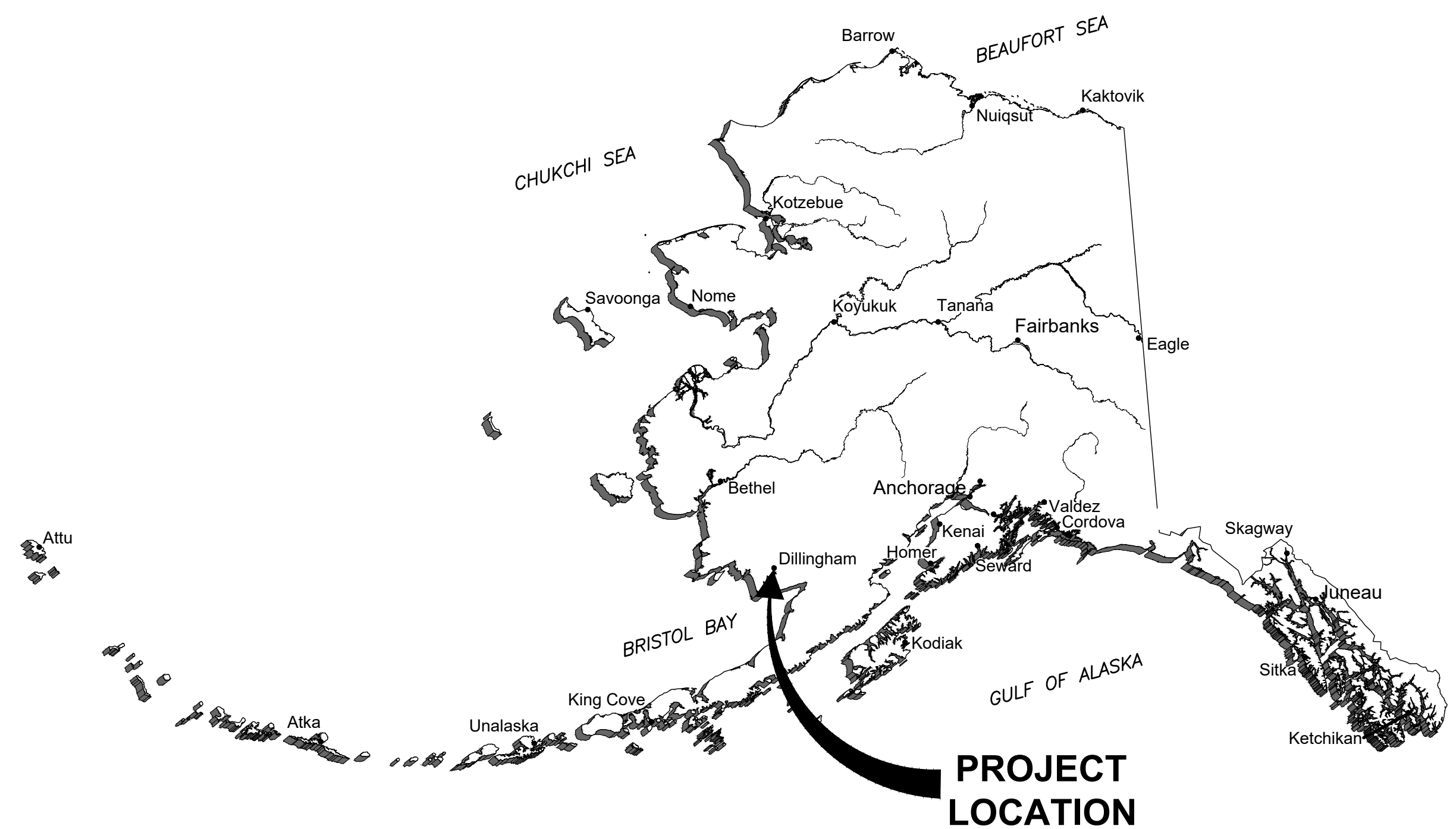


PORT OF DILLINGHAM UPLANDS IMPROVEMENTS

JUNE 2026
DILLINGHAM, ALASKA



STATE OF ALASKA



VICINITY MAP

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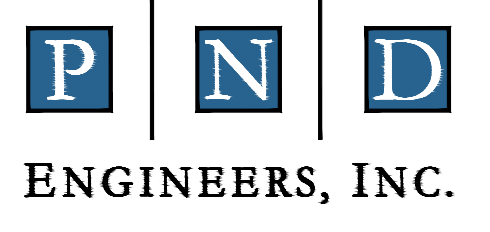


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**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

COVER SHEET

DESIGNED BY:	CC	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO: **1.01**

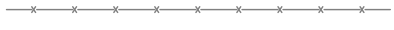
SHEET NO:
1 OF 23

6/16/2026 14:49 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\1.01-1.02 COVER SHEET AND INDEX.dwg

ABBREVIATIONS

@ - AT	LF - LINEAR FEET	SSMH - SANITARY SEWER MANHOLE
(C) - COMPUTED	MAX - MAXIMUM	STA - STATION
¢ - CENTERLINE	MH - MAN HOLE	t - THICKNESS
CL - CENTERLINE	MIL - MILLIMETER	TYP - TYPICAL
CONN - CONNECTION	MIN - MINIMUM	UNO - UNLESS NOTED OTHERWISE
CONT - CONTINUOUS	N - NORTHING	V - VALVE
CPEP - CORRUGATED POLYETHYLENE PIPE	NIC - NOT IN CONTRACT	VB - VALVE BOX
CSP - CORRUGATED STEEL PIPE	NFS - NON-FROST SUSCEPTIBLE	w/ - WITH
CY - CUBIC YARD	NO. - NUMBER	W - WATER, WEST
DIP - DUCTILE IRON PIPE	NTS - NOT TO SCALE	
E - EASTING, EAST	OC - ON CENTER	
EA - EACH	OSHA - OCCUPATIONAL SAFETY AND HEALTH ORGANIZATION	
EL - ELEVATION	PC - POINT OF CURVATURE	
ELEV - ELEVATION	PL - PROPERTY LINE	
GV- GATE VALVE	PT - POINT, POINT OF TANGENT	
E.W. - EACH WAY	PVC - POLYVINYL CHLORIDE	
EOP - END OF PROJECT	ROW - RIGHT OF WAY	
EXIST - EXISTING	SS - STAINLESS STEEL	
HDPE - HIGH DENSITY POLYETHYLENE	SF - SQUARE FEET	
HORZ - HORIZONTAL	SHT - SHEET	
INV - INVERT	SIM - SIMILAR	

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		WATER LINE
		SANITARY SEWER LINE
		WATER VALVE
		FIRE HYDRANT
		SANITARY SEWER MANHOLE
		SANITARY SEWER CLEANOUT
		HOSE BIBB
		WATER WELL
		CULVERT
		CENTERLINE
		SWALE
		GRADE BREAK
		LUMINAIRE
		BUILDING LINE
		BUILDING OVERHANG
		GRAVEL SHOULDER
		GRADING EXTENTS
		PROPERTY LINE
		EASEMENT LINE
		UNDERGROUND TELEPHONE
		OVERHEAD TELEPHONE
		OVERHEAD ELECTRIC
		UNDERGROUND ELECTRIC
		EXISTING FENCELINE (BARBWIRE)
		EXISTING CHAINLINK FENCELINE
		EXISTING RAILING
		BOLLARD
		METAL PILING
		WOOD PILING
		SIGN
		POWER POLE
		GUY ANCHOR
		ELECTRIC PEDESTAL
		GUY ACNHOR

GENERAL NOTES

GENERAL

- PROPERTY DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ITS PRECONSTRUCTION CONDITION OR BETTER AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES, PERMITS AND SAFETY REQUIREMENTS.
- THE LOCATIONS OF EXISTING FEATURES AND UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE. ADDITIONAL UTILITIES NOT SHOWN IN THESE DRAWINGS MAY BE PRESENT. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS IN THE FIELD AS NECESSARY, PRIOR TO BEGINNING WORK. THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD SHALL BE RECORDED ON THE CONTRACTOR'S RECORD DRAWINGS. CONTACT LOCAL UTILITY COMPANIES PRIOR TO ANY/ALL EXCAVATIONS.
- GRADING AND FINAL ALIGNMENT OF UTILITIES AND PIPING ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER TO FIT SITE CONDITIONS, AT NO ADDITIONAL COST.
- MAINTAIN A MINIMUM OF TEN FEET (10') OF HORIZONTAL SEPARATION BETWEEN THE OUTSIDE OF PIPES FOR WATER TO SANITARY SEWER OR STORM DRAIN. WITH THE INSTALLATION OF FOUR INCHES (4") OF INSULATION BETWEEN THE PIPES, THE MINIMUM VERTICAL SEPARATION IS EIGHTEEN INCHES (18"). INSULATION MAY BE OMITTED WHEN THE VERTICAL SEPARATION IS GREATER THAN THIRTY-SIX INCHES (36"). WHERE STORM OR SEWER CROSS A WATER LINE, THE JOINTS OF ALL PIPES ARE TO HAVE A MINIMUM SEPARATION OF NINE FEET (9') FROM THE CROSSING.

WATER

- THE INSTALLATION OF POTABLE WATER LINES SHALL BE IN STRICT CONFORMANCE WITH THE REQUIREMENTS OF ALASKA ADMINISTRATIVE CODES (AAC), 18 AAC 80, AND PER APPLICABLE CODES, REGULATIONS, AND STANDARDS.
- UNLESS OTHERWISE LABELED ON THE PLANS, ALL PIPE AND FITTINGS ARE TO BE RESTRAINED. REGARDLESS OF NOTES DELINEATING RESTRAINT, ALL PIPES EIGHT (8') FEET IN LENGTH AND LESS ARE TO BE RESTRAINED.
- THRUST RESTRAINT SHALL BE PROVIDED BY USE OF FIELD-LOK GASKETS (OR EQUAL) OR MEG-A-LUG FITTINGS (OR EQUAL) ON ALL MECHANICAL JOINTS. THE USE OF THRUST BLOCKS WILL NOT BE ALLOWED FOR DUCTILE IRON PIPE, BUT ARE REQUIRED FOR PVC PIPE (DIP FITTINGS).
- CONTRACTOR MUST USE FIELD INSTALL RESTRAINED FITTING ON ALL MECHANICAL JOINTS.
- WATER SERVICES SHALL BE PLACED NO CLOSER THAN: 15 FEET HORIZONTALLY MEASURED TO ANY FIRE HYDRANT OR FIRE HYDRANT LEG; 10 FEET HORIZONTALLY MEASURED TO ANY SANITARY SEWER MAIN, SANITARY SEWER SERVICE, STORM SEWER, FOOTING DRAIN, STREET LIGHT, TRANSFORMER PAD, ELECTRICAL/TELEPHONE/ CABLE BOX AND UTILITY POLE; AND 5 FEET HORIZONTALLY MEASURED TO ANY SIDE OF LOT LINE.
- THE CONTRACTOR SHALL PROVIDE ALL SETUP AND TEAR DOWN REQUIRED TO OPEN BORE FLUSH NEWLY INSTALLED WATER PIPE.
- WATER LINE ALIGNMENT AND STATIONING SHOWN IS ALONG CENTERLINE OF PIPE.
- PIPE LENGTHS INDICATED ON DRAWINGS ARE APPROXIMATE. PROVIDE PIPE AS REQUIRED.

SEWER

- THE INSTALLATION OF SEWER LINES SHALL BE IN STRICT CONFORMANCE WITH THE REQUIREMENTS OF ALASKA ADMINISTRATIVE CODES (AAC), 18 AAC 72, AND PER APPLICABLE CODES, REGULATIONS, AND STANDARDS.
- SANITARY SEWER SERVICES SHALL BE 6-INCH UNLESS NOTED ON PLANS WITH A MINIMUM SLOPE FOR 6-INCH SERVICES TO BE 1% AND FOR 4-INCH SERVICES TO BE 2%.
- ALL MANHOLES SHALL HAVE A MINIMUM OF ONE-SIX (6") INCH GRADE RING. MAXIMUM GRADE RING ADJUSTMENT SHALL NOT EXCEED EIGHTEEN (18") INCHES.
- THE CONTRACTOR IS TO NOTIFY THE ENGINEER AND PROPERTY OWNERS SEVENTY-TWO (72) HOURS IN ADVANCE OF ANY INTERRUPTION TO SANITARY SEWER SERVICE. THE CONTRACTOR MUST PROVIDE TEMPORARY SERVICE DURING THE PERIOD OF INTERRUPTION.
- SEWER LINE ALIGNMENT AND STATIONING SHOWN IS ALONG CENTERLINE OF PIPE.
- PIPE LENGTH IS MEASURED FROM INSIDE OF MANHOLE WALL TO INSIDE OF MANHOLE WALL.
- PIPE GRADE IS CALCULATED FROM INVERTS AND PIPE LENGTH AT INSIDE OF MANHOLE WALL.

DESIGN PARAMETERS

[INTENTIONALLY BLANK - WORK IN PROGRESS]

DRAWING INDEX

SHEET NO.	DWG NO.	TITLE
GENERAL		
1	1.01	COVER SHEET
2	1.02	DRAWING INDEX, ABBREVIATIONS, AND GENERAL NOTES
3	1.03	SURVEY CONTROL & EXISTING SITE PLAN (1 OF 3)
4	1.04	SURVEY CONTROL & EXISTING SITE PLAN (2 OF 3)
5	1.05	SURVEY CONTROL & EXISTING SITE PLAN (3 OF 3)
6	1.06	DEMOLITION PLAN
7	1.07	PROJECT OVERVIEW PLAN
SITE IMPROVEMENTS		
8	2.01	SUBDIVISION LOT PLAN (1 OF 2)
9	2.02	SUBDIVISION LOT PLAN (2 OF 2)
10	2.03	GRADING PLAN (1 OF 2)
11	2.04	GRADING PLAN (2 OF 2)
12	2.05	SITE IMPROVEMENT DETAILS
HARBOR ROAD IMPROVEMENTS		
13	3.01	HARBOR ROAD PLAN AND PROFILE (1 OF 3)
14	3.02	HARBOR ROAD PLAN AND PROFILE (2 OF 3)
15	3.03	HARBOR ROAD PLAN AND PROFILE (3 OF 3)
16	3.04	HARBOR ROAD SECTIONS AND DETAILS
UTILITY IMPROVEMENTS		
17	4.01	WATER IMPROVEMENTS PLAN AND PROFILE (1 OF 3)
18	4.02	WATER IMPROVEMENTS PLAN AND PROFILE (2 OF 3)
19	4.03	WATER IMPROVEMENTS PLAN AND PROFILE (3 OF 3)
20	4.04	SEWER IMPROVEMENTS PLAN AND PROFILE (1 OF 2)
21	4.05	SEWER IMPROVEMENTS PLAN AND PROFILE (2 OF 2)
22	4.06	UTILITY DETAILS (1 OF 2)
23	4.07	UTILITY DETAILS (2 OF 2)

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PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS

DRAWING INDEX, ABBREVIATIONS,
AND GENERAL NOTES

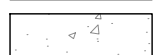
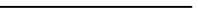
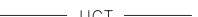
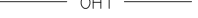
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CHECKED BY:	DST	PROJECT NO:	251085		

6/16/2026 14:50 - CROSS - J12025251085 Dillingham Port ImprovementsDrawings03 - Uplands Improvements1.03-1.05 SURVEY CONTROL.dwg

SURVEY CONTROL						
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION		
201	1841622.390	1550745.710	32.11	3.25 IN. USACE SBC 1277-1	1984	1841622.39
202	1840494.000	1550879.740	30.86	3.25 IN. USACE SBC 1277-2	1984	1840494
203	1840427.980	1550887.600	30.21	3.25 IN. USACE SBC 1277-3	1984	1840427.98
204	1840570.450	1553897.990	25.62	STAINLESS STEEL ROD 5374 A	2007	1840570.45
205	1840590.750	1553629.480	24.90	STAINLESS STEEL ROD 5374 B	2007	1840590.75
206	1840505.330	1550674.260	29.80	3.5 IN AL CAP DIL	1998	1840505.33
208	1841347.210	1553844.910	0.00	USCGS 2 IN IRON PIPE DILLINGHAM AZ MK		1841347.21
209	1841509.510	1550437.810	28.82	3.25 IN AL CAP PICKEL	1998	1841509.51
210	1841419.330	1549910.660	22.80	3.25 IN AL CAP WDS-2	2001	1841419.33

RECOVERED MONUMENTATION						
POINT #	NORTHING	EASTING	DESCRIPTION			
701	1840967.23	1550855.71	FAC [2" HLL/L2A/L3B 2025, LS-13006 EDGE SURVEY]			
702	1840986.20	1551023.42	FAC [2" HLL/L2A/L3B 2025, LS-13006 EDGE SURVEY]			
703	1840850.49	1550894.62	FAC [2" L3A 2018, LS-102406]			
704	1840924.74	1551031.09	FAC [2" WP2 S2874/S155 2000, GPS INC 2087-S]			
705	1841026.87	1550848.88	FAC [L2/L3 2012, LS-10406]			
706	1841313.72	1550983.23	FAC [3.25" S2874/S155 2000, GPS INC 2087-S]			
707	1841759.44	1550928.64	FBC [,]			
800	1840687.76	1551059.95	FAC [2" ALCAP LS10406, L3A 2014]			
802	1841678.15	1550066.68	FBC [3 1/4" BLM, L31/L32 WCMC]			
805	1841710.29	1550325.82	FBC [3 1/4" BLM, L2/L31\L32]			
806	1841711.00	1550324.11	FAC [2" BLANK,]			
807	1841880.66	1549921.48	FAC [2" LS10406, WC L2/L31]			
808	1841877.58	1549925.47	FBC [3 1/4" BLM, WC L2/L31]			
809	1841653.16	1550608.97	FAC [2" LS 10406, L5 2012]			
810	1841709.49	1550620.76	FAC [2" LS 10406, L5 2012]			
811	1841728.51	1550568.20	FAC [2" LS 10406, L5 2012]			
812	1841765.46	1550578.26	FRBR [5/8" NO CAP, GR EXIT]			
813	1841818.21	1550509.43	FBC [3 1/4" BLM,]			

POINT #	NORTHING	EASTING	DESCRIPTION			
814	1841736.24	1550715.40	FBC [3 1/4" BLM, S2764 C5 19_4]			
815	1841705.60	1550822.37	FAC [2" LS 10406, C5 2012]			
816	1841599.81	1550789.76	FRBR [5/8" NO CAP,]			
817	1841633.35	1550505.68	FRBR [5/8" NO CAP, GR EXIT]			
818	1841793.98	1550933.66	FBC [2 1/2" BC, DOH CL]			
819	1841720.24	1550506.47	FRBR [5/8 NO CAP, GR EXIT]			
820	1841738.63	1550508.78	FRBR [5/8 NO CAP, GR EXIT]			
821	1841768.52	1550400.45	FAC [2" STAN SEARS, L3/L2]			
822	1841781.16	1550410.05	FRBR [5/8 RPC, LS 13006]			
823	1842156.70	1549735.54	FRBR [5/8 RPC, LS 13006]			
824	1842049.95	1549785.29	FRBR [5/8 RPC, LS 13006]			
825	1840671.58	1550914.55	FAC [2" LS10406, L3A 2014]			
826	1840847.76	1550869.62	FAC [2" LS10406, L3 2012]			
827	1840867.06	1551037.82	FAC [2" LS10406, L3 2012]			
828	1841194.61	1550997.51	FAC [2" LS10406, L1/L2 2012]			
829	1841176.21	1550836.71	FAC [2" LS10406, L1/L2 2012]			
830	1841308.30	1550831.63	FRBR [5/8 NO CAP,]			
831	1841954.07	1550905.05	FIP [3" GALV PIPE, X]			

LEGEND					
	BLM/GLO MONUMENT FOUND		BOLLARD		LANDSCAPE TREE CONIFEROUS
	ALUMINUM CAP FOUND		METAL PILING		BARBEQUE
	5/8" REBAR OR PLASTIC CAP FOUND		WOOD PILING		PICNIC TABLE
	MISC. REBAR		SIGN (TYP)		
	RECOVERED IRON PIPE		POWER POLE		BUILDING
	PRIMARY GPS CONTROL		GUY ANCHOR		PAVEMENT/BLACKTOP
			LUMINAIRE		CONCRETE/SIDEWALK
	BUILDING LINE		ELECTRIC BREAKER BOX		GRAVEL
	BUILDING OVERHANG		ELECTRIC METER		CULVERT
	GRAVEL SHOULDER		ELECTRIC PEDESTAL		
	PAVEMENT EDGE		ELECTRIC TRANSFORMER		
	RECORD STATUS		ELECTRIC VAULT		
	UNDERGROUND TELEPHONE		TELEPHONE PEDESTAL		
	OVERHEAD TELEPHONE		TELEPHONE BOX		
	WATER		WATER WELL		
	SANITARY SEWER		FIRE HYDRANT		
	OVERHEAD ELECTRIC		WATER VALVE		
	UNDERGROUND ELECTRIC		HOSE BIB		
	EXISTING FENCELINE (BARBWIRE)		SANITARY SEWER MANHOLE		
	EXISTING CHAINLINK FENCELINE		SANITARY SEWER CLEAN OUT		
	EXISTING RAILING				

- NOTES
1. HORIZONTAL CONTROL FOR THIS SURVEY IS NAD 83, ALASKA STATE PLANE ZONE 6 IN U.S. SURVEY FEET, DERIVED FROM AND HOLDING VALUES FOUND ON UNITED STATES ARMY CORP OF ENGINEERS (USACE) DOCUMENT TITLED "DILLINGHAM HARBOR, POST-DREDGE SURVEY, MAY 29-30, 2025". 1277-3 1984 (POINT NO. 202) WAS UTILIZED AS BASIS OF COORDINATES FOR THIS SURVEY. ALL OTHER VALUES WERE CHECKED VIA REAL TIME KINEMATIC (RTK) METHODOLOGIES.

2. THE VERTICAL CONTROL FOR THIS SURVEY IS MEAN LOWER LOW WATER (MLLW=0.0'); DERIVED FROM AND HOLDING VALUES FOUND ON USACE DOCUMENT TITLED "DILLINGHAM HARBOR, POST-DREDGE SURVEY, MAY 29-30, 2020". 1277-3 1984 (POINT NO. 202) WAS UTILIZED AS BASIS OF ELEVATION FOR THIS SURVEY. ALL OTHER VALUES WERE CHECKED VIA RTK METHODOLOGIES.

3. THE FIELD SURVEY WAS PERFORMED 9/22/2025- 9/26/25, BY PND ENGINEERS.

4. ALL DIMENSIONS AND COORDINATES ARE IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.

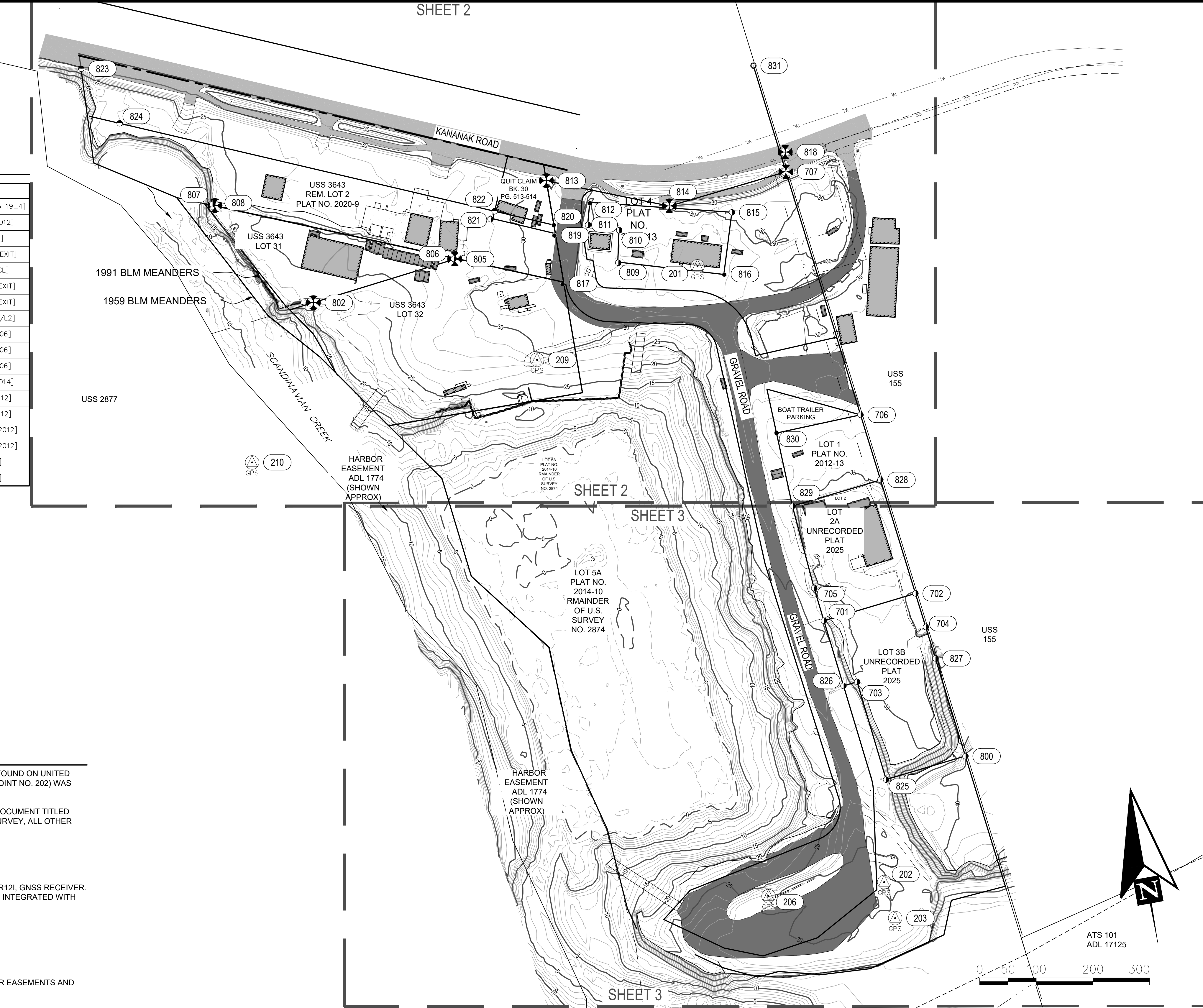
5. THIS SURVEY WAS COMPLETED USING GNSS SURVEY TECHNIQUES. REAL TIME KINEMATIC (RTK) OBSERVATIONS WERE STORED USING TRIMBLE R12I, GNSS RECEIVER. SCANDINAVIAN CREEK BATHYMETRIC DATA WAS COLLECTED USING A SINGLE FREQUENCY SINGLE BEAM TRANSDUCER, A OHMEX HYDROLITE TM INTEGRATED WITH TRIMBLE SOFTWARE.

6. DILLINGHAM HARBOR POST BATHYMETRY WAS COLLECTED MAY 29-30, 2025 BY USACE.

7. UTILITY LOCATES WERE REQUESTED FOR THIS SURVEY. NO UTILITY MARKS PRESENT AT THE TIME OF THIS SURVEY.

8. CONTOURS ARE IN FEET, WITH ONE FOOT INTERVALS.

9. NO TITLE SEARCH WAS PREPARED FOR THIS SURVEY. EASEMENTS AND ENCUMBRANCES SHOWN HEREON ARE FROM PLATS OF RECORD. OTHER EASEMENTS AND ENCUMBRANCES MAY EXIST.



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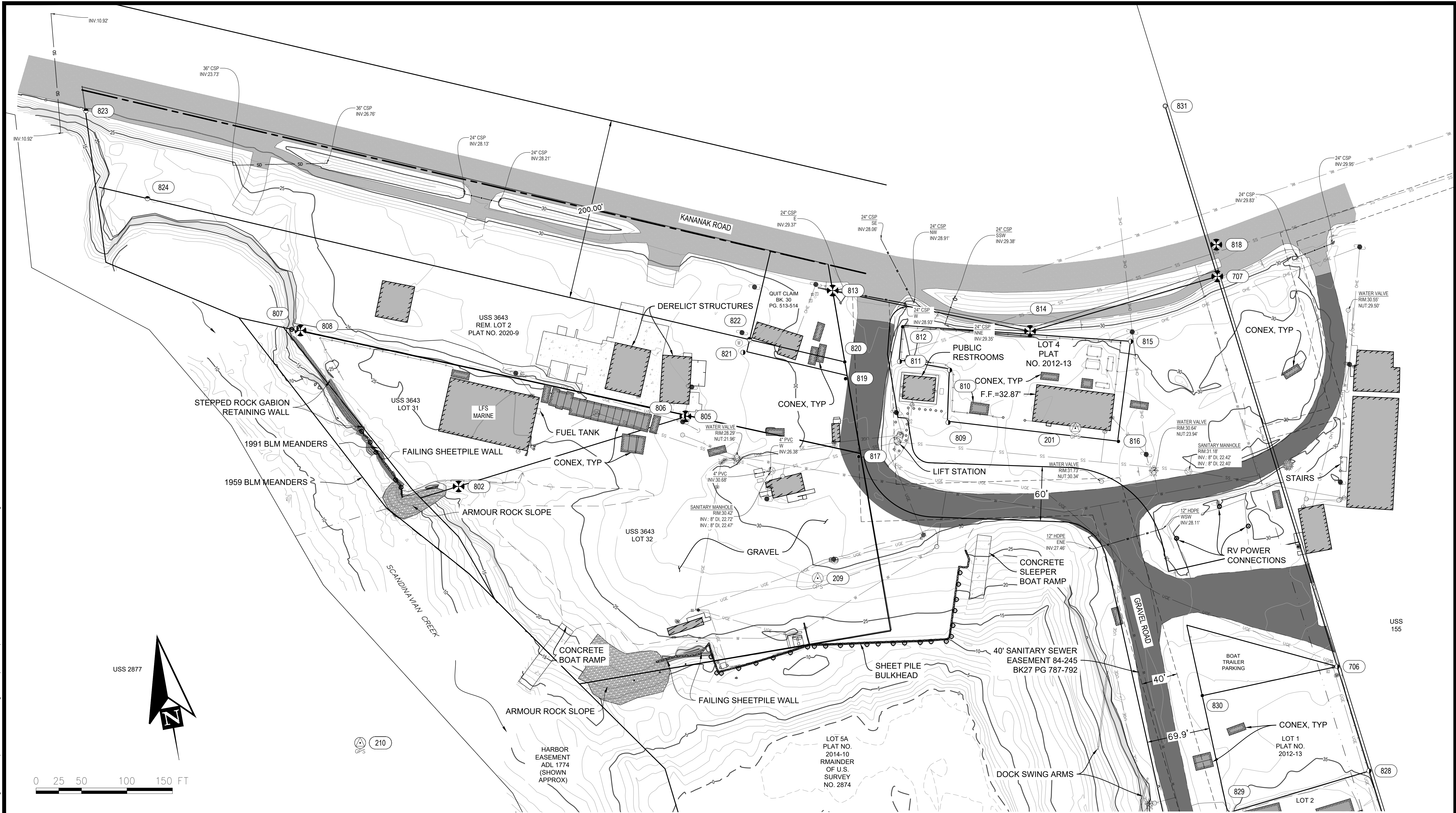
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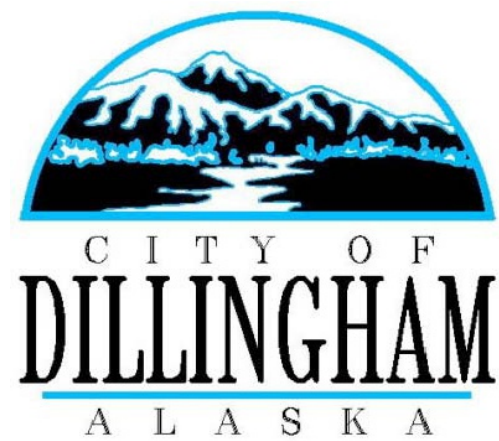


PROJECT: PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: SURVEY CONTROL & EXISTING SITE PLAN (1 OF 3)			
DESIGNED BY: _____	CR _____	DATE: 06/16/2026	DWG NO: 1.03
CHECKED BY: _____	CRS/IB _____	PROJECT NO: 251085	SHEET NO: 3 OF 23

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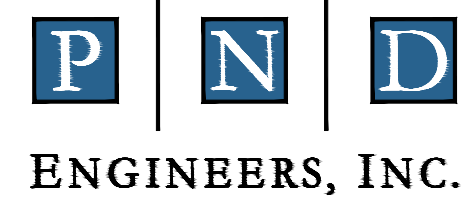


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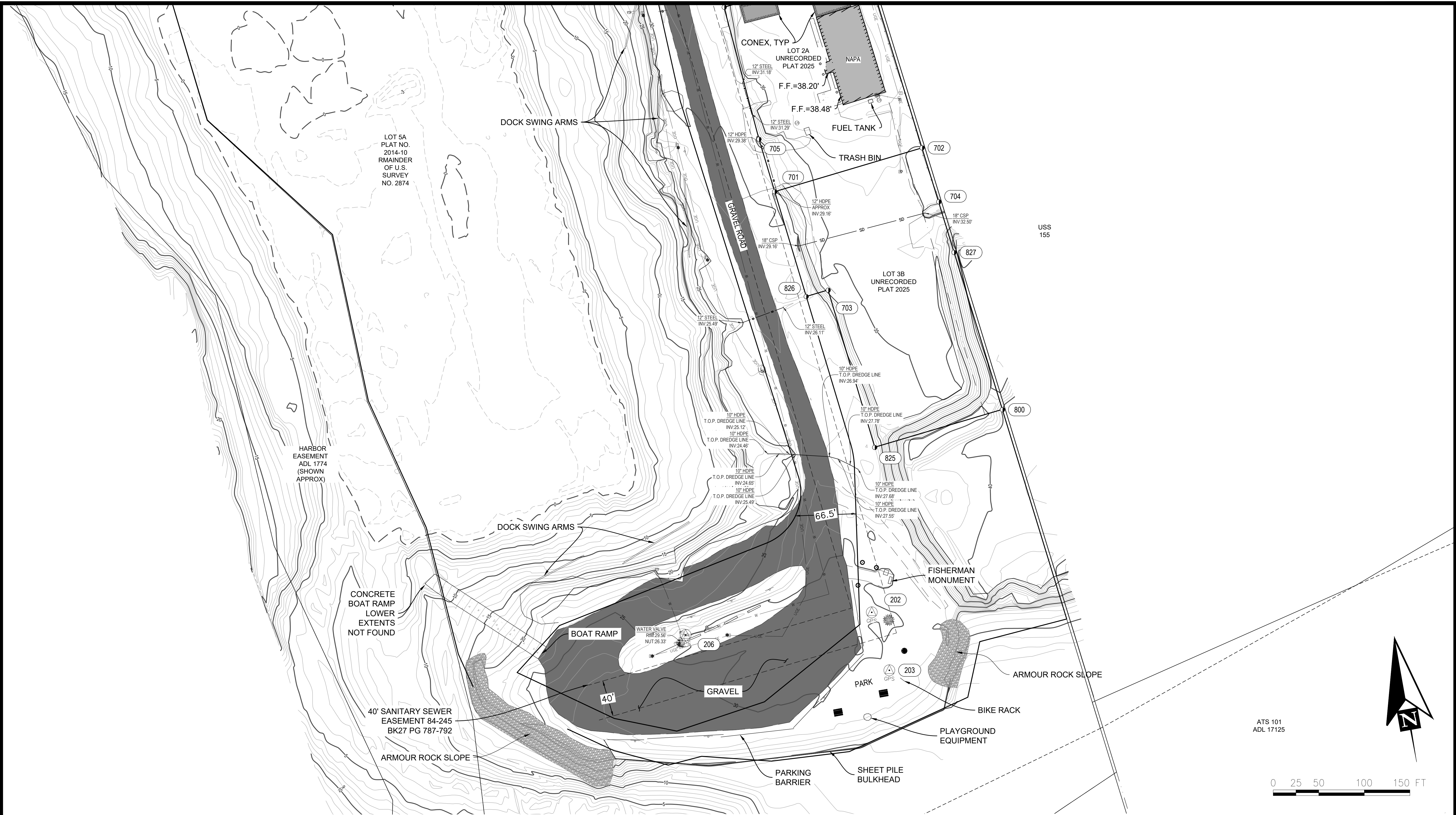
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PROJECT: PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: SURVEY CONTROL & EXISTING SITE PLAN (2 OF 3)			
DESIGNED BY:	CR	DATE:	06/16/2026
CHECKED BY:	CRS/IB	PROJECT NO:	251085
DWG NO:			1.04
SHEET NO:			4 OF 23

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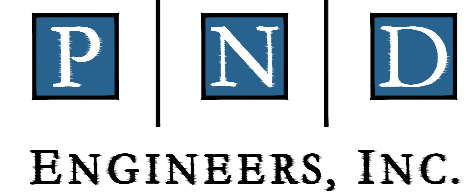


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PROJECT:

**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE:

**SURVEY CONTROL & EXISTING SITE PLAN
(3 OF 3)**

DESIGNED BY: _____ CR

DATE: 06/16/2026

CHECKED BY: _____ CRS/IB

PROJECT NO: 251085

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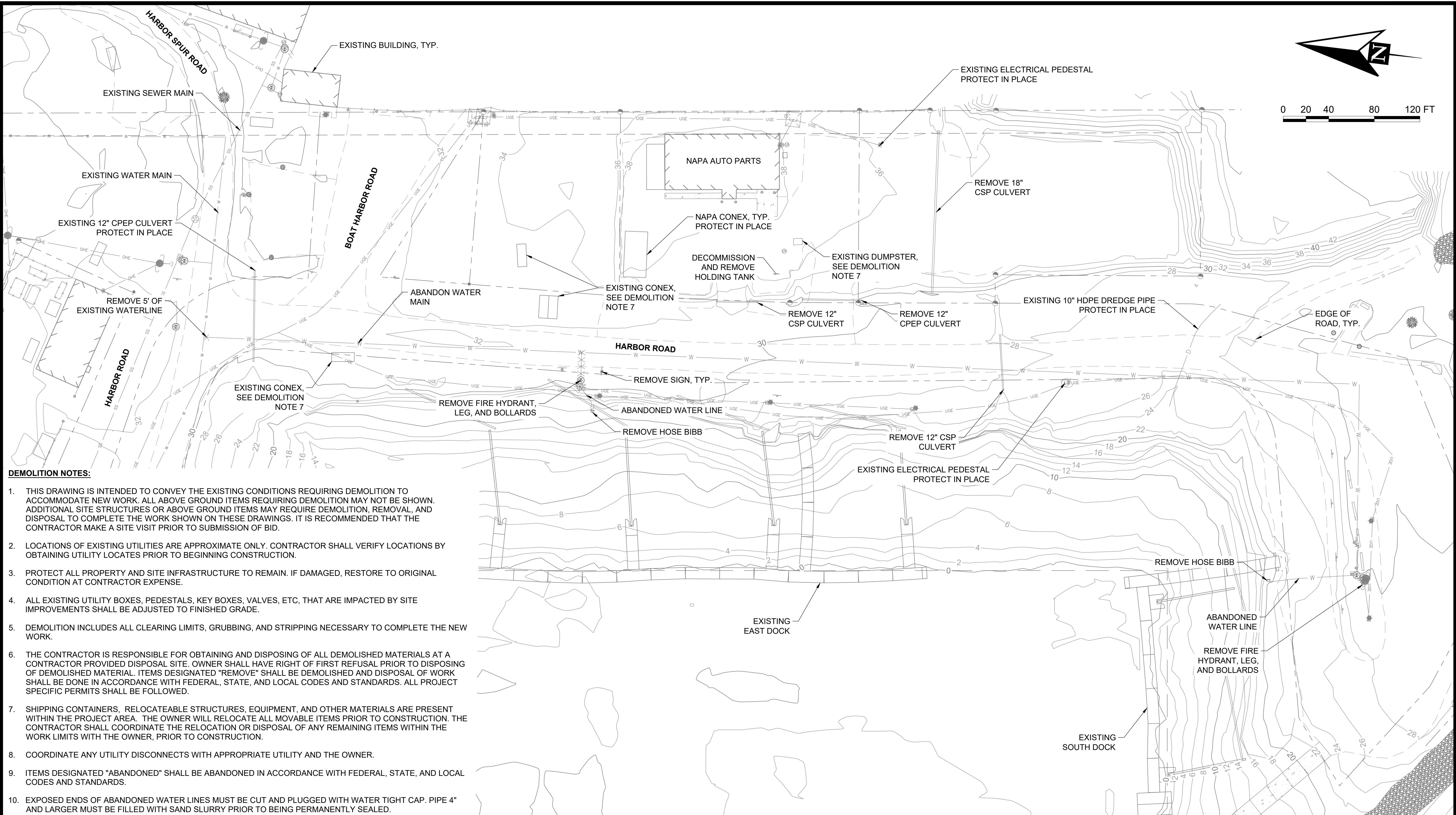
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SHEET NO:

5 OF 23

5 OF 23

6/16/2026 14:51 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\1.06 DEMOLITION PLAN.dwg



DEMOLITION NOTES:

1. THIS DRAWING IS INTENDED TO CONVEY THE EXISTING CONDITIONS REQUIRING DEMOLITION TO ACCOMMODATE NEW WORK. ALL ABOVE GROUND ITEMS REQUIRING DEMOLITION MAY NOT BE SHOWN. ADDITIONAL SITE STRUCTURES OR ABOVE GROUND ITEMS MAY REQUIRE DEMOLITION, REMOVAL, AND DISPOSAL TO COMPLETE THE WORK SHOWN ON THESE DRAWINGS. IT IS RECOMMENDED THAT THE CONTRACTOR MAKE A SITE VISIT PRIOR TO SUBMISSION OF BID.
2. LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE ONLY. CONTRACTOR SHALL VERIFY LOCATIONS BY OBTAINING UTILITY LOCATES PRIOR TO BEGINNING CONSTRUCTION.
3. PROTECT ALL PROPERTY AND SITE INFRASTRUCTURE TO REMAIN. IF DAMAGED, RESTORE TO ORIGINAL CONDITION AT CONTRACTOR EXPENSE.
4. ALL EXISTING UTILITY BOXES, PEDESTALS, KEY BOXES, VALVES, ETC, THAT ARE IMPACTED BY SITE IMPROVEMENTS SHALL BE ADJUSTED TO FINISHED GRADE.
5. DEMOLITION INCLUDES ALL CLEARING LIMITS, GRUBBING, AND STRIPPING NECESSARY TO COMPLETE THE NEW WORK.
6. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND DISPOSING OF ALL DEMOLISHED MATERIALS AT A CONTRACTOR PROVIDED DISPOSAL SITE. OWNER SHALL HAVE RIGHT OF FIRST REFUSAL PRIOR TO DISPOSING OF DEMOLISHED MATERIAL. ITEMS DESIGNATED "REMOVE" SHALL BE DEMOLISHED AND DISPOSAL OF WORK SHALL BE DONE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL CODES AND STANDARDS. ALL PROJECT SPECIFIC PERMITS SHALL BE FOLLOWED.
7. SHIPPING CONTAINERS, RELOCATEABLE STRUCTURES, EQUIPMENT, AND OTHER MATERIALS ARE PRESENT WITHIN THE PROJECT AREA. THE OWNER WILL RELOCATE ALL MOVABLE ITEMS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE THE RELOCATION OR DISPOSAL OF ANY REMAINING ITEMS WITHIN THE WORK LIMITS WITH THE OWNER, PRIOR TO CONSTRUCTION.
8. COORDINATE ANY UTILITY DISCONNECTS WITH APPROPRIATE UTILITY AND THE OWNER.
9. ITEMS DESIGNATED "ABANDONED" SHALL BE ABANDONED IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL CODES AND STANDARDS.
10. EXPOSED ENDS OF ABANDONED WATER LINES MUST BE CUT AND PLUGGED WITH WATER TIGHT CAP. PIPE 4" AND LARGER MUST BE FILLED WITH SAND SLURRY PRIOR TO BEING PERMANENTLY SEALED.

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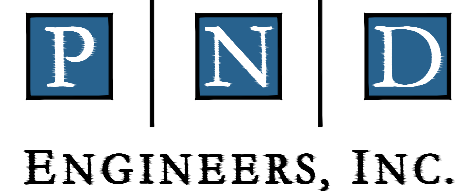


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**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE:
DEMOLITION PLAN

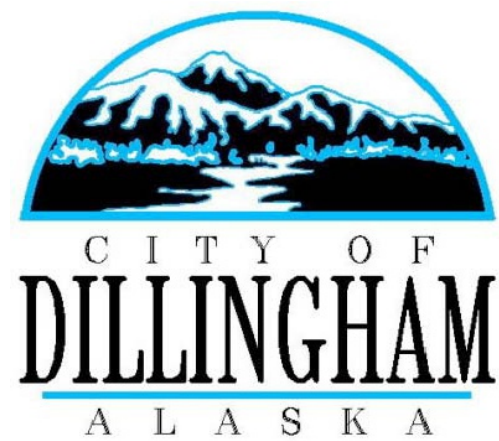
DESIGNED BY:	CC	DATE:	06/16/2026	DWG NO:
CHECKED BY:	DST	PROJECT NO:	251085	1.06

SHEET NO:
6 OF 23

6/16/2026 14:52 - CROSS - J12025/251085 Dillingham Port ImprovementsDrawings03 - Uplands Improvements1.07 PROJECT OVERVIEW PLAN.dwg



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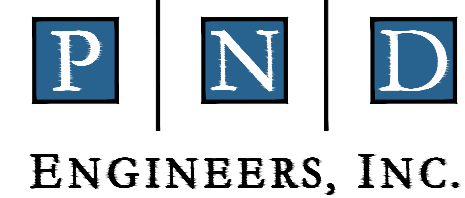


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PROJECT: **PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE: **PROJECT OVERVIEW PLAN**

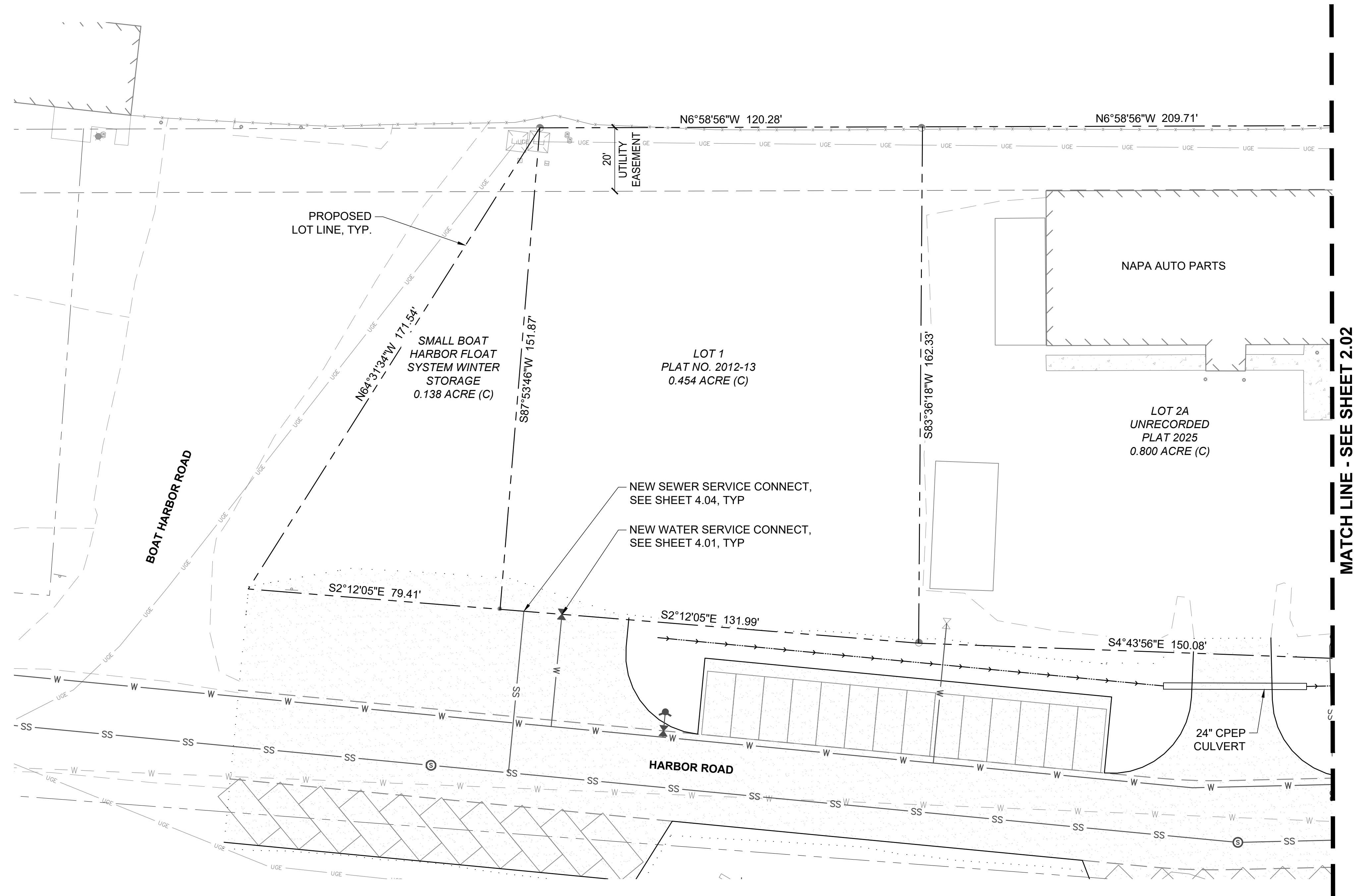
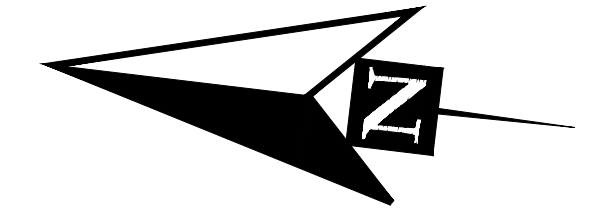
DESIGNED BY:	CC	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO:

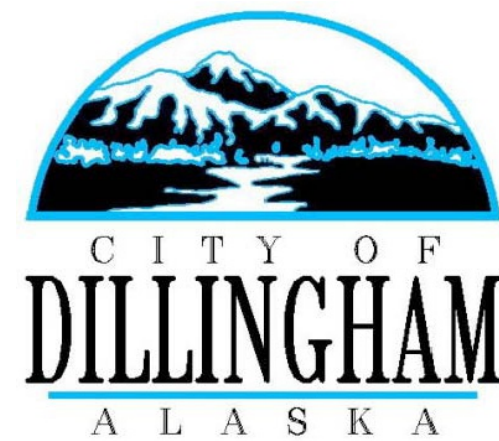
1.07

SHEET NO:
7 OF 23

6/16/2026 14:52 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\2.01-2.02 LOT PLAN.dwg



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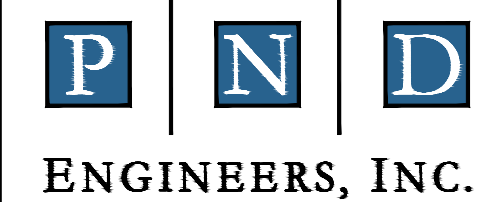


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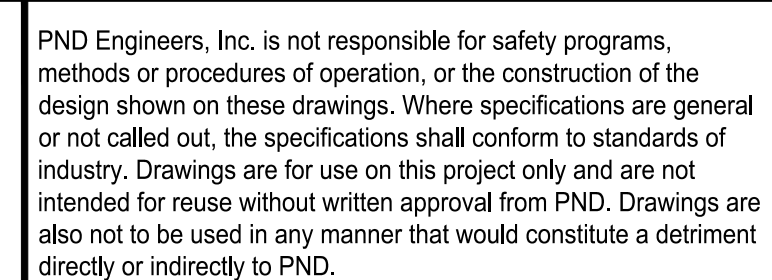
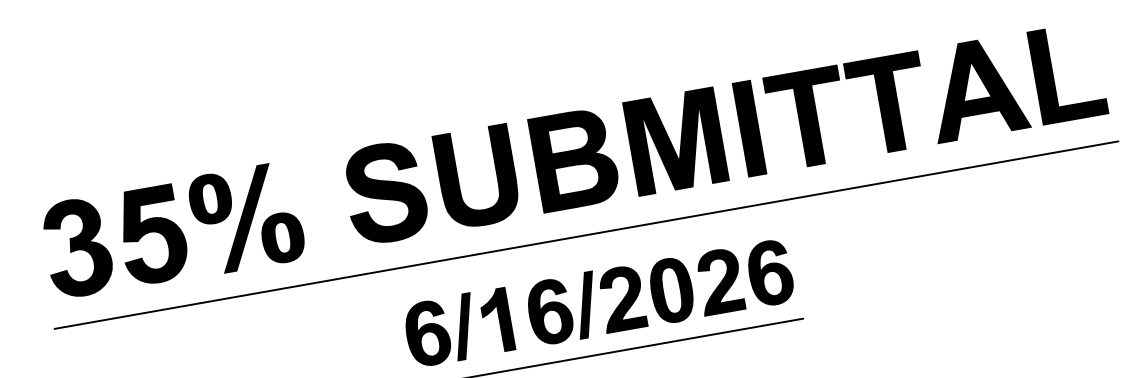
**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

SUBDIVISION LOT PLAN (1 OF 2)

DESIGNED BY:	KJ	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO:
2.01

SHEET NO:
8 OF 23

DATE: _____

AK. LIC# AECC250

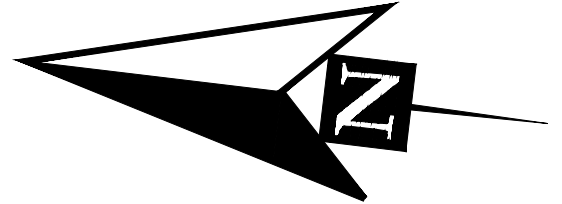
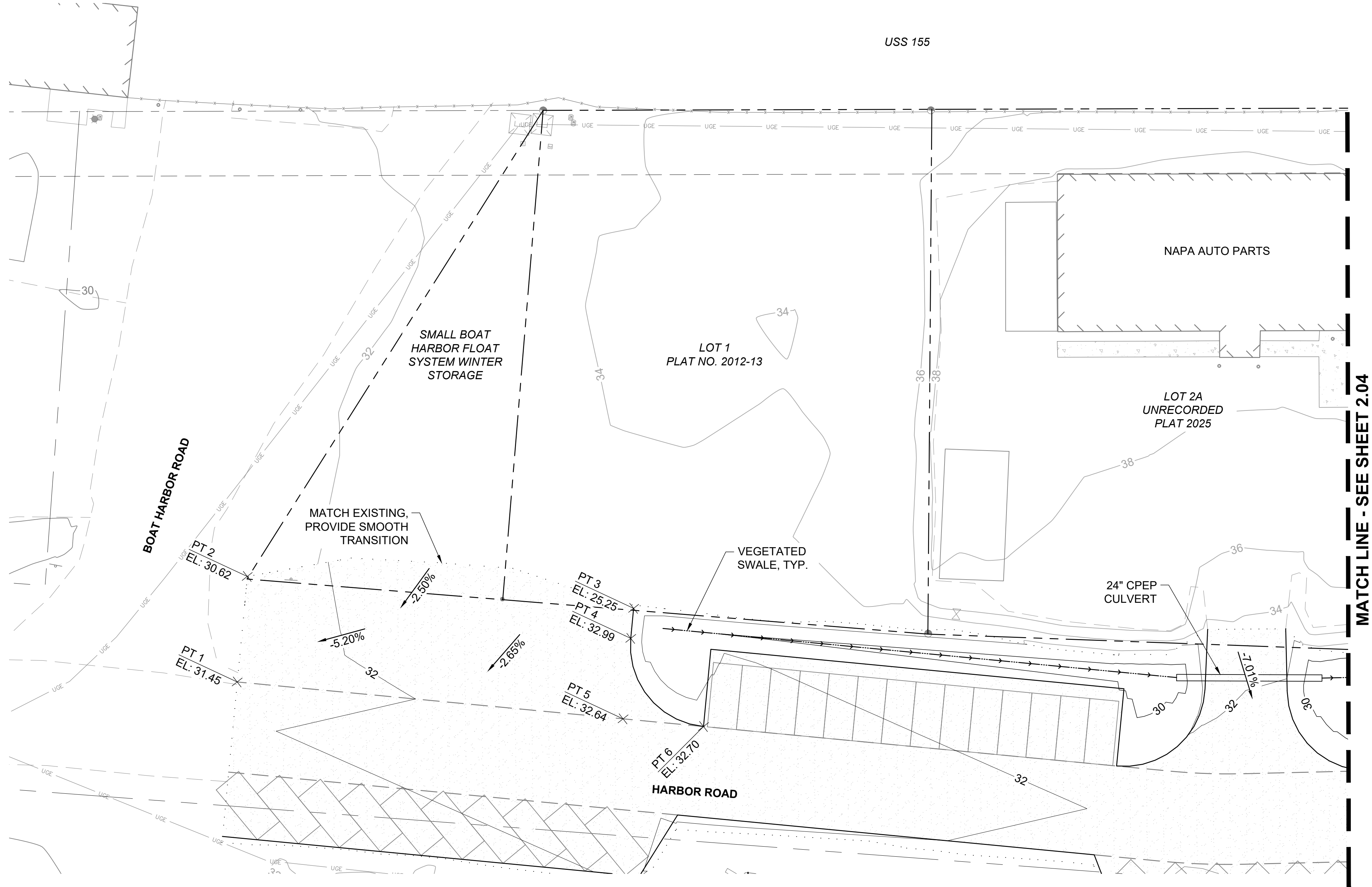


TITLE: SUBDIVISION LOT PLAN (2 OF 2)

DWG NO:
2.02

SHEET NO:
9 OF 23

6/16/2026 14:52 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\2.03-2.04 GRADING PLAN.dwg



GRADING POINT TABLE				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
PT 1	31.45	1841386.74	1550796.43	EDGE OF GRAVEL
PT 2	30.62	1841387.52	1550829.21	EDGE OF GRAVEL
PT 3	25.25	1841267.62	1550833.62	EDGE OF GRAVEL
PT 4	32.99	1841267.40	1550824.29	GRADE BREAK
PT 5	32.64	1841266.80	1550799.30	GRADE BREAK
PT 6	32.70	1841241.81	1550799.90	EDGE OF DRIVEWAY

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6/16/2026



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PROJECT: **PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

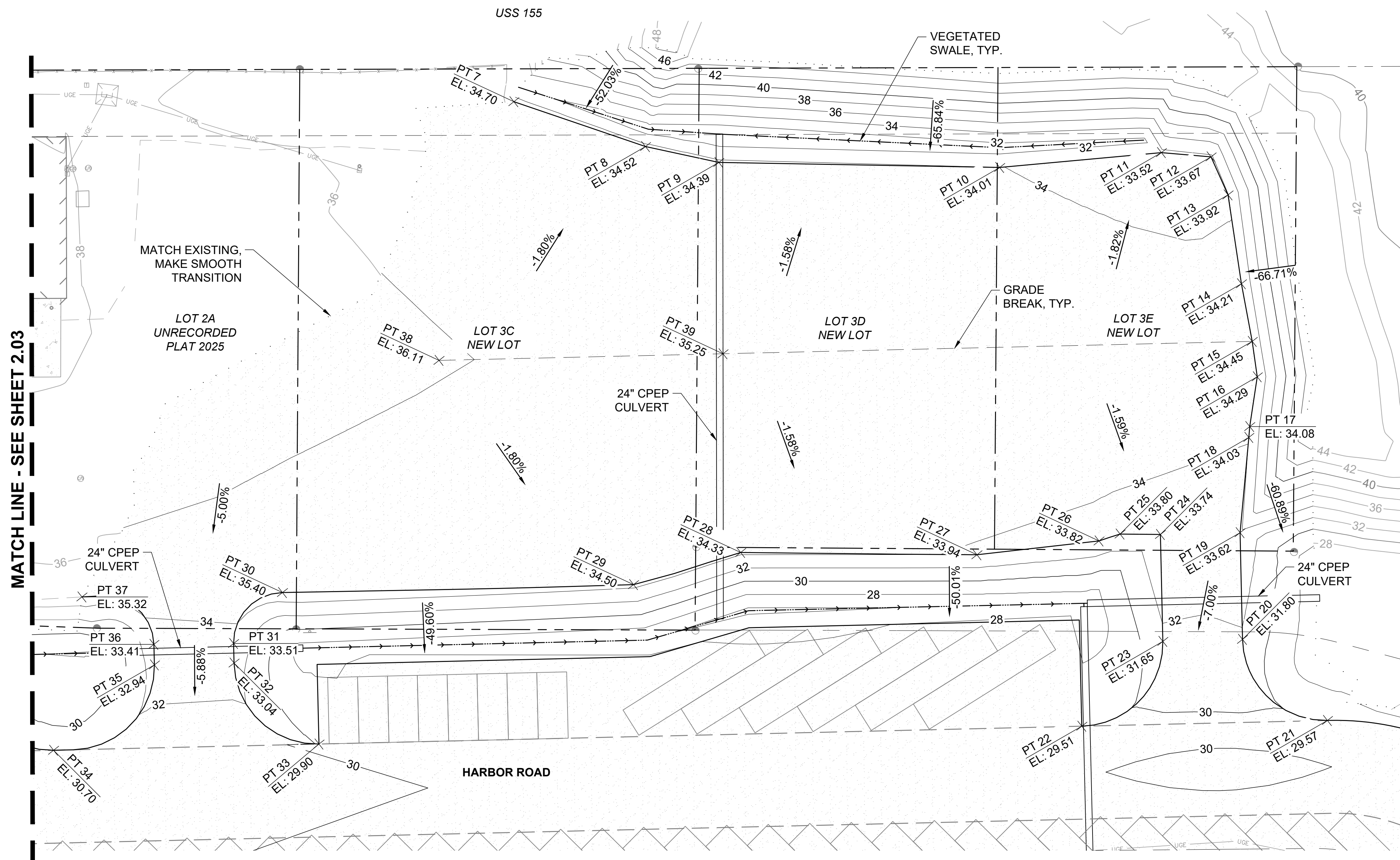
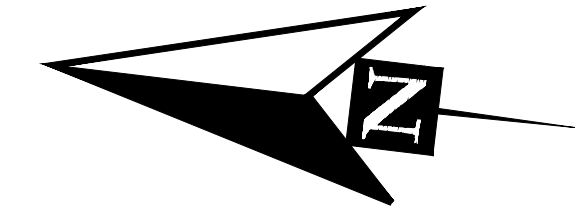
TITLE: **GRADING PLAN (1 OF 2)**

DESIGNED BY:	WK	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO:

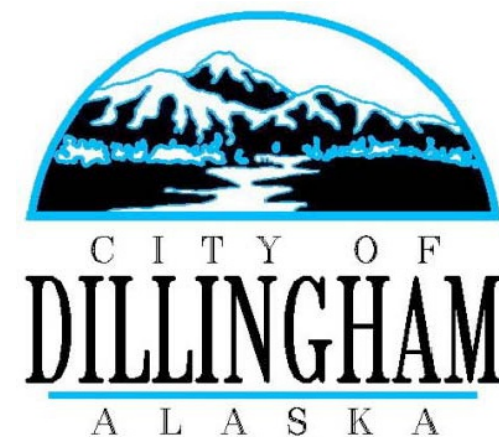
2.03

SHEET NO:
10 OF 23



GRADING POINT TABLE				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
PT 7	34.70	1840921.01	1551021.35	GRADE BREAK
PT 8	34.52	1840880.04	1551012.64	GRADE BREAK
PT 9	34.39	1840857.55	1551010.51	GRADE BREAK
PT 10	34.01	1840773.37	1551019.06	GRADE BREAK
PT 11	33.52	1840725.54	1551029.30	GRADE BREAK
PT 12	33.67	1840710.54	1551029.79	GRADE BREAK
PT 13	33.92	1840704.10	1551019.03	GRADE BREAK
PT 14	34.21	1840696.92	1550992.92	GRADE BREAK
PT 15	34.45	1840691.62	1550976.06	GRADE BREAK
PT 16	34.29	1840688.85	1550965.65	GRADE BREAK
PT 17	34.08	1840689.31	1550950.49	GRADE BREAK
PT 18	34.03	1840689.20	1550947.21	GRADE BREAK
PT 19	33.62	1840688.40	1550918.39	EDGE OF DRIVEWAY
PT 20	31.80	1840683.86	1550886.55	EDGE OF DRIVEWAY
PT 21	29.57	1840655.56	1550865.33	EDGE OF DRIVEWAY
PT 22	29.51	1840728.81	1550854.82	EDGE OF DRIVEWAY
PT 23	31.65	1840707.61	1550883.10	EDGE OF DRIVEWAY
PT 24	33.74	1840712.16	1550915.00	EDGE OF DRIVEWAY
PT 25	33.80	1840724.24	1550913.69	TOP OF SLOPE
PT 26	33.82	1840730.29	1550910.87	TOP OF SLOPE
PT 27	33.94	1840766.30	1550902.36	TOP OF SLOPE
PT 28	34.33	1840837.04	1550894.59	TOP OF SLOPE
PT 29	34.50	1840867.92	1550881.15	TOP OF SLOPE
PT 30	35.40	1840972.63	1550866.21	TOP OF SLOPE
PT 31	33.51	1840985.42	1550849.22	EDGE OF DRIVEWAY
PT 32	33.04	1840984.58	1550843.38	EDGE OF DRIVEWAY
PT 33	29.90	1840956.29	1550822.18	EDGE OF DRIVEWAY
PT 34	30.70	1841035.43	1550810.82	EDGE OF DRIVEWAY
PT 35	32.94	1841008.34	1550839.97	EDGE OF DRIVEWAY
PT 36	33.41	1841009.22	1550846.09	EDGE OF DRIVEWAY
PT 37	35.32	1841032.44	1550857.71	EDGE OF DRIVEWAY
PT 38	36.11	1840934.12	1550941.27	GRADE BREAK
PT 39	35.25	1840849.44	1550953.42	GRADE BREAK

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6/16/2026

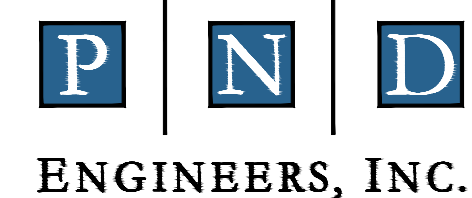


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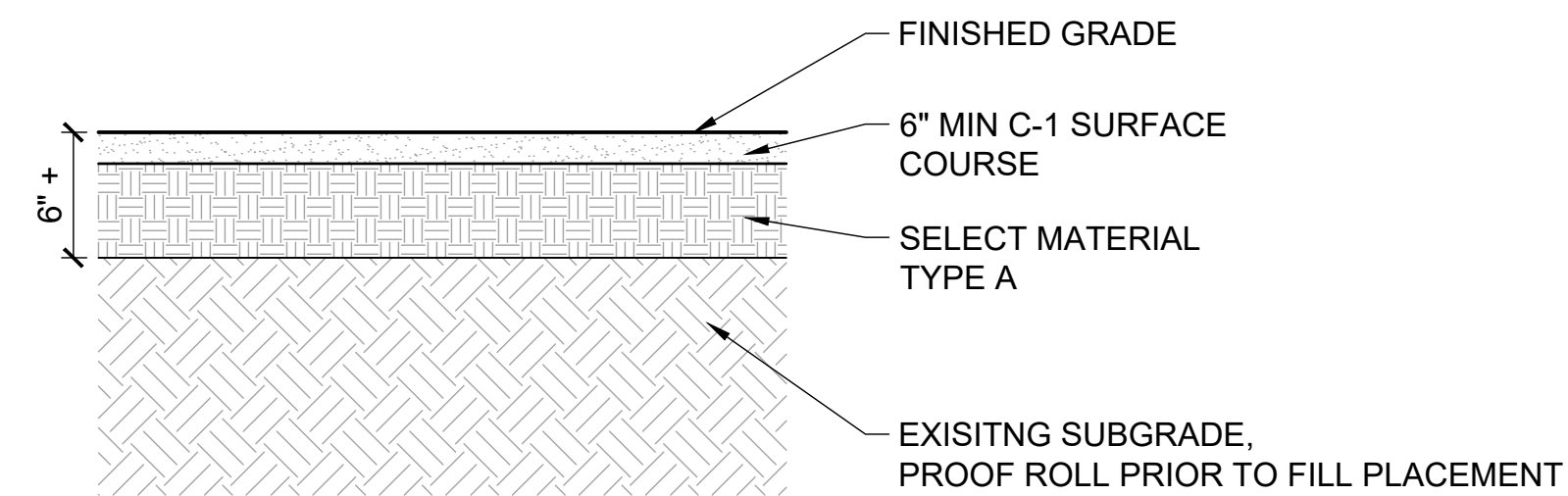


PROJECT:
**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

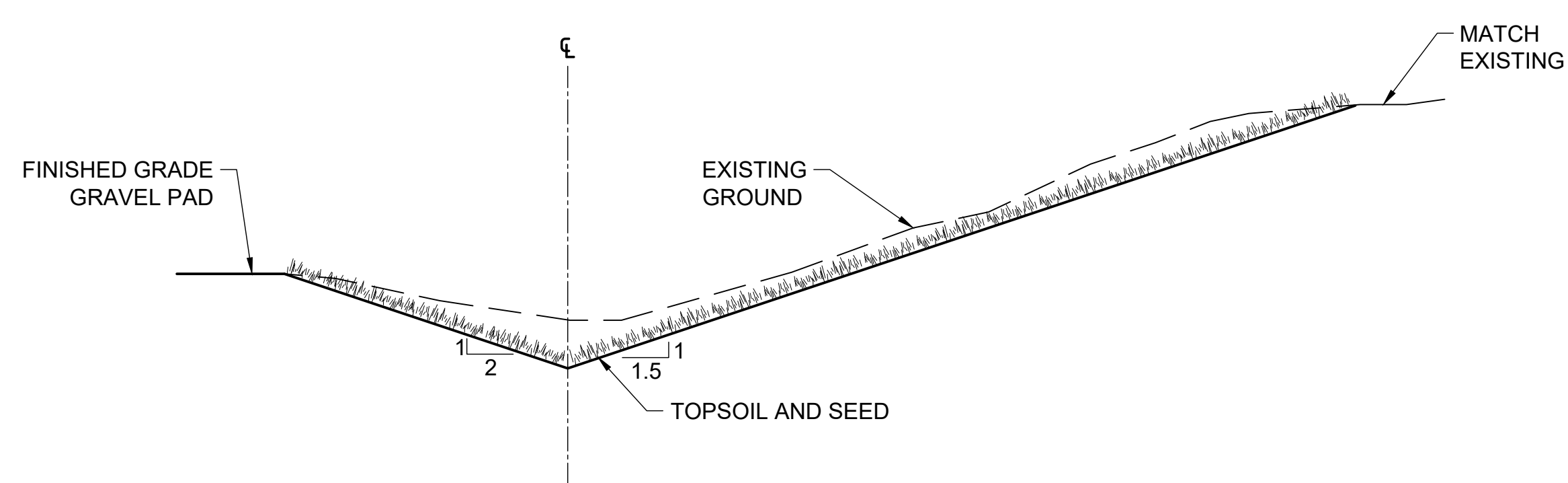
TITLE:
GRADING PLAN (2 OF 2)

DESIGNED BY:	WK	DATE:	06/16/2026	DWG NO: 2.04
CHECKED BY:	DST	PROJECT NO:	251085	

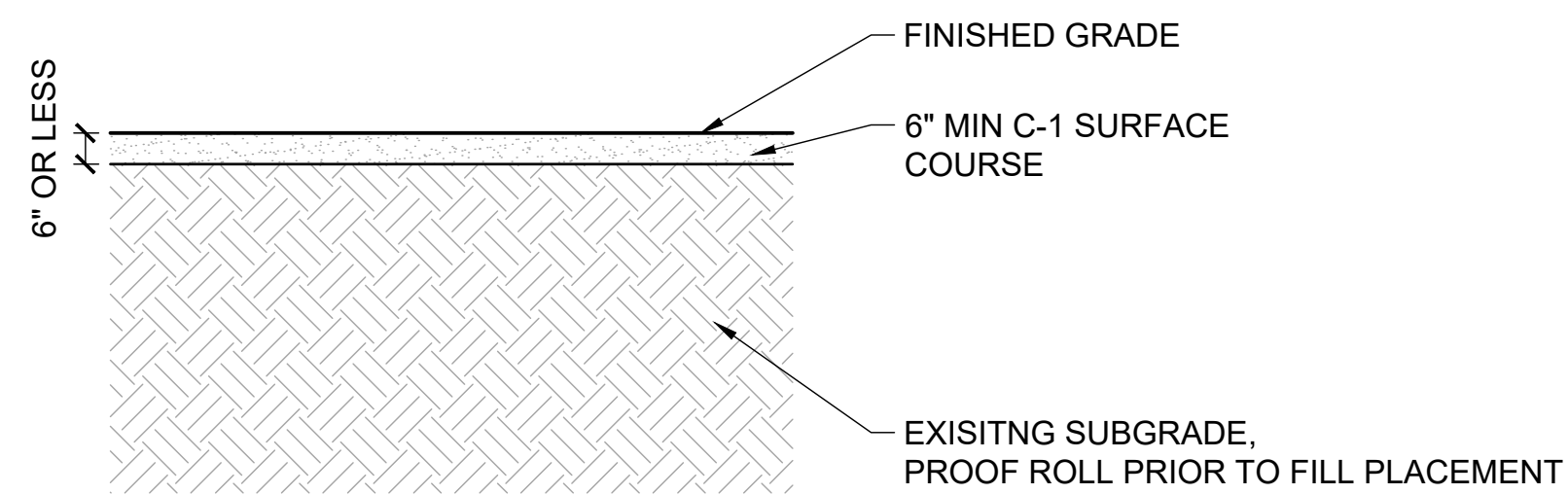
6/16/2026 14:52 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\2.05 SITE IMPROVEMENT DETAILS.dwg



FILL DEPTH GREATER THAN 6"



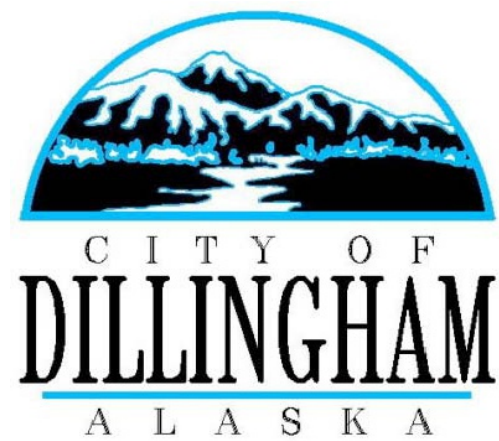
2
2.05
NTS
VEGETATED SWALE



FILL DEPTH 6" OR LESS

1
2.05
NTS
TYPICAL PAD SECTION

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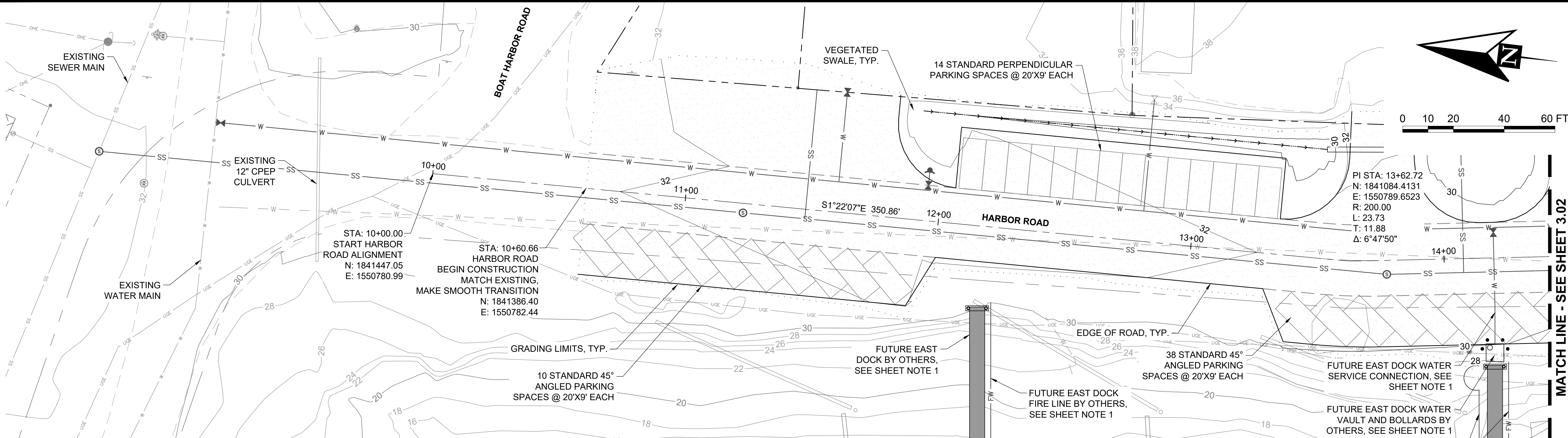
PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS

SITE IMPROVEMENT DETAILS

DESIGNED BY:	JBK	DATE:	06/16/2026	DWG NO:
CHECKED BY:	DST	PROJECT NO:	251085	2.05

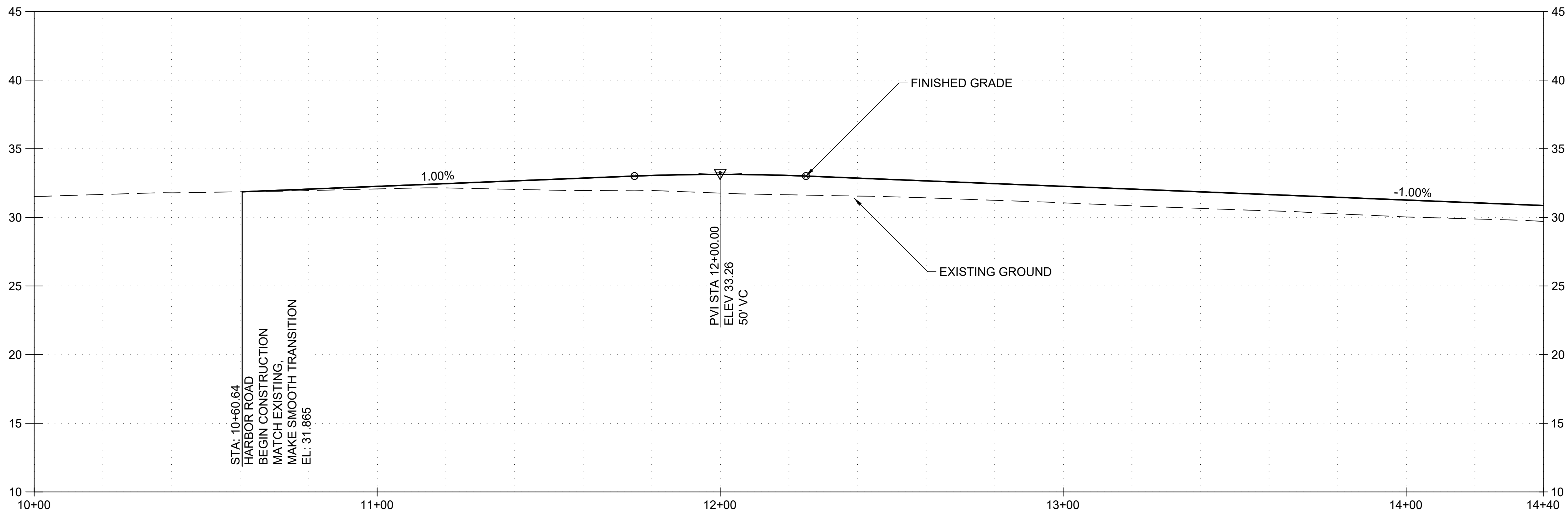
SHEET NO:
12 OF 23

6/16/2026 14:52 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\3.01-3.03 HARBOR ROAD PLAN AND PROFILE.dwg



SHEET NOTES:
1. WORK PROPOSED FOR THE DILLINGHAM SMALL BOAT HARBOR REPLACEMENT PROJECT (APRIL 9, 2019) IS SHOWN FOR CLARITY.

PLAN
1" = 20'



PROFILE
1" = 20' H 1" = 5' V

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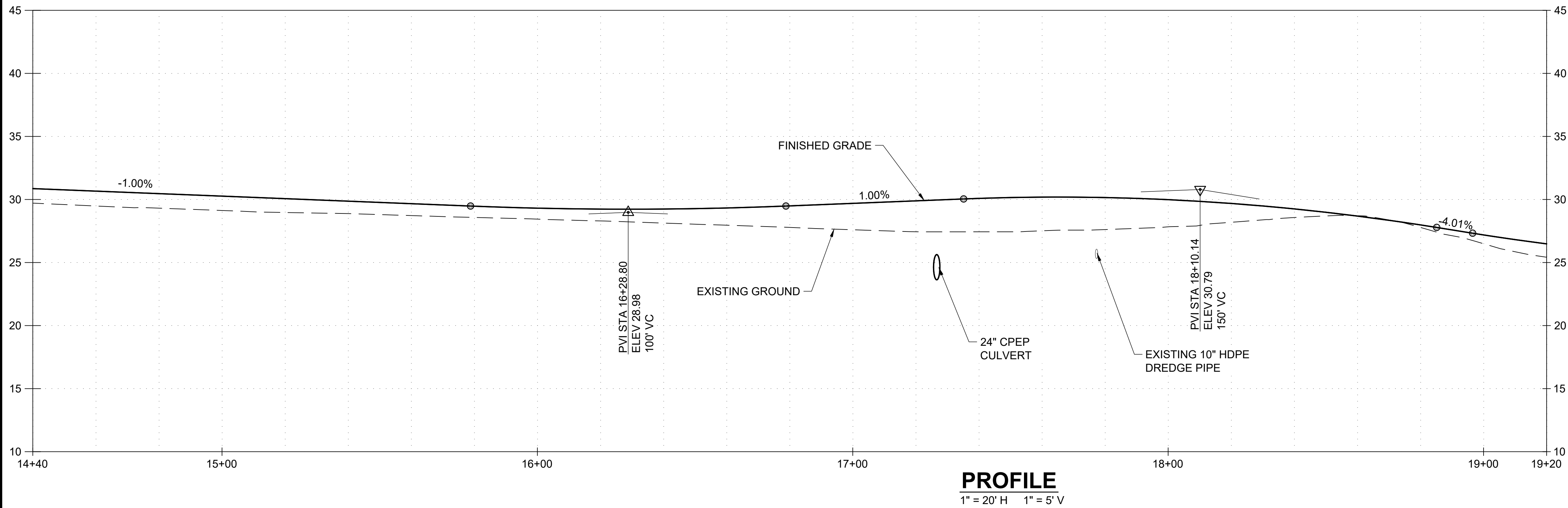
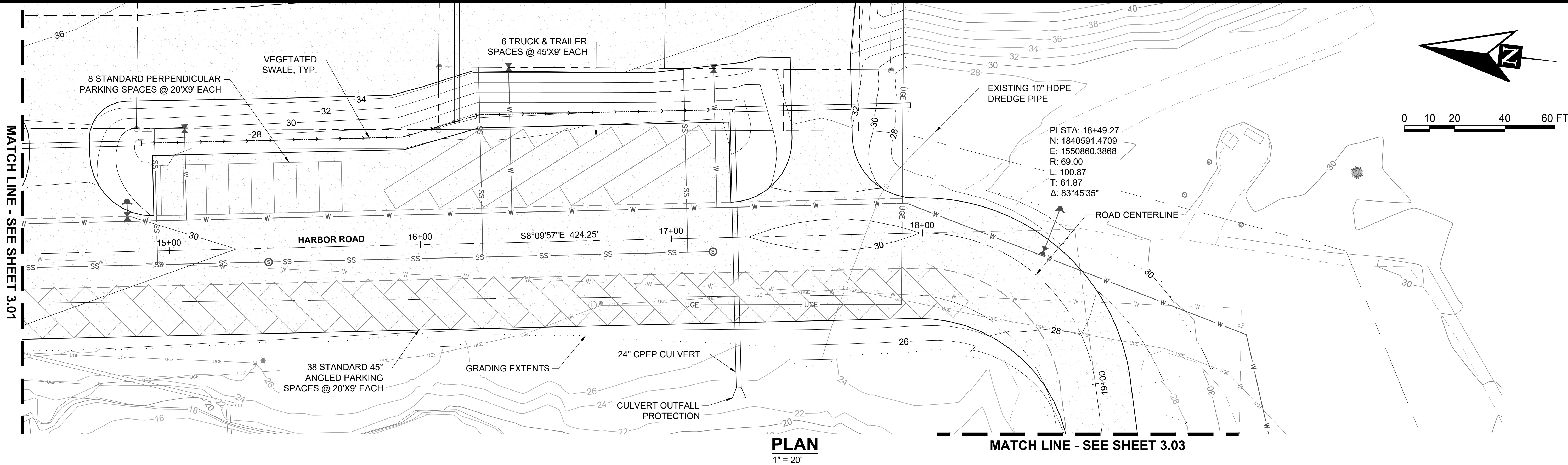
DATE: _____

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PROJECT: PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: HARBOR ROAD PLAN AND PROFILE (1 OF 3)			
DESIGNED BY:	WK	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085
DWG NO: 3.01			SHEET NO: 13 OF 23

6/16/2026 14:53 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\3.01+3.03 HARBOR ROAD PLAN AND PROFILE.dwg



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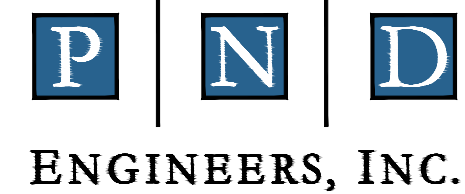


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REV	DATE	DESCRIPTION

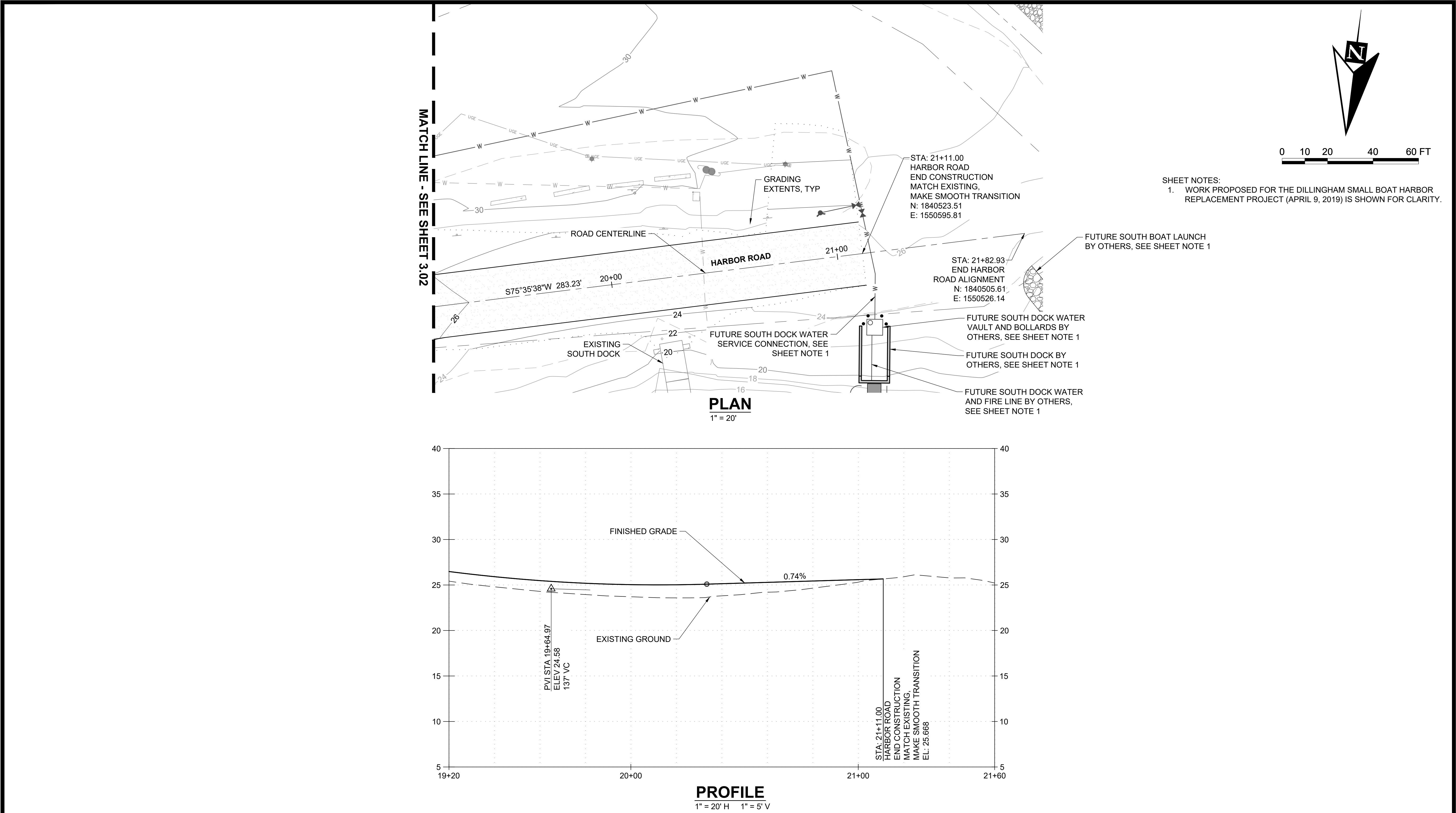
DATE: _____

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PROJECT: PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: HARBOR ROAD PLAN AND PROFILE (2 OF 3)			
DESIGNED BY:	WK	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085
DWG NO:			3.02
SHEET NO:			14 OF 23

6/16/2026 14:53 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\3.01-3.03 HARBOR ROAD PLAN AND PROFILE.dwg



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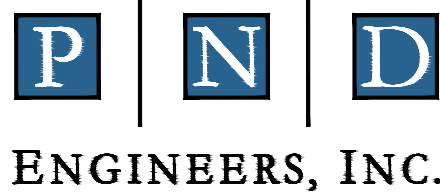


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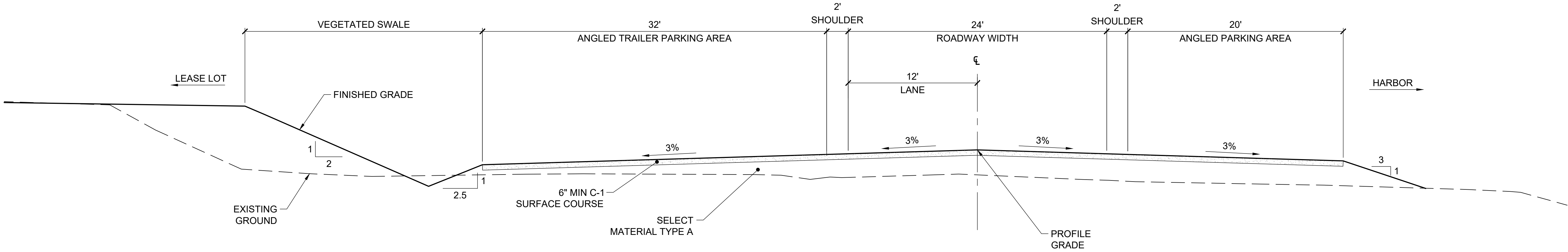
PROJECT:			
PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: HARBOR ROAD PLAN AND PROFILE (3 OF 3)			
DESIGNED BY:	WK	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085
DWG NO:			3.03
SHEET NO:			15 OF 23

6/16/2026 14:53 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\3.04-3.05 HARBOR ROAD SECTIONS AND DETAILS.dwg

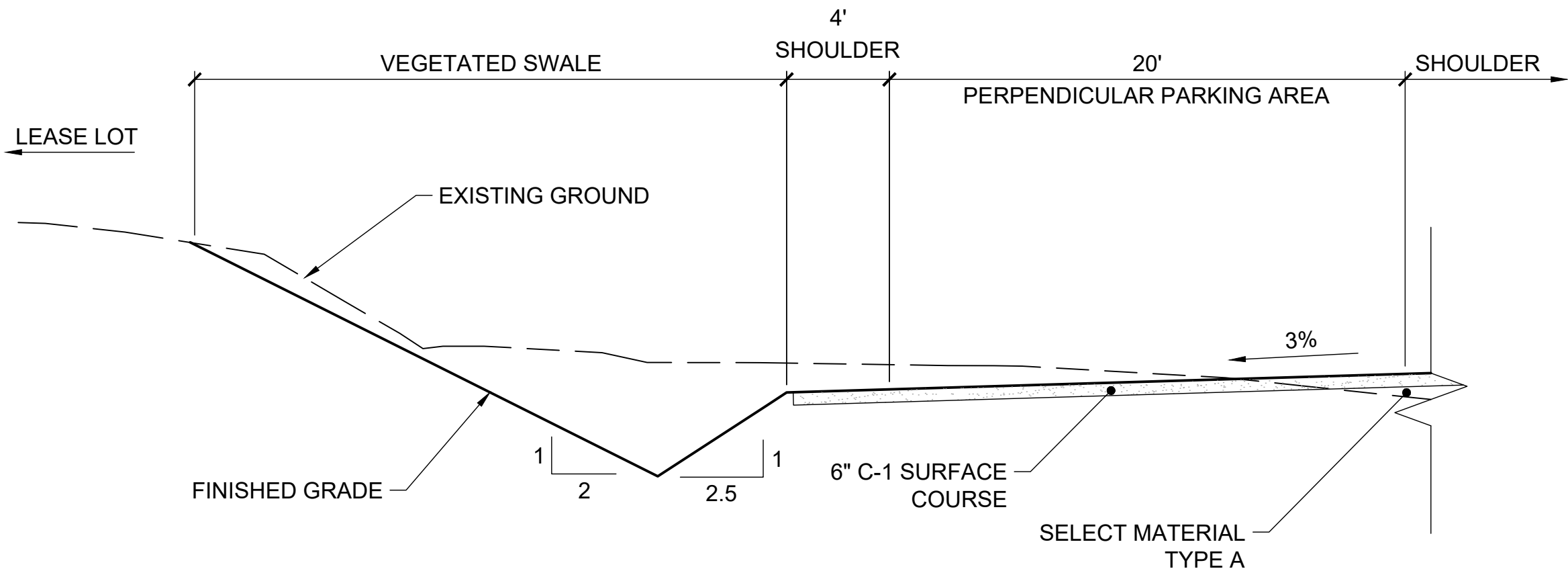
TYPICAL SECTION TABLE			
FROM STATION	TO STATION	TYPICAL SECTION	
		LEFT	RIGHT
10+00	12+00	B	A
12+00	13+30	B	C
13+30	15+80	B	A
15+80	17+15	A	A

NOTE:

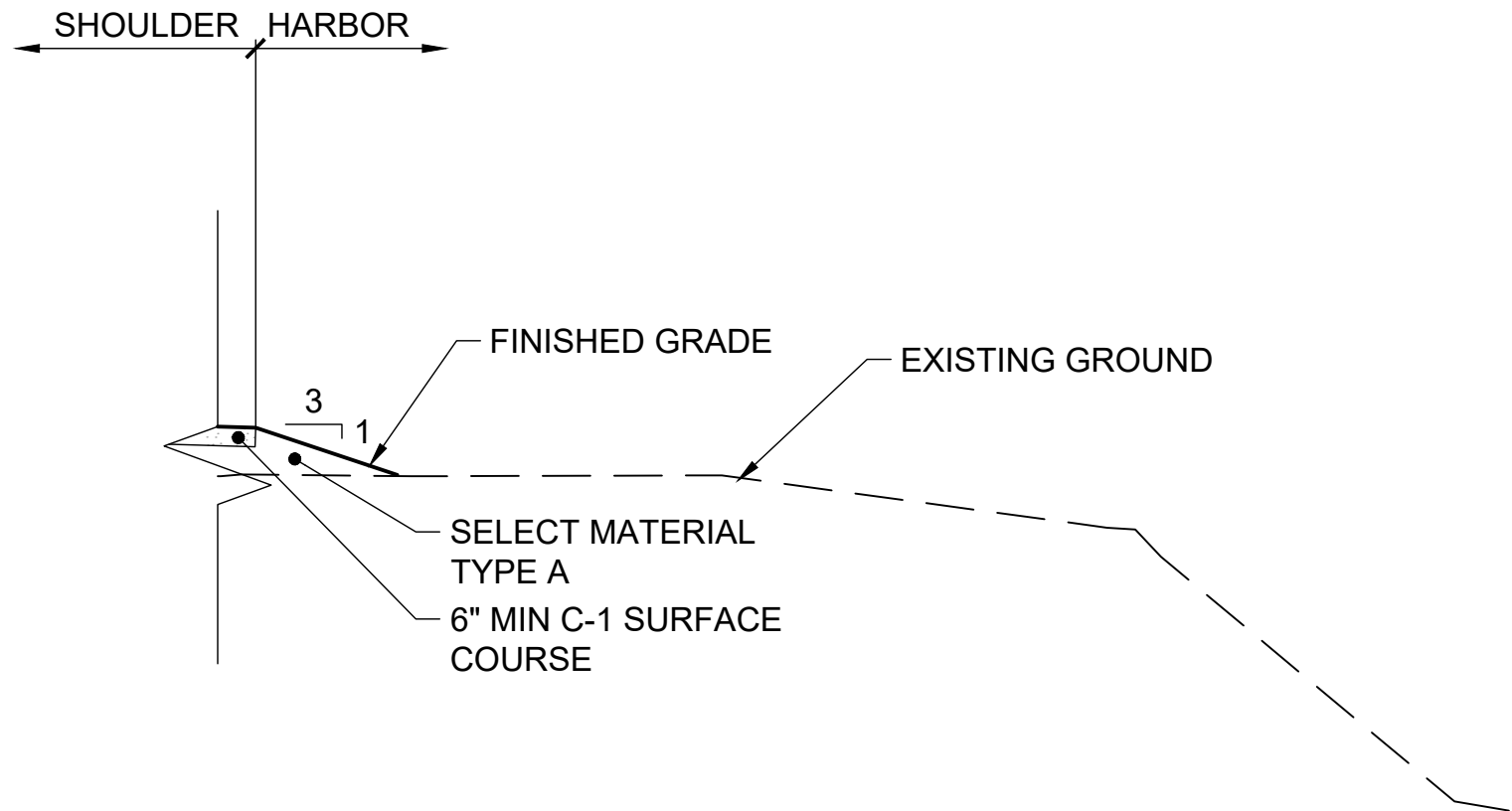
1. STATIONS ARE APPROXIMATE



1
3.04
TYPICAL ROAD SECTION "A"
NTS



2
3.04
TYPICAL ROAD SECTION "B"
NTS



3
3.04
TYPICAL ROAD SECTION "C"
NTS

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REV	DATE	DESCRIPTION

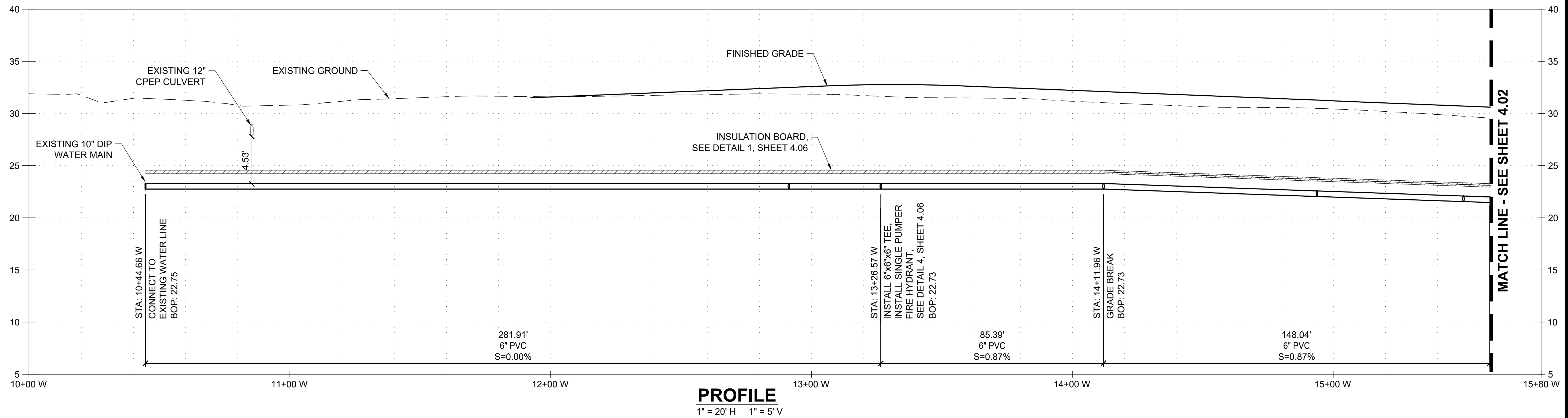
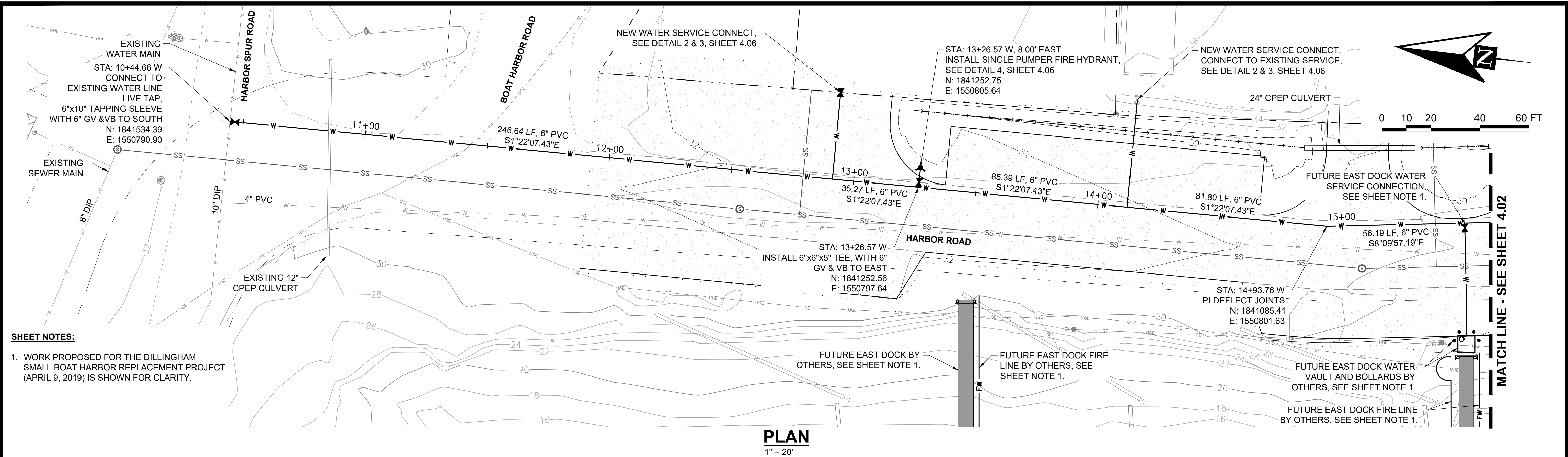
DATE: _____

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PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: HARBOR ROAD SECTIONS AND DETAILS			
DESIGNED BY: KJ	DATE: 06/16/2026	DWG NO: 3.04	SHEET NO: 16 OF 23
CHECKED BY: DST	PROJECT NO: 251085		

6/16/2026 14:53 - CROSS - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\4.01-4.03 WATER PLAN AND PROFILE.dwg



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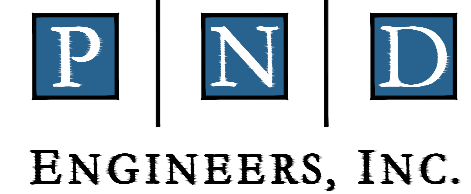


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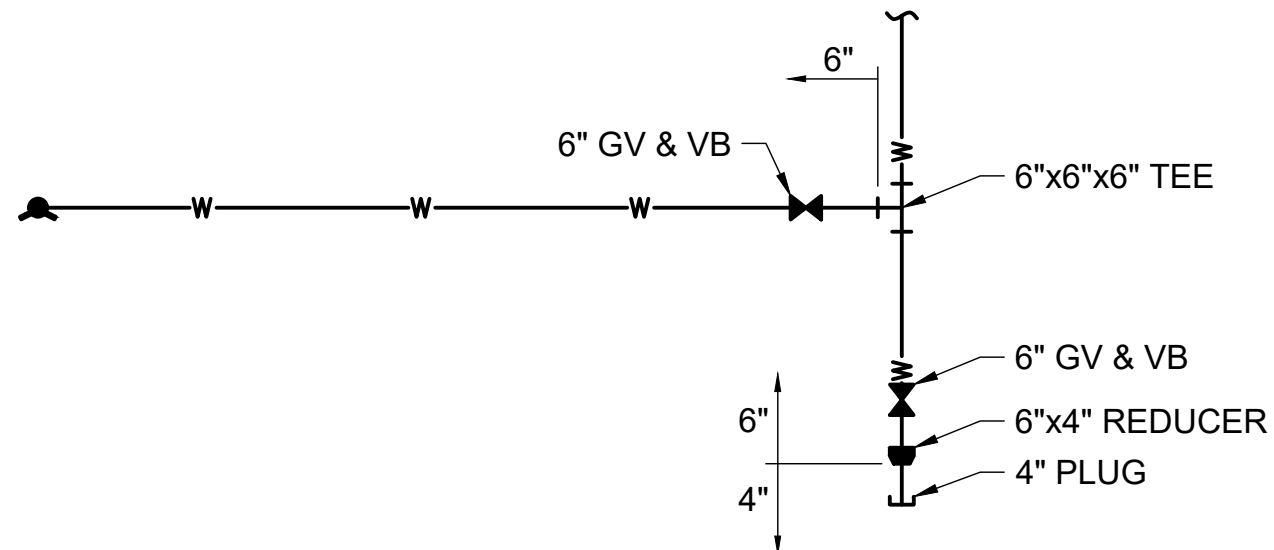
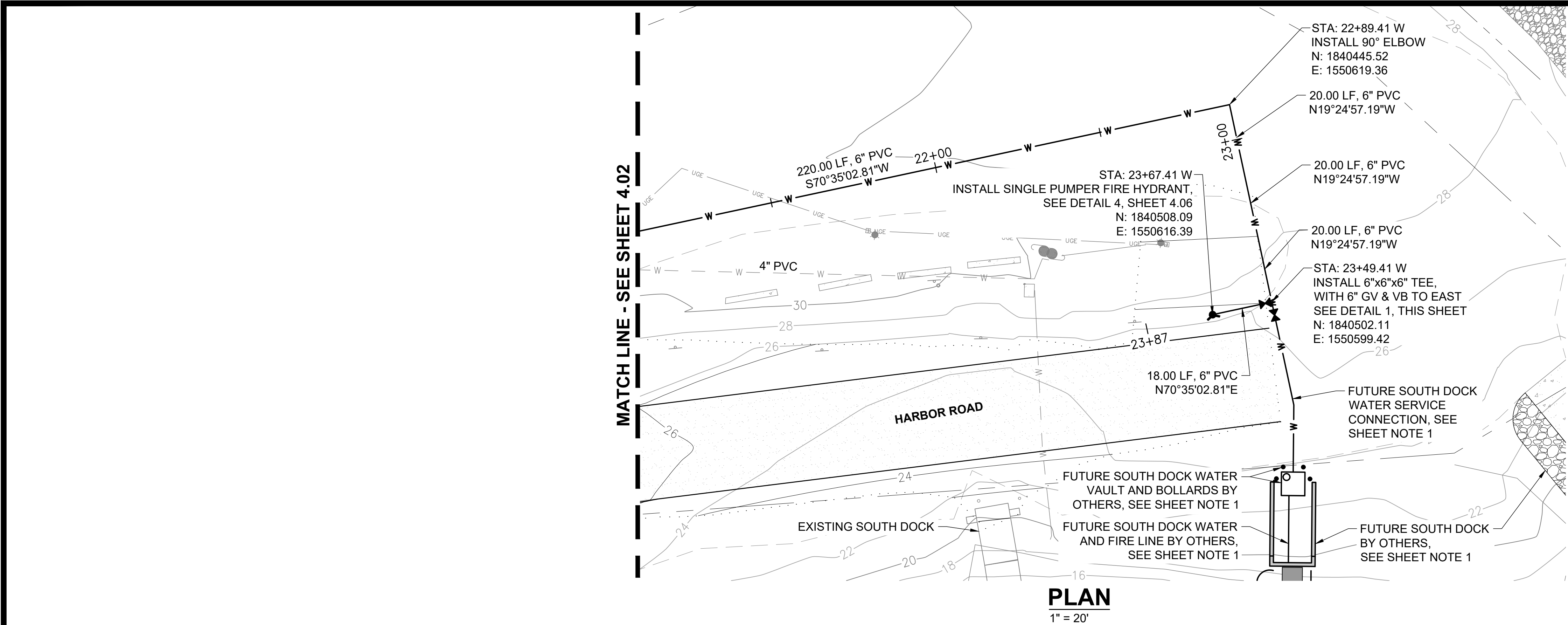
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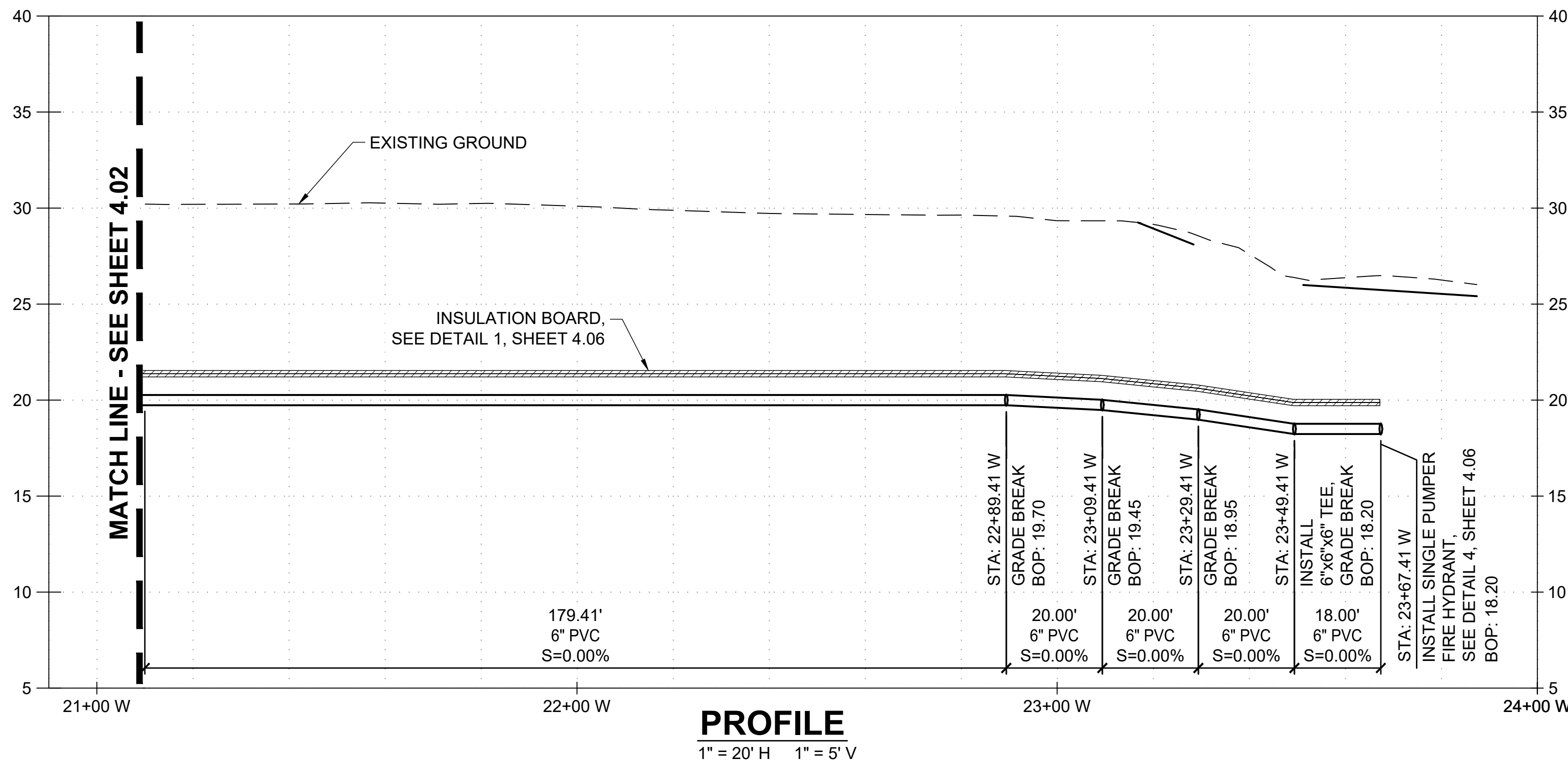


PROJECT: PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: WATER IMPROVEMENTS PLAN AND PROFILE (1 OF 3)			
DESIGNED BY:	CC	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085
DWG NO:			4.01
SHEET NO:			17 OF 23

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1
4.03 WATER MAIN ENLARGEMENT
NTS



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WATER IMPROVEMENTS
PLAN AND PROFILE (3 OF 3)

DESIGNED BY: CC

CHECKED BY: DST

DATE: 06/16/2026

PROJECT NO: 251085

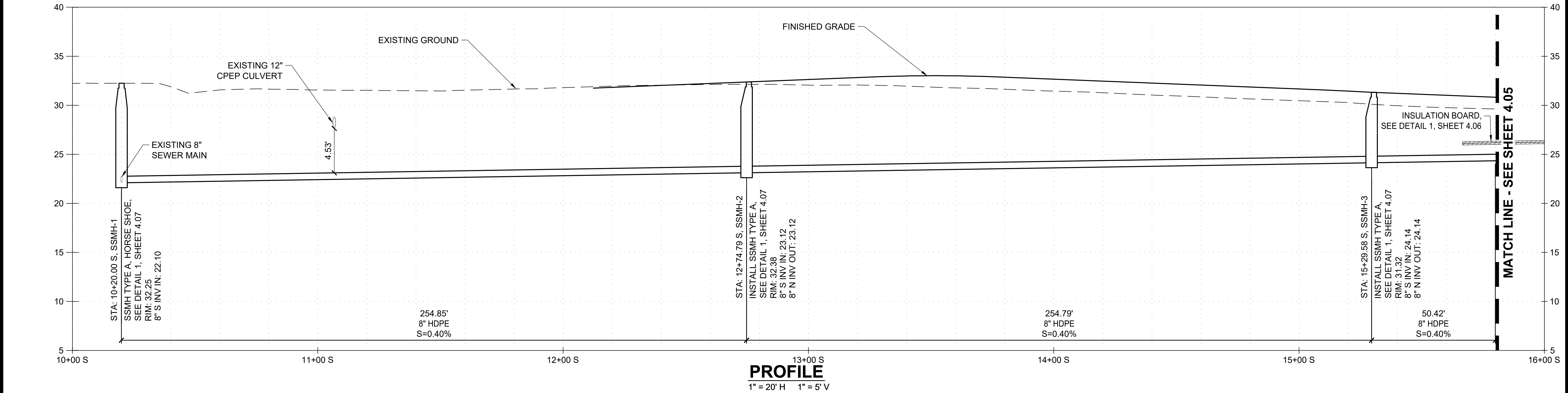
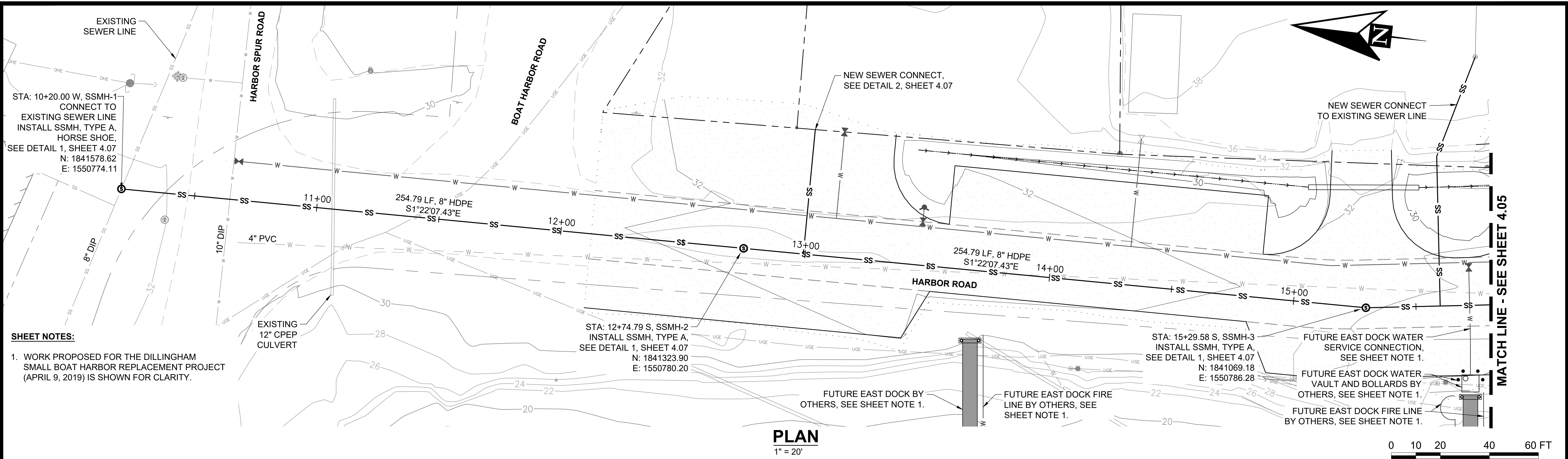
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SHEET NO:

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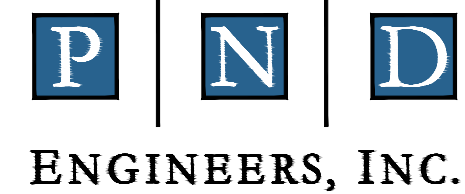


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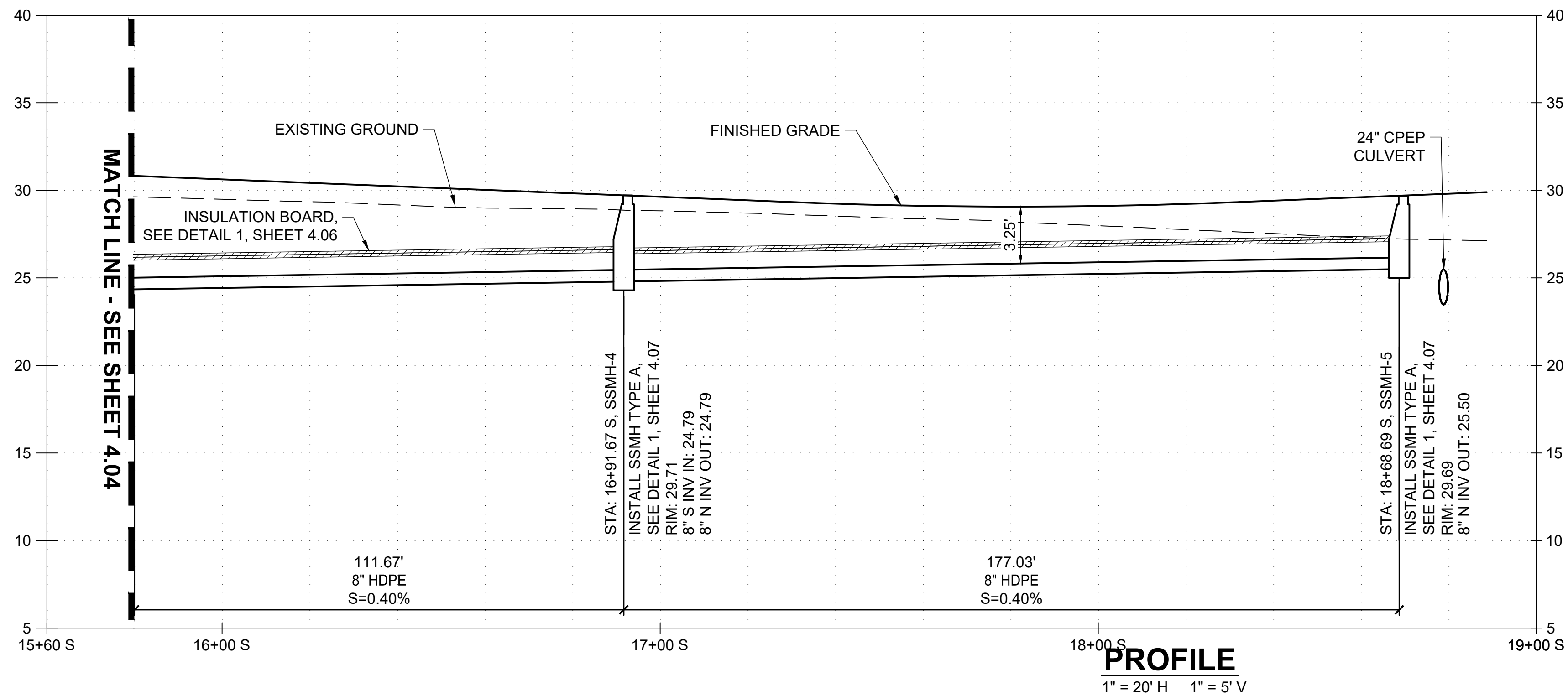
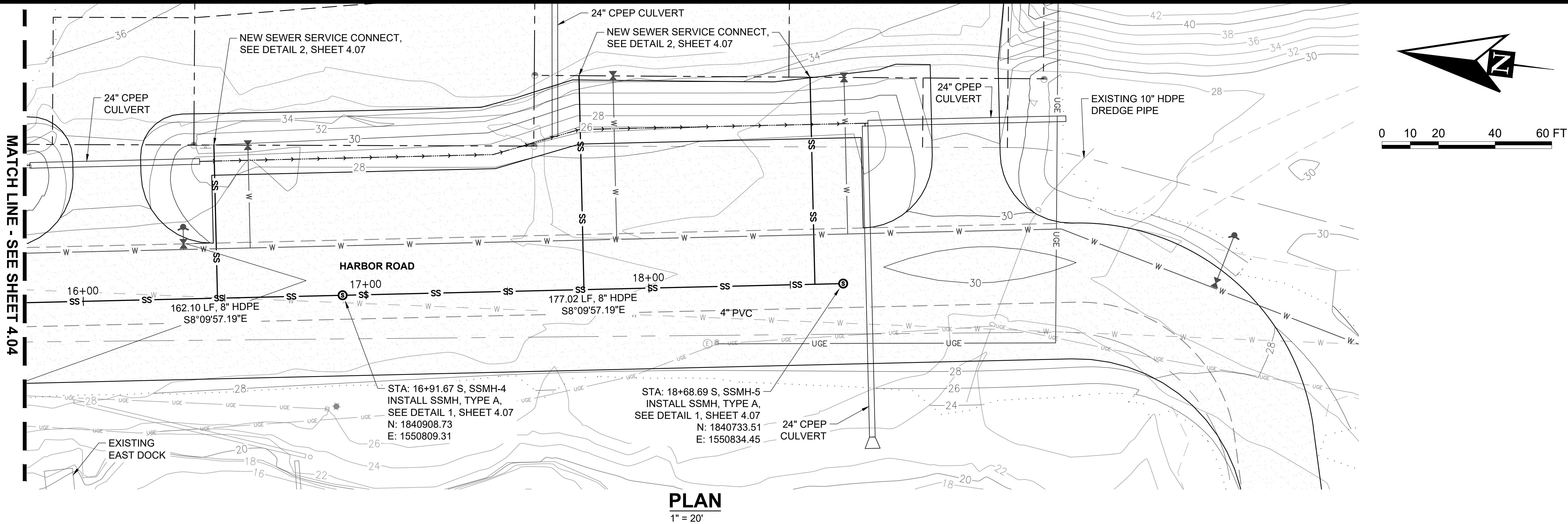
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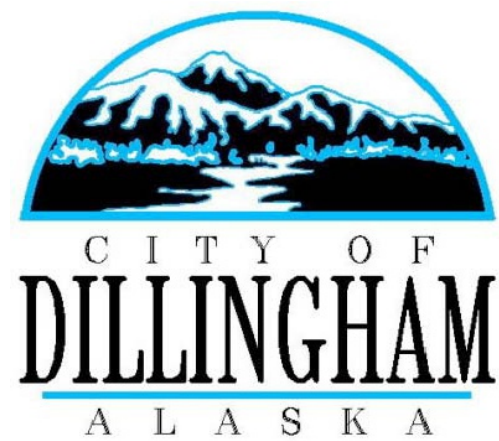
PROJECT: **PORT OF DILLINGHAM UPLANDS IMPROVEMENTS**

TITLE: **SEWER IMPROVEMENTS PLAN AND PROFILE (1 OF 2)**

DESIGNED BY: CC	DATE: 06/16/2026	DWG NO: 4.04
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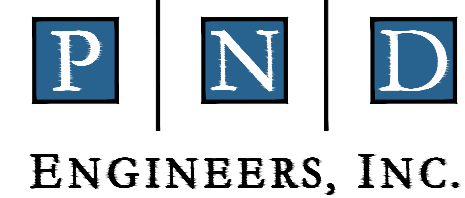


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SEWER IMPROVEMENTS
PLAN AND PROFILE (2 OF 2)

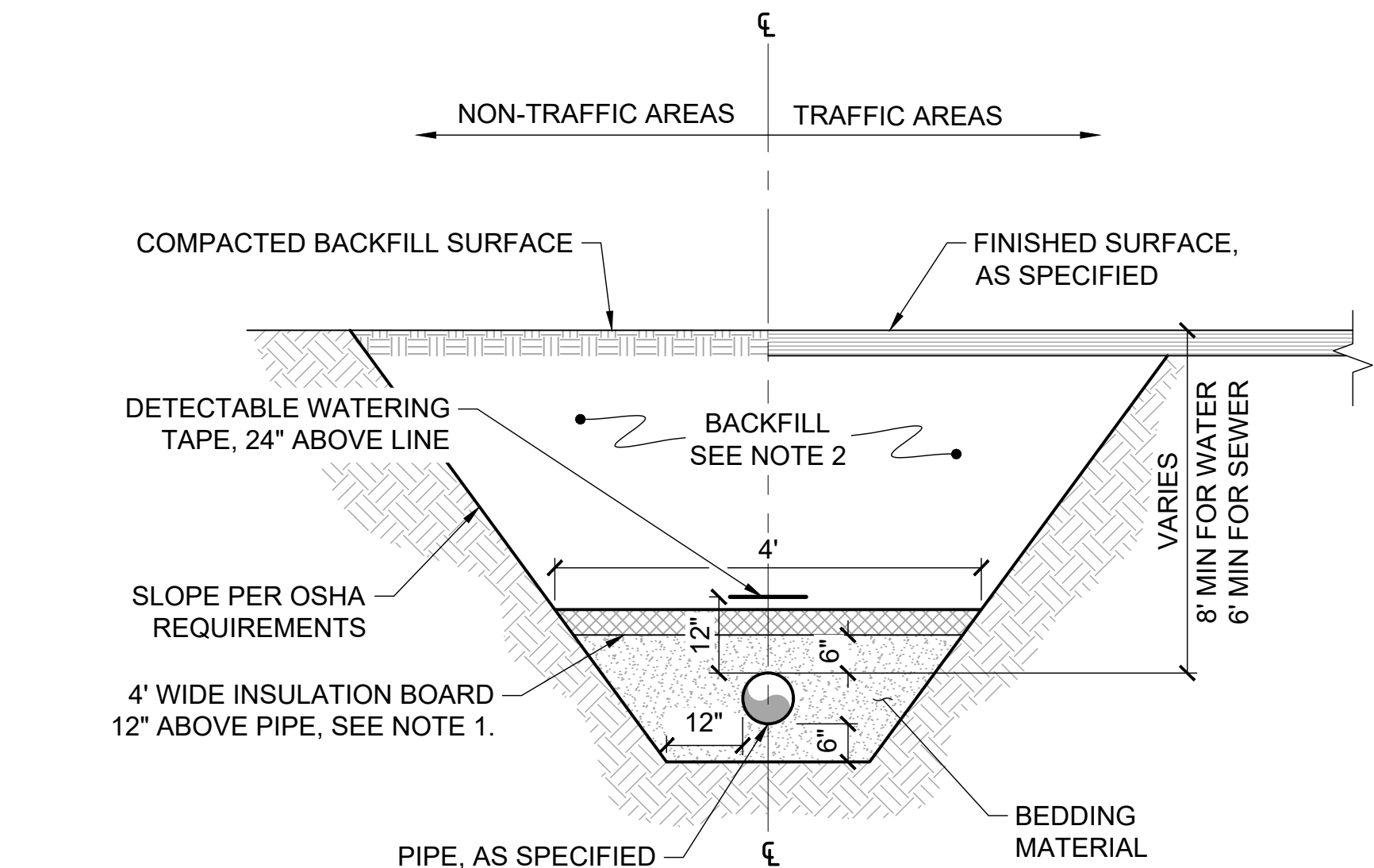
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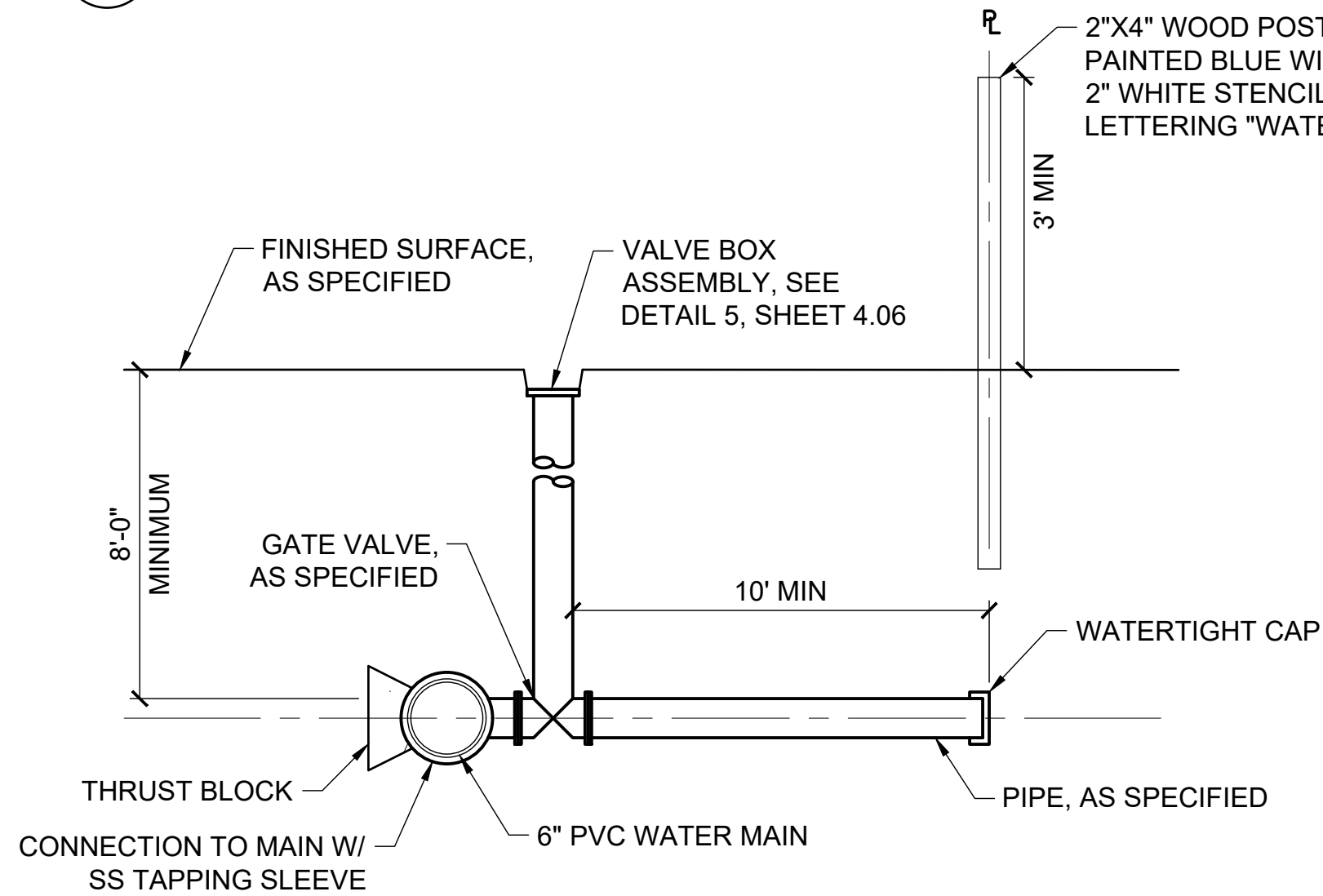
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NOTES:

- 2 LAYERS OF 2" THICK x 4' WIDE x 8' LONG (TOTAL THICKNESS) INSULATION BOARD. STAGGER END JOINTS, 2' MIN.
- PLACE AND COMPACT TRENCH BACKFILL MATERIAL TO DEPTHS SHOWN IN THE DRAWINGS OR AS DETERMINED BY THE ENGINEER. COMPACT TRENCH BACKFILL TO 95% MIN OF MAX DENSITY.
- INSULATION AS REQUIRED FOR LINES W/ LESS THAN MIN COVER. ALL PRESSURIZED WATER MAINS SHALL HAVE INSULATION BOARD. SEE PROFILES FOR LOCATION OF INSULATION BOARD.

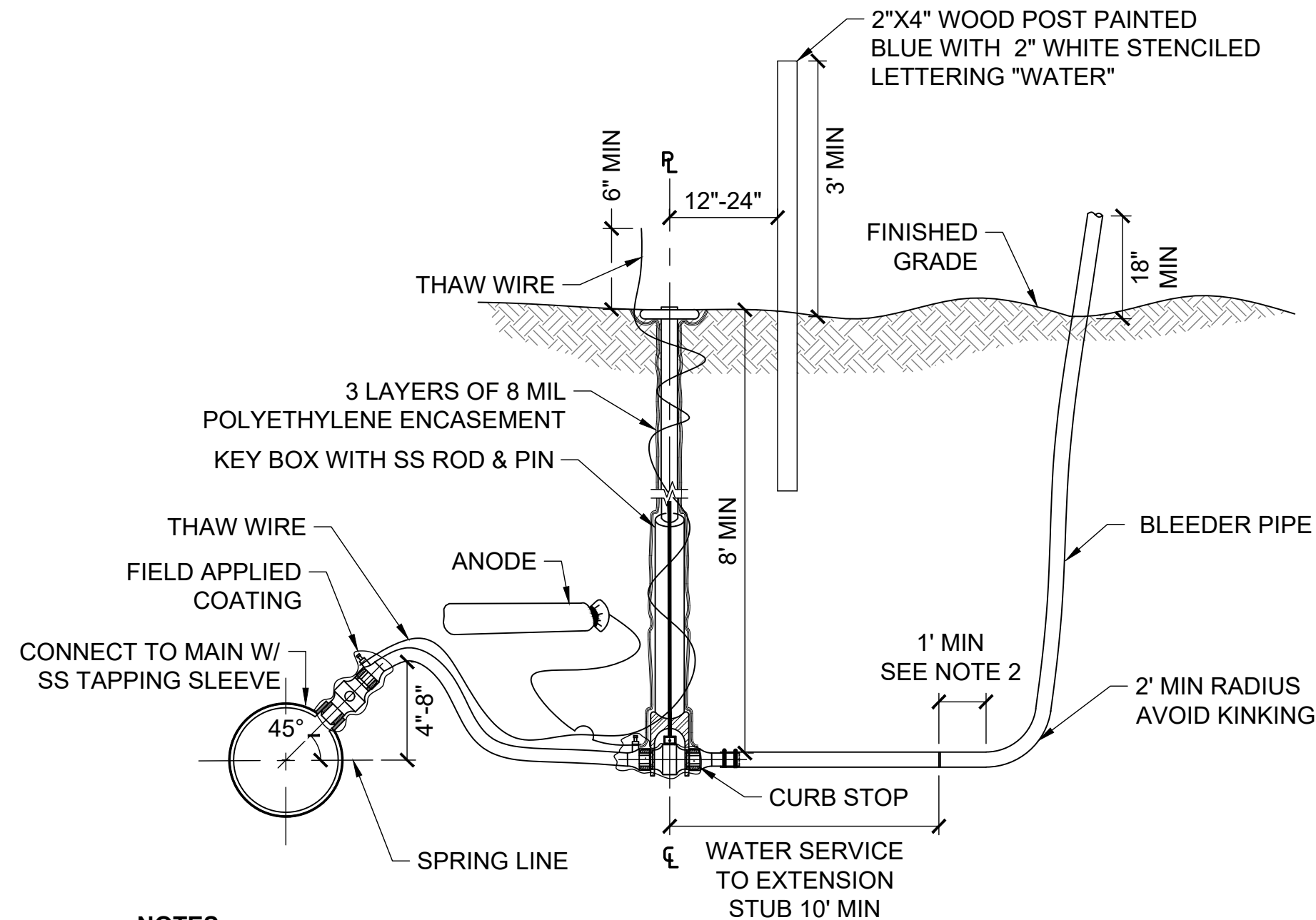
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4.06 **TYPICAL UTILITY PIPE TRENCH SECTION**
NTS



NOTES:

- ALL JOINTS SHALL BE RESTRAINED.
- THE CONTRACTOR SHALL RELOCATE WATER SERVICE CONNECTIONS WHEN THE POINT OF CONNECTION IS LESS THAN 3' FROM THE NEAREST JOINT, TAP, OR AN EXISTING CONNECTION.
- RELOCATIONS AND CHANGES TO UTILITIES SHALL BE APPROVED BY THE OWNER AND RECORDED IN SURVEY NOTES AND REDLINED PLANS.

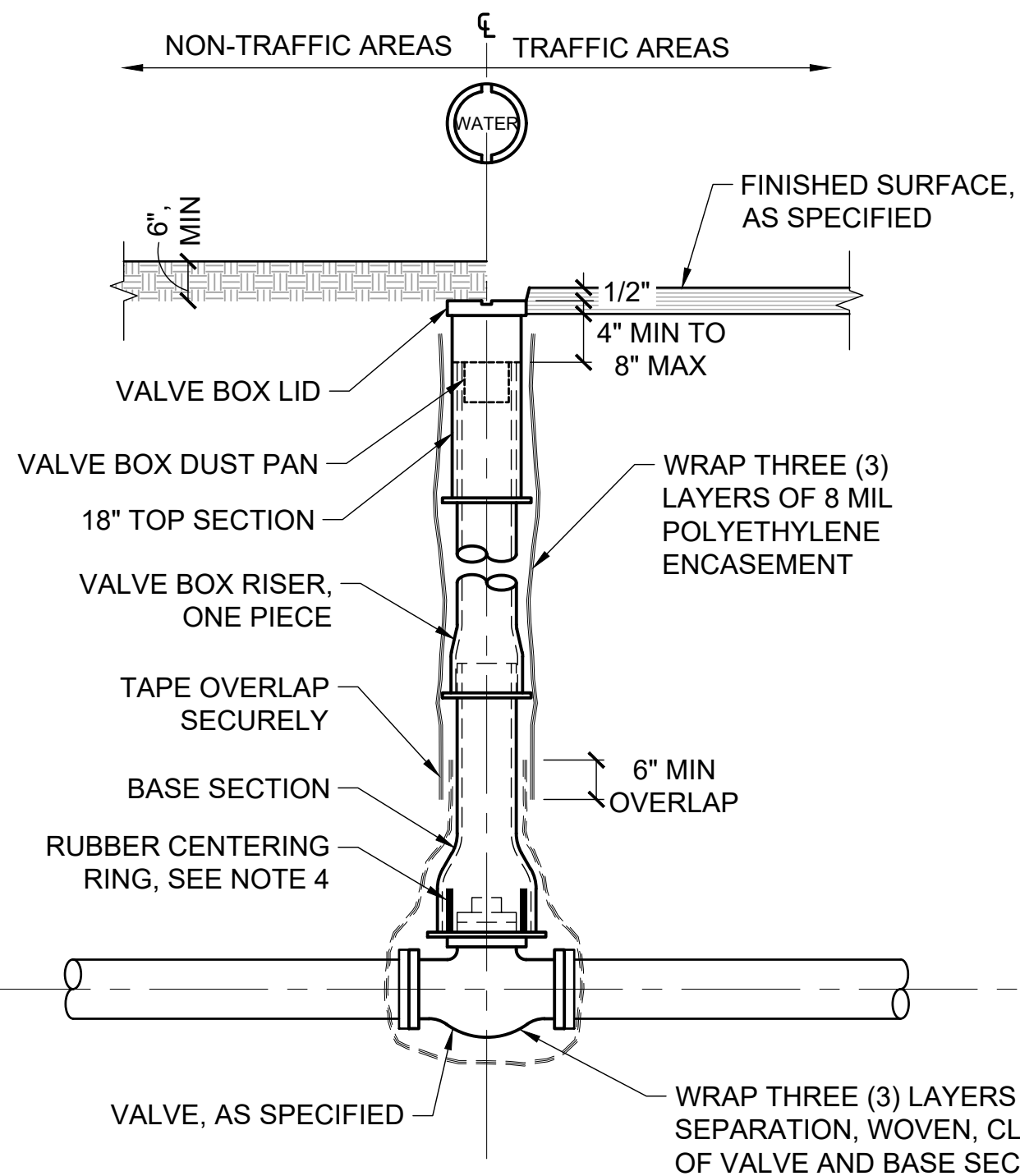
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4.06 **LARGE WATER SERVICE CONNECT**
NTS



NOTES:

- STAINLESS STEEL (SS) WRAP AROUND SERVICE SADDLE TO BE USED ON ALL TAPS.
- EXTENDING FROM THE EXTENSION STUB IS TO BE ACCOMPLISHED BY MAKING A CLEAN CUT ONE FOOT FROM THE BEGINNING OF THE VERTICAL BEND.

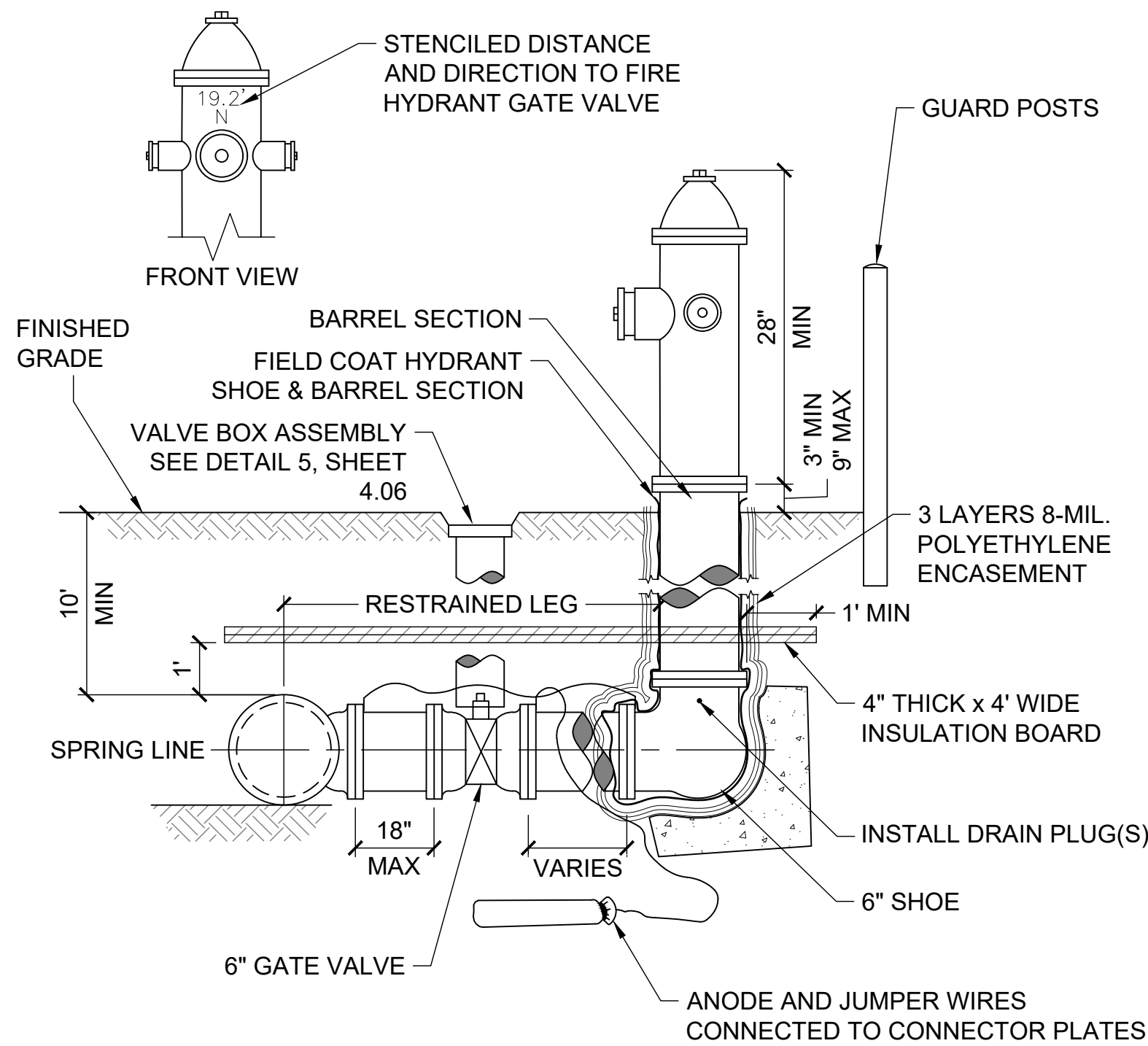
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4.06 **SMALL WATER SERVICE CONNECT**
NTS



NOTES:

- SIZE VALVES, VALVE BOXES, AND PIPE TRANSITIONS AS REQUIRED ACCORDING TO CONNECTING PIPE SIZE AND MATERIAL.
- ALL COMPONENTS TO BE OLYMPIC FOUNDRY PART NO. 940 OR APPROVED EQUAL.
- NO MORE THAN ONE VALVE BOX RISER SHALL BE ALLOWED PER VALVE.
- INSTALL RUBBER COMPOUND SLEEVE ON VALVE TO ALIGN VALVE BOX BOTTOM SECTION WITH TOP OF VALVE, SUCH AS THE VALVE BOX ADAPTER II OR APPROVED EQUAL. CENTERING RING SHALL CONFORM TO THE SHAPE OF THE VALVE AND VALVE BOX TO SEAL OUT SOIL.
- GEOTEXTILE, POLYETHYLENE ENCASMENT, AND OVERLAPS SHALL BE SECURED WITH PVC TAPE.
- ALL JOINTS SHALL BE RESTRAINED.
- MAXIMUM DEFLECTION OF PIPE PER JOINT SHALL NOT EXCEED 80% OF THE MANUFACTURERS RECOMMENDED DEFLECTION (4 DEGREES).

5
4.06 **TYPICAL VALVE BOX ASSEMBLY**
NTS



NOTES:

- HYDRANT BARREL SHALL BE INSTALLED PLUMB AND THE LEG SHALL BE LEVEL.
- ALL BACKFILL MATERIAL WITHIN 3 FEET AROUND HYDRANT BARREL SHALL BE NFS.
- ALL HYDRANTS SHALL BE PAINTED CATERPILLAR YELLOW, AND THE NUMBER OF FEET TO VALVE SHALL BE PRINTED IN BLACK 1/2" BLOCK LETTERS JUST BELOW TOP BONNET.
- ALL JOINTS SHALL BE RESTRAINED.
- THE CONTRACTOR SHALL RELOCATE FIRE HYDRANT CONNECTIONS WHEN THE POINT OF CONNECTION IS LESS THAN 3' FROM THE NEAREST JOINT, TAP, OR AN EXISTING CONNECTION.
- RELOCATIONS AND CHANGES TO UTILITIES SHALL BE APPROVED BY THE OWNER AND RECORDED IN SURVEY NOTES AND REDLINED PLANS.

4
4.06 **SINGLE PUMPER FIRE HYDRANT**
NTS

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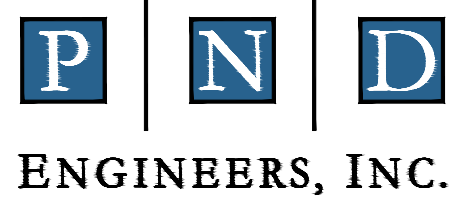


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UTILITY DETAILS (1 OF 2)

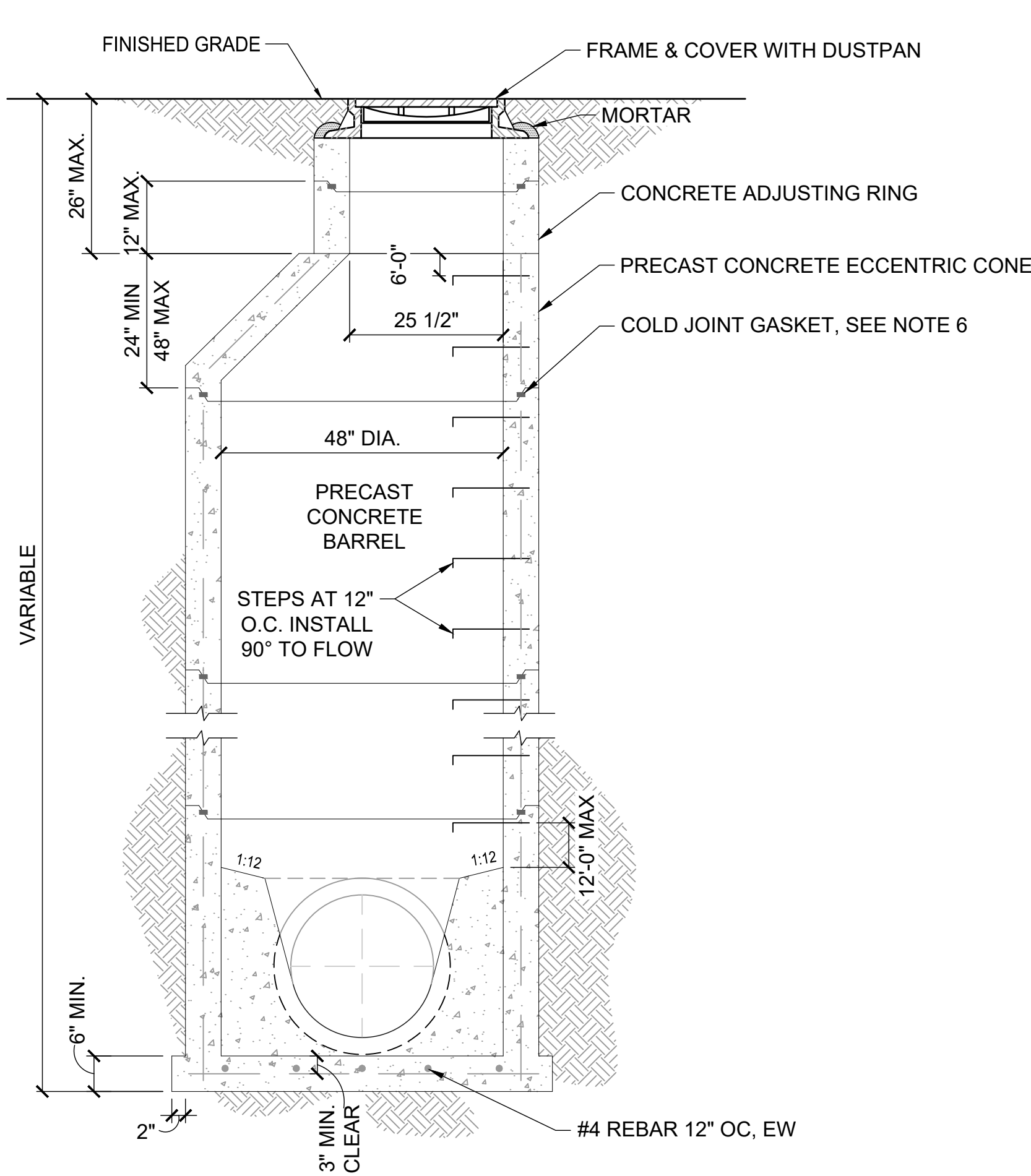
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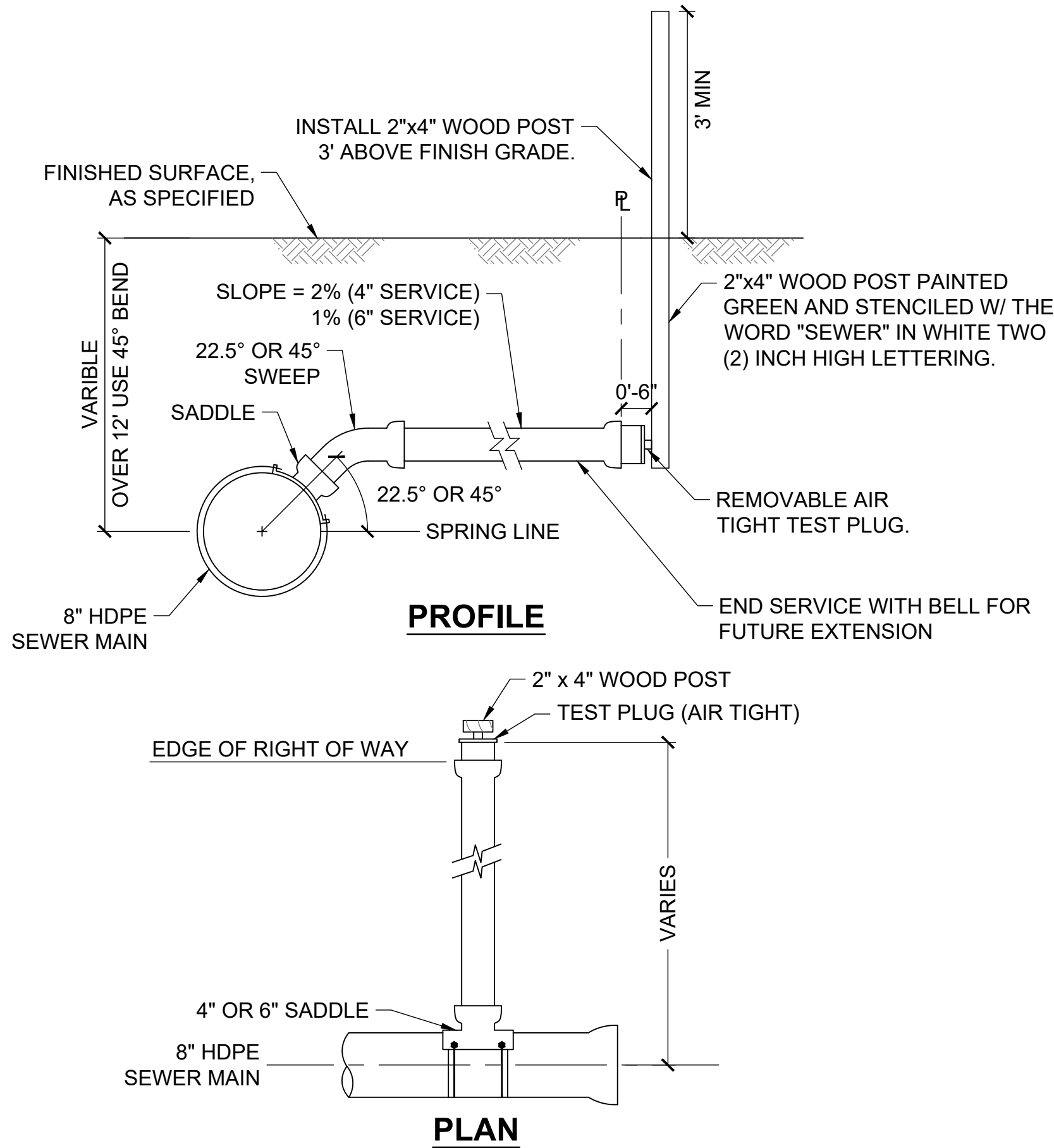
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- NOTES:**
1. MIN. STEEL REQ'D FOR BARREL AS PER ASTM C-478. REINFORCEMENT SHALL BE INSTALLED THROUGH THE TRANSITION FROM THE BASE TO THE VERTICAL WALLS OF THE MANHOLE.
 2. PRE-MOLDED PLASTIC GASKETS AT ALL BARREL JOINTS.
 3. ALL MANHOLE SECTIONS SHALL CONFORM TO ASTM C-478.
 4. "JET SET", "ALL CRETE" OR EQUAL, AT PIPE CONNECTION WITH PRECAST BASE.
 5. NO REBAR TO EXTEND INTO PIPE OPENING.
 6. RAM-NEK OF EQUAL AND PRIME BARREL JOINTS, HEAT RAM-NEK AND SEAL SURFACES BEFORE FINAL ASSEMBLY.
 7. AFTER BARREL SECTION HAS BEEN PLACED, REMOVE LIFTING DEVICES AND GROUT HOLES PRIOR TO BACKFILL.
 8. PROVIDE Z-LOK BOOTS FOR ALL NEW MANHOLES. GROUT PER MANUFACTURER'S RECOMMENDATIONS.
 9. MANHOLES SHALL HAVE A MINIMUM OF ONE (1) SIX-INCH (6") GRADE RING.
 10. PIPES SHALL EXTEND AT LEAST 2", BUT NO MORE THAN 3" PAST THE INTERIOR FACE OF MANHOLE.

SANITARY SEWER MANHOLE TYPE A



SANITARY SEWER SERVICE CONNECT

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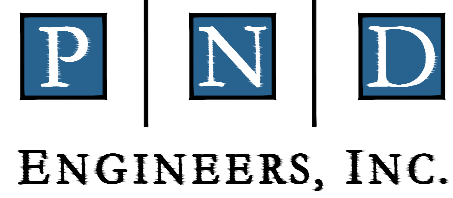


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