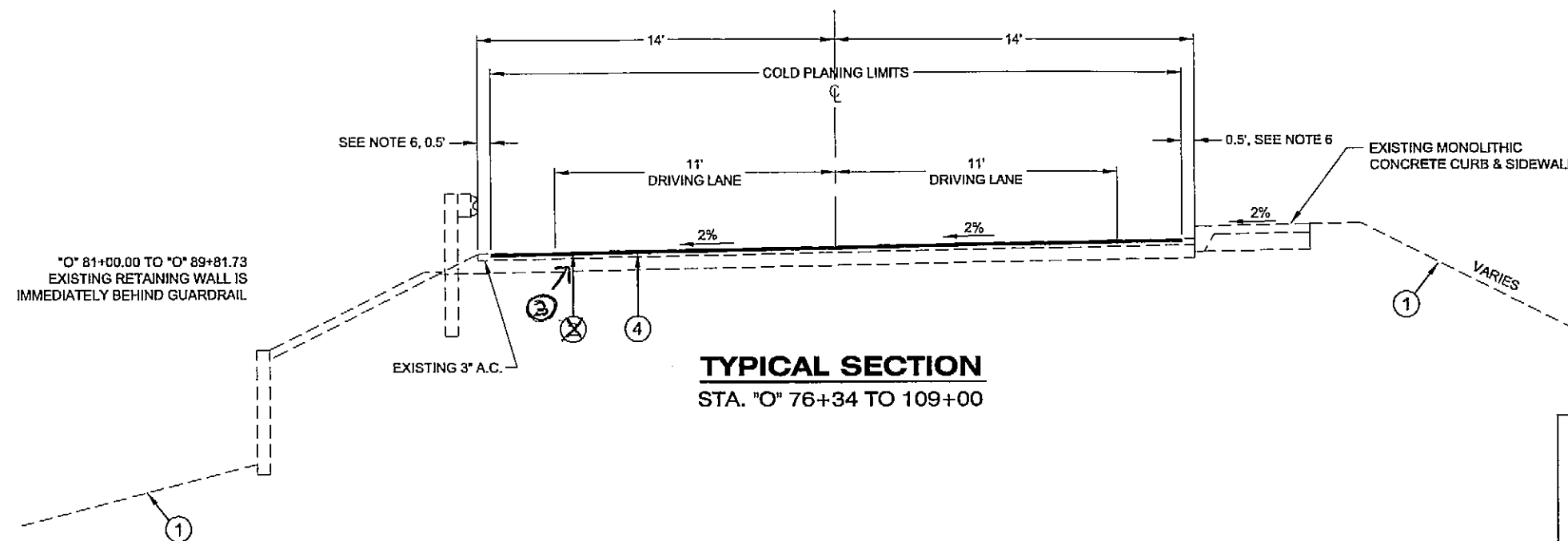
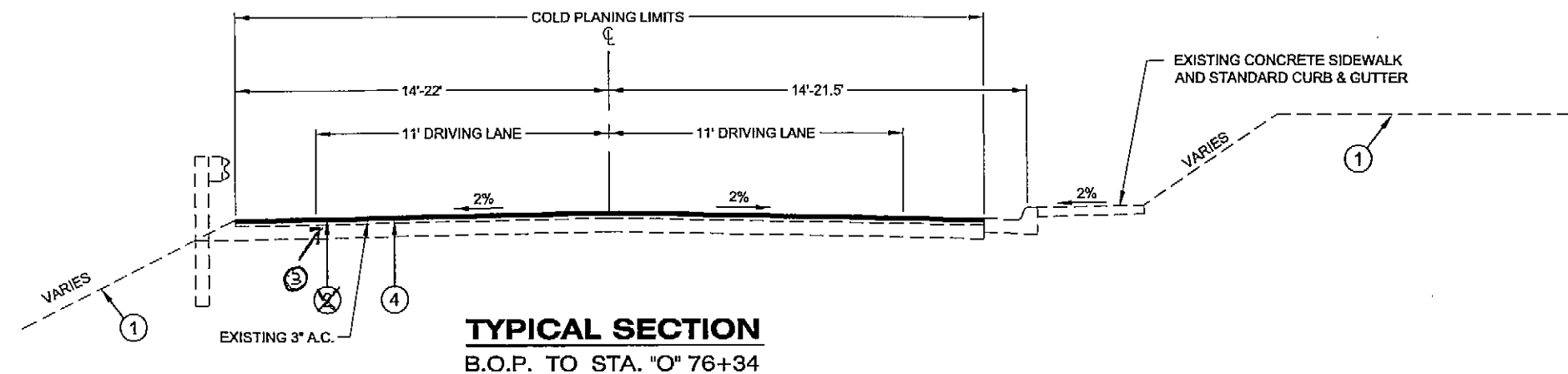




GENERAL NOTES:

1. THE INFORMATION CONTAINED IN THESE PLANS HAS BEEN DEVELOPED FROM AS-BUILTS AND FIELD INVESTIGATION, AND HAS BEEN MADE AS COMPLETE AND ACCURATE AS POSSIBLE.
2. THE LOCATIONS OF EXISTING FEATURES AND UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

COLD PLANING NOTES:

1. COLD PLANING DEPTH FROM B.O.P. (STA. 66+33) TO STATION 109+00 SHALL BE 1-1/2 INCHES. COLD PLANING DEPTH FROM STATION 109+00 TO 128+64 SHALL BE 2" (FULL DEPTH OF ASPHALT). WIDTH AND DEPTHS MAY VARY AND ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. COLD PLANING SHALL BE PAID FOR UNDER ITEM 408.
2. ALL MATERIAL REMOVED DURING THE COLD PLANING AND NOT USED IN THE WORK WILL BECOME THE PROPERTY OF THE CITY.
3. LOWER ALL "IRON" IN THE ROAD PRIOR TO COLD PLANING, THEN ADJUST TO GRADE AFTER PAVING. ALL MANHOLES, MONUMENT CASES, VALVES, ETC. SHALL BE FIELD LOCATED PRIOR TO COLD PLANING.
4. PRIOR TO COLD PLANING OPERATIONS, INLETS OR CATCH BASINS THAT MIGHT BE AFFECTED SHALL BE SUFFICIENTLY PROTECTED. SEE ESCP DETAILS.
5. COLD PLANING OPERATIONS SHALL COMMENCE ON THE LOWEST SIDE OF ROADWAY TO FACILITATE DRAINAGE.
6. INTENT IS FOR LIMITS OF COLD PLANING TO BE AS CLOSE TO FACE OF GUARDRAIL AND FACE OF CURB AS POSSIBLE. ACTUAL COLD PLANING LIMITS SHALL BE DETERMINED BY THE ENGINEER. ROADWAY WIDENING AT TURNOUTS IS AN EXCEPTION TO THIS INTENT.

LEGEND

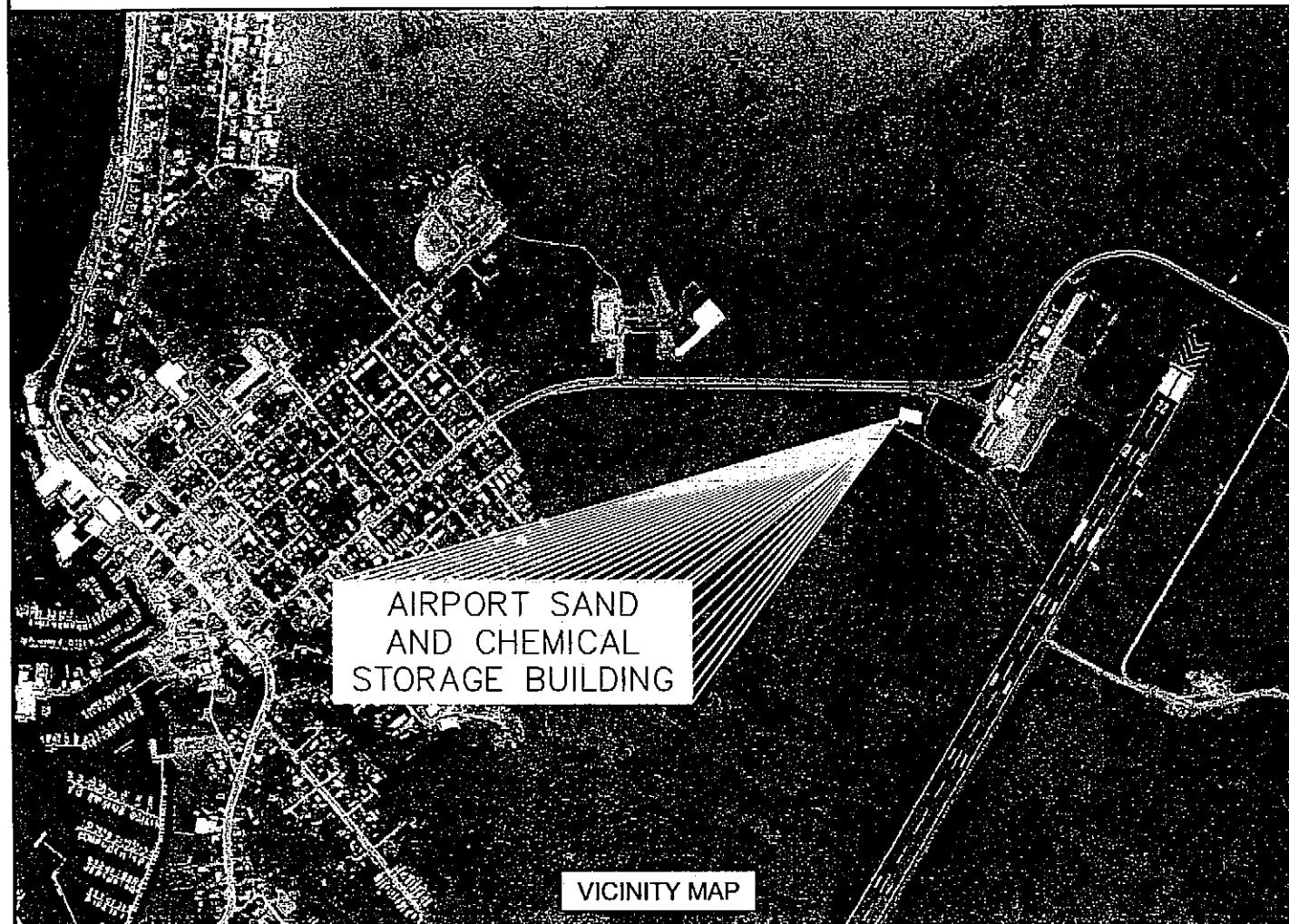
- ① EXISTING GROUND
- ② 1 1/2" ASPHALT CONCRETE, TYPE II, CLASS B
- ③ 2" ASPHALT CONCRETE, TYPE II, CLASS B
- ④ TACK COAT
- ⑤ 4" EATB
- ⑥ 6" CRUSHED ASPHALT BASE COURSE
- ⑦ LINEAR GRADING

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE PATH: Q:\PSG\68076\PLANS\68076_B_TYP.DWG TAB: B1 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		NORDIC DRIVE TYPICAL SECTIONS	
NO. DATE DESCRIPTION	PROJECT DESIGNATION STP-0003(95)	YEAR 2005	SHEET NO. B1
			TOTAL SHEETS 24

As Built 11-15-06 JB

AIP 3-02-0219-0903 ~ PROJECT # 68386

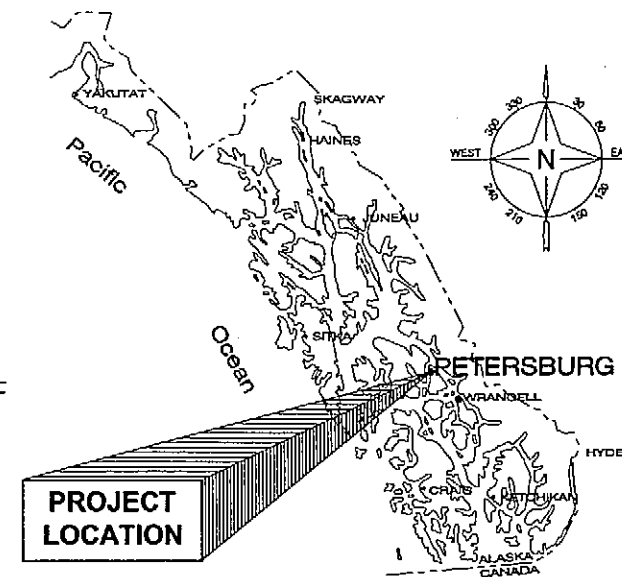


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	AIP 3-02-0219-0903	2005	A1	4

As Buult 11-15-06 JB

Design and Engineering Services Division-Southeast Region

STP-0003(95) ~ PROJECT 68076

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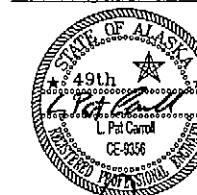
THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	D-01.02	G-00.01	I-21.01	T-23.00
C-03.10	D-22.01	G-04.07W	M-16.01	
C-04.12	D-26.02	G-10.01	T-20.02	
C-05.10	E-13.00	I-20.13	T-21.02	

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Tue, 10/Jan/06 01:30PM rgrantham

PLOT: PSPACE OR MSPACE: 1=1

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



APPROVED

PATRICK J. KEMP
REGIONAL PRE-CONSTRUCTION ENGINEER

APPROVED

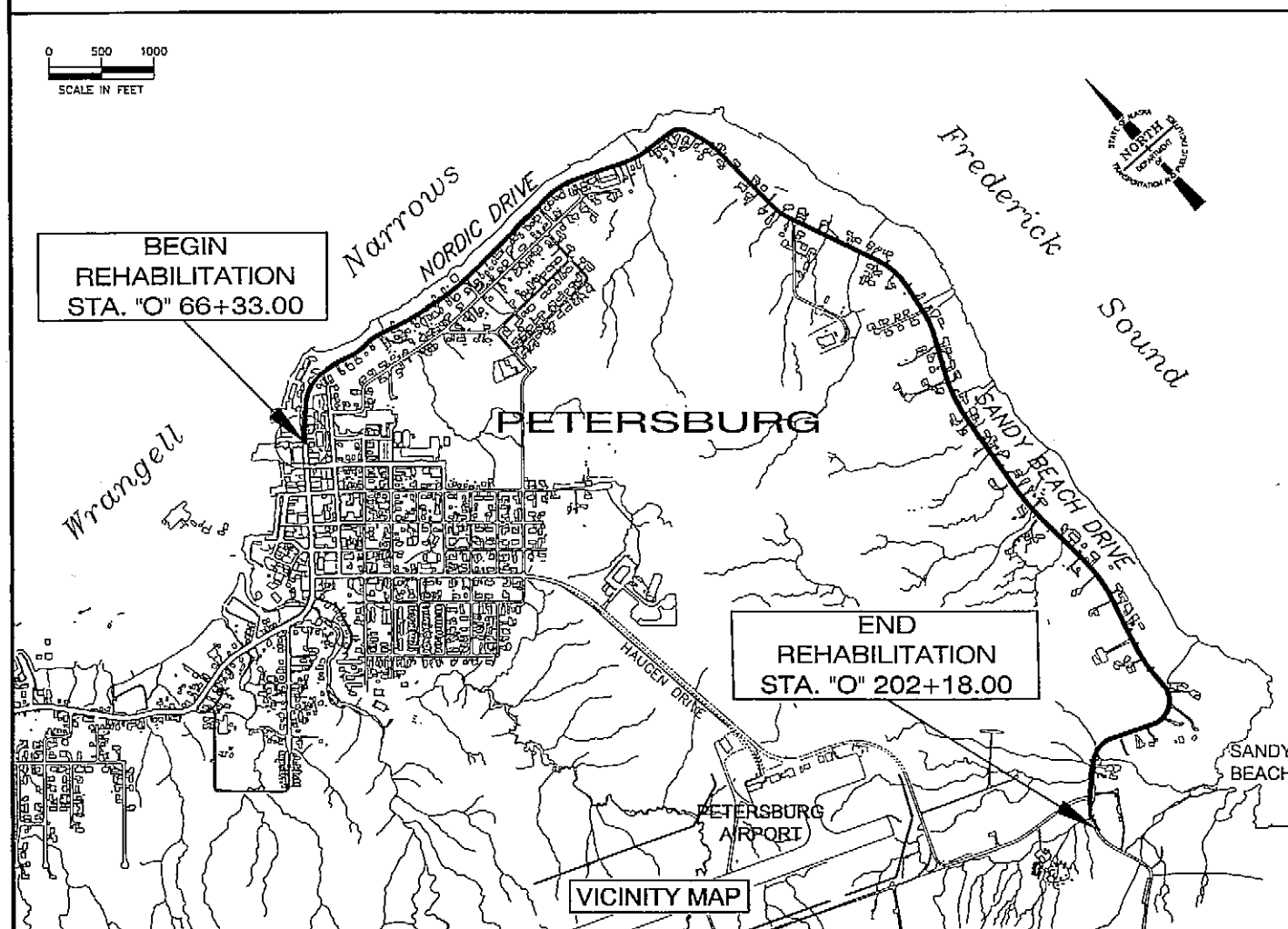
MALCOLM A. MENSIES, P.E.
SOUTHEAST REGIONAL DIRECTOR

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER

DATE _____

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0003(95)-68076	2005	A1	24



DESIGN DESIGNATION

NORDIC DRIVE & SANDY BEACH DRIVE

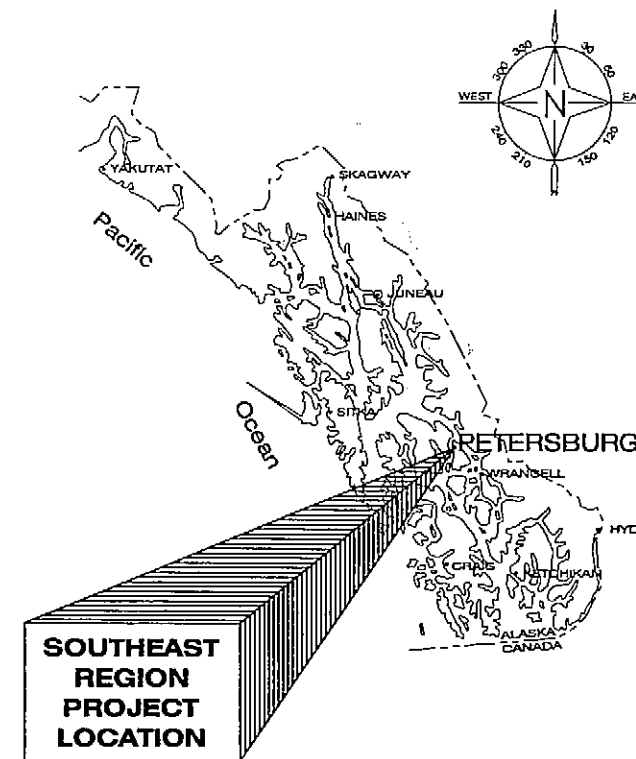
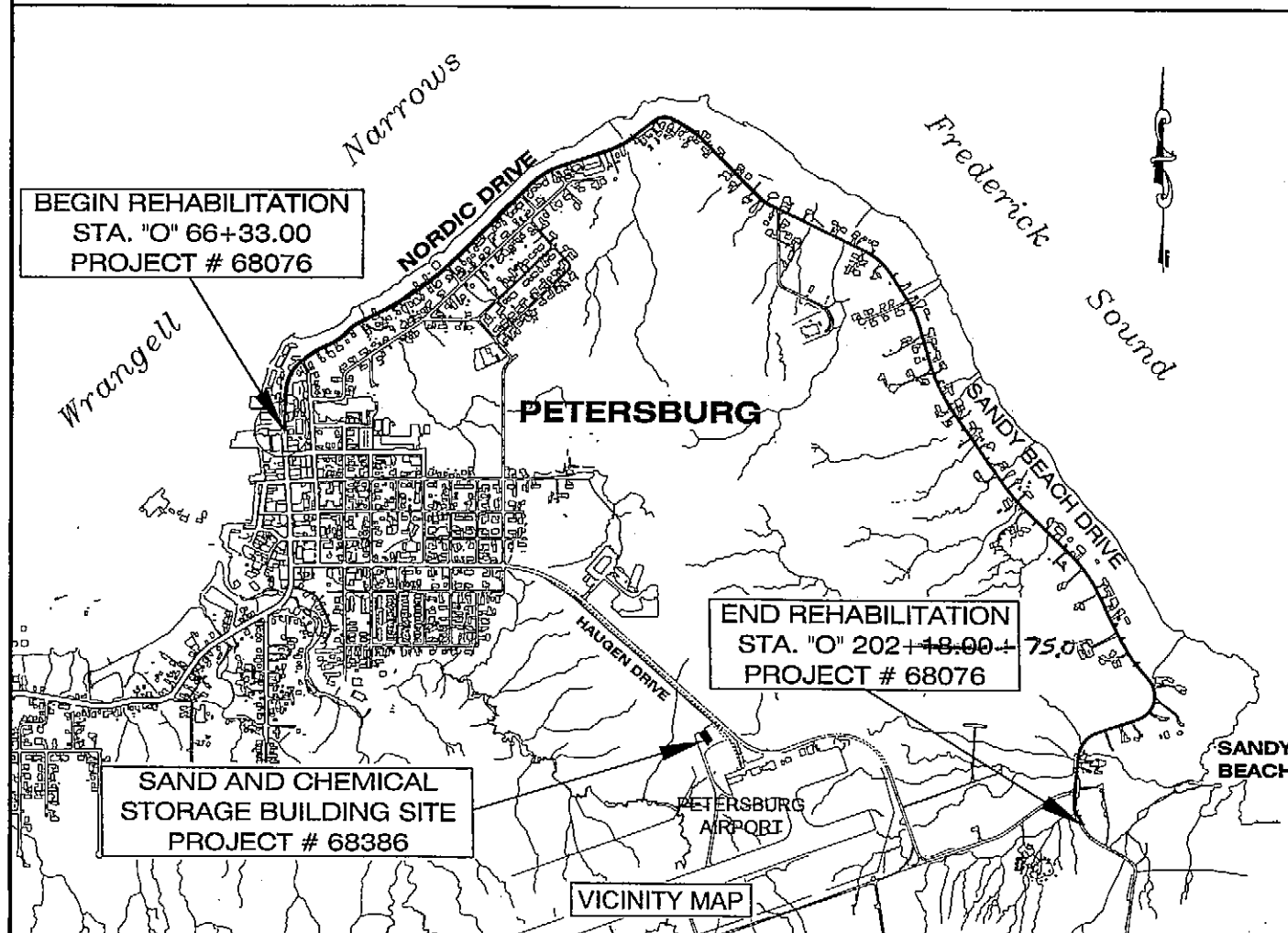
A.D.T. 2006 =	3,210
A.D.T. 2016 =	3,540
D.H.V. 12.7% (2016) =	450
%T =	4.9
EAL (10 YR.) =	200,000
V =	35/40 MPH

PROJECT SUMMARY

CDS ROUTE NO. =	294020/294924
LENGTH OF PROJECT =	2.57 MILES
LENGTH OF GRADING =	2.57 MILES
LENGTH OF PAVING =	2.57 MILES
WIDTH OF PAVING =	VARIES (24'-32')

As Built 11-15-06 JB

**PSG-AIRPORT SAND AND CHEMICAL
STORAGE BUILDING
AIP 3-02-0219-0903 ~ PROJECT # 68386**

[illegible]

As-Built Drawings

Contractor - Secon Construction

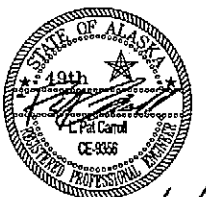
Project Engineer - Cliff Douglas

Date Began - April 25, 2006

Date Complete - September 15, 2006

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Wed, 21/Dec/05 08:40AM rgrantham

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



APPROVED: 
PATRICK J. KEMP, P.E.
REGIONAL PRECONSTRUCTION ENGINEER

12/27/05 - 12/22/05
DATE

APPROVED: 
MALCOLM MENZIES P.E.
SOUTHEAST REGIONAL DIRECTOR

12/27/25
DATE

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER _____ DATE _____

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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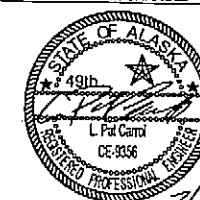
11-15-06 JB

COMBINED ESTIMATE OF QUANTITIES

ITEM NO	PAY ITEM	PAY UNIT	PSG SANDY BEACH DRIVE PAVEMENT REHABILITATION 68076 ~ QUANTITY	PSG AIRPORT SAND & CHEMICAL STORAGE 68386 ~ QUANTITY	COMBINED QUANTITY
203 (3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	135 1009.40		135 1009.40
301 (1)	AGGREGATE BASE COURSE, GRADING D-1	TON	299 1361.23		299 1361.23
304 (1)	SUBBASE, GRADING B	TON	400		400
307 (3)	EATB, 4 IN. THICK	SQUARE YARD	6500 5910		6500 5910
308 (1)	CRUSHED ASPHALT BASE COURSE	SQUARE YARD	27500 26914		27500 26914
308 (2)	CSS-1 ASPHALT FOR BASE COURSE	TON	335 342		335 342
308 (3)	PORTLAND CEMENT	TON	110 92		110 92
308 (4)	AGGREGATE FOR CABG	TON	100		100
401 (1)	ASPHALT CONCRETE, TYPE II, CLASS B	TON	5100 5104		5100 5104
401 (2)	ASPHALT CEMENT, GRADE PG 58-28	TON	316 337		316 337
401 (6)	ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED		ALL REQUIRED
401 (9)	PAVEMENT PATCHING	SQUARE YARD	169 742		169 742
402 (1)	STE-1 ASPHALT FOR TACK COAT	TON	21		21
408 (1)	PAVEMENT COLD PLANING	SQUARE YARD	18000 18493		18000 18493
412 (1)	AIRPORT SAND AND CHEMICAL STORAGE BUILDING PAVING	LUMP SUM		ALL REQUIRED	ALL REQUIRED
514 (1)	SEGMENTAL CONCRETE RETAINING WALL	SQUARE FOOT	870		870
603 (9) -24	24 INCH CORRUGATED ALUMINUM PIPE	LINEAR FOOT	60 220		60 220
603 (10) - 28 x 20	28 x 20 INCH CORRUGATED ALUMINUM PIPE ARCH	LINEAR FOOT	610		610
603 (10) - 57 x 38	57 x 38 INCH CORRUGATED ALUMINUM PIPE ARCH	LINEAR FOOT	58 60		58 60
604 (4)	ADJUST EXISTING MANHOLE	EACH	28		28
604 (5)	INLET, TYPE A	EACH	1		1
605 (3)	6 INCH PERFORATED PIPE UNDERDRAIN	LINEAR FOOT	130		130
606 (1)	W-BEAM GUARDRAIL	LINEAR FOOT	188		188
606 (6)	REMOVING AND DISPOSING OF GUARDRAIL	LINEAR FOOT	188		188
608 (1a)	CONCRETE SIDEWALK, 4 INCHES THICK	SQUARE YARD	50 154		50 154
608 (1b)	CONCRETE SIDEWALK, 6 INCHES THICK	SQUARE YARD	30 75		30 75
608 (6)	CURB RAMP	EACH	40 9		40 9
609 (2)	CURB AND GUTTER, TYPE I	LINEAR FOOT	45 137		45 137
611 (1)	RIPRAP, CLASS III	CUBIC YARD	400 50		400 50
627 (10)	ADJUSTMENT OF VALVE BOX	EACH	22		22
635 (1)	INSULATION BOARD	SQUARE FOOT	1860 1200		1860 1200
639 (3)	DRIVEWAY	EACH	86 100		86 100
640 (1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED		ALL REQUIRED
640 (4)	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED		ALL REQUIRED
641 (1)	EROSION AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED		ALL REQUIRED
641 (2)	TEMPORARY EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED		ALL REQUIRED
642 (1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED		ALL REQUIRED
642 (8)	ADJUST-EXISTING MONUMENT	EACH	47		47
643 (2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED		ALL REQUIRED
643 (3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED		ALL REQUIRED
643 (15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED		ALL REQUIRED
643 (23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED		ALL REQUIRED
643 (25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED		ALL REQUIRED
644 (6)	VEHICLES	LUMP SUM	ALL REQUIRED		ALL REQUIRED
670 (10)	METHYL METHACRYLATE PAVEMENT MARKINGS	LUMP SUM	ALL REQUIRED		ALL REQUIRED
630 (1)	GEOTEXTILE FABRIC	SQUARE YARD	3000		3000
642 (11)	ADJUST EXISTING MONUMENT	EACH	12		12
642 (12)	MONUMENT CASE REMOVAL	EACH	35		35
606 (5)	REMOVE + RECONSTRUCT GUARDRAIL	LINEAR FOOT	112.5		112.5
401 (7)	ASPHALT CONCRETE, TYPE II, CLASS C	LUMP SUM	ALL REQUIRED		ALL REQUIRED
642 (12)	FINAL TRAVERSE	LUMP SUM	ALL REQUIRED		ALL REQUIRED
660 (1A)	ELECTRICAL RECONSTRUCTION	LUMP SUM	ALL REQUIRED		ALL REQUIRED
203 (30)	6" MINUS SHOT ROCK	TON	1347		1347

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL



DESIGNED BY: L. SEIFERT
DRAWN BY: DR DODGE

PATH: Q:\PSG\68076\PLANSET\68076_AA2_EST.DWG
TAB: AA2 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM

REVISIONS		
NO.	DATE	DESCRIPTION

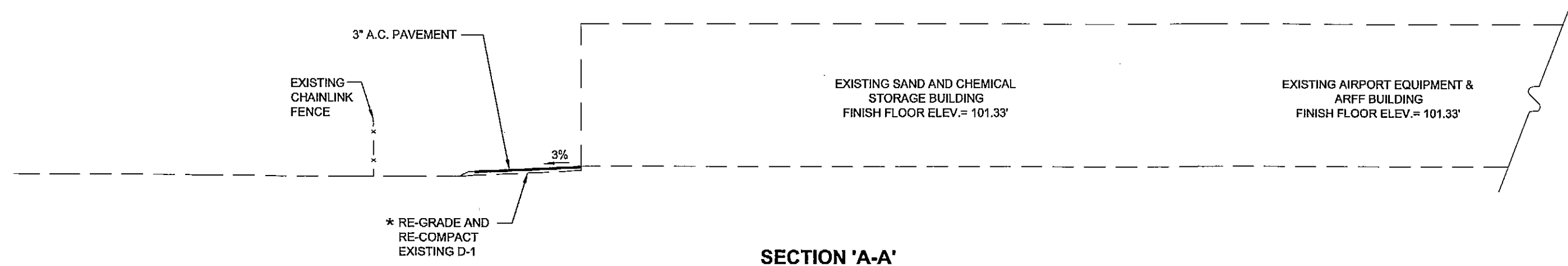
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION

**PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT #68076**

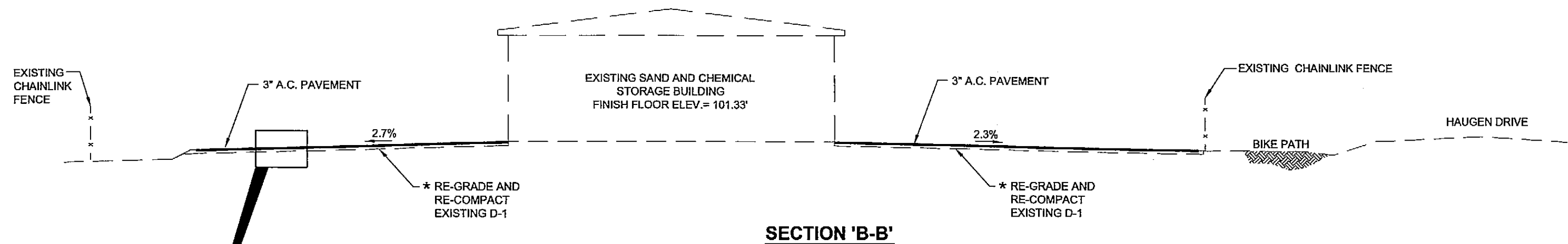
COMBINED ESTIMATE OF QUANTITIES

PROJECT DESIGNATION		YEAR	SHEET NO.	TOTAL SHEETS
STP-0003(95)/AIP 3-02-0219-0903		2005	AA2	30

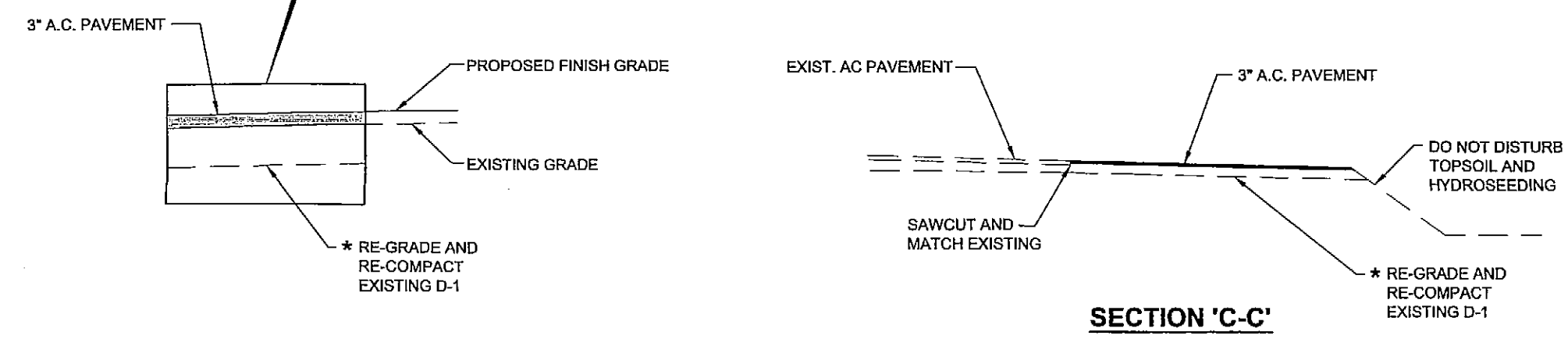
As Built JB 11-15-06



SECTION 'A-A'



SECTION 'B-B'

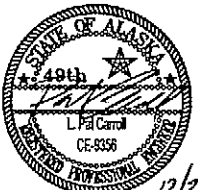


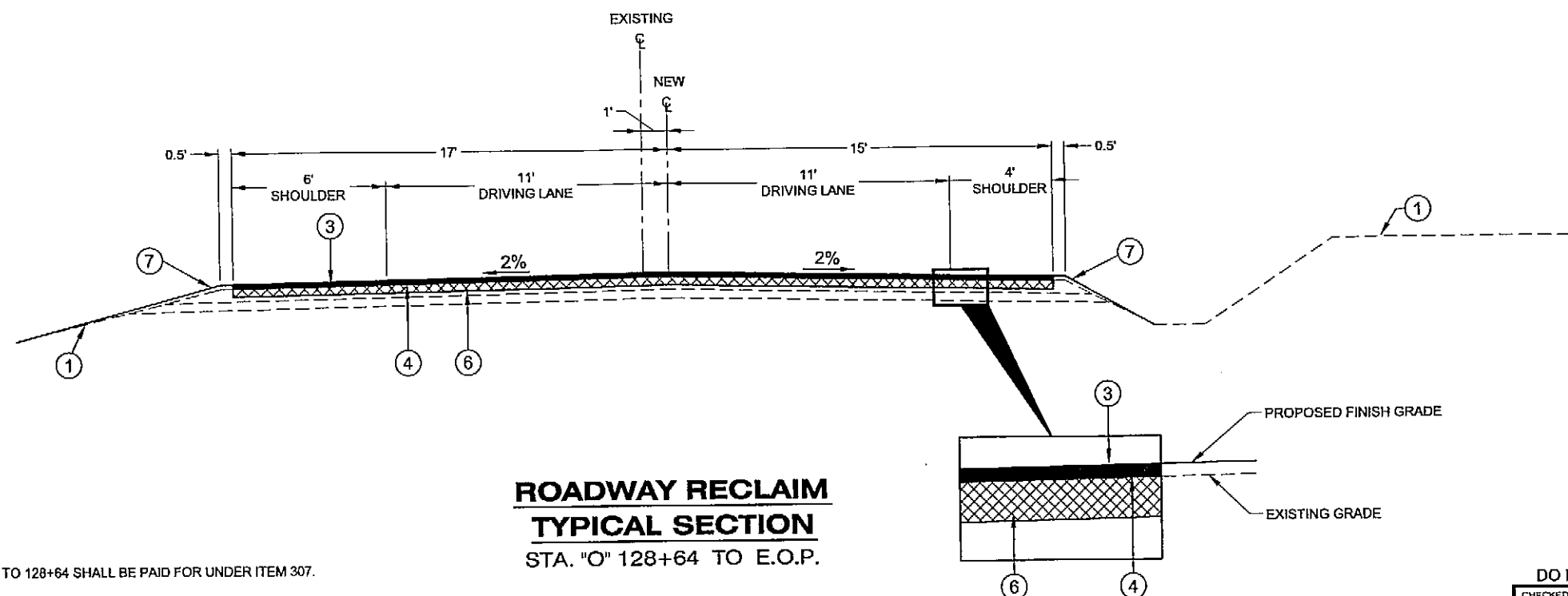
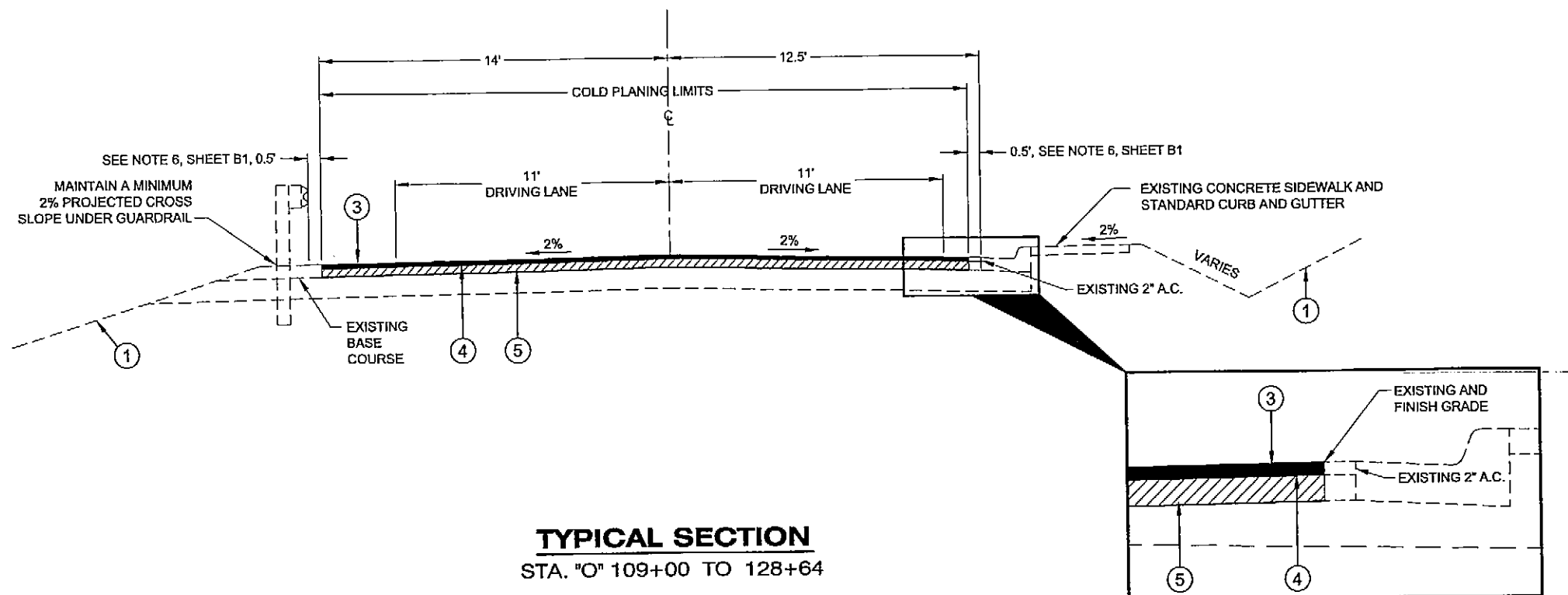
SECTION 'C-C'

* SUPPLEMENT WITH ADDITIONAL BASE COURSE, D-1, AS REQUIRED.

As Built 11-15-06 JB

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL  DESIGNED BY: L. SEIFERT DRAWN BY: L. ROBERTSON / DRD PATH: O:\PSG\68386\DRD\68386_B_TYPICALS.DWG TAB: B1 Friday, July 29, 2005 11:27:44 AM RGRANTHAM		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-AIRPORT SAND AND CHEMICAL STORAGE BUILDING PROJECT # 68386 TYPICAL SECTIONS		
PROJECT DESIGNATION AIP 3-02-0219-0903		YEAR 2005	SHEET NO. B1	TOTAL SHEETS 4

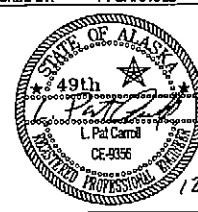


LEGEND	
①	EXISTING GROUND
②	1 1/2" ASPHALT CONCRETE, TYPE II, CLASS B
③	2" ASPHALT CONCRETE, TYPE II, CLASS B
④	TACK COAT
⑤	4" EATB
⑥	6" CRUSHED ASPHALT BASE COURSE
⑦	LINEAR GRADING

RECLAIM NOTES:

1. THE 4" OF EATB FROM STATION 109+00 TO 128+64 SHALL BE PAID FOR UNDER ITEM 307.
2. GRINDING DEPTH FROM STATION 128+64 TO E.O.P. SHALL BE 6 INCHES. GRINDING TO CONSTRUCT CRUSHED ASPHALT BASE COURSE SHALL BE PAID FOR UNDER ITEM 308.
3. CONTRACTOR SHALL MAKE INITIAL PASS THEN ADD AGGREGATE FOR CRUSHED ASPHALT BASE COURSE, IF REQUIRED, TO MEET A SMOOTH AND UNIFORM GRADE. THE ENGINEER SHALL APPROVE GRADE, PRIOR TO MIXING OIL AND CEMENT IN SECOND PASS.
4. LINEAR GRADING SHALL CONSIST OF GRADING, SHAPING, AND COMPACTING THE CRUSHED ASPHALT BASE MATERIAL AS SHOWN ON THE TYPICAL SECTION. SEE SECTION 308 OF THE SPECIAL PROVISIONS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

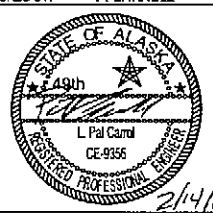
CHECKED BY: P. CARROLL  DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
PATH: Q:\PSG\68076\PLANSET\68076_B_TYP.DWG TAB: B2 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		SANDY BEACH DRIVE TYPICAL SECTIONS	
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION STP-0003(95)	YEAR 2005
		SHEET NO. B2	TOTAL SHEETS 24

As Built 11-15-06 JB

ESTIMATE OF QUANTITIES			
ITEM NO	PAY ITEM	PAY UNIT	QUANTITY
203 (3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	455 1029
301 (1)	AGGREGATE BASE COURSE, GRADING D-1	TON	200 1361
304 (1)	SUBBASE, GRADING B	TON	400 0
307 (3)	EATB, 4 IN. THICK	SQUARE YARD	6500 5910
308 (1)	CRUSHED ASPHALT BASE COURSE	SQUARE YARD	27500 26914
308 (2)	CSS-1 ASPHALT FOR BASE COURSE	TON	335 342
308 (3)	PORTLAND CEMENT	TON	140 92
308 (4)	AGGREGATE FOR CABC	TON	400 0
401 (1)	ASPHALT CONCRETE, TYPE II, CLASS B	TON	6480 5104
401 (2)	ASPHALT CEMENT, GRADE PG 58-28	TON	310 337
401 (6)	ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
401 (9)	PAVEMENT PATCHING	SQUARE YARD	160 742
402 (1)	STE-1 ASPHALT FOR TACK COAT	TON	21
408 (1)	PAVEMENT COLD PLANING	SQUARE YARD	19000 18493
514 (1)	SEGMENTAL CONCRETE RETAINING WALL	SQUARE FOOT	870
603 (9) -24	24 INCH CORRUGATED ALUMINUM PIPE	LINEAR FOOT	50 220
603 (10) - 28 x 20	28 x 20 INCH CORRUGATED ALUMINUM PIPE ARCH	LINEAR FOOT	610
603 (10) - 57 x 38	57 x 38 INCH CORRUGATED ALUMINUM PIPE ARCH	LINEAR FOOT	50 60
604 (4)	ADJUST EXISTING MANHOLE	EACH	28
604 (5)	INLET, TYPE A	EACH	1
605 (3)	6 INCH PERFORATED PIPE UNDERDRAIN	LINEAR FOOT	400 0
606 (1)	W-BEAM GUARDRAIL	LINEAR FOOT	188 0
606 (6)	REMOVING AND DISPOSING OF GUARDRAIL	LINEAR FOOT	188 0
608 (1a)	CONCRETE SIDEWALK, 4 INCHES THICK	SQUARE YARD	50 154
608 (1b)	CONCRETE SIDEWALK, 6 INCHES THICK	SQUARE YARD	30 75
608 (6)	CURB RAMP	EACH	10 9
609 (2)	CURB AND GUTTER, TYPE I	LINEAR FOOT	46 137
611 (1)	RIPRAP, CLASS III	CUBIC YARD	100 50
627 (10)	ADJUSTMENT OF VALVE BOX	EACH	22
635 (1)	INSULATION BOARD	SQUARE FOOT	1860 1200
639 (3)	DRIVEWAY	EACH	86 100
640 (1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
640 (4)	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED
641 (1)	EROSION AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
641 (2)	TEMPORARY EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
642 (1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
642 (6)	ADJUST EXISTING MONUMENT	EACH	47
643 (2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643 (3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED
643 (15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED
643 (23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
643 (25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED
644 (6)	VEHICLES	LUMP SUM	ALL REQUIRED
670 (10)	METHYL METHACRYLATE PAVEMENT MARKINGS	LUMP SUM	ALL REQUIRED
203(20)	6" MINUS SHOT ROCK	TON	1347
630(1)	GEOTEXTILE FABRIC	SQUARE YARD	3000
642(1)	ADJUST EXISTING MONUMENT CASE	EACH	12
642(3)	MONUMENT CASE REMOVAL	EACH	35
606(5)	REMOVE & RECONSTRUCT GUARDRAIL	LINEAR FOOT	125
401(7)	ASPHALT CONCRETE, TYPE II, CLASS C	LUMP SUM	ALL REQUIRED
642(12)	FINAL TRAVERSE	LUMP SUM	ALL REQUIRED
660(1A)	ELECTRICAL RECONSTRUCTION	LUMP SUM	ALL REQUIRED

BASIS OF ESTIMATE		
ITEM NO	PAY ITEM	ESTIMATING FACTOR
301(1)	AGGREGATE BASE COURSE, GRADING D-1	1.96 TONS/CY
304 (1)	SUBBASE, GRADING B	1.86 TONS/CY
308(2)	CSS-1 ASPHALT BASE COURSE (4" DEPTH)	1.8 GAL/SY, 243 GAL/TON
308(2)	CSS-1 ASPHALT BASE COURSE (6" DEPTH)	2.5 GAL/SY, 243 GAL/TON
308(3)	PORTLAND CEMENT (4" DEPTH)	4.5 LBS/SY
308(3)	PORTLAND CEMENT (6" DEPTH)	6.8 LBS/SY
401(1)	ASPHALT CONCRETE, TYPE II, CLASS B	117 LB/SY/IN
401(2)	ASPHALT CEMENT, GRADE PG 58-28	6.0% OF ITEM 401 (1)
402(1)	STE-1 ASPHALT FOR TACK COAT	0.1 GAL/SY, 243 GAL/TON

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL  DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
PATH: Q:\PSG\68076\PLANS\68076_C_EST.DWG TAB: C1 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		ESTIMATE OF QUANTITIES	
NO.	DATE	REVISIONS DESCRIPTION	PROJECT DESIGNATION STP-0003(95)
			YEAR 2005
			SHEET NO. C1
			TOTAL SHEETS 24

As Built 11-15-06 JB

6027(10) water Valve Adj. Summary

Station	Offset	Quantity	Remarks
68+73	Left	1	
68+98	Right 3.0	1	
81+60	Left 6.0	1	
87+32	Right 11.5	1	
93+25	Right 4.0	1	
98+42	Right 9.3	1	
129+26	Right 17.5	1	
		7	(22 total)

604 Adjust Existing Manhole

Station	Offset		Quantity	Remarks
	Left	Right		
202+09	12.0		1	
155+16	30.0		1	
187+25	19.0		1	

609 (2) Curb + Gutter

Station	Offset	Length	Remarks
73+50	Right	13.0	First St.
113+00	Right	24.0	
121+60	Right	80.0	
123+25	Right	20.0	

606(6) Guardrail Summary

Station to	Station	Offset	Remarks
74+50	75+50	Left	Removed + Reinstalled
101+70	101+95	Left	Removed + Reinstalled

603 Culvert Installation Summary

PIPE	Inlet			Outlet			Length Ft.	Size	Remarks	approx. Grade
	Station	approximate offset (Ft.)	approximate invert Elev.	Station	approximate offset (Ft.)	approximate invert Elev.				
P-15	75+02	3	Right	75+32	23	Left	40	24"	Inlet to Outlet	
P-16	101+70		Right	101+70		Left	50	12"	Inlet to Outlet	
P-17	183+60		Right			Left	10	18"	Extension	
P-7A	146+95		Right	146+95		Left	60	24"	Inlet to Outlet	

608(1) Concrete Sidewalk Summary

Station	Offset	S.Y.	Remarks
69+45	Right	6.7	4"
72+46	Right	4.4	4"
72+83	Right	8.9	4"
73+00	Right	5.9	4"
74+80	Right	6.7	4"
75+04	Right	2.7	4"
75+69	Right	4.4	4"
77+60	Right	10.6	4"
79+25	Right	4.4	4"
83+95	Right	5.2	4"
85+40	Right	7.5	4"
97+40	Right	13.3	4"
99+00	Right	3.0	4"
101+63	Right	7.3	4"
125+46	Right	6.8	4"
113+10	Right	8.8	4"
122+00	Right	38.5	4"
74+99	Right	10.8	6"
75+76	Right	1.8	6"
78+75	Right	24.4	6"
86+10	Right	7.1	6"
100+10	Right	28.4	6"
100+10	Right	2.8	6"
total		258.8	

CULVERT REMOVAL SUMMARY			
APPROXIMATE STATION	SIZE (IN.)	LENGTH (FT.)	COMMENTS
125+52.00	18" x 29"	48	INLET TO OUTLET
130+05.00	18" x 29"	52	INLET TO OUTLET
132+36.40	18" x 29"	54	INLET TO OUTLET
133+49.00	18" x 29"	54	INLET TO OUTLET
135+68.00	24"	60	INLET TO OUTLET
141+65.50	18" x 29"	56	INLET TO OUTLET
144+54.00	18" x 29"	48	INLET TO OUTLET
149+22.90	18" x 29"	48	INLET TO OUTLET
154+60.00	18" x 29"	48	INLET TO OUTLET
161+61.00	18" x 29"	52	INLET TO OUTLET
163+41.40	18" x 29"	54	INLET TO OUTLET
184+54.00	18" x 29"	48	INLET TO OUTLET
195+09.00	18" x 29"	48	INLET TO OUTLET
199+08.00	36" x 58"	58	INLET TO OUTLET
TOTAL		728	

SIDEWALK REMOVAL				
FROM STATION	TO STATION	OFFSET	SQUARE YARDS	REMARKS
69+25	69+40	RIGHT	7.5	2' LOW
72+50	72+60	RIGHT	5.0	2 PANEL CRACK
72+75	72+85	RIGHT	5.0	CRACK SIDEWALK
75+75	75+85	RIGHT	5.0	2 PANEL CRACK ON BOTH ENDS
78+00	78+10	RIGHT	5.0	CRACK MONOLITHIC CURB SIDEWALK
78+50	78+85	RIGHT	17.5	CRACK MONOLITHIC CURB SIDEWALK
83+10	83+20	RIGHT	5.0	CRACK MONOLITHIC CURB SIDEWALK
87+20	87+30	RIGHT	5.0	CRACK MONOLITHIC CURB SIDEWALK
93+10	93+20	RIGHT	5.0	CRACK MONOLITHIC CURB SIDEWALK
		TOTAL	60.0	

CURB RAMP REMOVAL			
STATION	OFFSET RIGHT	QUANTITY EACH	REMARKS
73+50	12.5	2	FIRST STREET
89+50	14.0	2	BALTIC STREET
99+50	14.0	2	HARDER STREET
103+50	14.0	2	MIDDLETON STREET
113+00	31.5	1	REMOVE UNUSED RAMP
121+75	12.5	2	HUNGRY POINT TRAIL
TOTAL		11	

606 (6) GUARDRAIL REMOVAL AND DISPOSAL				
BEGIN STATION	END STATION	OFFSET	LENGTH	REMARKS
74+12	76+00	LEFT	188	

642 (8) ADJUST EXISTING MONUMENT			
STATION	OFFSET	QTY (EA)	REMARKS
66+33.43	BOP-P.C.	1	
66+89.77	P.I.	1	
67+45.97	P.T.	1	
69+97.94	P.C.	1	
73+75.96	P.T.	1	
75+35.39	2.86 LT	1	
77+32.86	5.89 RT	1	
79+43.11	4.86 LT	1	
80+05.98	P.T.	1	
81+73.34	P.C.	1	
91+08.24	P.T.	1	
100+69.60	P.C.	1	
104+17.83	P.T.	1	
109+00.00	E.O.P	1	
109+01.98	P.C.	1	
110+20.70	P.I.	1	
111+37.28	P.T.	1	
114+13.92	P.C.	1	
115+91.66	P.T.	1	
117+14.67	P.C.	1	
118+23.33	P.I.	1	
119+30.55	P.T.	1	
126+69.23	P.C.	1	
127+51.88	P.I.	1	
128+32.92	P.T.	1	
137+87.37	P.C.	1	
141+35.29	P.T.	1	
144+65.55	P.C.	1	
145+54.98	P.I.	1	
146+43.11	P.T.	1	
150+23.18	P.C.	1	
155+66.64	P.T.	1	
163+47.45	P.C.	1	
165+22.37	P.I.	1	
166+96.31	P.T.	1	
172+64.68	P.C.	1	
177+95.82	P.T.	1	
179+24.93	P.C.	1	
179+74.61	P.I.	1	
180+24.27	P.T.	1	
182+73.97	P.C.	1	
184+09.53	P.I.	1	
185+43.83	P.T.	1	
186+79.51	P.C.	1	
191+28.08	P.T.	1	
195+41.62	P.C.	1	
198+24.27	P.T.	1	
TOTAL		47	

MONUMENT NOTES:
ALL MONUMENTS THAT WILL BE DISTURBED OR BURIED WILL BE REFERENCED AND RE-ESTABLISHED IN THERE ORIGINAL POSITION AND A RECORD OF MONUMENT FILED.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

STATE OF ALASKA 49th L. Paul Carroll CE-9056 12/14/05		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION	
DESIGNED BY: L. SEIFERT		PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
DRAWN BY: DR DODGE		MISCELLANEOUS SUMMARIES	
PATH: C:\PSG\68076\PLANSET\68076_D_SUMS.DWG		PROJECT DESIGNATION	
TAB: D1 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		YEAR	
REVISIONS		SHEET NO.	
NO. DATE DESCRIPTION		TOTAL SHEETS	
		24	
STP-0003(95)		2005	

As Built 11-15-06 JB

603 CULVERT INSTALLATION SUMMARY												
PIPE	INLET				OUTLET				LENGTH (FT.)	SIZE	REMARKS	APPROX GRADE
	STATION	APPROXIMATE OFFSET (FT.)		APPROXIMATE INVERT ELEV.	STATION	OFFSET (FT.)		APPROXIMATE INVERT ELEV.				
(P-1)	125+53.00	25.00	RIGHT	29.30	125+47.00	23.00	LEFT	26.50	48	28" x 20" CAP	INLET TO OUTLET	5.84%
(P-2)	130+06.00	21.90	RIGHT	26.70	130+11.00	30.90	LEFT	25.40	52	28" x 20" CAP	INLET TO OUTLET	2.50%
(P-3)	132+26.00	23.50	RIGHT	26.90	132+35.00	29.60	LEFT	26.50	54	28" x 20" CAP	INLET TO OUTLET	0.74%
(P-4)	133+50.00	25.70	RIGHT	26.00	133+53.00	28.90	LEFT	25.40	54	28" x 20" CAP	INLET TO OUTLET	1.11%
(P-5)	135+69.00	22.00	RIGHT	28.00	135+69.00	37.00	LEFT	26.80	60	24" CAP	INLET TO OUTLET	2.00%
(P-6)	141+66.00	21.00	RIGHT	25.41	141+69.52	34.00	LEFT	24.74	56	28" x 20" CAP	INLET TO OUTLET	1.20%
(P-7)	144+54.50	18.90	RIGHT	23.80	144+62.52	28.50	LEFT	23.00	48	28" x 20" CAP	INLET TO OUTLET	1.67%
(P-8)	149+23.00	19.60	RIGHT	26.70	149+26.23	28.00	LEFT	26.10	48	28" x 20" CAP	INLET TO OUTLET	1.25%
(P-9)	154+60.00	22.50	RIGHT	25.71	154+60.50	25.00	LEFT	24.84	48	28" x 20" CAP	INLET TO OUTLET	1.81%
(P-10)	161+51.00	20.50	RIGHT	25.94	161+53.56	30.50	LEFT	25.40	52	28" x 20" CAP	INLET TO OUTLET	1.04%
(P-11)	163+52.00	21.00	RIGHT	26.25	163+58.56	31.00	LEFT	24.40	54	28" x 20" CAP	INLET TO OUTLET	3.43%
(P-12)	184+54.58	21.00	RIGHT	28.56	184+58.58	26.00	LEFT	27.57	48	28" x 20" CAP	INLET TO OUTLET	2.06%
(P-13)	195+07.70	18.00	RIGHT	25.49	195+04.70	29.00	LEFT	24.84	48	28" x 20" CAP	INLET TO OUTLET	1.35%
(P-14)	199+07.83	21.50	RIGHT	21.80	199+02.00	35.50	LEFT	21.00	58-60	57" X 38" CAP	INLET TO OUTLET	1.38%

CULVERT INSTALLATION NOTES:

1. INVERT ELEVATIONS WERE OBTAINED FROM AS-BUILT PLAN INFORMATION AND MAY NOT BE EXACT. THE ELEVATIONS ARE PROVIDED HERE FOR INFORMATION ONLY. INTENT IS TO REPLACE ALL PIPES AT THE SAME INLET AND OUTLET INVERT ELEVATIONS AS THE EXISTING PIPES.
2. UNDERGROUND UTILITIES (WATER, SEWER, TELEPHONE, ETC.) EXIST AT CULVERT REPLACEMENT LOCATIONS. CONTRACTOR SHALL LOCATE UTILITIES PRIOR TO EXCAVATION AND SHALL NOT DAMAGE UTILITIES.

	24" CAP	28"x20" CAP	57"x38" CAP
TOTALS (FT.)	60	610	58

DRAINAGE STRUCTURE NOTES:

1. STATION AND OFFSET GIVEN ARE APPROXIMATE, TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. GRATE ELEVATION SHALL BE AS DIRECTED BY ENGINEER.
3. EXISTING CULVERT TOP IS APPROXIMATELY 14" BELOW SIDEWALK ELEVATION.
4. MINIMUM 18" SUMP REQUIRED.

604 DRAINAGE STRUCTURE SUMMARY						
No.	STATION	OFFSET (FT.)		STRUCTURE FUNCTION	STRUCTURE TYPE	REMARKS
		LEFT	RIGHT			
S-1	101+75.00		21	INLET	TYPE A	FIELD INLET FRAME AND GRATE NEENAH R1879 - B7G

604 ADJUST EXISTING MANHOLE					
No.	STATION	OFFSET		QUANTITY	REMARKS
		LEFT	RIGHT		
1	71+05.00		7	1	
2	73+51.00		10	1	
3	74+87.00		6	1	
4	77+29.00		13	1	
5	79+48.00		6	1	
6	80+05.00		9	1	
7	80+21.00		9	1	
8	83+96.00		16.5	1	IN SIDEWALK NO WORK NEEDED
9	85+92.00		16.5	1	IN SIDEWALK NO WORK NEEDED
10	89+92.00		10	1	
11	89+95.00		22	1	IN DRIVEWAY
12	94+40.00		12.5	1	
13	99+32.00		11	1	
14	99+58.00		1	1	
15	101+59.00	4		1	
16	103+67.00		11	1	
17	106+09.00	1.5		1	
18	108+20.00		13	1	
19	113+44.00		30.36	1	
20	114+96.00	16		1	IN PAVED SHOULDER NO WORK
21	116+95.00		3	1	
22	119+12.00	8		1	
23	122+10.00	7		1	
24	127+11.00	5		1	
25	128+88.00	9.3		1	
26	133+80.40	14.8		1	
27	140+66.00	14.5		1	IN PAVED SHOULDER
28	144+44.00	14.5		1	IN PAVED SHOULDER
TOTAL				28	

(see summary on adjacent page)

608 (1) CONCRETE SIDEWALK SUMMARY				
FROM STATION	TO STATION	OFFSET	SQUARE YARDS	REMARKS
69+25	69+40	RIGHT	7.5	
72+50	72+60	RIGHT	5.0	
72+75	72+85	RIGHT	5.0	
75+75	75+85	RIGHT	5.0	
78+00	78+10	RIGHT	5.0	6" THICK MONOLITHIC CURB AND SIDEWALK SEE SHEET E1 FOR DETAILS
78+50	78+85	RIGHT	17.5	6" THICK MONOLITHIC CURB AND SIDEWALK SEE SHEET E1 FOR DETAILS
83+10	83+20	RIGHT	5.0	6" THICK MONOLITHIC CURB AND SIDEWALK SEE SHEET E1 FOR DETAILS
87+20	87+30	RIGHT	5.0	4" MONOLITHIC CURB AND SIDEWALK
93+10	93+20	RIGHT	5.0	4" MONOLITHIC CURB AND SIDEWALK
113+00	113+15	RIGHT	7.5	REPLACE WITH STANDARD C&G AND 4" SIDEWALK
TOTAL			67.5	

(see summary on adjacent page)

606 GUARDRAIL SUMMARY				
BEGIN STATION	END STATION	OFFSET	LENGTH	REMARKS
74+12	76+00	LEFT	188	see Table at left

608 (6) CURB RAMP SUMMARY			
STATION	OFFSET RIGHT	QUANTITY EACH	REMARKS
73+50	12.5	1	FIRST STREET, TYPE I
73+50	12.5	1	FIRST STREET, TYPE II
89+50	14	2	BALTIC STREET, TYPE II
99+50	14	2	HARDER STREET, TYPE II
103+50	14	2	MIDDLETON STREET, TYPE II
121+75	12.5	2	HUNGRY POINT TRAIL, TYPE II
TOTAL		12	Fourteenth St.

627 (10) WATER VALVE ADJUSTMENT SUMMARY				
STATION	OFFSET (FT.)		QUANTITY	REMARKS
	LEFT	RIGHT		
68+69		10.30	1	
73+51		11.00	1	No Work Needed
73+56		11.00	1	No Work Needed
81+21		10.60	1	
89+71		10.25	1	
89+73		10.2	1	NONE
99+58		7.05	1	
99+61		6.60	1	
103+84		10.25	1	No Work Needed
103+87		10.25	1	IN PAVED SHOULDER No Work Needed
109+00		10.16	1	No Work Needed
129+35		10.25	1	BOUNDARY ST
137+10		10.45	1	IN PAVED SHOULDER
145+23		10.45	1	IN PAVED SHOULDER
153+21		15.0	1	IN PAVED SHOULDER
155+45		15.5	1	EDGE OF DRIVEWAY NONE
160+77		10.25	1	IN PAVED SHOULDER
169+12		10.16	1	IN PAVED SHOULDER
177+57		10.135	1	IN PAVED SHOULDER
185+02		10.40	1	
201+90		10.25	1	HAUGEN DR.
201+97		10.25	1	HAUGEN DR.
TOTAL			22	15 Remainder on Left

609 (2) CURB AND GUTTER				
BEGIN STATION	END STATION	OFFSET	LENGTH	REMARKS
113+00	113+15	RIGHT	15 FT.	STANDARD CURB & GUTTER
see table at left Page				

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL

DESIGNED BY: L. SEIFERT
DRAWN BY: DR. DODGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION

PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT #68076

MISCELLANEOUS
SUMMARIES

PATH: Q:\PSG\68076\PLANSET\68076_D_SUMS.DWG
TAB: D2 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM

REVISIONS		PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS	
NO.	DATE	DESCRIPTION	STP-0003(95)	2005	D2	24

As Built 11-15-06 JB

639 (3) DRIVEWAY SUMMARY

STATION	OFFSET		WIDTH (FT)	REMARKS
	LEFT	RIGHT		
119+00	X		20	EXISTING GRAVEL DRIVE
124+00	X		20	EXISTING GRAVEL DRIVE
124+75	X		20	EXISTING GRAVEL DRIVE
126+00	X		14	EXISTING GRAVEL DRIVE
127+00	X		20	EXISTING GRAVEL DRIVE
127+63	X		14	EXISTING GRAVEL DRIVE
129+00	X		14	EXISTING GRAVEL DRIVE
129+90	X		14	EXISTING GRAVEL DRIVE
131+50	X		14	EXISTING GRAVEL DRIVE
134+74	X		20	EXISTING GRAVEL DRIVE
136+60	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
138+64	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
139+90		X	16	EXISTING GRAVEL DRIVE
141+50	X		14	EXISTING GRAVEL DRIVE
143+00	X		20	EXISTING GRAVEL DRIVE
144+30	X		20	EXISTING GRAVEL DRIVE
145+03	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
147+80		X	14	EXISTING GRAVEL DRIVE
147+80	X			** EXISTING CONCRETE DRIVEWAY
148+36	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
148+50		X		** EXISTING ASPHALT CONCRETE DRIVEWAY
149+44	X		14	EXISTING GRAVEL DRIVE
149+80		X	17	EXISTING GRAVEL DRIVE
150+34	X		19	EXISTING GRAVEL DRIVE
151+50	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
152+35	X		14	EXISTING GRAVEL DRIVE
152+60		X	14	EXISTING GRAVEL DRIVE
153+50	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
155+06		X	20	EXISTING GRAVEL DRIVE
155+20	X		14	EXISTING GRAVEL DRIVE
155+80		X		** EXISTING ASPHALT CONCRETE DRIVEWAY
156+20		X	20	BOAT PARKING
157+41		X	14	EXISTING GRAVEL DRIVE
157+82	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
158+45	X		20	EXISTING GRAVEL DRIVE
158+50		X		** EXISTING ASPHALT CONCRETE DRIVEWAY
159+70	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
161+75	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
162+60		X	18	EXISTING GRAVEL DRIVE

** SAWCUT AND MATCH EXISTING.
SEE TYPICAL PAVED DRIVEWAY DETAIL, SHEET E3.

635 (1) INSULATION BOARD

PIPE	STATION	SIZE	WATERLINE		INSULATION (SQ. FT.)	REMARKS
			OFFSET	REQUIRED THICKNESS		
P-1	125+51	28" x 20"	13 RT	4	132 104	
P-2	130+06	28" x 20"	19 RT	2	70 104	
P-3	132+26	28" x 20"	16 RT	2	20 96	
P-4	133+51	28" x 20"	15 RT	2	70 96	
P-5	135+69	24" CAP	15 RT	2	60 96	
P-6	141+66	28" x 20"	17 RT	2	70 96	
P-7	144+55	28" x 20"	17 RT	2	70 96	
P-8	149+23	28" x 20"	15 RT	2	70 96	
P-9	154+60	28" x 20"	21 RT	2	70 96	
P-10	161+52	28" x 20"	15 RT	2	70 48	
P-11	163+52	28" x 20"	18 RT	2	70 96	
P-12	184+55	28" x 20"	16 RT	2	70 48	
P-13	195+08	28" x 20"	18 RT	2	70 48	
P-14	199+07	57" x 38"	13 RT	2	07 48	
TOTAL (SQ. FT.)					1059	
USE					1050	

P-7A 146+95

total 12.00

639 (3) DRIVEWAY SUMMARY (CONTINUED)

STATION	OFFSET		WIDTH (FT)	REMARKS
	LEFT	RIGHT		
163+50	X		14	EXISTING GRAVEL DRIVE
164+32		X	14	EXISTING GRAVEL DRIVE
164+32	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
165+62		X		** EXISTING ASPHALT CONCRETE DRIVEWAY
165+85	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
166+75	X		14	EXISTING GRAVEL DRIVE
167+00		X	18	EXISTING GRAVEL DRIVE
167+30	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
168+50	X		14	EXISTING GRAVEL DRIVE
169+60	X		14	EXISTING GRAVEL DRIVE
170+30	X		14	EXISTING GRAVEL DRIVE
170+84	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
172+00	X		14	EXISTING GRAVEL DRIVE
172+30		X	14	EXISTING GRAVEL DRIVE
173+00	X		20	EXISTING GRAVEL DRIVE
173+50	X		20	EXISTING GRAVEL DRIVE
174+60		X	14	EXISTING GRAVEL DRIVE
175+20	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
175+80	X		14	EXISTING GRAVEL DRIVE
176+75	X		14	EXISTING GRAVEL DRIVE
177+45		X	14	EXISTING GRAVEL DRIVE
178+00	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
178+95	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
180+00	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
180+67	X		14	EXISTING GRAVEL DRIVE
181+50		X	20	EXISTING GRAVEL DRIVE
182+11	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
183+30	X		14	EXISTING GRAVEL DRIVE
184+80	X		14	EXISTING GRAVEL DRIVE
187+30	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
187+60	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
188+95	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
190+02	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
191+90	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
193+02	X			** EXISTING ASPHALT CONCRETE DRIVEWAY
194+58	X		14	EXISTING GRAVEL DRIVE
196+05	X		14	EXISTING GRAVEL DRIVE
198+00	X		14	EXISTING GRAVEL DRIVE
198+70	X		20	EXISTING GRAVEL DRIVE
199+47	X		14	EXISTING GRAVEL DRIVE

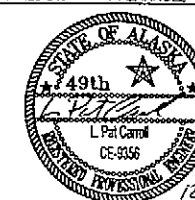
** SAWCUT AND MATCH EXISTING.
SEE TYPICAL PAVED DRIVEWAY DETAIL, SHEET E3.

73+00	X			
85+50	X			
89+00	X			
101+60		X		
122+50	X			
128+35		X		
132+65	X			
146+25	X			
157+50	X			
161+00	X			
174+50	X			
103+10		X		
175+50		X		
197+60	X			

As Built 11-15-06 JB

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL



DESIGNED BY: L. SEIFERT

DRAWN BY: DR. DODGE

PATH: Q:\PSG\68076\PLANSET\68076_D_SUMS.DWG

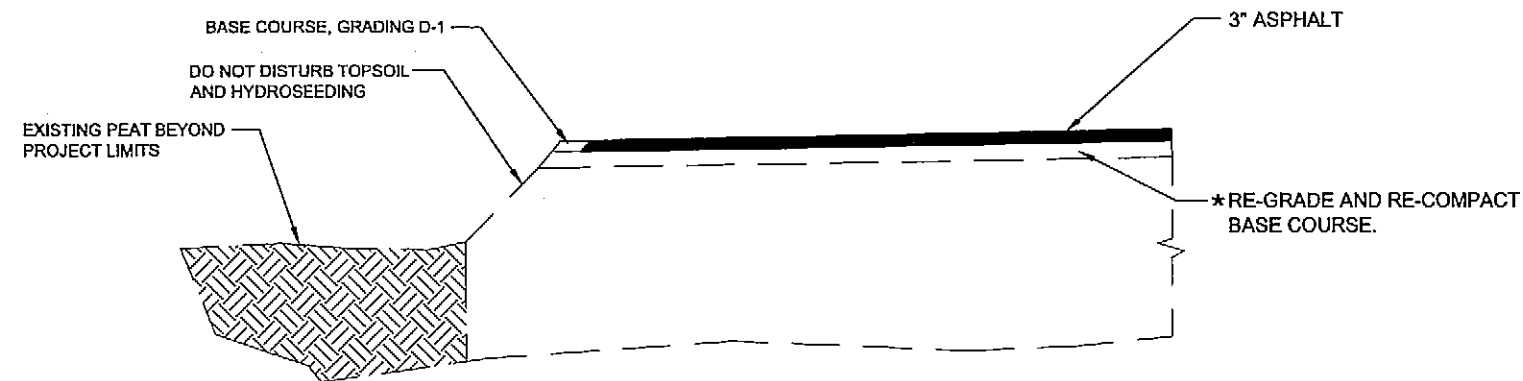
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION

**PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT #68076**

MISCELLANEOUS SUMMARIES

REVISIONS			PROJECT DESIGNATION		YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION	STP-0003(95)		2005	D3	24



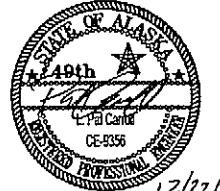
TYPICAL REINFORCED SOIL SLOPE DETAIL



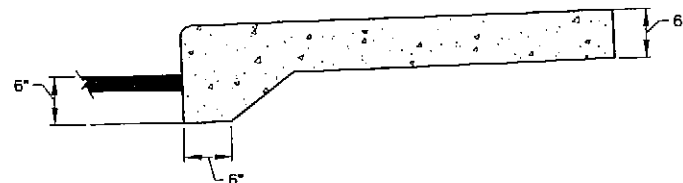
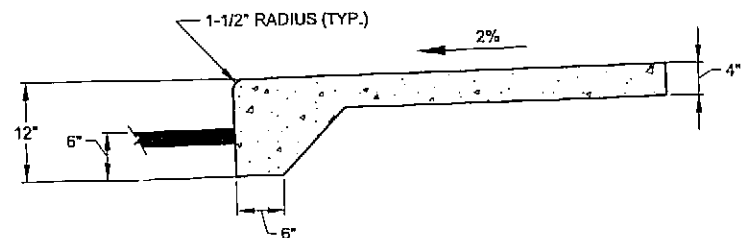
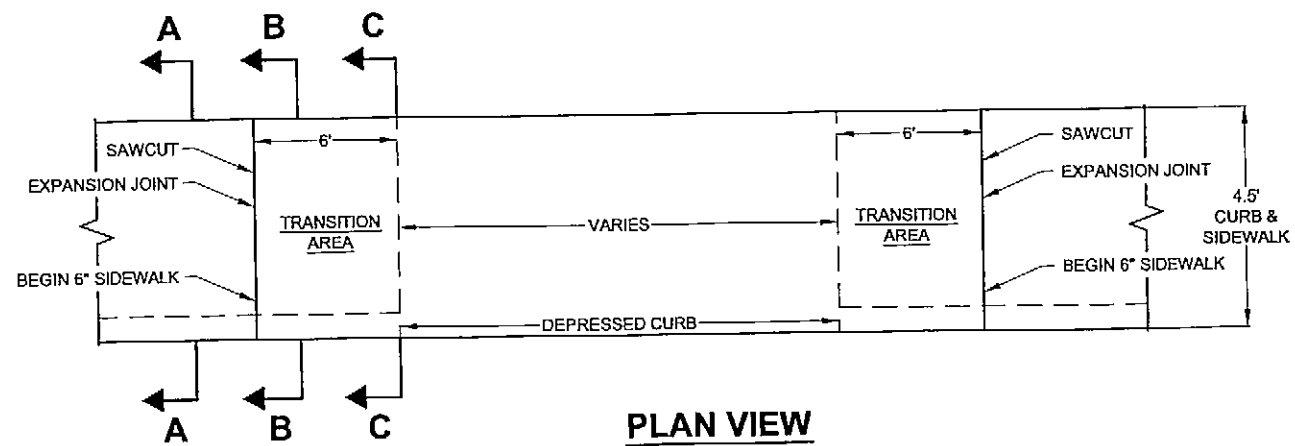
PARKING AREA JOINT DETAIL

* SUPPLEMENT WITH ADDITIONAL BASE COURSE, D-1, AS REQUIRED.

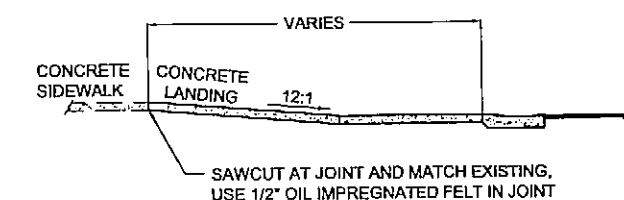
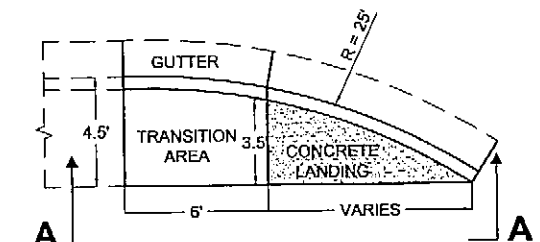
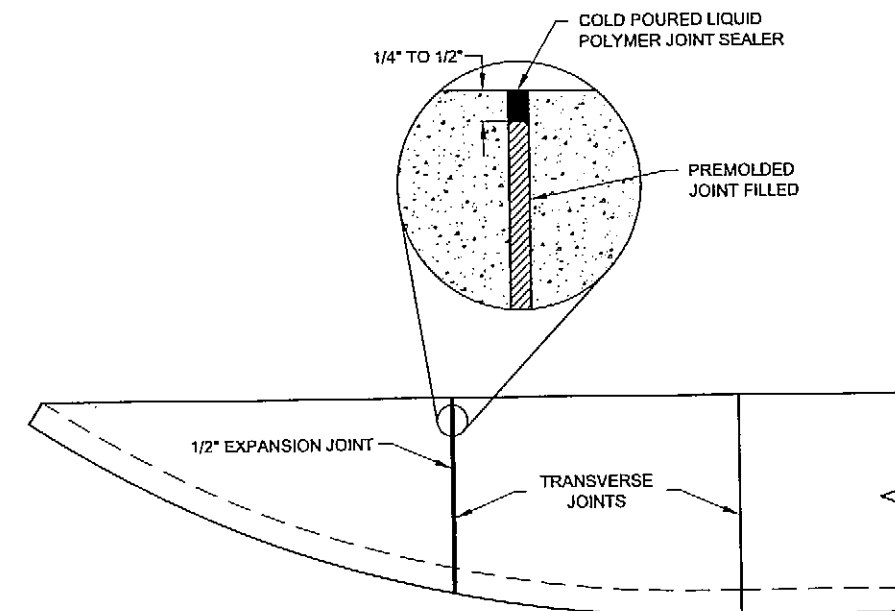
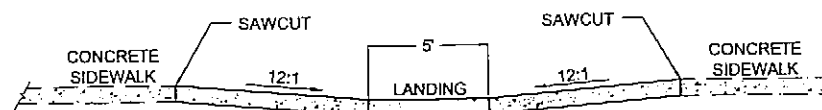
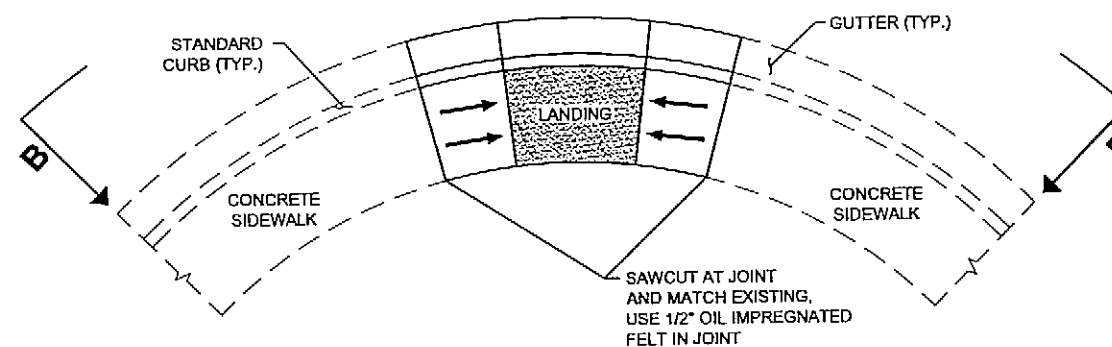
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL  DESIGNED BY: L. SEIFERT DRAWN BY: L. ROBERTSON / DRD		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-AIRPORT SAND AND CHEMICAL STORAGE BUILDING PROJECT # 68386												
PATH: Q:\PSG\68386\CD\DRD\68386_E_DETAILS.DWG TAB: E1 Friday, July 29, 2005 11:27:44 AM RGRANTHAM		CONSTRUCTION DETAILS												
<table border="1"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS			NO.	DATE	DESCRIPTION				PROJECT DESIGNATION AIP 3-02-0219-0903	YEAR 2005	SHEET NO. E1	TOTAL SHEETS 4
REVISIONS														
NO.	DATE	DESCRIPTION												

As Built 11-15-06 JB



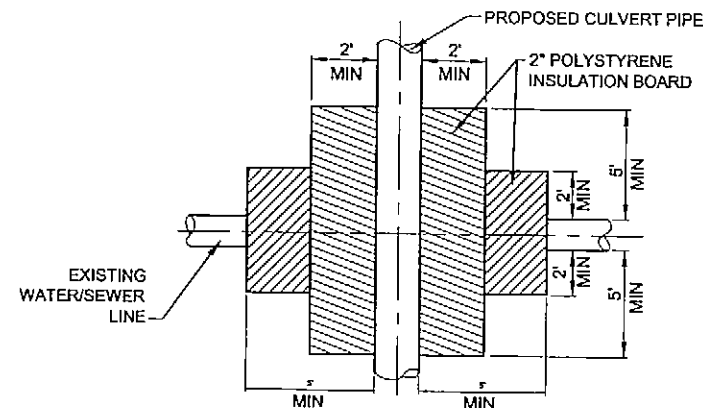
**MONOLITHIC CURB AND SIDEWALK
TYPICAL SECTIONS**



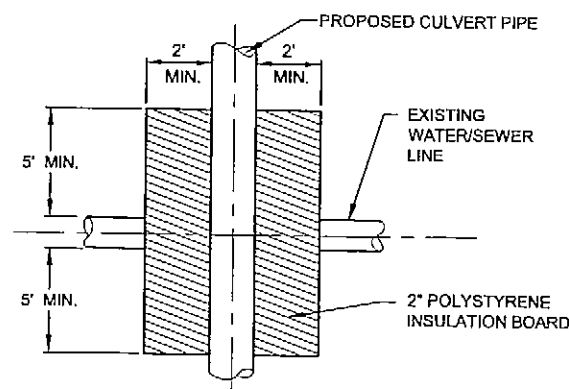
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076 WHEELCHAIR ACCESSIBLE RAMP DETAIL																		
DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE PATH: Q:\PSG\68076\PLANS\SET1\68076_E_SIDEWALK.DWG TAD: E1 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM																				
<table border="1"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS			NO.	DATE	DESCRIPTION				<table border="1"> <thead> <tr> <th>PROJECT DESIGNATION</th> <th>YEAR</th> <th>SHEET NO.</th> <th>TOTAL SHEETS</th> </tr> </thead> <tbody> <tr> <td>STP-0003(95)</td> <td>2005</td> <td>E1</td> <td>24</td> </tr> </tbody> </table>		PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS	STP-0003(95)	2005	E1	24
REVISIONS																				
NO.	DATE	DESCRIPTION																		
PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS																	
STP-0003(95)	2005	E1	24																	

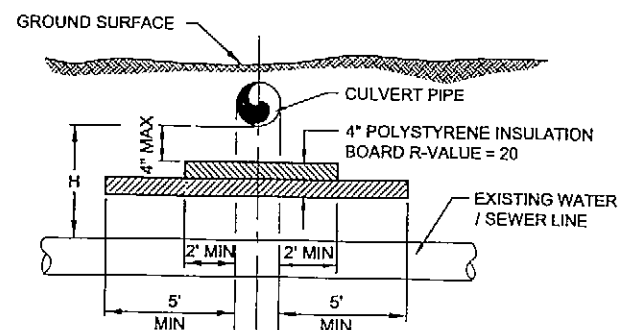
As Built 11-15-06 JF



PLAN
4" POLYSTYRENE



PLAN
2" POLYSTYRENE

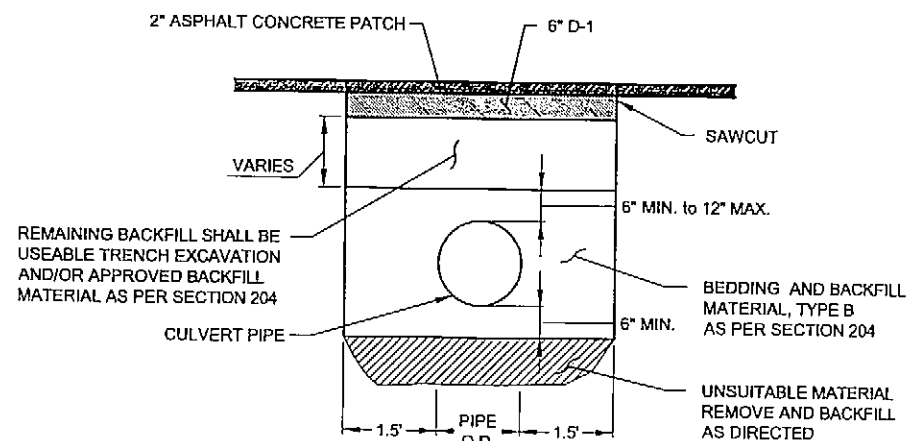


SECTION

NOTES:

1. INSTALL INSULATION AS SHOWN.
2. FOR $H < 18"$, INSTALL 4" POLYSTYRENE BOARD AS SHOWN.
3. FOR $18" < H < 42"$ FOR SEWER, INSTALL 2" POLYSTYRENE BOARD.
4. FOR $18" < H < 60"$ FOR WATER, INSTALL 2" POLYSTYRENE BOARD.
5. WRAP AROUND INSULATION WITH R-VALUE EQUAL TO 20 MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.

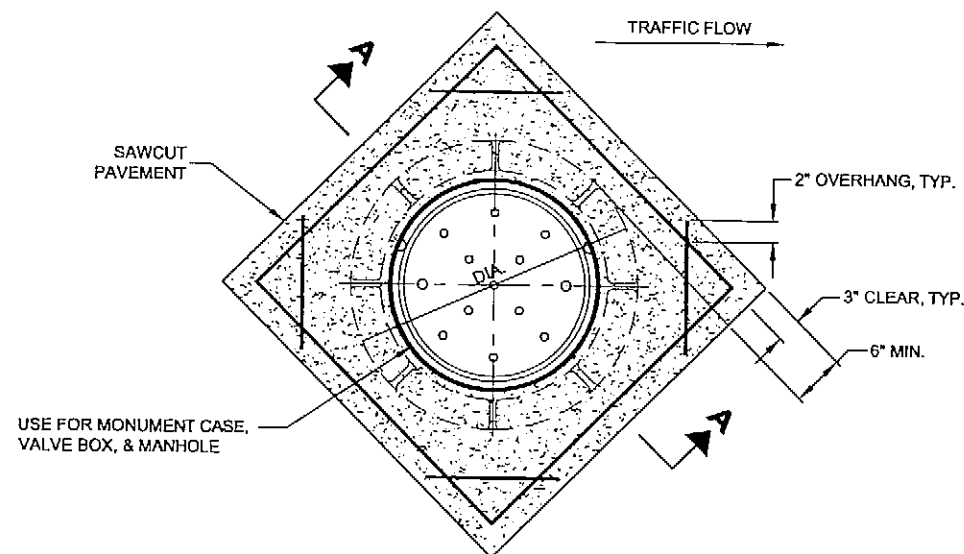
RIGID INSULATION



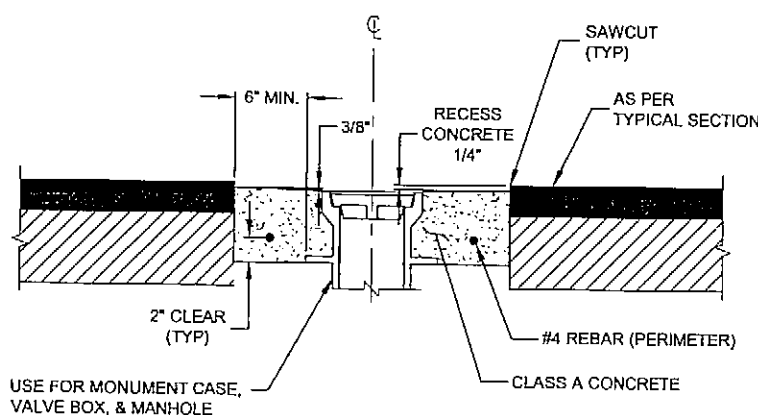
**TYPICAL PIPE TRENCHING
& BEDDING DETAIL**

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN ADEQUATE COVER OVER ALL PIPE CROSSING AT ALL TIMES TO PREVENT DAMAGE TO THE PIPES.
2. SEE TYPICALS FOR FINAL PAVING.



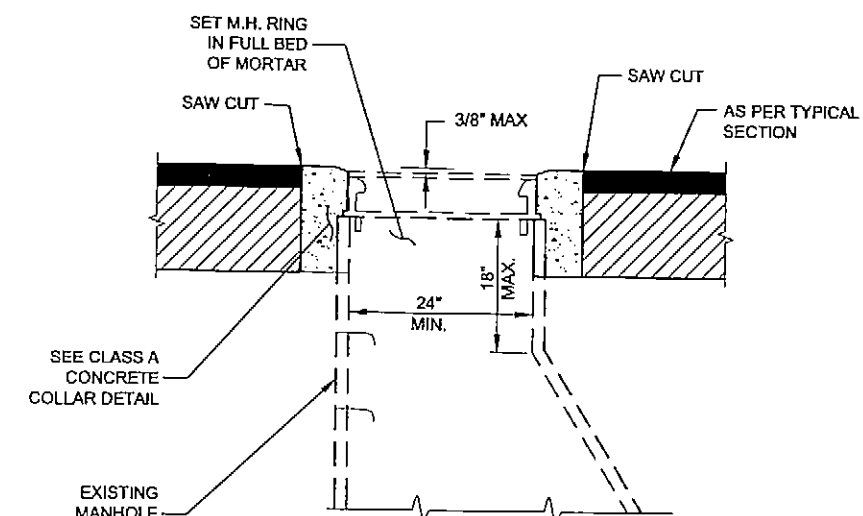
PLAN



SECTION A-A

**CLASS A CONCRETE COLLAR
ENCASEMENT DETAIL**

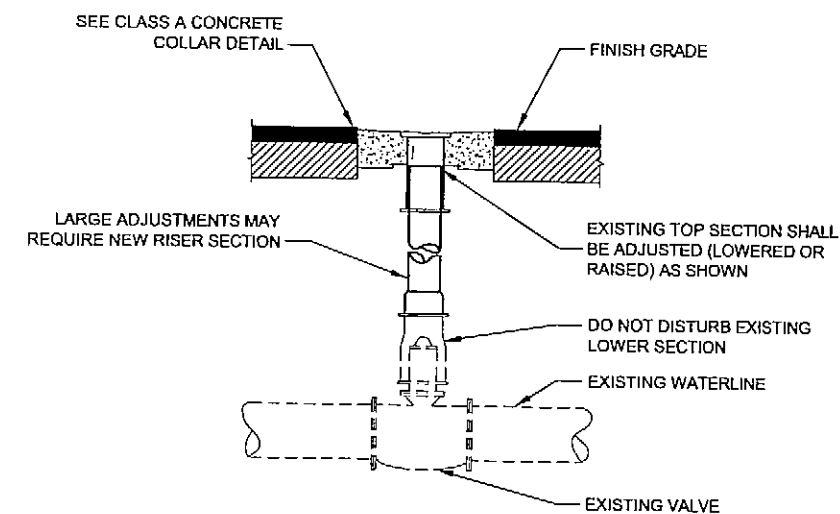
REFER TO PLAN SHEETS / SUMMARY
TABLES FOR APPROXIMATE LOCATIONS



MANHOLE ADJUSTMENT DETAIL

NOTES:

1. ALL ADJUSTMENTS SHALL BE MADE BELOW THE FRAME ON THE MANHOLE CONE.
2. THE CONTRACTOR SHALL HAVE THE OPTION TO USE BRICKS OR ADJUSTMENT RINGS TO ADJUST THE EXISTING MANHOLES.

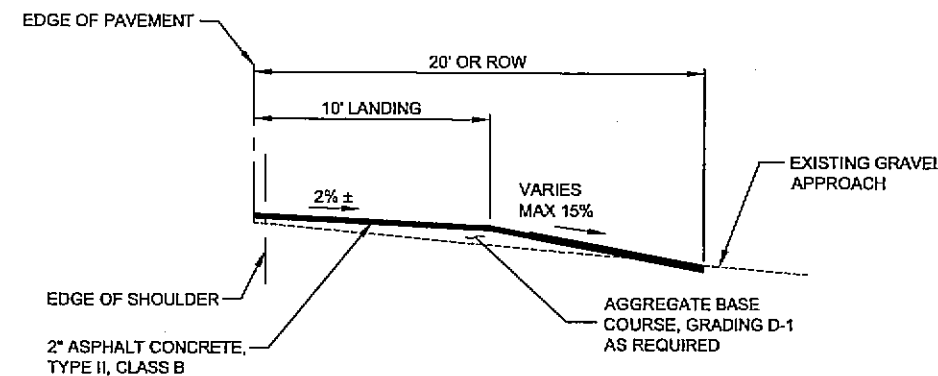


**VALVE BOX
ADJUSTMENT DETAIL**

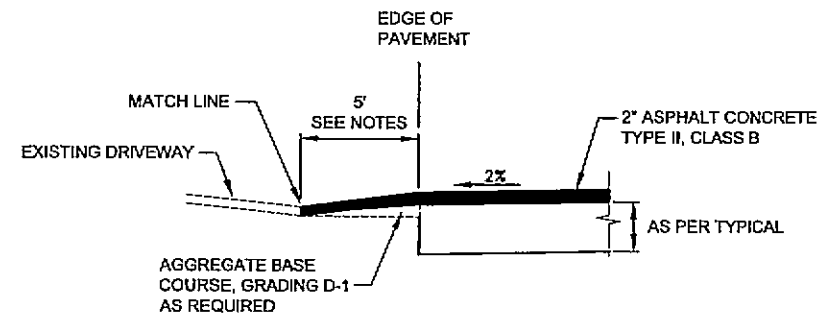
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION	
DESIGNED BY: L. SEIFERT		PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
DRAWN BY: DR DODGE		MISCELLANEOUS DETAILS	
PATH: C:\PSG\68076\PLANSET\68076_E_DETAILS.DWG		12/19/06	
TAB: E2 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM			
REVISIONS		PROJECT DESIGNATION	
NO.	DATE	DESCRIPTION	YEAR
			2005
			E2
			24

As Built 11-15-06 JB



SECTION A-A



**SECTION
TYPICAL PAVED DRIVEWAY**

TYPICAL PAVED DRIVEWAY NOTES:

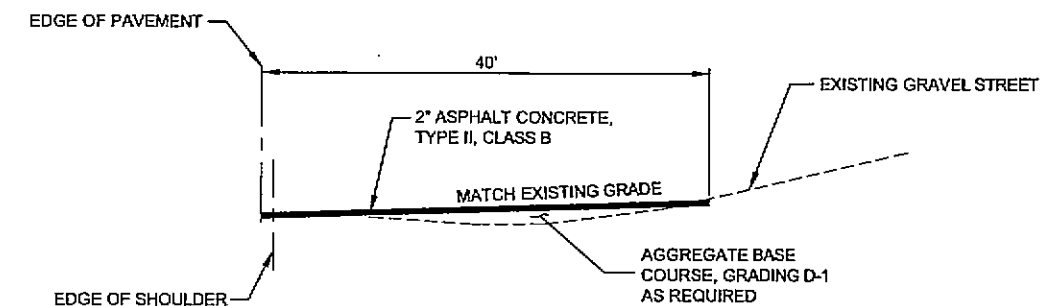
1. SAWCUT AND REMOVE EXISTING ASPHALT OR CONCRETE TO MATCH LINE OR TAPER GRIND AT CONTRACTOR OPTION.
2. ACTUAL MATCH DISTANCE TO BE DETERMINED BY ENGINEER IN FIELD.
3. NO RIGHT-OF-WAY SURFACE DRAINAGE SHALL FLOW ONTO THE TRAVELED WAY.
4. GRADE VARIES, MAX 15%

TYPICAL UNPAVED DRIVEWAY NOTES:

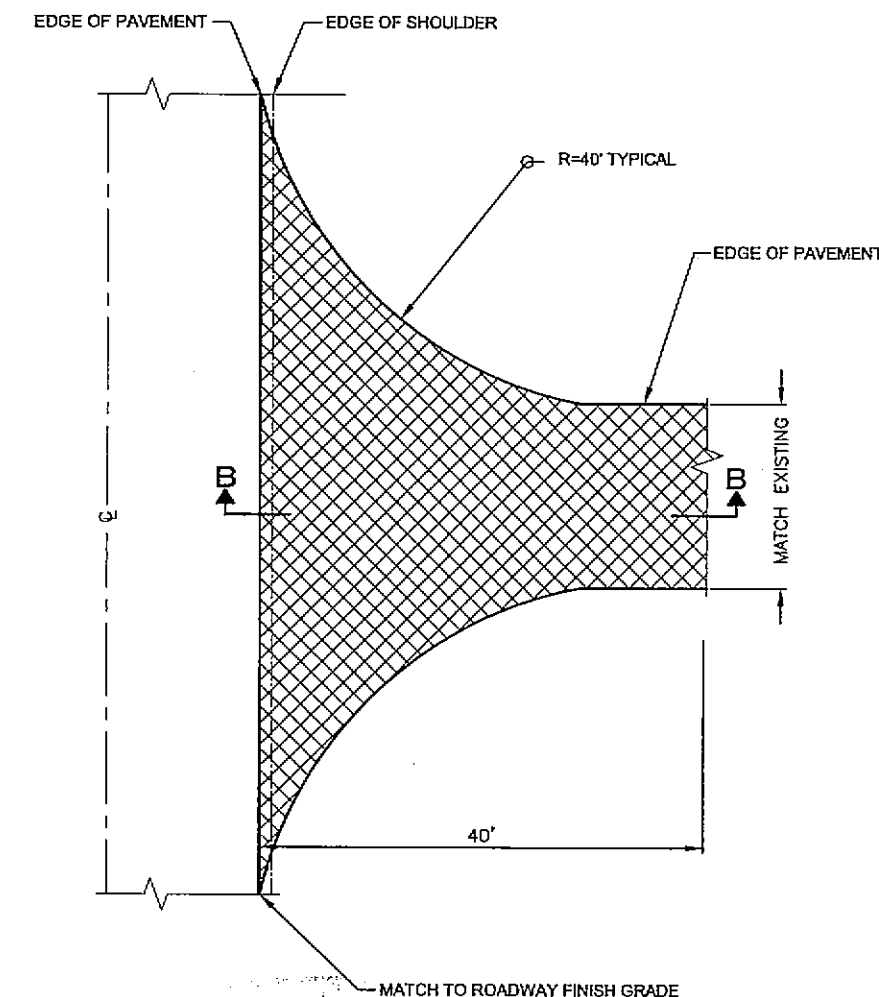
1. PAVE TO 20' OR RIGHT OF WAY, WHICHEVER IS LESS.

TYPICAL UNPAVED STREET NOTES:

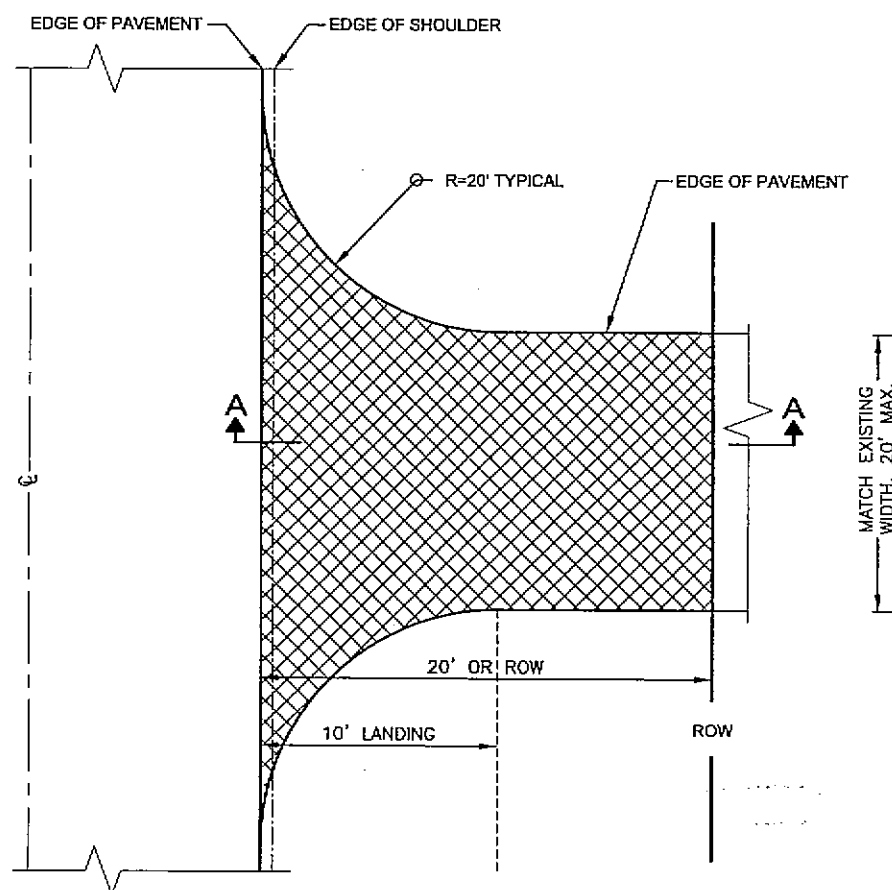
1. THIS DETAIL APPLIES TO CITY STREETS: FOURTEENTH ST., LEWIS LANE, PHILBIN LANE, JENNY LANE, BERNICE LANE, SANDY BEACH ACCESS, HAUGEN DRIVE, AND AS DIRECTED BY THE ENGINEER.



SECTION B-B



TYPICAL UNPAVED STREET

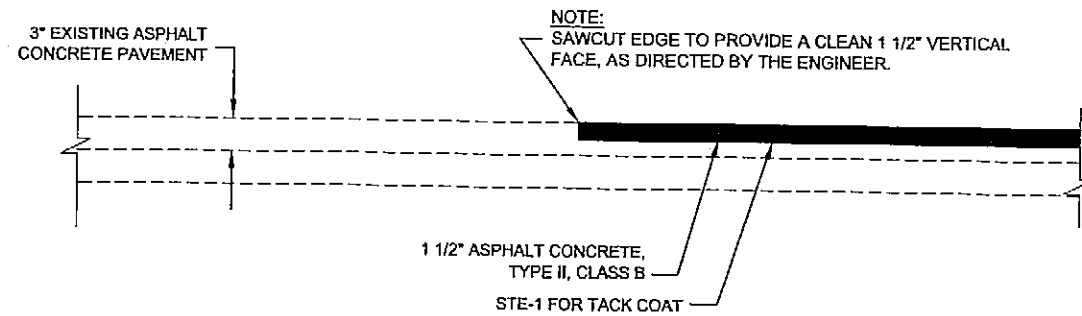


**PLAN
TYPICAL UNPAVED DRIVEWAY**

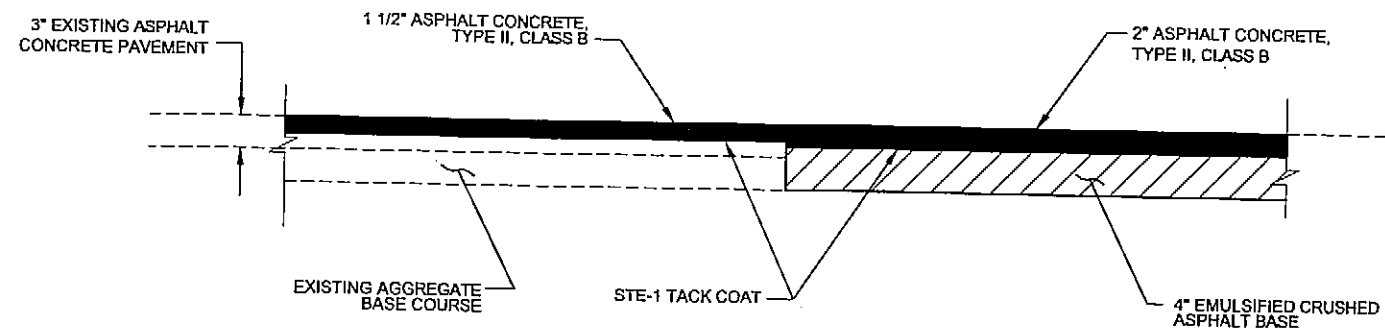
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE		MISCELLANEOUS DETAILS	
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		SHEET NO. E3	TOTAL SHEETS 24

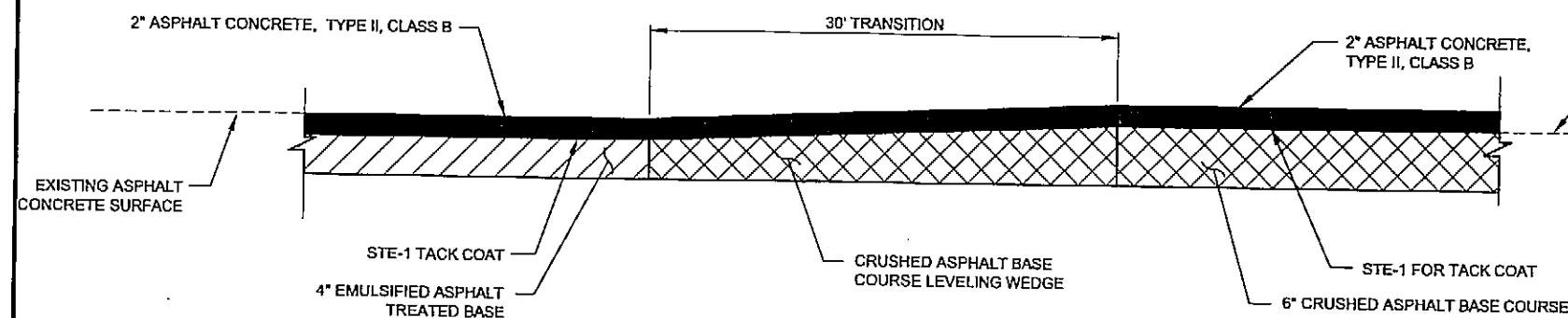
As Built 11-15-06 JB



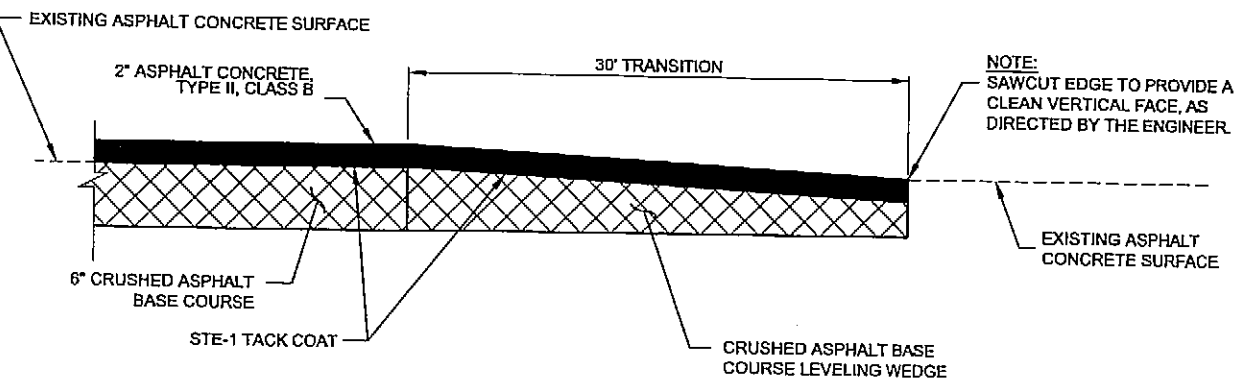
PAVEMENT MATCH DETAIL A
(B.O.P.)



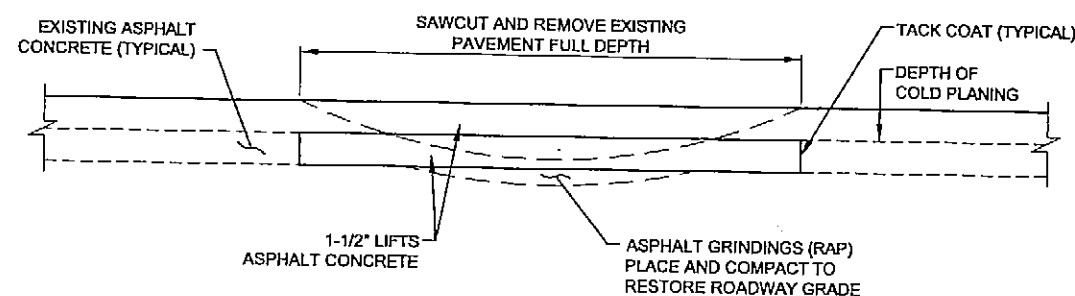
PAVEMENT MATCH DETAIL B
(STA. "O" 109+00)
END OF NORDIC DR. & BEGIN OF SANDY BEACH DR.



PAVEMENT TRANSITION DETAIL C
(STA. "O" 128+63 TO 128+93)
SANDY BEACH DRIVE



PAVEMENT MATCH DETAIL D
(E.O.P.)



REPAIR SEQUENCE NOTE:
COLD PLANE 1-1/2" ASPHALT CONCRETE PAVEMENT. SAW CUT AND REMOVE REMAINING ASPHALT CONCRETE FULL DEPTH IN REPAIR AREAS. PLACE GRINDINGS (RAP) AND COMPACT TO RESTORE ROADWAY GRADE. PATCH WITH 1-1/2" LIFT ASPHALT CONCRETE. PAVE FINISH GRADE AS PER TYPICAL SHEET B1.

GRADE REPAIR AREA
STA. 74+50 TO 75+00 AND
STA. 77+40 TO 78+00

GRADE REPAIR AREAS					
REPAIR NUMBER	STATION TO STATION	LENGTH (FT.)	WIDTH (FT.)	AREA (SQ. YD.)	REMARKS
1	74+50 TO 75+00	50	22	165	8' Deep
2	77+40 TO 78+00	60	24	304	4' Deep
	74+50 TO 78+00		TOTAL	469	

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

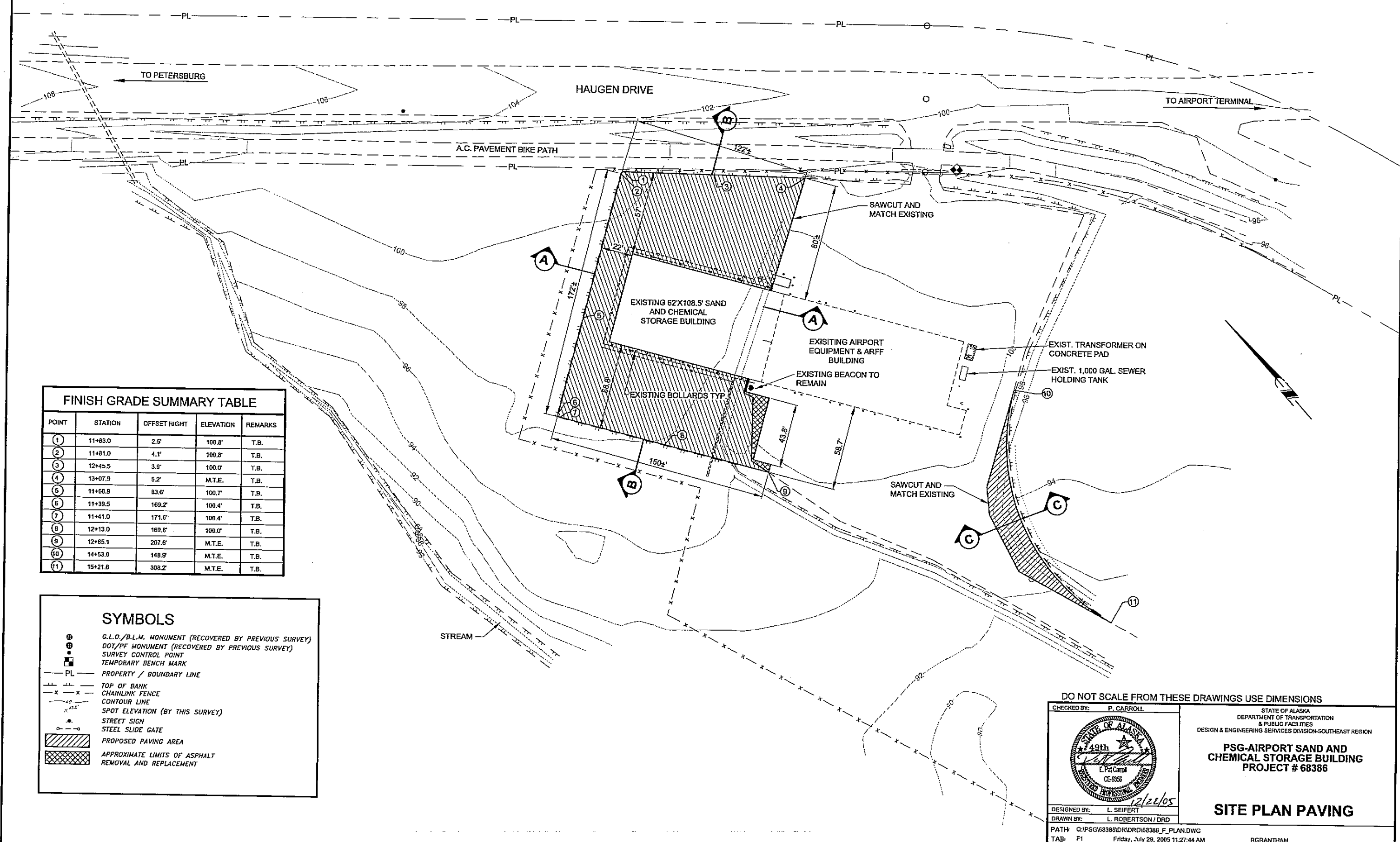
CHECKED BY: P. CARROLL 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
DESIGNED BY: L. SEIFERT DRAWN BY: DR. DODGE		MISCELLANEOUS DETAILS	
PATH: C:\PSG\68076\PLANSET\68076_E_DETAILS.DWG TAB: E4 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM			
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION STP-0003(95)	YEAR 2005
		SHEET NO. E4	TOTAL SHEETS 24

As Built 11-15-06 JB

FINISH GRADE SUMMARY TABLE				
POINT	STATION	OFFSET RIGHT	ELEVATION	REMARKS
1	11+83.0	2.5'	100.8'	T.B.
2	11+81.0	4.1'	100.8'	T.B.
3	12+45.5	3.9'	100.0'	T.B.
4	13+07.8	5.2'	M.T.E.	T.B.
5	11+60.8	83.6'	100.7'	T.B.
6	11+39.5	169.2'	100.4'	T.B.
7	11+41.0	171.6'	100.4'	T.B.
8	12+13.0	189.6'	100.0'	T.B.
9	12+85.1	207.6'	M.T.E.	T.B.
10	14+53.0	148.9'	M.T.E.	T.B.
11	15+21.6	308.2'	M.T.E.	T.B.

SYMBOLS

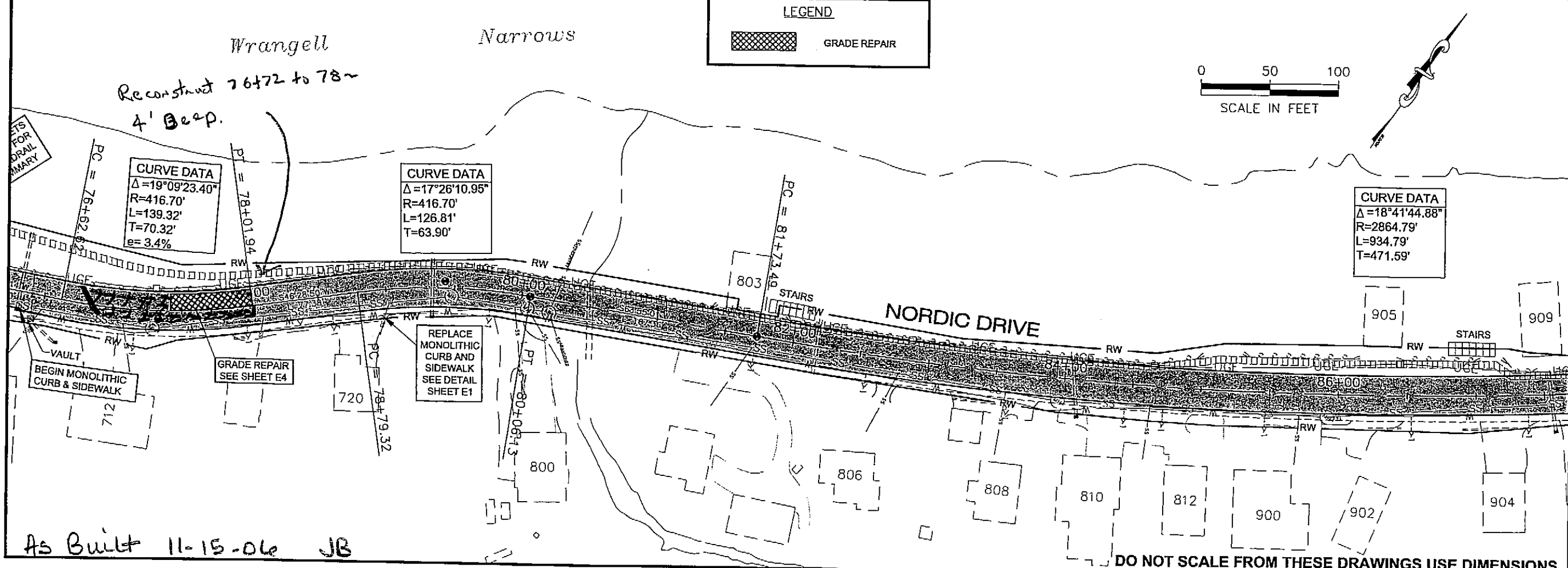
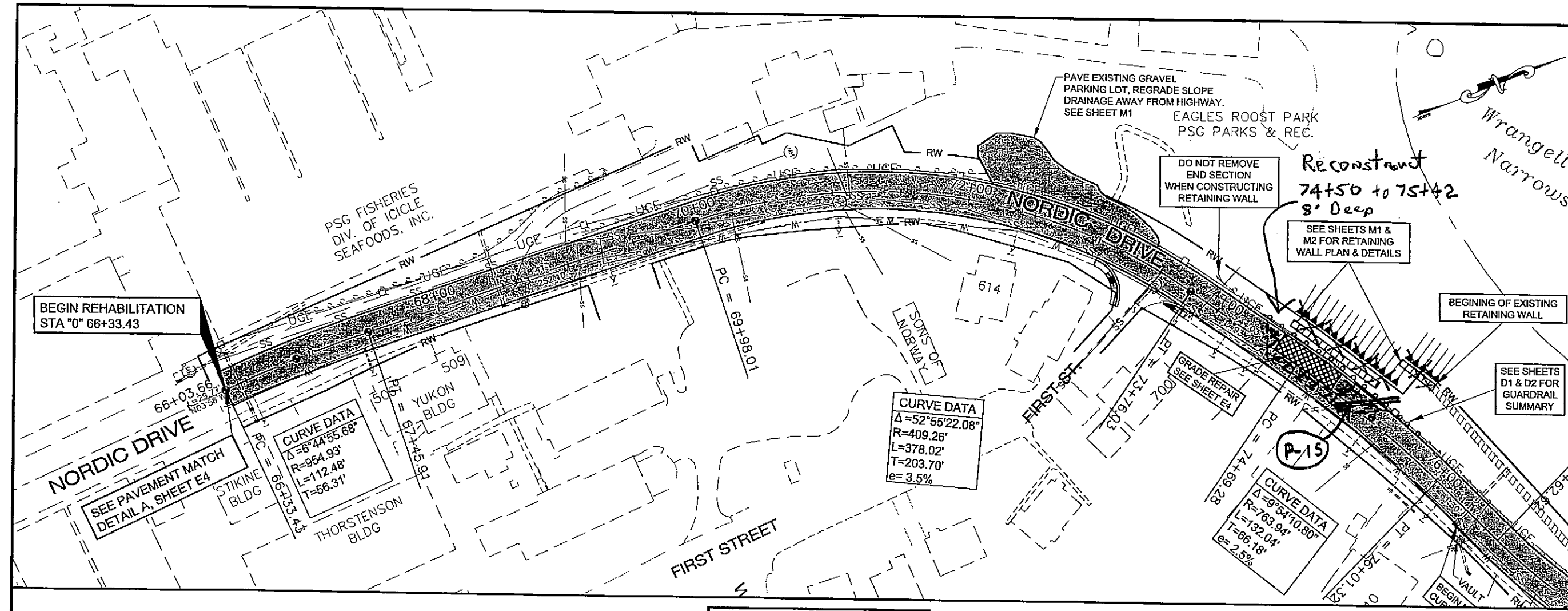
- G.L.O./B.L.M. MONUMENT (RECOVERED BY PREVIOUS SURVEY)
- DOT/PF MONUMENT (RECOVERED BY PREVIOUS SURVEY)
- SURVEY CONTROL POINT
- TEMPORARY BENCH MARK
- PL — PROPERTY / BOUNDARY LINE
- TOP OF BANK
- X — CHAINLINK FENCE
- CONTOUR LINE
- SPOT ELEVATION (BY THIS SURVEY)
- STREET SIGN
- STEEL SLIDE GATE
- ▨ PROPOSED PAVING AREA
- ▩ APPROXIMATE LIMITS OF ASPHALT REMOVAL AND REPLACEMENT



As Built 11-15-06 JB

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CHECKED BY: P. CARROLL		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION																				
		PSG-AIRPORT SAND AND CHEMICAL STORAGE BUILDING PROJECT # 68386																				
DESIGNED BY: L. SEIFERT		SITE PLAN PAVING																				
DRAWN BY: L. ROBERTSON / DRD																						
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REVISIONS																						
NO.	DATE	DESCRIPTION																				
PROJECT DESIGNATION		YEAR	SHEET NO.	TOTAL SHEETS																		
AIP 3-02-0219-0903		2005	F1	4																		



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ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

BOP

EOP

PLAN LEGEND

CHECKED BY: P. CARROLL

DESIGNED BY: L. SEIFERT

DRAWN BY: DR. DODGE

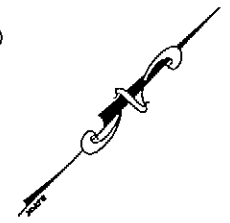
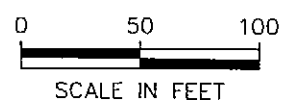
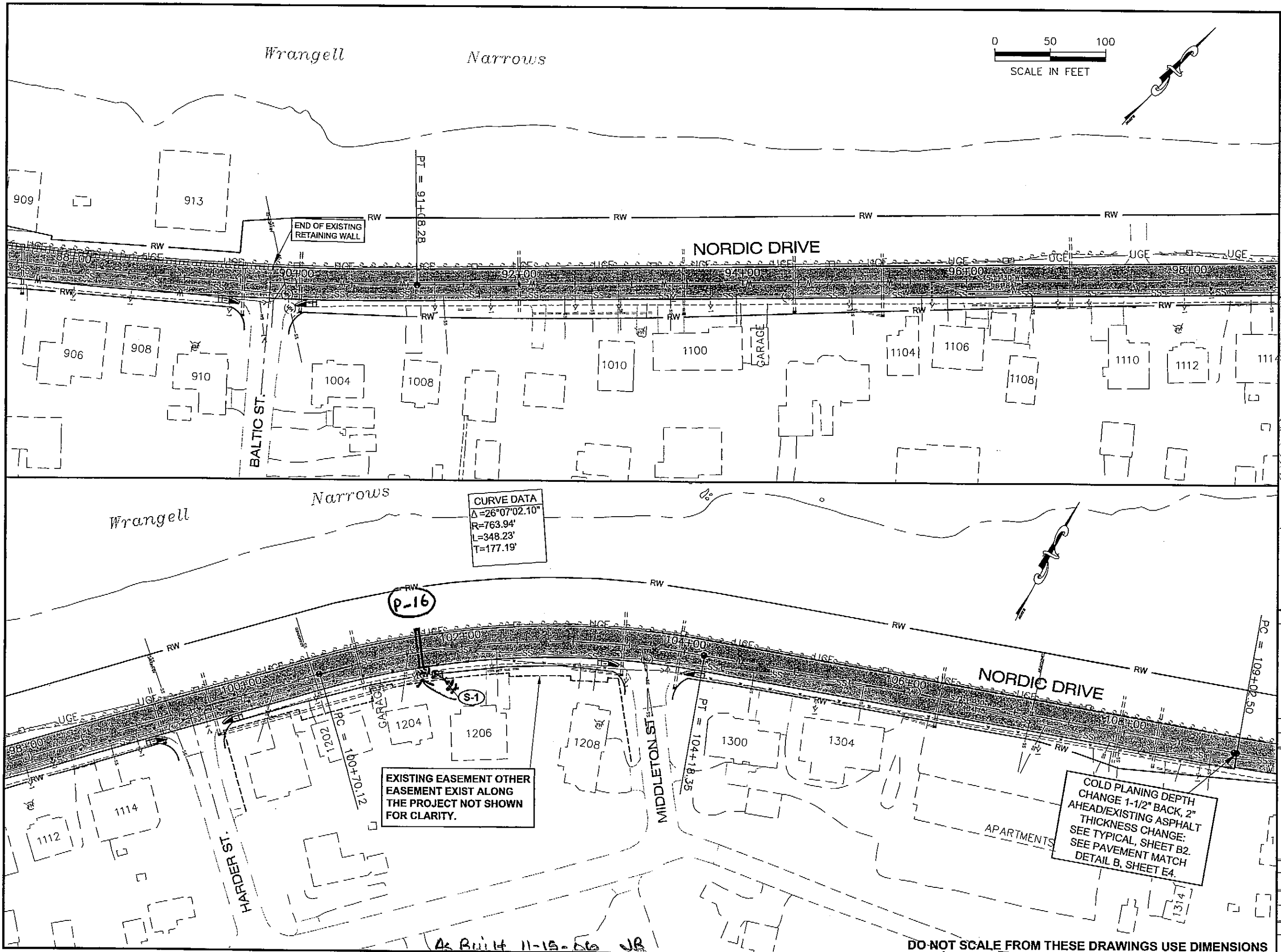
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 DESIGN & ENGINEERING SERVICES
 DIVISION-SOUTHEAST REGION

**PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT # 68076**

PLAN

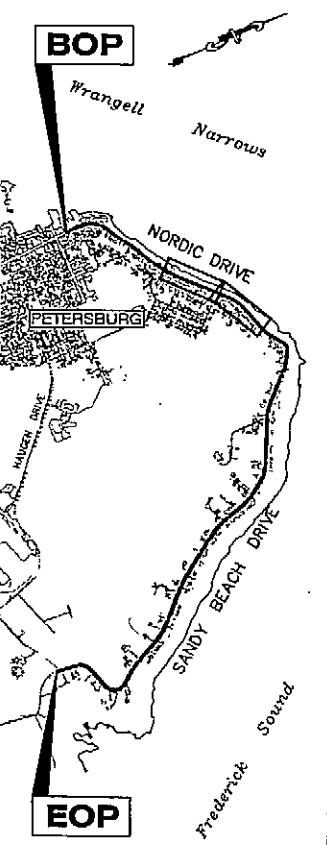
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STP-0003(95)	
STATE	YEAR
ALASKA	2005
SHEET NUMBER	TOTAL SHEETS
F1	24

As Built 11-15-06 JB



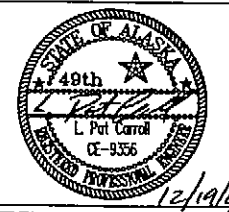
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RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: P. CARROLL



DESIGNED BY: L. SEIFERT
DRAWN BY: DR. DODGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT # 68076**

PLAN

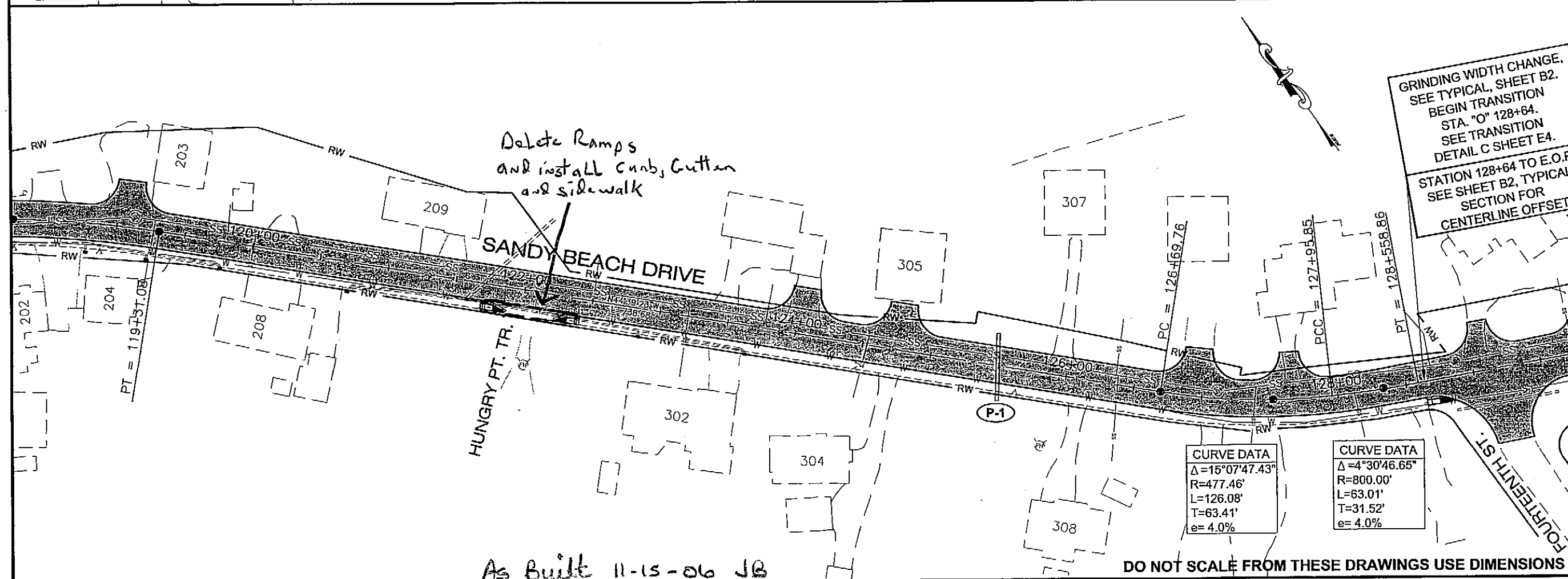
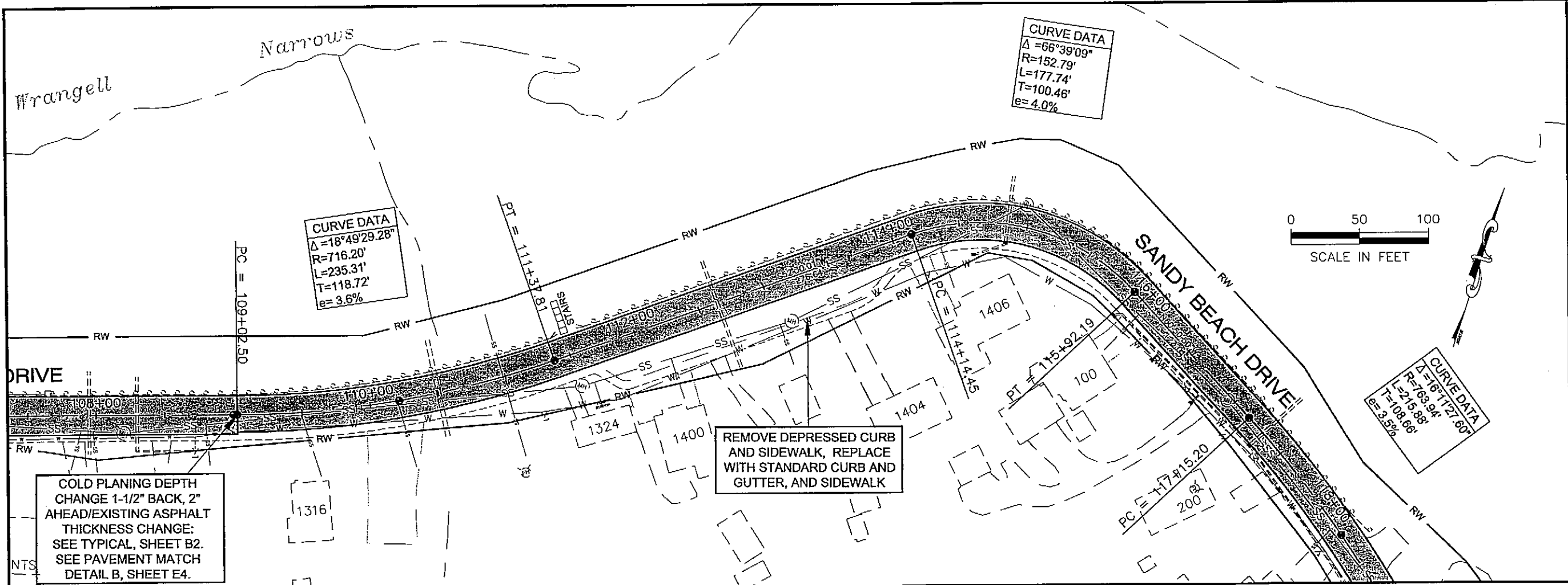
PROJECT DESIGNATION	
STP-0003(95)	
STATE	YEAR
ALASKA	2005
SHEET NUMBER	TOTAL SHEETS
F2	24

CURVE DATA
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 $R = 763.94'$
 $L = 348.23'$
 $T = 177.19'$

EXISTING EASEMENT OTHER
EASEMENT EXIST ALONG
THE PROJECT NOT SHOWN
FOR CLARITY.

COLD PLANING DEPTH
CHANGE 1-1/2" BACK, 2"
AHEAD/EXISTING ASPHALT
THICKNESS CHANGE:
SEE TYPICAL, SHEET B2.
SEE PAVEMENT MATCH
DETAIL B, SHEET E4.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PATH: Q:\PS\68076\Plan\68076_F_Plan.dwg
 Thu, 15-Dec-05 02:43PM rgranham
 TAB: F3

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

BOP

Wrangell Narrows

NORDIC DRIVE

PETERSBURG

SANDY BEACH DRIVE

Frederick Sound

EOP

PLAN LEGEND

CHECKED BY: P. CARROLL

DESIGNED BY: L. SEIFERT

DRAWN BY: DR. DODGE

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 DESIGN & ENGINEERING SERVICES
 DIVISION-SOUTHEAST REGION

**PSG-SANDY BEACH DRIVE
 PAVEMENT REHABILITATION
 PROJECT # 68076**

PLAN

PROJECT DESIGNATION
 STP-0003(95)

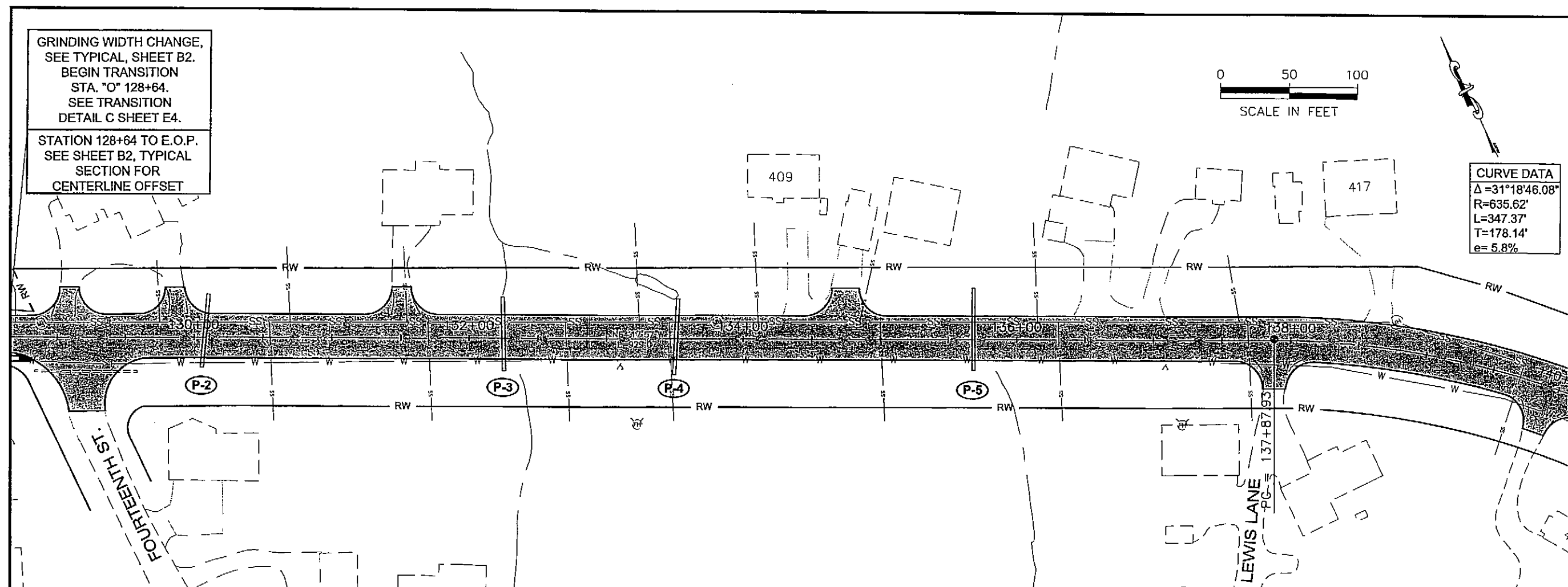
STATE	YEAR
ALASKA	2005

SHEET NUMBER	TOTAL SHEETS
F3	24

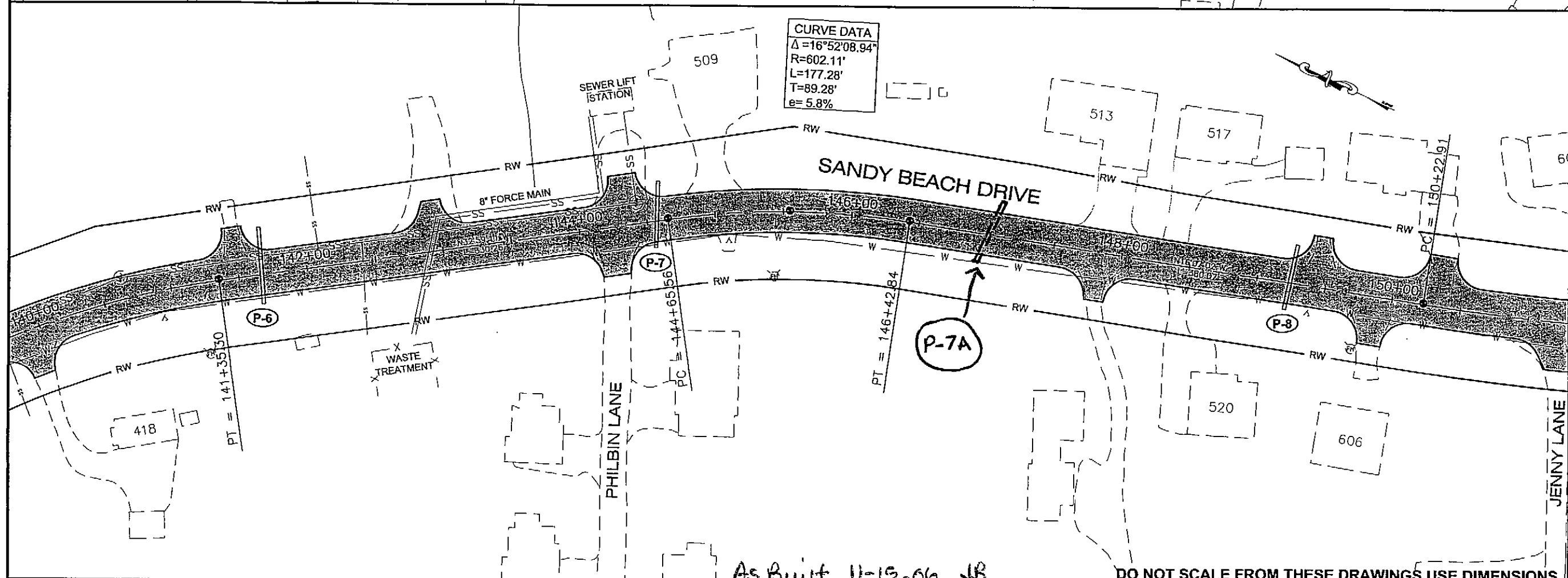
GRINDING WIDTH CHANGE,
SEE TYPICAL, SHEET B2.
BEGIN TRANSITION
STA. "O" 128+64.
SEE TRANSITION
DETAIL C SHEET E4.
STATION 128+64 TO E.O.P.
SEE SHEET B2, TYPICAL
SECTION FOR
CENTERLINE OFFSET

0 50 100
SCALE IN FEET

CURVE DATA
 $\Delta = 31^\circ 18' 46.08''$
 $R = 635.62'$
 $L = 347.37'$
 $T = 178.14'$
 $e = 5.8\%$

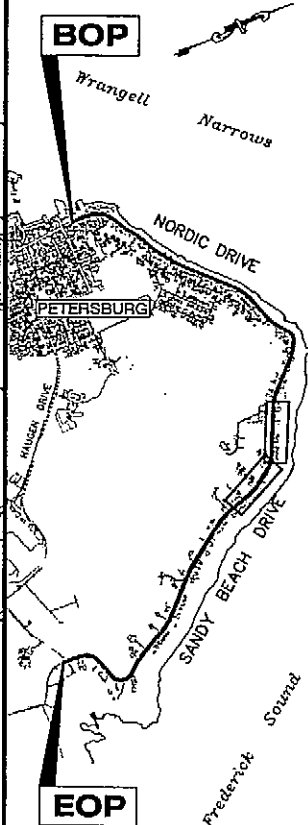


CURVE DATA
 $\Delta = 16^\circ 52' 08.94''$
 $R = 602.11'$
 $L = 177.28'$
 $T = 89.28'$
 $e = 5.8\%$

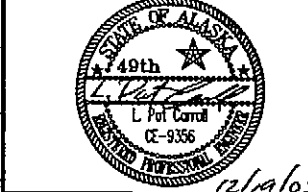


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Thu, 15-Dec-05 02:44PM
TAB: F4

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND
CHECKED BY: P. CARROLL

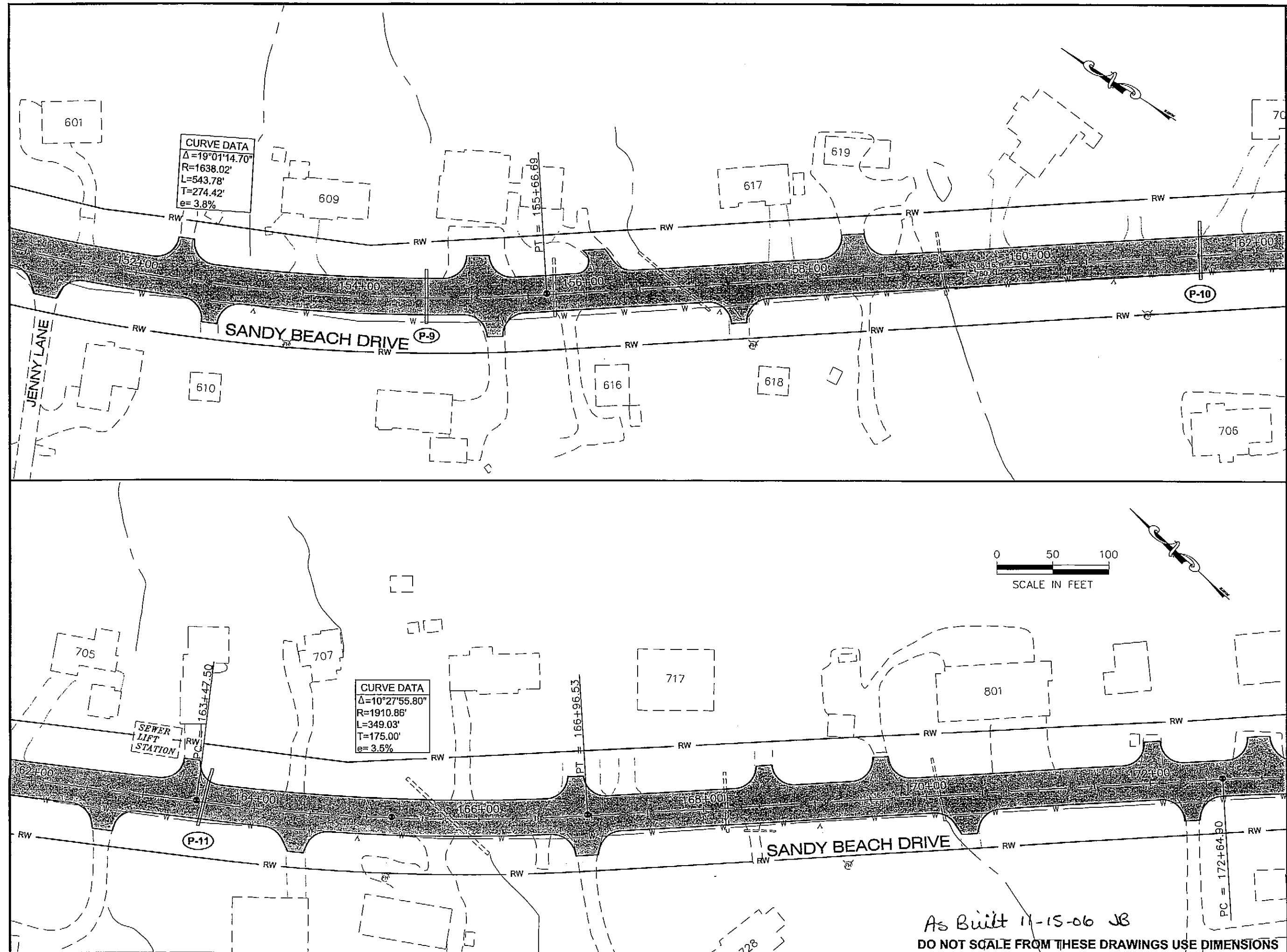


DESIGNED BY: L. SEIFERT
DRAWN BY: DR DODGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT # 68076**

PROJECT DESIGNATION	
STP-0003(95)	
STATE	YEAR
ALASKA	2005
SHEET NUMBER	TOTAL SHEETS
F4	24

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

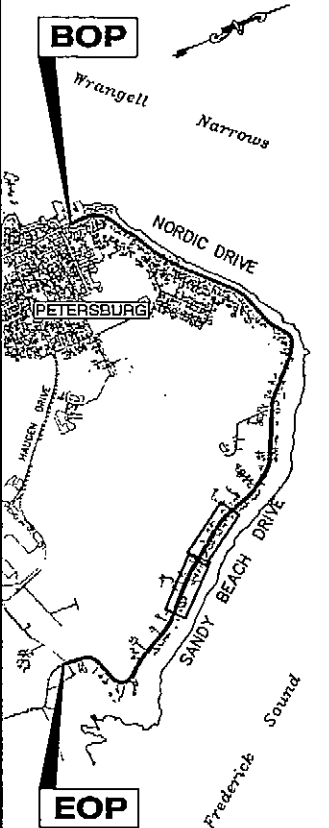


As Built 11-15-06 JB

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

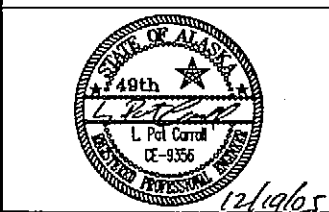
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Thu, 15 Dec 05 02:44 PM
TAB: F5

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: P. CARROLL



DESIGNED BY: L. SEIFERT
DRAWN BY: DR. DOGGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT # 68076**

PLAN

PROJECT DESIGNATION	
STP-0003(95)	
STATE	YEAR
ALASKA	2005
SHEET NUMBER	TOTAL SHEETS
F5	24

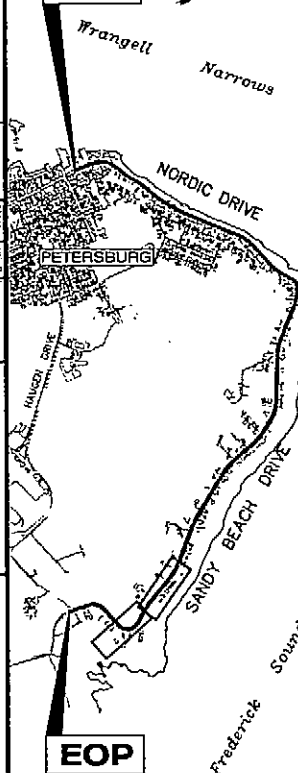
ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

BOP



EOP

PLAN LEGEND

CHECKED BY: P. CARROLL



DESIGNED BY: L. SEIFERT

DRAWN BY: DR. DODGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT # 68076**

PLAN

PROJECT DESIGNATION

STP-0003(95)

STATE	YEAR
ALASKA	2005
SHEET NUMBER	TOTAL SHEETS
F6	24

CURVE DATA
 $\Delta = 2^\circ 58' 48.72''$
 $R = 1910.86'$
 $L = 99.39'$
 $T = 49.71'$
 $e = 3.5\%$

CURVE DATA
 $\Delta = 21^\circ 14' 44.16''$
 $R = 1431.39'$
 $L = 530.77'$
 $T = 268.47'$
 $e = 4.1\%$

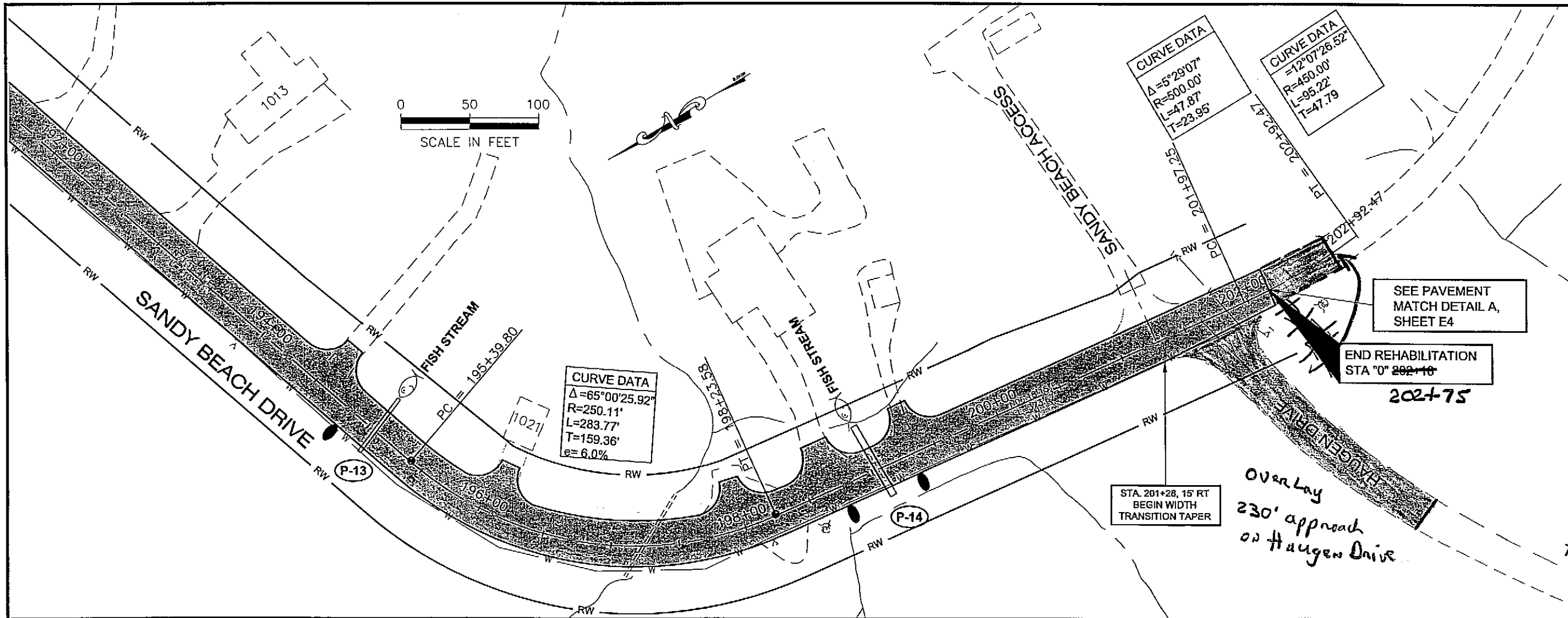
CURVE DATA
 $\Delta = 13^\circ 29' 34.80''$
 $R = 1146.92'$
 $L = 270.10'$
 $T = 135.68'$
 $e = 4.6\%$

CURVE DATA
 $\Delta = 112^\circ 08' 33''$
 $R = 228.18'$
 $L = 446.61'$
 $T = 339.20'$
 $e = 6.0\%$

0 50 100
SCALE IN FEET

As Built 11-15-06 JB

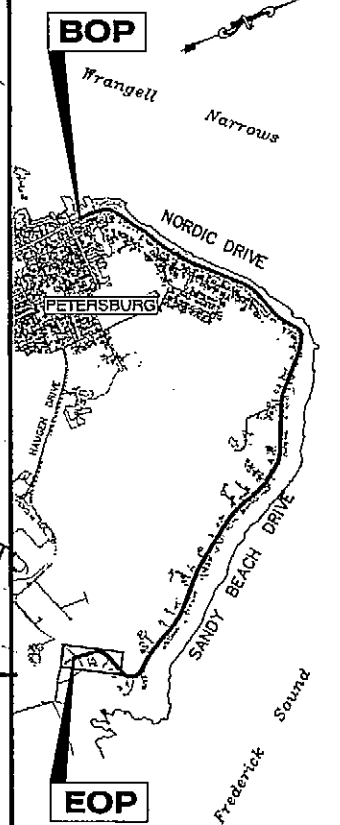
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



LEGEND
 CHECK DAM

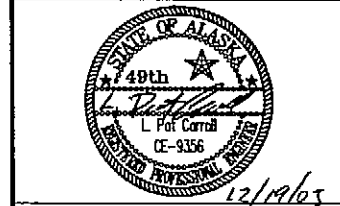
PATH:
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 Thu, 15/Dec/05 02:44PM rgranham
 TAB: F7

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: P. CARROLL



DESIGNED BY: L. SEIFERT

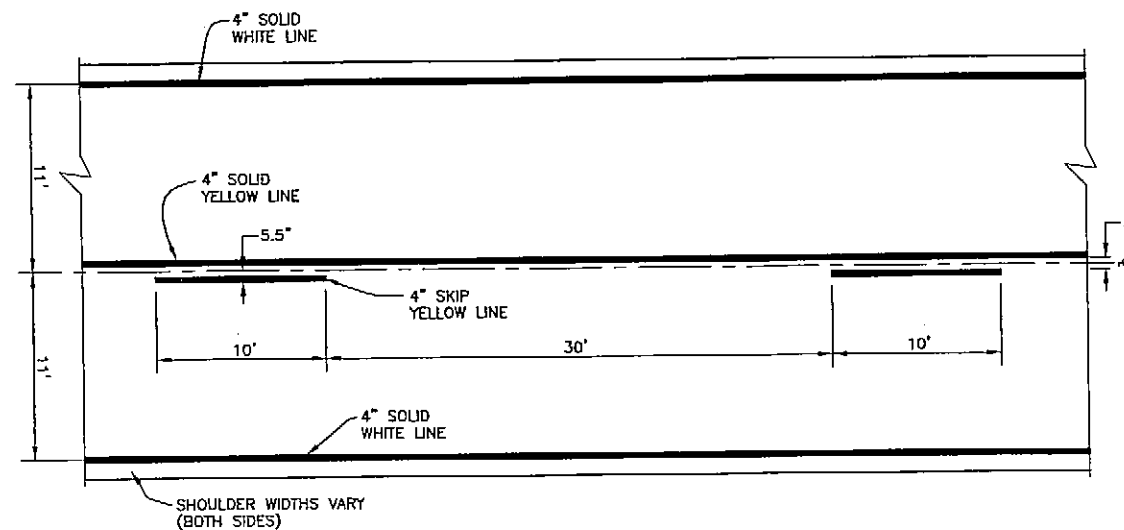
DRAWN BY: DR DODGE

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 DESIGN & ENGINEERING SERVICES
 DIVISION-SOUTHEAST REGION
**PSG-SANDY BEACH DRIVE
 PAVEMENT REHABILITATION
 PROJECT # 68076**

PLAN

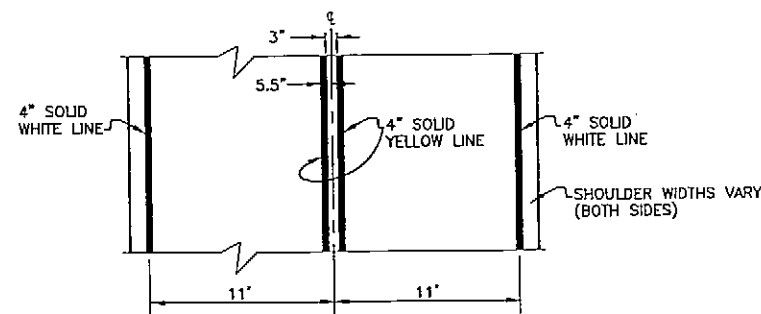
PROJECT DESIGNATION	
STP-0003(95)	
STATE	YEAR
ALASKA	2005
SHEET NUMBER	TOTAL SHEETS
F7	24

As Built 11-15-06 JB
 DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



TYPICAL ROADWAY STRIPING DETAIL

SKIP LINES



TYPICAL ROADWAY STRIPING DETAIL

SOLID LINES

GENERAL STRIPING NOTES

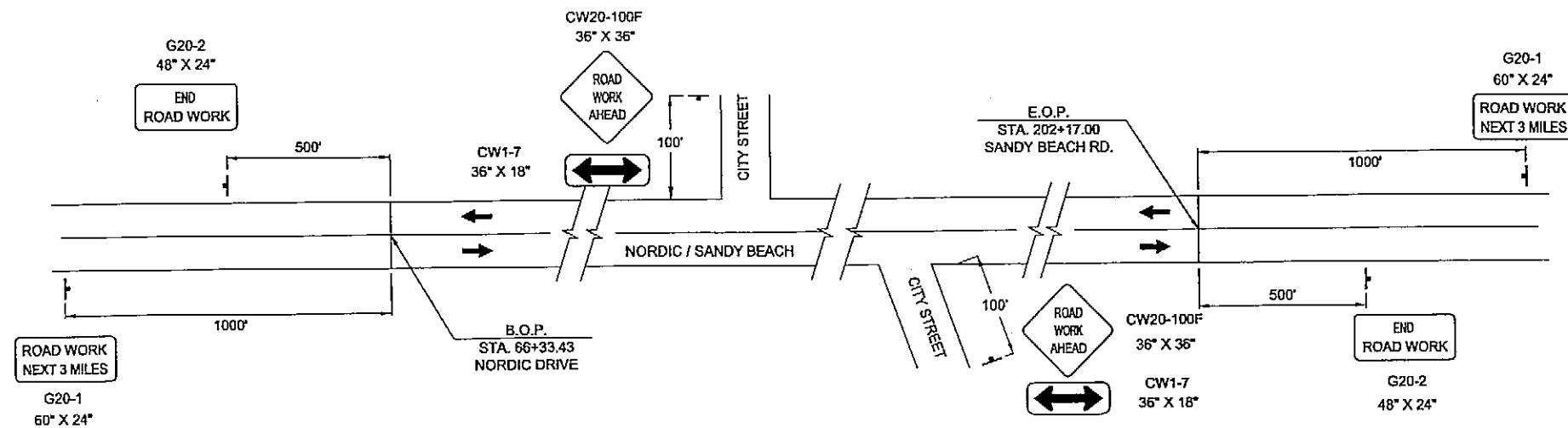
- MARKINGS AS SHOWN ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE DETERMINED AFTER GRADE IS COMPLETE. THE CONTRACTOR IS RESPONSIBLE FOR ALL ALIGNMENT LAYOUT.
- EXISTING TRAFFIC MARKINGS SHALL BE REFERENCED AND RESTORED IN ACCORDANCE WITH THE SPECIFICATIONS.
- DELETE WHITE EDGE STRIPE WHERE RAISED CURB IS DIRECTLY ADJACENT TO EDGE OF DRIVING LANE.

ROADWAY STRIPING TABLE	
TYPE	LENGTH
4" SOLID WHITE LINE	21,567 L.F.
4" SOLID YELLOW LINE	15,608 L.F.
4" SKIP YELLOW LINE	9,071 L.F.

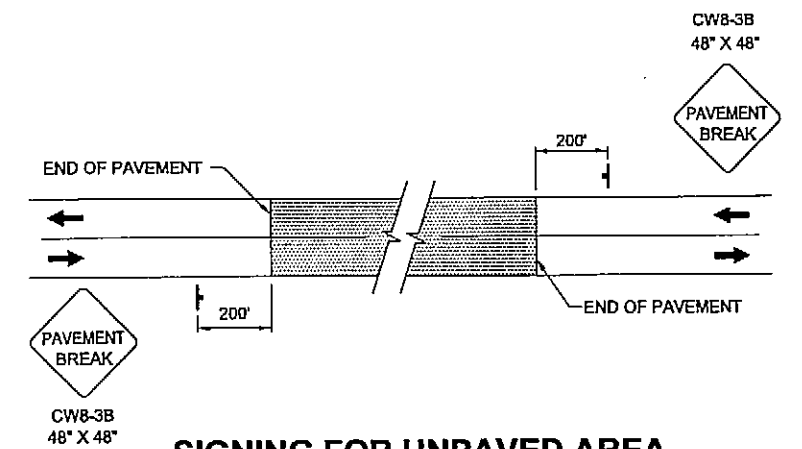
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. MOREHOUSE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE, RLG		STRIPING	
PATH: Q:\PSG\68076\PLANSET\68076_I_STRIPING PLAN.DWG TAB: J1 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		PROJECT DESIGNATION: STP-0003(95) YEAR: 2005 SHEET NO.: J1 TOTAL SHEETS: 24	

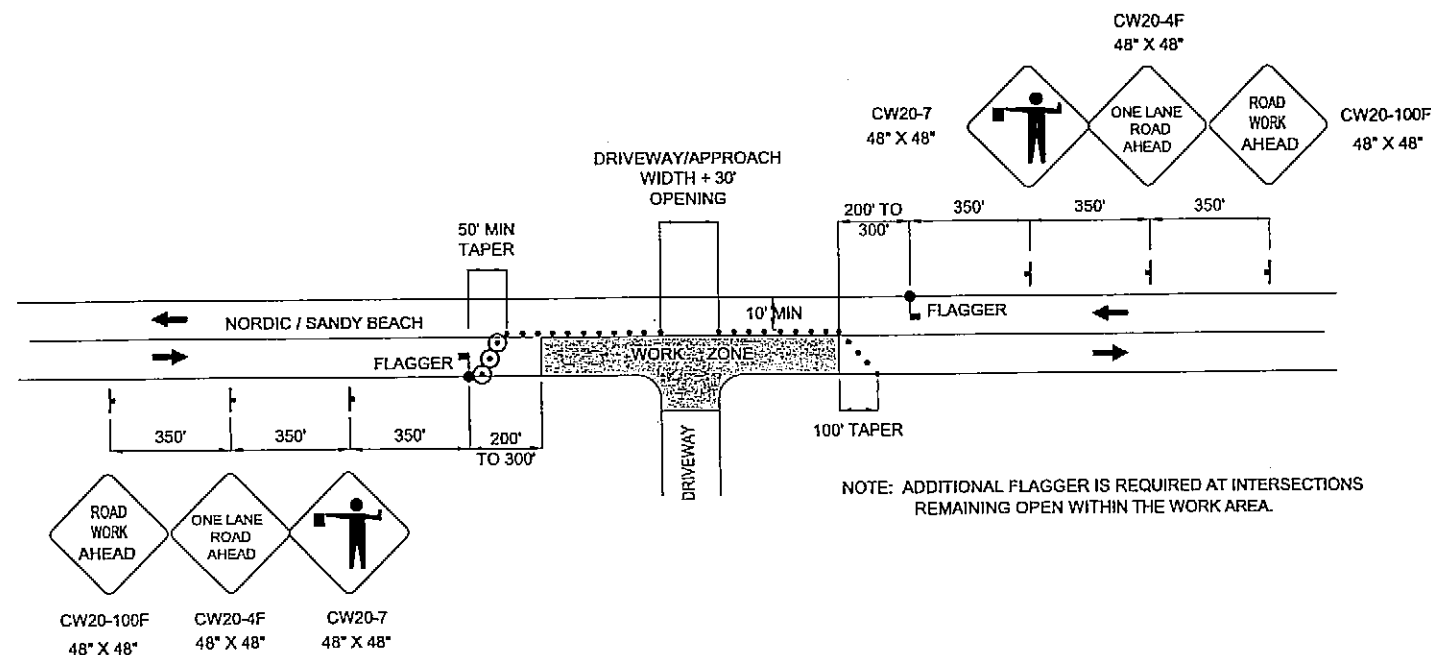
As Built 11-15-06 JB



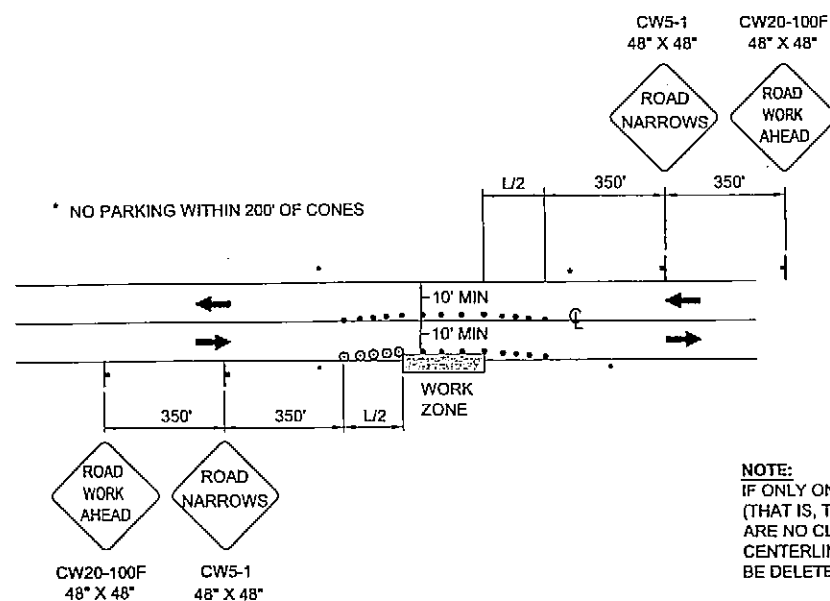
PERMANENT CONSTRUCTION SIGNING



SIGNING FOR UNPAVED AREA



TWO LANE ROADWAY-SINGLE LANE CLOSURE



ROADWAY ENCROACHMENT

TRAFFIC CONTROL NOTES:

- IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME BUT NOT ALL OF THE TRAFFIC CONTROL CONFIGURATIONS THAT WILL BE REQUIRED BY THIS PROJECT. TRAFFIC CONTROL PLANS FOR CONFIGURATIONS NOT COVERED BY THIS TCP SHALL BE DEVELOPED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO USE.
- A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES AT WORK AREAS.
- TWO LANES SHALL BE MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
- DRIVING LANES SHALL BE A MINIMUM WIDTH OF 10'.
- INTERSECTION ROADWAYS SHALL REMAIN ACCESSIBLE AT ALL TIMES.
- TRAFFIC DELAYS SHALL NOT EXCEED 5 MINUTES.
- THE UNEVEN LANES (CW8-11) SIGN SHOULD BE USED DURING OPERATIONS THAT CREATE A DIFFERENCE IN ELEVATION BETWEEN ADJACENT LANES OF 1.5 INCHES OR GREATER.
- WORK ZONE DOUBLE TRAFFIC FINE SIGNS SHALL BE USED AS DIRECTED BY THE ENGINEER AND PER STANDARD DRAWING C-04.12.
- RESIDENTIAL DRIVEWAYS MAY BE CLOSED DURING ACTUAL WORK ON A GIVEN DRIVEWAY PROVIDING THAT CLOSURE DOES NOT EXCEED 8 HOURS. AFFECTED RESIDENTS SHALL BE GIVEN A NOTICE 24 HOURS PRIOR TO THE CLOSURE OF DRIVEWAY ACCESS.
- ACCESS TO BUSINESSES WILL BE KEPT OPEN AT ALL TIMES. WORK ON ACCESS TO ANY BUSINESS THAT HAS ONLY ONE ACCESS WILL BE DONE WITH HALF WIDTH CONSTRUCTION AND BE CONTROLLED BY A FLAGGER.
- WHEREVER A BUSINESS OR A GROUP OF BUSINESSES HAVE MULTIPLE APPROACHES, ONE APPROACH WILL BE LEFT OPEN UNTIL WORK IS COMPLETED.
- TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643.3.09 OF THE SPECIFICATIONS.
- THE CONTRACTOR SHALL KEEP THE PUBLIC INFORMED OF HIS CONSTRUCTION ACTIVITIES THROUGH THE USE OF THE LOCAL NEWS MEDIA. NEWS RELEASES SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO THEIR RELEASE. NEWS RELEASES WILL BE REQUIRED BUT NOT LIMITED TO, THE ONSET OF WORK, GRINDING, PAVING, AND CHANGES IN THE LANE CONFIGURATIONS.

FORMULAS FOR L (TAPER LENGTH)

$$40 \text{ MPH OR LESS} \quad L = \frac{W \times S^2}{60}$$

$$45 \text{ MPH OR GREATER} \quad L = W \times S$$

WHERE W = WIDTH OF OFFSET
S = POSTED SPEED LIMIT

DRUM OR CONE SPACING = S (IN FEET)

MIN. BUFFER	
S	LENGTH
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

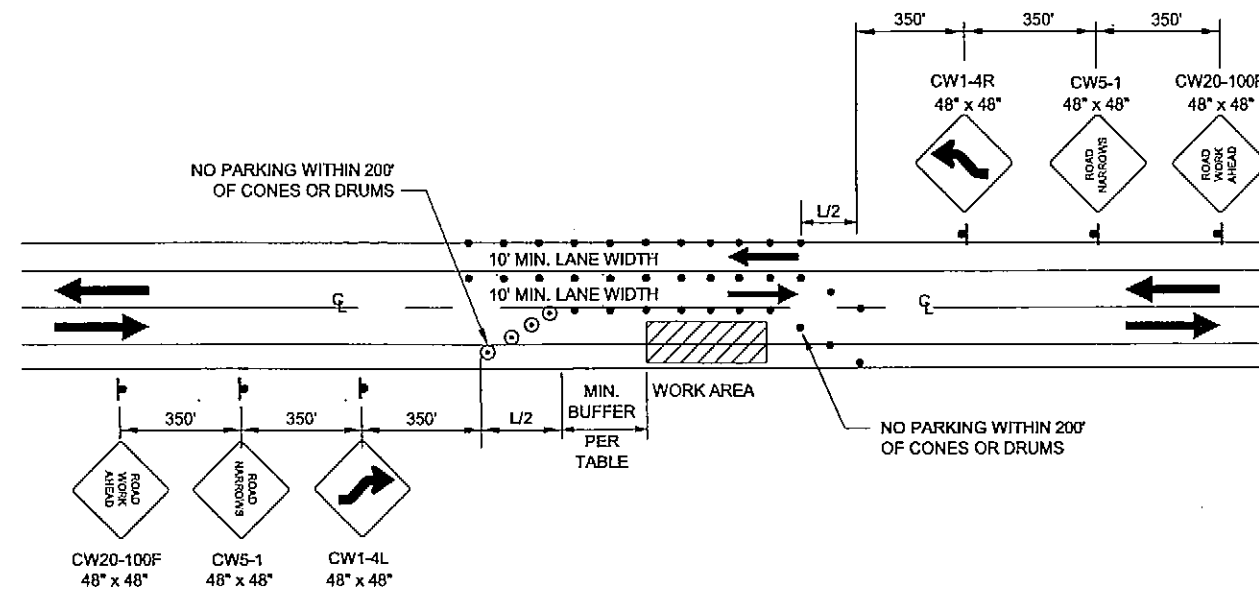
LEGEND

- SIGN
- CONE
- ⊙ DRUM
- TYPE III BARRICADE
- FLAGGING STATION

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. MOREHOUSE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE		TRAFFIC CONTROL DETAILS	
PATH: Q:\PSG\68076\PLANS\68076_K_TRAFFIC.DWG TAB: K1 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		PROJECT DESIGNATION STP-0003(95)	
NO.	DATE	DESCRIPTION	YEAR
			2005
SHEET NO.		TOTAL SHEETS	
K1		24	

As Built 11-15-06 JB



TWO-WAY TRAFFIC

LEGEND	
	SIGN
	CONE
	DRUM
	TYPE III BARRICADE
	FLAGGING STATION

FORMULAS FOR L (TAPER LENGTH)

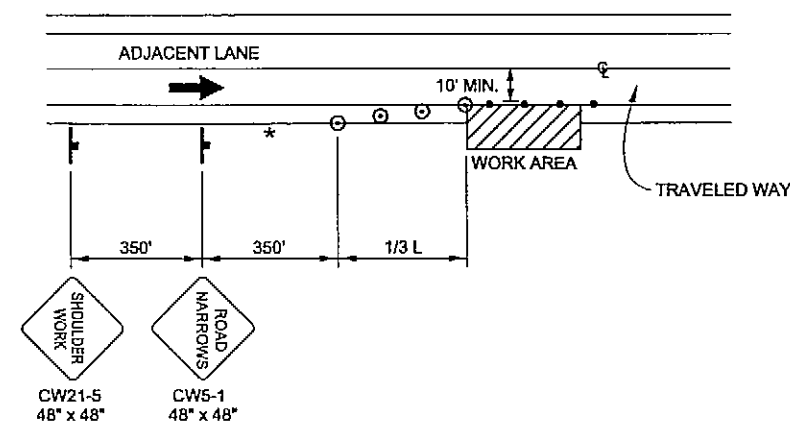
$$40 \text{ MPH OR LESS} \quad L = \frac{W \times S^2}{60}$$

$$45 \text{ MPH OR GREATER} \quad L = W \times S$$

WHERE W= WIDTH OF OFFSET
S= POSTED SPEED LIMIT

DRUM OR CONE SPACING = S (IN FEET)

MIN. BUFFER	
S	LENGTH
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

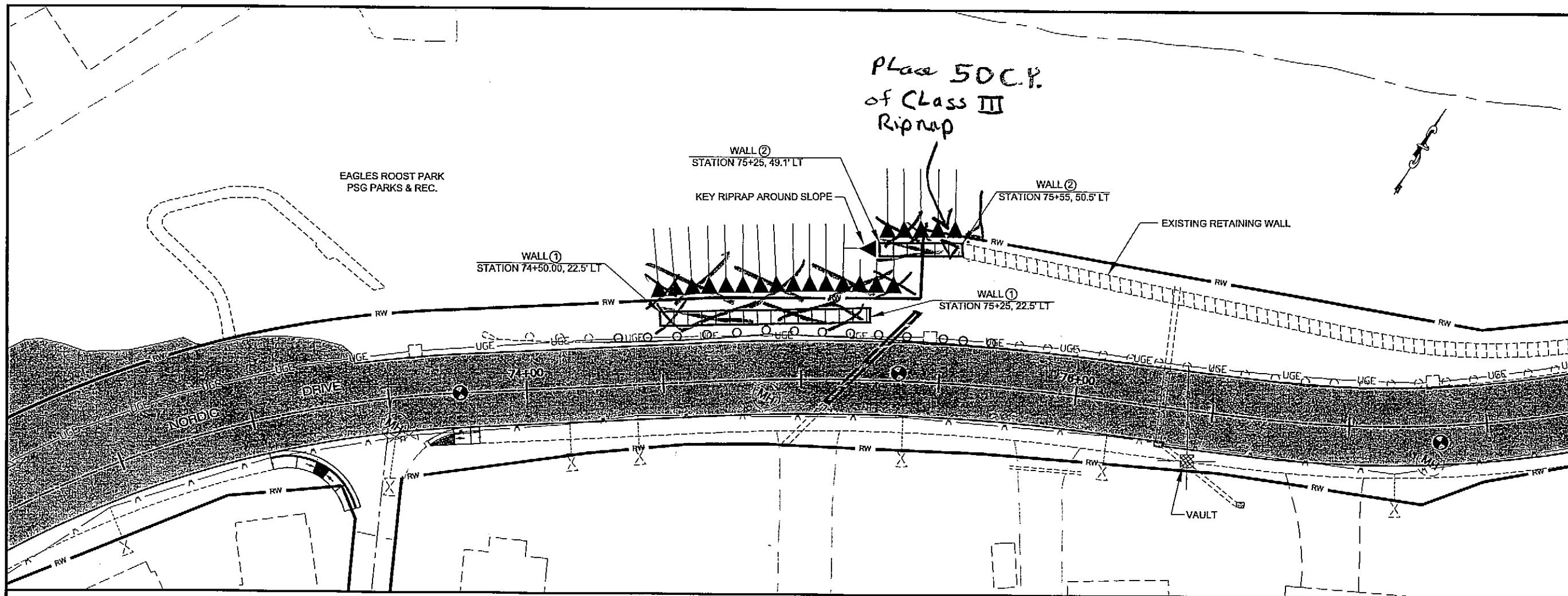


SHOULDER WORK

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

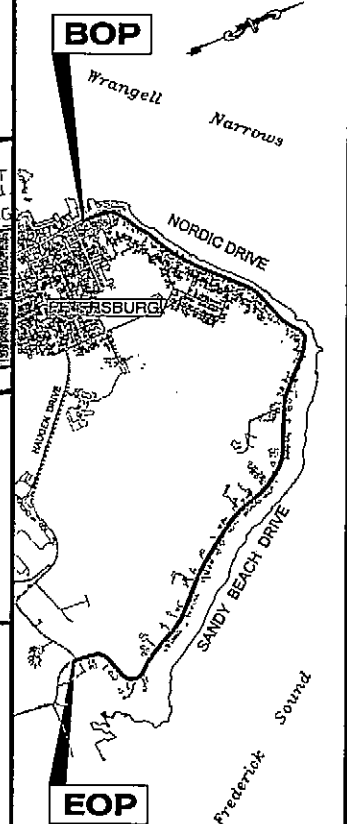
CHECKED BY: C. MOREHOUSE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076	
DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE		TRAFFIC CONTROL DETAILS	
PATH: Q:\PSG\68076\PLANSET\68076_K_TRAFFIC.DWG TAB: K2 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		PROJECT DESIGNATION: STP-0003(95) YEAR: 2005 SHEET NO.: K2 TOTAL SHEETS: 24	

As Built 11-15-06 JB



PATH:
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Thu, 15-Dec-05 09:30AM
TAB: M1

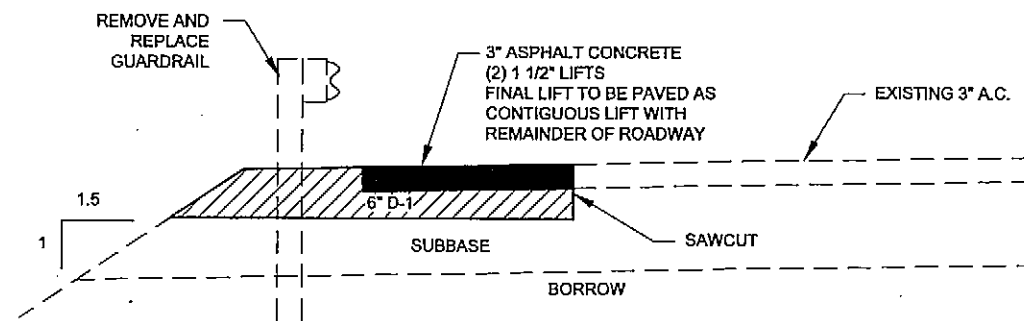
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



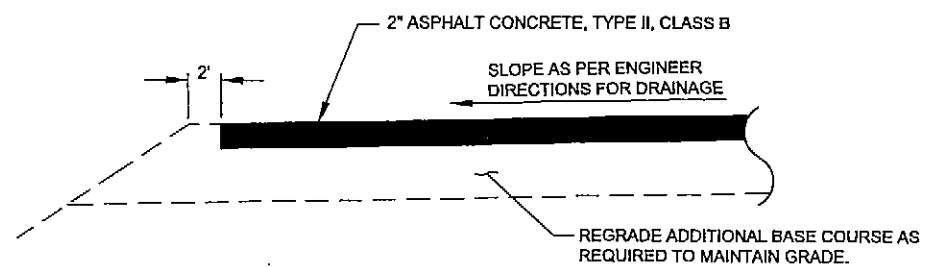
RETAINING WALL							
FROM STATION	OFFSET	TO STATION	OFFSET	LENGTH (FT.)	AVERAGE HEIGHT (FT.)	AREA (SQ. FT.)	DESCRIPTION
WALL A							
74+50.00	22.50 LT	75+25.00	22.50 LT	75.00	7.50	563	CONCRETE BLOCK RETAINING WALL
WALL B							
75+25.00	49.10 LT	75+55.00	50.50 LT	30.00	10.00	300	CONCRETE BLOCK RETAINING WALL
TOTAL						863	
USE						870	

NOTES:

1. AREA IS CONCRETE RETAINING WALL FACE CALCULATED FROM EMBEDMENT DEPTH TO TOP OF WALL.
2. CONTRACTOR SHALL PROPOSE PLAN FOR CONSTRUCTING RETAINING WALL INCLUDING ANY TEMPORARY SHORING FOR ENGINEER APPROVAL PRIOR TO CONSTRUCTION.
3. CONTRACTOR SHALL PROTECT FROM HARM ANY EXISTING UTILITIES WHILE CONSTRUCTING WALL.
4. STATIONING AND OFFSETS MEASURED FROM FACE OF WALL.
5. TOP LIFT (1-1/2") SHALL BE PLACED DURING FINAL PAVING.



**TYPICAL SECTION
FOR PAVEMENT STRUCTURE**
STA. 74+50 TO 75+25



**TYPICAL SECTION
FOR PARKING LOT**
STA. 72+10 TO 73+40 LT

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PLAN LEGEND

CHECKED BY: P. CARROLL

DESIGNED BY: L. SEIFERT

DRAWN BY: DR. DODGE

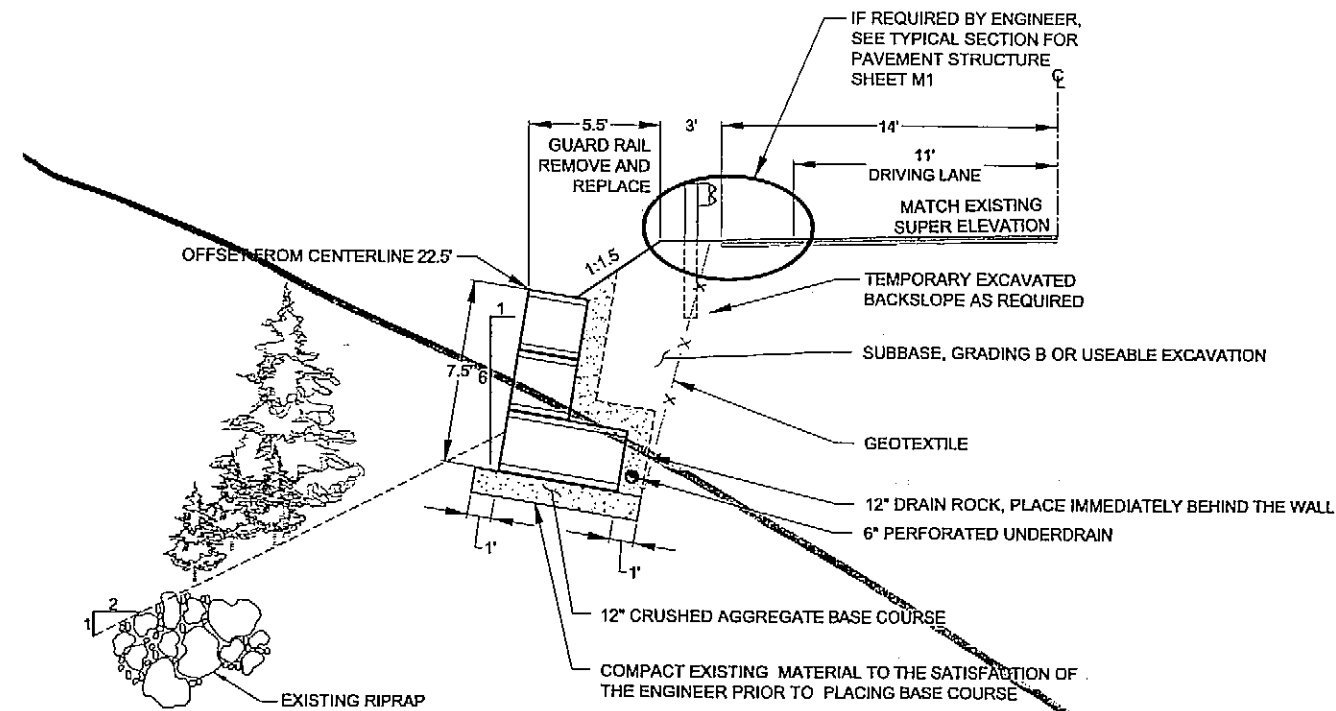
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION

**PSG-SANDY BEACH DRIVE
PAVEMENT REHABILITATION
PROJECT # 68076**

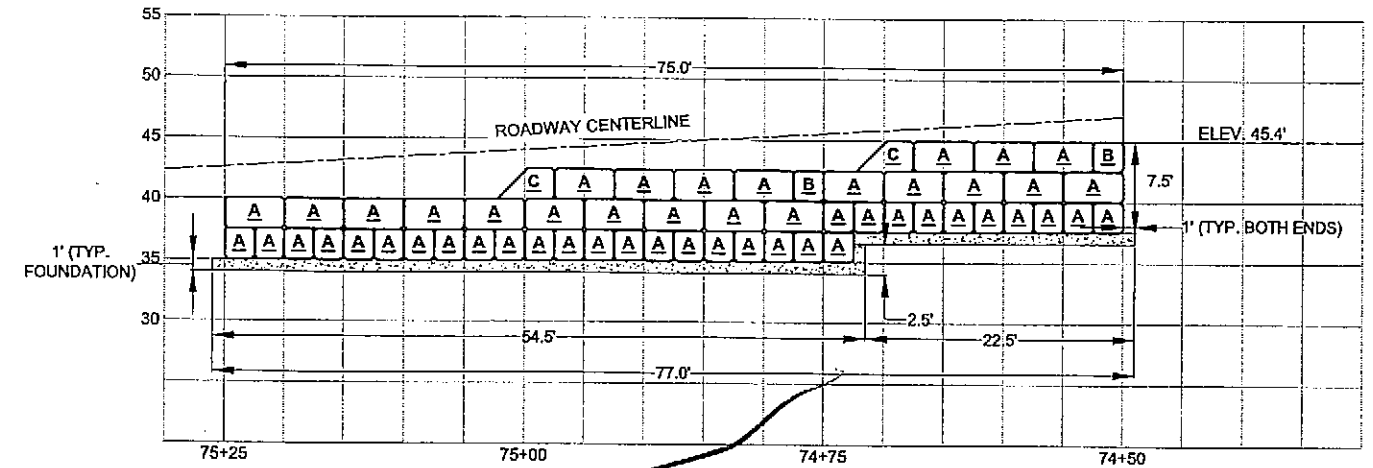
**RETAINING
WALL PLAN**

PROJECT DESIGNATION
STP-0003(95)

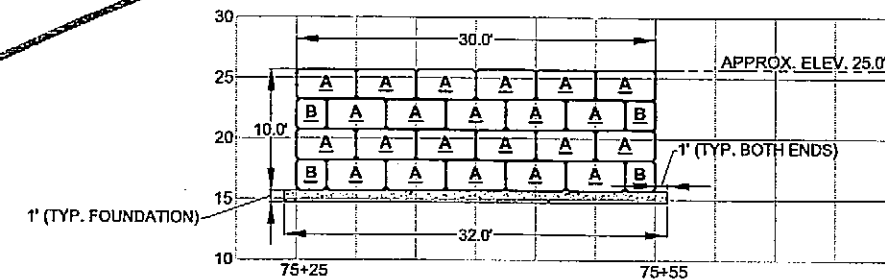
STATE	YEAR
ALASKA	2005
SHEET NUMBER	TOTAL SHEETS
M1	24



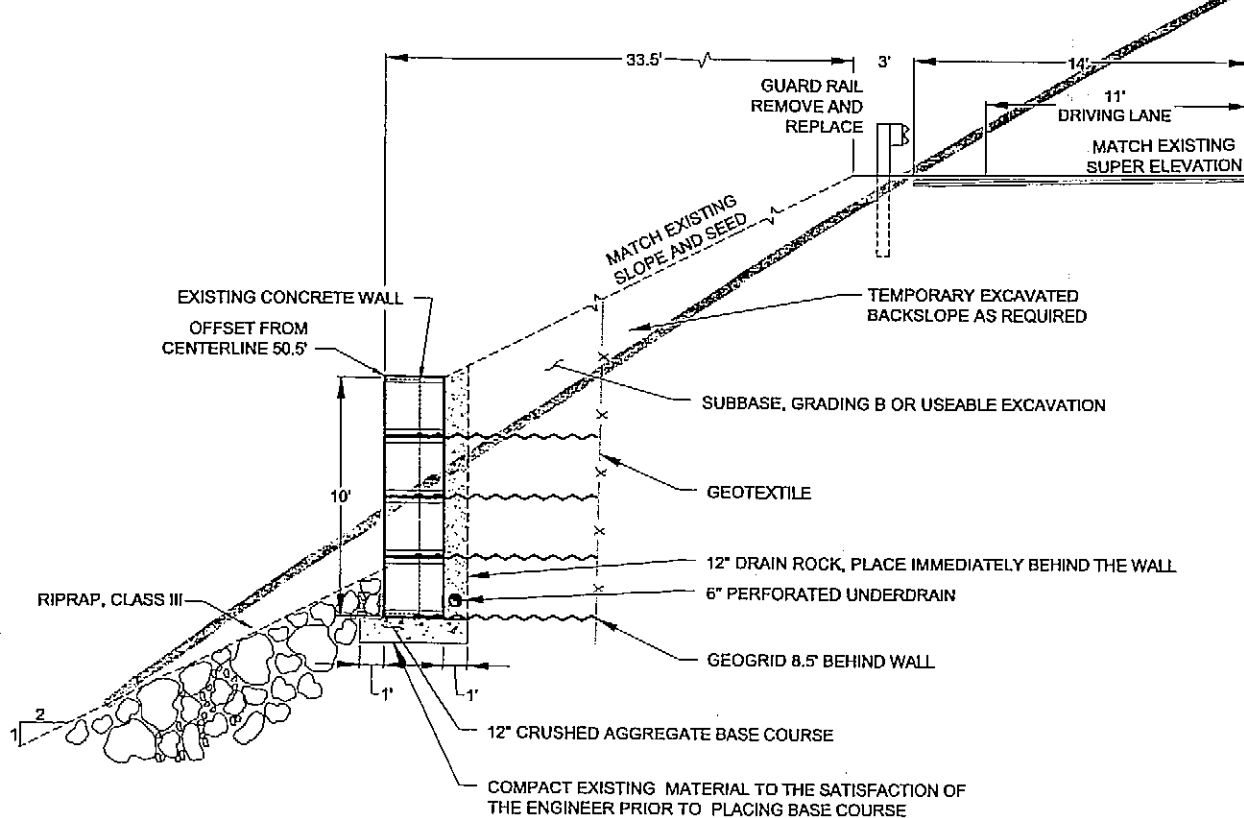
**WALL 1
END VIEW**
STA. "O" 74+50 TO 75+25



**WALL 1
PROFILE**

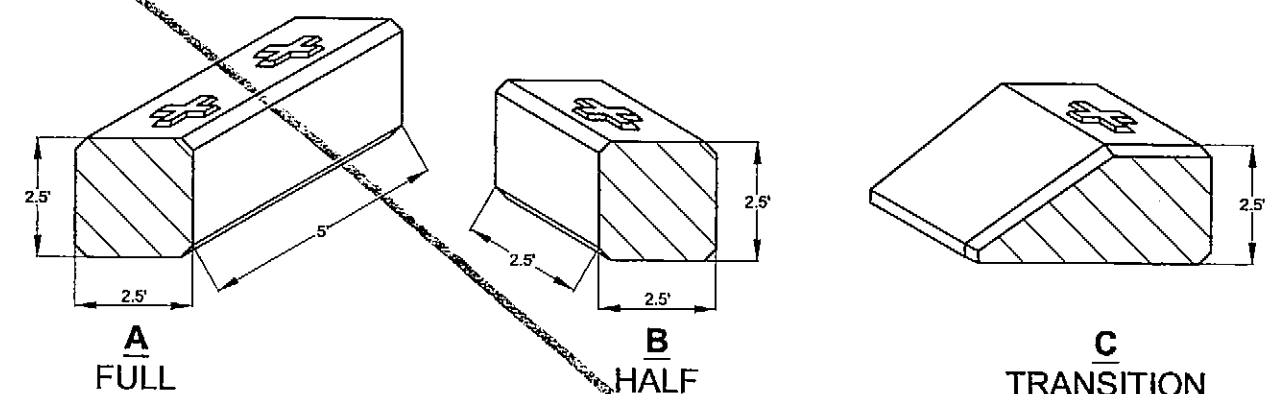


**WALL 2
PROFILE**



**WALL 2
END VIEW**
STA. "O" 75+25 TO 75+55

NOTE:
PLACE FABRIC BEHIND JOINT BETWEEN EXISTING WALL AND WALL 2 TO PREVENT MATERIAL DISPLACEMENT THROUGH JOINT.



GENERAL NOTES:

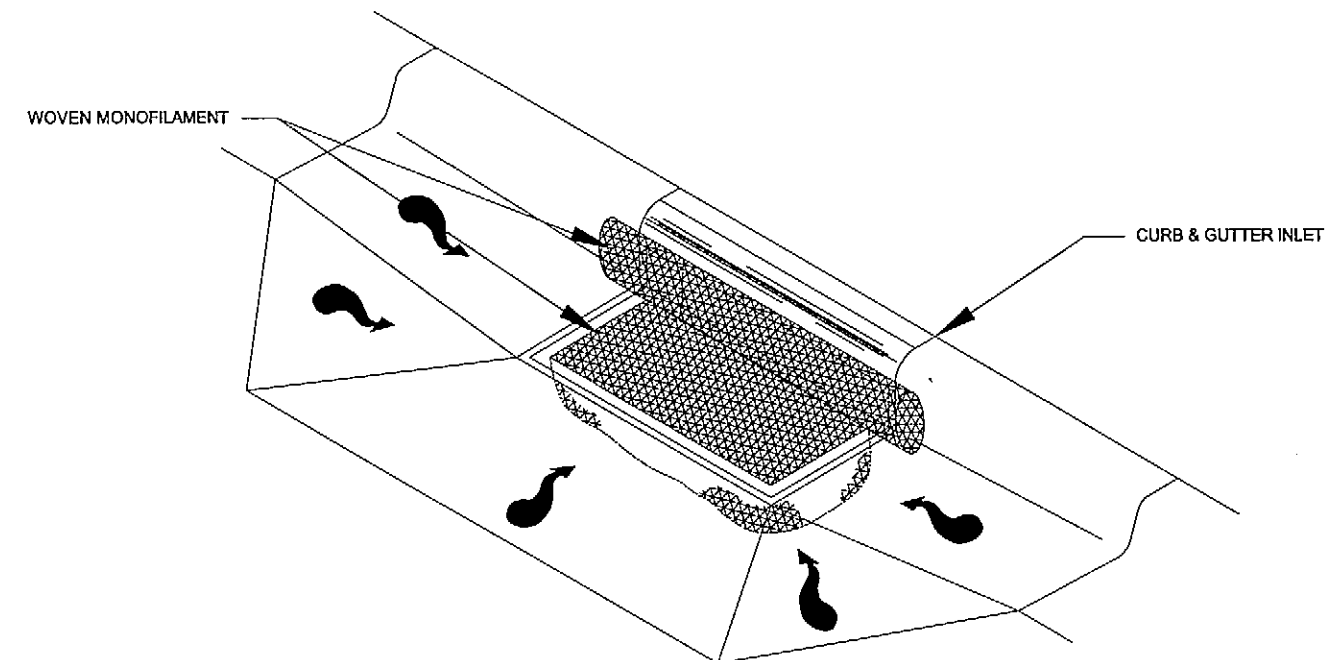
- DO NOT DISTURB TREES LARGER THAN 6".
- INFORMATION FOR EXISTING CONDITIONS TAKEN FROM AS-BUILTS AND FIELD INSPECTION.
- CONTRACTOR SHALL VERIFY EXISTING CONDITIONS BEFORE CONSTRUCTING WALLS.
- FIELD MODIFICATIONS MAY BE NECESSARY UPON INSPECTION. ALL PROPOSED MODIFICATION SHALL BE AS APPROVED BY THE ENGINEER.
- NO WORK ALLOWED BELOW 19.5' ELEVATION.
- GEOGRID SHALL EXTEND 8.5' INTO EMBANKMENT FOR THE ENTIRE LENGTH OF THE WALL.

CHECKED BY: P. CARROLL		DESIGNED BY: L. SEIFERT		DRAWN BY: DR. DODGE	
		PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076			
RETAINING WALL DETAILS		PROJECT DESIGNATION STP-0003(95)		YEAR 2005	SHEET NO. M2
PATH: Q:\PSG\68076\PLANSET\M2_WALL.DWG TAB: M2 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		TOTAL SHEETS 24			

As Built 11-15-06 JB

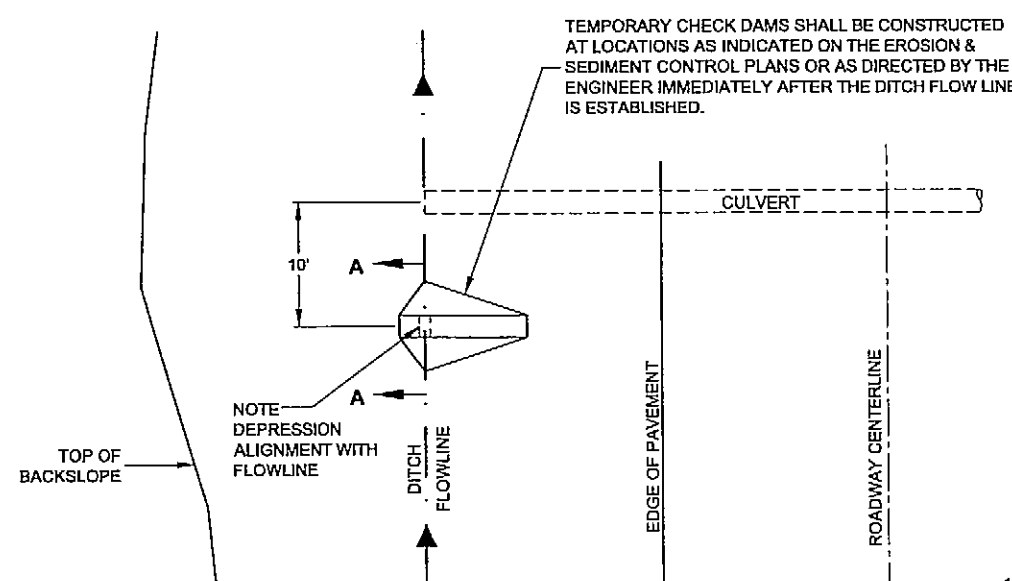
CHECK DAMS	
STATION	QUANTITY
195+00	1
199+00	2
TOTAL	3

SEDIMENT BASIN PROTECTION			
STATION	OFFSET	TYPE	QUANTITY
66+45	21.5 RT	INLET	1
68+46	14.5 RT	INLET	1
70+46	14.5	INLET	1
76+32	14.5	INLET	1
114+86	14.5	INLET	1
117+31	14.5	INLET	1
121+60	14.5	INLET	1
TOTAL			7



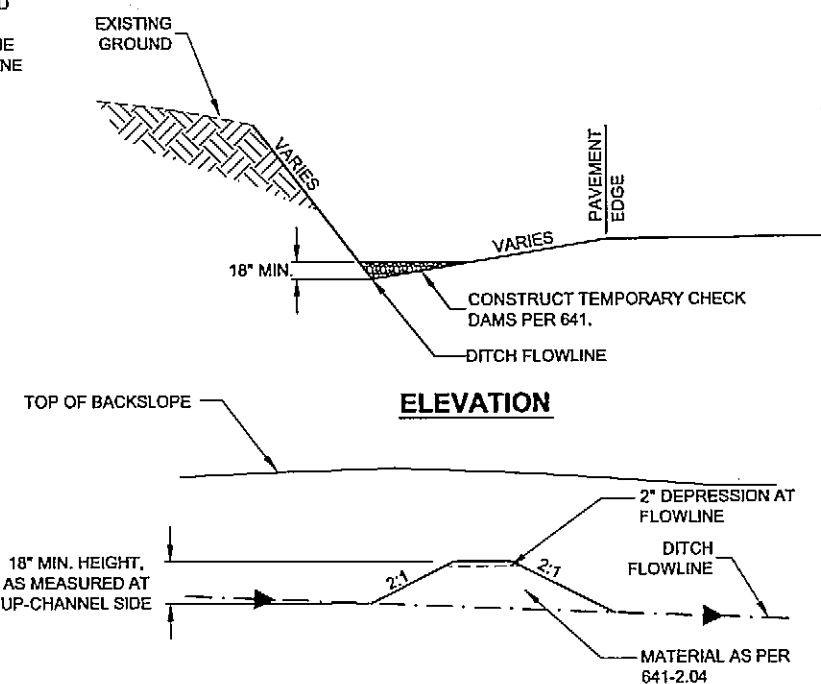
EROSION AND SEDIMENT CONTROL DETAIL

NOTES:
CATCH BASIN FILTERS SHALL BE USED AT ALL SITES WHERE SEDIMENT IS LIKELY TO BE GENERATED DURING CONSTRUCTION AND WHERE THE FILTERS ARE A REASONABLE MEANS OF TRAPPING IT.



PLAN

TEMPORARY CHECK DAM DETAILS



SECTION A-A

NOTES

1. INSTALL EROSION AND SEDIMENT CONTROL DEVICES BEFORE EARTH DISTURBING ACTIVITIES.
2. MAINTAIN DEVICES. MONITOR DAILY. EXCAVATE BEHIND CHECK DAMS WHEN 4" OF SEDIMENT ACCUMULATES.
3. IF INSPECTION REVEALS WATER IS DISCHARGING BEYOND THE PROJECT WORK LIMITS, IMMEDIATELY IMPLEMENT CORRECTIVE ACTION. ADDITIONAL CHECK DAMS MAY BE REQUIRED. SWEEPING OF PAVED SURFACES AND TEMPORARY SEEDING AND MATTING MAY ALSO BE REQUIRED.
4. STABILIZE DISTURBED GROUND AS SOON AS POSSIBLE. UNSTABILIZED SURFACES MUST BE TEMPORARILY STABILIZED WITH SEEDING, MATTING, OR OTHER EFFECTIVE MEASURES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION AND SEDIMENT CONTROL UNTIL PROJECT WORK AREAS ARE PAVED AND SEEDING AREAS HAVE ACHIEVED 70% VEGETATIVE COVER.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: P. CARROLL 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES DESIGN & ENGINEERING SERVICES DIVISION-SOUTHEAST REGION PSG-SANDY BEACH DRIVE PAVEMENT REHABILITATION PROJECT #68076 EROSION AND SEDIMENT CONTROL DETAILS	
DESIGNED BY: L. SEIFERT DRAWN BY: DR DODGE PATH: Q:\PSG\68076\PLANSET\68076_P_ESCP.DWG TAB: P1 Tuesday, November 01, 2005 8:45:38 AM RGRANTHAM		PROJECT DESIGNATION STP-0003(95)	
NO.	DATE	DESCRIPTION	YEAR
			2005
SHEET NO.		TOTAL SHEETS	
P1		24	

As Built 11-15-06 JB