STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG, ALASKA

SOUTH MITKOF
FERRY TERMINAL

MARINE FACILITIES PLANSET

PROJECT NO.
MGS-MGE-STP-0003(65)/67833
Approach Grading & Approach Pile Bent Spacing
Plan & Elevation Views
Approach Bearing Plates & Bearing Pads

Bents #10 & #14
Bents #8 & #12
Bents #6 & #14
Bents #1, #10, #11, #13, #15 & #16
Span 6 & 7 @ Bent #7
Span 5 & 6 @ Bent #9

Pad Details @ Bents #6, #10 & #14

Plan View @ End of Cap
Section A-A

South Mitkof Ferry Terminal

Approach Bearing Plates & Pads

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
S.C. REIDEN DESIGN & ENGINEERING SERVICES DIVISION

DESIGN DRAWN 4/14/96
CHECKED BY J. Bent
CHECKED BY J. Bent

67833 2005 12 96
Plan
Approach Piers 2 - 16

(Note: Pier 16 cap utilizes double 12p cap, single row of anchor studs, per abutment, and pile layout same as Piers 2-15)

Plan @ Abutment
Plan View of Element "A_R"

Elevation View

Traffic Rail Elements "A_R" & "A_L"

Elevation View

Traffic Rail Elements "B"

Elevation View

Traffic Rail Elements "C"

* Note: Adjust roll length @ Bents 6, 8, & 12 to allow for emergency exits, see Sheet 27
Transfer Bridge
Plan & Elevation

Dead Load Camber Diagram

- Bridge rail post (galvanized), see Sheet 3b for details
- Control west girders
- Web Pts. 3/4" x 2", see note 10
- Bottom flange Pts. 1 5/8", see note 10
- 75 136x2/8" center stringer
- 75 80x2/8" diagonal, typ.
- 312x12/8" floor beam, typ. extend at abutment
- Set note 10 1/2" o.c. max.
- 1 1/4" o.c. max.
- 1 1/8" o.c. max.
- 6" o.c. max.
- 2 1/4" o.c. max.

Plan

Abutment End

- 3/4" ring stiffener PL
- 3/8" stringer and PL
- 3/8" ring stiffener PL
- 3/8" girder and PL
- 12x3/8" floor beam, typ. see note 10
- PL 1/4x4 hatch stiffener, typ.
- PL 1/2x4 hatch stiffener, typ.
- 5/8" girder and PL

Elevation

- Center stringer
- See position and bearing details Sheet 3b
- Top of support position
- 142" 5/8" - 7 1/2" out to out
- 142" 7/8" out to out
- 5/8" girder and PL
- 3/8" ring stiffener PL
- 3/8" girder and PL
- 3/8" stringer and PL
- 3/8" girder and PL
- 3/8" stringer and PL
- 3/8" stringer and PL

Floor End

- 8x4x3/8" space diagonal, typ.
- 12x3/8" floor beam, typ.
- PL 3/4x11 1/2" x 11/2, typ.
- PL 1/2x4 hatch stiffener, typ.
- PL 1/2x4 hatch stiffener, typ.
- 5/8" girder and PL
- 3/8" stringer and PL
- 3/8" stringer and PL
- 3/8" stringer and PL
- 3/8" stringer and PL
- 3/8" stringer and PL
- 3/8" stringer and PL
- 3/8" stringer and PL
- 3/8" stringer and PL
- 3/8" stringer and PL
- 3/8" stringer and PL

Abutment End

- 50'6" 5/8"- to- 50'6" 5/8" utility stlst. obtained, typ. extend side of both girders
- 6'"- 0" o.c. max.

- 2 1/4" x 1/4" utility stlst. obtained, typ. extend side of both girders
- 6'-0" o.c. max.

NOTES:

6. Design load = 85 psi dead load + live load and HS20 vehicle load.
7. Floor beams and girder beams shall conform to A-36 ASTM Grade 36 or ASTM A572 Grade 50 (unless specified otherwise). These shall be painted if needed to the bridge and galvanized if bolted to the bridge unless otherwise noted.
8. (2) Stiffeners and (2) end plates to be bolted.
9. No girder spikes may be located in middle third of the bridge.
10. Camber in compensator for dead load deflection (see camber diagram below).
11. Gage weight = 210,000 lbs.
12. Paint entire structure after assembly and prior to installation of grating and walkway cover. Paint all external surfaces other than fabrication, per System 3. Paint interior of all girder surfaces fabricated with this rich prime coat only, per System 3. See Specifications.
13. All works piping tubular members and cover and end plates to be egress sides.
14. The following components are considered main members subject to the factors and require shop reader testing. See girder detail sheets and the Technical Specifications:
15. Lower girder splicing.
16. Floor beams and/or girders are also considered separate elements and the lower flange plates require a fracture control plan. See girder detail sheets and the Technical Specifications.
Bridge Support Pontoon

NOTES:

ACCESS HATCHES: All Access Hatches shall be Boror oval, flush, plain, type 304 stainless steel, 2 x 3 ft, for access to pontoon compartments.

BALLAST: Pontoon System shall be ballasted with potable water to 80% of gross load. All ballast materials shall be approved by the DOT.

COATING SYSTEM: Coating system for exterior of pontoon units shall be System 2 per Technical Specifications. Exterior surfaces shall be painted with high-gloss white paint. Interior surfaces shall be painted with a corrosion-resistant epoxy paint.

PONDING UNITS: Pontoon Units are Ponded 5-70 Series from Robitaille, Inc.

Support Pontoon Coating Schematic

570 Series Ply-200 units

NOTES:

Stabilizer floats shall be of aluminum, 2 x 3 ft, for stability and balance. Stability shall be provided by the pontoon itself. Pontoon shall be capable of withstanding 30 mph wind, 2 ft waves, and 100 lb per sq ft load.

Pontoon Assembly:

- Pontoon Deck: 2 x 3 ft, for access to pontoon compartments.
- Pontoon Supports: 2 x 3 ft, for support of pontoon. Supports shall be securely fastened to the pontoon deck.
- Pontoon Hull: 2 x 3 ft, for attachment to the pontoon supports. Hull shall be securely fastened to the pontoon.

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Utility Layout @ Pontoon & Ramp

South Mitkof Ferry Terminal

1. Utility strut on platform & ramp and agrees to be galvanized and bolted mounted to allow mounting/fixing of required conduits and conduits.

2. Utility strut on transfer bridge girder web and traffic rails are to be ship mounted to allow mounting fixings of required conduits and conduits.

3. Provide necessary flexible and conduits and connections to rigid run to allow for movement of bridge relative (transversal and rotation) to platform and for ramp relative to platform (rotation).

4. Transfer switch to allow ship or shore to power ramps/apron hydraulic and illumination system on platform, ramp, bridge and approach.
Pontoon Restraint Dolphin Layout

Eastern Restraint Dolphin - 24"x1/2" wall pipe pile supported frame of 24"x1/2 wall pipe and TS 8x1/2x1/2 horizontal and diagonal braces.

Western Restraint (G勤奋) - 24"x1/2" wall pipe pile supported frame of 24"x1/2 wall pipe and TS 8x1/2x1/2 horizontal and diagonal braces.

Note: Provide 1/2" holes in bracing for both galvanizing and drainage.

Elevation - Pontoon Restraint Dolphin
Looking East toward Pontoon

Eastern and Western Restraint Dophins - 24"x1/2" wall pipe pile supported frame of 24"x1/2 wall pipe and TS 8x1/2x1/2 horizontal and diagonal braces.
Layout
Restraint Fender Assemblies

Plan
Western Restraint Fender Assembly
(Rear Western Restraint Assembly)

Elevation
Western Restraint Fender Assembly
(Eastern Restraint mirrored @ CL pontoon w/ opposite locks)

AS-BUILT
11-14-06

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

STATE OF ALABAMA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
S.E. REGION DESIGN & ENGINEERING SERVICES DIVISION

South Moluk Ferry Terminal

Restraint Fender Assembly Layout

REVISIONS
03/06

DRAWN BY: J. Scott, P.M
CHECKED: J. Scott, P.M

PROJECT: 08-15000/01
SHEET: 1/2

67833 2006 46 92
Elevation
Complete Assembled View

Walers, Locks w/ lateral
15 W Fender, Horizontals & Verticals

Elevation
Walers & Locks Only
(horizontals & braces not shown)

Elevation
Walers, Locks w/ Horizontals & Verticals
Plan
Ramp Rail & Wheel Guard

Concrete 10 grate
of substructure

2 1/4" x 4-way open
steel grid grating
set on 1/2" thru 3/8"
electrostatic paint
secured to #6 x 6d
stringers w/ 3/4" x 3/4"
studs welded to
stringers, advice to install
1/2" anywhere 3/8" PL's welded
between main bearing bars of
steel grating

Section D-D
Cover Plate Hinge Clip

NOTE: all grating, wheel
guards, rail, joists and
transition plates shall be
hot-dip galvanized after
fabrication.

South Mitkof Ferry Terminal

Ramp Details 2
Ramp Transition End PL

Ramp Transition End PL

Wheel guard support shim cut from TS 8x6x1/4 w/ PL 1/4 cap ends, 1/2 x 3/4 holes, typ.

Elevation C-C

Ramp Transition End PL

Detail

Wheel Guard Bolt

Note: All Sections, Wheel Guards, Rails, Posts and Transition Plates Shall Be Hot-dip Galvanized After Fabrication.

Section A

Section B

Detail

Wheel Guard Offset

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
S.E. REIDY DESIGN & ENGINEERING SERVICES DIVISION

South Mikhof Ferry Terminal

Ramp Details 3

South Mikhof Ferry Terminal

DESIGNED BY: [Signature]
CHECKED BY: [Signature]
PREPARED BY: [Signature]
DATE: [Date]

PROJECT: [Project Name]
DRAWING NO.: [Drawing Number]
SCALE: [Scale]

[Diagram and textual content related to the ramp transition end, wheel guard bolt, and wheel guard offset, including detailed dimensions and annotations for proper installation and construction.]
Hanger Bar Details

Yoke Arm Pin

Lift Pin

Pin Slide Block

Hanger Bar Retaining Pin

Lock Pin Yoke Detail

Elevation

Plan

Retaining Pin Strap

Lock Pin

Section A-A

Hanger Bar

Torque Arm Bearings

NOTE: All Lock System Members Shall Be Hot-Dip Galvanized After Fabrication.

Lock Off Elevation

Ramp Bar & Lock-Off
**E1 & E2 @ Upper Web of Lower Cap**

(Boat Plate Pile Chute & Waterproof Line pad eyes not shown)

**E1 & E2 @ Lower Web of Lower Cap**

(Boat Plate Pile Chute not shown)

**Section B-B**

Mooring line pad eyes not shown

**View A-A**

Fender anchor stud & shear plates, (typ., see Sheet 73-4)

**E1 & E2 Lower Water Assembly**

E1 & E2 Lower Water Assembly

NOTES:

- Sheets 71-74 show a SS fender panel and plug(s). Either construct panel/plug(s) shown on sheets 71-74 or construct the WF fender panel and plug(s) shown on sheets 75-76.

**E1 & E2 Fender & Fender Chain Pad Eye Details**

**Typical Plan View**

**South Miltol Ferry Terminal**

**Mooring Structures E1 & E2 - Lower Cap & Lower Water Details**
W2 @ Upper Web of Cap
(Real Parts Foot Choke & Mowing Line pad eye not shown)

Section B-B

W2 @ Lower Web of Cap
(Real Parts Foot Choke not shown)

View A-A

Typical Plan View

Fender & Fender Chain Pad Eye Details

E1 & E2

Mooring Structure W2 - Cap & Lower Water Details

W2 Lower & Intermediate Water Assemblies

Note: Sheets 80-83 show a TS fender panel and ship. Either or both panels/ships shown on sheets 80-83 to show the designed system and ship shown on sheets 84-85.
Ladder Elevation -
Dolphin W2 Batter Pile

View B-B

Section A-A

Ladder Support Plate

NOTES:

1. Sheets 84-88 show a WF ladder panel and siphon. Either construct the WF ladder panel and siphon shown on sheets 84-88 or construct the TS ladder system and siphon shown on sheets 80-83.
Section A-A

Section B-B

Section C-C

Detail Bond Lug Connection

Detail Anode & Cable Connection

Typical Elevation

Vertical Bearing Pile Anode Installation

Transfer Bridge Axle —
Approach Piers 1 thru 3 —
Approach Pier 4 thru 18 @ 2 anodes per Pier — 36 anodes

Typical Elevation

ER & WR

6 anodes required

Mooring Structure

Anode Installation

W1, W2 & E1 — E4

12 anodes required

Total Anodes For Project = 46

General Notes:

1. Anode connection details may vary from those indicated. Submit alternate details to the engineer for approval.

2. Slotted gaskets for band cables may be replaced with 1/4" SS plates of 6/16" thick for direct connection to 1/2" band anodes on piles (not weld 1/4" SS cable directly to pile in lieu of slotted fitting & 3/8" bolts). Anode material shall be aluminum alloy conforming to the following minimum requirements:

   - Current Capacity = 1,000 amp hours/ft
   - Efficiency = 85%
   - Min. Voltage Potential = 1.1 volts (Cu/Cu reference electrode in seawater).

3. Dimensions of anodes shall be determined by the manufacturer.

4. Unless otherwise noted, all band cables, band lugs, fastener plates and connection hardware shall be stainless steel, Type 316. Cables shall be sheathed in plastic tubing.

5. Repair all field welds and damaged coatings in accordance with Section 304 of the Contract Specifications.
TERMINAL STAGING / PARKING AREA LAYOUT
12-27-05

Note: Terminal Building - Not in Contract
Septic tank & Leachfield - Not in contract

1. 1" conduit to gate opener
2. 1 1/2" conduit to ticket booth
3. 2 1/2" conduits: Stub @ future terminal: extend 1 conduit to temp. trailer
4. 1" conduit to walkway lights

2, 2" conduits: 1, power to generator; 1, spare.
1, 1" conduit to ramp lights
NOTE:
CUT AND FILL TYPICAL BOTH SIDES OF ROADWAY.

TYPICAL ROADWAY SECTION
NTS

GENERAL NOTES:
1. GROUND DISTURBED BY NEW CONSTRUCTION SHALL BE SEEDED. TOPSOIL AND SEEDED, OR TOPSOIL, SEEDED AND MATTED AS DETERMINED BY THE ENGINEER.

CUT SLOPE TABLE

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<th>MATERIAL</th>
<th>CUT</th>
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<tr>
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<td>SOFT GROUND</td>
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<td>ROCK</td>
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<td>BLT</td>
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AS BUILT
11/14/06

SOUTH MITKOF
FERRY TERMINAL
PROJECT NO. 67833

TYPICAL SECTIONS & NOTES
NOTE 1. SEE PLANS SHEETS 10 AND 13 FOR THE MANUFACTURER SPECIFICATIONS.
### Estimate of Quantities

<table>
<thead>
<tr>
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<th>Pay Item</th>
<th>Pay Unit</th>
<th>Quantity</th>
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<td>203(3)</td>
<td>Unclassified excavation</td>
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<td>620(17-24)</td>
<td>24&quot; inch pipe</td>
<td>LINEAR FOOT</td>
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<td>40(20)</td>
<td>R/I section for 24 inch pipe</td>
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<td>Drive gate</td>
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<td>Walk gate</td>
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<td>690(1)</td>
<td>Ticket office building, 1 1/2 story</td>
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### Basis of Estimate

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<tr>
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<th>Estimating Factor</th>
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STANDARD SIGNING SUMMARY

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SIGN NOTES:
1. THE CONTRACTOR SHALL MOUNT AND INSTALL THE MARISS LEVEL SIGNS SUCH THAT EACH SIGN IS A COMPLETE AND WORKING SYSTEM, INCLUDING THE MARISS LEVEL RISK OF ATTACK SIGNS.
2. ALL COSTS FOR MOUNTING THE SIGNS PAYS THE ENGINEER, INCLUDING THE MARISS LEVEL RISK OF ATTACK SIGNS, SHALL BE INCURRICAL TO PAY ITEM 615 (1). MOUNTING SIGNS TO THE FENCE, FENCE DATES, THE DOCK, AND THE APPROACH SHALL BE INCURRICAL.

CULVERT SUMMARY

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TOTES 141.01 X

PIPE NOTES:
1. PIPE LOCATIONS AS SHOWN ON THE PLAN AND PROFILE SHEETS ARE APPROXIMATE AND MAY BE CHANGED BY THE ENGINEER.
2. PIPE ALIGNMENTS AND GRADIENTS SHALL MATCH THE NATURAL STREAM SLOPES.
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<th>No.</th>
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SHEET TOTAL: 160"
FENCING NOTES:

1. FENCE FABRIC SHALL BE 9 GA. WIRE WOVEN IN A 3" MESH. FENCING SHALL BE 9' TALL.

2. NOT ALL OF CHAINLINK FENCE AND WIRE FENCING HARDWARE IS SHOWN IN THIS DETAIL. REFER TO DOT/PF STANDARD DETAIL, DRAWING NO. F-01-01 FOR FURTHER DETAILS.
END ACCESS ROAD
STA. 17+48.37
MATCH UPLANDS AREA, ELEV.= 51.50'
N. 493570.84 E. 83610.83
ROCK CHECK DAM DETAILS

SECTION A-A

ELEVATION

ROCK CHECK DAMS SHALL BE CONSTRUCTED AT LOCATIONS AS INDICATED ON THE EROSION AND SEDIMENT CONTROL PLAN OR AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER THE DITCH FLOWLINE IS ESTABLISHED.

EROSION & SEDIMENT CONTROL PLAN

GENERAL: THE INTENT OF THE ESCP IS TO KEEP SEDIMENT FROM ENTERING ANY OF THE WATERS SURROUNDING THE PROJECT.

1. AS DITCHING IS COMPLETED CHECK DAMS SHALL BE INSTALLED.
2. SEE ESCP PLAN IN CONTRACT DOCUMENTS FOR DETAILED INFORMATION.
3. INSTALL CHECK DAMS AS SHOWN OR AS DIRECTED BY THE ENGINEER.
4. PETERSBURG, ALASKA (SOURCE, NOAA)
   - RAIN FALL: 1377 YEAR
   - SLOW FALL: 647 YEAR
   - EMLN = 0.07
   - ELW = -0.17
5. FILL MATERIAL PLACED IN THE INTENTION MIGRATIONS (DUDY = 15 TO 15.5) SHALL OCCUR DURING THE WATERED CONDITIONS BY LOW TIDES.
6. CHECK DAMS ARE TEMPORARY BERTH MANAGEMENT PRACTICES (BMPS) TO BE INSTALLED PRIOR TO COMMENCING BERT GENERATING CONSTRUCTION ACTIVITIES. THEY SHALL BE REMOVED AT THE COMPLETION OF CONSTRUCTION.
7. NEW DITCHES, SILTPIPES, AND REFRAP ARE PERMANENT STRUCTURAL BMP FEATURES TO REMAIN WHEN CONSTRUCTION IS COMPLETED.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

SOUTH MITKOF FERRY TERMINAL PROJECT NO. 67833 ENVIRONMENTAL DETAILS

SHP ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION

SIGNED: DATE: 4-17-2006 S. WURTH D. W. WELLS

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS
NOTE:
FOR SIGNS 33 THROUGH 35 AND SIGNS 41 THROUGH 51 SEE THE SIGN SUMMARY ON PLAN SHEET 02.
**TRAFFIC CONTROL NOTES:**

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES ON INTERSTATE HIGHWAY.
2. TWO LANES SHALL BE MAINTAINED ON INTERSTATE HIGHWAY AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORK TIMES UNLESS AN APPROVED TRAFFIC CONTROL PLAN HAS BEEN INSTALLED.
3. TEMPORARY DRAINS LANE SHALL HAVE A MINIMUM WIDTH OF 12 FT.
4. CONSTRUCTION SIGNS SHALL BE IN PLACE ONLY WHEN THE CONDITION EXISTS FOR WHICH THE SIGNS ARE INTENDED. CONSTRUCTION SIGNS SHALL BE PLACED SUCH THAT THEY DO NOT OBSCURE EXISTING TRAFFIC SIGNS.
5. WORK ZONE DOUBLE TRAFFIC PINE SIGNS SHALL BE USED AS DIRECTED BY THE ENGINEER AND PER STANDARD DRAWING C-05-12.
6. NEAREST PRICE LEVEL
7. MAXIMUM LENGTH OF CONSTRUCTION WITH SINGLE LANE ROAD CLOSURE IS 1200.
8. A SINGLE FLAGGER CAN ONLY BE APPROVED BY THE PROJECT ENGINEER.
9. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, BUT NOT ALL, OF THE TRAFFIC CONTROL SECTIONS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONSTRUCTIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE PORTIONS OF DETAIL ON THESE SHEETS.

**PERMANENT CONSTRUCTION SIGNING**

**TWO LANE ROAD - SINGLE LANE CLOSURE**

Single Flagger

**TWO-WAY TRAFFIC**

* SEE NOTE 6, THIS SHEET...
NOTES:
ALL DIMENSION LUMBER IS TO BE PRESSURE TREATED.

PLAN

WALL / SLAB DETAIL

SHelter PLAN

DELETED

11-14-06 JAM

PREPARED BY: CASON DORN INC.
DESIGNED BY: J. Dorn
CHECKED BY: J. Dorn

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
BLACKTOPS STRUCTURAL ENGINEERING
SOUTH MITKOF FERRY TERMINAL
Passenger Shelter Plan & Details
PROJECT DESIGN NUMBER: SPT-003685/67833
STATE YEAR
ALASKA 2005
SHEET NUMBER: US1
TOTAL SHEETS: 27
State of Alaska
Department of Transportation and Public Facilities
Southeast Region Design and Engineering Services

South Mitkof Ferry Terminal

THE FOLLOWING STANDARD DRAWINGS APPLY TO THESE PROJECTS:

A-1  F-01.01  S-00.10
D-01.02  F-03.01  S-05.01
D-04.21  F-31.20  S-J0.03
D-06.10  L-23.01
E-13.00

As-Built DRAWINGS

CONTRACTOR: WESTERN MARINE, INC

PROJECT ENGINEER: CLIFF DOUGLAS

DATE Begun: 7-11-05
DATE Completed: 7-9-06

Consists of:

South Mitkof Ferry Terminal (Uplands)
(Uplands, Terminal Building & Electrical)
Project No. 67833 / MGS-MGE-0003(65)

South Mitkof Terminal (Marine Facilities)
Project No. 67833 / MGS-MGE-0003(65)

SOUTHEAST ALASKA REGION LOCATION MAP
## ESTIMATE OF QUANTITIES

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<th>Individual Project Quantities</th>
<th>Total Quantity</th>
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<td>504 (1)</td>
<td>Steel Approach and Walkway Cover</td>
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<td>504 (2)</td>
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# ESTIMATE OF QUANTITIES

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<th>Individual Project Quantities</th>
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<td>Chain Link Fence, 6' x 8' High</td>
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<td>Ticket Office Building Trailer</td>
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**SOUTH MITKOF FERRY TERMINAL PROJECT NO. 67833**

**Estimate of Quantities**

**PROJECT DESIGNATION NUMBER**

**STP-0003(65)/67833**

**STATE**

**YEAR**

**SHEET NUMBER**

**TOTAL SHEETS**

**CHECKED BY:**

**DESIGNED BY:** M. Luchem

**DRAWN BY:** D. Stover

**DESIGN REVIEWED TO COMPLIMENTARIES & HURLEY, DACRE, SOUTHERN TUNNEL & ENGINEERING SERVICES DIVISION**

**SOUTH MITKOF FERRY TERMINAL L. C. LAMING, P. E.**

**SOUTH MITKOF FERRY TERMINAL ESTIMATE QUANTITIES**

**ALASKA 2005**

**No. JOB DESCRIPTION**

**RECORD OF REVISIONS**

**ATTACHMENT NUMBER**

**REVISION DATE**