## Estimate of Quantities

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>QUANTITY</th>
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<tbody>
<tr>
<td>301.0003</td>
<td>CLEARING &amp; GRUBBING</td>
<td>ACRE</td>
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<td>302.0003</td>
<td>PROCESSING FOR SUBGRADE MODIFICATION</td>
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<td>618.0001</td>
<td>SEEDING</td>
<td>ACRE</td>
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<td>MOBILIZATION AND DEMOBILIZATION</td>
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<td>EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION</td>
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<td>SWPPP MANAGER</td>
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<td>646.0001</td>
<td>DPM SCHEDULING</td>
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<td>WIDE PAD DOZER, 55 HP MINIMUM</td>
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<tr>
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<td>HYDRAULIC EXCAVATOR, 1 CT, '00 HP, MINIMUM</td>
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<tr>
<td>647.0007</td>
<td>MOTOR GRADER, 330 HP MINIMUM</td>
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### Legend

- **EXISTING TOPOGRAPHY**
- **FOOT TRAIL ACCESS**
- **ATV TRAIL**
- **EXISTING ROAD EDGES**
- **CREEK FLOWLINE**
- **EXISTING EDGE OF VEGETATION**
- **PROPOSED CLEARING & GRUBBING**
- **CLEARING AND GRUBBING EOZENLINE**
- **PROJECT BOUNDARY**

### Abbreviations

- # DIAMETER
- S.I. SLOPE RATIO, IN HORIZONTAL TO VERTICAL UNITS
- ACDE U.S. ARMY CORPS OF ENGINEERS
- ADEC ALASKA DEPT. OF ENVIRONMENTAL CONSERVATION
- ADFG ALASKA DEPARTMENT OF FISH AND GAME
- APPROX APPROXIMATE
- BPM BEST MANAGEMENT PRACTICES
- B.O.P. BEGINNING OF PROJECT
- C&S CLEARING AND GRUBBING
- CFS CUBIC FEET PER SECOND
- C.L. CENTERLINE
- C. OP. CONTROL POINT
- C.F. CUBIC FEET
- C.Y. CUBIC YARD
- C.B. EROSION CONTROL BLANKET
- E.O.P. END OF PROJECT
- F.G. FINAL GRADE
- FT. FEET
- GPM GALLONS PER MINUTE
- GPS GLOBAL POSITIONING SYSTEM
- IN. INCHES
- L.S. LUMP SUM
- N, S, E, W NORTH, SOUTH, EAST, WEST
- NAD83 NORTH AMERICAN DATUM 1983
- O.G. ORIGINA, GROUND, EXISTING TOPOGRAPHY
- O.H.W. ORDNARY HIGH WATER
- PERF PERFORATED
- P.I.P. PRESERVE IN PLACE
- PT. POINT
- Q FLOW RATE, EXPRESSED IN VOLUME PER UNIT TIME
- S.P. STATE PLANE COORDINATE SYSTEM
- SQ. FT. SQUARE FEET
- SQ. YD. SQUARE YARDS
- STA. STATION
- TRANS. TRANSITION
- TP. TYPICAL

Other linetypes and hatch patterns with specific applications are labeled in the drawings.
NOTES:
1. ELEVATIONS, LINES, AND GRADES ARE APPROXIMATE. TOPOGRAPHY WAS GENERATED ON MAY 4, 2015, BY QUANTUM SPATIAL, INC.
2. NOTES EXCEPT SECTIONS ALONG EXISTING GROUND ARE APPROXIMATE.
TYPICAL SECTION CROSS SLOPE LEFT

1. Place excess excavated material on backslope.
2. Scarify and compact to 1 ft below finished grade.
3. Riff or excavate to 12' below finished grade as needed.
4. TIE INTO EXISTING DITCH WHERE FEASIBLE.
5. ORIGINAL GROUND (VARIES)
7. APPROX. CLEARING & GRUBBING LIMITS — SEE NOTE 6.
8. APPROX. CLEARING & GRUBBING LIMITS — SEE NOTE 6.

TYPICAL SECTION CROSS SLOPE RIGHT, WITH DITCH

1. Place excess excavated material on backslope.
2. Scarify and compact to 1 ft below finished grade.
3. Riff or excavate to 12' below finished grade as needed.
4. TIE INTO EXISTING DITCH WHERE FEASIBLE.
5. ORIGINAL GROUND (VARIES)
7. APPROX. CLEARING & GRUBBING LIMITS — SEE NOTE 6.
8. APPROX. CLEARING & GRUBBING LIMITS — SEE NOTE 6.

TYPICAL SECTION CROWN SLOPES AND DITCHES LEFT & RIGHT

1. Place excess excavated material on backslope.
2. Scarify and compact to 1 ft below finished grade.
3. Riff or excavate to 12' below finished grade as needed.
4. TIE INTO EXISTING DITCH WHERE FEASIBLE.
5. ORIGINAL GROUND (VARIES)
7. APPROX. CLEARING & GRUBBING LIMITS — SEE NOTE 6.
8. APPROX. CLEARING & GRUBBING LIMITS — SEE NOTE 6.

NOTES:

1. CLEAR & GRUB TO TEMPLATE, REGRADE ROADWAY AND SHOULDER TRANSITIONS TO ENSURE POSITIVE DRAINAGE.
2. BLDG EXISTING PULVERIZED MATERIAL TO SLOPES SHOWN, REFER TO SECTION 320-3.01 OF THE SPECIAL PROVISIONS.
3. CLEAN OUT OR CONSTRUCT DITCHES WHERE CALLED OUT FOR POSITIVE DRAINAGE OFF ROAD PUMP — SEE WITH CALLOUT LISTING ON THIS SHEET.
4. DIRECT DITCH FLOW GRADE AND PROFILE TO SELECT LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE SUBSIDIARY TO SUBGRADE WORK.
5. DIRECT DRAINAGE AWAY FROM ROADWAY AT INTERVALS WITH SUITABLE DITCHES, PER APPROVAL OF THE ENGINEER.
6. PROVIDE DRAINAGE WAYS IN ALL ESTABLISHED DITCH AND DRAINAGE FEATURES THAT PARALLEL ACCESS ROAD, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
7. MODIFY ROAD TEMPLATE WHERE WARRANTED TO OPTIMIZE ROADWAY WIDTH AND POSITIVE DRAINAGE.
8. ALTER DESIGN ALIGNMENT AS NEEDED TO MAINTAIN 2 FEET CLEARANCE BETWEEN EDGE OF ROAD PUMP AND DITCH.
9. OFFICE EXCAVATION LIMITS AS REQUIRED TO AVOID UNDERCUTTING B anime UPSLOPE OF ACCESS ROAD, PER APPROVAL OF THE ENGINEER.
10. PROVIDE DRAINAGE WAYS IN ALL ESTABLISHED DITCH AND DRAINAGE FEATURES THAT PARALLEL ACCESS ROAD, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
11. ADDITIONAL MATERIAL REQUIRED FOR DITCHES AS NEEDED TO MAINTAIN 2 FEET CLEARANCE BETWEEN EDGE OF ROAD PUMP AND DITCH.
12. AT STATION INTERVALS WHERE THESE ROAD TEMPLATES ARE NOT CALLED OUT, GRADE ROADWAY, SHOULDER, AND DITCHES FOR OPTIMUM DRAINAGE AND ROADWAY DURABILITY USING AREMENCTIONED CRITERIA.

DITCH CALLOUTS

DITCH LEFT

34+30 TO 34+70

DITCH RIGHT

34+70 TO 35+20

DITCH LEFT AND RIGHT

17+40 TO 18+60

23+30 TO 25+70

37+30 TO 39+30

53+60 TO 54+20

54+60 TO 55+40

PREPARED: RDA
DRAWN: RDA
REVIEVED: RDA
DATE: 06/16/2022

08 OF 09 SHEETS