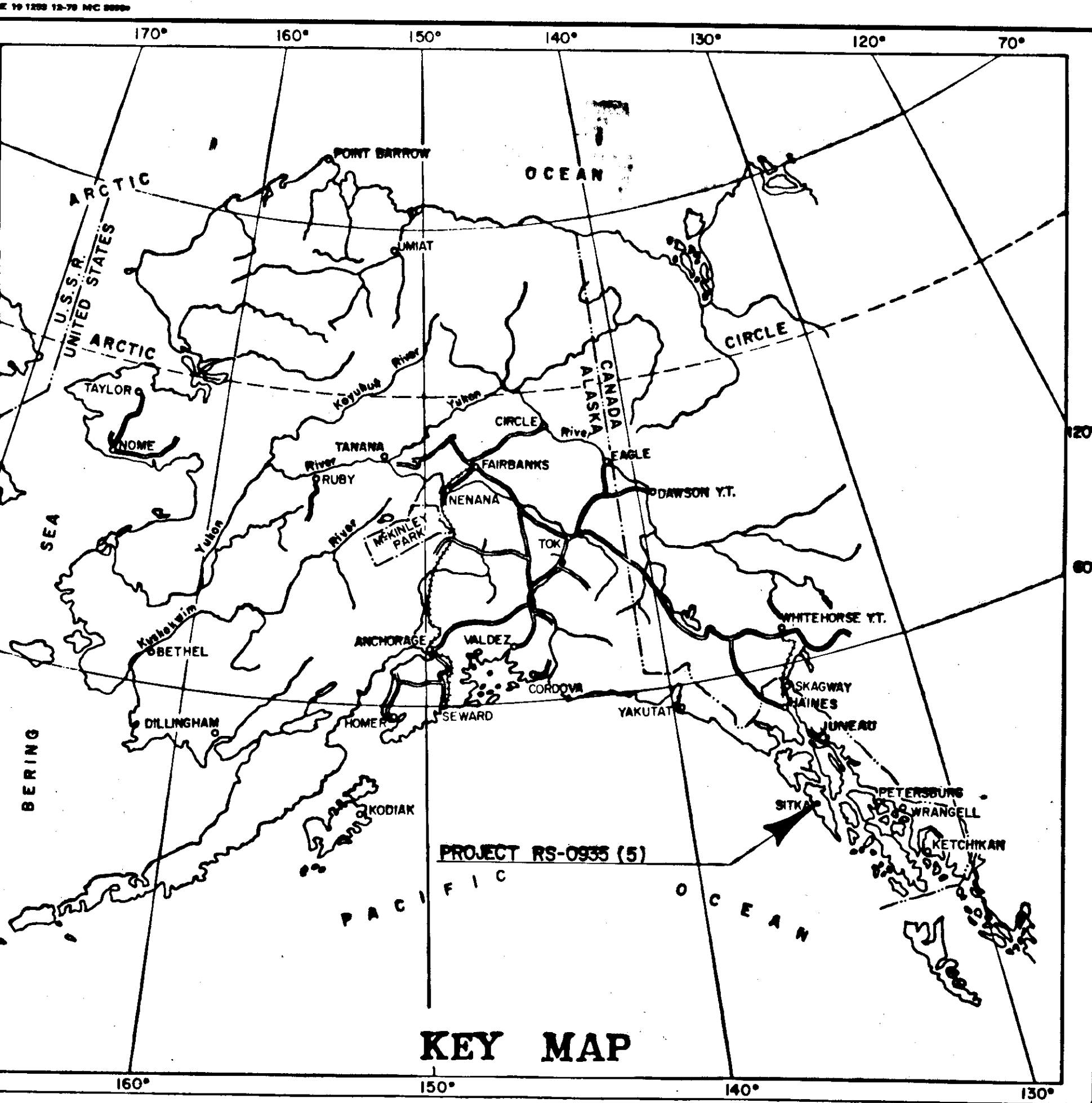




STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

PLAN AND PROFILE  
PROPOSED HIGHWAY PROJECT  
RS-0935(5)  
HALIBUT POINT BLVD.  
ERLER ST. TO DAVIDOFF ST.  
PAVING

AS - BUILT PLANS

CONTRACTOR: ASSOCIATED SAND & GRAVEL

PROJECT ENGINEER: AL RISLEY

BEGINNING DATE: JULY 27, 1981

COMPLETION DATE: OCT. 2, 1981

PROJECT SUMMARY

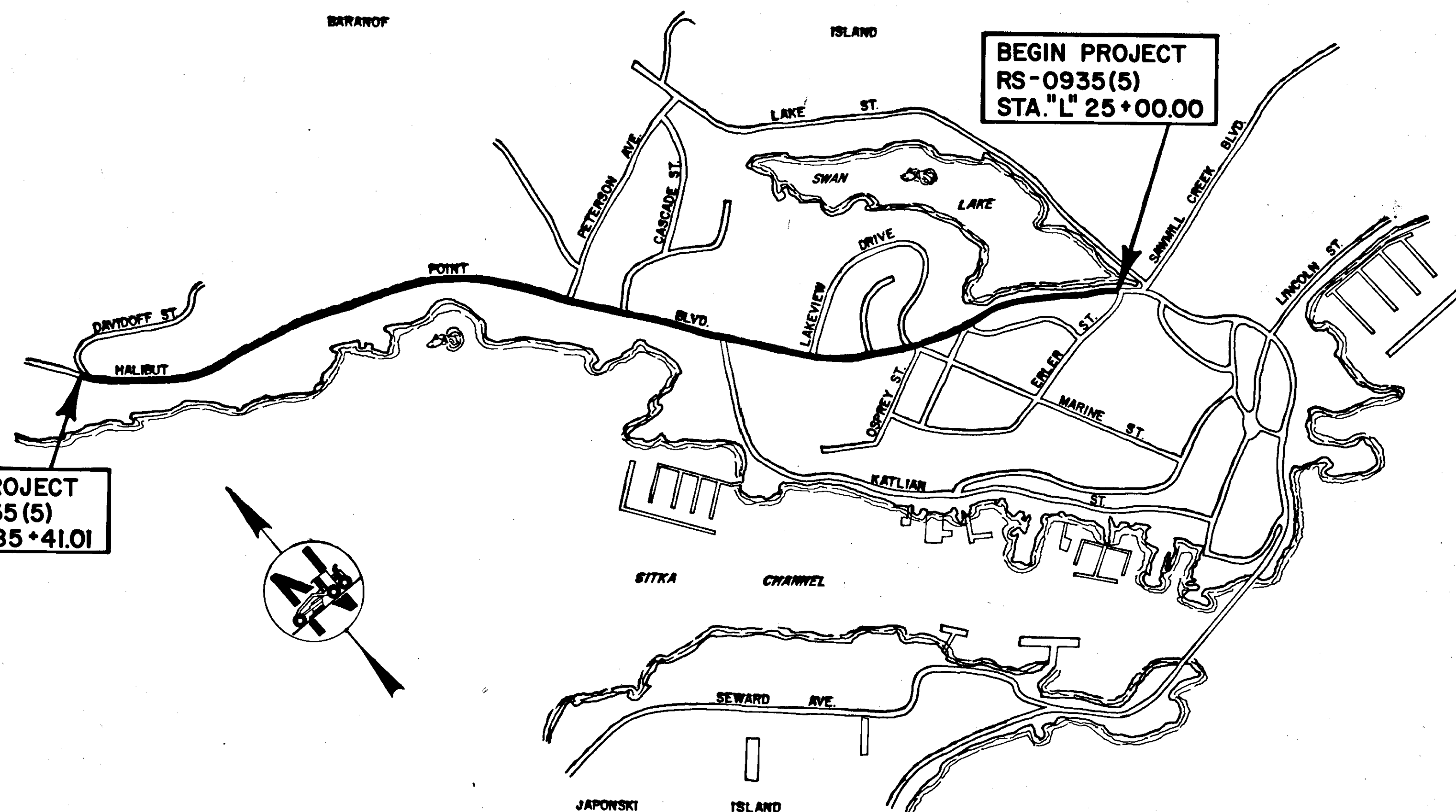
WIDTH OF PAVEMENT = 30.5 to 34.5  
LENGTH OF PAVEMENT = 7297.25 ft. = 1.382 mile  
LENGTH OF PROJECT = 7297.25 ft. = 1.382 mile

DESIGN DESIGNATION

ADT(1980).....7,100  
ADT(2001).....13,075  
DHV(13%).....1,700  
D.....40-60  
%T.....3%  
V.....25 MPH  
TRAFFIC INDEX.....8.0

END PROJECT  
RS - 0935 (5)  
STA."L" 85+41.01

BEGIN PROJECT  
RS-0935(5)  
STA."L" 25+00.00



| STATE  | PROJECT     | SHEET NO. | TOTAL SHEETS |
|--------|-------------|-----------|--------------|
| ALASKA | RS-0935 (5) | 1         | 13           |

INDEX OF SHEETS

|       |                                             |
|-------|---------------------------------------------|
| 1     | TITLE SHEET                                 |
| 2     | TYPICAL SECTIONS AND ESTIMATE OF QUANTITIES |
| 3-9   | PLAN SHEETS                                 |
| 10    | TRAFFIC CONTROL PLAN                        |
| 11-12 | SIGNING & STRIPPING PLAN                    |
| 13    | PERMANENT TRAFFIC COUNTER                   |
|       |                                             |
|       |                                             |
|       |                                             |

The following Standard Drawings shall apply to this project:  
A-1, C-00.04, C-10.04, C-11.04, D-01.00, D-04.00,  
D-05.00, I-40.21, S-00.11, S-05.00, S-20.10, S-30.12,  
T-20.03, T-21.03, T-22.00, T-32.01, T-33.03, T-34.03.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

APPROVED

*Wallace Kurilim* DATE 4-15-81  
SOUTHEASTERN REGION DESIGN/CONST. ENGINEER

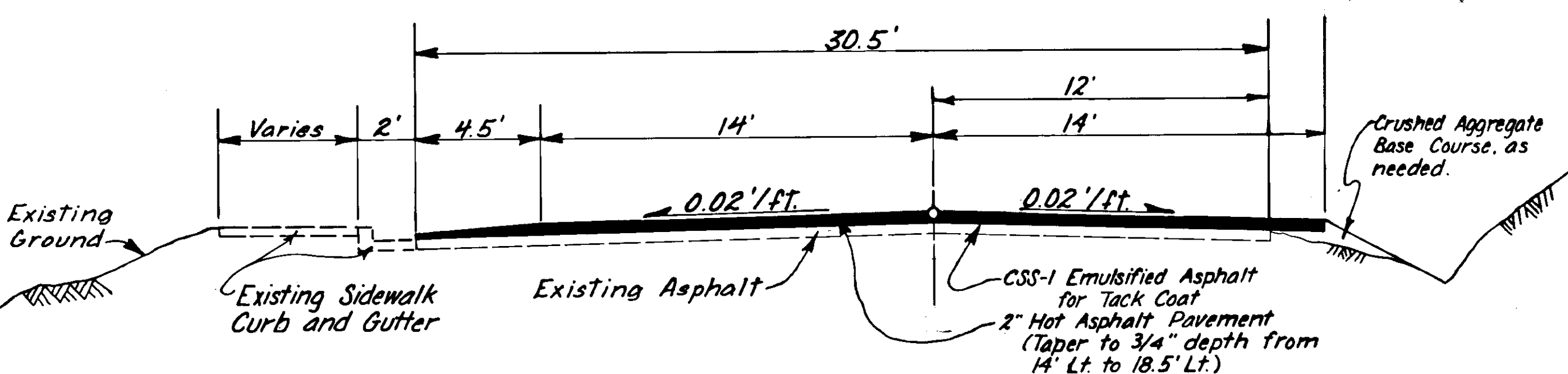
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

APPROVED

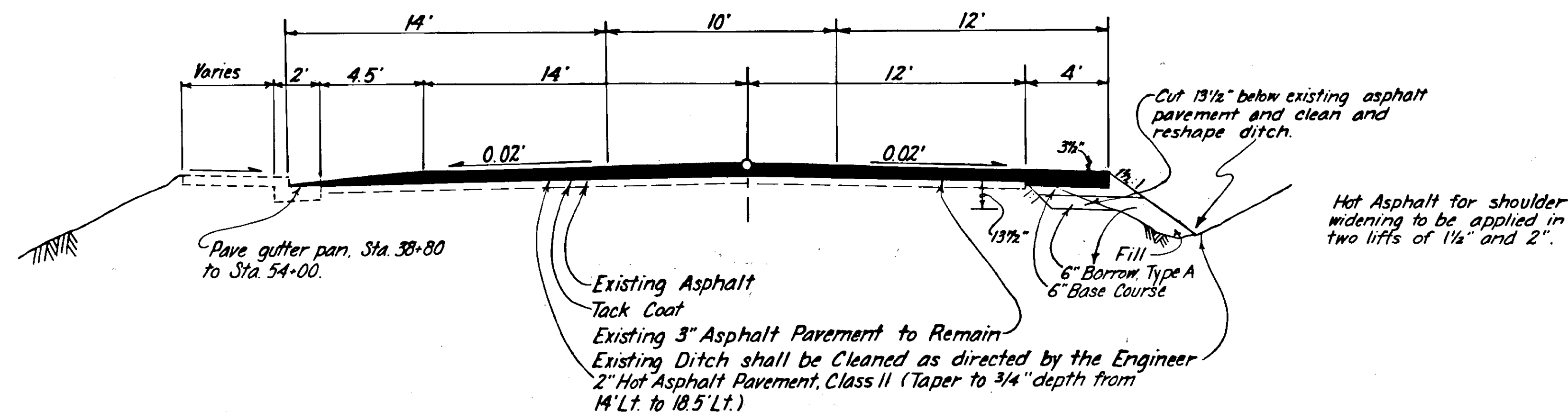
*Charles J. Stabel* Date 4-21-81  
DIRECTOR-HIGHWAY DESIGN & CONSTRUCTION



# TYPICAL SECTIONS



STATION 33+00 to STATION 40+00  
and  
STATION 54+00 to STATION 85+41  
From Sta. 25+00 to Sta. 33+00 there  
will be no widening on the right side.



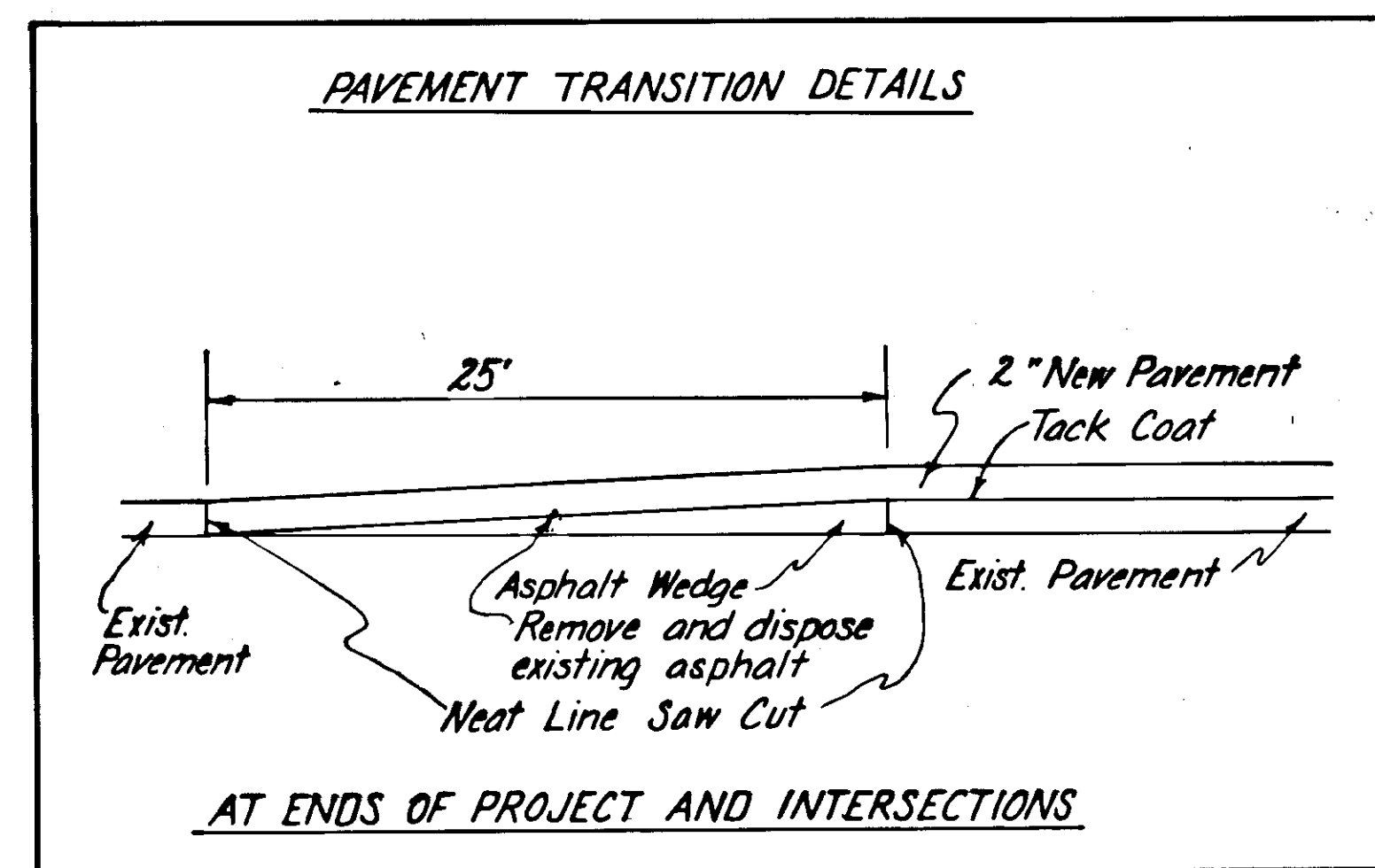
STATION 40+00 to STATION 54+00

| BASIS OF ESTIMATE |                                        |                                    |
|-------------------|----------------------------------------|------------------------------------|
| ITEM NO.          | ITEM                                   | ESTIMATING FACTOR                  |
| 301(1)            | Crushed Aggregate Base Course          | 2 Tons / Cu. Yd.                   |
| 401(1)            | Hot Asphalt Pavement (Class II)        | 112 Lbs. / Sq. Yd. / Inch Depth    |
| 401(2)            | AC-5 Asphalt Cement                    | 6.5 % of 401(1)                    |
| 402(2)            | CSS-1 Emulsified Asphalt for Tack Coat | 0.05 Gal. / Sq. Yd. - 256 Gal./Ton |

| ESTIMATE OF QUANTITIES |                                             |          |                         |
|------------------------|---------------------------------------------|----------|-------------------------|
| ITEM NO.               | ITEM                                        | UNIT     | QUANTITY                |
| 109 (1)                | Petroleum Escalation                        | C.S.     | All Required            |
| 110 (1)                | Mobilization                                | L.S.     | All Required            |
| 111 (1)                | Temporary Erosion and Pollution Control     | C.S.     | All Required            |
| 113 (1)                | Flagging                                    | Man Hrs. | <del>400</del> 270      |
| 114 (1)                | Construction Engineering by the Contractor  | L.S.     | All Required            |
| 115 (1)                | Traffic Maintenance                         | L.S.     | All Required            |
| 116 (1)                | Furnishing and Maintaining Field Office     | L.S.     | All Required            |
| 116 (2)                | Furnishing and Maintaining Field Laboratory | L.S.     | All Required            |
| 202 (4)                | Removal of Culvert Pipe                     | Lin. Ft. | <del>125</del> 125      |
| 203 (8)                | Linear Grading                              | Station  | 14                      |
| 301 (1)                | Crushed Aggregate Base Course               | Ton      | <del>650</del> 650.32   |
| 401 (1)                | Asphalt Concrete Type II                    | Ton      | <del>3325</del> 3432.96 |
| 401 (2)                | Asphalt Cement AC-5                         | Ton      | <del>220</del> 202.72   |
| 402 (2)                | CSS-1 Asphalt for Tack Coat                 | L.S.     | All Required            |
| 603 (22E)              | 18 Inch Pipe                                | Lin. Ft. | <del>130</del> 128      |
| 604 (4)                | Adjust Existing Manhole                     | Each     | 12                      |
| 614 (4)                | Adjust Existing Monument Case               | Each     | 24                      |
| 615 (1)                | Standard Sign                               | Sq. Ft.  | 31.5                    |
| 628 (11)               | Adjustment of Valve Box                     | Each     | <del>5</del> 21         |
| 660 (6)                | Traffic Count Station Complete              | L.S.     | All Required            |
| 670 (1)                | Painted Traffic Markings                    | L.S.     | All Required            |
| 670 (6)                | Thermoplastic Pavement Markings             | L.S.     | All Required            |

| ADJUST EXISTING MONUMENT CASES |            |        |
|--------------------------------|------------|--------|
| STATION                        | LOCATION   | POINT  |
| "L" 30+33.98                   | Centerline | P.C.   |
| "L" 32+66.33                   |            | P.T.   |
| "L" 34+05.74                   |            | P.C.   |
| "L" 37+69.41 BK.               |            | P.T.   |
| "L" 37+66.73 Ahd.              |            | P.T.   |
| "L" 39+30.5                    |            | P.O.T. |
| "L" 46+85.21                   |            | P.T.   |
| "L" 52+01.5                    |            | P.O.T. |
| "L" 58+58.60                   |            | P.O.T. |
| "L" 62+58.61                   |            | P.O.T. |
| "L" 66+56.745+98               |            | P.C.   |
| "L" 71+70                      |            | P.O.T. |
| "L" 74+39.09 74+15             |            | P.T.   |
| "L" 77+80                      |            | P.O.T. |
| "L" 79+76.38                   |            | P.C.   |
| "L" 82+35                      |            | P.O.T. |
| "L" 83+61.62                   |            | P.T.   |
| "L" 87+75                      |            | P.O.T. |
| "L" 88+36                      |            | P.O.T. |
| "L" 90+36.36                   |            | P.T.   |
| "L" 93+80                      |            | P.O.T. |
| "L" 94+71                      |            | P.C.   |
| "L" 97+21.11 BK.               |            | P.T.   |
| "L" 94+67.54 Ahd.              | Centerline | P.O.T. |
| * "L" 41+55.33                 | Centerline | P.C.   |
| "L" 88+30                      | Centerline | P.O.T. |

| ADJUST EXISTING MAN HOLES |            |        |
|---------------------------|------------|--------|
| STATION                   | OFFSET     |        |
|                           | RIGHT      | LEFT   |
| "L" 26+00                 | Centerline |        |
| "L" 30+78                 | 12'        |        |
| "L" 34+90                 | 10'        |        |
| "L" 39+25                 | 7'         |        |
| "L" 41+71                 | 12'        |        |
| * "L" 45+74 Did Not       | 12.5'      | Adjust |
| "L" 52+01                 | 15'        |        |
| "L" 55+08                 | 15'        |        |
| "L" 57+28                 | 11'        |        |
| "L" 58+60 Did Not         | 10'        | Adjust |
| "L" 62+47                 | 15'        |        |
| * "L" 43+75               | 15'        |        |
| "L" 41+90                 | 15'        |        |
| "L" 58+20                 | 8'         |        |



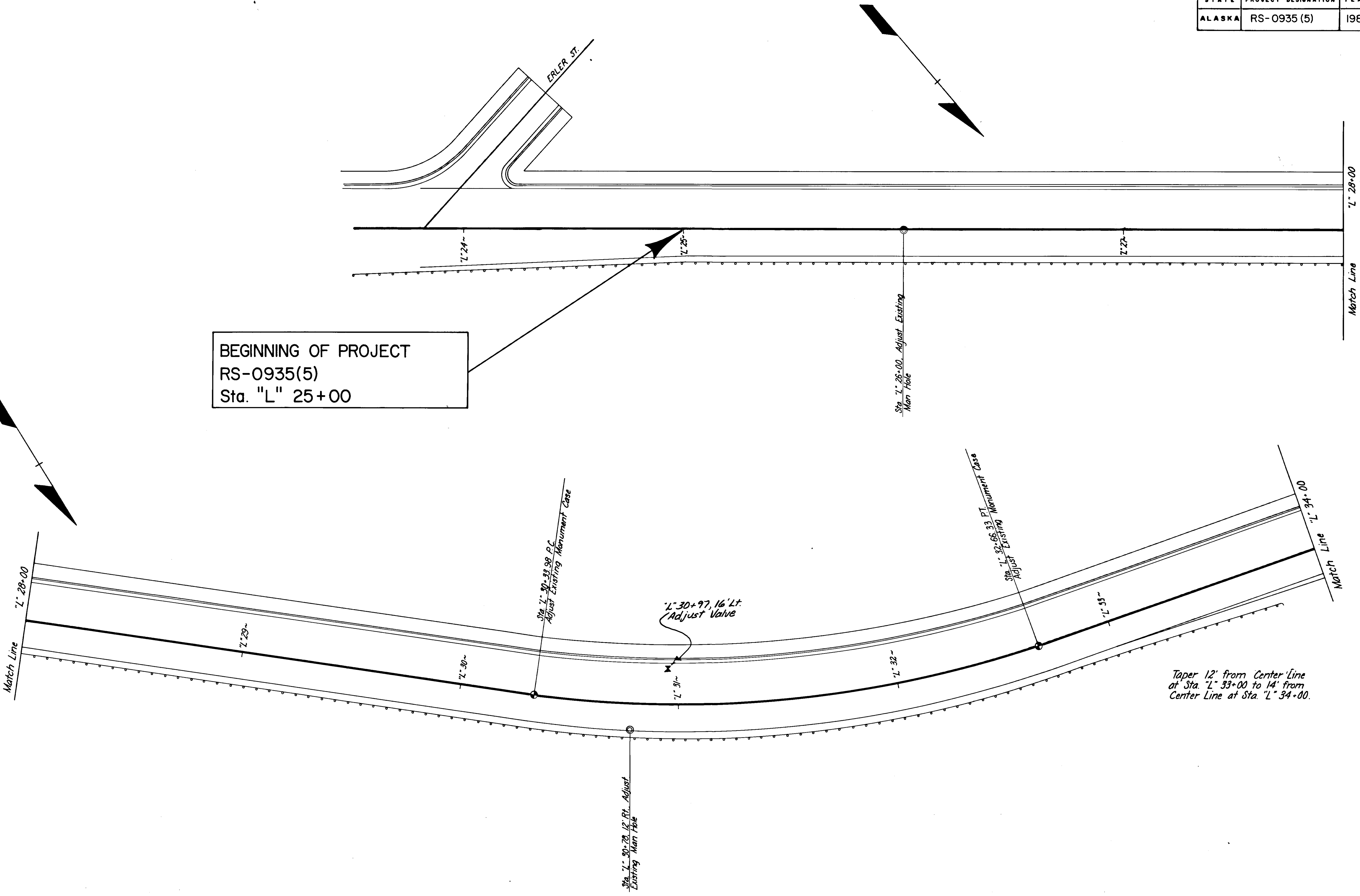
## GENERAL NOTES:

- In the shoulder widening area between Sta. 40+00 and Sta. 54+00, no more work will be started than what can be completed during the working shift. No shoulder drop off will be allowed during non working hours.
- The radius for driveways between Sta. 40+00 and Sta. 54+00, shall be constructed as per Std. Drw. I-40.21, incidental to Bid Item 203(8).
- When existing driveway paving does not match the new shoulder grade, driveway pavement beyond the existing shoulder line shall be removed as directed, incidental to other items of work, and the driveway shaped and repaved at contract unit prices for material being used.
- The contractor shall have the option of using thermoplastic shoulder stripping in place of painted traffic markings at no additional cost to the State.
- The saw cuts and removal of existing pavement at the ends of the project and intersections shall be incidental to other items of work.

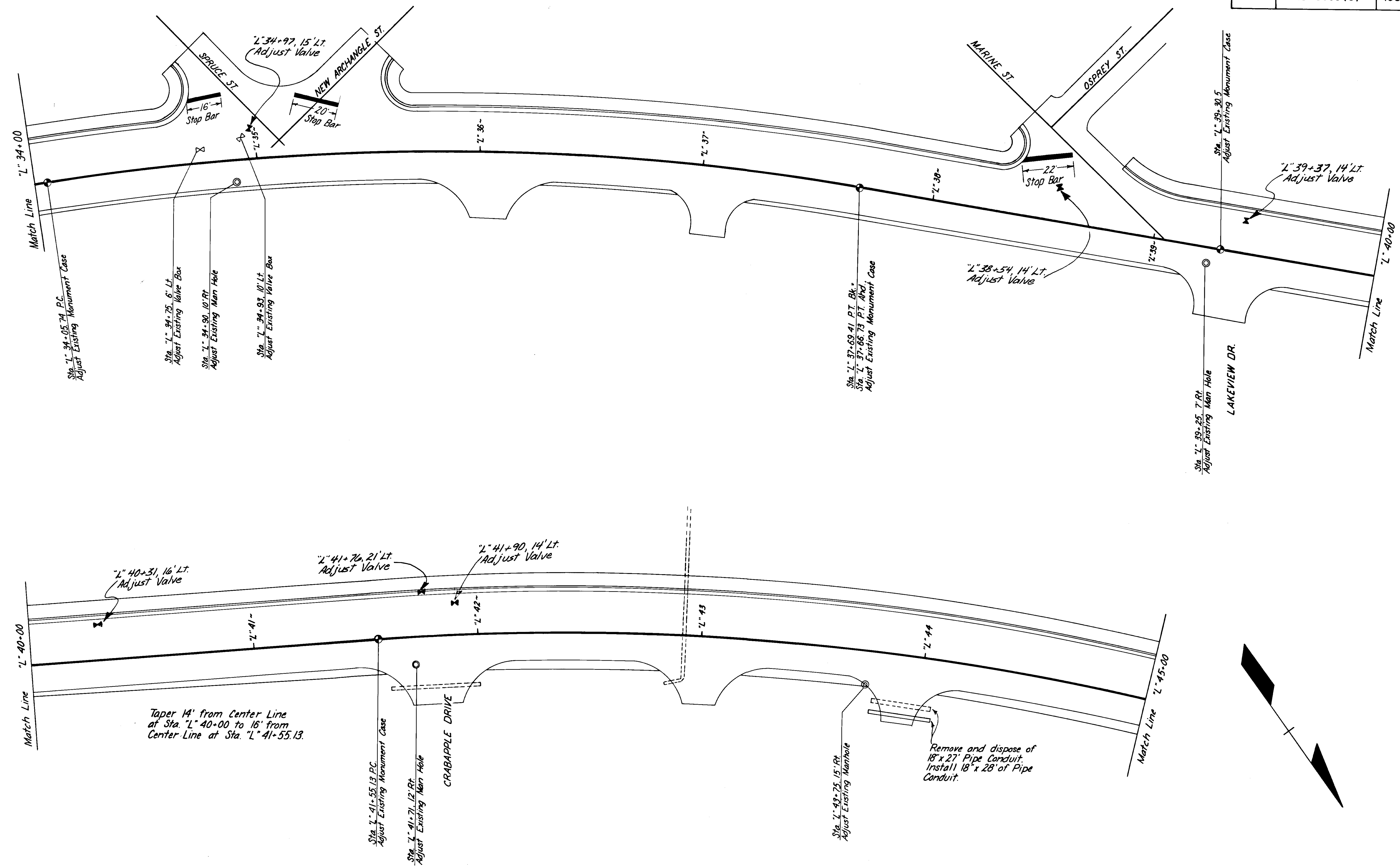
| ADJUST EXISTING VALVE BOXES |         |                         |
|-----------------------------|---------|-------------------------|
| STATION                     | OFFSET  | REMARKS                 |
| "L" 34+75                   | 6' Lt.  | Adjust 8" G.V. and V.B. |
| "L" 34+93                   | 10' Lt. | Adjust 8" G.V. and V.B. |
| "L" 46+80                   | 10' Lt. | Adjust 8" G.V. and V.B. |
| "L" 49+26.6                 | 11' Lt. | Adjust 8" G.V. and V.B. |
| "L" 51+81                   | 9' Lt.  | Adjust 8" G.V. and V.B. |
| "L" 30+97                   | 16' Lt. | " " " "                 |
| "L" 34+97                   | 15' Lt. | " " " "                 |
| "L" 38+54                   | 14' Lt. | " " " "                 |
| "L" 39+57                   | 14' Lt. | " " " "                 |
| "L" 40+31                   | 16' Lt. | " " " "                 |
| "L" 41+76                   | 20' Lt. | " " " "                 |
| "L" 41+90                   | 14' Lt. | " " " "                 |
| "L" 45+26                   | 16' Lt. | " " " "                 |
| "L" 69+40                   | 16' Lt. | " " " "                 |
| "L" 81+31                   | 15' Lt. | " " " "                 |

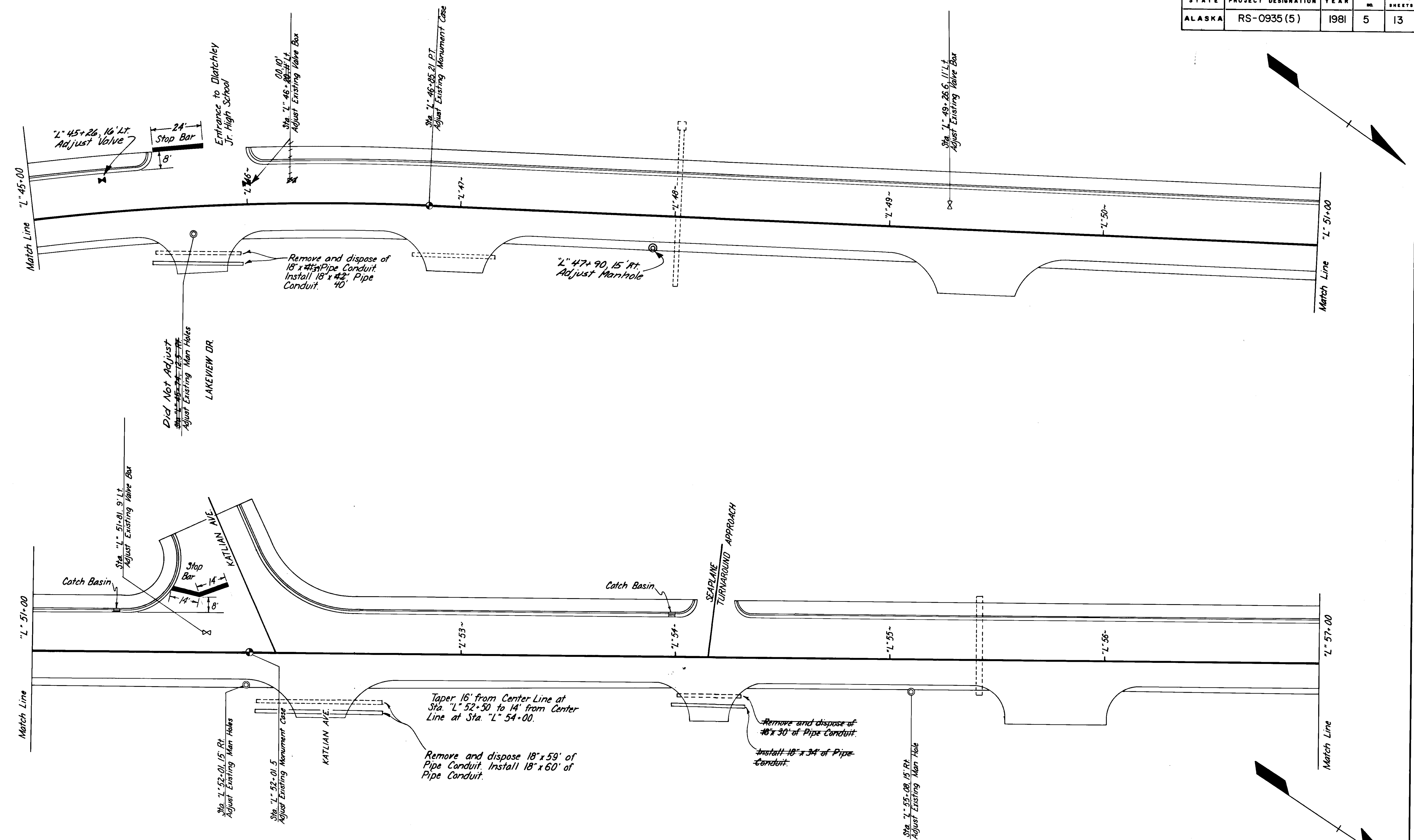
| ADJUST EXISTING VALVE BOXES (CON'T.) |         |                       |
|--------------------------------------|---------|-----------------------|
| STATION                              | OFFSET  | REMARKS               |
| "L" 81+70                            | 11' Rt. | Adjust 8" G.V. & V.B. |
| "L" 83+00                            | 15' Lt. | " " " "               |
| "L" 86+91                            | 18' Lt. | " " " "               |
| "L" 90+06                            | 17' Lt. | " " " "               |
| "L" 85+17                            | 17' Lt. | " " " "               |
| "L" 85+20                            | 15' Lt. | " " " "               |

| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935 (5)         | 1981 | 3         | 13           |

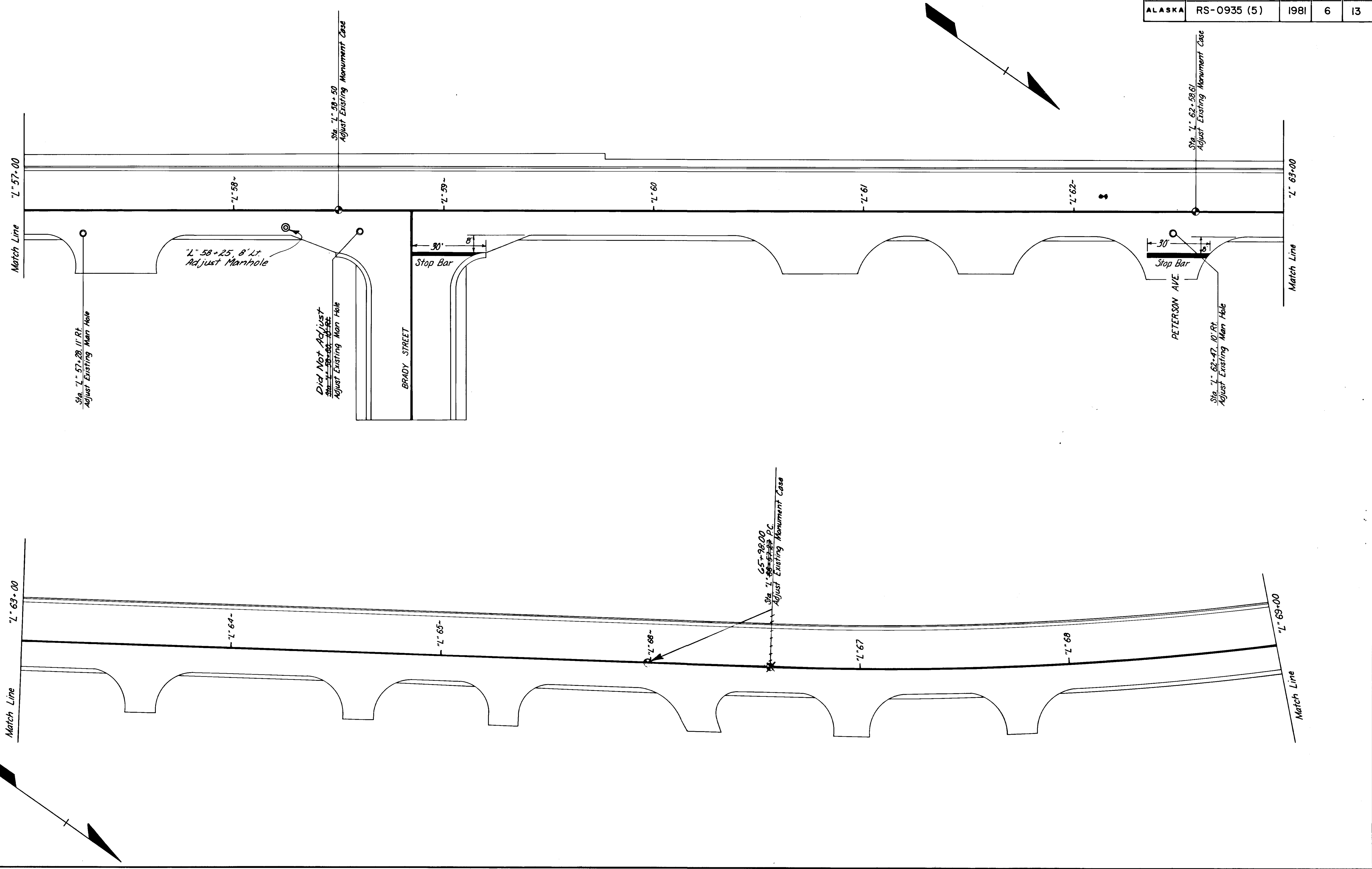


| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935 (5)         | 1981 | 4         | 13           |

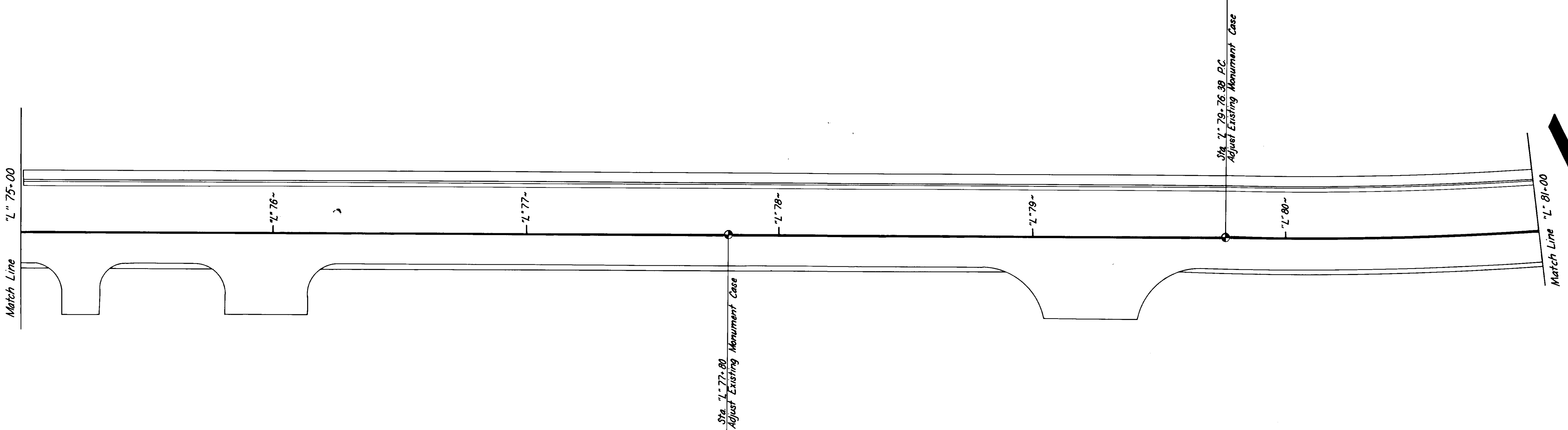
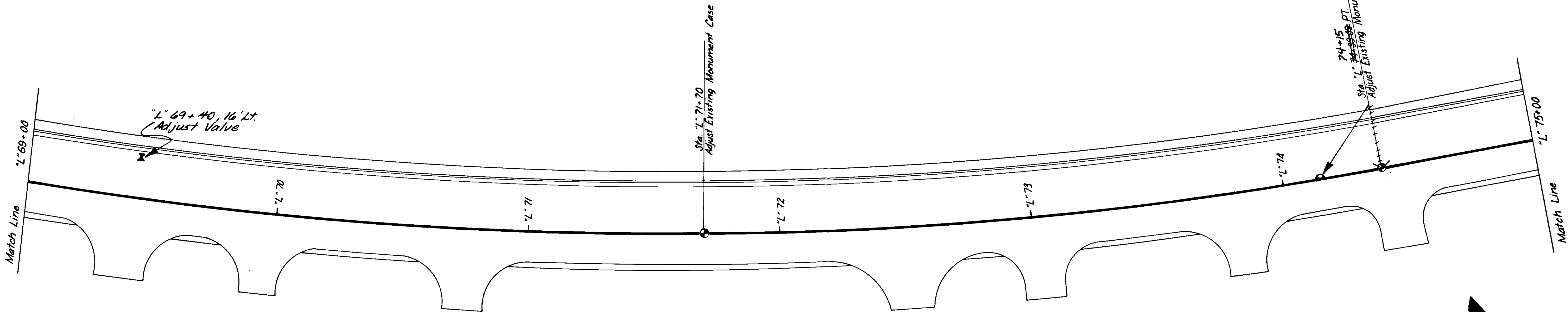




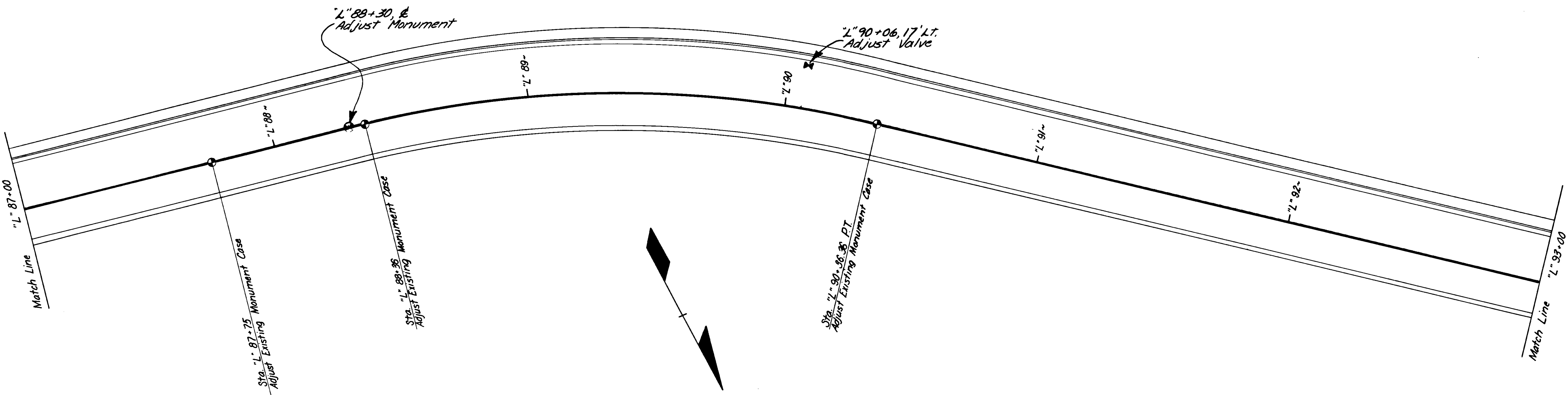
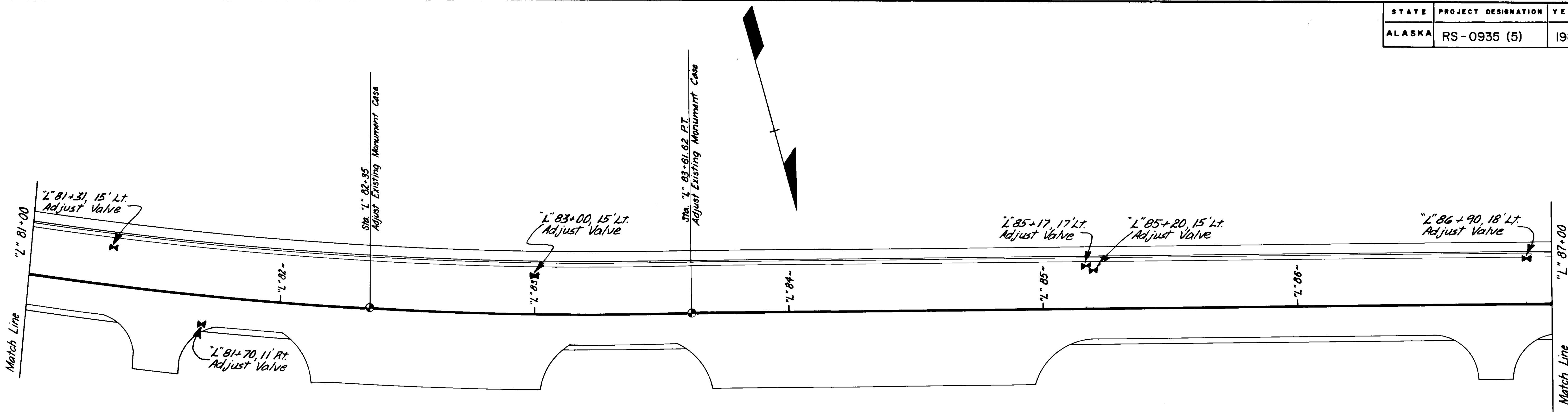
| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935 (5)         | 1981 | 6         | 13           |



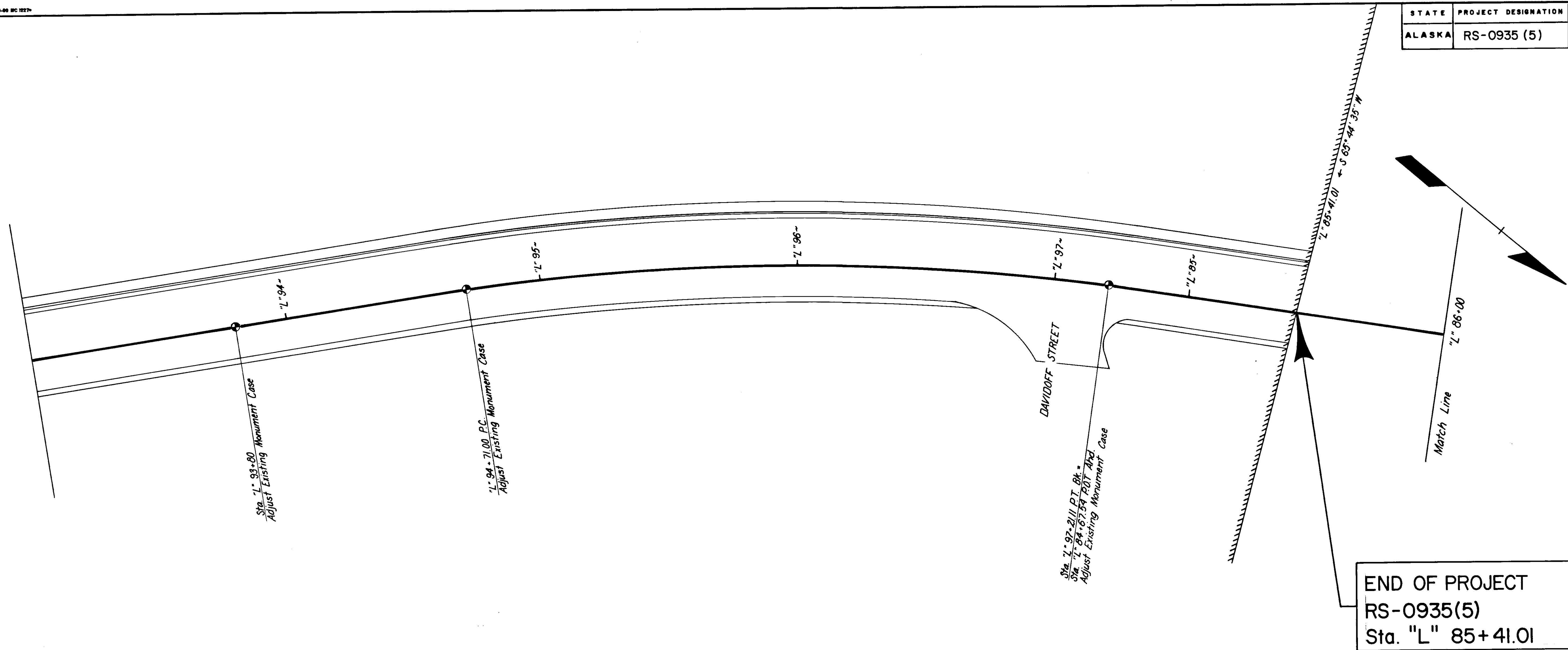
| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935 (5)         | 1981 | 7         | 13           |



| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935 (5)         | 1981 | 8         | 13           |

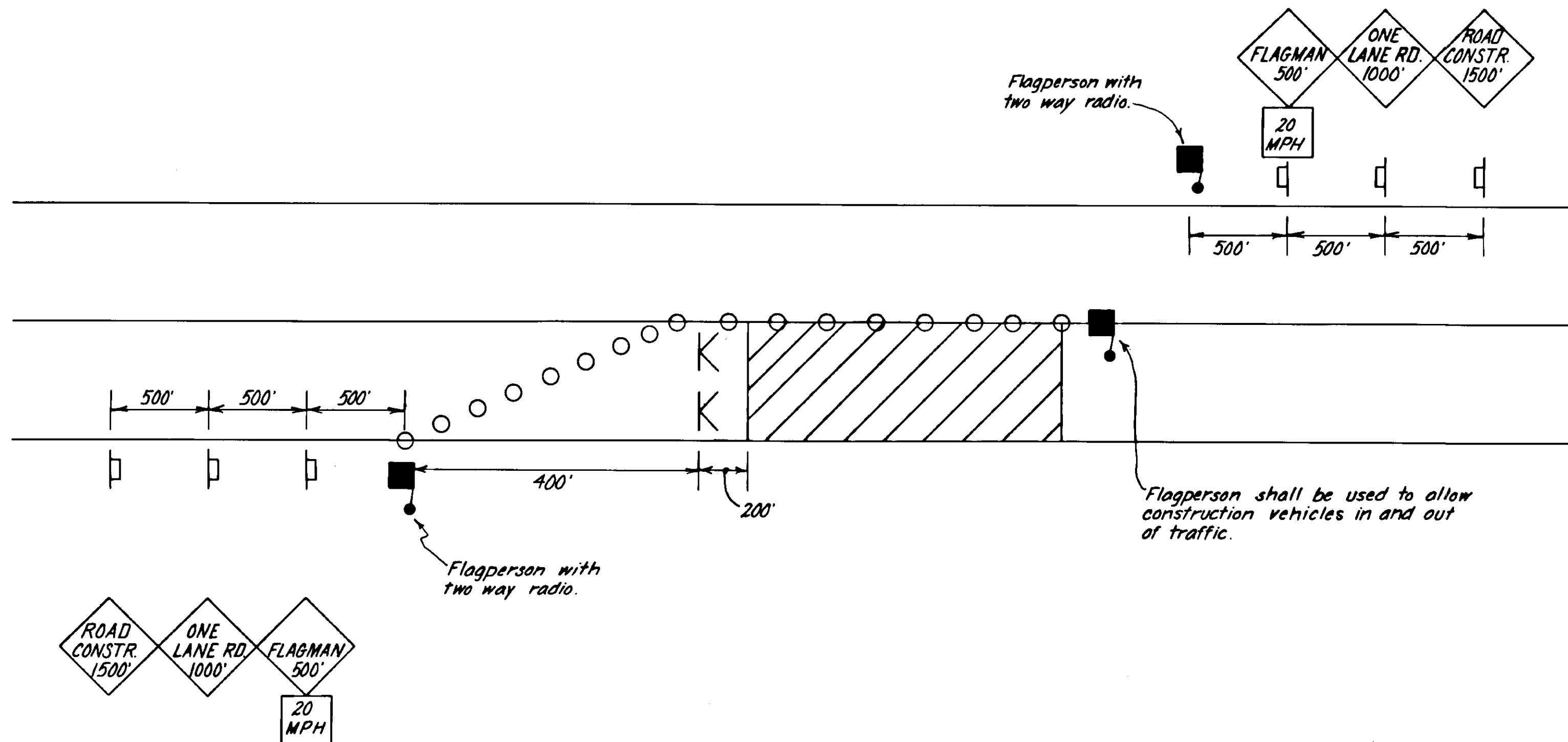


| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935 (5)         | 1981 | 9         | 13           |



| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935 (5)         | 1981 | 10        | 13           |

TRAFFIC CONTROL PLAN  
TWO WAY TRAFFIC  
ONE LANE CLOSED



NOTES:

1. The contractor shall designate at least one of his employees to maintain and continuously monitor the condition and placement of all traffic control devices during roadway work operations. The employee shall have no other duties.
2. The contractor shall coordinate his work with the City and shall have prior approval before closing or detouring any traffic over any side street.
3. The contractor shall be responsible for keeping the public advised through the news media of his construction activities and scheduling.
4. The contractor shall be responsible for keeping the police and fire departments advised of his construction activities and scheduling and give prompt notification of any change.

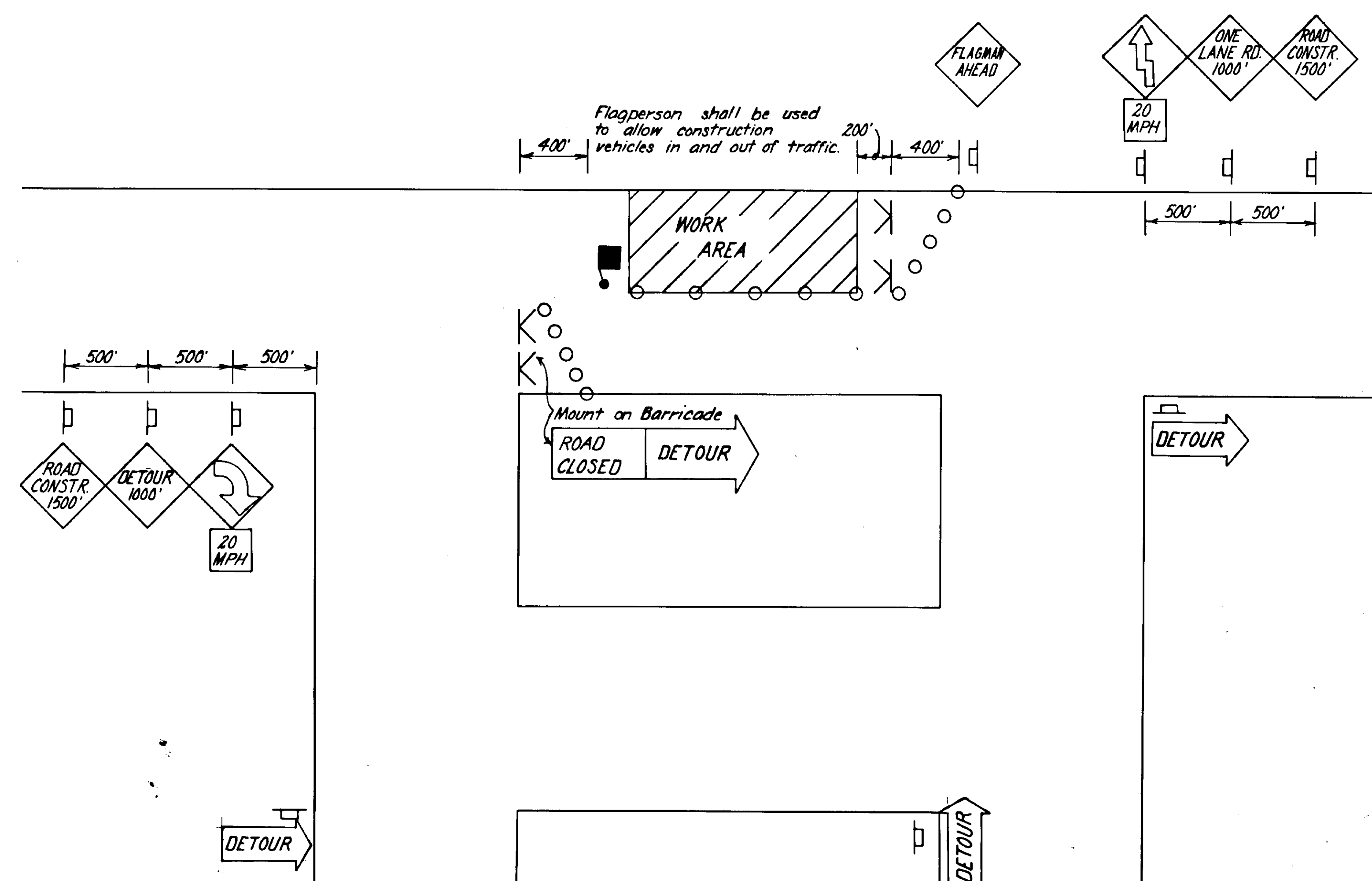
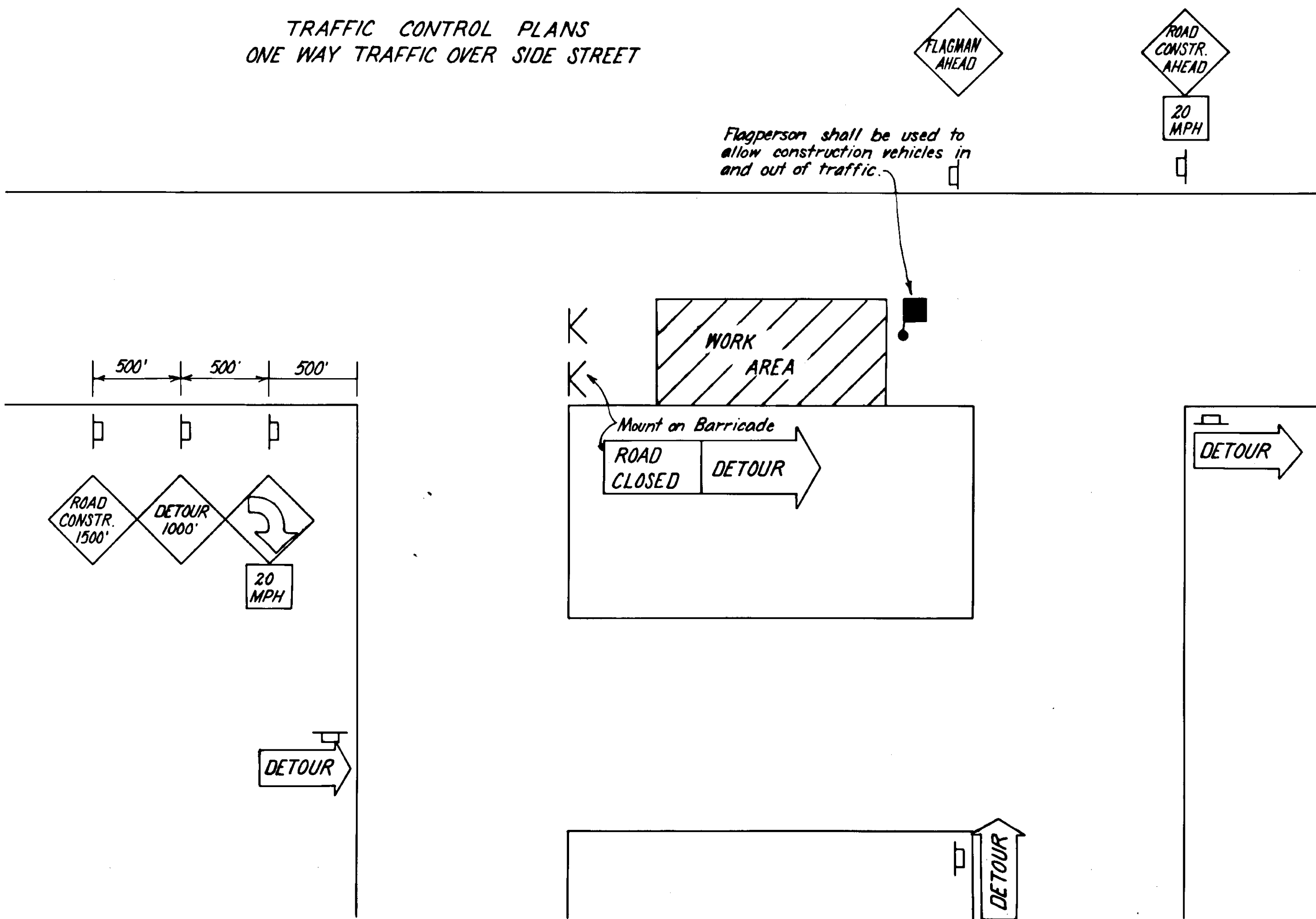
5. When the Traffic Control Plan for two way traffic one lane closed is in use, no work will be allowed between the hours of 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. and uninterrupted two lane traffic will be maintained.

LEGEND:

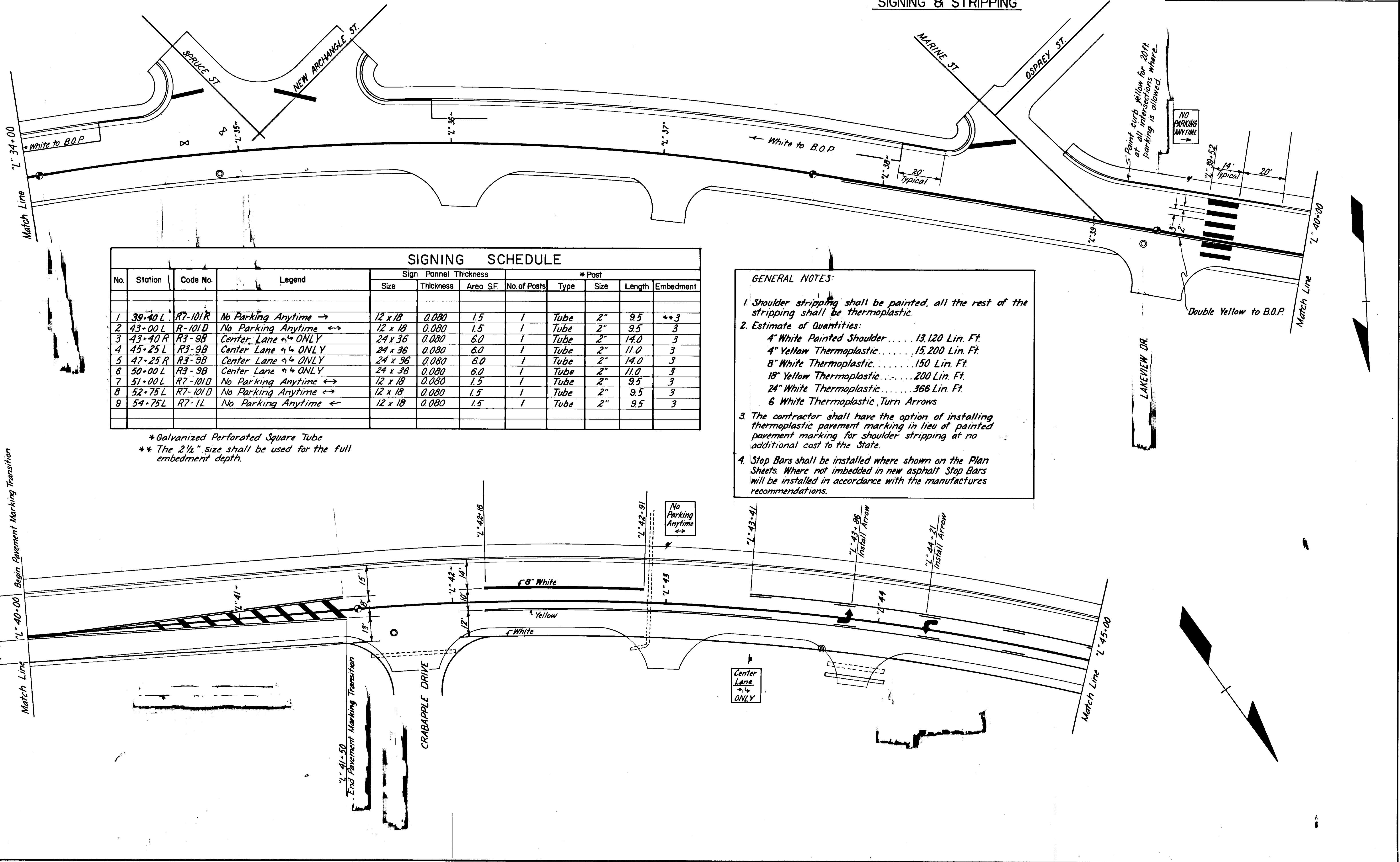
- Cones
- Flagperson
- ✂ Barricade with orange flag or warning lights.

NOTE: Warning lights shall be required during hours of darkness.

TRAFFIC CONTROL PLANS  
ONE WAY TRAFFIC OVER SIDE STREET



SIGNING & STRIPPING



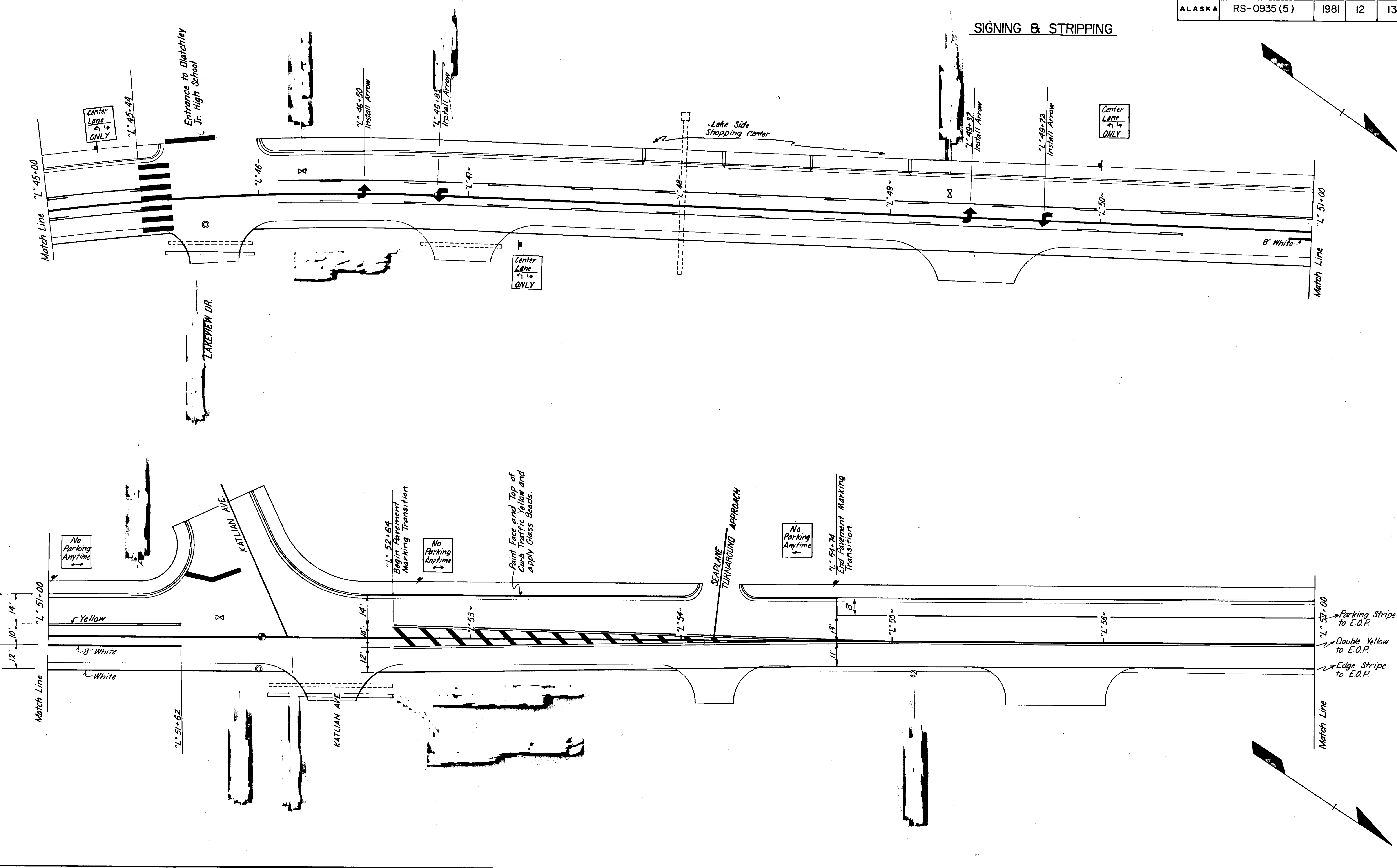
| SIGNING SCHEDULE |         |          |                      |                      |           |          |              |      |      |        |           |
|------------------|---------|----------|----------------------|----------------------|-----------|----------|--------------|------|------|--------|-----------|
| No.              | Station | Code No. | Legend               | Sign Panel Thickness |           |          | * Post       |      |      |        |           |
|                  |         |          |                      | Size                 | Thickness | Area SF. | No. of Posts | Type | Size | Length | Embedment |
| 1                | 39+40 L | R7-101R  | No Parking Anytime → | 12 x 18              | 0.080     | 1.5      | 1            | Tube | 2"   | 9.5    | **3       |
| 2                | 43+00 L | R-101D   | No Parking Anytime ↔ | 12 x 18              | 0.080     | 1.5      | 1            | Tube | 2"   | 9.5    | 3         |
| 3                | 43+40 R | R3-9B    | Center Lane ONLY     | 24 x 36              | 0.080     | 6.0      | 1            | Tube | 2"   | 14.0   | 3         |
| 4                | 45+25 L | R3-9B    | Center Lane ONLY     | 24 x 36              | 0.080     | 6.0      | 1            | Tube | 2"   | 11.0   | 3         |
| 5                | 47+25 R | R3-9B    | Center Lane ONLY     | 24 x 36              | 0.080     | 6.0      | 1            | Tube | 2"   | 14.0   | 3         |
| 6                | 50+00 L | R3-9B    | Center Lane ONLY     | 24 x 36              | 0.080     | 6.0      | 1            | Tube | 2"   | 11.0   | 3         |
| 7                | 51+00 L | R7-101D  | No Parking Anytime ↔ | 12 x 18              | 0.080     | 1.5      | 1            | Tube | 2"   | 9.5    | 3         |
| 8                | 52+75 L | R7-101D  | No Parking Anytime ↔ | 12 x 18              | 0.080     | 1.5      | 1            | Tube | 2"   | 9.5    | 3         |
| 9                | 54+75 L | R7-1L    | No Parking Anytime ← | 12 x 18              | 0.080     | 1.5      | 1            | Tube | 2"   | 9.5    | 3         |

\*Galvanized Perforated Square Tube  
\*\* The 2 1/2" size shall be used for the full embedment depth.

- GENERAL NOTES:
- Shoulder stripping shall be painted, all the rest of the stripping shall be thermoplastic.
  - Estimate of Quantities:  
4" White Painted Shoulder ..... 13,120 Lin. Ft.  
4" Yellow Thermoplastic ..... 15,200 Lin. Ft.  
8" White Thermoplastic ..... 150 Lin. Ft.  
18" Yellow Thermoplastic ..... 200 Lin. Ft.  
24" White Thermoplastic ..... 366 Lin. Ft.  
6 White Thermoplastic Turn Arrows
  - The contractor shall have the option of installing thermoplastic pavement marking in lieu of painted pavement marking for shoulder stripping at no additional cost to the State.
  - Stop Bars shall be installed where shown on the Plan Sheets. Where not imbedded in new asphalt Stop Bars will be installed in accordance with the manufactures recommendations.

| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935 (5)         | 1981 | 12        | 13           |

SIGNING & STRIPPING



| STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|--------|---------------------|------|-----------|--------------|
| ALASKA | RS-0935(5)          | 1981 | 13        | 13           |

## PERMANENT TRAFFIC COUNTER SITKA

### GENERAL NOTES

1. Cabinet & sensor equip. shall be furnished by the State of Alaska. Pole, conduit, counters, load center, wire, & all other materials required for installation shall be supplied by the contractor.
2. Installation shall conform to the State of Alaska, Dept. of Transportation & Public Facilities Standard Drawings T-32.01, T-33.03, T-34.03 and the code.
3. Detector sensor probes may be installed prior to pavement overlay.
4. The traffic counter furnished by the contractor shall operate on 9 to 14 volts DC, supplied by a trickle charger and 12 volt nickel-cadmium battery, available with the counter. The counter shall be dual mode, capable of counting and recording two directions. Output shall be ASC II punching format on time-printed, one-inch wide paper tape for numerics, space, carriage return and line feed. Print of numeric count on surface of pressure-sensitive tape shall be beside corresponding punched digit. Counter shall be Leopold & Stevens model 7553-2 or equal.
5. The southbound magnetometer shall have its own separate lead-in cable. The two northbound magnetometers shall be factory wired together with a single lead-in cable.

