

LEGEND

- DREDGED OR FILL SLOPE BY OTHERS
- QUARRY SPALLS - THIS CONTRACT
- SLOPE PROTECTION STONE (THIS CONTRACT)
- RAILROAD DOUBLE TRACK

RAMP EXIST. ROAD OVER DREDGE FILL

DREDGED BY OTHERS TO EL. -35 EXCEPT UNDER PIER

ALASKA RAILROAD PIER, 200+735.75

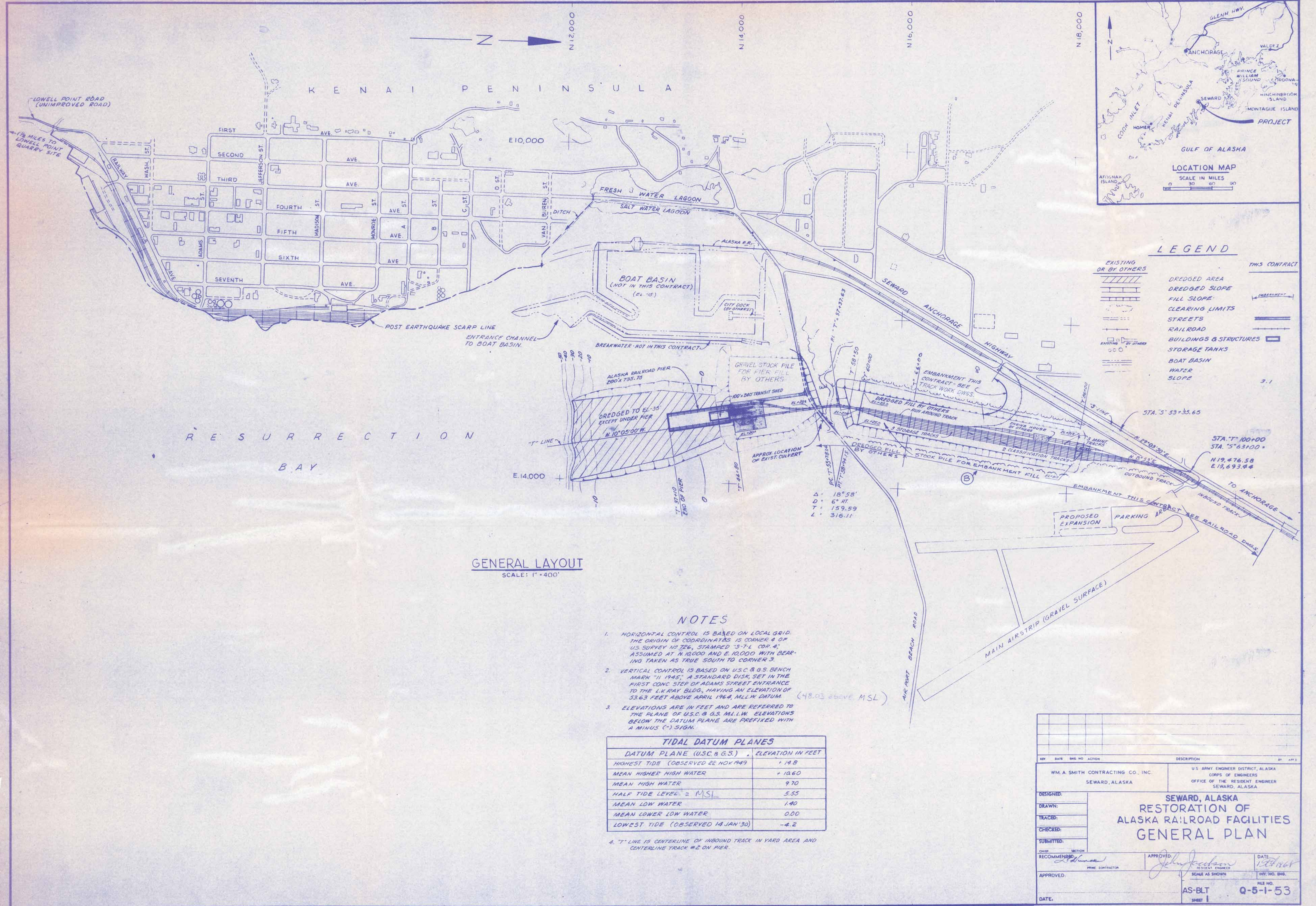
FOR CONTINUATION OF RAILROAD TRACKS SEE TRACK WORK DRAWINGS 1620

RAMP EXIST. ROAD OVER DREDGE FILL

SCALE IN FEET
100 0 100 200 300

Cancelled

BY	DATE	ENG. NO.	ACTION	DESCRIPTION	BY	DATE
WM A SMITH CONTRACTING CO., INC. SEWARD, ALASKA				U.S. ARMY ENGINEER DISTRICT, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA		
DESIGNED:	SEWARD, ALASKA					
DRAWN:	RESTORATION OF ALASKA RAILROAD FACILITIES					
TRACED:	SLOPE PROTECTION & EXPLORATIONS					
CHECKED:						
SUBMITTED:						
CHIEF SECTION	APPROVED:	DATE				
RECOMMENDED:	PRIME CONTRACTOR				SCALE AS SHOWN	INV. ENG. NO.
APPROVED:	DATE				FILE NO.	
DATE:	AS-BLT				SHEET 1	Q-5-1-54



RESURRECTION BAY

GENERAL LAYOUT
SCALE: 1" = 400'

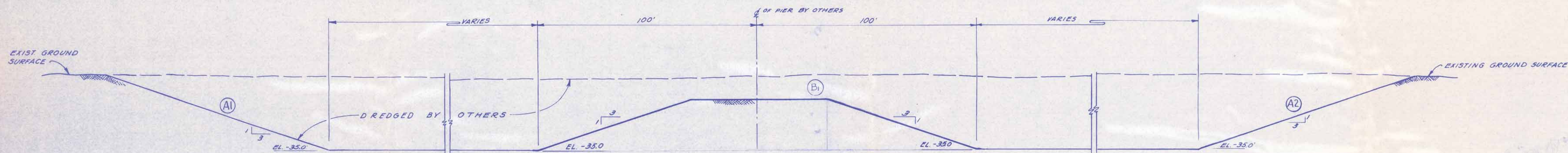
NOTES

- HORIZONTAL CONTROL IS BASED ON LOCAL GRID. THE ORIGIN OF COORDINATES IS CORNER 4 OF U.S. SURVEY NO. 126, STAMPED "S-T-L COR. 4", ASSUMED AT N. 10,000 AND E. 10,000 WITH BEARING TAKEN AS TRUE SOUTH TO CORNER 3.
- VERTICAL CONTROL IS BASED ON U.S.C. & G.S. BENCH MARK "11 1945", A STANDARD DISK, SET IN THE FIRST CONC. STEP OF ADAMS STREET ENTRANCE TO THE L.K. RAY BLDG., HAVING AN ELEVATION OF 53.63 FEET ABOVE APRIL 1964, M.L.L.W. DATUM. (48.03 ABOVE M.S.L.)
- ELEVATIONS ARE IN FEET AND ARE REFERRED TO THE PLANE OF U.S.C. & G.S. M.L.L.W. ELEVATIONS BELOW THE DATUM PLANE ARE PREFIXED WITH A MINUS (-) SIGN.

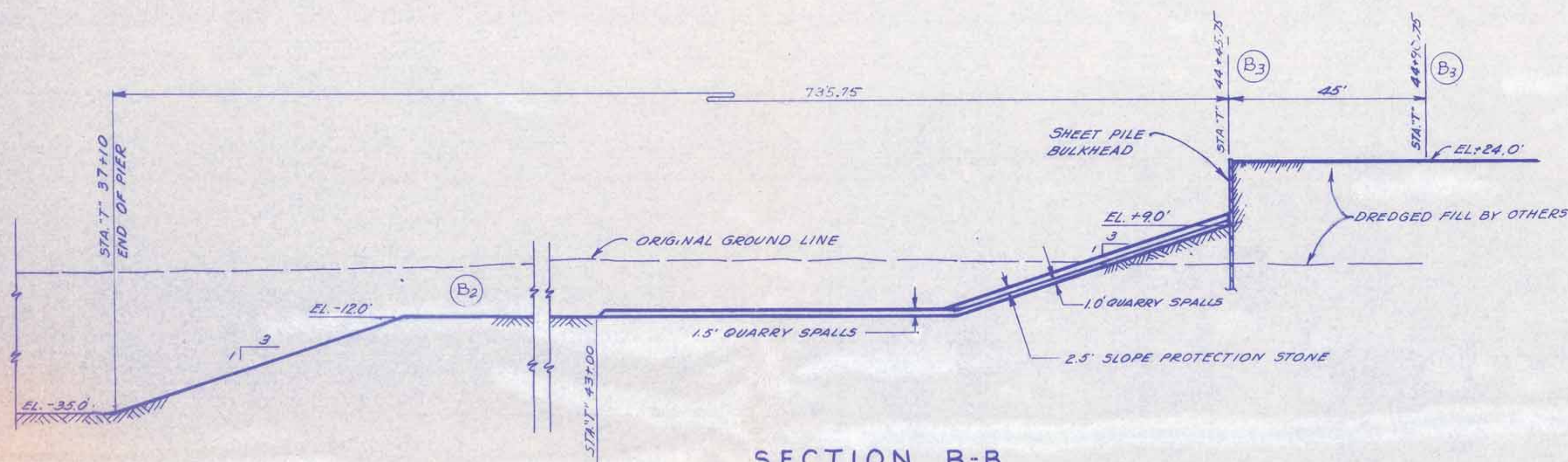
TIDAL DATUM PLANES	
DATUM PLANE (U.S.C. & G.S.)	ELEVATION IN FEET
HIGHEST TIDE (OBSERVED 22 NOV 1949)	+ 14.8
MEAN HIGHER HIGH WATER	+ 10.60
MEAN HIGH WATER	9.70
HALF TIDE LEVEL = M.S.L.	5.55
MEAN LOW WATER	1.40
MEAN LOWER LOW WATER	0.00
LOWEST TIDE (OBSERVED 14 JAN '30)	-4.2

4. T-LINE IS CENTERLINE OF INBOUND TRACK IN YARD AREA AND CENTERLINE TRACK #2 ON PIER.

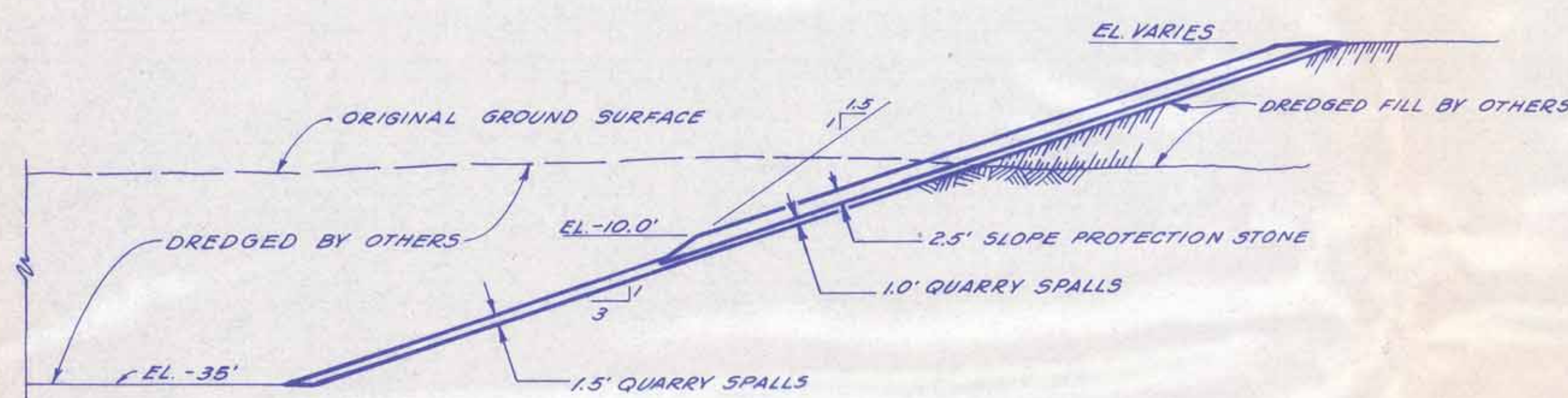
DESIGNED:	W.M. SMITH CONTRACTING CO., INC. SEWARD, ALASKA	U.S. ARMY ENGINEER DISTRICT, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA
DRAWN:	<p align="center">SEWARD, ALASKA RESTORATION OF ALASKA RAILROAD FACILITIES GENERAL PLAN</p>	
TRACED:		
CHECKED:		
SUBMITTED:		
APPROVED:	<p>APPROVED: <i>John Jacobson</i> RESIDENT ENGINEER</p>	<p>DATE: 12/14/68</p>
DATE:	AS-BLT	FILE NO. Q-5-1-53



SECTION A-A
SCALE: 1" = 20'

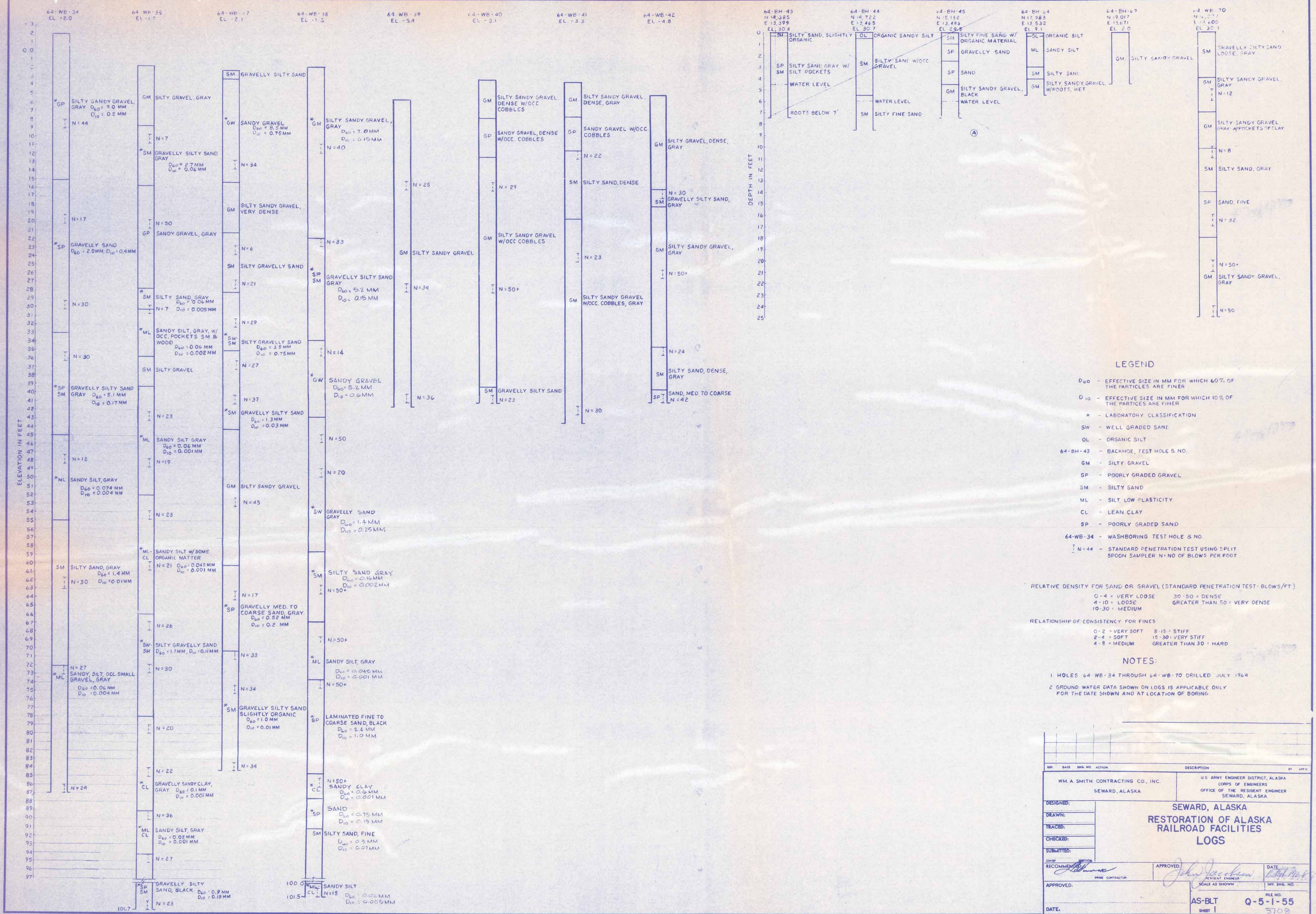


SECTION B-B
SCALE: 1" = 20'



SECTION C-C
SCALE: 1" = 20'

REV.	DATE	ENG. NO.	ACTION	DESCRIPTION	BY	APP'D.
WM. A. SMITH CONTRACTING CO., INC. SEWARD, ALASKA				U.S. ARMY ENGINEER DISTRICT, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA		
DESIGNED: DRAWN: TRACED: CHECKED: SUBMITTED:				SEWARD, ALASKA RESTORATION OF ALASKA RAILROAD FACILITIES SLOPE PROTECTION SECTIONS		
RECOMMENDED BY: <i>[Signature]</i> PRIME CONTRACTOR				APPROVED: <i>[Signature]</i> RESIDENT ENGINEER		DATE: <i>[Date]</i>
APPROVED:				SCALE AS SHOWN		INV. ENG. NO.
DATE:				AS-BLT SHEET 2		FILE NO. Q-5-1-54



LEGEND

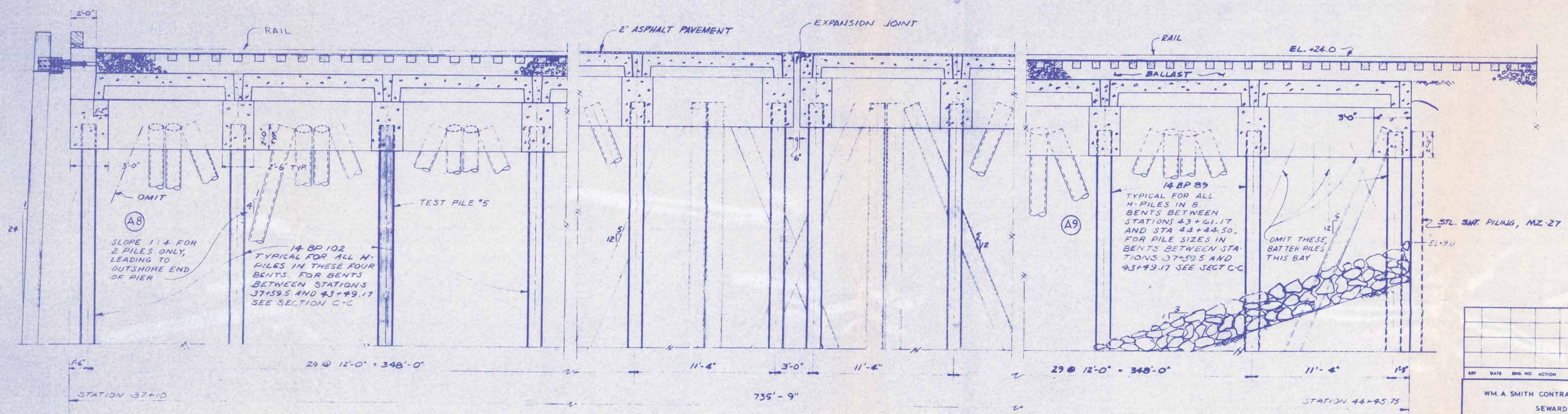
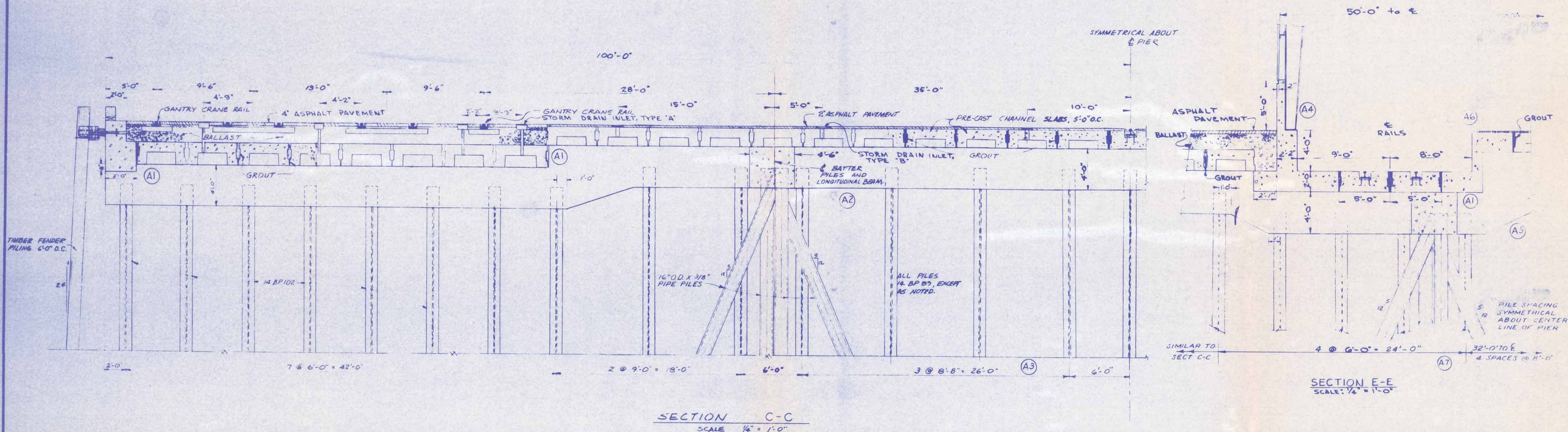
D₆₀ - EFFECTIVE SIZE IN MM FOR WHICH 60% OF THE PARTICLES ARE FINER
D₁₀ - EFFECTIVE SIZE IN MM FOR WHICH 10% OF THE PARTICLES ARE FINER
* - LABORATORY CLASSIFICATION
SW - WELL GRADED SAND
OL - ORGANIC SILT
64-BH-43 - BACKHOE, TEST HOLE & NO.
GM - SILTY GRAVEL
GP - POORLY GRADED GRAVEL
SM - SILTY SAND
ML - SILT, LOW PLASTICITY
CL - LEAN CLAY
SP - POORLY GRADED SAND
64-WB-34 - WASHBORING TEST HOLE & NO.
N=44 - STANDARD PENETRATION TEST USING SPLIT SPOON SAMPLER N=NO OF BLOWS PER FOOT

RELATIVE DENSITY FOR SAND OR GRAVEL (STANDARD PENETRATION TEST - BLOWS/FT)
0-4 - VERY LOOSE 30-50 - DENSE
4-10 - LOOSE GREATER THAN 50 - VERY DENSE
10-30 - MEDIUM

RELATIONSHIP OF CONSISTENCY FOR FINES
0-2 - VERY SOFT 8-15 - STIFF
2-4 - SOFT 15-30 - VERY STIFF
4-8 - MEDIUM GREATER THAN 30 - HARD

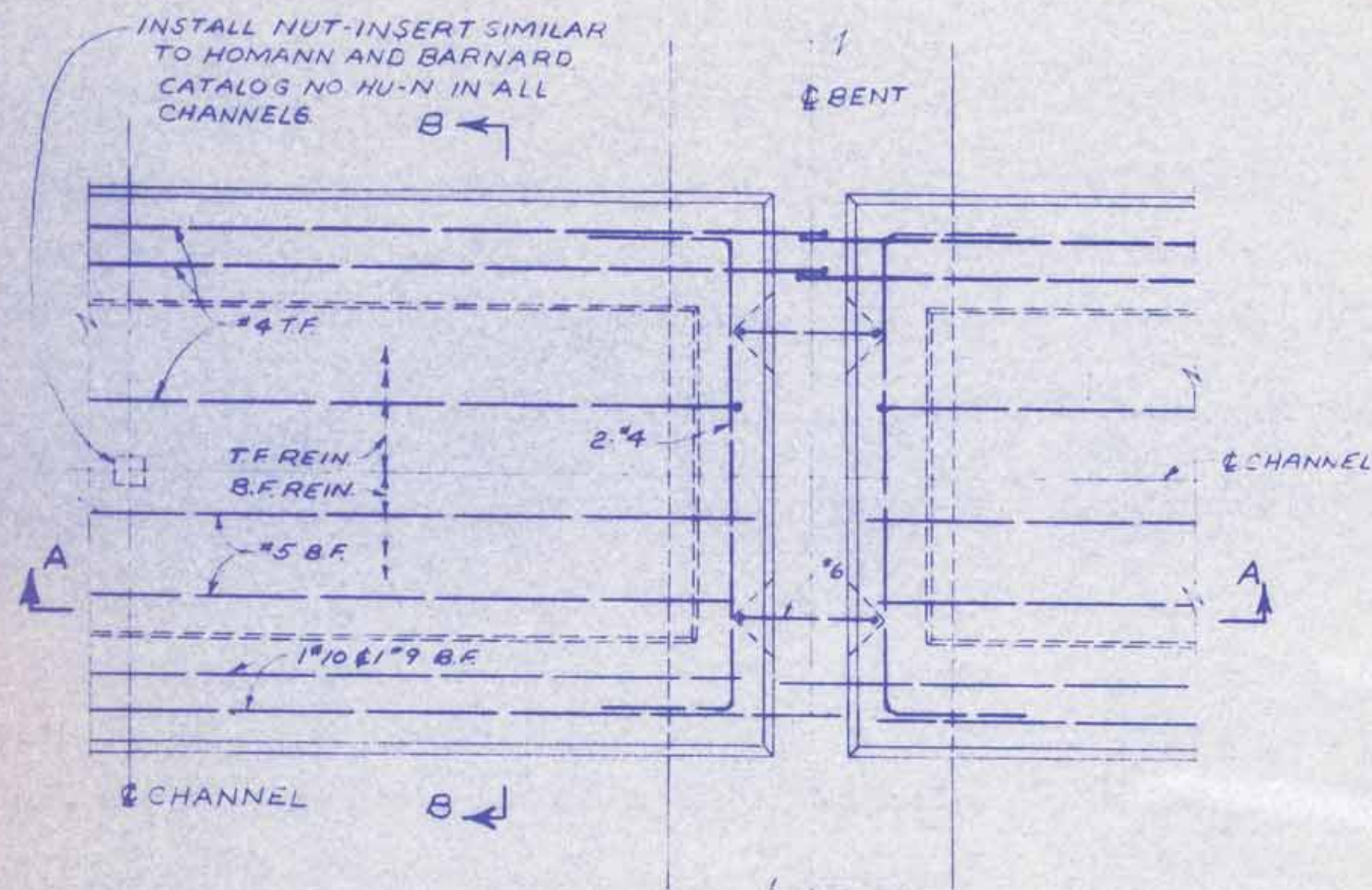
NOTES:
1. HOLES 64-WB-34 THROUGH 64-WB-70 DRILLED JULY 1964
2. GROUND WATER DATA SHOWN ON LOGS IS APPLICABLE ONLY FOR THE DATE SHOWN AND AT LOCATION OF BORING

REV.	DATE	ENG. NO.	ACTION	DESCRIPTION	BY	APP'D.
WM. A. SMITH CONTRACTING CO., INC. SEWARD, ALASKA			U.S. ARMY ENGINEER DISTRICT, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA			
DESIGNED:	SEWARD, ALASKA RESTORATION OF ALASKA RAILROAD FACILITIES LOGS					
DRAWN:						
TRACED:						
CHECKED:						
SUBMITTED:						
CHIEF RECOMMENDATION	APPROVED:	DATE:				
SCALE AS SHOWN	INVT. ENG. NO.	FILE NO.				
AS-BLT	Q-5-1-55	3708				
DATE:	SHEET 1					

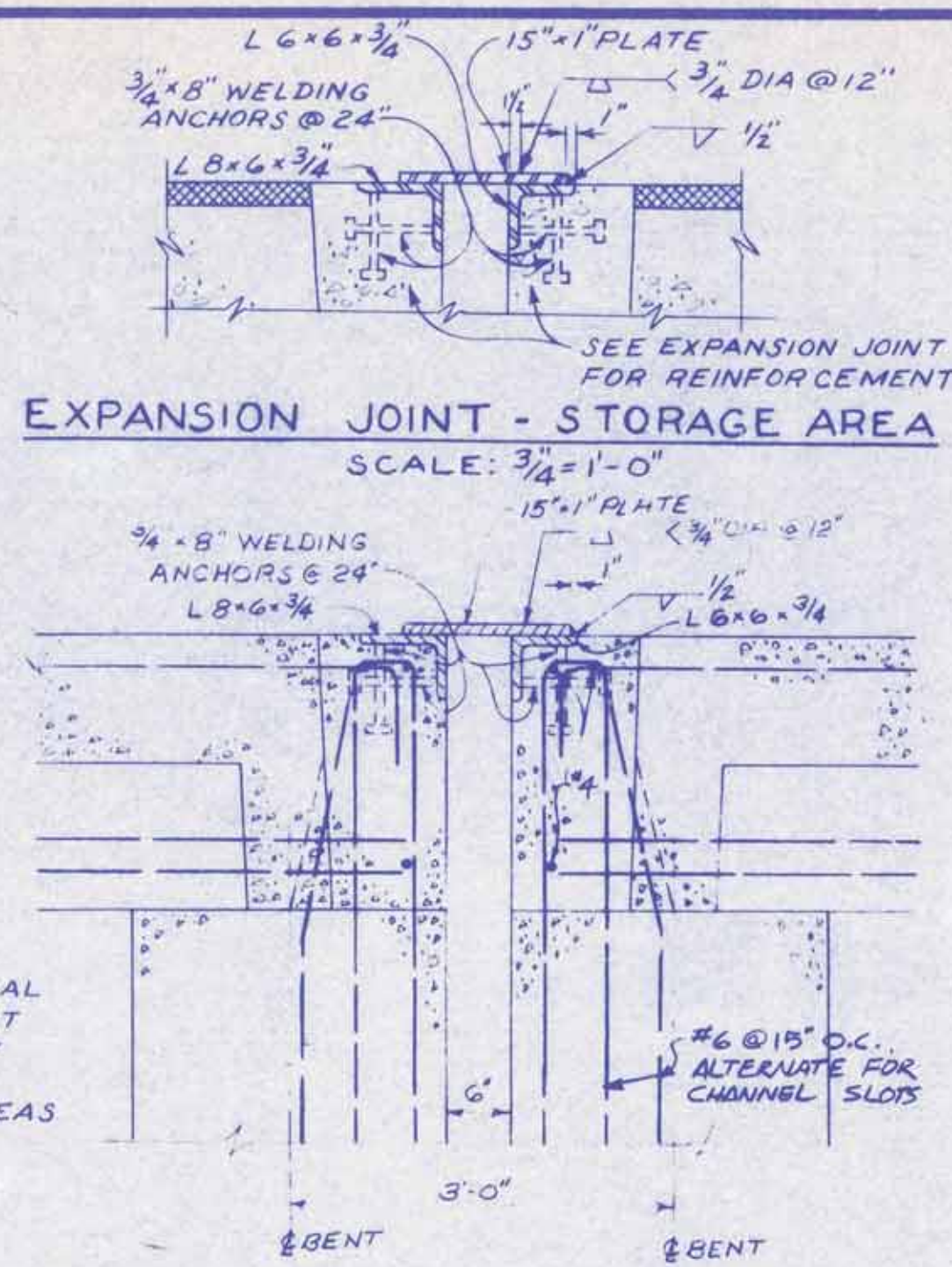


REV	DATE	BY	NO	ACTION	DESCRIPTION	BY	APP'D
WM A SMITH CONTRACTING CO., INC. SEWARD, ALASKA					U.S. ARMY ENGINEER DISTRICT, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA		
DESIGNED:	SEWARD ALASKA						
DRAWN:	RESTORATION OF ALASKA R.R. FACILITIES						
TRACED:	PIER						
CHECKED:	SECTIONS						
SUBMITTED:							
CHIEF RECOMMENDED:	SECTION	APPROVED:	DATE				
PRIME CONTRACTOR	RESIDENT ENGINEER	<i>John Jacobson</i>	12/19/68				
APPROVED:	SCALE	DRAWING NUMBER					
	AS-BLT	Q-5-1-56					
DATE:	SHEET	2					

PREPARED BY
U.S. ARMY ENGINEER DISTRICT, SEATTLE

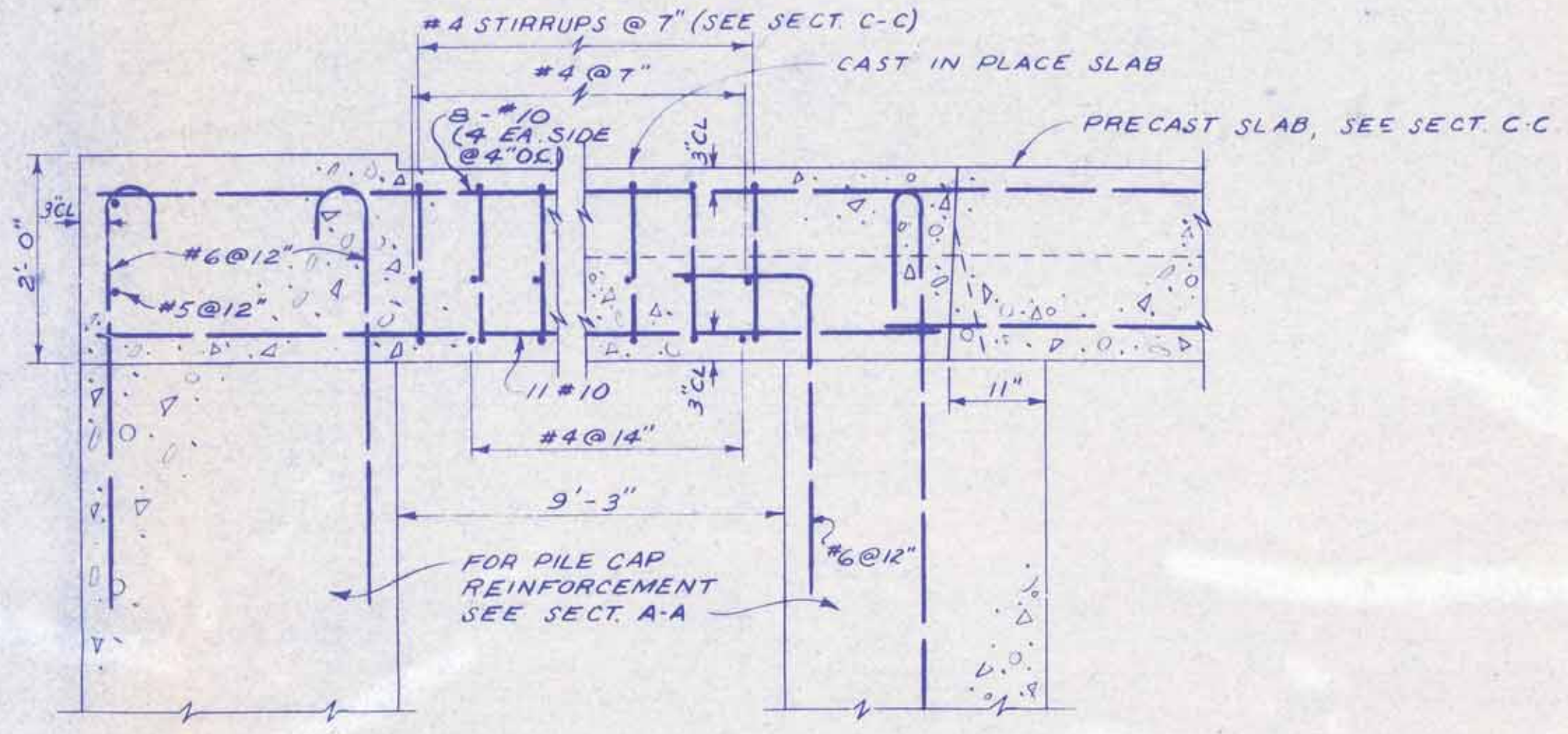


PLAN
26" DEEP CHANNELS SHOWN
22" DEEP CHANNELS SIMILAR

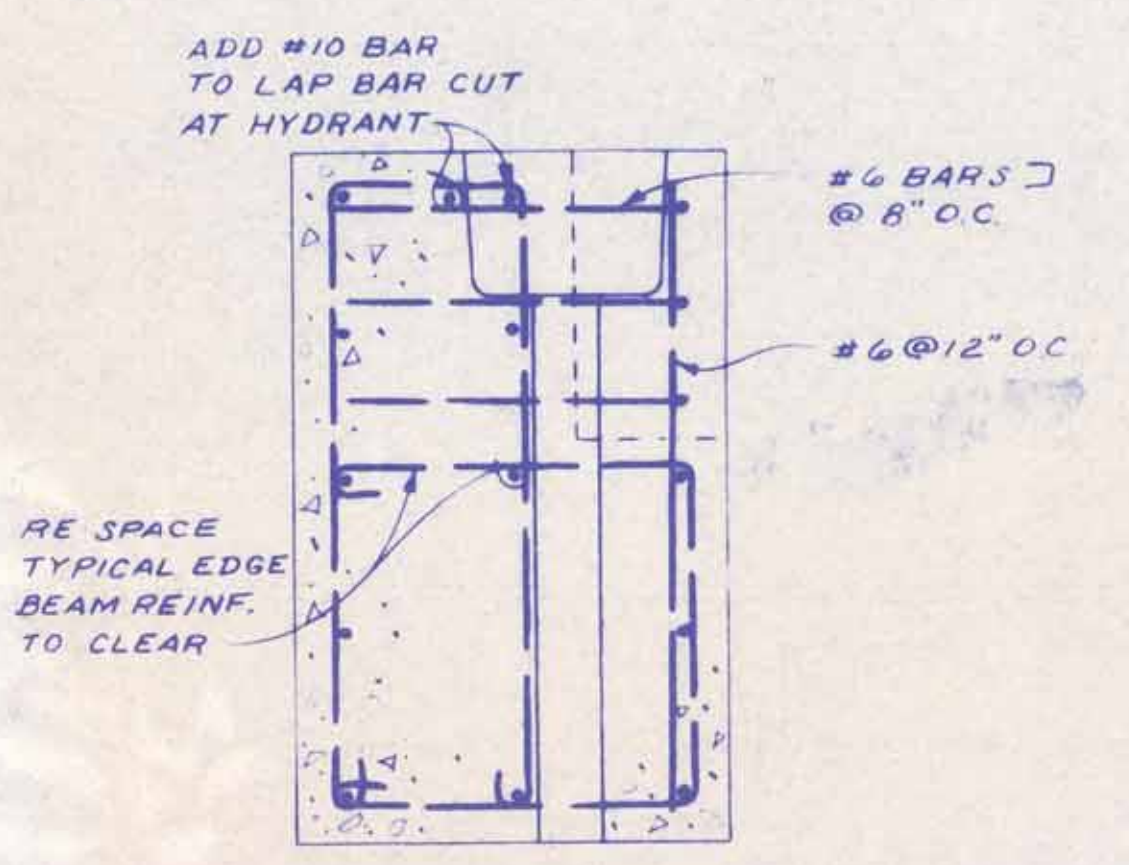


EXPANSION JOINT - STORAGE AREA
SCALE: 3/4" = 1'-0"

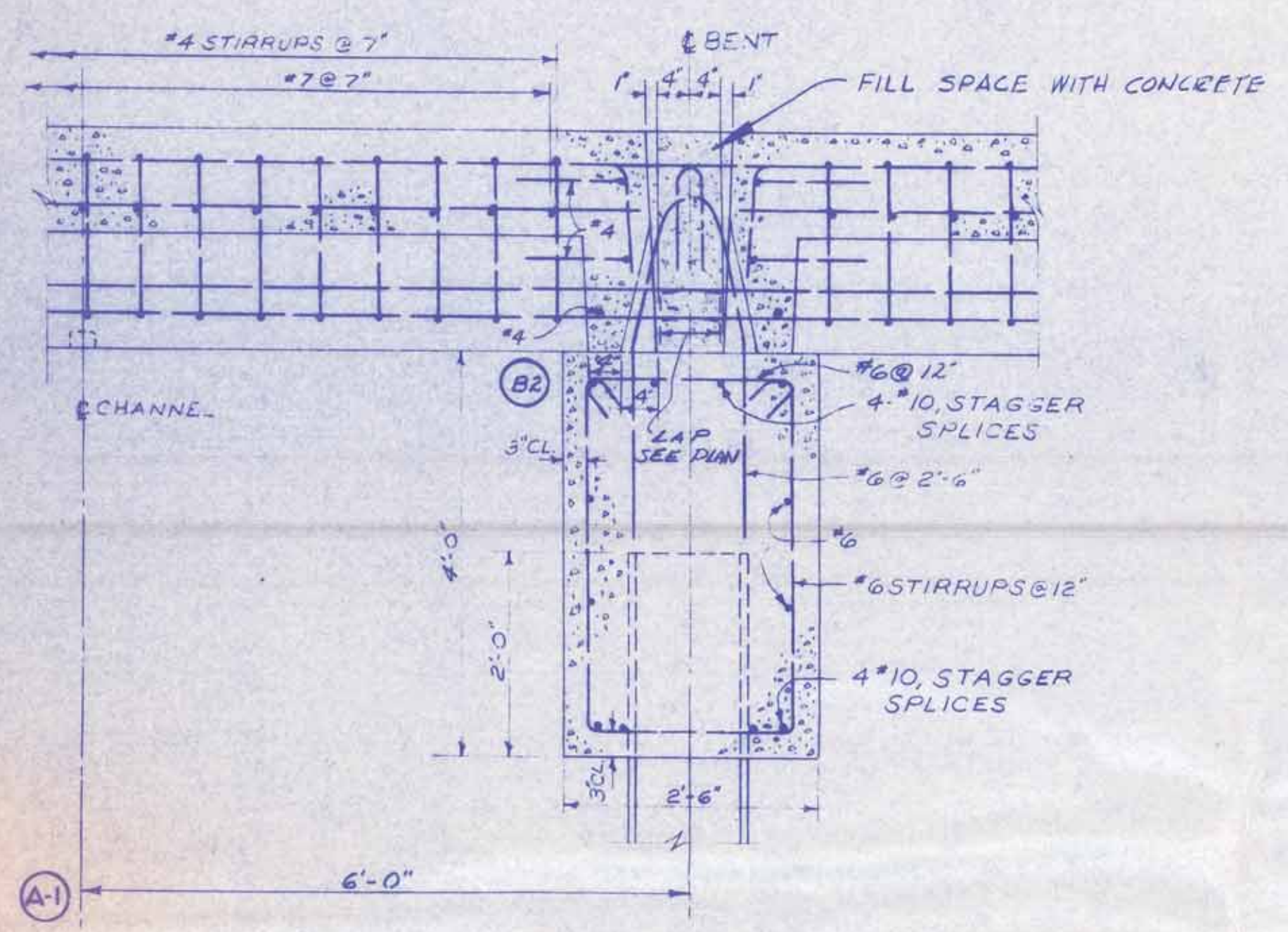
NOTE: A VERTICAL EXPANSION JOINT IS REQUIRED AT BOTH EDGES OF BALLASTED AREAS



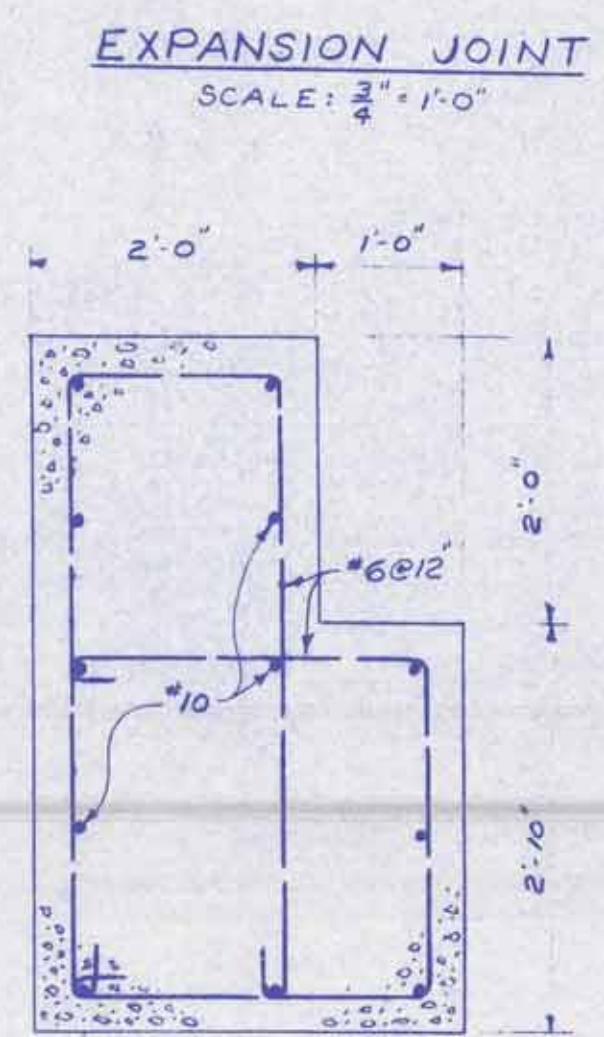
CRANE RAIL SUPPORT SLAB AT END OF PIER
SCALE: 3/4" = 1'-0"



REIN. AT HYDRANTS AND VALVE BOXES
SCALE: 3/4" = 1'-0"



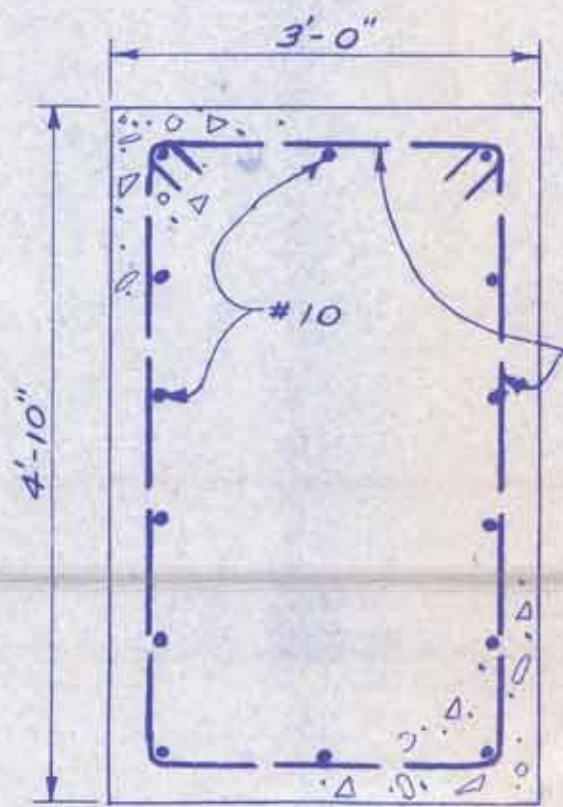
SECTION A-A



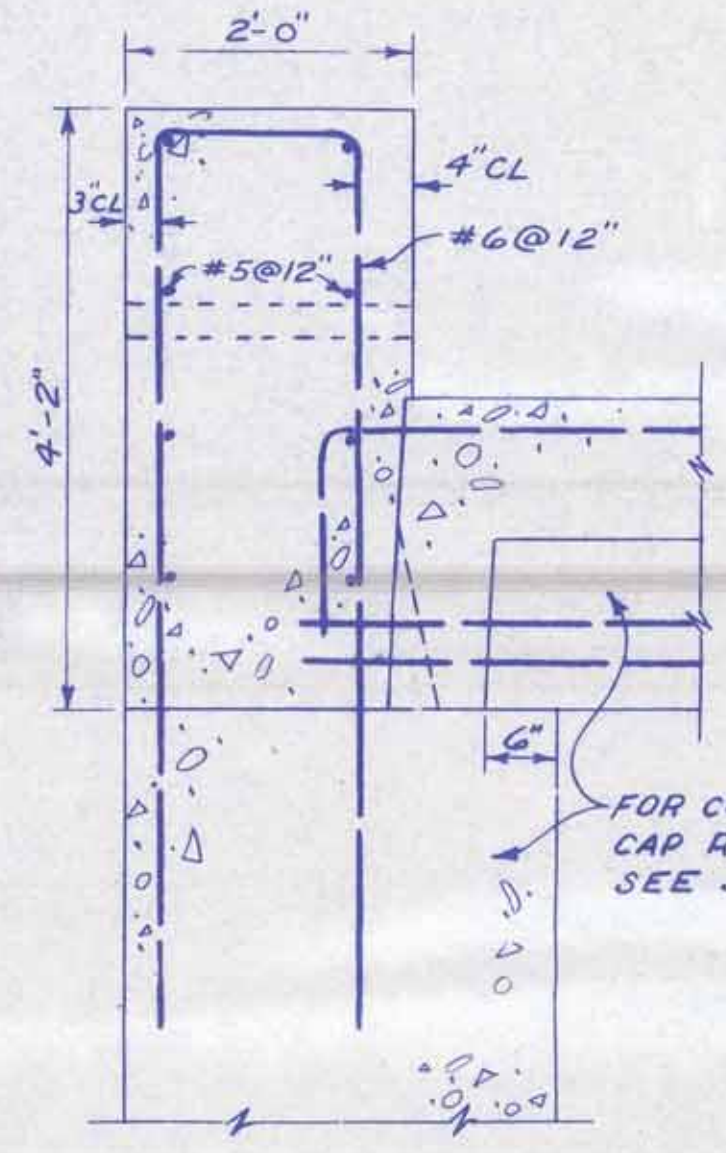
EXPANSION JOINT
SCALE: 3/4" = 1'-0"



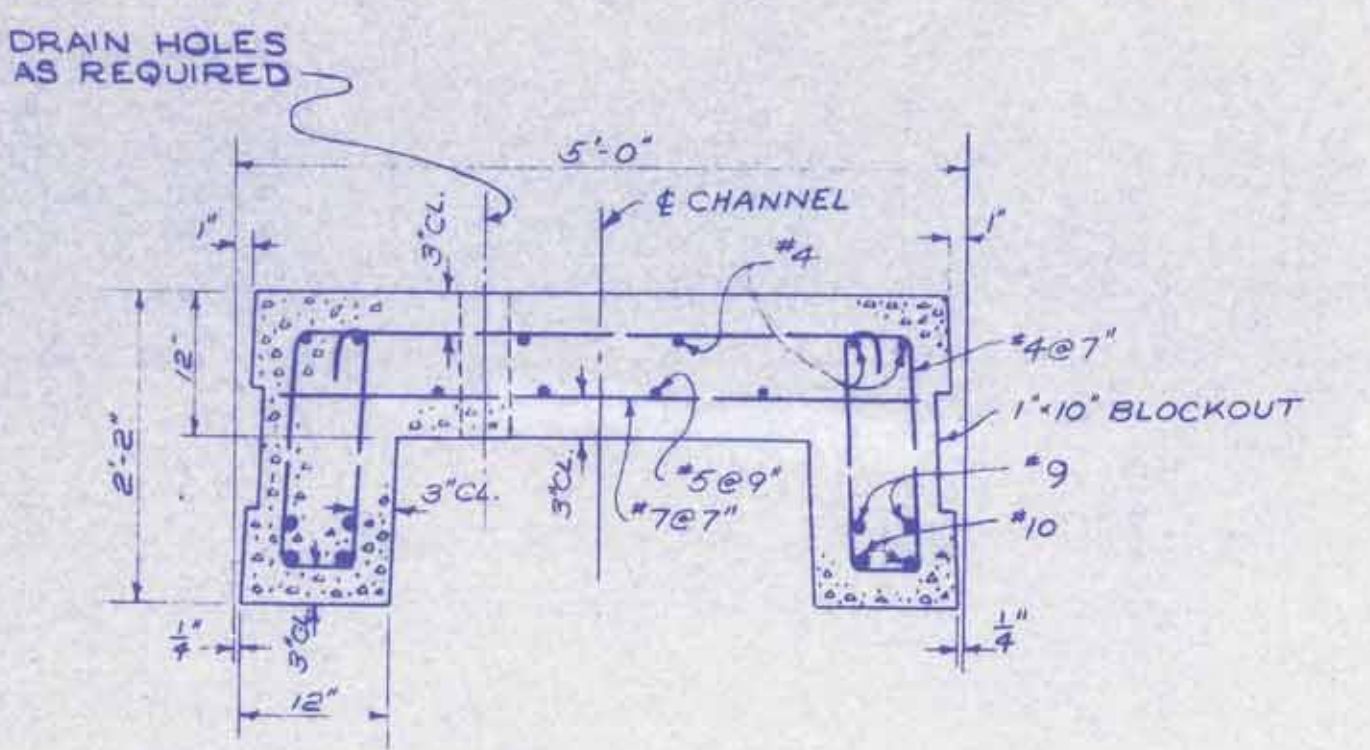
EDGE BEAM
SCALE: 3/4" = 1'-0"



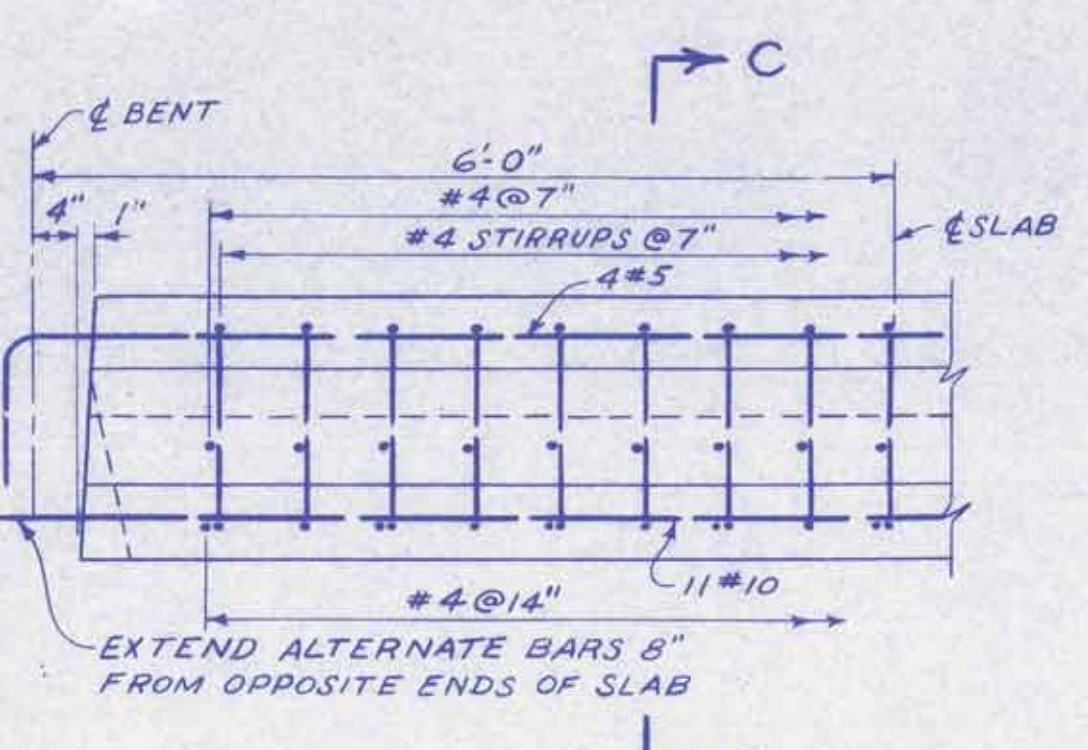
EDGE BEAM AT DOUBLE BITT
SCALE: 3/4" = 1'-0"



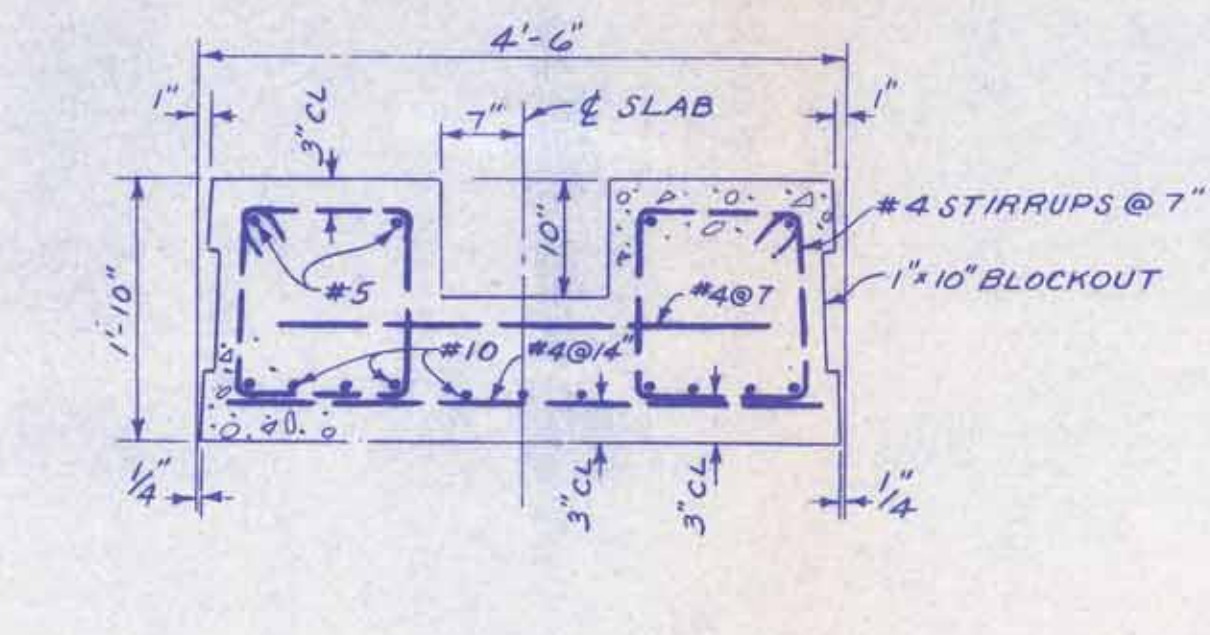
END BEAM - BALLASTED AREA
SCALE: 3/4" = 1'-0"



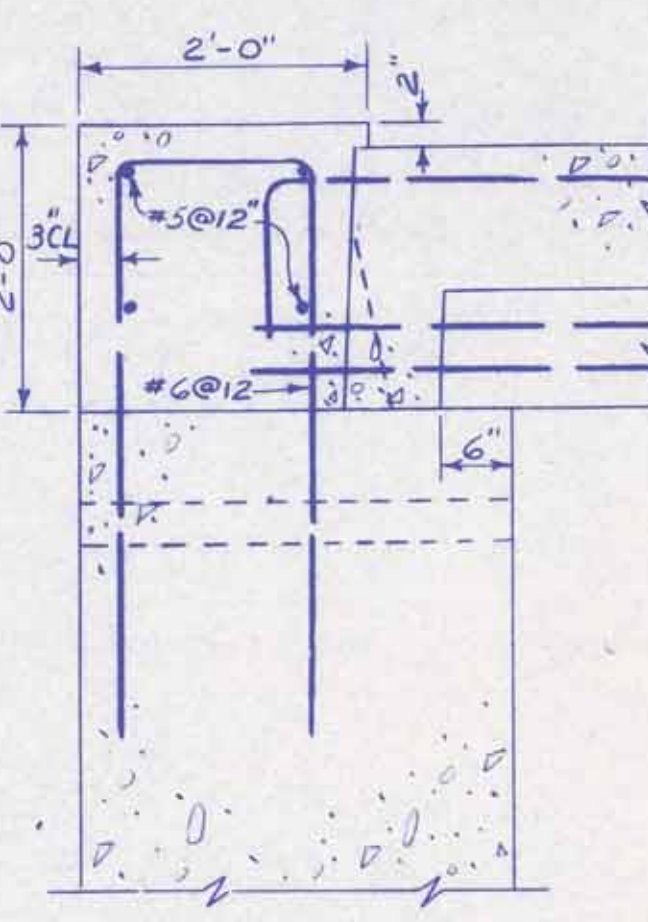
SECTION B-B



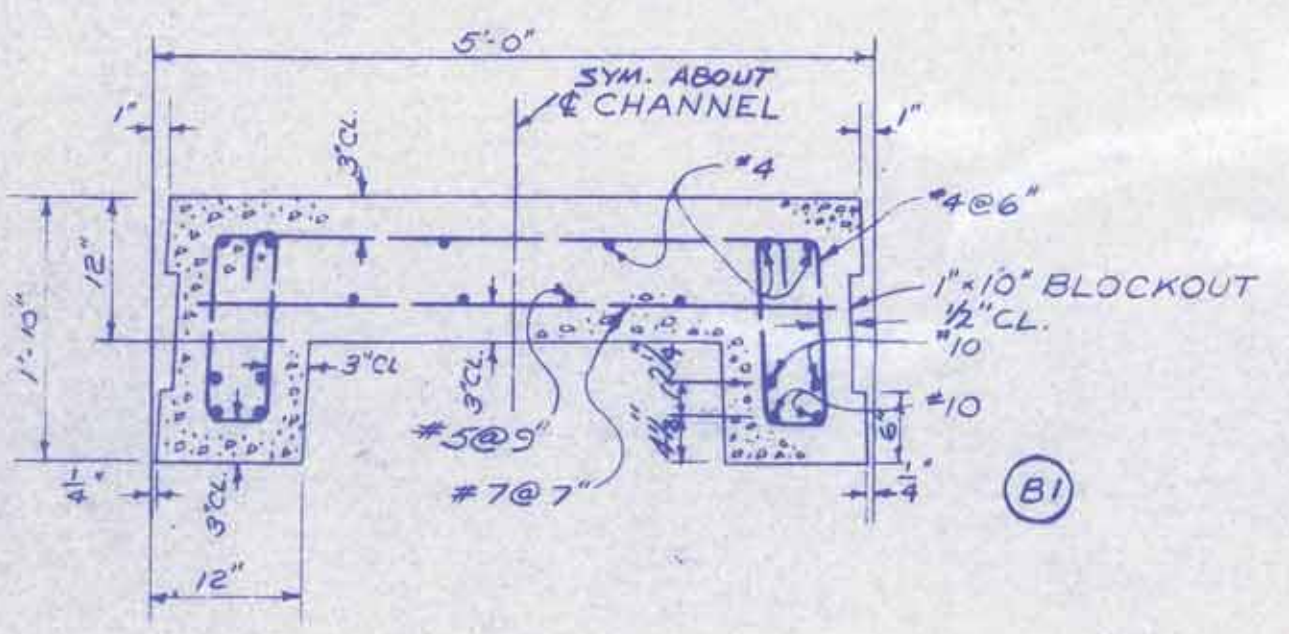
ELEVATION



SECTION C-C

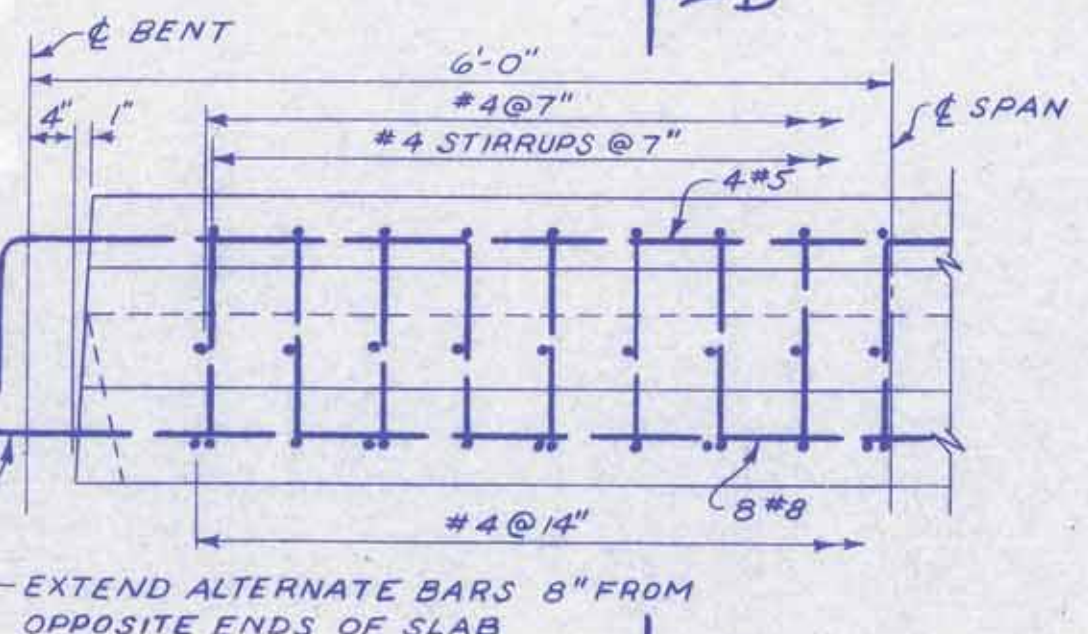


END BEAM - STORAGE AREA
SCALE: 3/4" = 1'-0"

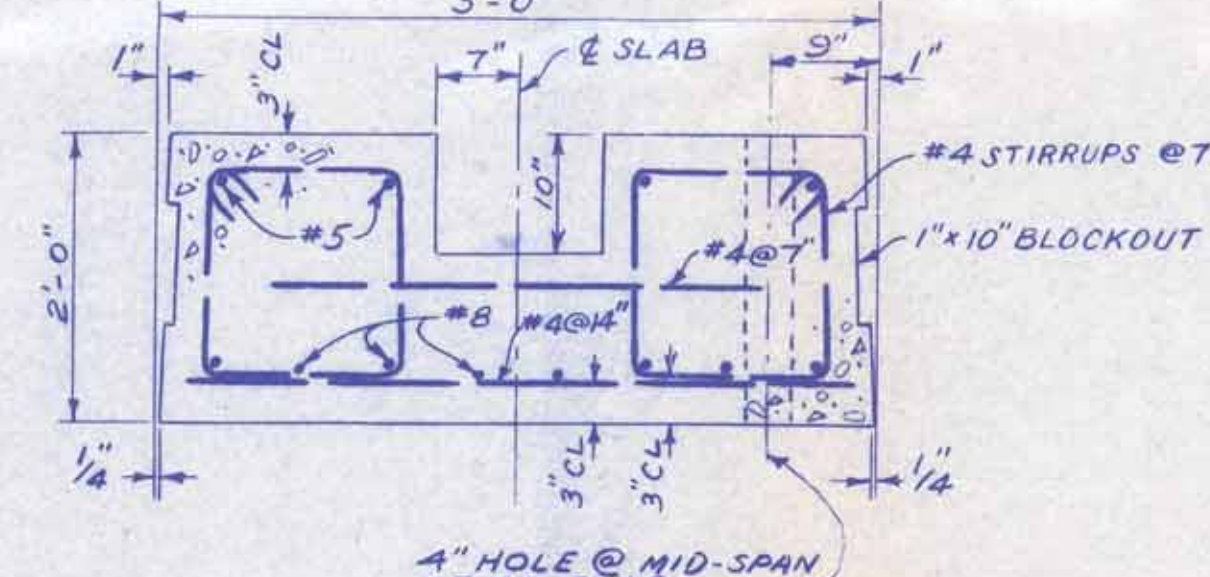


TYPICAL SECTION - 22" DEEP CHANNEL

TYPICAL PRECAST CHANNELS
SCALE: 3/4" = 1'-0"



ELEVATION



SECTION D-D

PRE-CAST TRAINRAIL SUPPORT SLAB
SCALE: 3/4" = 1'-0"

STRUCTURAL NOTES

CRANE LOAD
50K EA WHEEL, 4 WHEELS PER TRUCK, WHEELS SPACED AT 2'-8", 3'-4", AND 2'-8".

RAILROAD LOAD
COOPER'S E 50

FORK LIFT
35K EA TIRE, DUAL 18.00 X 25 TIRES INFLATED TO 70 PSI. TREAD 9'-0".

TRUCK LOAD
H-20-S16

UNIFORM LIVE LOAD
600 LBS. PER SQ. FT.

VERTICAL IMPACT LOAD
SLABS DESIGNED FOR 20% CRANE AND RAILROAD WHEEL IMPACT, 15% FORK LIFT AND TRUCK WHEEL IMPACT. PILE CAP DESIGNED FOR 10% CRANE WHEEL IMPACT, 10% RAILROAD WHEEL IMPACT, AND 15% FORK LIFT AND TRUCK WHEEL IMPACT. VERTICAL IMPACT LOADS ARE NOT APPLIED TO PILING.

SHIP IMPACT
THE KINETIC ENERGY OF A 25,000 TON SHIP WITH A VELOCITY OF 1.0 FPS STRIKING THE BULLRAIL AT AN ANGLE OF 10 DEGREES.

SEISMIC FORCES
10% OF THE COMBINED TOTAL OF THE DEAD LOAD AND 1/2 THE UNIFORM LIVE LOAD ON THE STORAGE AREA APPLIED LATERALLY IN ANY DIRECTION IN THE PLANE OF THE DECK.

DESIGN LOAD ON PILING
65 TONS COMPRESSION, 35 TONS WITHDRAWAL, WITH 1/3 INCREASE FOR EARTHQUAKE.

CONCRETE
4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS

REINFORCING STEEL
INTERMEDIATE GRADE, F_y = 20,000 PSI
BAR LAPS AND IMBEDMENT TO BE 36 DIAMETERS UNLESS NOTED.

84

REV.	DATE	BY	NO.	ACTION	DESCRIPTION	BY	APP.

DESIGNED: _____
 DRAWN: _____
 CHECKED: _____
 SUBMITTED: _____
 RECOMMENDED: _____
 APPROVED: _____
 DATE: _____

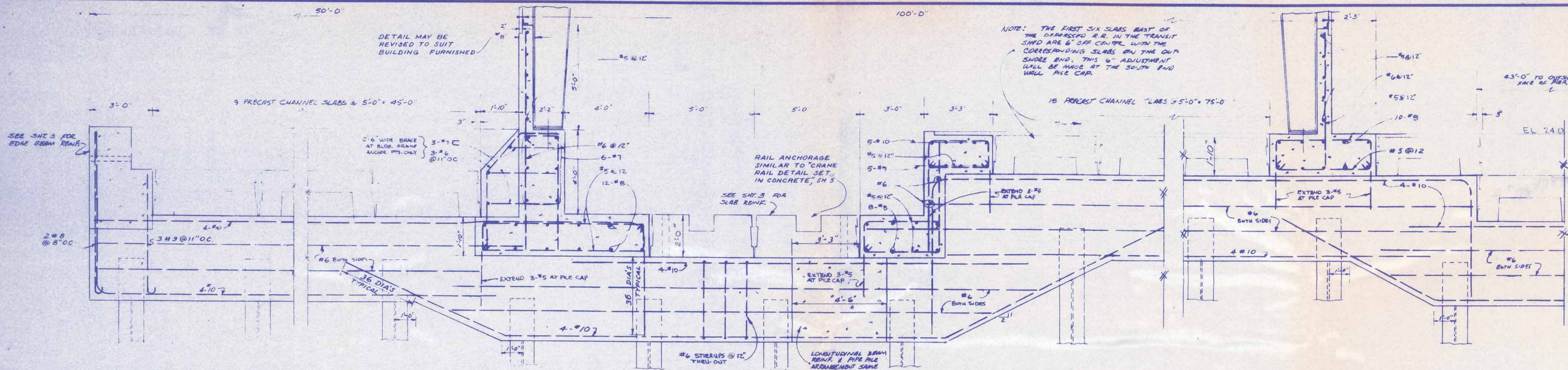
WM. A. SMITH CONTRACTING CO., INC.
SEWARD, ALASKA

U.S. ARMY ENGINEER DISTRICT, ALASKA
CORPS OF ENGINEERS
OFFICE OF THE RESIDENT ENGINEER
SEWARD, ALASKA

SEWARD ALASKA
RESTORATION OF ALASKA RR. FACILITIES
PIER REINFORCEMENT

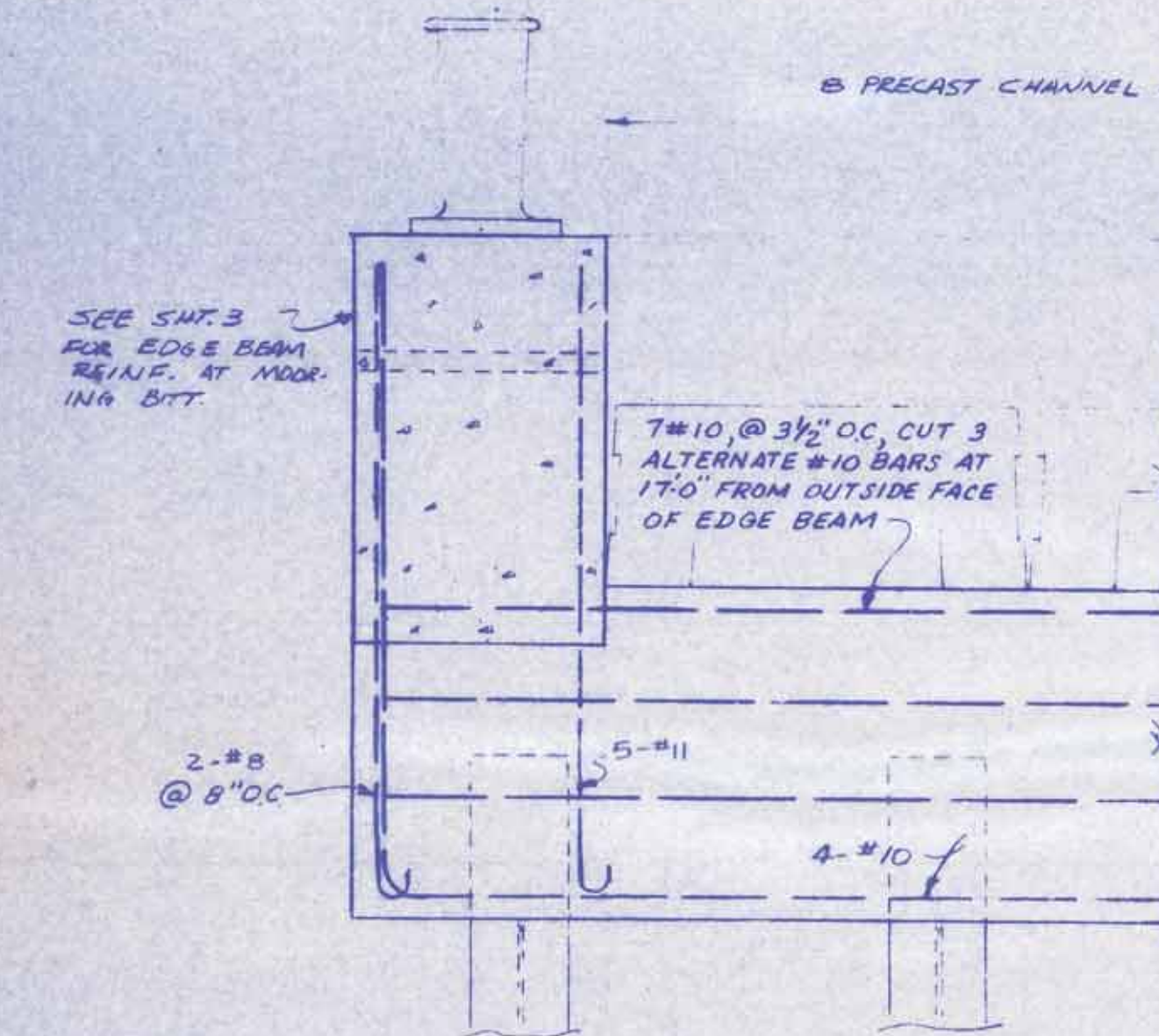
PREPARED BY
U.S. ARMY ENGINEER DISTRICT, SEATTLE

SCALE: _____ SPEC. NO. _____
 DRAWING NUMBER: AS-BLT Q-5-1-56
 SHEET 3

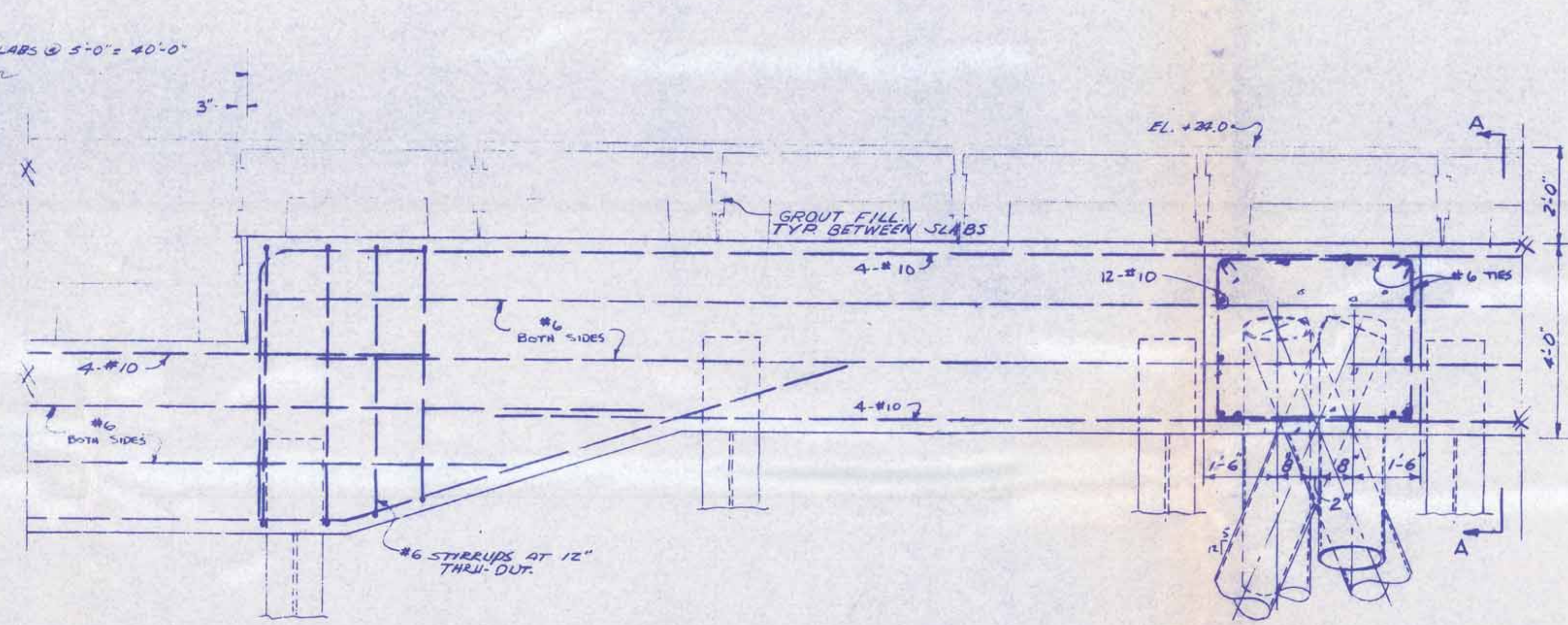


TYPICAL EDGE BEAM ANCHORAGE
SCALE: 1/2" = 1'-0"

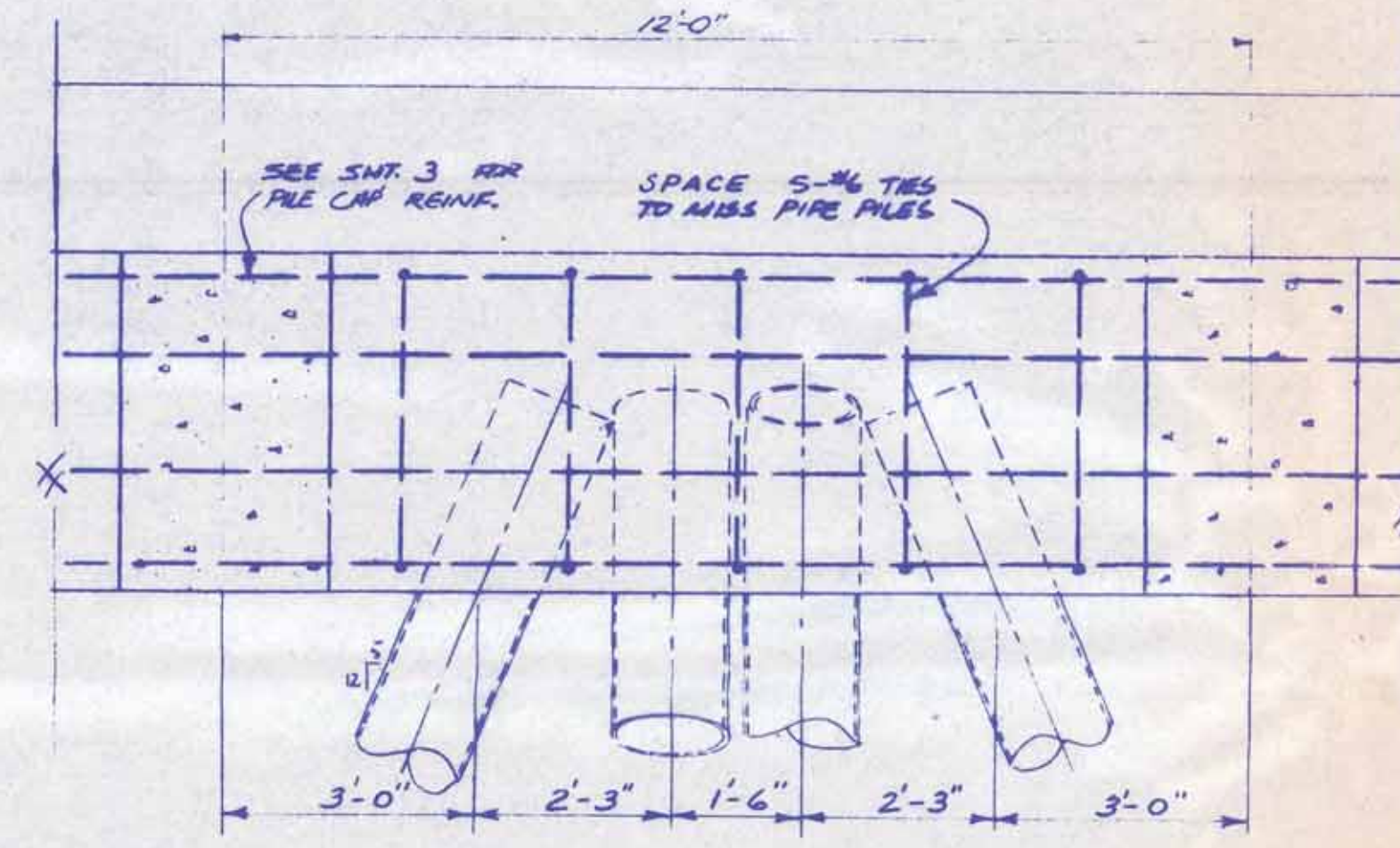
TYPICAL BENT UNDER TRANSIT SHED
SCALE: 1/2" = 1'-0"



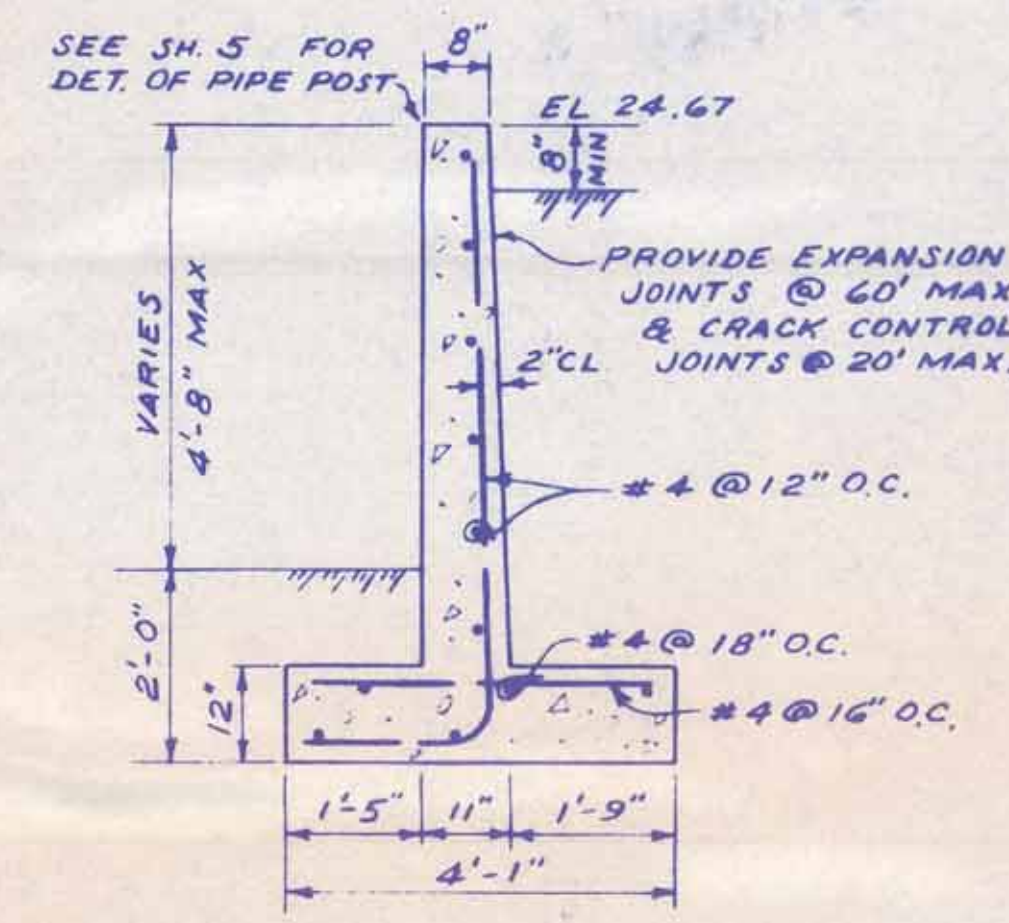
EDGE BEAM ANCHORAGE AT MOORING BITT
SCALE: 1/2" = 1'-0"



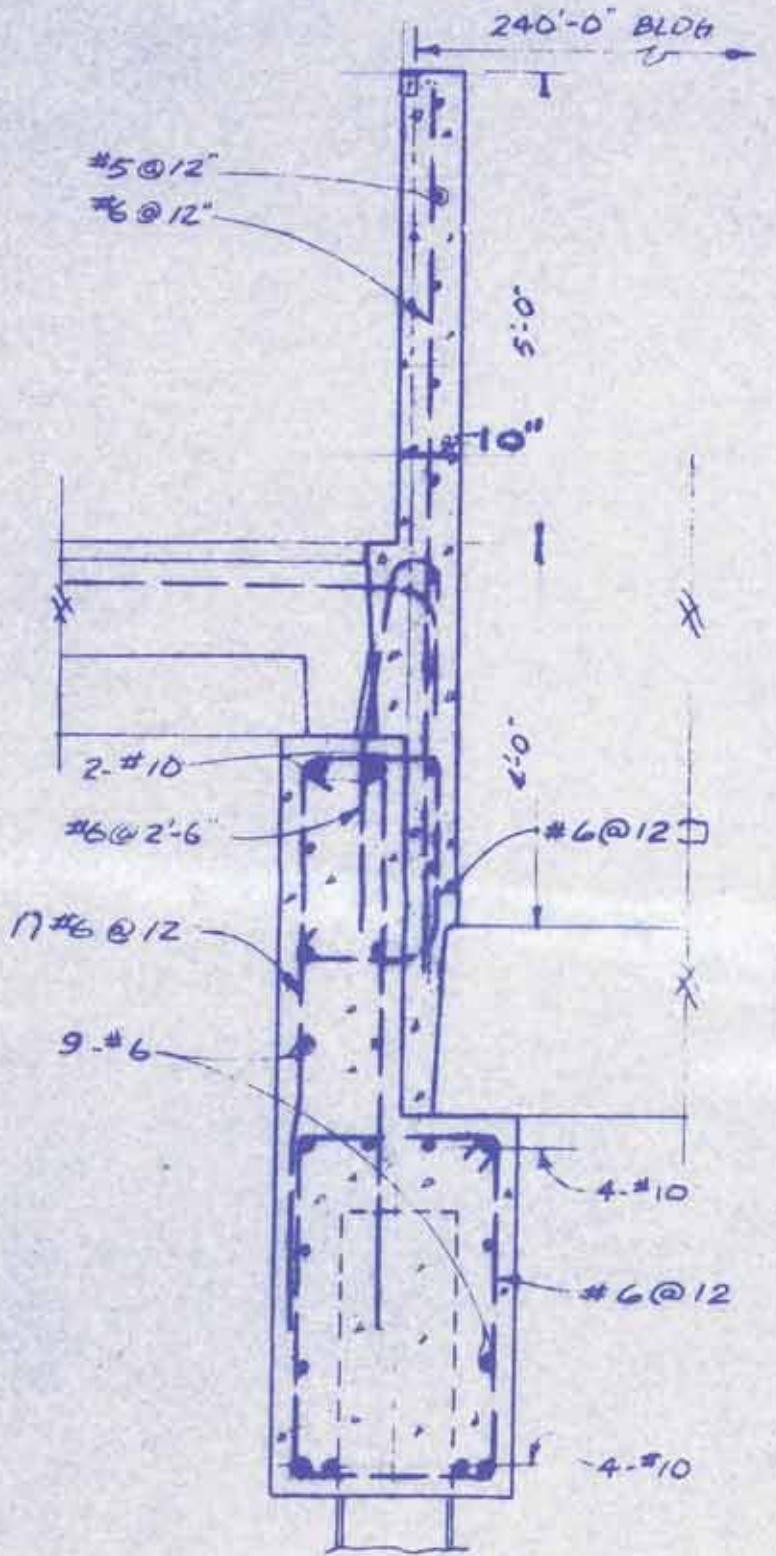
TYPICAL BENT SOUTH OF TRANSIT SHED
SCALE: 1/2" = 1'-0"



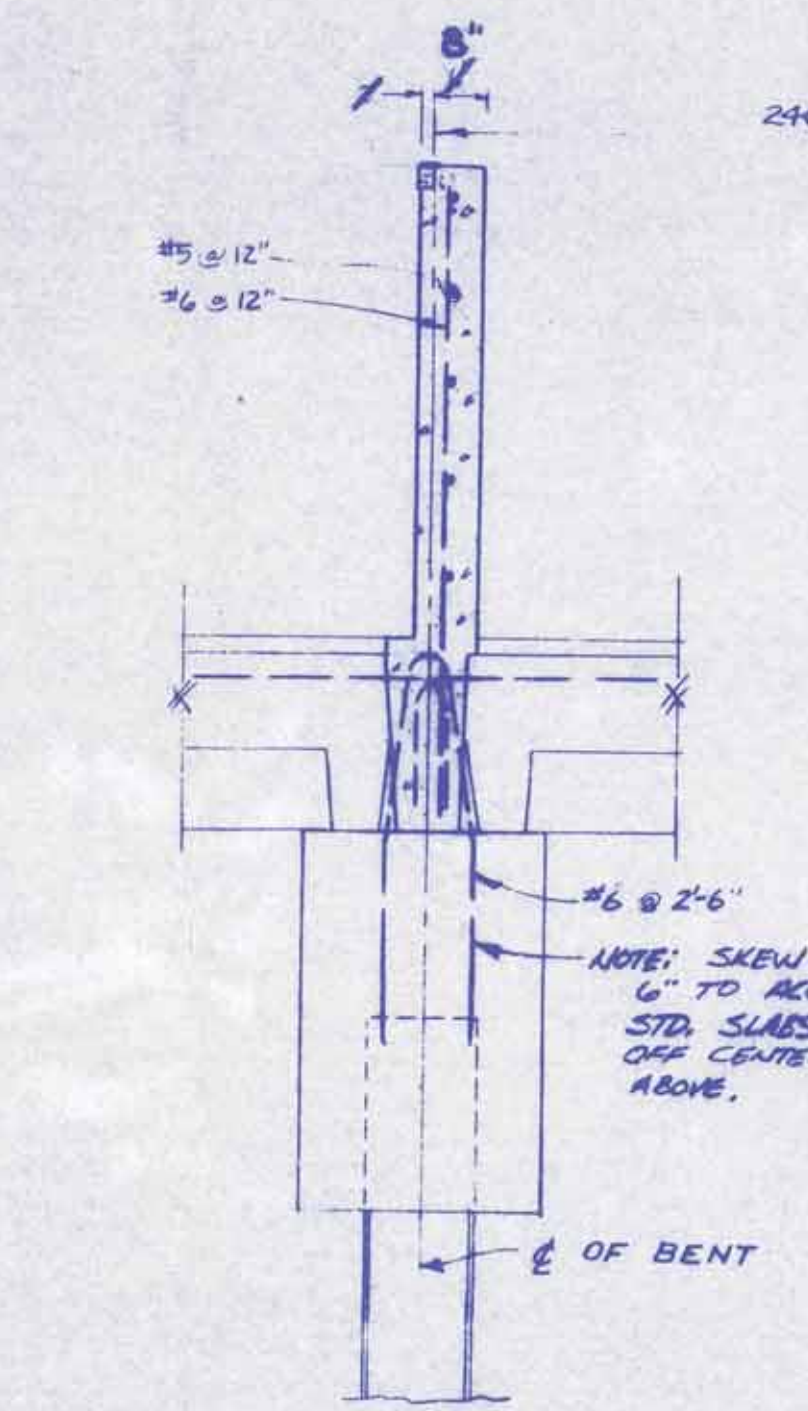
SECTION A-A
SCALE: 1/2" = 1'-0"



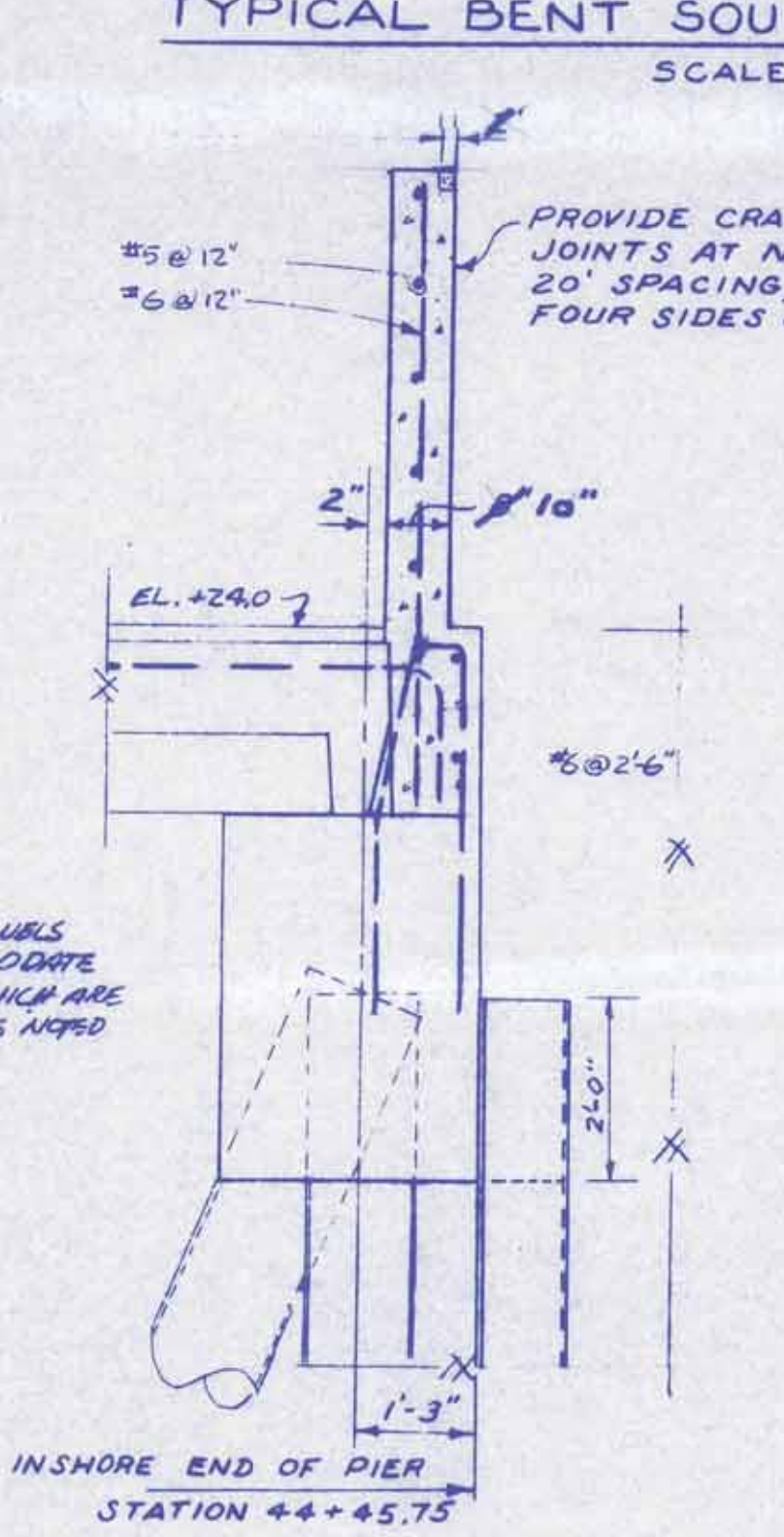
RETAINING WALL
SCALE: 1/2" = 1'-0"



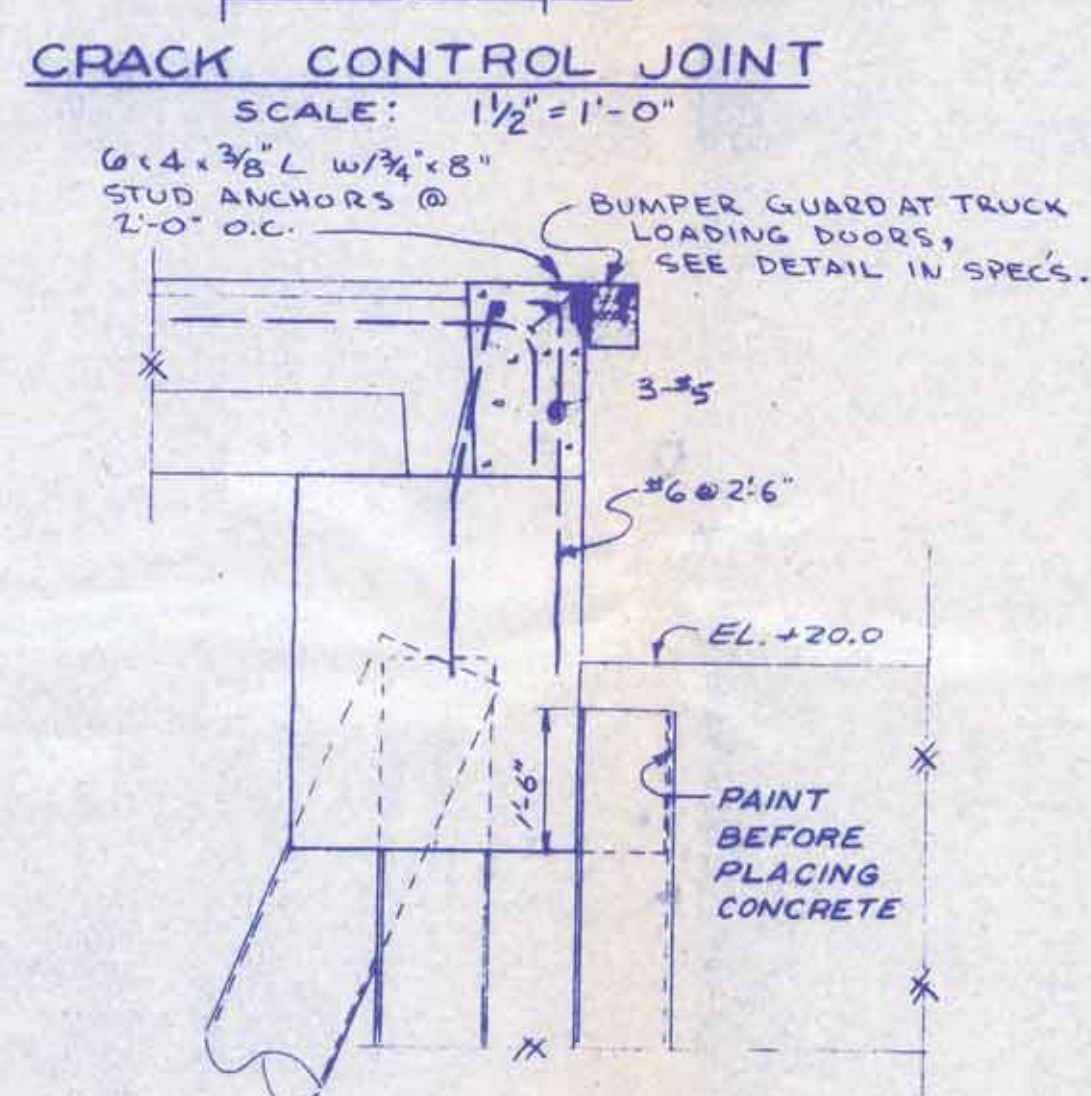
SOUTH END WALL AT DEPRESSED RR
SCALE: 1/2" = 1'-0"



TYPICAL SOUTH END WALL
SCALE: 1/2" = 1'-0"



TYPICAL NORTH END WALL
SCALE: 1/2" = 1'-0"

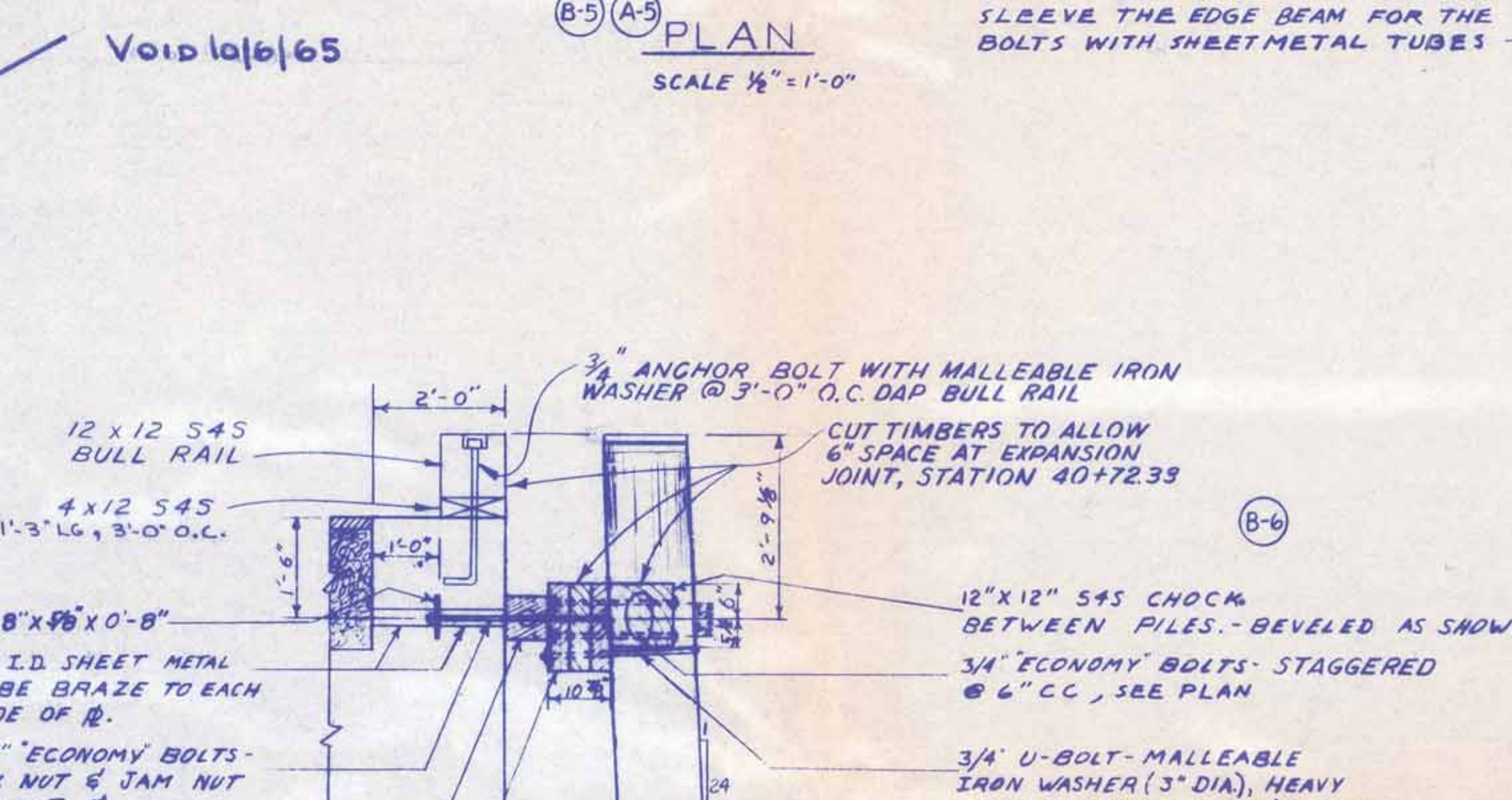
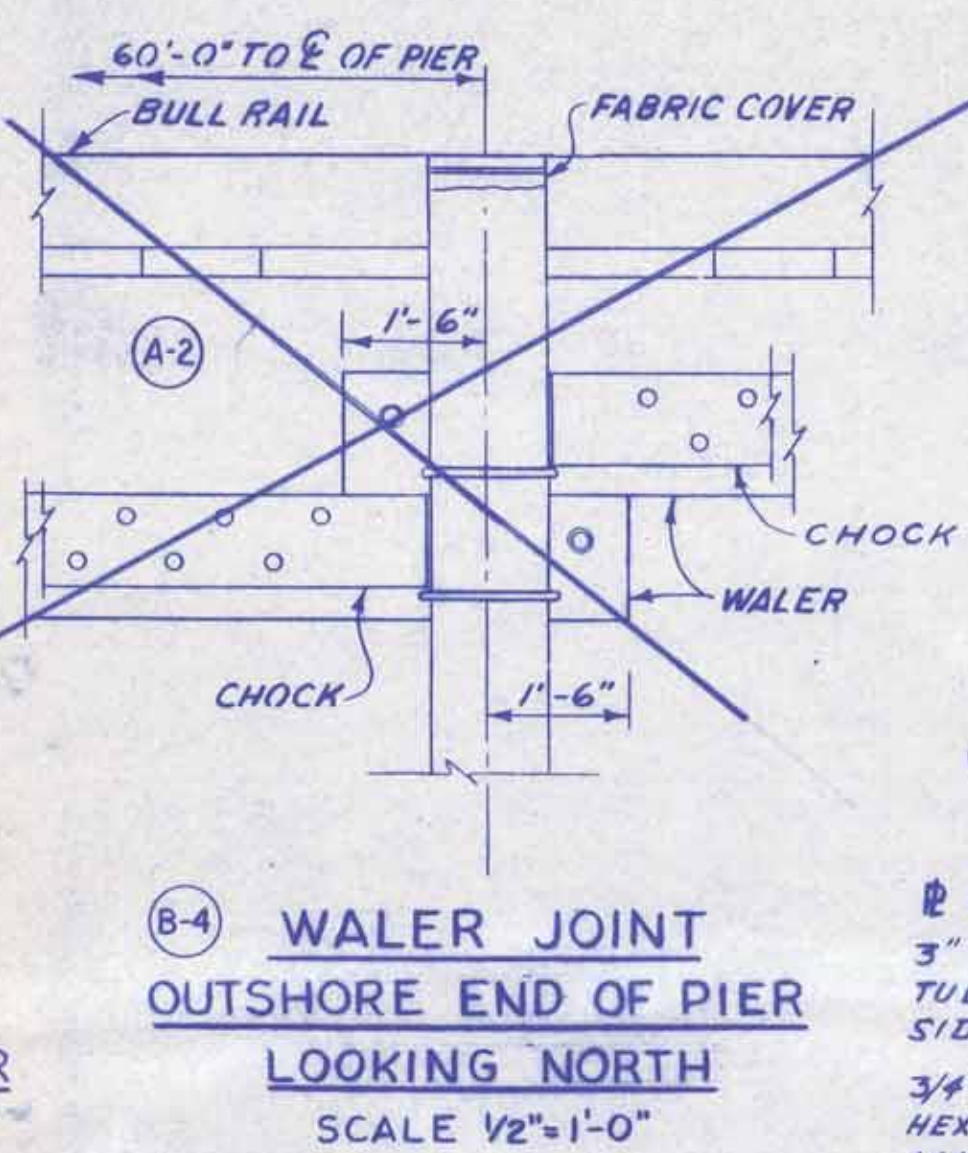
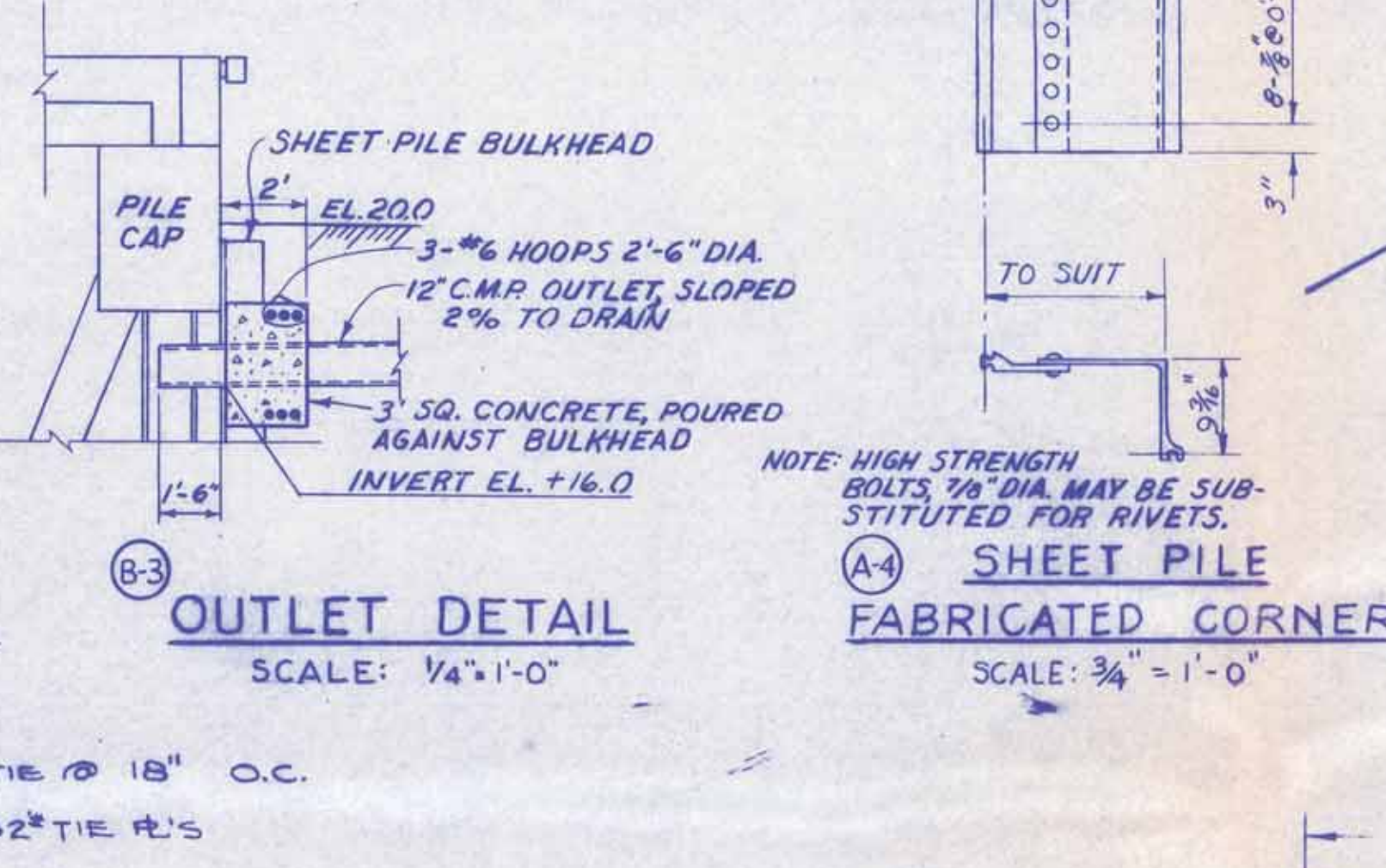
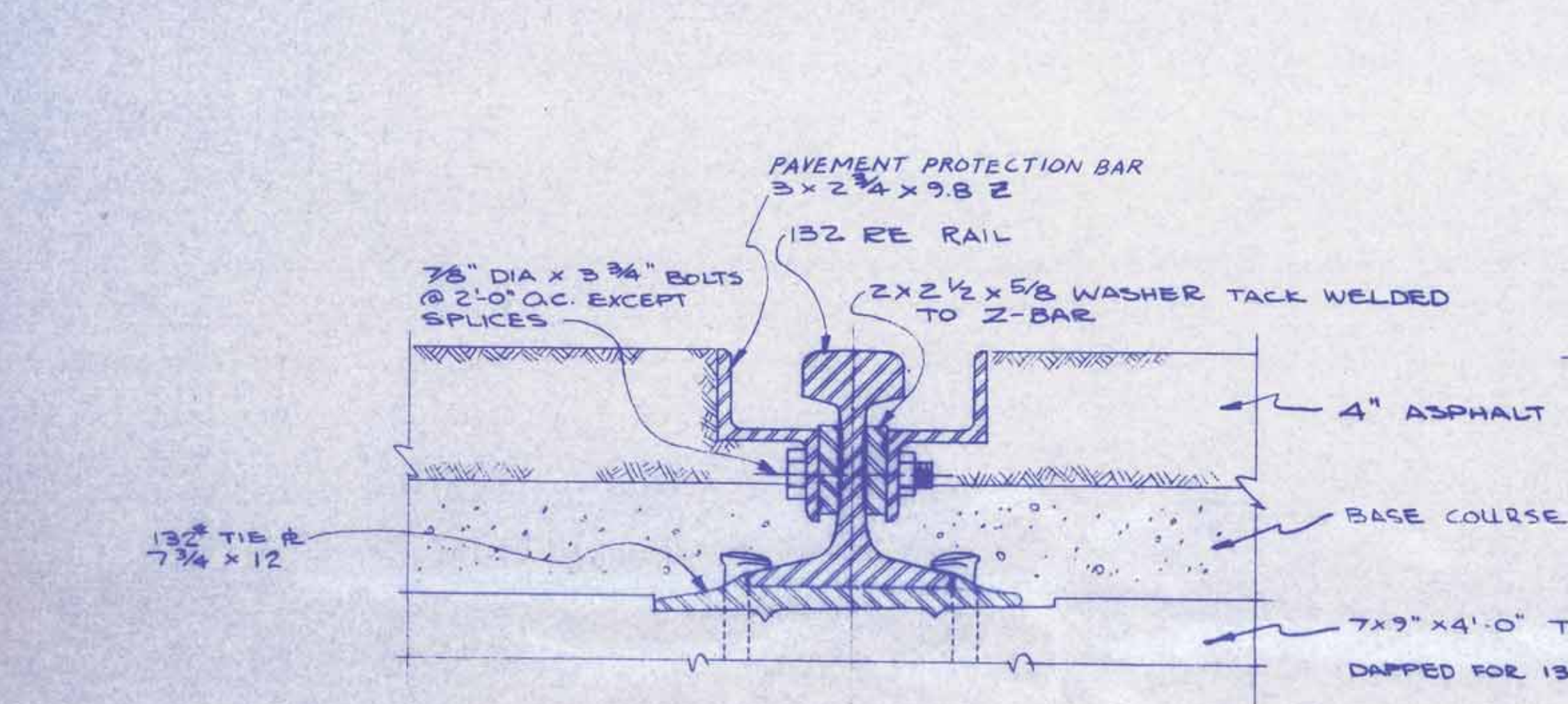
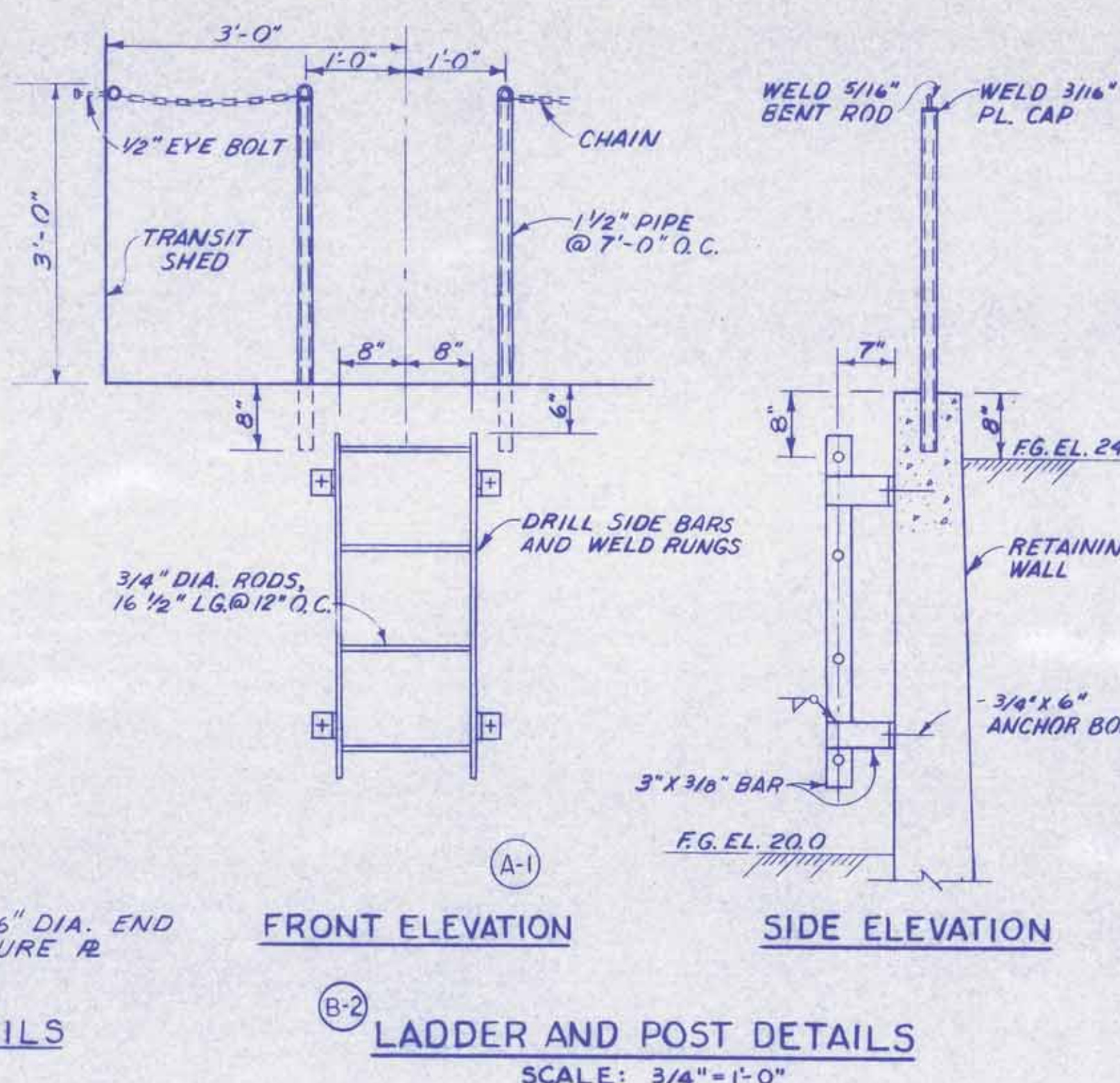
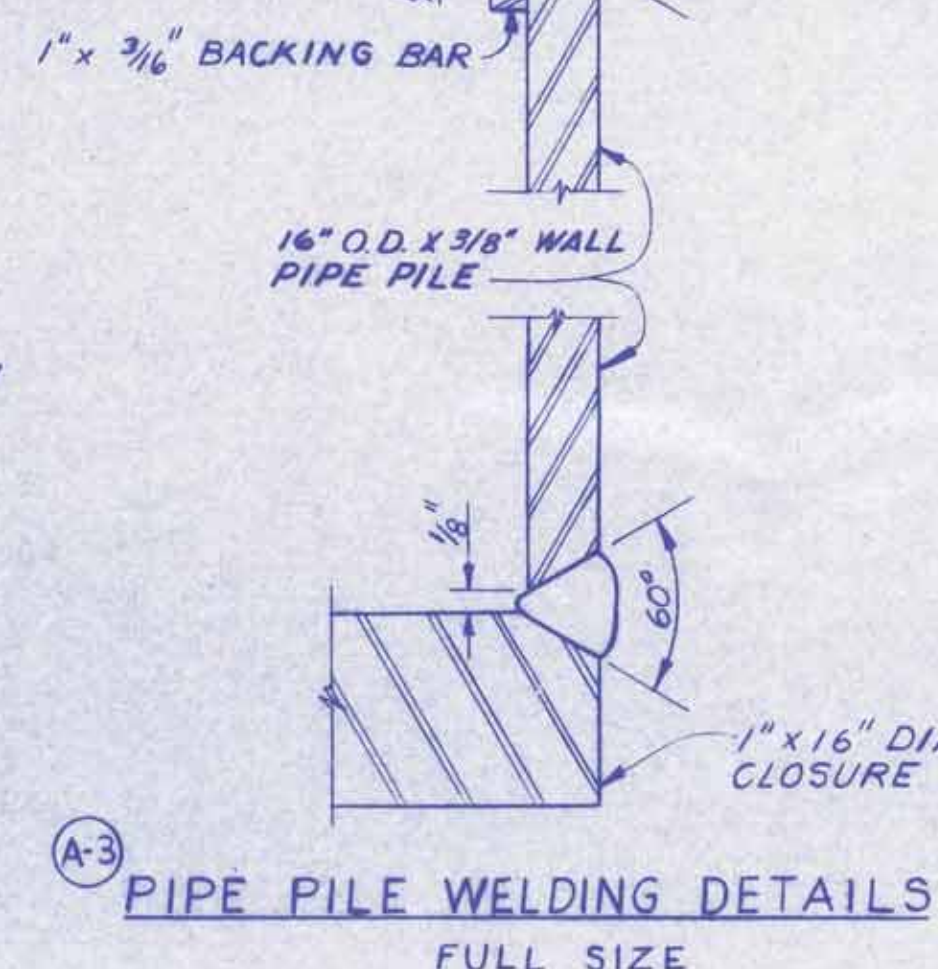
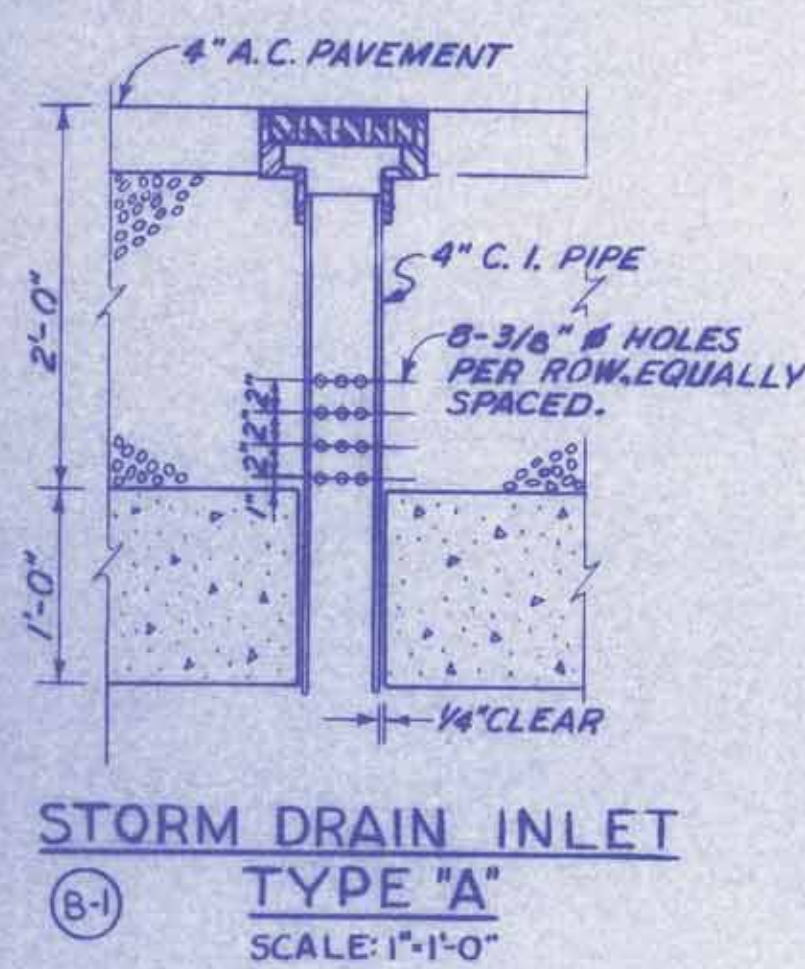


TRUCK LOADING DOCK
SCALE: 1/2" = 1'-0"

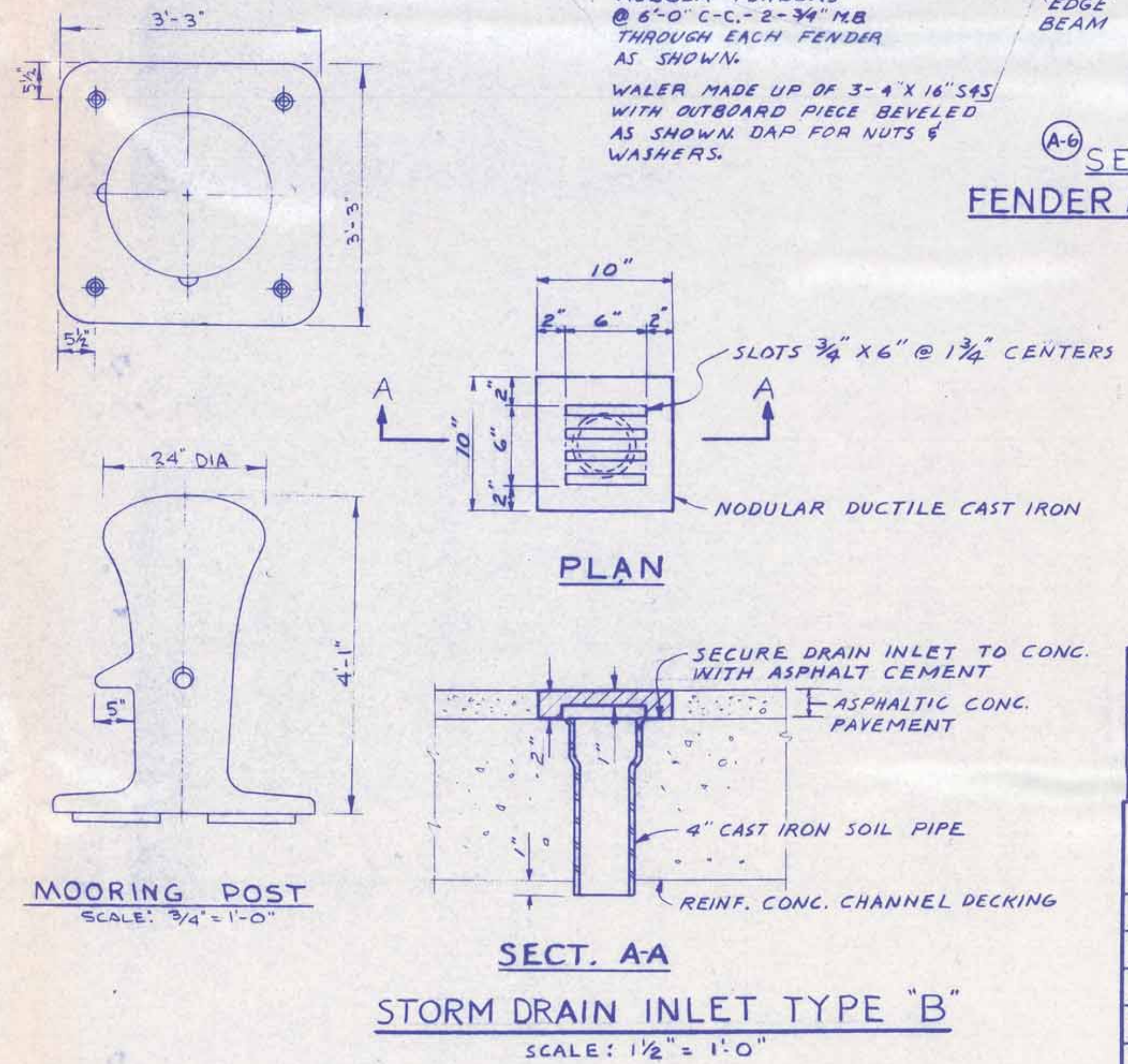
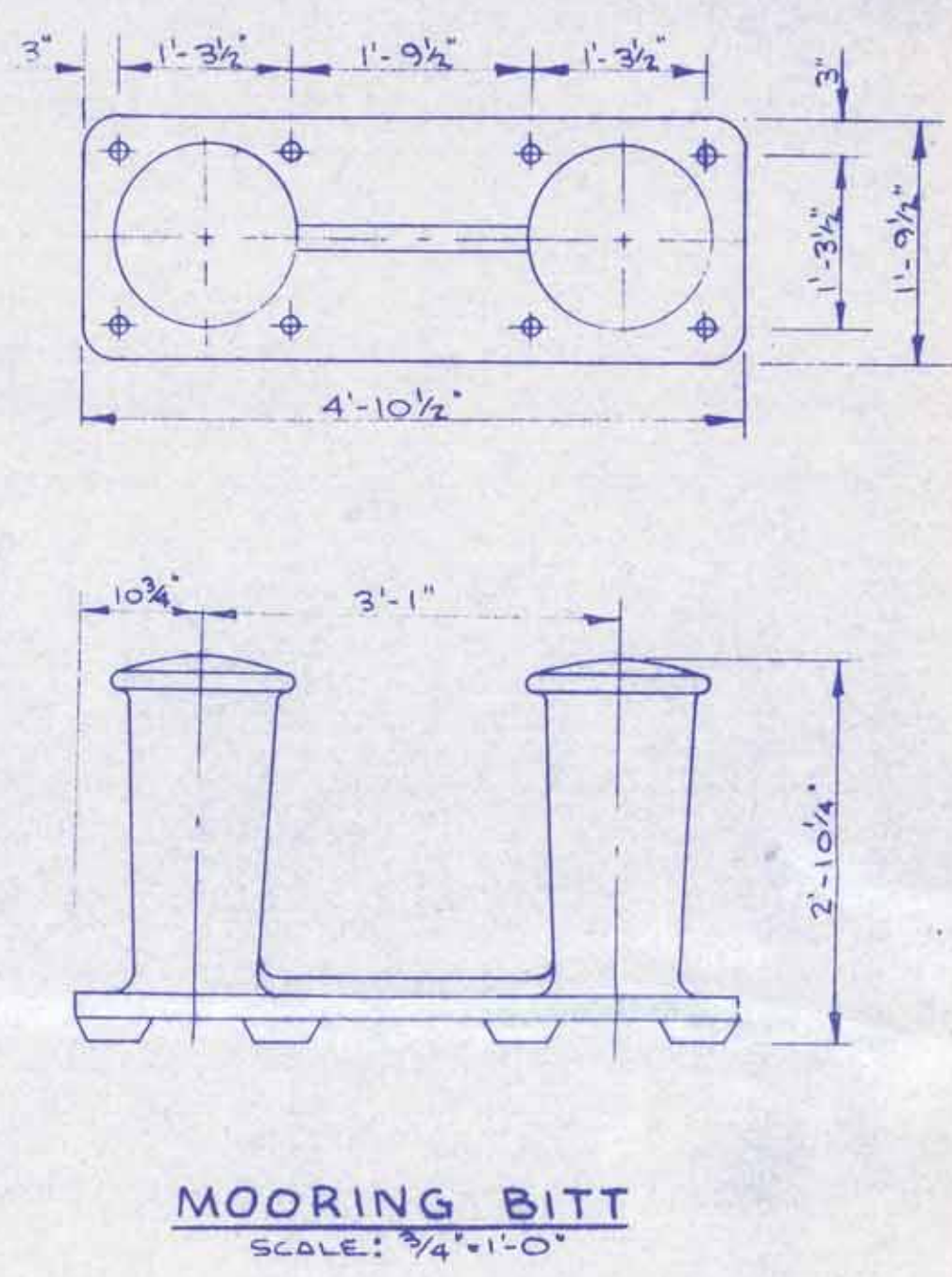
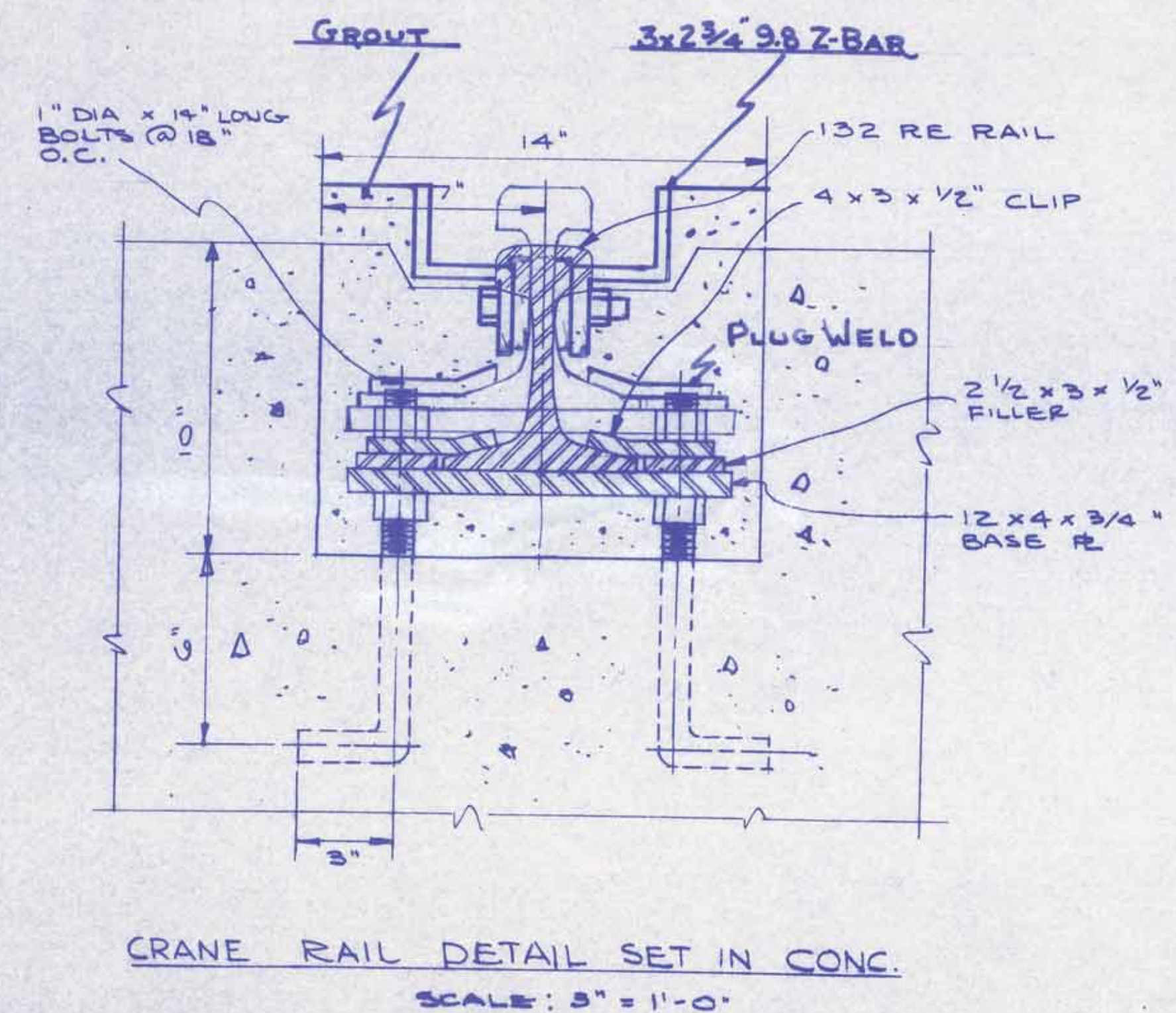
CRACK CONTROL JOINT
SCALE: 1 1/2" = 1'-0"

PREPARED BY
U. S. ARMY ENGINEER DISTRICT, SEATTLE

DESIGNED:	U. S. ARMY ENGINEER DISTRICT, ALASKA
DRAWN:	CORPS OF ENGINEERS
TRACED:	SEWARD, ALASKA
CHECKED:	OFFICE OF THE RESIDENT ENGINEER
SUBMITTED:	SEWARD, ALASKA
CHIEF RECOMMENDED:	U. S. ARMY ENGINEER DISTRICT, ALASKA
APPROVED:	SEWARD ALASKA
DATE:	2/28/68
SCALE:	AS-BLT
DRAWING NUMBER:	Q-5-1-56
SHEET:	4



DETAIL OF CRANE RAIL ON TIE & BALLAST
SCALE: 3" = 1'-0"



3" X 10" SHEAR PLATES 2'-11 3/4" LONG. BOLT ALTERNATE SHEAR PLATES TO THE CONCRETE BEAM WITH 4-3/4" MB. 6 TO THE WALER & 12 X 18 CHOCK WITH 6-3/8" ECONOMY BOLTS. EACH OF THESE BOLTS SHALL BE INSTALLED WITH 3 GA. 2" O.D. CUT WASHER, HEAVY SPRING LOCKWASHER, AND HEAVY HEX JAM NUT - WITH THE SHEAR PLATE DAPPED 3/16" TO RECESS THE NUT & WASHERS. THE ENDS OF THE BOLTS SHALL NOT PROJECT BEYOND THE FACE OF THE SHEAR PLATE.

4-3/4" ECONOMY BOLTS SET 4" ABOVE AND BELOW EDGE OF WALER. DAP WALER TO RECESS NUT AND MALLEABLE IRON WASHER. BOLT ENDS TO BE FLUSH WITH FACE OF WALER.

NOTE: HIGH STRENGTH BOLTS 3/8" DIA. MAY BE SUBSTITUTED FOR RIVETS.

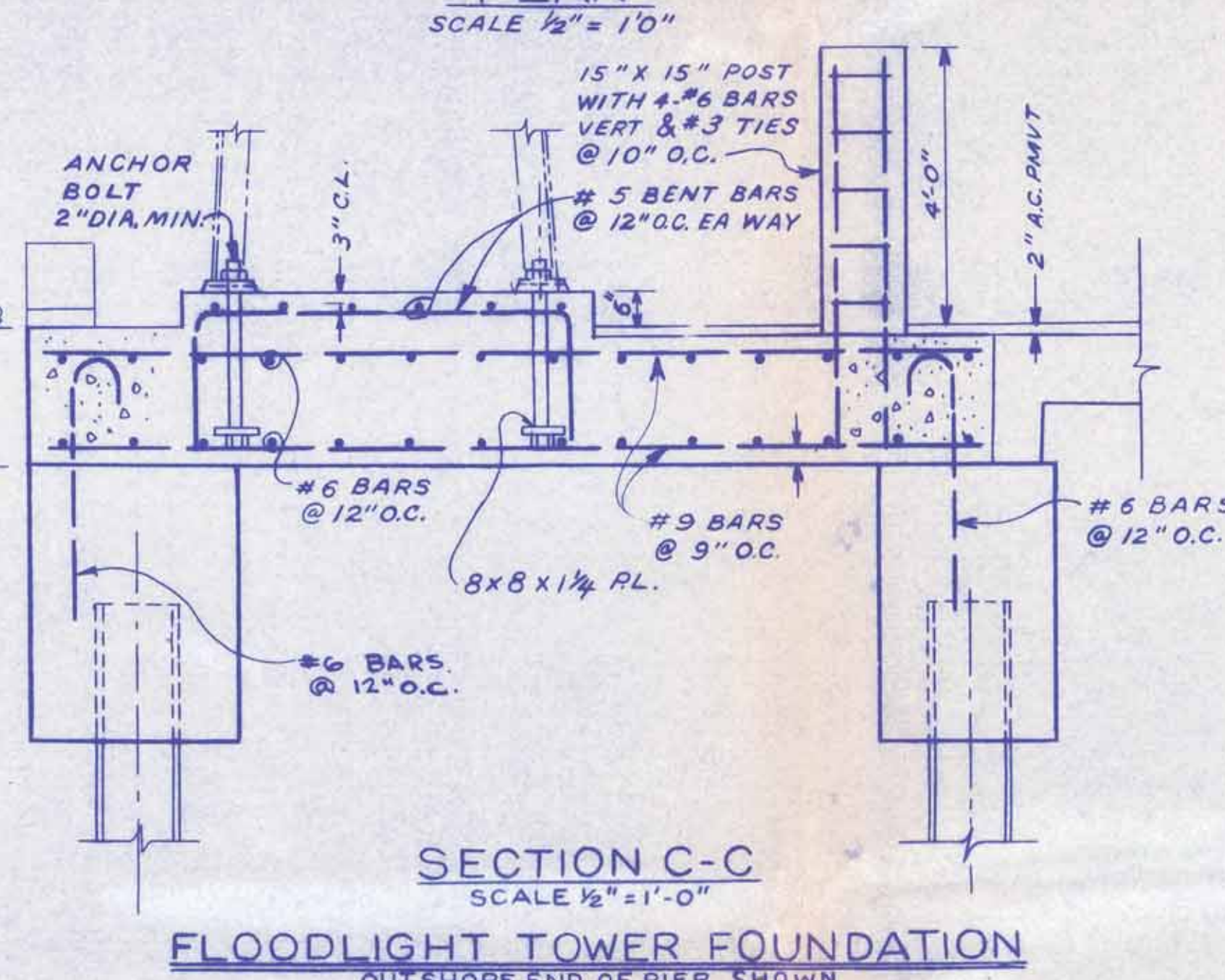
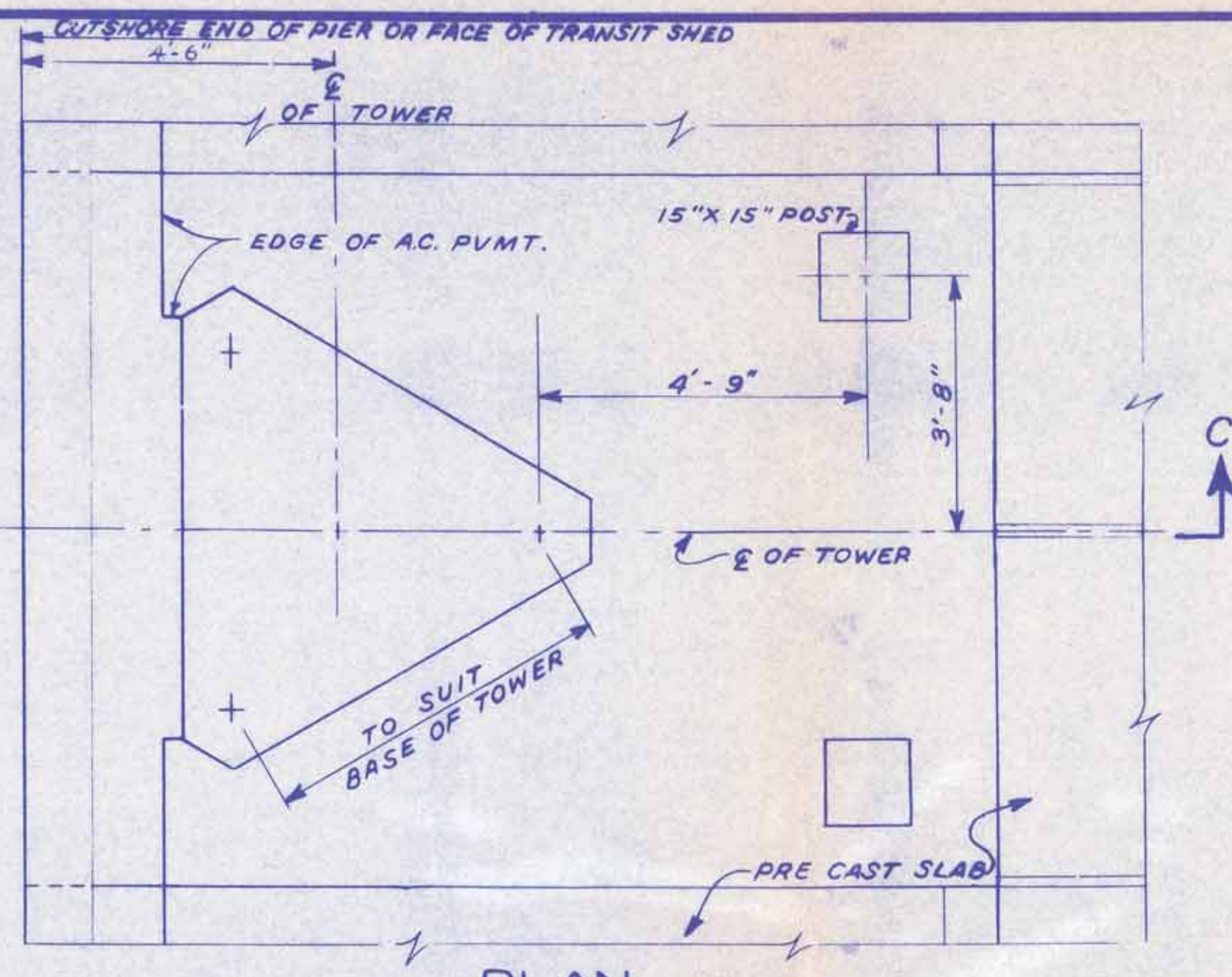
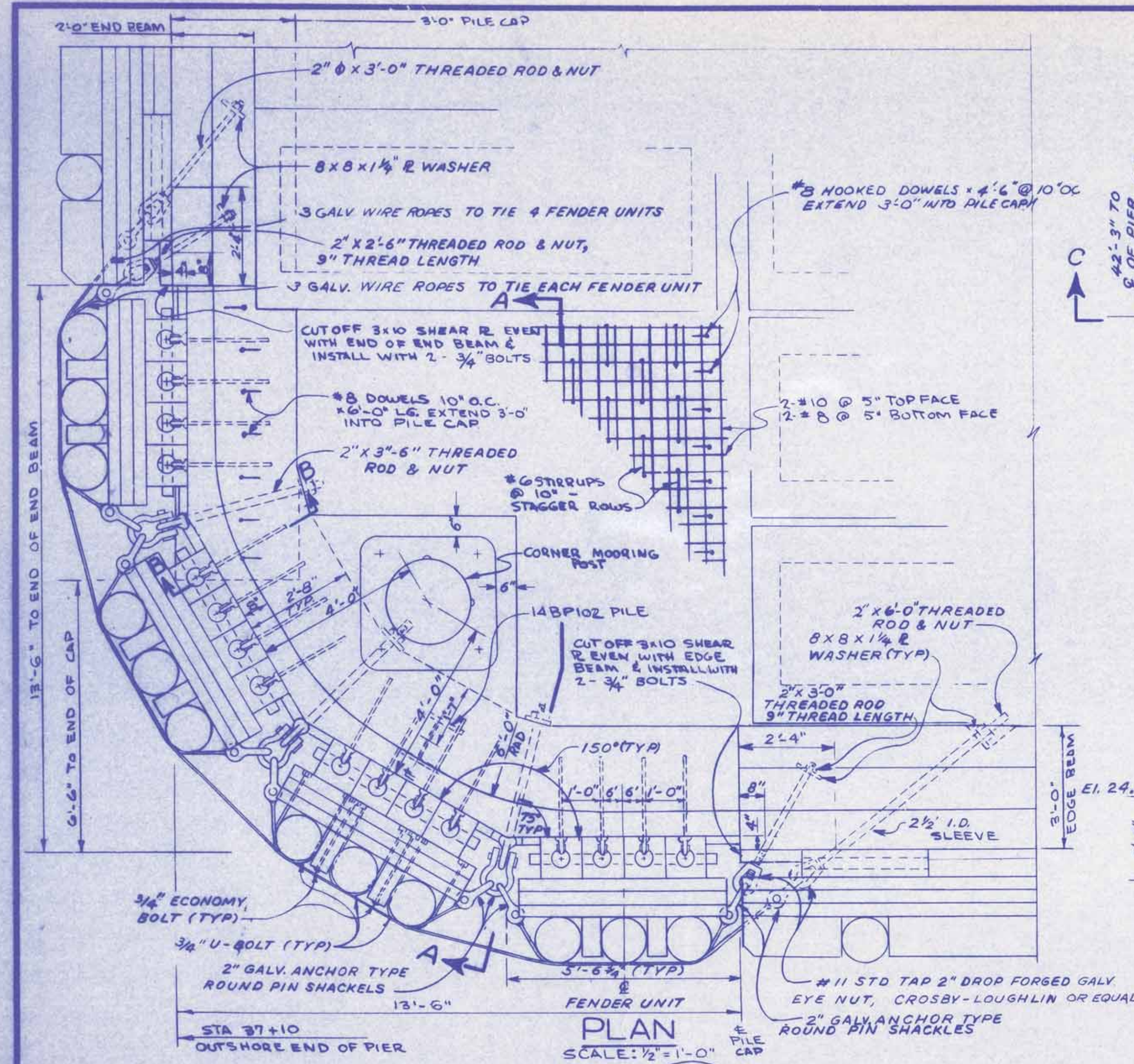
3/4" ANCHOR BOLT WITH MALLEABLE IRON WASHER @ 3'-0" O.C. DAP BULL RAIL

12" X 12" S45 CHOCK BETWEEN PILES. - BEVELED AS SHOWN.
3/4" ECONOMY BOLTS - STAGGERED @ 6" C.C., SEE PLAN
3/4" U-BOLT - MALLEABLE IRON WASHER (3" DIA), HEAVY SPRING LOCKWASHER, & REGULAR SQUARE NUT EACH END. DAP WALER FOR BEVELED FIT
TIMBER FENDER PILING @ 6'-0" C-C.

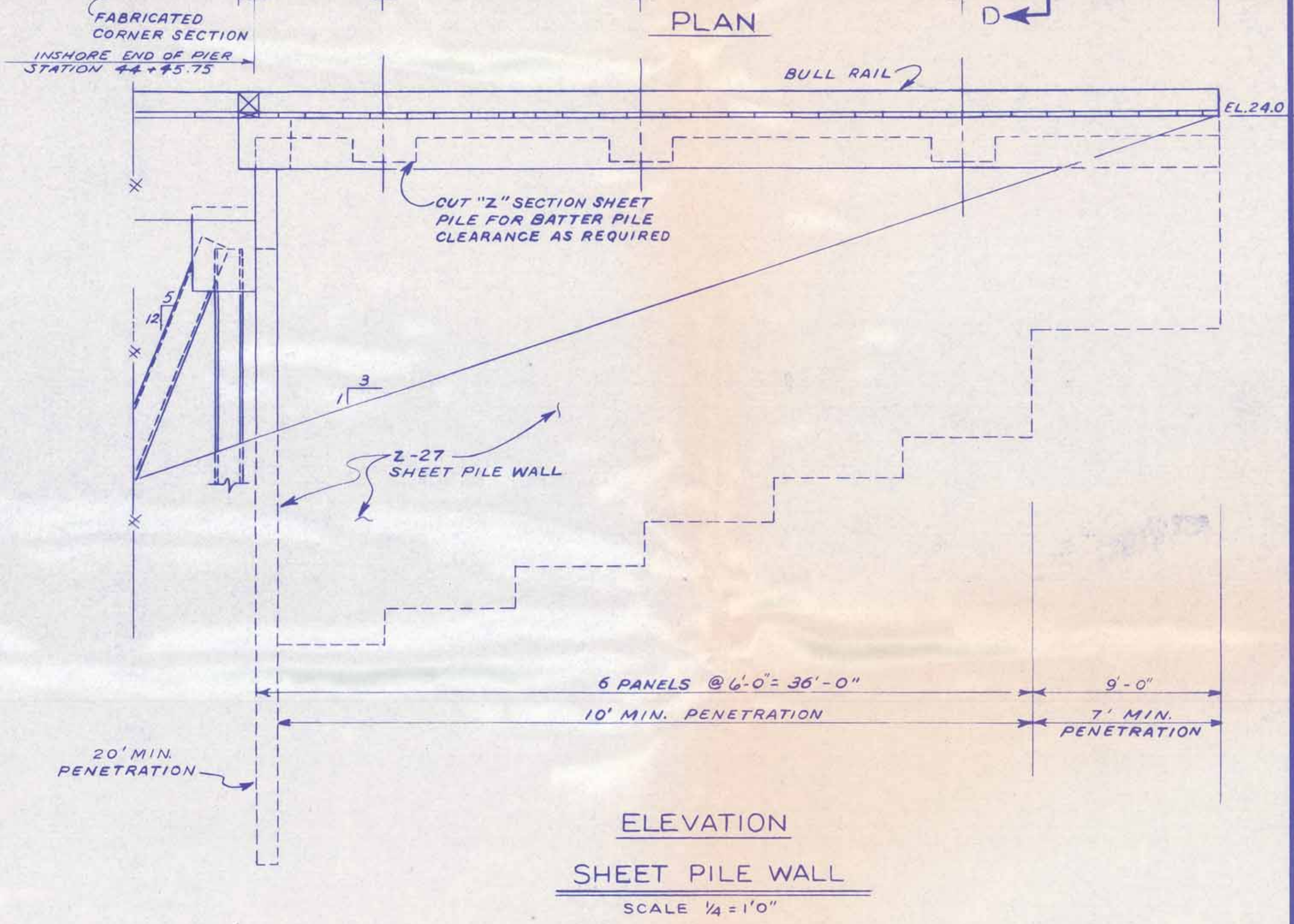
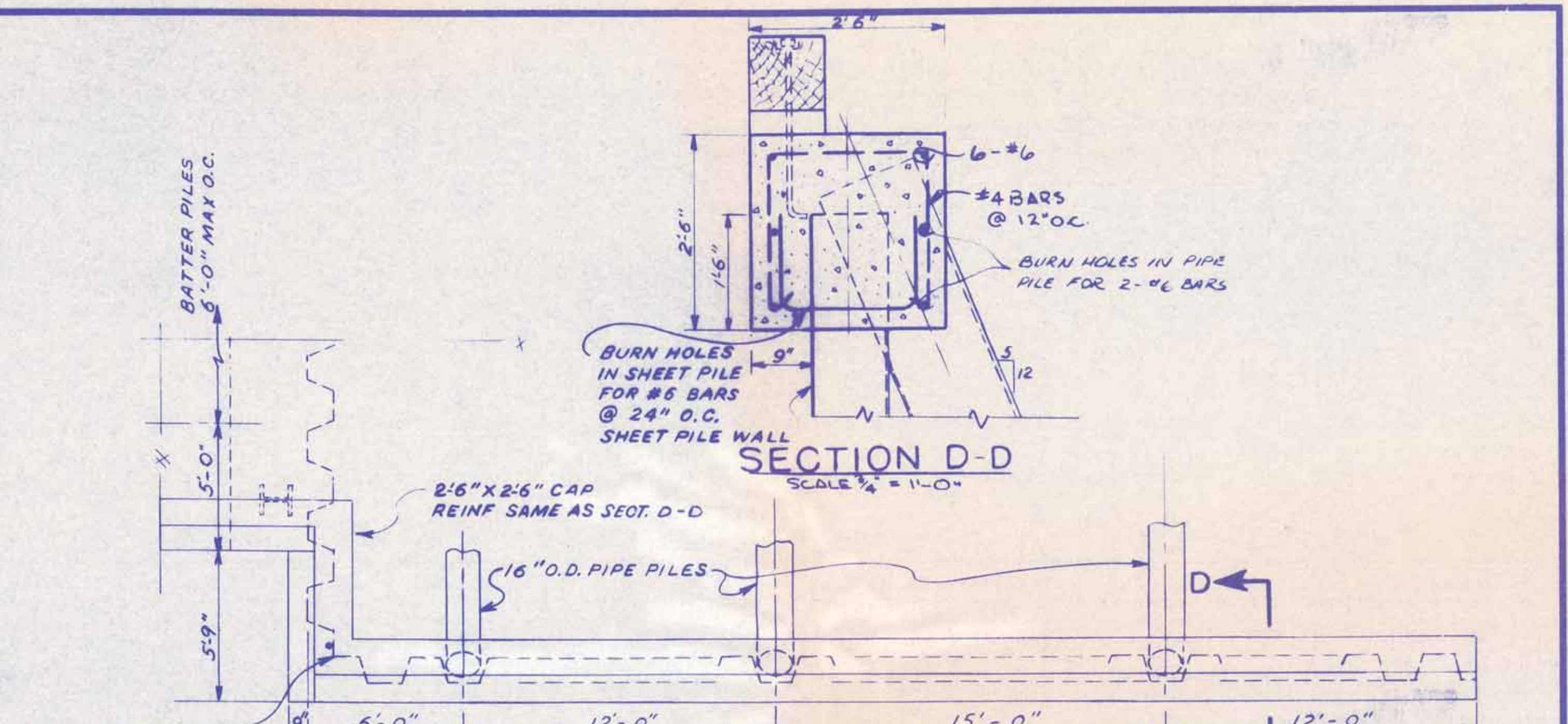
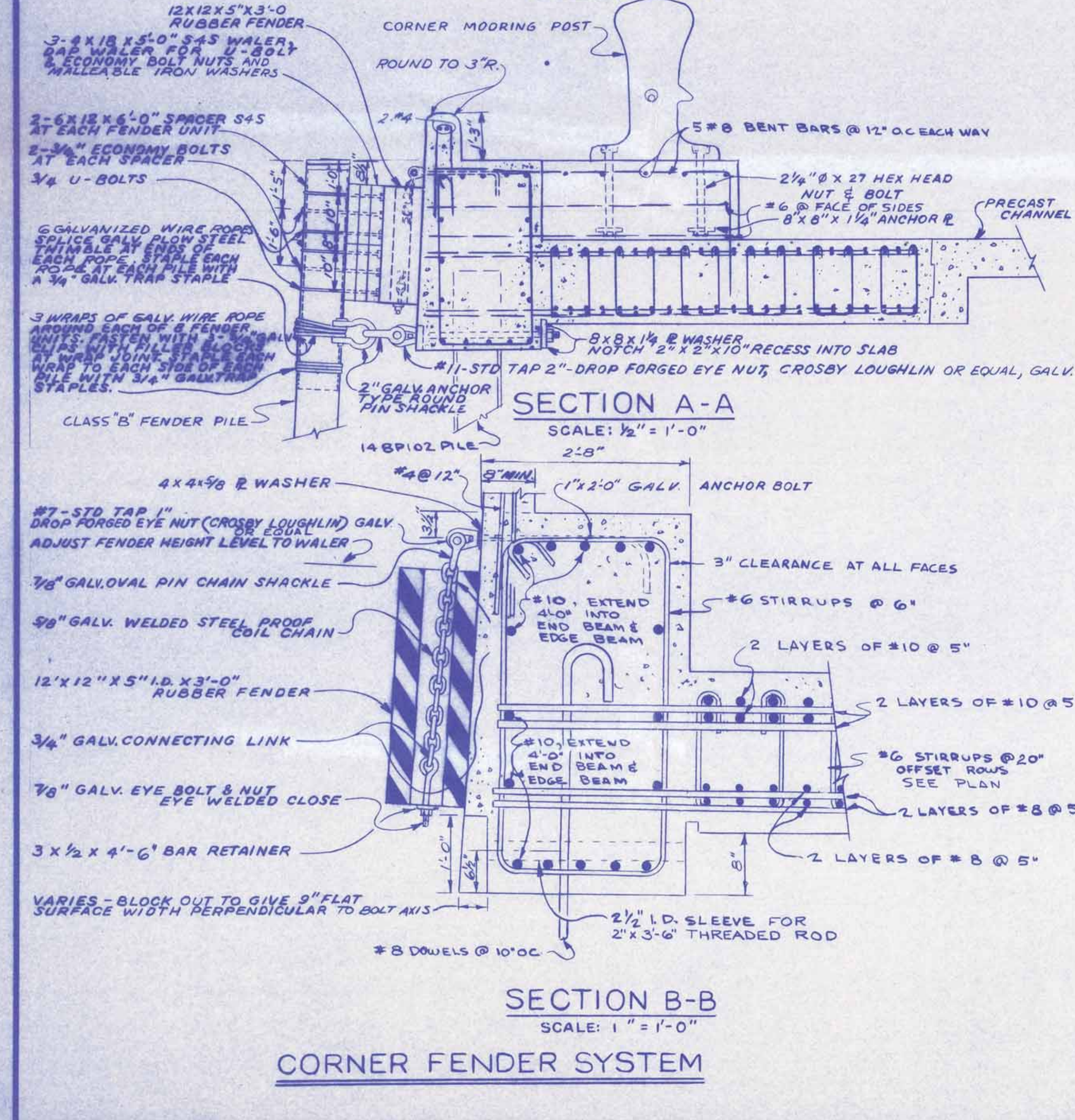
SECTION B-B
SCALE: 1/2" = 1'-0"

REV.	DATE	BY	NO.	ACTION	DESCRIPTION	BY	APP'D.
DESIGNED:		DRAWN:		CHECKED:		SUBMITTED:	
CHIEF:		SECTION:		APPROVED:		DATE:	
RECOMMENDED:		PRIME CONTRACTOR:		SCALE:		DRAWING NUMBER:	
DATE:		AS-BLT		Q-5-1-56		SHEET 5	

PREPARED BY
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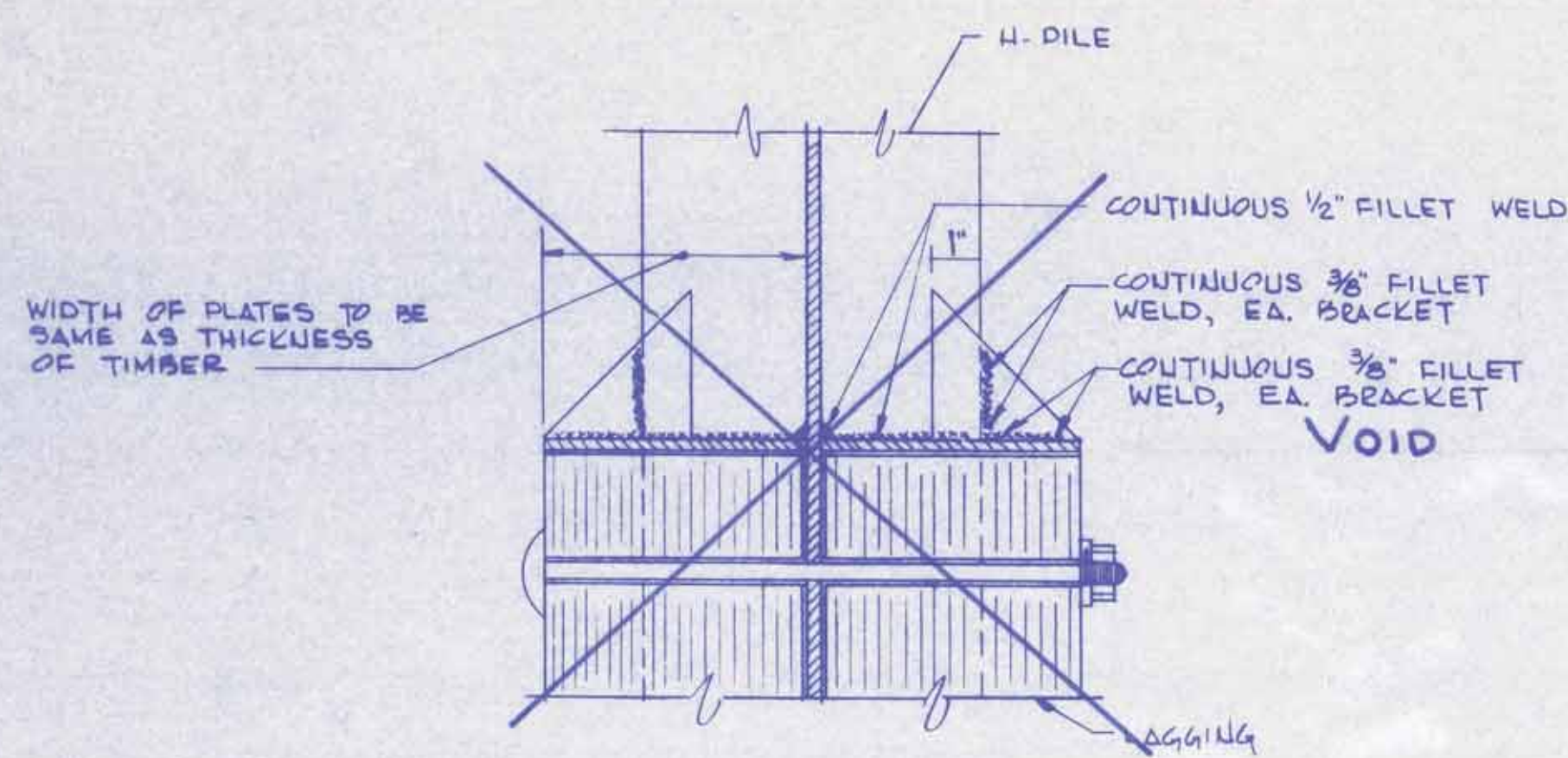
FLOODLIGHT TOWER FOUNDATION



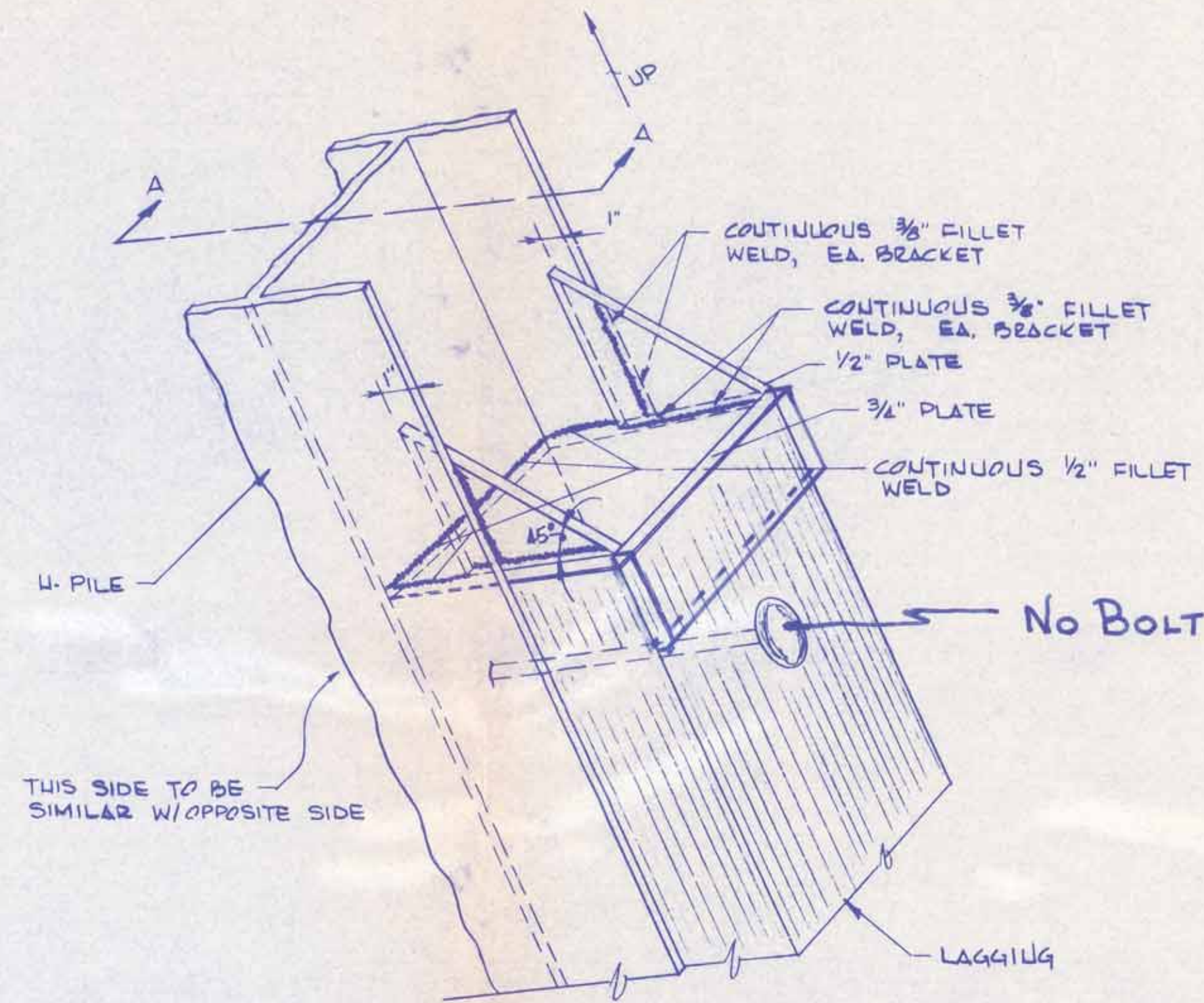
KEY	DATE	ENG. NO.	ACTION	DESCRIPTION	BY	APP'D.

WM. A. SMITH CONTRACTING CO., INC. SEWARD, ALASKA		U.S. ARMY ENGINEER DISTRICT, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA	
DESIGNED:	SEWARD ALASKA		
DRAWN:	RESTORATION OF ALASKA R.R. FACILITIES		
TRACED:	PIER		
CHECKED:	MISCELLANEOUS DETAILS II		
SUBMITTED:			
CHIEF RECOMMENDED:	APPROVED:	DATE:	
PRIME CONTRACTOR	<i>John Deaton</i>		
APPROVED:	SCALE:	SPEC. NO.:	
	AS-BLT	Q-5-1-56	
DATE:	DRAWING NUMBER:	SHEET:	
	Q-5-1-56	5.1	

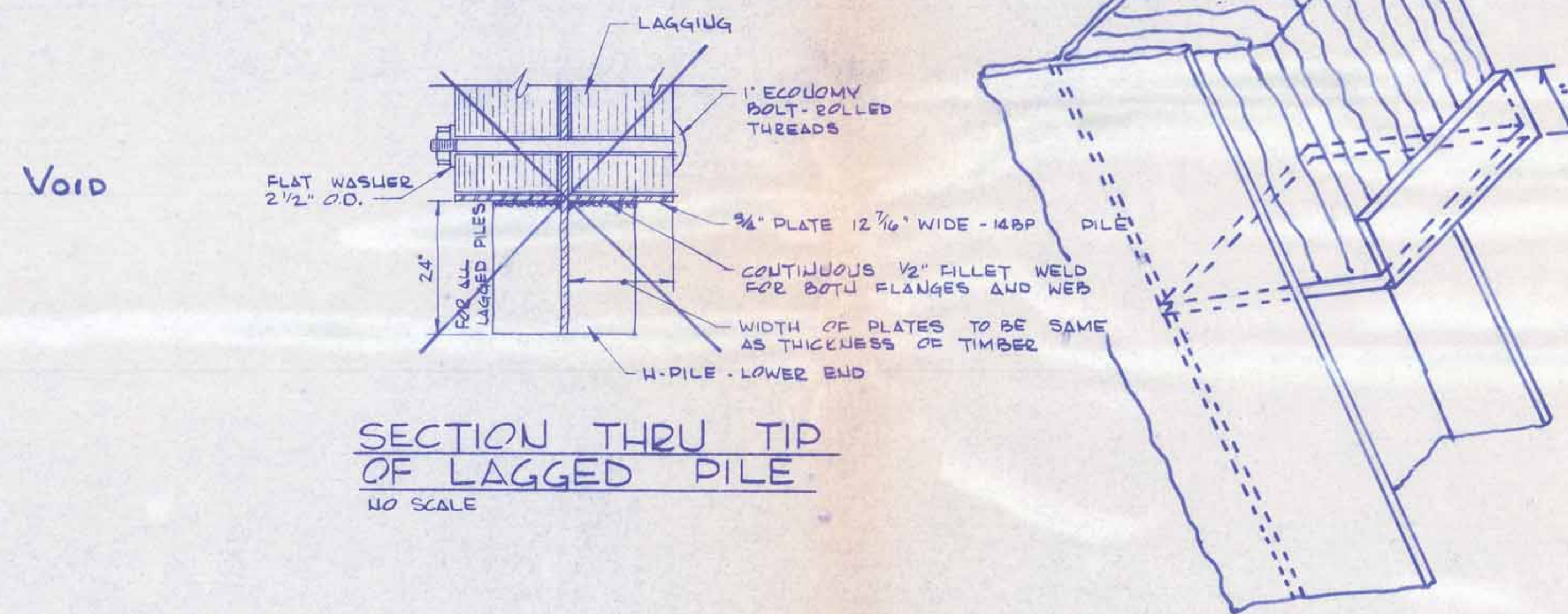
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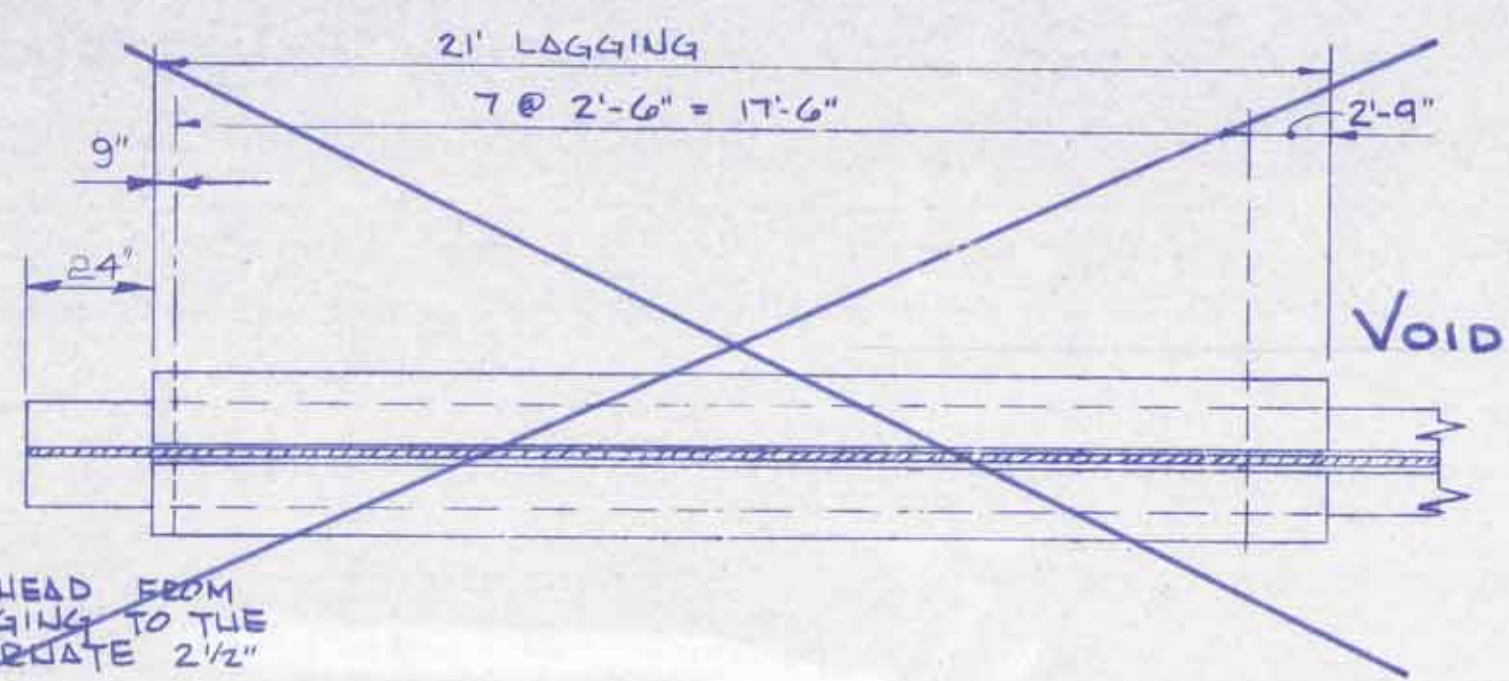
SECTION A-A
NO SCALE



H-PILE LAGGING
NO SCALE



SECTION THRU TIP OF LAGGED PILE
NO SCALE



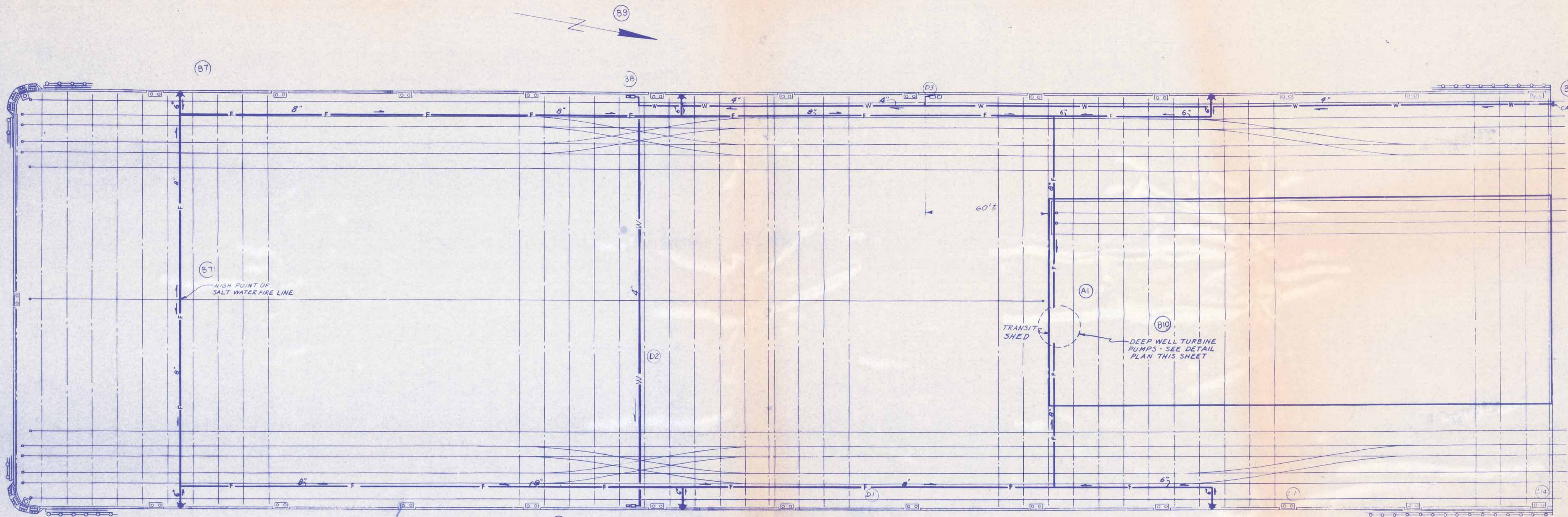
ALTERNATE BOLT HEAD FROM ONE SIDE OF LAGGING TO THE OTHER AND SPACED 2 1/2\"/>

BOLT SPACING
14\"/>

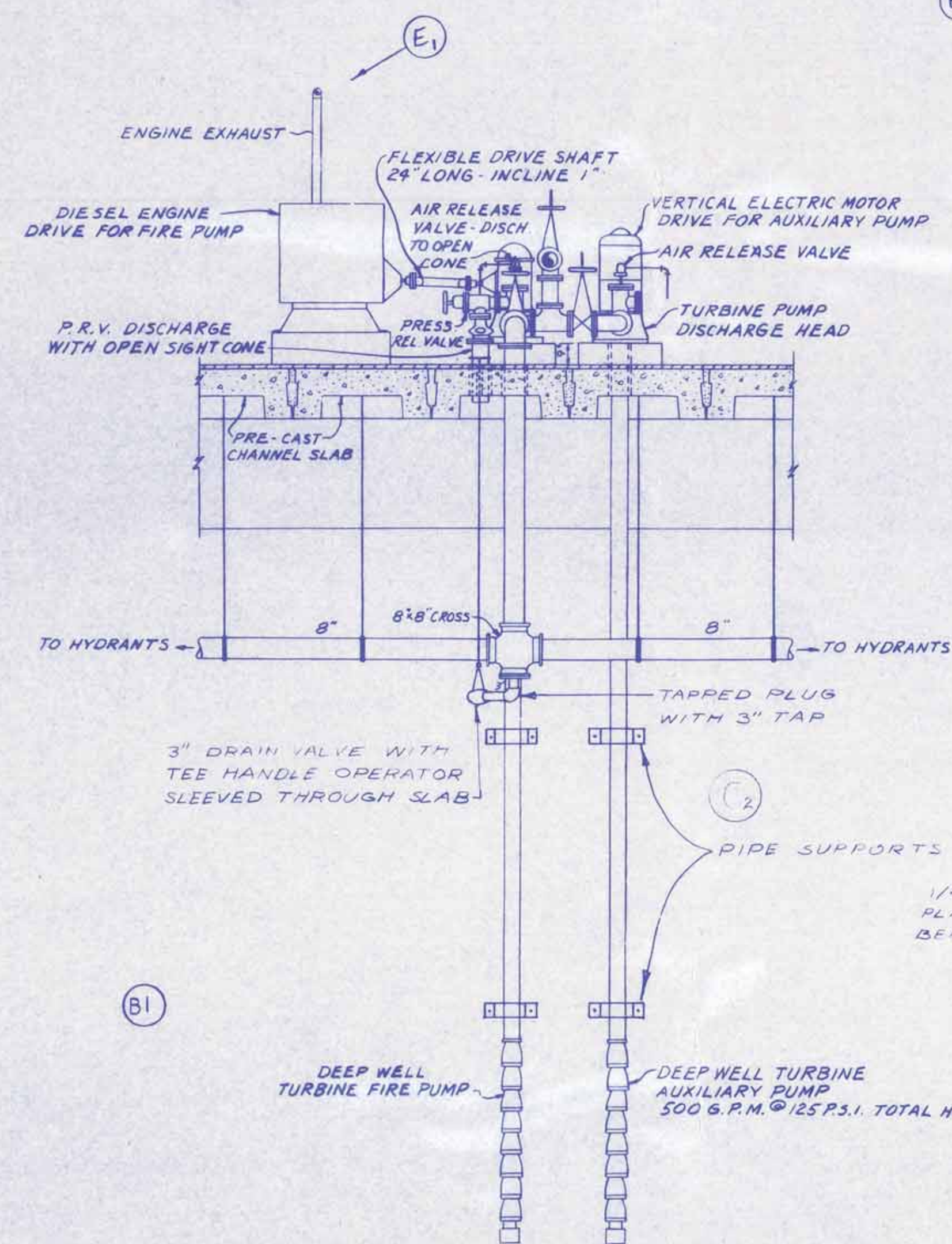
NOTES

1. TIMBER LAGGING SHALL BE 12 X 12\"/>
2. ALL WELDING SHALL CONFORM TO APPLICABLE PROVISIONS OF THE TECHNICAL SPECIFICATIONS.
3. TIMBERS SHALL BE UNTREATED NATIVE SPRUCE, NO. 1 COMMON GRADE, 25% OF NO. 2 COMMON ADMITTED; SOUND TIMBERS FREE OF SHAKE AND SPLITS WITH TIGHT KNOTS.

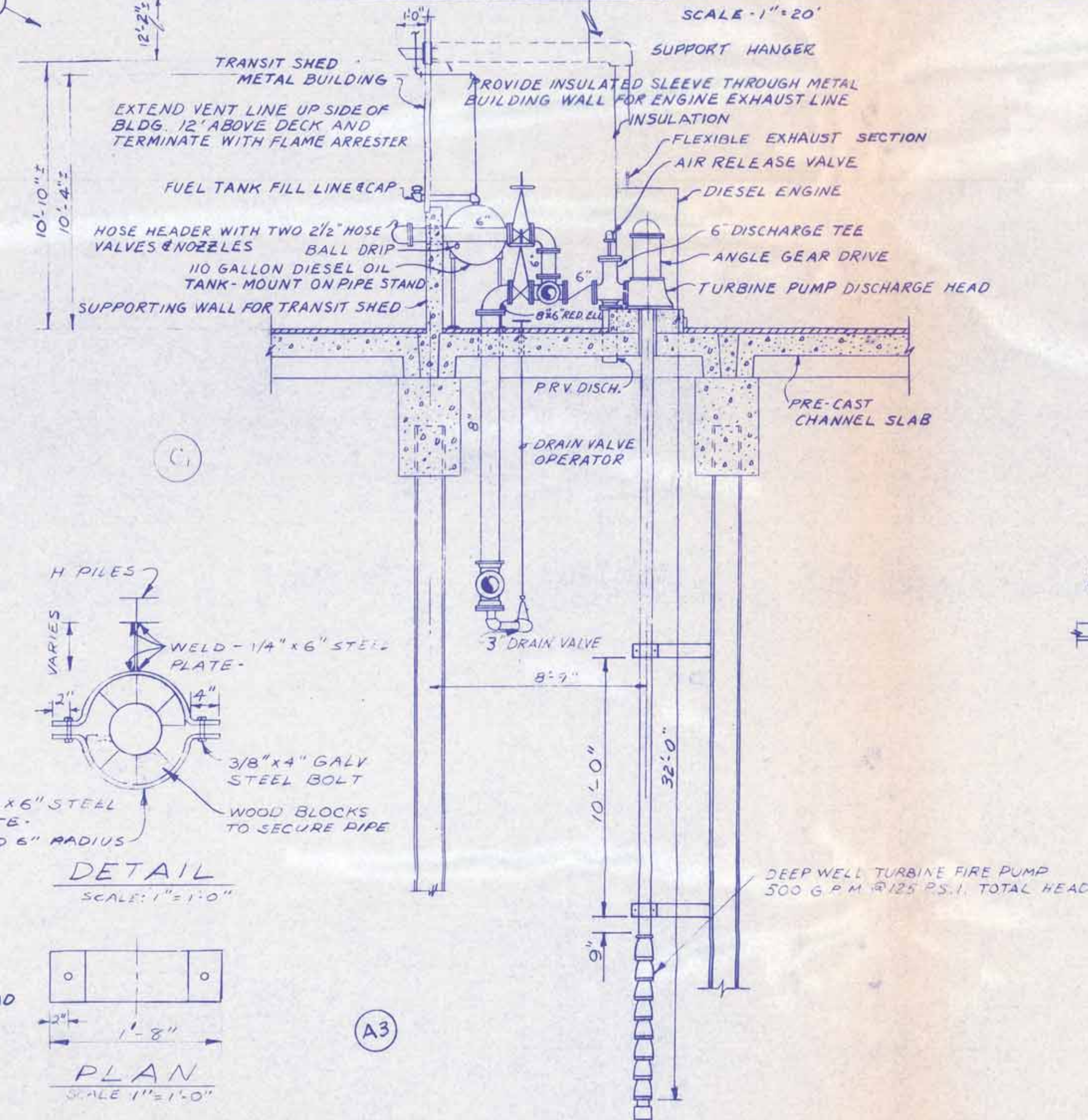
REV	DATE	ENG. NO.	ACTION	DESCRIPTION	BY	APP'D.
DESIGNED:		WM A. SMITH CONTRACTING CO., INC. SEWARD, ALASKA		U.S. ARMY ENGINEER DISTRICT, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA		
DRAWN:		SEWARD		ALASKA		
CHECKED:		RESTORATION OF ALASKA R.R. FACILITIES		H-PILE LAGGING		
SUBMITTED:						
APPROVED:		PRIME CONTRACTOR		RESIDENT ENGINEER		DATE
SCALE		DRAWING NUMBER		SPEC. NO.		
DATE		AS-BLT Q-5-1-56		SHEET 6 OF		



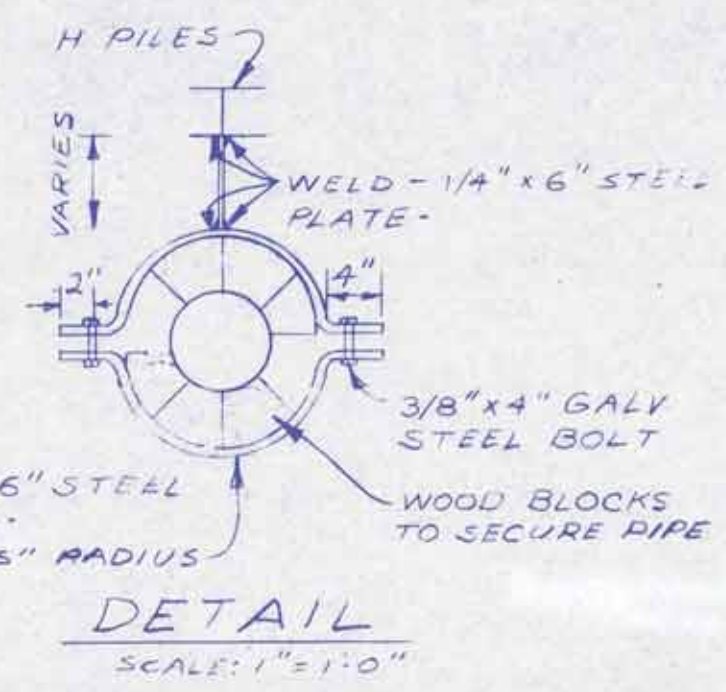
PLAN - POTABLE AND SALT WATER LINES



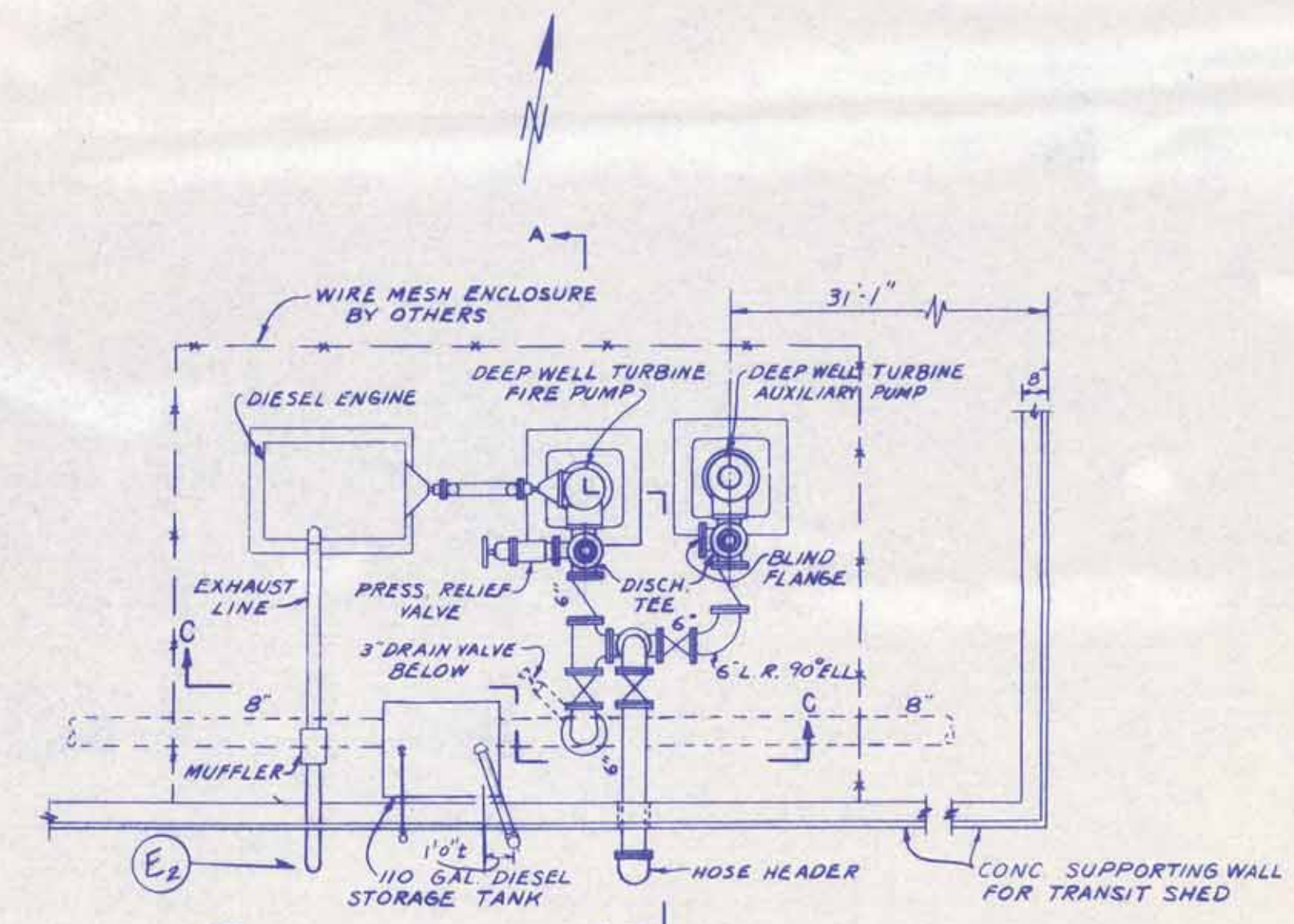
SECTION C-C SCALE - 1/4" = 1'-0"



SECTION A-A SCALE - 1/4" = 1'-0"



DETAIL SCALE: 1" = 1'-0"



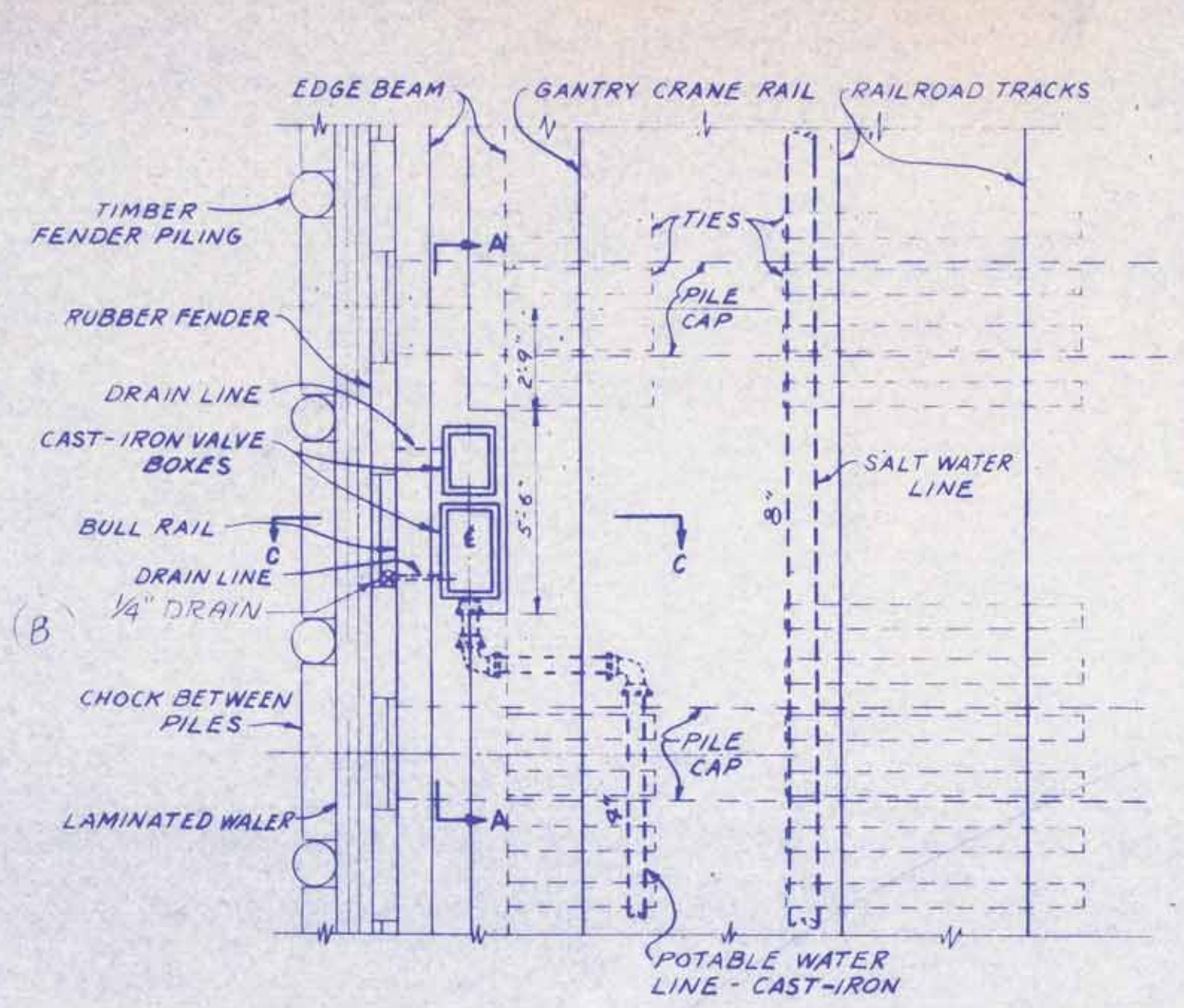
DETAIL PLAN - DEEP WELL TURBINE PUMPS SCALE - 1/4" = 1'-0"

- LEGEND**
- GANTRY CRANE RAIL OR RAILROAD RAIL
 - MOORING BIT
 - MOORING POST
 - CENTERLINE OF PILE CAP
 - FENDER PILING
 - BULL RAIL
 - POTABLE WATER LINE & SIZE - SLOPE TO DRAIN IN DIRECTION OF ARROW
 - SALT WATER FIRE LINE & SIZE - SLOPE TO DRAIN IN DIRECTION OF ARROW
 - FLUSH TYPE FIRE HYDRANT
 - POTABLE WATER OUTLET
 - GATE VALVE AND VALVE BOX

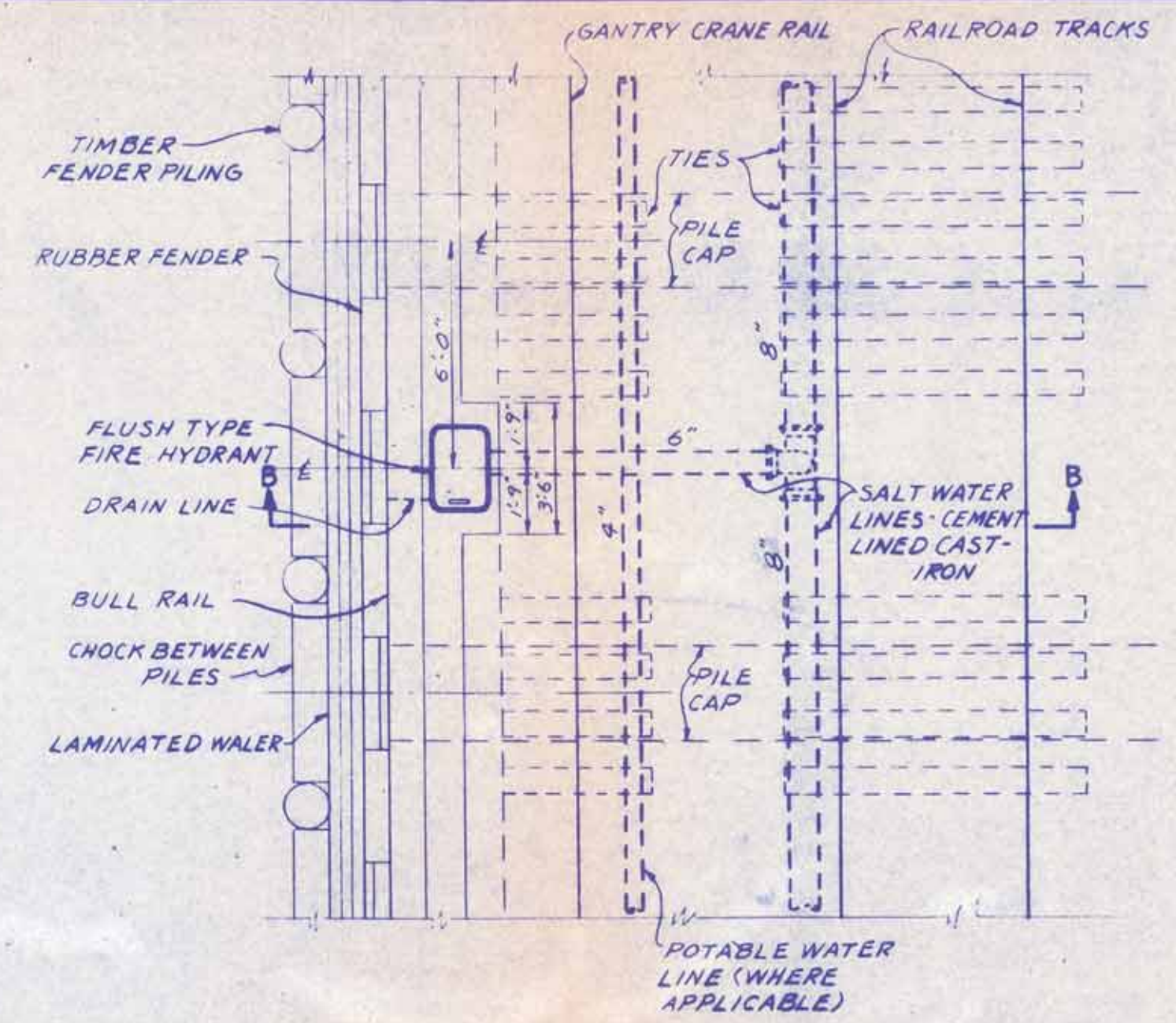
- NOTES**
1. ALL WATER LINES 4" AND LARGER SHALL BE CAST-IRON PIPE, WITH MECHANICAL JOINTS BELOW THE DECK EXCEPT WHERE SHOWN OTHERWISE. ALL SALT WATER LINES SHALL BE CEMENT LINED.
 2. ALL LINES SHALL BE SLOPED 0.2% MINIMUM TO DRAIN AS SHOWN.
 3. FOR DETAILS OF POTABLE WATER OUTLETS AND FLUSH TYPE FIRE HYDRANT INSTALLATIONS, SEE SHEET 9.
 4. FUEL SYSTEM FOR THE DIESEL ENGINE SHALL CONFORM TO THE SCHEMATIC ARRANGEMENT SHOWN IN N. B. F. U. PAMPHLET NO. 20.
 5. SLEEVE AND CAULK ALL WATER LINES PASSING THROUGH CONCRETE SLABS AND WALLS.

DESIGNED:	SEWARD ALASKA
DRAWN:	RESTORATION OF ALASKA R.R. FACILITIES
TRACED:	PIER
CHECKED:	POTABLE & SALT WATER DIST
SUBMITTED:	
CHIEF RECOMMENDED:	APPROVED: <i>John Jacobson</i> DATE: <i>1/11/56</i>
APPROVED:	SCALE: DRAWING NUMBER: AS-BLT Q-5-1-56
DATE:	SHEET 8

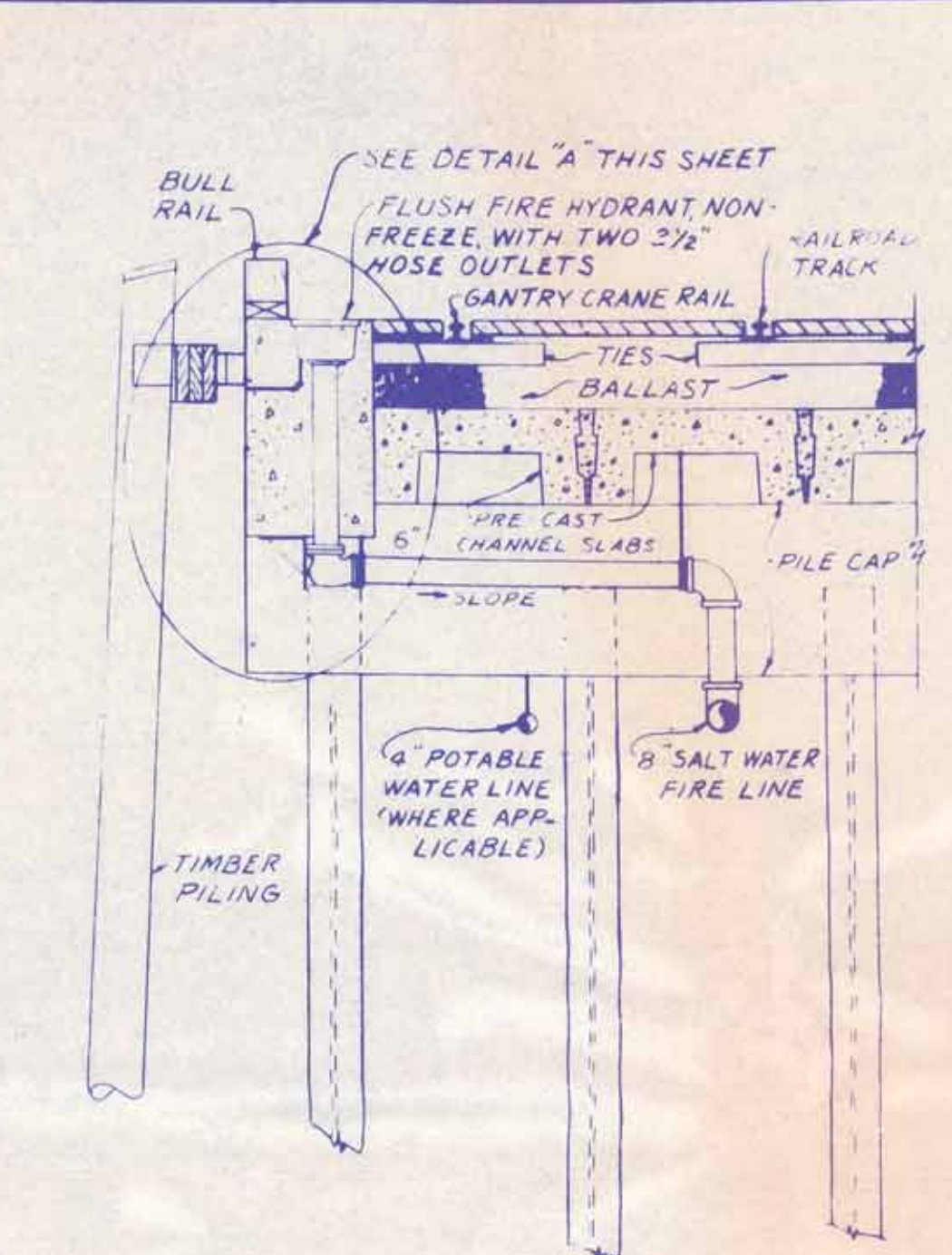
PREPARED BY U. S. ARMY ENGINEER DISTRICT, SEATTLE



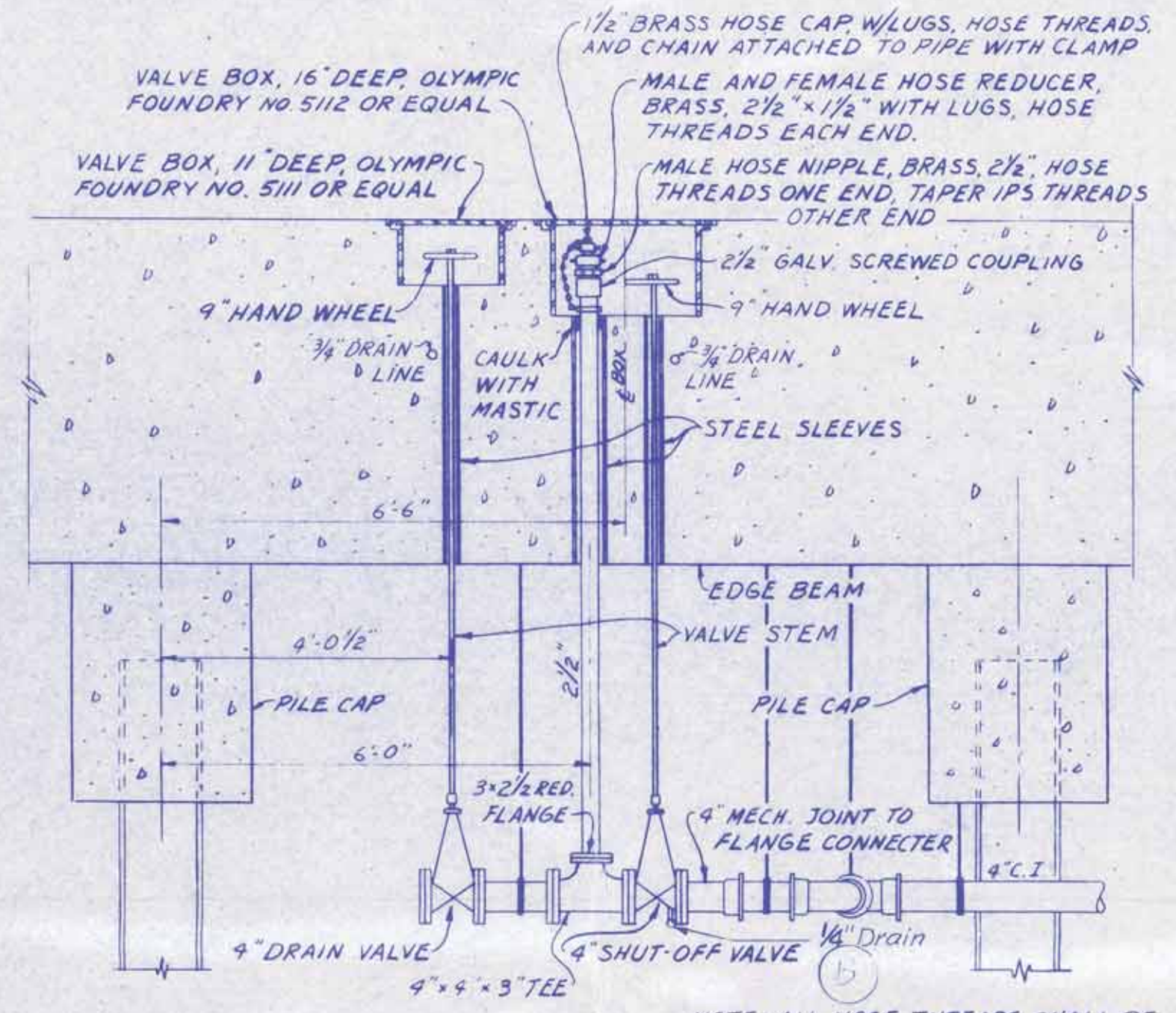
TYPICAL PLAN AT POTABLE WATER OUTLET
SCALE 1/4" = 1'-0"



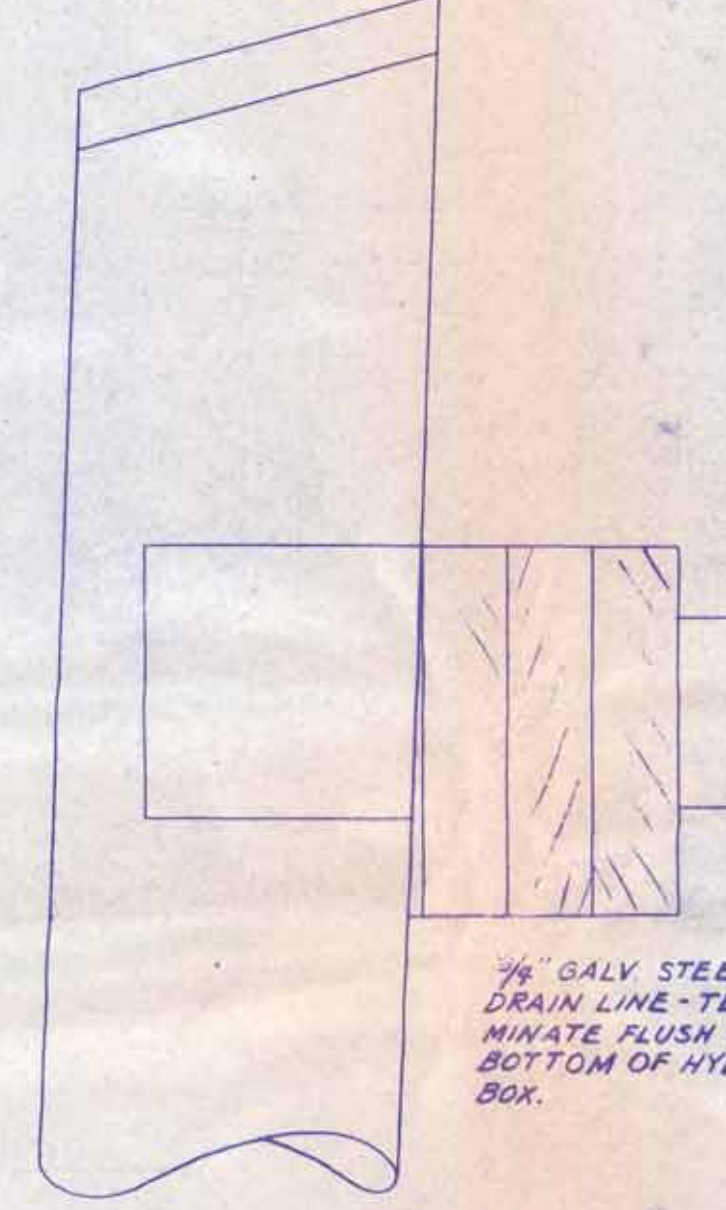
TYPICAL PLAN AT FIRE HYDRANT
SCALE 1/4" = 1'-0"



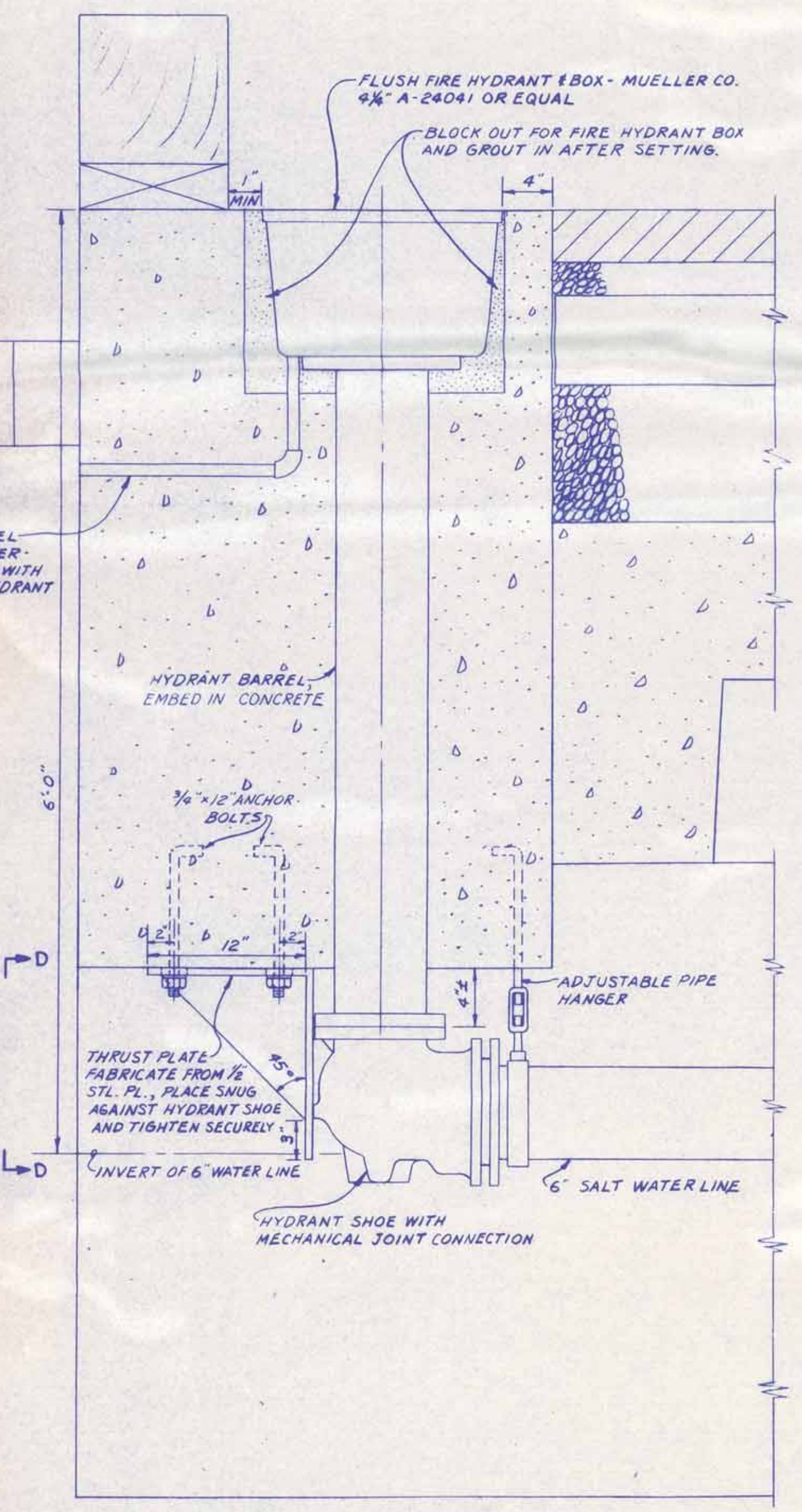
SECTION B-B
SCALE 1/4" = 1'-0"



SECTION A-A
SCALE 1/2" = 1'-0"

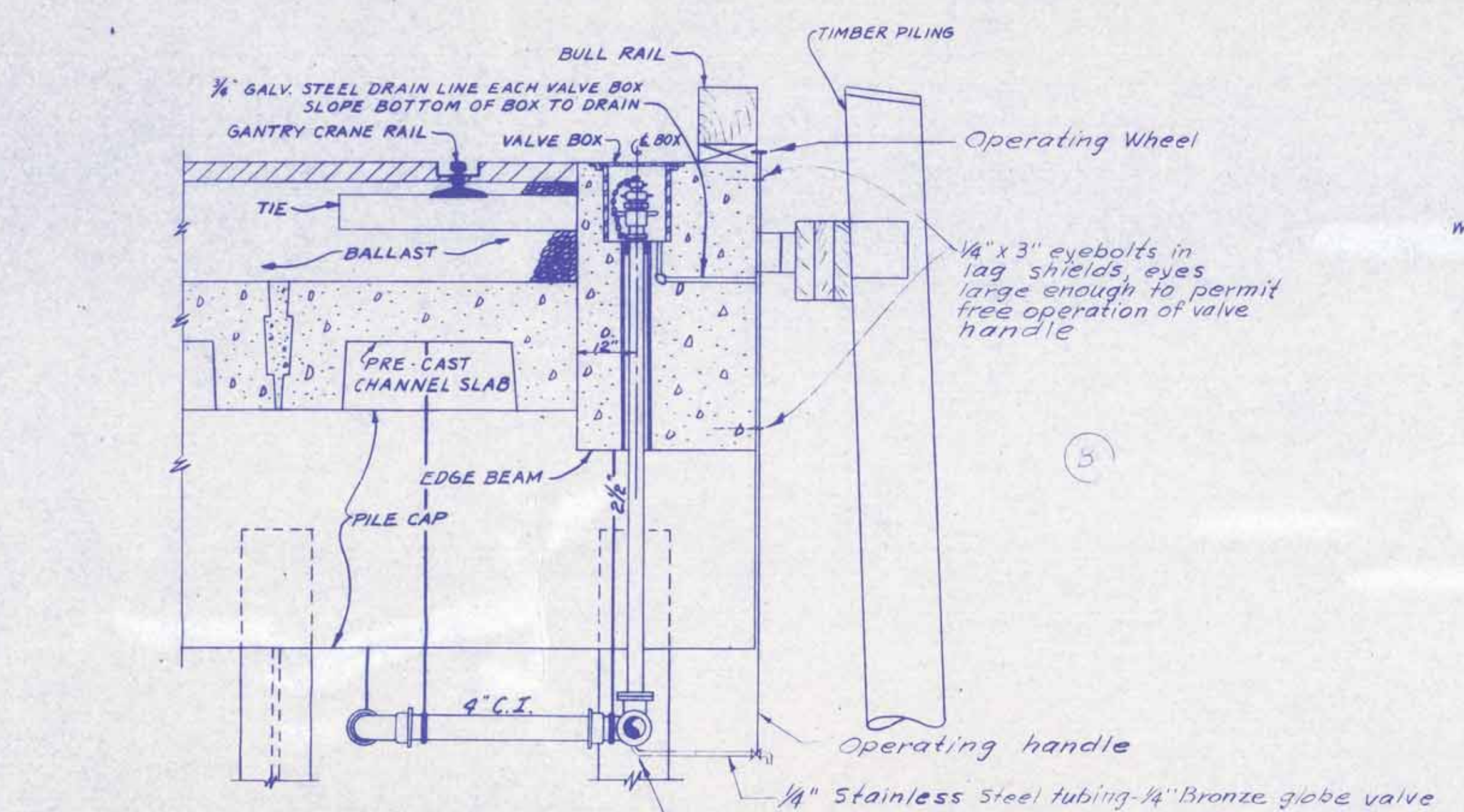


SECTION D-D
SCALE 1/2" = 1'-0"

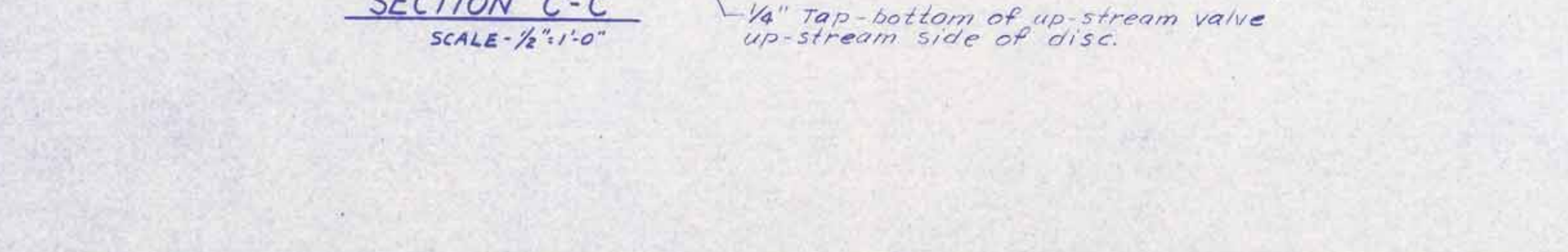


DETAIL A-A
SCALE 1/2" = 1'-0"

- NOTES
1. ALL WATER LINES SHALL BE SUPPORTED BY ADJUSTABLE PIPE HANGERS SPACED AT 8'-0" MAXIMUM. PIPE HANGERS TO BE SECURELY ANCHORED TO CONCRETE PILE CAPS OR PRE-CAST CHANNEL SLABS AS APPLICABLE.
 2. ALL WATER LINES SHALL BE ADEQUATELY PROTECTED AGAINST LATERAL SEPARATION AT JOINTS AND MISALIGNMENT DUE TO WATER PRESSURE AND WATER HAMMER AT THE PRESSURES ENCOUNTERED. LATERAL SUPPORT MAY BE OBTAINED BY USE OF THE RODS, BRACING, STRAPPING, AND/OR UTILIZATION OF FLEXIBLE JOINTS THAT WILL NOT PULL APART WHEN SUBJECTED TO LATERAL THRUST.



SECTION C-C
SCALE 1/2" = 1'-0"

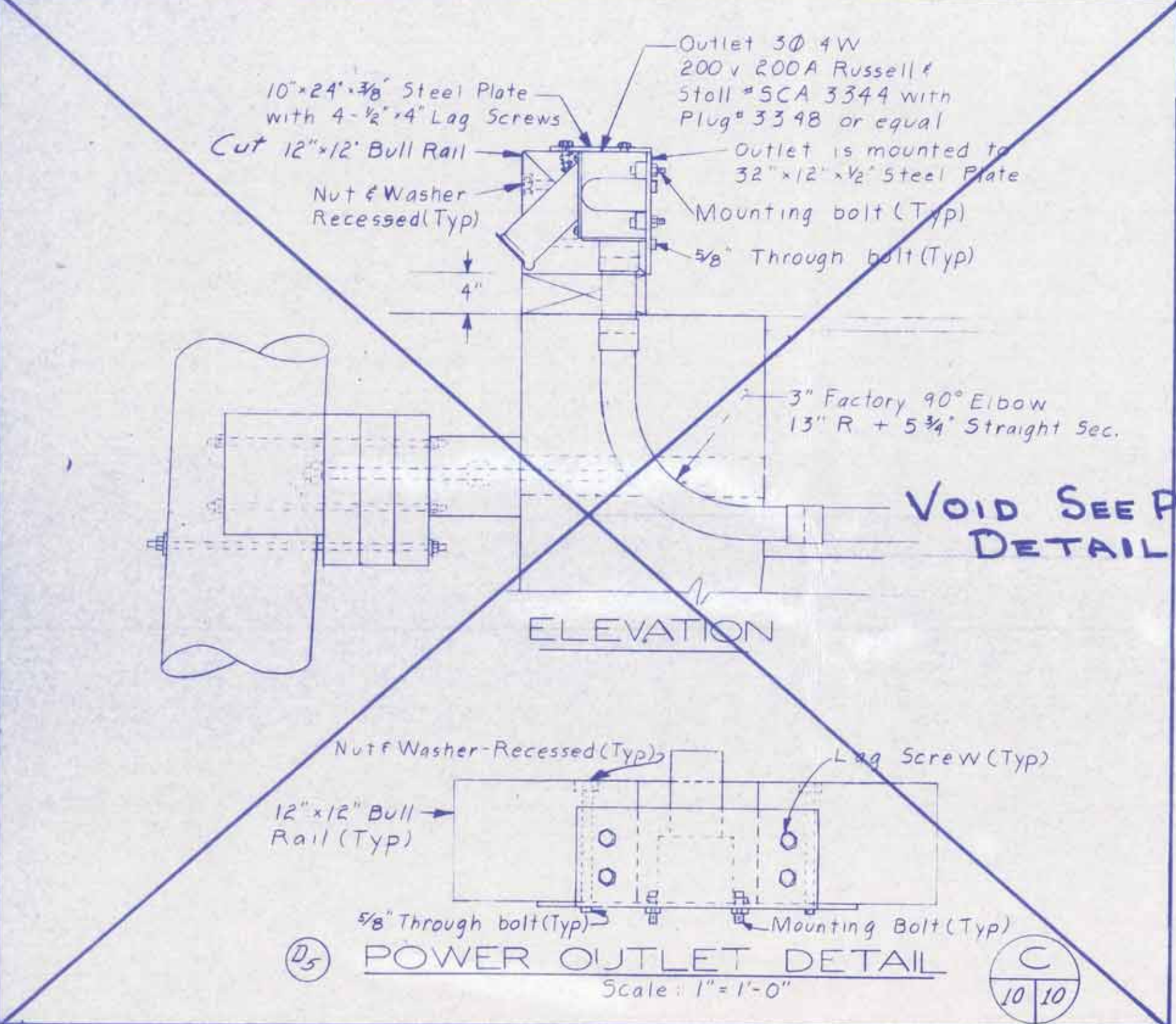
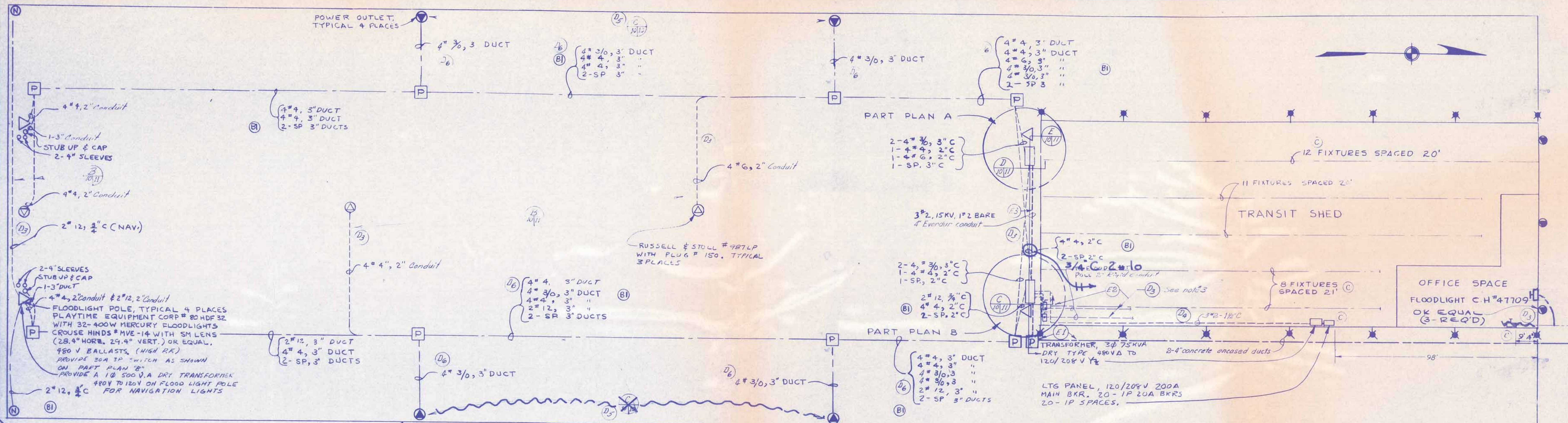


Operating handle
SCALE 1/2" = 1'-0"

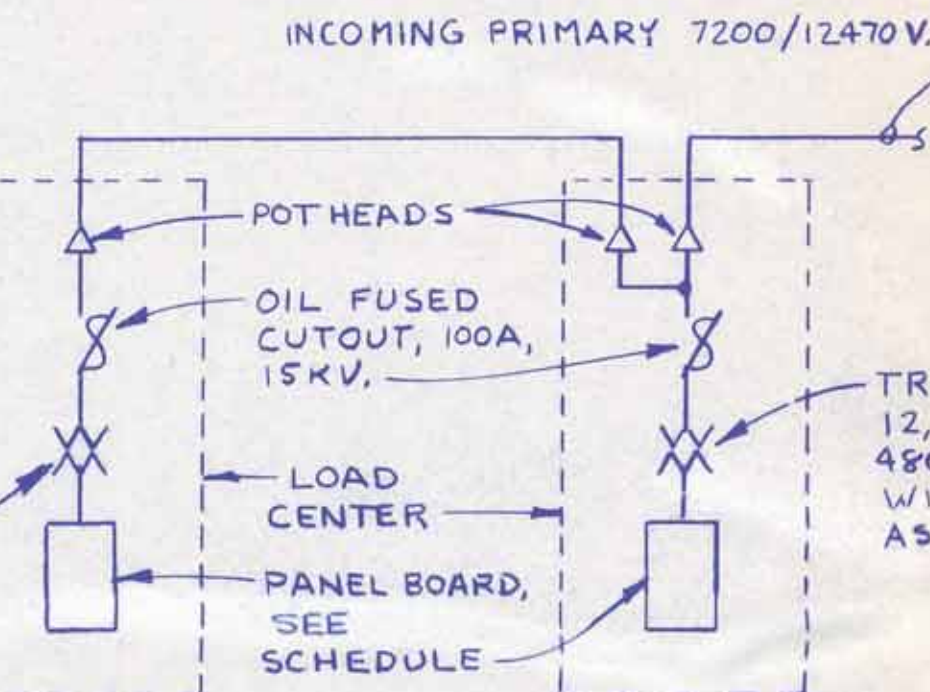
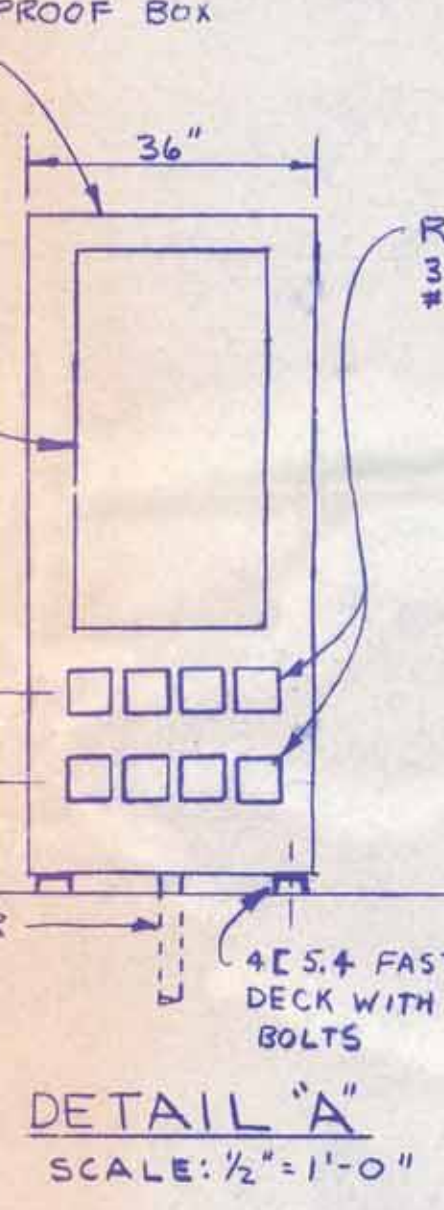
REV.	DATE	ENG. NO.	ACTION	DESCRIPTION	BY	APP'D.

DESIGNED:	WM. A. SMITH CONTRACTING CO., INC. SEWARD, ALASKA	U.S. ARMY ENGINEER DISTRICT, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA
DRAWN:		
TRACED:		
CHECKED:		
SUBMITTED:		
CHIEF:		
RECOMMENDED:		
APPROVED:	AS-BLT	DATE: 1/28/1968
DATE:	Q-5-1-56	DRAWING NUMBER
	9	SHEET

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U. S. ARMY ENGINEER DISTRICT, SEATTLE



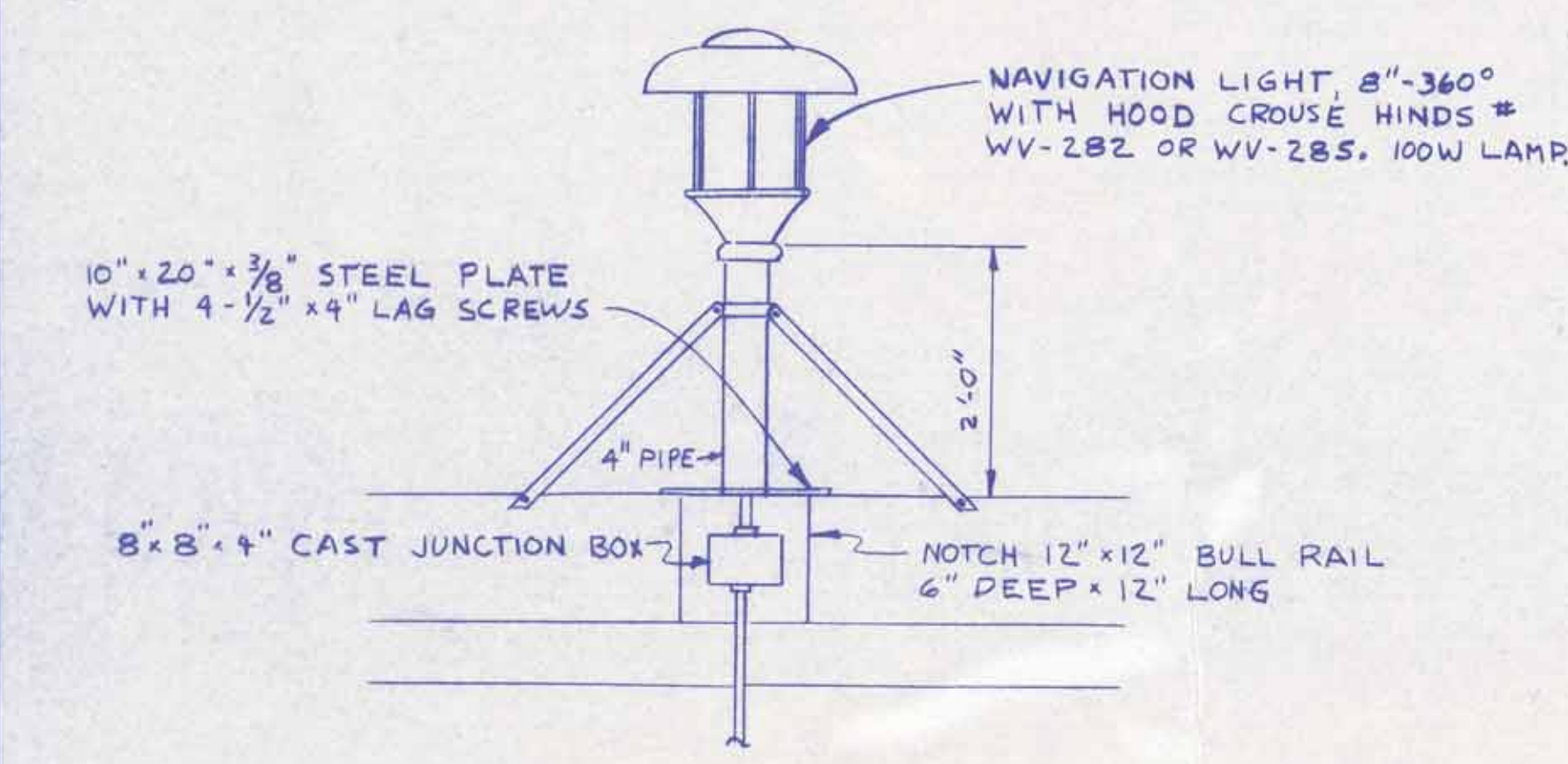
PLAN SCALE: 1"=20'



LEGEND

- POWER OUTLET 200A, 240V
- POWER OUTLET 70A, 240V
- FLOODLIGHT TOWER
- NAVIGATION LIGHT
- SAFETY SWITCH
- Concrete encased duct or conduit
- Rigid conduit exposed on walls, ceiling
- Under pair center section
- FLOODLIGHT POLE
- MAN HOLE
- POLE, HEIGHT, CLASS
- DOWN GUY & ANCHOR
- STREET LIGHT WEST #44-D700607 WITH 30" BRACKET, REMOTE 480V BALLAST & 400W LAMP. (IES TYPE IV)
- PULLBOX
- TELEPHONE CABINET 29"x36"x6"

NOTES:
 1. FIXTURES IN TRANSIT SHED SHALL BE TYPE I-4, 500W INCANDESCENT.
 2. REVISION A INCLUDES AND SUPERSEDES REVISIONS TO THIS DRAWING LISTED IN AMENDMENT NO. 1
 3. CONDUIT RUNS FROM LOAD CENTER SHALL ENTER TRANSIT SHED AT THE FLOOR LEVEL, AND SHALL BE MOUNTED ON THE EAST WALL ABOVE OVERHEAD DOORS OR SUSPENDED FROM THE CEILING, MOUNTED AGAINST ROOF BEAMS.



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 U. S. ARMY ENGINEER DISTRICT, SEATTLE

PART PLAN "B"
 ET-N.T.S.

REV.	DATE	BY	NO.	ACTION	DESCRIPTION	BY	APP'D.

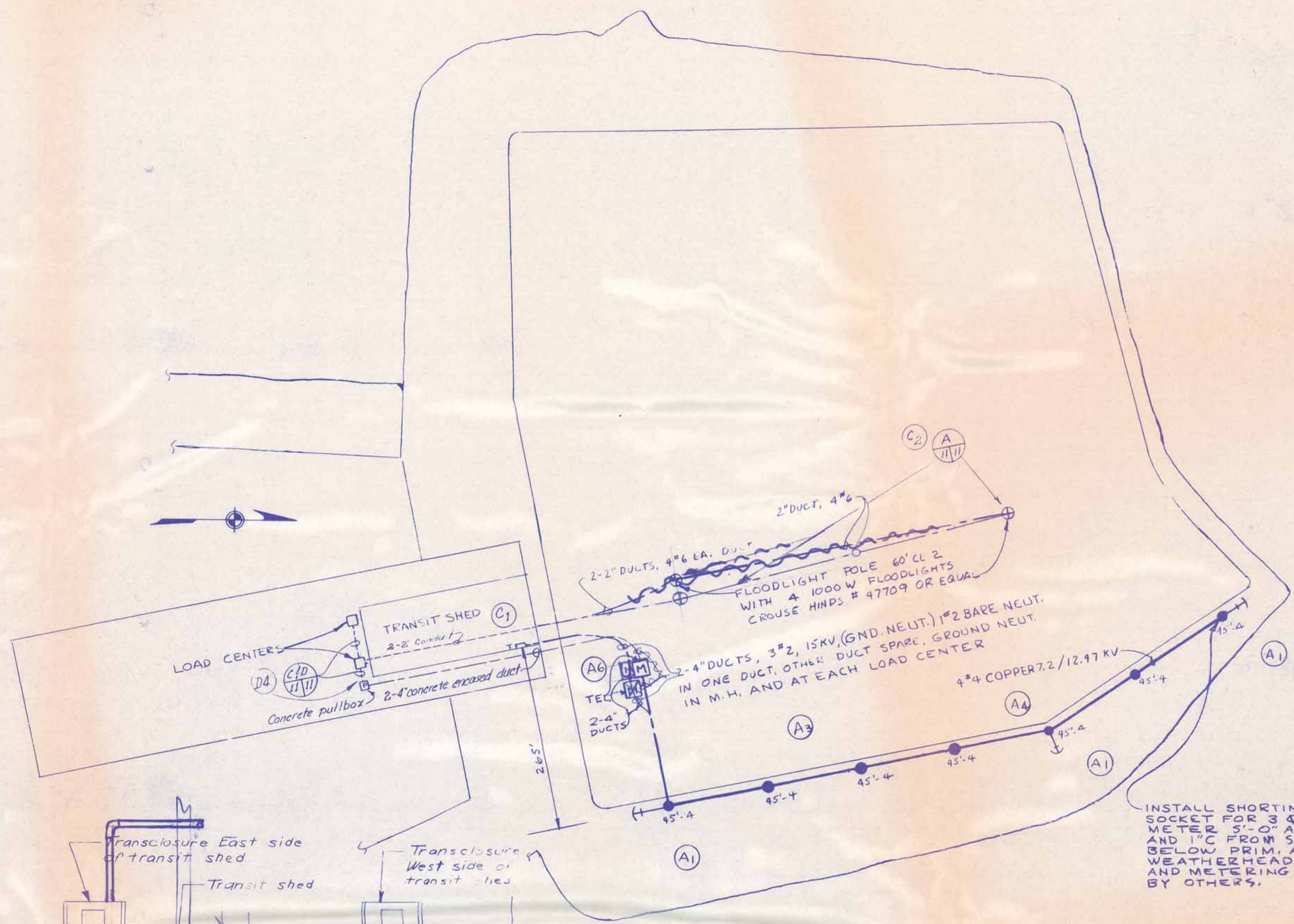
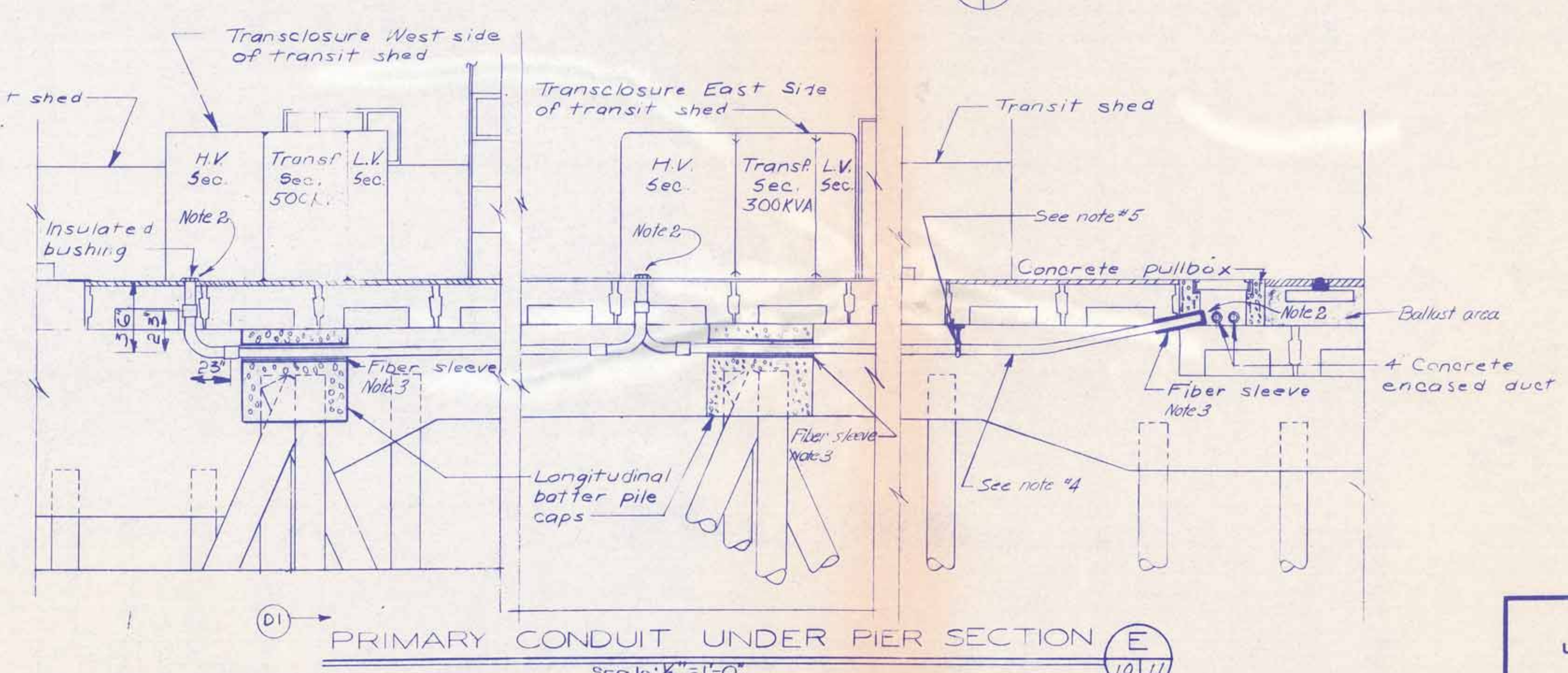
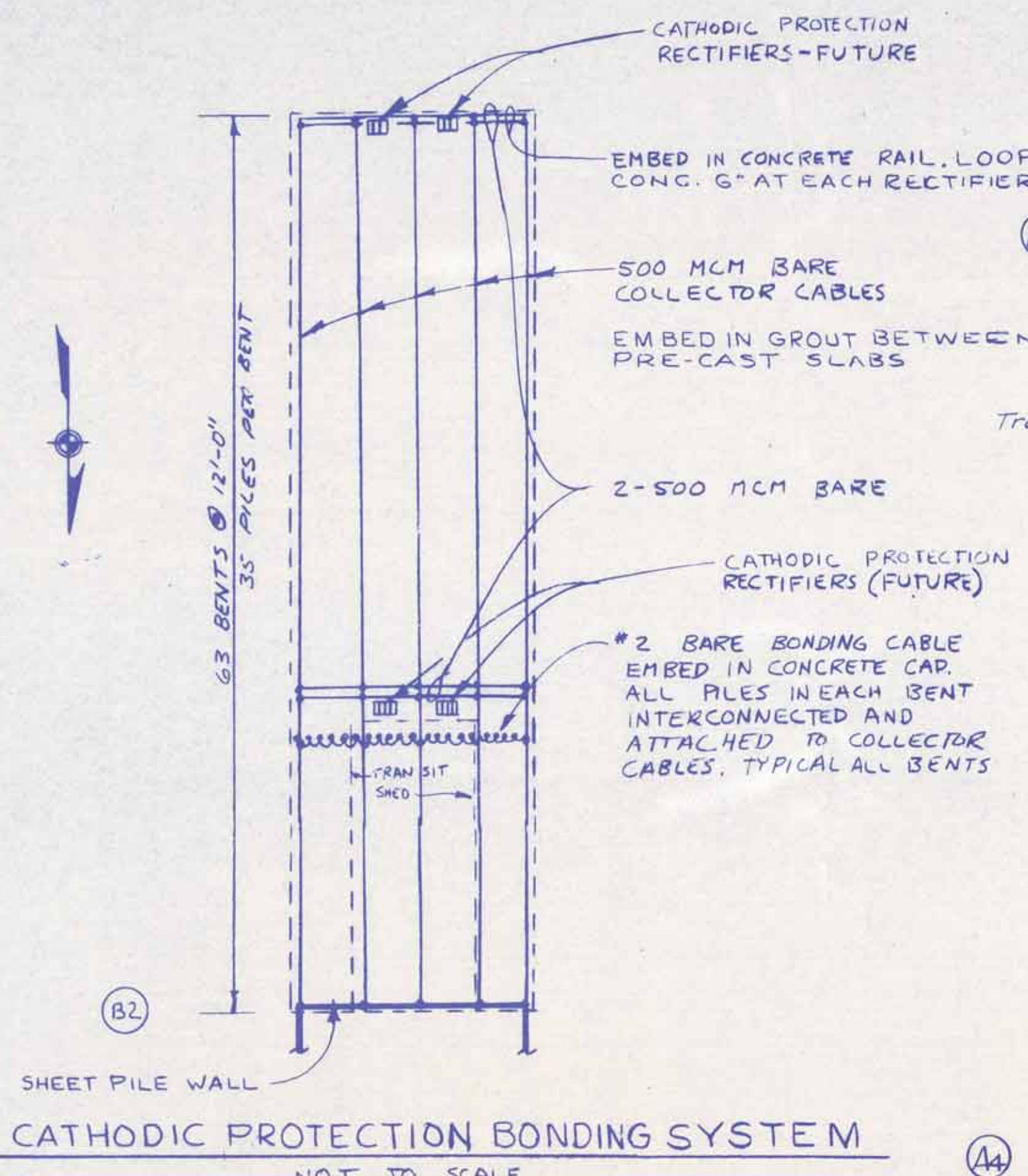
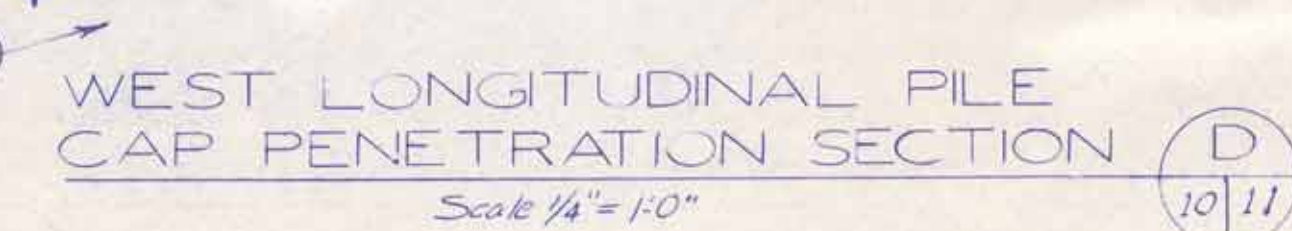
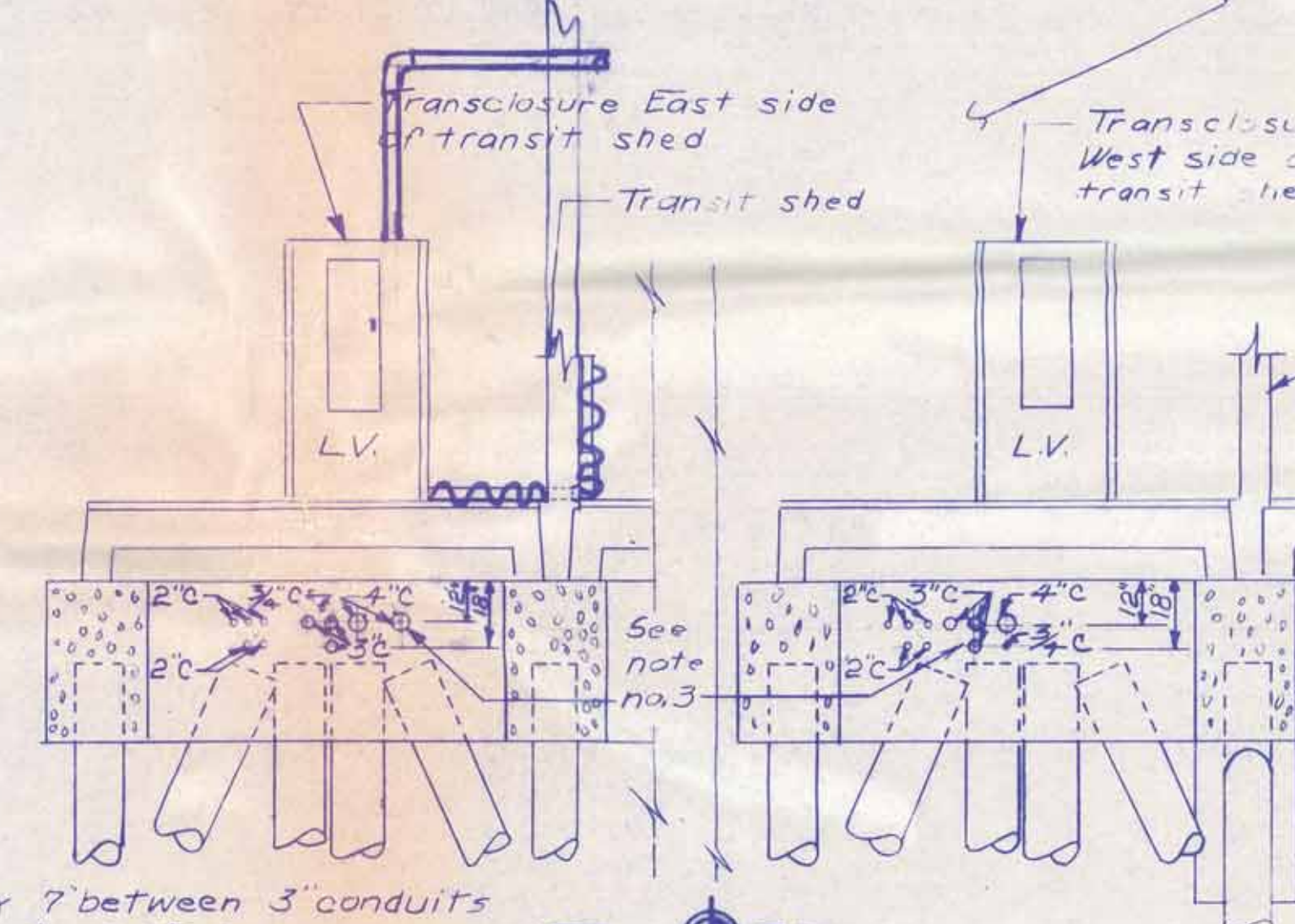
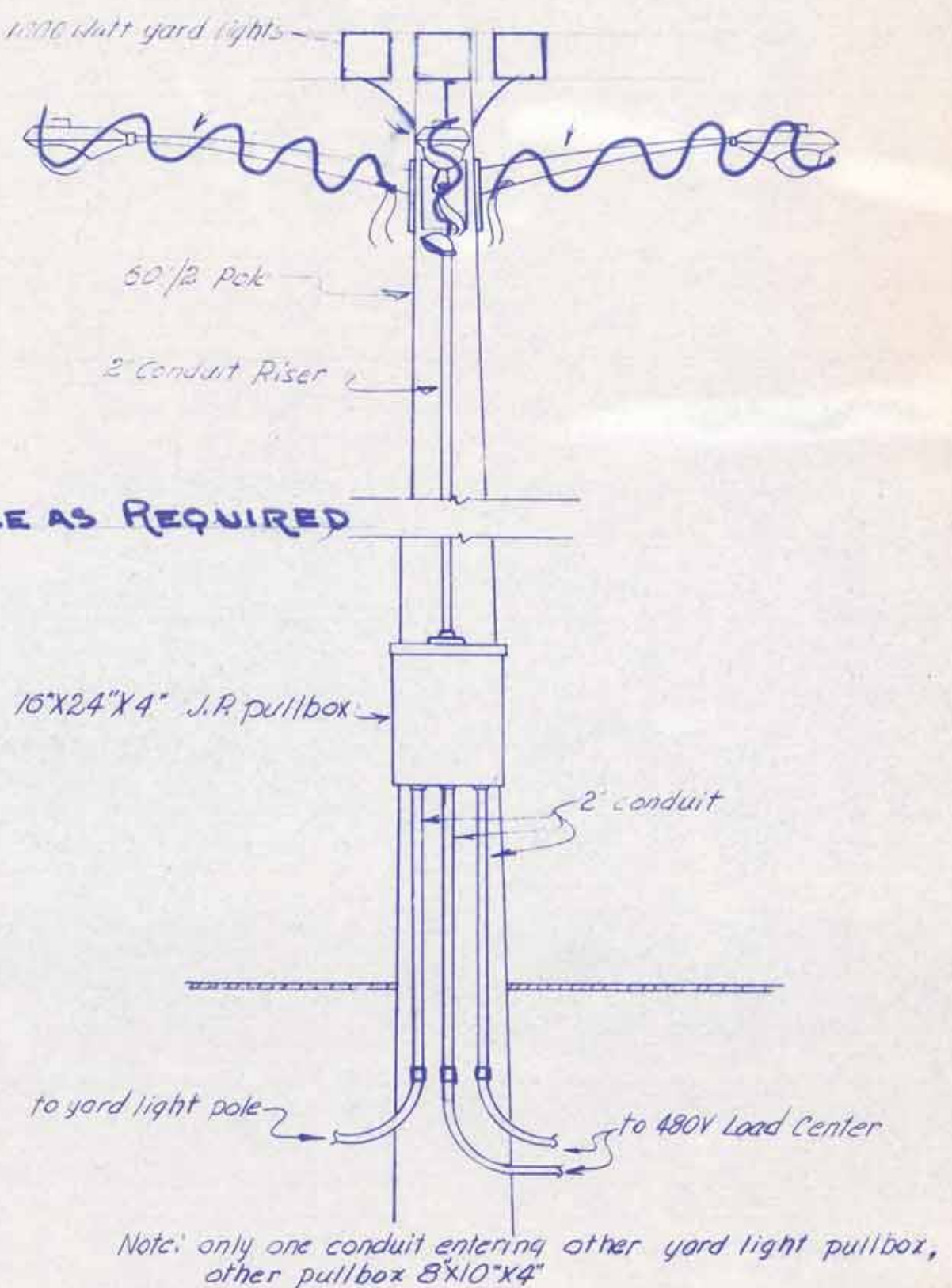
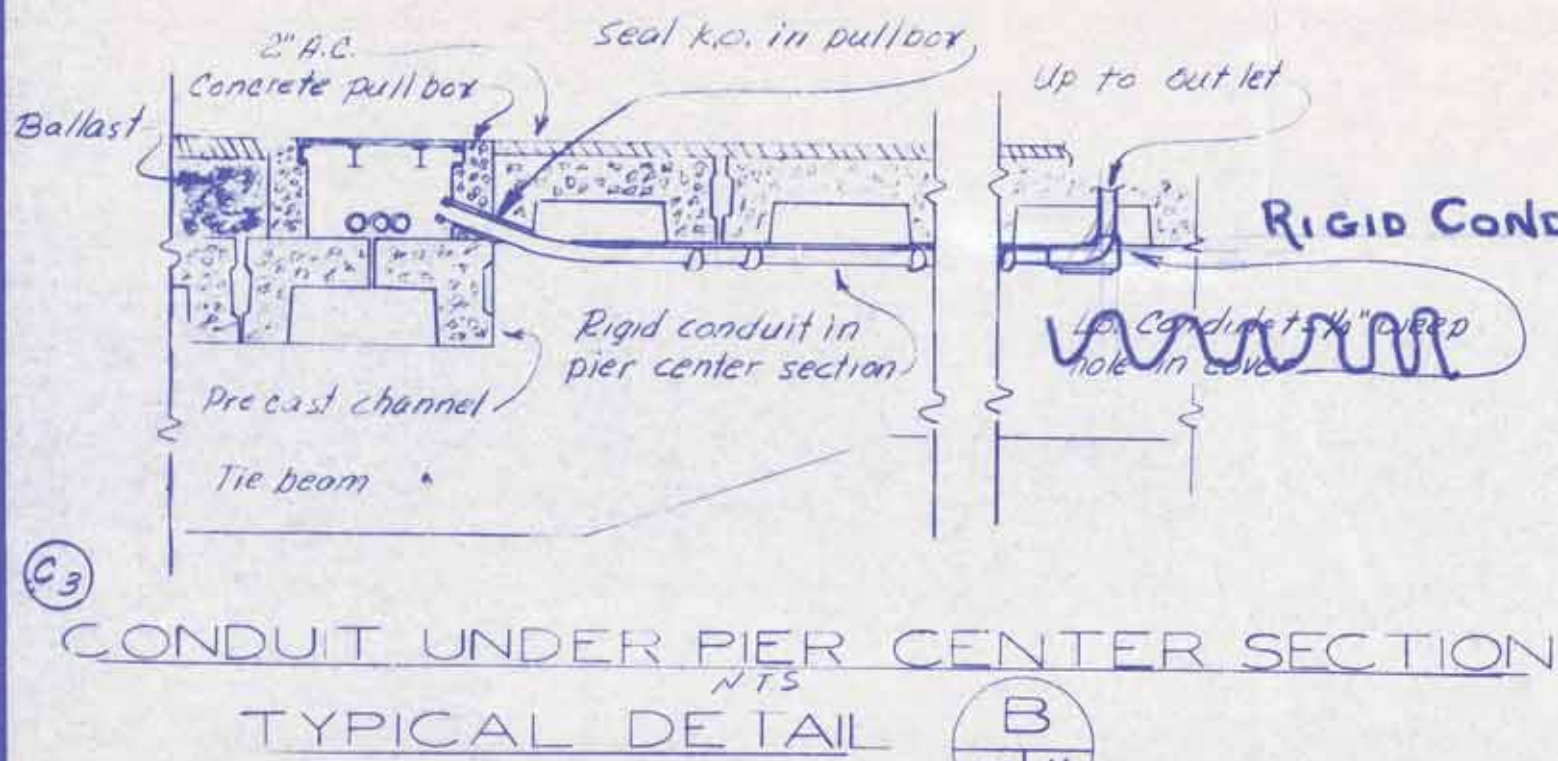
DESIGNED:		SEWARD		ALASKA	
DRAWN:		RESTORATION OF ALASKA R.R. FACILITIES		PIER	
CHECKED:		ELECTRICAL PLAN		DATE	
SUBMITTED:		APPROVED: <i>John Jacobson</i>		DATE: 1/24/68	
CHIEF RECOMMENDATION:		SCALE: AS-BLT		DRAWING NUMBER: Q-5-I-56	
APPROVED:		SHEET 10		RESTORATION SERIAL NO. CIVENG 95-507-(NEG-65-58)	

SCHEDULE FOR 277/480V LOAD CENTER

CKT. NO.	DESCRIPTION	TRIP	POLE
1	FLOODLIGHTS, DOCK	30	3
2	" " " "	30	3
3	" " " "	30	3
4	" " " "	30	3
5	AUXILIARY PUMP	225	3
6	NAV. LTS	15	2
7	LTG TRANSIT SHED	100	3
8	FLOODLTG, YARD	20	3
9	" " " "	20	3
10	" " " "	30	3
11	SPARE	30	3
12	" " " "	30	3
13	" " " "	30	3
14	" " " "	30	3

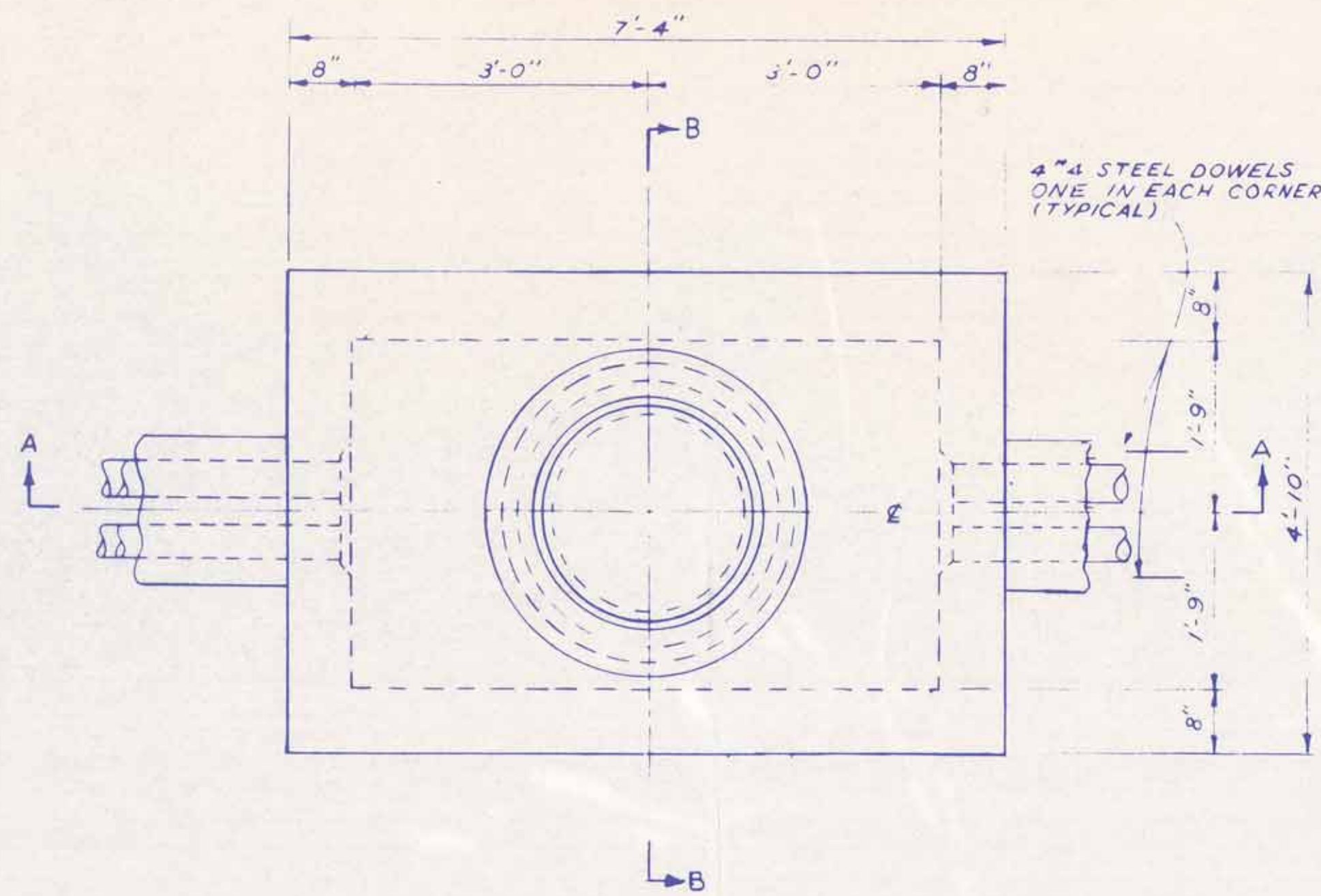
SCHEDULE FOR 240V LOAD CENTER

CKT. NO.	DESCRIPTION	TRIP	POLE
1	DOCK OUTLET	200	3
2	" " " "	200	3
3	" " " "	200	3
4	" " " "	200	3
5	PANELBOARD OUTLETS	250	3
6	PANELBOARD OUTLETS	250	3
7	SPARE	200	3
8	CHECKERS SHED	70	3
9	" " " "	70	3
10	" " " "	70	3



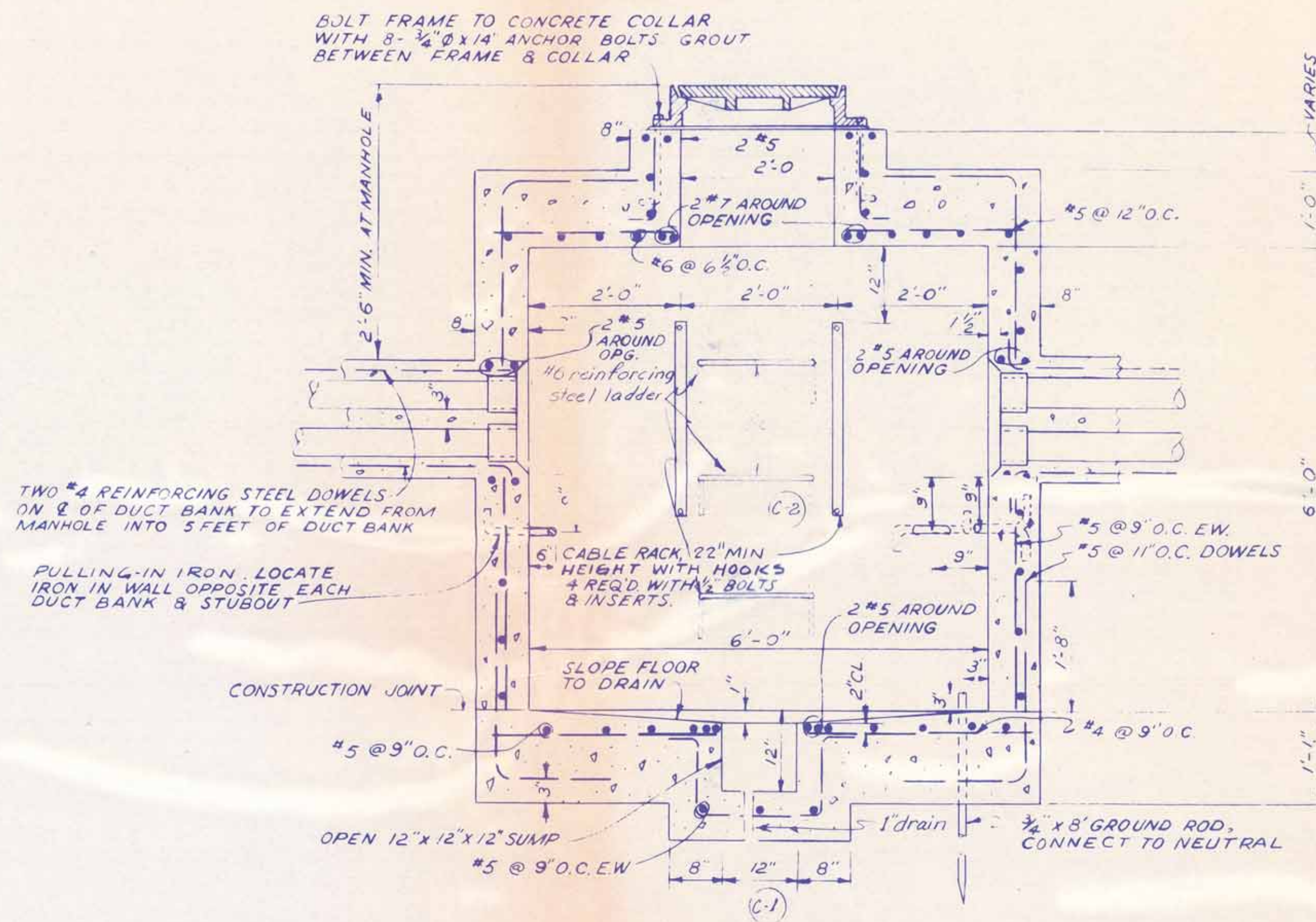
- NOTES**
- Revision A includes and supersedes revisions to this drawing listed in Amendment No. 1.
 - All conduit openings shall be sealed water tight.
 - Cast fiber sleeve in pile cap for each conduit penetration.
 - Four inch conduit shall be seamless, rigid, high strength, non-corrosive, composed of a non-ferrous copper alloy.
 - Parts of hangers for 4\"/>

DESIGNED:	SEWARD	ALASKA
DRAWN:	RESTORATION OF ALASKA R.R. FACILITIES	
TRACED:		
CHECKED:		
SUBMITTED:		
CHIEF RECOMMENDED:	APPROVED: <i>John Jackson</i>	DATE: 11/28/56
APPROVED:	SCALE: AS-BLT	DRAWING NUMBER: Q-5-1-56
DATE:	SHEET: 11	



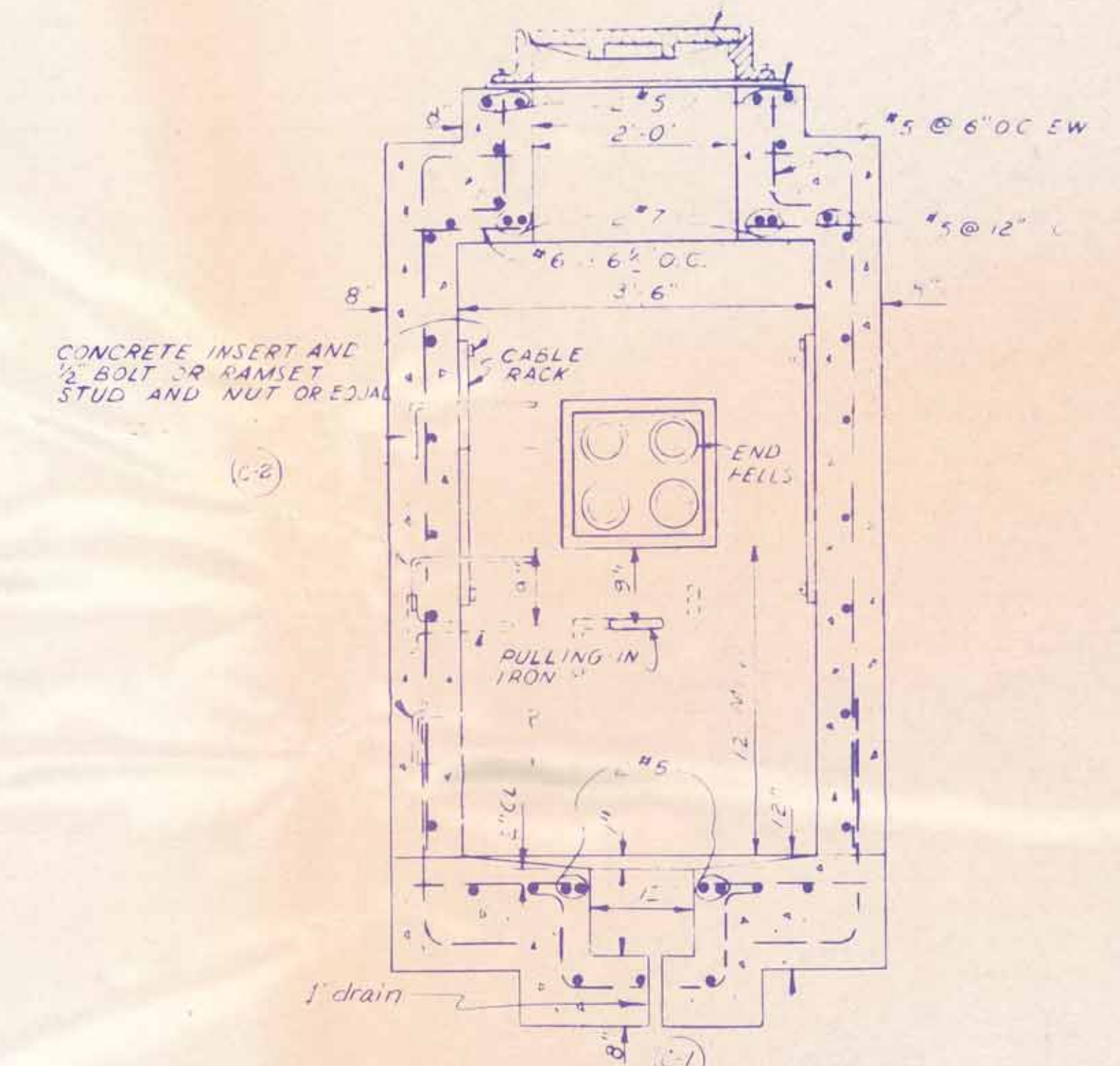
PLAN

NOTE: DUCT BANKS AT MANHOLE ARE ONLY SHOWN AS TYPICAL. INSTALL DUCTS AS SHOWN ON PLAN.



SECTION A-A

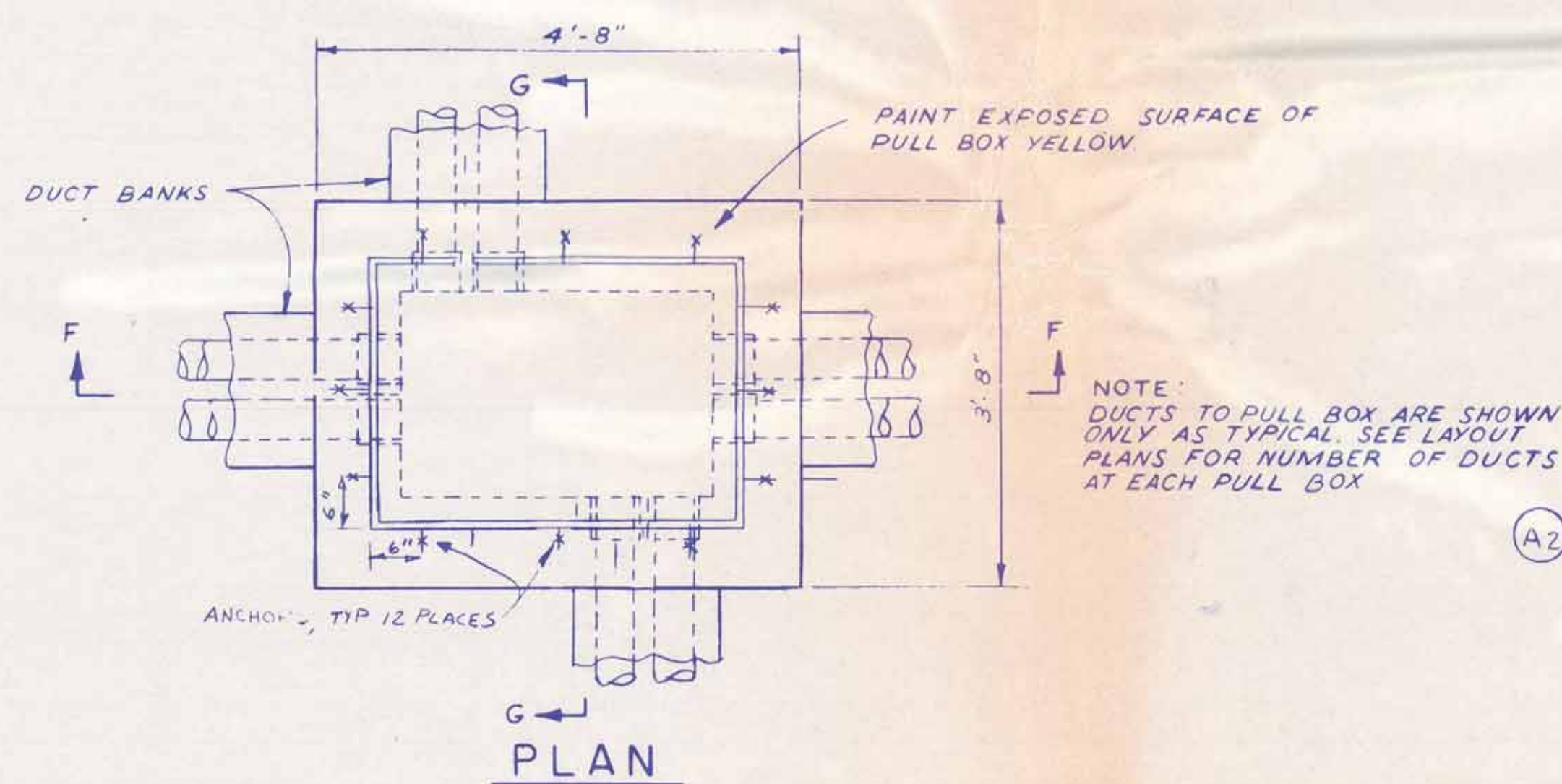
(B3) CAST IRON MANHOLE FRAME & NODULAR DUCTILE IRON COVER TESTED TO 125,000 LBS. APPLIED OVER AN AREA 3/16" IN DIA COVER TO BE SOLID TYPE WITH "MOON" TOP & LETTERS TELEPHONE "1" 1 1/2" HIGH RECESSED INTO TOP OF COVER. GROUT WELL UNDER FRAME TO PREVENT LIQUID SEEPAGE INTO MANHOLE.



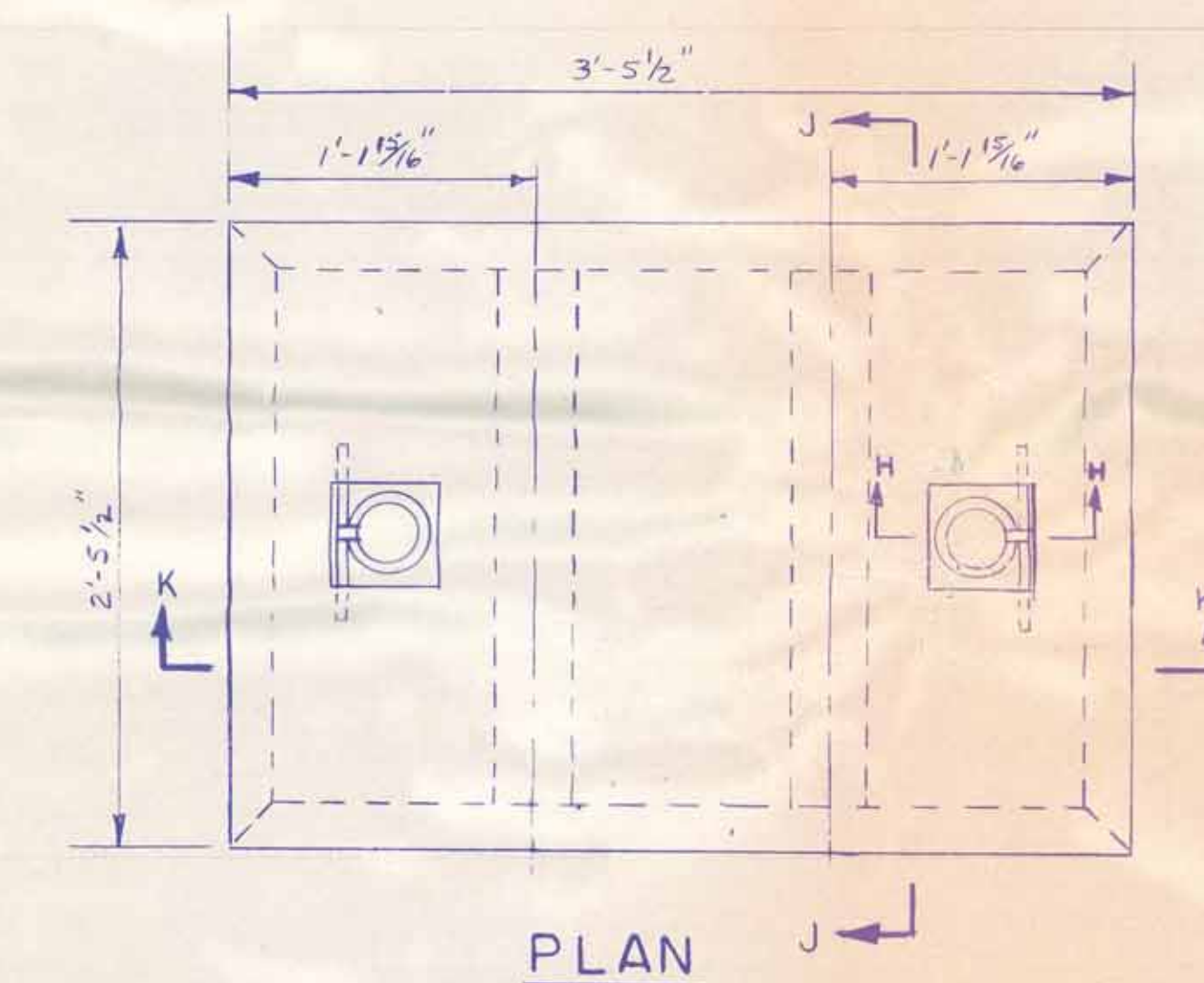
SECTION B-B

(B1) TELEPHONE AND ELECTRIC MANHOLE

SCALE 3/4" = 1'-0"



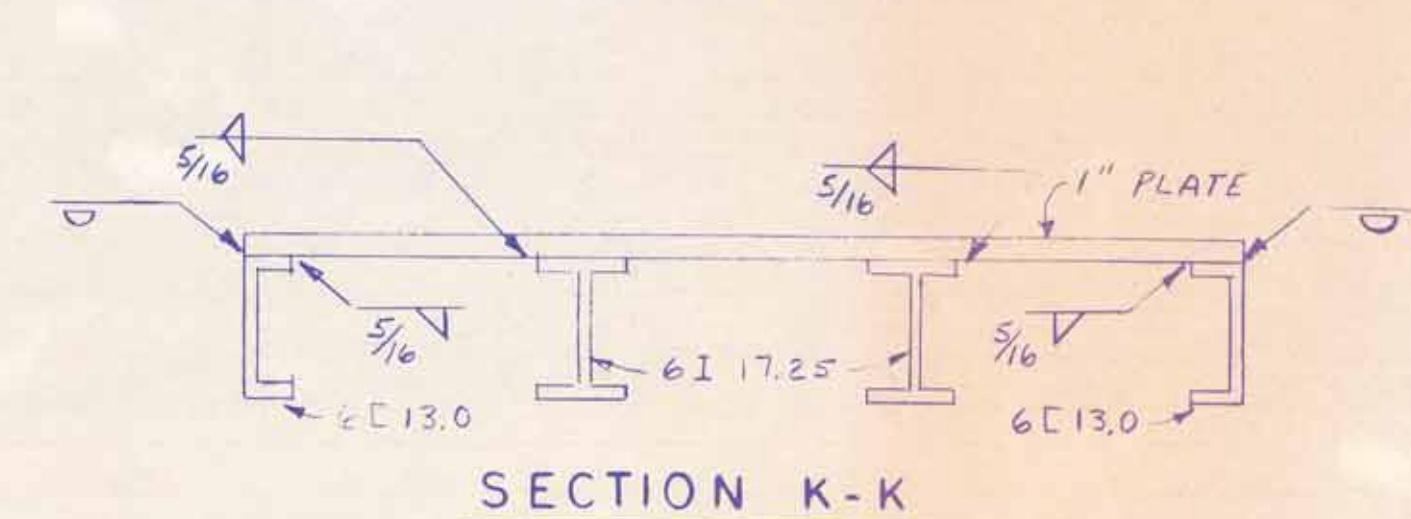
PLAN



PLAN

SECTION J-J

DRILL & INSERT 3/8" PIN INTO SIDE PLATES WELD IN PLACE

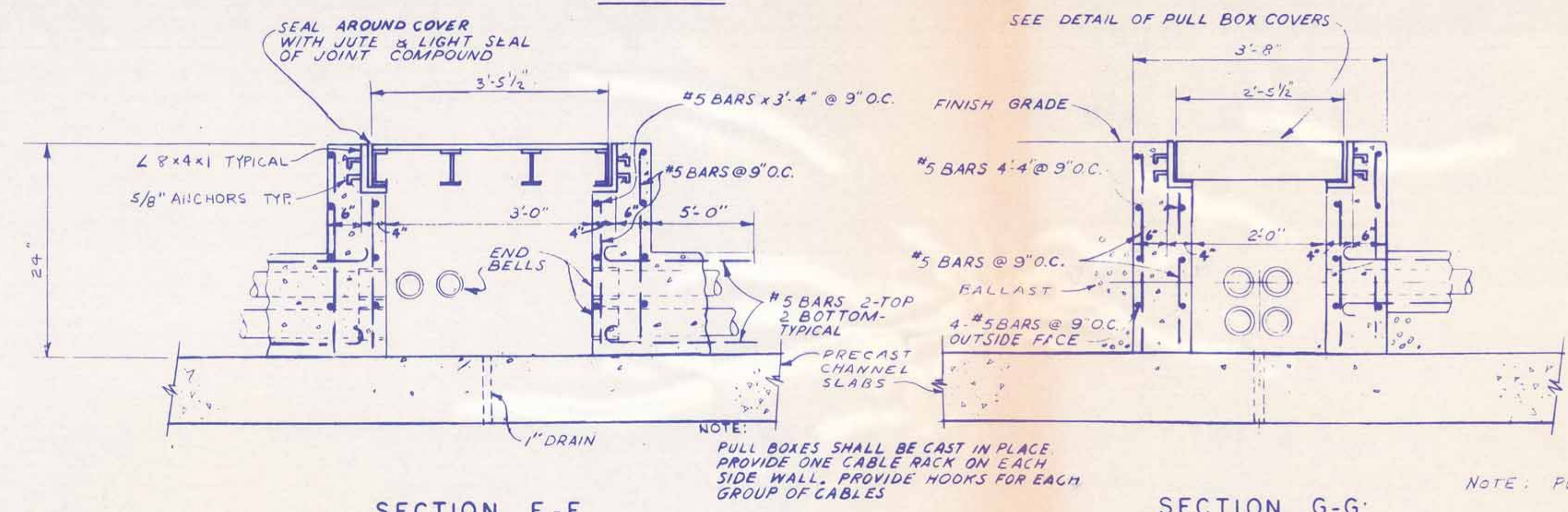


SECTION K-K

SECTION H-H

PULL BOX COVER DETAILS

SCALE: 1/2" = 1'-0"



SECTION F-F

SECTION G-G

NOTE: PULLBOX COVER SHALL BE A-36 STEEL

PULL BOX NOT TO SCALE (A1) (B2)

REV	DATE	ENG. NO.	ACTION	DESCRIPTION	BY	APP'D.
WM A SMITH CONTRACTING CO., INC. U.S. ARMY ENGINEER DISTRICT, ALASKA SEWARD, ALASKA CORPS OF ENGINEERS OFFICE OF THE RESIDENT ENGINEER SEWARD, ALASKA						
DESIGNED:	SEWARD			ALASKA		
DRAWN:	RESTORATION OF ALASKA R.R. FACILITIES			PIER		
TRACED:	MANHOLE DETAIL					
CHECKED:	APPROVED: <i>John Jacobson</i>			DATE: 12/19/68		
SUBMITTED:	SCALE: AS-BLT			DRAWING NUMBER: Q-5-1-56		
CHIEF RECOMMENDED:	PREPARED BY: U.S. ARMY ENGINEER DISTRICT, SEATTLE			SHEET 12		