STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION &
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
PETERSBURG FERRY TERMINAL TO
"H" STREET (HAUGEN DRIVE)
OVERLAY
RS-0937(20) B30172

As-Built Plans
ASSOCIATED SAND & GRAVEL, INC.
PROJ. ENG.: CHUCK CORREA
8-9-86 to 9-18-86

DEPARTMENT OF TRANSPORTATION
PUBLIC FACILITIES
APPROVED By: D.E., 15th Date

DIRECTOR HIGHWAYS, DESIGN, & CONSTRUCTION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
PUBLIC FACILITIES
APPROVED By: D.E., 15th Date
SIGN REPLACEMENT SUMMARY

ADJUST MONUMENTS

MANHOLE ADJUSTMENT DETAIL

REINFORCING FABRIC

INTERSECTIONS

BASIS OF ESTIMATE

GENERAL NOTES

1. Saw cuts for pavement transition shall be incidental to Item 440(1) - Asphalt Concrete Type II and no separate payment will be made.

2. Payment for the removal and disposal of existing asphalt for the transition is incidental to Items of work and shall not be paid for directly.

3. Signing for "Begin Construction" and "End Construction" shall be permanently installed and replaced after completion of project.

4. Water valve boxes located within the second entrance to the ferry terminal in the new driveway at Sta. 92+50, in the open area of Lumune, shall be in concrete to approach the Standard Oil truck, will need adjustment.

5. Lay geotextile fabric the full roll width cut openings for manholes, monuments, water boxes, etc.

6. Remove driveway section of curb, gutter, and sidewalk from approximately Sta. 102+00 to 109+00 and replace a standard section of curb, gutter, and sidewalk. Remove standard section of curb, gutter and sidewalk from approximately Sta. 102+00 to 109+00 and replace with a sidewalk section of curb, gutter, and sidewalk. New section driveway section of curb, gutter, and sidewalk, new section of sidewalk section of curb, gutter, and sidewalk, new section of sidewalk section of curb, gutter, and sidewalk, new section of sidewalk section of curb, gutter, and sidewalk, new section of sidewalk section of curb, gutter, and sidewalk, new section of sidewalk section of curb, gutter, and sidewalk, new section of sidewalk section of curb, gutter, and sidewalk, new section of sidewalk section of curb, gutter, and sidewalk, new section of sidewalk section of curb, gutter, and sidewalk.

7. Existing Curb and gutter shall be removed and removed closely to prevent damage to the pavement area and avoid work damage to the existing pavement. The form for the gunite and removal of existing concrete, grinding, bedding material, etc., to be considered incidental to Item 402B-7 Removal of Curb and Gutter.

8. Drive asphalt around storm drains to facilitate drainage.

9. Two areas on Nordic Drive will require additional asphalt to repair severely rutted or settled sections of roadway and to facilitate drainage. These areas are located near Mill Slough and near the Power and Light Building. Any increase in quality of material in these areas will be as directed by the Engineer.

HORIZONTAL CONTROL

DATUM base is MLLW Derived from the G15,5, base line located in front of the main entrance to the trucking union garage. The base line is located in front of the only shoreline and at high tide with the concrete sidewalk. The axis of the base line 9.40.

VERTICAL CONTROL

There are steep gradients at Mill Slope that will require paving within the existing paving limits. Sections shall be tapered as directed by the Engineer.
TRAFFIC CONTROL PLAN

**ESTIMATE OF QUANTITIES #**

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>UNIT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>219 (1)</td>
<td>Rolls and MBE Adjustment</td>
<td>C.S.</td>
<td>All</td>
</tr>
<tr>
<td>219 (2)</td>
<td>Mobilization and Demolition</td>
<td>L.S.</td>
<td>All</td>
</tr>
<tr>
<td>219 (3)</td>
<td>Pavement and Road Improvements</td>
<td>C.S.</td>
<td>All</td>
</tr>
<tr>
<td>219 (4)</td>
<td>Flagging</td>
<td>M.N.</td>
<td>940 255.5</td>
</tr>
<tr>
<td>219 (5)</td>
<td>Traffic Maintenance</td>
<td>L.S.</td>
<td>All</td>
</tr>
<tr>
<td>219 (6)</td>
<td>Furnishing and Maintenance Field Office</td>
<td>L.S.</td>
<td>All</td>
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<tr>
<td>043 (1)</td>
<td>M-1-12 Mastic for Back Coat</td>
<td>Tn.</td>
<td>267.00</td>
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<tr>
<td>051 (1)</td>
<td>Membrane Waterproofing</td>
<td>L.S.</td>
<td>All</td>
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<tr>
<td>051 (2)</td>
<td>Adjusting and Cooling</td>
<td>Each</td>
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<tr>
<td>051 (3)</td>
<td>Concrete Stabilizer</td>
<td>L.H.</td>
<td>18.00</td>
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<td>051 (4)</td>
<td>Concrete Stabilizer</td>
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<td>069 (1)</td>
<td>Curb and Groove-Standard Type</td>
<td>L.F.</td>
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<td>Curb and Groove-Depressed Type</td>
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<td>069 (4)</td>
<td>Standard Specifications and Colors</td>
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<tr>
<td>071 (1)</td>
<td>Reinforcing Fabric</td>
<td>G.Y.</td>
<td>665 335.5</td>
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<tr>
<td>071 (2)</td>
<td>Painted Traffic Markings</td>
<td>L.S.</td>
<td>All</td>
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</tbody>
</table>

* This estimate of quantities is for State Work only. Set sheet & for Estimate of Quantities for City supplementation work.

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**Traffic Control Plan Details**

1. The Traffic Control Provisions shall be used in conjunction with and in addition to the Standard Drawings and the Standard and Special Provisions, the Alaska Traffic Manual, and current industry standards for safety and effective operation.

2. The Contractor shall use the following TCP during the construction of this project: The Contractor may submit a TCP of his own. However, any changes to this TCP will require written approval of the Engineer prior to the beginning of any construction.

3. The Contractor shall maintain the public safety of the construction. Through use of the local news media, advance notice of all road closures shall be published in the local newspapers. Traffic patterns will be designed to accommodate all road closures and broadcast over all local radio and TV stations.

4. Prior to closing a lane to traffic, the Contractor shall have notified the following agencies and received written approval:

   - State Police - Petersburg (or Commander)
   - Chief of Police - City of Petersburg
   - Fire Chief - City of Petersburg
   - Director of Public Works - City of Petersburg

5. Construction shall be divided into sections to minimize disruption. Construction shall be divided into work phases and workdays. Traffic will be controlled by signs and flagmen.

6. All traffic required within the project limits will be planned for under Item 18(b) Flagger. Traffic Control Maintenance.

7. All work involved with the installation, removal, and maintenance of traffic control signs shall be paid for under Item 18(b) Flagger. Traffic Control Maintenance.

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**Notes**

- Hammer Slough Bridge is the only known to heavy traffic to cross the Slough. The roadway of the slough is covered with water, and the membrane sprayed on the roadway, will be either a dirt or gravel area, of some form of traffic at all times. Fire trucks or other emergency vehicles may have to use the bridge at any time without notice.

- All flagmen and traffic control shells are required to wear orange or yellow reflective clothing and use red traffic signals to direct traffic.
RAMP NOTES

1. Curb and Gutter expansion joints shall be located at each curb cut. Sidewalk expansion joints shall be separate expansion joints in adjoining curb and gutter.

2. Location of wheelchair ramps shall be at each corner of intersecting streets and at the ferry terminal entrance. Exact locations shall be designated by the Engineer.

3. Ramp slopes shall not be steeper than 1/12.

TYPICAL SECTION of SUPERSTRUCTURE
HAMMER SLOUGH BRIDGE
Bridge No. 959

57'-6" Out to Out of Concrete

-3.0%

+2.0%

6'-0" Symm about 5'-Atay.

F-1/4" Asphalt Paving -Membrane Waterproofing

4'-63" 32'-31"
D: 19'-00 00'-00"     R: 501 54'

TOTAL ESTIMATED QUANTITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hot Asphalt Paving</td>
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</tr>
<tr>
<td>Membrane Waterproofing</td>
<td>Sq. Ft.</td>
<td>369</td>
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</tbody>
</table>

GREAT LAYOUT
STATE FURNISHED MATERIAL SOURCE

1. All overburden & organic material encountered in this source shall be disseminated in the Waste Disposal Area.

2. The Contractor is advised that the quality of the material in the quarry is variable both horizontally and vertically. It may be necessary to sort the rock within the quarry to obtain suitable material for the processed aggregate.

3. The Contractor shall provide for himself, all areas of the quarry that will produce the required quality for specification materials.

4. Maximum bench height shall be 30'; minimum bench width shall be 30'. All benches shall be accessible from the quarry floor.

5. Sloping of the existing overburden shall extend a minimum of 15° beyond top of quarry. The overburden slope shall be graded 15°.

6. Upon completion of work in the quarry, the quarry floor shall be left in such a manner as to not impede the flow of water.

7. The existing gate shall be locked during non-working hours.

8. All work in the quarry shall be performed from the top to the bottom.

9. The Contractor shall be aware that areas of bench slope instability may exist within the quarry. Top scale or spoil areas shall be removed and disposed of as directed by the Engineer. This work shall be considered incidental.

10. All rocks larger than 12 in. shall be broken down & used in the work or removed to an approved disposal site.

11. The Contractor shall submit a quarry operations plan to the Engineer for approval.

12. The Contractor shall adhere to all stipulations & operating requirements as provided in the Negotiated Material Sale Contract, AGL 103232, executed in the bid package.

13. The Contractor shall be required to prepare an Air Traffic Plan for blasting within the Airport Quarry for approval by the FAA and the Petersburg Flight Service.

14. The Contractor shall notify the Forest Service concerning the Raven Point Trail when blasting or other activities conflict with its use.

15. The Contractor is advised that this site is only available for its use after June 15th, 1986. The contractor for the Petersburg Main Street Project currently under contract has priority over the use of this site until June 30, 1986. If the Contractor wishes to use this site before that date, it shall be his responsibility to coordinate with the contractor for Petersburg Main Street and may use the site only if there will be no conflicts. No claims or extensions of time will be allowed due to the use of this site.

16. If the Contractor wishes to use the Petersburg Airport Quarry, the following erosion and pollution control measures shall be taken:
   - The grade of the outlet ditch on the west side of the access road shall be lowered 2 feet. Two 2-foot concrete boxes, 23 feet long, shall be constructed in the lowered ditch. The concrete boxes shall be a feet wide at the bottom. The grade of the outlet ditch shall be such that there is sufficient slope to meet the existing storm pipe grade of a distance of 240 feet from the outlet. A log quaternion shall be placed on the shoulder for the length of the lowered ditch. The logs shall have a minimum diameter of 12 inches.
   - A drainage ditch shall be constructed along the east side of the access road from the outlet of the quarry for a distance of 200 feet downstream.
   - Reduce the existing 6-inch concrete pipe under the access road with 60 linear feet of 6-inch CIP.

17. Material for use on the State portion of this project and the City of Petersburg portion of this project shall come from the State side of the quarry. If this quarry is used as a materials source.

18. Transverse bar barriers and/or straw bales will be used below the pond to filter suspended materials.
Missing pages 7-17