CITY OF DULUTH, MINNESOTA
IRVIN RELOCATION DESIGN
ST. LOUIS COUNTY
DULUTH, MINNESOTA

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PERMITTING
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GOVERNING SPECIFICATIONS
Know what's below. Call before you dig.

SURVEY/LAYOUT INFORMATION:
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ST. LOUIS COUNTY
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DULUTH / SUPERIOR HARBOR

MINNESOTA SLIP

TOW ROUTE

FRASER SHIPYARDS

MINNESOTA SLIP

SHEET INDEX
COV Cover Sheet
S1.0 Plans & Sections
S2.0 Irvin Section 1+53
S3.0 Irvin Section 2+65
S4.0 Irvin Section 3+86
S5.0 Irvin Section 4+82
S6.0 Minnesota Slip Ped. Bridge Survey
S7.0 Dock Wall Details
S8.0 Irvin Plan - Anchor & Mooring
S8.1 Irvin Anchors & Mooring Photos
MAX VELOCITY OF VESSEL DURING MOVEMENT =
MAX SUSTAINED WIND SPEED =
MAX WIND GUST SPEED =
MAX WAVE HEIGHT =
MAX CURRENT =

MAX VELOCITY OF VESSEL DURING MOVEMENT =
1 FT PER EVERY 4 SECONDS

MAX SUSTAINED WIND SPEED =
5 MPH

MAX WIND GUST SPEED =
10 MPH

MAX WAVE HEIGHT =
6 INCHES

MAX CURRENT =
0.5 FT / SEC

CANAL PARK

MINNESOTA SLIP - PLAN

S.S. WILLIAM A. IRVIN - PLAN

OPTION 1 - WOOD PILES

OPTION 2 - SPUD BARGES

TRUE NORTH

PLAN NORTH

TWIN CITIES - IRON RANGE

PLAN AND SECTIONS

S1.0
IRVIN SECTION AT STA V: 2 + 65

1. STATIONING BEGINS AT THE STEM OF THE IRVIN AT THE EXTREME MEASUREMENT OF TOP OF PLATE 1. SEE 2/S1.0.
2. ALL MEASUREMENTS HAVE AN ACCURACY OF 1".
IRVIN SECTION AT STA V: 3 + 86

1. STATIONING BEGINS AT THE STERN OF THE IRVIN AT THE EXTREME MEASUREMENT OF TOP OF PLATE 1. SEE 2/S1.0.
2. ALL MEASUREMENTS HAVE AN ACCURACY OF 1".
NOTES:
2. ALL MEASUREMENTS HAVE AN ACCURACY OF ±1.0.