

DETAIL IDENTIFICATION LEGEND

PREPARED FOR:

Gowanus Canal Remedial Design Group

DRAWING N GENERAL G-1 G-1 G-2 G-3 G-4 SITE STAGIN S-1 S-1 S-1 S-1 S-3 G-4 S-1 S-2 S-3 S-3 S-4 S-5 DR-1 DR-2 DR-3 DR-4 DR-3 DR-4 DR-10 DR-11 DR-12 DR-13 DR-14 </th <th></th>	
G-1 G-2 G-3 G-4 SITE STAGIN S-1 S-2 S-3 S-4 S-5 DREDGING DR-1 DR-3 DR-4 DR-10 DR-13 DR-14 DR-15 DR-16 DR-16 <th>DRAWING N</th>	DRAWING N
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REMEDIATION TARGET AREA (RTA) 1 DESIGN GOWANUS CANAL SUPERFUND SITE BROOKLYN, NEW YORK 100% DESIGN PACKAGE FEBRUARY 2020

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PREPARED BY:

B&B Engineers & Geologists 🏱

of new york, p.c.

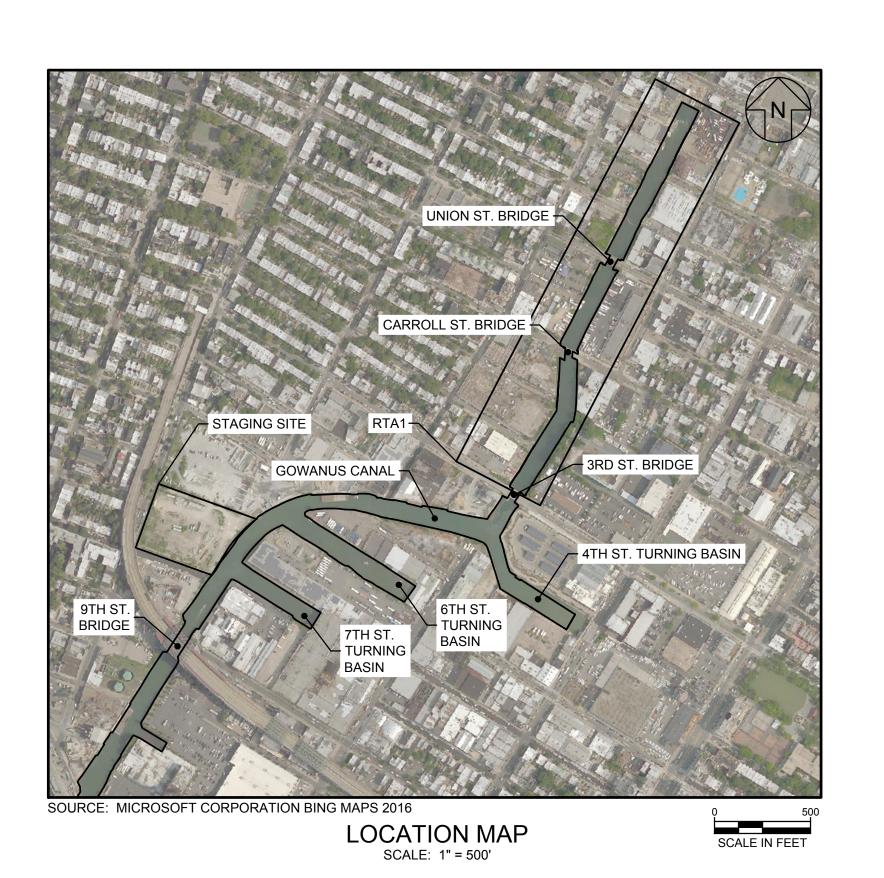
an affiliate of Geosyntec Consultants

1255 ROBERTS BLVD., SUITE 200 KENNESAW, GA 30144 TELEPHONE: 678.202.9510

NOT ISSUED FOR CONSTRUCTION

IT IS A VIOLATION OF THIS LAW FOR ANY PERSON TO ALTER A DOCUME





INDEX OF	DRAWINGS I	NOTE

DESIGN DRAWINGS FOR BRIDGES AND BULKHEAD SUPPORTS WILL BE PROVIDED BY OTHERS AS PART OF A SEPARATE DESIGN PACKAGE.

E	E 02.28.20 RTA1 100% REMEDIAL DESIGN						
D	09.27.19	RTA1 90% REMEDIAL DESIGN	SRN	JFB			
С	11.20.17	RTA1 65% REMEDIAL DESIGN	RTA1 65% REMEDIAL DESIGN				
В	12.23.16	RTA1 35% REMEDIAL DESIGN - C	APPING AND ISS	SRN	JFB	E	
А	10.31.16	RTA1 35% REMEDIAL DESIGN – D	DREDGING AND TREATMENT	SRN	JFB		
REV	DATE		DESCRIPTION	DRN	APP		
	Reme	anus Canal edial Design Group	B&B Engineers & Geo of new y an affiliate of Geosyntec	vork, p).C.		
TITLE:							

ROJECT

COVER SHEET

REMEDIATION TARGET AREA (RTA) 1 100% REMEDIAL DESIGN

GOWANUS CANAL SUPERFUND SITE, BROOKLYN, NEW YORK

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ĒR	DATE		APPROVED BY:	JFB	<u> </u>	_ ^{of}
	SIGNATURE		REVIEWED BY:	RSH	DRAWING NO .:	
		SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106A-DR001
	CONSTRUCTION, UNLESS SEALED.	TION, UNLESS SEALED. JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BLVD.,		DRAWN BY: SRN PI		HPH106A
	THIS DRAWING MAY NOT BE ISSUED FOR PROJECT TENDER OR	ENGINEER OF RECORD	DESIGN BY:	SS	DATE:	FEBRUARY 2020

	(DREDGING NOTE 16) GC-CF-E-002							REINFORCED	(DREDGING -1.9
	(DREDGING NOTE 16)			673290.4	634310.9	YES		CONCRETE	(DREDGING
	GC-CF-E-003 (DREDGING NOTE 16) RH-038		COMBINED SEWER OVERFLOW (CSO); STATE POLLUTANT DISCHARGE	673286.2	634308.9	YES	16" [KSS, 2019]	REINFORCED CONCRETE	-1.9 (DREDGING
A	GC-CF-E-004	RH-038	ELIMINATION SYSTEM (SPDES) PERMITTED (NY0027073)	673282.3	634307.0	YES	(DREDGING NOTE 15)	REINFORCED	-1.9
	(DREDGING NOTE 16) GC-CF-E-005							REINFORCED	(DREDGING -1.8
	(DREDGING NOTE 16)			673278.3	634305.0	YES		CONCRETE	(DREDGING
	GC-CF-E-006 (DREDGING NOTE 16)			673274.3	634303.1	YES		REINFORCED CONCRETE	-2.0 (DREDGING
	GC-CF-E-007	-	UNKNOWN	673263.5	634296.7	YES	5" [KSS, 2019]	-	2.13
	GC-CF-E-008	-	UNKNOWN	673261.4	634295.5	YES	9" [KSS, 2019]	-	4.22
	GC-CF-E-009 GC-CF-E-009A	RH-835	UNKNOWN	673193.5 673185.3	634258.4 634250.9	YES	12" [KSS, 2019]	-	0.9
	GC-CF-E-010	- RH-512	UNKNOWN	672904.6	634107.6	YES			-0.1
	GC-CF-E-015	RH-460	UNKNOWN	672367.9	633849.1	YES	12" [KSS, 2019]	CLAY	3.86
	GC-CF-E-016 (DREDGING NOTES 14 AND 16)	OH-005	CSO; SPDES PERMITTED (NY0026166)	672325.0	633845.9	YES	48" (Qty = 2) [KSS, 2019] (DREDGING NOTE 15)	BRICK	0 (DREDGING
	GC-CF-E-025	OH-510	UNKNOWN	671616.6	633568.4	YES	20" [KSS, 2019]	METAL	2.30
	GC-CF-E-030	RH-512	UNKNOWN	672840.9	634079.2	YES	10" [KSS, 2019]	-	0.78
	GC-CF-E-031	RH-460	UNKNOWN	672848.6	634082.9	YES	6" [KSS, 2019]	-	3.99 (DREDGING
	GC-CF-E-032	-	(DREDGING NOTE 7)	671653.3	633588.7	YES	20" [KSS, 2019]	STEEL	3.33
	GC-CF-N-001	-	UNKNOWN	673674.4	634390.4	YES	14" [KSS, 2019]	-	2.46
в	GC-CF-N-001A	-	UNKNOWN	673665.1	634404.1	NO	8" [CH2MHILL, 2011]	CONCRETE	-
	GC-CF-N-001B	-	UNKNOWN	673665.5	634403.2	NO	10" OD [CH2MHILL, 2011]	CAST IRON	-
	GC-CF-N-002 (DREDGING NOTE 16)			673659.7	634419.5	YES			3.46 (DREDGING NOT
	GC-CF-N-003			072052.0	004400.4	N/FO	-		3.42
	(DREDGING NOTE 16)	RH-034	CSO; SPDES PERMITTED (NY0027073)	673653.9	634430.4	YES	10'x10' [KSS, 2019] (DREDGING NOTE 15)	-	(DREDGING NOT
	GC-CF-N-004 (DREDGING NOTE 16)			673648.4	634441.4	YES			3.5 (DREDGING NOT
	GC-CF-N-005 (DREDGING NOTE 16)			673642.7	634452.5	YES			3.52 (DREDGING NOT
				672629.1	624272.0	YES	12" [KSS, 2019]; 12"	ССР	
	GC-CF-W-001	-	UNKNOWN	673638.1	634373.9	TES	[CH2MHILL, 2011]		1.73
	GC-CF-W-002 (DREDGING NOTE 16)	RH-039	UNKNOWN	673558.2	634332.7	YES	33"x26" [KSS, 2019]; ~ 2' [CH2MHILL, 2011]	-	-3.1 (DREDGING
	GC-CF-W-002A		UNKNOWN	673560.2	634333.7	YES	(DREDGING NOTE 15) 12" [KSS, 2019]		-3.4
	GC-CF-W-003	-	UNKNOWN	673500.4	634303.1	YES	8" [KSS, 2019]	-	0.55
	GC-CF-W-004	-	UNKNOWN	673411.7	634258.3	YES	6" [KSS, 2019]	-	2.52
	GC-CF-W-005	-	UNKNOWN	673378.0	634241.2	YES	6" [KSS, 2019]	-	3.26
	GC-CF-W-006 (DREDGING NOTE 6)	-	UNKNOWN	673340.3	634220.6	YES	12" [KSS, 2019]	METAL	-0.1
С	GC-CF-W-007	-	UNKNOWN	673075.9	634091.5	YES	6" [KSS, 2019]	-	0.32
	GC-CF-W-008	-	UNKNOWN	673034.9	634069.1	YES	6" [KSS, 2019]	-	2.10
	GC-CF-W-009	-	UNKNOWN	672796.0	633944.2	YES	4" [KSS, 2019]	-	6.15
	GC-CF-W-010 GC-CF-W-011	-	UNKNOWN	672774.1 672767.3	633931.6 633928.5	YES	4" [KSS, 2019] 4" [KSS, 2019]	-	10.1
	GC-CF-W-012	-	UNKNOWN	672495.8	633794.1	YES	4" [KSS, 2019]	PVC	3.54
	GC-CF-W-013	-	UNKNOWN	672487.7	633789.7	YES	4" [KSS, 2019]	PVC	3.60
	GC-CF-W-014	-	UNKNOWN	672476.4	633783.7	YES	4" [KSS, 2019]	PVC	3.78
	GC-CF-W-015	-	UNKNOWN	672454.8	633772.4	YES	4" [KSS, 2019]	PVC	3.84
	GC-CF-W-012A GC-CF-W-014A	-	UNKNOWN	672513.3 672468.1	633802.3 633780.5	NO	-	-	-
	GC-CF-W-015A		UNKNOWN	672448.7	633777.3	NO	-		-
	GC-CF-W-016	-	UNKNOWN	672423.3	633757.6	YES	12" [KSS, 2019]	STEEL	4.94
	GC-CF-W-017	-	UNKNOWN	672429.2	633757.1	YES	8" [KSS, 2019]	CLAY	3.14
	GC-CF-W-018	-	UNKNOWN	672330.2	633755.5	NO	~8" [CH2MHILL, 2011]	STEEL/METAL	-
	GC-CF-W-019 GC-CF-W-040	-	UNKNOWN	672257.3 673541.0	633758.2 634328.7	NO	~4" [CH2MHILL, 2011] ~1" [CH2MHILL, 2011]	STEEL/METAL	-
	GC-CF-W-040 GC-CF-W-041	-	UNKNOWN	672434.0	633770.7	NO	N/A	UNKNOWN	-
D	GC-CF-W-045	-	UNKNOWN	671976.0	633671.8	NO	~4" [CH2MHILL, 2011]	STEEL/METAL	-
	GC-CF-W-046	-	UNKNOWN	671950.3	633659.3	NO	~8" [CH2MHILL, 2011]	STEEL/METAL	-
	GC-CF-W-046A	-	UNKNOWN	671940.9	633649.9	NO	-	-	-
	GC-CF-W-097 GC-CF-W-098	-	UNKNOWN	671811.4 672228.9	633579.4 633751.6	NO	-	-	-
	GC-CF-W-098	-	UNKNOWN	672340.3	633756.5	NO	- ~4" [CH2MHILL, 2011]	- TERRA COTTA	-
	GC-CF-W-043	-	UNKNOWN	672190.7	633749.6	NO	~4" [CH2MHILL, 2011]	STEEL/METAL	-
	GC-OF-091	-	UNKNOWN	671894.8	633743.9	YES	12" [KSS, 2019]	-	3.1
	GC-OF-092	-	UNKNOWN	671901.0	633748.3	YES	12" [KSS, 2019]	-	3.22
	GC-OF-095	-	UNKNOWN	672315.9	633768.4	NO	-	-	-
	GC-OF-097 GC-OF-098	-	UNKNOWN	672242.4 672193.8	633756.8 633749.7	NO	-	-	-
	GC-OF-099		UNKNOWN	672115.4	633724.2	YES	30" [KSS, 2019]	METAL	2.04
	(DREDGING NOTES 10 AND 16) GC-OF-101	-	UNKNOWN	671975.3	633680.0	NO	(DREDGING NOTE 15)	-	(DREDGING
		-		0/19/3.5	035080.0	NO NO	18" DIAMETER [NYCDEP,		-
	GC-OF-110 (DREDGING NOTE 16)	RH-036	CSO; SPDES PERMITTED (NY0027073)	672591.0	633941.7	NO	2007] (DREDGING NOTE 15)	-	-
	GC-OF-111	-	UNKNOWN	672716.6	634011.0	NO	1" [GEI, 2009]	STEEL	-
E	GC-OF-112	-	UNKNOWN	672772.9	633937.7	NO	-	-	-
	GC-OF-116 (DREDGING NOTE 11)	-	UNKNOWN	672749.5	633920.2	YES	6" [KSS, 2019].	-	4.98
	GC-OF-117 (DREDGING NOTE 11)	-	UNKNOWN	672749.4	633920.1	YES	6" [KSS, 2019].		4.02
	GC-OF-118								
	(DREDGING NOTE 11)	-	UNKNOWN	-	-	-	-	-	-
	GC-OF-128	-	UNKNOWN	672909.0	634009.5	NO	- 18" DIAMETER [NYCDEP,	-	-
	GC-OF-129 (DREDGING NOTE 16)	RH-037	CSO; SPDES PERMITTED (NY0027073)	673060.6	634177.2	NO	2007] (DREDGING NOTE 15)	-	-
-	GC-OF-140	RH-033	CSO; SPDES PERMITTED (NY0027073)	673514.8	634415.8	NO	38"W x 44"H [NYCDEP, 2007]		
	(DREDGING NOTE 16)						(DREDGING NOTE 15)		-
	GC-OF-194 GC-OF-195	-	UNKNOWN	673673.4 673670.1	634390.0 634389.2	YES	8" [KSS, 2019] 9" (OD) [KSS, 2019]	- GATED METAL	0.96
	GC-OF-195	-	UNKNOWN	673656.5	634385.1	NO	8" [GEI, 2009]	STEEL	-
	GC-RTA1-001 (DREDGING NOTE 12)	-	UNKNOWN	672264.6	633848.6	YES	6" [KSS, 2019]		4.23
	(DREDGING NOTE 12) GC-RTA1-002								
	(DREDGING NOTE 12)	-	UNKNOWN	671818.6	633695.6	YES	10" [KSS, 2019]	-	2.80
F	GC-RTA1-003 (DREDGING NOTE 12)	-	UNKNOWN	671737.5	633642.8	YES	8" [KSS, 2019]	-	-0.0
「	GC-RTA1-004 (DREDGING NOTE 12)	-	UNKNOWN	671792.5	633567.2	YES	6" [KSS, 2019]	PVC	3.92
	GC-RTA1-005		UNKNOWN	671760.2	633548.1	YES	6" [KSS, 2019]	PVC	2.00
	(DREDGING NOTE 12)	-		011100.2	000040.1		0 [100, 2018]	ΓVU	2.00
				(1) G-2		ABLE	DATA 3, DREDGING NOTES 6	THROUGH 13)	

NEW YORK EAST

FIPS ZONE 3101

NORTH EAST

673294.8 634313.0

IDENTIFIED IN KSS

2019 SURVEY

YES

PIPE SIZE

(DREDGING NOTE 5)

NYCDEP SHORELINE

SURVEY ID

(DREDGING NOTE 8)

PERMIT TYPE

IDENTIFICATION NO

(DREDGING NOTE 8)

GC-CF-E-001

(DREDGING NOTE 16)

OUTFALL INVE

(DREDGIN

PIPE MATERIAL

REINFORCED

CONCRETE

ERT ELEVATION VD88)	IS THE OUTFALL SUBMERGED?
1.81	TIDAL TRANSITION ZONE
IG NOTE 15)	TIDAL TRANSITION ZONE
IG NOTE 15) 1.91	TIDAL TRANSITION ZONE
IG NOTE 15) 1.94	
IG NOTE 15) 1.88	
IG NOTE 15)	TIDAL TRANSITION ZONE
IG NOTE 15)	TIDAL TRANSITION ZONE
l.22	ABOVE WATER
).91	TIDAL TRANSITION ZONE
-).15	TIDAL TRANSITION ZONE
8.86 0	ABOVE WATER
IG NOTE 15)	
2.30 0.78	ABOVE WATER TIDAL TRANSITION ZONE
8.99 IG NOTE 13)	ABOVE WATER
9.33	ABOVE WATER
-	ABOVE WATER TIDAL TRANSITION ZONE
-	TIDAL TRANSITION ZONE
.46 OTES 9 AND 15)	
8.42 OTES 9 AND 15)	
3.51	ABOVE WATER
OTES 9 AND 15)	
OTES 9 AND 15)	TIDAL TRANSITION ZONE
3.13 IG NOTE 15)	SUBMERGED
3.46	SUBMERGED TIDAL TRANSITION ZONE
2.52	ABOVE WATER
3.26	ABOVE WATER
).18	TIDAL TRANSITION ZONE
2.10	TIDAL TRANSITION ZONE ABOVE WATER
5.15	ABOVE WATER
0.31	ABOVE WATER ABOVE WATER
3.54	ABOVE WATER
3.66 3.78	ABOVE WATER ABOVE WATER
3.84	ABOVE WATER
-	TIDAL TRANSITION ZONE
-	TIDAL TRANSITION ZONE
94 3.14	ABOVE WATER ABOVE WATER
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-	ABOVE WATER TIDAL TRANSITION ZONE
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-	TIDAL TRANSITION ZONE
3.11	ABOVE WATER ABOVE WATER
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-	- TIDAL TRANSITION ZONE
- 2.04 IG NOTE 15)	ABOVE WATER
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l.98	ABOVE WATER
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- - 2.23	SUBMERGED TIDAL TRANSITION ZONE TIDAL TRANSITION ZONE SUBMERGED ABOVE WATER
9.96 - 1.23 2.80	SUBMERGED TIDAL TRANSITION ZONE TIDAL TRANSITION ZONE SUBMERGED ABOVE WATER ABOVE WATER
- 23 .96 - .23 .23 .80 .003	SUBMERGED TIDAL TRANSITION ZONE TIDAL TRANSITION ZONE SUBMERGED ABOVE WATER ABOVE WATER TIDAL TRANSITION ZONE
.96 - .23 .80	SUBMERGED TIDAL TRANSITION ZONE TIDAL TRANSITION ZONE SUBMERGED ABOVE WATER ABOVE WATER

E	NERAL NOTES:
	ELEVATIONS (EL.) ARE IN FEET (FT) BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88 THE GRID COORDINATE SYSTEM CORRESPONDS TO NEW YORK STATE PLANE, EAST ZONE (3101 HORIZONTAL REFERENCE DATUM IS NORTH AMERICAN DATUM OF 1983 (NAD83).
	THE BATHYMETRIC SURFACE IN REMEDIAL TARGET AREA (RTA) 1 WAS CREATED BY MERGING THE BATHYMETRY DATA OBTAINED FROM HYDROGRAPHIC SURVEYS CONDUCTED BY: (I) ROGERS SURVEYING PLLC (ROGERS) ON 29 MAY 2019 NEAR THE HEAD OF THE CANAL (APPROXIMATELY 300 FT FROM THE HEAD OF THE CANAL) APPROXIMATELY 300 FT FROM THE HEAD OF THE CANAL (APPROXIMATELY 300 FT FROM THE HEAD OF THE CANAL).

- THE CANAL), AND (II) OCEAN SURVEYS, INC. (OSI) FROM 13 TO 18 OCTOBER 2014 FOR THE REMAINDER OF RTA1. B&B ENGINEERS & GEOLOGISTS OF NEW YORK. P.C. (B&B) RECEIVED THE SOUNDING XYZ BATHYMETRIC DATA FROM OSI IN NOVEMBER 2014 AND FROM ROGERS IN JUNE 2019. BOTH WERE USED TO CREATE A DIGITAL TERRAIN MODEL IN AUTOCAD CIVIL 3D TO REPRESENT THE BATHYMETRIC SURFACE. BATHYMETRIC ELEVATIONS FOR THE COMPLETED TURNING BASIN (TB) 4 PILOT STUDY AREA WERE BASED ON FINAL CAP SURFACES AS PART OF PROGRESS SURVEY 59 BY SEVENSON ENVIRONMENTAL SERVICES INC. DATED 15 NOVEMBER 2018
- 3. BULKHEAD ALIGNMENTS, OUTFALL LOCATIONS, AND EXISTING TOPOGRAPHY ALONGSIDE PROPERTIES NEAR THE HEAD OF THE CANAL WERE OBTAINED FROM A TOPOGRAPHIC SURVEY PERFORMED BY KENNON SURVEYING SERVICES, INC. (KSS) AND DATED 15 JULY 2019
- 4. SUBSURFACE STRATIGRAPHY DATA IN THE CANAL FOR THE BOTTOM OF SOFT SEDIMENT (OR TOP OF NATIVE ALLUVIAL SEDIMENT) AND BOTTOM OF NATIVE ALLUVIAL (OR TOP OF GLACIAL DEPOSITS) WERE ESTABLISHED FROM CONE PENETROMETER TESTING (CPT) LOGS AND SEDIMENT CORES COLLECTED BY B&B IN 2015. 2017. AND 2018 DURING PRE-DESIGN (PD) INVESTIGATIONS (PD-7, PD-8, AND PD-18) AND 2017 SUPPLEMENTAL INVESTIGATIONS IN TB4 (CPT LOGS), BORINGS FROM THE NATIONAL GRID FULTON REMEDIAL DESIGN REPORT (GZA, 2016), AND HISTORICAL SEDIMENT LOGS IN RTA3 FROM PREVIOUS INVESTIGATIONS COMPLETED BY GEI (2009), EPA (2011), AND CH2M (2015). THE SUBSURFACE INFORMATION IS AVAILABLE UPON REQUEST
- 5. TIDAL EPOCHS WERE BASED ON THE TIDAL EPOCH FROM 1983 TO 2001 AT THE BATTERY STATION (NO. 8518750) MAINTAINED BY THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA). MEAN LOW WATER (MLW) IS -2.57 FT AND MEAN HIGH WATER (MHW) IS 1.96 FT NAVD88
- 6. PROPERTY BOUNDARY DATA ALONG THE CANAL WAS OBTAINED FROM THE NEW YORK CITY DEPARTMENT OF CITY PLANNING (NYCDCP) [AUGUST - NOVEMBER 2014].
- 7. ADDRESSES AND BLOCK AND LOT NUMBERS WERE GENERALLY OBTAINED FROM THE NEW YORK CITY TAX LOT DIGITAL MAP AS ACCESSED ON 1 JULY 2015 (OR LATER) AND/OR DIRECT DISCUSSIONS WITH THE PROPERTY OWNER, TENANT, AND/OR REPRESENTATIVE.
- 8. THE NAVIGATIONAL ELEVATION IN RTA1 WAS SELECTED TO BE -8.77 FT (I.E., 6 FT DEPTH AT MEAN LOWER LOW WATER). THIS ELEVATION WILL BE ADEQUATE TO PROVIDE "SUFFICIENT DEPTH TO OPERATE THE FLUSHING TUNNEL" AND ALLOW FOR VESSEL NAVIGATION FOR THE PURPOSES OF PERFORMING "CAP MONITORING AND MAINTENANCE. AS WELL AS SEWER SYSTEM AND FLUSHING TUNNEL MAINTENANCE AND BRIDGE AND BULKHEAD REPAIRS" IN ACCORDANCE WITH THE RECORD OF DECISION (ENVIRONMENTAL PROTECTION AGENCY [EPA], 2013). THE SELECTED NAVIGATIONAL ELEVATION OF -8.77 FT IS AN INCREASE IN THE DEPTH OF WATER BY 1 FOOT RELATIVE TO THE ELEVATION SELECTED AS PART OF THE BASIS OF DESIGN REPORT (B&B, 2016).
- 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFETY OF WORK AREAS AND LIMITING PUBLIC ACCESS INTO WORK AREAS. WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REQUIREMENTS AND WITH ENVIRONMENTAL HEALTH AND SAFETY/TRAINING REQUIREMENTS IN ACCORDANCE WITH THE APPROVED HEALTH AND SAFETY PLAN AND SECTION 01 35 29 OF THE SPECIFICATIONS.
- 10. THE CONTRACTOR SHALL HAVE AN APPROVED SET OF CONSTRUCTION DRAWINGS AND SPECIFICATIONS, A COPY OF THE CONTRACTOR'S HEALTH AND SAFETY PLAN (HASP), AND A COPY OF THE SEDIMENT & EROSION CONTROL PLAN ON THE JOB SITE AT ALL TIMES.
- 11. THE CONTRACTOR SHALL CONTACT NEW YORK 811 (I.E., CALL BEFORE YOU DIG) 2 TO 10 WORKING DAYS (EXCLUDING HOLIDAYS AND WEEKENDS) PRIOR TO THE START OF CONSTRUCTION TO VERIFY THE LOCATION OF ANY POTENTIAL UTILITIES IN THE PUBLIC RIGHT OF WAY. CONTRACTOR IS RESPONSIBLE FOR LOCATING UNDERGROUND UTILITIES WITHIN EXCAVATION AREAS WITHIN THE PROPERTY LIMITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DISRUPTION OF UTILITY SERVICE DURING CONSTRUCTION. DO NOT MODIFY OR REMOVE ANY EXISTING UTILITIES WITHOUT THE PERMISSION OF THE UTILITY OWNER.
- 12. WORKING HOUR RESTRICTIONS ARE PROVIDED IN SECTION 01 57 19 OF THE SPECIFICATIONS. 13. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A LOCAL NOTICE TO MARINERS OF THE UNITED STATES COAST GUARD TWO WEEKS PRIOR TO THE COMMENCEMENT OF MARINE CONSTRUCTION ACTIVITIES INVOLVING VESSEL ACTIVITY IN THE CANAL, INCLUDING, BUT NOT LIMITED TO, DREDGING, CAPPING, AND BULKHEAD SHORING. REQUIREMENTS FOR SUBMITTING THE LOCAL NOTICE TO MARINERS ARE LISTED IN SECTION 01 41 00 OF THE SPECIFICATIONS.
- 14. THE CONTRACTOR SHALL VERIFY WORK IN FIELD AND SHALL SATISFY THEMSELVES AS TO THE ACCURACY BETWEEN WORK SET FORTH IN THESE CONSTRUCTION DRAWINGS AND THE WORK REQUIRED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE PRIOR TO COMMENCING LAND DISTURBANCE AND DREDGING ACTIVITIES.
- 15. WATER LEVELS AND WATER QUALITY IN THE CANAL ARE AFFECTED BY COMBINED SEWER OVERFLOWS (CSOS). THE CONTRACTOR SHALL BE PREPARED TO ENCOUNTER OCCASIONAL PERIODS OF HIGHER FLOWS. DREDGING NOTES
- 1. THE CONTRACTOR IS RESPONSIBLE FOR ASCERTAINING THAT THEIR TUGS, BARGES, AUXILIARY WATERCRAFT, AND OTHER VESSELS HAVE ADEQUATE DRAFT AND CLEARANCE. VESSELS SHOULD NOT BE ALLOWED TO RUN AGROUND AND SHOULD BE SELECTED WITH A GOAL OF MINIMIZING THE GENERATION OF TURBIDITY WHERE POSSIBLE. VESSELS SHALL HAVE NECESSARY REGISTRATIONS, BE IN PROPER WORKING CONDITION AND ROUTINELY INSPECTED.
- BRIDGE SUPPORT PLANS COMPLETED BY GREENMAN PEDERSON, INC. (GPI) AND TITLED "FINAL DESIGN FOR THE STABILITY DURING DREDGING FOR THE UNION STREET AND CARROLL STREET BRIDGES OVER GOWANUS CANAL" IN JUNE 2019 PROVIDE: (I) THE ELEVATION THAT MAY BE DREDGED IN THE IMMEDIATE VICINITY OF THE BRIDGE FOUNDATIONS/SUPPORTS; AND (II) THE LATERAL SETBACK/OFFSET FROM EACH BRIDGE FOUNDATION THAT WOULD BE REQUIRED (IF ANY) PRIOR TO DREDGING.
- 3. THE BRIDGE OPENING WIDTHS (FOR VESSEL TRAFFIC) AND VERTICAL BRIDGE CLEARANCES AT THE HAMILTON AVENUE (AVE.), 9TH STREET (ST.), 3RD ST., CARROLL ST. AND UNION ST. BRIDGES ARE PROVIDED IN THE NOTES FOR DRAWING G-3.
- 4. WATER QUALITY IN THE CANAL WILL BE MONITORED BY OTHERS PRIOR TO AND DURING DREDGING OPERATIONS. IF AN EXCEEDANCE OF THE THRESHOLD CRITERIA FOR TURBIDITY IS OBSERVED DURING WORK IN THE CANAL, THE CONTRACTOR SHALL IMPLEMENT WATER QUALITY CONTROLS IN ACCORDANCE WITH SECTIONS 02 60 16 AND 01 57 19.
- 5. PIPE OUTFALL INFORMATION (INCLUDING PIPE SIZE, MATERIAL AND INVERT ELEVATION) WAS OBTAINED FROM THE KSS TOPOGRAPHIC SURVEY IN JULY 2019. THE OUTFALL INFORMATION WAS FURTHER SUPPLEMENTED BY CSO DATA OBTAINED FROM REPORTS COMPLETED BY NYCDEP (2007); GEI (2009); CH2MHILL (2011); NYSDEC (2017) AND OUTFALL ANALYSIS COMPLETED BY NYCDEP (2020).
- (I) (NYCDEP, 2007) NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION, BUREAU OF ENGINEERING DESIGN AND CONSTRUCTION. GOWANUS CANAL WATERBODY/WATERSHED FACILITY PLAN REPORT. SEPTEMBER 2007.
- (II) (GEI, 2009) GEI CONSULTANTS, INC. REMEDIAL INVESTIGATION TECHNICAL REPORT, GOWANUS CANAL, BROOKLYN, NEW YORK. PREPARED FOR NATIONAL GRID, DECEMBER 2009. (III) (CH2MHILL, 2011) - CH2MHILL, GRB ENVIRONMENTAL SERVICES INC. APPENDIX G - SURVEY OF OUTFALL
- FEATURES TO THE GOWANUS CANAL, GOWANUS CANAL REMEDIAL INVESTIGATION REPORT. PREPARED FOR THE U.S. ENVIRONMENTAL PROTECTION AGENCY, JANUARY 2011. (IV) (NYSDEC, 2017) - NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION. OUTFALL
- PERMIT INFORMATION OBTAINED FROM STATE POLLUTANT DISCHARGE ELIMINATION SYSTEM (SPDES) DATABASE. DOWNLOADED ON 23 MAY 2017. (v) (NYCDEP, 2020) - INFORMATION BASED ON OUTFALL DATABASE ANALYSIS COMPLETED BY NYCDEP AND PROVIDED VIA ELECTRONIC EMAIL ON 20 FEBRUARY 2020.
- 6. AS PER TABLE G.1 (LIST OF PIPE OUTFALLS ALONG THE GOWANUS CANAL) OF "APPENDIX G SURVEY OF OUTFALL FEATURES TO THE GOWANUS CANAL" (CH2MHILL, 2011), OUTFALL GC-OF-139 IS A DUPLICATE OF GC-CF-W-006 AND HAS BEEN REMOVED FROM THE PIPE OUTFALL SUMMARY TABLE.

- UNKNOWN WHICH OUTFALLS AT THE PROPERTY ARE COVERED UNDER THE PERMIT.
- PRESENTED ON THE DRAWINGS.
- SUBTRACTING 10 FT FROM THE CROWN ELEVATION TO ACCOUNT FOR THE CULVERT RISE.
- WATER SURFACE
- DISTINGUISH BETWEEN THE THREE OUTFALLS, IT WAS ASSUMED THE TWO OUTFALLS IDENTIFIED IN KSS (2019) SURVEY WERE GC-OF-116 AND -117.
- OUTFALL WILL BE APPROXIMATELY AT 3.5 FT
- BEEN INCLUDED ON THE DRAWINGS PENDING VERIFICATION.
- NYCDEP'S OUTFALL ANALYSIS WILL BE PROVIDED UPON REQUEST.

CULTURAL RESOURCES EVALUATION NOTES:

- CULTURAL RESOURCE ACTIVITIES.
- ARCHAEOLOGIST.

STAGING AND SUPPORT SITE NOTES:

- LAND SURVEY SUBMITTED BY SEVENSON ENVIRONMENTAL ON 26 FEBRUARY 2019. STORAGE LOCATION OF SHEETPILE AND ARTICULATED CONCRETE BLOCK MATS ON STAGING SITE ARE
- FIELD OBSERVATIONS BY PERSONNEL FROM B&B ON 5 JULY 2019.
- RESPONSIBLE FOR PROVIDING ELECTRICAL POWER FOR THEIR OPERATIONS.
- 00 OF THE SPECIFICATIONS.
- OUTSIDE THE LIMITS OF WORK BY OTHERS.
- TO THE UPLAND REMEDIATION CONTRACTOR. EDIMENT AND EROSION CONTROL (S&EC) PLAN:
- (AC) LOCATED ALONG THE GOWANUS CANAL IN BROOKLYN, NEW YORK. CONSTRUCTION. THE LOCATION AND EXTE DISTURBANCE) SHALL BE DEMARCATED F DISTURBANCE SHALL OCCUR OUTSIDE CONSTRUCTION DRAWINGS.

ABBREVIATIONS

AC	ACRES	NAD83	NORTH AMERICAN DATUM OF 1983
ACB	ARTICULATED CONCRETE BLOCK	NAVD88	NORTH AMERICAN VERTICAL DATU
AHRS	ARCHAEOLOGY HISTORICAL RESOURCE SERVICES	NOAA	NATIONAL OCEANIC AND ATMOSPH
AVE.	AVENUE		ADMINISTRATION
B&B	B&B ENGINEERS & GEOLOGISTS OF NEW YORK, P.C.	NTS	NOT TO SCALE
BMP	BEST MANAGEMENT PRACTICES	NYCDCP	NEW YORK CITY DEPARTMENT OF (
CPESC	CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL	NYCDEP	NEW YORK CITY DEPARTMENT OF E
CPT	CONE PENETROMETER TESTING		PROTECTION
CQC	CONSTRUCTION QUALITY CONTROL	NYCDOT	NEW YORK CITY DEPARTMENT OF 1
CRM	CULTURAL RESOURCES MONITORING	NYSDEC	NEW YORK STATE DEPARTMENT OF
CSO	COMBINED SEWER OVERFLOW		CONSERVATION
CY	CUBIC YARDS	OC	OLEOPHILIC CLAY
DIA	DIAMETER	OD	OUTSIDE DIAMETER
E	EAST	OSHA	OCCUPATIONAL SAFETY AND HEAL
EL.	ELEVATION	OSI	OCEAN SURVEY, INC.
EPA	UNITED STATES ENVIRONMENTAL PROTECTION AGENCY	PD	PRE-DESIGN
FT	FEET	PDM	PROCESSED DREDGED MATERIAL
GAC	GRANULAR ACTIVATED CARBON	PSI	POUNDS PER SQUARE INCH
GPI	GREENMAN-PEDERSON, INC.	PL	PLACE
HASP	HEALTH AND SAFETY PLAN	ROW	RIGHT OF WAY
HLSS	HIGH LEVEL STORM SEWER	RTA	REMEDIAL TARGET AREA
IN.	INCH	S&EC	SEDIMENT AND EROSION CONTROL
ISS	IN SITU STABILIZATION/SOLIDIFICATION	SF	SQUARE FEET
KSS	KENNON SURVEYING SERVICES, INC.	SPDES	STATE POLLUTANT DISCHARGE ELI
MAX	MAXIMUM	ST.	STREET
MLW	MEAN LOW WATER	STA.	STATION
MHW	MEAN HIGH WATER	SWPPP	STORMWATER POLLUTION PREVEN
MI	MILES	TYP	TYPICAL
MIN	MINIMUM	ТВ	TURNING BASIN
MSGP	MULTI SECTOR GENERAL PERMIT		

ST. (BLOCK - 972, LOT - 1) ARE PERMITTED UNDER NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) NO EXPOSURE FACILITY MULTI SECTOR GENERAL PERMIT (MSGP) ID NYR00F468. HOWEVER, IT IS

THE "IDENTIFICATION NO." CORRESPONDS TO ID NAMES FROM THE CH2MHILL REMEDIAL INVESTIGATION REPORT (2011). THE NYCDEP SHORELINE SURVEY ID'S ARE FROM THE NYCDEP WATERBODY/WATERSHED FACILITY PLAN REPORT (2007). FOR OUTFALLS WITH BOTH CH2MHILL AND NYCDEP IDS, THE NYCDEP ID IS

9. KSS (2019) SURVEY MEASURED THE CROWN ELEVATION OF THE FOUR BOX CULVERTS COMPRISING CSO RH-034 (AVERAGE CROWN ELEVATION OF APPROXIMATELY 3.5 FT). THE FOUR BOX CULVERTS FOR CSO RH-034 WERE IDENTIFIED TO HAVE A DIMENSION OF 10 FT (SPAN) X 10 FT (RISE). THE INVERT ELEVATION OF THE BOX CULVERTS (APPROXIMATELY AN AVERAGE INVERT ELEVATION OF -6.5 FT) WAS ESTIMATED BY

10. OUTFALL GC-OF-099, LOCATED ALONG 1ST ST. (WEST SIDE) PROPERTY, PROJECTS OUT FROM A SECONDARY BULKHEAD WALL BEHIND THE MAIN SHEET PILE BULKHEAD. FROM GOOGLE STREET VIEW, THE TOP OF THE SHEET PILE BULKHEAD AT THE CANAL WAS OBSERVED TO ONLY EXTEND A FEW VERTICAL FEET FROM THE

11. THREE OUTFALLS (GC-OF-116, -117, AND -118) WERE IDENTIFIED BY GEI (2009) TO HAVE THE SAME COORDINATES, HOWEVER, GEI (2009) DID NOT PROVIDE DETAILS RELATED TO THE SIZE AND MATERIAL OF THE OUTFALLS. KSS (2019) SURVEY WAS ABLE TO VERIFY THE PRESENCE OF TWO OF THE THREE OUTFALLS AND PROVIDE SIZE AND MATERIAL INFORMATION. AS THE GEI (2009) SURVEY DID NOT HAVE DETAILS TO

12. FIVE ADDITIONAL OUTFALLS WERE SHOWN ON KSS (2019) SURVEY THAT WERE NOT LOCATED IN PREVIOUS REPORTS (NYCDEP, 2007; GEI, 2009; AND CH2MHILL 2011). THE FIVE NEW OUTFALLS WERE PROVIDED UNIQUE IDENTIFICATION NUMBERS STARTING WITH GC-RTA1-001, AND ENDING AT GC-RTA1-005.

13. CROWN ELEVATION FOR OUTFALL GC-CF-E-031 WAS PROVIDED AS 3.99 FT IN KSS (2019) SURVEY. GIVEN THAT THE OUTFALL WAS IDENTIFIED AS A 6-INCH (IN.) DIAMETER (DIA) PIPE, THE INVERT ELEVATION OF THE

14. NYCDEP'S (2020) OUTFALL ANALYSIS IDENTIFIED AN OUTFALL ALONG CARROLL ST. BRIDGE (EAST SIDE) AND ADJACENT TO EXISTING OUTFALL GC-CF-E-016 (NYCDEP ID: OH-005) THAT IS LINKED TO THE PHASE 1 OF CARROLL GARDEN HIGH LEVEL STORM SEWER (HLSS). HOWEVER, THE OUTFALL HAS NOT BEEN IDENTIFIED IN EARLIER SURVEYS AND SHOULD BE FIELD VERIFIED PRIOR TO CONSTRUCTION. THIS OUTFALL HAS NOT

15. NYCDEP'S (2020) OUTFALL ANALYSIS SHOWS DIFFERENT OR ADDITIONAL INFORMATION (I.E. PIPE SIZE, SHAPE AND INVERT ELEVATIONS) FOR OUTFALLS GC-CF-E-001 TO GC-CF-E-006 (NYCDEP ID: RH-038); GC-CF-E-016 (NYCDEP ID: OH-005); GC-CF-N-002 TO GC-CF-N-005 (NYCDEP ID: RH-034); GC-CF-W-002 (NYCDEP ID: RH-039); GC-OF-099; GC-OF-110 (NYCDEP ID: RH-036); GC-OF-129 (RH-037); AND GC-OF-140 (RH-033) AS COMPARED TO DATA CONSOLIDATED FROM EARLIER SURVEYS INCLUDING KSS (2019) SURVEY. INFORMATION FROM

16 NYCDEP'S (2020) OUTEAU ANALYSIS RECOMMENDS UPSIZING THEIR EXISTING PIPE SIZES FOR OUTEAUS GC-CF-E-001 TO GC-CF-E-006 (NYCDEP ID: RH-038); GC-CF-E-016 (NYCDEP ID: OH-005); GC-CF-N-002 TO GC-CF-N-005 (NYCDEP ID: RH-034); GC-CF-W-002 (NYCDEP ID: RH-039); GC-OF-099; GC-OF-110 (NYCDEP ID: RH-036); GC-OF-129 (RH-037); GC-OF-140 (RH-033); AND THE OUTFALL ASSOCIATED WITH CARROLL GARDEN HLSS. THIS INFORMATION WILL BE REVIEWED WITH THE CONTRACTOR PRIOR TO MOBILIZATION TO THE

THE CONTRACTOR SHALL MONITOR AND MANAGE DEBRIS IN ACCORDANCE WITH THE CULTURAL RESOURCES MONITORING PLAN PREPARED BY ARCHAEOLOGY HISTORICAL RESOURCE SERVICES (AHRS).

THE LEVEL 2 MONITORING AREA SHOWN ON DRAWINGS DR-6 THROUGH DR-13 WAS PROVIDED BY AHRS IN AUGUST 2016 AND REPRESENTS AREAS WHERE KNOWN OR SUSPECTED CULTURAL RESOURCES ARE LOCATED NEARBY. THE CONTRACTOR SHALL BE AWARE AND COMPLY WITH ANY REQUIREMENTS FOR THE LEVEL 2 AREAS IN THE CULTURAL RESOURCES MONITORING PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THE REQUIREMENTS LISTED IN THE CULTURAL RESOURCES MONITORING PLAN AND COORDINATING CONSTRUCTION ACTIVITIES WITH THESE REQUIREMENTS. NO SEPARATE PAYMENT OR SCHEDULE ALLOWANCE WILL BE MADE FOR COORDINATING CONSTRUCTION WORK AND

3. RTA1 WAS REPORTEDLY LAST DREDGED IN 1975. DUE TO THE RECENT AGE OF NEAR SURFACE SEDIMENTS, THE LEVEL 2 CATEGORY DOES NOT APPLY TO THE FULL DEPTH OF SEDIMENT. THE DEPTH OF SEDIMENT CATEGORIZED AS LEVEL 2 WILL BE ESTABLISHED IN CONJUNCTION WITH THE CULTURAL RESOURCE

1. STAGING SITE DRAWINGS DEPICT CONDITIONS AS OF 19 SEPTEMBER 2019. TOPOGRAPHY IS BASED ON A

APPROXIMATE AND BASED ON FIELD MEASUREMENTS CONDUCTED BY PERSONNEL FROM B&B ON 5 JULY

3. GRADING NEAR THE END OF HUNTINGTON ST. ARE BASED ON A SURVEY CONDUCTED BY ROGERS SURVEYING, PLLC ON 27 MARCH 2017. EXISTING FEATURE NEAR THE END OF HUNTINGTON ST. ARE BASED ON

ELECTRICAL INFORMATION ON THE STAGING SITE WAS OBTAINED FROM THE FIGURE "AS-BUILT SITE PLAN" AND ASSOCIATED AUTOCAD FILE COMPLETED BY ENVIROTRAC ENVIRONMENTAL SERVICES AND SIGNED 6 MARCH 2017. CURRENT ELECTRICAL SERVICE IS RESERVED FOR OTHERS. THE CONTRACTOR IS

5. CONTRACTOR SHALL BE RESPONSIBLE FOR STAFFING GUARD BOOTHS IN ACCORDANCE WITH SECTION 31 10

6. DURING RTA1 CONSTRUCTION, REMEDIATION WORK IS LIKELY TO BE PERFORMED BY OTHERS SIMULTANEOUSLY ON THE UPLAND SITE ADJACENT TO THE STAGING SITE. THE ADJACENT UPLAND SITE IS DELINEATED ON THE DESIGN DRAWINGS AS "LIMITS OF WORK BY OTHERS." THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING ACCESS AND ENSURING WORKPLACE SAFETY ON THE STAGING SITE

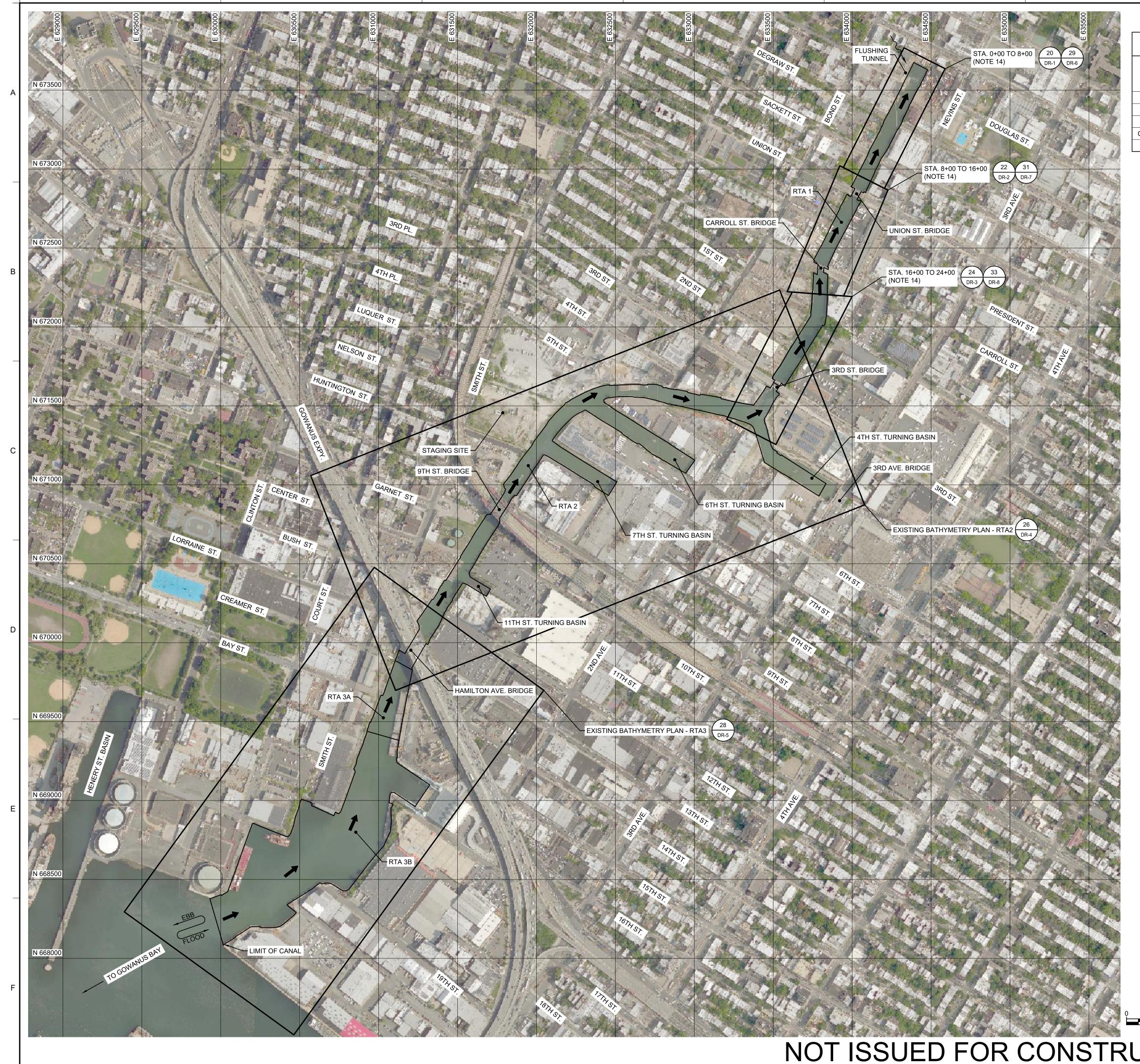
OCCASIONALLY IT COULD BE NECESSARY FOR THE UPLAND REMEDIATION CONTRACTOR TO TRANSIT THROUGH THE STAGING SITE TO DELIVER EQUIPMENT OR SUPPLIES TO THE UPLAND REMEDIATION AREA. WITHOUT IMPACTING COST OR SCHEDULE, THE CONTRACTOR IS TO COOPERATE AND COORDINATE WITH THE UPLAND REMEDIATION CONTRACTOR TO ALLOW EQUIPMENT AND SUPPLIES TO TRANSIT THROUGH THE STAGING SITE. THE UPLAND REMEDIATION CONTRACTOR SHALL NOTIFY THE CONTRACTOR A MINIMUM OF 24 HOURS IN ADVANCE OF THEIR ACCESS NEEDS TO ALLOW INCORPORATION INTO THE CONTRACTOR'S PLAN FOR THE DAY. THE UPLAND CONTRACTOR SHALL COMPLY WITH THE HEALTH AND SAFETY REQUIREMENTS OF THE CONTRACTOR. THE CONTRACTOR RETAINS THE RIGHT TO STOP WORK TO ENSURE SAFETY. IF THE CONTRACTOR DETERMINES THAT ACCESS CANNOT BE PROVIDED TO THE UPLAND REMEDIATION CONTRACTOR WITHOUT IMPACTING COST, SCHEDULE, OR SAFETY, THE CONTRACTOR SHALL VERBALLY NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY AND AWAIT DIRECTION BEFORE ALLOWING ACCESS

1. PROPERTY DESCRIPTION - THE PROPERTY (BLOCK 471 LOT 200) CONSISTS OF APPROXIMATELY 3.8 ACRES

2. THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH FENCING, STAKES, RIBBONS, CAUTION TAPE, OR OTHER APPROPRIATE MEANS PRIOR TO COMMENCEMENT OF

- 7. AS PER THE NYSDEC DATABASE DOWNLOADED ON 19 APRIL 2019, THE OUTFALLS AT PROPERTY 175 THIRD 3. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF ANY OTHER CONSTRUCTION ACTIVITIES (E.G., SITE GRADING, CLEARING, MOVING STOCKPILES, ETC.). 4. INTERNAL HAUL ROADS SHALL BE MAINTAINED AS TO PREVENT EROSION AND CONTROL SEDIMENT FROM LEAVING THE SITE.
 - 5. THE CONTRACTOR SHALL PREVENT TRACKING OR FLOW OF SEDIMENT ONTO ROADWAYS.
 - 6. EXISTING BMPS (E.G., CONSTRUCTION ENTRANCES) SHALL BE INSPECTED PRIOR TO EARTH DISTURBING ACTIVITIES TO ENSURE CONSTRUCTION IN ACCORDANCE WITH THE SPECIFICATIONS. BMPS THAT DO NOT MEET THE REQUIREMENTS SHALL BE REPLACED OR MODIFIED TO COMPLY WITH THE SPECIFICATIONS.
 - FIBER ROLLS, SILT FENCE OR SIMILAR SHALL BE PLACED ON SLOPES, AS NEEDED IN ACCORDANCE WITH **REQUIREMENTS IN SECTION 01 57 13.**
 - LAYDOWN AND STOCKPILE AREAS SHALL HAVE SEDIMENT AND EROSION CONTROLS INSTALLED AS NEEDED A IN ACCORDANCE WITH REQUIREMENTS IN SECTION 01 57 13. 9. THERE WILL BE NO MATERIAL/EQUIPMENT STORAGE IN AREAS OTHER THAN THE CONSTRUCTION FOOTPRINT
 - AND STORAGE AREAS SHOWN IN CONSTRUCTION DRAWINGS. 10. INSTALLATION, MAINTENANCE, AND REMOVAL OF EROSION AND SEDIMENT CONTROL SHALL BE THE
 - CONTRACTOR'S RESPONSIBILITY, EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL ALI DISTURBED SOIL WITHIN THE CONSTRUCTION AREA HAS BEEN TEMPORARILY OR PERMANENTLY STABILIZED AND THE WORK IS COMPLETE AND ACCEPTED BY THE OWNER'S REPRESENTATIVE. 11. SITE INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY 7 CALENDAR DAYS FOLLOWING
 - INSTALLATION OF ALL EROSION AND SEDIMENT CONTROLS. SITE INSPECTIONS SHALL BE CONDUCTED BY QUALIFIED INSPECTOR, DEFINED IN PART VIII OF THE NYSDEC STATE POLLUTANT DISCHARGE ELIMINATION SYSTEM (SPDES) GENERAL PERMIT AS A PERSON THAT IS KNOWLEDGEABLE IN THE PRINCIPLES AND PRACTICES OF EROSION AND SEDIMENT CONTROL, SUCH AS A LICENSED PROFESSIONAL ENGINEER OR CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).
 - 12. INSPECT SEDIMENT AND EROSION CONTROL PRACTICES AND POLLUTION PREVENTION MEASURES DAILY TO ENSURE THEY ARE BEING MAINTAINED IN EFFECTIVE OPERATING CONDITION. DAILY INSPECTIONS SHALL BE CONDUCTED BY A TRAINED CONTRACTOR. DEFINED IN PART VIII OF THE NYSDEC SPDES GENERAL PERMIT AS AN EMPLOYEE FROM THE CONTRACTING (CONSTRUCTION) COMPANY THAT HAS RECEIVED FOUR HOURS OF DEPARTMENT ENDORSED TRAINING IN PROPER EROSION AND SEDIMENT CONTROL PRINCIPLES FROM A SOIL AND WATER CONSERVATION DISTRICT, OR OTHER DEPARTMENT ENDORSED ENTITY. THE QUALIFIED INSPECTOR (DESCRIBED IN NOTE 11) MAY ALSO CONDUCT DAILY INSPECTIONS, PROVIDED THEY HAVE RECEIVED THE SAME FOUR HOUR TRAINING DESCRIBED HEREIN.
 - 13. IF STRUCTURAL OR MAINTENANCE PROBLEMS ARE IDENTIFIED DURING SITE INSPECTIONS, THE CONTRACTOR SHALL BEGIN IMPLEMENTING CORRECTIVE ACTIONS WITHIN ONE BUSINESS DAY AND SHALL COMPLETE THE CORRECTIVE ACTIONS WITHIN SEVEN (7) CALENDAR DAYS OF THE INSPECTION. 14. A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR THE SITE WILL BE PROVIDED TO THE
 - CONTRACTOR.
 - SEWER LINE NOTES LOCATION OF TRANSITIONS FROM THE ORIGINAL 72 IN. BRICK SEWER CIRCA 1892-1908 TO 1939 SEWER ARE APPROXIMATE
 - 2. LEVEL 1 RESTRICTION AREAS: THE ORIGINAL 72 IN. BOND-LORRAINE BRICK SEWER SECTIONS (CIRCA 1892-1908) REPRESENT LEVEL 1 RESTRICTION AREAS. DO NOT PARK TRUCKS (LOADED OR OTHERWISE). MACHINES, OR PERSONAL VEHICLES AT ANY TIME DURING CONSTRUCTION WITHIN 25 FT OF SEWER CENTERLINE WITHIN THE LEVEL 1 RESTRICTION AREAS.
 - 3. LEVEL 2 RESTRICTION AREA: THE 1939 RECONSTRUCTED 72 IN. CONCRETE CULVERT SECTION OF THE BOND-LORRAINE SEWER REPRESENTS THE LEVEL 2 RESTRICTION AREA. DO NOT STOCKPILE CONSTRUCTION MATERIALS WITHIN 10 FT OF THE SEWER CENTER LINE IN THE LEVEL 2 RESTRICTION AREA.
 - EXCAVATION AND COMPACTION OVER SEWER AND SEWER RIGHT OF WAY (ROW) IS NOT WITHIN THIS PROJECT SCOPE OF WORK. IF SCOPE CHANGES TO INCLUDE THESE ACTIVITIES, APPROVAL BY THE OWNER'S REPRESENTATIVE WILL BE REQUIRED. PROTECTION NOTES
 - MAINTAIN AND/OR INSTALL CONCRETE BLOCKS/STRUCTURAL TRAFFIC BARRIERS TO PROTECT AND SUPPORT MONITORING WELLS, RECOVERY WELLS, STORAGE BOXES AND RELATED EQUIPMENT THROUGHOUT ALL PHASES OF CONSTRUCTION
 - . STORAGE BOXES CONTAIN DRUMS OF MATERIAL PURGED FROM RECOVERY WELLS ONSITE. SHOULD THE CONTRACTOR REQUIRE TEMPORARY RELOCATION OF THE STORAGE BOXES THE OWNER'S REPRESENTATIVE SHALL ARRANGE FOR THE EXISTING WELL MONITORING CONTRACTOR TO PUMP AND DRAIN DRUMS WITHIN THE STORAGE BOXES PRIOR TO TEMPORARY RELOCATION. THE DRUMS SHALL BE REMOVED AND RELOCATED INDEPENDENTLY FROM THE STORAGE BOXES. DRUMS SHALL BE PLACED DIRECTLY ON THE GROUND IN AN AREA APPROVED BY OWNER'S REPRESENTATIVE. STORAGE BOXES SHALL BE RELOCATED AND PLACED IN THE SAME AREA AS THE DRUMS. AT THE CONCLUSION OF THE WORK, DRUMS AND STORAGE BOXES SHALL BE RETURNED TO THEIR ORIGINAL LOCATIONS ON THE ASPHALT PAD IN THE SAME MANNER IN WHICH THEY WERE ORIGINALLY MOVED (MOVED INDEPENDENTLY FROM ONE ANOTHER). DRUMS SHALL BE GROUNDED FOR DISSIPATION OF ELECTROSTATIC DISCHARGE AS SHOWN ON THE CONSTRUCTION DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR DAMAGES TO THE STORAGE BOXES OR DRUMS. THE DURATION THAT DRUMS AND STORAGE BOXES ARE TEMPORARILY RELOCATED SHOULD BE KEPT TO A MINIMUM
 - PROTECT BOND-LORRAINE SEWER THROUGHOUT ALL PHASES OF CONSTRUCTION. REFER TO LEVEL 1 AND LEVEL 2 RESTRICTION AREAS FOR DETAILS.
 - 4. PROTECT ALL EXISTING TREES OUTSIDE THE CONSTRUCTION AREA THAT BORDER THE SITE. MAINTAIN ALL EXISTING TREE PROTECTION BARRIERS.
 - 5. PROTECT EXISTING WATER SERVICE AND FIRE HYDRANTS.
 - 6. PROTECT EXISTING UTILITIES WITHIN AND ADJACENT TO THE CONSTRUCTION AREA.
 - 7. PROTECT EXISTING SEDIMENT AND EROSION CONTROLS UNLESS OTHERWISE NOTED.
 - 8. REPLACE/REPAIR IN KIND FEATURES TO BE PROTECTED WHICH BECOME DAMAGED.
 - 9. EXISTING PERIMETER FENCE MAY BE UTILIZED AS PERIMETER CONSTRUCTION FENCE PENDING OWNER'S REPRESENTATIVE APPROVAL. PROTECT AND MAINTAIN EXISTING PERIMETER FENCE AND PERIMETER CONSTRUCTION FENCE.
 - 10. PROTECT THE FOUNDATION WALL IN AREAS SHOWN ON THE DRAWINGS. THE FOUNDATION WALI DIMENSIONS AND CONSTRUCTION ARE UNKNOWN.
 - 11. CONTRACTOR IS TO MAINTAIN AND PROTECT ELECTRICAL SERIVCE IN ACCORDANCE WITH SECTION 01 51 00. LIMITED WORK AREA NOTES 1. DO NOT STOCKPILE SOIL, PARK EQUIPMENT, OR OTHERWISE SURCHARGE THE AREA WITHIN 25 FEET OF THE
 - GOWANUS CANAL BULKHEAD LINE. 2. IF THE CONTRACTOR DECIDES TO PLACE A MATERIAL HANDLER IN THE LIMITED WORK AREA TO OFFLOAD DEBRIS ONTO THE ASPHALT PAD, A STABILITY ANALYSIS MUST BE COMPLETED IN ACCORDANCE WITH
 - SECTION 02 51 19. LIMIT WORK WITHIN THE BOND-LORRAINE STREET SEWER AS DESCRIBED IN LEVEL 1 AND LEVEL 2 RESTRICTIONS DESCRIBED IN THE SEWER LINE NOTES.

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GOWANUS CANAL SUPERFUND SITE, BROOKLYN, NEW YORK									 F
			ENGINEER OF RECORD	DESIGN BY:	SS	DATE:	FEBRUA	RY 2020	
			JOHN F. BEECH, Ph.D., P.E. (NY, GA 1255 ROBERTS BOULEVARD	DRAWN BY:	SRN	PROJECT NO.:	HPH106A	۱	
			SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106A	A-DR002	
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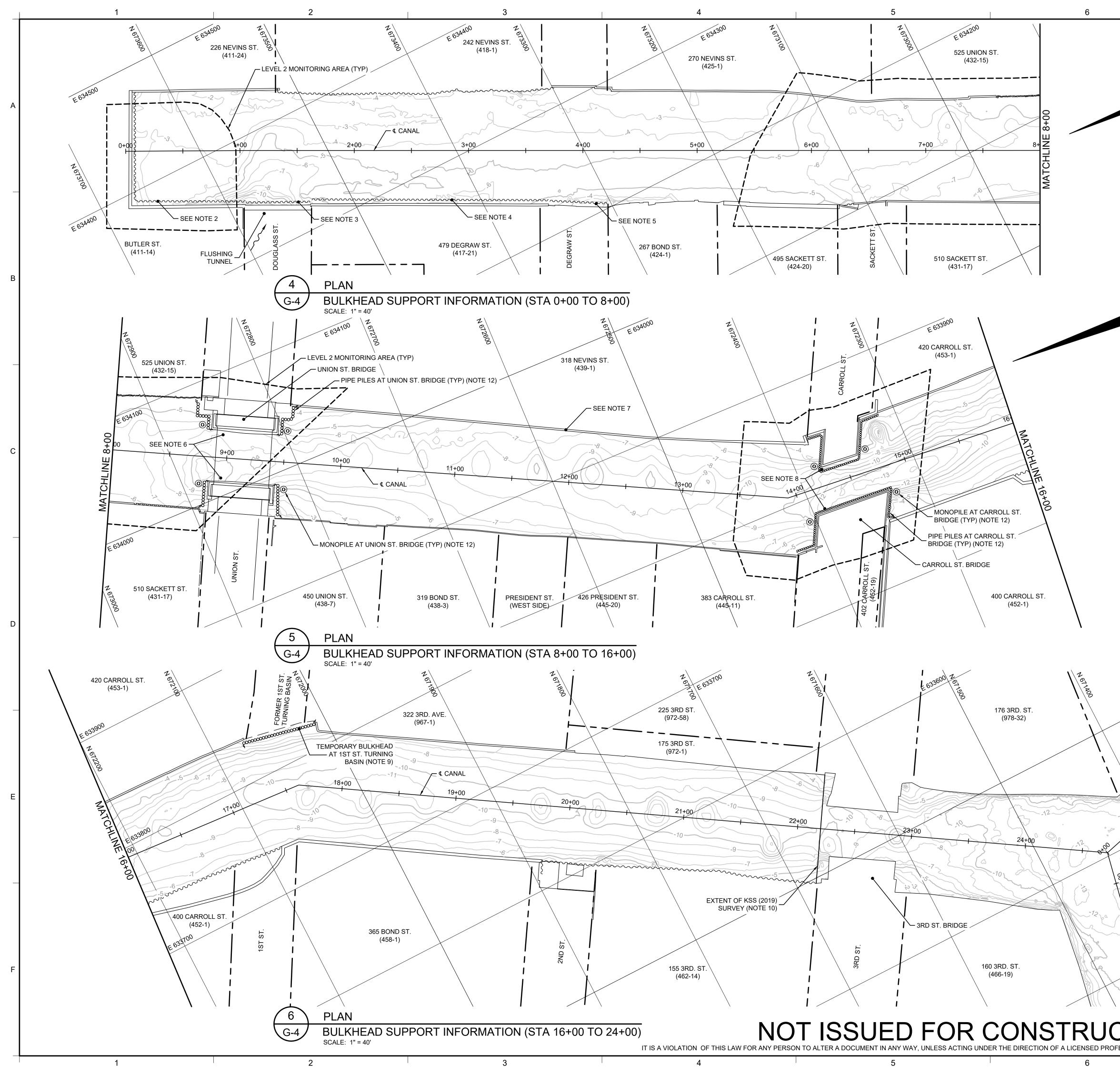


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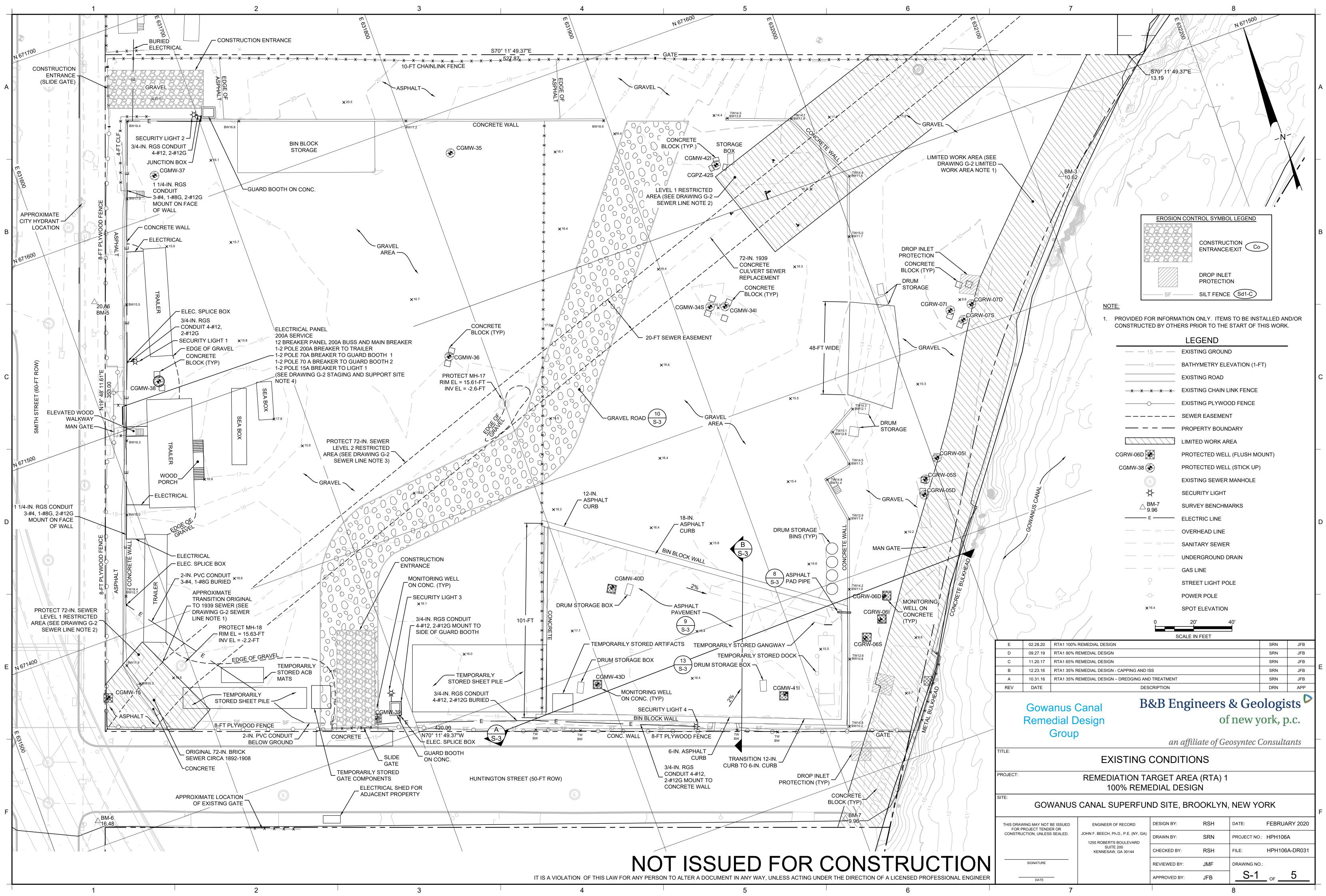
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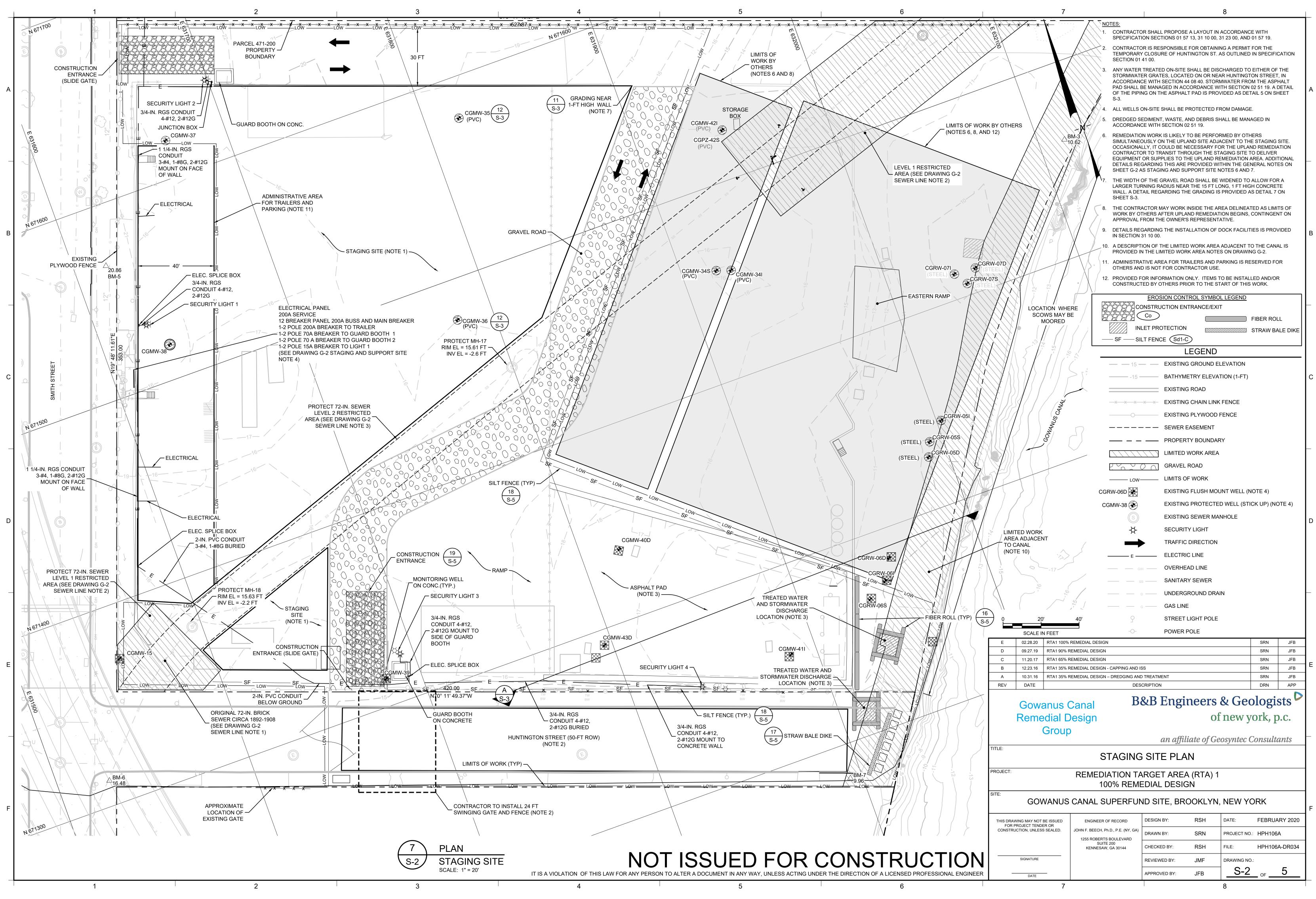
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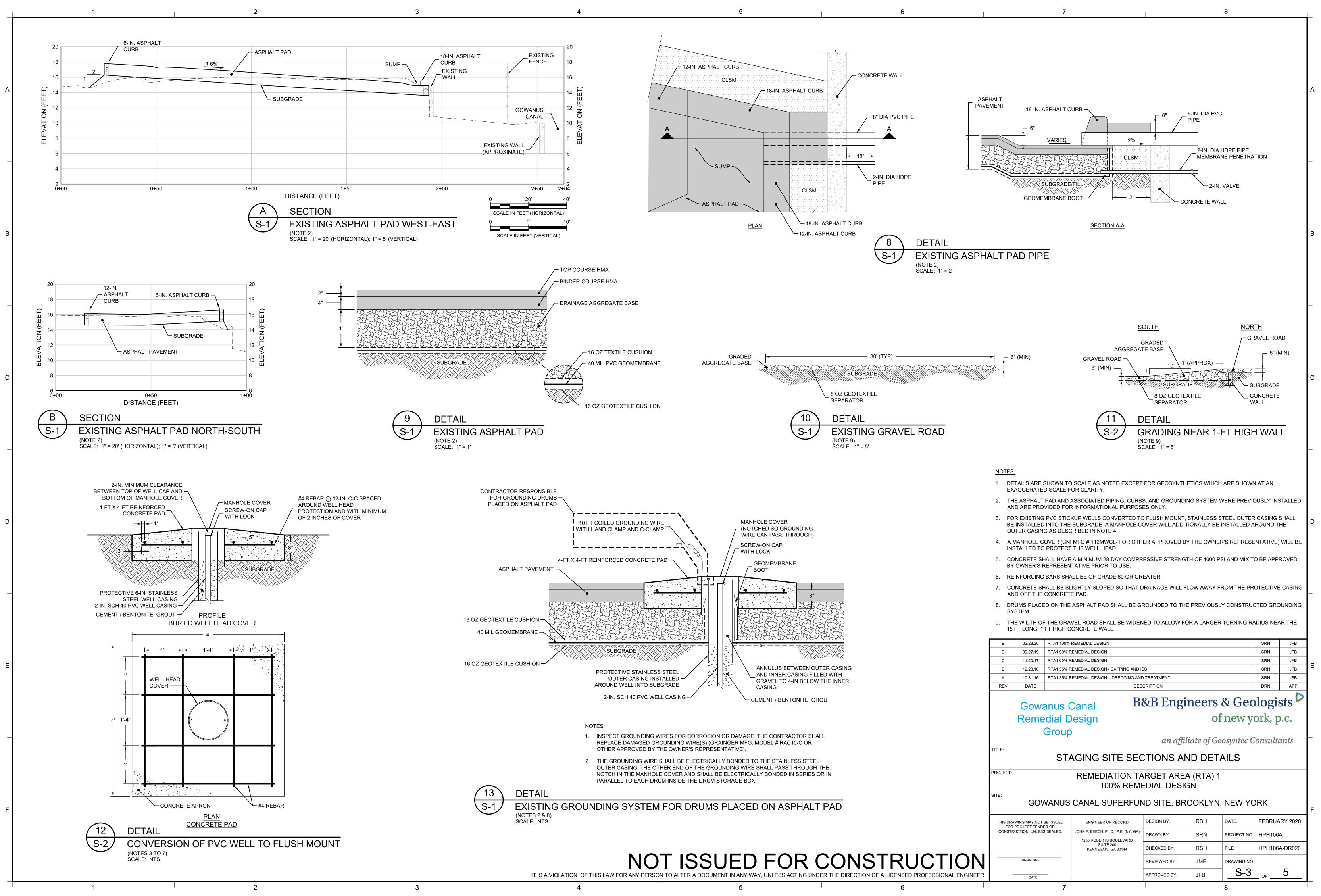
			()			
	AD CLEARANCES AT B	RIDGE CENTI	ERLINE ⁽¹⁾			
BRIDGE	CALCULATED TOP OF BRIDGE OPENING ⁽²⁾	APPROXIMAT CLEARA	E OVERHEAD NCE (FT)			
BRIDGE	ELEVATION FT-NAVD88	AT MLW	AT MHW	BRIDGE	WIDTH (FT) ⁽⁶⁾	
AILTON AVE. ⁽³⁾	-	-	-	HAMILTON AVE. ⁽⁷⁾ 9TH STREET ⁽⁷⁾	⁰ 46.8 ⁽⁷⁾ 59.9 ⁽⁷⁾	
TH STREET	<u>8.5</u> 9.3	11.1	6.6 5.9	3RD STREET ⁽⁷⁾	42.0 ⁽⁷⁾	
ROLL STREET ⁽¹⁰⁾	4.6	7.1	2.6	CARROLL STREET		
ON STREET ⁽¹¹⁾	9.9	12.5	8.0		⁾ 42.9 ⁽⁷⁾	
2 TA	BLE			3 TABLE		
G-3 BR	IDGE OVERHEAD) CLEARA	NCES	G-3 BRIDG	SE OPENING WI	DTHS
			LEGE	ND	_	
		\rightarrow		GE ACCESS FROM GOWANL TO STAGING SITE AND RTA		
			CAN	AL BOUNDARY		
		-~~->	- FLU	SHING TUNNEL		
	NOTES:					
	1. THE CONTRACT			TING BRIDGE OPENINGS AN	ND EVALUATING CLEARANC	ES FOR
			METHODS OF CO	NSTRUCTION. PENING WAS BASED ON THI	E AVERAGE OF TWO FIFI ח	
	MEASUREMENT	IS CONDUCTED	BY B&B ON 2 OCT	DBER 2014 FOR THE 3RD ST BRIDGE. THESE ELEVATION	. BRIDGE AND ONE MEASU	REMENT
	APPROXIMATE	AND WERE CAL	CULATED RELATIV	E TO ESTIMATED TIDAL ELE	EVATIONS.	
	HOWEVER, VISI	UAL OBSERVATI	ONS AND THE 198	THE HAMILTON AVE. BRIDG 4 USCG REPORT INDICATE ⁻ 5 THE FIVE BRIDGES THAT S	THE HAMILTON AVE. BRIDG	,
	4. THE CURVATUR	RE OF THE UNIO	N ST. BRIDGE FUR	THE FIVE BRIDGES THAT S	CLEARANCE OUTSIDE OF T	ΉE
	APPROXIMATEL	Y 9 FT WHICH I	S NOT PRESENTED	ENTS, OERHEAD CLEARAN(O ON THIS TABLE. THE 3RD S	ST. BRIDGE IS ALSO CURVE	D,
	CLEARANCE IS	GOVERNED BY	THE PRESENCE O	THE SOUTHERN END OF TH F LIGHTS WHICH ARE ESTIM	IATED TO DECREASE OVER	
	AND COMPLETE	ED ON 2 OCTOB	ER 2014 AND IS AC	TIMATE WAS BASED ON GEO COUNT FOR WITHIN THE TA	BLE. BETWEEN THE CABL	ES AND
				IMITS CLEARANCE, HOWEV DWS WHEN THE 3RD ST. BR		REA
		-	-	MATED TO DECREASE THE (ASUREMENTS FROM 2 OCT		
	NOT ACCOUNTE	ED FOR IN THE 1	TABLE.			
	BRIDGES ARE C	CLOSED, THE OF	PENING WIDTHS M	RESENTED ASSUMING THE AY BE NARROWER (E.G., TH	E OPENING WIDTH OF THE	
				T DUE TO THE PRESENCE	,	., AND
	THE EVALUATIO	·		WIDTH BETWEEN BRIDGE		
	SELECTED.	TOR IS RESPON	SIBLE FOR PROVID	NING A MINIMUM OF TWO HC		
	TO NYCDOT PR	IOR TO THE 9TH	I ST., 3RD ST., CAF	ROLL ST., AND UNION ST. B NYCDOT [(212) 839-3740]. T	RIDGES BEING OPENED. T	HE
		REACHED ON MA		NEL 13. THE HAMILTON AVE		
	9. ON HOT DAYS (E.G., TEMPERAT		ROXIMATELY 90 DEGREES)		
	RESTRICTIONS	THAT MAY EXIS	Т.	BLE FOR CONTACTING NYC		INCK
				T. BRIDGE WAS OBTAINED F BRIDGE, WHILE CLOSED, IS I		UT WILL
	BE REQUIRED T	TO BE OPENED 1	TO ALLOW FOR VE	SSELS TO PASS.		
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	WATERS REPO	RT" (1984); (II) A	HISTORICAL DRAV	HE UNITED STATES COAST	RG, 2015); AND (III) MEASUR	
			,	OGRAPHIC SURVEY PERFOR		
		5 TO NAVIGATIO		&B, 2020), WHICH WILL BE P		CTOR
	14. EXISTING BATH	YMETRY PLANS				O 24+00
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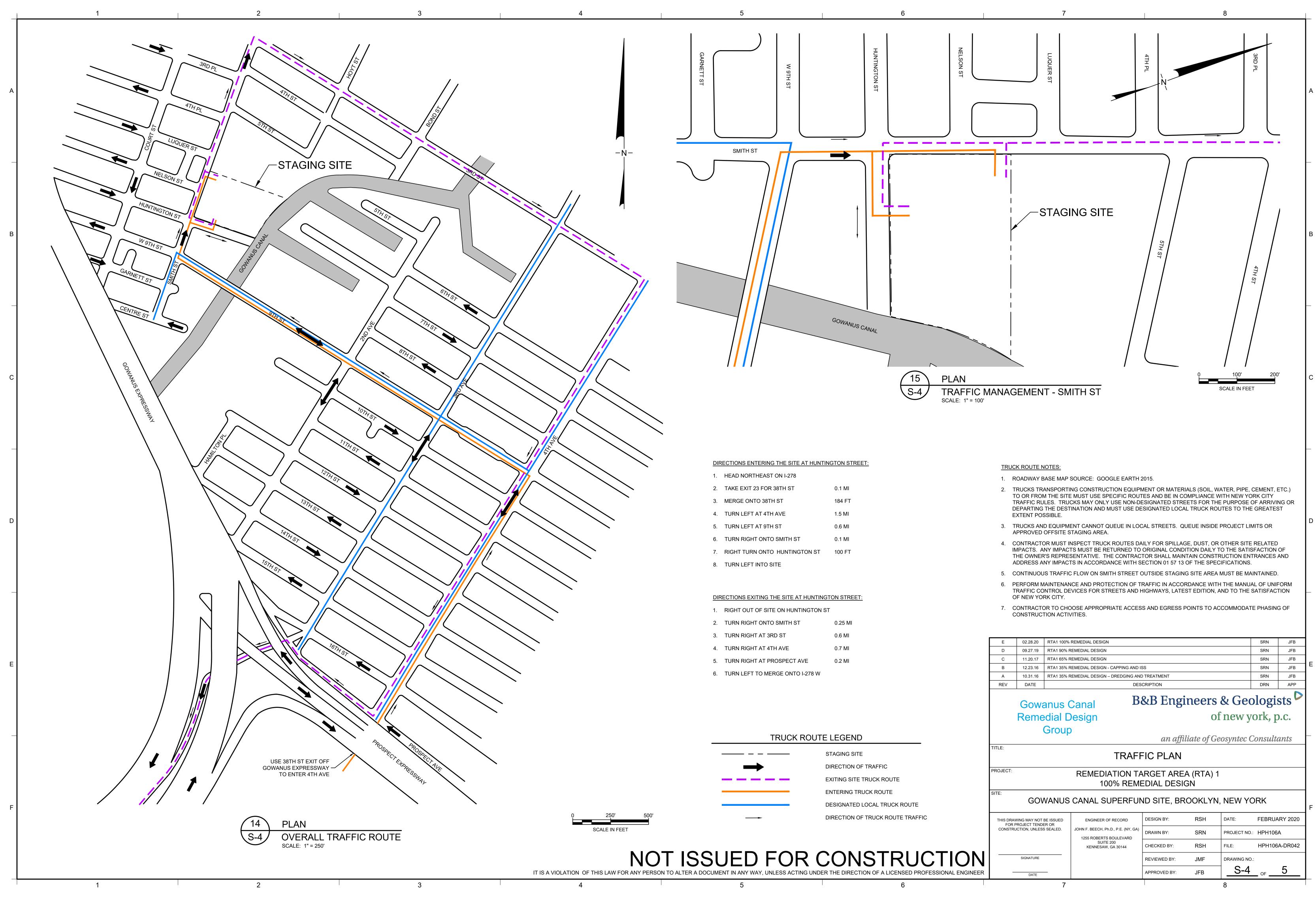


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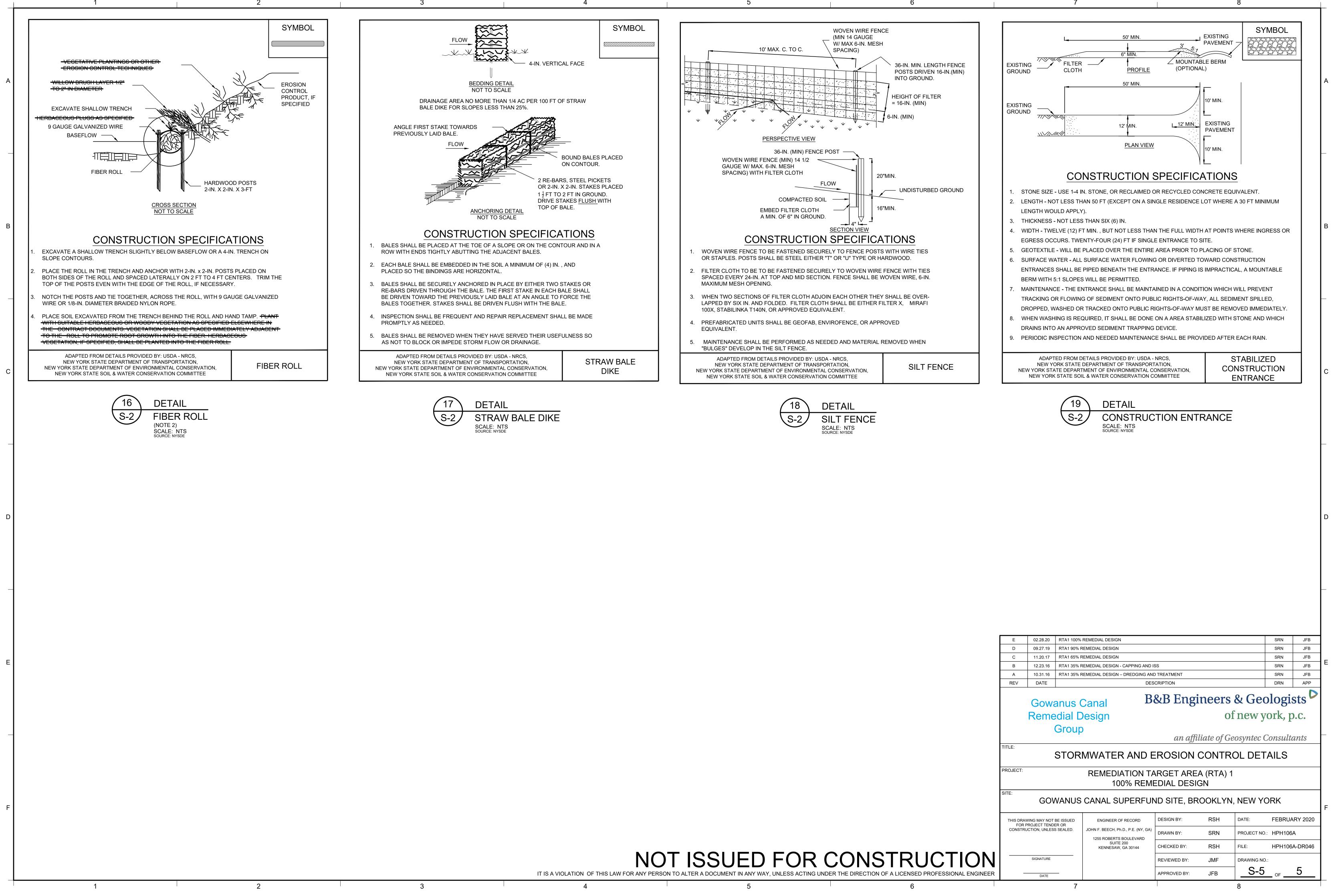




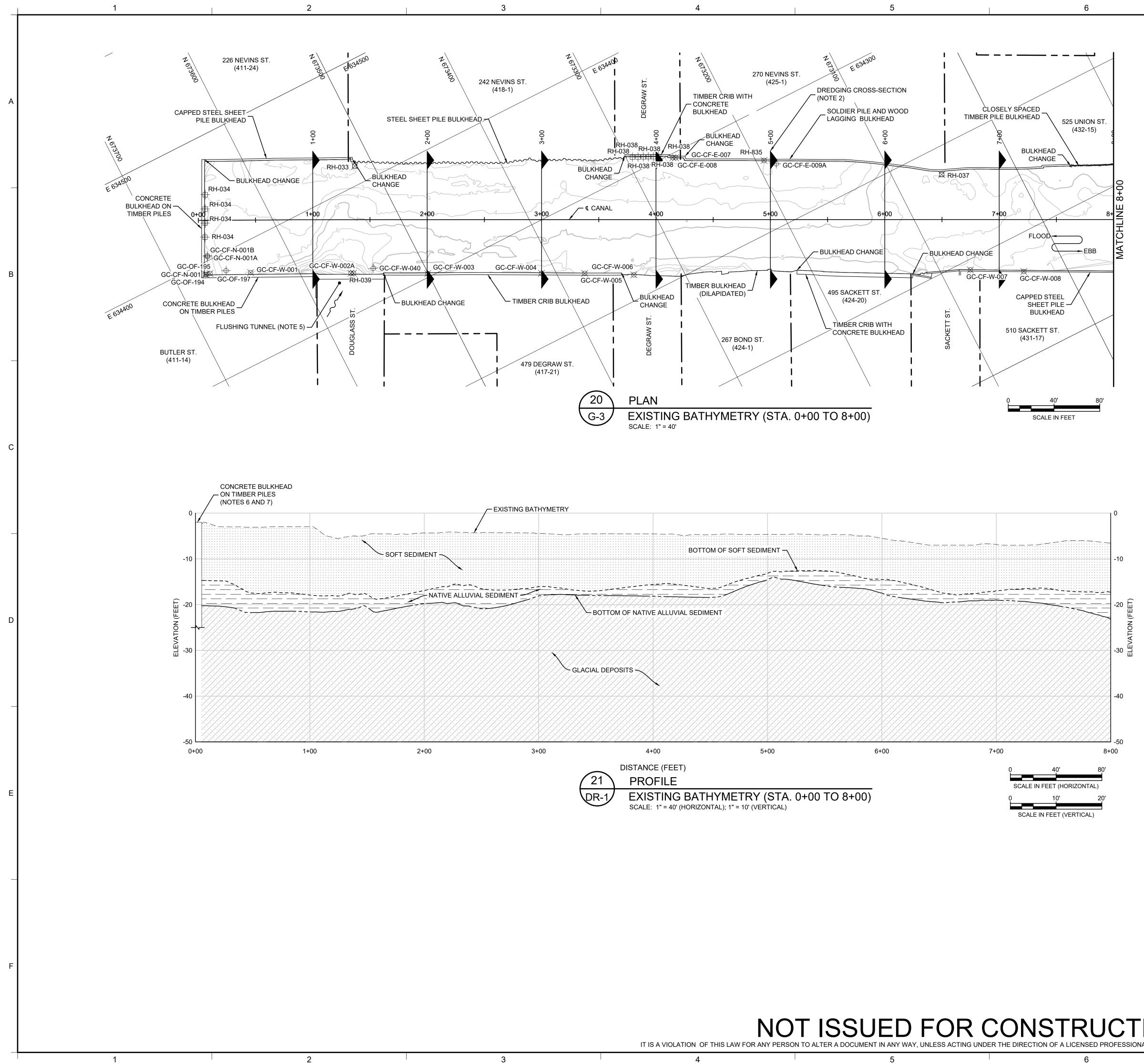




1.	HEAD NORTHEAST ON I-278	
2.	TAKE EXIT 23 FOR 38TH ST	0.1 MI
3.	MERGE ONTO 38TH ST	184 FT
4.	TURN LEFT AT 4TH AVE	1.5 MI
5.	TURN LEFT AT 9TH ST	0.6 MI
6.	TURN RIGHT ONTO SMITH ST	0.1 MI
7.	RIGHT TURN ONTO HUNTINGTON ST	100 FT
8	TURN LEFT INTO SITE	

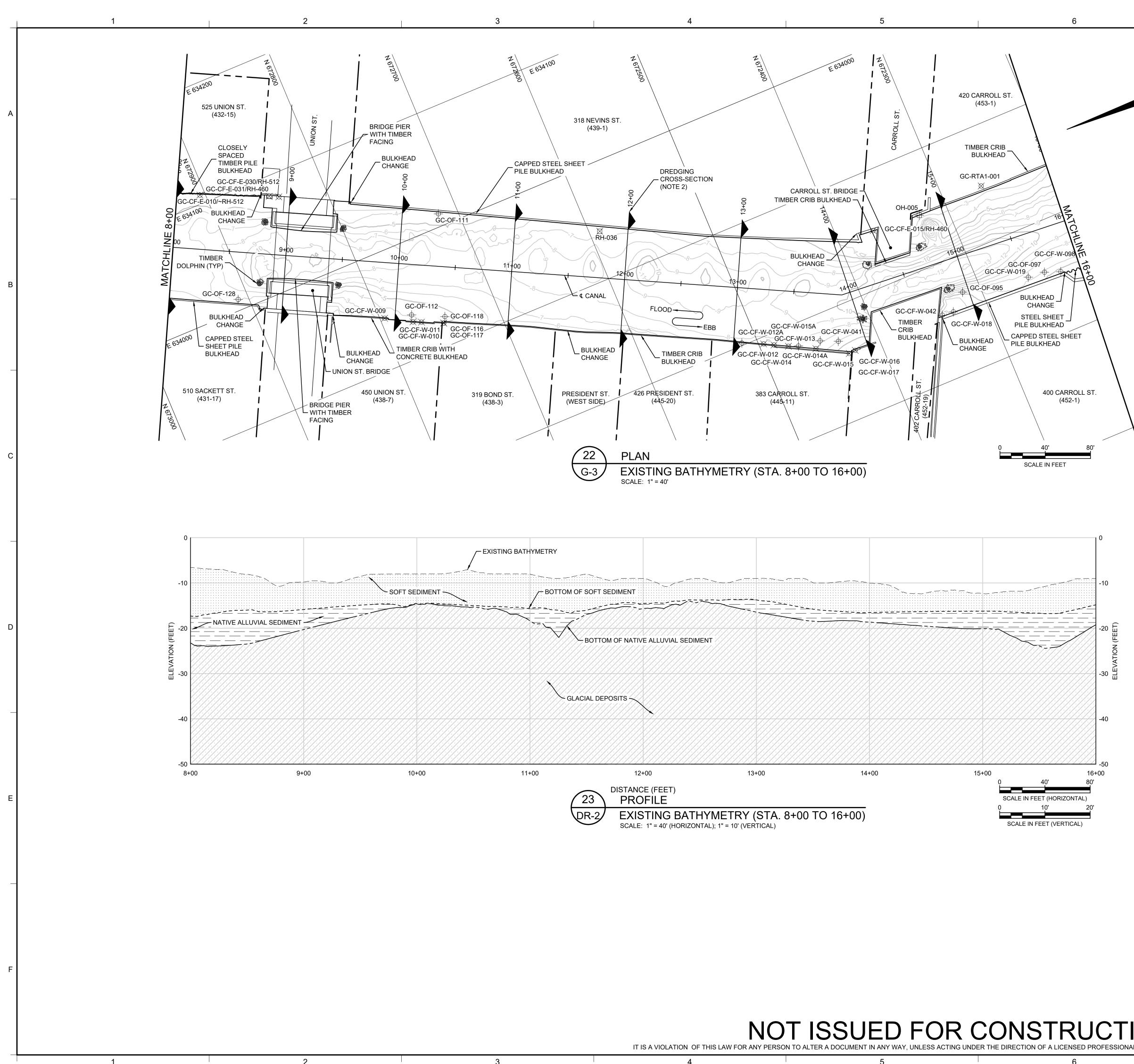


E	02.28.20	RTA1 100%	REMEDIAL DESIGN				SRN	JFB	
D	09.27.19	RTA1 90% R	EMEDIAL DESIGN				SRN	JFB	
С	11.20.17	RTA1 65% R	REMEDIAL DESIGN				SRN	JFB	1.
В	12.23.16	RTA1 35% R	REMEDIAL DESIGN - CAPPING AND I	SS			SRN	JFB	
А	10.31.16	RTA1 35% R	EMEDIAL DESIGN – DREDGING ANI	D TREATMENT			SRN	JFB	
REV	DATE		DES	CRIPTION			DRN	APP	
	Gowa Reme	anus (dial D	Janar	&B Engi		& Geo new yo	U		
	(Group)	an affil	iate of Ge	osyntec C	onsult	ants	
TITLE:	:	STOR	MWATER AND E	EROSION (CONTRO	OL DET#	AILS		
PROJECT:			REMEDIATION TA 100% REMI	ARGET AREA EDIAL DESIG	()				
SITE:	GOV	VANUS	CANAL SUPERFU	ND SITE, BR	OOKLYN,	NEW YO	RK		
	VING MAY NOT E PROJECT TENDE		ENGINEER OF RECORD	DESIGN BY:	RSH	DATE:	FEBRUA	ARY 2020	
	ICTION, UNLESS		JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BOULEVARD	DRAWN BY:	SRN	PROJECT NO.:	HPH106	A	
			SUITE 200 KENNESAW, GA 30144	CHECKED BY:	RSH	FILE:	HPH106	A-DR046	
	SIGNATURE			REVIEWED BY:	JMF	DRAWING NO .:			
-	DATE	_		APPROVED BY:	JFB	<u>S-5</u>	_ OF	5	
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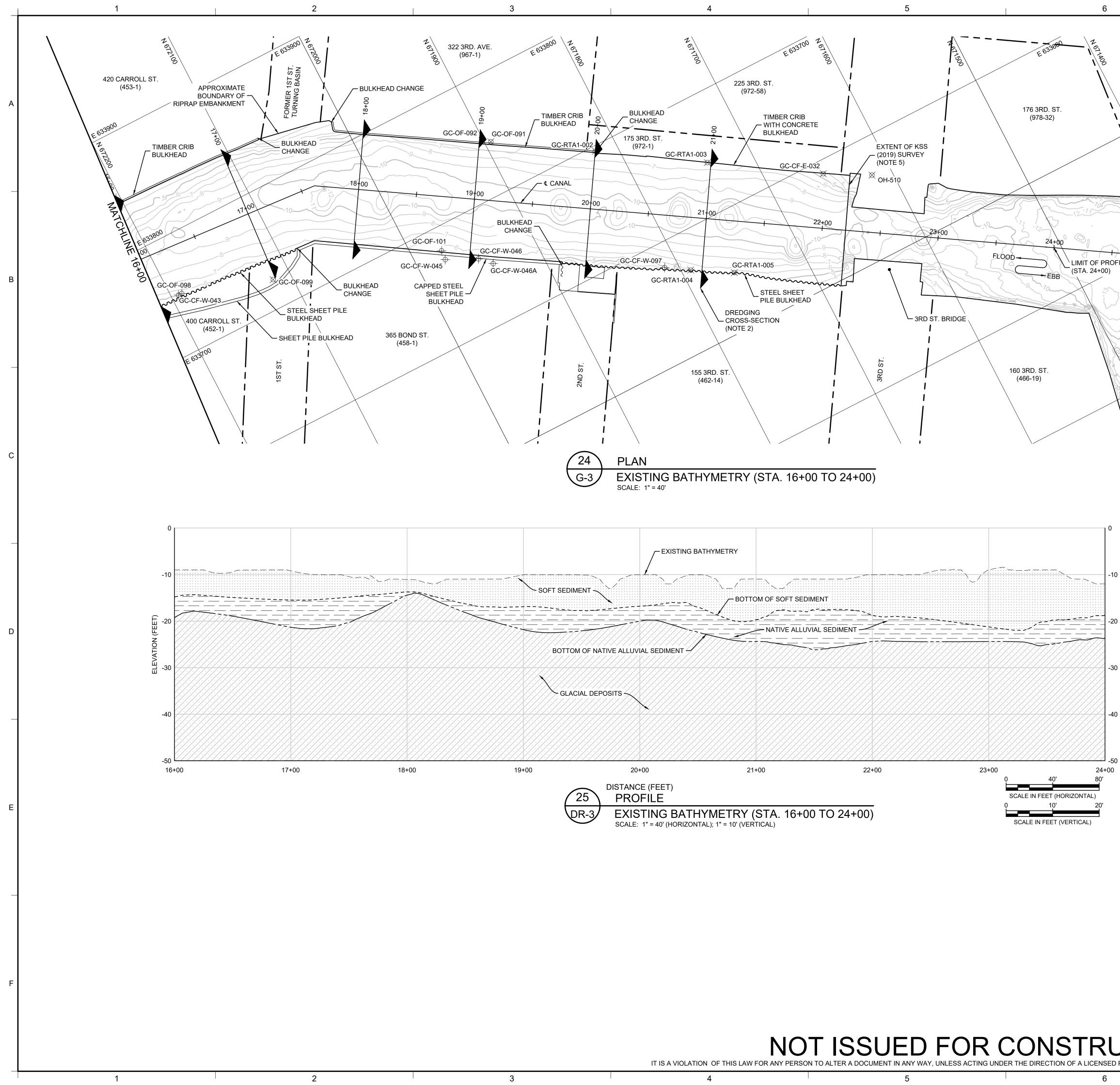
			L	EGEND				
			—— -5 ——— E	BATHYMETRY ELE	EVATION (1-F	Г)		
				EXISTING BATHYN BOTTOM OF SOFT				
						SEDIMENT		
				CANAL STATIONIN	IG			
		· · · · · · · · · · · · · · · · · · ·		SOFT SEDIMENT	SEDIMENT			
				GLACIAL DEPOSIT				
		- / • / •	×	OUTFALL - KSS, 20	019 SURVEY (NOTE 4)		
				OUTFALL - PREVIO		· · · ·		
				CSO - KSS, 2019 S CSO - PREVIOUS S				
				BLOCK AND LOT		,		
			F	LUSHING TUNNE	L			
4	PIPE SIZ DESCRII TOPOGF 15 JULY THE FLL APPRO	ZE, MATERI BED WITHI LKHEAD TY RAPHIC SU 2019. JSHING TU KIMATELY	LY RTA1 OUTFALLS ARE PR IAL AND INVERT ELEVATION N THE ASSOCIATED DREDG (PE FOR EACH PROPERTY I IRVEY CONDUCTED IN RTA1 NNEL OPERATED BY NYC H 12.5 FT (HIGH) X 8 FT (WIDE)	I) IS PROVIDED AS SING NOTES. S PRIMARILY BAS I BY KENNON SUF	S TABLE 1 ON SED ON THE F RVEYING SER GULAR OPEN	I DRAWING G RESULTS OF VICES INC. (IINGS WITH E	G-2 AND A KSS) AND DIMENSION	DATED
6	. THE HO	F THE CAN RIZONTAL SES ONLY.	IAL. LIMITS OF THE BULKHEAD \$	SHOWN ON THIS	DRAWING AR	E FOR ILLUS	TRATION	
7	. THE TOP	P OF BULK ATION SHO	HEAD ELEVATIONS ARE SH DWING TOP OF WALL ELEVA E UPON REQUEST.					S
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E D	02.28.20		REMEDIAL DESIGN REMEDIAL DESIGN				SRN SRN	JF
C B	11.20.17 12.23.16		REMEDIAL DESIGN REMEDIAL DESIGN - CAPPING AND I	ISS			SRN SRN	JF
A REV	10.31.16 DATE	RTA1 35% I	REMEDIAL DESIGN – DREDGING AN DES				SRN DRN	JFI AP
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		edial L Group	Design		0	f new y	UIK, [
		Sioup	,	an affi	liate of Ge	eosyntec (Consult	ants
TITLE:	EX	ISTIN	G BATHYMETRY	′ PLAN (S	ΓΑ. 0+00) TO 8+	00)	
PROJECT:			REMEDIATION TA	ARGET ARE	· · ·			
SITE:	GOV	WANUS	CANAL SUPERFUI		_	, NEW Y	ORK	
	WING MAY NOT		ENGINEER OF RECORD	DESIGN BY:	SS	DATE:	FEBRUA	ARY 20
FOR	PROJECT TEND	ER OR	JOHN F. BEECH, Ph.D., P.E. (NY, GA)	DRAWN BY:	SRN	PROJECT NC	D.: HPH106	A
			1255 ROBERTS BOULEVARD SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106	A-DR0
	SIGNATURE			REVIEWED BY:	JAS	DRAWING NO	D.:	
.	DATE			APPROVED BY:	JFB	DR-	1_ _{OF}	18

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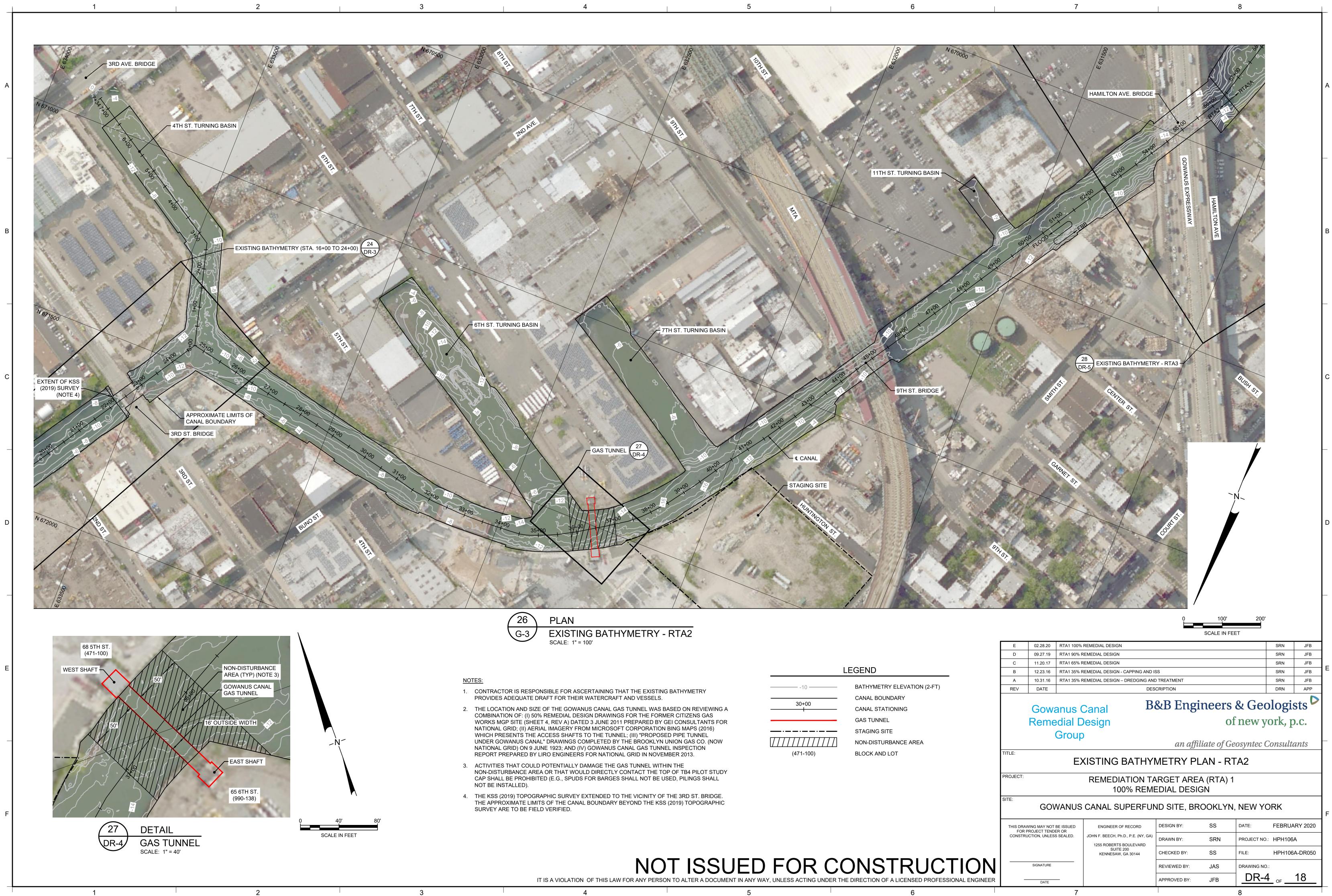


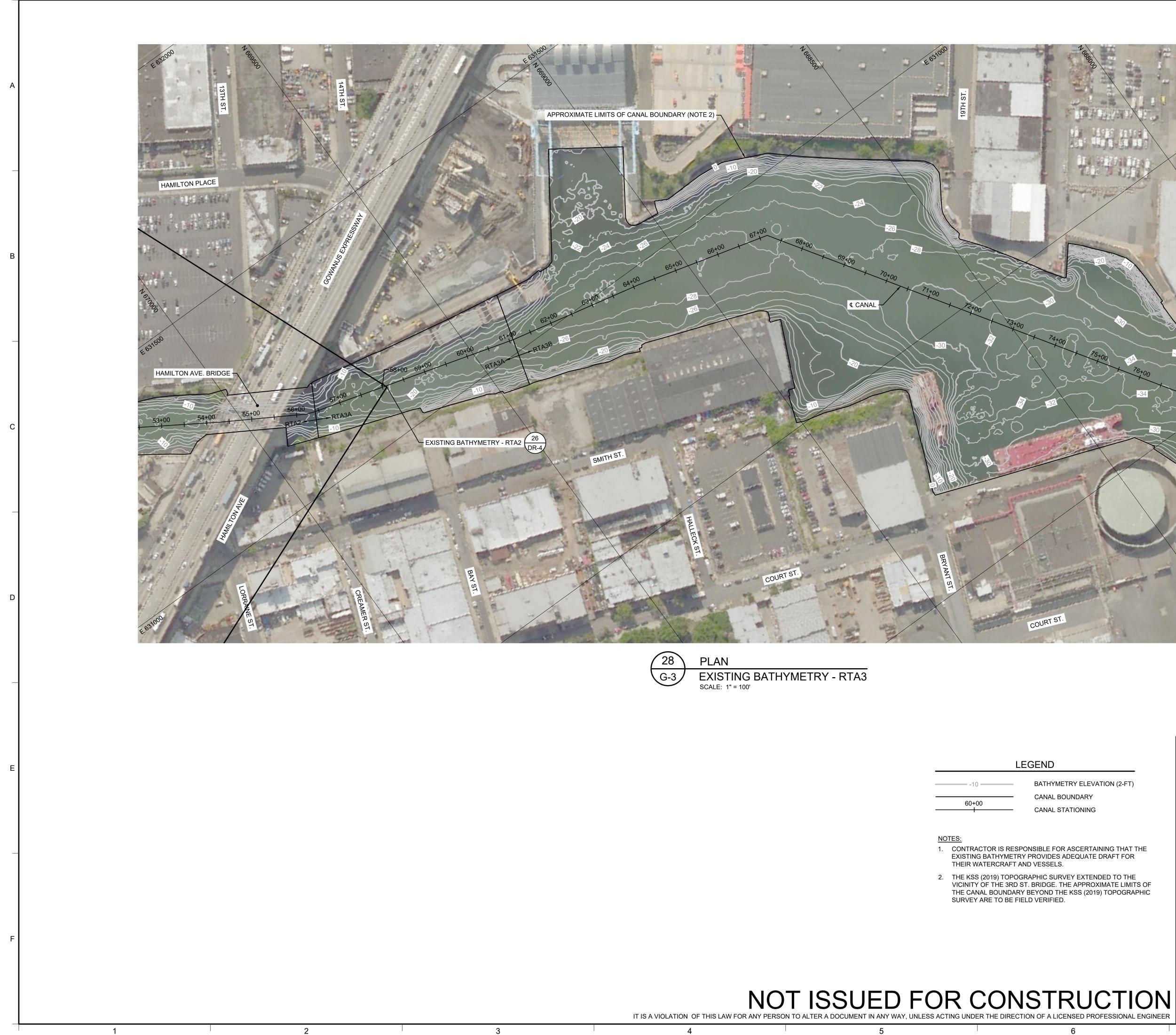
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		5 B 	EGEND ATHYMETRY ELEVATION (1- ROPERTY LINE XISTING BATHYMETRY OTTOM OF SOFT SEDIMENT OTTOM OF NATIVE ALLUVIA ANAL STATIONING OFT SEDIMENT ATIVE ALLUVIAL SEDIMENT GLACIAL DEPOSITS OUTFALL - KSS, 2019 SURVE OUTFALL - PREVIOUS SURVE SO - KSS, 2019 SURVEY (NO SO - PREVIOUS SURVEYS (1 LOCK AND LOT	T AL SEDIMENT Y (NOTE 4) EYS (NOTE 4) DTE 4)		C
	<u>NOTES:</u>					D
	 DREDGE CROSS-SEC CONTRACTOR IS RES OUTFALLS. ONLY RT PIPE SIZE, MATERIAL WITHIN THE ASSOCIA THE BULKHEAD TYPE 	RESENTED ON DRAWINGS DR- TIONS ARE PRESENTED ON D PONSIBLE FOR DOCUMENTIN A1 OUTFALLS DATA ARE PRES AND INVERT ELEVATION) IS P TED NOTES. FOR EACH PROPERTY IS PRI O IN RTA1 BY KENNON SURVE	RAWINGS DR-15 AND DR-16 G AND VERIFYING THE LOC SENTED ON THE DRAWING. ROVIDED AS TABLE 1 ON DI MARILY BASED ON THE RES	CATION AND DE OUTFALL DATA RAWING G-2 AN GULTS OF A TO	A (INCLUDII ND DESCRIE POGRAPHI	NG BED
	D 09.27.19 RTA1 90' C 11.20.17 RTA1 65' B 12.23.16 RTA1 35'		O TREATMENT CRIPTION		SRN SRN SRN SRN SRN DRN	JFB JFB JFB JFB APP
	Gowanus Remedial Grou	Design	an affiliate of (o <mark>f new y</mark> Geosyntec (r <mark>ork, p</mark> Consulta	.C.
	PROJECT:	REMEDIATION TA	ARGET AREA (RTA) EDIAL DESIGN			
	SITE: GOWANU THIS DRAWING MAY NOT BE ISSUED FOR PROJECT TENDER OR CONSTRUCTION, UNLESS SEALED.	ENGINEER OF RECORD JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BOULEVARD	ND SITE, BROOKLY DESIGN BY: SS DRAWN BY: SRN	DATE:	DRK FEBRUA	
ION NAL ENGINEER	SIGNATURE 	SUITE 200 KENNESAW, GA 30144	CHECKED BY: SS REVIEWED BY: JAS APPROVED BY: JFB	FILE: DRAWING NC DR-2		A-DR006

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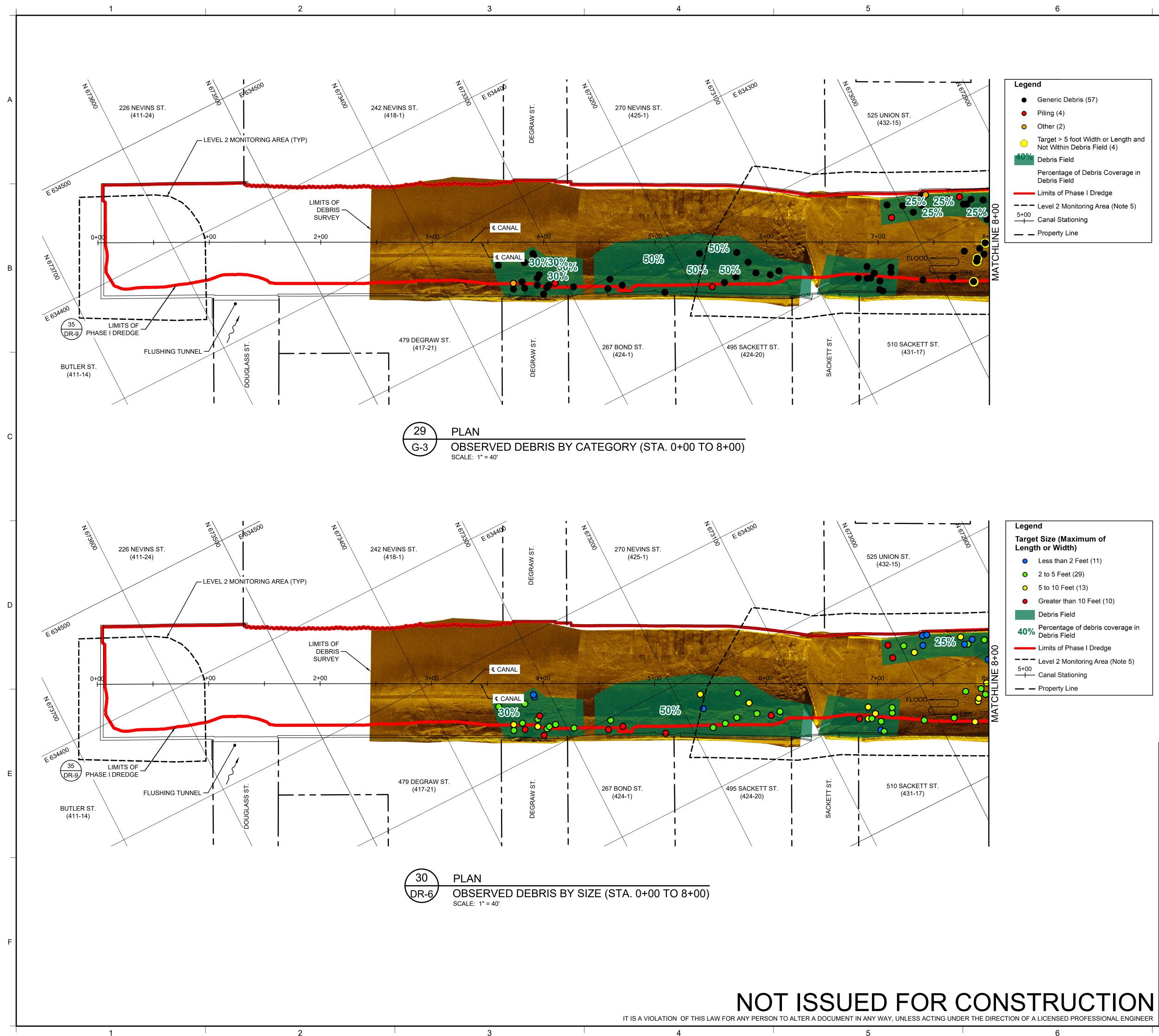


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		(INCLUDIN	NG PIPE S	LY RTA1 OUTFALLS DATA AF IZE, MATERIAL AND INVERT ITHIN THE ASSOCIATED NO	ELEVATION) IS F				G-2	
0	4.	THE BULK	(HEAD TY	PE FOR EACH PROPERTY IS	PRIMARILY BAS					
	5.			ED IN RTA1 BY KENNON SUI POGRAPHIC SURVEY EXTEN		. ,				
				THE APPROXIMATE LIMITS RVEY ARE TO BE FIELD VER		BOUNDARY BE	YOND THE K	(SS (2019)		
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					&B Eng	ineers	& Geo	ologis	sts	
				Design		of	new y	ork, p).C.	
			Group)	an aff	îliate of Ge	osyntec (Consulta	ants	
	TITLE:	EXIS	STING	BATHYMETRY	00	U U	<i></i>			
·	PROJECT:				•					
				REMEDIATION TA 100% REMI		· · ·				
	SITE:	GOV	VANUS	CANAL SUPERFU	ND SITE, BF	ROOKLYN.	NEW Y	ORK		
	TI 110 55 -				DESIGN BY:	SS	DATE:	FEBRUA	RY 2020	F
	FOR F	WING MAY NOT I PROJECT TENDE UCTION, UNLESS	ER OR	ENGINEER OF RECORD JOHN F. BEECH, Ph.D., P.E. (NY, GA)	DESIGN BY:	SRN	PROJECT NO			
				1255 ROBERTS BOULEVARD SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:		A-DR007	
JCTION		SIGNATURE			REVIEWED BY:	JAS	DRAWING NO).:		
PROFESSIONAL ENGINEER	_	DATE	_		APPROVED BY:	JFB	<u>DR-3</u>	<u>3</u> of	18	





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ELEVATION (2-FT) ARY	A10.31.16RTAREVDATE	A1 35% REMEDIAL DESIGN – DREDGING AN DEs	D TREATMENT SCRIPTION			SRN DRN	JFB APP	
NING	Cowan	us Canal B	&B Engi	neers	& Geo	logis	sts D	
		al Design	0	of	new yo	ork, p	.C.	
ERTAINING THAT THE		oup						
UATE DRAFT FOR	TITLE:	•	an affil	iate of Ge	osyntec C	onsulta	unts	
EXTENDED TO THE PPROXIMATE LIMITS OF S (2019) TOPOGRAPHIC	PROJECT:	EXISTING BATHY	ARGET AREA	(RTA) 1	A3			
	SITE: GOWAI	100% REM	EDIAL DESIG		NEW YC	RK		
			DESIGN BY:	SS	DATE:	FEBRUA	RY 2020	F
	THIS DRAWING MAY NOT BE ISS FOR PROJECT TENDER OR CONSTRUCTION, UNLESS SEAL			SRN	PROJECT NO.:			
		1255 ROBERTS BOULEVARD SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106A		
UCTION	SIGNATURE		REVIEWED BY:	JAS	DRAWING NO.:		•	
D PROFESSIONAL ENGINEER	DATE		APPROVED BY:	JFB	DR-5		18	



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4

Target > 5 foot Width or Length and Not Within Debris Field (4)

Percentage of Debris Coverage in

Limits of Phase I Dredge

---- Level 2 Monitoring Area (Note 5)

NOTES:

1. THE DEBRIS DATA PRESENTED ON THIS DRAWING WAS COLLECTED BY SEAVISION UNDERWATER SOLUTIONS, INC. IN JANUARY 2015 UTILIZING SIDESCAN SONAR. THE IDENTIFIED DEBRIS IS LOCATED NEAR THE BATHYMETRIC SURFACE. SIDESCAN SONAR CANNOT IDENTIFY BURIED DEBRIS; HOWEVER, GIVEN THE VOLUME OF DEBRIS DETECTED NEAR THE BATHYMETRIC SURFACE WITHIN THE CANAL, LARGE BURIED DEBRIS WILL LIKELY BE ENCOUNTERED AND NEED TO BE REMOVED DURING DREDGING OPERATIONS.

С

- 2. DEBRIS FIELDS ARE DEFINED BY SEAVISION AS LARGE SWATHS OF CANAL BOTTOM THAT ARE FILLED WITH DEBRIS TARGETS, SOME OF WHICH ARE NOTICEABLE IN THE IMAGERY BUT NOT PRACTICAL TO TARGET INDIVIDUALLY DUE TO THE SHEER VOLUME OF TARGETS.
- 3. (#) INDICATES THE NUMBER OF INSTANCES OF A GIVEN TARGET SIZE.
- 4. THE SIDESCAN SONAR SURVEY IS AVAILABLE ELECTRONICALLY UPON REQUEST.
- 5. LEVEL 2 ARCHAEOLOGICAL MONITORING, INCLUDING DETERMINING THE HORIZONTAL AND VERTICAL LIMITS OF SEDIMENT CATEGORIZED AS LEVEL 2 SHALL BE CONDUCTED AS DESCRIBED UNDER CULTURAL RESOURCES EVALUATION NOTES ON DRAWING G-2.

				0	40' SCALE IN FEET	80'			
E	02.28.20	RTA1 100%	REMEDIAL DES	SIGN				SRN	JFB
D	09.27.19	RTA1 90% F	REMEDIAL DESI	GN				SRN	JFB
С	11.20.17	RTA1 65% F	REMEDIAL DESI	GN				SRN	JFB
В	12.23.16	RTA1 35% F	REMEDIAL DESI	GN - CAPPING AND	ISS			SRN	JFB
А	10.31.16	RTA1 35% F	REMEDIAL DESI	GN – DREDGING AN	D TREATMENT			SRN	JFB
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			ING D	DIATION T	<i>an affi</i> AN (STA. ARGET ARE EDIAL DESI	0+00 T A (RTA)	/	Consulta	ants
TITLE: PROJECT: SITE:		EXIST	ING D	DIATION TA 100% REM	AN (STA.	0+00 T A (RTA) GN	O 8+00) 1		ants
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PROJECT: BITE: THIS DRAY FOR I	GOV WING MAY NOT E PROJECT TENDE	EXIST VANUS BE ISSUED FR OR	CANAL	DIATION TA 100% REM SUPERFU	AN (STA. ARGET ARE EDIAL DESI ND SITE, BR	0+00 T A (RTA) GN ROOKLYN	O 8+00) 1 N, NEW YC	DRK FEBRUA HPH106/	.RY 2020
PROJECT: SITE: THIS DRAY FOR I	GOV WING MAY NOT E PROJECT TENDE	EXIST VANUS BE ISSUED FR OR	CANAL	DIATION TA 100% REM SUPERFU ER OF RECORD H, Ph.D., P.E. (NY, GA) ERTS BOULEVARD UITE 200	AN (STA. ARGET ARE EDIAL DESI ND SITE, BR DESIGN BY: DRAWN BY:	0+00 T A (RTA) GN ROOKLYN SS SRN	O 8+00) 1 N, NEW YC DATE: PROJECT NO.:	DRK FEBRUA HPH106, HPH106,	IRY 2020 A



Target > 5 foot Width or Length and Not Within Debris Field (15)

50% Percentage of Debris Coverage in50% Debris Field

NOTES:

D

С

B A REV

ITLE

ROJECT

Gowanus Canal

Remedial Design

Group

- 1. THE DEBRIS DATA PRESENTED ON THIS DRAWING WAS COLLECTED BY SEAVISION UNDERWATER SOLUTIONS, INC. IN JANUARY 2015 UTILIZING SIDESCAN SONAR. THE IDENTIFIED DEBRIS IS LOCATED NEAR THE BATHYMETRIC SURFACE. SIDESCAN SONAR CANNOT IDENTIFY BURIED DEBRIS; HOWEVER, GIVEN THE VOLUME OF DEBRIS DETECTED NEAR THE BATHYMETRIC SURFACE WITHIN THE CANAL LARGE BURIED DEBRIS WILL LIKELY BE ENCOUNTERED AND NEED TO BE REMOVED DURING DREDGING OPERATIONS.
- DEBRIS FIELDS ARE DEFINED BY SEAVISION AS LARGE SWATHS OF CANAL BOTTOM THAT ARE FILLED 2. WITH DEBRIS TARGETS, SOME OF WHICH ARE NOTICEABLE IN THE IMAGERY BUT NOT PRACTICAL TO TARGET INDIVIDUALLY DUE TO THE SHEER VOLUME OF TARGETS.
- 3. (#) INDICATES THE NUMBER OF INSTANCES OF A GIVEN TARGET SIZE.
- 4. THE SIDESCAN SONAR SURVEY IS AVAILABLE ELECTRONICALLY UPON REQUEST.
- 5. LEVEL 2 ARCHAEOLOGICAL MONITORING, INCLUDING DETERMINING THE HORIZONTAL AND VERTICAL LIMITS OF SEDIMENT CATEGORIZED AS LEVEL 2 SHALL BE CONDUCTED AS DESCRIBED UNDER CULTURAL RESOURCES EVALUATION NOTES ON DRAWING G-2.
- ADDITIONAL DREDGING WITHIN THE VICINITY OF THE CARROLL ST. BRIDGE BULKHEADS SHALL BE PERFORMED AS PART OF THE BRIDGE SUPPORT PLANS COMPLETED BY GREENMAN-PEDERSON, INC. (GPI) AND TITLED "FINAL DESIGN FOR THE STABILITY DURING DREDGING FOR THE UNION STREET AND CARROLL STREET BRIDGES OVER GOWANUS CANAL" (JUNE 2019). THE GPI DREDGE AREAS SHOWN ON THIS DRAWING ARE FOR ILLUSTRATION PURPOSES ONLY. REFER TO THE DETAIL TITLED PHASE I DREDGE NEAR CARROLL ST. BRIDGE SHOWN ON DRAWING DR-18 FOR CLARITY.

	0 40' 80'		
	SCALE IN FEET		
02.28.20	RTA1 100% REMEDIAL DESIGN	SRN	JFB
09.27.19	RTA1 90% REMEDIAL DESIGN	SRN	JFB
11.20.17	RTA1 65% REMEDIAL DESIGN	SRN	JFB
12.23.16	RTA1 35% REMEDIAL DESIGN - CAPPING AND ISS	SRN	JFB
10.31.16	RTA1 35% REMEDIAL DESIGN – DREDGING AND TREATMENT	SRN	JFB
DATE	DESCRIPTION	DRN	APF
		1	

B&B Engineers & Geologists ' of new york, p.c.

an affiliate of Geosyntec Consultants

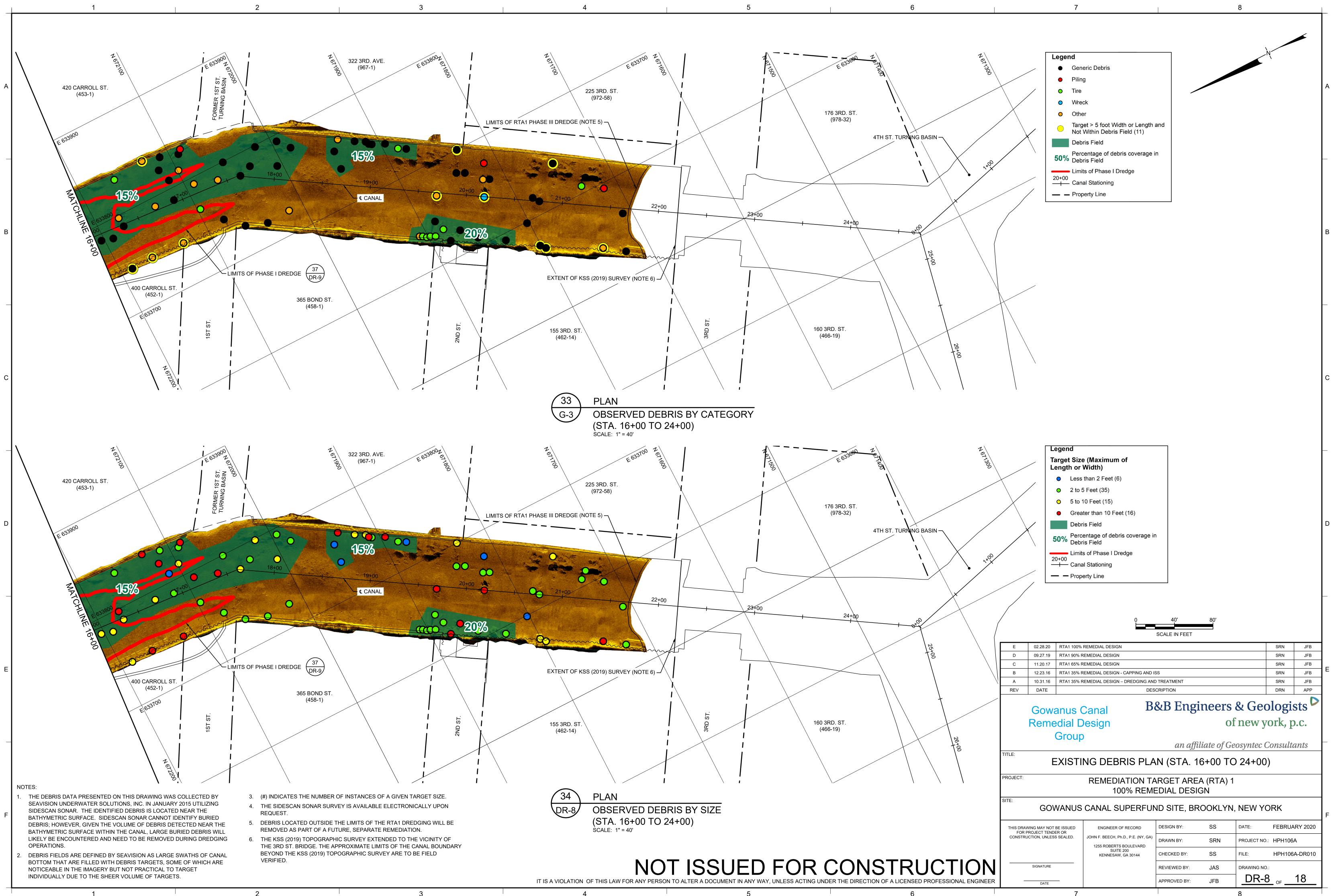
EXISTING DEBRIS PLAN (STA. 8+00 TO 16+00)

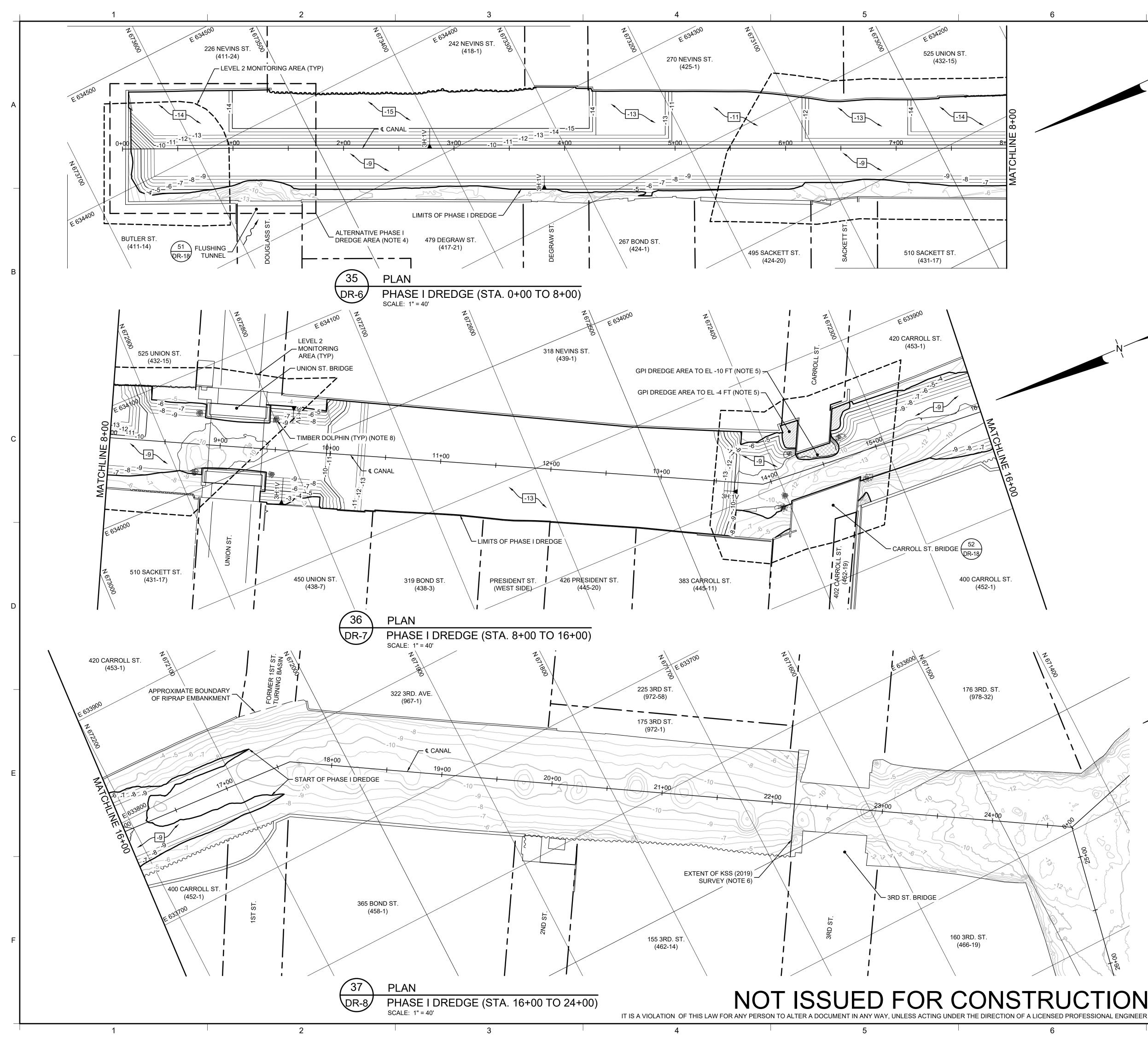
REMEDIATION TARGET AREA (RTA) 1 100% REMEDIAL DESIGN

GOWANUS CANAL SUPERFUND SITE, BROOKLYN, NEW YORK

							F
	THIS DRAWING MAY NOT BE ISSUED FOR PROJECT TENDER OR	ENGINEER OF RECORD	DESIGN BY:	SS	DATE:	FEBRUARY 2020	
	CONSTRUCTION, UNLESS SEALED.	JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BOULEVARD	DRAWN BY:	SRN	PROJECT NO.:	HPH106A	
_		SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106A-DR009	
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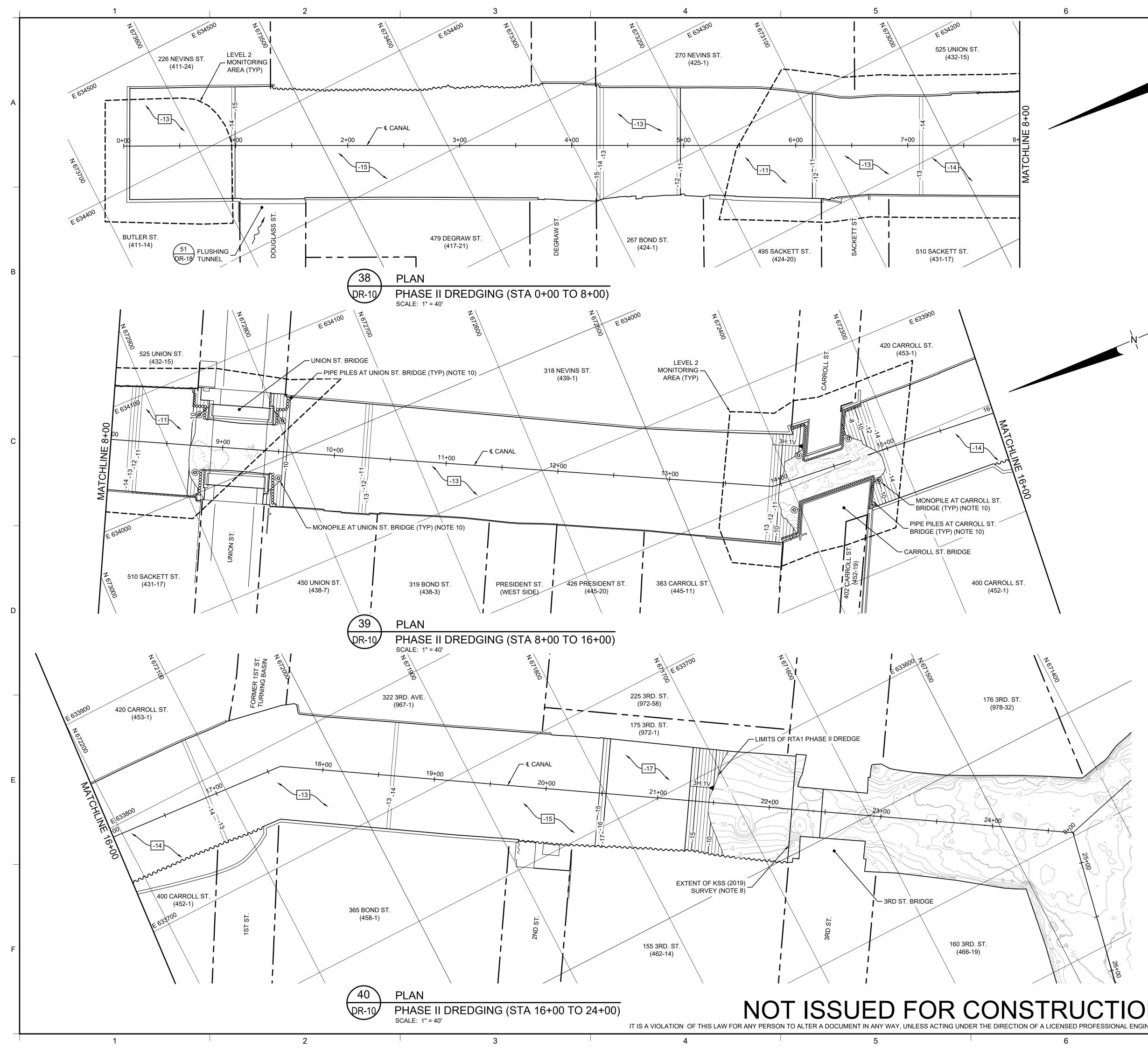




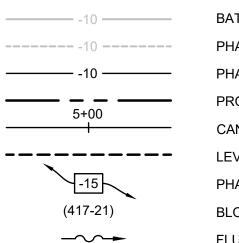




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			(417-21)	GPI D	REDGE AREA [·] REDGE AREA [·] K AND LOT			-
			(417-21)		HING TUNNEL			
		NOTES	<u>i:</u>					
		2. MC	IASE I DREDGE SLOPES ARE DNITORING OF BULKHEAD ST AND 35 20 23.13.		DREDGING IS (OUTLINED IN	SECTION	S 02 22
		3. PH ON	IASE I DREDGING WILL NOT E N THE CONTRACTOR'S AFTER APPROVED BY THE OWNER	R DREDGE SURV	EY AS OUTLIN			
		4. PH AN UF	ASE I DREDGING LIMITS AND D FLUSHING TUNNEL MAY B ON SUBMITTAL AND APPRON REDGING IN THESE AREAS.	DEPTHS AT THE	E HEAD OF TH FACILITATE BU	ILKHEAD CO	NSTRUCT	ION
		5. AE SH AN	DITIONAL DREDGING WITHIN IALL BE PERFORMED AS PAR ID TITLED "FINAL DESIGN FO	T OF THE BRIDG R THE STABILITY	E SUPPORT P	LANS COMP	LETED BY THE UNIO	GPI
		6. TH BR	REET AND CARROLL STREE E KSS (2019) TOPOGRAPHIC NDGE AS SHOWN ON THIS DF DUNDARY BEYOND THE KSS (SURVEY EXTEN AWING. THE AF	DED TO THE V PROXIMATE L	ICINITY OF T IMITS OF TH	HE 3RD S E CANAL	
		7. LE AN	VEL 2 ARCHAEOLOGICAL MC ND VERTICAL LIMITS OF SEDI SCRIBED UNDER CULTURAL	NITORING, INCL MENT CATEGOR	UDING DETER IZED AS LEVEI	MINING THE _ 2 SHALL BE	HORIZON CONDUC	TAL CTED AS
		DC BE	IE CONTRACTOR CAN ADJUS DLPHINS AND BRIDGES TO AN E REMOVED IN ACCORDANCE PI AND TITLED "FINAL DESIGN	OID DAMAGE TO WITH THE BRID) STRUCTURE GE SUPPORT	S. TIMBER D DRAWINGS (OLPHINS	ED BY
		ST 9. TH HE	REET AND CARROLL STREE E PURPOSE OF PHASE I DRE AD OF THE CANAL IS TO PRO	BRIDGES OVEF DGE FROM JUS VIDE ACCESS T	R GOWANUS C T BELOW THE O INSTALL BU	ANAL" (JUNE UNION ST. B	2019). RIDGE TO	
		10. TH ON	ROPERTIES ON THE WESTERI IE PHASE I DREDGE SURFAC NLY BE IMPLEMENTED IF BUL DE OF THE CANAL. IN THE EN	E BETWEEN CAF KHEAD WORK H	RROLL ST. AND AS BEEN COM	PLETED ON	THE WEST	ΓERN
		INS	ONTRACTOR SHALL NOTIFY T STRUCTION. IE OVERALL PURPOSE OF TH					
		INS BR AC GF	STALLATION OF PIPE PILES A RIDGES FOR BULKHEAD STAE CORDANCE WITH THE BRID REENMAN-PEDERSON, INC. (C REDGING FOR THE UNION ST ANAL" (JUNE 2019).	ND MONOPILES ILITY SUPPORT SE SUPPORT PL/ SPI) AND TITLED	AROUND UNIC THAT SHALL E ANS COMPLET "FINAL DESIGI	ON AND CARI E PERFORM ED BY N FOR THE S	ROLL ST. ED IN STABILITY	DURING
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D C	09.27.19	RTA1 100% RTA1 90% RTA1 65%	6 REMEDIAL DESIGN REMEDIAL DESIGN REMEDIAL DESIGN	IN FEET)'		SRN SRN	JFB JFB
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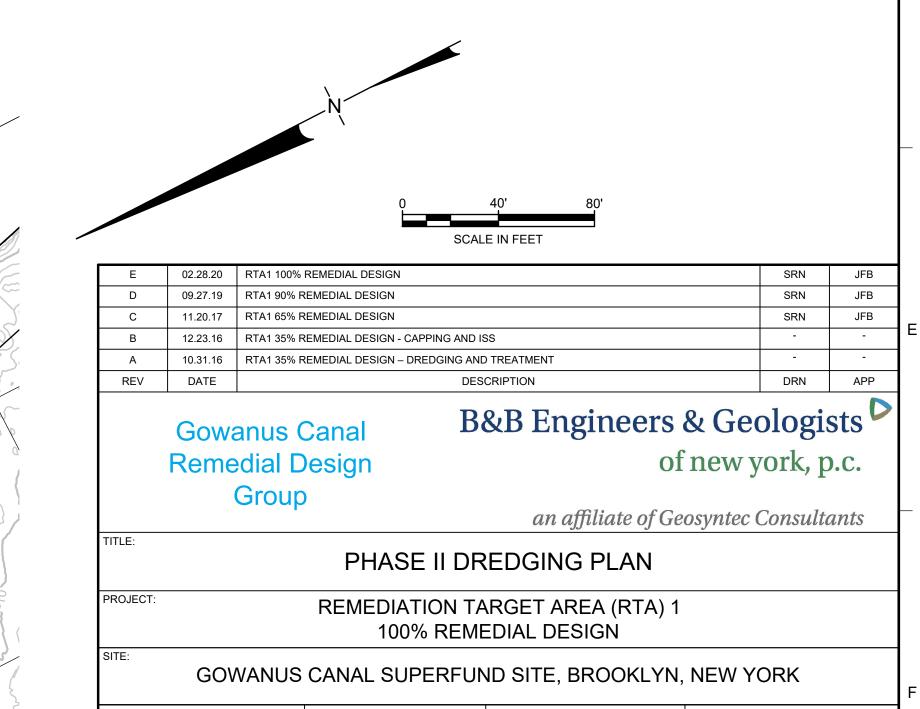


LEGEND

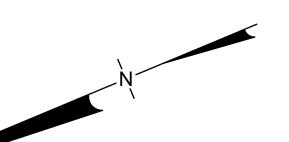
	BATHYMETRY ELEVATION (1-FT)
	PHASE I DREDGE ELEVATION
	PHASE II DREDGE ELEVATION
_	PROPERTY LINE
	CANAL STATIONING
	LEVEL 2 MONITORING AREA (NOTE 9)
	PHASE II DREDGING ELEVATION
	BLOCK AND LOT
	FLUSHING TUNNEL

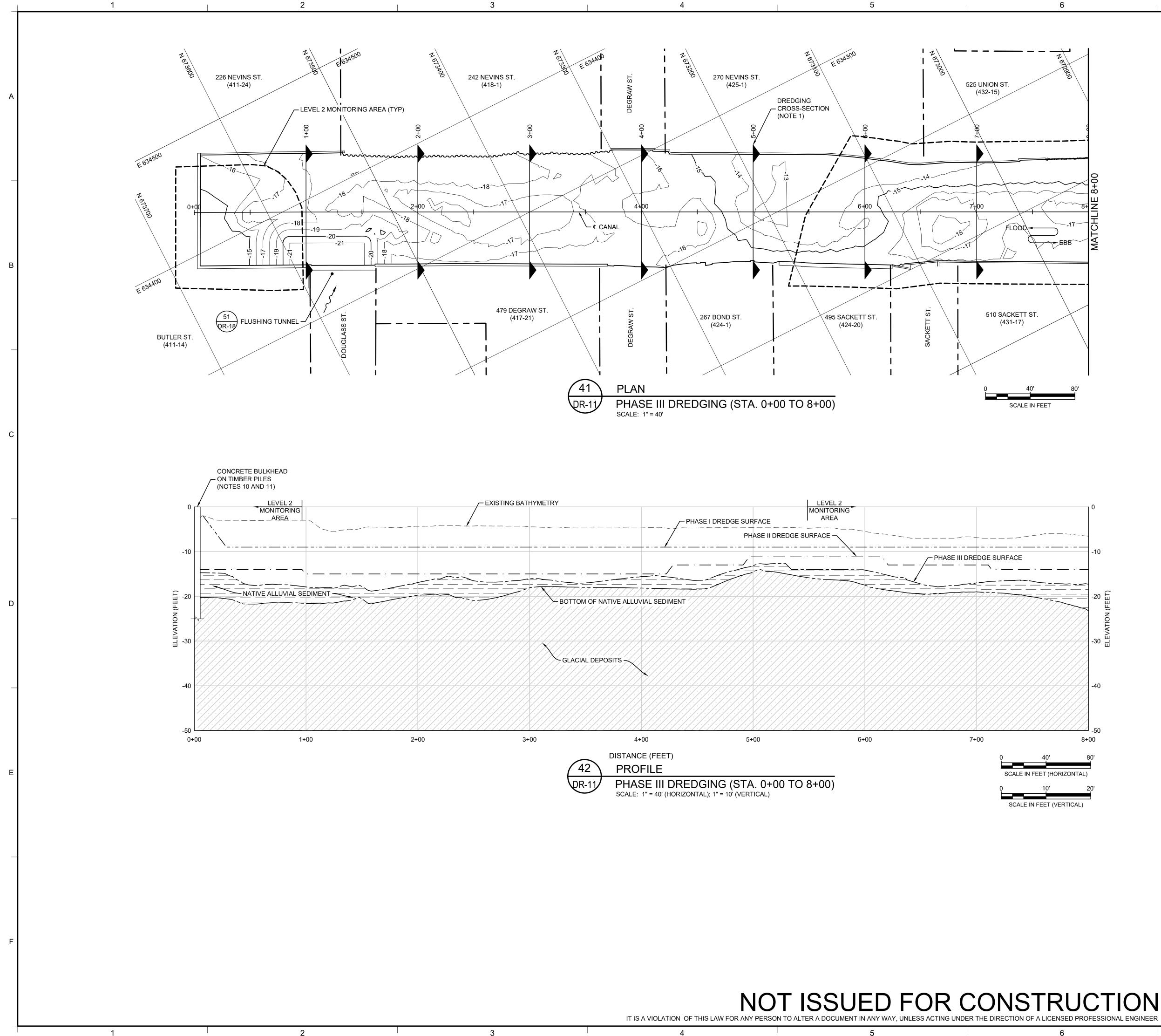
NOTES:

- 1. THE DREDGING PLAN SHOWS THE TARGET GRADE ELEVATIONS AND THE LIMITS OF DREDGING FOR PHASE II.
- 2. PHASE II DREDGE SLOPES ARE TO BE 3H:1V.
- 3. PRIOR TO PHASE II, THE CONTRACTOR SHALL FIRST DREDGE THE ENTIRE PHASE I DREDGE AS SHOWN IN DRAWING DR-9 AND COMPLETE BULKHEAD RELATED WORK OUTLINED IN SECTION 31 41 00.
- PHASE II DREDGING IS TO BE COMPLETED IN MAXIMUM 4 FT LIFTS, AS DETAILED IN 4. SECTION 35 20 23.13. 5. MONITORING OF BULKHEAD STABILITY WHILE DREDGING IS OUTLINED IN SECTIONS
- 02 22 00 AND 35 20 23.13. 6. DURING PHASE II, NO DREDGING SHALL BE COMPLETED WITHIN 25 FT FROM OR
- UNDER THE UNION ST. AND CARROLL ST. BRDIGES. 7. PHASE II DREDGING WILL NOT BE CONSIDERED COMPLETE UNTIL CLEARANCE IS
- SHOWN ON BOTH THE CONTRACTOR'S AND THIRD-PARTY SURVEYOR'S AFTER DREDGE SURVEY AS OUTLINED IN SECTION 35 20 23.13.
- 8. THE KSS (2019) TOPOGRAPHIC SURVEY EXTENDED TO THE VICINITY OF THE 3RD ST. BRIDGE AS SHOWN ON THIS DRAWING. THE APPROXIMATE LIMITS OF THE CANAL BOUNDARY BEYOND THE KSS (2019) TOPOGRAPHIC SURVEY ARE TO BE FIELD VERIFIED.
- 9. LEVEL 2 ARCHAEOLOGICAL MONITORING, INCLUDING DETERMINING THE HORIZONTAL AND VERTICAL LIMITS OF SEDIMENT CATEGORIZED AS LEVEL 2 SHALL BE CONDUCTED AS DESCRIBED UNDER CULTURAL RESOURCES EVALUATION NOTES ON DRAWING G-2.
- 10. THE DESIGN AND INSTALLATION OF PIPE PILES AND MONOPILES AROUND UNION AND CARROLL ST. BRIDGES FOR BULKHEAD STABILITY SUPPORT SHALL BE PERFORMED IN ACCORDANCE WITH THE BRIDGE SUPPORT PLANS COMPLETED BY GREENMAN-PEDERSON, INC. (GPI) AND TITLED "FINAL DESIGN FOR THE STABILITY DURING DREDGING FOR THE UNION STREET AND CARROLL STREET BRIDGES OVER GOWANUS CANAL" (JUNE 2019).
- 11. THE BULKHEADS LIMITS SHOWN ARE THE EXISTING BULKHEAD LOCATIONS. DREDGING WILL BE CONDUCTED UPTO THE BRIDGE SUPPORT AND BULKHEAD SUPPORT INSTALLED BY THE CONTRACTOR AS SHOWN IN THE GPI (2019) DRAWINGS. DREDGING WILL ALSO BE CONDUCTED UPTO ANY NEW BULKHEADS INSTALLED BY THE PROPERTY OWNERS.
- 12. THE DREDGE SURFACE BETWEEN 3RD ST. AND CARROLL ST. BRIDGES CAN ONLY BE IMPLEMENTED IF BULKHEAD WORK HAS BEEN COMPLETED ON THE EASTERN SIDE OF THE CANAL. IN THE EVENT BULKHEAD WORK HAS NOT BEEN COMPLETED THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE AND WAIT FOR FURTHER INSTRUCTION.



	THIS DRAWING MAY NOT BE ISSUED ENGINEER OF RECORD		DESIGN BY:	SS	DATE:	FEBRUARY 2020	
	CONSTRUCTION, UNLESS SEALED.	JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BLVD.,	DRAWN BY:	SRN	PROJECT NO.:	HPH106A	
		SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106A-DR021	
)N	SIGNATURE		REVIEWED BY:	JAS	DRAWING NO.:	:	
GINEER	DATE		APPROVED BY:	JFB	<u>DR-10</u>	<u>)</u> _{OF} <u>18</u>	
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		LEGEND
		PHASE III DREDGE ELEVATION
		PROPERTY LINE
	<u> </u>	CANAL STATIONING
		EXISTING BATHYMETRY
		BOTTOM OF SOFT SEDIMENT
		BOTTOM OF NATIVE ALLUVIAL SEDIMENT
		PHASE I DREDGE SURFACE
	·	PHASE II DREDGE SURFACE
		PHASE III DREDGE SURFACE
		LEVEL 2 MONITORING AREA (NOTE 12)
		SOFT SEDIMENT
		NATIVE ALLUVIAL SEDIMENT
		GLACIAL DEPOSITS
	(417-21)	BLOCK AND LOT
		FLUSHING TUNNEL
<u>NO</u>	TES:	
1.	DREDGE CROSS SECTIONS ARE PRES	ENTED ON DRAWINGS DR-15 AND DR-16.
2.	THE DREDGING PLAN SHOWS THE TAF DREDGING FOR PHASE III.	RGET GRADE ELEVATIONS AND THE LIMITS OF
3.	PHASE III DREDGE SLOPES AT THE FLU	JSHING TUNNEL ARE TO BE 6H:1V.
4.	,	R SHALL FIRST DREDGE THE ENTIRE PHASE I DREDGE K, DREDGE PHASE II, AND COMPLETE IN-SITU

- STABILIZATION. 5. PHASE III DREDGING IS TO BE COMPLETED IN MAXIMUM 4 FT LIFTS, AS DETAILED IN SECTION
- 35 20 23.13. 6. MONITORING OF BULKHEAD STABILITY WHILE DREDGING IS OUTLINED IN SECTIONS 02 22 00
- AND 35 20 23.13. 7. THE CONTRACTOR SHALL USE SLOTTED EXCAVATION AS OUTLINED IN SECTION 35 20 23.13.
- 8. AN OVERDREDGE ALLOWANCE, AS OUTLINED IN SECTION 35 20 23.13, WILL BE GIVEN TO THE CONTRACTOR. ANY SEDIMENT REMOVED BELOW THE OVERDREDGE ALLOWANCE WILL BE REMOVED AND DISPOSED AT THE EXPENSE OF THE CONTRACTOR.
- 9. PHASE III DREDGING WILL NOT BE CONSIDERED COMPLETE UNTIL CLEARANCE IS SHOWN ON BOTH THE CONTRACTOR'S AND THIRD-PARTY SURVEYOR'S AFTER DREDGE SURVEY AS OUTLINED IN SECTION 35 20 23.13.
- 10. THE HORIZONTAL LIMITS OF THE BULKHEAD SHOWN ON THIS DRAWING ARE FOR ILLUSTRATION PURPOSES ONLY.
- 11. THE TOP OF BULKHEAD ELEVATIONS ARE SHOWN AS APPROXIMATE. TOPOGRAPHIC SURVEY INFORMATION SHOWING TOP OF WALL ELEVATIONS WAS OBTAINED BY KSS IN JULY 2019 AND THIS DATA IS AVAILABLE UPON REQUEST.
- 12. LEVEL 2 ARCHAEOLOGICAL MONITORING, INCLUDING DETERMINING THE HORIZONTAL AND VERTICAL LIMITS OF SEDIMENT CATEGORIZED AS LEVEL 2 SHALL BE CONDUCTED AS DESCRIBED UNDER CULTURAL RESOURCES EVALUATION NOTES ON DRAWING G-2

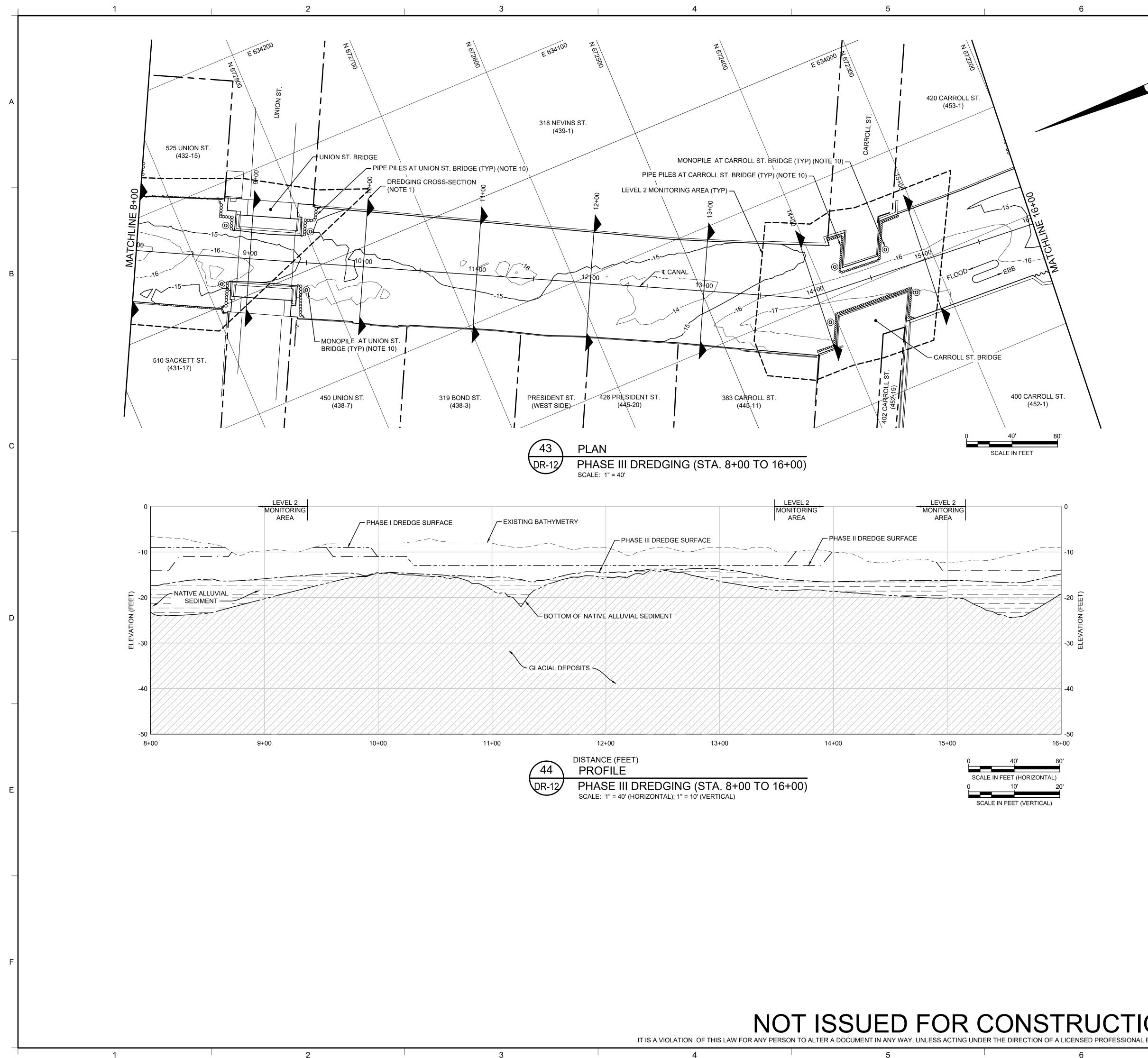
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E	02.28.20	2.28.20 RTA1 100% REMEDIAL DESIGN SRN JFB						
D	09.27.19	RTA1 90% REMEDIAL DESIGN	RTA1 90% REMEDIAL DESIGN SRN JFB					
С	11.20.17	RTA1 65% REMEDIAL DESIGN	RTA1 65% REMEDIAL DESIGN SRN JFB					
В	12.23.16	RTA1 35% REMEDIAL DESIGN - (RTA1 35% REMEDIAL DESIGN - CAPPING AND ISS					
А	10.31.16	RTA1 35% REMEDIAL DESIGN -	DREDGING AND TREATMENT	-	-			
REV	DATE		DESCRIPTION	DRN	APP			
	Reme	anus Canal edial Design Group	B&B Engineers & Geo of new y an affiliate of Geosyntec	york, p).C.			
TITLE:	PHASE III DREDGING PLAN (STA. 0+00 TO 8+00)							
PROJECT:						1		

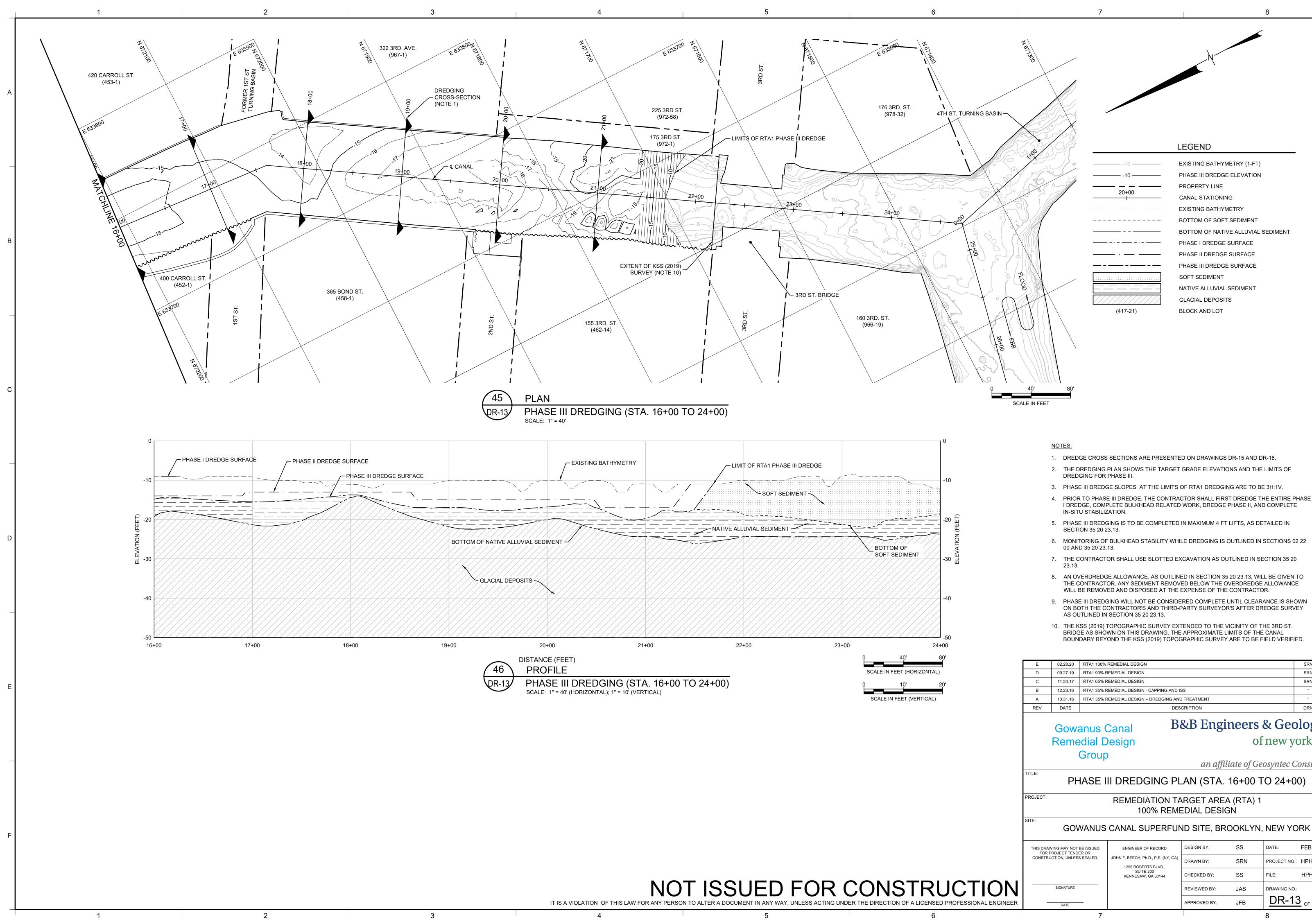
REMEDIATION TARGET AREA (RTA) 1 100% REMEDIAL DESIGN

GOWANUS CANAL SUPERFUND SITE, BROOKLYN, NEW YORK

			·	,			F
	THIS DRAWING MAY NOT BE ISSUED FOR PROJECT TENDER OR	ENGINEER OF RECORD	DESIGN BY:	SS	DATE: FEBRUARY 2020		
	CONSTRUCTION, UNLESS SEALED.	JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BLVD.,	DRAWN BY:	SRN	PROJECT NO.:	HPH106A	
_		SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106A-DR036	
	SIGNATURE		REVIEWED BY:	JAS	DRAWING NO .:		
ĒR	DATE		APPROVED BY:	JFB	<u>DR-11</u>	_ OF18	



	_		LEGEND			
		-16	PHASE III DREDGE E	ELEVATION		
	_	10+00	PROPERTY LINE CANAL STATIONING			
			EXISTING BATHYME			
			BOTTOM OF SOFT S BOTTOM OF NATIVE	EDIMENT ALLUVIAL SEDIMENT	г	
			PHASE I DREDGE SU PHASE II DREDGE S			
			PHASE III DREDGE S			
			LEVEL 2 MONITORIN SOFT SEDIMENT	IG AREA (NOTE 9)		
			NATIVE ALLUVIAL SI	EDIMENT		
		(417-21)	GLACIAL DEPOSITS BLOCK AND LOT			
		. ,				
<u>NOTE:</u> 1. D		TIONS ARE PRESENTED	ON DRAWINGS DR-15 AI	ND DR-16.		
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3. P	RIOR TO PHASE III, T	THE CONTRACTOR SHALL			,	
4. P		IS TO BE COMPLETED IN				
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		HALL USE SLOTTED EXC	AVATION AS OUTLINED	IN SECTION 35 20 23.	13.	
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B&B Engineers & Geologists Þ of new york, p.c.

an affiliate of Geosyntec Consultants

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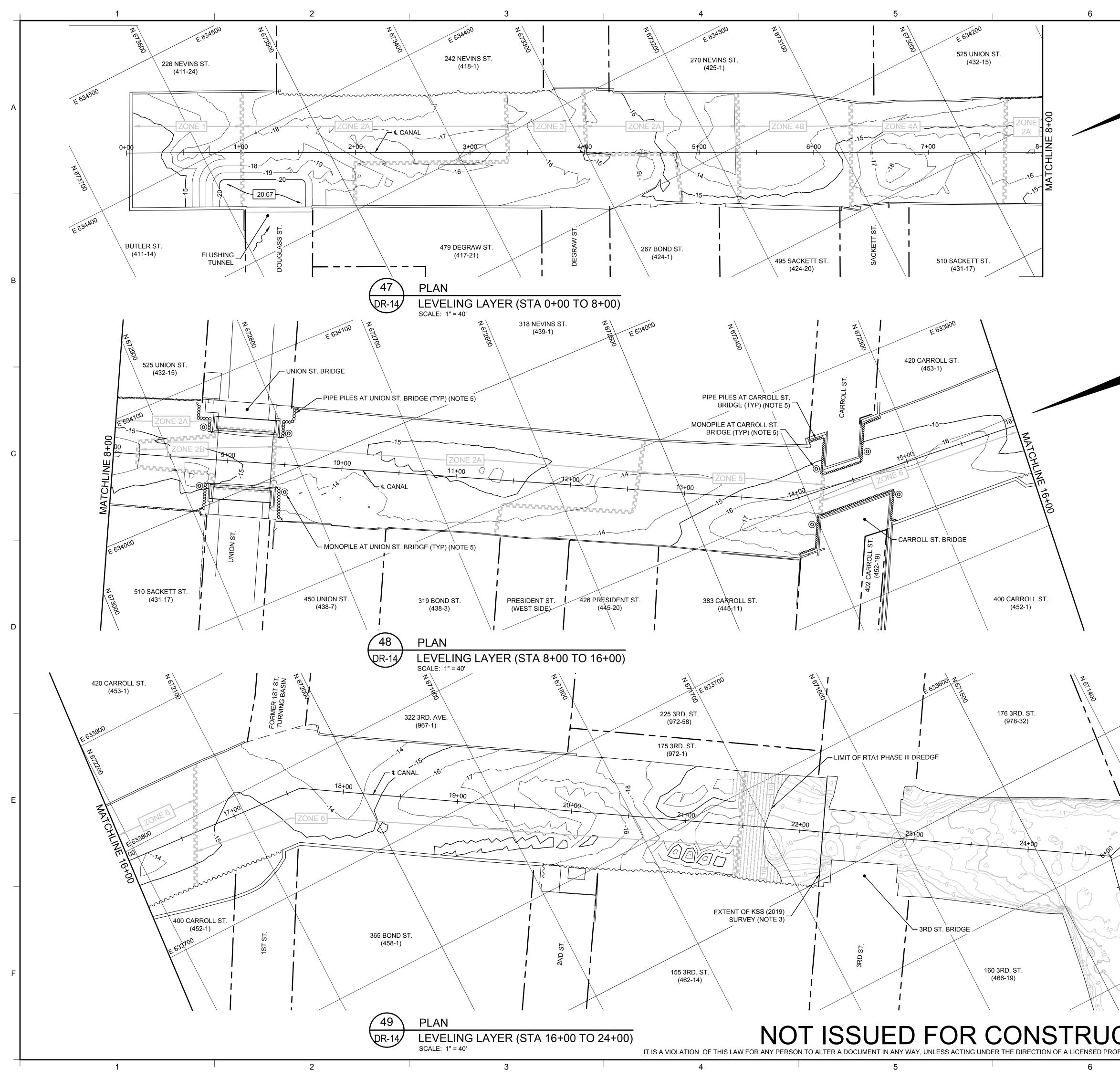
APP

PHASE III DREDGING PLAN (STA. 16+00 TO 24+00)

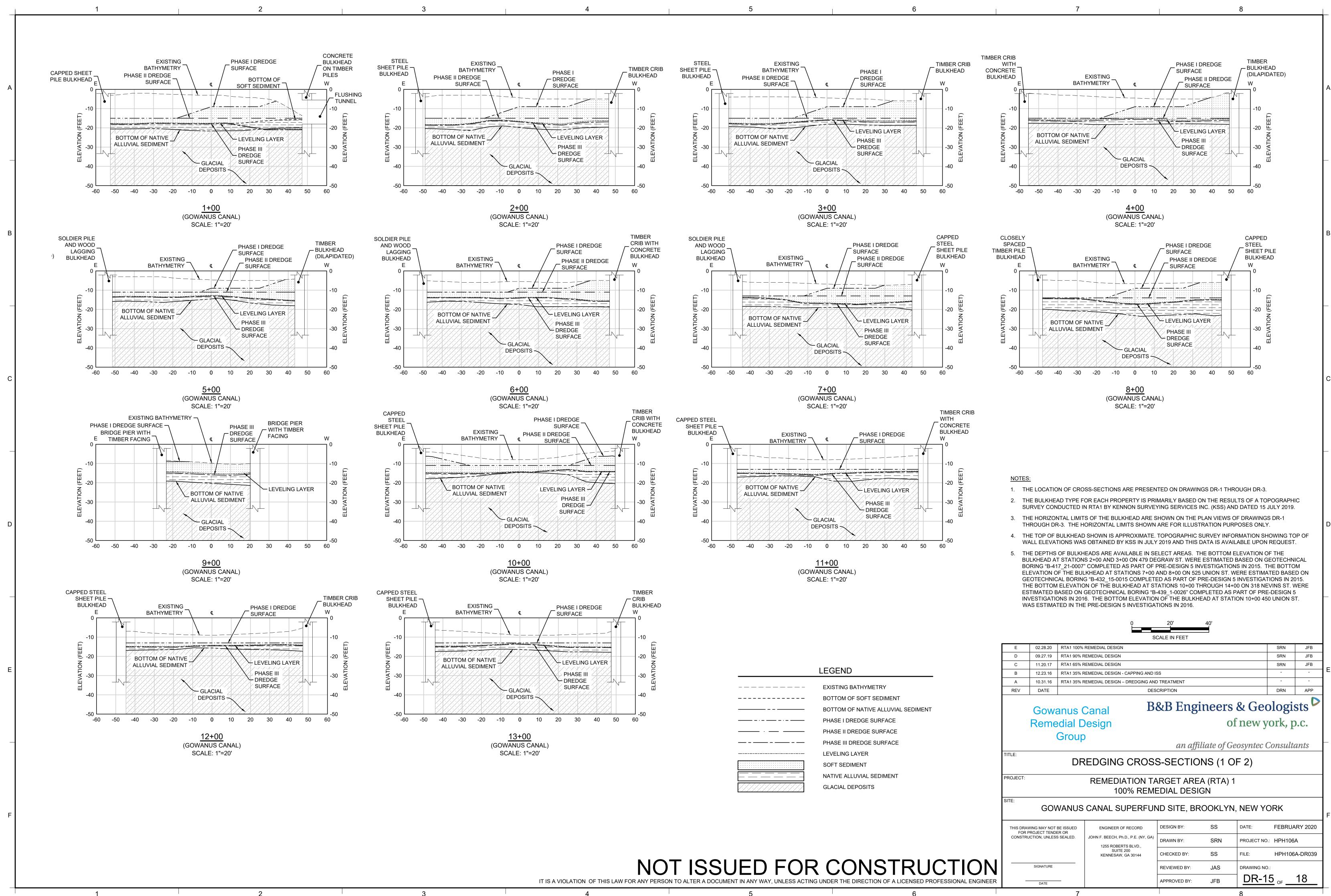
REMEDIATION TARGET AREA (RTA) 1

GOWANUS CANAL SUPERFUND SITE, BROOKLYN, NEW YORK

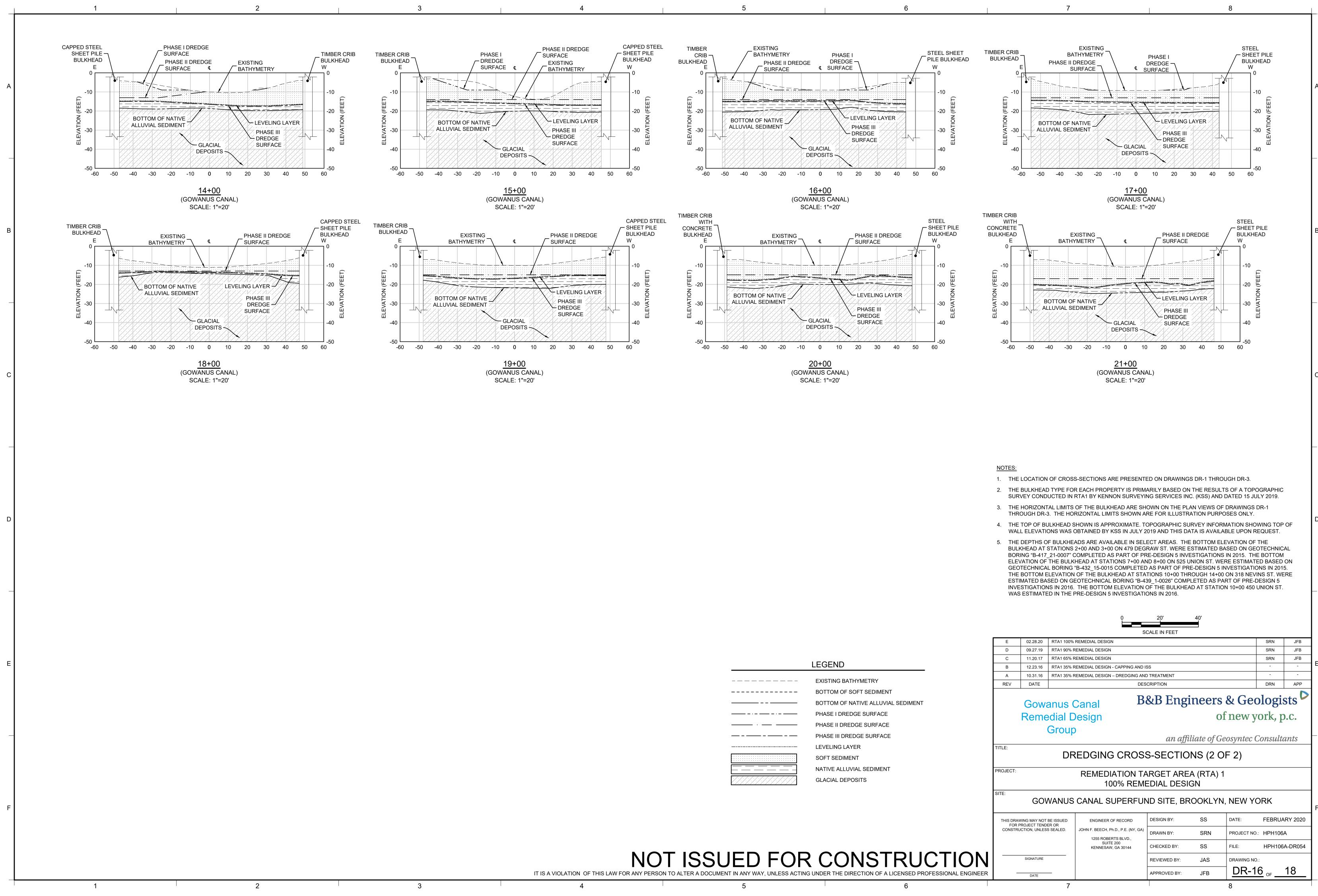
						F
	THIS DRAWING MAY NOT BE ISSUED FOR PROJECT TENDER OR	ENGINEER OF RECORD	DESIGN BY:	SS	DATE: FEBRUARY 2020]
	CONSTRUCTION, UNLESS SEALED.	JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BLVD., SUITE 200 KENNESAW, GA 30144	DRAWN BY:	SRN	PROJECT NO.: HPH106A	
_			CHECKED BY:	SS	FILE: HPH106A-DR038	
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ER	DATE		APPROVED BY:	JFB	<u>DR-13</u> ₀ _₣ 18	



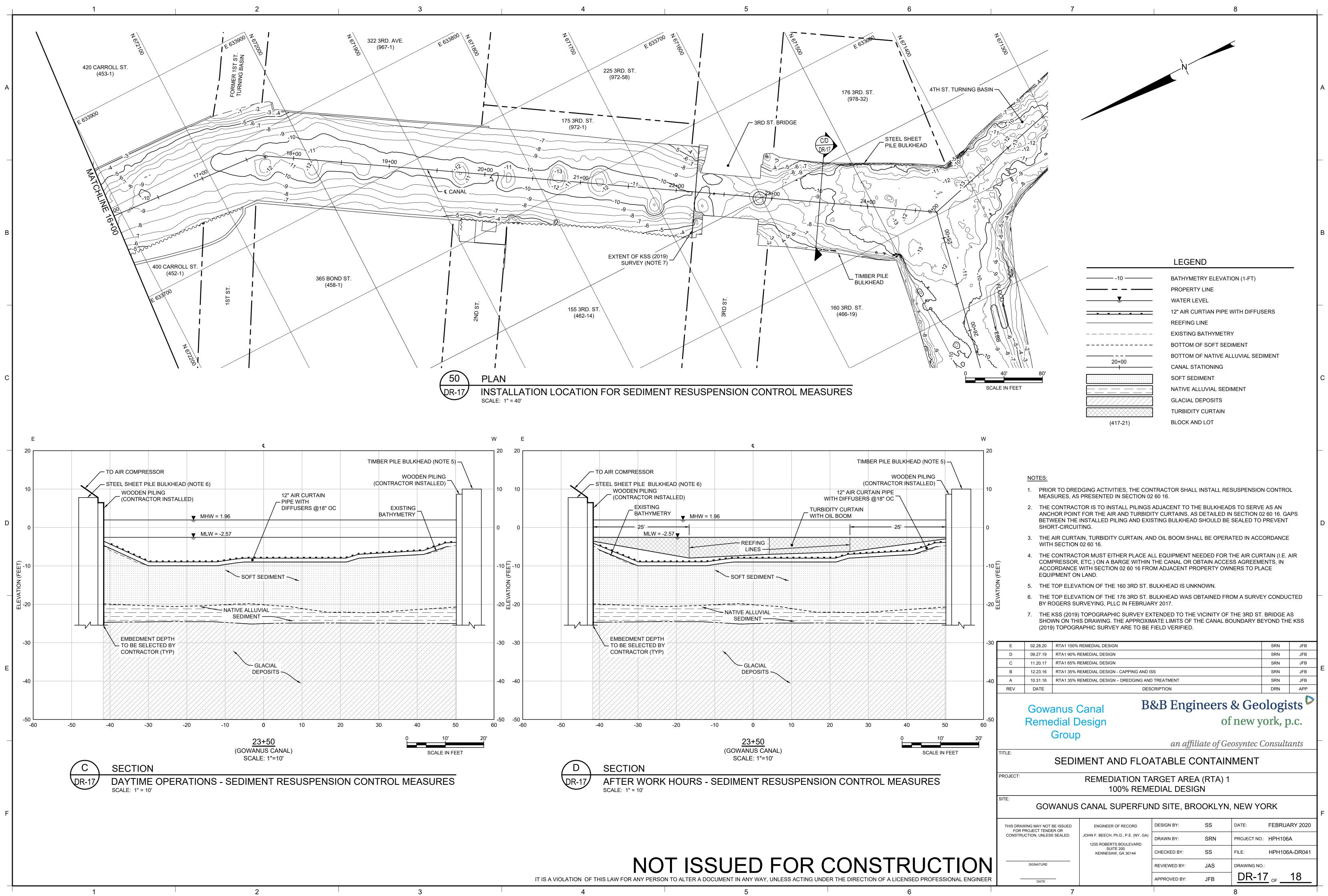
					LEGI	END			
					BATH PHAS TOP (PROF CANA	YMETRY ELEV E III DREDGE E OF LEVELING L PERTY LINE AL STATIONING TREATMENT ZO	ELEVATION AYER (1-FT	(1-FT)) (NOTE 1)	-
				(417-21)	ZONE		AYER ZONE	S IN RTA1	
N				0 -		K AND LOT HING TUNNEL			
			2. 1 F F 3. 1 E	THE PROPOSED TOP ELEVA WILL VARY BASED ON THE D SURFACE ACHIEVED IN THE THE ENGINEERED LEVELING MINIMUM AND MAXIMUM THI PLACED IN ZONES 2B AND 3. THICKNESS OF 4 IN. AND A M RESPECTIVELY SHALL BE PL ZONES 1, 2A, 4A, 4B, 5, 6 AND PROVIDED IN SECTION 35 20 THE KSS (2019) TOPOGRAPH BRIDGE AS SHOWN ON THIS	DEPTH OF THE U FIELD. CKNESS OF 6 IN THE SAND LEV MINIMUM AND MA ACED IN THE RE 0 7). SPECIFICAT 23.13. IIC SURVEY EXT DRAWING. THE	NDERLYING PH TYPICAL THICK . AND 10 IN., RE ELING LAYER N XIMUM THICKI MAINING ZONI FIONS FOR THE ENDED TO THE APPROXIMATE	ASE III DRE SPECTIVEI WITH A TYPI NESS OF 3 I ES WITHIN F LEVELING	EDGE IN. AND A LY SHALL E ICAL N. AND 6 II RTA1 (I.E. LAYER AR DF THE 3RE THE CANA	BE N., RE D ST.
			4. 7 7 5. 7 6 6	BOUNDARY BEYOND THE KS VERIFIED. THE TIE-IN SLOPE AT TRANS THICKNESSES WILL BE A MA MAY RESULT IN FLATTER SL THE LEVELING LAYER SURFA THE DESIGN AND INSTALLAT AND CARROLL ST. BRIDGES PERFORMED IN ACCORDANC GREENMAN-PEDERSON, INC DURING DREDGING FOR THE GOWANUS CANAL" (JUNE 20	TION BOUNDAR XIMUM OF 4H:1V OPES, WHICH IS ACE AT THE FLU TION OF PIPE PIL FOR BULKHEAD CE WITH THE BR (GPI) AND TITLI UNION STREET	LIES OF DIFFEF /. THE ANGLE ACCEPTABLE SHING TUNNE ES AND MONC STABILITY SU IDGE SUPPOR ED "FINAL DES	RENT LEVEL OF REPOSE THE SIDE WILL BE A PPILES AROU PPORT SHA T PLANS CC IGN FOR TH	ING LAYEF OF MATE SLOPES O T 6H:1V. UND UNIOF LL BE DMPLETED IE STABILI	RIAL F N BY TY
				0 SCAL	40' 8 E IN FEET	30' 			
	E D	02.28.20		REMEDIAL DESIGN				SRN SRN	JFB JFB
AL N2	C B	11.20.17 12.23.16		REMEDIAL DESIGN REMEDIAL DESIGN - CAPPING AND IS	68			SRN -	JFB -
25+400	A REV	10.31.16 DATE Gowa Reme	RTA1 35% F	remedial design - dredging and des Canal Design	CRIPTION		new y	ork, p).C.
- 1	TITLE:					۲			
				REMEDIATION TA 100% REME		· · ·			
the second	SITE:	GOV	VANUS	CANAL SUPERFUI	ND SITE, BF	ROOKLYN,	NEW Y	ORK	
26+00 26+00	FOR F	WING MAY NOT PROJECT TENDI JCTION, UNLES	ER OR	ENGINEER OF RECORD JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BOULEVARD SUITE 200 KENNESAW, GA 30144	DESIGN BY: DRAWN BY: CHECKED BY:	SS SRN SS	DATE: PROJECT NO FILE:	HPH106	ARY 2020 A A-DR061
CTION		SIGNATURE			REVIEWED BY:	JAS	DRAWING NC		12
ESSIONAL ENGINEER	-	DATE	- 7		APPROVED BY:	JFB	<u>DR-1</u> 8	₩ OF	18

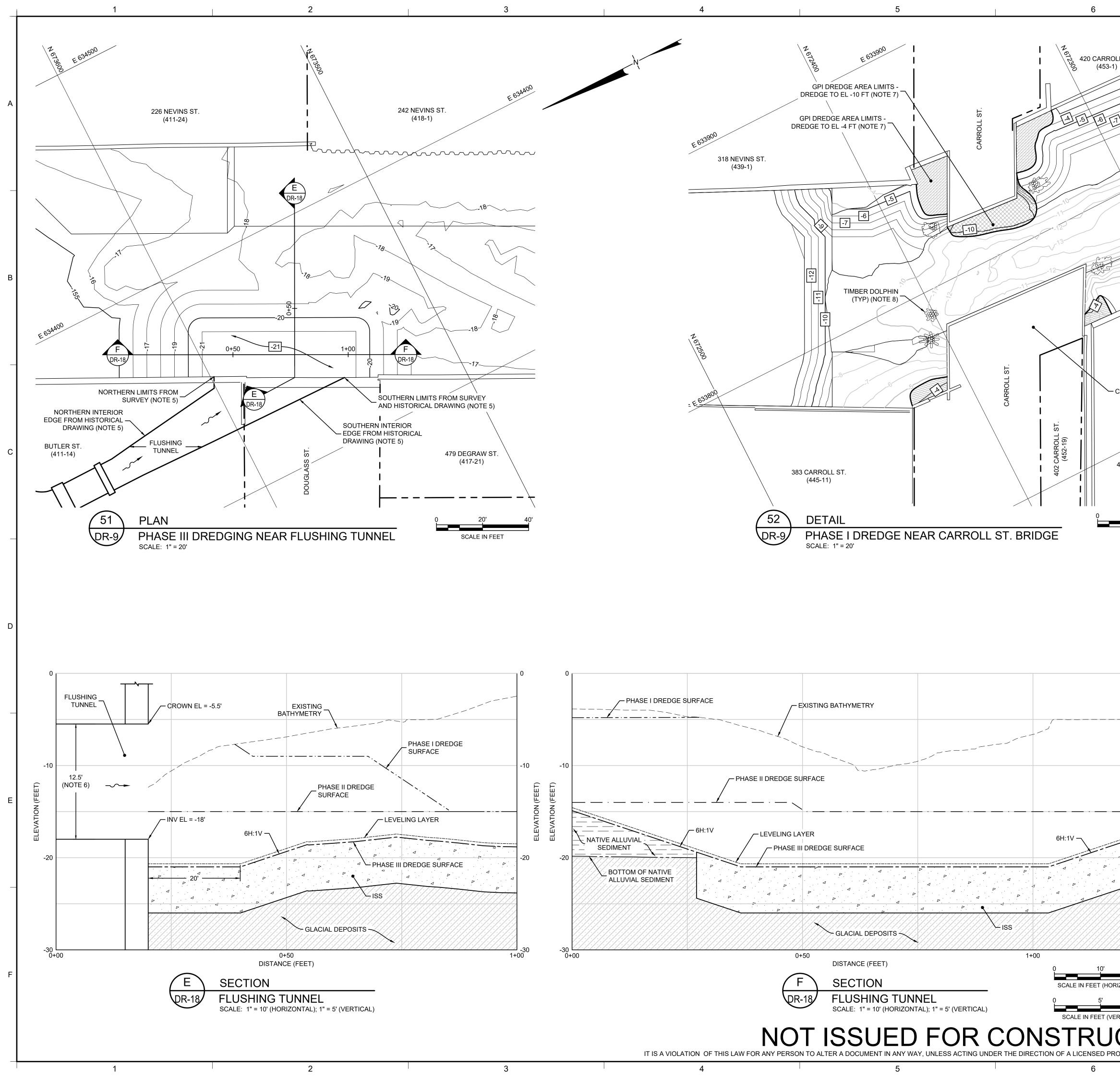




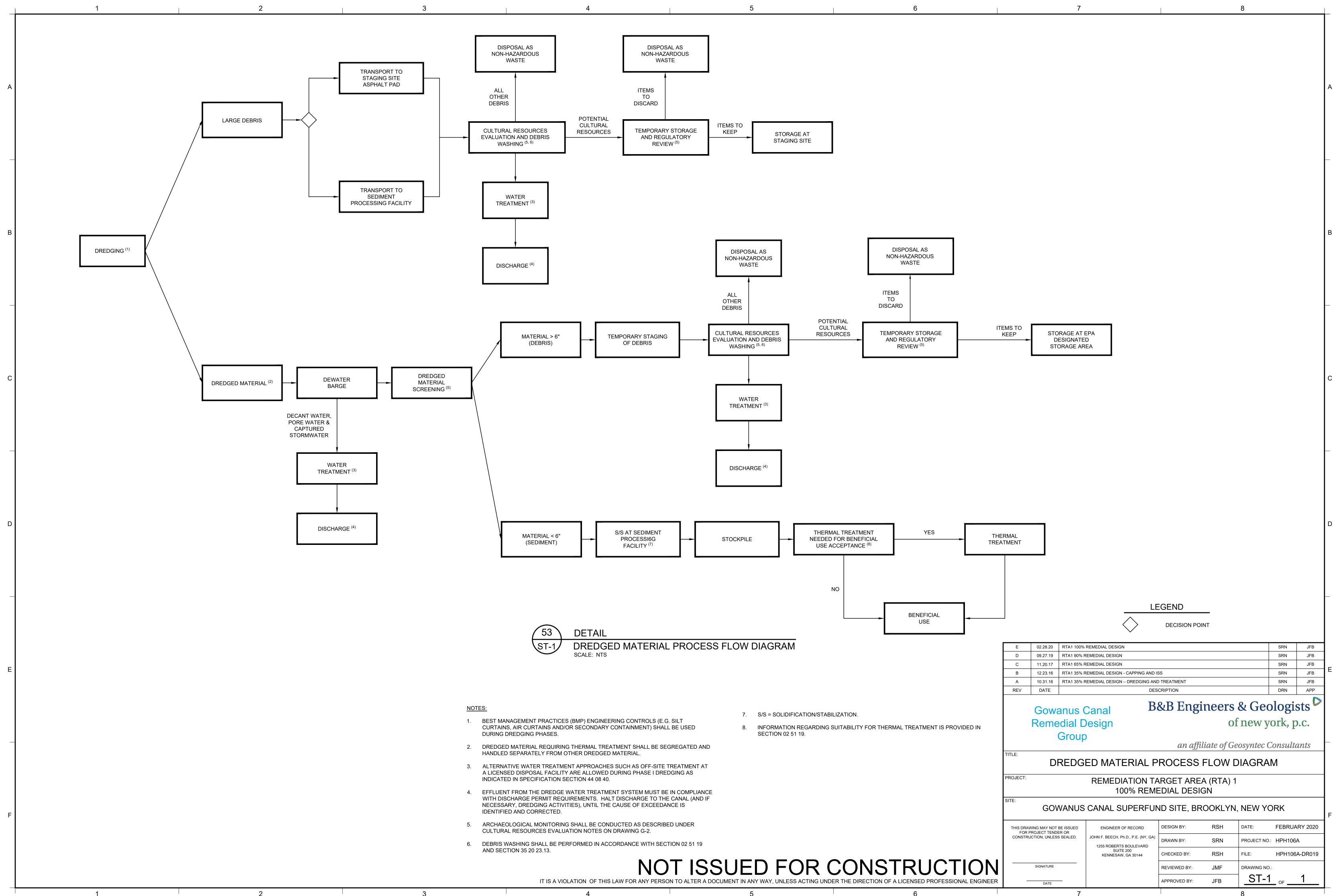


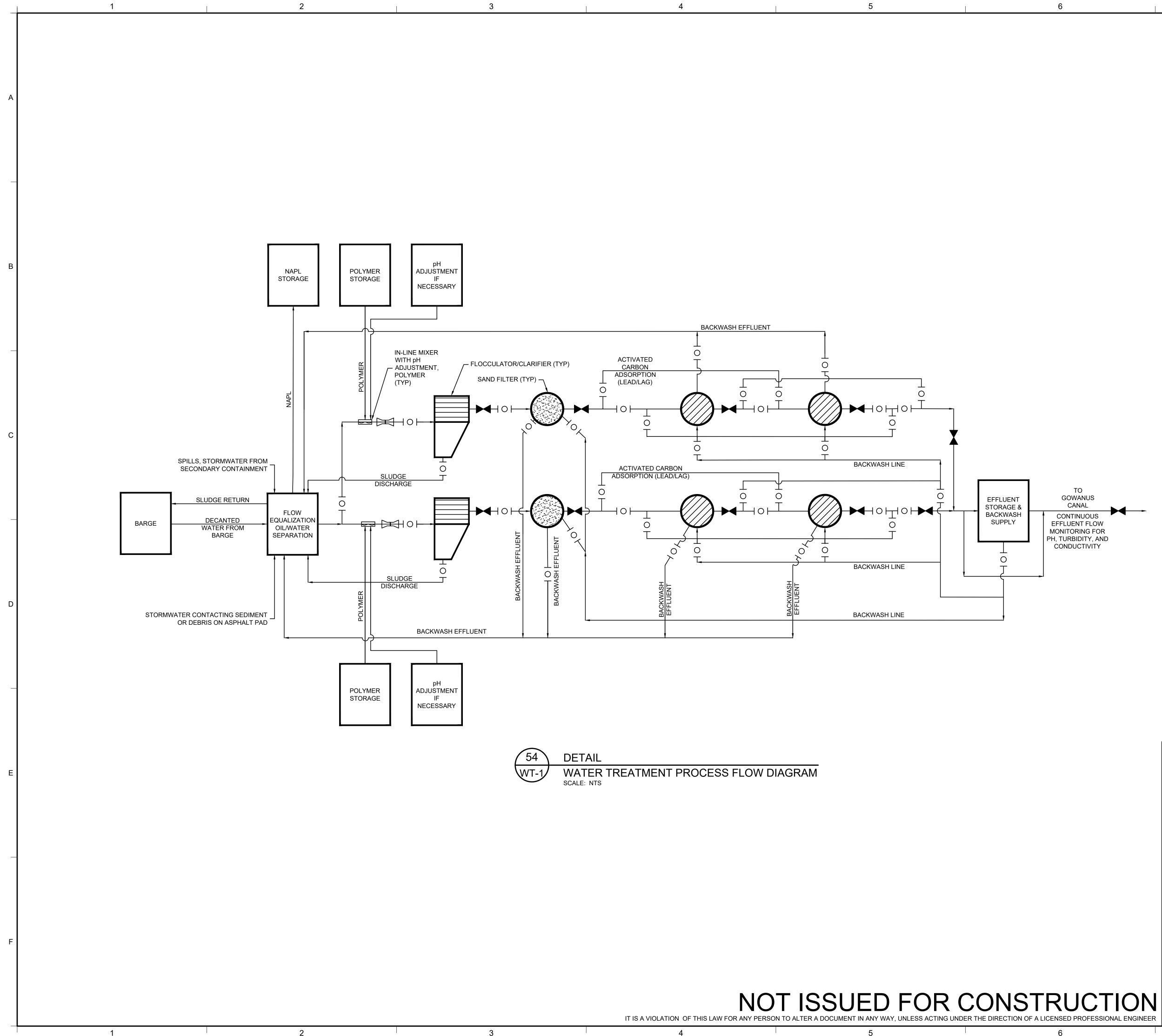
	LEGEND
	EXISTING BATHYMETRY
	BOTTOM OF SOFT SEDIMENT
	BOTTOM OF NATIVE ALLUVIAL SEDIN
	PHASE I DREDGE SURFACE
·	PHASE II DREDGE SURFACE
	PHASE III DREDGE SURFACE
	LEVELING LAYER
	SOFT SEDIMENT
	NATIVE ALLUVIAL SEDIMENT
	GLACIAL DEPOSITS





ROLL ST.			Ņ								
3-1)											
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[7] [8] [7]						EGEND			-		
				-10	-	BATHYMETRY E	LEVATION (1-FT)			
					-	PHASE I DREDG					
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					-	EXISTING BATHY	(METRY				
					-	BOTTOM OF NAT	FIVE ALLUVI	AL SEDIMENT			
13/2-11-10=					-	PHASE I DREDG					
.9			_		-	PHASE III DREDO					
2-7-8					-	LEVELING LAYE	२				
-5-0				*****		DREDGE TO ELE					В
						DREDGE TO ELE					
			[.]. [.].			GLACIAL DEPOS					
			· P]	ISS					
				(417.21)		PHASE III DRED					
				(417-21)		PROPERTY BLO					
- CARROLL ST. BRIDGE											
	NOTES:	<u>_</u>									
				IONS AND BULKHEAD A TOPOGRAPHIC SUI						ATIONS)	
		-	_	RFACE IN RTA1 WAS C						FROM	
400 CARROLL ST.	TH	E CANAL (A	PPROXIM	EYS CONDUCTED BY: (ATELY 300 FT FROM T							С
(452-1)				DER OF RTA1. BASED ON NAVD88. T			OVOTEM CO				
				IE (3101). HORIZONTAI				JRRESPONDS	IO NEW I	UKK	
20' 40'	NA	TIVE ALLU\	/IAL) AND	RAPHY DATA AT THE I BOTTOM OF NATIVE A	ALLUVI.	AL (OR TOP OF G	LACIAL DEF	OSITS) WAS E	STABLISH		
				NT CORES COLLECTE PD-8 AND PD-18).	ED BY E	3&B IN 2015, 2017	AND 2018 E	URING PRE-D	ESIGN		
SCALE IN FEET	-	-	-	SHING TUNNEL WERE LLC ON 29 MAY 2019 ('		-			-		
	TH	e improve	MENT OF	THE SANITARY COND AID ONTO THE FLUSH	ITION	OF GOWANUS CA	NAL" DATE	D 11 OCTOBEF	R 1905 ("HI	STORICAL	
	PR	OPERTÝ BO	DUNDARY	AND THE BOUNDARY	OF TH	E CANAL (I.E., BU	LKHEAD AL	ONG THE CAN	AL). THE		
	ED	GE OF THE	FLUSHING	G TUNNEL FROM THE OF WHERE THE FLUS	SURVE	EY MATCHED THE	HISTORIC	AL DRAWING.	FROM THE	E SURVEY,	
			-	NORTH OF THE LIMITS		-		-	-		
				RN INTERIOR EDGE OF ON HISTORICAL DRAV		LUSHING TUNNE	EL COULD N	OT BE VERIFIE	D FROM 1	ΓHE	D
			-	H NYCDEP ON 16 MAY IVERT IS -19.34 FT BR(-		
	TH	E HISTORIO	CAL DRAW	APPROX. = -17.6 FT-N	S THE	INVERT AT THE C	ISCHARGE	POINT INTO TI	HE CANAL	IS AT -19	
0	PUI	RPOSES OI	F FLUSHIN	IG TUNNEL DETAILS C , HOWEVER, THESE S	ον τηιέ	DRAWING, THE	INVERT IS F				
					-			-		-	
	FO		BILITY DU	PLANS COMPLETED B RING DREDGING FOR			, , , , , , , , , , , , , , , , , , ,	/			
			,	AE 2019). I ADJUST THE PHASE	I DRED	GE SURFACE NE	AR TIMBER	DOLPHINS AN	ID BRIDGE	S TO	
				RUCTURES. TIMBER D							
	FOI	R THE UNIC	ON STREE	T AND CARROLL STRE	EET BR	IDGES OVER GO	WANUS CAN	NAL" (JUNE 201	9).		
-10	E	02.28.20	RTA1 100%	REMEDIAL DESIGN					SRN	JFB	
EET)	D C	09.27.19 11.20.17		REMEDIAL DESIGN					SRN -	JFB -	
ELEVATION (FEET)	В	12.23.16	RTA1 35% I	REMEDIAL DESIGN - CAPPIN					-	-	Е
VATIC	A REV	10.31.16 DATE	RTA1 35% I	REMEDIAL DESIGN – DREDG		O TREATMENT CRIPTION			- DRN	- APP	
ELE			<u> </u>	<u> </u>	R	&B Engi	neero	& Gor		ste D	
-20				Canal				of new y			
P			-	Design			C	n new y	υι κ , [
			Group	J		an affi	liate of G	Geosyntec (Consult	ants	
	TITLE:			DR				•			
				DR							
	PROJECT:						. ,	1			
-30 1+25	SITE:			100% F		EDIAL DESIG	אוכ				
20'		GOV	VANUS	CANAL SUPE	RFUI	ND SITE, BR	OOKLY	N, NEW Y	ORK		F
ORIZONTAL)				ENGINEER OF RECOR	D	DESIGN BY:	SS	DATE:	FEBRUA	ARY 2020	
10'		PROJECT TENDE		JOHN F. BEECH, Ph.D., P.E. (DRAWN BY:	SRN	PROJECT NO.	: HPH106	A	
VERTICAL)				1255 ROBERTS BLVD. SUITE 200 KENNESAW, GA 3014		CHECKED BY:	SS	FILE:	HPH106	A-DR067	
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PROFESSIONAL ENGINEER	-	DATE	_			APPROVED BY:	JFB		8 _{of}	18	
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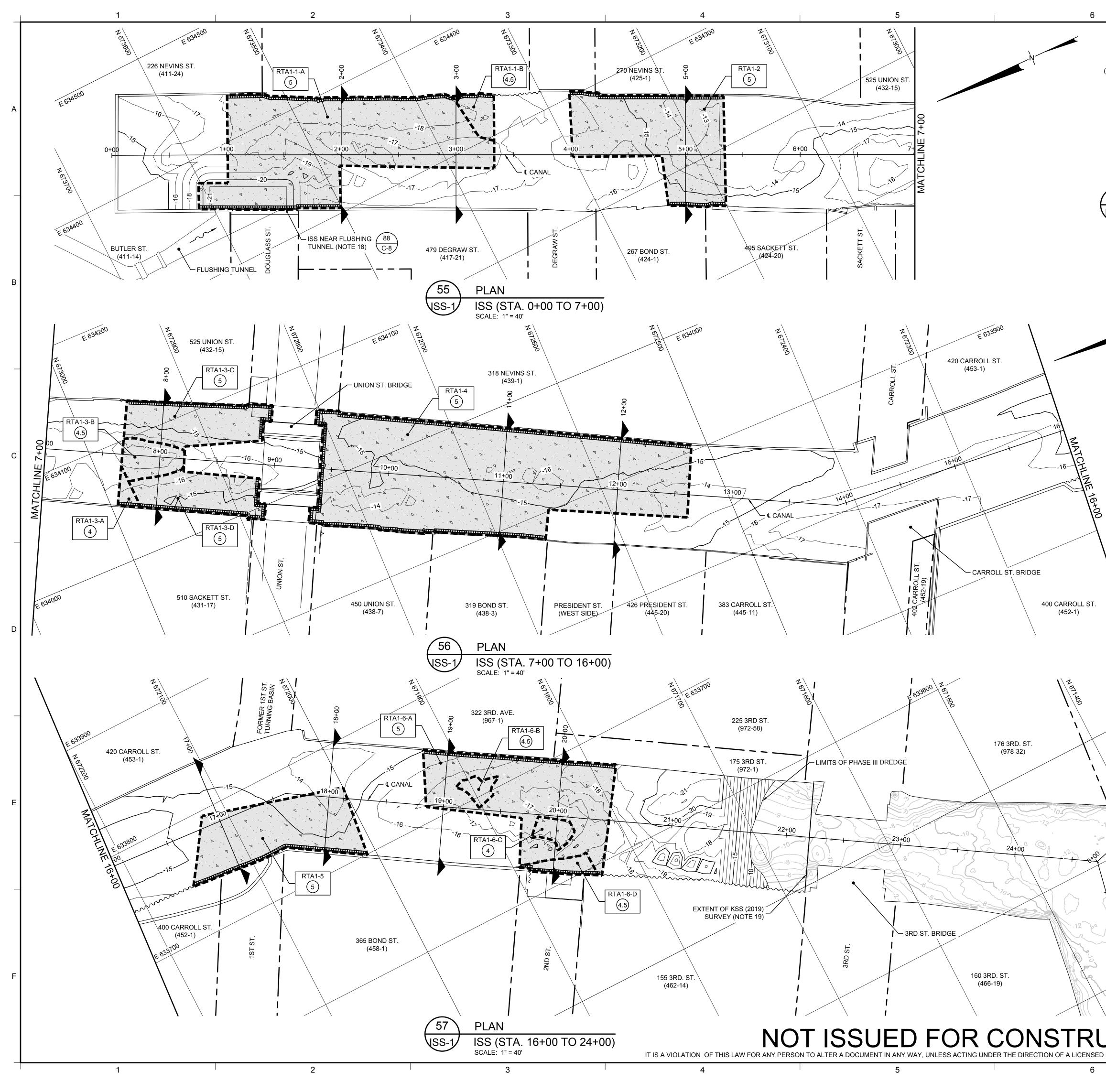
LEGEND 01 BALL VALVE **PIPING / FLOW DIRECTION** ----- \bowtie FLOW METER IN-LINE MIXER SAMPLING VALVE FLOCCULATOR/CLARIFIER SAND FILTER ACTIVATED CARBON FILTER NOTES: 1. DURING PHASE I DREDGING, REDUNDANT TREATMENT TRAINS ARE NOT REQUIRED. THE CONTRACTOR MAY ELECT TO USE ALTERNATIVE WATER TREATMENT PROCESSES (I.E., OFFSITE TREATMENT AT A LICENSED DISPOSAL FACILITY) DURING PHASE I DREDGING IN ACCORDANCE WITH

2. THE DRAWINGS AND SPECIFICATIONS DESCRIBE THE MINIMUM DESIGN CRITERIA AND WATER TREATMENT UNIT OPERATIONS TO BE PROVIDED. THE CONTRACTOR SHALL PROVIDE THE PROCESSES NECESSARY TO MEET EFFLUENT STANDARDS LISTED IN SECTION 44 08 40 BASED ON THE EQUIPMENT, PRODUCTION RATES, AND DREDGING MEANS AND METHODS TO BE USED.

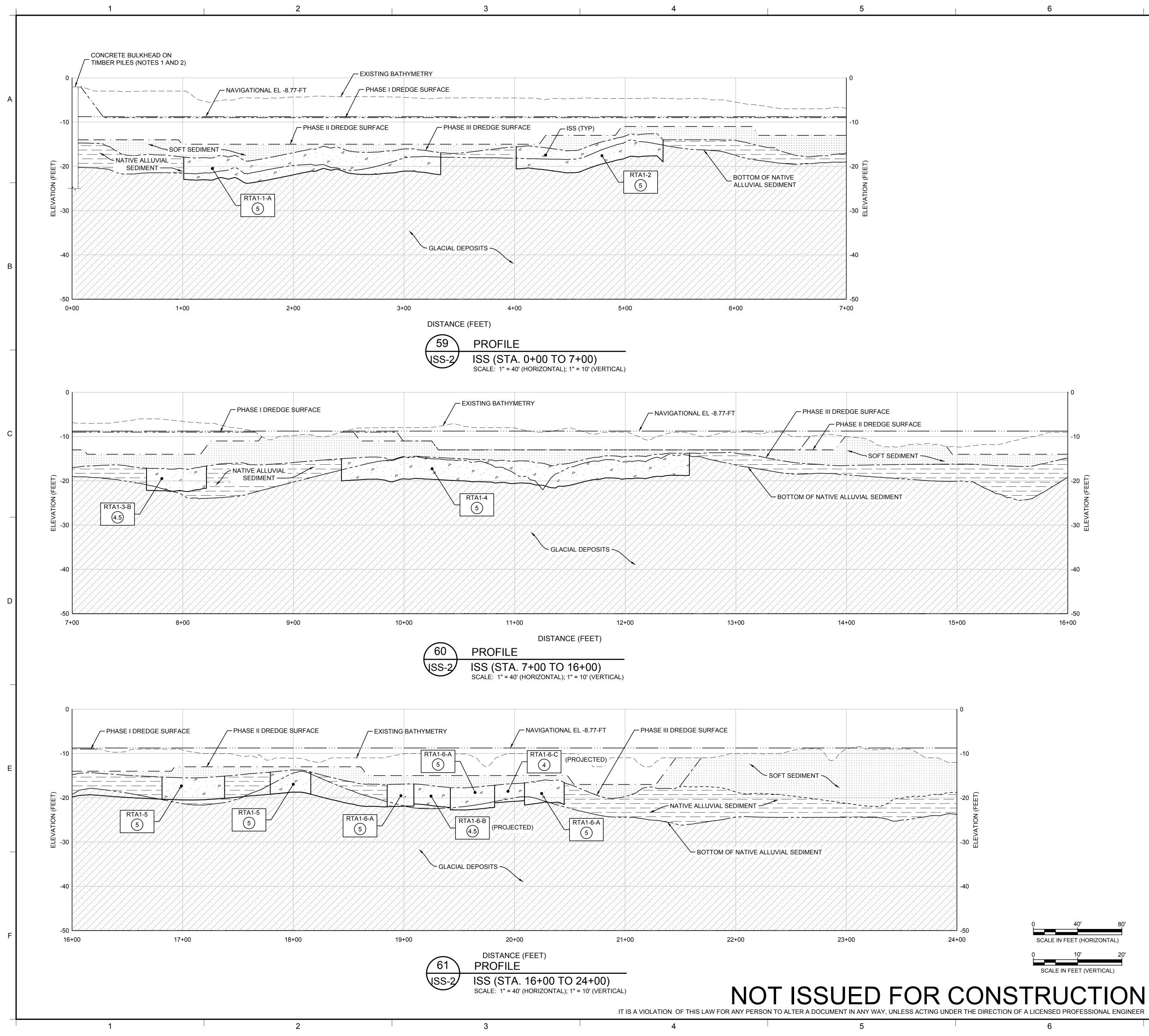
THE REQUIREMENTS OUTLINED IN SPECIFICATION 44 08 40.

E	02.28.20	RTA1 100%	REMEDIAL DESIGN				SRN	JFB
D	09.27.19	RTA1 90% F	REMEDIAL DESIGN				SRN	JFB
С	11.20.17	RTA1 65% F	REMEDIAL DESIGN				SRN	JFB
В	12.23.16	RTA1 35% F	REMEDIAL DESIGN - CAPPING AND I	SS			SRN	JFB
А	10.31.16	RTA1 35% F	REMEDIAL DESIGN – DREDGING ANI	D TREATMENT			SRN	JFB
REV	DATE		DES	CRIPTION			DRN	APP
	_	anus (edial D	Canal B Design	&B Engi		& Geo f new yo		
		Group)	an affi	liate of Ge	eosyntec Co	onsulte	ants
TITLE:	W	/ATER	TREATMENT P	ROCESS	FLOW [DIAGRAM	1	
PROJECT:			REMEDIATION TA 100% REMI	ARGET ARE	· · · ·			
SITE:	GOV	VANUS	CANAL SUPERFU	ND SITE, BR	OOKLYN	, NEW YO	RK	
	WING MAY NOT PROJECT TENDI		ENGINEER OF RECORD	DESIGN BY:	RSH	DATE:	FEBRUA	ARY 2020
	JCTION, UNLESS		JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BOULEVARD	DRAWN BY:	SRN	PROJECT NO .:	HPH106	A
			SUITE 200 KENNESAW, GA 30144	CHECKED BY:	RSH	FILE:	HPH106	A-DR022
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_	DATE			APPROVED BY:	JFB	<u>WT-1</u>	_ OF	1
-		7				8		

то GOWANUS CANAL CONTINUOUS EFFLUENT FLOW MONITORING FOR PH. TURBIDITY, AND CONDUCTIVITY



	6.9' (0.867 X DI	A.)		LEGEND		
	(MAX)			BATHYMETRY	ELEVATION (1-F	-T)
		OVERLAP	-15		DGE SURFACE	.,
(0.867 x DIA.)	$X \mid X$		-15	(NOTES 3 AND	,	
6'		_				
		1 8' DIA		ISS AREAS WI BULKHEADS, S	SENSITIVE	A
	X /	(TYP)		AROUND, AND	AND AREAS IN, BENEATH BRID	
EXAMPLE: 8-	FT DIA. COLUMNS		5+00	AND THEIR AP		
	IEATLINE)				NING	
1. CONTRACTOR SHALL LAY			╺ ┕╼╼ [┎] ╸╸╸	ISS AREAS		
IS A 0-FT. OVERLAP (NEA INTERSECT AS SHOWN O	,		RTA1-1-A			
58 DETAIL			(5)-	THICKNESS O	F ISS (FT.)	
			(417-21)	BLOCK AND LO	ЭТ	
USS-1 EXAMPLE SCALE: 1" = 10'	E ISS COLUM	IN LAYOUT	-~	FLUSHING TUN	INEL	
	NOTES:					
		NSTALLED IN ACCORDANCE \		D ON DRAWINGS ISS-2 AND I	SS-3, RESPECTIV	ELY.
				HASE III DREDGING (REFER T	O DRAWINGS DR	-11 _
	THROUGH DR-1		ELEVATIONS). TOP OF IS	S TREATMENT ELEVATIONS A		
				OSED ISS COLUMN LAYOUT I		
N	TREATMENT AR	REAS NEAR SENSITIVE STRU	CTURES INCLUDING BULK	JENCING AND PROPOSED EC (HEADS, UNION STREET BRID	GE AND FLUSHIN	G
''		IDE A COMPLETE LAYOUT FO		AREAS INCLUDING X, Y COOR	UINATES, AND TC	OF AND
				P OF 3 FT. ALL ISS COLUMNS	-	-
				N THE ISS AREA AND BETWEE		-
	SUPPORT EXCA	VATOR IMMEDIATELY PRIOF	R TO ISS COLUMN CONST	RUCTION TO CHECK FOR OBS	STRUCTIONS. IN	ТНЕ —
		CONSTRUCTION.	, THE CONTINUTOR SHE			~
				2 FT) METHODS SHALL NOT C D, AND BENEATH UNION STRI		
	APPROACHES, A	AND THE FLUSHING TUNNEL	EXCAVATOR MOUNTED	MIXING METHODS ARE ACCE	PTABLE.	
		FOR SHALL PERFORM ISS ST S CONSTRUCTION.	ARTUP/DEMONSTRATION	EVALUATION IN SELECTED A	REAS PRIOR TO	
			FOR IMPLEMENTING AN	ISS MIX DESIGN THAT MEETS	THE PERFORMA	NCE
				OLUMN BASED ON THE PHAS		
		ISS TREATMENT AND THE IS			E III DREDGE ELE	VATION
				ELL SHALL BE REMOVED BY ⁻ CATIONAL ELEVATION SHOWN		
		VED AFTER ISS IS COMPLET				
				TO THE ISS AREAS. THE COI THE LOCATION OF THE BATC		
	_	A SHALL BE SELECTED AS PA	ART OF THE CONTRACTO	R'S ISS WORK PLAN.		
	13. ISS TREATMENT					
			_	D EXISTING BULKHEAD SURR RFORMED UP TO THE CANAL S		NION
١	BULKHEADS.	E WILL NOT BE PERFORMED.	ISS SHALL ONLY BE PEF	FORMED UP TO THE CANAL	SIDE OF THESE	_
	BULKHEADS. 14. THE CONTRACT	E WILL NOT BE PERFORMED.	ISS SHALL ONLY BE PEF		SIDE OF THESE	_
	BULKHEADS. 14. THE CONTRACT BUT ARE NOT LI 15. ISS SHALL BE P	E WILL NOT BE PERFORMED. FOR IS RESPONSIBLE FOR M IMITED TO THE FLUSHING TU ERFORMED IN ACCORDANCI	ISS SHALL ONLY BE PER AINTAINING THE STABILIT JNNEL, BULKHEADS, AND E WITH THE CONTRACTOR	FORMED UP TO THE CANAL	SIDE OF THESE	INCLUDE
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RTA1-1-A 5	- THICKNESS OF ISS (FT)

NOTES:

- 1. THE HORIZONTAL LIMITS OF THE BULKHEAD SHOWN ON THIS DRAWING ARE FOR ILLUSTRATION PURPOSES ONLY.
- 2. THE TOP OF BULKHEAD ELEVATIONS ARE SHOWN AS APPROXIMATE. TOPOGRAPHIC SURVEY INFORMATION SHOWING TOP OF WALL ELEVATIONS WAS OBTAINED BY KSS IN JULY 2019 AND THIS DATA IS AVAILABLE UPON REQUEST.
- 3. ISS SWELL SHALL BE MINIMIZED TO THE EXTENT PRACTICAL AS SPECIFIED IN SECTION 03 11 00. ISS SWELL SHALL BE REMOVED BY THE CONTRACTOR AS SPECIFIED IN SECTION 35 20 23.13. ISS SWELL REMAINING ABOVE THE NAVIGATIONAL ELEVATION SHOWN ON THE DRAWINGS MUST BE REMOVED IMMEDIATELY AFTER ISS IS COMPLETE IN EACH ISS AREA.
- 4. ADJACENT ISS COLUMNS SHALL HAVE A MINIMUM VERTICAL OVERLAP OF 3 FT. ALL ISS COLUMNS SHALL HAVE A MINIMUM THICKNESS OF 3 FT. THERE SHALL BE NO UNTREATED ZONES WITHIN THE ISS AREA AND BETWEEN THE ISS COLUMNS.

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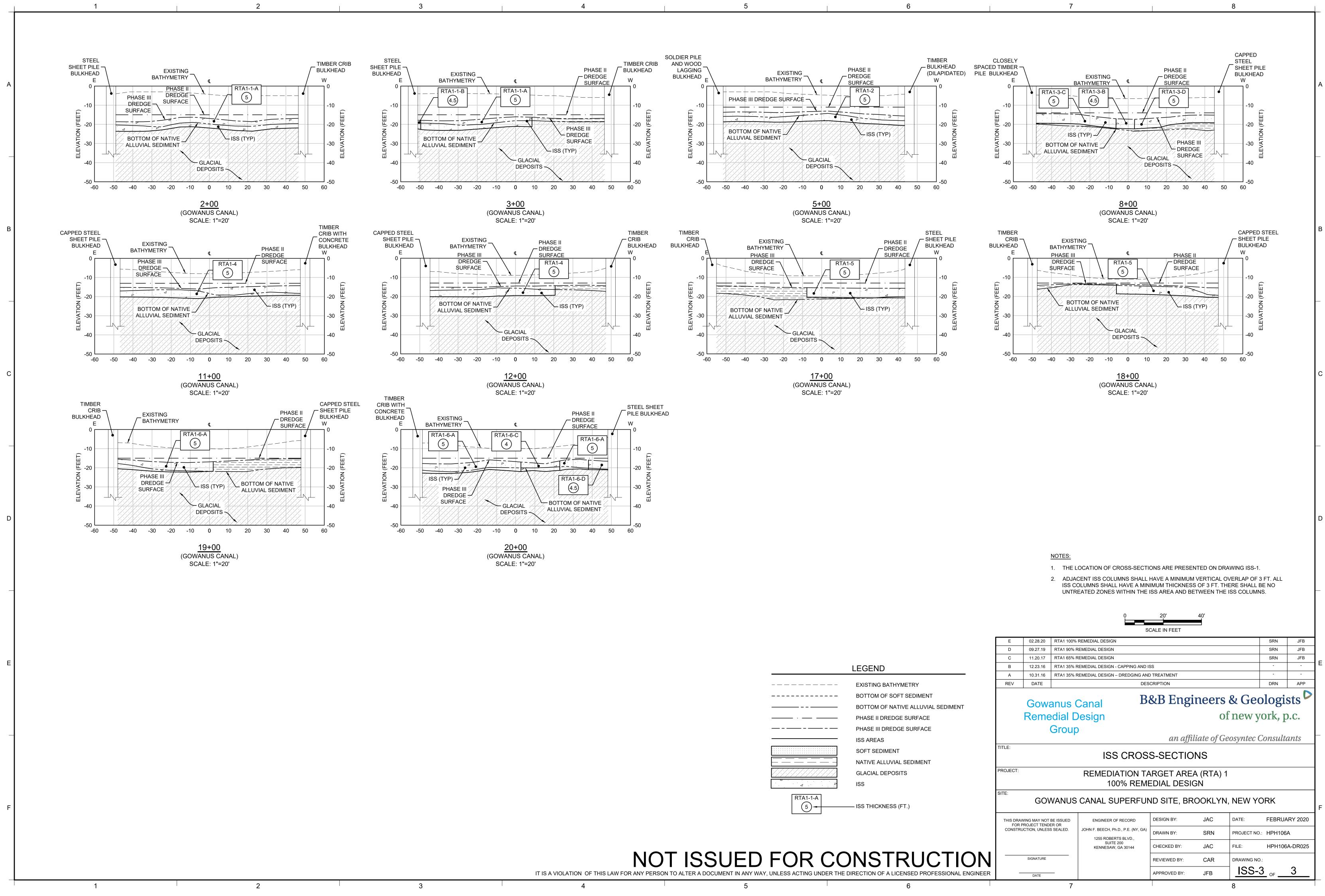
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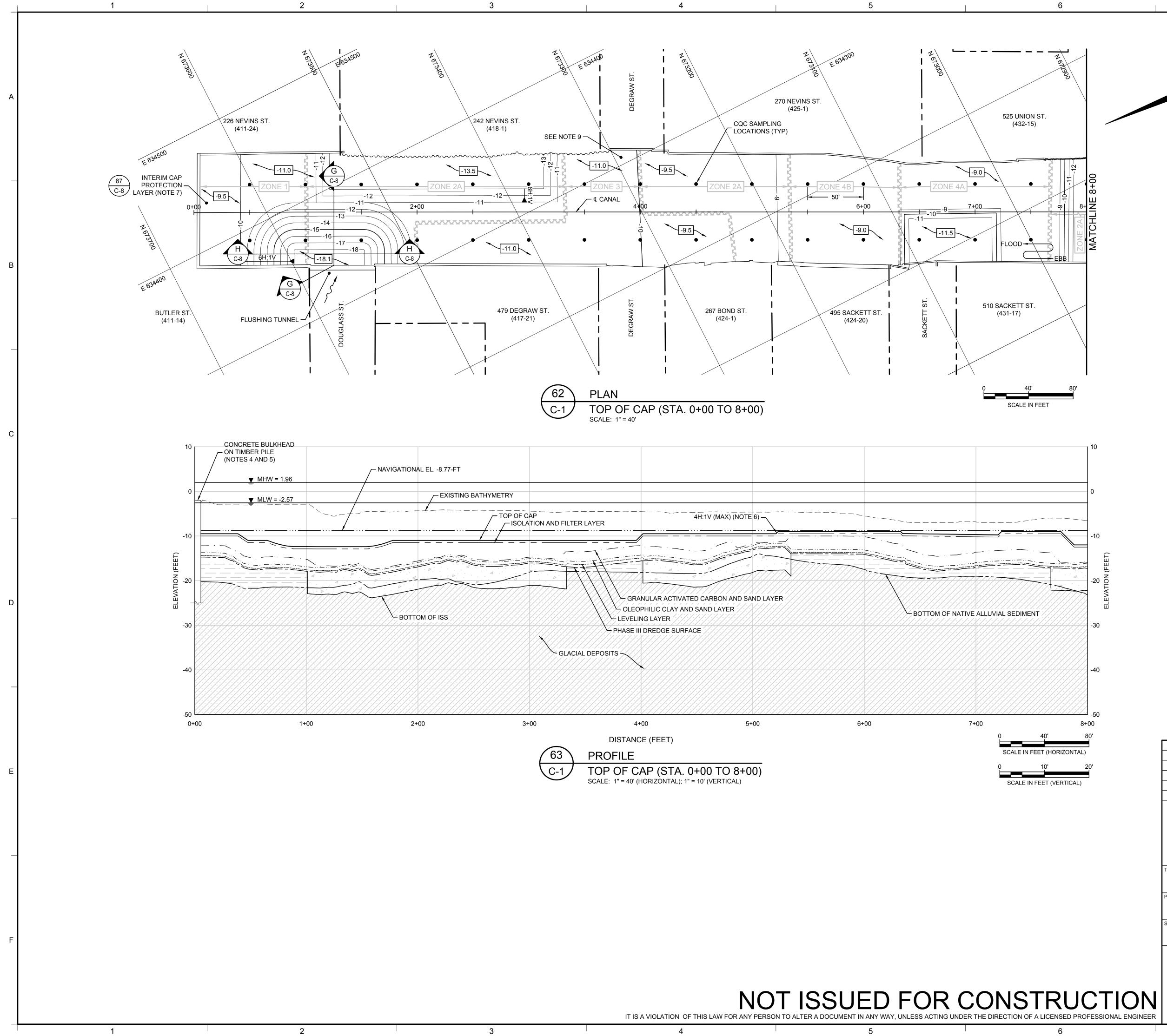
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REFER TO THE CONSTRUCTION SPECIFICATIONS (TREATMENT LAYER - SECTION 35 43 00 AND, ISOLATION AND A -SECTION 35 43 20 POR INFORMATION ON AMENDMENTS AND MIXING RATIOS. DETAILS FOR THE PRESENTED ON DRAWINGS C-7, C-8 AND C-9. THE HORIZONTAL LIMITS OF THE BULKHEAD SHOWN ON THIS DRAWING ARE FOR ILLUSTRATION ONLY. THE TOP OF BULKHEAD ELEVATIONS ARE SHOWN AS APPROXIMATE. TOPOGRAPHIC SURVEY IN SHOWING TOP OF WALL ELEVATIONS ARE SHOWN AS APPROXIMATE. TOPOGRAPHIC SURVEY IN SHOWING TOP OF WALL ELEVATIONS WAS OBTAINED BY KSS IN JULY 2019 AND THIS DATA IS AV REQUEST. THE THE IS LOPE BETWEEN THE TOP OF CAP SURFACE AT DIFFERENT ELEVATIONS WILL BE AM 4H-1V. THE ANGLE OF REPOSE OF MATERIAL MAY RESULT IN FLATTER SLOPES, WHICH IS ACCEP SUB ES LOPES OF THE TOP OF CAP SURFACE AT DIFFERENT ELEVATIONS WILL BE AM 4H-1V. THE ANGLE OF REPOSE OF MATERIAL MAY RESULT IN FLATTER SLOPES, WHICH IS ACCEP SUB ES LOPES OF THE TOP OF CAP SURFACE. THE FLUSHING TUNNEL AND THE ADJACENT ARE 242 NEVINS ST. (418-1) WILL BE AT 6H:1V AS SHOWN ON THIS DRAWING. AS A TEMPORARY PROTECTIVE MEASURE BETWEEN THE TIME TOP OF CAP SURFACE. THE DEVENTION THE CANAL, MAY BE PLACED ABOVE THE CONTRACTOR, AND MOBILIZATION OF FEUTIPMENT	
BULKHEADS INSTALLED BY PROPERTY OWNERS. 9. THE TOP OF CAP SURFACE NEAR DEGRAW ST. (EAST SIDE) MAY NEED TO BE MODIFIED TO ACCOUNT FOR NYC'S PROPOSED UPSIZING OF CSO RH-038 AT THAT LOCATION. E 02.28.20 RTA1 100% REMEDIAL DESIGN SRN D 09.27.19 RTA1 90% REMEDIAL DESIGN SRN C 11.20.17 RTA1 95% REMEDIAL DESIGN SRN B 12.23.16 RTA1 35% REMEDIAL DESIGN - CAPPING AND ISS SRN A 10.31.16 RTA1 35% REMEDIAL DESIGN - DREDGING AND TREATMENT SRN REV DATE DESCRIPTION DRN	BULKHEADS INSTALLED BY PROPERTY OWNERS. 9. THE TOP OF CAP SURFACE NEAR DEGRAW ST. (EAST SIDE) MAY NEED TO BE MODIFIED TO ACCOUNT FOR NYC'S PROPOSED UPSIZING OF CSO RH-038 AT THAT LOCATION. E 02.28.20 RTA1 100% REMEDIAL DESIGN SRN D 09.27.19 RTA1 100% REMEDIAL DESIGN SRN C 11.20.17 RTA 65% REMEDIAL DESIGN SRN C 11.20.17 RTA 65% REMEDIAL DESIGN SRN A 10.31.16 RTA1 35% REMEDIAL DESIGN SRN A 10.31.16 RTA1 35% REMEDIAL DESIGN SRN REV DATE DESCRIPTION DRN B& 22.316 GOWANUS Canal Remedial Design Group B&B&B Engineers & Geologis of new york, p. Group an affiliate of Geosyntec Consultant ITTE: CAPPING PLAN (STA. 0+00 TO 8+00) REMEDIATION TARGET AREA (RTA) 1 100% REMEDIAL DESIGN ITTE: GOWANUS CANAL SUPERFUND SITE, BROOKLYN, NEW YORK THIS PRAVING MAY NOT BE ISSUED FOR PROJUCT TENDER OR CONSTRUCTION, UNLESS SEALED. ENGINEER OF RECORD JOHN F. BEECH, Ph.D., P.E. (MY, GA DATE:	BULKHEADS INSTALLED BY PROPERTY OWNERS. 9. THE TOP OF CAP SURFACE NEAR DEGRAW ST. (EAST SIDE) MAY NEED TO BE MODIFIED TO ACCONYC'S PROPOSED UPSIZING OF CSO RH-038 AT THAT LOCATION. E 02.28.20 RTA1 100% REMEDIAL DESIGN D 09.27.19 RTA1 90% REMEDIAL DESIGN C 11.20.17 RTA1 65% REMEDIAL DESIGN B 12.23.16 RTA1 35% REMEDIAL DESIGN - CAPPING AND ISS A 10.31.16 RTA1 35% REMEDIAL DESIGN - DREDGING AND TREATMENT REV DATE DESCRIPTION	ARMOR L IE CAP AF I PURPOS IFORMAT AILABLE MAXIMUM PTABLE. EA OPPOS CEMENT A DN LAYER REATMEN HE ACB M LAYER W ELF ON 35 43 DNDUCTE
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	1255 ROBERTS BOULEVARD	CONSTRUCTION, UNLESS SEALED. JOHN F. BEECH, Ph.D., P.E. (NY, GA) DRAWN BY: SRN PROJECT NO.: H	

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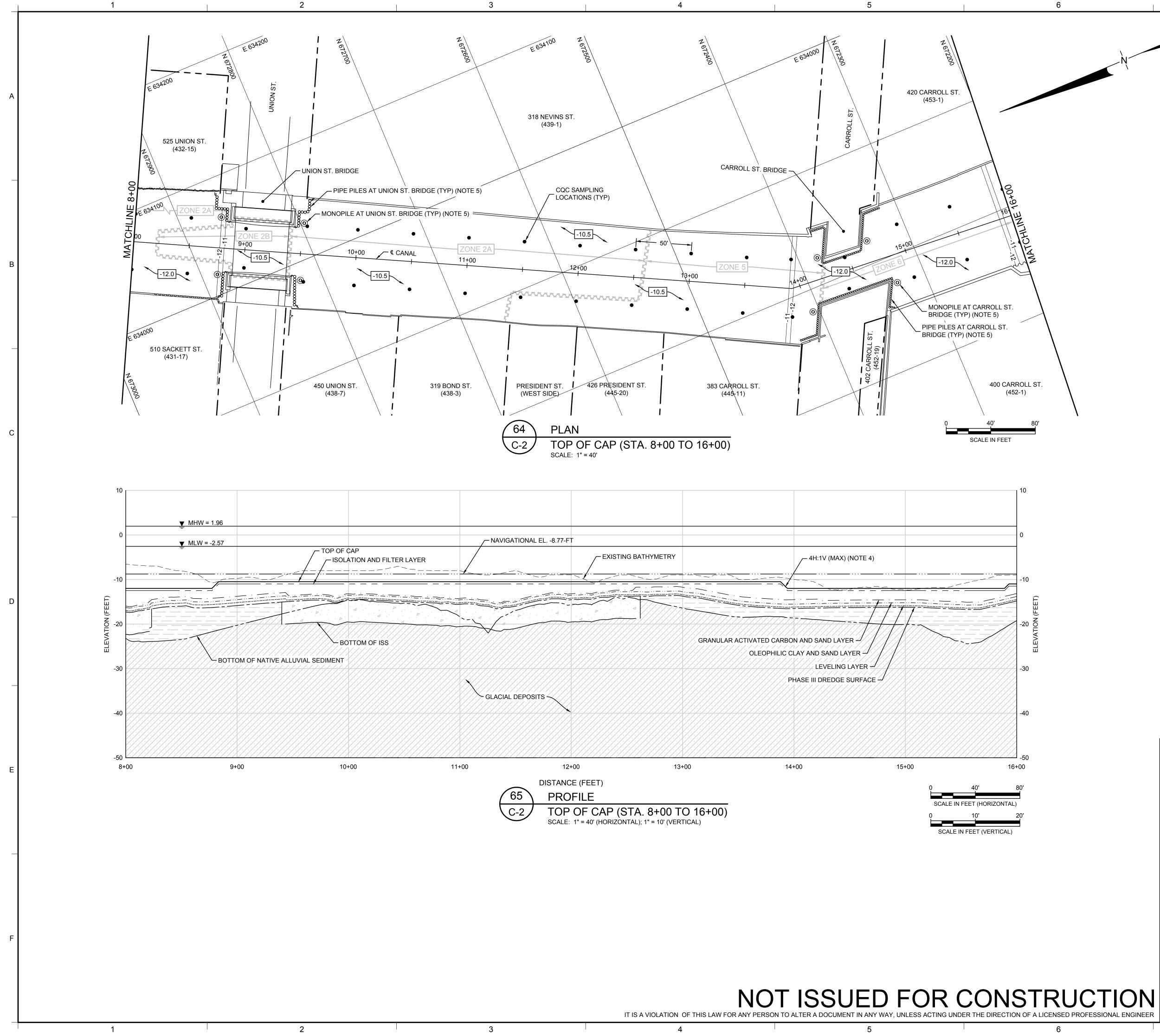
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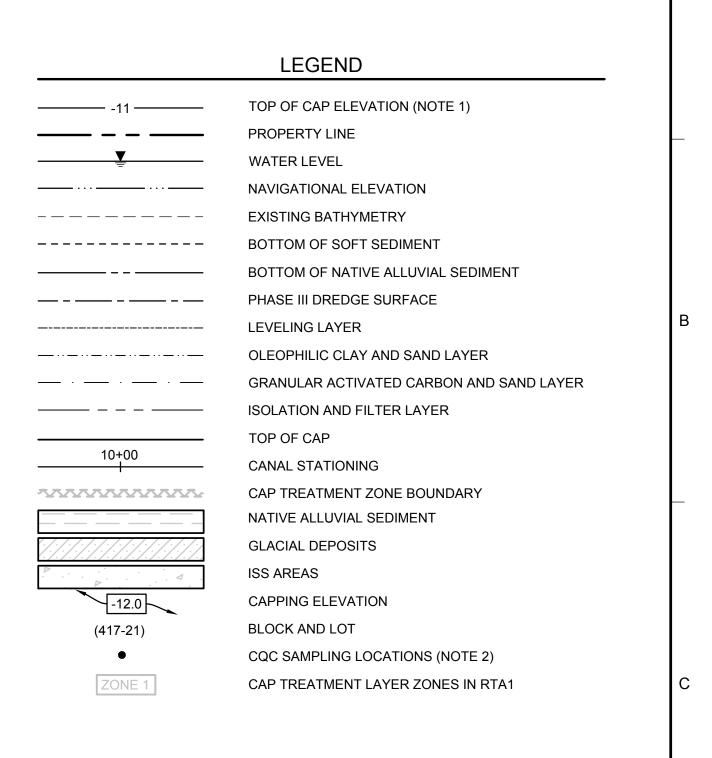
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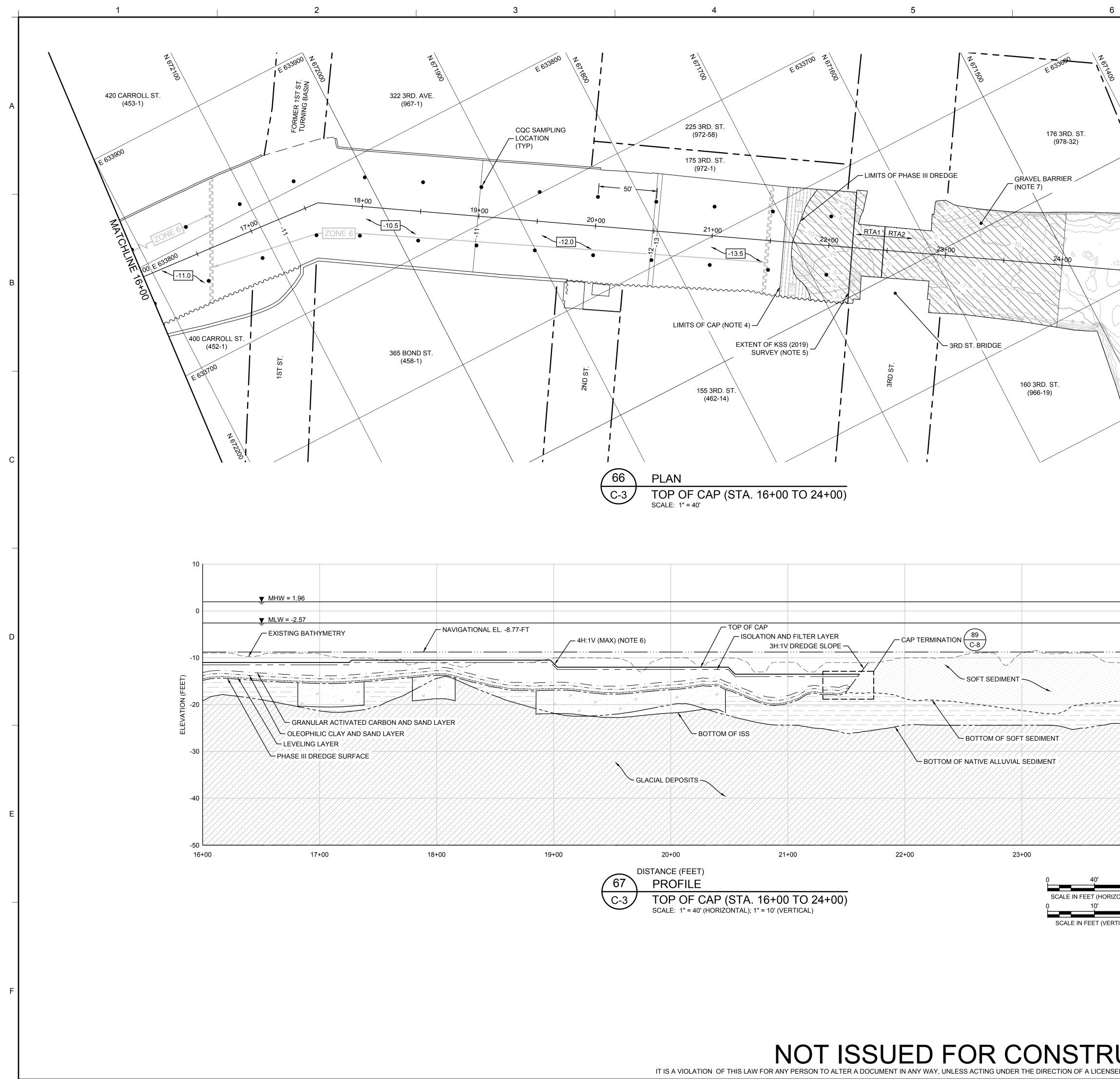




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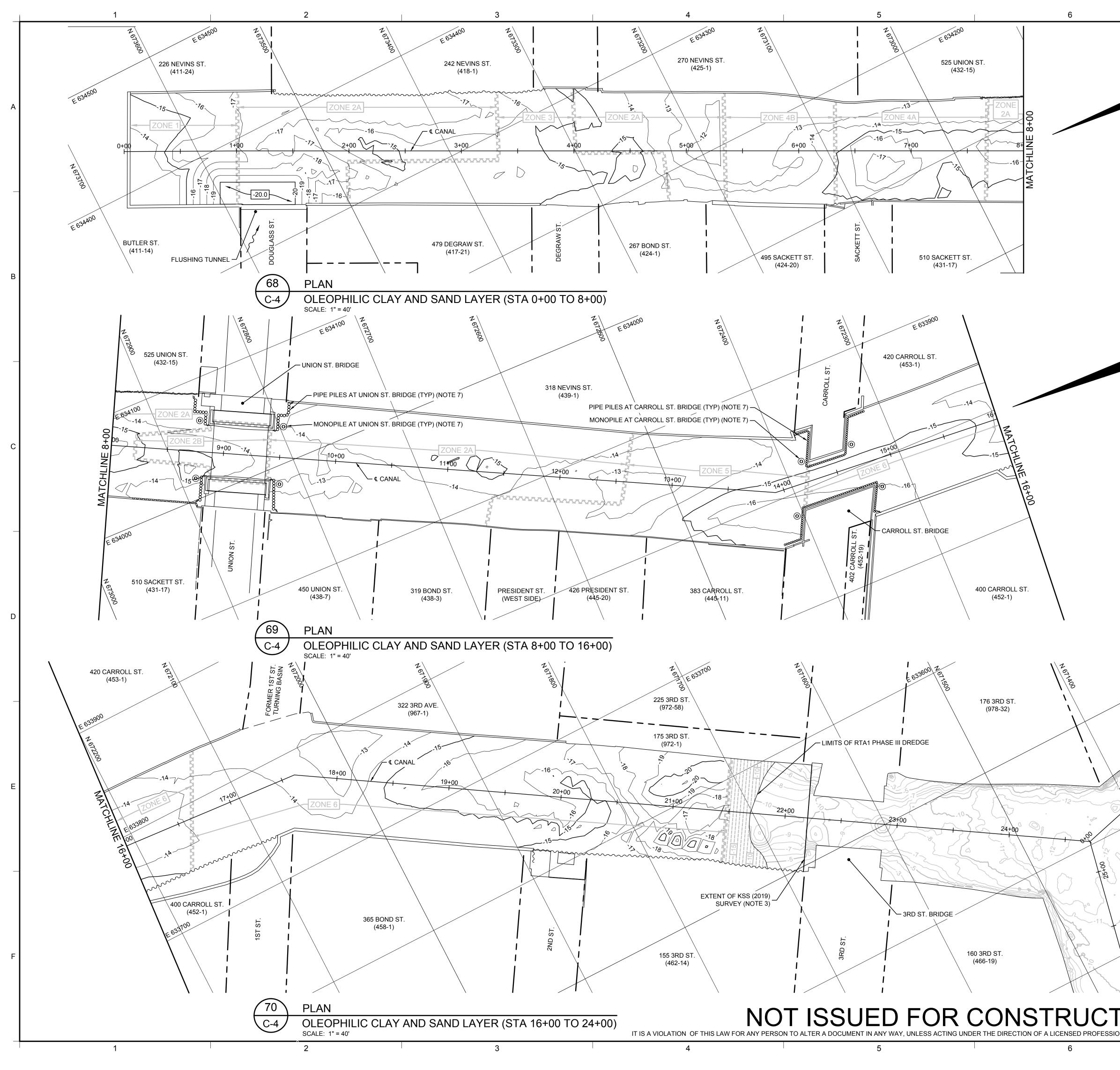
- 1. CAP ELEVATIONS PRESENTED ON THE DRAWING REPRESENT THE TOP OF CAP SURFACE AND ARE APPROXIMATE. THE CAP ELEVATIONS WERE OBTAINED BY BUILDING UP TO THE TOP OF ARMOR LAYER AND VARY WITHIN RTA1 BASED ON THE VARYING THICKNESSES OF THE UNDERLYING CAP TREATMENT LAYERS AND LEVELING LAYER. CAP CONSTRUCTION IS DESCRIBED IN THE RTA1 CAP AND CONSTRUCTION SEQUENCE DETAIL ON DRAWING C-7.
- 2. FOLLOWING FULL SCALE INSTALLATION OF EACH TREATMENT LAYER, IN-SITU CATCH PAN SAMPLES FOR CONSTRUCTION QUALITY CONTROL (CQC) SHALL BE COLLECTED IN ACCORDANCE WITH THE SPECIFICATION FOR CAP CONSTRUCTION TREATMENT LAYER - SECTION 35 43 00. CQC SAMPLE LOCATIONS SHOWN ON THIS DRAWING ARE EXAMPLES AND DO NOT REFLECT EXACT LOCATIONS THAT WILL BE CHOSEN IN THE FIELD.
- 3. AMENDMENTS AND MIXING RATIOS FOR THE CAP LAYERS DIFFER WITHIN RTA1. REFER TO THE CAP CONSTRUCTION SPECIFICATIONS (TREATMENT LAYER - SECTION 35 43 00 AND, ISOLATION AND ARMOR LAYER - SECTION 35 43 29) FOR INFORMATION ON AMENDMENTS AND MIXING RATIOS. DETAILS FOR THE CAP ARE PRESENTED ON DRAWINGS C-7, C-8 AND C-9.
- 4. THE TIE-IN SLOPE BETWEEN THE TOP OF CAP SURFACE AT DIFFERENT ELEVATIONS WILL BE A MAXIMUM OF 4H:1V. THE ANGLE OF REPOSE OF MATERIAL MAY RESULT IN FLATTER SLOPES, WHICH IS ACCEPTABLE.
- 5. THE DESIGN AND INSTALLATION OF PIPE PILES AND MONOPILES AROUND UNION AND CARROLL ST. BRIDGES FOR BULKHEAD STABILITY SUPPORT SHALL BE PERFORMED IN ACCORDANCE WITH THE BRIDGE SUPPORT PLANS COMPLETED BY GREENMAN-PEDERSON, INC. (GPI) AND TITLED "FINAL DESIGN FOR THE STABILITY DURING DREDGING FOR THE UNION STREET AND CARROLL STREET BRIDGES OVER GOWANUS CANAL" (JUNE 2019).
- 6. THE BULKHEAD LIMITS SHOWN ARE THE EXISTING BULKHEAD LOCATIONS. CAPPING WILL BE CONDUCTED UPTO THE BRIDGE SUPPORT AND BULKHEAD SUPPORT INSTALLED BY THE CONTRACTOR, AND ANY NEW BULKHEADS INSTALLED BY PROPERTY OWNERS.

E	02.28.20	RTA1 100%	REMEDIAL DESIGN				SRN	JFB	
D	09.27.19	RTA1 90% F	REMEDIAL DESIGN				SRN	JFB	
С	11.20.17	RTA1 65% F	REMEDIAL DESIGN				SRN	JFB	
В	12.23.16	RTA1 35% F	REMEDIAL DESIGN - CAPPING AN	ID ISS			SRN	JFB	E
А	10.31.16	RTA1 35% F	REMEDIAL DESIGN – DREDGING	AND TREATMENT			SRN	JFB	
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			SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106	A-DR029	
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-	DATE	_		APPROVED BY:	JFB	<u> </u>	_ OF	9	

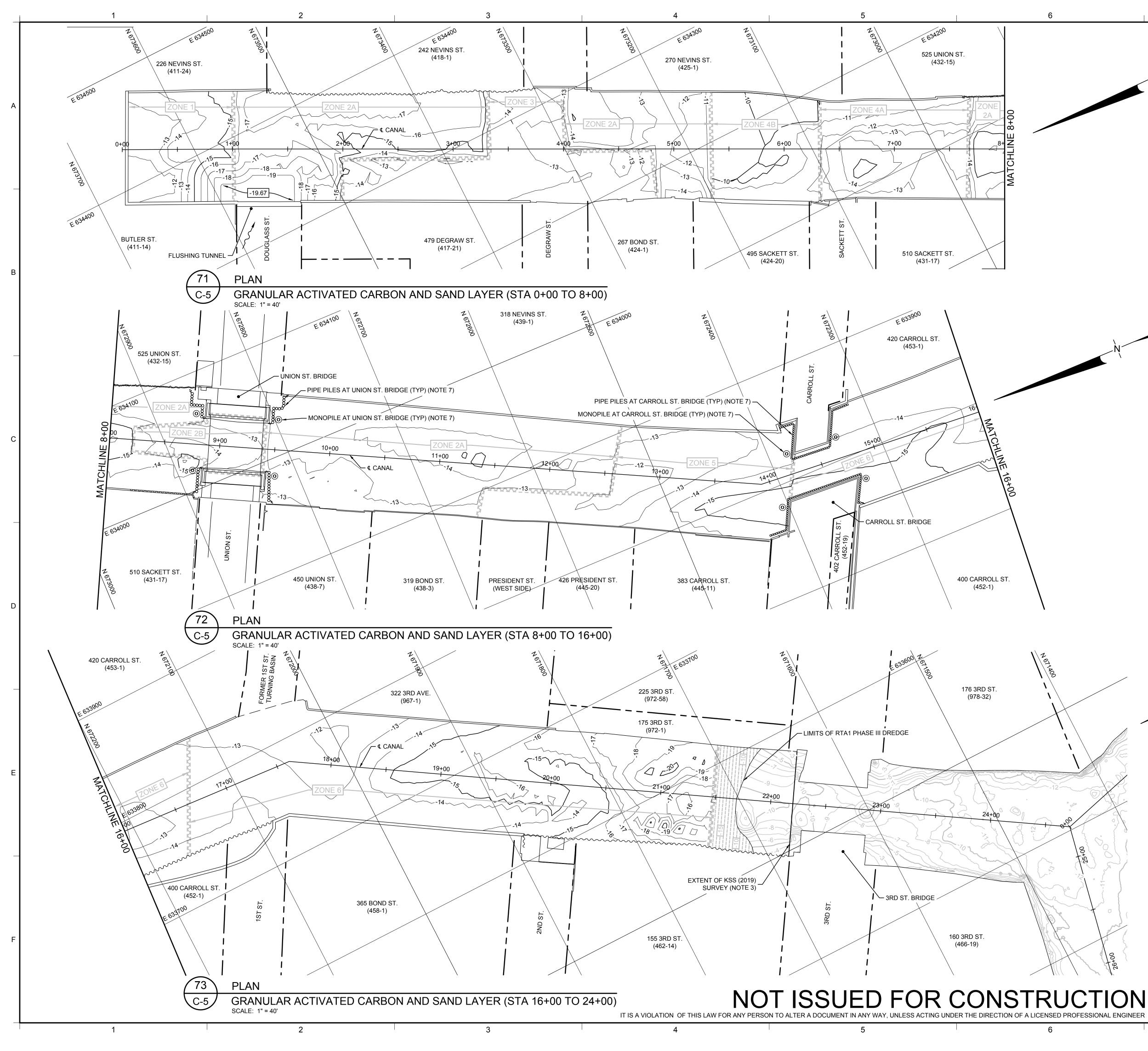


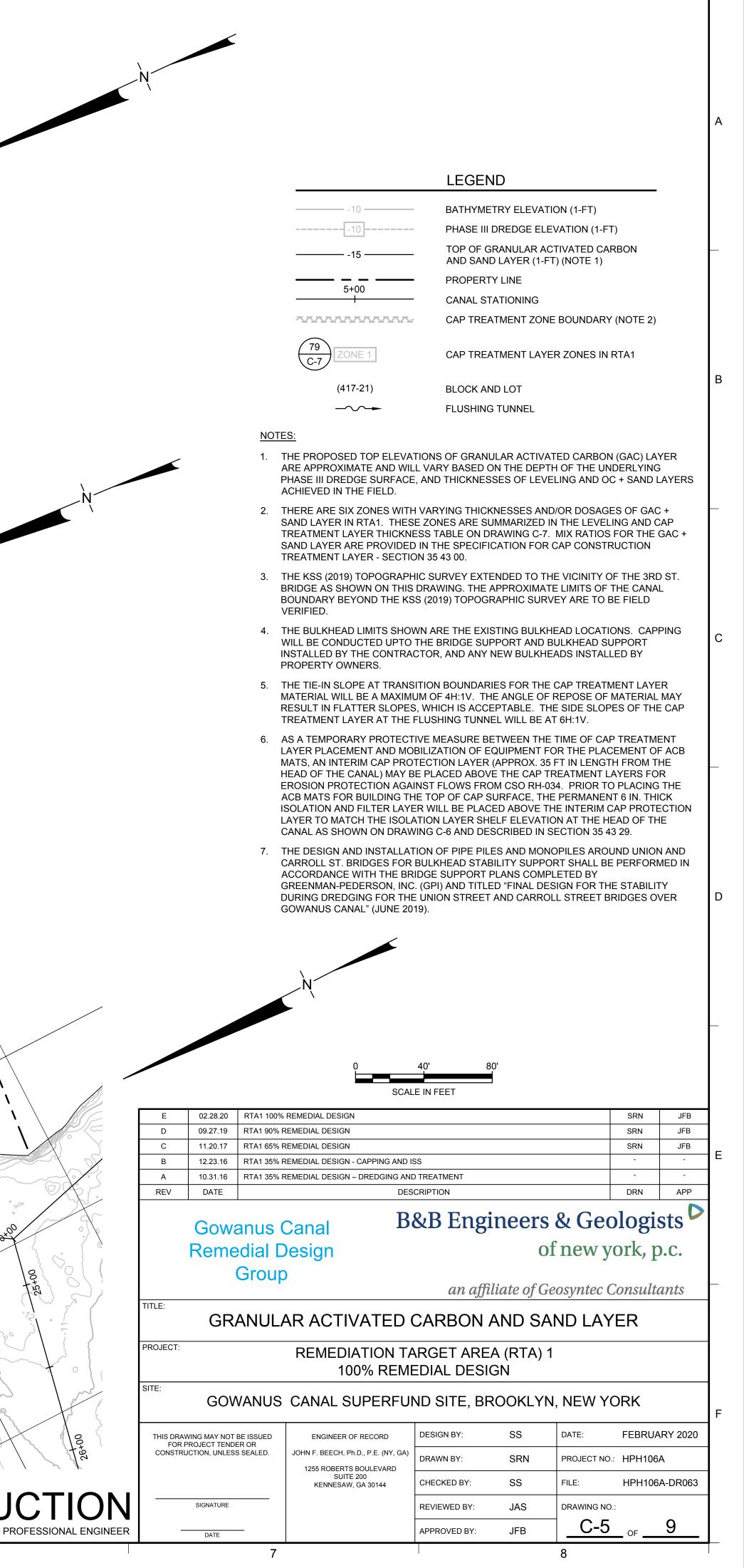


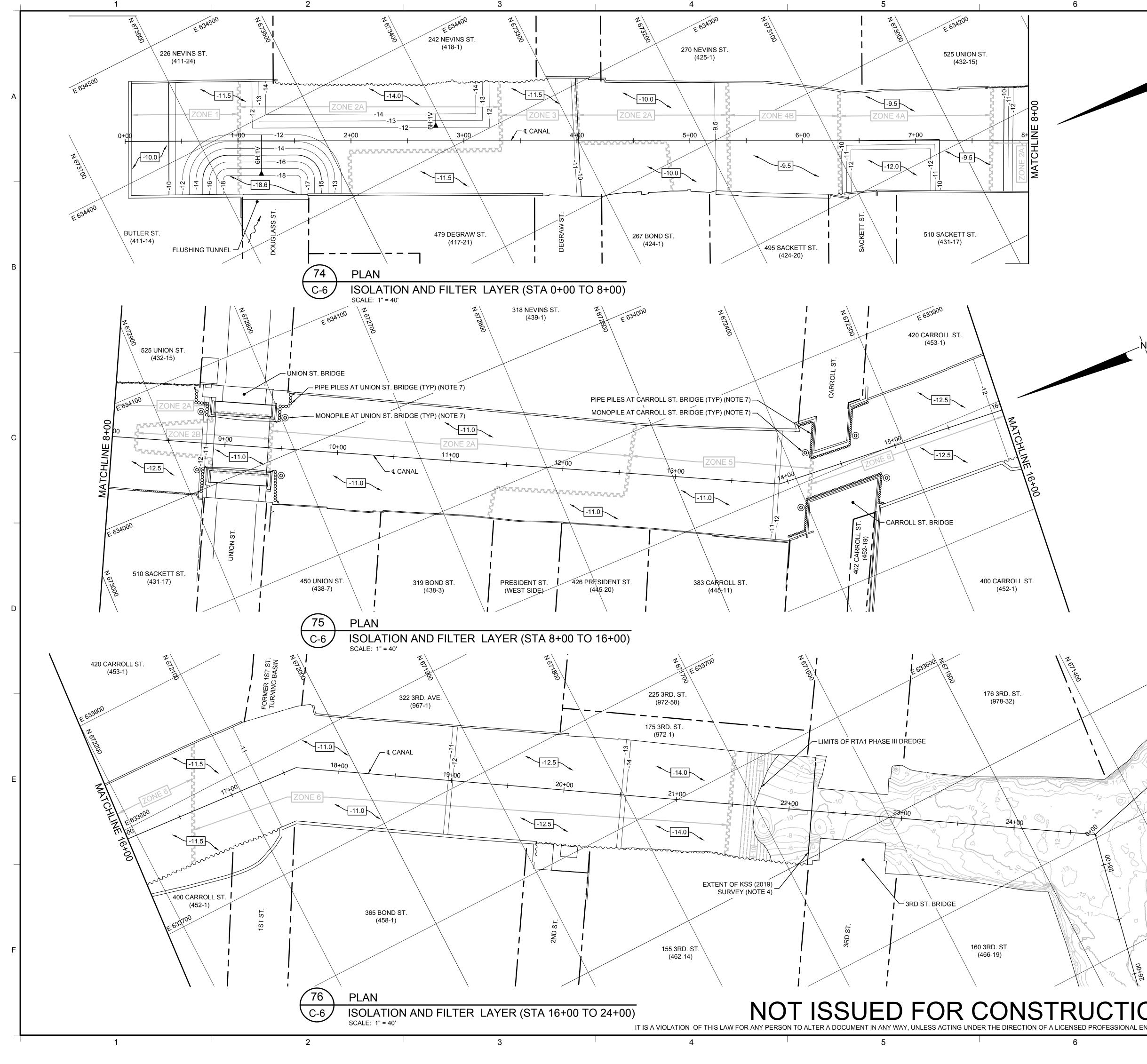
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10	NOTES: 1. CAP ELE THE CAF BASED C CONSTR 2. FOLLOW CONSTR CAP CON ARE EXA 3. AMENDM SPECIFIC	P ELEVATIONS WER ON THE VARYING THE RUCTION IS DESCRI RUCTION QUALITY ON NSTRUCTION TREA AMPLES AND DO NO MENTS AND MIXING CATIONS (TREATME	RE OBTAINED BY BUILDING UP HICKNESSES OF THE UNDERL BED IN THE RTA1 CAP AND CO ISTALLATION OF EACH TREAT CONTROL (CQC) SHALL BE CO ITMENT LAYER - SECTION 35 4 DT REFLECT EXACT LOCATION RATIOS FOR THE CAP LAYER ENT LAYER - SECTION 35 43 00	TO THE TOP OF ARMOR YING CAP TREATMENT INSTRUCTION SEQUEN MENT LAYER, IN-SITU C LECTED IN ACCORDAN 3 00. CQC SAMPLE LOC IS THAT WILL BE CHOSE S DIFFER WITHIN RTA1.	R LAYER AND VARY LAYERS AND LEVEL ICE DETAIL ON DRAV CATCH PAN SAMPLES ICE WITH THE SPEC ATIONS SHOWN ON EN IN THE FIELD. . REFER TO THE CA ARMOR LAYER - SEC	WITHIN RT ING LAYER WING C-7. S FOR IFICATION THIS DRAV P CONSTR CTION 35 43	A1 CAP FOR VING UCTION 3 29)
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			LEGEI	ND	
		$ \begin{array}{c} -10 \\ -10 \\ -10 \\ -10 \\ 5+00 \\ 1 \\ \hline 79 \\ C-7 \\ \hline C-7 \\ \hline ZONE 1 \\ (417-21) \\ -2 \\ \hline \end{array} $	PHASI	YMETRY ELEVATION (1-F E III DREDGE ELEVATION OF OLEOPHILIC CLAY AN R (1-FT) (NOTE 1) ERTY LINE L STATIONING REATMENT ZONE BOUN REATMENT LAYER ZONI K AND LOT HING TUNNEL	N (1-FT) ID SAND IDARY
			1 2031		
	2. 1 	SURFACE, AND LEVELING LA THE MINIMUM THICKNESS AI N THE SPECIFICATION FOR 10. THE KSS (2019) TOPOGRAPH 3RIDGE AS SHOWN ON THIS 3OUNDARY BEYOND THE KS VERIFIED. THE BULKHEAD LIMITS SHOW WILL BE CONDUCTED UPTO NSTALLED BY THE CONTRAP PROPERTY OWNERS. THE TIE-IN SLOPE AT TRANS MATERIAL WILL BE A MAXIMU RESULT IN FLATTER SLOPES TREATMENT LAYER AT THE AS A TEMPORARY PROTECT AYER PLACEMENT AND MO MATS, AN INTERIM CAP PRO TEAD OF THE CANAL) MAY B SROSION PROTECTION AGA ACB MATS FOR BUILDING TH SOLATION AND FILTER LAYE AYER TO MATCH THE ISOLA CANAL AS SHOWN ON DRAW THE DESIGN AND INSTALLAT CARROLL ST. BRIDGES FOR ACCORDANCE WITH THE BR SREENMAN-PEDERSON, INC DURING DREDGING FOR THE SOWANUS CANAL" (JUNE 20	ND MIX RATIOS F CAP CONSTRUCT IIC SURVEY EXTE DRAWING. THE J S (2019) TOPOGE AN ARE THE EXIS THE BRIDGE SUF CTOR, AND ANY I SITION BOUNDARI UM OF 4H:1V. TH S, WHICH IS ACCE FLUSHING TUNNE IVE MEASURE BE BILIZATION OF EX TECTION LAYER SE PLACED ABOVI INST FLOWS FRC IE TOP OF CAP S FR WILL BE PLAC ATION LAYER SHE JING C-6 AND DES FION OF PIPE PILI BULKHEAD STAB IDGE SUPPORT F S. (GPI) AND TITLE I UNION STREET 19).	OR THE OC + SAND LAY FION TREATMENT LAYER ENDED TO THE VICINITY APPROXIMATE LIMITS O RAPHIC SURVEY ARE TO STING BULKHEAD LOCAT PORT AND BULKHEAD SINSTA ENDER THE CAP TREAT E ANGLE OF REPOSE OF EPTABLE. THE SIDE SLO ETHELE. THE SIDE SLO E WILL BE AT 6H:1V. ETWEEN THE TIME OF CA QUIPMENT FOR THE PLA (APPROX. 35 FT IN LENG E THE CAP TREATMENT M CSO RH-034. PRIOR URFACE, THE PERMANE ED ABOVE THE INTERIM ELF ELEVATION AT THE IS SCRIBED IN SECTION 35 ES AND MONOPILES ARC FILTY SUPPORT SHALL E PLANS COMPLETED BY ED "FINAL DESIGN FOR T AND CARROLL STREET	ER ARE PROVIDED R - SECTION 35 43 OF THE 3RD ST. F THE CANAL DE FIELD FIONS. CAPPING SUPPORT LLED BY TMENT LAYER F MATERIAL MAY DES OF THE CAP AP TREATMENT ACEMENT OF ACB STH FROM THE LAYERS FOR TO PLACING THE STA IN. THICK CAP PROTECTION HEAD OF THE 43 29. DUND UNION AND BE PERFORMED IN THE STABILITY
		0 SCALE	40' 80		
	D 09.27.19 RTA1 90% F				SRN JFB SRN JFB
Ľ	B 12.23.16 RTA1 35% F	REMEDIAL DESIGN REMEDIAL DESIGN - CAPPING AND IS REMEDIAL DESIGN – DREDGING ANE			SRN JFB
N.	REV DATE Gowanus (Remedial D	Canal Bo Design	CRIPTION	neers & Ge of new	ologists vork, p.c.
	Group)	an affi	liate of Geosyntec	Consultants
		LEOPHILIC CLA	Y AND SA	ND LAYER	
100	PROJECT:	REMEDIATION TA 100% REME	ARGET ARE	. ,	
y'	SITE: GOWANUS	CANAL SUPERFU			YORK
$\left\{ \right.$	THIS DRAWING MAY NOT BE ISSUED FOR PROJECT TENDER OR	ENGINEER OF RECORD	DESIGN BY:	SS DATE:	FEBRUARY 2020
l.	CONSTRUCTION, UNLESS SEALED.	JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BOULEVARD SUITE 200	DRAWN BY:		IO.: HPH106A
	1	SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS FILE:	HPH106A-DR062
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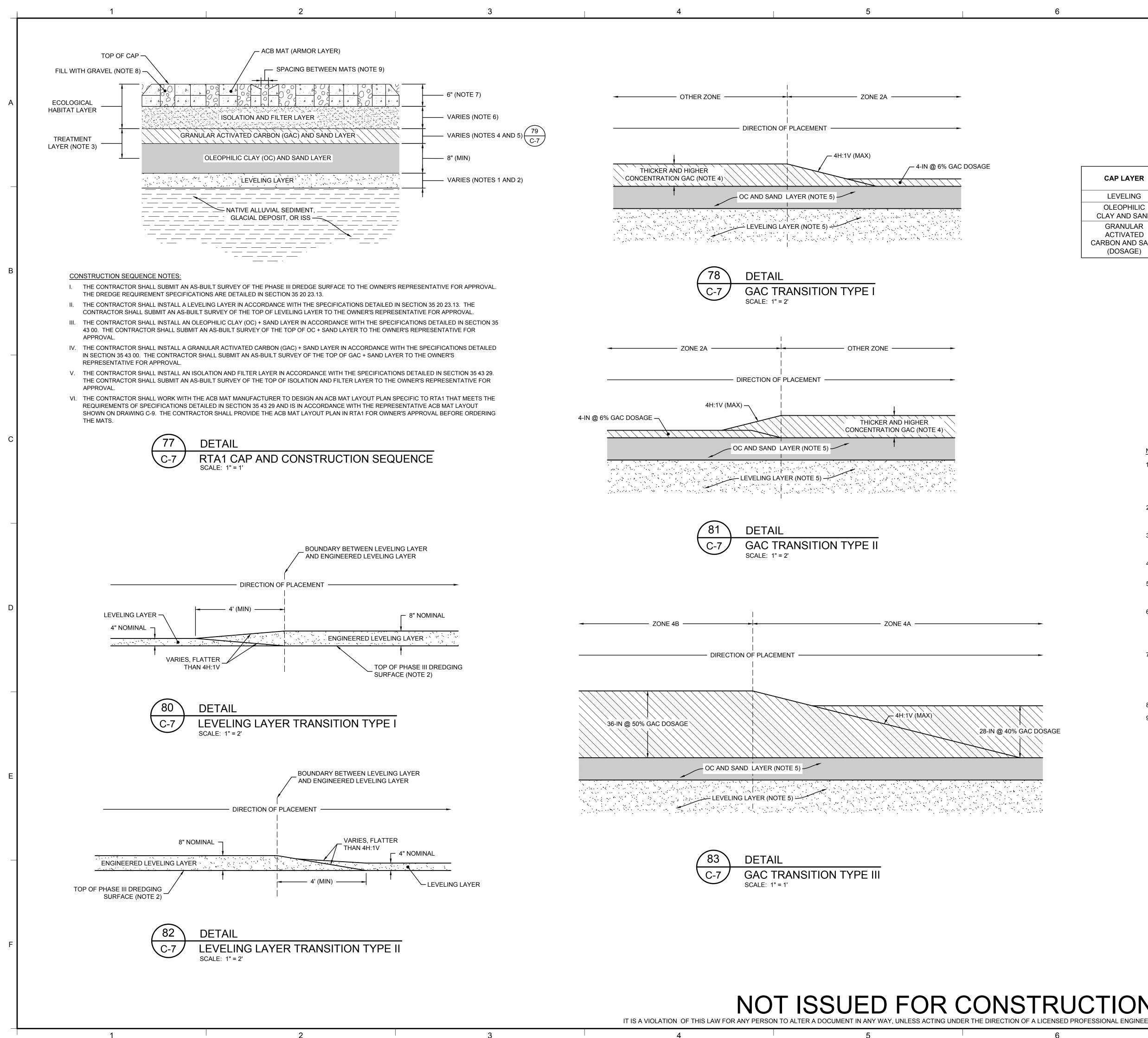


	LEGEND
	BATHYMETRY ELEVATION (1-FT)
	PHASE III DREDGE ELEVATION (1-FT)
-10	TOP OF ISOLATION AND FILTER LAYER (NOTE 1)
	PROPERTY LINE
5+00 	CANAL STATIONING
-11.0	ISOLATION AND FILTER LAYER ELEVATION
~~~~~~	CAP TREATMENT ZONE BOUNDARY
ZONE 1	CAP TREATMENT LAYER ZONES IN RTA1
(417-21)	BLOCK AND LOT
-~~->	FLUSHING TUNNEL

### NOTES:

- THE PROPOSED TOP ELEVATIONS OF ISOLATION AND FILTER LAYER SHELVES ARE APPROXIMATE AND WILL VARY BASED ON THE DEPTH OF THE UNDERLYING PHASE III DREDGE SURFACE, AND THICKNESSES OF LEVELING AND CAP TREATMENT LAYERS ACHIEVED IN THE FIELD.
- 2. THE THICKNESS OF ISOLATION AND FILTER LAYER WILL VARY WITHIN RTA1 (I.E. THICKER IN SOME AREAS) TO ACCOUNT FOR THE UNEVEN SURFACE OF THE UNDERLYING CAP TREATMENT LAYER AND TO HELP CREATE SHELVES OF UNIFORM ELEVATION FOR THE PLACEMENT OF ARMOR LAYER ON A RELATIVELY FLAT SURFACE. VERTICAL TOLERANCES ARE OUTLINED IN THE SPECIFICATION FOR ISOLATION AND ARMOR LAYER - SECTION 35 43 29. ANY MATERIAL PLACED BY THE CONTRACTOR OVER AND ABOVE THE MAXIMUM VERTICAL TOLERANCE SHALL BE CONSIDERED EXCESSIVE AND NOT PAID FOR BY THE OWNER.
- 3. THE TIE-IN SLOPE BETWEEN THE ISOLATION AND FILTER LAYER SHELVES AT DIFFERENT ELEVATIONS WILL BE A MAXIMUM OF 4H:1V. THE ANGLE OF REPOSE OF MATERIAL MAY RESULT IN FLATTER SLOPES, WHICH IS ACCEPTABLE. THE SIDE SLOPES OF THE ISOLATION AND FILTER LAYER AT THE FLUSHING TUNNEL AND THE ADJACENT AREA OPPOSITE 242 NEVINS ST. (418-1) WILL BE AT 6H:1V AS SHOWN ON THIS DRAWING.
- 4. THE KSS (2019) TOPOGRAPHIC SURVEY EXTENDED TO THE VICINITY OF THE 3RD ST. BRIDGE AS SHOWN ON THIS DRAWING. THE APPROXIMATE LIMITS OF THE CANAL BOUNDARY BEYOND THE KSS (2019) TOPOGRAPHIC SURVEY ARE TO BE FIELD VERIFIED.
- 5. THE BULKHEAD LIMITS SHOWN ARE THE EXISTING BULKHEAD LOCATIONS. CAPPING WILL BE CONDUCTED UPTO THE BRIDGE SUPPORT AND BULKHEAD SUPPORT INSTALLED BY THE CONTRACTOR, AND ANY NEW BULKHEADS INSTALLED BY PROPERTY OWNERS.
- 6. AS A TEMPORARY PROTECTIVE MEASURE BETWEEN THE TIME OF CAP TREATMENT LAYER PLACEMENT AND MOBILIZATION OF EQUIPMENT FOR THE PLACEMENT OF ACB MATS, AN INTERIM CAP PROTECTION LAYER (APPROX. 35 FT IN LENGTH FROM THE HEAD OF THE CANAL) MAY BE PLACED ABOVE THE CAP TREATMENT LAYERS FOR EROSION PROTECTION AGAINST FLOWS FROM CSO RH-034. PRIOR TO PLACING THE ACB MATS FOR BUILDING THE TOP OF CAP SURFACE, THE PERMANENT 6 IN. THICK ISOLATION AND FILTER LAYER WILL BE PLACED ABOVE THE INTERIM CAP PROTECTION LAYER TO MATCH THE ISOLATION LAYER SHELF ELEVATION AT THE HEAD OF THE CANAL AS SHOWN ON THIS DRAWING AND DESCRIBED IN SECTION 35 43 29.
- 7. THE DESIGN AND INSTALLATION OF PIPE PILES AND MONOPILES AROUND UNION AND CARROLL ST. BRIDGES FOR BULKHEAD STABILITY SUPPORT SHALL BE PERFORMED IN ACCORDANCE WITH THE BRIDGE SUPPORT PLANS COMPLETED BY GREENMAN-PEDERSON, INC. (GPI) AND TITLED "FINAL DESIGN FOR THE STABILITY DURING DREDGING FOR THE UNION STREET AND CARROLL STREET BRIDGES OVER GOWANUS CANAL" (JUNE 2019).

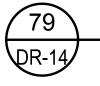
-				40' 80	•			
				IN FEET				
E	02.28.20						SRN	JFB
	09.27.19						SRN	JFB
C B	11.20.17		REMEDIAL DESIGN	<u></u>			SRN -	JFB -
A	10.31.16		REMEDIAL DESIGN - CAPPING AND T				-	_
REV	DATE						DRN	APF
TITLE:			ISOLATION AN		6	eosyntec C R	G11511111	
PROJECT:			REMEDIATION TA 100% REMI	ARGET ARE	· /	1		
SITE:	GOV	/ANUS	CANAL SUPERFU	ND SITE, BF	ROOKLYI	N, NEW YC	ORK	
	AWING MAY NOT I		ENGINEER OF RECORD	DESIGN BY:	SS	DATE:	FEBRUA	RY 202
	DDO IEOT TENIDE							
FOR	PROJECT TENDE	SEALED.	JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BOULEVARD	DRAWN BY:	SRN	PROJECT NO.:	HPH106A	4



NOT ISSUED FOR CONSTRUCTION

		MINIMUM THICKNESS (IN.) BY ZONE									
CAP LAYER	1	2A	2B	3	4A	4B	5	6			
LEVELING	4	4	8	8	4	4	4	4			
OLEOPHILIC CLAY AND SAND	8	8	8	8	8	8	8	8			
GRANULAR ACTIVATED CARBON AND SAND (DOSAGE)	20 (40%)	4 (6%)	9 (12%)	26 (40%)	28 (40%)	36 (50%)	12 (40%)	8 (12%)			

TABLE



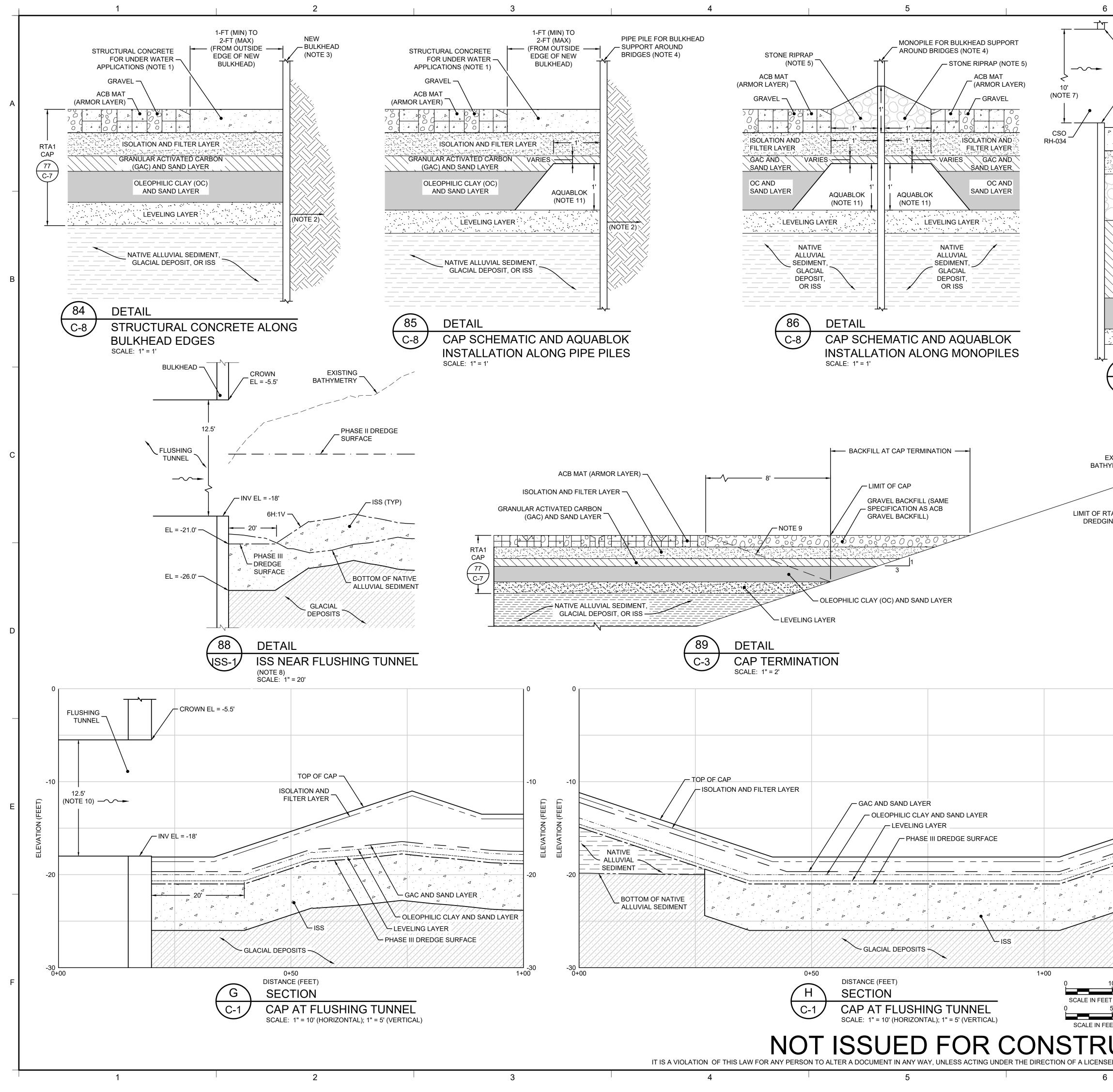
### LEVELING AND CAP TREATMENT LAYER THICKNESS

### NOTES:

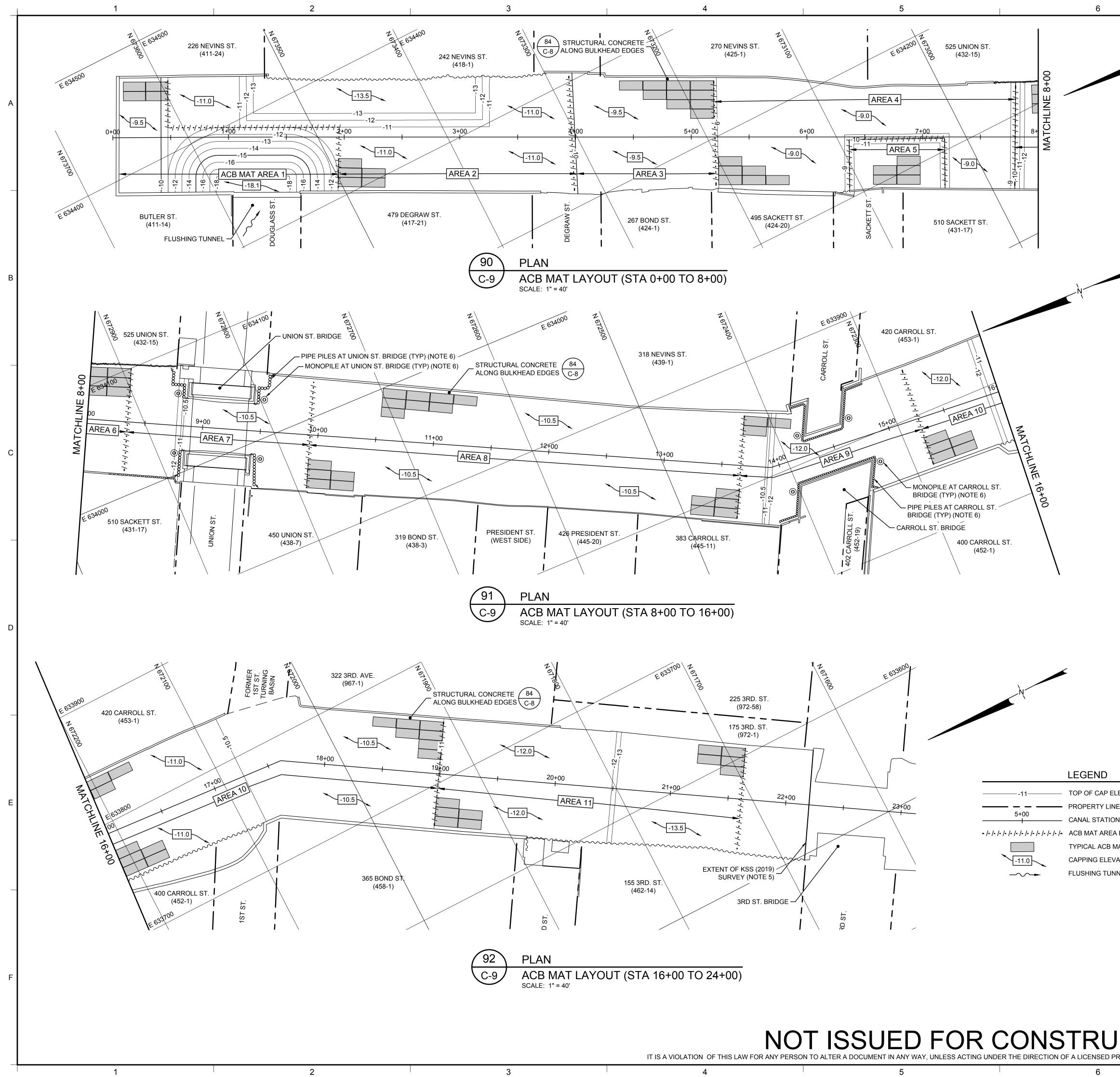
- 1. AN ENGINEERED LEVELING LAYER WITH A TYPICAL THICKNESS OF 8 IN. AND A MINIMUM AND MAXIMUM THICKNESS OF 6 IN. AND 10 IN., RESPECTIVELY SHALL BE PLACED IN ZONES 2B AND 3 OF RTA1. A SAND LEVELING LAYER WITH A TYPICAL THICKNESS OF 4 IN. AND A MINIMUM AND MAXIMUM THICKNESS OF 3 IN. AND 6 IN., RESPECTIVELY SHALL BE PLACED IN THE REMAINING ZONES WITHIN RTA1 (I.E. ZONES 1, 2A, 4A, 4B, 5, AND 6). SPECIFICATIONS FOR THE LEVELING LAYER ARE PROVIDED IN SECTION 35 20 23.13.
- LEVELING LAYER SHALL BE PLACED ATOP THE PHASE III DREDGE SURFACE. TWO LEVELING LAYER TRANSITION DETAILS ARE PRESENTED ON THIS DRAWING. THE TOP OF PHASE III DREDGE SURFACE IS SHOWN AS A FLAT SURFACE ON THE LEVELING LAYER TRANSITION DETAILS FOR CLARITY.
- 3. THE CAP WILL HAVE A TREATMENT LAYER CONSISTING OF OC + SAND LAYER OVERLAIN BY GAC + SAND LAYER. AMENDMENTS AND MIXING RATIOS FOR THE CAP TREATMENT LAYER DIFFER WITHIN RTA1 AND ARE SPECIFIED IN SECTION 35 43 00.
- 4. THERE ARE SIX ZONES WITH VARYING THICKNESSES AND DOSAGES OF GAC + SAND LAYER IN RTA1. THESE ZONES ARE SUMMARIZED IN THE LEVELING AND CAP TREATMENT LAYER THICKNESS TABLE ON THIS DRAWING.
- 5. GAC + SAND LAYER SHALL BE PLACED ATOP THE OC + SAND AND LEVELING LAYERS. THREE GAC TRANSITION DETAILS ARE PRESENTED ON THIS DRAWING. THE TOP OF OC + SAND AND LEVELING LAYERS ARE SHOWN AS A FLAT SURFACE ON THE GAC TRANSITION DETAILS FOR CLARITY.
- 6. THE THICKNESS OF ISOLATION AND FILTER LAYER WILL VARY WITHIN RTA1 TO ACCOUNT FOR THE UNEVEN SURFACE OF THE UNDERLYING CAP TREATMENT LAYER AND TO HELP CREATE SHELVES OF UNIFORM ELEVATION FOR THE PLACEMENT OF ARMOR LAYER ON A RELATIVELY FLAT SURFACE. THE ISOLATION AND FILTER LAYER COMBINED WITH THE GRAVEL PLACED WITHIN THE VOIDS OF AND ATOP THE ACB MATS WILL SERVE AS THE ECOLOGICAL HABITAT LAYER FOR PROMOTING BENTHIC RECOLONIZATION.
- 7. THE ARMOR LAYER WILL CONSIST OF 6 IN. THICK ACB MATS DESIGNED TO WITHSTAND PROPELLER WASH FORCES OF VESSELS ENTERING RTA1 FOR CAP MAINTENANCE AND MONITORING. GRAVEL WILL BE PLACED WITHIN THE VOIDS OF AND ATOP THE ACB MATS SUCH THAT APPROXIMATELY 2 IN. OF EXCESS GRAVEL SITS ABOVE THE ACB MATS. CLOSED ACB MATS SHALL BE INSTALLED AT CRITICAL LOCATIONS SUCH AS THE HEAD OF THE CANAL AND NEAR BRDIGE OPENINGS WHERE LARGER HYDRODYNAMIC FORCES ARE ANTICIPATED. ACB MAT PLACEMENT WITHIN RTA1 IS SHOWN ON DRAWING C-9.
- 8. THE TWO IN. OF EXCESS GRAVEL PLACED ATOP ACB MATS ARE NOT SHOWN FOR CLARITY.
- 9. THE TYPICAL SPACING BETWEEN ACB MATS IS OUTLINED IN THE SPECIFICATION FOR ISOLATION AND ARMOR LAYER SECTION 35 43 29.

_										
	E	02.28.20	RTA1 100%	REMEDIAL DESIGN				SRN	JFB	
	D	D 09.27.19 RTA1 90% REMEDIAL DESIGN							JFB	
	С	11.20.17	RTA1 65% F	SRN	JFB					
	В	12.23.16	RTA1 35% F		SRN	JFB	E			
	А	10.31.16	RTA1 35% F	SRN	JFB					
	REV	DATE		DES	CRIPTION		DRN	APP		
	Gowanus CanalB&B Engineers & GeoRemedial Designof new yoGroupGroup									
		osyntec C	onsult	ants						
	TITLE: CAP DETAILS (1 OF 3)									
	PROJECT: REMEDIATION TARGET AREA (RTA) 1 100% REMEDIAL DESIGN SITE: GOWANUS CANAL SUPERFUND SITE, BROOKLYN, NEW YORK									
		S DRAWING MAY NOT BE ISSU FOR PROJECT TENDER OR		ENGINEER OF RECORD	DESIGN BY:	SS	DATE:	FEBRUA	ARY 2020	
	CONSTRUCTION, UNLESS SEALED				DRAWN BY:	SRN	PROJECT NO.:	HPH106	A	
				SUITE 200 KENNESAW, GA 30144	CHECKED BY:	SS	FILE:	HPH106	A-DR033	
		SIGNATURE			REVIEWED BY:	JAS	DRAWING NO .:			
२		DATE			APPROVED BY:	JFB	<u> </u>	OF	9	
			7				8			





CROWN EL = 3.42' (NOTE 7)	END								
	EXISTING BATHYMET	RY							
	BOTTOM OF NATIVE								
- INVERT EL = 6.58'	SEDIMENT PHASE II DREDGE SU	JRFACE							
STRUCTURAL CONCRETE ACB MAT (ARMOR LAYER) FOR UNDER WATER ARPLICATIONS (NOTE 1)	PHASE III DREDGE SU								
	LEVELING LAYER								
	OLEPHILIC CLAY AND	) SAND							
I P _ I P _ I C	GRANULAR ACTIVATE CARBON AND SAND L								
	ISOLATION AND FILTE								
INTERIM CAP PROTECTION LAYER	TOP OF CAP	_							
	NATIVE ALLUVIAL SEI	DIMENT							
	ISS								
GRANULAR ACTIVATED CARBON (GAC) AND SAND LAYER 20"									
OLEOPHILIC CLAY (OC) AND SAND LAYER 8"									
<u>n an an an Anna an Anna an Anna Anna An</u>									
87 DETAIL		F							
C-1 INTERIM CAP PROTECTION LAYER									
AT THE HEAD OF CANAL									
SCALE: 1" = 1' <u>NOTES:</u>									
<ol> <li>STRUCTURAL CONCRETE PLACED UNDER WATER SHALL BE FLUSH WITH THE TOP OF THICKNESS OF 6 IN. PLUS OR MINUS 2 IN.</li> </ol>	ACB MATS AND HAVE	А							
2. THE DETAIL OF BULKHEAD SUPPORT PROVIDED ON THIS DRAWING IS APPROXIMATE.									
METRY BULKHEAD TYPES ARE PRESENT ALONG THE CANAL AND THE DETAIL IS PRESENTED A THE STRUCTURAL CONCRETE SHALL BE PLACED RELATIVE TO THE CAP AND OUTSIDE		HERE							
3. DESIGN AND INSTALLATION OF NEW BULKHEAD SUPPORTS IN FRONT OF EXISTING BU BY OTHERS AS PART OF A SEPARATE DESIGN PACKAGE.	LKHEADS WILL BE PR	OVIDED							
4. THE DESIGN AND INSTALLATION OF PIPE PILES AND MONOPILES AROUND UNION AND BULKHEAD STABILITY SUPPORT SHALL BE PERFORMED IN ACCORDANCE WITH THE BE									
A1_/ COMPLETED BY GREENMAN-PEDERSON, INC. (GPI) AND TITLED "FINAL DESIGN FOR TH IG DREDGING FOR THE UNION STREET AND CARROLL STREET BRIDGES OVER GOWANUS	E STABILITY DURING								
5. THE SIZE OF STONE RIPRAP USED FOR ANCHORING AROUND THE MONOPILE INSTALL CARROLL ST. BRIDGES SHALL BE THE SAME AS THE STONE SIZE USED FOR THE INTER	ATION AT THE UNION								
AND IS OUTLINED IN THE SPECIFICATION FOR ISOLATION AND ARMOR LAYER - SECTIO	DN 35 43 29.								
6. AS A TEMPORARY PROTECTIVE MEASURE BETWEEN THE TIME OF CAP TREATMENT LA MOBILIZATION OF EQUIPMENT FOR THE PLACEMENT OF ACB MATS, AN INTERIM CAP P LENGTH FROM THE HEAD OF THE CANAL) MAY BE PLACED ABOVE THE CAP TREATMEN	PROTECTION LAYER (4	0 FT IN							
LENGTH FROM THE HEAD OF THE CANAL) MAY BE PLACED ABOVE THE CAP TREATMEN PROTECTION AGAINST FLOWS FROM CSO RH-034. THE STONE SIZE, THICKNESS AND I TOLERANCES FOR THE INTERIM CAP PROTECTION LAYER ARE OUTLINED IN THE SPEC	MAXIMUM VERTICAL								
AND ARMOR LAYER - SECTION 35 43 29. PRIOR TO PLACEMENT OF THE ACB MATS, THE ISOLATION AND FILTER LAYER SHALL BE PLACED ABOVE THE INTERIM CAP PROTECTION	E PERMANENT 6 IN. TH	HICK							
WITH THE ELEVATION OF TOP OF ISOLATION LAYER SHELF AT THE HEAD OF THE CANA C-6 AND SECTION 35 43 29.		AWING							
7. THE CROWN ELEVATION AND SIZE OF CULVERT OPENING FOR CSO RH-034 WAS DETE OF A TOPOGRAPHIC SURVEY CONDUCTED IN RTA1 BY KENNON SURVEYING SERVICES									
JULY 2019. 8. RTA1 CAP ABOVE ISS IS NOT SHOWN ON THE DETAIL FOR CLARITY.		-							
9. DREDGING AS PART OF FUTURE, SEPARATE REMEDIATION SOUTH OF THE 3RD ST. BR	IDGE WILL START AT	THE							
0 INTERFACE BETWEEN THE GRAVEL BACKFILL AND ACB MATS. 10. COMMUNICATIONS WITH NYCDEP ON 16 MAY 2019 AND JULY 17 2019 STATED THE DIAM	METER OF THE FLUSH	ING							
TUNNEL IS 12 FT AND INVERT IS -19.34 FT BROOKLYN DATUM (APPROX. = -18 FT-NAVD8 HISTORICAL DRAWING WHICH INDICATES THE INVERT AT THE DISCHARGE POINT INTO	38). THIS IS SIMILAR TO THE CANAL IS AT -19	O THE FT							
BROOKLYN DATUM (APPROX. = -17.6 FT-NAVD88) AND HEIGHT OF THE FLUSHING TUNN PURPOSES OF FLUSHING TUNNEL DETAILS ON THIS DRAWING, THE INVERT IS PRESEN									
HEIGHT OF 12.5 FT, HOWEVER, THESE SHALL BE VERIFIED IN THE FIELD. 11. AQUABLOK WILL BE PLACED ABOVE THE LEVELING LAYER AND EXTEND 1 FT LATERAL									
PILES OR MONOPILES INSTALLED AROUND THE UNION AND CARROLL ST. BRIDGES FO SUPPORT. THE SIDE SLOPE WHILE PLACING AQUABLOK WILL BE A MAXIMUM OF 4H:1V		ΓY							
-10 E 02.28.20 RTA1 100% REMEDIAL DESIGN	SRN	JFB							
D 09.27.19 RTA1 90% REMEDIAL DESIGN	SRN	JFB JFB							
B 12.23.16 RTA1 35% REMEDIAL DESIGN - CAPPING AND ISS	SRN	JFB							
A 10.31.16 RTA1 35% REMEDIAL DESIGN – DREDGING AND TREATMENT REV DATE DESCRIPTION	SRN DRN	JFB APP							
Re.R.Enginoorg	& Geologi								
- Oowands Canal O	Gowanus Canal Remedial Design Croup								
Group an affiliate of Geosyntec Consultants									
TITLE: CAP DETAILS (2 OF 3)									
REMEDIATION TARGET AREA (RTA) 1 100% REMEDIAL DESIGN									
-30 SITE:									
0' 20' GOWANUS CANAL SUPERFUND SITE, BROOKLYN,									
(HORIZONTAL) THIS DRAWING MAY NOT BE ISSUED ENGINEER OF RECORD DESIGN BY: SS	DATE: FEBRUA	ARY 2020							
5' 10' CONSTRUCTION, UNLESS SEALED. JOHN F. BEECH, Ph.D., P.E. (NY, GA) 1255 ROBERTS BOULEVARD	PROJECT NO.: HPH106	A A							
T (VERTICAL) SUITE 200	FILE: HPH106								
KENNESAW, GA 30144 CHECKED BY: 55		A-DR066							
	DRAWING NO.:	A-DR066							
KENNESAW, GA 30144 CHECKED BY: 55		0							





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	ArmorF	lex® cont	• (not to scale)		1		CAB		$\square$	- Washer	
N						NTS					
	CAI	ALE		5, 5, 8, 8, 8, 8, 8                       	CABLI	E SLEEVE -		<u>N.T.S.</u>			
		- CABLE SLEEVE				Concrete Block Class	ex Unit Specific Open/Closed Nom. Cell L	Dimensions (in.) W H (sq. f		eight Open /sq. ft. Area %	
				- (= (= (= )= ) 		30S 50S	Open         13           Open         13	11.6         4.75         0.91           11.6         6         0.91	3 42	35 20 50 20	A
						40 50 70	Open         17.4           Open         17.4           Open         17.4	15.5         4.75         1.7           15.5         6         1.7           15.5         8.5         1.7	7 76	40 20 50 20 70 20	
0	Typica	l Mat		PLAN		40L 50L	Open         17.4           Open         17.4	23.6         4.75         2.50           23.6         6         2.50	3 97	40 20 50 20	
	(not to scale)					70L 45S 55S	Open 17.4 Closed 13 Closed 13	23.6         8.5         2.5           11.6         4.75         0.9           11.6         6         0.9	3 39	70 20 45 10 55 10	
			CABLE		Ţ	45 55	Closed 17.4 Closed 17.4	15.5         4.75         1.7           15.5         6         1.7	7 71	45 10 55 10	╞
				H ·	<u>}-</u>	85 45L	Closed         17.4           Closed         17.4	15.5         8.5         1.7.           23.6         4.75         2.50	3 109	85 10 45 10	
				The second se		55L 85L High Velocity	Closed 17.4 Closed 17.4 Application Block Clas	23.6 6 2.5 23.6 8.5 2.5 ses		55 10 85 10	
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	-	— W —		VIEW		70-T	Open 17.4	15.5 8.50 1.7	7 109	70 20	в
Open Cell	Block Close	ed Cell Bloc	^k 93	DET	۹IL						
			C-9	ACB							
	RTA1 ACB MAT	RECOMM	ENDED ACB	SCALE:		F					
	AREAS	CLASS TY	PE (NOTE 2)		IENDED AC				DN		
	1 2		55L 50	6 6		CLOSED OPEN					
	3		50L 55L		6			OPEN CLOSED			
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	8		50 55	6 6						с	
	10		50	6			OPEN				
	11		50		6			OPEN			
NOTES:			$\left(\begin{array}{c} 94\\ \hline C-9 \end{array}\right)$	TABL ACB	<u>.</u> MAT A	RFA	S				
MATS SHALL BE LARGER HYDRO FOR EACH ARE AREAS IS ONLY THE LEVELING 2. THE ACBS HIGH	AYOUT WAS SUBDIVID INSTALLED AT CRITIC DYNAMIC FORCES AR A IS SUMMARIZED IN TH FOR THE PURPOSES ( AND CAP TREATMENT I	AL LOCATIO E ANTICIPA HE ACB MAT DF ACB MAT _AYER THIC ACB MAT DE	NS SUCH AS T TED. THE REC AREAS TABLE PLACEMENT KNESS TABLE	HE HEAD C OMMENDE ON THIS E AND IS DIFF ON DRAWI DRAWING (	DF THE CAN D ACB CLA DRAWING. ERENT FR NG C-7. I.E. 50, 50L,	NAL ANE SS TYPI THE DIV OM THE , 55, ANI	) NEAR BRI E, THICKNE (ISION OF F E CAP TREA D 55L) ARE	DIGE OPENIN SS AND CELI RTA1 INTO EL TMENT ZONI	GS WHERE _ CONFIGL EVEN ACB ES OUTLIN DF CONTEC	E IRATION MAT ED IN CH'S	_
FROM OTHER M	DNCRETE BLOCK CLAS IANUFACTURERS THAT - SECTION 35 43 29 MA	ARE ENGIN									
WORK WITH TH SPECIFICATION	SHOWN IN PLAN VIEW E ACB MAT MANUFACT FOR ISOLATION AND A SHALL PROVIDE THE AG	URER TO DI RMOR LAYE	ESIGN AN ACB ER - SECTION 3	MAT LAYO 35 43 29 AN	UT PLAN SI D ACB MAT	PECIFIC LAYOU	TO RTA1 T T SHOWN	THAT MEETS ON THIS DRA	THE CAP WING. TH		D
4. PRIOR TO ORDE	ERING THE ACB MATS, DF NEW BULKHEAD SU	THE CONTR	ACTOR SHALL	VERIFY TH	IE LOCATIC	ON OF B				FOR THE	
5. THE KSS (2019)	TOPOGRAPHIC SURVE	Y EXTENDE	D TO THE VICI	NITY OF TH	IE 3RD ST.	BRIDGE					
6. THE DESIGN AN	LIMITS OF THE CANAL I	PE PILES AN		S AROUND		) CARR	OLL ST. BR	IDGES FOR B			
GREENMAN-PEI	PORT SHALL BE PERFC DERSON, INC. (GPI) ANI ET BRIDGES OVER GO	D TITLED "FI	NAL DESIGN F	OR THE ST					ON STREE	T AND	
			0		40'	80'					
	E 02.28.20	RTA1 100% RE	MEDIAL DESIGN	SCAL	E IN FEET				SRN	JFB	4
EVATION			IEDIAL DESIGN						SRN -	JFB -	1
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BOUNDARIES (NOTE 1)	REV DATE				CRIPTION				DRN	APP	
/AT (NOTE 3) /ATION	Gowanus Canal B&B Engineers & Geologists										
INEL		dial De	esign				0	f new y	vork, p	<b>).C.</b>	
	Group an affiliate of Geosyntec Consultants										
	CAP DETAILS (3 OF 3)										
	PROJECT: REMEDIATION TARGET AREA (RTA) 1 100% REMEDIAL DESIGN										
	SITE: GOWANUS CANAL SUPERFUND SITE, BROOKLYN, NEW YORK										
	THIS DRAWING MAY NOT B FOR PROJECT TENDER CONSTRUCTION, UNLESS	ENGINEER OF F		DESIGN BY:		SS	DATE:	FEBRUARY 2020			
			1255 ROBERTS SUITE 20 KENNESAW, G	BLVD., 0	DRAWN BY: CHECKED B		SRN SS	FILE:		A A-DR060	
CTION	SIGNATURE				REVIEWED		JAS	DRAWING NO			1
ROFESSIONAL ENGINEER	DATE	-			APPROVED	BY:	JFB	C-9	OF	9	
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