<table>
<thead>
<tr>
<th>ITEM No.</th>
<th>PAY ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>205 (1)</td>
<td>REPAIR OF STRUCTURE &amp; OPRERATIONS</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>205 (2)</td>
<td>REPAIR OF PAVEMENT</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>206 (4)</td>
<td>ROCK</td>
<td>Ton</td>
<td>400</td>
</tr>
<tr>
<td>207 (1)</td>
<td>ASSOCIATE BASE CURVE, DRAINAGE B-1</td>
<td>Ton</td>
<td>170</td>
</tr>
<tr>
<td>207 (1)</td>
<td>ASPHALT CEMENT, TYPE B, CLASS 9</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>207 (1)</td>
<td>ASPHALT CEMENT GRADE 99-32</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>207 (2)</td>
<td>12 INCH DURABLE POLYETHYLENE PIPE</td>
<td>Linear Foot</td>
<td>550</td>
</tr>
<tr>
<td>207 (4)</td>
<td>STORM DIVER MANHOLE</td>
<td>Each</td>
<td>5</td>
</tr>
<tr>
<td>207 (6)</td>
<td>MANHOLE, TYPE B</td>
<td>Each</td>
<td>2</td>
</tr>
<tr>
<td>207 (9)</td>
<td>MANHOLE, TYPE B</td>
<td>Each</td>
<td>2</td>
</tr>
<tr>
<td>207 (8)</td>
<td>MANHOLE, DRAINAGE SEPARATOR</td>
<td>Each</td>
<td>1</td>
</tr>
<tr>
<td>207 (10)</td>
<td>CONCRETE SIDEWALK, 4-INCH THICK</td>
<td>Square Yard</td>
<td>450</td>
</tr>
<tr>
<td>207 (5)</td>
<td>CONCRETE SIDEWALK, TYPE 1</td>
<td>Linear Foot</td>
<td>750</td>
</tr>
<tr>
<td>207 (2)</td>
<td>RASPBERRY &amp; RELIEVE EXISTING DRAIN</td>
<td>Each</td>
<td>2</td>
</tr>
<tr>
<td>207 (3)</td>
<td>REMOVE &amp; REPLACE EXISTING LANDSCAPING</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>223 (3)</td>
<td>TREE HYPERTENSION</td>
<td>Each</td>
<td>1</td>
</tr>
<tr>
<td>227 (1)</td>
<td>ADJUSTMENT OF VALUE BID</td>
<td>Each</td>
<td>1</td>
</tr>
<tr>
<td>227 (6)</td>
<td>GRADE CONTROL</td>
<td>Linear Foot</td>
<td>370</td>
</tr>
<tr>
<td>227 (2)</td>
<td>GRADE CONTROL</td>
<td>Each</td>
<td>1</td>
</tr>
<tr>
<td>227 (3)</td>
<td>PAVE SIDEWALK TRAP</td>
<td>Each</td>
<td>2</td>
</tr>
<tr>
<td>227 (7)</td>
<td>TRAFFIC MANAGEMENT</td>
<td>MM</td>
<td>0.5</td>
</tr>
<tr>
<td>227 (8)</td>
<td>TRAFFIC MANAGEMENT</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>227 (9)</td>
<td>TRAFFIC MANAGEMENT</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>227 (10)</td>
<td>TRAFFIC MANAGEMENT</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>227 (11)</td>
<td>TRAFFIC MANAGEMENT</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
<tr>
<td>227 (12)</td>
<td>TRAFFIC MANAGEMENT</td>
<td>Long Ton</td>
<td>ALL ROCI</td>
</tr>
</tbody>
</table>

### BASIS OF ESTIMATE

<table>
<thead>
<tr>
<th>ITEM No.</th>
<th>PAY ITEM</th>
<th>ESTIMATING FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>205 (1)</td>
<td>REMOVAL OF PAVEMENT</td>
<td>700 SF</td>
</tr>
<tr>
<td>205 (2)</td>
<td>REMOVAL OF CURB</td>
<td>112 LF</td>
</tr>
<tr>
<td>205 (3)</td>
<td>REMOVAL OF CURB PIPE</td>
<td>1.87 TON/2Y</td>
</tr>
<tr>
<td>205 (4)</td>
<td>ASPHALT CEMENT, TYPE 1</td>
<td>30 TONS @ 120 Lb/@253</td>
</tr>
<tr>
<td>205 (5)</td>
<td>ASPHALT CEMENT 99-32</td>
<td>50000 LF</td>
</tr>
<tr>
<td>206 (1)</td>
<td>CURB AND GUTTER, TYPE 1</td>
<td>100 Lf of Standard Curb &amp; Gutter Type 1</td>
</tr>
<tr>
<td>207 (1)</td>
<td>0.13 ACRE</td>
<td></td>
</tr>
</tbody>
</table>

### CULVERT REMOVAL SUMMARY

- LOCATION:
  - STA 11+15.25, 26' RT
  - STA 12+27.65, 26' RT
  - STA 13+94.07, 26' RT

- LENGTH OF CULVERT REMOVAL: 112'
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge the project as constructed.

PE "J. J. M."

DATE: 2/04

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JNU - OLD DAIRY ROAD SHOULDER WIDENING
PLAN & PROFILE STA. 10+00 TO STA. 12+50

DESIGNED BY: J.J.M.

DRAWN BY: J.J.M.

CHECKED BY: J.J.M.

PROJECT NO.

DATE:

SHEET 4 OF 9
TRAFFIC CONTROL NOTES

1. Superior 0.01 shall be as shown for the given offsets. If
   different offsets are used, taper lengths shall be computed
   using the following formula:

   \[ L = \frac{s \cdot W}{W} \]

   where:
   - \( L \) = Minimum length of taper in feet
   - \( s \) = Planned speed limit
   - \( W \) = Width of offset

2. All traffic control devices shall be maintained 24 hours a day.

3. All construction signage shall remain in place until the
   conditions in which they are erected no longer exist.

4. The contractor shall ensure that no interference with traffic
   on old dairy road.

5. The contractor shall provide personal access through the
   work zone along the old dairy road at all times.

6. Temporary pavement transitions shall be constructed at all
   vertical drops of 1:12 or greater in the travel lane.

7. Traffic cones shall be 24" high and spaced as per
   manuals for temporary traffic control devices, but not
   more than 5" spacing.

8. All permanent construction signage shall be post mounted.

9. Driving lanes through work area shall be a minimum width of 11'.

10. Two-lane traffic may be maintained at all times, for
    adjoining walking path.

11. Flood lights shall be provided for flaggers and workers during
    night operations.

12. Communication devices if used at night shall be in accordance
    with the Alaska Traffic Manual.

13. Old dairy road shall be kept open with two-lanes of two-way
    traffic between 11am and 8pm on weekdays and 8pm.

TYPICAL WORK ZONE TRAFFIC CONTROL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: J.M.P.
DRAWN BY: J.A.B.
CHECKED BY: J.M.P.
DATE: 2:04
PROJECT NO. G 0401-01G-002
SHEET 8 OF 9

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

STATE OF ALASKA

JNU - OLD DAIRY ROAD SHOULDER WIDENING

TRAFFIC CONTROL PLAN

R.A.M. ENGINEERING INC.
3095 Fish Hatchery Road, Juneau, Alaska 99801
(907) 586-4000 FAX (907) 586-4011

PROJECT DESIGNATION: 9310-4090

ENGINEER'S SEAL
OLD DAIRY ROAD

1. **ROCK CHECK DAM**

**SECTION A**
- **ELEVATION N.I.S.E.**
- **SECTIONS B**

**SECTION A**
- **ELEVATION N.I.S.E.**
- **SECTIONS B**

**SECTION A**
- **ELEVATION N.I.S.E.**
- **SECTIONS B**

2. **SILT FENCE DETAIL**

**PLAN VIEW**
- **CHECK DAM STA 15+30**
- **BEGIN SILT FENCE STA 15+53**
- **END SILT FENCE STA 18+85**

**NOTE:** DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

---

**PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT THE BEST OF MY KNOWLEDGE OF THE PROJECT AS CONSTRUCTED.**

**PE: B. C.**

**Date: 9/15/00**

---

**ENGINEER'S SEAL**

---

**STATE OF ALASKA**

**DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

**SOUTHEAST REGION DESIGN & CONSTRUCTION**

**JNU - OLD DAIRY ROAD SHOULDER WIDENING**

**EROSION & SEDIMENT CONTROL PLAN**

**DESIGNED BY:** J.L.G.

**DRAWN BY:** J.L.G.

**CHECKED BY:** J.M.R.

**PROJECT NO.** 954002C001

**DATE:** 12/04

**SHEET:** 9 OF 9