

<table>
<thead>
<tr>
<th>DESIGNATION</th>
<th>PILE TYPE</th>
<th>TIP ELEVATION</th>
<th>CUT-OFF ELEVATION</th>
<th>TOTAL PILE LENGTH</th>
<th>NORTHING</th>
<th>EASTING</th>
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<td>24&quot; SOLID OCTAGONAL PRESTRESSED CONCRETE</td>
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NOTES:

1. MINIMUM CONCRETE STRENGTHS ARE AS FOLLOWS:
   - REINFORCEMENT - 4000 PSI
   - DURING 28 DAYS - 3000 PSI

2. 24" SOLID OCTAGONAL PRECAST PILE PROPERTIES:
   - AREA: 677 SQ IN
   - SECTION MODULUS: 524,000 IN-FT
   - DESIGN PRESTRESS FORCE: 1518 TON-FT
   - DESIGN PRESTRESS IN CONC: 121 PSI

3. PRESTRESSING STEEL SHALL BE UNCOATED 270 KSI - 1/2" - 7 WIRE, LOW RELAXATION, STRAND CONFORMING TO ASTM A416.

4. FOR PILE TOP ELEVATIONS SEE S1.1.

5. MARK DRIVING END OF ALL PILES CLEARLY AT PRECAST PLANT.

6. PILES SHALL HAVE MARKS DESIGNATING THE SIZE, LENGTH, AND TEST PILE DESIGNATION AT THE PRECAST PLANT.

7. SPIRAL REINFORCEMENT MAY BE SPACED BY WRAPPING ONE AND ONE-HALF TURNS OF SPIRAL AND TERMINATING WITH A 135° SEAMING HOOP.

8. SPIRAL REINFORCEMENT SHALL BE ASTM AND SMOOTH OR DEFORMED.

**24" SOLID OCTAGONAL PRECAST**

**1**

**PRESTRESSED CONCRETE PILE**

1. **PRESTRESSING DETAIL**

- **FOR LIFTING EYE DETAIL**
- **BASEMOUNTING WITH epoxy adhesive**
- **BRUSH IN 1/4" EPOXY BASE COAT AFTER CUTTING TO LIFTING EYE**
- **NOTES:**
  - LIFITNG DECOE AND LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR CONSIDERING ALL LOADS IMPACTED TO THE PILE (AXIAL AND PARALLEL TO THE LONGITUDINAL AXIES) BY THE RODDING BEING USED.
  - ALL MODES OF LIFTING (FABRICATION AND FIELD) SHALL BE CONSIDERED.

**LIFTING EYE DETAIL**

**NOTE**
PLAN - RELOCATED NAVIGATION LIGHT #4

EXIST NAVIGATION LIGHT #4 TOWER RELOCATED FROM EXIST PER 4 DECK INTO NEW PILE SUPPORTED PLATFORM. SEE RECORD DRAWINGS FOR DETAILS OF EXIST TOWER AND PLATFORM.

NEW PLATFORM

LADDER, SEE

18"x4.500" PIPE PILE, TYP (4 PER LIGHT)

EXIST MUSLIN, APPROX EL = 36.0'

ELEVATION - RELOCATED NAVIGATION LIGHT #4

NTS

SECTION - RELOCATED NAVIGATION LIGHT #4

A

B

C

18" PIPE PILE

10'-0" PILE, MATCH EXIST PLATFORM

10'-0" PILE, MATCH EXIST PLATFORM

WELDS OF FITS TO WELD SEE

COURSMENTS

1/2" BOLT

EXIST TOWER LEG

EXIST TOWER LADDER

EXIST FOOT PAD

PL ASY, PILE, 1/2" STEEL

LADDER BRACKET, SIGHT

PILLE, CUT-OFF EL 13.67

10" PIPE PILE

7/8" PLATE

NOTES:

1. ALL NEW STEEL SHALL BE HOT DIP GALVANIZED AND COATED WITH A HIGH PERFORMANCE COATING PER SPECIFICATIONS.
NOTES:

1. ALL STEEL PIPE PILES SHALL CONFORM TO THE STRUCTURAL NOTES AND SPECIFICATIONS.
2. ALL PILES SHALL BE FABRICATED AND COATED PRIOR TO DELIVERY ON SITE.
3. STEEL PIPE PLUGS SHALL CONFORM TO ASTM A526, GR 2, Fy = 50 KSI Min.
4. UPPER PORTION OF STEEL PIPE PILE TO BE GALVANIZED AND COATED WITH A HIGH PERFORMANCE COATING IN ACCORDANCE WITH THE SPECIFICATIONS.
5. MELDING SHALL CONFORM TO "STRUCTURAL MELDING CODE - STEEL", AWS D1.1.
6. HOLD BACK COATING FROM CL WELDED JOINT ON INSIDE AND OUTSIDE OF PIPE FOR MELDING.
7. MANUFACTURER MAY USE THE ALTERNATE CJP TUBULAR BUTT JOINT. ALL CJP TUBULAR BUTT JOINTS SHALL HAVE A MPS QUALIFIED IN ACCORDANCE WITH AWS D1.1 SECTION 4.

ALTERNATE CJP TUBULAR BUTT JOINT

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA HIGHWAY PATROL

PIER 4 PHASE 1
Removal Action Project

PIPE TO PILE CONNECTION DETAIL

2
S1.5
S1.3, S1.4
**KEY NOTES**

1. CUT (4) FIBER OPTIC CABLES AND (1) TELEPHONE CABLE WHERE CABLES ENTER SOUTH WALL OF THE VAULT. REMOVE CABLES BETWEEN VAULT AND TERMINATION AND COMMUNICATIONS RACK ON SECOND FLOOR OF MARINE BUILDING.

2. COORDINATE WITH TACOMA POWER FOR DISCONNECTING ELECTRICAL SERVICE AT THE PAD-MOUNTED SWITCHGEAR AT SUBSTATION #404 THAT SERVICES THE DOCKSIDE, 13.8kV-4.16kV TRANSFORMER. SEE SHEET E.2.5 FOR THE SWITCHGEAR LOCATION AND SHEET E.4.1 FOR THE SUBSTATION #404 ONE-LINE DIAGRAM.

3. DISCONNECT SKY CABLES AT CRANE SWITCH AT SUBSTATION #404 AND DISCONNECT LEAD END OF CABLES AT CRANE VAULT. SEE SHEET E.2.5 FOR LOCATION OF SKY CRANE SWITCH.

4. SEE SHEET E.2.5 FOR PROVIDING GROUND ROD IN 480V PULLBOX AT SUBSTATION #404. AFTER GROUND ROD INSTALLATION AND CONNECTION OF GROUND WIRES TO PULLBOX, DISCONNECT GROUND WIRES IN GROUNDING 2-BOX.

5. AFTER TEMPORARY CONDUIT AND WIRE ARE ROUTED FROM HIGH VOLTAGE LIGHTING POLE #144 TO THIS VAULT FOR SERVICE TO HIGH VOLTAGE FIXTURES (YARD AND SECURITY), CUT THE EXISTING WIRES IN THE VAULT ROUTED TO HIGH VOLTAGE LIGHTING POLE #144 AND SPlice THE TEMPORARY WIRES TO THE WIRES ROUTED TO POLE #144. SEE SHEET E.3.2 FOR TEMPORARY WIRING TO VAULT.

6. REMOVE ABANDONED CONDUIT AND WIRE IN PIER STRUCTURE.

7. REMOVE CRANE VAULT, AND ASSOCIATED CONDUIT AND CABLE IN PIER STRUCTURE. ASSUME VAULT IS 5'6" X 6'.

8. REMOVE ABANDONED POWER VAULT, AND ASSOCIATED CONDUIT AND WIRE IN PIER STRUCTURE. ASSUME VAULT IS 5'6" X 6'.

9. REMOVE VAULT, AND ASSOCIATED DUCTBANK AS INDICATED. ASSUME VAULT IS 5'6" X 6'.

10. REMOVE ABANDONED CONDUITS, WIRES AND CABLES.

11. REMOVE WIRES FROM DUCTBANK, AND ABANDON DUCTBANK IN PLACE.

12. HIGH VOLTAGE FIXTURES TO REMAIN OPERATIONAL EVERY NIGHT. IF CONTRACTOR NEEDS TO SHUTDOWN NORMAL POWER TO THE FIXTURES, CONTRACTOR SHALL SUPPLY BACKUP POWER SUPPLY TO MAINTAIN SERVICE TO THE FIXTURES.

**GENERAL NOTES**

1. REFER TO CIVIL DRAWINGS FOR WATER, STORM DRAIN, AND SANITARY SEWER UTILITIES.

2. SEE FS SERIES SHEETS FOR CONDUIT AND WIRES SCHEDULES FOR SPECIFIC INFORMATION PERTAINING TO EACH CONDUIT.

3. ALL CONDUITS/DUCTBANKS WITHIN THE PHASE 1 WORK AREA THAT ARE NOT INDICATED TO BE DISCONNECTED OR REMOVED ARE TO REMAIN IN SERVICE AND PROTECTED IN PLACE.

SCALE: 1"=40'
GENERAL NOTES
1. REFER TO CIVIL DRAWINGS FOR WATER, STORM DRAIN, AND SANITARY SEWER UTILITIES.

KEY NOTES
1. MPZ Labeled "THIRD UNIT SUB. NAV. LIGHTS".
2. Disconnect the wiring serving the navigation light at MPZ circuit #1. Remove submarine cable/pipe back to MPZ. Cut exposed conduit at grade and cap.
4. Remove the existing feeder wires back to refiner bunker #1, and disconnect the feeder to refiner bunker #2 at substation #1, and remove back to substation. Remove refiner bunker #2 plates. Reinstall plate for re-installation. Excavate as required to remove conduit elbows and cap conduits for future use.
5. Contractor to use spare circuit breaker in substation for temporary power to serve construction trailers. Coordinate with Tacoma Power for utility meter requirements and with Port of Tacoma.
GENERAL NOTES
1. SEE EX SERIES SHEETS FOR CONDUIT AND WIRE SCHEDULES FOR SPECIFIC INFORMATION PERTAINING TO EACH CONDUIT.
2. ALL CONDUITS/DUCTBANKS WITHIN THE PHASE 1 WORK AREA THAT ARE NOT INDICATED TO BE DISCONNECTED OR REMOVED ARE TO REMAIN IN SERVICE AND PROTECTED IN PLACE.

KEY NOTES
1. DISCONNECT SKY CABLES AT CRANE SWITCH.
2. AFTER TEMPORARY CONDUIT AND WIRE ARE ROUTED FROM LIGHTING CONTROL CABINET AT SUBSTATION #8410 FOR HIGH WATT LIGHTING FIXTURES (YARD AND SECURITY) AT POLE PGST, DISCONNECT SPICE IN THE 480V PULLBOX.
3. TACOMA POWER TO DISCONNECT AND REMOVE PAD MOUNTED TRANSFORMER.
4. AFTER REMOVAL OF WIRE FROM THESE CONDUITS PER KEY NOTES ON SHEETS E2.2 AND E2.3, CUT CONDUITS AT THESE LOCATIONS AND ABANDON IN PLACE.

ENLARGED ELECTRICAL DEMOLITION PLAN - SUBSTATION #8410
KEY NOTES

1. ROUTE CONDUIT FROM EXISTING VAMANOLE TO HIGH MAST LIGHTING POLE WPD-1. EXTEND CONDUIT UP THE SIDE OF THE CONCRETE POLE BASE TO A CONDUIT AT THE TOP OF CONCRETE BASE. PROVIDE 2" CONDUIT FROM CONDUIT TO BENEATH LIGHTING POLE BASEPLATE, AND THEN ALONG HIGH MAST TO WIRE FOR YARD AND SECURITY LIGHTING TO THE EXISTING WIRES AT POLE WPD-1. SEE NOTE A5 ON SHEET E3-2 FOR Splicing WIRES IN VAULT.

2. REFER TO SPECIFICATION SECTION 25.14.00 "WORK RESTRICTIONS" FOR ELECTRICAL WORK IN THIS AREA.

GENERAL NOTES

1. REFER TO CIVIL DRAWINGS FOR WATER, STORM DRAIN, AND SANITARY SEWER UTILITIES.

ELECTRICAL PLAN - SHEET 1

SCALE: 1"=40'

PROJECT NORTH
GENERAL NOTES
1. SEE EE SERIES SHEETS FOR CONDUIT AND WIRE SCHEDULES FOR SPECIFIC INFORMATION PERTAINING TO EACH CONDUIT.

KEY NOTES
1. PROVIDE GROUND ROD IN PULLBOX. CUT GROUND WIRE IN "BROKEN" CONDUIT AND CONNECT ALL GROUND WIRES IN PULLBOX TO GROUND ROD WITH MECHANICAL CLAMP.
2. SEE NOTE #2 ON SHEET C.3.
3. SEE NOTE #3 ON SHEET C.3.
4. SEE NOTE #4 ON SHEET E.2.5 REGARDING THESE CONDUITS.
5. "30"-"40" PULLBOX SUPPORT WITH STRUT CHANNEL FROM GUARDRAIL STRUCTURE.

ENLARGED ELECTRICAL
PLAN - SUBSTATION #9410

ASPHALT Base Course and Sawcut Requirements
Per Detail 1 on CIVL, SHEET C.3.

WARNING TAPE RED
[ELEC. BURIED BELOW]

TRENCH BACKFILL

PVC SCHEDULE 80 CONDUIT WITH PULLCARES, TYPICAL. PROVIDE 2'-0" STAGGER BETWEEN ROW CONNECTIONS. JOINTS CONDUIT SIZE AND QUANTITY VARY, SEE CONDUIT AND WIRE SCHEDULES.

COMPACTED SUBGRADE

600V CONDUIT TRENCHING

ND SCALE
KEY NOTES
1. Coordinate with TPU to disconnect switch connection.
2. Disconnect wiring at supply and load connections. Wiring to be removed by electrical contractor.
3. 13.8kV feeder to 750kVA transformer remain in service.
4. Disconnect wiring at supply and load connections.

DEMOlITION
ONE-LINE DIAGRAM
NO SCALE
**CONDUIT AND CONDUCTOR SCHEDULE**

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**SCHEDULE KEY NOTES**

1. SEPARATE HUSKY TERMINAL W/ SYSTEM PROJECT DRAWINGS FOR COMMUNICATIONS CONDUITS AND SITE PLANS.
2. PVC SCHEDULE 80.
3. ORC CONDUIT.
4. CONDUIT(S) OUT, ABANDONED IN PLACE.
5. COORDINATE WORK WITH CHASSIS POWER.
6. PROVIDE LIQUID TIGHT FLEXIBLE METAL CONDUIT AT ALL LIGHT POLE LOCATIONS.
7. LIQUID TIGHT FLEXIBLE METAL CONDUIT.

**SCHEDULE GENERAL NOTES**

1. NOT ALL CONDUITS ARE SHOWN ON CONDUIT AND CONDUCTOR SCHEDULES. CONTRACTOR SHALL REFER TO POWER RISER DIAGRAMS AND STUDIATION LAYOUT PLANS FOR ADDITIONAL CONDUITS AND WIRE.
## Conduit and Conductor Schedule

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## General Notes

1. See Drawing E.6.1 for legend and general notes.

## Schedule Key Notes

1. See separate Husky Terminal INF System Project Drawings for communications conductors and site plans, Port of Tacoma Job No. 43-32-12.
2. PVC Sch. 80 conduit.
3. Type B conduit.
4. Conduit(s) cut, abandoned in place.
5. Coordinate work with Tacoma Power.
6. Provide liquid tight flexible metal conduit at all light pole locations.
7. Liquid tight flexible metal conduit.
### Conduit and Conductor Schedule

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### General Notes

1. SEE DRAWING 8.1 FOR LEGEND AND GENERAL NOTES.

### Schedule Key Notes

1. SEE SEPARATE HUSKY TERMINAL MFI SYSTEM PROJECT DRAWINGS FOR COMMUNICATIONS CONDUCTORS AND SITE PLANS. PORT OF TACOMA JOB #9233-04.
2. PVC SCHEDULE 80.
3. GRS CONDUCT.
4. CONDUCT(S) OUT. ABANDONED IN PLACE.
5. PROVIDE LIQUID TIGHT FLEXIBLE METAL CONDUIT AT ALL LIGHT PILE LOCATIONS.
6. LIQUID TIGHT FLEXIBLE METAL CONDUIT.
### CONDUIT AND CONDUCTOR SCHEDULE

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### GENERAL NOTES

1. SEE DRAWING E6.1 FOR LEGEND AND GENERAL NOTES.

### SCHEDULE KEY NOTES

1. SEE SEPARATE HUSKY TERRAIN MF SYSTEM PROJECT \PRELIMINARY CONSTRUCTION AND SITE PLANS, PORT OF TACOMA JOB #1323-04.
2. PVC SCHEDULE GS.
3. DIP CONDUIT.
4. CONDUIT CUT, ABANDONED IN PLACE.
5. COORDINATE WORK WITH TACOMA POWER.
6. PROVIDE LIQUID TIGHT FLEXIBLE METAL CONDUIT AT ALL LIGHT POLE LOCATIONS.
7. LIQUID TIGHT FLEXIBLE METAL CONDUIT.