C:\Users\FrederickR\AECOM\Bayou Chico Remediation Design - AECOM - General\900 CAD\910 CAD\20 SHEETS\60%D\01_Cover Sheet.dwg, Aug 24, 2026 - 9:49:01AM, FrederickR

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
PUBLIC WORKS DEPARTMENT
ENGINEERING / INFRASTRUCTURE DIVISION

INDEX OF PLANS

SHEET NO.	SHEET DESCRIPTION
01	COVER SHEET
02	GENERAL NOTES
03	LEGEND
04	EXISTING CONDITIONS - OVERVIEW
05	EXISTING CONDITIONS - DREDGE AREA
06	EXISTING CONDITIONS - TRANSLOADING LOCATION
07	SITE PLAN AND E&SC - TRANSLOADING LOCATION
08	DREDGE PLAN - OVERVIEW
09	DREDGE PLAN - PHASE 1
10	DREDGE CROSS SECTIONS DMU1
11	DREDGE CROSS SECTIONS DMU2
12	RESTORATION PLAN - TRANSLOADING LOCATION
13	RESTORATION PLAN - DREDGE AREA
14	ENGINEER'S TRANSPORTATION PLAN
15	DETAILS
16	DETAILS
17	DETAILS

PLANS PROPOSED FOR

BAYOU CHICO CONTAMINATED SEDIMENT REMEDIATION PROJECT FISCAL YEAR 2025 - 2026



N

60% PLANS SUBMITTAL FOR PERMIT APPLICATION
AUGUST 2026

COMMISSIONERS

DISTRICT ONE	STEVE STROBERGER
DISTRICT TWO	MIKE KOHLER, CHAIRMAN
DISTRICT THREE	LUMON MAY
DISTRICT FOUR	ASHLEE HOFBERGER, VICE CHAIR
DISTRICT FIVE	STEVEN BARRY

THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LATEST ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICAPABLE TO ANY SPECIFICATION REFERED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

AUGUST 2026

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"

GENERAL NOTES

1. THE CONTRACTOR SHALL PLAN AND SCHEDULE THE SEQUENCE OF WORK IN ORDER TO PREVENT UNNECESSARY DELAYS OR COSTS ASSOCIATED WITH CRITICAL PATH ITEMS OF THE WORK.
2. THE CONTRACTOR SHALL NOTIFY THE COUNTY AND ENGINEER 48 HOURS PRIOR TO CONSTRUCTION.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH ESCAMBIA COUNTY DESIGN SERVICES AND TECHNICAL SPECIFICATIONS.
4. NO CONSTRUCTION ACTIVITIES MAY COMMENCE PRIOR TO SUBMISSION OF APPROVED COPIES OF ALL REQUIRED LOCAL, STATE, AND FEDERAL PERMITS TO THE ESCAMBIA COUNTY NATURAL RESOURCES MANAGEMENT DEPARTMENT. PERMIT SHALL BE ADHERED TO FOR ALL ASSOCIATED CONDITIONS.
5. NO WORK SHALL BE PERFORMED OUTSIDE THE LIMITS OF CONSTRUCTION AS SHOWN WITHOUT PRIOR WRITTEN AUTHORIZATION FROM ESCAMBIA COUNTY, THE ENGINEER, AND THE PROPERTY OWNER, AS APPLICABLE, INCLUDING THE PORT OF PENSACOLA.
6. ALL REFERENCES REGARDING DESIGN CRITERIA, CODES, AND STANDARDS BY OUTSIDE SOURCES OR AGENCIES SHALL BE PER LATEST PRINTED/POSTED EDITION AT TIME OF SOLICITATION. THIS REQUIREMENT APPLIES TO THE PLANS AND SPECIFICATIONS.
7. SCALE DATA SHOULD NOT BE MEASURED FROM THE DRAWINGS.
8. ANY DAMAGE TO PROPERTY, INCLUDING BUT NOT LIMITED TO ENTRANCES, GATES, DRIVEWAYS, DOCKS, BULKHEADS, OR ANY OTHER STRUCTURE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE CONSTRUCTION MANAGER. PAYMENT SHALL NOT BE MADE FOR THIS WORK.
9. THE CONTRACTOR SHALL VISIT THE SITE TO BECOME FAMILIAR WITH EXISTING CONDITIONS PRIOR TO THE PREPARATION OF BID. EXISTING CONDITIONS MAY HAVE CHANGED SINCE DESIGN AND ANY CHANGE FOUND THAT MAY AFFECT THE PROJECT SHOULD BE DISCUSSED WITH THE COUNTY PRIOR TO WORK.
10. THE CONTRACTOR IS RESPONSIBLE FOR SECURING ALL WORK AREAS, OVER BOTH LAND AND WATER. ESCAMBIA COUNTY, PROPERTY OWNER, AND ENGINEER ARE NOT RESPONSIBLE FOR ANY DAMAGES RESULTING FROM VANDALISM. ALL COSTS INCURRED FROM DAMAGED OR LOST EQUIPMENT AND MATERIALS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

UTILITIES:

1. LOCATION OF EXISTING UTILITIES AS SHOWN ON CONSTRUCTION DRAWINGS ARE BASED ON AVAILABLE AS-BUILTS AND RECORDS PROVIDED BY UTILITY OWNERS. CONTRACTOR SHALL VERIFY THE LOCATION, DEPTH, SIZE, AND MATERIAL OF ALL EXISTING UTILITIES AS REQUIRED TO COMPLETE THE CONSTRUCTION. IF ACTUAL FIELD CONDITIONS VARY FROM THE DRAWINGS, CONTRACTOR SHALL NOTIFY ENGINEER FOR VERIFICATION PRIOR TO PROCEEDING WITH THE WORK.
2. THE CONTRACTOR IS REQUIRED TO BRING ANY DESIGN DISCREPANCIES TO THE IMMEDIATE ATTENTION OF THE ENGINEER, IN WRITING, PRIOR TO CONSTRUCTION OR AS SOON AS DISCOVERED.
3. CONTRACTOR SHALL CONTACT ALL UTILITY OWNERS AT LEAST 48 HOURS PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE PROPER COORDINATION OF WORK EFFORT AND LOCATION OF EXISTING UTILITIES.
4. THE CONTRACTOR SHALL PROTECT ALL UTILITIES AND OTHER PROPERTIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGES INCURRED DURING CONSTRUCTION AND SHALL REPAIR TO ITS ORIGINAL CONDITION AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION FOR THE PROTECTION OF EXISTING AND NEWLY INSTALLED UTILITIES AND IMPROVEMENTS FROM DAMAGES, DISRUPTION OF SERVICE, OR DESTRUCTION.
5. THE CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS TO OBTAIN SUPPORT FOR UTILITY POLES WHERE CONSTRUCTION MAY CAUSE THE POLE TO LOSE ITS SUPPORT. POLE SUPPORT IS REQUIRED PRIOR TO RELOCATION OF GUY WIRES. ANY ADDITIONAL COSTS FOR SUPPORT OR RELOCATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
6. REFER TO SPECIFICATIONS FOR UTILITY CROSSING SEPARATION GUIDELINES.

EROSION AND SEDIMENT CONTROL:

1. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTATION AND MAINTENANCE OF EROSION CONTROL MEASURES CONTAINED WITHIN THE CONTRACT SPECIFICATIONS AND PERMITS.
2. STORM INLETS AND CATCH BASINS SHALL BE PROTECTED FROM SEDIMENTATION UNTIL THE COMPLETION OF ALL CONSTRUCTION OPERATIONS AND THE WORK AREAS SHALL BE STABILIZED UPON SATISFACTORY OF THE CONSTRUCTION MANAGER.
3. CLEARING OF VEGETATION MIGHT BE WARRANTED IN TRANSLOADING AREA. VEGETATION CLEARING AND SUBSEQUENT RESTORATION TO PRE-EXISTING CONDITIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. DISTURBED VEGETATION AREAS SHALL BE REGRADED AND SEEDED. ACCORDING TO THE FLORIDA STORMWATER, EROSION AND SEDIMENT CONTROL INSPECTORS (FSESCI) MANUAL.
5. ALL DRAINAGE FACILITIES THAT ARE CROSSED AND/OR DISTURBED DURING CONSTRUCTION SHALL REMAIN FUNCTIONAL AT ALL TIMES OR THE CONTRACTOR SHALL INSTALL FACILITIES TO MAINTAIN THE FLOW AT NO ADDITIONAL COST TO THE OWNER.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF EMBANKMENTS AND SHALL REPLACE ANY PORTION WHICH, IN THE OPINION OF THE CONSTRUCTION MANAGER, HAS BECOME DISPLACED DUE TO EROSION OR DUE TO CARELESSNESS OR NEGLIGENCE ON THE PART OF THE CONTRACTOR.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING SPILL CONTROL MEASURES INCLUDING SPILL PANS, CURBING, BERMS, AND TURBIDITY CURTAINS.
8. ALL SEDIMENT HANDLING OVER WATER (I.E. DREDGING, TRANSLOADING, AMENDMENT MIXING, ETC.) SHALL OCCUR WITHIN TURBIDITY CURTAINS. SURFACE WATER QUALITY SHALL NOT EXCEED 29 NTUS PER FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION.
9. AN ENVIRONMENTAL BUCKET PROPERLY EQUIPPED WITH SEALS AND VENTS SHALL BE USED FOR ALL DREDGING ACTIVITIES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY TEMPORARY CONTROLS AND/OR STRUCTURES REQUIRED TO MAINTAIN SUITABLE AND SAFE WORKING CONDITIONS AT ALL TIMES. SUCH ITEMS SHALL BE REMOVED ONCE THAT PORTION OF WORK HAS BEEN COMPLETED.

TRAFFIC CONTROL:

1. CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH SPECIFICATION SECTION 02 12 00 ON-SITE AND OFF-SITE TRANSPORTATION AND DISPOSAL, TO ESCAMBIA COUNTY PRIOR TO STARTING WORK. THIS PLAN SHALL:
   A. BE SIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF FLORIDA WHO HAS AN ACTIVE TEMPORARY TRAFFIC CONTROL (ADVANCED) CERTIFICATION FROM FDOT.

A. BE APPROVED BY ESCAMBIA COUNTY PROJECT ENGINEER.

B. MEET REQUIREMENTS IDENTIFIED IN THE ESCAMBIA COUNTY SPECIFICATIONS, FHWA MUTCD, FDOT STANDARD PLANS, FDOT STANDARD SPECIFICATIONS, AND FDOT SPECIFICATIONS FOR TRAFFIC CONTROL.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE TRAFFIC CONTROL DEVICES AND BARRIERS, FOR THE PROTECTION OF VEHICLES, PEDESTRIANS, AND THE WORKERS. ALL WORK SHALL BE IN ACCORDANCE WITH THE F.H.W.A. MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FDOT AND ESCAMBIA COUNTY.
3. ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL BE NEW. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE INDICATED. EXISTING REGULATORY AND WARNING SIGNS ARE TO BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE NOTED.
4. DURING NON-WORKING HOURS, NO EQUIPMENT, VEHICLES, OR MATERIAL SHALL BE PARKED OR STORED WITHIN THE CLEAR ZONE OF A ROADWAY OPEN TO VEHICULAR TRAFFIC. DELIVERY TRUCKS AND CONSTRUCTION VEHICLES SHALL NOT BLOCK TRAFFIC WITHOUT TRAFFIC CONTROLS.
5. LOCAL RESIDENTIAL AND BUSINESS TRAFFIC ACCESS SHALL BE MAINTAINED AT ALL TIMES. IF UNABLE TO DO SO, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF AFFECTED RESIDENTS AND BUSINESSES A MINIMUM OF ONE (1) WEEK IN ADVANCE OF THE START OF ANY PHASE OF CONSTRUCTION, IN WRITING, TO COORDINATE ALTERNATIVE ACCESS ARRANGEMENT. THE CONTRACTOR SHALL PROVIDE COPIES OF NOTIFICATION TO ESCAMBIA COUNTY.

WATER TRANSPORTATION

1. THE CONTRACTOR SHALL NOTIFY THE USCG EIGHTH DISTRICT, SECTOR MOBILE, IN WRITING, WITH A COPY TO THE OWNER, THIRTY (30) DAYS IN ADVANCE, OR AS REQUIRED BY PERMITS, OF THE TIME HE/SHE PLANS TO DREDGE OR WORK ADJACENT TO ANY AIDS WHICH REQUIRE RELOCATION TO FACILITATE THE WORK. TEMPORARY REMOVAL OF ANY NAVIGATION AIDS LOCATED WITHIN OR NEAR THE AREAS REQUIRED TO BE DREDGED OR FILLED SHALL BE COORDINATED BY CONTRACTOR WITH THE USCG PRIOR TO REMOVAL. THE CONTRACTOR SHALL NOT OTHERWISE REMOVE, CHANGE THE LOCATION OF, OBSTRUCT, WILLFULLY DAMAGE, MAKE FAST TO, OR INTERFERE WITH ANY AID TO NAVIGATION. THE CONTRACTOR SHALL CONTACT THE USCG FOR INFORMATION CONCERNING THE POSITION TO WHICH THE AIDS WILL BE RELOCATED.
2. THE CONTRACTOR SHALL OBTAIN A TEMPORARY PERMIT FROM THE USCG FOR ALL BUOYS OR DREDGING AID MARKERS TO BE PLACED IN THE WATER PRIOR TO INSTALLATION. ALL DREDGING AIDS, SIGNS, BUOYS AND OR LIGHTS MUST MEET USCG REGULATIONS. THE CONTRACTOR SHALL OBTAIN APPROVAL FOR ALL DREDGING AIDS, INCLUDING BUT NOT LIMITED TO TEMPORARY NAVIGATION AIDS, WARNING SIGNS, BUOYS AND LIGHTS THE CONTRACTOR REQUIRES IN CONDUCTING THE WORK SPECIFIED IN THIS CONTRACT. THE PERMIT APPLICATION SHALL STATE THE POSITION, COLOR, DATE TO BE INSTALLED AND REMOVED FOR ALL DREDGING AID MARKERS AND BE SUBMITTED TO THE USCG. DREDGING AID MARKERS AND LIGHTS SHALL NOT BE COLORED OR PLACED IN A MANNER THAT THEY OBSTRUCT OR BE CONFUSED WITH NAVIGATION AIDS. COPIES OFAPPLICATION AND PERMIT SHALL BE SUBMITTED TO THE OWNER SEVEN (7) DAYS PRIOR TO COMMENCEMENT OF DREDGING OPERATIONS.
3. NAVIGATION CHANNEL IS MAINTAINED BY USACE AND IS OUT OF SCOPE FOR THIS PROJECT. NAVIGATION CHANNEL SHALL BE USED FOR TRANSPORTATION OF ALL VESSELS WHEN POSSIBLE. THE CONTRACTOR SHALL NOT IMPEDE REGULAR BOAT TRAFFIC OR LOCAL MARINAS AND BOAT RAMPS WITHOUT PRIOR WRITTEN AUTHORIZATION FROM ESCAMBIA COUNTY AND THE ENGINEER.

INCLEMENT WEATHER PLAN:

1. CONTRACTOR IS RESPONSIBLE FOR DEVELOPING AND IMPLEMENTING AN INCLEMENT WEATHER PLAN. INCLEMENT WEATHER PLAN SHALL BE APPROVED BY ESCAMBIA COUNTY AND THE ENGINEER PRIOR TO MOBILIZATION.

SURVEY:

1. TOPOGRAPHIC AND BATHYMETRIC SURVEYS PERFORMED BY AECOM IN 2022.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983 (2011), FLORIDA STATE PLANE, NORTH ZONE, U. S. SURVEY FEET (FL83-NF)
3. VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988, U.S. SURVEY FEET (NAVD88)
4. TYPICAL TIDAL FLUX FOR BAYOU CHICO IS -0.22-FT TO 0.94-FT ELEVATION (MLWL TO MHWL)
5. SUBMERGED AQUATIC VEGETATION SURVEY PERFORMED BY AECOM IN 2022.

MAINTENANCE:

1. ALL SODDED AND GRASSED AREAS WITHIN THE PROJECT LIMITS SHALL BE IRRIGATED, MOWED AND MAINTAINED IN ACCORDANCE WITH THE SPECIFICATIONS.
2. MAINTAIN EXISTING AND NEW DRAINAGE STRUCTURES AND EROSION CONTROL BMP'S IN ACCORDANCE WITH THESE DRAWINGS, SPECIFICATIONS AND ALL APPLICABLE STANDARDS.

CONSTRUCTION DOCUMENT NOTES:

1. ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN ALTERED IN SIZE BY REPRODUCTION. DO NOT SCALE DRAWINGS.
2. ALL DETAILS, SECTIONS AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE UNLESS OTHERWISE SHOWN.

ADDITIONAL CONTACTS:

USCG SECTOR MOBILE: 1500 15TH ST. MOBILE, AL 36615

PHONE: (833) 662-8724

MARINE PATROL: 3911 HIGHWAY 2321, PANAMA CITY, FL 32409

PHONE: (850) 265-3676

PORT OF PENSACOLA: 700 SOUTH BARRACKS ST. PENSAOLA, FL 32502

PHONE: (850) 436-5070

USACE: 41 N JEFFERSON ST. 301,PENSACOLA FLORIDA 32502

PHONE: 850-439-3474

LIST OF ACRONYMS

1. BPA - BARGE PROCESSING AREA
2. BMP - BEST MANAGEMENT PRACTICES
3. CM - CONSTRUCTION MANAGER
4. CY - CUBIC YARD
5. DGA - DENSE GRADED AGGREGATE
6. DMU - DREDGE MANAGEMENT UNIT
7. ENGINEER - AECOM TECHNICAL SERVICES
8. E&SC - EROSION AND SEDIMENT CONTROLS
11. FDOT - FLORIDA DEPARTMENT OF TRANSPORTATION
12. FEMA - FEDERAL EMERGENCY MANAGEMENT AGENCY
13. FHWA - FEDERAL HIGHWAY ADMINISTRATION
14. FM - FORCEMAIN
15. FSESCI MANUAL - FLORIDA STATE EROSION AND SEDIMENT CONTROL INSPECTOR'S MANUAL
16. FT - FOOT
17. HDPE - HIGH-DENSITY POLYETHYLENE
18. MHWL - MEAN HIGH WATER LINE
19. MLWL - MEAN LOW WATER LINE
20. MUTCD - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
21. OWNER - ESCAMBIA COUNTY
22. S/S - SOLIDIFICATION / STABILIZATION
23. USACE - UNITED STATES ARMY CORPS. OF ENGINEERS
24. USCG - UNITED STATES COAST GUARD
25. USEPA - UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
26. WTS - WATER TREATMENT SYSTEM

Last saved by: FREDERICKSON Last Plotted: 2017-05-25
Filename: C:\USERS\FREDERICKSON\AECOM\ATOU CHICO REMEDIATION DESIGN - AECOM - GENERAL\300 CAD\01 CAD\30 SHEETS\ROADS\2_GENERAL NOTES.DWG

LEGEND

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- SITE PARCEL BOUNDARY
- EXISTING PARCEL BOUNDARY
- EXISTING FENCELINE
- NAVIGATION CHANNEL BOUNDARY
- EXISTING BOAT DOCK
- LIMITS OF BATHYMETRIC SURVEY
- LIMITS OF BAYOU CHICO
- F1 — 100-YEAR FEMA FLOODPLAIN DELINEATION
- F5 — 500-YEAR FEMA FLOODPLAIN DELINEATION
- PROPOSED TURBIDITY CURTAIN, TYPE 2
- PROPOSED ON-SITE TRUCK ROUTE
- PROPOSED OFF-SITE TRUCK ROUTE
- PROPOSED TRUCK LOADING AREA
- PROPOSED LAYDOWN AREA
- PROPOSED PARKING AREA
- PROPOSED DECONTAMINATION PAD
- BR — PROPOSED BARGE HAUL ROUTE
- PROPOSED SECURITY FENCE
- SF — PROPOSED SILT FENCE
- PROPOSED COMPOST SOCK
- PROPOSED PERIMETER BERM
- MATCHLINE
- PROPOSED DREDGE BOUNDARY
- SEWER FORCEMAIN
- SEWER FORCEMAIN BUFFER
- BARGE PROCESSING AREA BOUNDARY
- RESTORATION AREA
- SUB-AQUATIC VEGETATION
- COASTAL MARSH
- OHU — OVERHEAD UTILITY LINE
- UTILITY POLE

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"

Last saved by: FREDERICKROSS05 on 09-11 Last Plotted: 2021-09-25
Filename: C:\USERS\FREDERICKROSS\ACCDAMS\VOL1\CH03\1-REMEDIATION DESIGN - AECOM - GENERAL\90 CAD\91 CAD\2D SHEETS\ROSS\03_LEGEND.DWG

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"

BAYOU CHICO

W NAVY BLVD

EXISTING SEWER FORCEMAIN

SUB-AQUATIC VEGETATION

APPROXIMATE SHORELINE

HEAVY COMMERCIAL/ INDUSTRIAL AREA

SEE SHEET 05

BAYOU CHICO

PROPOSED DMU 1

BARGE STAGING AND SEDIMENT DEWATERING AREA

BAYOU CHICO

COASTAL MARSH

PROPOSED DMU 2

BARRANCAS AVE (292)

BAYOU CHICO BRIDGE
VERTICAL CLEARANCE: 65 FEET
HORIZONTAL CLEARANCE: 125 FEET

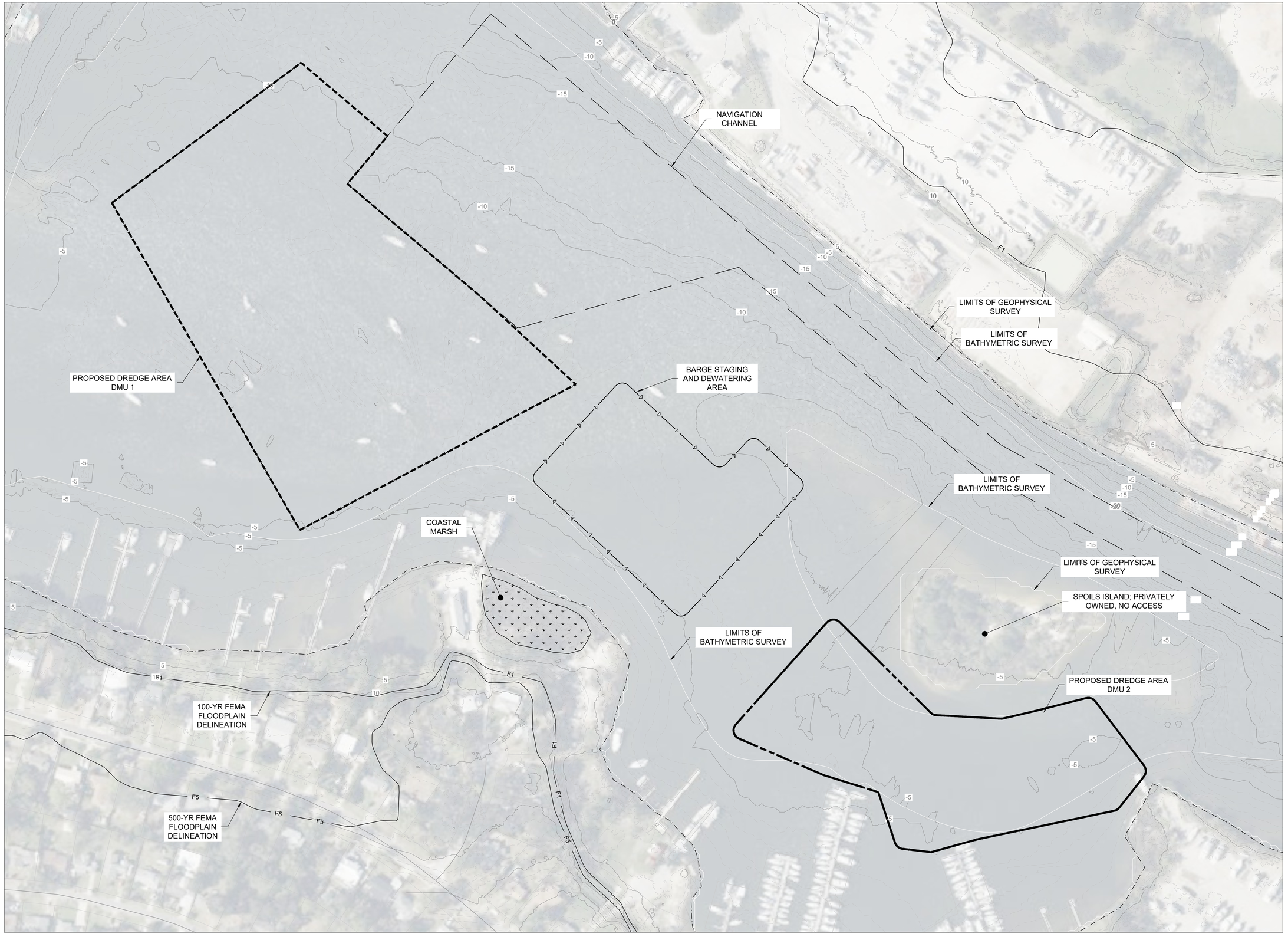
NAVIGATION CHANNEL

BAYOU CHICO

N

Last saved by: FREDERICKD200 (05-06) Last Plotted: 2011-05-25
Filename: C:\USERS\FREDERICKD\DESKTOP\ACOMM\BAYOU CHICO REMEDIATION DESIGN - AECOM - GENERAL\MXD\ 2425\01\CAD\30 SHEETS\BRIDGE\04_EXISTING CONDITIONS - OVERVIEW.DWG

Project Management Initials: Designer: Checked: Approved: ANSI D 22" x 34"



Last saved by: FREDERICKROSS05 (08:54) Last Plotted: 2021-05-25
Filename: C:\USERS\FREDERICKROSS\AECOM\BAYOU CHICO REMEDIATION DESIGN - AECOM - GENERAL\90 CAD\910 CAD\SHEETS\ROUTE_EXISTING CONDITIONS - DREDGE AREA.DWG

Project Management Initials: Designer: Checked: Approved: ANSI D 22" x 34"



AECOM

N

Last saved by: FREDERICKSON Last Plotted: 2015-05-25
File name: C:\USERS\FREDERICKSON\AECOM\BAYOU CHICO REMEDIATION DESIGN - AECOM - GENERAL\06\ CAD\SHEETS\SHEETS\DWG_EXISTING CONDITIONS - TRANSLOADING OPT 01.DWG

PROPOSED TRUCK HAUL ROUTE

PROPOSED EQUIPMENT MOUNTABLE BERMS

PROPOSED SECURITY FENCE WITH LOCKABLE GATE

PROPOSED DECONTAMINATION PAD

PROPOSED BERM

TRUCK LOADING AREA

TYP. BARGE TRANSLOADING AREA (SEE DETAIL 4, SHEET 17)

SILTFENCE TO BE PLACED ON THE DOWNSTREAM SIDE OF THE TRANSLOADING AND LAYDOWN AREAS (SEE DETAIL 2, SHEET 15)

TURBIDITY CURTAIN TO BE PLACE AROUND BARGE LOADING AREA (SEE DETAIL 3, SHEET 17)

LARGE HOPPER BARGE FOR SEDIMENT TRANSPORT (125' x 35') (SEE NOTE 1, SHEET 07)

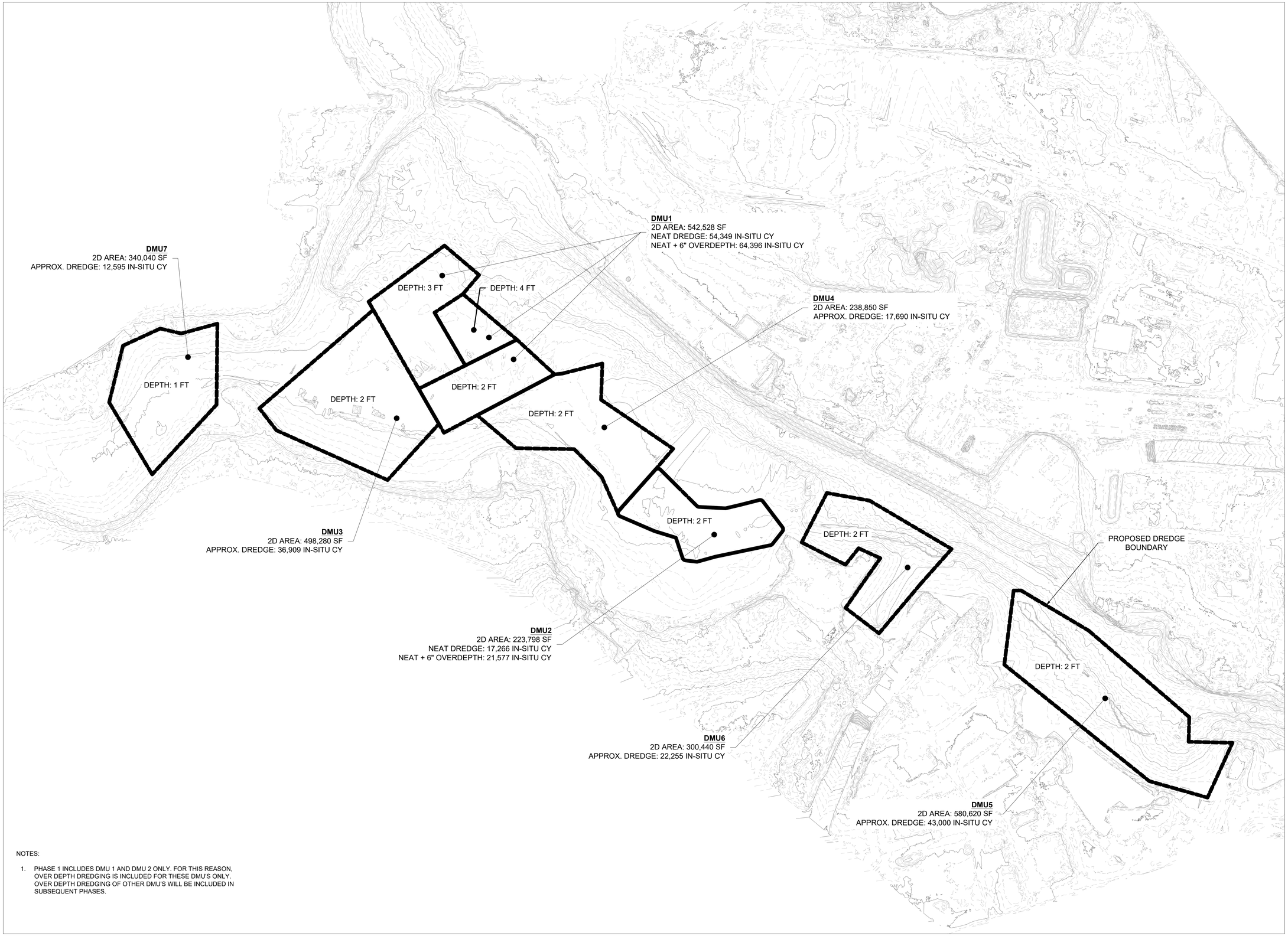
NOTES:

1. LAYOUT SUBJECT TO APPROVAL BY ESCAMBIA COUNTY AND PORT OF PENSACOLA.
2. PARKING TO BE PROVIDED BY PORT OF PENSACOLA.
3. EQUIPMENT AND OFFICE STAGING SUBJECT TO APPROVAL BY PORT OF PENSACOLA.
4. CONTRACTOR SHALL BE PREPARED TO MOBILIZE TO A NEW LOCATION WITHIN THE PORT OF PENSACOLA. RESTORATION OF THE AREA IS REQUIRED FOR EVERY DEMOBILIZATION EVENT. SEE SHEET 12 FOR RESTORATION REQUIREMENTS.
5. HOPPER BARGE SHALL BE COVERED PRIOR TO LARGE STORM EVENTS (OVER 1-INCH). AN INSPECTION OF THE SITE BY THE CONTRACTOR SHALL TAKE PLACE PRIOR TO ANY PREDICTED LARGE STORM EVENTS.
6. E&SC MEASURES SHALL BE IN COMPLIANCE WITH FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION GUIDELINES PER THE FSESCI MANUAL. CONTRACTOR SHALL INSTALL, MAINTAIN, REPAIR, AND REPLACE ALL E&SC MEASURES, AS NEEDED.
7. GRADING TO FACILITATE WATER COLLECTION, SUMPS, AND/OR PUMP LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR IN ACCORDANCE WITH SPECIFICATION SECTION 02 24 00 CONSTRUCTION WATER MANAGEMENT
8. BARGE UNLOADING SHALL ONLY OCCUR WITHIN TURBIDITY CURTAINS. CONTRACTOR SHALL CONSIDER AND IMPLEMENT ADDITIONAL BMPS (I.E. FLOATING DRIP PANS, CURBING, OPERATING PROCEDURES, ETC.) AS APPLICABLE. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY SPILLED SEDIMENT FROM THE TRANSLOADING AREA. COSTS ASSOCIATED WITH SPILL CLEAN UP, INCLUDING BUT NOT LIMITED TO ADDITIONAL DREDGING, EXCAVATION, MOBILIZATION/DEMOBILIZATION, AND CONFRIMATION SAMPLING, SHALL NOT BE CHARGED TO ESCAMBIA COUNTY OR ENGINEER.

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"

Last saved by: FREDERICKR2526 (05-11) Last Plotted: 2011-05-25
File name: C:\USERS\FREDERICKR.AECOM\AYOU\CHICO REMEDIATION\DESIGN - AECOM - GENERAL\DAY CHO\915 CAD\35 SHEETS\REVISED\7_SITE PLAN AND ESC - TRANSLOADING LOCATION.DWG

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"



NOTES:

1. PHASE 1 INCLUDES DMU 1 AND DMU 2 ONLY. FOR THIS REASON, OVER DEPTH DREDGING IS INCLUDED FOR THESE DMU'S ONLY. OVER DEPTH DREDGING OF OTHER DMU'S WILL BE INCLUDED IN SUBSEQUENT PHASES.

Last saved by: FREDERICKR2008-08-10) Last Plotted: 2011-05-25
Filename: C:\USERS\FREDERICKR\ACCDMSA\TOO CHICO REMEDIATION DESIGN - AECOM - GENERAL\005 GADWH CADDS SHEETS\BOUNDS_DREDGE PLAN - OVERVIEW.DWG

Project Management Initials: Designer: Checked: Approved: ANSI D 22" x 34"

LARGE HOPPER BARGE FOR SEDIMENT TRANSPORT (125' x 35') (SEE NOTE 1)

DECK BARGE WITH MECHANICAL DREDGING EQUIPMENT (100' x 35')

TYPE 2, IMPERMEABLE TURBIDITY CURTAIN

NAVIGATION CHANNEL

BARGE HAUL ROUTE

DEPTH 4 FEET

DEPTH 3 FEET

DEPTH OF DREDGE DELINEATION

DEPTH 2 FEET

DMU1
2D AREA: 542,528 SF
NEAT DREDGE: 54,349 IN-SITU CY
NEAT + 6" OVERDEPTH: 64,396 IN-SITU CY

DECK BARGE FOR EXCAVATOR TO FACILITATE S/S ADDITION AND MIXING (100' x 35') AND COVERED HOPPER BARGE FOR S/S REAGENT (50' x 35')

BARGE HAUL ROUTE FOR TRANSLOADING AREA

DECK BARGE(S) FOR WTS (100' X 35')

PROPOSED DECANT WATER LINE TO WATER TREATMENT SYSTEM (WTS)

SPOILS ISLAND; PRIVATELY OWNED, NO ACCESS

SEDIMENT DEWATERING AND S/S AMENDMENT MIXING AREA (APPROXIMATELY 4.4 ACRES)

LARGE HOPPER BARGE FOR SEDIMENT DEWATERING (125' x 35')

PROVIDE A CHECK VALVE TO PREVENT BACKFLOW

TYPE 2, IMPERMEABLE TURBIDITY CURTAIN

100-YR FEMA FLOODPLAIN DELINEATION

500-YR FEMA FLOODPLAIN DELINEATION

DMU2
2D AREA: 162,179 SF
NEAT DREDGE: 17,266 IN-SITU CY
NEAT + 6" OVERDEPTH: 21,577 IN-SITU CY

DEPTH 2 FEET

NOTES:

1. HOPPER BARGE SHALL BE COVERED PRIOR TO LARGE STORM EVENTS (OVER 1-INCH). AN INSPECTION OF THE SITE BY THE CONTRACTOR SHALL TAKE PLACE PRIOR TO ANY PREDICTED LARGE STORM EVENTS.
2. LIMITS FOR DMUS 1 AND 2 MAY BE ADJUSTED TO REFLECT AVAILABLE FUNDING AFTER RECEIVING BIDS.

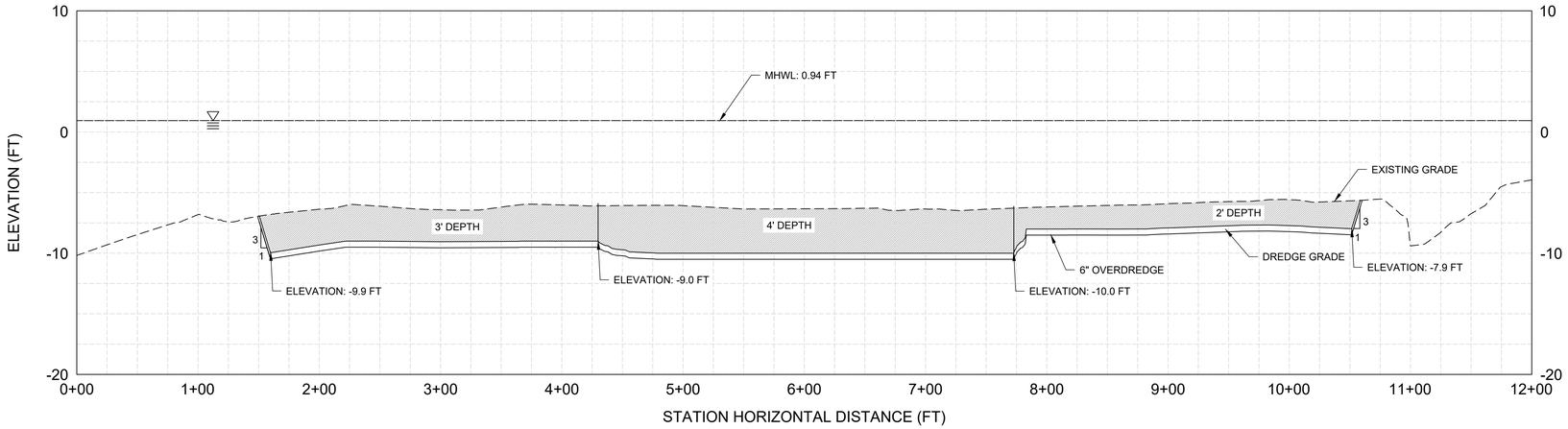
AECOM

N

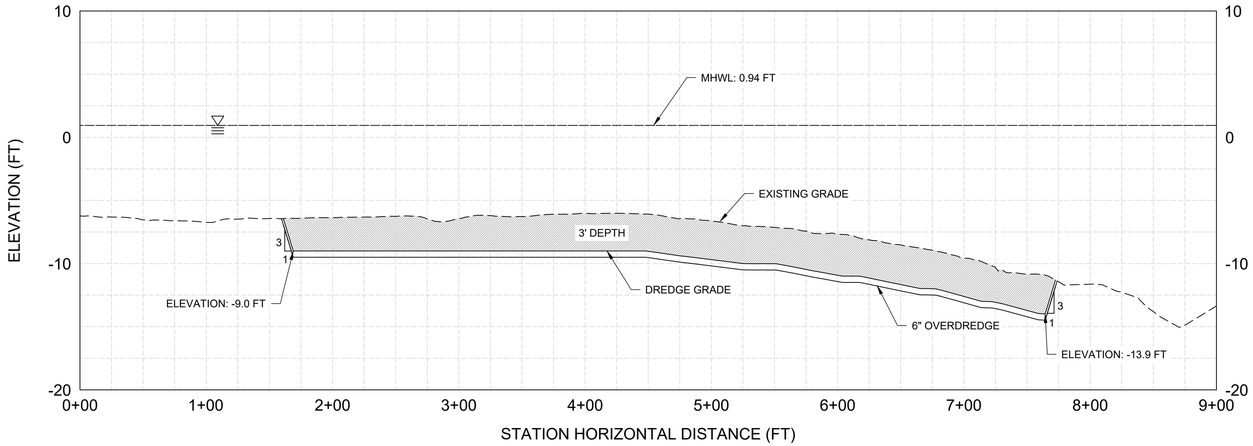
Last saved by: FREDERICKSON26 (08-11) Last Plotted: 2011-05-25
File name: C:\USERS\FREDERICKSON\AECOM\MYDOCS\2D REMEDIATION DESIGN - AECOM - GENERAL\MXD\DMU1\DMU1 SHEET\SEP\DMU1_DREDGE PLAN - PHASE 1.DWG

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"

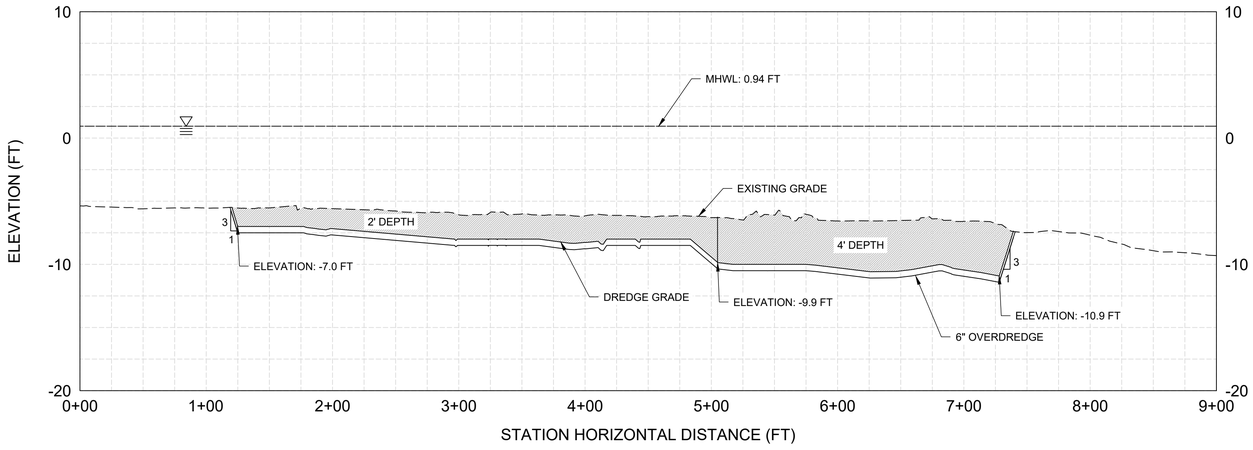
DMU 1 - CROSS SECTION A PROFILE



DMU 1 - CROSS SECTION B PROFILE



DMU 1 - CROSS SECTION C PROFILE



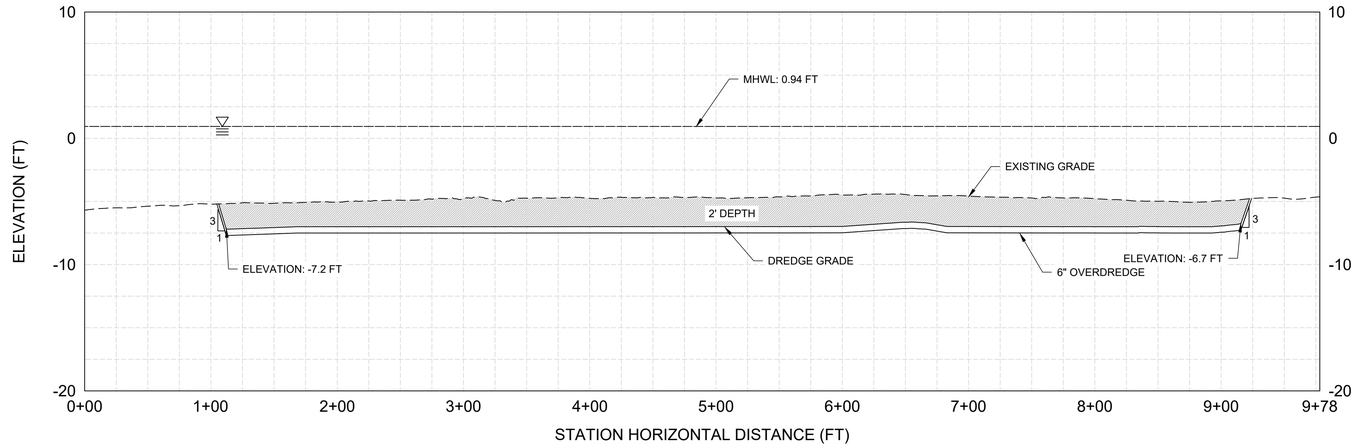
LEGEND

- EXISTING GRADE
- PROPOSED GRADE
- SEDIMENT PROPOSED TO BE REMOVED
- SURFACE WATER

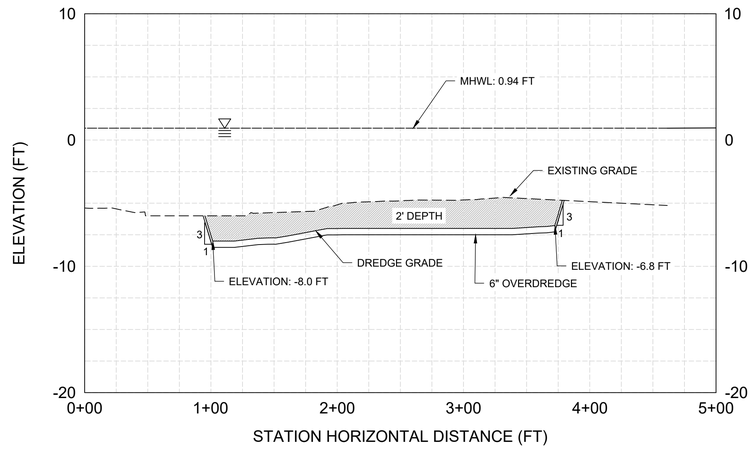
Last saved by: FREDERICKR (2025-08-11) Last Plotted: 2011-05-25
Filename: C:\USERS\FREDERICKR\DESKTOP\ACCOMMATION CHICO REMEDIATION DESIGN - AECOM - GENERAL\95 CAD\01 CAD DS SHEETS\BOUNTY_PREDGE CROSS SECTIONS DMU1.DWG

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"

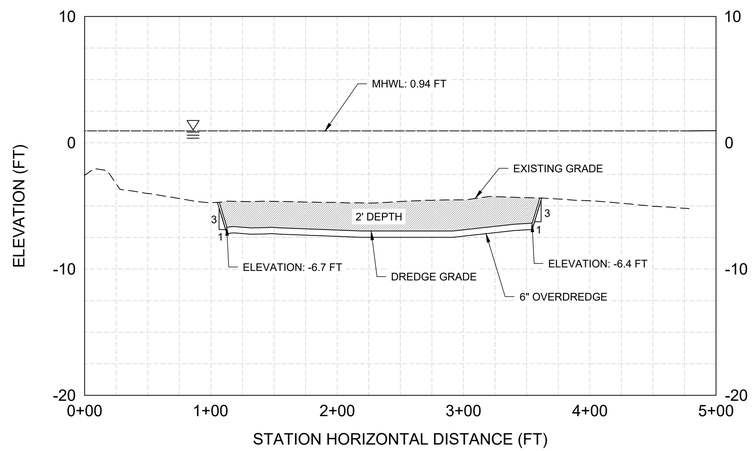
DMU 2 - CROSS SECTION D PROFILE



DMU 2 - CROSS SECTION E PROFILE



DMU 2 - CROSS SECTION F PROFILE



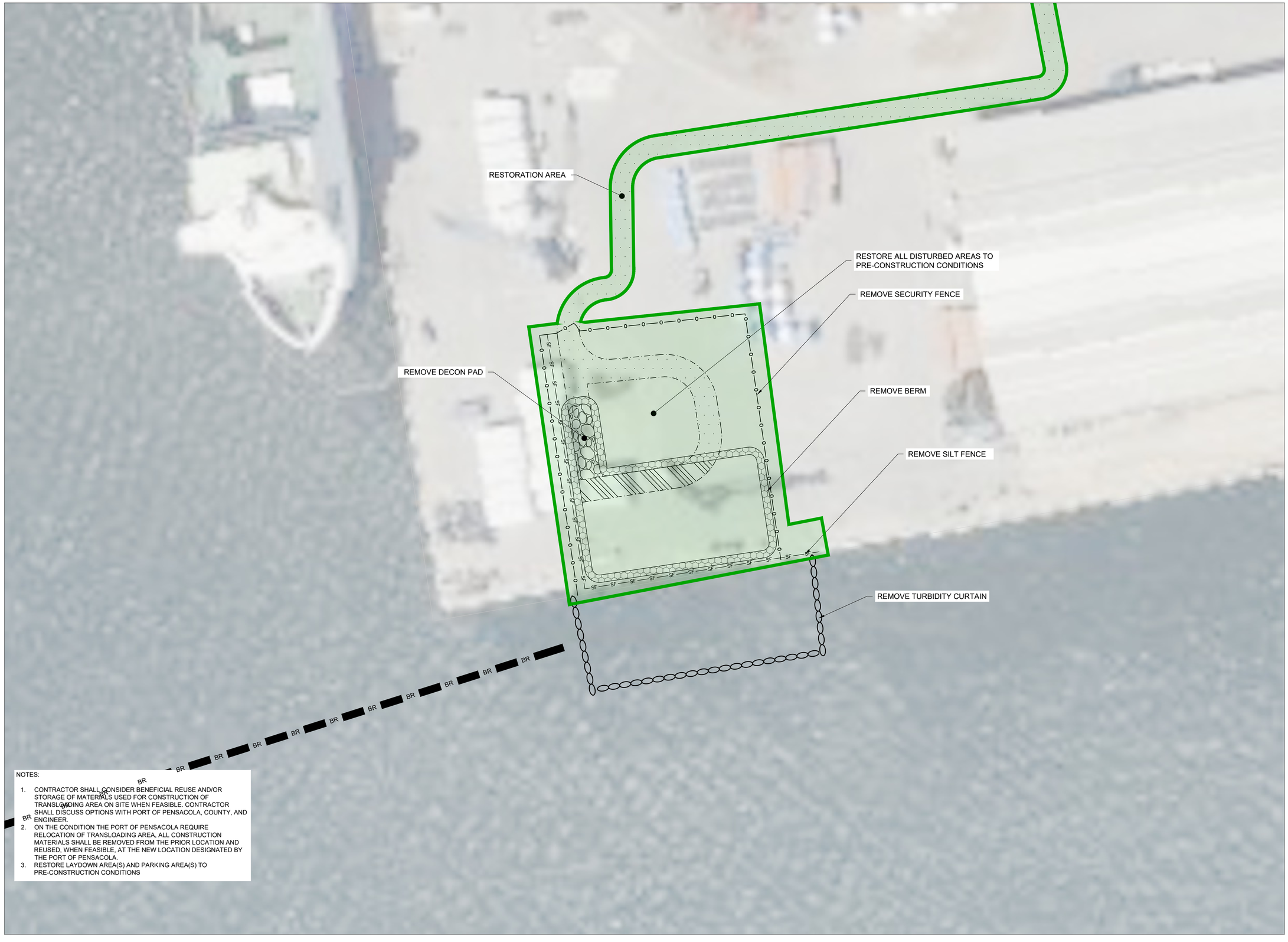
LEGEND

- EXISTING GRADE
- PROPOSED GRADE
- SEDIMENT PROPOSED TO BE REMOVED
- SURFACE WATER

DMU-2 DREDGE VOLUMES	
AREA (SF)	223,798
NEAT DREDGE (CY)	17,266
NEAT + 6" OVERDREDGE (CY)	21,577

Last saved by: FREDERICKROSS68 (05-11) Last Printed: 2011-05-25
Filename: C:\USERS\FREDERICKROSS\DOCUMENTS\CHICO REMEDIATION\DESIGN - AECOM - GENERAL\MD CAD\910 CAD\SD SHEETS\NOV\01 | DREDGE CROSS SECTIONS DMU2.DWG

Project Management Initials: Designer:_____ Checked:_____ Approved:_____ ANSI D 22" x 34"



NOTES:

1. CONTRACTOR SHALL CONSIDER BENEFICIAL REUSE AND/OR STORAGE OF MATERIALS USED FOR CONSTRUCTION OF TRANSLOADING AREA ON SITE WHEN FEASIBLE. CONTRACTOR SHALL DISCUSS OPTIONS WITH PORT OF PENSACOLA, COUNTY, AND ENGINEER.
2. ON THE CONDITION THE PORT OF PENSACOLA REQUIRE RELOCATION OF TRANSLOADING AREA, ALL CONSTRUCTION MATERIALS SHALL BE REMOVED FROM THE PRIOR LOCATION AND REUSED, WHEN FEASIBLE, AT THE NEW LOCATION DESIGNATED BY THE PORT OF PENSACOLA.
3. RESTORE LAYDOWN AREA(S) AND PARKING AREA(S) TO PRE-CONSTRUCTION CONDITIONS

Last saved by: FREDERICKS(2020-08-10) Last Plotted: 2011-05-25
Filename: C:\USERS\FREDERICKS\APPDATA\LOCAL\MICROSOFT\WINDOWS\INETCACHE\CONTENT.OUTLOOK\ZCHOO1RE\MOVAL DESIGN - AECOM - GENERAL\DWG DATA\01 CAD\3D SHEETS\BP\VOL1_RESTORATION PLAN - TRANSLOADING LOCATION.DWG

Project Management Initials: Designer: Checked: Approved: ANSI D 22" x 34"

NAVIGATION CHANNEL

500-YR FEMA FLOODPLAIN DELINEATION

100-YR FEMA FLOODPLAIN DELINEATION

REMOVE TURBIDITY CURTAIN

REMOVE DREDGE, BARGES, PIPING, HOSES, AND ANY OTHER EQUIPMENT AND MATERIALS ASSOCIATED WITH PROJECT

REMOVE BARGES, PIPING, HOSES, PUMPS, WTS AND ANY OTHER EQUIPMENT AND MATERIALS ASSOCIATED WITH PROJECT

REMOVE TURBIDITY CURTAIN

SPOILS ISLAND

REMOVE DREDGE, BARGES, PIPING, HOSES, AND ANY OTHER EQUIPMENT AND MATERIALS ASSOCIATED WITH DREDGING.

F1

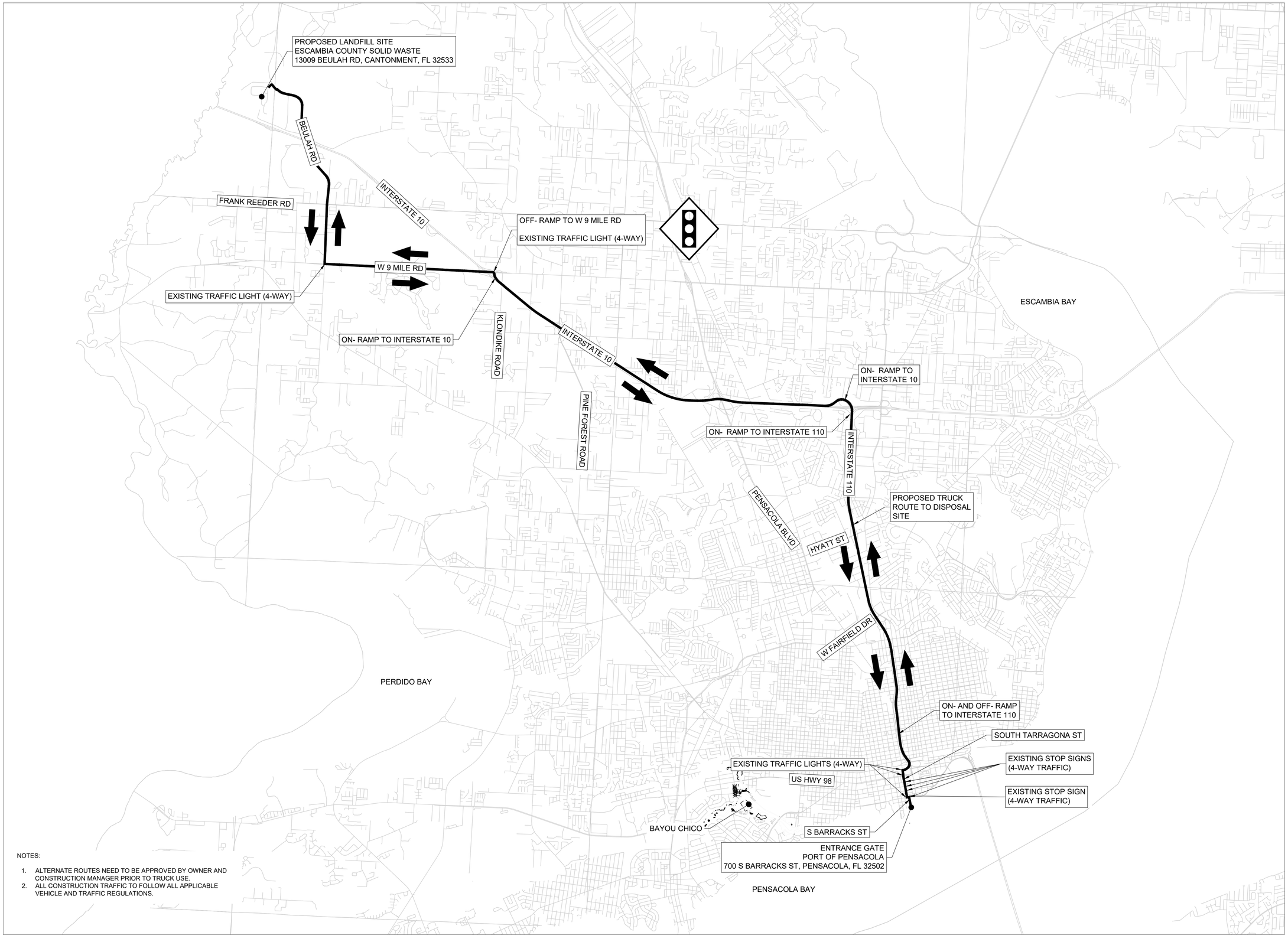
F5

B1

N

Last saved by: FREDERICKR2508-06-10) Last Plotted: 2011-05-25
Filename: C:\USERS\FREDERICKR2\ACCOMMA~1\CHICO RI\MEDIATION DESIGN - AECOM - GENERAL\MM DADS\01CAD\30 SHEETS\SHT13_RESTORATION PLAN - DREDGE AREA.DWG

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"



NOTES:

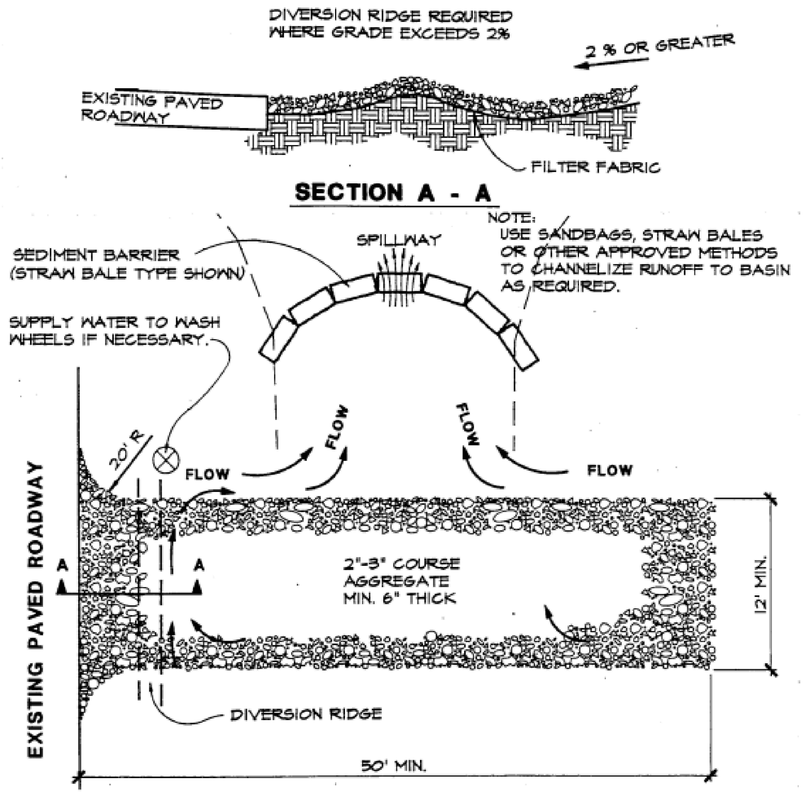
1. ALTERNATE ROUTES NEED TO BE APPROVED BY OWNER AND CONSTRUCTION MANAGER PRIOR TO TRUCK USE.
2. ALL CONSTRUCTION TRAFFIC TO FOLLOW ALL APPLICABLE VEHICLE AND TRAFFIC REGULATIONS.

AECOM

N

Last saved by: FREDERICKR2926 (08-11) Last Plotted: 2011-05-25
Filename: C:\USERS\FREDERICKR\AECOM\AYOU CHICO REMEDIATION DESIGN - AECOM - GENERAL\999 CAD\XYZ CAD\3D SHEETS\ROUTE LIMIT - TRAVELDAD\N01 LOCATION.DWG

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"



NOTES:

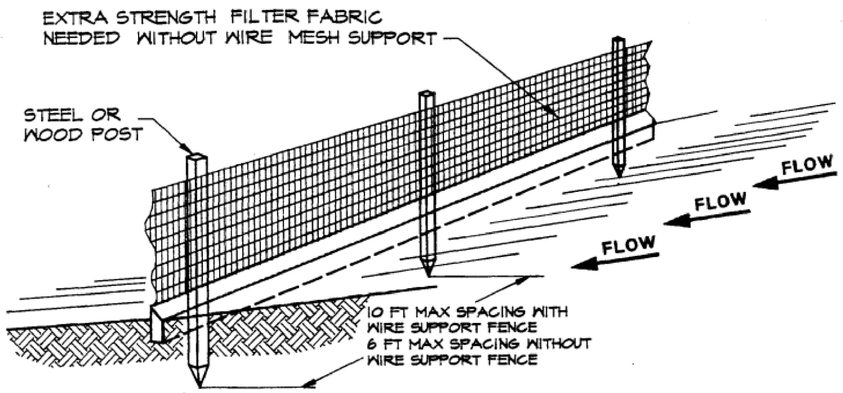
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

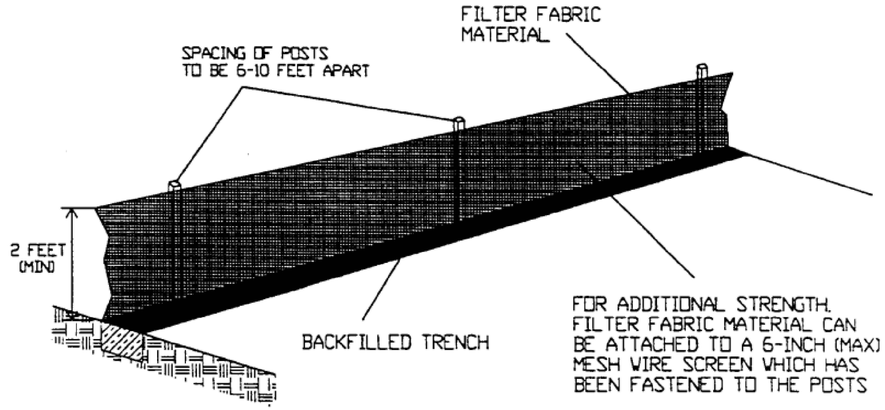
1/15 **CONSTRUCTION EXIT**

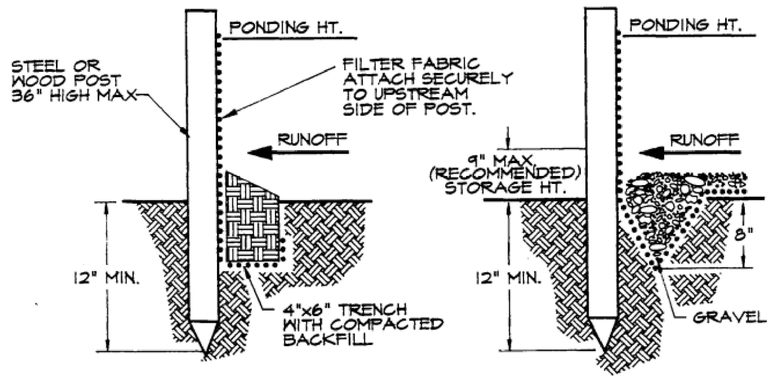
SCALE: NTS

Last saved by: FREDERICKR2928 (08-15) Last Plotted: 2017-05-25
File name: C:\USERS\FREDERICKR\DESKTOP\ACCMSA\TCVO OHIO\REMEDIATION DESIGN - AECOM - GENERAL\900 CAD\RI\CAD(S) SHEET\RI\RI15-16-17_DETAILS.DWG

Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"





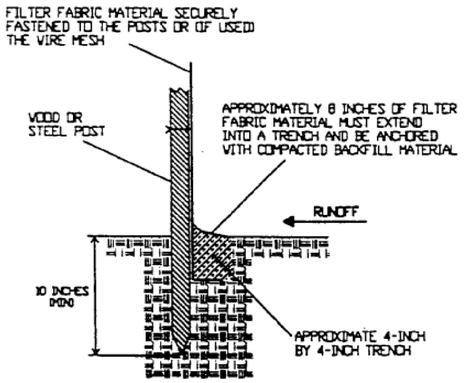


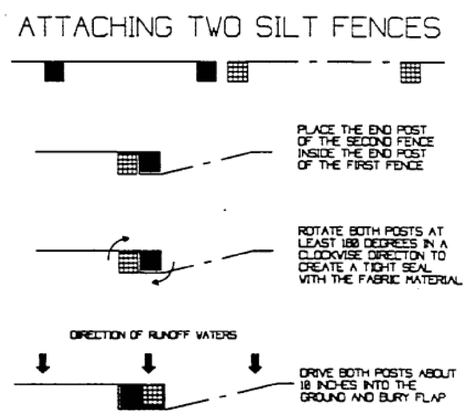
STANDARD DETAIL

TRENCH WITH NATIVE BACKFILL

ALTERNATE DETAIL

TRENCH WITH GRAVEL





NOTES:

1. THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES (90 CM). HIGHER FENCES MAY IMPOUND VOLUMES OF WATER SUFFICIENT TO CAUSE FAILURE OF THE STRUCTURE.
2. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED AS DESCRIBED IN ITEM 8 BELOW.
3. POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET (3 M) APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 12 INCHES (30 CM). WHEN EXTRA-STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET (1.8 M).
4. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES (10 CM) WIDE AND 4 INCHES (10 CM) DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.
5. WHEN STANDARD-STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH (25 MM) LONG, TIE WIRES, OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES (5 CM) AND SHALL NOT EXTEND MORE THAN 36 INCHES (90 CM) ABOVE THE ORIGINAL GROUND SURFACE.
6. THE STANDARD-STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8 INCHES (20 CM) OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES (90 CM) ABOVE THE ORIGINAL GROUND SURFACE.
7. WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN THIS CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF ITEM 6 APPLYING.
8. WHEN ATTACHING 2 SILT FENCES TOGETHER, PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FILTER FABRIC. DRIVE BOTH POSTS INTO THE GROUND AND BURY THE FLAP (SEE FIGURE 4.4B).
9. THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.
10. THE MOST EFFECTIVE APPLICATION CONSISTS OF A DOUBLE ROW OF SILT FENCES SPACED A MINIMUM OF 3 FEET APART, SO THAT IF THE FIRST ROW COLLAPSES IT WILL NOT FALL ON THE SECOND ROW. WIRE OR SYNTHETIC MESH MAY BE USED TO REINFORCE THE FIRST ROW (SEE FIGURE 4.4C).
11. WHEN USED TO CONTROL SEDIMENTS FROM A STEEP SLOPE, SILT FENCES SHOULD BE PLACED AWAY FROM THE TOE OF THE SLOPE FOR INCREASED HOLDING CAPACITY (SEE FIGURE 4.4D).
12. SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.

MAINTENANCE NOTES:

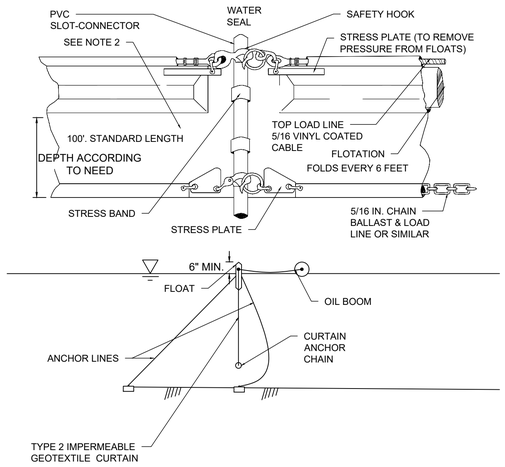
1. SILT FENCES SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH ½-INCH RAINFALL EVENT AND AT LEAST ONCE A WEEK. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
2. SHOULD THE FABRIC ON A SILT FENCE DECOMPOSE OR BECOME INEFFECTIVE BEFORE THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
3. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
4. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED, AND SEEDED.

2/16 **STANDARD SILT FENCE**

SCALE: NTS

Last saved by: FREDERICKROSS2 (2015-05-25) Last Printed: 2011-05-25
Filename: C:\USERS\FREDERICKROSS\DESKTOP\COMBAYOU CHICO REMEDIATION\DESIGN - AECOM - GENERAL\DEC\DEC\SHEETS\NOV2015-15-17_DETAILS.DWG

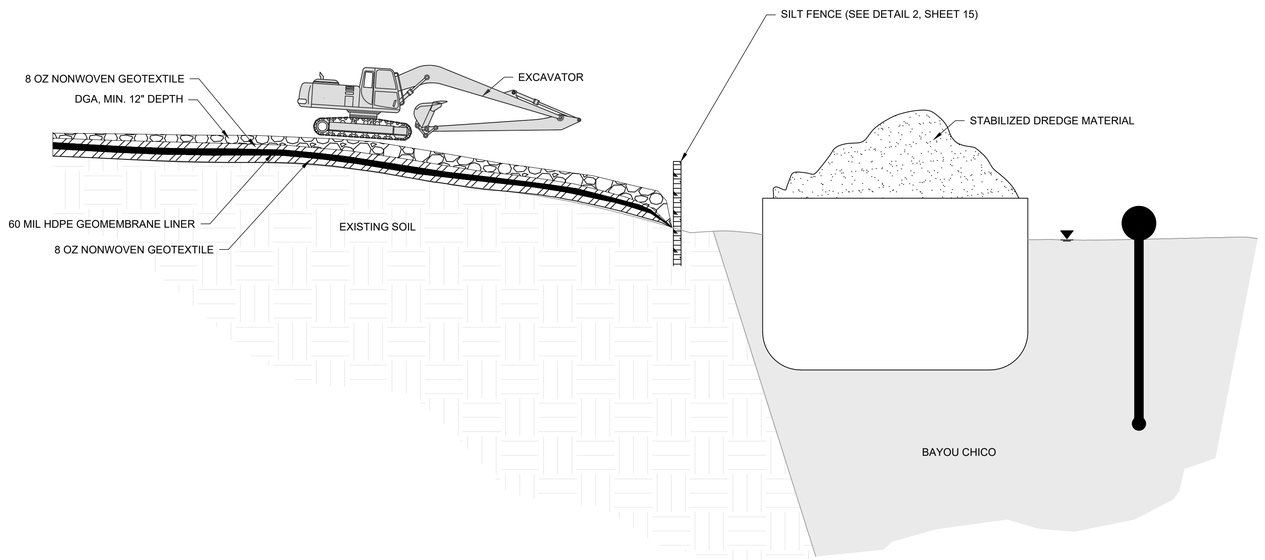
Project Management Initials: Designer:____ Checked:____ Approved:____ ANSI D 22" x 34"



NOTES:

1. THE TURBIDITY CURTAIN SHALL BE LOCATED BEYOND THE LATERAL LIMITS OF THE CONSTRUCTION SITE AND FIRMLY ANCHORED IN PLACE. THE ALIGNMENT SHOULD BE SET AS CLOSE TO THE WORK AREA AS POSSIBLE BUT NOT SO CLOSE AS TO BE DISTURBED BY APPLICABLE CONSTRUCTION EQUIPMENT. THE HEIGHT OF THE CURTAIN SHALL BE 20 PERCENT GREATER THAN THE DEPTH OF THE WATER TO ALLOW FOR WATER LEVEL FLUCTUATIONS.
2. THE AREA THAT THE TURBIDITY CURTAIN PROTECTS SHALL NOT CONTAIN LARGE CULVERTS OR DRAINAGE AREAS THAT IF FLOWS OCCUR BEHIND THE CURTAIN WOULD CAUSE A BREACH OR LOST CONTACT AT THE BOTTOM SURFACE.
3. IF WATER DEPTHS AT THE DESIGN ALIGNMENT ARE MINIMAL, THE TOE CAN BE ANCHORED IN PLACE BY STAKING.
4. THE AREA OF PROPOSED INSTALLATION OF THE CURTAIN SHALL BE INSPECTED FOR OBSTACLES AND IMPEDIMENTS THAT COULD DAMAGE THE CURTAIN OR IMPAIR ITS EFFECTIVENESS TO RETAIN SEDIMENT. ALL MATERIALS SHALL BE REMOVED SO THEY CANNOT ENTER THE WATERBODY.
5. SHALLOW INSTALLATIONS CAN BE MADE BY SECURING THE CURTAIN BY STAKING RATHER THAN USING A FLOTATION SYSTEM. SUPPLEMENTAL ANCHORS OF THE TURBIDITY CURTAIN TOE SHALL BE USED, AS NEEDED, DEPENDING ON WATER SURFACE DISTURBANCES SUCH AS BOATS AND WAVE ACTION BY WINDS.
8. IF THE CURTAIN IS ORIENTED IN A MANNER THAT FACES THE PREVAILING WINDS, FREQUENT CHECKS OF THE ANCHORAGE SHALL BE MADE.
9. THE TURBIDITY CURTAIN SHALL BE INSPECTED DAILY AND REPAIRED OR REPLACED IMMEDIATELY. IT IS NOT NORMALLY NECESSARY TO REMOVE SEDIMENT DEPOSITED BEHIND THE CURTAIN; BUT, WHEN NECESSARY, REMOVAL IS USUALLY DONE BY HAND PRIOR TO REMOVAL OF THE BARRIER. ALL REMOVED SILT IS STABILIZED AWAY FROM THE WATERBODY.
10. THE BARRIER SHALL BE REMOVED BY CAREFULLY PULL-ING IT TOWARD THE CONSTRUCTION SITE TO MINIMIZE THE RELEASE OF ATTACHED SEDIMENT. ANY FLOATING CONSTRUCTION OR NATURAL DEBRIS SHALL BE IMMEDIATELY REMOVED TO PREVENT DAMAGE TO THE CURTAIN.

3/17 **TURBIDITY CURTAIN**
SCALE: NTS



4/17 **TRANSLOADING AREA TYPICAL DETAIL**
SCALE: NTS

Last saved by: FREDERICKROSS58-55 Last Plotted: 2011-05-25
File name: C:\USERS\FREDERICKROSS\DOCUMENTS\CHICO REMEDIATION DESIGN - AECOM - GENERAL\90 CAD\910 CAD\DS SHEETS\DWG\T15-16-17_DETAILS.DWG