



US Army Corps  
of Engineers  
Seattle District

# Public Notice of Application for Permit

US Army Corps of Engineers  
Regulatory Branch  
4735 E. Marginal Way S., Bldg.1202  
Seattle, WA 98134-2388  
Telephone: (206) 402-9276  
ATTN: Jaime Liljegren,  
Project Manager

Public Notice Date: July 1, 2025  
Expiration Date: July 31, 2025

Reference No.: NWS-2024-62-1  
Name: Lagoon Point Community  
Association

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Interested parties are hereby notified that an application has been received for a Department of the Army permit in accordance with Section 10 of the Rivers and Harbors Act of 1899, for certain work described below and shown on the enclosed drawings dated June 2025. The Corps will also review the work in accordance with Section 404 of the Clean Water Act (CWA).

**APPLICANT:** Lagoon Point Community Association (LPCA)

Ms. Teresa Becker  
Post Office Box 123  
Greenbank, Washington 98253  
Telephone: (425) 770-8404

**AGENT:** Marine Surveys and Assessments (MSA)

Ms. Raquel Corniuk  
2601 Washington Street  
Port Townsend, Washington 98368  
Telephone: (360) 385-4073

**LOCATION:** In Admiralty Inlet (Lagoon Point Marina basin) at Greenbank, Island County, Washington (Lat: 48.0742; Long; -122.61072).

**WORK:** The applicant proposes to dredge 16,956 cubic yards (cy) from the existing siltation basin, to place 106 cy of fill for replacement redi-rock armoring along the eastern and western ends of the basin, to place 70 cy of fill for a hybrid shoreline treatment along the eastern and western portions of the basin, to replace existing floats along the boat ramp, and to remove eight, 12-inch creosote-treated piles located near the boat ramp by the lagoon entrance.

Dredging: Two dredge material management units (DMMUs) would be dredged waterward of the high tide line and mean high water within the same footprint of previously permitted areas. DMMU 1 is between 0-4 feet and DMMU 2 is located subsurface from greater than four feet. The total proposed dredge volume (with 20% contingency) is 16,956 cubic yards and total area would be 91,980 square feet. Dredging would be conducted using a 10-14" hydraulic pipe

dredge with an active cutter head at the suction mouth. During dredging, no bottom stockpiling would be allowed, and equipment would not be allowed to ground out. In addition, no overloading of the barge or containment structures and no unauthorized discharges would occur. Hay bales and filter bags would be used as a filter system to retain sediment on the barge as any remaining water is released. In addition, the barge would contain all material, water, or sediment during transit and no dewatering would occur. The dredged material would be placed on nearby beach habitat south of the existing jetty if the substrate is determined to be appropriate following the sediment analysis.

**Shoreline Stabilization:** At the western stabilization site, 38 feet of an existing creosote-treated wood bulkhead would be removed and replaced with a redi-rock bulkhead located landward of the existing armoring. At the eastern stabilization site, 153 feet of an existing creosote-treated wood bulkhead would be removed and replaced with a redi-rock bulkhead located landward of the existing armoring. Both replacement structures would connect to existing eco-block bulkheads along the shoreline. In addition, a hybrid shoreline treatment is proposed waterward of the replacement bulkheads, mean high water, and the high tide line. A total of 70 cy of fill would be placed for the hybrid shoreline treatment and 106 cy of fill as redi-rock would be placed for the replacement armoring. Placed material would consist of beach nourishment and buried boulders with 30% exposed large rocks. The replacement bulkheads would be installed in sections landward of the existing bulkhead, and then the creosote wooden armoring would be removed. All equipment and materials would be delivered by land access. Best management practices (BMPs) would be implemented during construction to reduce impacts to the nearshore. BMPs would include working at low tide in the dry and within approved work windows, all equipment would operate within a 25-foot work corridor, and all vegetation would be retained and replanted once construction is complete.

**Float Replacement:** The existing 81.5-foot wooden deck floating dock would be removed and replaced with an aluminum floating dock within the same footprint located waterward of mean high water. The replacement structure would have 50% fiberglass grating with a minimum 60% of open area to allow for light penetration, and plastic tubs for flotation. Floats would be prefabricated offsite and brought to the site using the existing concrete boat ramp. The existing dock would be removed and hauled offsite to an upland disposal location. The replacement float would connect to the existing concrete abutment and floats would be connected to existing pilings using hand tools.

**Creosote pilings:** Eight creosote piles would be removed waterward of mean high water as mitigation. Pilings would be removed using a vibratory driver and bubble curtain. If a pile breaks during removal, the remaining would be cut below the mud line and covered with mud. Containment booms would be deployed during piling removal. Old pilings would be stored on a dump truck along the shore and transported to an upland disposal site. No new piles would be installed.

**PURPOSE:** To maintain safe use of a private marina and associated facilities.

**DREDGED MATERIAL MANAGEMENT PROGRAM (DMMP):**

**Dredged Material Testing:** The applicant has chosen not to complete the testing before this Public Notice was published. Prior to completing our review, the proposed dredged material must be tested according to the procedures specified by the Dredged Material Management Program (DMMP). The DMMP evaluation may include both chemical and biological testing of sediments. For this project, the DMMP agencies will determine whether the dredged material is suitable for disposal at a DMMP open-water disposal site or must be disposed of at an upland location. The sediment testing data will be available at the Corps, Seattle District, Dredged Material Management Office.

**Disposal Site Use Conditions:** The following standard site-use conditions will be specified by the Corps and the Washington Department of Natural Resources as part of the Federal/State permitting processes if a permit is issued: (1) disposal operations must not interfere with Indian treaty fishing at the disposal site, including gill nets and other fishing gear; (2) the permittee must coordinate any nighttime disposal with the Corps, Seattle District, Regulatory Branch Project Manager; and (3) approval must be received from the District Engineer prior to conducting nighttime disposal. Other appropriate special conditions may be added as a result of comments received during the public review period for this public notice.

**ADDITIONAL INFORMATION:** Copies of this public notice which have been mailed or otherwise physically distributed feature project drawings in black and white. The electronic version features those drawings in color, which we think more accurately communicates the scope of project impacts. To access the electronic version of this public notice, go to the Seattle District's web page at <http://www.nws.usace.army.mil/> and under the heading Open Public Comment Periods select Regulatory Public Notices. Recently issued public notices are listed in chronological order of the date of issuance. Select and view the listing for this project.

The line of mean high water/high tide line shown on the project drawings have not yet been verified by the U.S. Army Corps of Engineers (Corps). If the Corps determines the boundaries of the waters are substantially inaccurate a new public notice may be published.

**MITIGATION:** The Corps is reviewing the submitted application; mitigation or Endangered Species Act conservation offsets may be required.

**ENDANGERED SPECIES:** The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of the ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat. After receipt of comments from this public notice, the U.S. Army Corps of Engineers will evaluate the potential impacts to proposed and/or listed species and their designated critical habitat.

**ESSENTIAL FISH HABITAT:** The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by

the agency, that may adversely affect Essential Fish Habitat (EFH). If the U.S. Army Corps of Engineers (Corps) determines that the proposed action may adversely affect EFH for federally managed fisheries in Washington waters, the Corps will initiate EFH consultation with the NMFS. The Corps' final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS.

**CULTURAL RESOURCES:** The Corps has reviewed the latest published version of the National Register of Historic Places, Washington Information System for Architectural and Archaeological Records Data and other sources of information. There are no recorded historic properties within the permit area. The permit area has been so extensively disturbed by modern development that little likelihood exists for the proposed project to impinge upon an undisturbed historic property. The Corps invites responses to this public notice from Native American Nations or tribal governments; Federal, State, and local agencies; historical and archeological societies; and other parties likely to have knowledge of or concerns regarding historic properties and sites of religious and cultural significance at or near the project area. After receipt of comments from this public notice, the Corps will evaluate potential impacts and consult with the State Historic Preservation Officer and Native American Nations in accordance with Section 106 of the National Historic Preservation Act, as appropriate.

**PUBLIC HEARING:** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

**EVALUATION:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. The Washington Department of Ecology has or will evaluate the proposed project in accordance with Section 401 of the Clean Water Act and for consistency with the Coastal Zone Management Act.

The U.S. Army Corps of Engineers is soliciting comments from the public; Native American Nations or tribal governments; Federal, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for the work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the



NWS-2024-62; Lagoon Point Community Association

National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

COMMENT AND REVIEW PERIOD: Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether authorizing the work would not be contrary to the public interest. In order to be accepted, e-mail comments must originate from the author's e-mail account and must include on the subject line of the e-mail message the permit applicant's name and reference number as shown below. All e-mail comments should be sent to [jaime.liljegren@usace.army.mil](mailto:jaime.liljegren@usace.army.mil). Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commenter's name, address, and phone number. All comments received will become part of the administrative record and are subject to public release under the Freedom of Information Act including any personally identifiable information such as names, phone numbers, and addresses. All comments whether conventional mail or e-mail must reach this office, no later than the expiration date of this public notice to ensure consideration.

You may also now submit project specific comments to the Corps through the new Regulatory Request System (RRS) through this link: <https://rrs.usace.army.mil/rrs> ; Click Public Notices and filter to Washington State to see all current Seattle District Public Notices, including this notice. You may submit your comments directly through this portal.

Conventional mail comments should be sent to:  
U.S. Army Corps of Engineers, Regulatory Branch,  
Attention: Jaime Liljegren, 4735 E. Marginal Way S, Bldg. 1202, Seattle,  
Washington, 98134-2388.

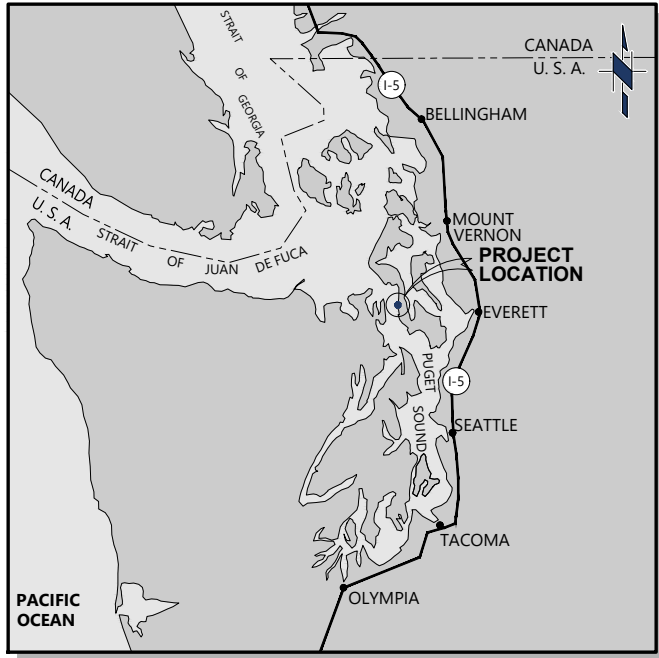
To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: Lagoon Point Community Association; NWS-2024-62.

Encl: Figures (19)

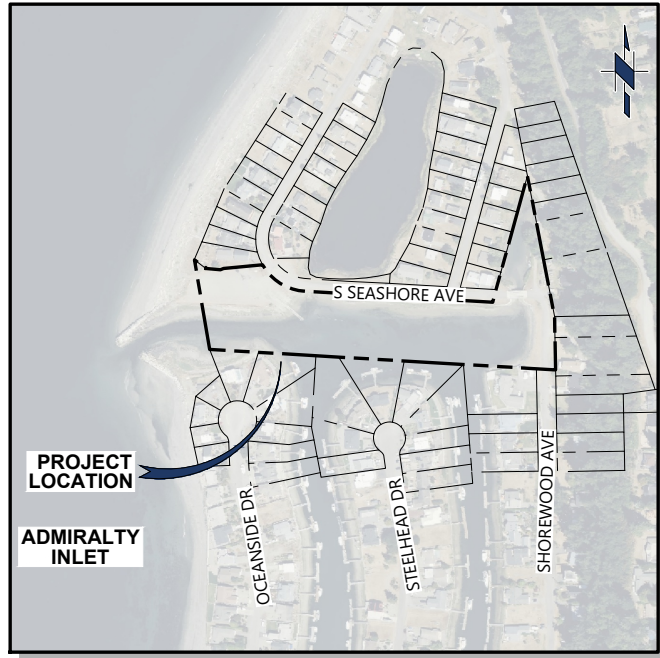
# LAGOON POINT COMMUNITY ASSOCIATION (LPCA) MARINE IMPROVEMENT PROJECT

3412 MARINE VIEW DR, GREENBANK, WA 98253 - ISLAND COUNTY PARCEL S7310-00-0000C-0

ISSUED FOR BID - JUNE 2025 - REVISION 0



VICINITY MAP  
NTS



PROJECT LOCATION  
NTS

SHEET INDEX		
SHEET No.	PLAN No.	SHEET TITLE
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2	G2.01	GENERAL NOTES
3	C1.01	EXISTING SITE PLAN
4	C1.02	PROPOSED SITE PLAN
5	C1.03	GRADING PLAN
6	T1.01	TEMPORARY TRAFFIC AND EROSION AND SEDIMENT CONTROL PLAN
7	T1.02	TEMPORARY TRAFFIC AND EROSION AND SEDIMENT CONTROL DETAILS
8	D1.01	DREDGE PLAN
9	D1.02	DREDGE PROFILES A & B
10	D1.03	DREDGE PROFILES C & D

SHEET INDEX		
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16	F1.01	EXISTING FLOATING DOCK PLAN AND PROFILE
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19	F1.04	REPLACEMENT FLOATING DOCK NOTES

PROJECT INFORMATION	
<b>ADDRESS:</b> 3412 MARINE VIEW DR GREENBANK, WA 98253	
<b>PROJECT:</b> MARINE IMPROVEMENT PROJECT	
<b>PROPERTY ID:</b> 629519	
<b>GEOGRAPHIC ID:</b> S7310-00-0000C-0	
<b>AREA OF LOT:</b> 271971 SF	
<b>MARINE BASIN NAME:</b> HOOD CANAL	
<b>SHORETYPE BEACH:</b> NO APPRECIABLE DRIFT - ARTIFICIAL, NO BEACH	
<b>ABBREVIATED LEGAL DESCRIPTION:</b> LAGOON POINT - 1 LOT 0C BLK 0 BLC AF# 4477707	
<b>HORIZONTAL DATUM:</b> NAD83/2011 WASHINGTON STATE PLANE, NORTH ZONE, US SURVEY FEET.	
<b>VERTICAL DATUM:</b> MEAN LOW LOW WATER (MLLW).	
<b>TIDAL DATUM:</b> STATION ID: 9444900 STATION NAME: PORT TOWNSEND WA	
HIGHEST ASTRONOMICAL TIDE (HAT) +9.99' HIGH TIDE LINE* (HTL) +9.99' MEAN HIGHER HIGH WATER (MHHW) +8.52' MEAN HIGH WATER (MHW) 7.84' MEAN LOW WATER (MLW) 2.50' MEAN LOWER LOW WATER (MLLW) 0.00'	
HIGH TIDE LINE* (HTL) BASED ON HIGHEST ASTRONOMICAL TIDE (HAT).	

CALL 811  
2 BUSINESS DAYS  
BEFORE YOU DIG  
(UTILITY LOCATIONS ARE APPROX.)

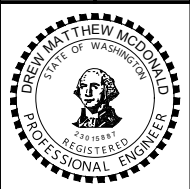
#	DATE	BY	REVISION
0	6/23/25	DM	ISSUED FOR BID - REV 0

BASE MAP/TOPOGRAPHY PROVIDED BY OTHERS - FACET CANNOT BE RESPONSIBLE FOR INACCURACIES. FIELD VERIFY GRADES, UTILITIES, AND ALL OTHER EXISTING FEATURES AND CONDITIONS IF CONDITIONS ARE NOT AS SHOWN. AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN. CONTACT FACET PRIOR TO CONSTRUCTION.



**FACET**  
www.facetnw.com

9706 4th Ave NE, Suite 300  
Seattle, WA 98115  
P: 206.523.0024  
SEATTLE | KIRKLAND | MOUNT VERNON | WHIDBEY ISLAND | FEDERAL WAY | SPOKANE



LAGOON POINT COMMUNITY ASSOCIATION  
(LPCA) MARINE IMPROVEMENT PROJECT  
3412 MARINE VIEW DR, GREENBANK, WA 98253  
Island County Parcel S7310-00-0000C-0

ISSUED FOR  
BID

TITLE SHEET  
AND SHEET INDEX

DATE: JUN. 2025

PLAN NUMBER:

G1.01

SHEET: 1 OF 19

6/23/25 - N:\OFF\ATT - Z:\SHARED\PROJECTS\ACTIVE\2025\05\0234\00 - LAGOON POINT GREENBANK - CARL HASLAM\DWG\DRAWING\LAGOON POINT ASSOCIATION - MARINE IMPROVEMENT - DRAWINGS - JFB - 20250612.DWG

GENERAL NOTES

**SURVEY**  
EXISTING CONDITIONS, PROJECT CONTROL, AND PRE-CONSTRUCTION CONDITIONS ARE PROVIDED BY THE PROJECT SURVEY. THE PRE-CONSTRUCTION SURVEY HAS BEEN PERFORMED BY WILSON ENGINEERING ON 02/01/2024.

**FEDERAL, STATE, AND LOCAL LAWS AND PERMITS**  
CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF ALL FEDERAL, STATE, AND LOCAL LAWS AND PERMITS. IT IS THE OWNERS' AND CONTRACTORS' RESPONSIBILITY TO UNDERSTAND THE LAWS AND PERMIT CONDITIONS APPLICABLE TO THE PROJECT.

ABBREVIATIONS	
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BSSD	BULK SPECIFIC GRAVITY (SATURATED-SURFACE DRY)
CMTY	COMMUNITY
CRD	CONCRETE RESEARCH DIVISION (US ARMY CORPS OF ENGINEERS)
CF	CUBIC FEET
CFR	CODE OF FEDERAL REGULATIONS
DIA	DIAMETER
DMMU	DREDGE MATERIAL MANAGEMENT UNIT
E	EASTING
EL	ELEVATION
ELEV	ELEVATION
FT	FEET
LBS	POUNDS
MIN	MINIMUM
N	NORTHING
NOP	NORMAL OPERATING POOL
PSI	POUND PER SQUARE INCH
ROW	RIGHT OF WAY
STA	STATION
USACE	US ARMY CORPS OF ENGINEERS

**SURVEYS**  
CONTROL OF ALL DREDGING SHALL BE BY NEAT LINE SURVEYS.

THE PRE-CONSTRUCTION SURVEY HAS BEEN PERFORMED BY WILSON ENGINEERING ON 02/01/2024.

SURVEYS SHALL BE AS REQUIRED TO CONTROL THE WORK AND TO DETERMINE NEAT LINE DREDGING LIMITS. THE FOLLOWING SURVEYS SHALL BE REQUIRED AT A MINIMUM:

- A.

PRE-CONSTRUCTION SURVEY: A PRE-CONSTRUCTION SURVEY SHALL BE PERFORMED PRIOR TO EXCAVATION OF ANY MATERIALS.
- B.

POST-CONSTRUCTION SURVEY: A POST-CONSTRUCTION SURVEY SHALL BE CONDUCTED IMMEDIATELY FOLLOWING COMPLETION OF THE WORK.

DEFICIENCIES IDENTIFIED BY THE SURVEYS SHALL BE CORRECTED.

QUANTITIES SHALL BE CALCULATED. QUANTITY CALCULATIONS SHALL BE PERFORMED BY THE INDEPENDENT SURVEYOR OR REGISTERED ENGINEER. SURVEYS MAY NEED TO BE REPEATED AT THE CONTRACTOR'S SOLE EXPENSE UNTIL THE EXCAVATION AND DREDGING IS WITHIN THE LIMITS AND TOLERANCES INDICATED ON THE DRAWINGS.

SURVEYS SHALL CONFORM TO THE MINIMUM TECHNICAL PERFORMANCE STANDARDS DESCRIBED IN US ARMY CORPS OF ENGINEERS MANUALS EM-1110-1-1005 "TOPOGRAPHIC SURVEYING" AND EM 1110-2-1003 "HYDROGRAPHIC SURVEYING". SURVEYS SHALL CONFORM TO THE FOLLOWING MAXIMUM ALLOWABLE TOLERANCES:

A.

LAND SURVEYING: PLUS OR MINUS 0.02 FEET HORIZONTAL, AND PLUS OR MINUS 0.1 FEET VERTICAL.

B.

HYDROGRAPHIC SURVEYING: PLUS OR MINUS 0.50 FEET HORIZONTAL, AND PLUS OR MINUS 0.2 FEET VERTICAL.

SURVEY TOLERANCES SHALL NOT ACCUMULATE.

BEST MANAGEMENT PRACTICES

1.

ALL CONSTRUCTION DEBRIS WILL BE COLLECTED AND NOT ALLOWED TO ENTER THE WATERS OF THE STATE.
2.

IF DEBRIS OR SPILL MATERIAL ACCIDENTALLY ENTER THE WATERWAY, IMMEDIATE ACTIONS WILL BE TAKEN TO REMOVE THE MATERIAL, AND PROPER ENTITIES WILL BE NOTIFIED.
3.

CARE WILL BE TAKEN IN ALL WORK TO PREVENT DEBRIS, OIL AND GREASE FROM ENTERING THE WATER.
4.

ALL DEBRIS OR SPILL MATERIAL WILL BE PROPERLY DISPOSED OF AT AN APPROVED OFF-SITE DISPOSAL FACILITY.
5.

REFUELING WILL BE CONDUCTED AWAY FROM THE SHORELINE IN ACCORDANCE WITH THE WASHINGTON STATE DEPARTMENT OF ECOLOGY.
6.

ALL EQUIPMENT WILL BE CHECKED DAILY FOR LEAKS AND ANY NECESSARY REPAIRS WILL BE MADE PRIOR TO COMMENCEMENT OF WORK.
7.

NO EQUIPMENT, MATERIALS OR VEHICLES SHALL BE PARKED OR STORED NEAR OR ON THE BEACH.
8.

NO FILLING, EXCAVATION, STOCKPILING OF MATERIALS, OR HEAVY EQUIPMENT USE SHALL TAKE PLACE NEAR THE TOP OF THE STEEP SLOPE AREA.
9.

EXCAVATION AND SITE DISTURBING ACTIVITIES SHALL BE STRICTLY LIMITED TO THE MINIMUM NECESSARY TO ACCOMPLISH THE WORK AUTHORIZED IN THIS DECISION. SOIL AND MATERIALS SHALL BE STOCKPILED LANDWARD OF THE OHWM AND EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES SHALL BE EMPLOYED.
10.

ALL CONSTRUCTION AND DEMOLITION DEBRIS SHALL BE DISPOSED OF AT A SITE APPROVED BY ISLAND COUNTY PUBLIC WORKS DEPARTMENT. THERE SHALL BE NO DUMPING OR DISPOSING OF DEBRIS ON THE BEACH OR IN THE WATERS OF THE STATE.
11.

NO ENCROACHMENT ONTO ANY LEGALLY EXISTING EASEMENT OR PROPERTY LINE (OR ONTO ANY REQUIRED SETBACK FOR SUCH) IS PROPOSED BY THIS DESIGN BEYOND WHAT IS SPECIFICALLY SHOWN AND CALLED OUT HEREIN.

**CIVIL LEGEND NOTE:**  
ASSUMED UTILITY LOCATIONS THAT WERE NOT CAPTURED IN THE SURVEY BUT ARE SHOWN ON THESE PLANS ARE APPROXIMATE AND BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME THESE PLANS WERE PREPARED. CONTRACTOR TO CONFIRM LOCATIONS IN THE FIELD AND PROTECT EXISTING UTILITIES EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.

JOB SITE SAFETY

THE ENGINEER HAS NOT BEEN RETAINED OR COMPENSATED TO PROVIDE DESIGN AND/OR CONSTRUCTION REVIEW SERVICES RELATED TO THE CONTRACTORS SAFETY PRECAUTIONS OR TO MEANS, METHODS, TECHNIQUES OR PROCEDURES FOR THE CONTRACTOR TO PERFORM THE WORK. THE UNDERTAKING OF PERIODIC SITE VISITS BY THE ENGINEER SHALL NOT BE CONSTRUED AS SUPERVISION OF ACTUAL CONSTRUCTION NOR MAKE HIM RESPONSIBLE FOR PROVIDING A SAFE PLACE FOR THE PERFORMANCE OF THE WORK BY THE CONTRACTOR, SUB-CONTRACTOR OR ANY PERSON ON THE SITE.

DREDGING NOTES

**DREDGING**  
DREDGING SHALL BE COMPLETED TO ELEVATION AND LIMITS INDICATED ON THE DRAWINGS. SIDE SLOPES SHALL BE DREDGED AT 3 (HORIZONTAL): 1 (VERTICAL). SOME SLOUGHING MAY RESULT.

THE POST-DREDGE SURVEY MUST DEMONSTRATE THAT ALL AREAS WITHIN THE LIMITS IDENTIFIED IN THE PLANS ARE AT OR BELOW THE DREDGE ELEVATION, AND THAT SIDE SLOPES ARE NO STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL. THE POST-DREDGE SURVEY AND FINAL QUANTITY CALCULATIONS SHALL BE SUBMITTED TO THE OWNER.

THE CONTRACTOR SHALL EXERCISE CARE WHEN DREDGING NOT TO EXCEED THE MAXIMUM DREDGED VOLUME INDICATED ON THE PERMITS, AND TO NOT DAMAGE NEARBY MARINE FACILITIES, PILES, FLOATS, BREAKWATERS, OUTFALLS OR OTHER STRUCTURES.

DREDGED MATERIAL DISPOSAL SHALL BE IN ACCORDANCE WITH THE LAW AND PERMITS.

**DREDGE AREA SWEEP**  
DREDGED BASIN SHALL BE SWEPT TO VERIFY THE COMPLETE ABSENCE OF HIGH SPOTS AND THAT THE BOTTOM IS RELATIVELY SMOOTH AND FREE OF ROCK PROTRUSIONS AND POINTS. THE OWNER SHALL BE PRESENT TO OBSERVE IF REQUESTED. THE DREDGED AREA SHALL BE SWEPT USING AT LEAST ONE OF THREE METHODS:

1.

SIDE-SCAN SONAR AND/OR MULTI-BEAM HYDROGRAPHIC SURVEY TECHNOLOGY
2.

SWEEP THE DREDGE BASIN WITH A STEEL PIPE, 20 TO 40 FEET LONG, 10" TO 14" DIAMETER, 0.5" MIN. WALL THICKNESS. THE STEEL PIPE SHALL BE SUSPENDED AT A PRESET DEPTH AND TOWED BEHIND A VESSEL. IF THE PIPE DOES NOT HIT ANYTHING THEN IT IS KNOWN THAT THE AREA IS FREE OF OBSTRUCTIONS AT THAT DEPTH.
3.

WIRE-DRAGGING: WIRE DRAGGING IS DONE BY ATTACHING A STEEL CABLE OR CHAIN TO TWO VESSELS, AND TOWED BETWEEN THEM AT A PRESET DEPTH. IF IT SNAGS, THEN THE OBSTRUCTION IS LOCATED. THE WIRE IS SUSPENDED AT A KNOWN DEPTH USING MULTIPLE BUOYS. IF THE CABLE RUNS FREELY ACROSS AN AREA, THEN IT IS KNOWN THAT THAT AREA IS FREE OF OBSTRUCTIONS TO THAT DEPTH. A DESCRIPTION OF WIRE DRAGGING IS AT THE FOLLOWING WEB SITE: WWW.NJSCUBA.NET/ARTIFACTS/MISC\_WIRE\_DRAG.HTML

**MISPLACED MATERIALS**  
SHOULD THE CONTRACTOR, DURING THE EXECUTION OF THE WORK, LOSE, DUMP, THROW OVERBOARD, SINK OR MISPLACE ANY DREDGE MATERIAL, DREDGE, BARGE, MACHINERY, APPLIANCE, OR OTHER MATERIALS, THE CONTRACTOR SHALL PROMPTLY RECOVER AND REMOVE THE SAME.

**ESTIMATED DREDGE**  
**DMMU 1 ESTIMATED DREDGE**  
DMMU 1 ESTIMATED DREDGE AREA: 91,980 SF  
DMMU 1 ESTIMATED DREDGE SURFACE VOLUME (0 TO 4FT): 5,680 CY  
DMMU 1 ESTIMATED CONTINGENCY VOLUME (20%): 1,136 CY  
DMMU 1 ESTIMATED TOTAL DREDGE VOLUME: 6,816 CY

**DMMU 2 ESTIMATED DREDGE**  
DMMU 2 ESTIMATED DREDGE AREA: 91,980 SF  
DMMU 2 ESTIMATED DREDGE SUBSURFACE VOLUME (>4FT): 1630 CY  
DMMU 2 ESTIMATED 2FT OVERDREDGE VOLUME: 6,820 CY  
DMMU 2 ESTIMATED DREDGE CONTINGENCY VOLUME (20%): 1,690 CY  
DMMU 2 ESTIMATED TOTAL VOLUME: 10,140 CY

**TOTAL ESTIMATED DREDGE**  
TOTAL ESTIMATED DREDGE AREA: 91,980 SF  
TOTAL ESTIMATED DREDGE SURFACE VOLUME (0 TO 4FT): 5,680 CY  
TOTAL ESTIMATED DREDGE SUBSURFACE VOLUME (>4FT): 1,630 CY  
TOTAL ESTIMATED TOTAL DREDGE VOLUME: 7,310 CY  
TOTAL ESTIMATED 2FT OVERDREDGE VOLUME: 6,820 CY  
TOTAL ESTIMATED TOTAL DREDGE AND OVERDREDGE VOLUME: 14,130 CY  
**TOTAL ESTIMATED TOTAL DREDGE WITH 20% CONTINGENCY: 16,956 CY**

GENERAL ABBREVIATIONS

'	FEET
"	INCHES
#	NUMBER
ALUM	ALUMINUM
APPROX	APPROXIMATELY
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
ASSE	AMERICAN SOCIETY OF SANITARY ENGINEERING
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
CL	CLASS
DIM	DIMENSION
DWGS	DRAWINGS
ELEC	ELECTRICAL
EX	EXISTING
FIP	FEMALE IRON PIPE
FL	FLANGE
GALV	GALVANIZED
GS	GALVANIZED STEEL
H	HEIGHT
HDD	HORIZONTAL DIRECTIONAL DRILL
HDPE	HIGH DENSITY POLYETHYLENE
HORIZ	HORIZONTAL
HYD	FIRE HYDRANT
IPS	IRON PIPE SIZE
L	LENGTH
LF	LINEAR FEET
mA	MILLIAMPERE
MHHW	MEAN HIGHER HIGH WATER
MLLW	MEAN LOWER LOW WATER
NPT	NATIONAL PIPE THREAD
NST	NATIONAL STANDARD THREAD
PE	PLAIN END
PE	POLYETHYLENE
PRV	PRESSURE REDUCING VALVE
PSI	POUNDS PER SQUARE INCH
PSF	POUNDS PER SQUARE FOOT
PLF	POUNDS PER LINEAR FOOT
SQFT	SQUARE FEET
TYP	TYPICAL
W	WATER, WIDTH
W/	WITH
VERT	VERTICAL

CALL 811  
2 BUSINESS DAYS  
BEFORE YOU DIG  
(UTILITY LOCATIONS ARE APPROX.)

#	DATE	BY	REVISION
0	6/23/25	DMJ	ISSUED FOR BID - REV 0
BASE MAP/TOPOGRAPHY PROVIDED BY OTHERS - FACET CANNOT BE RESPONSIBLE FOR THE ACCURACY OF THESE UTILITIES AND ALL OTHER EXISTING FEATURES AND CONDITIONS IF CONDITIONS ARE NOT AS SHOWN AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN. CONTACT FACET PRIOR TO CONSTRUCTION.			

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LAGOON POINT COMMUNITY ASSOCIATION  
(LPCA) MARINE IMPROVEMENT PROJECT  
3412 MARINE VIEW DR, GREENBANK, WA 98253  
Island County Parcel 57310-00-0000C-0

ISSUED FOR  
BID

GENERAL  
NOTES

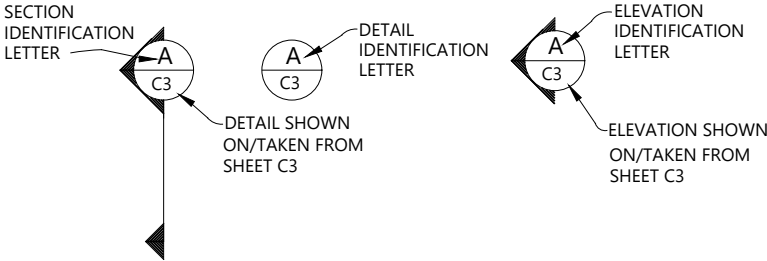
DATE: JUN. 2025

PLAN NUMBER:

G2.01

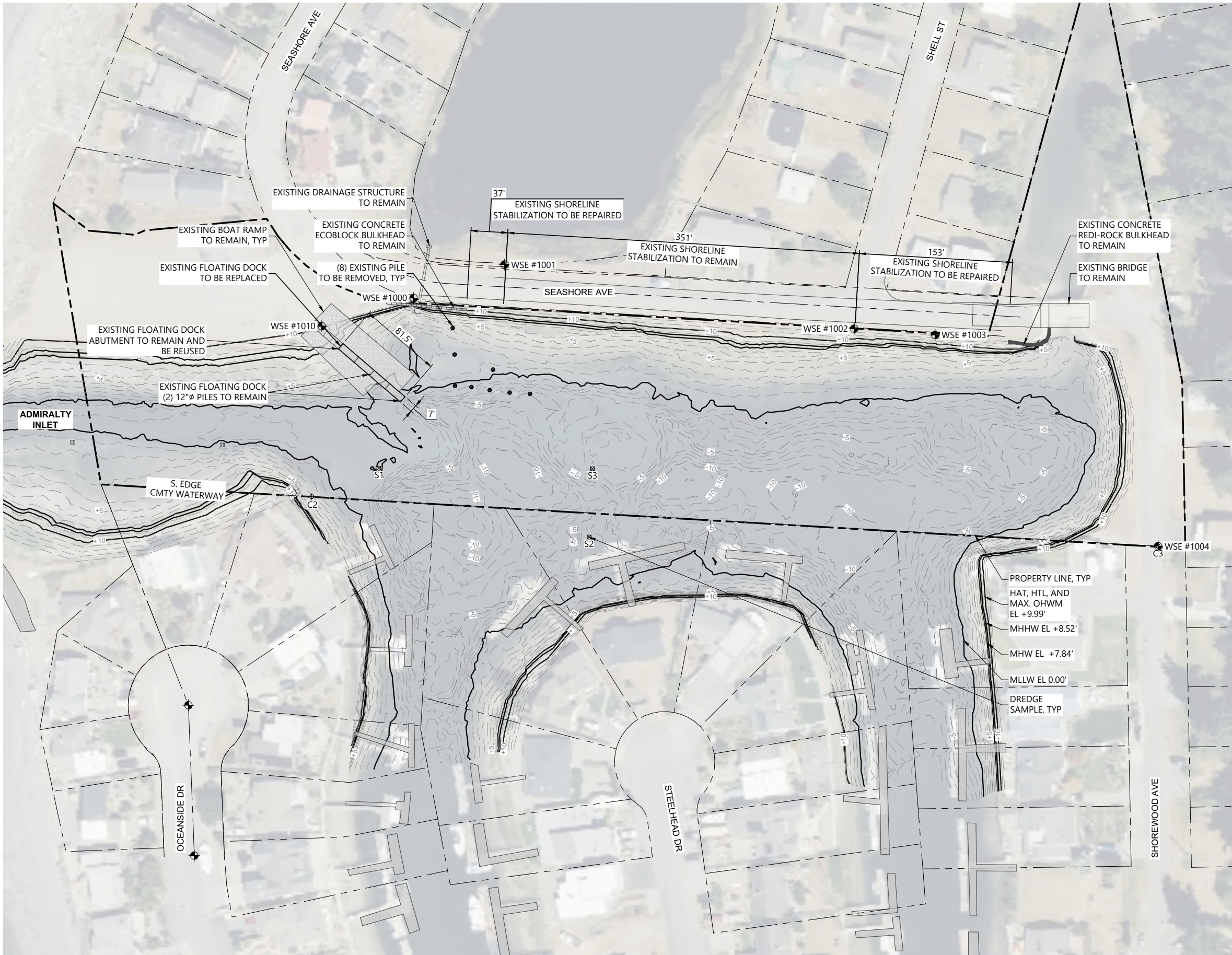
SHEET: 2 OF 19

SECTION OR DETAIL IDENTIFICATION SYMBOLS





6/23/25 - NIKOFF ATT - Z:\SHARED\PROJECTS\ACTIVE\2023\05\2305\0234\00- LAGOON POINT GREENBANK - CARL HASLAM\DWG\DRAWING\LAGOON POINT ASSOCIATION - MARINE IMPROVEMENT - DRAWINGS - JFB - 20250612.DWG



EXISTING  
SITE PLAN

50 25 0 50 100  
SCALE IN FEET

LEGEND (SCALE MAY VARY)

- 10 - = BATHYMETRIC MAJOR CONTOUR
- - - = BATHYMETRIC MINOR CONTOUR
- [Hatched Box] = EXISTING DOCK
- [Solid Line] = EXISTING CONCRETE EDGE
- - - = PROPERTY LINE
- [Circle with Cross] = CONTROL POINT
- [Square with Cross] = EXISTING CHANNEL MARKER
- [Circle with Dot] = EXISTING PILE

DREDGE SAMPLES

DREDGE SAMPLES AND UNITS BY OTHERS.

CONTROL AND SAMPLE POINTS

PT	STATION, OFFSET	NORTHING, EASTING
C1	0+00.00, 170.34L	398628.70, 1205671.17
C2	0+00.00, 0.00	398458.65, 1205661.22
C3	8+45.07, 0.00	398409.31, 1206504.85
S1	0+65.16, 32.26L	398487.05, 1205728.16
S2	2+78.41, 24.04R	398418.39, 1205937.75
S3	2+77.71, 44.08L	398486.44, 1205941.04

WSE SITE CONTROL POINTS

WSE SITE CONTROL POINTS BY OTHERS.

PT NO.	NORTHING	EASTING	MLLW ELEV.
1000	398656.63	1205762.70	12.19
1001	398690.12	1205853.45	12.11
1002	398626.17	1206201.99	13.09
1003	398619.95	1206282.58	13.36
1004	398409.31	1206504.85	13.03
1010	398628.70	1205671.17	13.81

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(LPCA) MARINE IMPROVEMENT PROJECT  
3412 MARINE VIEW DR, GREENBANK, WA 98253  
Island County Parcel 57310-00-0000C-0

ISSUED FOR  
BID

EXISTING  
SITE PLAN

DATE: JUN. 2025

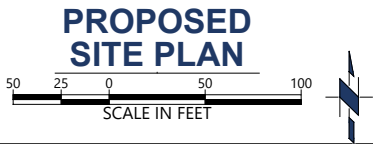
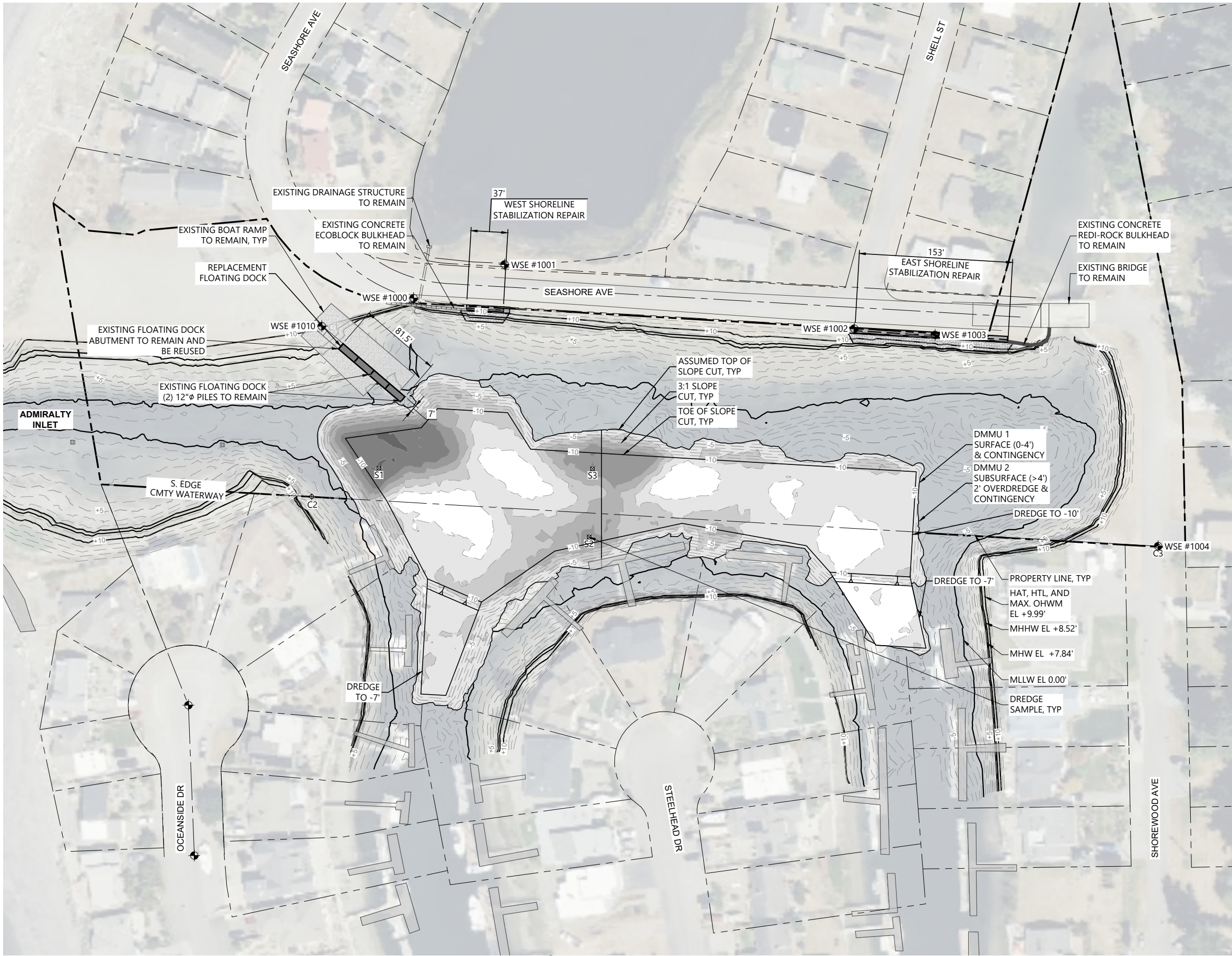
PLAN NUMBER:

C1.01

SHEET: 3 OF 19



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**LEGEND (SCALE MAY VARY)**

- 10' = BATHYMETRIC MAJOR CONTOUR
- 5' = BATHYMETRIC MINOR CONTOUR
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- [Square with Cross] = EXISTING CHANNEL MARKER
- [Circle with Dot] = EXISTING PILE

**DREDGE SAMPLES**

DREDGE SAMPLES AND UNITS BY OTHERS.

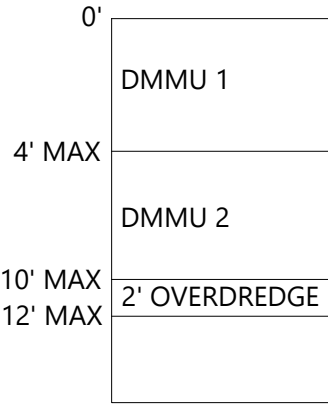
**DREDGE DESIGN**

DREDGE DESIGN BASED ON TARGET DEPTH OF -10' MLLW FOR SILTATION BASIN AND -7' MLLW ELSEWHERE WITH SIDE SLOPE CUT OF 3:1.

**ESTIMATED DREDGE AMOUNT**

FROM	TO	Color
12'	10'	[Dark Grey Box]
10'	8'	[Medium Grey Box]
8'	6'	[Light Grey Box]
6'	4'	[Very Light Grey Box]
4'	2'	[White Box]
2'	0'	[White Box]

VERTICAL DISTANCE IN WATER COLUMN



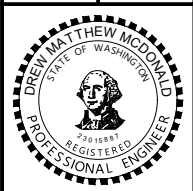
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2 BUSINESS DAYS  
BEFORE YOU DIG  
(UTILITY LOCATIONS ARE APPROX.)

#	DATE	BY	REVISION
0	6/23/25	DM	ISSUED FOR BID - REV 0

BASE MAP/TOPOGRAPHY PROVIDED BY OTHERS - FACET CANNOT BE RESPONSIBLE FOR INACCURACIES. ALL UTILITIES AND OTHER EXISTING FEATURES MUST BE VERIFIED PRIOR TO CONSTRUCTION. AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN. CONTACT FACET PRIOR TO CONSTRUCTION.

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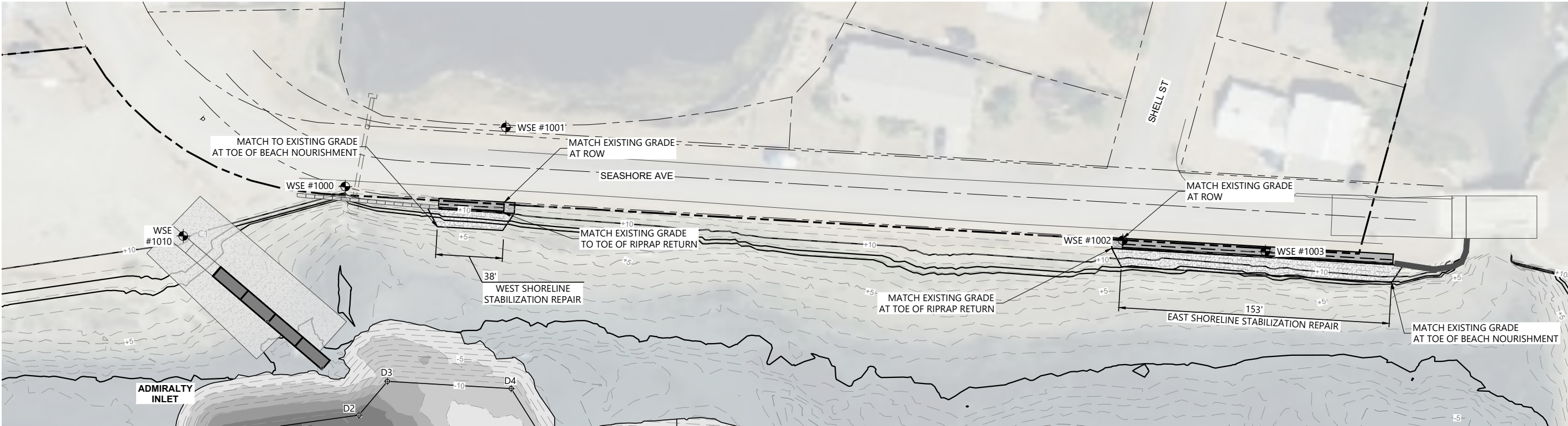
**ISSUED FOR  
BID**

**PROPOSED  
SITE PLAN**

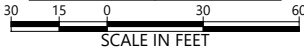
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**PLAN NUMBER:**  
**C1.02**  
**SHEET:** 4 OF 19



6/23/25 - NIKOFF ATT - Z:\SHARED\PROJECTS\ACTIVE\2023\05\2305\0234\00- LAGOON POINT GREENBANK - CARL HASLAM\DWG\DRAWING\LAGOON POINT ASSOCIATION - MARINE IMPROVEMENT - DRAWINGS - IFB - 20250612.DWG



**GRADING PLAN**



**CALL 811  
2 BUSINESS DAYS  
BEFORE YOU DIG**  
(UTILITY LOCATIONS ARE APPROX.)

#	DATE	BY	REVISION
0	6/23/25	DMM	ISSUED FOR BID - REV 0

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AND CONDITIONS IF CONDITIONS ARE NOT AS SHOWN.  
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**LAGOON POINT COMMUNITY ASSOCIATION  
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3412 MARINE VIEW DR, GREENBANK, WA 98253  
Island County Parcel 57310-00-0000C-0

**ISSUED FOR  
BID**

**GRADING  
PLAN**

**DATE: JUN. 2025**

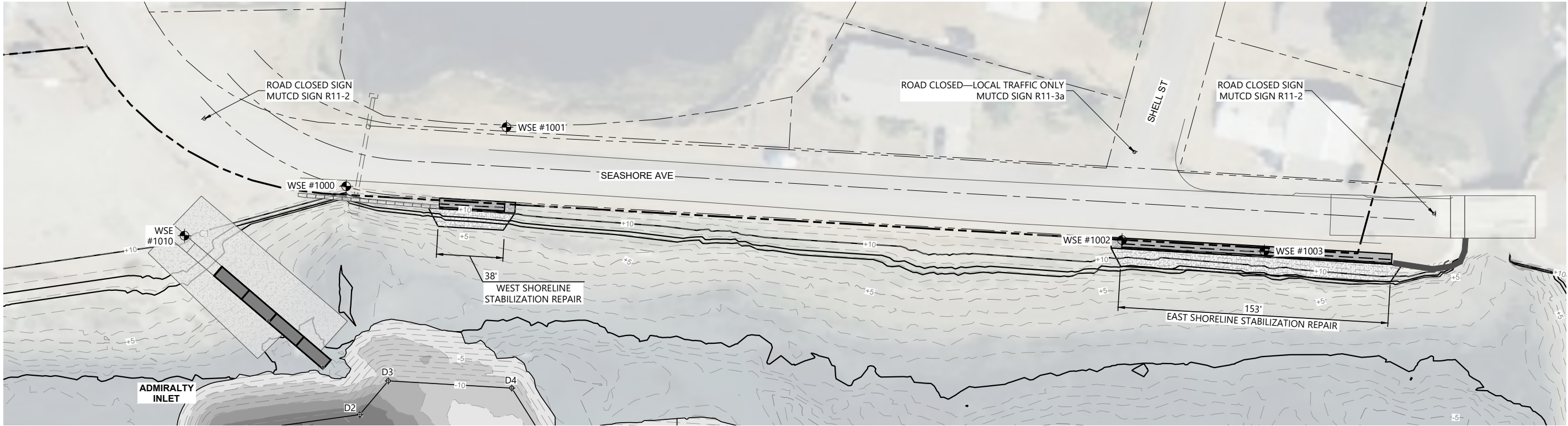
**PLAN NUMBER:**

**C1.03**

**SHEET: 5 OF 19**



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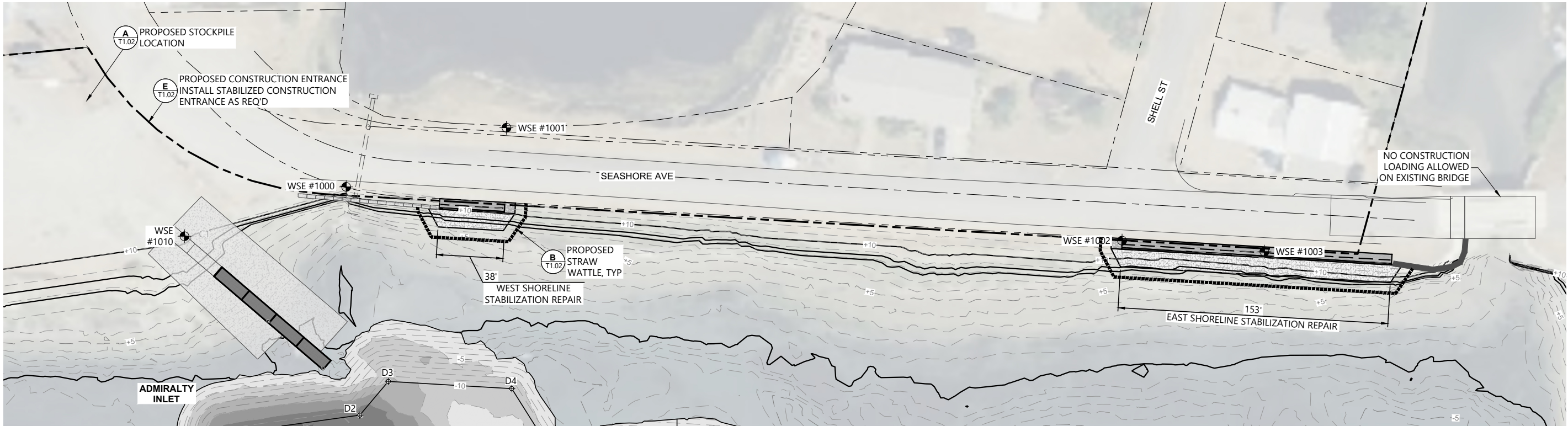


TRAFFIC CONTROL PLAN



TRAFFIC CONTROL NOTES

LOCAL ACCESS RESIDENTIAL STREETS MAY NOT  
REQUIRED TRAFFIC CONTROL PLAN.  
WORK HOURS AND HOURS TRAFFIC CONTROL WILL BE  
IN PLACE SHALL BE 7AM TO 10PM.



TEMPORARY EROSION AND  
SEDIMENT CONTROL  
PLAN



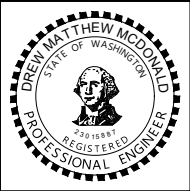
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0	6/23/25	DNM	ISSUED FOR BID - REV 0

BASE MAP/PHOTOGRAPHY PROVIDED BY OTHERS - FACET CANNOT  
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Island County Parcel 57310-00-0000C-0

ISSUED FOR  
BID  
TEMPORARY  
TRAFFIC AND  
EROSION AND  
SEDIMENT  
CONTROL  
PLAN

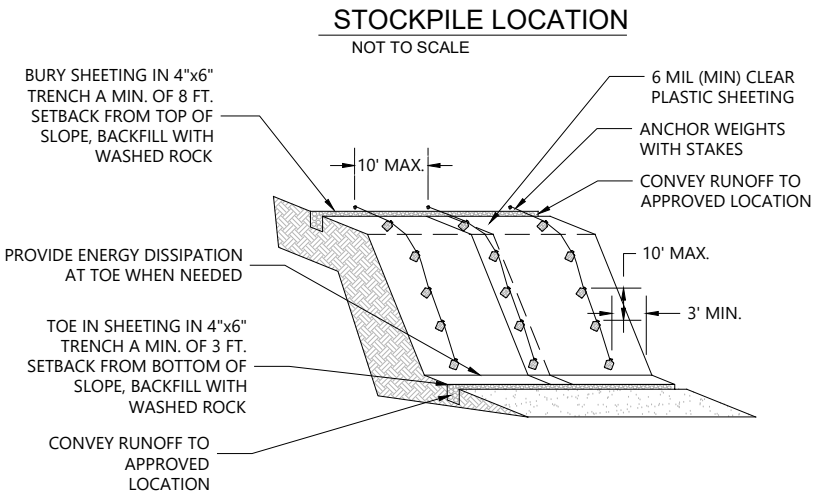
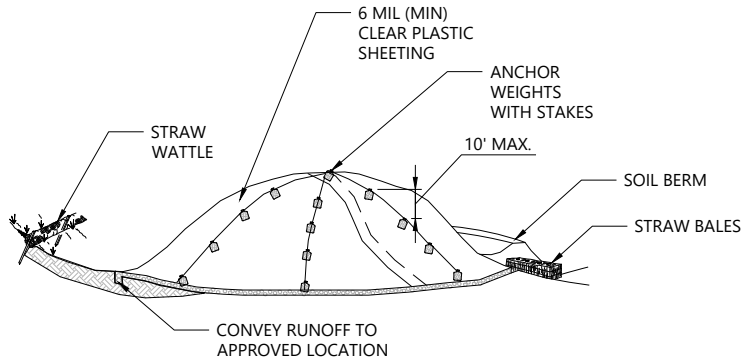
DATE: JUN. 2025  
PLAN NUMBER:  
**T1.01**  
SHEET: 6 OF 19



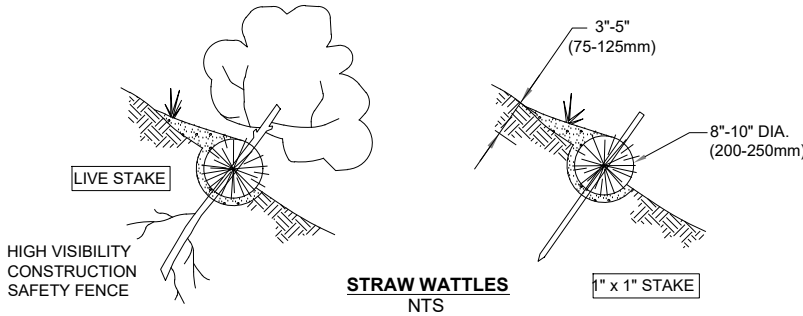
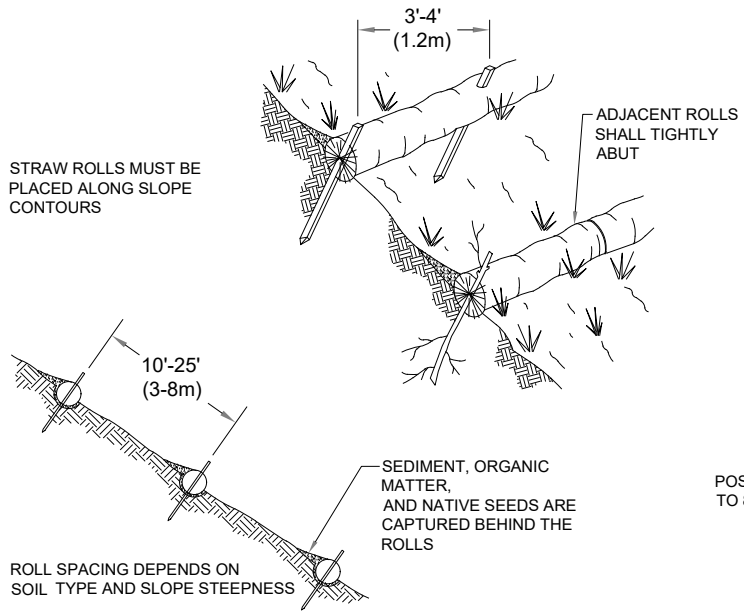
6/23/25 - NINOFFATT - Z:\SHARED\PROJECTS\ACTIVE\2025\05\0235\0234\00 - LAGOON POINT GREENBANK - CARL HASLAM\DWG\DRAWING\LAGOON POINT ASSOCIATION - MARINE IMPROVEMENT - DRAWINGS - FB - 20250612.DWG

EROSION AND SEDIMENT CONTROL NOTES

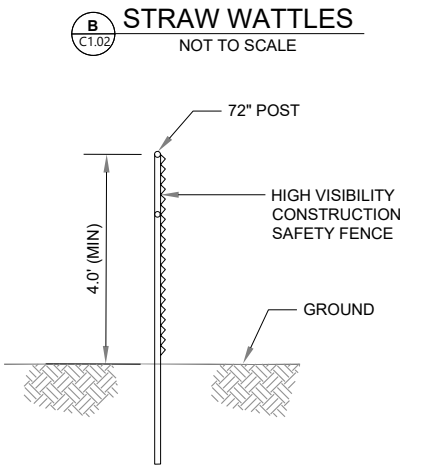
1. THE IMPLEMENTATION OF THESE TESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THESE TESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED.
2. THE TESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING SO AS TO ENSURE THAT THE TRANSPORT OF SEDIMENT TO SURFACE WATERS, DRAINAGE SYSTEMS, AND ADJACENT PROPERTIES IS MINIMIZED.
3. THE TESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE TESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND MODIFIED TO ACCOUNT FOR CHANGING SITE CONDITIONS (E.G., ADDITIONAL SUMP PUMPS, RELOCATION OF DITCHES AND SILT FENCES, ETC.).
4. THE TESC FACILITIES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED TO ENSURE CONTINUED PROPER FUNCTIONING. WRITTEN RECORDS SHALL BE KEPT OF WEEKLY REVIEWS OF THE TESC FACILITIES DURING THE WET SEASON.
5. ANY AREAS OF EXPOSED SOILS, INCLUDING ROADWAY EMBANKMENTS, THAT WILL NOT BE DISTURBED FOR TWO DAYS DURING THE WET SEASON OR SEVEN DAYS DURING THE DRY SEASON SHALL BE IMMEDIATELY STABILIZED WITH THE APPROVED TESC METHODS (E.G., MULCHING, PLASTIC COVERING, ETC.).
6. ANY AREA NEEDING TESC MEASURES NOT REQUIRING IMMEDIATE ATTENTION SHALL BE ADDRESSED WITHIN FIFTEEN (15) DAYS.
7. STABILIZED CONSTRUCTION ENTRANCES AND ROADS SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS AREA KEPT CLEAN FOR THE DURATION OF THE PROJECT. WHERE MULCH FOR TEMPORARY EROSION CONTROL IS REQUIRED, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2 TO 3 INCHES. NO STRAW OR HAY BALES PERMITTED.
8. DURING THE PERIOD OF NOVEMBER 1 THROUGH MARCH 31, ALL PROJECT DISTURBED AREAS GREATER THAN 5,000 SQUARE FEET AND WHERE NO FURTHER WORK IS ANTICIPATED FOR A PERIOD OF FIFTEEN (15) DAYS, SHALL BE COVERED BY ONE OF THE FOLLOWING COVER MEASURES: MULCH OR PLASTIC COVERING.
9. THESE ARE GENERAL REQUIREMENTS, SEE SITE PLANS FOR PROJECT SPECIFIC CRITERIA AND NON APPLICABLE ELEMENTS



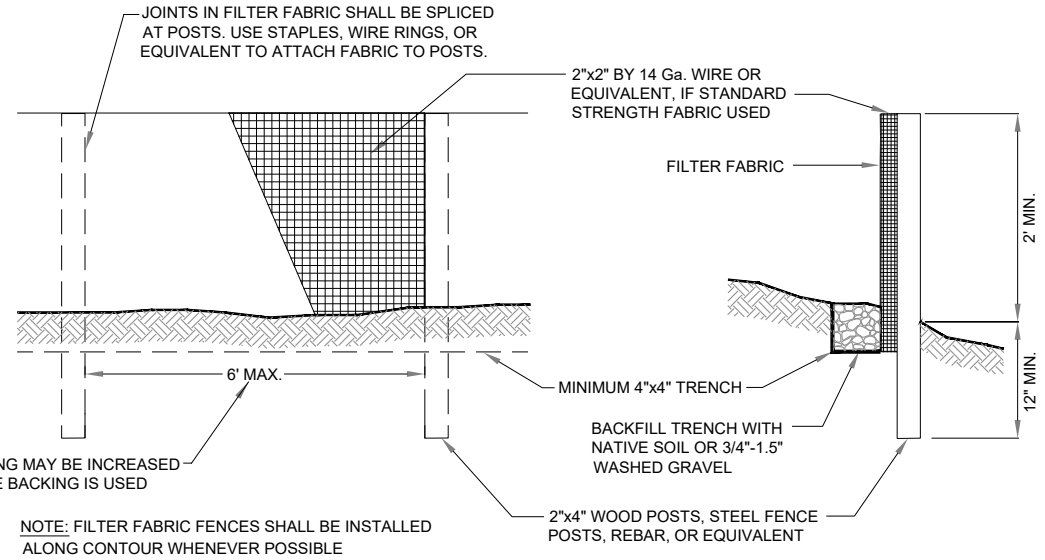
**STOCKPILE LOCATION AND EXPOSED SLOPE COVERING**  
NOT TO SCALE



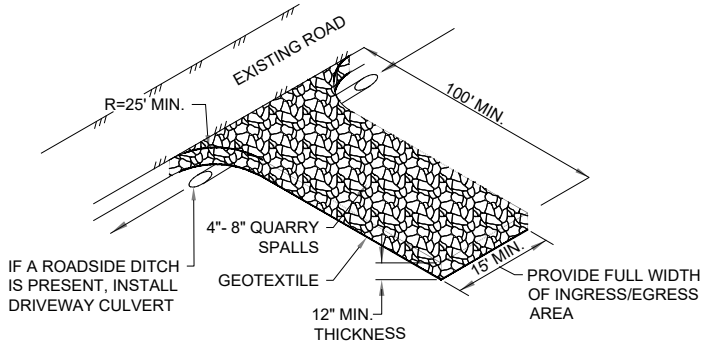
- NOTES:**
1. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3" x 5" (75-125mm) DEEP, DUG ON CONTOUR.
  2. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.



**HIGH VISIBILITY FENCING**  
NOT TO SCALE



**SILT FENCE**  
NOT TO SCALE



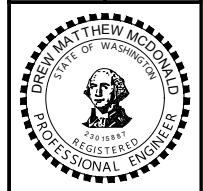
- NOTES:**
- IT IS RECOMMENDED THAT THE ENTRANCE BE CROWNED SO THAT RUNOFF DRAINS OFF THE PAD.

**STABILIZED CONSTRUCTION ENTRANCE**  
NOT TO SCALE

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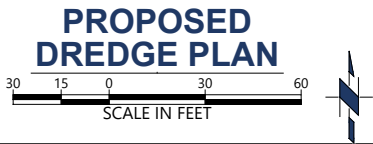
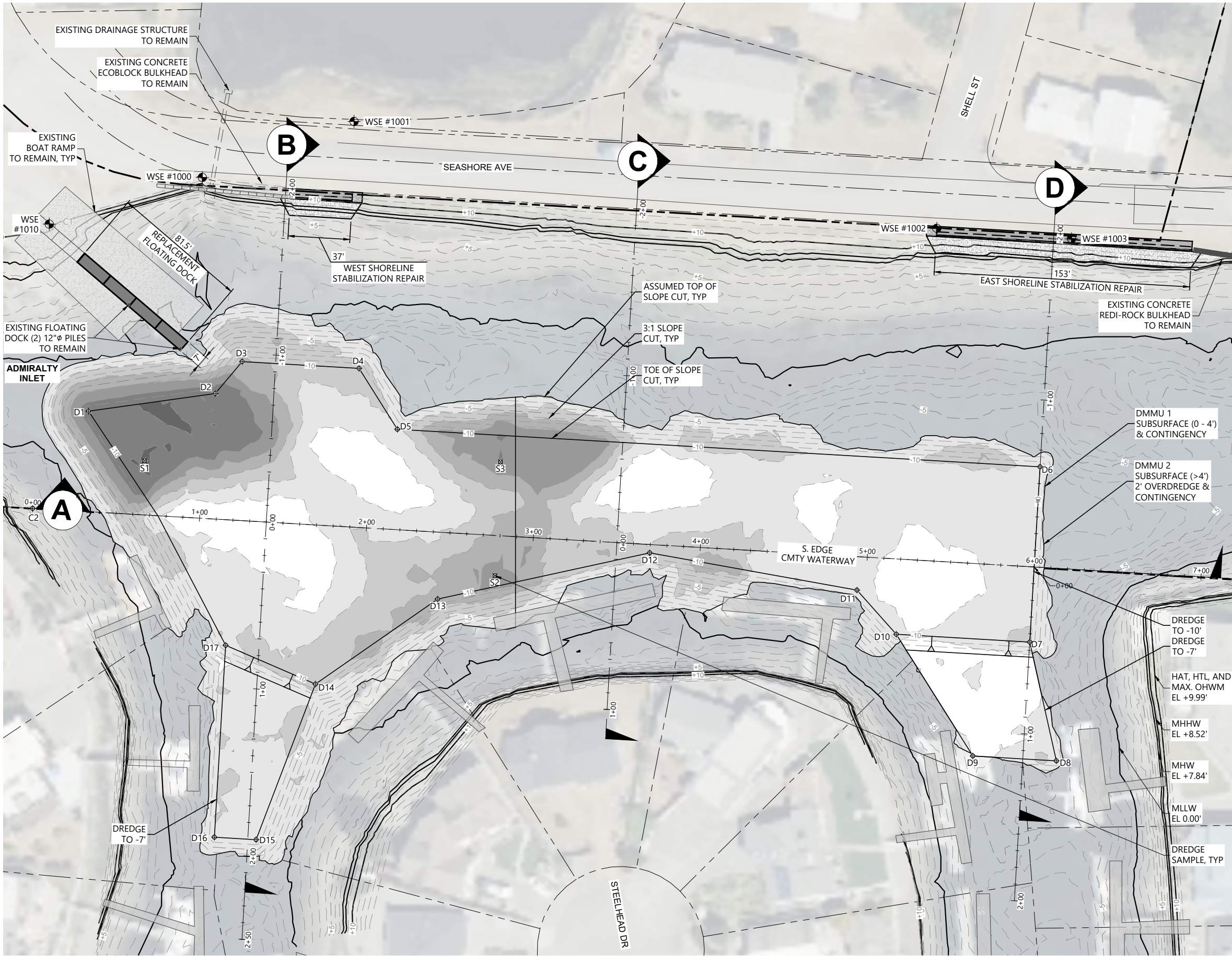


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(LPCA) MARINE IMPROVEMENT PROJECT  
3412 MARINE VIEW DR, GREENBANK, WA 98253  
Island County Parcel 57310-00-0000C-0

**ISSUED FOR BID**  
TEMPORARY TRAFFIC AND EROSION AND SEDIMENT CONTROL DETAILS  
**DATE:** JUN. 2025  
**PLAN NUMBER:** T1.02  
**SHEET:** 7 OF 19



6/23/25 - NIKOFF ATT - Z:\SHARED\PROJECTS\ACTIVE\2025\05\2305\0234\00- LAGOON POINT GREENBANK - CARL HASLAM\DWG\DRAWING\LAGOON POINT ASSOCIATION - MARINE IMPROVEMENT - DRAWINGS - FB - 20250612.DWG



**LEGEND (SCALE MAY VARY)**

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**DREDGE SAMPLES**

DREDGE SAMPLES AND UNITS BY OTHERS.

**DREDGE DESIGN**

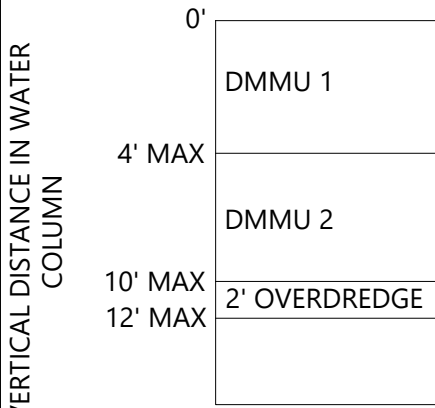
DREDGE DESIGN BASED ON TARGET DEPTH OF -10' MLLW FOR SILTATION BASIN AND -7' MLLW ELSEWHERE WITH SIDE SLOPE CUT OF 3:1.

**ESTIMATED DREDGE AMOUNT**

FROM	TO	Color
12'	10'	[Dark Grey Box]
10'	8'	[Medium Grey Box]
8'	6'	[Light Grey Box]
6'	4'	[Very Light Grey Box]
4'	2'	[White Box]
2'	0'	[White Box]

**DREDGE CONTROL POINTS**

PT	STATION, OFFSET	NORTHING, EASTING
D1	0+30.00, 60.00L	398516.80, 1205694.68
D2	1+05.00, 75.00L	398527.39, 1205770.42
D3	1+20.00, 95.00L	398546.48, 1205786.57
D4	1+90.00, 95.00L	398542.40, 1205856.45
D5	2+15.00, 60.00L	398506.00, 1205879.36
D6	6+00.00, 60.00L	398483.52, 1206263.70
D7	6+00.00, 45.00R	398378.70, 1206257.57
D8	6+20.00, 115.00R	398307.65, 1206273.45
D9	5+70.00, 115.00R	398310.57, 1206223.54
D10	5+20.00, 45.00R	398383.37, 1206177.71
D11	4+95.00, 20.00R	398409.78, 1206154.21
D12	3+70.00, 5.00R	398432.06, 1206030.30
D13	2+45.00, 40.00R	398404.41, 1205903.47
D14	1+75.00, 95.00R	398353.60, 1205830.38
D15	1+45.00, 190.00R	398260.51, 1205794.88
D16	1+20.00, 190.00R	398261.97, 1205769.93
D17	1+20.00, 75.00R	398376.77, 1205776.64



CALL 811  
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BASE MAP TO PHOTOGRAPHY PROVIDED BY OTHERS - FACET CANNOT BE RESPONSIBLE FOR INACCURACIES, UTILITIES, AND ALL OTHER EXISTING FEATURES AND CONDITIONS IF CONDITIONS ARE NOT AS SHOWN AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN. CONTACT FACET PRIOR TO CONSTRUCTION.

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Island County Parcel 57310-00-0000C-0

**ISSUED FOR BID**

**PROPOSED DREDGE PLAN**

**DATE: JUN. 2025**

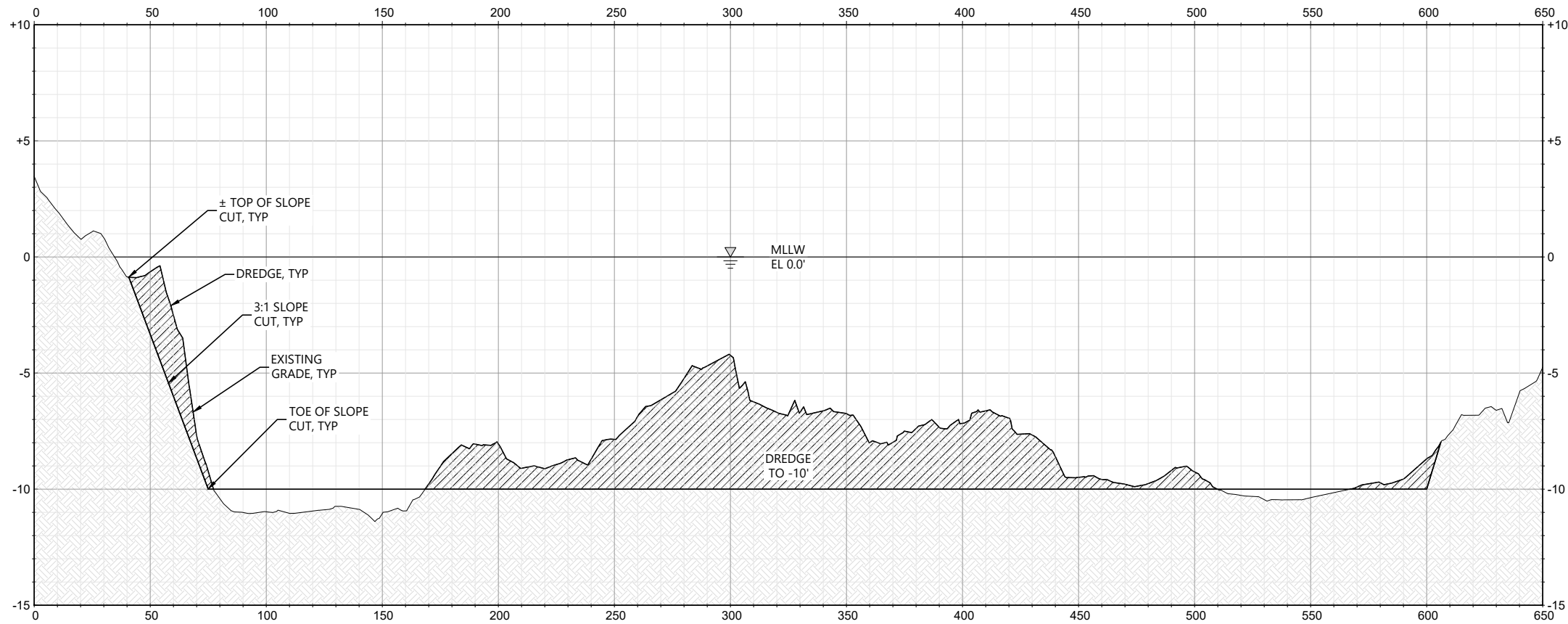
**PLAN NUMBER:**

**D1.01**

**SHEET: 8 OF 19**

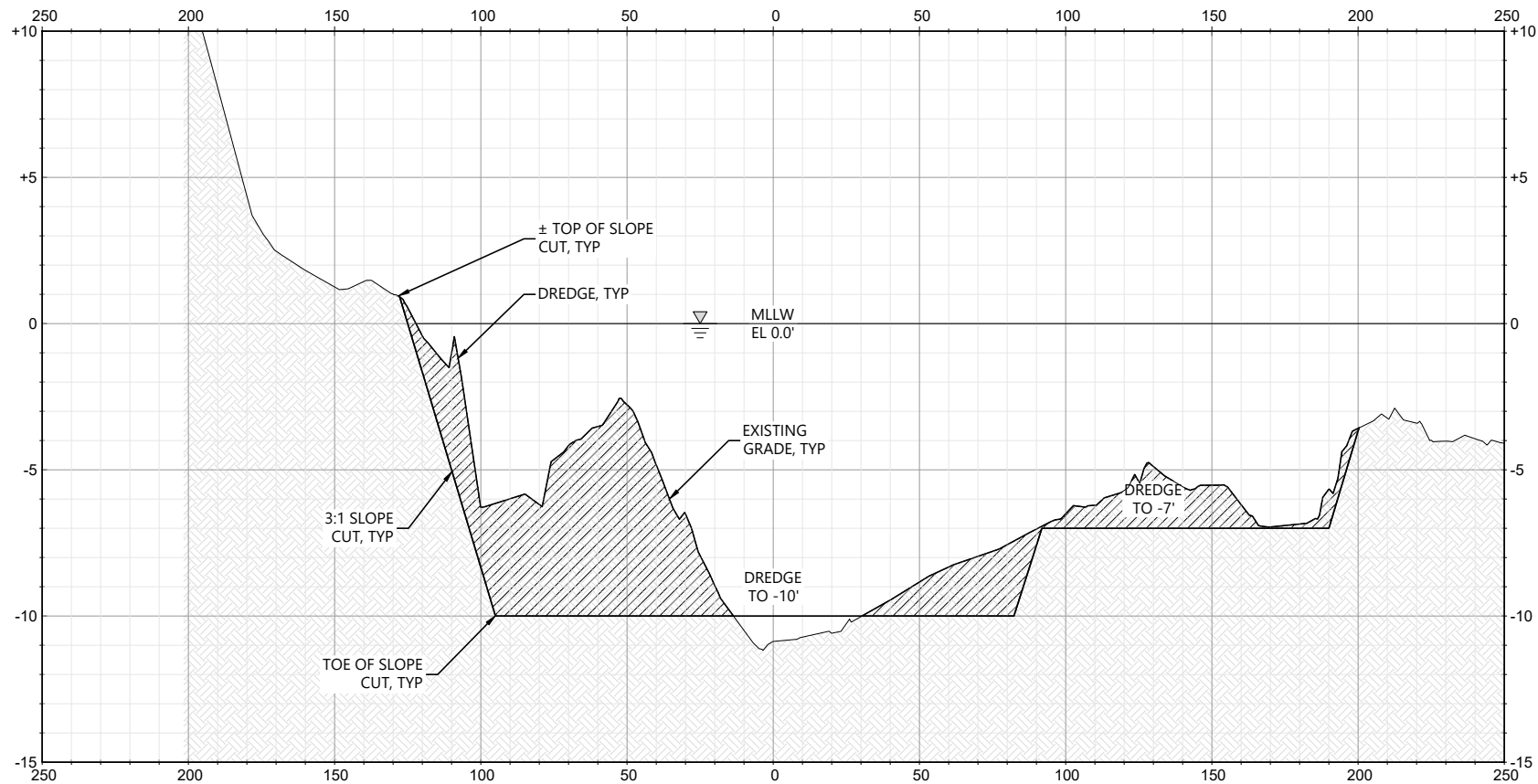


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### DREDGE PROFILE A

VERTICAL EXAGGERATION: 1H:10V



### DREDGE PROFILE B

VERTICAL EXAGGERATION: 1H:10V



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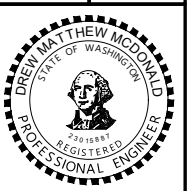
#	DATE	BY	REVISION
0	6/23/25	DMW	ISSUED FOR BID - REV 0
1			
2			
3			
4			
5			

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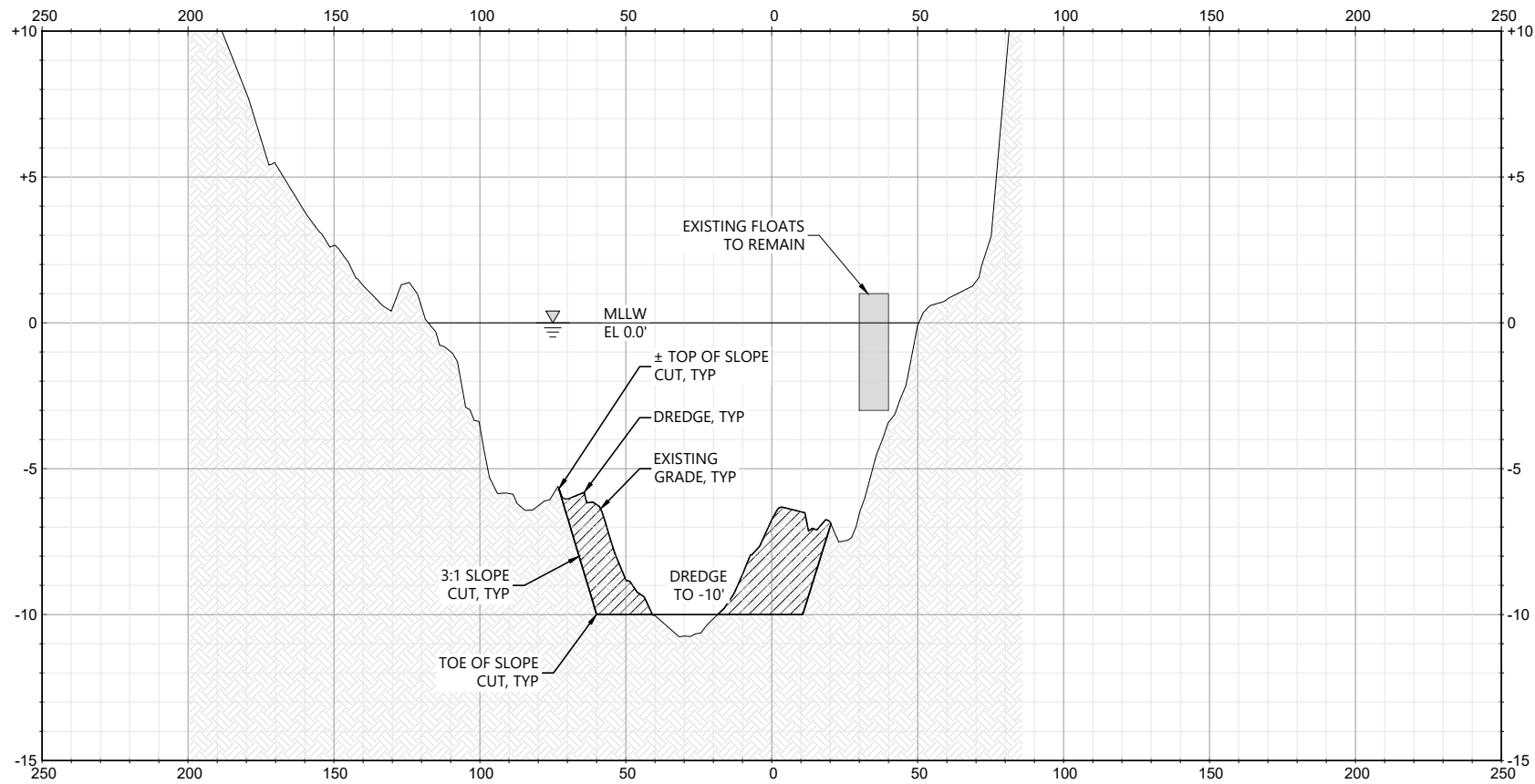
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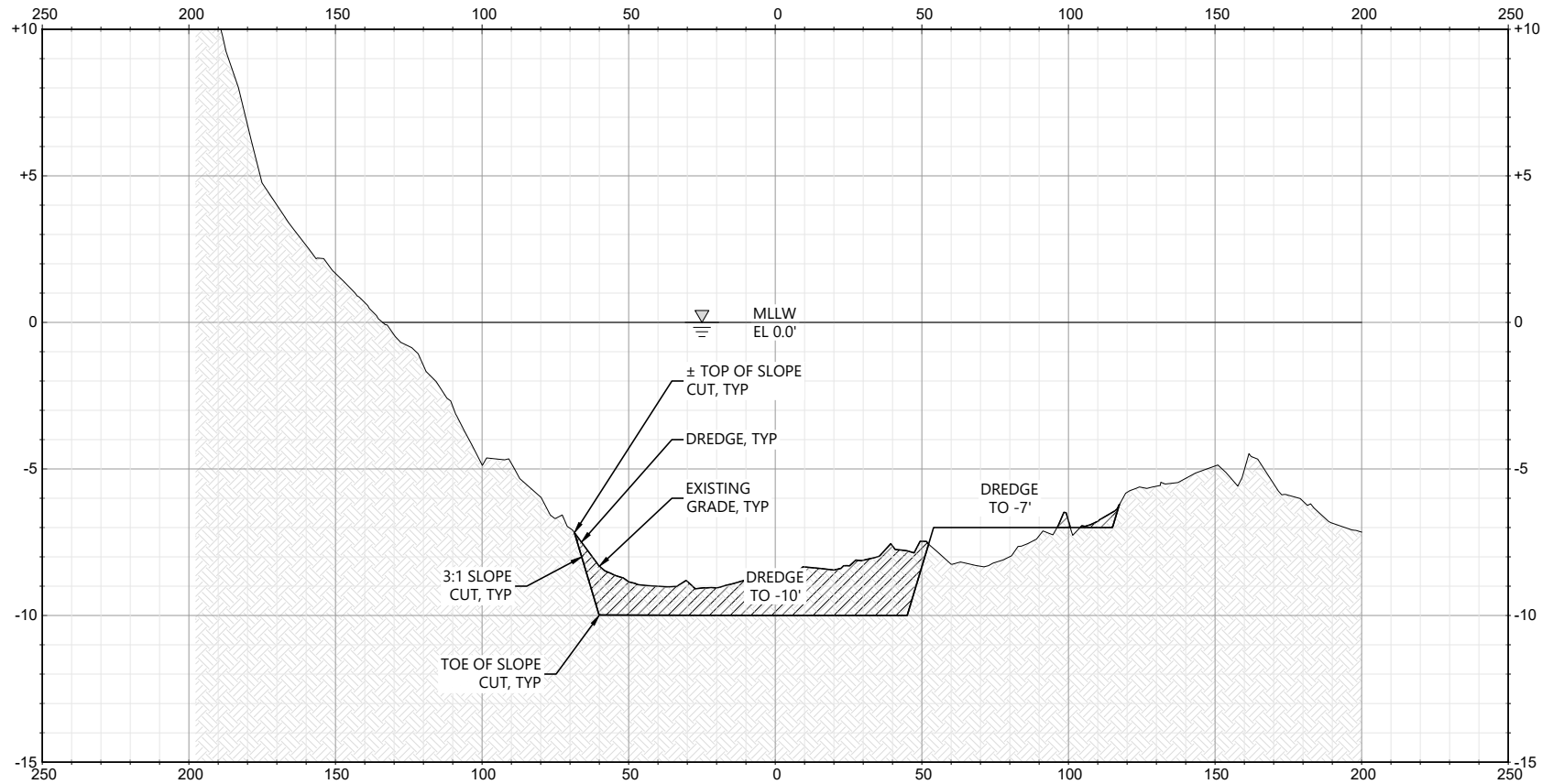
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**DREDGE PROFILE C**

VERTICAL EXAGGERATION: 1H:10V



**DREDGE PROFILE D**

VERTICAL EXAGGERATION: 1H:10V



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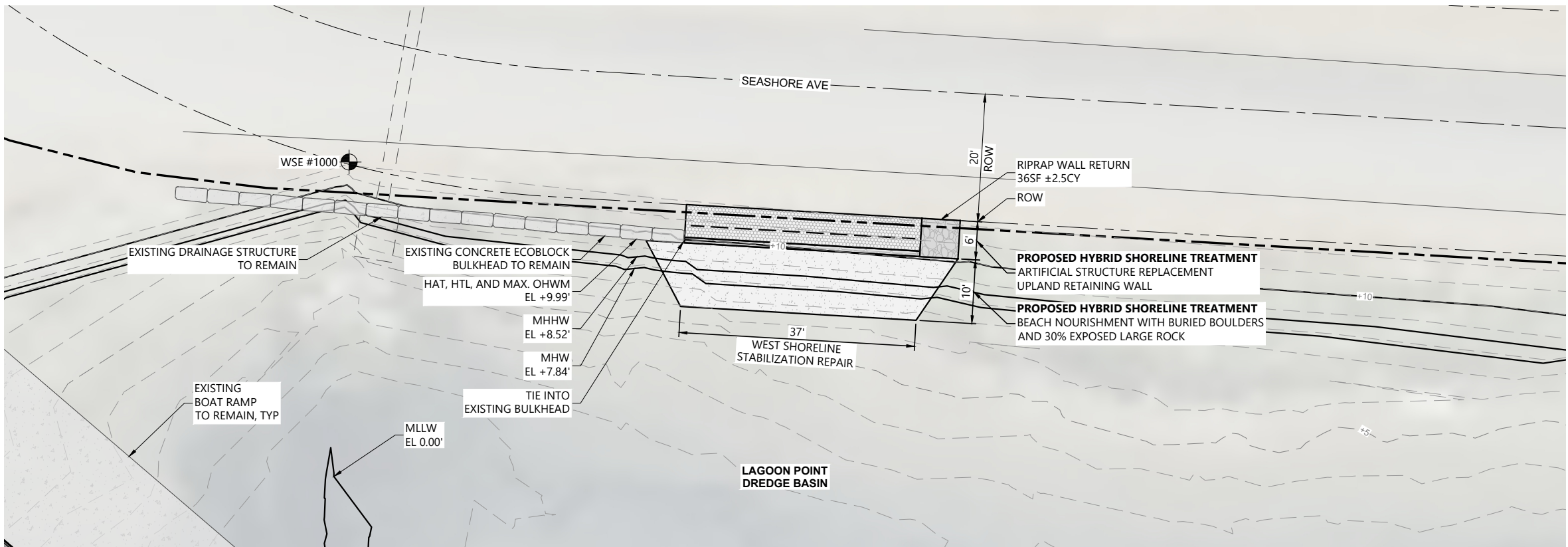
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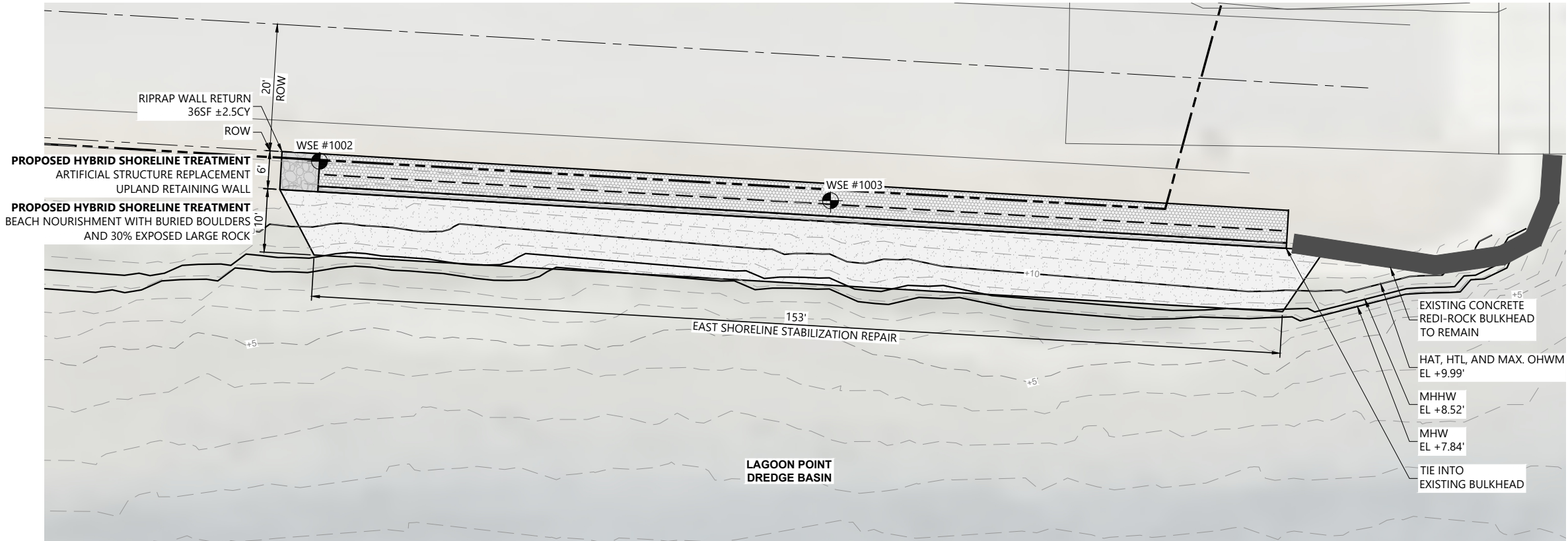
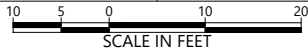
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**PROPOSED WEST SHORELINE  
STABILIZATION REPAIR PLAN**



**PROPOSED EAST SHORELINE  
STABILIZATION REPAIR PLAN**



**LEGEND (SCALE MAY VARY)**

- 10- = BATHYMETRIC MAJOR CONTOUR
- - - = BATHYMETRIC MINOR CONTOUR
- [Pattern] = EXISTING DOCK
- [Pattern] = EXISTING CONCRETE EDGE
- - - = PROPERTY LINE
- [Symbol] = CONTROL POINT
- [Symbol] = EXISTING CHANNEL MARKER
- [Symbol] = EXISTING PILE

**QUANTITIES**

DEMOLITION EXISTING BULKHEAD: 190 LF  
HYBRID SHORELINE TREATMENT: 190 LF  
REDI-ROCK BLOCK WALL: 106 CY  
CSBC FILL: 14 CY  
BACKFILL: 56 CY  
BEACH NOURISHMENT: 70 CY  
RIPRAP WALL RETURNS: 5 CY

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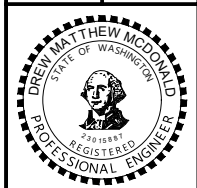
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**PROPOSED  
SHORELINE  
STABILIZATION  
REPAIR PLANS**

**DATE: JUN. 2025**

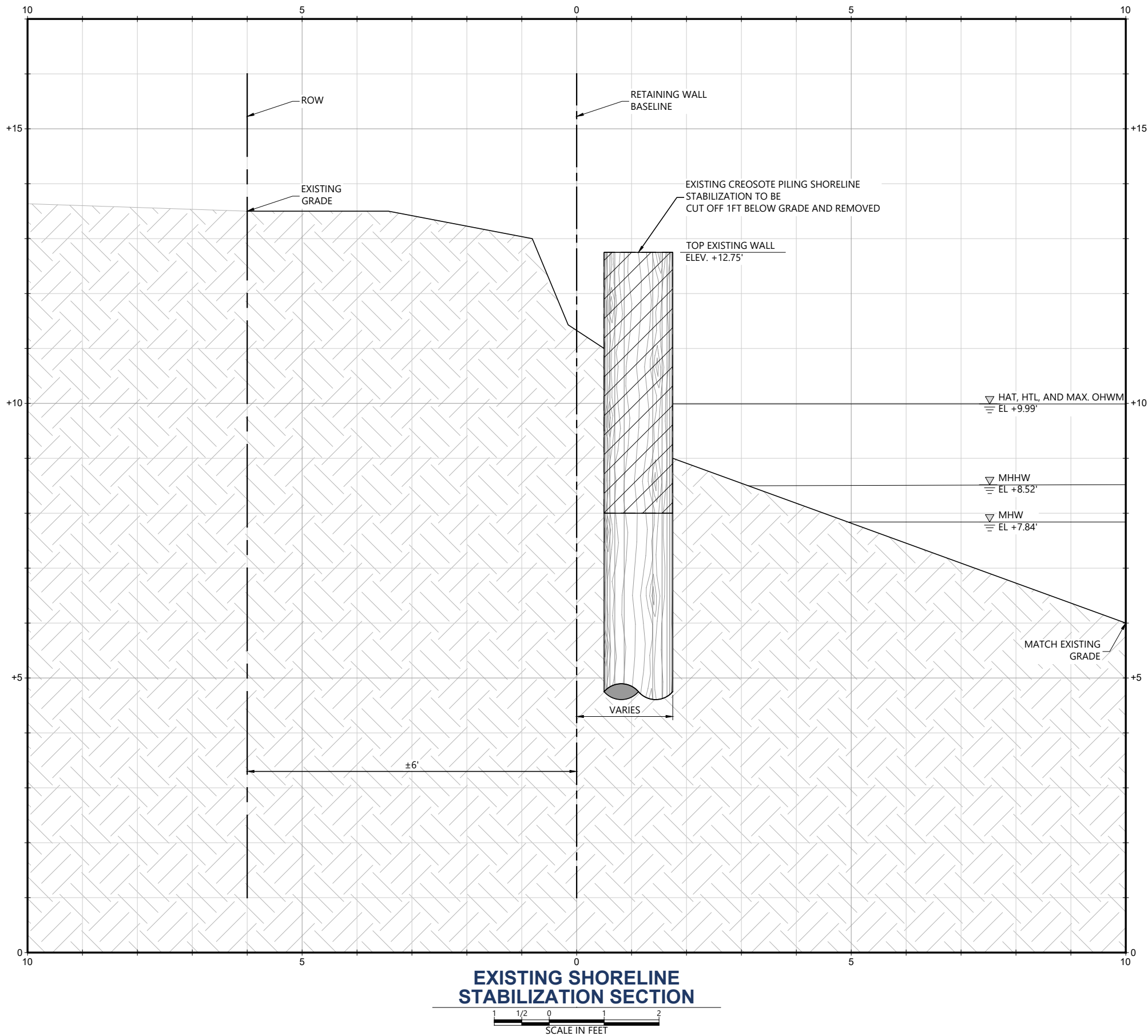
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EXISTING SHORELINE  
STABILIZATION SECTION



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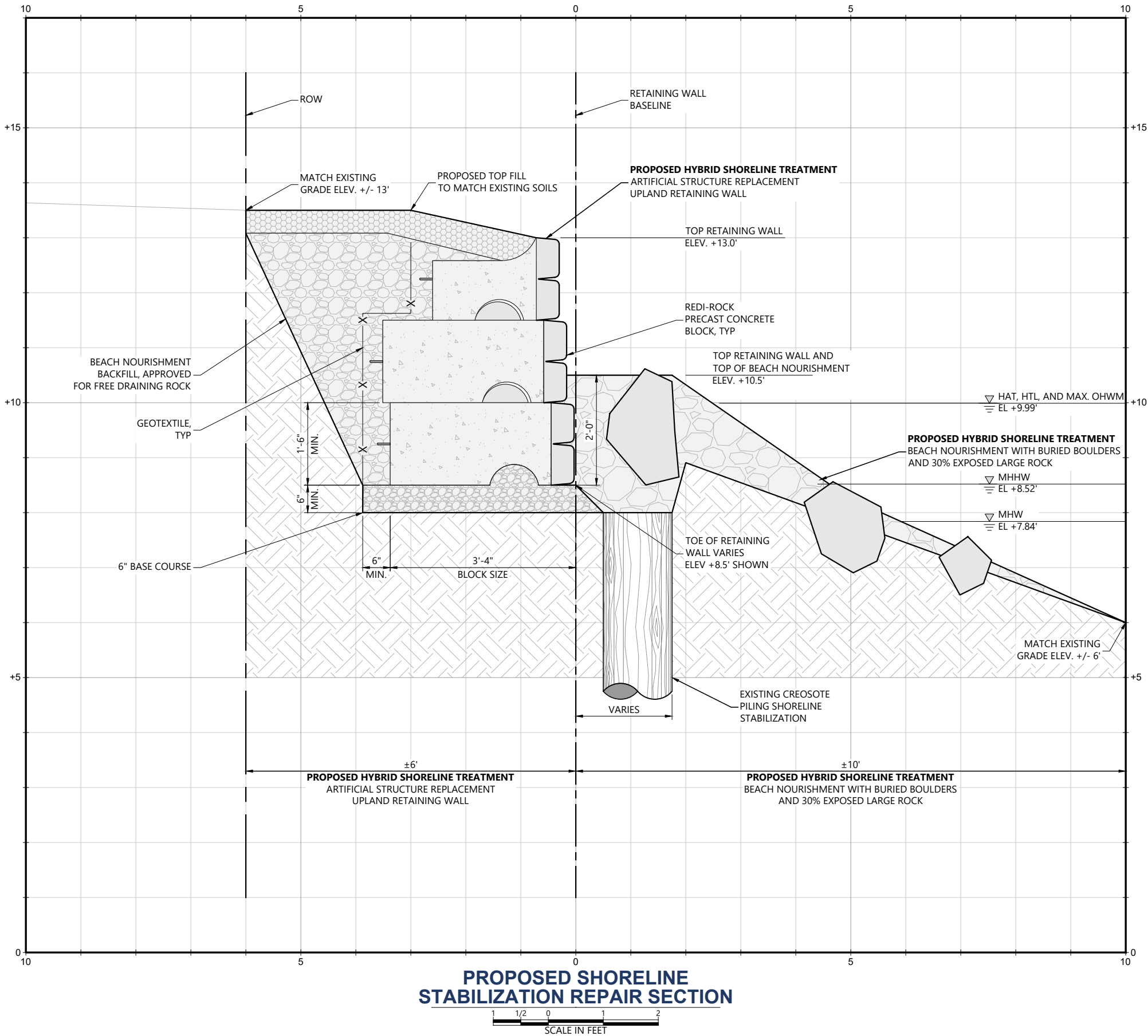
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TABLE 1				
WALL HEIGHT, H (FT)	NO. BLOCKS	MINIMUM EMBEDMENT DEPTH, E (FT)	NO. OF 41-INCH SOLID BLOCKS	NO. OF 28-INCH SOLID BLOCKS
4.5	3	2	2	1

- NOTES:
1. MAXIMUM DESIGN HEIGHT, H, IS 4.5 FEET.
  2. WALL BACKFILL TO CONSIST OF IMPORTED PERMEABLE BALLAST PER WSDOT 9-03.9(2), COMPACTED 92% MMD PER ASTM D 1557 PER SPECIFICATIONS.
  3. BLOCK SIZE SHALL BE IN ACCORDANCE WITH TABLE 1, THIS PAGE.
  4. CRUSHED STONE LEVELING PAD SHALL CONSIST OF CRUSHED SURFACING TOP COURSE PER WSDOT 9-03.3(3).



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STABILIZATION  
REPAIR SECTION

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## PROPOSED SHORELINE STABILIZATION REPAIR PROFILE

DATE: JUN. 2025

**PLAN NUMBER:**

S1.04

**SHEET: 14 OF 19**

**PROFILE VIEW NOTES**

WEST SHORELINE STABILIZATION REPAIR SHOWN, EAST SHORELINE STABILIZATION SIMILAR.  
PROFILE CUT AT RETAINING WALL BASELINE AND TOE OF SHORELINE STABILIZATION REPAIR

GENERAL CONDITIONS:

1. MAINTAIN ORANGE SAFETY FENCING AROUND OPEN EXCAVATIONS WHEN WORK IS NOT ACTIVELY IN PROGRESS AND DURING NON-WORK HOURS.
2. CONDUCT ACTIVITIES SO THAT INTERFERENCE WITH THE PUBLIC SHALL BE KEPT TO A MINIMUM. SCHEDULE ACTIVITIES REQUIRING CLOSURE TO THE PUBLIC WITH THE CONTRACTING OFFICER AT LEAST 7 DAYS IN ADVANCE.
3. CONTRACTOR SHALL CONTACT DIG ALERT AND FIELD VERIFY ALL UTILITIES PRIOR TO EXCAVATION. DIAL 811 BEFORE YOU DIG.
4. DO NOT SCALE DRAWINGS. ALL MEASUREMENTS ARE IN IMPERIAL UNITS UNLESS OTHERWISE NOTED.
5. EXISTING INFORMATION INDICATED IS BASED ON LIMITED FIELD INVESTIGATIONS AND GOVERNMENT-SUPPLIED INFORMATION AVAILABLE AT TIME OF DESIGN. VERIFY ALL EXISTING CONDITIONS, PRIOR TO COMMENCEMENT OF WORK. NOTIFY THE CONTRACTING OFFICER IF ANY DISCREPANCIES ARE DISCOVERED.
6. WHEN A DETAIL IS IDENTIFIED AS "TYPICAL," APPLY DETAIL FOR CONSTRUCTION OF EVERY LIKE CONDITION, EVEN IF REFERENCE TO THE DETAIL IS NOT REPEATED IN EVERY INSTANCE. IN CASES OF CONFLICT BETWEEN A SPECIFICALLY REFERENCED DETAIL AND A TYPICAL DETAIL, SPECIFICALLY REFERENCED DETAIL SHALL GOVERN.
7. PROTECT EXISTING WORK WHICH IS TO REMAIN IN PLACE, BE REUSED, OR REMAIN THE PROPERTY OF THE GOVERNMENT.
8. CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION, MAINTAIN (1) MINIMUM 10 FT WIDTH AT ALL TIMES.
9. MINIMIZE CONSTRUCTION IMPACTS TO SOILS, WATER, PLANTS, AND ANIMALS, AND OTHER NATURAL RESOURCES DURING CONSTRUCTION. CONFINE CONSTRUCTION OPERATIONS TO MINIMUM PRACTICAL AREA. IN NO CASE SHALL CONSTRUCTION OPERATIONS EXTEND BEYOND LIMITS OF CONSTRUCTION INDICATED WITHOUT PRIOR APPROVAL BY THE CONTRACTING OFFICER AND SHALL NOT EXTEND OUTSIDE ROAD SHOULDER. CONTRACTOR SHALL LIMIT TURN AROUND TO EXISTING PULLOUTS, DRIVES, AND PARKING AREAS.
10. CONDUCT ALL OPERATIONS IN ACCORDANCE WITH APPROVED, CONTRACTOR-PREPARED, UNDER AN ACRE POLLUTION PREVENTION PLAN (UPPP).
11. ALL NEW CONSTRUCTION AND WORKMANSHIP SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS FOR CODE COMPLIANCE. WHERE CONFLICTS OCCUR, THE MOST STRINGENT SHALL APPLY.

DESIGN CRITERIA

1. SEISMIC LOAD:
  - 1.1. RISK CATEGORY: I
  - 1.2. SITE CLASS: D
  - 1.3. Ss: 1.58
  - 1.4. S1: 0.51
  - 1.5. SDS: 1.17
  - 1.6. SD1: 0.70
  - 1.7. 13H 58.5 PSF
2. SOIL LOADS:
  - 2.1. PEAK FRICTION ANGLE: 30°
  - 2.2. COEFFICIENT OF FRICTION: 0.25
  - 2.3. DENSITY BACKFILL: 120 PCF
  - 2.4. ALLOWABLE SOIL BEARING PRESSURE 3000 PSF

SHORELINE STABILIZATION NOTES

1. THIS IS A SHORELINE STABILIZATION REPAIR.
2. THE PROPOSED SHORELINE REPAIR IS A REPLACEMENT OF EXISTING TIMBER BULKHEAD WITH HYBRID SHORELINE TREATMENT CONSISTING OF UPLAND RETAINING WALL AND BEACH NOURISHMENT TO PREVENT SHORELINE WAVE-BASED EROSION AND RESTORE THE SHORELINE.
3. THE REPAIR TREATMENT IS DESIGNED, LOCATED, SIZED, AND CONSTRUCTED TO ENSURE NO ADDITIONAL NET LOSS OF ECOLOGICAL FUNCTIONS.
4. WORK WILL OCCUR DURING LOW TIDE IN THE APPROVED WASHINGTON DEPARTMENT OF FISH AND WILDLIFE (WDFW) IN-WATER WORK WINDOW AND IN PHASES TO COORDINATE WITH TIDAL EXPOSURE.
5. THE REPAIR WORK SHALL BE PERFORMED IN THE DRY DURING LOW TIDES.
6. ALL BEACH DEPRESSIONS CREATED DURING CONSTRUCTION SHALL BE FILLED PRIOR TO THE NEXT INUNDATING TIDE.
7. LAND-BASED EQUIPMENT WILL BE USED TO DELIVER AND PLACE MATERIALS.
8. APPROPRIATE EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES SHALL BE EMPLOYED DURING THE GROUND-DISTURBING CONSTRUCTION ACTIVITIES.
9. THE CONTRACTOR SHALL VERIFY AND REVIEW ALL ITEMS WITHIN THE DRAWINGS PRIOR TO PROCEEDING WITH THE WORK. NOTIFY THE ENGINEER IMMEDIATELY WITH ANY DISCREPANCIES. IF A SPECIFIC DETAIL IS NOT SHOWN FOR ANY PART OF THE WORK, THE CONSTRUCTION SHALL BE THE SAME AS FOR SIMILAR WORK. DIMENSIONS ARE NOT TO BE SCALED FROM THE PLANS, SECTIONS, OR DETAILS WITHIN THE DRAWINGS. DIMENSIONS STATED IN TEXT GOVERN. SPECIFIC NOTES AND DETAILS IN THE DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL NOTES. NOTIFY THE ENGINEER OF ALL CHANGES MADE IN THE FIELD OR DISCREPANCIES.
10. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCE, PROCEDURES, AND PERMIT COMPLIANCE.
11. ALL WORK SHALL CONFORM TO THE MINIMUM STANDARDS OF THE REFERENCED CONSTRUCTION AND ALL OTHER REGULATING AGENCIES EXERCISING AUTHORITY OVER ANY PORTION OF THE WORK TO COMPLY WITH PROJECT PERMITS.
12. FINAL REPAIRS SHALL BE PER THE CONTRACTORS', THE MANUFACTURES' RECOMMENDATIONS, AND/OR THE BUILDING PERMIT.
13. BEACH NOURISHMENT SHALL NOT BE USED AS A FORM OF ECOLOGICAL MITIGATION BUT AS A MEANS OF BEACH RESTORATION AND GRAVEL BACKFILL FOR DRAINS AND WALLS.
14. NO PRE-CONSTRUCTION TOPOGRAPHIC AND BATHYMETRIC PROFILE SURVEY AND AGREEMENT TO CONDUCT A POST-CONSTRUCTION SURVEY REQUIRED OR PROPOSED FOR SHORELINE STABILIZATION.
15. TO THE EXTENT FEASIBLE, RETAIN NATURAL VEGETATION, LIMIT IMPERMEABLE SURFACES, LIMIT DURATION OF IN-WATER WORK AND OTHERWISE MINIMIZE THE EXTENT AND DURATION OF EARTHWORK.

METHODS AND MATERIALS

BEACH NOURISHMENT

1. BEACH NOURISHMENT SHALL BE HARVESTED ONSITE OR LOCALLY IMPORTED CLEAN GRAVEL SIMILAR IN SIZE TO UNDISTURBED NEIGHBORING LOCATIONS WITH SIMILAR BEACH MORPHOLOGIES.
2. BEACH NOURISHMENT SHALL BE PLACED FOLLOWING WDFW MARINE SHORELINE DESIGN GUIDELINES AND WITHOUT ANY PITS, POTHOLES, OR LARGE DEPRESSIONS, AND ALL NATURAL BEACH COMPLEXITY THAT WAS NECESSARY TO REMOVE WILL BE REPOSITIONED OR REPLACED IN THE ORIGINAL LOCATIONS IMMEDIATELY FOLLOWING COMPLETION OF WORK.
3. BEACH NOURISHMENT RESTORATION FILL SHALL HAVE 30% ROCK AND BOULDERS INCORPORATED AND DISCONTINUOUSLY PLACED ON THE BEACH.
4. BEACH NOURISHMENT RESTORATION FILL SHALL HAVE BURIED BOULDER USED BELOW GRADE WHERE NECESSARY TO STABILIZE THE TOE OF THE SLOPE OR ADJACENT LANDWARD STRUCTURE THAT SHALL BE COVERED WITH SAND/SMALL GRAVEL MIXES IN SUCH A WAY TO MINIMIZE NET EROSION THROUGH TIME.
5. 70% OF BEACH NOURISHMENT SHALL CONFORM TO WSDOT 9-03.12(2) GRAVEL BACKFILL FOR WALLS.
6. 30% OF BEACH NOURISHMENT SHALL BE LARGE ROCK/BOULDERS AND SHALL CONFORM TO WSDOT 9-03.11(3) STREAMBED BOULDERS TWO MAN.
7. BEACH NOURISHMENT BACKFILL FOR WALLS SHALL CONFORM TO WSDOT 9-03.12(2) GRAVEL BACKFILL FOR WALLS.
8. BEACH NOURISHMENT BACKFILL FOR DRAINS SHALL CONFORM TO WSDOT 9-03.12(4) GRAVEL BACKFILL FOR DRAINS.
9. BEACH NOURISHMENT BACKFILL SHALL BE PLACED PER WSDOT 2023 STANDARD SPECIFICATIONS.
10. BEACH NOURISHMENT BACKFILL SHALL BE PLACED TO FORM A DENSE, UNIFORM, COMPACT, BACKFILL FREE OF VOIDS. AVOID DROPPING FILL FROM HEIGHT, WHICH WILL CAUSE SEGREGATION OF MIX.
11. WHEN PLACING MATERIAL IN AREAS KNOWN TO HAVE FORAGE FISH SPAWNING, APPLICANT WILL ADHERE TO WDFW TIMING WINDOWS PROTECTIVE OF FORAGE FISH. WHEN PLACING MATERIAL ON KNOWN SURF-SMELT SPAWNING BEACHES A SPAWNING SURVEY WILL BE CONDUCTED PRIOR TO PLACING MATERIAL.

STATEMENT OF SPECIAL INSPECTIONS

1. THE OWNER SHALL EMPLOY ONE OR MORE SPECIAL INSPECTORS TO PROVIDE INSPECTIONS DURING CONSTRUCTION. THE SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR THE INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
2. SPECIAL INSPECTIONS ARE NOT REQUIRED WHERE THE WORK IS DONE ON THE PREMISES OF A FABRICATOR REGISTERED AND APPROVED TO PERFORM SUCH WORK WITHOUT SPECIAL INSPECTION. APPROVED FABRICATORS MUST SUBMIT A CERTIFICATE OF COMPLIANCE FOR OFFSITE FABRICATIONS SUCH AS STRUCTURAL STEEL, PRECAST CONCRETE, GLUED LAMINATED TIMBER, ETC.
3. ALL INSPECTIONS SHALL BE PERFORMED BY INDEPENDENT SPECIAL INSPECTORS. JOB SITE VISITS BY THE STRUCTURAL ENGINEER OR BUILDING OFFICIAL DO NOT CONSTITUTE AND ARE NOT A SUBSTITUTE FOR INSPECTION BY A SPECIAL INSPECTOR.
4. ALL INSPECTION REPORTS SHALL BE SUBMITTED TO THE BUILDING OFFICIAL AND E.O.R. THE FINAL REPORTS BY THE SPECIAL INSPECTOR(S) MUST CERTIFY THAT THE ENTIRE STRUCTURAL SYSTEM COMPLIES WITH THE APPROVED PLANS AND SPECIFICATIONS.
5. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO SEE THAT THESE INSPECTIONS ARE PERFORMED.
6. WORK REQUIRING SPECIAL INSPECTION SHALL BE INSPECTED BY THE SPECIAL INSPECTOR WHO IS PRESENT IN THE AREA WHERE THE WORK IS PERFORMED AND AT THE COMPLETION OF WORK. CONTINUOUS INSPECTION CONSIST OF FULL-TIME INSPECTION; PERIODIC INSPECTION CONSIST OF PART-TIME OR INTERMITTENT INSPECTION.
7. THE FOLLOWING SPECIAL INSPECTIONS ARE IN ADDITION TO THE INSPECTION BY THE BUILDING OFFICIAL. THIS LIST IS NOT INTENDED TO BE ALL INCLUSIVE.

STRUCTURAL OBSERVATIONS

1. VISUAL OBSERVATION WILL BE PERFORMED AT THE DISCRETION OF THE OWNER, ARCHITECT, E.O.R. AND AS REQUIRED BY THE BUILDING OFFICIAL IN ACCORDANCE WITH THE BUILDING CODE. VISUAL OBSERVATION SHALL NOT BE CONSIDERED AS A SUBSTITUTE FOR THE SPECIAL INSPECTION REQUIREMENTS.
2. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO NOTIFY THE E.O.R AS TO WHEN EACH MAJOR PHASE OF CONSTRUCTION IS READY FOR OBSERVATION A MINIMUM OF FIVE(5) WORKING DAYS IN ADVANCE.

STRUCTURAL SUBMITTALS

1. REVIEW OF SHOP DRAWINGS AND SUBMITTALS BY THE E.O.R IS FOR GENERAL COMPLIANCE WITH THE CONTRACT DOCUMENTS.
2. SHOP DRAWINGS SHALL BE SUBMITTED TO THE E.O.R FOR REVIEW PRIOR TO FABRICATION. THE CONTRACTOR WILL REMAIN RESPONSIBLE FOR ALL ERRORS OF DETAILING, FABRICATION, AND FOR CORRECT FITTING OF ALL STRUCTURAL MEMBERS INCLUDING COORDINATION WITH OTHER TRADES.
  - A. SHOP DRAWINGS SHALL BE SUBMITTED A MINIMUM OF 2 WEEK PRIOR TO SCHEDULED FABRICATION AND SHALL CONSIST OF ONLY ONE SET FOR OUR RECORDS AND ONE REPRODUCIBLE SET. ONE ELECTRONIC SET IS ACCEPTABLE.
  - B. E.O.R WILL RETURN THE REPROCUCIBLE OR ELECTRONIC SET CLEARLY MARKED WITH COMMENTS. ANY REQUIRED RECORD SET COPIES SHALL BE MADE FROM THIS RETURNED SET.
  - C. REPRODUCTION OF STRUCTURAL PLANS & DETAILS FOR SHOP DRAWINGS IS PROHIBITED. SUBCONTRACTOR/FABRICATOR IS TO PROVIDE INDEPENDENTLY CREATED DRAWINGS BASED ON THE STRUCTURAL PLANS DETAIL
3. THE FOLLOWING LIST SUMMARIZES IMPORTANT STRUCTURAL SUBMITTALS FOR THIS PROJECT. REFER TO THE SPECIFICATIONS FOR A COMPLETE LIST OF ADDITIONAL REQUIREMENTS
4. BELOW IS A LIST OF REQUIRED ITEMS PROVIDED BY THE CONTRACTOR
  - A. QUALIFICATION DATA FOR APPROVED INSTALLERS AND FABRICATORS
  - B. CERTIFICATES OF CONFORMANCE FOR PREFABRICATED MEMBERS
  - C. PROVIDE PRODUCT DATA FOR ALL MANUFACTURED STRUCTURAL PRODUCTS AND ACCESSORIES USED

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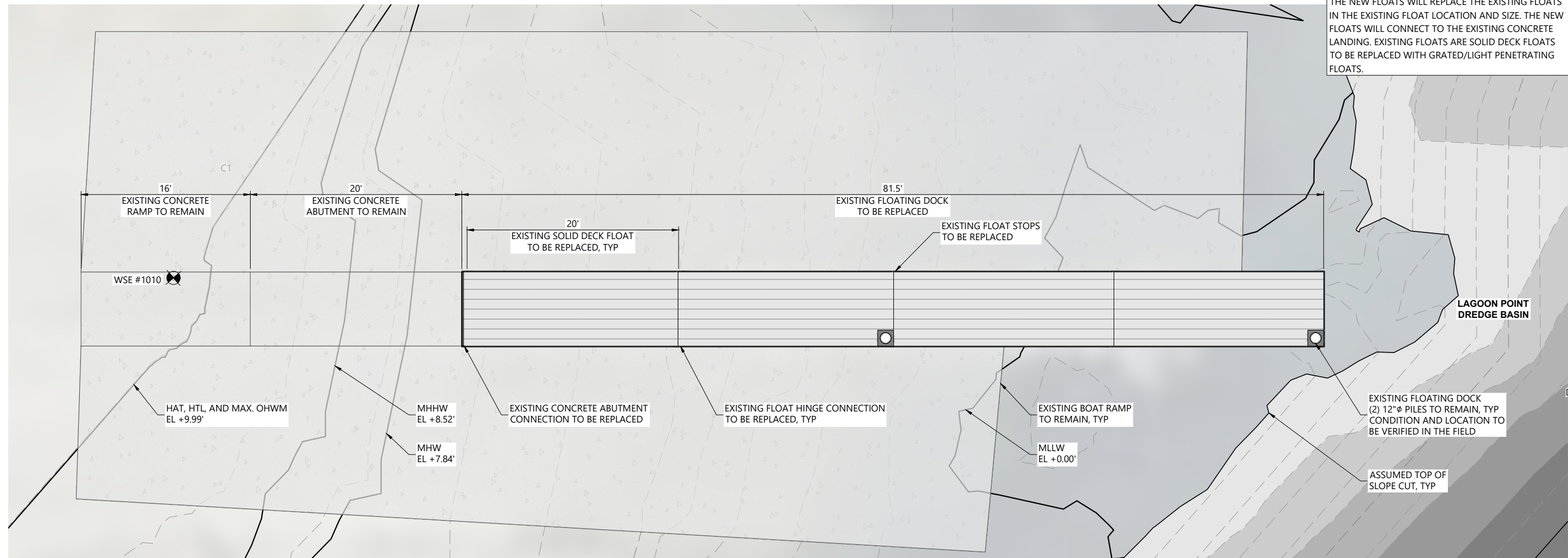
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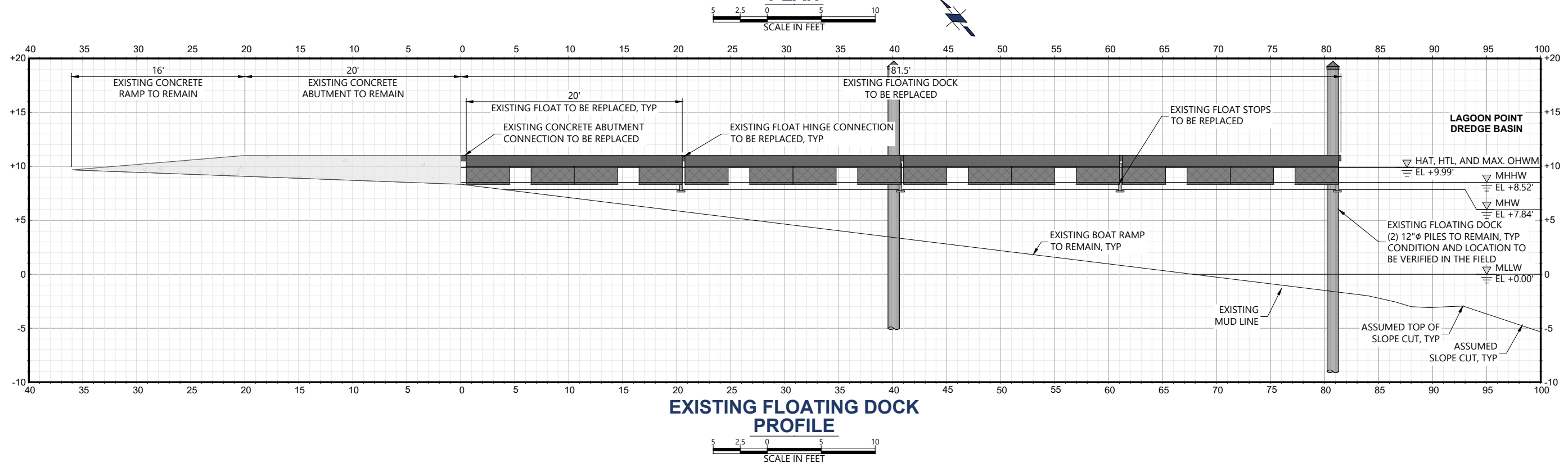
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SHEET: 15 OF 19





## EXISTING FLOATING DOCK PLAN



## EXISTING FLOAT NOTES

THE NEW FLOATS WILL REPLACE THE EXISTING FLOATS IN THE EXISTING FLOAT LOCATION AND SIZE. THE NEW FLOATS WILL CONNECT TO THE EXISTING CONCRETE LANDING. EXISTING FLOATS ARE SOLID DECK FLOATS TO BE REPLACED WITH GRATED/LIGHT PENETRATING FLOATS.

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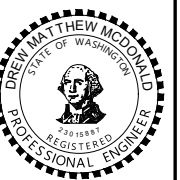
#	DATE	BY	REVISION
0	6/23/25	DMM	ISSUED FOR BID - REV 0

BASE MAP/TOPOGRAPHY PROVIDED BY OTHERS. FACET CANNOT BE HELD LIABLE FOR ACCURACY. CONTRACTOR SHALL FIELD VERIFY GRADES, UTILITIES, AND ALL OTHER EXISTING FEATURES AND CONDITIONS. IF CONDITIONS ARE NOT AS SHOWN AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN, CONTACT FACET PRIOR TO CONSTRUCTION.



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LAGOON POINT COMMUNITY ASSOCIATION  
(LPCA) MARINE IMPROVEMENT PROJECT  
3412 MARINE VIEW DR, GREENBANK, WA 98253  
Island County Parcel S7310-00-0000C-0

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### EXISTING FLOATING DOCK PLAN AND PROFILE

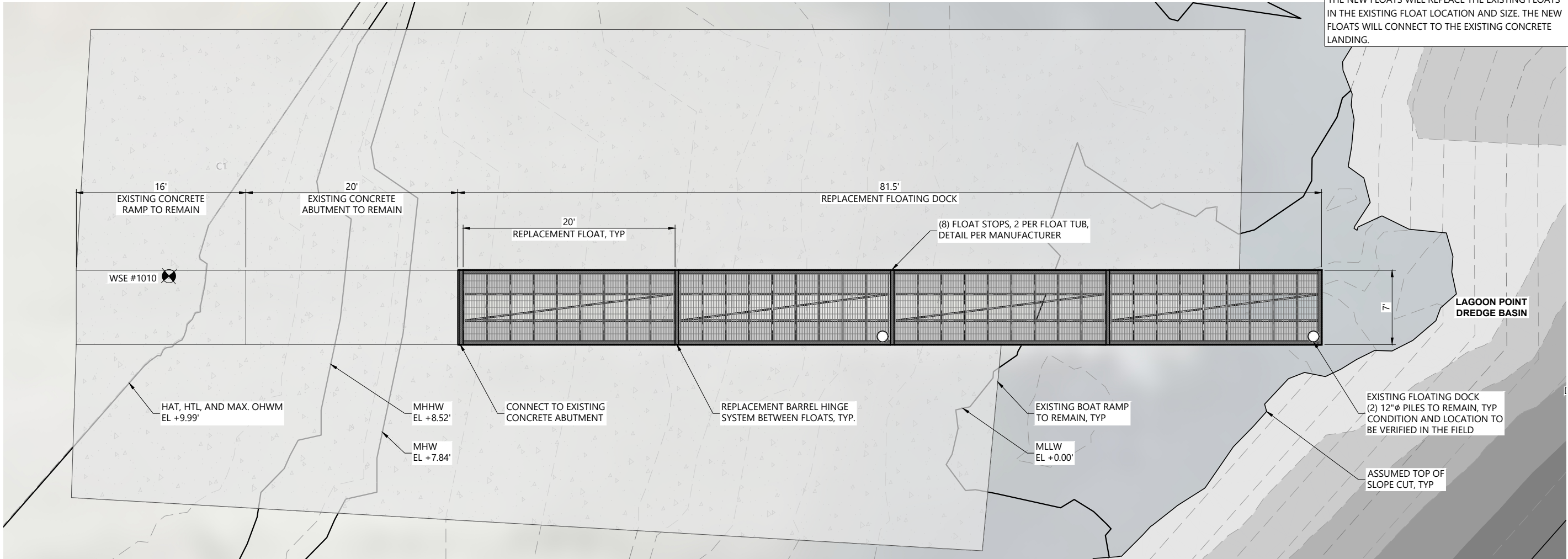
DATE: JUN. 2025

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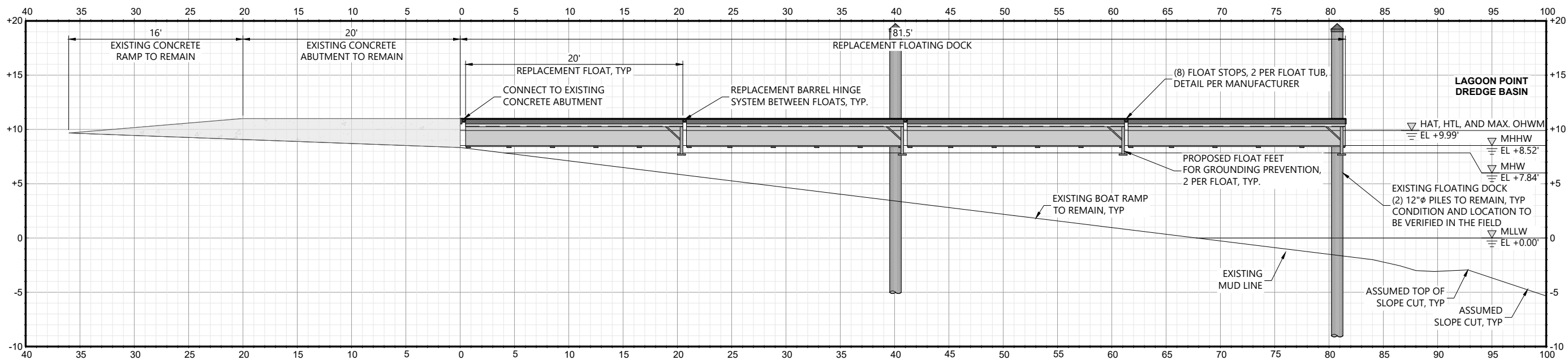
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HEET: 16 OF 19

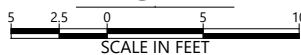
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### REPLACEMENT FLOATING DOCK PLAN



### REPLACEMENT FLOATING DOCK PROFILE



CALL 811  
2 BUSINESS DAYS  
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BASE MAP PHOTOGRAPHY PROVIDED BY OTHERS. FACET CANNOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. FIELD VERIFICATION OF UTILITIES AND ALL OTHER EXISTING FEATURES AND CONDITIONS IF CONDITIONS ARE NOT AS SHOWN, AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN, CONTACT FACET PRIOR TO CONSTRUCTION.

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REPLACEMENT  
FLOATING DOCK  
PLAN AND  
PROFILE

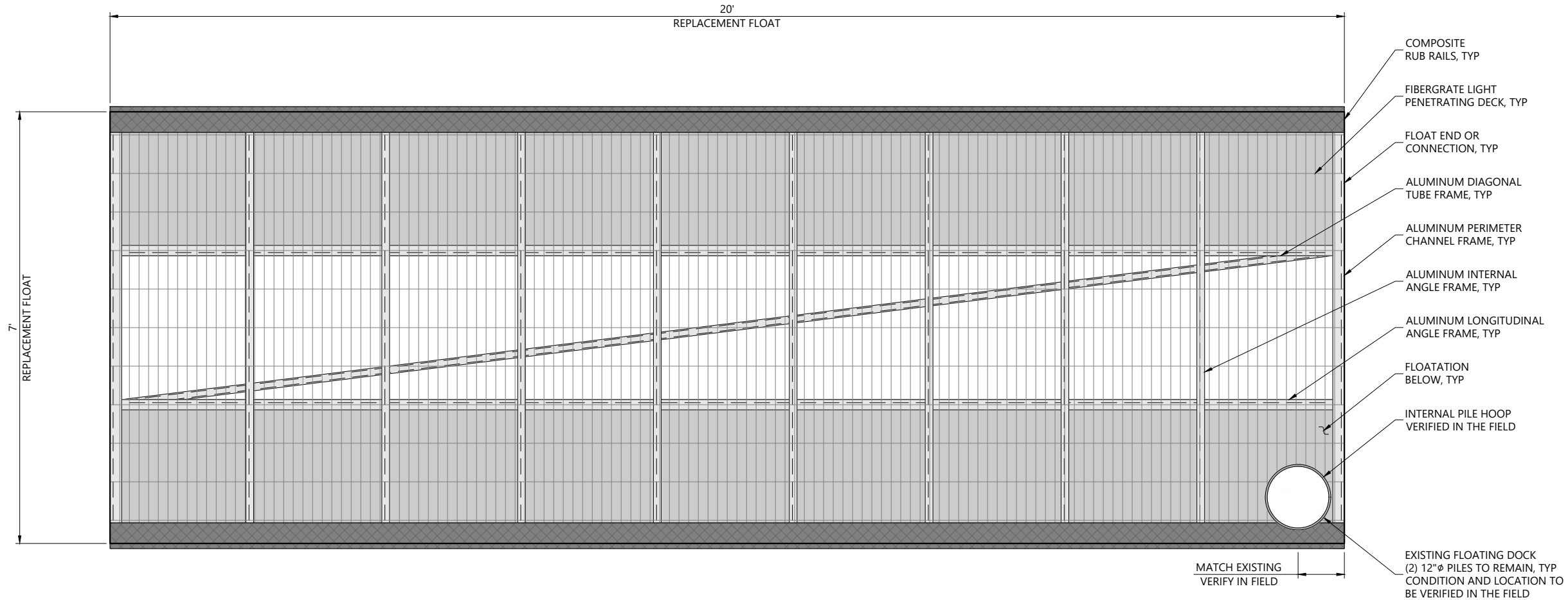
DATE: JUN. 2025

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F1.02

SHEET: 17 OF 19

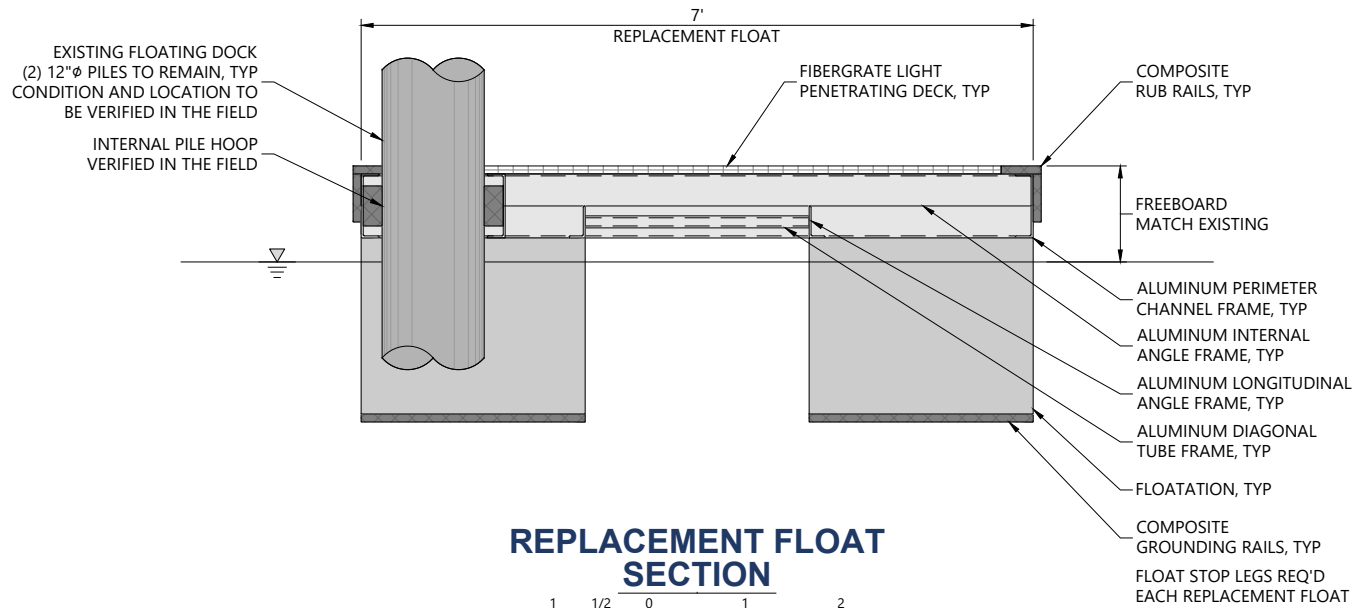
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REPLACEMENT FLOAT  
PLAN



**VIEW NOTES**  
REPLACEMENT FLOAT EXAMPLE DECKING, FRAMING, FLOATATION, AND FEATURES SHOWN.



REPLACEMENT FLOAT  
SECTION



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BASE MAP/TOPOGRAPHY PROVIDED BY OTHERS - FACET CANNOT BE RESPONSIBLE FOR FIELD VERIFICATION OF UTILITIES, ETC. VERIFY GRADES, UTILITIES, AND ALL OTHER EXISTING FEATURES AND CONDITIONS IF CONDITIONS ARE NOT AS SHOWN. AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN. CONTACT FACET PRIOR TO CONSTRUCTION.

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REPLACEMENT  
FLOATING DOCK  
FLOAT

DATE: JUN. 2025

PLAN NUMBER:

F1.03

SHEET: 18 OF 19



GENERAL CONDITIONS:

1. MAINTAIN ORANGE SAFETY FENCING AROUND OPEN EXCAVATIONS WHEN WORK IS NOT ACTIVELY IN PROGRESS AND DURING NON-WORK HOURS.
2. CONDUCT ACTIVITIES SO THAT INTERFERENCE WITH THE PUBLIC SHALL BE KEPT TO A MINIMUM. SCHEDULE ACTIVITIES REQUIRING CLOSURE TO THE PUBLIC WITH THE CONTRACTING OFFICER AT LEAST 7 DAYS IN ADVANCE.
3. CONTRACTOR SHALL CONTACT DIG ALERT AND FIELD VERIFY ALL UTILITIES PRIOR TO EXCAVATION. DIAL 811 BEFORE YOU DIG.
4. DO NOT SCALE DRAWINGS. ALL MEASUREMENTS ARE IN IMPERIAL UNITS UNLESS OTHERWISE NOTED.
5. EXISTING INFORMATION INDICATED IS BASED ON LIMITED FIELD INVESTIGATIONS AND GOVERNMENT-SUPPLIED INFORMATION AVAILABLE AT TIME OF DESIGN. VERIFY ALL EXISTING CONDITIONS, PRIOR TO COMMENCEMENT OF WORK. NOTIFY THE CONTRACTING OFFICER IF ANY DISCREPANCIES ARE DISCOVERED.
6. WHEN A DETAIL IS IDENTIFIED AS "TYPICAL," APPLY DETAIL FOR CONSTRUCTION OF EVERY LIKE CONDITION, EVEN IF REFERENCE TO THE DETAIL IS NOT REPEATED IN EVERY INSTANCE. IN CASES OF CONFLICT BETWEEN A SPECIFICALLY REFERENCED DETAIL AND A TYPICAL DETAIL, SPECIFICALLY REFERENCED DETAIL SHALL GOVERN.
7. PROTECT EXISTING WORK WHICH IS TO REMAIN IN PLACE, BE REUSED, OR REMAIN THE PROPERTY OF THE GOVERNMENT.
8. CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION, MAINTAIN (1) MINIMUM 10 FT WIDTH AT ALL TIMES.
9. MINIMIZE CONSTRUCTION IMPACTS TO SOILS, WATER, PLANTS, AND ANIMALS, AND OTHER NATURAL RESOURCES DURING CONSTRUCTION. CONFINED CONSTRUCTION OPERATIONS TO MINIMUM PRACTICAL AREA. IN NO CASE SHALL CONSTRUCTION OPERATIONS EXTEND BEYOND LIMITS OF CONSTRUCTION INDICATED WITHOUT PRIOR APPROVAL BY THE CONTRACTING OFFICER AND SHALL NOT EXTEND OUTSIDE ROAD SHOULDER. CONTRACTOR SHALL LIMIT TURN AROUND TO EXISTING PULLOUTS, DRIVES, AND PARKING AREAS.
10. CONDUCT ALL OPERATIONS IN ACCORDANCE WITH APPROVED, CONTRACTOR-PREPARED, UNDER AN ACRE POLLUTION PREVENTION PLAN (UPPP).
11. ALL NEW CONSTRUCTION AND WORKMANSHIP SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS FOR CODE COMPLIANCE. WHERE CONFLICTS OCCUR, THE MOST STRINGENT SHALL APPLY.

DESIGN CRITERIA

- |                     |         |
|---------------------|---------|
| 1. LIVE LOAD:       | 60 PSF  |
| 2. DEAD LOAD:       | 10 PSF  |
| 3. WIND LOADS:      | 130 PLF |
| 4. WAVE LOAD:       | 30 PLF  |
| 5. SNOW LOAD:       | 20 PSF  |
| 6. SEISMIC LOAD:    |         |
| 6.1. RISK CATEGORY: | I       |
| 6.2. SITE CLASS:    | D       |
| 6.3. Ss:            | 1.58    |
| 6.4. S1:            | 0.51    |
| 6.5. SDS:           | 1.17    |
| 6.6. SD1:           | 0.70    |

FLOATING DOCK NOTES

1. THIS IS A FLOATING DOCK REPLACEMENT.
2. THE PROPOSED IS TO REPLACE THE EXISTING SOLID-DECK FLOATING DOCK WITH A LIGHT-PENETRATING-DECK FLOATING DOCK.
3. EXISTING GUIDE PILES SHALL BE USED. THERE SHALL BE NO NEW PILE DRIVING.
4. FLOAT SHALL BE FABRICATED UPLAND OR OFF-SITE AND THEN INSTALLED.
5. WORK WILL OCCUR IN THE APPROVED WASHINGTON DEPARTMENT OF FISH AND WILDLIFE (WDFW) IN-WATER WORK WINDOW AND IN PHASES TO COORDINATE WITH TIDAL EXPOSURE.
6. LAND-BASED EQUIPMENT WILL BE USED TO DELIVER AND PLACE MATERIALS.
7. APPROPRIATE EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES SHALL BE EMPLOYED DURING THE GROUND-DISTURBING CONSTRUCTION ACTIVITIES.
8. THE CONTRACTOR SHALL VERIFY AND REVIEW ALL ITEMS WITHIN THE DRAWINGS PRIOR TO PROCEEDING WITH THE WORK. NOTIFY THE ENGINEER IMMEDIATELY WITH ANY DISCREPANCIES. IF A SPECIFIC DETAIL IS NOT SHOWN FOR ANY PART OF THE WORK, THE CONSTRUCTION SHALL BE THE SAME AS FOR SIMILAR WORK. DIMENSIONS ARE NOT TO BE SCALED FROM THE PLANS, SECTIONS, OR DETAILS WITHIN THE DRAWINGS. DIMENSIONS STATED IN TEXT GOVERN. SPECIFIC NOTES AND DETAILS IN THE DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL NOTES. NOTIFY THE ENGINEER OF ALL CHANGES MADE IN THE FIELD OR DISCREPANCIES.
9. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCE, PROCEDURES, AND PERMIT COMPLIANCE.
10. ALL WORK SHALL CONFORM TO THE MINIMUM STANDARDS OF THE REFERENCED CONSTRUCTION AND ALL OTHER REGULATING AGENCIES EXERCISING AUTHORITY OVER ANY PORTION OF THE WORK TO COMPLY WITH PROJECT PERMITS.
11. FINAL REPAIRS SHALL BE PER THE CONTRACTORS', THE MANUFACTURES' RECOMMENDATIONS, AND/OR THE BUILDING PERMIT.
12. NO PRE-CONSTRUCTION TOPOGRAPHIC AND BATHYMETRIC PROFILE SURVEY AND AGREEMENT TO CONDUCT A POST-CONSTRUCTION SURVEY REQUIRED OR PROPOSED.
15. TO THE EXTENT FEASIBLE, RETAIN NATURAL VEGETATION, LIMIT IMPERMEABLE SURFACES, LIMIT DURATION OF IN-WATER WORK AND OTHERWISE MINIMIZE THE EXTENT AND DURATION OF EARTHWORK.

METHODS AND MATERIALS

ALUMINUM

1. ALUMINUM FRAME SHALL CONFORM TO 6061-T6 STANDARDS.
2. ALUMINUM JOINS SHALL BE FULLY WELDED ALL AROUND BY A QUALIFIED WELDER.

MISCELLANEOUS

1. FLOATATION SHALL BE FULLY ENCAPSULATED FOAM
2. CLEATS AND D-RINGS SHALL BE PER OWNER
3. ALL MATERIALS SHALL BE CONFIRMED BY OWNER OR ENGINEER
4. FLOATS SHALL CONFORM TO ALL PERMIT CONDITIONS

STATEMENT OF SPECIAL INSPECTIONS

1. THE OWNER SHALL EMPLOY ONE OR MORE SPECIAL INSPECTORS TO PROVIDE INSPECTIONS DURING CONSTRUCTION. THE SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR THE INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
2. SPECIAL INSPECTIONS ARE NOT REQUIRED WHERE THE WORK IS DONE ON THE PREMISES OF A FABRICATOR REGISTERED AND APPROVED TO PERFORM SUCH WORK WITHOUT SPECIAL INSPECTION. APPROVED FABRICATORS MUST SUBMIT A CERTIFICATE OF COMPLIANCE FOR OFFSITE FABRICATIONS SUCH AS STRUCTURAL STEEL, PRECAST CONCRETE, GLUED LAMINATED TIMBER, ETC.
3. ALL INSPECTIONS SHALL BE PERFORMED BY INDEPENDENT SPECIAL INSPECTORS. JOB SITE VISITS BY THE STRUCTURAL ENGINEER OR BUILDING OFFICIAL DO NOT CONSTITUTE AND ARE NOT A SUBSTITUTE FOR INSPECTION BY A SPECIAL INSPECTOR.
4. ALL INSPECTION REPORTS SHALL BE SUBMITTED TO THE BUILDING OFFICIAL AND E.O.R. THE FINAL REPORTS BY THE SPECIAL INSPECTOR(S) MUST CERTIFY THAT THE ENTIRE STRUCTURAL SYSTEM COMPLIES WITH THE APPROVED PLANS AND SPECIFICATIONS.
5. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO SEE THAT THESE INSPECTIONS ARE PERFORMED.
6. WORK REQUIRING SPECIAL INSPECTION SHALL BE INSPECTED BY THE SPECIAL INSPECTOR WHO IS PRESENT IN THE AREA WHERE THE WORK IS PERFORMED AND AT THE COMPLETION OF WORK. CONTINUOUS INSPECTION CONSIST OF FULL-TIME INSPECTION; PERIODIC INSPECTION CONSIST OF PART-TIME OR INTERMITTENT INSPECTION.
7. THE FOLLOWING SPECIAL INSPECTIONS ARE IN ADDITION TO THE INSPECTION BY THE BUILDING OFFICIAL. THIS LIST IS NOT INTENDED TO BE ALL INCLUSIVE.

STRUCTURAL OBSERVATIONS

1. VISUAL OBSERVATION WILL BE PERFORMED AT THE DISCRETION OF THE OWNER, ARCHITECT, E.O.R. AND AS REQUIRED BY THE BUILDING OFFICIAL IN ACCORDANCE WITH THE BUILDING CODE. VISUAL OBSERVATION SHALL NOT BE CONSIDERED AS A SUBSTITUTE FOR THE SPECIAL INSPECTION REQUIREMENTS.
2. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO NOTIFY THE E.O.R AS TO WHEN EACH MAJOR PHASE OF CONSTRUCTION IS READY FOR OBSERVATION A MINIMUM OF FIVE(5) WORKING DAYS IN ADVANCE.

STRUCTURAL SUBMITTALS

1. REVIEW OF SHOP DRAWINGS AND SUBMITTALS BY THE E.O.R IS FOR GENERAL COMPLIANCE WITH THE CONTRACT DOCUMENTS.
2. SHOP DRAWINGS SHALL BE SUBMITTED TO THE E.O.R FOR REVIEW PRIOR TO FABRICATION. THE CONTRACTOR WILL REMAIN RESPONSIBLE FOR ALL ERRORS OF DETAILING, FABRICATION, AND FOR CORRECT FITTING OF ALL STRUCTURAL MEMBERS INCLUDING COORDINATION WITH OTHER TRADES.
  - A. SHOP DRAWINGS SHALL BE SUBMITTED A MINIMUM OF 2 WEEK PRIOR TO SCHEDULED FABRICATION AND SHALL CONSIST OF ONLY ONE SET FOR OUR RECORDS AND ONE REPRODUCIBLE SET. ONE ELECTRONIC SET IS ACCEPTABLE.
  - B. E.O.R WILL RETURN THE REPRODUCIBLE OR ELECTRONIC SET CLEARLY MARKED WITH COMMENTS. ANY REQUIRED RECORD SET COPIES SHALL BE MADE FROM THIS RETURNED SET.
  - C. REPRODUCTION OF STRUCTURAL PLANS & DETAILS FOR SHOP DRAWINGS IS PROHIBITED. SUBCONTRACTOR/FABRICATOR IS TO PROVIDE INDEPENDENTLY CREATED DRAWINGS BASED ON THE STRUCTURAL PLANS DETAIL
3. THE FOLLOWING LIST SUMMARIZES IMPORTANT STRUCTURAL SUBMITTALS FOR THIS PROJECT. REFER TO THE SPECIFICATIONS FOR A COMPLETE LIST OF ADDITIONAL REQUIREMENTS
4. BELOW IS A LIST OF REQUIRED ITEMS BY THE CONTRACTOR
  - A. QUALIFICATION DATA FOR APPROVED INSTALLERS AND FABRICATORS
  - B. CERTIFICATES OF CONFORMANCE FOR PREFABRICATED MEMBERS
  - C. PROVIDE PRODUCT DATA FOR ALL MANUFACTURED STRUCTURAL PRODUCTS AND ACCESSORIES USED

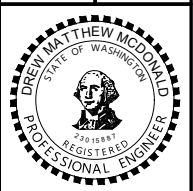
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