

THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS

WASHINGTON SEATTLE
PROJECT MANAGEMENT OFFICE
P.O. Box 105
Graham, Washington 98338-0105
Phone: 1-253-875-5032
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David B. Epstein, P.E.
Regional Traffic & Safety Engineer
Alaska DOT&PF – Southeast Region
Email: david.epstein@alaska.gov

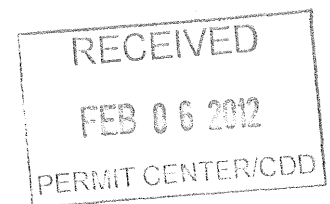
Subject: Juneau LDS Chapel – Highway Access Permit Application

25 Jan 2012

Dear Mr. Epstein:

Thank you for your continued consideration to help this project move along. We apologize that the following comments did not make their way into the revised application submittal. We have had extensive discussions and have looked at the viability of utilizing only the Engineer's Cut-off Road for property access. Although that option may offer some safety considerations by reducing the three current driveway accesses from the two Church owned lots to one driveway (to the existing residence – which must be maintained), we have determined that the Engineer's Cut-off option will not be economically feasible, practical or reduce the number of cars entering the highway for the following reasons:

1. The driveway off of Engineer's Access Road does not belong to the Church.
2. There is no guarantee the acquisition will even be approved by the adjacent property owners, nor acceptable to the Church.
3. The driveway belonging to one adjacent property owner is not of sufficient width to accommodate an improved street to serve the adjacent properties, which would likely require the Church to purchase property from two adjacent property owners.
4. The time and cost required to make the property purchase, design and get approval for the access road would delay the project yet another year or more.
5. The Church would likely be obligated to incur the cost of all improvements and long term maintenance of the access road, unless it was dedicated back to the City/Borough. For it to be a dedicated road, the Borough would likely require a 50' to 60' right of way and for it to be built to Borough Standards. (See attached)
6. If the road was not dedicated as a public street, the Church would be required to provide perpetual easement to the adjacent land-locked property owner. This owner is engaged in a gravel yard enterprise and would be operating heavy equipment on the road as his main access to his yard. The high cost of maintenance would be an excessive long term cost.
7. If the adjacent property ownership was transferred to some other non-complimentary use or business, the Church would be obliged to maintain perpetual access to a business or operation that might be in conflict with the Church.
8. The Church currently has a 'grand-fathered' right to highway access, the loss of this right would be considered a 'public taking' and would land-lock the parcels substantially reducing their value.



ATTACHMENT 4

For these reasons and other potential undisclosed issues, we are offering the following concessions and modifications to our initial application.

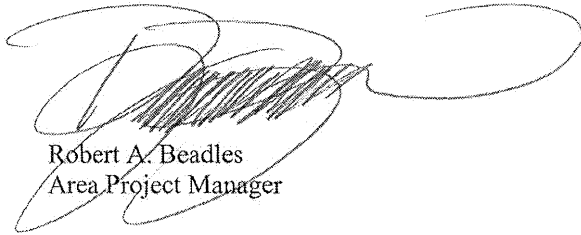
1. We have diminished from three drive ways to two drive ways -- one for each parcel.
2. We have re-aligned the higher traffic ingress/egress driveway directly across from Hamilton Drive as requested by AK DOT.
3. We have included the Highway center turn-lane at an off-site cost estimated at \$272,500 (including utility relocation).
4. We have investigated the option of an alternate site access drive via Engineers Cut-off Road and due to the economic considerations involved with purchasing/exchanging the property, the associated time delays and the long term maintenance issues related to a driveway shared with a heavy equipment operating neighbor, it has been decided not to pursue that option.

We want to proceed as soon as possible with the DOT revised driveway permit submission currently before you. Do you need anything further from us for that? How long will it take to receive approval from DOT?

We must put the project out to bid in February if the project is to stay on course for 2012 construction.

We await your final determination and favorable approval.

Respectfully,



Robert A. Beadles
Area Project Manager

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

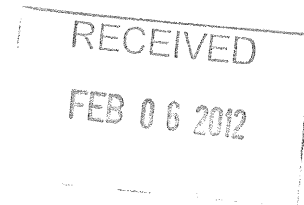
SOUTHEAST REGION DESIGN & ENGINEERING SERVICES
PRECONSTRUCTION - PRELIMINARY DESIGN & ENVIRONMENTAL

SEAN PARNELL, GOVERNOR

6860 GLACIER HIGHWAY
PO Box 112506
JUNEAU, AK 99811-2506

PHONE: (907) 465-4234
FAX: (907) 465-3506

Robert A. Beadles
Area Project Manager
The Church of Jesus Christ of Latter-Day Saints
PO Box 105
Graham, WA 98338-0105



February 3, 2012

Dear Mr. Beadles:

Thank you for your letter of January 25, 2012, regarding the proposed Juneau LDS Chapel.

In previous discussions with the consultant that prepared the traffic impact analysis, I expressed my concern regarding driveway access to serve the Chapel directly from Glacier Highway. My concern is founded in Section 1190.3 of the Alaska Preconstruction Manual: "Driveways will not be allowed on other arterials (i.e., Glacier Highway) if other access is available. The Department's primary concern is the safe, efficient movement of through traffic. If driveways directly accessing the arterial are necessary, then their number, location, and design will be controlled to minimize the effect on through traffic."

The Department has an obligation to satisfy itself that alternative forms of access are not available before issuing a permit allowing a driveway to be connected to an arterial roadway. Accordingly, in previous discussions, I was clear that I wanted the proponent/consultant to explore the availability of access off Engineer's Cutoff Road. If that led to a "dead end", i.e., it was prohibitively expensive and/or negotiations were clearly unproductive, then I would be satisfied that our requirement to achieve alternate access had been met. We are not yet at that point.

While your letter indicates that you have taken this requirement under consideration, I am not left with a sense that it has been pursued to finality. This is evidenced by statements such as, "There is no guarantee the acquisition will even be approved" and "The Church would likely be obligated to incur the cost of all improvements and long term maintenance of the access road, unless it was dedicated back to the City/Borough." The resulting speculation could be resolved if, for example, you had provided the results of preliminary negotiations with adjacent property owners in which they clearly declined to work with you, or meetings with City and Borough of Juneau officials that resulted in significant requirements or restrictions for you to overcome. The only thing I can be reasonably certain of is that you have considered

"Get Alaska Moving through service and infrastructure"

the alternative access requirement internally. Many problems to be overcome have been identified, but solutions or workarounds have seemingly not been attempted. At this point, I cannot conclude that other access is not available. If you can substantiate that such discussions and/or negotiations have taken place, I would be happy to receive the information.

All that having been said, I appreciate the fact that the Glacier Highway direct access concept has been modified to a single driveway in line with Hamilton Street. I concur with the traffic impact analysis as it relates to mitigating direct access, and further appreciate your willingness to construct the center left-turn lane. However, I am concerned that the estimated cost of \$272,500 may be insufficient. There will be expenses other than actual roadway construction and utility relocation. The Church will also be responsible for costs associated with engineering design of the new roadway section and the Department's costs to administer a construction permit, perform all necessary office reviews, oversee environmental compliance (since we own the right-of-way), perform construction inspection and oversight, etc.

If direct access becomes the approved option, we will need to enter into a Memorandum of Agreement with you that establishes an official project setting forth our respective obligations, timeframes, and all the associated costs (such as those specified in the previous paragraph).

There is an upcoming trail project along Glacier Highway (State Project No. 69500, Glacier Highway Multi-Use Separated Path to University of Alaska-Southeast) that your project may affect. Coordination between the two projects may result in additional right-of-way needs.

In the meantime, a more comprehensive cost estimate for direct access needs to be prepared, along with a cost estimate for Engineer's Cutoff access (unless it has been conclusively dismissed). This must be done to finalize the determination regarding the availability of alternate access.

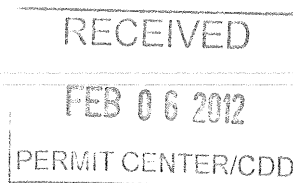
Please note that we will not be able to issue a driveway permit until the traffic mitigation project, in whatever form it may take, is complete.

Please contact me if you have further questions or concerns, (907) 465-4483.

Sincerely,



David B. Epstein, P.E.
Regional Traffic and Safety Engineer



Nicole Jones

From: Daniel Park [DPark@mcgalaska.com]
Sent: Wednesday, January 25, 2012 7:03 PM
To: Nicole Jones
Cc: Hobbs, Naomi
Subject: Juneau LDS Stake Center - Response to Comments received thus far
Follow Up Flag: Follow up
Flag Status: Red
Attachments: geoblock5150_Design_and_Construction_Overview[1].pdf; cp fire lane 061307.JPG

Nicole,

The Attached information is an example of what we are proposing for the drive surface to go across the front of the lawn. We have used it on two other projects fairly recently. The literature and photo illustrate a similar application. Please add this information to our application presentation and feel free to past this e-mail on to those who expressed concern in their comments. Also, run-off calculations will be part of our permit set, but we would prefer to prepare them based on the final approved site plan which we are hoping is before you now. See comments from our Civil Engineer below.

Thank you for keeping us updated on progress.

Daniel Park
Senior Architect

McCool Carlson Green, Inc. | Historic Anchorage Train Depot | 421 W 1st Ave. Suite 300 |
Anchorage, AK 99501 | Tel: 907.563.8474 ext. 225 | www.mcgalaska.com

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From: McGill, Adam [mailto:amcgill@dowlhkm.com]
Sent: Wednesday, January 25, 2012 8:43 AM
To: Daniel Park
Cc: Hobbs, Naomi
Subject: FW: Juneau Stk Ctr - Comments received thus far

Hello Daniel,

Attached is a product my landscape architect used on an anchorage project. This product allows the turf to completely grow through it so that it isn't visible anymore but it is still strong enough for a fire truck. Another option would be a more visible concrete block, there is a link in the email below to a concrete version of a turf block. Do you know if the owner would have a preference?

Thank you,

Adam J. McGill, P.E., LEED® AP
Civil Engineer
CELL: (907) 301-9527

2/6/2012

ATTACHMENT 6



DOWL HKM

(907) 562-2000

Fax (907) 563-3953

4041 B Street

Anchorage, Alaska 99503

www.dowlhkm.com

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From: Doniere, Kevin
Sent: Wednesday, January 25, 2012 7:59 AM
To: McGill, Adam
Subject: RE: Juneau Stk Ctr - Comments received thus far

Hey Adam,

The product is called Geoblock. I've attached the cut sheet and a photo of the Centerpoint Building's fire lane... we used the geoblock product on there and it's signed as a fire lane.

Kevin

From: McGill, Adam
Sent: Wednesday, January 25, 2012 7:16 AM
To: Doniere, Kevin
Cc: Hobbs, Naomi
Subject: FW: Juneau Stk Ctr - Comments received thus far

Hello Kevin,

You've been quiet regarding this project. Do you have suggestions for the fire lane?

I was thinking something like the turf block on the following link would work well.

http://rcpblock.com/products_pavers_turfblock.html

Thank you,

Adam J. McGill, P.E., LEED® AP
 Civil Engineer
 CELL: (907) 301-9527



DOWL HKM

(907) 562-2000

Fax (907) 563-3953

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From: Daniel Park [<mailto:DPark@mcgalaska.com>]
Sent: Tuesday, January 24, 2012 6:52 PM
To: McGill, Adam

2/6/2012

Subject: RE: Juneau Stk Ctr - Comments received thus far

Doug Green,

In our office said they used a road base system, with the plastic tube/grid system on top to support the vegetation growth. We want to pick a system that will perform well in SE Alaska and not deteriorate with freeze/thaw action. I will be seeking some options to consider as well.

Dan

From: McGill, Adam [<mailto:amcgill@dowlhkm.com>]
Sent: Tuesday, January 24, 2012 1:14 PM
To: Daniel Park
Cc: Hobbs, Naomi; Doniere, Kevin
Subject: RE: Juneau Stk Ctr - Comments received thus far

Hello Daniel,

Runoff calcs shouldn't be a problem. I believe our hydrologist has already looked at the site so it will probably be fairly simple to pull those calcs together. We've used turf blocks in the past and there are several options we can use. As far as holding up 75,000 lbs, if the subsurface of these blocks gets the same treatment as the parking lot there shouldn't be any problems.

With these comments should I assume that the site plan is approved and I can move forward with the design plans?

Thank you,

Adam J. McGill, P.E., LEED® AP
 Civil Engineer
 CELL: (907) 301-9527



(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

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Please consider the environment before printing.

From: Daniel Park [<mailto:DPark@mccgalaska.com>]
Sent: Monday, January 23, 2012 6:39 PM
To: McGill, Adam
Subject: Juneau Stk Ctr - Comments received thus far

Adam,

Both comments below, apply the civil design. Sounds like we will need to demonstrate our run off. We will also need a turf block system to spec to carry the load of the fire equipment – any suggestions?

Dan

2/6/2012

From: Nicole Jones [mailto:Nicole_Jones@ci.juneau.ak.us]
Sent: Friday, January 20, 2012 2:49 PM
To: Daniel Park
Subject: Comments received thus far

Hi Dan,

I have requested comments from many internal and external agencies. Below are the comments that I have received. Some of the comments you do not need to respond to; however, some of them you should add some clarification.

Ron King, Chief Regulatory Surveyor

Final design may require stormwater runoff calculations and tweaking of the site plan. In addition, they will need to specify maintenance w/schedule of the BMPs. This will be clarified during building permit review but we should give a heads-up to the designer.

Charlie Ford, Building Codes Official

The Building Department has no issues with the modifications.

Dan Jager, Fire Marshall

The only concern on fire code and requirements is the driving surface or "drivescape" being able to withstand the weight of at least a 75,000 pound fire truck. If that can be guaranteed and that the surface will hold a rig that size without it sinking into the ground, then this is ok as far as fire review goes.

Brent Fischer, Park and Recreation Director

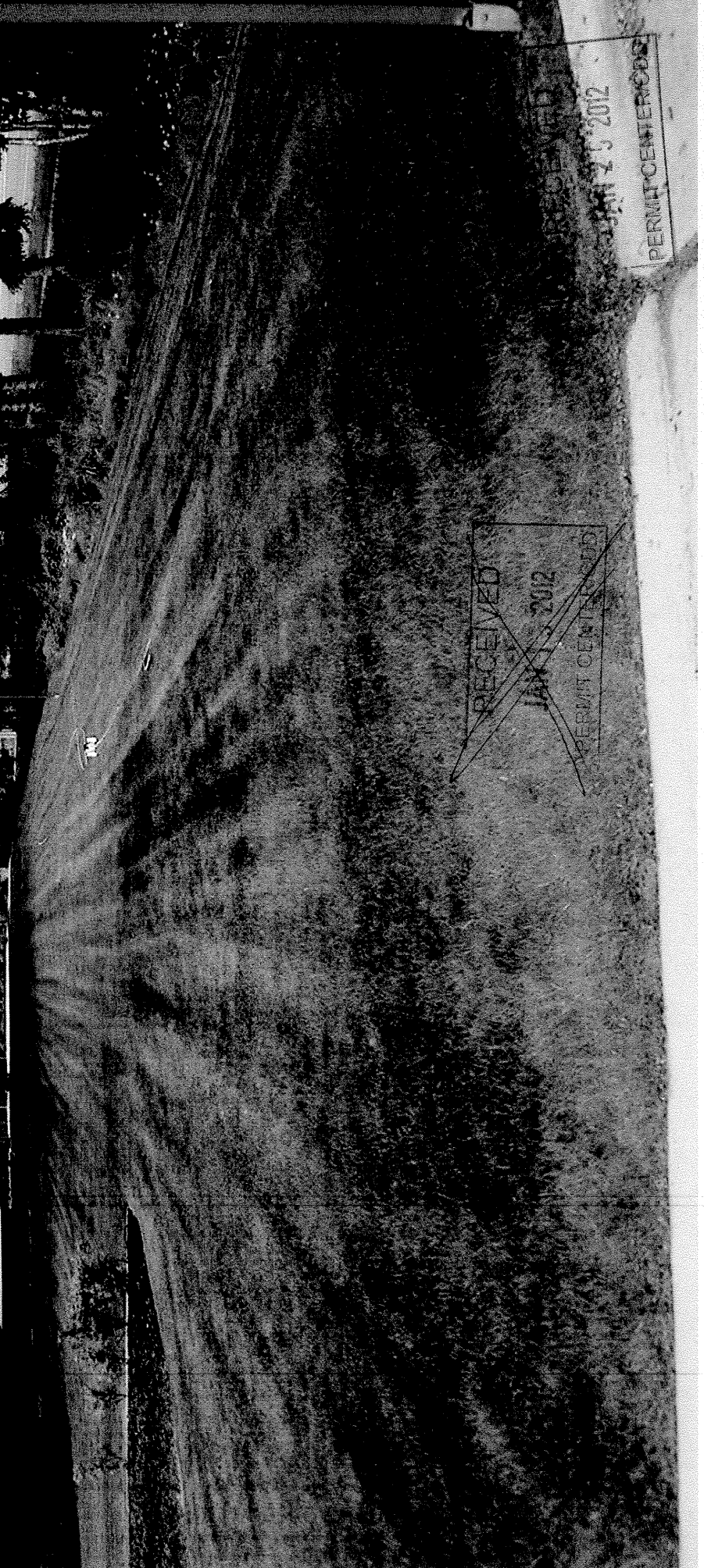
Parks and Recreation has no concerns with this project.

I am waiting for additional comments. As I receive them I will forward them to you.

Have a great weekend!

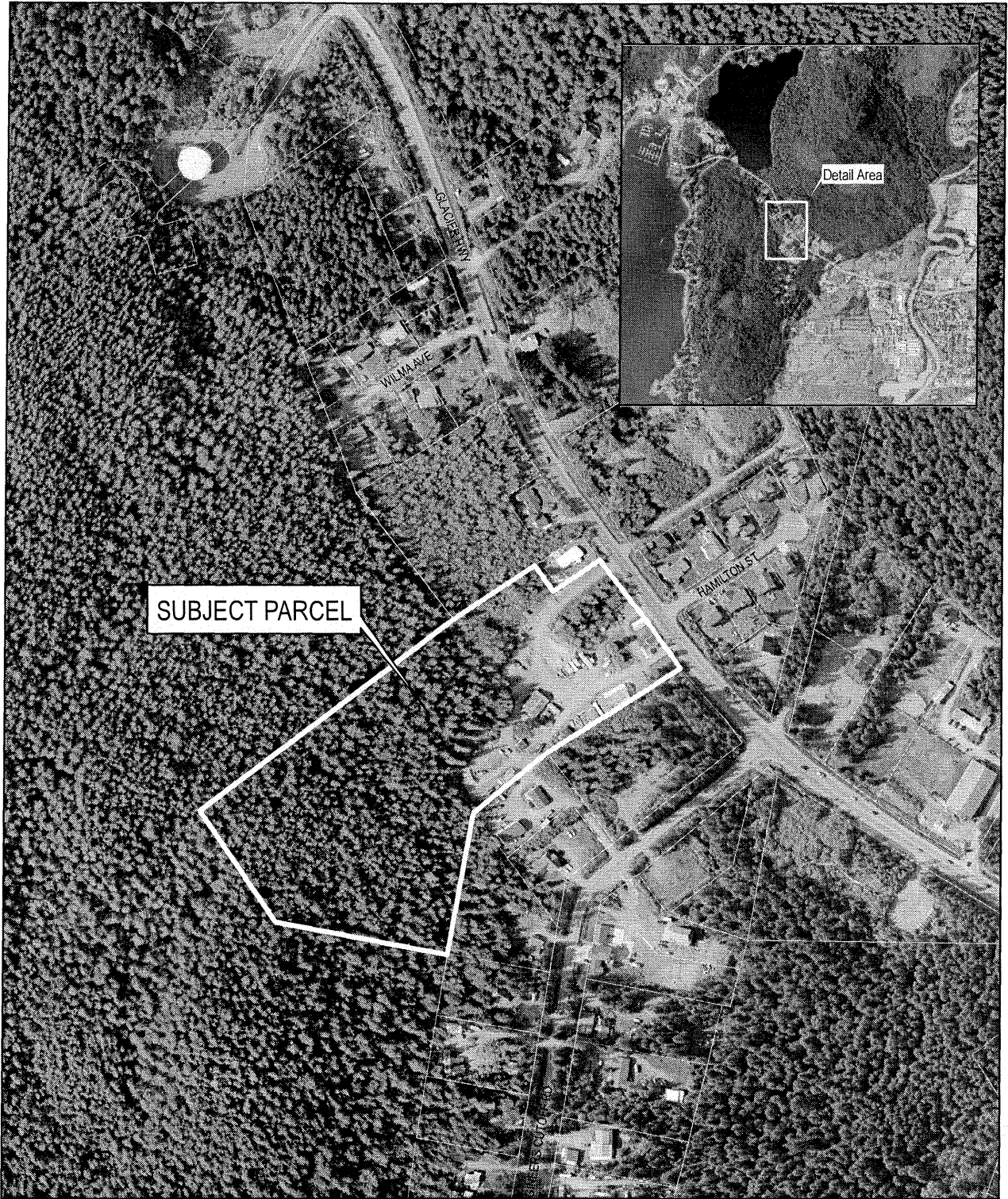
Nicole Jones, Planner I, CFM
CBJ Community Development Department
155 S. Seward St.
Juneau, AK 99801
Ph: 907.586.0218
Fax: 907.586.3365

LANE



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10585 GLACIER HWY
VICINITY

-NOT A SURVEY-
Property lines are approximate

0 125 250 500 750
Feet

N

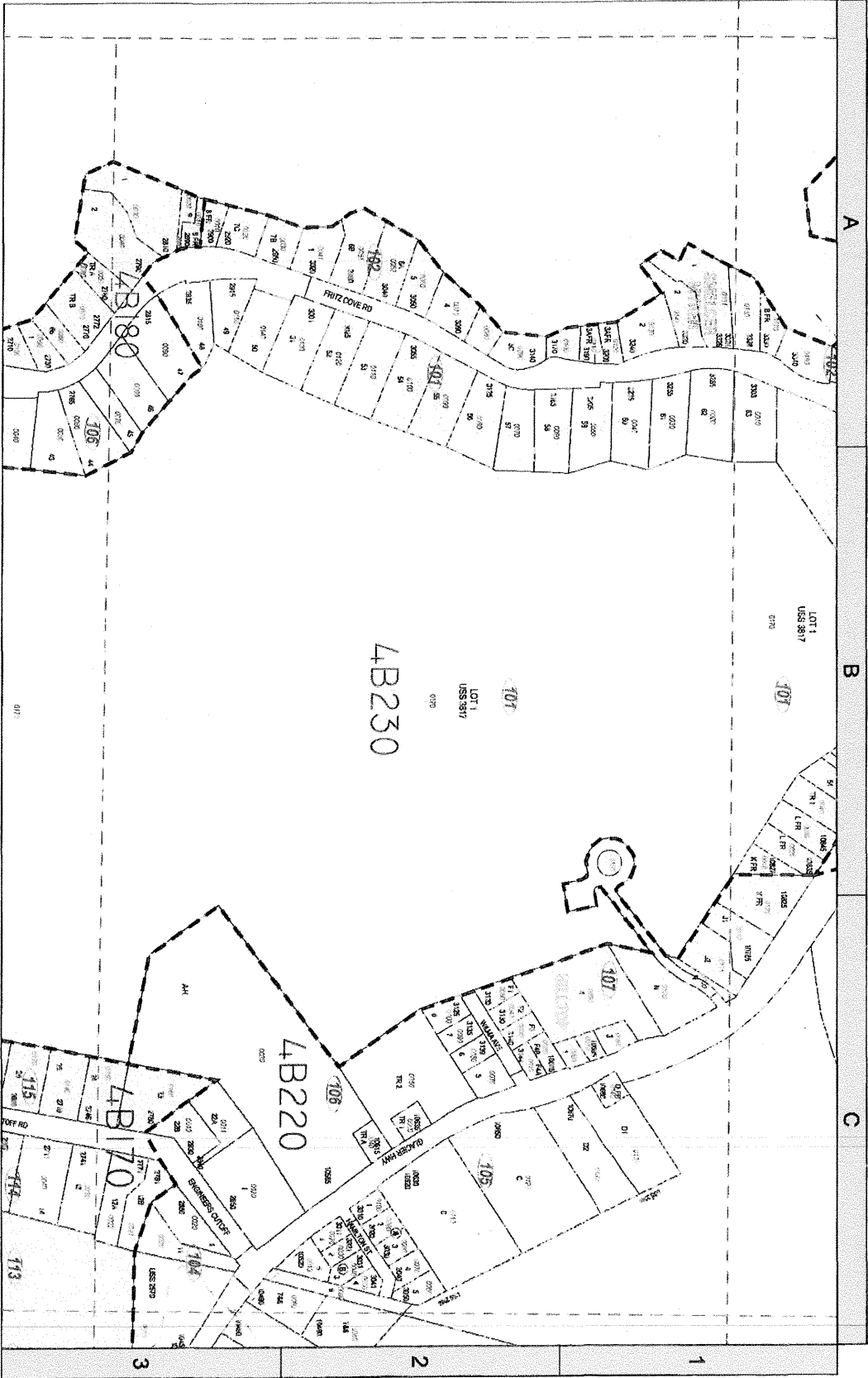
CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Map created: 1/31/ 2012

ATTACHMENT 7

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4B230/4B220



Continued on Page 60

Assessor's Tax Number Code

60090 | 102 | 0030

Parcel Code | Block | Lot

Continued on Page 57

Nicole Jones

From: Daniel Park [DPark@mcgalaska.com]
Sent: Thursday, February 02, 2012 4:20 PM
To: Nicole Jones
Subject: RE: Fire Lane

Nicole,

If that is the Fire Marshall's request, which certainly makes sense, that will be the plan. I noticed the turf drive at the Temple in Anchorage was plowed. So it just needs to be part of the maintenance plan and plowing agreement managed by the Facilities Management folks with the Church. We will plan on installing plow markers on both ends of the turf-drive so they will know where to plow.

Dan Park

From: Nicole Jones [mailto:Nicole_Jones@ci.juneau.ak.us]
Sent: Thursday, February 02, 2012 3:49 PM
To: Daniel Park
Cc: Dan Jager
Subject: Fire Lane

Hi Daniel,

Our Fire Marshall reviewed the information that you sent regarding the fire lane and has a remaining question. Could you provide additional information regarding how that space will be maintained in the winter time? Specifically, will it be plowed free of snow?

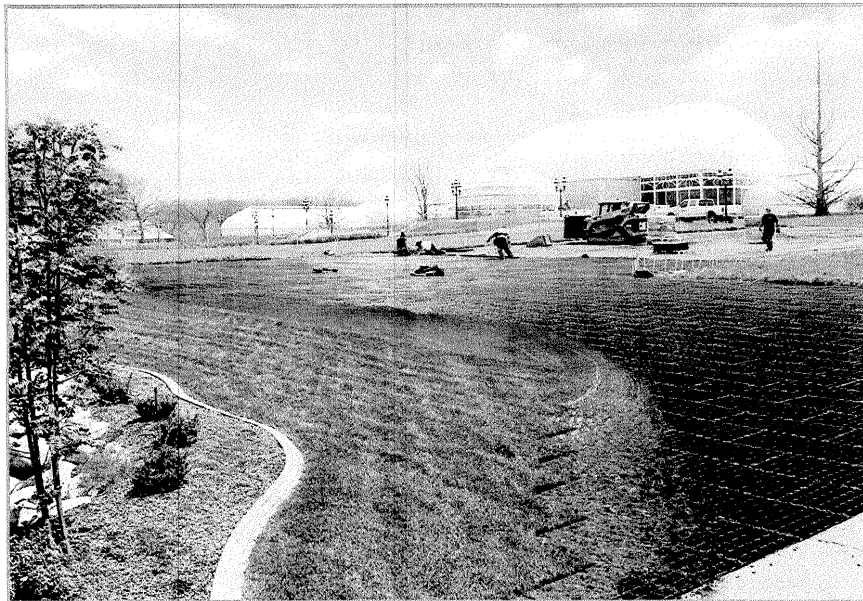
Thank-you,

Nicole Jones, Planner I, CFM
CBJ Community Development Department
155 S. Seward St.
Juneau, AK 99801
Ph: 907.586.0218
Fax: 907.586.3365

GEOBLOCK®5150

POROUS PAVEMENT SYSTEM

DESIGN & CONSTRUCTION OVERVIEW



PRESTO GEOSYSTEMS
 670 N PERKINS STREET, APPLETON, WISCONSIN, USA 54914
 Ph: 920-738-1707 or 800-548-3424 ■ Fax: 920-738-1222
 e-mail: INFO@PRESTOGEO.COM WWW.PRESTOGEO.COM/
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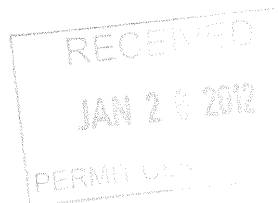


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- Tensile Reinforcement Geosynthetics: Woven geotextiles, Geogrids
- Separation Geosynthetics: Non-woven geotextiles, Woven geotextiles,
- Drainage / Separation Geosynthetics: Non-woven geotextiles, Geonet / geotextile separation / drainage materials

See **Geosynthetic Separation Layer** under **Installing the Geoblock System** for additional details.

Function of the Sub-drain Component

If the porous pavement system is built over non-porous soils and an excavation is required such that water could be trapped, sub drainage becomes a required component of the system. Sub-drainage will remove harmful water accumulation that will cause degradation of the in-situ soils resulting in loss of support capacity. See **Sub-Drainage Component** under **Installing the Geoblock System** for additional details.

Material Properties & Unit Dimensions

Geoblock units shall be made from materials with physical and chemical characteristics described in Table 1. The manufactured Geoblock unit shall have a minimum deflection without breakage of 25 mm (1.0 in) when units are supported at 0.50 m (1.64 ft) centers at 21°C (70°F). The color shall be uniform throughout all units in any given pallet.

Geoblock units shall have physical dimensions as specified in Table 1 and shown in Figure 2. Geoblock units shall have an interlocking offset tab system on all edges as detailed in both Figure 2 and Figure 3. End-to-end or side-to-side warpage of the Geoblock unit shall not be greater than 6 mm (0.25 in).

Table 1 Geoblock®5150 Porous Pavement Unit

Item	Specifications & Details
Material	Up to 97% Recycled Polyethylene*
Color	Ranges from dark shades of gray to black
Chemical Resistance	Superior
Carbon Black for Ultraviolet Light Stabilization	1.5% - 2.0%
Unit Minimum Crush Strength @ 21°C (70°F)	2,900 kPa (420 psi)
Material Flexural Modulus at 23°C (73°F)	240,000 kPa (35,000 psi)
Nominal Dimensions (width x length)	0.50 m x 1.00 m (20 in x 40 in)
Nominal Unit Depth	50 mm (2 in)
Nominal Coverage Area	0.50 m ² (5.38 ft ²)
Cells per Unit	72
Cell Size	79 mm x 81 mm (3.1 in x 3.2 in)
Top Open Area per unit	87%
Bottom Open Area per unit	41%
Interlocking offset tabs	12 tabs per meter (40 in)
Nominal Weight per Unit	4.0 kg (9.0 lb)
Runoff Coefficient @ 63.5 mm/hr (2.5 in) Rainfall	(.15)
Units per Pallet	50

* The percentage of recycled content may vary depending on availability of recycled materials.

NOTE: Dimensions and weight are subject to manufacturing tolerances and are influenced by recycled component characteristics.

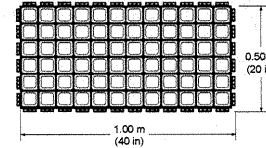
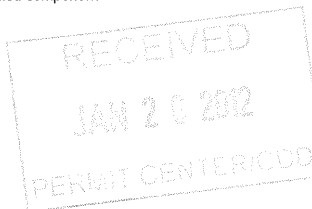


Figure 2 The Geoblock5150 Unit

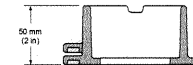


Figure 3 The Geoblock Cell and Interlocking Offset Tab

Table 2 Design Guideline: Base Recommendations

Load Description ¹	Depth of Engineered Base	
	CBR ² 2 – 4 ³	CBR ² > 4 ³
Heavy Fire Truck Access & H-20 loading. Typical 758 kPa (110 psi) maximum tire pressure. Single axle loadings of 145 kN (32 kip), tandem axle loadings of 220 kN (48 kip). Gross vehicle loads of 36.3 tonne (80,000 lb). Infrequent passes ⁴ .	150 mm (6 in)	100 mm (4 in)
Light Fire Truck Access & H-15 loading. Typical 586 kPa (85 psi) maximum tire pressure. Single axle loadings of 110 kN (24 kip). Gross vehicle loads of 27.2 tonne (60,000 lb). Infrequent passes ⁴ .	100 mm (4 in)	50 mm (2 in)
Utility & Delivery Truck Access & H-10 loading. Typical 414 kPa (60 psi) maximum tire pressure. Single axle loadings of 75 kN (16 kip). Gross vehicle loads of 18.1 tonne (40,000 lb). Infrequent passes ⁴ .	50 mm (2 in)	50 mm (2 in)
Cars & Pick-up Truck Access. Typical 310 kPa (45 psi) maximum tire pressure. Single axle loadings of 18 kN (4 kip). Gross vehicle loads of 3.6 tonne (8,000 lb). Infrequent passes ⁴ .	None	None
Trail Use. Loading for pedestrian, wheelchair, equestrian, bicycle, motorcycle and ATV traffic.	None	None

¹ The Geoblock system can be applied in areas where loading is greater than those listed above. In these situations, call Presto Geosystems or an authorized Presto Geosystems' representative for specific recommendations.

² CBR is the abbreviation for California Bearing Ratio. Methods for determining CBR vary from more sophisticated laboratory methods to simple field identification methods that use hand manipulation of the soil. Presto does not recommend one method over the other, however, the user must have a high degree of confidence in the results produced by the chosen method.

³ If other-than-CBR soil strength values exist, use available correlation charts to relate the value to CBR.

⁴ Infrequent passes is defined as the number of passes over any period of time that causes no lasting damage to the vegetation. This number will be a function of vegetation type and age, climatic conditions, and maintenance practices. This number is not a function of the Geoblock material.

The Engineered Base (if required)

A recommended 'engineered base' is a homogenous mixture consisting of 1) a clear-stone / crushed rock having an AASHTO # 5 or similar designation blended with 2) pulverized topsoil and 3) a void component generally containing air and/or water. This homogenous mixture will promote vegetative growth and provide required structural support. See **Function of the Engineered Base** for details.

The aggregate portion shall have a particle range from 9.5 mm to 25 mm (0.375 to 1.0 in) with a D₅₀ of 13 mm (0.5 in). The percentage void-space of the aggregate portion when compacted shall be at least 30%. The pulverized topsoil portion shall equal 25% +/- of the total volume and be added and blended to produce a homogenous mixture prior to placement or washed into the in-place compacted aggregate. Once placed, the mixture shall be compacted to 95% Standard Proctor Density.

Under some conditions, a geotextile separation layer may be required between the natural ground and the engineered base. See **Geosynthetic Separation Layer**, **Sub-Drainage Component**, and **Engineered Base Preparation** for information relative to installation.

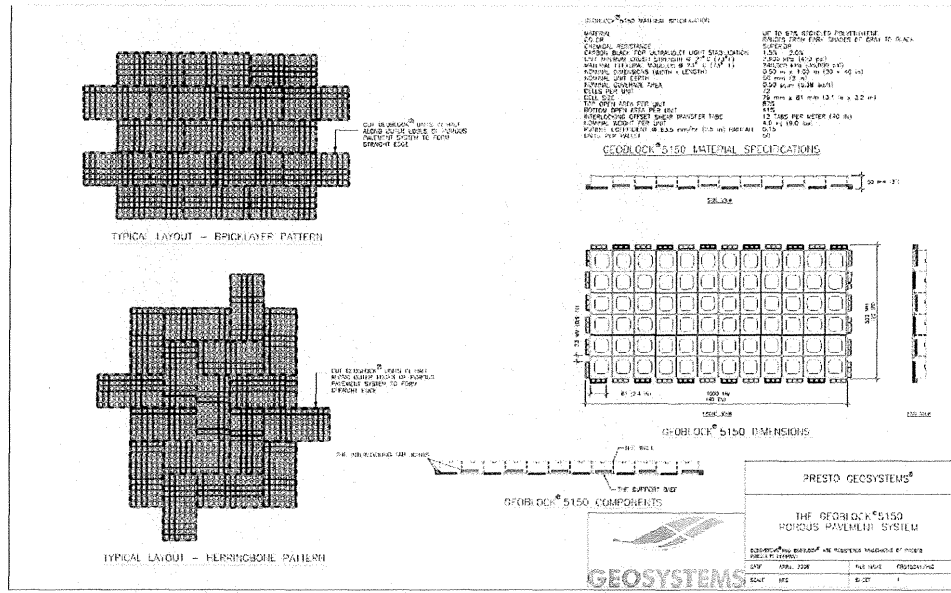


Figure 4 Geoblock®5150 System Material Specification and Layout

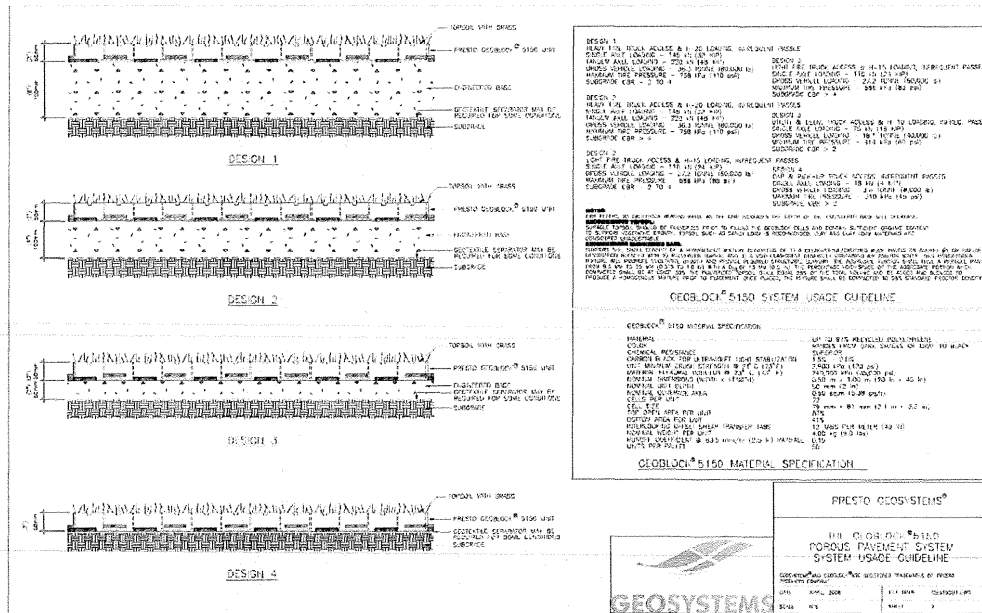


Figure 5 Geoblock®5150 System Usage Guideline

Infilling the Geoblock Unit

Infill the Geoblock units with a suitable topsoil. Use spreading methods that will leave the cell infill uncompacted. Overfilling the cells is not recommended since vehicular loading will cause undesirable compaction of the topsoil.

Infilling should take place immediately after the units are installed to minimize the potential of joint separation caused by thermal expansion/contraction. Upward buckling of the Geoblock area is generally not an issue if the units have been installed using the recommended laying patterns and infilled.

If the Geoblock units are to remain unfilled, the inclusion of expansion joints may be recommended for the application.

For application of the vegetation, see **Seeding and Sod Application** in the **Finishing Procedures** section.

Finishing Procedures

Seeding

Follow seeding, fertilizing, and watering procedures for turf establishment based on regional practices. An increase in watering frequency may be necessary when free-draining base materials are used. Use of a free draining base is generally not recommended.

Sod Application

Sod can be used for areas where immediate use is desired. Young sod that is free from netting materials is recommended. Mature sod with a more developed root system and sod with netting may be difficult to press/cut into the Geoblock cells.

When sod is used:

- Sweep out the topsoil from the Geoblock unit to allow room to seat the sod. Enough topsoil must be removed so that the crown of the sod is recessed slightly below the top of the cell after pressing the sod in place. If too much topsoil is removed, the bottom of the sod will not make contact with the topsoil after it is pressed into the cell. Avoid removing too much topsoil.
- Place the sod per normal practices.
- Press the sod into the partially emptied cells using a roller or other suitable equipment.
- Use recommended watering procedures to ensure healthy sod growth.

Delineation

Once healthy turf has been established, the Geoblock cell wall structure will have minimal visibility when good turf-maintenance practices are followed.

If used for an emergency access lane, delineation may be desirable to create greater visibility. Delineation methods can include the following: in-ground or above-ground curbing, shrubbery or vegetation, perimeter lighting or delineation markers, or other suitable systems.

Maintenance

Lawn Care

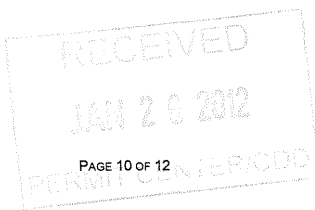
Normal turf care procedures should be followed, including de-thatching and aerating. Some equipment may slightly scar or cut the Geoblock wall structure during some operations, but will not effect overall structural integrity of the system.

Snow Removal

If required, snow removal should be done using one of the following basic procedures:

- Keep a metal edged plow blade a minimum of 25 mm (1.0 in) above the surface during plowing operations, or
- Use a plow blade with a flexible rubber edge, or
- Use a plow blade with skids on the lower outside corners so that the plow blade does not come in direct contact with the porous pavement system.

When deeper ground freeze occurs, the system functions as a typical hard pavement surface. If a sharp metal plow-blade comes in direct contact with the surface during plowing, any portion of the Geoblock system that protrudes above the normal surface level could be removed by the blade. **NOTE:** Damage can occur to the grass and topsoil if plowing abuse is prevalent.



Estimating Time and Cost of Installation

Typical Crew Size and Responsibilities

- 2 People to set the Geoblock units in place.
- 2 People to spread and level the topsoil infill.
- 1 Equipment operator for the front-end loader.

NOTE: Adding or subtracting one or two people to the crew may result in a cost-effective productivity increase depending on local work habits.

Equipment Needed and Purpose

- Saws, screw drivers, hammers, stakes, screws – all of some of these for cutting and securing the Geoblock units as required per the plans or as needed during construction.
- A small front-end loader for infilling of the Geoblock units.
- Rakes and shovels for final leveling of the infill material.

Typical Construction Sequences and Times

Productivity is a variable and the ranges below are typical. Select an installation rate through personal experience or after discussion of project details with Presto or one of its qualified distributors.

- 1. Place the Geoblock units on the prepared base. 75 - 100 units/man-hr
- 2. Fill the in-place Geoblock units using the small loader to evenly distribute the topsoil infill. 100 - 120 units/man-hr
- 3. Level the infill using rakes and shovels so that the topsoil is flush with the top of the cell wall. 75 - 100 units/man-hr
- 4. Spread selected grass seed and water. 150 - 180 units/man-hr

NOTE: The above four sequences can be in progress at the same time if workspace is adequate.

Table 4 Approximate Quantities of Infill Material Required for Geoblock Unit

Depth of unit	Volume of Topsoil Required per unit	Volume of Topsoil Required per 100 m ² (1000 ft ²)
50 mm (2 in)	0.025 m ³ (0.0327 yd ³)	5.00 m ³ (6.08 yd ³)

NOTE: The above quantities are based only on the 50 mm (2 in) cell depth Geoblock unit.

General Notes

- 1. The front-end loader must be sized so it can distribute the fill material per time/productivity requirements.
- 2. Experience shows that the above installation rates would be considered typical rates of installation.
- 3. As is with all construction operations, placement of material stockpiles, crew productivity, jobsite conditions, special installation requirements such as cutting and custom fitting of the Geoblock units, etc. significantly affect overall productivity, therefore actual results may be different than the estimates above.

Total Time and Materials Required

Area of Installation = length x width of site
 () m (ft) long x () m (ft) wide = () m² (ft²) Area

Geoblock Units Required = m² (ft²) Area ÷ 0.50 m² (5.38 ft²)/unit
 [the Geoblock unit is 0.50 m x 1.00 m (20 in x 40 in) nominal]

() m² (ft²) Area ÷ 0.50 m² (5.38 ft²)/unit = () units

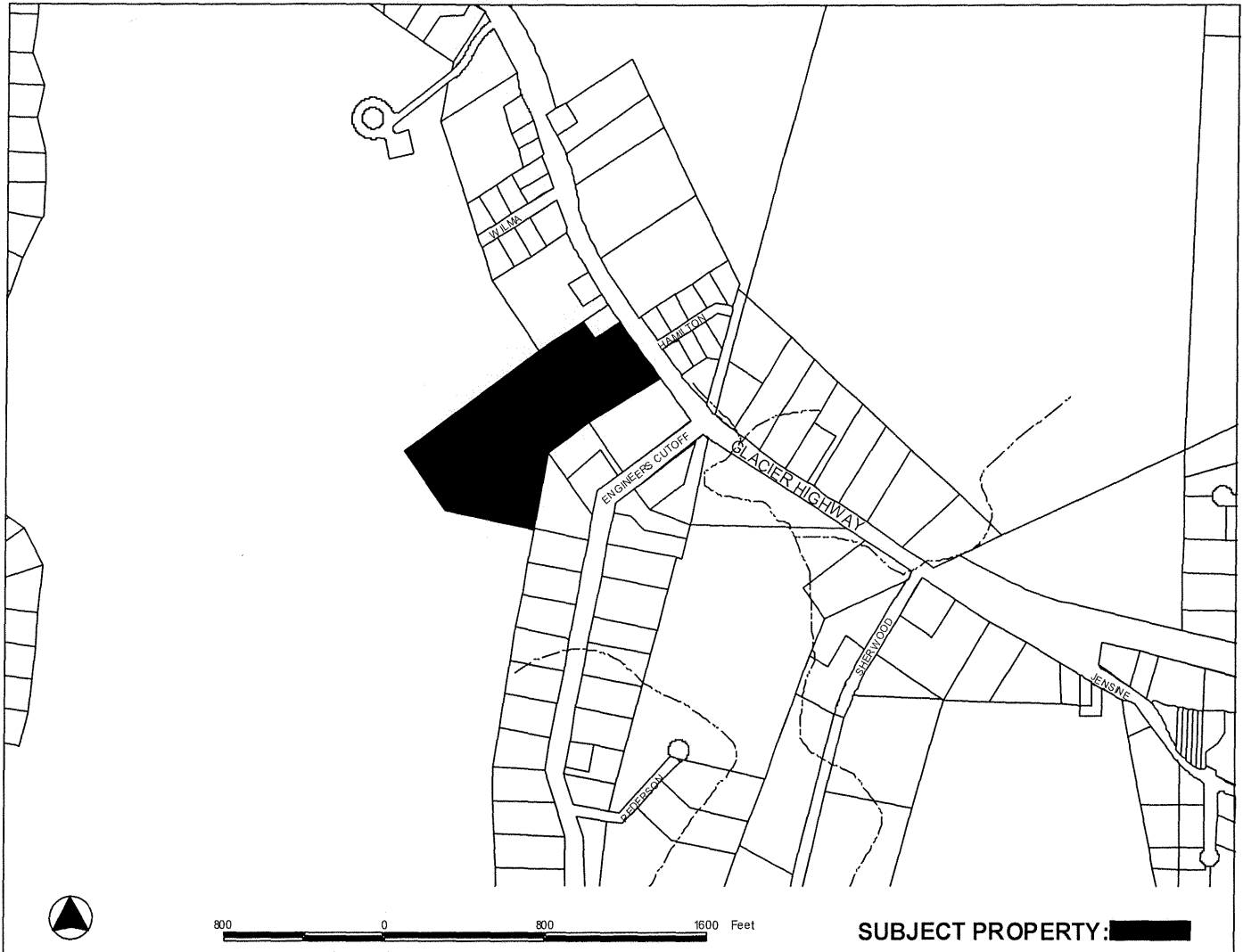
Man-Hr Required for Installation of Geoblock Units = Geoblock units ÷ 100 units/man-hr

() units ÷ 100 units/man-hr = () man-hr

Infill Material Quantities = Geoblock units x m³ (yd³)/unit (see Table 4)

() units x () m³ (yd³)/unit = () m³ (yd³)

NOTICE OF PUBLIC HEARING



PROPOSAL: A Modification to an existing Conditional Use permit for 17,101 square foot church in a D-1 residential zone. The modification is to the access off of Glacier Highway and the location of the structure.

FILE NO: USE20120001 TO: Adjacent Property Owners HEARING DATE: Feb 14, 2012 HEARING TIME: 7:00 PM PLACE: ASSEMBLY CHAMBERS Municipal Building 155 South Seward St Juneau, Alaska 99801	APPLICANT: MCCOOL CARLSON GREEN Property PCN: 4-B22-0-106-003-0 Owner(s): CORPORATION OF THE CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS Size: 13.87 acres Zoned: D1 Site Address: 10585 GLACIER HWY Accessed via: GLACIER HWY
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PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Nicole Jones at (907) 586-0218 or email: nicole_jones@ci.juneau.ak.us

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.