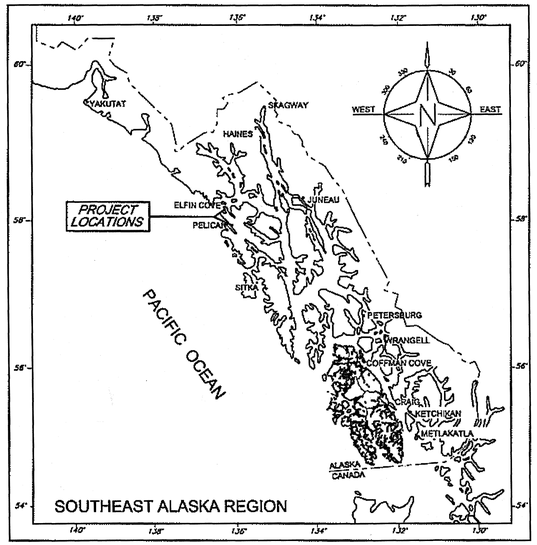
AS-BUILT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

A PROJECT AT
PELICAN AND ELFIN COVE




VICINITY MAP

# PROJECT SUMMARY

# PELICAN BOARDWALK REPAIRS PHASE III AND ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS

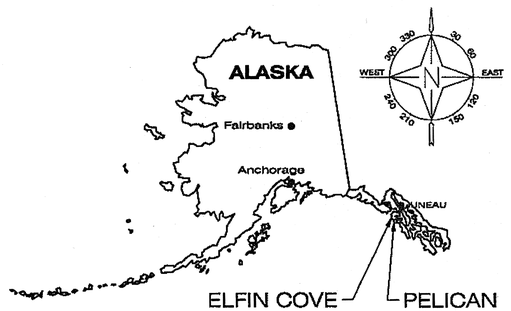
| PROJECT INDEX |
|---|
| *PROJECT SUMMARY* |
| Project Cover Sheet & Estimate of Quantities - 2 Sheets |
| *PLANSETS* |
| Planset A- Pelican Boardwalk Repairs Phase III - 45 Sheets |
| Planset B - Elfin Cove Pedestrian Boardwalk Repairs - 11 Sheets |

"AS-Built" Plans
Contractor: McGraw
Custom Construction
Project Engineer: Todd Fleming
Begin Construction: April 5, 2010
End Construction: July 31, 2010

Project Consists of:

**PLANSET A**
**Pelican Boardwalk Repairs Phase III**
Project No. 68708 / DC 01037-00-2009

**PLANSET B**
**Elfin Cove Pedestrian Boardwalk Repairs**
Project No. 69211




LOCATION MAP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION

APPROVED Victor Winters Date 3/11/09
Regional Preconstruction Engineer
Victor Winters, P.E.

APPROVED Gary L. Davis Date 8-11-09
Director, S.E. Region
Gary L. Davis

PROJECT NUMBER: 68708 / 69211
DATE: MAY, 2009
SHEET 1 OF 2

8-19-09

## SUMMARY OF PROJECT QUANTITIES BY PROJECT

| ITEM NO | PAY ITEM | PAY UNIT | PROJECT 68708–PLANSET A PELICAN BOARDWALK REPAIRS PHASE III | | | PROJECT 69211–PLANSET B ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS | TOTAL ESTIMATED QUANTITY |
|---|---|---|---|---|---|---|---|
| | | | BASE BID | ADDITIVE ALTERNATE A | ADDITIVE ALTERNATE B | | |
| 301(5) | AGGREGATE BASE AND SURFACE COURSE | SQUARE YARD | | | | 11 | 11 |
| 501(7) | PRECAST CONCRETE MEMBER (FOOTING) | EACH | 23 | | | | 23 |
| 501(9) | CAST IN PLACE FOOTING, CLASS A | EACH | 1 | | | | 1 |
| 501(10) | CONCRETE FOOTING, CLASS W | EACH | | | | 29 | 29 |
| 505(12) | REPLACE TREATED TIMBER PILES AND PILE CAPS | LINEAR FOOT | 312.7 | | | | 312.7 |
| 506(3) | TREATED TIMBER | MBM | 12.57 | 3.85 | 6.25 | | 22.67 |
| 506(5) | REMOVE AND REPLACE TIMBER RAILING | LINEAR FOOT | | | | 524 | 524 |
| 506(6) | REMOVE AND REPLACE TIMBER DECKING | SQUARE FOOT | | | | 100 | 100 |
| 506(7) | REMOVE AND REPLACE 6x6 TIMBER POSTS | LINEAR FOOT | | | | 100 | 100 |
| 506(8) | REMOVE AND REPLACE 2x6 TIMBER BRACING | LINEAR FOOT | | | | 100 | 100 |
| 506(9) | RECONSTRUCT TIMBER BOARDWALK AT "A" STA. 0+85 | LUMP SUM | | | | ALL REQUIRED | ALL REQUIRED |
| 506(10) | RECONSTRUCT TIMBER BRIDGE AT "B" STA. 0+00 | LUMP SUM | | | | ALL REQUIRED | ALL REQUIRED |
| 506(11) | RECONSTRUCT TIMBER BRIDGE AT "B" STA. 2+30 | LUMP SUM | | | | ALL REQUIRED | ALL REQUIRED |
| 506(12) | RECONSTRUCT TIMBER BOARDWALK AT "B" STA. 13+50 | LUMP SUM | | | | ALL REQUIRED | ALL REQUIRED |
| 506(13) | FURNISH MISCELLANEOUS TIMBER, ELFIN COVE PROJECT | LUMP SUM | | | | ALL REQUIRED | ALL REQUIRED |
| 506(14) | FURNISH MISCELLANEOUS TIMBER, PELICAN PROJECT | LUMP SUM | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED | | ALL REQUIRED |
| 629(1) | UTILITY RELOCATION | CONTINGENT SUM | | | | ALL REQUIRED | ALL REQUIRED |
| 637(1) | NON–SKID DECK SURFACING–ROLLED MINERAL ROOFING | SQUARE FOOT | | | | 29.3 | 29.3 |
| 637(2) | NON–SKID DECK SURFACING–ASPHALT ROOFING SHINGLES | SQUARE FOOT | | | | 11.4 | 11.4 |
| 637(3) | NON–SKID DECK SURFACING–HARDWARE CLOTH | SQUARE FOOT | | | | 3.3 | 3.3 |
| 640(1) | MOBILIZATION AND DEMOBILIZATION | LUMP SUM | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED |
| 640(4) | WORKER MEALS AND LODGING, OR PER DIEM | LUMP SUM | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED |
| 641(1) | EROSION AND POLLUTION CONTROL ADMINISTRATION | LUMP SUM | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED | | ALL REQUIRED |
| 641(2) | TEMPORARY EROSION AND POLLUTION CONTROL | CONTINGENT SUM | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED | | ALL REQUIRED |
| 643(2) | TRAFFIC MAINTENANCE | LUMP SUM | ALL REQUIRED | ALL REQUIRED | ALL REQUIRED | | ALL REQUIRED |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY: K. Miller

STATE OF ALASKA
49th
Gregory K. Lockwood
CE-11850
REGISTERED PROFESSIONAL ENGINEER
8/11/09

CHECKED BY: G. LOCKWOOD
DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

Pelican Boardwalk Repairs
Phase III and Elfin Cove Pedestrian
Boardwalk Repairs

**Summary of Quantities by Project**

PATH: Q:\Pel\68708\Planset\Main Estimate Quantities Combined.dwg
PLOT: PSPACE 1=1 Tue, 11/Aug/09 11:50AM

| REVISIONS NO. | DATE | DESCRIPTION | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|---|
| | | | 69211/68708 | 2009 | 2 | 2 |

AS-BUILT

# State of Alaska

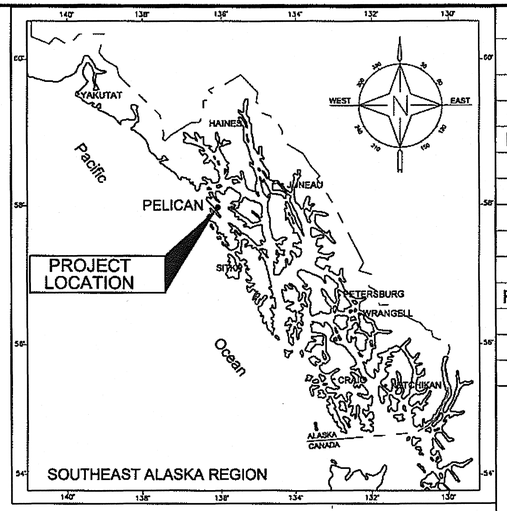
## Department of Transportation and Public Facilities

### Southeast Region

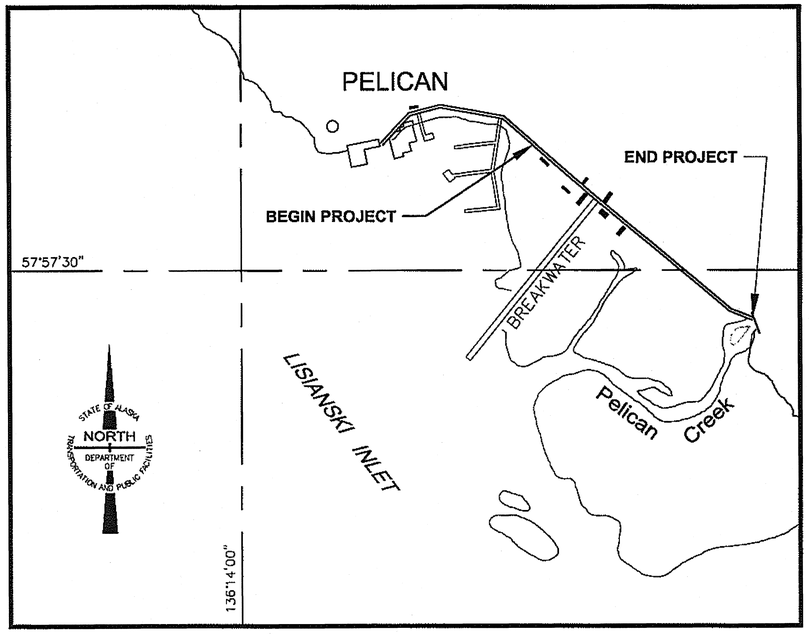
# PELICAN, ALASKA

# PELICAN BOARDWALK REPAIRS PHASE III

## PROJECT NO. 68708 / DC 01037-00




"AS-Built" Plans
Contractor: McGraw
Custom Construction
Project Engineer: Todd Fleming
Begin Construction: April 5, 2010
End Construction: July 31, 2010




VICINITY MAP

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

## INDEX


| SHEET NO. | DESCRIPTION |
|---|---|
| A1 | TITLE SHEET |
| C1 | ESTIMATE OF QUANTITIES & MISC. SUMMARIES |
| D1-D2 | WORK SUMMARY |
| E1 | MISCELLANEOUS DETAILS |
| E2 | MISCELLANEOUS DETAILS |
| E3 | MISCELLANEOUS DETAILS |
| E4 | MISCELLANEOUS DETAILS |
| T1 | TRAFFIC CONTROL PLAN |
| F1-F36 | AS-BUILT FRAMING PLANS |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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49TH
Gregory K. Lockwood CE-11850
REGISTERED PROFESSIONAL ENGINEER
8/3/09

RECOMMENDED FOR APPROVAL:
Victor Winters 8/11/09
VICTOR WINTERS, P.E. DATE
REGIONAL PRE-CONSTRUCTION ENGINEER

APPROVED:
Gary L. Davis 8-11-09
GARY L. DAVIS DATE
DIRECTOR, SOUTHEAST REGION

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER DATE

| STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALASKA | DC 01037-00 / 68708 | 2009 | A1 | 9 |

## ESTIMATE OF QUANTITIES - BASE BID

| ITEM NUMBER | ITEM DESCRIPTION | PAY UNIT | QUANTITY |
|---|---|---|---|
| 501 (7) | PRECAST CONCRETE MEMBER (FOOTING) | EACH | 23 |
| 501 (9) | CAST IN PLACE FOOTING | EACH | 1 |
| 505 (12) | REPLACE TREATED TIMBER PILES AND PILE CAPS | LINEAR FOOT | 312.7 |
| 506 (3) | TREATED TIMBER | MBM | 12.57 |
| 506 (14) | FURNISH MISCELLANEOUS TIMBER | LUMP SUM | ALL REQUIRED |
| 640 (1) | MOBILIZATION AND DEMOBILIZATION | LUMP SUM | ALL REQUIRED |
| 640 (4) | WORKER MEALS AND LODGING, OR PER DIEM | LUMP SUM | ALL REQUIRED |
| 641 (1) | EROSION AND SEDIMENT CONTROL ADMINISTRATION | LUMP SUM | ALL REQUIRED |
| 641 (2) | TEMPORARY EROSION AND POLLUTION CONTROL | CONTINGENT SUM | ALL REQUIRED |
| 643 (2) | TRAFFIC MAINTENANCE | LUMP SUM | ALL REQUIRED |

## ESTIMATE OF QUANTITIES - ADDITIVE ALTERNATE A

| ITEM NUMBER | ITEM DESCRIPTION | PAY UNIT | QUANTITY |
|---|---|---|---|
| 506 (3a) | TREATED TIMBER | MBM | 3.86 |
| 506 (14a) | FURNISH MISCELLANEOUS TIMBER | LUMP SUM | ALL REQUIRED |

## ESTIMATE OF QUANTITIES - ADDITIVE ALTERNATE B

| ITEM NUMBER | ITEM DESCRIPTION | PAY UNIT | QUANTITY |
|---|---|---|---|
| 506 (3b) | TREATED TIMBER | MBM | 6.25 |
| 506 (14b) | FURNISH MISCELLANEOUS TIMBER | LUMP SUM | ALL REQUIRED |

## ESTIMATED MATERIALS LIST - ADDITIVE ALTERNATE A

| ITEM | SIZE | QUANTITY |
|---|---|---|
| NAILS AT HANDRAIL | 16d, COMMON GALVANIZED | 20 LBS. |
| BOLTS: NUT, MALLEABLE WASHER | 1/2" X 10", 3" THREADS | 150 EA. |
| BOLTS: NUT, MALLEABLE WASHER | 5/8" X 10", 3" THREADS | 300 EA. |
| STRINGERS: DF NO. 1 S4S, PRESSURE TREATED | 4" X 12" X LENGTH REQUIRED | 2.99 MBM |
| SPLICE BLOCKING | 4" X 12" X 3'-0" | 864 B.F. |
| NAILS AT DECKING, STRINGERS AND BLOCKING | 40d, GALVANIZED | 50 LBS. |

## ESTIMATED MATERIALS LIST - ADDITIVE ALTERNATE B

| ITEM | SIZE | QUANTITY |
|---|---|---|
| NAILS AT HANDRAIL | 16d, COMMON GALVANIZED | 35 LBS. |
| BOLTS: GALVANIZED, NUT, MALLEABLE WASHER | 1/2" X 10", 3" THREADS | 250 EA. |
| BOLTS: GALVANIZED, NUT, MALLEABLE WASHER | 5/8" X 10", 3" THREADS | 460 EA. |
| STRINGERS: DF NO. 1 S4S, PRESSURE TREATED | 4" X 12" X LENGTH REQUIRED | 4.88 MBM |
| SPLICE BLOCKING | 4" X 12" X 3'-0" | 1.37 MBM |
| NAILS AT DECKING, STRINGERS AND BLOCKING | 40d, GALVANIZED | 30 LBS. |
| BLOCKING BETWEEN STRINGERS: DF NO. 1 S4S PRESSURE TREATED | 4" X 12" X LENGTH REQUIRED | 0.57 MBM |

NOTE: TIMBER DIMENSIONS ARE NOMINAL UNLESS OTHERWISE NOTED.

## ESTIMATED MATERIALS LIST - BASE BID

| ITEM | SIZE | QUANTITY |
|---|---|---|
| DRIFT PINS: GALVANIZED | 5/8" X 18" LONG | 40 EA. |
| BOLTS: GALVANIZED, NUT, MALLEABLE WASHER | 3/4" X 18", 8" THREADS | 212 EA. |
| BOLTS: GALVANIZED, NUT, MALLEABLE WASHER | 1" X 24", 8" THREADS | 105 EA. |
| PRECAST CONCRETE FOOTINGS WITH GALVANIZED BRACKET AND HARDWARE | 2'-6" X 2'-6" X 9" | 23 EA. |
| GALVANIZED FOOTING BRACKET AND HARDWARE | SEE DETAIL SHEET E1 | 1 |
| NAILS AT DECKING, STRINGERS AND BLOCKING | 40d , GALVANIZED | 250 LBS. |
| PILE CAPS: DF NO.1, CREOSOTE TREATED | 12" X 12" X LENGTH REQUIRED | 100 L.F. |
| STRINGERS: DF NO. 1, S4S, PRESSURE TREATED | 4" X 12" X LENGTH REQUIRED | 8.70 MBM |
| CROSS BRACES: DF NO. 1, S4S, PRESSURE TREATED | 3" X 8" X LENGTH REQUIRED | 2.86 MBM |
| PILES, CREOSOTE TREATED (24) | 12" DIA. X LENGTH REQUIRED | 2.13 MBM |
| BLOCKING BETWEEN STRINGERS: DF NO.1, S4S, PRESSURE TREATED | 4" X 12" X LENGTH REQUIRED | 1.01 MBM |

## FURNISH MISCELLANEOUS TIMBER ITEM 506(14) BASE BID

| DIMENSION | LENGTH (FT.) | QUANTITY | BOARD (FT.) |
|---|---|---|---|
| 2"x4" PRESSURE TREATED | 20' | 40 | 533 |
| 4"x4" PRESSURE TREATED | 4'-7" | 400 | 2,440 |
| 4"x12" PRESSURE TREATED | 12' | 50 | 2,400 |
| 4"x12" PRESSURE TREATED | 20' | 20 | 1,600 |
| 12"x12" CREOSOTE TREATED | 12.5' | 3 | 450 |
| 3"x12" UNTREATED | 12' | 62 | 2,232 |
| | | | TOTAL= 9,655 |

## FURNISH MISCELLANEOUS TIMBER - ADDITIVE ALTERNATE A ITEM 506(14a)

| DIMENSION | LENGTH (FT.) | QUANTITY | BOARD (FT.) |
|---|---|---|---|
| 4"x4" PRESSURE TREATED | 4'-7" | 75 | 458 |

## FURNISH MISCELLANEOUS TIMBER - ADDITIVE ALTERNATE B ITEM 506(14b)

| DIMENSION | LENGTH (FT.) | QUANTITY | BOARD (FT.) |
|---|---|---|---|
| 2"x4" PRESSURE TREATED | 20' | 25 | 333 |
| 2"x6" PRESSURE TREATED | 20' | 25 | 500 |
| 4"x4" PRESSURE TREATED | 4'-7" | 121 | 739 |
| 3"x12" UNTREATED | 12' | 91 | 3,276 |
| | | | TOTAL= 4,848 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |

PELICAN BOARDWALK
REPAIRS PHASE III
DC 01037-00 / 68708

**Estimate of Quantities & Misc. Summaries**

STATE OF ALASKA
49 TH
Gregory K. Lockwood
CE-11850
REGISTERED PROFESSIONAL ENGINEER
8/11/09

DESIGNED BY: G. LOCKWOOD
DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOTHEAST REGION

PELICAN BOARDWALK
REPAIRS PHASE III

**Estimate of Quantities & Misc. Summaries**

PROJECT DESIGNATION NUMBER
DC 01037-00 / 68708

| STATE | YEAR |
|---|---|
| ALASKA | 2009 |
| SHEET NUMBER | TOTAL SHEETS |
| C1 | 9 |

## BASE BID LATERAL CROSS BRACING REPLACEMENT
SEE SPECIFICATION SEC. 506

| Bent No.* | Cross Bracing Replacement: No. Braces Req'd | Length Brace 1 (ft) | Length Rounded up to Nearest Even Foot | Length Brace 2 (ft) | Length Rounded up to Nearest Even Foot |
|---|---|---|---|---|---|
| 67 | 1 | 17.5 | ~~18.0~~ 12 | | |
| 72 | 1 | 16.5 | ~~18.0~~ 12 | | |
| 74 | 2 | 16.0 | ~~16.0~~ 12 | 15.8 | ~~16.0~~ 12 |
| 77 | 1 | 17.0 | ~~18.0~~ 14 | | |
| 81 | X N/A | 15.6 | ~~16.0~~ 0 | | |
| 82 | 1 | 15.8 | ~~16.0~~ 12 | | |
| 87 | 2 | 14.3 | ~~16.0~~ 12 | 14.2 | ~~16.0~~ 12 |
| 88 | 1 | 14.9 | ~~16.0~~ 12 | | |
| 89 | 2 | 13.5 | ~~14.0~~ 10 | 13.6 | ~~14.0~~ 10 |
| 90 | 2 | 13.8 | ~~14.0~~ 10 | 13.3 | ~~14.0~~ 10 |
| 91 | ~~2~~ 1 | 12.6 | ~~14.0~~ 10 | 11.8 | ~~12.0~~ N/A |
| 92 | 2 | 12.4 | ~~14.0~~ 8 | 10.7 | ~~12.0~~ 10 |
| 93 | 2 | 11.1 | ~~12.0~~ 9 | 10.7 | ~~12.0~~ 9 |
| 94 | 2 | 11.1 | ~~12.0~~ 10 | 11.3 | ~~12.0~~ 10 |
| 95 | ~~2~~ 1 | 10.9 | ~~12.0~~ 10 | 9.9 | ~~10.0~~ N/A - Sooner Clement |
| 96 | 2 | 10.9 | ~~12.0~~ 10 | 11.1 | ~~12.0~~ 10 |
| 106 | 2 | 10.6 | 12.0 ✓ | 11.1 | 12.0 ✓ |
| 107 | 2 | 9.9 | ~~10.0~~ 9 | 10.7 | 12.0 |
| 108 | ~~2~~ 3 | 11.4 | ~~12.0~~ 10 | 11.5 | ~~12.0~~ 7+7 |
| 111 | 2 | 12.5 | ~~14.0~~ 10 | 12.5 | ~~14.0~~ 12 |
| 112 | 2 | 13.3 | ~~14.0~~ 12 | 13.4 | ~~14.0~~ 10 |
| 113 | 2 | 13.2 | ~~14.0~~ 10 | 13.1 | ~~14.0~~ 10 |
| 118 | 2 | 14.4 | ~~16.0~~ 12 | 14.4 | ~~16.0~~ 12 |
| 130 | ~~2~~ 1 | 13.5 | ~~14.0~~ 12 | 13.3 | ~~14.0~~ N/A |
| 135 | 1 | 12.3 | ~~14.0~~ 10 | | |
| 136 | 1 | 12.0 | ~~12.0~~ 6 | | |
| 138 | 1 | 12.4 | ~~14.0~~ 12 | | |
| 140 | 1 | 13.1 | ~~14.0~~ 12 | | |
| 141 | 2 | 13.3 | ~~14.0~~ 12 | 13.1 | ~~14.0~~ 12 |
| 142 | 1 | 13.0 | ~~14.0~~ 12 | | |
| 153 | 1 | 12.3 | 14.0 ✓ | | |
| 161 | 1 | 11.3 | ~~12.0~~ 5 | | |
| 164 | 1 | 11.2 | ~~12.0~~ 7 | | |
| 165 | 2 | 10.8 | ~~12.0~~ 9 | 10.7 | 12.0 ✓ |
| 166 | 1 | 11.8 | ~~12.0~~ 7 | | |
| 167 | 2 | 10.8 | 12.0 ✓ | 11.0 | 12.0 ✓ |
| 168 | 2 | 10.3 | 12.0 ✓ | 10.3 | 12.0 ✓ |
| 169 | 2 | 10.5 | 12.0 ✓ | 10.8 | 12.0 ✓ |
| 170 | 1 | 10.7 | 12.0 ✓ | | |
| Sum | | | 536.0 | | 300 |
| Total Length | | | 836.0 | | |
| Total Board Feet | | | 1672 | | |

① See Detail Section 1, Sheet 31 of 36 in As-Built Drawings H1 and H3, lengths are adjusted to include additional material needed for pile cut off depth.

* See As-Built Framing Plans

## BASE BID INTERIOR STRINGER ADDITIONS
SEE SPECIFICATION SEC. 506

| From Bent | To Bent | Max. O.C. Spacing (in.) | No. Required | Span (ft) | Required Length (ft) | Round up to Nearest 2 ft | BF |
|---|---|---|---|---|---|---|---|
| 161 | 162 | 15 | 5 | 11 | 12 | 12 | 240 ✓ |
| 162 | 163 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 163 | 164 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 164 | 165 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 165 | 166 | 15 | 5 | 11 | 12 | 12 | 240 ✓ |
| 166 | 167 | 15 | 5 | ~~9~~ 10 | ~~10~~ 11 | ~~10~~ 12 | ~~200~~ 240 |
| 167 | 168 | 15 | 5 | 11 | 12 | 12 | 240 ✓ |
| 168 | 169 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 169 | 170 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 170 | 171 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 171 | 172 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 172 | 173 | 15 | 5 | 11 | 12 | 12 | 240 ✓ |
| 173 | 174 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 180 | 181 | 15 | 5 | 9 | 10 | 11 | 220 ✓ |
| 181 | 182 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 182 | 183 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| 183 | 184 | 15 | 5 | 11 | 12 | 12 | 240 ✓ |
| 184 | 185 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L23 | L24 | 12 | ~~5~~ 8 | 13 | 14 | 14 | ~~280~~ 448 |
| L24 | L25 | 15 | 5 ± 1 | ~~9~~ 10 | ~~10~~ 11 | ~~10~~ 12 | ~~200~~ 280 +1@10' |
| L25 | L26 | 15 | ~~5~~ 4 | 10 | 11 | 12 | ~~240~~ 232 +1@10' (Sooner CO) |
| L26 | L27 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L27 | L28 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L28 | L29 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L29 | L30 | 15 | 5 | 9+ | ~~10~~ 11 | ~~10~~ 12 | ~~200~~ 240 |
| L30 | L31 | 15 | ~~5~~ 4 ✓ | ~~9~~ 10 | ~~10~~ 11 | ~~10~~ 12 | ~~200~~ 240 |
| L31 | L32 | 15 | 3 ~~5~~ 2 | 9+ | 10+11 | 10+12 | 200 (8@10' 8@12' |
| L32 | L33 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L33 | L34 | 15 | 2 ~~5~~ 3 | 11+ | 12+ | 12+14 | ~~240~~ 264 (2@12' 3@14' |
| L34 | L35 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L35 | L36 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L36 | L37 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L37 | L38 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L38 | L39 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L39 | L40 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L40 | L41 | 15 | 5 | 10 | 11 | 12 | 240 ✓ |
| L41 | L42 | 15 | 4 ~~5~~ 1 | 10 | 11 | 12 | ~~240~~ 232 (2@12' 1@10' (Sooner CO) |
| Total Board Feet 8700 | | | | | | | |

## BASE BID PILE CAPS TO BE REPLACED SEE SEC. 505(12)

| Bent No. | Pile Cap (LF) |
|---|---|
| 70 | 12.5 ✓ |
| 71 | 12.5 ✓ |
| 87 | 12.5 ✓ |
| 106 | 12.5 ✓ |
| 111 | 12.5 ✓ |
| 123 | 12.5 ✓ |
| 125 | 12.5 ✓ |
| 169 | 12.5 ✓ |
| Total 100 L.F. | |

## BASE BID PILE REPLACEMENT
SEE SEC. 505

| Bent No. | Offset | ground to pile top dist. | max. bury depth (ft) | max. Req'd length of pile (ft) | AS-BUILT |
|---|---|---|---|---|---|
| * 70 | L | | | | 13.08 |
| 71 | R | 12.6 | 2 | 14.6 | 14.50 |
| 106 | L | 4.8 | 2 | 6.8 | ~~14.25~~ 10.00 |
| # 111 113 | R L | 9.3 | 2 | 11.3 | 10.33 |
| 114 | L | 9.3 | 2 | 11.3 | 10.00 |
| 115 | R | 10 | 2 | 12 | 10.00 |
| 116 | L | 9.6 | 2 | 11.6 | 10.50 |
| 122 | R | 9.9 | 2 | 11.9 | 10.00 |
| 126 | L | 9.1 | 2 | 11.1 | 9.75 |
| 129 | L | 8.3 | 2 | 10.3 | 8.92 |
| 131 | L | 6.6 | 2 | 8.6 | 7.25 |
| 131 | R | 8.1 | 2 | 10.1 | 8.33 |
| 133 | R | 7.6 | 2 | 9.6 | 8.08 |
| 134* | L | 4.6 | 0 | 4.6 | 3.83 |
| 135 | R | 7.1 | 2 | 9.1 | 7.00 |
| 136 | R | 6.8 | 2 | 8.8 | 7.08 |
| 139 | R | 7.2 | 2 | 9.2 | 7.25 |
| 139 | L | 7.2 | 2 | 9.2 | 7.50 |
| 158 | R | 6.1 | 2 | 8.1 | 6.00 |
| 159 | L | 6 | 2 | 8 | 6.25 |
| 160 | R | 5.9 | 2 | 7.9 | 5.92 |
| 180 | L | 2.9 | 2 | 4.9 | 3.00 |
| 182 | L | 2.9 | 2 | 4.9 | 3.25 |
| 191 | L | 2.4 | 2 | 4.4 | 2.58 |
| 192 | L | 2.4 | 2 | 4.4 | 2.75 |
| Total 212.7 L.F. | | | | | Total = 297.42 L.F. |

*Requires cast in place concrete footing. See Sheet E1.

* Note: 2ea Piles added with IWA #D (#70 Lt. & #111 Rt)

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

PATH: Q:\Pel\68708\Planset\C1_and_D1.dwg
Wed, 15/Jul/09 09:33AM
PLOT: PSPACE 1=1(F) OR MSPACE 1=1(F)
TAB: TYPICALS

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |

PELICAN BOARDWALK
REPAIRS PHASE III
DC 01037-00 / 68708

# BASE BID
# MISC. SUMMARY

STATE OF ALASKA 49TH — Gregory K. Lockwood — CE-11850 — REGISTERED PROFESSIONAL ENGINEER — 8/3/09

DESIGNED BY: G. LOCKWOOD
DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOTHEAST REGION

PELICAN BOARDWALK
REPAIRS PHASE III

**Work Summary**

PROJECT DESIGNATION NUMBER
DC 01037-00 / 68708

| STATE | YEAR |
|---|---|
| ALASKA | 2009 |
| SHEET NUMBER | TOTAL SHEETS |
| D1 | 9 |

## WORK SUMMARY Item 506(3a)

| Exterior Stringer Replacement | | | | Required Length (ft) | Round up to Nearest 2 ft | BF |
|---|---|---|---|---|---|---|
| From Bent | To Bent | No. Required | Span (ft) | | | |
| 161 | 162 | 2 | 11 | 11 | 12 | 96 |
| 162 | 163 | 2 | 10 | 10 | 10 | 80 |
| 163 | 164 | 2 | 10 | 10 | 10 | 80 |
| 164 | 165 | 2 | 10 | 10 | 10 | 80 |
| 165 | 166 | 2 | 11 | 11 | 12 | 96 |
| 166 | 167 | 2 | 9 | 9 | 10 | 80 |
| 167 | 168 | 2 | 11 | 11 | 12 | 96 |
| 168 | 169 | 2 | 10 | 10 | 10 | 80 |
| 169 | 170 | 2 | 10 | 10 | 10 | 80 |
| 170 | 171 | 2 | 10 | 10 | 10 | 80 |
| 171 | 172 | 2 | 10 | 10 | 10 | 80 |
| 172 | 173 | 2 | 11 | 11 | 12 | 96 |
| 173 | 174 | 2 | 10 | 10 | 10 | 80 |
| 180 | 181 | 2 | 9 | 9 | 10 | 80 |
| 181 | 182 | 2 | 10 | 10 | 10 | 80 |
| 182 | 183 | 2 | 10 | 10 | 10 | 80 |
| 183 | 184 | 2 | 11 | 11 | 12 | 96 |
| 184 | 185 | 2 | 10 | 10 | 10 | 80 |
| L23 | L24 | ~~2~~ | 13 | 14 | 14 | ~~56~~ |
| L24 | L25 | ~~2~~ | 9 | 10 | 10 | ~~40~~ |
| L25 | L26 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L26 | L27 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L27 | L28 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L28 | L29 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L29 | L30 | ~~2~~ | 9 | 10 | 10 | ~~80~~ |
| L30 | L31 | ~~2~~ | 9 | 10 | 10 | ~~80~~ |
| L31 | L32 | ~~2~~ | 9 | 10 | 10 | ~~80~~ |
| L32 | L33 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L33 | L34 | ~~2~~ | 11 | 12 | 10 | ~~96~~ |
| L34 | L35 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L35 | L36 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L36 | L37 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L37 | L38 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L38 | L39 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L39 | L40 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L40 | L41 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| L41 | L42 | ~~2~~ | 10 | 10 | 10 | ~~80~~ |
| | | | | | Total Board Feet | 2,992 |

## ADDITIVE ALTERNATE WORK SUMMARY Item 506(3b)

| Exterior Stringer Replacement | | | As Built | | | |
|---|---|---|---|---|---|---|
| From Bent | To Bent | No. Required | Span (ft) LT / RT | Required Length (ft) | Round up to Nearest 2 ft | BF |
| 104 | 105 | 2 4 | 8'4" / ~~8'4"~~ | 9 | 10 | 80 |
| 105 | 106 | 2 3 | 8'4" / ~~8'4"~~ | 8 | 8 | 64 |
| 106 | 107 | 2 4 | 9'1" | 9 | 10 | 80 |
| 107 | 108 | 2 3 | 17'6" | 17 | 18 | 144 |
| 108 | 109 | 2 | 17'2" / ~~17'2"~~ | 10 | 10 | 80 |
| 109 | 110 | 2 3 | 17' / 17'6" | 17 | 18 | 144 |
| 110 | 111 | 2 | 17 | 17 | 18 | 144 |
| 111 | 112 | 2 | 16'~~18~~ / ~~17'8"~~ | 18 | 18 | 144 |
| 112 | 113 | 2 | 16'~~16~~ / 15'9" | 16 | 16 | 128 |
| 113 | 114 | 2 | 10' ~~10~~ 9'11" | 10 | 10 | 80 |
| 114 | 115 | 2 | 10' ~~10~~ 10" | 10 | 10 | 80 |
| 115 | 116 | 2 | 10 | 10 | 10 | 80 |
| 116 | 117 | 2 | 10 | 10 | 10 | 80 |
| 117 | 118 | 2 | 10 | 10 | 10 | 80 |
| 118 | 119 | 2 | 9'9" 10' | 10 | 10 | 80 |
| 119 | 120 | 2 | 10 | 10 | 10 | 80 |
| 120 | 121 | 2 | 10 | 10 | 10 | 80 |
| 121 | 122 | 2 | 10 | 10 | 10 | 80 |
| 122 | 123 | 2 | 10 | 10 | 10 | 80 |
| 123 | 124 | 2 | 10 | 10 | 10 | 80 |
| 124 | 125 | 2 | 10' ~~11~~ 10' | 11 | 12 | 96 |
| 125 | 126 | 2 | 10 | 10 | 10 | 80 |
| 126 | 127 | 2 | 9'9" ~~11~~ 10' | 11 | 12 | 96 |
| 127 | 128 | 2 | 10'~~6~~ ~~11~~ 10' | 11 | 12 | 96 |
| 128 | 129 | 2 | ~~7~~ 10 | 10 | 10 | 80 |
| 129 | 130 | 2 | 9'8" 10 9'10" | 10 | 10 | 80 |
| 130 | 131 | 2 | 10'4" 10 10' | 10 | 10 | 80 |
| 131 | 132 | 2 | 9'9" 10 10' | 10 | 10 | 80 |
| 132 | 133 | 2 | 9'9" 10 10' | 10 | 10 | 80 |
| 133 | 134 | 2 | 10' 10 9'8" | 10 | 10 | 80 |
| 134 | 135 | 2 | 10'3" 10 10' | 10 | 10 | 80 |
| 135 | 136 | 2 | 10 | 10 | 10 | 80 |
| 136 | 137 | 2 | 10 | 10 | 10 | 80 |
| 137 | 138 | 2 | 9'9" ~~10~~ 9'9" | 10 | 10 | 80 |
| ~~138~~ | ~~139~~ | ~~2~~ | ~~10~~ | ~~10~~ | ~~10~~ | ~~80~~ |
| ~~137~~ | ~~140~~ | ~~2~~ | ~~10.1~~ | ~~10.4~~ | | ~~83.2~~ |
| 140 | 141 | 2 | 9'3" 10 9'10" | 10 | 10 | 80 |
| 141 | 142 | 2 | 9'3" 10 10' | 10 | 10 | 80 |

** Added per Greg Lockwood

## ADDITIVE ALTERNATE WORK SUMMARY Cont'd. Item 506(3b)

| Exterior Stringer Replacement | | | | Required Length (ft) | Round up to Nearest 2 ft | BF | |
|---|---|---|---|---|---|---|---|
| From Bent | To Bent | No. Required | Span (ft) LT / RT | | | | |
| 142 | 143 | 2 | 10'8" 11 10' | 11 | 12 | 96 | |
| 143 | 144 | 2 | 10'7" 10 10' | 10 | 10 | 80 | |
| 144 | 145 | 2 | 9'4" 10 10' | 10 | 10 | 80 | |
| 145 | 146 | 2 | 10 | 10 | 10 | 80 | |
| 146 | 147 | 2 | 10 | 10 | 10 | 80 | |
| 147 | 148 | 2 | 10 | 10 | 10 | 80 | |
| 148 | 149 | 2 | 10 | 10 | 10 | 80 | |
| 149 | 150 | 2 | 10 | 10 | 10 | 80 | |
| 150 | 151 | 2 | 10' 10 10'3" | 10 | 10 | 80 | |
| 151 | 152 | 2 4 | 10 | 10 | 10 | ~~80~~ 160 | (for 15" Spacing) |
| 152 | 153 | 2 | 10' ~~11~~ 10' | 11 | 12 | 96 | |
| 153 | 154 | 2 | 10 | 10 | 10 | 80 | |
| 154 | 155 | 2 | 10' 10 10'2" | 10 | 10 | 80 | |
| 155 | 156 | 2 | 10 | 10 | 10 | 80 | |
| 156 | 157 | 2 | 11 | 11 | 12 | 96 | |
| 157 | 158 | 2 | 9 | 9 | 10 | 80 | |
| 158 | 159 | 2 | 11 | 11 | 12 | 96 | |
| 159 | 160 | 2 | 10 | 10 | 10 | 80 | |
| 160 | 161 | ~~2~~ 3 | 10 | 10 | 10 | ~~80~~ 120 | (Survey C.O.) |
| | | | | | Total Board Feet | 4,880 | |

## BASE BID - NEW LONGITUDINAL CROSS BRACING SEE SPECIFICATION SEC. 506

| From Bent | To Bent | Offset | No. Required | Length Brace 1 (ft) | Rounded Up Even (ft) | BF | Length Brace 2 (ft) | Rounded Up Even (ft) | BF | |
|---|---|---|---|---|---|---|---|---|---|---|
| * 69 | 70 | L | 2 | | 16 | ~~37~~ 64 | | 16 | 32 | Length 3x8 Blocking |
| 70 | 71 | R | 2 | 17.8 | ~~18~~ 16 | ~~36~~ 32 | 17.1 | ~~18~~ 16 | ~~36~~ 32 | |
| ~~105~~ | ~~106~~ | L | 2 | 9.8 | ~~10~~ 12 | ~~20~~ 24 | 10.3 | 12 | 24 | 2' Loc. Changed → Conflicts |
| * ~~111~~ 113 | ~~112~~ 114 | R | 2 | 14.7 | 16 | ~~40~~ 32 | 14.7 | ~~16~~ 16 | ~~40~~ 32 | 4' |
| 115 | 116 | R | 2 | 14.8 | 16 | 32 | 15.1 | 16 | 32 | |
| 116 | 117 | L | 2 | 14.9 | 16 | 32 | 14.9 | 16 | 32 | |
| 121 | 122 | R | 2 | 14.8 | 16 | 32 | 15.1 | 16 | 32 | |
| 125 | 126 | L | 2 | 14.6 | 16 | 32 | 14.5 | 16 | 32 | |
| 129 | 130 | L | 2 | 13.7 | 14 | 28 | 14 | ~~28~~ 14 | 28 | |
| 131 | 132 | L | 2 | 13.4 | 14 | 28 | 13.9 | ~~28~~ 14 | 28 | |
| 131 | 132 | R | 2 | 13.4 | 14 | 28 | 13.9 | ~~28~~ 14 | 28 | |
| 133 | 134 | R | 2 | 13.3 | 14 | 28 | 13.6 | 14 | 28 | |
| 134 | 135 | L | 2 | 12.7 | 14 | 28 | 12 | 12 | 24 | |
| 135 | 136 | R | 2 | 13.1 | 14 | 28 | 13.3 | 14 | 28 | |
| 138 | 139 | R | 2 | 13.3 | 14 | 28 | 13.3 | 14 | 28 | |
| 139 | 140 | L | 2 | 13.1 | 14 | 28 | 13.3 | 14 | 28 | 4' |
| 157 | 158 | R | 2 | 11.9 | 12 | 24 | 11.9 | 12 | 24 | |
| 159 | 160 | L | 2 | 12.6 | 14 | 28 | 12.7 | 14 | 28 | |
| 160 | 161 | R | 2 | 12.5 | 14 | 28 | 12.6 | 14 | 28 | 4' |
| 180 | 181 | L | ~~2~~ N/A | 10.5 | ~~12~~ | ~~24~~ | 10.5 | ~~12~~ | ~~24~~ | 4' Conflict with Existing Structures |
| 182 | 183 | L | ~~2~~ N/A | 11.3 | ~~12~~ | ~~24~~ | 11.4 | ~~12~~ | ~~24~~ | |
| 191 | 192 | L | ~~2~~ 1 | 12.3 | 14 | 28 | 12.3 | ~~14~~ | ~~28~~ | |
| | | | | | | Total Board Feet ~~596~~ | | | Total Board Feet ~~596~~ | |

* Note: Cross Bracing Added for New Piles at Bents # 70 Lt. & # 111 Rt.

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |

PELICAN BOARDWALK
REPAIRS PHASE III
DC 01037-00 / 68708

**Work Summary**

STATE OF ALASKA 49TH
Gregory K. Lockwood
CE-11859
REGISTERED PROFESSIONAL ENGINEER
8/11/09

DESIGNED BY: G. LOCKWOOD
DRAWN BY: D. STEVENS

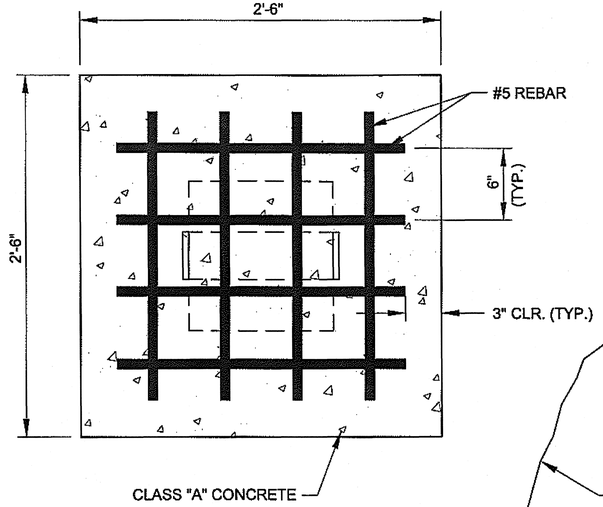
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOTHEAST REGION

PELICAN BOARDWALK
REPAIRS PHASE III

**Work Summary**

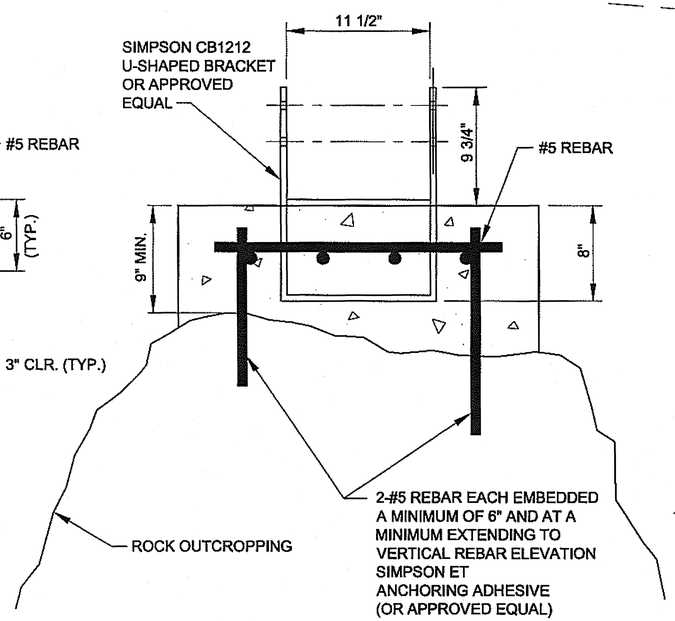
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| PROJECT DESIGNATION NUMBER | |
|---|---|
| DC 01037-00 / 68708 | |
| STATE | YEAR |
| ALASKA | 2009 |
| SHEET NUMBER | TOTAL SHEETS |
| D2 | 9 |

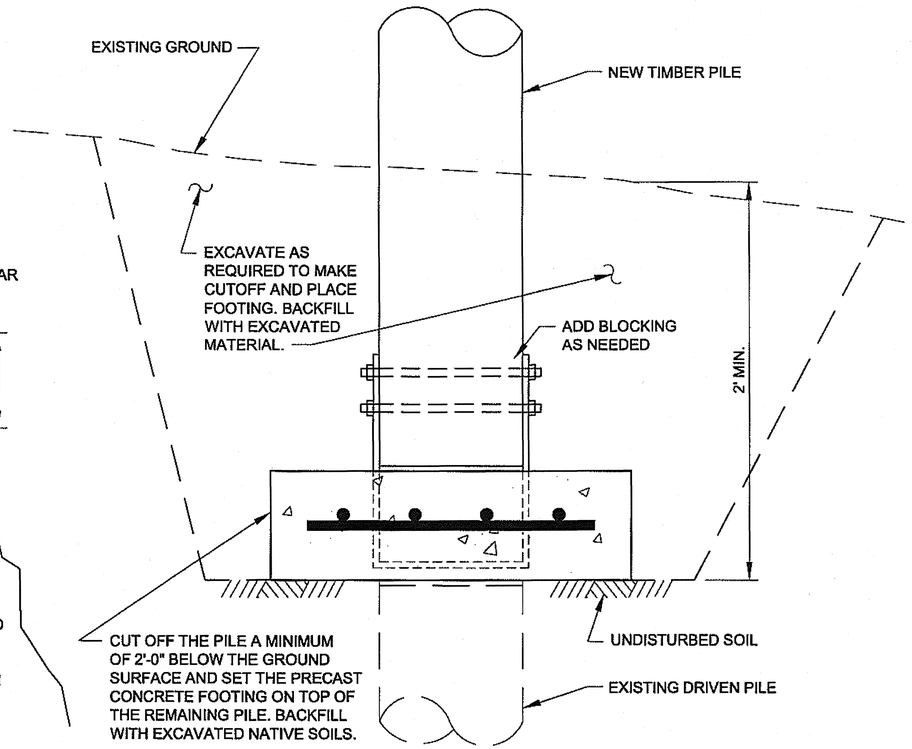



PLAN VIEW

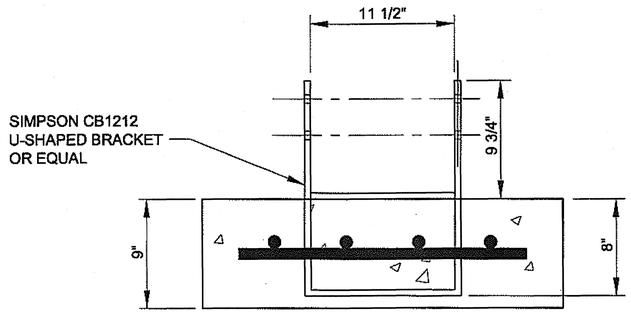
FOR BOTH PRE-CAST AND CAST IN PLACE FOOTINGS



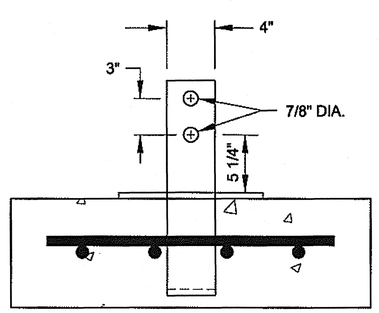

CAST IN PLACE CONCRETE FOOTING DETAIL




REPLACING DRIVEN PILES DETAIL

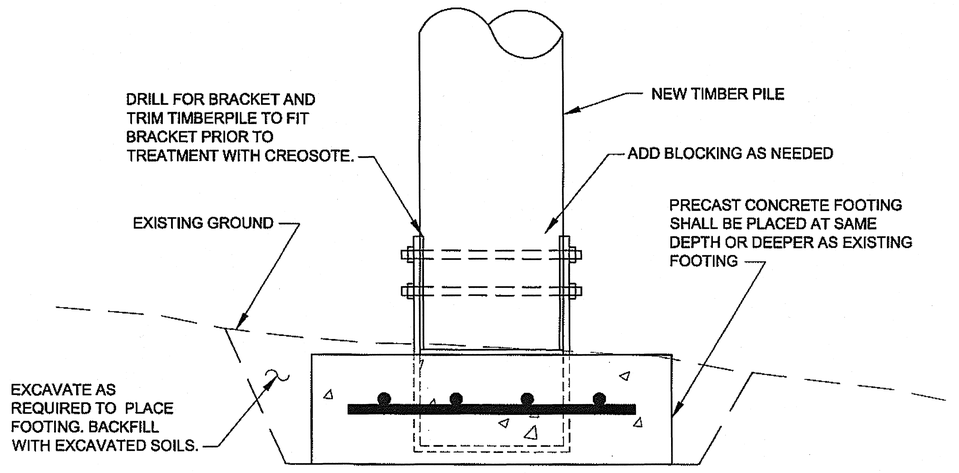



FRONT ELEVATION




SIDE ELEVATION

PRECAST CONCRETE FOOTING DETAIL




REPLACING SET PILES DETAIL

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

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TAB: TYPICALS

| ADDENDUM NUMBER |
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| ATTACHMENT NUMBER |
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RECORD OF REVISIONS

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
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PELICAN BOARDWALK
REPAIRS PHASE III
DC 01037-00 / 68708

**Miscellaneous Details**

STATE OF ALASKA 49TH
JAMES J. PETROPULOS CE-11377
REGISTERED PROFESSIONAL ENGINEER
8-19-09

| DESIGNED BY: | G. LOCKWOOD |
|---|---|
| DRAWN BY: | D. STEVENS |

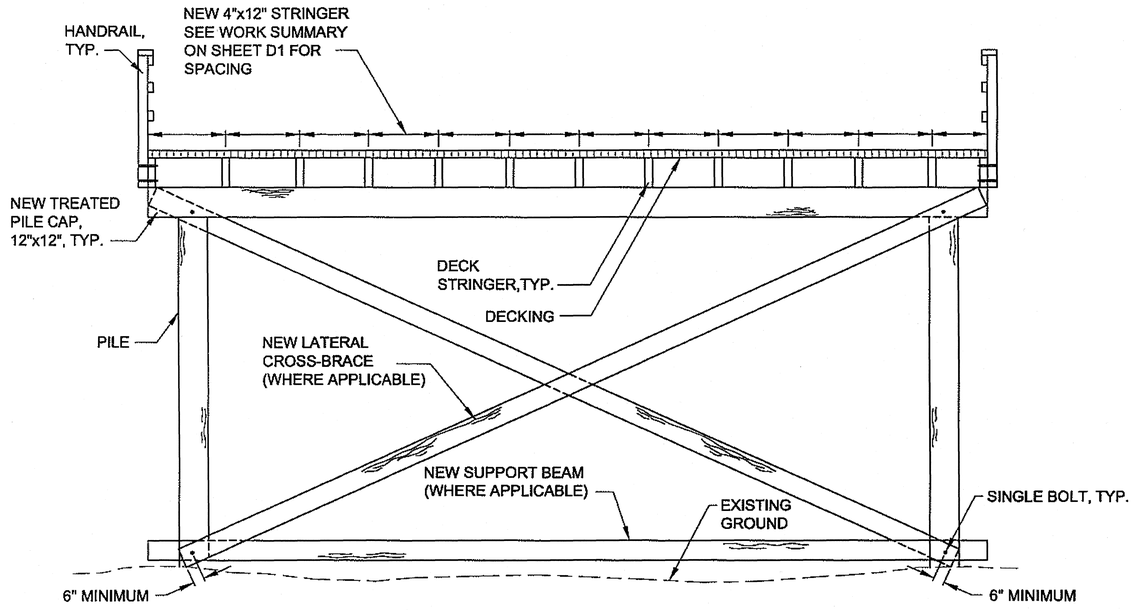
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOTHEAST REGION

PELICAN BOARDWALK
REPAIRS PHASE III

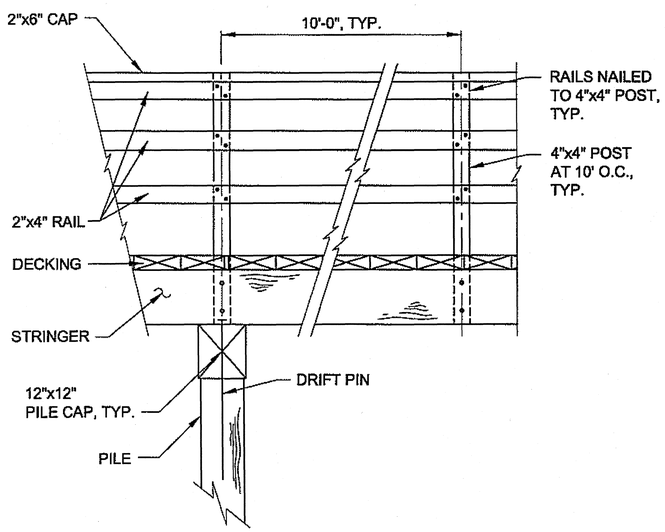
**Miscellaneous Details**

| PROJECT DESIGNATION NUMBER |
|---|
| DC 01037-00 / 68708 |

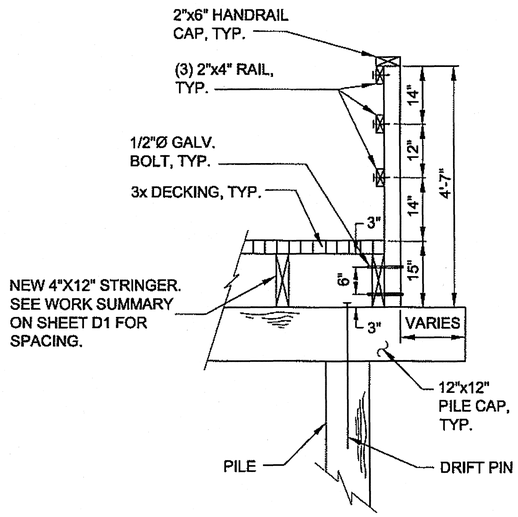
| STATE | YEAR |
|---|---|
| ALASKA | 2009 |
| SHEET NUMBER | TOTAL SHEETS |
| E1 | 9 |




TYPICAL STRINGER CROSS SECTION "A-A"




ELEVATION




X-SECTION

TYPICAL HANDRAIL DETAILS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

PATH:
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |

PELICAN BOARDWALK
REPAIRS PHASE III
DC 01037-00 / 68708

**Miscellaneous Details**

STATE OF ALASKA 49 TH
JAMES J. PETROPULOS
CE-11377
REGISTERED PROFESSIONAL ENGINEER
8-10-09

DESIGNED BY: G. LOCKWOOD
DRAWN BY: D. STEVENS

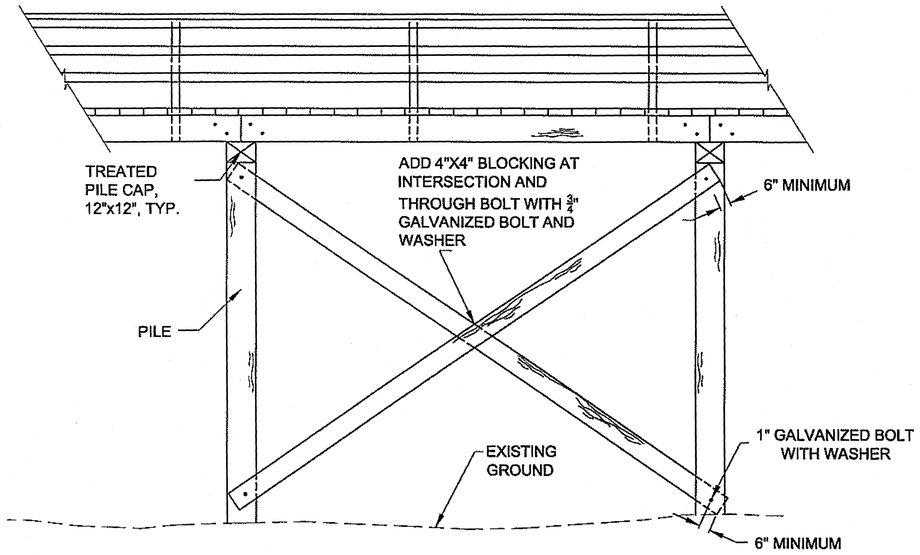
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOTHEAST REGION

PELICAN BOARDWALK
REPAIRS PHASE III

**Miscellaneous Details**

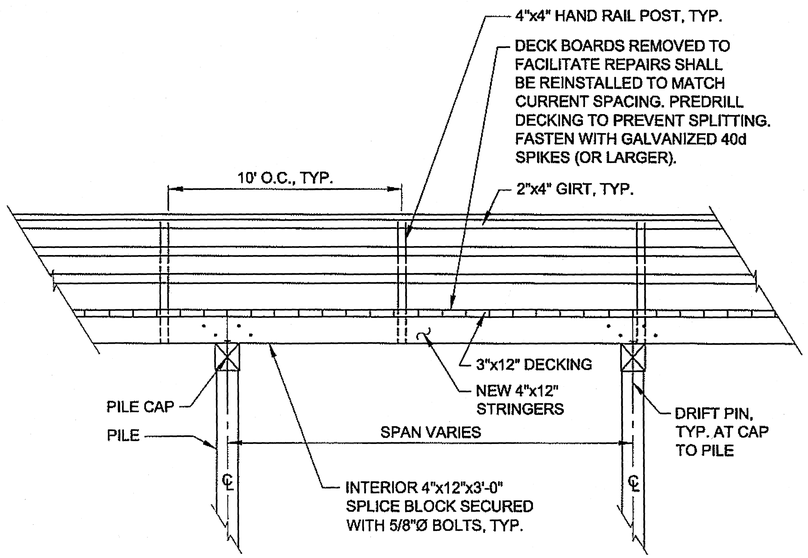
PROJECT DESIGNATION NUMBER
DC 01037-00 / 68708

| STATE | YEAR |
|---|---|
| ALASKA | 2009 |
| SHEET NUMBER | TOTAL SHEETS |
| E2 | 9 |

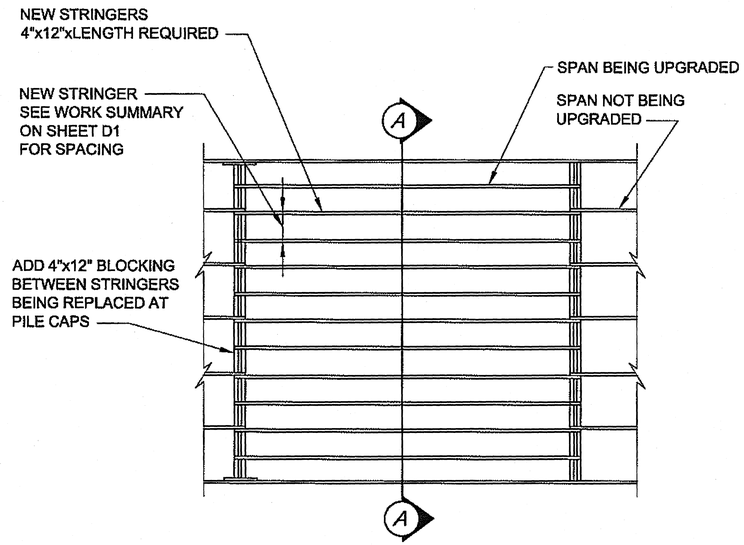



## TYPICAL LONGITUDINAL CROSS-BRACE DETAIL

NOTE: SEE LONGITUDINAL BRACING TABLE
ON SHEET D2.




## TYPICAL ELEVATION OF BOARDWALK




## TYPICAL STRINGER PLAN LAYOUT

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, project as constructed.
Proj. Eng. _____ Date 11-5-10

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| ATTACHMENT NUMBER |
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RECORD OF REVISIONS

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |

PELICAN BOARDWALK
REPAIRS PHASE III
DC 01037-00 / 68708

**Miscellaneous Details**

STATE OF ALASKA 49TH JAMES J. PETROPULOS 12-1107 REGISTERED PROFESSIONAL ENGINEER 8-6-09

| | |
|---|---|
| DESIGNED BY: | G. LOCKWOOD |
| DRAWN BY: | D. STEVENS |

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOTHEAST REGION

PELICAN BOARDWALK
REPAIRS PHASE III

**Miscellaneous Details**

| PROJECT DESIGNATION NUMBER | |
|---|---|
| DC 01037-00 / 68708 | |
| STATE | YEAR |
| ALASKA | 2009 |
| SHEET NUMBER | TOTAL SHEETS |
| | |

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|---|
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| ATTACHMENT NUMBER |
|---|
| |

RECORD OF REVISIONS

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |

PELICAN BOARDWALK
REPAIRS PHASE III
DC 01037-00 / 68708

# Miscellaneous Details

STATE OF ALASKA
49 TH
Gregory K. Lockwood
CE-11850
8/3/09

DESIGNED BY: G. LOCKWOOD
DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PELICAN BOARDWALK
REPAIRS PHASE III

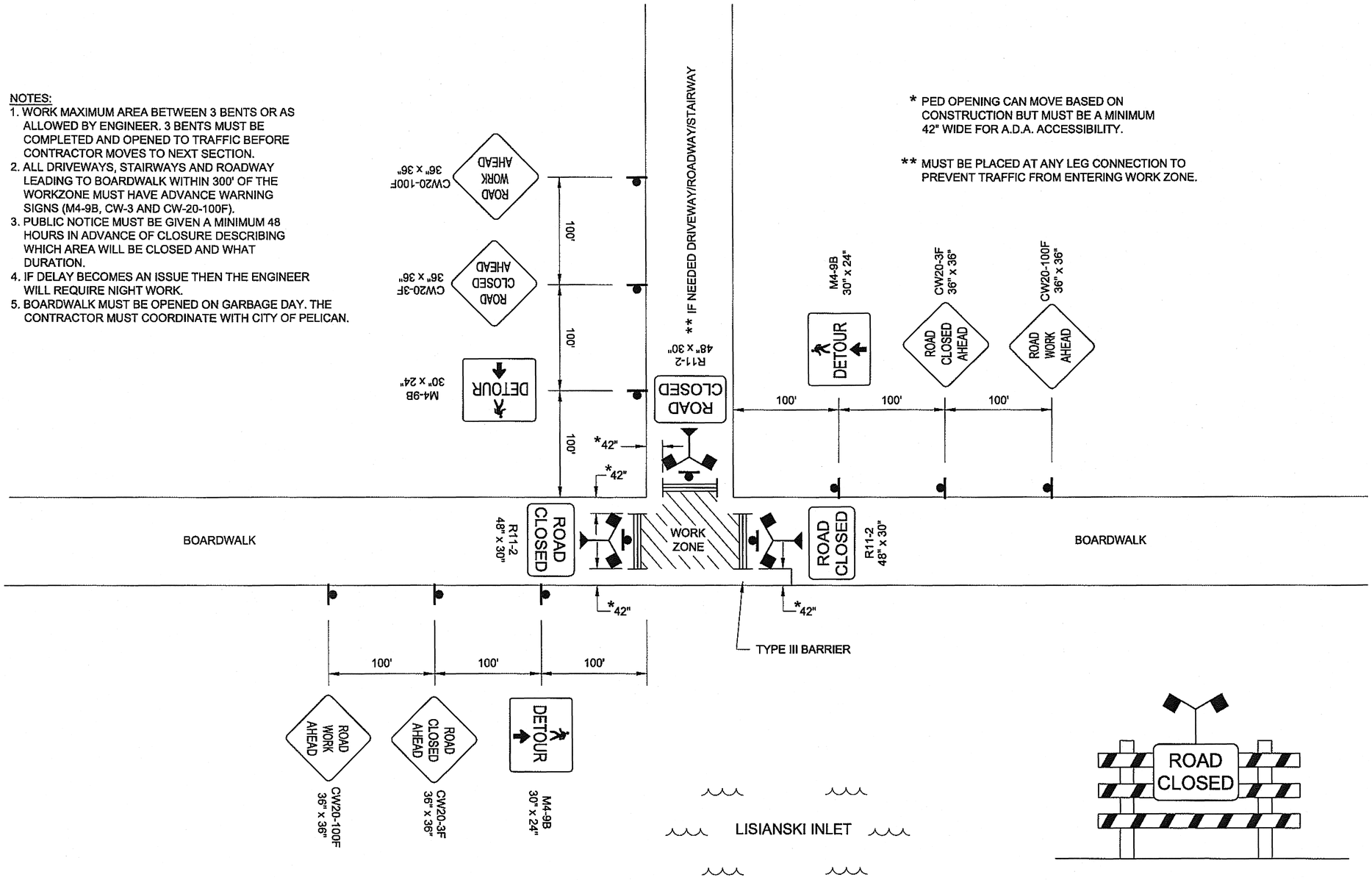
**Miscellaneous Details**

| PROJECT DESIGNATION NUMBER |
|---|
| DC 01037-00 / 68708 |

| STATE | YEAR |
|---|---|
| ALASKA | 2009 |
| SHEET NUMBER | TOTAL SHEETS |
| E4 | 9 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

NOTES:
1. WORK MAXIMUM AREA BETWEEN 3 BENTS OR AS ALLOWED BY ENGINEER. 3 BENTS MUST BE COMPLETED AND OPENED TO TRAFFIC BEFORE CONTRACTOR MOVES TO NEXT SECTION.
2. ALL DRIVEWAYS, STAIRWAYS AND ROADWAY LEADING TO BOARDWALK WITHIN 300' OF THE WORKZONE MUST HAVE ADVANCE WARNING SIGNS (M4-9B, CW-3 AND CW-20-100F).
3. PUBLIC NOTICE MUST BE GIVEN A MINIMUM 48 HOURS IN ADVANCE OF CLOSURE DESCRIBING WHICH AREA WILL BE CLOSED AND WHAT DURATION.
4. IF DELAY BECOMES AN ISSUE THEN THE ENGINEER WILL REQUIRE NIGHT WORK.
5. BOARDWALK MUST BE OPENED ON GARBAGE DAY. THE CONTRACTOR MUST COORDINATE WITH CITY OF PELICAN.




DOCK CLOSURE

* PED OPENING CAN MOVE BASED ON CONSTRUCTION BUT MUST BE A MINIMUM 42" WIDE FOR A.D.A. ACCESSIBILITY.

** MUST BE PLACED AT ANY LEG CONNECTION TO PREVENT TRAFFIC FROM ENTERING WORK ZONE.




TYPE III BARRIER

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

PATH: O:\Pel\68708\Planset\TCP_Plan.dwg
Wed, 15/Jul/09 09:41AM
PLOT: PSPACE 1=1(F) OR MSPACE 1=1(F)
TAB: TYPICALS

| ADDENDUM NUMBER |
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| ATTACHMENT NUMBER |
| |

RECORD OF REVISIONS

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
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PELICAN BOARDWALK
REPAIR PHASE III
DC 01037-00 / 68708

# Traffic Control Plan

STATE OF ALASKA 49 TH
Carolyn H. Morehouse PE-10691
REGISTERED PROFESSIONAL ENGINEER
8/11/09

DESIGNED BY: C. MOREHOUSE
DRAWN BY: D. STEVENS

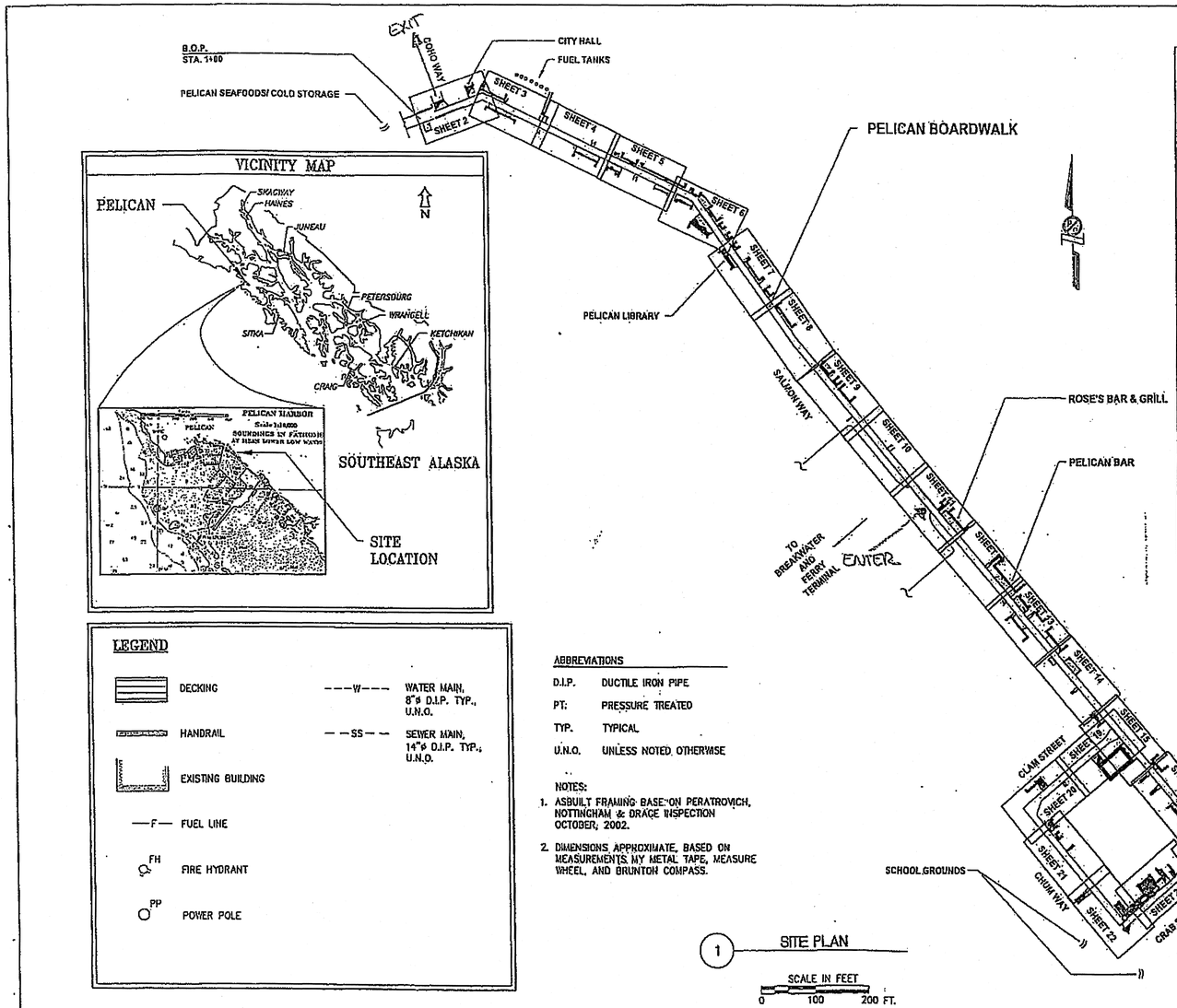
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PELICAN BOARDWALK
REPAIR PHASE III

**Traffic Control Plan**

| PROJECT DESIGNATION NUMBER |
|---|
| DC 01037-00 / 68708 |

| STATE | YEAR |
|---|---|
| ALASKA | 2009 |
| SHEET NUMBER | TOTAL SHEETS |
| T1 | 9 |




## VICINITY MAP




## LEGEND

- DECKING
- HANDRAIL
- EXISTING BUILDING
- —F— FUEL LINE
- FH FIRE HYDRANT
- PP POWER POLE
- ---W--- WATER MAIN, 8"ø D.I.P. TYP., U.N.O.
- --SS-- SEWER MAIN, 14"ø D.I.P. TYP., U.N.O.

## ABBREVIATIONS

| | |
|---|---|
| D.I.P. | DUCTILE IRON PIPE |
| PT: | PRESSURE TREATED |
| TYP. | TYPICAL |
| U.N.O. | UNLESS NOTED OTHERWISE |

NOTES:

1. ASBUILT FRAMING BASE ON PERATROVICH, NOTTINGHAM & DRAGE INSPECTION OCTOBER, 2002.
2. DIMENSIONS APPROXIMATE, BASED ON MEASUREMENTS MY METAL TAPE, MEASURE WHEEL, AND BRUNTON COMPASS.

1 SITE PLAN

SCALE IN FEET
0 100 200 FT.

## SHEET INDEX


| SHEET NO. | SHEET TITLE |
|---|---|
| 1 | GENERAL LAYOUT, VICINITY MAP, INDEX |
| 2 | PLAN: SALMON WAY, (B.O.P.) BENT 1 TO BENT 10 |
| 3 | PLAN: SALMON WAY, BENT 10 TO BENT 17 |
| 4 | PLAN: SALMON WAY, BENT 17 TO BENT 25 |
| 5 | PLAN: SALMON WAY, BENT 25 TO BENT 33 |
| 6 | PLAN: SALMON WAY, BENT 33 TO BENT 47 |
| 7 | PLAN: SALMON WAY, BENT 47 TO BENT 60 |
| 8 | PLAN: SALMON WAY, BENT 60 TO BENT 74 |
| 9 | PLAN: SALMON WAY, BENT 74 TO BENT 88 |
| 10 | PLAN: SALMON WAY, BENT 88 TO BENT 96 |
| 11 | PLAN: SALMON WAY, BENT 96 TO BENT 109 |
| 12 | PLAN: SALMON WAY, BENT 109 TO BENT 120 |
| 13 | PLAN: SALMON WAY, BENT 120 TO BENT 134 |
| 14 | PLAN: SALMON WAY, BENT 134 TO BENT 148 |
| 15 | PLAN: SALMON WAY, BENT 148 TO BENT 162 |
| 16 | PLAN: SALMON WAY, BENT 162 TO BENT 176 |
| 17 | PLAN: SALMON WAY, BENT 176 TO BENT 190 |
| 18 | PLAN: SALMON WAY, BENT 190 TO BENT 203 (E.O.P.) |
| 19 | PLAN: CLAM ST., CHUM WAY, AND CRAB ST. LOOP, BENT L1 TO L12 |
| 20 | PLAN: CLAM ST., CHUM WAY, AND CRAB ST. LOOP, BENT L12 TO L28 |
| 21 | PLAN: CLAM ST., CHUM WAY, AND CRAB ST. LOOP, BENT L28 TO L41 |
| 22 | PLAN: CLAM ST., CHUM WAY, AND CRAB ST. LOOP, BENT L41 TO L56 |
| 23 | PLAN: CLAM ST., CHUM WAY, AND CRAB ST. LOOP, BENT L56 TO L69 |
| 24 | PLAN: CLAM ST., CHUM WAY, AND CRAB ST. LOOP, BENT L69 TO L74 |
| 25 | TYPICAL ELEVATION AND HANDRAIL |
| 26 | NON-TYPICAL SECTIONS |
| 27 | TYPICAL DECK STRINGERS SECTIONS & NON-TYPICAL BENT SECTIONS |
| 28 | STRINGER TABLE |
| 29 | STRINGER TABLE |
| 30 | STRINGER TABLE |
| 31 | BENT SECTIONS AND DATA TABLE |
| 32 | BENT DATA TABLE |
| 33 | BENT DATA TABLE AND CONNECTION |
| 34 | CRAB-CHUM-CLAM LOOP SECTIONS |
| 35 | CRAB-CHUM-CLAM NON-TYPICAL BENT SECTIONS |
| 36 | CRAB-CHUM-CLAM NON-TYPICAL BENT SECTIONS |


5/30/08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Juneau, Alaska 99801
(907) 586-2033


NOTE:
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| PATH: . | | |
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*GENERAL LAYOUT, VICINITY MAP, INDEX*

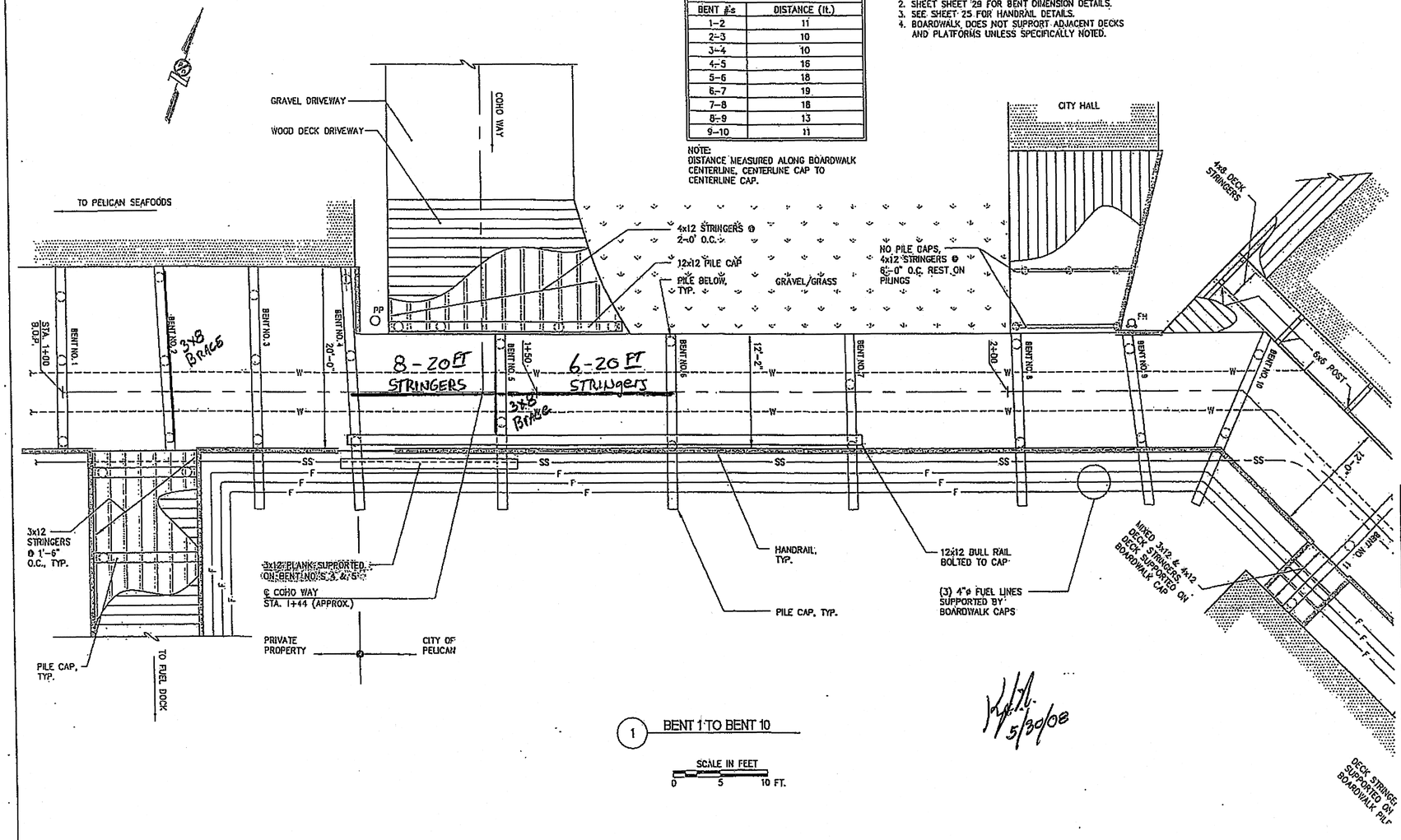
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 1 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Engr. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 1–2 | 11 |
| 2–3 | 10 |
| 3–4 | 10 |
| 4–5 | 16 |
| 5–6 | 18 |
| 6–7 | 19 |
| 7–8 | 18 |
| 8–9 | 13 |
| 9–10 | 11 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 1 TO BENT 10

SCALE IN FEET
0 5 10 FT.

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NOTE:
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY (B.O.P.) BENT 1 TO BENT 10*

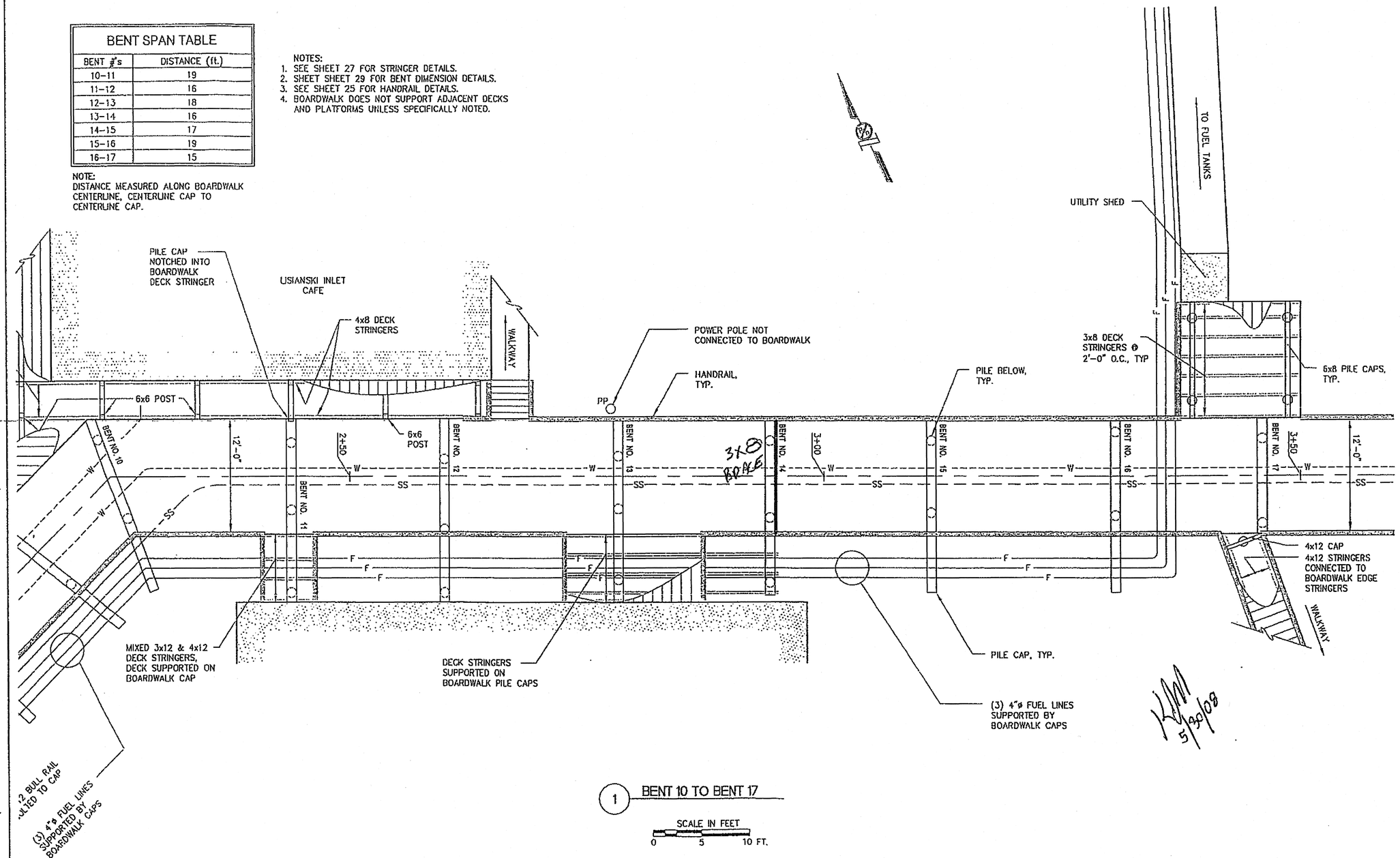
| | |
|---|---|
| DESIGNED BY: GI, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 2 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 10–11 | 19 |
| 11–12 | 16 |
| 12–13 | 18 |
| 13–14 | 16 |
| 14–15 | 17 |
| 15–16 | 19 |
| 16–17 | 15 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 10 TO BENT 17

SCALE IN FEET
0 5 10 FT.

5/9/08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NOTE:
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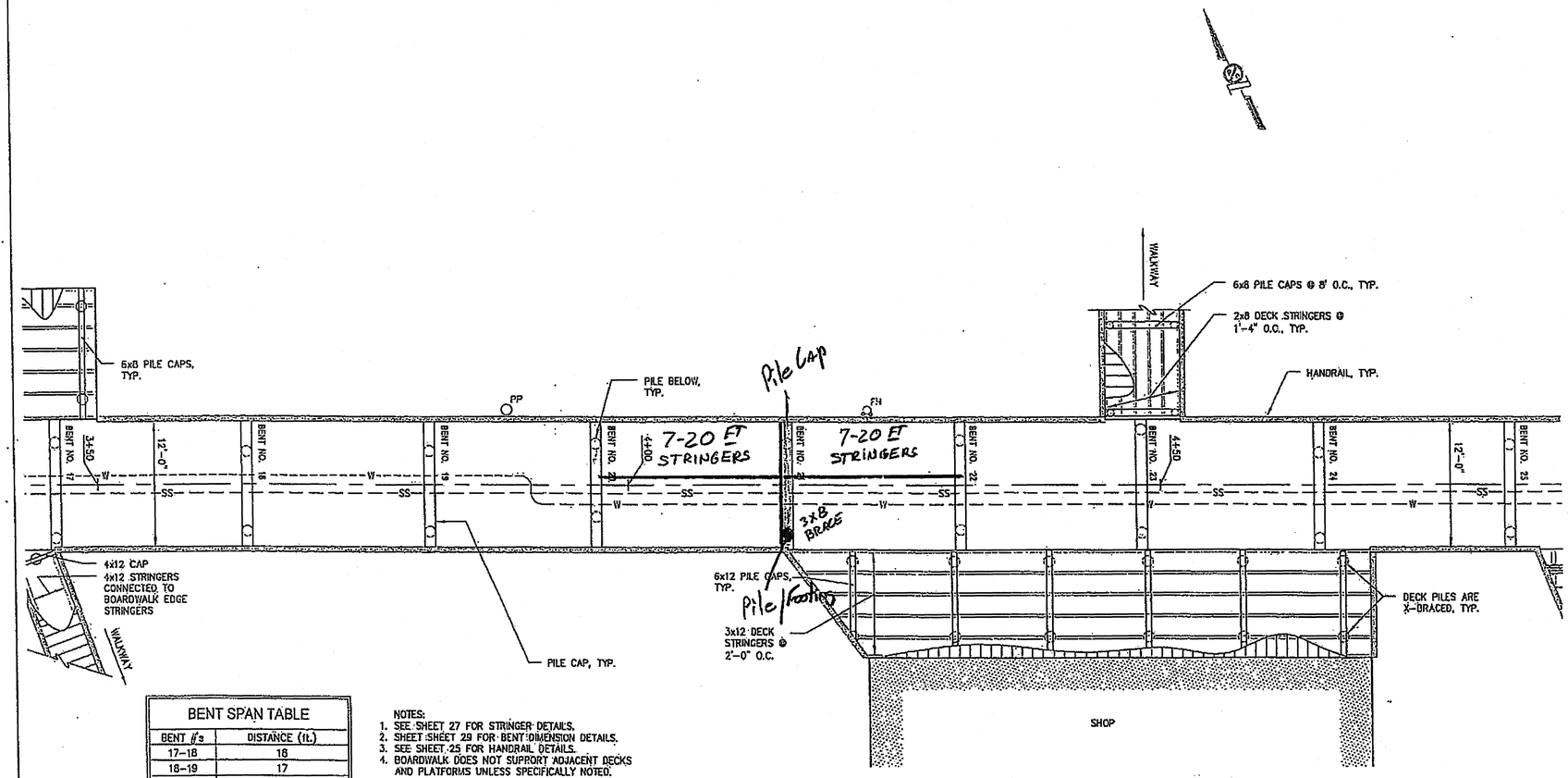
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 10 TO BENT 17*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 3 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10




| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 17–18 | 16 |
| 18–19 | 17 |
| 19–20 | 16 |
| 20–21 | 18 |
| 21–22 | 16 |
| 22–23 | 17 |
| 23–24 | 17 |
| 24–25 | 18 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.

1 BENT 17 TO BENT 25

SCALE IN FEET
0 5 10 FT.

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NOTE:
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 17 TO BENT 25*

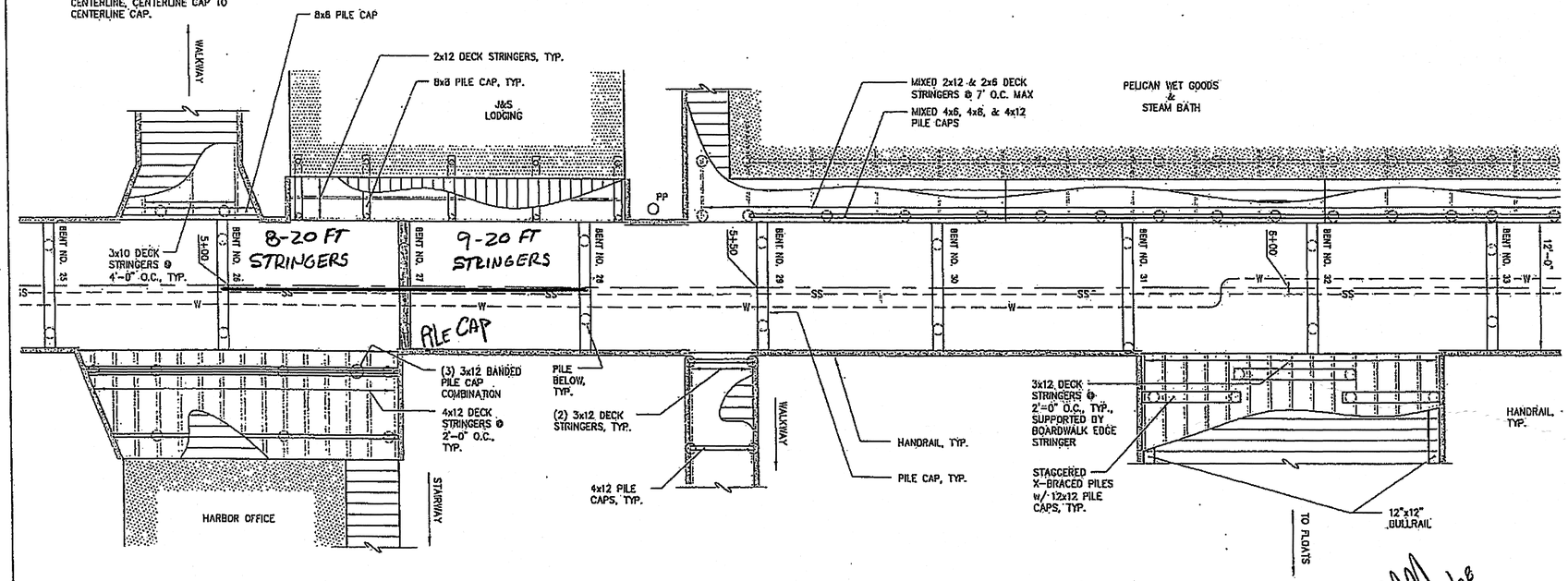
| | |
|---|---|
| DESIGNED BY: CL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 4 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 25–26 | 16 |
| 26–27 | 17 |
| 27–28 | 17 |
| 28–29 | 17 |
| 29–30 | 16 |
| 30–31 | 18 |
| 31–32 | 18 |
| 32–33 | 17 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 25 TO BENT 33

SCALE IN FEET
0 5 10 FT.

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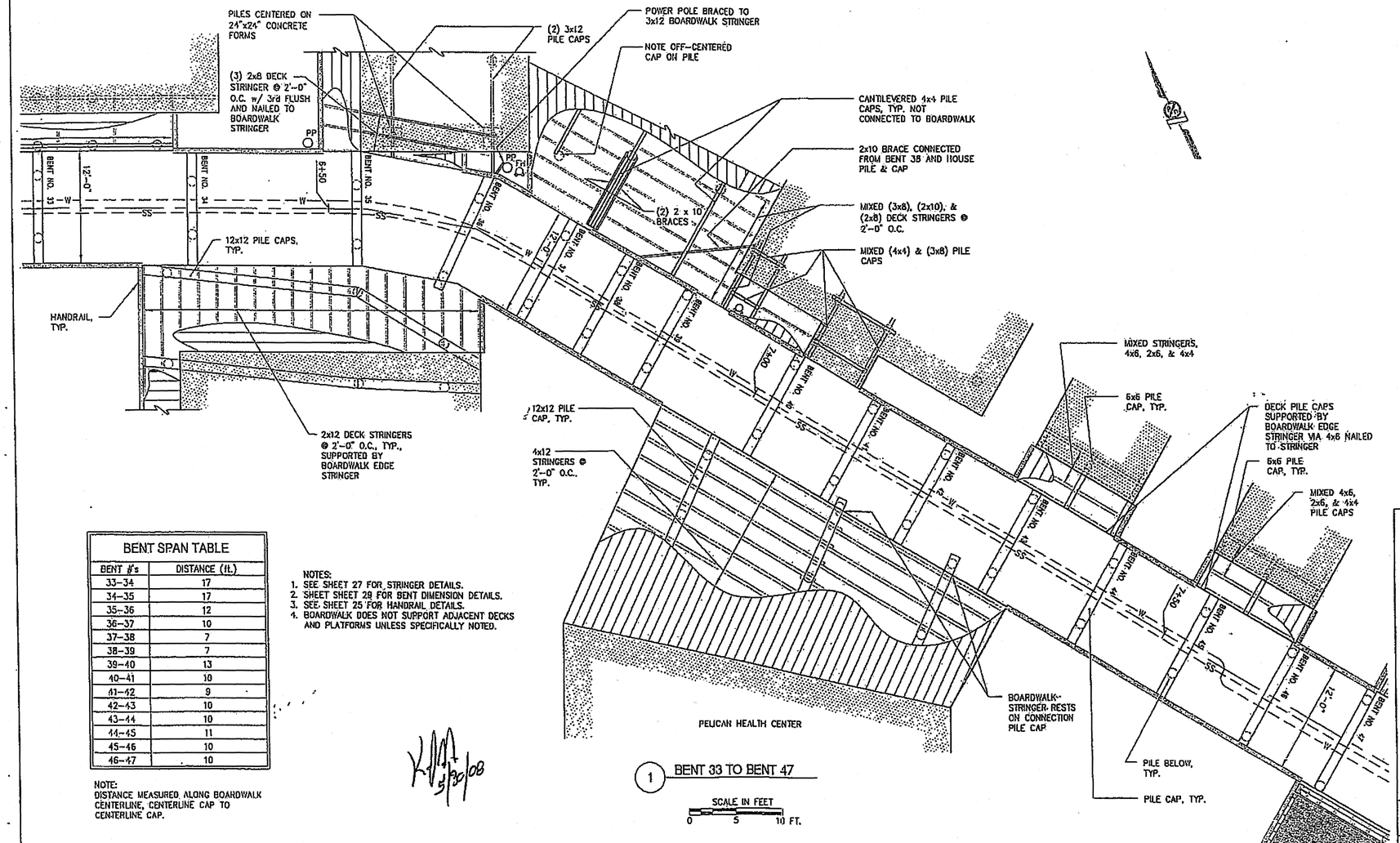
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 25 TO BENT 33*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 5 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10




| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 33–34 | 17 |
| 34–35 | 17 |
| 35–36 | 12 |
| 36–37 | 10 |
| 37–38 | 7 |
| 38–39 | 7 |
| 39–40 | 13 |
| 40–41 | 10 |
| 41–42 | 9 |
| 42–43 | 10 |
| 43–44 | 10 |
| 44–45 | 11 |
| 45–46 | 10 |
| 46–47 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.

5/30/08

1 BENT 33 TO BENT 47

SCALE IN FEET
0 5 10 FT.

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NOTE:
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 33 TO BENT 47*

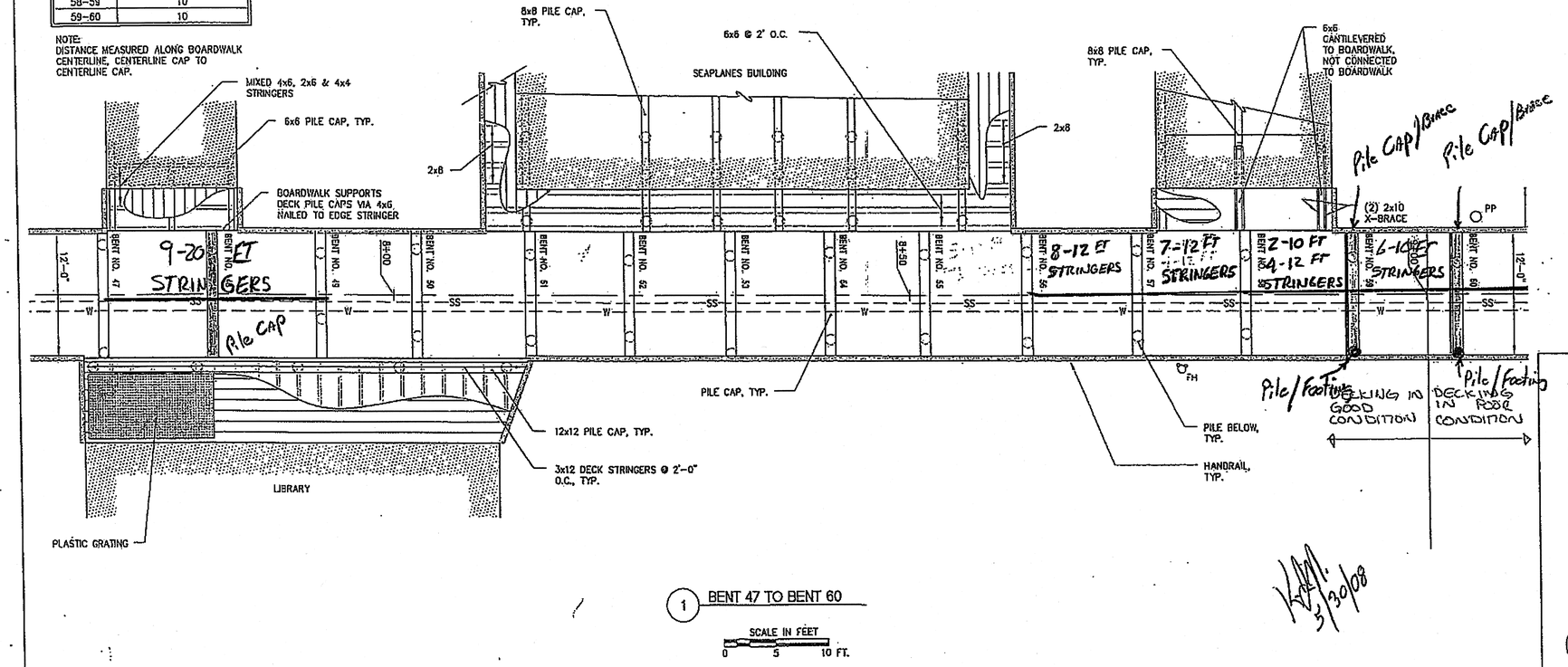
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75022 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 6 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 47–48 | 10 |
| 48–49 | 10 |
| 49–50 | 9 |
| 50–51 | 11 |
| 51–52 | 9 |
| 52–53 | 10 |
| 53–54 | 10 |
| 54–55 | 9 |
| 55–56 | 10 |
| 56–57 | 10 |
| 57–58 | 10 |
| 58–59 | 10 |
| 59–60 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 47 TO BENT 60

SCALE IN FEET
0 5 10 FT.

5/30/08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NOTE:
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| PATH: . | | |
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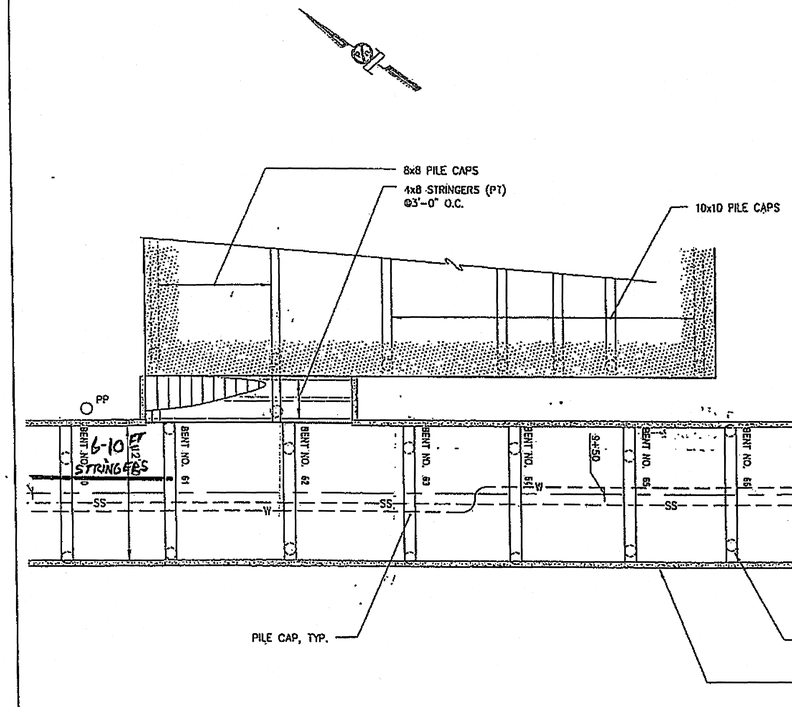
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 47 TO BENT 60*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75022 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 7 OF 36 |

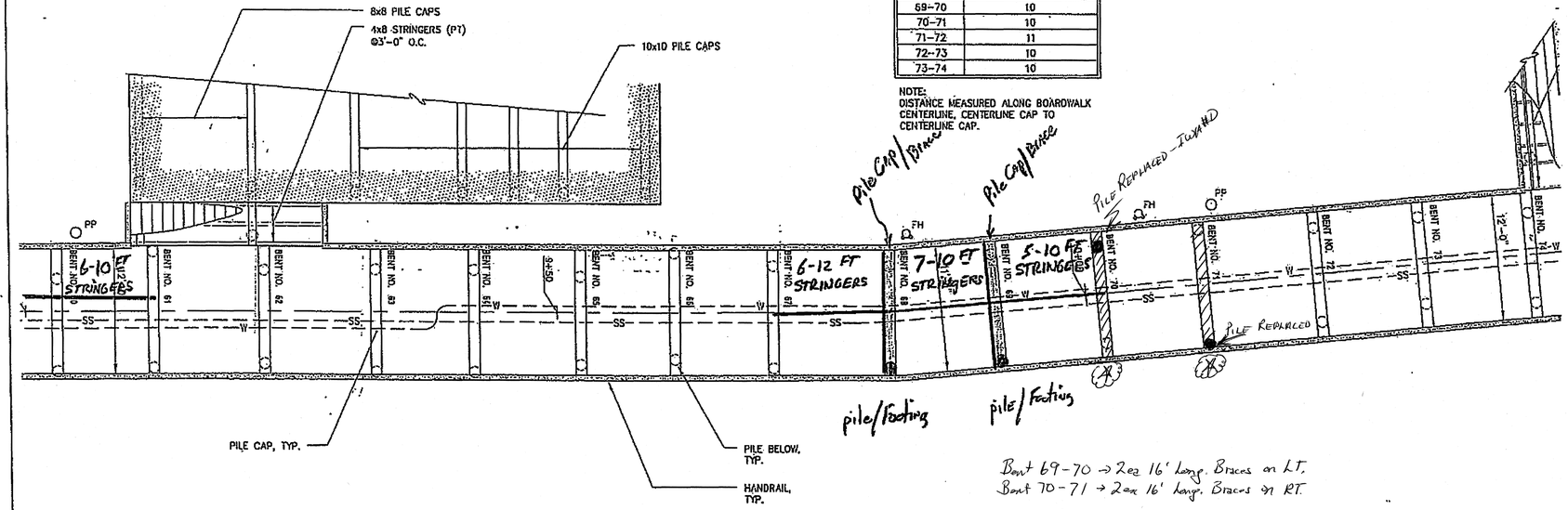
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. [signature] Date 11-5-10




| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 60-61 | 9 |
| 61-62 | 10 |
| 62-63 | 10 |
| 63-64 | 9 |
| 64-65 | 10 |
| 65-66 | 9 |
| 66-67 | 9 |
| 67-68 | 11 |
| 68-69 | 10 |
| 69-70 | 10 |
| 70-71 | 10 |
| 71-72 | 11 |
| 72-73 | 10 |
| 73-74 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 60 TO BENT 74

SCALE IN FEET
0 5 10 FT.

5/30/08

Pile Cap Replaced

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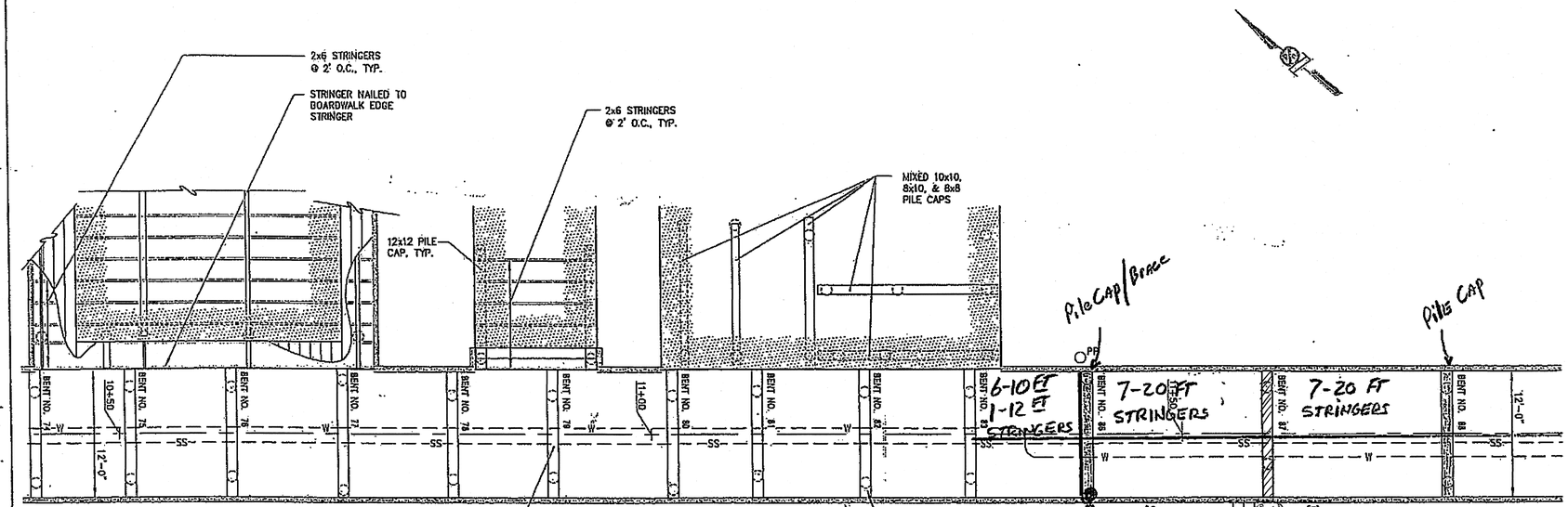
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

PELICAN BOARDWALK
STATE OF ALASKA BRIDGE NO. 1268
PLAN: SALMON WAY BENT 60 TO BENT 74

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 8 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10




| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 74–75 | 9 |
| 75–76 | 9 |
| 76–77 | 10 |
| 77–78 | 11 |
| 78–79 | 9 |
| 79–80 | 11 |
| 80–81 | 8 |
| 81–82 | 10 |
| 82–83 | 10 |
| 84 | NON EXISTING |
| 85 | NON EXISTING |
| 83–86 | 11 |
| 86–87 | 17 |
| 87–88 | 17 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.
5. BENTS 84 AND 85 DO NOT EXIST.

1 BENT 74 TO BENT 88

SCALE IN FEET
0 5 10 FT.

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Engineering Consultants
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NOTE:
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 74 TO BENT 88*

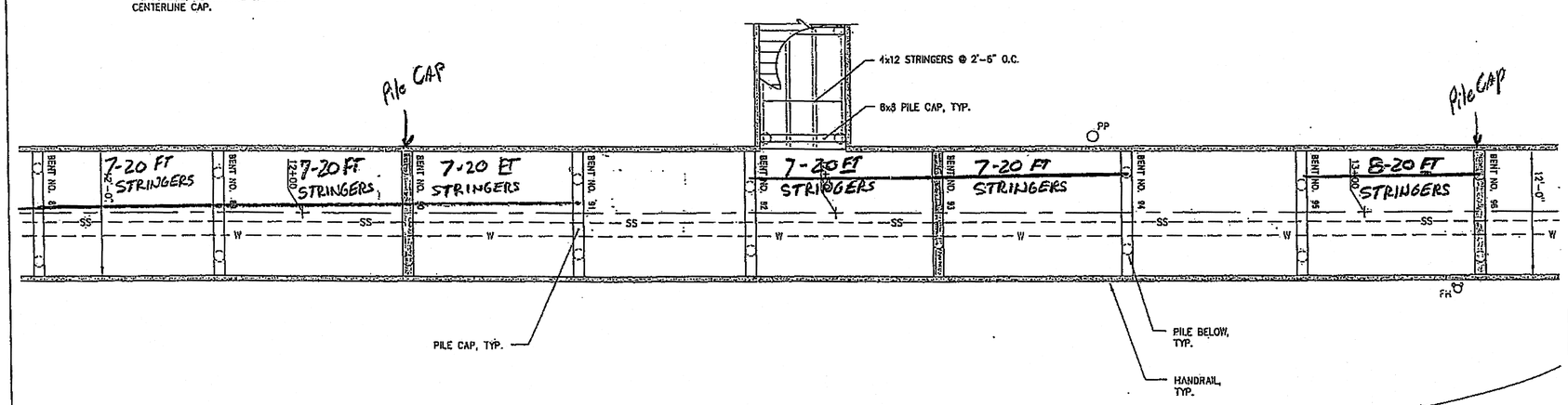
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 9 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #s | DISTANCE (ft.) |
| 88–89 | 17 |
| 89–90 | 18 |
| 90–91 | 16 |
| 91–92 | 16 |
| 92–93 | 18 |
| 93–94 | 18 |
| 94–95 | 16 |
| 95–96 | 17 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




5/30/08

1" BENT 88 TO BENT 96

SCALE IN FEET
0 5 10 FT.

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Engineering Consultants
3220 Hospital Dr., Suite 200
Juneau, Alaska 99803
(907) 586-2033

NOTE:
DO NOT SCALE FROM THESE PLANS — USE DIMENSIONS

| PATH: . | | |
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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 88 TO BENT 96*

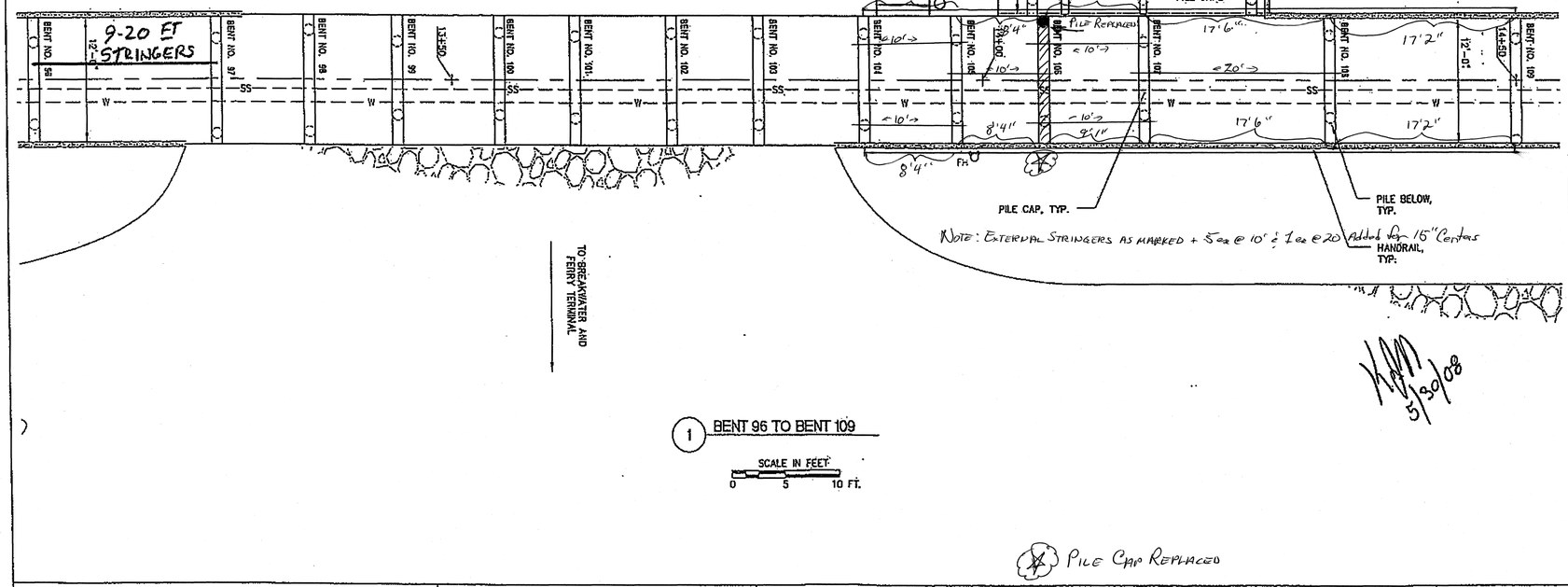
| | |
|---|---|
| DESIGNED BY: CL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 10 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 96–97 | 17 |
| 97–98 | 9 |
| 98–99 | 8 |
| 99–100 | 10 |
| 100–101 | 7 |
| 101–102 | 9 |
| 102–103 | 9 |
| 103–104 | 10 |
| 104–105 | 9 |
| 105–106 | 8 |
| 106–107 | 9 |
| 107–108 | 17 |
| 108–109 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 96 TO BENT 109

SCALE IN FEET
0 5 10 FT.

5/30/08

PILE CAP REPLACED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Engineering Consultants
3220 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2093


NOTE:
DO NOT SCALE FROM THESE PLANS – USE DIMENSIONS

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 96 TO BENT 109*

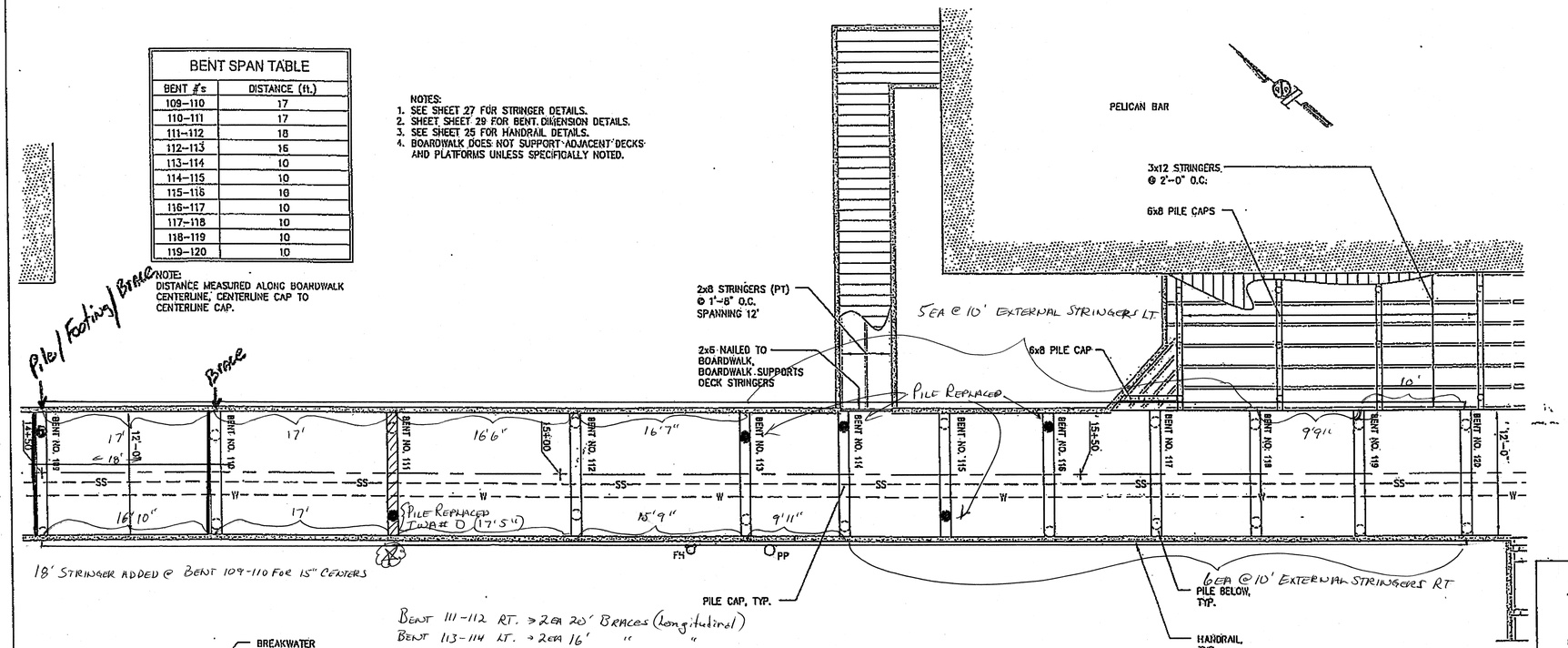
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 11 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 109–110 | 17 |
| 110–111 | 17 |
| 111–112 | 18 |
| 112–113 | 16 |
| 113–114 | 10 |
| 114–115 | 10 |
| 115–118 | 16 |
| 116–117 | 10 |
| 117–118 | 10 |
| 118–119 | 10 |
| 119–120 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 109 TO BENT 120

SCALE IN FEET
0 5 10 FT.

5/30/08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Engineering Consultants
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(907) 586-2093


NOTE:
DO NOT SCALE FROM THESE PLANS – USE DIMENSIONS

| PATH: | | |
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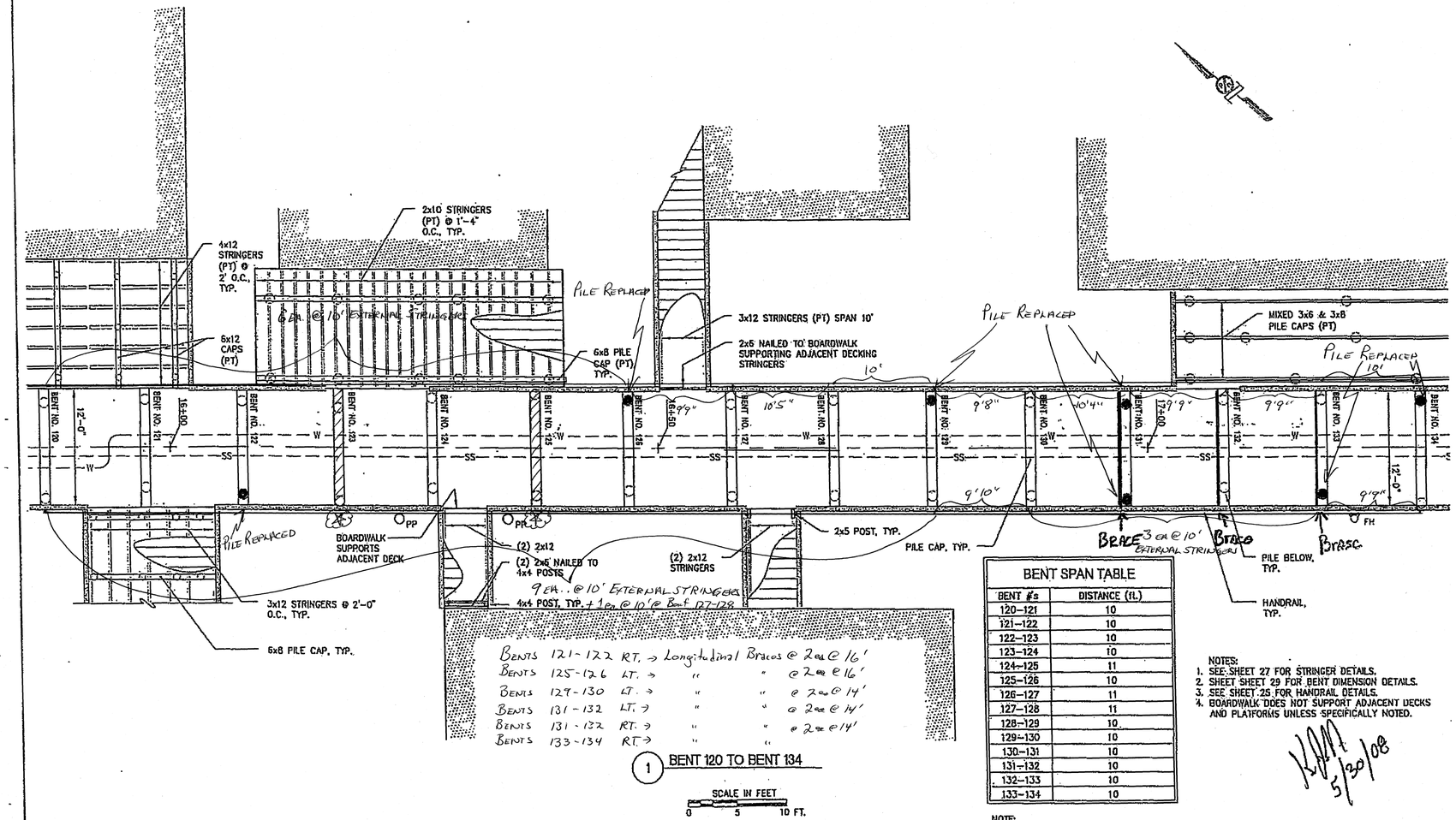
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 109 TO BENT 120*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 12 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10




PILE CAP REPLACED

| BENT SPAN TABLE | |
|---|---|
| BENT #s | DISTANCE (ft.) |
| 120–121 | 10 |
| 121–122 | 10 |
| 122–123 | 10 |
| 123–124 | 10 |
| 124–125 | 11 |
| 125–126 | 10 |
| 126–127 | 11 |
| 127–128 | 11 |
| 128–129 | 10 |
| 129–130 | 10 |
| 130–131 | 10 |
| 131–132 | 10 |
| 132–133 | 10 |
| 133–134 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.

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NOTE:
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| RECORD OF REVISIONS | | |
|---|---|---|
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 120 TO BENT 134*

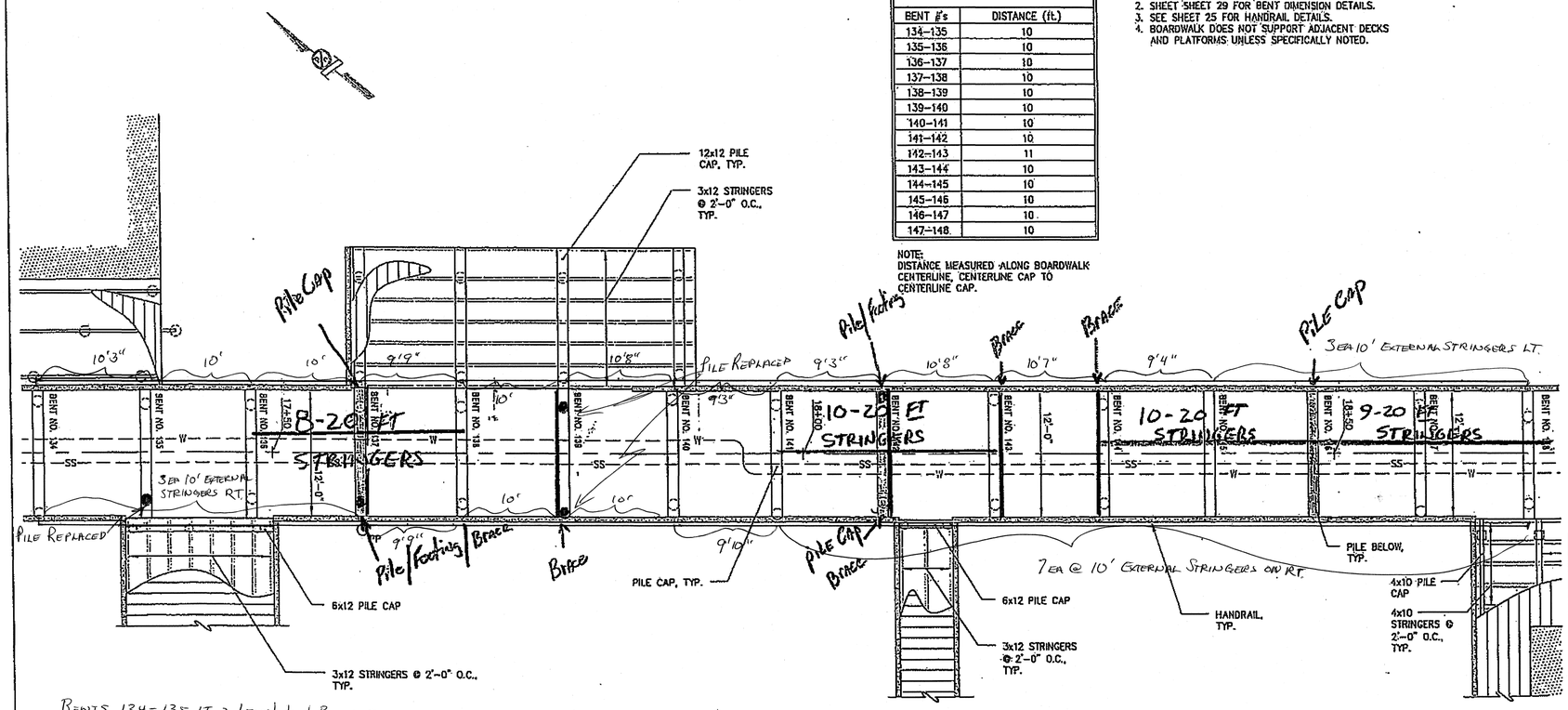
| | |
|---|---|
| DESIGNED BY: CL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CNG | SHEET 13 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft) |
| 134–135 | 10 |
| 135–136 | 10 |
| 136–137 | 10 |
| 137–138 | 10 |
| 138–139 | 10 |
| 139–140 | 10 |
| 140–141 | 10 |
| 141–142 | 10 |
| 142–143 | 11 |
| 143–144 | 10 |
| 144–145 | 10 |
| 145–146 | 10 |
| 146–147 | 10 |
| 147–148 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




Bents 134-135 LT. → Longitudinal Braces @
Bents 135-136 RT. → " " @ 2 ea @ 14'
Bents 138-139 RT. → " " @ 2 ea @ 14'
Bents 139-140 LT. → " " @ 2 ea @ 14'

1 BENT 134 TO BENT 148

SCALE IN FEET
0 5 10 FT.

K.P.M. 5/30/08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Juneau, Alaska 99801
(907) 586-2093


NOTE:
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 134 TO BENT 148*

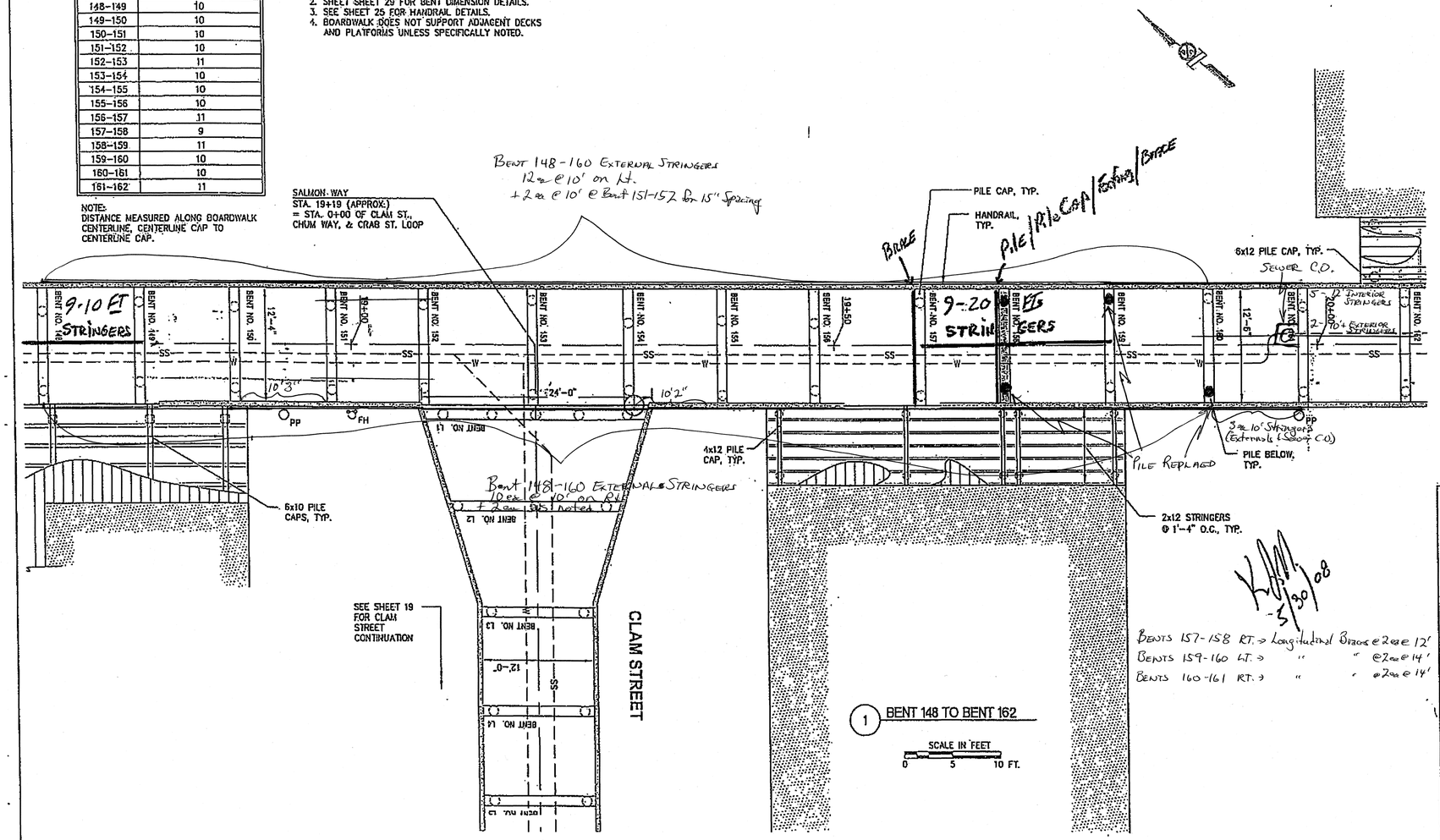
| | |
|---|---|
| DESIGNED BY: CL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 14 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 148–149 | 10 |
| 149–150 | 10 |
| 150–151 | 10 |
| 151–152 | 10 |
| 152–153 | 11 |
| 153–154 | 10 |
| 154–155 | 10 |
| 155–156 | 10 |
| 156–157 | 11 |
| 157–158 | 9 |
| 158–159 | 11 |
| 159–160 | 10 |
| 160–161 | 10 |
| 161–162 | 11 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 148 TO BENT 162

SCALE IN FEET
0 5 10 FT.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NOTE:
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| PATH: . | | |
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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 148 TO BENT 162*

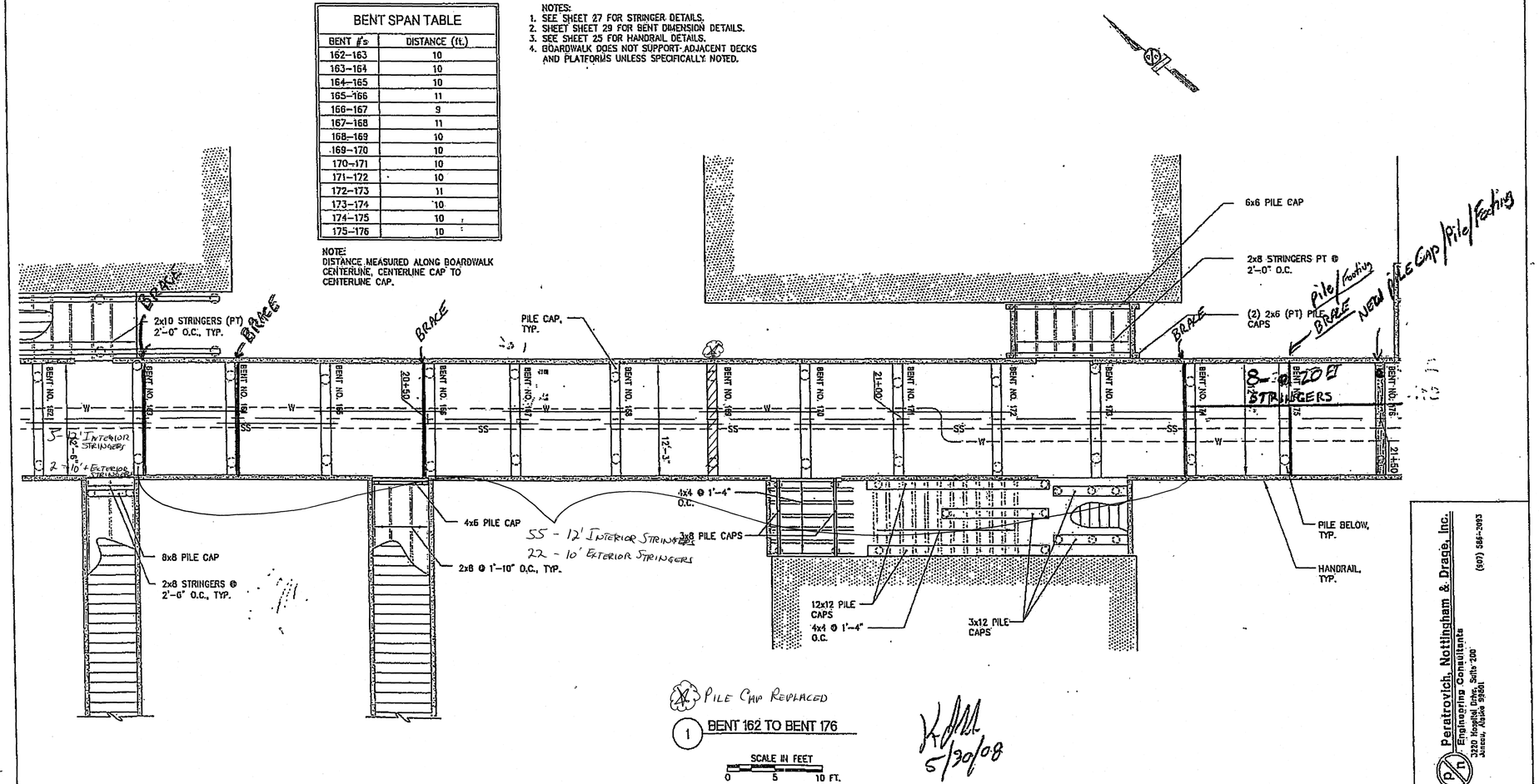
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CNG | SHEET 15 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 162–163 | 10 |
| 163–164 | 10 |
| 164–165 | 10 |
| 165–166 | 11 |
| 166–167 | 9 |
| 167–168 | 11 |
| 168–169 | 10 |
| 169–170 | 10 |
| 170–171 | 10 |
| 171–172 | 10 |
| 172–173 | 11 |
| 173–174 | 10 |
| 174–175 | 10 |
| 175–176 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




PILE CAP REPLACED

1 BENT 162 TO BENT 176

SCALE IN FEET
0 5 10 FT.

5/30/08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NOTE:
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| PATH: | | |
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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 162 TO BENT 176*

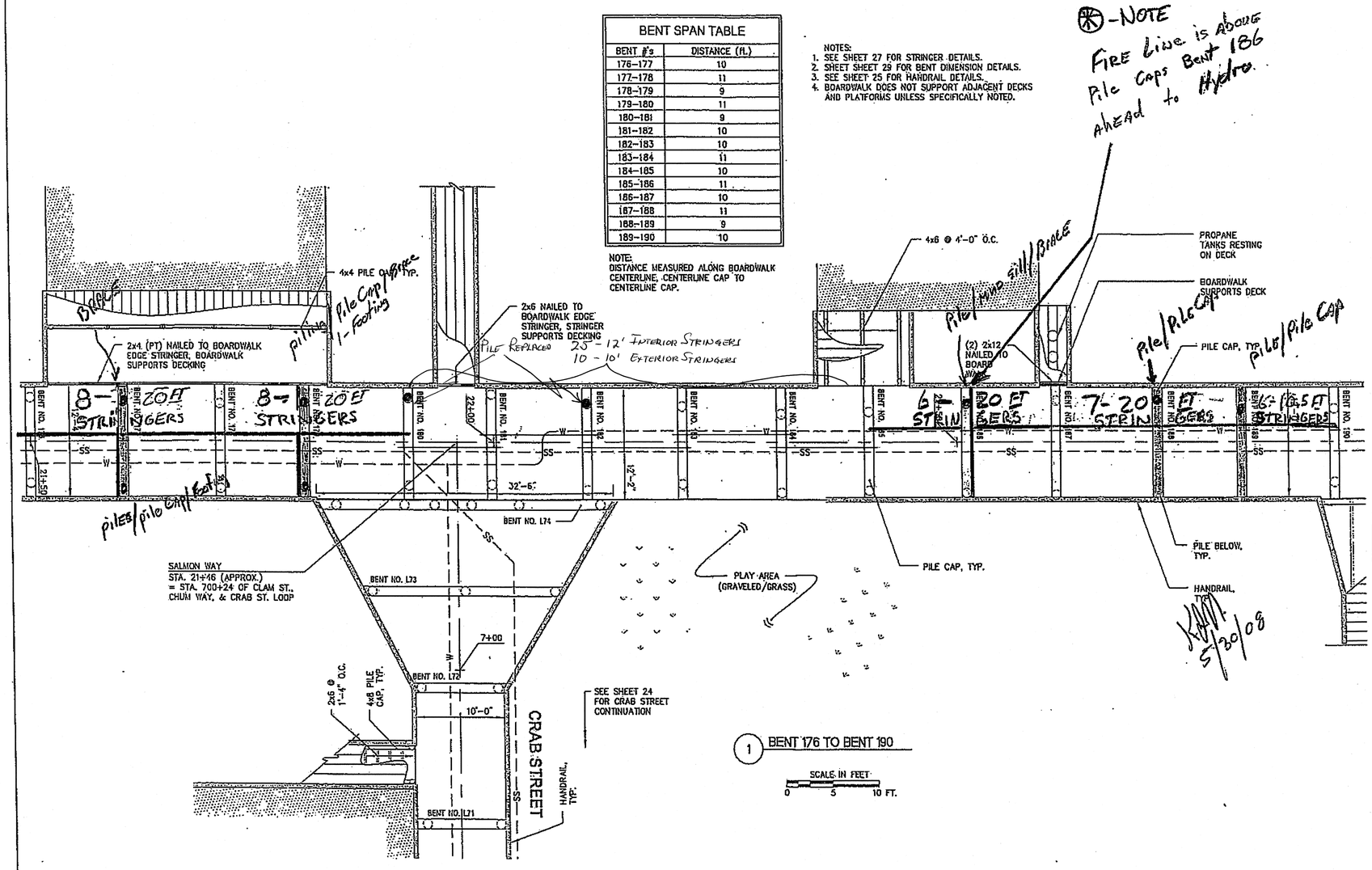
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2001 |
| CHECKED BY: CHG | SHEET 16 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-5-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 176–177 | 10 |
| 177–178 | 11 |
| 178–179 | 9 |
| 179–180 | 11 |
| 180–181 | 9 |
| 181–182 | 10 |
| 182–183 | 10 |
| 183–184 | 11 |
| 184–185 | 10 |
| 185–186 | 11 |
| 186–187 | 10 |
| 187–188 | 11 |
| 188–189 | 9 |
| 189–190 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT 176 TO BENT 190

SCALE IN FEET
0 5 10 FT.

5/30/08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NOTE:
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| PATH: . | | |
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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY BENT 176 TO BENT 190*

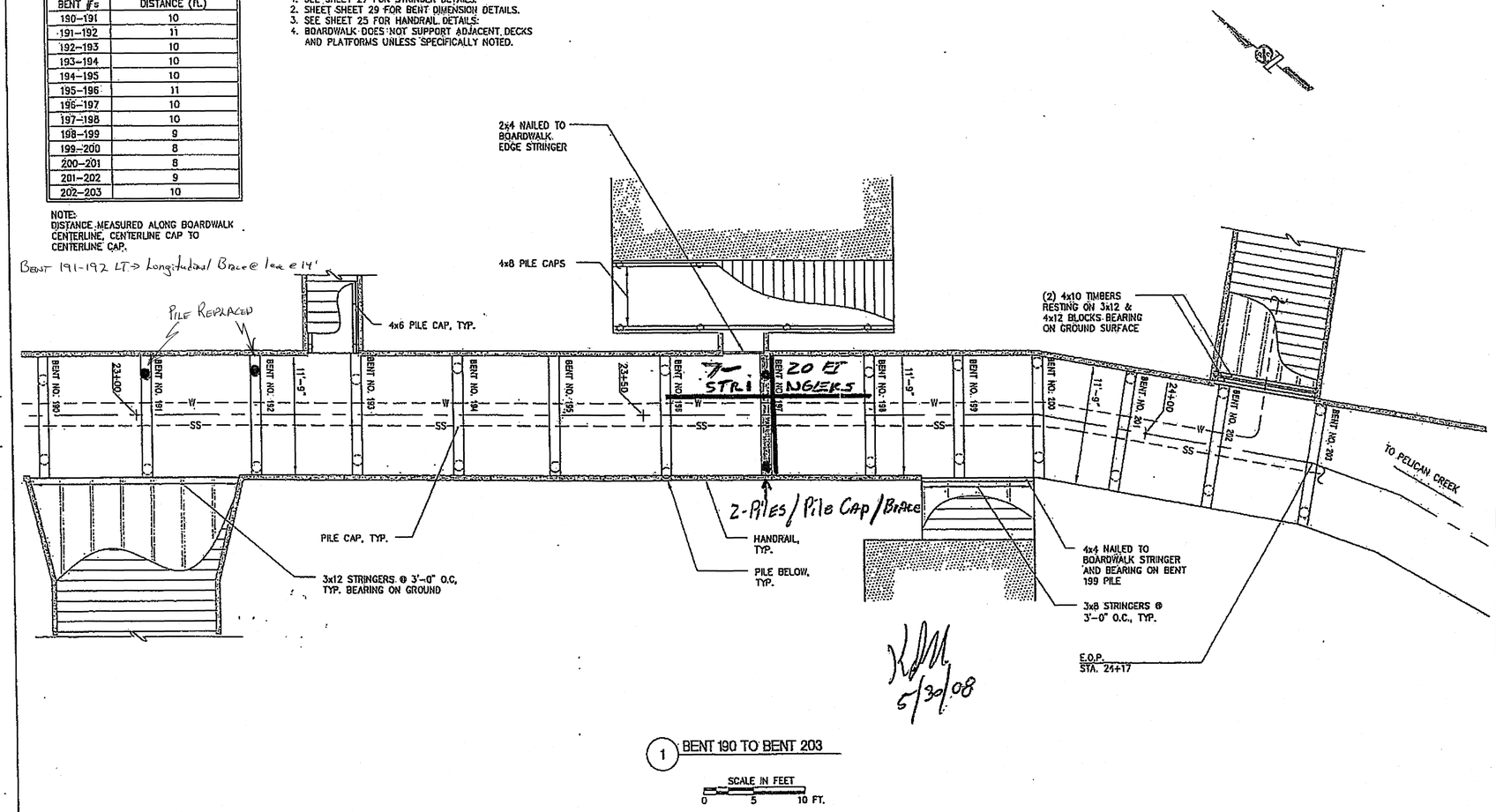
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 17 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Engr. _____ Date 11-6-16

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| 190–191 | 10 |
| 191–192 | 11 |
| 192–193 | 10 |
| 193–194 | 10 |
| 194–195 | 10 |
| 195–196 | 11 |
| 196–197 | 10 |
| 197–198 | 10 |
| 198–199 | 9 |
| 199–200 | 8 |
| 200–201 | 8 |
| 201–202 | 9 |
| 202–203 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




5/30/08

1 BENT 190 TO BENT 203

SCALE IN FEET
0 5 10 FT.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Engineering Consultants
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Juneau, Alaska 99801
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NOTE:
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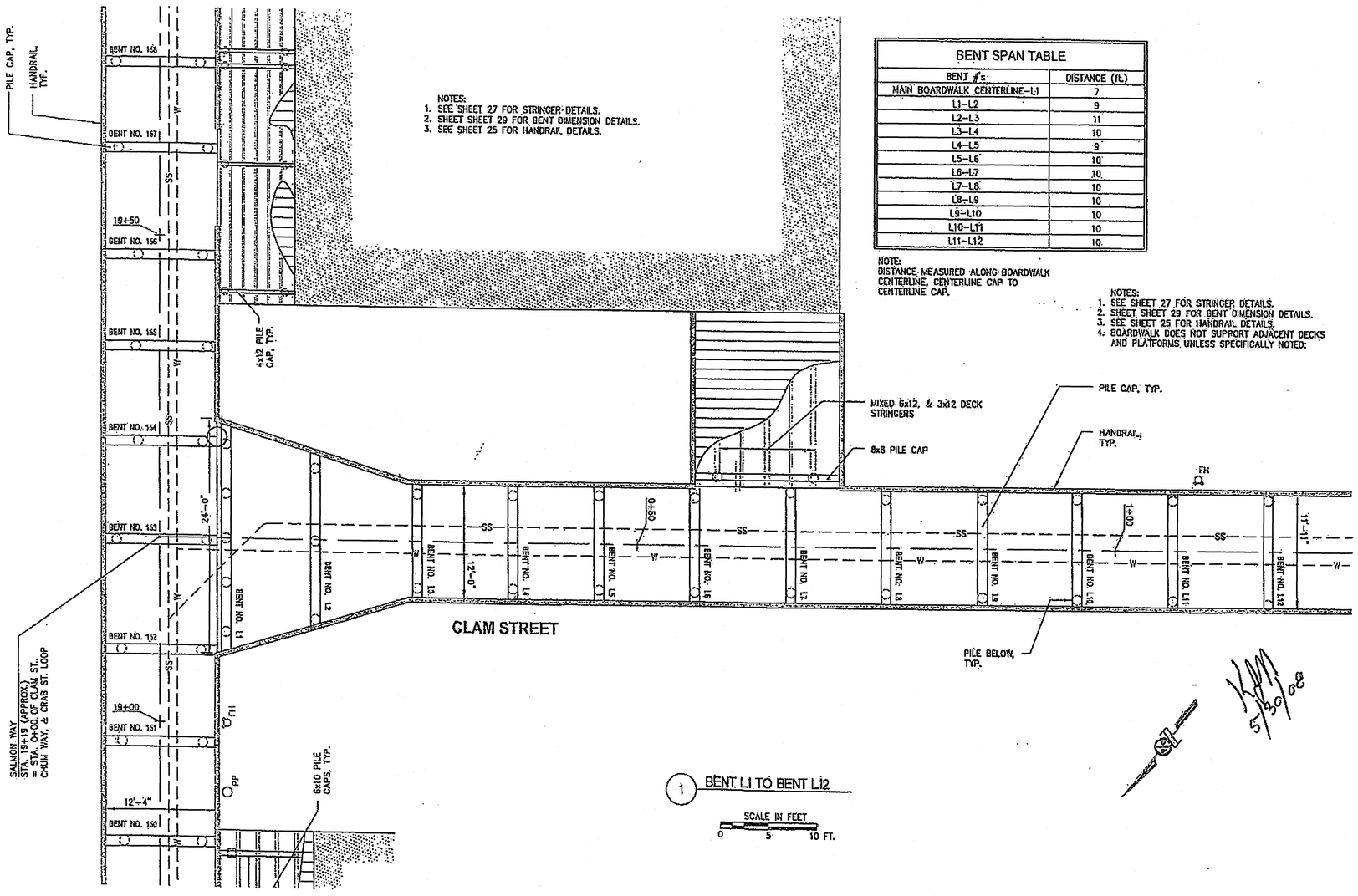
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: SALMON WAY B 190 TO B 203 (E.O.P.)*

| | |
|---|---|
| DESIGNED BY: GL, CDH | PROJECT NO. 75022 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 18 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10




NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| MAIN BOARDWALK CENTERLINE–L1 | 7 |
| L1–L2 | 9 |
| L2–L3 | 11 |
| L3–L4 | 10 |
| L4–L5 | 9 |
| L5–L6 | 10 |
| L6–L7 | 10 |
| L7–L8 | 10 |
| L8–L9 | 10 |
| L9–L10 | 10 |
| L10–L11 | 10 |
| L11–L12 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.

1 BENT L1 TO BENT L12

SCALE IN FEET
0 5 10 FT.

5/30/08

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NOTE:
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: CLAM ST./CHUM WAY/CRAB ST. LOOP, BENT L1 TO BENT L12*

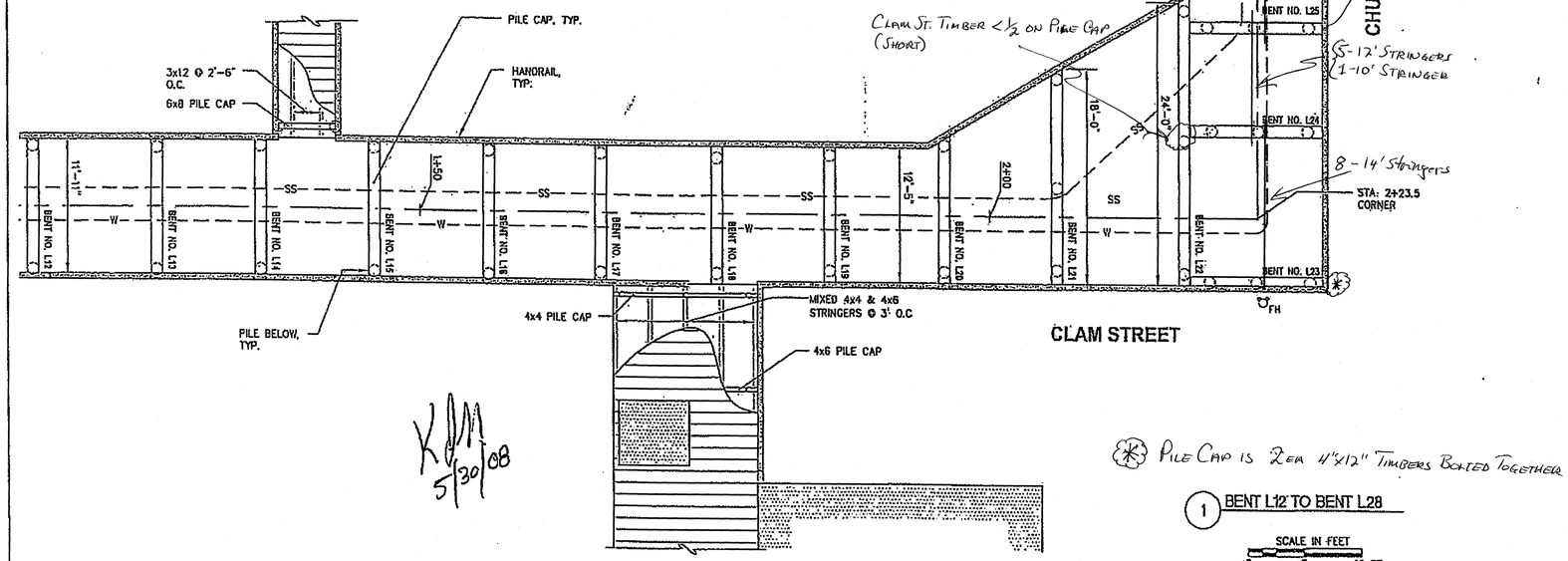
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 19 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| L12–L13 | 11 |
| L13–L14 | 9 |
| L14–L15 | 10 |
| L15–L16 | 10 |
| L16–L17 | 10 |
| L17–L18 | 10 |
| L18–L19 | 10 |
| L19–L20 | 10 |
| L20–L21 | 10 |
| L21–L22 | 10 |
| L22–L23 | SEE PLAN |
| L23–L24 | 13 |
| L24–L25 | 9 |
| L25–L26 | 10 |
| L26–L27 | 10 |
| L27–L28 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




5/30/08

* PILE CAP IS 2 ea 4"x12" TIMBERS BOLTED TOGETHER

1 BENT L12 TO BENT L28

SCALE IN FEET
0 5 10 FT.


Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
3220 Hospital Drive, Suite 200
Juneau, Alaska 99803
(907) 586-2093


NOTE:
DO NOT SCALE FROM THESE PLANS – USE DIMENSIONS

| PATH: | | |
|---|---|---|
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |
| | | |

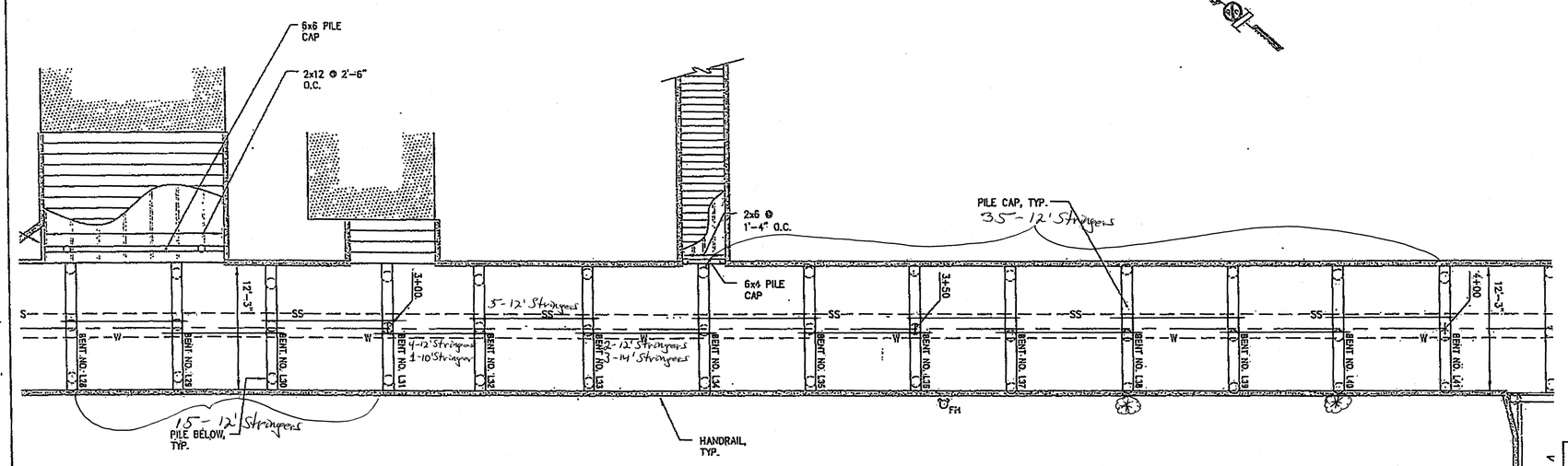
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: CLAM ST./CHUM WAY/CRAB ST. LOOP,*
*BENT L12 TO BENT L28*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 20 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10




| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| L28-L29 | 10 |
| L29-L30 | 9 |
| L30-L31 | 9 |
| L31-L32 | 9 |
| L32-L33 | 10 |
| L33-L34 | 11 |
| L34-L35 | 10 |
| L35-L36 | 10 |
| L36-L37 | 10 |
| L37-L38 | 10 |
| L38-L39 | 10 |
| L39-L40 | 10 |
| L40-L41 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.

1 BENT L28 TO BENT L41

SCALE IN FEET
0 5 10 FT.

@ PILE CAP IS 2EA. 3"X12" TIMBERS BOLTED TOGETHER

5/30/08

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Engineering Consultants
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Juneau, Alaska 99801
(907) 586-2093

NOTE:
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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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| | | |

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: CLAM ST./CHUM WAY/CRAB ST. LOOP, BENT L28 TO BENT L41*

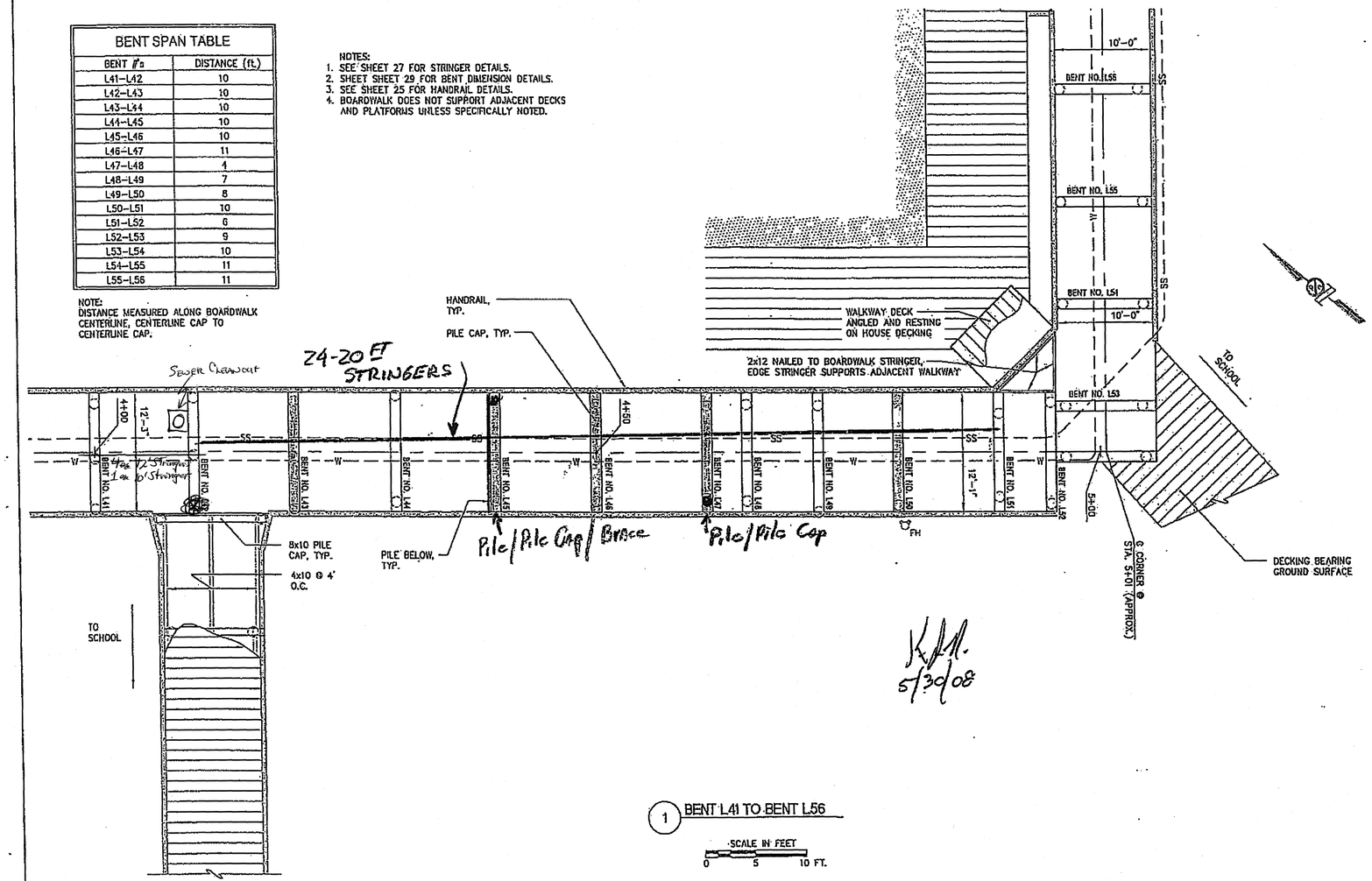
| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 21 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| L41–L42 | 10 |
| L42–L43 | 10 |
| L43–L44 | 10 |
| L44–L45 | 10 |
| L45–L46 | 10 |
| L46–L47 | 11 |
| L47–L48 | 4 |
| L48–L49 | 7 |
| L49–L50 | 8 |
| L50–L51 | 10 |
| L51–L52 | 6 |
| L52–L53 | 9 |
| L53–L54 | 10 |
| L54–L55 | 11 |
| L55–L56 | 11 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT L41 TO BENT L56

SCALE IN FEET
0 5 10 FT.

K.M. 5/30/08

(*) PILE CAP IS 2 EA 4"X12" TIMBERS BOLTED TOGETHER

| PATH: . | | |
|---|---|---|
| BY: | DATE: | DESCRIPTION OF CHANGE: |
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| | | |
| RECORD OF REVISIONS | | |

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: CLAM ST./CHUM WAY/CRAB ST. LOOP,*
*BENT L41 TO BENT L56*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 22 OF 36 |


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Engineering Consultants
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(907) 586-2093


NOTE:
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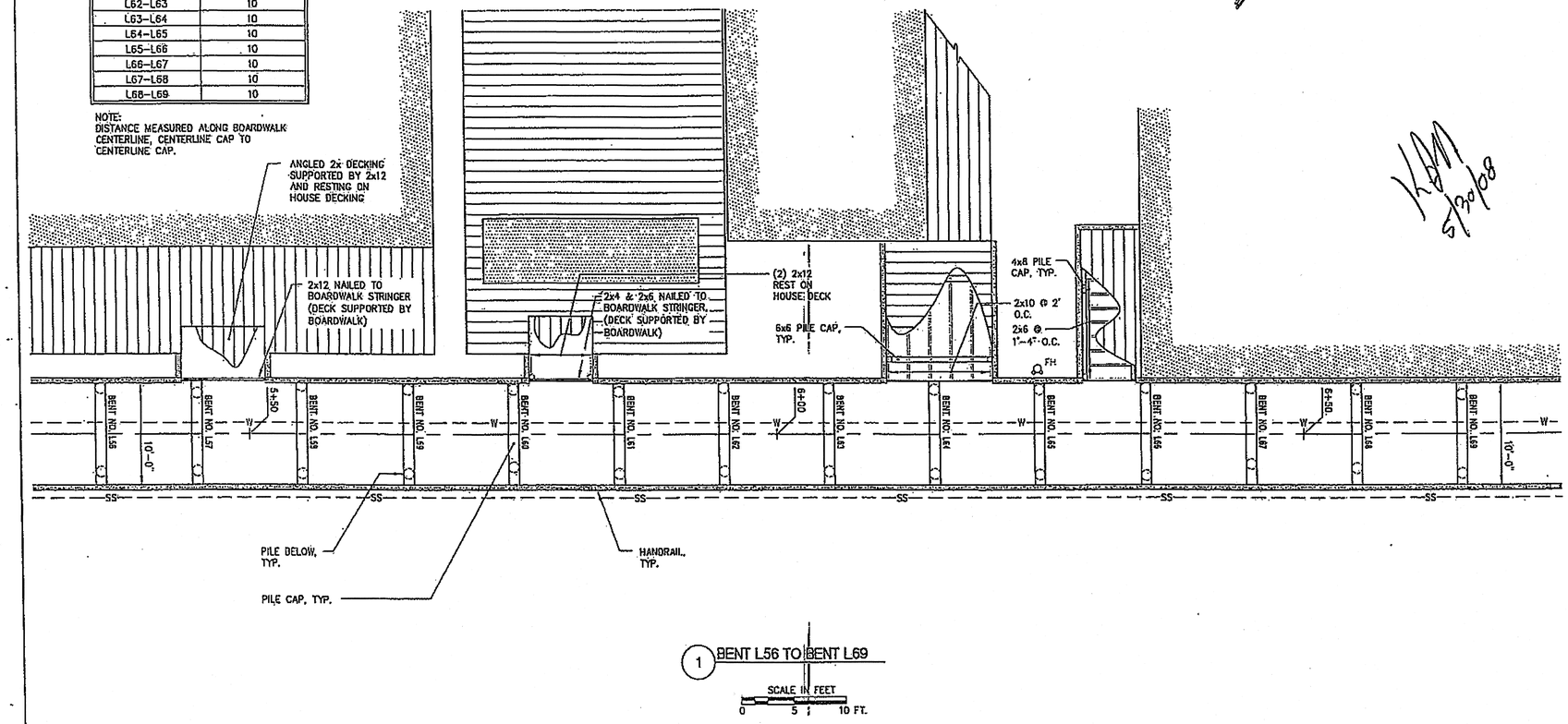
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| L56–L57 | 9 |
| L57–L58 | 10 |
| L58–L59 | 10 |
| L59–L60 | 10 |
| L60–L61 | 10 |
| L61–L62 | 10 |
| L62–L63 | 10 |
| L63–L64 | 10 |
| L64–L65 | 10 |
| L65–L66 | 10 |
| L66–L67 | 10 |
| L67–L68 | 10 |
| L68–L69 | 10 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.




1 BENT L56 TO BENT L69

SCALE IN FEET
0 5 10 FT.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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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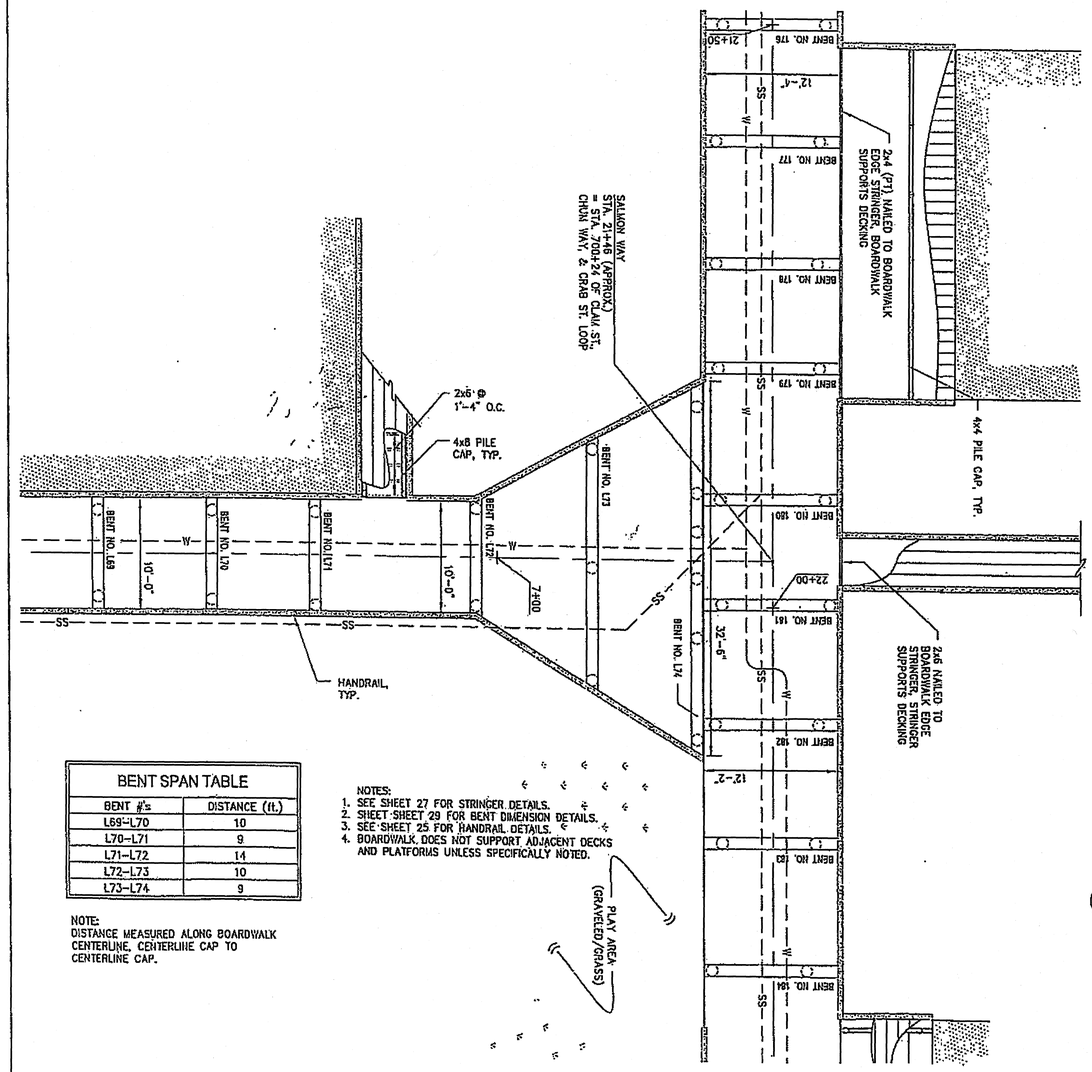
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: CLAM ST./CHUM WAY/CRAB ST. LOOP, BENT L56 TO BENT L69*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75022 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 23 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10




| BENT SPAN TABLE | |
|---|---|
| BENT #'s | DISTANCE (ft.) |
| L69–L70 | 10 |
| L70–L71 | 9 |
| L71–L72 | 14 |
| L72–L73 | 10 |
| L73–L74 | 9 |

NOTE:
DISTANCE MEASURED ALONG BOARDWALK CENTERLINE, CENTERLINE CAP TO CENTERLINE CAP.

NOTES:
1. SEE SHEET 27 FOR STRINGER DETAILS.
2. SHEET SHEET 29 FOR BENT DIMENSION DETAILS.
3. SEE SHEET 25 FOR HANDRAIL DETAILS.
4. BOARDWALK DOES NOT SUPPORT ADJACENT DECKS AND PLATFORMS UNLESS SPECIFICALLY NOTED.

1 BENT L69 TO BENT L74

SCALE IN FEET
0 5 10 FT.

K.M.
5/30/08

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NOTE:
DO NOT SCALE FROM THESE PLANS – USE DIMENSIONS

| PATH: . | | |
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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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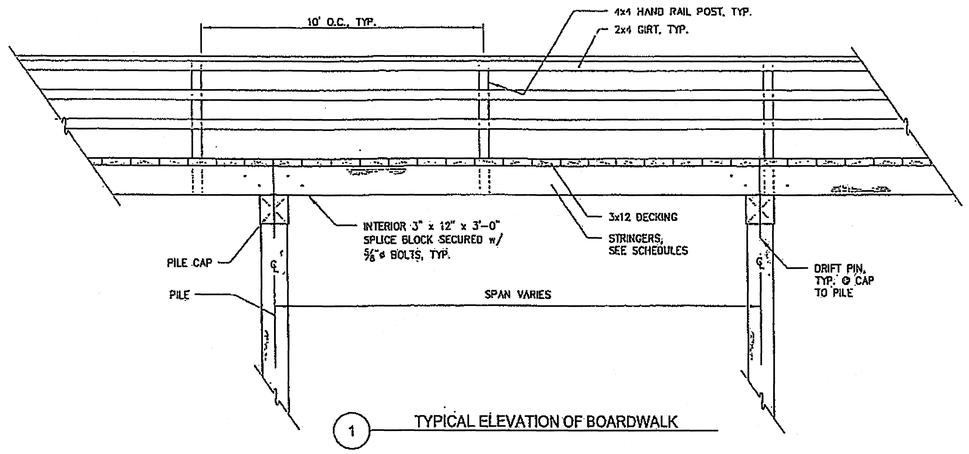
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

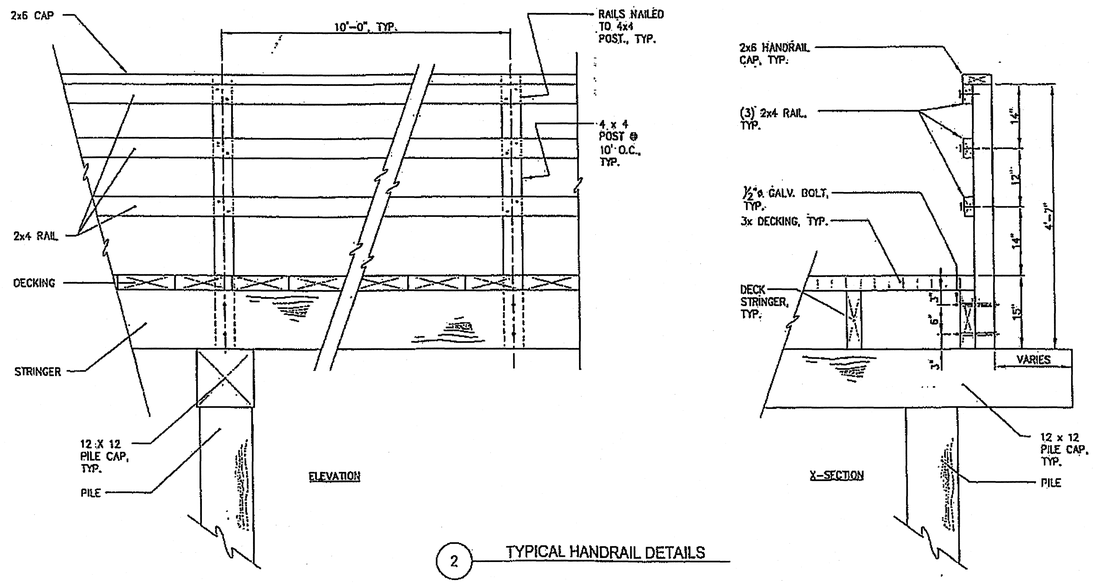
*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*PLAN: CLAM ST./CHUM WAY/CRAB ST. LOOP,*
*BENT L69 TO BENT L74*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 24 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10




1 TYPICAL ELEVATION OF BOARDWALK




2 TYPICAL HANDRAIL DETAILS

5/28/08

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NOTE:
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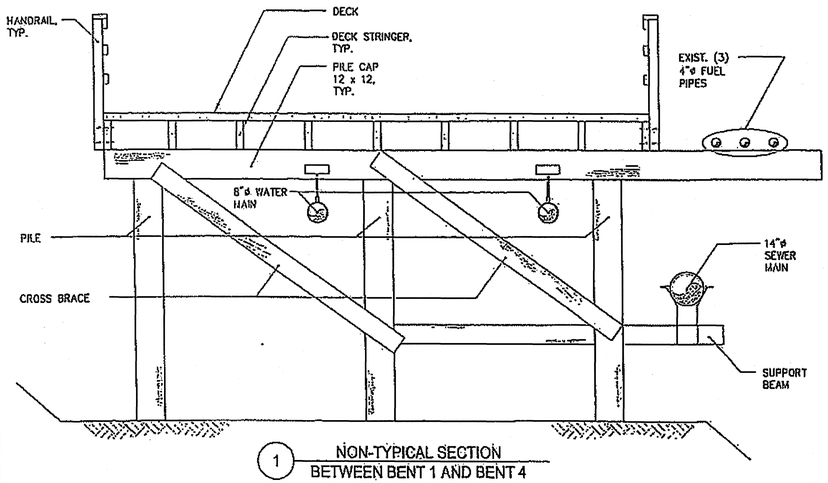
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

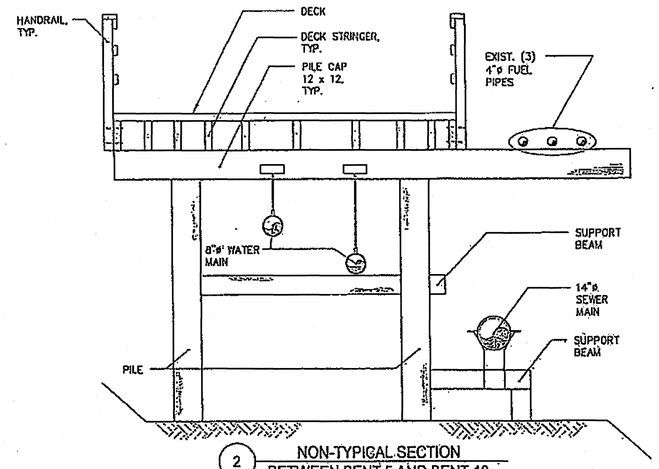
*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*TYPICAL ELEVATION AND HANDRAIL*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CJG | SHEET 25 OF 36 |

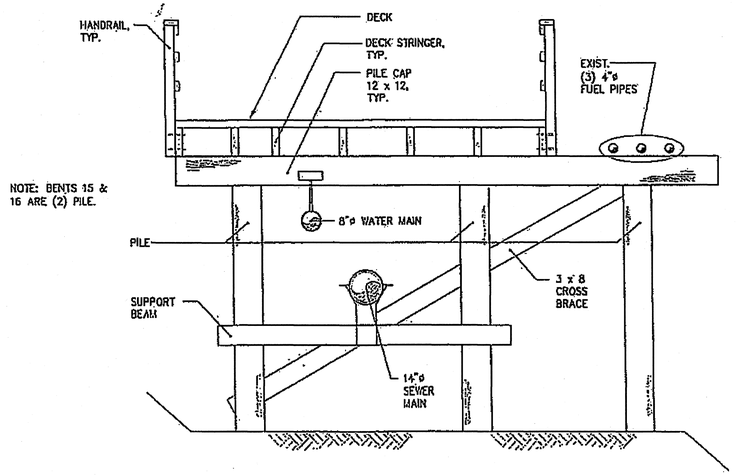
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10




1 NON-TYPICAL SECTION
BETWEEN BENT 1 AND BENT 4




2 NON-TYPICAL SECTION
BETWEEN BENT 5 AND BENT 10




3 NON-TYPICAL SECTION
BETWEEN BENT 11 AND BENT 16

K.M. 5/30/08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Juneau, Alaska 99801
(907) 586-2093


NOTE:
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| PATH: | | |
|---|---|---|
| BY: | DATE: | DESCRIPTION OF CHANGE: |
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| | | |

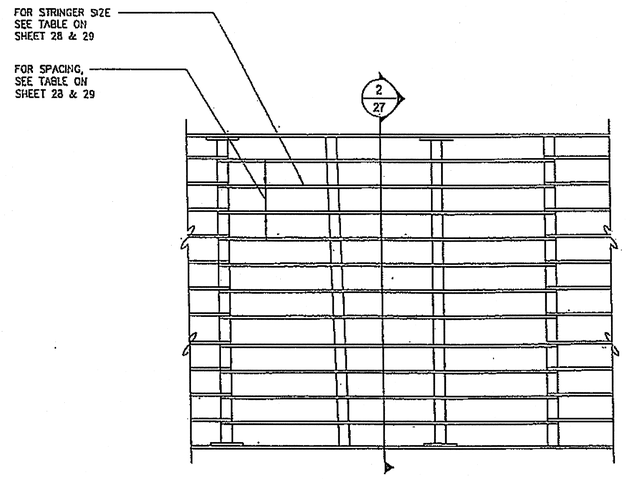
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

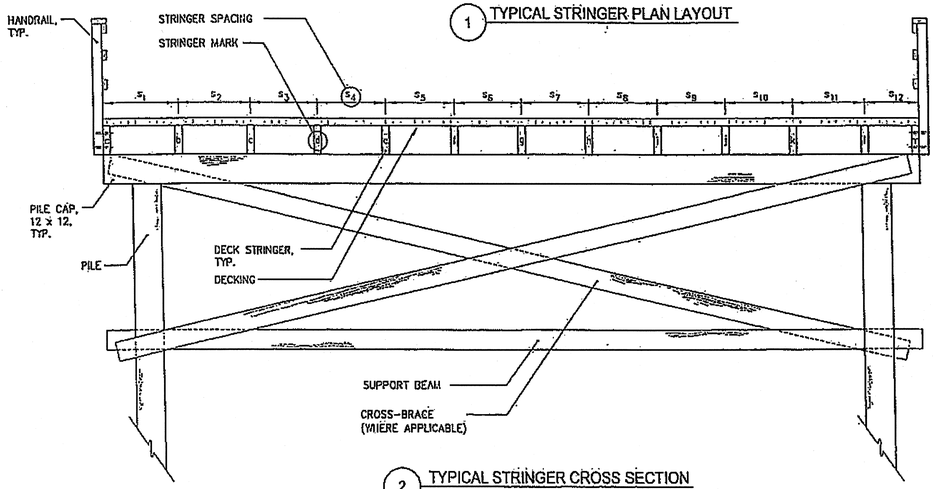
*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*NON-TYPICAL SECTIONS*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 26 OF 36 |

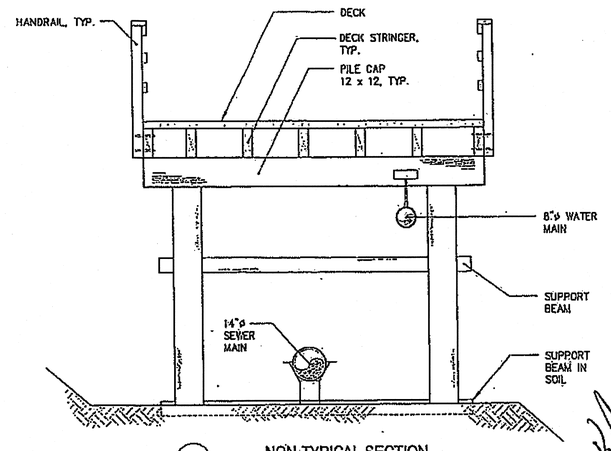
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10



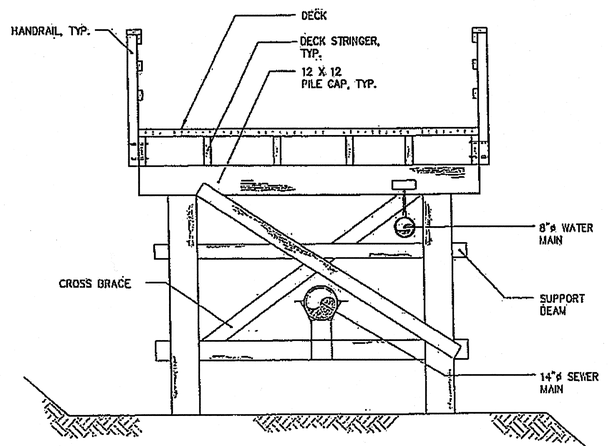

1 TYPICAL STRINGER PLAN LAYOUT




2 TYPICAL STRINGER CROSS SECTION




3 NON-TYPICAL SECTION BETWEEN BENT 97 AND BENT 107




4 NON-TYPICAL SECTION BETWEEN BENT 115 AND BENT 202

5/20/08

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Engineering Consultants
3220 Hospital Drive, Suite 200
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(907) 586-2093

NOTE:
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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*TYPICAL DECK STRINGER SECTIONS & NON-TYPICAL BENT SECTIONS*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75022 |
| DRAWN BY: PJD | DATE: APRIL 30, 2008 |
| CHECKED BY: CMG | SHEET 27 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

# STRINGER TABLE - MAIN BOARDWALK

| SPAN LOCATION | | STRINGER SPACING (AS APPLIES) IN INCHES | | | | | | | | | | | | STRINGER SIZE (AS APPLIES) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| START | END | s1 | s2 | s3 | s4 | s5 | s6 | s7 | s8 | s9 | s10 | s11 | s12 | a | b | c | d | e | f | g | h | i | g | k | l |
| 1 | 2 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | |
| 2 | 3 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | |
| 3 | 4 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | |
| 4 | 5 | 24 | 29 | 24 | 24 | 11 | 14 | | | | | | | (1)A | (2)A | (3)A | (1)A | (3)A | (1)A | (2)A | | | | | |
| 5 | 6 | 13 | 11 | 14 | 10 | 28 | 25 | 19 | 13 | 13 | | | | (1)A | (1)A | (1)A | (1)A | (3)A | (1)A,(1)B | (2)A | (1)A | (1)A | (1)A | | |
| 6 | 7 | 18 | 9 | 11 | 13 | 16 | 8 | 24 | 10 | 17 | 8 | 12 | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)B | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| 7 | 8 | 12 | 10 | 16 | 20 | 23 | 24 | 11 | 12 | 12 | 13 | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | |
| 8 | 9 | 7 | 11 | 17 | 24 | 24 | 29 | 23 | 24 | | | | | (1)A | (1)A | (1)A | (1)A | (2)A | (2)A | (1)A | (2)A | (2)A | (2)A | | |
| 9 | 10 | 17 | 11 | 5 | 13 | 13 | 22 | 24 | 18 | 16 | 8 | | | (1)A | (1)B | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A |
| 10 | 11 | 17 | 17 | 24 | 26 | 25 | 19 | 13 | 14 | | | | | (1)B | (1)A | (2)A | (2)A | (1)A | (3)A | (1)A | (1)A | (1)A | | | |
| 11 | 12 | 14 | 12 | 10 | 14 | 26 | 20 | 12 | 13 | 20 | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | (2)A | (1)A | | |
| 12 | 13 | 12 | 10 | 10 | 13 | 25 | 23 | 17 | 16 | 13 | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (3)A | (1)A | (1)A | | |
| 13 | 14 | 13 | 13 | 11 | 14 | 16 | 10 | 14 | 12 | 22 | 10 | 13 | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | (1)A |
| 14 | 15 | 13 | 10 | 16 | 10 | 18 | 16 | 11 | 10 | 17 | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)B | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A |
| 15 | 16 | 14 | 11 | 12 | 13 | 26 | 23 | 7 | 7 | 10 | 6 | | | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| 16 | 17 | 16 | 17 | 22 | 24 | 11 | 13 | 13 | 12 | 12 | 14 | | | (1)A | (2)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| 17 | 18 | 10 | 10 | 5 | 16 | 24 | 20 | 18 | 10 | 16 | 14 | | | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | | |
| 18 | 19 | 17 | 8 | 10 | 16 | 17 | 7 | 16 | 10 | 8 | 19 | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)B | (1)A | (1)A | (1)A | (1)A | (1)A | |
| 19 | 20 | 17 | 13 | 12 | 24 | 24 | 18 | 16 | 17 | | | | | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (3)A | (1)A | (1)A | | | |
| 20 | 21 | 19 | 10 | 10 | 17 | 23 | 29 | 22 | 17 | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (2)A | (1)A | | | |
| 21 | 22 | 20 | 14 | 12 | 23 | 23 | 13 | 12 | 11 | 13 | | | | (1)A | (2)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (3)A | | |
| 22 | 23 | 20 | 8 | 10 | 17 | 23 | 24 | 8 | 17 | 19 | | | | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (3)A | (1)A | (2)A | (1)A | | |
| 23 | 24 | 12 | 8 | 16 | 10 | 12 | 11 | 24 | 16 | 10 | 11 | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| 24 | 25 | 14 | 17 | 8 | 13 | 25 | 22 | 11 | 12 | 10 | 12 | | | (1)A | (1)A | (2)A | (1)A | (1)A | (1)A,(1)B | (1)A | (1)A | (1)A | (1)A | (1)A | |
| 25 | 26 | 16 | 16 | 11 | 11 | 13 | 23 | 16 | 10 | 8 | 18 | | | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | |
| 26 | 27 | 17 | 8 | 10 | 18 | 23 | 22 | 17 | 8 | 10 | 12 | | | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A,(1)B | (1)A | (1)A | (1)A | (1)A | (1)A | |
| 27 | 28 | 11 | 11 | 16 | 10 | 13 | 11 | 24 | 14 | 10 | 8 | 18 | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| 28 | 29 | 14 | 16 | 20 | 24 | 24 | 13 | 16 | 18 | | | | | (1)A | (1)A | (3)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | | | |
| 29 | 30 | 11 | 11 | 11 | 16 | 8 | 16 | 24 | 14 | 12 | 11 | 16 | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| 30 | 31 | 14 | 16 | 19 | 24 | 24 | 11 | 17 | 19 | | | | | (1)A | (3)A | (1)A | (2)A | (2)A | (1)A | (1)A | (2)A | (1)A | | | |
| 31 | 32 | 19 | 17 | 11 | 10 | 16 | 24 | 14 | 10 | 10 | 16 | | | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | |
| 32 | 33 | 18 | 12 | 16 | 24 | 14 | 35 | 14 | 10 | 11 | 16 | | | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | |
| 33 | 34 | 20 | 16 | 14 | 10 | 26 | 11 | 16 | 12 | 18 | | | | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | | |
| 34 | 35 | 16 | 25 | 28 | 22 | 11 | 14 | 11 | 14 | | | | | (1)A | (2)A | (2)A | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | | | |
| 35 | 36 | 18 | 11 | 11 | 13 | 24 | 30 | 22 | 19 | | | | | (1)C | (1)A,(1)B | (1)A | (1)A | (1)A | (1)A | (2)A | (2)A | (1)A | | | |
| 36 | 37 | 11 | 18 | 25 | 29 | 11 | 20 | 28 | | | | | | (1)D | (1)A | (1)A,(1)D | (2)B | (2)B | (1)A | (1)A,(1)B | (1)B | | | | |
| 37 | 38 | 16 | 32 | 29 | 30 | 25 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 38 | 39 | 16 | 32 | 29 | 30 | 25 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 39 | 40 | 23 | 32 | 34 | 30 | 23 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 40 | 41 | 28 | 31 | 30 | 32 | 20 | | | | | | | | (1)B | (2)B | (2)B | (2)D | (3)B | (1)D | | | | | | |
| 41 | 42 | 24 | 30 | 30 | 17 | 18 | 23 | | | | | | | (1)B | (2)B | (2)B | (2)B | (1)B | (2)B | (1)B | | | | | |
| 42 | 43 | 24 | 29 | 29 | 16 | 21 | 19 | | | | | | | (1)B | (2)B | (2)B | (2)B | (1)B | (2)B | (1)B | | | | | |
| 43 | 44 | 24 | 30 | 29 | 11 | 23 | 28 | | | | | | | (1)B | (2)B | (2)B | (2)B | (1)B | (2)B | (1)B | | | | | |
| 44 | 45 | 24 | 30 | 31 | 30 | 27 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 45 | 46 | 26 | 29 | 30 | 29 | 25 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (3)B | (1)B | | | | | | |
| 46 | 47 | 26 | 32 | 29 | 31 | 24 | | | | | | | | (1)B | (3)B | (2)B | (2)B | (3)B | (1)B | | | | | | |
| 47 | 48 | 26 | 34 | 28 | 30 | 24 | | | | | | | | (1)B | (3)D | (2)D | (2)D | (3)D | (1)B | | | | | | |
| 48 | 49 | 19 | 30 | 30 | 32 | 22 | | | | | | | | (1)B | (3)B | (2)B | (2)B | (3)B | (1)B | | | | | | |
| 49 | 50 | 8 | 17 | 30 | 30 | 32 | 22 | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (3)B | (1)B | | | | | |
| 50 | 51 | 24 | 30 | 35 | 31 | 26 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 51 | 52 | 24 | 32 | 32 | 32 | 25 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 52 | 53 | 25 | 30 | 35 | 29 | 26 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 53 | 54 | 28 | 31 | 36 | 28 | 24 | | | | | | | | (1)B | (2)B | (2)D | (2)B | (2)B | (1)B | | | | | | |
| 54 | 55 | 23 | 19 | 31 | 35 | 25 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 55 | 56 | 30 | 29 | 34 | 24 | 28 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 56 | 57 | 30 | 30 | 30 | 36 | 20 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (3)B | (1)B | | | | | | |
| 57 | 58 | 28 | 26 | 36 | 22 | 16 | | | | | | | | (1)B | (2)B | (2)D | (2)B | (3)B | (1)B | | | | | | |
| 58 | 59 | 23 | 30 | 36 | 26 | 29 | | | | | | | | (2)B | (2)B | (2)B | (2)B | (3)B | (1)B | | | | | | |
| 59 | 60 | 23 | 30 | 36 | 26 | 29 | | | | | | | | (2)B | (2)B | (2)B | (2)B | (3)B | (1)B | | | | | | |
| 60 | 61 | 24 | 32 | 29 | 33 | 26 | | | | | | | | (1)B | (2)B | (2)B | (3)B | (2)B | (1)B | | | | | | |
| 61 | 62 | 24 | 32 | 29 | 33 | 26 | | | | | | | | (1)B | (2)B | (2)B | (3)B | (2)B | (1)B | | | | | | |
| 62 | 63 | 24 | 36 | 29 | 32 | 24 | | | | | | | | (2)B | (2)B | (2)B | (3)B | (2)B | (1)B | | | | | | |
| 63 | 64 | 24 | 36 | 29 | 32 | 24 | | | | | | | | (2)B | (2)B | (2)B | (3)B | (2)B | (1)B | | | | | | |

# STRINGER TABLE - MAIN BOARDWALK

| SPAN LOCATION | | STRINGER SPACING (AS APPLIES) IN INCHES | | | | | | | | | | | | STRINGER SIZE (AS APPLIES) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| START | END | s1 | s2 | s3 | s4 | s5 | s6 | s7 | s8 | s9 | s10 | s11 | s12 | a | b | c | d | e | f | g | h | i | g | k | l |
| 64 | 65 | 30 | 26 | 35 | 24 | 29 | | | | | | | | (1)B | (3)B | (2)B | (3)B | (2)B | (1)B | | | | | | |
| 65 | 66 | 23 | 31 | 35 | 29 | 22 | | | | | | | | (1)B | (3)B | (2)B | (3)B | (2)B | (1)B | | | | | | |
| 66 | 67 | 30 | 24 | 38 | 30 | 26 | | | | | | | | (1)B | (2)B | (2)B | (3)B | (2)B | (1)B | | | | | | |
| 67 | 68 | 26 | 34 | 31 | 19 | 23 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 68 | 69 | 26 | 34 | 31 | 19 | 23 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 69 | 70 | 23 | 30 | 28 | 26 | 31 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 70 | 71 | 24 | 22 | 28 | 32 | 35 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 71 | 72 | 29 | 29 | 29 | 32 | 35 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 72 | 73 | 34 | 26 | 34 | 24 | 28 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 73 | 74 | 24 | 31 | 34 | 30 | 25 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 74 | 75 | 29 | 24 | 26 | 30 | 34 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 75 | 76 | 30 | 26 | 25 | 29 | 32 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 76 | 77 | 30 | 23 | 30 | 31 | 29 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 77 | 78 | 30 | 26 | 26 | 34 | 23 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 78 | 79 | 31 | 24 | 34 | 26 | 31 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 79 | 80 | 26 | 31 | 36 | 30 | 26 | | | | | | | | (1)B | (2)B | (2)B | (2)B | (2)B | (1)B | | | | | | |
| 80 | 81 | 34 | 30 | 30 | 31 | 29 | | | | | | | | (1)B | (2)B | (1)B | (1)B | (2)B | (1)B | | | | | | |
| 81 | 82 | 34 | 30 | 30 | 31 | 29 | | | | | | | | (1)B | (2)B | (1)B | (1)B | (2)B | (1)B | | | | | | |
| 82 | 83 | 34 | 30 | 30 | 31 | 29 | | | | | | | | (1)B | (2)B | (1)B | (1)B | (2)B | (1)B | | | | | | |
| 83 | 86 | 34 | 30 | 30 | 31 | 29 | | | | | | | | (1)B | (2)B | (1)B | (1)B | (2)B | (1)B | | | | | | |
| 86 | 87 | 18 | 13 | 12 | 26 | 26 | 20 | 11 | 12 | | | | | (1)A | (2)A | (1)A | (2)A | (1)A | (1)A | (2)A | (1)A | (1)A | | | |
| 87 | 88 | 8 | 16 | 16 | 14 | 19 | 28 | 25 | 20 | | | | | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (2)A | (2)A | (1)A | | | |
| 88 | 89 | 17 | 19 | 16 | 28 | 26 | 25 | 12 | 15 | | | | | (1)A | (2)A | (1)A | (2)A | (1)A | (1)A | (2)A | (1)A | (1)A | | | |
| 89 | 90 | 11 | 10 | 17 | 11 | 10 | 17 | 24 | 13 | 12 | 20 | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | | |
| 90 | 91 | 12 | 13 | 13 | 12 | 13 | 23 | 24 | 12 | 14 | | | | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | | | |
| 91 | 92 | 12 | 11 | 17 | 10 | 16 | 11 | 23 | 17 | 12 | 16 | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | |
| 92 | 93 | 17 | 24 | 18 | 10 | 25 | 22 | 12 | 17 | | | | | (1)A | (2)A | (2)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | | | |
| 93 | 94 | 15 | 14 | 23 | 14 | 11 | 24 | 16 | 12 | 17 | | | | (1)A | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | |
| 94 | 95 | 17 | 11 | 13 | 13 | 11 | 23 | 20 | 14 | 16 | | | | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | | |
| 95 | 96 | 14 | 12 | 26 | 30 | 13 | 14 | 12 | 17 | | | | | (1)A | (1)A | (2)A | (1)A,(1)B | (1)B | (1)A | (1)A | (2)A | (1)A | | | |
| 96 | 97 | 15 | 24 | 26 | 25 | 18 | 18 | 14 | | | | | | (1)A | (2)A | (2)A | (1)A | (1)A | (3)A | (1)A | (1)A | | | | |
| 97 | 98 | 24 | 24 | 24 | 24 | 24 | 24 | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | |
| 98 | 99 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |
| 99 | 100 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |
| 100 | 101 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |
| 101 | 102 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |
| 102 | 103 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |
| 103 | 104 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |
| 104 | 105 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |
| 105 | 106 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |
| 106 | 107 | SAME AS 97 – 98 | | | | | | | | | | | | | | | | | | | | | | | |

NOTES:

1. STRINGER TYPES ARE AS FOLLOWS:
   A INDICATES 4 x 12
   B INDICATES 3 x 12
   C INDICATES 12"ø LOG
2. NUMBER IN PARENTHESES INDICATES QUANTITY OF INDIVIDUAL MEMBERS MAKING UP STRINGER.
3. STRINGER SPANS 83 TO 84, 84 TO 85 DO NOT EXIST.

5/30/08


Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
1220 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2093


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

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*STRINGER TABLE*

| | |
|---|---|
| DESIGNED BY: CL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: SEPT. 29, 2003 |
| CHECKED BY: CMG | SHEET 28 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

# STRINGER TABLE - MAIN BOARDWALK

| SPAN LOCATION | | STRINGER SPACING (AS APPLIES) IN INCHES | | | | | | | | | | | | STRINGER SIZE (AS APPLIES) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| START | END | s1 | s2 | s3 | s4 | s5 | s6 | s7 | s8 | s9 | s10 | s11 | s12 | a | b | c | d | e | f | g | h | i | g | k | l |
| 107 | 108 | 12 | 11 | 11 | 12 | 25 | 25 | 22 | 16 | 11 | | | | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | (2)A | (1)A | (1)A | | |
| 108 | 109 | 28 | 29 | 22 | 23 | 14 | 10 | 12 | 10 | | | | | (1)A | (3)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | |
| 109 | 110 | 17 | 22 | 12 | 13 | 11 | 22 | 23 | 14 | 15 | | | | (1)A | (2)A | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | | |
| 110 | 111 | 11 | 14 | 16 | 10 | 10 | 16 | 14 | 23 | 11 | 10 | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (2)A | (1)A | (1)A | (1)A | |
| 111 | 112 | 11 | 11 | 11 | 14 | 12 | 11 | 23 | 11 | 13 | 13 | 12 | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| 112 | 113 | 11 | 14 | 10 | 12 | 12 | 14 | 24 | 7 | 18 | 13 | 11 | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| 113 | 114 | 26 | 28 | 29 | 31 | 26 | | | | | | | | (1)B | (2)B | (1)B | (1)B | (2)B | (1)B | | | | | | |
| 114 | 115 | 32 | 24 | 24 | 26 | 29 | | | | | | | | (1)B | (2)B | (1)B | (1)B | (2)B | (1)B | | | | | | |
| 115 | 116 | 31 | 30 | 26 | 31 | 26 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 116 | 117 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 117 | 118 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 118 | 119 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 119 | 120 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 120 | 121 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 121 | 122 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 122 | 123 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 123 | 124 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 124 | 125 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 125 | 126 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 126 | 127 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 127 | 128 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 128 | 129 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 129 | 130 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 130 | 131 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 131 | 132 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 132 | 133 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 133 | 134 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 134 | 135 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 135 | 136 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 136 | 137 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 137 | 138 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 138 | 139 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 139 | 140 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 140 | 141 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 141 | 142 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 142 | 143 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 143 | 144 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 144 | 145 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 145 | 146 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 146 | 147 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 147 | 148 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 148 | 149 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 149 | 150 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 150 | 151 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 151 | 152 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 152 | 153 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 153 | 154 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 154 | 155 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 155 | 156 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 156 | 157 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 157 | 158 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 158 | 159 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 159 | 160 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 160 | 161 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 161 | 162 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 162 | 163 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 163 | 164 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 164 | 165 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 165 | 166 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 166 | 167 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 167 | 168 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 168 | 169 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 169 | 170 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 170 | 171 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 171 | 172 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 172 | 173 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 173 | 174 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 174 | 175 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 175 | 176 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 176 | 177 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 177 | 178 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 178 | 179 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 179 | 180 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 180 | 181 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 181 | 182 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 182 | 183 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 183 | 184 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 184 | 185 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 185 | 186 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 186 | 187 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 187 | 188 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 188 | 189 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 189 | 190 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 190 | 191 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 191 | 192 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 192 | 193 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 193 | 194 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 194 | 195 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 195 | 196 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 196 | 197 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 197 | 198 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 198 | 199 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 199 | 200 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 200 | 201 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 201 | 202 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| 202 | 203 | 29 | 30 | 26 | 31 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |

5/30/08

NOTES:

1. STRINGER TYPES ARE AS FOLLOWS:
   A INDICATES 4 x 12
   B INDICATES 3 x 12
   C INDICATES 12"ø LOG
2. NUMBER IN PARENTHESES INDICATES QUANTITY OF INDIVIDUAL MEMBERS MAKING UP STRINGER.
3. STRINGER SPANS 83 TO 84, 84 TO 85 DO NOT EXIST.
4. SHEET WAS REVISED TO ACCOMMODATE CHANGES REQUIRED ON SHEET 28.


Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
2320 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2093


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

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*STRINGER TABLE*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: SEPT. 29, 2003 |
| CHECKED BY: CMG | SHEET 29 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

## STRINGER TABLE-CLAM ST., CHUM WAY, & CRAB ST. LOOP

| SPAN LOCATION | | STRINGER SPACING (AS APPLIES) IN INCHES | | | | | | | | | | | | STRINGER SIZE (AS APPLIES) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| START | END | s1 | s2 | s3 | s4 | s5 | s6 | s7 | s8 | s9 | s10 | s11 | s12 | a | b | c | d | e | f | g | h | i | j | k | l |
| L1 | L2 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A |
| L2 | L3 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | |
| L3 | L4 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L4 | L5 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L5 | L6 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L6 | L7 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L7 | L8 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L8 | L9 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L9 | L10 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L10 | L11 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L11 | L12 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L12 | L13 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L13 | L14 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L14 | L15 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L15 | L16 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L16 | L17 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L17 | L18 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L18 | L19 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L19 | L20 | 32 | 32 | 32 | 32 | 32 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L20 | L21 | 32 | 32 | 32 | 32 | 32 | 32 | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | |
| L21 | L22 | 32 | 32 | 32 | 32 | 32 | 32 | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | |
| L23 | L24 | 32 | 32 | 32 | 32 | 32 | 32 | | | | | | | (1)A,(1)B | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | |
| L24 | L25 | 32 | 32 | 32 | 32 | 32 | 32 | | | | | | | (1)A,(1)B | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | |
| L25 | L26 | 25 | 29 | 32 | 25 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A,(1)B | (1)B | (1)A | | | | | | |
| L26 | L27 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L27 | L28 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L28 | L29 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L29 | L30 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L30 | L31 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L31 | L32 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L32 | L33 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L33 | L34 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L34 | L35 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L35 | L36 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L36 | L37 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L37 | L38 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L38 | L39 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L39 | L40 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L40 | L41 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L41 | L42 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L42 | L43 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L43 | L44 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L44 | L45 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L45 | L46 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L46 | L47 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L47 | L48 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L48 | L49 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L49 | L50 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L50 | L51 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L51 | L52 | 34 | 24 | 31 | 31 | 25 | | | | | | | | (1)A | (1)A | (1)A | (1)A | (1)A | (1)A | | | | | | |
| L53 | L54 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L54 | L55 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L55 | L56 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L56 | L57 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L57 | L58 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L58 | L59 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L59 | L60 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |

## STRINGER TABLE-CLAM ST., CHUM WAY, & CRAB ST. LOOP

| SPAN LOCATION | | STRINGER SPACING (AS APPLIES) IN INCHES | | | | | | | | | | | | STRINGER SIZE (AS APPLIES) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| START | END | s1 | s2 | s3 | s4 | s5 | s6 | s7 | s8 | s9 | s10 | s11 | s12 | a | b | c | d | e | f | g | h | i | j | k | l |
| L60 | L61 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L61 | L62 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L62 | L63 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L63 | L64 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L64 | L65 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L65 | L66 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L66 | L67 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L67 | L68 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L68 | L69 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L69 | L70 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L70 | L71 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L71 | L72 | 24 | 24 | 24 | 24 | 24 | | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | | |
| L72 | L73 | 24 | 24 | 24 | 24 | 24 | 24 | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | |
| L73 | L74 | 24 | 24 | 24 | 24 | 24 | 24 | | | | | | | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | (1)B | | | | | |

NOTES:

1. STRINGER TYPES ARE AS FOLLOWS:
   A INDICATES 4 x 12
   B INDICATES 3 x 12
   C INDICATES 12"ø LOG.
2. NUMBER IN PARENTHESES INDICATES QUANTITY OF INDIVIDUAL MEMBERS MAKING UP STRINGER.
3. STRINGER SPANS B3 TO B4, B4 TO B5 DO NOT EXIST.

KAM 5/30/08


Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
3220 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2033


NOTE:
DO NOT SCALE FROM THESE PLANS - USE DIMENSIONS

| PATH: . | | |
|---|---|---|
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |
| | | |
| | | |

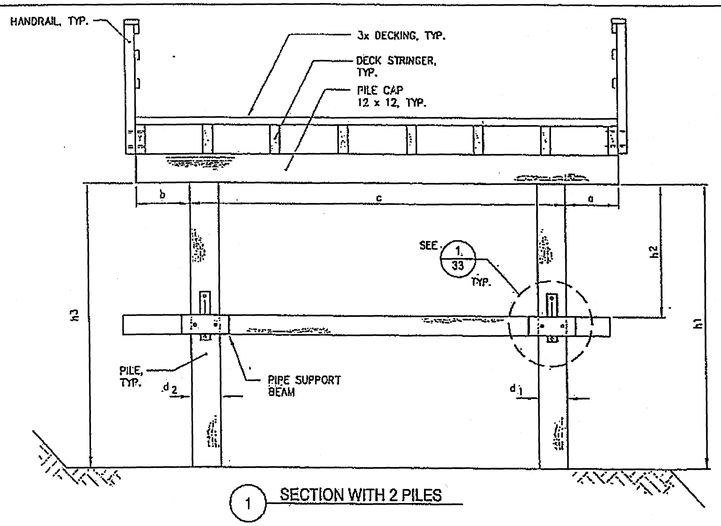
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

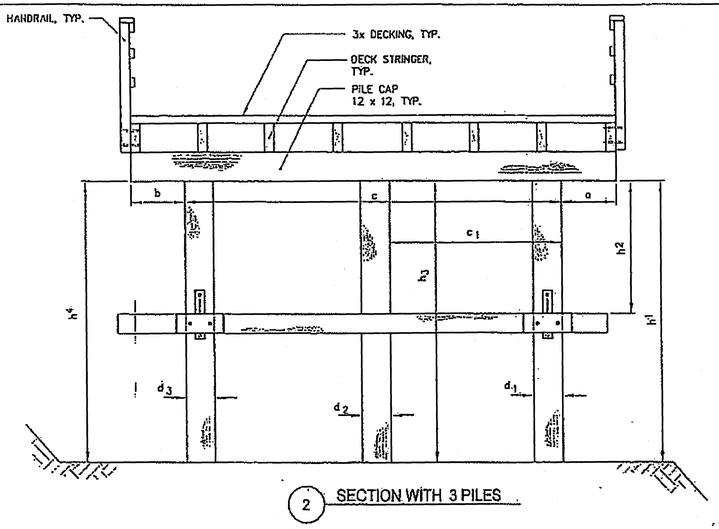
*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*STRINGER TABLE*

| | |
|---|---|
| DESIGNED BY: CL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: SEPT. 29, 2003 |
| CHECKED BY: CMG | SHEET 30 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10




1 SECTION WITH 2 PILES




2 SECTION WITH 3 PILES

5/30/08

BENT DATA TABLE – MAIN BOARDWALK

| BENT NO. | h1 (ft) | h2 (ft) | h3 (ft) | h4 (ft) | d1 (in) | d2 (in) | d3 (in) | a (ft) | b (ft) | c (ft) | c1 (ft) | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.3 | 4.8 | 6.5 | 5.7 | 10 | 9 | 9 | 2.2 | 0.5 | | 6.6 | 3-pile, SEE DETAIL 1 ON SHEET NO.26 |
| 2 | 7.2 | 4.7 | 6.4 | 5 | 12 | 10 | 9 | 1 | | | 8.7 | 3-pile, SEE DETAIL 1 ON SHEET NO.26 |
| 3 | 7 | 4.7 | 61 | 5.9 | 11 | 11 | 10 | 2.2 | | | 6.7 | 3-pile, SEE DETAIL 1 ON SHEET NO.26 |
| 4 | 7.2 | 4.7 | 6 | 4.8 | 10 | 9 | 8 | 1.7 | | | 7.5 | 3-pile, SEE DETAIL 1 ON SHEET NO.26 |
| 5 | 7 | 5 | 6.2 | | 13 | 10 | | 0.5 | 2.7 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 6 | 7.1 | 4 | 6 | 1.1 | 10 | 8 | | 0.3 | 0 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 7 | 6.7 | 5 | 5.2 | | 8 | 8 | | | | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 8 | 5.8 | 5.2 | 3.9 | | 8 | 10 | | 0.9 | 0 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 9 | 5.8 | | 4.4 | | 10 | 11 | | 2 | 0.9 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 10 | 5.7 | 5.1 | 4.8 | | 9 | 10 | | 1.9 | 1.9 | 8.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 11 | 7 | 5.3 | 5.9 | 4.7 | 8 | 9 | 8 | 2 | 2 | 14. | 6 | 3-pile, SEE DETAIL 3 ON SHEET NO.26 |
| 12 | 7.1 | 5.4 | 5.6 | 4.8 | 11 | 12 | 11 | 3.7 | 0 | 15.3 | 7 | 3-pile, SEE DETAIL 3 ON SHEET NO.26 |
| 13 | 7.5 | 5.5 | 6.4 | 5.6 | 11 | 12 | 12 | 3.4 | 2.1 | 13.8 | 7.3 | 3-pile, SEE DETAIL 3 ON SHEET NO.26 |
| 14 | 8.3 | 5.6 | 7.5 | 6.7 | 9 | 11 | 10 | 1.8 | 1.2 | 15. | 6 | 3-pile, SEE DETAIL 3 ON SHEET NO.26 |
| 15 | 8.2 | 2.6 | 7.1 | | 10 | 13 | | 1.8 | 2 | 8.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 16 | 8.2 | 5.6 | 7 | | | | | 0.9 | 1.4 | 9.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 17 | 8.2 | 5.7 | 2.4 | | 10 | 9 | | 1.6 | 1.1 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 18 | 8.5 | 5.7 | 7.5 | | 14 | 13 | | 2.5 | 1.2 | 8.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 19 | 8.5 | 5.9 | 7.5 | | | | | 2.4 | 1.2 | 8.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 20 | 8.3 | 6 | 7.1 | | 12 | 10 | | 1.7 | 2.6 | 7.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 21 | 8 | 6 | 6.5 | | 12 | 12 | | 1.7 | 1 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 22 | 7.9 | 6 | 6.1 | | 11 | 12 | | 1.4 | 1.4 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 23 | 8.1 | 6.2 | 6.6 | | 12 | 12 | | 0.4 | 1.1 | 10.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 24 | 7.5 | 6.2 | 6.5 | | 12 | 11 | | 2.5 | 0.6 | 8.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 25 | 8.1 | 6.3 | 6.7 | | 11 | 11 | | 1.8 | 1.1 | 9.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 26 | 8.3 | 1.7 | 6.4 | | 10 | 12 | | 1.3 | 1.1 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 27 | 8.4 | 6.5 | 7.8 | | 11 | 11 | | 2 | 1.7 | 8.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 28 | 4.8 | | 8 | | 11 | 10 | | 1.2 | 2.6 | 8.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 29 | 9.1 | 6.7 | 7.4 | | 14 | 11 | | 1.4 | 2 | 8.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 30 | 9.2 | 6.7 | 7.7 | | 11 | 12 | | 1.5 | 1.7 | 8.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |

BENT DATA TABLE – MAIN BOARDWALK

| BENT NO. | h1 (ft) | h2 (ft) | h3 (ft) | h4 (ft) | d1 (in) | d2 (in) | d3 (in) | a (ft) | b (ft) | c (ft) | c1 (ft) | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 | 9.5 | 6.9 | 8.5 | | 12 | 13 | | 1.4 | 0 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 32 | 9.9 | 6.6 | 8.7 | | 10 | 10 | | 1.6 | 1.8 | 8.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 33 | 9.9 | 6.9 | 8.8 | | 12 | 13 | | 2 | 2.4 | 7.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 34 | 10 | 7.1 | 8.9 | | 11 | 11 | | 2.7 | 2.7 | 6.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 35 | 10.6 | 7.1 | 9 | | 9 | 11 | | 3 | 1.8 | 7.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 36 | 10.9 | 7.1 | | | 13 | 10 | | 2.2 | 0 | 9.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 37 | 10.2 | 7 | 9 | | 9 | 11 | | 1.3 | 1.5 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 38 | 10.7 | 7.9 | 10.5 | | 10 | 14 | | 1.5 | 2 | 8.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 39 | 11.8 | 7.1 | 10 | | 11 | 12 | | 0.3 | 2 | 9.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 40 | 12.7 | 6.9 | 10.7 | | 11 | 12 | | 0.8 | 1.9 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 41 | 14.4 | 7.1 | 11.9 | | 9 | 11 | | 0.6 | 1.8 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 42 | 13.9 | 7.2 | 12.5 | | 11 | 10 | | 0.9 | 1.7 | 9.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 43 | 14.5 | 7.3 | 12.7 | | 11 | 10 | | 0.4 | 1.8 | 9.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 44 | 14.8 | 7.2 | 13.8 | | 11 | 10 | | 1.9 | 1.9 | 8.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 45 | 15.5 | 7.3 | 14.4 | | 8 | 9 | | 1.4 | 2.4 | 8.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 46 | 15.9 | 7.2 | 14.6 | | 10 | 11 | | 0.5 | 0.6 | 10.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 47 | 15.7 | 7.3 | 14.5 | | 10 | 9 | | 0.8 | 0 | 11.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 48 | 15.6 | 7.3 | 14.4 | | 9 | 10 | | 1.3 | 2.5 | 8.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 49 | 15.1 | 7.5 | 14.4 | | 9 | 9 | | 1.6 | 3.2 | 7.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 50 | 15.1 | 7.4 | 14.1 | | 11 | 10 | | 1.2 | 1.6 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 51 | 15 | | 14.4 | | 10 | 9 | | 1.7 | 1.2 | 9.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 52 | 15.1 | 7.4 | 14.1 | | 9 | 10 | | 2.2 | 1.6 | 8.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 53 | 14.8 | 7.5 | 14.3 | | 8 | 10 | | 1.8 | 0 | 10.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 54 | 15 | 1.9 | 14.3 | | 10 | 12 | | 1.5 | 1.3 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 55 | 15.9 | 7.4 | 14.6 | | 10 | 10 | | 1.7 | 1.4 | 8.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 56 | 15.5 | 7 | 14.6 | | 10 | 10 | | 1.5 | 1 | 9.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 57 | 15.1 | | 14.8 | | 10 | 10 | | 1.4 | 1.6 | 9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 58 | 15 | 7.7 | 14.8 | | 11 | 10 | | 1.8 | 1.8 | 8.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 59 | 15 | 8 | 14.3 | | 10 | 10 | | 2 | 0.1 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 60 | 14.8 | 7.7 | 13.9 | | 10 | 10 | | 2.5 | 0 | 9.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |


Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
3220 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2033


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

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*BENT SECTIONS AND DATA TABLE*

DESIGNED BY: CL, CDR
DRAWN BY: PJD
CHECKED BY: CMG

PROJECT NO. 75622
DATE: APRIL 30, 2003
SHEET 31 OF 36

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

## BENT DATA TABLE – MAIN BOARDWALK

| BENT NO. | h1 (ft) | h2 (ft) | h3 (ft) | h4 (ft) | d1 (in) | d2 (in) | d3 (in) | a (ft) | b (ft) | c (ft) | c1 (ft) | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 61 | 14.9 | 7.7 | 13.9 | | 9 | 10 | | 0 | 0.3 | 11.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 62 | 14.4 | 8.2 | 12.9 | | 10 | 10 | | 1.7 | 0.7 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 63 | 14.2 | 8.2 | 13.3 | | 10 | 10 | | 1.6 | 0 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 64 | 14.1 | 8.1 | 13.2 | | 10 | 10 | | 1.6 | 0 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 65 | 12.9 | 7.9 | 13.2 | | 10 | 10 | | 2.2 | 0.7 | 9.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 66 | 13.6 | 8.4 | 12.5 | | 10 | 10 | | 0 | 1.2 | 10.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 67 | 13.6 | 8.6 | 12.8 | | 10 | 11 | | 1.2 | 0.4 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 68 | 13.4 | 8.5 | 12.2 | | 12 | 11 | | 1.2 | 0.5 | 10.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 69 | 13.3 | 8.6 | 11.9 | | 10 | 11 | | 0.9 | 0.3 | 10.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 70 | 13.5 | 8.5 | 12.4 | | 11 | 11 | | 1.1 | 1 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 71 | 12.6 | 8.5 | 11.6 | | 10 | 11 | | 0.4 | 0 | 11.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 72 | 12.8 | 8.6 | 11.9 | | 10 | 10 | | 1.2 | 1.1 | 9.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 73 | 12.6 | 8.7 | 12.2 | | 9 | 9 | | 1.1 | 1.9 | 9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 74 | 12.5 | 2.9 | 12.2 | | 11 | 9 | | 1.6 | 1.1 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 75 | 12.3 | 8.6 | 11.8 | | 13 | 10 | | 1.1 | 1.4 | 9.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 76 | 12 | 8.7 | 11.6 | | 11 | 10 | | 1.2 | 1.6 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 77 | 12.4 | 8.7 | 12 | | 12 | 12 | | 0.5 | 0.4 | 11.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 78 | 12.6 | 8.7 | 12 | | 10 | 10 | | 1.9 | 1.4 | 8.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 79 | 12.6 | 8.9 | 12.2 | | 10 | 10 | | 1.9 | 1.6 | 8.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 80 | 12.5 | 8.9 | 11.8 | | 11 | 11 | | 1.9 | 0.5 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 81 | 12.2 | 8.8 | 11.8 | | 11 | 12 | | 1.5 | 1.5 | 9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 82 | 12.3 | 9 | 11.6 | | 12 | 11 | | 1.6 | 1.1 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 83 | 12.1 | 9 | 11.6 | | 11 | 11 | | 1.6 | 1.5 | 8.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 84 | | | | NONEXISTENT | | | | | | | | |
| 85 | | | | | | | | | | | | |
| 86 | 12.1 | 8.9 | 11.6 | | 12 | 10 | | 0.4 | 0 | 11.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 87 | 11.3 | 8.9 | 11.2 | | 12 | 14 | | 1.2 | 2.8 | 8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 88 | 10.3 | 8.7 | 10.9 | | 11 | 14 | | 1.3 | 1.1 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 89 | 9.8 | 6.1 | 10 | | 12 | 11 | | 1.8 | 1.5 | 8.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 90 | 9.6 | 6.3 | 9 | | 11 | 12 | | 1.4 | 1.2 | 9.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 91 | 9.3 | 2.1 | 8.3 | | 12 | 9 | | 2.3 | 1.8 | 7.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 92 | 9.8 | 6.5 | 7.7 | | 13 | 14 | | 3 | 2.1 | 6.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 93 | 7.8 | 6.7 | 7.3 | | 9 | 11 | | 1.8 | 2.8 | 7.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 94 | 7.2 | 6.7 | 7.4 | | 11 | 15 | | 1.7 | 2.2 | 8.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 95 | 7.4 | 6.7 | 6 | | 13 | 9 | | 2.9 | 1.5 | 7.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 96 | 6.3 | | 6.7 | | 13 | 9 | | 2 | 1.4 | 8.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 97 | 3.9 | 1.6 | 5 | | 12 | 13 | | 1.7 | 0.5 | 9.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 98 | 3.8 | | 4.7 | | 12 | 12 | | 0.9 | 0.7 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 99 | 3.1 | | 3.9 | | 14 | 10 | | 1.9 | 2.3 | 7.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 100 | | | 2.3 | | | 11 | | | 2.3 | | | Pile 1 IS BURIED IN SOIL AND NOT EXPOSED. |
| 101 | | | 1.2 | | | 12 | | | 2 | | | Pile 1 IS BURIED IN SOIL AND NOT EXPOSED. |
| 102 | | | 0.5 | | | 14 | | | | | | Pile 1 IS BURIED IN SOIL AND NOT EXPOSED. |
| 103 | | | 1.6 | | | 10 | | | 1.4 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 104 | 0.8 | | 2.2 | | 12 | 11 | | | 1.1 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 105 | 2.3 | | 3.7 | | 12 | 12 | | 1.7 | 2.1 | 8.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 106 | 4.6 | | 4.8 | | 10 | 11 | | 0 | 1.8 | 10.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 107 | 5.7 | | 6.9 | | 9 | 11 | | 1.9 | 2.3 | 7.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 108 | 7.1 | | 7.2 | | 13 | 9 | | 1.3 | 2.1 | 8.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 109 | 8.2 | 5.8 | 7.2 | | 13 | 12 | | 1.6 | 0 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 110 | 8.4 | 5.7 | 8.5 | | 11 | 9 | | 2 | 0.7 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 111 | 8 | 5.6 | 8.1 | | 8 | 11 | | 1.2 | 1.6 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 112 | 8.8 | 5.4 | 8.9 | | 10 | 11 | | 0.6 | 1.8 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 113 | 9.4 | 2.6 | 9.3 | | 12 | 10 | | 2 | 1.3 | 8.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 114 | 9.8 | 7.7 | 9.3 | | 15 | 12 | | 1 | 0.7 | 10.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 115 | 10 | 7.6 | 9.7 | | 12 | 10 | | 0.7 | 1.7 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 116 | 9.5 | 7.3 | 9.6 | | 12 | 13 | | 1 | 0.2 | 10.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 117 | 9.7 | 7.5 | 9.7 | | 9 | 12 | | 0.6 | 0.9 | 10.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 118 | 9.5 | 7.3 | 9.6 | | 10 | 14 | | 0.8 | 0.8 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 119 | 9.3 | 7.3 | 9.7 | | 13 | 12 | | 0.8 | 0.3 | 10.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 120 | 9.2 | 7.2 | 9.4 | | 15 | 15 | | 0.9 | 0.4 | 10.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 121 | 9.5 | 7.1 | 9.5 | | 12 | 11 | | 0.6 | 1.5 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 122 | 9.9 | 7.1 | 9.5 | | 14 | 14 | | 0.8 | 0.8 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 123 | 9.9 | 7.1 | 9.7 | | 12 | 16 | | 1.4 | 0.2 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |

## BENT DATA TABLE – MAIN BOARDWALK

| BENT NO. | h1 (ft) | h2 (ft) | h3 (ft) | h4 (ft) | d1 (in) | d2 (in) | d3 (in) | a (ft) | b (ft) | c (ft) | c1 (ft) | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 124 | 9.8 | 6.9 | 9.4 | | 14 | 9 | | 0.4 | 1.5 | 10.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 125 | 9.8 | 6.9 | 9.2 | | 14 | 11 | | 0 | 0.8 | 11.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 126 | 9.4 | 6.7 | 9.1 | | 14 | 12 | | 0.6 | 1.3 | 10.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 127 | 9.7 | 6.9 | 9 | | 13 | 12 | | 1 | 0.7 | 10.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 128 | 9.4 | 6.7 | 8.7 | | 11 | 12 | | 0.6 | 0.8 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 129 | 9.3 | 6.7 | 8.3 | | 12 | 12 | | 0.6 | 0.8 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 130 | 8.3 | 6.7 | 7.9 | | 13 | 12 | | 0.8 | 0.8 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 131 | 8.1 | 6.6 | 6.6 | | 12 | 14 | | 1 | 0.5 | 10.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 132 | 7.3 | 6.4 | 6.9 | | 11 | 11 | | 0.6 | 1.6 | 9.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 133 | 7.6 | 6.6 | 6.9 | | 12 | 9 | | 0.6 | 0.9 | 10.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 134 | 7.1 | 3.7 | 4.6 | | 14 | 14 | | 0.7 | 0 | 11.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 135 | 7.1 | 3.7 | 6 | | 11 | 15 | | 1 | 1.2 | 9.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 136 | 6.8 | 3.5 | 6.5 | | 12 | 11 | | 1.1 | 1.3 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 137 | 7.2 | 6.4 | 7 | | 13 | 12 | | 1.2 | 1.1 | 9.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 138 | 7.1 | 6.3 | 6.9 | | 13 | 11 | | 1.2 | 0.9 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 139 | 7.2 | 6.3 | 7.2 | | 13 | 14 | | 1.2 | 0.1 | 10.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 140 | 7.3 | 6.3 | 6.8 | | 13 | 11 | | 0.5 | 0.9 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 141 | 7.1 | 6.4 | 6.9 | | 14 | 14 | | 1 | 0 | 11 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 142 | 7.1 | 6.2 | 6.5 | | 15 | 9 | | 0.2 | 1.1 | 10.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 143 | 7 | 6.2 | 6.7 | | 12 | 12 | | 0.5 | 0.9 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 144 | 7 | 6.2 | 6.8 | | 13 | 11 | | 0.9 | 1 | 10.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 145 | 7.1 | 6.2 | 6.8 | | 12 | 9 | | 0.9 | 1.2 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 146 | 6.9 | 6.1 | 6.5 | | 11 | 12 | | 0.8 | 0.9 | 10.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 147 | 6.8 | 6.2 | 6.7 | | 11 | 11 | | 1.3 | 1.5 | 10.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 148 | 6.5 | 5.9 | 6.7 | | 10 | 11 | | 1 | 0.2 | 9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 149 | 6.5 | 6.1 | 6.7 | | 10 | 12 | | 2.1 | 0.9 | 9.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 150 | 6.2 | 3.3 | 6.7 | | 10 | 11 | | 1.2 | 1.7 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 151 | 6.1 | 3.3 | 6.5 | | 12 | 13 | | 1.7 | 1.1 | 9.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 152 | 5.7 | 3 | 6.5 | | 12 | 10 | | 1.5 | 1 | 9.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 153 | 6.1 | 3.3 | 5.8 | | 13 | 12 | | 1.4 | 1.2 | 10.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 154 | 6.1 | | 6.1 | | 14 | 14 | | 0.9 | 0.6 | 7.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 155 | 6.1 | 3.2 | 5.9 | | 13 | 12 | | 3.2 | 1 | 10.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 156 | 6 | 3.3 | 6 | | 14 | 14 | | 1.1 | | 7.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 157 | 6.1 | 3.2 | 6 | | 13 | 14 | | 3.2 | 1 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 158 | 6.1 | 3.2 | 6 | | 13 | 13 | | 1.1 | 0.5 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 159 | 5.8 | 3.1 | 6 | | 13 | 12 | | 0.8 | 1.3 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 160 | 5.9 | 3.1 | 5.8 | | 12 | 13 | | 0.8 | 1.3 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 161 | 5.7 | 3.1 | 5.4 | | 11 | 11 | | 0.7 | 0.9 | 9.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 162 | 5.5 | | 5.4 | | 13 | 13 | | 1.6 | 0.8 | 10.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 163 | 5.3 | 2.9 | 5.2 | | 15 | 13 | | 1.1 | 0.8 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 164 | 4.9 | 3 | 4.9 | | 13 | 13 | | 0 | 1.4 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 165 | 5.2 | 2.9 | 5.1 | | 13 | 13 | | 1.1 | 1 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 166 | 4.7 | | 5 | | 15 | 10 | | 1.4 | 1.3 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 167 | 4.4 | 2.5 | 4.7 | | 12 | 13 | | 0.7 | 0.7 | 9.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 168 | 4.1 | 2.3 | 4.2 | | 13 | 14 | | 0.8 | 1.4 | 9.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 169 | 3.4 | 2.2 | 4.1 | | 12 | 12 | | 1.1 | 1.5 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 170 | 3.2 | 1.9 | 3.4 | | 13 | 13 | | 1 | 1.1 | 10.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 171 | 2.9 | 1.8 | 3.5 | | 14 | 12 | | 0.9 | 1 | 9.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 172 | 3 | 1.7 | 3.4 | | 14 | 11 | | 1.7 | 1.2 | 9.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 173 | 2.7 | 1.6 | 3.1 | | 15 | 15 | | 1.6 | 0.6 | 10.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 174 | 2.6 | 1.4 | 2.7 | | 15 | 12 | | 0.3 | 1.5 | 9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 175 | 1.6 | 1.4 | 2.7 | | 15 | 10 | | 1.6 | 1.4 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 176 | 2.4 | 1 | 2.3 | | 14 | 10 | | 1.4 | 1.3 | 10 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 177 | 2.4 | 0.9 | 2.4 | | 17 | 15 | | 0.8 | 1.2 | 10.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 178 | 2.5 | 0.8 | 1.6 | | 14 | 13 | | 1.3 | 0.6 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 179 | 2.5 | 0.8 | 2.2 | | 13 | 16 | | 1.5 | 0.6 | 9.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 180 | 2.8 | 0.9 | 2.9 | | 11 | 12 | | 1.3 | 0.8 | 10.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 181 | 2.9 | 0.9 | 2.9 | | 12 | 17 | | 0.8 | 1 | 10.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 182 | 2.1 | 0.7 | 2.9 | | 13 | 14 | | 0.4 | 1.1 | 10.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 183 | 2.2 | 0.7 | 2.5 | | 14 | 15 | | 1.4 | 0.5 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 184 | 1.4 | | 2.6 | | 10 | 11 | | 1.7 | 1.1 | 9.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 185 | 1.1 | | 2.5 | | 10 | 11 | | 2.5 | 0.2 | 12 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 186 | 1 | | 1.9 | | 14 | 17 | | | | 11.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |

NOTE:
1. SEE DETAILS ON SHEET 31

K.D.M. 5/30/08


Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
3220 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2093


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

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*BENT DATA TABLE*

| | |
|---|---|
| DESIGNED BY: CL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 32 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

## BENT DATA TABLE – MAIN BOARDWALK

| BENT NO. | h1 (ft) | h2 (ft) | h3 (ft) | h4 (ft) | d1 (in) | d2 (in) | d3 (in) | a (ft) | b (ft) | c (ft) | c1 (ft) | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 187 | 1 | | 2.4 | | 12 | 14 | | | 0.2 | 12 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 188 | 1.4 | | 2.5 | | 15 | 15 | | | 0 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 189 | 1.6 | | 2.6 | | 13 | 9 | | 1 | 0.6 | 6.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 190 | 1.5 | | 2.4 | | 11 | 14 | | 2 | 1.3 | 8.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 191 | 1.5 | | 2.4 | | 11 | 14 | | 2 | 1.3 | 10.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 192 | 1.3 | 0.4 | 2.4 | | 11 | 12 | | 1.5 | 0.3 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 193 | 1.2 | 0.3 | 2.8 | | 12 | 14 | | 1.2 | 0.5 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 194 | 2 | 0.3 | 2.6 | | 13 | 13 | | 2 | 1.2 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 195 | 1.1 | 0.3 | 2.5 | | 12 | 12 | | 0.9 | 0.7 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 196 | 1.3 | 0.2 | 2.5 | | 12 | 14 | | | 0.6 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 197 | 1.6 | 0.2 | 2.4 | | 14 | 15 | | 1.1 | 0 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 198 | 1.8 | 0.1 | 2.1 | | 13 | 17 | | 1.6 | 0.6 | | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| 199 | 1.4 | 0.1 | 2.5 | | 16 | 13 | | 1.3 | 1 | | | Pile 1 TOP IS BURIED IN SOIL AND NOT EXPOSED. |
| 200 | | 0.1 | 1.3 | | | 13 | | | 1.3 | | | Pile 1 TOP IS BURIED IN SOIL AND NOT EXPOSED. |
| 201 | 0.5 | | 1.1 | | 11 | 13 | | | 1.4 | | | Pile 1 TOP IS BURIED IN SOIL AND NOT EXPOSED. |
| 202 | | | 0.2 | | | 10 | | | 1 | | | Pile 1 TOP IS BURIED IN SOIL AND NOT EXPOSED. |
| 203 | | | 0.2 | | | 13 | | | | | | |

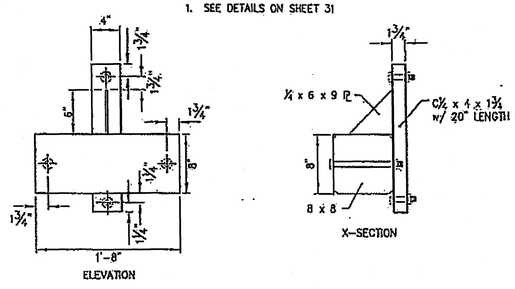
## BENT DATA TABLE FOR CRAB-CHUM-CLAM LOOP SECTIONS

| BENT NO. | h1 (ft) | h2 (ft) | h3 (ft) | h4 (ft) | d1 (in) | d2 (in) | d3 (in) | a (ft) | b (ft) | c (ft) | c1 (ft) | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L1 | | | | | | | | | | | | 5-pile, SEE DETAIL 1 ON SHEET NO.35 |
| L2 | 6.2 | 5.8 | 6.6 | 6.3 | 8 | 9 | 9 | 0.9 | 0 | 16 | 7 | 3-pile, SEE DETAIL 2 ON SHEET NO.35 |
| L3 | 6.4 | 5.7 | 6.6 | | 9 | 10 | | 0.7 | 0.7 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L4 | 6.5 | 5.8 | 9.0 | | 9 | 9 | | 0.8 | 0.7 | 10.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L5 | 6.3 | 5.6 | 6.3 | | 10 | 8 | | 0.7 | 0.8 | 10.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L6 | 6 | 5.6 | 6.6 | | 9 | 10 | | 0.6 | 0.8 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L7 | 6.3 | 5.7 | 6.3 | | 9 | 9 | | 0.7 | 0.7 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L8 | 6 | 5.6 | 6.4 | | 8 | 9 | | 0 | 0.8 | 11.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L9 | 6.5 | 5.5 | 6.1 | | 9 | 8 | | 0.6 | 0.8 | 10.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L10 | 6.9 | 5.5 | 6.9 | | 12 | 12 | | 0.5 | 0.5 | 11.0 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L11 | 7.4 | 5.5 | 7.5 | | 13 | 13 | | 0.4 | 0.4 | 11.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L12 | 7.5 | 2.4 | 8.2 | | 12 | 12 | | 0.4 | 0.4 | 11.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L13 | 6.5 | 5.4 | 7.4 | | 11 | 12 | | 0.3 | 0.1 | 11.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L14 | 6.5 | 5.3 | 7.1 | | 8 | 9 | | 0.4 | 0.1 | 11.5 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L15 | 6.5 | 5.3 | 6.7 | | 9 | 8 | | 0.2 | 0.2 | 11.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L16 | 6.6 | 5.2 | 6.6 | | 8 | 8 | | 0.2 | 0.2 | 11.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L17 | 6.9 | 5.2 | 6.7 | | 9 | 9 | | 0.3 | 0.1 | 11.6 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L18 | 6.9 | 5.1 | 6.8 | | 9 | 9 | | 0.4 | 0.4 | 11.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L19 | 6.9 | 4.8 | 6.8 | | 8 | 9 | | 0.7 | 0.4 | 10.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L20 | 7 | 5.1 | 7 | | 10 | 9 | | 0.4 | 0.7 | 10.9 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L21 | 7.4 | 5.1 | 7.4 | 7.1 | 9 | 8 | 9 | 0 | 0.7 | 17.3 | 8.5 | 3-pile, SEE DETAIL 3 ON SHEET NO.35 |
| L22 | | 5 | 7.4 | 7.3 | | 12 | 8 | 0 | 0.9 | 23.1 | 11 | 3-pile, SEE DETAIL 3 ON SHEET NO.35 |
| L23 | 7.4 | | 7.3 | 7.5 | 10 | 11 | 9 | 0.7 | 0.7 | 10.6 | 5 | 3-pile, SEE DETAIL 4 ON SHEET NO.35 |
| L24 | 7.5 | | 7.5 | 7.8 | 9 | 10 | 10 | 1.2 | 0.8 | 10.0 | 5 | 3-pile, SEE DETAIL 4 ON SHEET NO.35 |
| L25 | 7.8 | 4.8 | 7.7 | 7.7 | 10 | 9 | 9 | 1.4 | 1 | 9.6 | 5 | 3-pile, SEE DETAIL 1 ON SHEET NO.36 |
| L26 | 7.6 | 4.8 | 7.9 | | 9 | 9 | | 1 | 0.9 | 10.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L27 | 7.5 | 4.7 | 7.5 | | 9 | 9 | | 0.7 | 0.5 | 10.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L28 | 6.3 | 4.3 | 6.8 | 6.7 | 13 | 12 | 9 | 0.2 | 0.8 | 11.0 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L29 | 6.1 | 4.3 | 6 | 6.7 | 12 | 11 | 9 | 0 | 0.9 | 11.1 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L30 | 6.1 | 4 | 6.3 | 6.4 | 12 | 11 | 8 | 0.5 | 0.9 | 10.6 | 5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L31 | 6.1 | 3.9 | 5.9 | 6.4 | 13 | 13 | 9 | 1.4 | 0.8 | 9.8 | 5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L32 | 6.1 | | 6.4 | 6 | 11 | 11 | 13 | 0.7 | 0.7 | 10.6 | 5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L33 | 5.8 | 3.4 | 6.1 | 6.1 | 12 | 13 | 10 | 1 | 0.7 | 10.3 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L34 | 5.7 | 3.5 | 6 | 5.8 | 13 | 12 | 13 | 0.4 | 0.5 | 11.1 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L35 | 5.4 | 3.4 | 5.9 | 5.7 | 12 | 11 | 13 | 0.3 | 0.5 | 11.2 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L36 | 5.9 | | 5.8 | 5.2 | 10 | 16 | 12 | 0.3 | 0.6 | 11.1 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L37 | 5.4 | 3.4 | 5.7 | 5.2 | 14 | 12 | 12 | 0.1 | 0.8 | 11.3 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L38 | 5.1 | 3.4 | 5.3 | 5.2 | 16 | 14 | 8 | 0.6 | 0 | 11.4 | 6 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L39 | 5 | 3.1 | 4.9 | 4.5 | 15 | 15 | 13 | 0 | 0 | 12.0 | 6 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L40 | 4.8 | 3.2 | 4.9 | 4.9 | 10 | 14 | 14 | 0.3 | 0 | 11.7 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L41 | 4.5 | 3 | 4.3 | 4.3 | 12 | 13 | 12 | 0.5 | 0 | 11.5 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |

## BENT DATA TABLE FOR CRAB-CHUM-CLAM LOOP SECTIONS

| BENT NO. | h1 (ft) | h2 (ft) | h3 (ft) | h4 (ft) | d1 (in) | d2 (in) | d3 (in) | a (ft) | b (ft) | c (ft) | c1 (ft) | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L42 | 4.2 | 3 | 4.3 | 4.3 | 12 | 15 | 12 | 0.8 | 0 | 11.2 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L43 | 4.2 | | 4.3 | 3.9 | 13 | 14 | 12 | 0.3 | 0.3 | 11.4 | 5.5 | 3-pile, SEE DETAIL 2 ON SHEET NO.31 |
| L44 | 3.7 | | 4 | | 15 | 15 | | 0.6 | 0 | 11.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L45 | 3.4 | | 3.9 | | 10 | 12X12 | | 0 | 0.7 | 11.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L46 | 3.6 | | 4.2 | | 10 | 13 | | 0.5 | 0.8 | 10.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L47 | 3.8 | | 3.8 | | 12 | 12 | | 0.8 | 0.8 | 10.4 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L48 | 3.4 | | 3.3 | | 12 | 11 | | 1 | 0.8 | 10.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L49 | 3.4 | | 3.3 | | 10 | 11 | | 0.9 | 0.8 | 10.3 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L50 | 3 | | 2.8 | | 14 | 12 | | 1 | 0 | 11.0 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L51 | 3.2 | | 2.9 | | 12X12 | 12X12 | | 0.5 | 0.4 | 11.1 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L52 | 1.8 | | 1.2 | | 13 | 12 | | 1.8 | 1.2 | 9.0 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| UNMARKED | 2.1 | | 1 | | 11 | 11 | | 0.7 | 0.5 | 10.8 | | 2-pile, SEE DETAIL 1 ON SHEET NO.31 |
| L53 | 3.2 | | 1.5 | | 11 | 10 | | 0.5 | 0.5 | 11.0 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L54 | 3.3 | 0.2 | 1.1 | | 9 | 9 | | 0.5 | 0.8 | 10.7 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L55 | 3.5 | 0.2 | 2.2 | | 10 | 12 | | 0.2 | 0.6 | 9.2 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L56 | 3.5 | 0.4 | 2.4 | | 10 | 12 | | 0.2 | 1 | 8.8 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L57 | 3.5 | 0.3 | 2.2 | | 10 | 11 | | 0.6 | 1.1 | 8.3 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L58 | 3.6 | 0.4 | 2.9 | | 13 | 13 | | 0 | 0.8 | 9.2 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L59 | 3.7 | 0.3 | 3.3 | | 13 | 11 | | 0.3 | 0.8 | 8.9 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L60 | 3.5 | 0.3 | 3.2 | | 13 | 10 | | 0.3 | 1.4 | 8.3 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L61 | 3.5 | 0.3 | 2.7 | | 11 | 12 | | 0.5 | 0.8 | 8.7 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L62 | 3.2 | 0.2 | 2.9 | | 10 | 10 | | 0.2 | 1 | 8.8 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L63 | 2.8 | 0.2 | 2.8 | | 11 | 11 | | 0.2 | 1 | 8.8 | | 2-pile, SEE DETAIL 2 ON SHEET NO.34 |
| L64 | 2.7 | 0.1 | 2.5 | | 11 | 11 | | 0.3 | 0.8 | 8.9 | | 2-pile, SEE DETAIL 3 ON SHEET NO.34 |
| L65 | 2.9 | 0 | 1.3 | | 11 | 9 | | 0.3 | 0.7 | 9 | | 2-pile, SEE DETAIL 3 ON SHEET NO.34 |
| L66 | 2.7 | 0 | 2.9 | | 9 | 13 | | 0.2 | 0.6 | 9.2 | | 2-pile, SEE DETAIL 3 ON SHEET NO.34 |
| L67 | 2.4 | 0 | 2.2 | | 12 | 11 | | 0.2 | 1.7 | 8.1 | | 2-pile, SEE DETAIL 3 ON SHEET NO.34 |
| L68 | 2.9 | 2.1 | 2 | | 11 | 10 | | 0.3 | 1.3 | 8.4 | | 2-pile, SEE DETAIL 3 ON SHEET NO.34 |
| L69 | 3.2 | | 2.3 | | 12 | 12 | | 0.8 | 0.8 | 8.4 | | 2-pile, SEE DETAIL 3 ON SHEET NO.34 |
| L70 | 3.4 | | 2.6 | | 14 | 12 | | 0.8 | 0.6 | 8.6 | | 2-pile, SEE DETAIL 3 ON SHEET NO.34 |
| L71 | 3.1 | | 2 | | 14 | 12 | | 0.8 | 0 | 9.2 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L72 | 3.4 | | 1.9 | | 13 | 12 | | 0.2 | 1.1 | 8.7 | | 2-pile, SEE DETAIL 1 ON SHEET NO.34 |
| L73 | 3.4 | 0.8 | 3.6 | 0.8 | 12 | 11 | 11 | 1 | 0 | 21 | 10 | 3-pile, SEE DETAIL 2 ON SHEET NO.36 |
| L74 | | | | | | | | | | | | 5-pile, SEE DETAIL 3 ON SHEET NO.36 |

NOTE:
1. SEE DETAILS ON SHEET 31




1 TYPICAL CONNECTION OF SUPPORT BEAM WITH PILE


Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
3220 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2093


NOTE:
DO NOT SCALE FROM THESE PLANS – USE DIMENSIONS

PATH:

| BY: | DATE: | DESCRIPTION OF CHANGE: |
|---|---|---|
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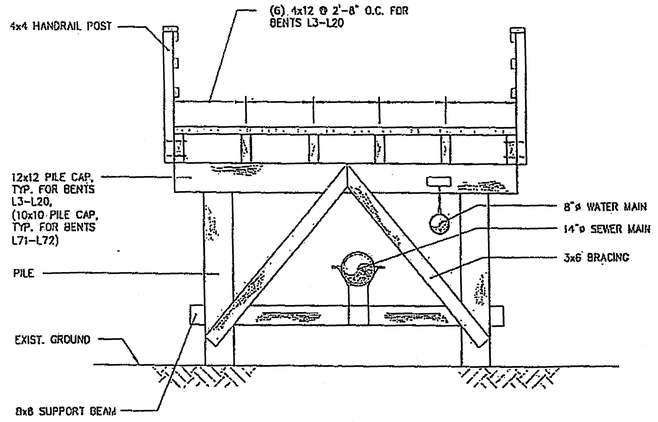
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

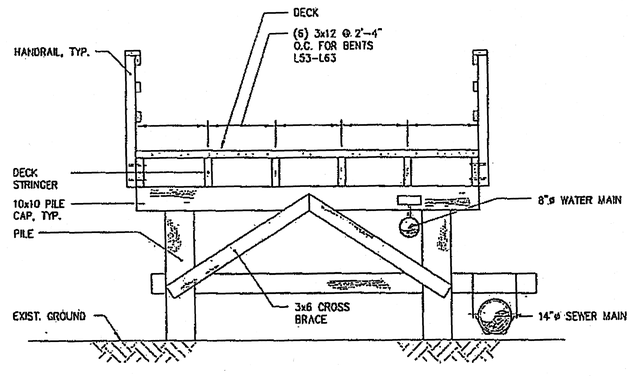
*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*BENT DATA TABLE AND CONNECTION*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 33 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

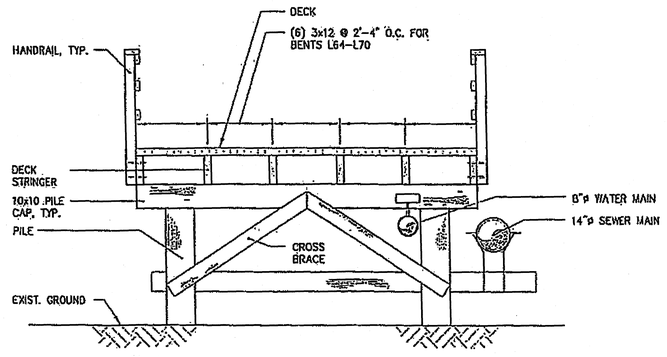



1 TYPICAL LOOP BENTS L3 - L20, & L71 - L72




2 TYPICAL LOOP BENTS L53 - L63

K&M 5/30/08




3 TYPICAL LOOP BENTS L64 - L70


Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
3220 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2093


NOTE:
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| PATH: . | | |
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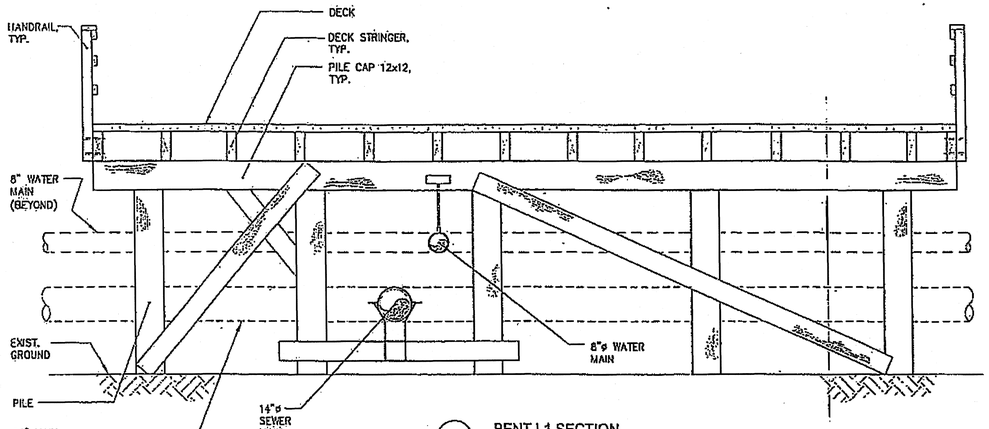
RECORD OF REVISIONS

STATE OF ALASKA.
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

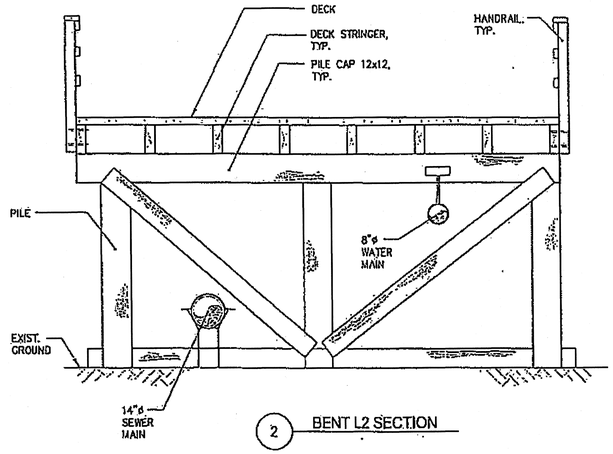
*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*CRAB-CHUM-CLAM LOOP SECTIONS*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 34 OF 36 |

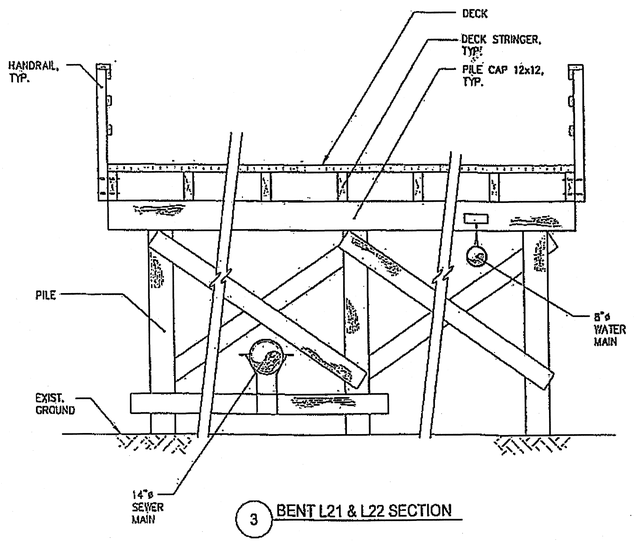
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10



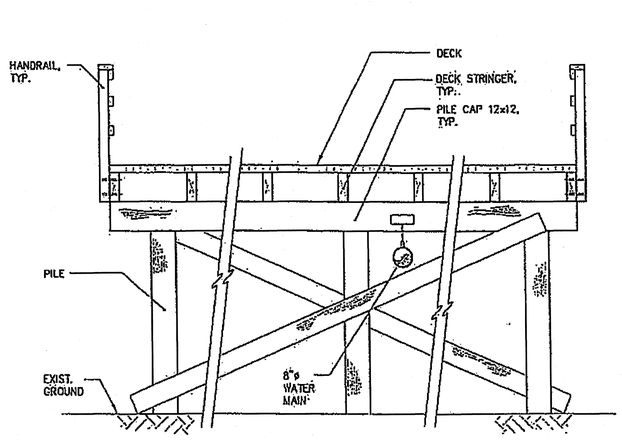

1 BENT L1 SECTION




2 BENT L2 SECTION




3 BENT L21 & L22 SECTION




4 BENT L23 AND L24 SECTION

5/30/08

Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
3220 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907)-586-2093

NOTE:
DO NOT SCALE FROM THESE PLANS – USE DIMENSIONS

| PATH: . | | |
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| BY: | DATE: | DESCRIPTION OF CHANGE: |
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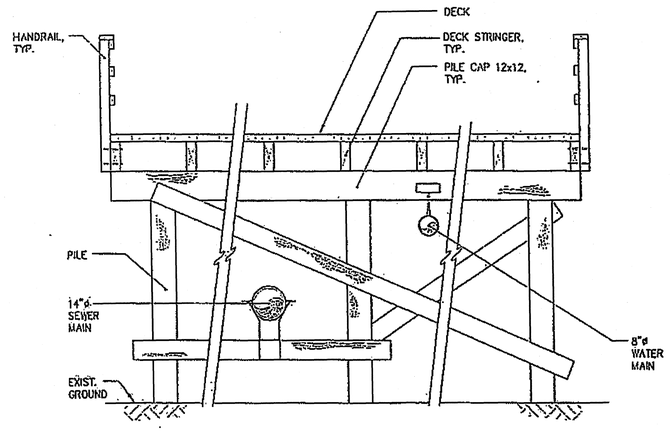
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

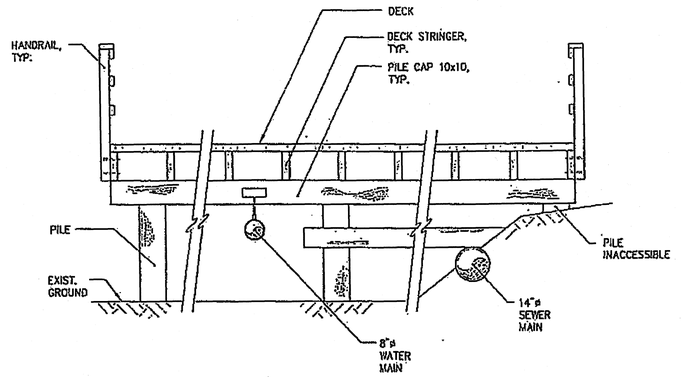
*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*CRAB–CHUM–CLAM NON–TYPICAL BENT SECTIONS*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMC | SHEET 35 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

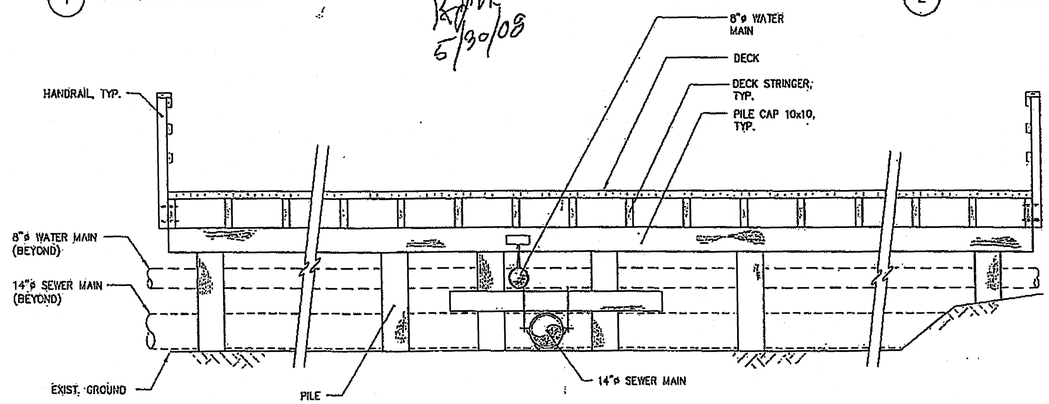



1 BENT L25 SECTION




2 BENT L73 SECTION

KAM 5/30/08




3 BENT L74 SECTION

Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
2320 Hospital Drive, Suite 200
Juneau, Alaska 99801
(907) 586-2093

NOTE:
DO NOT SCALE FROM THESE PLANS – USE DIMENSIONS.

| PATH: . | | |
|---|---|---|
| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*PELICAN BOARDWALK*
*STATE OF ALASKA BRIDGE NO. 1268*
*CRAB–CHUM–CLAM NON–TYPICAL BENT SECTIONS*

| | |
|---|---|
| DESIGNED BY: GL, CDR | PROJECT NO. 75622 |
| DRAWN BY: PJD | DATE: APRIL 30, 2003 |
| CHECKED BY: CMG | SHEET 36 OF 36 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

AS-BUILT

# State of Alaska

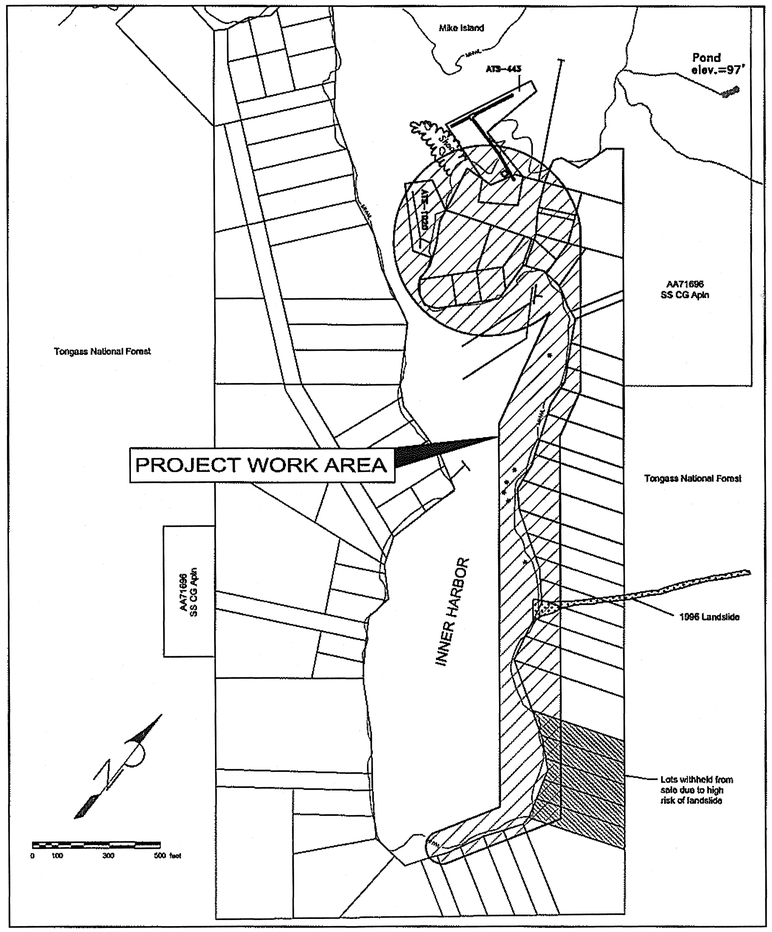
## Department of Transportation and Public Facilities

### Southeast Region

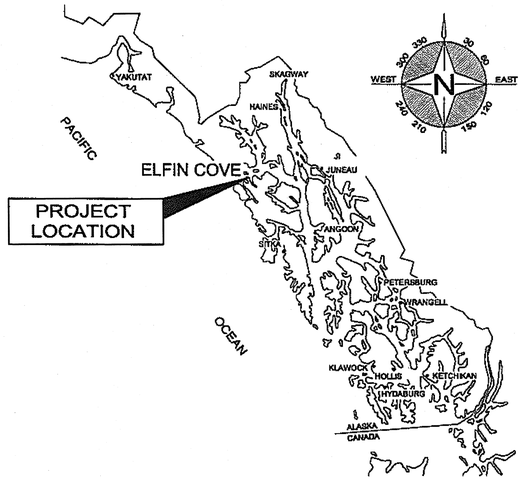
## ELFIN COVE, ALASKA

# ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS

# DC-238-06 ~ 69211




VICINITY MAP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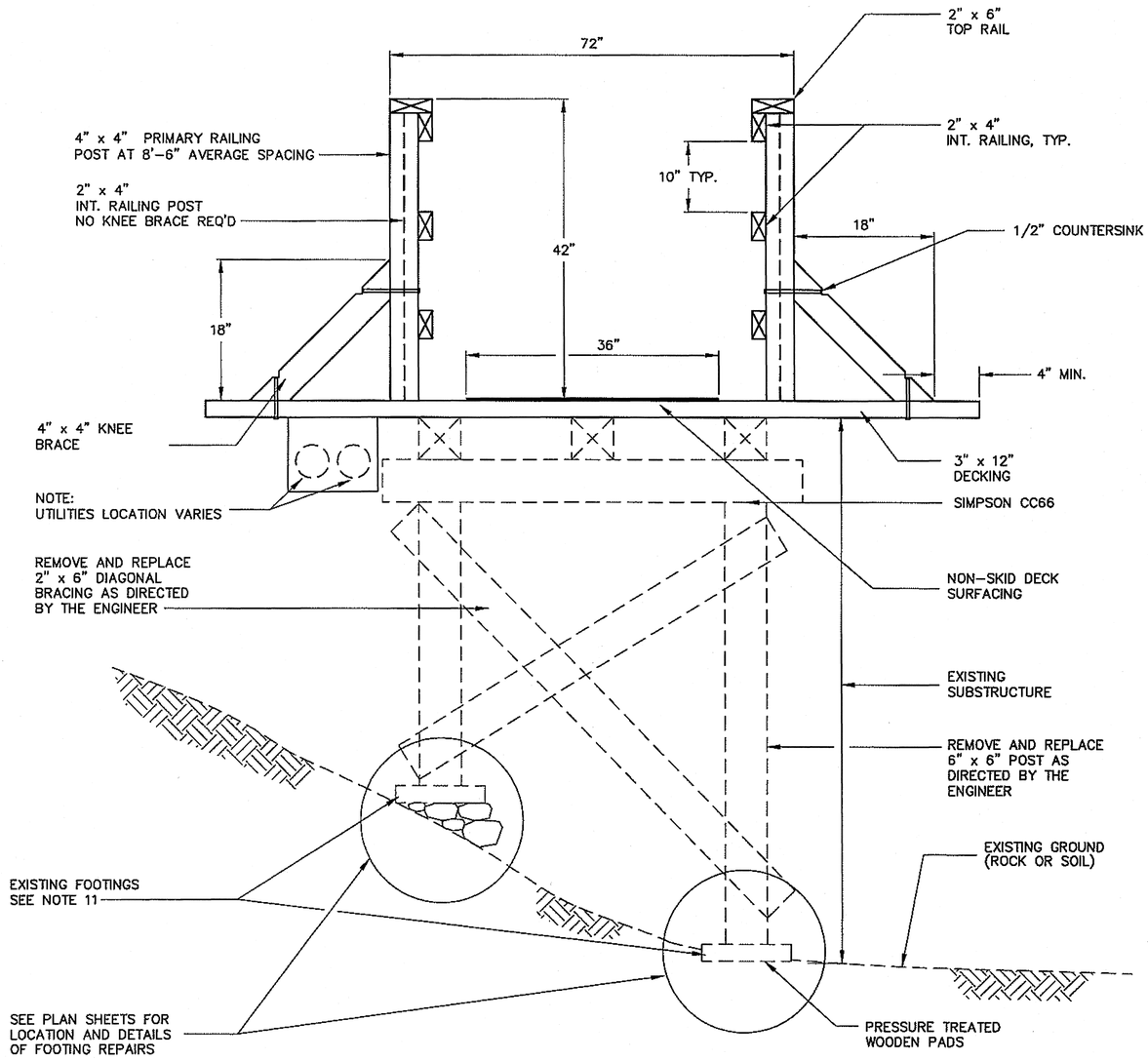



## TYPICAL BOARDWALK SECTION

(EXISTING)

## CONSTRUCTION NOTES:

1. ALL TIMBER DIMENSIONS GIVEN ARE NOMINAL S4S.
2. ALL REMOVED MATERIALS WILL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN AN APPROVED MANNER.
3. THE BOARDWALK AND TRAIL SYSTEM ARE THE COMMUNITY OF ELFIN COVE'S ONLY LAND BASED TRANSPORTATION NETWORK. BOARDWALK AND TRAIL ACCESS SHALL BE MAINTAINED THROUGH WORK ZONES AT ALL TIMES.
4. THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS OF EXISTING CONSTRUCTION PRIOR TO ORDERING TIMBER MATERIALS. EXISTING PRIMARY RAILING POST SPACING VARIES FROM 5'6"TO 12'6" WITH AN AVERAGE SPACING OF ABOUT 8'6".
5. ALL TIMBER SHALL BE HEM-FIR NO. 1 OR BETTER AND SHALL BE PRESSURE TREATED WITH ACZA TO A RETENTION OF 0.6 pcf. ALL FIELD CUTS AND HOLES SHALL BE TREATED PER AWPA STD M4 WITH CUPRINOL OR APPROVED EQUAL.
6. ALL EXISTING TIMBER TO BE REMOVED SHALL BE CONSIDERED TREATED.
7. BURNING OF CONSTRUCTION WASTES MAY REQUIRE AN OPEN BURNING APPROVAL FROM THE STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION. REFER TO THE ENVIRONMENTAL COMMITTMENTS CONTAINED IN APPENDIX A OF BID DOCUMENT FOR FURTHER INFORMATION ON OPEN BURNING.
8. THE CONTRACTOR SHALL MATCH EXISTING CONSTRUCTION WHERE IT DOES NOT CONFORM TO THE TYPICALS SHOWN ON THE PLANS.
9. PREDRILL 3 X 12 DECKING BOARDS WITH A 3/16" HOLE FOR 40d SPIKE TO PREVENT SPLITTING.
10. BOARDWALK SHALL RECEIVE NON-SKID DECK SURFACING AS SHOWN ON PLANS.
11. TYPE OF EXISTING FOOTINGS VARY AS SHOWN. MANY OF THE WOODEN PADS WERE REPLACED WITH CONCRETE FOOTINGS DURING A PREVIOUS CONSTRUCTION PROJECT IN 2000. REPLACE EXISTING WOODEN PADS WITH CONCRETE FOOTINGS AS INDICATED IN THE PLANS AND AS DIRECTED BY THE ENGINEER PAID FOR UNDER ITEM 501(9).

## CONNECTION SCHEDULE

| MEMBER | TO | MEMBER | CONNECTOR | COMMENTS |
|---|---|---|---|---|
| 3" x 12" DECKING | | 6" X 6" STRINGER | 40d GALV. SPIKE | 2 SPIKES THROUGH DECKING PER STRINGER PREDRILL HOLES PER NOTE 9 |
| 4" x 4" KNEE BRACE | | 3" x 12" DECKING AND 4" x 4" PRI. POST | 20d GALV. COMMON NAIL 1/2" GALV. BOLT | 2 EACH PER MEMBER |
| 4" x 4" PRI. POST | | 3" x 12" DECKING | 20d GALV. COMMON NAIL | 4 EACH PER CONNECTION |
| 2" x 6" TOP RAIL OR 2" x 4" INT. RAILING | | 4" x 4" PRI. POST OR 2" x 4" INT. POST | 16d GALV. COMMON NAIL | 2 EACH PER CONNECTION |
| NON-SKID DECK SURFACING | | 3" x 12" DECKING | 1 1/4" GALV. ROOFING NAIL | SEE SPECIFICATIONS |
| ROLLED ROOFING | | 3" x 12" DECKING | 1 1/4" GALV. ROOFING NAIL | SEE SPECIFICATIONS |
| ASPHALT SHINGLES | | 3" x 12" DECKING | 1 1/4" GALV. ROOFING NAIL | SEE SPECIFICATIONS |
| HARDWARE CLOTH | | 3" x 12" DECKING | 1" GALV. STAPLE | SEE SPECIFICATIONS |
| 2" x 6" DIAGONAL BRACING | | 6" x 6" POST | 20d GALV. SPIKE | 4 EACH PER CONNECTION |
| 6" x 6" POST | | 6" x 6" PILE CAP | SIMPSON BC66 GALV. CONNECTOR | NAIL PER MANUFACTURERS RECOMMENDATION |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

| PATH: | Q:\ELF\69211\PLANSET\DET1 | |
|---|---|---|
| PLOT: | 1=1(F) OR 1=2(H) | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

ELFIN COVE — ALASKA
ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS
FED. NO. DC-238-06 ~ PROJECT NO. 69211
TYPICAL BOARDWALK AND HANDRAIL SECTION

| | |
|---|---|
| DESIGNED BY: J. PETROPULOS | PROJECT NO. 69211 |
| DRAWN BY: D. STEVENS | DATE: MAY, 2009 |
| CHECKED BY: | |

STATE OF ALASKA
49th
Jorges J. Petropulos
CE-11377
REGISTERED ENGINEER

# ESTIMATE OF QUANTITIES

| ITEM NO. | ITEM | UNIT | QUANTITY |
|---|---|---|---|
| 301(5) | AGGREGATE BASE COURSE, GRADING D-1 | SQUARE YARD | 11 |
| 501(9) | CONCRETE FOOTINGS | EACH | 29 |
| 506(5) | REMOVE AND REPLACE TIMBER RAILING | FOOT | 524 |
| 506(6) | REMOVE AND REPLACE TIMBER DECKING | SQUARE FEET | 100 |
| 506(7) | REMOVE AND REPLACE 6" x 6" TIMBER POSTS | FOOT | 100 |
| 506(8) | REMOVE AND REPLACE 2" x 6" TIMBER BRACING | FOOT | 100 |
| 506(9) | RECONSTRUCT TIMBER BOARDWALK AT "A"STA. 0+85 LOT 4A | LUMP SUM | ALL REQUIRED |
| 506(10) | CONSTRUCT TIMBER BOARDWALK AT "B"STA. 0+00 | LUMP SUM | ALL REQUIRED |
| 506(11) | RECONSTRUCT TIMBER BRIDGE AT STA."B" STA. 2+30 | LUMP SUM | ALL REQUIRED |
| 506(12) | CONSTRUCT TIMBER BOARDWALK AT "B" STA. 13+50 | LUMP SUM | ALL REQUIRED |
| 506(13) | FURNISH MISCELLANEOUS TIMBER | LUMP SUM | ALL REQUIRED |
| 629(1) | UTILITY RELOCATION | CONTINGENT SUM | ALL REQUIRED |
| 637(1) | NON-SKID DECK SURFACING- ROLLED MINERAL ROOFING | SQUARE | 21 |
| 637(2) | NON-SKID DECK SURFACING-ASPHALT ROOFING SHINGLES | SQUARE | 4.9 |
| 637(3) | NON-SKID DECK SURFACING-HARDWARE CLOTH | SQUARE | 3.3 |
| 640(4) | MOBILIZATION AND DEMOBILIZATION | LUMP SUM | ALL REQUIRED |

ITEM 301(5)

# AGGREGATE BASE COURSE SUMMARY

| STATIONING | L (FT) | W (FT) | SQUARE YARDS | COMMENTS |
|---|---|---|---|---|
| "B" 13+58 ~~66~~ TO 13+~~70~~ | 12~~0~~ | 4.5 | 5.~~3~~0 | BOARDWALK APPROACH |
| "B" 14+96 TO 15+06 | 12~~7~~ | 4.5 | 3~~5~~.5 | BOARDWALK APPROACH |

ITEM 501(10)

# CONCRETE FOOTING SUMMARY

| LOCATION | QUANTITY | | |
|---|---|---|---|
| "A" LINE STA. 0+85 "LOT 4A" | 20 | | |
| "B" LINE STA. 0+00 FIRE HOUSE | 9 | | |

ITEM 506(5)

# REMOVE & REPLACE TIMBER RAILING SUMMARY

| STATIONING | SIDE | FEET | COMMENTS |
|---|---|---|---|
| "A" 0+85 | RT | ~~90~~ 77 | LOT 4A SEGMENT |
| "A" 0+85 | LT | ~~90~~ 77 | LOT 4A SEGMENT |
| "A" 1+30 | LT | ~~80~~ 63 | COHO'S TO POWER HOUSE |
| "A" 0+98 | RT | ~~110~~ 119 | COHO'S TO POWER HOUSE |
| "A" 4+26 | LT | ~~10~~ 7 | DELETED (DONE BY OTHERS) |
| "A" 10+82 | LT | ~~60~~ | |
| "A" 14+70 | LT | ~~10~~ | |
| "B" 2+30 | RT | ~~34~~ 39 | MODIFIED FOOTBRIDGE |
| "B" 7+54 | RT | ~~20~~ 2 | DELETED (DONE BY OTHERS) |
| "B" 27+88 | RT | ~~20~~ | |

# NEW RAILING SUMMARY (AS INCIDENTAL ITEMS)

| | | | |
|---|---|---|---|
| "B" 2+30 | LT | ~~34~~ 36' | ADD NEW RAILING AT MODIFIED FOOTBRIDGE AS INCIDENTAL TO ITEM 506(11) |
| "B" 13+50 | RT | ~~126~~ 130' | ADD NEW RAILING AT LANDSLIDE AREA AS INCIDENTAL TO ITEM 506(12) |

# TIMBER SUPPORT SUMMARY (AS INCIDENTAL ITEMS)

| STATION | LENGTH | QUANT. | COMMENTS |
|---|---|---|---|
| "A" 0+85 ± | 4' | 20 EA. | REPLACE EXISTING 6X6 POSTS AT LOT 4A BOARDWALK AS INCIDENTAL TO ITEM 506(9) |
| "A" 0+85 ± | 4' | 20 EA. | REPLACE EXISTING 4X4 PRIMARY RAILING POSTS AT LOT 4A BOARDWALK AS INCIDENTAL TO ITEM 506(5) |
| "B" 0+00 ± | 6' | 9 EA. | INSTALL NEW 6X6 POSTS AT FIRE HOUSE MUSTER AREA AS INCIDENTAL TO ITEM 506(10) |
| "A" 1+00 ± | 4' | 28 EA. | INSTALL 4X4 PRIMARY RAILING POSTS COHO'S TO POWER HOUSE AS INCIDENTAL TO ITEM 506(5) |
| "B" 2+30 ± | 4' | 14 EA. | INSTALL 4X4 PRIMARY RAILING POSTS MODIFIED FOOT BRIDGE AS INCIDENTAL TO ITEMS 506(5)& 506(11) |
| "B" 13+70 ± | 4' | 18 EA. | INSTALL 4X4 PRIMARY RAILING POSTS BOARDWALK AT LANDSLIDE AREA AS INCIDENTAL TO ITEM 506(12) |

# TIMBER BRACING SUMMARY (AS INCIDENTAL ITEMS)

| LOCATION | SIZE | BOARD LENGTH | QUANT. | COMMENTS |
|---|---|---|---|---|
| "A" 0+85 LOT 4A BOARDWALK | 2 X 6 | 6'0" | 40 EA. | REMOVE & REPLACE EXISTING DIAGONAL BRACING AS INCIDENTAL TO ITEM 506(9) |
| "B" 0+00 FIRE HOUSE BOARDWALK | 2 X 6 | 6'0" | 10 EA. | NEW DIAGONAL BRACING AS INCIDENTAL TO ITEM 506(10) |
| "B" 0+00 FIRE HOUSE BOARDWALK | 2 X 6 | 8'0" | 16 EA. | NEW DIAGONAL BRACING AS INCIDENTAL TO ITEM 506(10) |

ITEM 637(1)
ITEM 637(2)
ITEM 637(3)

# NON-SKID DECK SURFACING SUMMARY

| STATIONING | L (ft) | W (ft) | TYPE | SQUARE | COMMENTS |
|---|---|---|---|---|---|
| "A" 0+00 TO 0+85 | 85 | 3 | ROLLED | 2.6 | |
| "A" 0+85 | 100~~33~~ | 3 | ROLLED | ~~3.0~~ 1.0 | LOT 4A BOARDWALK |
| "A" 1+~~00~~ TO 2+~~10~~ ~~42~~ 32 | 110 | 3 | H.CLOTH | 3.3 | COHO'S TO POST OFFICE BUILDING |
| "A" 3+00 TO 7+~~00~~ 26 | ~~400~~ 368 | 3 | ROLLED | 12.~~0~~ 8 | POST OFFICE BUILDING TO NARROW CHANNEL |
| | | | | | |
| INNER HARBOR DOCK AREA | ~~200~~ 168 | 3 | ROLLED | ~~11.7~~ 5.0 | SEE SHEET 7 |
| | | | | | |
| "B" 0+00 TO 0+36 | 36 | VARIES | SHINGLE | ~~2.7~~ 1.9 | FIRE HOUSE SEE SHEET 11 |
| "B" 2+30 TO 2+64 | ~~34~~ 34 | 3 | SHINGLE | 1.~~2~~ | SMALL FOOT BRIDGE |
| | | | | | |
| "B" 13+50 TO 14+96 | ~~126~~ 130 | 3 | SHINGLE | 3.~~8~~ | BOARDWALK @ LANDSLIDE AREA |

ITEM 506(13)

# FURNISH MISCELLANEOUS TIMBER SUMMARY

| DIMENSION | LENGTH (ft) | QTY | BOARD-FT. |
|---|---|---|---|
| 4" x 4" | 8' | 10 EA. | 106 |
| 2" x 4" | 10' | 20 EA. | 133 |
| 3" x 12" | 10' | 20 EA. | 600 |
| 6" x 6" | 10' | 10 EA. | 300 |

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

STATE OF ALASKA
19th
James J. Petropulos
CE-11377
REGISTERED PROFESSIONAL ENGINEER
11/9/09

| RECORD OF REVISIONS | | |
|---|---|---|
| PATH: Q:\ELF\69211\PLANSET\EST1 | | |
| PLOT: 1=1(F) OR 1=2(H) | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |

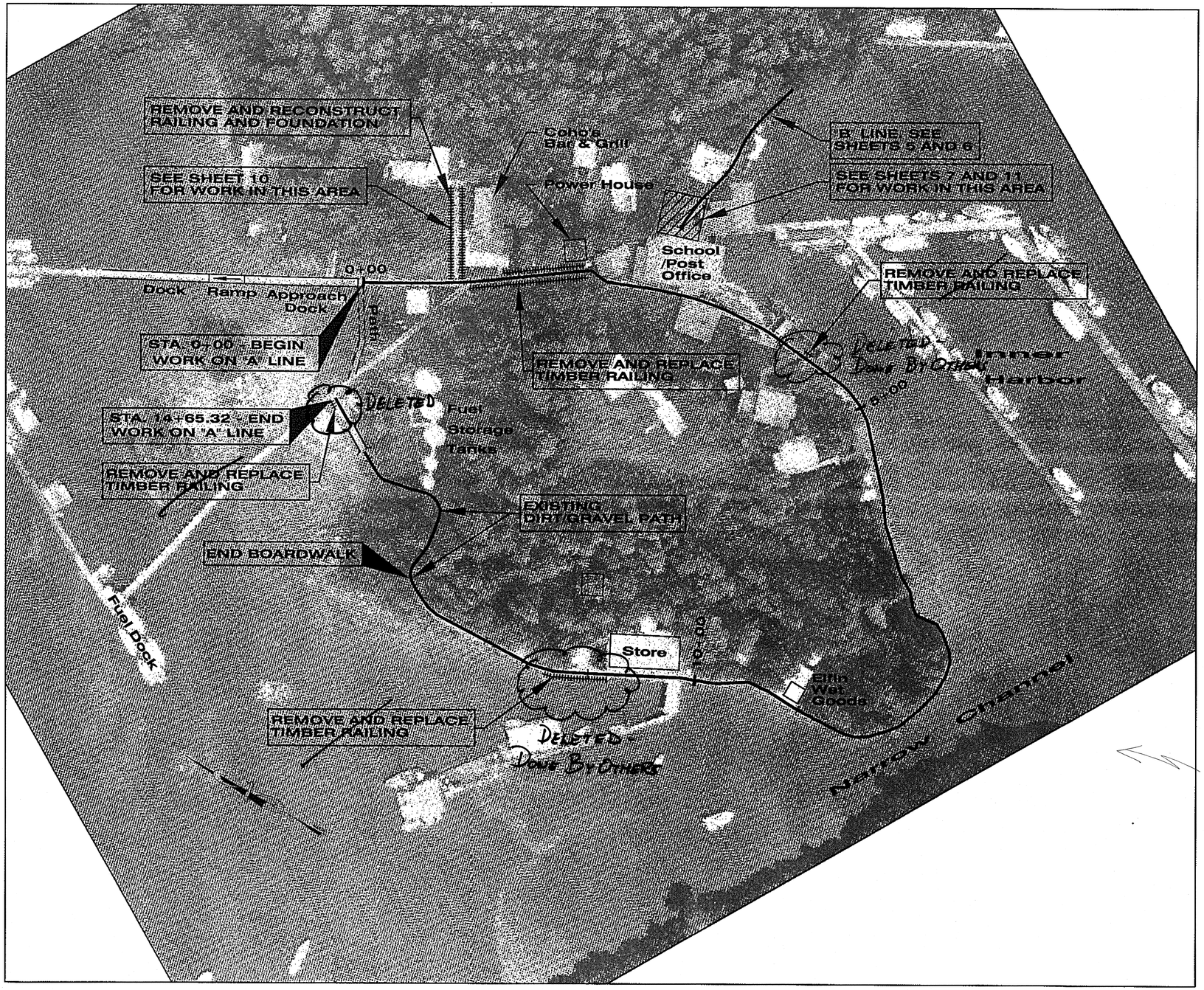
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*ELFIN COVE* *ALASKA*

*ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS*
*FED. NO. DC-238-06 ~ PROJECT NO. 69211*

## *ESTIMATE AND SUMMARY OF QUANTITIES*

| | |
|---|---|
| DESIGNED BY: *J. PETROPULOS* | PROJECT NO. *69211* |
| DRAWN BY: *D. STEVENS* | DATE: *MAY, 2009* |
| CHECKED BY: *J. PETROPULOS* | SHEET *3* OF *11* |




## LEGEND

- EXISTING BOARDWALK
- REMOVE AND REPLACE TIMBER RAILING
- FOOT BRIDGE

## CONSTRUCTION NOTES:

1. THE IMAGE USED ON THIS PLAN SHEET WAS TAKEN FROM AN AERIAL PHOTOGRAPH TAKEN IN 1989. THIS IMAGE UNDERLAY IS BEING USED TO PROVIDE THE CONTRACTOR WITH A REASONABLE DEPICTION OF WHERE THE WORK IS LOCATED IN RELATION TO MAJOR TOPOGRAPHICAL FEATURES AND OTHER IMPROVEMENTS. NO ATTEMPT HAS BEEN MADE TO UPDATE THIS INFORMATION.
2. THE LOCATION OF THE WORK INDICATED IS APPROXIMATE ONLY AND SHALL BE VERIFIED WITH THE ENGINEER PRIOR TO BEGINNING WORK.

NOTE: SOME OF THE HANDRAILS WERE REPLACED BEFORE THE PROJECT STARTED

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-09

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

| PATH: Q:\ELF\69211\PLANSET\ELFIN-PLAN-2 | | |
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| PLOT: | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |

RECORD OF REVISIONS

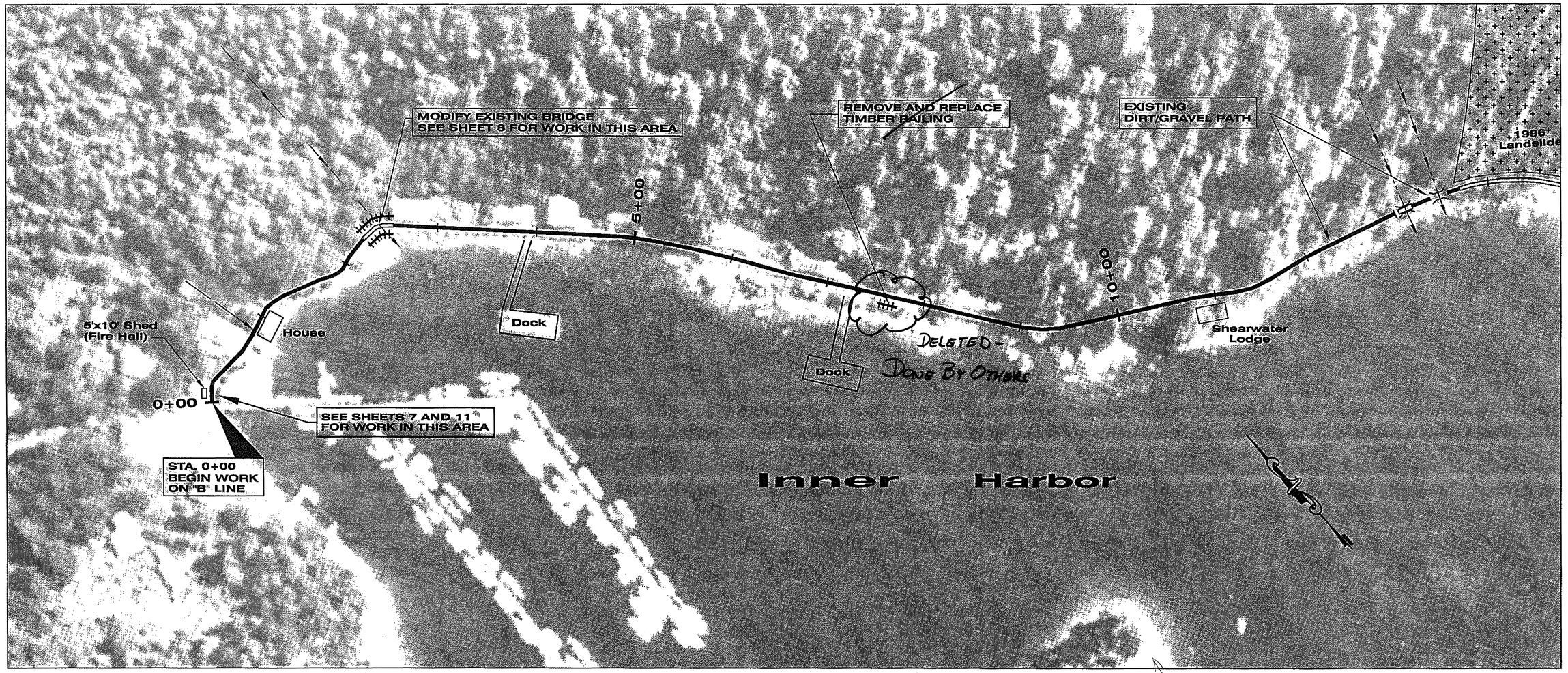
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*ELFIN COVE* *ALASKA*

*ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS*
*FED. NO. DC-238-06 ~ PROJECT NO. 69211*
*BOARDWALK PLANS - "A" LINE*

| DESIGNED BY: J. PETROPULOS | PROJECT NO. 69211 |
|---|---|
| DRAWN BY: D. STEVENS | DATE: MAY, 2009 |
| CHECKED BY: | SHEET NO. 8 |

STATE OF ALASKA
49th
Joseph J. Petropulos
CE-11377
REGISTERED PROFESSIONAL ENGINEER
8-10-09




NOTE: SOME OF THE HANDRAILS WERE REPLACED BEFORE THE PROJECT STARTED.

## LEGEND

- RECONSTRUCT BOARDWALK
- BOARDWALK
- REMOVE AND REPLACE TIMBER RAILING
- FOOTBRIDGE
- STREAM

## CONSTRUCTION NOTES:

1. THE IMAGE USED ON THIS PLAN SHEET WAS TAKEN FROM AN AERIAL PHOTOGRAPH TAKEN IN 1985. THIS IMAGE OVERLAY IS BEING USED TO PROVIDE THE CONTRACTOR WITH A REASONABLE DEPICTION OF WHERE THE WORK IS LOCATED IN RELATION TO MAJOR TOPOGRAPHICAL AND OTHER IMPROVEMENTS. NO ATTEMPT HAS BEEN MADE TO UPDATE THIS INFORMATION.
2. THE LOCATION OF THE WORK INDICATED IS APPROXIMATE ONLY AND SHALL BE VERIFIED WITH THE ENGINEER PRIOR TO BEGINNING WORK.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

| PATH: Q:\ELF\69211\PLANSET\ELFIN-PLAN-1 | | |
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| PLOT: | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

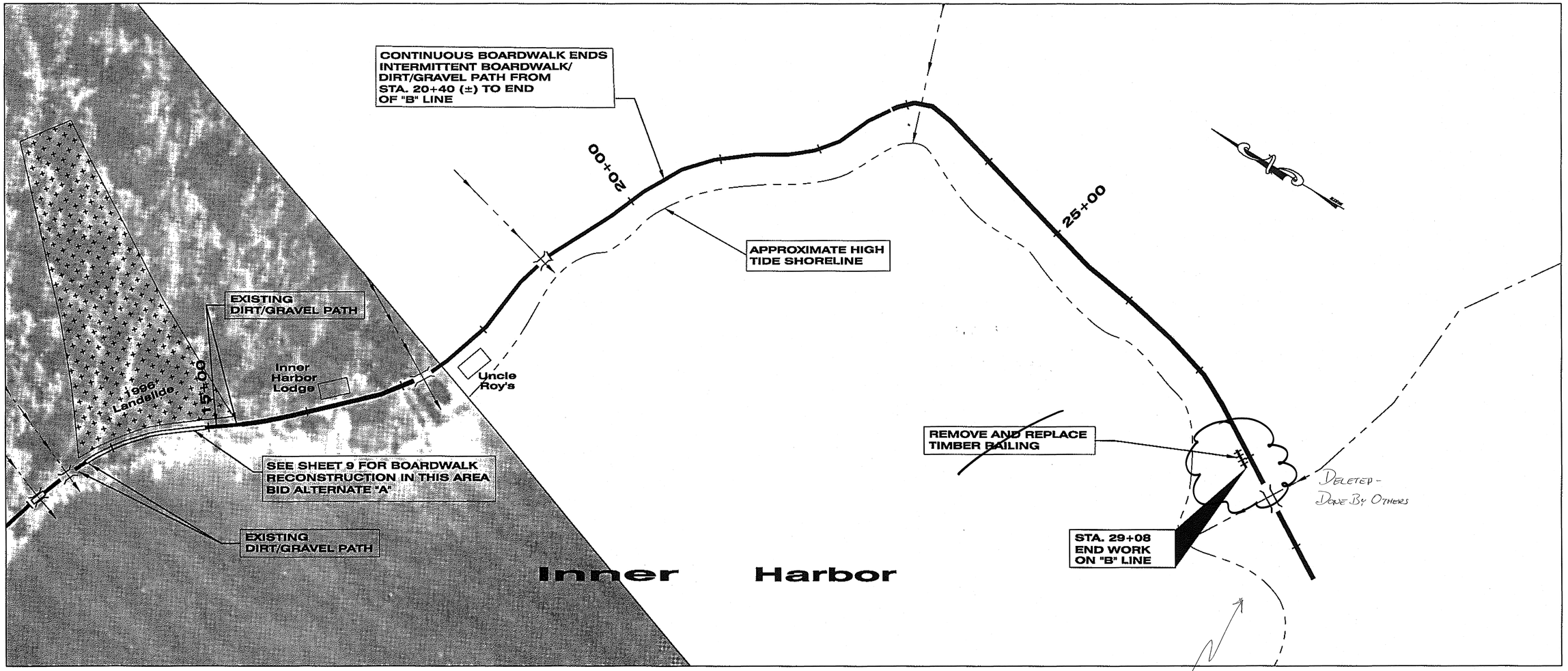
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

ELFIN COVE — ALASKA

*ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS*
*FED NO. DC-238-06 ~ PROJECT NO. 69211*
*BOARDWALK PLANS – "B" LINE*

| | |
|---|---|
| DESIGNED BY: J. PETROPULOS | PROJECT NO. 69211 |
| DRAWN BY: D. STEVENS | DATE: MAY, 2009 |
| CHECKED BY: J. PETROPULOS | SHEET 5 OF 11 |

STATE OF ALASKA
49th
James T. Petropulos
CE-11377
REGISTERED PROFESSIONAL ENGINEER
11-6-10




## LEGEND

- RECONSTRUCT BOARDWALK
- BOARDWALK
- REMOVE AND REPLACE TIMBER RAILING
- FOOTBRIDGE
- STREAM

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

| PATH: Q:\ELF\69211\PLANSET\ELFIN-PLAN-1 | | |
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| PLOT: | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

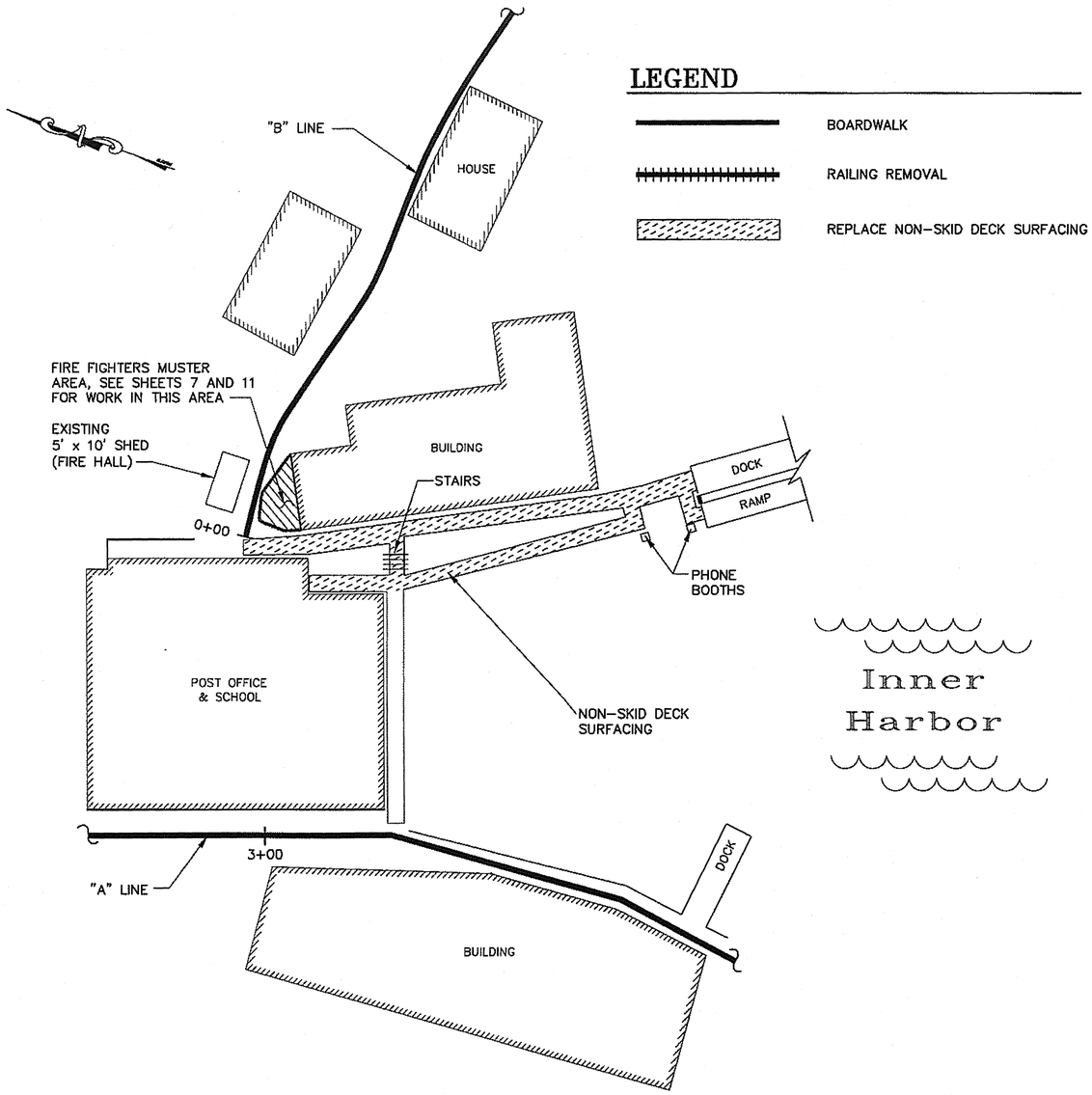
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

*ELFIN COVE* *ALASKA*

*ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS*
*FED. NO. DC-238-06 ~ PROJECT NO. 69211*
*BOARDWALK PLANS – "B" LINE*

| | |
|---|---|
| DESIGNED BY: *J. PETROPULOS* | PROJECT NO. *69211* |
| DRAWN BY: *D. STEVENS* | DATE: *MAY, 2009* |
| CHECKED BY: *J. PETROPULOS* | SHEET 6 OF 11 |

STATE OF ALASKA
49th
James J. Petropulos
CE-11377
PROFESSIONAL ENGINEER
11-6-10




## LEGEND

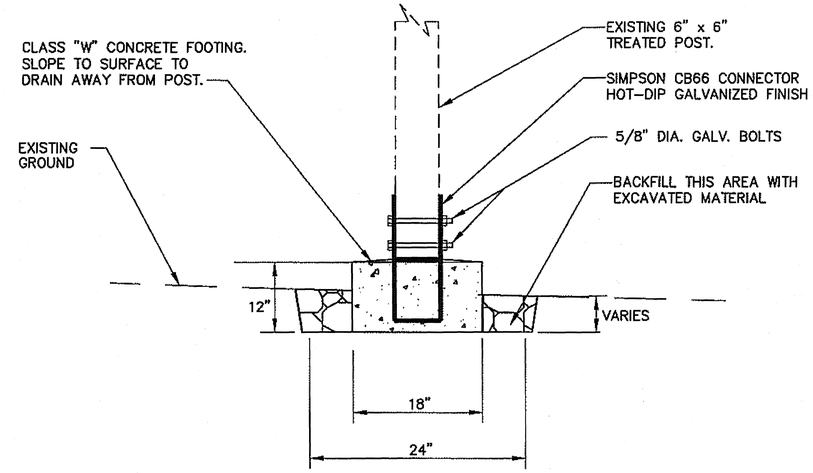
BOARDWALK

RAILING REMOVAL

REPLACE NON-SKID DECK SURFACING

## CONSTRUCTION NOTES:

1. THIS SHEET INTENDED TO SHOW WORK IN THE INNER HARBOR DOCK AREA ONLY. SEE OTHER PLAN SHEETS FOR WORK ON "A" AND "B" LINE BOARDWALKS.
2. NON-SKID DECK SURFACING SHALL BE APPLIED IN THIS WORK AREA AS DIRECTED BY THE ENGINEER.
3. RAILING SHALL CONFORM TO THAT SHOWN ON THE TYPICAL BOARDWALK SECTION. NON-TYPICAL RECONSTRUCTION SHALL MATCH EXISTING CONSTRUCTION.
5. SOME OF THE CONCRETE FOOTING WORK IS LOCATED IN THE INTERTIDAL ZONE. THE CONTRACTOR SHALL SCHEDULE THE WORK DURING FAVORABLE TIDES AND SHALL NOT POUR CONCRETE IN SEA WATER NOR WHEN WAVE ACTION MAY DAMAGE FRESHLY POURED CONCRETE.
6. EXISTING DIAGONAL BRACING MAY NEED TO BE REMOVED AND REATTACHED AND A SLIGHTLY DIFFERENT ANGLE TO PERFORM THE FOOTING WORK.
7. CONCRETE FOOTINGS MAY BE CIRCULAR OR SQUARE.




## BOARDWALK RAILING RECONSTRUCTION PLAN

INNER HARBOR DOCK AREA

## CONCRETE FOOTING – (TYPICAL)

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

| PATH: Q:\ELF\69211\PLANSET\BOARDRAIL | | |
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| PLOT: 1=1(F) OR 1=2(H) | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |

RECORD OF REVISIONS

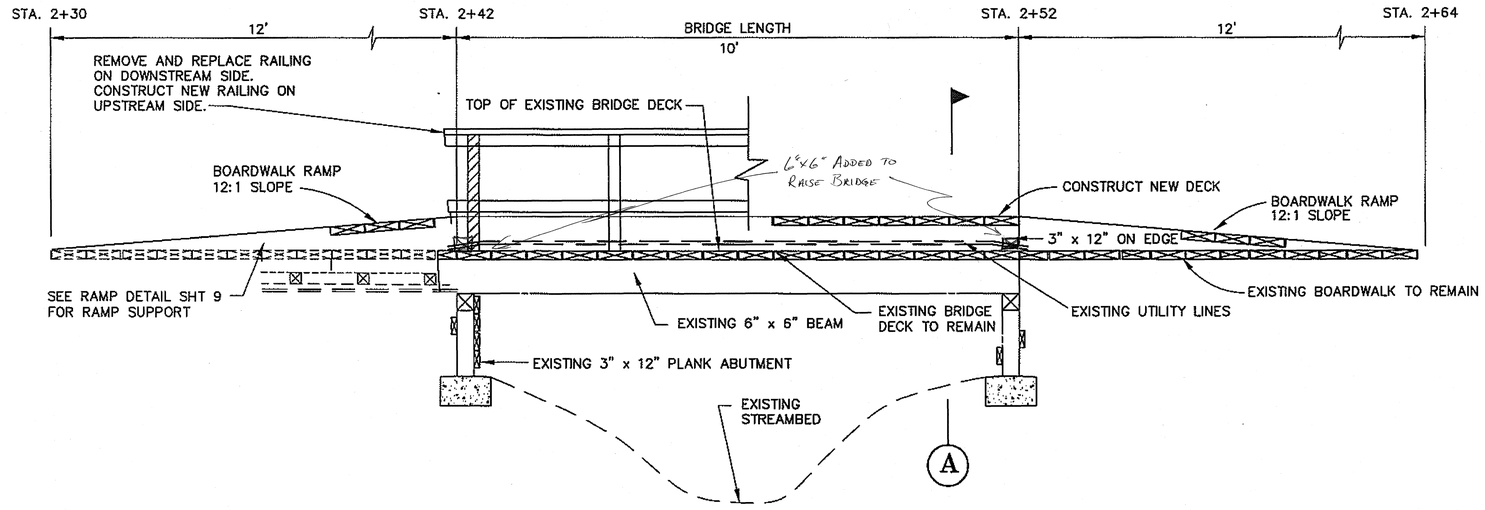
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*ELFIN COVE* *ALASKA*

*ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS*
*FED. NO. DC-238-06 ~ PROJECT NO. 69211*
*INNER HARBOR DOCK AREA PLAN*

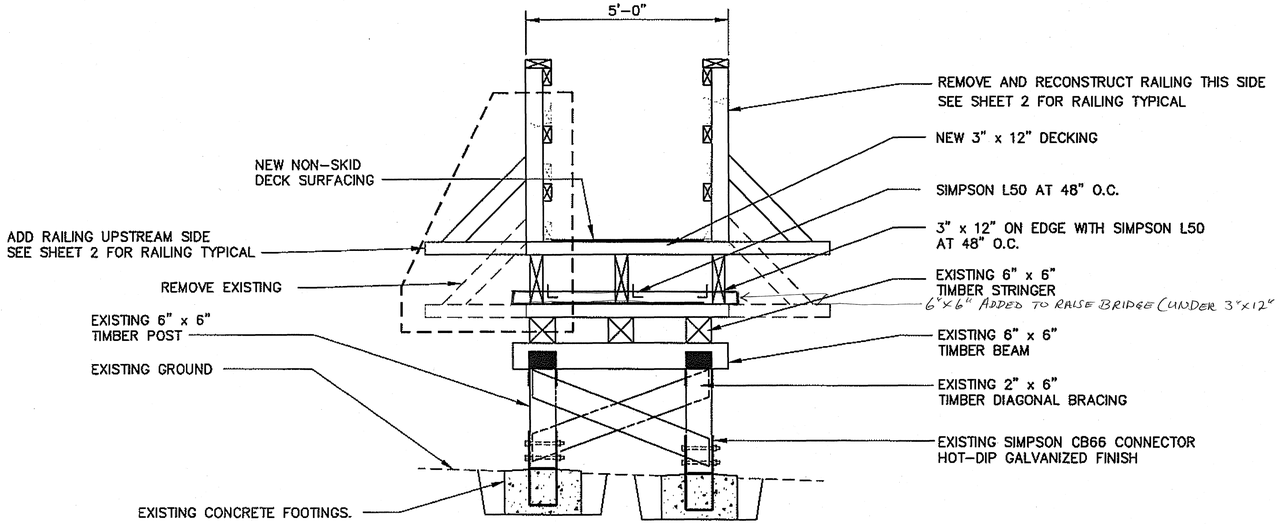
| DESIGNED BY: J. PETROPULOS | PROJECT NO. 69211 |
|---|---|
| DRAWN BY: D. STEVEENS | DATE: MAY, 2009 |
| CHECKED BY: | |

STATE OF ALASKA 49th
James A. Petropulos
CE-11377
REGISTERED PROFESSIONAL ENGINEER




## TIMBER BRIDGE RECONSTRUCTION

STA. 2+30 TO STA. 2+64




## MODIFIED BRIDGE SECTION

"B" LINE STATION 2+42

## CONSTRUCTION NOTES:

1. ALL TIMBER WILL BE HEM-FIR NO. 1 OR BETTER AND WILL BE PRESSURE TREATED WITH ACZA TO A RETENTION OF 9.6 kg/m3 (0.6 pcf.) ALL FIELD CUTS AND HOLES WILL BE TREATED PER NOTE 5 ON SHEET 2.

2. IN ORDER NOT TO JEOPARDIZE EXISTING UTILITIES BUILD A NEW DECK AS SHOWN IN THE DETAIL ON TOP OF EXISTING BRIDGE DECK. NEW DECK SURFACE WILL BE APROXIMATELY 14" HIGHER THAN THE EXISTING DECK.

3. EXISTING POWER, WATER AND TELEPHONE CONDUIT EXIST ADJACENT TO THE BOARDWALK AND ATTACHED TO BRIDGE. THE CONTRACTOR WILL PERFORM LOCATES, IF NECESSARY, TO DETERMINE IF MINOR UTILITY ADJUSTMENTS ARE NEEDED.

4. THE EXISTING UTILITIES ARE SECURED TO THE EXISTING BRIDGE USING VARIOUS METHODS. IF NECESSARY, THE UTILITIES SHALL BE ADJUSTED AND RESECURED TO THE RECONSTRUCTED BRIDGE. POWER CABLES SHALL BE DE-ENERGIZED PRIOR TO HANDLING. IF THE POWER CABLE REQUIRES A DIFFERENT METHOD OF SECURING IT TO THE BRIDGE, THEN AN ELECTRICIAN WITH A CERTIFICATE OF FITNESS SHALL PERFORM THE WORK. THE ENGINEER SHALL PROVIDE A WRITTEN DIRECTIVE IF AN ELECTRICIAN IS REQUIRED TO REATTACH THE POWER CABLE AND THE CONTRACTOR SHALL BE COMPENSATED FOR THIS WORK UNDER SECTION 629 – UTILITY RELOCATION.

5. BOARDWALK SUPPORTS ON THE RAMP TRANSITIONS AT EITHER END WILL VARY IN HEIGHT. THE CONTRACTOR SHALL CONSTRUCT SUITABLE SUPPORTS TO FIT THE TERRAIN AND VARIABLE HEIGHTS.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

| PATH: Q:\ELF\69211\PLANSET\BRIDGE-1 | VIEW: P1 | |
|---|---|---|
| PLOT: 1=1(F) OR 1=2(H) | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
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RECORD OF REVISIONS

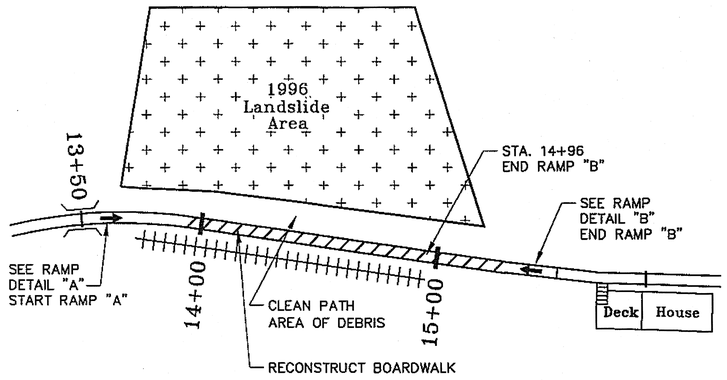
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

ELFIN COVE — ALASKA

ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS
FED. NO. DC-238-06 ~ PROJECT NO. 69211
TIMBER BRIDGE RECONSTRUCTION DETAILS

| | |
|---|---|
| DESIGNED BY: J. PETROPULOS | PROJECT NO. 69211 |
| DRAWN BY: D. STEVENS | DATE: MAY, 2009 |
| CHECKED BY: J. PETROPULOS | SHEET 8 OF 11 |

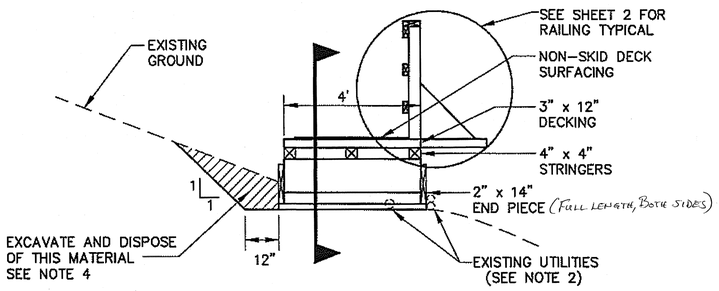
STATE OF ALASKA — 49th — James J. Petropulos — CE-11377 — REGISTERED PROFESSIONAL ENGINEER



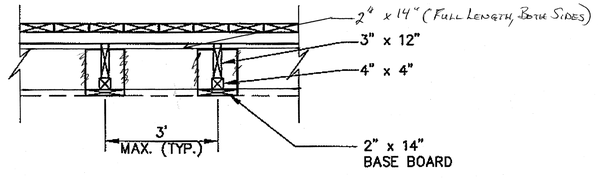

# ADDITIVE ALTERNATE A
# BOARDWALK RECONSTRUCTION PLAN

## CONSTRUCTION NOTES:

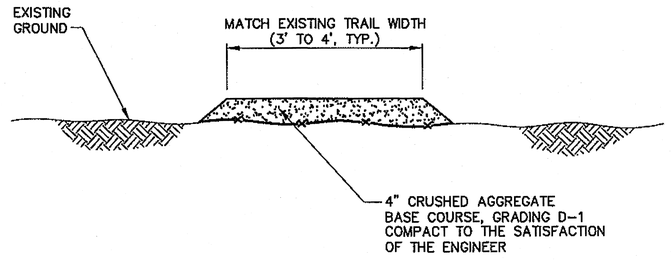
1. ALL TIMBER SHALL BE HEM–FIR NO. 1 OR BETTER AND SHALL BE PRESSURE TREATED WITH ACZA TO A RETENTION OF 0.6 pcf. ALL FIELD CUTS AND HOLES SHALL BE FIELD TREATED IN ACCORDANCE WITH NOTE 5 ON SHEET 2.
2. EXISTING POWER, TELEPHONE AND WATER CONDUITS RUN PARALLEL AND ADJACENT TO THE BOARDWALK. THE CONTRACTOR SHALL PROTECT AND PRESERVE THESE UTILITIES.
3. BOARDWALK SUPPORTS ON THE RAMP TRANSITIONS AT EITHER END WILL VARY IN HEIGHT. THE CONTRACTOR SHALL CONSTRUCT SUITABLE SUPPORTS TO FIT THE TERRAIN AND VARIABLE HEIGHTS.
4. REMOVE LOOSE ROCKS AND PLACE ON DOWNHILL SIDE, MATCH PATH GRADE AT EACH RAMP END WITH 12' LENGTH OF 4" D–1.
5. EXISTING BOARDWALK TO REMAIN IN PLACE AND UTILIZED AS PART OF THE FOUNDATION FOR NEW BOARDWALK.



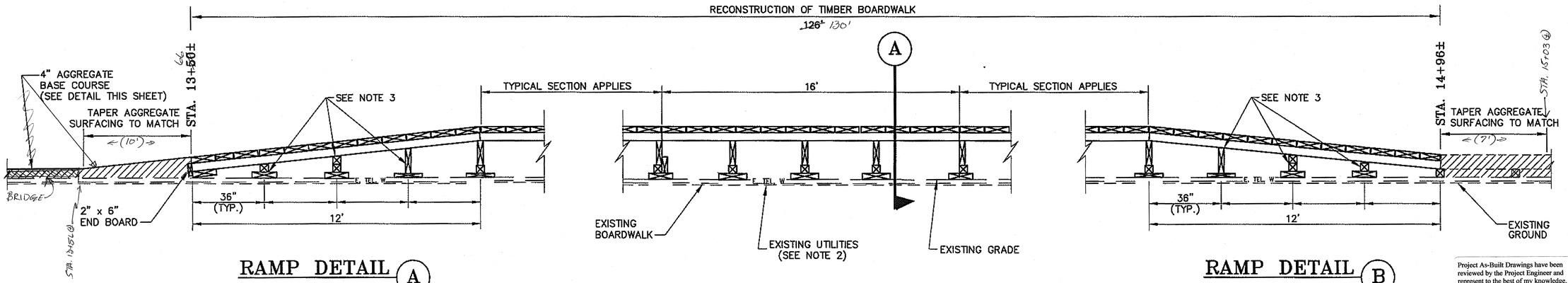

## TYPICAL SECTION "A"




## ELEVATION SECTION




## AGGREGATE SURFACING DETAIL




## RAMP DETAIL (A)

## RAMP DETAIL (B)

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

| PATH: Q:\ELF\69211\PLANSET\RAILDET VIEW: P1, P2, P3, P4 | | |
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| PLOT: 1=1(F) OR 1=2(H) | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |

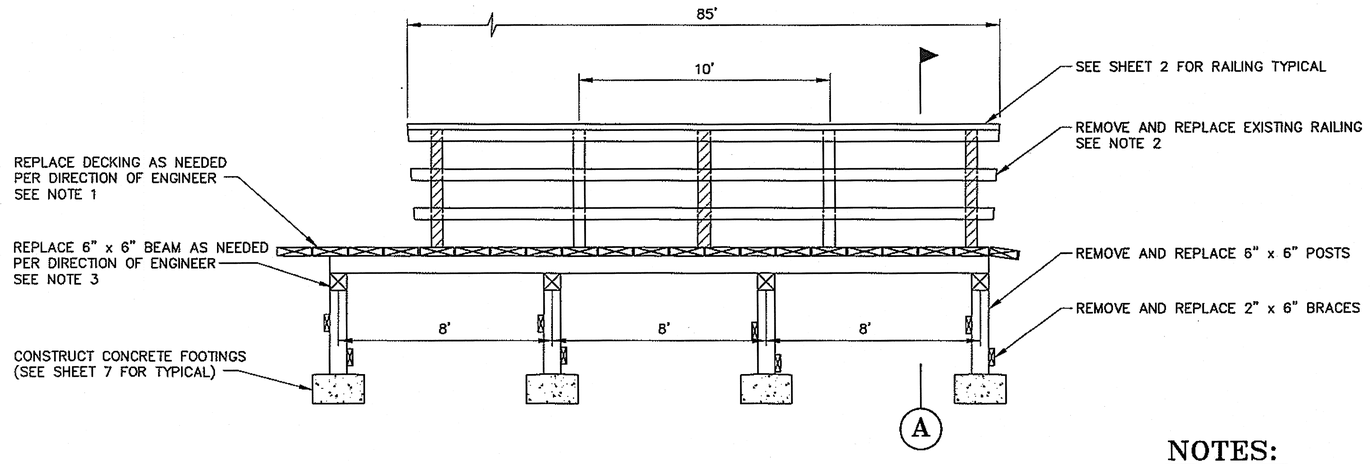
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

*ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS*
*FED. NO. DC–238–06 ~ PROJECT NO. 69211*
*LANDSLIDE AREA BOARDWALK*
*RECONSTRUCTION PLAN AND DETAILS*

| | |
|---|---|
| DESIGNED BY: J. PETROPULOS | PROJECT NO. 69211 |
| DRAWN BY: D. STEVENS | DATE: MAY, 2009 |
| CHECKED BY: J. PETROPULOS | SHEET 9 OF 11 |

STATE OF ALASKA
49th
James J. Petropulos
CE–11377
REGISTERED PROFESSIONAL ENGINEER
2-1629

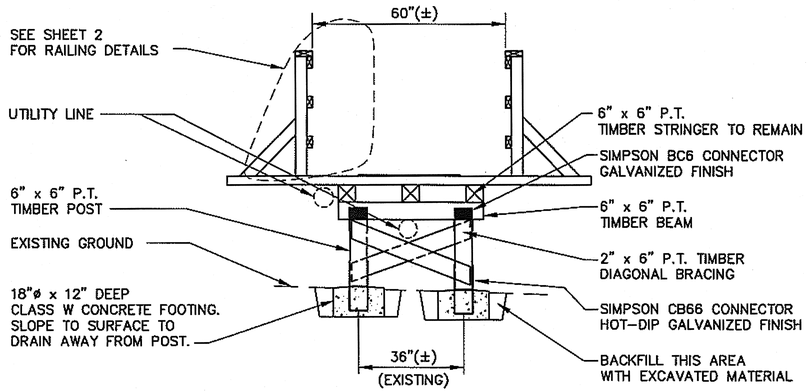



## LOT 4A BOARDWALK ELEVATION

"A" STA. 0+85, LOT 4A

## NOTES:

1. REMOVE AND REPLACE DECKING AS NEEDED AS DIRECTED BY THE ENGINEER TO BE PAID UNDER ITEM 506(6), REMOVE AND REPLACE TIMBER DECKING.
2. REMOVE AND REPLACE RAILING TO BE PAID UNDER ITEM 506(5), REMOVE AND REPLACE TIMBER RAILING.
3. REMOVE AND REPLACE 6" x 6" BEAM AS NEEDED AS DIRECTED BY THE ENGINEER TO BE PAID UNDER ITEM 506(7), REMOVE AND REPLACE 6" x 6" TIMBER POST.
4. ALL LOOSE ROCK AND THIN SOILS SHALL BE REMOVED DOWN TO BEDROCK OR 18" DEPTH PRIOR TO FORMING FOOTINGS.
5. THE CONTRACTOR SHALL PROVIDE TEMPORARY SHORING OF THE BOARDWALK WHILE FOOTINGS ARE BEING CONSTRUCTED. THE BOARDWALK SHALL BE LEVELED IN AREAS WHERE THE EXISTING FOOTINGS HAVE SETTLED.
6. EXISTING DIAGONAL BRACING MAY NEED TO BE REMOVED AND REATTACHED AT A SLIGHTLY DIFFERENT ANGLE TO CONFORM WITH NEW OR REPAIR WORK.
7. CIRCULAR OR SQUARE FORMS MAY BE USED.




## LOT 4A BOARDWALK SECTION (A)

"A" STATION 0+85, LOT 4A

NOTE: FIRE DAMAGED THE BOARDWALK BEFORE RECONSTRUCTION STARTED.
FIRE DAMAGED 6"x6" STRINGERS WERE REPLACED.
SOME OF THE DAMAGED 3"x12" DECKING WAS NOT REPLACED.
ONLY 33' OF ROLLED ROOFING WAS INSTALLED OVER NEW AND EXISTING DECKING.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

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| PATH: Q:\ELF\69211\PLANSET\LOT-4A_DETS VIEW: P1 | | |
| PLOT: 1=1(F) OR 1=2(H) | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |

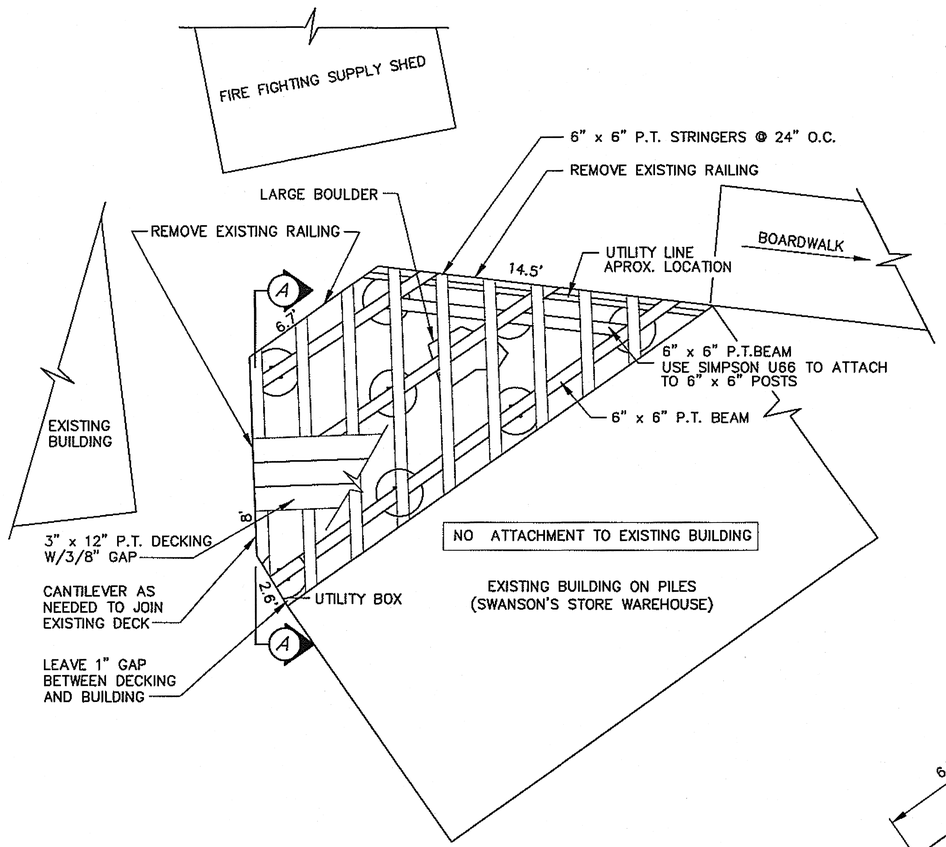
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

ELFIN COVE ALASKA
ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS
FED. NO. DC-238-06 ~ PROJECT NO. 69211
LOT 4A BOARDWALK RECONSTRUCTION

| | |
|---|---|
| DESIGNED BY: J. PETROPULOS | PROJECT NO. 69211 |
| DRAWN BY: D. STEVENS | DATE: MAY, 2009 |
| CHECKED BY: | SHEET 10 OF 11 |

STATE OF ALASKA 49th
James J. Petropulos
CE-11377
REGISTERED PROFESSIONAL ENGINEER

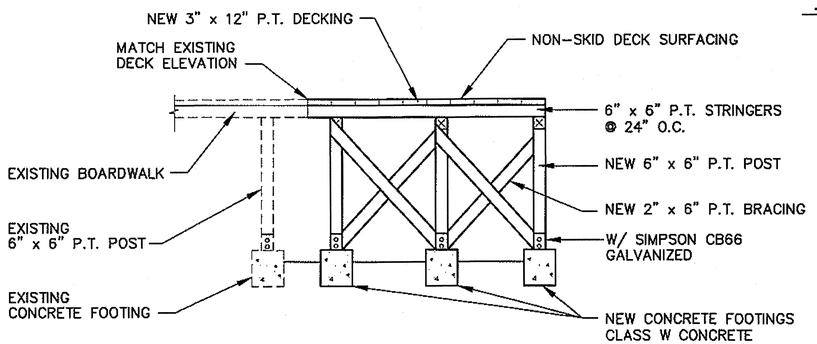



## FIRE FIGHTERS MUSTER AREA

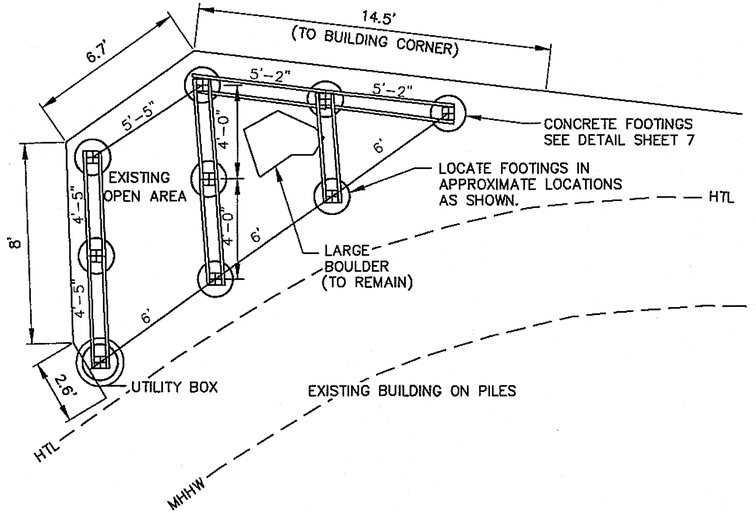
FRAMING PLAN

## NOTES:

1. ALL FOOTING LOCATIONS ARE APPROXIMATE. ADJUST PLACEMENT AS NEEDED PER APPROVAL OF ENGINEER.
2. THE CONCRETE FOOTING WORK FOR THE FIRE HOUSE MUSTER AREA IS LOCATED AT MEAN HIGH HIGHWATER (MHHW). THE CONTRACTOR SHALL SCHEDULE THE WORK DURING FAVORABLE TIDES AND SHALL NOT POUR CONCRETE IN SEA WATER NOR WHEN WAVE ACTION MAY DAMAGE FRESHLY POURED CONCRETE.
3. EXISTING DIAGONAL BRACING MAY NEED TO BE REMOVED AND REATTACHED AT A SLIGHTLY DIFFERENT ANGLE TO CONFORM WITH NEW OR REPAIR WORK OR REMOVED AND REPLACED PER DIRECTION OF THE ENGINEER. ALL SUCH WORK SHALL BE PAID FOR UNDER ITEM 506(8), REMOVE AND REPLACE 2" x 6" BRACING.
4. CIRCULAR OR SQUARE FORMS MAY BE USED.




## SECTION "A-A"




## FIRE FIGHTERS MUSTER AREA

FOUNDATION PLAN

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Proj. Eng. _____ Date 11-6-10

| PATH: Q:\ELF\69211\PLANSET\DWG\DET3 | | |
|---|---|---|
| PLOT: 1=1(F) OR 1=2(H) | | |
| BY: | DATE: | DESCRIPTION OF CHANGE: |
| | | |
| RECORD OF REVISIONS | | |

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

*ELFIN COVE* *ALASKA*

*ELFIN COVE PEDESTRIAN BOARDWALK REPAIRS*

*FED. NO. DC-238-06 ~ PROJECT NO. 69211*

# *FIRE FIGHTERS MUSTER AREA DETAILS*

| | |
|---|---|
| DESIGNED BY: *J. PETROPULOS* | PROJECT NO. *69211* |
| DRAWN BY: *D. STEVENS* | DATE: *MAY, 2009* |
| CHECKED BY: *J. PETROPULOS* | SHEET *11* OF *11* |

STATE OF ALASKA
James J. Petropulos
CE-11377
REGISTERED PROFESSIONAL ENGINEER