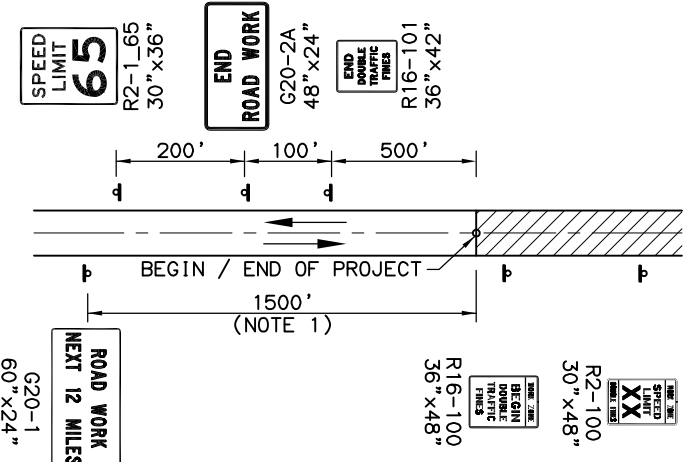
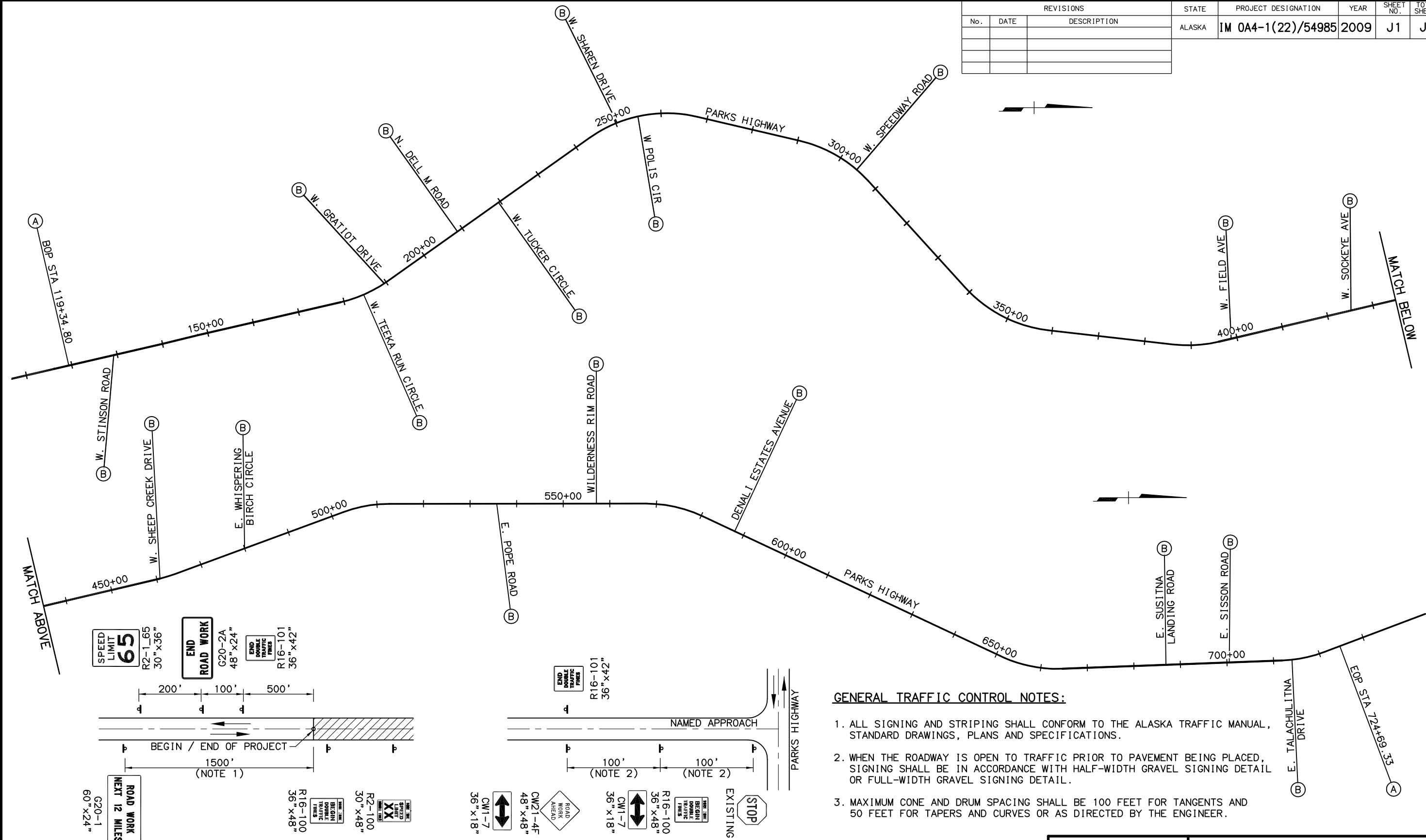


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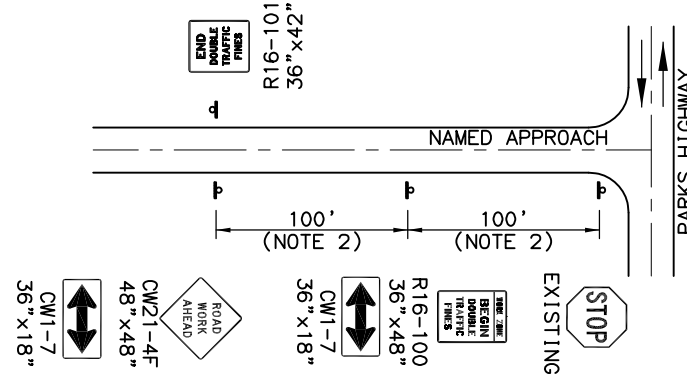
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REVISIONS		
No.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IM 0A4-1(22)/54985	2009	J1	J7



A TYPICAL LAYOUT
BEGIN / END OF PROJECT
PERMANENT CONSTRUCTION SIGNS



B TYPICAL LAYOUT
NAMED APPROACH
PERMANENT CONSTRUCTION SIGNS

GENERAL TRAFFIC CONTROL NOTES:

1. ALL SIGNING AND STRIPING SHALL CONFORM TO THE ALASKA TRAFFIC MANUAL, STANDARD DRAWINGS, PLANS AND SPECIFICATIONS.
2. WHEN THE ROADWAY IS OPEN TO TRAFFIC PRIOR TO PAVEMENT BEING PLACED, SIGNING SHALL BE IN ACCORDANCE WITH HALF-WIDTH GRAVEL SIGNING DETAIL OR FULL-WIDTH GRAVEL SIGNING DETAIL.
3. MAXIMUM CONE AND DRUM SPACING SHALL BE 100 FEET FOR TANGENTS AND 50 FEET FOR TAPERS AND CURVES OR AS DIRECTED BY THE ENGINEER.

NOTES:

1. LOCATION TO BE DETERMINED BY THE PROJECT ENGINEER.
2. WHERE SIDE STREETS ARE NOT LONG ENOUGH TO PERMIT 200 FEET TOTAL ADVANCE SIGNING, THIS DISTANCE SHALL BE REDUCED AS DIRECTED BY THE ENGINEER.

WEB REVIEW
NOT FOR CONSTRUCTION
HATTENBURG DILLEY & LINNELL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITY
**PARKS HIGHWAY M.P. 72-83
WILLOW TO KASHWITNA**

TRAFFIC CONTROL
PERMANENT CONSTRUCTION SIGNS

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CHECKED BY: DRL
DRAFTED BY:

LAYOUT: Model
VIEW: J02_F_D0800, J02_H_L5000, J02_H_X7700
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REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	IM 0A4-1(22)/54985	2009	J2	J7

TYPICAL CONSTRUCTION SEQUENCE

- PHASE I:
1. NARROW TRAFFIC TO TWO 12 FOOT LANES. PLACE TRAFFIC CONTROL DEVICES PER TYPICAL CONSTRUCTION SEQUENCE SIGNING.
 2. REMOVE EXISTING ASPHALT IN WORK ZONE.
 3. CONSTRUCT WIDENED EMBANKMENT AND FINISHED SLOPES THROUGH BOTTOM OF SELECTED MATERIAL, TYPE A.
- PHASE II:
1. SHIFT TRAFFIC PATTERN TO OUTSIDE EDGE OF WIDENED EMBANKMENT. PLACE TRAFFIC CONTROL DEVICES PER TYPICAL CONSTRUCTION SEQUENCE SIGNING.
 2. REMOVE REMAINING EXISTING ASPHALT IN WORK ZONE.
 3. CONSTRUCT EMBANKMENT AND FINISHED SLOPES THROUGH TOP OF ASPHALT TREATED BASE COURSE WITHIN THE WORK ZONE.
- PHASE III:
1. SHIFT TRAFFIC PATTERN TO TWO OUTSIDE LANES. PLACE TRAFFIC CONTROL DEVICES PER TYPICAL CONSTRUCTION SEQUENCE SIGNING.
 2. CONSTRUCT EMBANKMENT AND FINISHED SLOPES THROUGH TOP OF ASPHALT TREATED BASE COURSE WITHIN THE WORK ZONE.
- PHASE IV:
1. RESTRICT TRAFFIC TO A SINGLE LANE AND PLACE TRAFFIC CONTROL DEVICES.
 2. CONSTRUCT ASPHALT CONCRETE PAVEMENT FROM CENTERLINE TO OUTSIDE EDGE OF SHOULDER.
 3. SWITCH TRAFFIC TO OPPOSITE SIDE AND COMPLETE ASPHALT CONCRETE PAVEMENT.

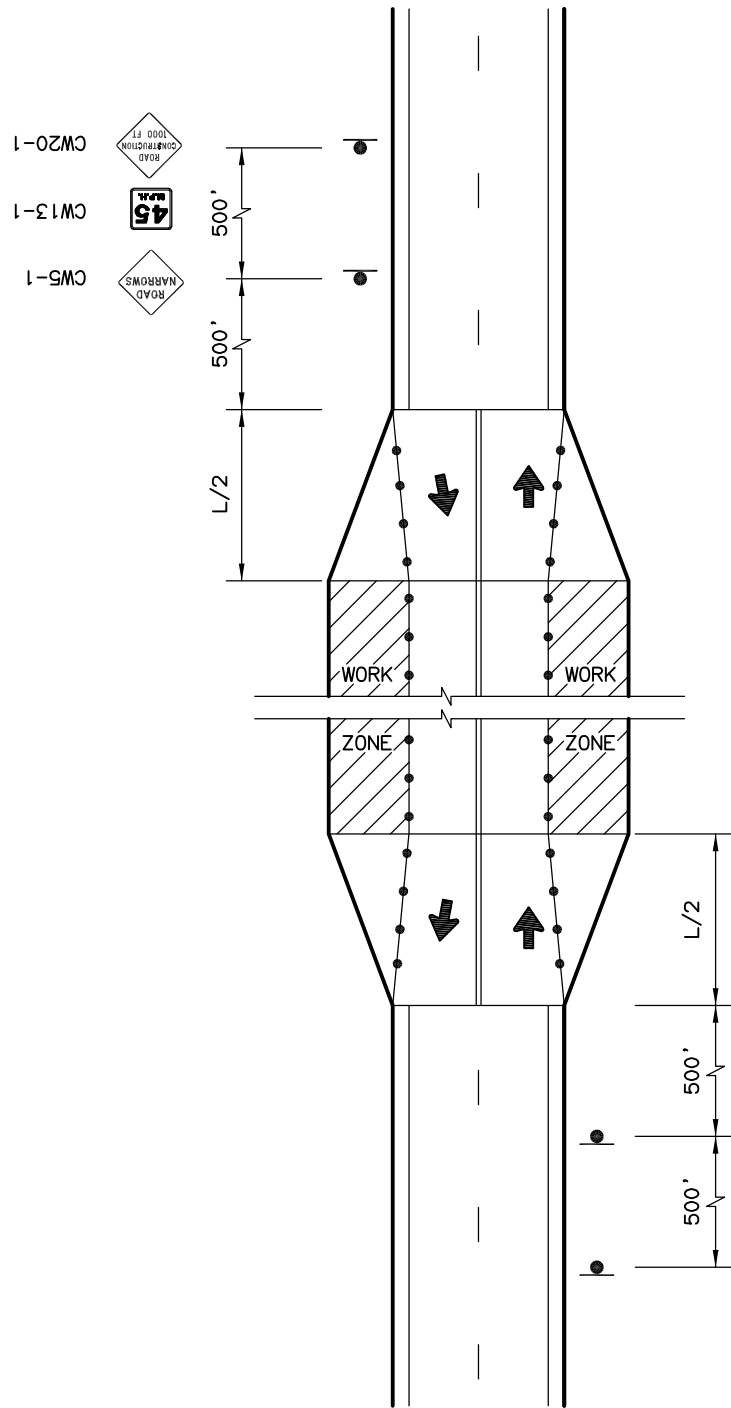
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AND PUBLIC FACILITY

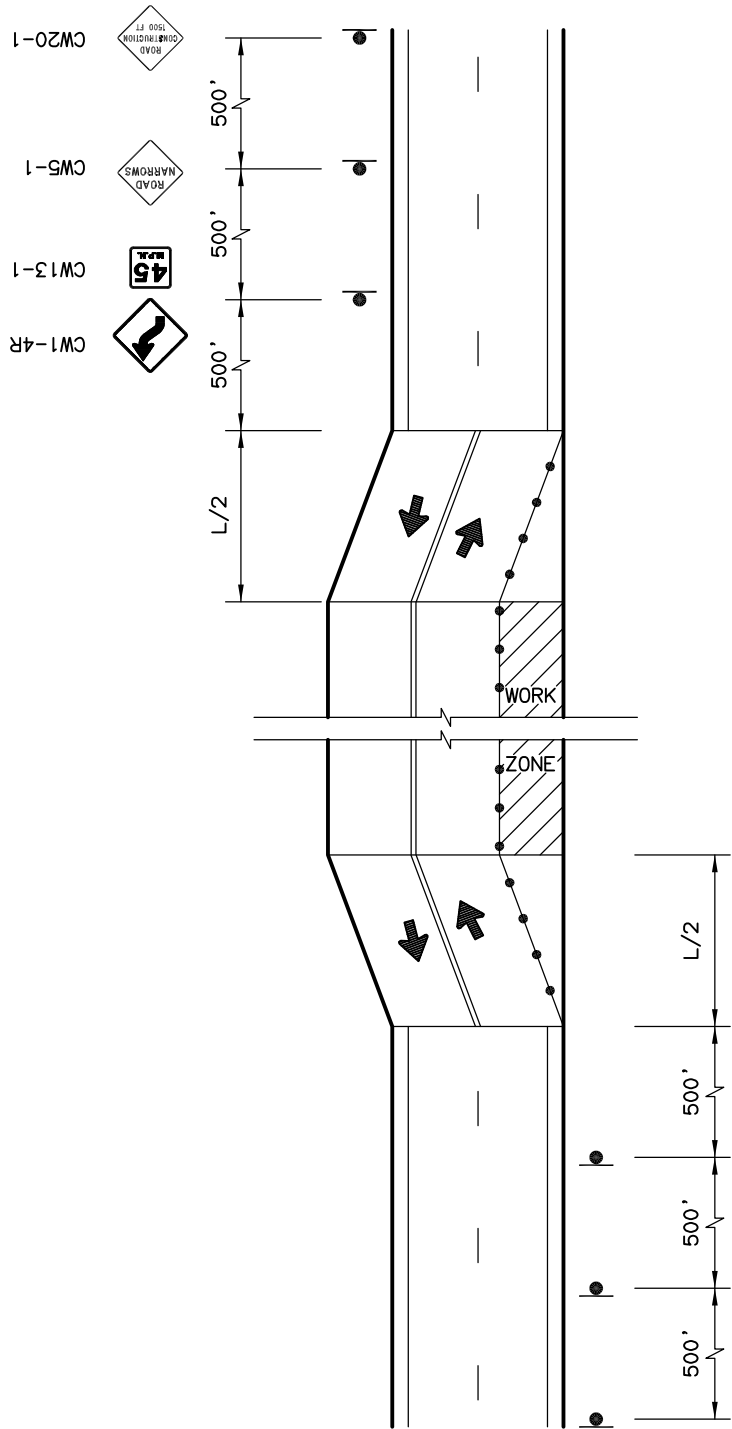
PARKS HIGHWAY M.P. 72-83
WILLOW TO KASHWITNA

TRAFFIC CONTROL
TYPICAL CONSTRUCTION
SEQUENCE

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PHASE I



PHASE II

REVISIONS		
No.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IM 0A4-1(22)/54985	2009	J3	J7

TAPER LENGTH FORMULA:
L = S x W FOR SPEEDS OF 45 MPH OR MORE

L = $\frac{WS^2}{60}$ FOR SPEEDS OF 40 MPH OR LESS

WHERE:
L = TAPER LENGTH
S = POSTED SPEED LIMIT IN MPH
W = WIDTH OF OFFSET

- KEY**
- • • CHANNELIZATION DEVICE
 - CONSTRUCTION SIGN
 - == INTERIM PAVEMENT MARKINGS

- CW1-4L MOUNTED ON SAME POST CW13-1
- CW5-1
- CW20-1

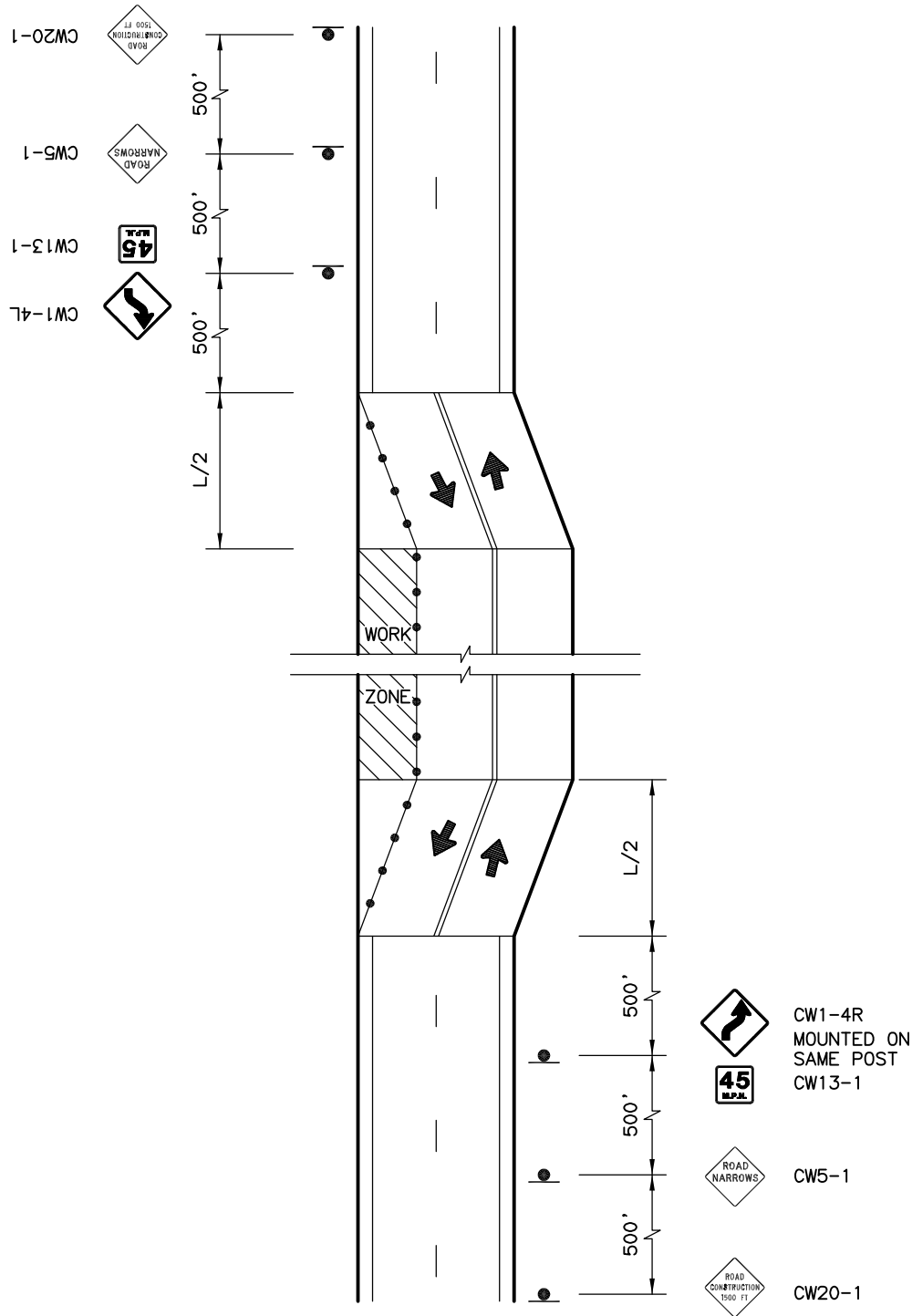
WEB REVIEW
NOT FOR CONSTRUCTION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITY

PARKS HIGHWAY M.P. 72-83
WILLOW TO KASHWITNA

TRAFFIC CONTROL
TYPICAL CONSTRUCTION
SEQUENCE SIGNING

HATTENBURG DILLEY & LINNELL



PHASE III

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION					
			ALASKA	IM 0A4-1(22)/54985	2009	J4	J7

TAPER LENGTH FORMULA:
 $L = S \times W$ FOR SPEEDS OF 45 MPH OR MORE
 $L = \frac{WS^2}{60}$ FOR SPEEDS OF 40 MPH OR LESS
WHERE :
L = TAPER LENGTH
S = POSTED SPEED LIMIT IN MPH
W = WIDTH OF OFFSET

- KEY**
- • • CHANNELIZATION DEVICE
 - CONSTRUCTION SIGN
 - ==== INTERIM PAVEMENT MARKINGS

WEB REVIEW
NOT FOR CONSTRUCTION

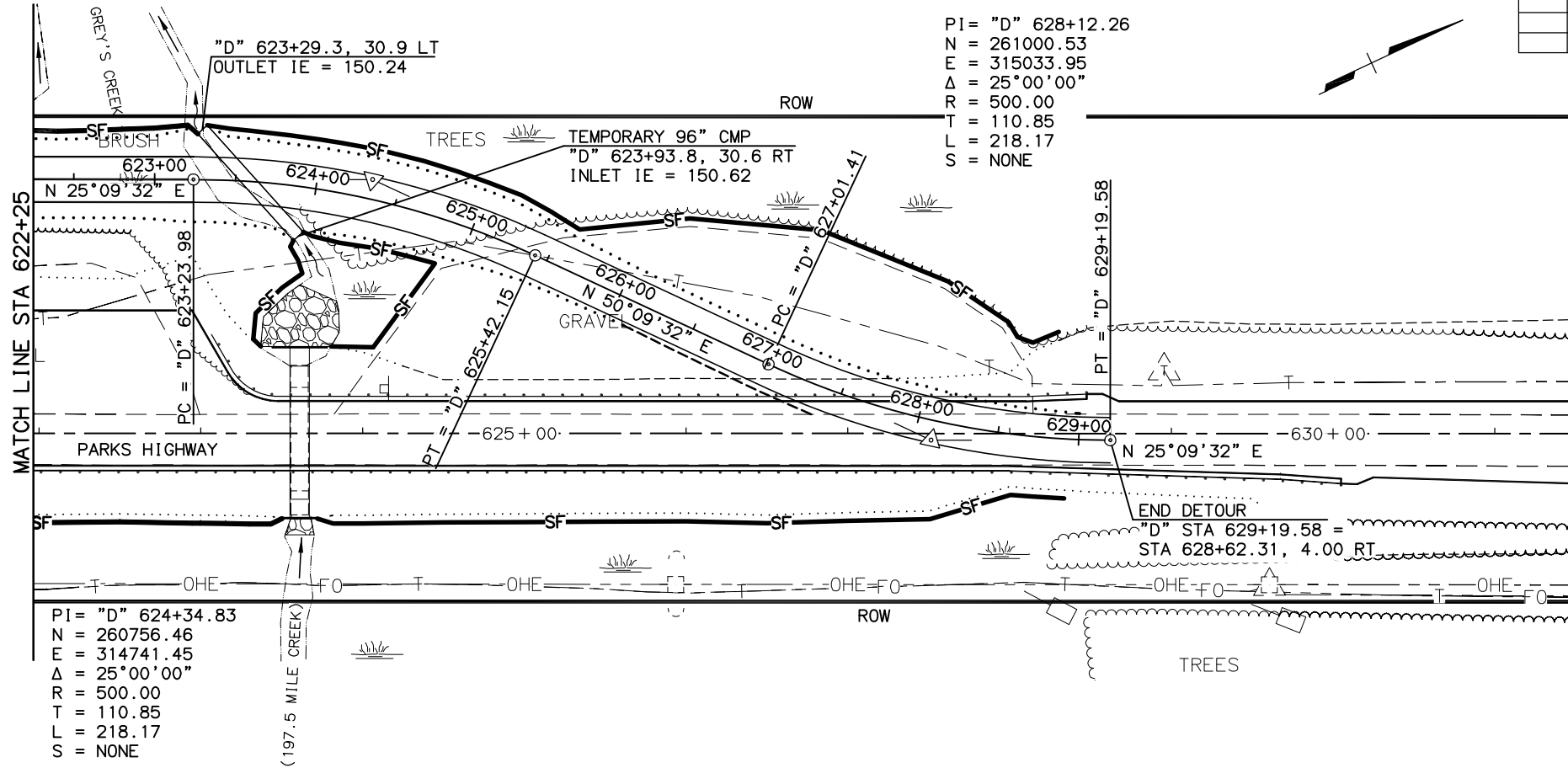
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITY

PARKS HIGHWAY M.P. 72-83
WILLOW TO KASHWITNA

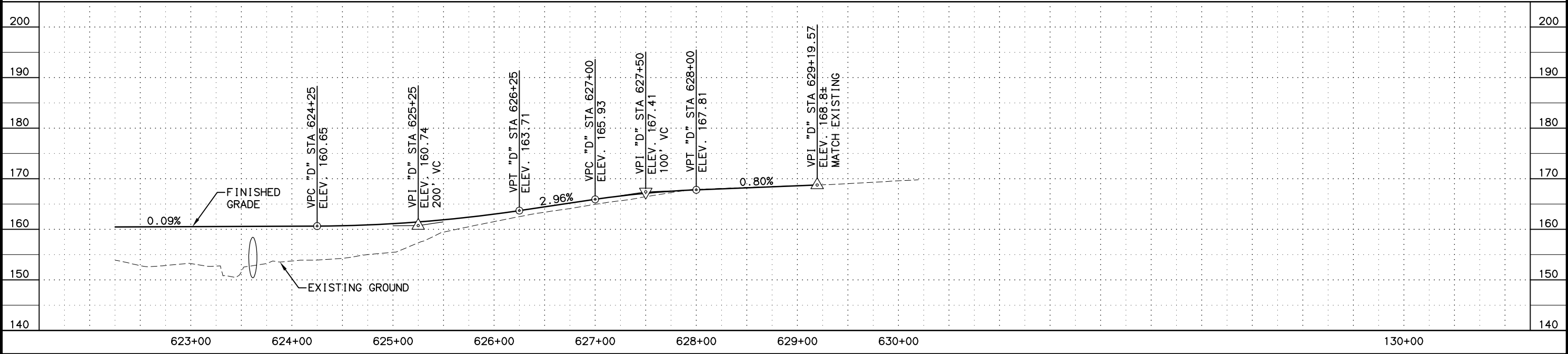
TRAFFIC CONTROL
TYPICAL CONSTRUCTION
SEQUENCE SIGNING

HATTENBURG DILLEY & LINNELL

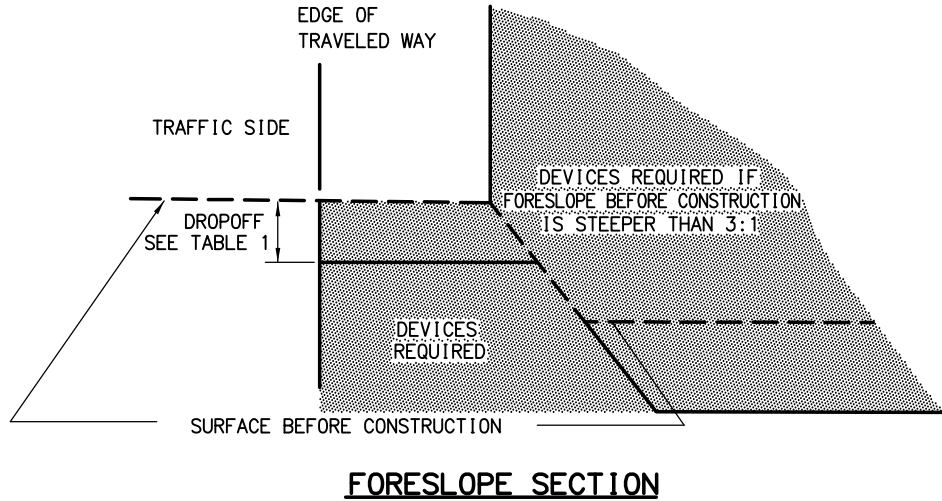
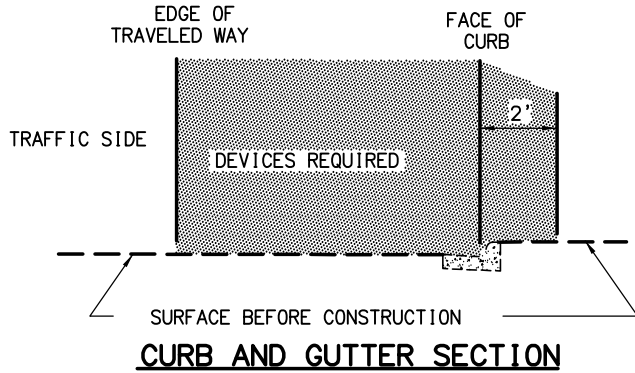
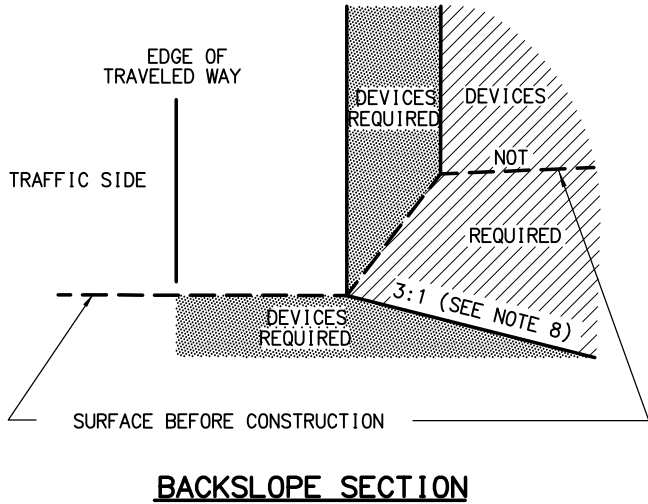
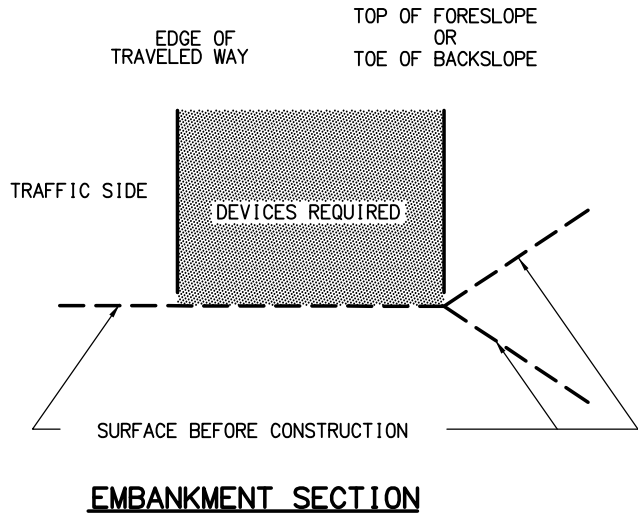
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WEB REVIEW
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DESIGNED BY: ADOT
CHECKED BY: DRL
DRAFTED BY: ADOT



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.

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	IM 0A4-1(22)/54985	2009	J7	J7

NOTES:

- 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.
- THE GROUND CROSS SECTION AT A LOCATION BEFORE CONSTRUCTION DETERMINES WHETHER TRAFFIC CONTROL DEVICES ARE NEEDED AT THE SAME LOCATION DURING CONSTRUCTION.
- GUARDRAIL EXISTING AT A LOCATION BEFORE CONSTRUCTION SHALL REMAIN IN PLACE DURING CONSTRUCTION OR APPROVED ALTERNATE DEVICES INSTALLED.
- 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.
- EXISTING ROADWAY ALIGNMENTS
INSTALL TRAFFIC CONTROL DEVICES WHEN WORK OCCURS IN THE DEVICES REQUIRED AREAS SHOWN ON THIS DRAWING.
- DETOURS, TEMPORARY ROADWAYS, OR NEW ROADWAYS NOT YET COMPLETE
INSTALL TRAFFIC CONTROL DEVICES WHEN ANY OF THE FOLLOWING CONDITIONS EXIST:
 - THE HORIZONTAL OR VERTICAL CURVATURE IS MORE SEVERE THAN BEFORE CONSTRUCTION BEGAN.
 - THE ROADWAY OR SHOULDER WIDTH IS LESS THAN BEFORE CONSTRUCTION BEGAN.
 - THE BACKSLOPE OR FORESLOPE IS STEEPER THAN BEFORE CONSTRUCTION BEGAN.
 - THE HEIGHT OF THE FORESLOPE IS GREATER THAN BEFORE CONSTRUCTION BEGAN.
- DROPOFFS:
INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL AND TABLE 1.
- 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.
- TRAFFIC CONTROL DEVICE REQUIREMENTS:
 - 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:
 - TEMPORARY CRASH ATTENUATOR.
 - RIGID TO SEMI-RIGID GUARDRAIL TRANSITION WITH SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT.
 - 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-46.10.TERMINATE RUNS OF TEMPORARY GUARDRAIL USING EITHER OF THE FOLLOWING TWO METHODS:
 - SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT.
 - FLARE THE ENDS OF THE TEMPORARY GUARDRAIL 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.
 - 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.
- DO NOT CONSTRUCT VERTICAL DROPOFFS 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.

WEB REVIEW
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HATTENBURG DILLEY & LINNELL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITY
PARKS HIGHWAY M.P. 72-83
WILLOW TO KASHWITNA

TRAFFIC CONTROL DEVICES
FOR ROADSIDES