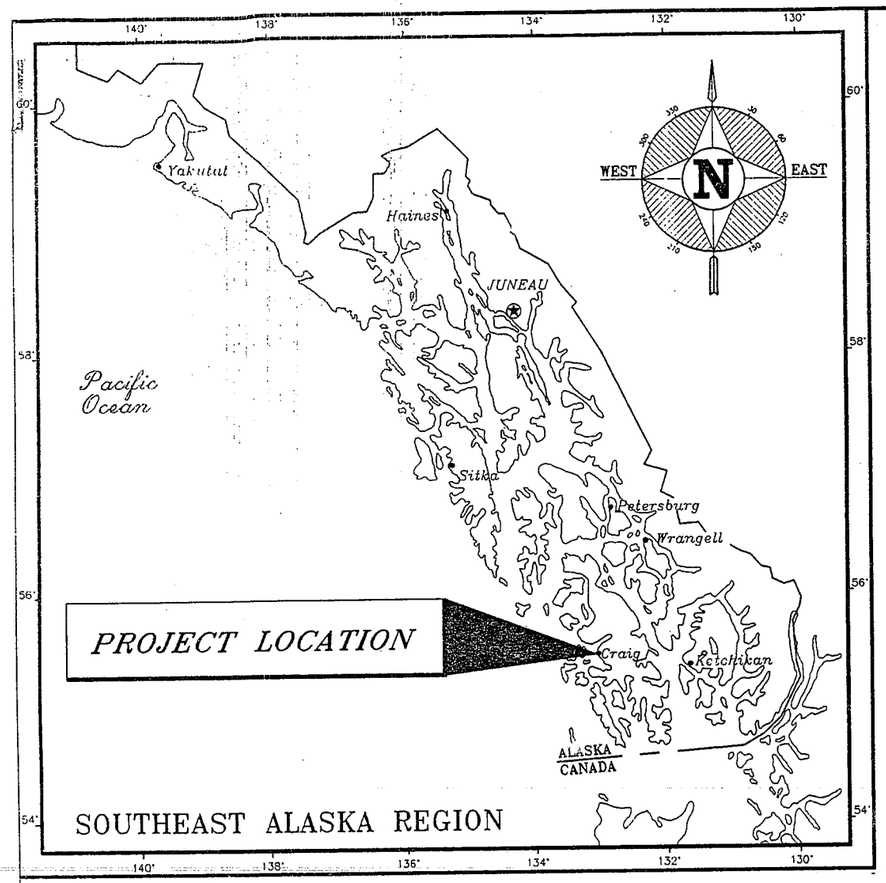
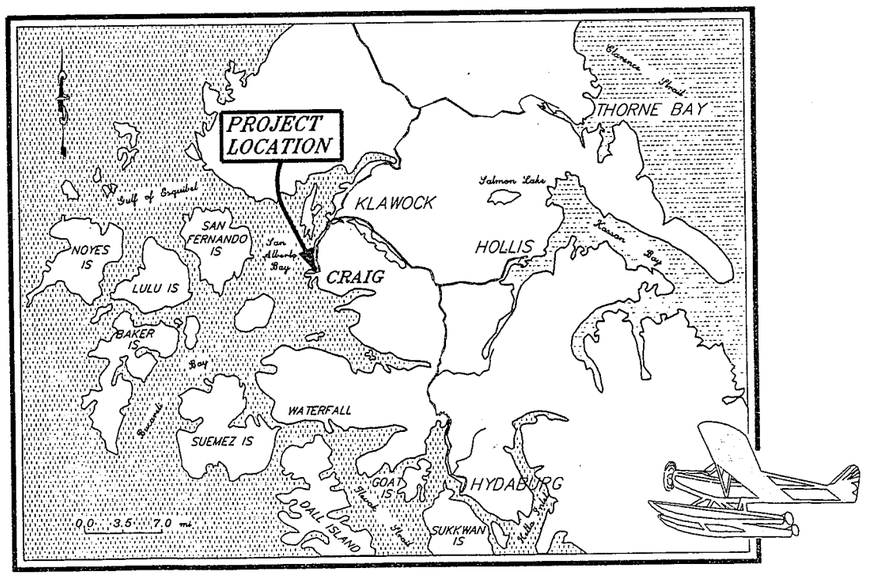


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEASTERN REGION
DESIGN AND CONSTRUCTION DIVISION

CRAIG SEAPLANE BASE EXPANSION

CRAIG _____ ALASKA

PROJECT No. 69956
A.I.P. # 3-02-0071-01



VICINITY MAP

INDEX OF SHEETS

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2	ESTIMATE OF QUANTITIES
	INWATER WORK
3	FLOAT LAYOUT
4-8	APPROACH PLAN AND DETAILS
9-13	GANGWAY FRAMING PLAN AND DETAILS
14-21	FLOAT PLAN SECTIONS AND DETAILS
22-27	MISCELLANEOUS DETAILS
28-29	SIGN DETAILS
30	TRAFFIC CONTROL PLAN
	UPLANDS WORK
31	DRAWING A-1 - SITE PLAN
32-40	DRAWINGS A-2 THRU A-10 - ARCHITECTURAL
41-44	DRAWINGS C-1 THRU C4 - SANITARY SEWER AND
	SITE CROSS SECTIONS
45-50	DRAWINGS S-1 THRU S-6 - FOUNDATION AND
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Al Steingetz
465-4411

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEASTERN REGION DESIGN SECTION

APPROVED _____ Date 8/5/94
Regional Preconstruction Engineer

APPROVED _____ Date 8/5/94
Director, S.E. Region Design & Construction

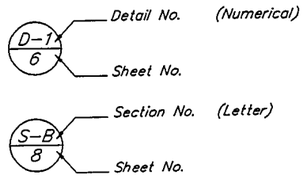
FOR

PROJECT NUMBER: 69956	ENGINEER'S SEAL
DATE: JULY 1994	STATE OF ALASKA 4911 David D. Saklivar CE-8307 REGISTERED PROFESSIONAL ENGINEER 8/5/94
SHEET 1 OF 60	

Estimate of Quantities

Item No.	Item	Unit	Quantity
110 (1)	Mobilization and Demobilization	L.S.	All Req'd.
112 (1)	Construction Surveying by the Contractor	L.S.	All Req'd.
120 (1)	DBE Adjustment	C.S.	All Req'd.
122 (1)	Temporary Erosion and Pollution Control	C.S.	All Req'd.
301 (1)	12 3/4" dia. X 1/2" wall steel pile, furnished	L.F.	70
301 (2)	12 3/4" dia. X 1/2" wall steel pile, driven	Each	2
301 (3)	16" dia. x 1/2" Wall Steel Pile, Furnished	L.F.	920
301 (4)	16" dia. x 1/2" Wall Steel Pile, Driven	Each	17
301 (5)	Drilled Pile Sockets	Each	6
302 (1)	Structural Steel Gangway (10' x 100')	L.S.	All Req'd.
302 (2)	Steel Float Pile Cap	Each	2
305 (1)	Prestressed Concrete Girders (30' double tees)	Each	2
311 (1)	Gangway Float "A" (20' x 52')	L.S.	All Req'd.
311 (2)	Seaplane Float "B" (40' x 90')	L.S.	All Req'd.
311 (3)	Seaplane Float "C" (30' x 99')	L.S.	All Req'd.
311 (4)	Seaplane Float "D" (30' x 99')	L.S.	All Req'd.
311 (5)	Ramp Float "E" (30' x 39')	L.S.	All Req'd.
615 (1)	Standard Signs	S.F.	30
615 (2)	Wind Cone	Each	1
643 (1)	Traffic Maintenance	L.S.	All Req'd.
662 (1)	20# Fire Extinguisher and Container	Each	4
665 (1)	Terminal Building and Site Work	L.S.	All Req'd.

LEGEND



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BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

ESTIMATE OF QUANTITIES

DESIGNED BY: D.D.S/N.L.A.
DRAWN BY: B.W.B.
CHECKED BY: C.A.B.

PROJECT No. 69956
DATE: JULY 1994
SHEET 2 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER

CRAIG SEAPLANE FACILITY
BASIS OF CONTROL

HORIZONTAL CONTROL: The project basis of bearing for this project was the bearing of N 83°42'02" W from DOH Water St. centerline POT monument at station "L" 4+50 and the DOH centerline monument at the intersection of 3rd and Water, station "L" 0+21.18. The basis of coordinates is the DOH monument at station "L" 4+50 with project coordinates of N 20,778.567, E 38,929.747.

This bearing was derived from the tie to USLM 1429 and the record bearing between USLM 1429 and RM 6 ATS 212.

VERTICAL CONTROL: The basis of control is USC&GS BC (1953) with a accepted elevation of 10.44' above MLLW. The project basis of vertical control is the DOH monument at station "L" 4+50 with a elevation of 44.14 MLLW on top of the monument cap.

Additional project control points listed should be verified against the basis of control:

CS-5 N 21,287.930 E 39,518.459 ELEV. 14.84
CS-6 N 21,463.839 E 39,599.264 ELEV. 14.06

TIDAL DATA

EHW	=	14.0
EHT	=	12.8
MHHW	=	10.0
MHW	=	9.2
MTL	=	5.3
MLLW	=	0.0
ELW	=	-4.0

NOTE: TIMBER PILES AT THE EXISTING SEAPLANE FACILITY WERE DRIVEN BETWEEN 10' TO 16' PENETRATION.

TRACT B-T

TRACT B

TRACT C

TRACT C-T

SEAPLANE FLOAT "C" (30'x99')

SEAPLANE FLOAT "B" (40'x90')

SEAPLANE FLOAT "D" (30'x99')

RAMP FLOAT "E" (30'x39')

GANGWAY FLOAT "A" (20'x52')

10'x100' STEEL GANGWAY

87'-0"

N 65°19'41"W "A" LINE

R/W

N 24° 40' 18" E 140.52'

"0" LINE

11+00

END APPROACH
(FACE OF DIAPHRAGM)
STA. "A" 10+30.67
ELEV. +18.0'

BEGIN APPROACH
(FACE OF DIAPHRAGM)
STA. "A" 10+00
ELEV. +18.0'

STA. "A" 10+05=
STA. "0" 10+71.8

STA. "0" 10+06
CS-6
REBAR W/PLASTIC CAP - D.O.T.
N 21,463.839
E 35,599.264
ELEV. +14.06'

STA. "0" 11+99.58
CS-5
REBAR W/PLASTIC CAP - D.O.T.
N 21,287.930
E 35,518.459
ELEV. +14.84'

TERMINAL BUILDING, SEE SHEET 31 (DRAWING A-1) FOR SITE PLAN.

EXISTING SEAPLANE FACILITY TO REMAIN

-24 -22 -20 -18 -16 -14 -12 -10 -8 -6 -4 -2 0 +2 +4 +6 +8 +10 +12 +14 +16 +18 +20 +22 +24 +26 +28

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)

4 3 2

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BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

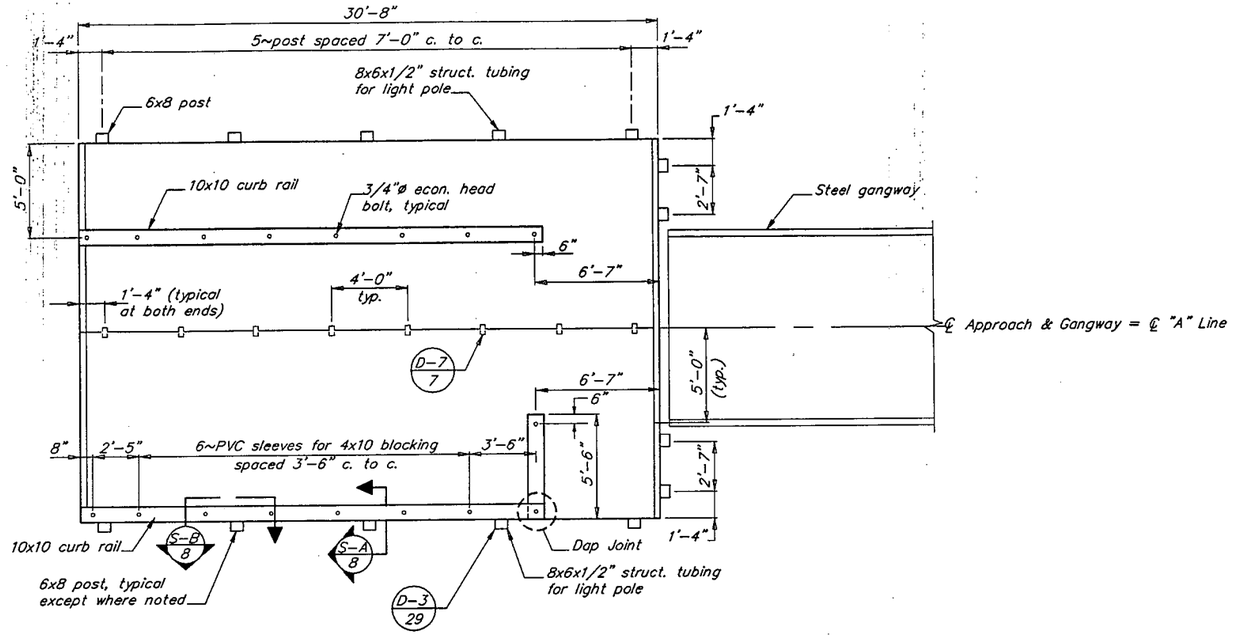
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

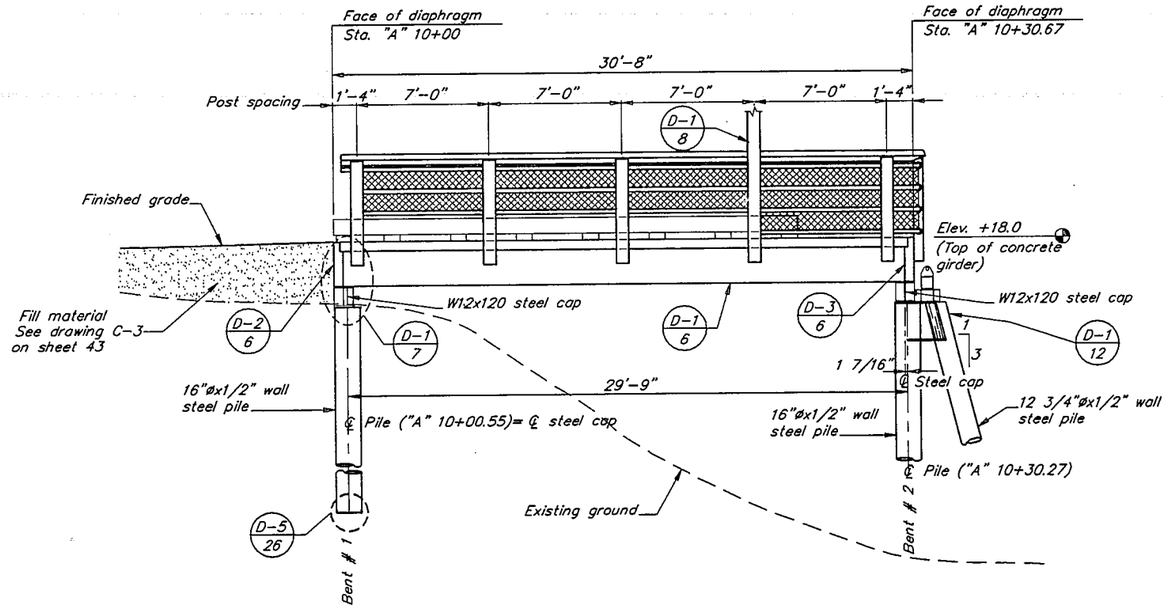
FLOAT LAYOUT

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: D.D.S.	SHEET 3 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER



PLAN



ELEVATION

APPROACH DESIGN CRITERIA

Concrete strength: 4,500 p.s.i. @ release
6,000 p.s.i. @ 28 days
Prestressing: 8-1/2"ø x 270 k.s.i. strands per stem
Design loading: H20-44
Rebar: Grade 60, epoxy coated
Pile bearing required: 60 tons for16"ø steel pipe and 30 tons for 12 3/4ø batter pile
Estimated pile penetration 30 feet

ENGINEER'S SEAL
STATE OF ALASKA
14911
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER

PATH : P:\CRG\SEAFLT\DR\APPR1.dwg < 1=48 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

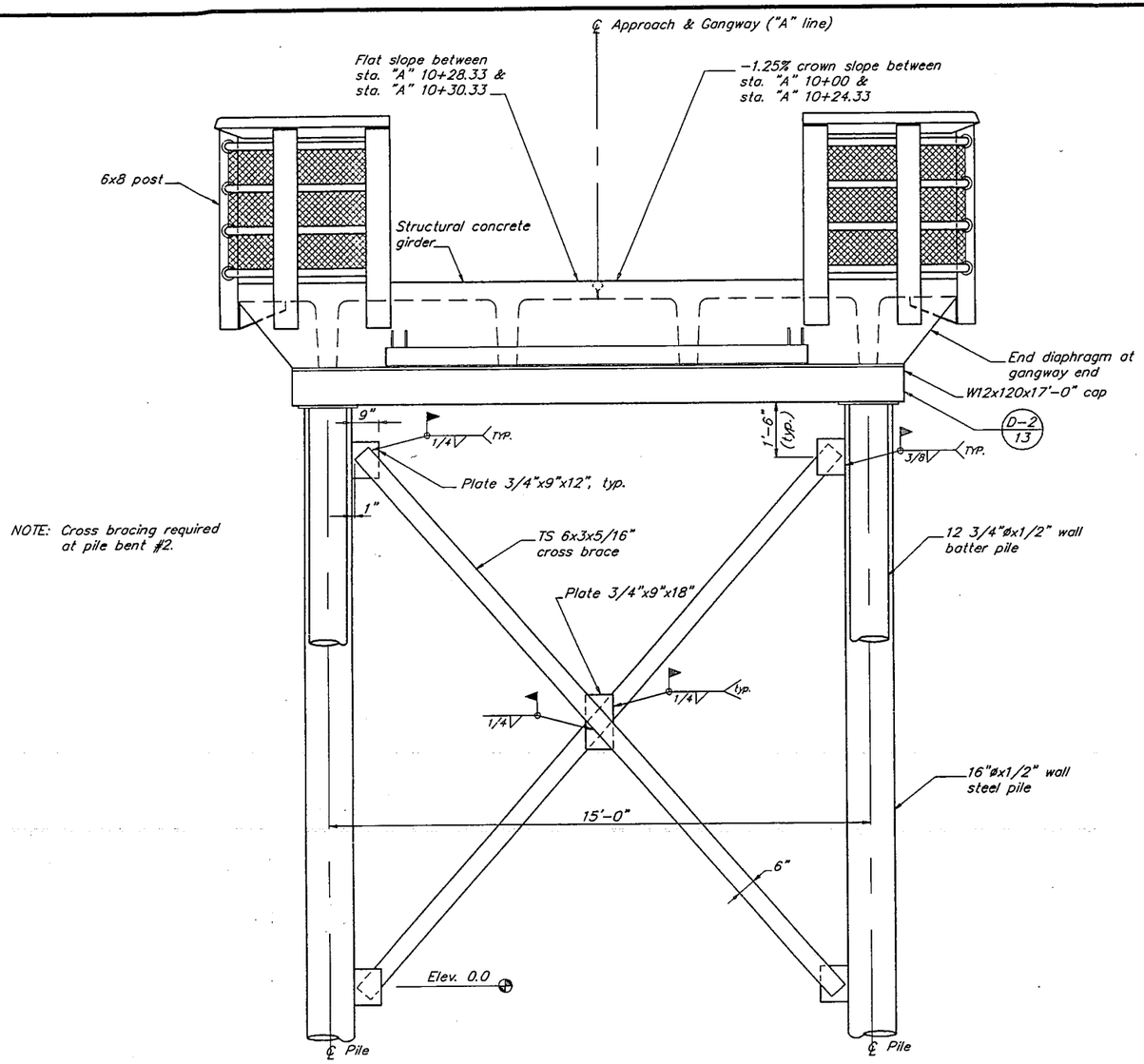
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

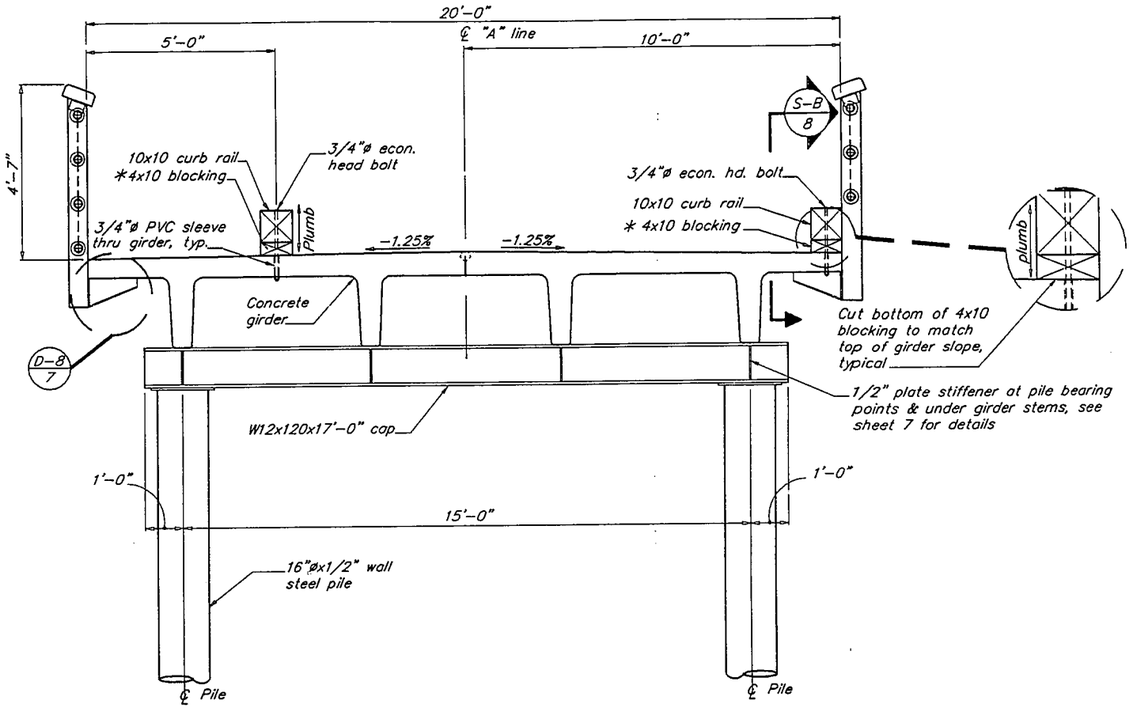
APPROACH PLAN & ELEVATION

DESIGNED BY: D.D.S.	PROJECT No. 69958
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: M.H.	SHEET 4 OF 60

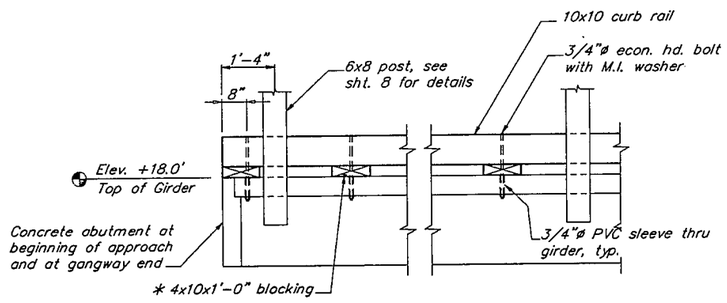


NOTE: Cross bracing required at pile bent #2.

END ELEVATION



TYPICAL SECTION



* Predrill & spike blocking to 10x10 curb rail with 2-60d nails.

CURB RAIL INSTALLATION

PATH : P:\CRG\SEAFLT\DR\APPR2.dwg < 1=24 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

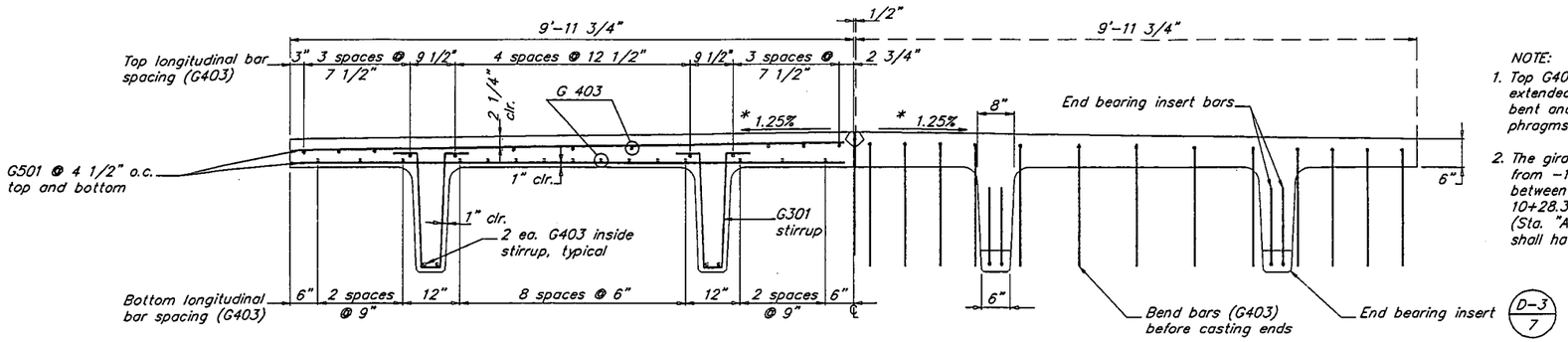
CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

APPROACH SECTIONS

DESIGNED BY: D.D.S.
DRAWN BY: B.W.Z.
CHECKED BY: C.A.B.

PROJECT No. 69956
DATE: JULY 1994
SHEET 5 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
49th
David D. Sakivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
7-14-94



NOTE:

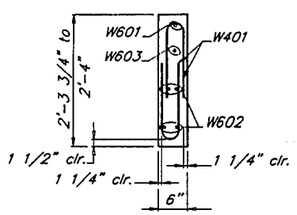
1. Top G403 longitudinal reinforcement to be extended 2'-0" beyond end of girder, then bent and tied into abutment and end diaphragms.
2. The girder (gangway end) shall transition from -1.25% cross slope to a flat surface between Sta. "A" 10+24.33 and Sta. "A" 10+28.33. The last 2 feet of the approach (Sta. "A" 10+28.33 to Sta. "A" 10+30.33) shall have a flat surface.

REINFORCING STEEL – ONE GIRDER

MARK	SIZE	No.	LENGTH	TYPE
G301	3	30		BENT
G401	4	2		STRAIGHT
G402	4	44		BENT
G403	4	32		STRAIGHT
G404	4	2		STRAIGHT
G501	5	160		STRAIGHT
G602	6	2		BENT
W401	4	62		BENT
W601	6	1		BENT
W602	6	4		STRAIGHT
W603	6	1		STRAIGHT

SECTION — ELEVATION (Before casting ends)

GIRDER SECTION (1)



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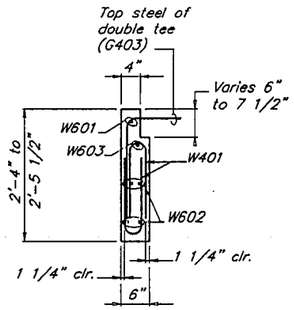

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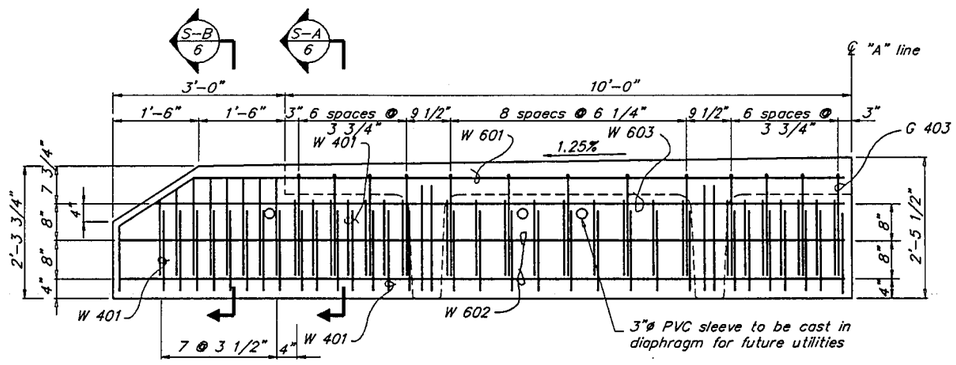
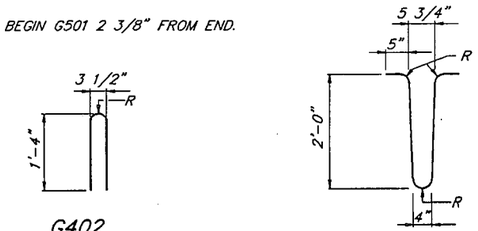
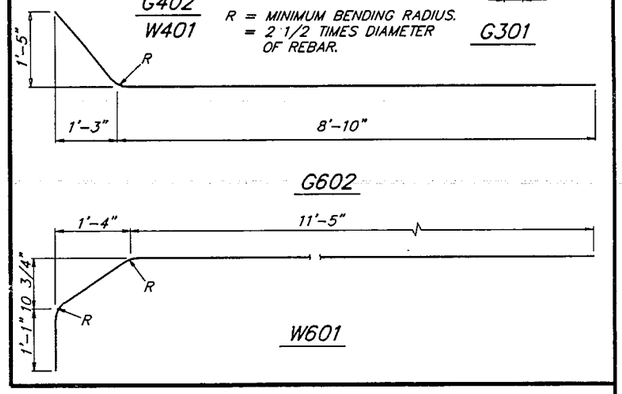
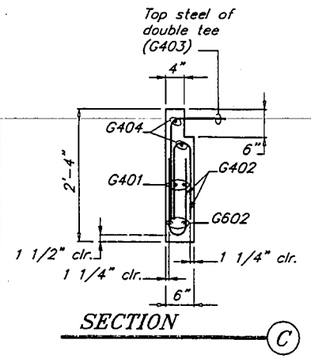


ABUTMENT DIAPHRAGM – END VIEW (2)

NOTE: BEGIN G501 2 3/8" FROM END.







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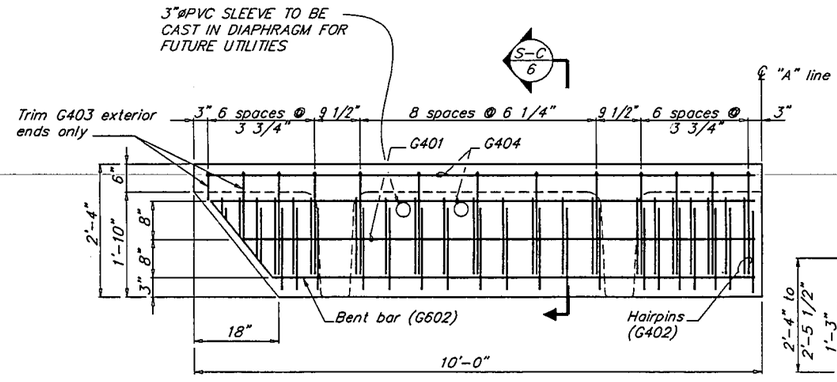
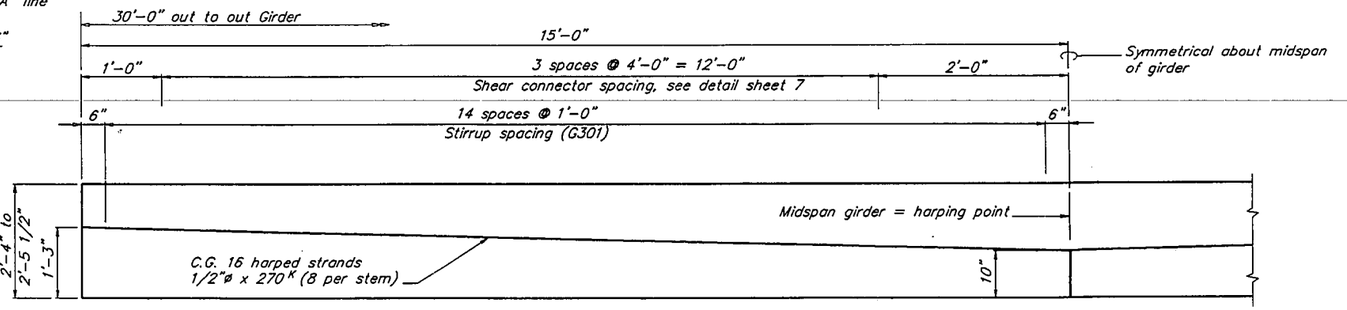


END DIAPHRAGM – END VIEW (3)



GIRDER ELEVATION

PATH : P:\CRG\SEAFLT\DR\APPR3.dwg < 1-16 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

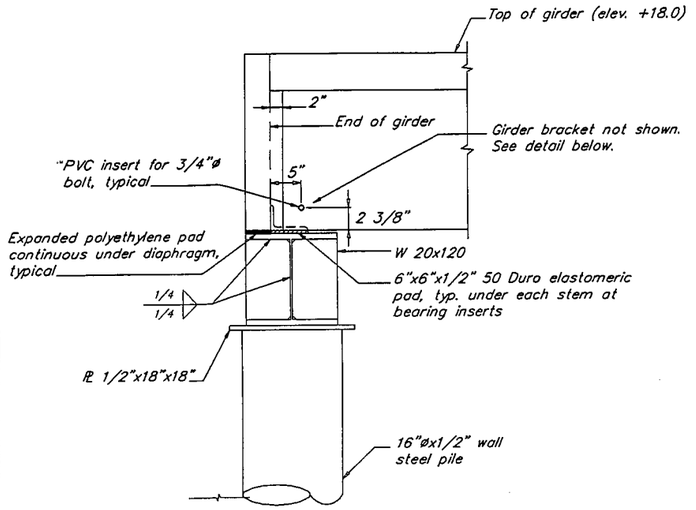
CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

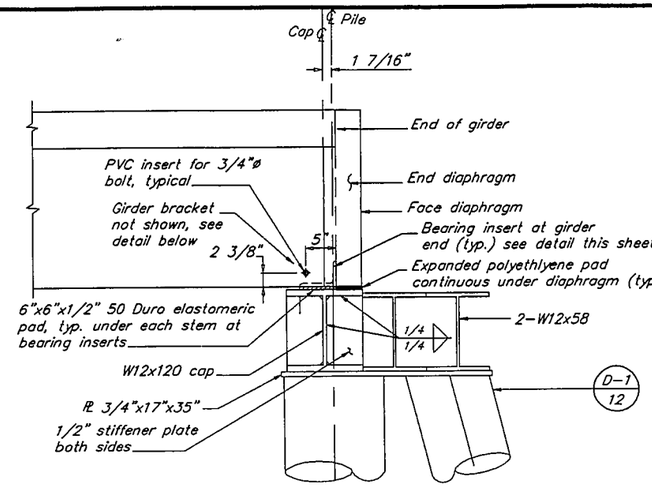
APPROACH GIRDER DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 6 OF 60

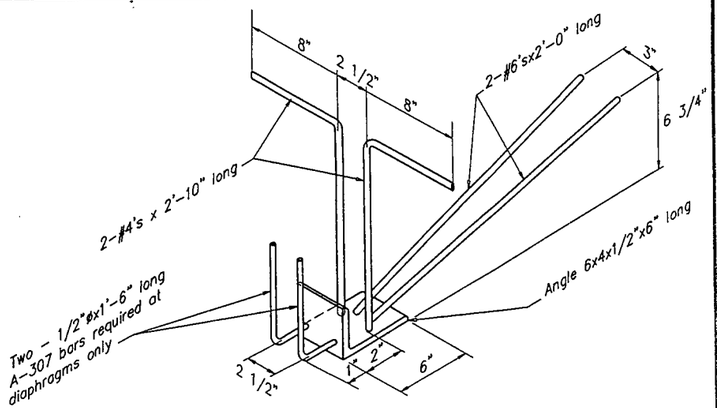
ENGINEER'S SEAL
STATE OF ALASKA
49th
Dewey D. Soldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER



ABUTMENT ELEVATION (1)

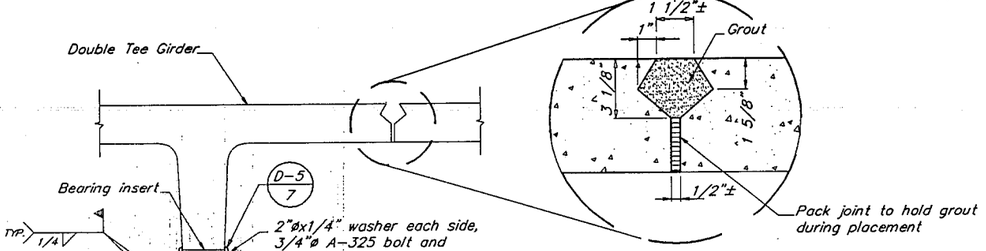


GANGWAY END BENT ELEVATION (2)

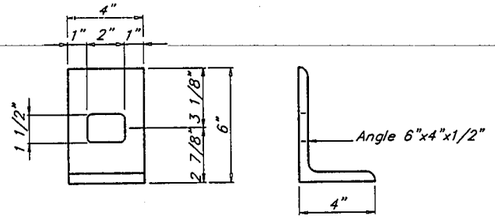


END BEARING INSERT (3)

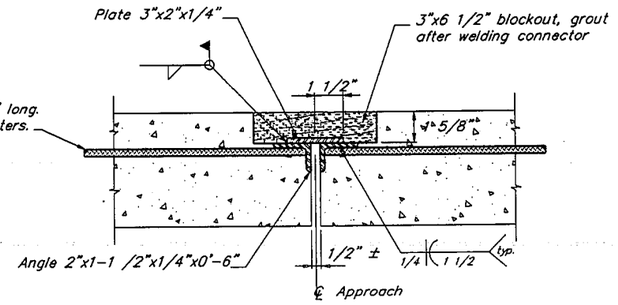
(Typical at each end of girder, each stem)



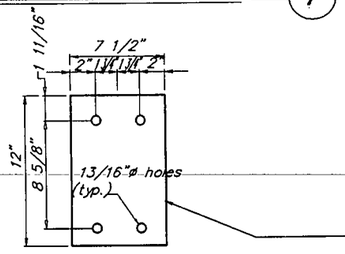
SECTION AT GIRDER (4)



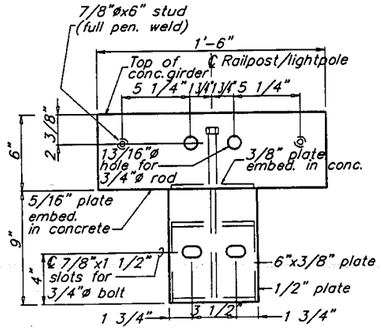
GIRDER BRACKET DETAIL (5)



SHEAR CONNECTOR DETAIL (7)



RAILPOST BEARING PLATE DETAIL (6)



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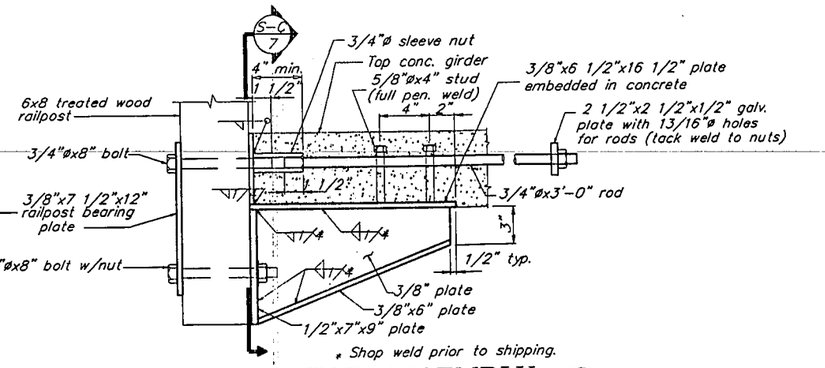


RAILPOST ANCHOR ASSEMBLY (8)

PATH : P:\CRG\SEAFLT\DR\APPR4.dwg < 1=12 >		
BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

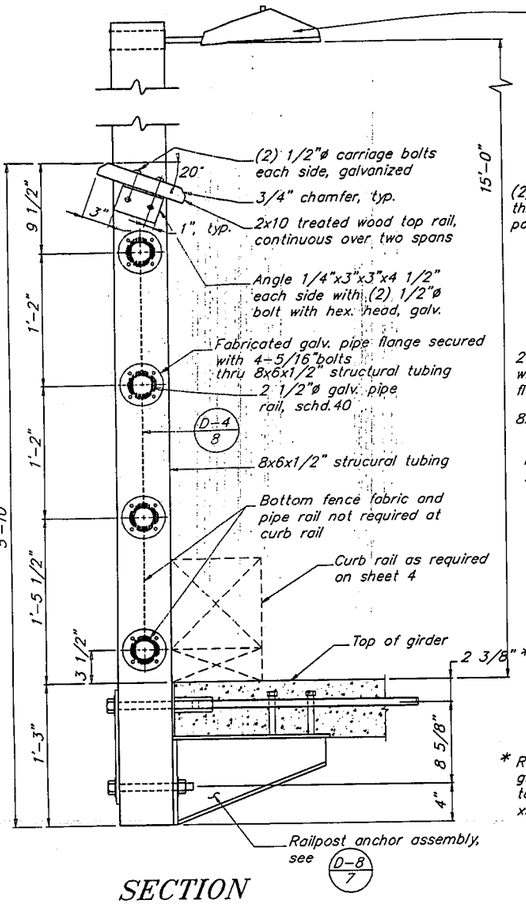
CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

APPROACH DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 7 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
David D. Sokhor
CE-8307
REGISTERED PROFESSIONAL ENGINEER



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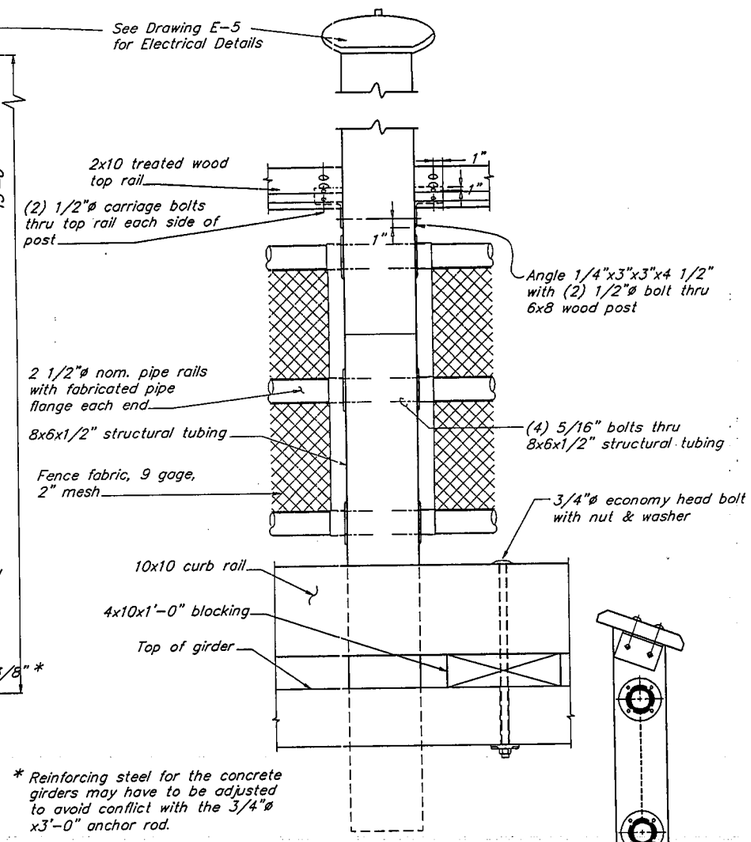
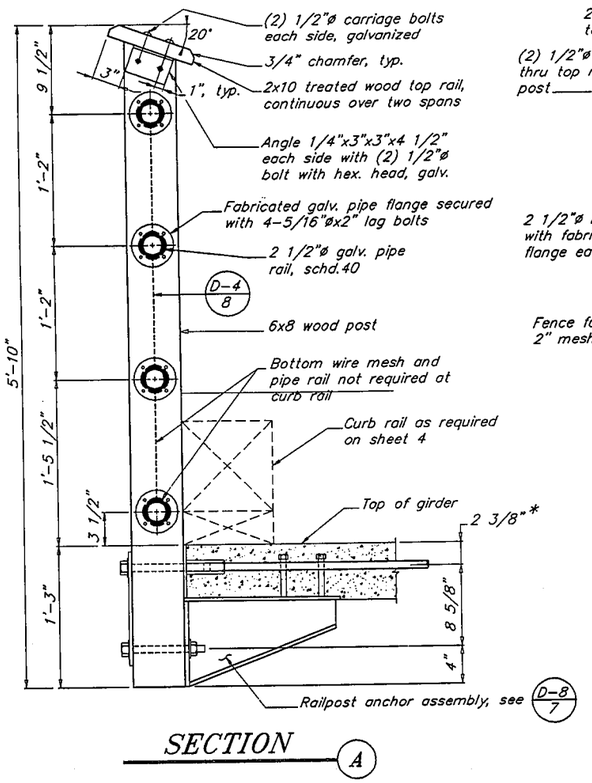


* Reinforcing steel for the concrete girders may have to be adjusted to avoid conflict with the 3/4"ø x3'-0" anchor rod.

ELEVATION

LIGHT POLE DETAIL AT APPROACH (1)



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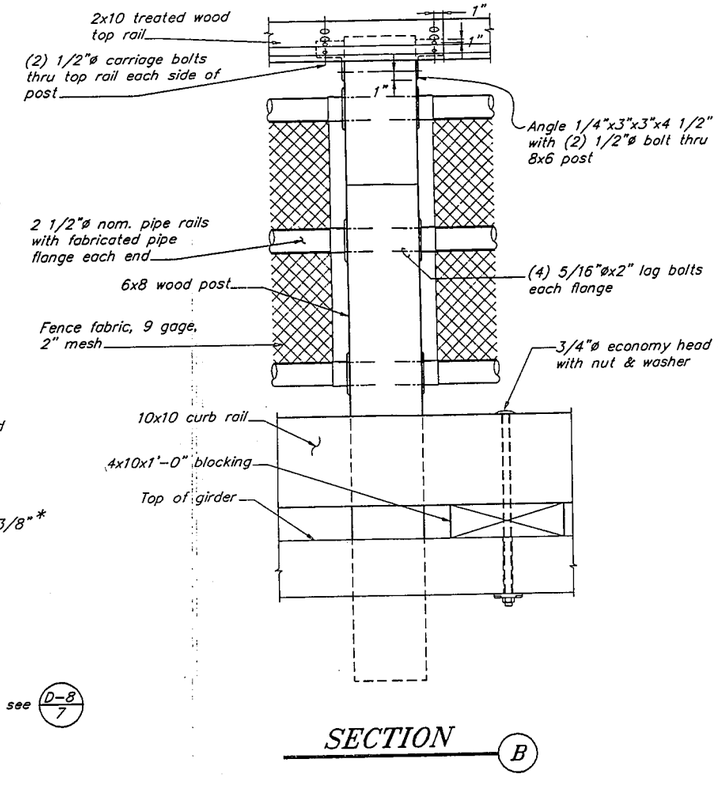

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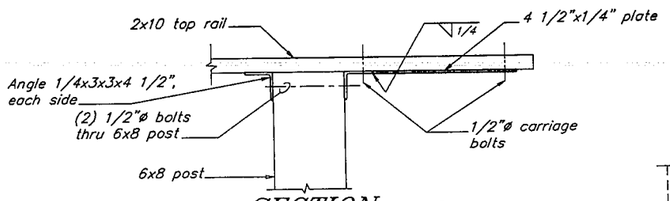

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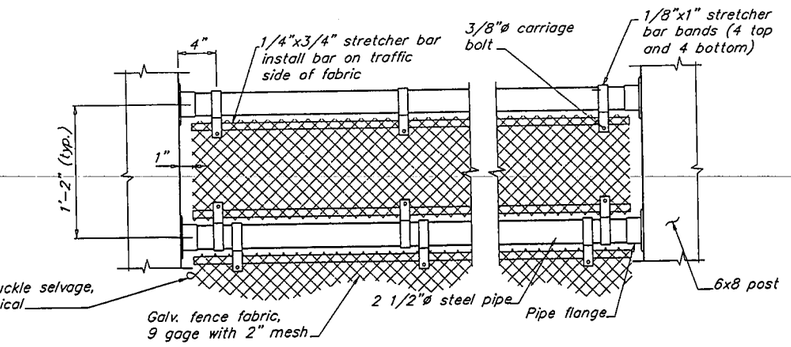
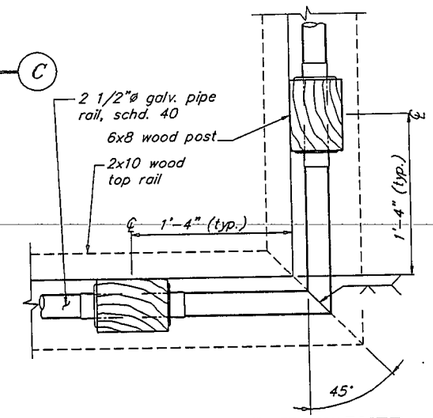


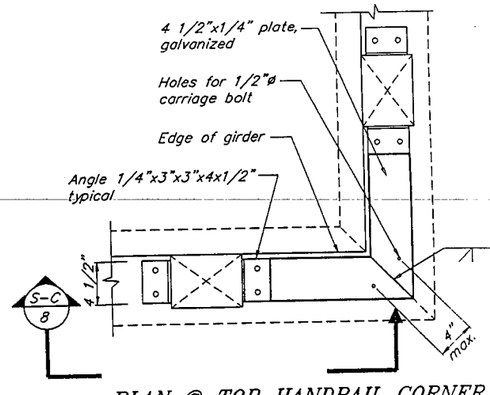
TYPICAL RAILING FENCE DETAIL (4)

NOTES:
1. Bend stretcher bar to match the pipe railing at corners. Four top and four bottom stretcher bar bands are required at the corner railing.
2. Fence fabric shall be stretched to a uniform appearance.

RAILPOST ANCHOR DETAIL @ GANGWAY END (2)



PLAN @ PIPERAIL CORNER



PLAN @ TOP HANDRAIL CORNER

HANDRAIL CORNER DETAILS (3)

PATH : P:\CRG\SEAFLT\DR\RAILDET.dwg < 1=8 >		
BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG — ALASKA

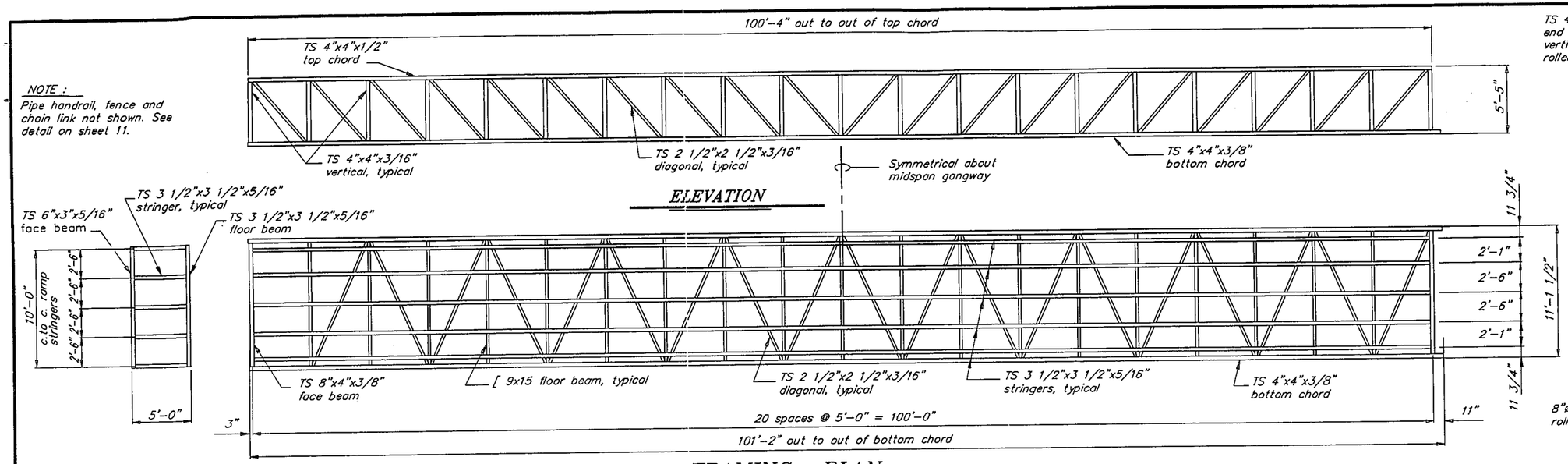
CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

APPROACH RAILING DETAILS

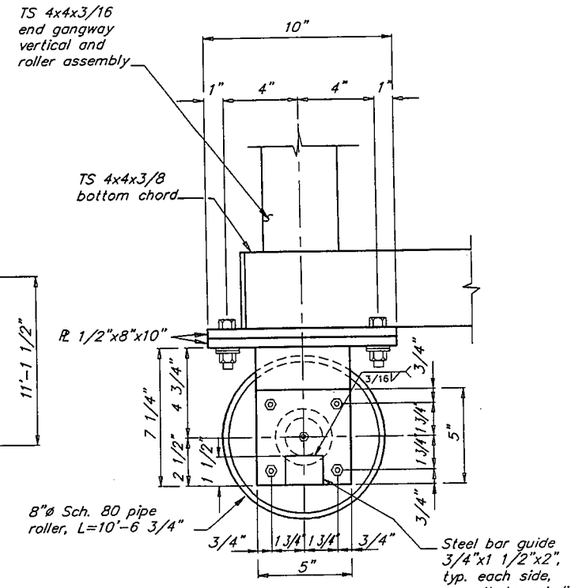
DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: D.D.S.	SHEET 8 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
Donald D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
8-24-94

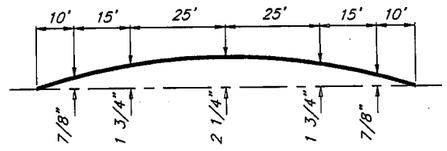
NOTE :
Pipe handrail, fence and chain link not shown. See detail on sheet 11.



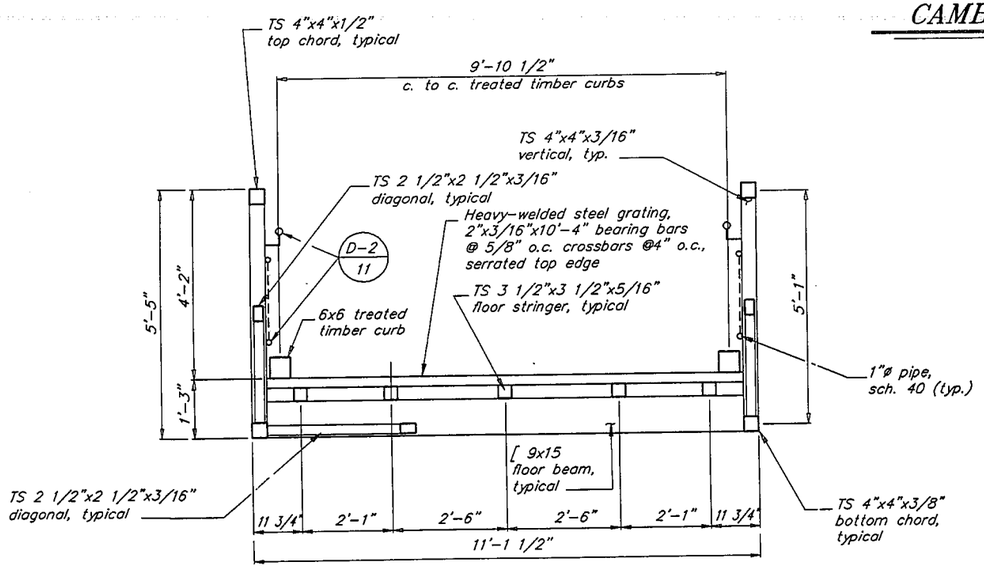
FRAMING PLAN



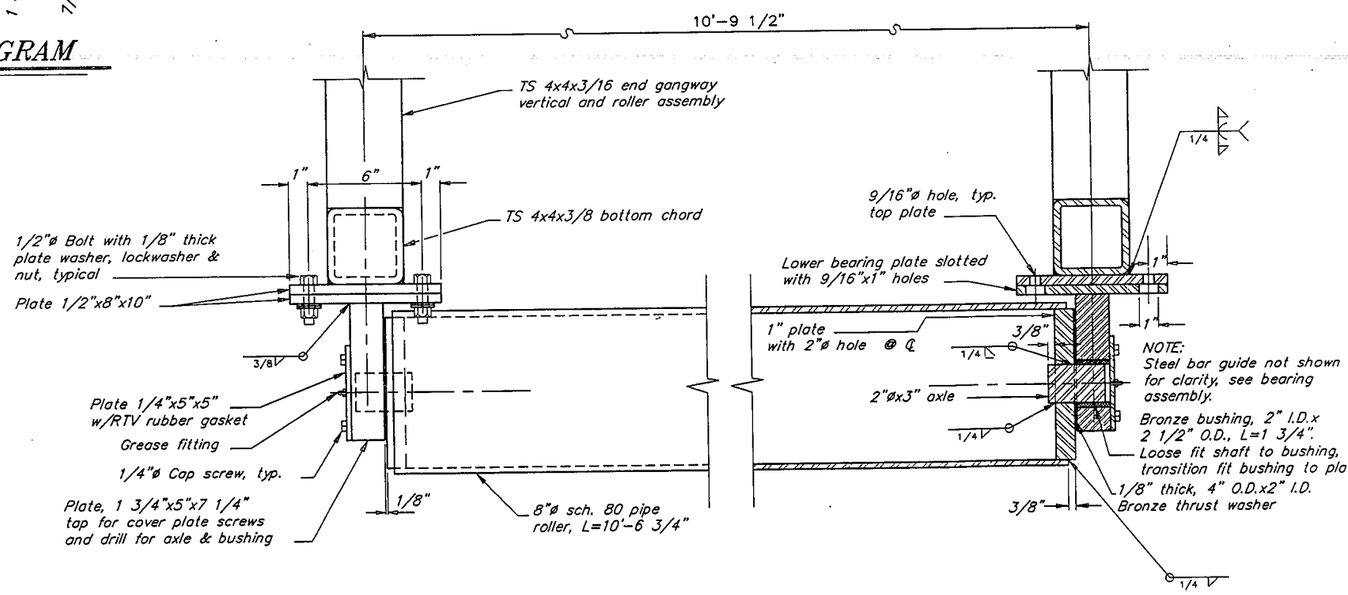
BEARING ASSEMBLY



CAMBER DIAGRAM



TYPICAL SECTION



GANGWAY ROLLER DETAIL

ENGINEER'S SEAL
STATE OF ALASKA
49th
David D. Saldivar
CE-8307
PROFESSIONAL ENGINEER
6-24-94

PATH : P:\CRG\SEAPLT\DR\SH19.dwg < 1=5 >		
BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

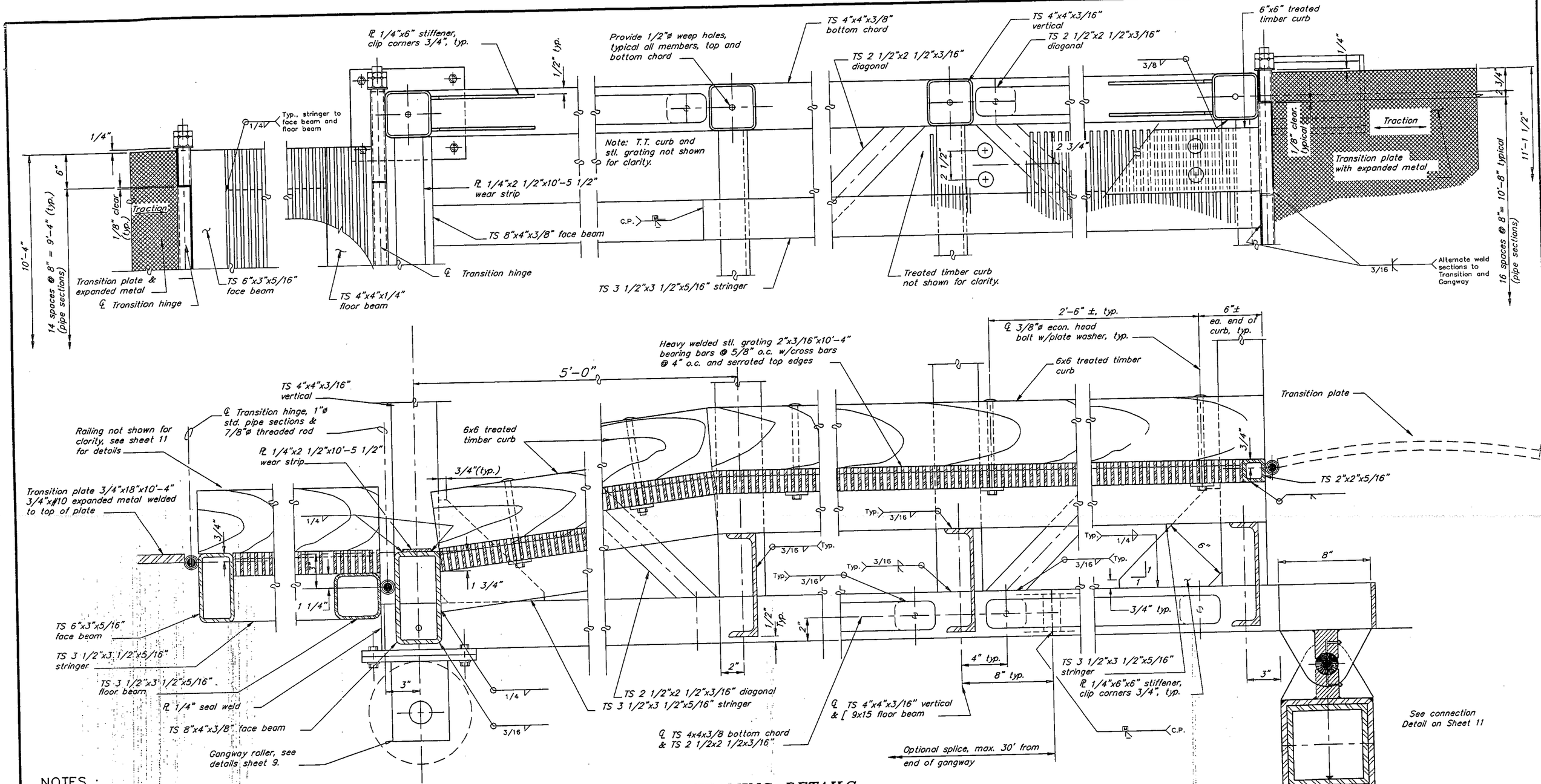
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

100' x 10' GANGWAY DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: D.D.S.	SHEET 9 OF 60



NOTES :

1. Gangway shall be shipped assembled.
2. Approximate Gangway weight = 54,000#.
3. No bottom chord splice allowed within mid third of span.
4. Complete Gangway to be galvanized.
5. Gangway camber shall be smooth and parabolic.
6. Method of fastening the steel grating shall be accomplished either by welding or bolting (1/2"ø min. A325 bolt) to the floor stringer. The steel grating shall be fastened at 2'-0" o.c. at each floor stringer and 6" from gangway ends.

FRAMING DETAILS

PATH : P:\CRG\SEAFLT\DR\SHT10.dwg < 1=4 >

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

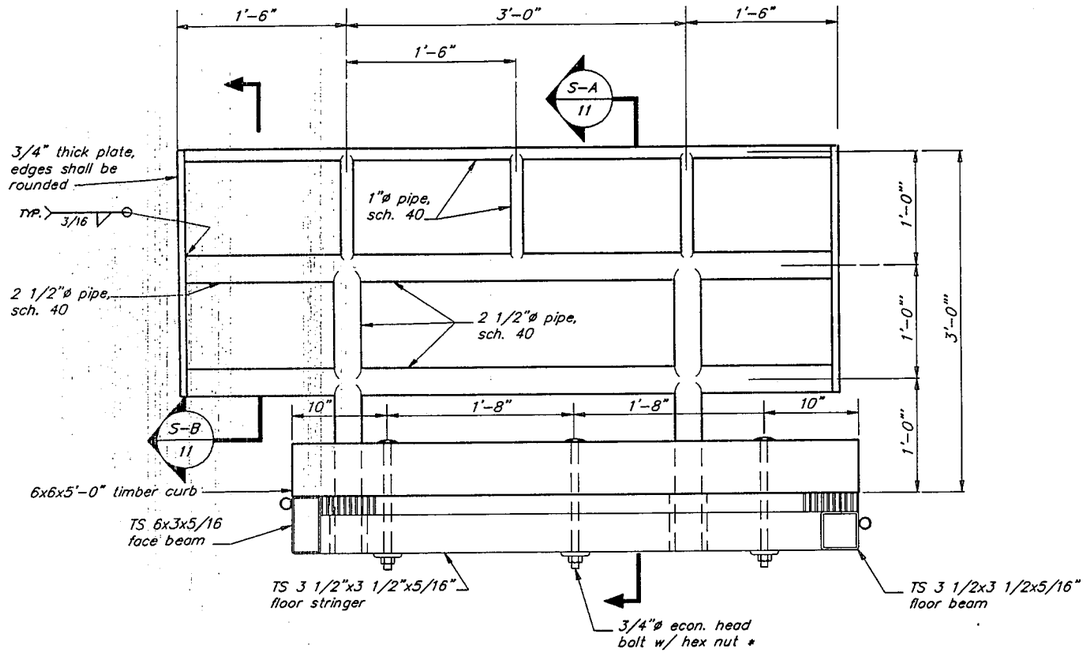
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

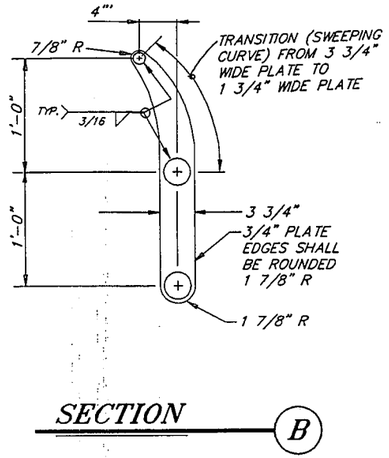
100' x 10' GANGWAY DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 10 OF 60

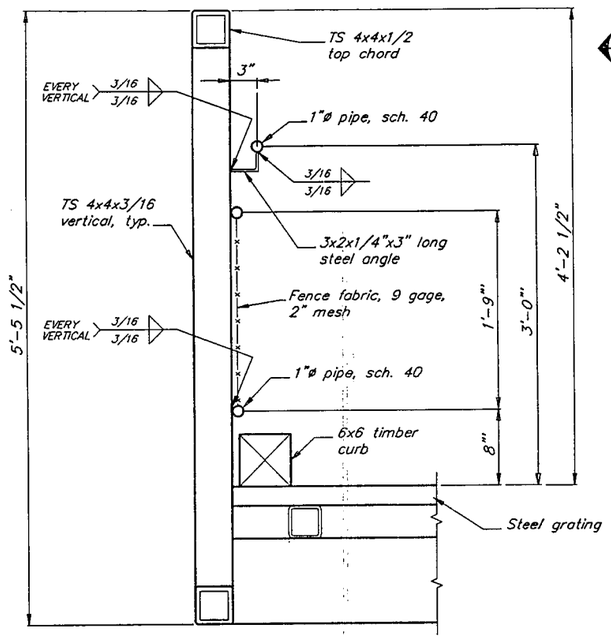
ENGINEER'S SE
STATE OF ALASKA
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER



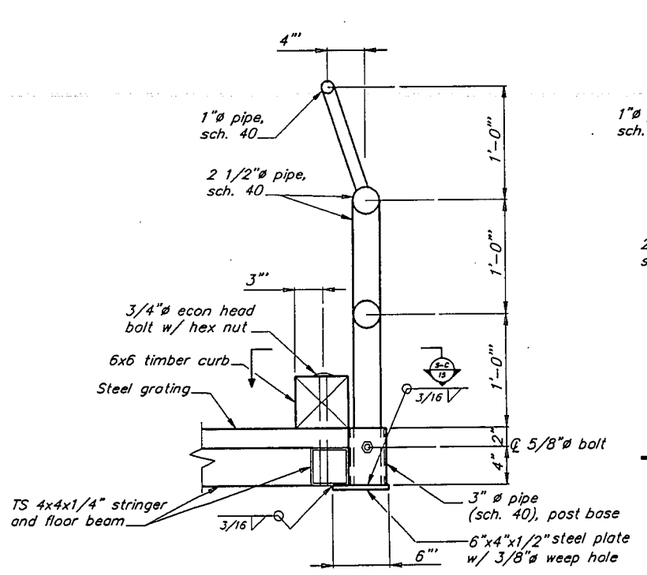
RAILING DETAIL 1



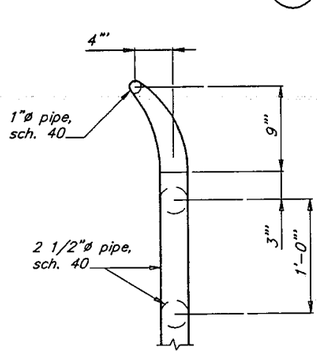
SECTION B



GANGWAY RAILING DETAIL 2



SECTION A



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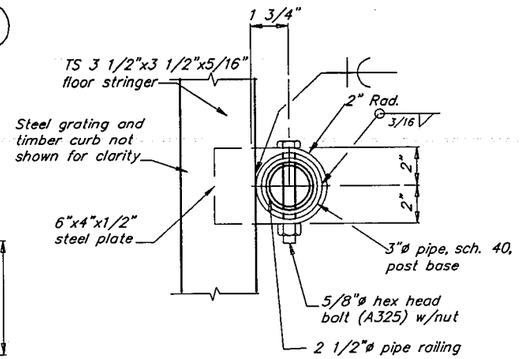

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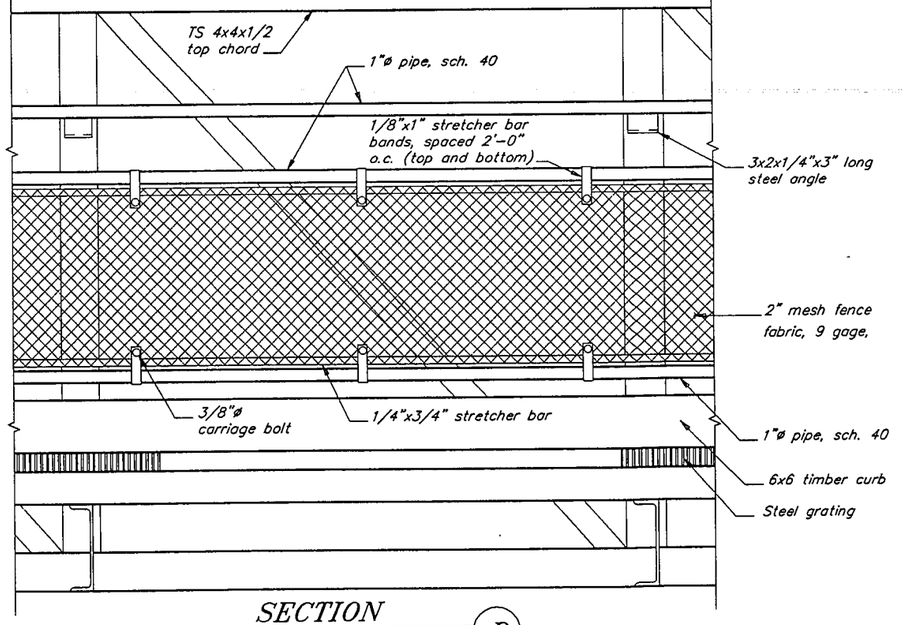

SECTION D

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BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

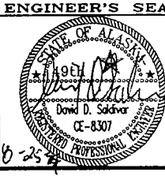
CRAIG — ALASKA

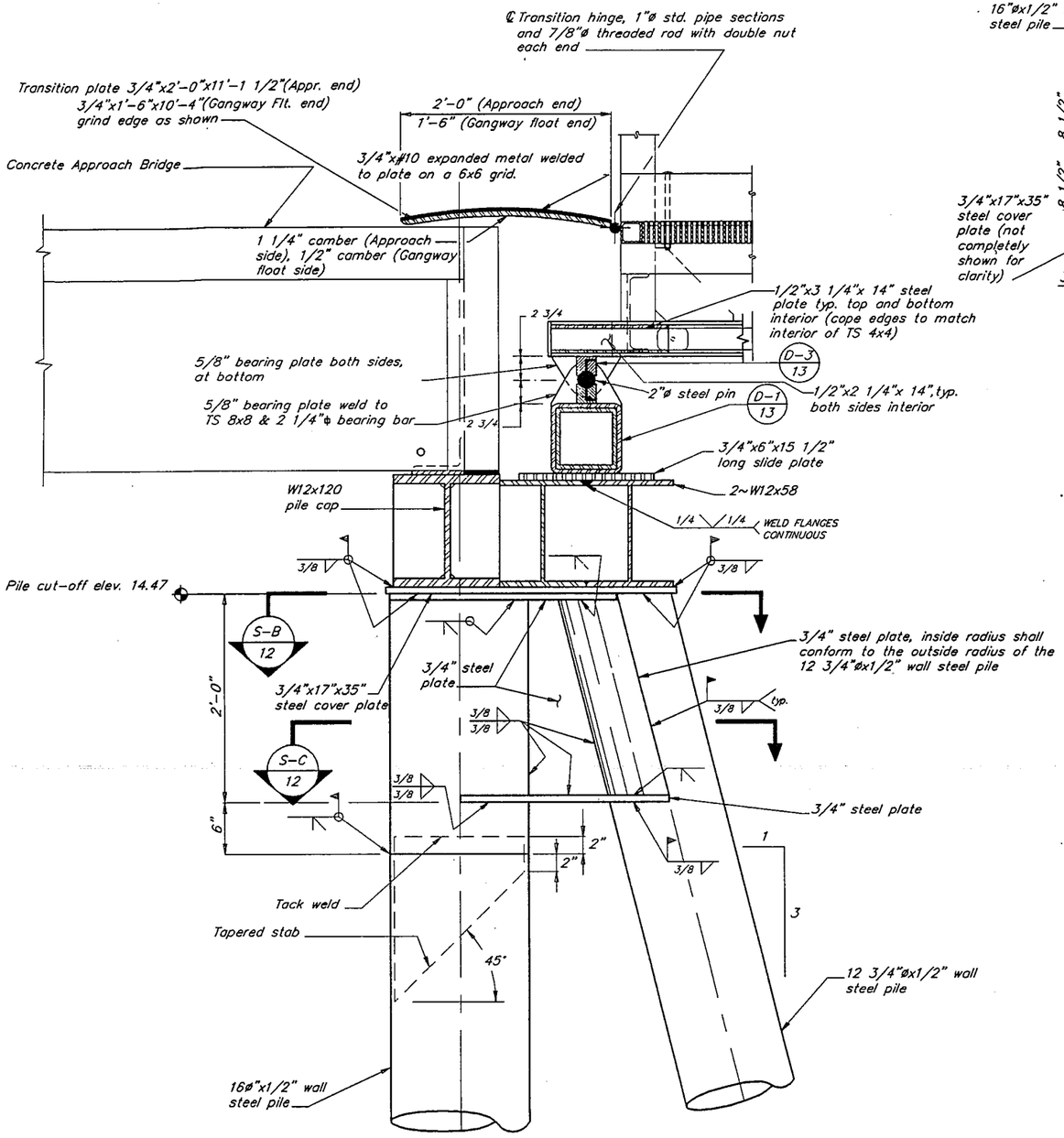
CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

RAILING DETAILS

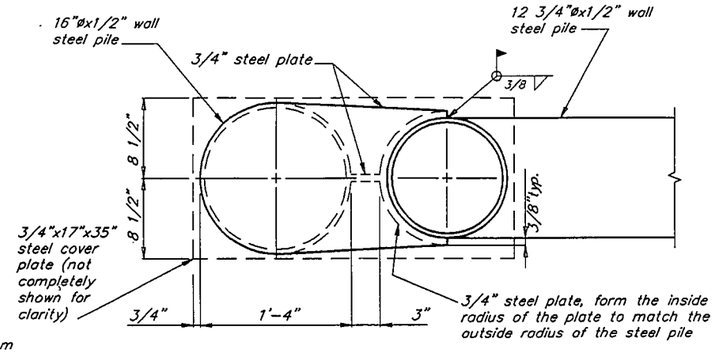
DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 11 OF 60

ENGINEER'S SEA





APPROACH DOLPHIN DETAIL (1)



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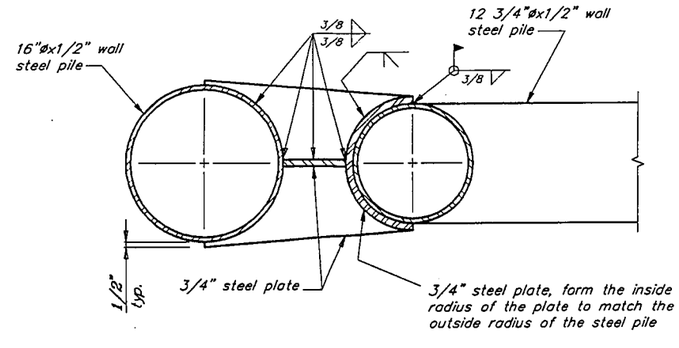
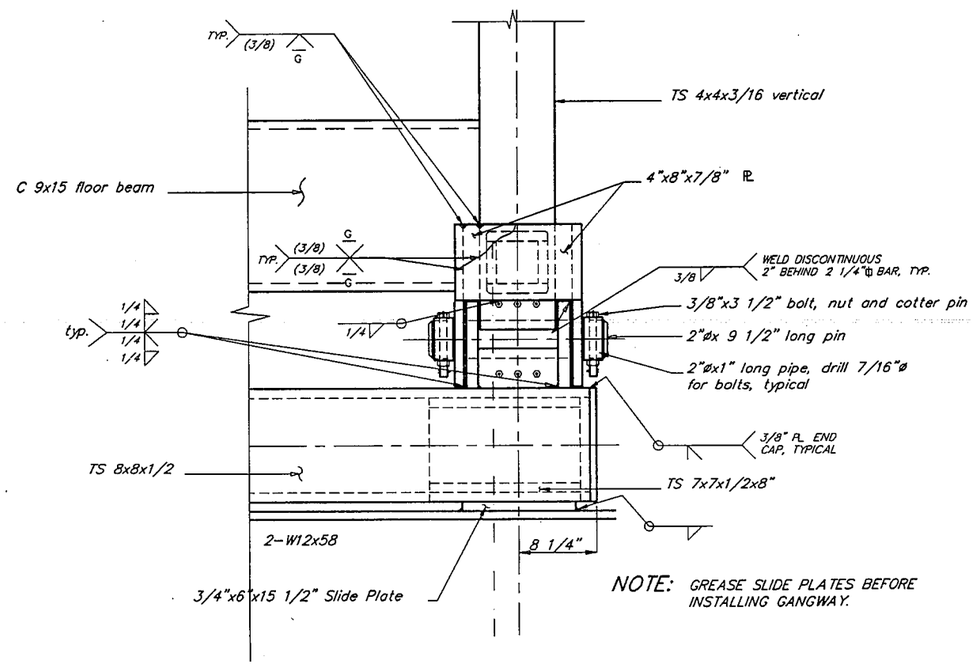


SECTION C



VERTICAL HINGE DETAIL

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BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

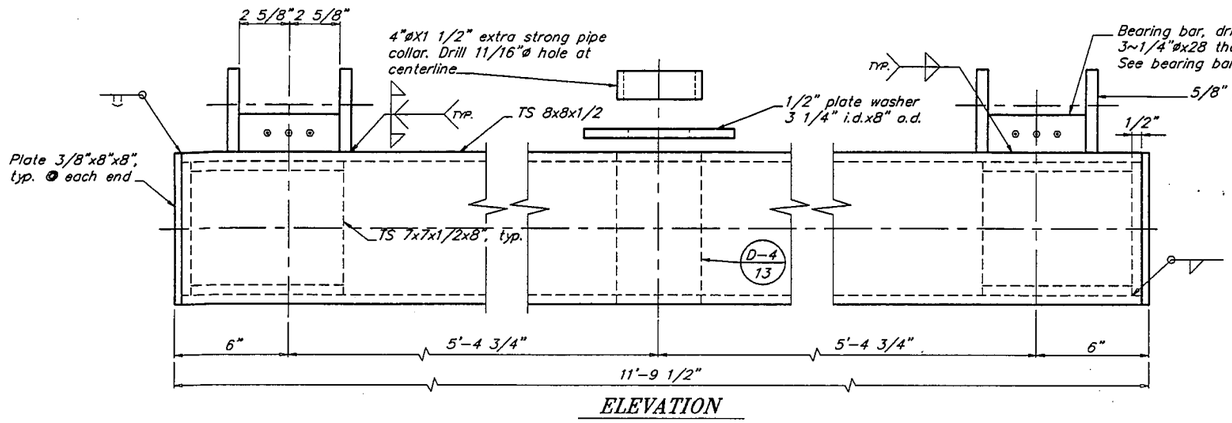
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

GANGWAY UPPER SUPPORT DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69958
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 12 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
4-25-94



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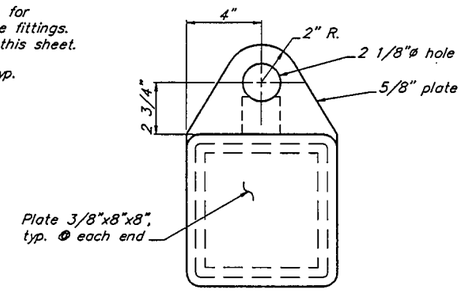
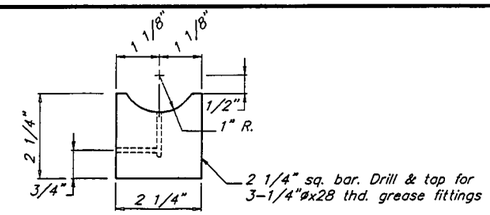
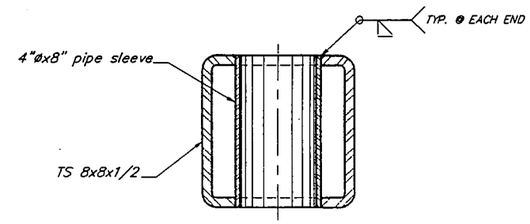


PROFILE

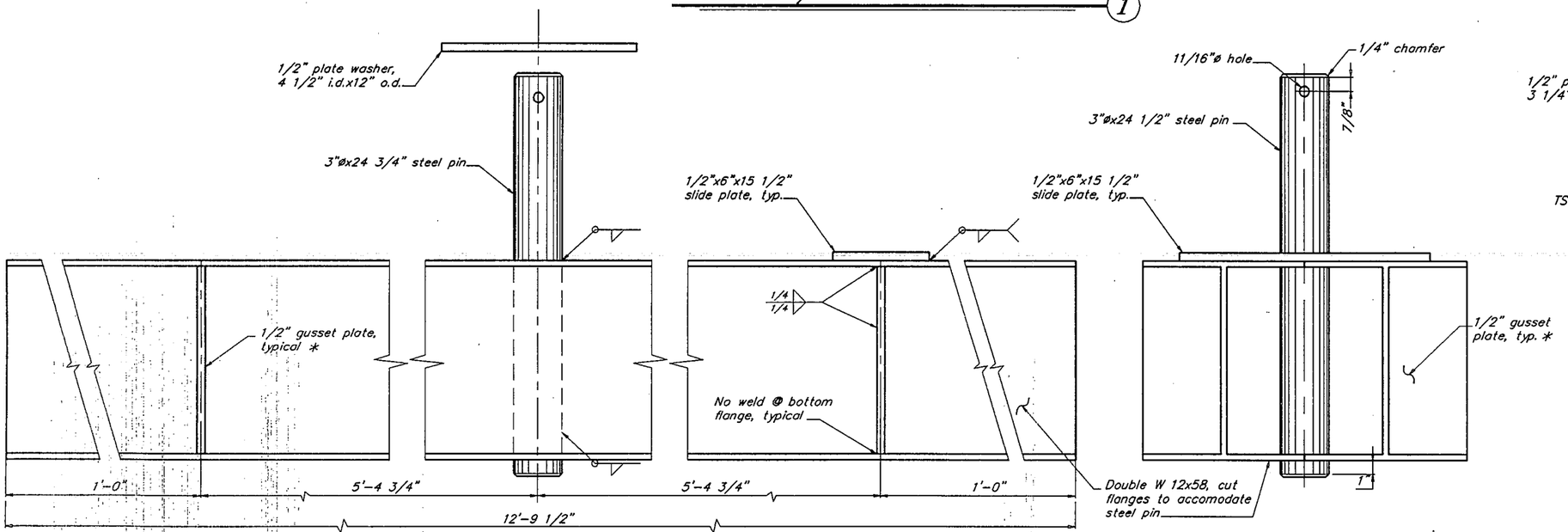


BEARING BAR DETAIL 3



PIPE SLEEVE DETAIL 4

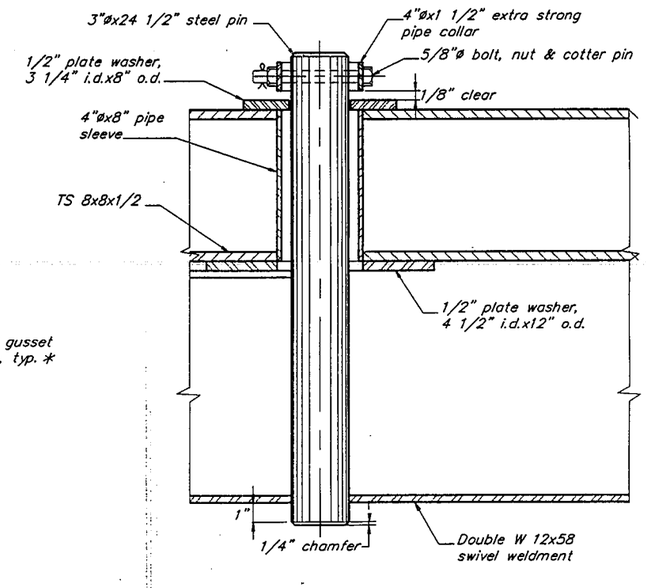
HINGE / WELDMENT DETAIL 1



ELEVATION

PROFILE

SWIVEL WELDMENT DETAIL 2



SWIVEL DETAIL

* Cope edges for weld clearance. Gusset plate to have a snug fit at bottom flange, do not weld to bottom flange.

PATH : P:\CRG\SEAFLT\DR\GWDETS.dwg < 1=4 >		
BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

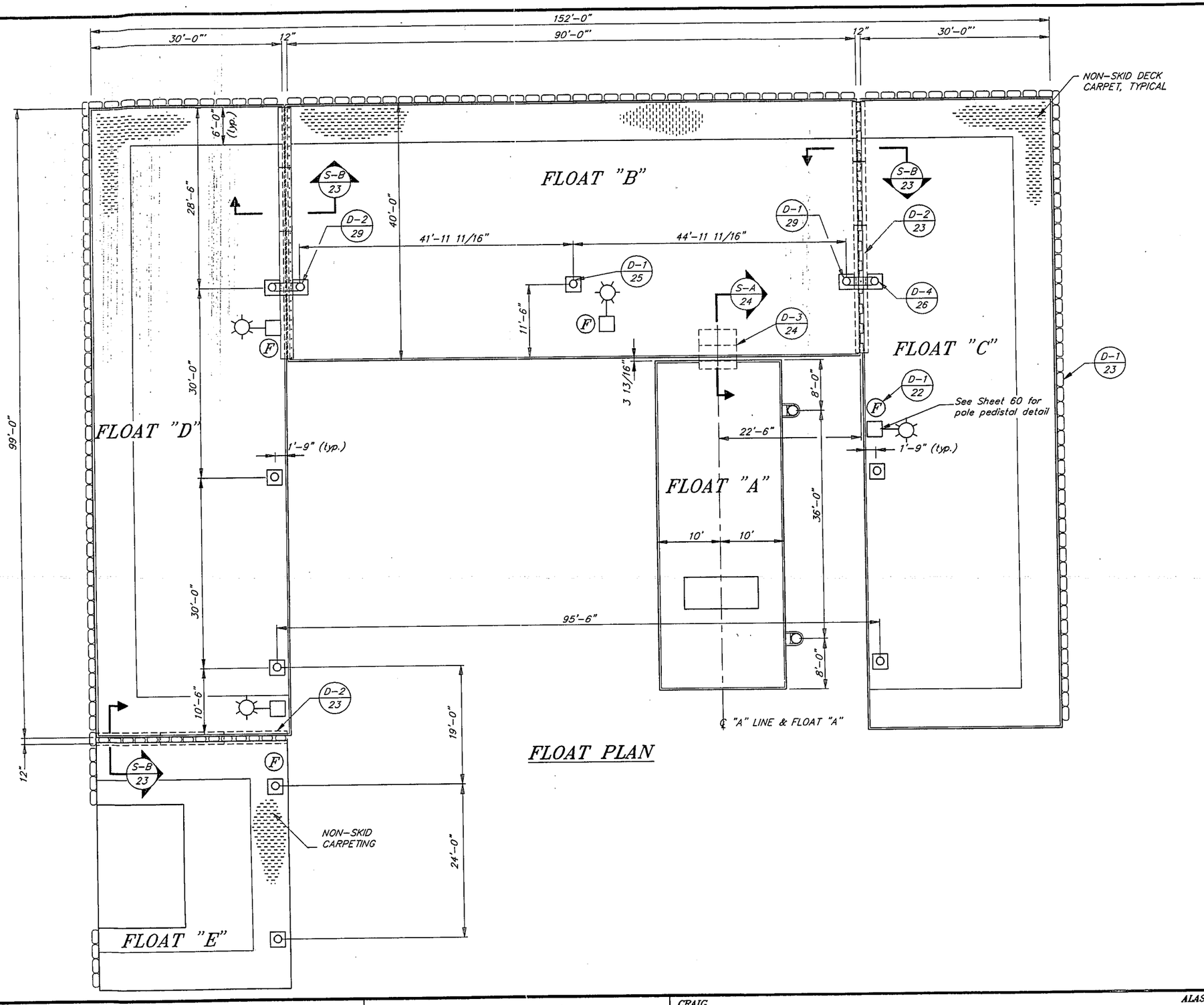
CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

GANGWAY CONNECTION DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 13 OF 60

ENGINEER'S SEAL

STATE OF ALASKA
49th
David D. Sokhar
CE-8307
REGISTERED PROFESSIONAL ENGINEER



FLOAT PLAN

NOTES:

1. STEEL COVER PLATE BETWEEN FLOAT "B" & "C" AND BETWEEN FLOAT "B" & "D" SHALL BE TYPE "A" AS SHOWN ON SHEET 23 EXCEPT AT THE PILE LOCATION TYPE "B" SHALL BE USED.
2. STEEL COVER PLATE BETWEEN FLOAT "D" & "E" SHALL BE TYPE "A" AS SHOWN ON SHEET 23.
3. SEE WIND CONE DETAILS ON SHEET 25 AND SIGN DETAILS ON SHEET 29.
4. STEEL FLOAT PILES FOR FLOATS, "A", "B", "C", "D" AND "E" SHALL BE 16"ø x 1/2" WALL
5. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE THE ASSEMBLY OF THE FLOATS AND THE INSTALLATION OF THE ELECTRICAL LIGHTING SYSTEM TO AVOID CONFLICTS. THE CONTRACTOR WILL NOT BE ALLOWED TO REMOVE FLOAT DECKING TO INSTALL THE ELECTRICAL LIGHTING SYSTEM. THE WIRING SYSTEM FOR THE LIGHTING SHALL BE INSTALLED DURING FLOAT ASSEMBLY.

"PATH : P:\CRG\SEAFLT\DR\FLOATPLN.dwg < 1=96 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

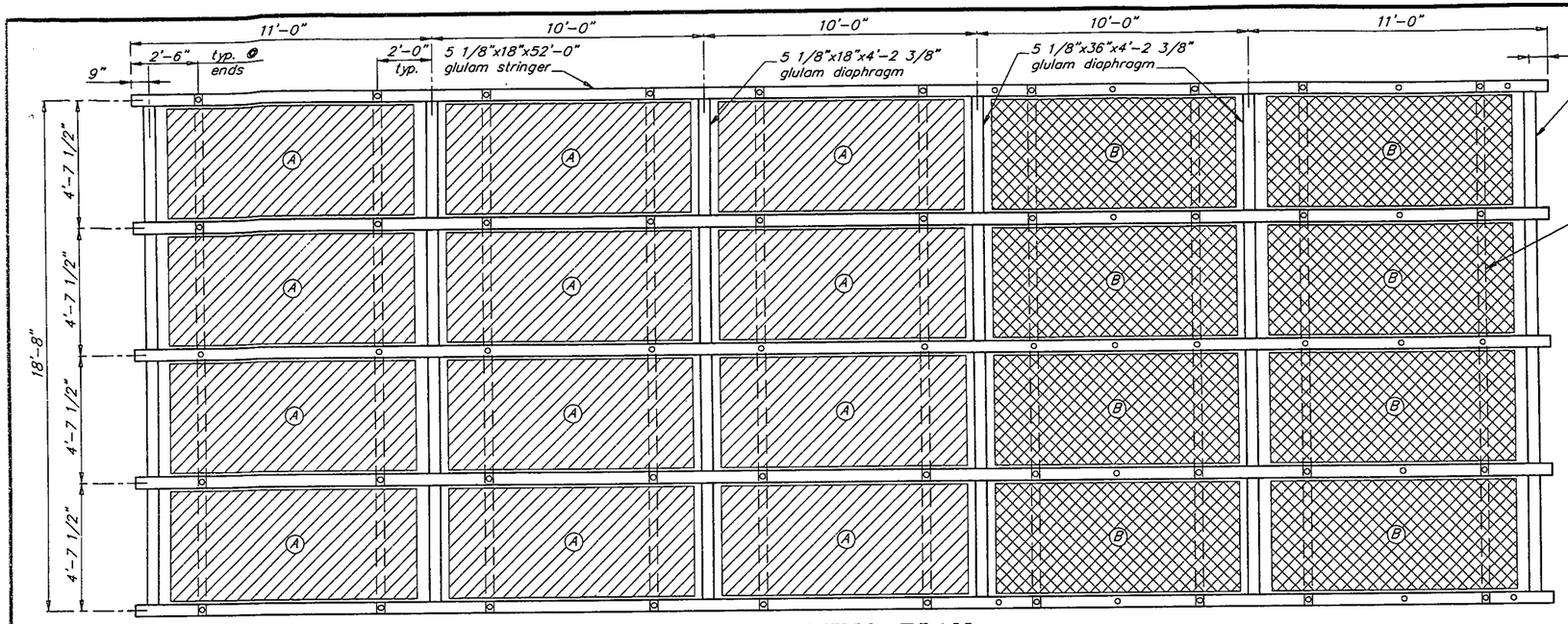
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

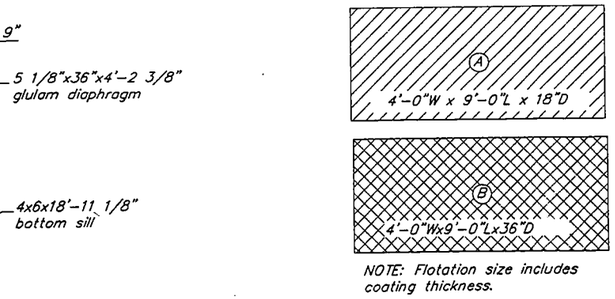
FLOAT PLAN

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: C.S.A./B.W.B.	DATE: JULY 1994
CHECKED BY: M.H.	SHEET 14 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER

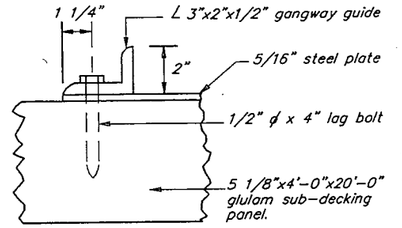


FRAMING PLAN



NOTE: Flotation size includes coating thickness.

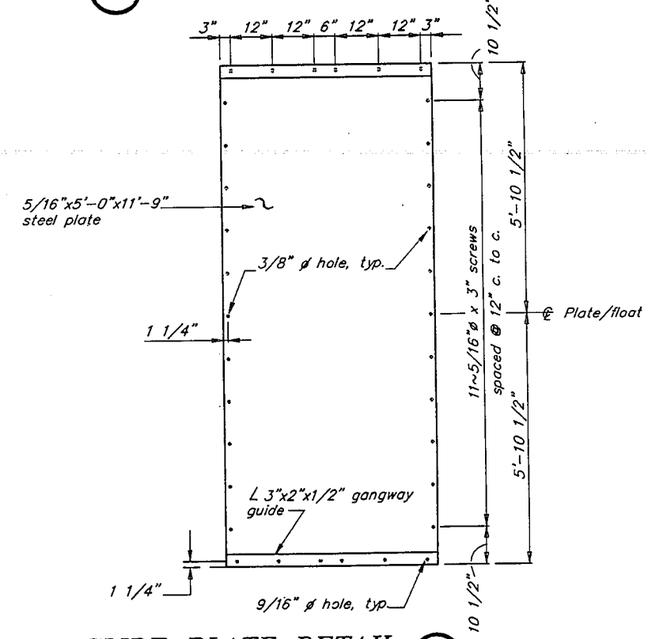
FLOTATION BILLETS



DECKING NOTES:

1. 2x10 S1S2E milled decking shall be spaced 1/4" apart and secure w/ 20d galv. box nails. Predrill to prevent splitting if required.
2. Milled side of 2x10 decking shall be toward inside of tree.
3. See Detail 2 on Sheet 16 for nailing pattern.
4. See Detail 6 on Sheet 16 for 2x10 milled decking detail.

SECTION C



PLAN

SLIDE PLATE DETAIL 1

ENGINEER'S SEAL
STATE OF ALASKA
49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
8-24-94

PATH : P:\CRG\SEAFLT\DR\SH115.dwg < 1=32 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

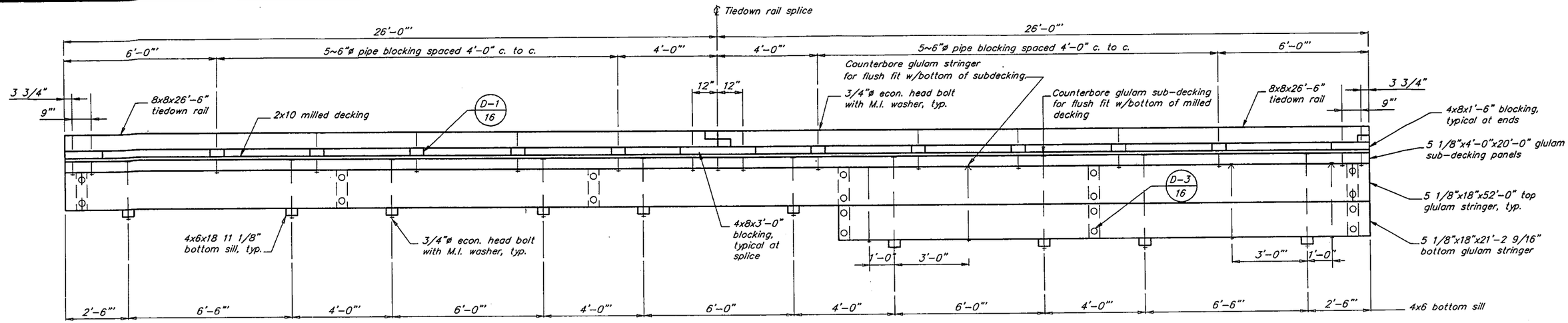
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

SEAPLANE FLOAT "C" & "D" - SECTIONS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: D.D.S.	SHEET 15 OF 60



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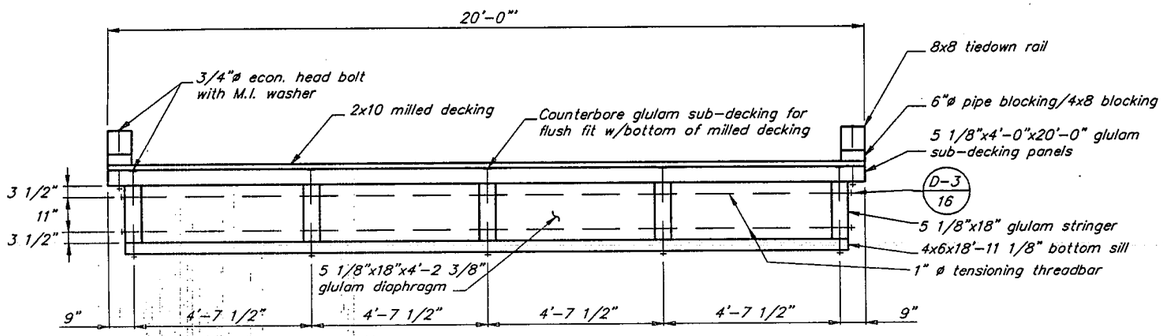
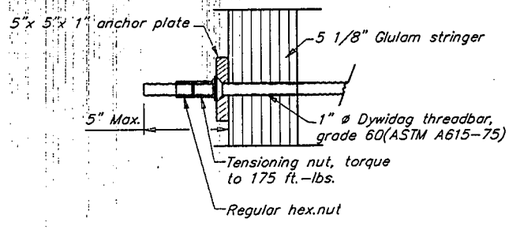
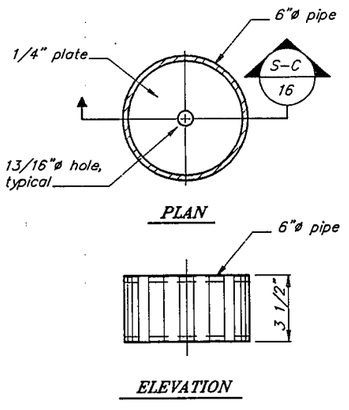


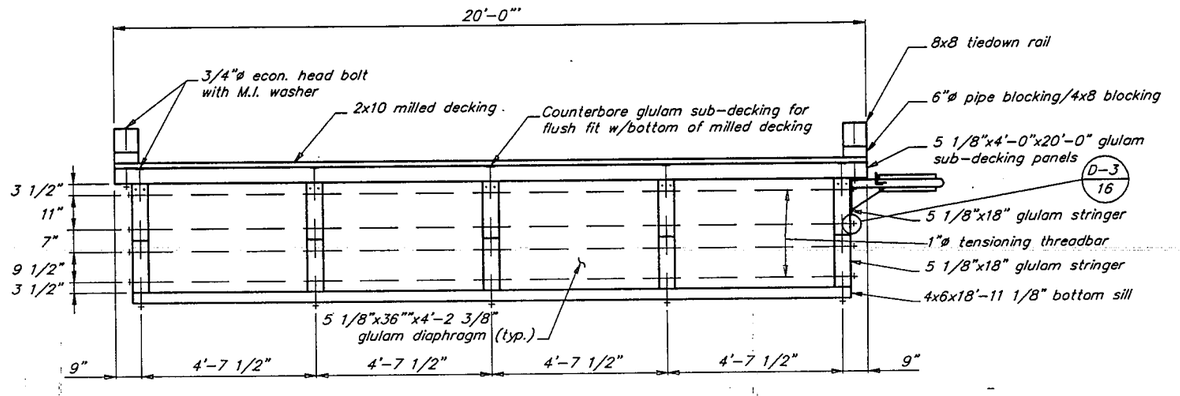
SECTION A



TENSIONING THREADBAR DETAIL 3



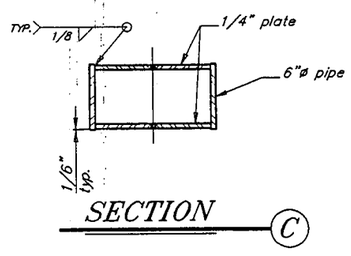
PIPE BLOCKING DETAILS 1



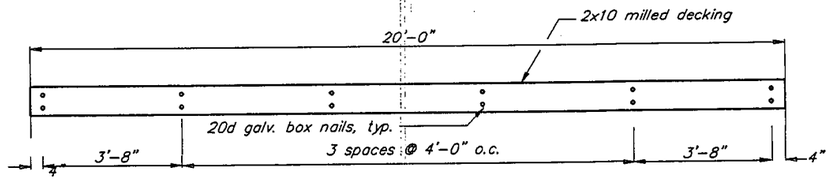
SECTION B

NOTE:

Glulam sub-decking shall be combination 5
Glulam stringers and diaphragm shall be 24F-4.



SECTION C



NAILING PATTERN DETAIL 2

PATH : P:\CRG\SEAFLT\DR\SHT16.dwg < 1=24 >		
BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

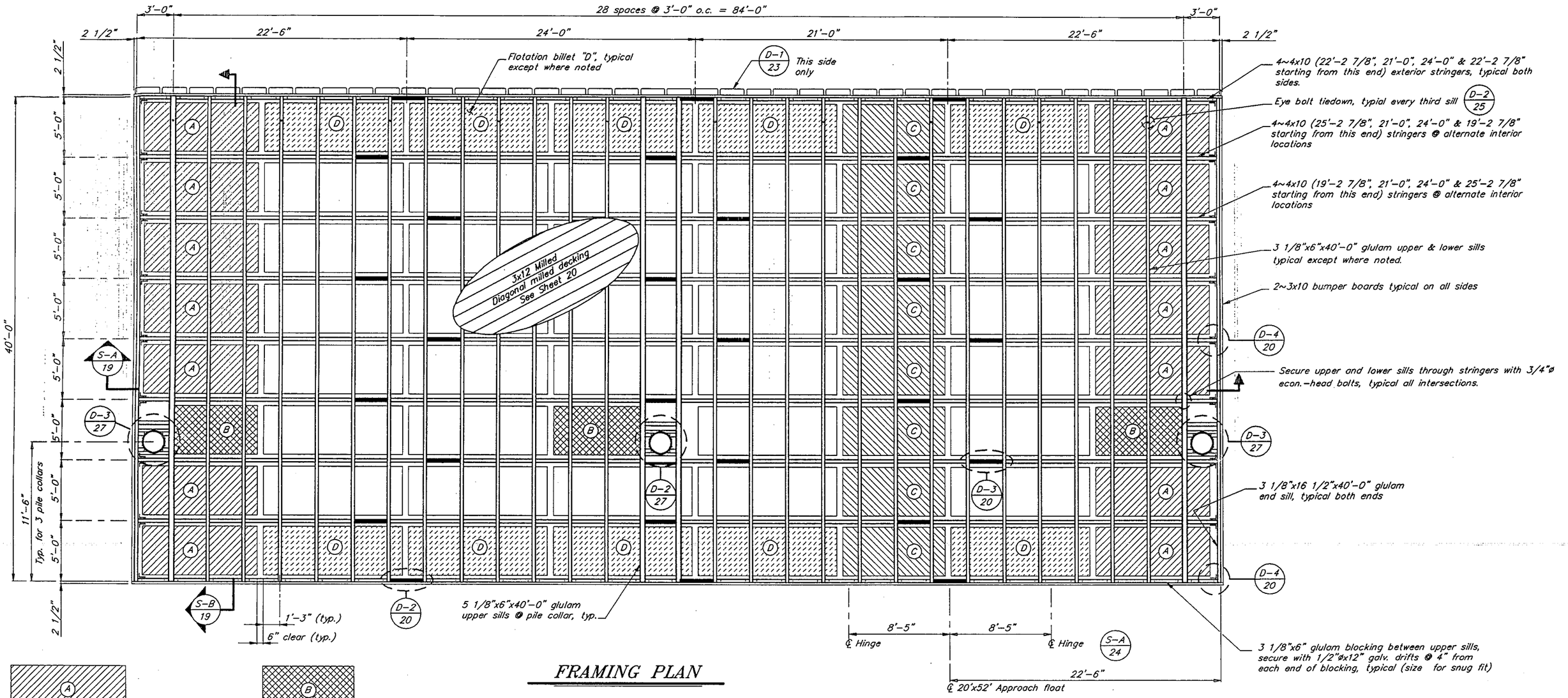
CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

GANGWAY FLOAT "A"- ELEVATION & SECTIONS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 16 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
Donn D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
4/25/94



FRAMING PLAN

A — 4'-0"x9'-6"x9 1/4" (14 required) — Flotation Billet "A"

B — 4'-0"x7'-6"x9 1/4" (3 required) — Flotation Billet "B"

C — 4'-0"x8'-6"x9 1/4" (8 required) — Flotation Billet "C"

D — 4'-0"x11'-6"x9 1/4" (39 required) — Flotation Billet "D"

NOTE: Flotation size includes coating thickness.

GENERAL NOTES:

1. Apply non-skid deck carpet to decking at locations indicated on sheet 14.
2. Sills shall be full length members, no splicing will be allowed.
3. Bumper board minimum length is 10'-0". Secure bumper boards with 60d double hot dipped galvanized nails, staggered at 12" o.c. and 2~nails at ends.
4. 4x10 stringers shall be S4S.

DECKING NOTES:

1. 3x12 S1S2E milled decking spaced 1/4" apart.
2. Apply 3x12 decking diagonally. Secure to every sill with 2~60d double hot dipped galvanized nails. Predrill at ends to prevent splitting.
3. Milled side of 3x12 shall be toward inside of tree.
4. Decking splices shall be staggered so that a minimum of every other plank is spliced on the same sill. Average deck plank shall contact 5 sills minimum. Minimum length deck shall contact 3 sills, except at corners of float. See Specifications.
5. See sheet 20 for 3x12 milled decking detail.
6. Decking shall be cut to form around the edge of the 1/2" steel ring of the pile collar.

PATH : P:\CRG\SEAFLT\DR\SHT17.dwg < 1=48 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

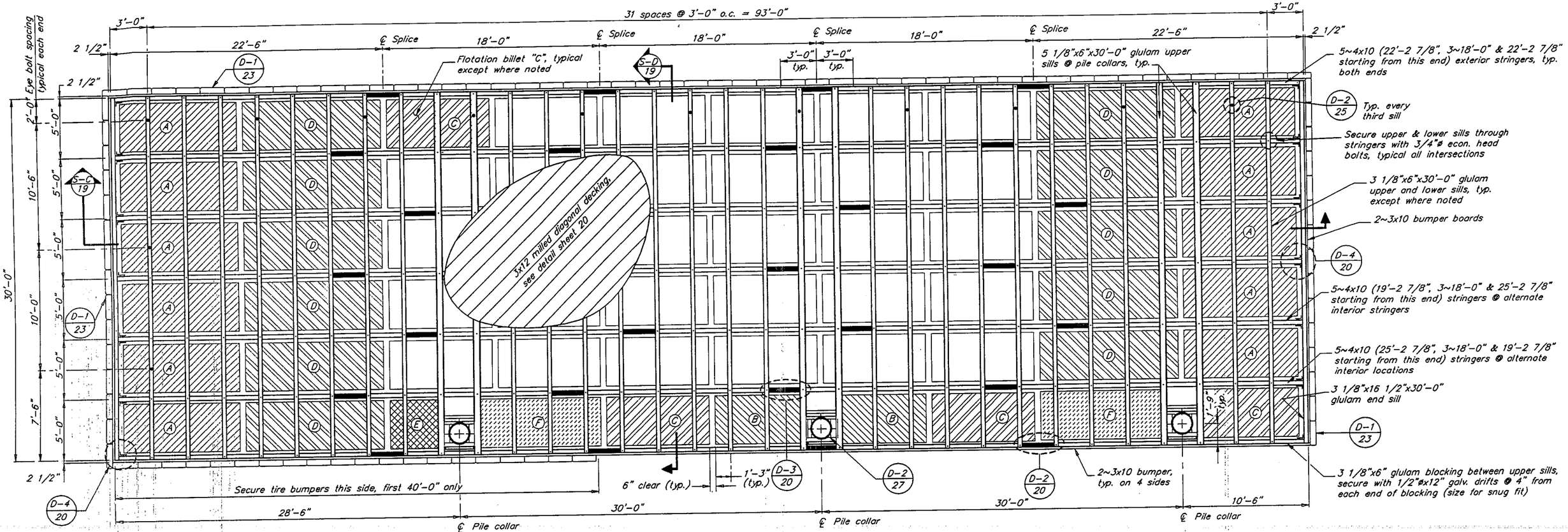
CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

SEAPLANE FLOAT "B" - FRAMING PLAN

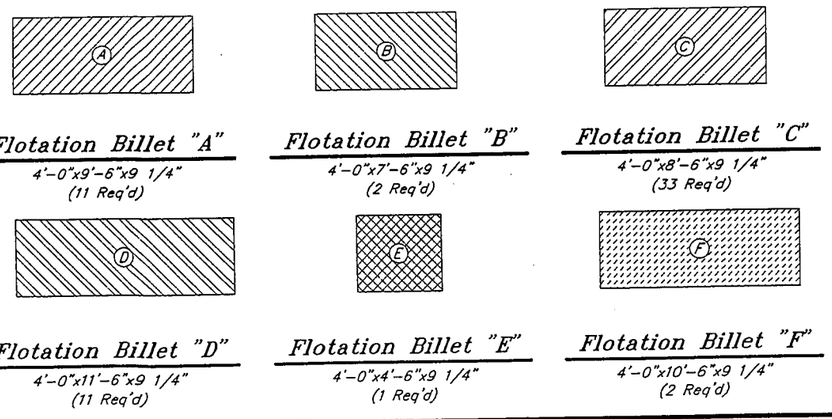
DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 17 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
Dana D. Saddler
CE-8307
REGISTERED PROFESSIONAL ENGINEER
49th



FRAMING PLAN

(Float "C" shown–Float "D" opposite hand)



Flotation Billet "A"
4'–0"x9'–6"x9 1/4"
(11 Req'd)

Flotation Billet "B"
4'–0"x7'–6"x9 1/4"
(2 Req'd)

Flotation Billet "C"
4'–0"x8'–6"x9 1/4"
(33 Req'd)

Flotation Billet "D"
4'–0"x11'–6"x9 1/4"
(11 Req'd)

Flotation Billet "E"
4'–0"x4'–6"x9 1/4"
(1 Req'd)

Flotation Billet "F"
4'–0"x10'–6"x9 1/4"
(2 Req'd)

General Notes:

1. Apply non–skid deck carpet to decking as indicated on sheet 14.
2. Sills shall be full length members, no splicing will be allowed.
3. Bumper board minimum length is 10'–0". Secure bumper boards with 60d double hot dipped galvanized nails, staggered at 12" o.c. and 2~nails at ends.
4. 4x10 stringers shall be S4S.

Decking Notes:

1. 3x12 S1S2E milled decking spaced 1/4" apart.
2. Apply 3x12 decking diagonally. Secure to every sill with 2~60d double hot dipped galvanized nails. Predrill at ends to prevent splitting.
3. Milled side of 3x12 shall be toward inside of tree.
4. Decking splices shall be staggered so that only every third deck plank is spliced on the same sill. Average deck plank shall contact 5 sills minimum. Minimum length deck plank shall contact 3 sills, except at corners of float.
5. See sheet 20 for 3x12 milled decking detail.
6. Decking shall be cut to form around the edge of the 1/2" steel ring of the pile collar.

PATH : P:\CRG\SEAFLT\DR\SHT18.dwg < 1=48 >

BY	DATE	DESCRIPTION OF CHANGE

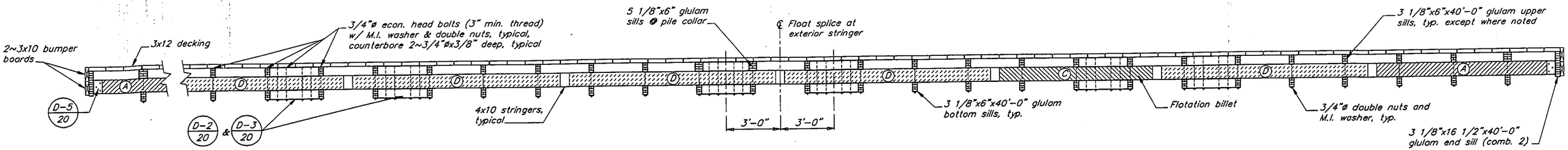
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

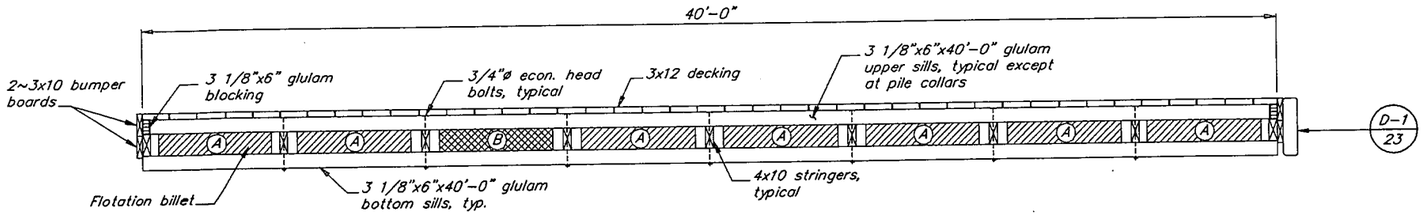
CRAIG ALASKA
CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01
SEAPLANE FLOAT "C" & "D" – FRAMING PLAN

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 18 OF 60

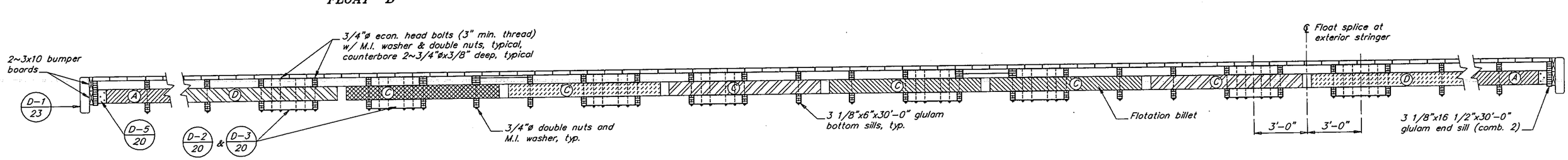
ENGINEER'S SEAL
STATE OF ALASKA
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
8-04-94



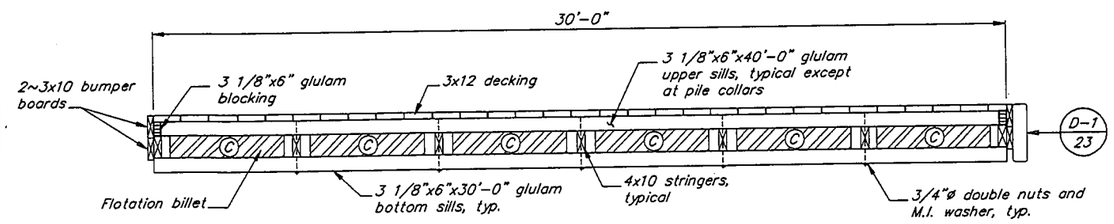
SECTION A — FLOAT "B"



SECTION B — FLOAT "B"



SECTION C — FLOAT "C"&"D"



SECTION D — FLOAT "C"&"D"

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BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

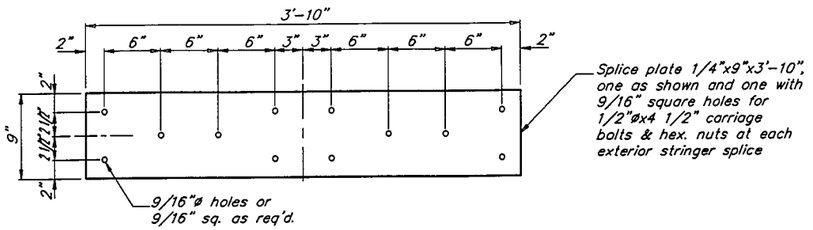
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

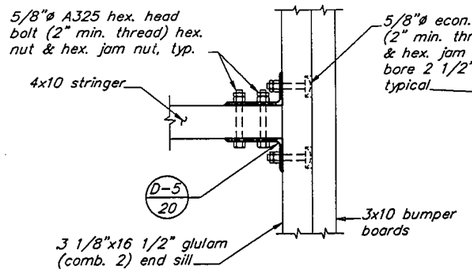
SEAPLANE FLOAT "C" & "D" – SECTIONS

DESIGNED BY: D.D.S.	PROJECT No. 69958
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 19 OF 60

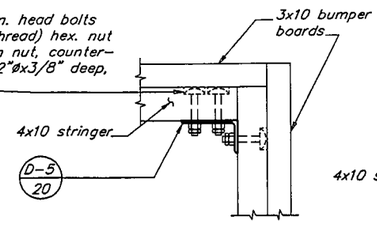
ENGINEER'S SEAL
STATE OF ALASKA
49th
David D. Sellers
CE-8307
REGISTERED PROFESSIONAL ENGINEER
6-24-94



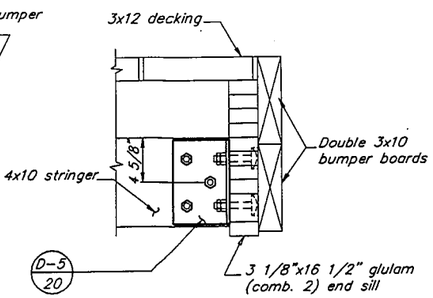
SPLICE PLATE DETAIL (1)



INTERMEDIATE CONNECTION @ END SILL

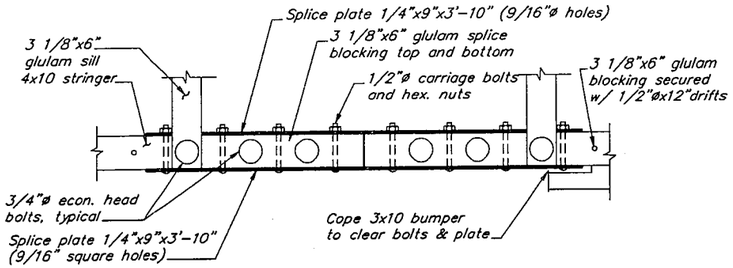


CORNER CONNECTION @ END SILL

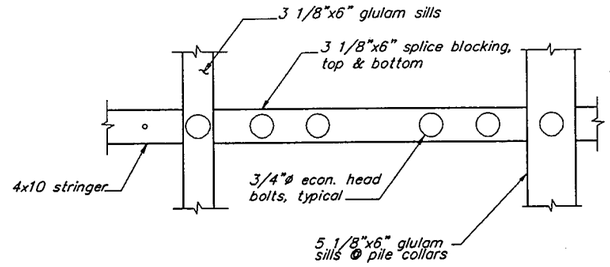


TYPICAL CONNECTION ELEVATION @ END SILL

CONNECTION DETAILS (4)



PLAN



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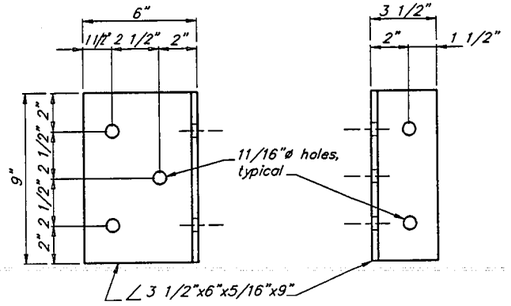
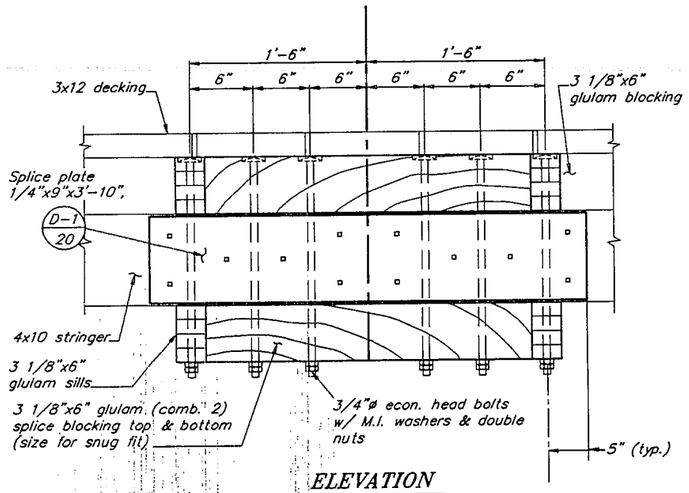
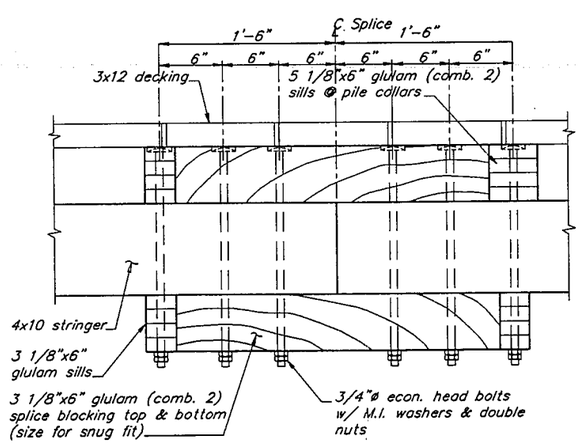


CONNECTOR DETAIL (5)



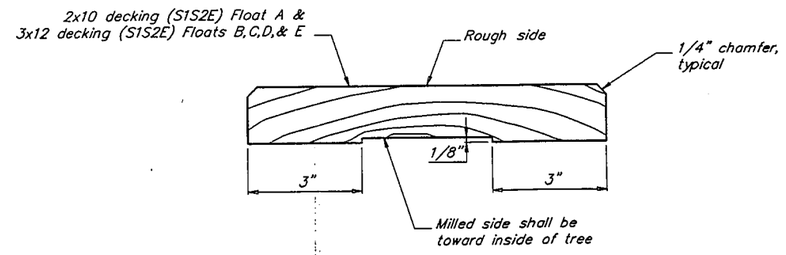
ELEVATION

EXTERNAL STRINGER SPLICE DETAIL (2)



ELEVATION

INTERNAL STRINGER SPLICE DETAIL (3)



MILLED DECKING DETAIL (6)

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BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

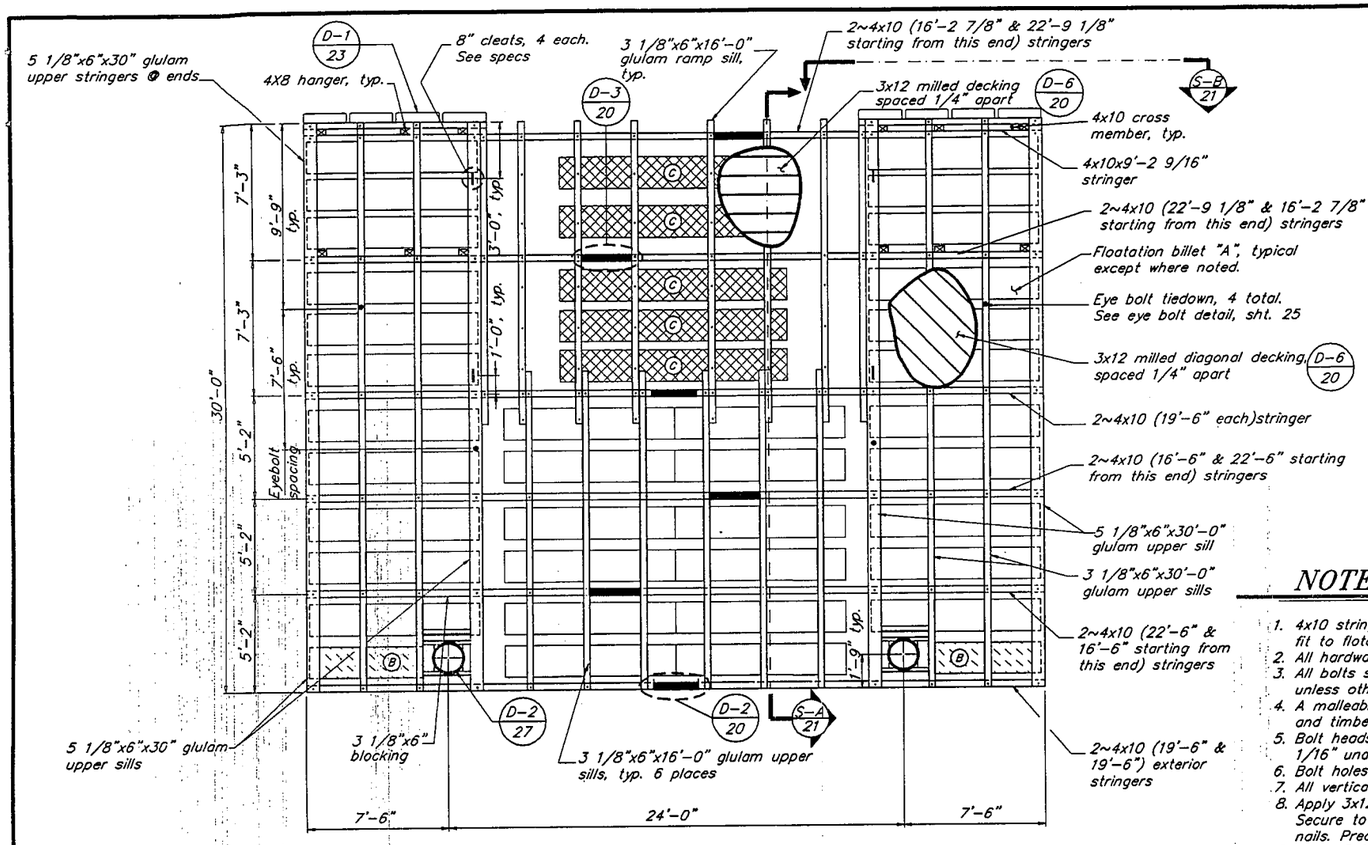
CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

SEAPLANE FLOAT DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 20 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
4912
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
8-1-94



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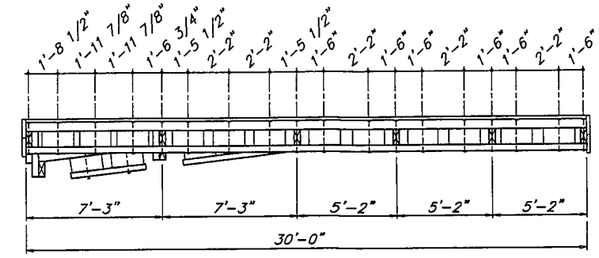
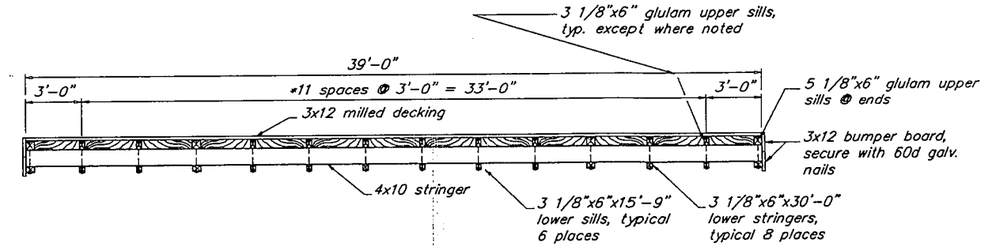


PROFILE



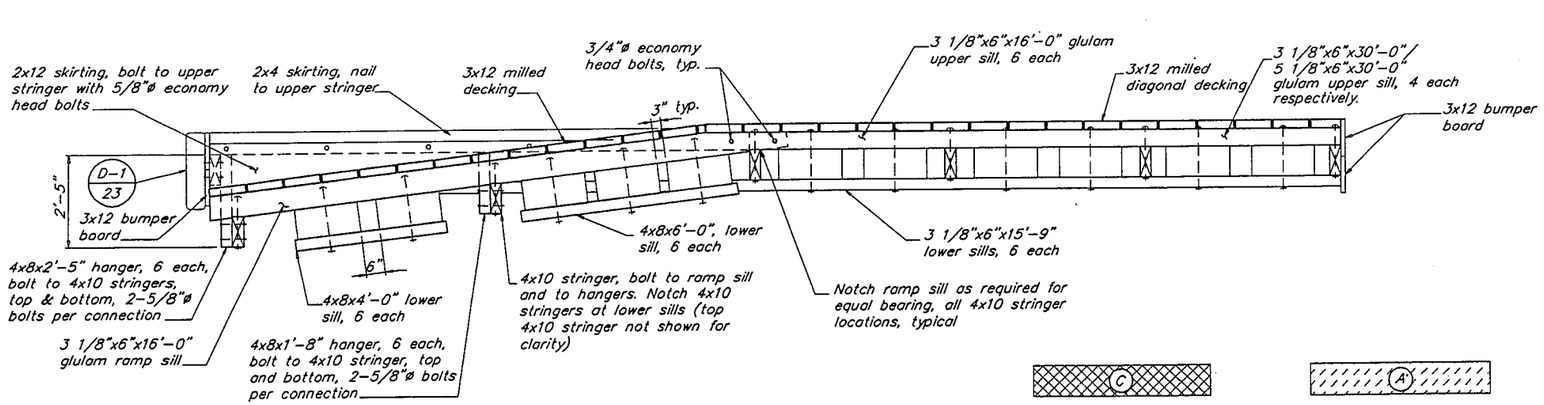
ELEVATION

* Space between pile collar shall be adjusted to fit

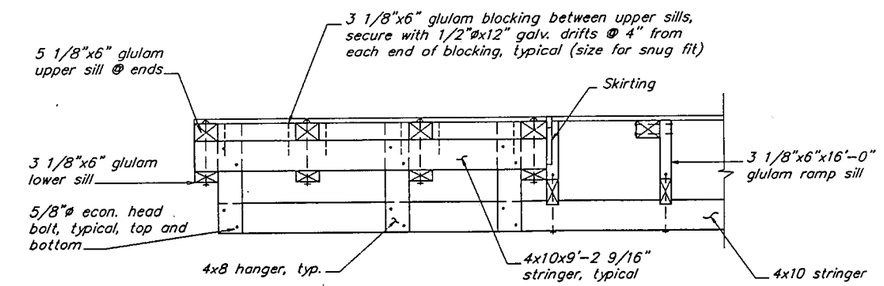
D-2 27

NOTES :

1. 4x10 stringers shall be S4S, size to allow for a snug fit to flotation plank.
2. All hardware to be hot dip galvanized.
3. All bolts shall be 5/8"ø economy head type with lugs, unless otherwise noted.
4. A malleable iron washer shall be placed between nuts and timber.
5. Bolt heads shall be drilled 1/16" oversize, drift holes 1/16" undersize.
6. Bolt holes facing decking shall be countersunk 3/8".
7. All vertical stringer bolts shall have double nuts.
8. Apply 3x12 milled decking diagonally except at the ramp. Secure to every sill with 2~60d double hot-dipped galv. nails. Predrill to prevent splitting if required.
9. Apply 3x12 milled decking at the ramp perpendicualr to the ramp sill. Secure to every sill with 2~60d double hot-dipped galv. nails. Predrill to prevent splitting if required.



SECTION A



NOTE:
MIDDLE STRINGER NOT SHOWN.

SECTION B

20" x 9 1/4" x 11'-0" (5 required)

Flotation Billet "C"

20" x 9 1/4" x 9'-0" (34 required)

Flotation Billet "A"

20" x 9 1/4" x 6'-0" (2 required)

Flotation Billet "B"

PATH : P:\CRG\SEAFLT\DR\RAMPFLTI.dwg < 1=48 >		
BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

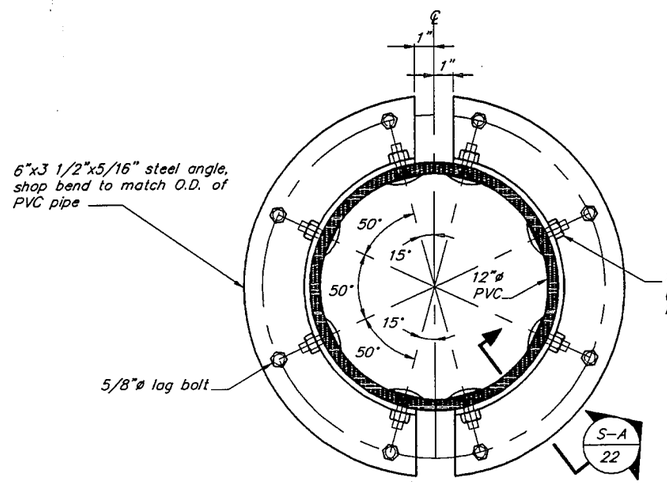
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

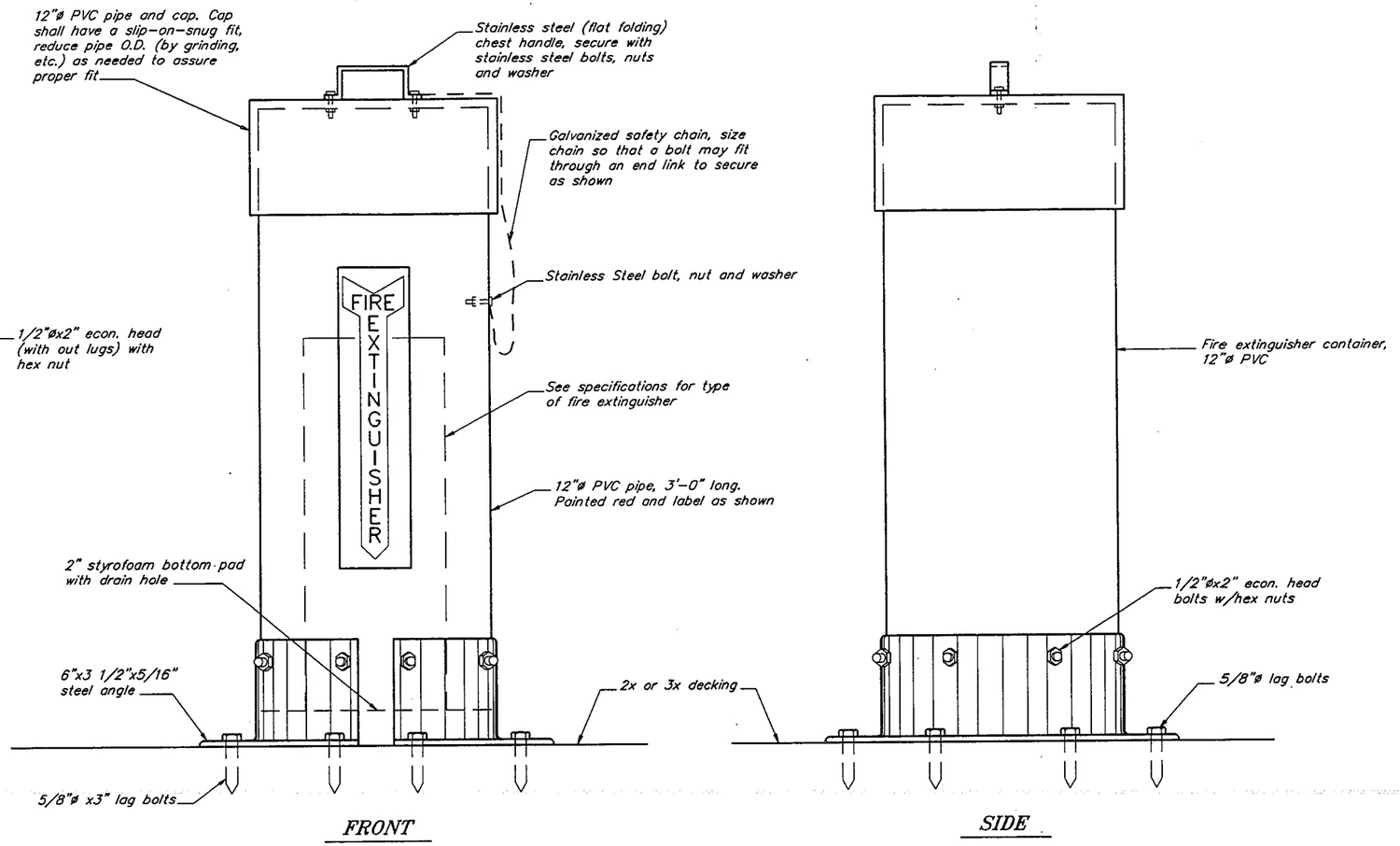
RAMP FLOAT "E"

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 21 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
4-15-94



PLAN

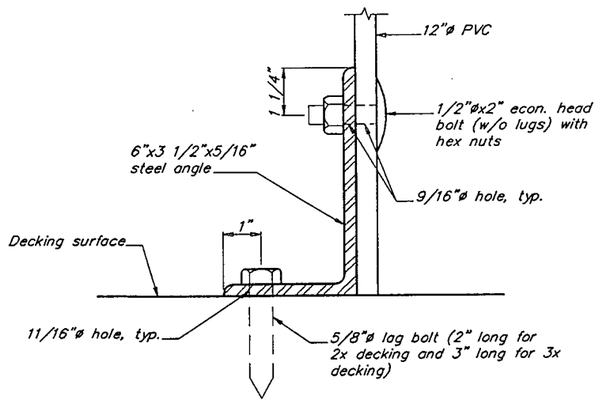


FRONT

SIDE

FIRE EXTINGUISHER & CONTAINER (1)

(4 REQUIRED)



SECTION A

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BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

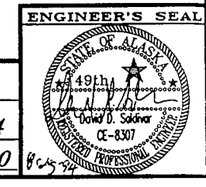
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

FIRE EXTINGUISHER & CONTAINER DETAILS

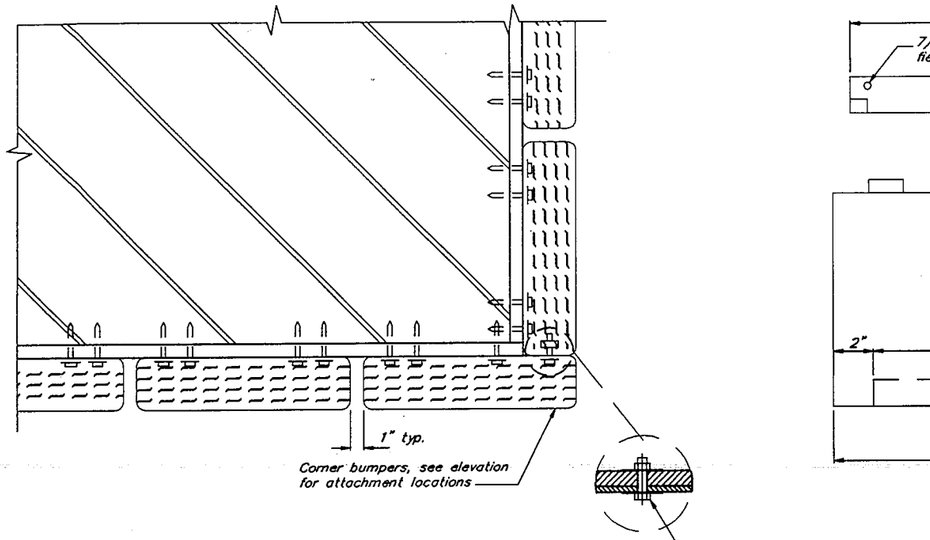
DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 22 OF 60

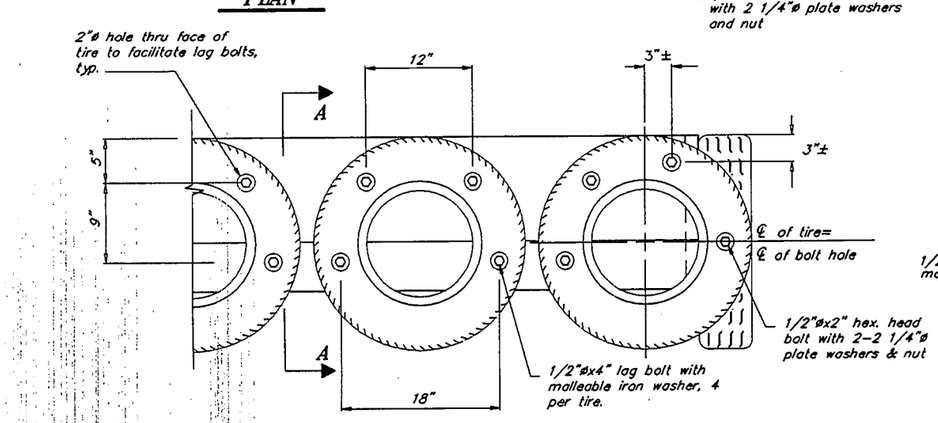
ENGINEER'S SEAL



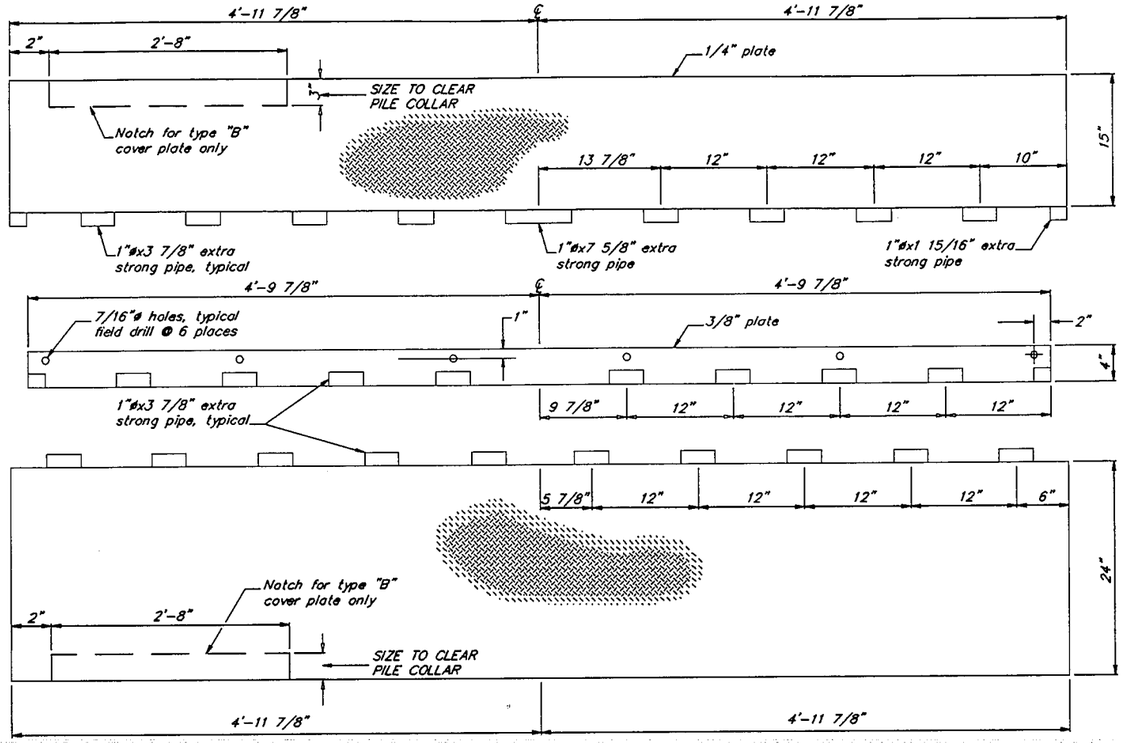
NOTES :

1. Tires shall be 13" with a minimum 1/8" deep summer or all season tread. No heavy lugs or studs.
2. All of the tires shall be of the same width with a maximum allowable variation of 1/2".
3. Paint tires per specification.





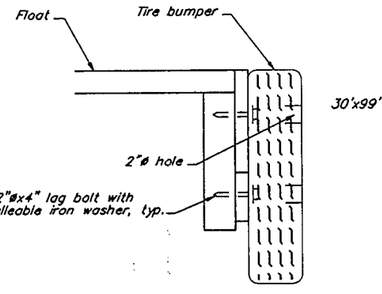
TIRE BUMPER DETAILS (1)



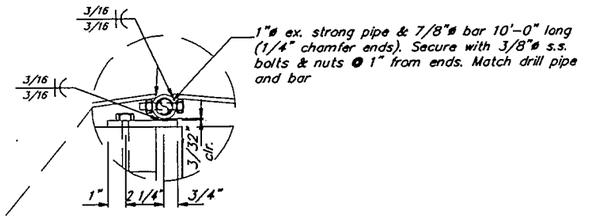
TYPE "A" & "B" COVER PLATE (2)

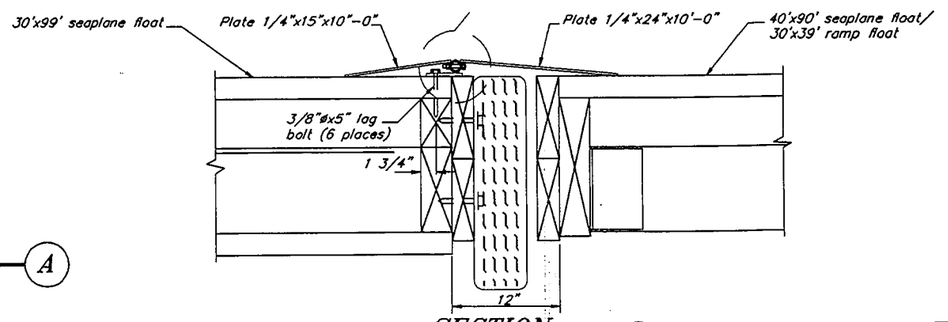
NOTES :

1. Dimensions shown are symmetrical about centerline.
2. Cover plates shall be A36 steel patterned plate.
3. Type "B" cover plate shall be installed at pile collar location (2 locations).



SECTION A





SECTION B

PATH : P:\CRG\SEAPLT\DR\MISCDET1.dwg < 1=8 >		
BY	DATE	DESCRIPTION OF CHANGE
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

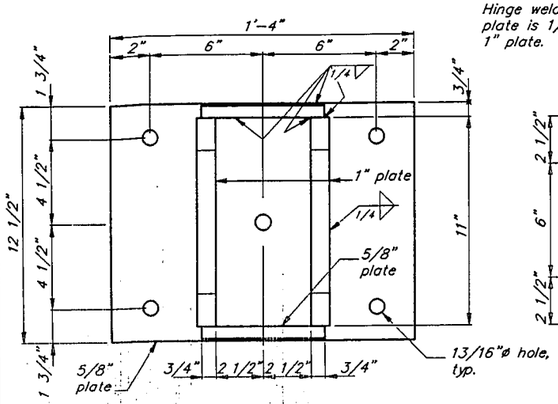
CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

TIRE BUMPER & COVER PLATE DETAILS

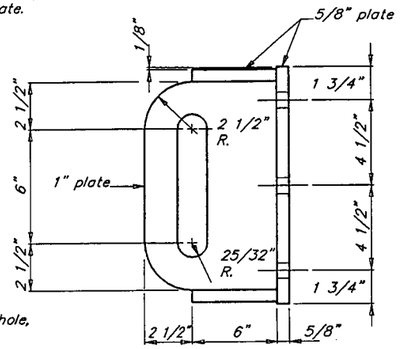
DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 23 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER

NOTE:
Hinge weldment shown, backup plate is 1/2" thick without 1" plate.

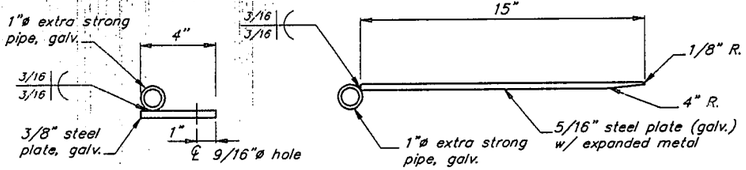


PROFILE

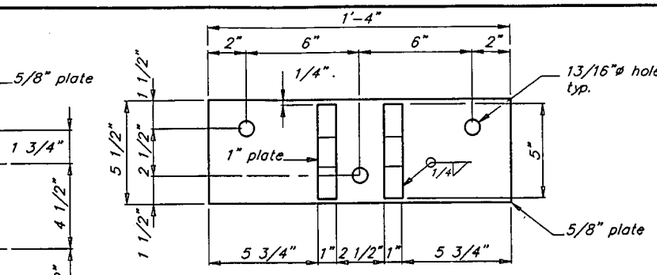


ELEVATION

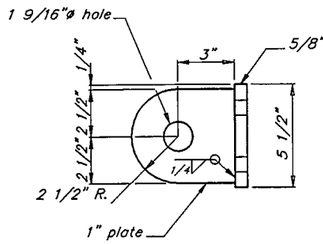
HINGE WELDMENT DETAIL (1)



SECTION (B)

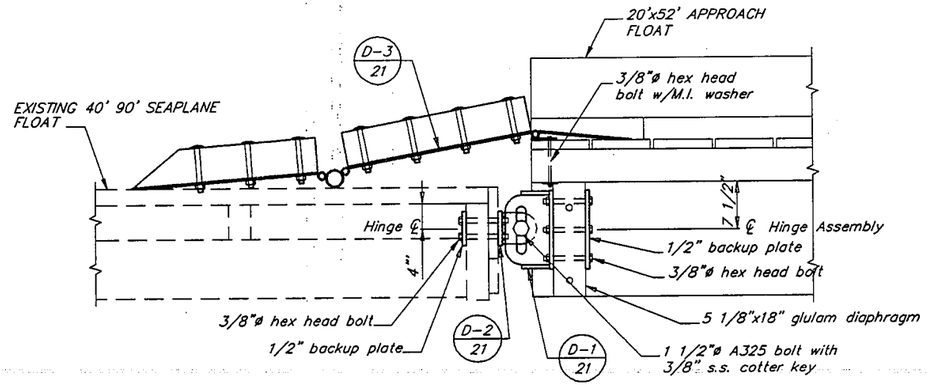


PROFILE

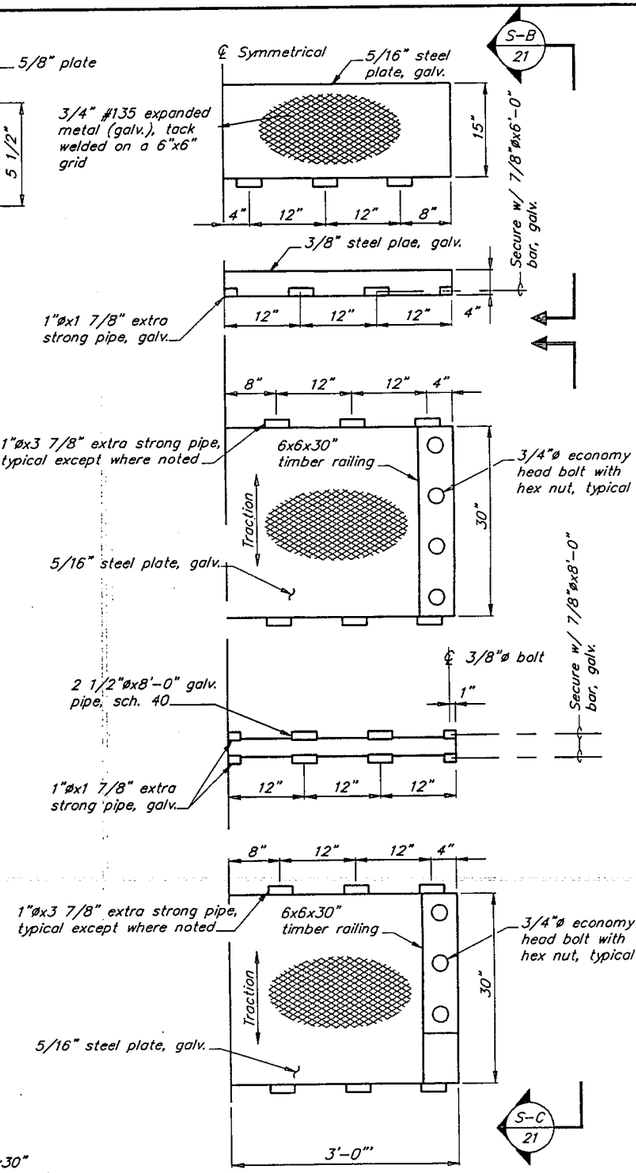


ELEVATION

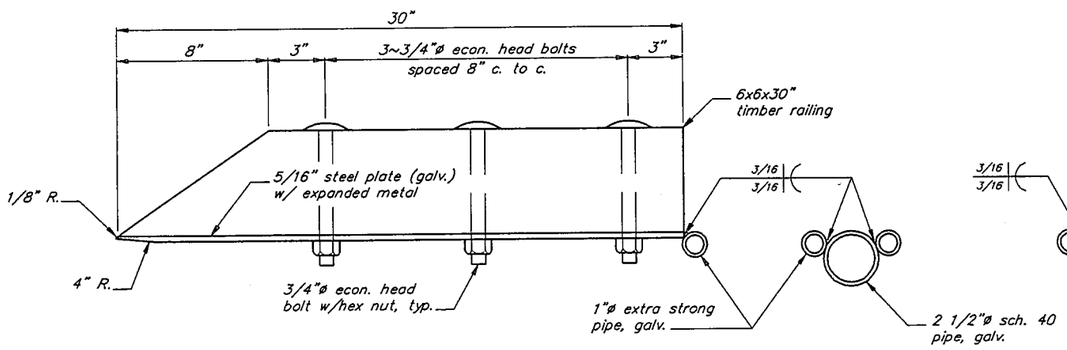
HINGE WELDMENT DETAIL (2)



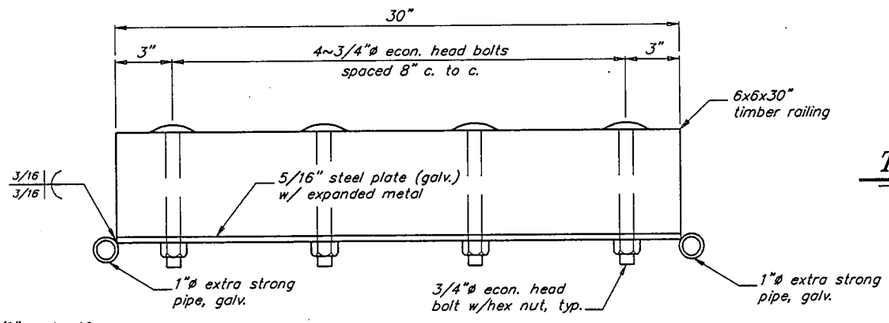
SECTION (A)



TRANSITION PLATE DETAIL (3)



SECTION (C)



PATH: P:\CRG\SEAFLT\DR\ TRANSPLT 1=12		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG — CRAIG SEAPLANE BASE EXPANSION — ALASKA

A.I.P. # 3-02-0071-01

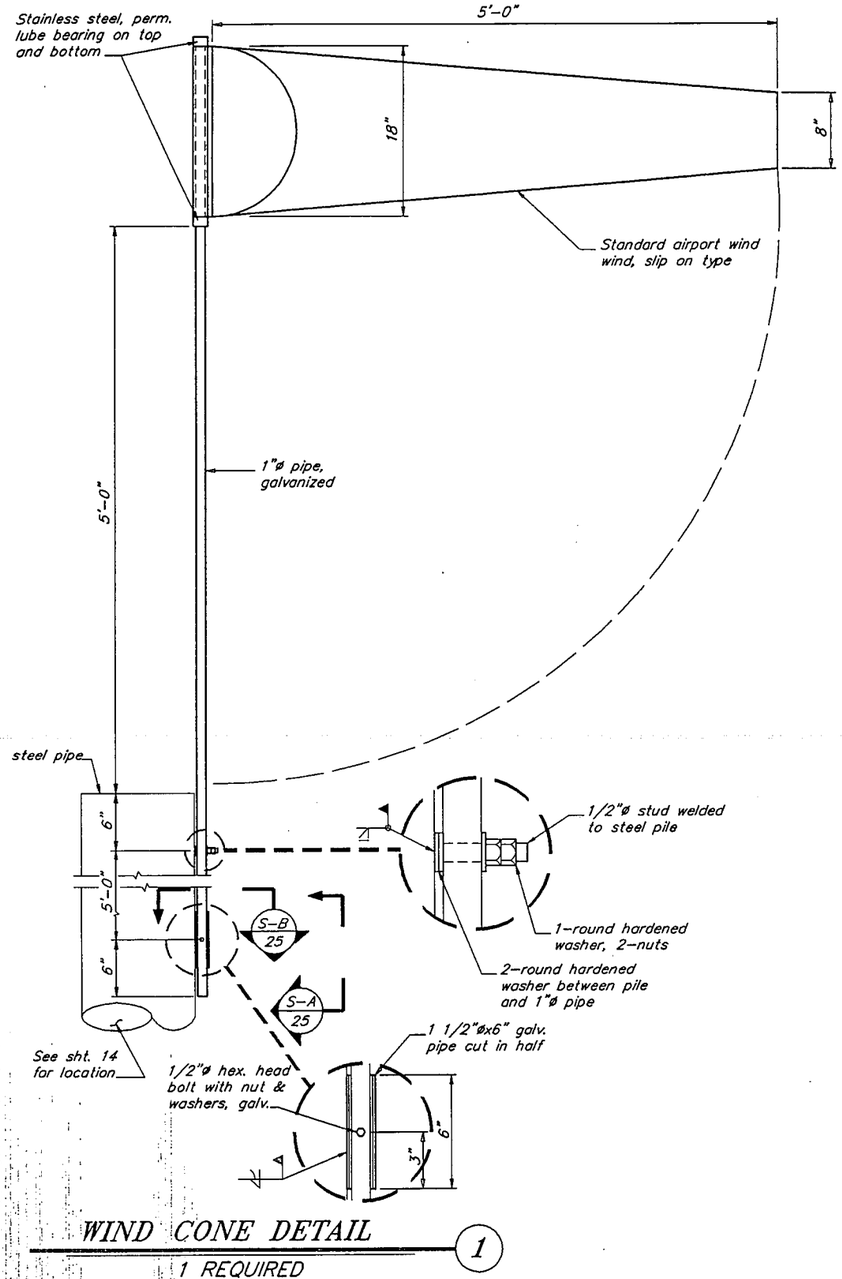
TRANSITION PLATE DETAILS

DESIGNED BY: D.D.S.	PROJECT NO. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: M.H.	SHEET 24 OF 60

ENGINEER'S SEAL

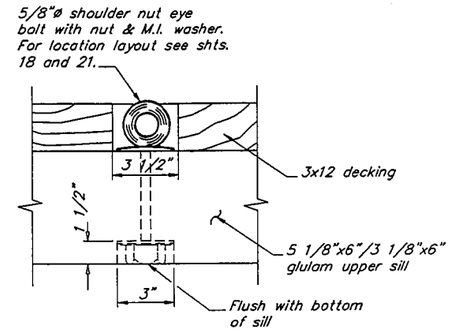
STATE OF ALASKA
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER

9-15-94



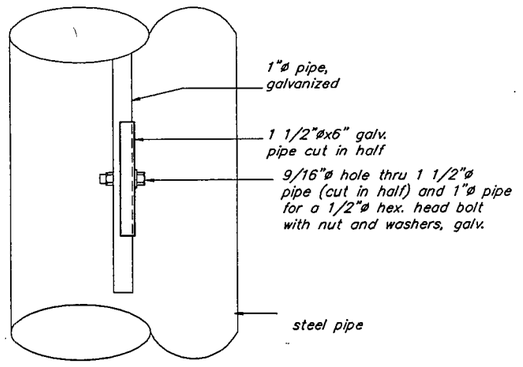
WIND CONE DETAIL (1)

1 REQUIRED

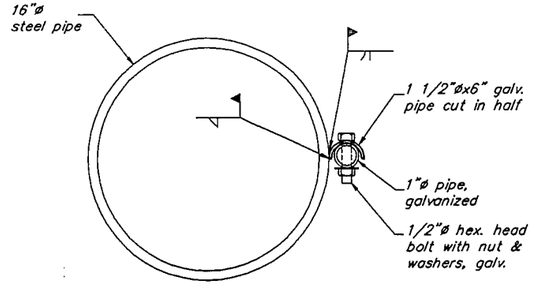


TIE-DOWN DETAIL (2)

NOTE: Install 1/2"øx10 L.F. soft nylon strand rope at all eye bolts.



SECTION A



SECTION B

PATH : P:\CRG\SEAPLT\DR\MISCDET2.dwg < 1=4 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

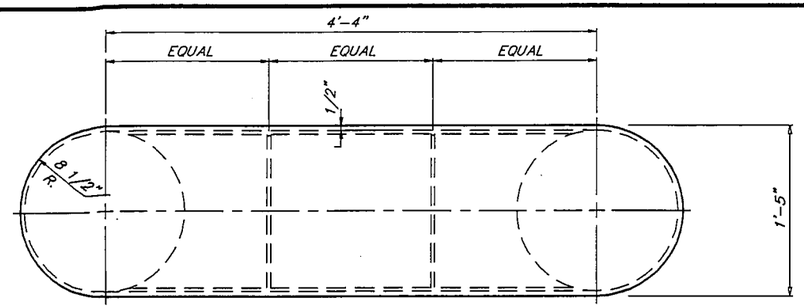
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

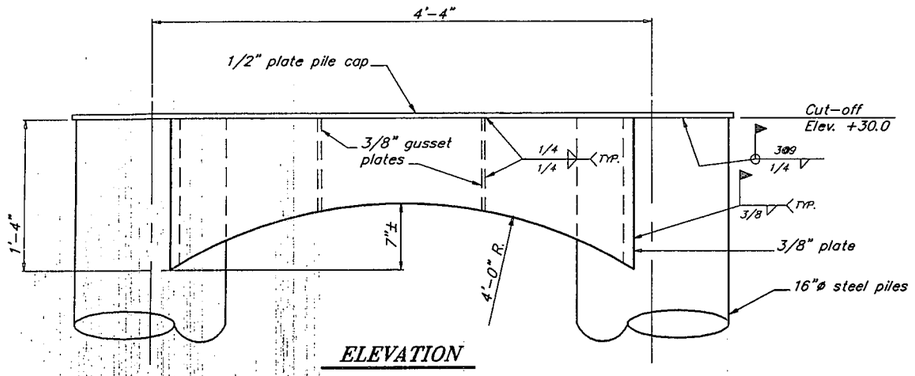
TIE DOWN & WIND CONE DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 25 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
David D. Sokhar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
8/25/94

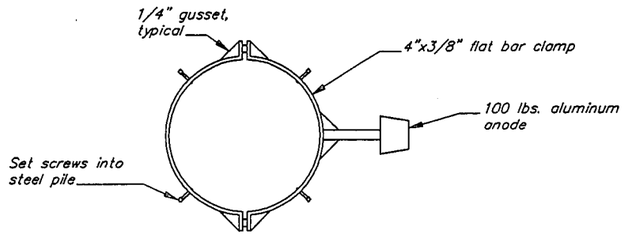


PLAN

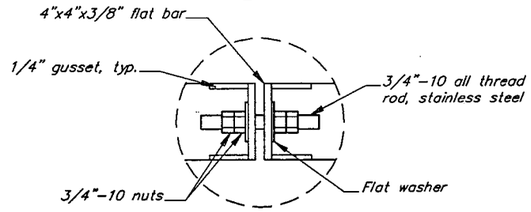


ELEVATION

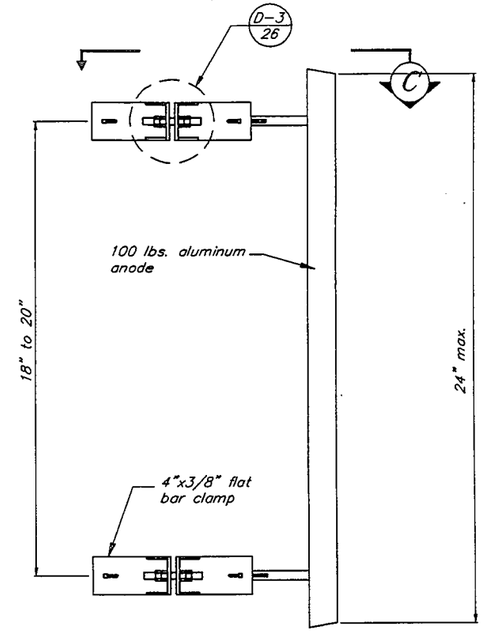
DOUBLE PILE CAP DETAIL 4



Section C

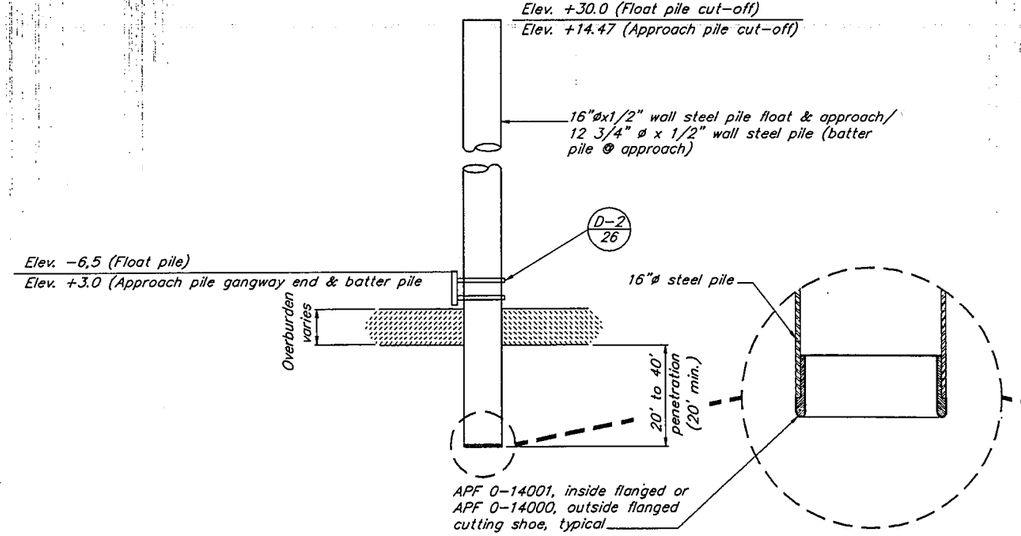


CLAMP CONNECTION DETAIL 3



ANODE BRACLET DETAIL 2

(17 REQUIRED)



NON-SOCKET

STEEL PILE DETAIL 5

SOCKET

NOTE:

Anode bracelet will not be required on the approach pile at the uplands end only.

APPROVED PLACEMENT:

ALL SOCKETING TECHNIQUES TO DISPLACE A MINIMUM AMOUNT OF OVERBURDEN:

1. DRILL SOCKET, CLEAN OUT HOLE, DRIVE PILE TO BOTTOM OF SOCKET, OR
2. DRILL PILOT HOLE, BLAST TO FRACTURE ROCK, DRIVE THROUGH FRACTURED ROCK.

PATH : P:\CRG\SEAPLT\DR\MISCDETS.dwg < 1=8 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

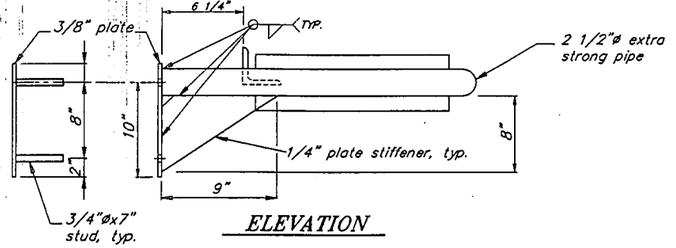
CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

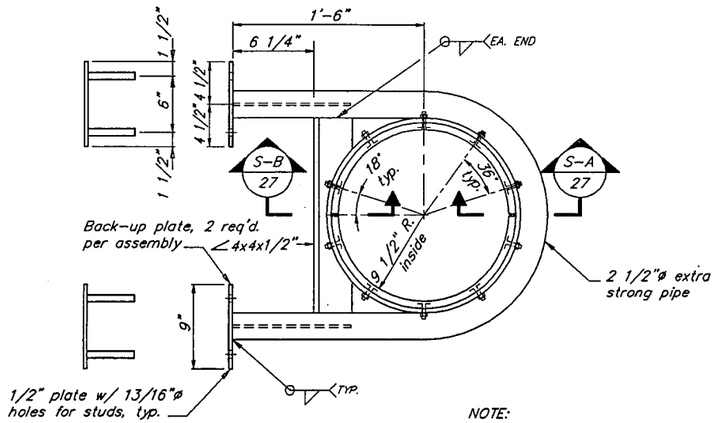
PILE DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 26 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
49th
Bond D. Skinner
CE-8307
REGISTERED PROFESSIONAL ENGINEER



ELEVATION

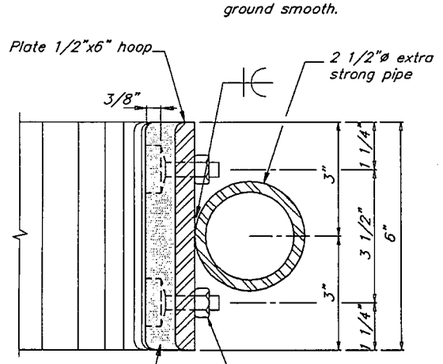


PLAN

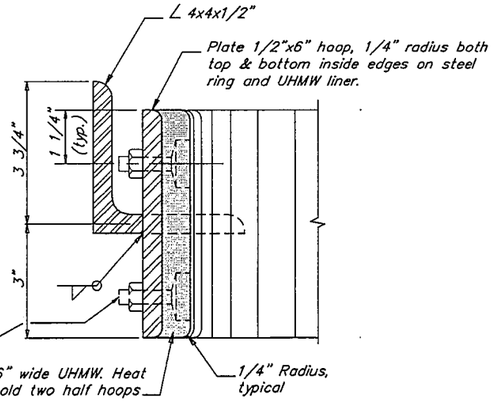
NOTE:
All welds on inside of steel ring shall be ground smooth.

PILE COLLAR DETAIL (1)

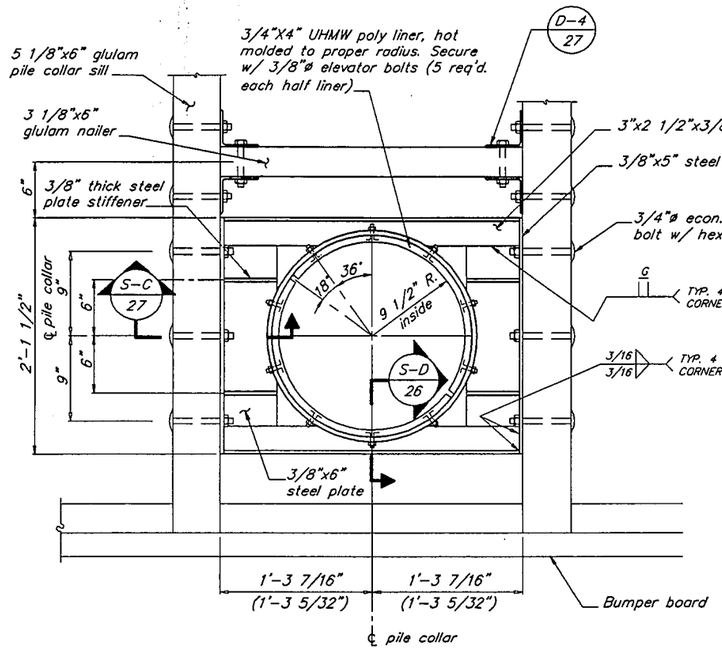
NOTE: All welds on inside of steel ring shall be ground smooth.



SECTION (A)

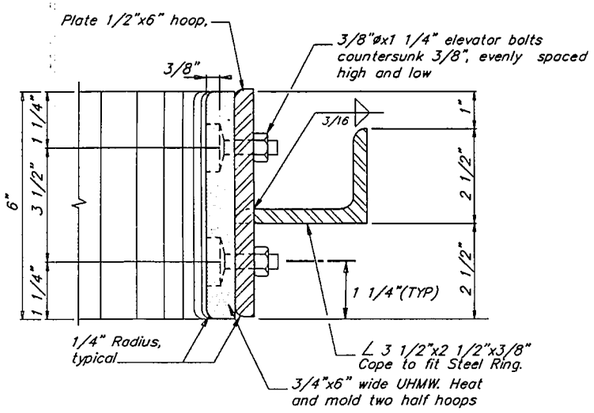


SECTION (B)

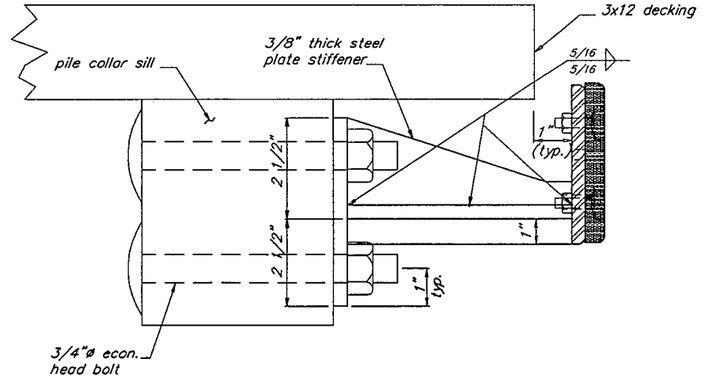


NOTE: Dimensions in parenthesis applies to Detail 3
All other dimensions are the same.

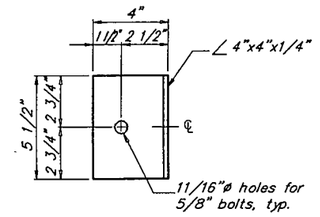
PILE COLLAR DETAIL (2 & 3)



SECTION (D)



SECTION (C)



NAILER BRACKET DETAIL (4)

PATH : P:\ORG\SEAFLT\DR\SHT27.dwg < 1=8 >		
BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

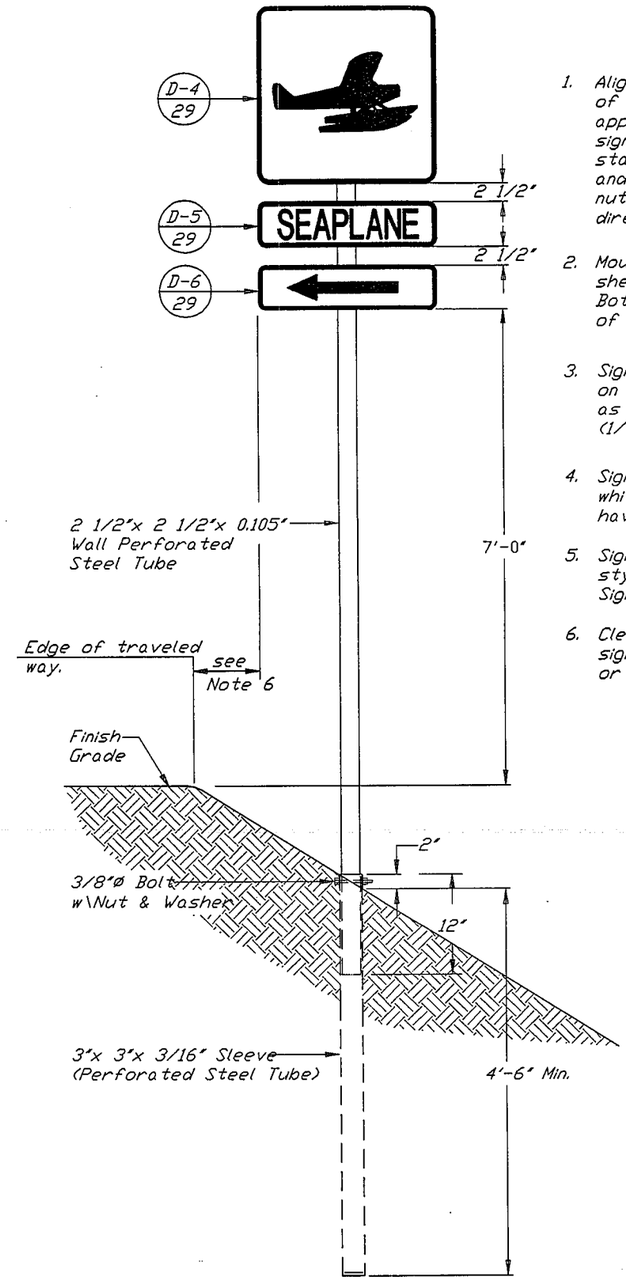
CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

PILE COLLAR DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 27 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
Dawn D. Sokhiver
CE-8307
REGISTERED PROFESSIONAL ENGINEER
9-25-94



ROADWAY SIGN INSTALLATION (7)

SIGN NOTES

1. Align the top of sign "A" & "B" with the top of of float piles so that the signs are visible when approaching from the water side. Secure the signs by welding the heads of two 1/2"ø stainless steel bolts to each pile. Place the sign and install 1/2" flat stainless steel washers and nuts. See sheet 14 for location of signs or as directed by the Engineer.
2. Mount sign "C" on the light pole (as located on sheet 4) using 2- 1/4"ø aluminum rivets. Bottom of sign shall be 7'-0" above the top of approach girder.
3. Signs "D", "E" & "F" shall be installed as shown on this sheet at two locations on Water Street as directed by the Engineer. Signs shall be riveted (1/4"ø aluminum rivets) to the steel tube.
4. Signs "A", "B" & "C" shall have black legend on white background. Signs "D", "E" & "F" shall have white legend on green background.
5. Sign lettering shall conform to the size and style as shown in the plans and the Alaska Sign Design Designation (ASDS).
6. Clearance between edge of roadway and edge of sign shall be 12'-0" or 2'-0" behind curb and gutter or sidewalk.

PATH : P:\CRG\SEAFLT\DR\SIGN1 1=4

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

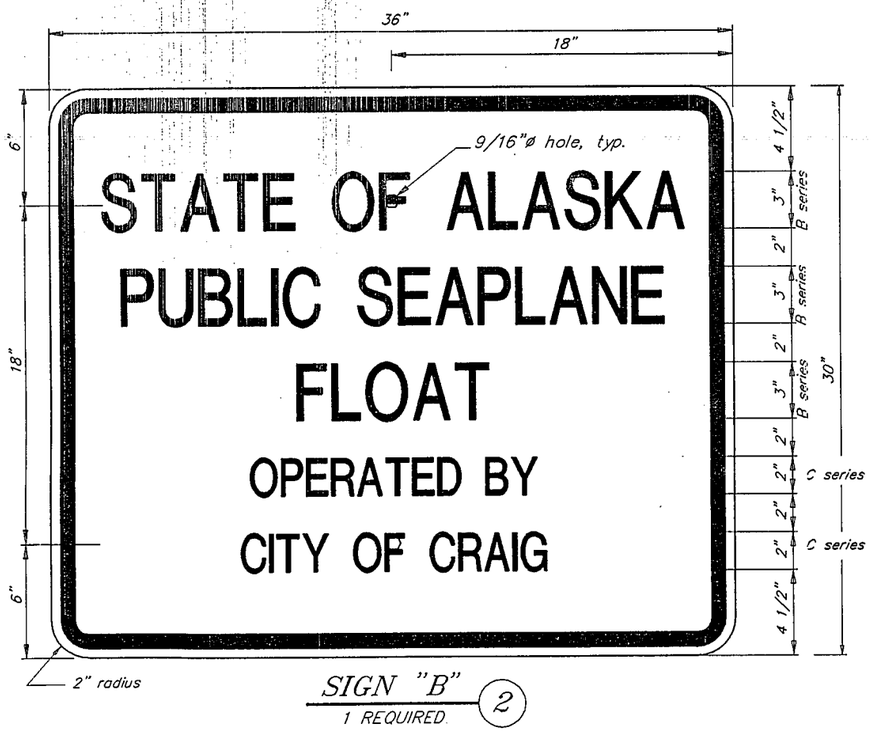
CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

SIGN DETAILS

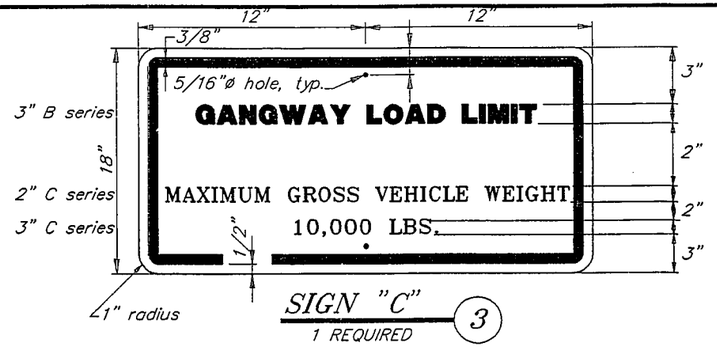
DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: D.D.S.	SHEET 28 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
4911
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
6.24.94

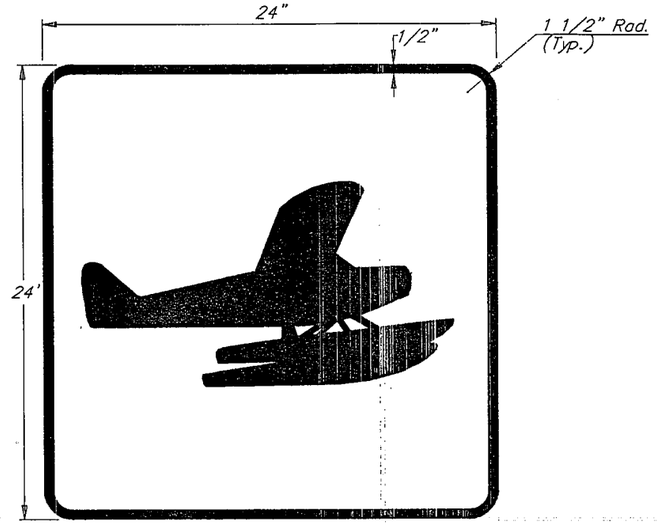
SIGN "A" — 1 REQUIRED — (1)



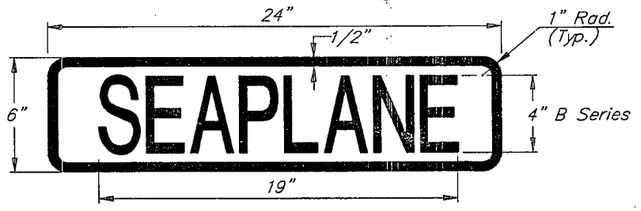
SIGN "B" — 1 REQUIRED — (2)



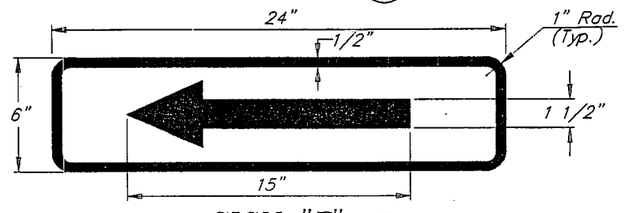
SIGN "C" — 1 REQUIRED — (3)



SIGN "D" — 2 REQUIRED — (4)



SIGN "E" — 2 REQUIRED — (5)



SIGN "F" — 2 REQUIRED — (6)

PATH : P:\CRG\SEAFLT\DR\SIGNS 1=4		
BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

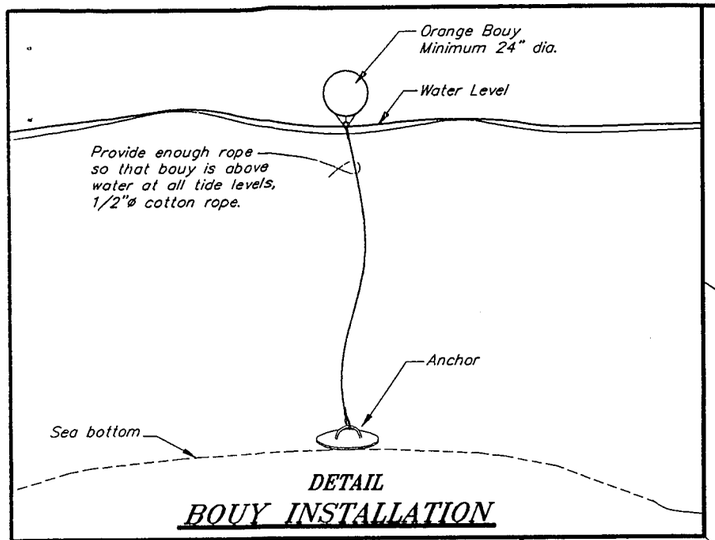
CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P # 3-02-0071-01

SIGN DETAILS

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: B.W.B.	DATE: JULY 1994
CHECKED BY: D.D.S.	SHEET 29 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER

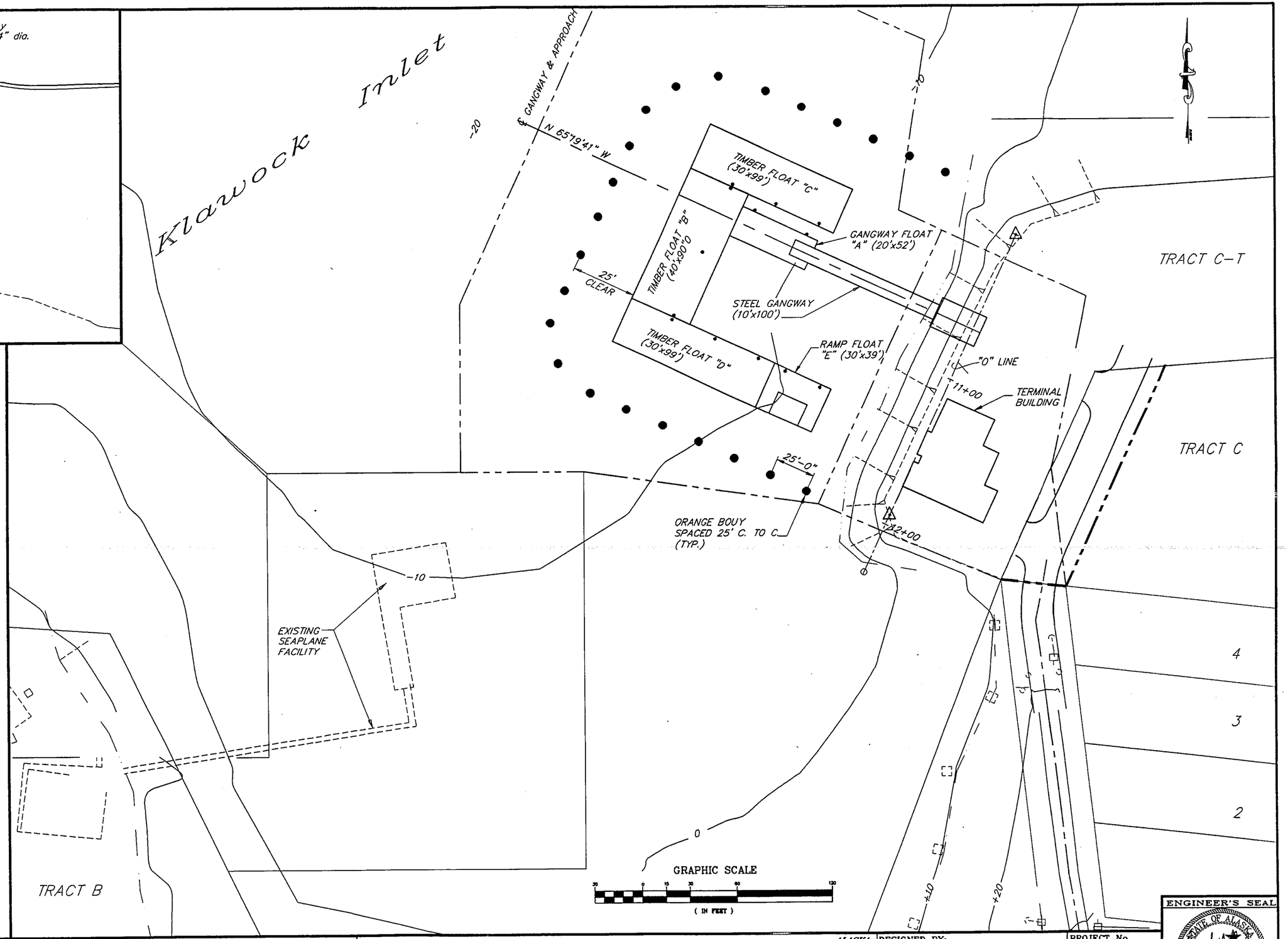


DETAIL

BOUY INSTALLATION

NOTES:

1. BOUY FOR TRAFFIC CONTROL SHALL BE SET IN-PLACE PRIOR TO ANY ACTIVITIES IN-WATER.
2. LOCAL AIRLINES SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF PILE DRIVING.
3. BOUYS SHALL BE MAINTAINED DURING CONSTRUCTION OF THE FACILITY. ANY LOST OR DAMAGED BOUYS SHALL BE REPLACED.
4. IN-WATER TRAFFIC CONTROL SHALL REMAIN IN-PLACE UNTIL THE EXISTING SEAPLANE FLOAT IS REMOVED.
5. LOCAL BUSINESSES AND RESIDENCE SHALL REMAIN ACCESSIBLE AT ALL TIMES.
6. EXISTING ROADWAY TO THE FACILITY SHALL BE MAINTAINED BY THE CONTRACTOR. POTHOLES SHALL BE LEVELED AND GRADED AT THE END OF EACH WORK SHIFT OR WHEN NEEDED AS DIRECTED BY THE ENGINEER.



PATH : P:\CRG\SEAFLT\DR\TRAFCONT.dwg < 1=30 >

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
A.I.P. # 3-02-0071-01

TRAFFIC CONTROL PLAN

DESIGNED BY: D.D.S.	PROJECT No. 69956
DRAWN BY: R.K.S./ B.W.B.	DATE: JULY 1994
CHECKED BY: C.A.B.	SHEET 30 OF 60

ENGINEER'S SEAL
STATE OF ALASKA
4991
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER
9-15-95

CODE USED:
UNIFORM BUILDING CODE, 1991 EDITION

OCCUPANCY TYPE
B.2

TYPE OF CONSTRUCTION:
TYPE V-N
NO REQUIREMENTS FOR FIRE RESISTANCE IN EXTERIOR WALLS, STRUCTURAL FRAME OR INTERIOR CONSTRUCTION BASED ON OCCUPANCY OR TYPE OF CONSTRUCTION

NO REQUIREMENTS FOR FIRE RESISTANCE IN EXTERIOR WALLS OR OPENINGS IN EXTERIOR WALLS BASED ON LOCATION ON PROPERTY.

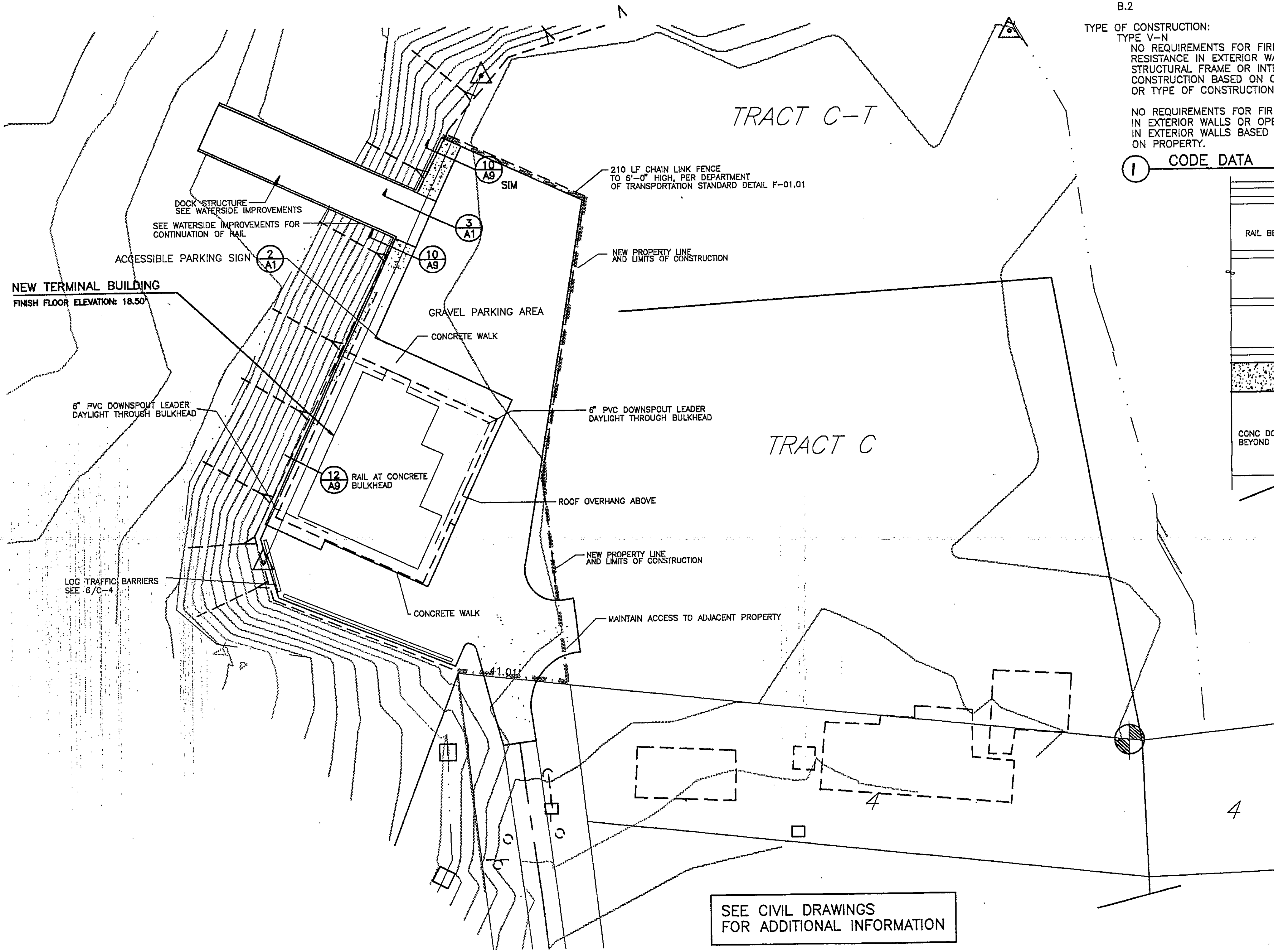
OCCUPANT LOAD:
318 SF WAITING @ 3 SF/OCCUPANT= 106 OCC
1500 SF @ OFFICES @ 100 SF/OCCUPANT=15 OCC

MINIMUM 2 EXITS REQUIRED AT WAITING AREA
ONE EXIT REQUIRED AT EACH OFFICE AREA

BUILDING AREA
ALLOWABLE AREA: 8000 SF
ACTUAL AREA: 2,770 SF

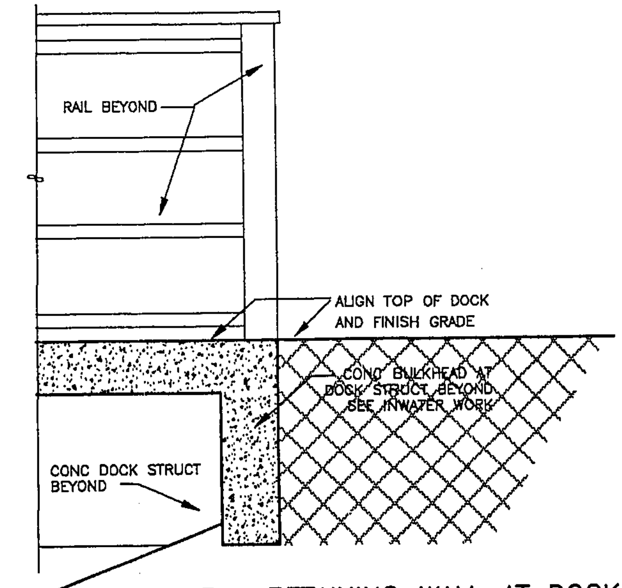
BUILDING HEIGHT:
ALLOWABLE: 40', 2 STORY
ACTUAL: 18', 1 STORY

(1) CODE DATA

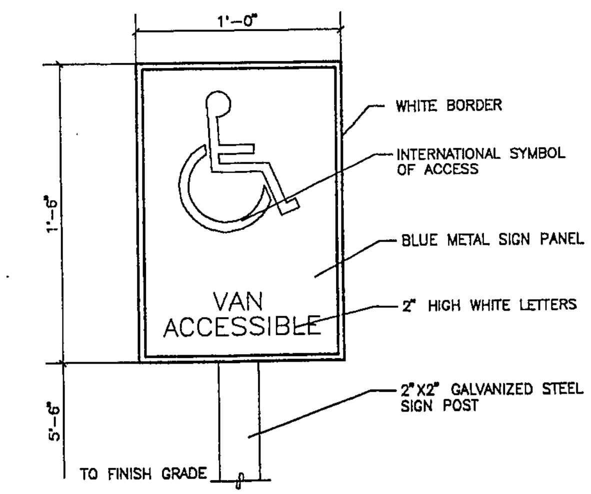


SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION

SITE PLAN



(3) RETAINING WALL AT DOCK STRUCTURE



(2) ACCESSIBLE PARKING SIGN

DRAWING A1

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

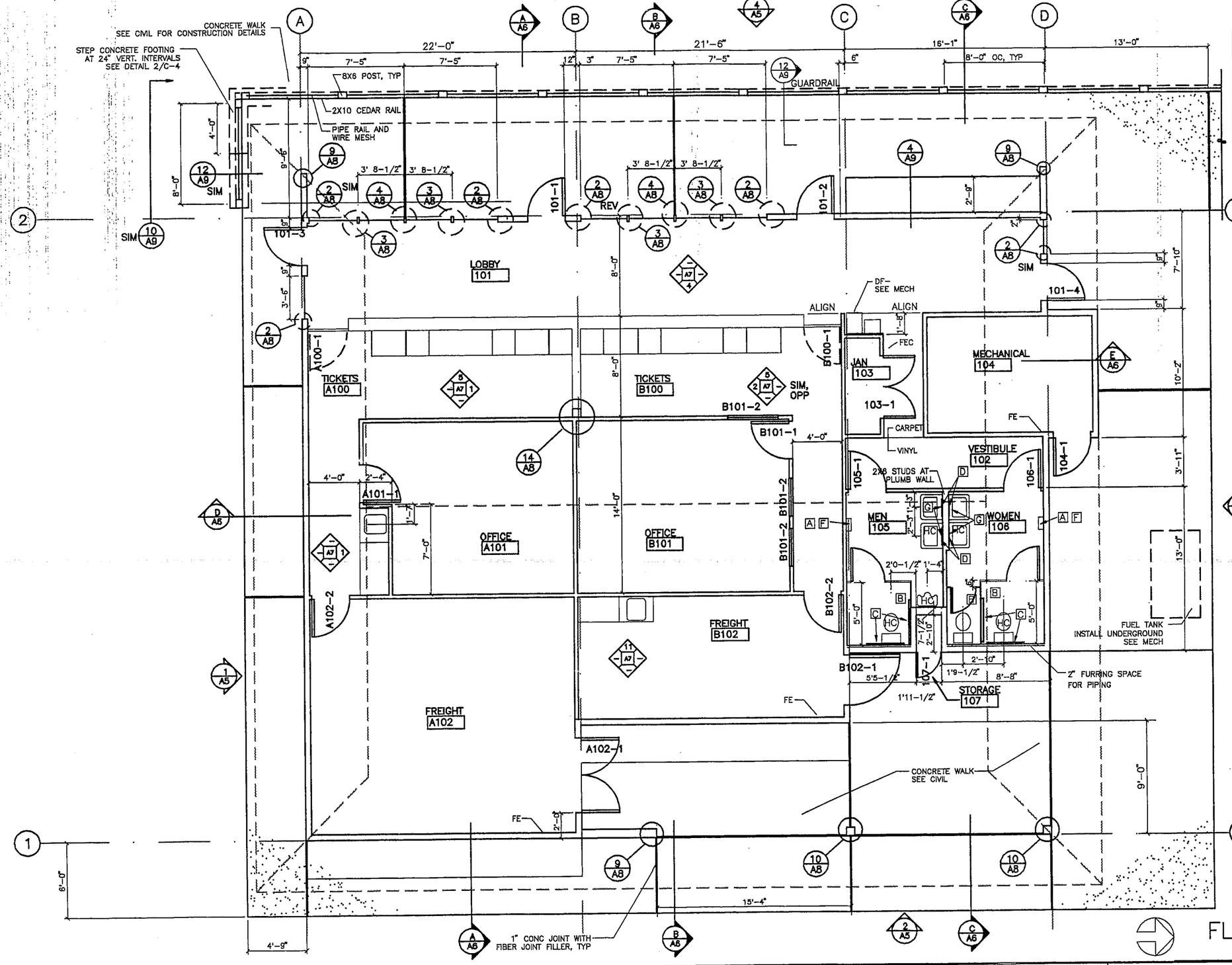
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
SITE PLAN

DESIGNED BY:
DRAWN BY:
CHECKED BY:

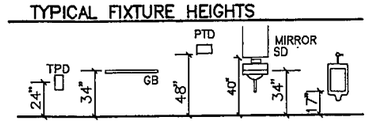
PROJECT NO. 69956
DATE: 8-94
SHEET 31 OF 60



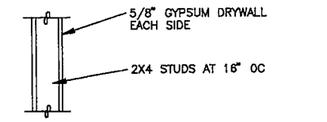
	ACCESSORY	MODEL NO.	REMARKS
A	PAPER TOWEL DISPENSER	B262	
B	TOILET PAPER DISPENSER	B2730	
C	GRAB BAR	B6206	36" REAR/42" SIDE
D	MIRROR	B290	24" X 30"
E	MOP HOLDER	B224	36"
F	WASTE RECEPTACLE	B3649	W/ LINER
G	SOAP DISPENSER	B112	

NOTE: ALL MODEL NUMBERS ARE BY BOBRICK WASHROOM EQUIPMENT AND ARE LISTED FOR REFERENCE ONLY

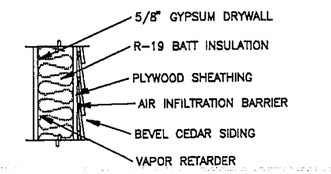
TYPICAL FIXTURE HEIGHTS



PARTITION SCHEDULE



TYPICAL INTERIOR PARTITION



TYPICAL EXTERIOR WALL

NOTES

ALL INTERIOR PARTITIONS CONTINUOUS TO UNDERSIDE OF TRUSSES ABOVE.

SET INTERIOR SILLS IN DOUBLE BEAD OF SEALANT

PROVIDE 2X BLOCKING FOR ALL WALL MOUNTED EQUIPMENT.

SEE STRUCTURAL FOR ADDITIONAL FRAMING REQUIREMENTS.

FUR WALLS WITH 2X WOOD FURRING WHERE SHOWN ON PLANS. PLACE VAPOR BARRIER AT INSIDE FACE OF EXTERIOR STUDS

FE FIRE EXTINGUISHER, WALL MOUNTED
FEC FIRE EXTINGUISHER AND CABINET
HC HANDICAPPED ACCESSIBLE

SCALE: 1/4"=1'-0"

0 2' 4' 8' 16'

DRAWING A-2

FLOOR PLAN

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

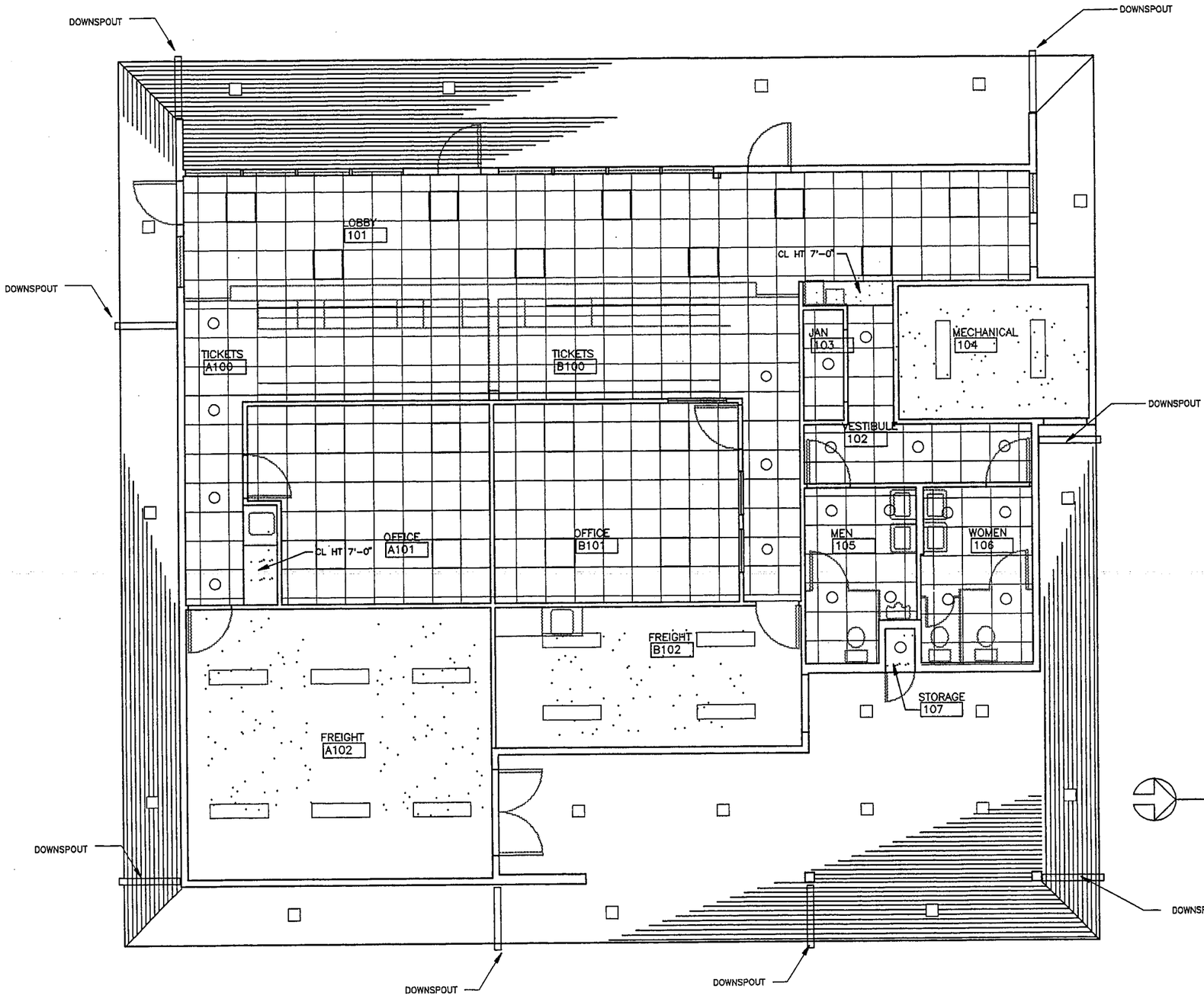
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
FLOOR PLAN

DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8-94
CHECKED BY:	SHEET 32 OF 60

STATE OF ALASKA 49TH WAYNE K. JENSEN NO. A 4007 REGISTERED PROFESSIONAL ARCHITECT



LEGEND

- ACOUSTICAL PANEL CEILING AT 8'-0" AFF
- GYPSUM DRYWALL CEILING ON BOTTOM OF TRUSSES UNLESS OTHERWISE NOTED
- WOOD SOFFIT 1X4 T&G CEDAR

REFLECTED CEILING PLAN

0 2' 4' 8' 16'

DRAWING A-3

NOTE:

DO NOT SCALE FROM THESE PLANS- USE DIMENSIONS

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

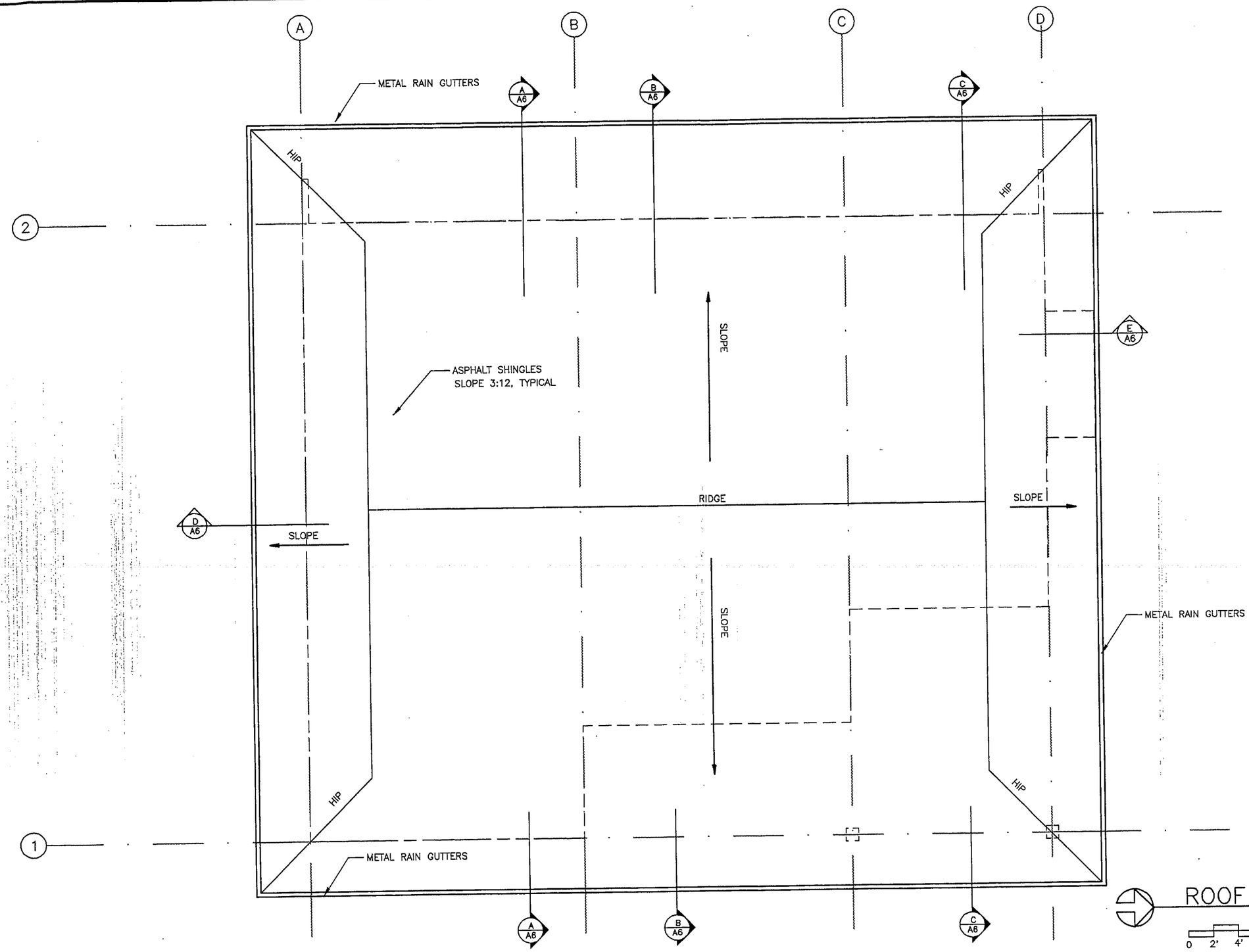
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
REFLECTED CEILING PLAN

DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8-94
CHECKED BY:	SHEET 33 OF 60

STATE OF ALASKA 49TH
WAYNE A. BROWN
REGISTERED PROFESSIONAL ARCHITECT



ROOF PLAN

0 2' 4' 8' 16'

DRAWING A-4

NOTE:
DO NOT SCALE FROM THESE PLANS- USE DIMENSIONS

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

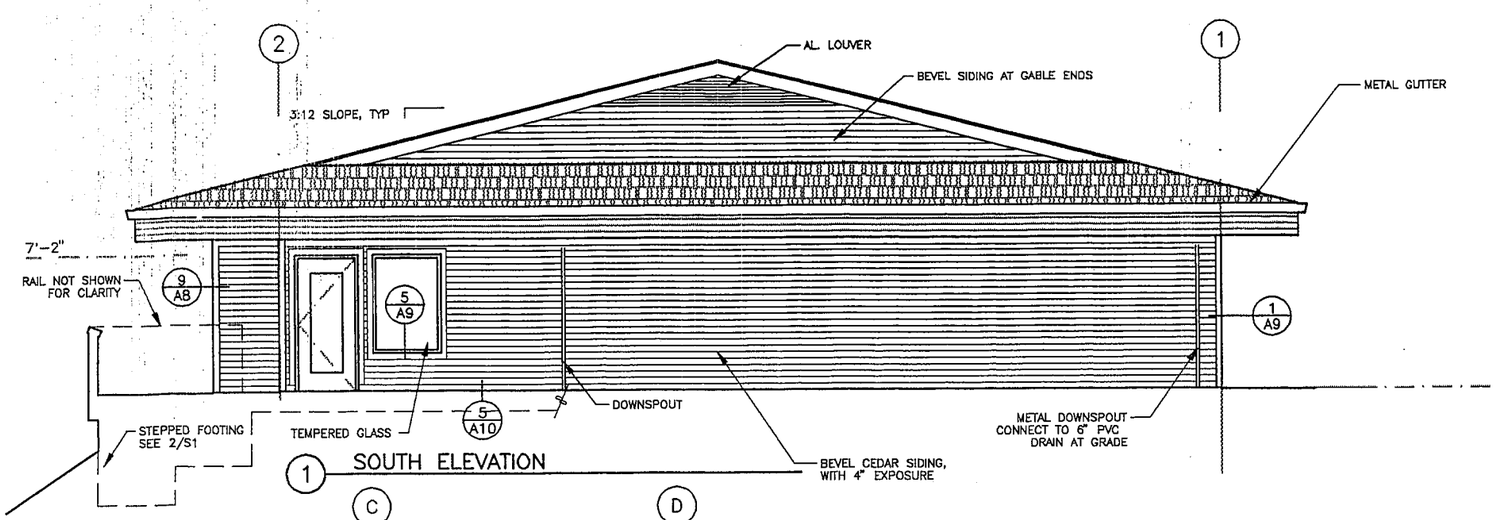
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG *ALASKA*

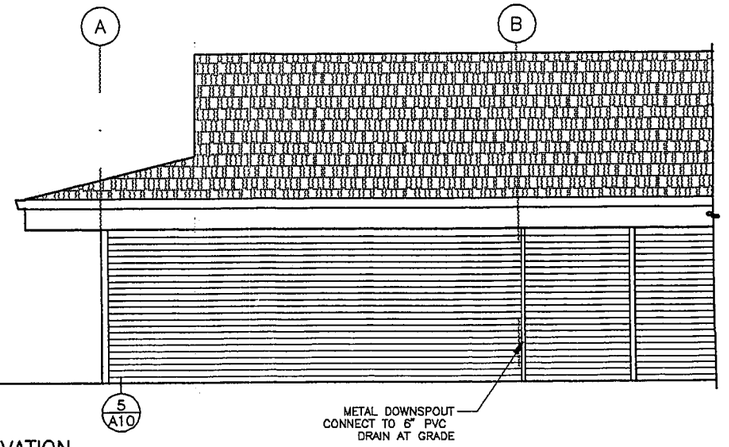
CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
ROOF PLAN

DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8-94
CHECKED BY:	SHEET 34 OF 60

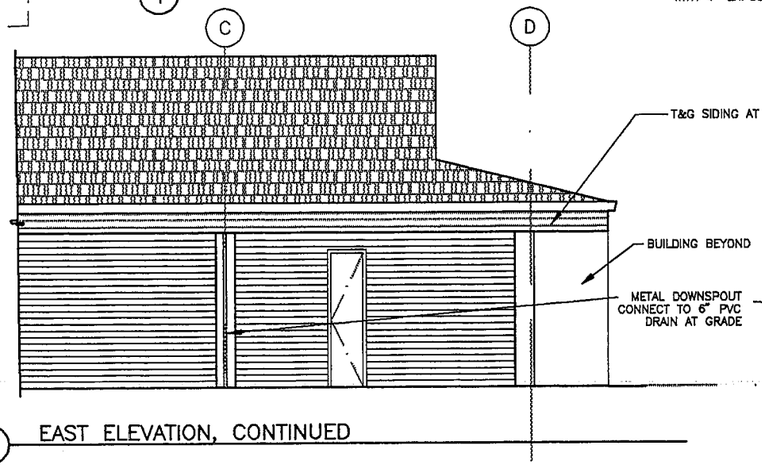
STATE OF ALASKA 49TH WAYNE L. JENSEN NO. AI 4007 REGISTERED PROFESSIONAL ARCHITECT



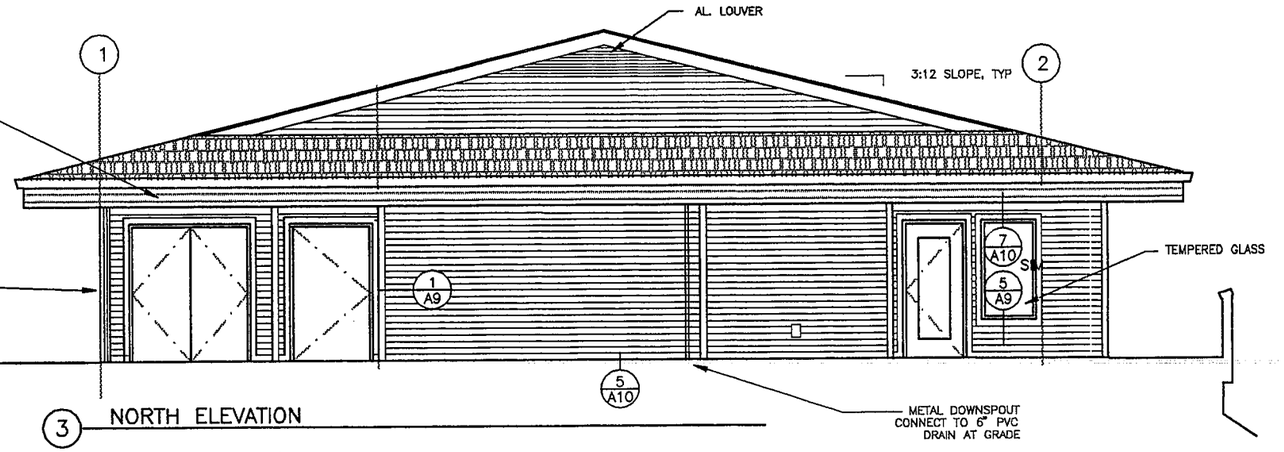
1 SOUTH ELEVATION



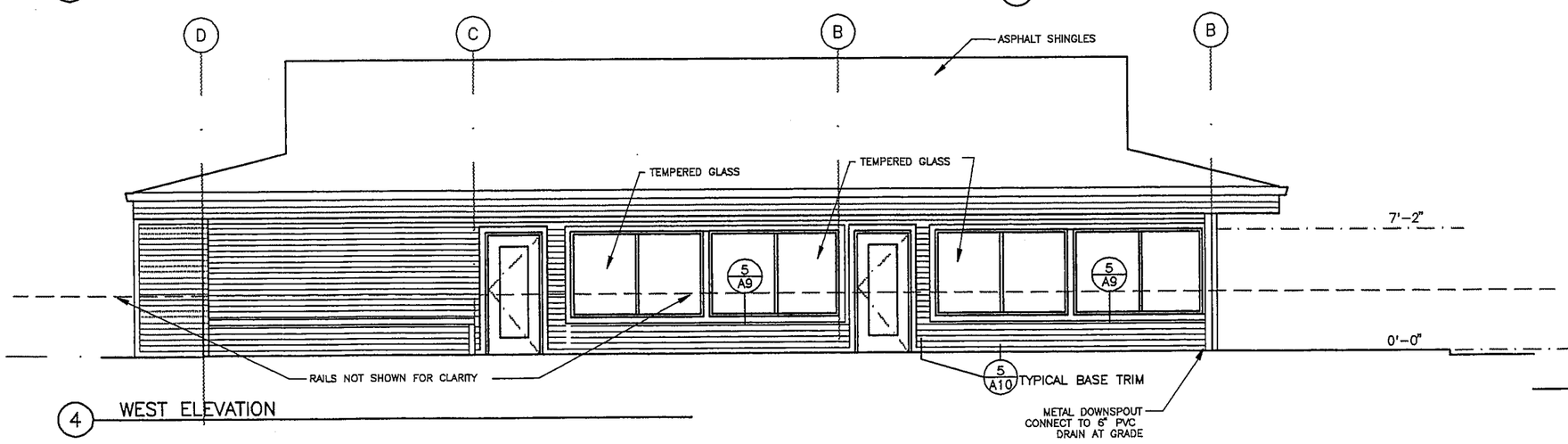
2 EAST ELEVATION



2 EAST ELEVATION, CONTINUED



3 NORTH ELEVATION



4 WEST ELEVATION

EXTERIOR ELEVATIONS

0 2' 4' 8' 16'

DRAWING A-5

NOTE:

DO NOT SCALE FROM THESE PLANS- USE DIMENSIONS

STATE OF ALASKA 49TH WAYNE K. JENSEN NO. 4007 REGISTERED PROFESSIONAL ARCHITECT

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

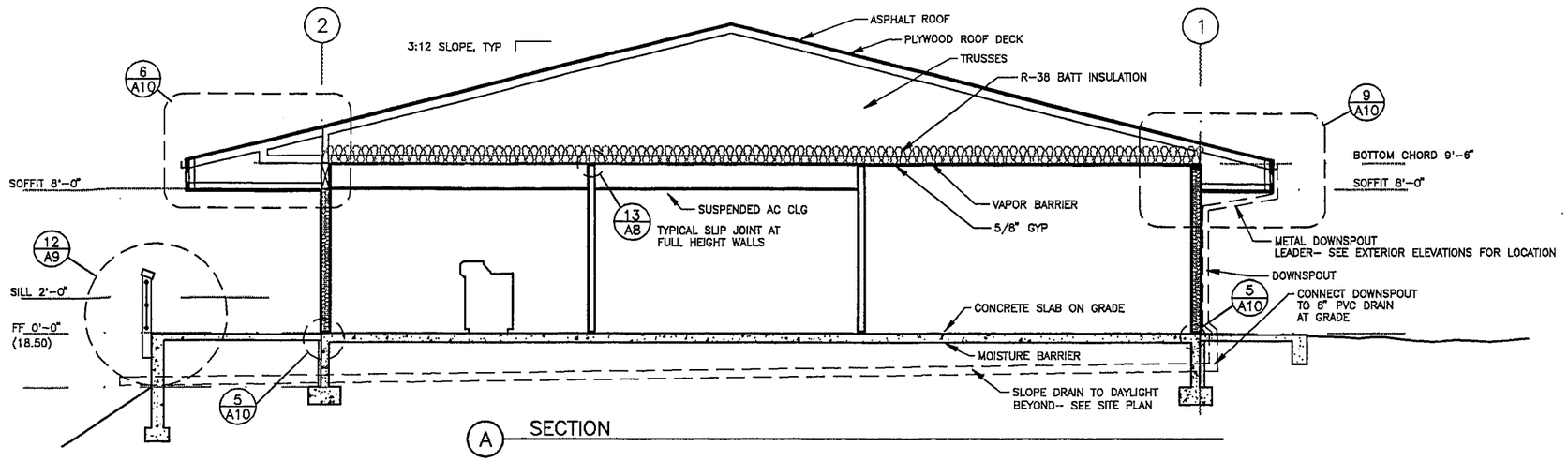
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

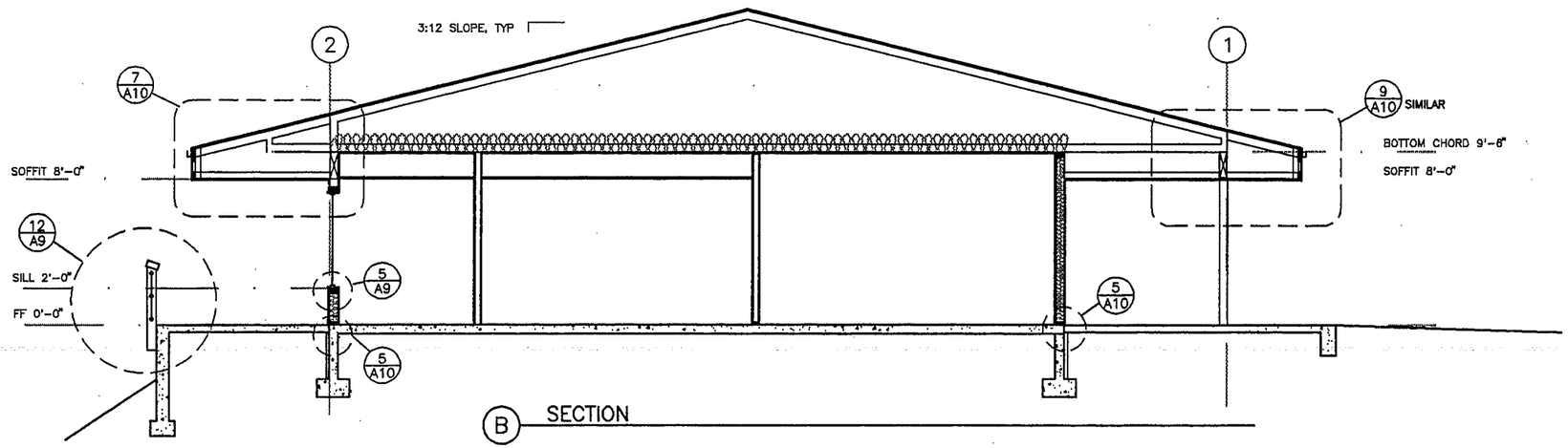
CRAIG *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
EXTERIOR ELEVATIONS

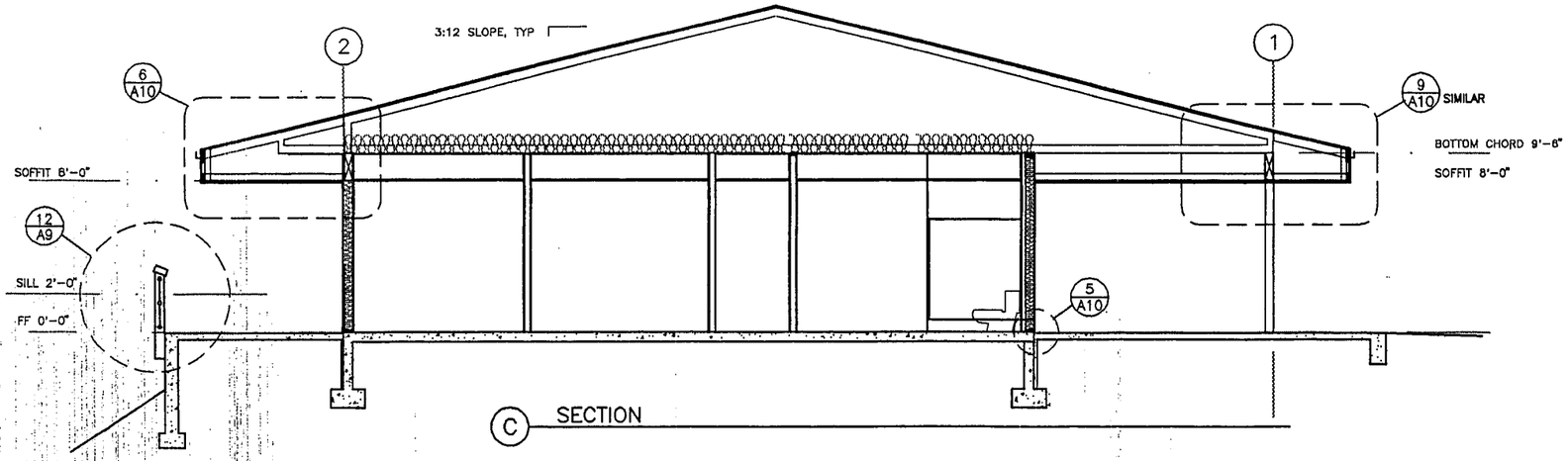
DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8-94
CHECKED BY:	SHEET 35 OF 60



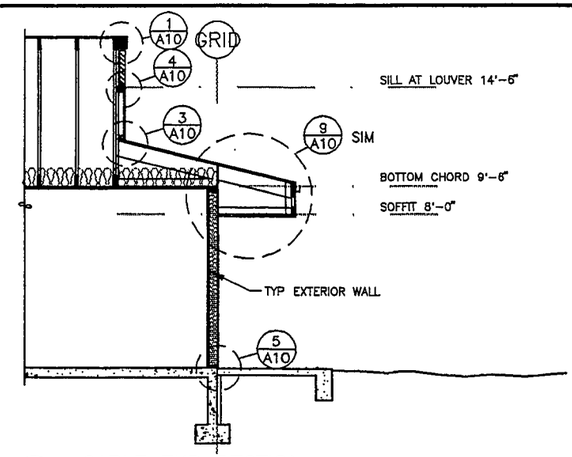
A SECTION



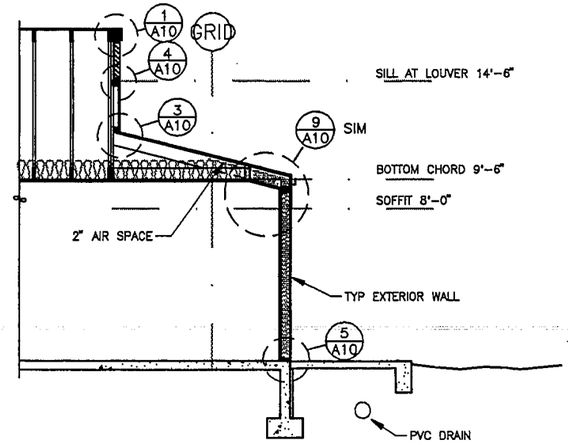
B SECTION



C SECTION



D GABLE END SECTION



E GABLE END SECTION

DRAWING A-6

BUILDING SECTIONS

0 2' 4' 8' 16'

NOTE:
DO NOT SCALE FROM THESE PLANS-- USE DIMENSIONS

STATE OF ALASKA 49 TH WAYNE L. [illegible] NO. [illegible] REGISTERED PROFESSIONAL ENGINEER

PATH:		
BY:	DATE:	DESCRIPTION OF CHANGE:

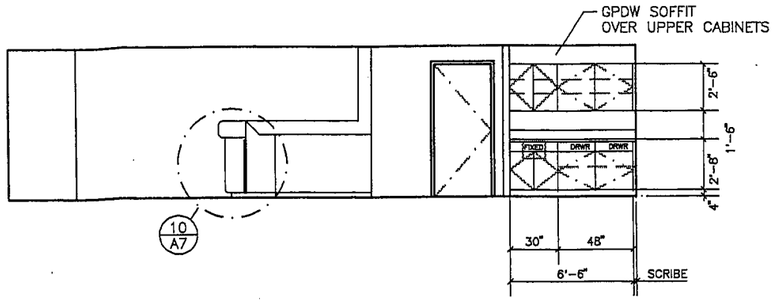
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

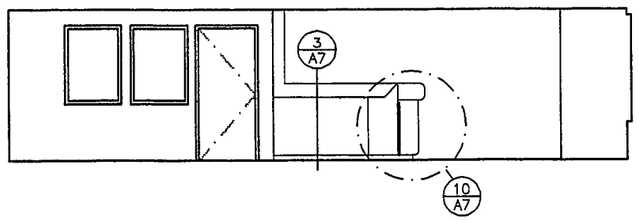
CRAIG *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
BUILDING SECTIONS

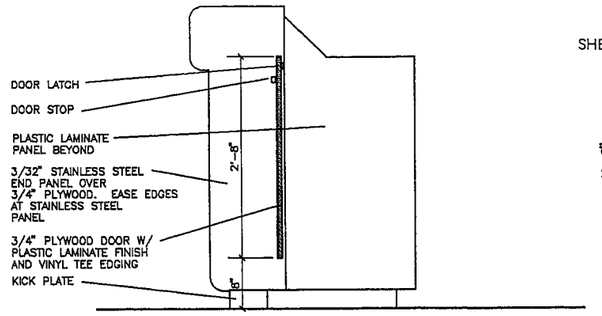
DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8-94
CHECKED BY:	SHEET 36 OF 60



1 TICKET A100

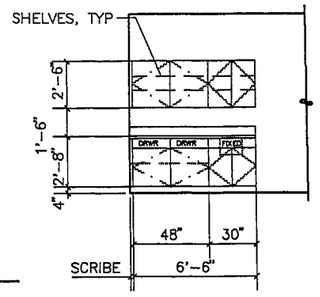


2 TICKET B100

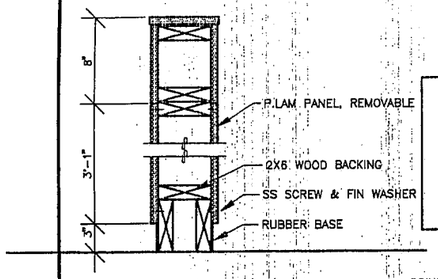


10 COUNTER DOOR

SCALE: 1"=1'-0"

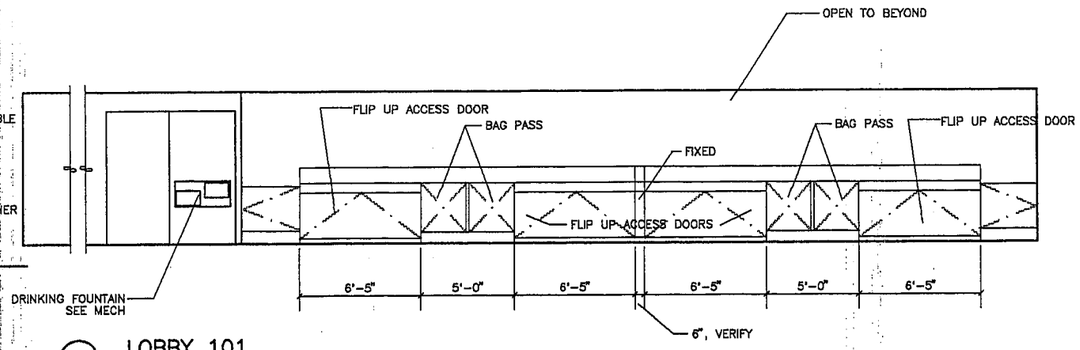


11 CABINETS AT B102

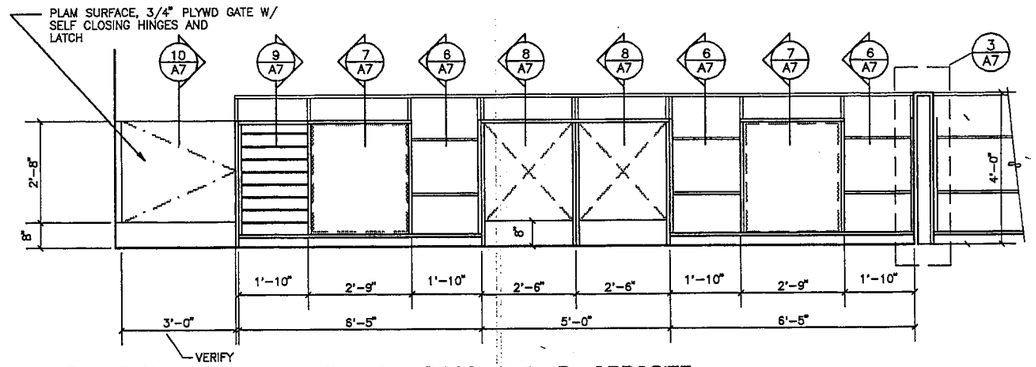


3 DIVIDER

SCALE: 1-1/2"=1'-0"

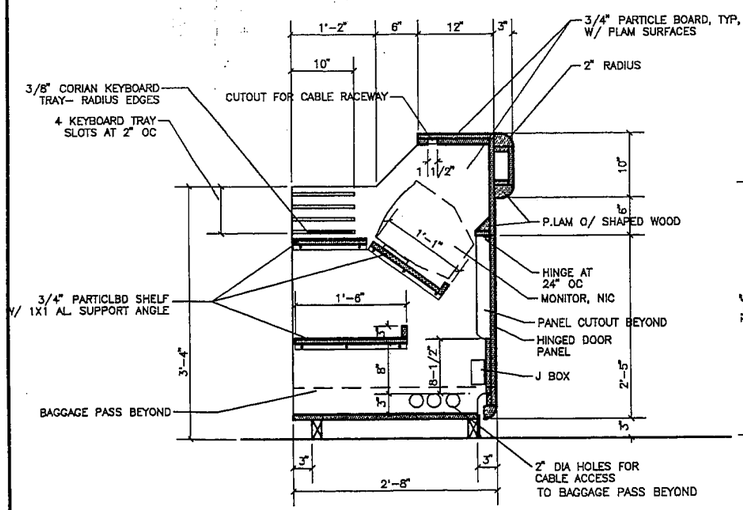


4 LOBBY 101



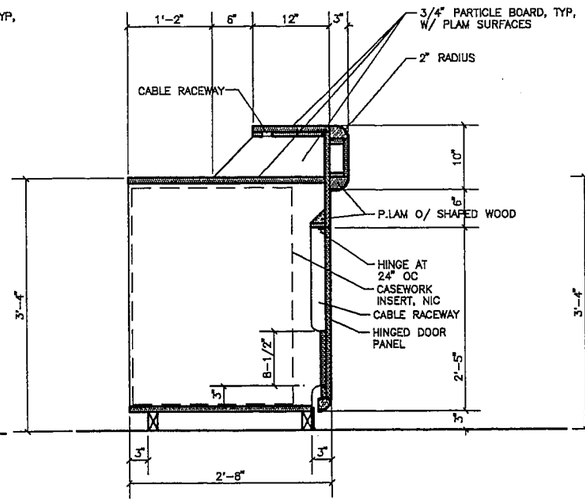
5 TICKET COUNTER AT A100, B100 SIMILAR, OPPOSITE

XREF: 4A7



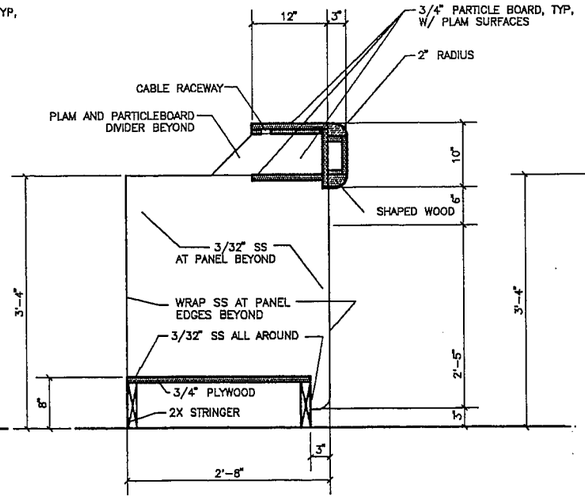
6 TICKET STATION SECTION

XREF: 6A7 SCALE: 1"=1'-0"



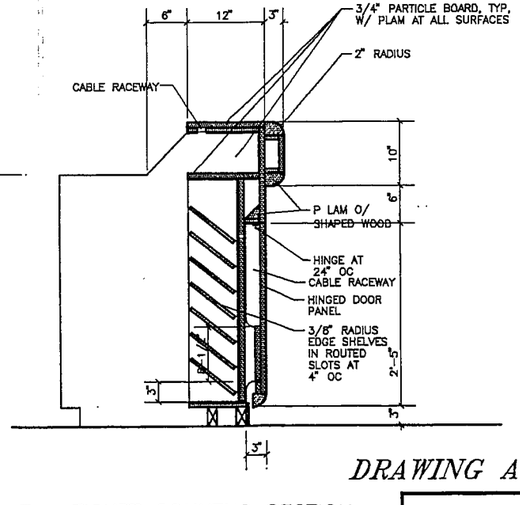
7 TICKET COUNTER SECTION

XREF: 7A7 SCALE: 1"=1'-0"



8 TICKET COUNTER SECTION

XREF: 8A7 SCALE: 1"=1'-0"



9 TICKET COUNTER SECTION

XREF: 9A7 SCALE: 1"=1'-0"

DRAWING A-7

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

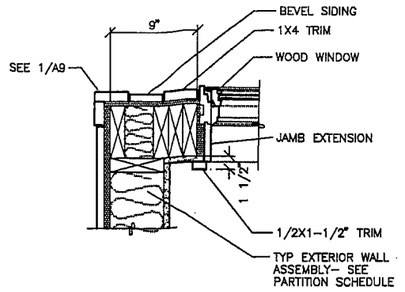
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
INTERIOR ELEVATIONS

DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8-94
CHECKED BY:	SHEET 37 OF 60

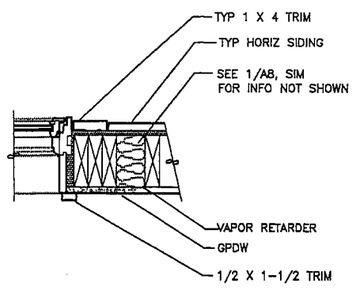
STATE OF ALASKA 49TH WAYNE A. JENSEN 10009 REGISTERED PROFESSIONAL ENGINEER



CAD\ 639\ 1AA8

WINDOW CORNER (1)

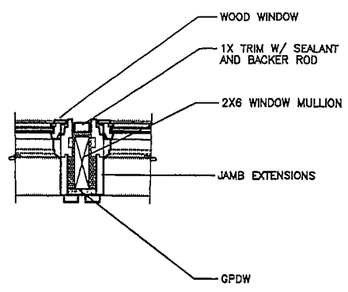
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 2AA8

WINDOW JAMB, HD SIM (2)

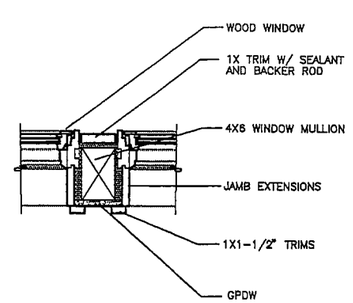
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 3AB

WINDOW MULLION (3)

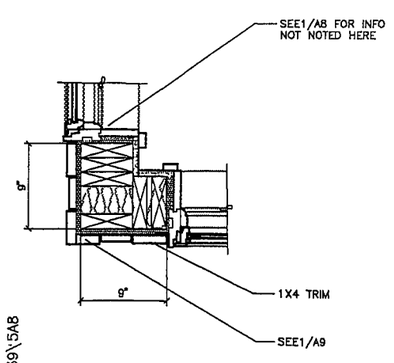
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 4AB

WINDOW MULLION (4)

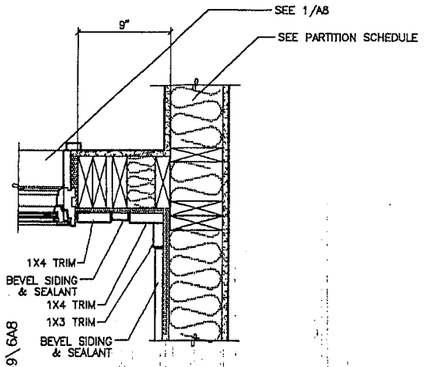
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 5AB

WINDOW CORNER (5)

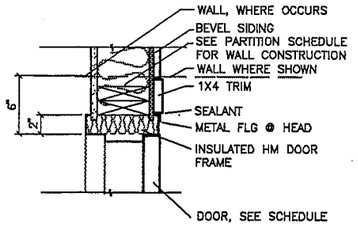
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 6AB

WINDOW AT WALL (6)

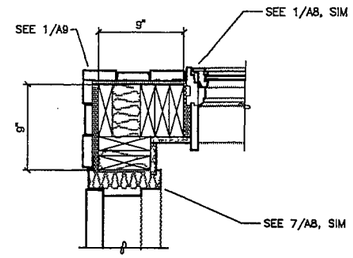
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 7AB

EXTERIOR DOOR JAMB (7)

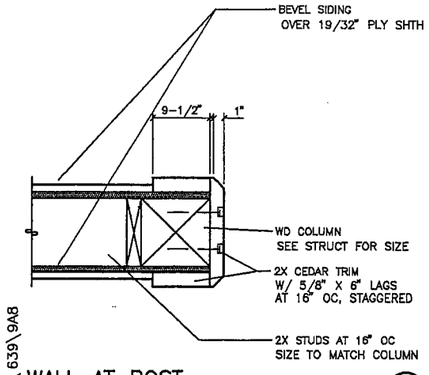
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 8AB

DOOR AT WINDOW (8)

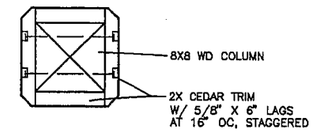
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 9AB

WALL AT POST (9)

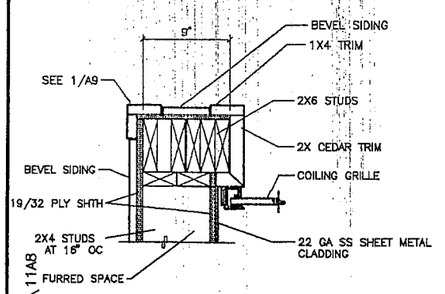
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 10AB

COLUMN WRAP (10)

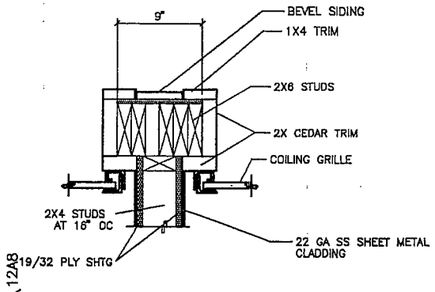
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 11AB

COILING GRILLE JAMB (11)

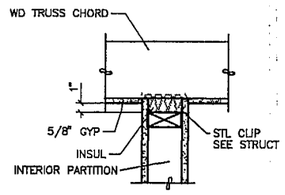
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 12AB

COILING GRILLE JAMB (12)

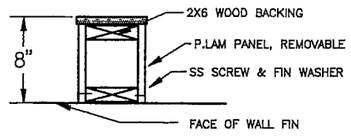
Scale: 1-1/2" = 1'-0"



CAD\ 639\ 12AB

COILING GRILLE JAMB (13)

Scale: 1-1/2" = 1'-0"



\639\ 14A8

CABLE ENCLOSURE (14)

Scale: 1-1/2" = 1'-0"

DRAWING A-8

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

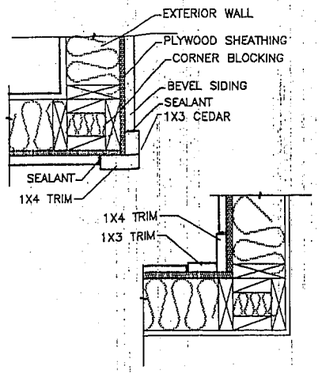
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
DETAILS

DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8-94
CHECKED BY:	SHEET 38 OF 60

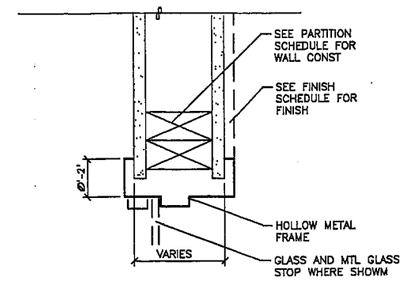
STATE OF ALASKA 49TH WAYNE K. JENSEN ALASKA 4007 REGISTERED PROFESSIONAL ENGINEER



CAD\ 639\ 1AA9

CORNER DETAILS ①

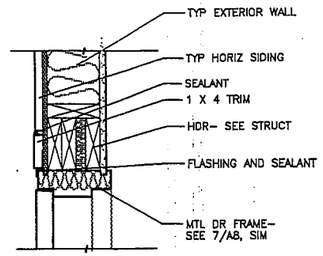
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 2A9

INTERIOR DOOR HEAD/JAMB SIM ②

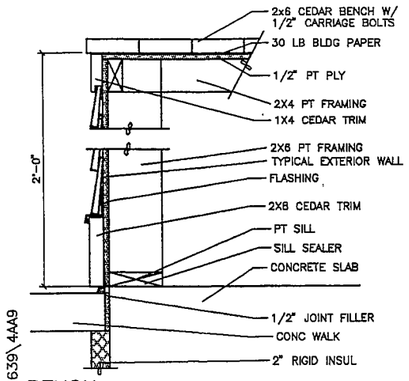
Scale: 3" = 1'–0"



CAD\ 639\ 3A9

DOOR HEAD ③

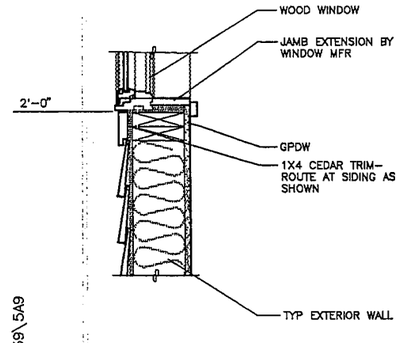
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 4AA9

BENCH ④

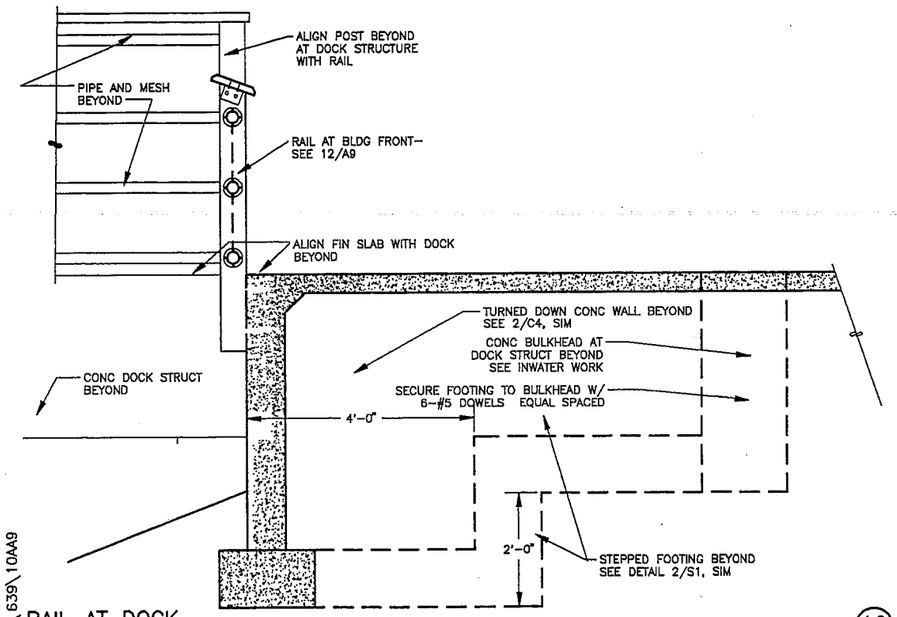
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 5A9

WINDOW SILL ⑤

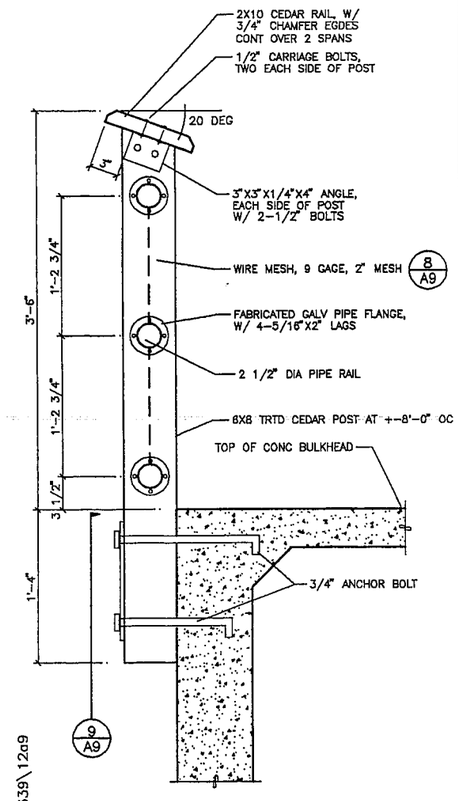
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 10AA9

RAIL AT DOCK ⑩

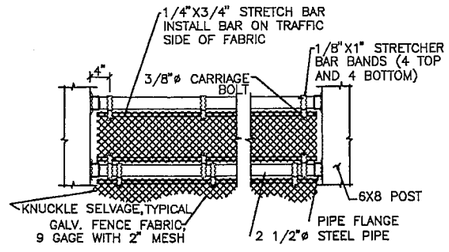
Scale: 3/4" = 1'–0"



CAD\ 639\ 12a9

RAIL ⑫

Scale: 1–1/2" = 1'–0"



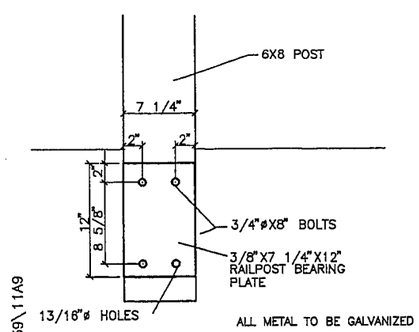
NOTES:

1. BEND STRETCHER BAR TO MATCH THE PIPE RAILING AT CORNERS. FOUR TOP AND FOUR BOTTOM STRETCHER BAR BANDS ARE REQUIRED AT THE CORNER RAILING.
2. STRETCH FENCE FABRIC TO A UNIFORM APPEARANCE.

CAD\ 639\ 10A9

RAIL MESH ⑧

Scale: 1–1/2" = 1'–0"



CAD\ 639\ 11A9

POST BEARING PLATE ⑨

Scale: 1–1/2" = 1'–0"

DRAWING A–9

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

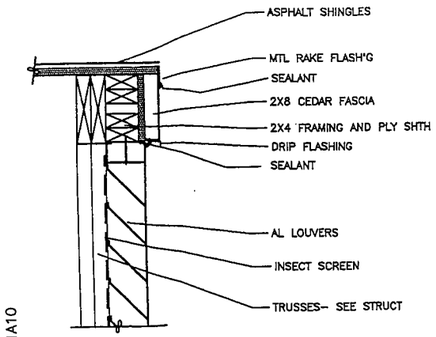
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG — *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
DETAILS

DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8–94
CHECKED BY:	SHEET 39 OF 60

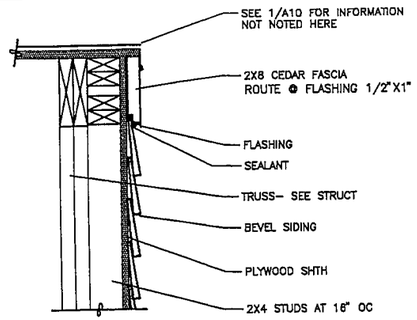
STATE OF ALASKA 49TH WAYNE K. JENSEN NO. A 4087 REGISTERED PROFESSIONAL ARCHITECT



CAD\ 639\ 1A10

LOUVER HEAD (1)

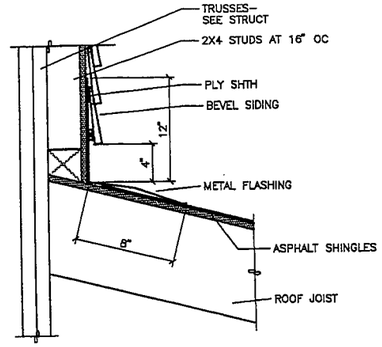
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 2A10

GABLE END FASCIA (2)

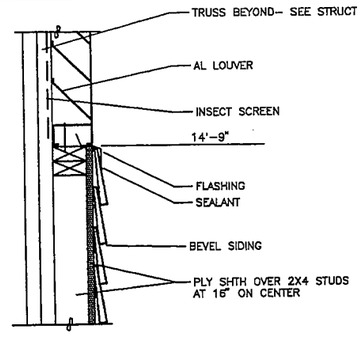
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 3A10

ROOF TO WALL (3)

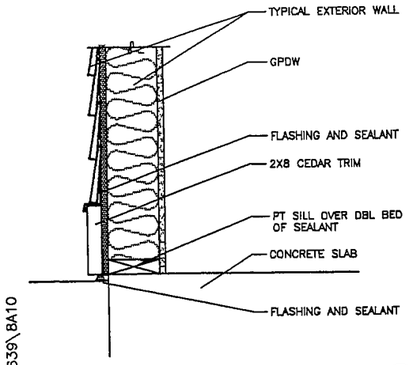
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 4A10

LOUVER SILL (4)

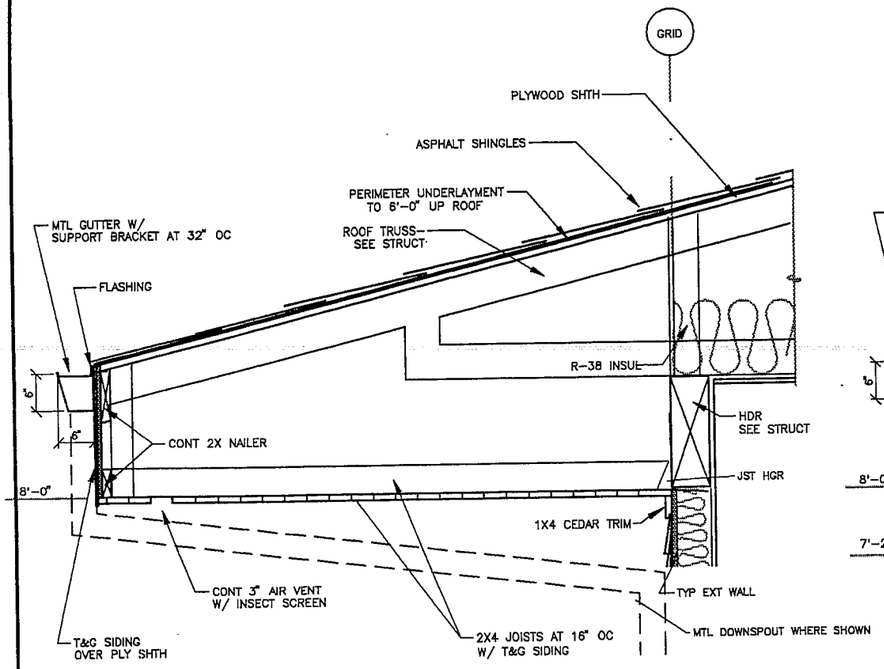
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 8A10

SILL TRIM (5)

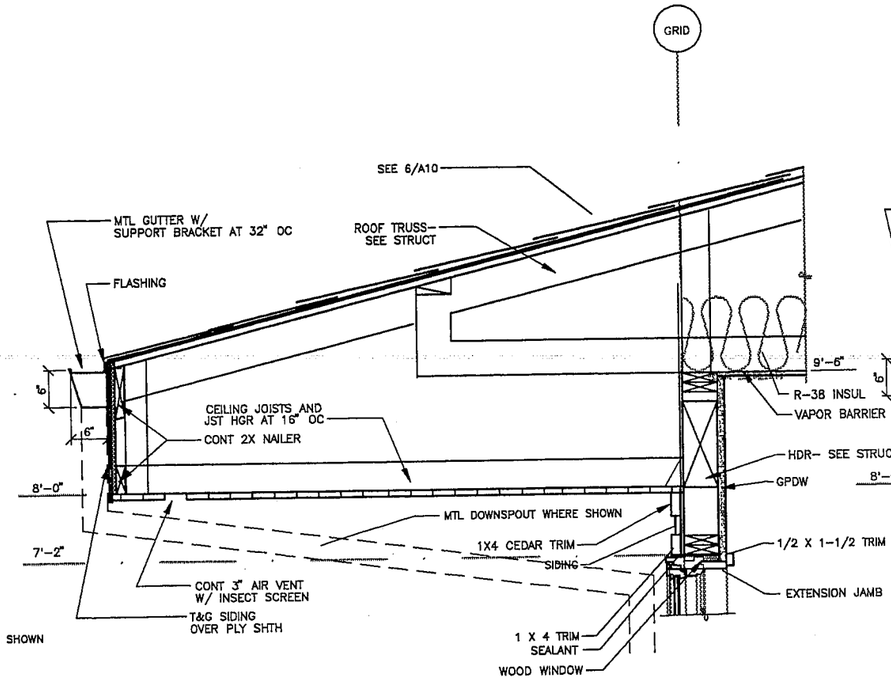
Scale: 1–1/2" = 1'–0"



CAD\ 639\ 6A10

EAVE (6)

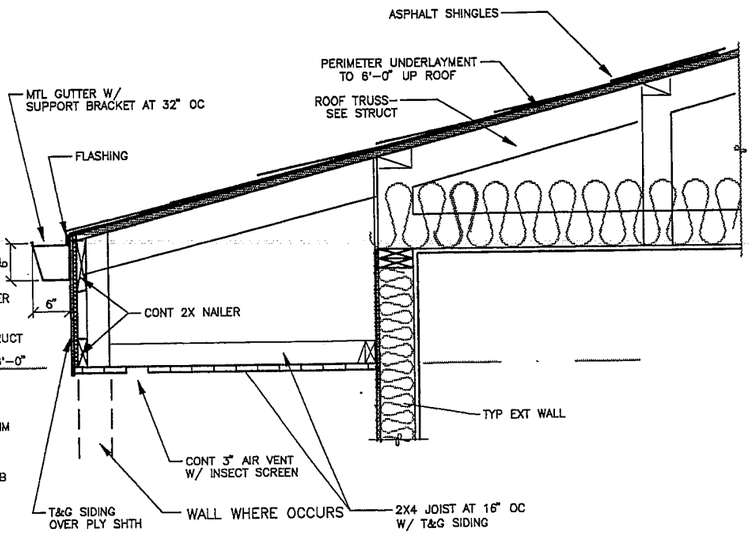
Scale: 1" = 1'–0"



CAD\ 639\ 7A10

EAVE (7)

Scale: 1" = 1'–0"



CAD\ 639\ 9A10

EAVE (9)

Scale: 1" = 1'–0"

DRAWING A–10

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
DETAILS

DESIGNED BY:	PROJECT NO. 69956
DRAWN BY:	DATE: 8–94
CHECKED BY:	SHEET 40 OF 60

STATE OF ALASKA 49 TH WAYNE E. JENSEN NO. A 4007 REGISTERED PROFESSIONAL ARCHITECT

R&M ENGINEERING, INC.

STA. "0" 11+99.58
CS-5
RE-BAR w/ PLASTIC CAP-D.O.T.
N.21,287.930
E.39,518.459
TOP OF CAP
EL.= +14.84'

STA. "0" 10+06.00
CS-6
RE-BAR w/ PLASTIC CAP-D.O.T.
N.21,463.839
E.39,599.264
TOP OF CAP
EL.= +14.06'

S 80°46'37"E 45.69'

S 85°10'17"E 47.08'

APPROACH DOCK SEE INWATER WORK DRAWINGS

(2, C-4) STA. "0" 10+81.8, 4' LT. BEGIN TURNED DOWN SIDEWALK

STA. "0" 11+82.33, 5' LT. END TURNED DOWN SIDEWALK, SEE ARCH. SHT. A2.

STA. "0" 10+30, 9' RT. 18" OUTLET INV. EL.= 12.00' (6, C-4)

BASIS OF BEARING N24°40'19"E-193.58'

"0" 11+95.50 17.65 2' RT.

"0" 11+88.33 18.25 4.3' RT.

"0" 11+77.58 18.45 5' LT.

"0" 11+05 18.20 4' LT.

"0" 10+81.8 18.0 4' LT.

"0" 10+61.8 18.0 4' LT.

"0" 10+24.75 17.50 4' LT.

"0" 12+05 17.65 7.5' LT.

(7, C-4) STA. "0" 11+95, 1' RT. 18" OUTLET INV. EL.= 12.87'

SLOPE VARIES

(1, C-4)

PROPOSED TERMINAL BUILDING
FINISH FLOOR ELEV.= 18.50'
SEE ARCH. FOR DIMENSIONS

INSTALL 42 L.F. 18" C.M.P. S = 5%

EDGE OF PROPOSED GRAVEL PARKING

(6, C-4) INSTALL LOG PARKING BARRIERS PER DETAIL, TYP.

(6, C-4) INSTALL LOG PARKING BARRIER PER DETAIL, TYP.

550 GAL. UNDERGROUND FUEL TANK, SEE MECH. FOR DETAILS

"0" 11+34.08 18.45 19.92' LT.

"0" 11+34.08 18.45 43.30' LT.

4" CLEANOUT & LINES PER MECH.

"0" 11+18 18.45 39.92' LT.

"0" 11+55.58 18.45 43.30' LT.

"0" 11+77.58 18.45 34.30' LT.

"0" 11+55.58 18.45 34.30' LT.

STA. "0" 10+50, 33' LT. INSTALL D.O.T./P.F. TYPE "A" INLET BOX. 18" MIN. SUMP TOP OF GRATE EL.=17.0 18" OUTLET INV. EL.=14.10'

17.50 "0" 10+24.75 34.9' LT.

STA. "0" 12+01, 54.50' LT. INSTALL D.O.T./P.F. TYPE "B" INLET BOX w/ 18" MIN. SUMP TOP OF GRATE EL.= 17.75' 18" INLET INV. EL.= 13.26' 18" OUTLET INV. EL.= 13.16'

INSTALL 87 L.F. 18" C.M.P. S = 0.5%

INSTALL 2 L.F. OF 6" D.I. SEWER S = 2.0%

10'

STA. "0" 11+24.43' LT. BEGIN 6" SANITARY SEWER, INSTALL FITTINGS AS REQUIRED TO CONNECT TO 4" LINE

(1, C-4)

"0" 11+05 18.0 60.30' LT.

(5, C-4) STA. "0" 11+24.64' LT. INSTALL S.S.C.O. TOP EL.= 17.70' S. INV. EL.= 13.30'

"0" 11+82.33 18.30' 60.30' LT.

INSTALL 87 L.F. 18" C.M.P. S = 0.5%

INSTALL 77 L.F. OF 6" D.I. SEWER S = 1.0%

TRACT "C-1"

LIFT STATION CONTROL PANEL

(1, C-2) STA. "0" 12+01.3, 80.2' LT. INSTALL SANITARY SEWER LIFT STATION, CENTER OF STATION 2" H.D.P.E. INV. EL.= 12.33'

"0" 12+05 16.25' LT. 17.50'

SLOPE LIMITS, TYP.

5' R.

"0" 11+96.9 17.40' 85' LT.

"0" 11+74.3 17.55 88' LT.

STA. "0" 11+71.9, 84' LT. INSTALL 22-1/2° BEND

INSTALL 168 L.F. OF 2" COPPER

"0" 11+52.25 17.55 85' LT.

STA "0" 11+57.2, 81' LT. END NEW 6" D.I. WATER MAIN. INSTALL 6" D.I. CAP AND THRUST BLOCK. INSTALL 2" SERVICE SADDLE w/ CURB STOP VALVE & BEGIN 2" COPPER WATER SERVICE

TRACT "C"

STA. "0" 11+39.7, 88.8' LT. (4, C-4) INSTALL FIRE HYDRANT AND ACCESS PAD w/ PIPE BOLLARDS

INSTALL 69 L.F. OF 6" D.I.

SLOPE LIMITS, TYP.

CONSTRUCT 20' GRAVEL TRANSITION TO MATCH EXIST. GRAVEL STREET

PROTECT AND MAINTAIN EXIST. SWING GATE

INSTALL 50 L.F. 18" C.M.P. S = 0.75%

STA. "0" 11+70.3, 96' LT. INSTALL D.O.T./P.F. TYPE "A" CATCH BASIN w/ 18" MIN SUMP TOP OF GRATE EL.= 16.37' 18" INLET INV. EL.= 13.62' 18" OUTLET INV. EL.= 13.52'

STA. "0" 11+87.6, 113' LT. END 6' GRAVEL DRIVEWAY CONSTRUCTION, MATCH EXIST. GROUND EL.=16.1 (±) FIELD VERIFY

10.0' 16.0' 15' R. 30.0'

87 L.F. OF 2" H.D.P.E. FORCE MAIN

EIGHTH STREET (GRAVEL)

EXIST. 6" D.I.

STA. "0" 12+30.07, 116' LT. BEGIN ACCESS DRIVEWAY CONSTRUCTION, MATCH EXIST. GRAVEL ROAD EL.= 17.20(±) FIELD VERIFY

STA. "0" 12+17, 112.5' LT. REMOVE EXIST. CAP & THRUST BLOCK, INSTALL 6" GATE VALVE AND CONNECT TO EXIST. 6" D.I. WATER PIPE, FIELD VERIFY LOCATION & DEPTH

STA. "0" 12+14, 120' LT. 18" INLET INV. EL.= 14.00' GRADE TO DRAIN

MATCH LINE SEE SHEET C-2

LOT 4

EXIST. TIMBER UTILITY POLE w/ GUY WIRE

REFERENCE DETAIL NO. / REFERENCE SHEET NO.

REFERENCE BUBBLE EXPLANATION

"0" 10+75 12' LT. 167.50'

BASELINE STATION LOCATION
FINISH GRADE ELEVATION
BASELINE OFFSET DISTANCE
REFERENCED POINT

FINISHED GRADE EXPLANATION

CONTOUR INTERVAL: 2'

0 10' 20' 30' 40' 50'

GENERAL NOTES

1. GRADES AND ALIGNMENTS SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS AS APPROVED OR DIRECTED BY THE ARCHITECT AND/OR OWNER'S REPRESENTATIVE.
2. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS PRIOR TO COMMENCING ANY WORK. ANY DISCREPANCIES OR QUERIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/OWNER'S REPRESENTATIVE.
3. THE LOCATIONS OF UTILITY LINES SHOWN ON THE PLANS ARE APPROXIMATE. NO ACCURATE AS-BUILT PLANS WERE AVAILABLE TO ASSIST IN PREPARING THESE DOCUMENTS. OTHER UTILITIES, NOT INDICATED ON THE PLANS, MAY BE PRESENT.
4. THE CONTRACTOR SHALL LOCATE, PROTECT, AND PRESERVE ALL EXISTING UTILITY LINES. THE CONTRACTOR SHALL FIELD VERIFY EXISTING INVERT ELEVATIONS AT THE LOCATIONS WHERE CONNECTIONS TO EXISTING UNDERGROUND PIPING TAKES PLACE.
5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR WORK CONDUCTED WITHIN THE EIGHTH STREET, NINTH STREET AND COVE STREET RIGHT-OF-WAY. WORK SHALL BE DONE ACCORDING TO THE REQUIREMENTS OF ANY SUCH PERMITS OBTAINED.
6. AS-BUILT PLANS MADE FOR THIS PROJECT SHALL INCLUDE AT A MINIMUM SUFFICIENT INFORMATION TO LOCATE ALL UTILITY LINES, CONNECTIONS, WYES, ETC.
7. EXCEPT WHERE OTHER SURFACE FINISHES ARE INDICATED IN THE PLANS AND DETAILS, THE ENTIRE AREA WITHIN THE GRADING LIMITS, OUTSIDE THE EXTERIOR WALLS OF THE BUILDING, SHALL BE FINISHED WITH 6 INCHES OF BASE COURSE GRADING D-1 PLACED AND COMPACTED TO 95% OF OPTIMUM DENSITY (AS DETERMINED BY AASHTO T180D METHODS) TO THE FINAL GRADES INDICATED.
8. CONTRACTOR TO DAYLIGHT ROOF AND FOUNDATION DRAINS TO SOUTHWEST OF SITE AND NORTHEAST OF SITE. SEE ARCH. SHEET A1 FOR LOCATIONS.
9. CULVERT LENGTHS AND LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO MINOR REVISIONS AS APPROVED BY THE ARCHITECT AND/OR OWNER'S REPRESENTATIVE.
10. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING PROPERTY/RIGHT-OF-WAY MONUMENTS. ANY MONUMENTS DISTURBED OR DESTROYED SHALL BE RE-ESTABLISHED BY, OR UNDER THE DIRECT SUPERVISION OF, A LAND SURVEYOR LICENSED TO PRACTICE IN THE STATE OF ALASKA.
11. THE TOPOGRAPHIC SURVEY SHOWN HEREIN WAS CONDUCTED AND REDUCED BY THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES. THE DATE OF SURVEY WAS OCTOBER, 1992.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DRAWING C-1

ENGINEER'S SEAL

STATE OF ALASKA 49TH Joseph M. Pusich CE 8152 REGISTERED PROFESSIONAL ENGINEER

DATE:	BY:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

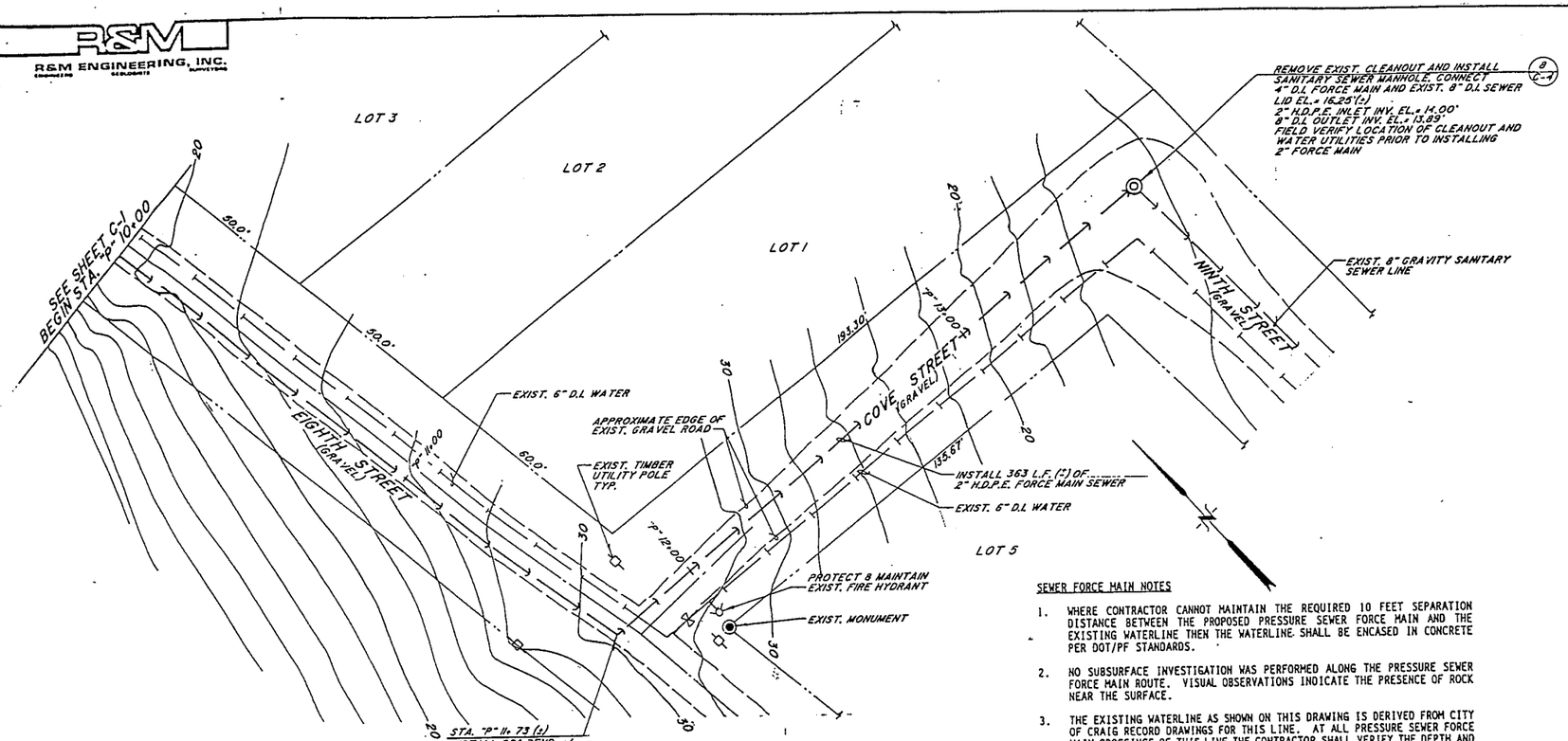
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
SITE PLAN

DESIGNED BY: J.M.P.	PROJECT NO. 69956
DRAWN BY: F.M.	DATE: AUGUST, 1994
CHECKED BY: M.A.M.	SHEET 41 OF 60

R & M PROJECT #: 93100

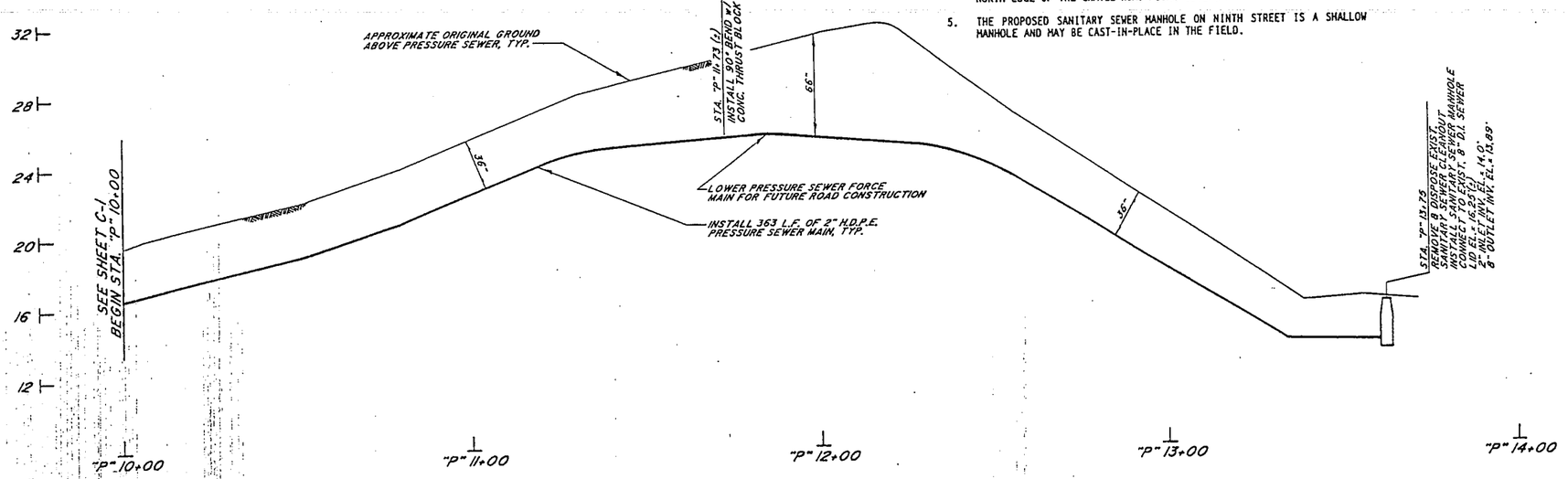
R&M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS



PRESSURE SEWER FORCE MAIN PLAN

CONTOUR INTERVAL: 2'

0 20' 40' 60' 80' 100'

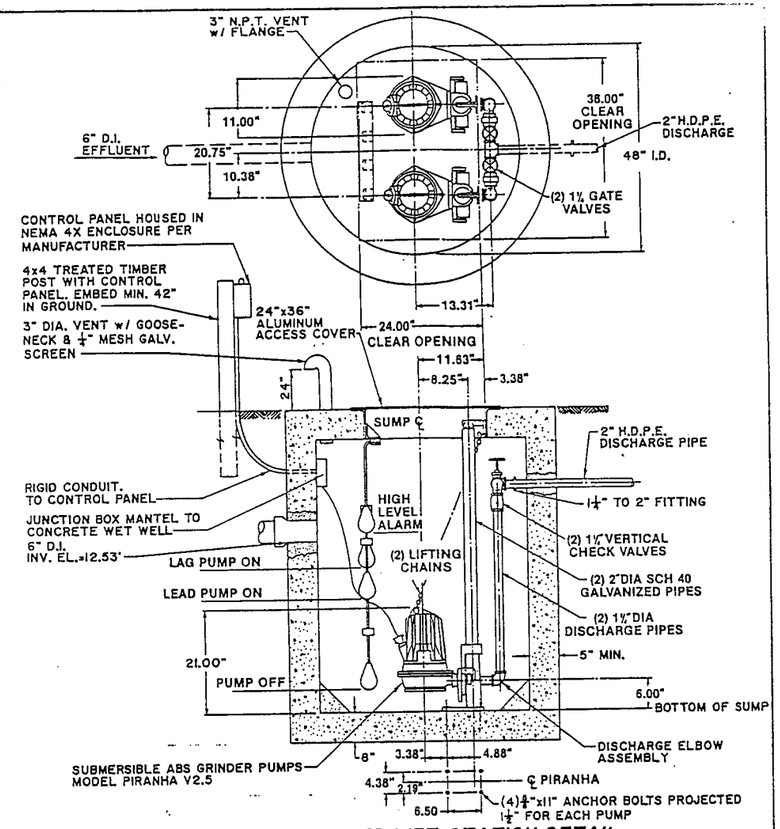


PRESSURE SEWER FORCE MAIN PROFILE

SCALES: HORIZ.: 1" = 20'
VERT.: 1" = 4'

SEWER FORCE MAIN NOTES

1. WHERE CONTRACTOR CANNOT MAINTAIN THE REQUIRED 10 FEET SEPARATION DISTANCE BETWEEN THE PROPOSED PRESSURE SEWER FORCE MAIN AND THE EXISTING WATERLINE THEN THE WATERLINE SHALL BE ENCASED IN CONCRETE PER DOT/PF STANDARDS.
2. NO SUBSURFACE INVESTIGATION WAS PERFORMED ALONG THE PRESSURE SEWER FORCE MAIN ROUTE. VISUAL OBSERVATIONS INDICATE THE PRESENCE OF ROCK NEAR THE SURFACE.
3. THE EXISTING WATERLINE AS SHOWN ON THIS DRAWING IS DERIVED FROM CITY OF CRAIG RECORD DRAWINGS FOR THIS LINE. AT ALL PRESSURE SEWER FORCE MAIN CROSSINGS OF THIS LINE THE CONTRACTOR SHALL VERIFY THE DEPTH AND LOCATION OF THE EXISTING WATERLINE. THE PROPOSED PRESSURE SEWER FORCE MAIN SHALL BE INSTALLED TO AVOID CONFLICT WITH THE EXISTING WATERLINES. IN ADDITION, AT CROSSINGS THE WATERLINE SHALL BE ENCASED IN CONCRETE PER DOT/PF STANDARDS.
4. FIELD CONTROL FOR INSTALLING THE PRESSURE SEWER FORCE MAIN SHALL BE ON THE WEST EDGE OF THE GRAVEL ROAD ALONG EIGHTH STREET AND ON THE NORTH EDGE OF THE GRAVEL ROAD ALONG COVE STREET.
5. THE PROPOSED SANITARY SEWER MANHOLE ON NINTH STREET IS A SHALLOW MANHOLE AND MAY BE CAST-IN-PLACE IN THE FIELD.



SEWER LIFT STATION DETAIL

(1) N.T.S.

LIFT STATION NOTES

1. GRINDER PUMPS SHALL BE ABS MODEL PIRANHA, V2.5 2.5 HP, DUPLEX SYSTEM OR APPROVED EQUAL. PUMPS SHALL BE SIZED FOR FUTURE MAXIMUM DEMAND AT 42 GALLONS/MINUTE AT 35 FEET TOTAL DYNAMIC HEAD.
2. THE FOLLOWING EXTRA EQUIPMENT, OR APPROVED EQUALS, SHALL BE SUPPLIED WITH THE STATION:
   - A. ALARM SYSTEM
   - B. 208 V. THREE PHASE POWER, 4 WIRE TO STATION (SEE ELECT. FOR SUPPLY)
   - C. TIME DELAY TO DELAY PUMP START-UP AFTER POWER OUTAGES
   - D. LOCKABLE ELECTRIC CONTROL PANEL
3. BELOW ARE THE PUMP STATION INVERT DATA AND FLOAT SWITCH LEVEL SETTINGS (INITIAL SETTINGS):

   FINISH SLAB ELEV. = 17.00'
   FINISH GROUND ELEVATION: 16.90'
   INVERT INLET ELEVATION: 12.53'
   FORCE MAIN OUTLET ELEVATION: 14.00'
   HIGH WATER ALARM ELEVATION: 12.50'
   LAG PUMPS ON: 11.50'
   LEAD PUMP ON: 11.0'
   ALL PUMPS OFF: 9.50'
   BOTTOM OF SUMP ELEVATION: 9.00'

4. CONTRACTOR SHALL COORDINATE THE ALUMINUM COVER LOCATION WITH THE PUMP RAIL SYSTEM AND ENSURE THAT PUMPS CAN BE RAISED AND LOWERED THROUGH THE OPENINGS WITHOUT CONFLICT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DRAWING C-2

ENGINEER'S SEAL
STATE OF ALASKA
49TH
Joseph M. Pusich
CE 8152
REGISTERED PROFESSIONAL ENGINEER

PATH:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

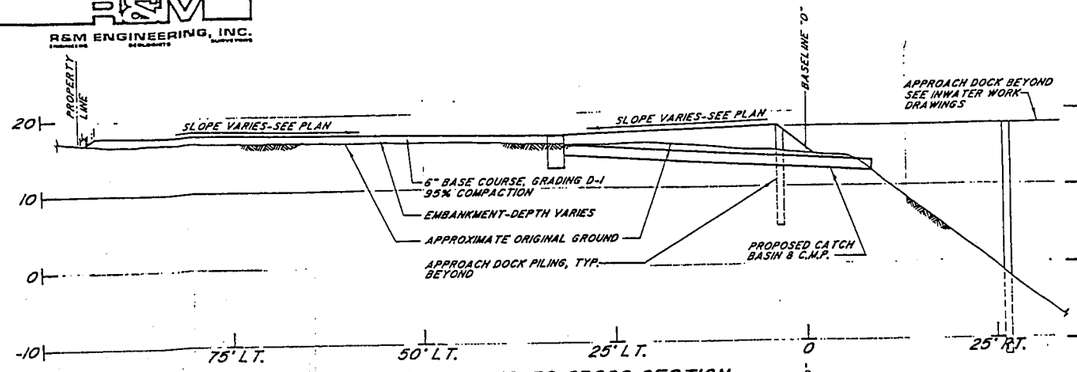
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
SANITARY SEWER FORCE MAIN PLAN, PROFILE & DETAILS

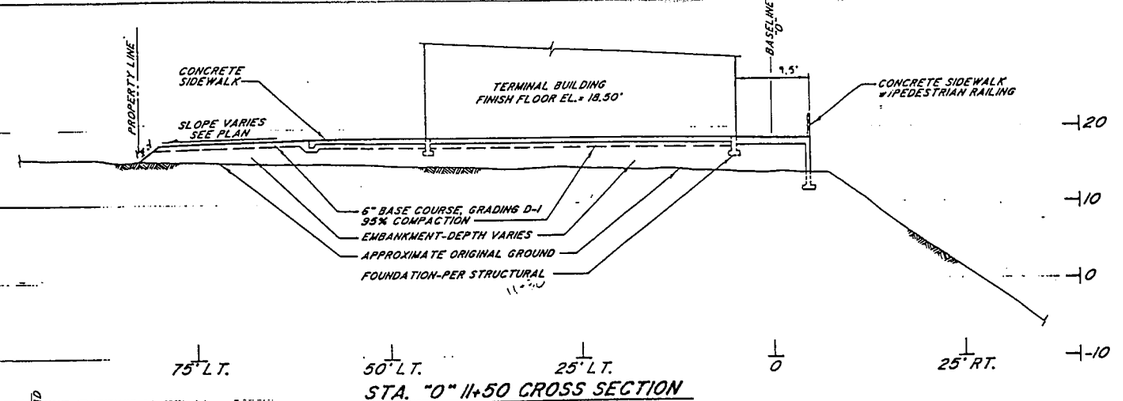
DESIGNED BY: J.M.P.	PROJECT NO. 69956
DRAWN BY: D.S.	DATE: AUGUST, 1994
CHECKED BY: M.A.M.	SHEET 42 OF 60

R&M ENGINEERING, INC.



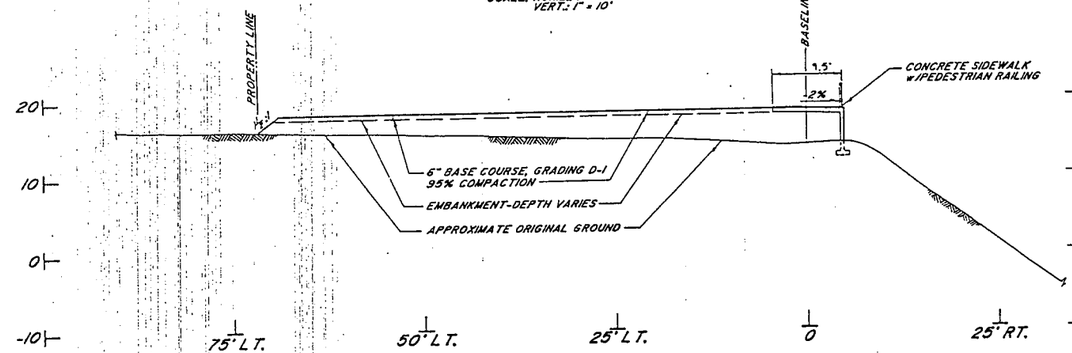
STA. "0" 10+50 CROSS SECTION

SCALE: HORIZ.: 1" = 10'
VERT.: 1" = 10'



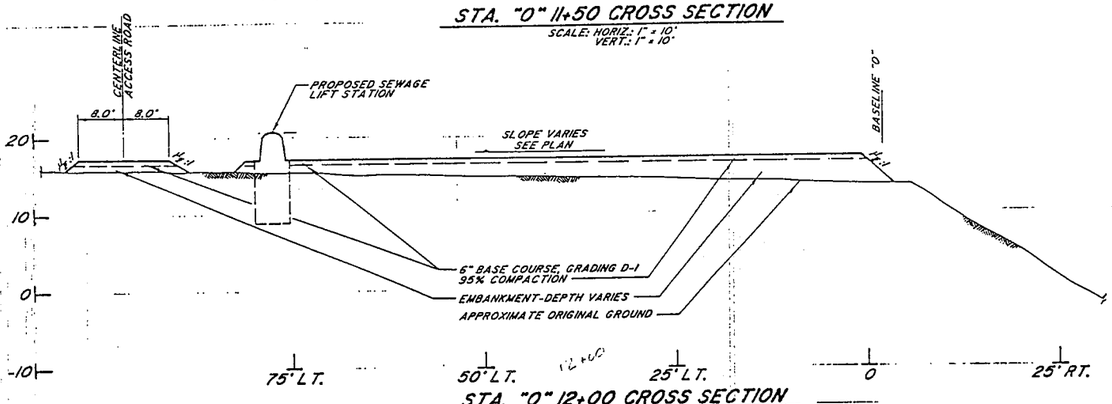
STA. "0" 11+50 CROSS SECTION

SCALE: HORIZ.: 1" = 10'
VERT.: 1" = 10'



STA. "0" 11+00 CROSS SECTION

SCALE: HORIZ.: 1" = 10'
VERT.: 1" = 10'



STA. "0" 12+00 CROSS SECTION

SCALE: HORIZ.: 1" = 10'
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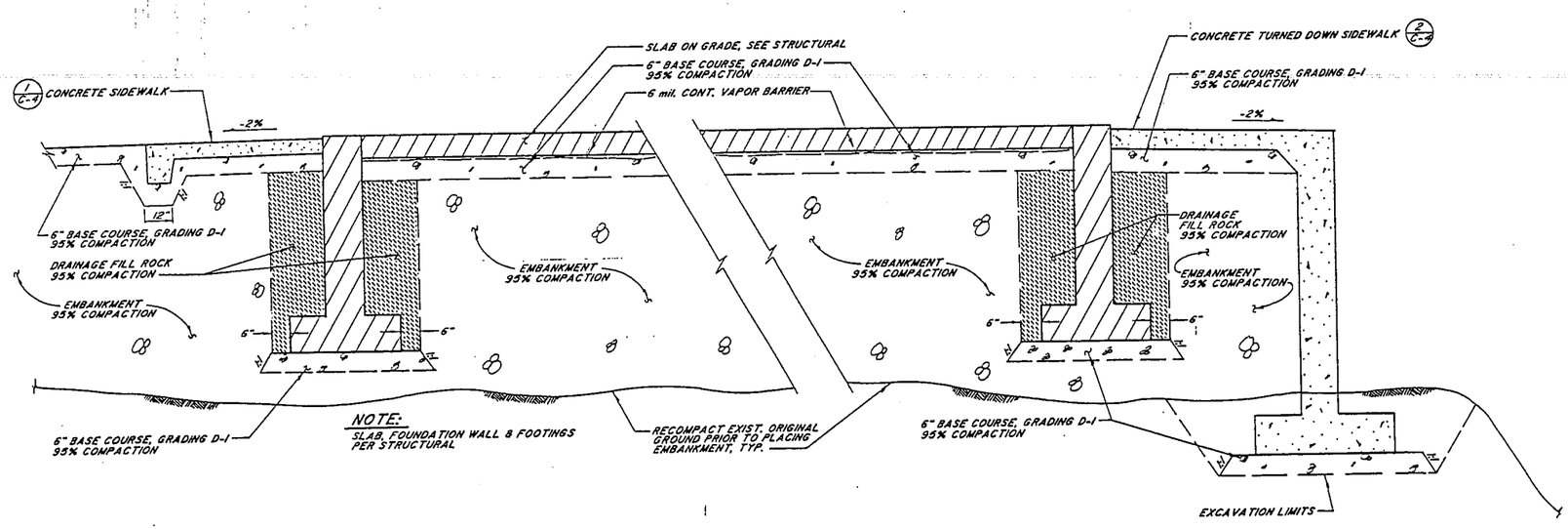


TYPICAL FOUNDATION SECTION

N.T.S.

FOUNDATION NOTES:

1. WHERE VERTICAL LINES ARE INDICATED FOR EXCAVATION AND/OR FILL LIMITS WITHIN THE TYPICAL SECTIONS, THESE ARE TO BE INTERPRETED AS THEORETICAL POSITIONS OF THE CUT AND FILL ONLY. THE CONTRACTOR SHALL EXCAVATE MATERIALS AT A SAFE SLOPE SUITABLE FOR THE MATERIALS BEING EXCAVATED. FILL MATERIAL SHALL BE PLACED AT LEAST TO THE MINIMUM DIMENSIONS INDICATED.
2. REFER TO THE RELEVANT SECTIONS OF THE SPECIFICATIONS FOR INFORMATION REGARDING EXCAVATION, BACKFILL MATERIALS, METHODS AND TESTING REQUIREMENTS.
3. FINISH GRADE ELEVATIONS FOR FILL OUTSIDE THE BUILDING ARE AS INDICATED ON THE SITE PLAN (SHEET C-1).
4. SELECT BORROW SHALL BE 12" MINUS NFS MATERIAL COMPACTED TO 95% COMPACTION WITHIN THE BUILDING FOOTPRINT AND COMPACTED TO 90% COMPACTION OUTSIDE THE BUILDING FOOTPRINT.
5. BASE COURSE GRADING D-1 SHALL MEET THE GRADATION REQUIREMENTS SPECIFIED IN THE PROJECT TECHNICAL SPECIFICATIONS. COMPACTION SHALL BE BASED ON THE MAXIMUM DRY DENSITY AS OBTAINED FROM USING AASHTO T180D TEST METHODS.
6. CONSTRUCTION SLABS, FOUNDATIONS, AND WALLS SHALL BE PER STRUCTURAL DRAWINGS. BEFORE BACKFILLING OR PLACING BUILDING LOADS, ALLOW 14 DAYS OF CURING TIME FOR CONCRETE WALLS AND FOUNDATIONS, OR UNTIL THE CONCRETE OBTAINS 75% OF THE DESIGN STRENGTH.
7. PLACE 3" MINUS SHOTROCK (DRAINAGE FILL ROCK) ON BOTH SIDES OF THE FOUNDATION WALLS SHOWN ON THE TYPICAL SECTION. ALTERNATIVE LIFTS OF 3" MINUS ON EITHER SIDE OF THE WALL TO PREVENT UNEVEN LATERAL LOADING. COMPACT TO 95% USING AASHTO T1800 TEST METHODS.
8. NO SUBSURFACE INVESTIGATION WAS PERFORMED ON THIS SITE PER DOT/PF DIRECTION. THE EXISTING SITE HAS BEEN PREVIOUSLY FILLED BY OTHERS WITH SHOT ROCK. THE CONTRACTOR IS ENCOURAGED TO INVESTIGATE THE EXISTING SITE CONDITIONS.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DRAWING C-3

ENGINEER'S SEAL

STATE OF ALASKA
49TH
Joseon M. Puelch
CE 8152
REGISTERED PROFESSIONAL ENGINEER

PATH:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

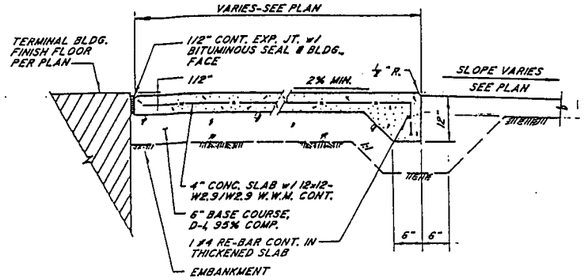
CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01

SITE CROSS SECTIONS & CONSTRUCTION DETAILS

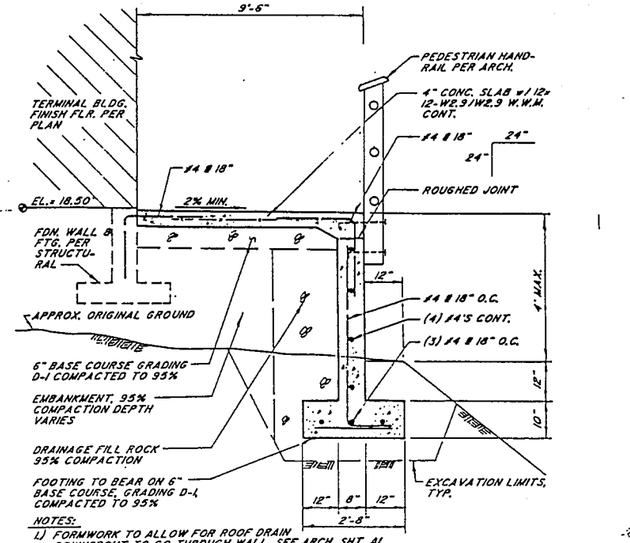
DESIGNED BY: J.M.P.	PROJECT NO. 69956
DRAWN BY: D.S.	DATE: AUGUST, 1994
CHECKED BY: M.A.M.	SHEET 43 OF 60

R&M-405-3

R&M ENGINEERING, INC.
ENGINEERS SCIENTISTS SURVEYORS

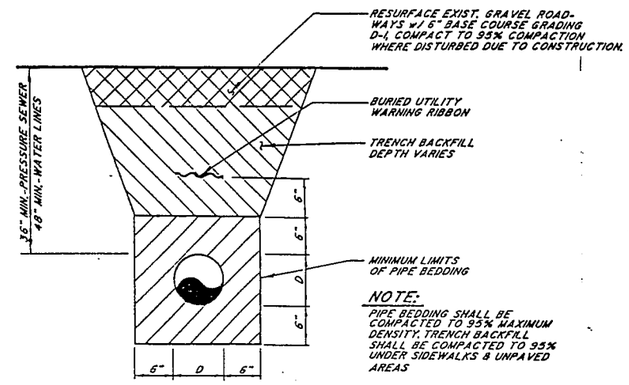


1 CONCRETE SIDEWALK
N.T.S.



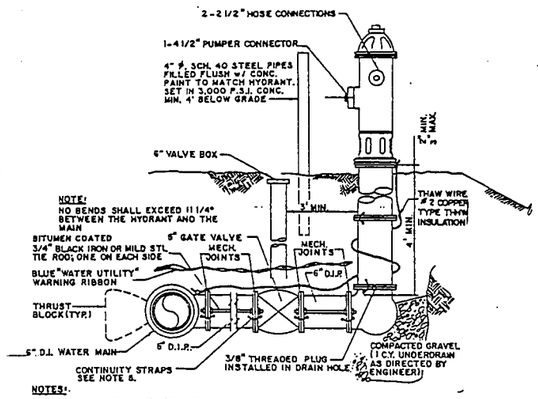
NOTES:
1) FORMWORK TO ALLOW FOR ROOF DRAIN DOWNSPOUT TO GO THROUGH WALL. SEE ARCH. SHT. A1
2) CONCRETE WALL FACES THAT ARE BACKFILLED AGAINST SHALL RECIEVE TWO(2) COATS OF BITUMINOUS ASPHALT WATER-PROOF COATING OR APPROVED EQUAL WATER-PROOF MATERIAL.

2 TYPICAL TURNED DOWN SIDEWALK



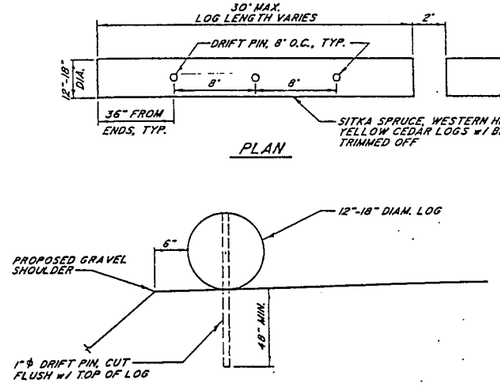
NOTE:
PIPE BEDDING SHALL BE COMPACTED TO 95% MAXIMUM DENSITY. TRENCH BACKFILL SHALL BE COMPACTED TO 95% UNDER SIDEWALKS & UNPAVED AREAS

3 PIPE BEDDING & TRENCH BACKFILL
N.T.S.



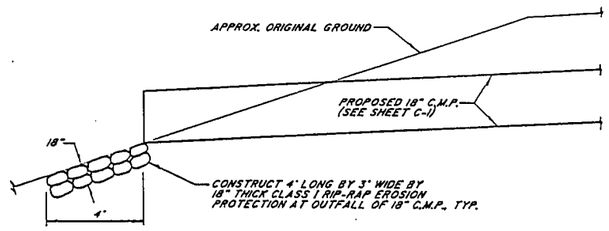
NOTES:
1. HYDRANT BARREL MUST BE PLUMB.
2. COVER SHALL BE 4" MINIMUM.
3. VALVE BOX SHALL BE SITUATED OUTSIDE ANY DITCH SECTION; OR IN ACCESS PAD.
4. ALL HYDRANTS SHALL BE PAINTED CATERPILLAR YELLOW. HYDRANT BARREL, JUST BELOW CAP, SHALL HAVE NUMBER OF FEET TO VALVE PRINTED IN BLACK 1/2" BLOCK LETTERS. ALL HYDRANTS WITH PLUG DRAINS SHALL HAVE THE TOP CAP PAINTED BLUE.
5. INSTALL CONTINUITY STRAPS BETWEEN ALL FIRE HYDRANT ASSEMBLY PIPE SPOOLS AND WATER MAIN. (#2 COPPER WIRE).
6. MEGALUG IS AN ACCEPTABLE ALTERNATE FOR THE MECHANICAL JOINT RESTRAINT PIPE SHOWN.

4 FIRE HYDRANT
N.T.S.

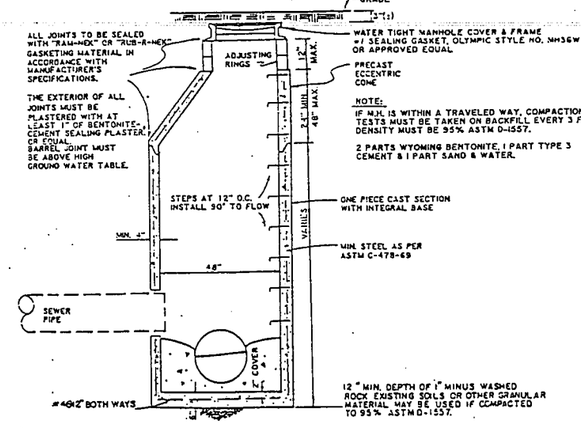


5 SANITARY SEWER CLEANOUT
N.T.S.

6 LOG PARKING BARRIER
N.T.S.



7 C.M.P. OUTFALL DETAIL
N.T.S.



8 SANITARY SEWER MANHOLE

DRAWING C-4

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL
STATE OF ALASKA
49TH
Joseph M. Puleio
Joseph M. Puleio
CE 8152
REGISTERED PROFESSIONAL ENGINEER

PATH:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
CONTRUCTION DETAILS

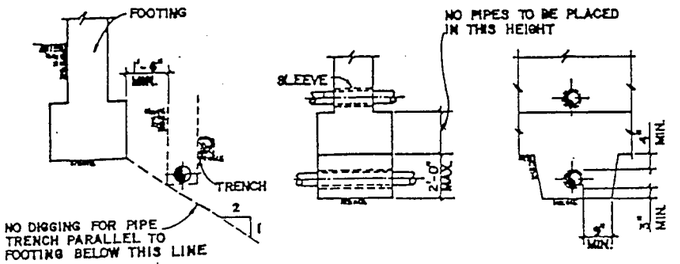
DESIGNED BY: J.M.P.	PROJECT NO. 69956
DRAWN BY: F.M.	DATE: AUGUST, 1994
CHECKED BY: M.A.M.	SHEET 44 OF 60

R & M PROJECT #: 93100
O.M.-405-4

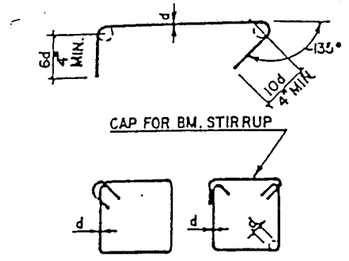
R&M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS

NOTE:

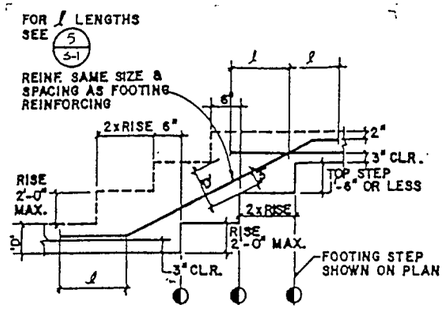
WHERE PIPE INVERTS ARE MORE THAN 1'-9" BELOW BOTTOM OF FOOTING, STEP FOOTING DOWN PER DET. (2/S-1)



1 UTILITY PIPE LOCATION



D = 6d FOR #3 TO #8
8d FOR #9 TO #11
10d FOR #14 AND #18



NOTE: SLOPE TO BE 1 VERTICAL TO 2 HORIZONTAL EXCEPT WHERE SHOWN OTHERWISE.

2 STEPPED FOOTING

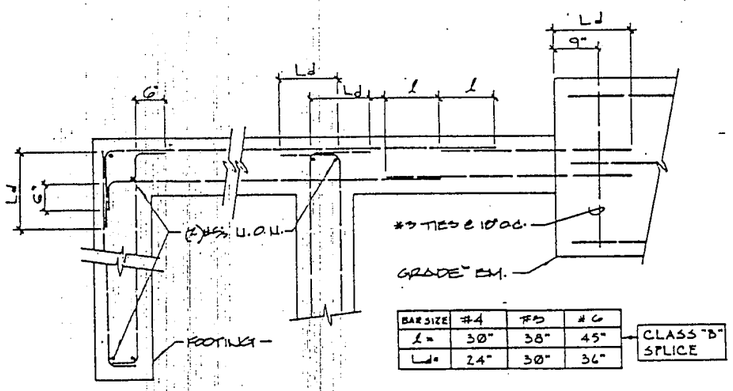
BAR SIZE	MIN. PIN DIA.
#3 THRU #8	6 BAR DIA.
#9 THRU #11	8 BAR DIA.
#14 AND #18	10 BAR DIA.

LEGEND (FOR REINF. BENDS NOT SHOWN TO SCALE)

- DENOTES 90° BEND IN THE PLANE OF THE DWG.
- DENOTES 90° BEND PERPENDICULAR TO THE PLANE OF THE DWG.
- DENOTES BEND PERPENDICULAR TO THE PLANE OF THE DWG.
- DENOTES BEND IN THE PLANE OF THE DWG.
- DENOTES OFFSET IN THE PLANE OF THE DWG.

4 BAR BENDS

3 STIRRUP



BAR SIZE	#4	#5	#6	
l =	30"	38"	45"	CLASS "B" SPLICE
Ld =	24"	30"	36"	

5 BAR SPLICE & EMBEDMENT

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, AND SITE CONDITIONS BEFORE STARTING WORK. THE ARCHITECT/ENGINEER SHALL IMMEDIATELY BE NOTIFIED IN WRITING OF ANY DISCREPANCIES.
2. ALL QUESTIONS AND/OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF, AND A SOLUTION GIVEN BY, THE ARCHITECT/ENGINEER BEFORE PROCEEDING WITH ANY WORK SO INVOLVED.
3. IN CASE OF CONFLICT, NOTES AND DETAILS OF THESE STRUCTURAL DRAWINGS SHALL TAKE PRECEDENCE OVER THE "GENERAL NOTES" AND/OR "STANDARD DETAILS."
4. IF A SPECIFIC DETAIL IS NOT SHOWN FOR ANY PART OF THE WORK, THE CONSTRUCTION SHALL BE THE SAME AS FOR SIMILAR WORK.
5. WORKING DIMENSIONS SHALL NOT BE SCALED FROM PLANS, SECTIONS, OR DETAILS ON THESE STRUCTURAL DRAWINGS.
6. ALL CONSTRUCTION SHALL BE DONE WITH MATERIALS, METHODS, AND WORKMANSHIP ACCEPTED AS GOOD PRACTICE BY THE CONSTRUCTION INDUSTRY IN CONFORMANCE TO THE PROVISIONS OF THE 1991 EDITION OF THE "UNIFORM BUILDING CODE" (UBC), AND STANDARDS REFERENCED THEREIN.
7. PIPES, DUCTS, SLEEVES, OPENINGS, POCKETS, CHASES, BLOCK-OUTS, ETC., SHALL NOT BE PLACED IN SLABS, FOUNDATIONS, ETC., NOR SHALL ANY STRUCTURAL MEMBER BE CUT FOR SUCH ITEMS, UNLESS SPECIFICALLY DETAILED ON THESE STRUCTURAL DRAWINGS.
8. IN AREAS TO BE EXCAVATED, THE CONTRACTOR SHALL DETERMINE THE LOCATIONS OF EXISTING UTILITY SERVICES PRIOR TO EXCAVATION.
9. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.
10. SPECIAL INSPECTION:
    A. SPECIAL INSPECTION IS REQUIRED FOR THE FOLLOWING TYPES OF WORK IN CONFORMANCE WITH SECTION 306 OF THE 1991 EDITION OF THE UBC:
       HORIZONTAL PLYWOOD DIAPHRAGMS
    B. THE FOLLOWING REQUIREMENTS SHALL BE MET FOR SPECIAL INSPECTION:
       (1). THE SPECIAL INSPECTOR SHALL BE UNDER THE SUPERVISION OF A PROFESSIONAL CIVIL ENGINEER REGISTERED IN ALASKA.
       (2). THE SPECIAL INSPECTOR SHALL FURNISH INSPECTION REPORTS TO THE BUILDING OFFICIAL, THE DESIGN ENGINEER, THE ARCHITECT, AND OTHER DESIGNATED PERSONS. ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION; THEN, IF UNCORRECTED, TO THE PROPER DESIGN AUTHORITY AND THE BUILDING OFFICIAL.
       (3). THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL REPORT SIGNED BY THE ENGINEER SUPERVISING THE WORK, STATING WHETHER THE WORK REQUIRING SPECIAL INSPECTION WAS IN CONFORMANCE WITH THE APPROVED PLANS AND SPECIFICATIONS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE UBC.
11. SHOP DRAWINGS:
    A. SHOP DRAWINGS SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEER PRIOR TO FABRICATION.
    B. SHOP DRAWINGS SHALL BE COMPLETE, CHECKED, AND APPROVED BY THE GENERAL CONTRACTOR BEFORE SUBMITTAL TO THE ENGINEER FOR REVIEW. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION AND COORDINATION OF DIMENSIONS AND DETAILS FOR SUB-CONTRACTORS. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF THERE ARE ANY DISCREPANCIES IN THE DIMENSIONS OR DETAILS.
    C. SHOP DRAWINGS ARE REQUIRED FOR THE FOLLOWING ITEMS:
       PRE-FABRICATED WOOD TRUSSES

FOUNDATION

1. SOIL DESIGN INFORMATION:
   SOIL DESIGN PRESSURE (ASSUMED):
   CONTINUOUS FOOTINGS: 1,500 PSF WITH INCREASES PER UBC TABLE 29-B
   PAD FOOTINGS: 1,500 PSF WITH INCREASES PER UBC TABLE 29-B
2. BOTTOM OF FOOTINGS SHALL BE AT LEAST 24" BELOW LOWEST ADJACENT EXTERIOR FINISH GRADE, AND 12" BELOW LOWEST ADJACENT FINISH GRADE.
3. PRIOR TO EXCAVATING FOR FOUNDATIONS, THE SOILS ENGINEER SHALL VERIFY, IN WRITING TO THE ENGINEER, THAT SITE PREPARATION COMPLIES WITH ALL OF THE RECOMMENDATIONS AND CONCLUSIONS OF NOTE 1 ABOVE.
4. ALL SOIL COMPACTION AND SITE PREPARATION WORK SHALL BE DONE UNDER THE DIRECT OBSERVATION OF A REGISTERED ALASKAN CIVIL ENGINEER OR ENGINEERING GEOLOGIST PRACTICING IN THE STATE OF ALASKA.
5. THE FINISH EXCAVATION FOR FOUNDATIONS SHALL BE NEAT AND TRUE TO LINE WITH ALL LOOSE MATERIAL AND STANDING WATER REMOVED BEFORE CONCRETE IS PLACED. PRIOR TO THE PLACEMENT OF ANY CONCRETE, THE EXCAVATIONS SHALL BE INSPECTED AND APPROVED, IN WRITING, BY A REGISTERED ALASKAN CIVIL ENGINEER OR ENGINEERING GEOLOGIST PRACTICING IN THE STATE OF ALASKA.
6. A TESTING LAB SHALL SUBMIT COMPACTION REPORTS FOR ALL FILL TO THE ENGINEER PRIOR TO REQUESTING THE FOUNDATION INSPECTION NOTED IN NO. 4 ABOVE.
7. ALL LOOSE SOIL AND FILL DIRT, INCLUDING BACKFILL BEHIND RETAINING WALLS, SHALL BE COMPACTED TO AT LEAST 90% OF MAXIMUM DENSITY.
8. BACKFILL FOR ALL RETAINING WALLS SHALL BE PERVIOUS MATERIAL AND SHALL NOT BE PLACED UNTIL MASONRY OR CONCRETE RETAINING MEMBERS HAVE BEEN IN PLACE A MINIMUM OF 14 DAYS OR HAVE OBTAINED 75% OF THE DESIGN STRENGTH.
9. PRIOR TO BACKFILLING, PROVIDE TEMPORARY SHORING FOR ALL WALLS RETAINING EARTH, UNLESS OTHERWISE NOTED.
10. TEMPORARY SHORING FOR ALL RETAINING WALLS REQUIRING PERMANENT STRUCTURAL SUPPORT AT THE TOP OF THE WALL SHALL REMAIN IN PLACE UNTIL SUCH SUPPORTS ARE INSTALLED.

REINFORCING STEEL

1. BAR REINFORCEMENT SHALL CONFORM TO THE FOLLOWING GRADES OF ASTM A615, INCLUDING SUPPLEMENT S1:
   #3 GRADE 40
   #4 AND LARGER: GRADE 60
2. DETAILS OF REINFORCEMENT SHALL BE IN ACCORDANCE WITH CHAPTER 7 OF THE AMERICAN CONCRETE INSTITUTE (ACI) 318-83 (REVISED 1988), UNLESS OTHERWISE NOTED.
3. LAPS AT BAR SPLICES IN CONCRETE CONSTRUCTION SHALL BE CLASS A, B, OR C IN ACCORDANCE WITH CHAPTER 12 OF ACI 318-83 (REVISED 1988), UNLESS OTHERWISE NOTED.
4. VERTICAL BARS IN CONCRETE WALLS SHALL BE ACCURATELY POSITIONED AT THE CENTER OF THE WALL, UNLESS OTHERWISE NOTED ON THE DETAILS.
5. ALL REINFORCING STEEL SHALL BE SECURELY TIED IN POSITION PRIOR TO PLACING CONCRETE OR GROUT.
6. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185.
7. LAPS OF WELDED WIRE FABRIC AT SPLICES SHALL BE IN CONFORMANCE WITH ACI 318-83 (REVISED 1988), BUT NOT BE LESS THAN 8 INCHES.
8. DOWELS BETWEEN SUPPORTING FOOTINGS AND WALLS, PILASTERS, OR COLUMNS SHALL BE THE SAME SIZE, GRADE, AND AT THE SAME SPACING AS THE VERTICAL REINFORCEMENT, UNLESS OTHERWISE NOTED ON THE DETAILS.
9. BAR SUPPORTS SHALL BE PROVIDED IN ACCORDANCE WITH THE PROVISIONS OF "BAR SUPPORT SPECIFICATIONS" AS CONTAINED IN THE LATEST EDITION OF THE "MANUAL OF STANDARD PRACTICE" BY THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).
10. SEE THE "REINFORCED CONCRETE" NOTES FOR THE REQUIRED CONCRETE COVER FOR CAST-IN-PLACE CONCRETE.
11. REINFORCING STEEL DETAILING, BENDING, AND PLACING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "MANUAL OF STANDARD PRACTICE" BY CRSI.
12. WELDING OF CROSSING BARS AND TACK WELDING OF REINFORCEMENT SHALL NOT BE PERMITTED.

REINFORCED CONCRETE

1. REINFORCED CONCRETE SHALL CONFORM TO THE FOLLOWING:
   A. THE MINIMUM 28-DAY COMPRESSIVE STRENGTH SHALL BE AS FOLLOWS:

FOUNDATION	2,500 PSI
SLABS-ON-GRADE	2,500 PSI

   B. THE MAXIMUM SLUMP SHALL BE 4 INCHES.
   C. THE MINIMUM CEMENT CONTENT SHALL BE SIX SACKS PER CUBIC YARD OF CONCRETE.
   D. SLABS & OTHER FLATWORK SHALL BE AIR ENTRAINED, HAVE A MINIMUM SLUMP OF 3 INCHES AND A MAXIMUM WATER-CEMENT RATIO OF 0.58.
2. PORTLAND CEMENT SHALL CONFORM TO ASTM C150, TYPE I OR II.
3. AGGREGATES FOR NORMAL WEIGHT CONCRETE SHALL CONFORM TO ASTM C33.
4. CONCRETE WORK SHALL CONFORM TO ALL REQUIREMENTS OF ACI 301, "SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS," EXCEPT AS MODIFIED BY THESE NOTES.
5. ADMIXTURES MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER. ADMIXTURES SHALL COMPLY WITH ASTM A494. ADMIXTURES USED TO INCREASE THE WORKABILITY OF THE CONCRETE SHALL NOT BE CONSIDERED TO REDUCE THE SPECIFIED MINIMUM CEMENT CONTENT. ADMIXTURES CONTAINING CHLORIDES SHALL NOT BE USED.
6. READY-MIX CONCRETE SHALL BE MIXED AND DELIVERED IN ACCORDANCE WITH ASTM C94.
7. MINIMUM CONCRETE COVER (IN INCHES) FOR REINFORCING STEEL SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED:

LOCATION (TYPE OF CONCRETE)	MINIMUM COVER, INCHES
CAST-IN-PLACE CONCRETE (NON-PRESTRESSED)	
1. CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH	3
2. FORMED SURFACES EXPOSED TO EARTH OR WEATHER:	
#6 AND LARGER BARS	2
#5 BARS, &#8 INCH WIRE, AND SMALLER	1-1/2
3. CONCRETE SURFACES NOT EXPOSED TO EARTH OR WEATHER:	
SLABS, WALLS, JOISTS:	
#14 AND #18 BARS	1-1/2
#11 AND SMALLER	3/4
BEAMS, COLUMNS:	
PRIMARY REINFORCEMENT TIES, STIRRUPS, SPIRALS	1-1/2

8. SLEEVES, PIPES, OR CONDUITS SHALL NOT BE PLACED THROUGH CONTINUOUS OR SPREAD FOOTINGS, GRADE BEAMS, OR TIE BEAMS.
9. CONDUIT SHALL NOT BE PLACED IN ANY CONCRETE SLAB LESS THAN 3-1/2 INCHES THICK. IF CONDUIT IS PLACED IN A CONCRETE SLAB, ITS OUTSIDE DIAMETER SHALL NOT BE GREATER THAN ONE-THIRD OF THE SLAB THICKNESS. THE MINIMUM CLEAR DISTANCE BETWEEN CONDUITS SHALL BE 8 INCHES.
10. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4 INCH, UNLESS OTHERWISE NOTED.
11. REFER TO ARCHITECTURAL DRAWINGS FOR MOLDS, GROOVES, ORNAMENTS, CLIPS, OR GROUNDS REQUIRED TO BE CAST IN THE CONCRETE AND FOR EXTENT OF DEPRESSIONS, CURBS, AND RAMPS.
12. ALL VERTICAL SURFACES OF CONCRETE ABOVE FINISHED GRADE SHALL BE FORMED.
13. CONSTRUCTION JOINTS SHALL BE ADEQUATELY KEYED. THEIR LOCATIONS AND DETAILS, WHEN NOT SHOWN ON THE PLANS, SHALL BE SUBJECT TO THE APPROVAL OF THE STRUCTURAL ENGINEER.
14. CONCRETE PLACEMENTS SHALL BE CONTINUOUS BETWEEN CONSTRUCTION JOINTS.
15. UNLESS SHOWN OTHERWISE ON THE DRAWINGS, SLABS-ON-GRADE SHALL BE CAST IN SQUARE OR RECTANGULAR PATTERNS NOT EXCEEDING 400 SQUARE FEET, WITH A MAXIMUM DISTANCE OF 20 FEET BETWEEN CONSTRUCTION, WEAKENED PLANE, OR EXPANSION JOINTS.

STRUCTURAL WOOD

1. SAWN WOOD MEMBERS SHALL BE DOUGLAS FIR OR LARCH NO. 2 OR BETTER, UNLESS OTHERWISE NOTED, S4S, CONFORMING TO THE "UNIFORM BUILDING CODE" (UBC) STANDARDS 25-1, 25-2, 25-3, AND 25-4 AND SHALL BE GRADE MARKED BY A RECOGNIZED GRADING AGENCY APPROVED BY THE INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS (ICBO).
2. SHEATHING SHALL BE PLYWOOD OR ORIENTED STRAND BOARD AND SHALL BE APA RATED SHEATHING AND SHALL CONFORM TO THE REQUIREMENTS OF UBC STANDARD 25-9 AND SHALL BE OF THICKNESS AND GRADE AS NOTED ON THE STRUCTURAL DRAWINGS, AND SHALL BE STAMPED WITH THE TRADEMARK OF THE AMERICAN PLYWOOD ASSOCIATION.
3. FRAMING ANCHORS, STRAPS, JOIST HANGERS, ETC., SHALL BE AS MANUFACTURED BY "SIMPSON COMPANY" OR AN APPROVED EQUAL.
4. BOLTS SHALL CONFORM TO ASTM A307. NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A563, HEX GRADE A.
5. ALL BOLT HEADS, NUTS, AND LAG SCREWS BEARING ON WOOD SHALL HAVE CUT WASHERS, UNLESS OTHERWISE NOTED.
6. BOLT HOLES IN WOOD SHALL BE DRILLED 1/32" LARGER THAN THE NOMINAL BOLT DIAMETER.
7. NAILING OF SAWN WOOD MEMBERS SHALL BE WITH COMMON NAILS, UNLESS OTHERWISE NOTED. WHERE NOT SHOWN ON THE DRAWINGS, NAILING SHALL CONFORM TO TABLE 25-Q OF THE UBC.
8. DIAPHRAGM NAILING SHALL CONFORM TO TABLE 25-J AND 25-K OF UBC (COMMON NAILS) WITH NOMENCLATURE DEFINED AS FOLLOWS:
   BN = NAILING AT DIAPHRAGM BOUNDARIES, CONTINUOUS PANEL EDGES, AND AT EDGES OF OPENINGS.
   EN = EDGE NAILING
   IN = INTERMEDIATE NAILING
9. IN HORIZONTAL DIAPHRAGMS OR VERTICAL SHEAR WALLS, NO PANEL LESS THAN 24" WIDE SHALL BE USED, UNLESS ALL EDGES ARE SUPPORTED ON FRAMING OR BLOCKED.
10. WOOD MEMBERS SHALL BE ERECTED WITH THE NATURAL CAMBER UP.
11. ALL NAILS LARGER THAN 16d AND ALL NAILING TENDING TO CAUSE SPLITTING OF WOOD MEMBERS, SHALL BE INSTALLED IN PRE-DRILLED HOLES.
12. CUTTING, NOTCHING, OR DRILLING OF BEAMS/JOISTS/POSTS TO BE PERMITTED ONLY AS DETAILED OR APPROVED BY THE ENGINEER.
13. ALL SILLS OR PLATES RESTING ON CONCRETE OR MASONRY WHICH IS IN CONTACT WITH EARTH, SHALL BE PRESSURE TREATED IN CONFORMANCE WITH UBC STANDARD 25-12. SURFACES THAT ARE DAMAGED OR EXPOSED BY CUTTING, DRILLING, OR NOTCHING SHALL BE TREATED WITH A PRESERVATIVE PER UBC STANDARD 25-12.
14. ALL ABOVE GROUND MEMBERS NOTED ON PLANS AS "TREATED" SHALL BE PRESSURE TREATED WITH AMMONIACAL COPPER ZINC ARSENATE (ACZA) - CHROMITE TO A MINIMUM OF .25 LBS/CUBIC FOOT RETENTION PER THE WESTERN WOOD PRESERVER'S INSTITUTE RECOMMENDED SPECIFICATIONS.
15. PROVIDE BLOCKING OR BRIDGING PER SECTION 2308(m) AND 2517(d)3 OF THE UBC.
16. UNLESS OTHERWISE NOTED, TOP PLATES OF ALL WOOD STUD WALLS SHALL BE 2-2X ESAME DEPTH AS STUDS LAPPED 48" MINIMUM WITH NOT LESS THAN 8-16d NAILS AT EACH SIDE OF THE LAP.
17. MOISTURE CONTENT OF WOOD AT TIME OF PLACING SHALL NOT EXCEED 19 PERCENT.

GLUE-LAMINATED TIMBERS

1. MANUFACTURE OF GLUE-LAMINATED TIMBERS SHALL BE IN CONFORMANCE WITH A190.1-1983, PUBLISHED BY AMERICAN NATIONAL STANDARDS INSTITUTE/AMERICAN INSTITUTE OF TIMBER CONSTRUCTION (ANSI/AITC).
2. GLUE-LAMINATED TIMBERS SHALL BE INDUSTRIAL APPEARANCE GRADE, USING EXTERIOR GLUE, COMBINATION SYMBOL 24F-V4 FOR SIMPLE SPANS AND 24F-V8 FOR CONTINUOUS SPAN OR CANTILEVERED MEMBERS.
3. GLUE-LAMINATED TIMBERS SHALL BE FABRICATED IN A PLANT WITH AN APPROVED QUALITY CONTROL SYSTEM, LICENSED BY AITC.
4. MANUFACTURER OF GLUE-LAMINATED TIMBERS SHALL STAMP MEMBERS WITH A QUALITY MARK OF THE AITC INSPECTION ORGANIZATION AND SHALL SUBMIT AN AITC INSPECTION CERTIFICATE TO THE BUILDING INSPECTION DEPARTMENT AND THE ENGINEER PRIOR TO INSTALLATION.

PRE-FABRICATED WOOD TRUSSES

1. PRE-FABRICATED WOOD TRUSSES AND TRUSS GIRDERS SHALL BE TRUSWALL TRUSSES AS MANUFACTURED BY JUNEAU TRUSS. CONTRACTOR SHALL SUBMIT TRUSS LAYOUT, DRAWINGS, DETAILS, AND CALCULATIONS TO THE ENGINEER AND BUILDING DEPARTMENT FOR APPROVAL PRIOR TO FABRICATION.
2. THESE PLANS HAVE BEEN CALCULATED AND DETAILED FOR THE SPECIFIC TRUSS MANUFACTURED BY JUNEAU TRUSS CO., IF ANY SUBSTITUTION IS PROPOSED BY THE CONTRACTOR, NEW CALCULATIONS WILL HAVE TO BE PREPARED. THE DETAILS MAY HAVE TO BE ALTERED, AND NEW PLANS MAY HAVE TO BE SUBMITTED TO THE BUILDING DEPARTMENT. THE CONTRACTOR SHALL PROVIDE AN ALLOWANCE TO COVER THE ENGINEER'S FEES TO ALTER THE APPROVED PLANS AND TO PROCESS THROUGH THE BUILDING DEPARTMENT.
3. CONTRACTOR SHALL SUBMIT BRACING LAYOUT AND DETAILS, INCLUDING BRIDGING, HANGERS, STIFFENERS, CLIPS, AND OTHER HARDWARE PROVIDED FOR INSTALLATION, TO THE ENGINEER AND BUILDING DEPARTMENT FOR APPROVAL PRIOR TO FABRICATION.
4. ALL TRUSSES SUPPORTING MECHANICAL EQUIPMENT SHALL BE DESIGNED BY TRUSS MANUFACTURER AND SUBMITTED TO ENGINEER FOR APPROVAL.
5. THE TRUSS SYSTEM SHALL BE DESIGNED FOR THE FOLLOWING CRITERIA:

ROOF SNOW LOAD:	48 PSF PER UBC APPENDIX CHAPTER 23, DIVISION I
ROOF DEAD LOAD:	20 PSF
MAXIMUM SNOW LOAD DEFLECTION:	L/240
MAXIMUM TOTAL LOAD DEFLECTION:	L/180

6. FIFTEEN PERCENT INCREASE OF THE LUMBER STRESSES SHALL BE ALLOWED FOR SNOW LOAD.

DESIGN CRITERIA

ROOF SNOW LOAD: 48 PSF, PER UBC CHAPTER 23, DIVISION I.
SLAB ON GRADE: 100 PSF
WIND: 100 MPH, EXPOSURE C
SEISMIC: ZONE 2B, Z = .2, I = 1.0, C = 2.75, P_x = .6
UNIFORM BUILDING CODE: 1991 EDITION

NOTE: THESE STRUCTURAL NOTES PERTAIN TO CRAIG SEAPLANE BASE BUILDING ONLY.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DRAWING S1

ENGINEER'S SEAL
STATE OF ALASKA
49TH
Michael C. Story
CE-6667
REGISTERED PROFESSIONAL ENGINEER

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01

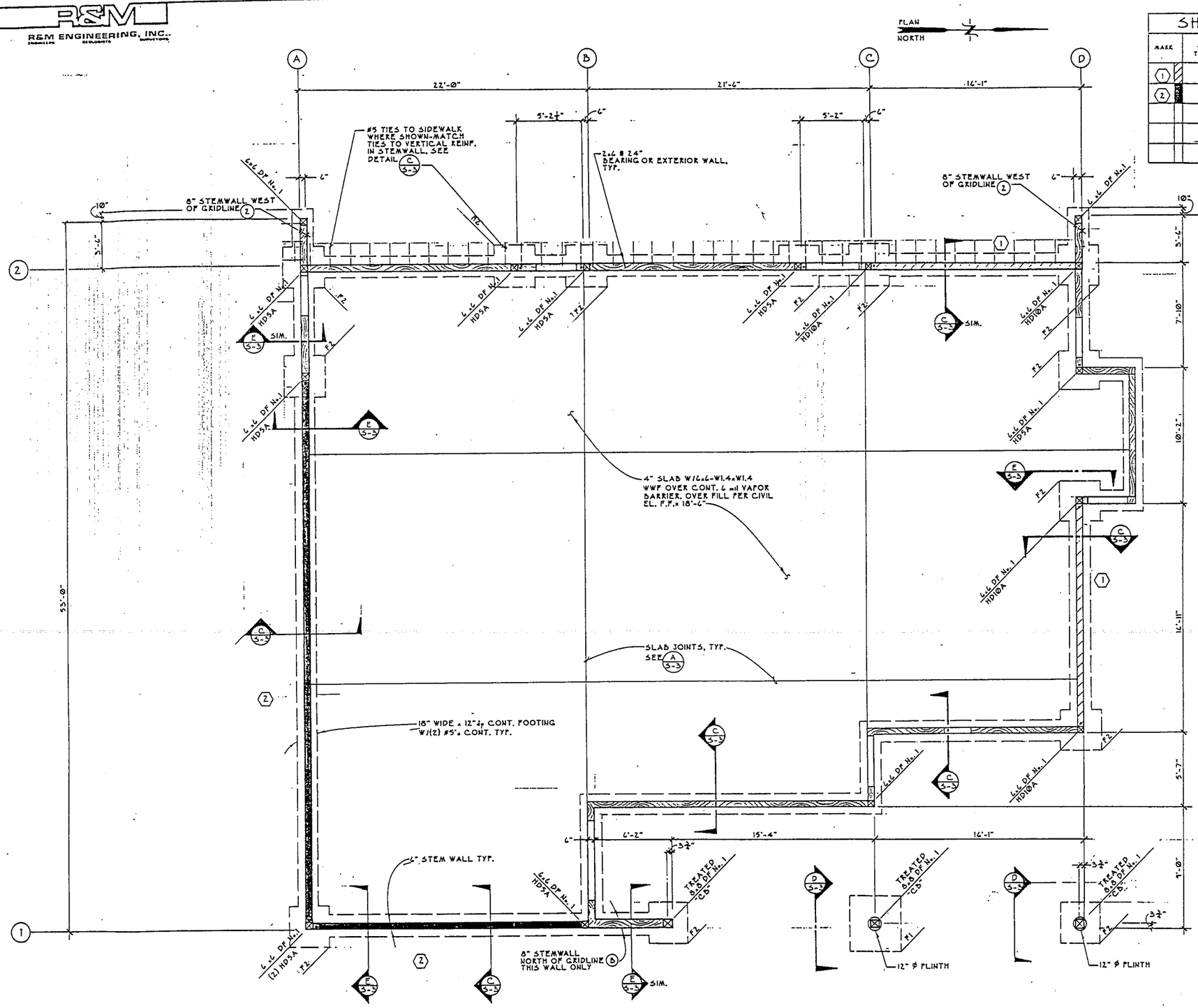
GENERAL NOTES & TYPICAL DETAILS

DESIGNED BY: K.J.W.	PROJECT NO. 69956
DRAWN BY: D.S.	DATE: AUGUST, 1994
CHECKED BY: M.C.S./M.A.M.	SHEET 45 OF 60

R & M PROJECT #: 131500

OM-404-1

R&M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS



SHEAR WALL SCHEDULE

MARK	PLYWOOD THICK (1) (2)	(3) STUD SIZE	NAIL SIZE	(4) EDGE NAIL	FIELD NAIL	(6) SILL PLATE	SILL NAIL TO WOOD @ SECOND FLOOR	SILL BOLT TO CONCRETE @ FOUNDATION
1	⅜"	3X MIN. @ 24" O.C.	10d	2" STAGGER	12"	3X MIN.	—	½"ø @ 32" MAX.
2	⅜"	2X @ 24" O.C.	10d	4"	12"	2X	—	½"ø @ 32" MAX.

SPREAD FOOTING SCHEDULE

MARK	SIZE	REINFORCEMENT
F1	4'-0"x4'-0"x12"d_p	(4) #5's EA. WAY
F2	3'-0"x3'-0"x12"d_p	(3) #5's EA. WAY

NOTES:

(1) PLYWOOD SPAN INDEX SHALL BE 40/20
(2) WHERE SHEAR WALLS ARE INDICATED TO BE SHEATHED BOTH SIDES, PANEL EDGES SHALL BE OFFSET TO FALL ON DIFFERENT FRAMING MEMBERS.
(3) END STUD AND HOLDOWN PER PLAN AND DETAIL.
(4) ALL PANEL EDGES SHALL BE BLOCKED.
(5) USE 4x FULL DEPTH BLOCKING.
(6) ALL SILL PLATES TO BE PRESSURE TREATED.
(7) WHERE SHEAR WALLS ARE INDICATED TO BE SHEATHED ONE SIDE, MARK "O" DENOTES WHICH SIDE.
(8) STRUCTURAL SHEATHING WITH EQUIVALENT A.P.A. RATING MAY BE SUBSTITUTED FOR PLYWOOD.
(9) ALL WALLS NOT INDICATED AS SHEAR WALLS SHALL BE SIMILAR TO TYPE 2 EXCEPT EDGE NAILING@6" O.C. & SILL BOLTS ½" ø @ 6'-0" O.C. MAX., 2 BOLTS MIN. PER WALL.

DRAWING NOTES:

(1) WALLS SHOWN ARE STRUCTURAL WALLS ONLY. SEE ARCH. DWG'S FOR NON-BEARING WALLS.
(2) SEE DETAIL "B/33" FOR HOLDOWN EMBEDMENT. COLUMNS WITH NO HOLDOWN OR BASE CALLOUT SHALL BE FRAMED WITH "A35" ANCHORS.
(3) "CB"-"A35"-"HD" DENOTES CONNECTORS PER GENERAL NOTE, STRUCT. WOOD, NOTE 3.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DRAWING S2

ENGINEER'S SEAL
STATE OF ALASKA
49TH
Michael C. Story
CE-6667
REGISTERED PROFESSIONAL ENGINEER

PATH:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
FOUNDATION PLAN

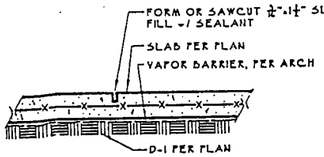
DESIGNED BY: K.J.W.	PROJECT NO. 69956
DRAWN BY: F.M./D.S.	DATE: AUGUST, 1994
CHECKED BY: M.C.S./M.A.M.	SHEET 46 OF 60

R & M PROJECT #: 1313.00
O.M.-404-2

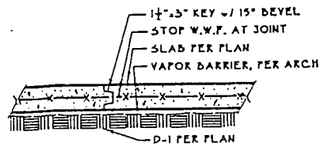
R&M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS

*. SEE GENERAL NOTES, STRUCT. WOOD, NOTE 3.

	HOLDOWN	BOLTS	ANCH. BOLT	DIM. A	DIM. B	DIM. C
*	HD-10A	(4) 7/8"	7/8	18"	7"	2 1/16
*	HD -8A	(3) 7/8	7/8"	15"	6 1/8"	2 1/16
*	HD -5A	(2) 3/4"	3/4"	11"	5 1/4"	2 1/16

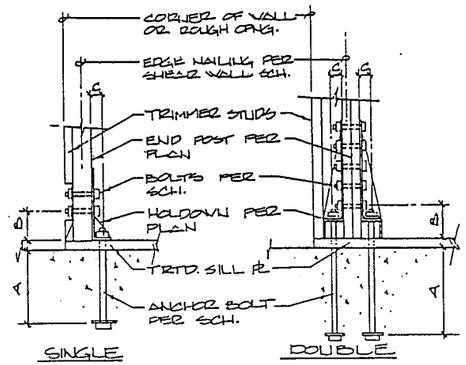


SLAB CONTROL JOINT

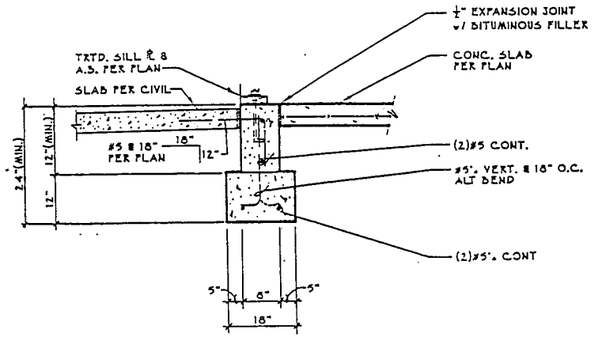


SLAB COLD JOINT

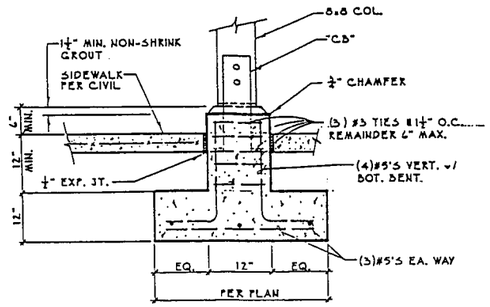
(A) SLAB JOINTS



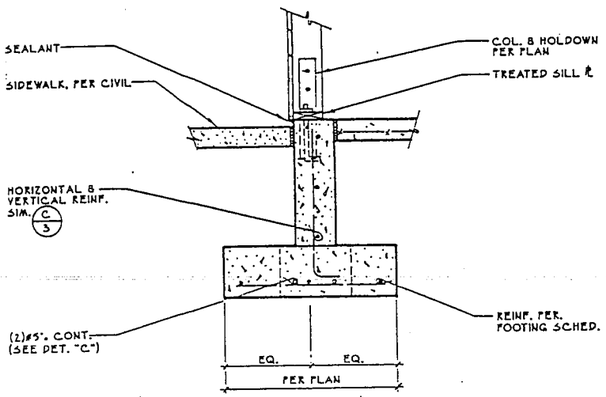
(B) HOLDOWN @ SLAB



(C) TYPICAL SECTION



(D) 12"Ø CONC. PLINTH



(E) COL. @ EXTERIOR WALL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DRAWING S3

ENGINEER'S SEAL

STATE OF ALASKA 49TH Michael C. Story CE-6887 REGISTERED PROFESSIONAL ENGINEER

PATH:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

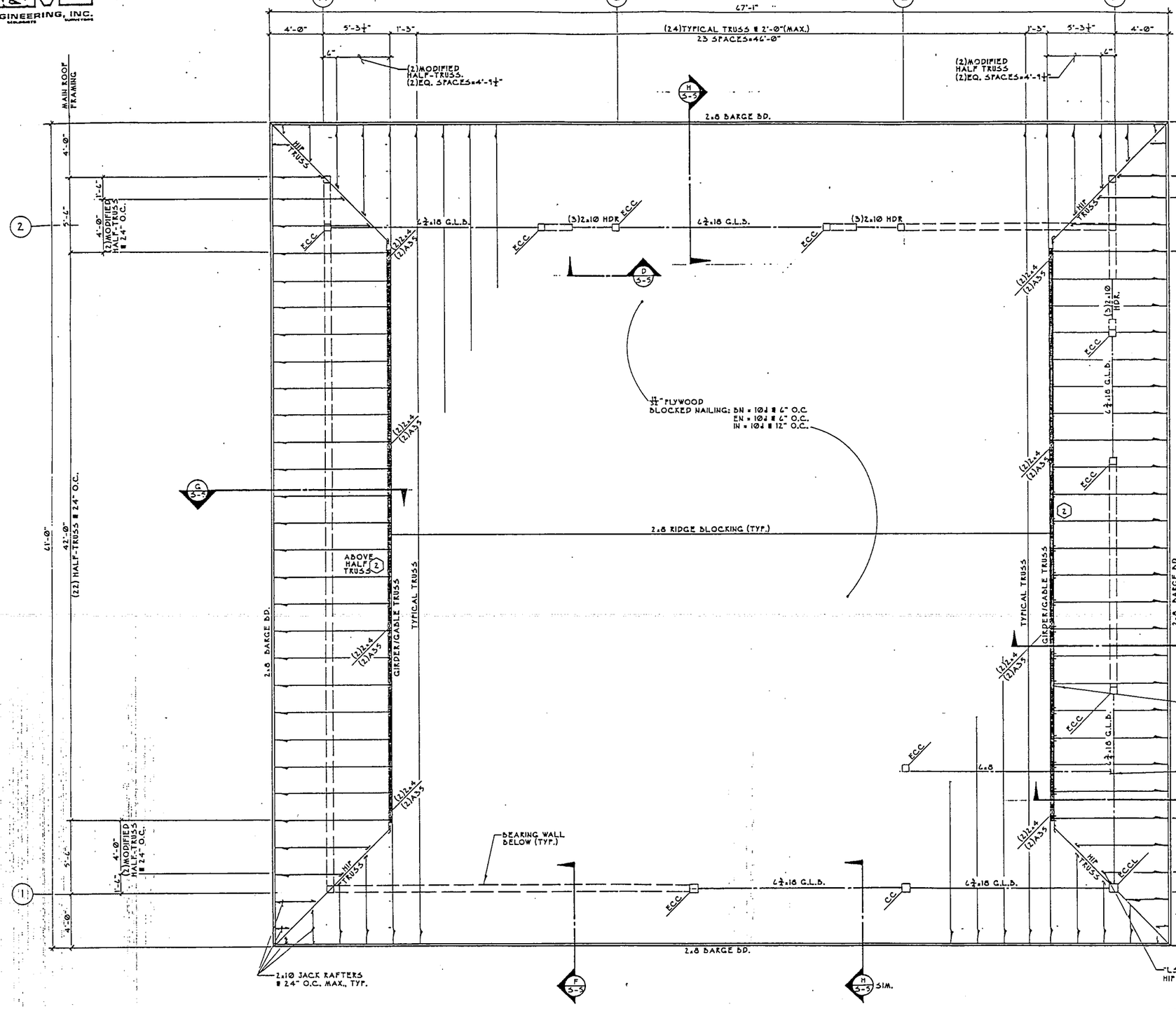
CRAIG ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
FOUNDATION DETAILS

DESIGNED BY: K.J.W.	PROJECT NO. 69956
DRAWN BY: F.M.	DATE: AUGUST, 1994
CHECKED BY: M.C.S./M.A.M.	SHEET 47 OF 60

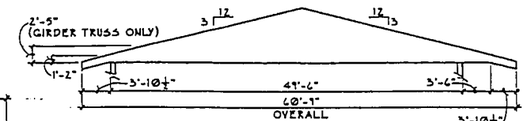
R & M PROJECT #: 131300
DM-404-3

R&M ENGINEERING, INC.

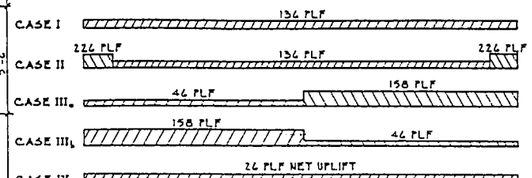


ROOF TRUSS LOADING DIAGRAMS

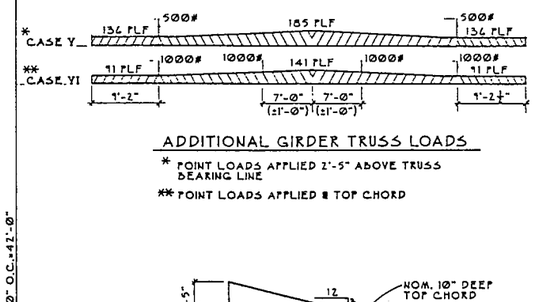
SCALE: N.T.S.



TYPICAL/GIRDER TRUSS



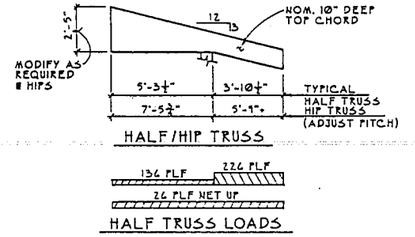
TYPICAL TRUSS LOADS



ADDITIONAL GIRDER TRUSS LOADS

* POINT LOADS APPLIED 2'-5" ABOVE TRUSS BEARING LINE

** POINT LOADS APPLIED @ TOP CHORD

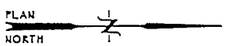


HALF/HIP TRUSS

HALF TRUSS LOADS

NOTES:

1. WALLS SHOWN ARE STRUCTURAL WALLS ONLY. SEE ARCH DRAWINGS FOR NON-BEARING WALLS.
2. TRUSS & RAFTER PLACEMENT SHALL BE WITHIN 3" OF STUD IN WALL BELOW.
3. SEE SHEAR WALL SCHED. DWG. S-2 FOR GABLE WALL (TYPE 2)



DRAWING S4

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA * 49TH * Michael C. Story REGISTERED PROFESSIONAL ENGINEER Michael C. Story CE-6687

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01

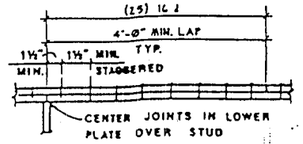
ROOF FRAMING PLAN

DESIGNED BY: K.J.W.	PROJECT NO. 69956
DRAWN BY: D.S.	DATE: AUGUST, 1994
CHECKED BY: M.C.S./M.A.M.	SHEET 48 OF 60

R & M PROJECT #1315.00

O.M.-404-4

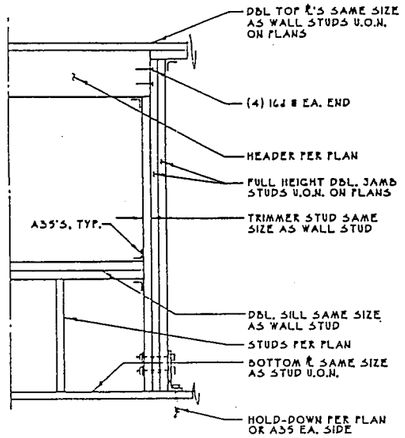
R&M ENGINEERING, INC.



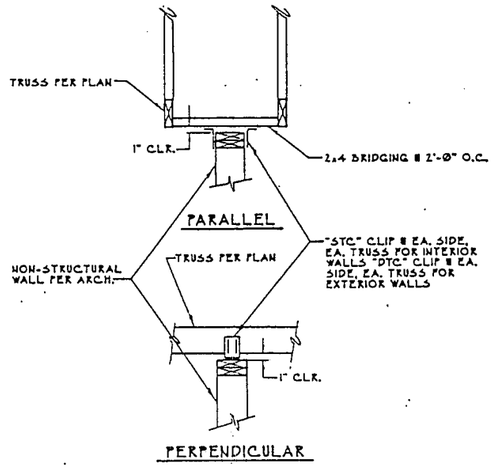
NOTES:

1. NUMBER OF NAILS OR BOLTS LISTED SHALL BE USED EACH SIDE OF UPPER AND LOWER PLATE JOINTS.
2. ALL PLATES D.F. #2, U.O.N.
3. MIN. SPLICE SHALL BE 6-16D, U.O.N.
4. PLATES SHALL BE 6" WIDE (NOMINAL), OR D.F. #1.

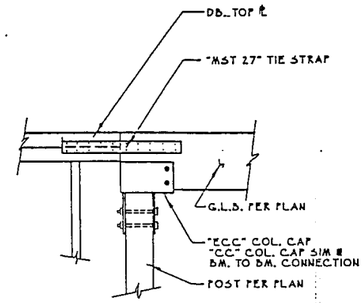
Ⓐ WALL SPLICE DBL. TOP PLATES



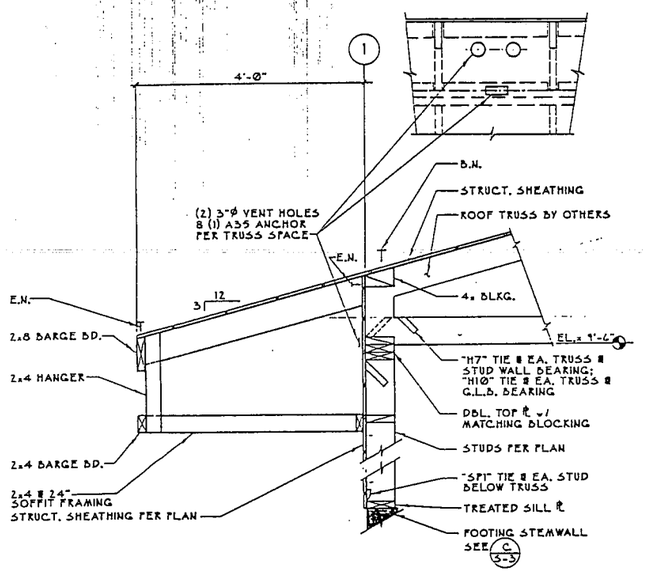
Ⓑ TYP. HEADER
SPLICE TOP ℄'S SIM. TO DET. "A"



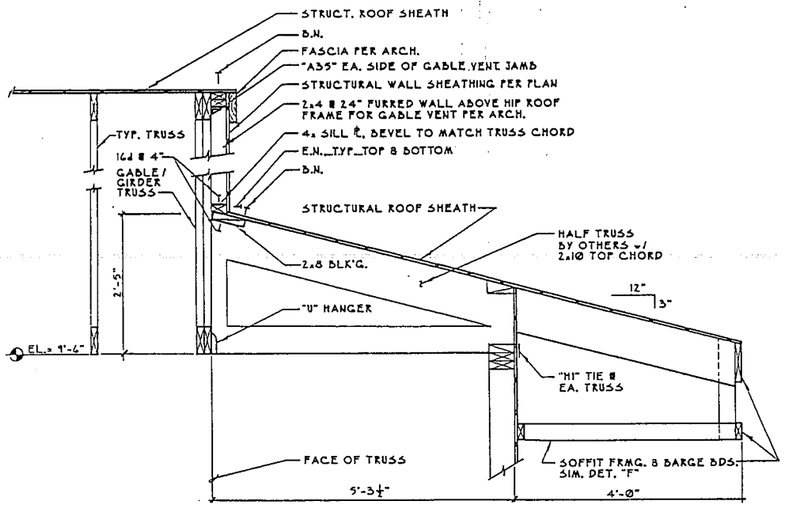
Ⓒ NON-BEARING WALL TO TRUSS



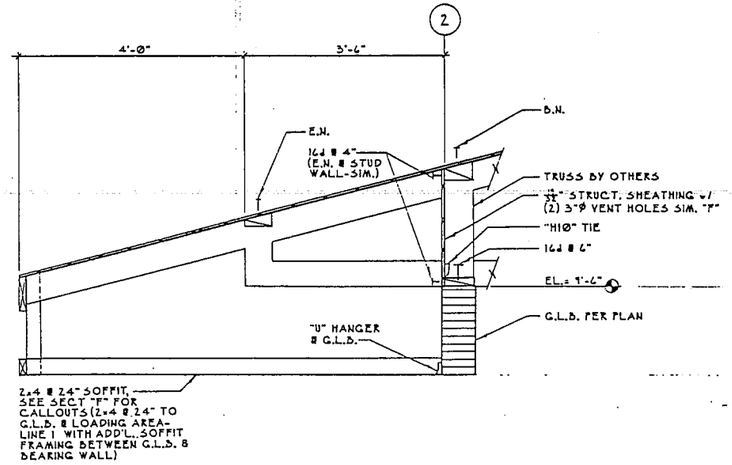
Ⓓ TYP. WOOD POST CAP



Ⓕ TRUSS TO WALL



Ⓖ HALF TRUSS
(HIP TRUSS SIM.)



Ⓗ TRUSS TO BEAM

DRAWING S5

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA
Michael C. Story
CE-6587

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG — ALASKA

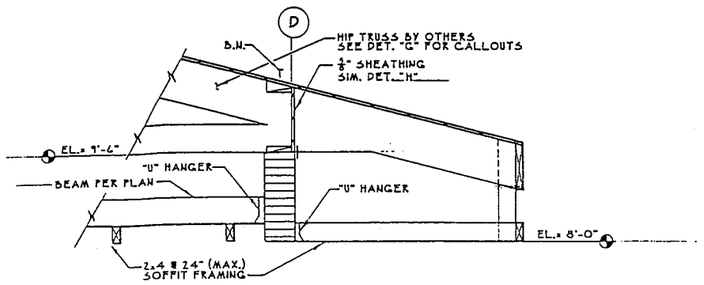
CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
ROOF & WALL DETAILS

DESIGNED BY: K.J.W.	PROJECT NO. 69956
DRAWN BY: D.S.	DATE: AUGUST, 1994
CHECKED BY: M.C.S./M.A.M.	SHEET 49 OF 60

R & M PROJECT #: 131500

OM-404-3

R&M ENGINEERING, INC.



J HALF TRUSS TO BEAM

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DRAWING S6

ENGINEER'S SEAL

STATE OF ALASKA
Michael C. Story
CE-6887
REGISTERED PROFESSIONAL ENGINEER

PATH:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

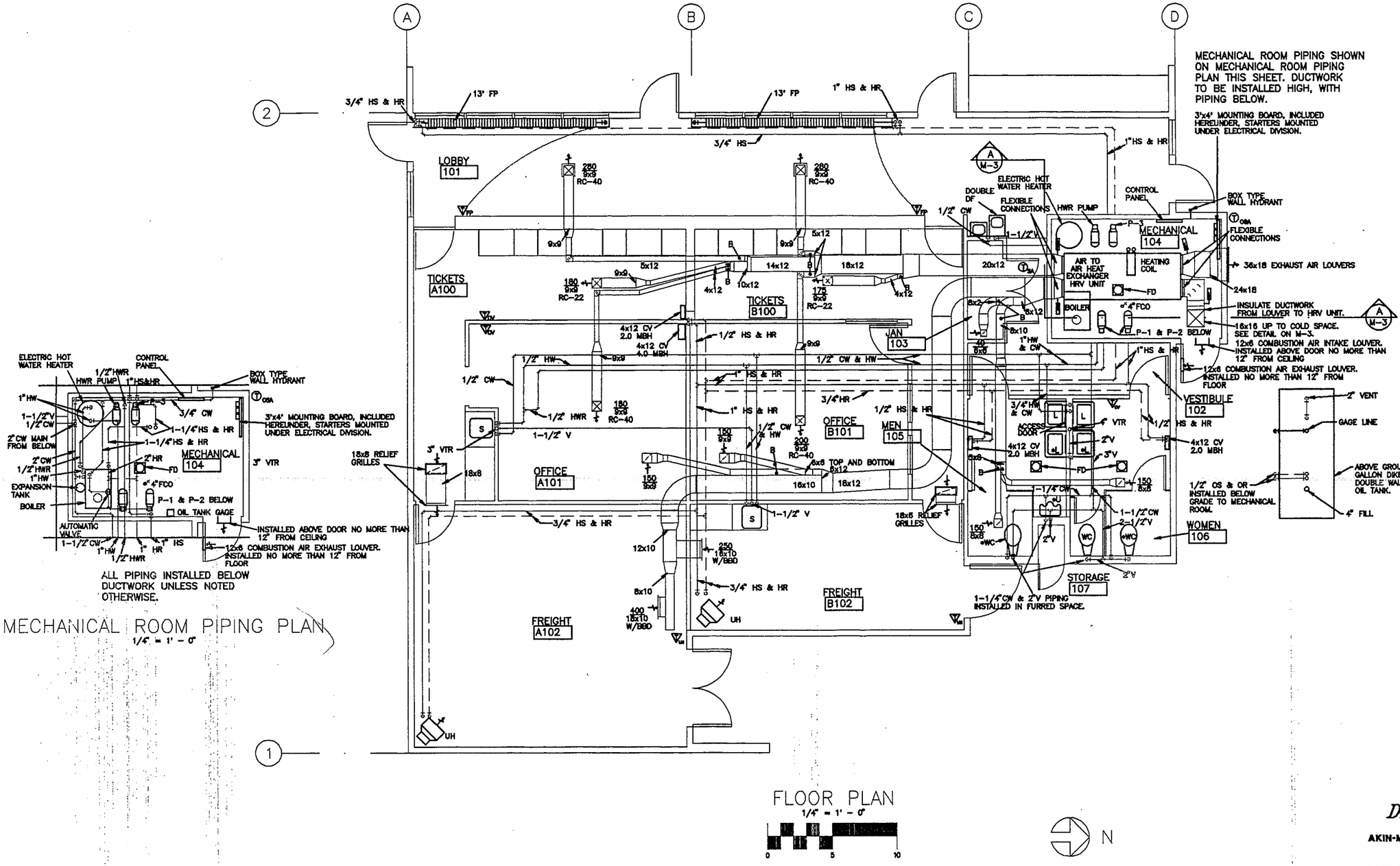
CRAIG *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
ROOF & WALL DETAILS

DESIGNED BY: K.J.W.	PROJECT NO. 69956
DRAWN BY: D.S.	DATE: AUGUST, 1994
CHECKED BY: M.C.S./M.A.M.	SHEET 50 OF 60

R & M PROJECT #: 131300

D.M.-404-3



MECHANICAL ROOM PIPING PLAN
1/4" = 1' - 0"

FLOOR PLAN
1/4" = 1' - 0"

0 5 10

N

SYMBOLS

———	HS	HEATING SUPPLY
- - - -	HR	HEATING RETURN
—CW—	CW	COLD WATER
—HW—	HW	HOT WATER
—HWR—	HWR	HOT WATER RECIRCULATING
—OS—	OS	OIL SUPPLY
—OR—	OR	OIL RETURN
—V—	V	VENT
— —		DRAINAGE
—⊣—	U	UNION
——⊢		CAPPED OR PLUGGED
——↘		PITCHED DOWN
—⊼—	DV	DRAIN VALVE
—⊼—		GLOBE VALVE
—⋈—		GATE VALVE
—⋈—		RISING STEM GATE VALVE
—⋈—		CHECK VALVE
—Ⓣ—		IMMERSION THERMOSTAT
—▽—		ROOM THERMOSTAT
—⊘—		PRESSURE GAGE
—Ⓥ—		VACUUM GAGE
—▮—		THERMOMETER
—⋈— ①		FLOWSETTER WITH NUMBER DESIGNATION
—⋈—		AUTOMATIC VALVE
⊠ ⊠		SUPPLY DUCT – UP, DOWN
◪ ◪		RETURN DUCT – UP, DOWN

000	AIR VOLUME
12x12	DIFFUSER/GRILLE SIZE
RC-40	DIFFUSER PATTERN
AAV	AUTOMATIC AIR VENT
AV	AUTOMATIC VALVE
B	MANUAL DAMPER – BUTTERFLY
BBD	BACKBLADE DAMPER
CUH	CABINET UNIT HEATER
CV	CONVECTOR
DF	DRINKING FOUNTAIN
FCO	FLOOR CLEANOUT
HRV	HEAT RECOVERY VENTILATOR UNIT
FD	FLOOR DRAIN
L	LAVATORY
*L	LAVATORY–DISABLED TYPE
OSA	OUTSIDE AIR
P	PUMP
SA	SUPPLY AIR
U	URINAL
*U	URINAL–DISABLED TYPE
VTR	VENT THROUGH ROOF
UH	UNIT HEATER
WC	WATER CLOSET
*WC	WATER CLOSET–DISABLED TYPE

NOTE:
DO NOT SCALE FROM THESE PLANS– USE DIMENSIONS

DRAWING M1

AKIN-MURRAY AND ASSOCIATES
CONSULTING ENGINEERS
P O BOX 21061
JUNEAU, ALASKA 99802
TEL: 907 586-5822
FAX: 907 586-6066

ENGINEER'S SEAL
STATE OF ALASKA 49th
DOUGLAS H. MURRAY
ME 7570
REGISTERED PROFESSIONAL ENGINEER

PATH: .

BY:	DATE:	DESCRIPTION OF CHANGE:

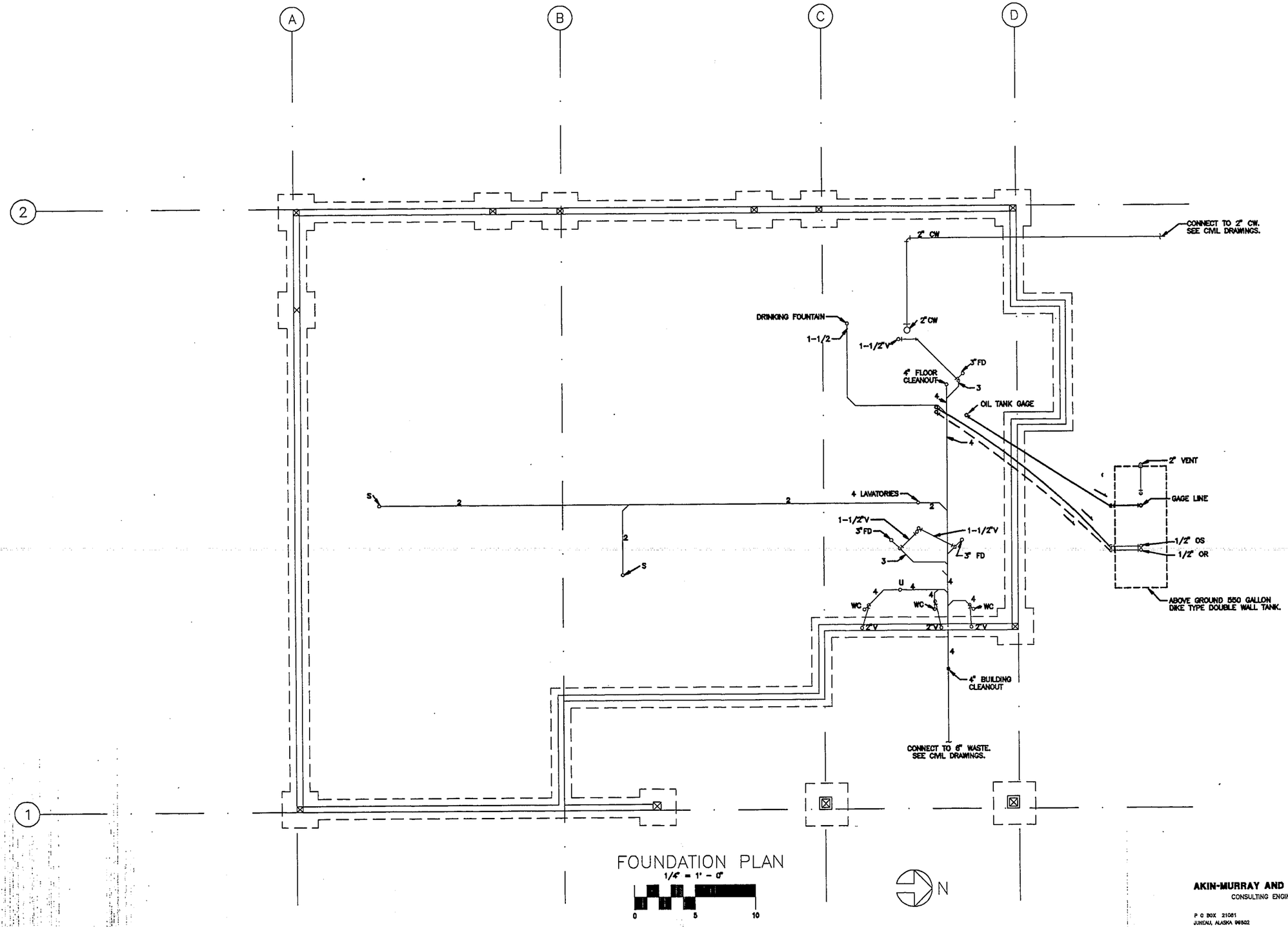
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG — *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
FLOOR PLAN

DESIGNED BY: SH	PROJECT NO. 10-76
DRAWN BY: SH	DATE: 8/94
CHECKED BY: DM	SHEET 51 OF 60



DRAWING M2

NOTE:
DO NOT SCALE FROM THESE PLANS- USE DIMENSIONS

AKIN-MURRAY AND ASSOCIATES
CONSULTING ENGINEERS
P O BOX 21081
JUNEAU, ALASKA 99802
TEL: 907 586-6822
FAX: 907 586-6064

ENGINEER'S SEAL

STATE OF ALASKA
19th
DOUGLAS H. MURRAY
ME 7870
REGISTERED ENGINEER

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

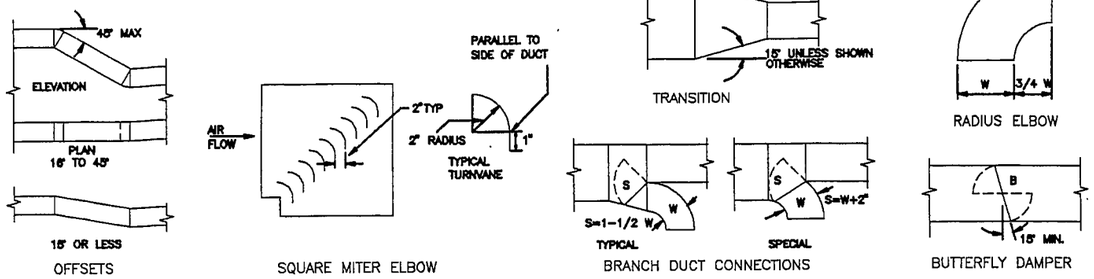
RECORD OF REVISIONS

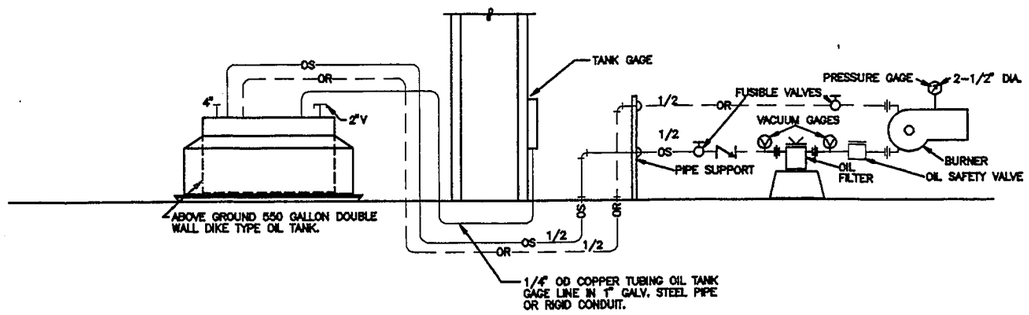
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

CRAIG — *ALASKA*

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
FOUNDATION PLAN

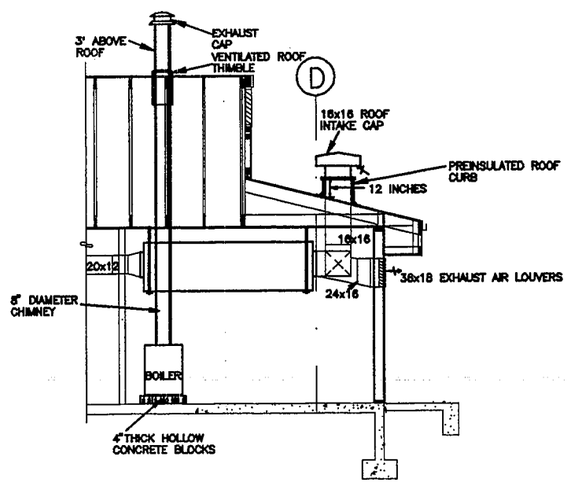
DESIGNED BY: SH	PROJECT NO. 10-76
DRAWN BY: SH	DATE: 8/94
CHECKED BY: DM	SHEET 52 OF 60



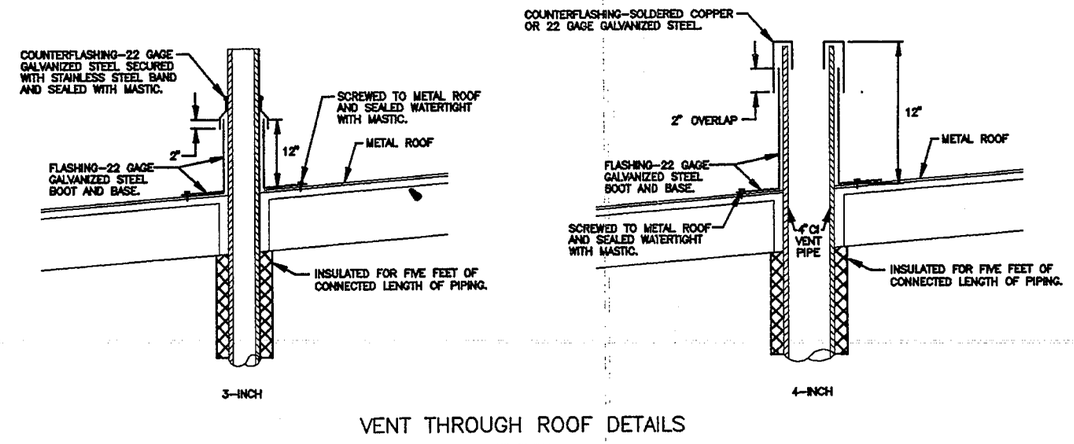


OIL PIPING DIAGRAM
NO SCALE

TYPICAL DETAILS OF DUCT CONSTRUCTION
NO SCALE



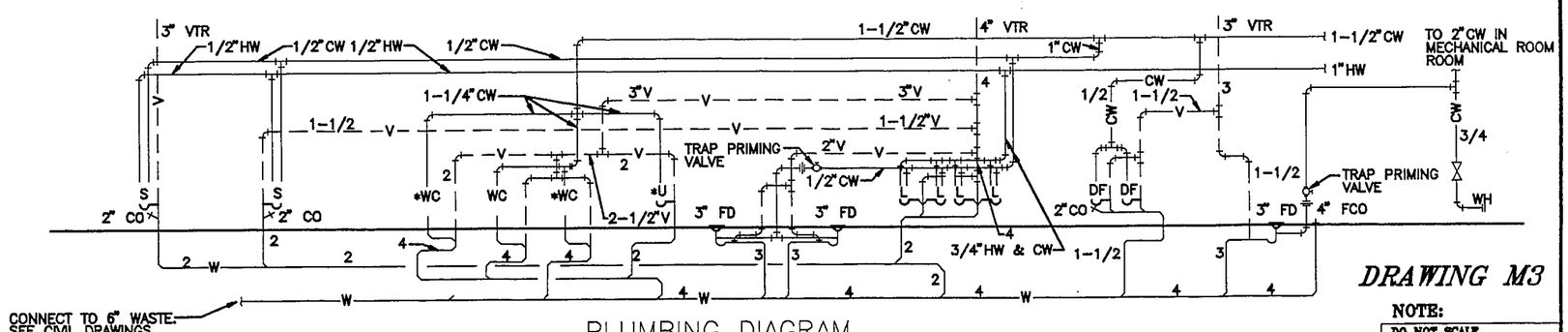
SECTION A–A
1/4" = 1' - 0"



VENT THROUGH ROOF DETAILS
NO SCALE

FLOWSETTER SCHEDULE

NO.	UNIT SERVED	LOCATION	DESIGN GPM	SETTER SIZE INCHES
◇	FP & CUH	MECH. ROOM 104	3.7	3/4
◇	UH & CV	MECH. ROOM 104	3.9	3/4
◇	HRV	MECH. ROOM 104	5.5	1"
◇	HWR	MECH. ROOM 104	0.2	1/2
◇	UH	FREIGHT B102	1.3	1/2
◇	UH	FREIGHT A102	1.6	1/2
◇	CV	TICKETS A100	0.2	1/2
◇	CV	OFFICE A101	0.4	1/2
◇	CV	MEN 105	0.2	1/2
◇	CV	WOMEN 106	0.2	1/2
◇	FP	LOBBY 101	1.1	1/2
◇	FP	LOBBY 101	1.1	1/2



PLUMBING DIAGRAM
NO SCALE

DRAWING M3

NOTE:
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ENGINEER'S SEAL

PATH: .		
BY:	DATE:	DESCRIPTION OF CHANGE:

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CRAIG — ALASKA

CRAIG SEAPLANE BASE EXPANSION
AIP # 3-02-0071-01
SECTIONS AND DETAILS

DESIGNED BY: SH	PROJECT NO. 10-76
DRAWN BY: SH	DATE: 8/94
CHECKED BY: DM	SHEET 53 OF 60