STATE	PROJECT	SHEET NO.
ALASKA	RS-0935(2)	1

STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

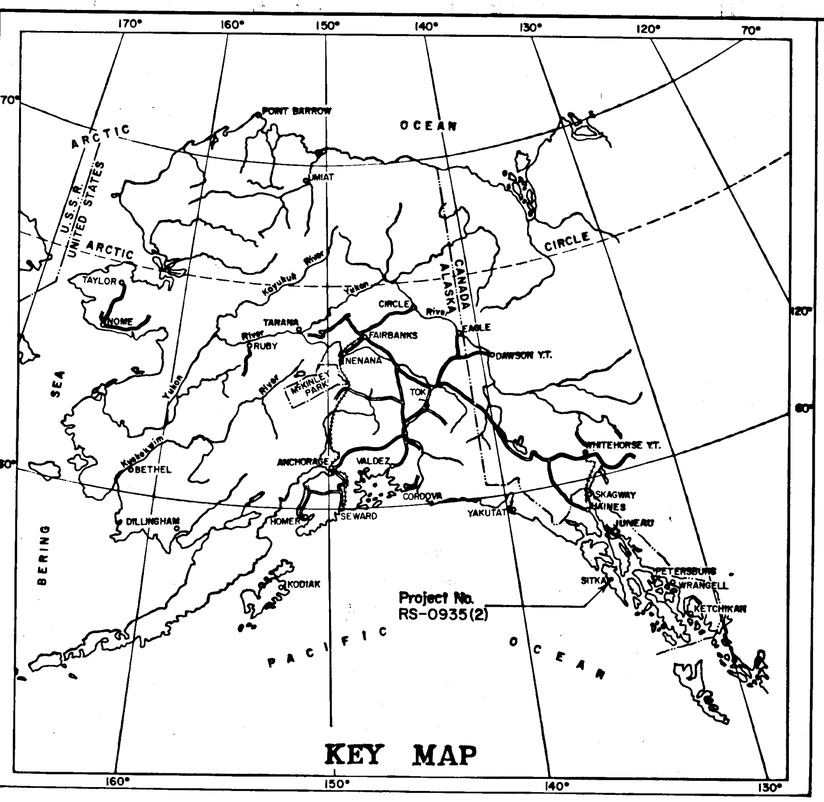
RS-0935(2)
SITKA
HALIBUT POINT ROAD
CITY LIMITS TO FERRY TERMINAL
PAVING

AS BUILTS

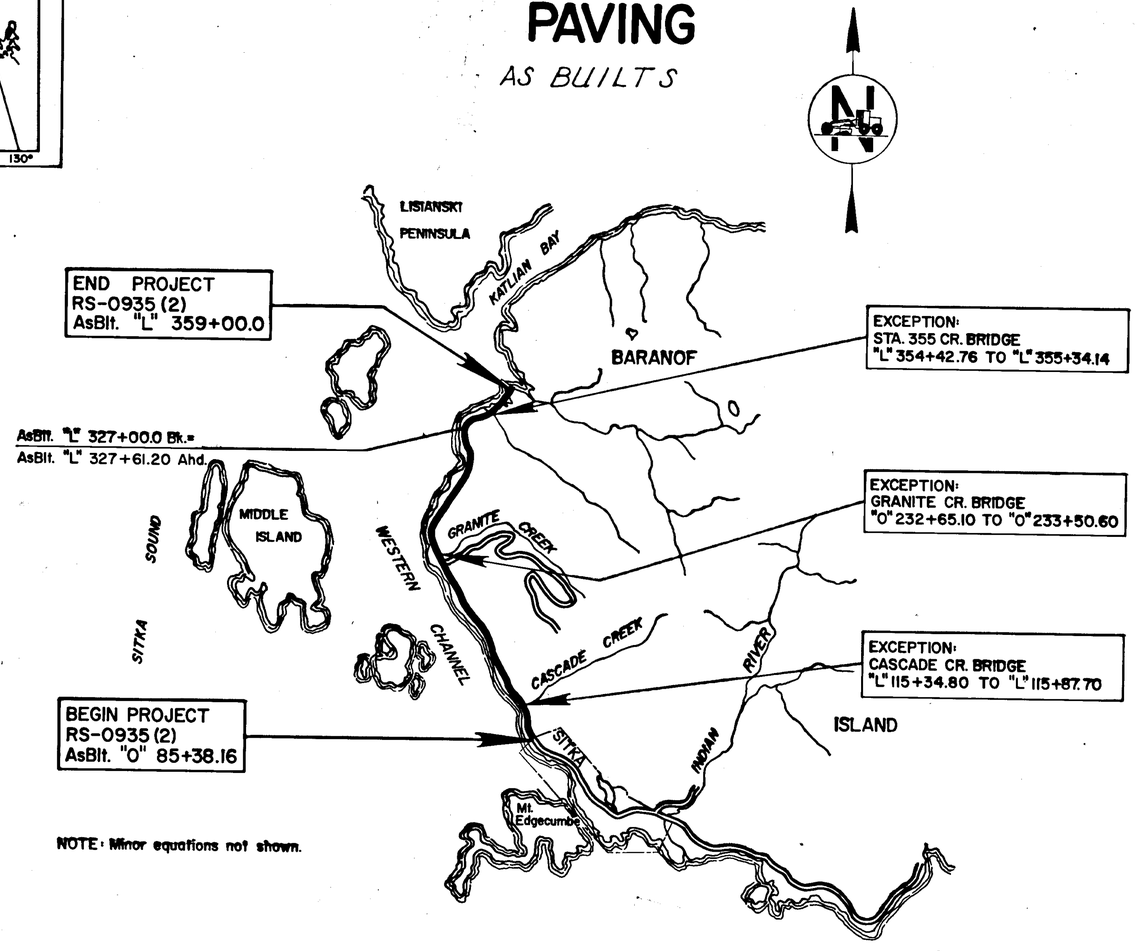
INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION, ESTIMATE OF QUANTITIES, SUMMARY TABLES, AND DETAILS

The following standard drawings apply to this project: A-1, C-00.03, C-10.00, C-11.01, G-13.00, G-14.01, G-30.02, G-30.13 and M-16.03



KEY MAP



NOTE: Minor equations not shown.

DESIGN DESIGNATION

ADT (1977)	=	4050
ADT (1997)	=	8060
DHV (12%)	=	970
D	=	60/40
T	=	5%
V	=	50 M.P.H.

Contractor: A.I.C.
Project Engr: F. DeLand
Work Started: 7-6-77
Work Completed: 9-1-77
Final Contract Amount: $799,483.40

PROJECT SUMMARY

WIDTH OF PAVEMENT	=	36'
LENGTH OF PAVING	=	27,049.31' = 5.123 mi.
LENGTH OF EXCEPTION	=	229.78' = 0.044 mi.
TOTAL LENGTH OF PROJECT	=	27,279.09' = 5.166 mi.

STATE OF ALASKA
DEPARTMENT OF HIGHWAYS
APPROVED
William Whiddon Date 4/19/77
SOUTHEAST DIVISION ENGINEER

STATE OF ALASKA
DEPARTMENT OF HIGHWAYS
APPROVED
W. D. Beaugh Date 18 April 1977
COMMISSIONER OF HIGHWAYS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0935(2)	1977	2	2

GUARDRAIL INSTALLATION

FROM		TO		
Station	Offset	Station	Offset	
"O" 231 + 90.10	22'-3" Rt.	"O" 232 + 65.10	12' Lt.	
"O" 232 + 15.10	20'-3" Lt.	"O" 232 + 65.10	12'	
"O" 245+75	Lt.	"O" 246+75	Lt.	C.O. #1
"O" 233 + 50.60	12' Lt.	"O" 234 + 25.60	22'-3" Lt.	
"O" 233 + 50.60	12' Rt.	"O" 234 + 00.60	Rt. +	
"O" 285 ~	Lt.	"O" 286 ~	Lt.	C.O. #1
"L" 353 + 67.76	22'-3" Rt.	"L" 354 + 42.76	12' Rt.	
"L" 353 + 92.76	20'-3" Lt.	"L" 354 + 42.76	12' Lt.	
"O" 321+68	Lt.	"O" 322+68	Lt.	C.O. #1
"L" 355 + 34.14	12' Rt.	"L" 355 + 84.14	20'-3" Rt.	
"L" 355 + 34.14	12' Lt.	"L" 356 + 09.14	Lt. +	

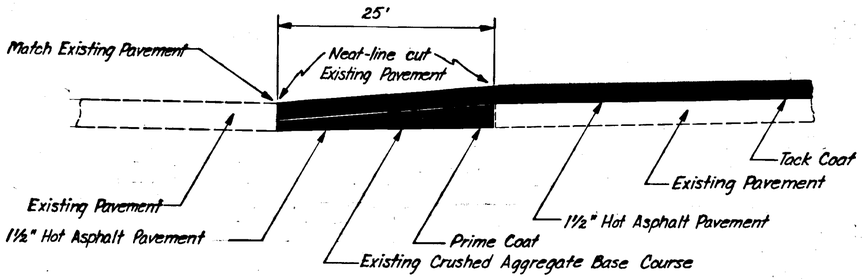
+ See Detail this sheet.

GUARDRAIL REMOVAL

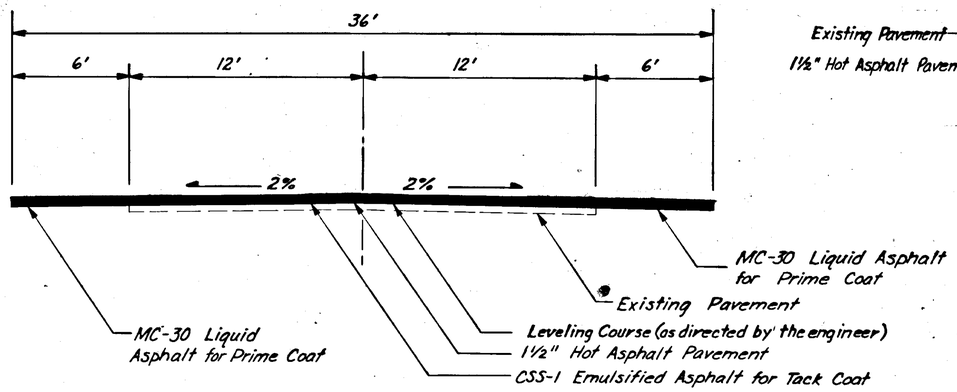
FROM		TO		
Station	Offset	Station	Offset	
"O" 232 + 15.10	Lt.	"O" 232 + 65.10	Lt.	
"O" 232 + 15.10	Rt.	"O" 232 + 65.10	Rt.	
"O" 245+75	Lt.	"O" 246 ~	Lt.	C.O. #1
"O" 233 + 50.60	Lt.	"O" 234 + 00.60	Lt.	
"L" 353 + 80.26	Rt.	"L" 354 + 42.76	Rt.	
"O" 285 ~	Lt.	"O" 285+25	Lt.	C.O. #1
"L" 353 + 92.76	Lt.	"L" 354 + 42.76	Lt.	
"L" 355 + 34.14	Lt.	"L" 355 + 84.14	Lt.	
"O" 321+68	Lt.	"O" 321+93	Lt.	C.O. #1
"L" 355 + 34.14	Rt.	"L" 355 + 84.14	Rt.	

ESTIMATE OF QUANTITIES

Item No.	Item	Unit	Quantity
1	Furnishing and Maintaining Engineering Facilities	L. S.	All Req'd
110 (1)	Mobilization	L. S.	All Req'd
111 (1)	Temporary Erosion and Pollution Control	C. S.	All Req'd
301 (1)	Crushed Aggregate Base Course.	Ton	482
115(1)	Traffic Maintenance	L.S.	All Req'd.
401 (1)	Hot Asphalt Pavement	Ton	11,734
401 (2)	AC-5 Asphalt Cement	Ton	704.0
402 (2)	CSS-1 Emulsified Asphalt for Tack Coat	Ton	30.9
403 (1)	MC-30 Liquid Asphalt for Prime Coat	Ton	36.6
606(1)	Beam Type Guard Rail, Type I Post	L.F.	500
606(4)	Removal and Disposal of Guard Rail	L.F.	362.5
614 (3)	Adjust Existing Monuments and Cases	Each	19
401(4)	Anti-Stripping Additive	C. S.	All Req'd.

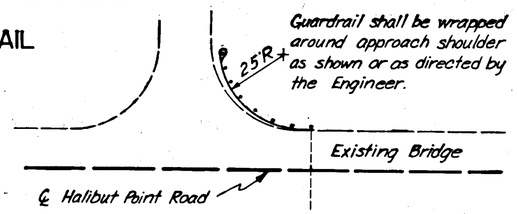


PAVEMENT TRANSITION DETAIL



BASIS OF ESTIMATE

Item No.	Estimating Factor
301 (1)	1.96 Tons Per Cu. Yard
401 (1)	112lbs. per sq. Yd. Inch Depth
401 (2)	6% of Item 401 (1)
402 (2)	0.10 gals. per Sq. Yd. / 253 gals. per Ton
403 (1)	0.25 gals. per Sq. Yd. / 256 gals per Ton



GUARDRAIL LOCATION DETAIL

Sta. "O" 233+50.60 Rt. to Sta. "O" 234+00.60 Rt.
and
Sta. "L" 355+34.14 Lt. to Sta. "O" 356+09.14 Lt.

MONUMENT SUMMARY

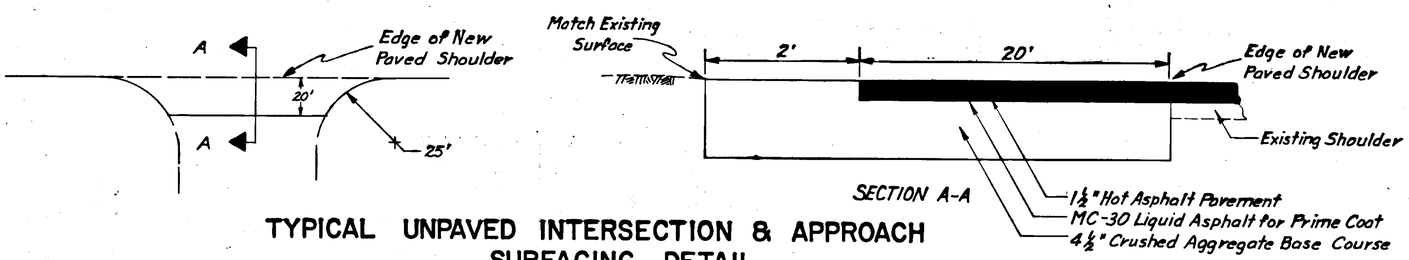
Stationing	Location	Point	Remarks
227+05.71	℄	PT	Adjust
235+12.65	"	PC	"
246+30.52	"	PC	"
251+94.82	"	PC	"
"O" 95+05.14	℄	P.C.	Adjust
"O" 99+41.98	"	P.T.	"
"O" 108+61.05	"	P.C.	"
"O" 113+45.93 Bk= "L" 113+42.19Ahd.	"	P.T. P.O.T.	"
"O" 137+76.75	"	P.C.	"
"O" 148+89.95	"	P.C.	"
"O" 153+80.79	"	P.T.	"
"O" 159+93.75	"	P.C.	"
"O" 165+26.26	"	P.T.	"
"O" 175+75.09	"	P.C.	"
"O" 185+48.59	"	P.C.	"
"L" 202+68.03	"	P.T.	"
"O" 237+03.04	"	P.T.	"
"O" 261+96.00	7'6" Lt.	-----	"
"O" 267+32.92	℄	P.C.	"
"O" 299+84.63	"	P.C.	"
"O" 314+51.05 Bk= "L" 314+92.86Ahd.	"	P.T. P.O.T.	"
"L" 319+86.79	"	P.C.	"
"L" 324+66.47	"	P.T.	"
144+05.08	"	P.T.	"
180+80.59	"	P.T.	"
202+25	"	----	PROPERTY CORNER
213+05.66	"	P.C.	"
219+23.79	"	P.T.	"
222+78.84	"	P.C.	"

GENERAL NOTES

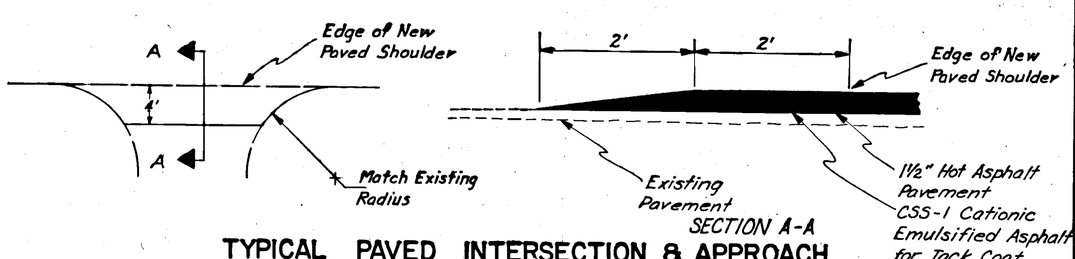
1. All stationing referred to on this project was derived from "As Built" Projects F-099-3(2) and F-099-3(6).
2. The pavement transition at the existing bridges shall be accomplished by removing approximately 75' of the existing adjacent roadway pavement full depth to a neat line and replacing with new pavement as directed by the engineer. The removal of pavement shall be considered incidental to Item 401(1), Hot Asphalt Pavement.
3. The pavement width shall be transitioned from 36' to 24' at the following locations:

Station	Width		Station	Width
"O" 231+90.10	36'	to	"O" 232+65.10	24'
"O" 233+50.60	24'	to	"O" 234+25.60	36'
"L" 353+67.76	36'	to	"O" 354+42+76	24'
"L" 355+34.14	24'	to	"O" 356+09.14	36'

4. All approaches and intersections shall be paved as detailed on this sheet.
5. Any excavation required shall be considered incidental to item 301(1), Crushed Aggregate Base Course.
6. The pavement transition at the B.O.P. shall be in the form of a butt joint as detailed below. 25' of existing roadway pavement shall be removed and this removal of pavement shall be considered incidental to 401 (1) Hot Asphalt Pavement.



TYPICAL UNPAVED INTERSECTION & APPROACH SURFACING DETAIL
(See General Note #5)



TYPICAL PAVED INTERSECTION & APPROACH SURFACING DETAIL