State of Alaska
Department of Transportation and Public Facilities
Design and Engineering Services Division-Southeast Region

PETERSBURG, ALASKA
PSG-MITKOF HWY SCOW BAY TO CRYSTAL LAKE HATCHERY ROAD
PAVEMENT REHABILITATION AND DRAINAGE IMPROVEMENTS

PROJECT No. 68819

As-built Plans

17 sheets
prepared by John Kajten
B.O.E. Project Engineer
South-East Region

I have checked each sheet and all are complete.

John Kajten 2-1-2010

DESIGN DESIGNATION

A.D.T. 2008  =  500
A.D.T. 2018  =  500
D.W.V. (10%)-(10%)  =  115
T.T  =  16.75
Y  =  18.89
E.A.L.  =  19.00

PROJECT SUMMARY

LENGTH OF PROJECT  =  13.5 MILES
LENGTH OF SEAWARD AREA  =  35 MILES
WIDTH OF SEAWARD AREA  =  32 FT & 24 FT

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1  D-06.01  G-30.00  H-30.00
D-04.12  G-00.01  G-31.00  H-20.02
D-01.02  G-04.60  G-13.01  H-21.03
D-04.21  G-04.67W  G-15.01  H-22.03
TYPICAL SECTION
B.O.P. TO STA. 492+00
STA. 492+00 TO 653+20 EASEMENT
ROADWAY WIDTH S/N RAPIDWATER FROM 32' TO 26'.

TYPICAL SECTION
STA. 492+00 TO STA. 508+00

SPOT REPAIRS TYPICAL SECTION
STA. 509+40.05 TO E.O.P.
SEE PLANS FOR LOCATIONS

LEGEND

1. EXISTING GROUND
2. 3" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B
3. STV-1 TACK COAT
4. 4" CRUSHED ASPHALT BASE COURSE (CAB)
5. EXISTING AGGREGATE BASE COURSE
6. LINEAR GRADING
7. 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B

TYPICAL SECTION NOTES:
1. THE LIMITS OF PULVERIZERS TO CONSTRUCT CABRIO SHALL BE THE WIDTH OF DRIVING LANE AND SHOULDER.
2. PULVERIZER TO A DEPTH OF 4" INCREASE THE DEPTH OF PULVERIZERS TO 6" FROM STA. 350+30 TO 56+40. SEE SHMWT F.3
3. CONTRACTOR SHALL MAKE METAL PASS THROUGH ASSEMBLY FOR CRUSHED ASPHALT BASE COURSE. IF REQUIRED TO WET A SMOOTH AND UNIFORM GRADE.
4. LINEAR GRADING SHALL CONSIST OF CRUSHED, SHARPIE, AND COMPLEMENTING THE CRUSHED ASPHALT BASE MATERIALS AS SHOWN ON THE TYPICAL SECTION. SEE SECTION 306 OF THE SPECIAL PROVISIONS.
5. SEE PLANS FOR SPOT REPAIR LOCATIONS BETWEEN STA. 262+70 TO E.O.P. PLAN LOCATIONS ARE APPROXIMATE FOR ESTIMATING PURPOSES. FINAL LOCATIONS AND LIMITS WILL BE FIELD LOCATED BY THE ENGINEER PRIOR TO CONSTRUCTION.
6. WHERE PAVEMENT COLD PLANNING IS REQUESTED TO A SINGLE LANE, THE LIMITS SHALL EXTEND 12' FROM CENTERLINE TO THE SHOULDER, THE FULL LANE WIDTH.
7. PULVERIZING TO CONSTRUCT CABRIO IS INCLUDED UNDER ITEM 58. PAVEMENT COLD PLANNING FOR SPOT REPAIRS IS INCLUDED UNDER ITEM 48.
8. EXISTING PAVEMENT THICKNESS IS APPROXIMATELY 2'.

LINEAR GRADING
LEFT AND RIGHT EDGE OF PAVEMENT
1. MATERIAL FOR LINEAR GRADING SHALL MATCH THE REQUIREMENTS OF AGGREGATE BASE COURSE D-1 OR D-5.
2. LINEAR GRADING SHALL BE PAID FOR UNDER ITEM 3633.

MATCH PAVEMENT EDGE WITH FACE OF GUARDRAIL.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

MITKOF HWY PAVEMENT REHABILITATION AND DRAINAGE IMPROVEMENTS
PROJECT #60819

TYPICAL SECTIONS

NOTE: COLD PLANE DEPTH SHALL BE 4" FROM STA. 509+40.05 TO E.O.P. REPLACE WITH 4" ASPHALT CONCRETE (2 PASSES 2" LIFTS).
PROPOSED TYPICAL SECTION
TWIN CREEK BRIDGE

STA. 255+00 PULLOUT

REMOVEL EXISTING PAVEMENT TO THE CONCRETE DECK SURFACE OR ADD 1/2" LEVELING-IN-PLUGS TYPE II D W/OUT OR THE COARSE AGGREGATE. APPLY WATERPROOFING MEMBRANE AND ASPHALT CONCRETE, TYPE 5, APPLY 2" ASPH USING 2" LEVELING INL, OTHERWISE USE 2 1 1/2" AC.

NOTE:
USE AN ASPHALT MILLING MACHINE WILL NOT BE ALLOWED ON THE BRIDGE SURFACE. SEE SPECIFICATIONS SECTION 288.

-2% S
-3.5% S
-5% S
-10% S

ROADWAY SECTION
37 PULLOUT SECTION

-18" BORROW
8" CRUSHED AGGREGATE BASE COURSE
6" LEVELING INL
7 1/2" ASPHALT CONCRETE PAVEMENT, TYPE 5, CL. B

28K 2-1-2010

MITKOF HWY PAVEMENT REHABILITATION AND DRAINAGE IMPROVEMENTS PROJECT #68819

TYPICAL SECTIONS

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PROJECT NUMBER
01-68819

ENGINEER
EDDIE CURTIS

ISOMETER
ON SITE

PUBLICATION DATE
FEB. 8, 2009

TYPICAL SECTIONS

SHEET
B2

TOTAL SIZE
17

DRAWING NUMBER
68819

DATE
2-1-2010
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* 13.750 = 2 %, 1 3/8% = 13.750%
GUARDRAIL POST DETAIL

REFER TO SUMMARY TABLE, SHEET 01, FOR LOCATIONS TO INSTALL POSTS.
IT IS ANTICIPATED THAT BASE OF POSTS MAY ENCOUNTER LARGER ROCK FILL.

ROCK CHECK DAM DETAILS

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

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 AND RECOMMENDATIONS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A SWPPP ACCORDING TO SECTION 641 OF THE SPEC.
3. OVERT WATER FLOW BY NATURAL FLOW OR PUMPING BEFORE WORK ON CULVERT PIPES.
4. DO NOT WORK OR PLACE MATERIAL OUTSIDE THE ROAD PEARL WHILE WORKING ON CULVERT PIPES.

TWIN CREEK BRIDGE ESCP
PLUG ANY SCUPPERS TO PREVENT DEBRIS OR TACK COAT FROM ENTERING FISH STREAM.
TRAFFIC CONTROL NOTES

1. MINIMUM OF ONE LANE SHALL REMAIN OPEN AT ALL TIMES IN WORK AREAS.

2. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10' 6".

3. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.

4. CHANNELIZING DEVICES IF USED AT NIGHT SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.

5. SPEED LIMITS MAY BE CLOSED DURING ACTUAL WORK OR ON A GIVEN CROWNF. IT IS PRO证明 THAT THE CLOSURE DOES NOT EXCEED 12 HOURS AND THE AFFECTED RESIDENTS ARE GIVEN 24 HOURS NOTICE OF THE CLOSURE.

6. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUP ANALYSIS WILL BE REQUIRED ON THIS PROJECT. PLANS FOR COMPARTMENTS NOT COVERED BY THE TCPP ALASCA MUST BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE DETAILS FROM WITHIN.

7. ALL TRAFFIC CONTROL PLANS SUBMITTED BY THE CONTRACTOR SHALL BE NUMBERED. ALL TRAFFIC CONTROL PLANS THAT USE A TYPICAL APPLICATION AS DESCRIBED IN THE TCPP ALASKA SHALL REFERENCE THE TYPICAL APPLICATION. EXAMPLE: TCP II, RATED TO TAX.

8. THE CONTRACTOR SHALL KEEP THE PUBLIC INFORMED OF HIS CONSTRUCTION ACTIVITIES THROUGH THE USE OF THE LOCAL MEDIA. WORK RELEASES SHALL BE COMPARED TO THE PROJECT ENGINEER PRIOR TO THEIR RELEASE. WORK RELEASES WILL NOT BE REQUIRED BUT NOT LIMITED TO, THE ONSET OF WORK, GRADING, PAINTING, AND CHANGES IN THE LANE CONFIGURATIONS.

TWO LANE ROADWAY-SINGLE LANE CLOSURE

LEGEND

- SIGN
- CONE
- DRUM
- TYPE B BARRIERS
- FLAGGING STATION

FORMULAS FOR L (TAPER LENGTH):

40 MPH OR LESS  \[ L = \frac{V^2}{2G} \]

45 MPH OR GREATER  \[ L = \frac{V^2}{2G} \]

WHERE V = SPEED OF VEHICLE, G = POSTED SPEED LIMIT

DRUM OR CONE SPACING = 5 (IN FEET)

ROADWAY ENCROACHMENT

NOTE: IF ONLY ONE LANE IS EFFECUTED BY ROAD WORK (THAT IS, THE CONES ALLOWS THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE OBLITRED.

PERMANENT CONSTRUCTION SIGNING

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

MITKOF HWY PAVEMENT REHABILITATION AND DRAINAGE IMPROVEMENTS PROJECT 68819

TRAFFIC CONTROL PLAN

68819 2009 S1 17