JUNEAU, ALASKA

JNU - THANES ROAD PAVEMENT REHABILITATION PROJECT NO. 68334

DESIGN DESIGNATION

B.O.P. (MILE 2.2) TO E.O.P. (MILE 2.8)

<table>
<thead>
<tr>
<th>B.O.P.</th>
<th>E.O.P.</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
<td>220</td>
</tr>
</tbody>
</table>

AVERAGE DAILY TRAFFIC

MAXIMUM VOLUME (14.73) 210 260
DESIGN SPEED (MPH) 45 45
PEAK HOUR FACTOR 0.9 0.9
DIRECTIONAL DISTRIBUTION (ENTERING/LEAVING) 55/45 55/45
PERCENT TRUCK TRAFFIC 7.7% 7.7%

PROJECT SUMMARY

LENGTH OF TEMPORARY CONNECTIONS 0.00 ft.
LENGTH OF GRADING 3,200 ft. (0.6 mi.)
WIDTH OF PAVING 22' 22'
LENGTH OF PROJECT 3,200 ft. (0.6 mi.)

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1 E-13.00 I-8.100 S-0.00 T-06.00 T-21.02

VICTINITY MAP

LOCATION MAP

INDEX

A1 TITLE SHEET
B1 TYPICAL SECTIONS
C1 ESTIMATE OF QUANTITIES & SUMMARIES
F1-F4 PLANS AND PROFILES
J1 CONSTRUCTION DETAILS
S1 TRAFFIC CONTROL PLAN
T1-T2 EROSION SEDIMENT CONTROL PLANS

CONSTRUCTION PROJECT MANAGER

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

ALASKA 68334 2007 A1 11
TYPICAL SECTION
STA. 10+00 TO 38+00

GENERAL NOTES:

1. THE INFORMATION CONTAINED IN THESE PLANS HAS BEEN DEVELOPED FROM AS-BUILT AND FIELD INVESTIGATION, AND HAS BEEN MADE AS COMPLETE AND ACCURATE AS POSSIBLE.

2. THE LOCATIONS OF EXISTING FIXTURES AND UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATIONS AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

LEGEND

1. EXISTING GROUND
2. 2" ASPHALT CONCRETE, TYPE II, CLASS B
3. 6" CRUSHED ASPHALT BASE COURSE
4. LINEAR GRAADING

TYPICAL SECTION NOTES:

1. THE LIMITS OF PULVERIZING SHALL BE AS CLOSE TO THE FACE OF GUARDRAIL AS POSSIBLE. ACTUAL CRUSHED ASPHALT BASE COURSE LIMITS SHALL BE DETERMINED BY THE ENGINEER.

2. PULVERIZING DEPTH SHALL BE THE FULL DEPTH OF EXISTING PAVEMENT PER SECTION 308. PULVERIZING TO CONSTRUCT CRUSHED ASPHALT BASE COURSE SHALL BE PAID FOR UNDER ITEM 308.

3. CONTRACTOR SHALL MAKE INITIAL PASS THEN ADD AGGREGATE FOR CRUSHED ASPHALT BASE COURSE, IF REQUIRED, TO MEET A SMOOTH AND UNIFORM GRADE. THE ENGINEER SHALL APPROVE GRADE, PRIOR TO MIXING OIL AND CEMENT IN SECOND PASS.

4. LINEAR GRAADING SHALL CONSIST OF GRADING, SHAPING, AND COMPACTING THE CRUSHED ASPHALT BASE MATERIAL, AS SHOWN ON THE TYPICAL SECTION. SEE SECTION 306 OF SPECIAL PROVISIONS.

5. THE EXISTING PAVEMENT CONSISTS OF 4.5" OF A.T.S. AND 2.0" OF ASPHALT CONCRETE. ACTUAL PAVEMENT DEPTH MAY BE GREATER AT LOCATIONS OF MAINTENANCE PATCHES.

6. FOUR CORES WERE DRILLED TO DETERMINE EXISTING PAVEMENT THICKNESS. THE LOCATION AND THICKNESS OF EACH CORE WAS:

<table>
<thead>
<tr>
<th>CORE</th>
<th>LOCATION</th>
<th>THICKNESS</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>15+00 RT.</td>
<td>6 3/4&quot;</td>
</tr>
<tr>
<td>2</td>
<td>25+00 RT.</td>
<td>6 1/4&quot;-5 1/2&quot;</td>
</tr>
<tr>
<td>3</td>
<td>35+00 LT.</td>
<td>5 3/4&quot;</td>
</tr>
<tr>
<td>4</td>
<td>20+00 LT.</td>
<td>5 3/4&quot;</td>
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</tbody>
</table>
## ESTIMATE OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>PAY UNIT</th>
<th>QTY.</th>
</tr>
</thead>
<tbody>
<tr>
<td>308 (1)</td>
<td>CRUSHED ASPHALT BASE COURSE</td>
<td>SQUARE YARD</td>
<td>575</td>
</tr>
<tr>
<td>308 (2)</td>
<td>CSS-1 ASPHALT FOR BASE COURSE</td>
<td>TON</td>
<td>6</td>
</tr>
<tr>
<td>308 (3)</td>
<td>PORTLAND CEMENT</td>
<td>TON</td>
<td>2</td>
</tr>
<tr>
<td>308 (4)</td>
<td>AGGREGATE FOR CARR</td>
<td>TON</td>
<td>34</td>
</tr>
<tr>
<td>401 (1)</td>
<td>ASPHALT CONCRETE, TYPE III CLASS B</td>
<td>TON</td>
<td>72.6</td>
</tr>
<tr>
<td>401 (2)</td>
<td>ASPHALT CONCRETE, GRADE PG56-28</td>
<td>TON</td>
<td>4.5</td>
</tr>
<tr>
<td>641 (1)</td>
<td>ROCK CHECK DAM</td>
<td>EACH</td>
<td>1</td>
</tr>
<tr>
<td>642 (1)</td>
<td>CONSTRUCTION SURVEYING</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
</tr>
<tr>
<td>643 (2)</td>
<td>TRAFFIC MAINTENANCE</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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<tr>
<td>643 (3)</td>
<td>PERMANENT CONSTRUCTION SIGNS</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
</tr>
<tr>
<td>643 (15)</td>
<td>FLAGGING</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
</tr>
<tr>
<td>643 (25)</td>
<td>TRAFFIC CONTROL</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
</tr>
<tr>
<td>670 (1)</td>
<td>PAINTED TRAFFIC MARKINGS</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
</tr>
</tbody>
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## ADDITIVE ALTERNATE A QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>PAY UNIT</th>
<th>QTY.</th>
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<tbody>
<tr>
<td>308 (1)-ALT A</td>
<td>CRUSHED ASPHALT BASE COURSE</td>
<td>SQUARE YARD</td>
<td>575</td>
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<tr>
<td>308 (2)-ALT A</td>
<td>CSS-1 ASPHALT FOR BASE COURSE</td>
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<td>6</td>
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<tr>
<td>308 (3)-ALT A</td>
<td>PORTLAND CEMENT</td>
<td>TON</td>
<td>2</td>
</tr>
<tr>
<td>308 (4)-ALT A</td>
<td>AGGREGATE FOR CARR</td>
<td>TON</td>
<td>34</td>
</tr>
<tr>
<td>401 (1)-ALT A</td>
<td>ASPHALT CONCRETE, TYPE III CLASS B</td>
<td>TON</td>
<td>72.6</td>
</tr>
<tr>
<td>401 (2)-ALT A</td>
<td>ASPHALT CONCRETE, GRADE PG56-28</td>
<td>TON</td>
<td>4.5</td>
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<tr>
<td>641 (1)-ALT A</td>
<td>ROCK CHECK DAM</td>
<td>EACH</td>
<td>1</td>
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<td>642 (1)-ALT A</td>
<td>CONSTRUCTION SURVEYING</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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<td>643 (2)-ALT A</td>
<td>TRAFFIC MAINTENANCE</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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<td>643 (15)-ALT A</td>
<td>FLAGGING</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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<td>643 (25)-ALT A</td>
<td>TRAFFIC CONTROL</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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<td>670 (1)-ALT A</td>
<td>PAINTED TRAFFIC MARKINGS</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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## ADDITIVE ALTERNATE B QUANTITIES

<table>
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<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>PAY UNIT</th>
<th>QTY.</th>
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<tbody>
<tr>
<td>308 (1)-ALT B</td>
<td>CRUSHED ASPHALT BASE COURSE</td>
<td>SQUARE YARD</td>
<td>575</td>
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<tr>
<td>308 (2)-ALT B</td>
<td>CSS-1 ASPHALT FOR BASE COURSE</td>
<td>TON</td>
<td>6</td>
</tr>
<tr>
<td>308 (3)-ALT B</td>
<td>PORTLAND CEMENT</td>
<td>TON</td>
<td>2</td>
</tr>
<tr>
<td>308 (4)-ALT B</td>
<td>AGGREGATE FOR CARR</td>
<td>TON</td>
<td>34</td>
</tr>
<tr>
<td>401 (1)-ALT B</td>
<td>ASPHALT CONCRETE, TYPE III CLASS B</td>
<td>TON</td>
<td>72.6</td>
</tr>
<tr>
<td>401 (2)-ALT B</td>
<td>ASPHALT CONCRETE, GRADE PG56-28</td>
<td>TON</td>
<td>4.5</td>
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<tr>
<td>633 (1)ALT B</td>
<td>SILT FENCE</td>
<td>LINEAR FOOT</td>
<td>155</td>
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<tr>
<td>641 (1)-ALT B</td>
<td>EROSION AND POLLUTION CONTROL ADMINISTRATION</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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<tr>
<td>641 (2)-ALT B</td>
<td>TEMPORARY EROSION AND POLLUTION CONTROL</td>
<td>CONTINGENT SUM</td>
<td>ALL REQ.</td>
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<tr>
<td>641 (5)-ALT B</td>
<td>ROCK CHECK DAM</td>
<td>EACH</td>
<td>1</td>
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<td>642 (1)-ALT B</td>
<td>CONSTRUCTION SURVEYING</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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<tr>
<td>643 (2)-ALT B</td>
<td>TRAFFIC MAINTENANCE</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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<tr>
<td>643 (15)-ALT B</td>
<td>FLAGGING</td>
<td>CONTINGENT SUM</td>
<td>ALL REQ.</td>
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<tr>
<td>643 (25)-ALT B</td>
<td>TRAFFIC CONTROL</td>
<td>CONTINGENT SUM</td>
<td>ALL REQ.</td>
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<tr>
<td>670 (1)-ALT B</td>
<td>PAINTED TRAFFIC MARKINGS</td>
<td>LUMP SUM</td>
<td>ALL REQ.</td>
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## BASIS OF ESTIMATE

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<th>Item No.</th>
<th>Item Description</th>
<th>Estimating Factor</th>
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<tbody>
<tr>
<td>308 (2)</td>
<td>CSS-1 ASPHALT FOR BASE COURSE</td>
<td>243 GALTON</td>
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<tr>
<td>308 (3)</td>
<td>PORTLAND CEMENT</td>
<td>6.8 LISY</td>
</tr>
<tr>
<td>308 (4)</td>
<td>AGGREGATE FOR CARR</td>
<td>1.58 TONCY</td>
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<tr>
<td>401 (1)</td>
<td>ASPHALT CONCRETE, TYPE III CLASS B</td>
<td>123.1 LISY</td>
</tr>
<tr>
<td>401 (2)</td>
<td>ASPHALT CONCRETE, GRADE PG56-28</td>
<td>6.0% OF ITEM 401 (1)</td>
</tr>
<tr>
<td>670 (1)</td>
<td>PAINTED TRAFFIC MARKINGS</td>
<td>CENTERLINE &amp; FOG LINE FOR LENGTH OF PROJECT</td>
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</tbody>
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**DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS**

**INIJ-THANE ROAD PAVEMENT REHABILITATION PROJECT 68534**

**ESTIMATE OF QUANTITIES & SUMMARIES**

**Project Description:** Pavement Rehabilitation

**Supervisor:**

**Design:**

**Construction:**

**Date:** 23/07/07 9:00 AM

**Completion:**

**Project Number:** 68534

**Location:**

**Date of Submission:** 20/07/07

**Scale:**

**Design:**

**Construction:**

**Date:** 23/07/07 9:00 AM

**Completion:**

**Project Number:** 68534

**Location:**

**Date of Submission:** 20/07/07

**Scale:**
PROFILE NOTE:
PROFILE SHOWN FOR INFORMATION ONLY. SEE SECTION 5.02 OF THE SPECIAL PROVISIONS FOR GRADE CONTROL.
PAVEMENT TRANSITION DETAIL
(B.O.P.)

NOTE:
- EDGE TO PROVIDE A CLEAR VERTICAL FACE, AS DIRECTED BY THE ENGINEER.
- EXISTING ASPHALT CONCRETE SURFACE.

2" CRUSHED ASPHALT BASE COURSE LEVELING WEDGE

6" CRUSHED ASPHALT BASE COURSE

PAVEMENT MATCH DETAIL
(E.O.P.)

NOTE:
- EDGE TO PROVIDE A CLEAR VERTICAL FACE, AS DIRECTED BY THE ENGINEER.
- EXISTING ASPHALT CONCRETE SURFACE.

2" CRUSHED ASPHALT BASE COURSE LEVELING WEDGE

6" CRUSHED ASPHALT BASE COURSE

PAVEMENT NOTE:
1. SEE SECTION 401-3.14 OF SPECIAL PROVISIONS FOR Joint REQUIREMENTS.

CL

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.

PAVEMENT MATCH DETAIL
(E.O.P.)

TYPICAL SECTION

6" TYPICAL EXISTING TURNOUT

4" CRUSHED ASPHALT BASE COURSE

N.T.
EROSION & SEDIMENT CONTROL NOTES:
1. REFER TO APPENDIX B OF THE CONTRACT DOCUMENTS FOR THE ENVIRONMENTAL COMMITMENTS.
2. THE LOCATIONS OF TEMPORARY EROSION & SEDIMENT POLLUTION CONTROLS ARE RECOMMENDATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A SWIRP ACCORDING TO SECTION 505 OF THE SPECIFS.

LEGEND
- 0.1 FENCE
- PROFILE DRAINAGE PATTERN
- SURFACE DRAINAGE PATTERN
- CULVERT FLOW DIRECTION
- ROCK CHECK DAM
- DITCH DRAINAGE PATTERN

ROCK CHECK DAM NOTES:
1. INSTALL EROSION AND SEDIMENT CONTROL DEVICES BEFORE BEGINNING GROUND OR PAVEMENT DISTURBING ACTIVITIES.
2. MAINTAIN DEVICES, MONITOR DAILY, EXCAVATE CHECK DAMS WHEN 4" OR MORE SEDIMENT IS PRESENT.
3. IF INSPECTION REVEALS WATER IS DISCHARGING BEYOND THE PROJECT WORK LIMITS, INFLICTILY IMPLEMENT CORRECTIVE ACTION. ADDITIONAL DITCH DAMS MAY BE REQUIRED.

ROCK CHECK DAM DETAILS

EXISTING STEEL ELECTRIC TOWER (Typ.)

BEGIN PROJECT "O" STA. 10+00.00

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PLAN LEGEND

PLAN 68334
PROJECT DESIGNER:

ALASKA 2007

T1 11