

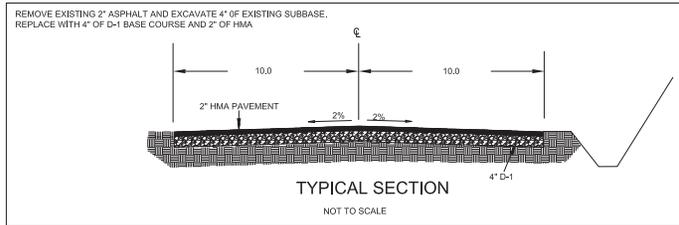
**BASIS OF ESTIMATE**

ITEM #	DESCRIPTION	ESTIMATING FACTOR
2204	BASE COURSE, GRADING D-1	2.6 TONS/CY
2801	ASPHALT CONCRETE, TYPE II, CLASS B	132 LB/SY/IN
2802	STE-1 ASPHALT FOR TACK COAT	0.1 GAL/SY, 243 GAL/TON



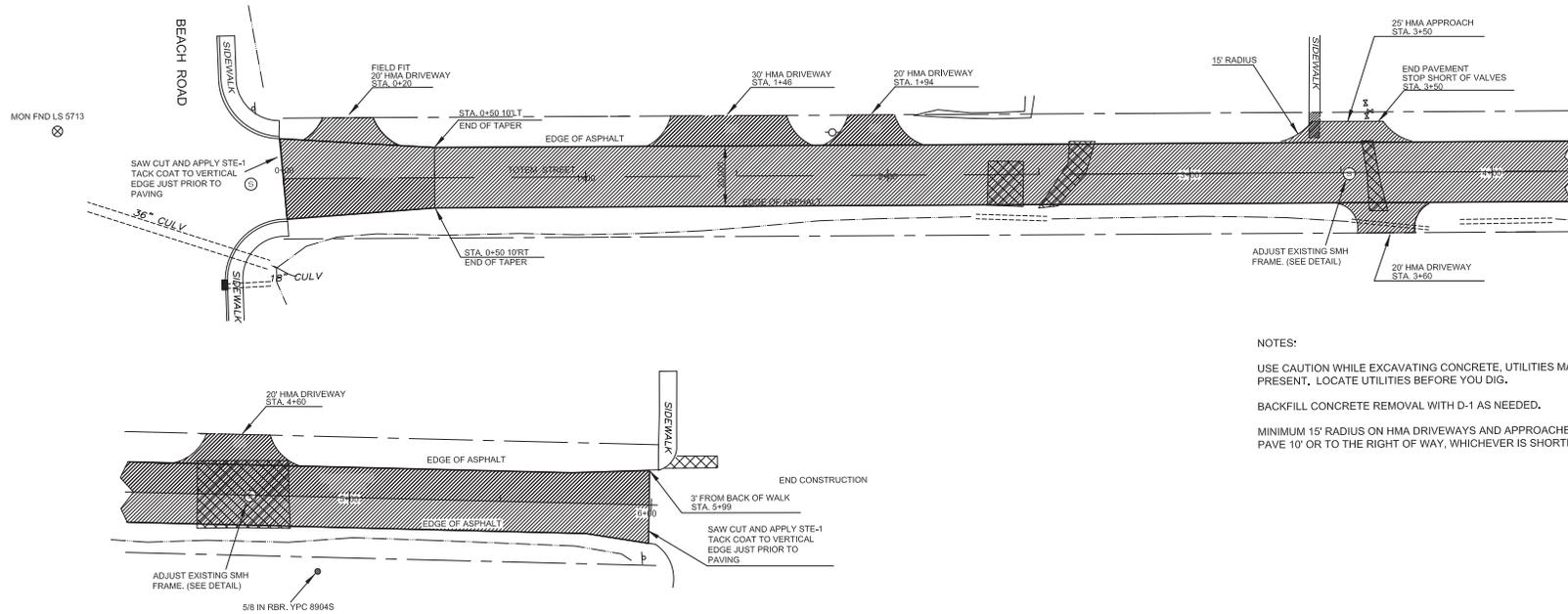
DESIGNED BY: J. STEPHENS		<p><b>proHNS LLC</b> ENGINEERING, TECHNICAL, AND ADMINISTRATIVE SERVICES P.O. BOX 1041, HAINES, ALASKA 99827 s@prohns.com   www.prohns.com</p> <p><b>HAINES BOROUGH</b> <b>2016 AREA WIDE PAVING</b> <b>4TH AVENUE</b></p>														
CHECKED BY: J. STEPHENS / A. GRAY																
DRAWN BY: S. HALL	<b>PLAN</b>															
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2016	3	3														





LOCATION TABLE FOR CONCRETE DEMO.

STATION #	DESCRIPTION	COMMENTS
STA. 2+33	CONCRETE SLAB	
STA. 2+50	CONCRETE SLAB	
STA. 3+56	CONCRETE SLAB	
STA. 4+50	CONCRETE SLAB	PROTECT EXISTING SMH
STA. 3+41	SIDEWALK	REMOVE 10' OF CONCRETE SIDEWALK



NOTES:

- USE CAUTION WHILE EXCAVATING CONCRETE. UTILITIES MAY BE PRESENT. LOCATE UTILITIES BEFORE YOU DIG.
- BACKFILL CONCRETE REMOVAL WITH D-1 AS NEEDED.
- MINIMUM 15' RADIUS ON HMA DRIVEWAYS AND APPROACHES. PAVE 10' OR TO THE RIGHT OF WAY, WHICHEVER IS SHORTER.

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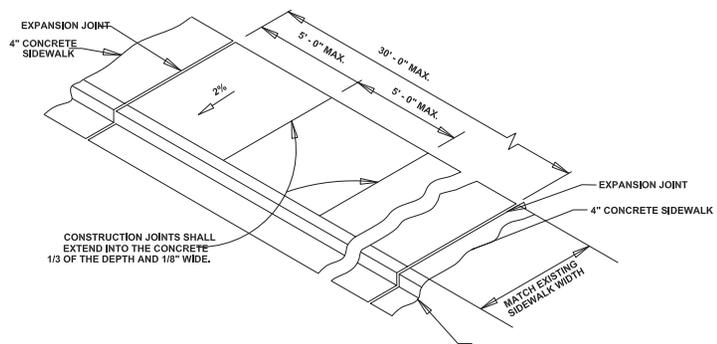
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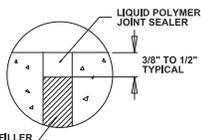
**HAINES BOROUGH**  
**2016 AREA WIDE PAVING**  
**TOTEM STREET**

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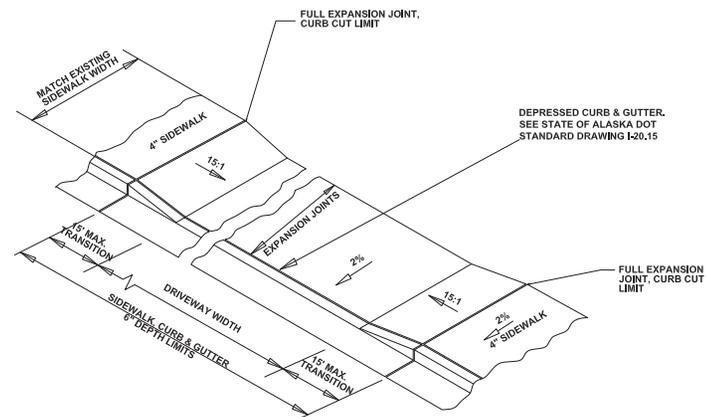
**TYPICAL SIDEWALK, CURB & GUTTER DETAIL**

N.T.S.



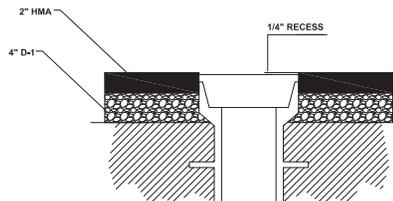
**EXPANSION JOINT DETAIL**

N.T.S.



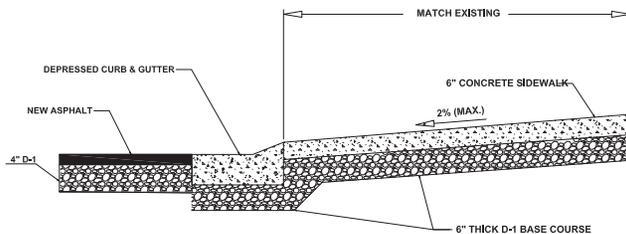
**DRIVEWAY RAMP DETAIL**

N.T.S.



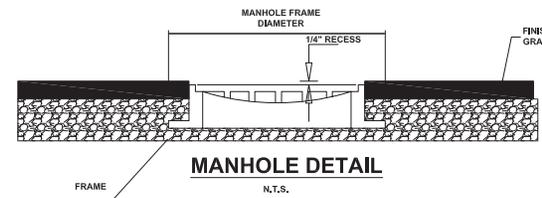
**VALVE BOX ADJUSTMENT DETAIL**

N.T.S.



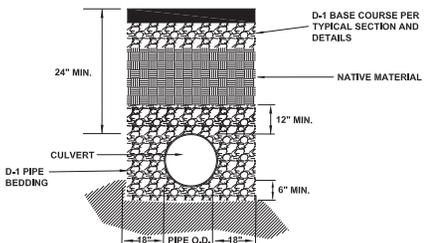
**DRIVEWAY DETAIL**

N.T.S.



**MANHOLE DETAIL**

N.T.S.



**TYPICAL CULVERT BEDDING/BACKFILL SECTION**

N.T.S.

**SIDEWALK, CURB & GUTTER NOTES:**

1. CONCRETE SIDEWALKS, CURB & GUTTER EXPANSION JOINTS SHALL BE PLACED IMMEDIATELY PRECEDING AND FOLLOWING ALL CURB AND SIDEWALK CUTS. THEREAFTER, THEY SHALL BE PLACED AT 30' MAXIMUM.
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5. CURING COMPOUND SHALL BE APPLIED TO THE CONCRETE. APPLICATION SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS.
6. CURB AND GUTTER CONSTRUCTION SHALL MAINTAIN EXISTING FLOW LINE.
7. ALL CONCRETE WITHIN THE CURB CUT LIMITS FOR DRIVEWAYS SHALL BE 6" THICK AND SHALL BE POURED ON A 6" D-1 BASE COURSE COMPACTED TO 95% OF ITS MAXIMUM DENSITY.
8. FOR RAMPS, WHEN "CHASING GRADE", RAMP LENGTH NEED NOT EXCEED 15', BUT SLOPE MUST BE UNIFORM.

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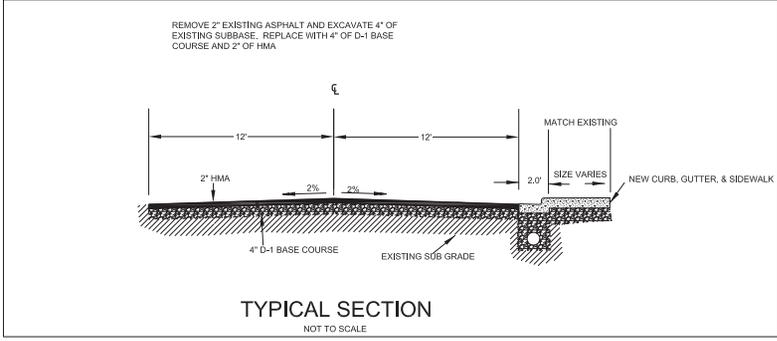
- NOTES:**
1. CB-1 WAS NOT LOCATED. REPLACE IN LOCATION AS SHOWN ON PLANS.
  2. REPLACE CURB AND GUTTER AS SHOWN. MATCH EXISTING HORIZONTAL AND VERTICAL ALIGNMENT.

**BASIS OF ESTIMATE**

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**CULVERT TABLE**

CULVERT	INLET STA/OFFSET	INLET ELEVATION	OUTLET STA/OFFSET	OUTLET ELEVATION
CPP-1	CB-1	34.0'	MATCH P-1 OUTLET	MATCH P-1 OUTLET
CPP-2	CB-2	69.0'	CB-1	34.25'



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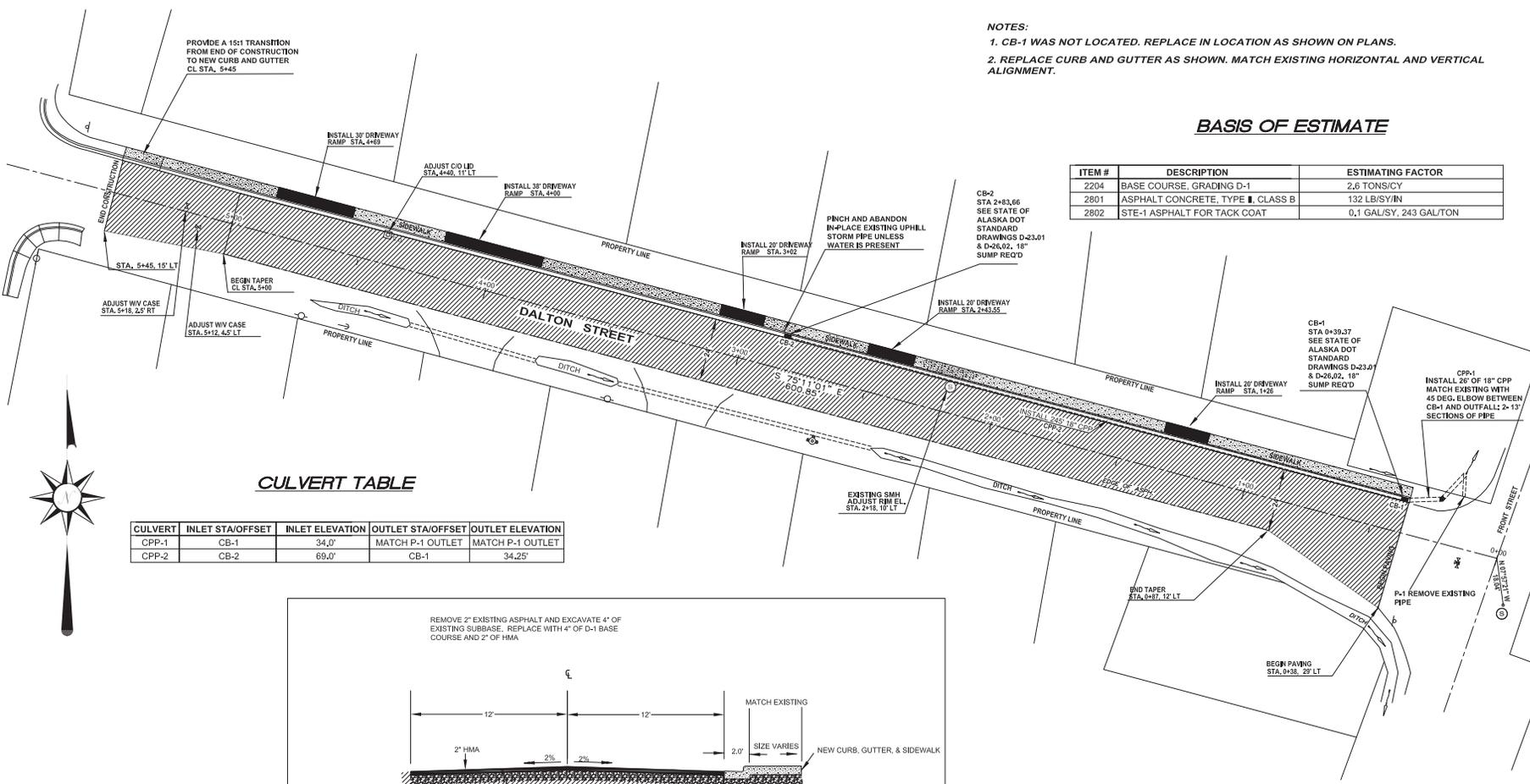
**HAINES BOROUGH**  
**2016 AREA WIDE PAVING**  
**DALTON STREET**

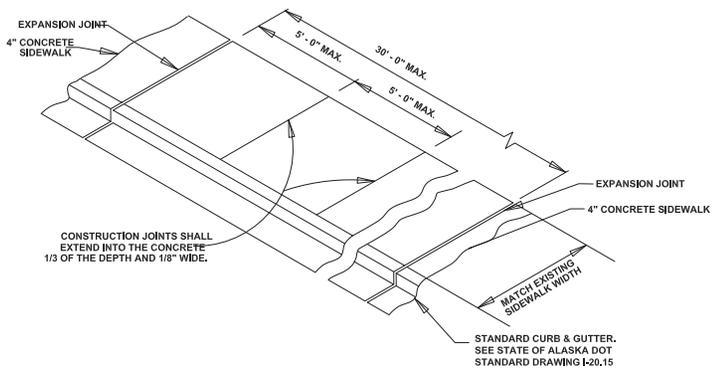
**PLAN**

CHECKED BY: J. STEPHENS / A. GRAY  
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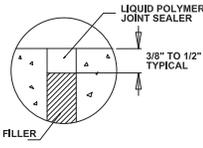
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SHEET NO.: 3  
TOTAL SHEETS: 4





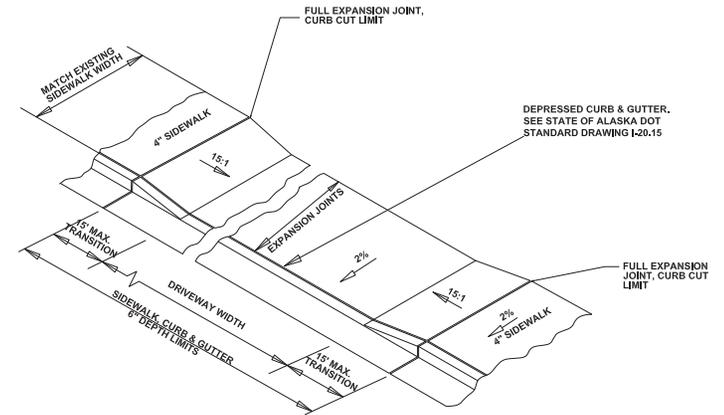
**TYPICAL SIDEWALK, CURB & GUTTER DETAIL**

N.T.S.



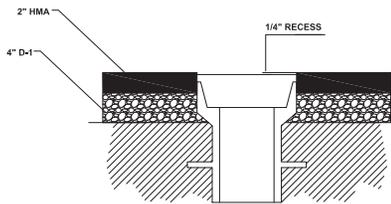
**EXPANSION JOINT DETAIL**

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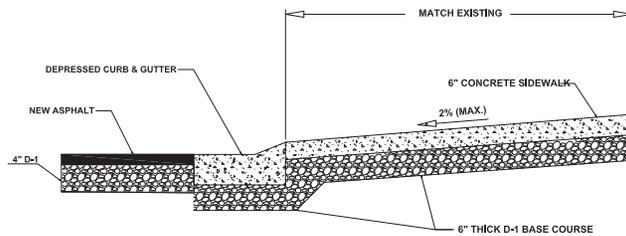
**DRIVEWAY RAMP DETAIL**

N.T.S.



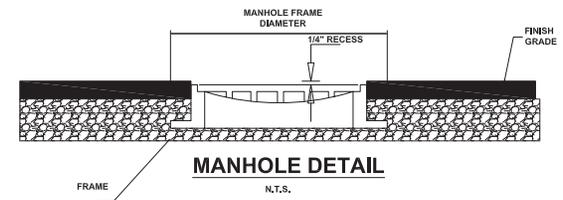
**VALVE BOX ADJUSTMENT DETAIL**

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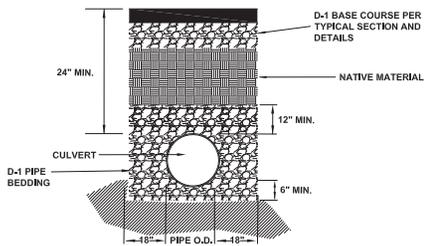
**DRIVEWAY DETAIL**

N.T.S.



**MANHOLE DETAIL**

N.T.S.



**TYPICAL CULVERT BEDDING/BACKFILL SECTION**

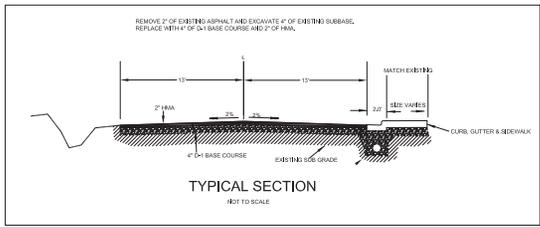
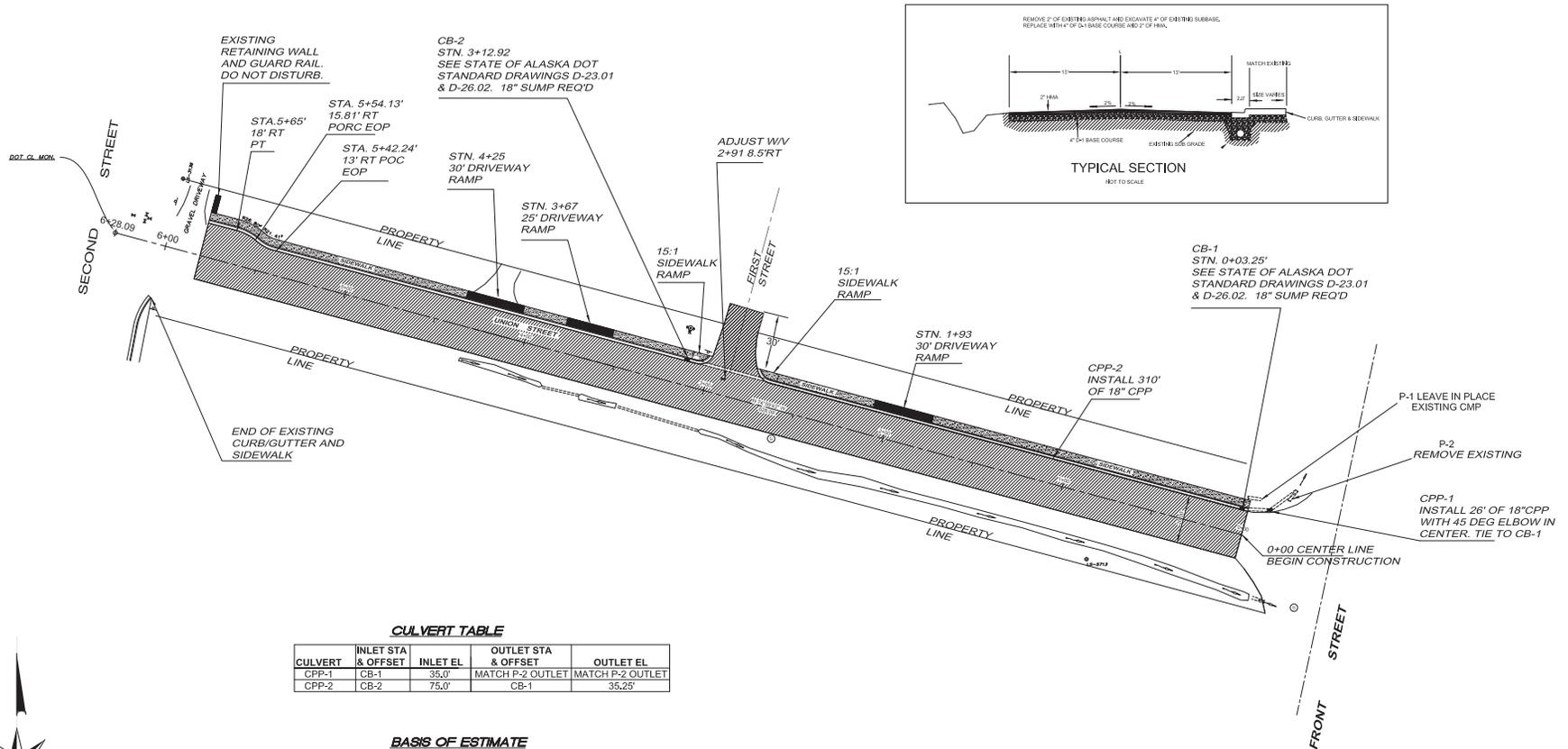
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**CULVERT TABLE**

CULVERT	INLET STA & OFFSET	INLET EL	OUTLET STA & OFFSET	OUTLET EL
CPP-1	CB-1	35.0'	MATCH P-2 OUTLET	MATCH P-2 OUTLET
CPP-2	CB-2	75.0'	CB-1	35.25'

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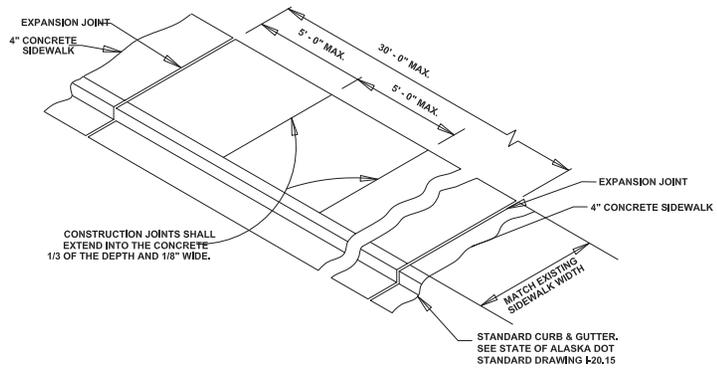


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**HAINES BOROUGH**  
**2016 AREA WIDE PAVING**  
**UNION STREET**

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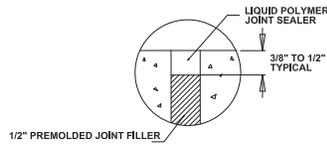
**PLAN**

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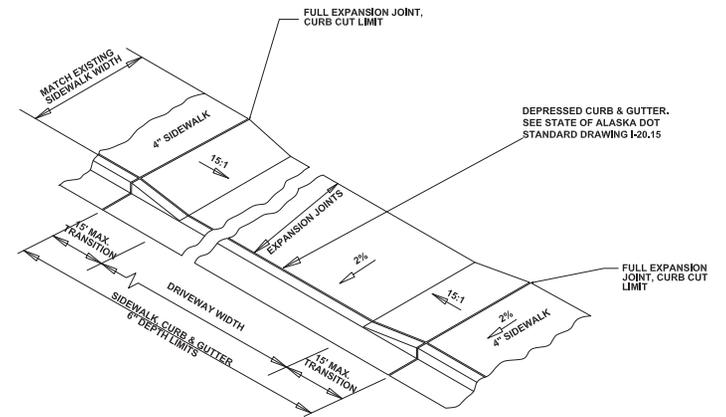
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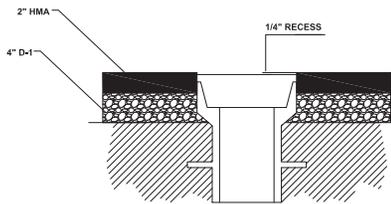
**EXPANSION JOINT DETAIL**

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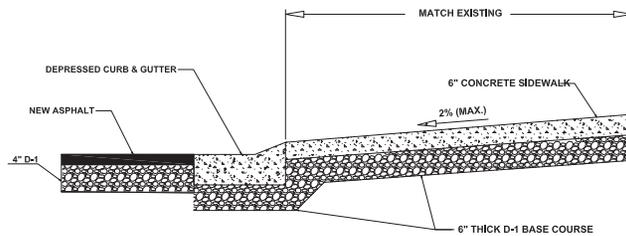
**DRIVEWAY RAMP DETAIL**

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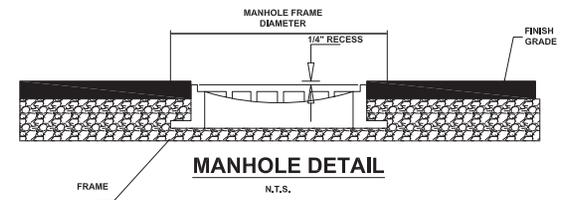
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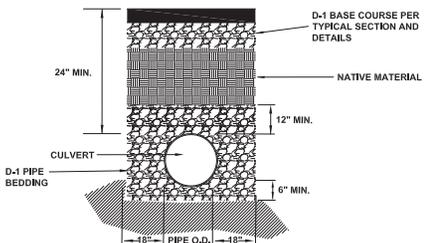
**DRIVEWAY DETAIL**

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