

Station 3+00 is not to accurate if found
however there is a PK tack in pavement
82.45' from BL.

Base line
Brass cap in pavement
left side highway intersection facing town
of Jeff Davis at E Lined at
lines up with left edge of top window and
window in from Right Edge of Moose

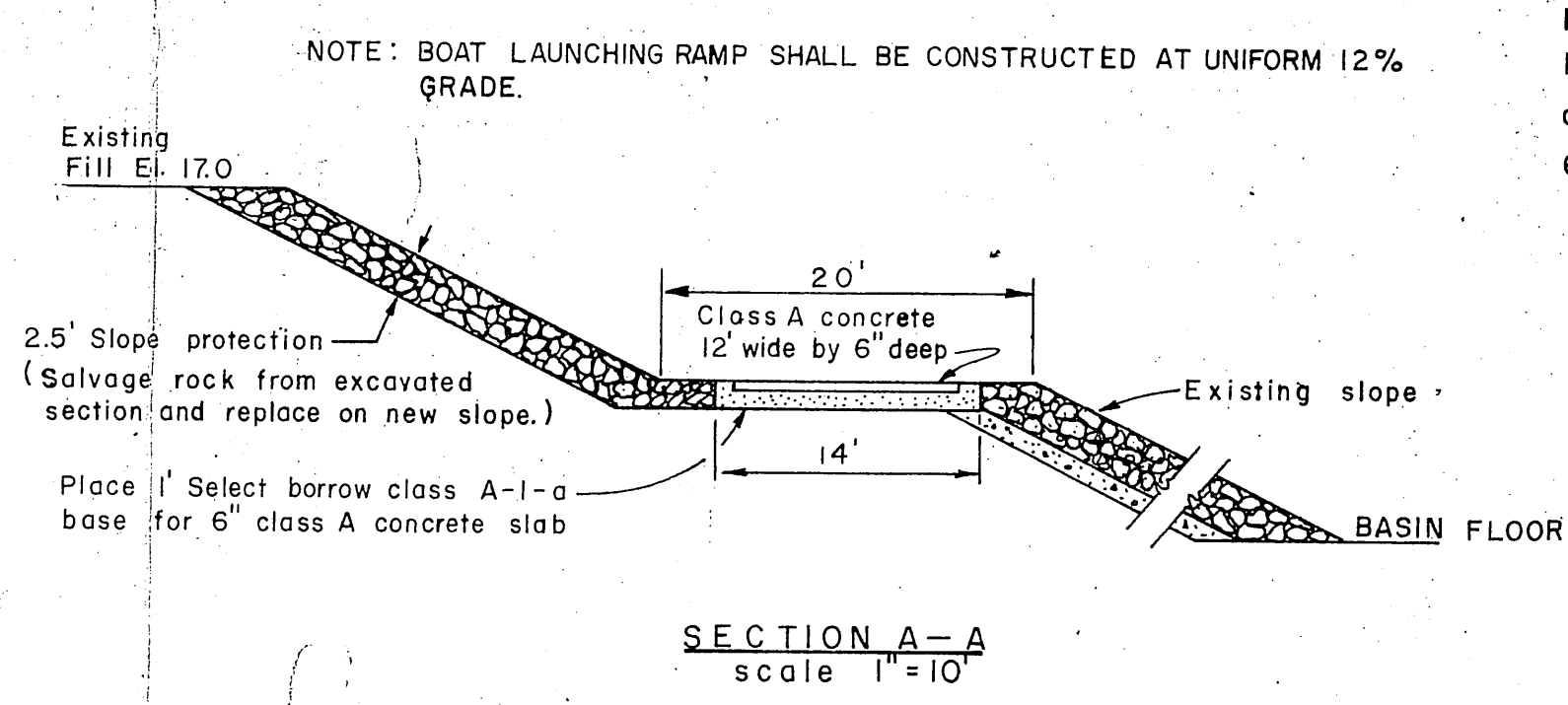
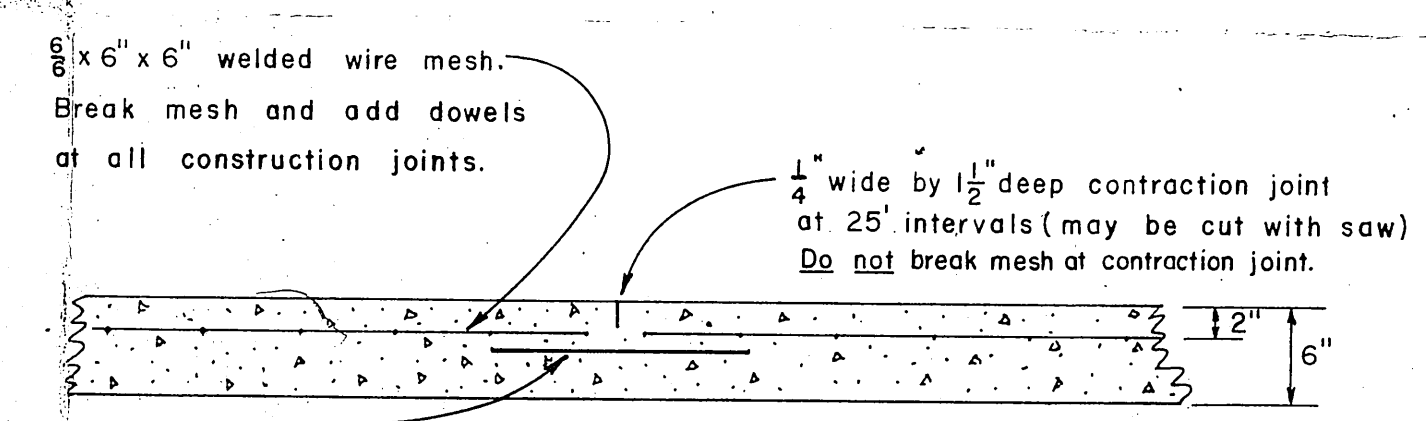
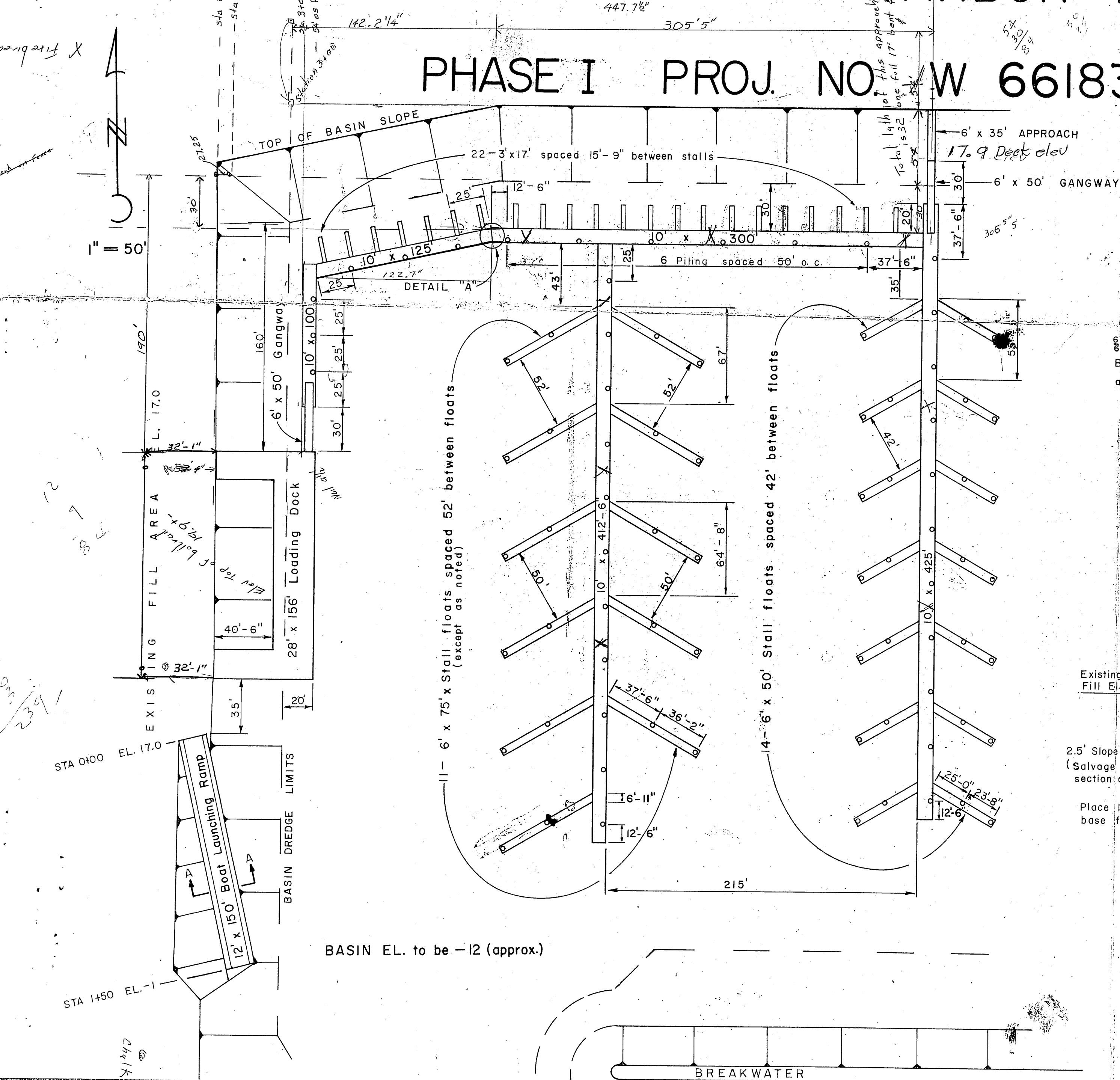
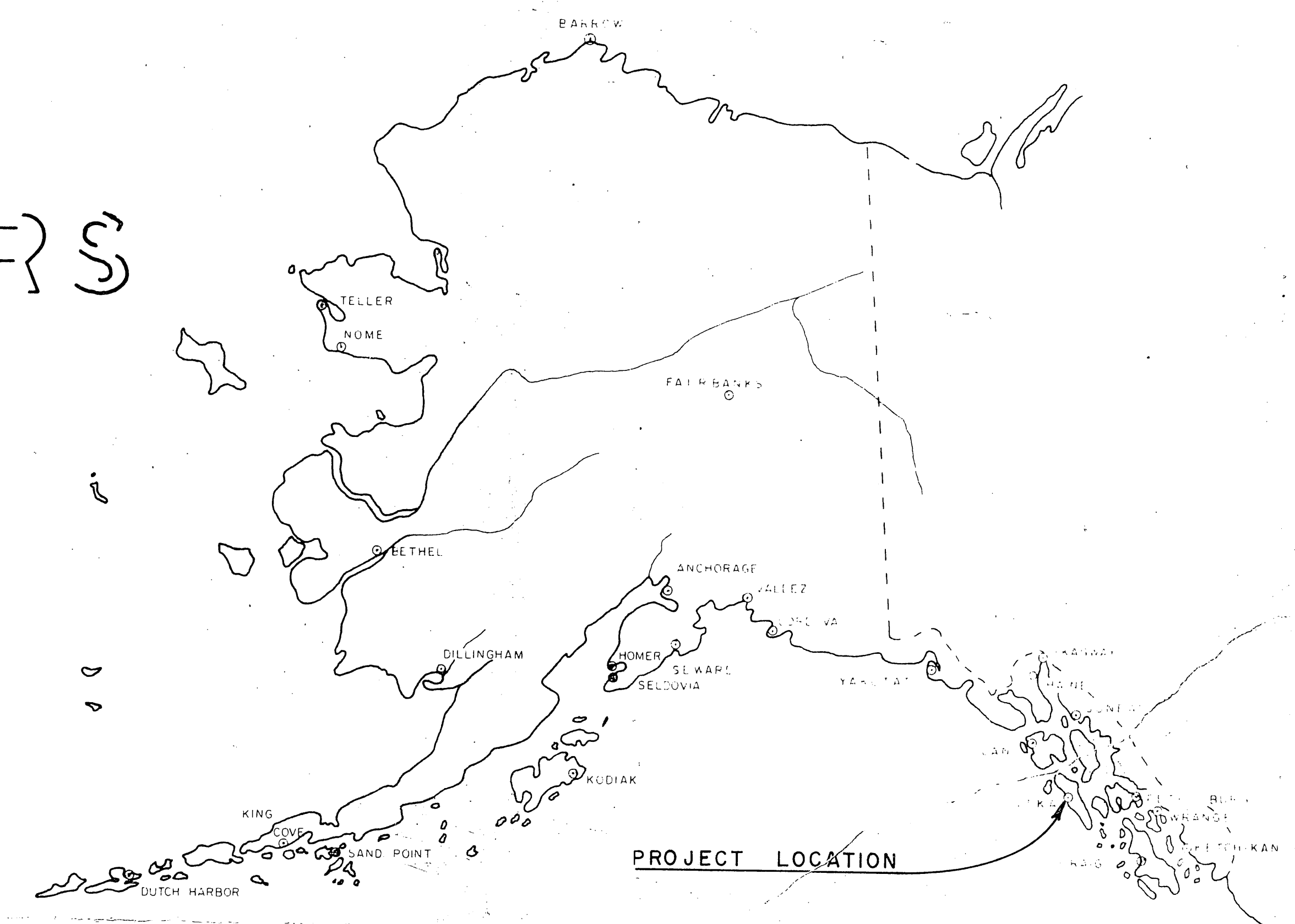
STATE OF ALASKA

DEPARTMENT OF PUBLIC WORKS

DIVISION OF WATER & HARBORS

SITKA CRESCENT HARBOR FACILITIES

PHASE I PROJ. NO. W 66183



WORK SUMMARY

Major units of this project shall include construction & installation of 23,595 S.F. of polystyrene floats, the installation of 6198 S.F. of dock and approach, furnishing & driving 84 creosote piling (4150 L.F.), construction of a 12' x 150' concrete boat launching ramp and construction & installation of 2 6' x 50' steel gangways.

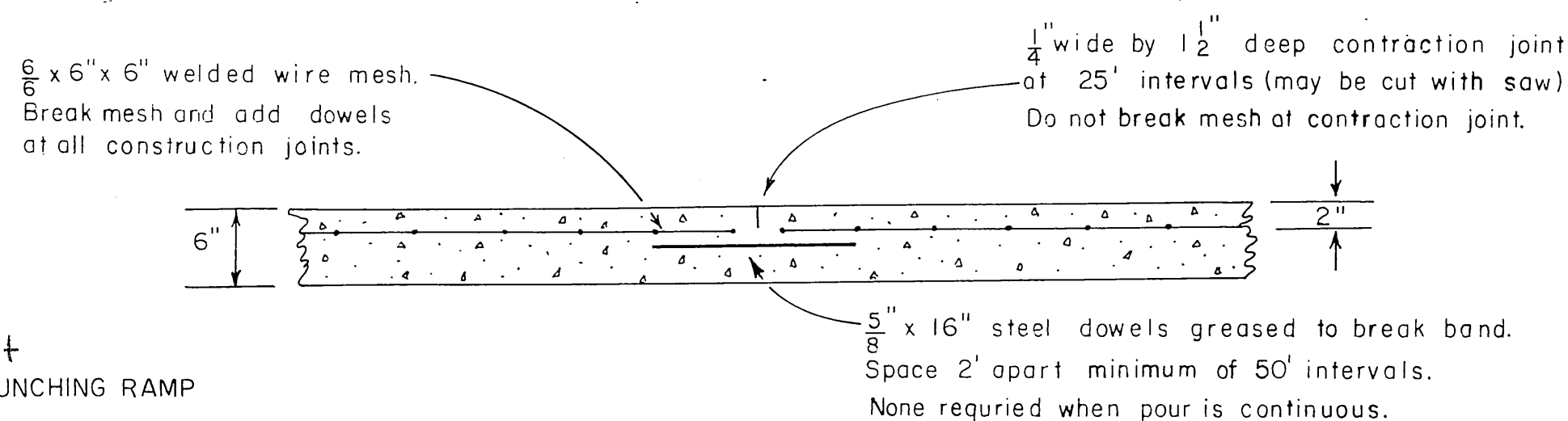
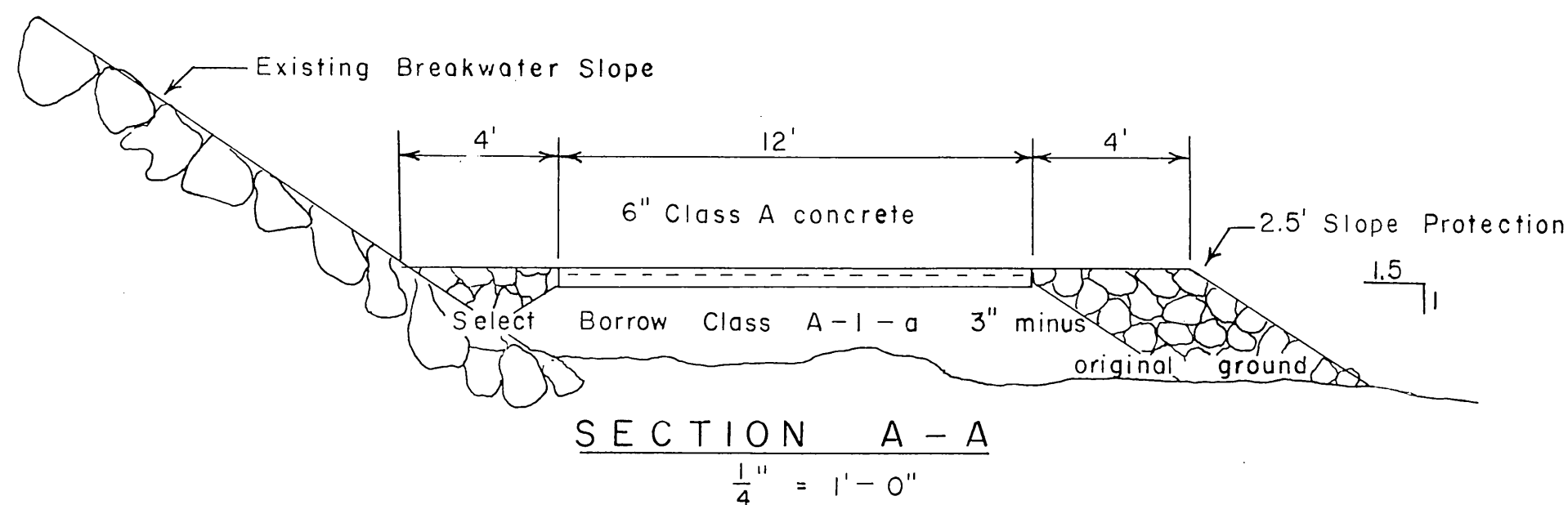
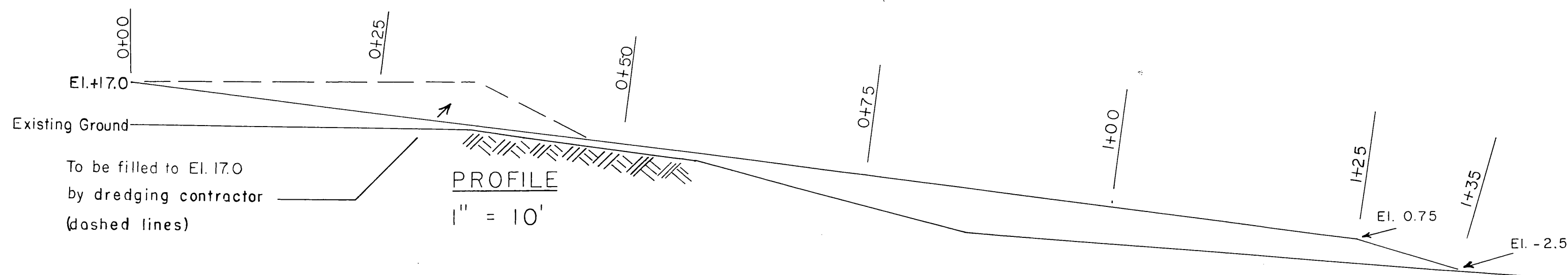
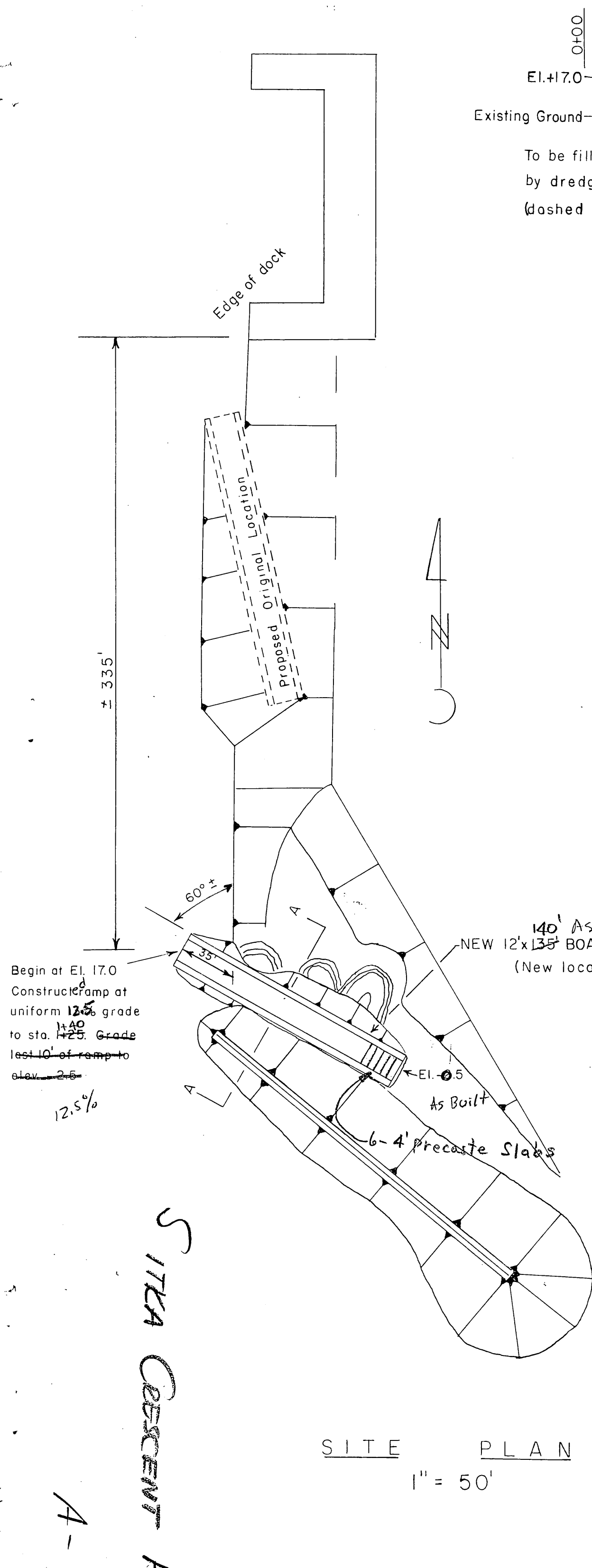
INDEX TO SHEETS

TITLE - PROJECT LAYOUT-	
RAMP CONSTRUCTION	SHEET 1
DOCK & APPROACH DET'LS	2
TYPICAL FLOATS	3
TYPICAL STALL FLOATS	4
TYPICAL CONNECTION DET'LS	5
TYPICAL STEEL GANGWAY	6
TYPICAL 6' APPROACH	7

GENERAL NOTES

1. Pile cutoff el. 22'.
2. Float piling to be driven butt down to 15' penetration or refusal as may be determined by the Engr.
3. Piling to be spaced 37'-6" unless otherwise noted.
4. Omit tiedown rails where finger floats and 6' floats join 10' floats. Do not omit tiedown rails at 3' x 17' stall floats.
5. Tiedown rails between 6' stall floats to have one splice only.

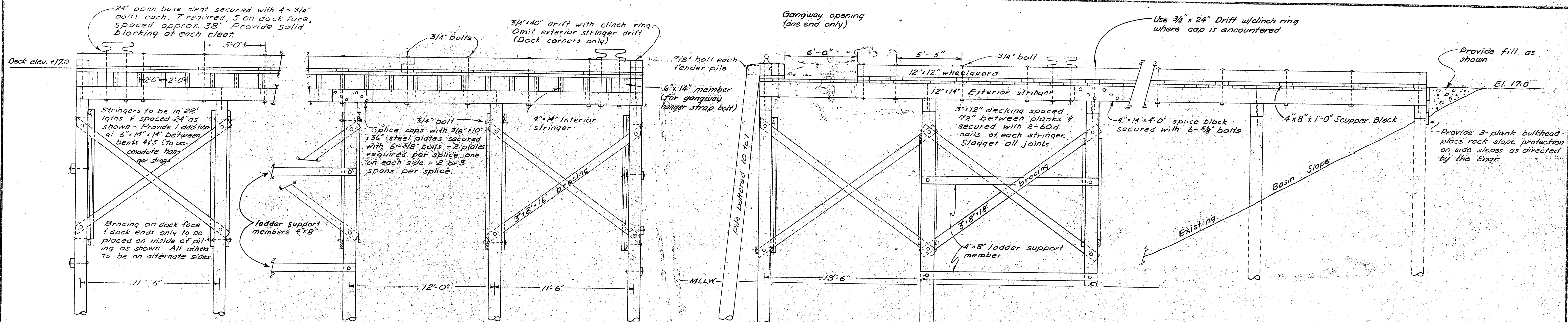
BOAT LAUNCHING RAMP CONSTRUCTION DETAILS



NOTES

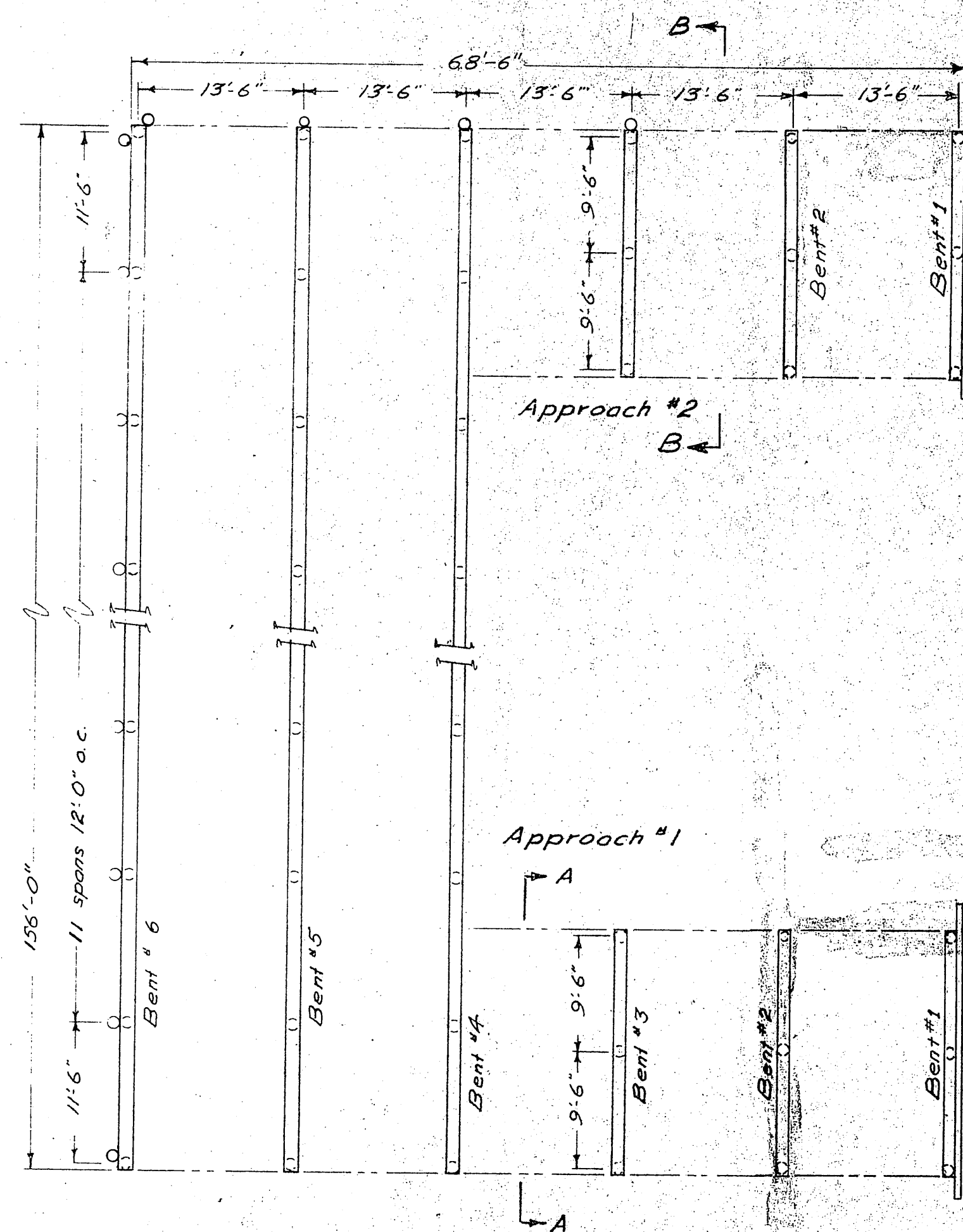
Concrete shall consist of a $6\frac{1}{2}$ sack Class A concrete mix of the approx. proportions as listed in the specifications and approved by the Engr. Construction joints shall be located in such a manner as to fall at contraction joints, but shall not be at intervals of less than 50'

STATE OF ALASKA DEPARTMENT OF PUBLIC WORKS DIVISION OF WATER AND HARBORS	
SITKA BOAT LAUNCHING RAMP RELOCATION	
SCALE As Shown	APPROVED _____ COMMISSIONER
DATE July '65	
PROJ. NO. W 66183	
SURVEYED BY DW-WQ	DRAWN BY DW-WQ CHECKED BY DW



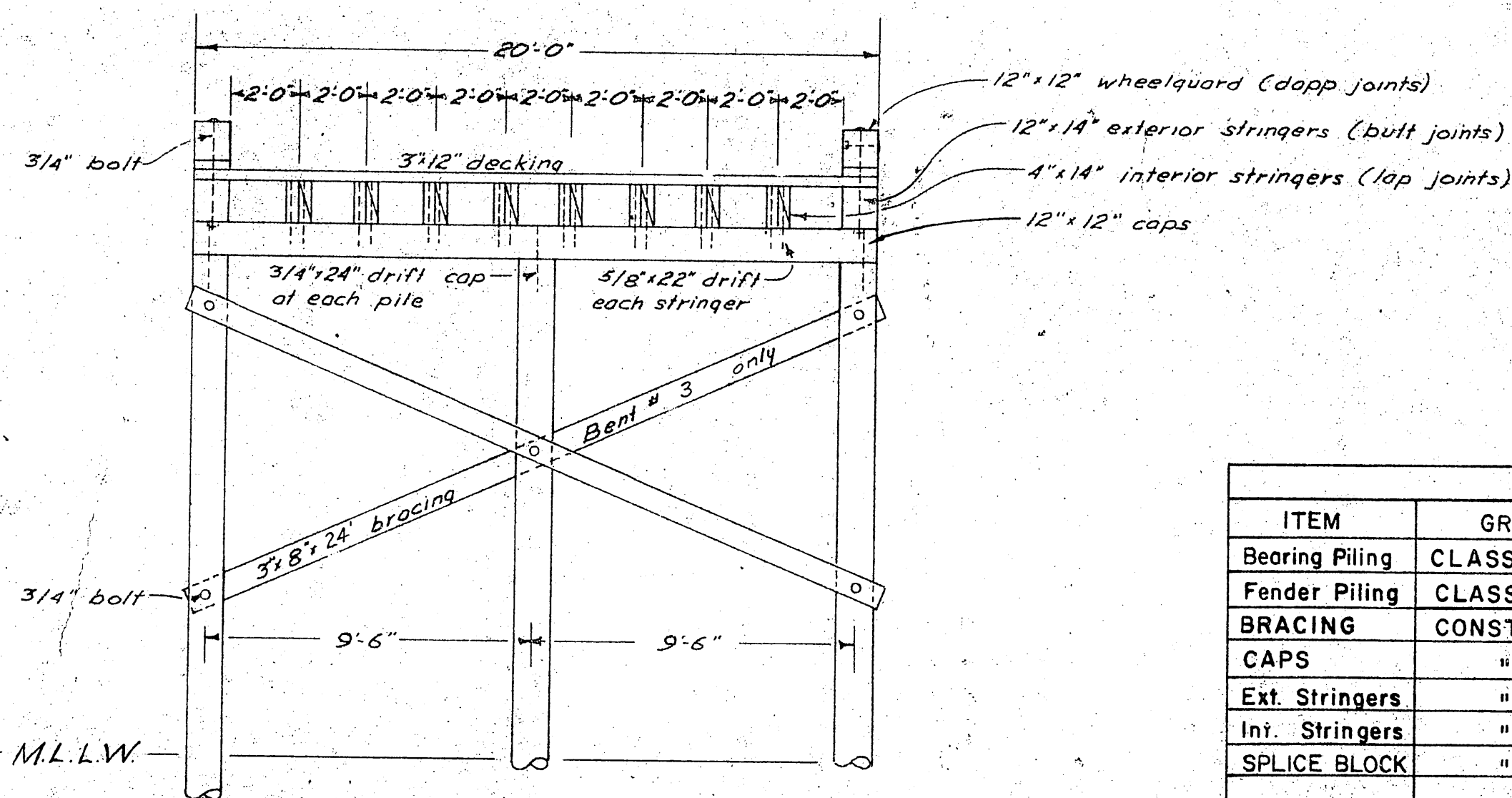
ELEVATION ~ DOCK FACE (Fender piling not shown)
Scale 1/4" to 1'-0"

END ELEVATION
Scale 1/4" to 1'-0"



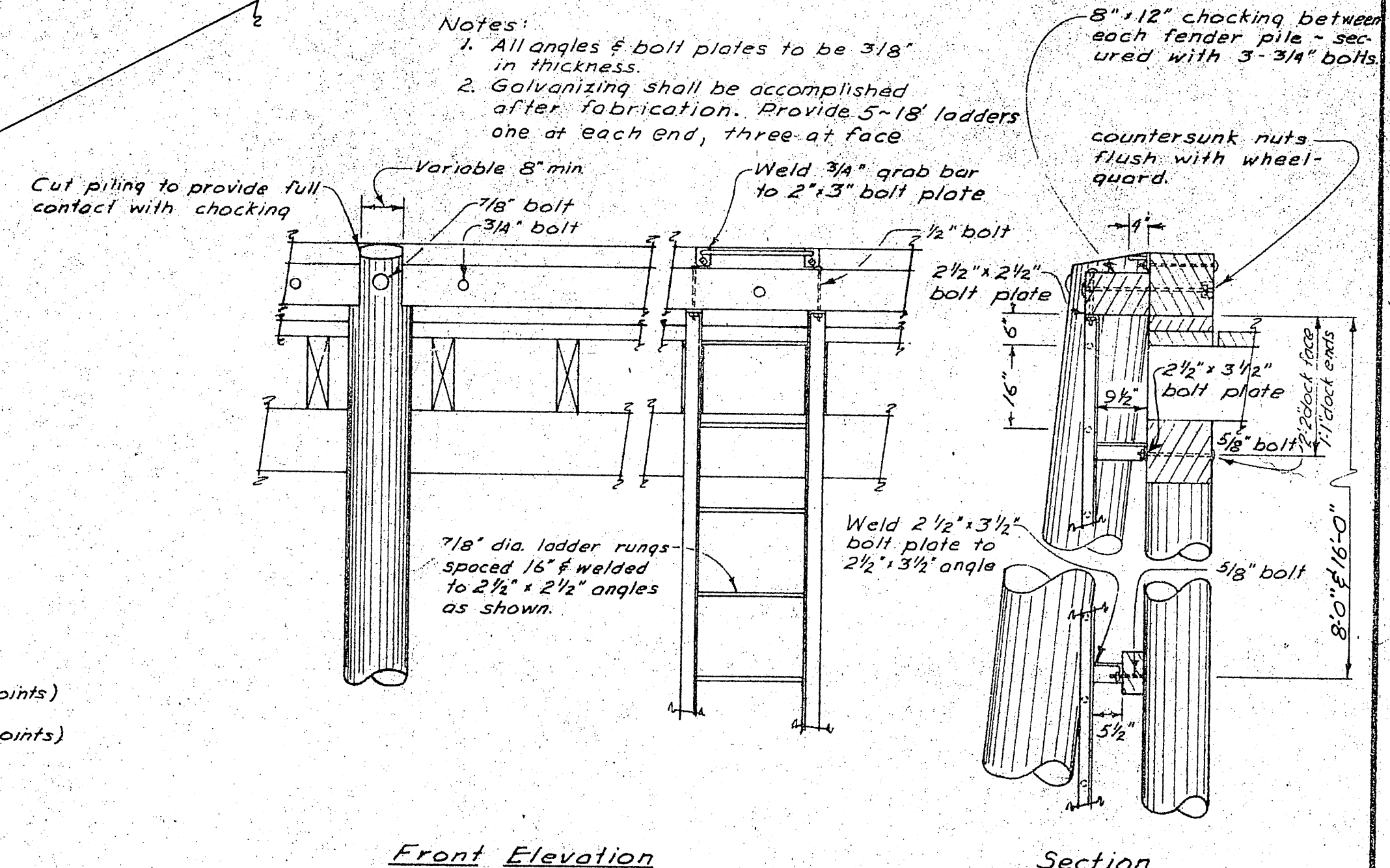
PILE & CAP LAYOUT
Scale 1" to 10'-0"

Note: All bearing pile class 'B'
Fender pile class 'A'
Bearing Piling to be driven to 15' penetration
or refusal as determined by the Engr. - Fender Pile 10'
Piling to be driven tip down.



Fender Piling not shown
APPROACH SECTION A-A & B-B
Scale 1/4" to 1'-0"

BASIN FLOOR
approx. el. -12



Front Elevation

Section

FENDER PILING & LADDER DETAIL
Scale 1/2" to 1'-0"

MATERIALS			
ITEM	GRADE	DRESSING	TREATMENT
Bearing Piling	CLASS B		12" RET
Fender Piling	CLASS A		" "
BRACING	CONSTRUCTION	ROUGH	" "
CAPS	"	S4S	6" RET
Ext. Stringers	"	"	" "
Int. Stringers	"	S2E	" "
SPLICE BLOCK	"	"	" "
DECKING	"	S1S 2E	" "
Scupper Block	"	S4S	" "
Wheel Guard	"	"	" "

All material to be construction grade Douglas Fir
All 12 lb. ret. creosoted treatment to be Full Cell
All 8 " " " " Empty Cell

NOTES

All hardware to be hot-dipped galvanized. A malleable iron washer shall be placed between all nut and wood surfaces. All bolts to be of economy headed type. Bolt holes to be drilled true size. Drift holes to be drilled 1/16" undersize. All field drill holes shall be treated with hot creosote oil. All pressure treated creosote material shall be cut to size prior to treatment. Drift holes in stringers and splice blocks, bolt holes in wheelguards, bolt holes in ext. stringers for splice blocks and bolt holes in caps for splice plates shall be drilled prior to treatment. All other holes may be field drilled.

NO.	DATE	REVISION	BY
STATE OF ALASKA DEPARTMENT OF PUBLIC WORKS DIVISION OF WATER AND HARBORS			
LOADING DOCK CONSTRUCTION DETAILS			
SCALE As Shown	DATE June 1965	APPROVED CORT HOWARD	DIRECTOR
PROJ. NO. W66183	SURVEYED BY	DRAWN BY RB	CHECKED BY DS