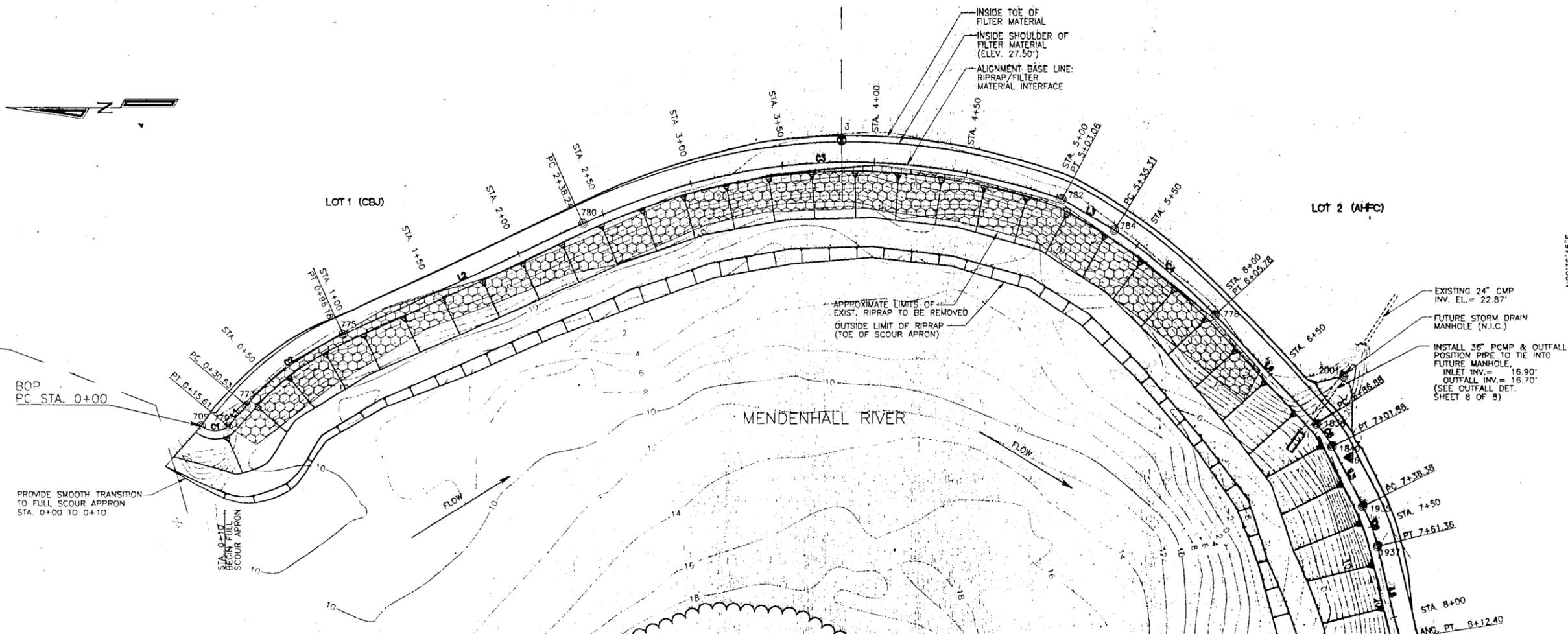




LEGEND

- FOUND 1 1/4" ALUMINUM CAP MONUMENT
- FOUND 6" YELLOW PLASTIC CAP (VPC)
- ▲ SET SPIKE
- ⊙ WORK POINT TO BE ESTABLISHED BY THE CONTRACTOR



ESTIMATE OF QUANTITIES (1)

ITEM	QUANTITY
REMOVE EXISTING RIPRAP	1,400 cy
EXCAVATION AND DREDGING (2)	1,500 cy
GEOTEXTILE FABRIC	5,000 sq
FILTER MATERIAL	3,000 cy
RIPRAP (3) SALVAGED : (ASSUME 75% RECOVERY) = 1050 cy	
NEW RIPRAP = 5,450 cy	
TOTAL	6,500 cy

- THESE QUANTITIES ARE APPROXIMATE AND REPRESENT A NEATLINE ESTIMATE. CONTRACTOR SHALL DETERMINE HIS OWN QUANTITIES FOR BIDDING PURPOSES.
- DOES NOT INCLUDE REMOVAL OF EXISTING RIPRAP.
- TOTAL QUANTITY OF RIPRAP IN NEW REVETMENT, CONSISTING OF NEW MATERIAL AND SALVAGED MATERIAL FROM FAILED REVETMENT (6500 cy = 1400 cy EXISTING x 75% RECOVERY + 5450 cy NEW)

COORDINATE TABLE

PT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	5000.00	5000.00		FND. REBAR & YPC
3	5316.69	5370.90		FND. ALUM. MON.
6	5043.86	5202.07	26.23	TR. PT. A (SET SPIKE)
728	5654.36	5228.22		RP
709	5661.69	5219.77		BOP STA. 0+00
780	5456.25	5328.78		PC
770	5647.32	5219.53		PT
773	5637.63	5230.87		PC
774	5523.56	5133.46		RP
775	5585.59	5270.04		PT
793	5013.52	5074.78		PC
778	5115.96	5280.18		PC
781	5311.51	5010.11		RP
782	5197.99	5341.19		RP
783	5353.36	5073.46		PT
784	5170.04	5325.10		PT
791	5287.54	5051.54		RP
794	5013.59	5027.47		PT
798	5016.04	5104.53		PT
799	5016.10	4999.14		EOP STA. 9+50
1935	5038.06	5175.64		PC
1936	5125.28	5130.46		RP
1937	5028.12	5154.12		PT
1838	5061.07	5220.49		PC
1839	5101.24	5183.55		RP
1840	5052.55	5208.70		PT
2001	5042.47	5244.58		FUTURE SDMH/BEGIN PCMP

ALIGNMENT TABLE

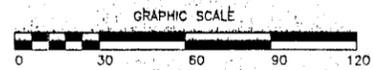
LINE	ARC	RADIUS	CHORD	CHORD BEARING	TANGENT
C1	15.61'	11.18'	14.38'	S00°57'03" W	9.38'
L1	14.91'			N49°30'16" W	
C2	65.65'	150.00'	65.13'	S36°57'56" E	33.36'
L2	142.06'			N24°25'36" W	
C3	264.83'	350.00'	258.55'	S02°45'02" E	139.11'
L3	32.25'			N29°55'05" E	
C4	70.47'	300.00'	70.31'	S39°42'47" W	35.40'
L4	81.09'			N47°23'57" E	
C5	15.00'	54.58'	14.95'	S55°16'22" W	7.55'
L5	36.50'			N63°08'48" E	
C6	22.98'	100.00'	22.93'	S69°43'52" W	11.54'
L6	51.04'			N76°18'57" E	
L7	29.85'			N85°09'05" E	
C7	47.37'	275.00'	47.31'	N89°54'48" W	23.75'
L8	60.37'			S87°53'40" E	

GENERAL NOTES

- ALIGNMENT BASELINE FOR THE REVETMENT IS THE INTERFACE BETWEEN THE RIPRAP AND FILTER MATERIAL AT THE TOP OF THE REVETMENT (AT ELEVATION 27.50 FT).
- CONTRACTOR SHALL CONDUCT PRE- AND POST-CONSTRUCTION SURVEYS OF THE PROJECT AS DESCRIBED IN THE SPECIFICATIONS.
- EXISTING GRADES AND CONTOURS SHOWN ON THE PLANS ARE APPROXIMATE, AND ARE EXPECTED TO HAVE CHANGED BY THE TIME CONSTRUCTION STARTS. DESIGN MAY BE ADJUSTED BY THE ENGINEER BASED ON PRE-CONSTRUCTION SURVEY INFORMATION AND ACTUAL CONDITIONS ENCOUNTERED AT THE TIME OF CONSTRUCTION, IF SIGNIFICANTLY DIFFERENT FROM DESIGN INFORMATION.
- CONTRACTOR SHALL PERFORM APPROXIMATELY 1000 SF OF CLEARING AND GRUBBING AT STA. 0+10 TOP OF BANK. CLEARING INCLUDES (1) 2"-DIAMETER SPRUCE TREE, BRUSH AND VEGETATION.
- AT CONTRACTOR'S DISCRETION, PLACE A LAYER OF FILTER MATERIAL OR OTHER APPROVED MATERIAL TO CREATE A TEMPORARY DRIVING SURFACE ON THE RIPRAP SCOUR APRON. THIS CAP MATERIAL CAN BE LEFT IN PLACE.
- CONSTRUCTION AREA SHALL BE CLEANED UP BEFORE DEMOBILIZATION.
- ALL WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS, ALL PERMITTING CONDITIONS OF STATE AND FEDERAL REGULATORY AGENCIES, AND APPLICABLE CBJ REQUIREMENTS.
- ANY DISCREPANCIES FOUND AMONG THE DRAWINGS, SPECIFICATIONS, AND SITE CONDITIONS SHALL BE REPORTED TO THE OWNER AT ONCE. THE CONTRACTOR SHALL NOTIFY THE OWNER, IN WRITING, IF UNFORESEEN CONDITIONS ARE ENCOUNTERED THAT MAY AFFECT THE DESIGN OR FUNCTION OF THE PROJECT.
- THE NEW 36-INCH DIAMETER STORM DRAINAGE PIPE AND OUTFALL AT APPROXIMATELY STATION 6+80 WILL TIE INTO A MANHOLE TO BE CONSTRUCTED AT A LATER DATE AS PART OF A HOUSING PROJECT ON THE A/HFC PROPERTY. CONTROL POINT 2001 IS THE DESIGN LOCATION FOR THIS FUTURE MANHOLE.

SURVEY NOTES

- VERTICAL DATUM MLLW = 0.00'
- BASIS OF ELEVATION IS FROM USC&GS STATION "A" AT THE END OF THE WEST END OF THE JUNEAU AIRPORT E/W RUNWAY, WITH A PUBLISHED ELEVATION OF 26.46' ABOVE MLLW.
- DATE OF SURVEY DEC. 12-16 1995.
- BASIS OF BEARING IS BETWEEN W&MC LOT 2 & POSTAL WAY AND THE SOUTHWEST CORNER LOT 2 RIVEREDGE SUBD. P-94-47.
- ALL BEARINGS SHOWN ARE TRUE BEARINGS AS ORIENTED TO THE BASIS OF BEARING, AND DISTANCES SHOWN ARE REDUCED TO HORIZONTAL FIELD DISTANCES.
- RECORD INFORMATION IS FROM RIVEREDGE SUBDIVISION P-94-47 JUNEAU RECORDING DISTRICT.
- CONTOUR INTERVAL IS 2 FEET.



TIDAL DATA

FRITZ COVE TIDAL DATA
 EXTREME HIGH WATER (EHW) (JUNEAU DATA) = 23.2 FT
 MEAN HIGH WATER (MHW) = 14.9 FT
 MEAN SEA LEVEL (MSL) = 8.2 FT
 MEAN LOWER LOW WATER (MLLW) = 0.0 FT

MENDENHALL RIVER WATER LEVELS AT PROJECT SITE AT HIGH TIDE, WATER LEVELS ARE APPROXIMATELY EQUAL TO TIDE ELEVATION IN FRITZ COVE. AT LOW TIDE, WATER LEVELS DEPEND PRIMARILY ON RIVER FLOW. DURING PRE-DESIGN SURVEY, DEC. 12-16, 1995, THE LOWEST OBSERVED WATER LEVEL ELEVATION WAS ESTIMATED AT ROUGHLY 8 FT. SOME AREAS OF THE WORK WILL BE UNDERWATER AT ALL TIMES. CONTRACTOR SHALL PLAN CONSTRUCTION ACCORDINGLY.



MENDENHALL RIVER REVETMENT REPAIR

Peratrovich, Nottingham & Drage, Inc.
 Engineering Consultants

Designed: J.C.D.T.K.
 Drawn: WAY
 Checked: ABC
 Project No: 95096
 Date: 1/19/96
 Scale: NOTED

1508 West 36th Avenue,
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SITE PLAN 2 of 8

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