CITY OF HOMER
HOMER, ALASKA

City Manager
Public Works Director

ORDINANCE 23-62

AN ORDINANCE OF THE CITY COUNCIL AMENDING THE FY24 CAPITAL BUDGET BY APPROPRIATING AN ADDITIONAL $25,000 FROM THE HOMER ACCELERATED ROADS AND TRAILS (HART) ROAD FUND TO COMPLETE THE DESIGN OF THE HEATH STREET PAVEMENT RESTORATION PROJECT.

WHEREAS, The City Council appropriated $500,000 to the Pavement Restoration Program with Ordinance 22-26; and

WHEREAS, Resolution 22-073 was adopted, authorizing a Task Order, in the amount of $140,472, to Kinney Engineering, LLC ("Kinney") to design the Heath Street Pavement Restoration Project, one of the projects in that program, and the design work is now 95% complete; and

WHEREAS, Public Works requested Kinney provide some out-of-scope work to evaluate and design a mid-block crossing at the intersection of Hazel Avenue and Heath Street as well as video camera the existing storm drain, for total cost of $16,181.25, about 11.5% of the original contract value; and

WHEREAS, The Pavement Restoration Program was closed during the FY24/25 budget process so additional funding is being requested from the HART Roads Fund; and

WHEREAS, This appropriation is to cover the $16,181.25 as well as a small contingency, for a total of $25,000, to pay for completion of the design of the Heath Street Pavement Restoration Project.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby amends the FY24 Capital Budget by appropriating $25,000 to complete the design of the Heath Street Pavement Restoration Project as follows:

Fund	Description	Amount
160	HART Roads	$25,000

Section 2. This is a budget amendment ordinance, is temporary in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 8 day of Jan, 2024.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

YES: 6
NO: 0
ABSENT: 0
ABSTAIN: 0

First Reading: 11.27.23
Public Hearing: 1.8.24
Second Reading: 1.8.24
Effective Date: 1.9.24

CC-23-262

MEMORANDUM

Ordinance 23-62, An Ordinance of the City Council of Homer, Alaska Amending the FY24 Capital Budget by Appropriating an Additional $25,000 from the Homer Accelerated Roads and Trails (HART) Road Fund to Complete the Design of the Heath Street Pavement Restoration Project. City Manager/Public Works Director.

Item Type: Backup Memorandum

Prepared For: City Council

Date: November 21, 2023

From: Janette Keiser, PE, Public Works Director/City Engineer

Through: Rob Dumouchel, City Manager

I. **Issue:** The purpose of this Memorandum is to request an additional appropriation in the amount of $25,000 to complete the final design of the Heath Street Pavement Restoration Project.

II. **Background:**

Ordinance 22-26 appropriated $500,000 from the HART Roads Fund to create the Pavement Restoration Program. Shortly thereafter, Resolution 22-073 was adopted, which authorized a Task Order, in the amount of $140,472, to Kinney Engineering, LLC ("Kinney") to design the Heath Street Pavement Restoration Project, one of the projects in that program. Kinney started work and the design work is now over 95% complete.

We asked Kinney to provide some out-of-scope work to evaluate and design a mid-block crossing at the intersection of Hazel Avenue and Heath Street as well as video camera the existing storm drain. The total cost of this out-of-scope work is $16,181.25, about 11.5% of the original contract value. The Pavement Restoration Program was closed during the FY24/25 budget process. There is currently no appropriation from which we can pay for this out-of-scope work or provide for any other incidental services, which may be required before to progress the 95% design to a 100% complete Bid Package. Thus, we are seeking an appropriation to cover the $16,181.25 as well as a small contingency, for a total of $25,000.

III. **RECOMMENDATION:** That the City Council appropriate $25,000 from the HART Road Fund to pay for completion of the design of the Heath Street Pavement Restoration Project.

CITY OF HOMER
PUBLIC WORKS DEPARTMENT

REVISIONS			YEAR	SHEET NO.	TOTAL 'A' SHEETS
NO.	DATE	DESCRIPTION	2023	A1	A4
				PLAN SET TOTAL	28

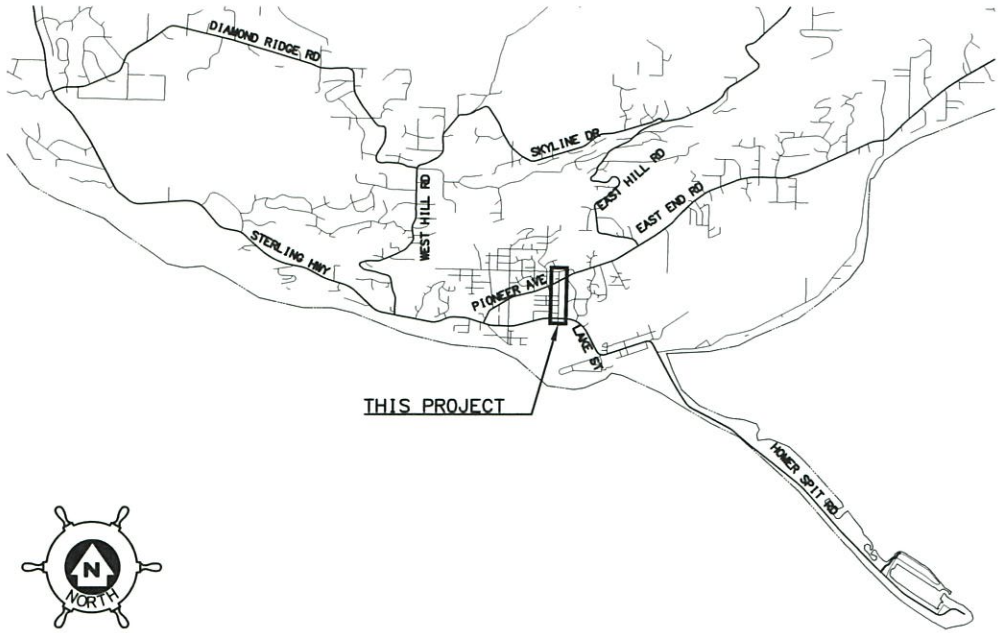
MAYOR
KEN CASTNER

CITY MANAGER
ROB DUMOUCHEL

PUBLIC WORKS DIRECTOR
JANETTE KEISER, P.E.

CITY COUNCIL MEMBERS
SHELLY ERIKSON
DONNA ADERHOLD
CAROLINE VENUTI
JASON DAVIS
RACHEL LORD
STORM HANSEN

PAVEMENT RESTORATION
HEATH STREET



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J2	TRAFFIC CONTROL DEVICES

CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT
3575 HEATH STREET
HOMER, ALASKA 99603
PHONE: (907) 235-3170
FAX: (907) 235-3145

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
3909 Arctic Blvd, Suite 400
Anchorage, Alaska 99503
(907) 346-2373
CERT. OF AUTH. NO. AECL 1102

STATE OF ALASKA
49 TH
James R. Kinney
CE #6036
REGISTERED PROFESSIONAL ENGINEER

DRAFTED BY: BILL PADDOCK
SCALE:
LAYOUT: A1
DATE TIME: 8/31/2023 8:09 AM
DRAWING LOCATION: Z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_A1_Title

UTILITIES

	EXISTING	PROPOSED
PIPELINES:		
STORM DRAIN STRUCTURE AND PIPE NUMBERS, APPLICABLE IF SHOWN		S1-1, S1-2, P1-1, P1-2
STORM DRAIN		
MANHOLE STORM DRAIN		SD
CURB INLET CATCH BASIN		
FIELD INLET CATCH BASIN		FI
END CAP		
PIPE CULVERT w/ END SECTION		
SANITARY SEWER		SS
SANITARY SEWER MANHOLE, CLEAN OUT		SS
SEPTIC VENTS		
SEWER SERVICE CONNECTION		
WATER		W
FIRE HYDRANT		
VALVE OR RISER		
ELECTRIC (OVERHEAD)		
ELECTRIC (UNDERGROUND)		UE
UTILITY POLE		
UTILITY POLE WITH LUMINAIRE		
GUY WIRE		
ELECTRICAL PEDESTAL, TRANSFORMER		E
TELEPHONE (UNDERGROUND)		
TELEPHONE MANHOLE, PEDESTAL		
NATURAL GAS		
CABLE TV (UNDERGROUND)		
FIBER OPTIC (UNDERGROUND)		
FIBER OPTIC MANHOLE		

UTILITIES

	EXISTING	PROPOSED
ELECTROLIER		
ILLUMINATION		UE
TYPE IA JUNCTION BOX		
TYPE II JUNCTION BOX		
LOAD CENTER		

RIGHT OF WAY

RIGHT-OF-WAY	
PROPERTY LINE	
EASEMENT	
TEMPORARY CONSTRUCTION EASEMENT/PERMIT	
PROJECT CENTERLINE	27+00
EXISTING CENTERLINE	

TOPOGRAPHY

WETLANDS	
CONTOURS - MAJOR	515
CONTOURS - MINOR	
TREE (CONIFER/DECIDUOUS) TREELINE (EDGE OF VEGETATION)	

	EXISTING	PROPOSED
BOULDER OR BOULDERS		
DRAINAGE FLOW		

MISCELLANEOUS

TRAFFIC SIGN	
POST, BOLLARD	
BUILDING	
LANDSCAPE/GARDEN	
CONTROL POINT	CP
MAIL BOX	
TEST HOLE	TH 1

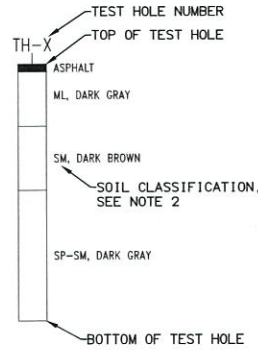
ROADWAY

	EXISTING	PROPOSED
LIMIT OF CUT SLOPE		
LIMIT OF FILL SLOPE		
EDGE OF PAVEMENT		
CONCRETE CURB		
CONCRETE CURB & GUTTER		
CONCRETE CURB CUT		
SIDEWALK		
CURB RAMPS		
PARALLEL CURB RAMP		
DETECTABLE WARNING TILES		
DRIVEWAY APPROACH		
GRAVEL EDGE		
PATH / TRAIL		
FENCE		X — X
DITCH		
DITCH LINING		
RETAINING WALL		
GUARDRAIL		

ABBREVIATIONS

AC	- ASPHALT CEMENT
ASTM	- AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWWA	- AMERICAN WATER WORKS ASSOCIATION
BF	- BOARD FOOT
B.O.P.	- BOTTOM OF PIPE
CB	- CATCH BASIN AND CONSTRUCT CATCH BASIN
CMP	- CORRUGATED METAL PIPE
C.O.H.	- CITY OF HOMER
CY	- CUBIC YARD
D.I.P.	- DUCTILE IRON PIPE
DOT	- DEPARTMENT OF TRANSPORTATION
E	- EASTING
EA	- EACH
ELEV	- ELEVATION
F&I	- FURNISH AND INSTALL
FT	- FOOT OR FEET
GRSC	- GALVANIZED RIGID STEEL CONDUIT
GB	- GRADE BREAK
GV	- GATE VALVE
H	- HORIZONTAL
HDPE	- HIGH-DENSITY POLYETHYLENE
HMWPE	- HIGH MOLECULAR WEIGHT POLYETHYLENE
INV	- INVERT
IPS	- IRON PIPE SIZE
L	- LENGTH
LF	- LINEAR FOOT
LOC	- LIP OF CURB
LT	- LEFT
LS	- LUMP SUM
MAX	- MAXIMUM
ME	- MATCH EXISTING
MIN	- MINIMUM
MJ	- MECHANICAL JOINT
MSF	- THOUSAND SQUARE FEET
N	- NORTHING
NO.	- NUMBER
N.T.S.	- NOT TO SCALE
O.S.H.A.	- OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
PC	- POINT OF CURVATURE
P.C.C.	- PORTLAND CEMENT CONCRETE
PI	- POINT OF INTERSECTION
PSI	- POUNDS PER SQUARE INCH
PT	- POINT OF TANGENCY
R	- RADIUS
RT	- RIGHT
R.O.W.	- RIGHT OF WAY
S	- SUPERELEVATION RATE
SDMH	- STORM DRAIN MANHOLE
SDR	- STANDARD DIMENSION RATIO
SHLD	- SHOULDER
STA.	- STATION
SW	- SIDEWALK
SY	- SQUARE YARD
TBC	- TOP BACK OF CURB
T	- TANGENT
TH	- TEST HOLE
TYP.	- TYPICAL
V	- VERTICAL
VB	- VALVE BOX
VPI	- VERTICAL POINT OF INTERSECTION

LEGEND - SOIL



NOTES:
1. STANDARD LEGEND AND ABBREVIATIONS SHOWN. NOT ALL LEGEND ITEMS ARE PART OF THIS CONTRACT.
2. SOIL CLASSIFICATION IS BASED UPON UNIFIED SOIL CLASSIFICATION (ASTM D 2487-00), SEE GEOTECHNICAL REPORT FOR MORE INFORMATION.

SHEET NO.	TOTAL SHEETS
A2	A4

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

PHONE: (907) 235-3170
FAX: (907) 235-3145

STATE OF ALASKA 49TH
Leon R Gallrath
CE 12583
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

LEGEND

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION
Z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_A2_LEGEND.dwg
7/26/2023 3:28 PM
LAYOUT A2
SCALE
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PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD., SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION:: HOMER, AK

DRAWING LOCATION	LAYOUT	SCALE	DRAFTED BY
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GENERAL NOTES:

1. CONTRACTOR SHALL COMPLETE CONSTRUCTION IN ACCORDANCE WITH THE CITY OF HOMER STANDARD SPECIFICATIONS LATEST EDITION INCLUDING ITEMS, DRAWINGS, AND TECHNICAL SPECIFICATIONS. TECHNICAL SPECIFICATIONS TAKE PRECEDENCE OVER THE STANDARD SPECIFICATIONS.
2. THE CITY SHALL OBTAIN ALL NECESSARY LOCAL, STATE AND FEDERAL PERMITS PRIOR TO BEGINNING CONSTRUCTION. THE PERMITS SHALL BE MAINTAINED AT THE JOB SITE.
3. CONTRACTOR SHALL MAINTAIN "REDLINE" RECORD DRAWINGS ON A CLEAN SET OF CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL MAINTAIN THE "REDLINES" CURRENT ON A DAILY BASIS WHICH SHALL BE AVAILABLE TO THE ENGINEER FOR INSPECTION ON THE JOB SITE. CONTRACTOR SHALL RECORD SURVEY NOTES AND SUBMIT DAILY TO THE ENGINEER. CONTRACTOR SHALL RECORD SURVEY NOTES FOR SUBMITTAL WITH RECORD DRAWINGS, INCLUDING HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD. CONTRACTOR SHALL RECORD ALL DEVIATIONS FROM THE PLANS.
4. CONSTRUCTION OPERATIONS REQUIRED FOR THIS PROJECT SHALL REMAIN WITHIN EXISTING CITY OF HOMER AND STATE OF ALASKA RIGHTS-OF-WAY AND EASEMENTS, UNLESS OTHERWISE APPROVED IN WRITING BY THE ENGINEER AND THE AFFECTED PROPERTY OWNER.
5. LOCATIONS DEPICTED FOR THE UTILITIES AND OTHER EXISTING FEATURES ARE APPROXIMATE. SOME UTILITIES HAVE BEEN LOCATED FROM RECORD DRAWINGS AND UTILITY COMPANY LOCATES. CONTRACTOR SHALL LOCATE AND VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.
6. UNDERGROUND ELECTRICAL AND TELECOMMUNICATION, WATER SEWER, AND NATURAL GAS, LINES OCCUR WITHIN THE PROJECT AREA; CONTRACTOR SHALL COORDINATE WORK ACCORDINGLY. ALL WORK IN CLOSE PROXIMITY TO EXISTING UNDER-GROUND LINES SHALL COMPLY WITH APPLICABLE FEDERAL, STATE, AND LOCAL STATUTES, CODES AND GUIDELINES, AND THE ELECTRICAL FACILITY CLEARANCE REQUIREMENTS OF THE GOVERNING UTILITY. CONTRACTOR SHALL HAND DIG WITHIN TWO FEET OF BURIED ELECTRICAL CABLE.
7. CONTRACTOR SHALL SAWCUT EXISTING PAVEMENT (ROADS, PARKING AREAS, DRIVEWAYS, ETC.,) TO A LINE 2 FEET BEYOND THE PROPOSED IMPROVEMENTS, DURING THE INITIAL EXCAVATION OPERATIONS. IF EXISTING PAVEMENT HAS BEEN LIFTED, IF EDGE DOES NOT OCCUR IN UNDISTURBED MATERIAL, OR IF EDGE IS LOCATED WITHIN A TRAVEL LANE, FURTHER REMOVAL MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, TO PROVIDE A PROPER TRANSITION BETWEEN NEW AND EXISTING PAVEMENT. SAW CUTTING OF EXISTING PAVEMENT IS INCIDENTAL TO THE BID ITEM "REMOVE PAVEMENT", AND NO SEPARATE PAYMENT SHALL BE MADE. SAWCUTS WITHIN THE ROADWAY SHALL BE SKEWED AT AN ANGLE OF 15 TO 25 DEGREES WHERE MATCHING EXISTING ASPHALT, OR AS SHOWN ON THE PLANS.
8. CONTRACTOR SHALL APPLY TACK COAT TO THE SAW CUT ASPHALT FACE PRIOR TO PAVING. CONTRACTOR SHALL SAWCUT CURB & GUTTER AND SIDEWALK AT THE NEAREST JOINT AT OR BEYOND REMOVAL LIMITS OR AS DIRECTED BY THE ENGINEER. TACK COAT IS INCIDENTAL TO THE RESPECTIVE BID ITEM.
9. CONTRACTOR SHALL MAINTAIN STOP SIGNS AND STREET NAME SIGNS OPERATIONAL IN THE PROJECT AREA DURING CONSTRUCTION.
10. LIMITS OF EXCAVATION AND BACKFILL SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
11. CONTRACTOR SHALL REMOVE ORGANIC MATERIAL FROM THE SUBGRADE TO A DEPTH TO BE DETERMINED BY THE ENGINEER. CONTRACTOR SHALL NOT PLACE OR SHALL NOT OTHERWISE UTILIZE ORGANIC MATERIAL OR OTHER DELETERIOUS MATERIAL FOR BACKFILL, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
12. WORK AND MATERIALS REQUIRED FOR REMOVING LITTER OR DEBRIS THAT EXIST WITHIN THE PROJECT LIMITS ARE INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE.
13. CONTRACTOR SHALL REPLACE ALL DISTURBED PROPERTY CORNERS. PAYMENT FOR REPLACING DISTURBED PROPERTY CORNERS IS INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
14. CONTRACTOR SHALL TOPSOIL AND SEED ALL DISTURBED AREAS WHERE OTHER SURFACE IS NOT SPECIFIED.
15. CONTRACTOR SHALL RESTORE DISTURBED PROPERTY TO PRECONSTRUCTION CONDITION(S), UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PAYMENT FOR RESTORING DISTURBED PROPERTY IS INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
16. DEWATERING MAY BE REQUIRED TO REMOVE SURFACE AND SUBSURFACE WATER FROM THE ROADWAY AND AND UTILITY EXCAVATION AND DEWATERING IS INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.

STANDARD DRAWING INDEX

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

CITY OF HOMER
- 200.06 COMPACTION OF BACKFILL
- 300.01 CURB AND GUTTER CROSS SECTIONS
- 500.03 SANITARY SEWER MANHOLE HEIGHTS
- 500.10 SANITARY SEWER MANHOLE RING ADJUSTMENT
- 600.10 GATE VALVE EXTENSION ROD
- 700.09 SIGN PLACEMENT CURB WITHOUT SIDEWALK
- 800.05 STORM DRAIN MANHOLE RING ADJUSTMENT
- 800.10 STORM DRAIN MANHOLE HEIGHTS
- 800.11 STORM DRAIN PRECAST CATCH BASIN FOR TYPE 1 CURB + GUTTER

STATE OF ALASKA
- CR-T-01.10 UNSIGNALIZED INTERSECTION STOP AND CROSSING

PROJECT SURVEY INFORMATION:

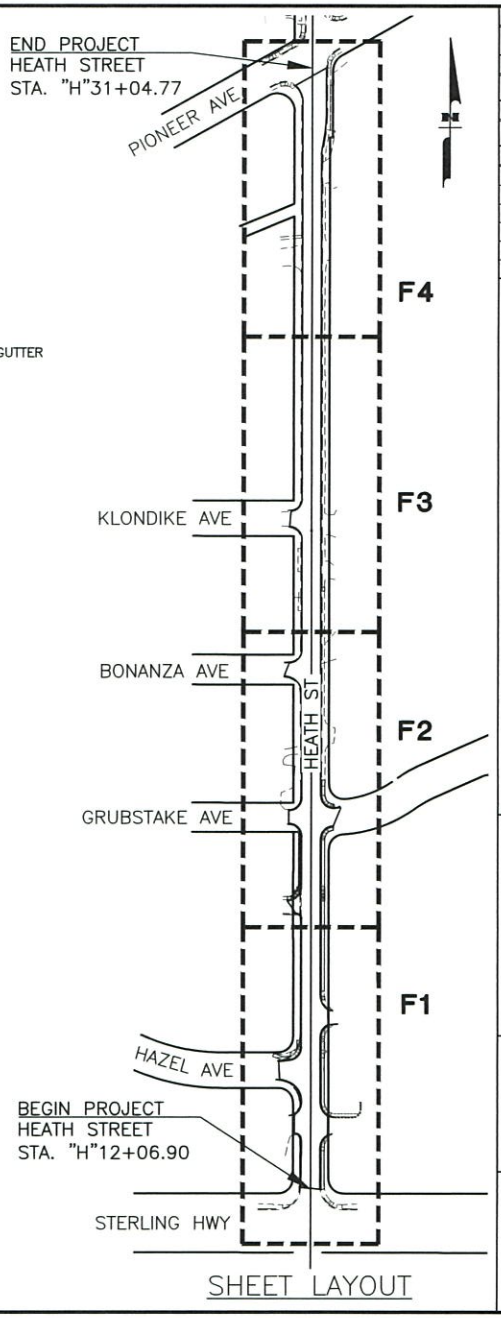
SEE SURVEY CONTROL SHEET A4.

CALL BEFORE YOU DIG!

CONTRACTOR SHALL CALL A MINIMUM OF 3 DAYS IN ADVANCE OF CONSTRUCTION

ALASKA DIGLINE....907-278-3121 OR 800-478-3121

CALL OR GO TO WWW.AKONECALL.COM/STATEWIDE.HTM FOR MEMBER LIST OF WHO WILL BE NOTIFIED



SHEET LAYOUT

SHEET NO.	TOTAL SHEETS
A3	A4

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

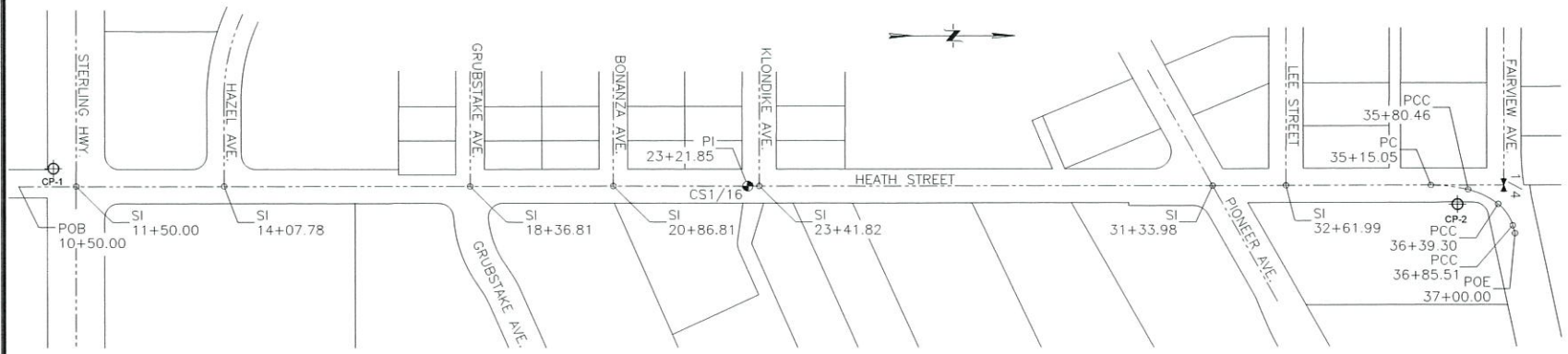
PHONE: (907) 235-3170
FAX: (907) 235-3145

STATE OF ALASKA 49TH Leon R. Galbraith CE-12583 REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

SHEET LAYOUT AND GENERAL NOTES



SURVEY CONTROL				
CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP-1	101,318.3028	92,860.3461	37.88	PK NAIL IN SIDEWALK
CP-2	103,768.9137	92,925.4538	169.04	PK NAIL IN PAVEMENT

HEATH STREET ALIGNMENT DATA			
STATION	NORTHING	EASTING	RADIUS
POB 10+50.00	101,257.6974	92,891.8804	
SI 11+50.00	101,357.6974	92,891.8644	
SI 14+07.78	101,615.4774	92,891.8230	
SI 18+36.81	102,044.5024	92,891.7542	
SI 20+86.81	102,294.5089	92,891.7141	
PI 23+21.85	102,529.5472	92,891.6764	
SI 23+41.82	102,549.5151	92,891.6782	
SI 31+33.98	103,341.6792	92,891.7509	
SI 32+61.99	103,469.6878	92,891.7626	
PC 35+15.05	103,722.7434	92,891.7858	275.00'
PCC 35+80.46	103,787.5380	92,899.5343	136.00'
PCC 36+39.30	103,839.9993	92,925.1530	74.26'
PT 36+85.51	103,865.2605	92,962.9573	
POE 37+00.00	103,869.2373	92,976.8950	

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT TO THE BEST OF MY KNOWLEDGE.

DATE 11/8/2022 REGISTRATION NO. 7538-S

STATE OF ALASKA 49TH Stephen C. Smith LS-7538 Registered Professional Land Surveyor

Stephen C. Smith
REGISTERED LAND SURVEYOR

SURVEY CONTROL

BASIS OF BEARING

1. BASIS OF BEARING FOR THIS SURVEY WAS DETERMINED BY A HIGH PRECISION GPS SURVEY USING TOPCON DUAL-FREQUENCY HiPer V RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED WITH MAGNET OFFICE VERSION 3.1 SOFTWARE. NAD83 ALASKA STATE PLANE GRID COORDINATES (U.S. SURVEY FEET) OBTAINED FROM THE GPS OBSERVATIONS WERE BASED ON THE NGS PUBLISHED VALUES FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PID TT0155).

2. TRUE BEARINGS AND DISTANCES WERE DETERMINED BY ROTATING AND SCALING FROM GRID USING FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" AS A SCALING POINT. TRUE BEARINGS WERE DETERMINED BY ROTATING GRID INVERSE AZIMUTHS -1°17'13.4". TRUE DISTANCES WERE OBTAINED BY DIVIDING GRID INVERSE DISTANCES BY 0.999986696.

3. THE RESULTING SCALED COORDINATES WERE TRANSLATED TO A LOCAL COORDINATE SYSTEM BASED ON FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" N=100,000 E=100,000. ALL COORDINATE VALUES REPRESENT GROUND DISTANCES IN U.S. SURVEY FEET ORIENTED TO TRUE NORTH.

BASIS OF VERTICAL DATUM

BASIS OF VERTICAL DATUM FOR THIS SURVEY IS THE NAVD88 NGS PUBLISHED VALUE FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PID TT0155). ORTHOMETRIC HEIGHTS (ELEVATIONS) WERE DETERMINED FROM ELLIPSOID HEIGHTS USING GEOID12B. ELEVATIONS ARE IN U.S. SURVEY FEET.

SHEET NO.	TOTAL SHEETS
A4	A4

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

CITY OF HOMER ALASKA

PHONE: (907) 235-3170
FAX: (907) 235-3145

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

SURVEY CONTROL

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

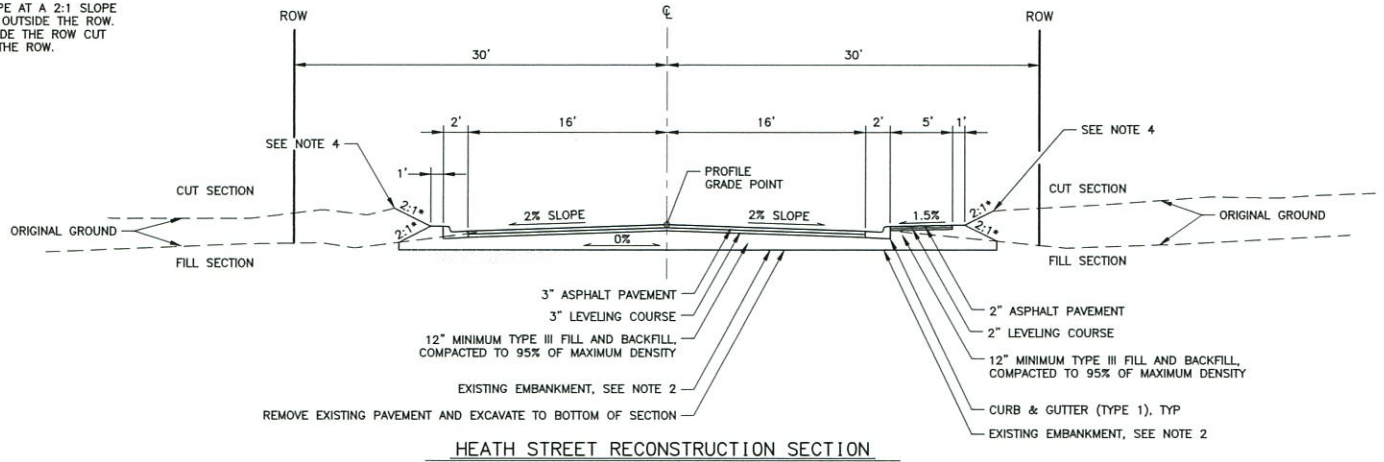
DRAWING LOCATION
Z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_A4_Survey Control.dwg

DRAFTED BY	SCALE
BILL PADDOCK	
5/4/2023 12:29 PM	LAYOUT
	A4

NOTES:

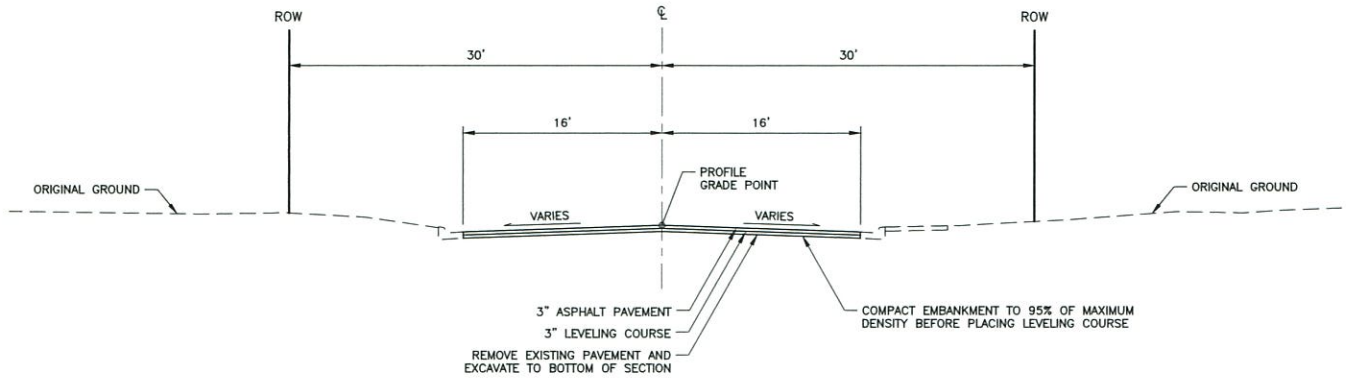
1. FOR EMBANKMENT FILL, PROVIDE TYPE III FILL AND BACKFILL COMPACTED TO 95% OF MAXIMUM DENSITY.
2. IF UNSUITABLE SOILS ARE ENCOUNTERED AT THE BOTTOM OF EXCAVATION, INCREASE DEPTH AS DIRECTED BY THE ENGINEER.
3. ALL REMOVED PAVEMENT SHALL BECOME PROPERTY OF THE CONTRACTOR FOR STOCKPILE OR DISPOSAL.
4. CLEAR AND GRUB CUT/FILL LOCATIONS. APPLY 4 INCHES TOPSOIL AND SEED TO ALL DISTURBED AREAS OR AS DIRECTED BY THE ENGINEER.
5. EXCAVATION AND BACKFILL OF ROADWAY SECTION SHALL END AT THE LIP OF CURB EXTENDED. CURB RETURN ACROSS DRIVEWAYS AND APPROACHES SHALL ONLY RECEIVE EXCAVATION AND PLACEMENT OF 2" LEVELING COURSE AND 2" ASPHALT PAVEMENT.

* CUT OR FILL BACKSLOPE AT A 2:1 SLOPE UNLESS CATCH POINT IS OUTSIDE THE ROW. IF CATCH POINT IS OUTSIDE THE ROW CUT OR FILL BACKSLOPE TO THE ROW.



HEATH STREET RECONSTRUCTION SECTION

BOP TO STA 19+00



HEATH STREET PAVEMENT REPLACEMENT SECTION

STA 19+00 TO EOP

SHEET NO.	TOTAL SHEETS
B1	B1

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

PHONE: (907) 235-3170
FAX: (907) 235-3145

STATE OF ALASKA 49 TH
Leon R. Galbraith
CE 12583
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

TYPICAL SECTIONS

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION
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ESTIMATE OF QUANTITIES

ITEM NO.	SPEC. NO.	WORK DESCRIPTION	UNIT	ESTIMATED QUANTITY
A-1	101	MOBILIZATION AND DEMOBILIZATION	LS	1
A-2	102	CONSTRUCTION SURVEYING	LS	1
A-3	103	TRAFFIC MAINTENANCE	LS	1
A-4	202	CLEARING AND GRUBBING	LS	1
A-5	203	REMOVAL OF OBSTRUCTIONS	LS	1
A-6	204	EXCAVATION	CY	2,836
A-7	205	TYPE III FILL AND BACKFILL	TON	4,232
A-8	206	LEVELING COURSE	TON	1,215
A-9	219	REMOVE EXISTING PAVEMENT	SY	7,933
A-10	221	RECONSTRUCT APPROACH	EA	5
A-11	221	RECONSTRUCT DRIVEWAY	EA	4
A-12	302	CURB AND GUTTER, ALL TYPES	LF	1,287
A-13	306	P.C.C. CURB RAMP	EA	9
A-14	306	DETECTABLE WARNINGS	EA	6
A-15	401	ASPHALT PAVEMENT	TON	1,275
A-16	402	PAINTED TRAFFIC MARKINGS	LS	1
A-17	512	ADJUST MANHOLE RING	EACH	14
A-18	604	FURNISH AND INSTALL FIRE HYDRANT ASSEMBLY (OWNER FURNISHED)	EA	2
A-19	607	ADJUST VALVE BOX TO FINISH GRADE	EA	12
A-20	707	FURNISH & INSTALL STANDARD SIGN	EA	12
A-21	707	REMOVE AND RELOCATE SIGNS	EA	5
A-22	708	SEEDING (TYPE I)	MSF	3
A-23	710	TOPSOIL (4" DEPTH)	MSF	3
A-24	808	ADJUST CATCH BASIN TO FINISH GRADE	EA	5
A-25	809	REMOVE AND REPLACE CATCH BASIN FRAME AND GRATE	EA	1
A-26	8002	TRENCH AND BACKFILL (2' X 3')	LF	190
A-27	8004	SIGNAL POLE FOUNDATION	EA	2
A-28	8005	SIGNAL POLE	EA	2
A-29	8007	GRC STEEL CONDUIT (2")	LF	195
A-30	8008	JUNCTION BOX (TYPE 1A)	EA	2
A-31	8010	3 CONDUCTOR, #8 AWG XHHW-2	LF	135
A-32	8010	2 CONDUCTOR, #14 AWG XHHW-2	LF	160
A-33	8010	1 CONDUCTOR, #8 AWG	LF	195
A-34	8017	RECTANGULAR RAPID FLASHING BEACON	EA	1
A-35	9001	STORM WATER POLLUTION PREVENTION PLAN, TYPE 3	LS	1

TABLE OF ESTIMATING FACTORS

ITEM NO.	ITEM DESCRIPTION	ESTIMATING FACTOR
205	TYPE III FILL AND BACKFILL	144 LBS. / C.F.
206	LEVELING COURSE	144 LBS. / C.F.
401	ASPHALT PAVEMENT	151 LBS. / C.F.

SHEET NO.	TOTAL SHEETS
C1	C1

ADDENDUM NO.

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PAVEMENT RESTORATION
HEATH STREET

ESTIMATE OF QUANTITIES

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK
DRAWING LOCATION
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SPEC NO. 203
REMOVAL OF OBSTRUCTIONS

SHEET	BEGIN		END		REMARKS
	STATION	OFFSET	STATION	OFFSET	
F1	12+07	17' RT	12+97	30' RT	CURB AND GUTTER
F1	12+10	18' LT	13+00	27' LT	CURB AND GUTTER
F1	13+31	30' RT	14+83	30' RT	CURB AND GUTTER
F1	13+34	28' LT	13+91	53' LT	CURB AND GUTTER
F1-F2	14+24	53' LT	16+72	25' LT	CURB AND GUTTER
F1	14+38	28' LT			CURB RAMP
F1-F2	15+11	30' RT	18+21	37' RT	CURB AND GUTTER
F1	15+30	24' RT			FIRE HYDRANT
F2	17+03	25' LT			CURB RAMP
F2	17+04	18' RT			CURB RAMP
F2	18+14	24' RT			CURB RAMP
F2	18+50	38' LT	19+00	18' LT	CURB AND GUTTER
F2	18+54	45' RT	19+00	17' RT	CURB AND GUTTER
F2	18+56	31' RT			CURB RAMP
F2	18+67	25' RT	18+90	45' RT	33' OF GUARDRAIL
F3	22+22	25' RT			FIRE HYDRANT

SPEC NO. 306
PCC CURB RAMP & DETECTABLE WARNINGS

SHEET	STATION	OFFSET	PARALLEL	UNIDIRECTIONAL	DETECTABLE WARNING	REMARKS
F1	12+91.49	23.50' RT		1		
F1	13+36.02	24.32' RT	1			
F1	14+38.88	18.00' RT	1		1	
F1	14+39.53	19.06' LT	1		1	
F1	14+78.16	23.50' RT		1		
F2	17+02.71	18.00' RT	1		1	
F2	17+03.06	24.44' LT	1		1	
F2	18+14.06	23.69' RT	1		1	
F2	18+56.24	29.20' RT	1		1	
		TOTAL:	7			
		TOTAL:		2		
		TOTAL:			6	
NOTE: SEE DETAILS FOR STATION AND OFFSET REFERENCE POINT.						

SPEC NO. 221
RECONSTRUCT DRIVEWAY/APPROACH

SHEET	STATION	OFFSET	REMARKS
F1	13+14.74	RT	SEE GRADING PLANS FOR LAYOUT
F1	13+15.60	LT	SEE GRADING PLANS FOR LAYOUT
F1	14+07.51	LT	SEE GRADING PLANS FOR LAYOUT
F1	14+95.90	RT	SEE GRADING PLANS FOR LAYOUT
F2	16+84.05	LT	SEE GRADING PLANS FOR LAYOUT
F2	18+37.14	RT	SEE GRADING PLANS FOR LAYOUT
F2	18+37.14	LT	SEE GRADING PLANS FOR LAYOUT
F2	20+86.80	LT	SEE GRADING PLANS FOR LAYOUT
F3	23+40.87	LT	SEE GRADING PLANS FOR LAYOUT
	TOTAL:	9	

SPEC NO. 607
ADJUST VALVE BOX TO FINISH GRADE

SHEET	STATION	OFFSET	REMARKS
F1	12+24.93	5.09' RT	
F1	14+20.89	25.39' LT	
F2	18+11.63	5.50' RT	
F2	18+16.52	6.52' RT	
F2	18+22.36	28.84' LT	
F2	18+26.08	4.81' RT	
F2	20+61.34	4.83' RT	
F2	21+02.33	8.79' LT	
F2	21+11.88	5.29' RT	
F3	23+11.21	12.55' RT	
F3	23+51.88	26.26' LT	
F3	23+61.69	12.86' RT	
	TOTAL:	12	

SHEET NO.	TOTAL SHEETS
D1	D1

ADDENDUM NO.

ATTACHMENT NO.

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FOR
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STATE OF ALASKA 49 TH
Leon R. Galbraith
CE 12563
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

SUMMARY TABLES

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD., SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

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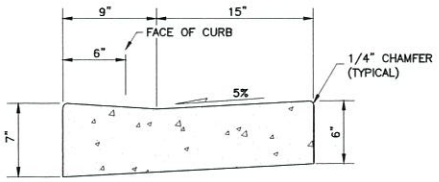
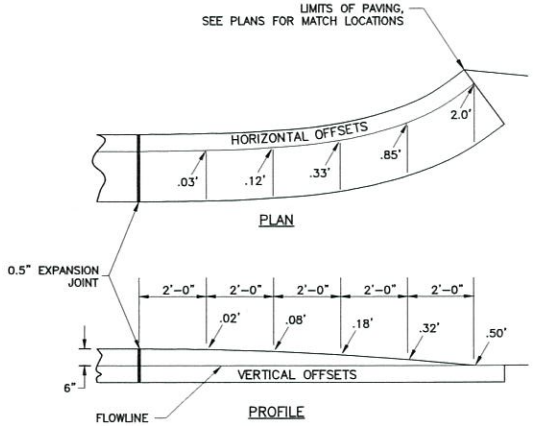
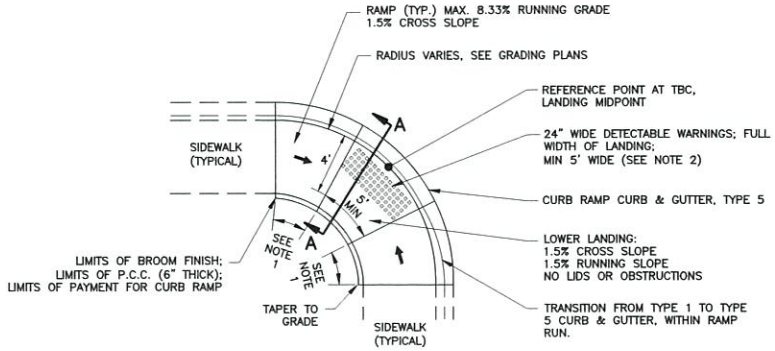
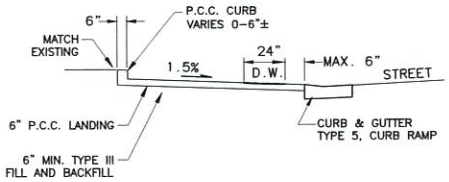


CURB RAMP CURB & GUTTER, TYPE 5



CURB AND GUTTER TERMINATION TRANSITION





SECTION AA

PARALLEL CURB RAMP

NOTES:

1. RAMP LENGTHS SHALL NOT EXCEED 15' OR AS DIRECTED BY THE ENGINEER. SEE PLANS AND SUMMARY TABLES.
2. INSTALL DETECTABLE WARNINGS (D.W.) IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND THESE DRAWINGS. SET DETECTABLE WARNINGS SO THAT THE FIELD AREA AT THE BASE OF THE DOMES IS FLUSH WITH THE SURROUNDING CONCRETE. NO LIP IS ALLOWED AT THE EDGE OF THE DETECTABLE WARNINGS.
3. CONSTRUCT RAMPS AND LANDINGS WITH A BROOM FINISH PERPENDICULAR TO CURB.

SHEET NO.	TOTAL SHEETS
E1	E4

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

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PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

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STATE OF ALASKA
49TH
Leon R. Galbraith
CE 12583
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

DETAILS

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK
DRAWING LOCATION
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SCALE
DRAFTED BY BILL PADDOCK

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION	LAYOUT	SCALE	DRAFTED BY:
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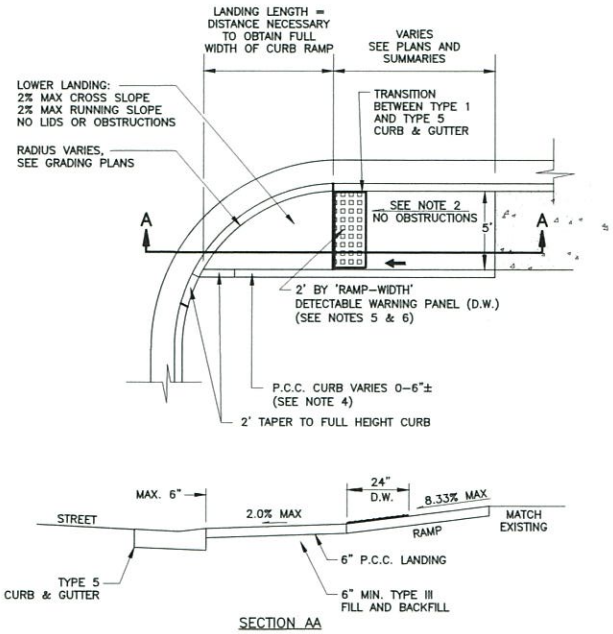

SECTION AA

UNIDIRECTIONAL CURB RAMP

UNIDIRECTIONAL NOTES:

1. CONSTRUCT UNIDIRECTIONAL RAMPS AND LANDINGS WITH A BROOM FINISH PERPENDICULAR TO THE LONG DIRECTION OF THE RAMP.
2. CONTRACTOR SHALL CONSTRUCT THE RAMP PORTION OF THE CURB RAMP WITH A 1.5% MINIMUM AND 2% MAXIMUM CROSS SLOPE WITH NO MANHOLES, UTILITY JUNCTION BOXES, OR OTHER OBSTRUCTIONS. THE RUNNING SLOPE IS 8.33% MAXIMUM, BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET.
3. CONTRACTOR SHALL CONSTRUCT LANDINGS WITH A MAXIMUM 2% RUNNING SLOPE AND MAXIMUM 2% CROSS SLOPE.
4. CONTRACTOR SHALL CONSTRUCT P.C.C. CURB BEHIND LANDING AND RAMPS WHERE SHOWN OR AS DIRECTED BY THE ENGINEER. P.C.C. CURB IS INCIDENTAL TO CURB RAMP AND NO ADDITIONAL PAYMENT WILL BE MADE.
5. DO NOT INSTALL DETECTABLE WARNINGS AT DRIVEWAYS.
6. CONTRACTOR SHALL INSTALL 24 INCH DETECTABLE WARNINGS I.A.W. MANUFACTURERS' RECOMMENDATIONS AND THE DRAWINGS. DETECTABLE WARNINGS SHALL BE INSTALLED IAW MANUFACTURERS RECOMMENDATIONS. D.W. SHALL EXTEND THE FULL WIDTH OF THE LANDING. INSTALL D.W. SO THAT THE FIELD AREA AT THE BASE OF THE DOMES IS FLUSH WITH THE SURROUNDING CONCRETE. ALLOW NO LIPS AT EDGE OF THE D.W. OR FLOW LINE. D.W. SHALL BE FEDERAL YELLOW, OR APPROVED EQUAL. WHERE POSSIBLE, FINISHED EDGES WILL BE PLACED ON THE OUTER BOUNDARIES OF THE D.W.

SHEET NO.	TOTAL SHEETS
E2	E4

ADDENDUM NO.

ATTACHMENT NO.

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FOR
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Leon R. Galbraith
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PAVEMENT RESTORATION
HEATH STREET

DETAILS

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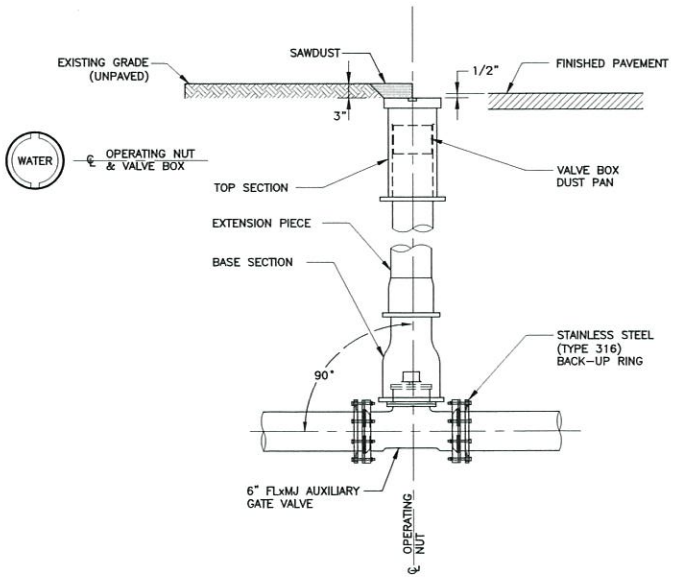
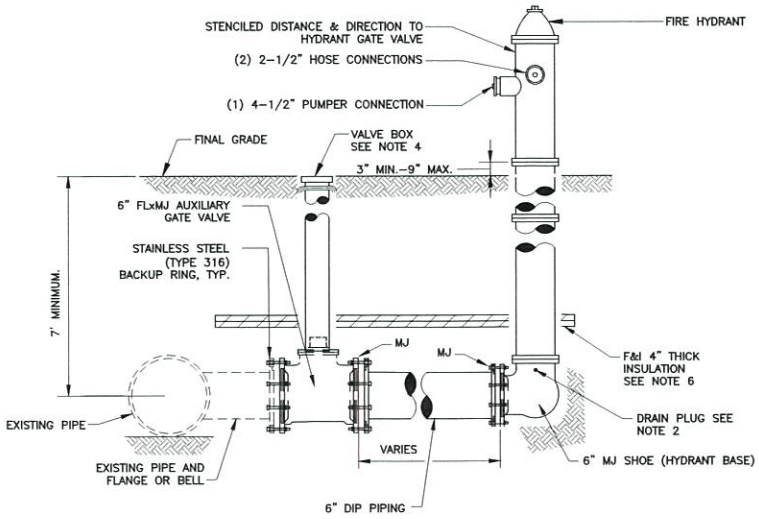


VALVE INSTALLATION NOTES:

1. LID AND TOP SECTION SHALL BE MUELLER MVB DUCTILE IRON ADJUSTABLE TOP OR APPROVED EQUAL.
2. EXTENSION PIECE AND BASE SECTION SHALL BE MUELLER MVB COMPOSITE OR APPROVED EQUAL.
3. VALVE BOX DUST PAN SHALL BE THE PRODUCT OF THE VALVE BOX MANUFACTURER.
4. FURNISH AND INSTALL RUBBER GASKET/NSF 61 BETWEEN ALL FLANGES.

TYPICAL VALVE & VALVE BOX ASSEMBLY DETAIL



HYDRANT INSTALLATION NOTES:

1. HYDRANT BARREL SHALL BE INSTALLED PLUMB AND THE LEG SHALL BE INSTALLED LEVEL.
2. DRAIN PLUG SHALL BE INSTALLED BY CONTRACTOR.
3. ALL HYDRANTS SHALL BE PAINTED CATERPILLAR YELLOW.
4. AUXILIARY GATE VALVE & VALVE BOX SHALL BE INSTALLED TO ELEVATION ACCORDING TO DETAIL FOR TYPICAL VALVE & VALVE BOX ASSEMBLY. USE MUELLER MVB COMPOSITE VALVE BOX WITH MUELLER MVB DUCTILE IRON ADJUSTABLE TOP OR APPROVED EQUAL.
5. FURNISH AND INSTALL RUBBER GASKET/NSF 61 BETWEEN ALL FLANGES.
6. 4" (R-20 EQUIVALENT) EXTRUDED POLYSTYRENE, 60 PSI, RIGID BOARD INSULATION. 4' WIDE CENTERED OVER THE PIPE WITH STAGGERED INSULATION SEAMS. INSTALL ENTIRE LENGTH FROM THE MAIN TO THE HYDRANT SHOE, INCLUDING AROUND THE VALVE BOX BASE AND EXTENSION. RIGID BOARD INSULATION IS SUBSIDIARY TO FIRE HYDRANT PAY ITEM.

SINGLE PUMPER 'L' BASE HYDRANT ASSEMBLY DETAIL

(OWNER FURNISHED)

SHEET NO.	TOTAL SHEETS
E3	E4

ADDENDUM NO.

ATTACHMENT NO.

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PAVEMENT RESTORATION
HEATH STREET

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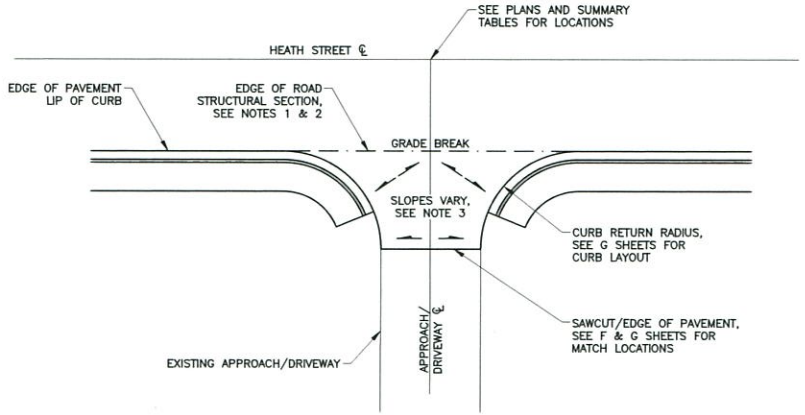
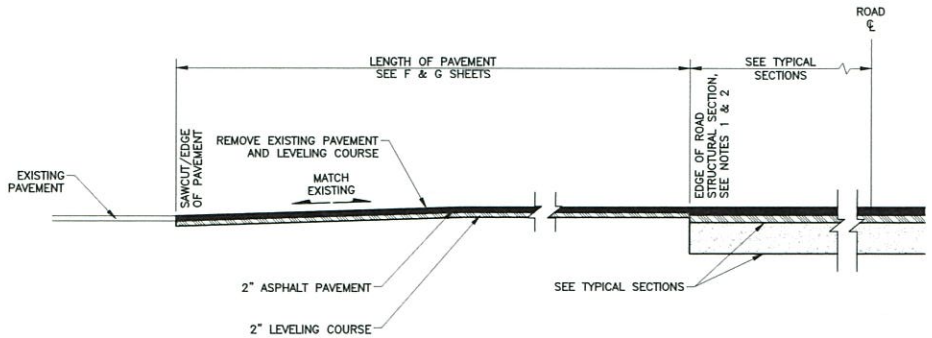


PLAN

APPROACH/DRIVEWAY DETAIL



PROFILE

APPROACH/DRIVEWAY TRANSITION

NOTES:

1. MAINTAIN 2% CROWN ON HEATH STREET FOR 16 FOOT ROAD WIDTH PER TYPICAL SECTIONS AT APPROACH/DRIVEWAY INTERSECTIONS.
2. EXCAVATION AND BACKFILL OF ROADWAY SECTION SHALL END AT THE LIP OF CURB EXTENDED (GRADE BREAK). TRANSITION EXCAVATION/BACKFILL FROM UNDER THE SIDEWALKS ACROSS THE APPROACH/DRIVEWAY.
3. CONSISTENTLY WARP APPROACH/DRIVEWAY PAVEMENT AS NEEDED CONSTRUCT CURB LAYOUT AND EXISTING MATCH LOCATIONS AS SHOWN ON GRADING PLANS.

SHEET NO.	TOTAL SHEETS
E4	E4

ADDENDUM NO.

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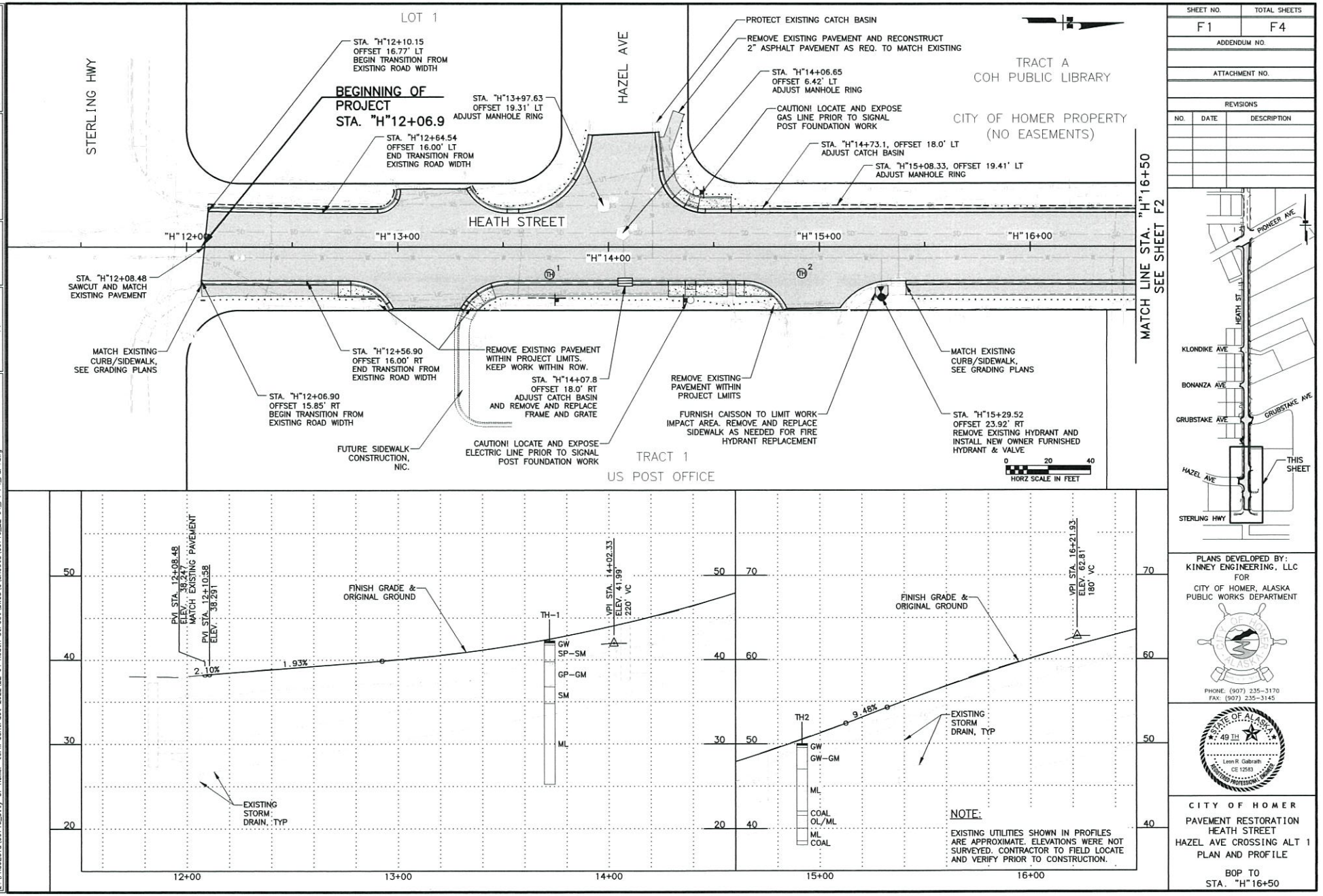

NOTE:

EXISTING UTILITIES SHOWN IN PROFILES ARE APPROXIMATE. ELEVATIONS WERE NOT SURVEYED. CONTRACTOR TO FIELD LOCATE AND VERIFY PRIOR TO CONSTRUCTION.

SHEET NO.	TOTAL SHEETS
F1	F4

ADDENDUM NO.

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CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET
HAZEL AVE CROSSING ALT 1
PLAN AND PROFILE

BOP TO
STA. "H"16+50

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK
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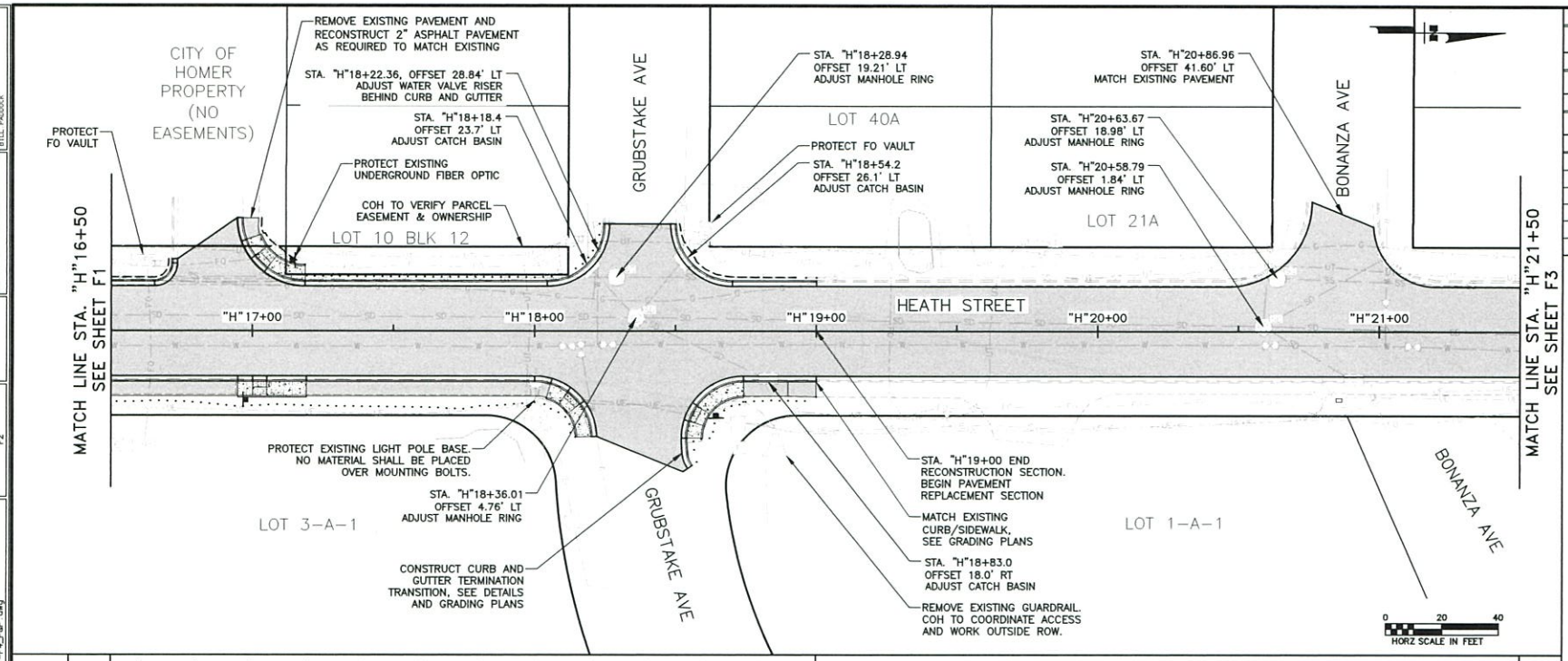

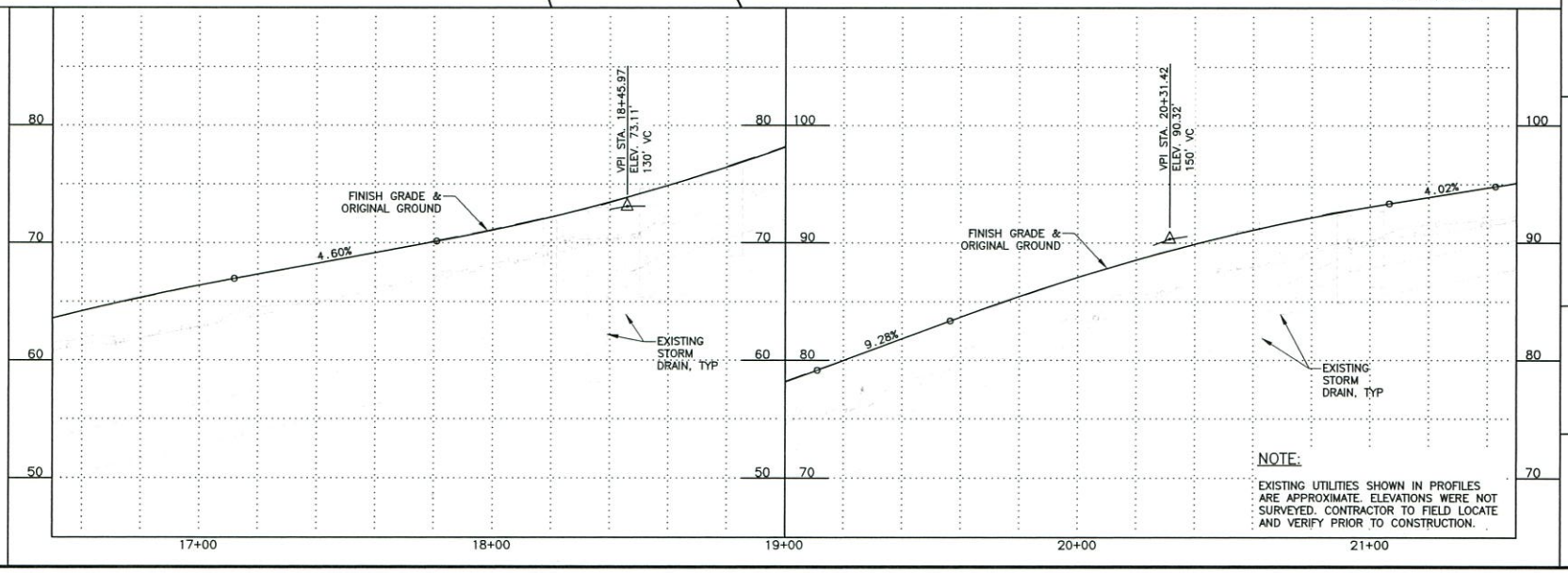

NOTE:

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SHEET NO.	TOTAL SHEETS
F2	F4

ADDENDUM NO.

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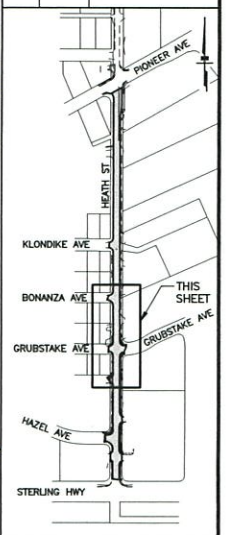
NO.	DATE	DESCRIPTION



PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

PHONE: (907) 235-3170
FAX: (907) 235-3145

STATE OF ALASKA
49TH
Leon R. Galbraith
CE 12583
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

PLAN AND PROFILE

STA. "H"16+50 TO
STA. "H"21+50

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION
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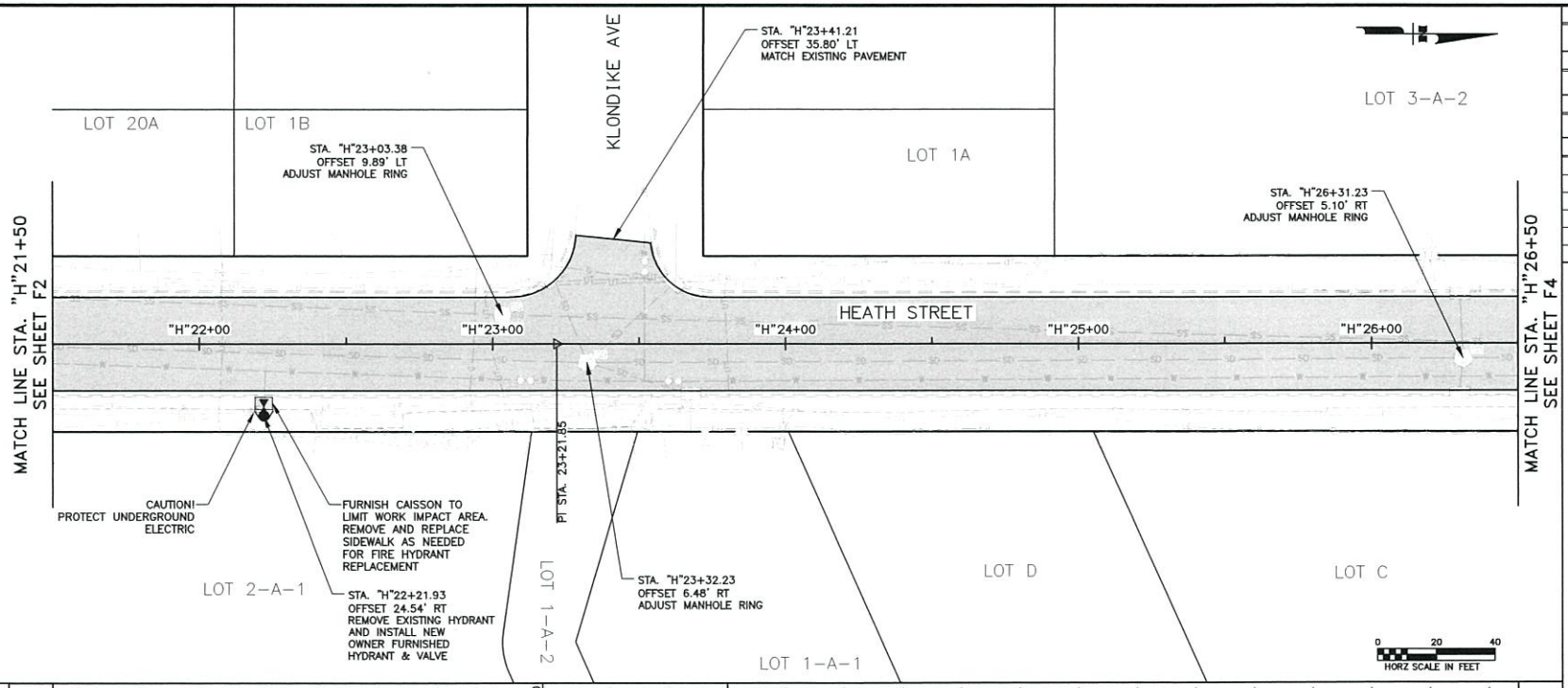
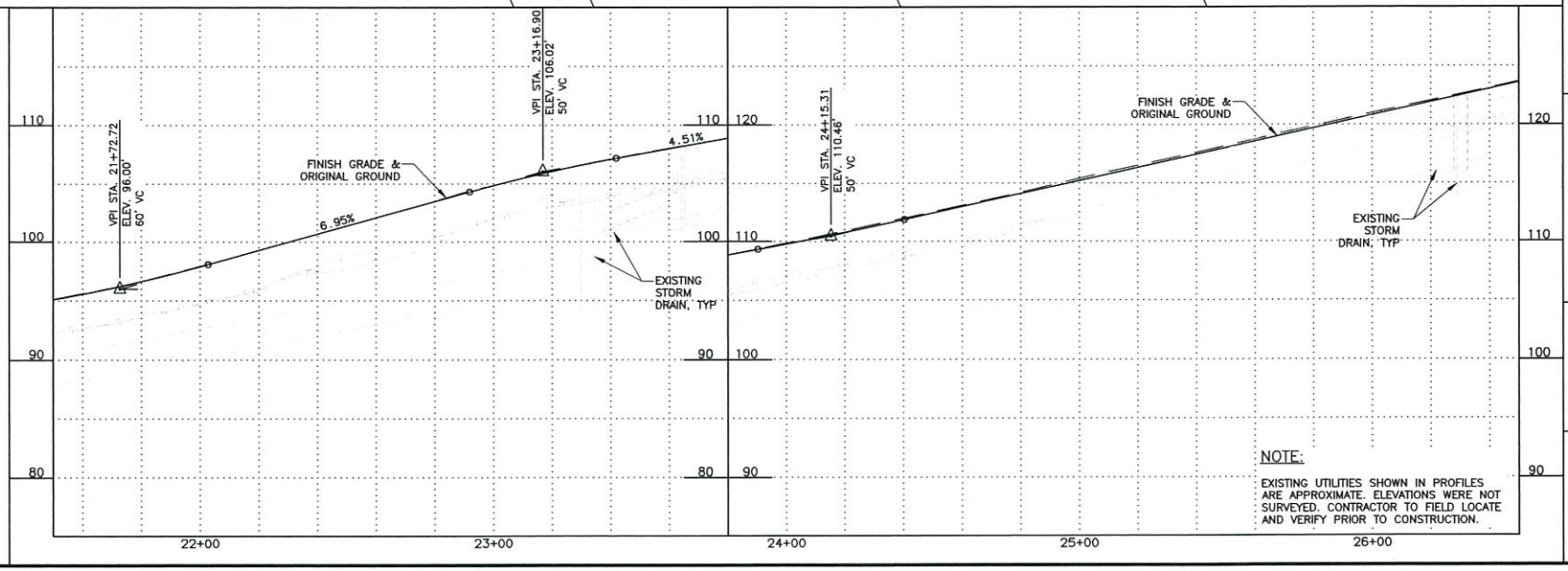




NOTE:

EXISTING UTILITIES SHOWN IN PROFILES ARE APPROXIMATE. ELEVATIONS WERE NOT SURVEYED. CONTRACTOR TO FIELD LOCATE AND VERIFY PRIOR TO CONSTRUCTION.

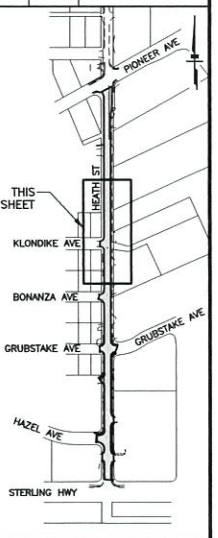
SHEET NO.	TOTAL SHEETS
F3	F4

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION



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CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

PLAN AND PROFILE

STA. "H"21+50 TO
STA. "H"26+50

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION
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SCALE:
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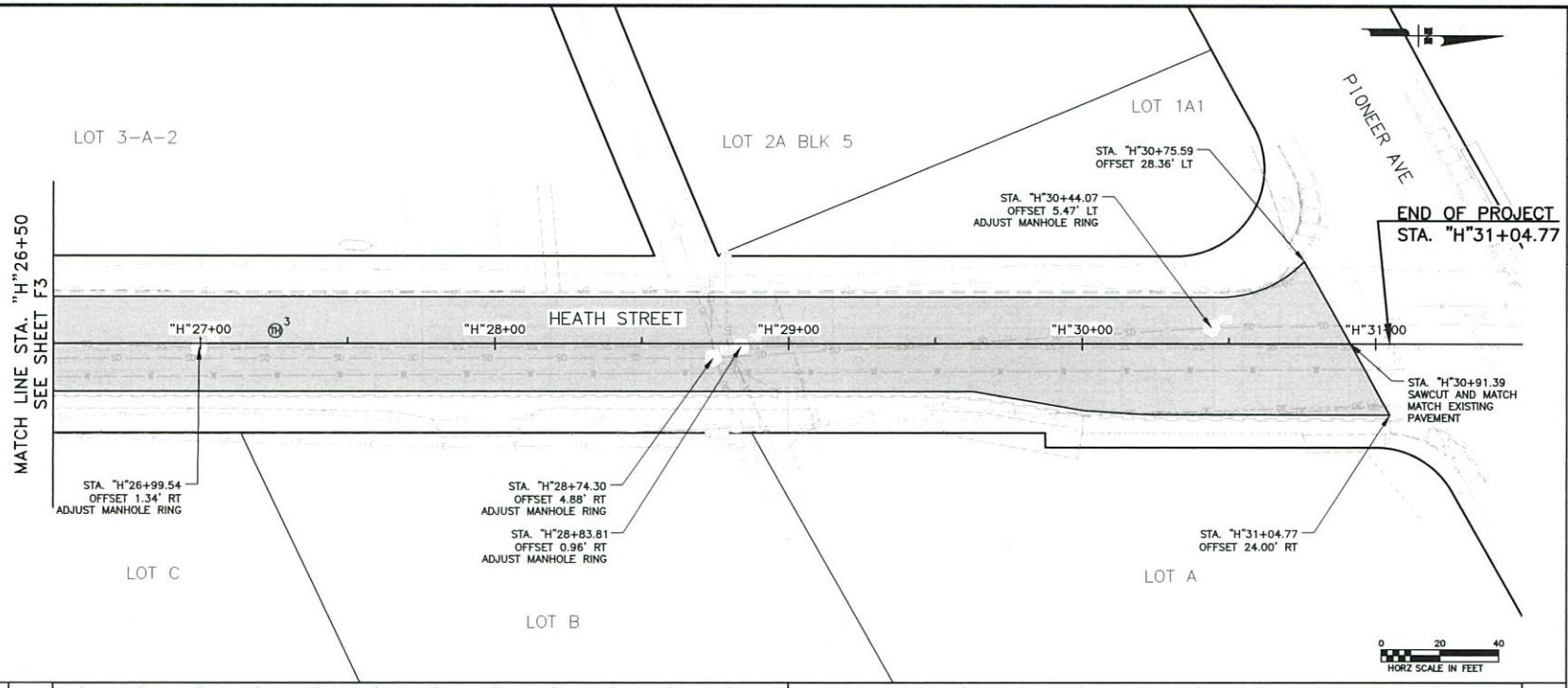

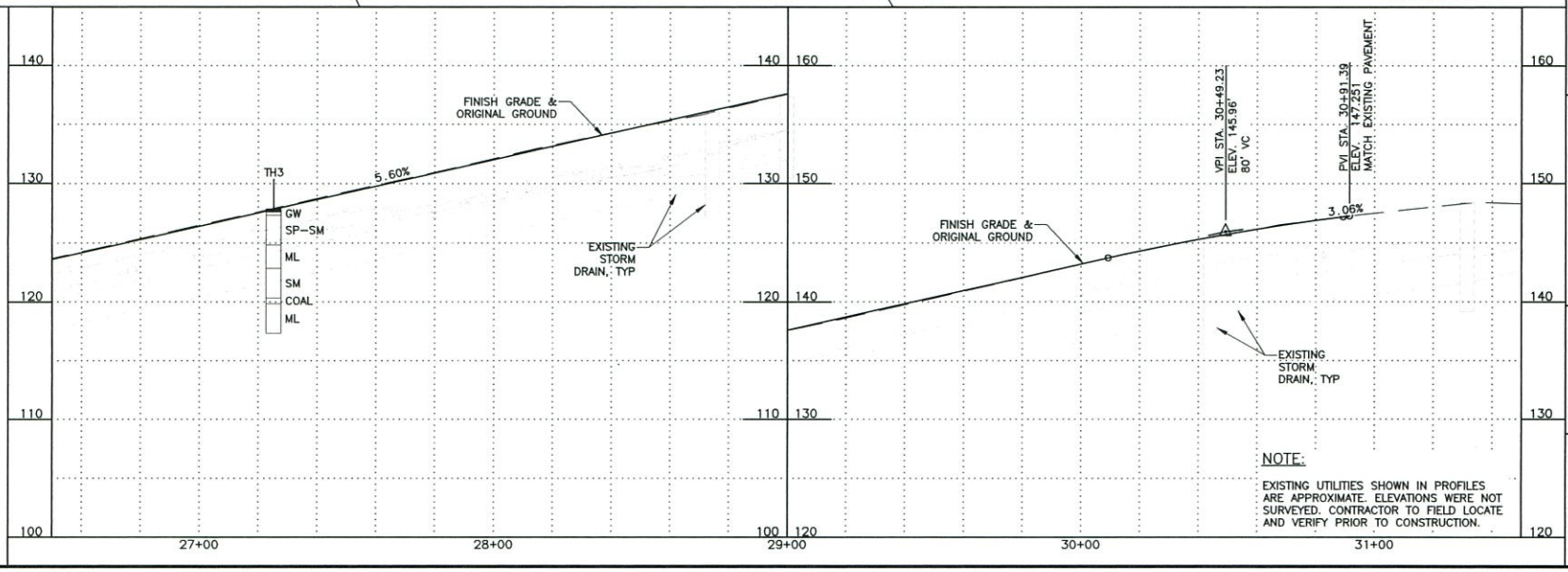

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SHEET NO.	TOTAL SHEETS
F4	F4

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

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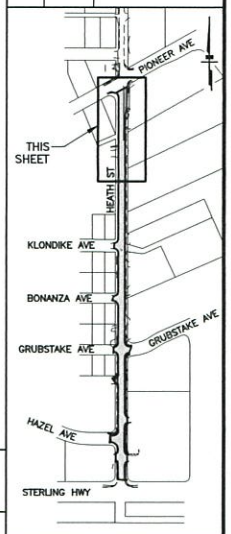

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PAVEMENT RESTORATION
HEATH STREET

PLAN AND PROFILE

STA. "H"26+50 TO EOP

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION
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BILL PADDOCK		F4	

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK
DRAWING LOCATION: Z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_G1-G3_GRADING.dwg
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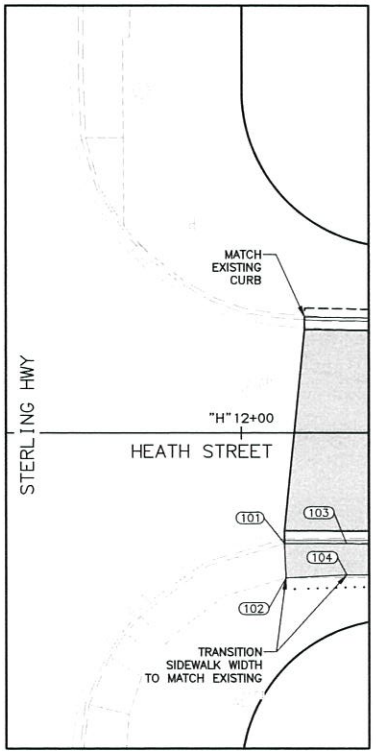
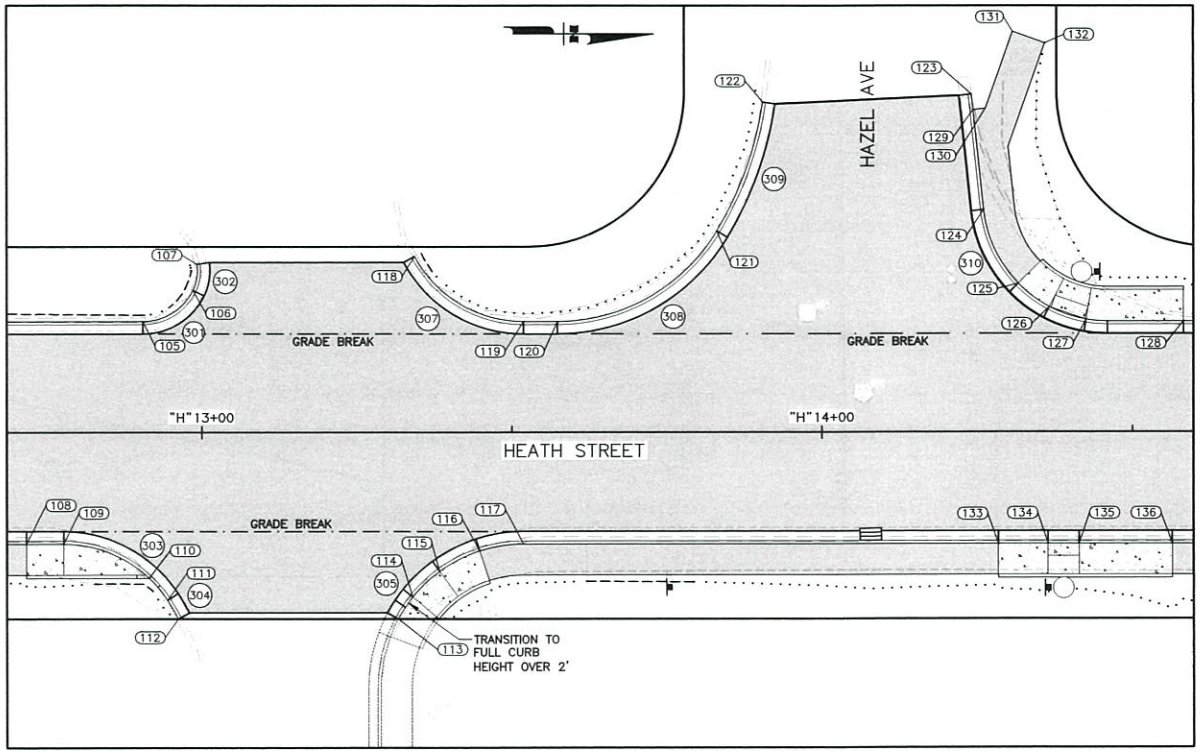




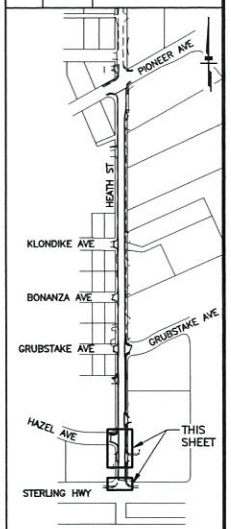
SHEET NO.	TOTAL SHEETS
G1	G3

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION



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CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

GRADING PLANS

GRADING LAYOUT POINT SUMMARY

PNT	STATION	OFFSET	ELEV	REMARKS
101	12+06.89	17.85 RT	38.5±	ME
102	12+07.14	23.39 RT	38.5±	ME
103	12+16.89	17.88 RT	38.53	VPI
104	12+16.93	22.88 RT	38.61	PI

GRADING LAYOUT POINT SUMMARY

PNT	STATION	OFFSET	ELEV	REMARKS
105	12+90.51	18.00 LT	39.95	PC
106	12+98.58	23.00 LT	40.13	PCC
107	12+99.22	27.17 LT	40.4±	ME
108	12+71.71	18.00 RT	39.59	RAMP
109	12+77.71	18.00 RT	39.25	PC, LANDING
110	12+91.49	23.50 RT	39.50	LANDING
111	12+94.45	27.05 RT	40.57	PCC
112	12+96.20	30.00 RT	41.0±	ME
113	13+31.66	30.00 RT	42.0±	ME
114	13+33.97	26.54 RT	41.23	LANDING
115	13+38.34	22.39 RT	41.13	LANDING
116	13+44.79	19.11 RT	41.66	RAMP
117	13+51.86	18.00 RT	41.74	PT
118	13+34.33	28.43 LT	40.9±	ME
119	13+51.89	18.00 LT	41.74	PT
120	13+57.37	18.00 LT	41.97	PC

GRADING LAYOUT POINT SUMMARY

PNT	STATION	OFFSET	ELEV	REMARKS
121	13+83.08	32.53 LT	44.16	PCC
122	13+90.49	53.19 LT	45.7±	ME
123	14+24.12	54.43 LT	45.6±	ME
124	14+26.08	35.90 LT	45.64	PC
125	14+31.67	24.02 LT	45.71	RAMP
126	14+36.66	20.30 LT	45.95	LANDING
127	14+42.55	18.29 LT	46.05	LANDING
128	14+58.22	18.00 LT	47.91	RAMP
129	14+24.38	51.93 LT	45.56	PI
130	14+26.37	52.14 LT	45.60	PI
131	14+30.78	64.45 LT	45.9±	ME
132	14+35.95	62.60 LT	45.8±	ME
133	14+28.38	18.00 RT	45.79	RAMP
134	14+36.38	18.00 RT	46.04	LANDING
135	14+41.38	18.00 RT	46.11	LANDING
136	14+56.38	18.00 RT	47.77	RAMP

RADIUS POINT SUMMARY

PNT	STATION	OFFSET	RADIUS (FT)
301	12+90.51	27.00 LT	9
302	12+92.31	26.11 LT	7
303	12+77.71	38.00 RT	20
304	12+61.81	48.40 RT	39
305	13+51.86	41.00 RT	23
307	13+51.89	38.00 LT	20
308	13+57.37	48.00 LT	30
309	13+35.09	61.41 LT	56
310	14+45.96	38.00 LT	20

NOTES:

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2. ALL RADIUS POINTS ARE TO TOP BACK OF CURB WHEN CURB & GUTTER IS PRESENT OR TO EDGE OF PAVEMENT WHEN CURB & GUTTER IS ABSENT.

0 10 20
HORZ SCALE IN FEET

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION: z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_G1-G3_GRADING.dwg

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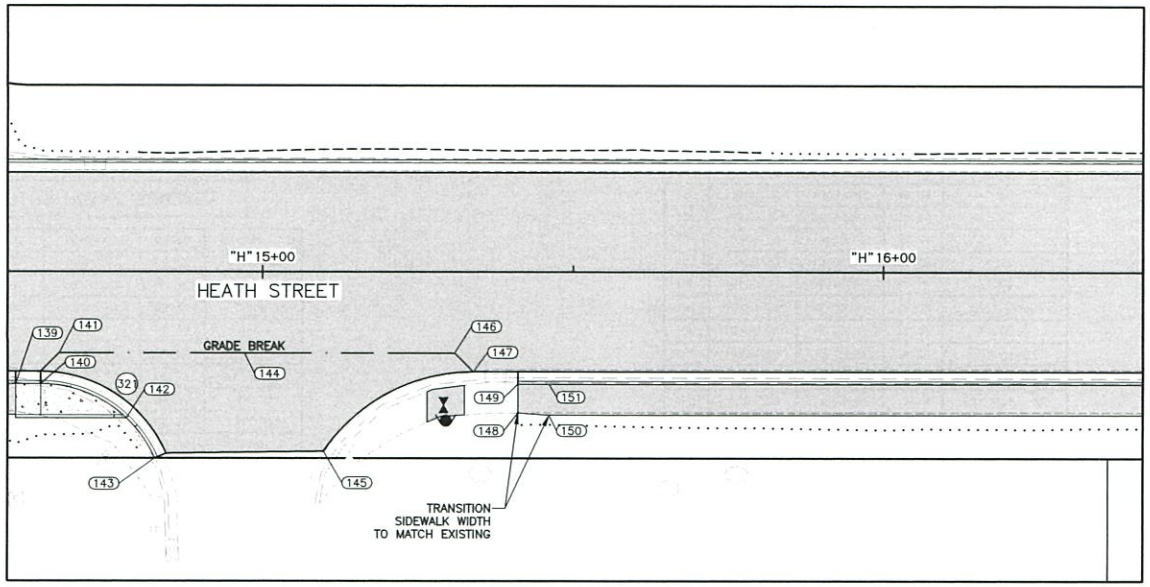

GRADING LAYOUT POINT SUMMARY

PNT	STATION	OFFSET	ELEV	REMARKS
139	14+60.38	18.00 RT	48.07	RAMP
140	14+64.38	18.00 RT	47.93	PC, LANDING
141	14+67.38	13.00 RT	48.24	GB, VPI
142	14+78.16	23.50 RT	48.18	LANDING
143	14+82.71	30.00 RT	49.1±	ME
144	14+97.10	13.00 RT	50.76	GB, VPI
145	15+09.84	28.87 RT	50.4±	PC, EP, ME
146	15+30.95	13.00 RT	53.92	GB, VPI
147	15+33.95	16.00 RT	54.15	PT, EP
148	15+41.13	22.63 RT	55.2±	ME
149	15+41.13	18.00 RT	55.3±	ME
150	15+46.13	23.00 RT	55.79	PI
151	15+46.13	18.00 RT	55.71	VPI

RADIUS POINT SUMMARY

PNT	STATION	OFFSET	RADIUS (FT)
321	14+64.38	38.00 RT	20

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0 10 20
HORZ SCALE IN FEET

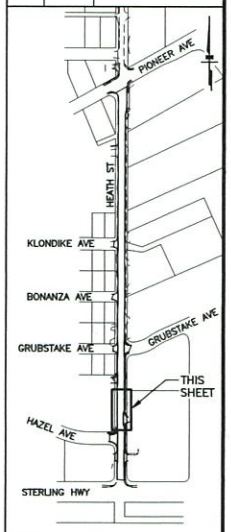
SHEET NO.	TOTAL SHEETS
G2	G3

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION



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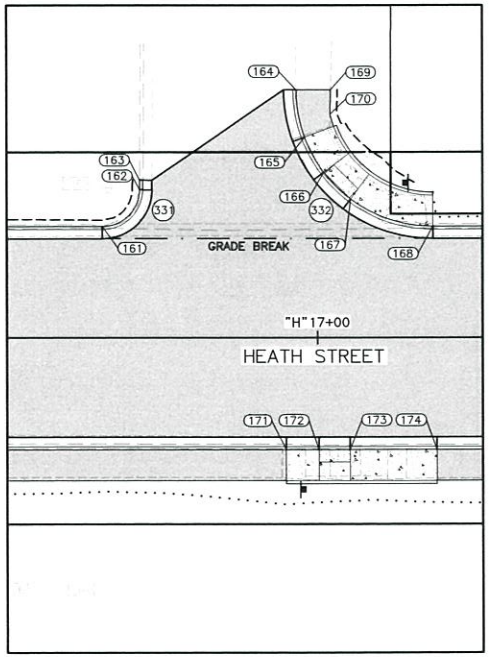
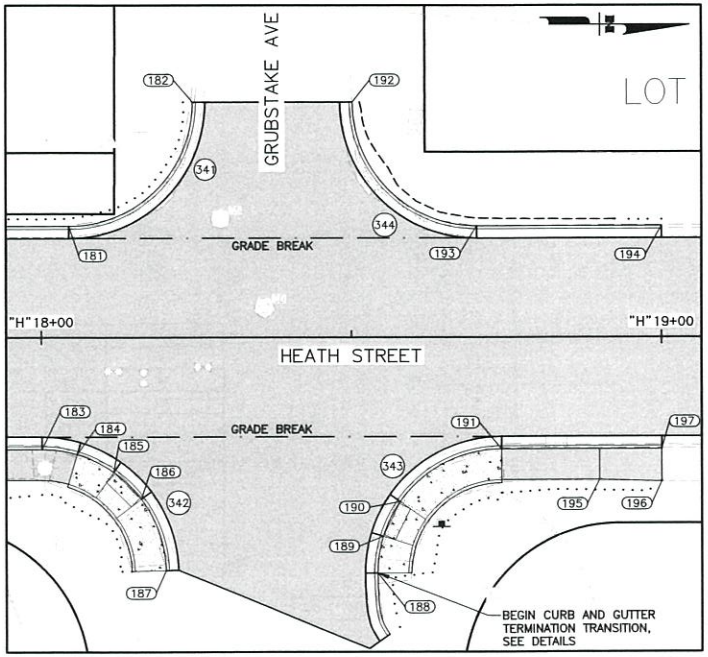
STATE OF ALASKA 49TH
Leon R. Galbraith
CE 12563
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

GRADING PLANS





GRADING LAYOUT POINT SUMMARY				
PNT	STATION	OFFSET	ELEV	REMARKS
161	16+65.38	18.00 LT	64.63	PC
162	16+71.38	23.96 LT	64.94	PT
163	16+71.39	25.50 LT	65.0±	ME
164	16+96.62	40.00 LT	66.1±	PC, ME
165	16+97.97	32.39 LT	66.09	RAMP
166	17+01.06	26.75 LT	65.60	LANDING
167	17+05.36	22.44 LT	65.70	LANDING
168	17+18.62	18.00 LT	67.37	PT, RAMP
169	17+02.19	40.00 LT	66.2±	ME
170	17+02.09	36.03 LT	66.18	PC
171	16+94.93	18.00 RT	66.25	RAMP
172	17+00.21	18.00 RT	66.16	LANDING
173	17+05.21	18.00 RT	66.23	LANDING
174	17+19.21	18.00 RT	67.40	RAMP

RADIUS POINT SUMMARY			
PNT	STATION	OFFSET	RADIUS (FT)
331	16+65.38	24.00 LT	6
332	17+18.62	40.00 LT	22

GRADING LAYOUT POINT SUMMARY				
PNT	STATION	OFFSET	ELEV	REMARKS
181	18+04.46	18.00 LT	71.42	PC
182	18+24.46	38.00 LT	73.7±	ME
183	18+00.09	18.00 RT	71.19	PC
184	18+05.76	18.82 RT	71.76	RAMP
185	18+11.67	21.69 RT	71.97	LANDING
186	18+16.12	26.04 RT	72.07	LANDING
187	18+20.08	37.52 RT	73.2±	PT, RAMP, ME
188	18+54.20	38.00 RT	74.12	PC, RAMP
189	18+55.09	32.11 RT	74.22	LANDING
190	18+57.82	26.52 RT	74.32	LANDING
191	18+74.20	18.00 RT	76.09	PT, RAMP
192	18+50.22	38.00 LT	73.9±	ME
193	18+70.22	18.00 LT	75.78	PT
194	19+00.00	18.00 LT	78.3±	ME
195	18+90.00	23.00 RT	77.50	PI
196	19+00.00	23.27 RT	78.34	ME
197	19+00.00	18.00 RT	78.3±	ME

RADIUS POINT SUMMARY			
PNT	STATION	OFFSET	RADIUS (FT)
341	18+04.46	38.00 LT	20
342	18+00.09	38.00 RT	20
343	18+74.20	38.00 RT	20
344	18+70.22	38.00 LT	20

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0 10 20
HORZ SCALE IN FEET

SHEET NO.	TOTAL SHEETS
G3	G3

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

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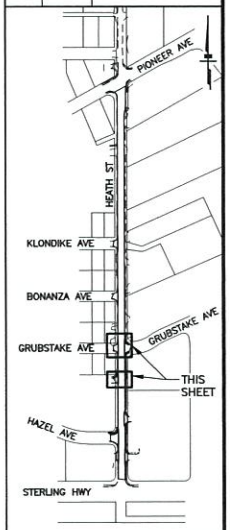

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PAVEMENT RESTORATION
HEATH STREET

GRADING PLANS

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK
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z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_G1-G3_GRADING.dwg
8/30/2023 12:07 PM
LAYOUT G3
SCALE
DRAFTED BY BILL PADDOCK

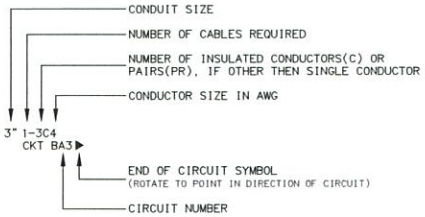
SYMBOL LEGEND

EXISTING	PROPOSED	
	☒	LOAD CENTER
	□	TYPE 1A JUNCTION BOX
	▣	TYPE II JUNCTION BOX
	☼	ELECTROLIER'
	——UE——	LIGHTING OR SIGNAL CONDUIT
	◈	CONDUIT CALLOUT
	①	SIGN POST & NUMBER
		PRIVATE SIGN
	E	ELECTRICAL TRANSFORMER
	(P)	SIGNAL POST
#	#	PEDESTRIAN PUSH BUTTON
		FLASHER CONTROL PANEL
	▬	RECTANGULAR RAPID FLASHING BEACON (RRFB)

PAVEMENT MARKING LEGEND

PROPOSED

	PROJECT CENTERLINE
8"W	8" WHITE SOLID STRIPE
4"W	4" WHITE SOLID STRIPE
4"W SKIP	4" WHITE SKIP STRIPE 10' STRIPES AND 30' SPACES
8"W GUIDE SKIP	8" WHITE LANE GUIDE SKIP LANE CONTINUATION OR TURN SKIP 1' STRIPES AND 3' SPACES
8"Y	8" YELLOW SOLID STRIPE
4"Y	4" YELLOW SOLID STRIPE
4"Y SKIP	4" YELLOW SKIP STRIPE 10' STRIPES AND 30' SPACES
+20	STRIPING CHANGE STATION INTERVAL
24"W (TYP)	2' CROSSWALK OR STOPBAR
10'	LADDER CROSSWALK LAYOUT 2' WIDE RUNGS WITH 2' SPACES ALIGNED TO AVOID TIRE PATHS
12' (2)-4"Y 3" APART; VARIES; 18"Y @ 45°	TYPICAL PAINTED MEDIAN



ABBREVIATIONS

℄ – CENTERLINE	LTG – LIGHTING	PRE CON 2 – PREEMPTION CONTROLLER #
AWG – AMERICAN WIRE GAUGE	NB – NORTH BOUND	RMC – RIGID METAL CONDUIT
EB – EAST BOUND	OMNI – OMNI DIRECTIONAL ANTENNA	SB – SOUTH BOUND
HEAD – VEHICULAR SIGNAL HEAD	P1 – TRAFFIC SIGNAL POLE #	SIG – SERVICE TO CONTROLLER
INTX – INTERSECTION	PE – POLYETHYLENE CONDUIT	TC – TRAFFIC CONTROLLER
INTX L – INTERSECTION LIGHTING	PEC – PHOTOELECTRIC CELL	WB – WEST BOUND
LC – LOAD CENTER	PED B 28 – PEDESTRIAN PUSH BUTTON #	YAGI – DIRECTIONAL ANTENNA
LFNC – LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT	PEDI – PEDESTRIAN SIGNAL HEAD	
	PRE 2 – PREEMPTION #	

NOTES:

FOUNDATIONS NOTES:

1. STATION & C.L. REFERENCE ARE TO THE CENTER OF THE STRUCTURE.
2. JUNCTION BOX LOCATIONS ARE APPROXIMATE. LOCATE J-BOXES SO THAT THEY ARE LOCATED OUT OF THE PATHWAY, SIDEWALK, CURB RAMPS, AND DRAINAGE COLLECTION AREAS, AND ARE ON THE DOWNSTREAM TRAFFIC SIDE OF POLE.
3. INSTALL ANCHOR BOLTS IN CAST FOUNDATIONS TO BE WITHIN 1:40 OF PLUMB.
4. TOPSOIL AND SEED ANY DISTURBED AREAS.

SIGNING & STRIPING NOTES:

1. ALL STATION LOCATIONS FOR SIGN INSTALLATION ARE APPROXIMATE. INSTALL SIGNS AT LOCATIONS AS DIRECTED BY THE ENGINEER.
2. FOR PERFORATED STEEL TUBE SIGNPOSTS, INSTALL THE CONCRETE FOUNDATION OPTION SHOWN. TRIM EACH PT POST TO LIMIT THE LENGTH INSERTED INTO THE FOUNDATION TO 12 INCHES.
3. SELECTIVE AND HAND CLEARING SHALL BE PERFORMED AT THE DISCRETION OF THE ENGINEER, UPSTREAM OF ALL SIGN INSTALLATION LOCATIONS TO ACHIEVE MINIMUM SIGN VISIBILITY REQUIREMENTS. IF NOT INCLUDED AS A SEPARATE ITEM, THIS WORK SHALL BE SUBSIDIARY TO THE SIGN INSTALLATION ITEMS AND WORK.
4. DIMENSIONS REFER TO THE CENTER OF STRIPE AND THE EDGE OF PAVEMENT.
5. IF THE NEW AND EXISTING PAVEMENT MARKINGS ARE NOT ALIGNED AT MATCH LINE, TRANSITION BETWEEN THE TWO USING A 100:1 TAPER ON THE NEW PAVEMENT.
6. WHERE NEW STRIPING IS TO EXTEND BEYOND PAVING LIMITS, REMOVE EXISTING STRIPING, TO THE EXTENT OF STRIPING LIMITS.
7. USE THE FOLLOWING DEFINITIONS TO DECIPHER THE ABBREVIATED SIGN POST TYPES IN THE SIGN SUMMARY SHEETS.
   A. PT MEANS A PERFORATED STEEL TUBE.
   B. T MEANS A SQUARE STEEL TUBE.
   C. P MEANS A ROUND STEEL PIPE.
8. FABRICATE ALL SIGNS FROM 0.125" THICK ALUMINUM SHEETING, UNLESS STATED ELSEWHERE.
9. FOR SIGNS SUPPORTED BY MULTIPLE POSTS, FABRICATE THE POSTS WITH THEIR TOPS LEVEL WITH ONE ANOTHER.

CALL BEFORE YOU DIG!

CONTRACTOR SHALL CALL A MINIMUM OF 3 DAYS IN ADVANCE OF CONSTRUCTION

ALASKA DIGLINE....907-278-3121 OR 800-478-3121

CALL OR GO TO WWW.AKONECALL.COM/STATEWIDE.HTM FOR MEMBER LIST OF WHO WILL BE NOTIFIED

SHEET NO.	TOTAL SHEETS
H1	H8

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

PHONE: (907) 235-3170
FAX: (907) 235-3145

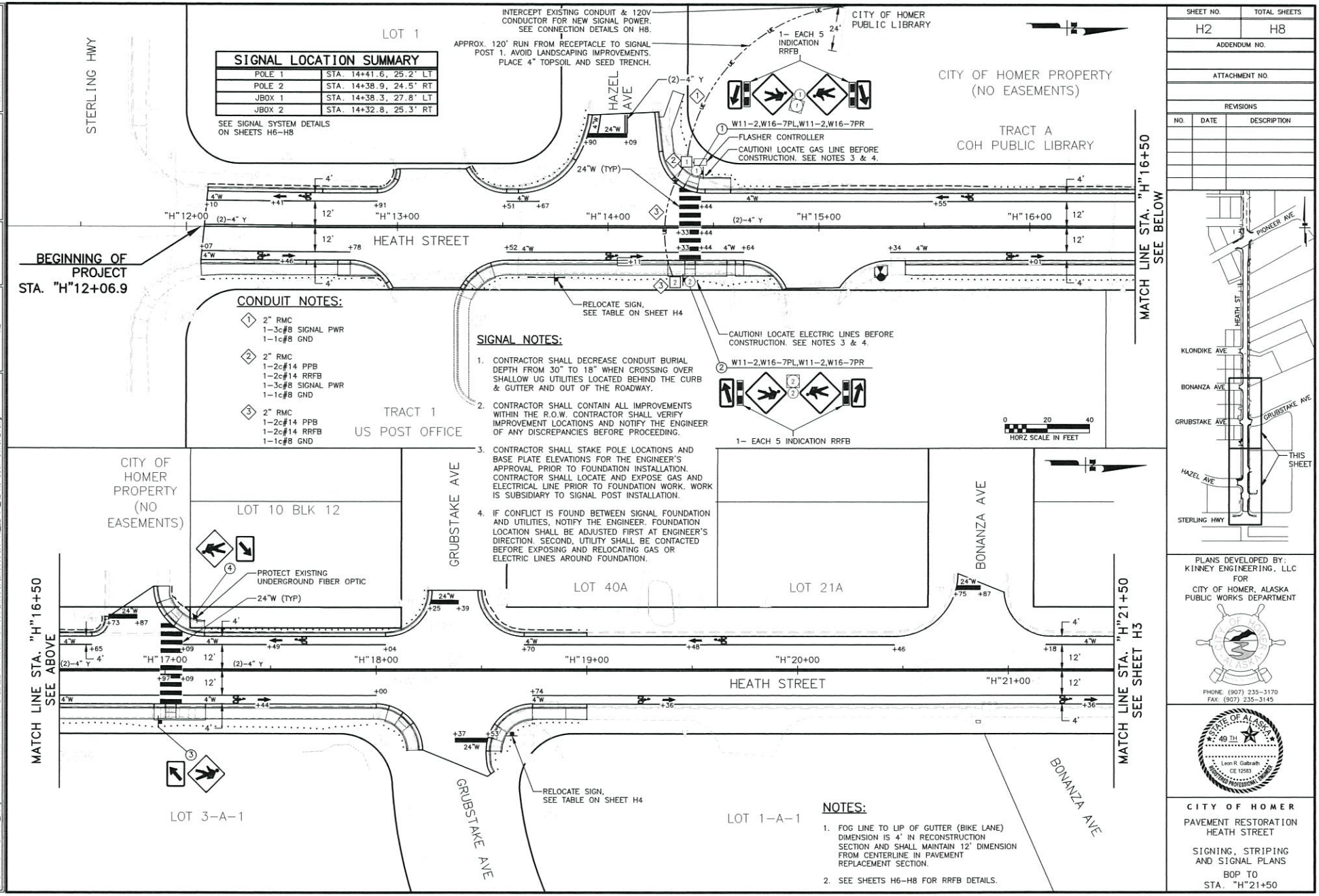
STATE OF ALASKA 49TH
Leon R. Galbraith
CE 12563
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

TRAFFIC LEGEND AND NOTES

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD., SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK
DRAWING LOCATION: Z:\PROJECTS\00710_City of Homer Term Contract 2022\22-04 Heath Street\DWGS\C\Sheets\00710_22-04_H1_TRAF LGND.dwg 8/30/2023 2:30 PM
LAYOUT: H1 SCALE
DRAFTED BY: BILL PADDOCK



SHEET NO.	TOTAL SHEETS
H2	H8

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

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STATE OF ALASKA 49TH
Leon R. Galbraith
CE 12583
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CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

SIGNING, STRIPING AND SIGNAL PLANS

BOP TO STA. "H"21+50

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION
Z:\PROJECTS\00710_City of Homer Term Contract 2022\22-04 Heath Street\DWGS\C\Sheets\00710_22-04_H2-H3 SIGN STRIPE.dwg

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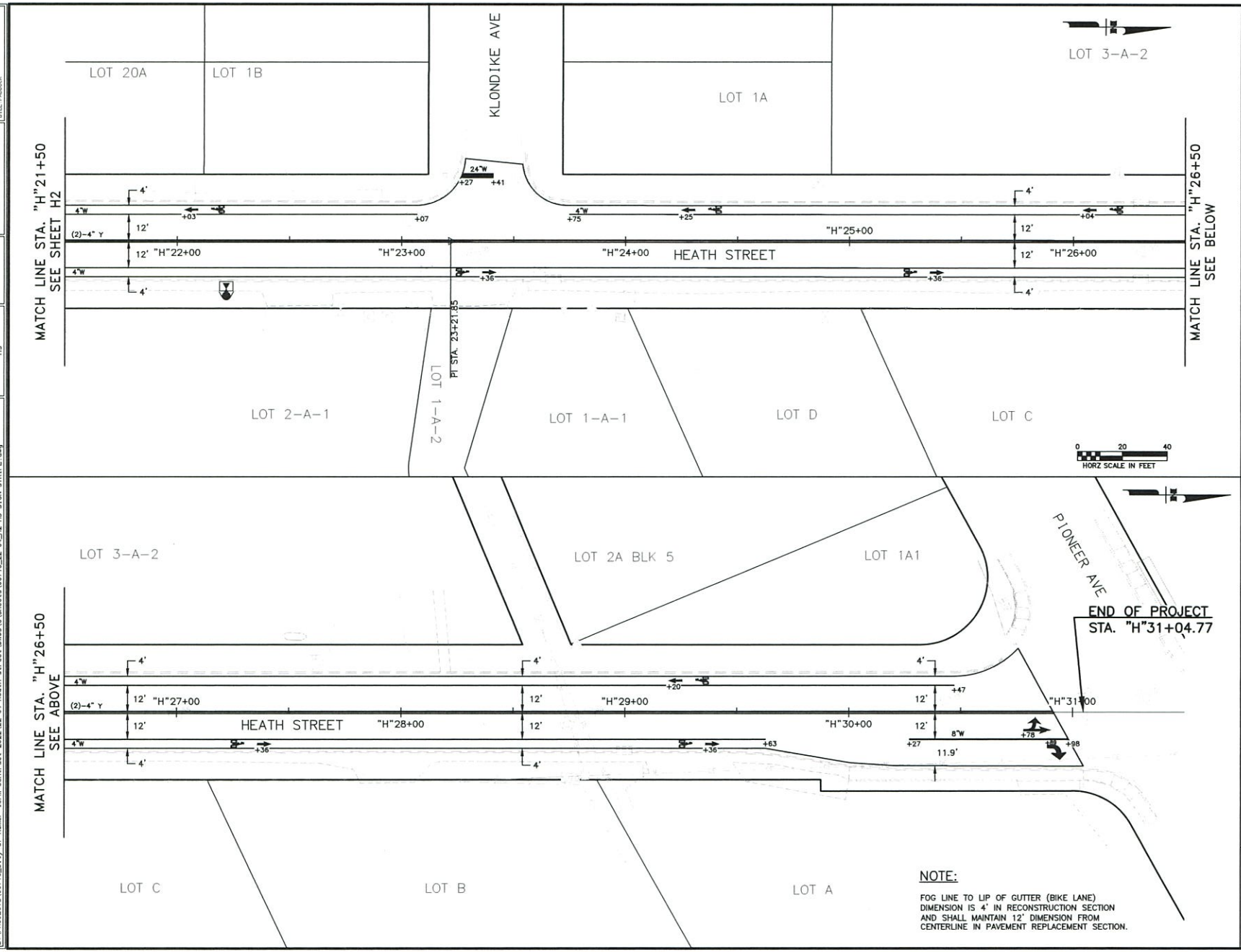
BILL PADDOCK		H2	



NOTE:

FOG LINE TO LIP OF GUTTER (BIKE LANE) DIMENSION IS 4' IN RECONSTRUCTION SECTION AND SHALL MAINTAIN 12' DIMENSION FROM CENTERLINE IN PAVEMENT REPLACEMENT SECTION.

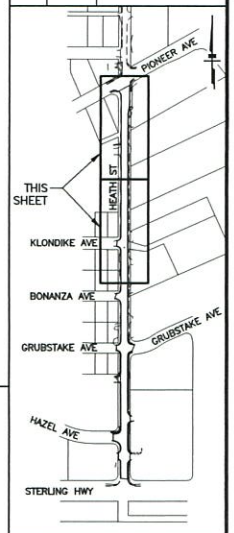
SHEET NO.	TOTAL SHEETS
H3	H8

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION



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49 TH
Leon R. Galbraith
CE 12583
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CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

SIGNING, STRIPING AND SIGNAL PLANS

STA. "H"21+50 TO EOP

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION		LAYOUT	SCALE	DRAFTED BY:
z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\CS\Sheets\00710_22-04_H2-H3 SIGN STRIPE.dwg	9/1/2023 7:56 AM	H3		BILL PADDOCK

SIGN SUMMARY

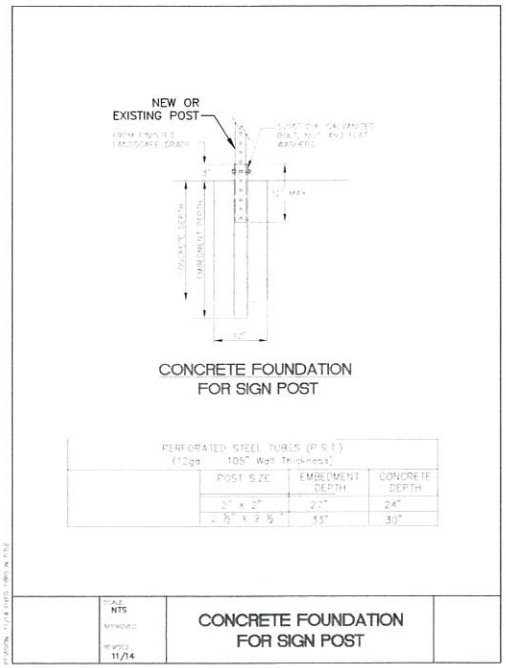
SHEET NO.	SIGN NO.	LOCATION		TYPE	LEGEND	SIZE (FT)		AREA SQ FT	SIGN FACES	POSTS	THICKNESS (in)		REMARKS
		STATION	OFFSET			WIDTH	HEIGHT			NO., SIZE, & TYPE	FRAMED YES	FRAMED NO	
H2	1	14+42	LT	W11-2	PEDESTRIAN CROSSING	2.00	2.00	4.00	S	N/A	0.125		MOUNT ON PEDESTRIAN SIGNAL POST. SEE FRAMING/MOUNTING DETAILS ON H7.
				W16-7PR	(ARROW)	2.00	1.00	2.00	S		0.125		
				W11-2	PEDESTRIAN CROSSING	2.00	2.00	4.00	N	N/A	0.125		MOUNT ON PEDESTRIAN SIGNAL POST. SEE FRAMING/MOUNTING DETAILS ON H7.
				W16-7PL	(ARROW)	2.00	1.00	2.00	N		0.125		
H2	2	14+39	RT	W11-2	PEDESTRIAN CROSSING	2.00	2.00	4.00	N	N/A	0.125		MOUNT ON PEDESTRIAN SIGNAL POST. SEE FRAMING/MOUNTING DETAILS ON H7.
				W16-7PR	(ARROW)	2.00	1.00	2.00	N		0.125		
				W11-2	PEDESTRIAN CROSSING	2.00	2.00	4.00	S	N/A	0.125		MOUNT ON PEDESTRIAN SIGNAL POST. SEE FRAMING/MOUNTING DETAILS ON H7.
				W16-7PL	(ARROW)	2.00	1.00	2.00	S		0.125		
H2	3	16+97	RT	W11-2	PEDESTRIAN CROSSING	2.00	2.00	4.00	S	1- 2.5" PT		0.125	
				W16-7PL	(ARROW)	2.00	1.00	2.00	S			0.125	
H2	4	17+14	LT	W11-2	PEDESTRIAN CROSSING	2.00	2.00	4.00	N	1- 2.5" PT		0.125	
				W16-7PL	(ARROW)	2.00	1.00	2.00	N			0.125	
					TOTAL SIGN AREA:			36.00 SF					

REMOVE AND RELOCATE SIGNS SUMMARY

SHEET NO.	LOCATION				TYPE	LEGEND	REMARKS
	EXISTING		RELOCATED				
	STATION	OFFSET	STATION	OFFSET			
H2	13+75.37	23.40' RT	13+75.38	25' RT	R2-1	SPEED LIMIT 25	EXISTING 2.5" X 2.5" P.S.T.
H2	13+76.80	38.35' LT	13+76.80	38.35' LT	D3-1	HEATH ST	EXISTING 2" X 2" P.S.T. RELOCATE IN PLACE
					D3-1	HAZEL AVE	
					R1-1	STOP	
H2	16+66.43	23.88' LT	16+66.43	23.88' LT	R1-1	STOP	EXISTING 2" X 2" P.S.T. RELOCATE IN PLACE
H2	18+16.33	32.82' LT	18+16.33	32.82' LT	D3-1	HEATH ST	EXISTING 2.5" X 2.5" P.S.T. RELOCATE IN PLACE
					D3-1	GRUBSTAKE AVE	
					R1-1	STOP	
H2	18+64.12	29.82' RT	18+64.49	30.12' RT	D3-1	HEATH ST	EXISTING 2.5" X 2.5" P.S.T.
					D3-1	GRUBSTAKE AVE	
					R1-1	STOP	

NOTES:

1. REMOVE EXISTING SIGN POST FOUNDATION IF PRESENT AND CONSTRUCT NEW SIGN POST FOUNDATION. SEE DETAIL THIS SHEET. WORK AND MATERIALS SUBSIDIARY TO REMOVE AND RELOCATE SIGNS PAY ITEM.



PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION: Z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_H4_SIGN SUM.dwg 9/1/2023 7:47 AM

DRAFTED BY: BILL PADDOCK | SCALE | LAYOUT: H4

SHEET NO.	TOTAL SHEETS
H4	H8

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
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FOR
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PUBLIC WORKS DEPARTMENT

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STATE OF ALASKA 49TH
Leon R. Galbraith
CE 12583
REGISTERED PROFESSIONAL ENGINEER

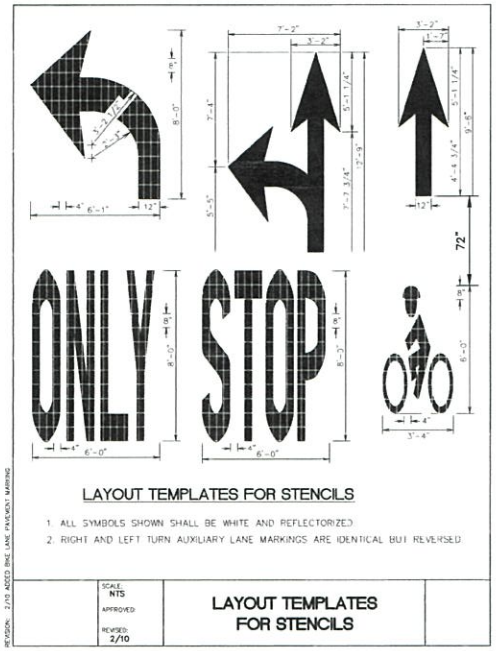
CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

SIGN SUMMARY

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION: Z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\CSPsheets\00710_22-04_HS-H8_SIGN DETAILS.dwg | 9/1/2023 7:50 AM | LAYOUT: H5 | SCALE | DRAFTED BY: BILL PADDOCK

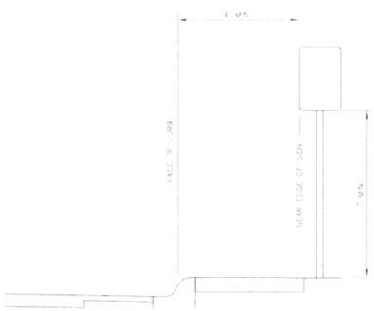


LAYOUT TEMPLATES FOR STENCILS

1. ALL SYMBOLS SHOWN SHALL BE WHITE AND REFLECTORIZED.
2. RIGHT AND LEFT TURN AUXILIARY LANE MARKINGS ARE IDENTICAL BUT REVERSED.

REVISION: 2/10 ADDED BIKE LANE PAVEMENT MARKING

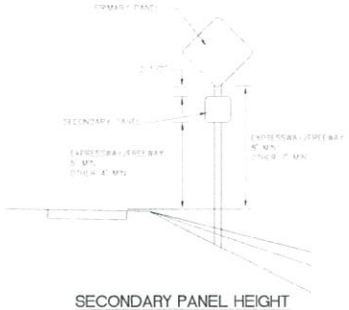
SCALE: NTS	APPROVED:	REVISED: 2/10	LAYOUT TEMPLATES FOR STENCILS



CURB WITH ATTACHED SIDEWALK

NOTE:
1. SIGN FACE SHALL BE PLACED OUTSIDE SIDEWALK EXCEPT WHEN ROW LIMITATIONS EXIST, FOR EXAMPLE IN THE CENTRAL BUSINESS DISTRICT OR OTHER SIMILAR DISTRICTS.

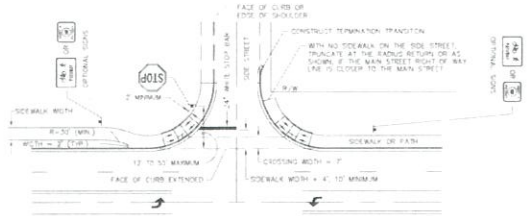
SCALE: NTS	APPROVED:	REVISED: 10/08	POST MOUNTED SIGN CURB WITH SIDEWALK WITHOUT PARKWAY



SECONDARY PANEL HEIGHT
ALL TWO PANEL MOUNTING

SIGN POSITIONING

SCALE: NTS	APPROVED:	REVISED: 10/08	POST MOUNTED SIGN SECONDARY PANEL HEIGHT AND SIGN POSITIONING



TYPICAL CURBED RETURN WITH SIDEWALK

NOTES:
1. WHEN SIDEWALKS ARE SEPARATED FROM THE BACK OF CURB, JOIN THE TWO AS SHOWN USING A REVERSE CURVE WITH A MINIMUM RADIUS OF 30'.
2. BREAK THE MAIN STREET CENTERLINE MARKINGS AT SIDE STREET INTERSECTIONS ONLY WHEN LEFT TURN LANES ARE PROVIDED. OTHERWISE, INSTALL THEM CONTINUOUSLY THROUGH THE INTERSECTION.
3. LOCATE STOP SIGNS SO THEY ARE:
   A. VISIBLE TO APPROACHING TRAFFIC AND
   B. AS NEAR TO THE STOP BAR AS PRACTICABLE.

8/09	NTS	TYPICAL CURB RETURN WITH SIDEWALK

SHEET NO.	TOTAL SHEETS
H5	H8

ADDENDUM NO.

ATTACHMENT NO.

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FOR
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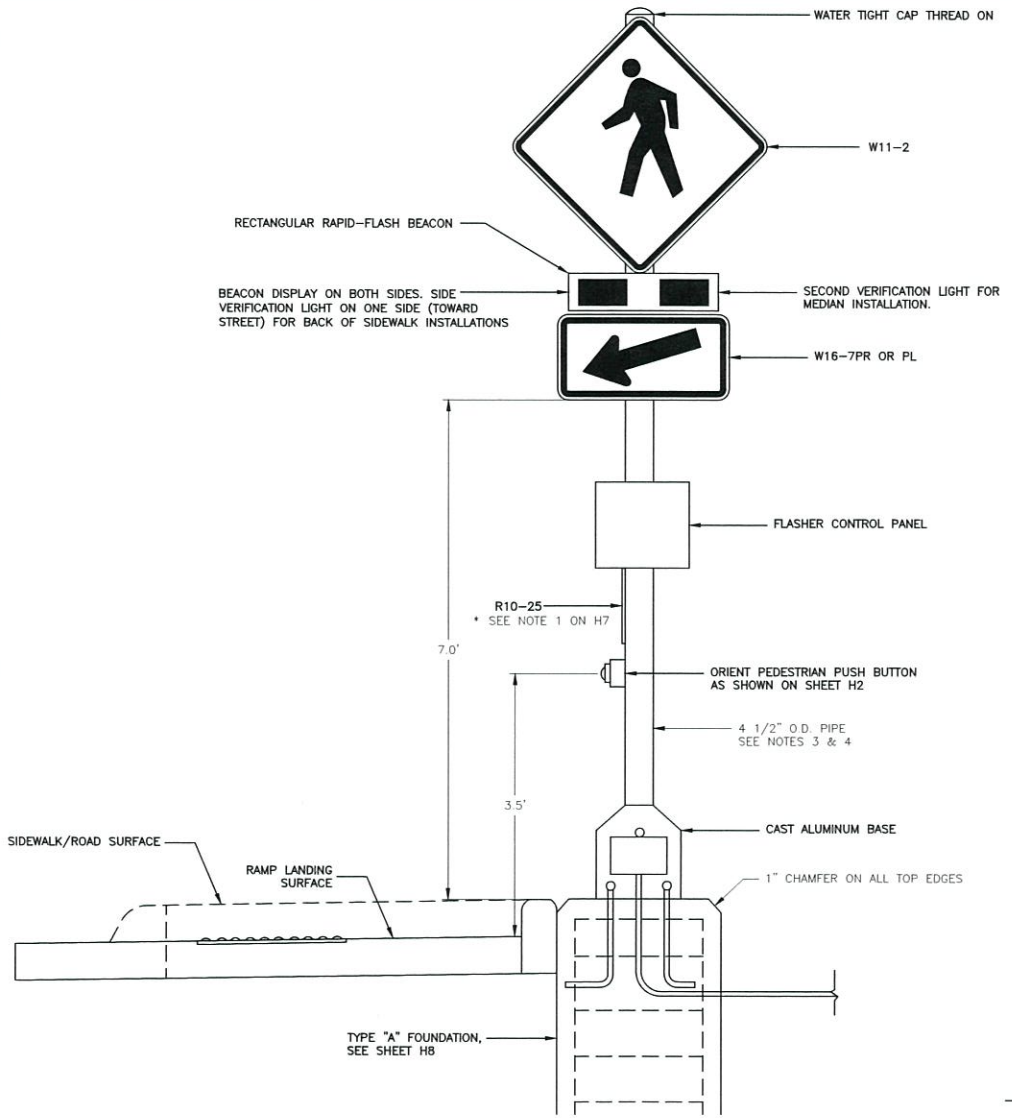
STATE OF ALASKA 49TH
Leon R. Galbraith
CE 12583
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

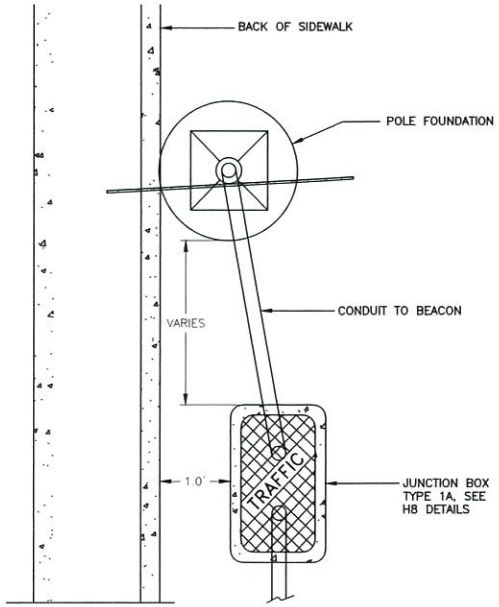
PAVEMENT RESTORATION
HEATH STREET

SIGNING AND
STRIPING DETAILS



GENERAL NOTES:

1. LOCATE J-BOXES 1' FROM BACK OF EDGE OF PAVEMENT OR SIDEWALK.
2. WHEN CONDUIT RUNS ARE PARALLEL TO THE ROADWAY, INSTALL THEM 1' FROM THE BACK OF EDGE OF PAVEMENT.
3. USE SCHEDULE 40 STEEL PIPE THAT CONFORMS TO ASTM A 53 GRADE B.
4. FURNISH ALL FLASHER POSTS HOT-DIP GALVANIZED ACCORDING TO ASTM A123.
5. SET THE END OF THE 2" RMC 2" ABOVE THE TOP OF THE FOUNDATION.
6. USE IRREVERSIBLE COMPRESSION CONNECTOR OR CADWELD TO BOND GROUNDING CONDUCTOR TO REINFORCEMENT CAGE. FASTEN #8 AWG GROUND WIRE TO OUTSIDE OF RMC WITH ELECTRICAL TAPE. SEE SPECIFICATIONS FOR BONDING AND GROUNDING REQUIREMENTS.
7. DRILL AND TAP THE POLE FOR ALL MOUNTING HOLES FOR SIGN AND PEDESTRIAN PUSH BUTTON HOUSING. REMOVE BURRS AFTER DRILLING. TREAT BARE STEEL SURFACES IN ACCORDANCE WITH AASHTO M36.
8. APPLY ANTI-SEIZE COMPOUND TO CAP SCREWS TAPPED DIRECTLY INTO POLE.
9. SEE SHEET H7 FOR MOUNTING AND BRACING AS REQUIRED FOR SIGNAGE.
10. SET FLASHING DURATION TO 25 SECONDS. FINAL TIMING TO BE ESTABLISHED IN THE FIELD BY THE ENGINEER.



JUNCTION BOX PLAN VIEW DETAIL

SHEET NO.	TOTAL SHEETS
H6	H8

ADDENDUM NO.

ATTACHMENT NO.

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PAVEMENT RESTORATION
HEATH STREET

RECTANGULAR RAPID FLASHING BEACON DETAILS

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION
Z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_H5-H8_SIGN DETAILS.dwg

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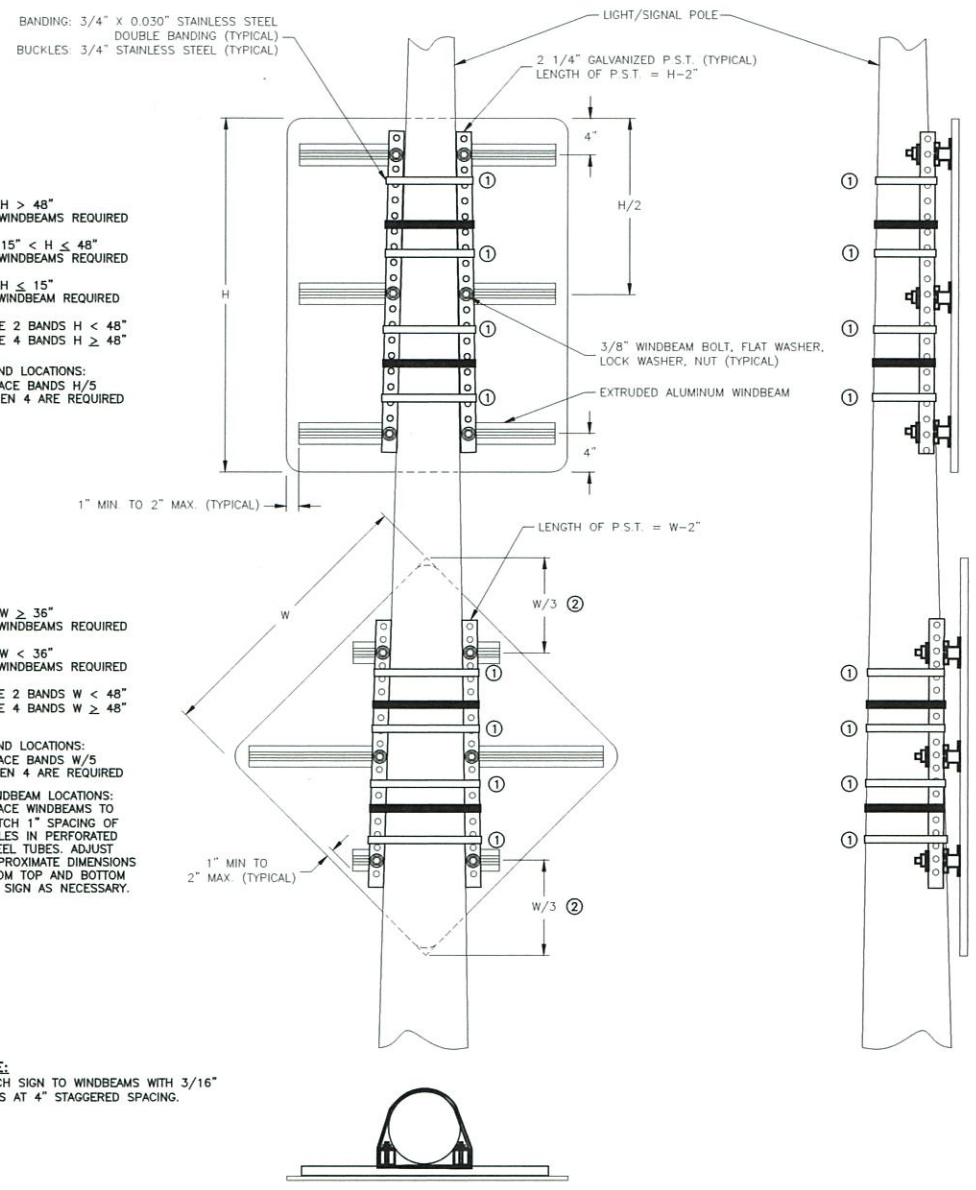
LAYOUT H6

SCALE

DRAFTED BY BILL PADDOCK

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK
DRAWING LOCATION z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_HS-HB_SIGN DETAILS.dwg
SCALE
LAYOUT H7
9/1/2023 7:50 AM
DRAFTED BY: BILL PADDOCK

LIGHT/SIGNAL POLE SIGN FRAMING & MOUNTING DETAILS



IF H > 48"
3 WINDBEAMS REQUIRED

IF 15" < H ≤ 48"
2 WINDBEAMS REQUIRED

IF H ≤ 15"
1 WINDBEAM REQUIRED

USE 2 BANDS H < 48"
USE 4 BANDS H ≥ 48"

① BAND LOCATIONS:
SPACE BANDS H/5
WHEN 4 ARE REQUIRED

IF W ≥ 36"
3 WINDBEAMS REQUIRED

IF W < 36"
2 WINDBEAMS REQUIRED

USE 2 BANDS W < 48"
USE 4 BANDS W ≥ 48"

① BAND LOCATIONS:
SPACE BANDS W/5
WHEN 4 ARE REQUIRED

② WINDBEAM LOCATIONS:
SPACE WINDBEAMS TO MATCH 1" SPACING OF HOLES IN PERFORATED STEEL TUBES. ADJUST APPROXIMATE DIMENSIONS FROM TOP AND BOTTOM OF SIGN AS NECESSARY.

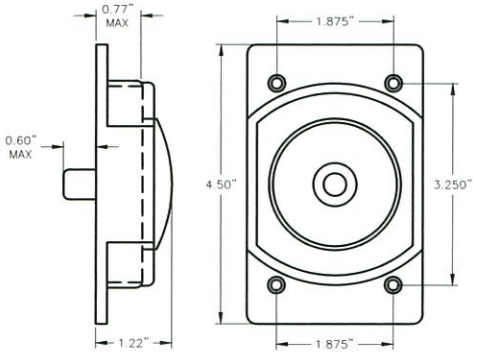
NOTE:
ATTACH SIGN TO WINDBEAMS WITH 3/16" RIVETS AT 4" STAGGERED SPACING.

PEDESTRIAN DETECTION SCHEDULE

POLE	PUSH BUTTON	PHASE	REMARKS
1	1	*	SEE NOTE 1
2	2	*	SEE NOTE 1

PEDESTRIAN DETECTION NOTES:

1. INSTALL AN R10-25 SIGN WITH PEDESTRIAN PUSH BUTTON. SIGN SHALL NOT BE MEASURED FOR PAYMENT AND IS SUBSIDIARY TO RRFB PAY ITEM.
2. INSTALL PUSH BUTTONS FACING EDGE OF PAVEMENT FOR POSTS MOUNTED ADJACENT THE ROADWAY.



PEDESTRIAN PUSH BUTTON DETAIL

SHEET NO.	TOTAL SHEETS
H7	H8

ADDENDUM NO.

ATTACHMENT NO.

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PAVEMENT RESTORATION
HEATH STREET

SIGNAL DETAILS

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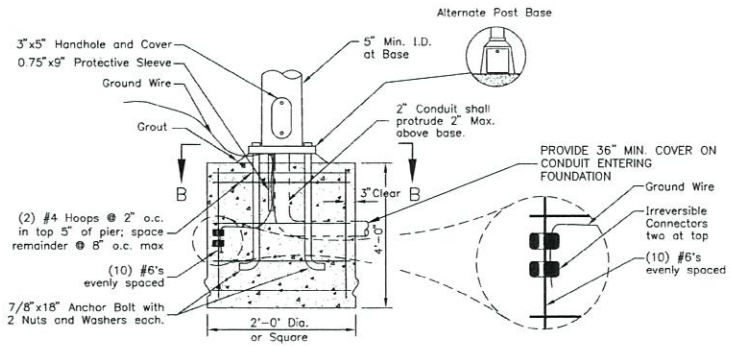
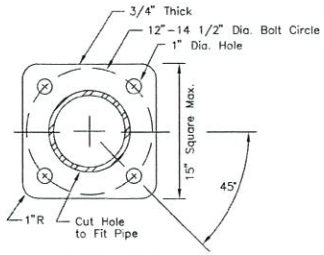
DRAWING LOCATION Z:\PROJECTS\00710_City of Homer Term Contract 2022\22-04 Heath Street\DWGS\C\Sheets\00710_22-04_H5-H8_SIGN DETAILS.dwg 9/1/2023 7:50 AM
DRAFTED BY: BILL PADDOCK
LAYOUT: H8
SCALE:





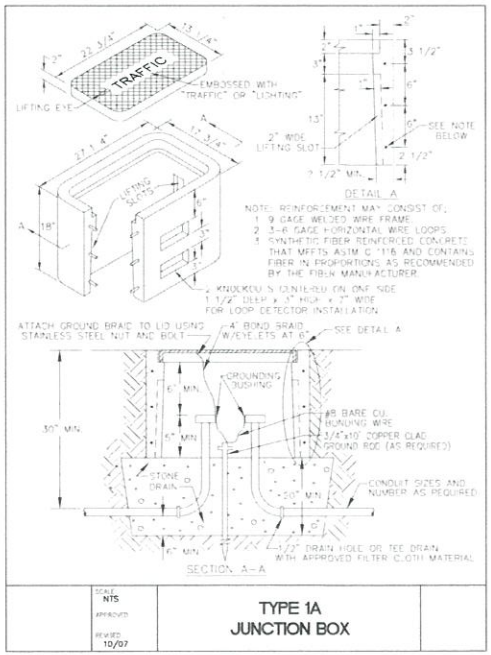
SECTION B-B

SIGNAL BASE POST TYPE "A" FOUNDATION

(NOT TO SCALE)

GENERAL NOTES:

1. INSTALL GROUND ROD WHEN CONTINUOUS ELECTRICALLY SECURE SYSTEM IS NOT PROVIDED BETWEEN CONTROLLER AND SERVICE GROUND.
2. ANCHOR BOLTS, NUTS AND WASHERS SHALL BE HIGH STRENGTH STEEL AND SHALL CONFORM TO A.S.T.M. A-325. GALVANIZING OF SAME SHALL CONFORM TO A.S.T.M. A-153.
3. ANCHOR BOLTS MAY BE FIELD CUT AND BENT.
4. DAMAGE TO GALVANIZED SURFACES AS A RESULT OF FIELD DRILLING AND OR CUTTING SHALL BE REPAIRED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS TT-P-641.
5. USE CLASS A, OR AA CONCRETE.
6. REINFORCING STEEL TO CONFORM TO A.S.T.M. A-615 GRADE 60 (Fy=ksi).

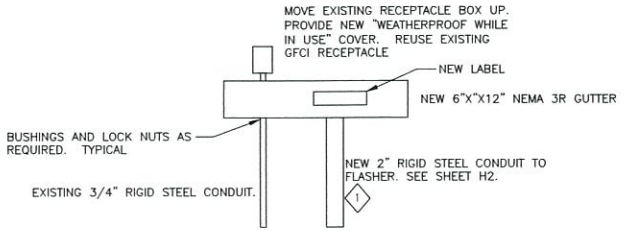


SCALE: NTS	TYPE 1A JUNCTION BOX
APPROVED	
REVISED 10/07	

EXISTING RECEPTACLE DETAIL

RECTANGULAR RAPID FLASHING BEACON (RRFB) POWER NOTES:

1. IT IS UNKNOWN IF THE IN COMING POWER TO THE RECEPTACLE IS IN THE 3/4" CONDUIT OR THE BACK OF THE WEATHER PROOF BOX. IF IT COMES THRU THE BACK OF THE BOX, MOUNT THE NEW GUTTER WHERE THE RECEPTACLE IS LOCATED AND MOVE THE BOX UP.
2. LOCATE THE PANEL SCHEDULE IN THE BUILDING AND ADD "PEDESTRIAN FLASHER" TO THE CIRCUIT DESCRIPTION OF THE EXTERIOR RECEPTACLE.
3. INSTALL A PHENOLIC LABEL "POWER TO PEDESTRIAN FLASHER" TO THE GUTTER COVER. LABEL SHALL BE COLORED WHITE, 1" HIGH WITH RED 3/4" LETTERING.
4. TAP THE POWER TO THE FLASHER AHEAD OF THE GFCI RECEPTACLE.
5. USE POLARIS INSULATED LUG KITS OR EQUAL FOR THE TAP IN THE GUTTER.
6. ALL MATERIALS AND LABOR REQUIRED FOR CONSTRUCTION OF RRFB POWER SERVICE CONNECTION IS SUBSIDIARY TO RRFB PAY ITEM A-34.



MODIFIED RECEPTACLE DETAIL

SHEET NO.	TOTAL SHEETS
H8	H8

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
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PUBLIC WORKS DEPARTMENT
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STATE OF ALASKA 49 TH
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CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

SIGNAL DETAILS

PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK

DRAWING LOCATION		LAYOUT	SCALE		DRAFTED BY:
Z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_J1_TRAFFIC CONTROL.dwg	5/1/2023 2:03 PM	J1			BILL PADDOCK

TRAFFIC MAINTENANCE NOTES:

1. THE CONTRACTOR SHALL SUBMIT A DETAILED TRAFFIC CONTROL PLAN (TCP) TO THE COH FOR REVIEW BY BOTH THE COH AND ADOT&PF. THE TCP MUST RECEIVE APPROVAL FROM BOTH THE COH AND ADOT&PF BEFORE STARTING ANY WORK.
2. PROVIDE, INSTALL, MAINTAIN, MOVE AND REMOVE THE SPECIFIED TRAFFIC CONTROL DEVICES AND ACCESS ACCORDING TO COH STANDARDS, CURRENT ALASKA TRAFFIC MANUAL, ALASKA SIGN DESIGN SPECIFICATION AND APPROVED TRAFFIC CONTROL PLAN (TCP) SETUPS.
3. MOUNT SIGNS SECURELY. MAINTAIN WORK SITE AND AFFECTED AREAS DAILY.
4. THE FINAL JUDGEMENT IN THE SELECTION NUMBER, AND APPLICATION OF THE TRAFFIC CONTROL DEVICES AND LOCATION OF ALL TRAFFIC CONTROL MEASURES WILL REST WITH THE ENGINEER.
5. COVER EXISTING SIGNS WHICH CONFLICT WITH CONSTRUCTION SIGNING.
6. CONSTRUCTION SIGNING SPECIFIED MAY BE ALTERED BY THE ENGINEER TO MEET CHANGING CONDITIONS AND TO PROTECT THE TRAVELING PUBLIC.
7. TYPE 'A' FLASHING WARNING LIGHTS SHALL BE USED IN CONJUNCTION WITH TYPE III BARRICADES, ROAD CLOSURE SIGNS, ADVANCE DETOUR SIGNING AND THE FIRST TYPE II BARRICADE ENCOUNTERED BY TRAFFIC WHEN USED FOR CHANNELIZING. TYPE 'C' STEADY BURN WARNING LIGHTS SHALL BE USED IN CONJUNCTION WITH REMAINING TYPE II BARRICADES USED FOR CHANNELIZING.
8. ALL CONSTRUCTION SIGNS SHALL HAVE HIGH LEVEL WARNING DEVICES ATTACHED.
9. WORK ZONES MAY OVERLAP DURING CONSTRUCTION UPON APPROVAL BY THE ENGINEER.
10. INTEGRATE TRAFFIC CONTROL WITH OTHER CONSTRUCTION IN THE AREA.
11. DETAILS NOT SHOWN, BUT NECESSARY TO IMPLEMENT THE TRAFFIC CONTROL PLAN SHALL COMPLY WITH THE ALASKA TRAFFIC MANUAL AND MUTCD.
12. ALL SPECIAL SIGNS SHALL BE BLACK ON ORANGE BACKGROUND WITH BORDERS HAVING 1.5" RADIUS AND 0.75" THICKNESS.
13. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS.

SHEET NO.	TOTAL SHEETS
J1	J2

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

PHONE: (907) 235-3170
FAX: (907) 235-3145

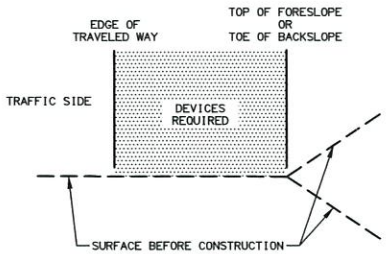
STATE OF ALASKA 49TH
Leon R. Galbraith
CE 12583
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

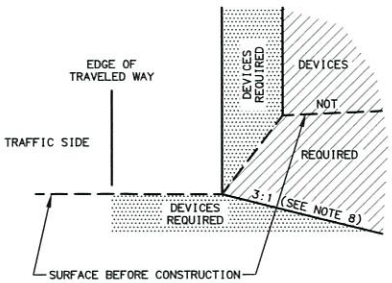
PAVEMENT RESTORATION
HEATH STREET

TRAFFIC CONTROL

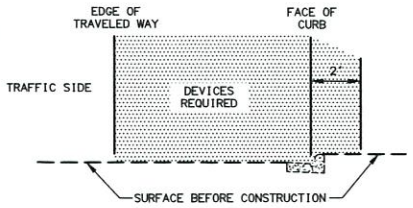
PLANS PREPARED BY: KINNEY ENGINEERING, LLC 3909 ARCTIC BLVD. SUITE 400 ANCHORAGE, AK 99503 : COA# AECL 1102 : PROJECT LOCATION: HOMER, AK
DRAWING LOCATION z:\PROJECTS\00710_city of homer term contract 2022\22-04 heath street\DWGS\C\Sheets\00710_22-04_J2_ TRAFFIC CONTROL.dwg
3/30/2023 11:20 AM | LAYOUT J2 | SCALE | DRAFTED BY BILL PADDOCK



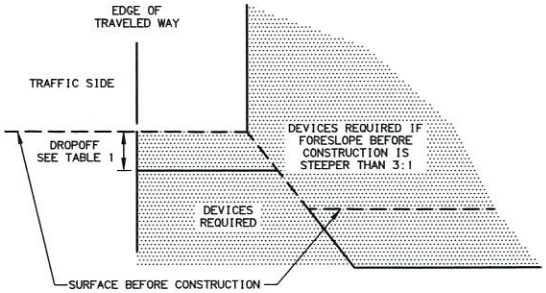
EMBANKMENT SECTION



BACKSLOPE SECTION



CURB AND GUTTER SECTION



FORESLOPE SECTION

LEGEND

- WORK AREA WHERE TRAFFIC CONTROL DEVICES ARE REQUIRED
- WORK AREA WHERE TRAFFIC CONTROL DEVICES ARE NOT REQUIRED
- SURFACE BEFORE CONSTRUCTION
- CONSTRUCTION AREA BOUNDARY

TABLE 1
TRAFFIC CONTROL DEVICES REQUIRED FOR VERTICAL DROPOFFS ≤ 4 FEET FROM TRAVELED WAY*

ROADWAY TYPE	DROPOFF ≤ 2"	2"< DROPOFF ≤ 12"	DROPOFF ≥ 12"
AVERAGE DAILY TRAFFIC > 4000 OR SPEED > 40 MPH	TAPER ASPHALT AT 1:1 OR ,45°	TYPE II BARRICADES OR DRUMS	TEMPORARY PORTABLE CONCRETE BARRIER OR TEMPORARY GUARDRAIL
ALL OTHER ROADWAYS	NONE REQUIRED	TUBULAR CANDLES OR DELINEATORS	TYPE II BARRICADES OR DRUMS

* SPACE THE DEVICES IN ACCORDANCE WITH REQUIREMENTS FOR SPACING TYPE II BARRICADES AND DRUMS SET FORTH IN THE ALASKA TRAFFIC MANUAL.

NOTES:

1. TRAFFIC CONTROL DEVICES REQUIRED BY THE GUIDELINES ON THIS SHEET ARE INTENDED FOR CONDITIONS WHICH WILL BE IN PLACE LONGER THAN ONE CONTINUOUS WORK SHIFT. AN APPROVED TRAFFIC CONTROL PLAN IS REQUIRED PRIOR TO BEGINNING WORK.
2. THE GROUND CROSS SECTION AT A LOCATION BEFORE CONSTRUCTION DETERMINES WHETHER TRAFFIC CONTROL DEVICES ARE NEEDED AT THE SAME LOCATION DURING CONSTRUCTION.
3. GUARDRAIL EXISTING AT A LOCATION BEFORE CONSTRUCTION SHALL REMAIN IN PLACE DURING CONSTRUCTION OR APPROVED ALTERNATE DEVICES INSTALLED.
4. INSTALL TRAFFIC CONTROL DEVICES BETWEEN THE EDGE OF TRAVELED WAY AND THE WORK AREA ON ANY ROADWAY OPENED TO TRAFFIC WHEN REQUIRED BY THIS DRAWING.
5. EXISTING ROADWAY ALIGNMENTS INSTALL TRAFFIC CONTROL DEVICES WHEN WORK OCCURS IN THE DEVICES REQUIRED AREAS SHOWN ON THIS DRAWING.
6. DETOURS, TEMPORARY ROADWAYS, OR NEW ROADWAYS NOT YET COMPLETE. INSTALL TRAFFIC CONTROL DEVICES WHEN ANY OF THE FOLLOWING CONDITIONS EXIST:
   A. THE HORIZONTAL OR VERTICAL CURVATURE IS MORE SEVERE THAN BEFORE CONSTRUCTION BEGAN.
   B. THE ROADWAY OR SHOULDER WIDTH IS LESS THAN BEFORE CONSTRUCTION BEGAN.
   C. THE BACKSLOPE OR FORESLOPE IS STEEPER THAN BEFORE CONSTRUCTION BEGAN.
   D. THE HEIGHT OF THE FORESLOPE IS GREATER THAN BEFORE CONSTRUCTION BEGAN.
7. DROPOFFS:
   INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL AND TABLE 1.
8. ON ANY NEWLY CONSTRUCTED SLOPE STEEPER THAN 4:1 TO 3:1 PROVIDE A TEN FOOT FLAT RECOVERY AREA AT THE TOE OF SLOPE OR INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL.
9. TRAFFIC CONTROL DEVICE REQUIREMENTS:
   A. ON ROADWAYS WITH A SPEED LIMIT GREATER THAN 40 MILES PER HOUR OR AVERAGE DAILY TRAFFIC VOLUME GREATER THAN 4000 VEHICLES PER DAY INSTALL TEMPORARY PORTABLE CONCRETE BARRIER OR TEMPORARY GUARDRAIL. ON MULTI-LANE ROADWAYS CLOSE THE LANE CLOSEST TO THE WORK AREA AND INSTALL DRUMS.
   TERMINATE RUNS OF TEMPORARY PORTABLE CONCRETE BARRIER USING ONE OF THE FOLLOWING THREE METHODS:
   I. TEMPORARY CRASH ATTENUATOR.
   II. RIGID TO SEMI-RIGID GUARDRAIL TRANSITION WITH SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT.
   III. FLARE THE ENDS OF THE TEMPORARY BARRIER AWAY FROM THE ROADWAY AT A RATE OF 15:1 ON A TRANSVERSE SLOPE OF 10:1 OR FLATTER TO THE OUTSIDE EDGE OF THE CLEAR ZONE AND INSTALL A SLOPING END TREATMENT, PER STANDARD DRAWING G-46.11.
   TERMINATE RUNS OF TEMPORARY GUARDRAIL USING EITHER OF THE FOLLOWING TWO METHODS:
   I. SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT.
   II. FLARE THE ENDS OF THE TEMPORARY GUARDRAIL AWAY FROM THE ROADWAY AT A RATE OF 15:1 ON TRANSVERSE SLOPE OF 10:1 OR FLATTER TO THE OUTSIDE EDGE OF THE CLEAR ZONE.
   B. ON ALL OTHER ROADWAYS INSTALL TYPE II BARRICADES, DRUMS OR DELINEATORS WHEN DEVICES ARE REQUIRED. SPACE THE DEVICES IN ACCORDANCE WITH THE REQUIREMENTS FOR SPACING TYPE II BARRICADES AND DRUMS SET FORTH IN THE ALASKA TRAFFIC MANUAL.
10. DO NOT CONSTRUCT VERTICAL DROP OFFS GREATER THAN 1.5" WITHIN THE TRAFFIC LANE OR ACTIVE WHEEL TRACK. PROVIDE 2' OF SHY DISTANCE FROM EDGE OF ALL TRAFFIC CONTROL DEVICES TO THE EDGE OF THE TRAVELED WAY.

SHEET NO.	TOTAL SHEETS
J2	J2

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
FOR
CITY OF HOMER, ALASKA
PUBLIC WORKS DEPARTMENT

PHONE: (907) 235-3170
FAX: (907) 235-3145

STATE OF ALASKA
49TH
Leon R. Galbraith
CE-12583
REGISTERED PROFESSIONAL ENGINEER

CITY OF HOMER

PAVEMENT RESTORATION
HEATH STREET

TRAFFIC CONTROL DEVICES

U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety Countermeasures

Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular- shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.[1] RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

For more information on using RRFBs, see the Interim Approval in the *Manual on Uniform Traffic Control Devices (MUTCD)*.[1]

Safety Benefits:

RRFBs can reduce crashes up to:

47%

for pedestrian crashes.[4]

RRFBs can increase motorist yielding rates up to:

98%

(varies by speed limit, number of lanes, crossing distance, and time of day).[3]

RRFBs used at a trail crossing.
Source: LJB

Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.[2] Research suggests RRFBs can result in motorist yielding rates as high at 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.[3] RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.[1] The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

Considerations

Agencies should:[2]

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

Agencies shall not:[2]

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://highways.dot.gov/safety/proven-safety-countermeasures and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheetRRFB_2018.pdf.

1 *MUTCD* Interim Approval 21 - RRFBs at Crosswalks.
2 "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).
3 Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).
4 (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).

FHWA-SA-21-053

CITY OF HOMER
FINANCIAL SUPPLEMENT

PROJECT NAME	Heath Street Pavement Restoration Project	DATE	11/22/2023
DEPARTMENT	Public Works	SPONSOR	PW Director
REQUESTED AMOUNT	$ 25,000		

DESCRIPTION	
	The City Council appropriated $500,000 to the Pavement Restoration Program with Ordinance 22-26. Resolution 22-073 was adopted, authorizing a Task Order, in the amount of $140,472, to Kinney Engineering, LLC ("Kinney") to design the Heath Street Pavement Restoration Project, one of the projects in that program, and the design work is now 95% complete. Public Works requested Kinney provide some out-of-scope work to evaluate and design a mid-block crossing at the intersection of Hazel Avenue and Heath Street as well as video camera the existing storm drain, for total cost of $16,181.25, about 11.5% of the original contract value. The Pavement Restoration Program was closed during the FY24/25 budget process so additional funding is being requested from the HART Roads Fund. This appropriation is to cover the $16,181.25 as well as a small contingency, for a total of $25,000, to pay for completion of the design of the Heath Street Pavement Restoration Project.

FUNDING SOURCE(S)	OPERATING	GF CARMA	GF FLEET CARMA	PORT RESERVES	WATER CARMA
	0%	0%	0%	0%	0%
	HAWSP	HART-ROADS	HART-TRAILS	PORT FLEET RESERVES	SEWER CARMA
	0%	100%	0%	0%	0%

FUNDING SOURCE 1: HART Roads (160)		FUNDING SOURCE 2:		FUNDING SOURCE 3:	
Current Balance	$ 5,878,660	Current Balance		Current Balance	
Encumbered	$ 4,303,327	Encumbered		Encumbered	
Requested Amount	$ 25,000	Requested Amount		Requested Amount	
Other Items on Current Agenda	$ 0	Other Items on Current Agenda		Other Items on Current Agenda	
Remaining Balance	$ 1,550,333	Remaining Balance		Remaining Balance	

FUNDING SOURCE 4:		FUNDING SOURCE 5:		FUNDING SOURCE 6:	
Current Balance		Current Balance		Current Balance	
Encumbered		Encumbered		Encumbered	
Requested Amount		Requested Amount		Requested Amount	
Remaining Balance		Remaining Balance		Remaining Balance	