STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	A-84301	1	13

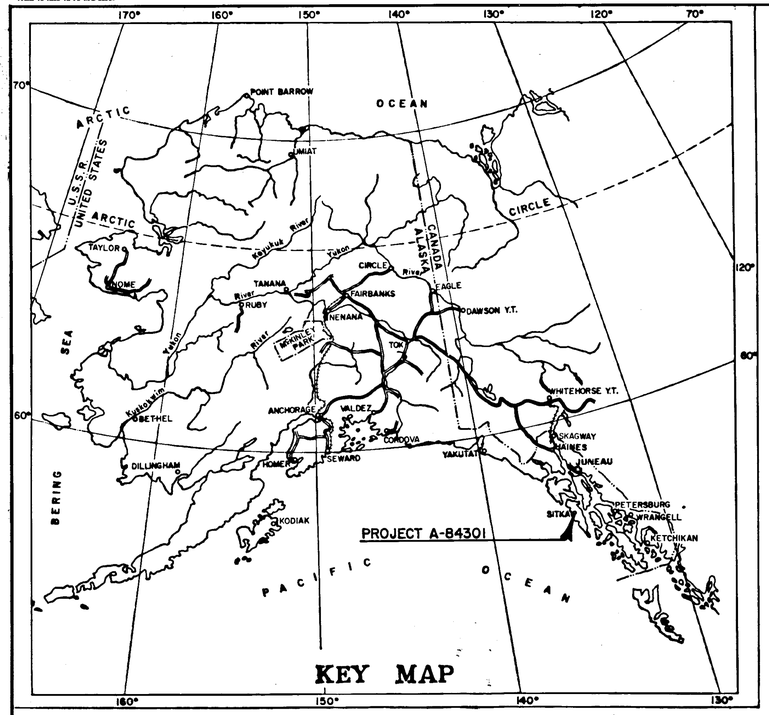
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

SITKA IMPROVEMENTS 1983
A-84301

SITKA AIRPORT PARKING RECONSTRUCTION AND PAVING

AIRPORT ACCESS, JAPONSKI BRIDGE, LAKE STREET AND SAWMILL CREEK BLVD. PAVEMENT OVERLAY



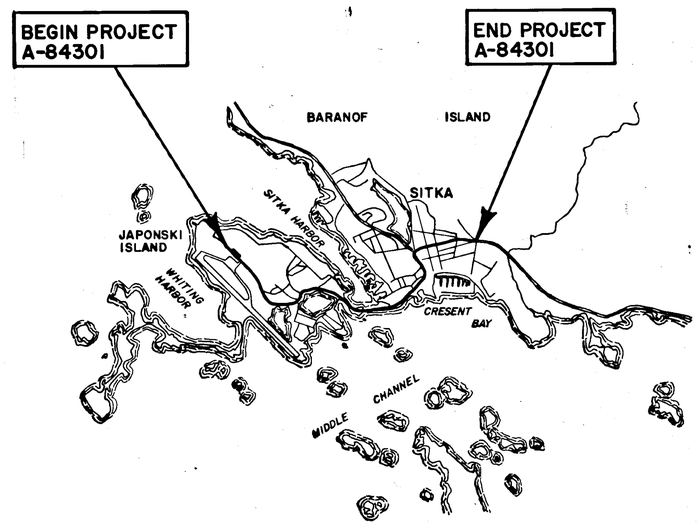
SHEET NO.	INDEX OF SHEETS
1	TITLE SHEET
2	TYPICAL SECTION
3	ESTIMATE OF QUANTITIES, SUMMARY TABLES AND MISCELLANEOUS DETAILS
4	PAVEMENT OVERLAY PLAN
5-10	AIRPORT PARKING AND ACCESS IMPROVEMENTS
11-13	CROSS SECTIONS

THE FOLLOWING STANDARD DRAWINGS SHALL APPLY TO THIS PROJECT: A-1, C-00.00, C-10.01, C-11.01, D-01.00, D-04.01, D-05.01, I-20.00, L-23.00 S-00.00, S-05.00, S-30.00, T-20.00, T-21.00, T-22.00 L-30.00

"As Built"
Project Engineer: Allen H. Risley
Notice To Proceed: Aug. 9, 1983
Completion Date: June 25, 1984
Contractor: Associated Sand & Gravel Inc.

PROJECT SUMMARY

WIDTH OF PAVEMENT		=26',30',40',41'
LENGTH OF OVERLAY	=10,526'	=1.994 MI.
LENGTH OF ASPHALT GRINDING	=1255'	=0.238 MI.
LENGTH OF PROJECT	=11,878	=2.250 MI.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Walter K Williams Date 6/2/83
SOUTHEASTERN REGION DESIGN/CONST. ENGINEER

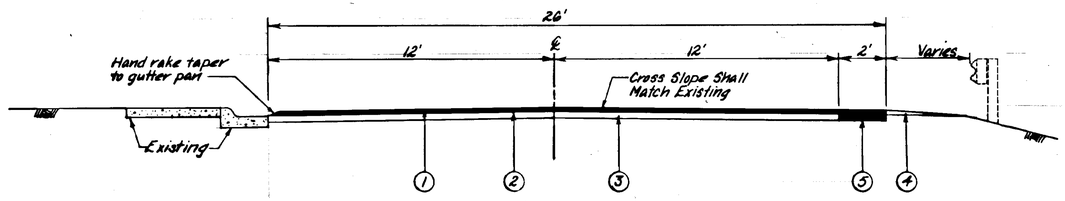
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Charles E. Pickard Date 6-2-83
DIRECTOR, HIGHWAY DESIGN/CONSTRUCTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-84301	1983	2	13

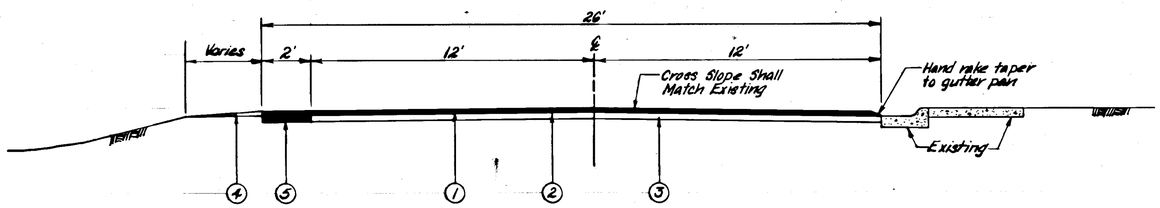
TYPICAL SECTIONS OF IMPROVEMENT

SEE SHEETS 5 THRU 13 FOR AIRPORT PARKING AND ACCESS



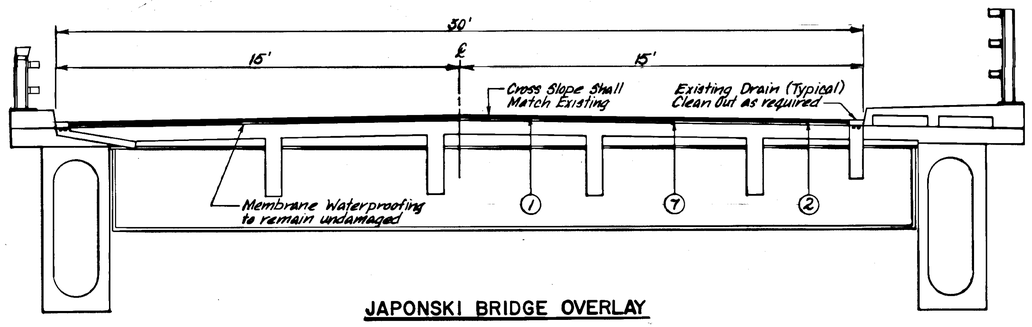
AIRPORT ACCESS OVERLAY

AIRPORT PARKING LOT TO KRUZOFF DRIVE
&
TONGASS DR. TO JAPONSKI BRIDGE

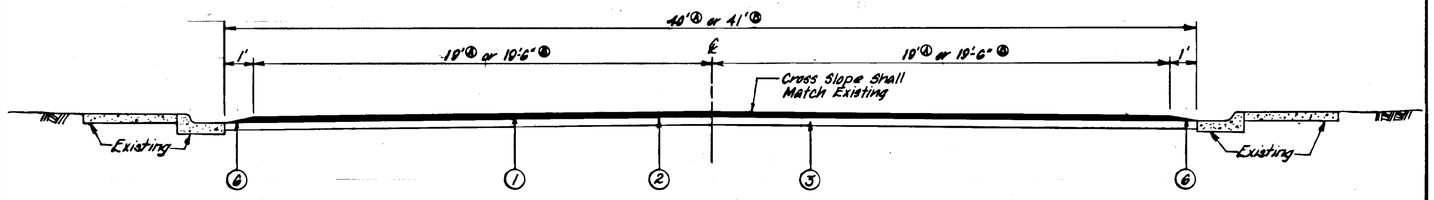


AIRPORT ACCESS OVERLAY

KRUZOFF DR. TO TONGASS DR.



JAPONSKI BRIDGE OVERLAY



Ⓑ LAKE STREET OVERLAY
&
Ⓐ SAWMILL CREEK BLVD. OVERLAY

GENERAL NOTES

1. Construction Signing will be incidental to Item 115(1), Traffic Maintenance.
2. All work involved in excavation for 2' shoulder widening and pulling excavated material back to the new shoulder will be incidental to Item 401(1A), Asphalt Concrete, Type III.
3. Hand racking asphalt taper to gutter pan shall be considered incidental to Item 401(1A)
4. Cleaning of existing drains on the Japonski Bridge shall be considered incidental to other items of work.
5. Where shoulder widening is called for, the contractor has the option of widening the shoulder with either Type II or Type III Asphalt Concrete, however payment shall be under item 401(1A), Asphalt Concrete, Type III. The 3" of shoulder widening asphalt shall be placed, compacted, and accepted prior to the overlay being placed full width.
6. Manholes, valve boxes, and monument cases shall be adjusted to ¼" below the surface of the overlay mat.
7. The contractor shall document the location of all manholes, valve boxes, and monument cases prior to placing the overlay, so that they may be located and raised. Documenting their locations shall be considered incidental to Item 114(1), Construction Surveying by the Contractor.

LABELING INDEX	
1	¾" Asphalt Concrete, Type III, Overlay
2	CSS-1 Asphalt for Tack Coat
3	Existing Asphalt Pavement
4	Excavation from Shoulder Widening.
5	3" Additional Asphalt Concrete, Type III for Shoulder Widening See Note 5 Above.
6	1' Wide Taper to Match Gutter
7	1½" Existing Asphalt Pavement – ¾" Existing Pavement to be removed by Cold Planning

STATE OF ALASKA
Tracy W. Moore
CE #4932
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-84301	1983	3	13

SUMMARY TABLES & MISCELLANEOUS DETAILS

ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM	UNIT	AIRPORT PARKING LOT RECONSTRUCTION AND PAVING	JAPONSKI BRIDGE, AIRPORT ACCESS, LAKE ST., SAWMILL CK. BLVD. OVERLAY	GRAND TOTAL
110(1)	Mobilization	L.S.	All Required	All Required	All Required
113(1)	Flagging	Man Hr.	~~100~~	~~400~~	~~500~~ 316
114(1)	Construction Surveying by the Contractor	L.S.	All Required	All Required	All Required
115(1)	Traffic Maintenance	L.S.	All Required	All Required	All Required
116(1)	Furnishing and Maintaining Field Office	L.S.	All Required	All Required	All Required
116(2)	Furnishing and Maintaining Field Laboratory	L.S.	All Required	All Required	All Required
116(6)	Furnishing and Maintaining Engineer's Transportation	L.S.	—	All Required	All Required
201(2B)	Clearing and Grubbing	L.S.	All Required	—	All Required
203(3)	Unclassified Excavation	C.Y.	~~15,611~~ 20,955	—	~~15611~~ 20,955
203(8)	Embankment	C.Y.	~~14,740~~ 14568	—	~~14,740~~ 14,568
301(1)	Crushed Aggregate Base Course, D-1	Ton	~~1875~~ 2238	—	~~1875~~ 2238
304(1)	Subbase, Grading "A"	Ton	~~5105~~ 5324	—	~~5105~~ 5324
401(1)	Asphalt Concrete, Type II	Ton	~~1049~~ 1587	—	~~1049~~ 1587
401(1A)	Asphalt Concrete, Type III	Ton	—	~~2336~~ 2331	~~2336~~ 2331
401(2)	Asphalt Cement, AC-5	Ton	~~63~~	~~187~~	~~250~~ 232
402(2)	CSS-1 Asphalt for Tack Coat	L.S.	—	All Required	All Required
403(2)	MC-30 Liquid Asphalt for Prime Coat	Ton	~~5.0~~ 9.83	—	~~5.0~~ 9.83
406(1)	Asphalt Grinding	S.Y.	—	~~4184~~ 4250	~~4184~~ 4250
406(2)	Asphalt Grinding for Butt Joints	L.F.	—	~~550~~ 730	~~550~~ 730
603(22)	24-Inch Pipe	L.F.	~~166~~ 228	—	~~166~~ 228
604(4)	Adjust Existing Manholes	Each	—	~~21~~ 22	~~21~~ 22
608(1)	Concrete Sidewalk, 4" Depth	S.Y.	~~143~~ 131	—	~~143~~ 131
609(1)	Concrete Curb	L.F.	~~660~~ 702	—	~~660~~ 702
614(4)	Adjust Existing Monument Cases	Each	—	~~45~~ 36	~~45~~ 36
615(1)	Standard Signs	S.F.	50.25	—	50.25
618(2)	Seeding	M.S.F.	~~29~~ 41.4	—	~~29~~ 41.4
620(1)	Topsoil	M.S.F.	~~20~~ 21.1	—	~~20~~ 21.1
628(11)	Adjustment of Valve Box	Each	0	~~16~~ 21	~~16~~ 21
660(9)	Relocate Utilities	L.S.	All Required	—	All Required
670(1)	Painted Traffic Markings	L.S.	All Required	All Required	All Required

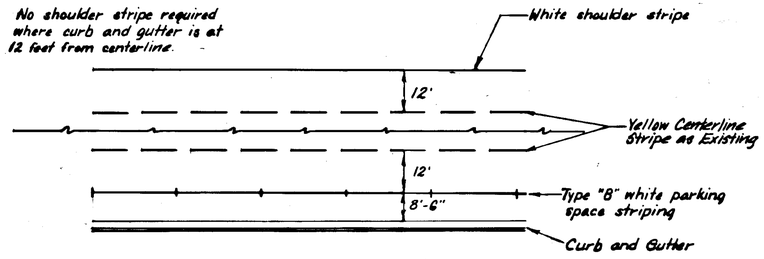
SUPPLEMENTAL "A" - ADDITIONAL PARKING

ITEM NUMBER	ITEM	UNIT	AIRPORT PARKING LOT RECONSTRUCTION AND PAVING		GRAND TOTAL
110(1A)	Mobilization	L.S.	All Required		All Required
114(1A)	Construction Surveying by the Contractor	L.S.	All Required		All Required
201(2BA)	Clearing and Grubbing	L.S.	All Required		All Required
203(3A)	Unclassified Excavation	C.Y.	~~3789~~ 3683		~~3789~~ 3683
203(8A)	Embankment	C.Y.	~~100~~ 213		~~100~~ 213
301(1A)	Crushed Aggregate Base Course, D-1	Ton	280		280
304(1A)	Subbase, Grading "A"	Ton	845		845
401(1AA)	Asphalt Concrete, Type II	Ton	161		161
401(2A)	Asphalt Cement, AC-5	Ton	9		9
403(2A)	MC-30 Liquid Asphalt for Prime Coat	Ton	0.5		0.5
670(1A)	Painted Traffic Markings	L.S.	All Required		All Required

SUPPLEMENTAL "B" - PARKING ILLUMINATION

ITEM NUMBER	ITEM	UNIT	AIRPORT PARKING LOT RECONSTRUCTION AND PAVING		GRAND TOTAL
660(3)	Highway Lighting System Complete	L.S.	All Required		All Required

TYPICAL STRIPING PLAN

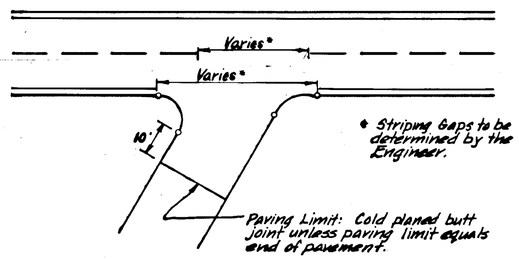


STRIPING NOTES

1. Striping dimensions shall be as per Standard Drawings T-20.00 & T-21.00.
2. Type "B" parking space striping shall be placed on both sides at 12 feet from centerline on the Lake Street Overlay and on the Sawmill Creek Boulevard Overlay.
3. A white 4" shoulder stripe shall be placed at 12' feet from centerline on the shoulder opposite the curb only on the Airport Access Overlay and on both sides on the Japonski Bridge Overlay.
4. Gaps in centerline striping and shoulder striping at intersections to be determined by the Engineer. See Intersection and Approach Road Detail.
5. The Contractor shall verify the existing centerline striping and shall use the same centerline striping configuration on the finished overlay.
6. The estimated roadway striping quantities are as follows:
   4" Solid Yellow Centerline = 19,000 L.F.
   4" Solid White Shoulder or Parking Stripe = 14,000 L.F.

Supplemental Agreement No.2, added 58' x 140' of runway repair to the project. This consisted of grinding for "but joints" and raising to original grade, a section of sunken pavement.

INTERSECTION & APPROACH ROAD DETAIL



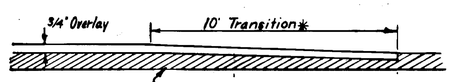
NOTES

1. Paving limits on intersection and approach roads shall be 10 feet beyond the outermost radius point or the limit of the existing pavement, whichever is less, unless directed otherwise by the Engineer.
2. Intersections and approach roads shall be overlayed to the width they now exist.
3. Where approach roads are paved beyond the paving limit for this project, the overlay transition and butt joint shall be as shown in the Butt Joint Detail.

BASIS OF ESTIMATE

ITEM NUMBER	ESTIMATING FACTOR
301(1)† (1A)	1.96 Tons / Cu. Yd.
304(1)† (1A)	1.90 Tons / Cu. Yd.
401(1), (1A)	† (1AA) - [114 lbs. / S.Y. / Inch Depth
401(2)† (2A)	6% of Item 401(1)† 401(1AA), 8% of Item 401(1A)
402(2)	0.04 Gal. / S.Y. (Residual), 240 Gal. / Ton.
403(2)† (2A)	0.25 Gal. / S.Y., 256 Gal. / Ton

BUTT JOINT DETAIL

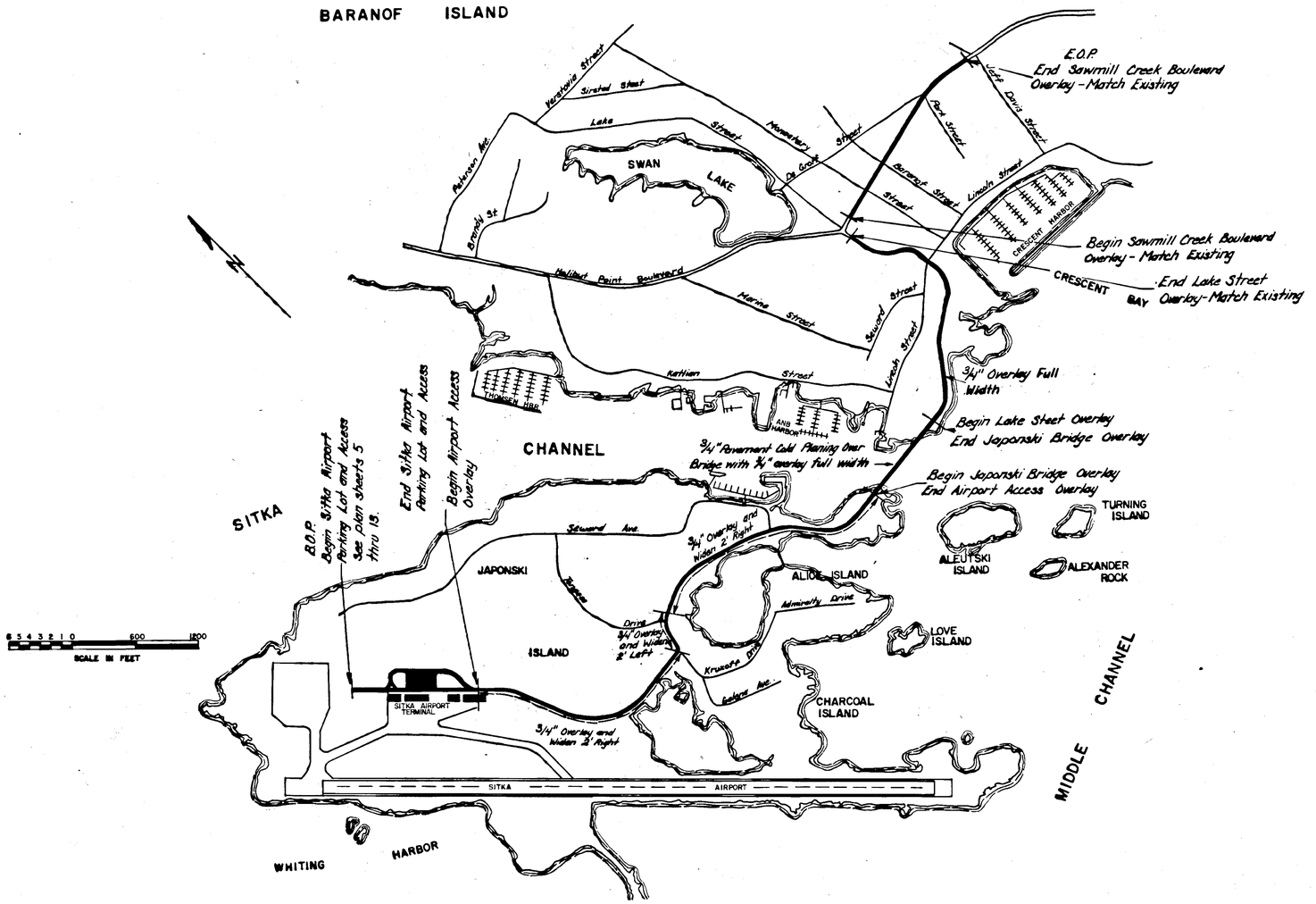


* Cold plane existing asphalt to create a 3/4" butt joint. Taper cold planing from 0" to 3/4" depth in 10'.

STATE OF ALASKA
49TH
Tracy W. Moore
CE #4932
REGISTERED PROFESSIONAL ENGINEER

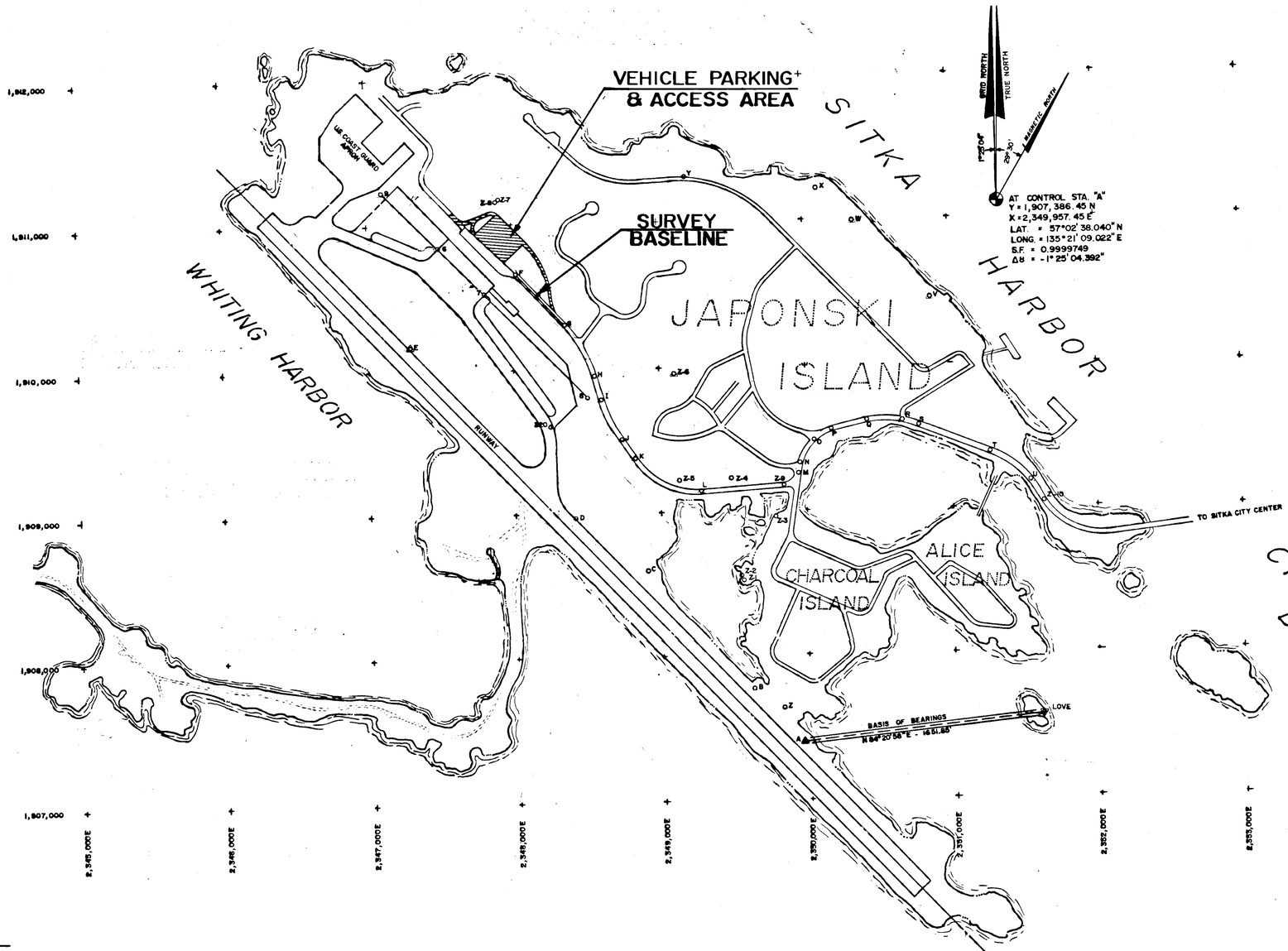
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-84301	1983	4	13

PAVEMENT OVERLAY PLAN



STATE OF ALASKA
49TH
Tracy W. Moore
CE #4582
REGISTERED PROFESSIONAL ENGINEER

SITKA AIRPORT PARKING AND ACCESS IMPROVEMENTS



SUMMARY TABLE OF SURVEY MONUMENTATION CONTROL

FLAG NO.	ALASKA STATE PLANE COORDINATES NORTHERLY (Y)	ALASKA STATE PLANE COORDINATES EASTERLY (X)	ELEVATION MLLW=0.00 DATUM	DISCRIPTION STATION TYPE & NAME
A	1,907,386.450	2,349,957.450	21.98	C. OF E./ANA. B.C.
B	1,907,765.121	2,349,615.825	21.34	"X" ON CATWALK
C	1,908,603.311	2,348,907.922	15.02	SEC MON.
D	1,908,964.010	2,348,412.639	22.77	SECONDARY MONUMENT
E	1,910,164.985	2,347,291.080	22.89	SECONDARY MONUMENT
F	1,910,661.569	2,348,025.609	35.89	HWY. C.L. MON.
G	1,910,302.743	2,348,359.252	37.52	HWY. C.L. MON.
H	1,909,961.601	2,348,556.251		HWY. C.L. MON.
I	1,909,796.622	2,348,606.652		HWY. C.L. MON.
J	1,909,497.577	2,348,745.918	17.71	HWY. C.L. MON.
K	1,909,369.009	2,348,828.528		HWY. C.L. MON.
L	1,909,151.106	2,349,265.057	16.53	HWY. C.L. MON.
M	1,909,290.071	2,349,922.224		HWY. C.L. MON.
N	1,909,337.438	2,349,930.155		HWY. C.L. MON.
O	1,909,504.925	2,350,022.918	30.73	HWY. C.L. INTERS. MON.
P	1,909,568.155	2,350,142.930		HWY. C.L. MON.
Q	1,909,625.984	2,350,373.268		HWY. C.L. MON.
R	1,909,633.461	2,350,618.634	18.98	HWY. C.L. INTERS. MON.
S	1,909,606.020	2,350,716.115		HWY. C.L. MON.
T	1,909,398.267	2,351,263.886	17.22	HWY. C.L. MON.
U	1,909,180.302	2,351,537.419	19.42	HWY. C.L. MON.
V	1,910,462.720	2,350,874.449	15.10	BIA B.C. RM 2
W	1,910,992.221	2,350,334.523	15.32	BIA B.C. RM 3
X	1,911,215.247	2,350,094.296	15.35	BIA B.C. RM 4
Y	1,911,306.812	2,349,198.820	29.11	BIA B.C. RM 5
Z	1,907,626.171	2,349,820.687		MC P 125
Z-1	1,908,515.591	2,349,552.870		WCMC P 109
Z-2	1,908,533.362	2,349,517.753		WCMC P 110
Z-3	1,908,963.312	2,349,780.343		WCMC P 111
Z-4	1,909,224.014	2,349,481.645		WCMP P 116
Z-5	1,909,220.936	2,349,129.709		MC P 118
Z-6	1,909,959.139	2,349,101.082		WCMC P 122
Z-7	1,911,175.270	2,347,918.711		WM P 125
Z-8	1,911,162.117	2,347,902.577		WCMC P 125
Z-9	1,909,191.554	2,349,814.115		HWY. C.L. MON.
Z-10	1,909,048.521	2,351,625.308		HWY. C.L. MON.
6	1,910,843.941	2,347,494.867	35.65	P.K. NAIL W/BRASS WASHER
7	1,910,523.284	2,347,806.275	35.87	P.K. NAIL W/BRASS WASHER
8	1,909,800.142	2,348,508.561	27.83	2" AL. MONUMENT
9	1,911,230.703	2,347,119.261	28.56	2" AL. MONUMENT
320	1,909,615.757	2,348,250.183	24.21	B.C. MONUMENT P.I. TAXIWAY

LEGEND

- HIGHWAYS CENTERLINE MONUMENT RECOVERED THIS SURVEY
- RIGHT-OF-WAY MONUMENT RECOVERED THIS SURVEY
- PRIMARY MONUMENT BY OTHERS RECOVERED THIS SURVEY
- NO MONUMENT SET OR RECOVERED THIS SURVEY
- R & M SECONDARY MONUMENT SET THIS SURVEY
- LIGHT POLE
- CATCH BASIN
- MANHOLE, SEWER LINE
- FIRE HYDRANT
- WATER VALVE & WATER LINE
- TEST HOLE
- CONTOUR LINE
- ELECTRICAL BOX
- TAXIWAY LIGHT
- BOUNDARY / PROPERTY LINE
- EDGE OF GRAVEL &/OR SHOULDER
- POWER POLE
- BURIED ELECTRIC CABLE
- SURFACE PLACED FIRE ALARM CABLE
- CHAIN LINK FENCE
- TRIANGULATION STATION

GENERAL SURVEY NOTES

1. THE BASIS-OF-BEARING FOR GROUND CONTROL SURVEYS WAS THE ALASKA STATE PLANE COORDINATE SYSTEM, ZONE 1, ALASKA, AS ESTABLISHED BY THE U.S. COAST AND GEODETIC SURVEY AND THE U.S. ARMY, CORPS OF ENGINEERS, ALASKA DISTRICT. SPECIFIC SURVEY STATIONS UTILIZED FOR BASIS-OF-BEARING WERE STATION "LOVE" (N=Y=1907549.10 AND E=X=2351601.27) AND STATION "A" (N=Y=1907386.45 AND E=X=2349957.45). THE ACCEPTED ALASKA STATE GRID BEARING BETWEEN SAID RECOVERED MONUMENTS WAS ACCEPTED AS N 84°20'58" W.

   TRAVERSES WERE CONDUCTED THROUGH ALL MONUMENTATION REFLECTED. THE TRAVERSE WAS CLOSED TO INDEPENDENT U.S.C. & G.S. TRIANGULATION STATION "GRIFF" (N=Y=1912591.78 AND E=X=2350753.10) AND U.S.C. & G.S. TRIANGULATION STATION "BATTLE" (N=Y=1912291.73 AND E=X=2345205.35). THE ACCEPTED BEARING BETWEEN SAID STATIONS IS S 86°54'15" W.

   THE ALASKA STATE PLANE COORDINATE SYSTEM SCALE FACTOR UTILIZED FOR THIS PROJECT TO CONVERT GEODETIC DISTANCES TO GRID DISTANCES IS 0.9999735 WHILE THE DELTA GAMMA ANGLE TO CONVERT GEODETIC (TRUE) NORTH TO ALASKA STATE PLANE GRID NORTH (MEAN) IS (+)1°24'17".

2. THE VERTICAL DATUM EMPLOYED FOR THIS PROJECT WAS THAT OF U.S. COAST AND GEODETIC SURVEY, SOUTHEAST ALASKA, TIDAL BENCH MARK JAPONSKI ISLAND (NAVY DOCK), SITKA SOUND. THE APPROXIMATE POSITION OF SAID TIDAL BENCH MARKS IS LATITUDE 57°03.1" N; LONGITUDE 135°20.8" W. THE FOLLOWING IS A SUMMARY FOR THE U.S.C. & G.S. TIDAL DATUM FOR JAPONSKI ISLAND (NAVY DOCK) WHICH IS BASED ON 79 HIGH WATERS AND 78 LOW WATERS FROM A PERIOD OF JUNE 7 THROUGH JULY 18, 1938.

HIGHEST TIDE (ESTIMATED):	14.00'	MEAN LOWER WATER:	1.40'
MEAN HIGHER HIGH WATER:	9.90'	MEAN LOWER LOW WATER:	0.00'
MEAN HIGH WATER:	9.10'	LOWESTTIDE (ESTIMATED):	(-)4.00'
HALF TIDE LEVEL:	5.25'		

LAYOUT IS TAKEN FROM AERIAL PHOTOGRAPH TAKEN ON 16 NOV. 1978 BY R&M CONSULTANTS, INC. AT A FLIGHT ALTITUDE OF 2400' A.G.L.

STATE OF ALASKA
49TH
M.R. MYKLEBUST
No. 14 L.S.

STATE OF ALASKA
49TH
P. Bodniewicz
P. Bodniewicz
CE-5104

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF AVIATION—DESIGN AND CONSTRUCTION

SITKA AIRPORT
VEHICLE PARKING
PROJECT LAYOUT PLAN

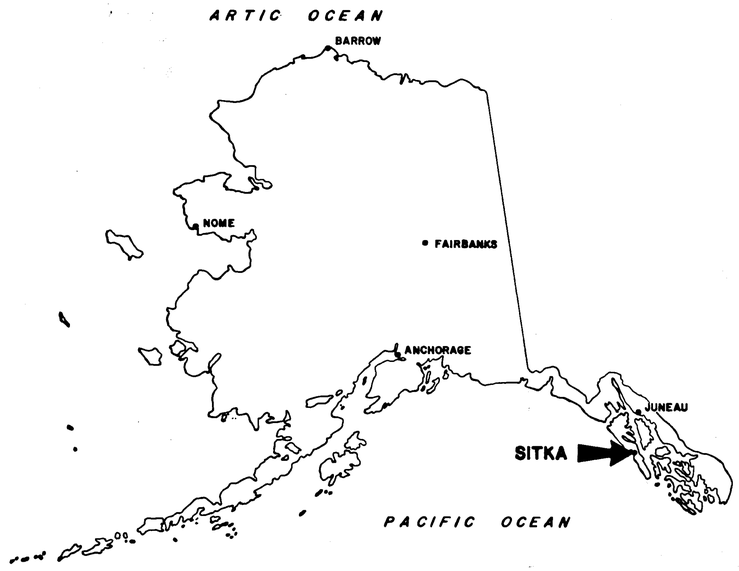
BY	DATE	REVISIONS CHANGE
CM	6/1/85	Expanded Project Limits, Added Title
RB	1/21/83	Deleted Notation N.I.C. & Deleted the Heavy & General Aviation Apron & Seaplane Pullout
WAL	11/23/81	Add △ Sta To Legend

APPROVED William A. Allison
William A. Allison, P.E. CHIEF DESIGN ENGINEER

APPROVED William Koester
William Koester, P.E. SOUTHEAST REGION ENGINEER

SCALE 1" = 400'
DESIGNED
DRAWN G.T.
CHECKED
DATE 9-22-81
SHEET 5 OF 13

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-84301	1983	6	13



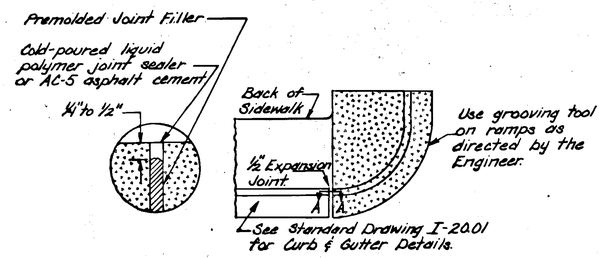
LOCATION MAP

(NOT TO SCALE)

ESTIMATED QUANTITIES

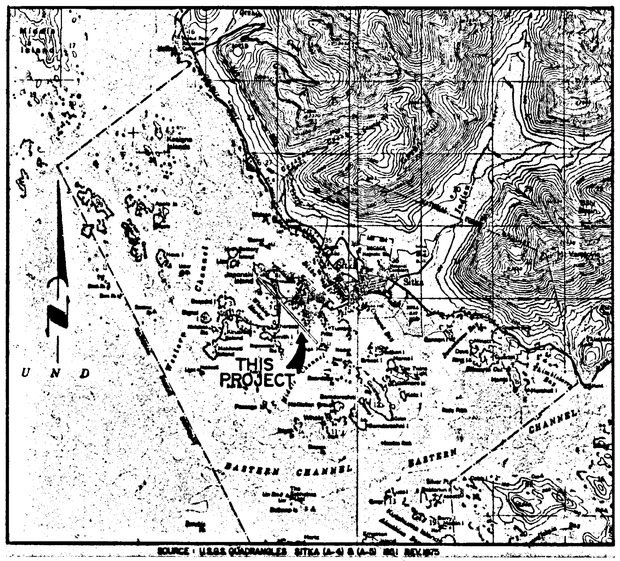
NO.	ITEM	UNIT	QUANTITY
110(1)	MOBILIZATION	L.S.	ALL REQ'D
114(1)	CONSTRUCTION SURVEYING BY THE CONTRACTOR	L.S.	ALL REQ'D
115(1)	TRAFFIC MAINTENANCE	L.S.	ALL REQ'D
116(1)	FURNISHING & MAINTAINING FIELD OFFICE	L.S.	ALL REQ'D
116(2)	FURNISHING & MAINTAINING FIELD LABORATORY	L.S.	ALL REQ'D
* 113(1)	FLAGGING	MAN-HR	100
201(2B)	CLEARING AND GRUBBING	L.S.	ALL REQ'D
203(3)	UNCLASSIFIED EXCAVATION	C.Y.	15,611
203(8)	EMBANKMENT	C.Y.	14,740
301(1)	CRUSHED AGGREGATE BASE COURSE, D-1	TON	1875
304(1)	SUBBASE, GRADING "A"	TON	5105
401(1)	ASPHALT CONCRETE TYPE II	TON	1049
401(2)	ASPHALT CEMENT AC-5	TON	63
403(2)	LIQUID ASPHALT FOR PRIME COAT, MC-30	TON	5.0
603(22)	24-INCH PIPE	L.F.	166
608(1)	CONCRETE SIDEWALK, 4" DEPTH	S.Y.	143
609(1)	CONCRETE CURB	L.F.	660
615(1)	STANDARD SIGNS	S.F.	50.25
618(2)	SEEDING	M.S.F.	29 -
620(1)	TOPSOIL	M.S.F.	20
660(9)	RELOCATE UTILITIES	L.S.	ALL REQ'D
670(1)	PAINTED TRAFFIC MARKINGS	L.S.	ALL REQ'D
*	ITEM OUT OF ORDER		

SIDEWALK END DETAIL



NOTES:

1. Premolded expansion filler and liquid polymer joint sealer (see specifications) or AC-5 asphalt cement shall be considered incidental to 609(1). Concrete curb, and no separate payment will be made therefore.
2. Curb and Gutter expansion joints shall be at the end of the curb return, and immediately following and preceeding curb cuts. Thereafter they shall be placed at intervals of 30' except where shorter sections are needed for closure.
3. ▭ indicates curb, gutter and sidewalk transition area. The entire area shall be constructed with the same type of concrete used in the standard type curb and gutter. The face of curb shall transition smoothly from the normal gutter pan elevation to full height in the length indicated on the intersection details. Payment for this work shall be made under Section 609(2).



VICINITY MAP

SIGNING SCHEDULE

NO.	STATION	OFFSET LT.	OFFSET RT.	CODE NO.	LEGEND	SIGN PANNEL SIZE	SIGN PANNEL AREA	POST # of Posts	POST TYPE	POST SIZE	POST LENGTH	POST EMBED.	FACING TRAFFIC	REMARKS
1	"B" 17+32		3'	R4-7B	KEEP RIGHT	30"x36"	7.5	1	PST	2"x2"	15'	3'	WB	
2	"B" 17+32		3'	TYPE-I	TYPE I HAZARD MARKERS	18"x18"	2.25						WB	MOUNT BELOW SIGN #1
3	"B" 17+40	18'		R5-1	DO NOT ENTER	30"x30"	6.25	1	PST	2"x2"	13'	3'	WB	
4	"B" 18+50	18'		W6-3	↓↑	30"x30"	6.25	1	PST	2"x2"	13'	3'	EB	
5	"B" 19+50		22'	W9-16	LEFT LANE ENDS	30"x30"	6.25	1	PST	2"x2"	13'	3'	EB	
6	"B" 20+60	20'		R5-1	DO NOT ENTER	30"x30"	6.25	1	PST	2"x2"	13'	3'	EB	
7	"D" 21+35		12'	R6-1L	ONE WAY	12"x36"	3.0	1	PST	2"x2"	11'	3'	NB	
8	"R" 21+50	17'		W12-1	↙↘	24"x24"	4.0	1	PST	2"x2"	14.5'	3'	SB	
9	"R" 21+50	17'		TYPE I	TYPE I HAZARD MARKERS	18"x18"	2.25						SB	MOUNT BELOW SIGN #8
10	"B" 23+55		15'	R5-1	DO NOT ENTER	30"x30"	6.25	1	PST	2"x2"	13'	3'	WB	
					TOTAL		50.25							

THICKNESS OF ALL SIGNS SHALL BE 0.080"

SIGNING NOTES

1. Sign locations and post lengths are approximate only and are subject to minor revisions.
2. "B" indicates Baseline.
3. PST means Perforated Steel Tubing.
4. All sign posts shall be square, telescoping perforated galvanized steel posts; the 2" size shall be used above ground and the 2¼" size shall be used below ground for the sleeve.
5. All sign posts shall be installed with the sleeve type embedment as per Std. Dwg. S-30.00, except that the 2¼" size shall be used for the entire embedment depth.
6. Post lengths are from the cut-off in the sleeve to the top of the post. See Standard Drawings S-05.00 and S-30.00.

BY	DATE	CHANGE

REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
S.E. REGION, DIVISION OF AVIATION DESIGN & CONSTRUCTION

SITKA AIRPORT
VEHICLE PARKING
LOCATION & VICINITY MAPS,
SIGNING SCHEDULE & ESTIMATED QUANTITIES

APPROVED BY: William A. Locher
WILLIAM A. LOCHER P.E. S.E. REGION AVIATION DESIGN ENGINEER

APPROVED BY: W. L. Baumgartner 6/13/83
WILLIAM L. BAUMGARTNER P.E. S.E. REGION DESIGN ENGINEER

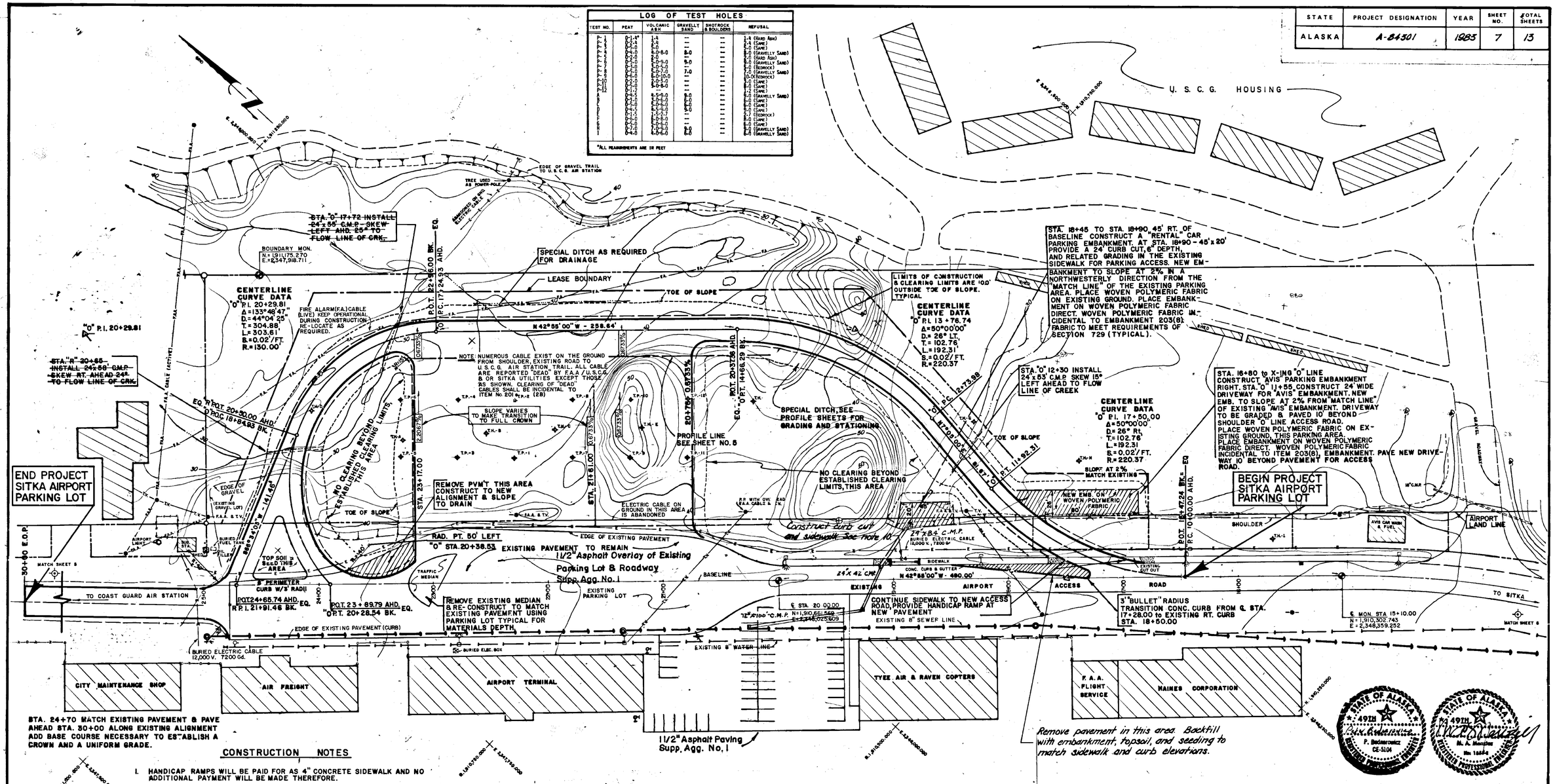
SCALE: | DESIGNED: | DRAWN: | CHECKED: | DATE: | SHEET 6 OF 13

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-84301	1983	7	13

LOG OF TEST HOLES

TEST NO.	PEAT	VOLCANIC ASH	GRAVELLY SAND	SHOTROCK & BOULDERS	REFUSAL
P-1	0'-1.8'	1.8-	—	—	1.8 (Hard Ash)
P-2	0'-2.8	2.8-	—	—	2.8 (Same)
P-3	0'-3.0	3.0-	—	—	3.0 (Same)
P-4	0'-8.0	3.0-8.0	8.0	—	8.0 (Gravelly Sand)
P-5	0'-3.0	3.0-	—	—	3.0 (Hard Ash)
P-6	0'-9.0	3.0-9.0	9.0	—	9.0 (Gravelly Sand)
P-7	0'-7.0	3.0-7.0	7.0	—	7.0 (Gravelly Sand)
P-8	0'-10.0	3.0-10.0	—	—	10.0 (Bedrock)
P-9	0'-3.0	3.0-	—	—	3.0 (Same)
P-10	0'-8.0	3.0-8.0	—	—	8.0 (Same)
P-11	0'-3.0	3.0-	—	—	3.0 (Same)
P-12	0'-5.5	3.5-5.0	5.0	—	5.0 (Gravelly Sand)
P-13	0'-3.0	3.0-5.0	5.0	—	5.0 (Same)
P-14	0'-5.0	3.0-5.0	5.0	—	5.0 (Same)
P-15	0'-5.0	3.0-5.0	5.0	—	5.0 (Same)
P-16	0'-2.7	2.7-5.0	—	—	5.0 (Bedrock)
P-17	0'-3.0	3.0-5.0	—	—	5.0 (Same)
P-18	0'-5.0	3.0-5.0	—	—	5.0 (Same)
P-19	0'-5.0	3.0-5.0	5.0	—	5.0 (Gravelly Sand)
P-20	0'-4.0	3.0-4.0	4.0	—	4.0 (Gravelly Sand)

*ALL MEASUREMENTS ARE IN FEET



STA. 24+70 MATCH EXISTING PAVEMENT & PAVE AHEAD STA. 30+00 ALONG EXISTING ALIGNMENT ADD BASE COURSE NECESSARY TO ESTABLISH A CROWN AND A UNIFORM GRADE.

CONSTRUCTION NOTES

1. HANDICAP RAMPS WILL BE PAID FOR AS 4" CONCRETE SIDEWALK AND NO ADDITIONAL PAYMENT WILL BE MADE THEREFORE.
2. THE REMOVAL AND/OR RELOCATION MAY BE REQUIRED OF EXISTING ELECTRICAL WIRING, PHONE LINES, POLES, ETC. WILL BE CONSIDERED INCIDENTAL TO ITEM 660(9).
3. ALL SLOPES 1 1/2 : 1 OR FLATTER WILL BE TOPSOILED AND SEEDED. TOPSOIL SHALL BE PLACED 3" MIN. DEPTH. ALL PEAT SLOPES WILL BE SEEDED.
4. REMOVAL OF EXISTING PAVEMENT AND MEDIAN WILL BE PAID FOR BY THE C.Y. UNDER ITEM NO. 203(3). UNCLASSIFIED EXCAVATION EXCEPT FOR AREAS OF CURB, SIDEWALK, OR ELECTRICAL INSTALLATIONS WHERE IT WILL BE INCIDENTAL TO OTHER ITEMS OF WORK.
5. FOR CONCRETE CURB DIMENSIONS, SEE SHEET 9.
6. EXCAVATION FOR SPECIAL DITCHING WILL BE PAID FOR BY THE C.Y. UNDER ITEM NO. 203(3).
7. ALL WASTE DISPOSAL WILL BE AT CONTRACTOR'S SUPPLIED AREAS, APPROVED BY THE ENGINEER.
8. ALL MATCH LINES, WHERE NEW PAVEMENT MEETS, EXISTING, WILL BE MADE BY SAWCUT JOINTS. PAY, FOR ALL ASPHALT CUTS, WILL BE INCIDENTAL TO ITEM NO. 401(1).
9. WHERE MATCHING EXISTING CURB, USE THE SAME TYPE AS IS IN PLACE. PAY WILL BE BY THE L.F. UNDER ITEM NO. 609(1).
10. THE 6" SIDEWALK, RT. OF BASE LINE 18+90, WILL BE PAID FOR BY THE S.Y. UNDER ITEM NO. 608(1)
11. REMOVAL OF EXISTING SIGNS WILL BE AS DIRECTED BY THE ENGINEER AND SHALL BE CONSIDERED IS INCIDENTAL TO OTHER ITEMS OF WORK.

SITKA AIRPORT PARKING LOT & ACCESS ROAD SITE PLAN
Reflecting Existing Topographic Conditions and Project Geometrics with Construction Notes

SCALE
40 30 20 10 0 40 80 120

BY	DATE	REVISIONS
PB	1/24/83	SHORTENED PARKING LOT BY 69'.
		CHANGED CONSTRUCTION NOTES AND
		OTHER NOTES TO USE HWY. SPECS.
		ADDED PAVING TO COAST GUARD STATION

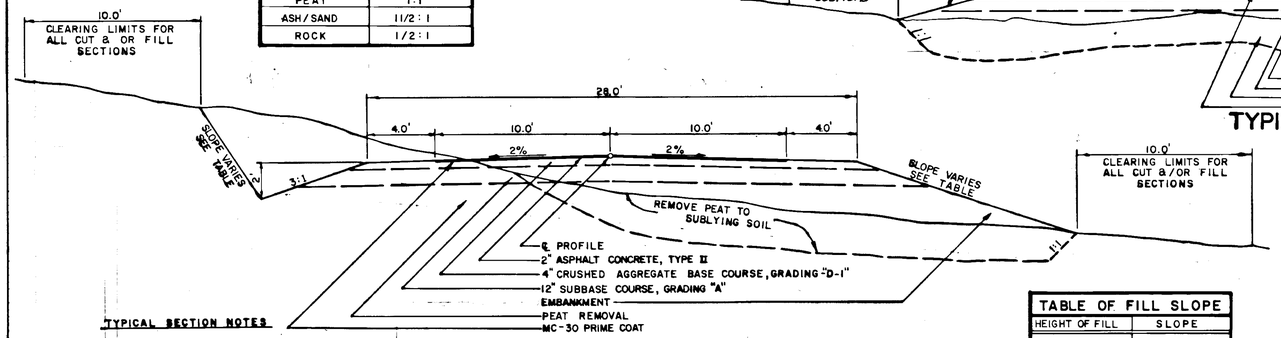
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF AVIATION—DESIGN AND CONSTRUCTION

SITKA AIRPORT
VEHICLE PARKING
PLAN VIEW / TOPOGRAPHIC MAP
VEHICLE PARKING & ACCESS ROAD

APPROVED William A. Allison, P.E. CHIEF DESIGN ENGINEER
APPROVED William Koester, P.E. SOUTHEAST REGION ENGINEER

SCALE 1" = 40' | DESIGNED | DRAWN M.S. | CHECKED | DATE 7-22-81 | SHEET 7 OF 13

TABLE OF CUT SLOPES	
SOIL TYPE	CUT
PEAT	1:1
ASH/SAND	1 1/2 : 1
ROCK	1/2 : 1

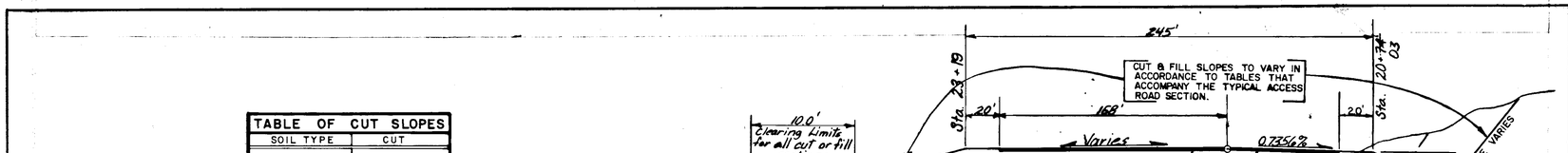


TYPICAL SECTION OF ACCESS ROAD IMPROVEMENTS*

* NO LEFT SHOULDER AFTER MEETING PARKING AREA

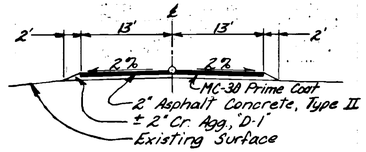
TYPICAL SECTION NOTES

1. ALL SUITABLE MATERIAL TAKEN FROM EXCAVATION AND MEETING APPROVAL OF THE ENGINEER, MAY BE USED IN THE FORMATION OF EMBANKMENT, SUBGRADE, AND FOR BACKFILLING AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. HOWEVER, ADDITIONAL EMBANK. IS REQUIRED ABOVE AND BEYOND THE AMOUNT AVAILABLE UNDER ITEM 203(3), UNCLASSIFIED EXCAVATION, THE CONTRACTOR WILL BE REQUIRED TO OBTAIN AND FURNISH ALL ADDITIONAL EMBANK. FROM CONTRACTOR FURNISHED SOURCE.
2. WHERE ROCK IS ENCOUNTERED ONLY 12" EXCAVATION BELOW FINISHED GRADE SHALL BE REQUIRED.



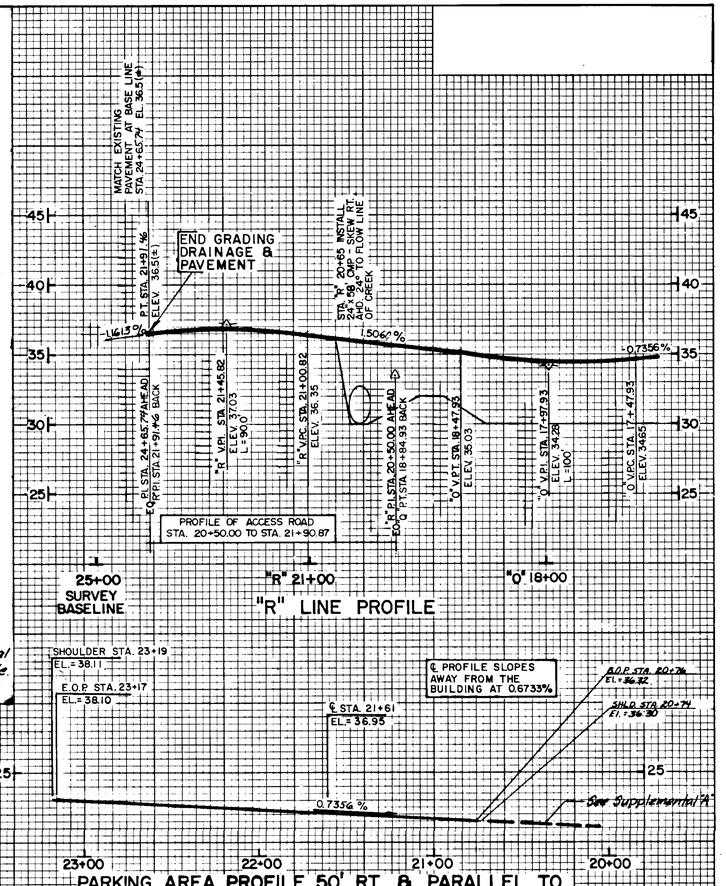
TYPICAL SECTION OF PARKING LOT (N.W. TO S.E.)

TABLE OF FILL SLOPE	
HEIGHT OF FILL	SLOPE
0' - 3'	3 : 1
3.1' - 6'	2 : 1
+6'	1 1/2 : 1



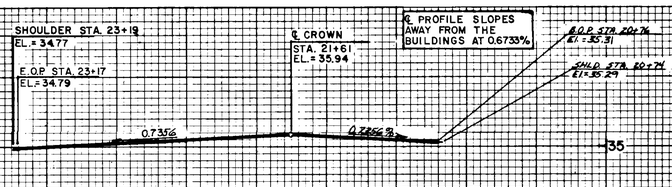
TYPICAL SECTION
24+70 to 30+00

Note: Shape to typical, using existing material & D-1, along existing alignment & grade. Match Existing @ 24+75 & 30+00



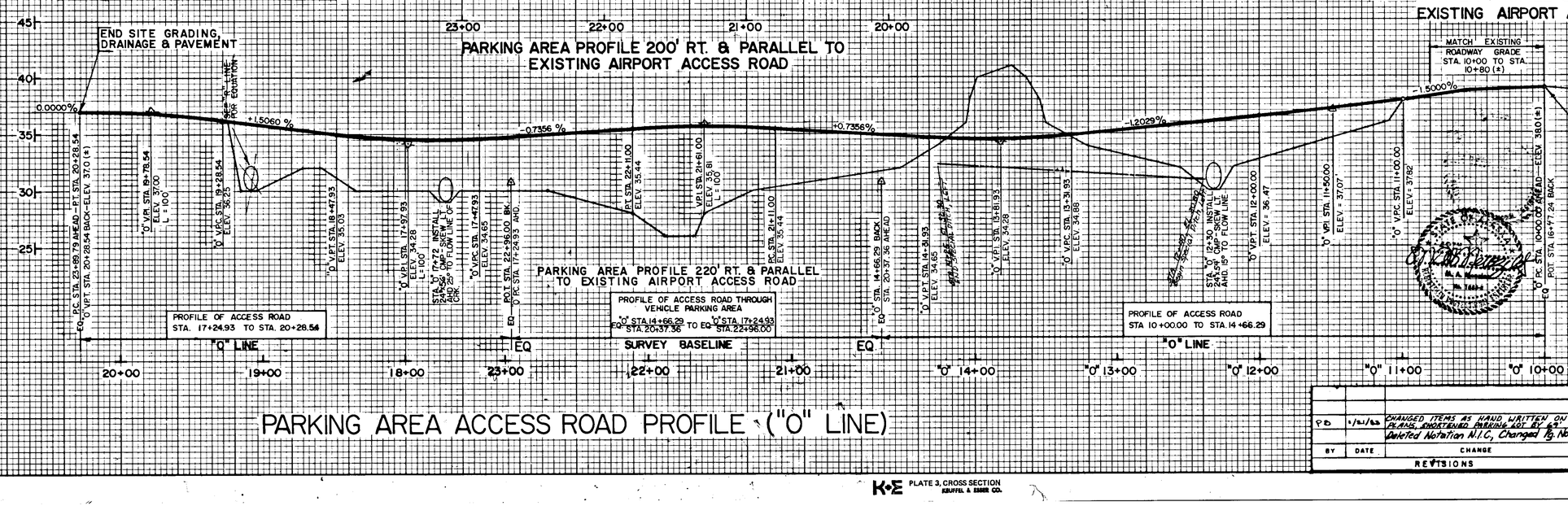
SPECIAL TRANSITIONS NOTE - ACCESS ROAD

SUPER ELEVATION TRANSITION FROM CROWN TO FULL SUPER RIGHT SHALL BE STA. 10+00 to STA. 11+25: FULL SUPER STA. 11+25 to STA. 11+50; TRANSITION TO CROWN BY STA. 12+33. TRANSITION FROM CROWN TO FULL SUPERELEVATION LEFT FROM STA. 12+33 to STA. 13+16; FULL SUPERELEVATION STA. 13+16 to STA. 14+00; TRANSITION FROM FULL SUPERELEVATION LEFT TO MATCH PARKING LOT CROSS SLOPE AT STA. 14+50. FROM STA. 17+55.93 to STA. 18+00 TRANSITION FROM PARKING TO FULL SUPER OF 0.02'/FT.; FULL SUPER FROM STA. 18+00 to STA. 19+90; TRANSITION TO MATCH EXISTING PAVEMENT AT STA. 20+28.54. "A" 21+20 AHEAD 0.06'/FT. SLOPE RIGHT



SPECIAL TRANSITION NOTE - PARKING LOT

PARKING LOT HAS A SMOOTH TRANSITION FROM THE EDGE OF THE EXISTING PARKING LOT TO A FULL SUPER AT 50 RT. & PARALLEL TO EXISTING AIRPORT ACCESS ROAD. THEN A SMOOTH TRANSITION TO A FULL CROWN AT 200 RT. & PARALLEL TO EXISTING AIRPORT ACCESS ROAD. THEN CARRY THE FULL CROWN OUT TO MEET THE PROFILE OF THE NEW ACCESS ROAD AT 220' RT. & PARALLEL TO EXISTING AIRPORT ACCESS ROAD.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF AVIATION—DESIGN AND CONSTRUCTION

SITKA AIRPORT VEHICLE PARKING

PROFILE VIEW OF VEHICLE PARKING & ACCESS ROAD WITH NOTES

BY	DATE	CHANGE
PD	9/21/82	CHANGED ITEMS AS HAND WRITTEN ON PLANS, SHORTENED PARKING LOT BY 69'. Deleted Notation N.I.C, Changed Pg. No.

REVISIONS

APPROVED William A. Allison, P.E. CHIEF DESIGN ENGINEER
APPROVED William Koester, P.E. SOUTHEAST REGION ENGINEER
SCALE AS SHOWN | DESIGNED | DRAWN WmN | CHECKED | DATE 9-22-81 | SHEET 6 OF 13

FINAL SURVEY — SUBMITTED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, BY, DATE

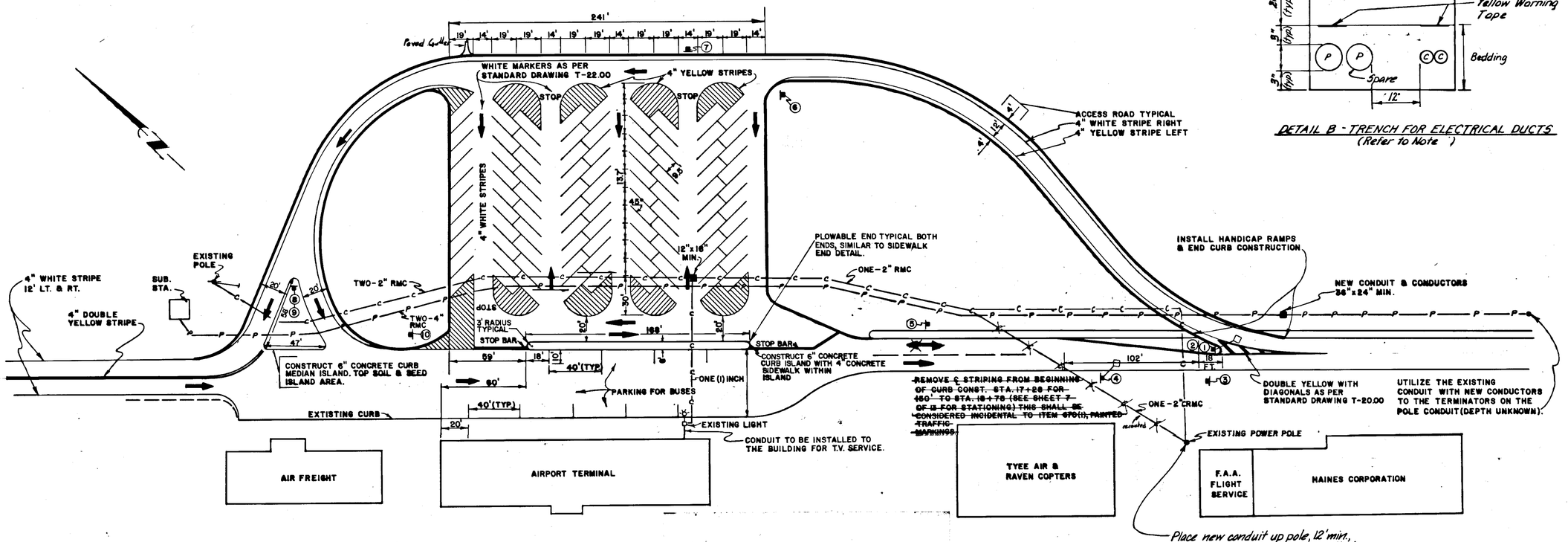
ORIGINAL SURVEY — SUBMITTED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, BY, DATE

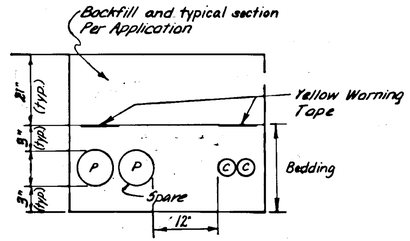
K+E PLATE 3, CROSS SECTION KEUFFEL & ESSER CO.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-84301	1983	9	13

VEHICLE ACCESS ROAD & PARKING AREA

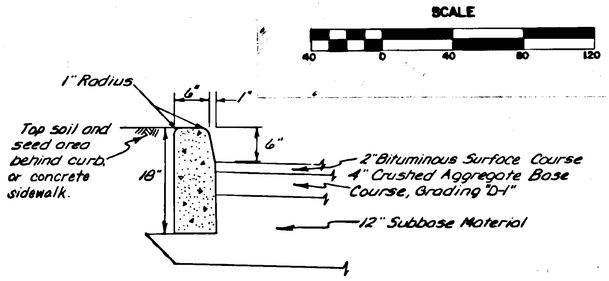
MARKING AND SIGNING SHALL BE IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.





DETAIL B - TRENCH FOR ELECTRICAL DUCTS (Refer to Note)

1) Primary Underground Power: Coordinate the installation of Temporary Overhead Line from the last pole on the Airport Access road to the Substation across from the airfreight building with the City of Sitka, Electrical Superintendent. The City of Sitka will provide materials and labor. The existing cable shall be removed with care from the Substation to the location of the new pull box. Cable removed shall be returned to the City of Sitka. Retain the cable into the Substation and from the pull box to the overhead. Provide and Install new conduits with 1/4" pull string. Upon written notification, the City of Sitka will provide, install and terminate new cable in conduit system.
2) Television and Communication cables: Install new conduits and handhole. Provide 1/4" pull string. Coordinate installation of new cables and removal of overhead cables with Sitka T.V. Company and Sitka Telephone Company. Upon written notification, Sitka T.V. and Sitka Telephone Company will furnish and install new cables.
3) Conduit: All conduits shall be rigid galvanized steel. Slope to drain where possible. Provide bituminous asphaltic coating or factory applied protective coating on all conduits directly buried in earth. Field coat all scars and joints. Install yellow warning tape over the conduits along the edge of the trench.
4) Junction boxes will be Type II as per standard drawing L-23.00
5) Payment for all electrical and communications work in addition to material and work required in furnishing and installing a complete underground conduit system in accordance with the plans and specifications shall be paid through Item 660(9), Utilities Relocation.
6) General signing note; all sign locations are approximate and are subject to approval by the project engineer.
7) All striping shall be as shown on plans, including directional arrows. Use of thermoplastic or paint will be optional.



DETAIL D - CONCRETE CURB (TYP.)
(Scale 1"=1')

LEGEND

—P— Two-4" RMC with 1/4" Rope Pull Chord to be installed. Primary Cable to be installed by others.
—C— Communications duct: size as noted for F.A.A. communications cable and television cable. Install pull cord. cables to be installed by others.
■ Pull box: size as noted.
—●— Existing wood pole supporting overhead lines. Provide down guys as required.
■ ② Indicates sign to be installed. See Schedule, sheet 6.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
S.E. REGION, DIVISION OF AVIATION DESIGN & CONSTRUCTION

SITKA AIRPORT
VEHICLE PARKING
ELECTRICAL WORK
VEHICLE PARKING MARKING

BY	DATE	CHANGE

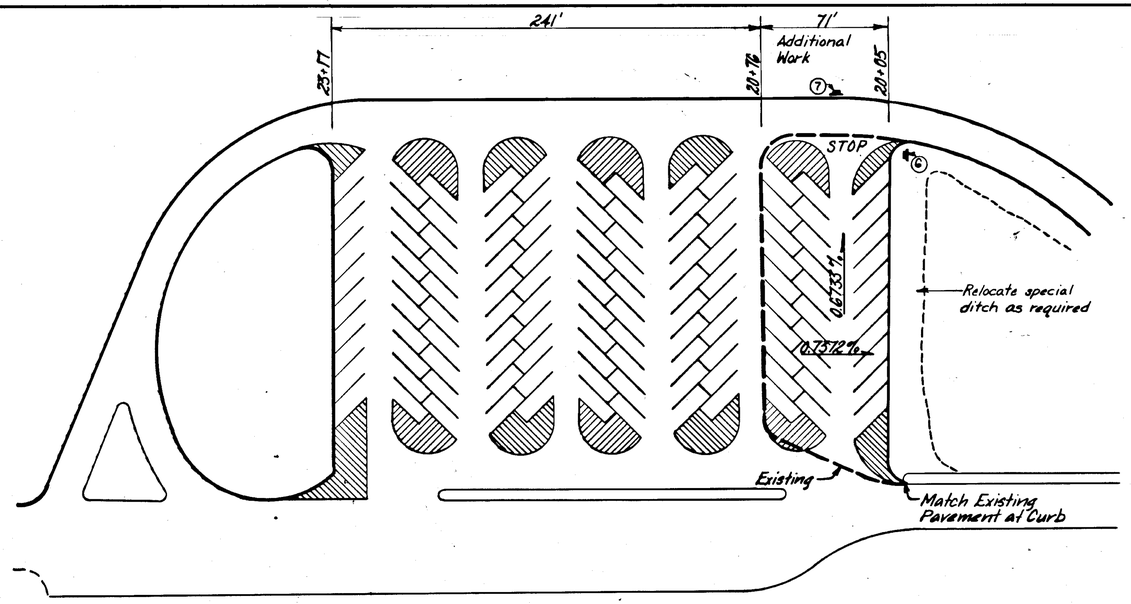
REVISIONS

APPROVED BY: William A. Locher
WILLIAM A. LOCHER, P.E. S.E. REGION AVIATION DESIGN ENGINEER
APPROVED BY: W.J. Baumgartner 6/13/83
WILLIAM J. BAUMGARTNER, P.E. S.E. REGION DESIGN ENGINEER

SCALE: AS SHOWN
DESIGNED:
DRAWN:
CHECKED:
DATE:
SHEET 9 OF 13

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-84301	1983	10	13

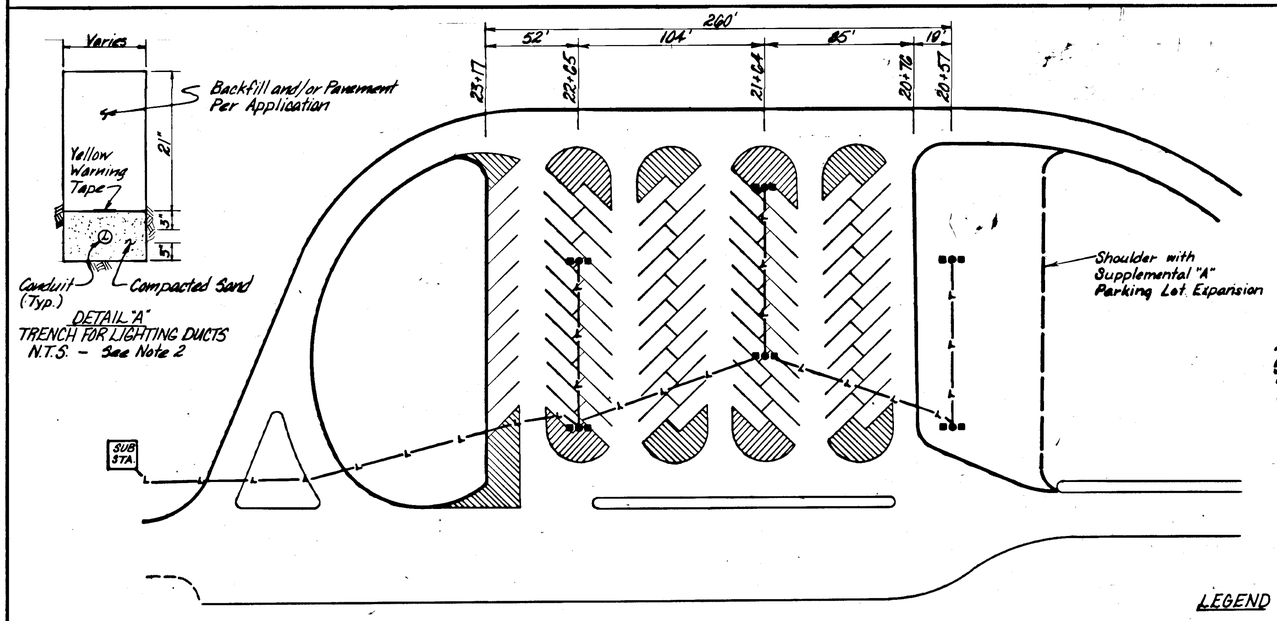
SUPPLEMENTAL WORK



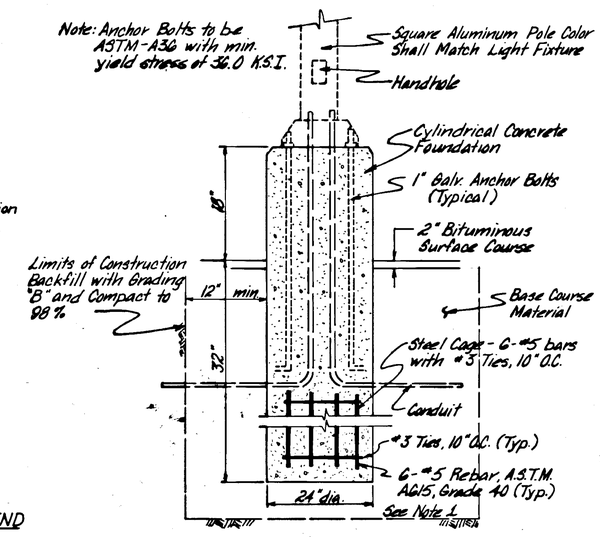
SUPPLEMENTAL "A"- PARKING LOT EXPANSION

NOTES

1. Use the typical section as shown on sheet 8 for parking widening.
2. Contractor shall verify special ditch grades prior to constructing ditch at the revised location.
3. See sheet 3 for estimate of quantities.
4. Use typical striping plan as shown on sheet 9.
5. Signs ⑥ & ⑦ shall be located as shown on this sheet if this Supplemental is selected.



SUPPLEMENTAL "B"- PARKING ILLUMINATION



DETAIL "B"
LIGHT POLE BASE FOUNDATION
N.T.S.

LEGEND

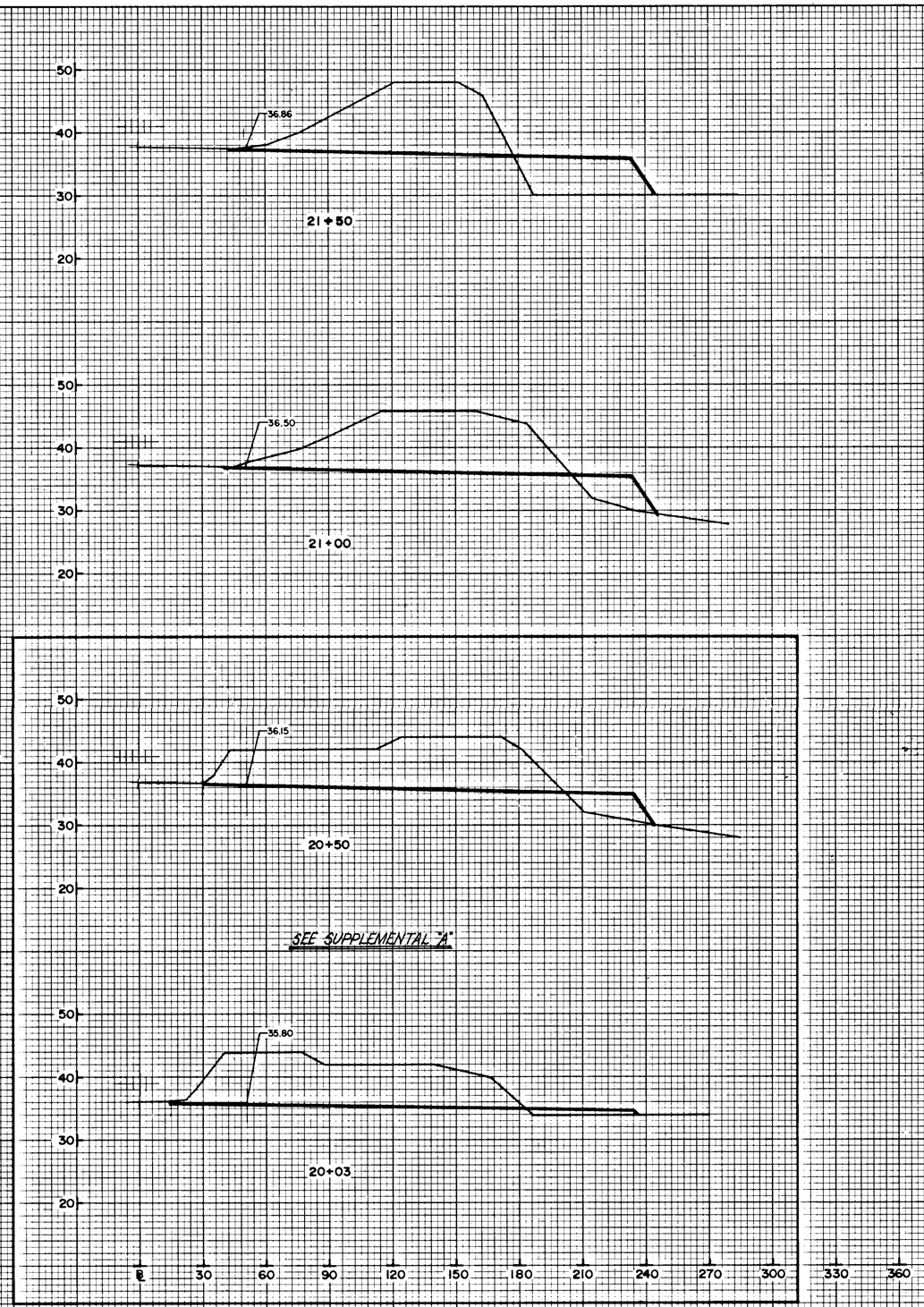
- Lighting: ¾" Conduit with 2-No.8 AWG. XHHW
- Parking Area Lights: Holophane 1027-240-B23-FF or approved equal. See Note 1.

NOTES

1. Lights: Provide fixtures with 400 watt HPS Lamps and 240 volt ballasts. Mount two fixtures to 25 foot square aluminum pole with a 180 Degree orientation. Installation shall withstand 80 MPH winds with 100 MPH gusts. Fixtures shall include double fusing and photo-control switches. Submit foundation plan to Engineer for approval. Foundation shall be sized in accordance to Detail "B", Loading, or the manufacturers requirements, which ever is greater. Bond the pole ground lug to the conduits. Connect circuit into secondary panel in substation. Provide 30 amp, 2 pole circuit breaker. Coordinate connection with the City of Sitka.
2. Conduit: All conduit shall be galvanized, rigid steel. Slope to drain where possible. Provide bituminous asphaltic coating or factory applied protective coating on all conduit directly buried in earth. Field coat all scars and joints. Install yellow warning tape over the conduits along the edge of the trench.
3. All work and material required to complete the Illumination System as shown on the plans or as directed by the Engineer, including excavation, backfill and bedding shall be paid for under Pay Item 660(3), Highway Lighting System, Complete.
4. Lighting conduit shall not be placed closer than 12 inches to any buried electrical or communications conduit.
5. Contractor may substitute standard drawing for light pole and base.

STATE OF ALASKA
49TH
Tracy W. Moore
DE #4082
REGISTERED PROFESSIONAL ENGINEER

FINAL SURVEY	DATE
NOTE BOOK	BY
NO.	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED



ORIGINAL SURVEY	DATE
NOTE BOOK	BY
NO.	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
	AREAS CHECKED

NOTE:
ELEVATIONS ARE FINISH ELEVATIONS 50' RIGHT OF EXISTING AIRPORT ACCESS ROAD SURVEY BASELINE.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF AVIATION—DESIGN AND CONSTRUCTION

SITKA AIRPORT VEHICLE PARKING

CROSS SECTIONS STA. 20+03.00 TO STA. 23+19.00

BY	DATE	CHANGE

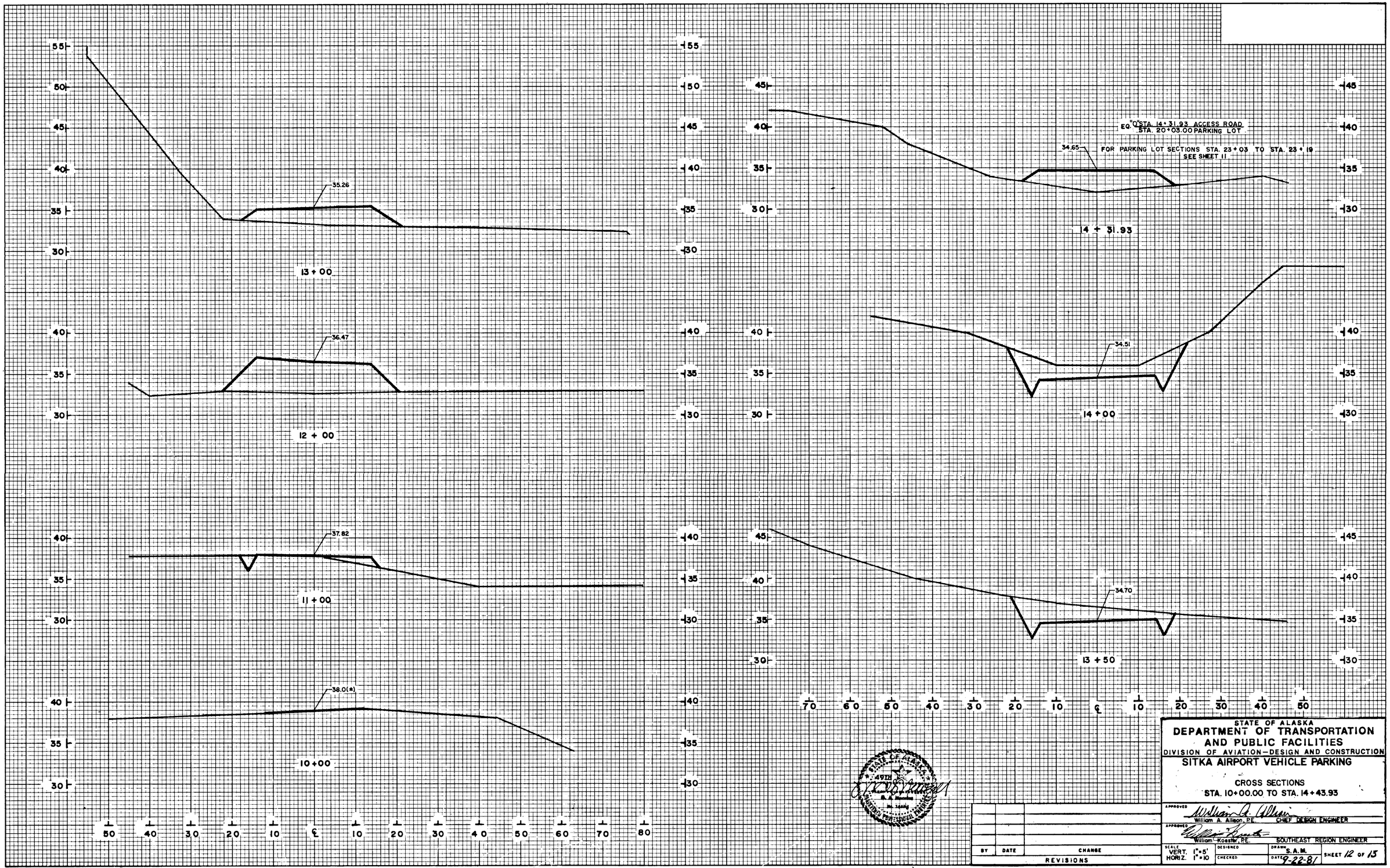
REVISIONS

APPROVED William A. Allison, P.E. CHIEF DESIGN ENGINEER

APPROVED William Koester, P.E. SOUTHEAST REGION ENGINEER

SCALE VERT. : 1"=10' HORIZ. : 1"=30' | DESIGNED | DRAWN WmN | CHECKED | DATE 9-22-81 | SHEET 11 OF 13

K+E PLATE 3, CROSS SECTION KEUFFEL & ESSER CO.



FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF AVIATION—DESIGN AND CONSTRUCTION
SITKA AIRPORT VEHICLE PARKING

CROSS SECTIONS
STA. 10+00.00 TO STA. 14+43.93

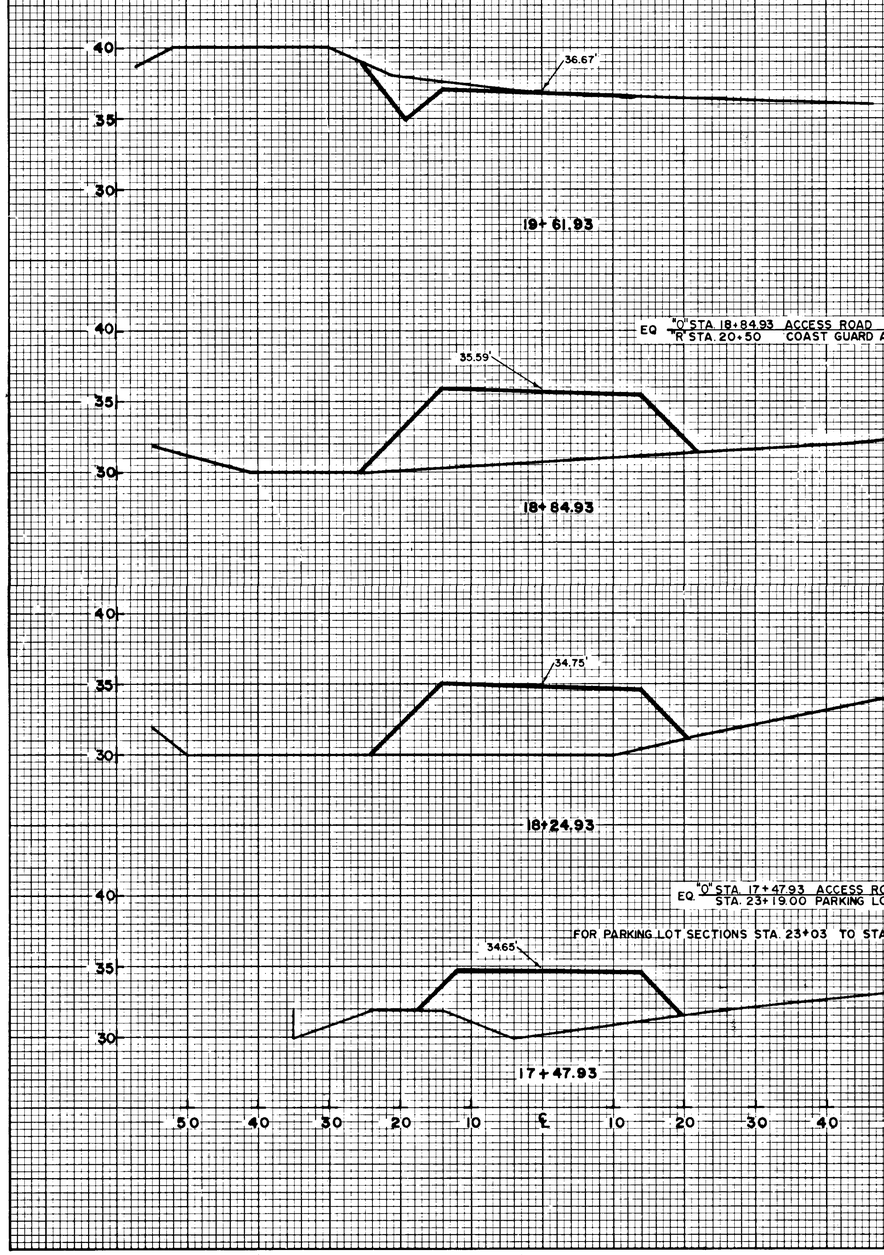
APPROVED William A. Allison, P.E. CHIEF DESIGN ENGINEER
APPROVED William Koester, P.E. SOUTHEAST REGION ENGINEER

BY	DATE	CHANGE

REVISIONS

SCALE VERT. 1"=5' HORIZ. 1"=10
DESIGNED
CHECKED
DRAWN S.A.M.
DATE 9-22-81
SHEET 12 OF 13

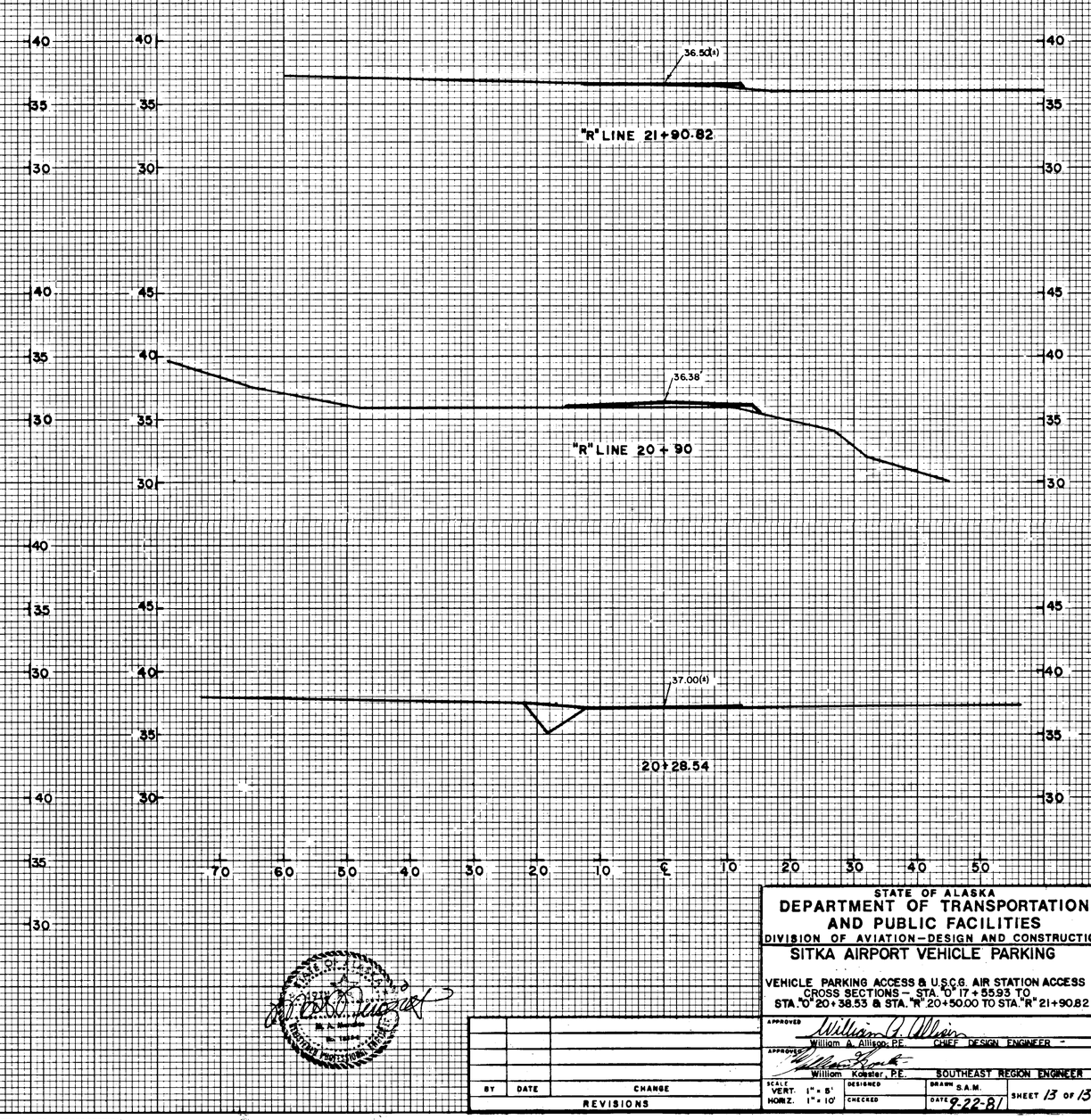
K•E PLATE 3, CROSS SECTION KEUFFEL & ESSER CO.



EQ "O" STA 18+84.93 ACCESS ROAD
"R" STA. 20+50 COAST GUARD AIR STATION ACCESS ROAD

EQ "O" STA. 17+47.93 ACCESS ROAD
STA. 23+19.00 PARKING LOT

FOR PARKING LOT SECTIONS STA. 23+03 TO STA. 23+19 SEE SHEET 11



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF AVIATION—DESIGN AND CONSTRUCTION

SITKA AIRPORT VEHICLE PARKING

VEHICLE PARKING ACCESS & U.S.C.G. AIR STATION ACCESS
CROSS SECTIONS — STA. "O" 17+55.93 TO
STA. "O" 20+38.53 & STA. "R" 20+50.00 TO STA. "R" 21+90.82

APPROVED William A. Allison
William A. Allison, P.E. CHIEF DESIGN ENGINEER

APPROVED William Koester
William Koester, P.E. SOUTHEAST REGION ENGINEER

BY	DATE	CHANGE

REVISIONS

SCALE VERT. 1" = 5' HORIZ. 1" = 10' | DESIGNED | DRAWN S.A.M. | CHECKED | DATE 9-22-81 | SHEET 13 OF 13

FINAL SURVEY — NOTE BOOK — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE