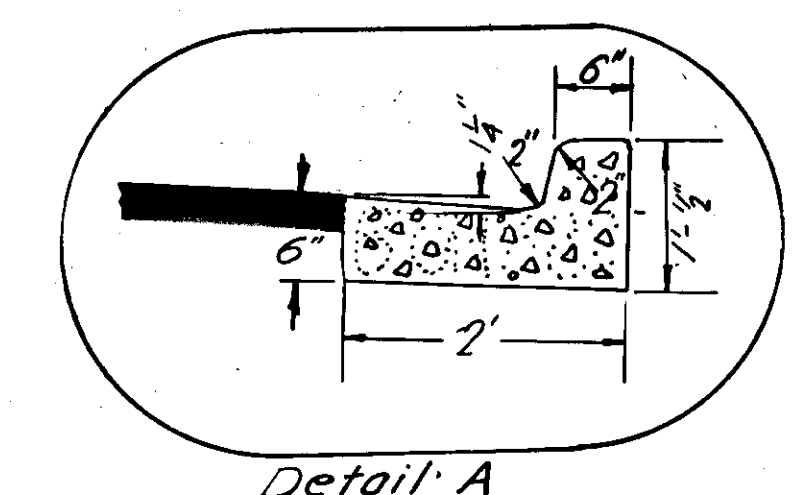
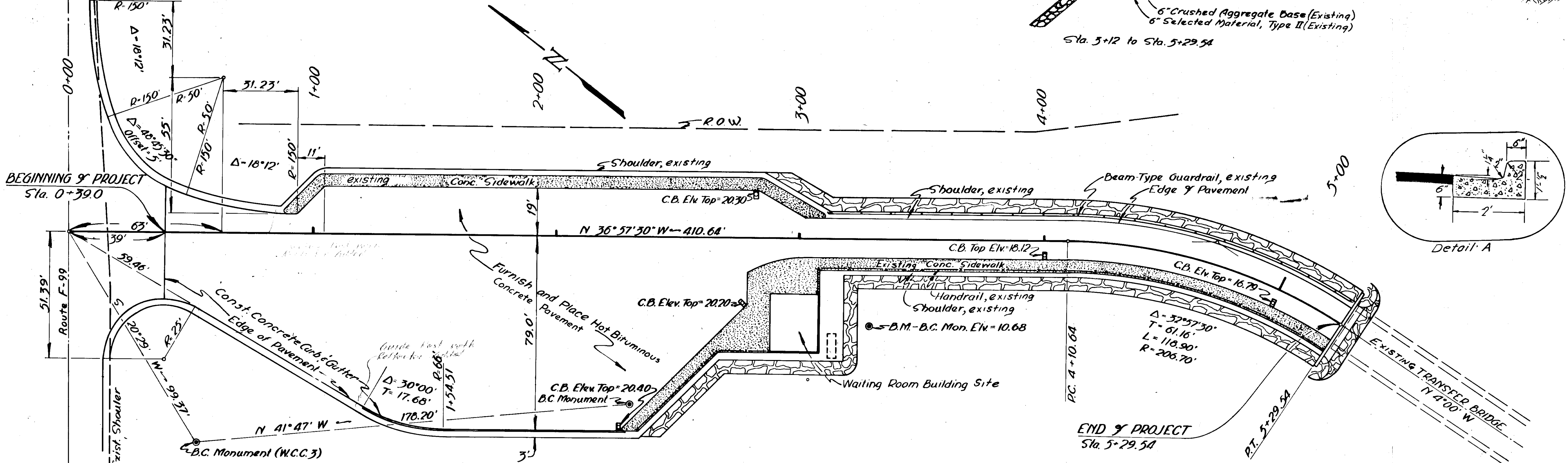
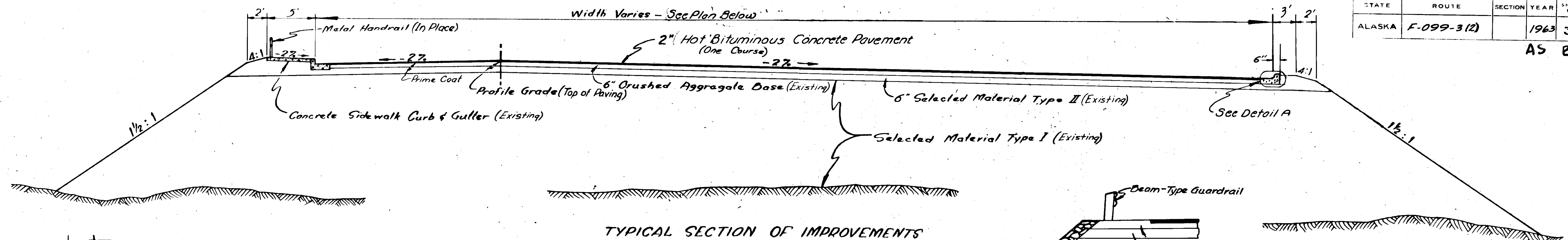




- GENERAL NOTES
- Curb & Gutter to be Class A Concrete.
 - Excavation from curb & gutter area incidental to Item 524(5) and to be placed behind curb as directed by the engineer.
 - Place premoulded expansion joint filler 1/2" thick complying to AASHTO designation M153, Type I not less than 30" O.C. and at all curb returns.
 - All elevations shown on Base Lines are top of Hot Bituminous Concrete Pavement

ESTIMATE OF QUANTITY FOR SITKA FERRY TERMINAL

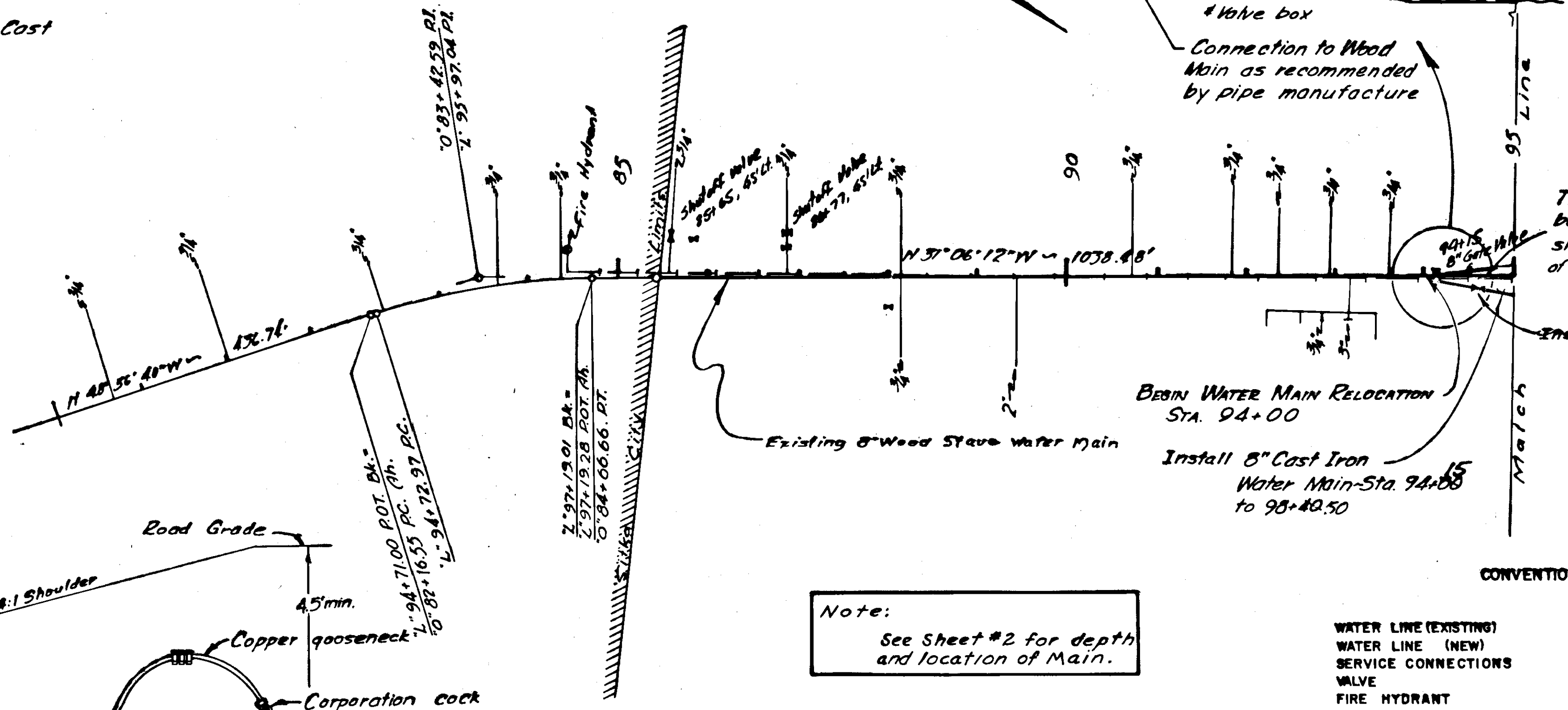
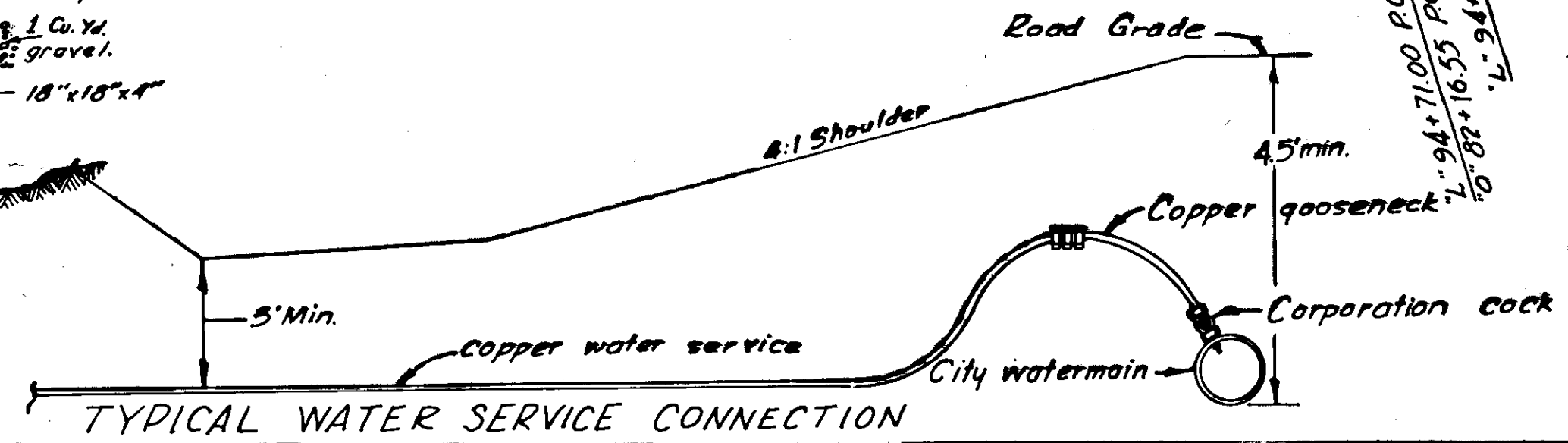
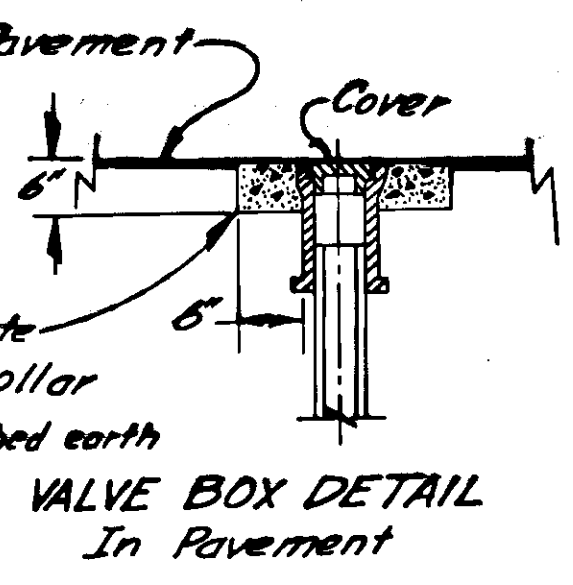
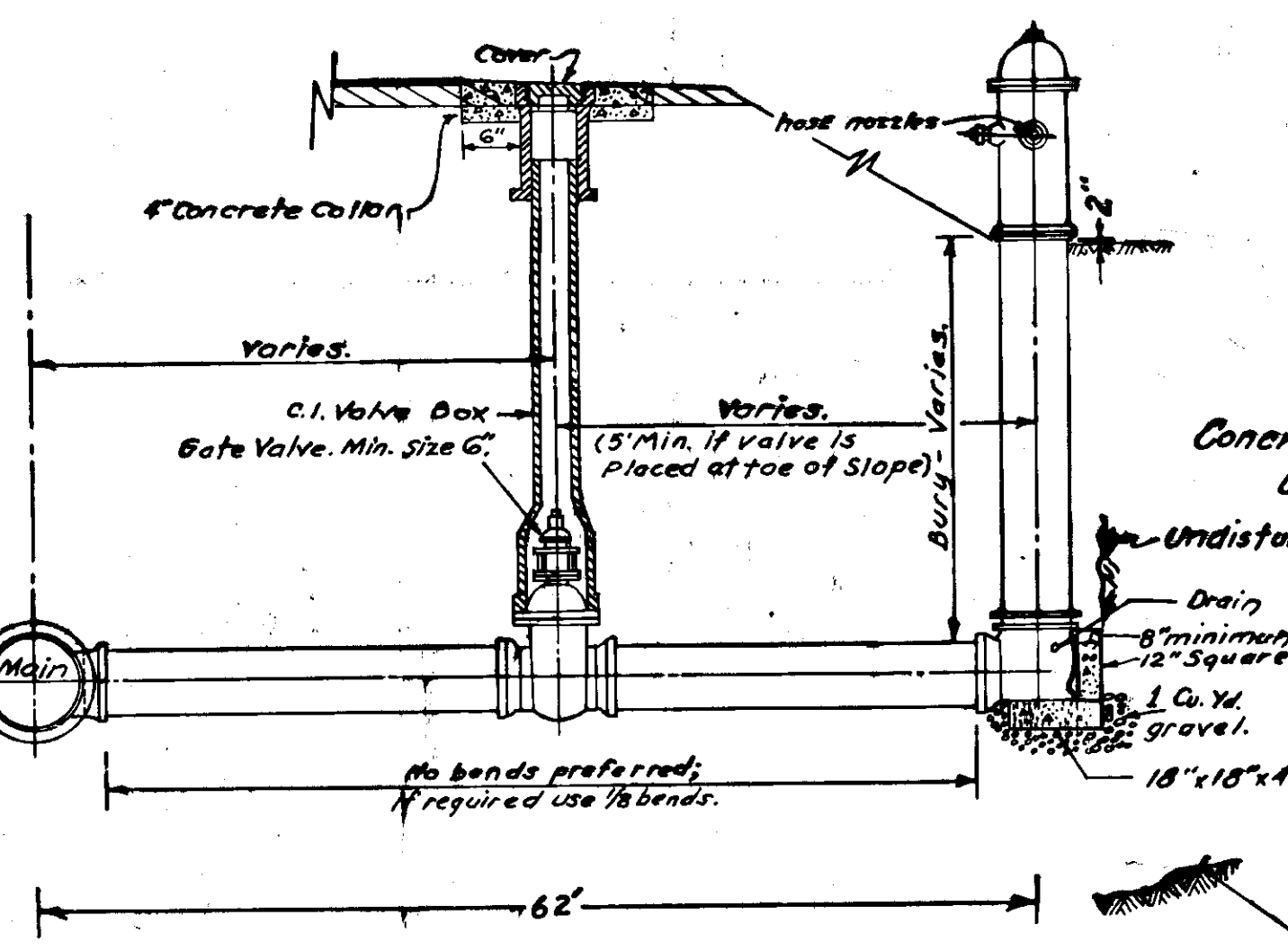
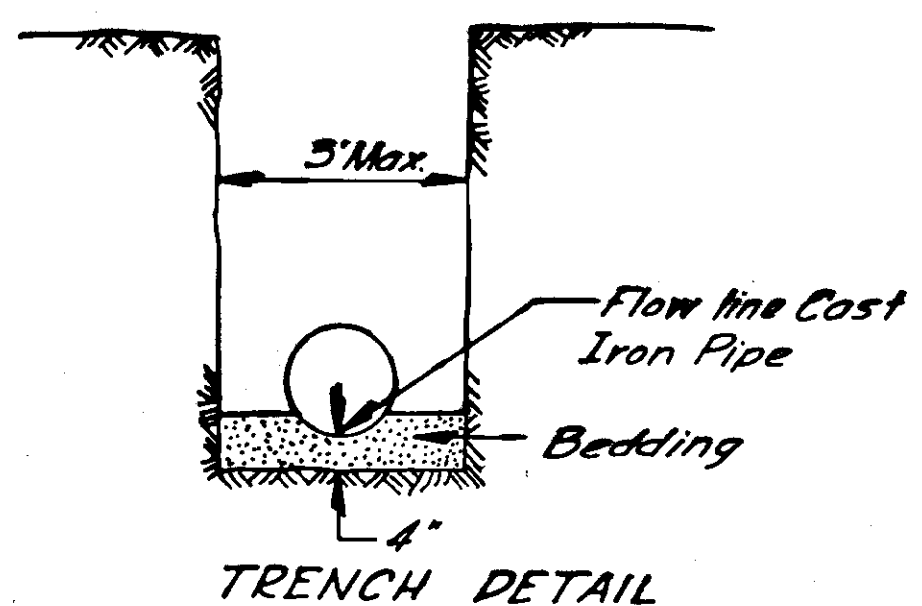
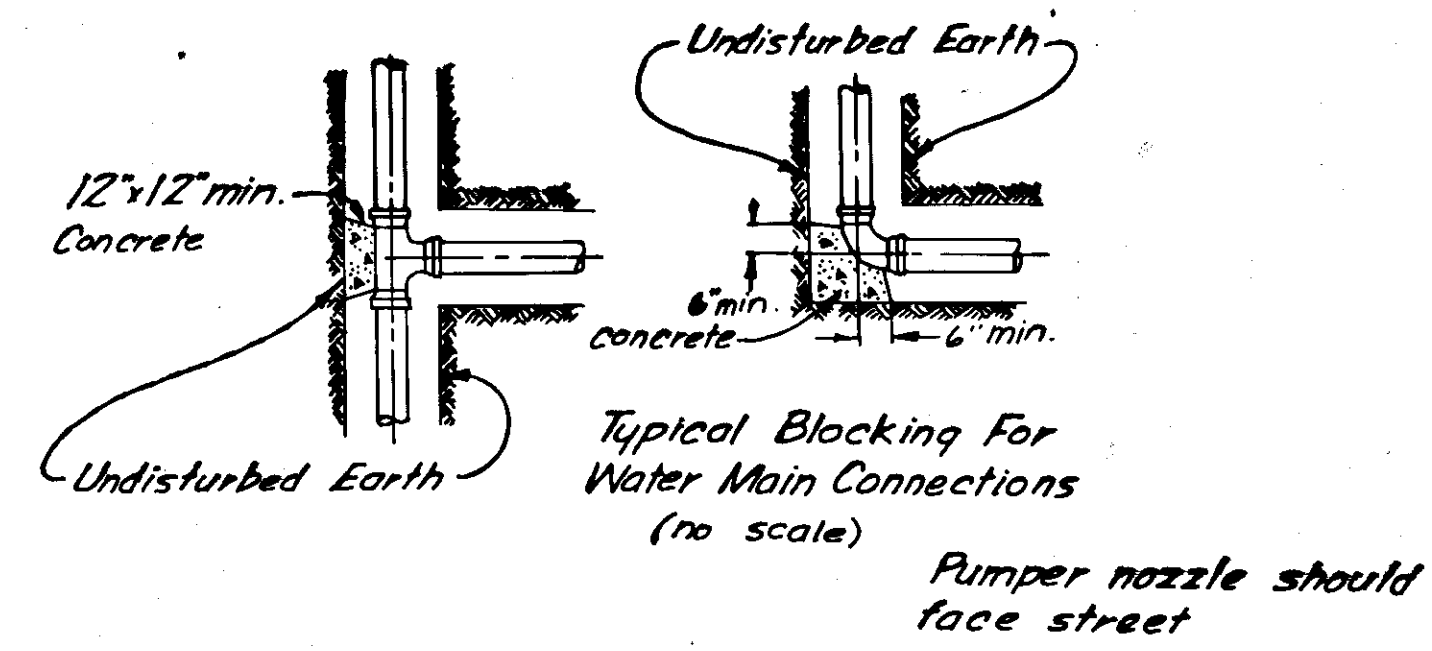
ITEM No.	QUANTITY	UNIT	ITEM
107(2)	24	1000 Sq. Ft.	Finishing Previously Constructed Roadbed
200(4)	50	TON	Crushed Aggregate Base, Grading D-1
310(3)	800	Gallon	Asphalt, Grade MC70, Prime Coat
322(1)	300	TON	Hot Bituminous Concrete Pavement
322(2)	4,600	Gallon	Asphalt Cement, 120-150 Penetration
524(3)	110	Lin. Ft.	Concrete Curb & Gutter, 6" depth

SITKA FERRY TERMINAL
F-099-3(2)
GENERAL PLAN

WATER LINE DETAIL

STATE	PROJECT NO.	YEAR	SHEET NO.	TO SHEET
ALASKA	F-099-3(2)	1963	4	3

AS BUILT

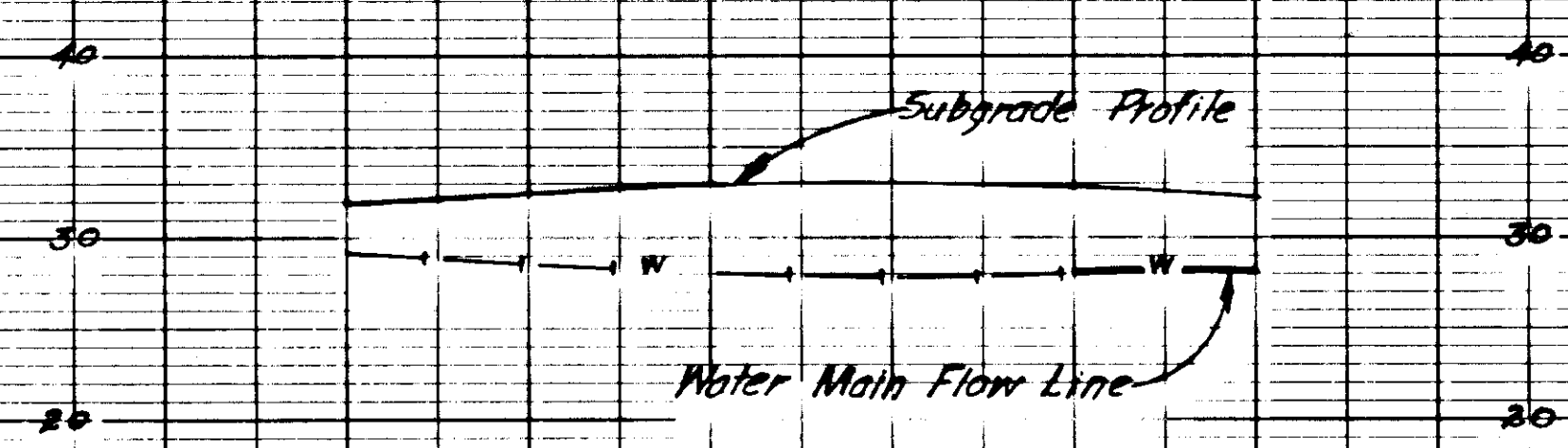


Note:
See Sheet #2 for depth and location of Main.

CONVENTIONAL SYMBOLS



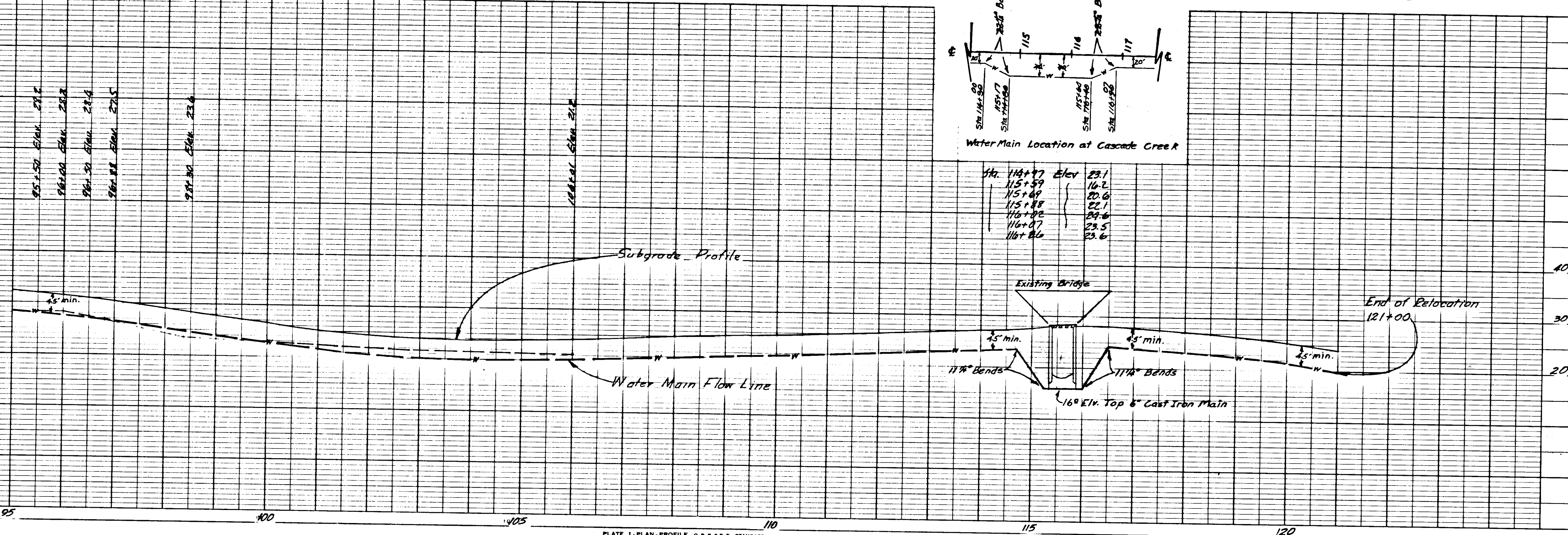
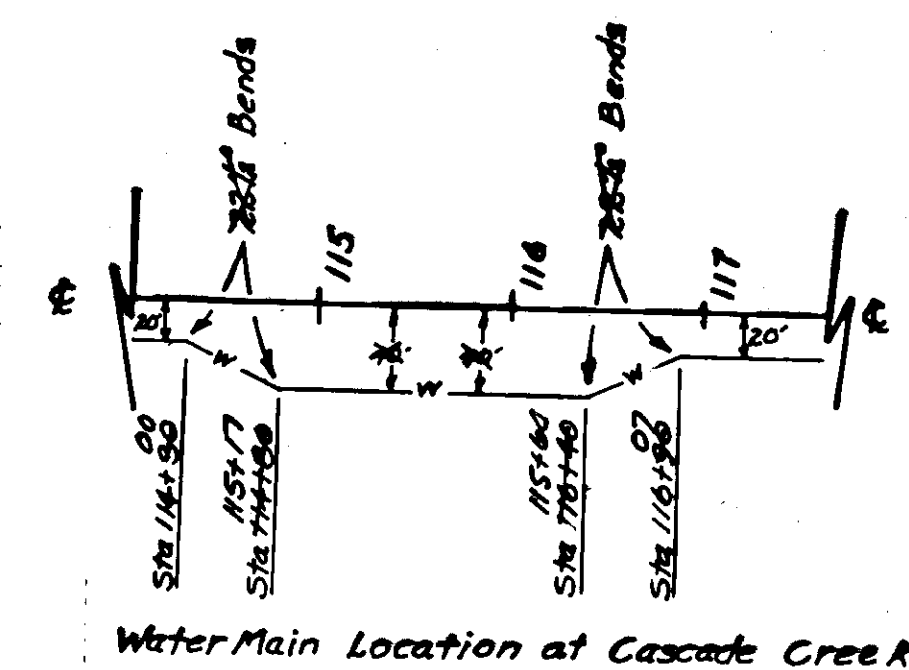
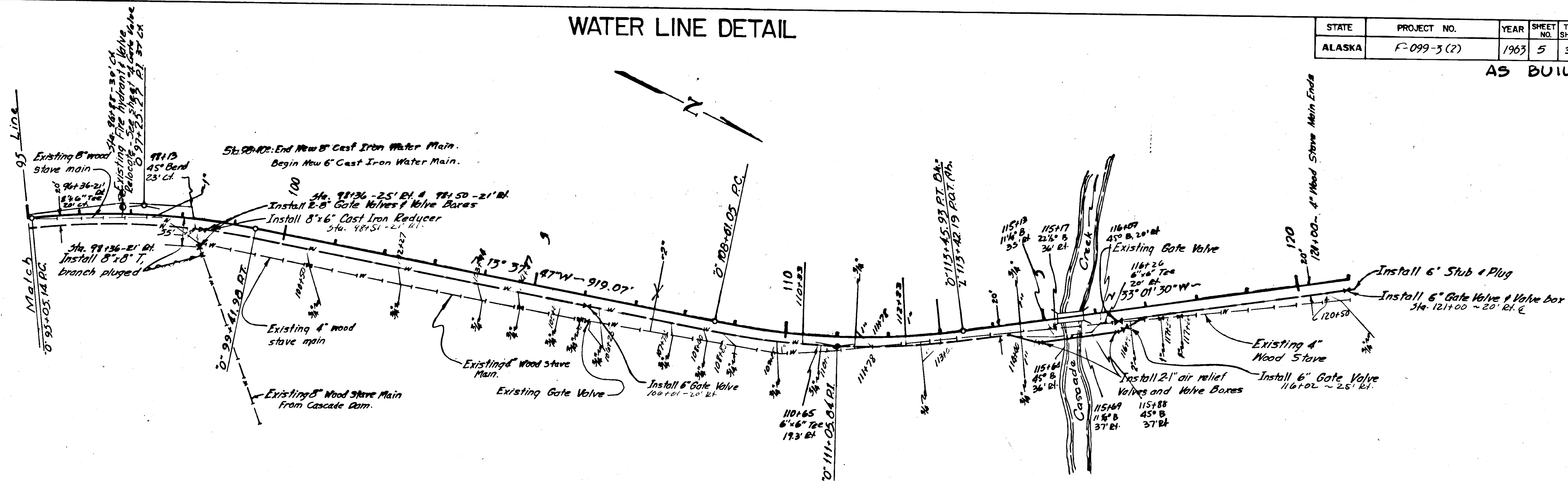
1. All connections from the Wood Stave Mains to the new Cast Iron main and connections of service lines to the new Cast Iron main shall be considered as incidental to other items of work covered under section 588.
2. The number, location and size of the services are approximate only, any additional services will be paid for under Item "10 Misc. Force Account."
3. Excavation, bedding and backfilling of all water main and service connection trenches shall be considered as incidental to furnishing and installing the new Cast Iron main of the diameter specified.
4. All connections between the wood stave lines and the new Cast Iron main shall be a manufactured fitting recommended by the pipe manufacturer.
5. The new Cast Iron main shall be of the diameter shown on the plans and of the thickness and class specified in the specifications.
6. All concrete shall be Class A.



WATER LINE DETAIL

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-099-3 (2)	1963	5	37

AS BUILT



AS BUILT

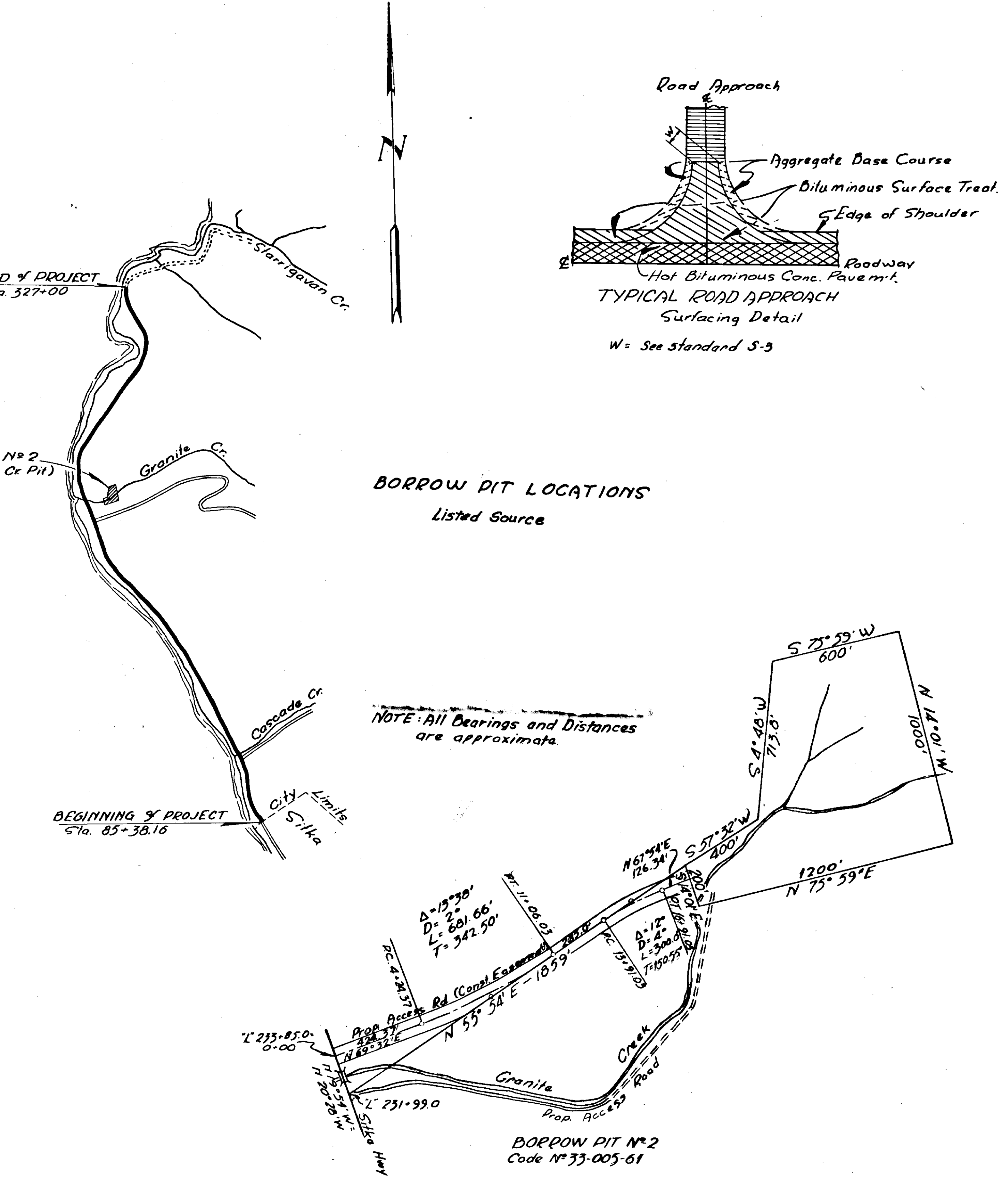
TABLE 3rd ROAD APPROACHES

See List of Sources

STATION	TYPE	TYPE I Cu. Yds.	TYPE II Cu. Yds.	AGGREGATE BASE Tons
86+25 Rt.	2A	10	20	22
86+35 Lt.	2A	21	20	22
87+35 Rt.	2A	26	25	36
88+20 Lt.	2A	26	20	22
88+57 Rt.	2A	28	25	28
90+70 Lt.	2A	11	20	22
91+69 Rt.	2A	24	20	22
92+07 Rt.	2A	12	16	16
92+35 Lt.	2A	8	29	32
92+62 Rt.	2A	11	20	22
93+05 Lt.	2A	21	16	18
93+67 Rt.	2A	15	20	22
93+87 Lt.	2A	40	23	28
93+85 Lt.	2A	22	20	22
98+06 Rt.	2B	32	58	64
100+95 Rt.	2A	15	20	22
103+63 Rt.	2A	13	14	16
104+90 Rt.	2A	14	20	22
105+90 Rt.	2A	8	13	22
106+44 Rt.	2A	8	20	22
107+73 Rt.	2A	11	20	22
108+66 Rt.	2A	4	20	22
109+98 Rt.	2A	18	20	22
110+50 Rt.	2A	17	22	24
111+30 Lt.	2A	0	19	22
111+70 Lt.	2A	0	20	22
112+30 Lt.	2A	0	20	22
112+70 Rt.	2A	0	29	32
113+90 Rt.	2A	11	27	30
114+50 Rt.	2A	0	20	22
114+50 Lt.	2A	0	20	22
118+50 Rt.	2A	13	23	26
120+58 Rt.	2A	0	23	26
123+62 Rt.	2A	12	52	58
124+90 Rt.	2A	12	34	38
126+57 Rt.	2A	12	16	18
130+60 Rt.	2A	6	16	18
131+50 Lt.	2A	5	27	15
132+60 Lt.	2A	3	11	12
133+50 Lt.	2A	3	11	12
146+20 Rt.	2A	80	45	50
147+60 Rt.	2A	80	45	50
149+30 Rt.	2A	10	25	28
150+45 Rt.	2A	13	20	22
157+80 Rt.	2A	13	25	28
162+80 Lt.	2A	11	30	23
163+25 Lt.	2A	0	30	23
165+00 Rt.	2A	13	25	28
166+91 Lt.	2A	45	31	34

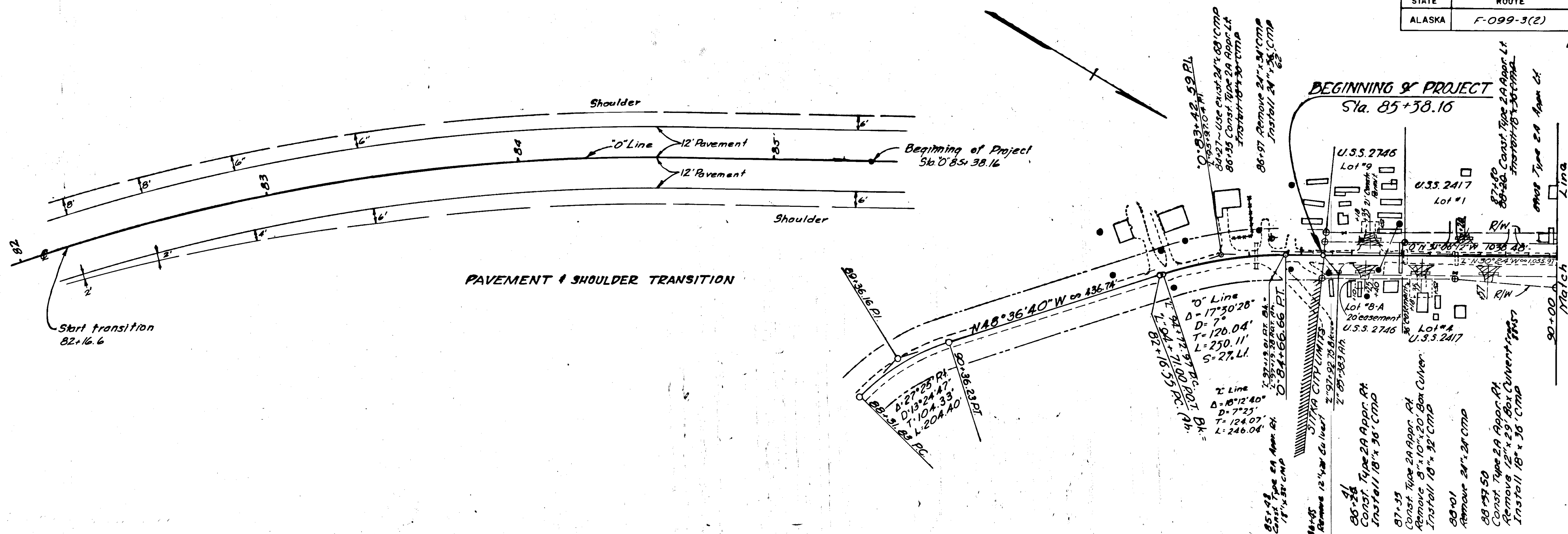
STATION	TYPE	TYPE I Cu. Yds.	TYPE II Cu. Yds.	AGGREGATE BASE Tons
169+92 Lt.	2A	7	18	20
171+62 Rt.	2A	11	34	38
173+50 Lt.	2A	0	0	20
176+41 Rt.	2A	6	20	22
178+75 Rt.	2A	0	11	22
180+35 Rt.	2B	4	20	68
181+03 Rt.	2A	5	29	32
183+60 Lt.	2A	8	18	20
184+36 Lt.	2A	5	20	22
191+50 Rt.	2A	45	20	22
193+40 Rt.	2A	18	18	20
194+79 Rt.	2A	14	25	28
195+38 Rt.	2A	12	27	30
195+38 Lt.	2A	4	16	18
197+35 Rt.	2A	54	25	28
202+57 Rt.	2A	11	16	18
203+45 Rt.	2A	2	16	18
203+80 Rt.	2A	0	16	18
204+58 Lt.	2A	0	16	18
205+20 Rt.	2A	4	16	18
206+50 Lt.	2A	0	16	18
210+00 Rt.	2A	26	29	32
211+92 Rt.	2A	18	31	34
215+30 Lt.	2A	0	16	18
215+90 Lt.	2A	0	20	22
216+42 Rt.	2A	0	20	22
218+10 Lt.	2A	4	16	18
218+97 Lt.	2A	11	16	18
219+53 Lt.	2A	0	16	18
220+85 Lt.	2A	5	20	22
221+54 Rt.	T-I	102	65	72
227+80 Rt.	2A	11	20	22
231+65 Rt.	2A	5	16	18
235+30 Rt.	2A	14	20	22
235+35 Lt.	2A	15	22	24
237+40 Rt.	2A	22	38	42
239+50 Rt.	2A	13	31	34
241+50 Lt.	Turnout	120	72	20
241+86 Rt.	2A	0	16	18
245+75 Rt.	2A	104	27	30
248+00 Rt.	2A	4	16	18
260+00 Rt.	2A	6	16	18
286+12 Lt.	Cut-Dr-Soc	0	65	18
291+58 Lt.	2A	43	838	86
293+00 Lt.	Cut-Dr-Soc	0	43	12
296+86 Rt.	2A	176	24	27
208+50 Lt.	2A	11	16	18
276+00 Rt.	2A	0	17	18
TOTALS		95	1677	3108
				2,512

Note: Road Approach quantities are included in estimate of quantities



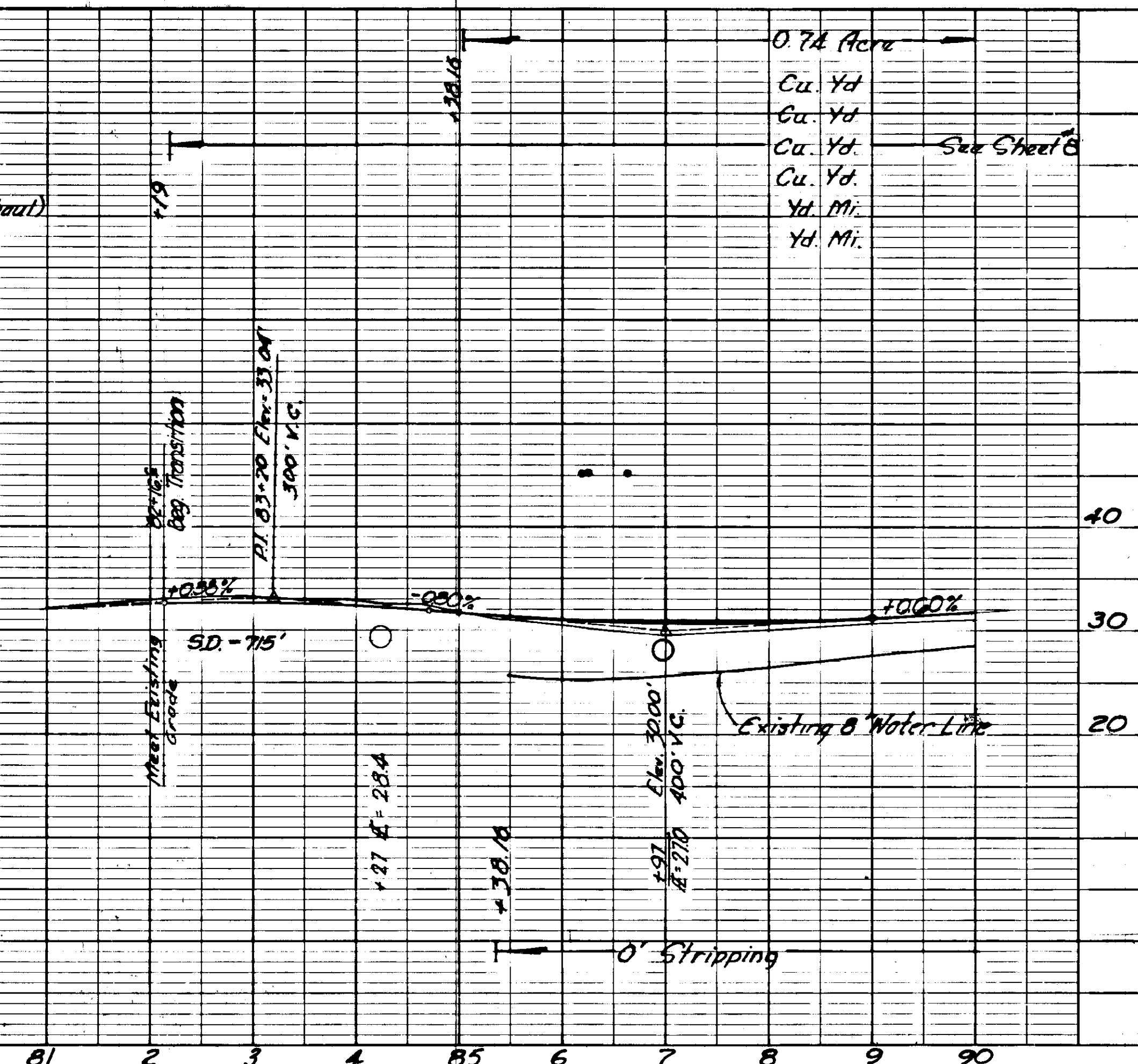
STATE	ROUTE	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-099-3(2)	1963	7	37

AS BUILT



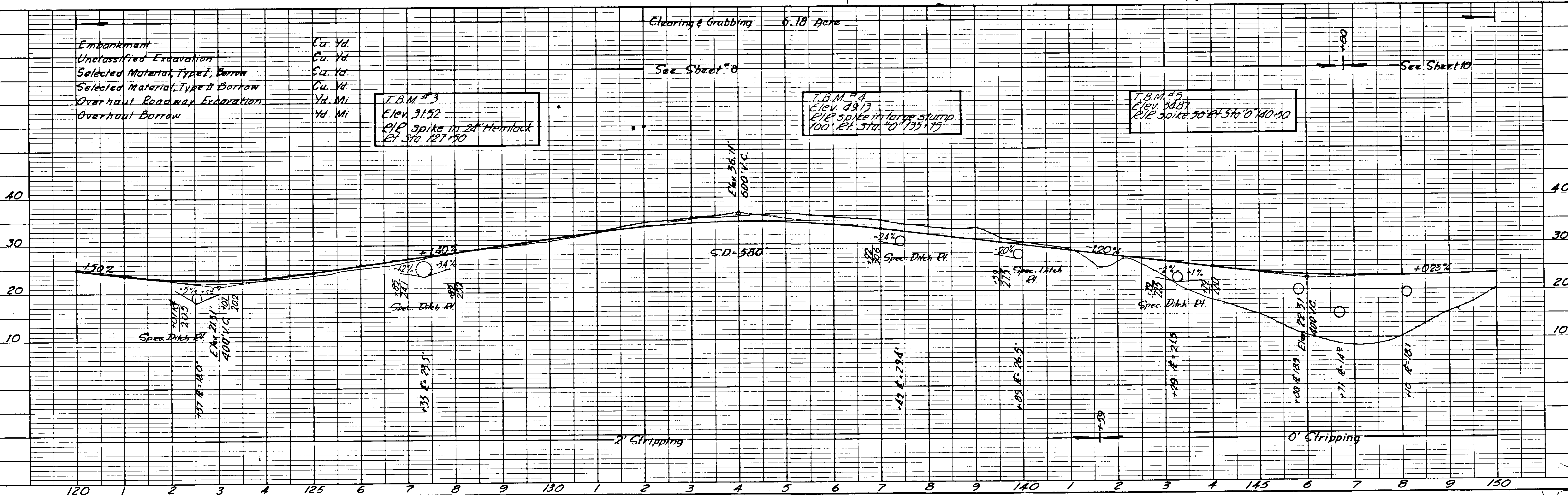
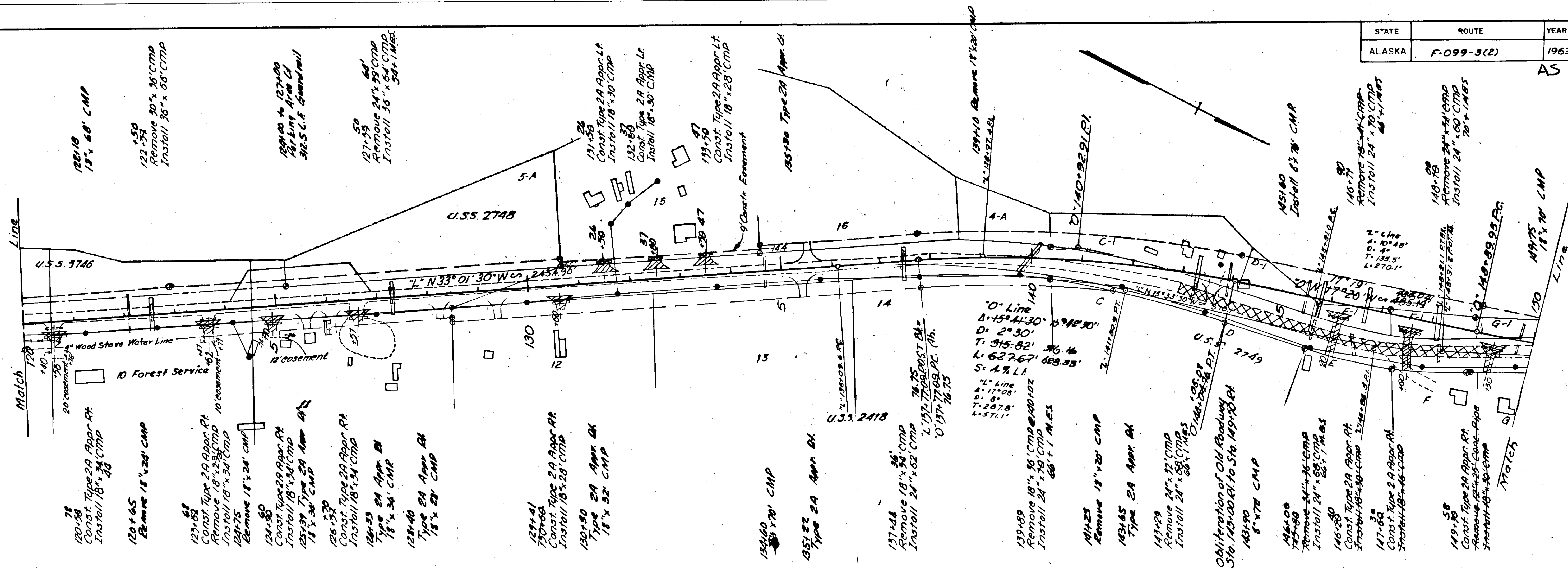
Balance Equation: Embankment + (Exc. - Waste) + Mat'l Hauled From Another Balance - Mat'l Hauled to Another Balance + TYPE I + TYPE II.

Clearing & Grubbing
Embankment
Unclassified Excavation
Selected Material, Type I Borrow
Selected Material, Type II Borrow
Overhaul Roadway Excavation (2,000 Freehaul)
Overhaul Borrow (4000 Freehaul)



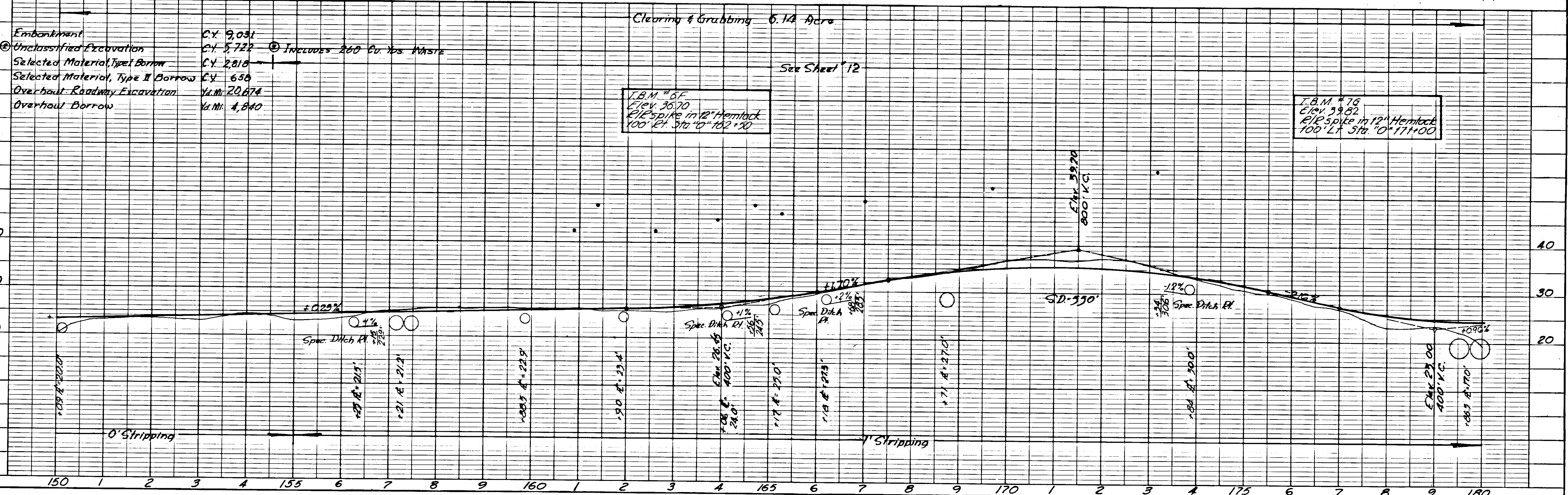
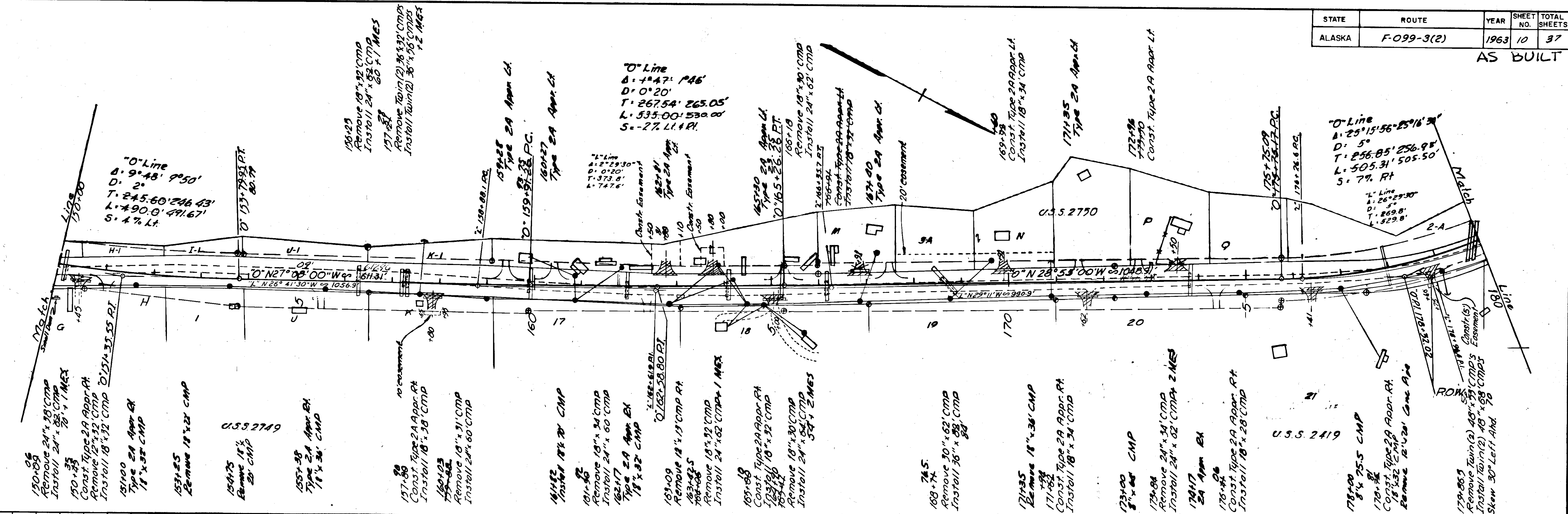
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ALASKA	F-099-3(2)	1963	9	37

AS BUILT



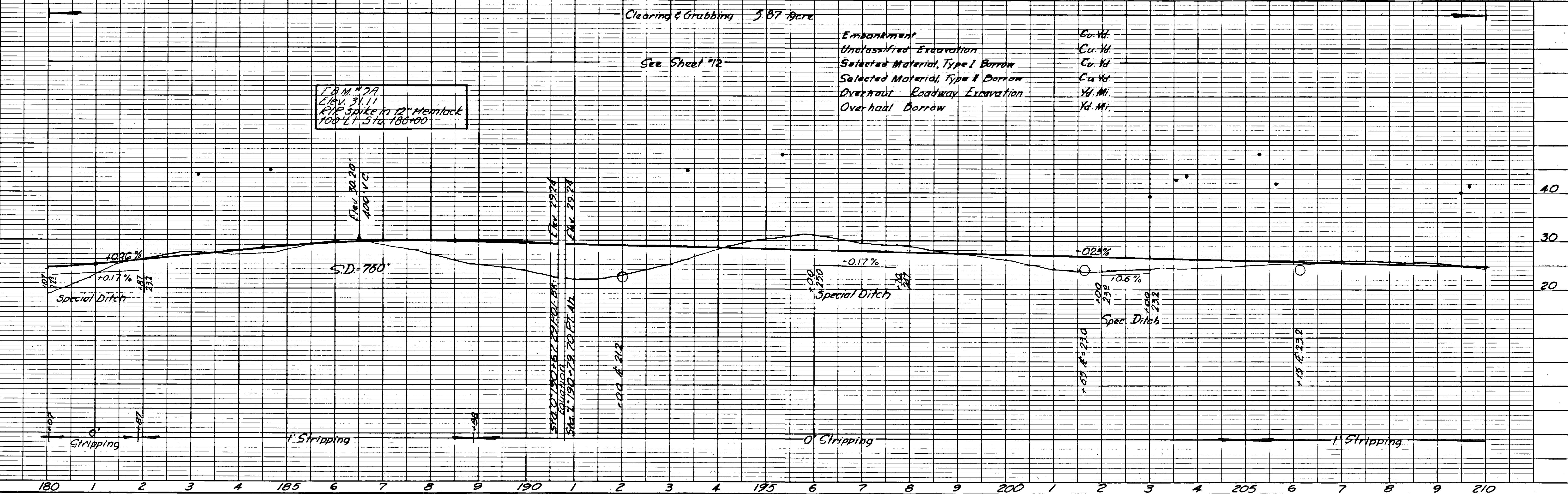
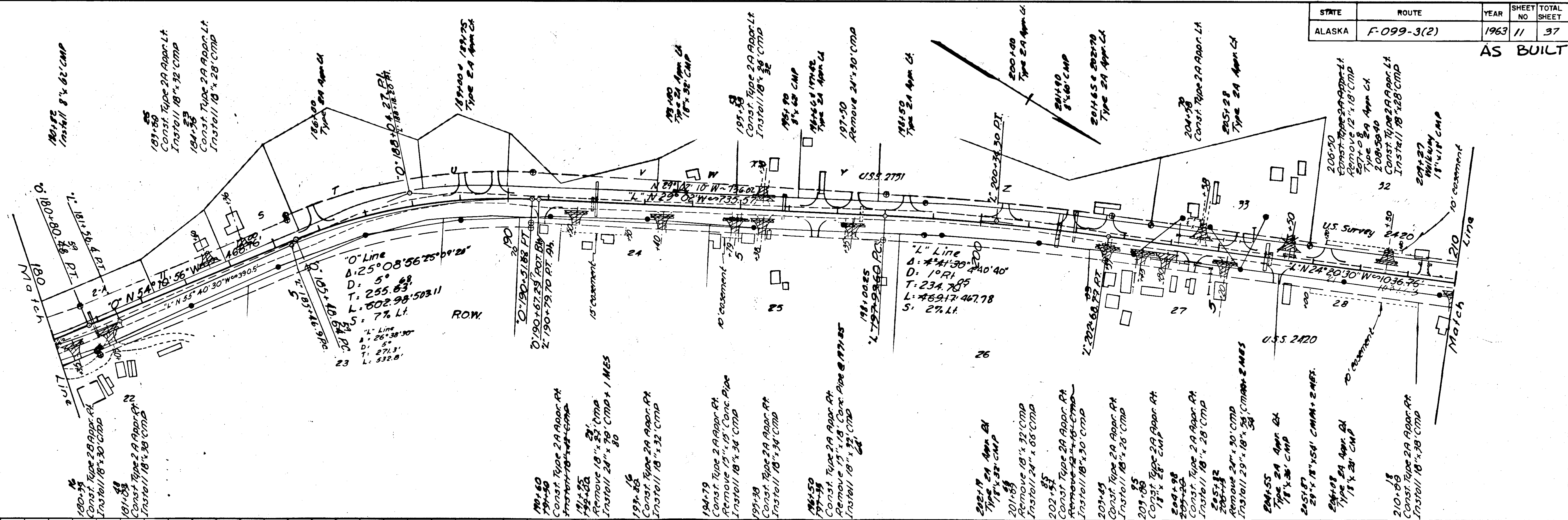
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ALASKA	F-099-3(2)	1963	10	37

AS BUILT



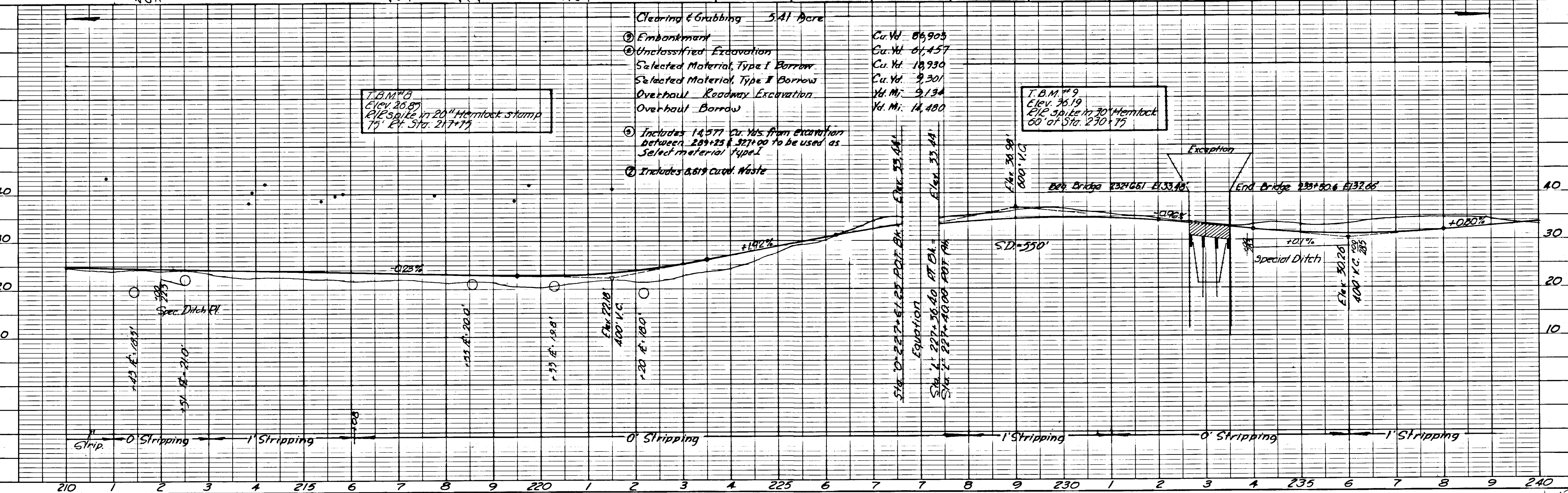
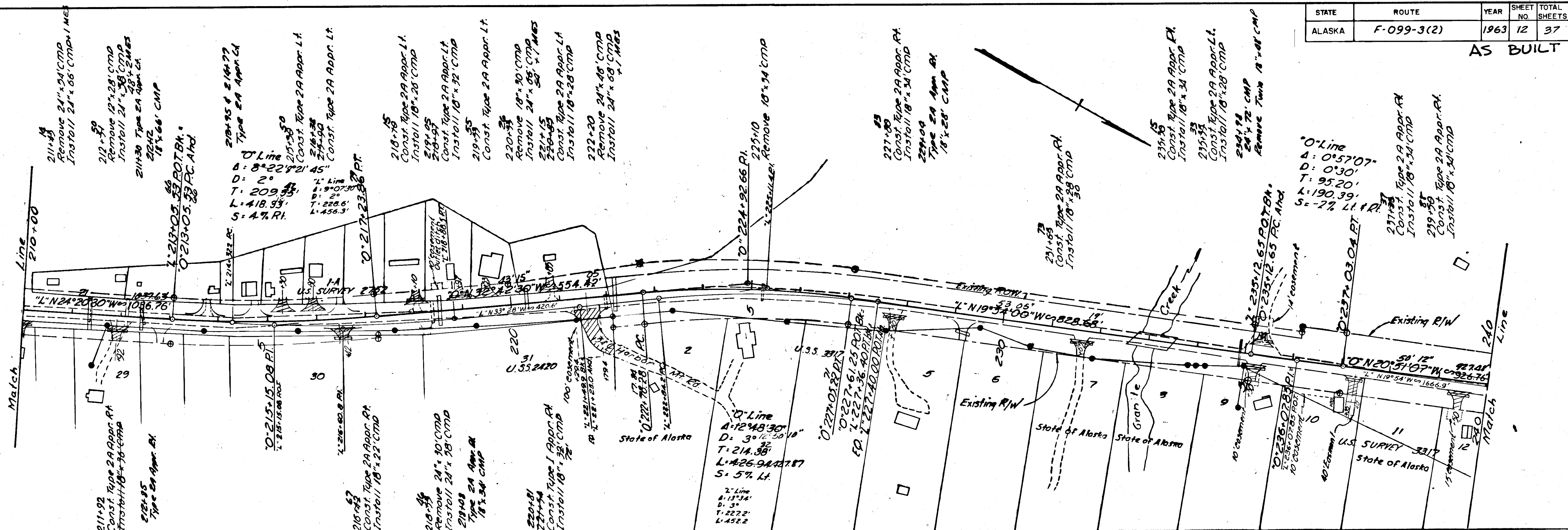
STATE	ROUTE	YEAR	SHEET NO	TOTAL SHEET
ALASKA	F-099-3(2)	1963	11	37

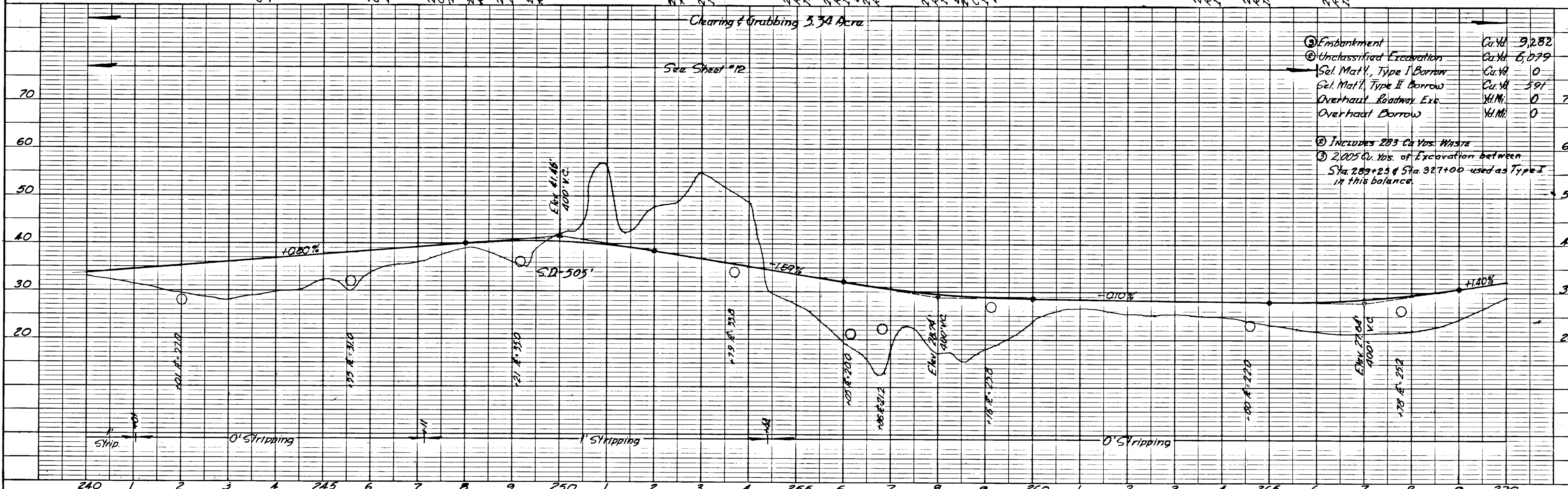
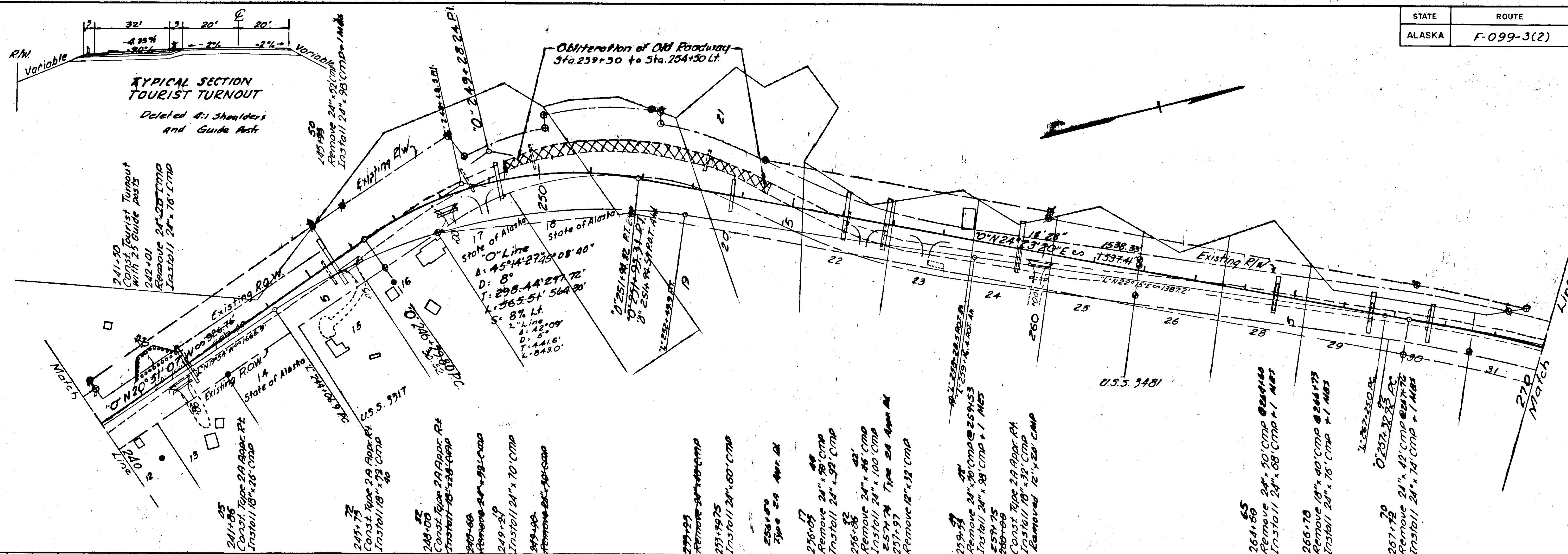
AS BUILT



STATE	ROUTE	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-099-3(2)	1963	12	37

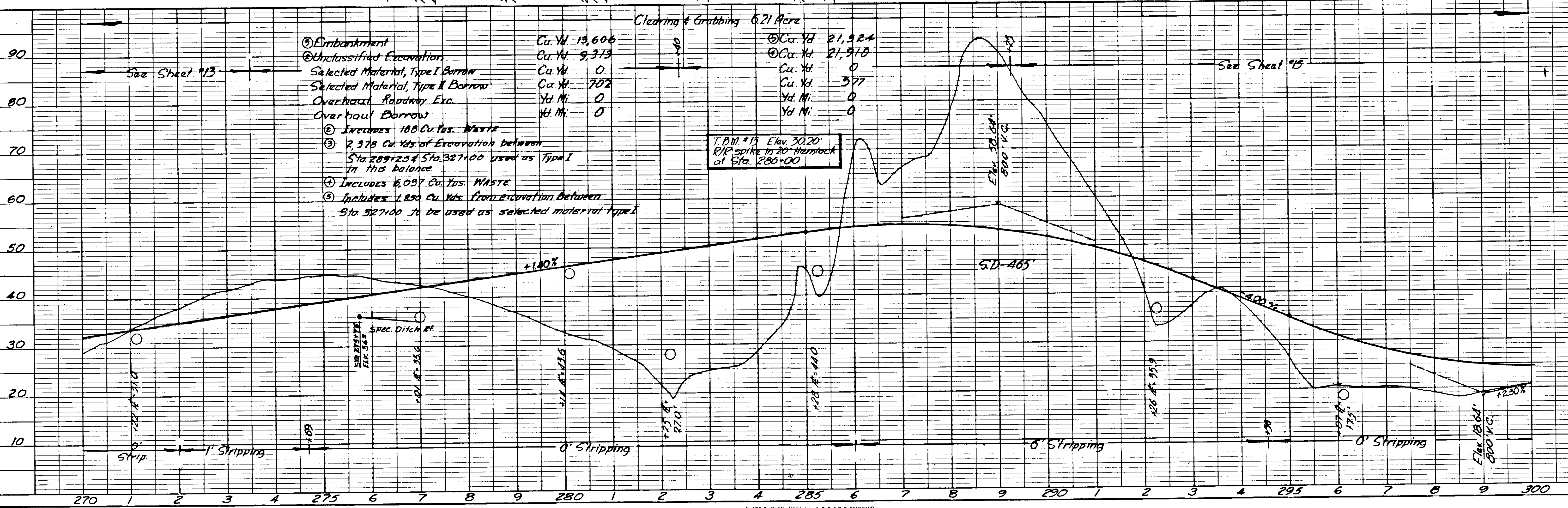
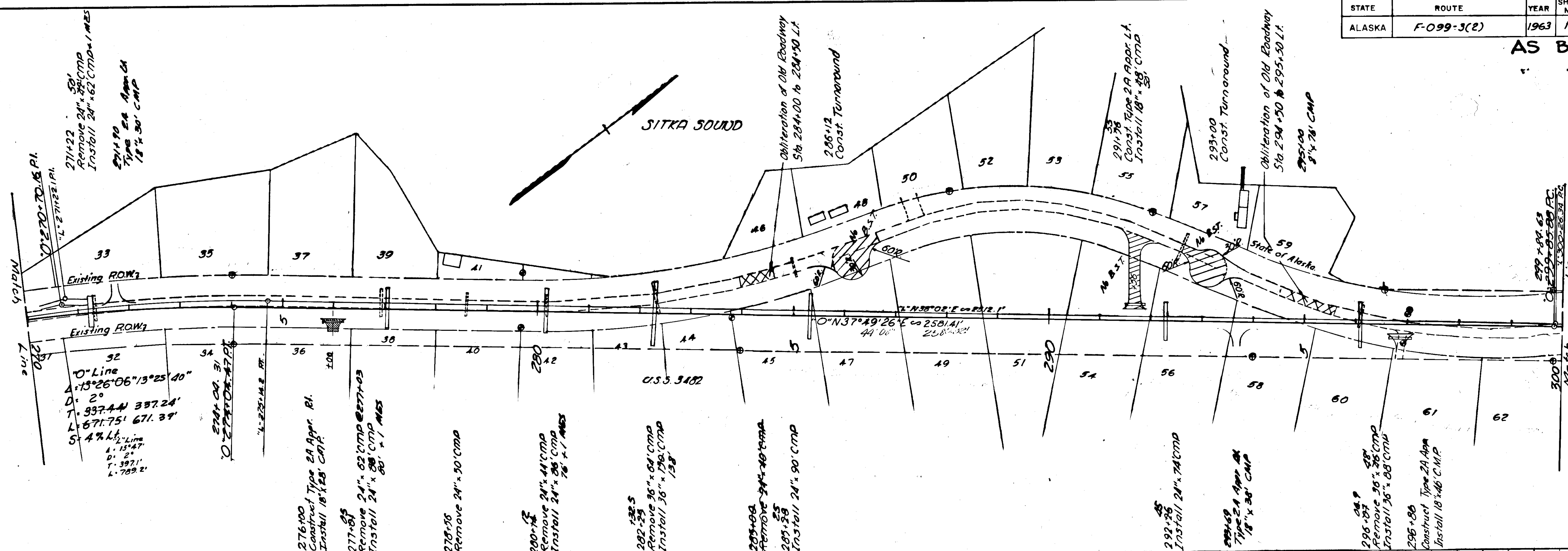
AS BUILT





① Embankment	Cu. Yd.	9,282
② Unclassified Excavation	Cu. Yd.	6,079
Sel. Mat'l, Type I Borrow	Cu. Yd.	0
Sel. Mat'l, Type II Borrow	Cu. Yd.	591
Overhaul Roadway Exc.	Yd. Mi.	0
Overhaul Borrow	Yd. Mi.	0
③ Includes 283 Cu. Yds. Waste		
④ 2,005 Cu. Yds. of Excavation between Sta. 289+25 & Sta. 327+00 used as Type I in this balance.		

AS BUILT



STATE	ROUTE	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-099-3(2)	1963	15	37

AS BUILT

