

State of Alaska

Department of Transportation
and Public Facilities

Statewide Design and Engineering Services Division

Petersburg, Alaska

Psg-Haugen Drive

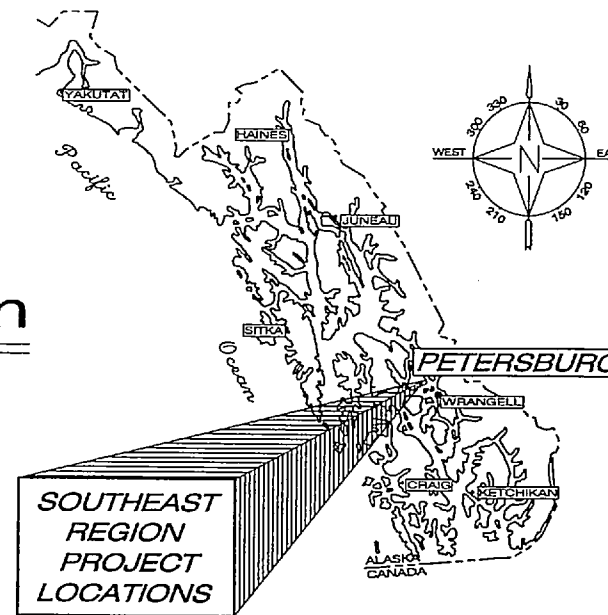
8th St. to Airport

Hammer Slough Bridge Repair

NON-NHS Highway System

Refurbishment

STP-0003(97) ~ 68608 (REBID)



INDEX	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PETERSBURG PLAN/TYPICAL SECTION SHEET
3	ESTIMATE OF QUANTITIES/SIGN SUMMARY
4	STRIPING & MISCELLANEOUS DETAILS
5	HAMMER SLOUGH BRIDGE & EXPANSION JOINT
6-7	TRAFFIC CONTROL PLANS
THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:	
A-1, C-03.10, C-04.12, C-05.10, D-20.03, D-22.01, D-23.01, D-24.00, E-13.00, I-81, M-16.01, S-00.10, S-05.01, S-30.03, T-20.02, T-21.02, T-22.03, T-23.00	

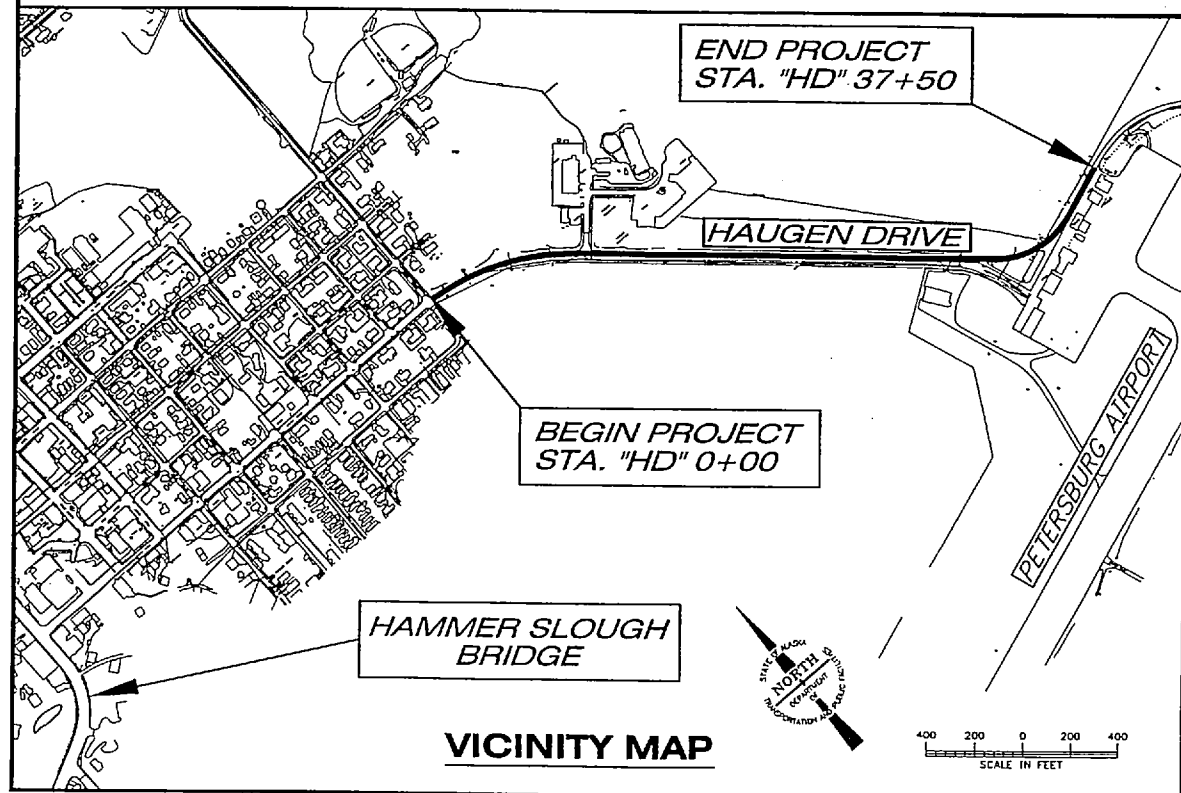
AS-BUILT PLANS

SECON INC.

TINA BERGAM, PROJ ENG

START DATE - 8-14-04

END DATE - 9-15-04



DESIGN DESIGNATIONS

A.D.T. 2002	2,930
A.D.T. 2010	3,400
D.H.V. 12% (2010)	430
%T	5.9
EAL (10 YR.)	250,000
V	25/35

PROJECT SUMMARY

CDS ROUTE NO.	294015
CDS MILEPOINT	0.375 TO 0.98
LENGTH OF PROJECT	3750'
LENGTH OF GRADING	3750'
LENGTH OF PAVING	3750'
WIDTH OF PAVING	34'

PATH: Q:\SEA\68608\Planset\Psg-HaugenDr.dwg
Wed, 28/Apr/04 09:25AM rksnyder

PLOT: PSPACE OR MSPACE: 1000mm=1m(F) TAB: TSHT

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

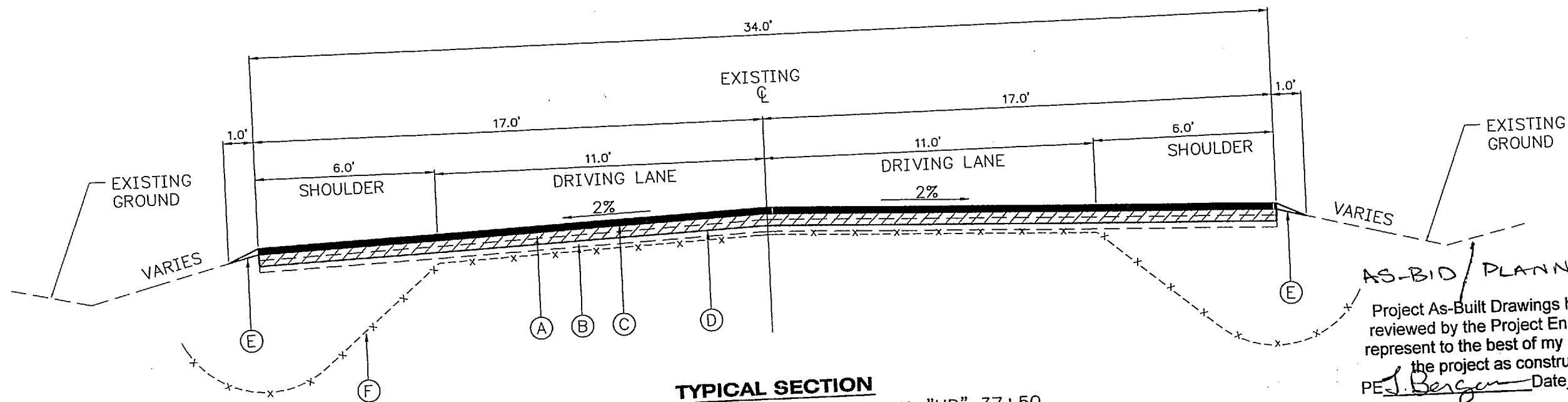
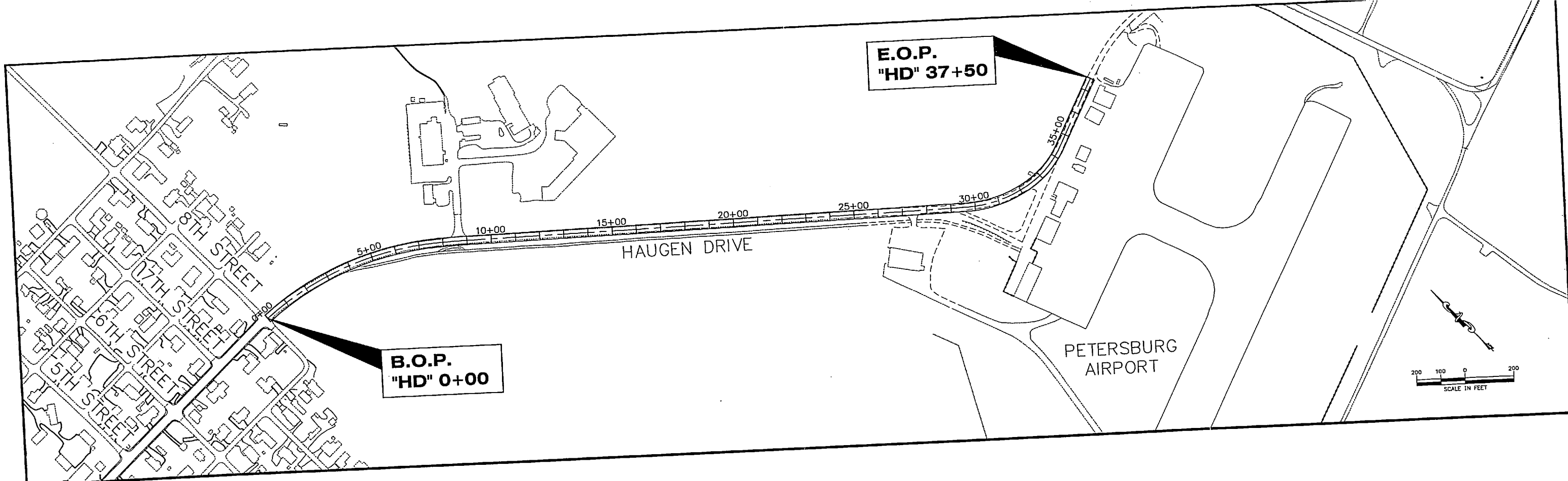
APPROVED: *Tracy W. Moore* for 4/30/04
REGIONAL PRE-CONSTRUCTION ENGINEER DATE

APPROVED: *Gary Paxton* 4/30/04
SOUTHEAST REGIONAL DIRECTOR DATE

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

CONSTRUCTION PROJECT MANAGER DATE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0003(97)~68608	2004	1	7



TYPICAL SECTION
HAUGEN DRIVE ~ STA "HD" 0+00 TO STA "HD" 37+50

AS-BID / PLANNED
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *J. Bergen* Date 9/15/04

TYPICAL KEY

- (A) EXISTING ASPHALT PAVEMENT (3"± DEPTH)
- (B) EXISTING CRUSHED AGGREGATE BASE COURSE
- (C) 3" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B (2 LIFTS)
- (D) CRUSHED ASPHALT BASE COURSE
- (E) CRUSHED ASPHALT, GRINDING
- (F) EXISTING GEOFABRIC

TYPICAL LEGEND

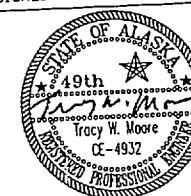


CRUSHED ASPHALT BASE COURSE. CONSISTS OF GRINDING AND MIXING 3"± EXISTING ASPHALT WITH 2"± EXISTING BASE COURSE AND ADDING PORTLAND CEMENT (5.6 LBS/SY) AND CSS-1 EMULSION (1.7 GAL/SY).

NOTE:

MIXING DEPTH SHALL BE FIELD ADJUSTED BY THE ENGINEER WITH THE INTENT TO NOT DAMAGE THE EXISTING GEOFABRIC.

DESIGNED BY: J. HOLLATZ



CHECKED BY: T. MOORE
DRAWN BY: R.S.

PATH: Q:\SEA\68608\PlanSet\Psg-HaugenDr.dwg
PLOT: PSPACE 1=1(F) OR MSPACE 1=?(F)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION
SOUTHEAST REGION
NON-NHS HIGHWAY SYSTEM
REFURBISHMENT

**PETERSBURG
HAUGEN DRIVE**

PROJECT DESIGNATION STP-0003(97) 68608	YEAR 2004	SHEET NO. 2	TOTAL SHEETS 7
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Estimate of Quantities

Item No	Pay Item	Pay Unit	Petersburg-Haugen Drive	Petersburg-Hammer Sough Bridge	Total
301(1)	AGGREGATE BASE COURSE, CRADING D-1	TON	800 738 ⁸⁰		800
308(1)	CRUSHED ASPHALT BASE COURSE	SQUARE YARD	14,220		14,220
308(2)	CSS-1 ASPHALT FOR CRUSHED BASE COURSE	TON	112		112
308(3)	PORTLAND CEMENT	TON	40		40
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B	TON	2,500	50	2,550
401(2)	ASPHALT CEMENT, GRADE PG 52-28 58-28	TON	150	3	153
401(6)	ASPHALT PRICE ADJUSTMENT	CONT. SUM	ALL REQUIRED		ALL REQUIRED
402(1)	CSS-1 ASPHALT FOR TACKCOAT TON				
508(1)	WATERPROOFING MEMBRANE	LUMP SUM		ALL REQUIRED	ALL REQUIRED
514(1)	EXPANSION JOINT REPAIR	LINEAR FOOT		10	10
514(2)	POLYMER CONCRETE NOSING	LUMP SUM		ALL REQUIRED	ALL REQUIRED
514(2)	POLYMER CONCRETE NOSING ADDITIONS	L.S.			
615(1)	STANDARD SIGN	SQUARE FOOT	32		32
639(3)	APPROACH	EACH	3		3
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(1)	EROSION AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(2)	TEMPORARY EROSION AND POLLUTION CONTROL	CONT. SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(11)	ADJUST EXISTING MONUMENT CASE	EACH	1	1	2
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(15)	FLAGGING	CONT. SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(25)	TRAFFIC CONTROL DEVICES	CONT. SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
670(10)	METHYL METHACRYLATE PAVEMENT MARKINGS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
670(10a)	TRAFFIC PAVEMENT MARKINGS	LUMP SUM			

Basis of Estimate

Item No.	Item	English
308(2)	CSS-1 ASPHALT FOR ASPHALT BASE COURSE	2.0 GAL/SY
308(3)	PORTLAND CEMENT	5.6 LBS/SY
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II CLASS B	116 LBS/SY IN-DEPTH
401(2)	ASPHALT CEMENT, GRADE PG 52-28	6% OF 401(1)

General Notes

1. HORIZONTAL AND VERTICAL CONTROL IS BASED ON THE EXISTING CENTERLINE AND EXISTING FINISHED SURFACE.
2. CENTERLINE AND GRADE ARE SUBJECT TO MINOR REVISIONS.
3. ALL WASTE SHALL BE HAULED TO AN APPROVED WASTE SITE.
4. SIGN LOCATIONS ARE SUBJECT TO MINOR REVISIONS.
5. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
6. ALL CONSTRUCTION SHALL BE WITHIN THE EXISTING RIGHT OF WAY.
7. THE LOCATIONS OF THE EXISTING TOPOGRAPHY, UTILITIES, BUILDINGS, ETC. AS SHOWN ON THESE PLANS ARE APPROXIMATE ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
8. CONTRACTOR SHALL REFERENCE THE CENTERLINE OF PAVED ROADWAY PRIOR TO ANY CONSTRUCTION ACTIVITIES. CENTERLINE OF ROADWAY SHALL BE ONE HALF THE DISTANCE BETWEEN THE EDGES OF PAVEMENT.
9. STATIONING SHOWN IN THESE PLANS IS FOR REFERENCE ONLY. THE CONTRACTOR WILL AS-BUILT THE ALIGNMENT IN ACCORDANCE WITH THE SPECIFICATIONS.

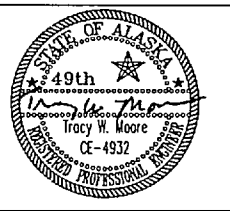
Haugen Drive Sign Summary

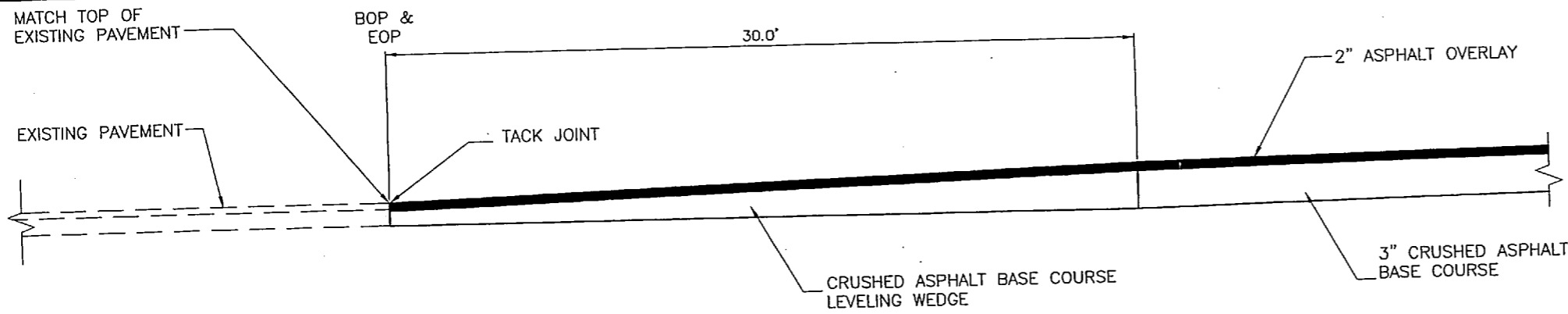
Quantity	Type	Legend	Size		Area/Sign (Sq. Ft.)	Total Area	Remarks
			Width	Height			
2	R2-1	35 MPH	30"	36"	7.5	15.0	
1	R2-1	25 MPH	30"	36"	7.5	7.5	
1	W1-2R	RIGHT TURN (SYMBOL)	36"	36"	9.0	9.0	
TOTAL						31.5	

Signing Notes for Haugen Drive:

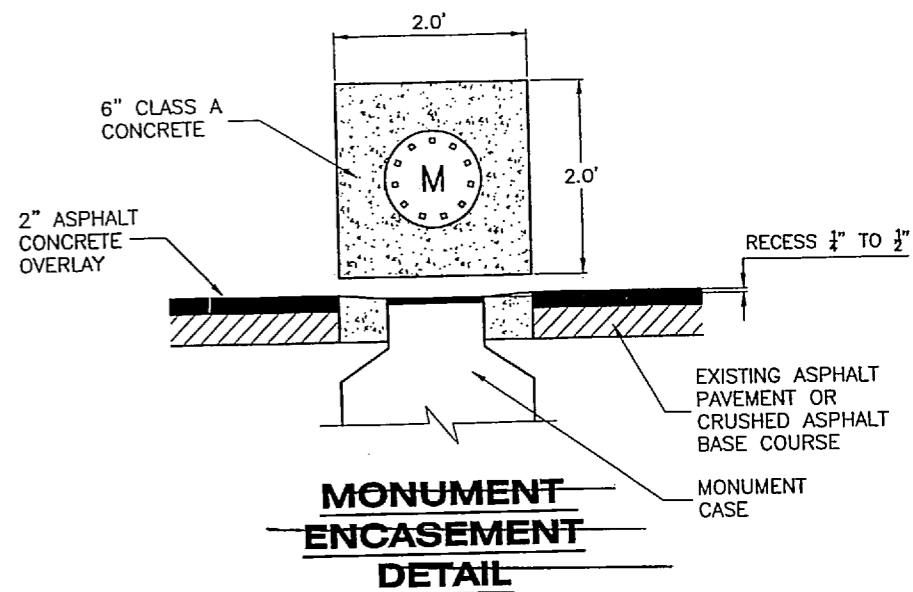
1. ALL SIGNS WITHIN THE PROJECT LIMITS ARE TO BE SALVAGED AND REPLACED AS DIRECTED.
2. ALL SALVAGED SIGNS SHALL BE DELIVERED TO THE ADOT/PF HIGHWAY MAINTENANCE YARD AT SCOW BAY.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE J. Bergan Date 9/15/04

DESIGNED BY: J. HOLLATZ 	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION SOUTHEAST REGION NON-NHS HIGHWAY SYSTEM REFURBISHMENT Petersburg-Wrangell Estimate of Quantities
CHECKED BY: T. MOORE DRAWN BY: R.S.	PROJECT DESIGNATION: STP-0003(97) YEAR: 2004 SHEET NO.: 3 TOTAL SHEETS: 7

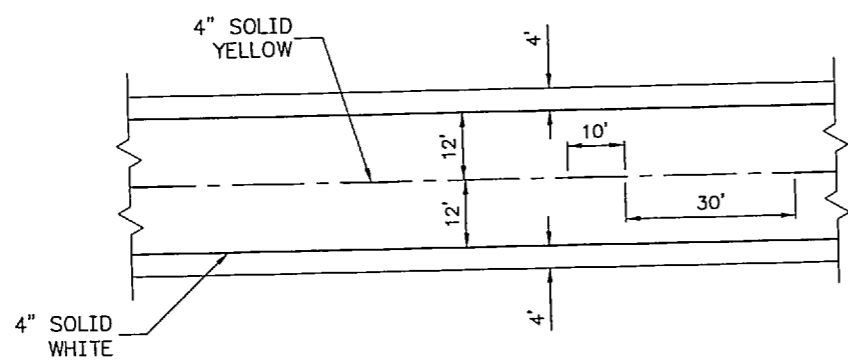


PAVEMENT MATCH JOINT SECTION DETAIL



MONUMENT ENCASEMENT DETAIL

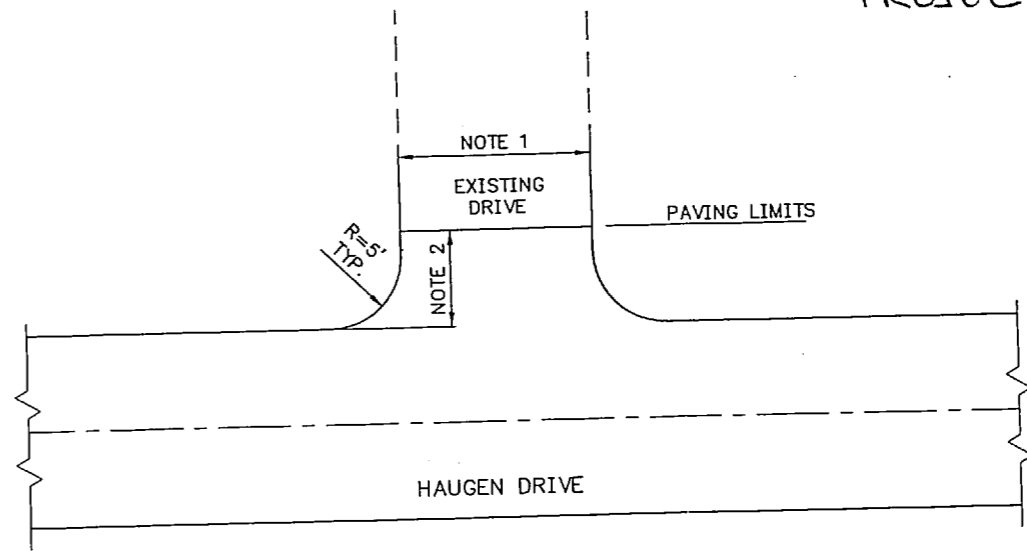
NO MONUMENT ON PROJECT SITE.



STRIPING PLAN

STRIPING NOTES

1. ALL PAVEMENT MARKINGS SHALL BE METHYL METHACRYLATE. *TRAFFIC PAVEMENT MARKINGS*
2. MARKINGS AS SHOWN IN THE PLAN ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE DETERMINED AFTER GRADE IS COMPLETE. THE CONTRACTOR IS RESPONSIBLE FOR ALL ALIGNMENT LAYOUT. THE ENGINEER WILL DETERMINE THE BEGINNING AND ENDING OF THE NO PASSING ZONES. (SEE TYPICAL STRIPING PLANS).
3. CONTRACTOR SHALL REFERENCE THE LOCATION OF EXISTING NO PASSING ZONES PRIOR TO GRINDING AND RELOCATE THE BEGINNINGS AND ENDS OF NO PASSING ZONES AFTER PAVING IS COMPLETE.

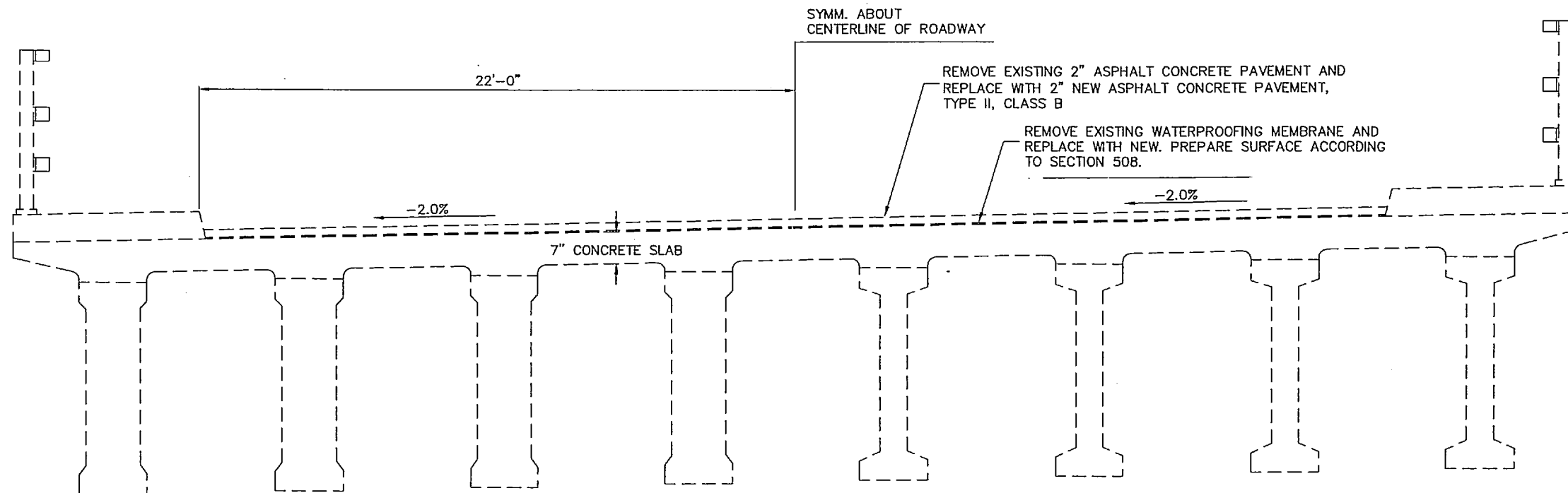


1. EXISTING DRIVEWAY WIDTH.
2. 8 FT. OR TO THE ROW, WHICHEVER IS LESS.

APPROACH DETAILS

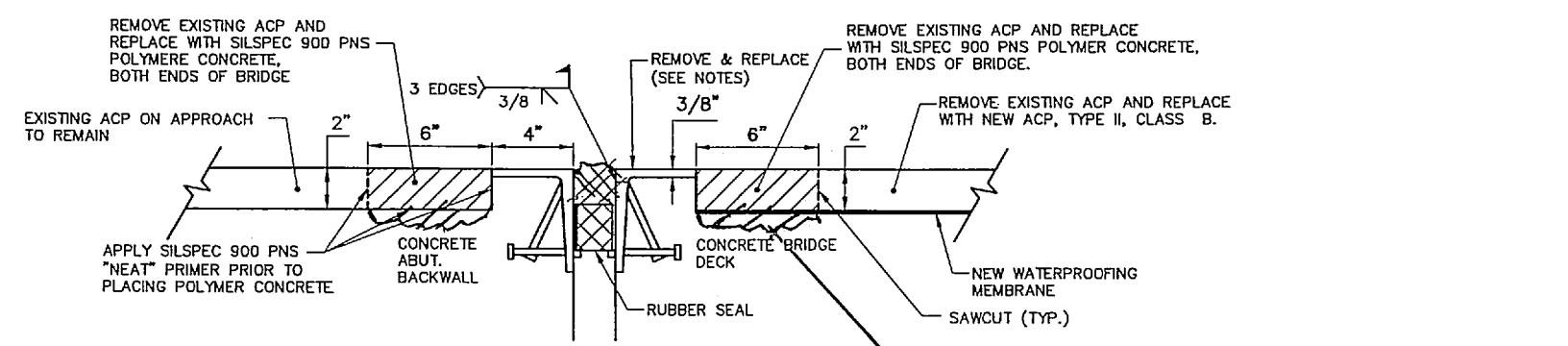
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *J. Bergen* Date *9/15/04*

DESIGNED BY: J. HOLLATZ	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION SOUTHEAST REGION NON-NHS HIGHWAY SYSTEM REFURBISHMENT			
	Haugen Dr. Striping & Miscellaneous Details			
	CHECKED BY: T. MOORE DRAWN BY: R.S.	PROJECT DESIGNATION STP-0003(97) 68608	YEAR 2004	SHEET NO. 4 TOTAL SHEETS 7
PATH: Q:\SEA\68608\Planset\Psg-HaugenDr.dwg PLOT: PSPACE 1=1(F) OR MSPACE 1=?(F)				



**HAMMER SLOUGH BRIDGE SECTION
PETERSBURG - HAUGEN DRIVE**

NOTE:
AREA OF BRIDGE DECK = 389 SQ. YDS.

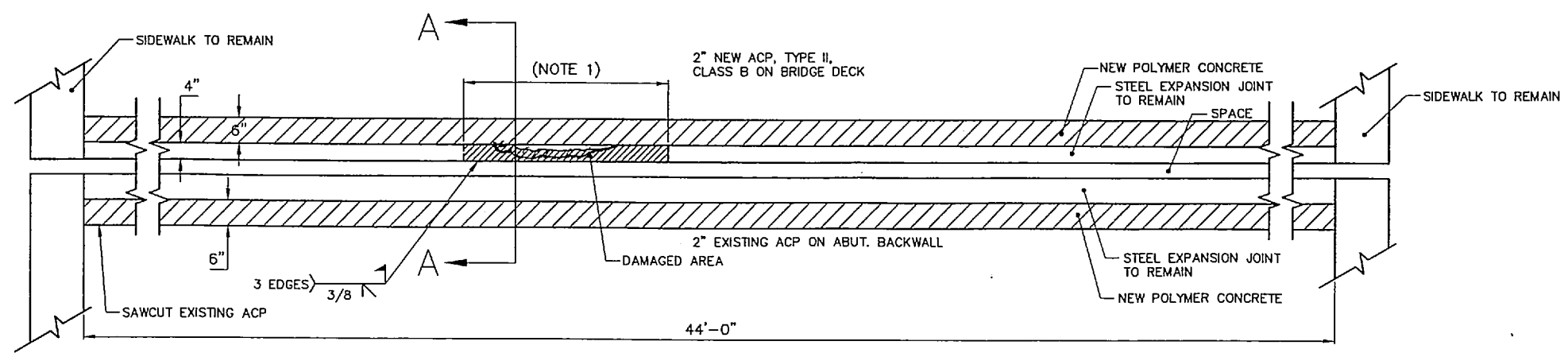


**SECTION A-A
EXPANSION JOINT DETAIL**


Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *Tracy W. Moore* Date *9/15/04*

EXPANSION JOINT NOTES:

1. REMOVE DAMAGED TOP SECTIONS OF EXPANSION JOINT AS DIRECTED BY THE ENGINEER. REPLACE WITH 3/8" A36 STEEL PLATE.
2. THE CONCRETE SURFACE BENEATH THE DAMAGED SECTION SHALL BE SUBJECT TO APPROVAL FROM THE ENGINEER PRIOR TO INSTALLING THE NEW EXPANSION JOINT SECTION.
3. CLEAN AND COLD GALVANIZE ANY EXPOSED AREAS OF NEW SECTION(S) AND ANY EXISTING GALVANIZING DAMAGED FROM HEAT DURING WELDING
4. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE PROTECTION OF EXISTING EXPANSION JOINT COMPONENTS NOT DESIGNATED FOR REMOVAL.
5. WHENEVER A SPECIFIC PRODUCT IS SPECIFIED, IT IS IMPLIED THAT AN " OR EQUAL" PRODUCT MAY BE SUBSTITUTED.

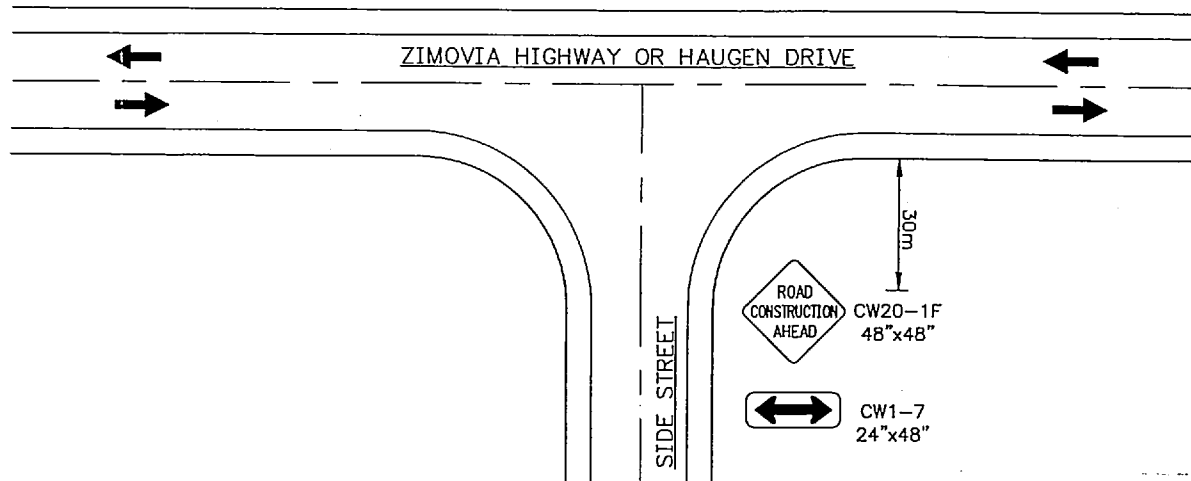


EXPANSION JOINT DETAIL

DESIGNED BY: J. HOLLATZ  CHECKED BY: T. MOORE DRAWN BY: J.H./R.S.	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION SOUTHEAST REGION NON-NHS HIGHWAY SYSTEM REFURBISHMENT PSG-Hammer Slough Bridge Section & Expansion Joint Detail			
	PATH: Q:\SEA\68608\PlanSet\Psg-HaugenDr.dwg PLOT: PSPACE 1=1(F) OR MSPACE 1=?(F)	PROJECT DESIGNATION STP-0003(97) 68608	YEAR 2004	SHEET NO. 5

TRAFFIC CONTROL NOTES

1. 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.
2. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS.
3. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
4. TRAFFIC LANES SHALL BE A MINIMUM OF 10 FEET WIDE.
5. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
6. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.09 OF THE SPECIFICATIONS.
7. CHANNELIZATION DEVICES WILL BE LIGHTED IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL IF USED AT NIGHT.
8. THE CONTRACTOR WILL ATTEMPT TO RESTORE ACCESS TO BUSINESSES AS SOON AS POSSIBLE AND NO LATER THAN THE END OF THAT DAYS WORK SHIFT.
9. THE CONTRACTOR SHALL GIVE 24 HOURS ADVANCE NOTICE BEFORE WORKING ON DRIVEWAYS.
10. 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.
11. IF VEHICLE STOP TIME EXCEEDS FIVE MINUTES, THE CONTRACTOR SHALL SHORTEN HIS WORK ZONE OR RESCHEDULE HIS WORK TO A LESS BUSY HOUR.
12. FLAGGERS SHALL BE IN RADIO CONTACT WITH ONE ANOTHER.
13. THE CONTRACTOR SHALL PATCH ALL BASE RECONSTRUCTION AREAS WITH CRUSHED ASPHALT GRINDINGS IMMEDIATELY AFTER FINISHING WORK IN THESE AREAS. THE CRUSHED ASPHALT GRINDINGS IN THESE AREAS SHALL BE MAINTAINED UNTIL THE PAVEMENT IS RECYCLED AND MIXED WITH EMULSION.
14. WHEREVER A BUSINESS OR A GROUP OF BUSINESSES HAVE MULTIPLE APPROACHES, ONE APPROACH WILL BE LEFT OPEN UNTIL WORK IS COMPLETED.
15. ACCESS TO HOMES AND BUSINESSES WILL BE KEPT OPEN AT ALL TIMES. WORK ON ACCESS TO ANY HOME OR BUSINESS THAT HAS ONLY ONE ACCESS, WILL BE DONE WITH HALF WIDTH CONSTRUCTION, AND BE CONTROLLED BY A FLAGGER.

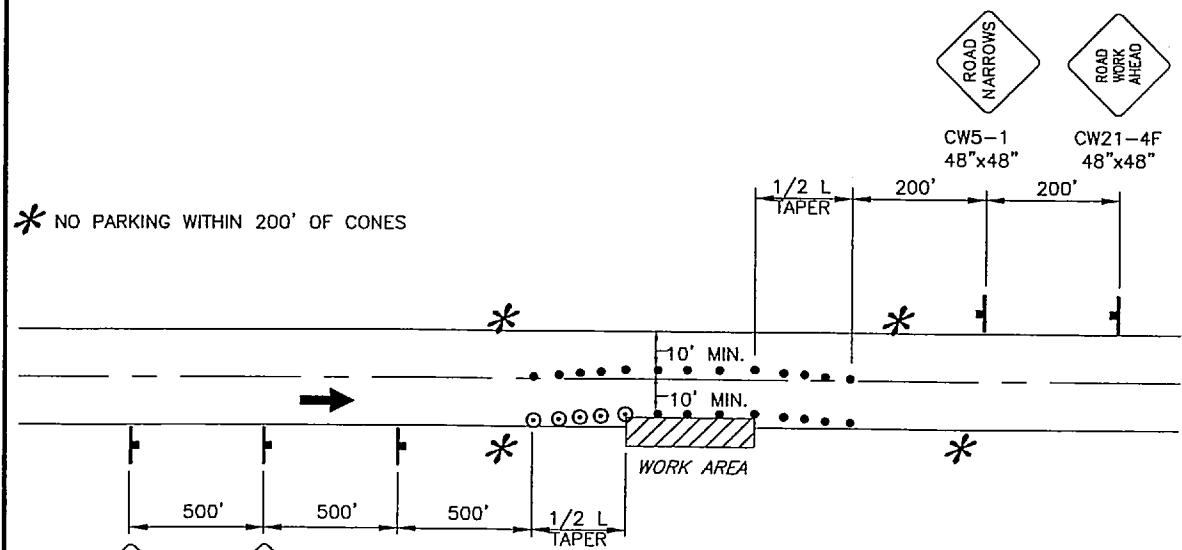


Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE Tracy W. Moore Date 9/15/06

A.S. PLANNED

PERMANENT CONSTRUCTION SIGNING FOR SIDE STREETS



ROADWAY ENCROACHMENT

NOTE: IF ONLY ONE LANE IS EFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.

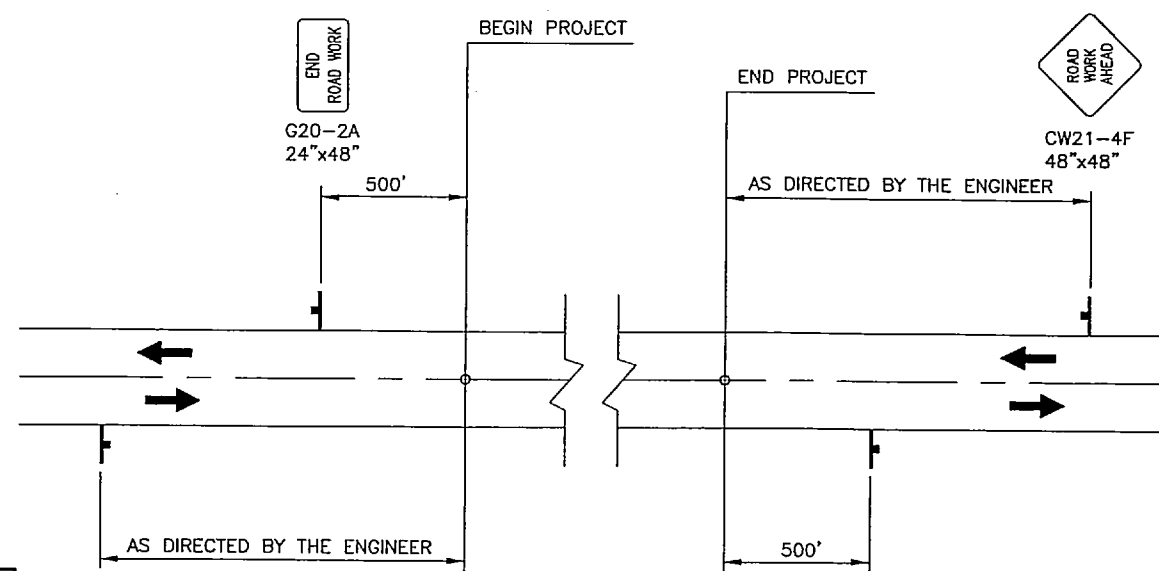
LEGEND

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

WHERE

L = LENGTH OF TAPER
W = WIDTH OF OFFSET
T = TAPER RATE
L = W x T

TCP TABLE SETUP			
SPEED (MILES PER HOUR)	BUFFER/LENGTH (FT)	CONE/DRUM SPACING (FT)	TAPER FACTOR (1)
20	35	20	7:1
25	55	25	10:1
30	85	30	15:1
35	120	35	20:1
40	170	40	27:1
45	220	45	45:1
50	280	50	50:1
55	335	55	55:1
60	415	60	60:1
65	485	65	65:1



PERMANENT CONSTRUCTION SIGNING

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

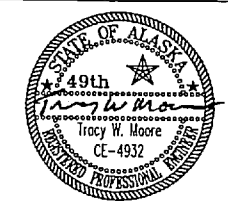
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TAB: TCP1

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

SOUTHEAST REGION
NON-NHS HIGHWAY SYSTEM
REFURBISHMENT

Traffic Control Plan

DESIGNED BY: J. HOLLATZ



CHECKED BY: T. MOORE
DRAWN BY: R.S.

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

SOUTHEAST REGION
NON-NHS HIGHWAY SYSTEM
REFURBISHMENT

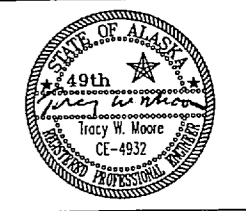
Traffic Control Plan	
PROJECT DESIGNATION NUMBER	
STP-0003(97)-68608	
STATE	YEAR
ALASKA	2004
SHEET NUMBER	TOTAL SHEETS
6	7

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

SOUTHEAST REGION
NON-NHS HIGHWAY SYSTEM
REFURBISHMENT

Traffic Control Plan

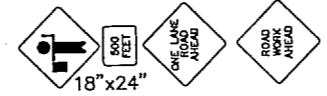
DESIGNED BY: J. HOLLATZ



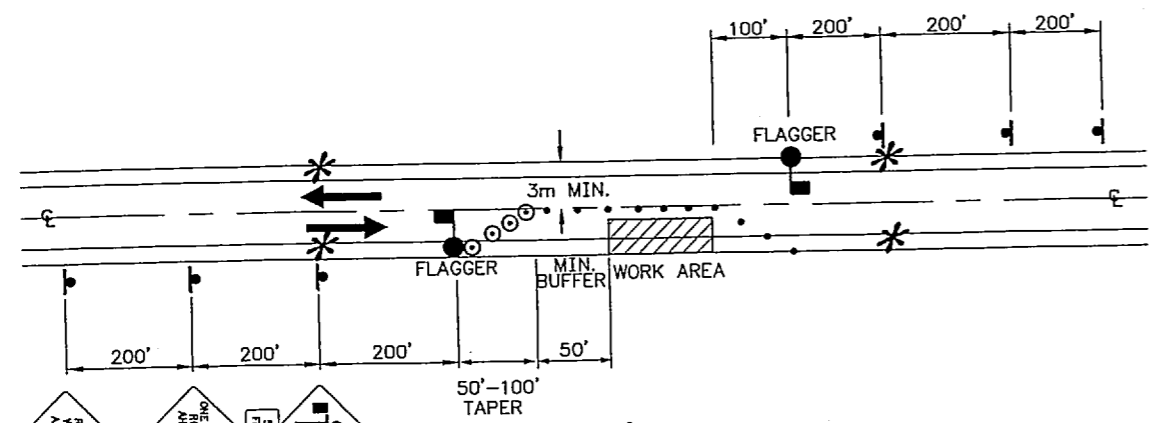
CHECKED BY: T. MOORE
 DRAWN BY: R.S.

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 STATEWIDE DESIGN & ENGINEERING
 SERVICES DIVISION
 SOUTHEAST REGION
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Traffic Control Plan	
PROJECT DESIGNATION NUMBER	
STP-0003(97)-68608	
STATE	YEAR
ALASKA	2004
SHEET NUMBER	TOTAL SHEETS
7	7



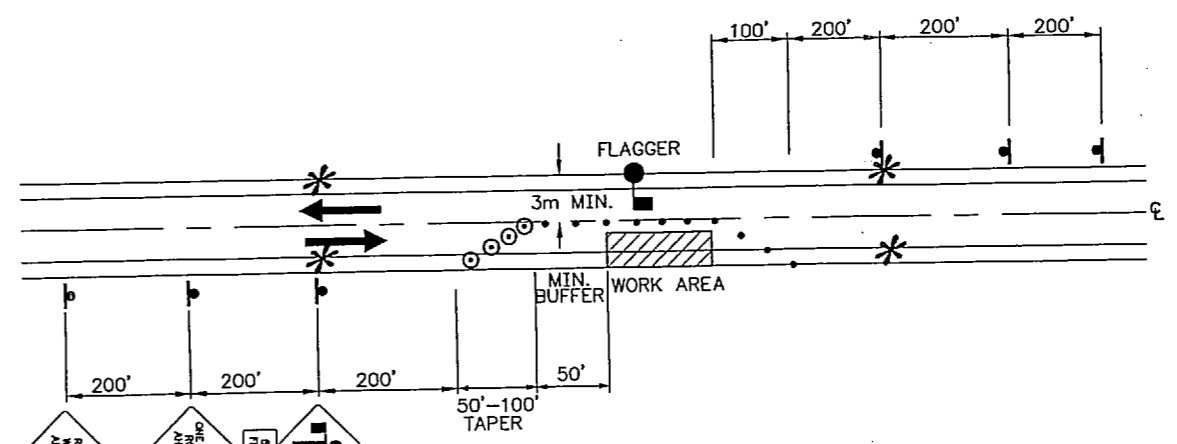
CW20-7a 18"x24"
 48"x48" CW20-4F 48"x48" CW21-4F 48"x48"



**TWO LANE ROAD - SINGLE LANE CLOSURE
 DOUBLE FLAGGER**

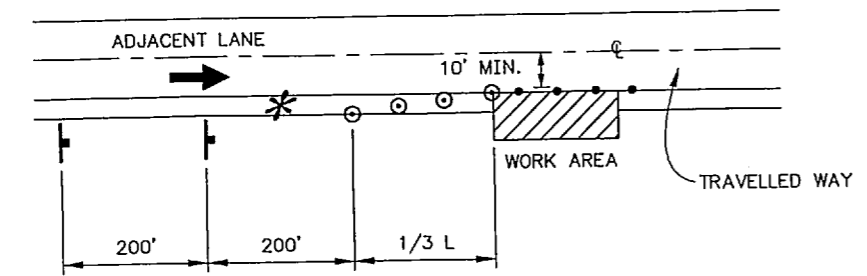


CW20-7a 18"x24"
 48"x48" CW20-4F 48"x48" CW21-4F 48"x48"



**TWO LANE ROAD - SINGLE LANE CLOSURE
 SINGLE FLAGGER**

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *Tracy Moore* Date 9/15/04



CW21-5 48"x48" CW5-1 48"x48"

SHOULDER WORK

LEGEND

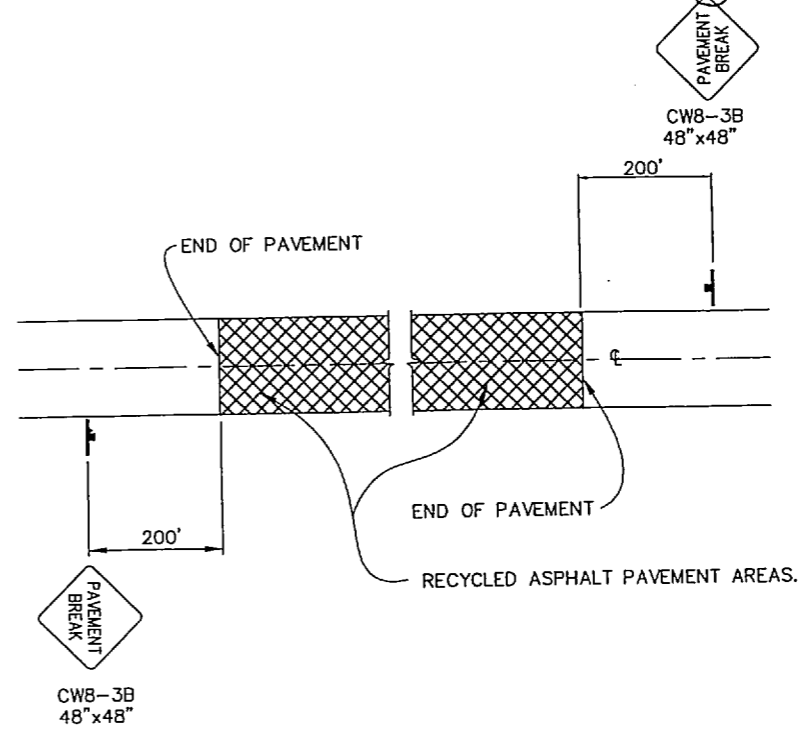
- SIGN
- CONE
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- ||||| TYPE III BARRICADE
- FLAGGING STATION

WHERE

L = LENGTH OF TAPER
 W = WIDTH OF OFFSET
 T = TAPER RATE
 L = W x T

TCP TABLE SETUP

SPEED (MILES PER HOUR)	BUFFER/LENGTH (FT)	CONE/DRUM SPACING (FT)	TAPER FACTOR (T)
20	35	20	7:1
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40	170	40	27:1
45	220	45	45:1
50	280	50	50:1
55	335	55	55:1
60	415	60	60:1
65	485	65	65:1



SIGNING FOR SPECIAL AREAS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS