MEMORANDUM

CITY/BOROUGH OF JUNEAU 155 South Seward Street, Juneau, Alaska 99801

DATE:	June	19,	2013
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TO: Planning Commission

FROM: Eric Feldt, Planner Community Development Department

FILE NO.: CSP2013 0013

PROPOSAL: Construction of a seawalk between Miners Cove building and Franklin Dock restrooms.

GENERAL INFORMATION

Applicant:		Engineering Dept., City & Borough of Juneau (CBJ)
Property Owners:		CBJ and Franklin Dock Enterprises
Property Address:		South Franklin Street
Legal Descriptions:		Lots 2A & 3A Franklin Dock Enterprises 2, Fraction of ATS 3 Block 87 Tidelands Addition
Parcel Code No.s:		1C100K830040, 1C100K830032, & 1C100K830031
Site Size:		680 Linear Feet of New Seawalk (Approx.)
Comprehensive Plan Future Land Use Designation:		Waterfront Commercial Industrial (WCI)
Zoning:		Waterfront Commercial (WC)
Utilities:		City Water & Sewer
Access:		South Franklin Street
Existing Land Use:		Miner's Cove & Franklin Dock (Princess Dock)
Surrounding Land Use:	North South East West	 MU; AEL&P Building; South Seward Street Gastineau Channel WC; Parking; Thane Road WC; Taku Smokeries Parking Lot; South Seward Street

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VICINITY MAP



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ATTACHMENTS

Attachment	А	Project Plans
Attachment	В	2004 Long Range Waterfront Plan (Seawalk Section)
Attachment	С	COE Fill Permit

PROPOSAL

The CBJ Engineering Department plans to extend the downtown seawalk from the Miner's Cove building to the Franklin Dock (Princess Dock) restrooms for a length of approximately 680 feet. This is one phase of the over 1.8 mile seawalk, stretching from the Juneau-Douglas Bridge to the Rock Dump. This phase will have several bump-outs that provide seating, trash receptacles, and viewing areas. A new covered awning will be designed at the Franklin Dock parking lot for additional shelter. Ornamental light poles will match with existing sections of the seawalk. The proposal requires a City/ State Permit (CSP) to ensure consistency with adopted CBJ plans.



Figure 1. Sketch of the new seawalk adjacent to the Miner's Cove building, shown on the right side.

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Over the past several years, the CBJ has been constructing sections of a new downtown boardwalk (Seawalk) over the shoreline to create a pedestrian route, stretching from the Juneau-Douglas Bridge to the Rock Dump, as envisioned in the 2004 Long Range Waterfront Plan.

Currently, the seawalk stretches from the Miners Cove building to the Marine View Park. The CBJ Engineering Department is currently designing another phase between the Juneau-Douglas Bridge and the Subport site, which will be reviewed as a separate CSP.

ANALYSIS

As stated above, this proposed seawalk phase is approximately 680 linear feet long, spanning from the northern end of the Miner's Cove building to the Franklin Dock restrooms. Designs of the project are provided under Attachment A. The main items of this phase are:

- Minimum of 16-foot wide travel area for pedestrian and bicyclist accommodations;
- Bump-outs that provide additional space for benches, trash receptacles and viewing areas;
- New ramp next to the southern area of the Miner's Cove building for wheelchair accessibility;
- New light poles and fixture designs that match existing phases (Figure 1);
- New canopy cover with recessed lighting at the entrance of the Franklin Dock; and
- New sidewalk that connects to Thane Road.

The proposed section of the seawalk crosses three different parcels of land, two of which are owned by Franklin Dock Enterprises and the third is owned by the CBJ. Access easements have been established over private property to enable public access. Construction is expected to start mid-fall, after the cruise ship season.

CONFORMITY WITH ADOPTED PLANS

2004 Long Range Waterfront Plan

The need for a downtown seawalk originated in the 1986 Downtown Waterfront Plan and is stated numerous times throughout the 2004 Long Range Waterfront Plan (LRWP). The LRWP states an importance of having downtown open space and recreation, and states the following about how a seawalk can fulfill this:

Downtown Seawalk. The notion of creation of a public seawalk along Juneau's Downtown waterfront has been the subject of previous planning efforts dating back to the *1986 Downtown Waterfront Plan.* While a formalized seawalk development effort never materialized, the utilization by pedestrians of the Steamship Dock and Cold Storage/ South Ferry Dock and portions of walkway behind Merchant's Wharf for public

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recreation purposes has become an important public asset and the first component of the seawalk notion. These facilities receive significant use when cruise ships are not at these respective docks for a variety of recreational pursuits. (page 27)

During the writing of the LRWP, the inclusion of a seawalk was viewed as a top priority and a feature to enhance community quality of life. The LRWP states "As envisioned, the seawalk will unify the waterfront and its various diverse uses, creating a tremendously useful recreation, mobility, and social feature for residents and visitors. While a number of pedestrian, street, and view corridors will link the surrounding urban fabric to the waterfront, the seawalk will serve as the defining linkage <u>connecting all activities along the waterfront</u>." The LRWP specifically states that the seawalk shall have a minimum width of 16 feet for ample pedestrian and bicycle movement, placement of furniture, lighting, and art. The proposal is consistent with that width and inclusion of street furniture and lighting. Attachment B provides additional narrative about the seawalk.

The LRWP organizes the downtown waterfront from the Juneau-Douglas Bridge to the Rock Dump into a series of subzones, each one having unique features. This project is located in subzone D, defined as the upland and waterside areas along South Franklin Street between the Marine View Parking Garage and the northern edge of the Rock Dump. This subzone contains the following unique features:

Subzone D. Critical to area success is strengthening and extending the Seawalk, allowing it to emerge as a desirable corridor that residents and visitors enjoy for recreation purposes and as a circulation alternative to Franklin Street. Other projects in this area include enhancement of portals linking Franklin Street and the Seawalk, wrapping the lower floors of the parking garage with a more appropriate urban edge, and adaptive reuse of the AEL&P building. Consideration should be given to modification of City docks to better accommodate cruise operations. (page 31)

Area D: Franklin Street Corridor

The South Franklin Street corridor, in its role as primary facilitator of Juneau's tourism industry, is continually challenged to deliver a high quality tourism experience, accommodate large levels of vessel traffic, and contend with traffic congestion and limited parking options. Improving pedestrian and vehicular options through improvement of the <u>seawalk</u>, cruise transit, pedestrian areas, and other projects are considered critical first steps in this area (see also Waterfront Unifying Elements for additional details). Consideration should be given to modification of City Docks (the Steamship Wharf and Cruise Ship Terminal) to better accommodate cruise operations. (page 33) (emphasis added)

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Under the Land Use section of the LRWP, the plan recommends buildings along the waterside of South Franklin Street have double frontages, one along the street and the other along the seawalk. Retail businesses along the waterside have taken advantage of the seawalk connection, which has enabled shorter shopping distances for cruise ship passengers. Figure 2 shows how the seawalk provides a connection to a building's waterfront side. The proposed phase would create this connection and second frontage for the Miner's Cove building.



Figure 2. Image from Long Range Waterfront Plan showing a seawalk connection to buildings. South Franklin Street is left of the building. (page 56)

The proposal is consistent with the goals of the Long Range Waterfront Plan.

2008 Comprehensive Plan

The Comprehensive Plan recommends many downtown improvements. The following policies are relevant to the project:

5.3.IA3 Facilitate the pedestrian usage of Downtown with physical improvements, Land Use Code amendments, or other programs or initiatives which could include:

A. Encourage development that improves year-round safe, convenient and dry pedestrian facilities;

B. Extend the waterfront seawalk;

C. Repair and widen sidewalks and provide a network of canopies throughout the Downtown;

D. Separate pedestrian ways from vehicular traffic, where practical;

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E. Encourage development of dry, secure bicycle storage throughout the Downtown;andF. Consider revising the parking requirements in the CBJ Land Use Code to eliminate or drastically reduce the parking requirement for Single-Room-Occupancy (SRO), efficiency, and other dwelling types. (Emphasis included)

5.3.DG2 Consider the policies, guidelines and development recommendations of plans like the CBJ Long Range Waterfront Plan and the Capital Transit Development Plan when reviewing capital improvement programs and development permits for, or applicable to, the Downtown Juneau area.

The following guideline speaks to public access along shorelines:

Recommended Guideline for the Downtown subarea:

• Preserve public access to the shoreline and waterfront areas. Provide for public access, open space/natural areas and water-dependent and water-related uses on the Downtown waterfront via the <u>seawalk</u> with connections to the existing pedestrian system. (emphasis added)

The proposed seawalk will improve public pedestrian access along the downtown waterfront, provide an alternative pedestrian route to South Franklin Street, and will meet the guidelines of the LRWP. The proposal is consistent with the 2008 Comprehensive Plan.

Title 49: Land Use Code

There is an adopted Special Waterfront Area overlay map that corresponds to the Land Use Code, which limits only water-dependent, -oriented, and –related uses within these waterfront areas. The downtown shoreline falls within a Special Waterfront Area and specifically permits a downtown seawalk. The code section below states a pedestrian path along the downtown waterfront.

CBJ §49.70.960 (C): Special Policies for the special waterfront area.

(6) Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to 20 percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners

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of property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk 16 feet in width.

- (A) Reserved.
- (B) Reserved.
- (C) The seawalk shall not be required for existing buildings located along the water's edge until additions or alterations, or both, in excess of 50 percent of the gross square footage of the existing structure are proposed or undertaken within a 36-month period as determined by the City and Borough building division. General maintenance or repair work is exempt from this requirement.
- (D) Reserved.

The Land Use Code also defines seawalk, as the pedestrian path and access easement described in CBJ 49.70.960(c)(6) [stated above] and the Long Range Waterfront Plan.

The proposed seawalk section is in a high-risk Velocity flood zone with a base flood elevation of 23 above mean lower low water mark, according to the adopted Flood Insurance Rate Map dated 1981. The seawalk is required to be designed to withstand forces of a 100-year storm force. Since there is no building atop of the proposed seawalk section, the seawalk is not required to be elevated to the flood elevation. However, to match the new deck level with the existing one, the deck will be designed at 29 feet and above the base flood elevation.

Staff notes that the CBJ is currently reviewing a new flood map and study, which are not yet in effect but does show this part of the shoreline in two different flood zones: 1) Velocity, 25 flood elevation, and 2) AE Zone (also high-risk, but lower wave height than velocity), 24 flood elevation. Nonetheless, the verification of the seawalk being designed to withstand this type of storm will be required during the Building permitting process.

The proposal is designed to be consistent with the seawalk policy of the Land Use Code, as well as the flood hazard requirements.

Construction limitations

The construction of a seawalk will involve the use of a vibratory and impact hammers to drive support piles. An impact hammer can be very loud and a nuisance to nearby homes. Two conditions of an approved US Army Corps of Engineer's permit (DA Permit) that allows support piles seaward of the mean high tide relate to pile driving. See below.

Condition 3. All piles shall be driven using a vibratory hammer. Under those conditions where impact hammers are required for reasons of seismic stability or substrate type, the pile shall be driven as deep as possible with a vibratory hammer prior to the use of the impact hammer to verify pile load capacity.

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Condition 4. A cushioning block shall be used between the impact hammer and the piles to attenuate sound.

The use of heavy machinery during construction is limited under CBJ § 42.20.095. *Disturbing the peace*. See below.

(b) Construction of buildings and projects. It is unlawful to operate any <u>pile driver</u>, power shovel, pneumatic hammer, derrick, power hoist, or similar heavy construction equipment, before 7:00 a.m. or after 10:00 p.m., Monday through Friday, or before 9:00 a.m. or after 10:00 p.m., Saturday and Sunday, unless a permit shall first be obtained from the City and Borough building official. Such permit shall be issued by the building official only upon a determination that such operation during hours not otherwise permitted under this section is necessary and will not result in unreasonable disturbance to surrounding residents. (emphasis added)

The use of an impact hammer is expected to emit the loudest noise levels. Residents along Douglas are expected to be most affected by direct and indirect noise reflecting off of Mount Roberts. To limit noise impacts from the project to the public CDD recommends that the Planning Commission recommend the Assembly direct Engineering staff to limit allowable work hours for impact hammers to 7am – 7pm, Monday thru Friday; 9am-7pm Saturday and 9am – 5pm on Sunday.

HABITAT

As stated earlier, the applicant received a conditionally approved DA permit to place supporting piles seaward of the mean high tide line. One of the five conditions limits water work between June 16 and March 31 to reduce impacts to out-migratory fish. These conditions are shown in Attachment C. The proposed seawalk is not located near any anadromous fish streams, mapped eagles nests, or other habitat protected by the Land Use Code.

FINDINGS

With the reduced hours of operating an impact hammer, the proposed seawalk is consistent with the Land Use Code, 2004 Long Range Waterfront Plan, and the 2008 Comprehensive Plan.

RECOMMENDATION

It is recommended the Planning Commission adopt the Director's analysis and findings and recommend the approval of the seawalk expansion from the Miner's Cove building to the Franklin Dock restrooms.

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DEVELOPMENT PERMIT APPLICATION

Project Number (FP1)13 - (2)13 CITY and BOROUGH of JUNEAU

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NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS I:\FORMS\2010 Applications Revised November 2009

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15	characters)	Case Number	Date Received	
TYPE OF PROJE	CT REVIEW:				
X City P	roject Review	City Land Acquisition /Disposal	State Project R	leview	
DESCRIPTION OF PROJECT <u>Construct</u> a pile supported seavalk adjacent to Miners Love Building. It will connect to the Taku section of seavalk constructed in 2009 and continue to the restrooms just past Fronklin Dock with an upland connection/sidewalk to S. Franklin Street. The scavalk will include benches, picnic tables, glass canopy, bump orts for Viewing, and lighting. Additional adjacent upland improvements include, concrete sidewalk, asphalt paving, landscaping and concrete letaining walls. Please attach a cover letter to fully explain the project if there is not adequate space on this form.					
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NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM					

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EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION <u>MUST</u> BE FILLED OUT

TO BE COMPLETED BY THE APPLICANT

BUILDING PERMIT APPLICATION

(Including Water, Sewer, Driveway, Grading, Mechanical, Plumbing, Electrical, and Building Safety Inspections)

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FLOOD ELE		Case No	:		Fire	Fast Track Fee	· \$
FIRM ZONE		- Service	- Size		Zoning	Early Start Fee	\$
FIRM MAP		Fire Line	- Size		_ Engineering	Building Permit Fee	\$
	,	Metered	· · ·		_ Water	Water Assessment Fee	\$
LAND USE P	PERMITS:	Extended	d Pay #		_ Sewer	Water Inspection Fee	\$
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NOTICE OF PUBLIC HEARING



0 250 500 1,000 Feet

PROPOSAL: Construction of a seawalk between Miners Cove building and Franklin Dock restrooms.

File No:	CSP2013 0013	Applicant:	CBJ Engineering Department
То:	Adjacent Property Owners	Property PCN:	1-C10-0-K83-003-1
Hearing Date:	June 25, 2013	Owner:	Franklin Dock Enterprises LLC
Hearing Time:	7:00 PM	Length:	Approximately 680 Feet
Place:	Assembly Chambers	Zoned:	Waterfront Commercial
	Municipal Building	Site Address:	880 S Franklin Street
	155 South Seward Street	Accessed Via:	Franklin Street
	Juneau, Alaska 99801		

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 Eric Feldt at eric_feldt@ci.juneau.ak.us or at 586-0764.

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

CITY/BOROUGH OF JUNEAU DOWNTOWN SEAWALK MINER'S COVE TO FRANKLIN DOCK



VICINITY MAP

1" = 100'-0'

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A-115	ENLARGED SITE PLAN
A-116	ENLARGED AREA PLANS
A-121	CANOPY ROOF PLAN

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10 JUNE 2013

230 South Franklin Street, Suite 212 Juneau, AK 99801 Tel 907.586.6400 Fax 907.463.3677



www.tetratech.com

ROJECT LOCATION: UTH FRANKLIN STREET

UTH FRANKLIN STREET NEAU, AK **CLIENT INFORMATION:**

CITY/BOROUGH OF JUNEAU DEPARTMENT OF ENGINEERING JUNEAU, AK 99801

CLIENT PROJECT No .:

E13-288

PROJECT No.:

5-12554-12002

ROJECT DESCRIPTION / NOTES:

D'-0" PUBLIC WALKWAY ALONG GASTINEAU CHANNEL D'-0" LONG GLAZED CANTILEVERED CANOPY NOR MODIFICATIONS TO ADJACENT SIDEWALKS AND PAVING W LIGHTING FOR PARKING LOT AND SEAWALK

SUED:

2012-05-24 - 35% SUBMITTAL 2012-08-09 - 65% SUBMITTAL 2013-05-01 - 90% SUBMITTAL 2013-06-10 - BID SET



ABBRE	/IATIONS	REFERENCE
AB AC ADJ ALUM APPROX	ANCHOR BOLT ASPHALT CEMENT ADJACENT ALUMINUM APPROXIMATELY	DENOTES SHE WHERE SECTI
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FEMA FIXT	FEDERAL EMERGENCY MANAGEMENT AGENCY FIXTURE	
GA GALV GLAZ	GAUGE GALVANIZED GLAZING	THIS DETAIL IS SHO ON THE SAME SHEE
HEX	HEXAGONAL	
INV	INVERT	
JT	JOINT	
LB LED	POUND LIGHT-EMITTING DIODE	THIS DETAIL WAS REFERENCED FROM THE SAME SHEET
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SIM SQ SST STL STOR STRUCT	SIMILAR SQUARE STAINLESS STEEL STEEL STORAGE STRUCTURAL	SHEET NUM
TBC TBD THRU TOW TRTD TSW TYP	TOP BACK OF CURB TO BE DETERMINED THROUGH TOP OF WALL TREATED TOP OF SIDEWALK TYPICAL	S ARC
UHMW UNO	ULTRA HIGH MOLECULAR WEIGHT	ENLAF
VG VIF	VERTICAL GRAIN VERIFY IN FIELD	3D REPRES
W/ W/O WP	WITH WITHOUT WATERPROOF	



DENOTES SECTION

X-XXX

NUMBER IDENTIFICATION

GENERAL NOTES

11. CONTRACTOR SHALL NOTIFY ENGINEER IN THE EVENT OF DISCOVERY OF POOR SOILS, STANDING GROUNDWATER OR DISCREPANCIES FROM DRAWINGS IN EXISTING CONDITIONS. 12. THE CONTRACTOR SHALL INSTALL, REPLACE, OR RELOCATE SIGNS AFFECTED BY CONSTRUCTION, PER CBJ REQUIREMENTS. ALL STREET SIGNS SHALL CONFORM TO CBJ STANDARDS. THE CONTRACTOR SHALL MAINTAIN TRAFFIC CONTROL ON DETOUR ROUTES, HAUL ROUTES, AND STREETS UNDER CONSTRUCTION PER SECTION 01550 SITE ACCESS AND STORAGE OF THE SPECIFICATIONS. 13. ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL MEET ALL TRENCH SAFETY REQUIREMENTS OF 14. ALL ASPHALT PAVEMENT TO BE REMOVED AND DISPOSED OF SHALL BE DELIVERED TO A STOCKPILE AREA AT THE STATE/CITY PIT. CONTACT ALLAN STEFFERT AT 586-0481 FOR THE EXACT LOCATION OF THE STOCKPILE WITHIN THE PIT AREA. 15. EXISTING CONDITIONS SHOWN ON THESE DRAWINGS BASED ON SITE SURVEYS BY DOWL-HKM DATED APRIL 2005 AND SUPPLEMENTED IN WORK ON CBJ OR STATE OF ALASKA DOT & PF RIGHT-OF-WAY AUGUST 2009 AND MAY 2012. 16. ALL ELEVATIONS SHOWN ARE BASED ON A DATUM OF MLLW = 0.0. TIDAL RANGES ARE AS FOLLOWS: ANY REVISIONS TO THESE DRAWINGS MUST BE REVIEWED AND HIGHEST OBSERVED = 24.58MHHW = 16.30NOTIFY THE CBJ AS REQUIRED BY THE SPECIFICATIONS BEFORE MSL = 8.56MLLW = 0.0LOWEST OBSERVED = -6.1317. CONTRACTOR TO INSTALL TEMPORARY FENCING THROUGHOUT PERIOD OF CONSTRUCTION TO PREVENT UNAUTHORIZED PUBLIC ACCESS TO CONSTRUCTION AREAS DURING CONSTRUCTION, CONTRACTOR SHALL BE REQUIRED TO 18. SUBMIT FOR REVIEW AND APPROVAL BY CBJ A SITE ACCESS, MATERIAL STORAGE, TRUCK HAUL ROUTE AND SITE SECURITY PLAN.

OF ALL APPLICABLE CODES AS OF MAY 2013. CONSTRUCTION, THE CONTRACTOR SHALL CALL JUNEAU UTILITY COUNCIL AT 556-1333 AND THE CBJ FOR UTILITY LOCATIONS (WATER, SANITARY SEWER, STORM SEWER, POWER, TELEPHONE, AND TELEVISION). ALL UTILITY RELOCATION SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS APPROVED BY ENGINEER AND CITY BEFORE CONSTRUCTION IS ALLOWED TO CONSTRUCTION IS STARTED AND BEFORE ANY EXPOSURE OR POSSIBLE 8. IF ANY WORK REQUIRES LANE CLOSURES WITHIN STATE OF ALASKA AND CBJ RIGHT-OF-WAYS, CONTRACTOR SHALL OBTAIN LANE CLOSURE TRAFFIC CONTROL PLAN FROM CBJ PRIOR TO CONSTRUCTION. CONTROL ON-SITE STORM WATER RUNOFF BY USING TEMPORARY EROSION/SILTATION CONTROL PROCEDURES WHERE NECESSARY. NO EROSION CONTROL, OF THE SPECIFICATIONS. SILT FENCING AND STORM DRAIN INLET PROTECTION AS REQUIRED, SHALL BE IN PLACE A MINIMUM

2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE TRUE ELEVATIONS AND LOCATIONS OF UTILITIES SO AS TO AVOID DAMAGE OR DISTURBANCE DURING CONSTRUCTION. PRIOR TO STARTING 4. A COPY OF THESE APPROVED DRAWINGS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS. COMMENCE. DISTURBANCE OF UTILITIES. PERMIT FROM ALASKA DOTPF (UNDER 17 AAC 20.017) AND APPROVAL OF ONE WEEK PRIOR TO STARTING CONSTRUCTION.

1. ALL WORK SHALL BE IN CONFORMANCE WITH THE CITY AND BOROUGH OF JUNEAU ENGINEERING STANDARD DETAILS, 4TH EDITION, DATED APRIL 2011 AND ALL WORK MUST CONFORM TO THE LATEST ADOPTED EDITION CBJ, STATE AND FEDERAL LAW AND SHALL BE RESPONSIBLE FOR MAINTAINING TRENCH SAFETY MEASURES THROUGHOUT THE PROJECT SHALL BE PERFORMED DURING HOURS AND DAYS LISTED IN SECTIONS 00700 & 01550 OF THE SPECIFICATIONS, AND IN APPLICABLE PERMITS. APPROVED BY THE ENGINEER PRIOR TO ANY IMPLEMENTATION IN THE FIELD. TRUCK HAUL ROUTES AND EQUIPMENT ACCESS ARE TO BE EROSION/SILATION CONTROL PROCEDURES WHERE NECESSAIL. NO SEDIMENT LADEN STORM WATER SHALL BE ALLOWED TO DISCHARGE TO SURFACE WATERS, THE STORM DRAINAGE SYSTEM OR ONTO ADJACENT PROPERTIES. NO STORM DRAINAGE OR GROUND WATER WILL BE ALLOWED INTO THE SANITARY SEWER SYSTEM. CONTROL OF WATER AND EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH SECTIONS 01530 PROTECTION AND RESTORATION OF EXISTING FACILITIES AND 01570

10. DURING CONSTRUCTION, ALL STREETS ADJACENT TO THIS PROJECT, INCLUDING HAUL ROUTES SHALL BE KEPT CLEAN OF ALL MATERIAL DEPOSITS RESULTING FROM THE CONTRACTOR'S OPERATIONS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL ALSO CONTROL DUST ON THE SITE AND HAUL ROUTES.

	STUR AND		MARK	DATE	DESCRIPTION	BY	CITY/BOROUGH OF JUNEAU	Project No.:	135-12554-12002
	E STE CARAGE		A 2	2012-05-24	35% DESIGN SUBMITTAL			Designed By:	MMB
	E Loth * V		B 2	2012-08-09	65% DESIGN SUBMITTAL		DOWNTOWN SEAWALK	Drawn By:	BAS
			C	2013-05-01	90% DESIGN SUBMITTAL			Checked By:	DB
	E MULALARA	BID SET	D	2013-06-10	BID SET		ABBREVIATIONS, REFERENCE		
www.tetratech.com	MARK I. NAKATANI						AND GENERAL NOTES		001
230 South Franklin Street, Suite 212 Juneau, AK 99801								- U	
Tel 907.586.6400 Fax 907.463.3677	"With SSION IS							Sheet 2 of	78
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6/17/2013 9:55:54 AM - S:LIBU70502 SEAWALK - MINERS TO FRANKLIN/050 DESIGN DRAWINGS(C.101 AND C.102 CMIL SITE.DWG - LOCKHART, TO



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NTS

NOTES:

1. REMOVE AND DISPOSE OF ALL METAL, PLASTIC, AND NON BIODEGRADABLE MATERIALS COMPLETELY FROM ROOTBALL. REMOVE AND DISPOSE OF ANY STAKING MATERIALS THAT WERE TRANSPORTED WITH PLANTS.

2. AFTER PLACING THE ROOTBALL IN THE SOIL, STRIP AWAY BURLAP OR OTHER BIODEGRADABLE COVERING TO EXPOSE ALL SIDES OF ROOTBALL TO SOIL.

3. MULCH SHALL BE KEPT 4" AWAY FROM THE ROOT CROWN ON ALL SIDES. ONLY SOIL SHALL BE IN CONTACT WITH THE ROOT CROWN AND STEM.

TETRA TECH	49 TH
www.tetratech.com	资 Michele Elfers
230 South Franklin Street, Suite 212 Juneau, AK 99801 Tel 907.586.6400 Fax 907.463.3677	No.12864

BID \$	SET
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ARK DATE DESCRIPTION A 2012-05-24 35% DESIGN SUBMITTAL B 2012-08-09 65% DESIGN SUBMITTAL C 2013-05-01 90% DESIGN SUBMITTAL D 2013-06-10 BID SET

	PLANTING DETAILS	Sheet 7 of	101
	WINER'S COVE TO FRANKLIN DOCK	Checked By:	MMB
	DOWNTOWN SEAWALK	Drawn By:	MEE
		Designed By:	MEE
DT		Project No.:	135-12554-12002

BARK MULCH ADDED 4" AWAY FROM ROOT CROWN ON ALL SIDES

PRUNE ONLY IF DIRECTED BY LANDSCAPE ARCHITECT. DO NOT CUT LEADER.

G. STRUCTURAL - GENERAL

G1 SCOPE

HE NOTES AND DETAILS ON THIS SHEET ARE GENERAL AND APPLY TO THE ENTIRE PROJECT EXCEPT WHERE THERE ARE SPECIFIC INDICATIONS TO THE CONTRARY

G2 APPLICABLE SPECIFICATIONS AND CODES

CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2006 EDITION OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE CITY AND BOROUGH OF JUNEAU TITLE 19 BUILDING CODE. THE ABOVE SHALL GOVERN EXCEPT WHERE OTHER APPLICABLE CODES OR THE CONTRACT DOCUMENTS ARE MORE RESTRICTIVE.

G3 ALTERNATIVE DESIGNS

THE STRUCTURAL SYSTEMS AND DETAILS ON THESE PLANS ARE THE PRIORITY DESIGN HOWEVER, ALTERNATIVE SYSTEMS AND DETAILS MAY BE USED IF THE FROM THE PLOSIN, PLANS WITH SUBSTANTIATING CALCULATIONS AND TEST DATA WHICH BEAR A ALASKA STATE LICENSED ENGINEERS SEAL AND SIGNATURES.

G4 DIMENSIONS

STRUCTURAL DIMENSIONS CONTROLLED BY OR RELATED TO MECHANICAL AND ELECTRICAL EQUIPMENT AND EXISTING STRUCTURES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION

G5 PROVISIONS FOR EQUIPMENT

MECHANICAL AND ELECTRICAL EQUIPMENT SUPPORTS, ANCHORAGES, OPENINGS, PIPE SLEEVES, RECESSES AND REVEALS NOT SHOWN ON THE STRUCTURAL DRAWINGS, BUT REQUIRED BY OTHER CONTRACT DRAWINGS SHALL BE PROVIDED FOR, PRIOR TO CASTING CONCRETE.

G6 CONSTRUCTION LOADS

STRUCTURES HAVE BEEN DESIGNED FOR OPERATIONAL LOADS ON THE COMPLETED STRUCTURES; DURING CONSTRUCTION, THE STRUCTURES SHALL BE PROTECTED BY BRACING AND SUPPORTS WHEREVER EXCESSIVE CONSTRUCTION LOADS MAY OCCUR

DRAINAGE SURFACES G7

SLOPE DRAINAGE SURFACES UNIFORMLY TO DRAIN. SLOPE SHALL BE 1/4" PER FOOT EXCEPT WHERE NOTED OTHERWISE ON THE PLANS.

G8 FLOOR DRAINS

SEE ARCHITECTURAL AND CIVIL DRAWINGS FOR LOCATION AND SIZES.

G9 FLOOR ELEVATIONS

SEE ARCHITECTURAL AND CIVIL DRAWINGS FOR ELEVATIONS NOT CALLED OUT.

F. STRUCTURAL DESIGN

F1 DESIGN CODE

DESIGN IS IN ACCORDANCE WITH THE 2006 INTERNATIONAL BUILDING CODE AND THE CITY AND BOROUGH OF JUNEAU TITLE 19 BUILDING CODE, EXCEPT WHERE OTHER APPLICABLE CODES OF THE FOLLOWING NOTES ARE MORE RESTRICTIVE.

F2 DESIGN OF FOUNDATIONS

A. FROST DEPTH = 32 INCHES

B. ALLOWABLE BEARING PRESSURE = 3000 PSF

C. 1/3 ALLOWABLE SOIL BEARING PRESSURE INCREASE FOR SEISMIC AND WIND LOAD COMBINATIONS

L. DESIGN LIVE LOADS

A. FLOOF STAGE AND PLATFORM = 125 PSF

MAXIMUM VEHICLE LOADING (MAINTENANCE AND EMERGENCY USES) = AASHTO H-10 TRUCK (10 TON GVW)

B. SNOW

- 1. GROUND Pg = 70 PSF 2. FLAT ROOF Pf = 52 PSF
- 3. EXPOSURE Ce = 0.8
- IMPORTANCE I = 1.1
- 5. TEMPERATURE Ct = 1.2

C. WIND

- . BASIC WIND SPEED = 116 MPH
- IMPORTANCE I = 1.15
 OCCUPANCY CATEGORY III
- 4. WIND EXPOSURE D

E. SEISMIC LOADING

- 1 OCCUPANCY CATEGORY III
- 2. IMPORTANCE I = 1.25 3. Ss = 0.56, S1 = 0.268
- 4. SITE CLASS E
- 5 Sds = 0.59 Sd1 = 0.523
- SEISMIC DESIGN CATEGORY D
- 7. LATERAL FORCE RESISTING SYSTEM: ORDINARY MOMENT FRAMES OF STEEL
- (R=3.5: Cs=0.21) 8. ANALYSIS PROCEDURE: MODAL RESPONSE SPECTRUM ANALYSIS

C. CONCRETE

C1 APPLICABLE CODE

CONCRETE CONSTRUCTION SHALL CONFORM TO THE 2005 EDITION OF THE ACI BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE, ACI-318.

C2 REINFORCING STEEL DETAILS

DETAILING, FABRICATION AND ERECTION OF REINFORCING STEEL, UNLESS OTHERWISE NOTED, SHALL BE IN ACCORDANCE WITH DETAILS AND DETAILING OF CONCRETE REINFORCEMENT ACI 315.

C3 DESIGN STRENGTHS

- CAST-IN-PLACE CONCRETE 1. GENERAL USE - f'c = 5000 psi @ 28 DAYS
- B. REINFORCING STEEL SHALL BE ASTM A 615, GRADE 60. WELDED WIRE FABRIC SHALL BE ASTM A 185 SMOOTH WIRE fy = 60 KSI MINIMUM.

C4 CONCRETE COVER

- CONCRETE COVER FOR REINFORCING BARS SHALL BE AS FOLLOWS WITH MINIMUM COVER OF ONE BAR DIAMETER
 - FOOTINGS AND FOUNDATION MATS CAST ON GROUND OR IN CONTACT WITH SALT WATER 3" FORMED OR FINISHED SURFACES TO BE IN CONTACT WITH GROUND, WEATHER, OR CLEAN WATER

1. AT BARS GREATER THAN NO. 5 - 2" 2. AT BARS NO. 5 OR SMALLER - 1 1/2

C5 MINIMUM REINFORCEMENT

CONCRETE CONSTRUCTION SHALL BE REINFORCED CONCRETE EXCEPT WHERE PLAIN. CONCRETE IS CALLED OUT ON THE DRAWINGS, IN WHICH CASE NO REINFORCEMENT SHALL BE USED. CONCRETE THAT IS NOT DESIGNATED AS PLAIN CONCRETE AND HAS NO REINFORCEMENT INDICATED SHALL BE REINFORCED PER ACI 318 AND THE FOLLOWING SCHEDULES:

ALL THICKNESS	SIZE	SPACING, EW	POSITION
6"	#4	12"	OC
8"	#5	12"	OC
12"OR GREATER	#6	12"	EF

MASS CONCRETE SHALL BE REINFORCED WITH #5@15 OC EW MINIMUM IN ALL FACES.

C6 SHRINKAGE AND TEMPERATURE STEEL

UNLESS OTHERWISE NOTED, SHRINKAGE AND TEMPERATURE REINFORCING STEEL SHALL BE PROVIDED FOR SLABS IN ACCORDANCE WITH THE FOLLOWING SCHEDULES:

	CI7E	SDACING
JLAB THICKNESS	31ZE #3	12"
6"	#4	12"
8"	#5	12"
12"	#4	12" T&B

C7 EXTRA ACCESSORY BARS

ASIDE FROM NORMAL ACCESSORIES USED TO HOLD REINFORCING STEEL IN POSITION THE FOLLOWING SHALL BE ADDED: A. IN SLABS NO. 4 RAISER BARS @ 48"MAXIMUM TO SUPPORT TOP REINFORCING STEEL. B. IN WALLS WITH TWO CURTAINS, NO. 3 U OR Z SHAPE SPACERS @6-0"OC EW.

C8 DOWELS

W

DOWELS SHALL BE AT LEAST THE SAME SIZE AND SPACING AS BARS WITH WHICH THEY ARE LAPPED. THE LAP EMBEDMENT SHALL BE AS RECOMMENDED BY ACL318 OR AS NOTED.

C9 BAR SPLICES

SPLICES OF REINFORCING STEEL BAR SHALL BE IN ACCORDANCE WITH SCHEDULE SHOWN ON SHEET S-506 AND ACI 318 AND SHALL BE CLASS B UNLESS OTHERWISE NOTED. THE LENGTH OF LAP SPLICE OF BARS OF DIFFERENT DIAMETER SHALL BE BASED ON THE SMALLER DIAMETER. BAR SPLICES MAY ALSO BE MADE BY WELDING IN ACCORDANCE WITH AWS SPEC D 1.4 IF APPROVED BY

C10 RESTRICTED BAR ANCHORAGE

IN CASES WHERE REINFORCING BARS CANNOT BE EXTENDED AS FAR AS REQUIRED DUE TO THE LIMITED EXTENT OF THE ADJACENT CONCRETE STRUCTURE. THE BARS SHALL EXTEND AS FAR AS POSSIBLE AND END IN STANDARD HOOKS

C11 STANDARD HOOKS

BARS ENDING IN RIGHT ANGLE BENDS OR HOOKS SHALL CONFORM TO THE REQUIREMENTS OF ACI 318

C12 CAST-IN-PLACE CONCRETE ANCHORS

ANCHORS SHALL BE THREADED AND NUTTED ROD CONFORMING TO ASTM F1554 GRADE 55 (W/ SUPPLEMENT S1) MATERIAL WITH ASTM A563 HEAVY HEXAGONAL NUTS AND ASTM A36 PLATE WASHERS WITH MINIMUM SIZE CONFORMING TO TABLE 14-2 OF THE CURRENT AISC STEEL CONSTRUCTION MANUAL, UNLESS NOTED OTHERWISE. ALL MATERIALS SHALL BE HOT DIP GALVANIZED UNLESS NOTED OTHERWISE

C13 POST-INSTALLED CONCRETE ANCHORS

MECHANICAL (EXPANSION) ANCHORS SHALL BE SIMPSON STRONG-BOLT OR APPROVED EQUAL. ADHESIVE ANCHORS SHALL BE HILTI HIT-RE 500-SD ADHESIVE ANCHORING SYSTEM OR APPROVED EQUAL. POST-INSTALLED ANCHORS SHALL NOT BE SUBJECT TO VIBRATORY OR SHOCK LOADS. INSTALL ANCHORS IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. ALL MATERIALS TO BE HOT DIP GALVANIZED UNLESS NOTED OTHERWISE

C14 ISOLATION AND EXPANSION JOINTS

PREFORMED EXPANSION JOINT FILLER SHALL BE NONEXTRUDING. RESILIENT BITUMINOUS TYPE CONFORMING TO ASTM D1751, MATERIAL THICKNESS SHALL BE 1/4 INCH FOR ISOLATION JOINTS ND 1/2 INCH FOR EXPANSION JOINTS, UNLESS NOTED OTHERWISE

C15 CONSTRUCTION JOINTS

LOCATION OF ANY CONSTRUCTION JOINTS NOT SHOWN ON THE DRAWINGS SHALL HAVE THE APPROVAL OF THE ENGINEER. ALL CONSTRUCTION JOINTS SHALL BE ROUGHENED TO A MINIMUM 1/4* AMPLITUDE AND SHALL BE THOROUGHLY CLEANED TO REMOVE GREASE, LOOSE CONCRETE, AND LAITENCE OR OTHER BOND REDUCING MATERIAL. APPLY BONDING AGENT ASTM C1059 TYPE II PRIOR TO PLACING FRESH CONCRETE.

C16 CHAMFERS

EXCEPT AS OTHERWISE REQUIRED, EXPOSED CONCRETE CORNERS AND EDGES SHALL HAVE 3/4" CHAMFERS. RE-ENTRANT CORNERS SHALL NOT HAVE FILLETS

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JOHN C. McGLENI

No. CE 4456

ROPESSION

C17 CONCRETE SPECIFICATIONS

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THE NOTES ABOVE SHALL SERVE AS MINIMUM REQUIREMENTS UNLESS NOTED OTHERWISE IN PROJECT DOCUMENTS.

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W. TIMBER AND LUMBER

W1 GRADE

LUMBER GRADES SHALL BE GRADED IN ACCORDANCE WITH WWPA GRADING RULES AND SHALL CONFORM TO THE FOLLOWING:

GLUED LAMINATED TIMBER - SIMPLE SPANS	DF-L COMBINATION 24F-V4
GLUE LAMINATED TIMBER - CONTINUOUS	
SPANS OR CANTILEVERED SPANS	DF-L COMBINATION 24F-V8
ALL DIMENSIONED LUMBER TIMBER AND DECKING	DE NO. 1 S4S

SPAN W2 FASTENERS

ALL FASTENERS - NAILS, SPIKES, LAG SCREWS, BOLTS, AND HARDWARE SHALL BE HOT-DIPPED GALVANIZED, NAILS FOR USE IN NAIL GUNS SHALL BE HOT-DIP GALVANIZED

B. NAILS SHALL BE GALVANIZED COMMON WIRE NAILS CONFORMING TO THE MINIMUM DIMENSIONS GIVEN IN THE TABLE BELOW. SINKERS MAY BE USED IN NAIL GUNS AT THE CONTRACTORS'S OPTION BUT THE SIZE MUST SATISFY THE MINIMUM DIMENSIONS STATED. ONGER NAILS THAN THOSE CALLED OUT MAY ONLY BE USED WHERE THEY WILL NOT BE VISIBLE IN THE FINISHED STRUCTURE.

16d 0 162 x 3 1/2" 12d 0.148 x 3 1/4" 10d 0.148 x 3" 8d 0.131 x 2 1/2" 6d 0.113 x 2"

C. MINIMUM NAILING PER IBC TABLE NO. 2304.9.1. UNO

- D. PREDRILLED HOLES, IF REQUIRED TO AVOID SPLITTING OF WOOD, SHALL BE 1/16" LESS THAN SPIKE DIAMETER AND 1/32" LESS THAN NAIL DIAMETER - HOLE DEPTH SHALL BE 1/2" LESS THAN PENETRATION OF SPIKE OR NAIL. PREDRILLED HOLES FOR BOLTS SHALL BE A MINIMUM OF 1/32" TO A MAXIMUM OF 1/16" LARGER THEN THE BOLT DIAMETER. BOLTS SHALL NOT BE FORCIBLY DRIVEN.
- E. NOTATIONS ON DRAWINGS RELATING TO FRAMING CLIPS, JOIST HANGERS, AND OTHER CONNECTING DEVICES REFER TO CATALOG NUMBERS OF STRONG-TIE CONNECTORS MANUFACTURED BY THE SIMPSON COMPANY, EQUIVALENT DEVICES BY OTHER MANUFACTURERS MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER PRIOR TO USE, AFTER SUBMITTING ICBO APPROVAL FOR EQUAL OR HIGHER LOAD CAPACITIES. USE ALL MANUFACTURER SPECIFIED FASTENERS UNLESS SPECIFICALLY NOTED OTHERWISE. FRAMING CLIPS IN CONTACT WITH PRESERVATIVE TREATED WOOD SHALL HAVE G185 (ASTM A653) GALVANIZED FINISH

W3 PRESERVATIVES

P. PILES

P1 SCOPE

PIPE

P2 DESIGN

W4 GLUED LAMINATED MEMBERS

BE CONFIRMED BY AN IMPACT HAMMER.

P3 PILE INSTALLATION

P4 SPECIFICATIONS

P6 PILE LOCATIONS

P7 PILE DIMENSIONS

AVAILABLE TO THE ENGINEER.

P10 PILE SPECIFICATION

BID SET

ENGINEER.

P9 SPLICES

P5 PILE IDENTIFICATION

REPRESENT THE ORDER OF DRIVING.

FOR PILE LOCATIONS SEE PLAN DRAWINGS.

ALL WOOD SHALL BE PRESSURE TREATED WITH AN APPROVED PRESERVATIVE IN ACCORDANCE WITH AWPA STANDARD C28 FOR ABOVE GROUND USE, AND BEAR THAT QUALITY MARK.

GLUE LAMINATED MEMBERS SHALL BE FABRICATED IN CONFORMANCE WITH ASTM AND ANSI/AITC STANDARD A190.1. EACH MEMBER SHALL BEAR AN A.I.T.C. IDENTIFICATION MARK AND SHALL BE ACCOMPANIED BY AN A.I.T.C. CERTIFICATE OF CONFORMANCE.

ALL PILES SHALL BE ASTM A252, GRADE 3, 14"DIAx1/2" THICK STEEL PIPE, IF 14"DIAx1/2" IS JNAVAILABLE, THE CONTRACTOR SHALL SUPPLY ASTM A 252, GRADE 3, 16"DIAx1/2" THICK STEEL

PILES SHALL BE INSTALLED TO ACHIEVE 150 KIP ULTIMATE CAPACITY AND MEET PRACTICAL

IT IS ANTICIPATED THAT SIGNIFICANT ROCK, RIP-RAP AND OTHER DEBRIS WILL HAVE TO BE

THE ENGINEER MAY DIRECT THE CONTRACTOR TO PERFORM CHANGES IN WORK. A

MATERIAL, FABRICATION, HANDLING, INSTALLATION, AND DRIVING RECORDS SHALL BE IN ACCORDANCE WITH THE PILE SPECIFICATIONS.

PILE NUMBERS SHOWN ON THE PLAN DRAWINGS ARE FOR IDENTIFICATION AND DO NOT

P8 PILE BLOW COUNTS ALL PILE BLOW COUNTS SHALL BE RECORDED BY THE SPECIAL INSPECTOR AND BE MADE

WELDS WHICH DEVELOP THE FULL STRENGTH OF THE PILE SECTION

REFUSAL AT THE BEDROCK. PRACTICAL REFUSAL IS DEFINED AS HAVING A MAXIMUM RATE OF PENETRATION OF 1/32" PER SECOND USING A VIBRATORY HAMMER, WITH THE LOAD CRITERIA TO

REMOVED OR RELOCATED AT PILE LOCATIONS BEFORE PILE DRIVING CAN OCCUR. PILES SHALL BE INSTALLED TO THE MAXIMUM DEPTH PRACTICAL USING A VIBRATORY HAMMER BEFORE BEING

PROOF-LOADED WITH AN IMPACT HAMMER TO ENSURE END BEARING CAPACITY, SPECIFICATIONS FOR BOTH THE VIBRATORY HAMMER AND IMPACT HAMMER SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO PILE INSTALLATION. PILES DESIGNATED FOR PULL OUT TESTS SHALL BI

TESTED TO ENSURE A MINIMUM UPLIET CAPACITY OF 10 KIPS. IF A PILE FAILS THE PULL OUT TEST

REPRESENTATIVE OF THE ENGINEER WILL OBSERVE ALL PILE DRIVING. ANY CHANGES TO DRIVING CRITERIA MUST BE REVIEWED AND APPROVED BY THE ENGINEER.

ALL PILE LOCATION DIMENSIONS SHOWN ON PLAN ARE SUBJECT TO FIELD VERIFICATION. WHERE

NTERFERENCE OCCURS PILES SHALL NOT BE RELOCATED/MOVED WITHOUT APPROVAL OF THE

PILE SPLICES SHALL BE MADE WITH PRE QUALIFIED COMPLETE JOINT PENETRATION GROOVE

REFERENCE "SECTION 02458 - STEEL PIPE PILES" AND "STATEMENT OF SPECIAL INSPECTION."

ARK DATE DESCRIPTION A 2012-05-24 35% DESIGN SUBMITTAL

D 2013-06-10 BID SET

B 2012-08-09 65% DESIGN SUBMITTAL

C 2013-05-01 90% DESIGN SUBMITTAL

S. STEEL

S1 CODES AND SPECIFICATIONS

STEEL CONSTRUCTION SHALL CONFORM TO THE SPECIFICATIONS AND STANDARDS AS CONTAINED IN THE 13TH EDITION OF THE AISC MANUAL OF STEEL CONSTRUCTION

S2 MATERIAL

STRUCTURAL BARS, PLATES, ANGLES, AND CHANNELS INDICATED ON THE DRAWINGS SHALL BE STEEL MEETING ASTM A36 SPECIFICATIONS. ROLLED W AND WT SECTIONS SHALL BE STEEL MEETING ASTM A572 GR50 OR ASTM A992. BOLTS SHALL CONFORM TO ASTM 325, UNO. ROUND, RECTANGULAR, AND SQUARE HOLLOW STRUCTURAL STEEL (HSS) SECTIONS SHALL CONFORM TO ASTM A500 GR B. ROUND PIPE SECTIONS SHALL CONFORM TO ASTM A53 GR B, EXCLUDING PILES

S3 WELDING

WELDING SHALL CONFORM TO AWS D1.1 STRUCTURAL WELDING CODE - STEEL. ELECTRODE SHALL BE E70XX GROUP. WELDING SHALL BE CONDUCTED BY WELDERS CERTIFIED BY THE AWS. ALL FIELD WELDS SHALL BE FOLLOWED BY A COLD GALVANIZING PROCESS UPON COMPLETION.

S4 HOT-DIP GALVANIZING

UNLESS OTHERWISE NOTED, ALL STEEL FABRICATIONS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION

S5 WELDING - SEISMIC FORCE RESISTING SYSTEMS

IN ADDITIONAL TO THE GENERAL WELDING REQUIREMENTS, THE FOLLOWING REQUIREMENTS APPLY TO WELDS USED IN MEMBERS AND CONNECTIONS WHICH ARE PART OF A SEISMIC LOAD RESISTING SYSTEM, WELDING SHALL CONFORM TO AWS D1.8 "STRUCTURAL WELDING CODE -SEISMIC SUPPLEMENT, WELDING SHALL BE PERFORMED IN ACCORDANCE WITH AISC 341 APPENDIX W. WELDING SHALL BE PERFORMED IN ACCORDANCE WITH AISC 341 SPECIFICATION AS REQUIRED IN AWS D1.1 AND AWS D1.8 AND SHALL BE APPROVED BY THE ENGINEER. WELDS SHALL BE MADE WITH A FILLER METAL THAT CAN PRODUCE WELDS THAT HAVE A MINIMUM CHARPY V-NOTCH TOUGHNESS OF 20 FT-LB AT 0 °F, AS DETERMINED BY THE APPROPRIATE AWS CLASSIFICATION TEST METHOD OR MANUFACTURER CERTIFICATION. WELDING ELECTRODES AND ELECTRODE-ELUX COMBINATIONS SHALL MEET THE REQUIREMENTS OF H16 (16mL MAXIMUM DIFFUSIBLE HYDROGEN PER 100 GRAMS DEPOSITED WELD METAL) AS TESTED IN ACCORDANCE WITH AWS A4.3.

S6 DEMAND CRITICAL WELDS

WELDS SPECIFIED AS "DEMAND CRITICAL" OR "DC" ON THE DRAWINGS SHALL BE MADE WITH A FILLER METAL CAPABLE OF PROVIDING A MINIMUM CHARPY V-NOTCH TOUGHNESS OF 20 FT-LB AT MINUS 20 °F AS DETERMINED APPROPRIATE BY THE AWS CLASSIFICATION TEST METHOD OR MANUFACTURER CERTIFICATION.

S7 WELD TABS

WELD TABS SHALL NOT BE USED FOR CONTINUITY PLATES. WELD TABS SHALL NOT BE USED IN THE K-AREA OF MEMBERS. WELD TABS USED IN CONNECTIONS THAT ARE PART OF BRACED FRAMES AND MOMENT FRAMES SHALL BE REMOVED. WHEN WELD TABS ARE USED AND ARE TO BE REMOVED THE WELD TAB SHALL BE REMOVED TO WITHIN 1/8" OF THE BASE METAL SURFACE AND THE END OF THE WELD FINISHED.

S8 LOWEST ANTICIPATED SERVICE TEMPERATURE THE LOWEST ANTICIPATED SERVICE TEMPERATURE (LAST) IS -22 °F

A. ALUMINUM

A1 SPECIFICATIONS AND CODES

ALUMINUM CONSTRUCTION SHALL BE IN ACCORDANCE WITH IBC CHAPTER 20, AND THE 2005 EDITION OF THE ALUMINUM DESIGN MANUAL AA ADM-1.

A2 MATERIAI

STRUCTURAL SHAPES, BARS, PLATES, AND SHEETS INDICATED ON THE DRAWINGS SHALL BE ALUMINUM MEETING THE ALUMINUM ASSOCIATION ALLOY 6061-T6, UNLESS OTHERWISE NOTED.

A3 ALUMINUM IN CONTACT WITH CONCRETE

WHERE ALUMINUM IS IN CONTACT WITH CONCRETE OR MASONRY SURFACES, CONTACT SURFACES SHALL BE COATED.

A4 WELDING

MATERIAL AND PROCEDURES FOR WELDING ALUMINUM SHALL BE IN ACCORDANCE WITH AWS D1.2.

SPECIAL INSPECTION

SPECIAL INSPECTIONS SHALL BE CARRIED OUT ACCORDING TO THE PROJECT SPECIFICATIONS

O. STRUCTURAL OBSERVATIONS

STRUCTURAL OBSERVATIONS SHALL CONFORM TO SECTION 1709 OF THE 2006 INTERNATIONAL BUILDING CODE. THE OWNER SHALL EMPLOY A REGISTERED DESIGN PROFESSIONAL (R.D.P.) TO PERFORM STRUCTURAL OBSERVATION. THE R.D.P. SHALL PERFORM VISUAL OBSERVATION OF THE STRUCTURAL SYSTEM FOR GENERAL CONFORMANCE TO THE APPROVED CONSTRUCTION DOCUMENTS AT SIGNIFICANT CONSTRUCTION STAGES AND AT COMPLETION OF THE STRUCTURAL SYSTEM. AT COMPLETION OF THE WORK INCLUDED IN THE PERMIT, THE R.D.P. SHALL SUBMIT TO THE BUILDING OFFICIAL AND THE ENGINEER A WRITTEN STATEMENT THAT THE OBSERVATIONS HAVE BEEN MADE AND IDENTIFY ANY REPORTED DEFICIENCIES THAT HAVE NOT BEEN RESOLVED.

STRUCTURAL OBSERVATION DOES NOT INCLUDE OR WAIVE THE RESPONSIBILITY FOR THE INSPECTION REQUIRED BY SECTION 109 OR 1704 OF THE IBC

STRUCTURAL OBSERVATIONS SHALL BE MADE AS A MINIMUM AT THE FOLLOWING STAGES IN THE CONSTRUCTION:

- DRIVING OF STEEL PIPE PILES
 VERIFICATION OF INSTALLATION OF PILES
- 3. VERIFICATION OF SOIL BEARING CAPACITY AT FOOTINGS
- 4. VERIFICATION OF LATERAL SYSTEMS FOR CONFORMANCE TO CONTRACT DOCUMENTS

BY	CITY/BOROUGH OF JUNEAU	Project No.:	135-12554-12002
		Designed By:	TJT
	DOWNTOWN SEAWALK	Drawn By:	TJT
	MINER S COVE TO FRANKLIN DOCK	Checked By:	HRN
	STRUCTURAL GENERAL NOTES		
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		J-	
		Sheet 8 of 7	78



BY	CITY/BOROLIGH OF JUNEAU	Project No.:	135-12554-12002	
		Designed By:	TJT	
	DOWNTOWN SEAWALK	Drawn By:	TJT	Tech
	WINER 3 COVE TO FRANKLIN DOCK	Checked By:	HRN	ß
	OVERALL SITE PLAN			t: Tet
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		Sheet 9 of 7	79	ľ











BY	CITY/BOROUGH OF JUNEAU	Project No.:	135-12554-12002
		Designed By:	TJT
	DOWNTOWN SEAWALK	Drawn By:	TJT
	WIINER 5 COVE TO FRANKLIN DOCK	Checked By:	HRN
	FOUNDATION PLAN		
		S-1	103
		Sheet 12 of 7	78



	6	7	
DECK ABOVE	CONCRETE SPREAD FOOTING, SEE S-602 TYP Fe	NEW WATER SEWER	
BY	AIT / BABAL		Project No.; 135-12554-12002
	CITY/BOROUGH	OF JUNEAU SEAWALK	Designed By: TJT
	MINER'S COVE TO F	RANKLIN DOCK	Drawn By: TJT Checked By: HRN
	FOUNDATIO	ON PLAN	0 101
			5-104



Designed By: Drawn By: Checked By:	TJT TJT
Drawn By: Checked By:	TJT
Checked By:	LIPAL
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Sheet 14 of 78	05
	S-1(Sheet 14 of 78

BY







Bar Measures 1 inch



6	7	
FLAT SURFACE 2-W14x61 (-3'-5 1/2') PILE CAP, TYP DECKING, PRESSURE ATED DOUGLAS FIR	SEE DVIG S-115	
ELAT SURFACE 2-W14x61 (-3'-5 1/2") PILE CAP, TYP DECKING, PRESSURE TOP OF DI EL 27.00 GUARDRAIL 0 0 0 0 0 0 0 0 0 0 0 0 0	PILE TIP LOCATION	
BY OIT/IDODO		Project No.: 135-12554-12002
		Designed By: TJT
MINER'S COVE	TO FRANKLIN DOCK	Drawn By: TJT Checked By: HRN
DECK FRA	AMING PLAN	
		S-114
		Sheet 18 of 78
		Bar Measures 1 inch

5



	BY	CITY/BOROUGH OF JUNEAU	Project No.: 135-12554-12002 Designed By: TJT		
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		DOWNTOWN SEAWALK	Drawn By:	TJT	Tech
		WINER 3 COVE TO FRANKLIN DOCK	Checked By:	HRN	<u>n</u>
		DECK FRAMING PLAN			it: Tel
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			Sheet 19 of 78		J
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S4x4x3/8		HSS4 x4x3/8		
15'-0"	7'-6			
BY	CITY/B	OROUGH OF JUNEAU	U Project No	.: 135-12554-12002 By: T.IT
	DOV MINER'S (WNTOWN SEAWALK	Drawn By:	TJT
			Checked E	iy: HRN
	CANOP		LAIN Sheet 20	-121
			Ba	Ir Measures 1 inch

MATCHLINE SEE S-122

HSS4 x4x3/8

HSS4 x4x3/8

HSS4 x4x3/8

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BY	CITY/BOROUGH OF JUNEAU	Project No.:	135-12554-12002	
		Designed By:	TJT	
	DOWNTOWN SEAWALK	Drawn By:	TJT	Tech
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	SECTIONS			₽ H
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		Sheet 23 of 7	78	ľ
		Bar M	easures 1 inch	



BY	CITY/BOROUGH OF JUNEAU	Project No.:	135-12554-12002
		Designed By:	TJT
	DOWNTOWN SEAWALK	Drawn By:	TJT
	WINER 5 COVE TO FRANKLIN DOCK	Checked By:	HRN
	SECTIONS		
		S-:	303
		Sheet 24 of 7	8
		Bar M	easures 1 inch



/2013 5:0922 PM - S:ACTIVE\3590008 - JUNEAU SEAWALK/SEAWALK MINER'S COVE TO ROCK DUMPICADISHEETFILESIS-501-510-DETAILS.DWG - TIPT















BENC	H SCHEDULE
BENCH NUMBER	BOTTOM OF STEEL ELEVATION
#1	29.60
#2	29.12
#3	28.64
#4	28.16
#5	27.68
#6	27.20

26.72



NOTE BENCH SUPPORT BELOW WF CENTERLINE

6	DETAIL
$\overline{}$	SCALE:1 1/2"=1'-0"

W/1	6x26

	BENCH SUPPORT SCHEDULE							
BENCH NUMBER	SUPPORTING BEAM	A (FT)	(FT)	(FT)				
#1	(E) W16x26	1'-6 1/4"	1-7 3/8"	0'-5 5/8"				
#2	(E) W16x26	1'-6 1/4"	1'-1 5/8"	0'-5 5/8"				
#3	(E) W16x26	1'-6 1/4"	0'-7 7/8"	0'-5 5/8"				
#4	(E) W16x26	1'-6 1/4"	0'-1/8"	0'-5 5/8"				
#5	W14x26	1'-6 1/4"	VARIES	1'-2 3/4"				
#6	W14x26	1'-6 1/4"	VARIES	1'-2 3/4"				
#7	W14x26	1'-6 1/4"	VARIES	1'-2 3/4"				

BY	CITY/BOROUGH OF JUNEAU	Project No.:	135-12554-12002
		Designed By:	JDM
	DOWNTOWN SEAWALK	Drawn By:	JDM
	WIINER 5 COVE TO FRANKLIN DOCK	Checked By:	TJT
	DETAILS		
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		Sheet 29 of	78





	TENSION DEVELOPMENT AND SPLICE LENGTHS							
BVD	Ld		CLASS B TENSION LAP		STD 90° HOOK			
SIZE	TOP BARS (NOTE 2)	OTHER BARS	TOP BARS (NOTE 2)	OTHER BARS	Ldh	HOOK LENGTH	BEND DIA	
#3	19	15	24	19	8	5	3	
#4	25	19	32	25	10	6	3	
#5	31	24	40	31	12	8	4	
#6	37	29	48	37	15	9	5	
#7	54	42	70	54	17	11	6	
#8	62	48	80	62	19	12	6	
#9	70	54	91	70	22	14	10	
#10	79	61	102	79	25	16	11	
#11	87	67	113	87	27	17	12	

NOTES

1. FOR GRADE 60 UNCOATED BARS AND NORMAL WEIGHT CONCRETE, f 'c = 4000 PSI.

2. "TOP BARS" ARE HORIZONTAL REINFORCING BARS WHERE 12" OF FRESH CONCRETE IS CAST BELOW THE DEVELOPMENT LENGTH OR SPLICE.

REINFORCING DEVELOPMENT AND LAP SPLICE LENGTHS









3

Project No.: 135-12554-1200 ΒY **CITY/BOROUGH OF JUNEAU** Designed By: тJ DOWNTOWN SEAWALK MINER'S COVE TO FRANKLIN DOCK Drawn By: TJT Checked By: HRN DETAILS S-506 Sheet 30 of 78



PILE	EST'D TIP EL. (ft)	EST'D CUT- OFF EL. (ft)	EST'D LENGTH (ft)	BATTER	UPLIFT TEST?
1A	-80	24.40	95	1:4	N
1B	-45	24.40	60	1:6	N
2A	-90	24.40	105	1:4	N
2B	-55	24.40	70	1:6	N
ЗA	-75	24.40	90	1:6	N
3B	-70	24.40	85	1:6	N
4A	-90	24.40	105	1:4	N
4B	-75	24.40	90	1:6	N
5A	-90	24.40	105	1:6	N
5B	-90	24.40	105	1:6	N
6A	-90	24.40	105	1:4	N
6B	-80	24.40	95	1:6	N
7A	-90	22.45	103	1:4	N
7B	-85	22.45	98	1:6	N
8A	-90	20.60	101	1:4	N
8B	-80	20.60	91	1:6	N
9A	-90	20.60	101	1:4	N
9B	-70	20.60	81	1:4	N
10A	-90	20.82	101	1:4	N
11A	-90	20.87	101	1:4	N
12A	-90	20.99	101	1:4	YES
14A	-85	21.22	97	1:6	YES
16A	-90	21.21	102	1:4	N
18A	-75	20.92	86	1:6	YES
20A	-90	20.75	101	1:4	YES
22A	-90	20.64	101	1:4	N
24A	-85	20.80	96	1:4	YES
25A	-85	20.95	96	1:4	N
26A	-75	21.10	87	1:4	N
27A	-50	22.30	63	1:4	N
28A	-55	22.30	68	1:4	N
29A	-50	22.30	63	1:4	N
30A	-50	21.34	62	1:6	N
31A	-60	21.75	72	1:4	N

NOTES

1. PILE IDENTIFICATION IS BASED ON GRIDLINE INTERSECTIONS. SEE FOUNDATION PLAN DRAWINGS.

2. ESTIMATED LENGTH IS ROUNDED UP TO THE NEAREST FOOT.



NOTES

1. FOR GENERAL NOTES SEE DRAWING S-001.

- 2. SEE GENERAL NOTES AND PILE SPECS FOR PILE DRIVING CRITERIA, INCLUDING LOADING CRITERIA.
- 3. THE PILE LENGTHS SHOWN ARE AN ESTIMATE BASED ON THE THEORETICAL BEDROCK LOCATION.
- 4. AFTER PILE REACHES DRIVING CRITERIA, EXCESS PILE HEAD SHALL BE CUT AT THE APPROPRIATE ELEVATION.
- 5. PILES SHALL BE DRIVEN OPEN-ENDED WITH INTERNAL TIP REINFORCEMENT.
- 6. PILES SHALL BE DRIVEN TO PRACTICAL REFUSAL AS DEFINED IN THE GENERAL NOTES AND THE PROJECT SPECIFICATIONS.
- PILES SHALL BE HSS14x0.500. IF CONTRACTOR IS UNABLE TO SUPPLY HSS14x0.500 PILES, HSS16x0.500 PILES ARE ACCEPTABLE.
- 8. SEE GENERAL NOTES AND PILE SPECS FOR PILE TESTING REQUIREMENTS.

BY	CITY/BOROLIGH OF JUNEAU	Project No.:	135-12554-12002	
			TJT	
	DOWNTOWN SEAWALK MINER'S COVE TO FRANKLIN DOCK		тл	Tech
			HRN	ta
	PILE SCHEDULE			t: Te
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		Sheet 31 of 7	78	ŏ
		Bar M	easures 1 inch	



	FOOTING SCHEDULE								
FOOTING ID	DIMENSIONS BxDxT	BOT LONG REINF	BOT TRANS CENTER REINF	BOT TRANS EDGE REINF	TOP LONG REINF	TOP TRANS CENTER REINF	TOP TRANS EDGE REINF	FOOTING DETAIL	B/FOOTING ELEVATION
F1	8'-0x4'-0x12"	4-#6	5-#6	2-#6	4-#6	5-#6	2-#6	1	15'-0"
F2	9'-0x4'-0x12"	6-#6	5-#6	2-#6	6-#6	5-#6	2-#6	1	17'-0"
F3	10'-6x4'-0x15"	6-#6	7-#6	3-#6	6-#6	7-#6	3-#6	1	15'-0"
F4	12'-6x4'-0x15"	9-#6	7-#6	4-#6	9-#6	7-#6	4-#6	1	15'-0"
F5 (SEE NOTE 3)	19'-0x5'-6x12"	5-#6	16-#6	-	5-#6	16-#6	-	2	14'-0"
F6	5'-6x5'-6x12"	5-#6	5-#6	-	5-#6	5-#6	-	3	15'-0"









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NOTES

- 1. PRIOR TO PLACING FOOTING CONCRETE, EXCAVATIONS SHALL BE EVALUATED BY OWNERS QUALIFIED ENGINEER TO DETERMINE SUBGRADE MATERIAL TYPE AND MINIMUM 3000 PSF BEARING CAPACITY.
- 2. IF THE OWNERS QUALIFIED ENGINEER DETERMINES THAT SUBGRADE IS NOT 3000 PSF BEARING CAPACITY, THE EXCAVATION SHALL INCREASE IN DEPTH TO COMPETENT MATERIAL AND BACKFILLED WITH CONTROLLED DENSITY FILL TO BOTTOM OF FOOTING ELEVATION, OTHERWISE FOOTING DESIGN SHALL BE ADJUSTED BY ENGINEER OF RECORD.
- 3. FOOTING F5 IS A COMBINED FOOTING WITH TWO CONCRETE COLUMNS. GIVEN DIMENSIONS ARE THE TOTAL FOOTING SIZE. SEE FOUNDATION PLAN FOR COLUMN LOCATION.
- BOTTOM OF FOOTING ELEVATIONS ARE AN 4. ESTIMATE BASED ON THE EXISTING CONTOURS. AS-BUILT BOTTOM OF FOOTING ELEVATIONS MAY DIFFER BASED ON ACTUAL CONDITIONS.

COLUMN, CENTER

TRANSV CENTER REINF

BY	CITY/BOROUGH OF JUNEAU	Project No.:	135-12554-12002	
		Designed By:		
	DOWNTOWN SEAWALK	Drawn By:	TJT	Tech
	MINER 5 COVE TO FRANKLIN DOCK	Checked By:	HRN	ta.
	FOOTING SCHEDULE			it: Te
 		S-(602	Copyrigh
		Sheet 32 of 7	78	
		Bar M	easures 1 inch	



		Sheet 33 of 7	78
			100
		Δ_	100
	OVERALL SITE PLAN		
	MINER'S COVE TO FRANKLIN DOCK	Checked By:	DB
	DOWNTOWN SEAWALK	Drawn By:	BAS
		Designed By:	MMB
BY	CITY/BOROUGH OF JUNEAU	Project No.:	135-12554-12002



NOTES	LINE
REASONABLE CARE REMOVE AND PROTECT RAILS INDICATED FOR ON. REMOVED RAILS (GUARDRAIL ON EXISTING DECK, GALVANIZED ING SIDEWALK AND ANY RAILING UNDER THE CANOPY) ARE TO BE O PROPERTY OWNER.	MATCHI A-102
I REASONABLE CARE REMOVE, PROTECT, AND STORE ITEMS D FOR RELOCATION.	
E) DECKING, STRUCTURE, INS WEST OF LINE, TYP	
	Project No.: 135-12554-12002
DOWNTOWN SEAWALK MINER'S COVE TO FRANKLIN DOCK	Designed By: MMB Drawn By: BAS Checked By: DB
DEMOLITION SITE PLAN	
	Sheet 34 of 78

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