

SURVEYOR'S CERTIFICATE:
I hereby certify that I am properly registered
and licensed to practice land surveying in the
State of Alaska, that the monuments shown hereon
were recovered by me or under my direct supervision
and exist as described.

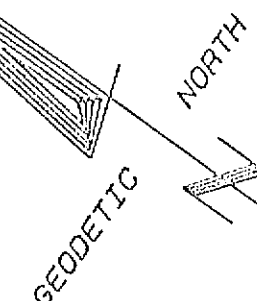
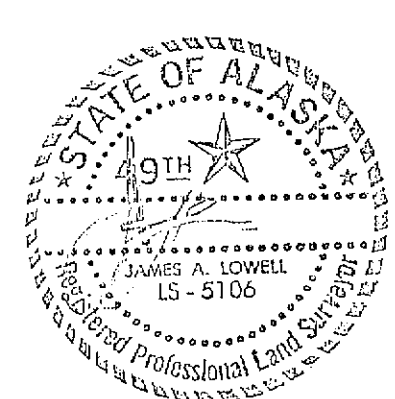
ROBERT J. HUNGERFORD LS-5453 DATE

NOTE:
Curve data shown for the northerly right of way boundary is based
upon a series of simple horizontal curves that approximate the
simple spiral curve at centerline.

CURVE	ARC	RADIUS	CHORD LENGTH	CHORD BEARING	LINE	BEARING	DISTANCE
C1	21.07	9599.30	21.07	N 48° 10' 20" E	L1	N 57° 06' 00" E	18.53
C2	8.80	9599.30	8.80	N 48° 15' 27" E	L2	S 48° 08' 18" W	58.89
C3	30.21	3233.10	30.21	N 48° 35' 15" E	L3	N 36° 57' 30" W	54.30
C4	30.32	1959.86	30.32	N 48° 16' 04" E	L4	N 59° 02' 30" E	30.00
C5	10.25	1257.72	10.25	N 49° 55' 42" E	L5	N 57° 06' 00" E	29.74
C6	10.23	1414.19	10.23	N 50° 19' 31" E	L6	N 57° 06' 00" E	30.26
C7	10.31	1295.56	10.31	N 50° 45' 41" E	L7	S 48° 08' 18" W	10.04
C8	28.06	1111.03	28.06	N 57° 41' 15" E	L8	N 53° 03' 10" E	30.00
C9	3.05	1111.03	3.05	N 52° 23' 28" E	L9	N 57° 06' 00" E	11.79
C10	18.75	918.12	18.75	N 53° 08' 50" E	L10	N 41° 23' 37" N	53.81
					L11	N 41° 47' 00" W	40.00
					L12	S 41° 23' 37" E	50.69
					L13	S 36° 57' 30" E	65.35
					L14	S 41° 23' 37" E	49.55
					L15	N 56° 57' 30" E	39.48
					L16	N 72° 17' 00" E	53.89
					L17	N 72° 13' 00" E	41.60
					L18	S 88° 55' 00" W	50.63

SURVEYOR'S CERTIFICATE:
I hereby certify that I am properly registered
and licensed to practice land surveying in the
State of Alaska and that this plat was made by
me or under my supervision. I declare that this
plat was based upon the monuments recovered during
State of Alaska Locations Survey RS-M-0935 (11)
dated FEB. 1987 & APRIL 1989
and that all dimensions and other details are
accurate.

JAMES A. LOWELL LS-5108 DATE

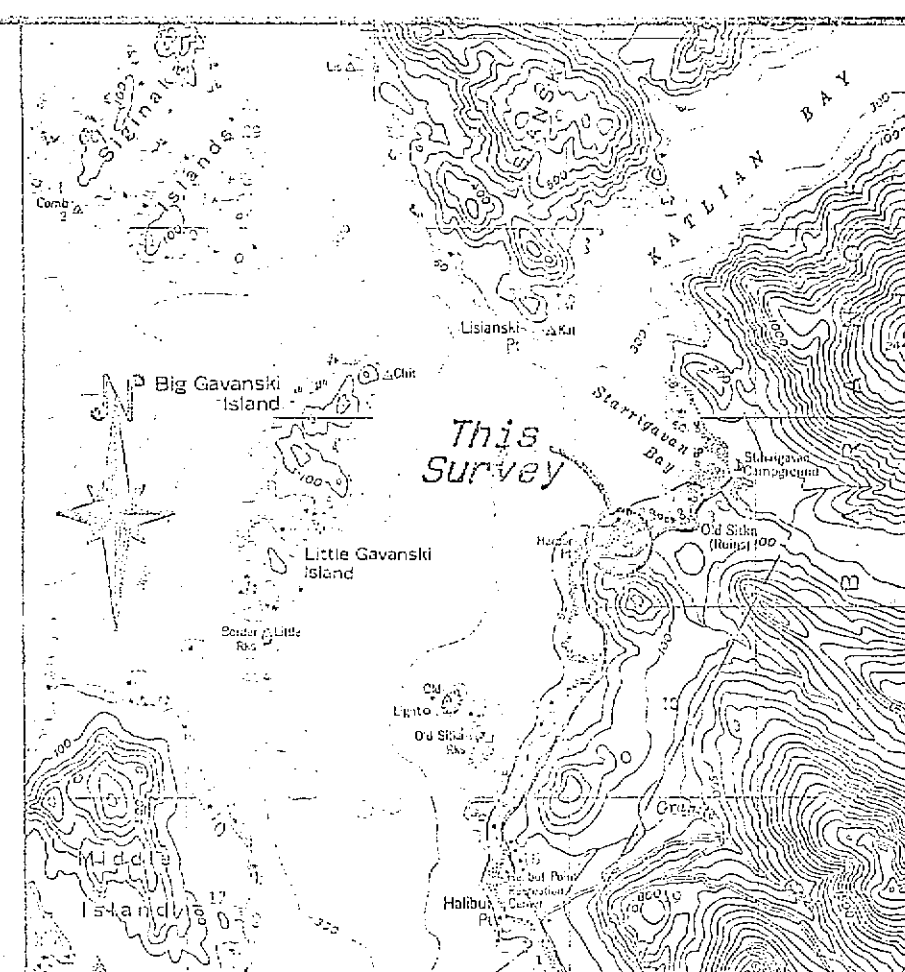


STARRIGAVAN BAY

A.T.S. 1047
LESSOR: STATE OF ALASKA (DNR)
LESSEE: ROBERT E. ALLEN

LEGEND

- ⊕ - RECORD GLO/BLM MON. RECOVERED
- ⊙ - HIGHWAY CENTERLINE MON. RECOVERED
- ⊕ - 6"x6" CONC. ROW POST RECOVERED
- ⊙ - NO CORNER SET OR RECOVERED
- () - RECORD DATA



VICINITY MAP

SCALE: 1"=1 MILE
SOURCE: U.S.G.S. QUADRANGLE SITKA A-5
DATE: 1951 REV: 1971

PARCEL	OWNER	AREA (sf)	REMAIN (sf)
1	Robert E. Allen	18,306.69	52,059.46

EASEMENT	OWNER	AREA (sf)
E-2	AK/DNR (Lease to Robert E. Allen)	561.82
E-1	Robert E. Allen	3957.38

PURPOSE

E-1 } TO CONSTRUCT AND MAINTAIN AN EARTH
E-2 } RETAINING STRUCTURE

10/31/91	RIGHT OF WAY REQUIREMENTS	JAL
11/20/91	REVISED CURVE TABLE DATA	
2/92	REVISED OWNERSHIP	RTE
DATE	REVISIONS	BY

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION

PUBLIC FACILITIES

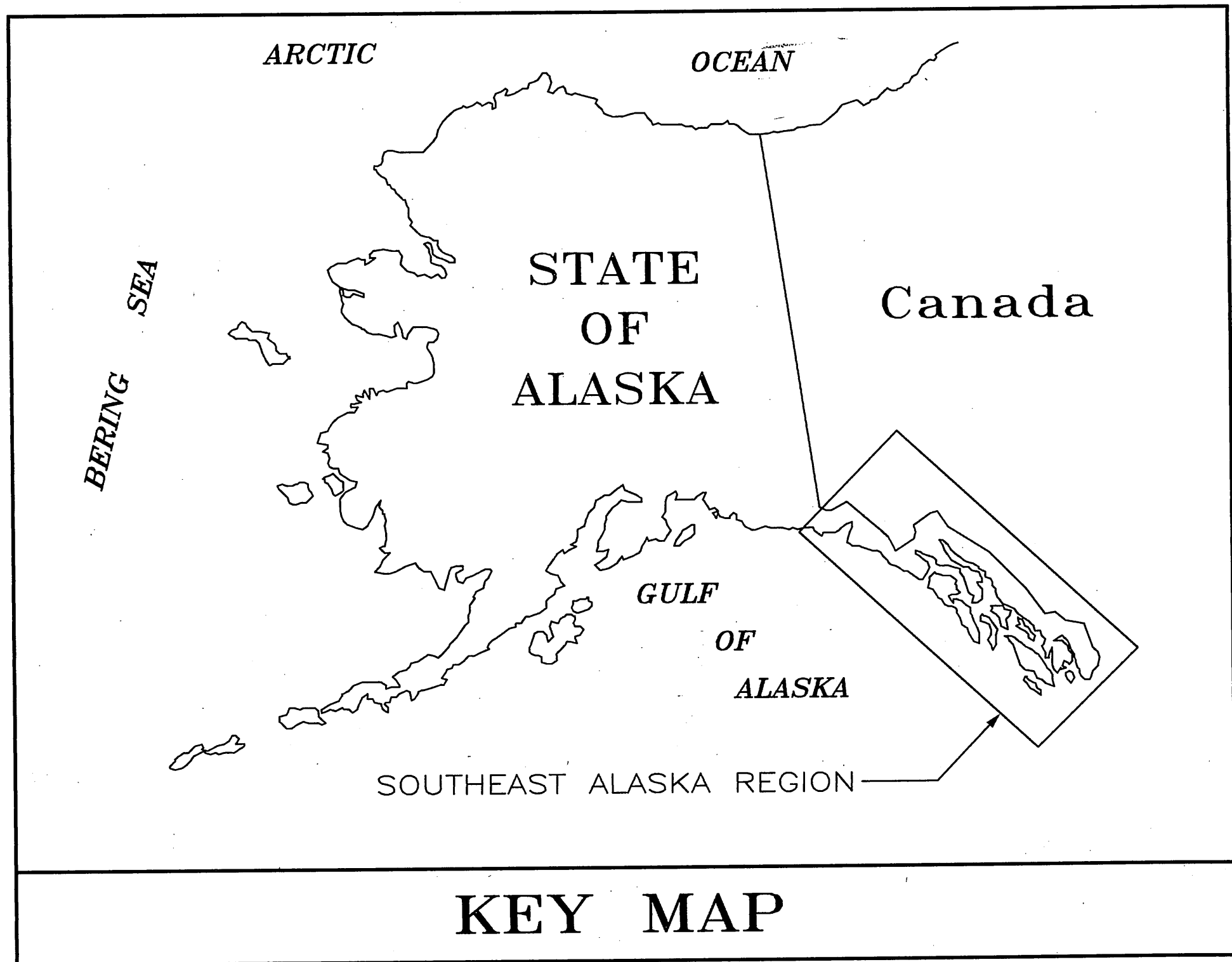
RIGHT OF WAY MAP

ALASKA PROJECT NO.

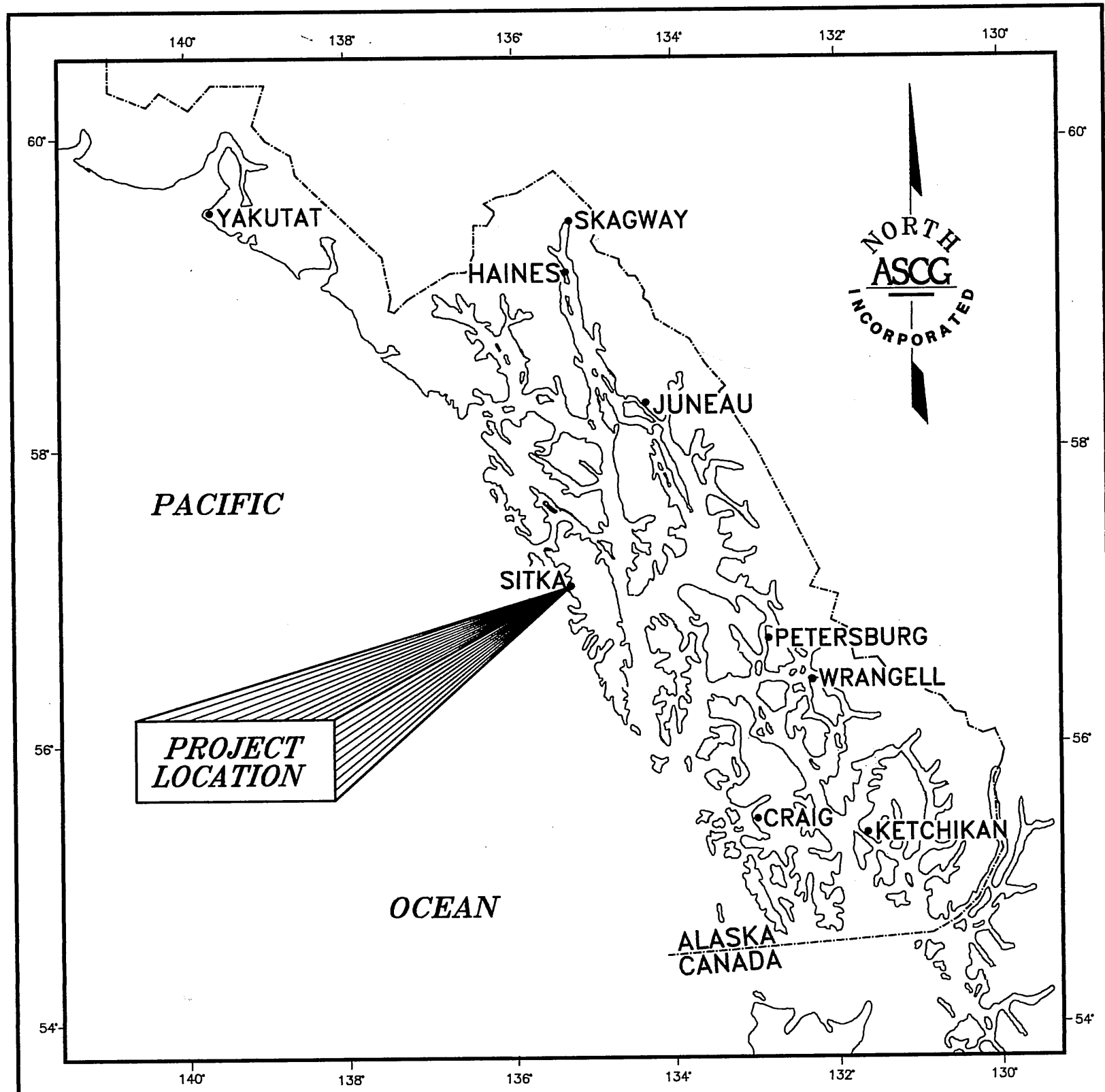
FM-0935(11) 75050

SITKA FERRY TERMINAL STAGING AREA

DRAWN HAL	DATE 7/91	SCALE 1"=50'
CHECKED JAL	DATE 7/91	SHEET 1 OF 1



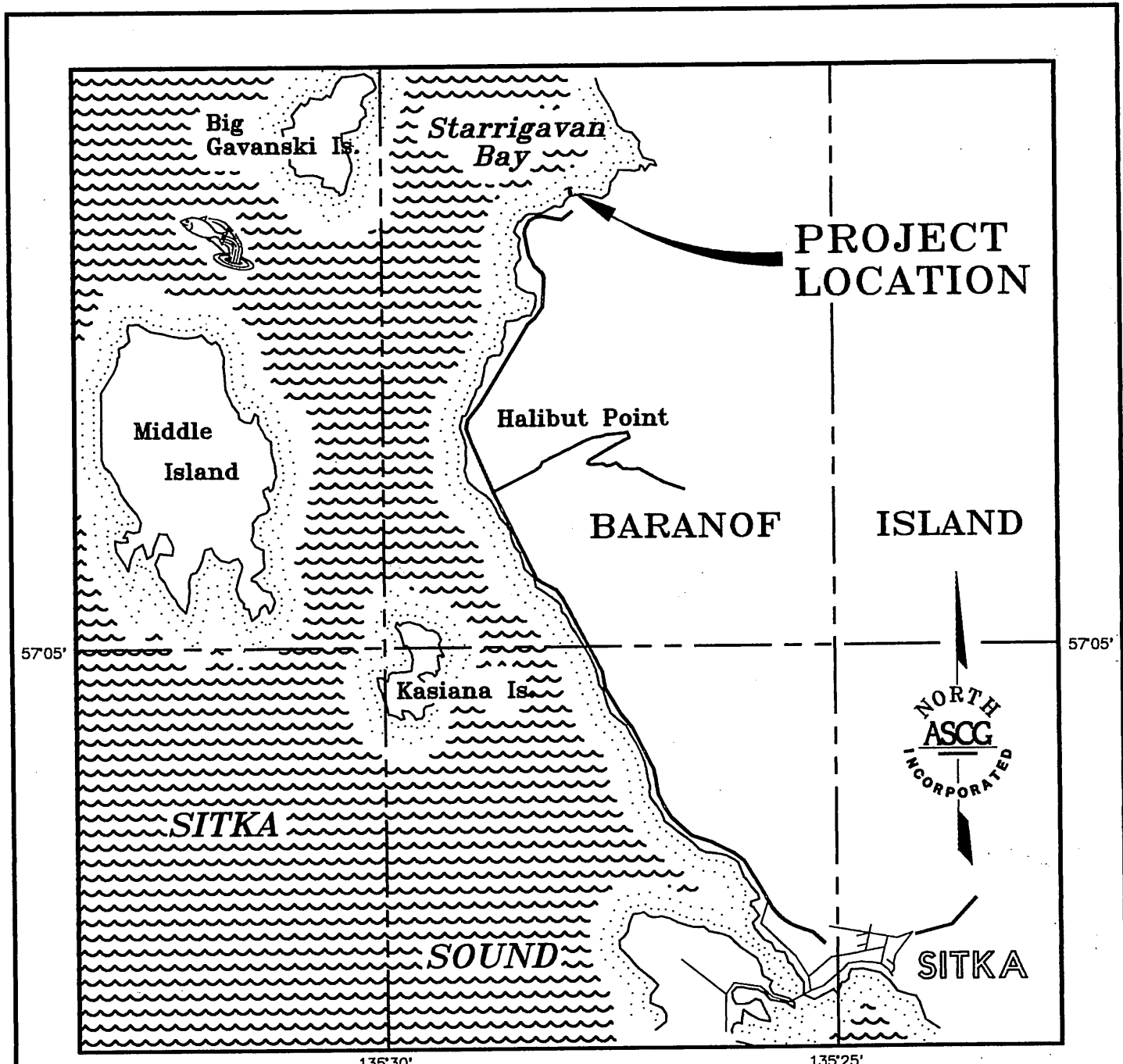
KEY MAP



LOCATION MAP
SOUTHEAST ALASKA REGION

SITKA FERRY TERMINAL STAGING AREA

PROJECT NUMBER
FM-0935 (11) (75050)

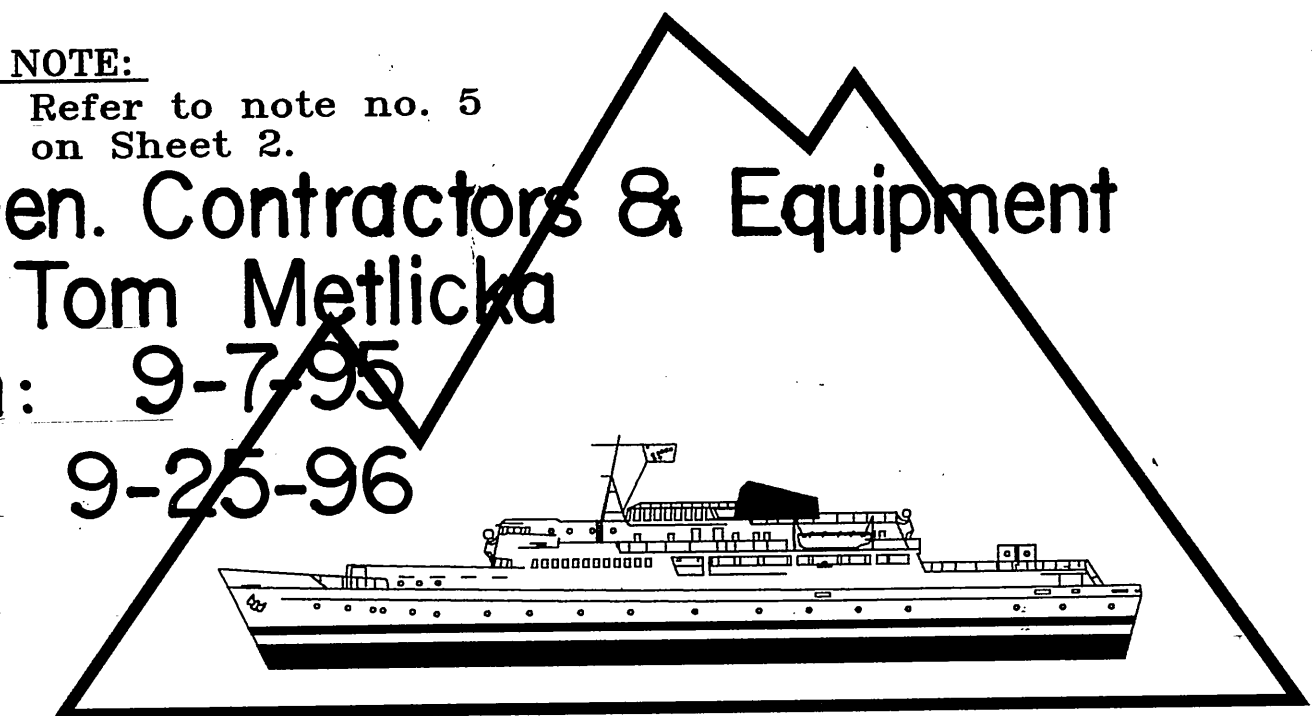


VICINITY MAP

INDEX OF SHEETS	
SHT. No.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATE OF QUANTITIES / LEGEND
3	TRAFFIC CONTROL PLAN
4	EXISTING FACILITIES & DEMOLITION PLAN
5	PROPOSED LAYOUT AND GRADING
6	RETAINING WALL LAYOUT
7	ALTERNATIVE 1 RETAINING WALL
8	ALTERNATIVE 2 RETAINING WALL
9	RAILING DETAILS
10	SECTIONS
11	TERMINAL BUILDING GRADING DETAILS
12	STORM DRAINAGE PLAN
13	SIGNING AND STRIPING PLAN
14	SAMSON TUG & BARGE DRIVEWAY
15	CONSTRUCTION DETAILS
16	GATE DETAILS
17	COVERED WALKWAY DETAILS
18	PURSER STATION DETAILS
19	TERMINAL BUILDING DETAILS
20	ELECTRICAL PLAN
21	ILLUMINATION DETAILS
22	RETAINING WALL PROFILES

The following Department of Transportation and Public Facilities Standard Drawings are included in this project:
C-01.03, C-02.01, D-01.01, D-04.10, D-20.01, D-23.00, D-24.00, D-26.01, I-20.10, L-03.02, L-14.00, L-20.01, L-30.02, R-06.00, S-00.00, S-05.00, S-20.00, S-30.01, T-20.00, T-21.01, and T-22.01

"As-Built" Plans
Contractor: S&S Gen. Contractors & Equipment
Project Engineer: Tom Metlicka
Begin Construction: 9-7-95
End Construction: 9-25-96
Contract Amount: \$1,398,412.26



alaska
marine highway

ESTIMATE OF QUANTITIES			
ITEM No.	PAY ITEM	UNIT	QUANTITY
BASIC BID			
110	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
111	TEMPORARY EROSION AND POLLUTION CONTROL	CONT. SUM	ALL REQUIRED
114 (1)	TRAFFIC MAINTENANCE AND CONTROL	LUMP SUM	ALL REQUIRED
114 (2)	FLAGGING	MAN-HOUR	22.5 500
120 (1)	DBE ADJUSTMENT	CONT. SUM	ALL REQUIRED
116	FURNISHING AND MAINTAINING FIELD OFFICE	LUMP SUM	ALL REQUIRED
201	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQUIRED
203 (1)	EXCAVATION	CUBIC YARD	948.6 600
203 (2)	BORROW, TYPE A	TON	10,574.1 3,500
203 (3)	SUBBASE	TON	1,717.02 6,300
203 (4)	CRUSHED AGGREGATE BASE COURSE	TON	3,198.95 3,450
203 (5)	DRAINAGE SYSTEM	LUMP SUM	ALL REQUIRED
205 (1)	RIPRAP, CLASS II	CUBIC YARD	242.5 1,000
205 (2)	RIPRAP, CLASS III	CUBIC YARD	263.9 340
205 (3)	RIPRAP, CLASS VI	CUBIC YARD	1,171.6 2,800
207 (1)	HOT ASPHALT PAVEMENT, TYPE II	TON	1,243.71 1,000
207 (2)	AC-5 ASPHALT CEMENT	TON	66.54 75
302 (5)	COVERED WALKWAY	LUMP SUM	ALL REQUIRED
304 (3)	CONCRETE SLAB	SQUARE YARD	76 60
501	ELECTRICAL POWER AND LIGHTING SYSTEM	LUMP SUM	ALL REQUIRED
502	PURSER STATION	LUMP SUM	ALL REQUIRED
503(a)	PURSER BOOTH (Modified)	LUMP SUM	ALL REQUIRED
504	TERMINAL BUILDING MODIFICATION	LUMP SUM	ALL REQUIRED
602	CONCRETE SIDEWALK	SQUARE YARD	666.08 680
603 (1)	CURB AND GUTTER	LINEAR FOOT	1,200.5 1,474
603 (2)	GUTTER	LINEAR FOOT	254
606	SIGNS	SQUARE FOOT	127.5 125
607	DRIVE GATE	EACH	1
608 (1)	PIPE HAND RAIL	LINEAR FOOT	5 513
609	GEOTEXTILE, RIPRAP LINER	SQUARE YARD	3 3,850
610	STRIPING AND MARKING	LUMP SUM	ALL REQUIRED
XXX 611	FURNISH AND INSTALL PACKAGE SEWER TREATMENT PLANT	LUMP SUM	ALL REQUIRED
XXX 612	SCREEN FENCE	LINEAR FOOT	256
203(5a)	Drainage System (Modification)	C.O.1 Lump Sum	All Req'd.
313(a)	HS-20 Loading	C.O.3 Lump Sum	All Req'd.
302(5a)	Covered Walkway Modifications	C.O.4 Lump Sum	All Req'd.
501(a)	Electrical System (Modification)	C.O.2 Lump Sum	All Req'd.
504(a)	Terminal Building Modifications	C.O.4 Lump Sum	All Req'd.
603(1a)	Island Curbing	C.O.5 Lump Sum	All Req'd.
-ALTERNATE 1-			
309	GEOTEXTILE REINFORCED SOIL RETAINING WALL W/ TIMBER FACING	LUMP SUM	ALL REQUIRED
ALTERNATE 2			
313	GEOGRID REINFORCED SOIL RETAINING WALL W/ CONCRET PANEL FACING	LUMP SUM	ALL REQUIRED
607(3)	Chain Link Fence	C.O.2 Linear Foot	769
607(5)	Drive Gate (Cable)	C.O.5 Lump Sum	All Req'd.
626(1)	Sanitary Sewer Conduit	C.O.1 Lump Sum	All Req'd.
626(1a)	Sewer Out-fall cleaning	C.O.6 Lump Sum	All Req'd.
627(10)	Adjust Valve Box	C.O.5 Lump Sum	All Req'd.

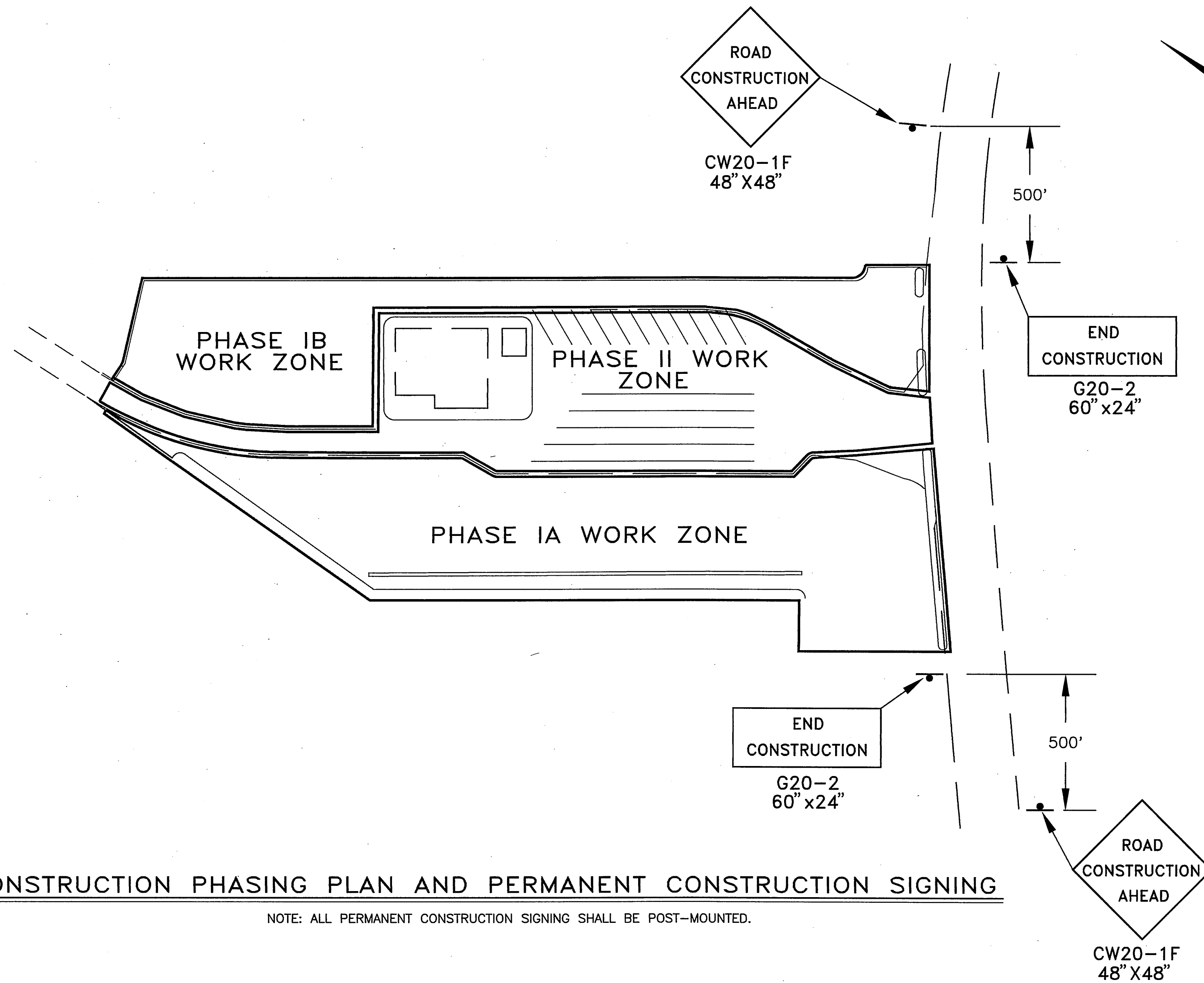
BASIS OF ESTIMATE		
ITEM No.	PAY ITEM	ESTIMATING FACTOR
203 (2)	BORROW, TYPE A	130 LBS. / CU. FT.
203 (3)	SUBBASE	130 LBS. / CU. FT.
203 (4)	CRUSHED AGGREGATE BASE COURSE	140 LBS. / CU. FT.
207 (1)	HOT ASPHALT PAVEMENT, TYPE II	9.0 SQ. YD / TON / 2 INCH DEPTH
207 (2)	AC-5 ASPHALT CEMENT	6% OF ITEM No. 401 (1)

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
---	---	PROPERTY LINE / RIGHT-OF-WAY
---	---	PERMANENT EASEMENT
---	---	CONSTRUCTION EASEMENT
---	---	CENTERLINE OF RIGHT-OF-WAY
--- UG ---	--- UG ---	UNDERGROUND ELECTRIC LINE
--- O/H ---	---	OVERHEAD ELECTRIC LINE
--- W ---	---	WATER LINE
--- F ---	---	FUEL LINE
--- SAN ---	--- S ---	SANITARY SEWER LINE
--- SD ---	--- SD ---	STORM DRAIN LINE
	⊙	STORM DRAIN MANHOLE
	■	STORM DRAIN CATCH BASIN
⊙	⊙	LIGHT POLE
⊙	⊙	POWER POLE W/ GUY ANCHOR
⊙	⊙	WATER VALVE
⊙	⊙	GUARD RAIL
⊙	⊙	ASPHALT PAVEMENT
⊙	⊙	CONCRETE CURB AND GUTTER
⊙	⊙	CONCRETE SIDEWALK/SLAB
⊙	⊙	HANDICAP RAMP
⊙	⊙	COVERED WALKWAY
⊙	⊙	RETAINING WALL
⊙	⊙	TRAFFIC SIGN
⊙	⊙	SPOT ELEVATION
⊙	⊙	CONTOUR LINE
⊙	⊙	WOODEN BOLLARD
⊙	⊙	UNDERGROUND FUEL TANK
⊙	⊙	PACKAGE SEWER TREATMENT PLANT
⊙	⊙	SEPTIC TANK
⊙	⊙	BUILDING

- GENERAL NOTES
- THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
 - STORM INLET LOCATIONS AND ELEVATIONS ARE SUBJECT TO MINOR FIELD REVISIONS AS DIRECTED BY THE ENGINEER.
 - PIPE LENGTHS AND LOCATIONS ARE SUBJECT TO MINOR FIELD REVISIONS AS DIRECTED BY THE ENGINEER.
 - SEE SHEET 4 FOR THE BASIS OF HORIZONTAL & VERTICAL CONTROL.
 - ALL REFERENCES TO CLASS "W" CONCRETE IN THE STANDARD DRAWINGS SHALL BE CHANGED TO CLASS "A" CONCRETE.



STAMP	DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
	SITKA ALASKA
	SITKA FERRY TERMINAL, STAGING AREA
	ESTIMATE OF QUANTITIES/LEGEND
	DESIGNED: D.L.M. CHECKED: C.S.M. DRAWN: C.M.B. DATE: MAY, 1995
PROJECT NUMBER: FM-0935 (11) (75050)	SHEET 2 OF 22

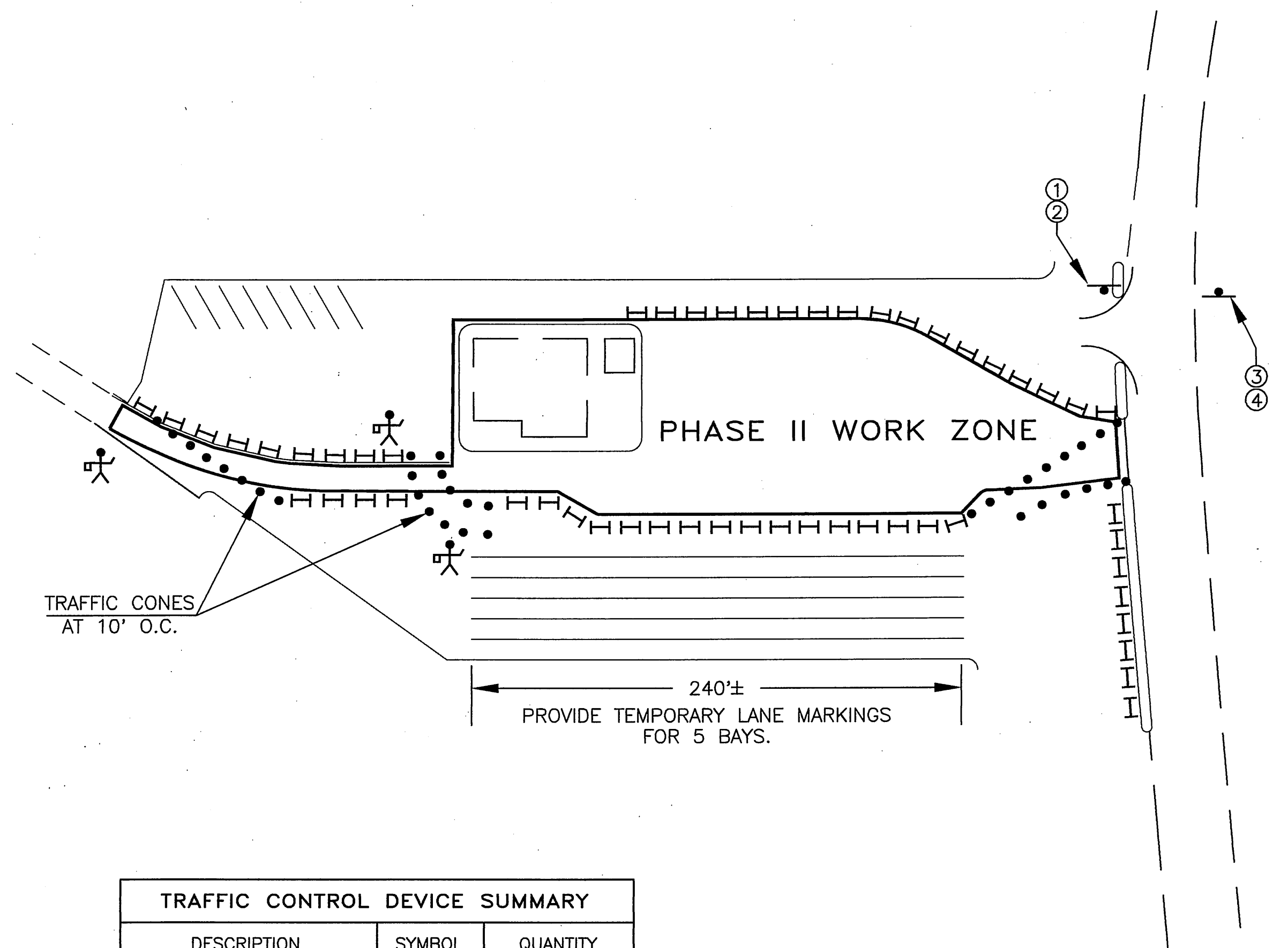


CONSTRUCTION PHASING PLAN AND PERMANENT CONSTRUCTION SIGNING

NOTE: ALL PERMANENT CONSTRUCTION SIGNING SHALL BE POST-MOUNTED.

TRAFFIC CONTROL NOTES

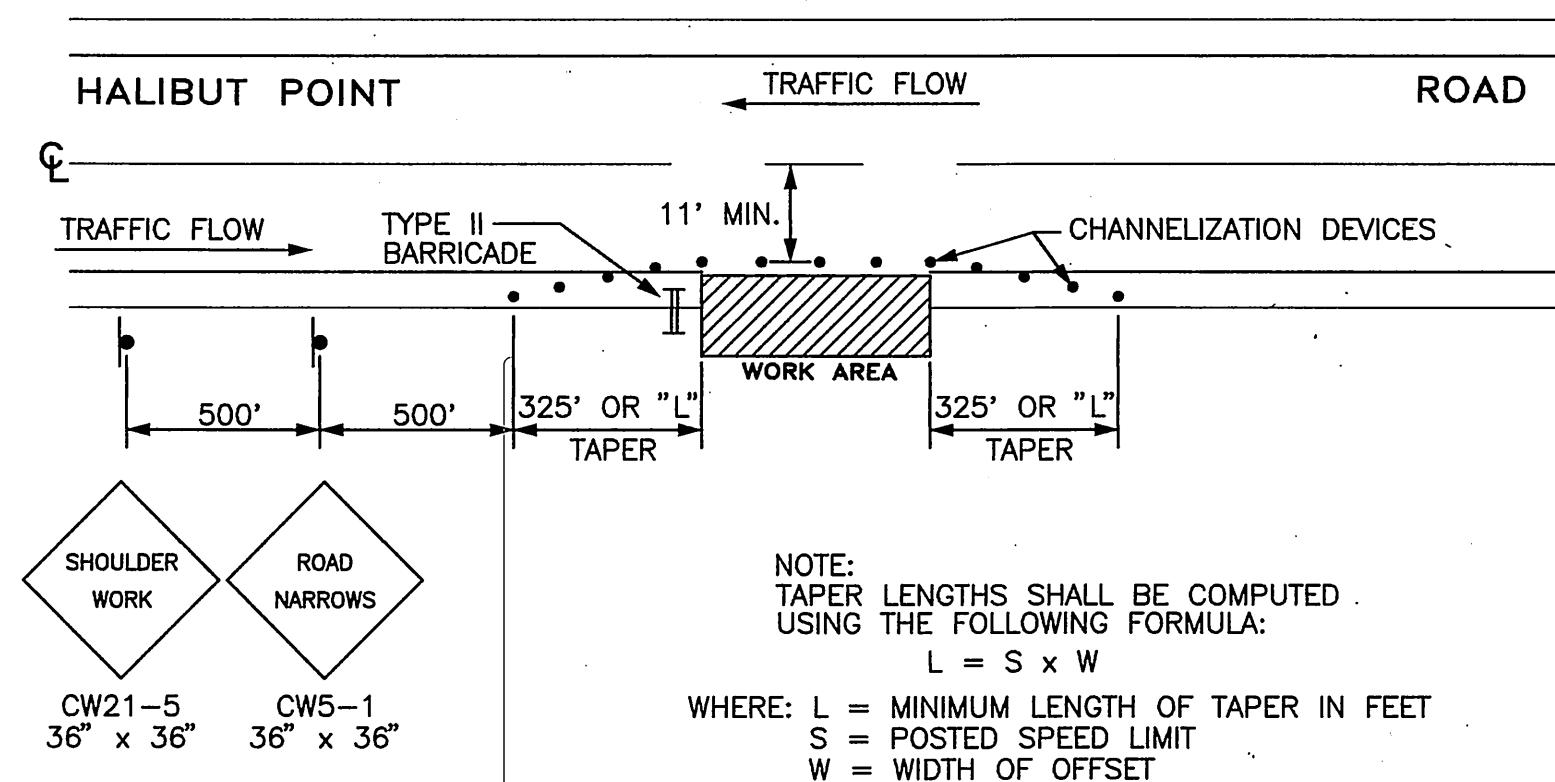
1. THE CONTRACTOR SHALL DESIGNATE, TO ONE OF HIS EMPLOYEES, THE RESPONSIBILITY OF INSTALLING AND MAINTAINING ALL REQUIRED TRAFFIC CONTROL ELEMENTS. ALL TRAFFIC CONTROL ELEMENTS SHALL BE MAINTAINED 24 HOURS PER DAY. REFER TO SECTION 114 OF THE SPECIFICATIONS.
2. ALL CONSTRUCTION SIGNING SHALL REMAIN IN PLACE UNTIL THE CONDITIONS WHICH THEY DELINEATE NO LONGER EXIST.
3. ONCE THE CONTRACTOR BEGINS IMPROVEMENTS THE FOLLOWING TRAFFIC CONTROLS SHALL REMAIN IN FORCE UNTIL THE PROJECT IS COMPLETED:
 - A. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS NOT TO INTERFERE WITH NORMAL SCHEDULED FERRY ACCESS OR VEHICULAR TRAFFIC TO OR FROM THE EXISTING FERRY FACILITIES.
 - B. FERRY TRAFFIC SHALL HAVE PRIORITY OVER CONSTRUCTION ACTIVITIES AND IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO COORDINATE HIS ACTIVITIES WITH FERRY ARRIVALS AND DEPARTURES.
 - C. FERRY TERMINAL PERSONNEL WILL STAGE TRAFFIC AND OPERATE THE TRANSFER BRIDGE.
 - D. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS AND LIGHTING FOR FERRY TERMINAL PERSONNEL AND FERRY TRAFFIC.
4. THE CONTRACTOR SHALL NOT STOCKPILE ANY MATERIALS WITHIN ACTIVE STAGING AREAS WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
5. CONSTRUCTION PHASING PLANS AND A TRAFFIC CONTROL PLAN FOR EACH PHASE OF THE PROJECT SHALL BE REQUIRED IN ACCORDANCE WITH SECTION 114 OF THE SPECIFICATIONS.
6. REFER TO SECTION 114 OF THE SPECIFICATIONS FOR THE MINIMUM NUMBER OF SIGNS AND BARRICADES TO BE PROVIDED. SIGNS SHALL SHOW ALASKA SIGN DESIGN STANDARD CODING. ALL SIGNS SHALL BE CLASS "T".
7. THE CONTRACTOR SHALL PROVIDE FLAGGERS FOR PHASE II FROM 2 HOURS PRIOR TO VESSEL ARRIVAL UNTIL 1/2 HOUR AFTER VESSEL DEPARTURE. IF THE VESSEL LAYS OVER OR DOES NOT BEGIN LOADING WITHIN 1/2 HOUR PRIOR TO SCHEDULED DEPARTURE TIME THE FLAGGERS MAY BE DISMISSED UNTIL 1/2 HOUR PRIOR TO ACTUAL LOADING TIME.
8. THE CONTRACTOR SHALL DELINEATE PEDESTRIAN ACCESS WITH TRAFFIC CONES AS REQUIRED DURING CONSTRUCTION ACTIVITIES. CONE SPACING SHALL BE AT 10' MAXIMUM.
9. THE CONTRACTOR SHALL PROVIDE VEHICULAR ACCESS THRU WORK ZONES AS REQUIRED BY THE ENGINEER.
10. THE CONTRACTOR SHALL BARRICADE AND SIGN ALL DRIVEWAYS AND POTENTIAL VEHICULAR ACCESS POINTS INTO ACTIVE WORK ZONES.
11. THE CONTRACTOR SHALL MAINTAIN EXISTING GUARDRAIL AS NECESSARY TO RESTRICT ACCESS TO WORK ZONES FROM AREAS OF THE STAGING AREA THAT ARE OPEN TO THE PUBLIC. IF THE CONTRACTOR ELECTS TO REMOVE THE EXISTING GUARDRAIL, TEMPORARY FENCING OR TYPE III BARRICADES SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER.
12. CONSTRUCTION ACTIVITIES WITHIN HALIBUT POINT ROAD SHALL BE SIGNED AND SHALL BE IN ACCORDANCE WITH THE DRAWINGS, THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND AS APPROVED BY THE ENGINEER. (SEE SHOULDER WORK DETAIL, THIS SHEET.)
13. ALL TEMPORARY SIGNS SHALL BE MOUNTED ON TYPE III BARRICADES.
14. PHASE 1A AND 1B CAN OCCUR SIMULTANEOUSLY. PHASE II WORK SHOULD NOT BEGIN UNTIL ALL PHASE 1 WORK IS COMPLETED.



TRAFFIC CONTROL DEVICE SUMMARY		
DESCRIPTION	SYMBOL	QUANTITY
TYPE III BARRICADE (8' WIDE) OR TEMPORARY FENCING	⌌	60 EACH (860 L.F.)
TRAFFIC CONE	•	35 EACH
FLAGGER	⚣	500 MAN-HR.
TRAFFIC SIGN	⌌	12 S.F.

PHASE II TEMPORARY SIGN SUMMARY				
SIGN	TYPE	LEGEND	SIZE	FACING
①	I-8	FERRY	24 X 30	N.E.
②	D-9R	→	24 X 6	N.E.
③	I-8	FERRY	24 X 30	S.W.
④	D-9L	←	24 X 6	S.W.

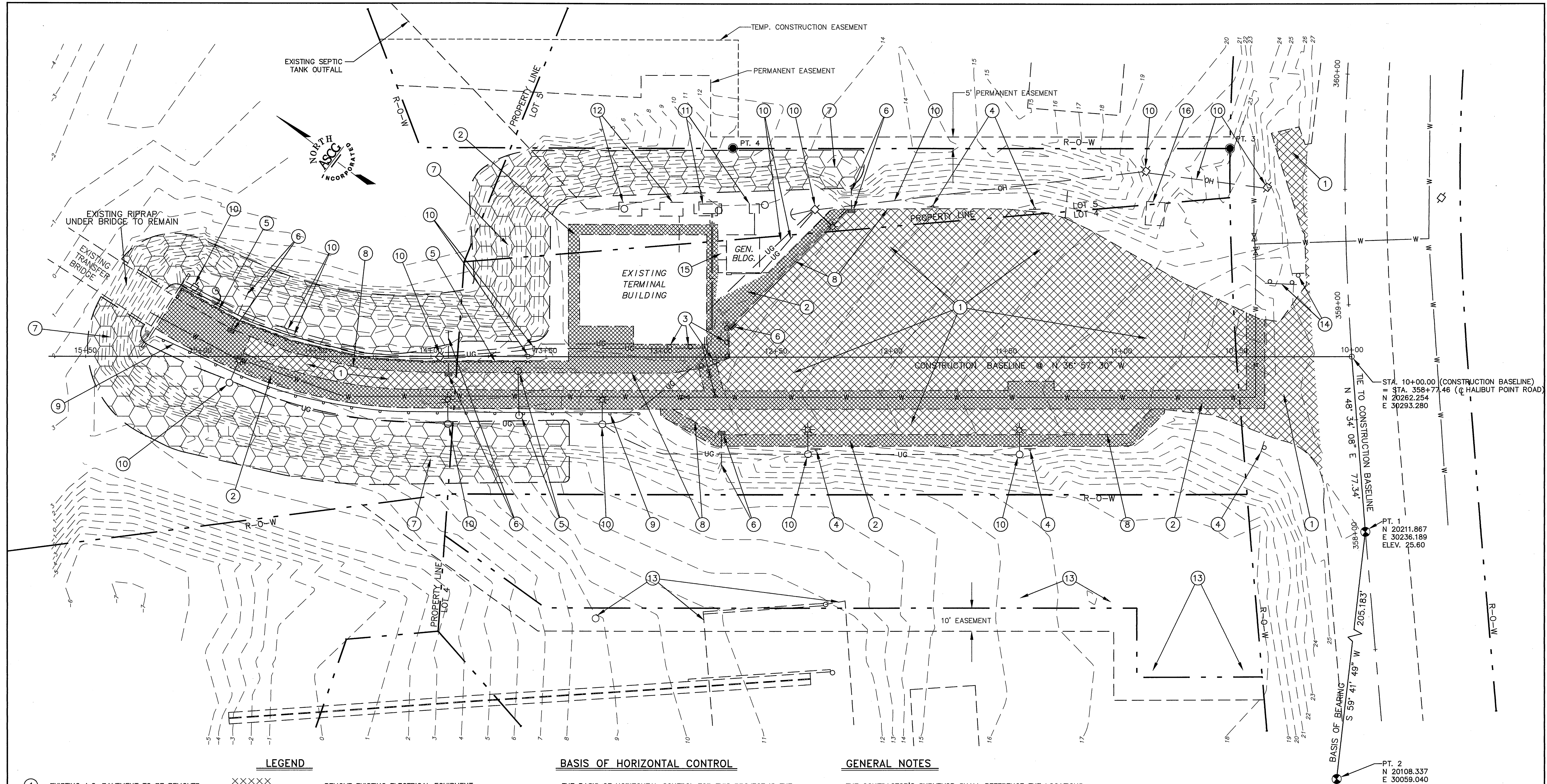
PHASE II TRAFFIC CONTROL PLAN



TYPICAL SHOULDER WORK ZONE TRAFFIC CONTROL

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

STAMP		DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS	
		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
SITKA		ALASKA	
SITKA FERRY TERMINAL, STAGING AREA			
TRAFFIC CONTROL PLAN			
DESIGNED: D.L.M.	CHECKED: C.S.M.	DRAWN: M.B.S.	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 3 OF 22	



LEGEND

- | | |
|---|---|
| ① EXISTING A.C. PAVEMENT TO BE REMOVED | ⑩ REMOVE EXISTING ELECTRICAL EQUIPMENT: SERVICE POLES, GUYING, LUMINAIRES, LIGHTING STANDARDS, WIRING, ETC. COORDINATE ALL SERVICE WORK WITH LOCAL UTILITY. SEE SHEETS 20 AND 21 FOR NEW ELECTRICAL WORK. |
| ② EXISTING CONCRETE PAVEMENT AND SIDEWALK TO BE REMOVED | ⑪ FUEL TANK AND CONCRETE HOLD DOWN PAD |
| ③ EXISTING WOODEN BOLLARDS TO BE REMOVED | ⑫ EXISTING SEPTIC TANKS TO BE REMOVED |
| ④ EXISTING SIGN TO BE REMOVED | ⑬ EXISTING MISCELLANEOUS ABANDONED MACHINERY AND MARINE WAYS TO BE REMOVED |
| ⑤ EXISTING FENCE/HANDRAIL/GATE TO BE REMOVED | ⑭ EXISTING SIGNS TO BE RELOCATED TO STA. 10+45, 95' RT. AND AS DIRECTED IN THE FIELD |
| ⑥ EXISTING DRAINAGE STRUCTURE TO BE REMOVED | ⑮ PUBLIC TELEPHONES TO BE REMOVED PRIOR TO CONCRETE WORK AND REINSTALLED IN SAME LOCATION |
| ⑦ EXISTING RIPRAP TO BE REMOVED AND REUSED | ⑯ EXISTING BUILDING TO BE REMOVED |
| ⑧ EXISTING CONCRETE CURB AND GUTTER TO BE REMOVED | |
| ⑨ EXISTING GUARD RAIL TO BE REMOVED | |

BASIS OF HORIZONTAL CONTROL

THE BASIS OF HORIZONTAL CONTROL FOR THIS PROJECT IS THE ACCEPTED BEARING OF S 59°41'49" W BETWEEN THE ADOT BRASS CAP HIGHWAY MONUMENT, SET IN CASING IN THE CENTERLINE OF THE HIGHWAY AND LOCATED AT N 20211.867, E 30236.189 AND THE BLM 3" BRASS CAP, WC LOT 4 COR. 4/LOT1 COR. 7 U.S. SURVEY 3670 LOCATED AT POINT #1, N 20108.337, E 30059.040. THE ACCEPTED DISTANCE BETWEEN THESE MONUMENTS IS 205.183'.

BASIS OF VERTICAL CONTROL

THE BASIS OF VERTICAL CONTROL FOR THIS PROJECT IS THE ACCEPTED ELEVATION OF 25.60 FOR THE BRASS CAP MONUMENT LOCATED AT N 20211.867, E 30236.189. TIDAL DATUM = MLLW.

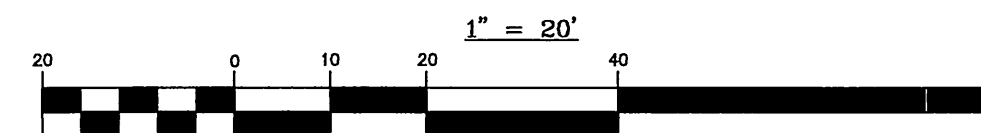
MONUMENTS TO BE PRESERVED

PT.	DESCRIPTION	NORTHING	EASTING
1	ADOT BRASS CAP HIGHWAY MONUMENT	20211.867	30236.189
2	BLM 3" BRASS CAP, WC L4,C4/L1,C7 U.S.S. 3670	20108.337	30059.040
3	5/8" REBAR WITH SURV-KAP	20358.81	30333.71
4	5/8" REBAR WITH SURV-KAP	20531.44	30203.96

GENERAL NOTES

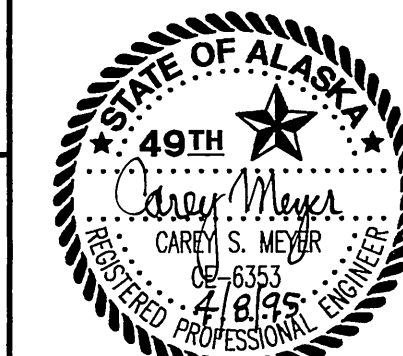
THE CONTRACTOR'S SURVEYOR SHALL REFERENCE THE LOCATIONS OF ALL EXISTING MONUMENTS IN THE VICINITY OF THE WORK AREA PRIOR TO BEGINNING ANY DEMOLITION. THE CONTRACTOR SHALL TAKE CARE NOT TO DESTROY ANY EXISTING MONUMENTS LOCATED WITHIN THE WORK AREA. ALL MONUMENTS WHICH ARE DISTURBED OR DESTROYED SHALL BE REINSTALLED BY A LICENSED SURVEYOR, AT THE EXPENSE OF THE CONTRACTOR.

THE LOCATIONS OF EXISTING FACILITIES AND UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.



ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

STAMP



DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

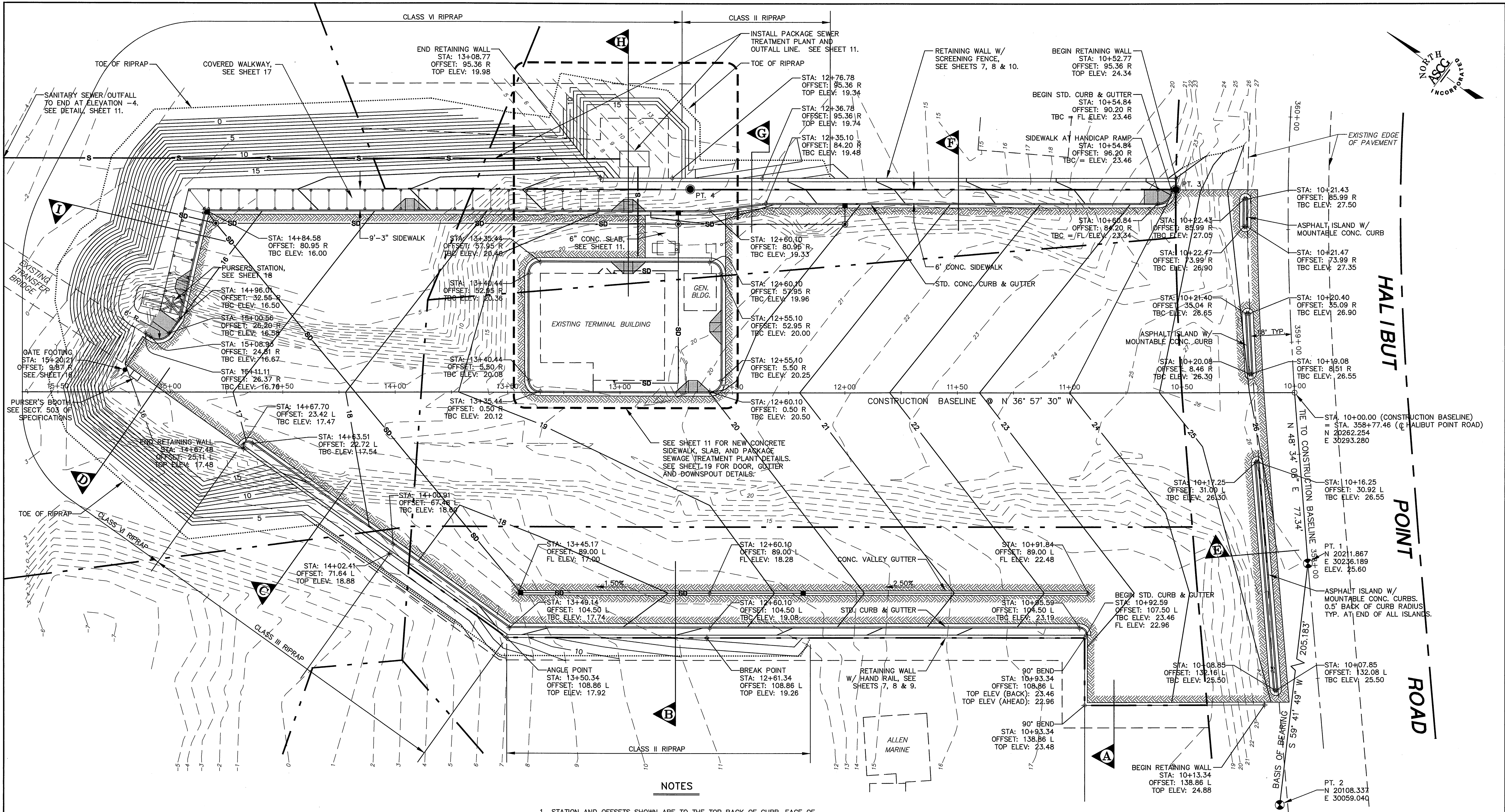
SITKA

ALASKA

SITKA FERRY TERMINAL, STAGING AREA
EXISTING FACILITIES & DEMOLITION PLAN

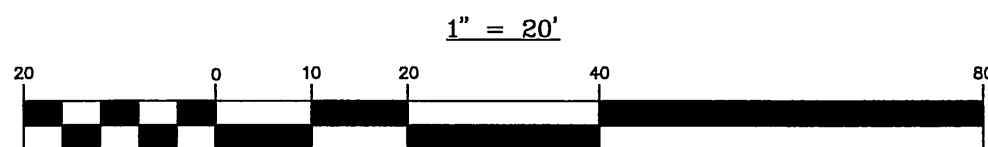
DESIGNED: S.E.C. CHECKED: C.S.M. DRAWN: CMB/SEC. DATE: APR., 1995

PROJECT NUMBER: FM-0935 (11) (75050) SHEET 4 OF 22



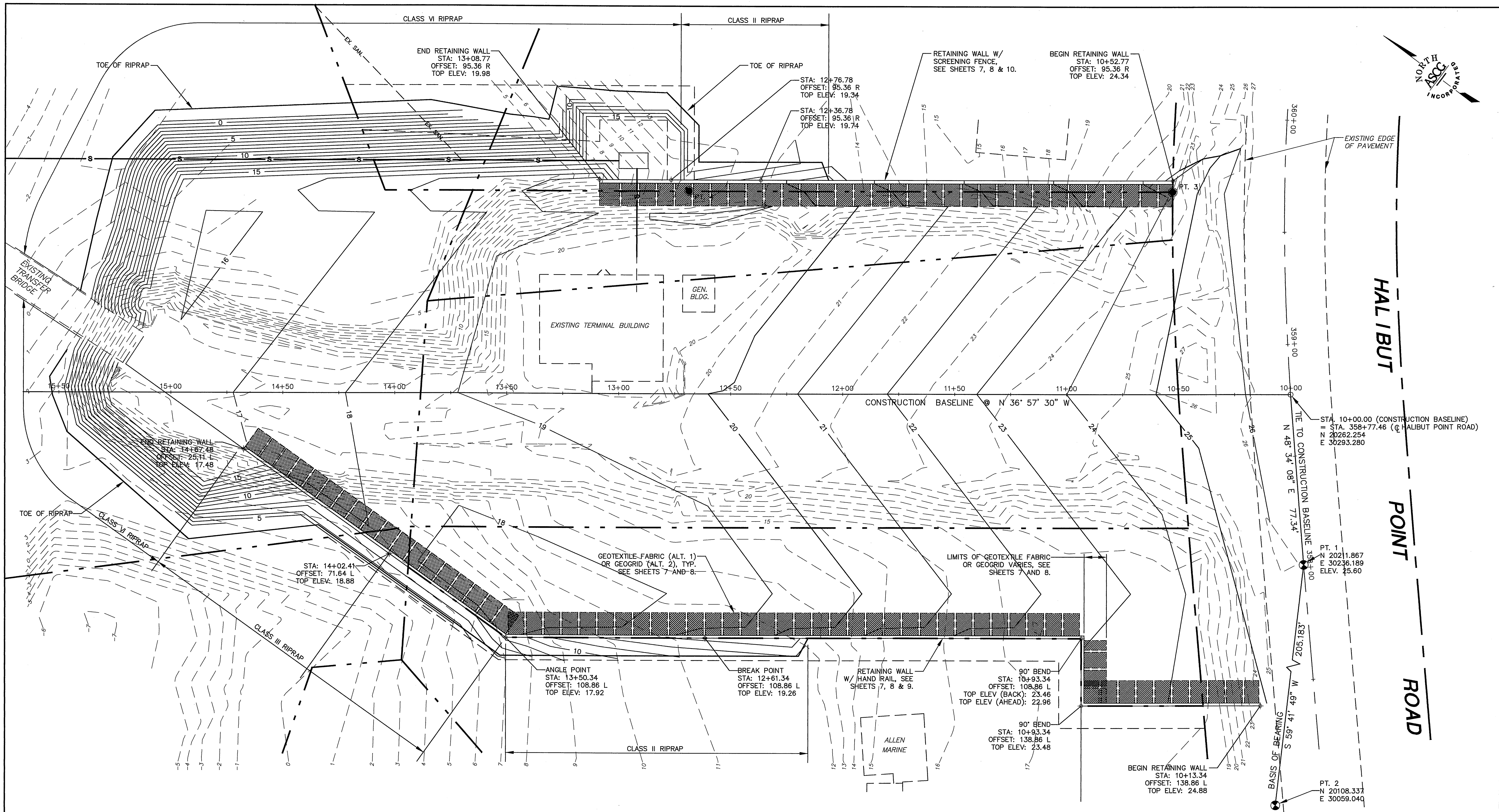
NOTES

1. STATION AND OFFSETS SHOWN ARE TO THE TOP BACK OF CURB, FACE OF RETAINING WALL, OR CENTER OF VALLEY GUTTER AT ANGLE, CURB RETURN, OR GRADE BREAK POINTS.
2. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED UTILITIES AND OTHER STRUCTURES PRIOR TO EXCAVATION. SEE SHEET 4 FOR APPROXIMATE LOCATIONS OF BURIED UTILITIES AND STRUCTURES.
3. SEE SHEET 10 FOR SECTIONS A, B, C, D, E, F, G, AND I. SEE SHEET 11 FOR SECTION H.
4. SEE SHEET 6 FOR THE RETAINING WALL LAYOUT.
5. SEE SHEET 12 FOR THE STORM DRAINAGE PLAN.
6. SEE SHEET 13 FOR THE SIGNING AND STRIPING PLAN.
7. SEE SHEET 4 FOR THE MONUMENT DESCRIPTIONS.

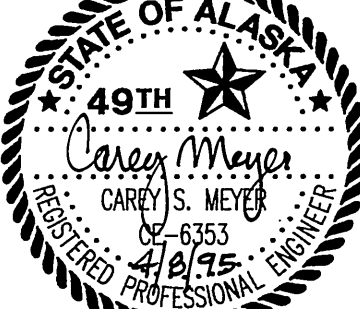


ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

STAMP		DO NOT SCALE FROM THESE DRAWINGS — USE DIMENSIONS	
		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
		SITKA	ALASKA
		SITKA FERRY TERMINAL STAGING AREA	
		PROPOSED LAYOUT AND GRADING	
DESIGNED: <u>DLM/SEC</u>	CHECKED: <u>CSM</u>	DRAWN: <u>CMB/SEC</u>	DATE: <u>MAY, 1995</u>
PROJECT NUMBER: <u>FM-0935 (11) (75050)</u>		SHEET <u>5</u> OF <u>22</u>	



- NOTES:
- 1. SEE SHEET 7 FOR ALTERNATIVE 1 RETAINING WALL.
 - 2. SEE SHEET 8 FOR ALTERNATIVE 2 RETAINING WALL.
 - 3. SEE SHEET 9 FOR RAILING DETAILS.
 - 4. SEE SHEET 22 FOR RETAINING WALL PROFILES.
 - 5. REFER TO STD. DETAIL R-06.00 FOR SCREENING FENCE.

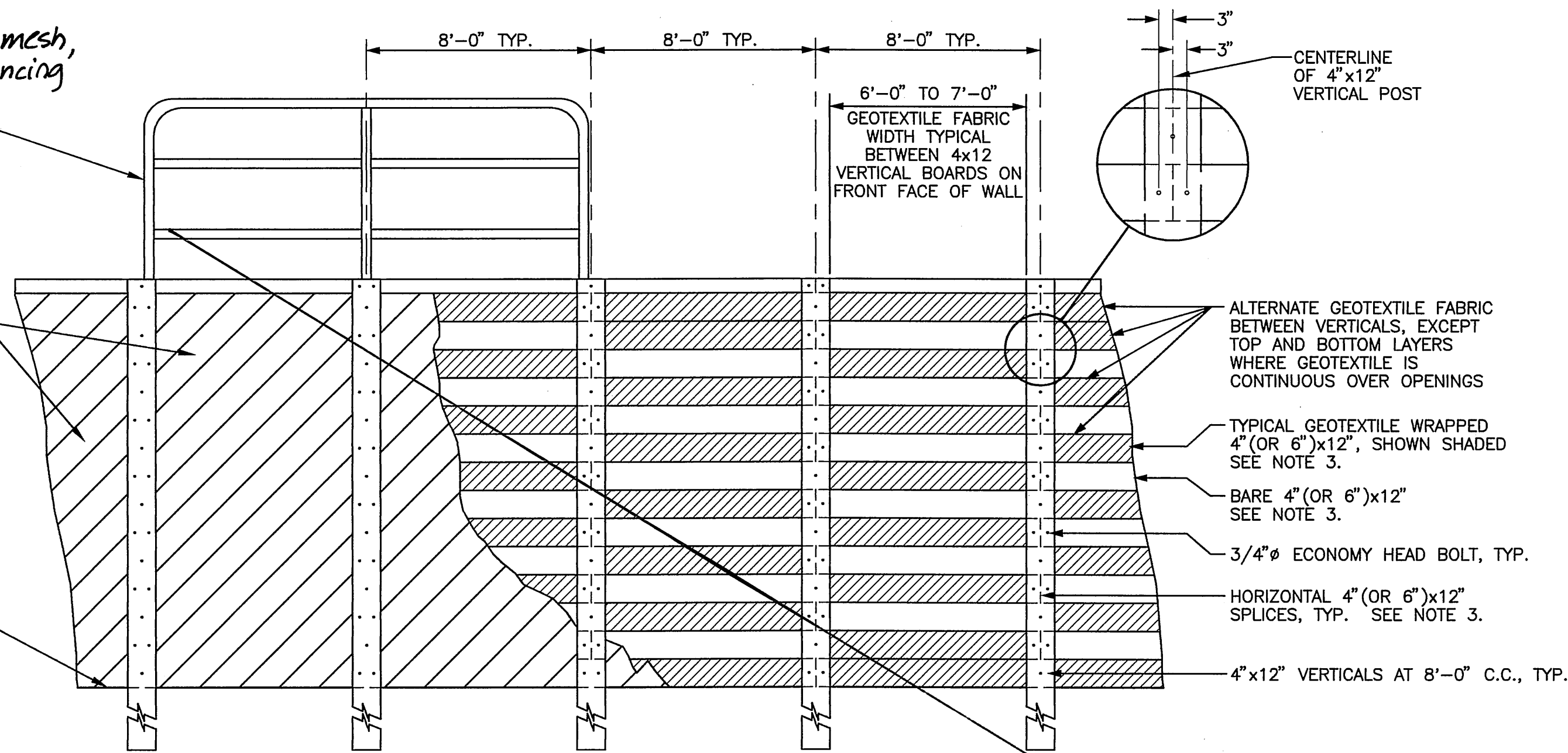
STAMP		DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS					
	STATE OF ALASKA						
	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES						
	SITKA		ALASKA				
	SITKA FERRY TERMINAL STAGING AREA						
	RETAINING WALL LAYOUT						
DESIGNED:	DLM/SEC	CHECKED:	CSM	DRAWN:	CMB/SEC	DATE:	APR., 1995
PROJECT NUMBER:	FM-0935 (11) (75050)			SHEET	6	OF	22

changed to 6' high, 3/8" mesh,
PVC coated chain link fencing
system

METAL RAILING, SEE SHEET 9

2"x12" TIMBER FACING AT
45° TYP. ATTACH WITH 2
20d COMMON WIRE NAILS
AT 12" O.C., EACH PLANK

EXTEND FACING TO BOTTOM
OF HORIZONTAL PLANKS



— ELEVATION —

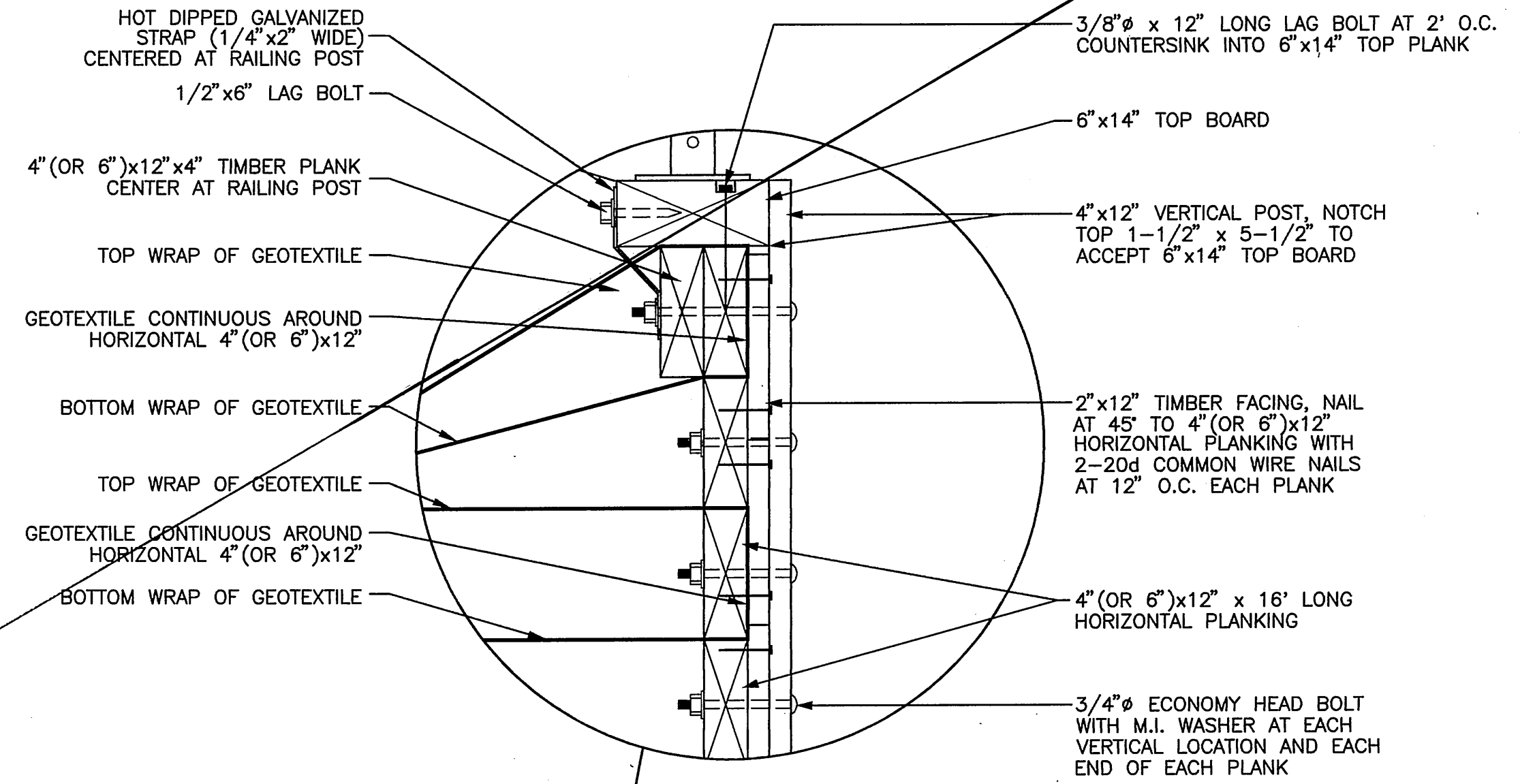
TYPICAL GEOTEXTILE RETAINING WALL w/ TIMBER FACING

SCALE: 1/4" = 1'-0"

N.I.C.

NOTES:

1. ALL LUMBER SHALL BE S4S DOUGLAS-FIR No. 1, OR BETTER, PRESSURE TREATED.
2. ALL HARDWARE SHALL BE GALVANIZED.
3. ON WALLS LESS THAN 12 FEET IN HEIGHT THE HORIZONTAL PLANKING SHALL BE 4"x12". WALLS OVER 12 FEET IN HEIGHT REQUIRE 6"x12" HORIZONTAL PLANKING FROM THE BASE TO 12 FEET AND 4"x12" PLANKING FROM 12 FEET TO THE TOP OF THE WALL.



6' High Chain Link Fence

METAL RAILING, SEE SHEET 9

STATION AND OFFSET LAYOUT
POINT, SEE SHEET 6

STANDARD CURB AND GUTTER

2" ASPHALT PAVEMENT

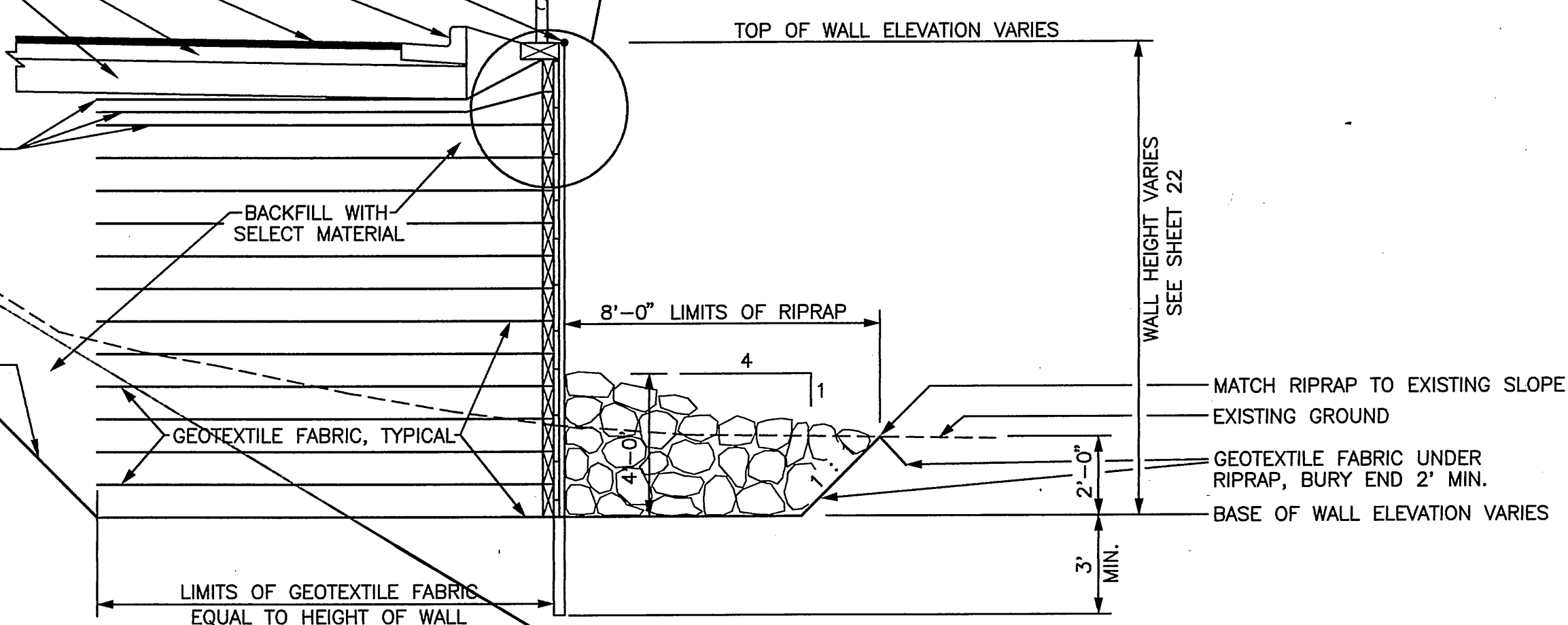
6" CRUSHED AGGREGATE BASE COURSE

12" SUBBASE

EXISTING GROUND

PLACE TOP 2 LAYERS OF GEOTEXTILE
FABRIC SO AS NOT TO INTERFERE
WITH THE CONSTRUCTION OF THE CURB
AND GUTTER OR STRUCTURAL SECTION.
PLACE FABRIC IN SMOOTH CURVES WITH
NO BUNCHES OR FOLDS. ALLOW 2"
MINIMUM FILL BETWEEN FABRIC LAYERS.

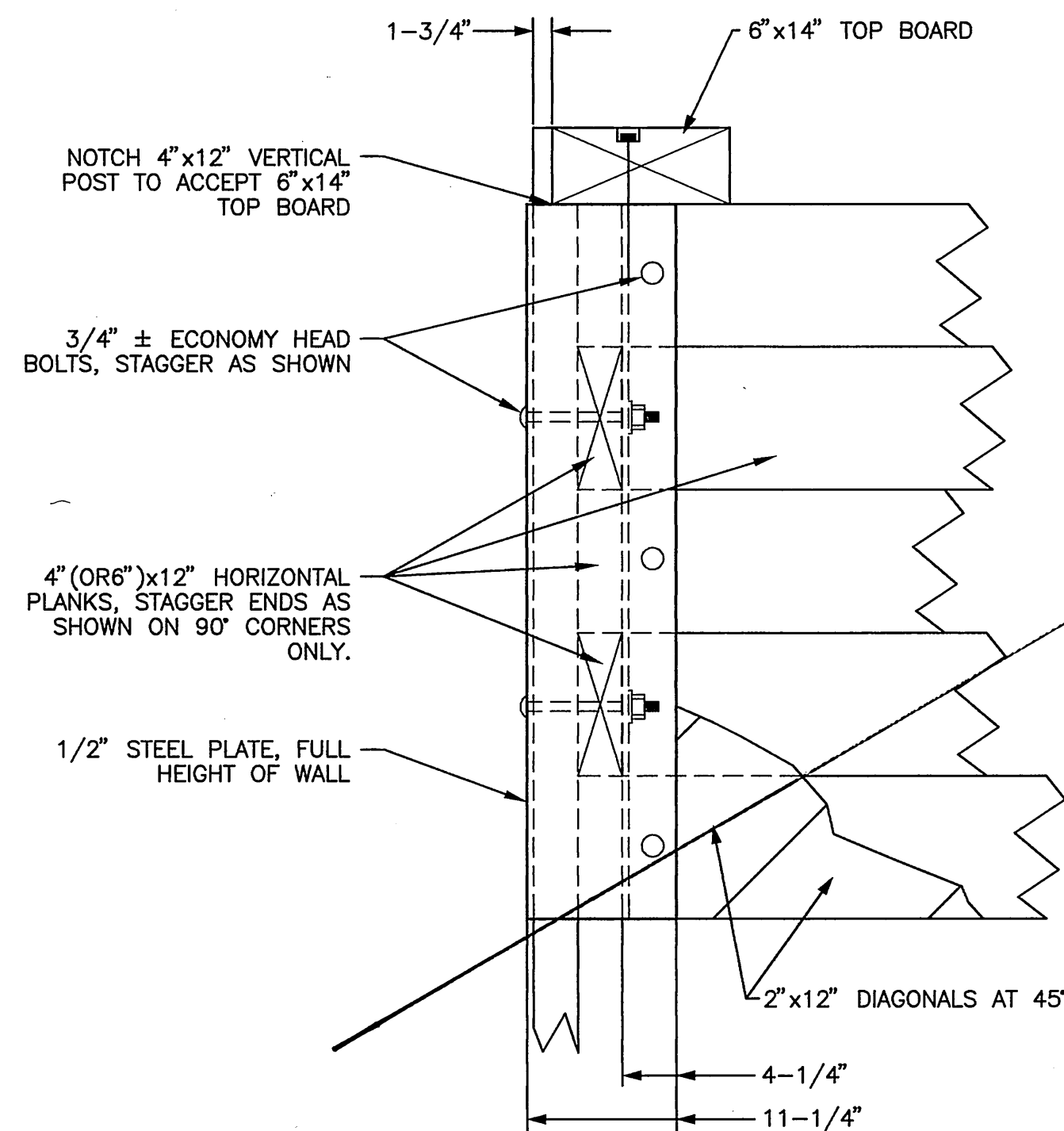
EXCAVATION LIMITS AS REQUIRED
FOR CONSTRUCTION. EXCAVATION
FOR WALL CONSTRUCTION SHALL
BE INCIDENTAL TO THE WALL.



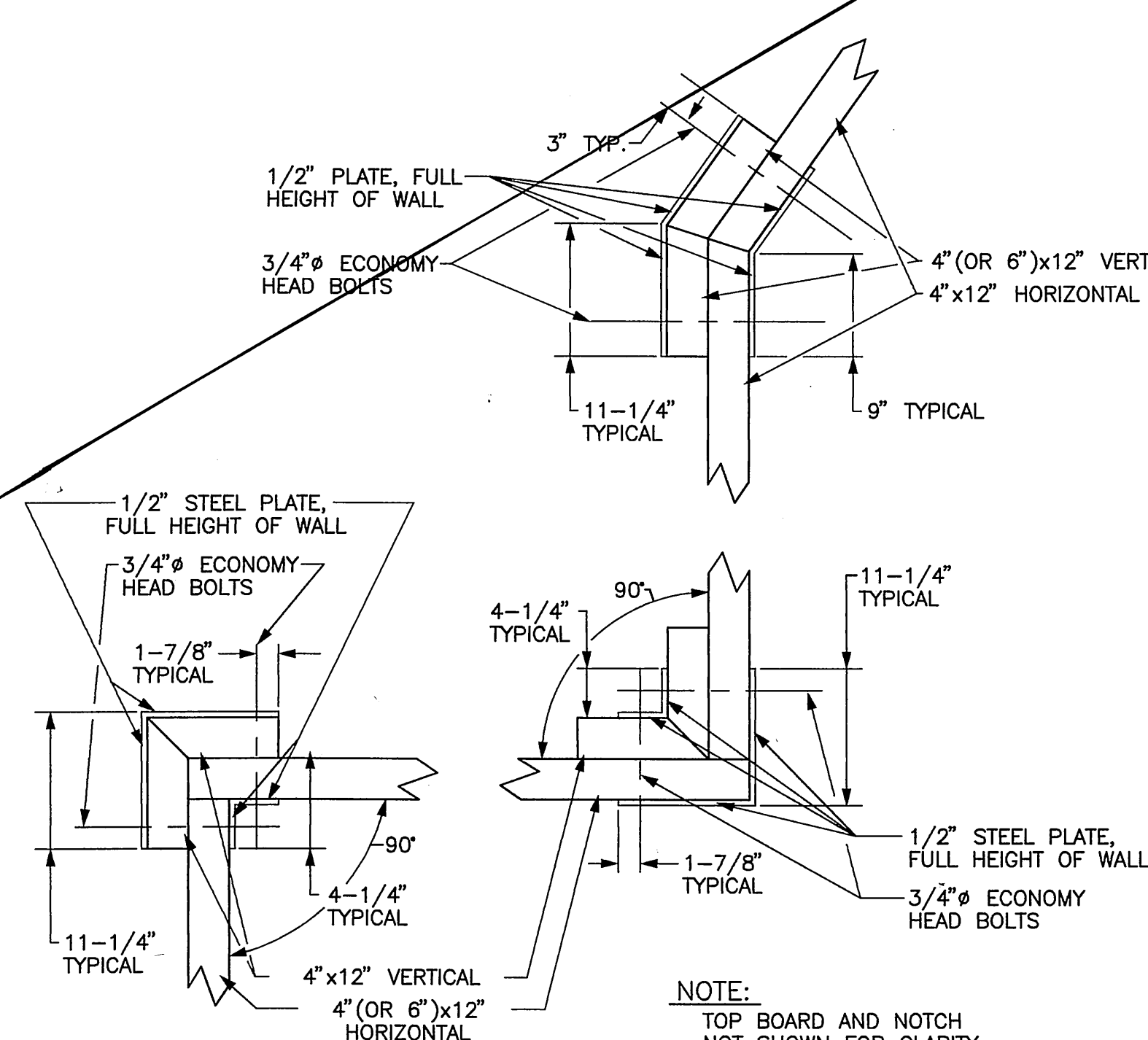
— SECTION —

TYPICAL GEOTEXTILE RETAINING WALL w/ TIMBER FACING

SCALE: 1/4" = 1'-0"



— ELEVATION —



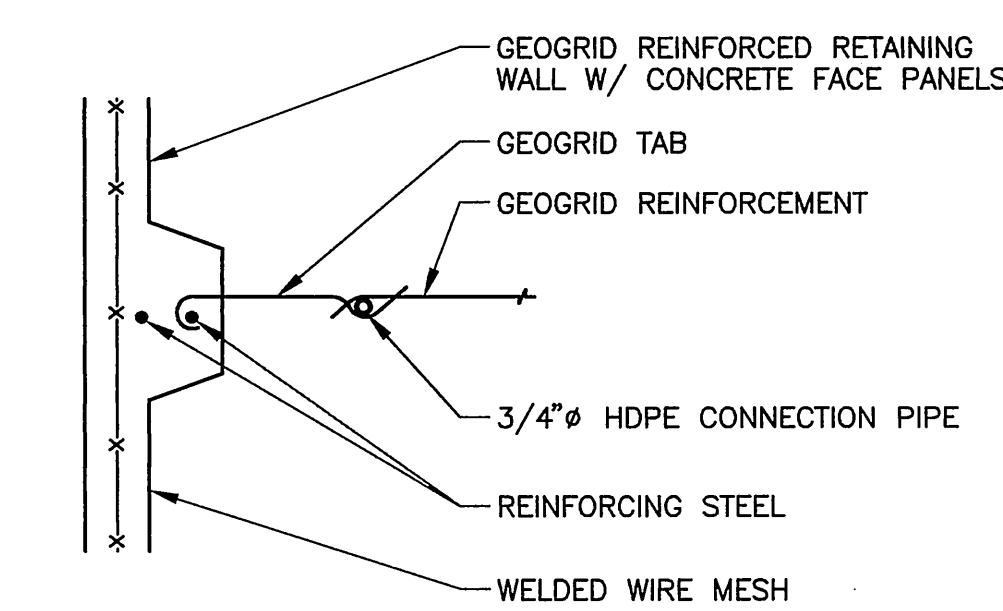
— PLAN —

RETAINING WALL CORNER DETAILS

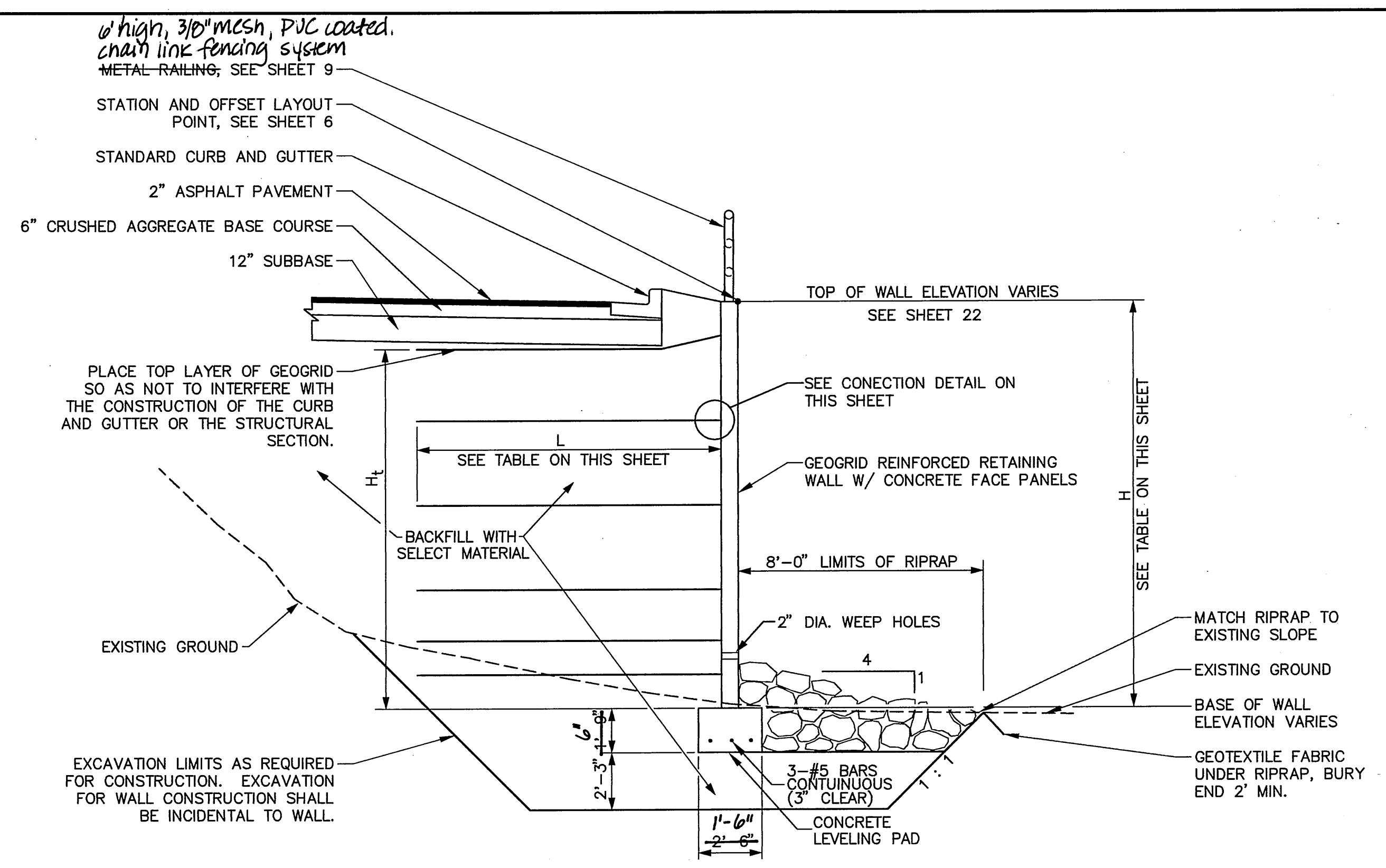
SCALE: 1" = 1'-0"

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

STAMP	DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS
STATE OF ALASKA 49TH Carey Meyer CAREY S. MEYER CE-8353 REGISTERED PROFESSIONAL ENGINEER	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SITKA <i>Not Used</i> ALASKA SITKA FERRY TERMINAL, STAGING AREA ALTERNATIVE 1 RETAINING WALL
DESIGNED: D.L.M.	CHECKED: C.S.M.
DRAWN: J.E.M.	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)	SHEET 7 OF 22

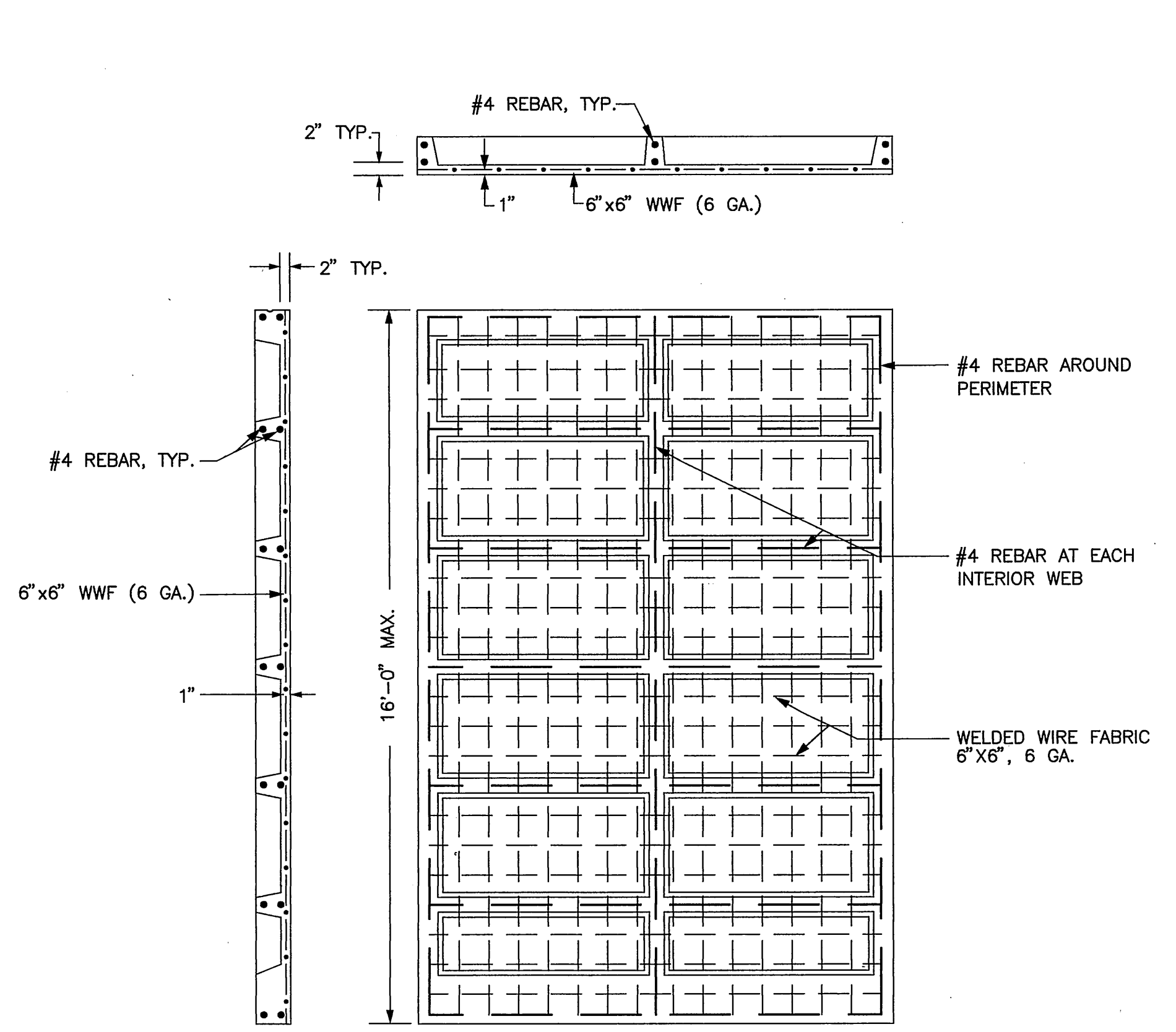


CONNECTION DETAIL

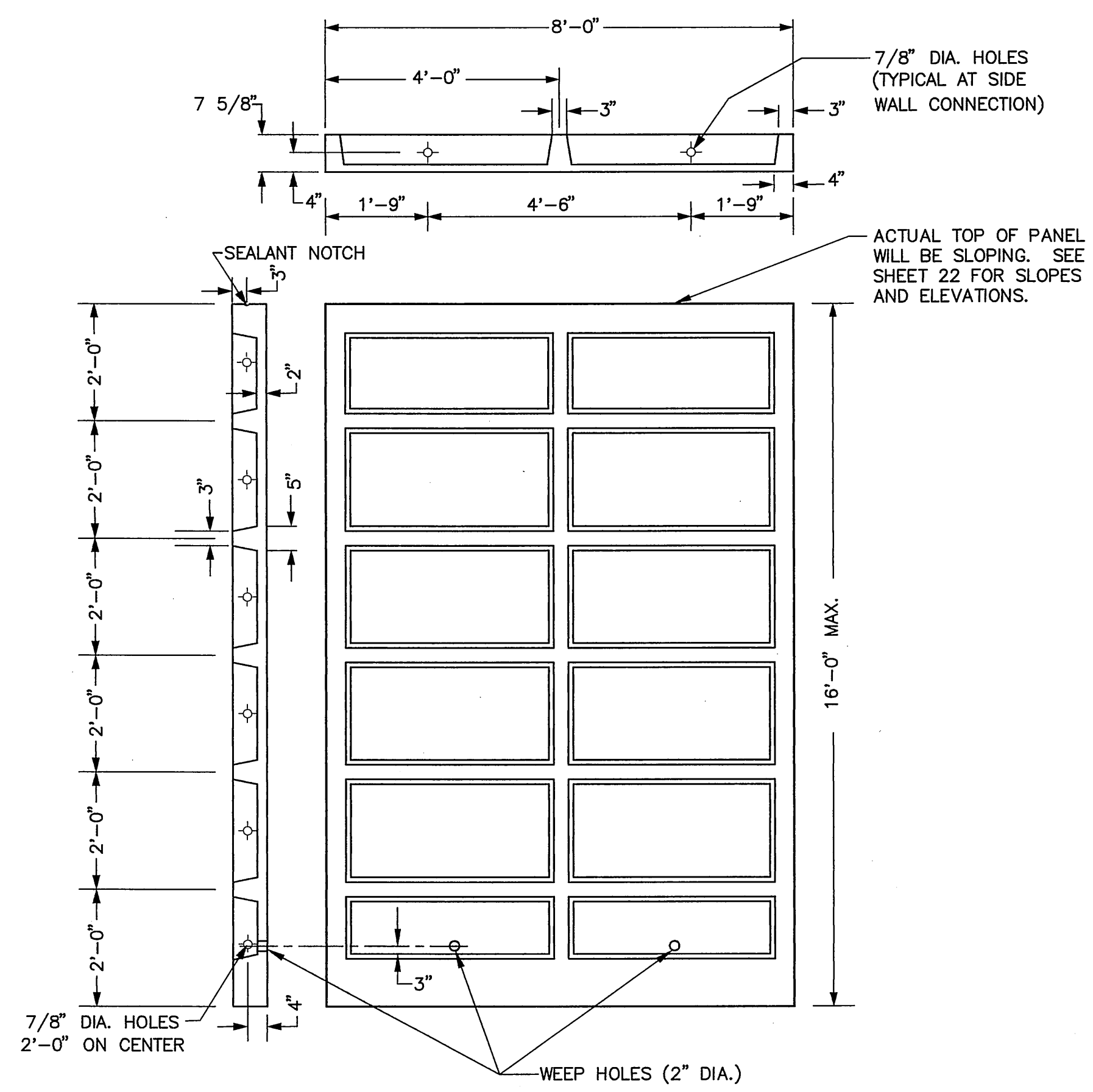


SECTION

TYPICAL GEOGRID REINFORCED RETAINING WALL W/ CONCRETE FACE PANELS



CONCRETE FACE PANEL REINFORCING DETAILS
SCALE: 1/2" = 1'

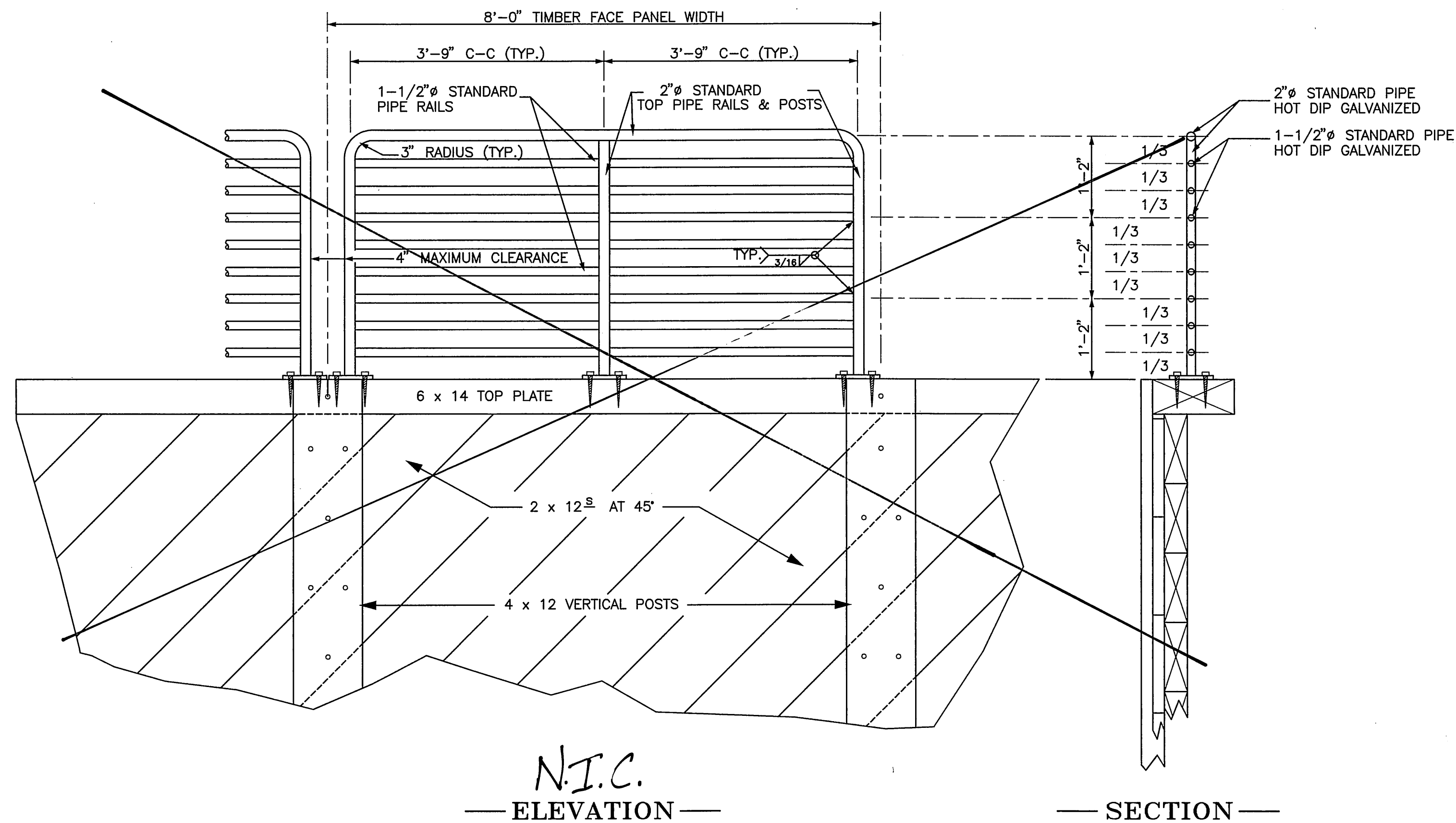


CONCRETE FACE PANEL DIMENSIONS
SCALE: 1/2" = 1'

GEOGRID REINFORCEMENT FOR PRE-CAST CONCRETE PANELS			
H	GEOGRID LAYERS	H _t (FROM BASE)	L
2' OR LESS	NONE	—	—
2' - 4'	1 LAYER	2.00'	4.0'
4' - 6'	1 LAYER	4.00'	4.0'
6' - 8'	2 LAYERS	2.00', 6.00'	5.0'
8' - 10'	3 LAYERS	2.00', 4.00', 8.00'	6.0'
10' - 12'	4 LAYERS	2.00', 4.00', 6.00', 10.00'	8.0'
12' - 14'	5 LAYERS	0.33', 2.00', 4.00', 8.00', 12.00'	10.0'

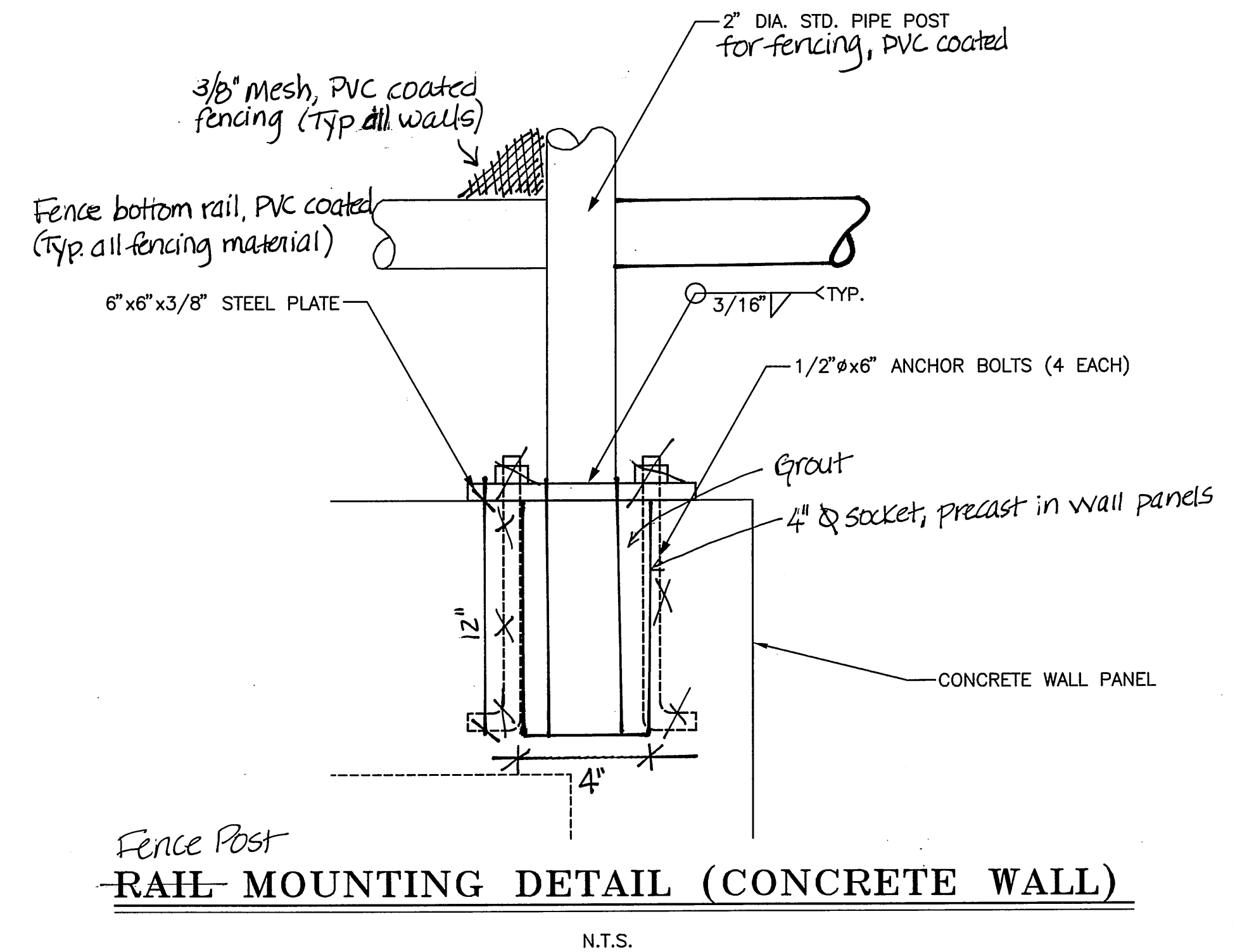
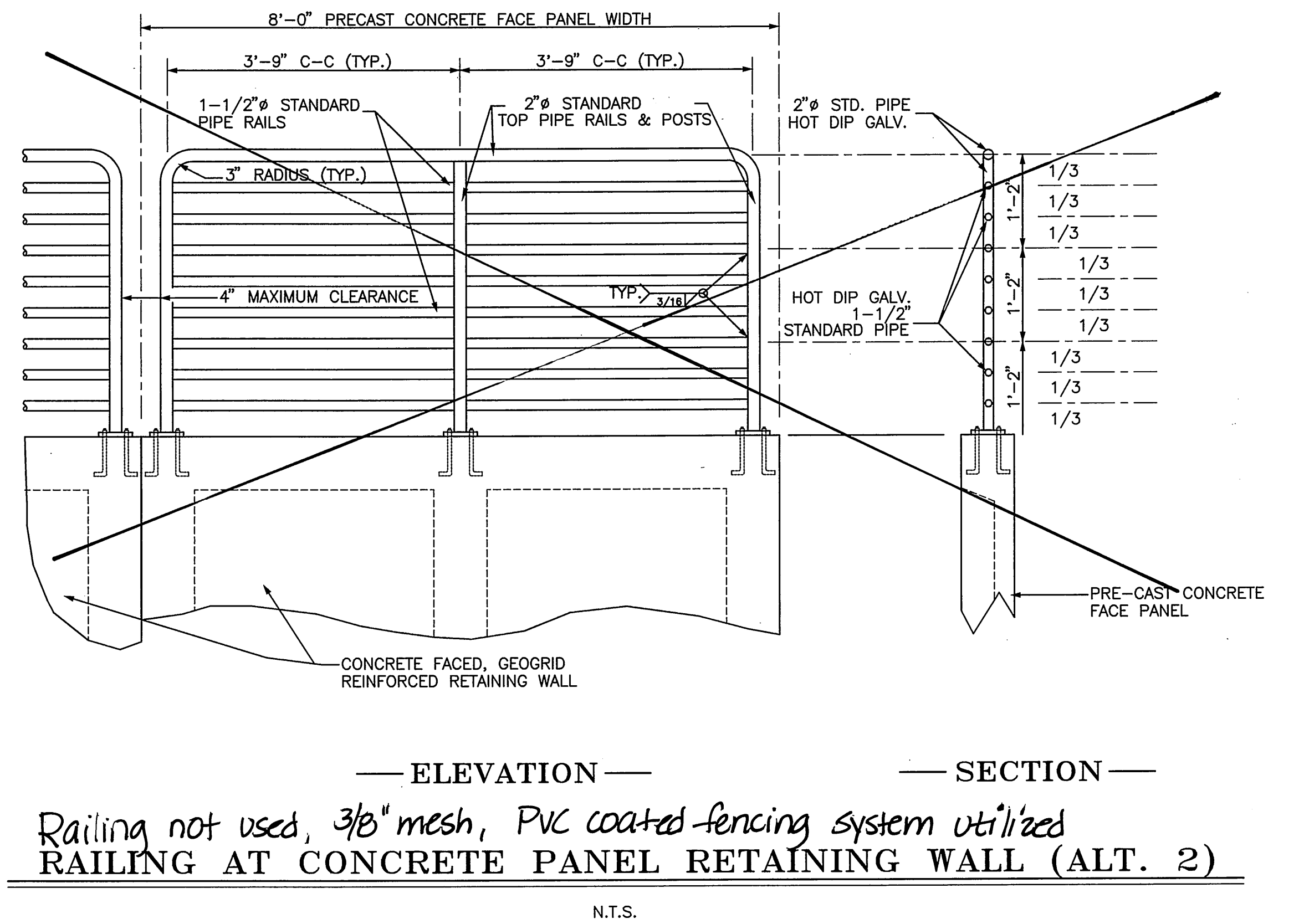
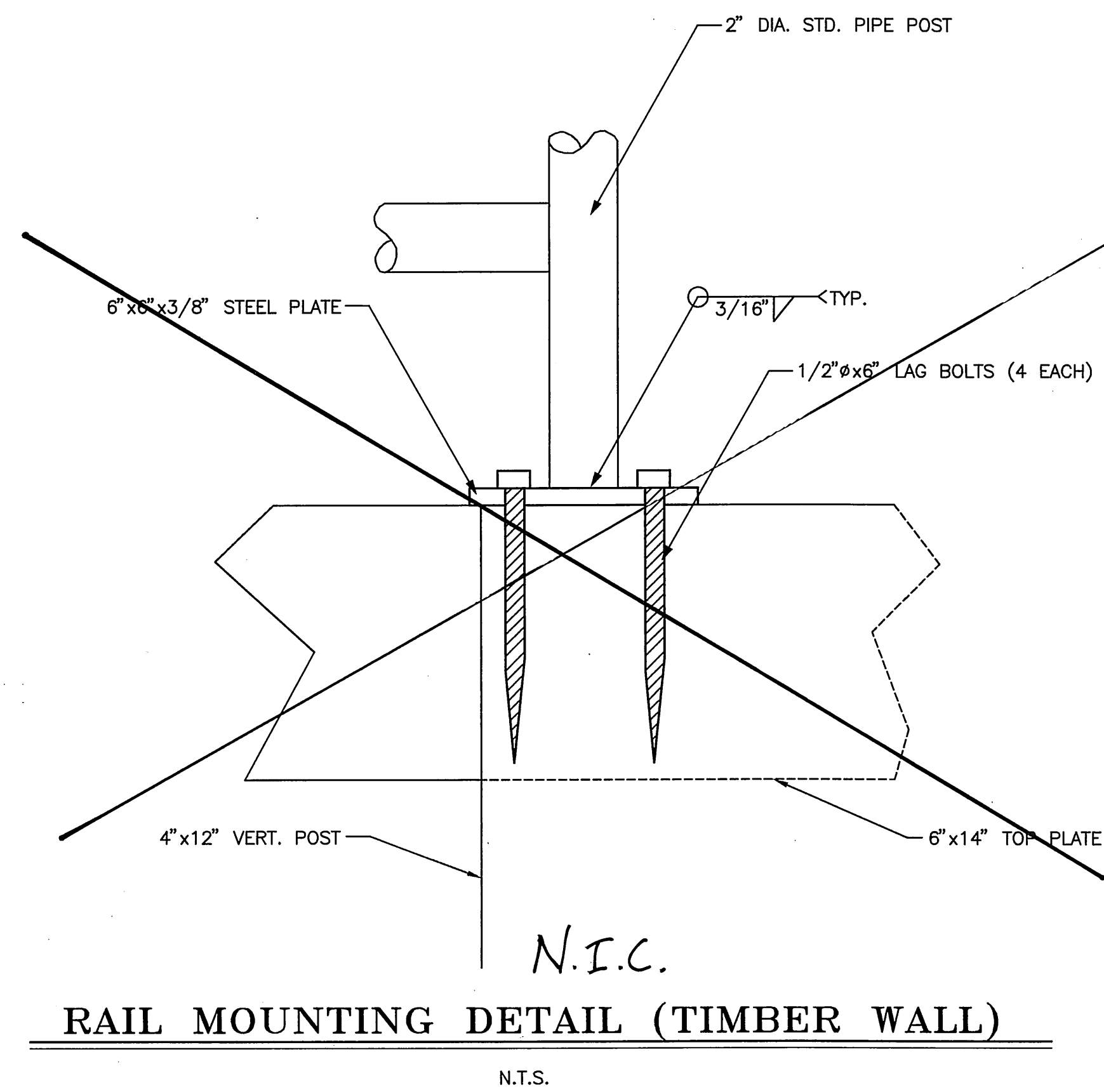


STAMP		DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS	
		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
		SITKA	ALASKA
		SITKA FERRY TERMINAL, STAGING AREA	
		ALTERNATIVE 2 RETAINING WALL	
DESIGNED: D.L.M.	CHECKED: D.L.M.	DRAWN: J.E.M.	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 8 OF 22	



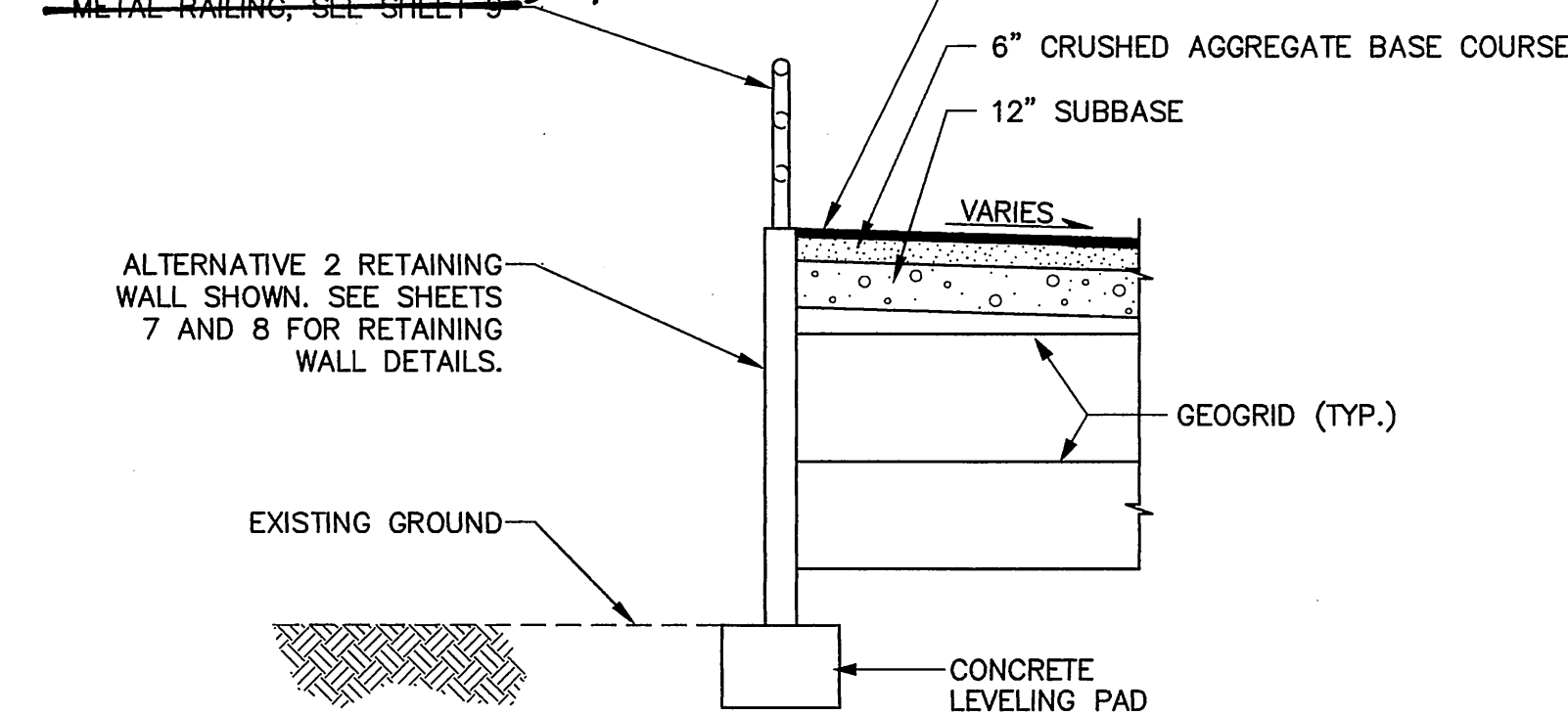
~~RAILING AT TIMBER RETAINING WALL (ALT. 1)~~

N.T.S.

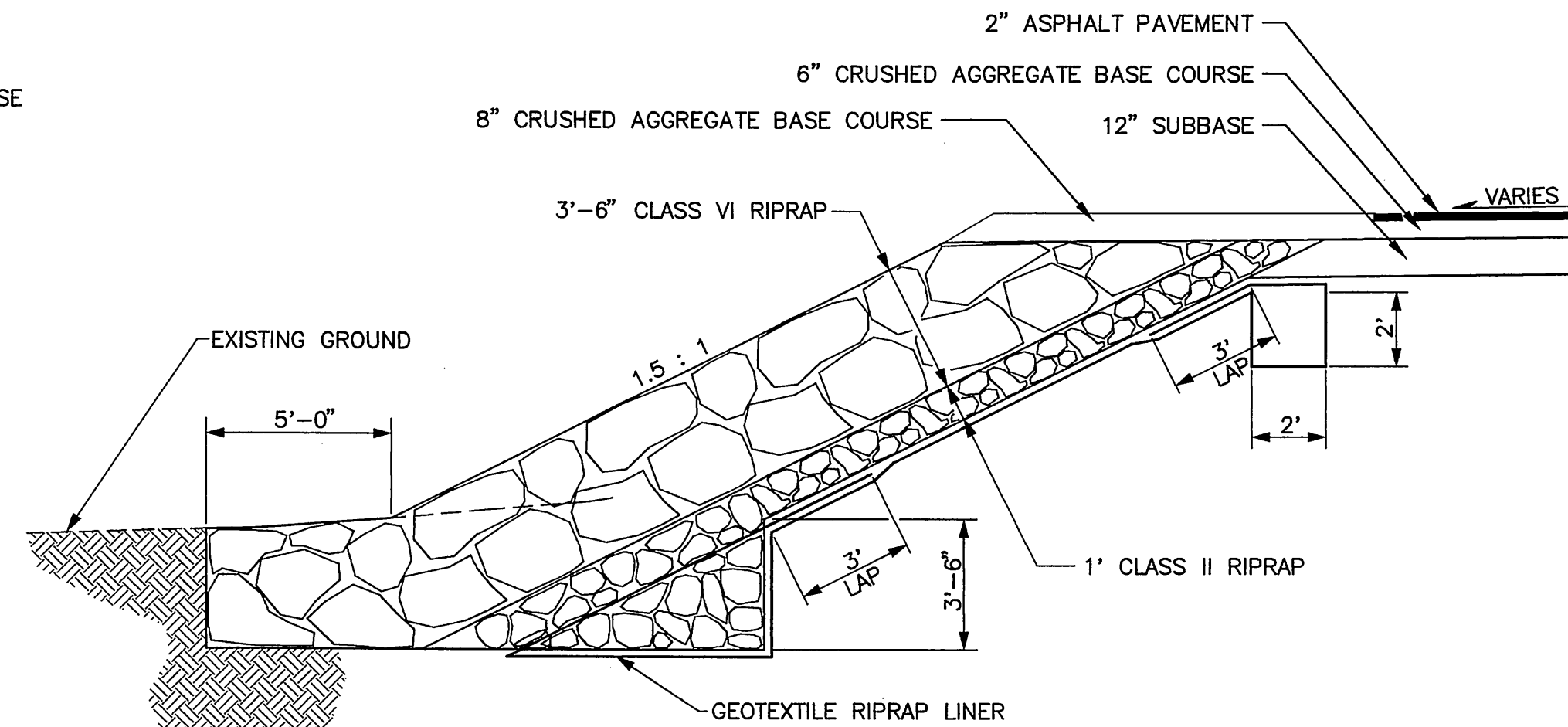


STAMP	DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS			
	STATE OF ALASKA			
	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
	SITKA		ALASKA	
	SITKA FERRY TERMINAL, STAGING AREA			
	RAILING DETAILS			
DESIGNED: D.L.M.	CHECKED: C.S.M.	DRAWN: J.E.M.	DATE: MAY, 1995	
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 9 OF 22		

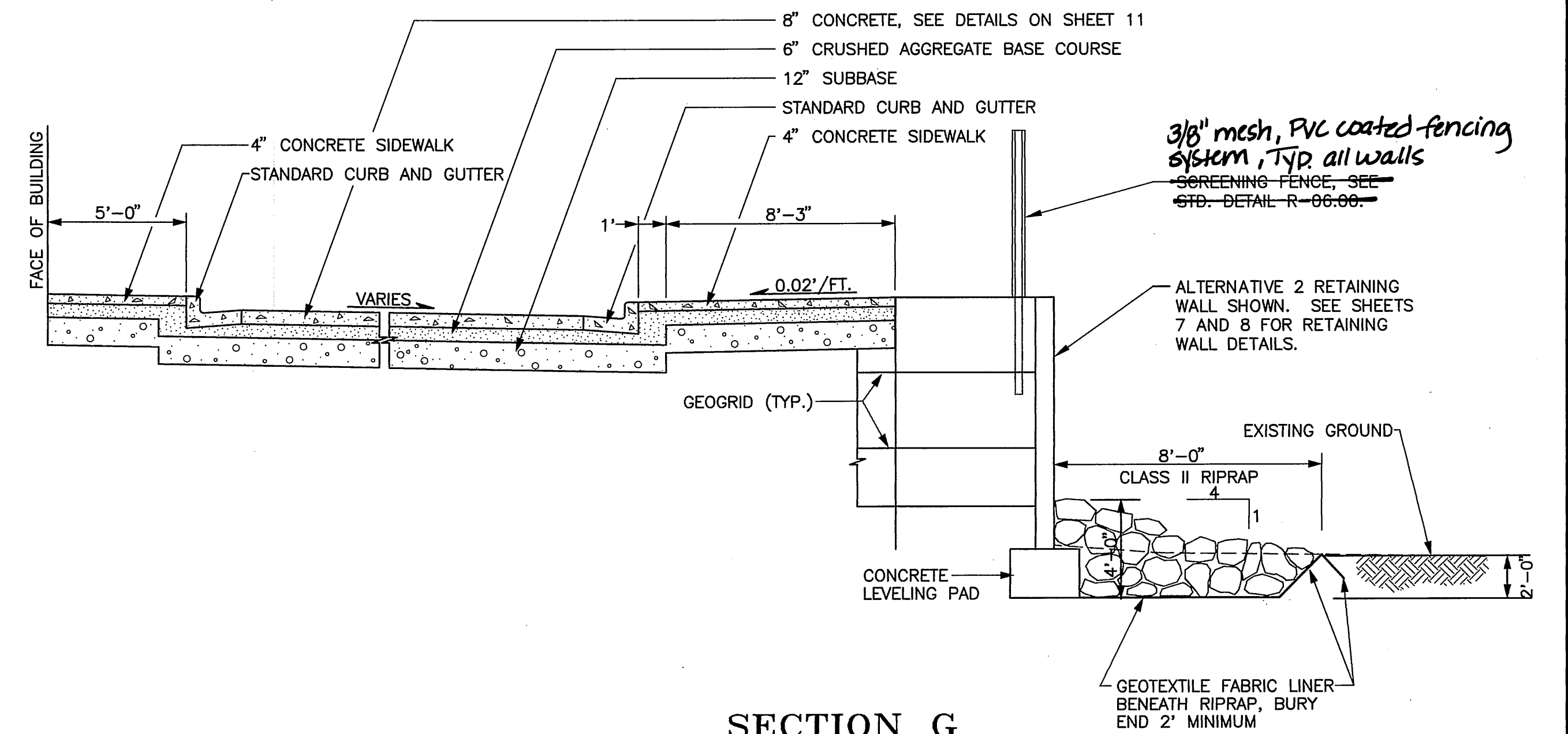
3/8" mesh, Pvc coated fencing system



SECTION A

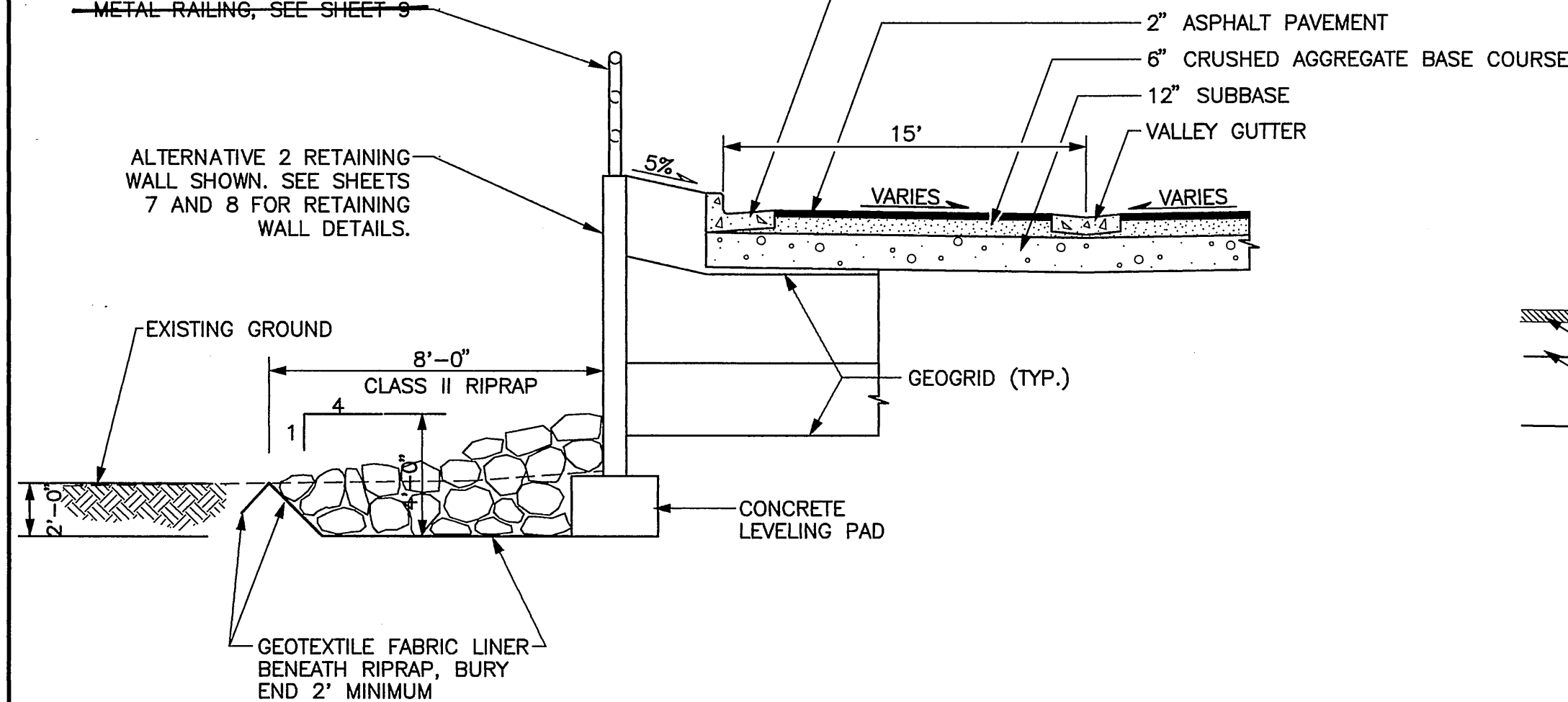


SECTION D

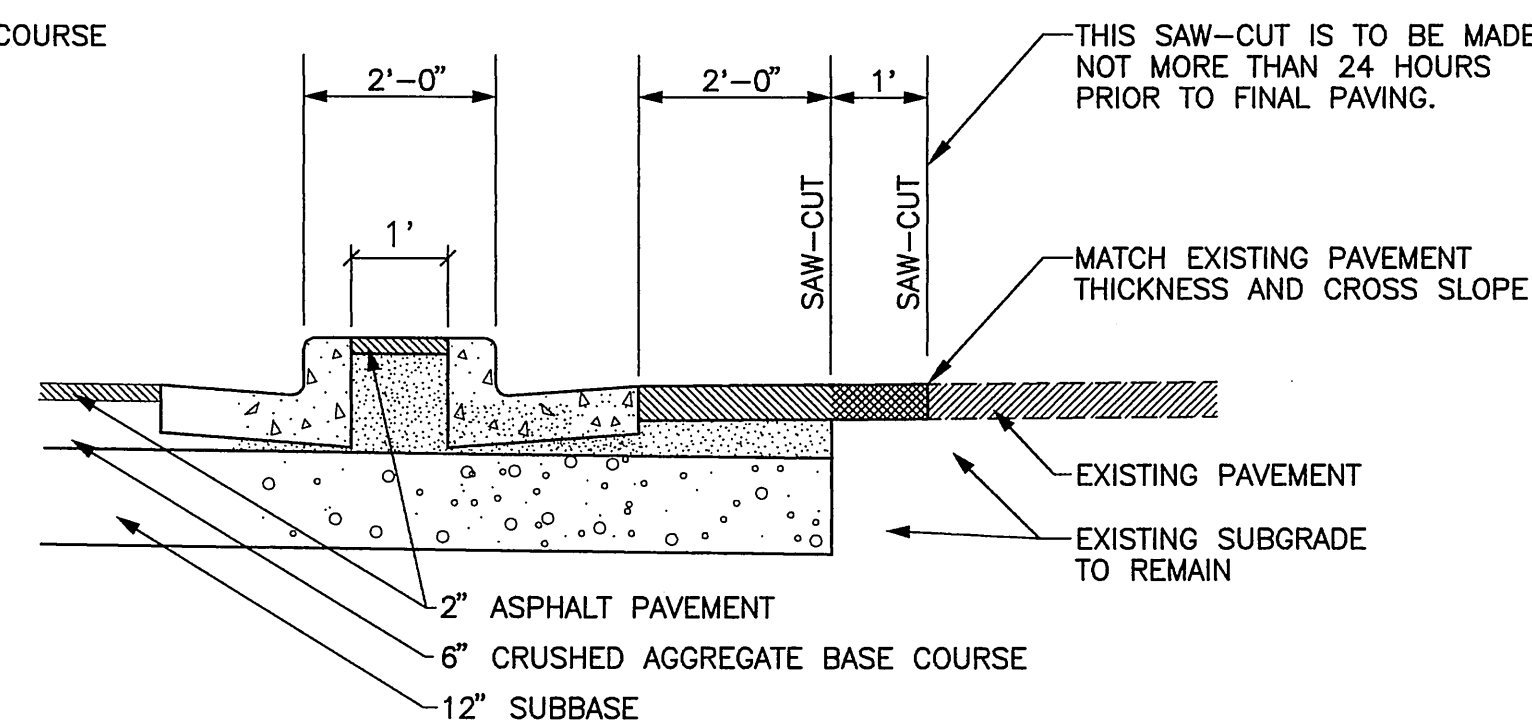


SECTION G

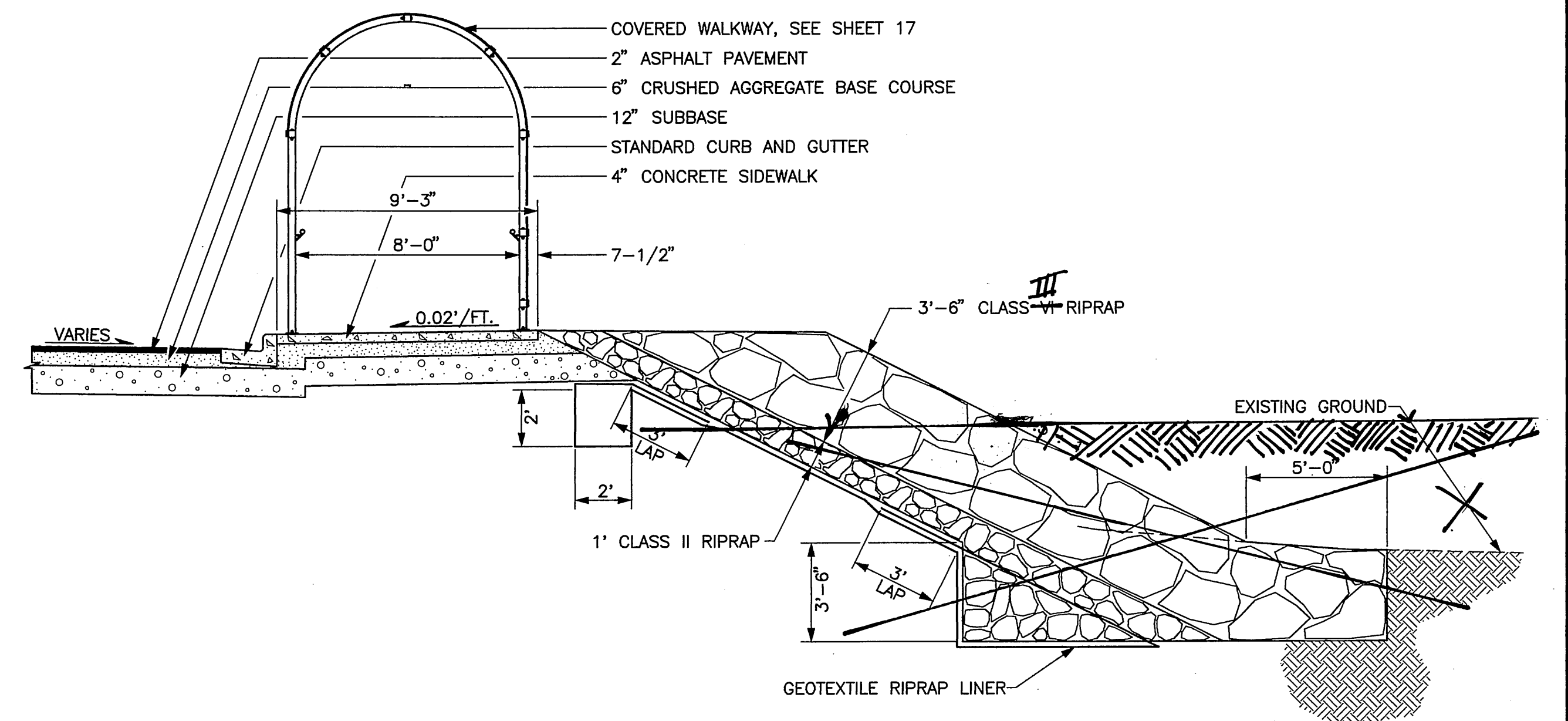
3/8" mesh, Pvc coated fencing system



SECTION B

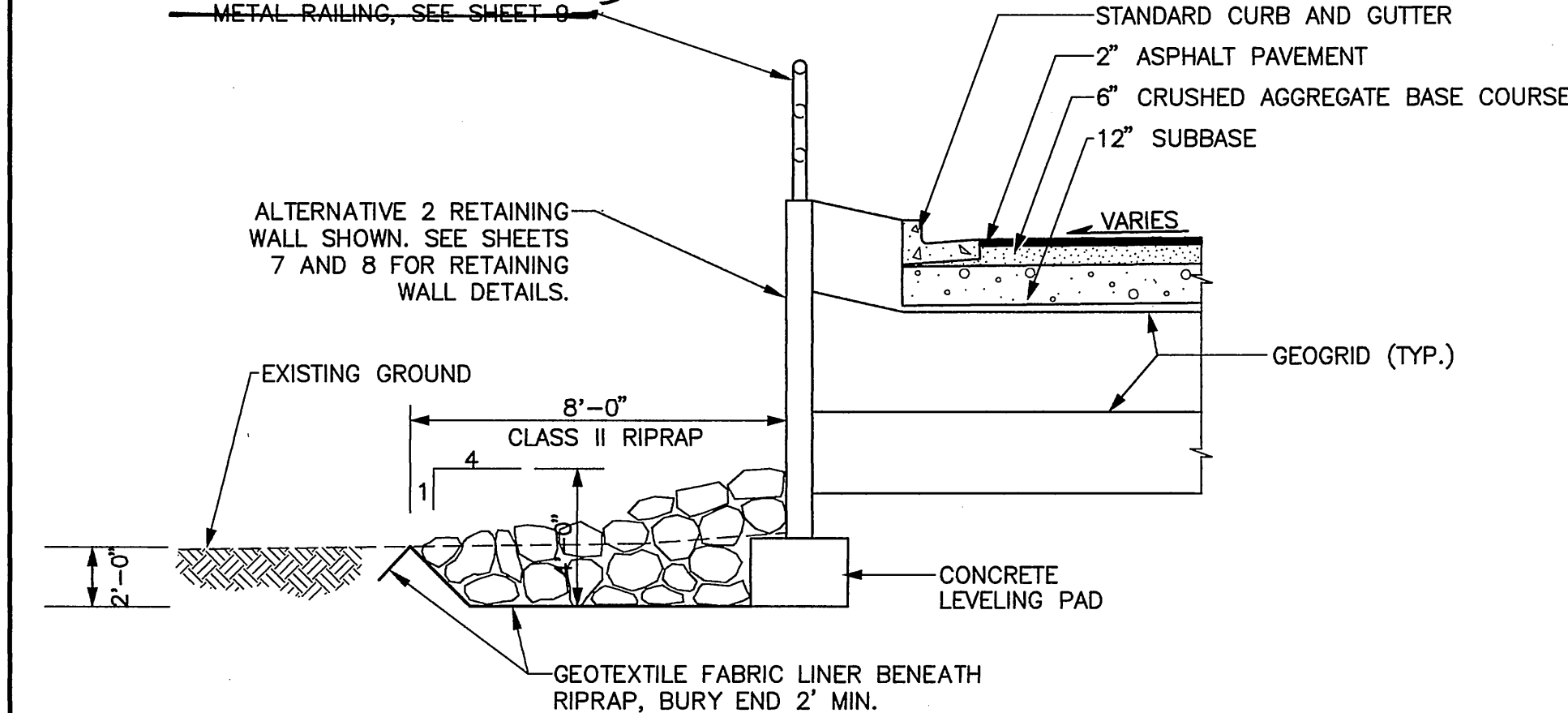


SECTION E

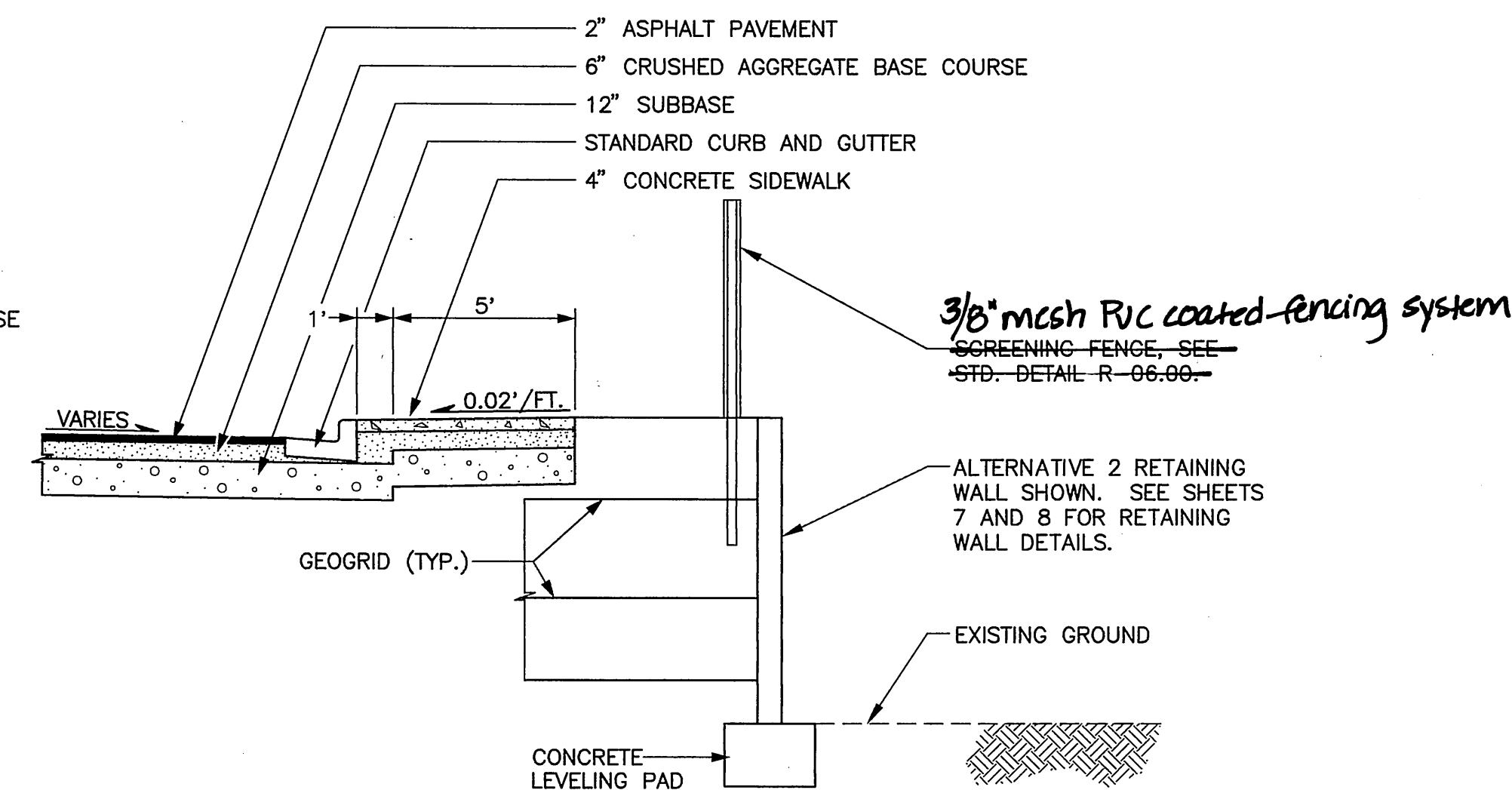


SECTION I

3/8" mesh, Pvc coated fencing system



SECTION C

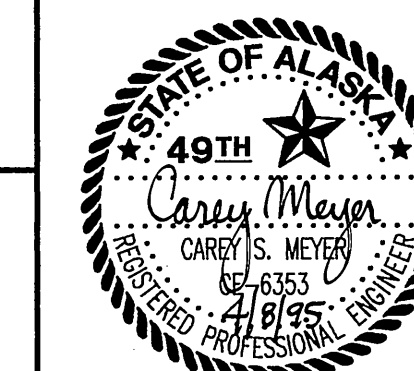


SECTION F

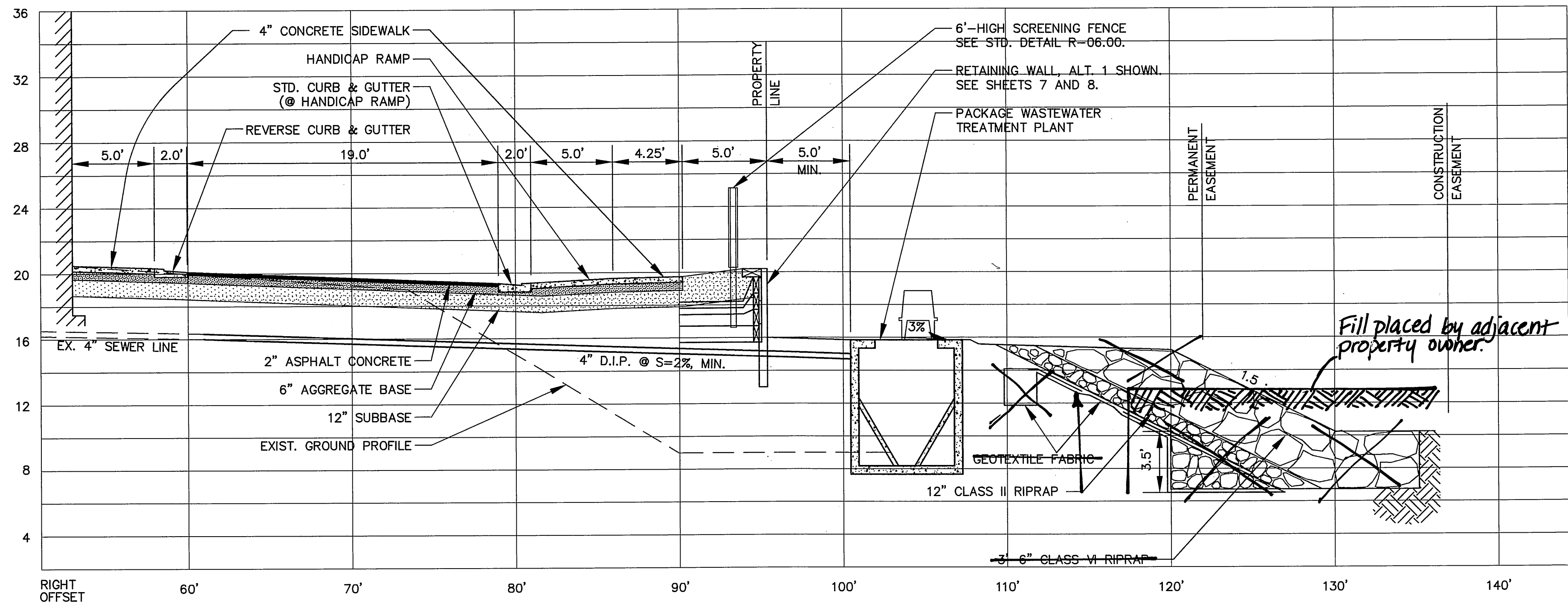
NOTES:

1. EXCAVATION FOR RIPRAP SHALL BE INCIDENTAL TO RIPRAP.
2. SEE SHEET 11 FOR SECTION H.

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

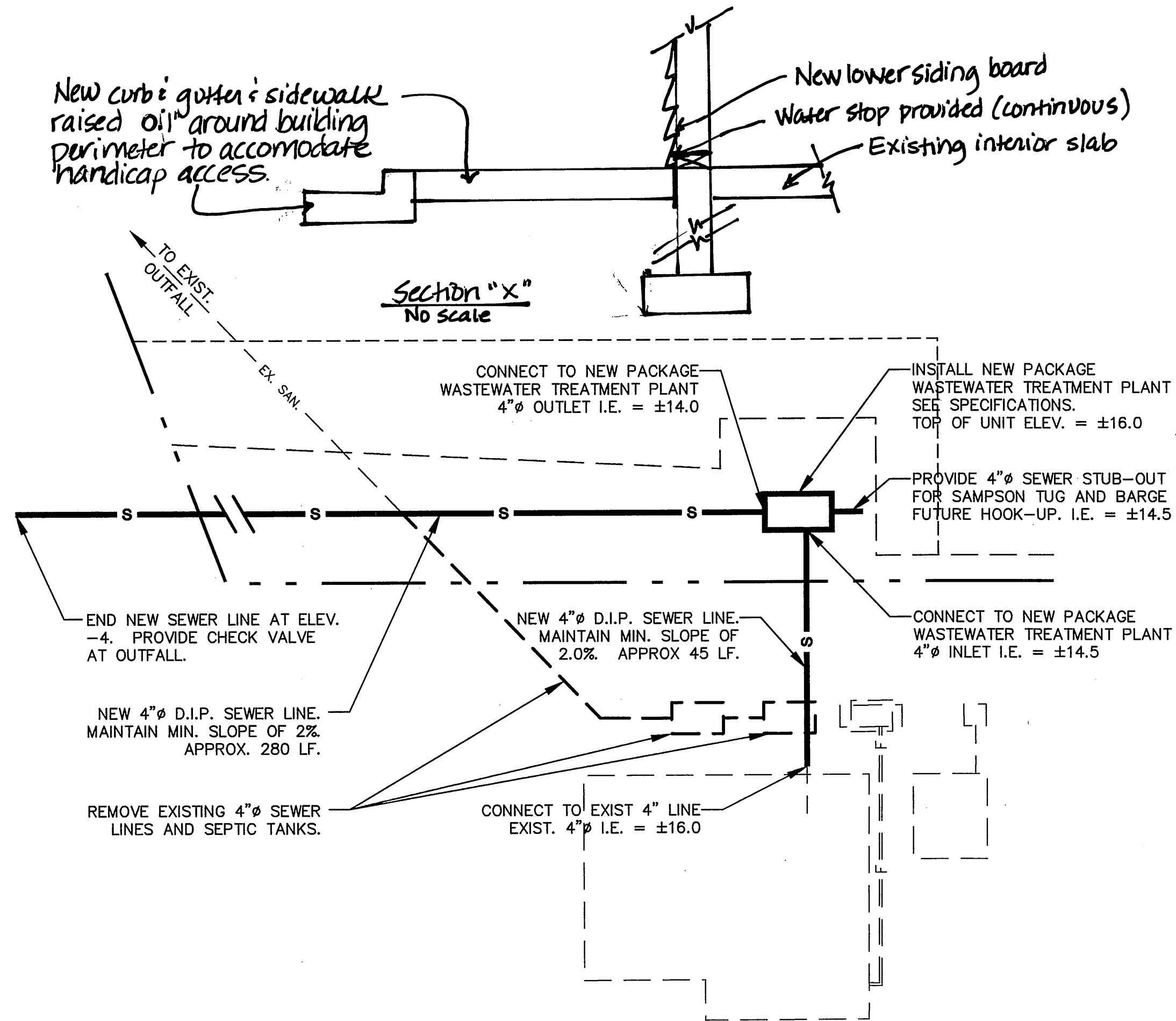


DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS			
STATE OF ALASKA			
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
SITKA		ALASKA	
SITKA FERRY TERMINAL, STAGING AREA			
SECTIONS			
DESIGNED: D.L.M.	CHECKED: C.S.M.	DRAWN: J.E.M.	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 10 OF 22	



SECTION "H"

SCALE: 1" = 5'



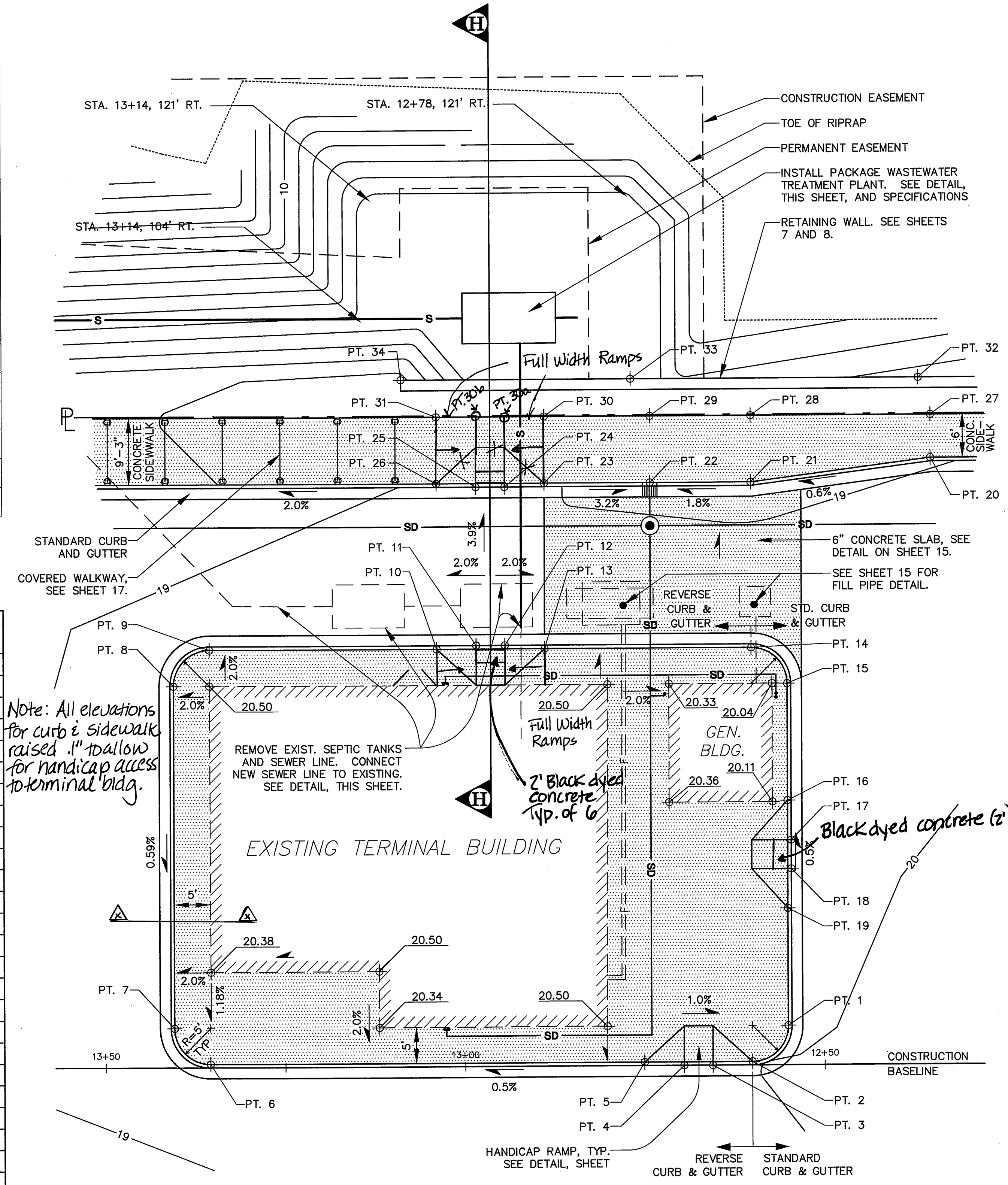
SANITARY SEWER PLAN

SCALE: N.T.S.

POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
PT. 1	12+55.10	5.50' RT.	20.25	TBC
PT. 2	12+60.10	0.50' RT.	20.50	TBC
PT. 3	12+65.60	0.00' RT.	19.97	FL @ RAMP
PT. 4	12+69.60	0.00' RT.	19.95	FL @ RAMP
PT. 5	12+75.10	0.50' RT.	20.42	TBC
PT. 6	13+35.44	0.50' RT.	20.12	TBC
PT. 7	13+40.44	5.50' RT.	20.08	TBC
PT. 8	13+40.44	52.95' RT.	20.36	TBC
PT. 9	13+35.44	57.95' RT.	20.40	TBC
PT. 10	13+08.82	57.95' RT.	20.40	TBC
PT. 11	12+58.32	58.45' RT.	20.01	FL @ RAMP
PT. 12	12+01.32	58.45' RT.	20.01	FL @ RAMP
PT. 13	12+03.82	57.95' RT.	20.40	TBC
PT. 14	12+60.10	57.95' RT.	19.97	TBC
PT. 15	12+55.10	52.95' RT.	20.00	TBC
PT. 16	12+55.10	36.73' RT.	20.09	TBC
PT. 17	12+54.60	32.23' RT.	19.62	FL @ RAMP
PT. 18	12+54.60	27.23' RT.	19.64	FL @ RAMP
PT. 19	12+55.10	21.73' RT.	20.17	TBC
PT. 20	12+35.10	84.20' RT.	19.48	TBC
PT. 21	12+60.10	80.95' RT.	19.33	TBC
PT. 22	12+74.10	80.95' RT.	19.07	TBC
			18.57	FL @ INLET
PT. 23	12+03.82	80.95' RT.	19.54	TBC
PT. 24	12+01.32	80.45' RT.	19.15	FL @ RAMP
PT. 25	12+03.82	80.45' RT.	19.15	FL @ RAMP
PT. 26	13+08.82	80.95' RT.	19.54	TBC
PT. 27	12+35.10	90.20' RT.	19.60	BACK OF SIDEWALK
PT. 28	12+60.10	90.20' RT.	19.52	BACK OF SIDEWALK
PT. 29	12+74.10	90.20' RT.	19.25	BACK OF SIDEWALK
PT. 30	12+03.82	90.20' RT.	19.72	BACK OF SIDEWALK
PT. 31	13+08.82	90.20' RT.	19.72	BACK OF SIDEWALK
PT. 32	12+36.78	95.36' RT.	19.74	TOP FACE OF WALL
PT. 33	12+76.78	95.36' RT.	19.34	TOP FACE OF WALL
PT. 34	13+08.77	95.36' RT.	19.98	TOP FACE OF WALL

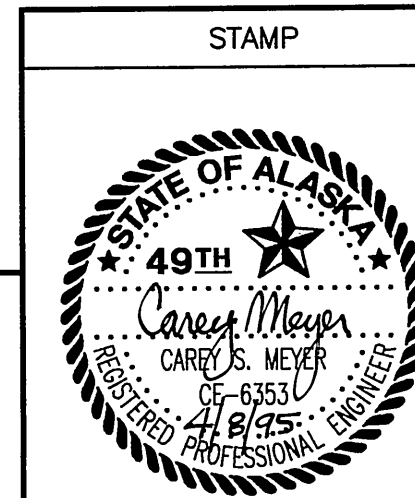
CONCRETE ELEVATION TABLE

SCALE: N.T.S.

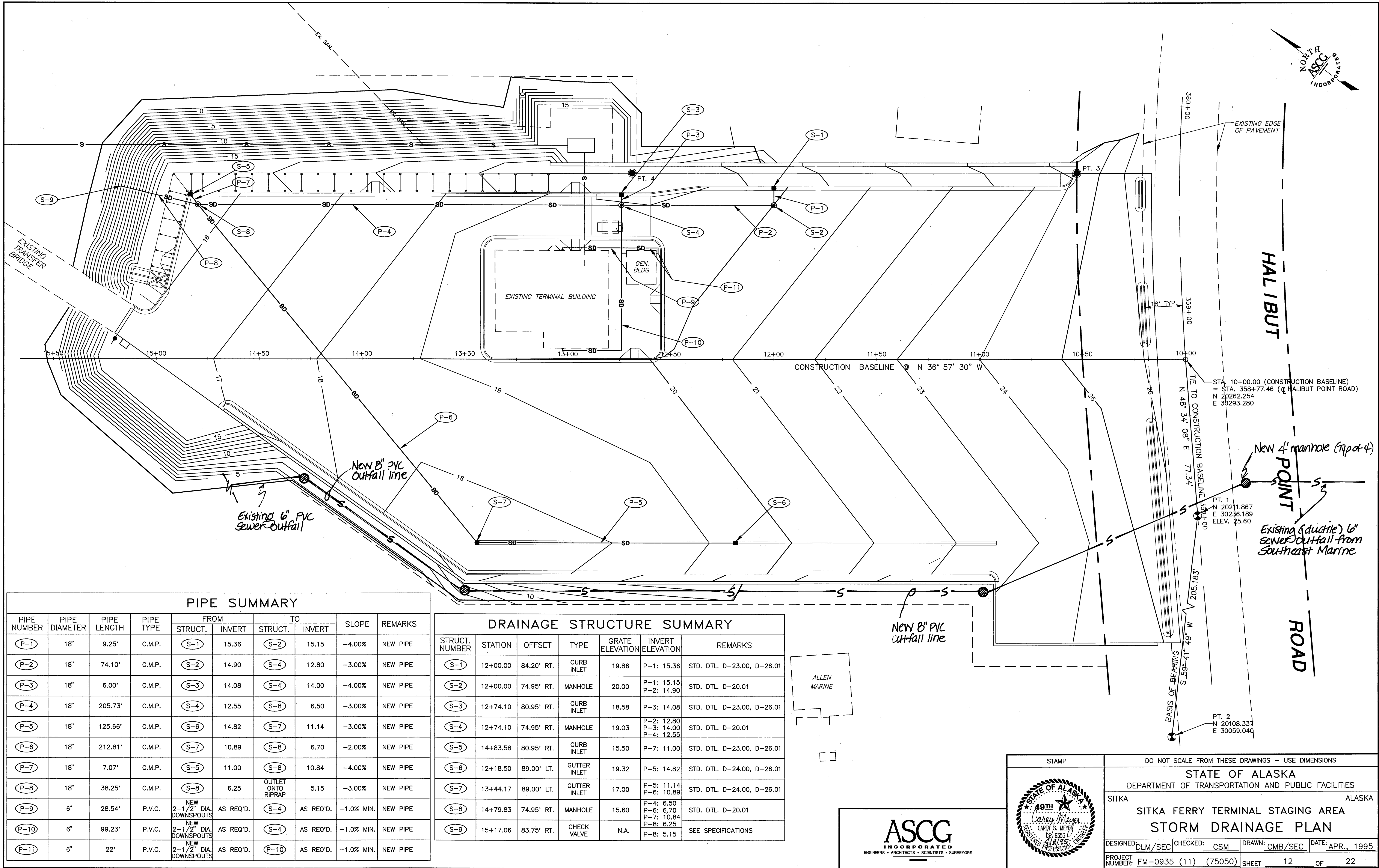


EXISTING TERMINAL BUILDING

SCALE: 1" = 10'



DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS			
STATE OF ALASKA			
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
SITKA	SITKA FERRY TERMINAL, STAGING AREA		ALASKA
TERMINAL BUILDING			
GRADING DETAILS			
DESIGNED: S.E.C.	CHECKED: C.S.M.	DRAWN: E.B.G.	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 11 OF 22	

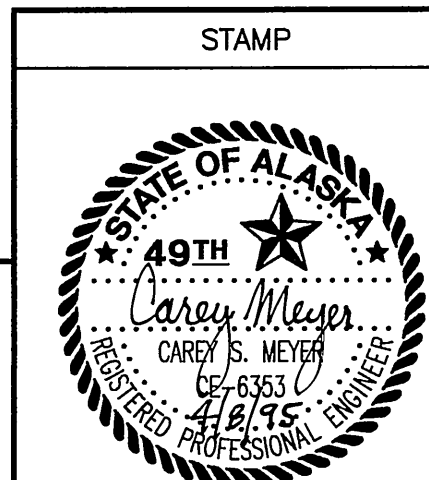


PIPE SUMMARY

PIPE NUMBER	PIPE DIAMETER	PIPE LENGTH	PIPE TYPE	FROM		TO		SLOPE	REMARKS
				STRUCT.	INVERT	STRUCT.	INVERT		
P-1	18"	9.25'	C.M.P.	S-1	15.36	S-2	15.15	-4.00%	NEW PIPE
P-2	18"	74.10'	C.M.P.	S-2	14.90	S-4	12.80	-3.00%	NEW PIPE
P-3	18"	6.00'	C.M.P.	S-3	14.08	S-4	14.00	-4.00%	NEW PIPE
P-4	18"	205.73'	C.M.P.	S-4	12.55	S-8	6.50	-3.00%	NEW PIPE
P-5	18"	125.66'	C.M.P.	S-6	14.82	S-7	11.14	-3.00%	NEW PIPE
P-6	18"	212.81'	C.M.P.	S-7	10.89	S-8	6.70	-2.00%	NEW PIPE
P-7	18"	7.07'	C.M.P.	S-5	11.00	S-8	10.84	-4.00%	NEW PIPE
P-8	18"	38.25'	C.M.P.	S-8	6.25	OUTLET ONTO RIPRAP	5.15	-3.00%	NEW PIPE
P-9	6"	28.54'	P.V.C.	NEW 2-1/2" DIA. DOWNSPOUTS	AS REQ'D.	S-4	AS REQ'D.	-1.0% MIN.	NEW PIPE
P-10	6"	99.23'	P.V.C.	NEW 2-1/2" DIA. DOWNSPOUTS	AS REQ'D.	S-4	AS REQ'D.	-1.0% MIN.	NEW PIPE
P-11	6"	22'	P.V.C.	NEW 2-1/2" DIA. DOWNSPOUTS	AS REQ'D.	P-10	AS REQ'D.	-1.0% MIN.	NEW PIPE

DRAINAGE STRUCTURE SUMMARY

STRUCT. NUMBER	STATION	OFFSET	TYPE	GRATE ELEVATION	INVERT ELEVATION	REMARKS
S-1	12+00.00	84.20' RT.	CURB INLET	19.86	P-1: 15.36	STD. DTL D-23.00, D-26.01
S-2	12+00.00	74.95' RT.	MANHOLE	20.00	P-1: 15.15 P-2: 14.90	STD. DTL D-20.01
S-3	12+74.10	80.95' RT.	CURB INLET	18.58	P-3: 14.08	STD. DTL D-23.00, D-26.01
S-4	12+74.10	74.95' RT.	MANHOLE	19.03	P-2: 12.80 P-3: 14.00 P-4: 12.55	STD. DTL D-20.01
S-5	14+83.58	80.95' RT.	CURB INLET	15.50	P-7: 11.00	STD. DTL D-23.00, D-26.01
S-6	12+18.50	89.00' LT.	GUTTER INLET	19.32	P-5: 14.82	STD. DTL D-24.00, D-26.01
S-7	13+44.17	89.00' LT.	GUTTER INLET	17.00	P-5: 11.14 P-6: 10.89	STD. DTL D-24.00, D-26.01
S-8	14+79.83	74.95' RT.	MANHOLE	15.60	P-4: 6.50 P-6: 6.70 P-7: 10.84 P-8: 6.25	STD. DTL D-20.01
S-9	15+17.06	83.75' RT.	CHECK VALVE	N.A.	P-8: 5.15	SEE SPECIFICATIONS

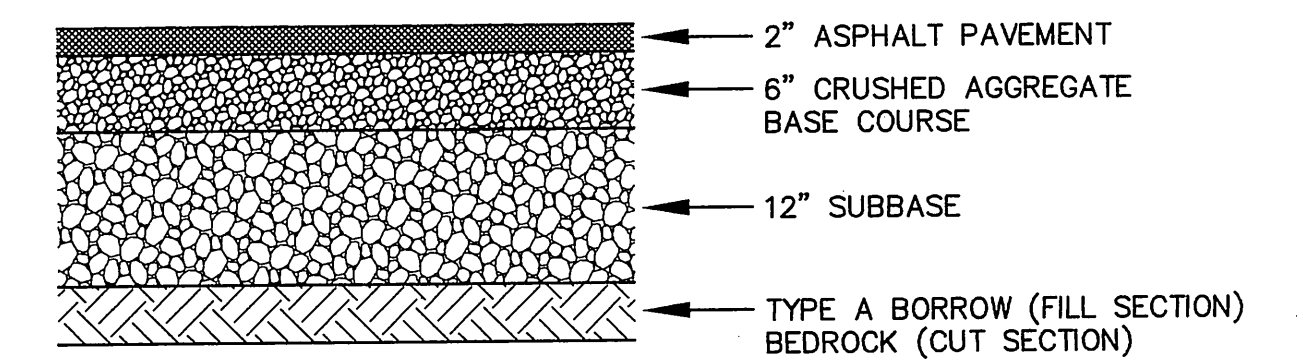
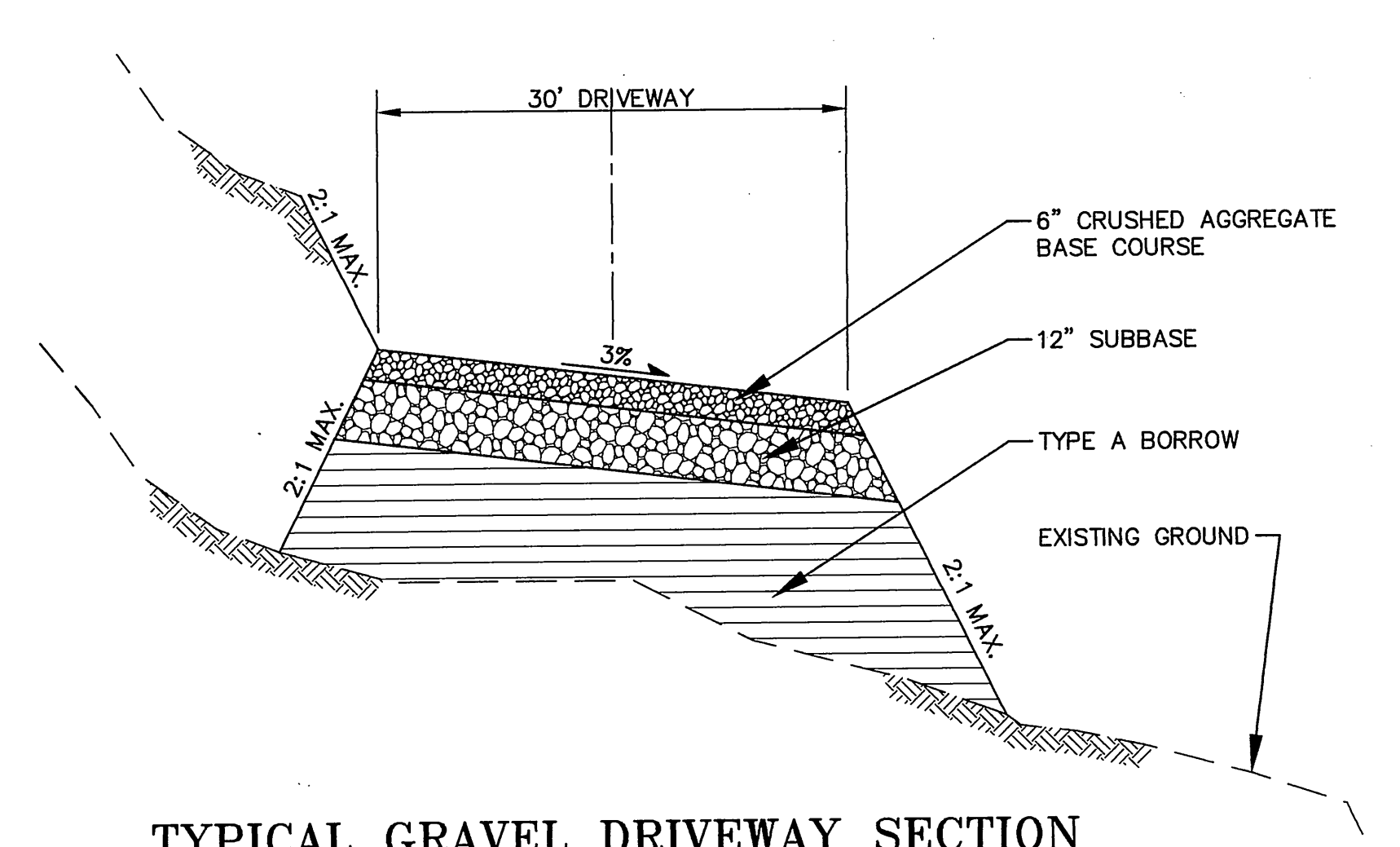
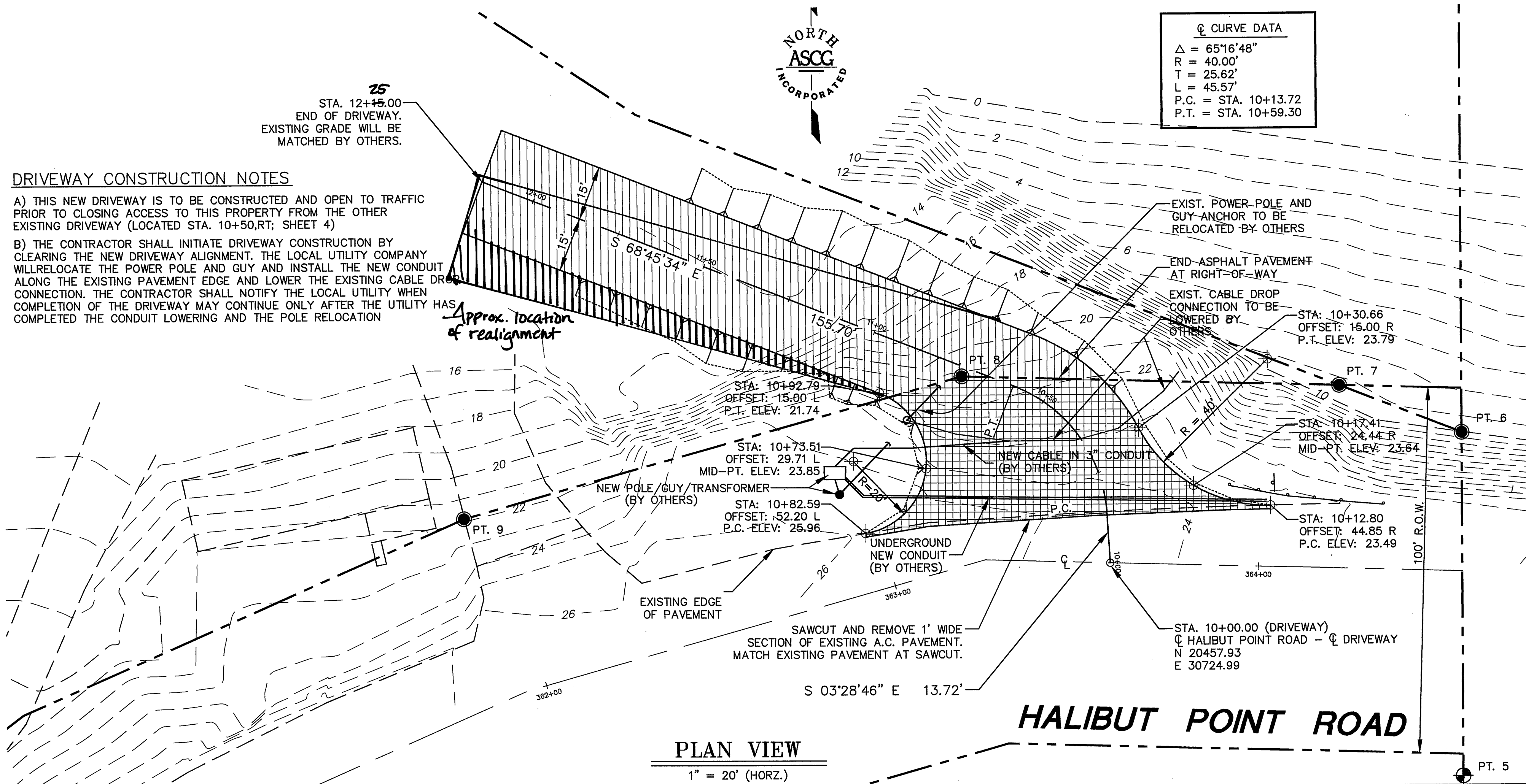


STAMP		DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS	
STATE OF ALASKA		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
SITKA		ALASKA	
SITKA FERRY TERMINAL STAGING AREA		STORM DRAINAGE PLAN	
DESIGNED: DLM/SEC	CHECKED: CSM	DRAWN: CMB/SEC	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)	SHEET 12 OF 22		

DRIVEWAY CONSTRUCTION NOTES

A) THIS NEW DRIVEWAY IS TO BE CONSTRUCTED AND OPEN TO TRAFFIC PRIOR TO CLOSING ACCESS TO THIS PROPERTY FROM THE OTHER EXISTING DRIVEWAY (LOCATED STA. 10+50, RT; SHEET 4)

B) THE CONTRACTOR SHALL INITIATE DRIVEWAY CONSTRUCTION BY CLEARING THE NEW DRIVEWAY ALIGNMENT. THE LOCAL UTILITY COMPANY WILL RELOCATE THE POWER POLE AND GUY AND INSTALL THE NEW CONDUIT ALONG THE EXISTING PAVEMENT EDGE AND LOWER THE EXISTING CABLE DROP CONNECTION. THE CONTRACTOR SHALL NOTIFY THE LOCAL UTILITY WHEN COMPLETION OF THE DRIVEWAY MAY CONTINUE ONLY AFTER THE UTILITY HAS COMPLETED THE CONDUIT LOWERING AND THE POLE RELOCATION

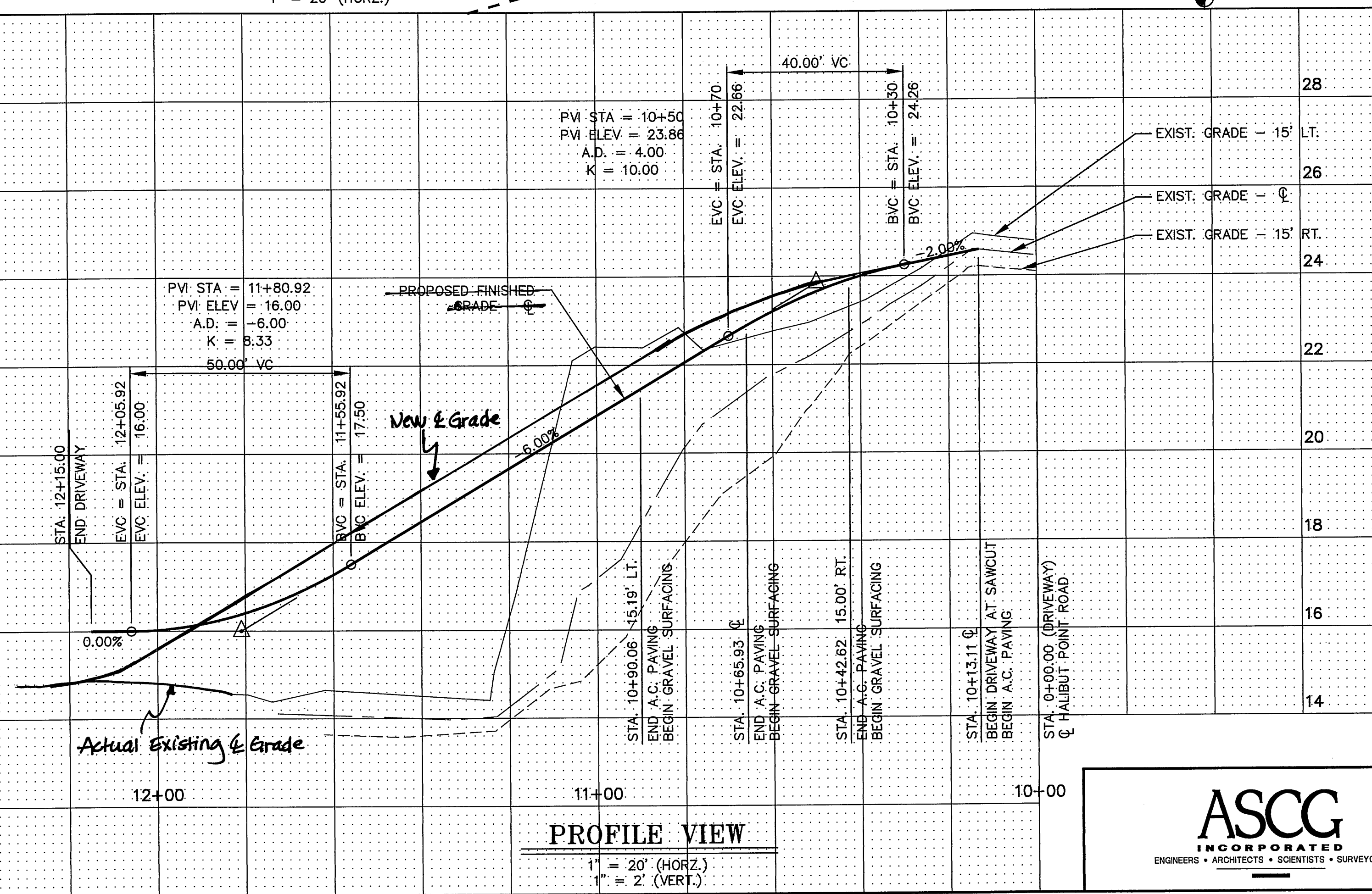


GENERAL NOTES

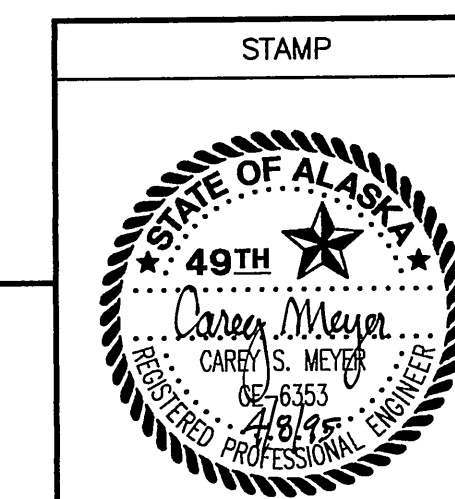
1. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL MISCELLANEOUS DEBRIS ENCOUNTERED WITHIN THE SLOPE LIMITS.
3. IN CUT AREAS, THE DEPTH OF EXCAVATION SHALL BE TO BEDROCK OR OTHER SUITABLE MATERIAL AS DETERMINED BY THE ENGINEER IN THE FIELD.
4. THE SUBBASE THICKNESS MAY BE DECREASED IN CUT AREAS IF BEDROCK IS ENCOUNTERED DURING EXCAVATION.
5. SEE SHEET 4 FOR BASIS OF BEARING AND VERTICAL CONTROL.
6. COORDINATE UTILITY RELOCATION WORK WITH LOCAL UTILITY.

MONUMENTS TO BE PRESERVED

PT.	DESCRIPTION	NORTHING	EASTING
5	BLM 3" BRASS CAP, WC L5,C3/L1,C12 U.S.S. 3670	20398.40	30821.39
6	5/8" REBAR WITH SURV-KAP	20498.14	30821.39
7	5/8" REBAR WITH SURV-KAP	20508.14	30787.94
8	5/8" REBAR WITH SURV-KAP	20509.12	30684.55
9	5/8" REBAR WITH SURV-KAP	20470.63	30548.07



ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS



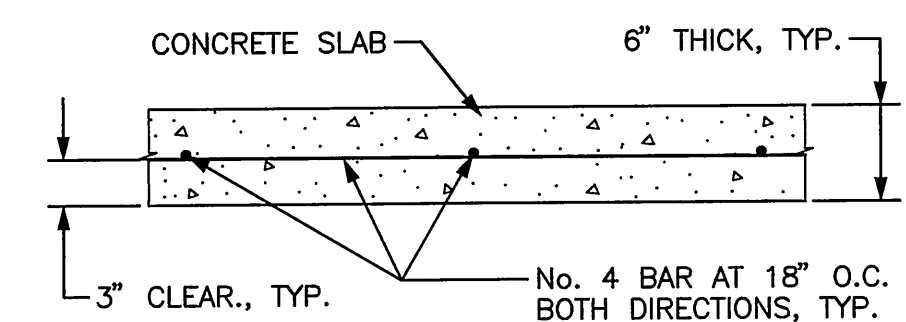
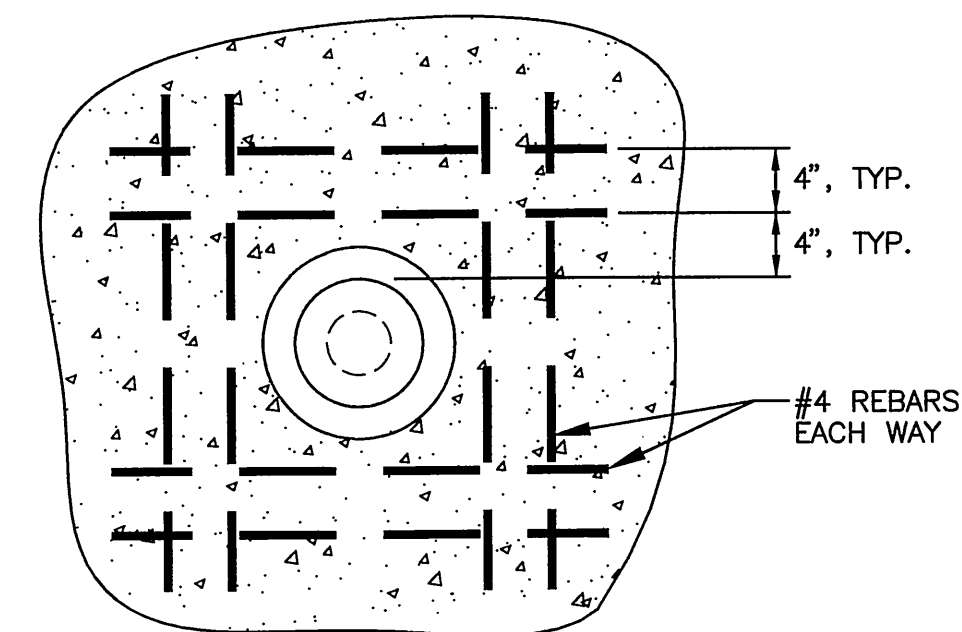
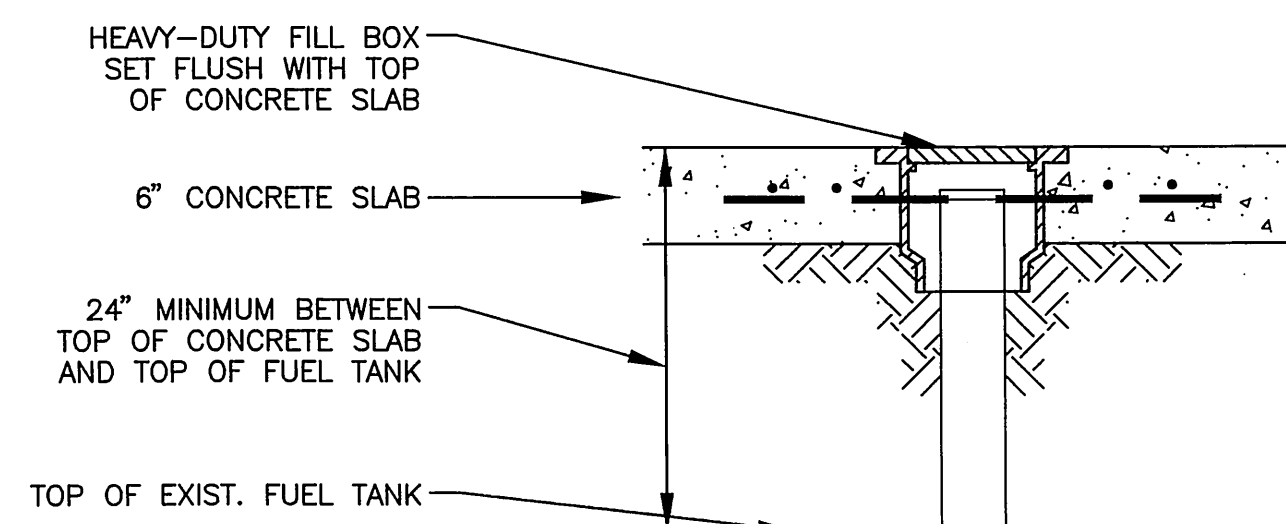
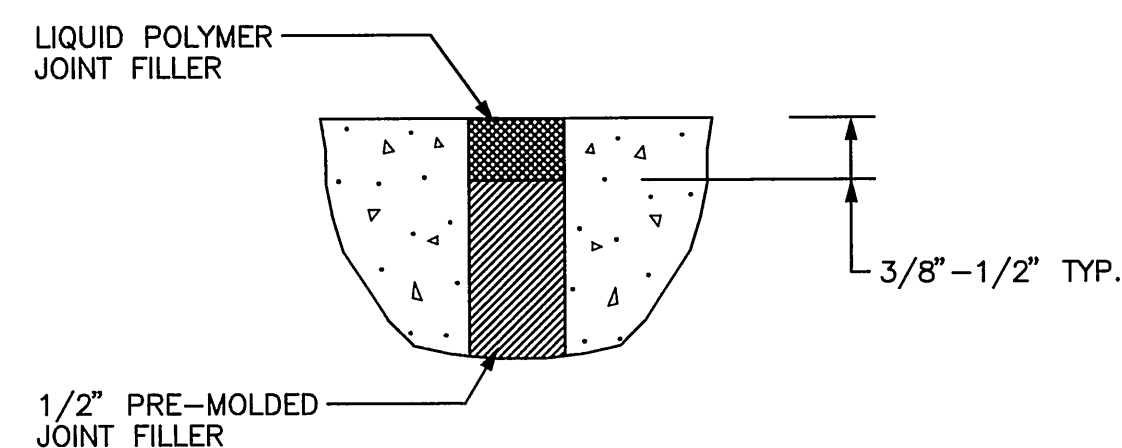
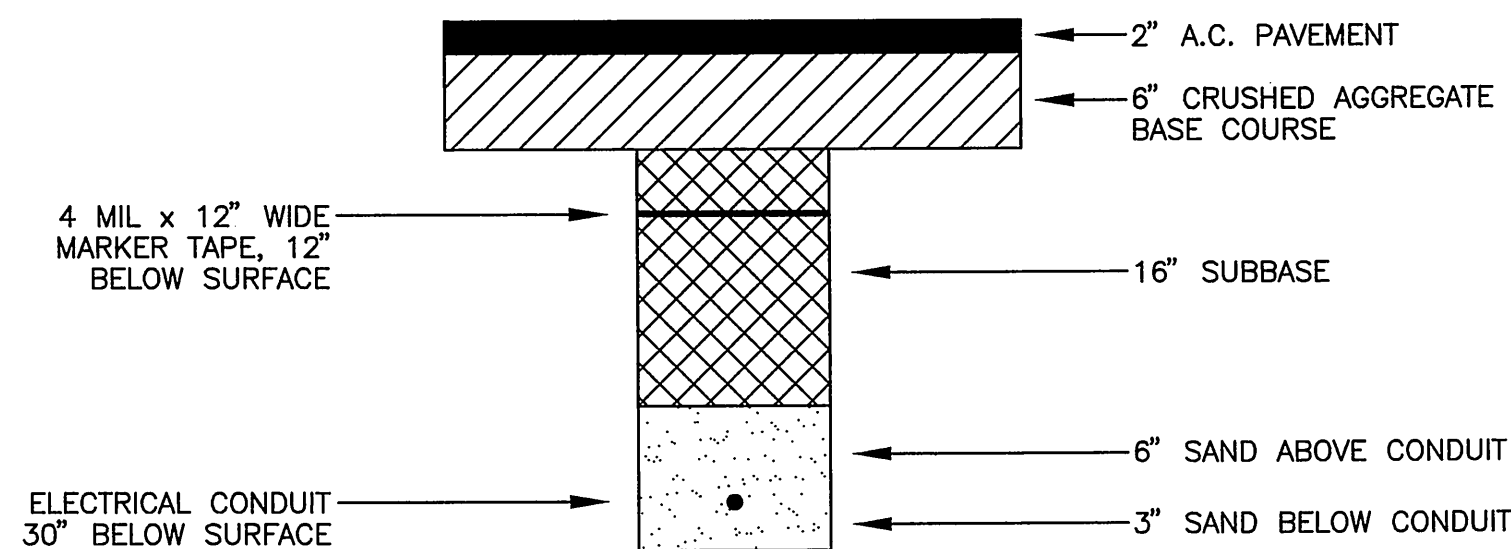
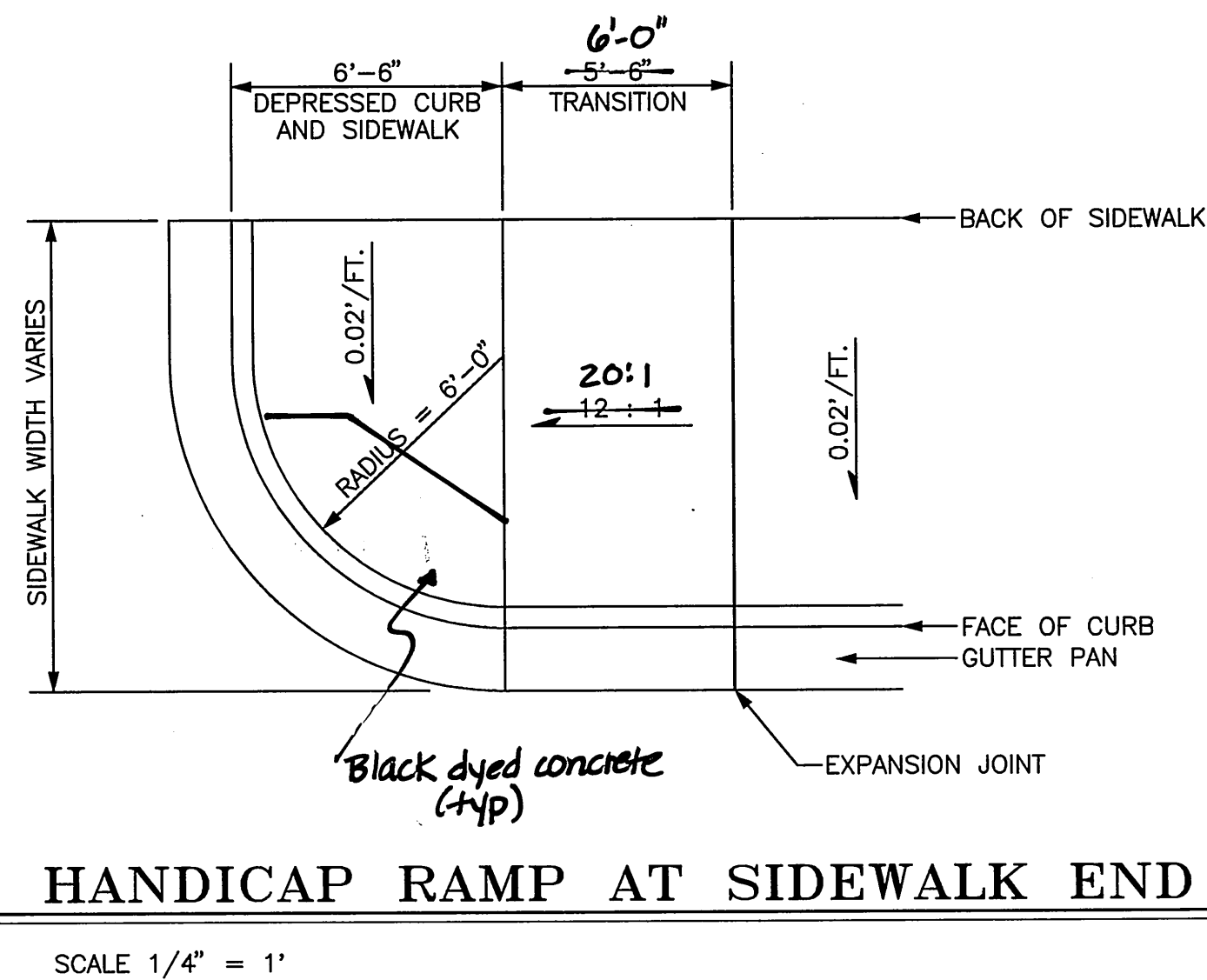
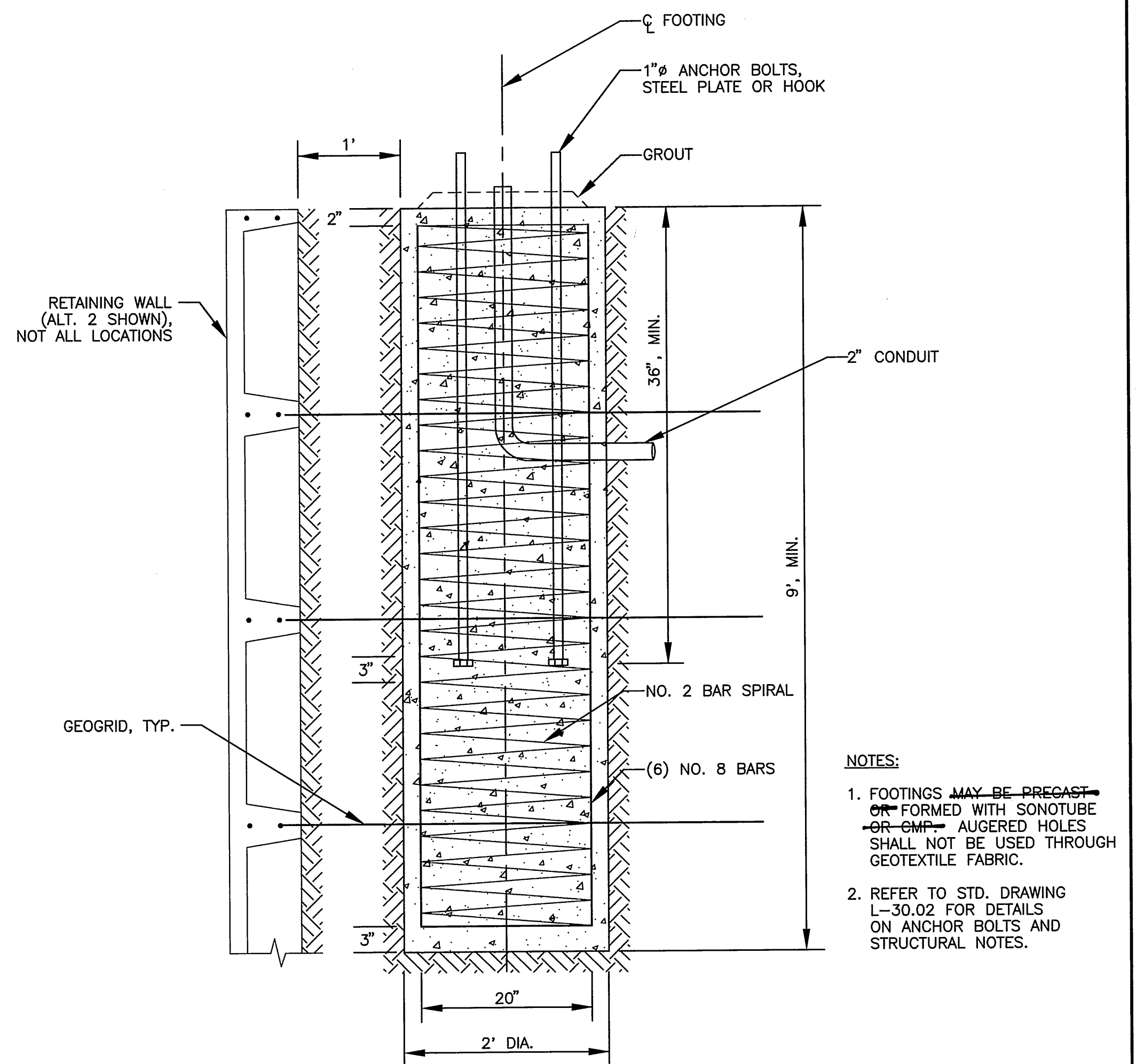
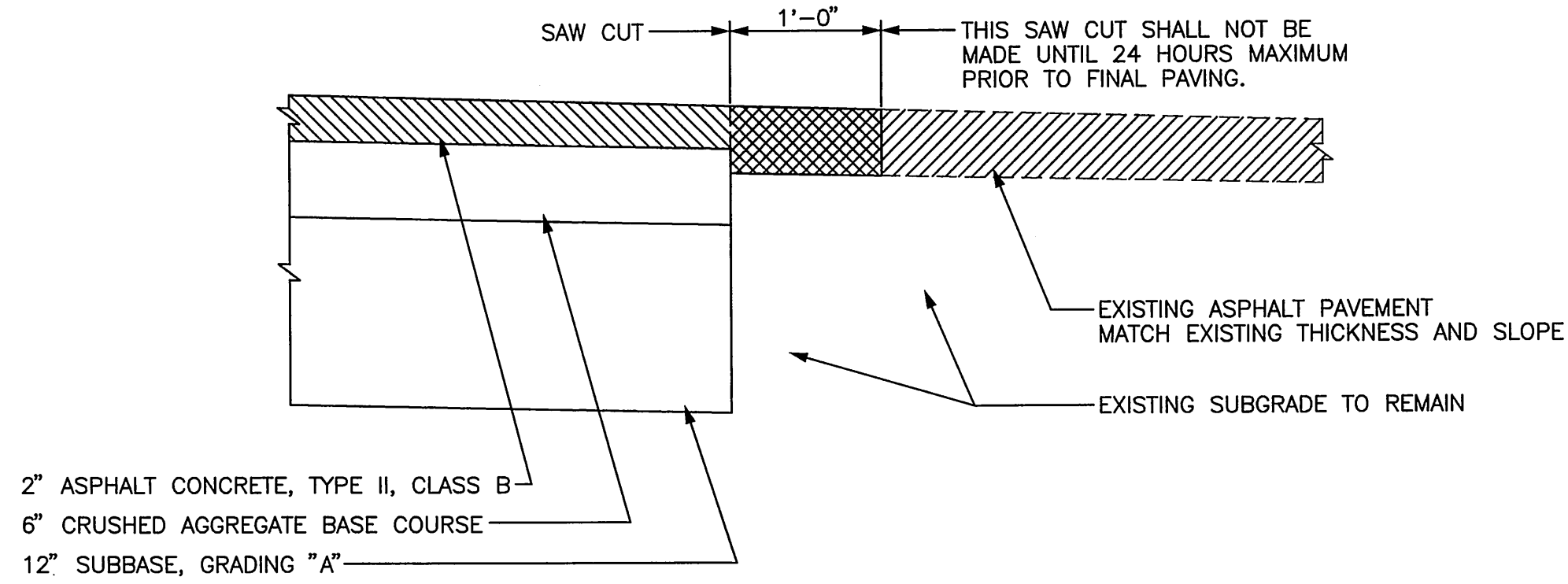
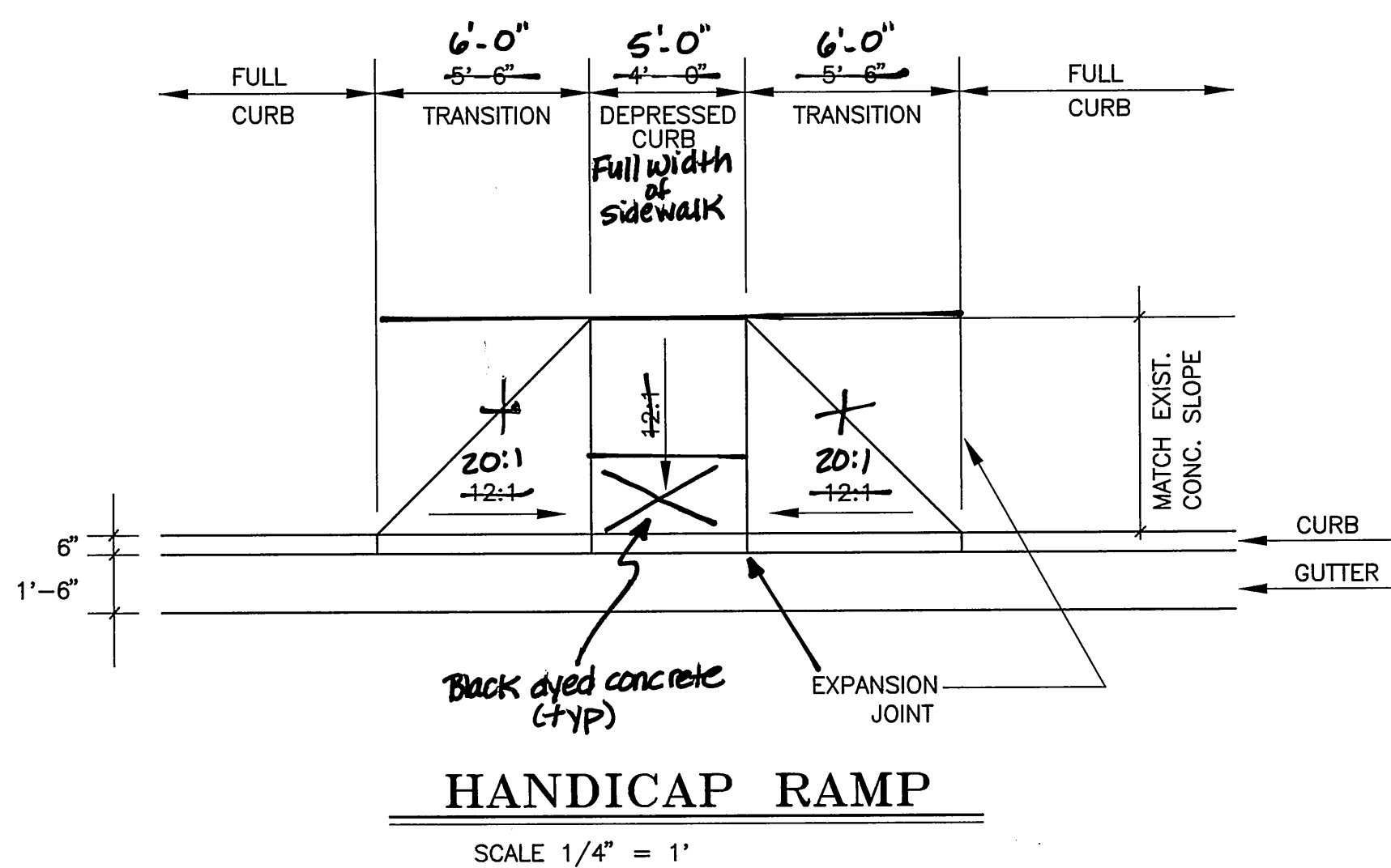
DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SITKA ALASKA
SITKA FERRY TERMINAL, STAGING AREA
SAMSON TUG & BARGE DRIVEWAY

DESIGNED: SEC CHECKED: CSM DRAWN: SEC DATE: JAN. 1995

PROJECT NUMBER: FM-0935 (11) (75050) SHEET 14 OF 22

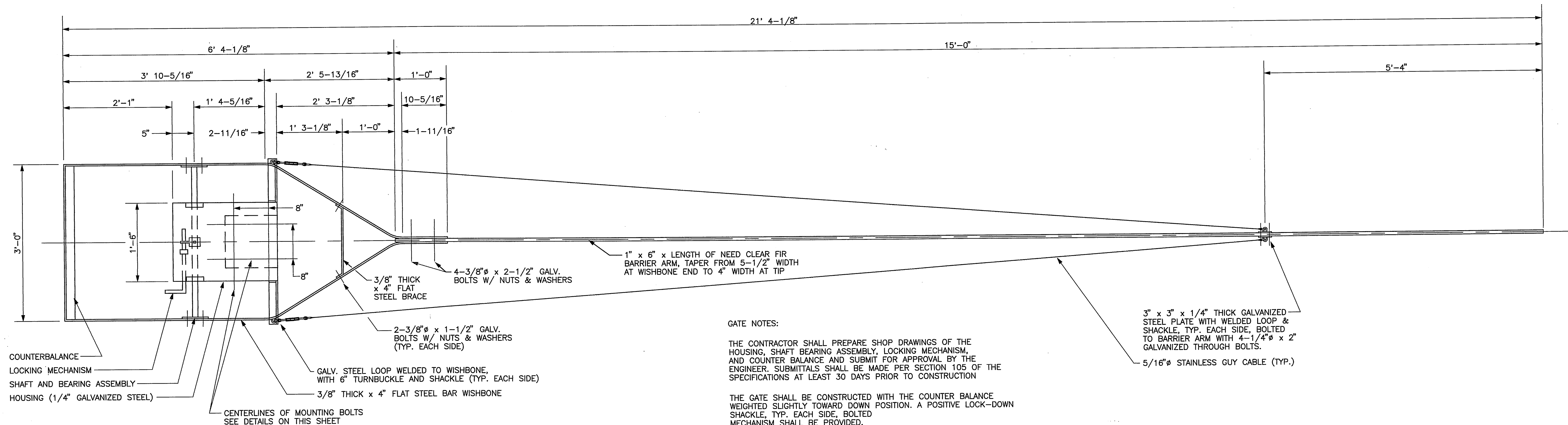


SIDEWALK NOTES

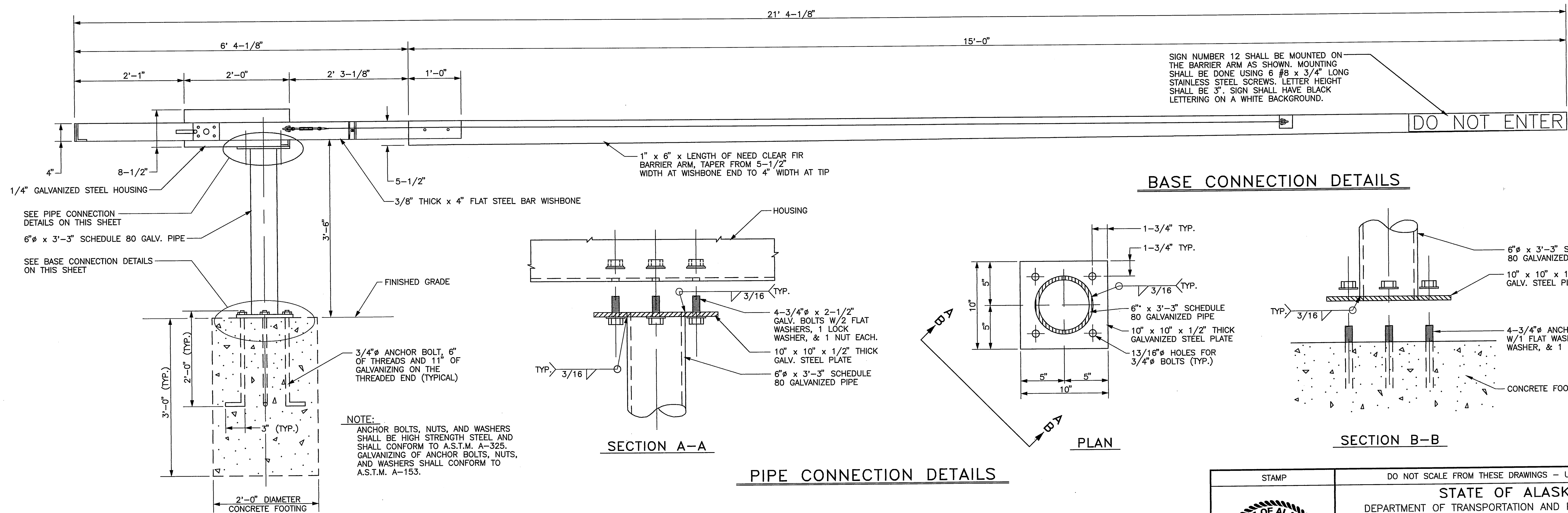
- EXPANSION JOINTS SHALL BE PLACED AT EACH END OF ALL CURB CUTS, CURB RETURNS, AND AT EACH END OF ALL AREAS OF DEPRESSED CURB AND SIDEWALK. THEREAFTER THEY SHALL BE PLACED AT 30' INTERVALS.
- ALL CURB, GUTTER AND SIDEWALK SHALL BE CLASS "A" CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF $f_c = 3000$ PSI.
- ALL CURB CUTS, CURB RETURNS, WHEELCHAIR RAMPS AND AREAS OF DEPRESSED CURB AND SIDEWALK SHALL BE WHEELCHAIR ACCESSIBLE. MAXIMUM ALLOWABLE SLOPE IS $\frac{1}{20}$.

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

STAMP		DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS			
		STATE OF ALASKA			
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
		SITKA FERRY TERMINAL, STAGING AREA			
DESIGNED: D.L.M.		CHECKED: C.S.M.		DRAWN: J.E.M.	
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 15		DATE: JAN. 1995	



PLAN



ELEVATION

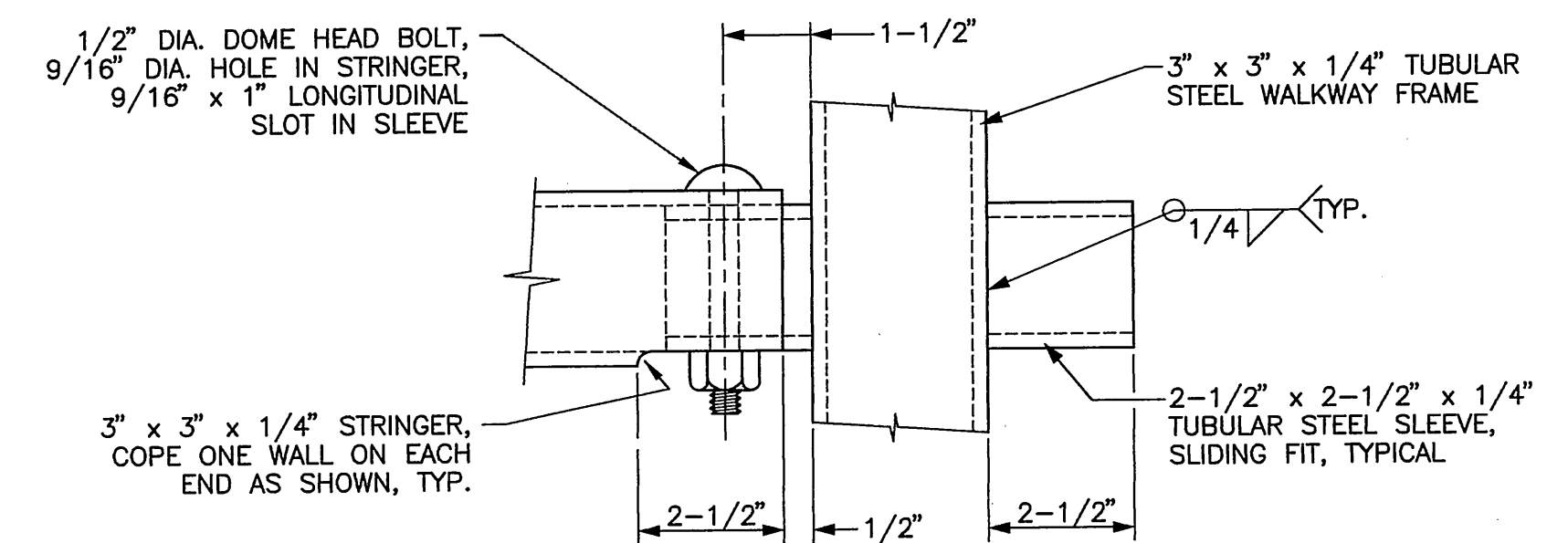
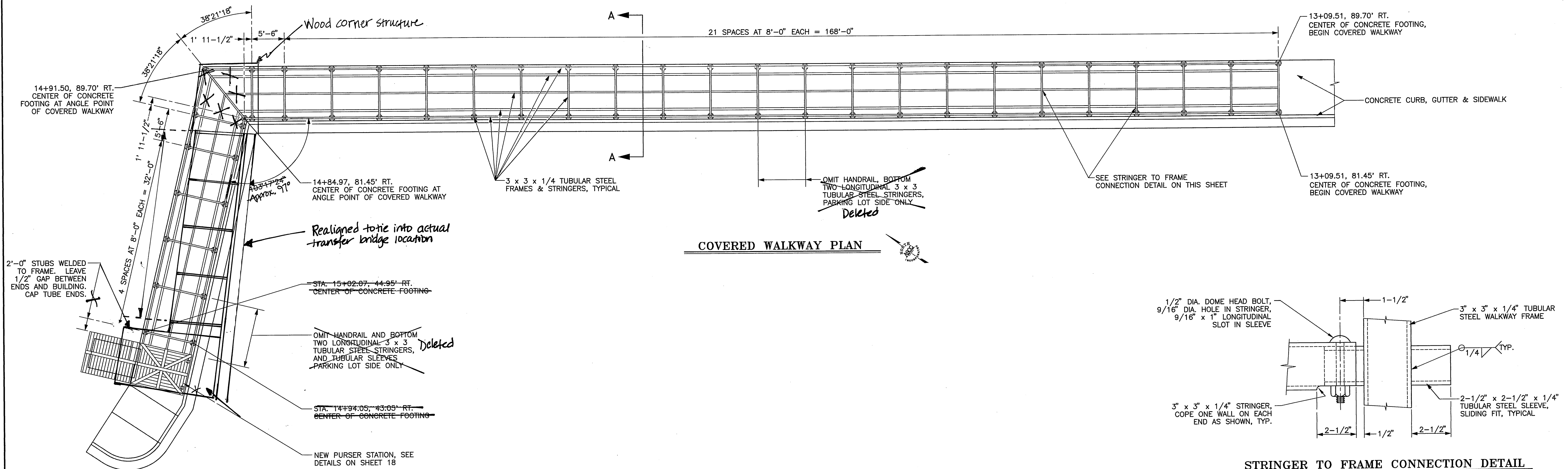
GATE DETAILS

PIPE CONNECTION DETAILS

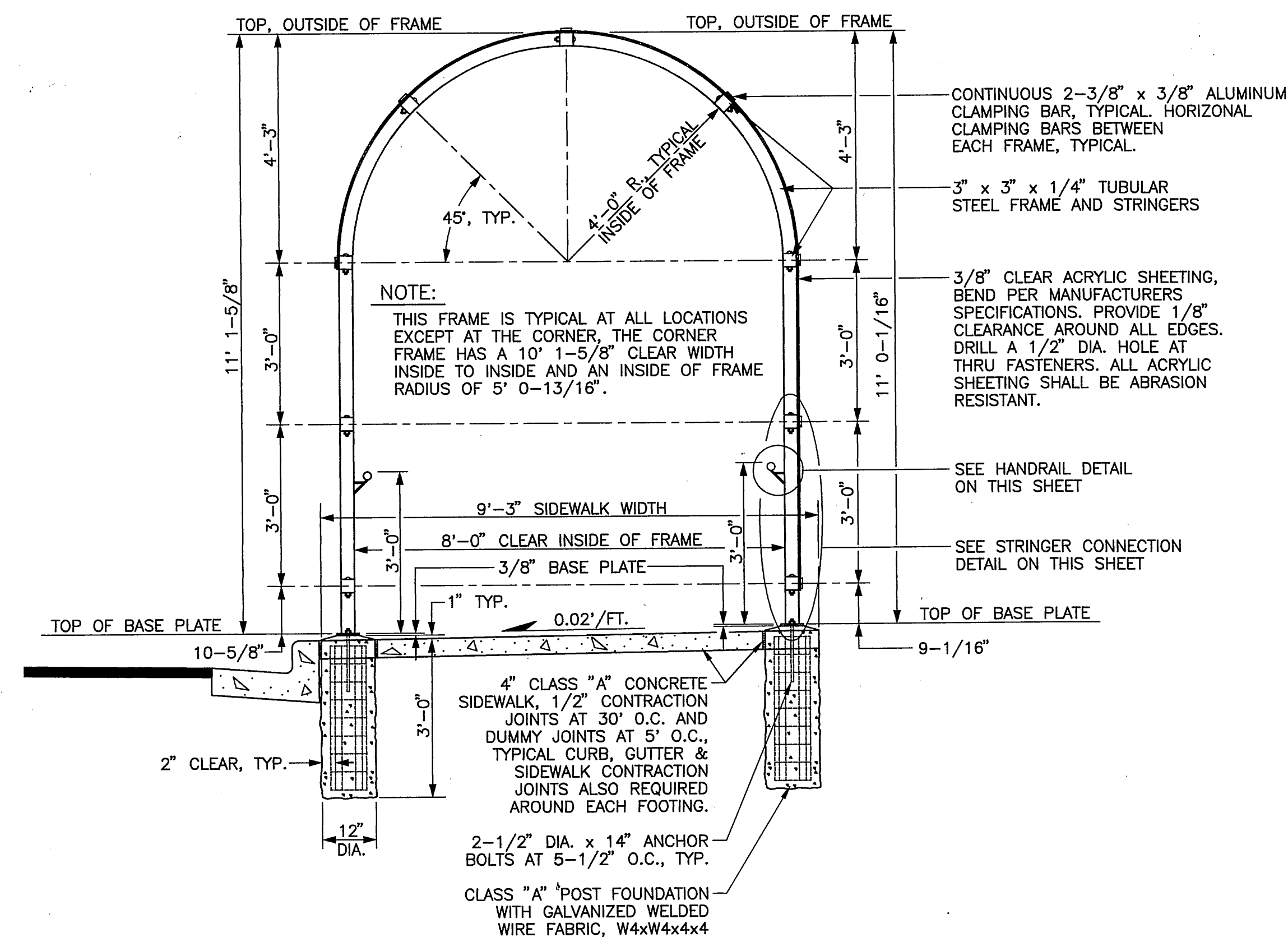
BASE CONNECTION DETAILS

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

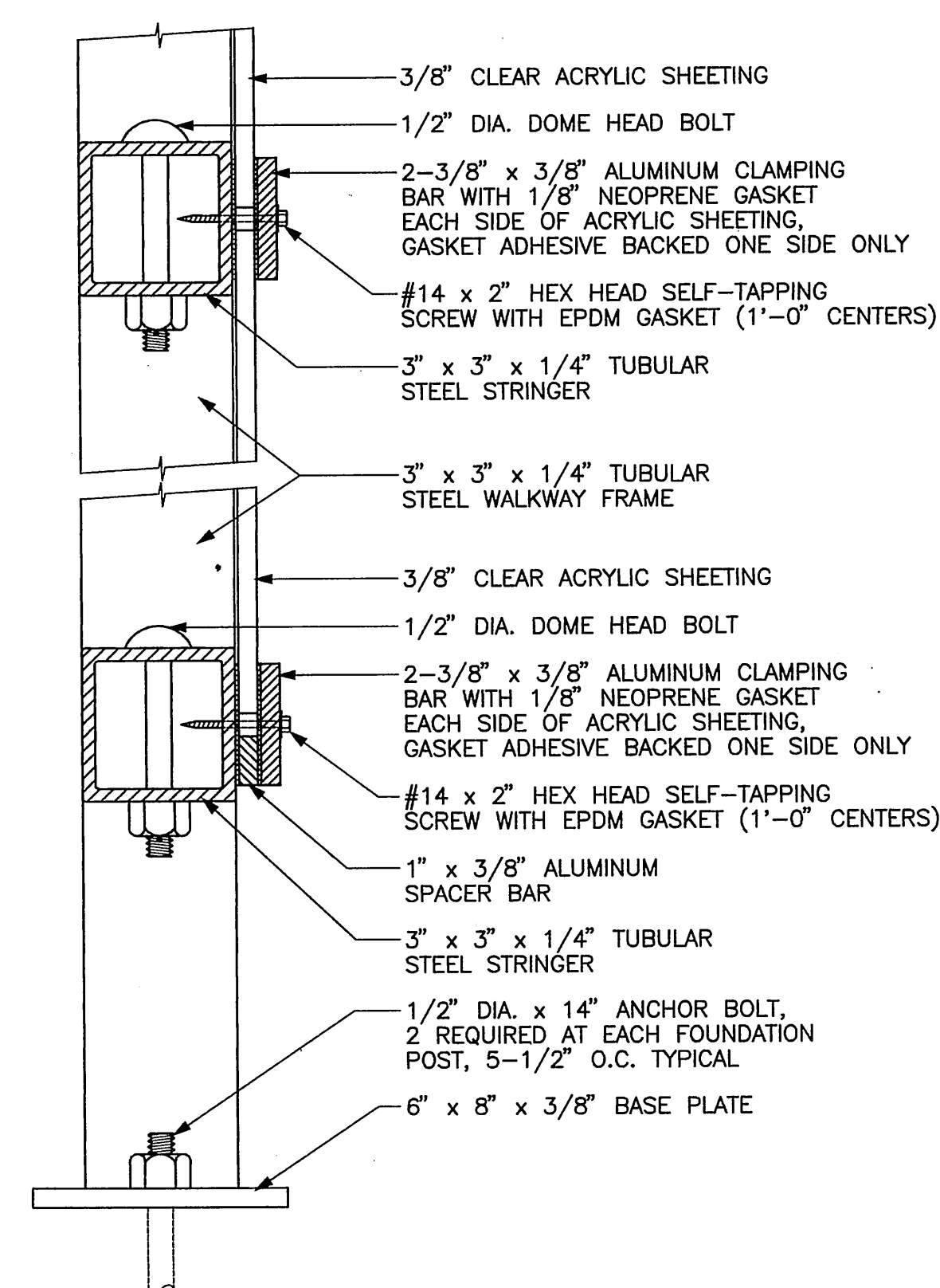
STAMP		DO NOT SCALE FROM THESE DRAWINGS — USE DIMENSIONS			
		STATE OF ALASKA			
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
		SITKA		ALASKA	
		SITKA FERRY TERMINAL, STAGING AREA			
		GATE DETAILS			
DESIGNED: D.L.M.		CHECKED: C.S.M.		DRAWN: B.S.	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 16		OF 22	



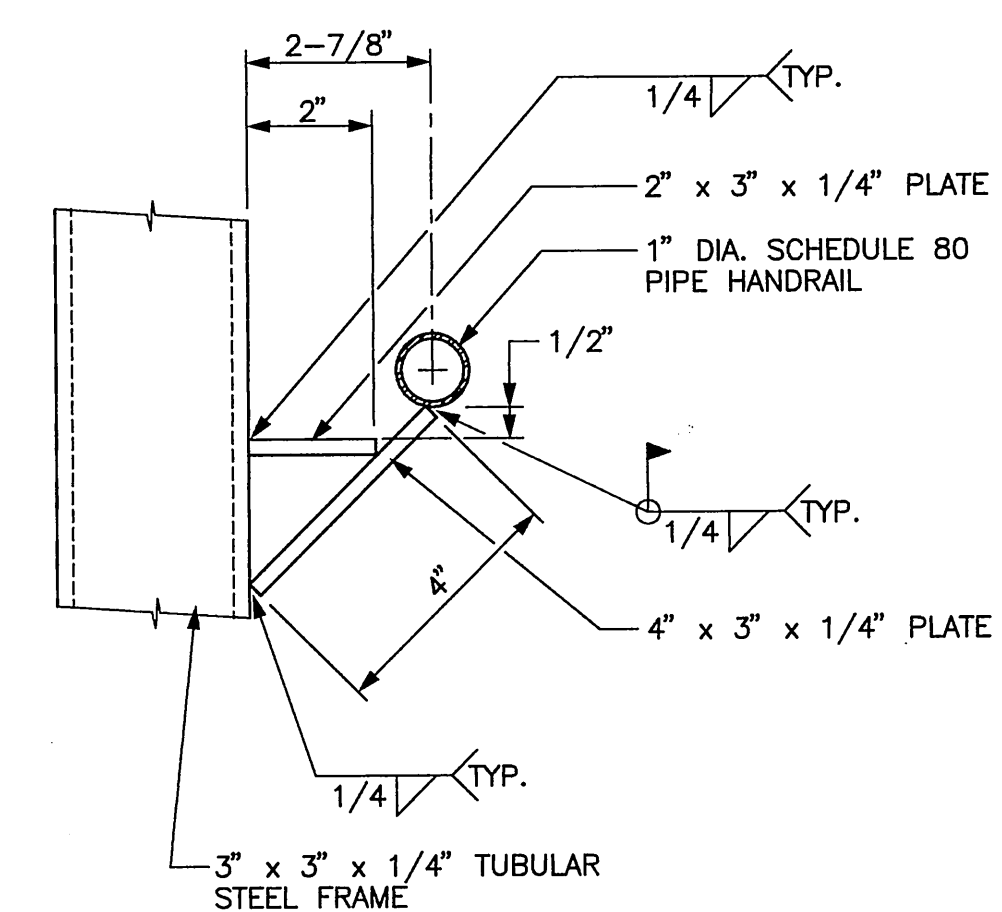
STRINGER TO FRAME CONNECTION DETAIL



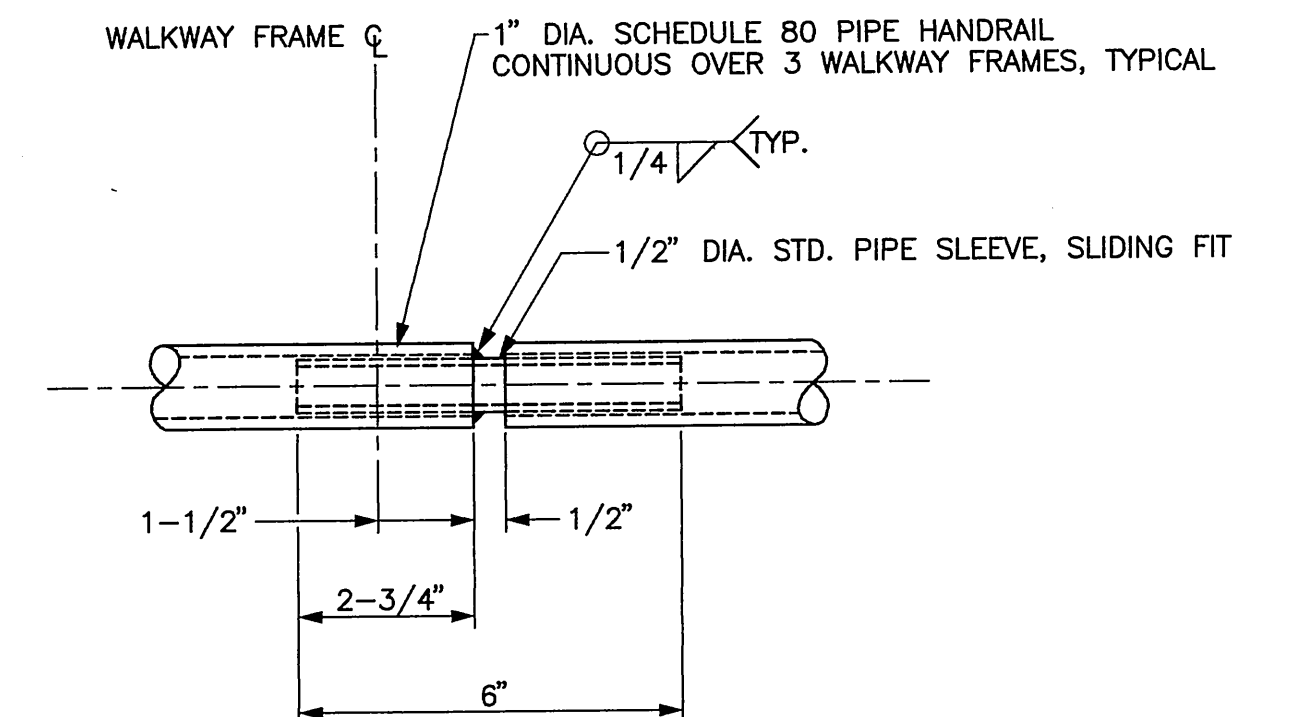
SECTION A-A



STRINGER CONNECTION DETAIL



HANDRAIL DETAIL



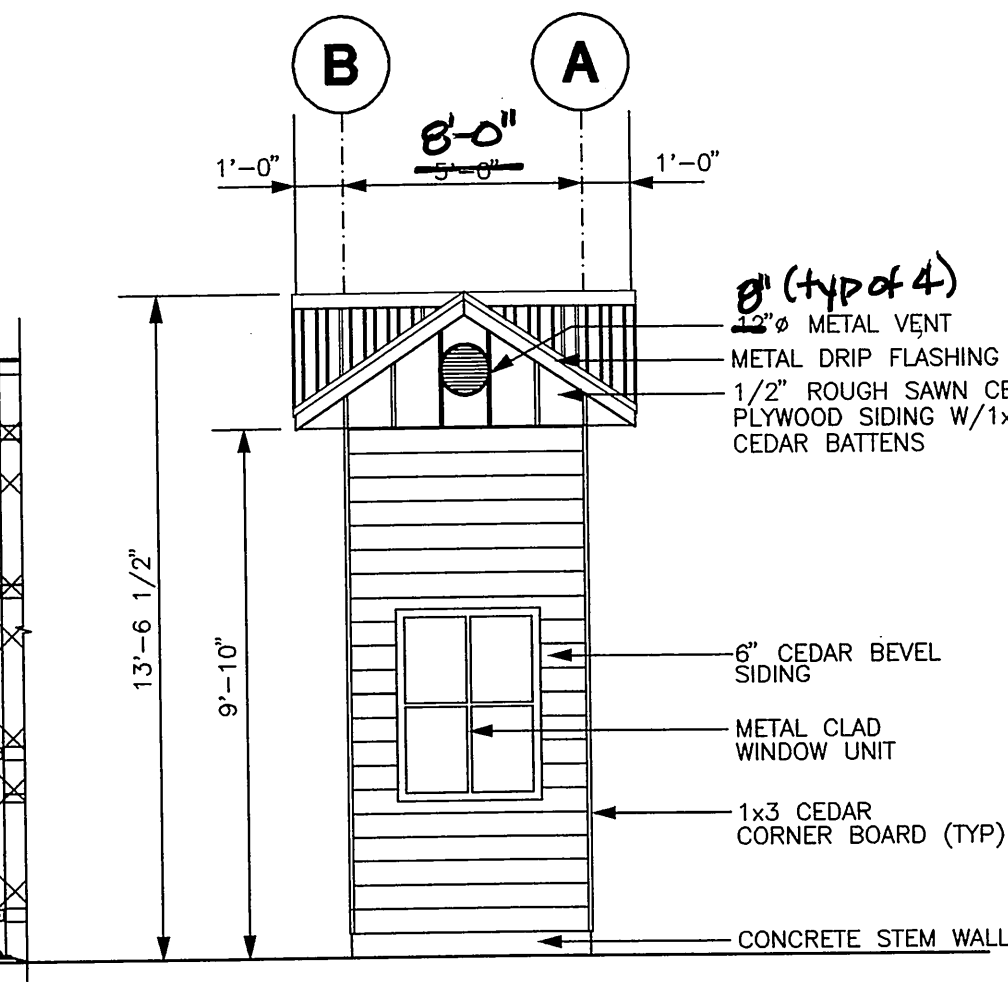
HANDRAIL SPLICE DETAIL

NOTES:

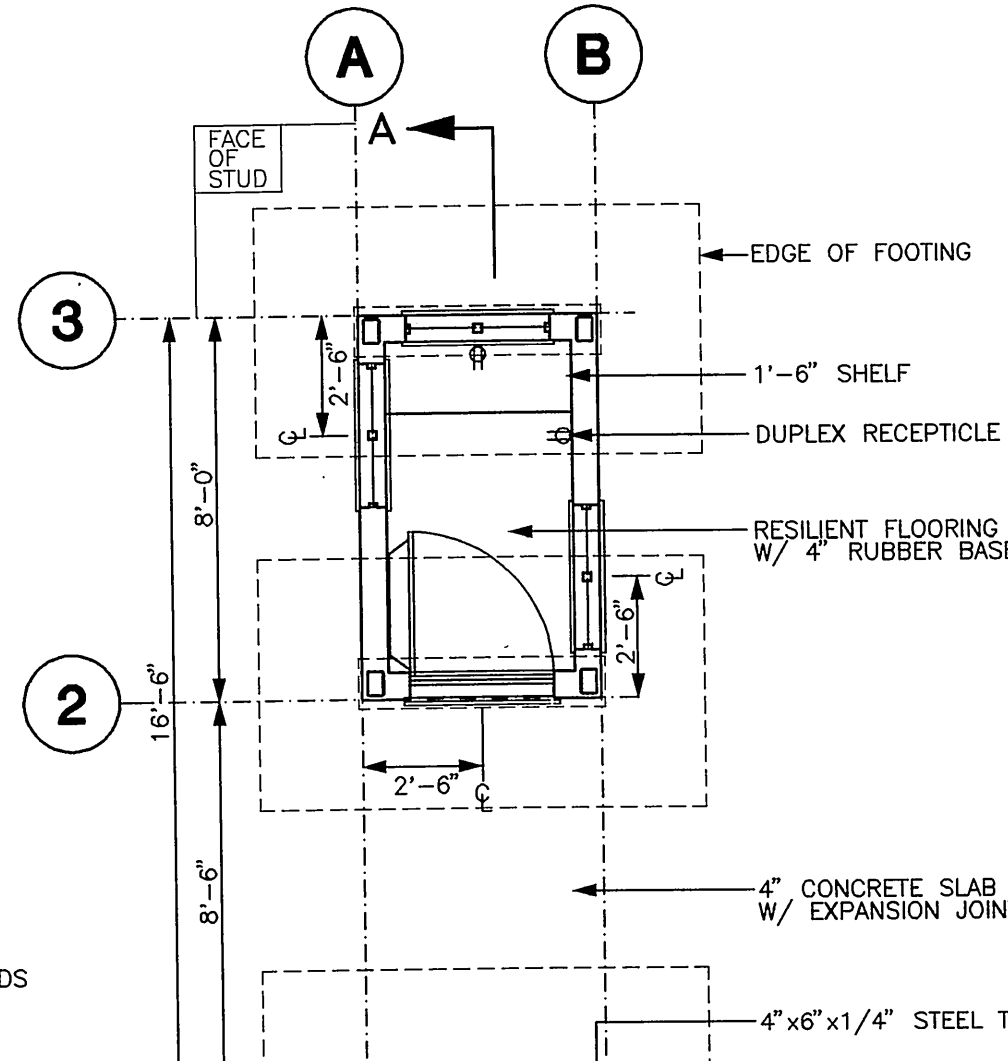
1. ALL STEEL IS TO BE SHOP WELDED AND GALVANIZED. ALL HARDWARE IS TO BE GALVANIZED.
2. ALL ACRYLIC SHEETING SHALL BE ABRASION RESISTANT.

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

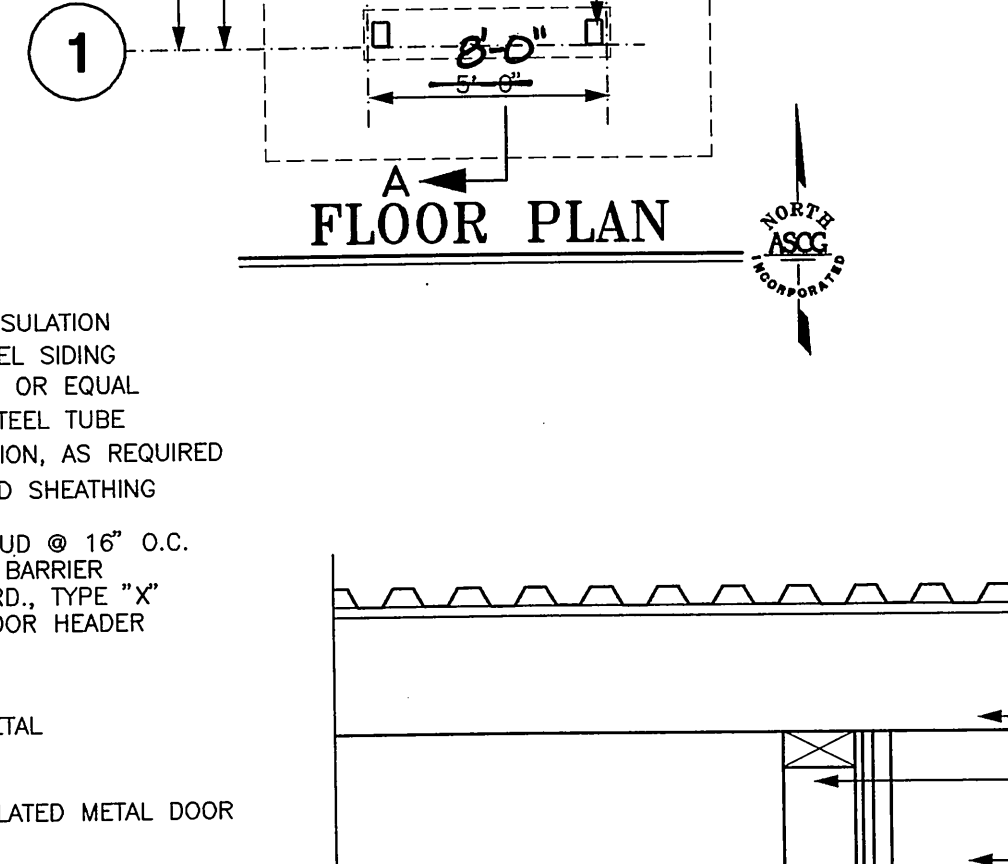
STAMP		DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS	
		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
SITKA		ALASKA	
SITKA FERRY TERMINAL, STAGING AREA			
COVERED WALKWAY DETAILS			
DESIGNED: D.L.M.	CHECKED: XXXX	DRAWN: J.E.M.	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 17 OF 22	



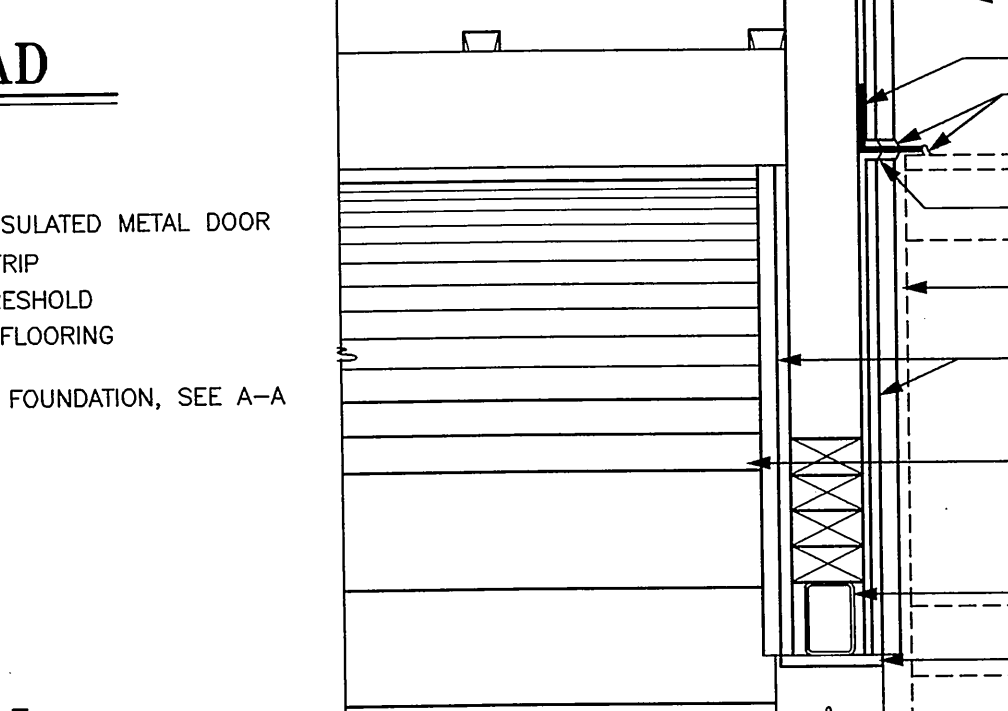
SOUTH ELEVATION



FLOOR PLAN



DOOR HEAD



DOOR SILL



SECTION B-B



INTERIOR ELEVATIONS



SECTION A-A



ROOF PLAN



EAVE DETAIL



DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS

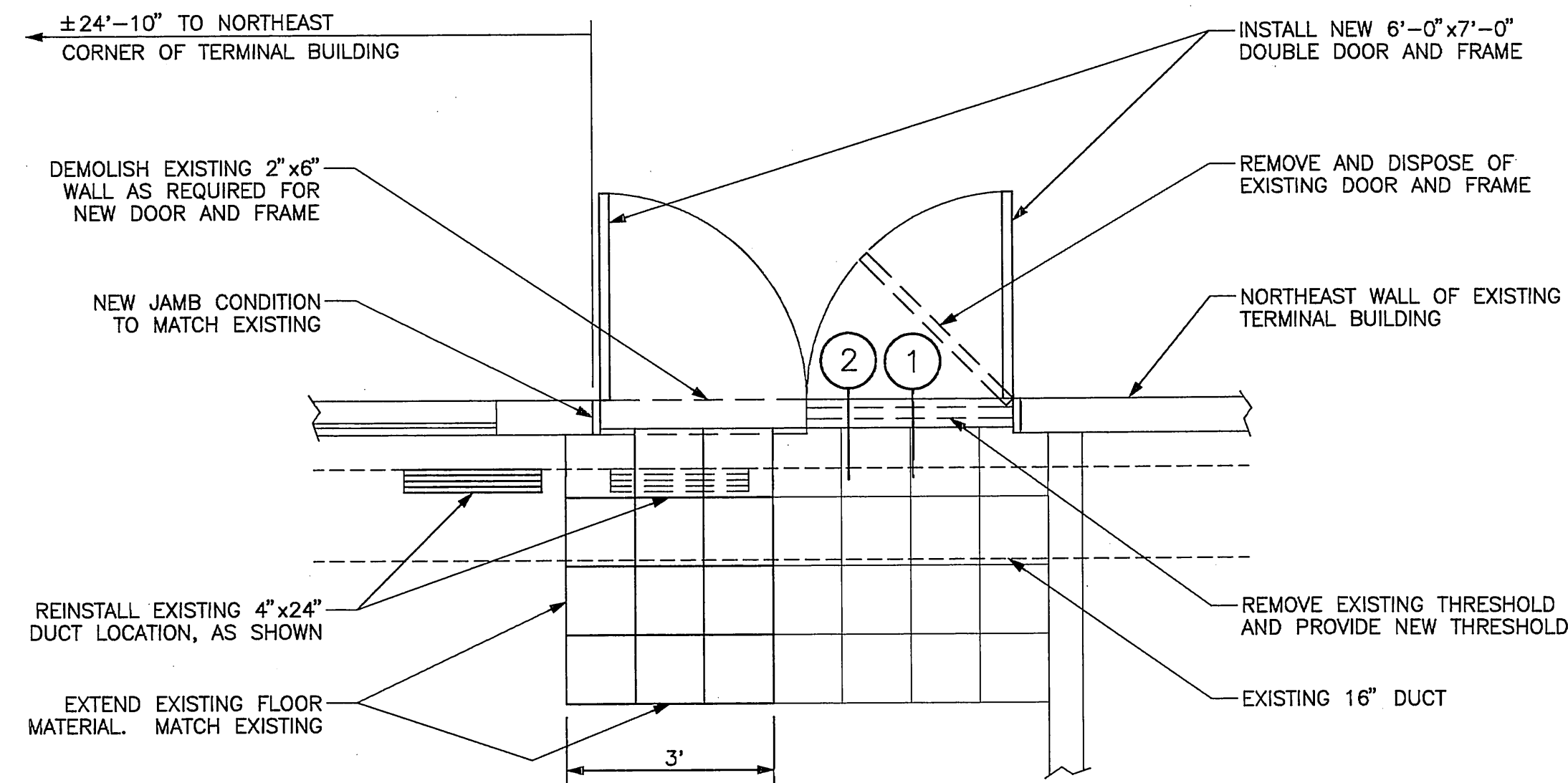
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ALASKA

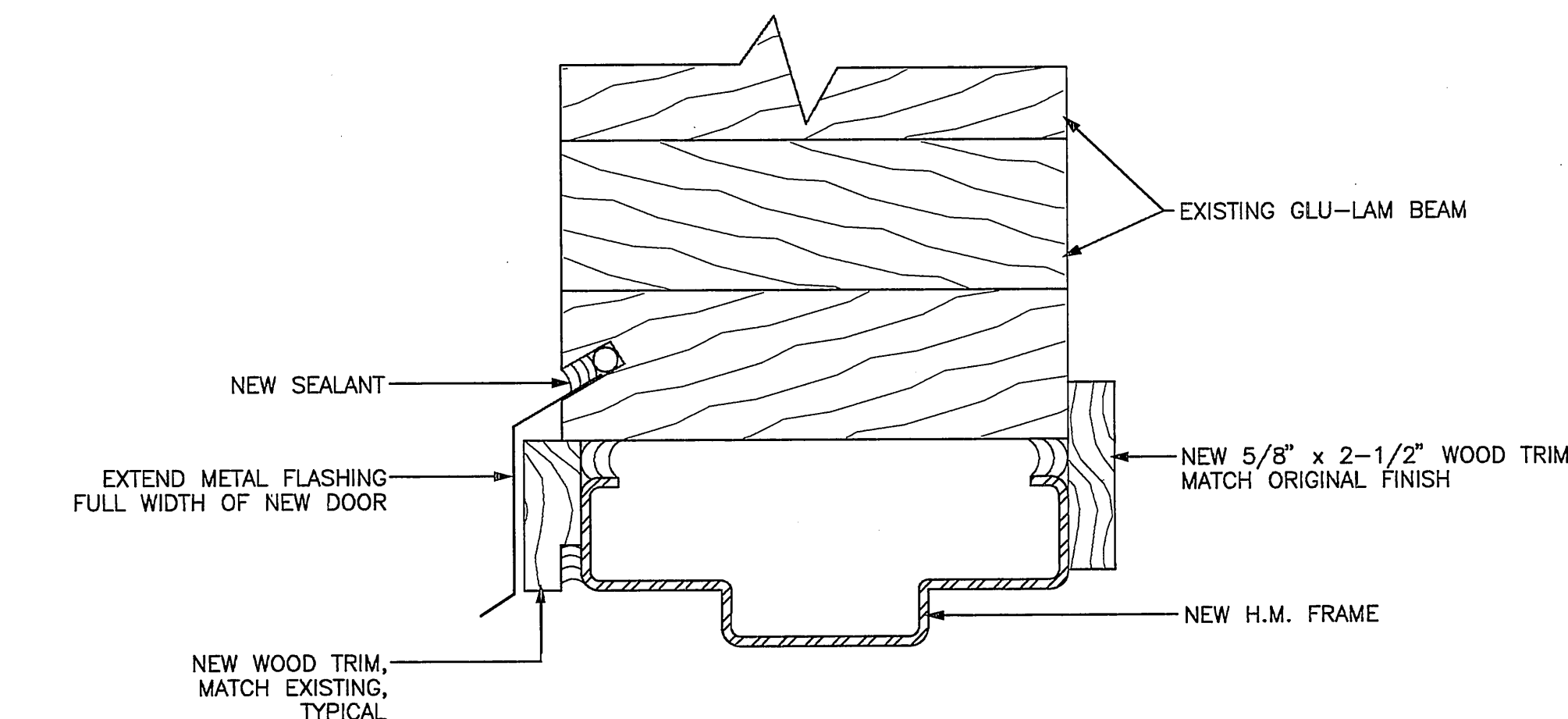
BUBBER STATION DETAILS

DESIGNER: <u>T.M.</u>	<u>D.L.M.</u>	<u>R.R.T.</u>	<u>JUNE 1958</u>
PROJECT		33	

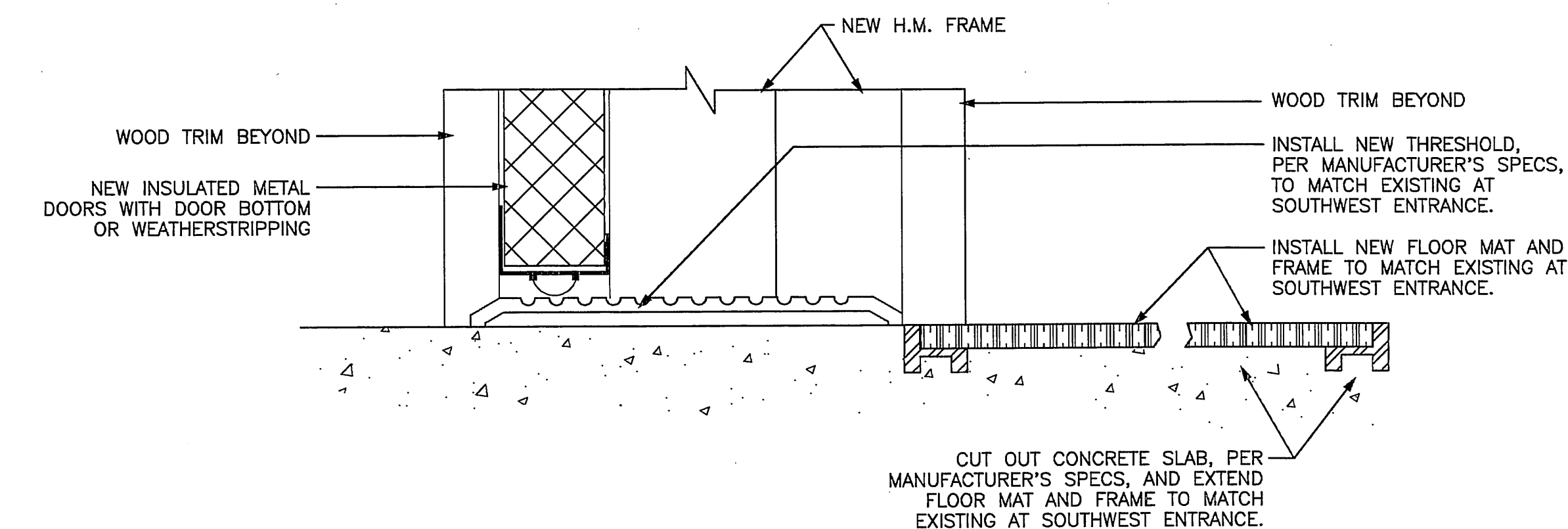
NUMBER: FM 5000 (11) (10000) SHEET 1 OF 1



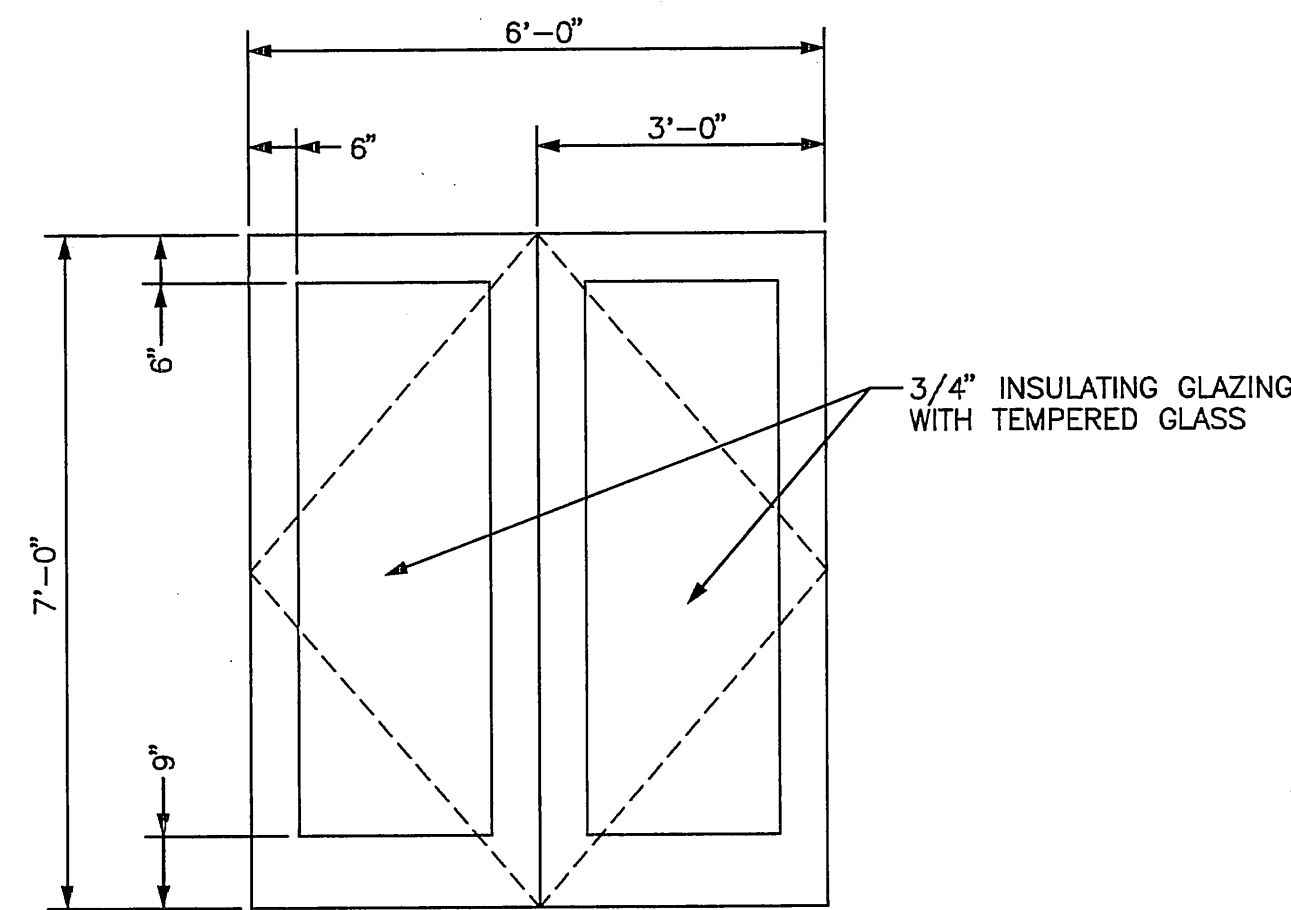
PARTIAL FLOOR PLAN



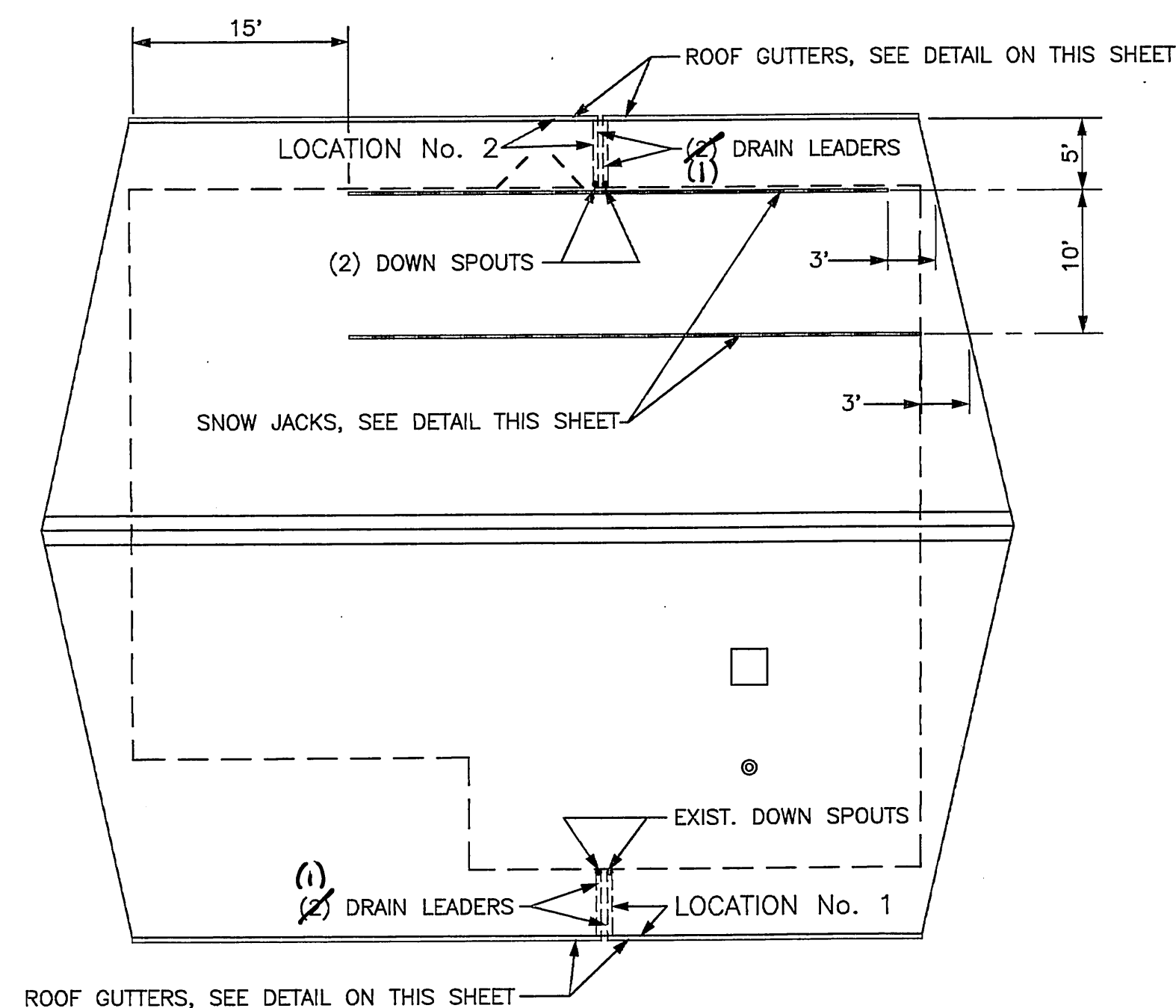
1 HEAD



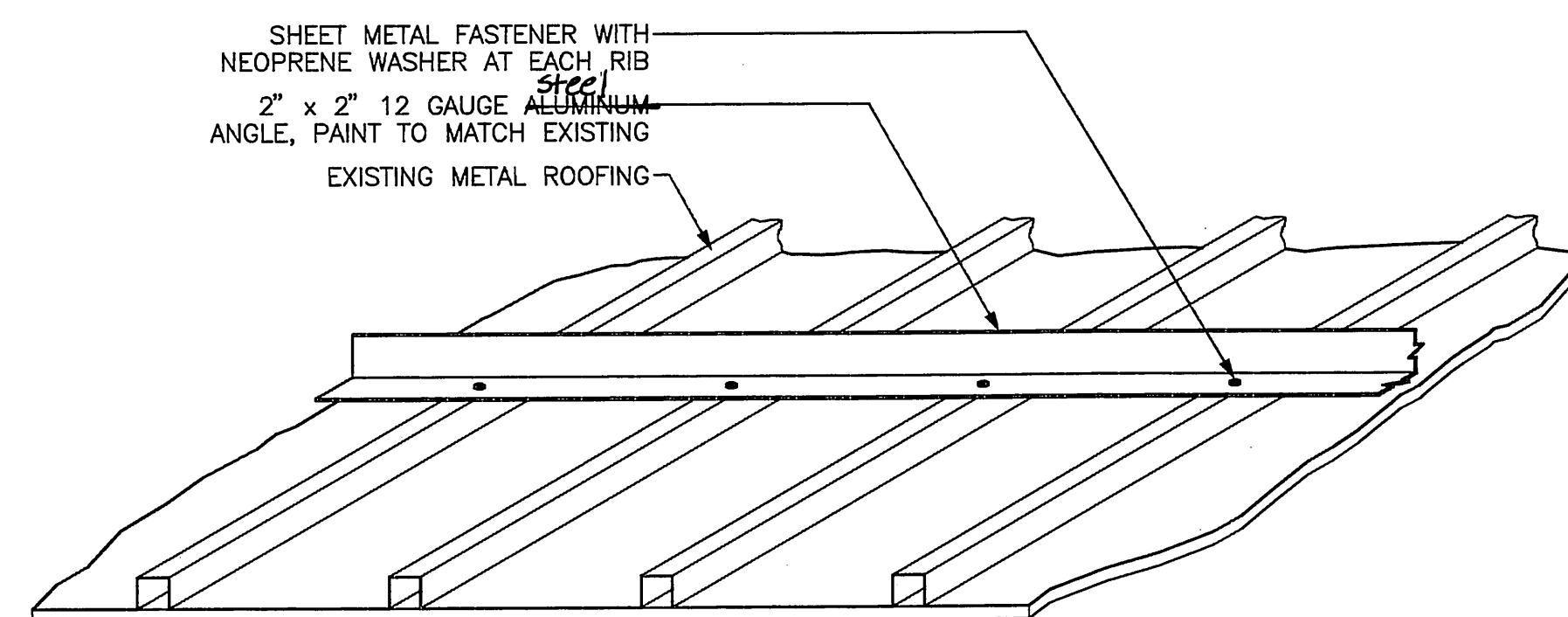
2 SILL



DOOR TYPE



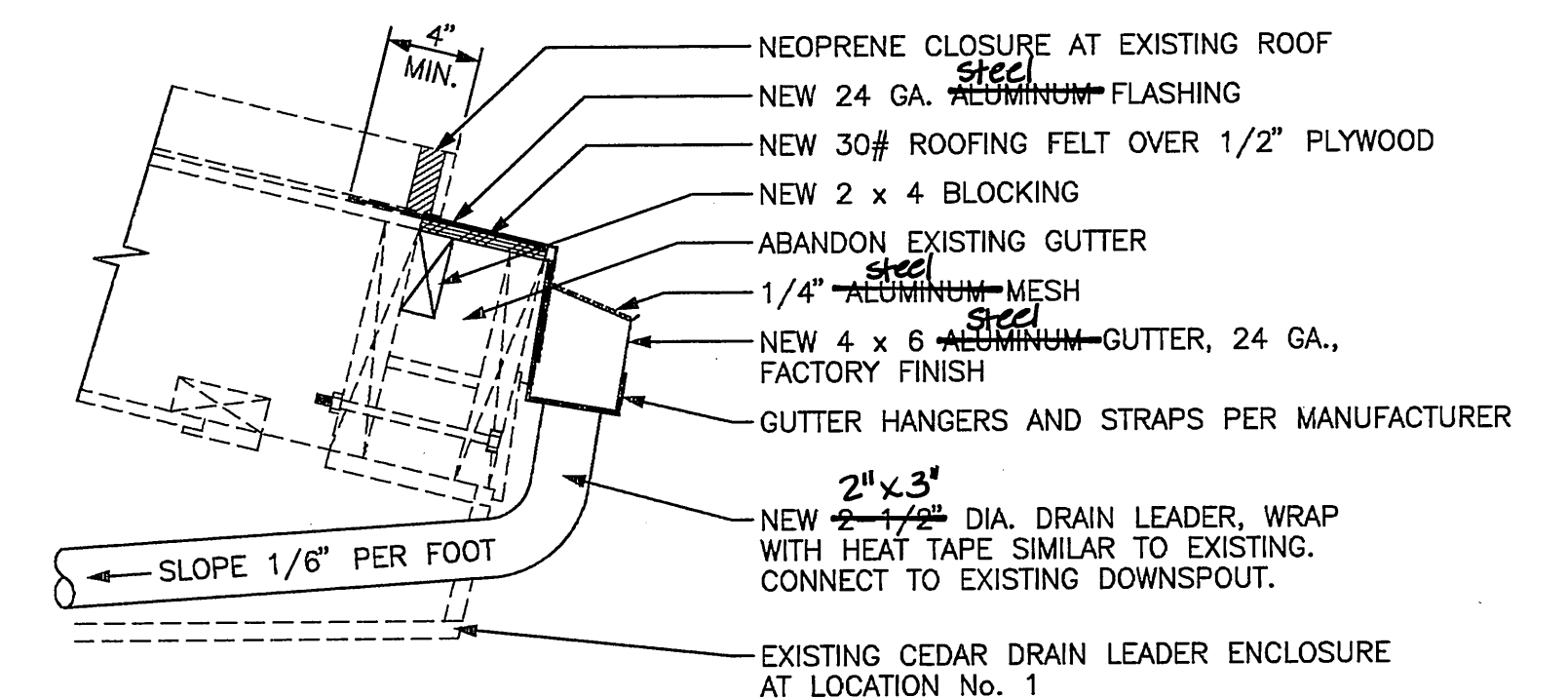
TERMINAL ROOF PLAN



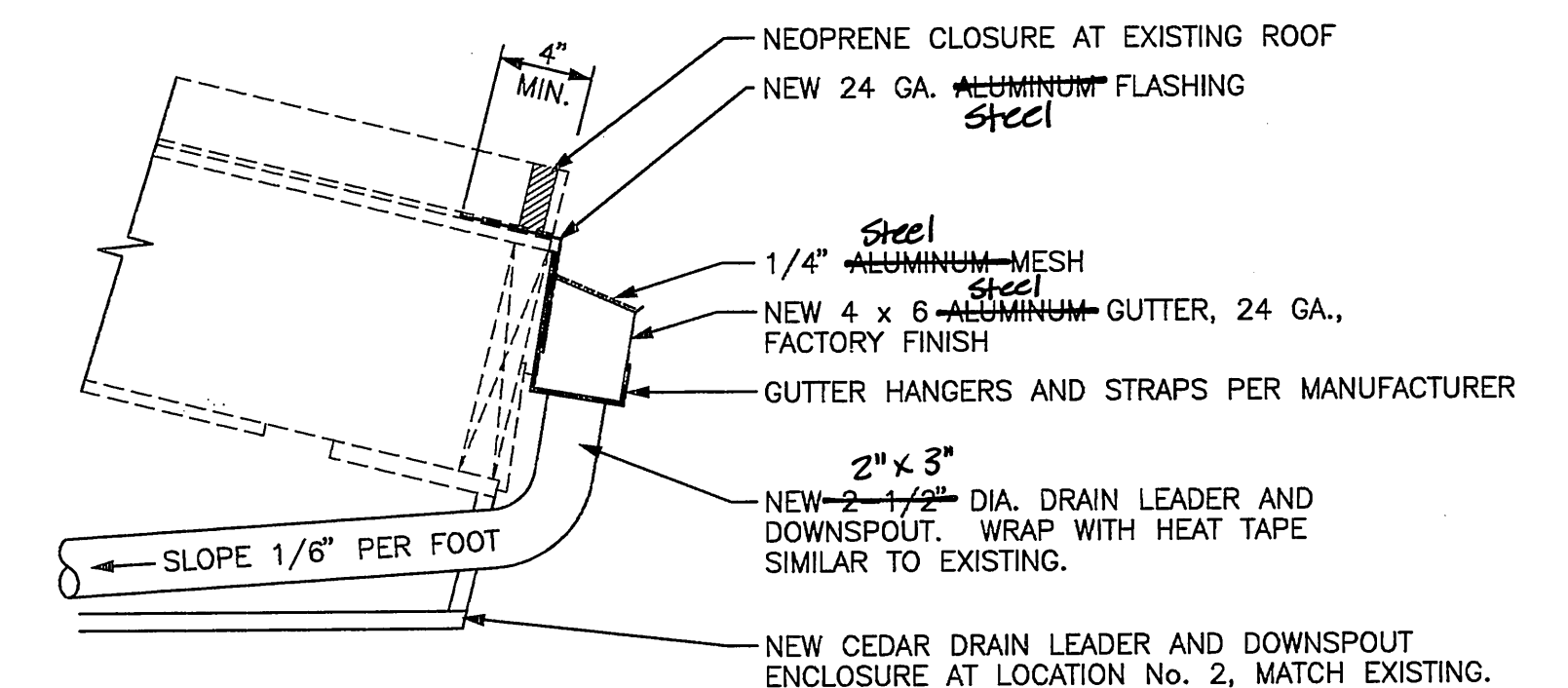
SNOW JACK DETAIL

CONSTRUCTION NOTES

1. HARDWARE FOR NEW DOORS TO MATCH EXISTING MANUFACTURERS QUALITY AND FINISH. PROVIDE NEW MODELS.
2. DOOR MANUFACTURER TO BE STEELCRAFT OR APPROVED EQUAL.

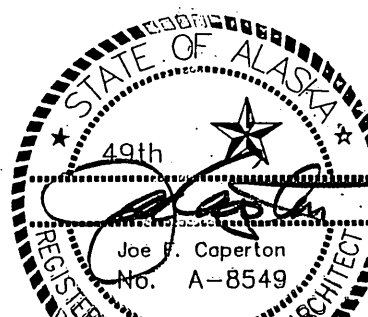


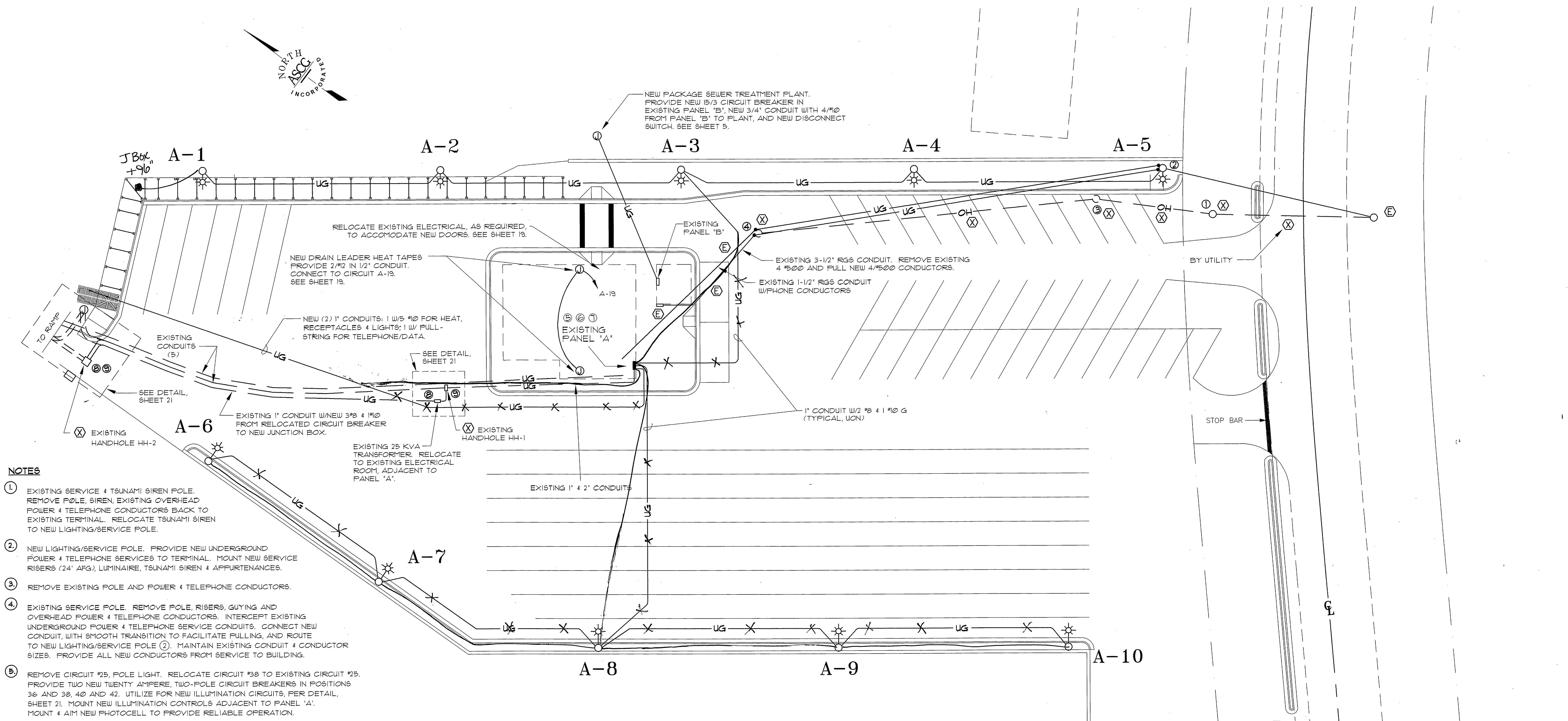
GUTTER AT EAVE, LOCATION No. 1



GUTTER AT EAVE, LOCATION No. 2

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

STAMP		DO NOT SCALE FROM THESE DRAWINGS — USE DIMENSIONS			
	STATE OF ALASKA				
	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES				
	SITKA		ALASKA		
	SITKA FERRY TERMINAL, STAGING AREA				
	TERMINAL BUILDING DETAILS				
DESIGNED: T.C.M.	CHECKED: XXXX	DRAWN: C.M.B.	DATE: JAN. 1995		
PROJECT NUMBER: FM-0935 (11) (75050)	SHEET 19		OF 22		



NOTES

- ① EXISTING SERVICE & TSUNAMI SIREN POLE. REMOVE POLE, SIREN, EXISTING OVERHEAD POWER & TELEPHONE CONDUCTORS BACK TO EXISTING TERMINAL. RELOCATE TSUNAMI SIREN TO NEW LIGHTING/SERVICE POLE.
- ② NEW LIGHTING/SERVICE POLE. PROVIDE NEW UNDERGROUND POWER & TELEPHONE SERVICES TO TERMINAL. MOUNT NEW SERVICE RISERS (24" AFG), LUMINAIRE, TSUNAMI SIREN & APPURTENANCES.
- ③ REMOVE EXISTING POLE AND POWER & TELEPHONE CONDUCTORS.
- ④ EXISTING SERVICE POLE. REMOVE POLE, RISERS, GUYING AND OVERHEAD POWER & TELEPHONE CONDUCTORS. INTERCEPT EXISTING UNDERGROUND POWER & TELEPHONE SERVICE CONDUITS. CONNECT NEW CONDUIT, WITH SMOOTH TRANSITION TO FACILITATE PULLING, AND ROUTE TO NEW LIGHTING/SERVICE POLE ②. MAINTAIN EXISTING CONDUIT & CONDUCTOR SIZES. PROVIDE ALL NEW CONDUCTORS FROM SERVICE TO BUILDING.
- ⑤ REMOVE CIRCUIT #25, POLE LIGHT. RELOCATE CIRCUIT #38 TO EXISTING CIRCUIT #25. PROVIDE TWO NEW TWENTY AMPERE, TWO-POLE CIRCUIT BREAKERS IN POSITIONS 36 AND 38, 40 AND 42. UTILIZE FOR NEW ILLUMINATION CIRCUITS, PER DETAIL, SHEET 21. MOUNT NEW ILLUMINATION CONTROLS ADJACENT TO PANEL 'A'. MOUNT & AIM NEW PHOTOCELL TO PROVIDE RELIABLE OPERATION.
- ⑥ UTILIZE EXISTING 20 AMPERE, SINGLE POLE CIRCUIT BREAKERS IN EXISTING PANEL 'A' IN TERMINAL BUILDING AS FOLLOWS:
#15-PURSER STATION LIGHTING & RECEPTACLES
#17-PURSER STATION HEATER
#19-DRAIN LEADER HEAT TAPES
- ⑦ RELOCATE THE EXISTING 25 KVA TRANSFORMER AND 40/3 ENCLOSED CIRCUIT BREAKER FROM THE PRESENT LOCATION TO THE EXISTING ELECTRICAL ROOM, ADJACENT TO EXISTING PANEL 'A'. PROVIDE NEW CONDUIT & WIRE (2" W/3 #2 & 1 #10) TO FEED THE TRANSFORMER FROM PANEL 'A' AND THE CIRCUIT BREAKER FROM THE TRANSFORMER, AS BEFORE. FULL NEW SECONDARY CONDUCTORS (3 #3 & 1 #10) FROM THE RELOCATED CIRCUIT BREAKER, THROUGH THE THE NEW CONDUIT INSTALLED TO ELIMINATE HANDHOLE HH-1 (SEE NOTE 8 BELOW), TO THE NEW JUNCTION BOX.
- ⑧ REMOVE EXISTING HANDHOLES, HH-1 & HH-2. INTERCEPT, AND REMOVE AS REQUIRED. ALL EXISTING UNDERGROUND CONDUITS IN BOTH LOCATIONS. CONNECT NEW CONDUITS, WITH SMOOTH TRANSITION TO FACILITATE PULLING. PROVIDE NEW ABOVE GROUND JUNCTION BOX, MOUNTED ADJACENT TO PURSER STATION, TO REPLACE HH-2. INSTALL NEW CONDUCTORS AS SPECIFIED ABOVE OR RECONNECT EXISTING.
- ⑨ ENSURE CONTINUITY OF EXISTING RAMP POWER, CONTROLS & LIGHTING.
- ⑩ COMPLY WITH ALASKA DOT/FF 'STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION', CURRENT EDITION, FOR ALL ELECTRICAL & ILLUMINATION DETAILS. COORDINATE WITH ALL APPLICABLE CIVIL DRAWINGS, SPECIFICALLY SHEET 15, FOR LIGHTING STANDARD FOUNDATION DESIGN AND LOCATION OF RETAINING WALLS, SIDEWALKS, COVERED WALKWAY AND LUMINAIRE STANDARDS.

ELECTRICAL PLAN

SCALE: 1" = 20'-0"

LEGEND

- ILLUMINATION STANDARD & LUMINAIRE
- EXISTING OVERHEAD, REMOVE
- EXISTING UNDERGROUND, REMOVE AS NOTED
- NEW UNDERGROUND CONDUIT & CONDUCTORS
- EXISTING POLE, REMOVE
- EXISTING POLE, REMAINS
- EXISTING, TO REMAIN
- EXISTING, TO BE REMOVED



NETS
NEUBAUER ENGINEERING & TECHNICAL SERVICES
P.O. BOX 32584, JUNEAU, AK. 99803 789-2474

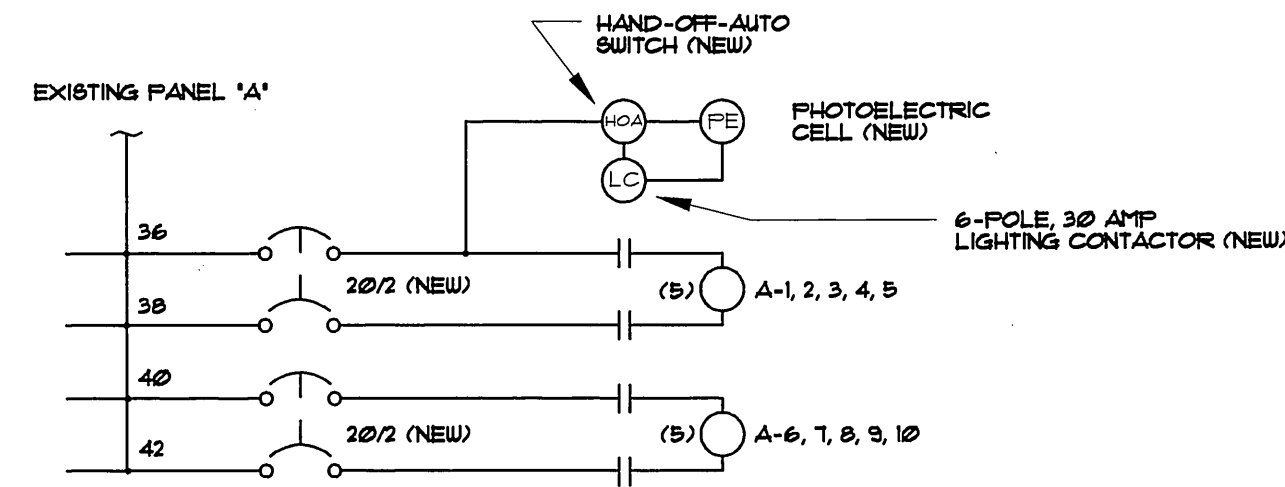
ASCC
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

STAMP

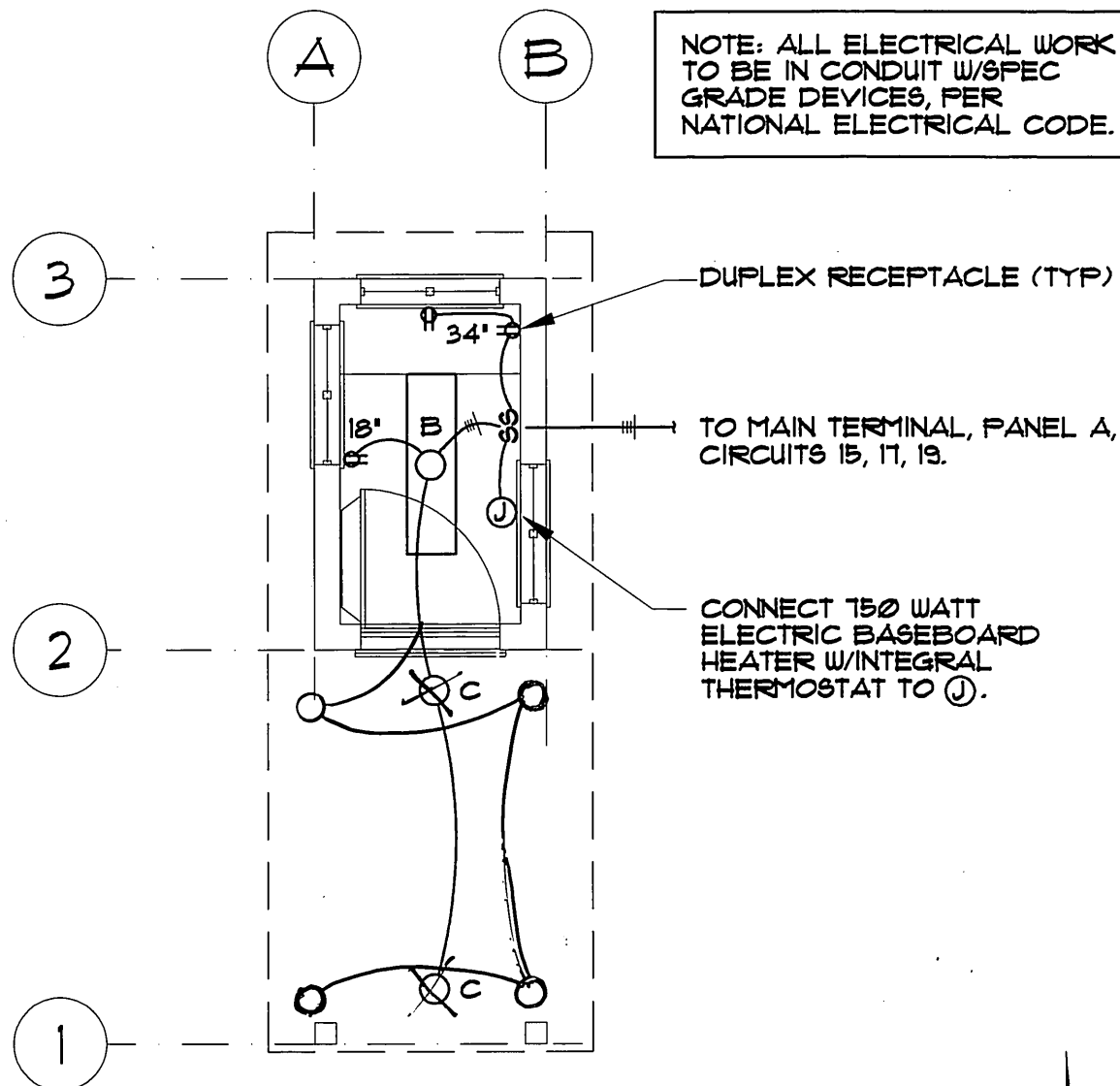
DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS			
STATE OF ALASKA			
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
SITKA		ALASKA	
SITKA FERRY TERMINAL, STAGING AREA			
ELECTRICAL PLAN			
DESIGNED: P.G.	CHECKED: P.G.	DRAWN: S.T.	DATE: APR 95
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 20 OF 22	

ILLUMINATION SUMMARY
(SEE SPECIFICATIONS)

TYPE	DESCRIPTION	STANDARD	LAMP
A	POLE MOUNT AREA LUMINAIRE WITH: TYPE IV (FORWARD THROW) DISTRIBUTION, FLAT TEMPERED GLASS LENS, GRAY FINISH, DIE CAST HOUSING.	40' (NOMINAL MOUNTING HEIGHT), ROUND, TAPERED STEEL WITH GALVANIZED FINISH, 8" ARM. PROVIDE WOOD POLE FOR A-5	(1) 400 WATT CLEAR HIGH PRESSURE SODIUM
B	4' FLUORESCENT SURFACE MOUNT WITH: ACRYLIC WRAPAROUND LENS (3/4" MIN.), ENERGY SAVING/COLD WEATHER BALLAST.	NOT APPLICABLE	(2) F40, 40 WATT, 3500° K FLUORESCENT
C	RECESSED INCANDESCENT DOWNLIGHT WITH: FLUSH GLASS LENS (FRESNEL OR PRISMATIC), WET LOCATION, ALUMINUM TRIM.	NOT APPLICABLE	(1) 100 WATT, A-19, 120 VOLT INCANDESCENT

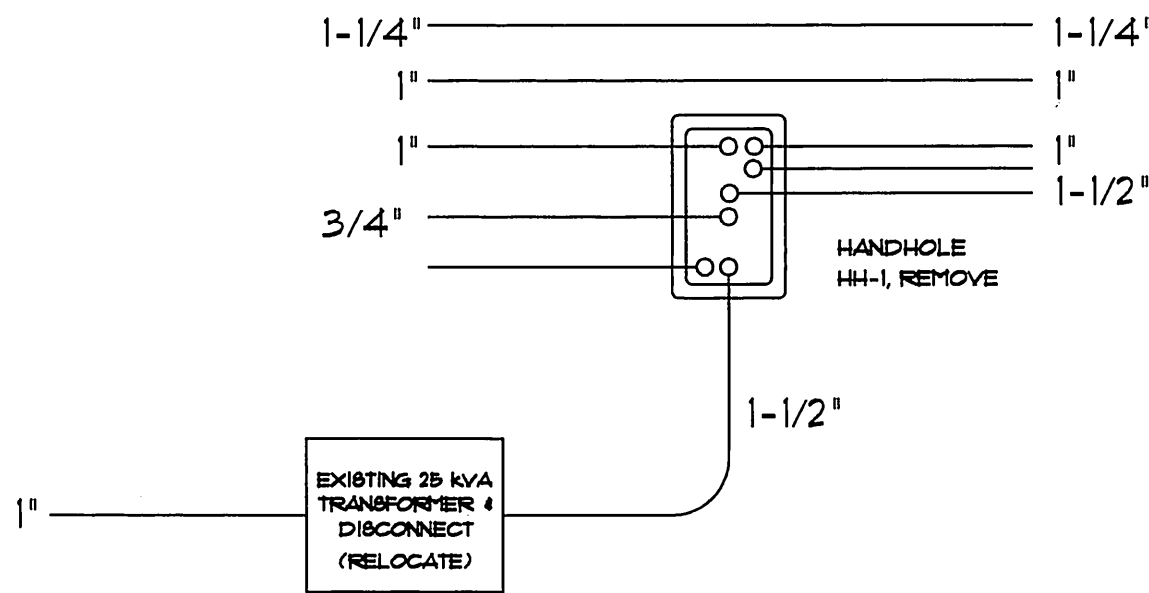


ILLUMINATION CONTROL SCHEMATIC
NO SCALE

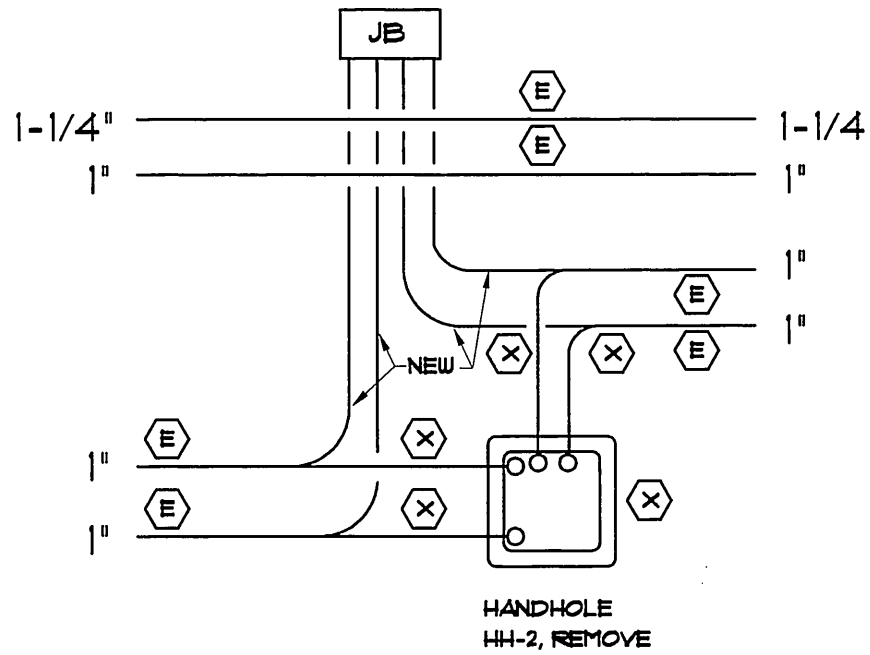


PURSER STATION FLOOR PLAN

EXISTING CONDUITS (PER ORIGINAL ELECTRICAL DRAWINGS)



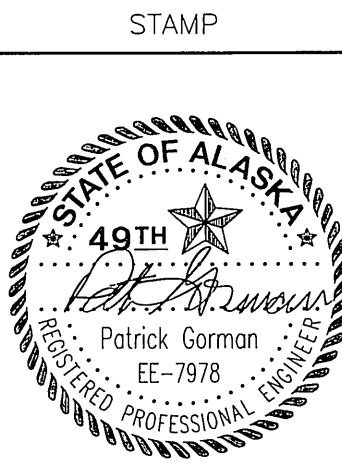
HANDHOLE HH-1 DETAIL
NO SCALE



HANDHOLE HH-2 DETAIL
NO SCALE

NETS
NEUBAUER ENGINEERING & TECHNICAL SERVICES
P.O. BOX 32584, JUNEAU, AK. 99803 789-2474

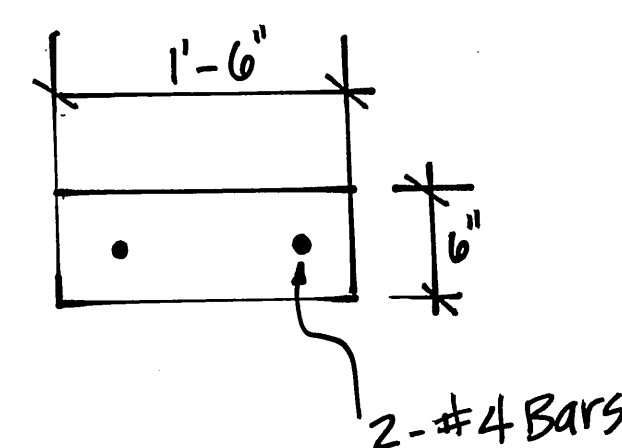
ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS



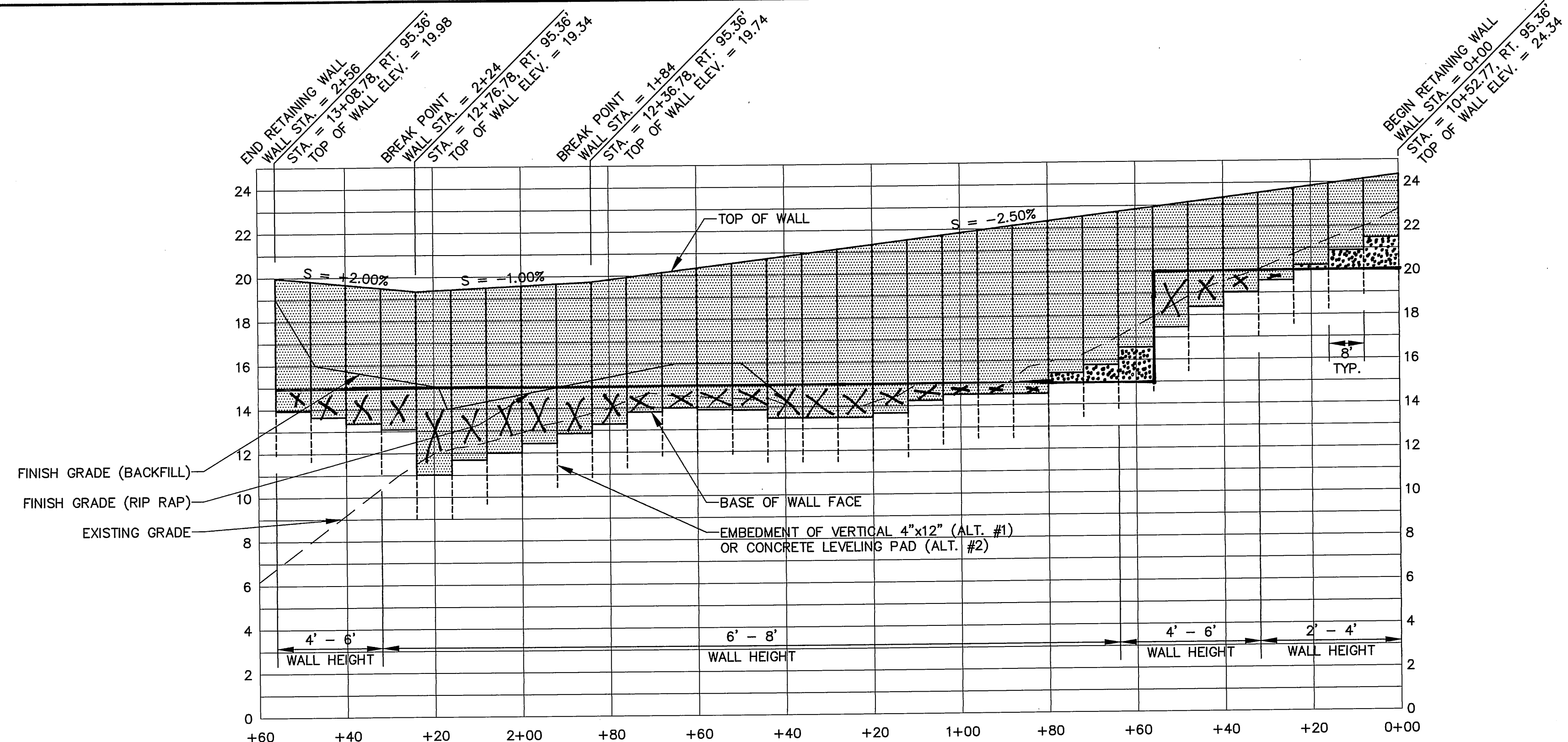
DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS			
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
SITKA		ALASKA	
SITKA FERRY TERMINAL, STAGING AREA ILLUMINATION DETAILS			
DESIGNED: P.G.	CHECKED: P.G.	DRAWN: S.T.	DATE: APR 95
PROJECT NUMBER: FM-0935 (11) (75050)		SHEET 21 OF 22	

NOTES:

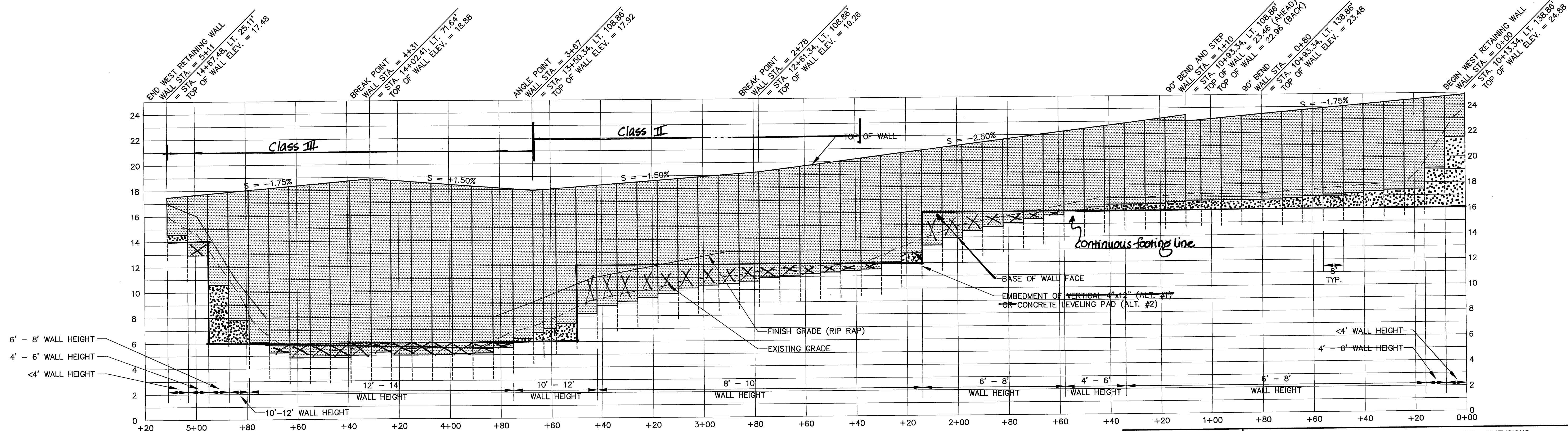
1. REFER TO SHEET 6 FOR RETAINING WALL LAYOUT.
2. REFER TO SHEETS 7 AND 8 FOR RETAINING WALL ALTERNATIVES.
3. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL PRIOR TO WALL FABRICATION. THE SHOP DRAWINGS SHALL INCLUDE DETAILS OF THE WALL PANELS, CORNER DETAILS, AND FOOTING ELEVATIONS.



Wall Footing (Continuous)



EAST WALL - LOOKING EAST
HORZ.: 1" = 20' VERT.: 1" = 4'



WEST WALL - LOOKING EAST
HORZ.: 1" = 20' VERT.: 1" = 4'

ASCC
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS



STAMP			
DO NOT SCALE FROM THESE DRAWINGS - USE DIMENSIONS			
STATE OF ALASKA			
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
SITKA ALASKA			
SITKA FERRY TERMINAL STAGING AREA			
RETAINING WALL PROFILES			
DESIGNED: DLM/SEC	CHECKED: CSM	DRAWN: SEC	DATE: APR., 1995
PROJECT NUMBER: FM-0935 (11) (75050)	SHEET 22 OF 22		