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VILLAGE OF KONGIGANAK
PHASE IIA
PUBLIC SERVICE IMPROVEMENTS

OCTOBER 2000
RECORD DRAWING

In Cooperation with the State of Alaska
Department of Environmental Conservation
Village Safe Water Program



RECORD DRAWING
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RECORD DRAWING CERTIFICATE

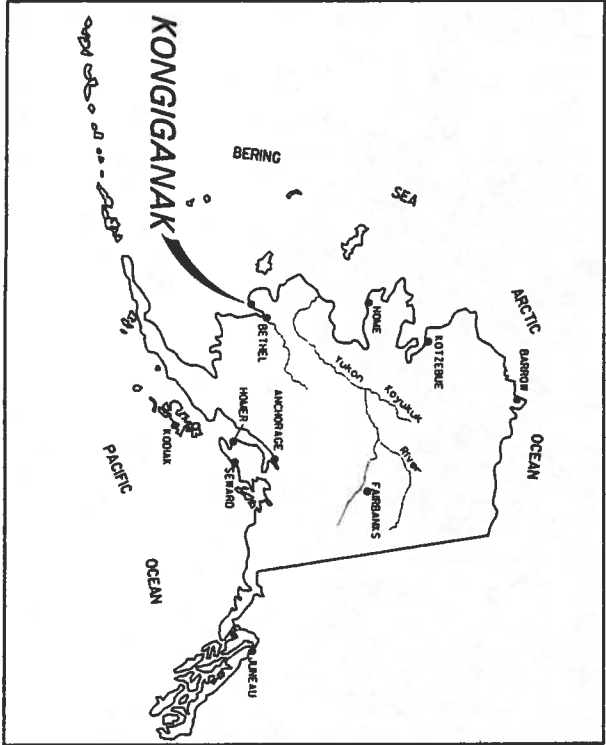
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NAME DATE

**MONTGOMERY
WATSON**

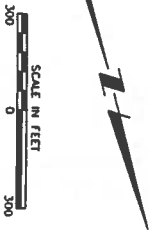
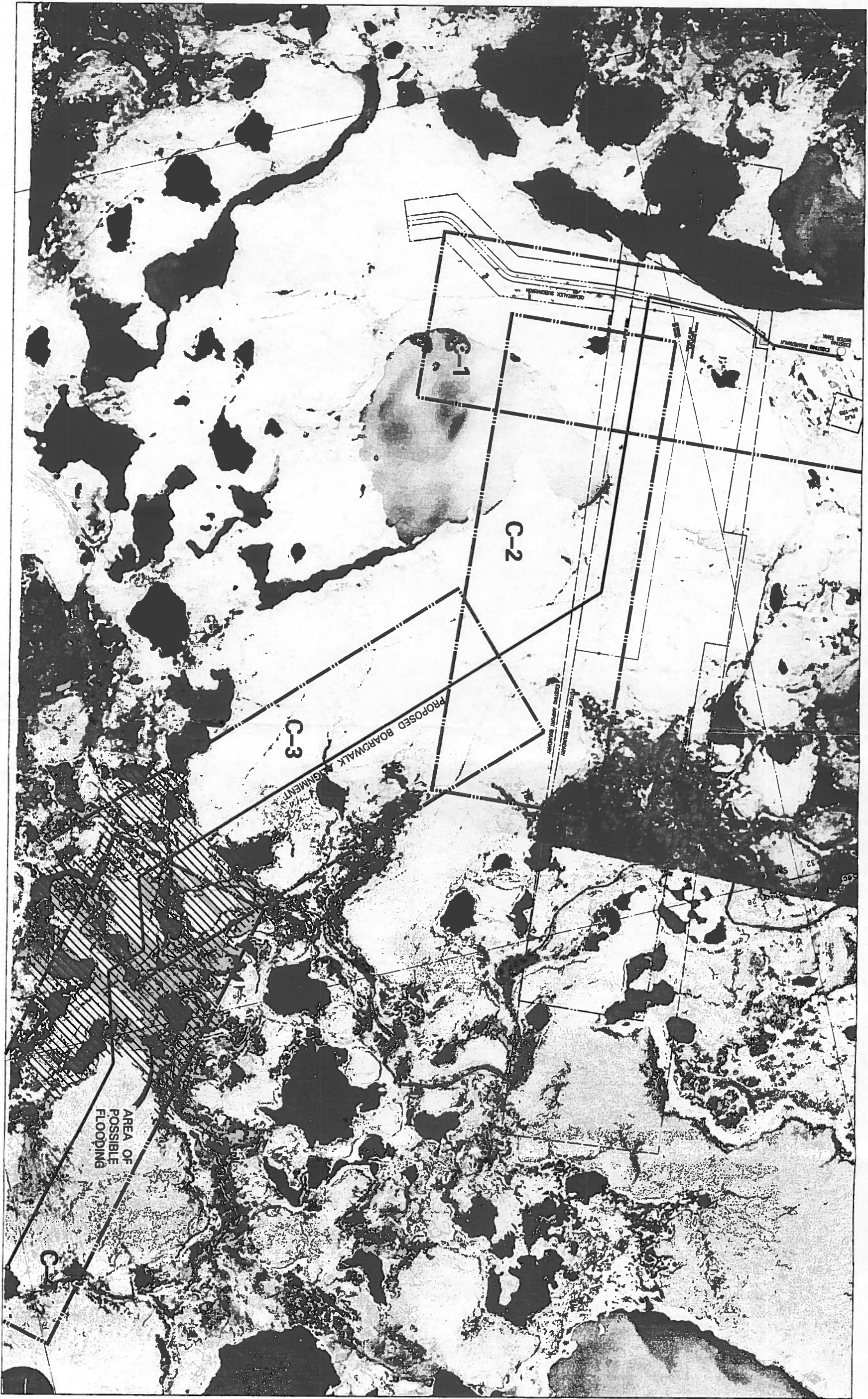
4100 SPENARD ROAD
ANCHORAGE, ALASKA 99517
PHONE: (907) 248-8883 FAX: (907) 248-8884



Location Map

Consultant

Project Number (Consultant) _____ (V/SW) _____
VSW Project Engineer _____
Construction Foreman _____
Final Design (Date) _____
ADEC Approval (Date) _____
Construction Period (From) _____ (To) _____
As-Built (Date) _____



RECORD DRAWING

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Project No. 189092.030101 Date 3-1-99 Designed CA Drawn LF Approved JS	<table border="1"><tr><th>REVISION</th><th>BY</th><th>DATE</th></tr><tr><td>ISSUED FOR PROCUREMENT</td><td>JS</td><td>3-1-99</td></tr><tr><td>RECORD DRAWING</td><td>CRA</td><td>10-00</td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>	REVISION	BY	DATE	ISSUED FOR PROCUREMENT	JS	3-1-99	RECORD DRAWING	CRA	10-00										VILLAGE OF KONGIGANAK PHASE IIA PUBLIC SERVICE IMPROVEMENTS BOARDWALK ALIGNMENT KEY MAP	MONTGOMERY WATSON Anchorage, Alaska		VILLAGE SAFE WATER	RECORD DRAWING CERTIFICATE THESE DRAWINGS REFLECT RECORDED INFORMATION OBTAINED DURING CONSTRUCTION. INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE. NAME _____ DATE _____
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RECORD DRAWING	CRA	10-00																						

ANCHOR STATIONING AND BOARDWALK SUPPORT ELEVATION

1. SUPPORT ELEVATION IS THE TOP OF GLUE-LAM (ELEVATED SECTIONS) OR TOP OF SLEEPER (ON GRADE SECTIONS)

2. BASED ON SUPPORT OF ELEVATED SECTIONS MINIMUM 2' ABOVE GRADE AND 0.5' ABOVE FLOOD

STATION	DESCRIPTION	GROUND ELEVATION	SUPPORT ELEVATION	HEIGHT
---------	-------------	------------------	-------------------	--------

STA 14 + 60	BEGIN ELEVATED SECTION	87.75	89.75	2.00
14 + 80	END ELEVATED SECTION	85.25	87.1	1.85
15 + 20		83.8	85.6	1.8

STA 21 + 10	BEGIN ELEVATED SECTION	87.3	89.3	2.0
21 + 30		83.9	86.6	2.7
21 + 50		80.5	83.2	2.7
21 + 70		77.1	80.4	2.7
22 + 10		75	83.5	8.5
22 + 30		78.5	83.5	5.0
22 + 50		81.5	83.5	2.0

STA 23 + 60	BEGIN PARTIAL ELEVATED SECTION	83.2	85.2	2.0
23 + 80		83.2	85.4	2.2
24 + 00		82.2	85.2	3.0
24 + 20		82.2	85.2	3.0
24 + 40		82.2	85.2	3.0
24 + 60		82.2	85.2	3.0
24 + 80		82.2	85.2	3.0
25 + 00		82.2	85.2	3.0
25 + 20		82.2	85.2	3.0
25 + 40		82.2	85.2	3.0
25 + 60		82.2	85.2	3.0
25 + 80		82.2	85.2	3.0
26 + 00		82.2	85.2	3.0
26 + 20		82.2	85.2	3.0
26 + 40		82.2	85.2	3.0
26 + 60		82.2	85.2	3.0
26 + 80		82.2	85.2	3.0
27 + 00		82.2	85.2	3.0
27 + 20		82.2	85.2	3.0
27 + 40		82.2	85.2	3.0
27 + 60		82.2	85.2	3.0
27 + 80		82.2	85.2	3.0
28 + 00		82.2	85.2	3.0
28 + 20		82.2	85.2	3.0
28 + 40		82.2	85.2	3.0
28 + 60		82.2	85.2	3.0
28 + 80		82.2	85.2	3.0
29 + 00		82.2	85.2	3.0
29 + 20		82.2	85.2	3.0
29 + 40		82.2	85.2	3.0
29 + 60		82.2	85.2	3.0
29 + 80		82.2	85.2	3.0
30 + 00		82.2	85.2	3.0

STA 59 + 10	BEGIN ELEVATED SECTION	76.9	78.9	2.0
59 + 30		76.9	78.9	2.0
59 + 50		76.9	78.9	2.0
59 + 70		76.9	78.9	2.0
60 + 00		76.9	78.9	2.0
60 + 20		76.9	78.9	2.0
60 + 40		76.9	78.9	2.0
60 + 60		76.9	78.9	2.0
60 + 80		76.9	78.9	2.0
61 + 00		76.9	78.9	2.0
61 + 20		76.9	78.9	2.0
61 + 40		76.9	78.9	2.0
61 + 60		76.9	78.9	2.0
61 + 80		76.9	78.9	2.0
62 + 00		76.9	78.9	2.0
62 + 20		76.9	78.9	2.0
62 + 40		76.9	78.9	2.0
62 + 60		76.9	78.9	2.0
62 + 80		76.9	78.9	2.0
63 + 00		76.9	78.9	2.0
63 + 20		76.9	78.9	2.0
63 + 40		76.9	78.9	2.0
63 + 60		76.9	78.9	2.0
63 + 80		76.9	78.9	2.0
64 + 00		76.9	78.9	2.0
64 + 20		76.9	78.9	2.0
64 + 40		76.9	78.9	2.0
64 + 60		76.9	78.9	2.0
64 + 80		76.9	78.9	2.0

STA 67 + 60	BEGIN ELEVATED SECTION	76.9	78.9	2.0
67 + 80		76.9	78.9	2.0
68 + 00		76.9	78.9	2.0
68 + 20		76.9	78.9	2.0
68 + 40		76.9	78.9	2.0
68 + 60		76.9	78.9	2.0
68 + 80		76.9	78.9	2.0
69 + 00		76.9	78.9	2.0
69 + 20		76.9	78.9	2.0
69 + 40		76.9	78.9	2.0
69 + 60		76.9	78.9	2.0
69 + 80		76.9	78.9	2.0

STA 70 + 80	BEGIN ELEVATED SECTION	76.5	78.5	2.0
70 + 00		76.5	78.5	2.0
71 + 20		76.5	78.5	2.0
71 + 40		76.5	78.5	2.0
71 + 60		76.5	78.5	2.0
72 + 00		76.5	78.5	2.0
72 + 20		76.5	78.5	2.0
72 + 40		76.5	78.5	2.0
72 + 60		76.5	78.5	2.0
72 + 80		76.5	78.5	2.0

STA 73 + 00	BEGIN ELEVATED SECTION	76.5	78.5	2.0
73 + 20		76.5	78.5	2.0
73 + 40		76.5	78.5	2.0
73 + 60		76.5	78.5	2.0
73 + 80		76.5	78.5	2.0

STATION	DESCRIPTION	GROUND ELEVATION	SUPPORT ELEVATION	HEIGHT
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STA 74 + 20	BEGIN ELEVATED SECTION	76.8	78.8	2.0
74 + 40		76.8	78.8	2.0
74 + 60		76.8	78.8	2.0
74 + 80		76.8	78.8	2.0
75 + 00		76.8	78.8	2.0
75 + 20		76.8	78.8	2.0
75 + 40		76.8	78.8	2.0
75 + 60		76.8	78.8	2.0
75 + 80		76.8	78.8	2.0
76 + 00		76.8	78.8	2.0
76 + 20		76.8	78.8	2.0
76 + 40		76.8	78.8	2.0
76 + 60		76.8	78.8	2.0
76 + 80		76.8	78.8	2.0
77 + 00		76.8	78.8	2.0
77 + 20		76.8	78.8	2.0
77 + 40		76.8	78.8	2.0
77 + 60		76.8	78.8	2.0
77 + 80		76.8	78.8	2.0
78 + 00		76.8	78.8	2.0

SEE PLAN & PROFILES FOR STATIONING

KONGIGANAK BOARDWALK GENERAL NOTES

SUMMARY OF WORK:

THIS PROJECT CONSISTS OF THE CONSTRUCTION OF A BOARDWALK FROM THE EXISTING BOARDWALK SITUATED TO THE COMMUNITY WATER SOURCE AT CONTRACTOR'S LAKE.

GENERAL NOTES:

- THE BASIS OF BEARING IS THE KONGIGANAK AIRPORT RUNWAY CENTERLINE. THE BASIS OF VERTICAL CONTROL IS THE TEMPORARY BENCH MARK, PV NAIL ON THE NORTH SIDE OF THE WATER TANK FOUNDATION, ELEVATION 100.00.
- ALL CONSTRUCTION SHALL BE DONE IN A WORKMANLIKE MANNER.
- THE BOARDWALK SHALL BE BUILT WITHIN THE RIGHT OF WAY. - PRE-CONSTRUCTION SURVEY REQUIRED.
- THESE PLANS DESCRIBE A BOARDWALK BASED ON A LEVEL LOOP SURVEY PERFORMED IN 1998. THE UNDEVELOPED GROUND ALONG THE ALIGNMENT OF THE BOARDWALK WILL BE CONSIDERED AS FOLLOWS: THE BOARDWALK SURFACE SHALL BE LEVEL FROM SIDE TO SIDE. THE TRANSITION PORTIONS OF THE BOARDWALK SHALL BE NO MORE THAN 10% GRADE. THE MINIMUM ELEVATION OF THE TOP OF THE GLUE-LAM BEAMS SHALL BE 77 FEET.
- GENERAL RESTORATION: THE AREAS IMPACTED BY CONSTRUCTION SHALL BE RETURNED TO PRE-CONSTRUCTION CONDITION OR BETTER. DISTURBED AREAS SHALL BE GROUNDED AND SEEDED. CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE AREA AND DISPOSED OF AS DIRECTED BY THE KONGIGANAK TRADITIONAL COUNCIL.

WOOD

- ALL LUMBER FOR THE BOARDWALK SHALL BE HEM-FIR NUMBER 2 OR BETTER.
- ALL LUMBER AND GLUE-LAMS SHALL BE PRESERVE-TREATED IN ACCORDANCE WITH THE AMERICAN WOOD PRESERVERS ASSOCIATION MANUAL OF RECOMMENDED PRACTICE. STANDARD PRESERVATIVE TREATMENT BY PRESSURE PROCESS. ALL WOOD PRODUCTS SHALL HAVE A MINIMUM RETENTION OF 25 POUNDS PER CUBIC FOOT. AMERICAN WOOD PRESERVERS BUREAU STANDARD SPECIFICATIONS CRESTOTE SHALL NOT BE USED. EACH PIECE OF TREATED LUMBER SHALL BEAR THE APPROVAL MARK OF AN APPROVED TESTING AGENCY.
- WOOD IN CONTACT WITH THE GROUND WILL HAVE A PRESERVATIVE RETENTION OF 40 POUNDS PER CUBIC FOOT. ALL OTHER WOOD WILL HAVE RETENTION OF 25 POUNDS PER CUBIC FOOT.
- WHEREVER NECESSARY TO CUT, NOTCH, OR DRILL TREATED LUMBER, NEWLY CUT OR BORED SURFACES SHALL BE TREATED WITH 2 HEAVY COATS OF THE SAME PRESERVATIVE USED IN THE ORIGINAL TREATMENT.

ABBREVIATIONS

R.O.W.	RIGHT OF WAY
P.O.B.	POINT OF BEGINNING
STA	STATION
O.C.	ON CENTER
GLB	GLUE-LAM BEAM

RECORD DRAWING

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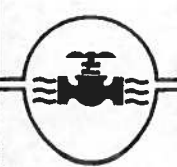
10/24/00

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NAME DATE

VILLAGE SAFE WATER

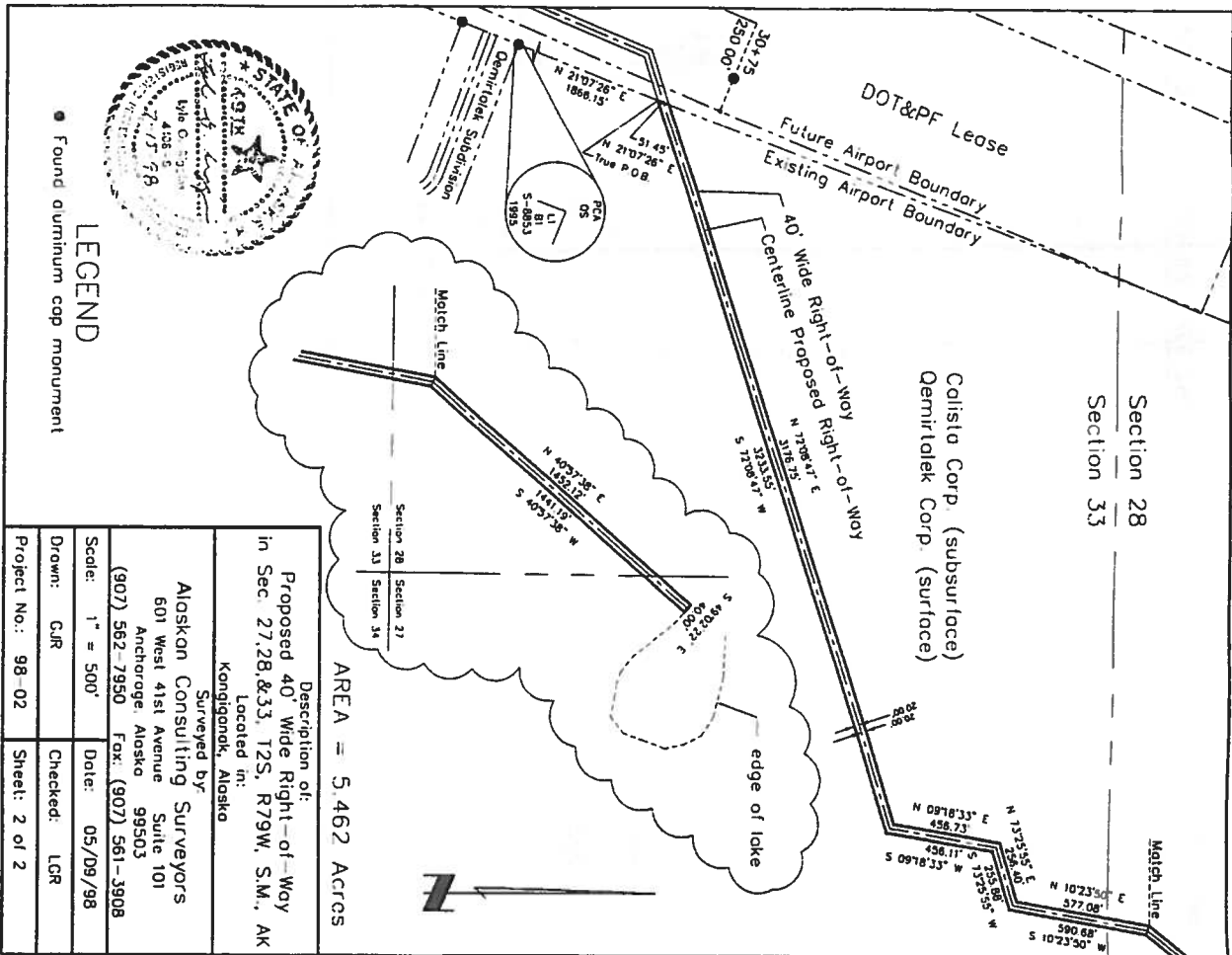
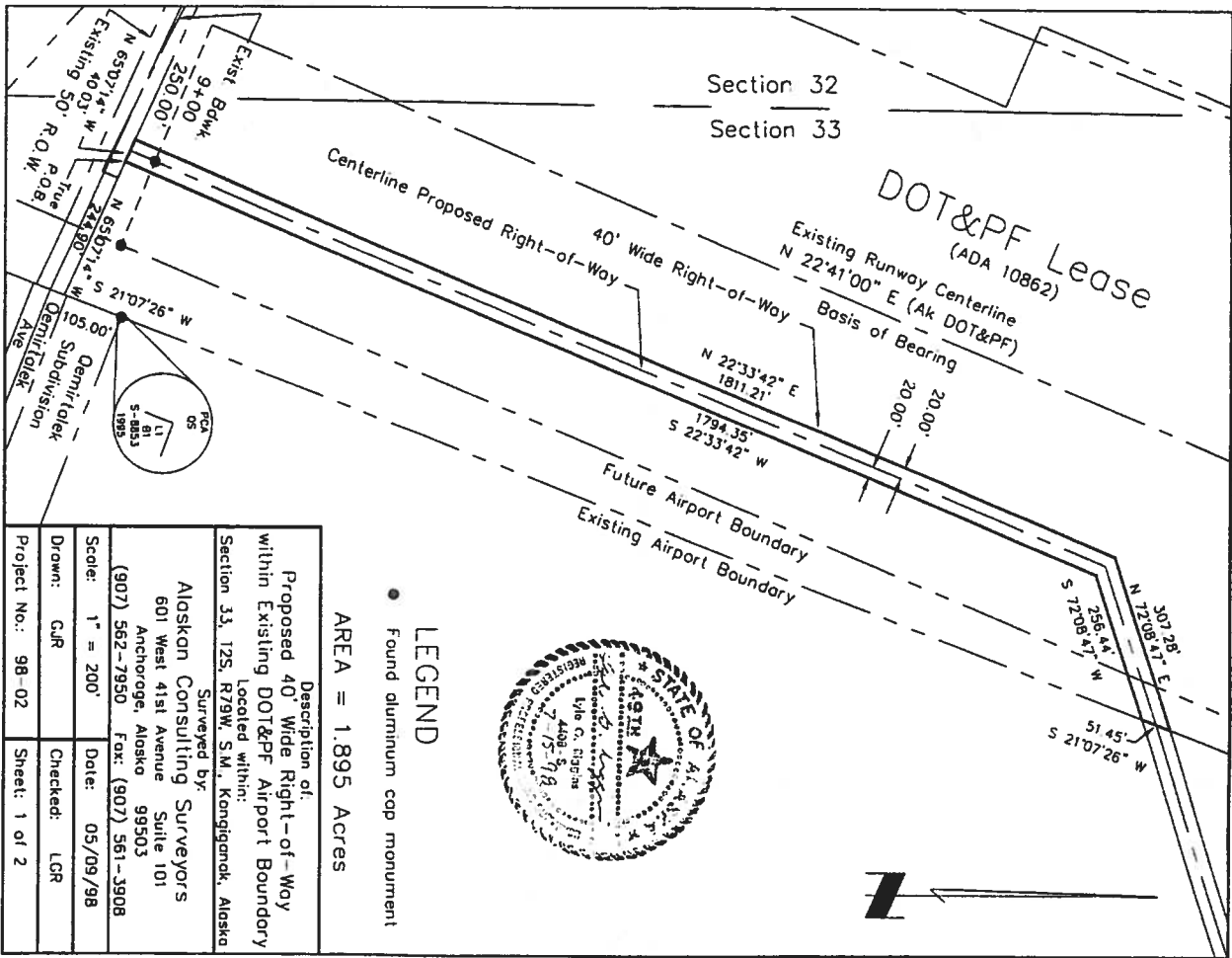


MONTGOMERY WATSON
Anchorage, Alaska

VILLAGE OF KONGIGANAK
PHASE IIA
PUBLIC SERVICE IMPROVEMENTS
GENERAL NOTES AND
ANCHOR STATIONING

REVISION	BY	DATE
ISSUED FOR PROCUREMENT	JS	3-1-99
RECORD DRAWING	CRA	10-00

Project No.	H89092.030101
Date	3-1-99
Designed	CA
Drawn	LF
Approved	JS



LEGAL DESCRIPTION

A RIGHT-OF-WAY FOR CONSTRUCTION AND MAINTENANCE OF A BOARDWALK AND WATERLINE, A PARCEL OF LAND LOCATED IN KONGIGANAK, ALASKA, WITHIN SECTIONS 33, 27, 28 AND 33, T.2 S., R.79 W., SEWARD MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1, BLOCK 1, DEMETRIALEK SUBDIVISION, ACCORDING TO PLAT NO. 95-2, RECORDED IN THE BETHEL RECORDING DISTRICT;

THENCE, ALONG THE WESTERLY LINE OF BLOCK 1, S 21° 07' 26" W, A DISTANCE OF 105.00 FEET TO THE NORTH LINE OF AN EXISTING RIGHT-OF-WAY;

THENCE, ALONG THE NORTH LINE OF THE EXISTING RIGHT-OF-WAY, N 65° 07' 14" W A DISTANCE OF 244.90 FEET TO THE TRUE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, CONTINUING ALONG THE NORTH LINE OF THE EXISTING RIGHT-OF-WAY, N 65° 07' 14" W, A DISTANCE OF 40.03 FEET;

THENCE, N 22° 33' 42" E, A DISTANCE OF 1,811.21 FEET;

THENCE, N 22° 33' 42" E, A DISTANCE OF 307.28 FEET TO THE EXISTING AIRPORT LEASE BOUNDARY;

THENCE, ALONG THE EXISTING AIRPORT LEASE BOUNDARY S 21° 07' 26" W, A DISTANCE OF 51.45 FEET;

THENCE, S 72° 08' 47" W, A DISTANCE OF 256.44 FEET;

THENCE, S 22° 33' 42" W, A DISTANCE OF 1,794.35 FEET TO THE TRUE POINT OF BEGINNING FOR THIS DESCRIPTION;

CONTAINS 1.895 ACRES, MORE OR LESS.

LEGAL DESCRIPTION

A RIGHT-OF-WAY FOR CONSTRUCTION AND MAINTENANCE OF A BOARDWALK AND WATERLINE, A PARCEL OF LAND LOCATED IN KONGIGANAK, ALASKA, WITHIN SECTIONS 27, 28 AND 33, T.2 S., R.79 W., SEWARD MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1, BLOCK 1, DEMETRIALEK SUBDIVISION, ACCORDING TO PLAT NO. 95-2, RECORDED IN THE BETHEL RECORDING DISTRICT;

THENCE, ALONG THE EASTERLY LINE OF STATE OF ALASKA AIRPORT LEASE (ADA 10862), N 21° 07' 26" E, A DISTANCE OF 51.45 FEET TO THE TRUE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, CONTINUING ALONG THE EASTERLY LINE OF STATE OF ALASKA AIRPORT LEASE (ADA 10862), N 21° 07' 26" E, A DISTANCE OF 51.45 FEET;

THENCE, N 72° 08' 47" E, A DISTANCE OF 3,176.75 FEET;

THENCE, N 09° 18' 33" E, A DISTANCE OF 456.73 FEET;

THENCE, N 73° 25' 55" E, A DISTANCE OF 256.40 FEET;

THENCE, N 10° 23' 50" E, A DISTANCE OF 571.08 FEET;

THENCE, N 40° 57' 38" E, A DISTANCE OF 1452.12 FEET;

THENCE, S 49° 02' 22" E, A DISTANCE OF 40.00 FEET;

THENCE, S 40° 57' 38" W, A DISTANCE OF 1,441.19 FEET;

THENCE, S 10° 23' 50" W, A DISTANCE OF 590.68 FEET;

THENCE, S 73° 25' 55" W, A DISTANCE OF 255.88 FEET;

THENCE, S 09° 18' 33" W, A DISTANCE OF 456.11 FEET;

THENCE, S 72° 08' 47" W, A DISTANCE OF 3,233.55 FEET TO THE TRUE POINT OF BEGINNING FOR THIS DESCRIPTION;

CONTAINS 5.462 ACRES, MORE OR LESS.



RECORD DRAWING

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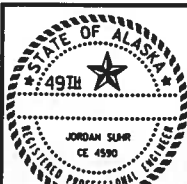
SHEET OF

G-3

Project No. 189092.030101
Date 3-1-99
Designed CA
Drawn LF
Approved JS

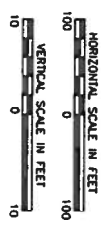
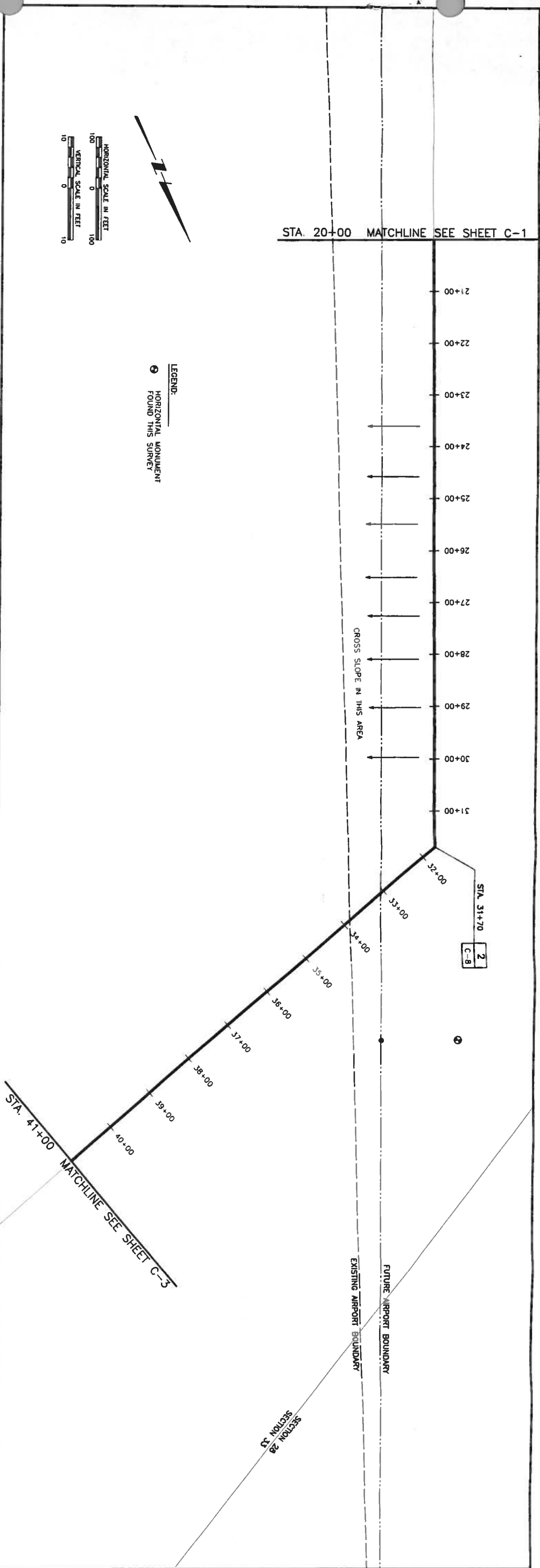
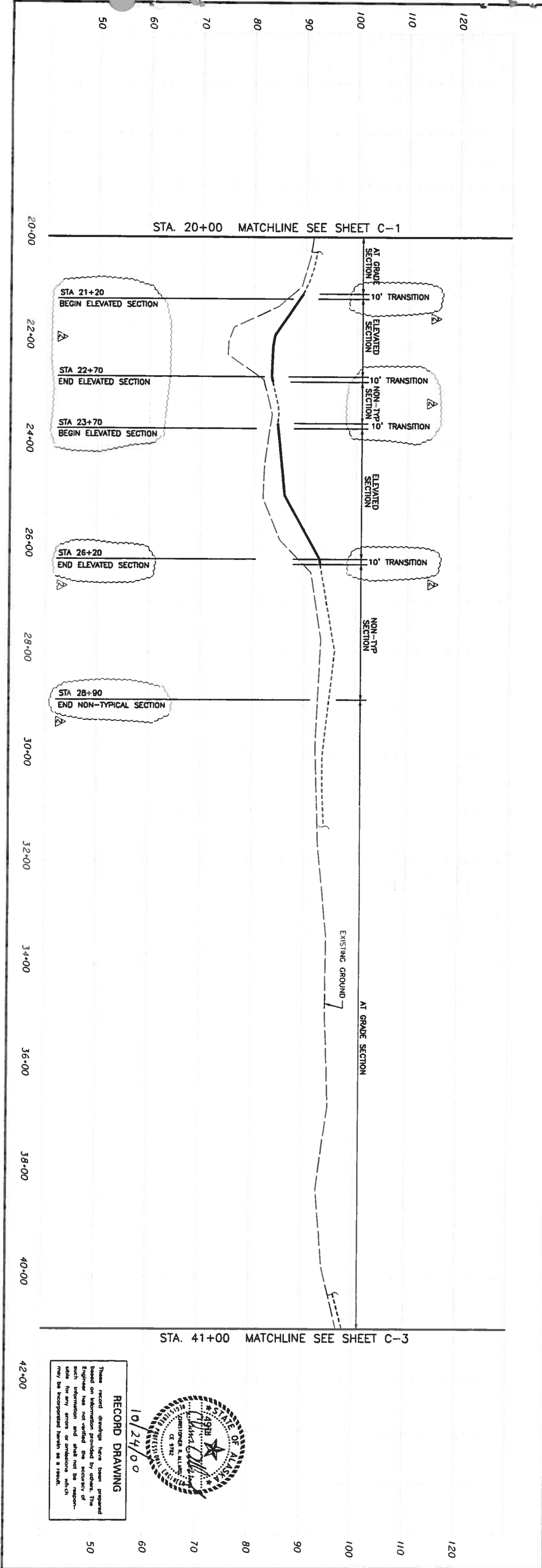
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RECORD DRAWING	CRA	10-00

VILLAGE OF KONGIGANAK
PHASE IIA
PUBLIC SERVICE IMPROVEMENTS
LEGAL DESCRIPTION OF ROW

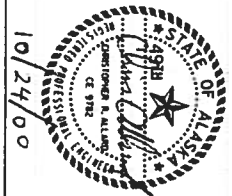


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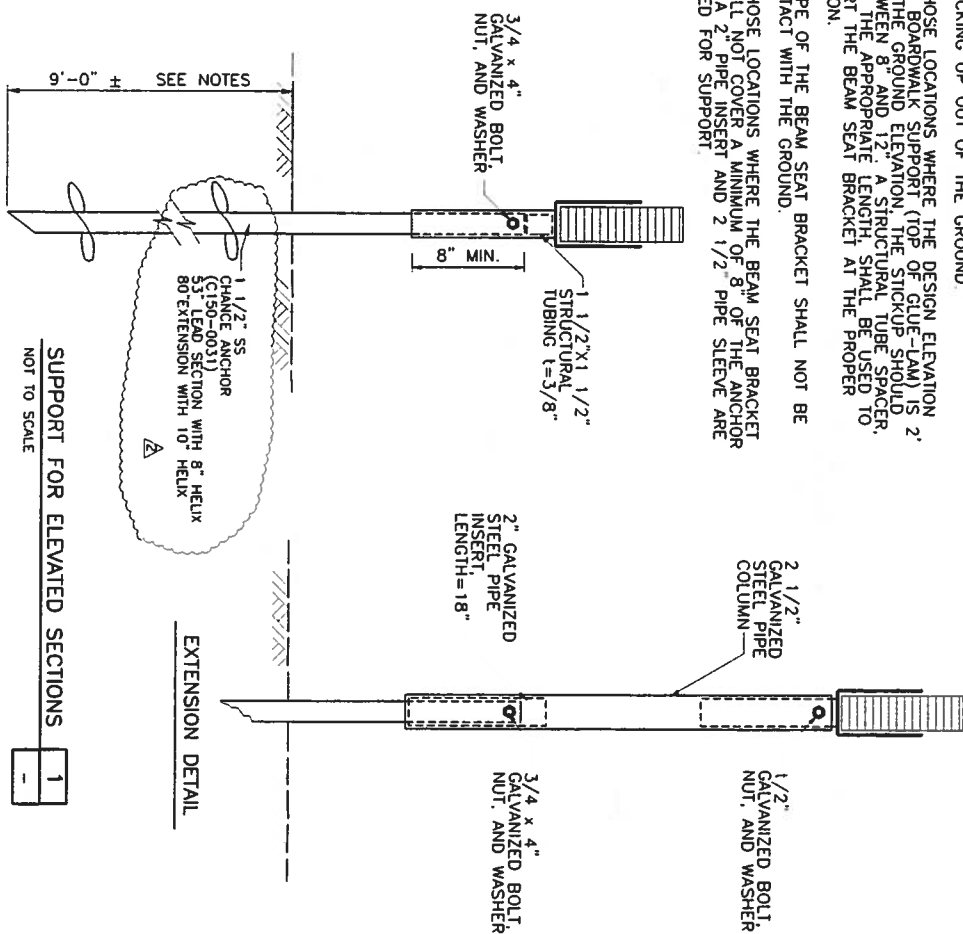
LEGEND:
HORIZONTAL MONUMENT
FOUND THIS SURVEY



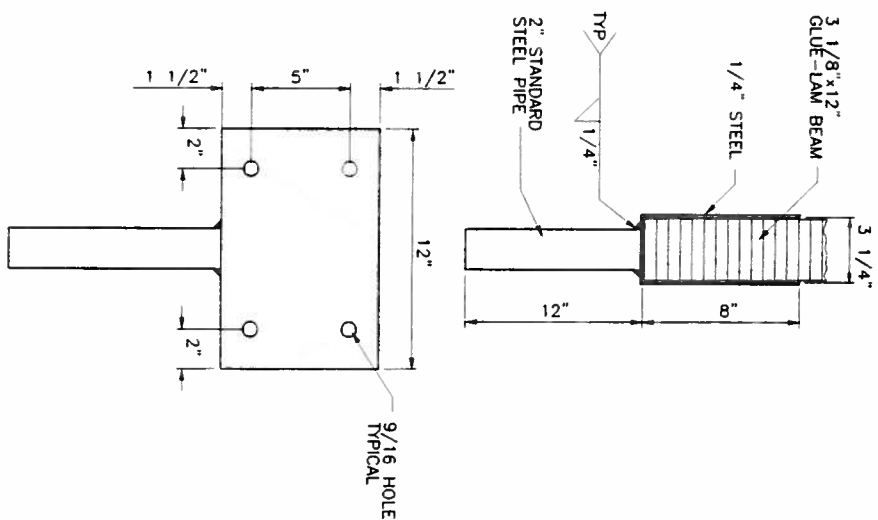
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Sheet No. C-2 OF SHEET																								

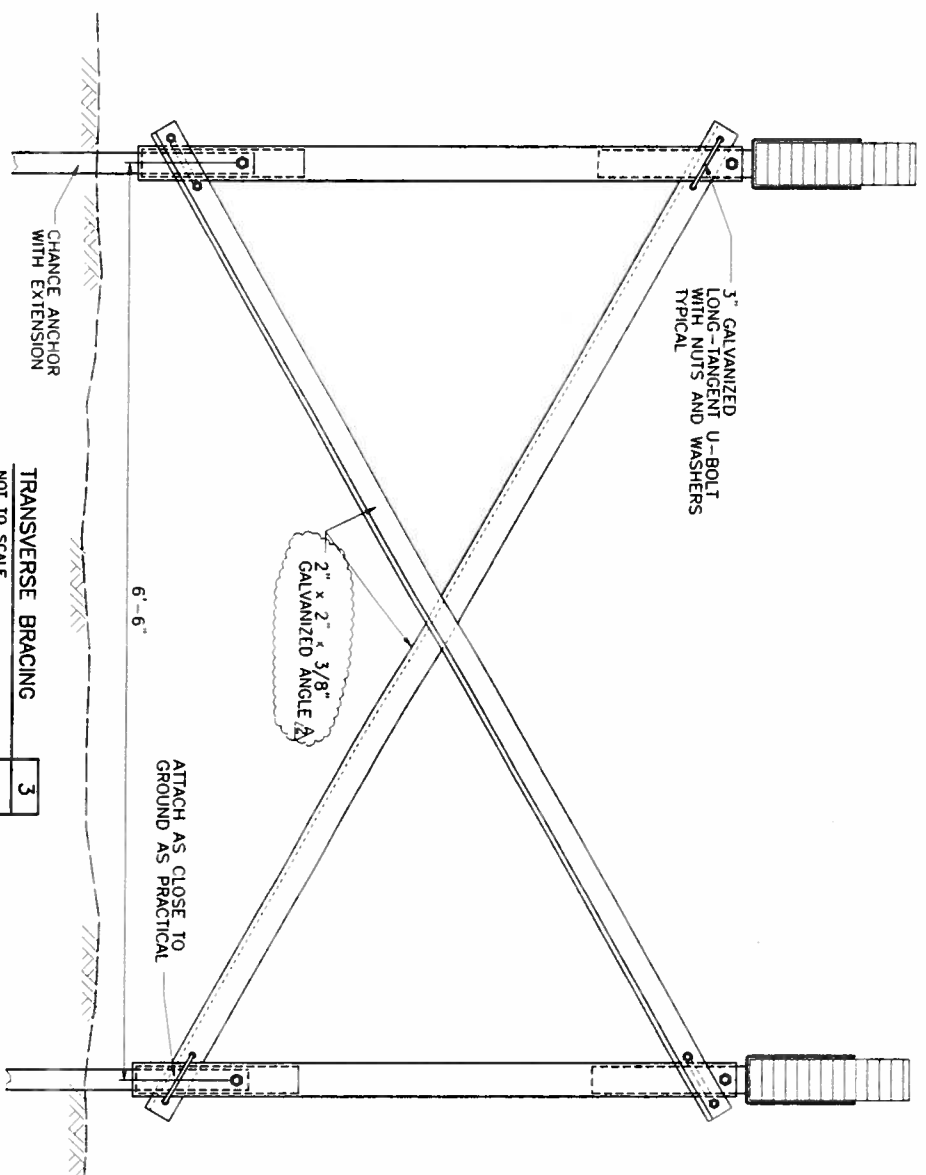
1. NOTES:
ANCHORS SHOULD BE INSTALLED WITH APPROXIMATELY 12" STICKING UP OUT OF THE GROUND.
2. FOR THOSE LOCATIONS WHERE THE DESIGN ELEVATION OF THE BOARDWALK SUPPORT (TOP OF GUE-LAM) IS 2' ABOVE THE GROUND ELEVATION, THE STICKUP SHOULD BE BETWEEN 8" AND 12". A STRUCTURAL TUBE SPACER, CUT TO THE APPROPRIATE LENGTH, SHALL BE USED TO SUPPORT THE BEAM SEAT BRACKET AT THE PROPER ELEVATION.
3. THE PIPE OF THE BEAM SEAT BRACKET SHALL NOT BE IN CONTACT WITH THE GROUND.
4. FOR THOSE LOCATIONS WHERE THE BEAM SEAT BRACKET PIPE WILL NOT COVER A MINIMUM OF 8" OF THE ANCHOR SHANK, A 2" PIPE INSERT AND 2 1/2" PIPE SLEEVE ARE REQUIRED FOR SUPPORT.



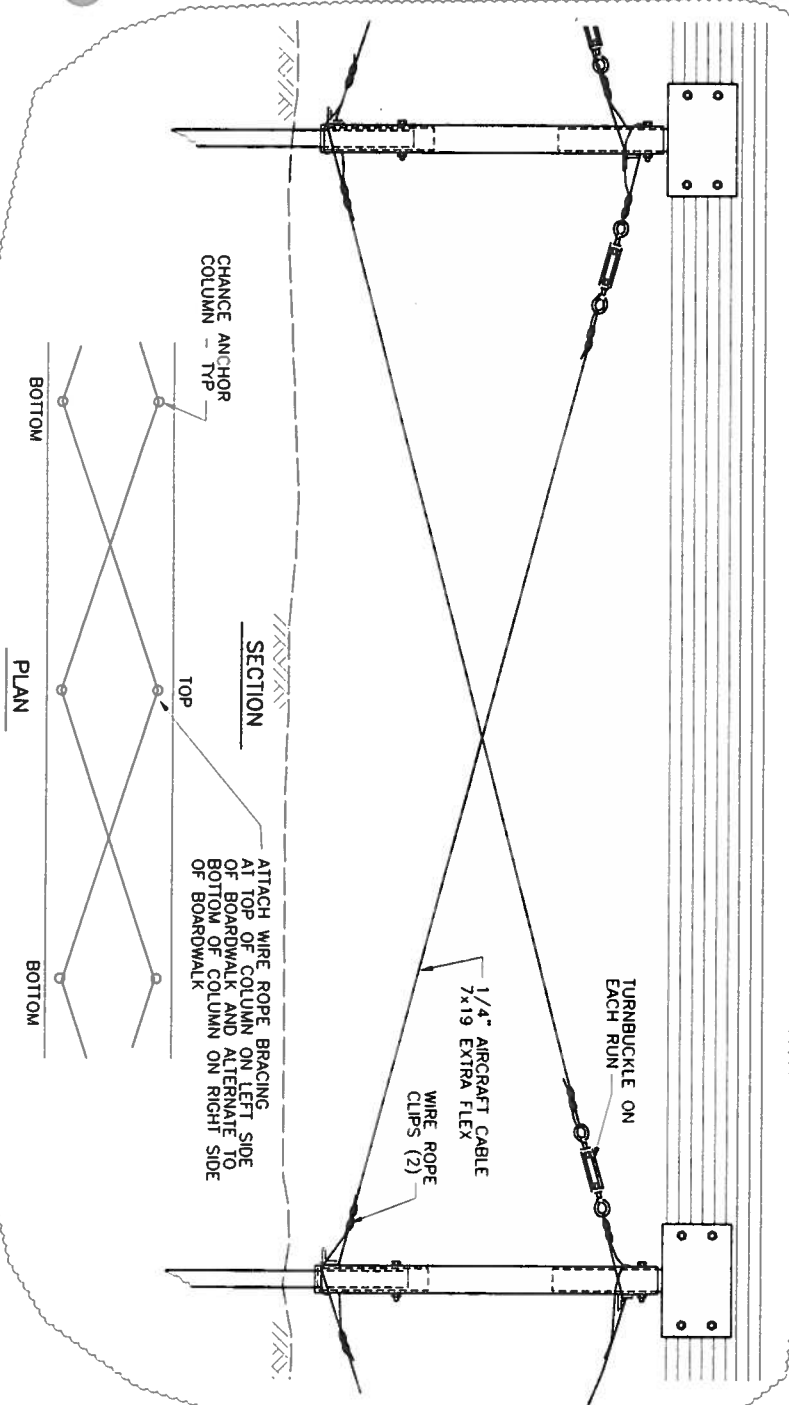
SUPPORT FOR ELEVATED SECTIONS
NOT TO SCALE



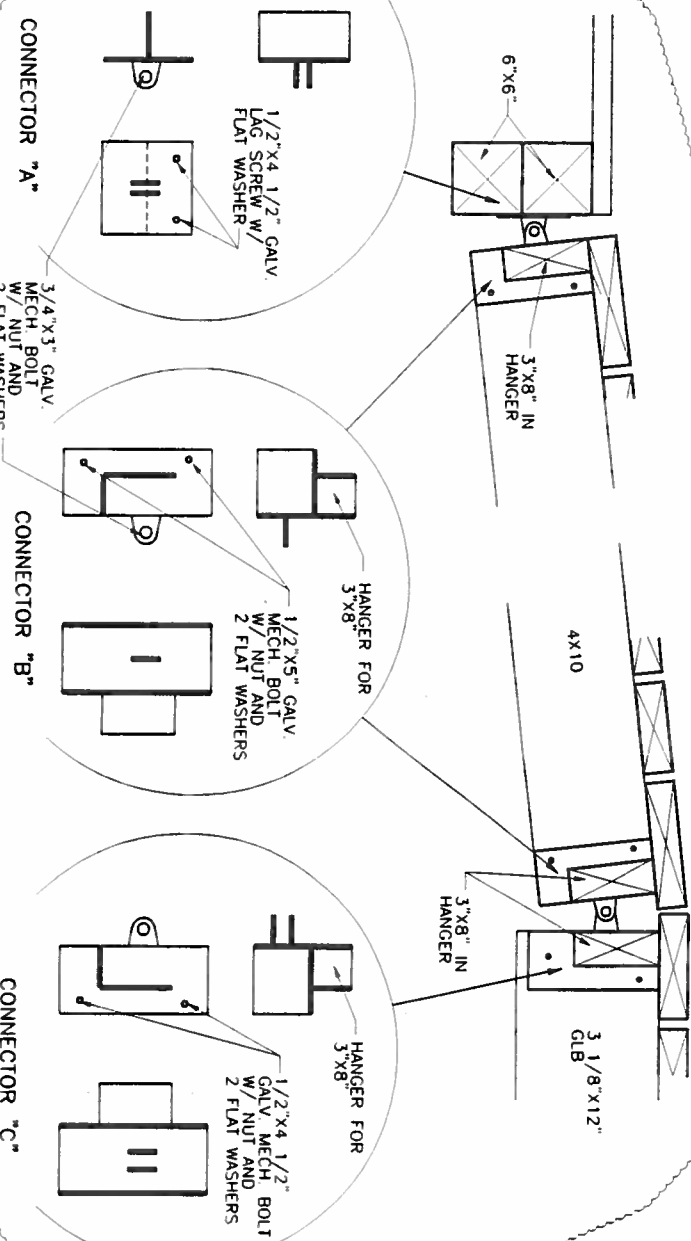
BEAM SEAT BRACKET
NOT TO SCALE



TRANSVERSE BRACING	3
NOT TO SCALE	-



LONGITUDINAL BRACING
NOT TO SCALE



TRANSITION CONNECTION	5
NOT TO SCALE	-



These second drawings have been prepared based on information provided by others. The Engineer has not verified the accuracy of such information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

BAR IS ONE INCH ON
ORIGINAL DRAWING

0 1"

IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

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VILLAGE OF KONGIGANAK
PHASE IIA
PUBLIC SERVICE IMPROVEMENTS

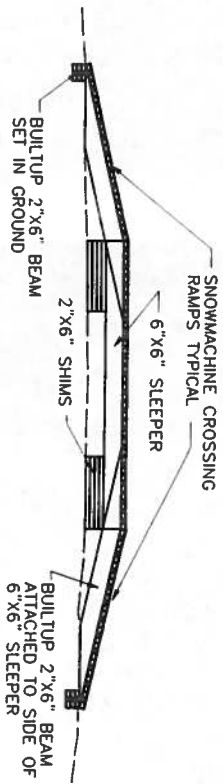
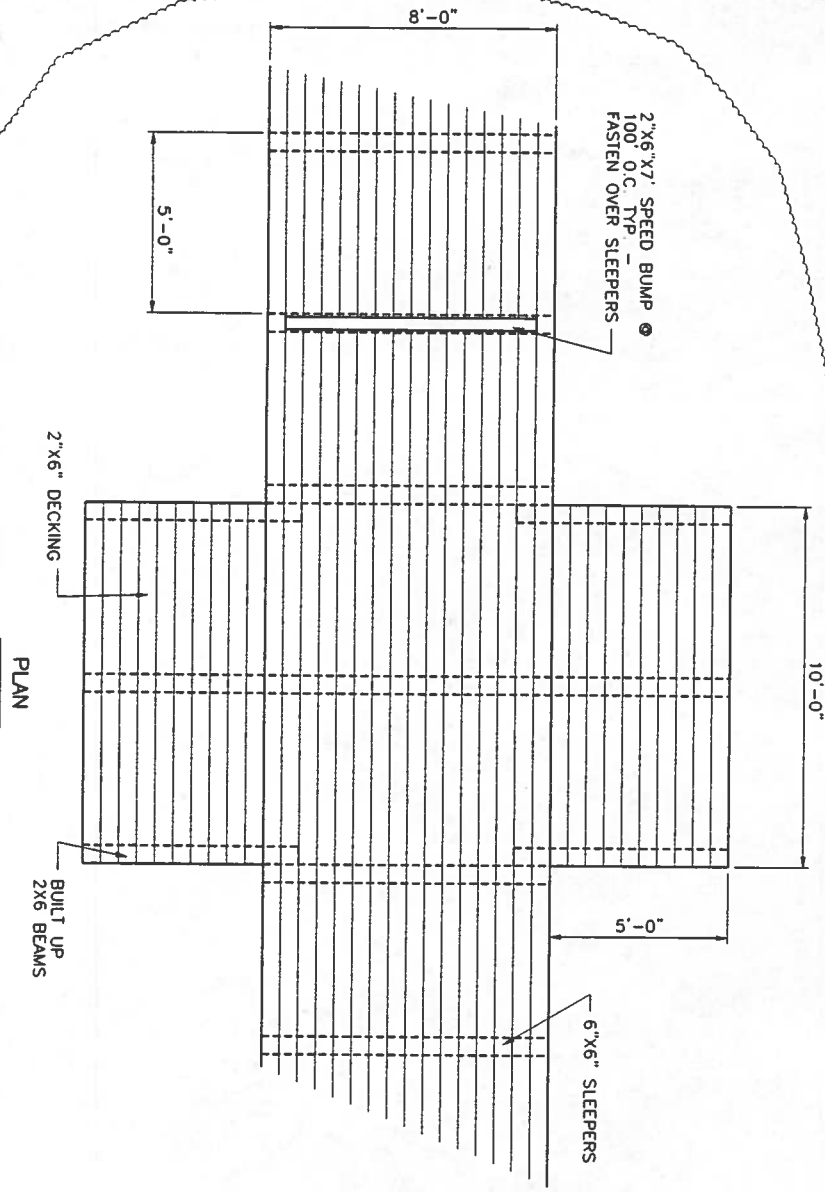
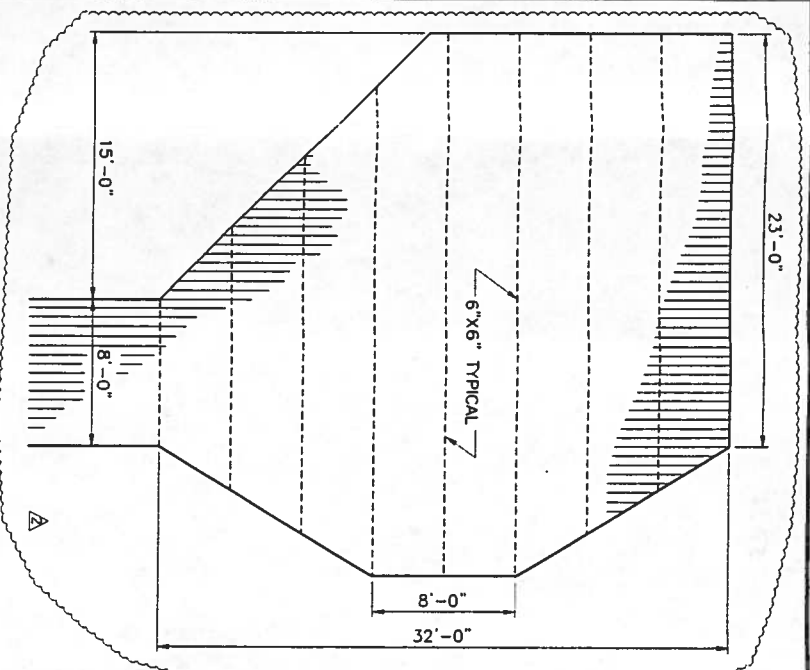
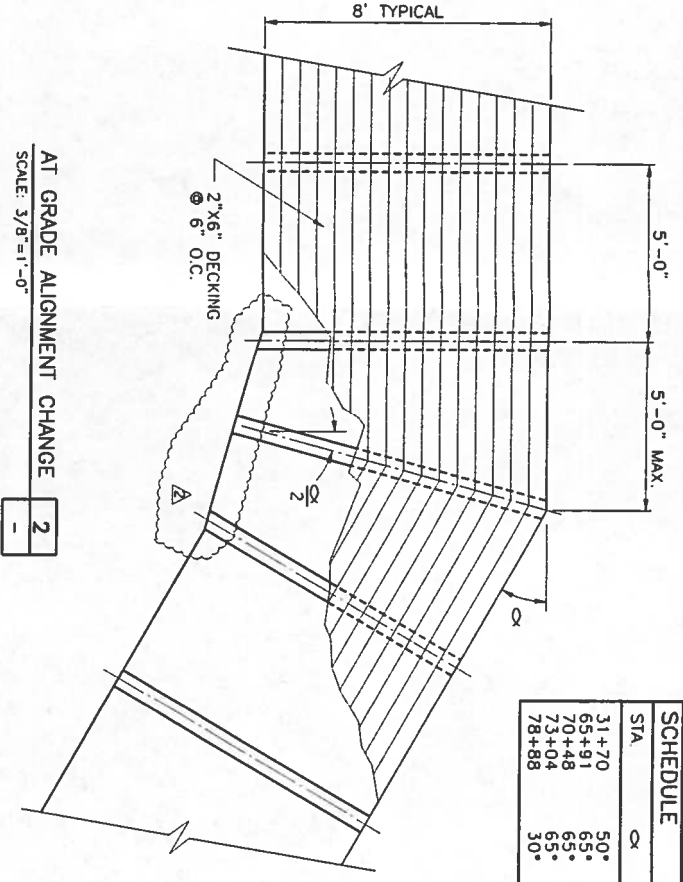
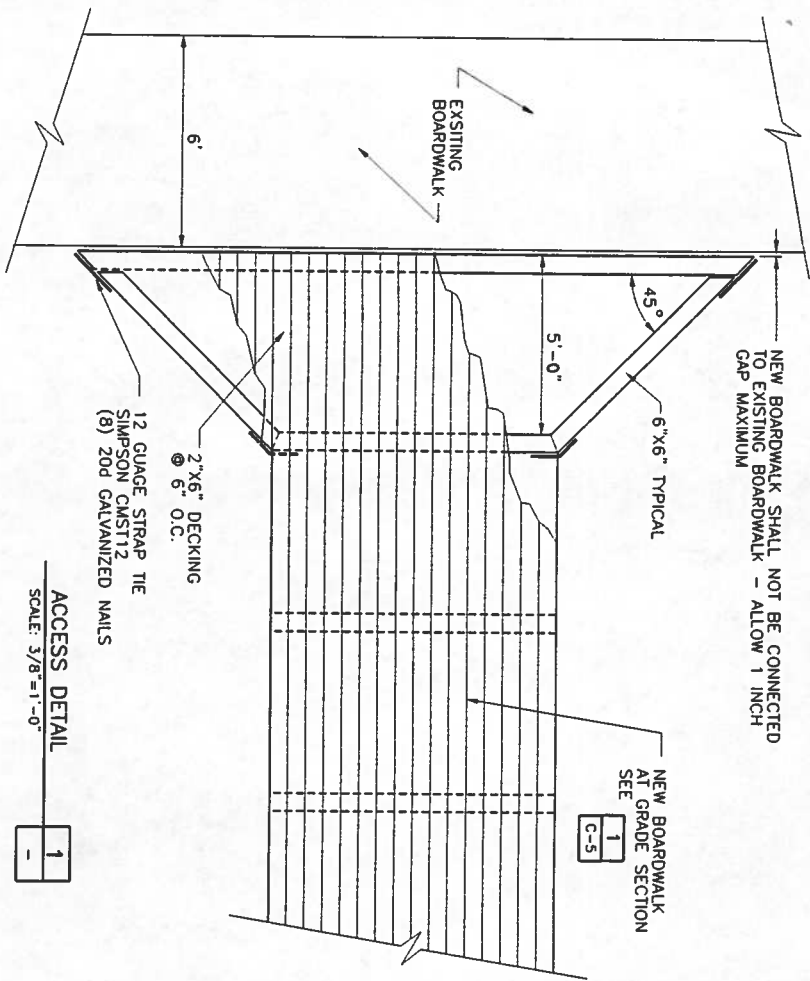
DETAILS



RECORD DRAWING CERTIFICATE

THESE DRAWINGS REFLECT
RECORDED INFORMATION OBTAINED
DURING CONSTRUCTION.
INFORMATION PROVIDED HEREIN
IS ACCURATE TO THE BEST OF
MY KNOWLEDGE.

NAME **DATE**



CROSSING #1 20' LONG X 5' WIDE	STA. 32+25 CENTERLINE
CROSSING #2 10' LONG X 5' WIDE	STA. 59+10 CENTERLINE
CROSSING #3 10' LONG X 5' WIDE	STA. 67+05 CENTERLINE
CROSSING #4 10' LONG X 5' WIDE	STA. 73+04 CENTERLINE

SNOWMACHINE RAMP DETAIL 4
SCALE 3/8"=1'-0"



RECORD DRAWING
10/24/00
These record drawings have been prepared based on information provided by others. The Engineer has not verified the accuracy of the information and will not be responsible for any errors or omissions which may be incorporated therein as a result.

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