

**CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS
PHASE I**

VOLUME II of II

Contract No. DH12-002

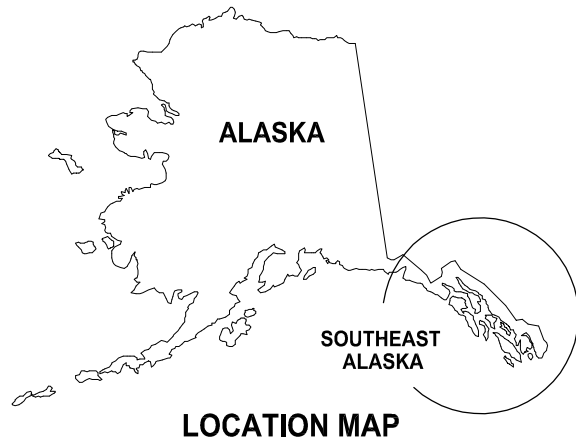


CITY & BOROUGH OF JUNEAU, ALASKA

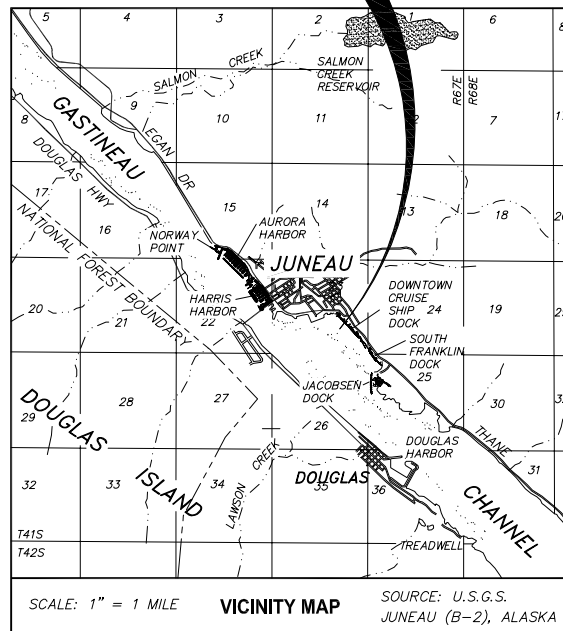
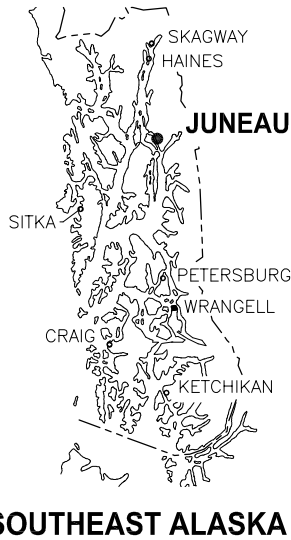
CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS

PHASE I

CONTRACT NO. DH12-002



THIS PROJECT



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PROJECT SCHEDULE	
DESCRIPTION	SCHEDULE
1. EARLIEST FIELD START	SEPT 27, 2012
2. SUBSTANTIAL COMPLETION—OWNER OCCUPY	MAY 1, 2013
3. FINAL COMPLETION OF ALL WORK UNDER THIS CONTRACT.	MAY 15, 2013



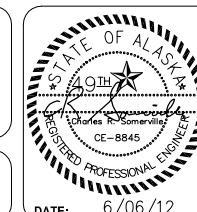
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CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS

CONTRACT NO. DH12-002

SHEET TITLE: **COVER SHEET, VICINITY MAPS, AND DRAWING INDEX**

PND PROJECT NO.: 102081 DWG. FILE: 1.01.DWG

1.01

SHEET 1 OF 38

GENERAL NOTES

- 1) ALL INDIVIDUAL MINING PLANS SHALL BE APPROVED, IN WRITING, BY THE OWNER PRIOR TO CLEARING OR EXCAVATION.
- 2) ALL OVERBURDEN SHALL BE REMOVED TO A MINIMUM DISTANCE OF 15' FROM THE FINISHED WORKING FACE.
- 3) THE CUTBANK OF THE OVERBURDEN SHALL BE SLOPED TO THE NATURAL ANGLE OF REPOSE, BUT SHALL BE NO STEEPER THAN 1 TO 1.
- 4) ALL DEAD TREES AND SNAGS WHICH ARE SUFFICIENTLY TALL TO REACH THE WORK AREA SHALL BE FELLED.
- 5) ALL OVERBURDEN, CLEARING, MERCHANTABLE TIMBER AND GRUBBING DEBRIS SHALL BE DISPOSED OF OFF SITE OR AS DIRECTED BY THE ENGINEER.
- 6) THE QUARRY SHALL BE LEFT IN A NEAT, ORDERLY AND WELL DRAINED CONDITION. ALL OVERHANGS AND LOOSE ROCK SHALL BE REMOVED.
- 7) AFTER EXCAVATION IS COMPLETE, THE AREA SHALL BE CLEANED UP AND LEFT AS SHOWN ON THE QUARRY USAGE PLAN.
- 8) ALL MATERIALS LEAVING THE QUARRY LIMITS SHALL BE CONTAINED WITHIN THE HAULING VEHICLE.
- 9) ALL DEBRIS AND OTHER BY-PRODUCTS OF TOPSOIL SCREENING OPERATIONS SHALL BE DISPOSED OF OFF SITE, OR AS APPROVED BY THE CITY.
- 10) APPROXIMATE LIMITS OF DEVELOPMENT SPECIFIC TO THIS PROJECT WILL BE FIELD STAKED BY THE CITY.
- 11) THE MATERIALS WITHIN THE QUARRY THAT ARE MADE AVAILABLE TO THE CONTRACTOR FOR THIS PROJECT, MAY NOT MEET THE MATERIAL SPECIFICATIONS FOR THIS PROJECT WITHOUT PROCESSING EFFORTS BY THE CONTRACTOR. THESE EFFORTS MAY INCLUDE, BUT ARE NOT LIMITED TO, SCREENING AND SORTING AND PRIMARY CRUSHING.
- 12) MATERIAL STOCKPILED OFF-SITE MUST HAVE PRIOR APPROVAL OF THE PROJECT MANAGER.
- 13) ALL THE REQUIREMENTS AND CONDITIONS OF CONDITIONAL USE PERMIT NUMBER USE2011-0017, SHALL BE MET. IN PARTICULAR, NOTE THE CONDITIONS WITH REGARD TO THE EAGLE TREES, BLASTING, NOISE MANAGEMENT PLAN AND TRAFFIC CONTROL.
- 14) THE CONTRACTOR SHALL COORDINATE EXTRACTION ACTIVITY WITH OTHER CONTRACTORS WHO MAY BE USING THE SITE PER CONDITIONAL USE PERMIT NUMBER USE2011-0017.
- 15) COMPRESSION BRAKES SHALL BE USED ONLY AS NECESSARY FOR SAFETY AND SHALL MEET THE REQUIREMENTS OF THE NOISE MANAGEMENT PLAN.
- 16) ALL QUARRY OPERATIONS SHALL BE RESTRICTED TO THE FOLLOWING TIME PERIODS: MONDAY THROUGH FRIDAY FROM 8:00 AM - 4:30 PM. BLASTING IS RESTRICTED TO 10:00 AM - 12:00 PM AND 1:00 PM - 3:00 PM, MONDAY THROUGH FRIDAY.
- 17) MARCH 1 THROUGH MAY 31 IS AN EAGLE NESTING PERIOD. NO BLASTING WITHIN 2600'. BLASTING IS ALLOWED AFTER MAY 31 WITH AN EAGLE MONITOR PRESENT. IF NEST IS NOT OCCUPIED, A MONITOR IS NOT REQUIRED. DRILLING IS ALLOWED OUTSIDE OF THE 330' ZONE.
- 18) AREA SURVEYED NOV. 2011.

- 19) THE CONTRACTOR SHALL SUBMIT A \$10,000 CASH BOND FOR ROCK OR TOPSOIL PROCESSING WITHIN THE QUARRY PROJECT MINING AREA.
- 20) ACCESS TO OTHER MINING AREAS MUST BE MAINTAINED THROUGH THE EXCAVATION MINING AREA.
- 21) ORGANIC OVERBURDEN FREE FROM LARGE WOODY DEBRIS MAY BE PLACED TO A DEPTH OF ONE FOOT ON THE FILL SLOPE OF THE LOWER ACCESS ROAD.
- 22) RELOCATE EQUIPMENT ACCESS IF REMOVAL IS NECESSARY.



1 STABLER'S POINT QUARRY SITE

INDIVIDUAL MINING PLAN

THE CONTRACTOR SHALL PROVIDE THE FOLLOWING INFORMATION TO THE OWNER PRIOR TO BEGINNING ANY OPERATIONS WITHIN THE QUARRY LIMITS.

OPERATIONS SHALL NOT PROCEED UNTIL THE CONTRACTOR'S INDIVIDUAL MINING PLAN HAS BEEN APPROVED BY THE CITY.

- A) MINING PLAN - INCLUDE PLANNED TOTAL EXCAVATION QUANTITY, PLANNED SECTION (SEE SAMPLE CROSS SECTION A-A), EXCAVATION LIMITS, CLEARING AND GRUBBING LIMITS.
- B) NOISE CONTROL PLAN AND EQUIPMENT SOUND CERTIFICATIONS.
- C) STRIPPING / OVERBURDEN DISPOSAL PLAN.
- D) DRAINAGE AND POLLUTION PLAN.
- E) RECLAMATION PLAN.
- F) A TRAFFIC CONTROL PLAN APPROVED BY ADOT/PF.
- G) ALL CONTRACTOR INDIVIDUAL MINING PLANS FOR REMOVAL OF MATERIAL FROM THE QUARRY SHALL BE PREPARED BY A REGISTERED CIVIL ENGINEER LICENSED TO PRACTICE IN THE STATE OF ALASKA.
- H) EACH TRUCK SHALL RECORD ITS LOAD WEIGHT ON A CBJ SCALE TICKET PRIOR TO LEAVING THE QUARRY.
- I) MANAGEMENT FEES AT THE RATE OF \$1.67/TON WILL BE ASSESSED TO CONTRACTORS OBTAINING MATERIAL FROM STABLER POINT ROCK QUARRY FOR THIS PROJECT.
- J) ALL CONTRACTORS MUST BE IN GOOD STANDING WITH THE CITY AND BOROUGH OF JUNEAU.
- K) IF THE CONTRACTOR ELECTS TO USE THIS MATERIAL SOURCE FOR THIS PROJECT, ESTIMATES OF QUANTITIES AND A MINING PLAN MUST BE SUBMITTED WITHIN TWO WEEKS OF NOTICE TO PROCEED.



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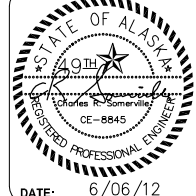
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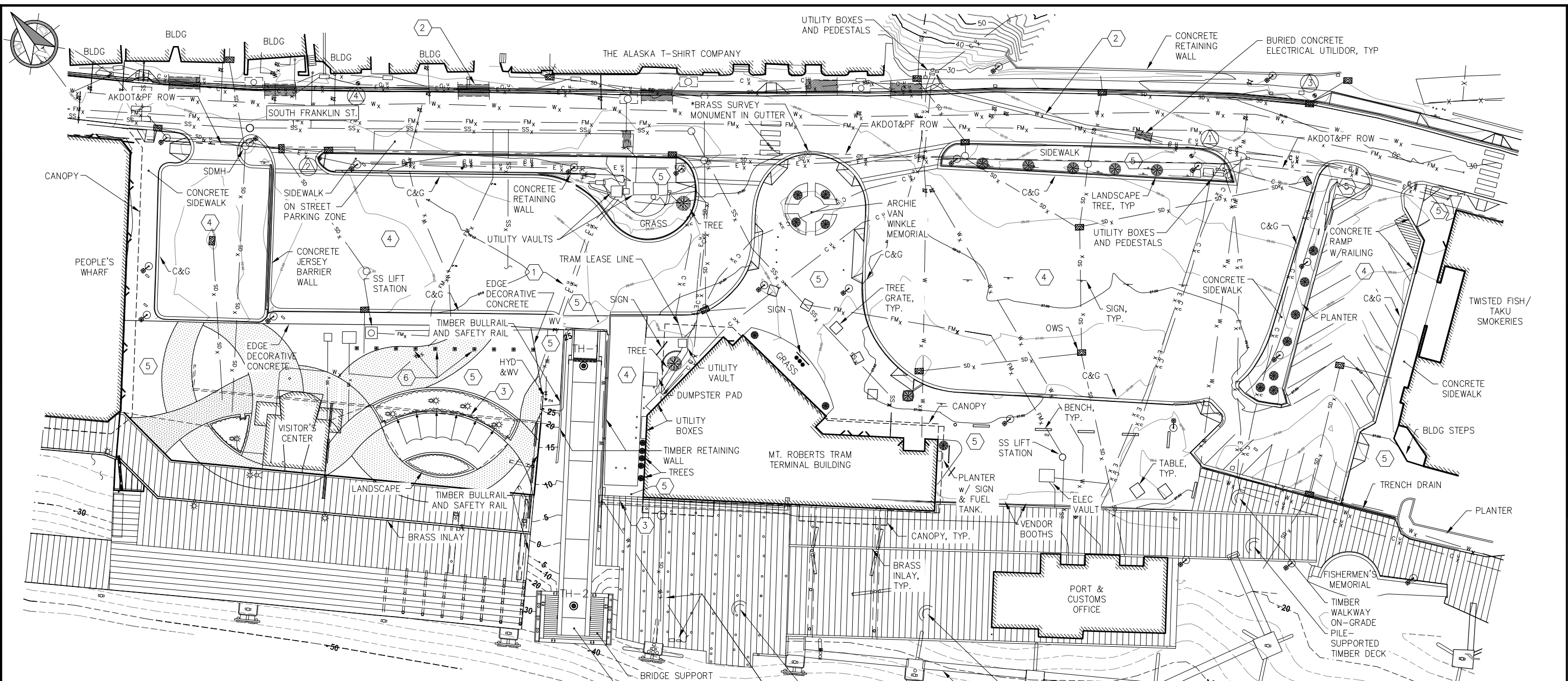


CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS CONTRACT NO. DH12-002

SHEET TITLE:
CITY/STATE STABLER POINT ROCK QUARRY USAGE PLAN

PND PROJECT NO.: 102081 DWG. FILE: 1.03.DWG

1.03
SHEET 3 OF 38



- NOTES**
- EXISTING CONDITIONS ARE BASED UPON FIELD SURVEYS BY PND, UTILITY LOCATES, PROPERTY INFORMATION AND AS-BUILTS PROVIDED BY THE CITY AND BOROUGH OF JUNEAU. FIELD VERIFY ALL EXISTING CONDITIONS.
 - HORIZONTAL CONTROL ESTABLISHED ON A LOCAL COORDINATE SYSTEM.
 - VERTICAL CONTROL ESTABLISHED ON NAVD 88 VERTICAL DATUM, REFERENCED TO THE NOAA TIDAL BENCHMARK 945 2210 TIDAL 9. THE BENCH MARK IS A DISK SET VERTICALLY IN THE SOUTH CORNER OF THE GASTINEAU APARTMENTS BUILDING AT 127 SOUTH FRANKLIN STREET. BENCHMARK EL=32.185' MLLW.
 - ALL EXISTING UTILITIES ARE SHOWN FROM SURVEYED INFORMATION, SURVEYED UTILITY LOCATES, AS-BUILT RECORDS PROVIDED BY THE CITY AND BOROUGH OF JUNEAU. FIELD VERIFY ALL UTILITIES.
 - PROPERTY LINE LOCATIONS AND RIGHT-OF-WAY (ROW) ARE SHOWN APPROXIMATE AND ARE BASED ON RECORD PLATS AND FOUND MONUMENTS. A PROPERTY SURVEY WAS NOT CONDUCTED AS PART OF TOPOGRAPHIC SURVEY WORK.

SURVEY CONTROL

POINT	NORTHING	EASTING	ELEV. (MLLW)	DESCRIPTION
①	478065.88'	532656.98'	29.65'	PK NAIL IN CONTROL JOINT IN SIDEWALK
②	478370.36'	532333.21'	26.82'	MAGNAIL IN TBC JOINT IN SIDEWALK
③	478045.12'	532723.73'	30.83'	PK W/WASHER IN SIDEWALK
④	478384.62'	532373.72'	28.04'	PK W/WASHER IN SIDEWALK

*DO NOT DISTURB EXISTING SURVEY MONUMENT @ MEMORIAL HARDSCAPE.

EXISTING CONDITIONS SUMMARY TABLE

NOTE	DESCRIPTION
①	BURIED UTILITY CONDUITS: (3) ELEC, (2) TV, (2) COMM.
②	BURIED CONCRETE ELECTRICAL CONDUIT UTILIDOR
③	CONCRETE RETAINING WALL BELOW DECK
④	ACP SURFACING
⑤	CONCRETE SURFACING
⑥	CANOPY COLUMNS

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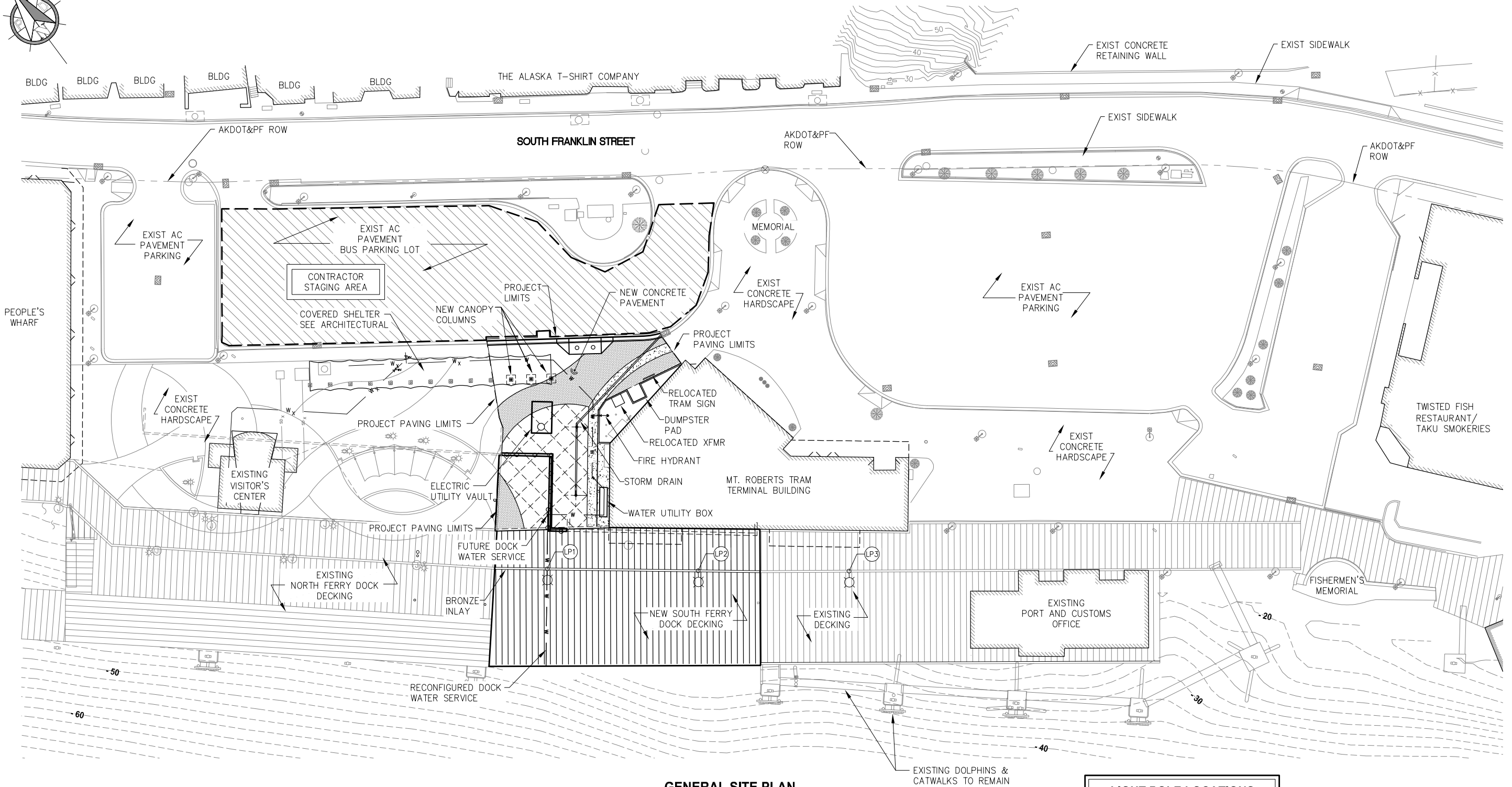
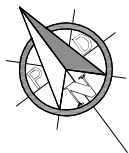


CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS CONTRACT NO. DH12-002

SHEET TITLE:
EXISTING CONDITIONS AND BOREHOLE LOCATIONS

PND PROJECT NO.: 102081 DWG. FILE: 1.04.DWG





GENERAL SITE PLAN

LIGHT POLE LOCATIONS		
POINT	NORTHING	EASTING
LP1	478139.10	532298.16
LP2	478084.76	532350.19
LP3	478031.30	532402.82

NOTE: SEE ELECTRICAL FOR ALL LIGHTING UTILITIES AND DETAILS.

- NOTES:
- SEE CIVIL SITE PLAN FOR POINT LAYOUT.
 - SEE STRUCTURAL FOR SOUTH FERRY DOCK LAYOUT AND DETAILS.
 - ON SITE STAGING AREA SHALL BE LIMITED TO THE ONE EXISTING PARKING AREA AS SHOWN ON THIS PLAN.

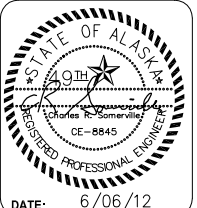


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CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS CONTRACT NO. DH12-002

SHEET TITLE: **GENERAL IMPROVEMENT OVERVIEW**

PND PROJECT NO.: 102081 DWG. FILE: 1.05.DWG

1.05
SHEET 5 OF 38

SOILS CLASSIFICATION, CONSISTENCY AND SYMBOLS

CLASSIFICATION

IDENTIFICATION AND CLASSIFICATION OF THE SOIL IS ACCOMPLISHED IN GENERAL ACCORDANCE WITH THE ASTM VERSION OF THE UNIFIED SOIL CLASSIFICATION SYSTEM (USCS) AS PRESENTED IN ASTM STANDARD D 2487. THE STANDARD IS A QUALITATIVE METHOD OF CLASSIFYING SOIL INTO THE FOLLOWING MAJOR DIVISIONS (1) COARSE GRAINED (2) FINE-GRAINED, AND (3) HIGHLY ORGANIC SOILS. CLASSIFICATION IS PERFORMED ON THE SOILS PASSING THE 75 MM (3 INCH) SIEVE AND IF POSSIBLE THE AMOUNT OF OVERSIZE MATERIAL (> 75 MM PARTICLES) IS NOTED ON THE SOIL LOGS. THIS IS NOT ALWAYS POSSIBLE FOR DRILLED TEST HOLES BECAUSE THE OVERSIZE PARTICLES ARE TYPICALLY TOO LARGE TO BE CAPTURED IN THE SAMPLING EQUIPMENT. OVERSIZE MATERIALS GREATER THAN 300 MM (12 INCHES) ARE TERMED BOULDERS, WHILE MATERIALS BETWEEN 75 MM AND 300 MM ARE TERMED COBBLES. COARSE GRAINED SOILS ARE THOSE HAVING 50% OR MORE OF THE NON-OVERSIZE SOIL RETAINED ON THE NO. 200 SIEVE; IF A GREATER PERCENTAGE OF THE COARSE GRAINS IS RETAINED ON THE NO. 4 SIEVE THE COARSE GRAINED SOIL IS CLASSIFIED AS GRAVEL, OTHERWISE IT IS CLASSIFIED AS SAND. FINE GRAINED SOILS ARE THOSE HAVING MORE THAN 50% OF THE NON-OVERSIZE MATERIAL PASSING THE NO. 200 SIEVE; THESE MAY BE CLASSIFIED AS SILT OR CLAY DEPENDING THEIR ATTERBERG LIQUID AND PLASTIC LIMITS OR OBSERVATIONS OF FIELD CONSISTENCY. REFER TO ASTM D 2487-93 FOR A COMPLETE DISCUSSION OF THE CLASSIFICATION METHOD.

SOIL CONSISTENCY - CRITERIA

SOIL CONSISTENCY AS DEFINED BELOW AND DETERMINED BY NORMAL FIELD AND LABORATORY METHODS APPLIES ONLY TO NON-FROZEN MATERIAL. FOR THESE MATERIALS, THE INFLUENCE OF SUCH FACTORS AS SOIL STRUCTURE, I.E. FISSURE SYSTEMS, SHINKAGE CRACKS, SLICKENSIDES, ETC., MUST BE TAKEN INTO CONSIDERATION IN MAKING ANY CORRELATION WITH THE CONSISTENCY VALUES LISTED BELOW. IN PERMAFROST ZONES, THE CONSISTENCY AND STRENGTH OF FROZEN SOILS MAY VARY SIGNIFICANTLY AND UNEXPLAINABLY WITH ICE CONTENT, THERMAL REGIME AND SOIL TYPE.

RELATIVE DENSITY OF SANDS ACCORDING TO RESULTS OF STANDARD PENETRATION TEST

N*(Blows/ft)	Relative Density
Loose 0 - 10	0 - 40%
Dense 10 - 30	40 - 70%
Medium Dense 30 - 60	70 - 90%
Very Dense > 60	90 - 100%

CONSISTENCY OF CLAY IN TERMS OF UNCONFINED COMPRESSIVE STRENGTH (TSF)

Consistency	TSF
Very Soft	0.0 - 0.25
Soft	0.25 - 0.5
Stiff	0.5 - 1.0
Firm	1.0 - 2.0
Very Firm	2.0 - 4.0
>Hard	4.0

* STANDARD PENETRATION, "N": BLOWS PER FOOT OF A 140-POUND HAMMER FALLING 30 INCHES ON A 1.4" ID SPLIT-SPOON SAMPLER EXCEPT WHERE NOTED.

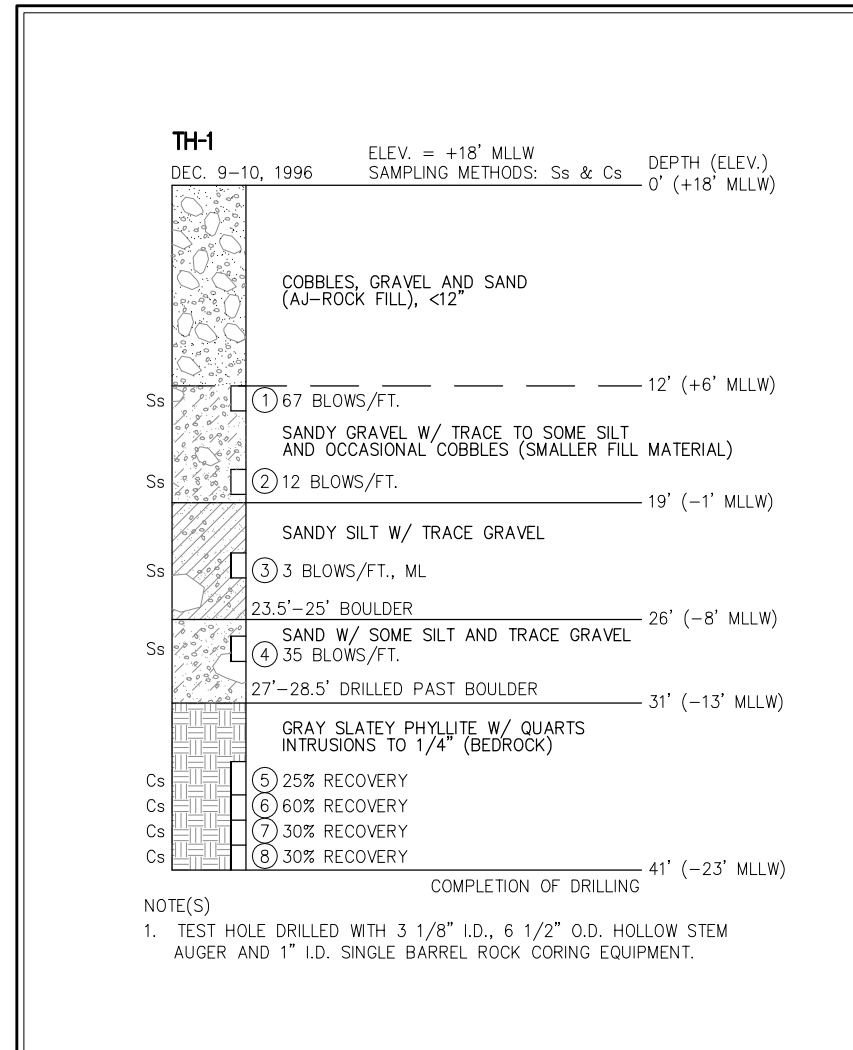
SAMPLER TYPE SYMBOLS

St.....1.4" Split Spoon W/ 47# Hammer	Ts.....Shelby Tube
Ss.....1.4" Split Spoon W/ 140# Hammer	Tm.....Modified 2.5" O.D. Shelby Tube
Sl.....2.5" Split Spoon W/ 140# Hammer	Pb.....Pitcher Barrel
Sm.....2.5" Split Spoon W/ 300# Hammer	Cs.....Core Barrel W/ Single Tube
Sh.....2.5" Split Spoon W/ 340# Hammer	Cd.....Core Barrel W/ Double Tube
Sp.....2.5" Split Spoon, Pushed	Bs.....Bulk Sample
Hs.....1.4" Split Spoon Driven W/ Air Hammer	A.....Auger Sample
Hi.....2.5" Split Spoon Driven W/ Air Hammer	G.....Grab Sample
Sx.....2.0" Split Spoon Driven W/ 140# Hammer	
Sz.....1.4" Split Spoon Driven W/ 340# Hammer	

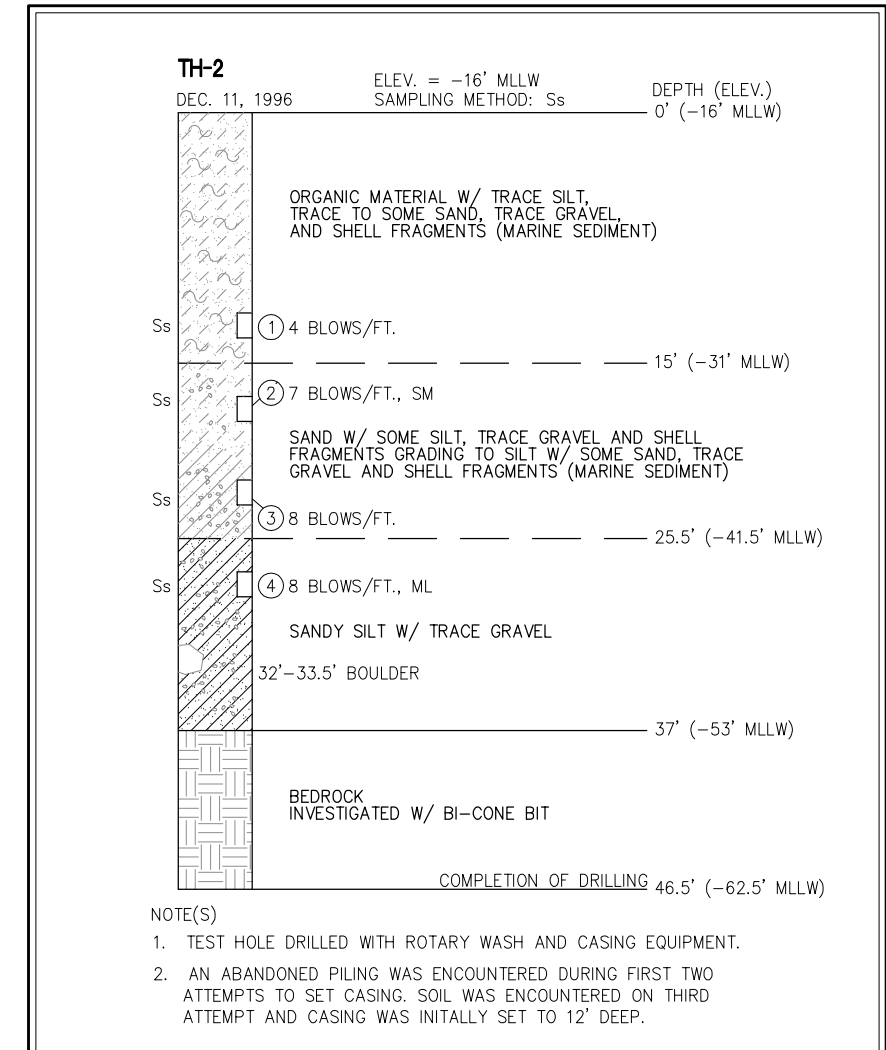
NOTES

- SPLIT SPOON SAMPLER SIZES PRESENTED ABOVE REFER TO THE INSIDE DIAMETER OF THE SAMPLER.
- SOIL CLASSIFICATIONS ARE BASE ON THE UNIFIED SOIL CLASSIFICATION SYSTEM. FIELD DESCRIPTIONS MAY HAVE BEEN MODIFIED TO REFLECT LABORATORY TEST RESULTS.
- DESCRIPTIONS ON THESE BORING LOGS APPLY ONLY AT THE SPECIFIC LOCATIONS AT THE TIME THE BORINGS WERE DRILLED. THEY ARE NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS OR TIMES.
- SPLIT SPOON BLOW COUNTS SHOWN ARE UNCORRECTED RAW DATA. VARIOUS HAMMER SIZES AND SPLIT SPOON SIZES WERE USED AND HAVE NOT BEEN CORRECTED TO A STANDARD PENETRATION TEST (SPT). BLOW COUNTS MAY VARY SUBSTANTIALLY BETWEEN SPT AND THESE METHODS.

STANDARD BOREHOLE LOG DETAILS



TEST HOLE LOG TH-1



TEST HOLE LOG TH-2



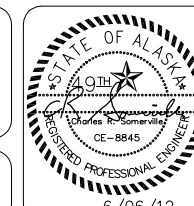
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CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS
CONTRACT NO. DH12-002

SHEET TITLE:
BOREHOLE LOGS

PND PROJECT NO.: 102081 DWG. FILE: 1.06.DWG

1.06

SHEET
6 OF 38



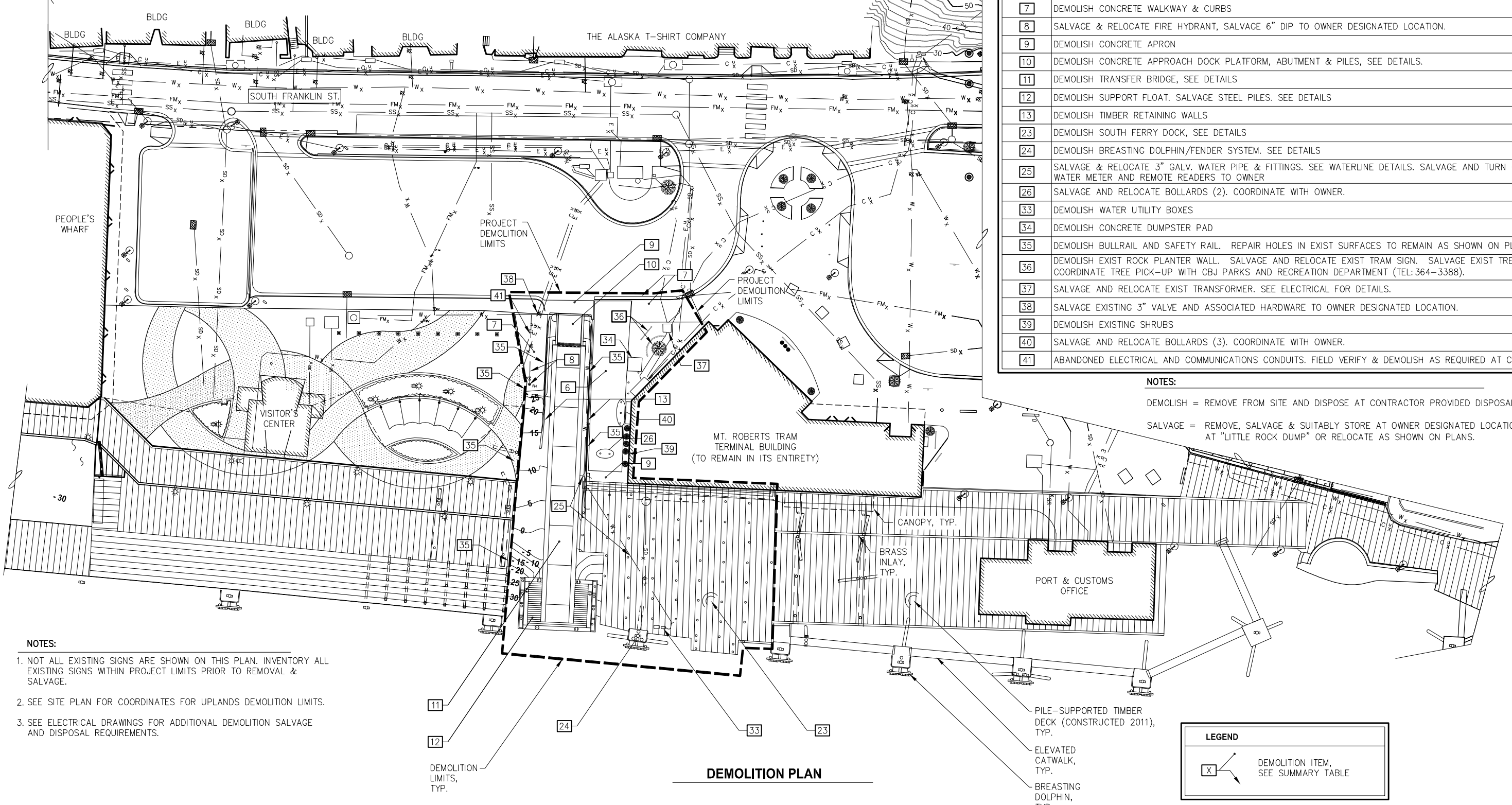
DEMOLITION SUMMARY TABLE

ITEM	DESCRIPTION
6	DEMOLISH ACP. REMOVE AND DISPOSE UNSUITABLE SUBGRADE, INCLUDING TIMBER PILES & REMNANTS.
7	DEMOLISH CONCRETE WALKWAY & CURBS
8	SALVAGE & RELOCATE FIRE HYDRANT, SALVAGE 6" DIP TO OWNER DESIGNATED LOCATION.
9	DEMOLISH CONCRETE APRON
10	DEMOLISH CONCRETE APPROACH DOCK PLATFORM, ABUTMENT & PILES, SEE DETAILS.
11	DEMOLISH TRANSFER BRIDGE, SEE DETAILS
12	DEMOLISH SUPPORT FLOAT. SALVAGE STEEL PILES. SEE DETAILS
13	DEMOLISH TIMBER RETAINING WALLS
23	DEMOLISH SOUTH FERRY DOCK, SEE DETAILS
24	DEMOLISH BREASTING DOLPHIN/FENDER SYSTEM. SEE DETAILS
25	SALVAGE & RELOCATE 3" GALV. WATER PIPE & FITTINGS. SEE WATERLINE DETAILS. SALVAGE AND TURN OVER WATER METER AND REMOTE READERS TO OWNER
26	SALVAGE AND RELOCATE BOLLARDS (2). COORDINATE WITH OWNER.
33	DEMOLISH WATER UTILITY BOXES
34	DEMOLISH CONCRETE DUMPSTER PAD
35	DEMOLISH BULLRAIL AND SAFETY RAIL. REPAIR HOLES IN EXIST SURFACES TO REMAIN AS SHOWN ON PLANS.
36	DEMOLISH EXIST ROCK PLANTER WALL. SALVAGE AND RELOCATE EXIST TRAM SIGN. SALVAGE EXIST TREE AND COORDINATE TREE PICK-UP WITH CBJ PARKS AND RECREATION DEPARTMENT (TEL: 364-3388).
37	SALVAGE AND RELOCATE EXIST TRANSFORMER. SEE ELECTRICAL FOR DETAILS.
38	SALVAGE EXISTING 3" VALVE AND ASSOCIATED HARDWARE TO OWNER DESIGNATED LOCATION.
39	DEMOLISH EXISTING SHRUBS
40	SALVAGE AND RELOCATE BOLLARDS (3). COORDINATE WITH OWNER.
41	ABANDONED ELECTRICAL AND COMMUNICATIONS CONDUITS. FIELD VERIFY & DEMOLISH AS REQUIRED AT CANOPY.

NOTES:

DEMOLISH = REMOVE FROM SITE AND DISPOSE AT CONTRACTOR PROVIDED DISPOSAL SITE.

SALVAGE = REMOVE, SALVAGE & SUITABLY STORE AT OWNER DESIGNATED LOCATION AT "LITTLE ROCK DUMP" OR RELOCATE AS SHOWN ON PLANS.



NOTES:

1. NOT ALL EXISTING SIGNS ARE SHOWN ON THIS PLAN. INVENTORY ALL EXISTING SIGNS WITHIN PROJECT LIMITS PRIOR TO REMOVAL & SALVAGE.
2. SEE SITE PLAN FOR COORDINATES FOR UPLANDS DEMOLITION LIMITS.
3. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL DEMOLITION SALVAGE AND DISPOSAL REQUIREMENTS.

LEGEND

[X] DEMOLITION ITEM, SEE SUMMARY TABLE

DEMOLITION PLAN



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

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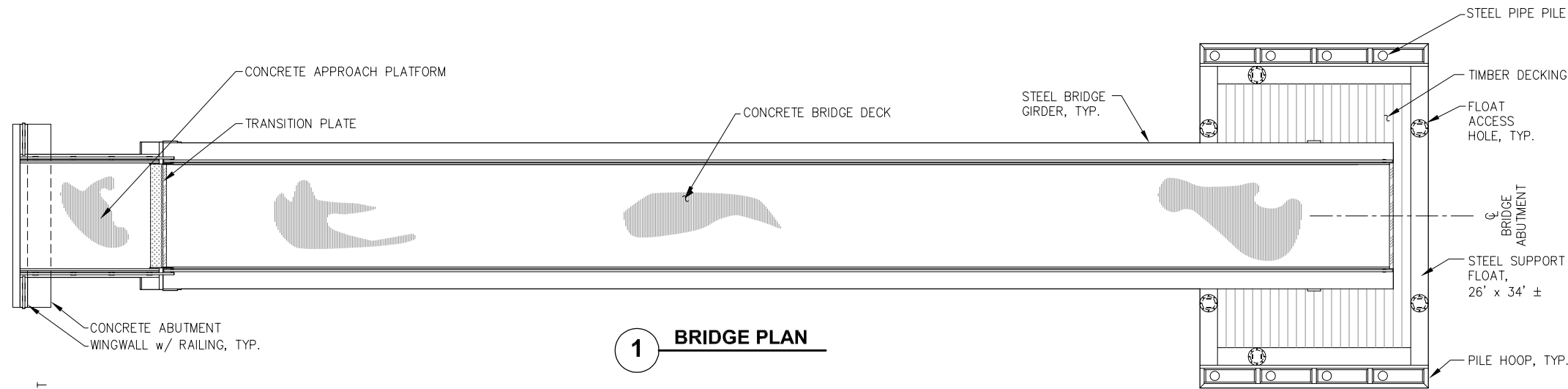


**CRUISE SHIP TERMINAL STAGING AREA
IMPROVEMENTS
CONTRACT NO. DH12-002**

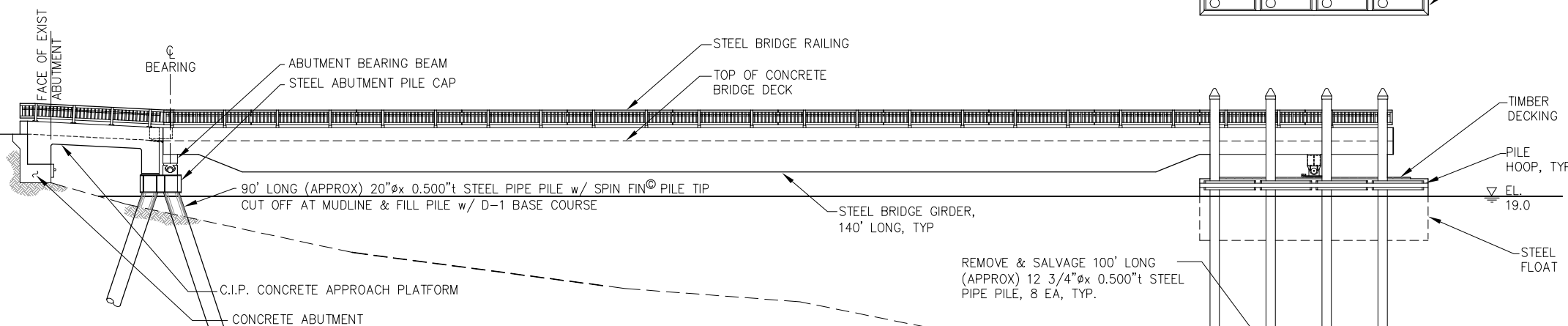
SHEET TITLE: **DEMOLITION SITE PLAN & SUMMARY TABLE**
PND PROJECT NO.: 102081 DWG. FILE: 1.07.DWG

1.07
SHEET
7 OF 38

DATE: 6/06/12

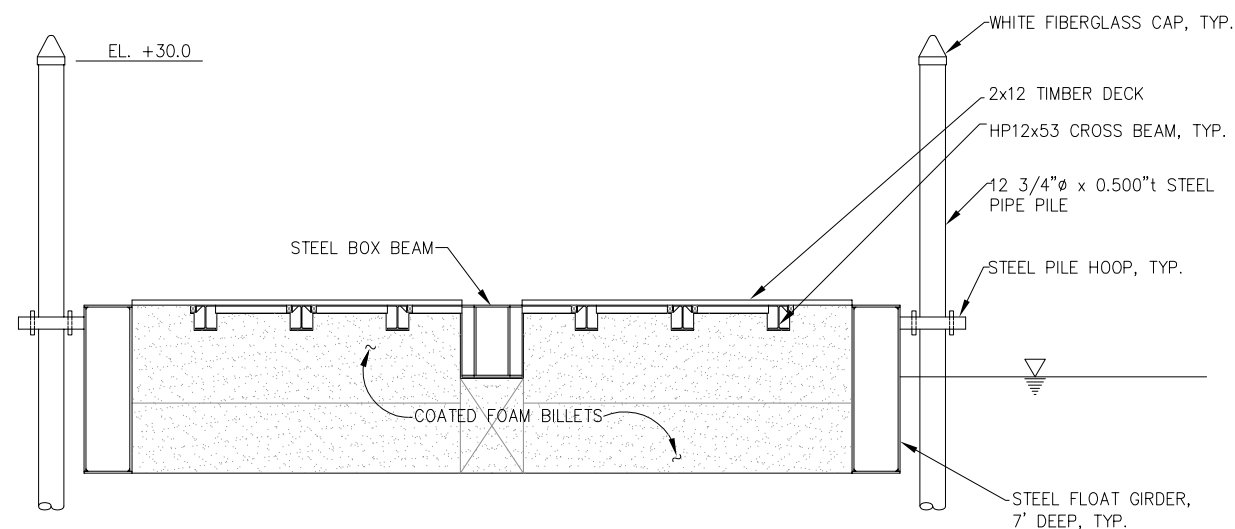


1 BRIDGE PLAN

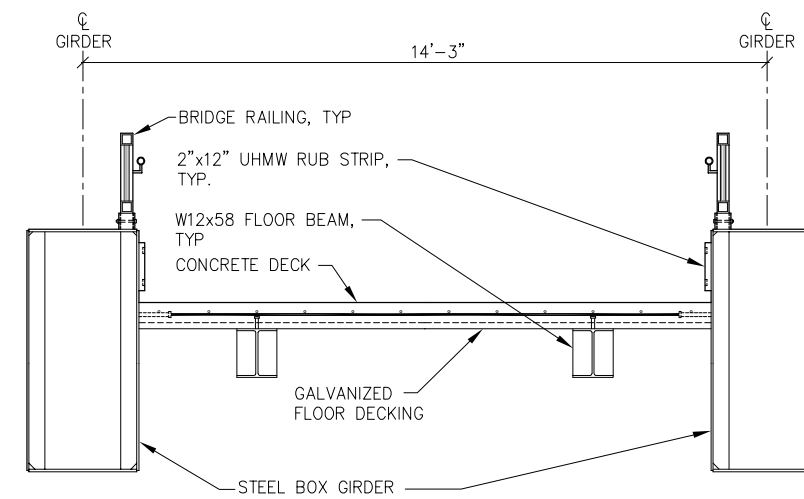


2 BRIDGE ELEVATION

SEE APPROACH PLATFORM FOR ELEVATIONS NOT SHOWN.



TYPICAL FLOAT SECTION



TYPICAL BRIDGE SECTION

NOTES:

1. THIS DRAWING PROVIDES ORIGINAL DESIGN REFERENCE INFORMATION FOR THE EXISTING TRANSFER BRIDGE TO BE DEMOLISHED.
2. EXISTING BRIDGE WEIGHS APPROX. 125 TONS, EXCLUDING STEEL SUPPORT FLOAT.
3. STEEL SUPPORT FLOAT WEIGHS APPROX. 40 TONS.
4. BRIDGE AND FLOAT SHALL BECOME PROPERTY OF CONTRACTOR.



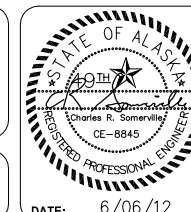
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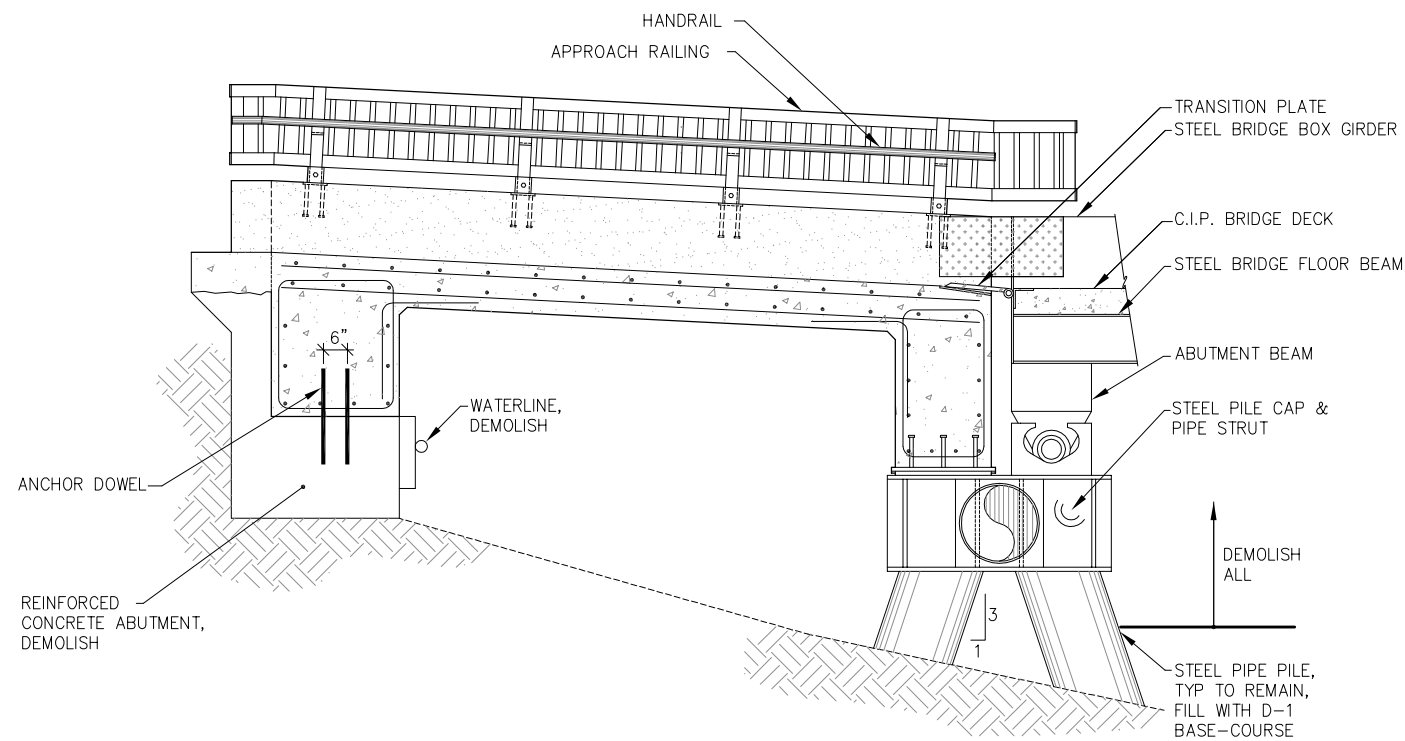
CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS CONTRACT NO. DH12-002

SHEET TITLE: **DEMOLITION TRANSFER BRIDGE & SUPPORT FLOAT**

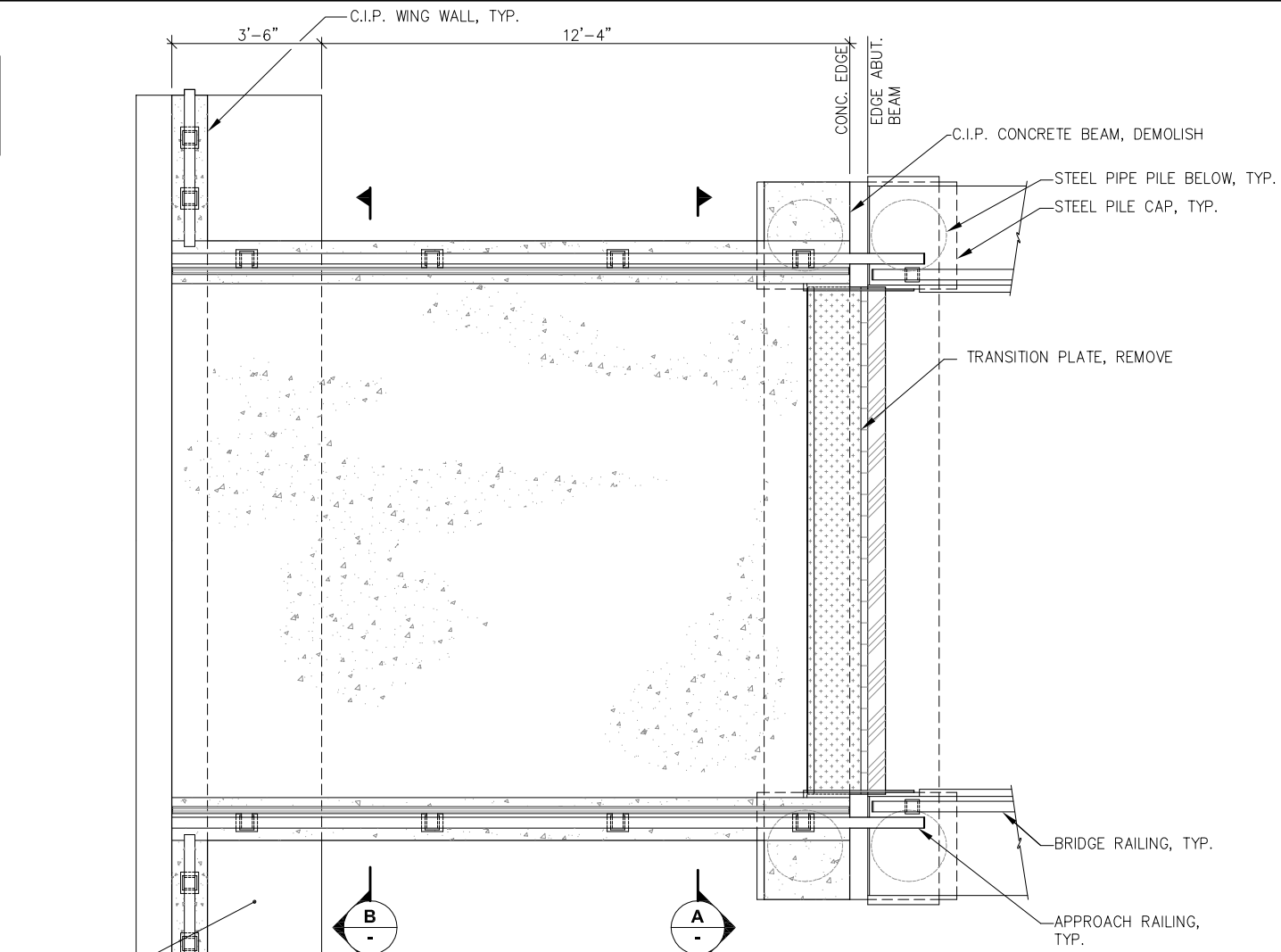
PND PROJECT NO.: 102081 DWG. FILE: 1.08.DWG

1.08
SHEET
8 OF 38

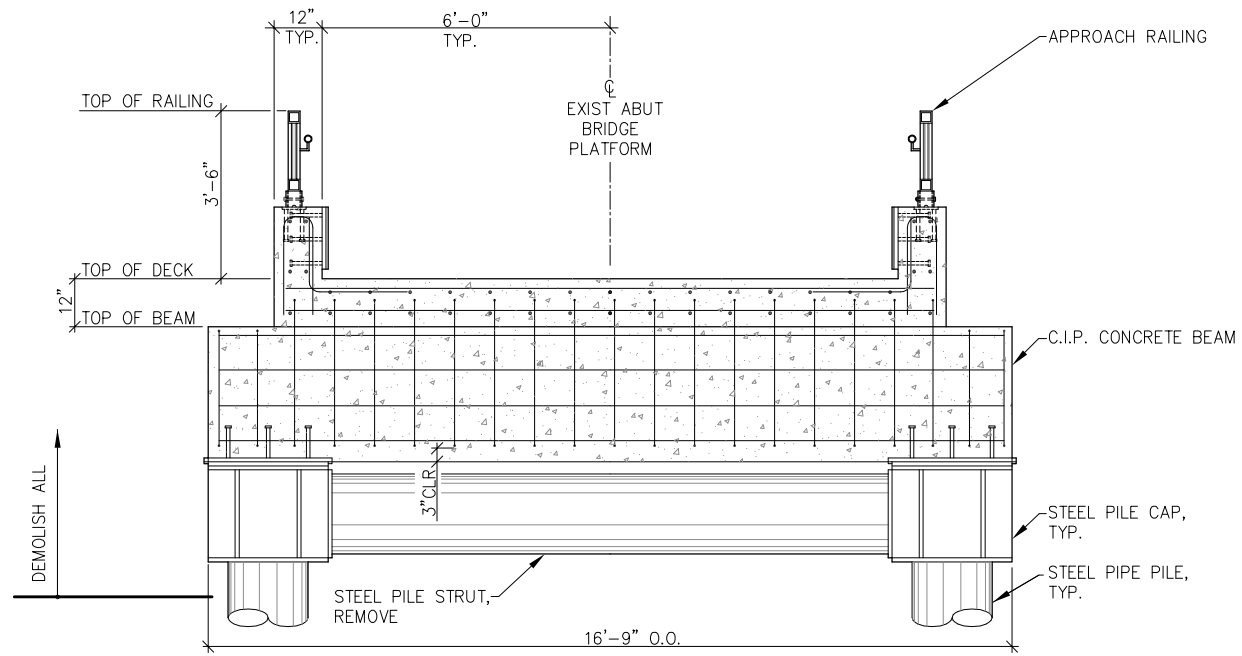
NOTE:
 1. THIS DRAWING PROVIDES ORIGINAL DESIGN REFERENCE INFORMATION FOR THE EXISTING TRANSFER BRIDGE APPROACH PLATFORM.



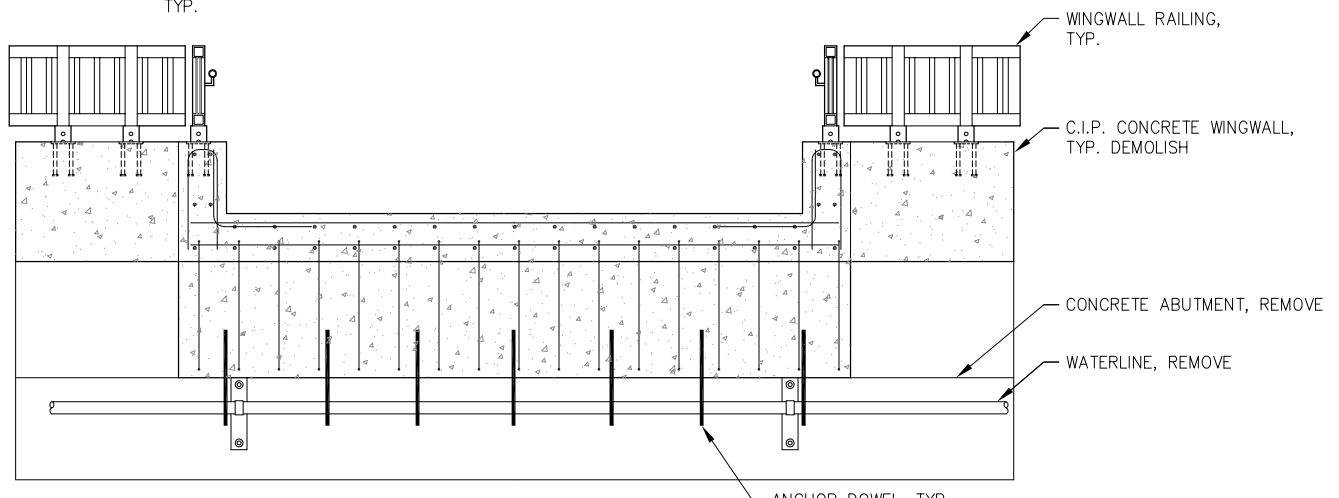
APPROACH PLATFORM - ELEVATION



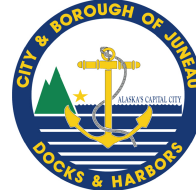
APPROACH PLATFORM - PLAN



A SECTION



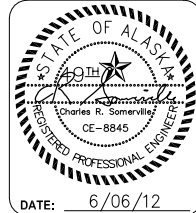
B SECTION



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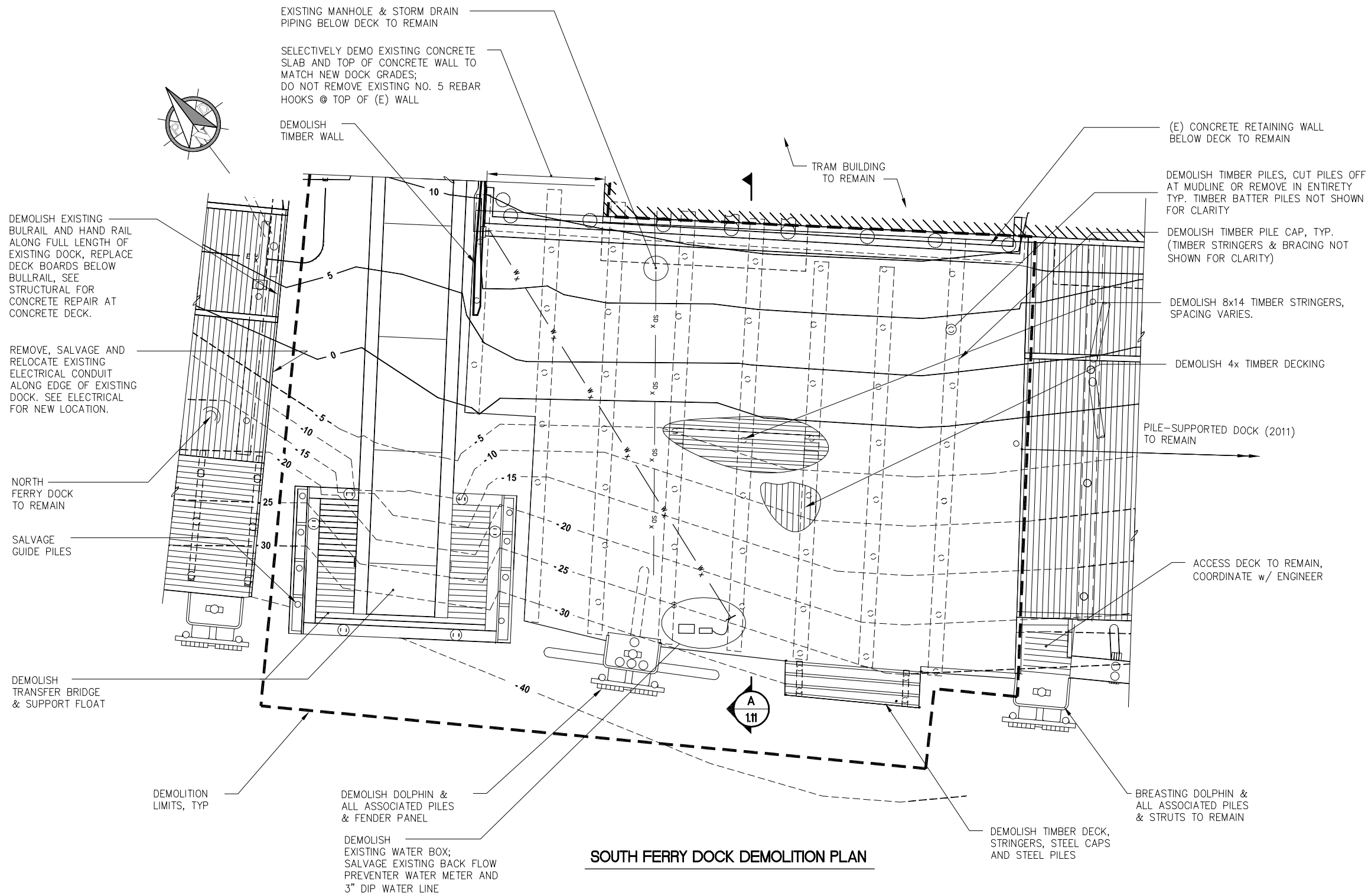


CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS CONTRACT NO. DH12-002

SHEET TITLE:
DEMOLITION - APPROACH PLATFORM

PND PROJECT NO.: 102081 DWG. FILE: 1.09.DWG

DATE: 6/06/12



SOUTH FERRY DOCK DEMOLITION PLAN



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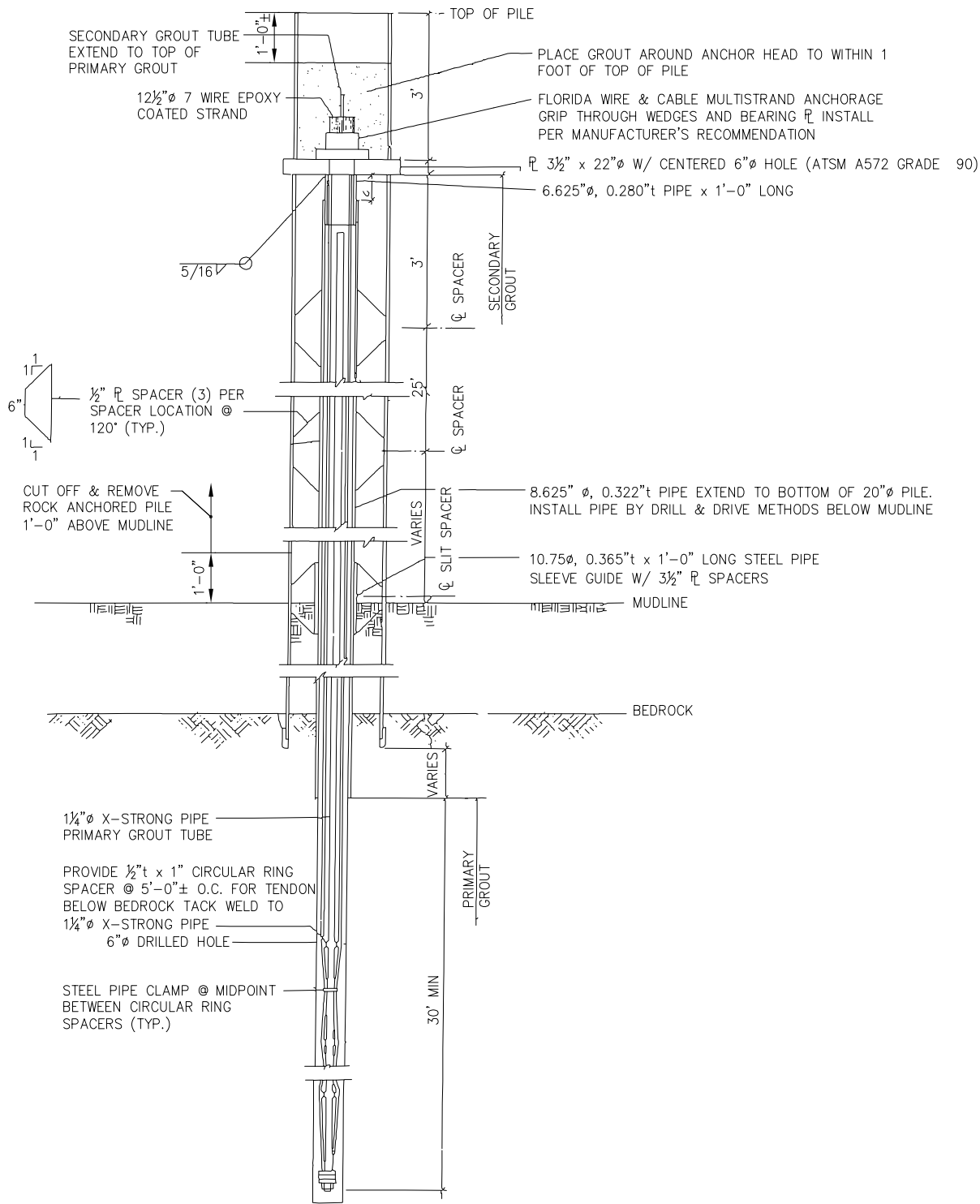


CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS
CONTRACT NO. DH12-002

SHEET TITLE:
DEMOLITION - SOUTH FERRY DOCK PLAN

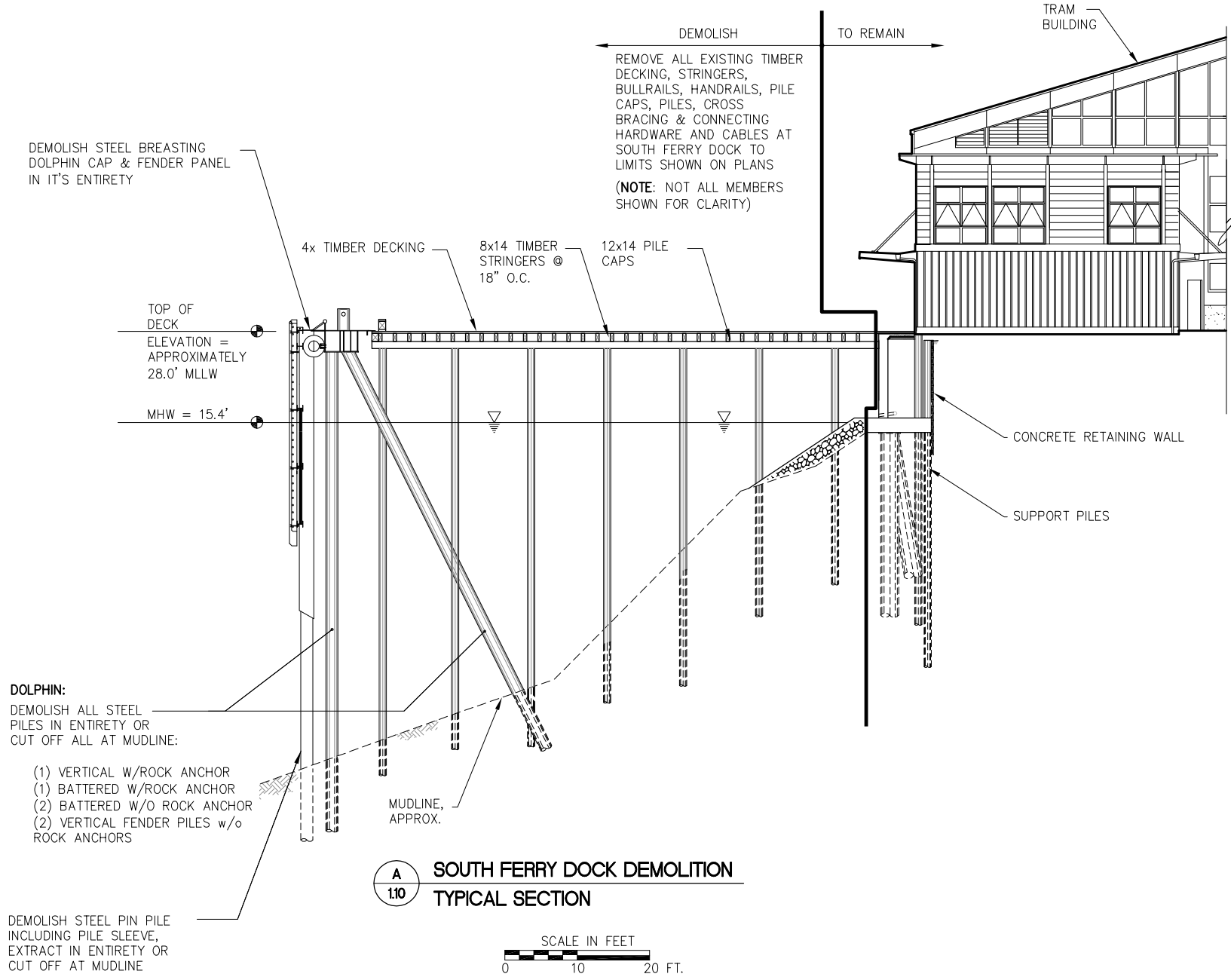
PND PROJECT NO.: 102081 DWG. FILE: 1.10.DWG

DATE: 6/06/12



TYPICAL ROCK ANCHOR DETAIL

NOTE:
THIS DETAIL PROVIDES ORIGINAL DESIGN REFERENCE INFORMATION FOR THE ROCK ANCHORS TO BE DEMOLISHED (2 EACH)



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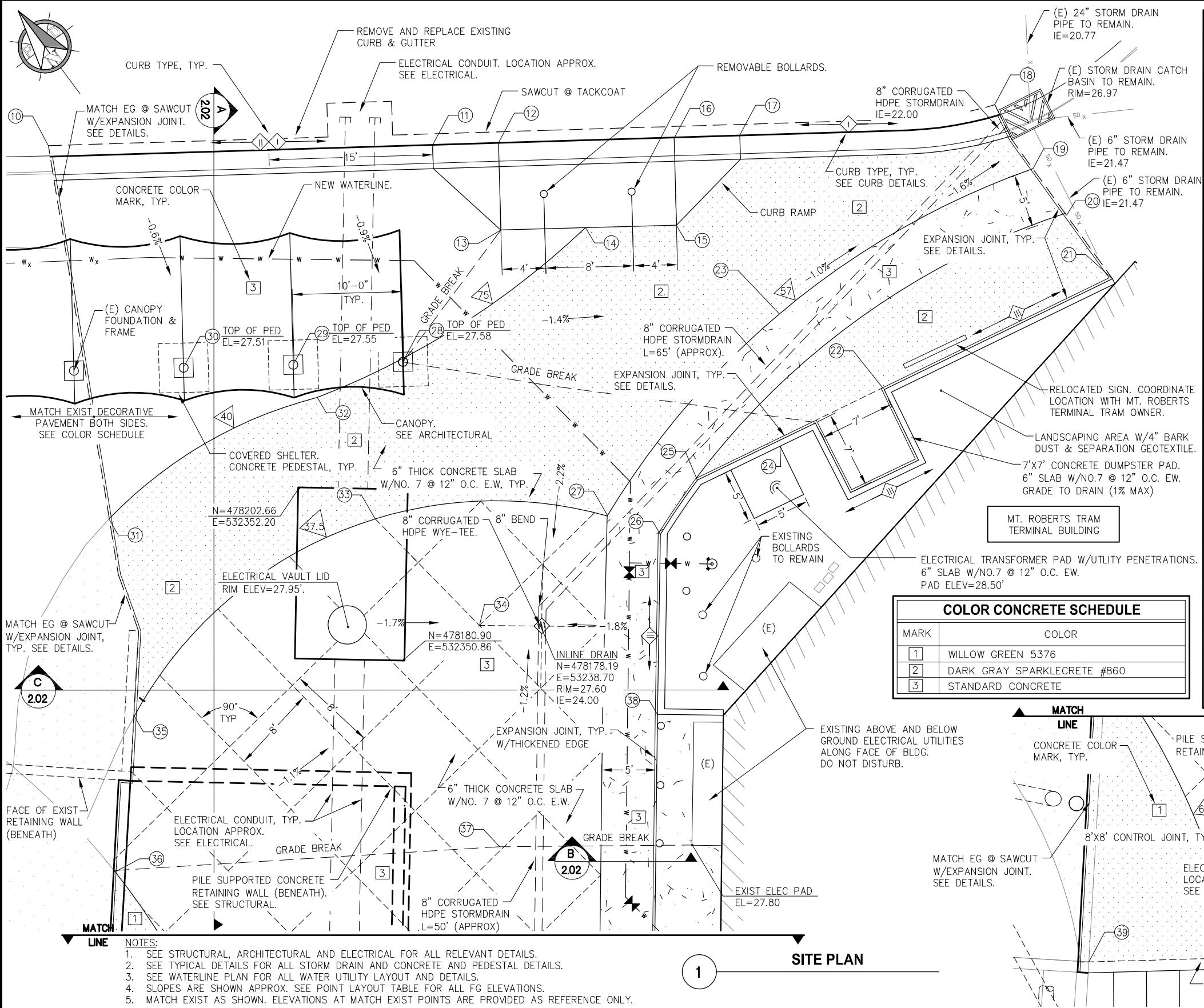
CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS CONTRACT NO. DH12-002

SHEET TITLE: **DEMOLITION - SOUTH FERRY DOCK TYPICAL SECTION**

PND PROJECT NO.: 102081 DWG. FILE: 1.11.DWG

1.11
SHEET 11 OF 38



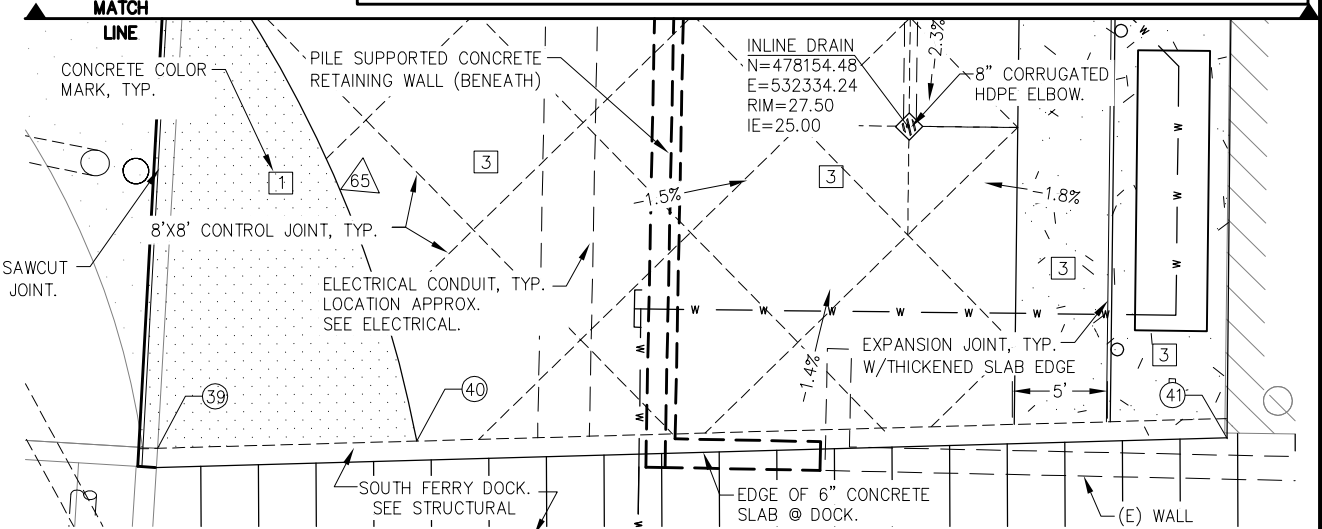


LAYOUT POINT SUMMARY TABLE

POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
10	478240.8484'	532358.3639'	MATCH/27.79	COR, ACP @ SAWCUT
11	478215.9151'	532383.0300'	27.96	EDGE OF ACP @ BEGIN CURB CUT
12	478211.7621'	532387.3664'	28.00	EDGE OF ACP @ END CURB CUT
13	478206.0305'	532381.8695'	28.35	GRADE BREAK, COR CONC @ CURB RAMP
14	478200.6859'	532387.4295'	28.20	PC, CONTROL JOINT
15	478194.9488'	532393.3986'	28.05	COR, CONC @ CURB RAMP
16	478200.7167'	532398.9423'	27.65	EDGE OF ACP @ END CURB CUT
17	478196.5839'	532403.2990'	27.55	EDGE OF ACP @ BEGIN CURB CUT
18	478181.9906'	532421.5835'	MATCH/27.21	COR, ACP @ SAWCUT
19	478175.4297'	532419.8731'	MATCH/27.64	PC, CONTROL JOINT
20	478170.4820'	532419.0300'	MATCH/27.76	PC, CONTROL JOINT
21	478163.2224'	532417.8324'	MATCH/27.87	COR CONCRETE, FACE OF CURB
22	478170.9716'	532396.0146'	28.00	COR CONC PAD/CORNER FACE OF CURB
23	478182.5537'	532394.6068'	27.90	CONC, CONTROL JOINT
24	478174.0984'	532385.6863'	28.50	COR CONC PAD/BACK OF CURB
25	478177.2738'	532378.1914'	27.90	COR CONC, FACE OF CURB
26	478176.2135'	532372.3011'	27.90	COR CONC, PC/FACE OF CURB
27	478180.8348'	532370.1024'	27.80	COR CONC, PC, CONTROL JOINT
28	478203.9367'	532367.0334'	28.20	CONTROL JOINT @ CANOPY COLUMN
29	478210.9003'	532359.8284'	28.25	CONCRETE FG @ CANOPY COLUMN
30	478217.7863'	532352.6452'	28.30	CONCRETE FG @ CANOPY COLUMN
31	478212.9773'	532338.0734'	28.33	PC, CONTROL JOINT @ EXPANSION JOINT
32	478207.2546'	532359.2516'	28.20	PRC, CONTROL JOINT
33	478195.6755'	532355.0656'	28.05	CONC, CONTROL JOINT
34	478182.1318'	532354.8201'	27.72	CONC, CONTROL JOINT
35	478198.6978'	532326.7886'	28.28	PC, CONTROL JOINT @ EXPANSION JOINT
36	478190.1561'	532315.5553'	28.22	PC/GRADE BREAK, CTRL JNT @ EXP JNT
37	478166.6487'	532341.7626'	27.85	CONC, GRADE BREAK
38	478164.8953'	532360.4417'	27.75	CORNER FACE OF CURB, EXPANSION JNT
39	478170.6098'	532294.8786'	27.90	COR CONCRETE, EXPANSION JOINT
40	478161.2563'	532304.6343'	27.84	PC, EDGE OF CONCRETE @ DOCK.
41	478131.5074'	532334.5324'	27.60	COR CONC @ DOCK

COLOR CONCRETE SCHEDULE

MARK	COLOR
1	WILLOW GREEN 5376
2	DARK GRAY SPARKLECRETE #860
3	STANDARD CONCRETE



- NOTES:**
- SEE STRUCTURAL, ARCHITECTURAL AND ELECTRICAL FOR ALL RELEVANT DETAILS.
 - SEE TYPICAL DETAILS FOR ALL STORM DRAIN AND CONCRETE AND PEDESTAL DETAILS.
 - SEE WATERLINE PLAN FOR ALL WATER UTILITY LAYOUT AND DETAILS.
 - SLOPES ARE SHOWN APPROX. SEE POINT LAYOUT TABLE FOR ALL FG ELEVATIONS.
 - MATCH EXIST AS SHOWN. ELEVATIONS AT MATCH EXIST POINTS ARE PROVIDED AS REFERENCE ONLY.

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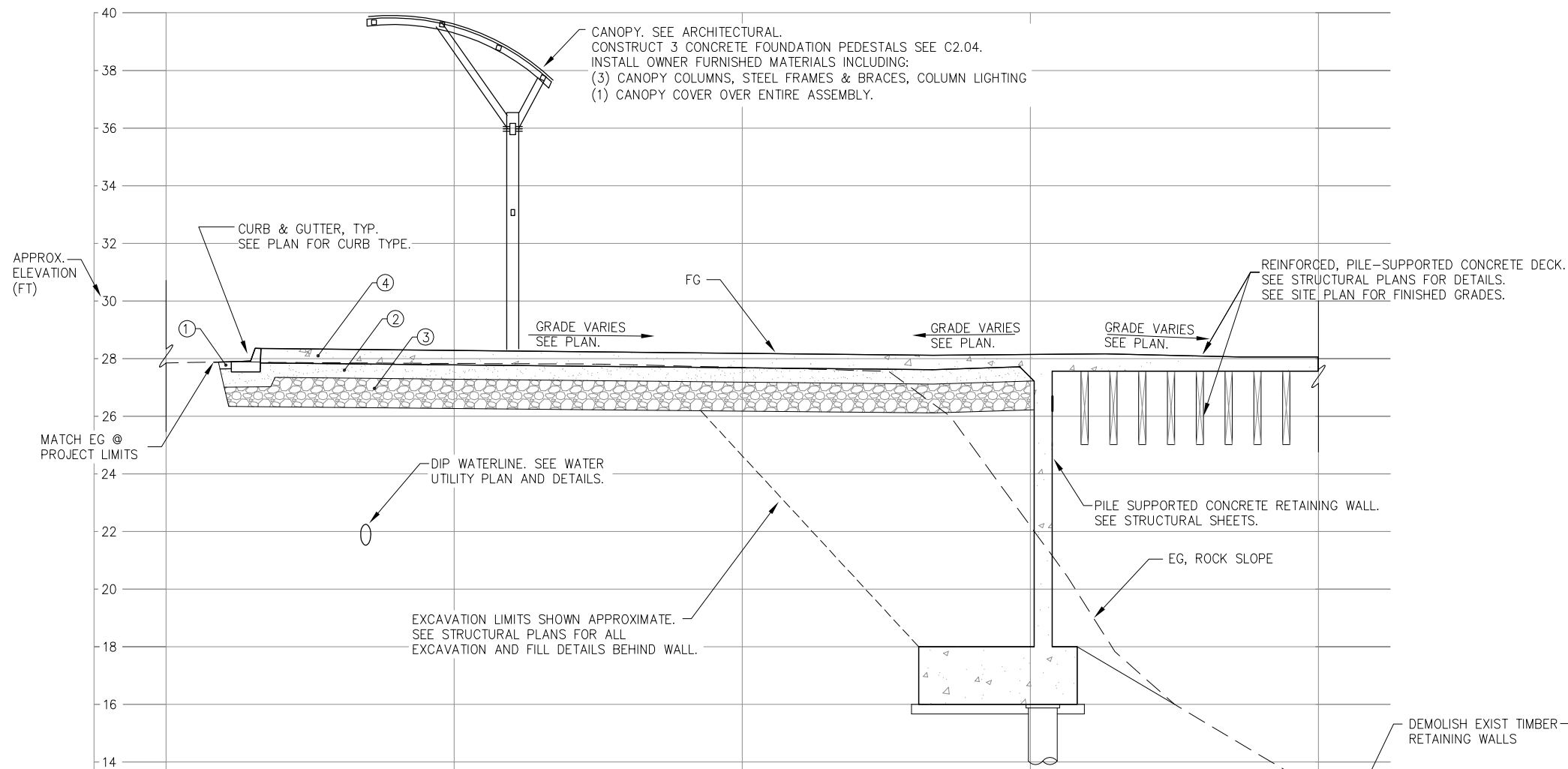
CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS
CONTRACT NO. DH12-002

SHEET TITLE:
STAGING AREA SITE PLAN

PND PROJECT NO.: 102081 DWG. FILE: 2.01.DWG

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SHEET
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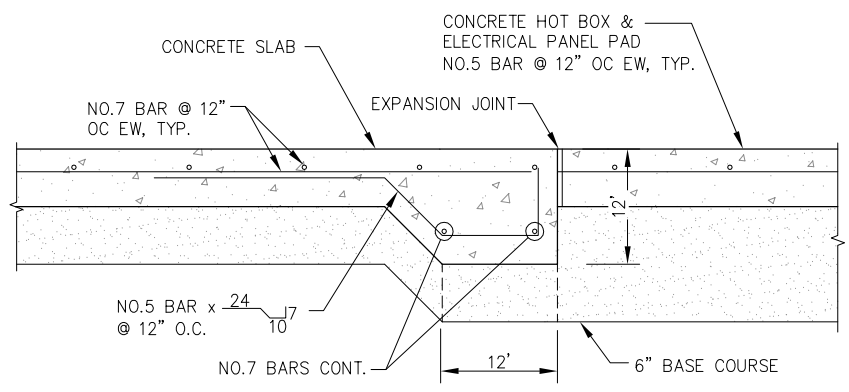




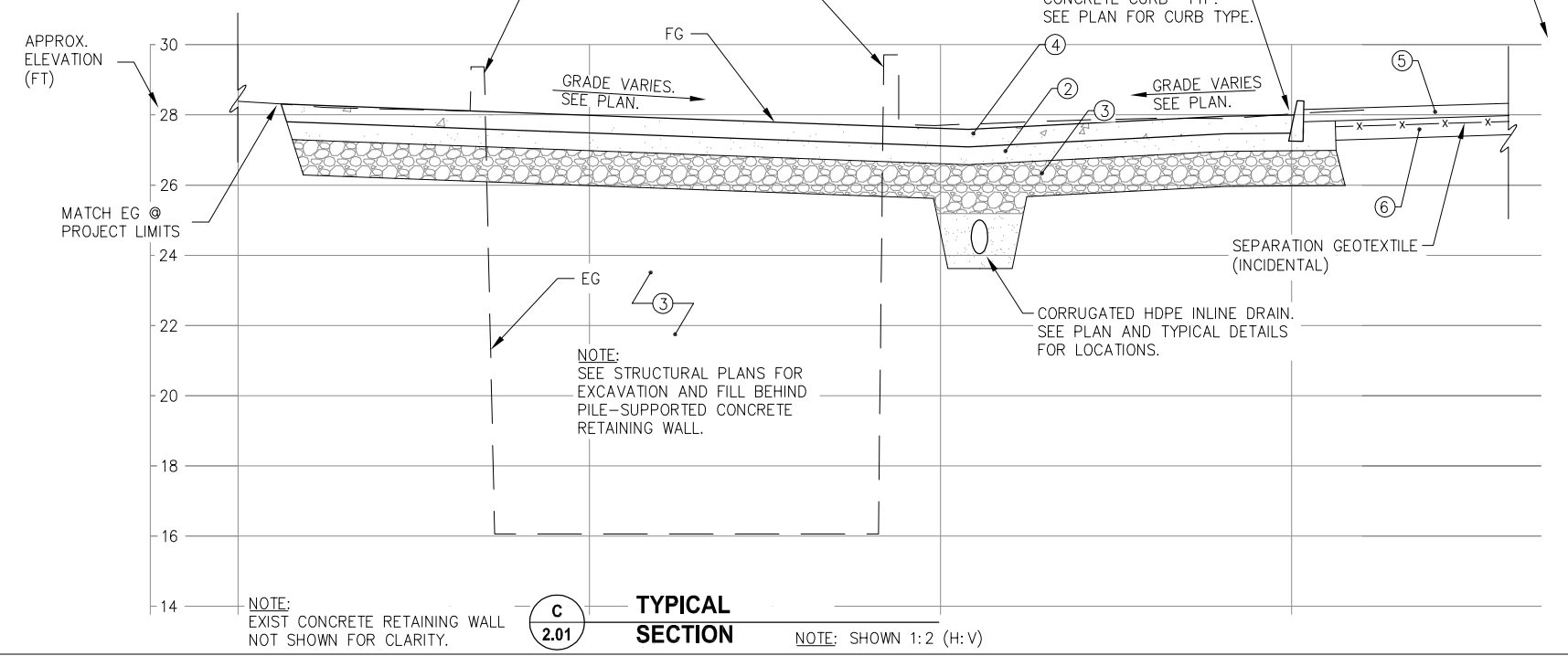
MATERIAL SCHEDULE	
SYMBOL	MATERIAL DESCRIPTION
①	4"t ACP
②	6"t LAYER BASE COURSE GRADING D-1
③	12"t. SHOT ROCK, CLASS A (SEE NOTE 1)
④	6"t CONCRETE W/NO.7 @ 12" OC EW
⑤	4"t LAYER BARK DUST (INCIDENTAL)
⑥	18"t LAYER LOOSE BASE COURSE GRADING D-1

- NOTE:**
1. CLASS A SHOT ROCK SUBBASE REQ'D WHERE MATERIAL IS DETERMINED TO BE UNSUITABLE BY THE ENGINEER. COMPACT PER SPECIFICATIONS.
 2. SEE SITE PLAN FOR PROJECT LIMITS
 3. SEE POINT LAYOUT FOR FINAL GRADES
 4. SEE ELECTRICAL SHEETS FOR ALL ELECTRICAL VAULT DETAILS AND ELECTRICAL UTILITY DUCT SECTIONS NOT SHOWN HERE.
 5. REMOVE AND DISPOSE OF UNSUITABLE EXCAVATED MATERIAL INCLUDING EXISTING PILES, ORGANICS AND OTHER WASTE AS DIRECTED BY ENGINEER.
 6. EXISTING GRADE SHOWN APPROX.

A
2.01
TYPICAL SECTION
NOTE: SHOWN 1:2 (H:V)



B
2.01
TYPICAL SECTION



C
2.01
TYPICAL SECTION
NOTE: SHOWN 1:2 (H:V)



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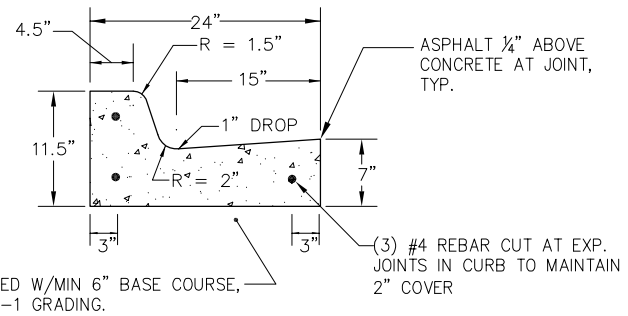


CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS CONTRACT NO. DH12-002

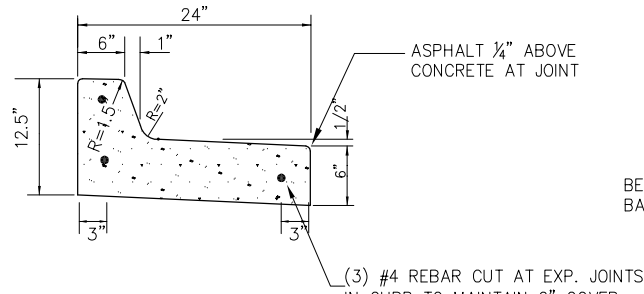
SHEET TITLE: **STAGING AREA TYPICAL SECTIONS**

PND PROJECT NO.: 102081 DWG. FILE: 2.02.DWG

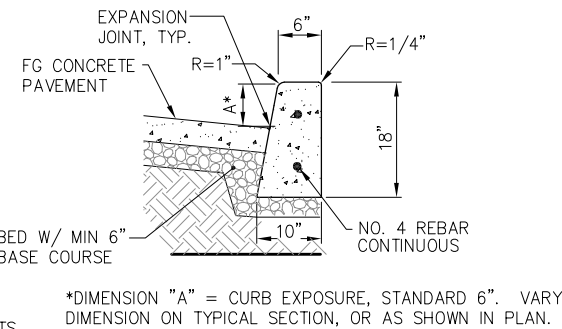
2.02
SHEET 13 OF 38



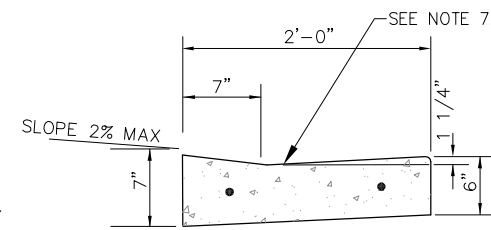
1 TYPE I STANDARD CURB



2 TYPE II SPILL CURB

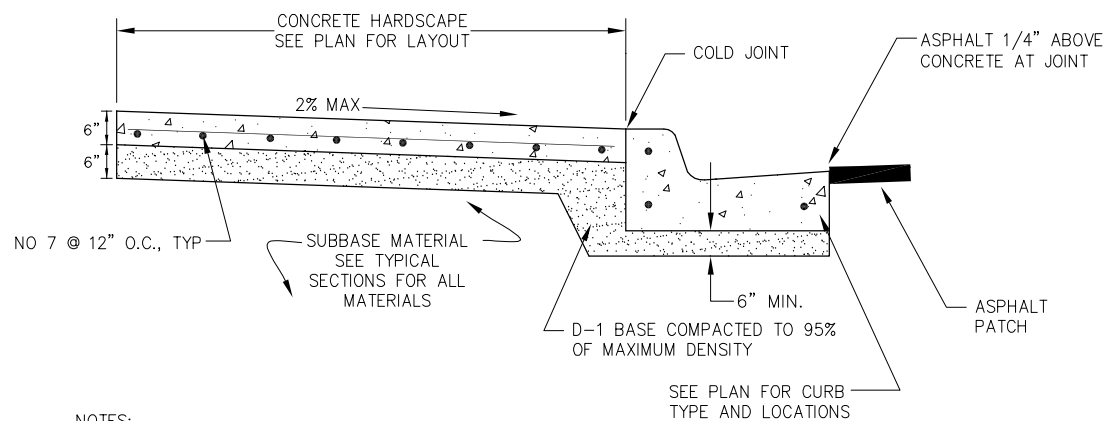


3 TYPE III VERTICAL CURB



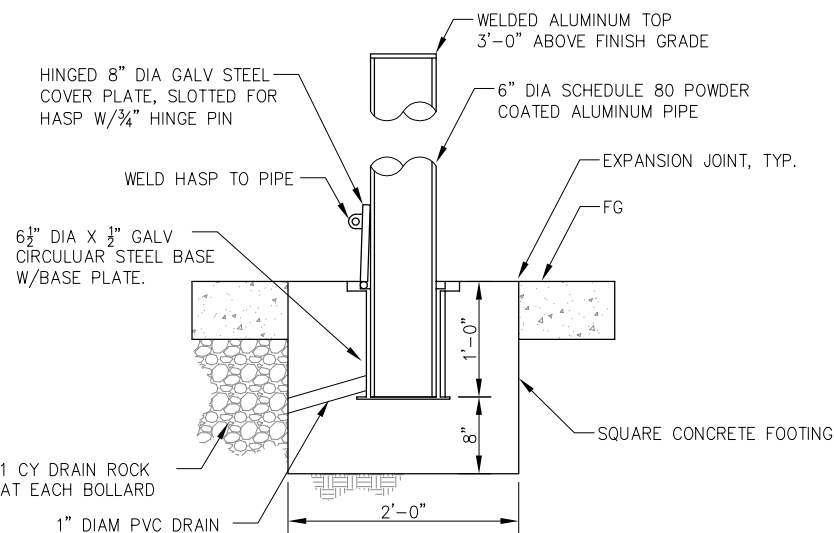
4 ADA CURB CUT

- NOTES:
1. CURB AND GUTTER TRANSITION DESIGN TO BE APPROVED BY THE ENGINEER.
 2. ALL STEEL MUST HAVE A MINIMUM OF 2" OF CONCRETE COVER.
 3. ALL JOINTS AND SEAMS SHALL BE EDGED.
 4. EXPANSION JOINTS SHALL BE MAX 1/2", MIN 1/4", WITH NO GAPS FOR WATER INTRUSION. JOINTS SHALL BE A MAXIMUM OF 32' O.C.
 5. STEEL TROWELING FINISH REQUIRED PRIOR TO BROOM FINISHING OF ALL SURFACES.
 6. CONCRETE INTERNATIONAL CORPORATION ASHFORD FORMULA OR APPROVED EQUAL SHALL BE APPLIED AS A CURING COMPOUND. APPLICATION SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS.
 7. TRANSITION AT ADA CURB CUTS SHALL BE FLUSH (LEVEL) AND FREE OF ABRUPT CHANGES, AS SHOWN.

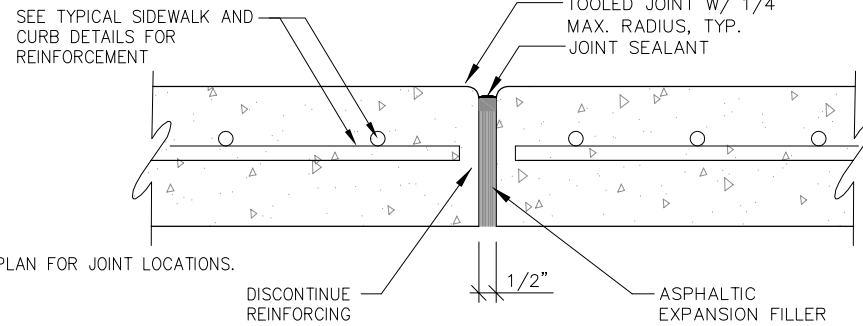


- NOTES:
1. ALL STEEL MUST HAVE A MINIMUM OF 2" OF CONCRETE COVER.
 2. ALL JOINTS AND SEAMS SHALL BE EDGED.
 3. EXPANSION JOINTS SHALL BE MAX 1/2", MIN 1/4", WITH NO GAPS FOR WATER INTRUSION.
 4. STEEL TROWELING FINISH REQUIRED PRIOR TO BROOM FINISHING ON ALL SURFACES.
 5. CONCRETE INTERNATIONAL CORPORATION ASHFORD FORMULA OR APPROVED EQUAL SHALL BE APPLIED AS A CURING COMPOUND. APPLICATION SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS.

5 CONCRETE SIDEWALK AND HARDSCAPE DETAIL

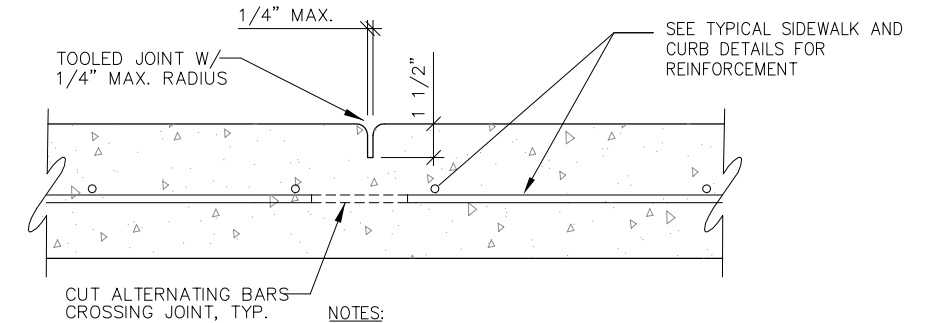


6 REMOVABLE BOLLARD



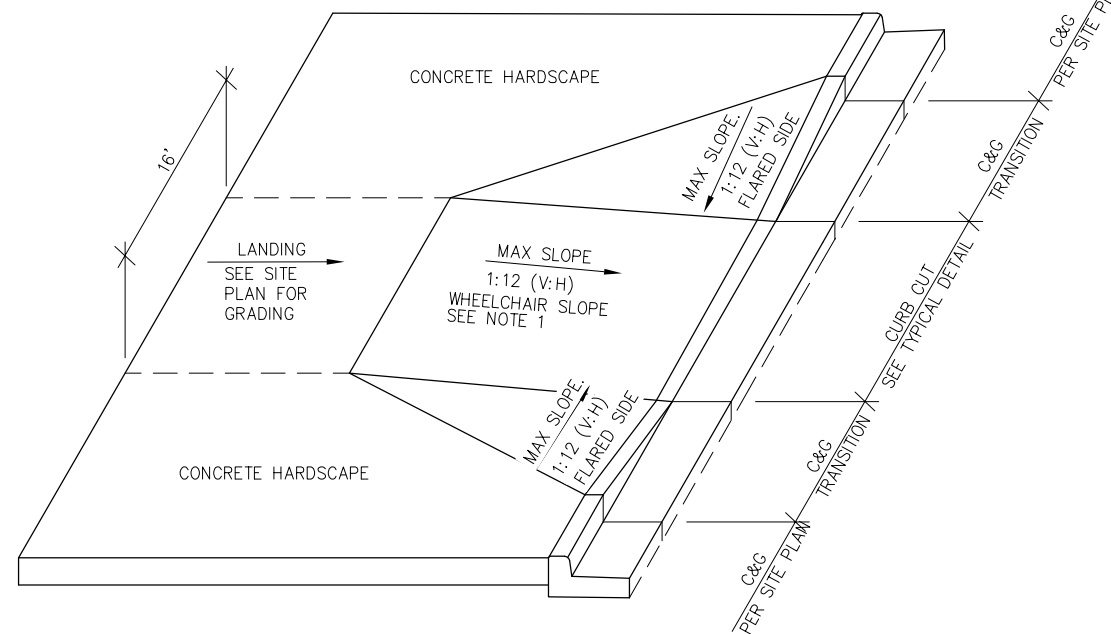
- NOTES:
1. SEE PLAN FOR JOINT LOCATIONS.

7 EXPANSION JOINT



- NOTES:
1. SPACED @ 8'-0" TYPICAL. SEE PLAN FOR JOINT LOCATIONS.

9 CONTROL JOINT



- NOTE
1. SEE PLAN FOR ALL GRADES AT LAYOUT POINTS SHOWN.

8 CURB RAMP



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SCALE:



DATE: 6/06/12

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CONTRACT NO. DH12-002

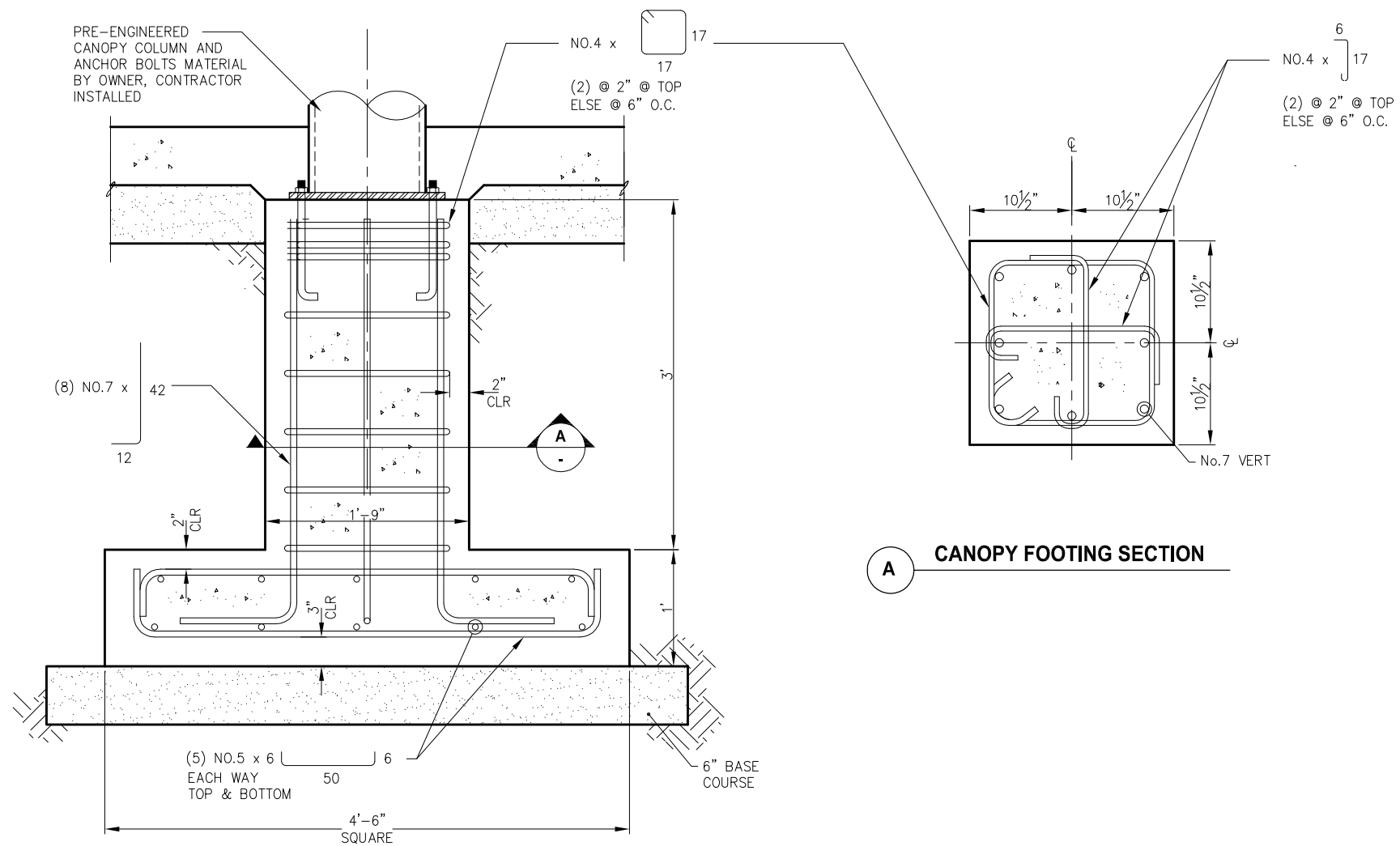
SHEET TITLE:

STAGING AREA
TYPICAL DETAILS

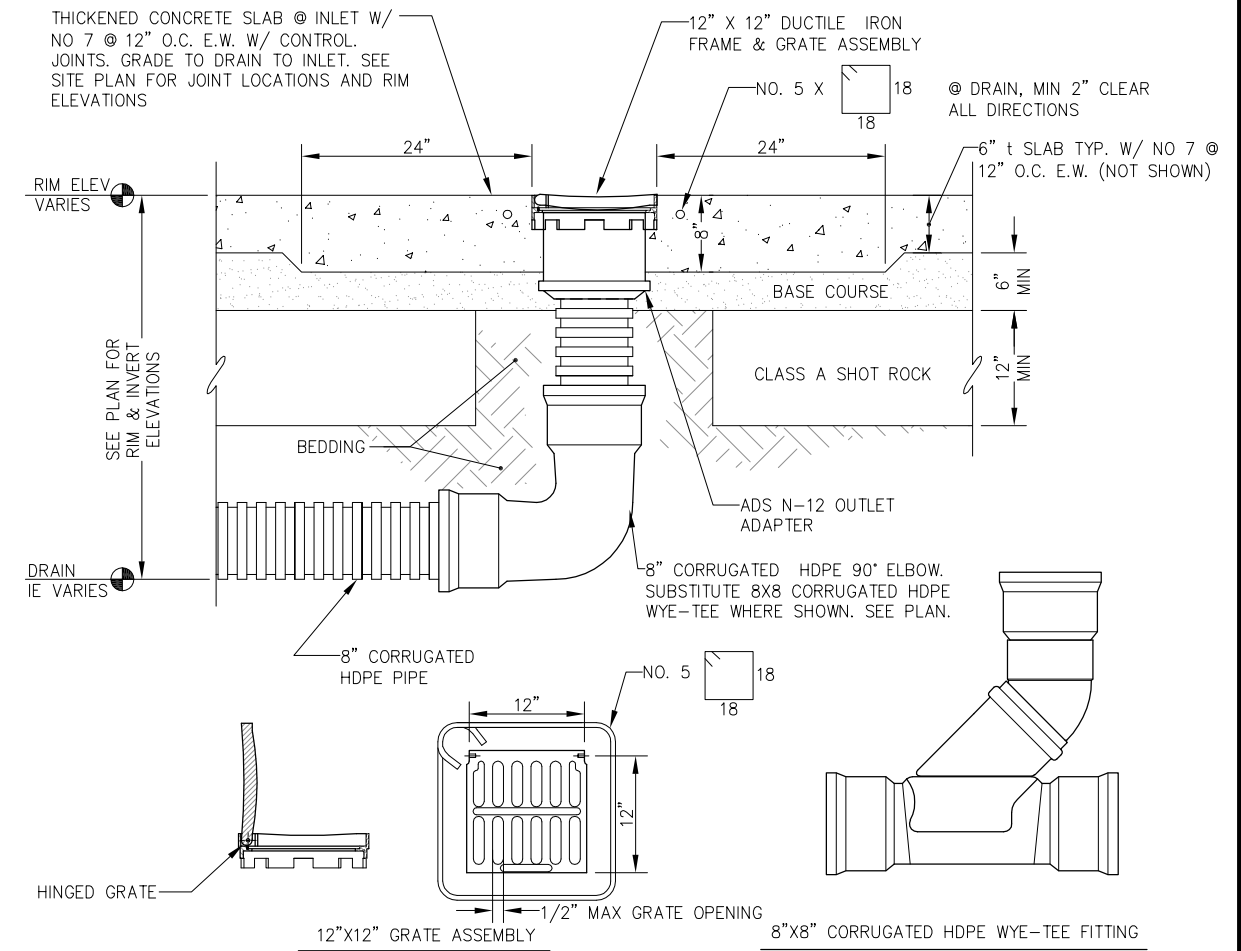
2.03

SHEET
14 OF 38

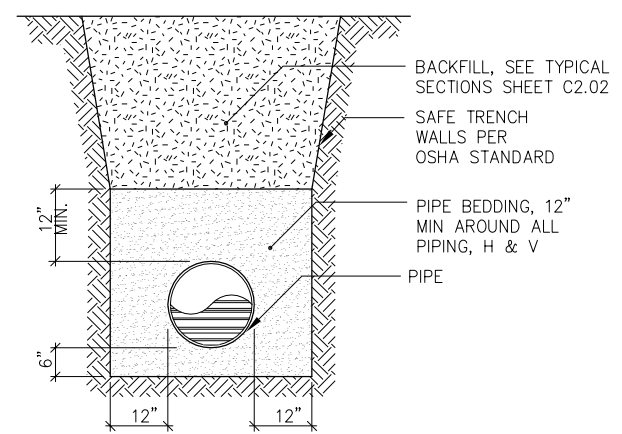
PND PROJECT NO.: 102081 DWG. FILE: 2.03.DWG



- NOTES:
1. SEE EXISTING CONDITIONS FOR EXISTING CANOPY STEEL FRAME.
 2. SEE ARCHITECTURAL SHEETS FOR CANOPY DETAILS NOT SHOWN HERE.



- NOTES:
1. INLINE STORM DRAIN W/GRATE ASSEMBLY SHALL BE ADS N-12 NYLOPLAST W/12"x12" GRATE OR APPROVED EQUAL.
 2. FRAME AND GRATE SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05 AND SHALL NOT BE HAZARDOUS TO PEDESTRIAN OR BICYCLE TRAFFIC. SEE GRATE ASSEMBLY DETAIL FOR MAX GRATE OPENING SIZE.
 3. DRAIN SHALL BE LOAD RATED FOR AN H-20 VEHICLE LOAD.
 4. INSTALL DRAIN PER MANUFACTURER'S RECOMMENDATIONS.
 5. SEE SITE PLAN FOR DRAIN LAYOUT, LOCATIONS AND ELEVATIONS.
 6. SEE PIPE BEDDING SECTION FOR PIPE INSTALLATION.



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CONTRACT NO. DH12-002

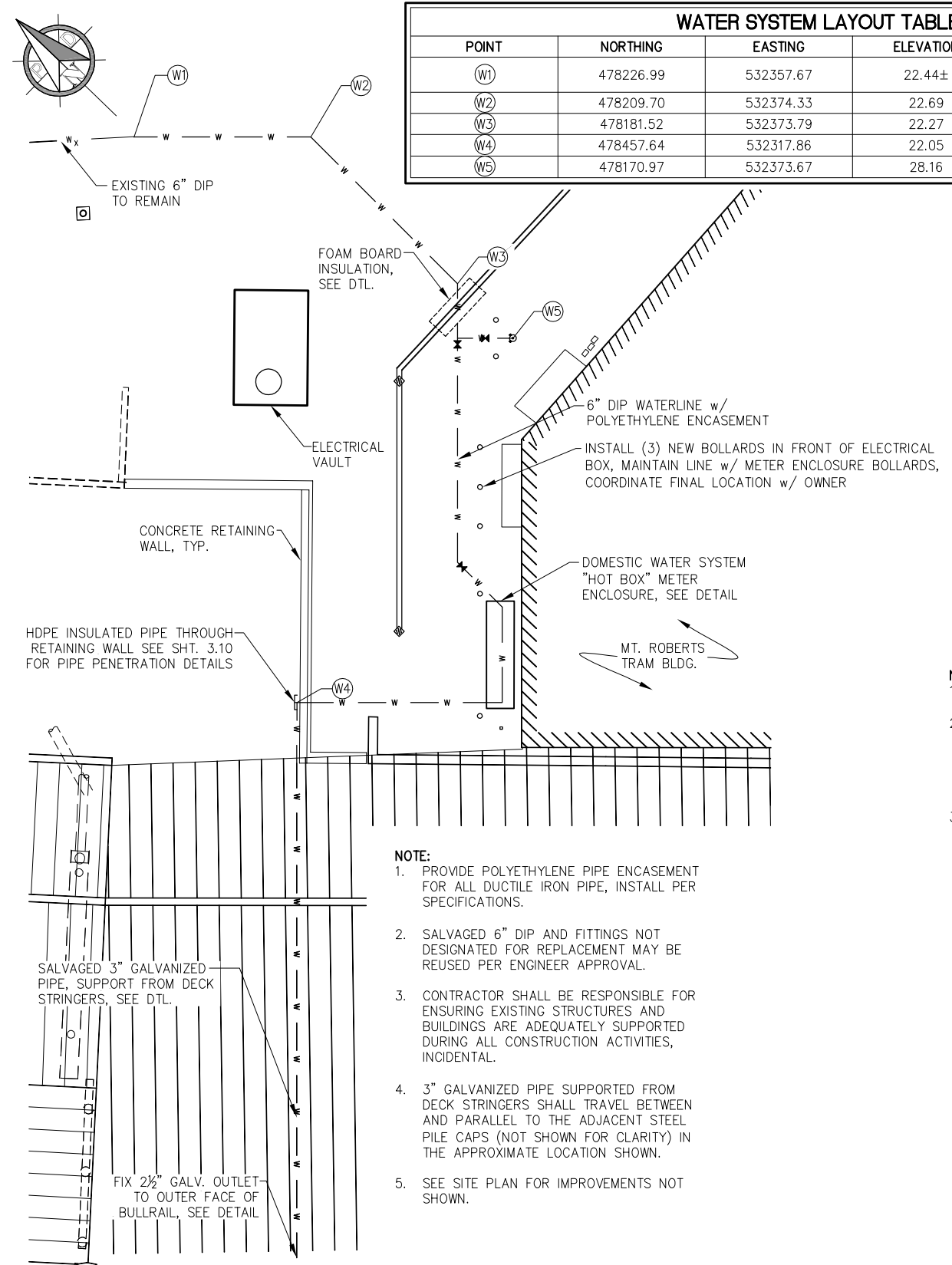
SHEET TITLE: **STAGING AREA TYPICAL DETAILS**

PND PROJECT NO.: 102081 DWG. FILE: 2.04.DWG

2.04
SHEET 15 OF 38

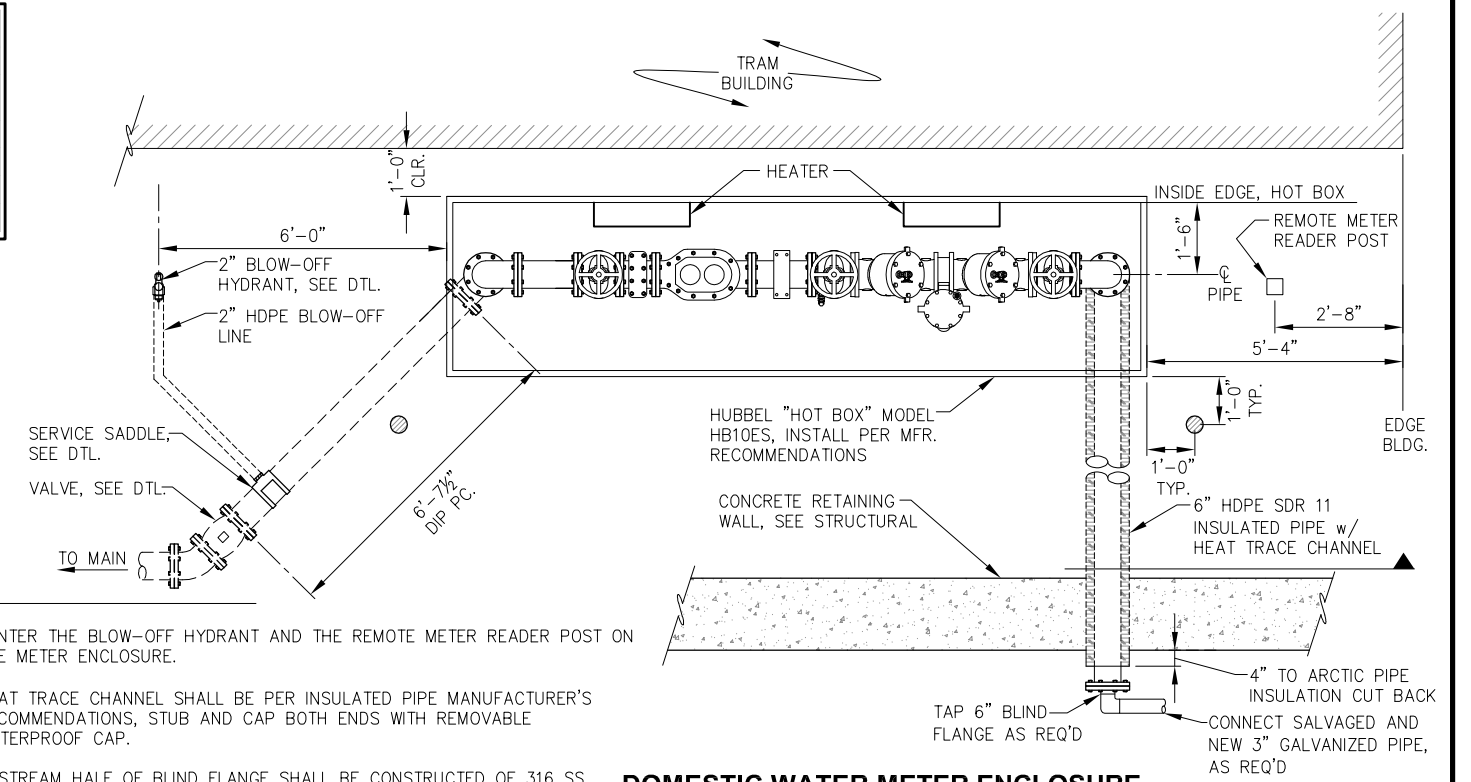
WATER SYSTEM LAYOUT TABLE

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
W1	478226.99	532357.67	22.44±	IE, CONNECT TO EXISTING 6" PLAIN END DIP
W2	478209.70	532374.33	22.69	IE, 45° DIP ELBOW
W3	478181.52	532373.79	22.27	IE, 45° DIP ELBOW
W4	478457.64	532317.86	22.05	IE, 6" BLIND FLANGE
W5	478170.97	532373.67	28.16	FG, SALVAGED FIRE HYDRANT



- NOTE:**
1. PROVIDE POLYETHYLENE PIPE ENCASEMENT FOR ALL DUCTILE IRON PIPE, INSTALL PER SPECIFICATIONS.
 2. SALVAGED 6" DIP AND FITTINGS NOT DESIGNATED FOR REPLACEMENT MAY BE REUSED PER ENGINEER APPROVAL.
 3. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING EXISTING STRUCTURES AND BUILDINGS ARE ADEQUATELY SUPPORTED DURING ALL CONSTRUCTION ACTIVITIES, INCIDENTAL.
 4. 3" GALVANIZED PIPE SUPPORTED FROM DECK STRINGERS SHALL TRAVEL BETWEEN AND PARALLEL TO THE ADJACENT STEEL PILE CAPS (NOT SHOWN FOR CLARITY) IN THE APPROXIMATE LOCATION SHOWN.
 5. SEE SITE PLAN FOR IMPROVEMENTS NOT SHOWN.

WATER SYSTEM PLAN

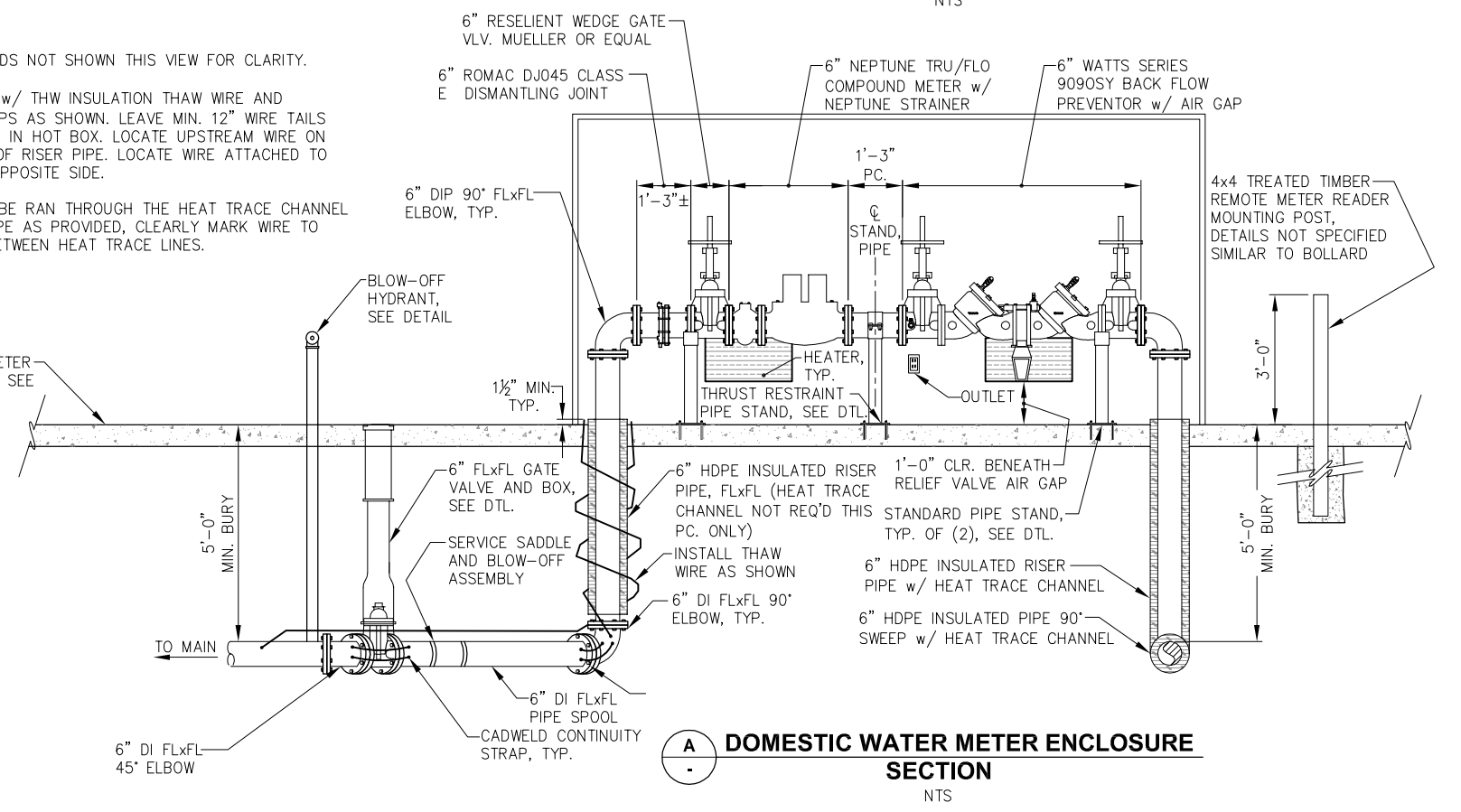


- NOTE:**
1. CENTER THE BLOW-OFF HYDRANT AND THE REMOTE METER READER POST ON THE METER ENCLOSURE.
 2. HEAT TRACE CHANNEL SHALL BE PER INSULATED PIPE MANUFACTURER'S RECOMMENDATIONS, STUB AND CAP BOTH ENDS WITH REMOVABLE WATERPROOF CAP.
 3. UPSTREAM HALF OF BLIND FLANGE SHALL BE CONSTRUCTED OF 316 SS. TAPPED HALF SHALL BE 316 SS OR HDG. HARDWARE SHALL BE 316 SS.

DOMESTIC WATER METER ENCLOSURE PLAN
NTS

- NOTE:**
1. HOT BOX BOLLARDS NOT SHOWN THIS VIEW FOR CLARITY.
 2. INSTALL #2 AWG w/ THW INSULATION THAW WIRE AND CONTINUITY STRAPS AS SHOWN. LEAVE MIN. 12" WIRE TAILS ABOVE CONCRETE IN HOT BOX. LOCATE UPSTREAM WIRE ON UPSTREAM SIDE OF RISER PIPE. LOCATE WIRE ATTACHED TO ELBOW ON THE OPPOSITE SIDE.
 3. THAW WIRE MAY BE RAN THROUGH THE HEAT TRACE CHANNEL OF THE RISER PIPE AS PROVIDED, CLEARLY MARK WIRE TO DIFFERENTIATE BETWEEN HEAT TRACE LINES.

FG, 6"t. CONC. METER ENCLOSURE SLAB, SEE CIVIL SITE PLAN



DOMESTIC WATER METER ENCLOSURE SECTION
NTS



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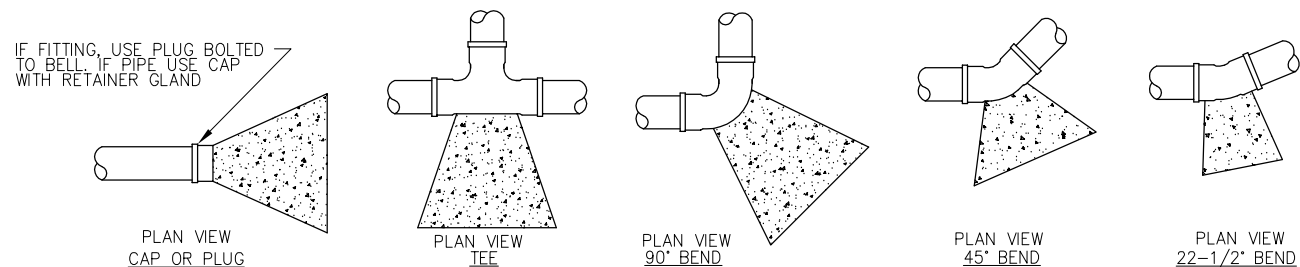
CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS CONTRACT NO. DH12-002

SHEET TITLE: STAGING AREA - WATERLINE PLAN AND DETAILS

DATE: 6/06/12

PND PROJECT NO.: 102081 DWG. FILE: 2.05.DWG

2.05
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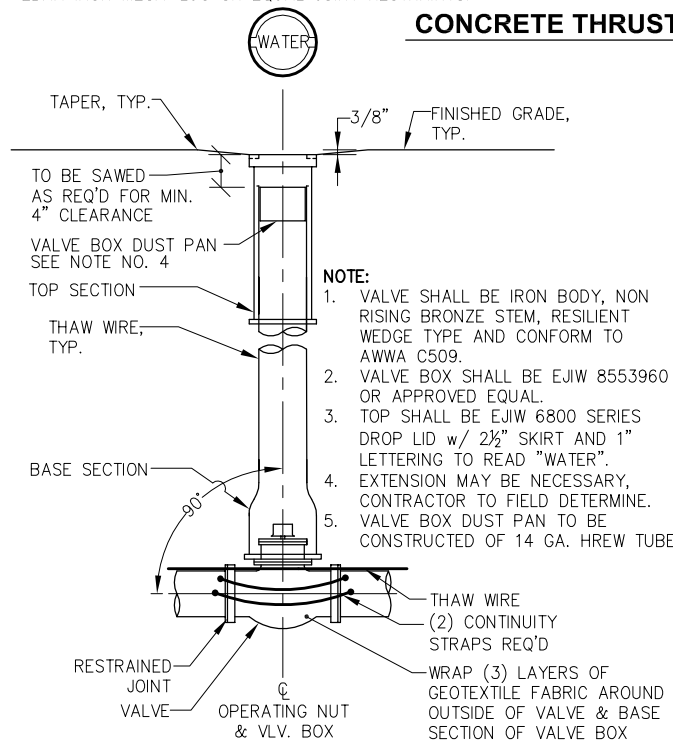
PIPE SIZE	TEES, CAPS, & PLUGS		90° BENDS		ALTERNATIVE RESTRAINED LENGTH IN ALL DIRECTIONS (FEET) - SEE NOTE 5		
	MIN. CONCRETE VOL. (CY)	MIN. BEARING AREA (SF)	MIN. CONCRETE VOL. (CY)	MIN. BEARING AREA (SF)	TEES	90° BENDS	CAPS & PLUGS
4	0.1	1.7	0.1	2.4	11	16	33
6	0.2	3.5	0.4	4.9	15	23	47
8	0.5	6.0	0.9	8.5	20	30	62
10	1.0	9.1	1.7	12.8	24	37	74
12	1.7	12.8	2.9	18.1	29	44	88
14	2.6	17.2	4.5	24.4	33	50	100
16	3.9	22.3	6.6	31.5	38	57	113
18	5.5	28.0	9.2	39.6	42	63	126
20	7.5	34.4	12.5	48.6	47	70	138
24	12.7	49.0	21.4	69.3	56	83	162

SMALL ANGLE ADJUSTMENT	
FOR ANGLES LESS THAN 90° MULTIPLY VOLUMES, AREAS, AND LENGTHS FOR 90° ANGLE BY THIS FACTOR	
ANGLE	FACTOR
45°	0.414
22-1/2°	0.199
11-1/4°	0.098

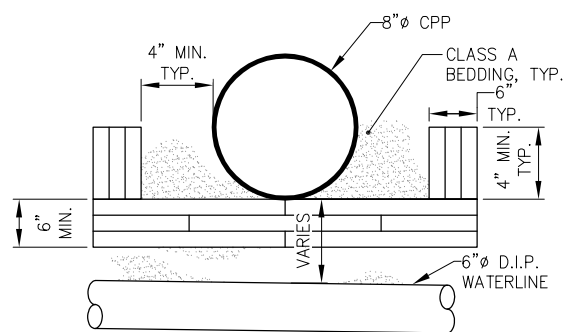
NOTE:

- THRUST BLOCKS SHALL BE LOCATED SUCH THAT THE CENTER OF MASS ALIGNS WITH THE DIRECTION OF THRUST AS TO DIRECTLY OPPOSE THRUST FORCES.
- THRUST BLOCKS SHALL BE POURED SUCH THAT JOINTS OF FITTINGS, INCLUDING ALL NUTS AND FOLLOWERS REMAIN ACCESSIBLE.
- CONCRETE THRUST BLOCKS SHALL BE POURED AGAINST UNDISTURBED EARTH TO THE EXTENT POSSIBLE. UNSTABLE OR UNSUITABLE MATERIALS SHALL BE REMOVED, REPLACED AND/OR COMPACTED PER ENGINEER DIRECTION.
- VOLUME AND BEARING SURFACE OF 2500 P.S.I. CONCRETE THRUST BLOCKS ARE BASED ON 150 P.S.I. WATER PRESSURE AND SOIL BEARING CAPACITY OF 2000 P.S.F. ALL OTHER PRESSURE AND/OR SOIL CONDITIONS ARE SUBJECT TO THE ENGINEER'S REVIEW.
- THRUST BLOCKS MAY BE OMITTED IF ALL JOINTS WITHIN MINIMUM DISTANCE GIVEN BY THE ABOVE TABLE ARE RESTRAINED AND PIPE IS BEDDED IN D-1. THE DISTANCES APPEARING IN THE TABLE ASSUME THAT THE PIPE IS BURIED AT LEAST 5' DEEP AND THAT SOIL CONDITIONS ARE AS LISTED IN NOTE 4. OTHER CONDITIONS ARE SUBJECT TO ENGINEER REVIEW.
- THRUST BLOCKS ARE REQUIRED FOR ALL BENDS, TEES, PLUGS, AND CAPS IN PIPE 4" AND LARGER EXCEPT AS LISTED IN NOTE 5.
- REGARDLESS OF SIZE OF THRUST BLOCKS ALL JOINTS AT CAPS, PLUGS, BENDS, AND TEES MUST BE RESTRAINED.
- RESTRAINED LENGTHS USED IN PLACE OF THRUST BLOCKS MAY NOT OVERLAP.
- USE - EBAA IRON MEGA-LUG OR EQUAL JOINT RESTRAINTS.

CONCRETE THRUST BLOCK



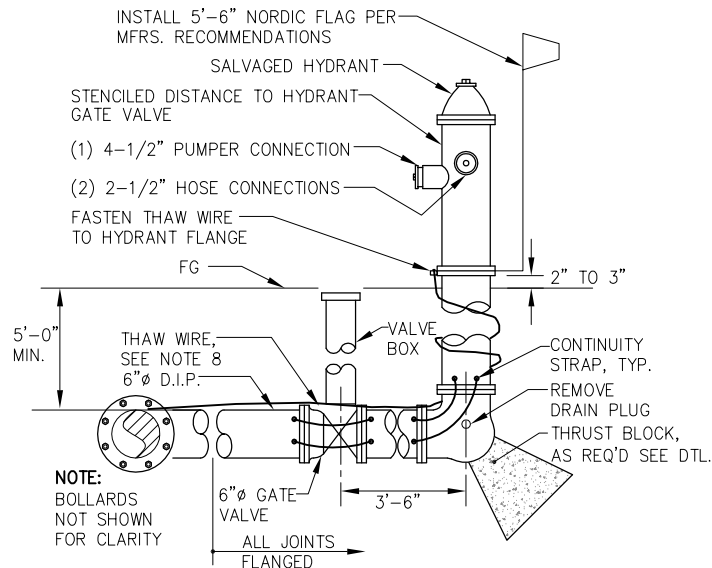
VALVE



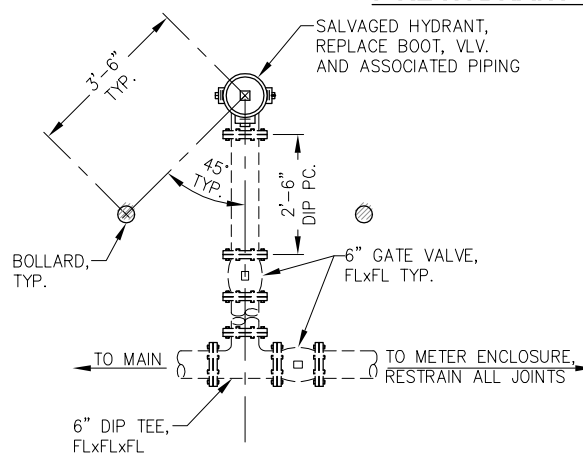
NOTE:

- RIGID INSULATION SHALL BE DOW CHEMICAL CO. STYROFOAM HIGHLOAD 100 OR APPROVED EQUAL.
- INSTALL RIGID INSULATION BOARD AT ALL WATER LINE STORM DRAIN INTERSECTIONS FOR 8'-0" LONGITUDINALLY ALONG THE STORM DRAIN PIPE CENTERED ON THE WATER LINE CROSSING POINT.
- BED INSULATION BOARD WITH MIN. 3" CLASS A BEDDING MATERIAL, ALL SIDES.
- STAGGER INSULATION BOARD JOINTS AS SHOWN.
- THE INSTALLATION OF RIGID INSULATION BOARD IS CONSIDERED INCIDENTAL TO WATERLINE INSTALLATION.

WATERLINE STORMDRAIN CROSSING



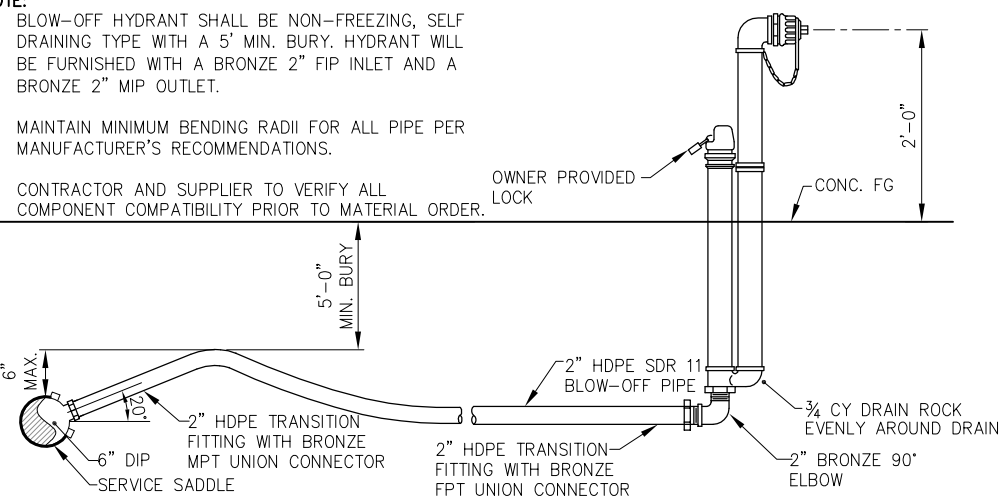
FIRE HYDRANT - ELEVATION



FIRE HYDRANT - PLAN

NOTE:

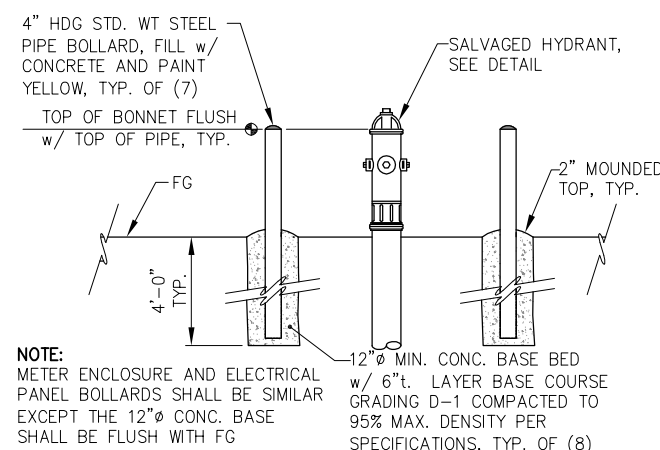
- BLOW-OFF HYDRANT SHALL BE NON-FREEZING, SELF DRAINING TYPE WITH A 5' MIN. BURY. HYDRANT WILL BE FURNISHED WITH A BRONZE 2" FIP INLET AND A BRONZE 2" MIP OUTLET.
- MAINTAIN MINIMUM BENDING RADII FOR ALL PIPE PER MANUFACTURER'S RECOMMENDATIONS.
- CONTRACTOR AND SUPPLIER TO VERIFY ALL COMPONENT COMPATIBILITY PRIOR TO MATERIAL ORDER.



BLOW-OFF HYDRANT - ELEVATION

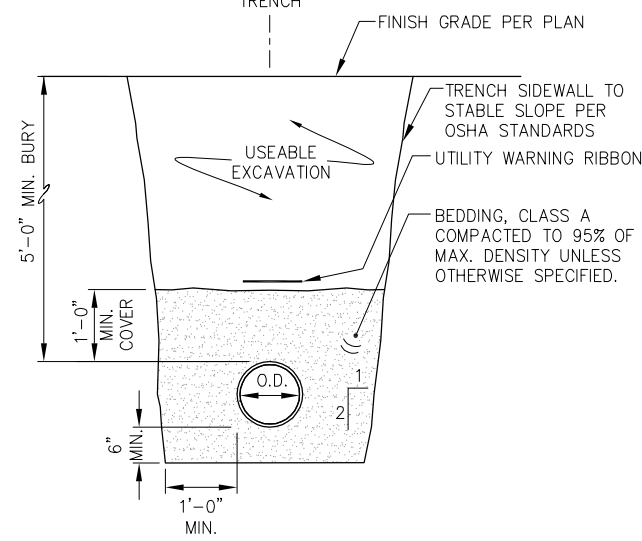
NOTE:

- HYDRANT BARREL AND VLV. BOX SHALL BE PLUMB.
- HYDRANT AND RISER PIPE SHALL BE SALVAGED AND RELOCATED PER SITE PLAN.
- REPLACE BOOT, VALVE, VALVE BOX, PIPE, AND ASSOCIATED HARDWARE TO TEE.
- WATER PIPE SHALL BE 6" D.I.P. w/ FLANGED JOINTS AS SHOWN IN SITE PLAN.
- HYDRANT SHALL BE RE-PAINTED YELLOW & THE NUMBER OF FEET TO THE VALVE SHALL BE PRINTED IN BLACK 1/2" BLOCK LETTERS JUST BELOW THE TOP BONNET.
- PORT CAPS SHALL BE COLOR CODED PER NFPA STD, 291 AS DIRECTED BY THE CBJ WATER UTILITY.
- DRAIN PLUG SHALL BE LEFT OUT & 3/4 CY OF DRAIN ROCK SHALL BE PLACED UNIFORMLY AROUND THE DRAIN.
- THAW WIRE & CONTINUITY STRAPS SHALL BE #2 AWG COPPER w/ TYPE THW INSULATION. THAW WIRE SHALL BE CADWELDED TO THE UPSTREAM SIDE OF THE TEE AS SHOWN. EACH JOINT SHALL HAVE (2) CONTINUITY STRAPS CADWELDED ACROSS OPPOSITE SIDES OF THE PIPE.
- BENDS BETWEEN THE HYDRANT AND THE MAIN SHALL NOT EXCEED 11.25°.



BOLLARDS - ELEVATION

- NOTE:** METER ENCLOSURE AND ELECTRICAL PANEL BOLLARDS SHALL BE SIMILAR EXCEPT THE 12" CONC. BASE SHALL BE FLUSH WITH FG
- 12" MIN. CONC. BASE BED w/ 6" LAYER BASE COURSE GRADING D-1 COMPACTED TO 95% MAX. DENSITY PER SPECIFICATIONS, TYP. OF (8)



WATERLINE TRENCH



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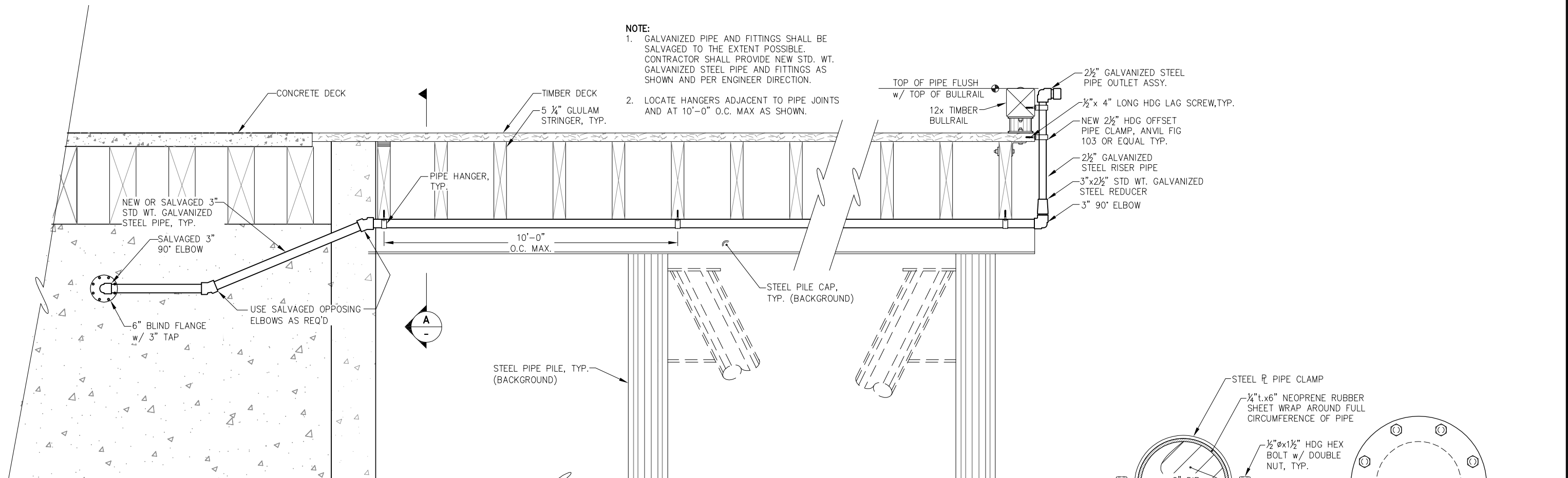
CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS
CONTRACT NO. DH12-002

SHEET TITLE: **STAGING AREA WATERLINE DETAILS**

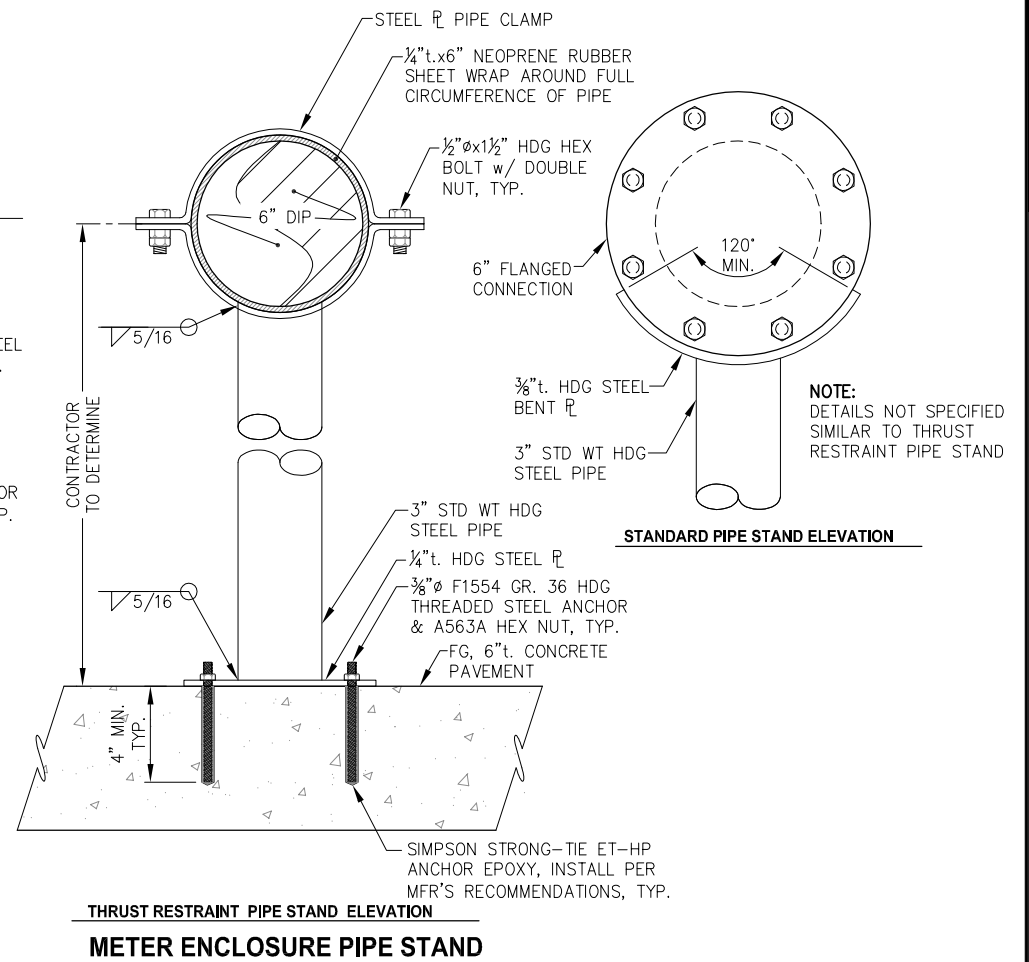
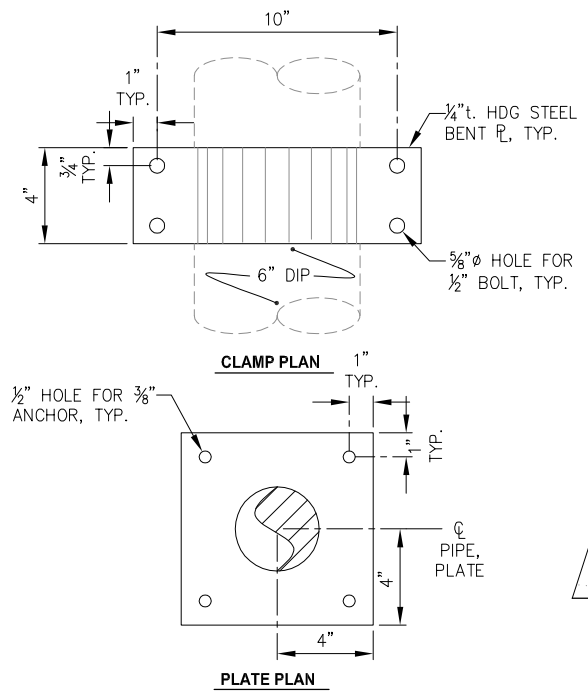
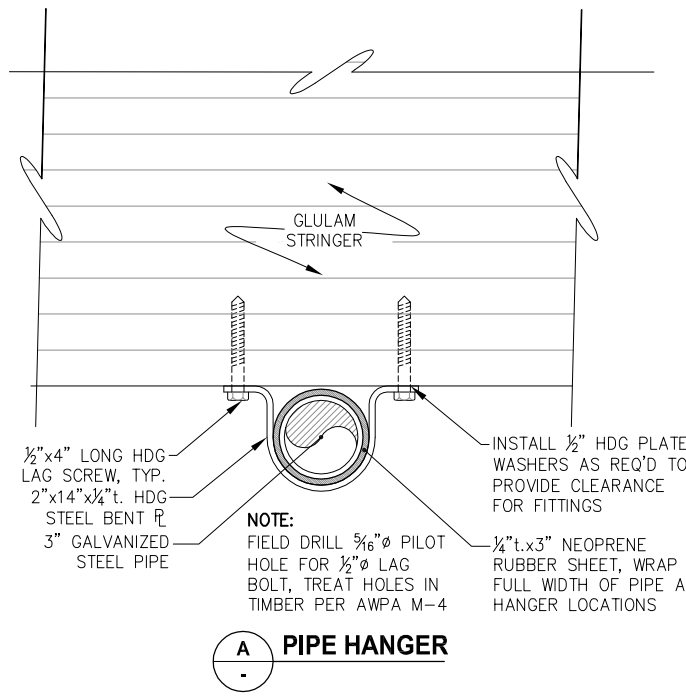
PND PROJECT NO.: 102081 DWG. FILE: 2.06.DWG

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- NOTE:**
1. GALVANIZED PIPE AND FITTINGS SHALL BE SALVAGED TO THE EXTENT POSSIBLE. CONTRACTOR SHALL PROVIDE NEW STD. WT. GALVANIZED STEEL PIPE AND FITTINGS AS SHOWN AND PER ENGINEER DIRECTION.
 2. LOCATE HANGERS ADJACENT TO PIPE JOINTS AND AT 10'-0" O.C. MAX AS SHOWN.



SALVAGED WATERLINE ELEVATION



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SHEET TITLE: **STAGING AREA WATERLINE DETAILS**

PND PROJECT NO.: 102081 DWG. FILE: 2.07.DWG

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