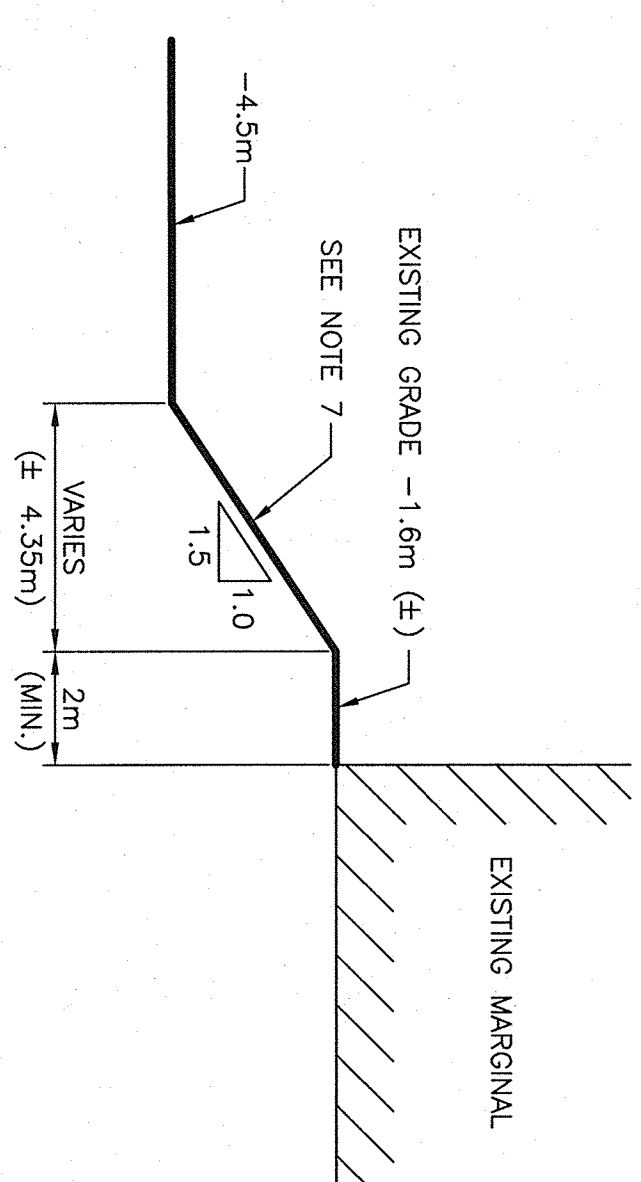
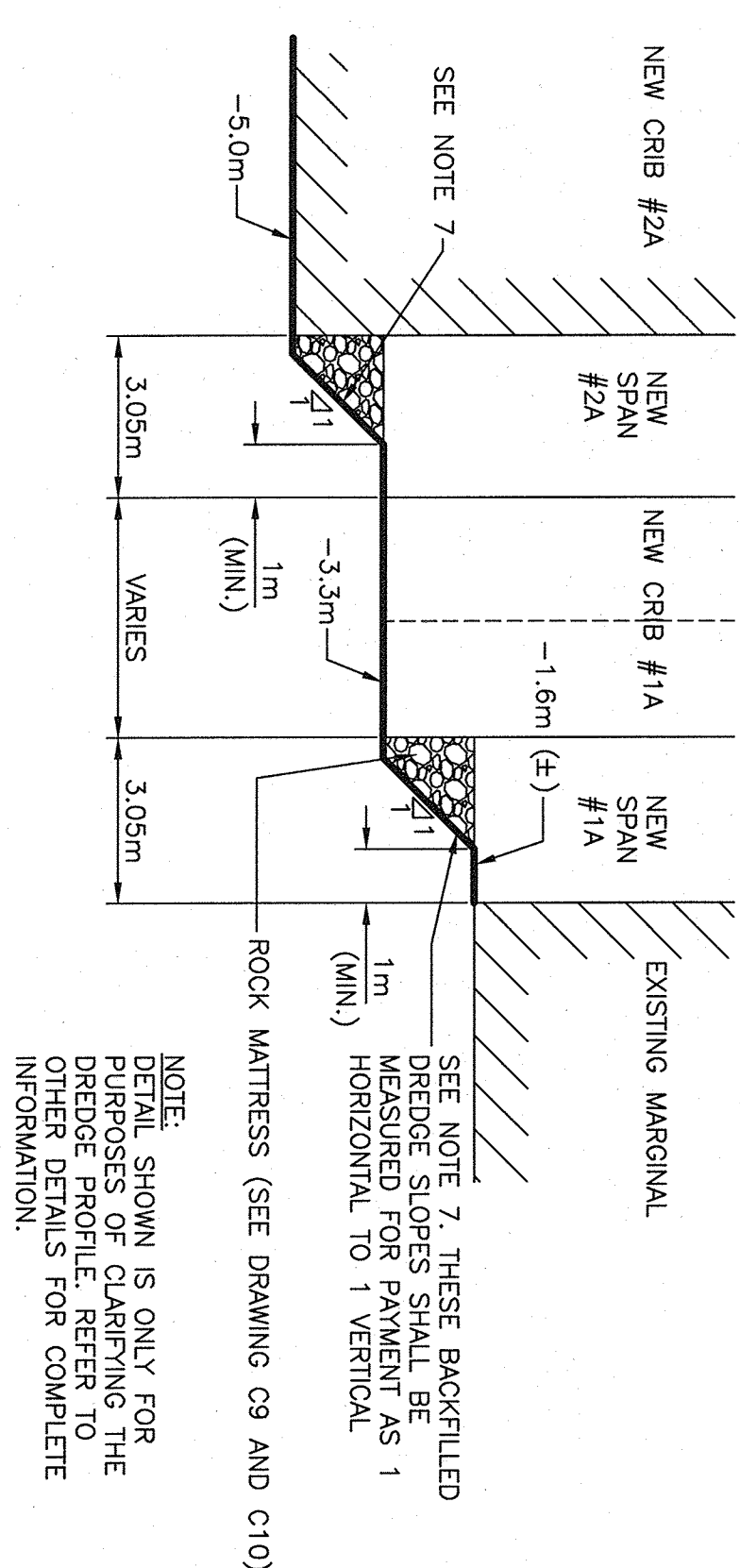


CONTROL POINT	NORTHING/EASTING
CP1	N 53279.79, 310 / E 350604.545
CP2	N 5327966.463 / E 350601.477
CP3	N 5327997.821 / E 350503.707
CP4	N 5327982.115 / E 350500.592
CP5	N 5327916.005 / E 350514.810
CP6	N 5327909.939 / E 350498.873
CP7	N 5327924.828 / E 350502.851
CP8	N 5327988.078 / E 350541.323
CP9	N 5327815.502 / E 350560.942

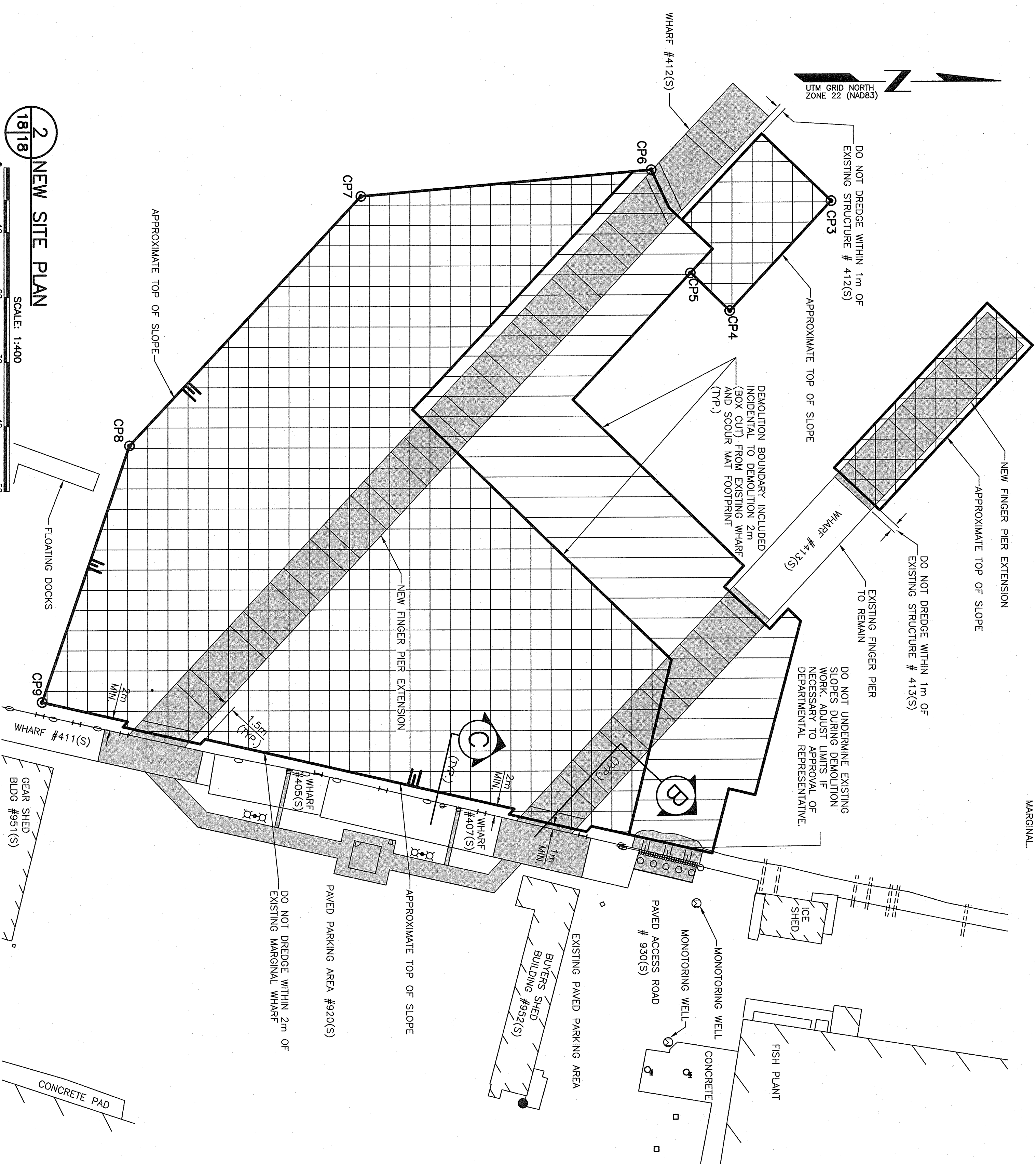
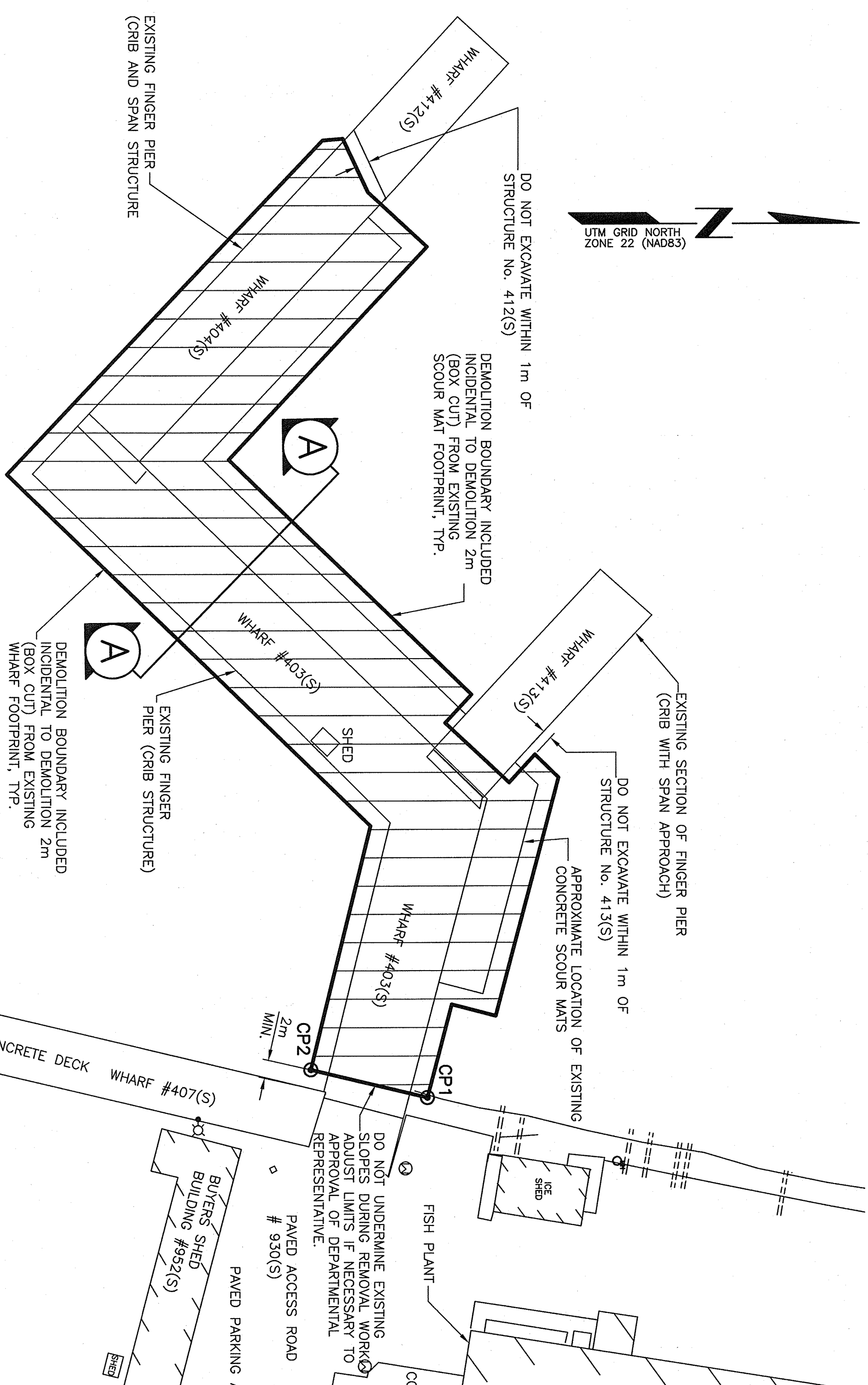
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.
2. ALL ELEVATIONS ARE IN METERS.
3. DO NOT SCALE FROM DRAWINGS. USE DIMENSIONS AS SHOWN.
4. DREDGE BOUNDARIES SHOWN ARE TO BE CONSIDERED APPROXIMATE.
5. ANY REQUIRED WORK IN THE FIELD COORDINATE ALL WORK WITH THE DEPARTMENTAL REPRESENTATIVE AND DO NOT MAKE ANY CHANGES UNLESS APPROVED BY THE DEPARTMENTAL REPRESENTATIVE.
6. IN AREAS OF THE EXISTING ROADWAY, SIDE OF ROADS AND FOOTPRINT OF THESE STRUCTURES FOR MEASUREMENT PURPOSES WILL BE ANYTHING WITHIN 2M (BOX CUT) DOWN TO THE FINISHED GRADE DEPTH AS INDICATED. BE MEASURED IN CURB METERS, IN PLACE MEASUREMENT (CMPA) AS PER SPECIFICATION SECTION 35 20.23 - DREDGING.
7. CONTRACTOR SHALL EXCAVATE AND DREDGE IN SUCH A MANNER AS TO ENSURE STABILITY OF SOLE SLOES. ALL DREDGING OPERATIONS SHALL BE LIMITED TO 20% OF THE EXISTING SOLE SLOES. ALL PAYMENT PURPOSES BASED ON DREDGE SLOES 1:5 HORIZONTAL TO 1:1 VERTICAL, UNLESS SPECIFICALLY INDICATED OTHERWISE, BASED ON THE OTHER BOUNDARIES INDICATED.
8. ALL EXISTING MATERIALS INCLUDING ROAD MATERIAL, INCLUDED IN DEMOLITION IS AS SHOWN AND DESCRIBED IN THE SPECIFICATION UNDER SECTION 02 41 16 - STEWAGE DEMOLITION & REMOVAL. EXCAVATION SHALL BE COMPLETED TO -4.5m BELOW L.N.T. WITHIN 25-148. OTHER MINOR VARIATIONS IN EXCAVATION DEPTHS ARE DESCRIBED ELSEWHERE. COORDINATE ALL WORK WITH THE DEPARTMENTAL REPRESENTATIVE.
9. THE BOUNDARIES FOR DREDGING WORK ARE AS SHOWN AND DESCRIBED IN THE SPECIFICATION UNDER SECTION 35 20.23 - DREDGING. DREDGING SHALL BE COMPLETED TO -4.5m BELOW L.N.T. WITHIN THE EXCAVATION OF DREDGING IN THE FOLLOWING AREAS:
 - 9.1 ALL DREDGED WITHIN THE ENLARGED FOOTPRINT OF THE NEW CRIB STRUCTURES FROM CRIB 2A-1A AND CRIBS 2B-148. SHALL BE TO -5.0m BELOW L.N.T. ENLARGED FOOTPRINT OF NEW CRIBS 1A AND 1B SHALL BE -3.5m BELOW L.N.T. (SEE DETAIL B FOR CLARIFICATION AND NOTE 10).
 - 9.2 ALL DREDGE WITHIN THE ENLARGED FOOTPRINT OF THE EXISTING MARGINAL AND DOWN TO -4.5m BELOW L.N.T. AT A STABLE SLOPE MEASURED AS INDICATED IN NOTE 7.
 - 9.4 OTHER MINOR VARIATIONS IN DREDGING DEPTHS ARE DESCRIBED ELSEWHERE. COORDINATE ALL WORK WITH THE DEPARTMENTAL REPRESENTATIVE.
10. THE ENLARGED FOOTPRINT OF THE NEW WHARF INCLUDES THE WHARF FOOTPRINT ALONG WITH AN ADDITIONAL HORIZONTAL PLACEMENT OF ROCK SCOUR. REFER TO TYPICAL WHARF SECTIONS FOR CLARITY.
11. DREDGE DEPTH TRANSITIONS AND SLOPES TO BE ELENDED AS THIS WILL BE REQUIRED TO BE REQUIRED WITH THE NEW FINER WHARF TRANSITIONS TO FINAL CRIBSEAT DEPTHS FROM FACE OF EXISTING MARGINAL.



C PARTIAL SECTION - DREDGE PROFILE (TYP.)
SCALE N.T.S.



(B) PARTIAL SECTION - DREDGING PROFILE (TYP.)
SCALE N.T.S.



1 EXISTING SITE PLAN (PAY LIMITS INCLUDED IN DEMOLITION)

2 NEW SITE PLAN
18/18