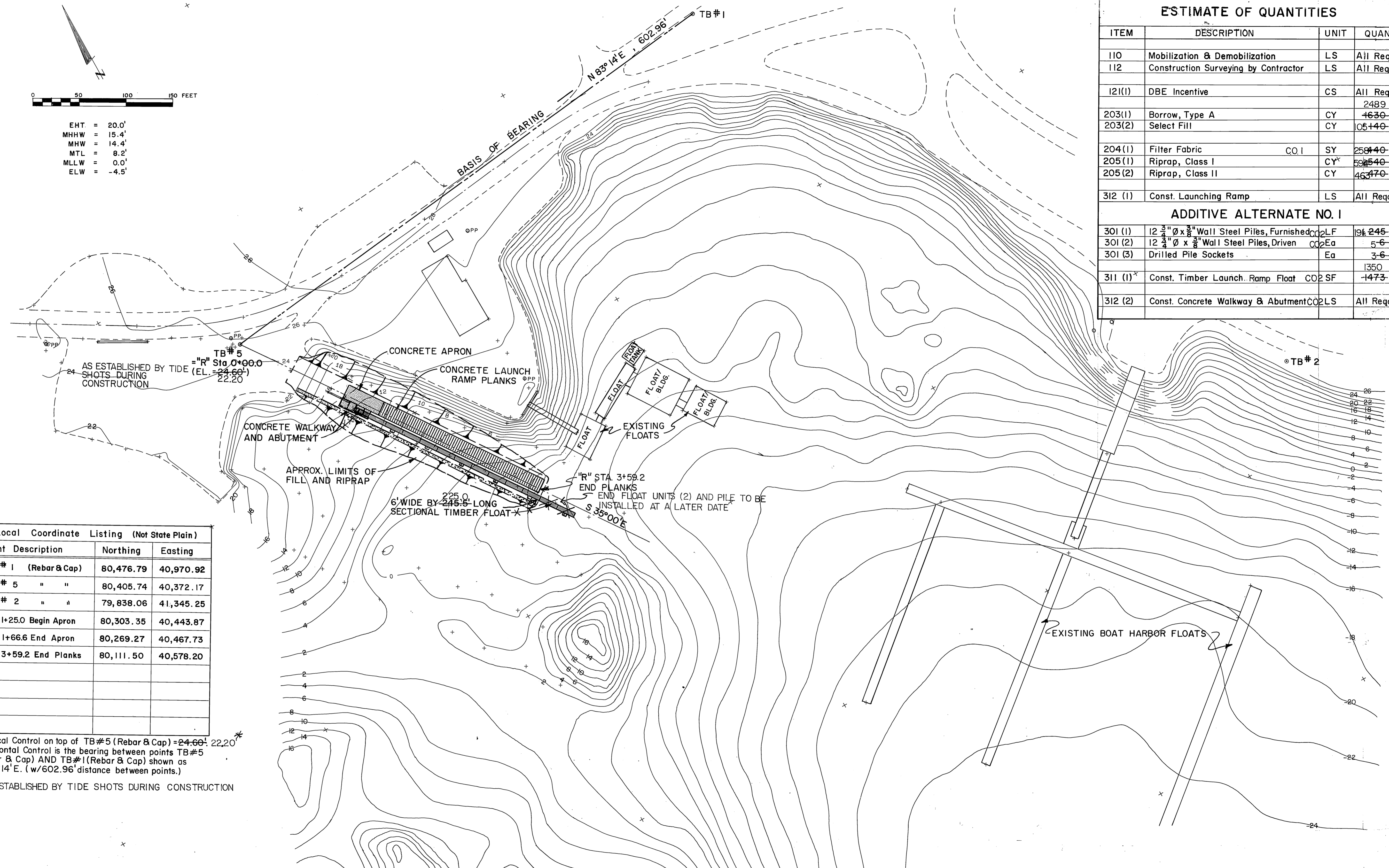


EHT = 20.0'  
 MHHW = 15.4'  
 MHW = 14.4'  
 MTL = 8.2'  
 MLLW = 0.0'  
 ELW = -4.5'

ESTIMATE OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANT.
110	Mobilization & Demobilization	LS	All Req'd.
112	Construction Surveying by Contractor	LS	All Req'd.
121(1)	DBE Incentive	CS	All Req'd.
			2489
203(1)	Borrow, Type A	CY	+630-
203(2)	Select Fill	CY	105+40-
204(1)	Filter Fabric	CO I	SY 250+40-
205(1)	Riprap, Class I	CY*	500+540-
205(2)	Riprap, Class II	CY	463+70-
312 (1)	Const. Launching Ramp	LS	All Req'd.
ADDITIVE ALTERNATE NO. 1			
301 (1)	12 3/4" Ø x 3/8" Wall Steel Piles, Furnished	CO L	196 245-
301 (2)	12 3/4" Ø x 3/8" Wall Steel Piles, Driven	CO Ea	5-6-
301 (3)	Drilled Pile Sockets	Ea	3-6-
			1350
311 (1)*	Const. Timber Launch. Ramp Float	CO 2 SF	-1473-
312 (2)	Const. Concrete Walkway & Abutment	CO 2 LS	All Req'd.



Local Coordinate Listing (Not State Plain)		
Point Description	Northing	Easting
TB # 1 (Rebar & Cap)	80,476.79	40,970.92
TB # 5 " "	80,405.74	40,372.17
TB # 2 " "	79,838.06	41,345.25
Sta 1+25.0 Begin Apron	80,303.35	40,443.87
Sta 1+66.6 End Apron	80,269.27	40,467.73
Sta 3+59.2 End Planks	80,111.50	40,578.20

Vertical Control on top of TB#5 (Rebar & Cap) = 24.60' 22.20'  
 Horizontal Control is the bearing between points TB#5 (Rebar & Cap) AND TB#1 (Rebar & Cap) shown as N.83°14' E. ( w/602.96' distance between points.)  
 \*AS ESTABLISHED BY TIDE SHOTS DURING CONSTRUCTION

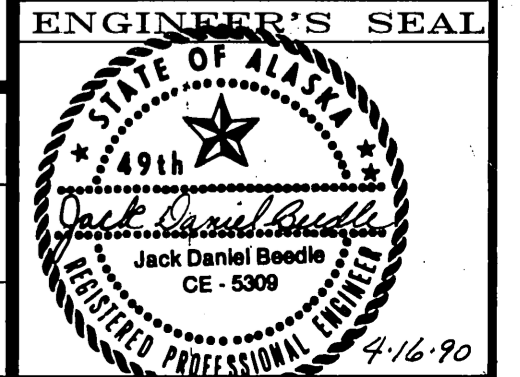
BY:	DATE:	DESCRIPTION OF CHANGE:

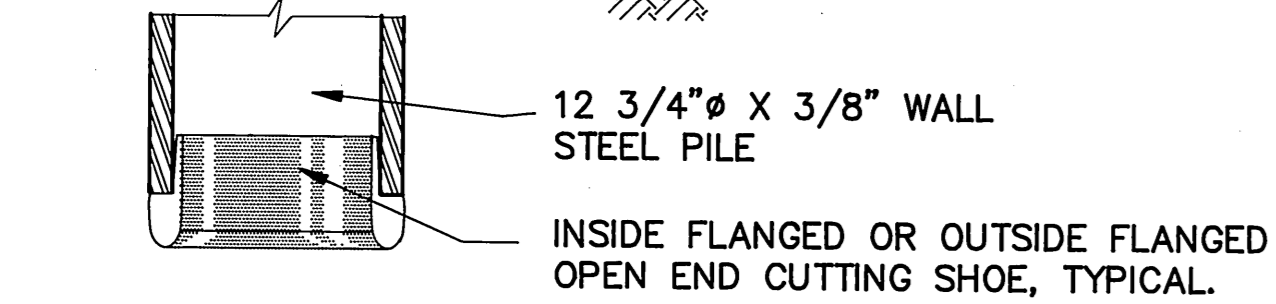
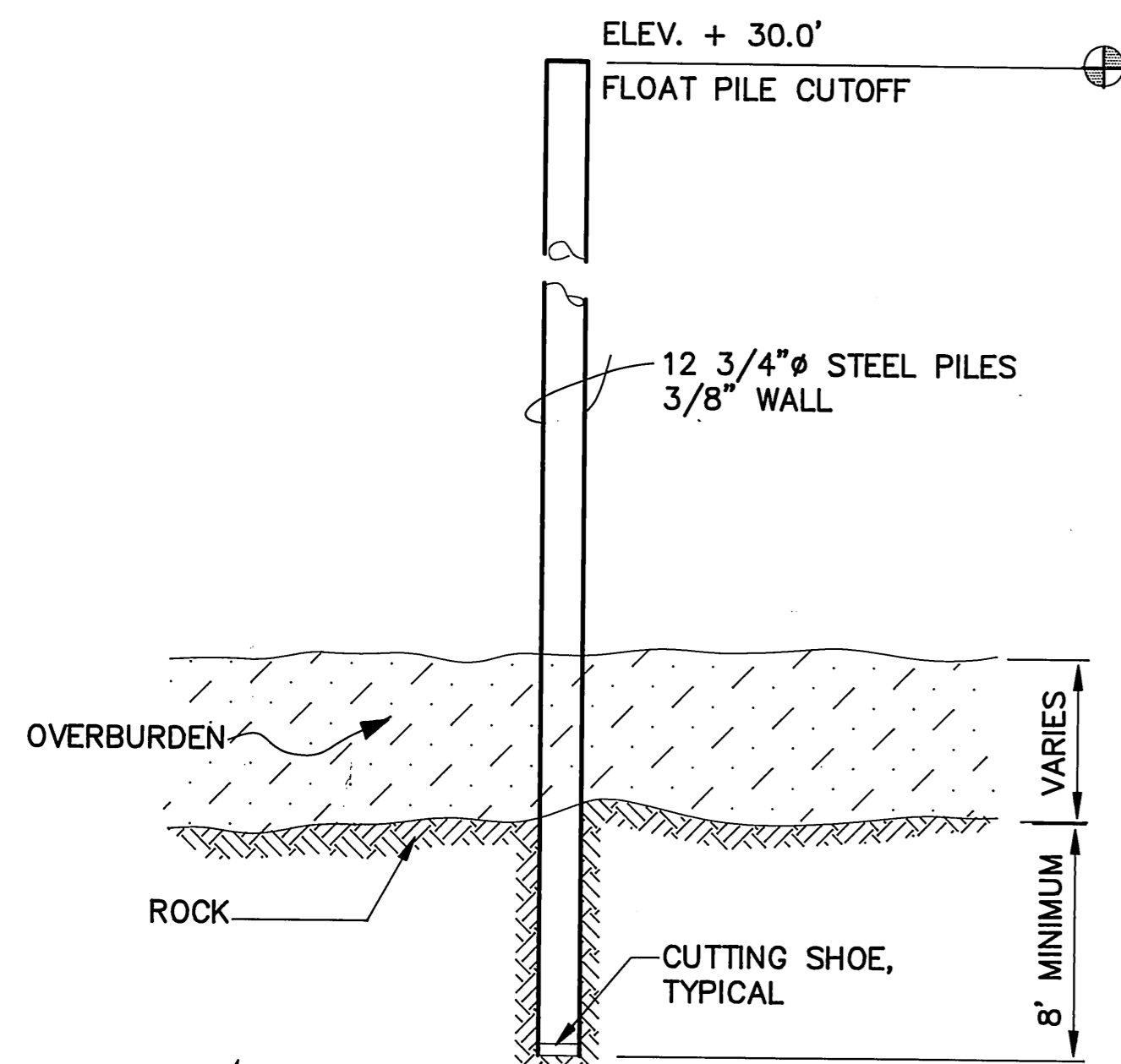
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 SOUTHEAST REGION DESIGN & CONSTRUCTION

THORNE BAY  
 PROJECT LAYOUT AND ESTIMATE OF QUANTITIES

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

ALASKA DESIGNED BY: W. Nelson	PROJ. NO. 70180
DRAWN BY:	DATE: FEB., 90
CHECKED BY: J.D.B.	SHEET 2 OF 6





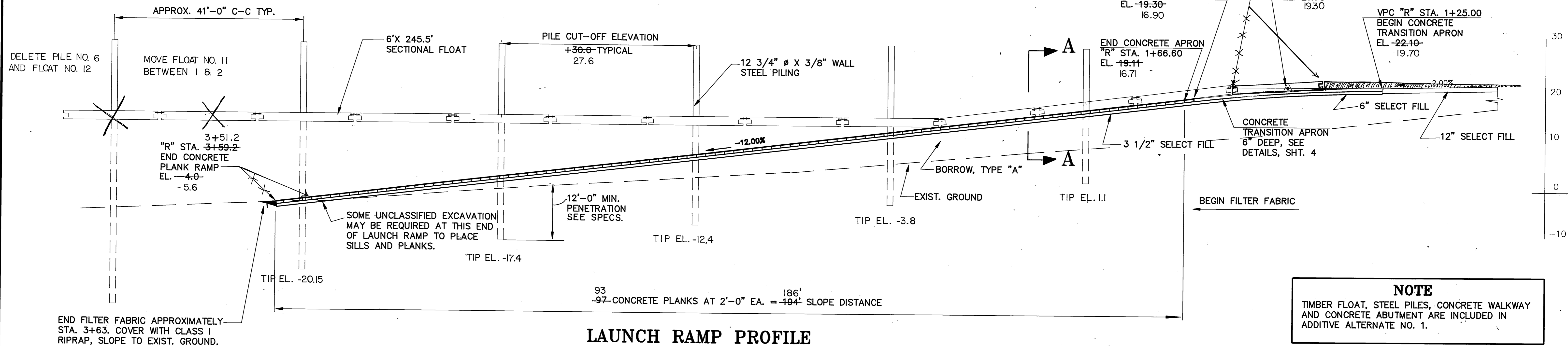
**SECTION OF PILE AND CUTTING SHOE**

**APPROVED PLACEMENT**

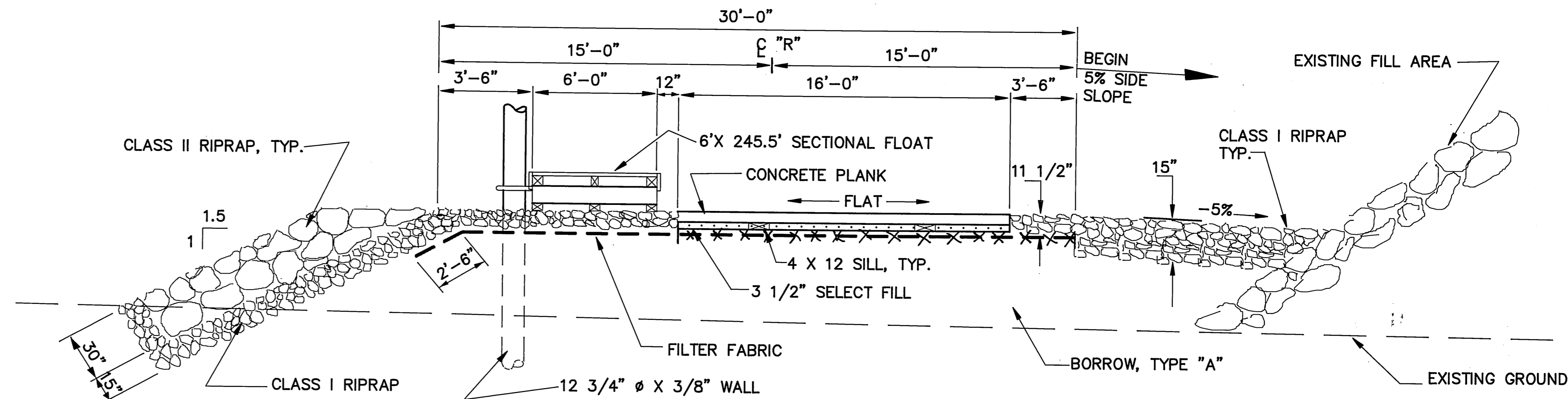
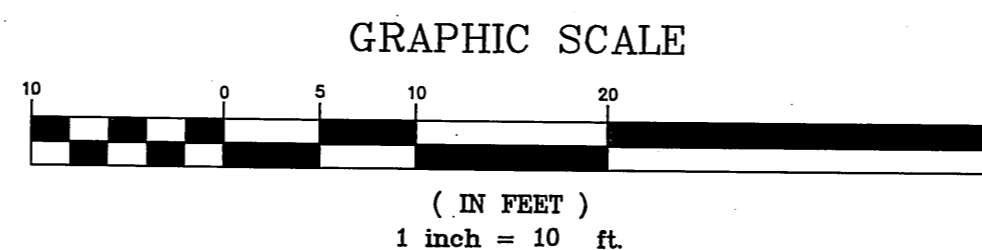
ALL SOCKETING TECHNIQUES TO DISPLACE A MINIMUM AMOUNT OF OVERBURDEN

1. DRILL SOCKET, CLEAN OUT HOLE, DRIVE PILE TO BOTTOM OF SOCKET, BACKFILL WITH ROCK CUTTINGS AND GRAVEL, TAMP AND COMPACT OR...
2. DRILL PILOT HOLE, BLAST TO FRACTURE ROCK, DRIVE THROUGH FRACTURED ROCK.

**STEEL PILE SOCKET DETAIL**



**LAUNCH RAMP PROFILE**



**SECTION A-A**

NOT TO SCALE

**NOTE**  
TIMBER FLOAT, STEEL PILES, CONCRETE WALKWAY AND CONCRETE ABUTMENT ARE INCLUDED IN ADDITIVE ALTERNATE NO. 1.

BY:	DATE:	DESCRIPTION OF CHANGE:

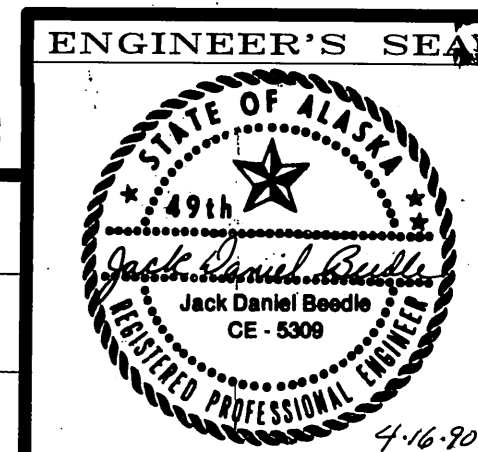
STATE OF ALASKA  
**DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**  
SOUTHEAST REGION DESIGN & CONSTRUCTION

THORNE BAY

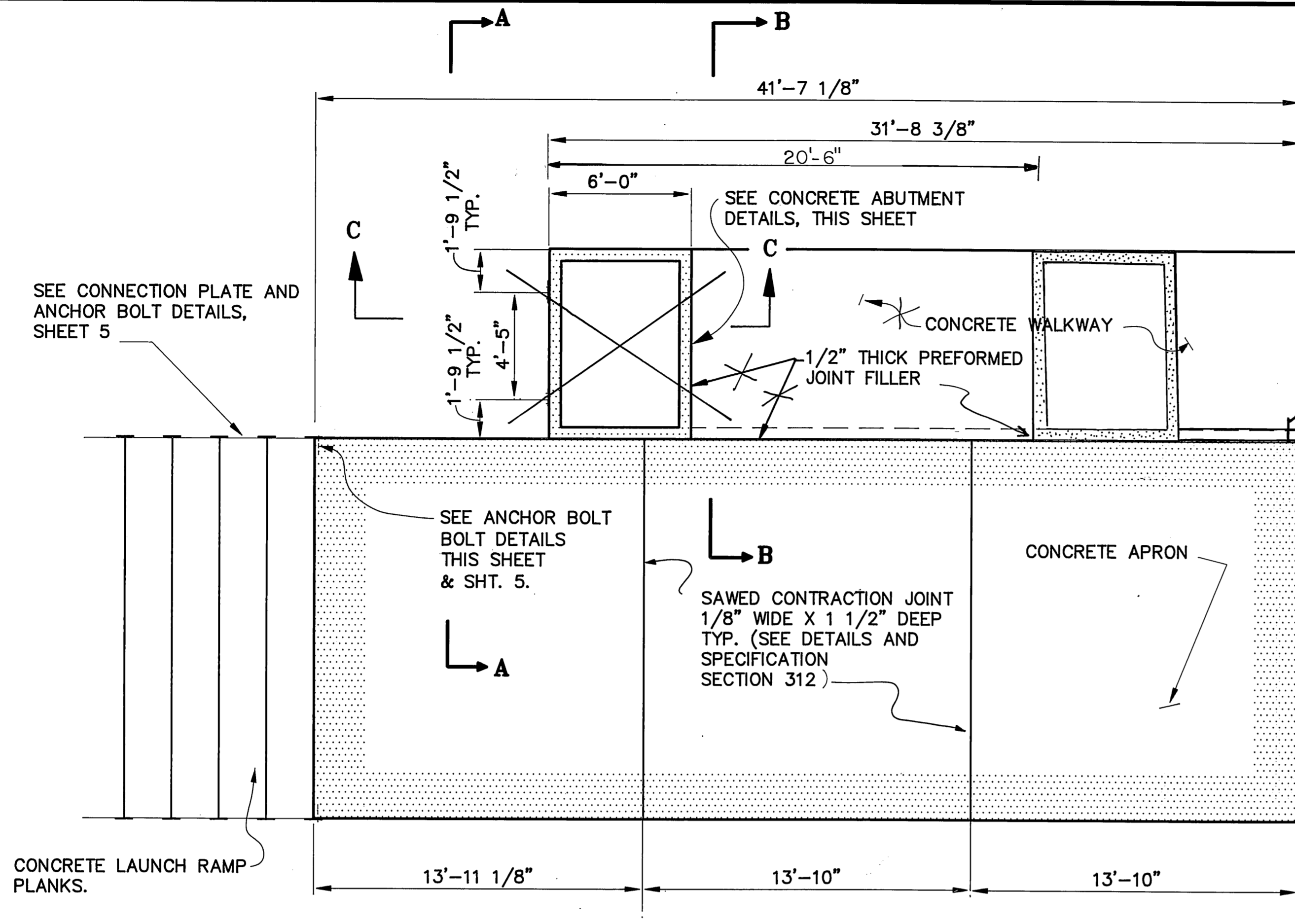
**BOAT LAUNCH RAMP PROFILE AND TYPICAL SECTION**

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: W. NELSON	PROJECT NO. 70180
DRAWN BY: AUTOCADD/CSA	DATE: FEB. 1990
CHECKED BY: J.D. BEEDLE	SHEET 3 OF 6

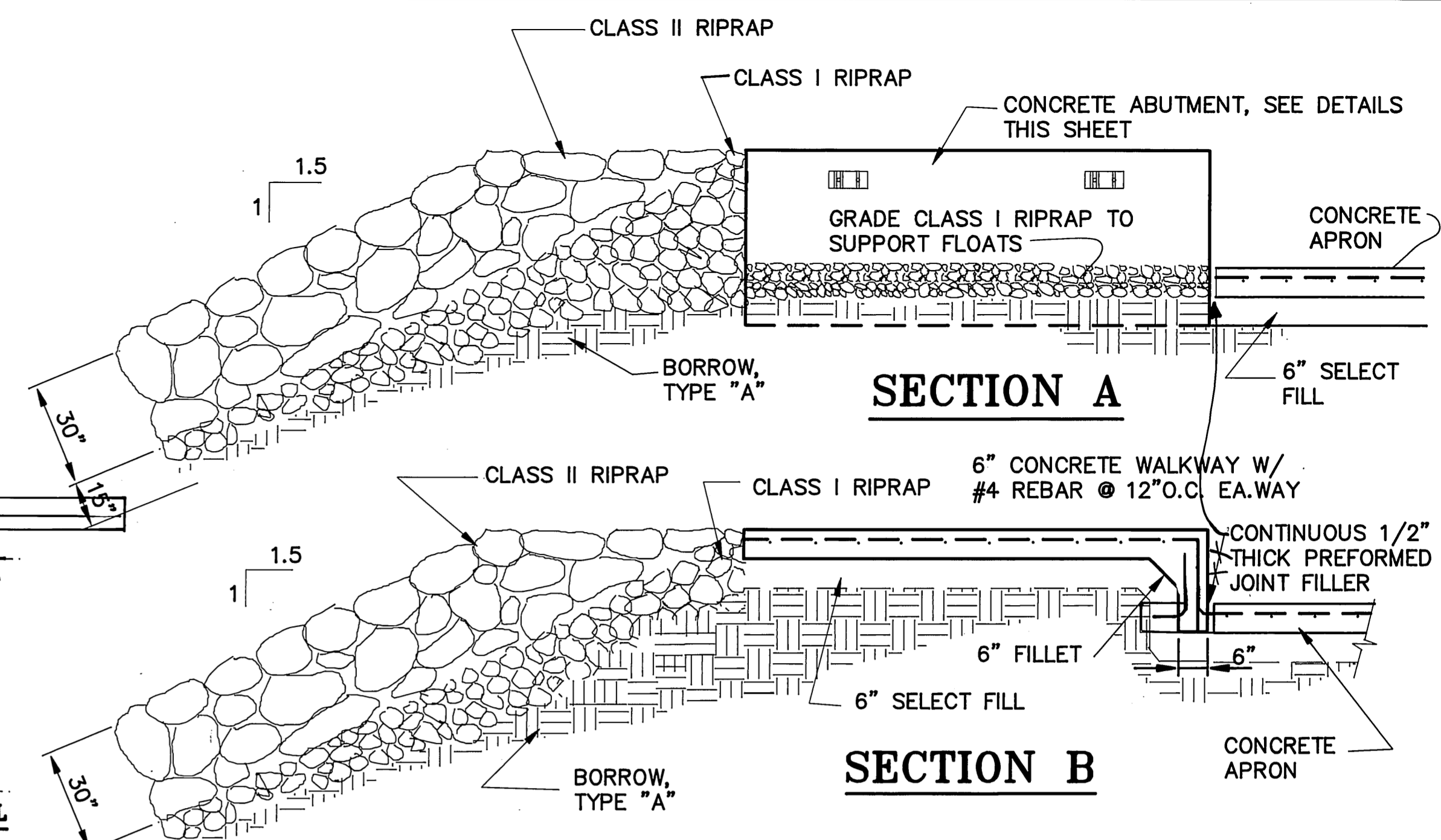


NOTE: PROVIDE BULLNOSE FINISH OR 1/2" CHAMFER AT ALL EXPOSED EDGES AND BROOM FINISH ON TOP SLAB OF CONCRETE WALKWAY.



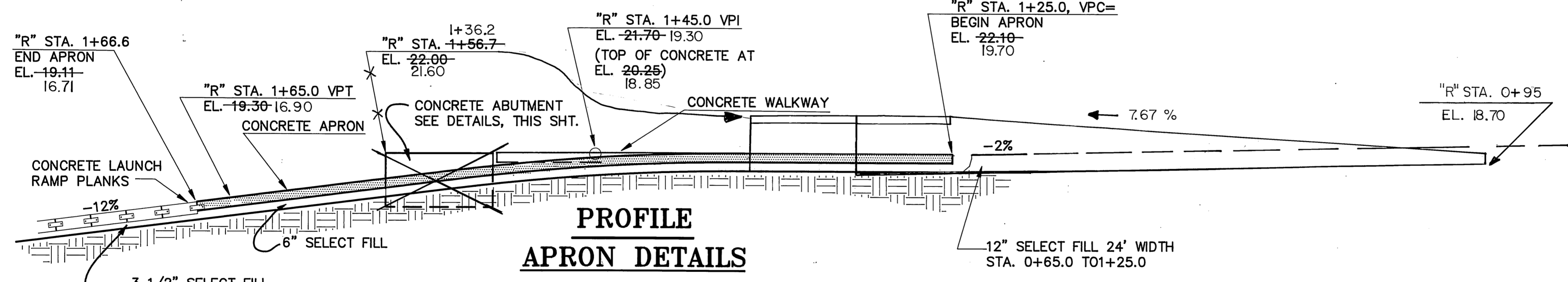
**PLAN**

NOTE: PROVIDE BULLNOSE FINISH OR 1/2" CHAMFER AT ALL EXPOSED EDGES AND BROOM FINISH ON TOP OF CONCRETE APRON.

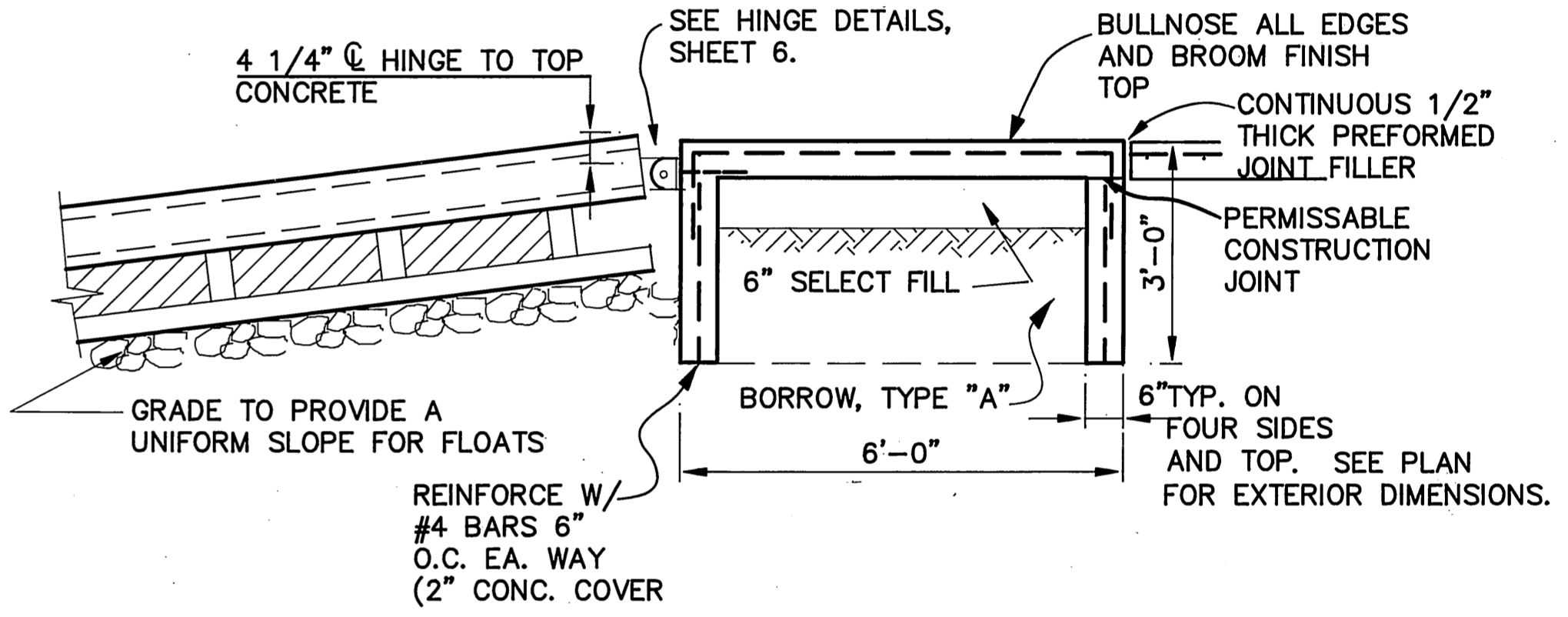


**SECTION A**

**SECTION B**

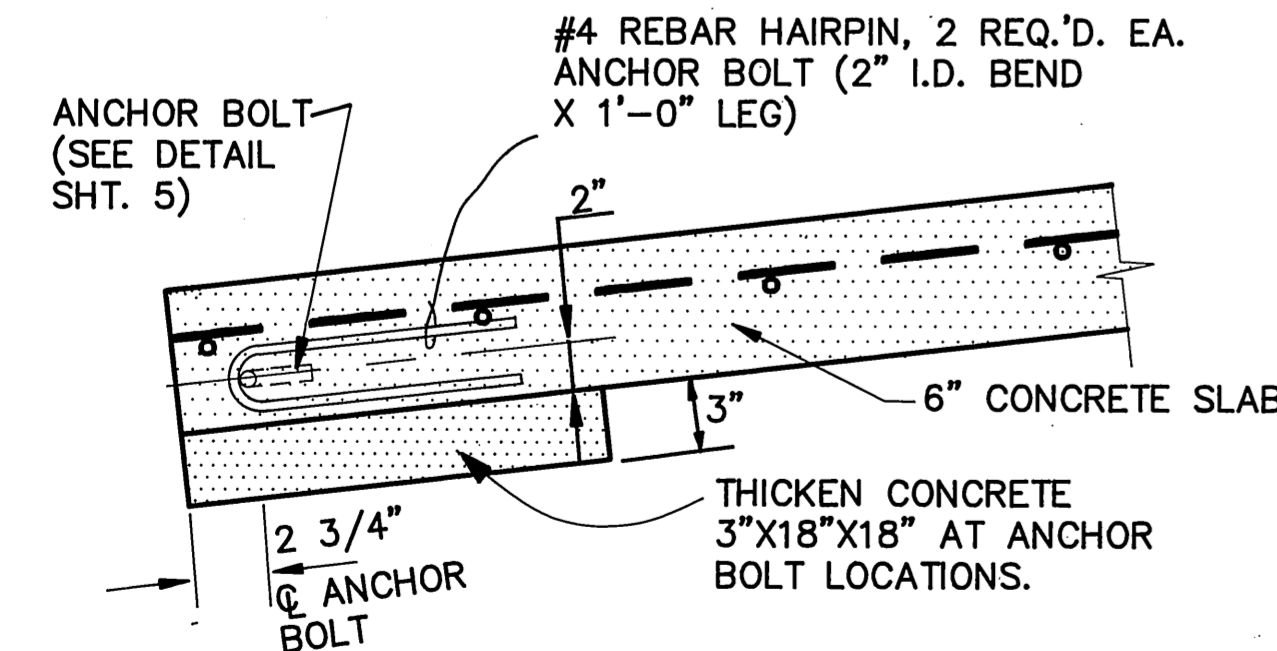


**PROFILE APRON DETAILS**

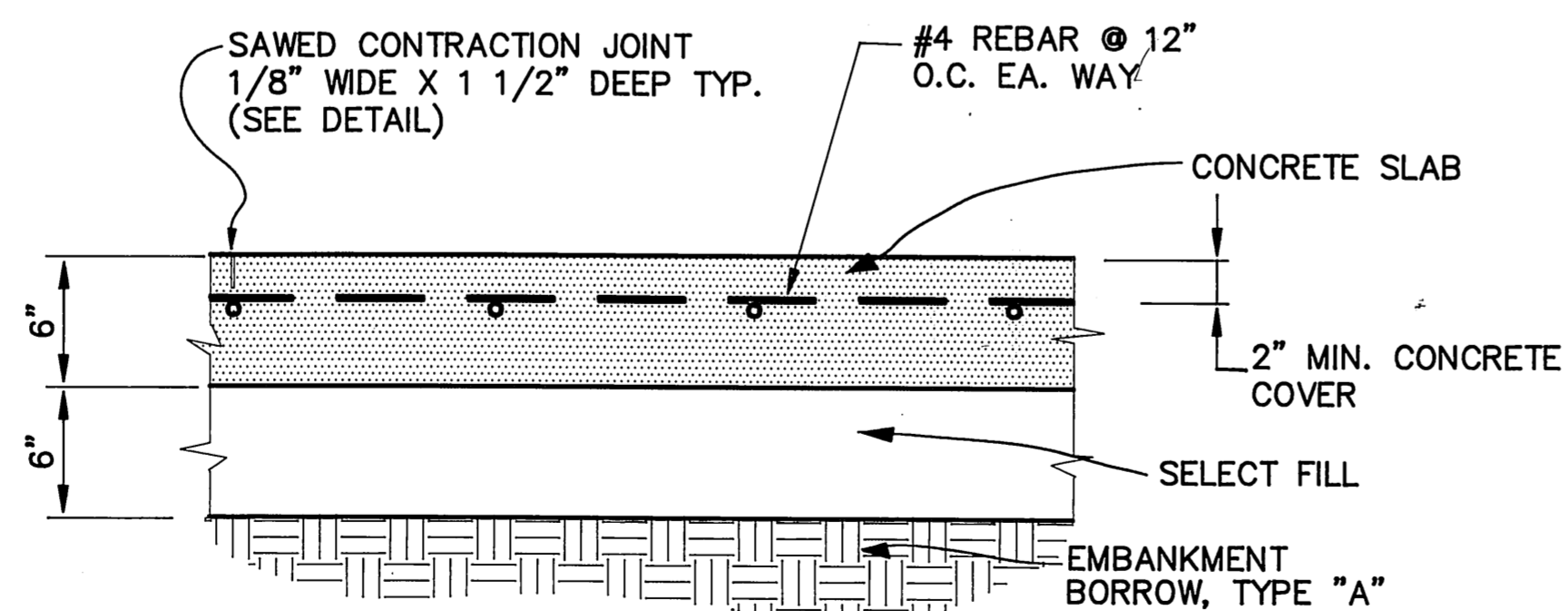


**SECTION C  
CAST IN PLACE CONCRETE  
ABUTMENT DETAILS**

**NOTE**  
TIMBER FLOAT, STEEL PILES, CONCRETE WALKWAY AND CONCRETE ABUTMENT ARE INCLUDED IN ADDITIVE ALTERNATE NO. 1.



**ANCHOR BOLT IN APRON SLAB**



**TYPICAL SECTION THRU APRON**

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

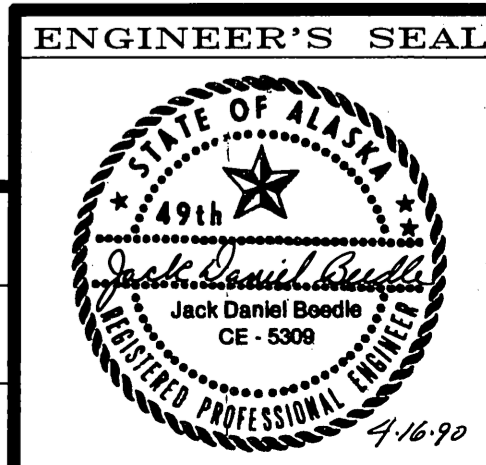
THORNE BAY

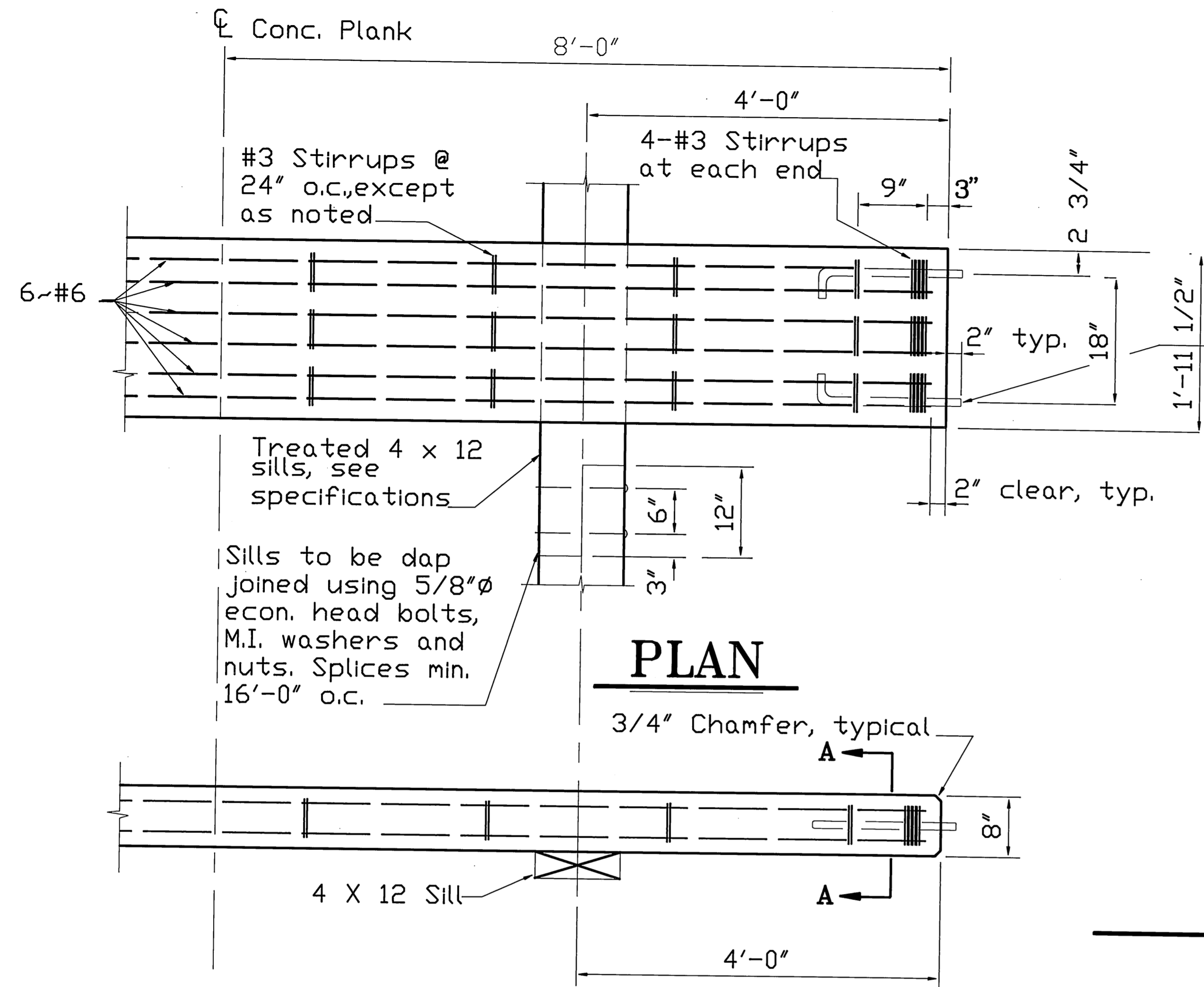
**CONCRETE APRON DETAILS**

ALASKA

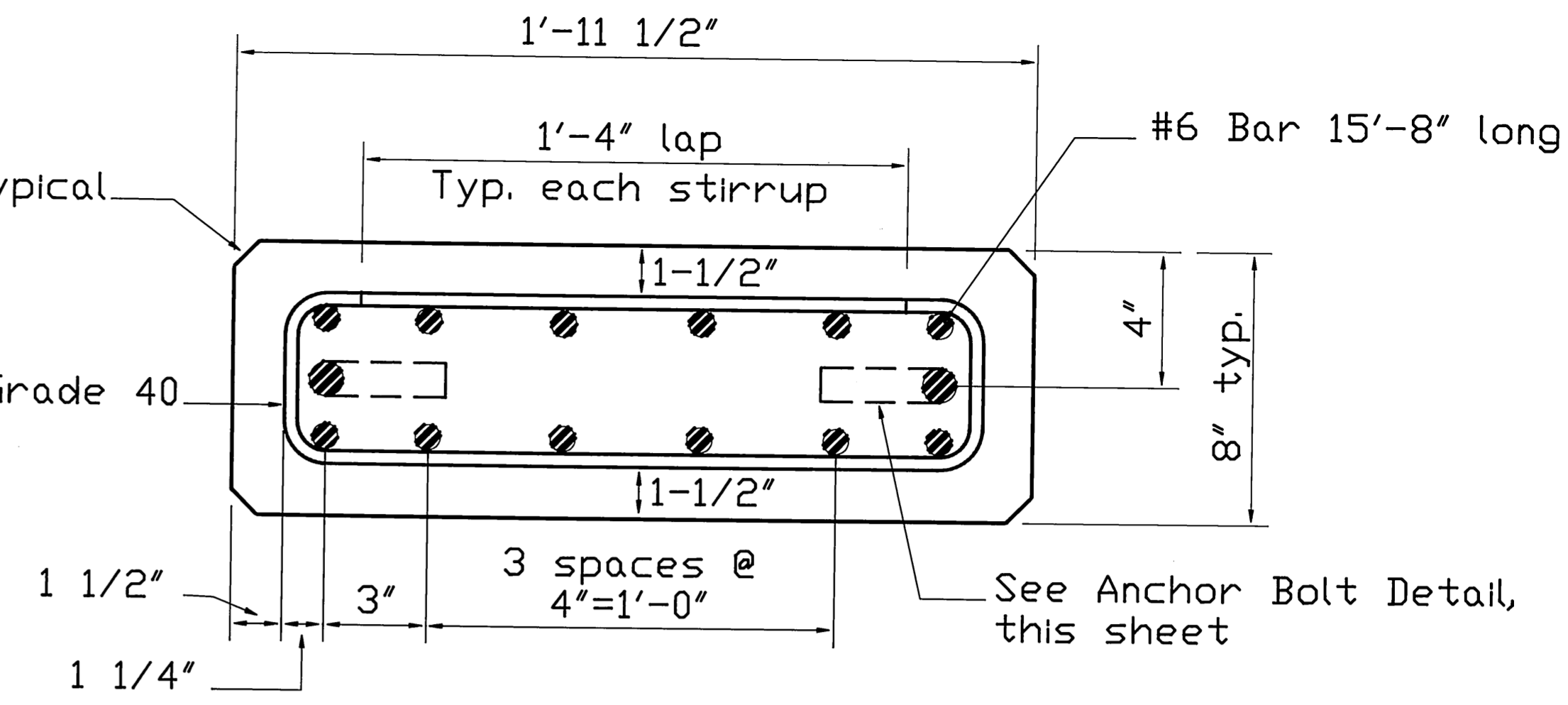
DESIGNED BY: W. NELSON  
DRAWN BY: AUTOCADD/CSA  
CHECKED BY: J.D. BEEDLE

PROJECT NO. 70180  
DATE: FEB. 1990  
SHEET 4 OF 6

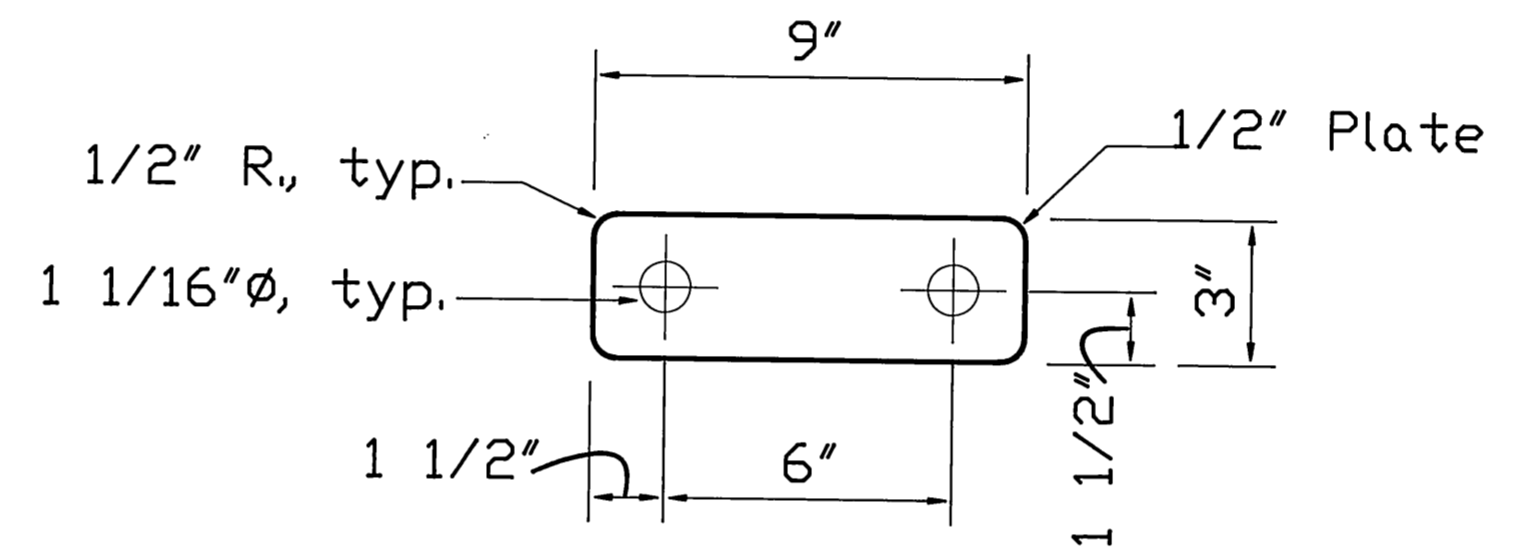




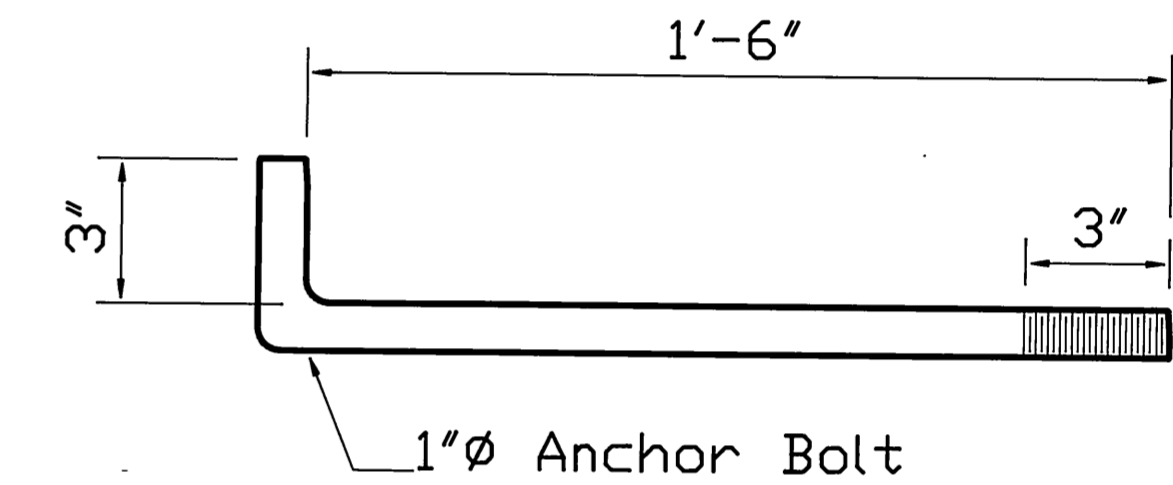
Anchor bolts, typical each end, each plank (see detail, this sheet)



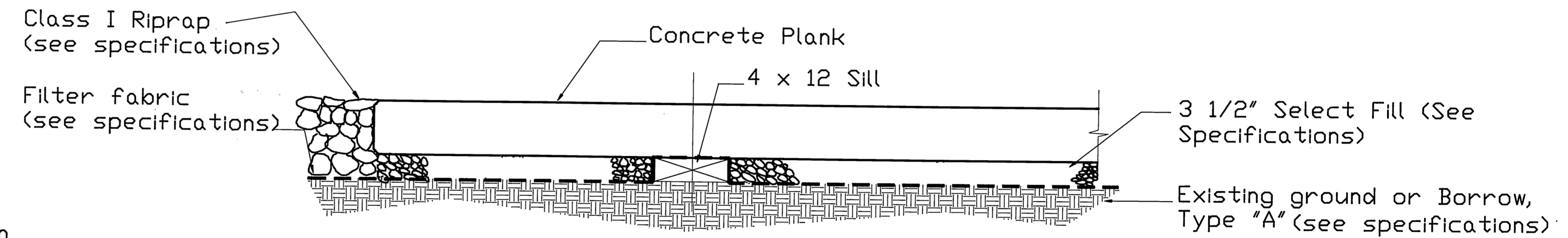
**SECTION A-A**



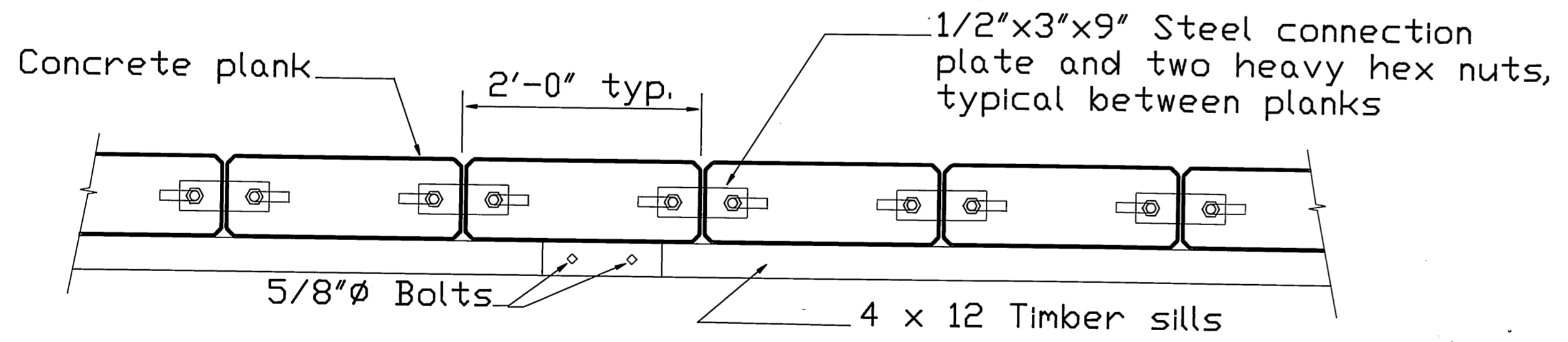
**CONNECTION PLATE DETAIL**



**ANCHOR BOLT DETAIL**



**CROSS SECTION DETAIL**



**TYPICAL PLANK ASSEMBLY**

**NOTES :**

Filter Fabric may be placed under or over the sills (as shown) at the Contractor's option. Placing the Filter Fabric over the sills with splices at the sills allows for adjustment of the sills prior to placing planks.

Concrete  $f_c \geq 4,500$  p.s.i.  
Reinforcing steel  $f_c = 60,000$  p.s.i., except Stirrups.

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

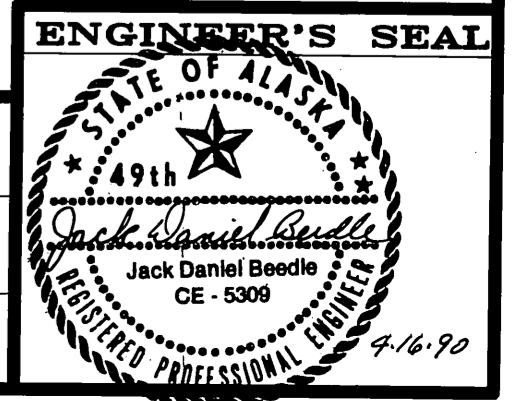
THORNE BAY

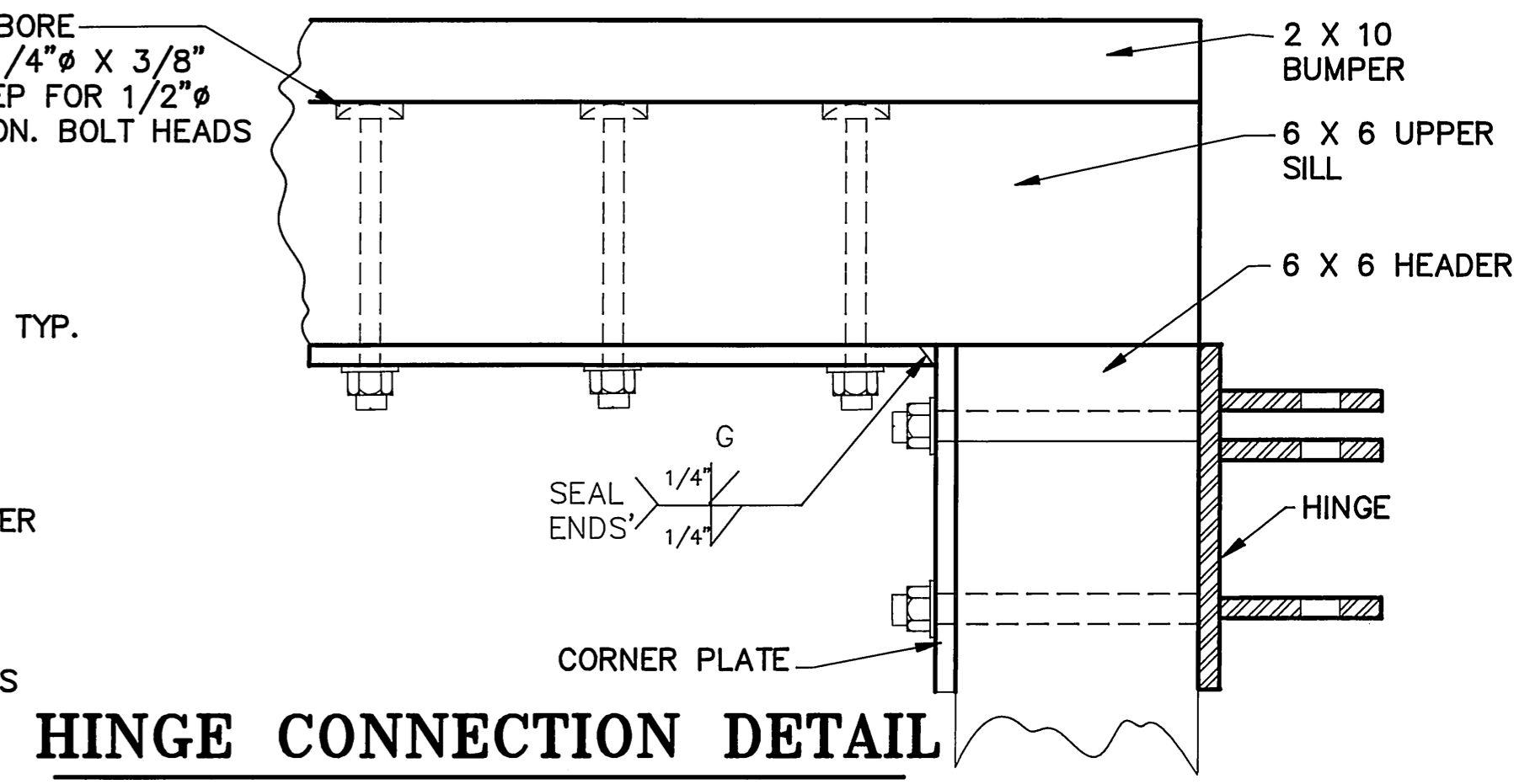
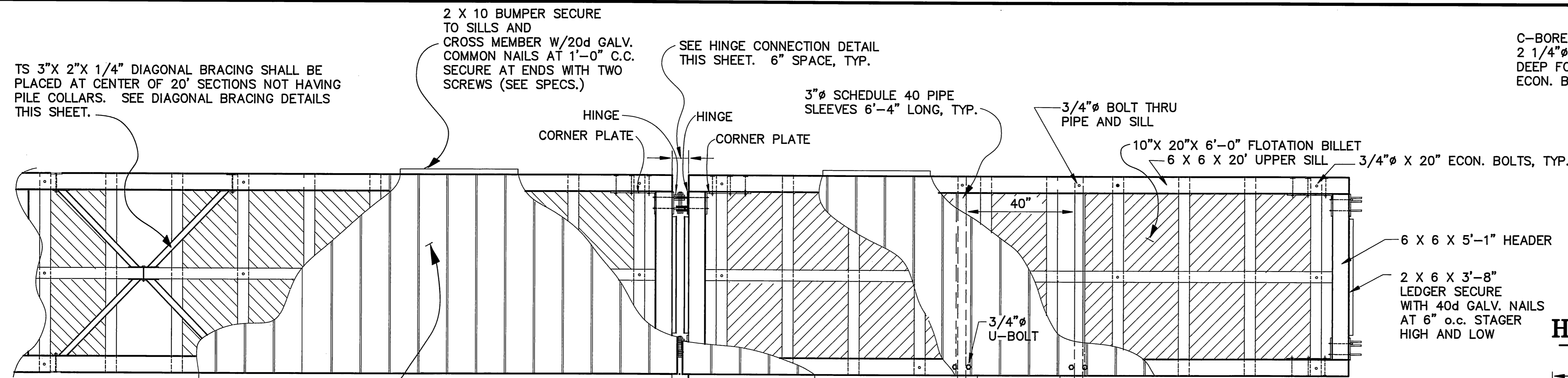
**LAUNCH RAMP DETAILS**

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

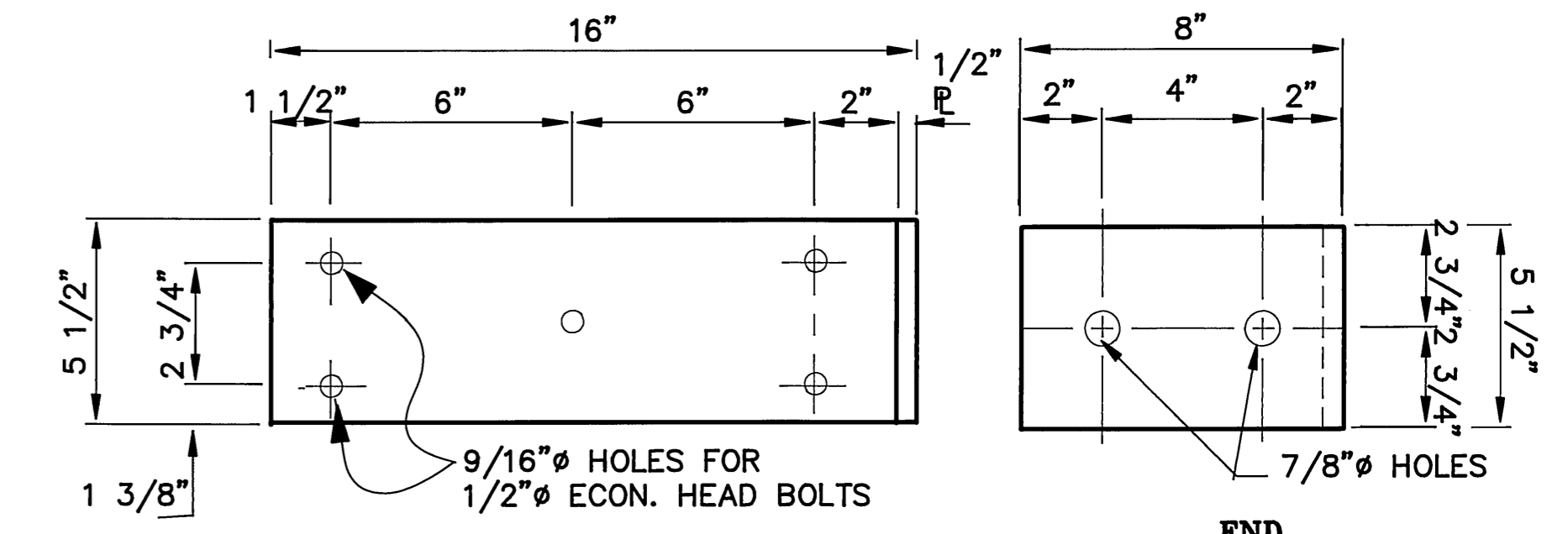
ALASKA  
DESIGNED BY: J.D. Beedle  
DRAWN BY: AutoCAD / B.W.B.  
CHECKED BY:

PROJECT NO. 70180  
DATE: FEB. 1990  
SHEET 5 OF 6





**HINGE CONNECTION DETAIL**



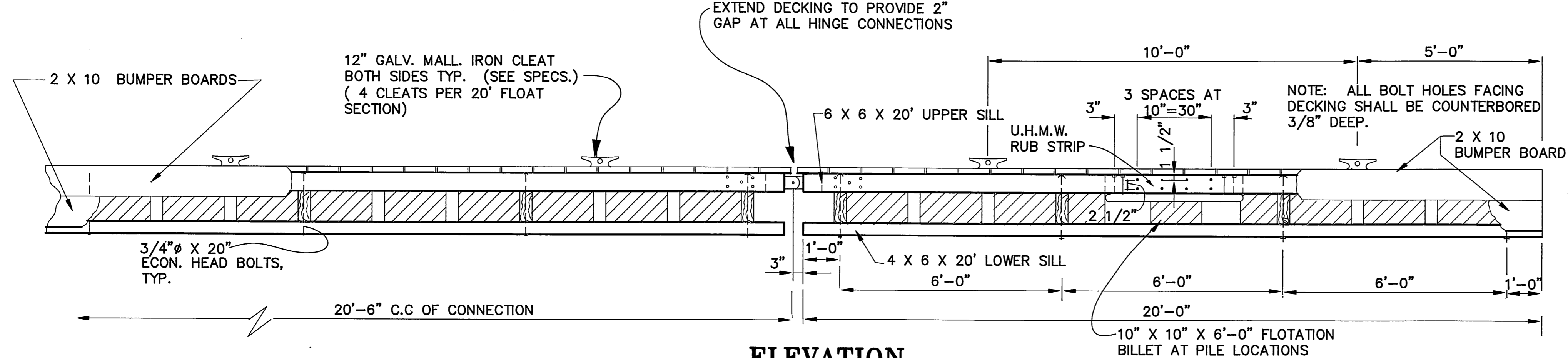
**CORNER PLATE**

(ABUTMENT)

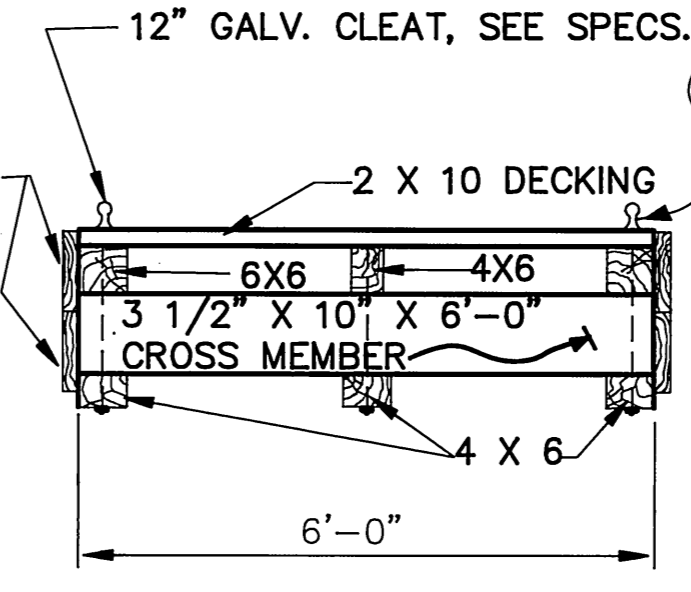
NOTES:

- 1 ALL PILES SHALL BE DRIVEN IN RELATION TO THE COLLAR AT LOW TIDE AS SHOWN IN ORDER TO PERMIT MAXIMUM HORIZONTAL FLOAT TRAVEL DURING FLOOD STAGE OF TIDE.
- 2 ALL LUMBER TO BE S4S EXCEPT DECKING AND 3 1/2" X 10" X 6'-0" CROSS MEMBERS. CROSS MEMBERS TO BE CUT FROM 4 X 12 S4S, TO 3 1/2" X 10" ACTUAL SIZE.

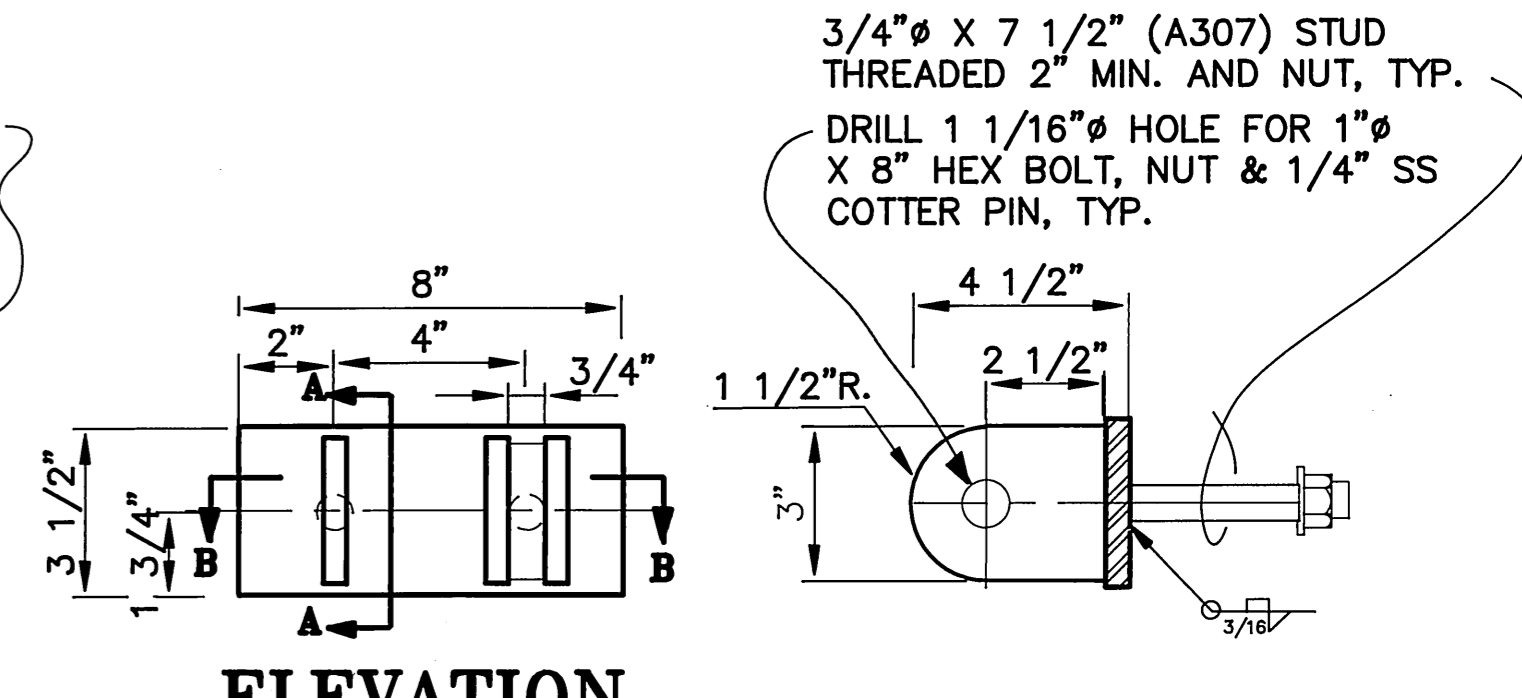
**PLAN**



**ELEVATION**

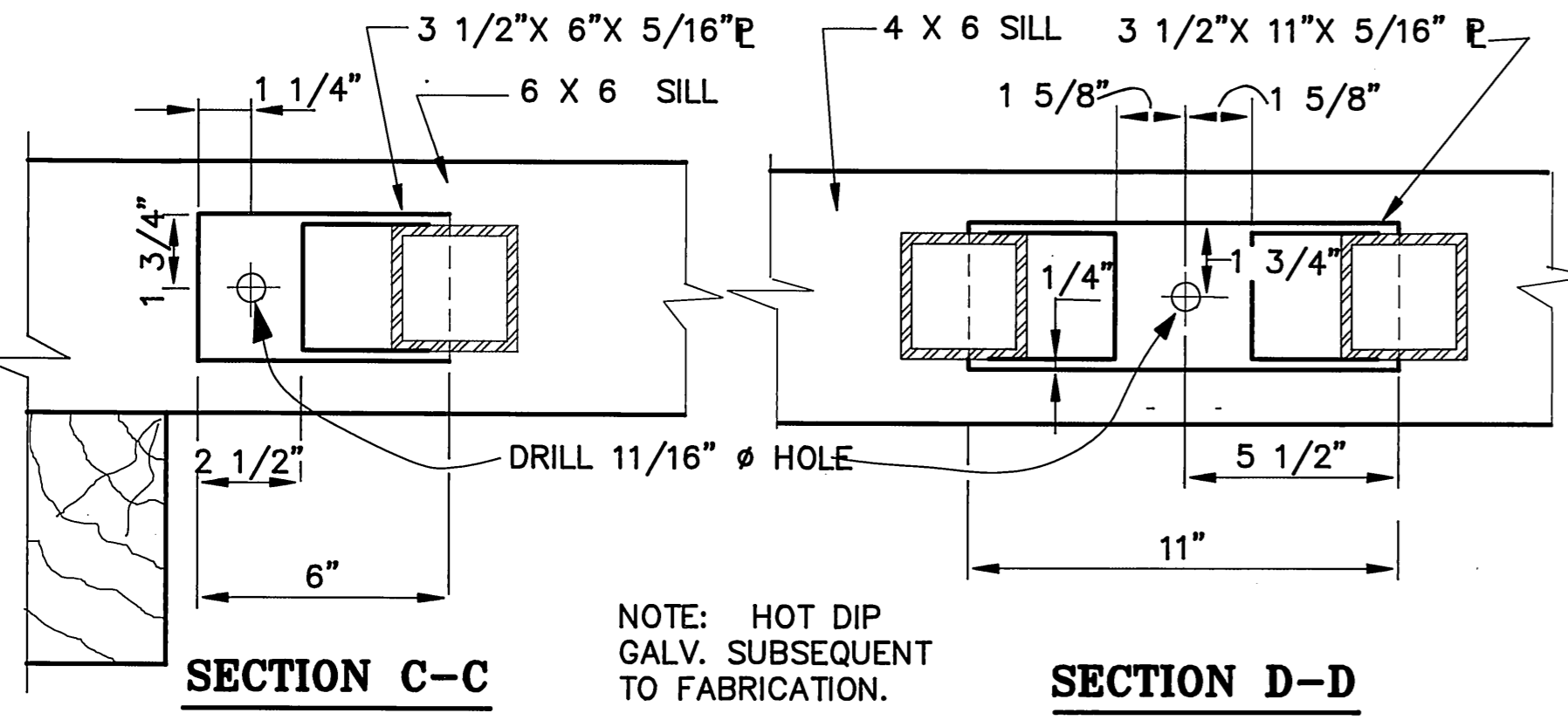


**TYPICAL SECTION**



**ELEVATION**

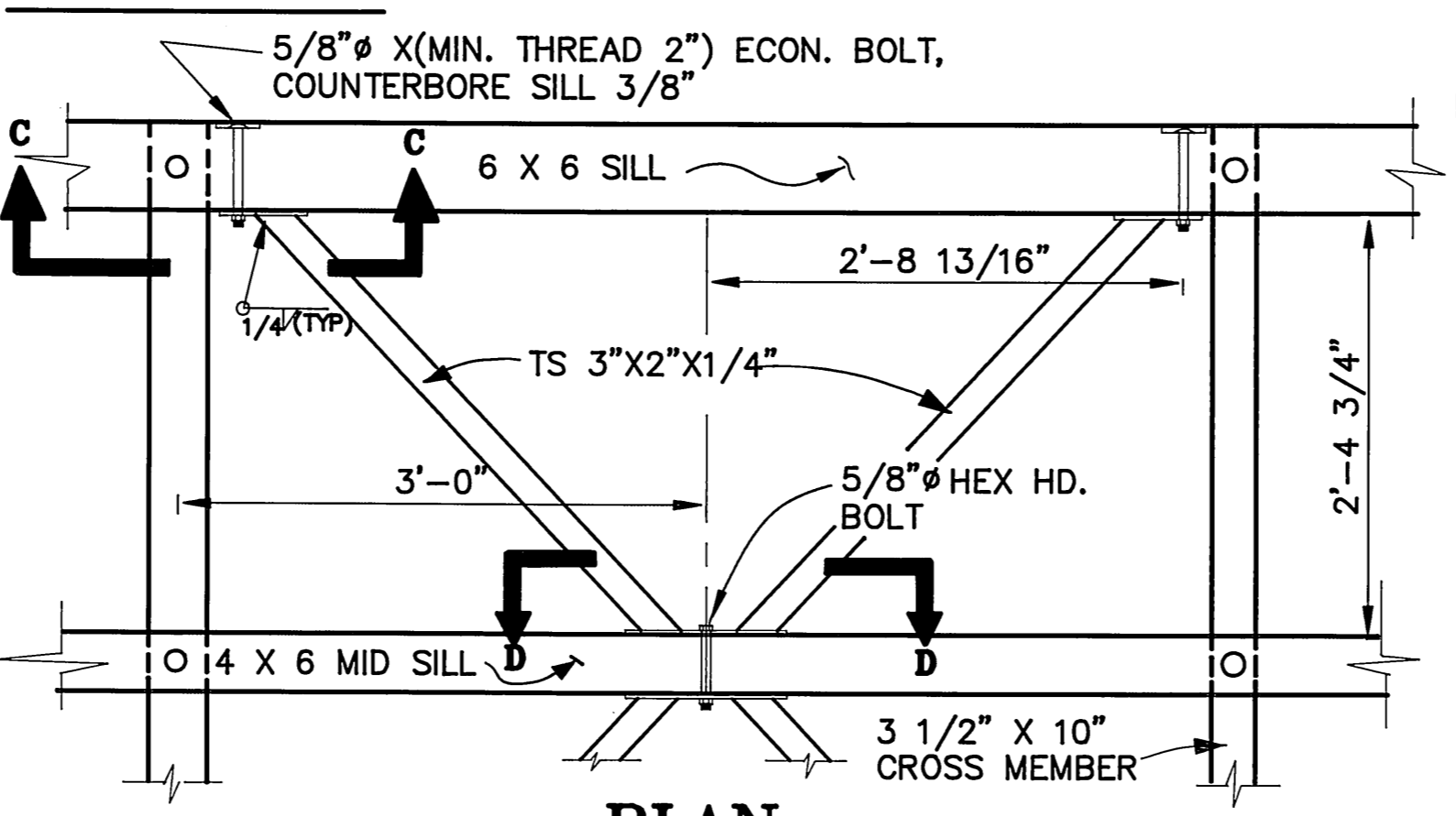
**SECTION A-A**



**SECTION C-C**

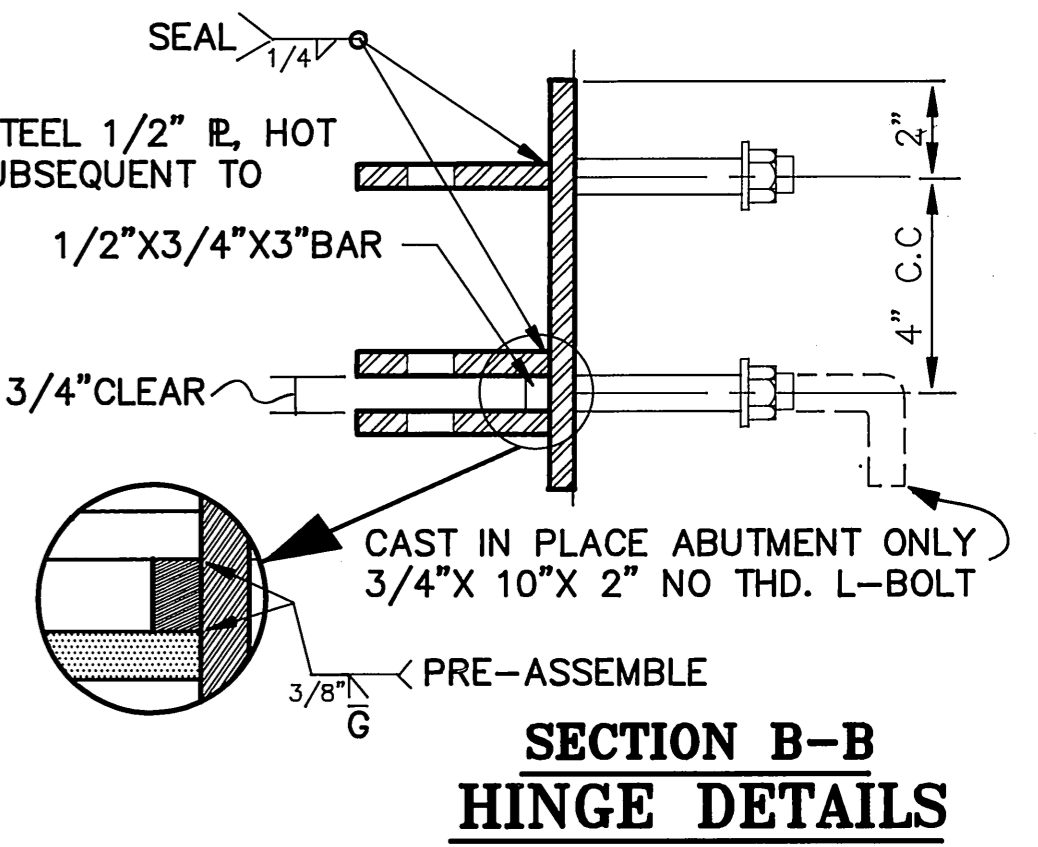
**SECTION D-D**

**DIAGONAL BRACING DETAILS**



**DETAIL PIPE PILE COLLAR**

**MILLED DECKING**



**SECTION B-B HINGE DETAILS**

**PLAN**

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 SOUTHEAST REGION DESIGN & CONSTRUCTION

THORNE BAY

(ADDITIVE ALTERNATE NO. 1)  
 6' WIDE SECTIONAL FLOAT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: W. NELSON	PROJECT NO. 70180
DRAWN BY: AUTOCADD./CSA	DATE: FEB. 1990
CHECKED BY: J.D. BEEDLE	SHEET 6 OF 6

