

STATE OF ALASKA - DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES - SOUTHEAST REGION

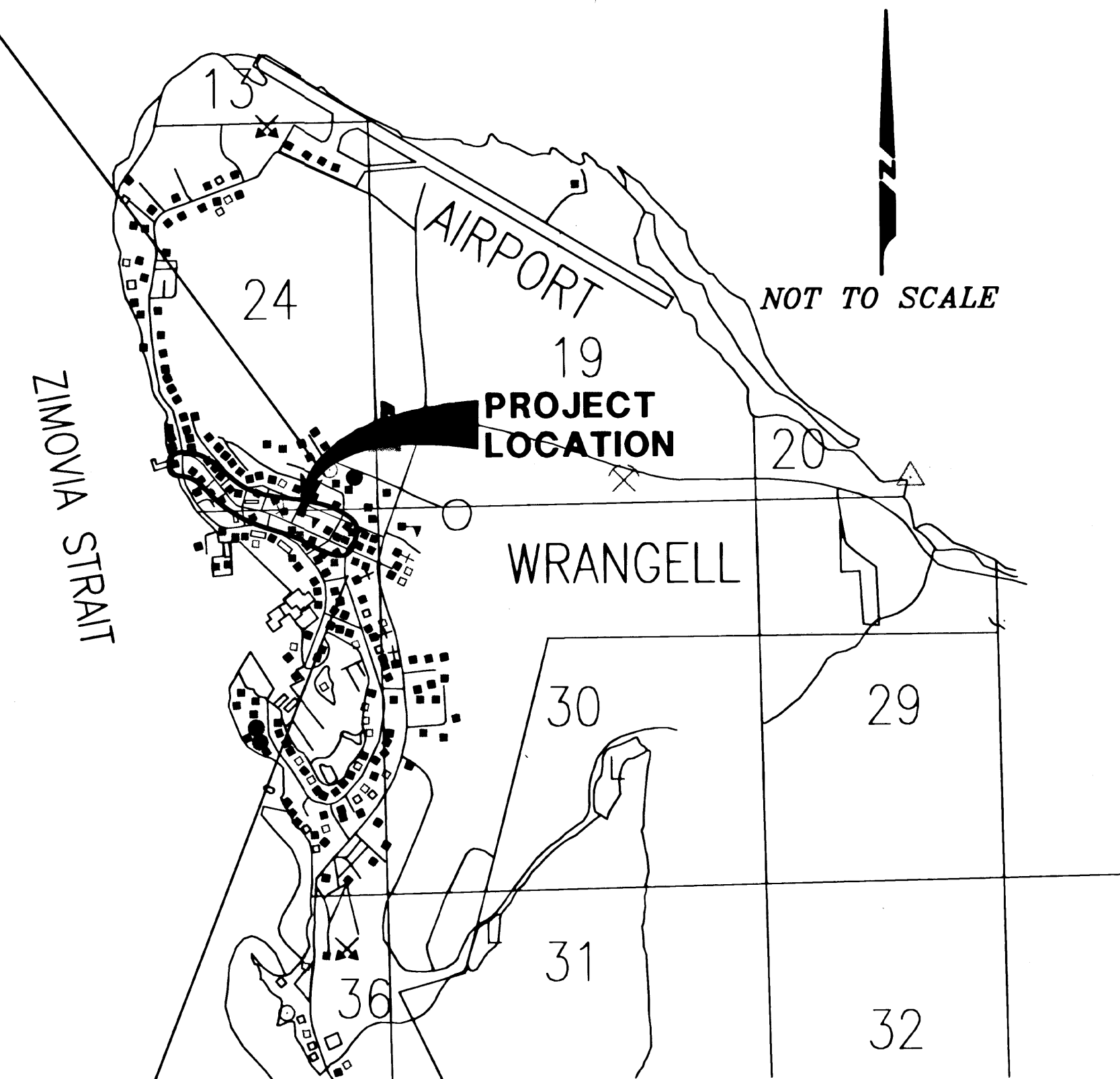
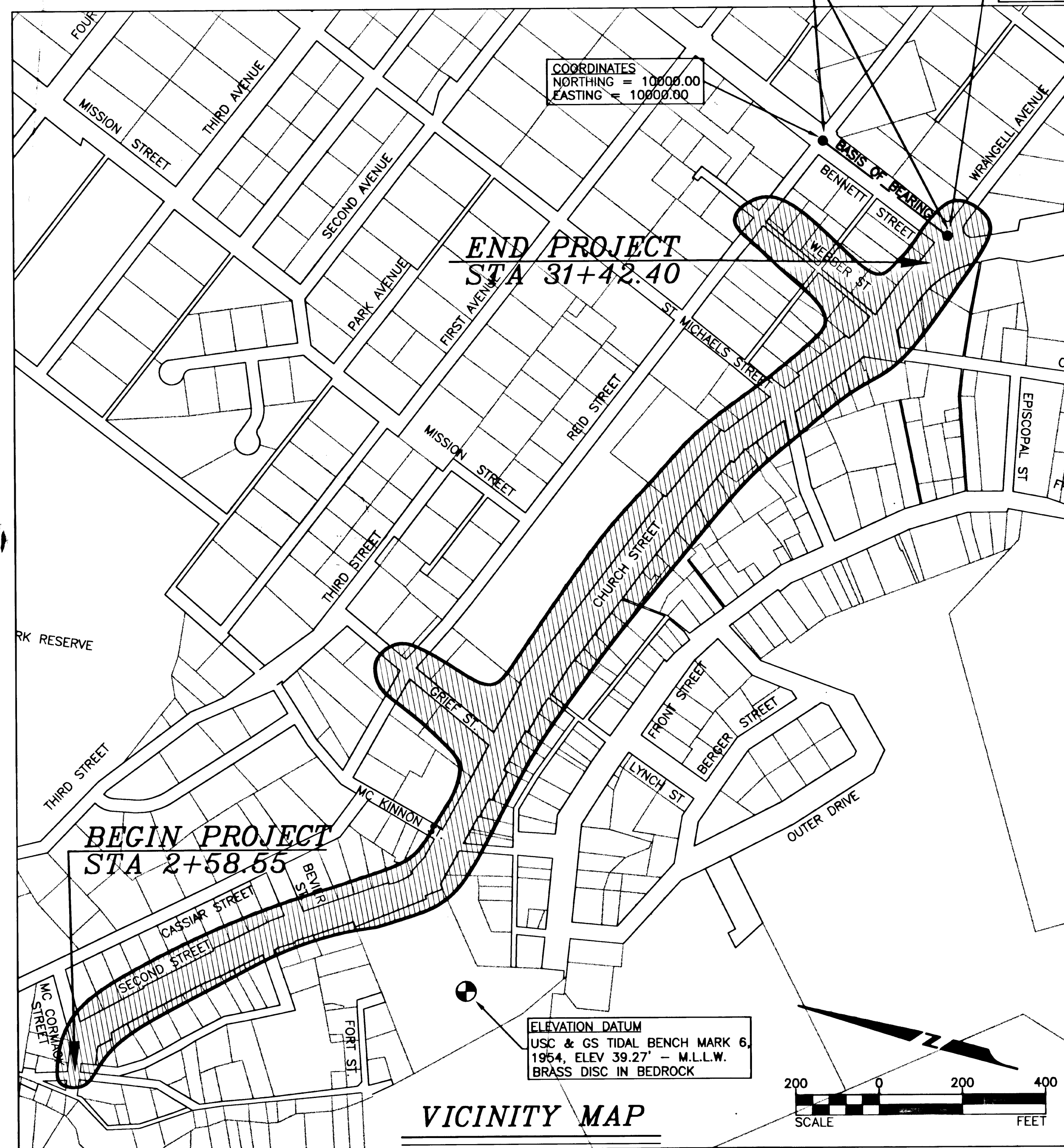
WRANGELL - CHURCH STREET RECONSTRUCTIONS STATE PROJECT NO. 68086, FEDERAL PROJECT NO. STP-0943(23)

PROJECT DATUM
ELEVATION DATUM
USC & GS TIDAL BENCH MARK 6,
1954, ELEV 39.27' - M.L.L.W.

BASIS OF BEARING-BENNET STREET
N 23°18'00" E 379.98 MEASURED DATA
N 23°18'00" E 380.00 RECORD DATA

COORDINATES
NORTHING = 9651.00
EASTING = 9849.68

COORDINATES
NORTHING = 10000.00
EASTING = 10000.00



As-Built Plans
Contractor: Southeast Roadbuilders, Inc.
Project Engineer: Tina Bergam
Begin Date: March 1, 2001
End Date: August 31, 2001
Total Contract Amount: \$ 1,935,660.96

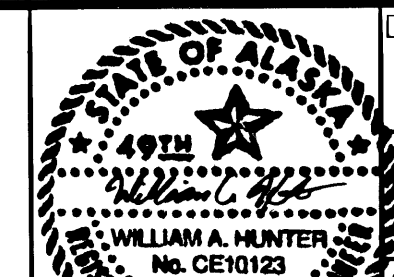
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R02	ROAD RECONSTRUCTION STA. 8+50 to 14+50
R03	ROAD RECONSTRUCTION STA. 14+50 to 20+50
R04	ROAD RECONSTRUCTION STA. 20+50 to 26+50
R05	ROAD RECONSTRUCTION STA. 26+50 to 31+43
R06	LIBRARY PARKING LOT SITE PLAN
R07	SIGNING AND STRIPING PLAN
R08	TEMPORARY EROSION & SEDIMENTATION CONTROL PLAN
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R10	TRAFFIC CONTROL PLAN
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R12	CROSS SECTIONS STA. 9+91.41 to 16+42.31
R13	CROSS SECTIONS STA. 16+82.51 to 21+00
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W01	WATER & SEWER PLAN & PROFILE
W02	WATER & SEWER PLAN & PROFILE
W03	WATER & SEWER PLAN & PROFILE
W04	WATER & SEWER PLAN & PROFILE
W05	WATER & SEWER PLAN & PROFILE
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W07	WATER & SEWER PLAN & PROFILE
W08	WATER & SEWER DETAILS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

- Alaska Department of Transportation and Public Facilities Standard Drawings*
- C-01.03 Construction Zone Channelization Devices
 - C-02.01 Construction Flagging and Sign Mounting
 - C-04.11 Location of Double Traffic Fine Signs
 - D-01.02 Culvert Pipe & Arch Installation Details
 - D-22.00 Storm Drain Frame and Grate Details
 - D-23.00 Curb Inlet Box Frame and Grate
 - D-26.02 Type "A" Inlet Boxes
 - I-20.13 Curb Cut, Curb & Gutter and Curb Ramp Details
 - I-21.00 Parallel Curb Ramp
 - I-22.00 Perpendicular Curb Ramp
 - I-30.01 Accessible Parking
 - M-13.01 Survey Monument
 - M-16.01 Brass Cap Monuments and Monument Case
 - S-00.00 Sheet Aluminum Sign and Framing
 - S-05.00 Sign Location Post Mounted
 - S-20.00 Sign Mounting Post Type
 - S-30.01 Light Sign Structure Post Embedment
 - T-20.01 Pavement Marking Applications
 - T-21.02 Pavement Marking Applications
 - T-23.00 Crosswalk Location at Intersections
 - U-03.00 Thrust Blocks for Water Main & Hydrant
- City and Borough of Juneau Standard Details*
- Standard 126 Concrete Collar
 - Standard 203 Sanitary Sewer Manhole Types I & II
 - Standard 205 Manhole Heights
 - Standard 206B Sanitary Sewer Locking Manhole Cover and Frame
 - Standard 209 Manhole Connection Details
 - Standard 215 Sanitary Sewer Encasement
 - Standard 403 Fire Hydrant
 - Standard 407 Mainline Valve
 - Standard 409 Air Release Valve
 - Standard 410 Air Release Valve Offset Location



805 DUPONT STREET
BELLINGHAM, WA 98225
(360) 733-6100



DESIGNED BY:
WAH
DRAWN BY:
WAH

CITY OF WRANGELL
WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE	SHEET
SEPT 2000	C01
SCALE	OF
AS SHOWN	
JOB NUMBER	

ESTIMATE OF QUANTITIES

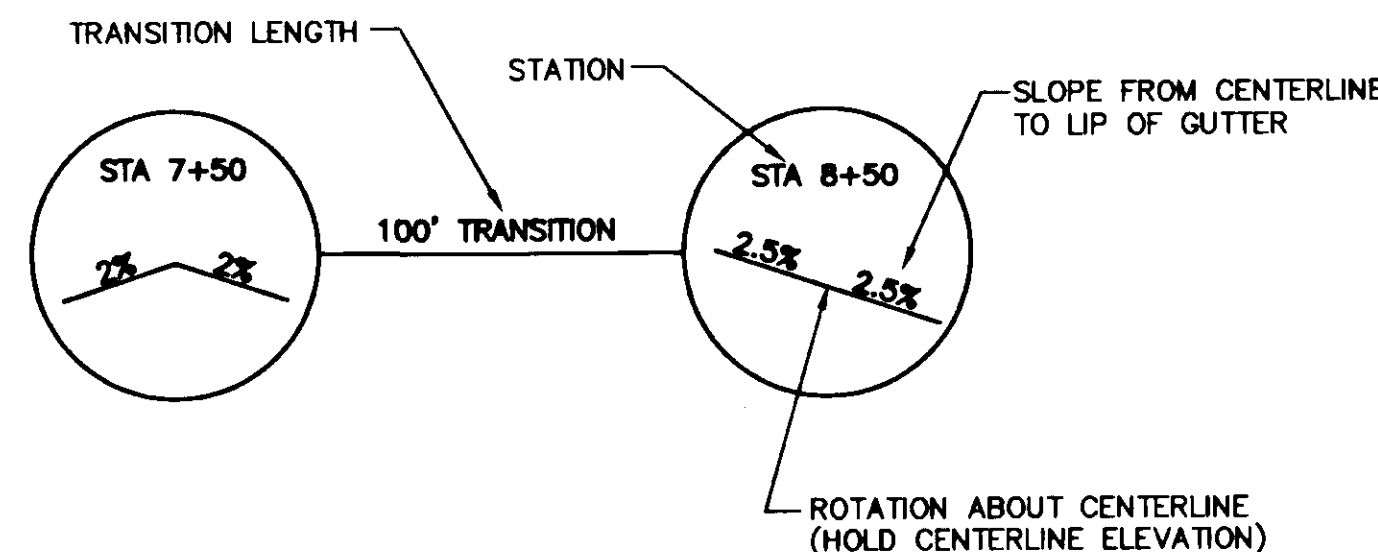
Item No	Pay Item	Pay Unit	Quantity
202 (2)	Removal of Pavement	Square Yard	43195 13,927
202 (3)	Removal of Sidewalk	Square Yard	3010 2,630
202 (9)	Removal of Curb and Gutter	Linear Foot	5730 5,230
203 (2)	Rock Excavation	Cubic Yard	500 606.40
203 (3)	Unclassified Excavation	Cubic Yard	1000 0
203 (5)	Borrow	Cubic Yard	2500 4,730
301 (1)	Crushed Aggregate Base Course	Ton	1000 1,200.65
302 (3)	Processing For Subgrade Modification	Station	30 32
306 (1)	Asphalt Treated Base Course	Ton	1500 1,717
401 (1)	Asphalt Concrete Pavement, Type II, Class B	Ton	1540 1,945
603 (17-12)	12 Inch Pipe	Linear Foot	133 131
604 (2)	Sanitary Sewer Manhole	Each	43 12
604 (4)	Adjust Existing Manhole	Each	24 17
604 (5)	Inlet, Type A	Each	3 4
604 (8)	Replace Inlet Frame and Grate	Each	2
608 (1)	Concrete Sidewalk	Square Yard	3143 3,137.60
608 (6)	Curb Ramp	Each	23 35
609 (2)	Curb and Guter, Type 1	Linear Foot	5940 5,830
614 (3)	Adjust Existing Monuments and Cases	Each	20
615 (1)	Standard Signs	Square Foot	9
615 (2)	Remove and Relocate Existing Signs	Lump Sum	All Required
626 (1-08)	8 Inch Sanitary Sewer Conduit	Linear Foot	2907 2,704
626 (2)	Sanitary Sewer Service Connection	Each	20 44
627 (1-04)	4 Inch Ductile Iron Water Conduit, Class 52	Linear Foot	40 24
627 (1-06)	6 Inch Ductile Iron Water Conduit, Class 52	Linear Foot	439 485
627 (1-08)	8 Inch Ductile Iron Water Conduit, Class 52	Linear Foot	702 822
627 (1-10)	10 Inch Ductile Iron Water Conduit, Class 52	Linear Foot	87 66
627 (1-12)	12 Inch Ductile Iron Water Conduit, Class 52	Linear Foot	2755 2,722
627 (3)	Install Valve Box	Each	35
627 (5)	Fire Hydrant Installation	Each	7
627 (8)	Water Service Connection	Each	63 69
627 (9-04)	Install 4 Inch Gate Valve	Each	1
627 (9-06)	Install 6 Inch Gate Valve	Each	4
627 (9-08)	Install 8 Inch Gate Valve	Each	11 12
627 (9-10)	Install 10 Inch Gate Valve	Each	2
627 (9-12)	Install 12 Inch Gate Valve	Each	17
627 (11)	Air Release Valve Assembly	Each	2
628 (1)	City of Wrangell Public Parking Lot Expansion	Lump Sum	All Required
628 (2) 619(1)	Rock Retaining Wall	Square Yard	60
628 (3) 625(1)	Galvanized Steel Pedestrian Handrail	Linear Foot	90
640 (1)	Mobilization and Demobilization	Lump Sum	All Required
641 (2)	Erosion and Pollution Control	Lump Sum	All Required
642 (1)	Construction Surveying	Lump Sum	All Required
643 (2)	Traffic Maintenance	Lump Sum	All Required
643 (3)	Permanent Construction Signing	Lump Sum	All Required
643 (15)	Flagging	Contigent Sum	All Required
643 (25)	Traffic Control	Contigent Sum	All Required
670 (1)	Painted Traffic Markings	Lump Sum	All Required

(For removal of unsuitable subgrade)

LEGEND

EXISTING FEATURES	PROPOSED FEATURES
	NEW STORM DRAIN
	NEW WATER MAIN
	NEW GATE VALVE
	NEW WATER SERVICE
	NEW AIR RELEASE VALVE
	NEW SANITARY SEWER MAIN
	NEW SANITARY SEWER MANHOLE
	NEW SANITARY SEWER SERVICE
	NEW CATCH BASIN
	FINISH GRADE AT GUTTER FLOWLINE
	NEW CURB & GUTTER
	NEW ASPHALT PAVEMENT
	NEW CONCRETE PAVEMENT
	NEW PARALLEL CURB RAMP PER STANDARD DWG I-21.00
	NEW PERPENDICULAR CURB RAMP PER STANDARD DWG I-22.00
	NEW IN-LINE CURB RAMP SEE DETAILS
	NEW MID BLOCK CURB RAMP PER STANDARD DWG I-21.00
	NEW DRIVEWAY CURB CUT PER STANDARD DWG I-20.13

SUPERELEVATION NOTATION SHOWN ON PROFILE



GENERAL NOTES:

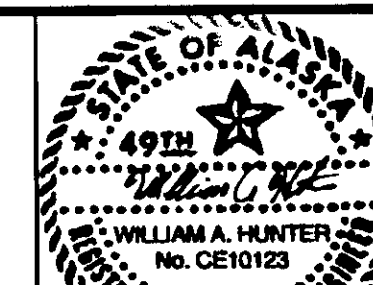
- CONTRACTOR SHALL PROVIDE TEMPORARY WATER SERVICE TO BUILDINGS AFFECTED BY CONSTRUCTION THROUGHOUT THE DURATION OF CONSTRUCTION. COORDINATE WITH THE PUBLIC WORKS DEPARTMENT.
- CONTRACTOR SHALL PROVIDE TEMPORARY SEWER SERVICE TO BUILDINGS AFFECTED BY CONSTRUCTION THROUGHOUT THE DURATION OF CONSTRUCTION. COORDINATE WITH THE PUBLIC WORKS DEPARTMENT.
- EXISTING AC WATER MAINS SHALL BE CRUSHED AND ABANDONED IN PLACE. PLUG REMAINING OPEN ENDS WITH CONCRETE.
- CONTRACTOR MAY USE RESTRAINED JOINTS AS APPROVED BY THE CITY AS AN ALTERNATE TO CONCRETE THRUST BLOCKING.
- CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF ALL LANDSCAPING, FENCING, AND OTHER PRIVATE AND PUBLIC IMPROVEMENTS WHICH ARE AFFECTED BY CONSTRUCTION.
- UTILITIES SHOWN ARE BASED ON BEST AVAILABLE INFORMATION AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THERE ARE UNDERGROUND ELECTRIC, TELEPHONE, AND CABLE TELEVISION LINES LOCATED IN THE PROJECT LIMITS. THESE LINES ARE TO REMAIN IN SERVICE. PRIOR TO EXCAVATION IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO CALL FOR A LOCATE SERVICE.
THEIR CONTACT NUMBERS ARE AS FOLLOWS:
CITY OF WRANGELL 907-874-3602
GTE, ALASKA INC. 907-874-3000
GCI CABLE INC. 907-874-2392
- VERTICAL AND HORIZONTAL ALIGNMENT SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS. THE INTENT OF THE DESIGN IS TO MATCH EXISTING BACK OF WALK LOCATIONS AND ELEVATIONS.
- EXISTING SEWER MAINS, SERVICES, AND MANHOLES TO BE REPLACED BY NEW SEWER MAINS, SERVICES, AND MANHOLES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. THIS WORK SHALL BE INCIDENTAL TO THE INSTALLATION OF NEW SEWER MAINS, SERVICES, AND MANHOLES.

BASIS OF ESTIMATE

Item No	Pay Item	Estimating Factor
301(1)	Crushed Aggregate Base Course	1.95 TON/CY
306(1)	Asphalt Treated Base Course	2.05 TON/CY (Incl. 4% Oil by Weight)
401(1)	Asphalt Concrete Pavement, Type II, Class B	2.05 TON/CY (Incl. 6% Oil by Weight)



805 DUPONT STREET
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WAH
DRAWN BY:
WAH
CHECKED BY:

CITY OF WRANGELL
WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE	SHEET
SEPT 2000	CO2
SCALE	OF
AS SHOWN	
JOB NUMBER	

SIGN SUMMARY

#	FINAL LOCATION		SIGN DESCRIPTION	COMMENTS
	STATION	OFFSET		
1.	2+86	35' RT.	INFORMATION SIGN	RELOCATE
2.	3+17	29' RT.	WRONG WAY	RELOCATE
3.	3+17	32' RT.	STOP / 24 HR PARKING	RELOCATE
4.	7+89	27' RT.	PED XING / 24 HR PARKING	NO CHANGE
5.	11+33	27' RT.	STOP / 24 HR PARKING	NO CHANGE
6.	14+59	39' RT.	NO PARKING / HANDICAP ONLY / RESTROOMS	NO CHANGE
7.	14+56	28' RT.	STOP / INFORMATION	NO CHANGE
8.	14+90	26' RT.	HANDICAP ONLY / 24 HR PARKING	NO CHANGE
9.	16+83	27' RT.	SCHOOL CROSSING / 24 HR PARKING	NO CHANGE
10.	18+39	28' RT.	STOP	RELOCATE
11.	18+62	27' RT.	SCHOOL - SPEED LIMIT 20 WHEN FLASHING	NO CHANGE (OVERHEAD ELECTRIC)
12.	20+96	26' RT.	24 HR PARKING	NO CHANGE
13.	22+08	27' RT.	SCHOOL CROSSING	NO CHANGE
14.	23+31	27' RT.	24 HR PARKING	NO CHANGE
15.	24+91	27' RT.	SCHOOL CROSSING / 24 HR PARKING	NO CHANGE
16.	26+78	26' RT.	SCHOOL CROSSING	NO CHANGE
17.	27+40	31' RT.	STREET SIGNS / STOP	NO CHANGE
18.	27+89	26' RT.	NO PARKING	NO CHANGE
19.	29+44	27' RT.	SCHOOL CROSSING / 24 HR PARKING	NO CHANGE
20.	30+03	34' RT.	STREET SIGNS / STOP	NO CHANGE
21.	30+39	30' RT.	SCHOOL CROSSING	REPLACE SIGN ONLY (POST, AND HARDWARE TO REMAIN), MUTCD SIGN S1-1, NO CHANGE IN LOCATION (36"x36")
22.	31+15	27' RT.	SPEED LIMIT 25	RELOCATE
23.	31+56	26' RT.	AIRPORT INFORMATION	NO CHANGE
24.	31+56	29' RT.	HOSPITAL INFORMATION	NO CHANGE
25.	30+50	28' LT.	NO PARKING	NO CHANGE
26.	30+24	32' LT.	STREET SIGNS / STOP	NO CHANGE
27.	30+09	31' LT.	SCHOOL CROSSING	NO CHANGE
28.	29+53	29' LT.	SCHOOL - SPEED LIMIT 20 WHEN FLASHING	NO CHANGE (UNDERGROUND ELECTRIC)
29.	28+55	22.5' LT.	24 HR MAX PARKING	NO CHANGE
30.	27+88	22.5' LT.	NO PARKING	NO CHANGE
31.	26+62	23' LT.	SCHOOL CROSSING	NO CHANGE
32.	23+30	22' LT.	NO PARKING	NO CHANGE
33.	22+73	30' LT.	SCHOOL CROSSING / 24 HR PARKING	NO CHANGE
34.	19+79	22' LT.	24 HR PARKING	NO CHANGE
35.	19+05	29' LT.	SPEED LIMIT 25	NO CHANGE
36.	18+27	23' LT.	24 HR PARKING	NO CHANGE (OVERHEAD ELECTRIC)
37.	16+50	36' LT.	STREET SIGNS / STOP	NO CHANGE
38.	15+20	23' LT.	24 HR PARKING	NO CHANGE
39.	13+84	27' LT.	STREET SIGNS / STOP	NO CHANGE
40.	12+94	22.5' LT.	24 HR PARKING	NO CHANGE
41.	11+78	29' LT.	PED XING	NO CHANGE
42.	9+98	22.5' LT.	24 HR PARKING	NO CHANGE
43.	9+54	31' LT.	STREET SIGNS / STOP	NO CHANGE
44.	8+66	22.5' LT.	24 HR PARKING	NO CHANGE
45.	6+99	23' LT.	CURVE AHEAD ARROW / 15 MPH	NO CHANGE
46.	4+62	22.5' LT.	24 HR PARKING	NO CHANGE
47.	3+23	29' LT.	24 HR PARKING	RELOCATE
48.	27+88	23' LT.	NO SIGN, SIGN POST ONLY	REMOVE SIGN POST

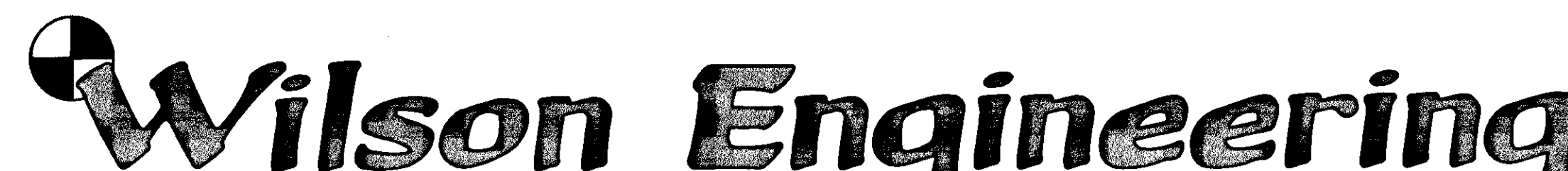
DRAIN STRUCTURE SUMMARY

#	CL. STRUCTURE STATION	OFFSET	EX. RIM GRADE	NEW RIM GRADE	WORK ITEM
1.	3+13.88	20.29' LT.	30.61	30.25	ADJUST INLET FRAME AND GRATE TO GRADE
2.	3+32.48	20.50' LT.	31.45	31.13	ADJUST INLET FRAME AND GRATE TO GRADE
3.	3+22.11	20.50' RT.	30.64	30.63	ADJUST INLET FRAME AND GRATE TO GRADE
4.	4+56.03	20.50' LT.	36.82	36.68	ADJUST INLET FRAME AND GRATE TO GRADE
5.	4+56.52	20.50' RT.	36.80	36.68	ADJUST INLET FRAME AND GRATE TO GRADE
6.	8+82.74	1.61' RT.	51.43	51.11	ADJUST MANHOLE RIM TO GRADE
7.	10+98.41	21.03' RT.	48.39	48.15	ADJUST INLET FRAME AND GRATE TO GRADE
8.	10+95.57	20.50' LT.	48.59	48.23	REPLACE INLET FRAME & GRATE, ADJUST TO GRADE
9.	13+68.68	20.50' LT.	39.30	39.08	ADJUST INLET FRAME AND GRATE TO GRADE
10.	13+80.60	19.27' LT.	39.26	39.01	ADJUST MANHOLE RIM TO GRADE
11.	14+90.41	20.50' LT.	38.26	38.08	ADJUST INLET FRAME AND GRATE TO GRADE
12.	14+90.82	20.50' RT.	38.43	38.08	ADJUST INLET FRAME AND GRATE TO GRADE
13.	16+54.27	38.81' LT.	--	42.57	INSTALL NEW TYPE "A" INLET
14.	16+72.65	34.80' LT.	--	42.40	INSTALL NEW TYPE "A" INLET
15.	16+82.51	20.50' LT.	41.88	41.65	ADJUST INLET FRAME AND GRATE TO GRADE
16.	18+43.16	20.50' RT.	47.41	47.08	ADJUST INLET FRAME AND GRATE TO GRADE
17.	26+99.54	20.50' RT.	63.72	63.27	ADJUST INLET FRAME AND GRATE TO GRADE
18.	27+09.75	20.50' LT.	63.52	64.10	ADJUST INLET FRAME AND GRATE TO GRADE
19.	27+16.03	34.25' LT.	64.10	64.10	ADJUST MANHOLE RIM TO GRADE
20.	28+91.91	20.50' RT.	61.02	60.70	ADJUST INLET FRAME AND GRATE TO GRADE
21.	29+11.32	20.50' LT.	61.08	60.80	ADJUST INLET FRAME AND GRATE TO GRADE
22.	29+66.87	31.50' RT.	62.15	62.15	ADJUST MANHOLE RIM TO GRADE
23.	30+43.07	29.47' LT.	63.91	63.80	ADJUST INLET FRAME AND GRATE TO GRADE
24.	31+31.71	20.50' RT.	67.46	67.43	ADJUST INLET FRAME AND GRATE TO GRADE
25.	9+51.00	20.50' LT.	--	51.61	INSTALL NEW TYPE "A" INLET
26.	27+19.14	37.13' LT.	63.46	63.70	REPLACE INLET FRAME & GRATE, ADJUST TO GRADE
27.	16+31.93	24.86' LT.	40.91	40.36	ADJUST MANHOLE RIM TO GRADE

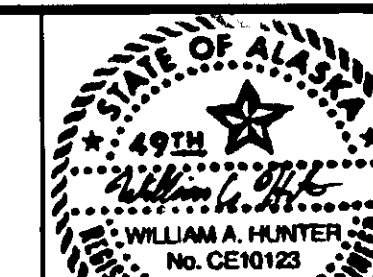
28. 27+00 INSTALL NEW TYPE "A" INLET

SIGNING NOTES:

1. THE SIGN TABLE INDICATES THE FINAL SIGN LOCATIONS.
2. SIGNS NOTED FOR RELOCATION SHALL BE REMOVED FROM THEIR EXISTING LOCATION (USUALLY ONLY A FEW FEET FROM THEIR FINAL LOCATION) TO THE STATION AND OFFSET AS SHOWN ON THIS TABLE.
3. SIGNS NOTED FOR NO CHANGE HAVE EXISTING STATION AND OFFSET LOCATIONS SHOWN. THIS WILL AID THE CONTRACTOR TO PROPERLY REPLACE SIGNS THAT MAY NEED TO BE TEMPORARILY REMOVED FOR CONSTRUCTION OF THE IMPROVEMENTS. REMOVAL AND REPLACEMENT OF SIGNS MARKED FOR "NO CHANGE" SHALL BE INCIDENTAL TO THE CONTRACT.



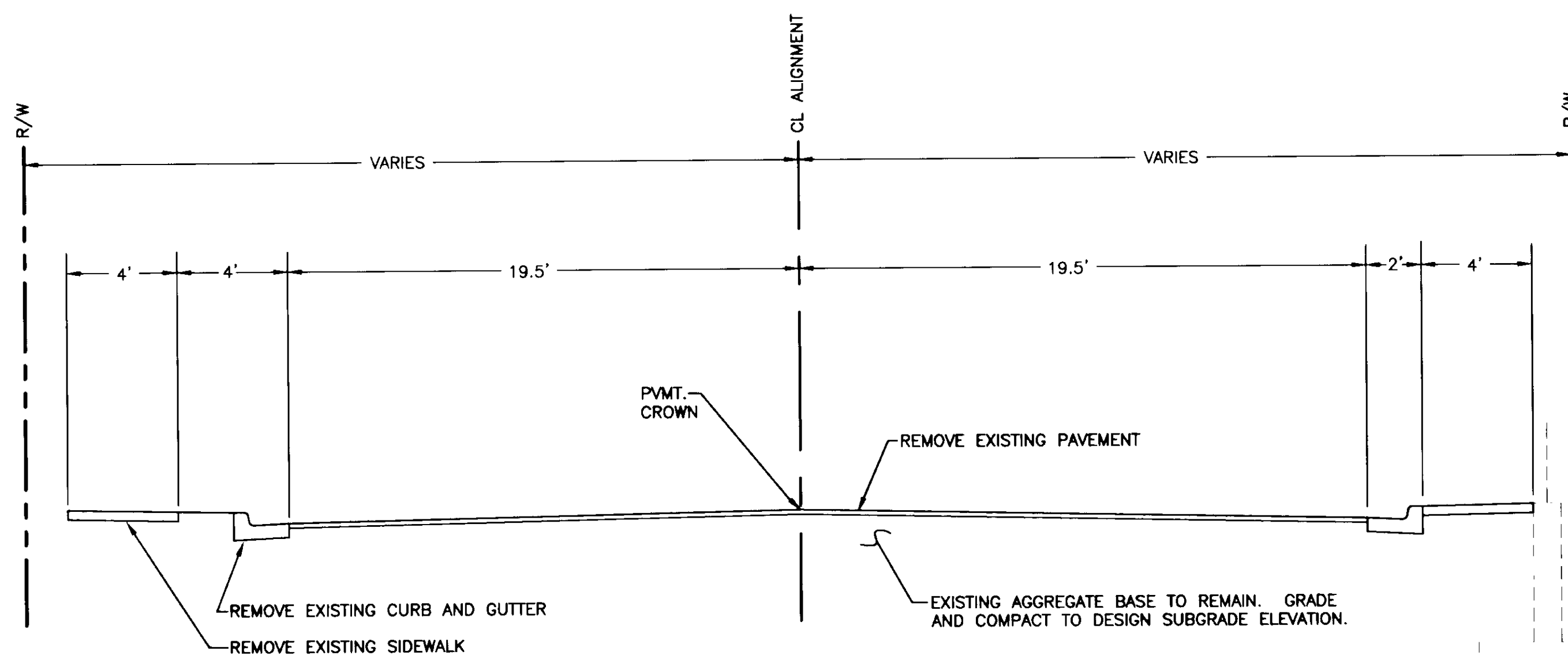
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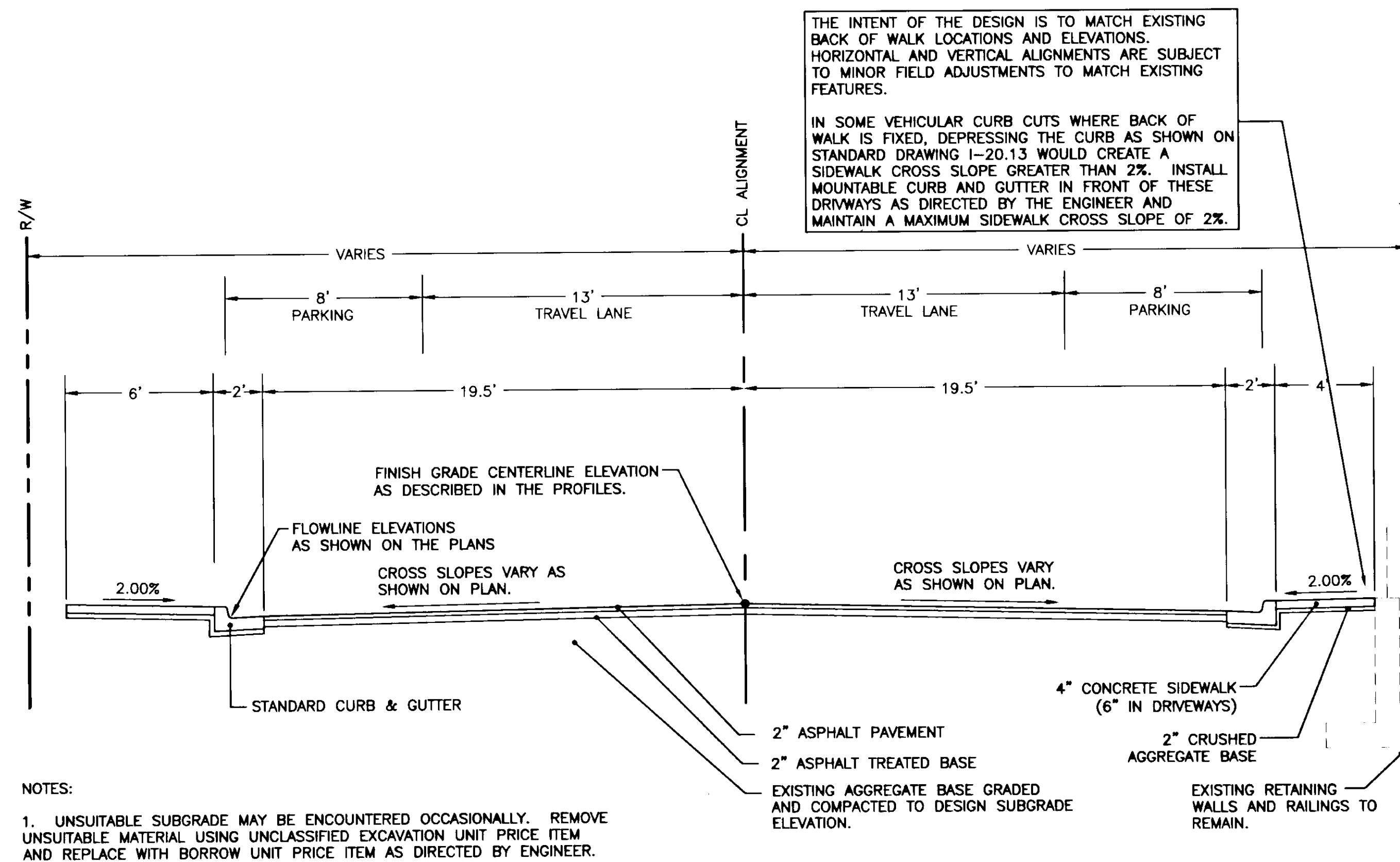
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 DRAWN BY:
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CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
 WRG - CHURCH STREET RECONSTRUCTION

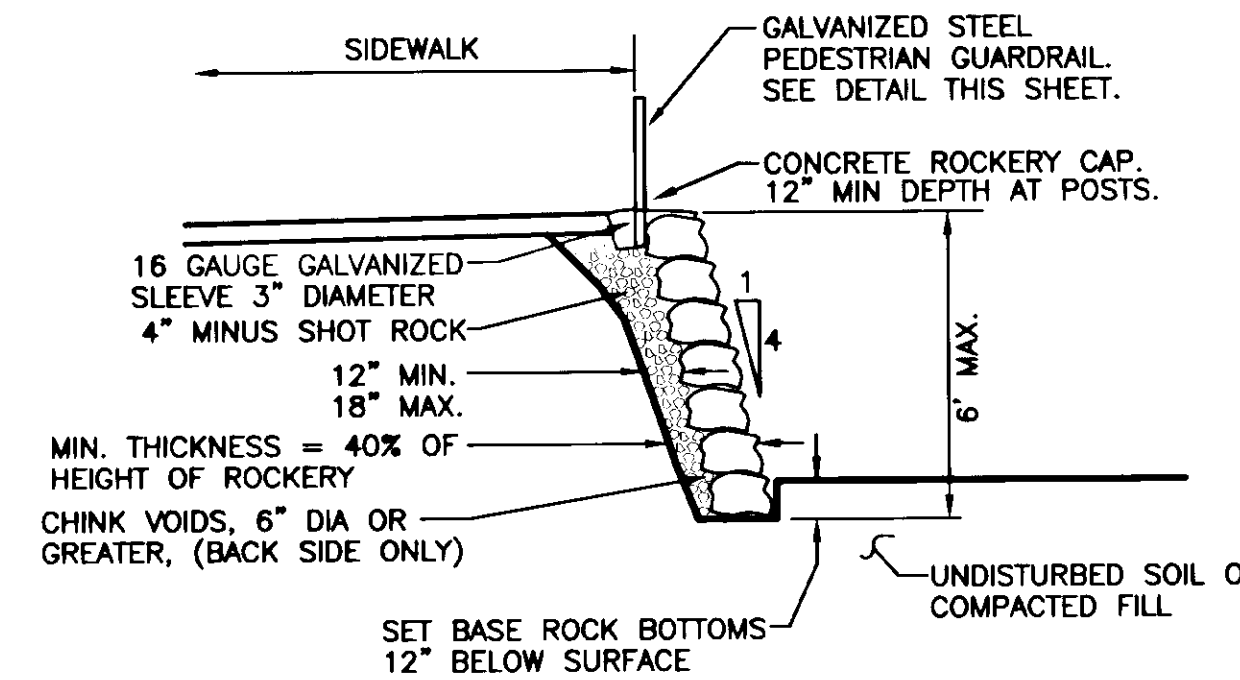
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**EXISTING TYPICAL SECTION
(REMOVAL ITEMS)**



NEW TYPICAL SECTION



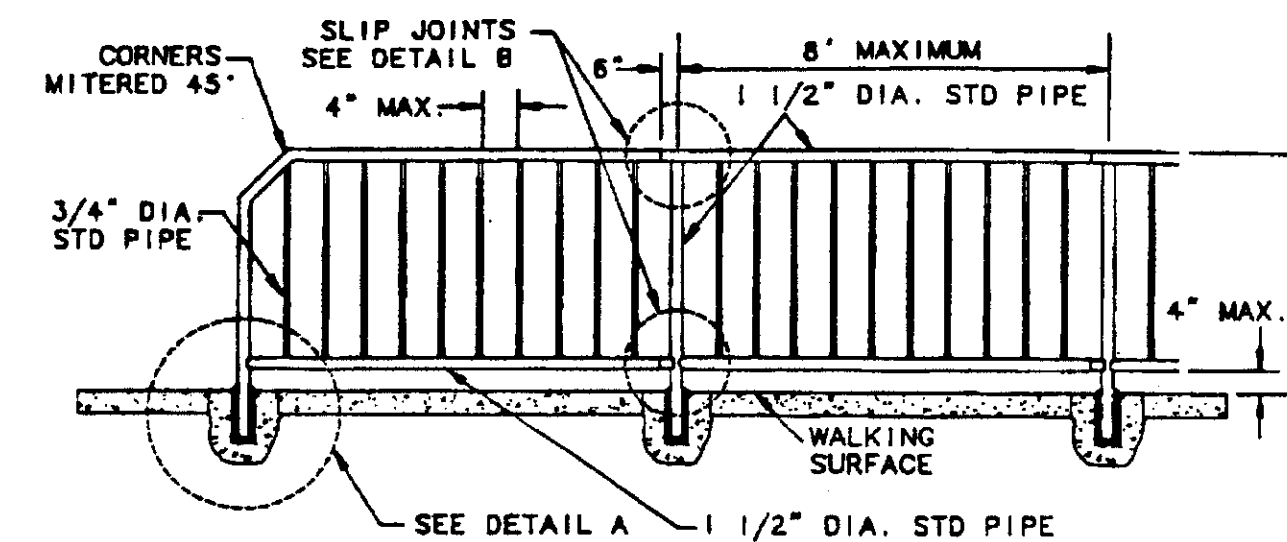
TYPICAL ROCK RETAINING WALL SECTION

NOT TO SCALE

NOTES:

- ROCK FACINGS SHALL BE CONSTRUCTED BY INTERLOCKING THE ROCKS SO THAT EACH ROCK IS IN CONTACT WITH AT LEAST TWO OTHER ROCKS WITH EACH ROCK HAVING A MINIMUM OF THREE BEARING SURFACES PER ROCK.
 - EACH ROCK SHALL BE LAID WITH A FLAT SURFACE ON THE FACE OF THE ROCK FACING AND WITH THE LONG DIMENSIONS HORIZONTAL.
 - THE DENSITY OF ROCK MATERIAL SHALL BE A MINIMUM OF 160 POUNDS PER CUBIC FOOT. THE SIZE CATEGORIES FOR ROCK SHALL BE AS FOLLOWS:
- | SIZE | APPROXIMATE WEIGHT | MINIMUM DIMENSIONS | APPROXIMATE VOLUME |
|----------------|--------------------|--------------------|--------------------|
| ONE-MAN ROCK | 160 TO 400 LB | 12 INCHES | 1.75 CF |
| TWO-MAN ROCK | 500 TO 800 LB | 13 INCHES | 4 CF |
| THREE-MAN ROCK | 900 TO 1200 LB | 16 INCHES | 6.6 CF |
| FOUR-MAN ROCK | 1300 TO 1600 LB | 18 INCHES | 9 CF |
- ROCKS LESS THAN 1 CUBIC FOOT IN VOLUME OR WEIGHING LESS THAN 160 POUNDS SHALL NOT BE USED.
- THE CONTRACTOR SHALL USE THE ROCK SIZES AS SET FORTH IN THE ABOVE TABLE AND SHALL INSURE A DISTRIBUTION OF ROCK SIZES WITH THE LARGEST ROCKS ON THE BOTTOM AND PROGRESSIVELY SMALLER ROCKS ON TOP.
 - VOIDS IN THE ROCKERY FACE SHALL NOT BE GREATER THAN 50 SQUARE INCHES FOR ROCKS OVER 3 FEET HIGH AND 36 SQUARE INCHES FOR ROCKS UNDER 3 FEET HIGH.

PEDESTRIAN RAIL (GALVANIZED STEEL)



STEEL RAILINGS MATERIALS SHALL BE WELDED OR SEAMLESS STEEL PIPE CONFORMING TO THE REQUIREMENTS OF ASTM A 120, STRUCTURAL STEEL CONFORMING TO ASTM A 36, OR TUBULAR SECTIONS OF HOT ROLLED MILD STEEL, CONFORMING TO ASTM A 501. ALL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE AWS D1.1. AFTER FABRICATION EACH SECTION OF RAILING SHALL BE HOT-DIPPED GALVANIZED WITH A MINIMUM ZINC COATING OF 2 OUNCES PER SQUARE FOOT. ALL BURRS AND SHARP EDGES SHALL BE REMOVED PRIOR TO GALVANIZING.

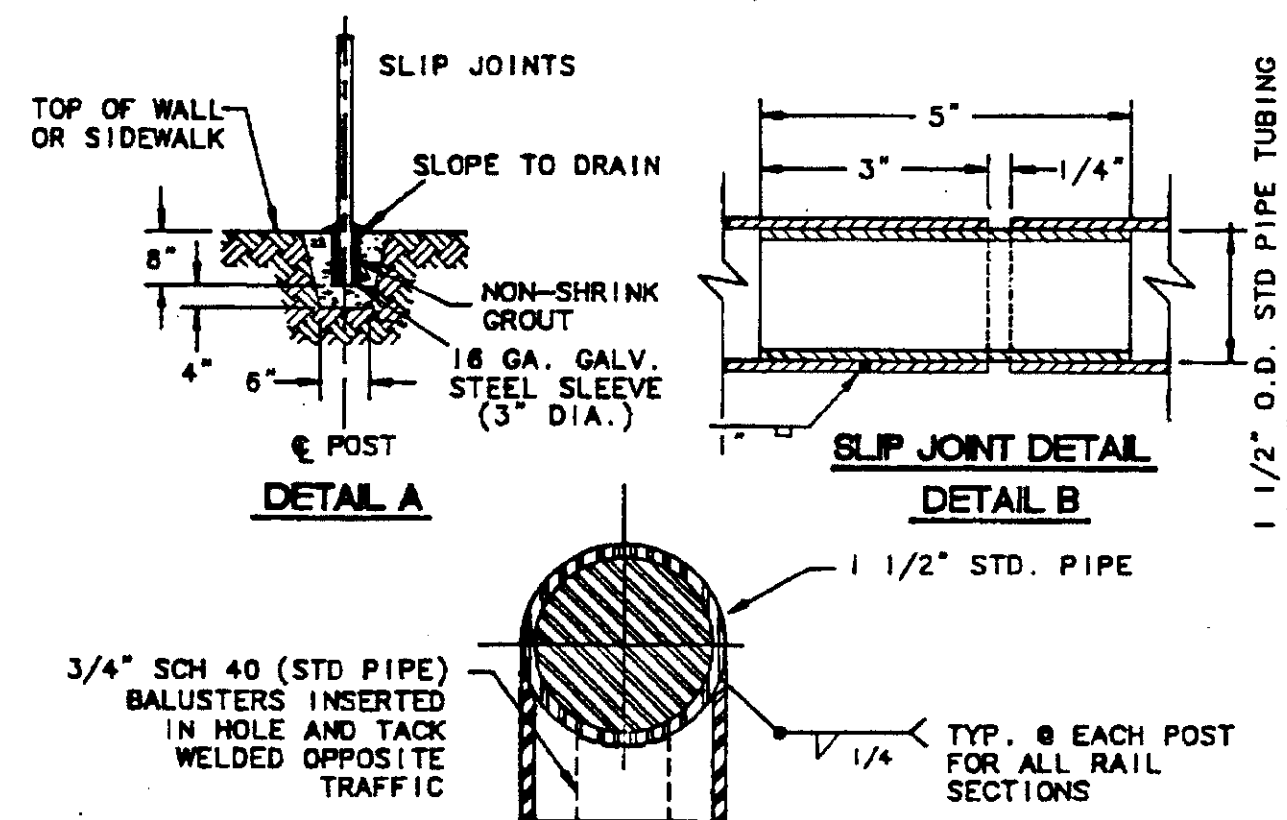
FIELD WELDS SHALL BE GALVANIZED WITH SUCH MATERIALS AS "GALVALLOY" OR GALVICON. PAINTING OF WELDS WILL NOT BE PERMITTED.

HORIZONTAL RAILS AND VERTICAL SUPPORT POSTS SHALL BE 1 1/2 INCH DIAMETER AND BALUSTERS SHALL BE 3/4 INCH DIAMETER STANDARD WEIGHT GALVANIZED STEEL PIPE. RAILS, POSTS AND BALUSTERS SHALL BE MACHINE CUT TO PROVIDE A UNIFORM LENGTH PRIOR TO ASSEMBLY.

RAILING SHALL BE ERECTED AND ADJUSTED, IF NECESSARY, TO ASSURE A CONTINUOUS LINE AND GRADE.

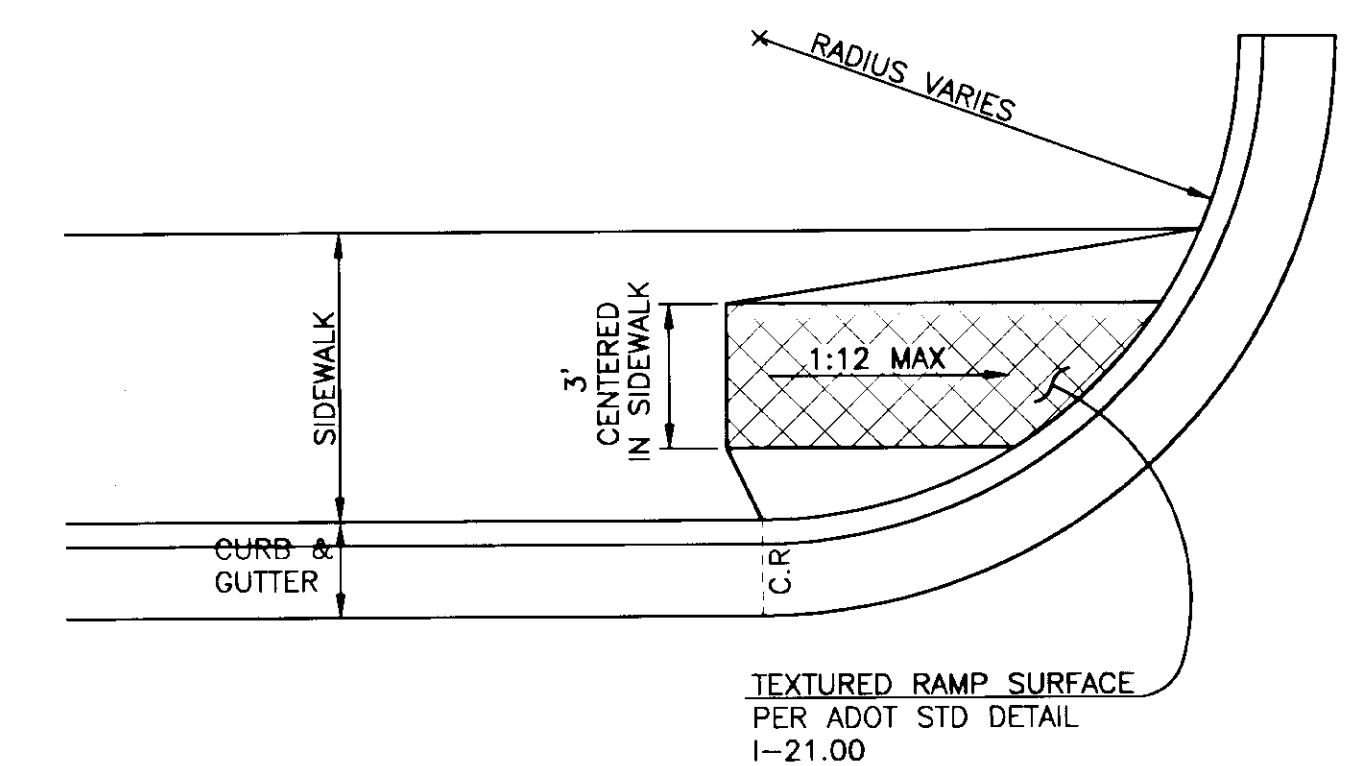
GALVANIZED STEEL PEDESTRIAN HANDRAIL

NOT TO SCALE

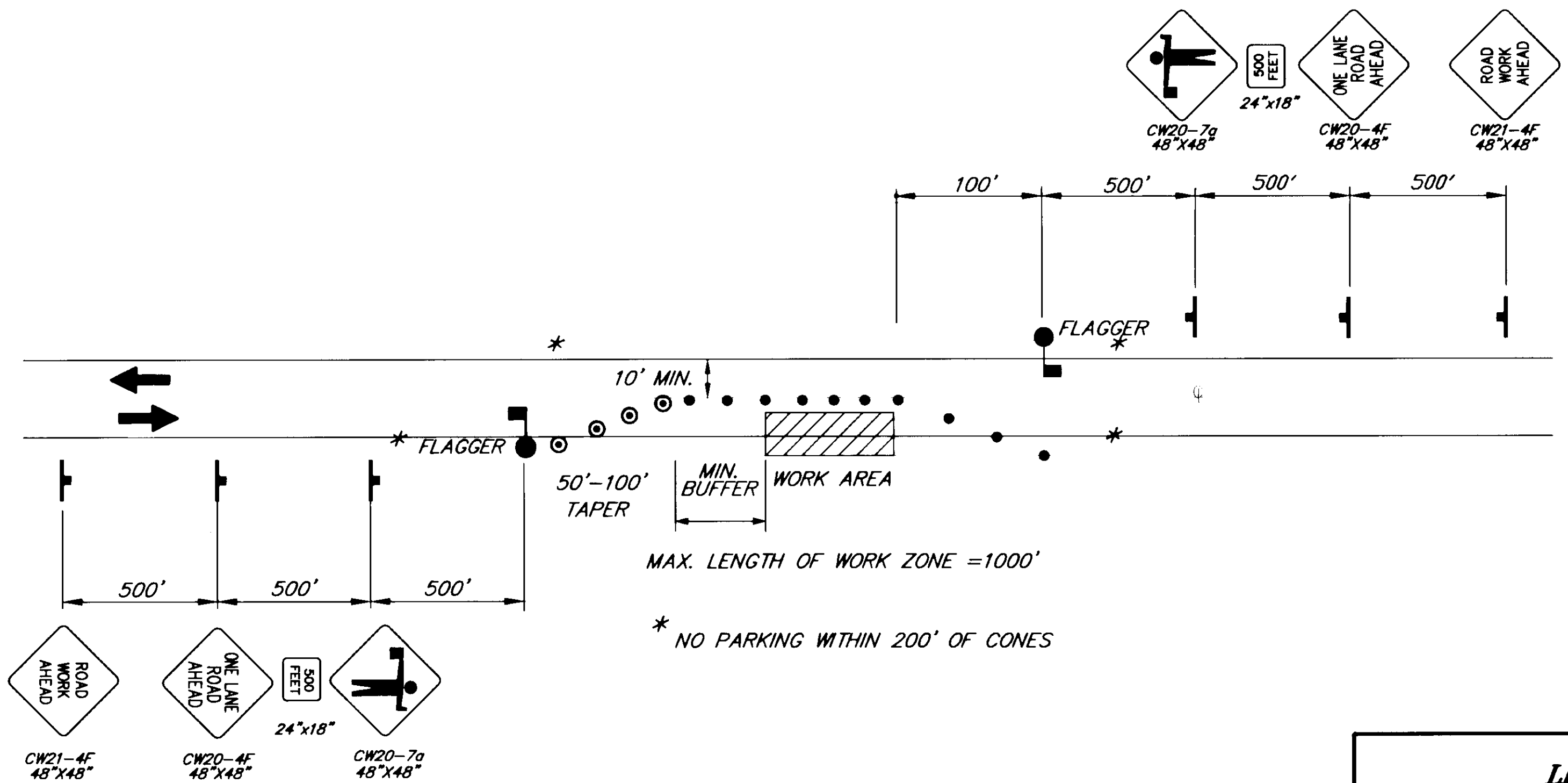


NOTES:

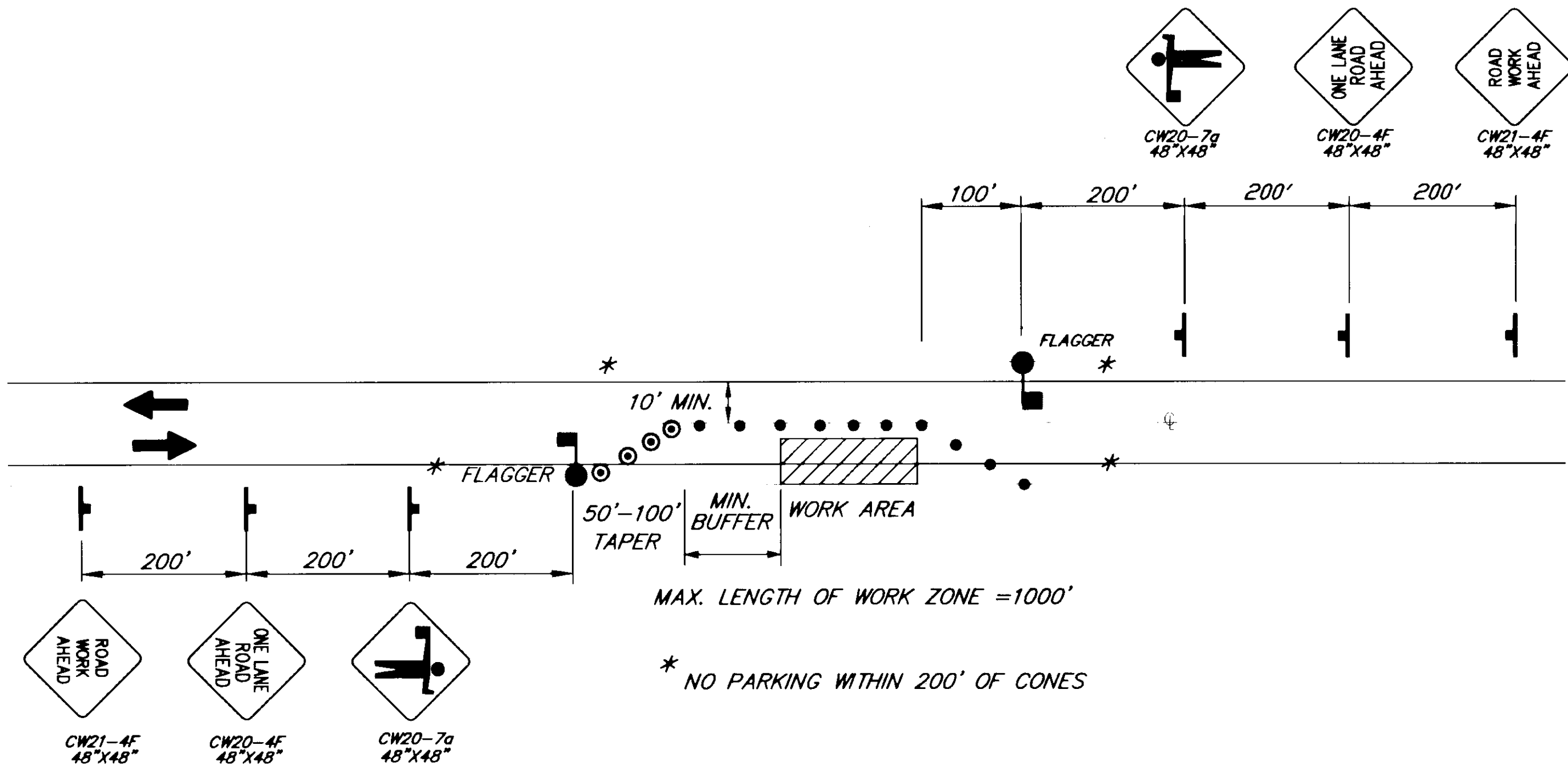
- MATERIAL FOR PEDESTRIAN HANDRAIL SHALL BE GALVANIZED STEEL (ASTM 120)
- PROVIDE SLIP JOINTS AT STAIRWAY EXPANSION JOINTS AND AT EVERY 24 FEET ON CENTER MAXIMUM.



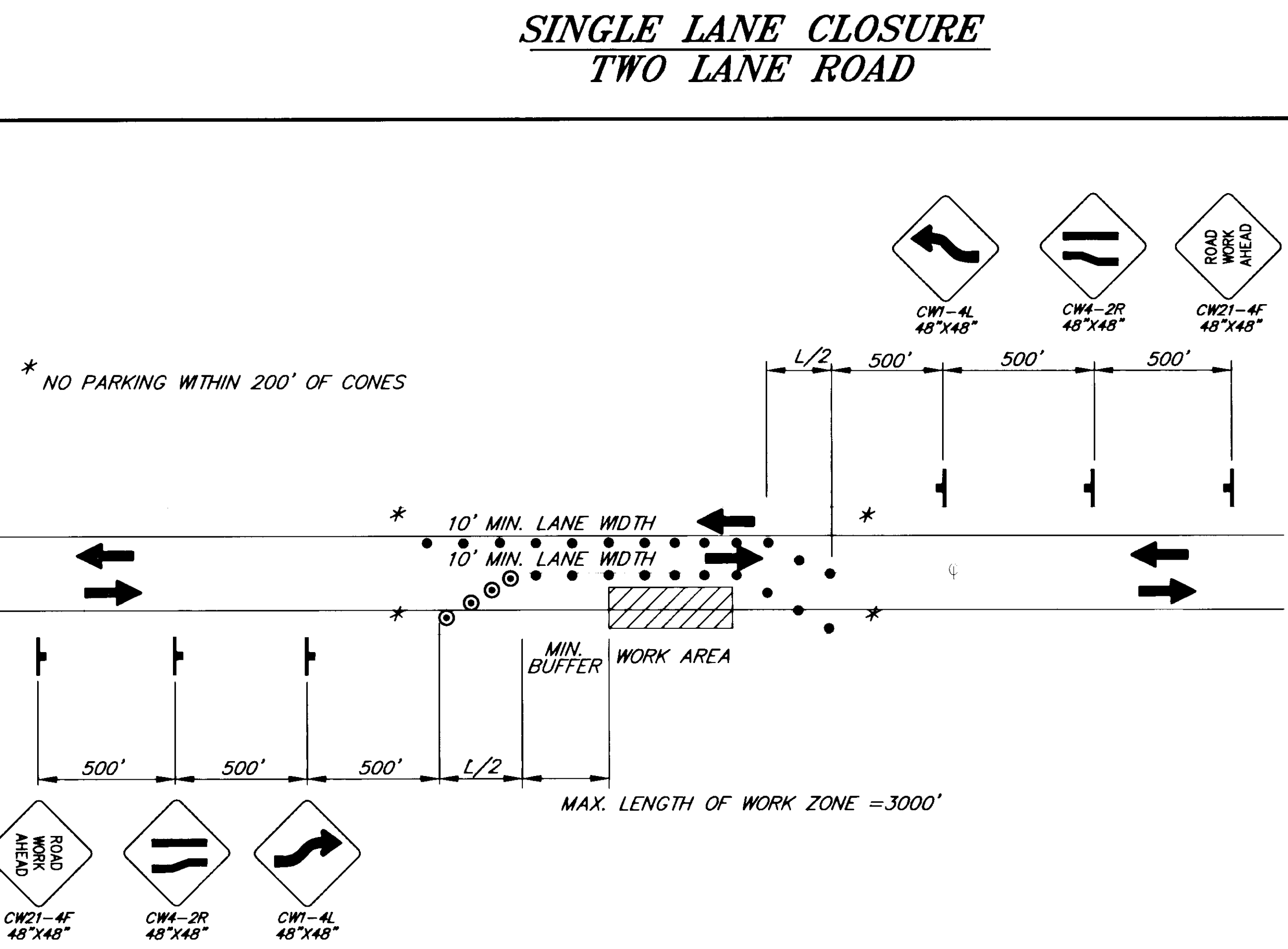
IN-LINE CURB RAMP



**SINGLE LANE CLOSURE
TWO LANE ROAD**



**SINGLE LANE CLOSURE
TWO LANE ROAD**



TWO-WAY TRAFFIC USING LEFT LANE

LEGEND

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

FORMULAS FOR L (TAPER LENGTH)

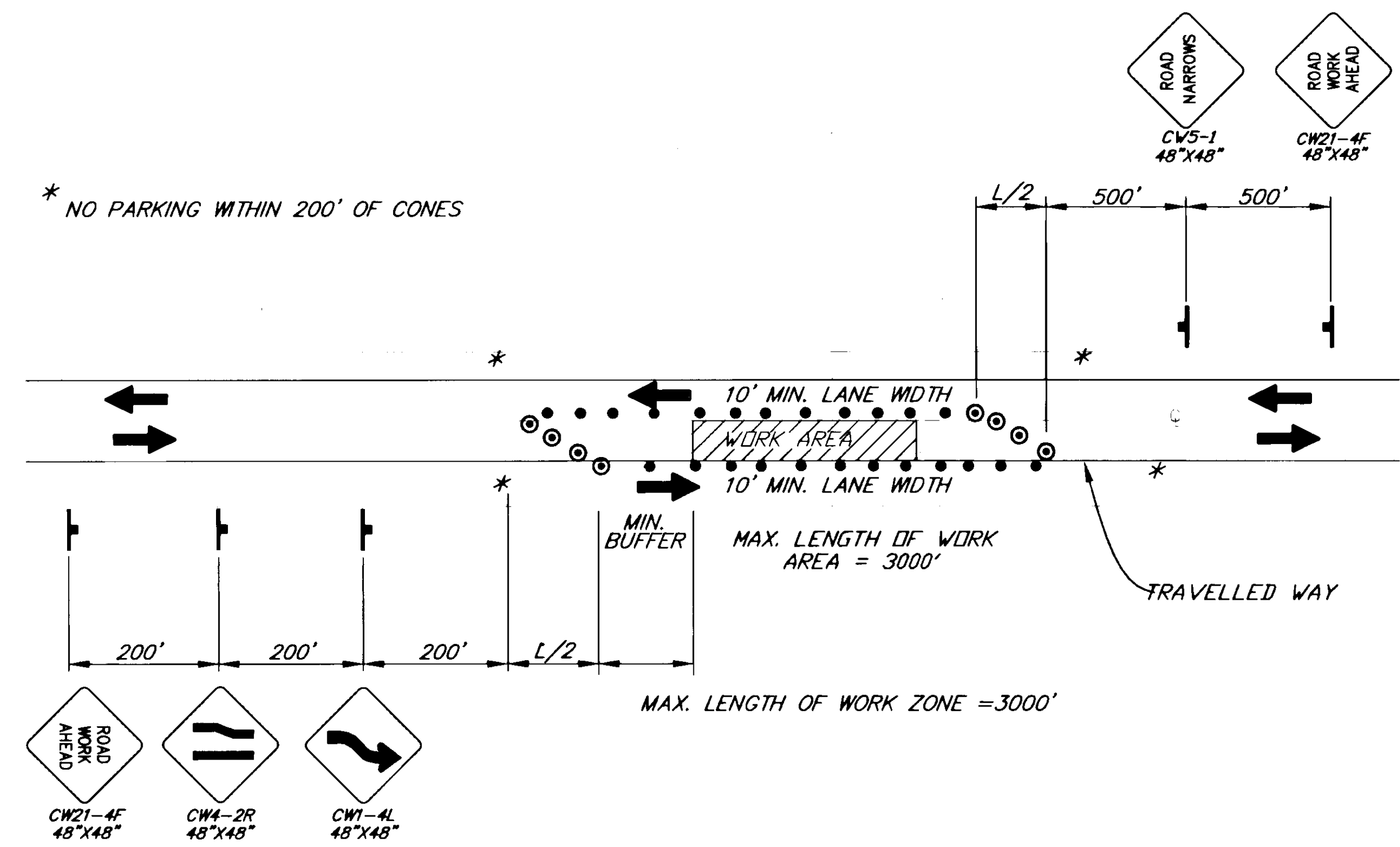
40 MPH OR LESS $L = \frac{W \times S^2}{60}$

45 MPH OR GREATER $L = W \times S$

WHERE W = WIDTH OF OFFSET
S = POSTED SPEED LIMIT OR ANTICIPATED OPERATING SPEED

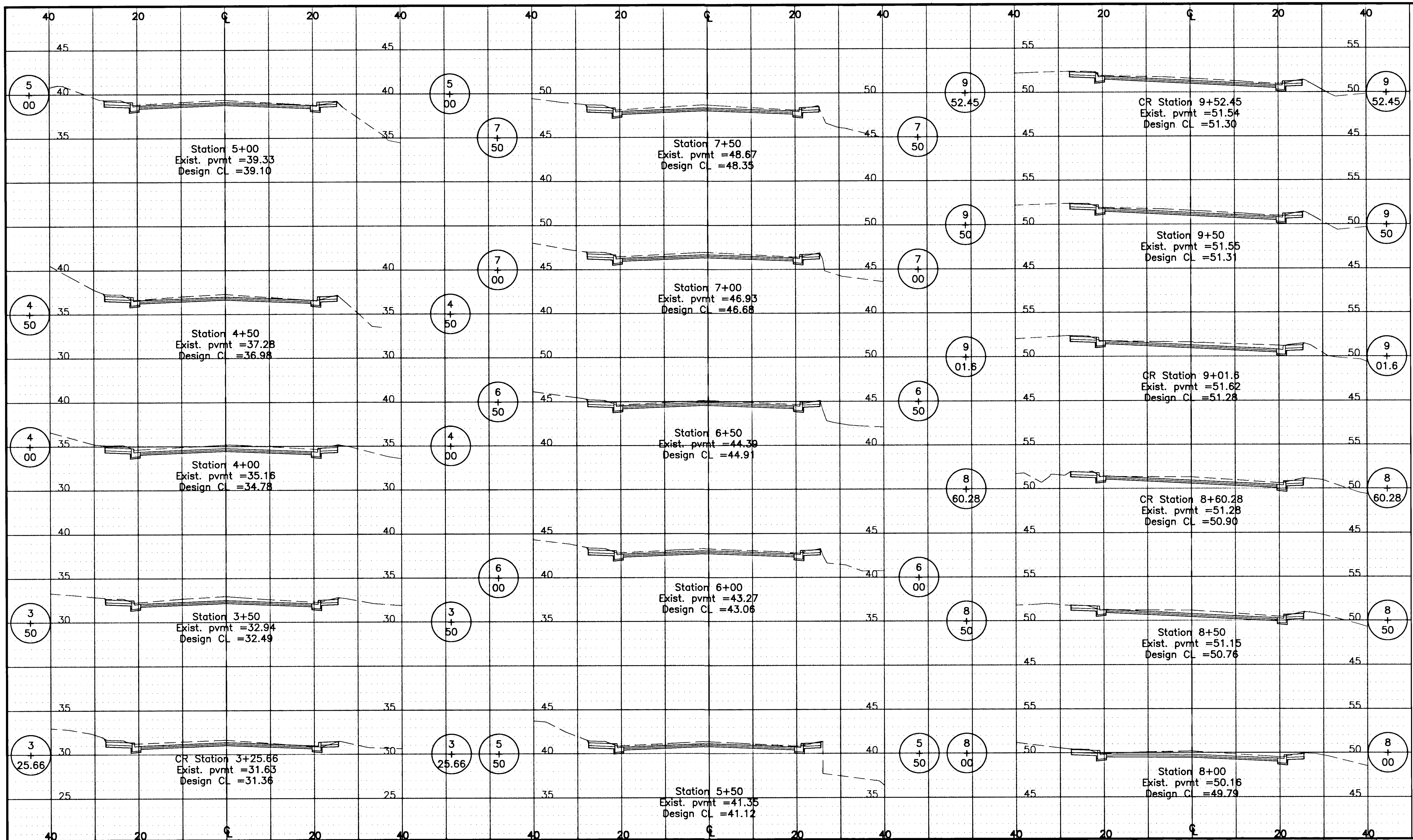
DRUM OR CONE SPACING = S (IN FEET)

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



TWO-WAY TRAFFIC USING RIGHT SHOULDER

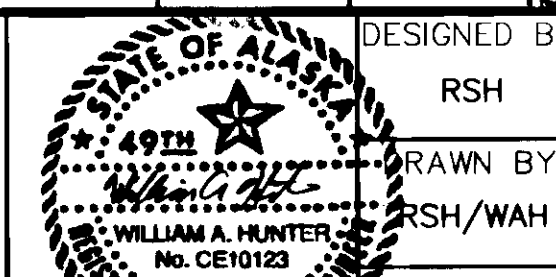
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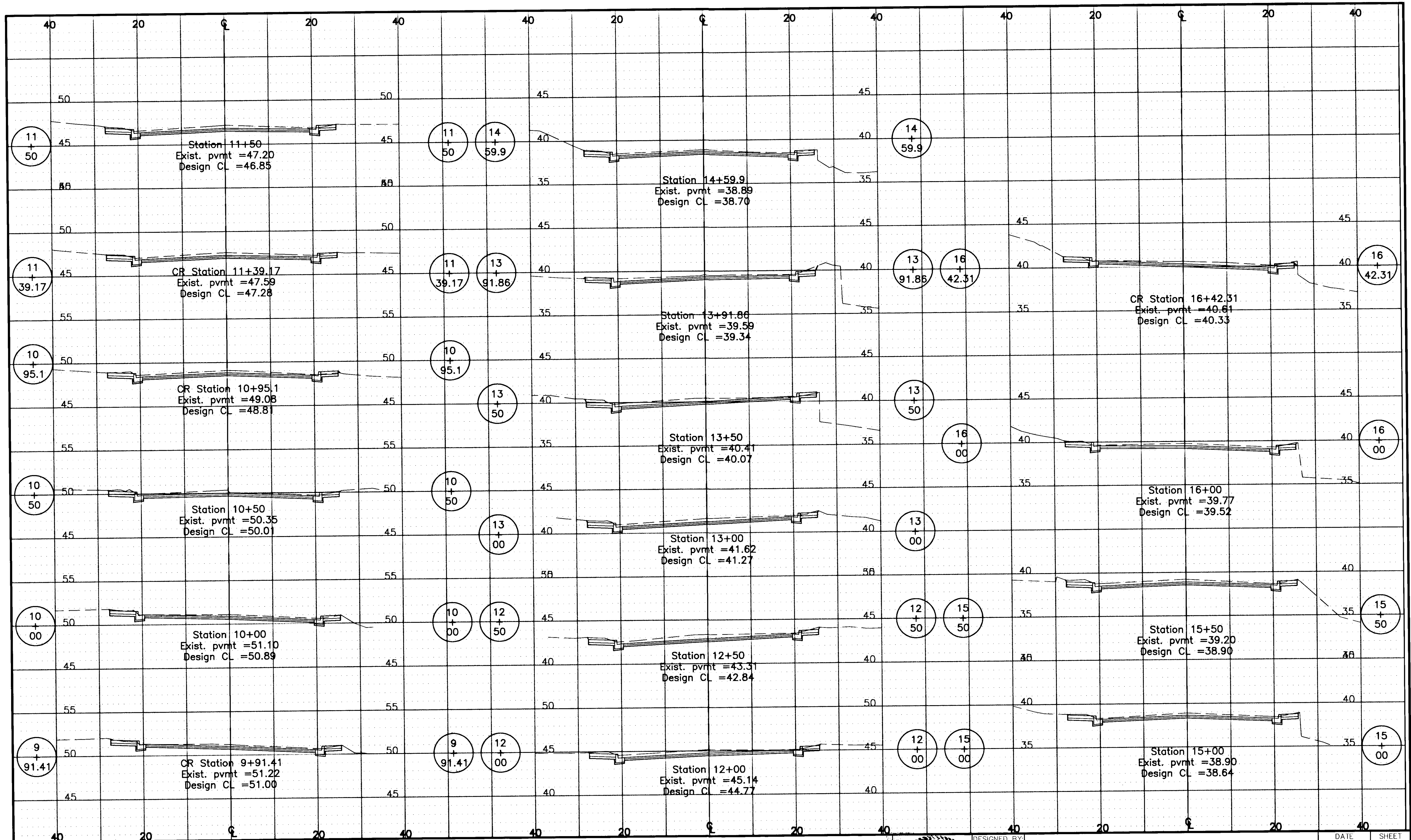
805 DUPONT STREET
 BELLINGHAM, WA 98225
 (360) 733-6100



DESIGNED BY:
 RSH
 DRAWN BY:
 RSH/WAH

CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE SEPT 2000	SHEET R11
SCALE AS SHOWN	OF



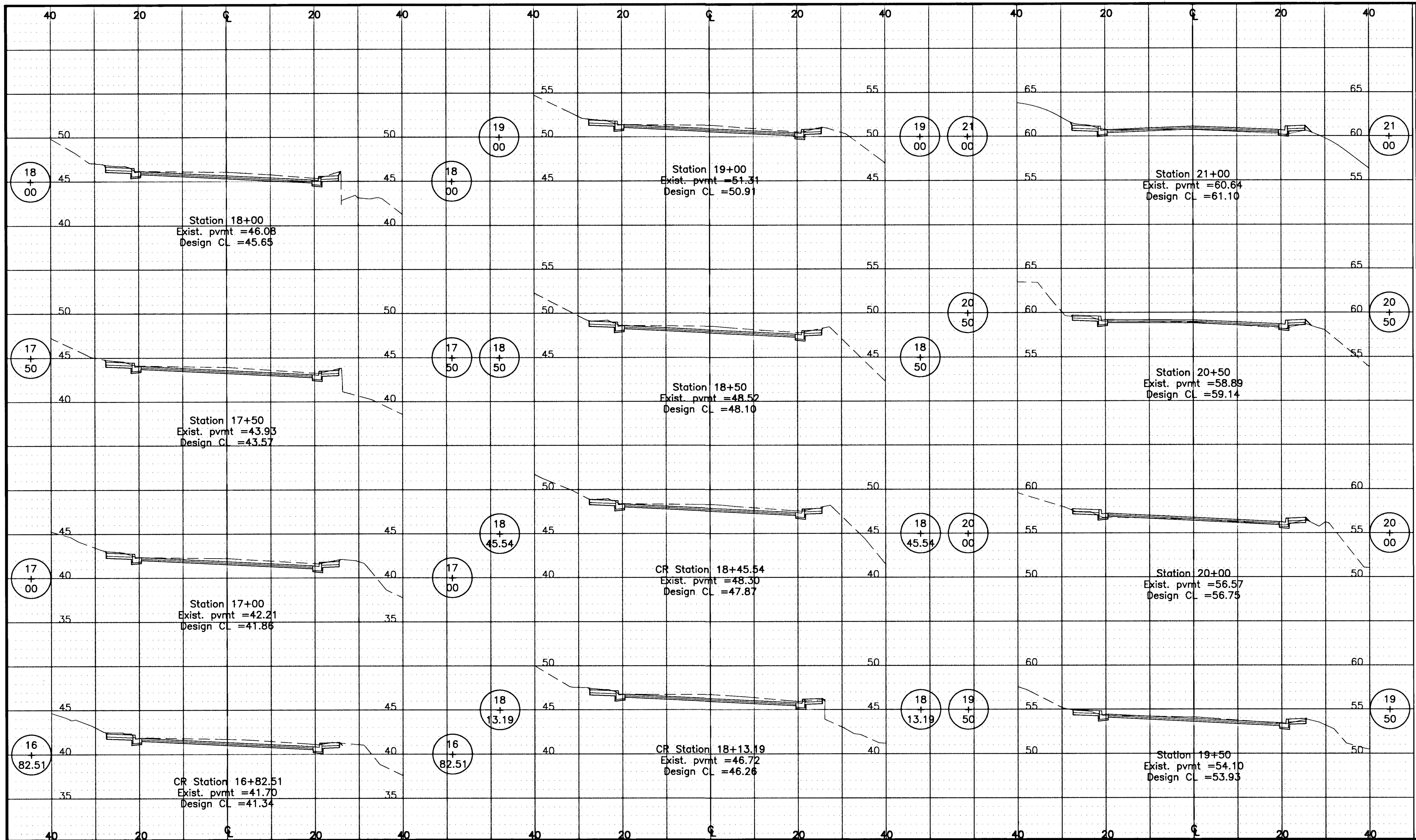
805 DUPONT STREET
 BELLINGHAM, WA 98225
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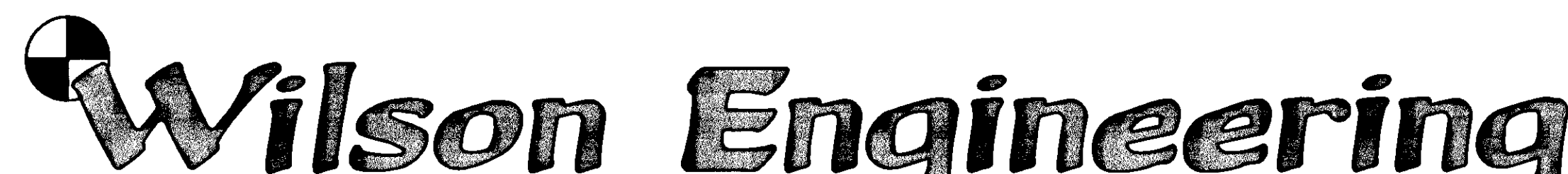
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 DRAWN BY:
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CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE
 SEPT 2000
 SCALE
 AS SHOWN
 SHEET
R12
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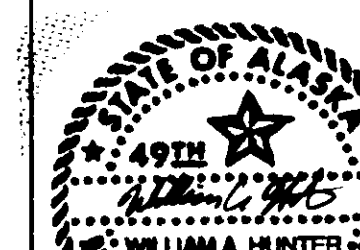
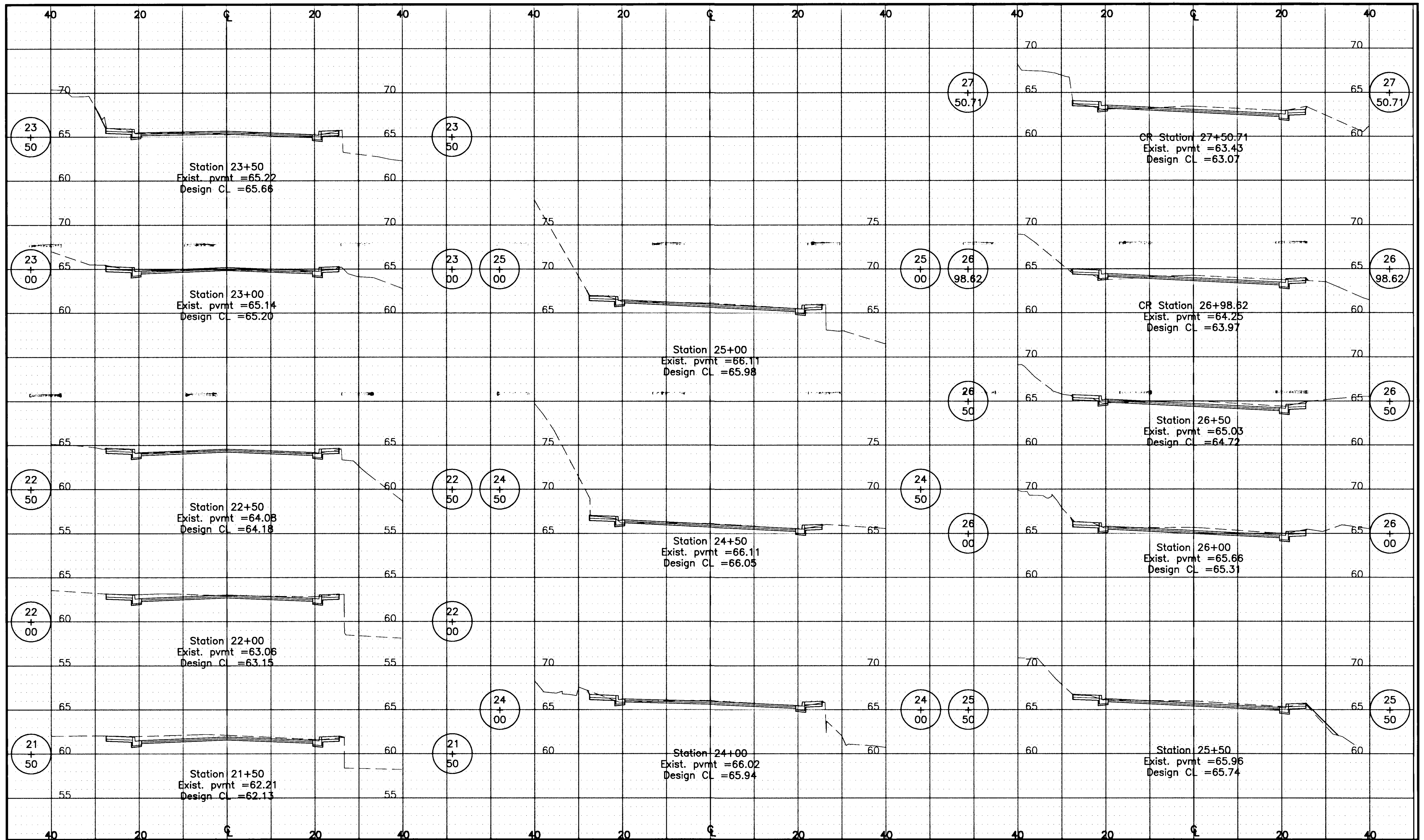


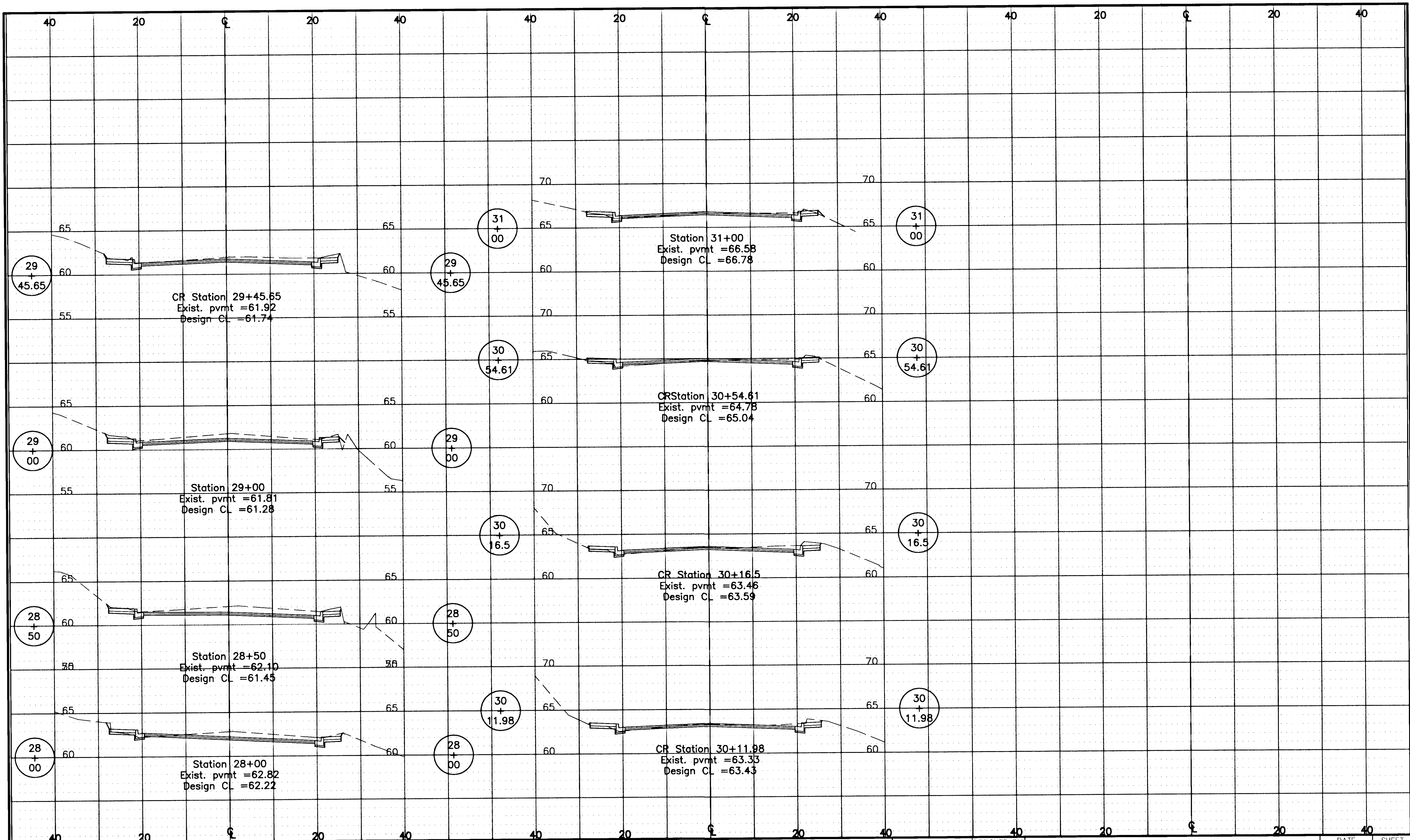
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 RSH
 DRAWN BY:
 RSH/WAH

CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

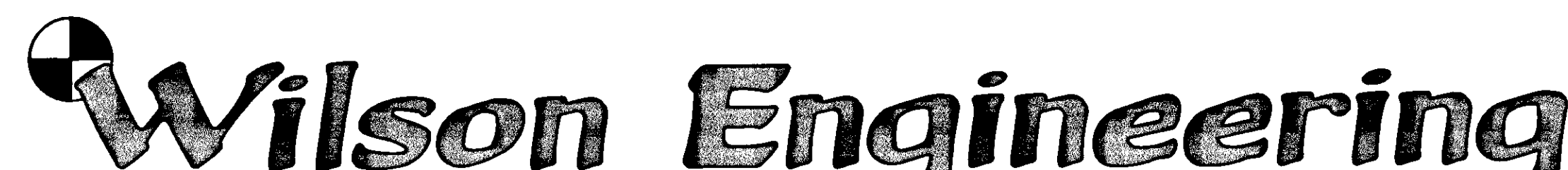
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SHEET
R13
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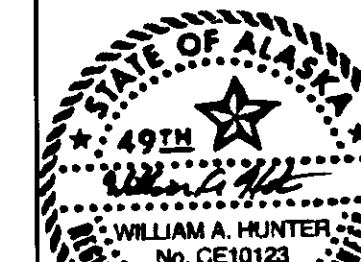




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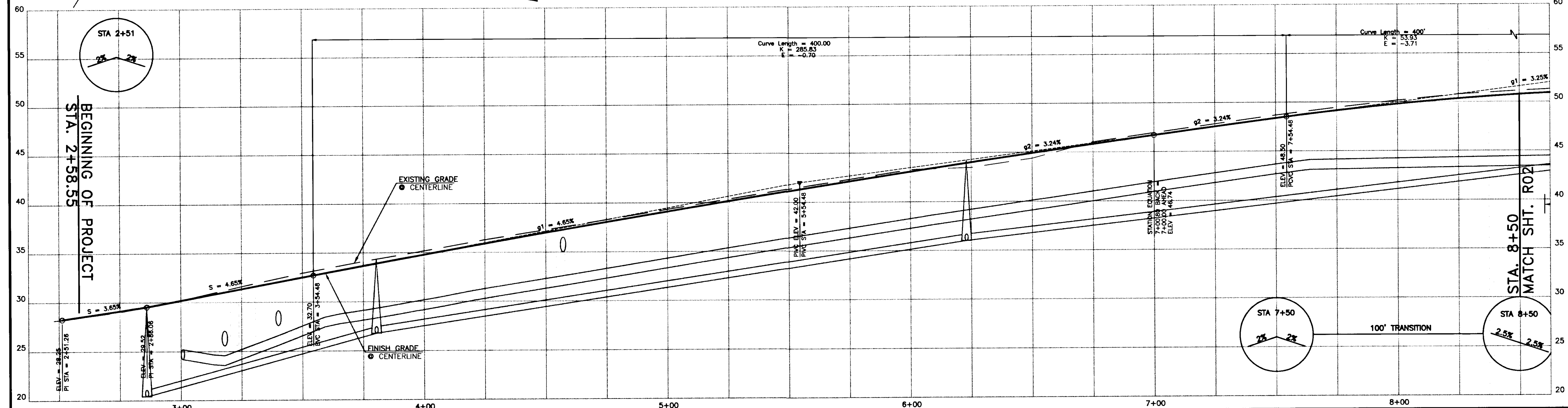
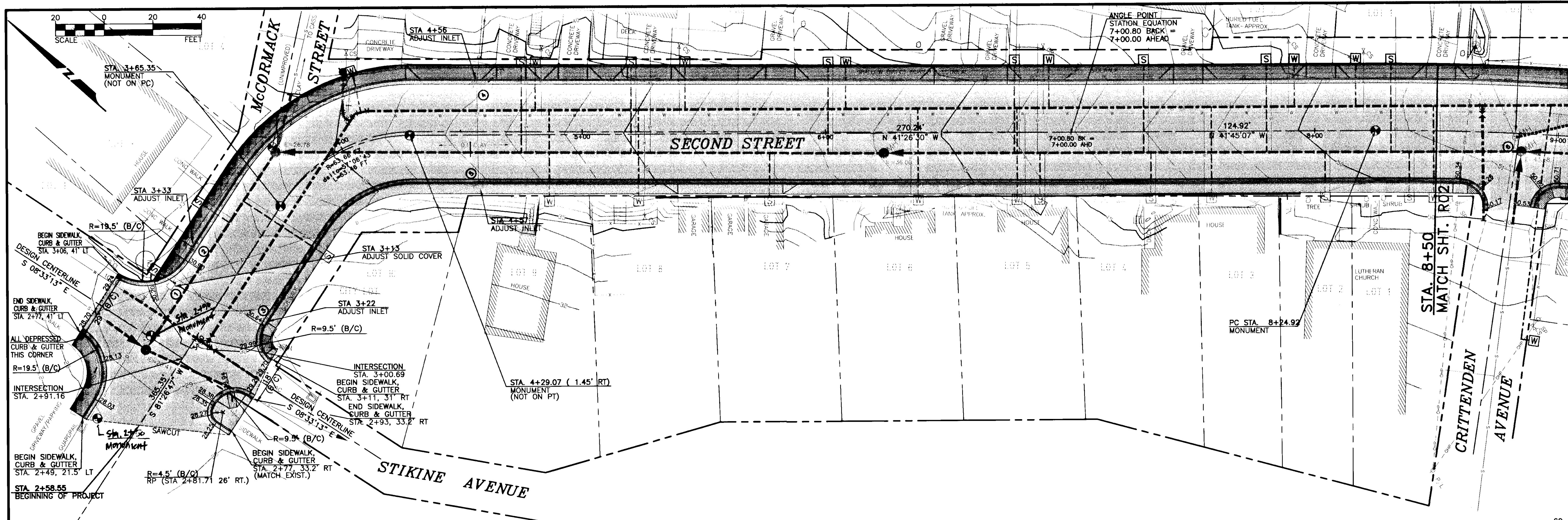
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 CHECKED BY:

CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE	SHEET
SEPT 2000	R15
SCALE	OF
AS SHOWN	
JOB NUMBER	



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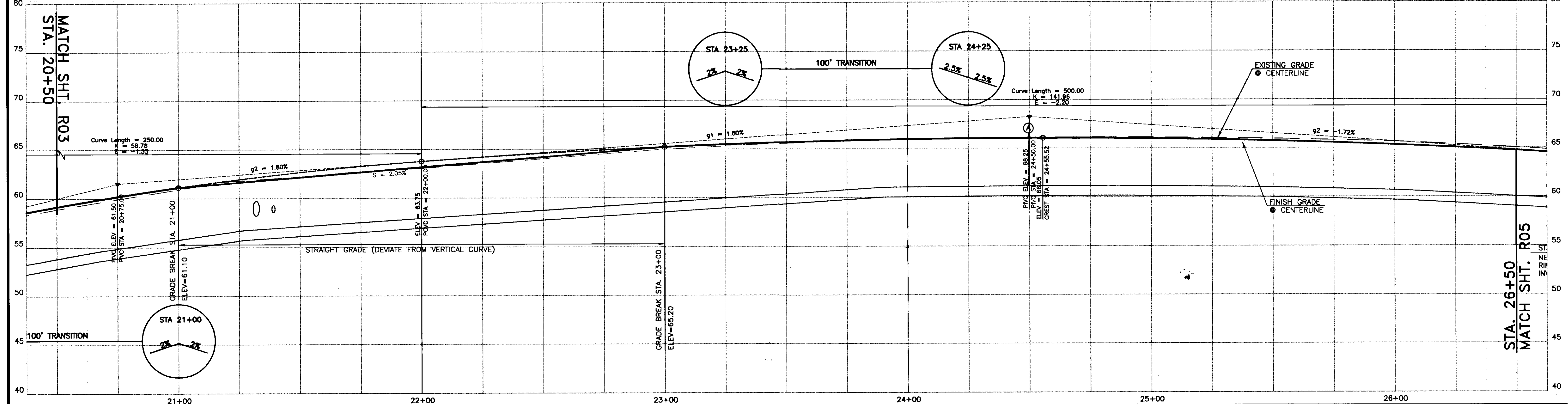
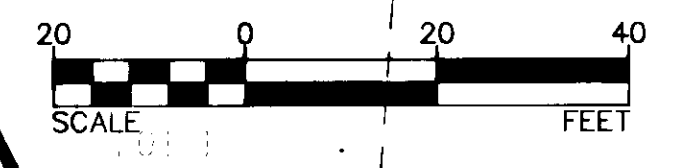
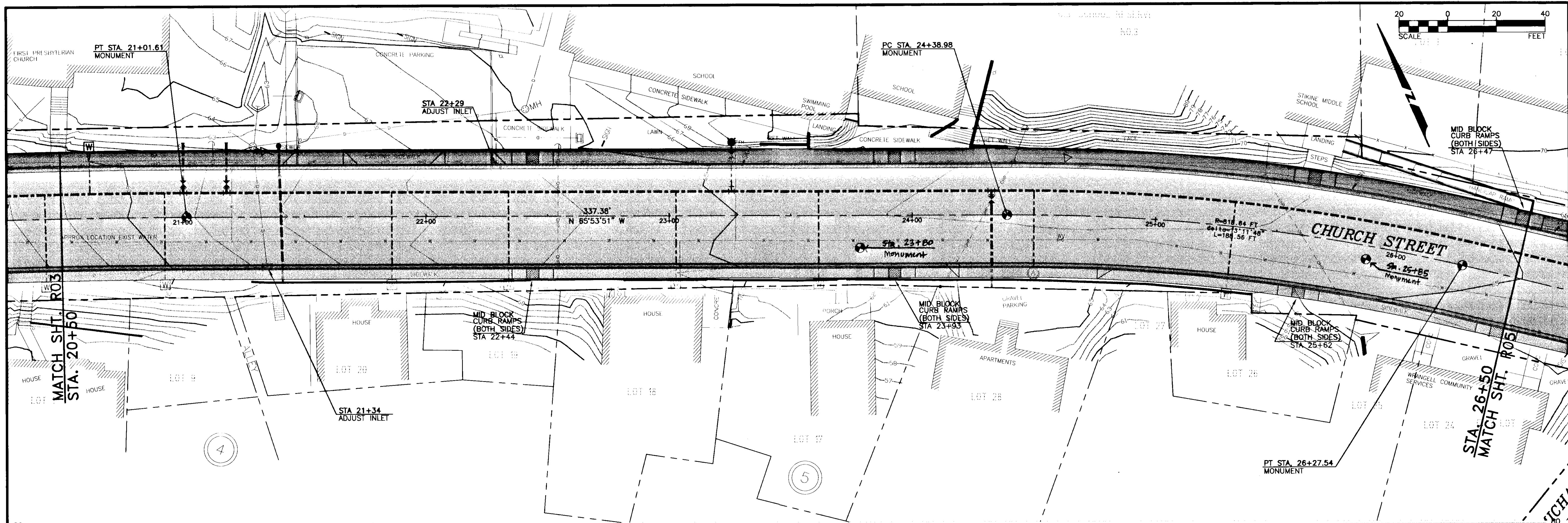
805 DUPONT STREET
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CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE
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 SCALE
 AS SHOWN
 JOB NUMBER

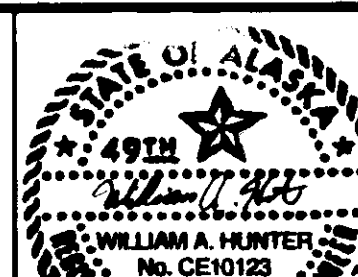
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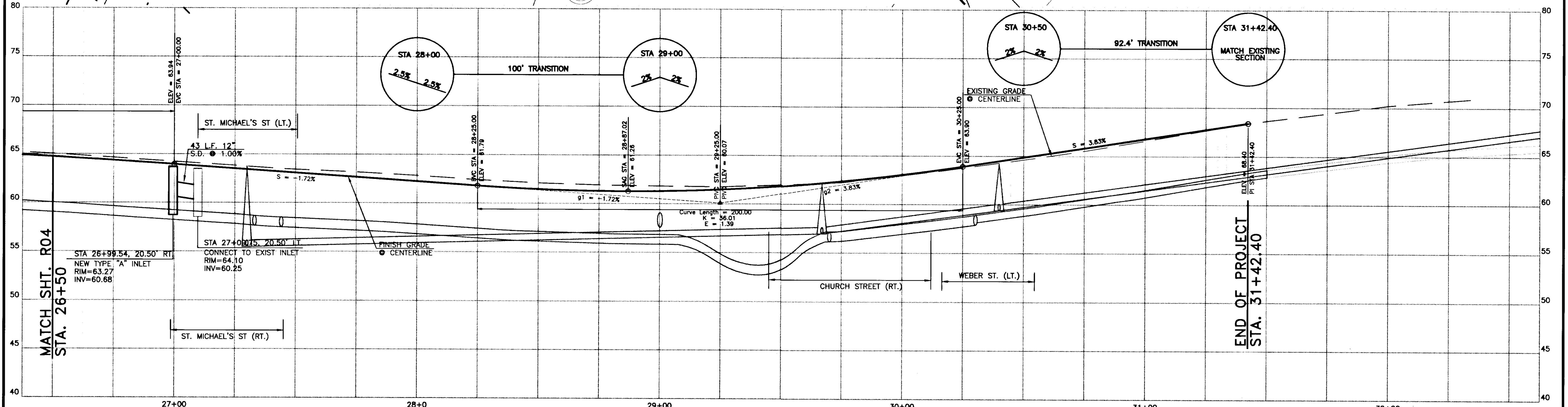
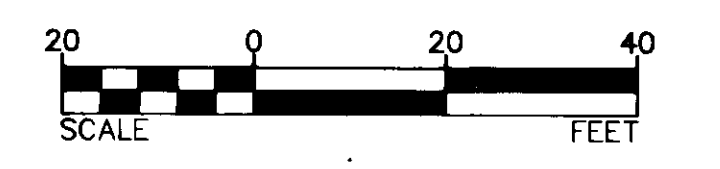
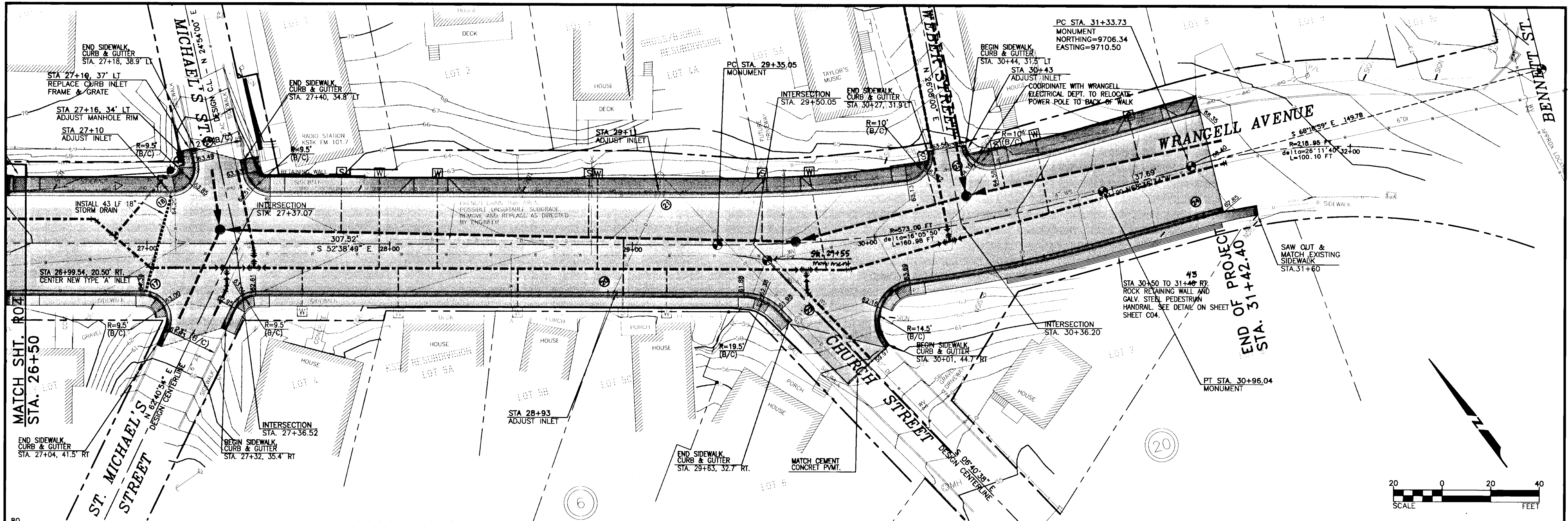
805 DUPONT STREET
BELLINGHAM, WA 98225
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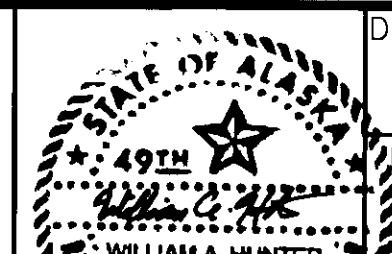
CITY OF WRANGELL
WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE	SHEET
SEPT 2000	RO4
SCALE	OF
AS SHOWN	
JOB NUMBER	



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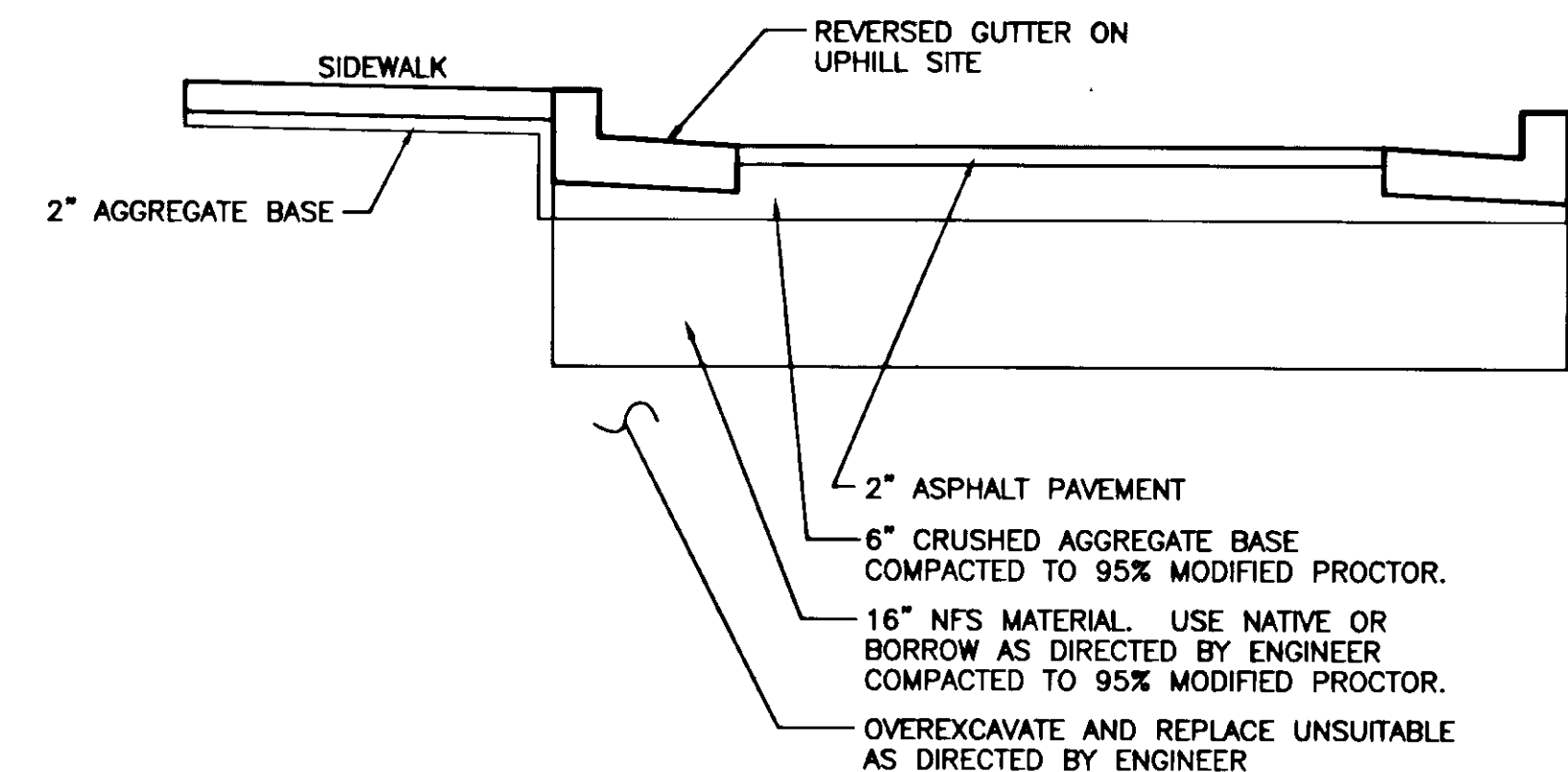
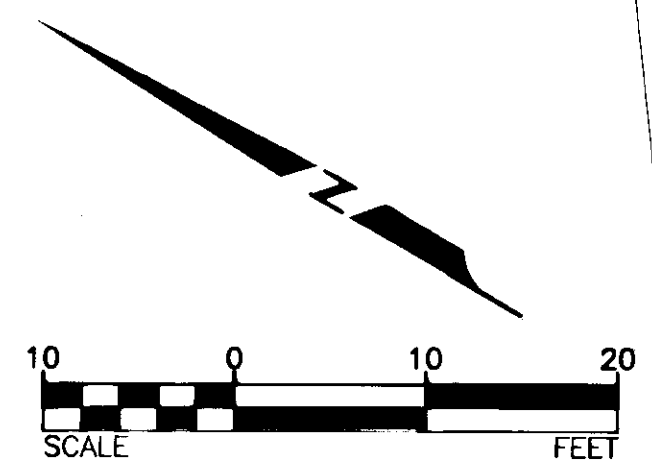
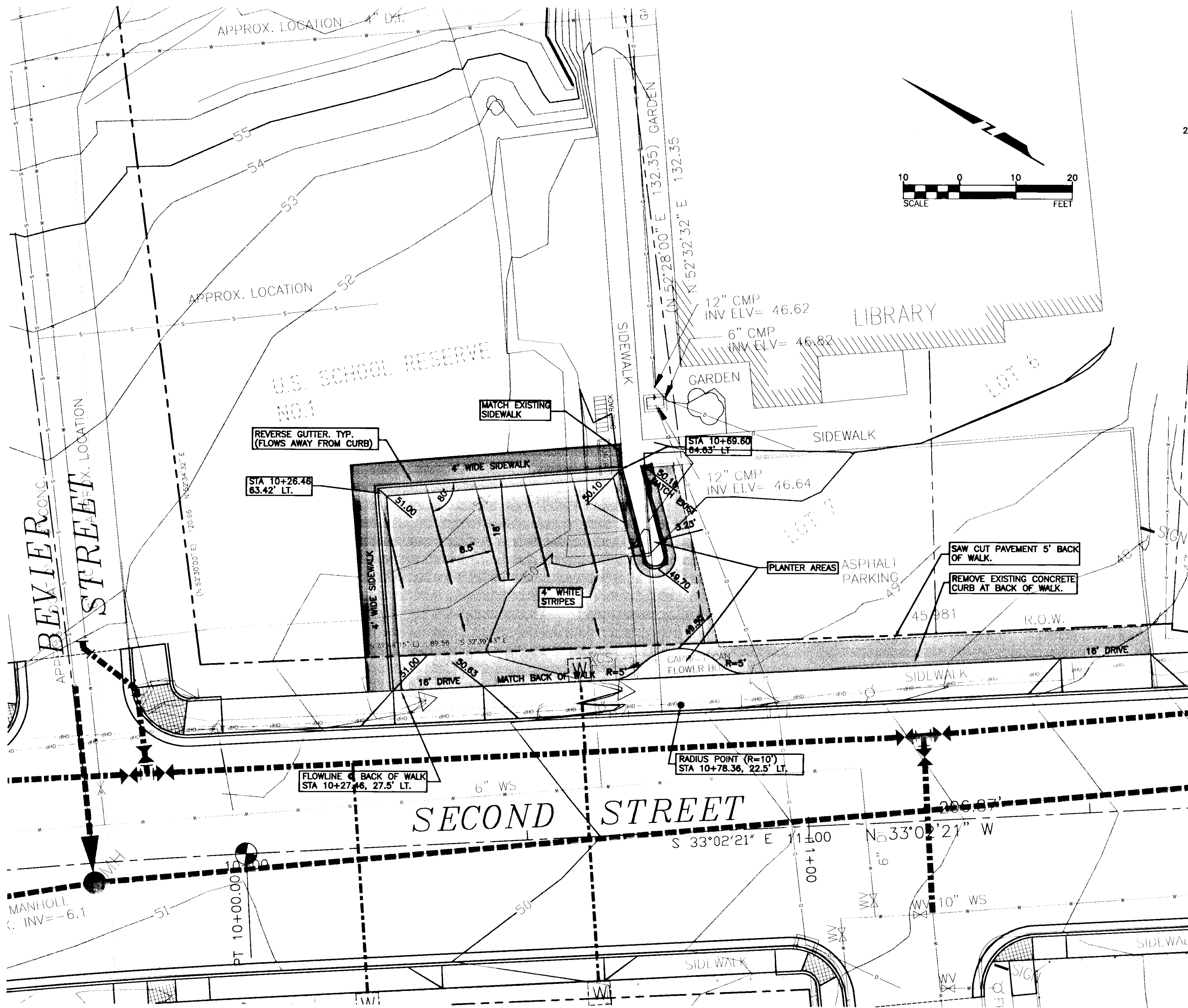
805 DUPONT STREET
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CITY OF WRANGELL
WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

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SHEET
R05
OF



PARKING LOT PAVING SECTION

PARKING LOT EXPANSION ESTIMATE OF QUANTITIES

Item No	Description	Unit	Quantity
202 (2)	Removal of Pavement	Square Yard	77
202 (9)	Removal of Curb and Gutter	Linear Foot	60
203 (3)	Unclassified Excavation	Cubic Yard	150
203 (5)	Borrow	Cubic Yard	80
301 (1)	Crushed Aggregate Base Course	Ton	80
401 (1)	Asphalt Concrete Pavement, Type II, Class B	Ton	27
608 (1)	Concrete Sidewalk	Square Yard	38
609 (2)	Curb and Gutter, Type 1	Linear Foot	118
670 (1)	Painted Traffic Markings	Lump Sum	All Required

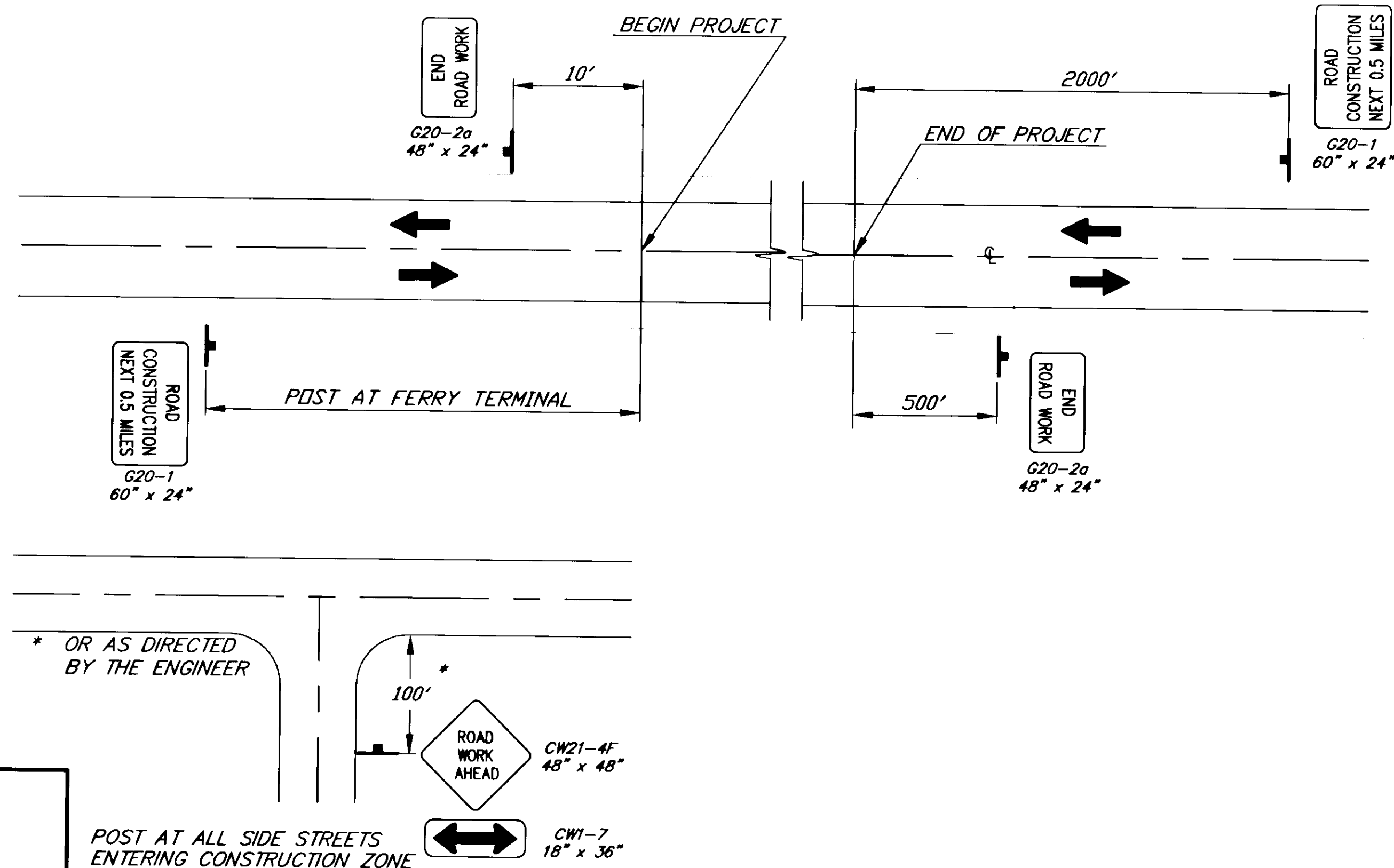
NOTES:
 1. ESTIMATE OF QUANTITIES IS INTENDED FOR INFORMATION PURPOSES ONLY. ALL MATERIAL AND WORK REQUIRED TO CONSTRUCT THE CITY OF WRANGELL PUBLIC PARKING LOT EXPANSION SHALL BE INCLUDED IN THE LUMP SUM BID ITEM NO. 628 (1).

BASIS OF ESTIMATE

Item No	Pay Item	Estimating Factor
301(1)	Crushed Aggregate Base Course	1.95 TON/CY
306(1)	Asphalt Treated Base Course	2.05 TON/CY
401(1)	Asphalt Concrete Pavement, Type II, Class B	2.05 TON/CY

TRAFFIC CONTROL NOTES

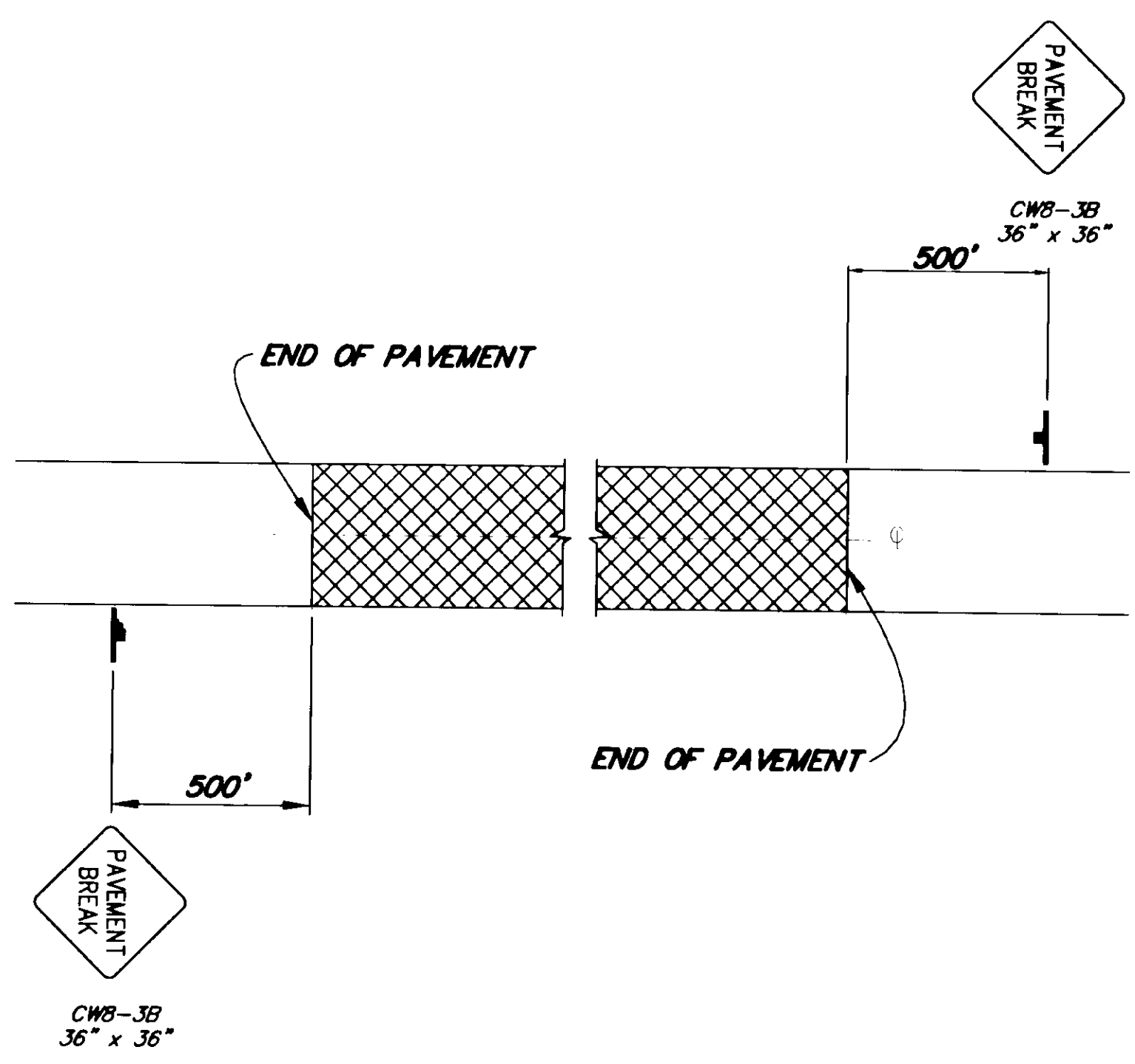
1. ACCESS TO AND FROM THE FERRY TERMINAL SHALL BE MAINTAINED AT ALL TIMES BY UTILIZING SIGNED DETOURS AND/OR CONSTRUCTION LANES AS APPROPRIATE.
2. A PULLOUT LANE SHALL BE MAINTAINED AT ALL TIMES IN FRONT OF THE SCHOOL FOR DROP-OFF AND PICKUP OF STUDENTS BY SCHOOL BUSES. AN ADDITIONAL LANE SHALL BE MAINTAINED FOR TRAFFIC TO PASS THE PARKED BUSES.
3. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORK HOURS.
4. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10 FEET.
5. CONSTRUCTION SIGNS SHALL BE IN PLACE ONLY WHEN THE CONDITIONS THEY WARN ABOUT EXIST.
6. DELINEATE PEDESTRIAN AND BICYCLE ACCESS WITH TRAFFIC CONES AS REQUIRED DURING CONSTRUCTION ACTIVITIES. CONE SPACING BE 10 FEET MAXIMUM.
7. PROVIDE VEHICULAR ACCESS THROUGH WORK ZONES AS REQUIRED BY THE ENGINEER.
8. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
9. CHANNELIZATION DEVICES IF USED AT NIGHT SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL
10. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN TO NOTE THE GENERAL REQUIREMENTS FOR MAINTAINING ACCESS THROUGH THE CONSTRUCTION AREA. PLANS FOR SPECIFIC CONFIGURATIONS SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. THE CONFIGURATIONS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THIS PLAN.



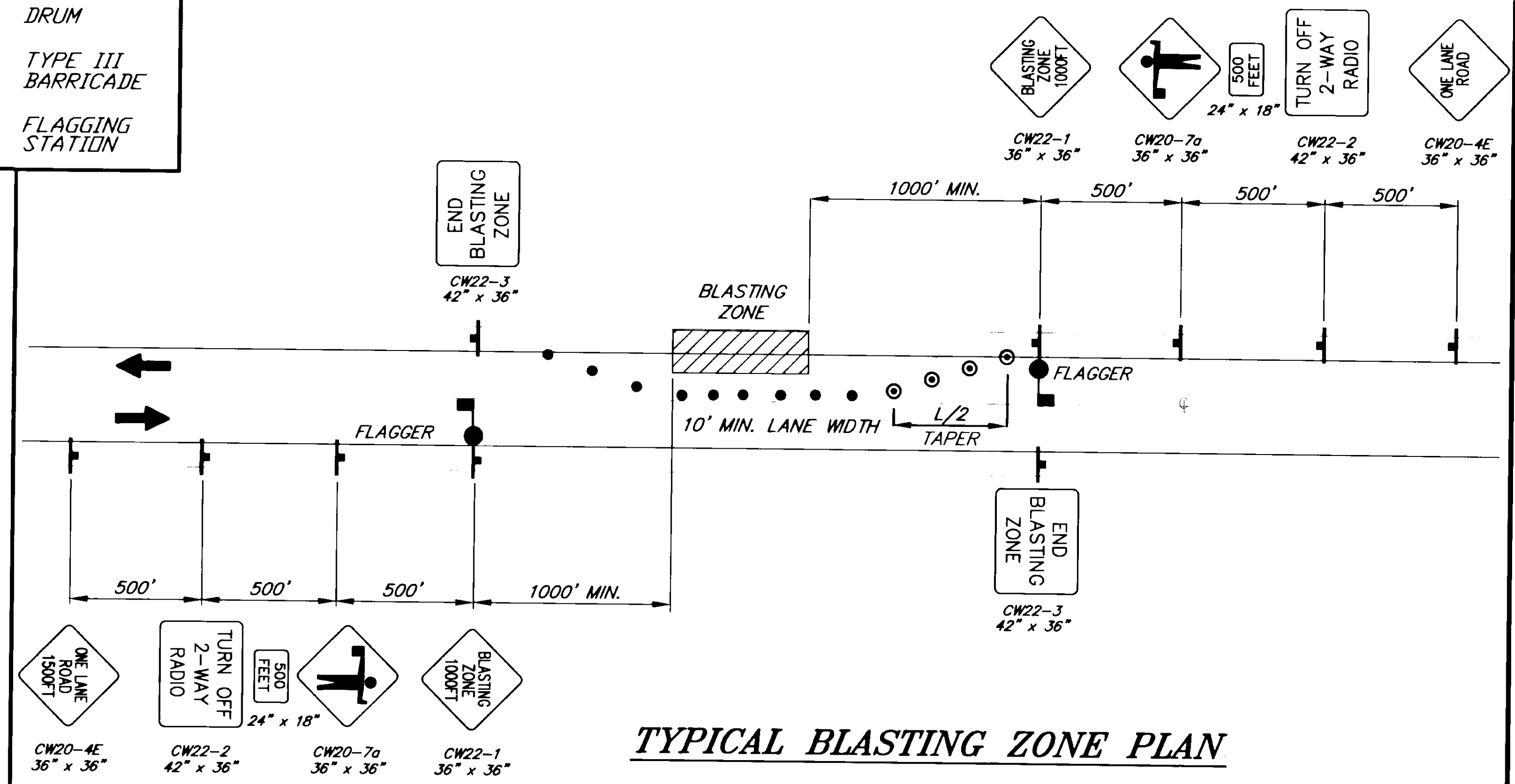
LEGEND

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

PERMANENT CONSTRUCTION SIGNING

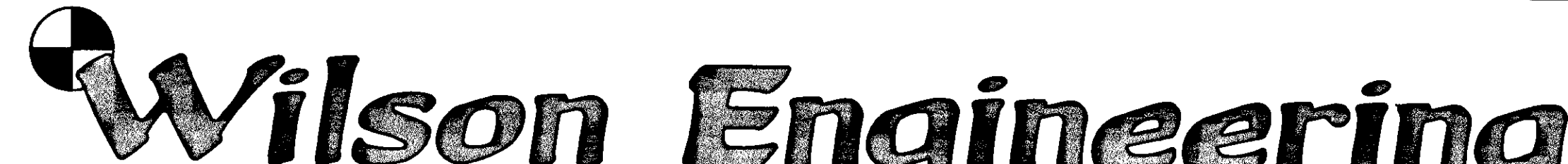


SIGNING FOR UNPAVED AREA

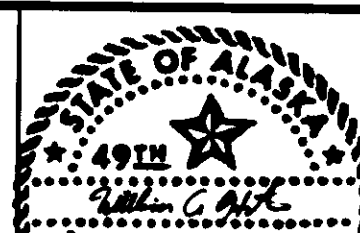


TYPICAL BLASTING ZONE PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



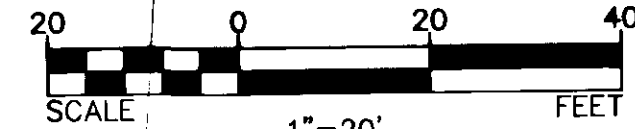
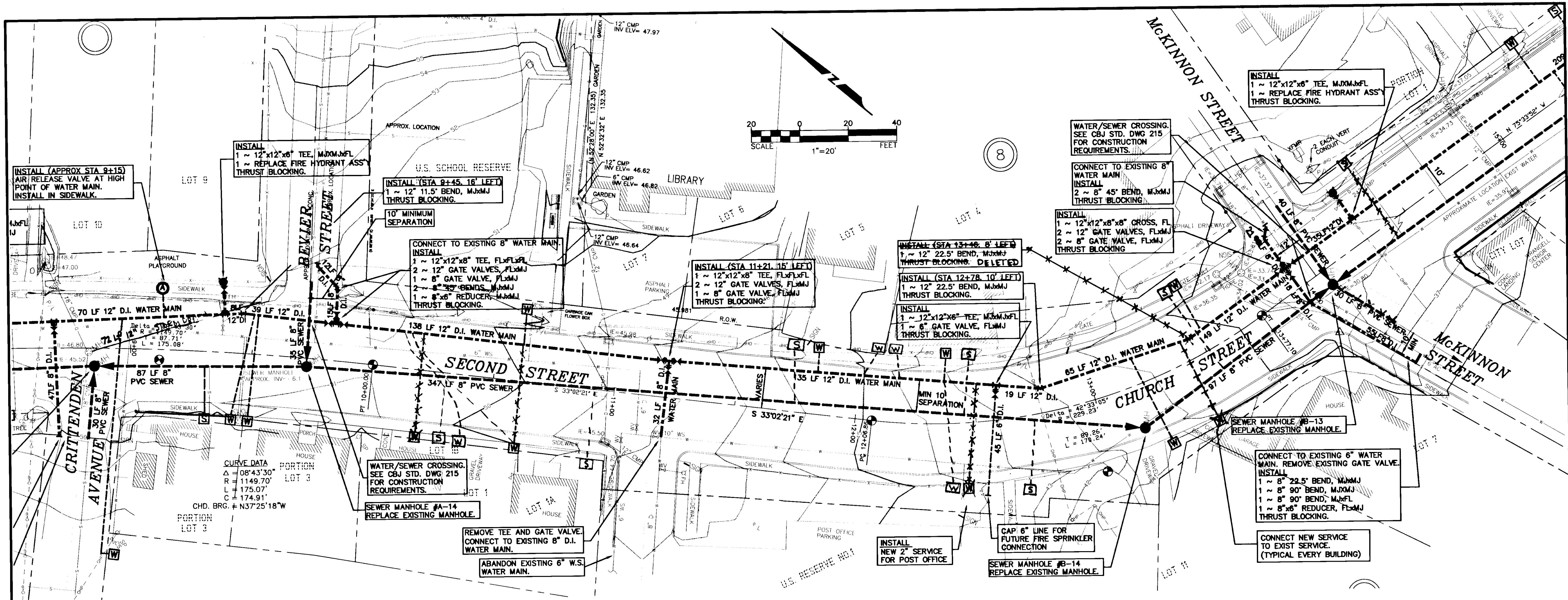
805 DUPONT STREET
BELLINGHAM, WA 98225



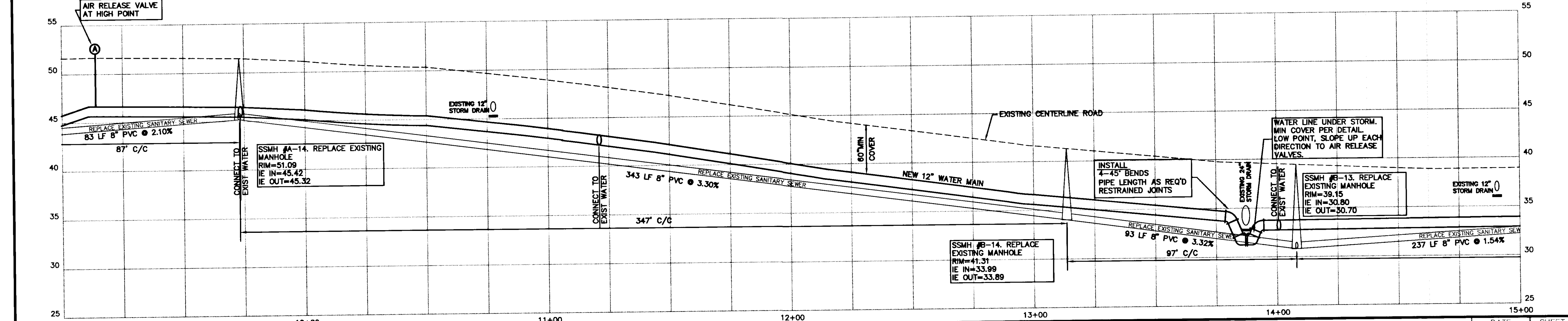
DESIGNED BY:
WAH
DRAWN BY:
WAH

CITY OF WRANGELL
WRANGELL ISLAND ALASKA
WRC - CHURCH STREET RECONSTRUCTION

DATE
SEPT 2000
SCALE
AS SHOWN
SHEET
R09

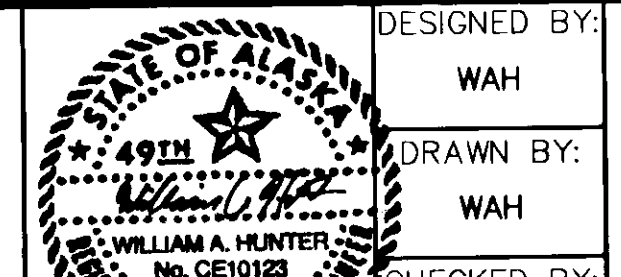


8



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805 DUPONT STREET
BELLINGHAM, WA 98225
(360) 733-6100



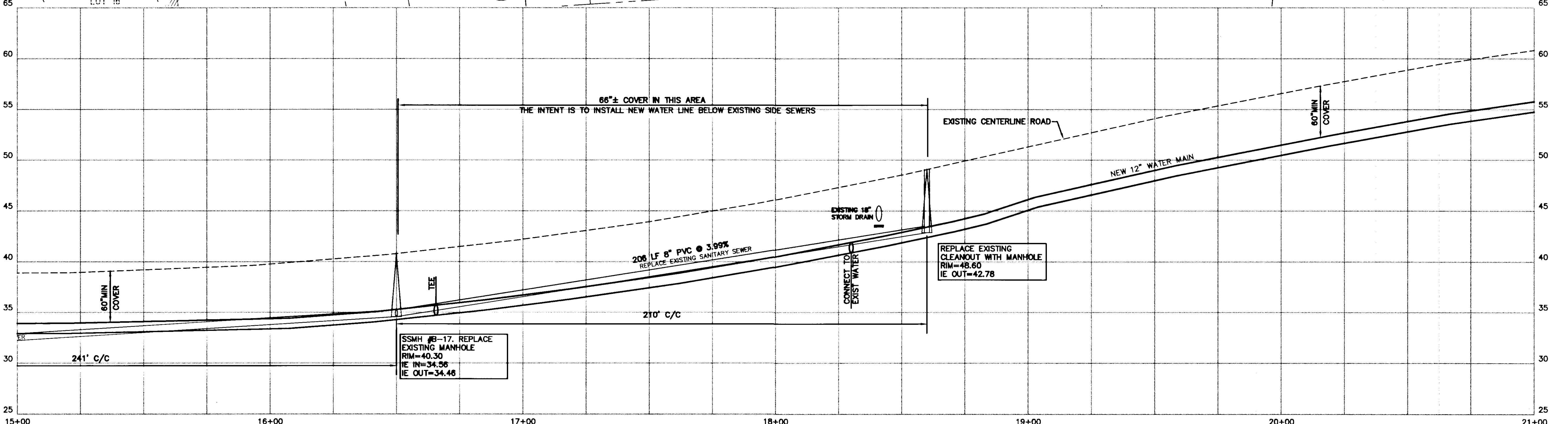
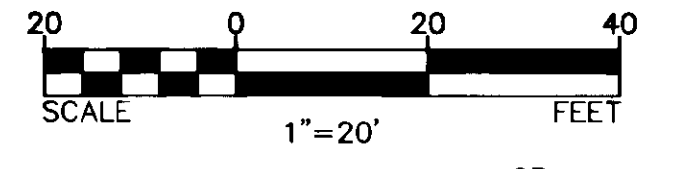
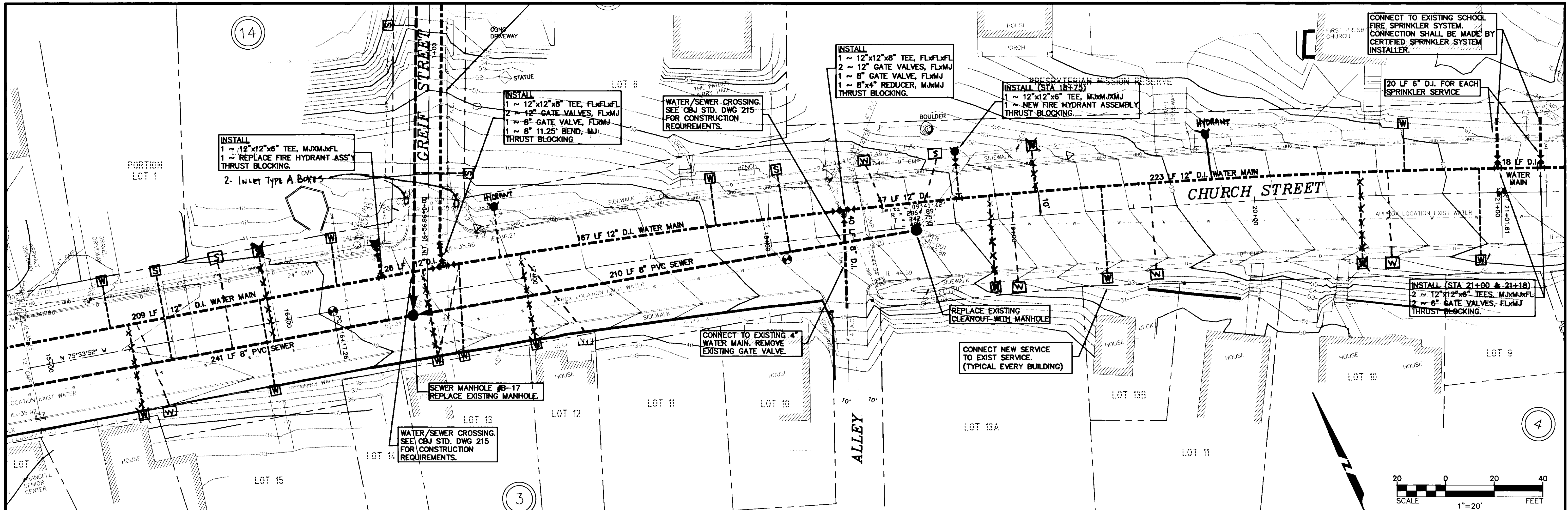
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DRAWN BY:
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CITY OF WRANGELL
WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

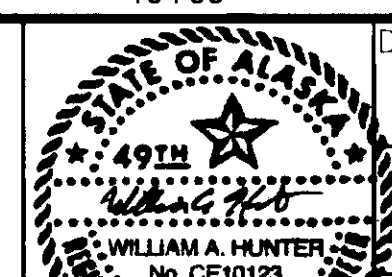
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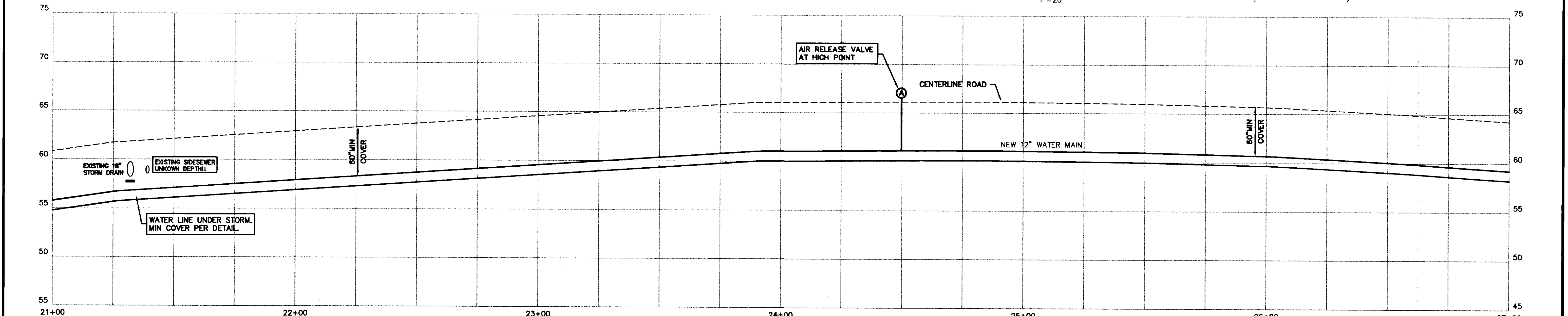
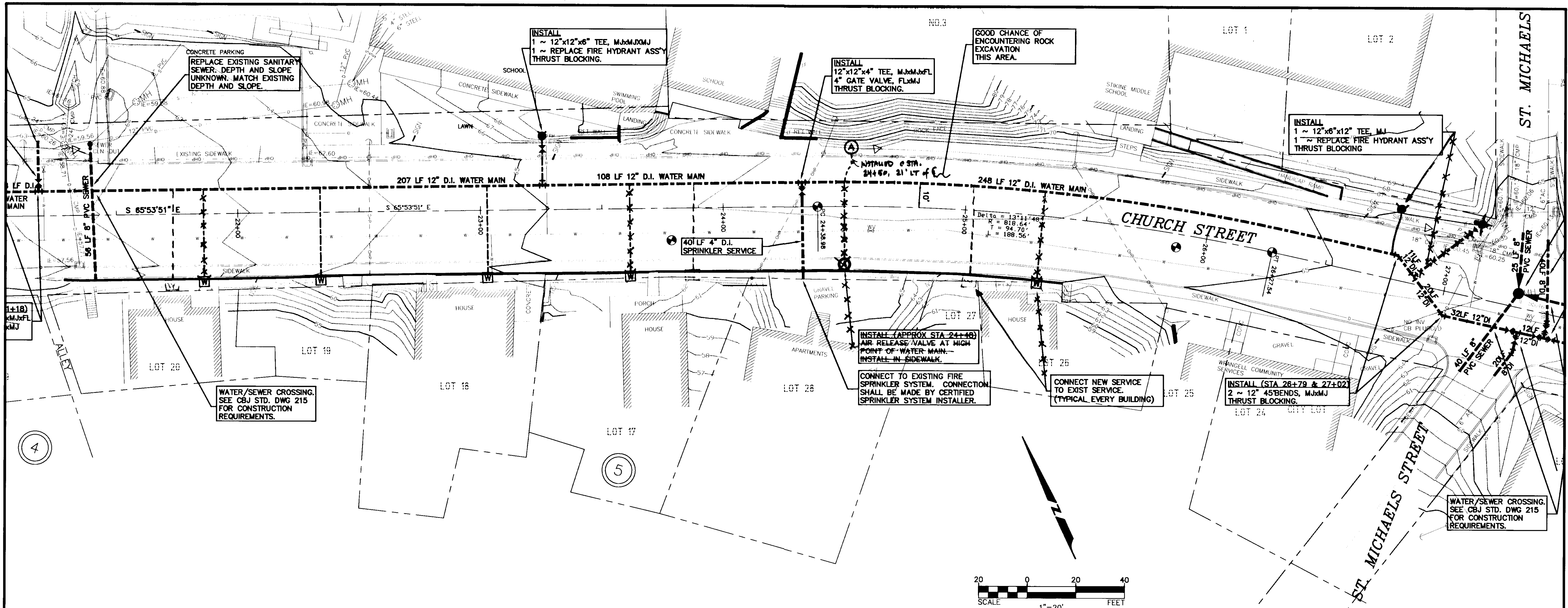
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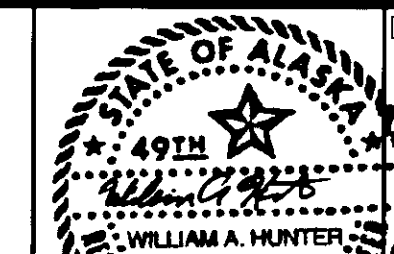
CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

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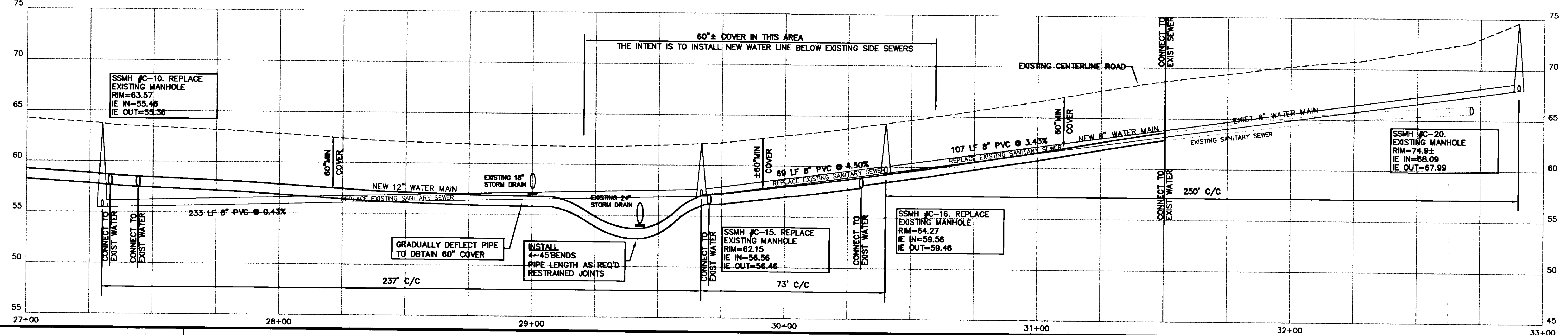
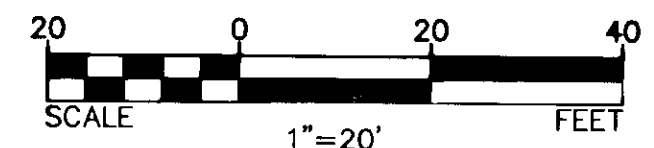
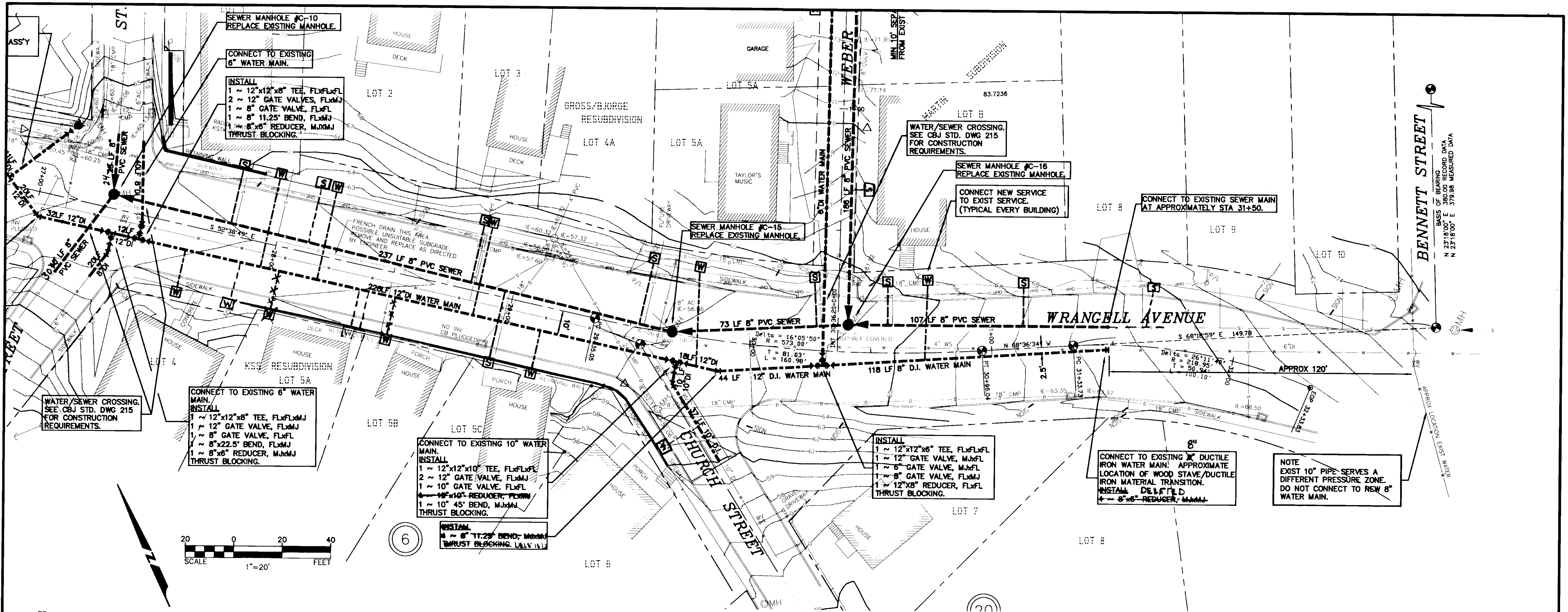
805 DUPONT STREET
 BELLINGHAM, WA 98225
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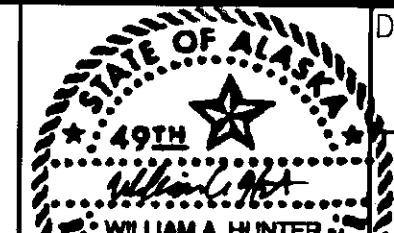
CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE: SEPT 2000
 SCALE: AS SHOWN
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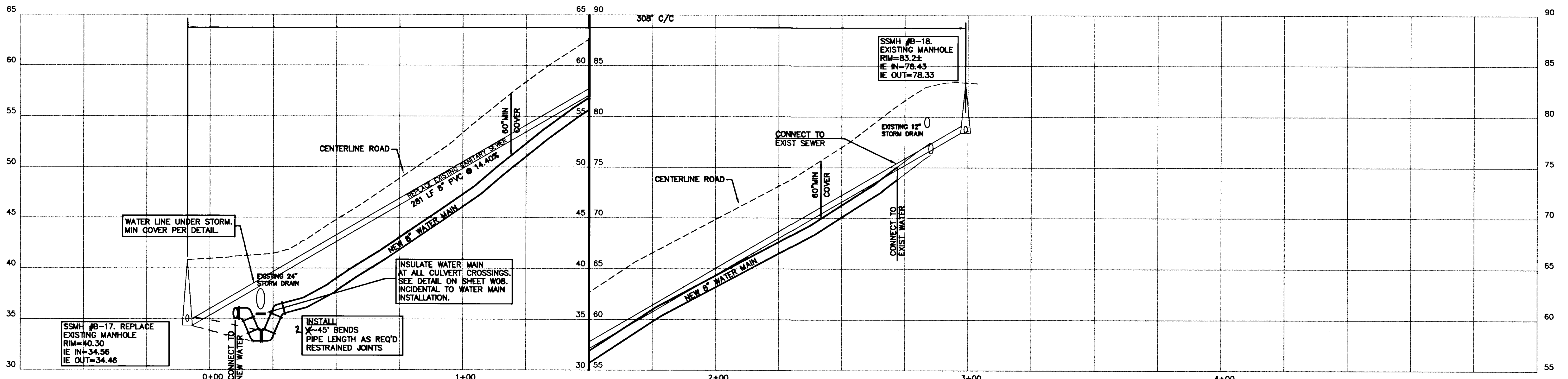
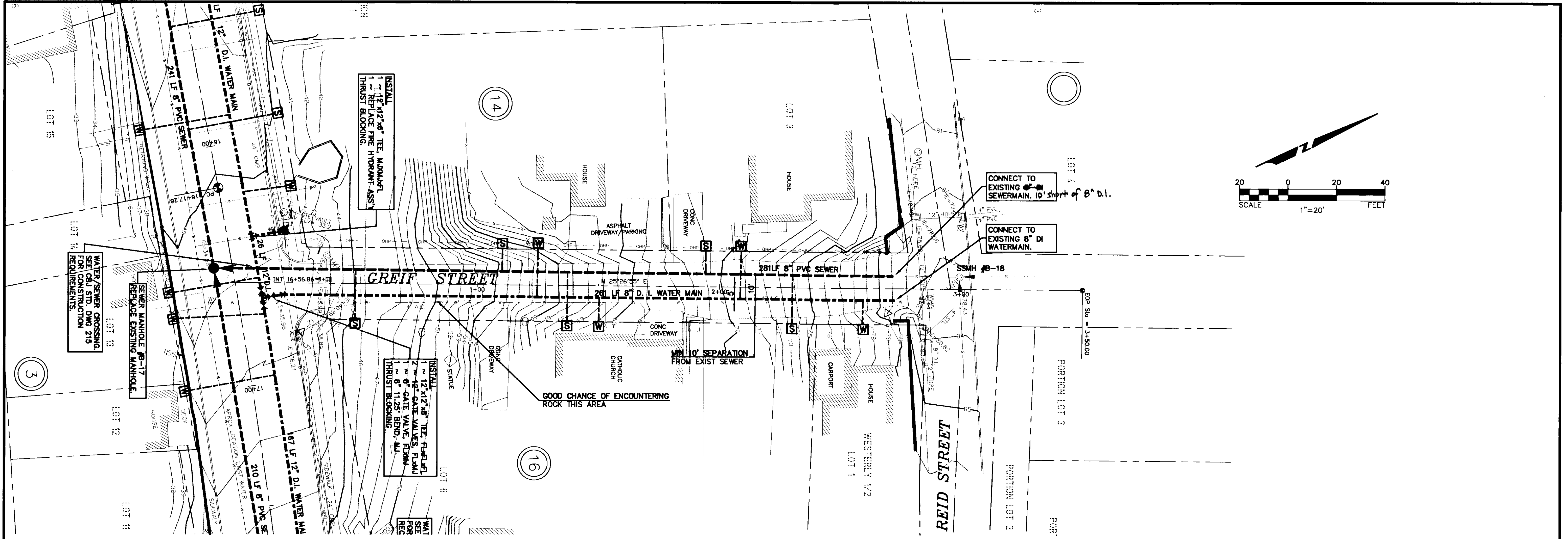
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 BELLINGHAM, WA 98225
 (360) 733-8100



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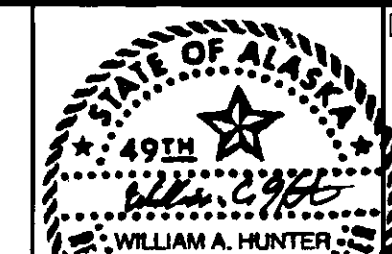
CITY OF WRANGELL
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DATE: SEPT 2000
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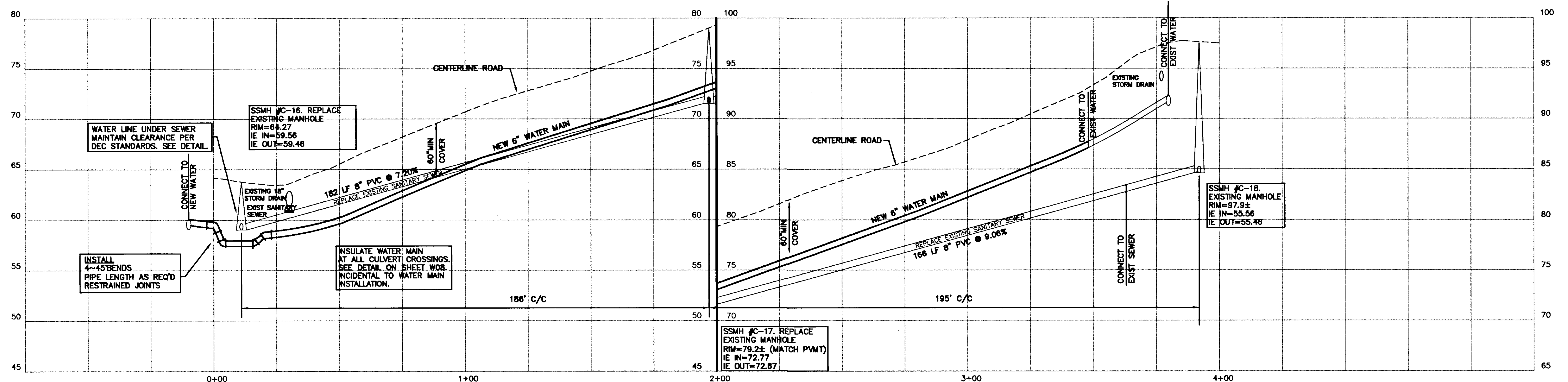
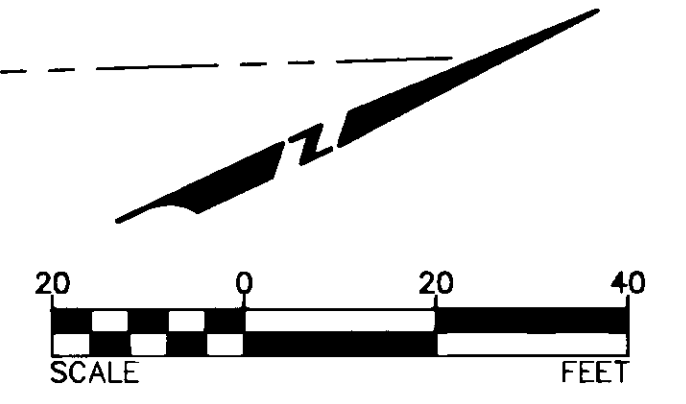
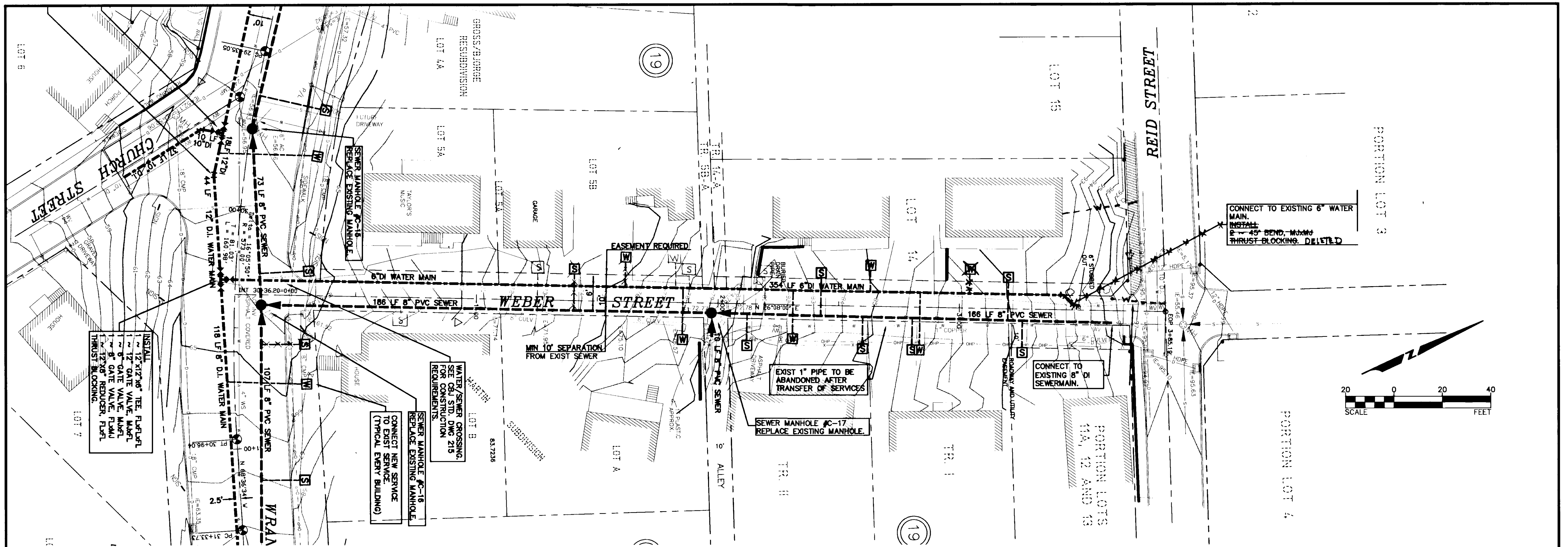
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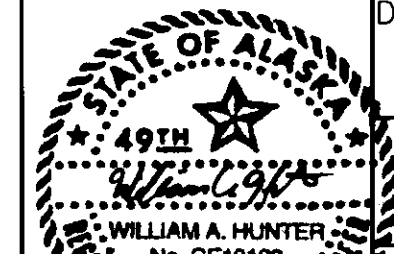
CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
WRG - CHURCH STREET RECONSTRUCTION

DATE
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 SCALE
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 SHEET
W06
 OF



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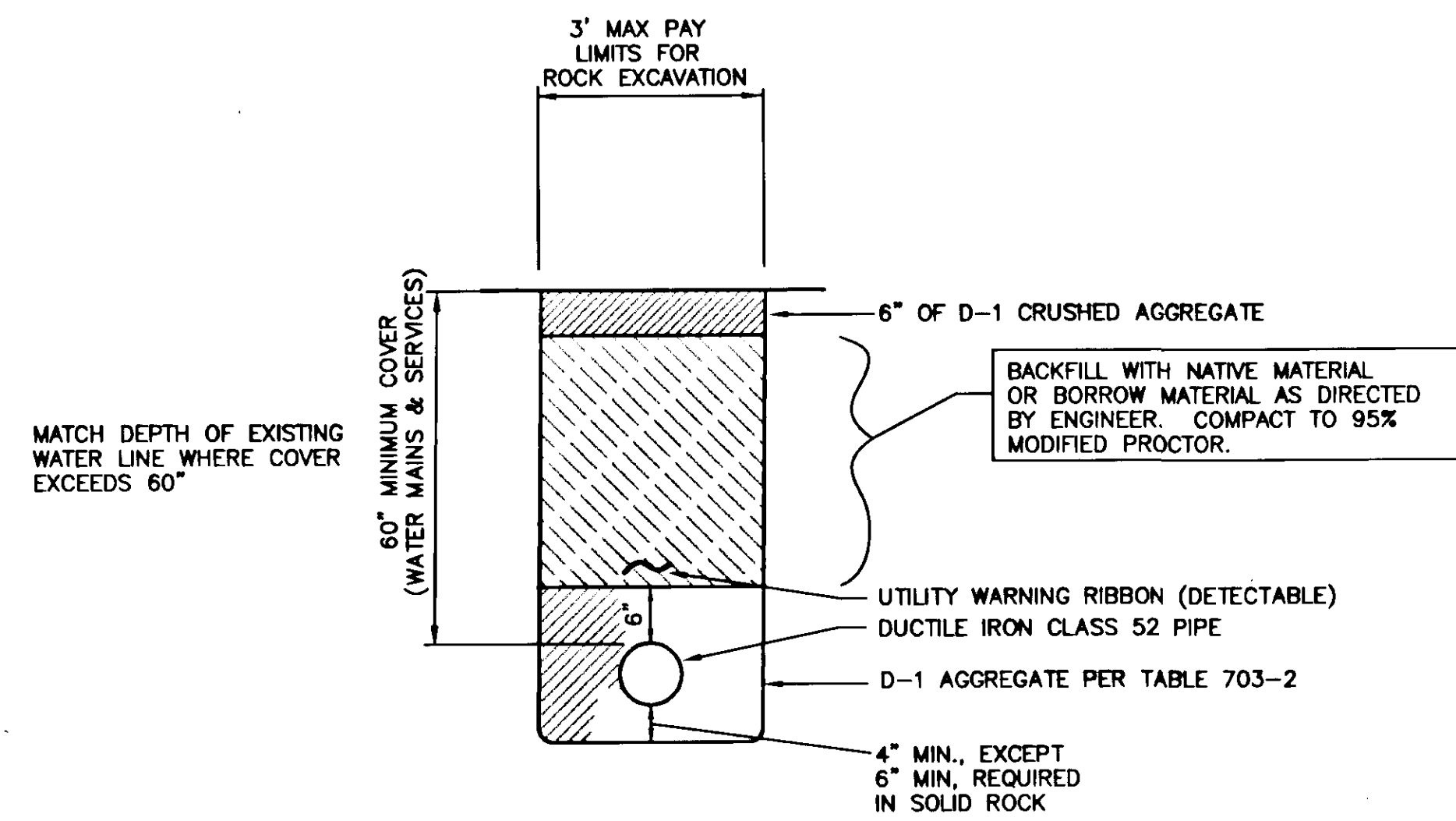
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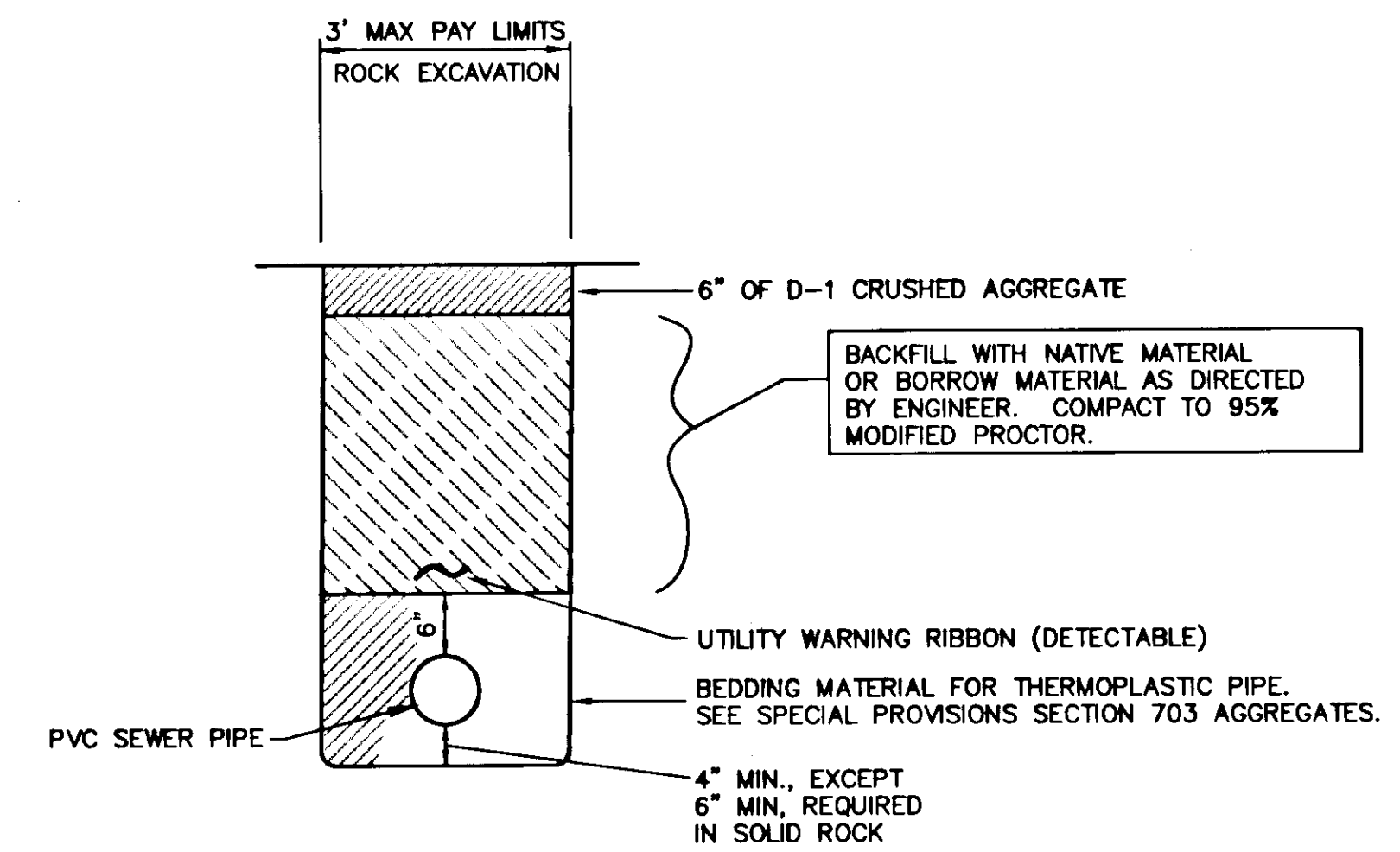
CITY OF WRANGELL
 WRANGELL ISLAND ALASKA
 WRG - CHURCH STREET RECONSTRUCTION

DATE
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 SCALE
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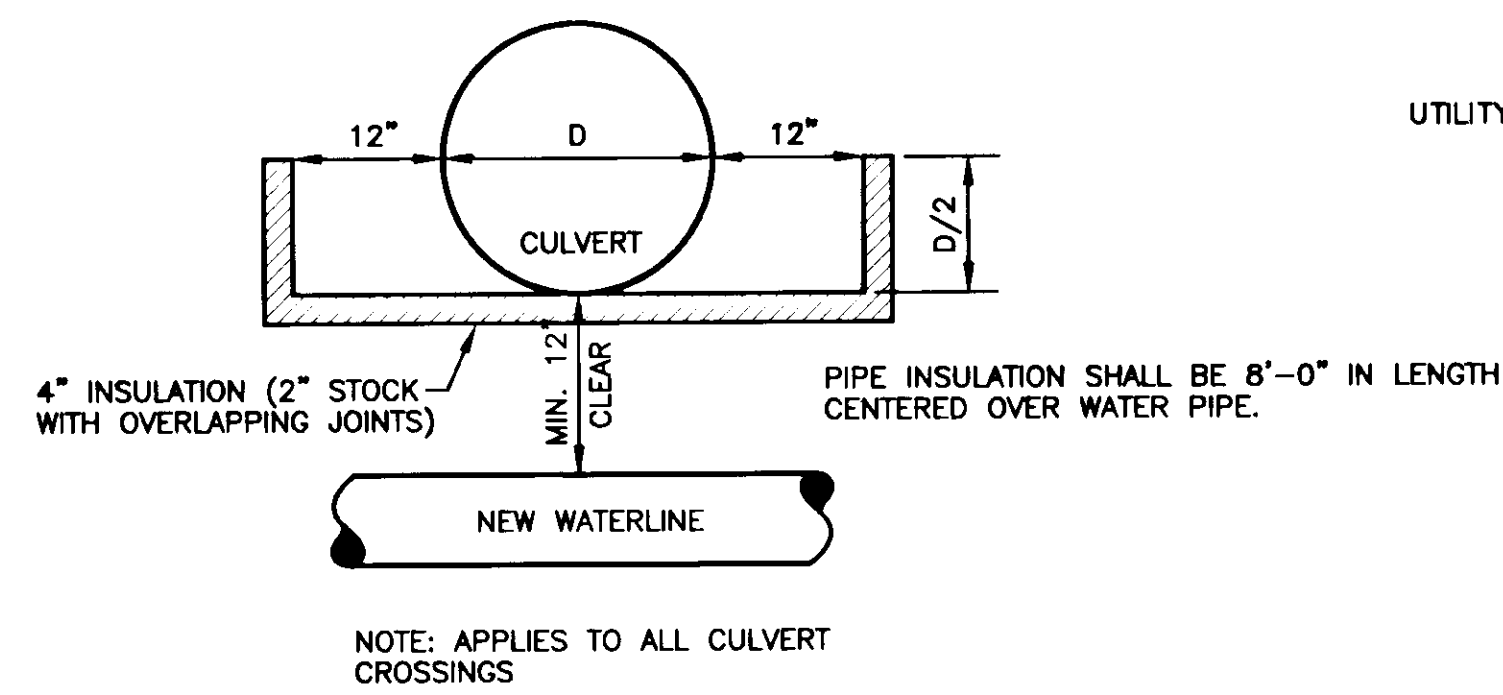
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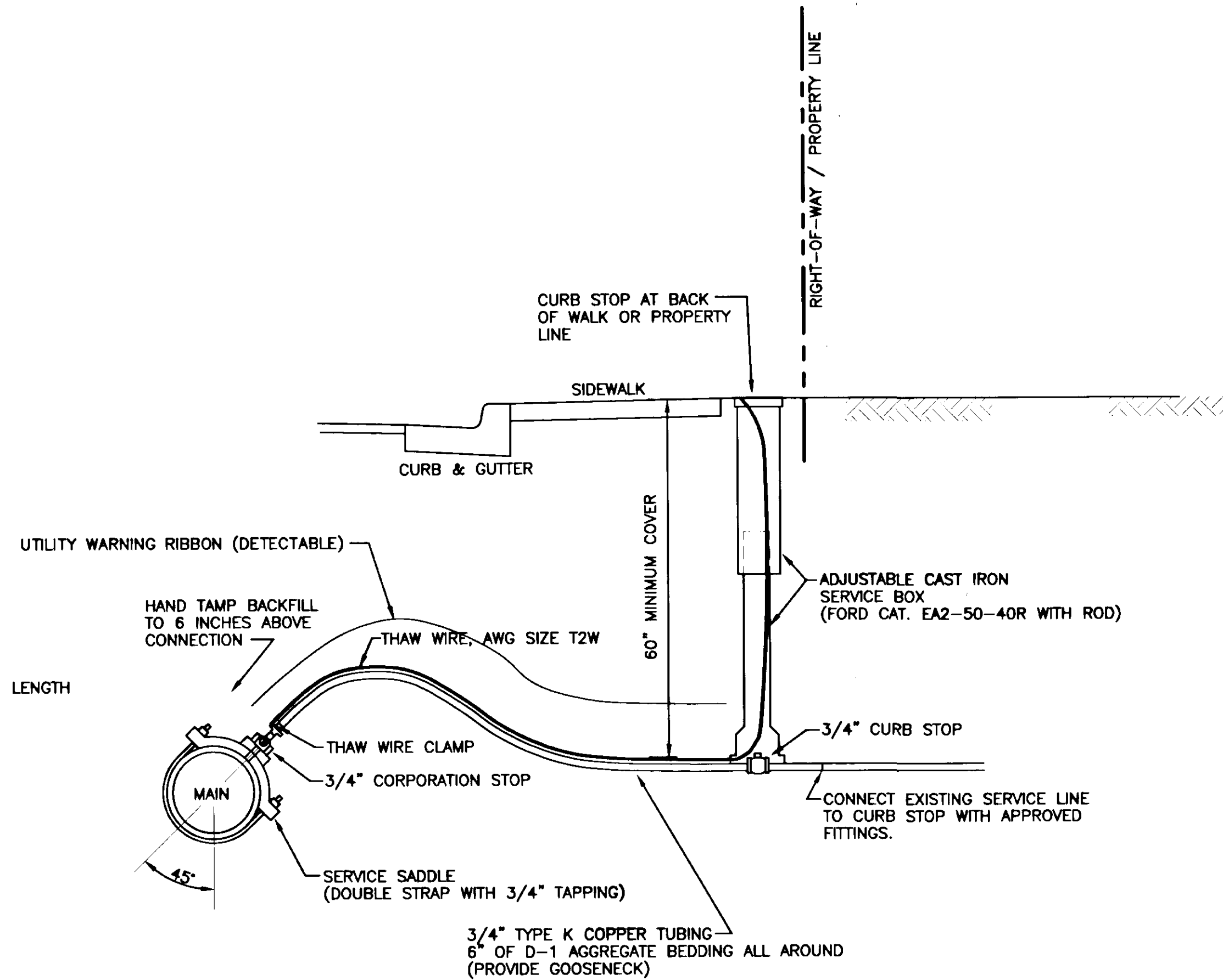
SEWER MAIN TRENCH

NOT TO SCALE



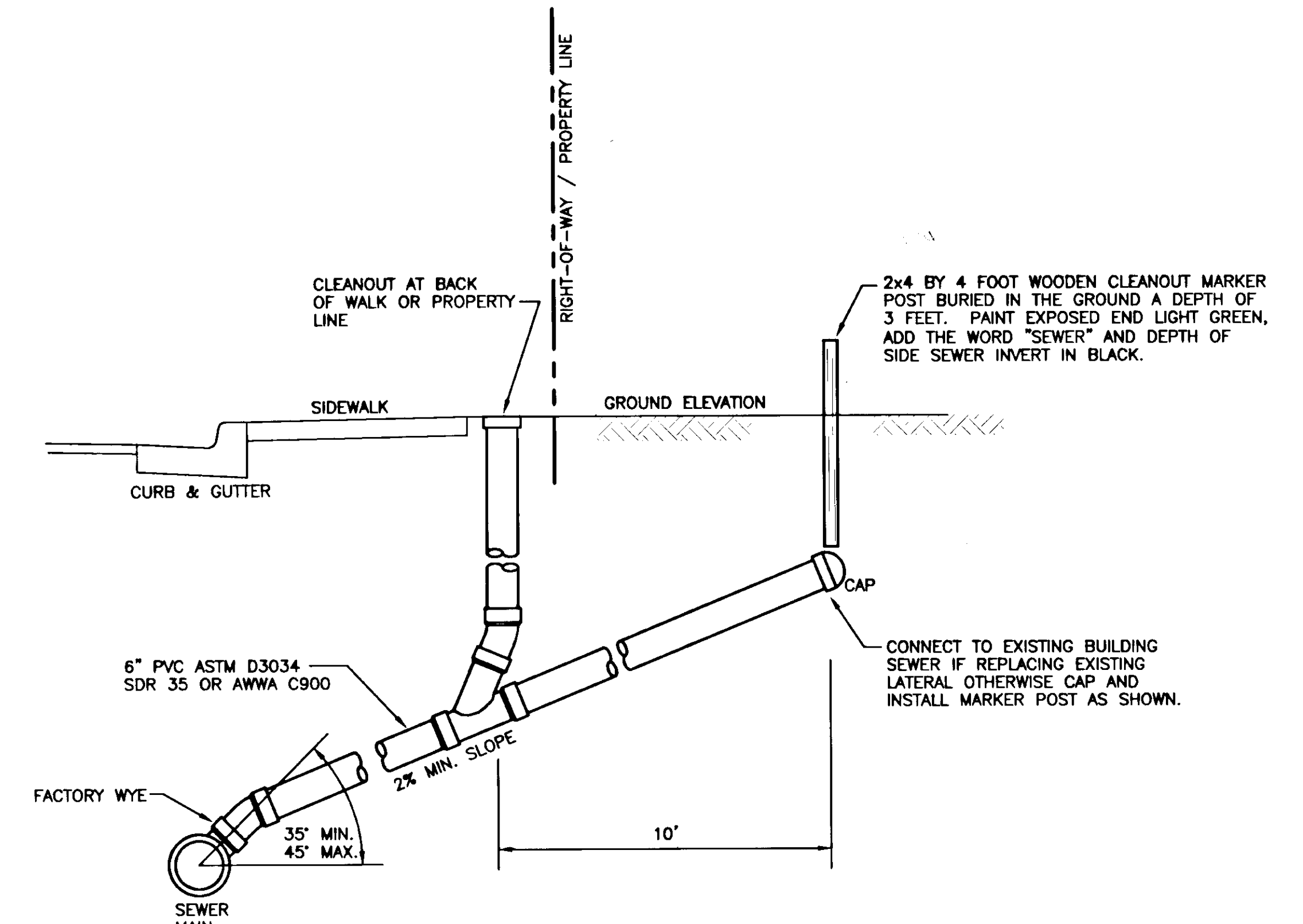
CULVERT CROSSING

NOT TO SCALE



WATER SERVICE CONNECTION

NOT TO SCALE



SANITARY SEWER SERVICE LATERAL

NOT TO SCALE