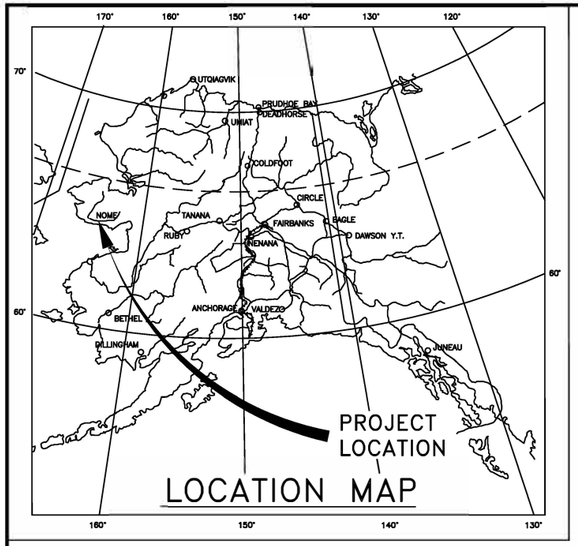
NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	A1	44
CDS ROUTE: 167800	MILEPOINT: 0.0000 TO 0.2630			



LOCATION MAP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT

0002(444)/NFHWY00505

NORTHERN REGION ADA IMPROVEMENTS – NOME: STEADMAN STREET

GRADING, DRAINAGE, AND PAVING

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	HWYS LEGEND
A3	ALIGNMENT GEOMETRY
A4	SURVEY CONTROL
B1	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1	SUMMARY TABLES
E1–E6	MISCELLANEOUS DETAILS
F1–F3	PLAN & PROFILE
G1–G3	GRADING & LAYOUT DETAILS
H1–H4	SIGNING & STRIPING
Q1–Q3	EROSION SEDIMENT CONTROL PLANS
U1–U3	UTILITIES
V1–V2	COF STANDARD DETAILS
V3–V20	STANDARD PLANS

THE FOLLOWING STANDARD PLANS APPLY TO THIS PROJECT: C–06.00, D–01.02, D–04.22, D–09.00, M–20.15, M–23.13, S–00.12, S–01.02, S–05.02, S–30.05, T–20.04, T–21.04

PROJECT SUMMARY	
AREA OF SIDEWALK	501.3 SY
WIDTH OF SIDEWALK	5 FT
LENGTH OF CURB AND GUTTER	2582.2 LF
NUMBER OF CURB RAMPS	8

IVET HALL, P.E., PROJECT MANAGER
ADINA KEIRN, DESIGNER
ROBERT H. PRISTASH, P.E.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED BY:

_____ DATE _____

Albert Beck, P.E.
Acting Preconstruction Engineer, Northern Region

ACCEPTED FOR CONSTRUCTION:

_____ DATE _____

Katherine Keith
Deputy Commissioner, Acting Northern Region Director

HWYS TITLE SHEET
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_A-Title Fri, Nov/01/24 09:25am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	A2	A4

	RECOVERED	SET
BLM MONUMENT	✠	
GLO MONUMENT	✠	
USC&GS MONUMENT	▲	
PRIMARY MONUMENT	✠	✠
CENTERLINE MONUMENT IN CASING	⊕	⊕
PRIMARY R.O.W. MONUMENT	⊕	◕
BEARING OBJECT	✳	
MISCELLANEOUS MONUMENT	⊗	
LINE OF SIGHT MONUMENT		⊕
CONCRETE R.O.W. MONUMENT	■	
BENCHMARK		BM
REBAR AND CAP	⊙	⊙
REBAR	⊕	●
IRON PIPE	✺	
PK NAIL		▽
SPIKE		✕
HUB AND TACK		⊡
CONSTRUCTION CENTERLINE	5+00	
MISCELLANEOUS CENTERLINE	10+00	
STATION EQUATION	"L"48+97.23 POT BK= "O"48+97.23 PC AHD	
PROJECT RIGHT-OF-WAY LINE	R/W	
EXISTING RIGHT-OF-WAY LINE		
EXISTING PROPERTY LINE		
CONTROLLED ACCESS LINE	C/A	
UTILITY EASEMENT LINE	PUE	
TEMPORARY EASEMENT LINE (TCP OR TCE)	TCP	
ACCESS OR SECTION LINE EASEMENT	ACCESS EASEMENT	
PROPOSED CUT SLOPE LIMIT		
PROPOSED FILL SLOPE LIMIT		
SECTION LINE		
1/4 SECTION LINE		
1/16 SECTION LINE		
TOWNSHIP & RANGE LINE	T. 2 N. / T. 1 N. — T. 1 E. / T. 2 E.	

	EXISTING	PROPOSED
SANITARY SEWER (FLOW DIRECTION →)	SS	SS
FUEL LINE	O	O
GAS LINE	G	G
WATER LINE	W	W
METER, VALVE, FIRE HYDRANT	W	W
EXISTING STORM DRAIN (FLOW DIRECTION →)	SD	
PROPOSED STORM DRAIN		S-10, S-11, P-11, P-10, MH
FIBER OPTIC LINE	FO	
DIRECT BURIAL TELEPHONE CABLE	T	T
DIRECT BURIAL ELECTRIC CABLE	E	E
ELECTRIC LINE (OVERHEAD)		
POWER POLE LINE		
JOINT USE POWER & TELEPHONE		
TELEPHONE POLE LINE		
POLE ANCHOR		
STUB POLE (POWER OR TELEPHONE)		
TELEPHONE DUCT	T	T
TELEPHONE PEDESTAL		
BURIED CABLE MARKER		
PIPELINE MARKER OR VALVE		
CATCH BASIN OR DROP INLET		
MANHOLE	MH	MH
SANITARY SEWER CLEAN OUT		

	EXISTING	PROPOSED
ROADWAY/PAVEMENT EDGE		
FENCE		
CURB AND GUTTER		
DETECTABLE WARNINGS		
GUARDRAIL		
CULVERT PIPE		
SIGN		
MAILBOX	MB	MB
RAILROAD TRACKS		
RAILROAD DEVICES	CROSS-BUCK, FLASHING LIGHT, CANTILEVER, SWITCH	
TREE LINE		
WATER BOUNDARY		
ORDINARY HIGH WATER LINE		
FLOW CENTERLINE		
FLOW DIRECTION		
WETLANDS		
EXISTING BUILDINGS	H	H = HOUSE, G = GARAGE, M = MERCHANT/STORE, B = BARN, S = SHED, P = PRIVY, SS = SERVICE STATION, W = WAREHOUSE
POST OR BOLLARD		
WELL OR MONITORING WELL	W	
SEPTIC PIPE	S, MW	
FUEL TANK FILL PIPE/VENT	P	
SATELLITE DISH	SAT. DISH	
TEST HOLE	TH	
CONIFER TREE		
DECIDUOUS TREE		
GRAVE		
THERMOSIPHON		
PARKING METER		
VEHICLE PLUG-IN		
DELINEATOR/GUIDE MARKER		

ABBREVIATIONS:

ADA	AMERICANS WITH DISABILITIES ACT
APPROX	APPROXIMATELY
BMP	BEST MANAGEMENT PRACTICES
℄	CENTERLINE
CB	CATCH BASIN
COF	CITY OF FAIRBANKS
CPP	CORRUGATED POLYETHYLENE PIPE
CSP	CORRUGATED STEEL PIPE
CY	CUBIC YARD
DIP	DUCTILE IRON PIPE
E	EAST, EASTING
ELE, ELEV	ELEVATION
EOTW	EDGE OF TRAVELED WAY
EX	EXISTING
FNSB	FAIRBANKS NORTH STAR BOROUGH
FT, '	FOOT, FEET
HDPE	HIGH DENSITY POLYETHYLENE
H	HORIZONTAL
HW/D	HEADWATER TO DIAMETER RATIO
IE	INVERT ELEVATION
IN, "	INCH, INCHES
L	LENGTH OF CURVE
L.C.L	LEFT OF CENTERLINE
LT	LEFT
LVC	LENGTH OF VERTICAL CURVE
LDP	LOW DISTORSION PROJECTION
MACS	METROPOLITAN AREA COMMUTER SYSTEM
MAX	MAXIMUM
MIN	MINIMUM
N	NORTH, NORTHING
NO.	NUMBER
NTS	NOT TO SCALE
O.C.	ON CENTER
PC	POINT OF CURVATURE
POT	POINT ON TANGENT
PST	PERFORATED STEEL TUBE
PT	POINT OF TANGENCY
PVI	POINT OF VERTICAL INTERSECTION
R	RADIUS
R.C.L	RIGHT OF CENTERLINE
ROW	RIGHT OF WAY
RT	RIGHT
S	SOUTH
SD	SCHOOL DISTRICT
SDMH	STORM DRAIN MANHOLE
SQ. FT.	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
SW	SIDEWALK
T	TANGENT
TBC	TOP BACK OF CURB
TCE	TEMPORARY CONSTRUCTION EASEMENT
TS	TUBE STEEL
TYP	TYPICAL
V	VERTICAL
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
W	WEST
WWR	WELDED WIRE REINFORCEMENT
WWM	WELDED WIRE MESH
WSP	WOOD STAVE PIPE
Ø	DIAMETER

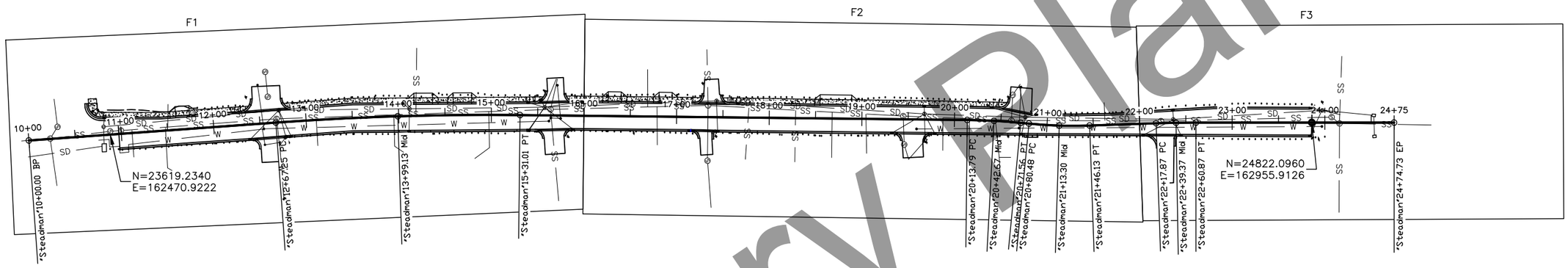
HWYS LEGEND

STATE OF ALASKA 49TH — IVET HALL CE 12815 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_A-HWYS Legend Fri, Nov/01/24 09:25am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	A3	A4



STEADMAN STREEET ALIGNMENT COORDINATES

DESCRIPTION	STATION	NORTHING	EASTING
BP	10+00.00	23535.6538	162443.1465
PC	12+67.25	23789.2501	162527.4377
PT	15+31.01	24035.8106	162620.9055
PC	20+13.79	24479.6731	162810.8211
PT	20+71.56	24531.7613	162835.7798
PC	20+80.48	24539.6356	162839.9667
PT	21+46.13	24599.4197	162866.9705
PC	22+17.87	24666.5778	162892.2074
PT	22+60.87	24706.5748	162907.9882
EP	24+74.73	24904.1094	162989.9407

ALIGNMENT GEOMETRY NOTES:

1. FOR SURVEY CONTROL INFORMATION, SEE SURVEY CONTROL DRAWINGS ON SHEET A4.
2. THE DESIGN CENTERLINE ALIGNMENT SHOWN ON THE PLANS IS DIFFERENT FROM THE ROW MAP CENTERLINE. USE THE ROW MAP TO SURVEY AND STAKE ROW, TEMPORARY CONSTRUCTION EASEMENT, AND TEMPORARY CONSTRUCTION PERMIT LIMITS.

ALIGNMENT GEOMETRY

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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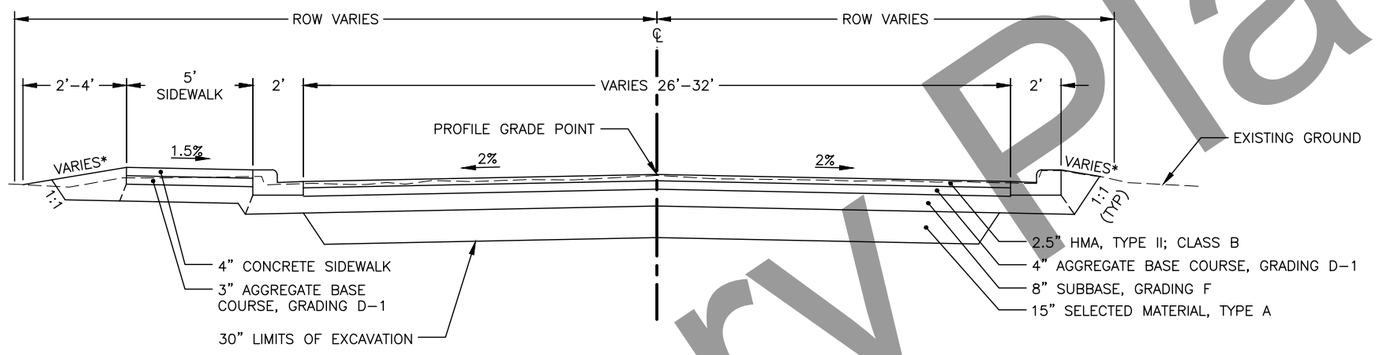
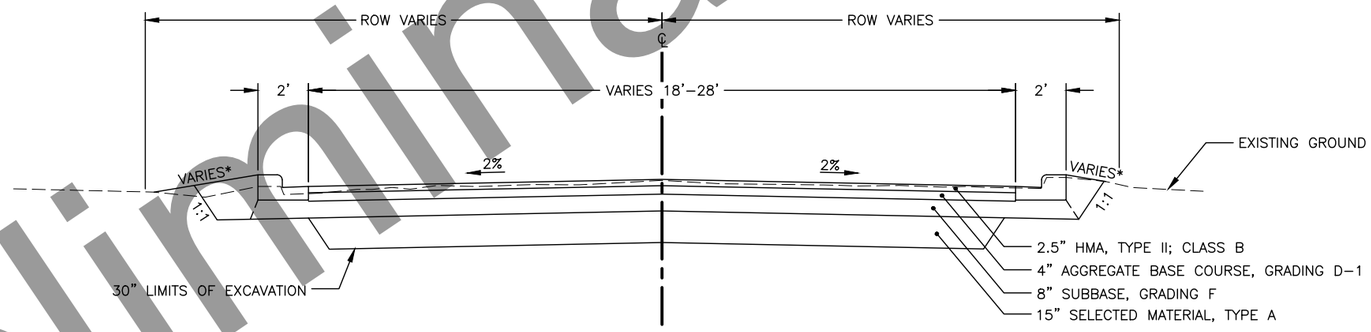
NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	B1	B1



TYPICAL SECTION

STEADMAN STREET – NOME
FRONT ST. TO W. 4TH AVE.



TYPICAL SECTION

STEADMAN STREET – NOME
W. 4TH AVE. TO 5TH AVE.

* SLOPE VARIES. 4:1 (H:V) MAX. UNLESS OTHERWISE NOTED, SLOPE SHALL BE AS FLAT AS POSSIBLE AND MATCH TO EXISTING WITHIN 2' OF THE ROW OR TCE.

TYPICAL SECTIONS

STATE OF ALASKA
49 TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	C1	C1

ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	PAY UNIT	QUANTITY
202.0001.0000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	ALL REQUIRED
202.0002.0000	REMOVAL OF PAVEMENT	SY	4,803.00
202.0003.0000	REMOVAL OF SIDEWALK	SY	403.11
202.0009.0000	REMOVAL OF CURB AND GUTTER	LF	2,517.00
202.2029.0000	RESOLUTION OF CONFLICTS	CS	ALL REQUIRED
203.0003.0000	UNCLASSIFIED EXCAVATION	CY	4,100.00
203.0006.0000	BORROW	TON	4,410.00
301.0001.00D1	AGGREGATE BASE COURSE, GRADING D-1	TON	1,036.00
304.0001.000F	SUBBASE, GRADING F	TON	2,468.00
401.0001.002B	HMA, TYPE II; CLASS B	TON	662.00
401.0004.0000	ASPHALT BINDER, GRADE PG 52E-40	TON	36.00
401.0008.002B	HMA PRICE ADJUSTMENT, TYPE II; CLASS B	CS	ALL REQUIRED
401.0009.0000	LONGITUDINAL JOINT DENSITY PRICE ADJUSTMENT	CS	ALL REQUIRED
401.0012.002B	HMA, DRIVEWAY, TYPE II; CLASS B	TON	12.00
401.0013.0000	JOB MIX DESIGN	EACH	1.00
401.0015.0000	ASPHALT MATERIAL PRICE ADJUSTMENT	CS	ALL REQUIRED
604.0004.0000	ADJUST EXISTING MANHOLE	EACH	6.00
604.0005.000A	INLET, TYPE A	EACH	5.00
607.0003.0000	CHAIN LINK FENCE	LF	50.00
608.0001.0004	CONCRETE SIDEWALK, 4 INCHES THICK	SY	319.00
608.0001.0006	CONCRETE SIDEWALK, 6 INCHES THICK	SY	193.00
608.0006.0000	CURB RAMP	EACH	8.00
609.0002.0ALL	CURB AND GUTTER, ALL TYPES	LF	2,621.00
615.0001.0000	STANDARD SIGN	SF	192.00
618.0005.0000	SEEDING	LS	20,000.00
639.0002.0000	DRIVEWAY, RESIDENTIAL	EACH	6.00
639.0003.0000	DRIVEWAY, COMMERCIAL	EACH	9.00
640.0001.0000	MOBILIZATION AND DEMOBILIZATION	LS	ALL REQUIRED
640.0004.0000	WORKER MEALS AND LODGING, OR PER DIEM	LS	ALL REQUIRED
641.0001.0000	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LS	ALL REQUIRED
641.0003.0000	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	LS	ALL REQUIRED
641.0004.0000	TEMPORARY EROSION SEDIMENT AND POLLUTION CONTROL ADDITIVES	CS	ALL REQUIRED
641.0006.0000	WITHHOLDING	CS	ALL REQUIRED
641.0007.0000	SWPPP MANAGER	LS	ALL REQUIRED
641.0008.0000	SWPPPTRACK	CS	ALL REQUIRED
642.0001.0000	CONSTRUCTION SURVEYING	LS	ALL REQUIRED
642.0003.0000	THREE PERSON SURVEY PARTY	HR	40.00
643.0002.0000	TRAFFIC MAINTENANCE	LS	ALL REQUIRED
643.0023.0000	TRAFFIC PRICE ADJUSTMENT	CS	ALL REQUIRED
643.0025.0000	TRAFFIC CONTROL	CS	ALL REQUIRED
643.2005.0000	PUBLIC INFORMATION PROGRAM	LS	ALL REQUIRED

ESTIMATED LUMP SUM QUANTITIES

ITEM NO.	PAY ITEM	TOTAL QUANTITY
201.0009.0000	CLEARING AND GRUBBING	107 SY
644.0006.0000	VEHICLE	2

ESTIMATING FACTORS

ITEM NO.	DESCRIPTION	FACTOR
203.0006.0000	BORROW	2 TONS/ CUBIC YARD
301.0001.00D1	AGGREGATE BASE COURSE, GRADE D-1	2 TONS/ CUBIC YARD
401.0001.002B	HMA, TYPE II; CLASS B	150 LBS/ CUBIC FOOT
401.0004.0000	ASPHALT BINDER, GRADE PG 52E-28	6% OF ITEM 401.0001.002B

GENERAL NOTES:

1. PERFORM ALL WORK WITHIN THE EXISTING ROW OR TEMPORARY CONSTRUCTION PERMIT OR EASEMENT. STAKE THE ROW LINE FOR ANY WORK BEHIND THE EXISTING BACK OF SIDEWALK TO AVOID TRESPASSING. SEE 642 SPECIFICATIONS.
2. ANY APPURTENANCES DAMAGED AS A RESULT OF CONTRACTOR OPERATIONS SHALL BE REPAIRED OR REPLACED TO PREEXISTING CONDITIONS AT THE CONTRACTOR'S EXPENSE.
3. REMOVAL AND DISPOSAL OF EXISTING ASPHALT PAVEMENT, CURB AND GUTTER, AND CONCRETE SIDEWALK SHOWN ON THE PLANS WILL BE PAID FOR UNDER PAY ITEM 202.0001.0000 REMOVAL OF STRUCTURES AND OBSTRUCTIONS. DELIVER ALL REMOVED ASPHALT TO THE NOME DOT M&O FACILITY AT 3.5 MILE CENTER CREEK ROAD.
4. THE REMOVAL OF STRUCTURES AND OBSTRUCTIONS NOT SHOWN ON PLANS WILL BE PAID FOR UNDER PAY ITEM 202.0001.0000 REMOVAL OF STRUCTURES AND OBSTRUCTIONS.
5. PAY ITEM QUANTITIES SHOWN IN CURB RAMP TABLES FOR SIDEWALK AND CURB AND GUTTER INCLUDE LOWER LANDING, RAMP RUN AND UPPER LANDING SECTIONS OF THE CURB RAMPS.
6. NOTIFY THE CITY OF NOME EMERGENCY SERVICES DISPATCH AT 907-443-8522 A MINIMUM OF 24 HOURS PRIOR TO INTERSECTION CLOSURES AND CHANGES TO TRAFFIC CONTROL THAT WILL IMPACT EMERGENCY SERVICE RESPONSE.

PAVING NOTES:

1. WHERE NEW PAVEMENT IS TO BE MATCHED TO EXISTING PAVEMENT, A STRAIGHT SAWCUT SHALL BE MADE AND THE EXISTING PAVEMENT EDGE SHALL BE CLEANED AND PAINTED WITH STE-1 ASPHALT FOR TACK COAT. IF DAMAGE OCCURS AS A RESULT OF SAWCUTTING, THE CONTRACTOR IS RESPONSIBLE FOR REPAIR OR REPLACEMENT COSTS. THIS WORK IS SUBSIDIARY TO 401.0001.002B.
2. BRING ALL MONUMENT CASES AND UTILITY LIDS TO FINISHED GRADE PRIOR TO PAVING. DEPRESS LIDS 3/8 INCH BELOW PAVEMENT SURFACE.

APPROACH & DRIVEWAY NOTES:

1. AT DRIVEWAYS, THE RESURFACED ROADWAY GRADE AND CROSS SLOPE SHALL TRANSITION INTO THE EXISTING DRIVEWAY SURFACE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS EXPECTED TO MODIFY GRADING AT DRIVEWAYS TO MEET TRANSITION REQUIREMENTS WHILE MAINTAINING POSITIVE DRAINAGE.

UTILITY NOTES:

1. UNDERGROUND UTILITIES EXIST WITHIN THE PROJECT CORRIDOR. CONTACT UTILITY OWNERS AND GET LOCATES PRIOR TO ANY EXCAVATION.
2. PROTECT, OR REMOVE AND REPLACE IN SAME LOCATION OR TO THE SIDE OF ROADWAY, EXISTING MARKER POSTS FOR UTILITIES THAT ARE DISTURBED DURING CONSTRUCTION. THIS IS SUBSIDIARY TO OTHER BID ITEMS CAUSING THE DISTURBANCE.

ESTIMATE OF QUANTITIES

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	D1	44

639.0001.0000 DRIVEWAY SUMMARY

NO.	CENTERLINE STATION	SIDE	CURB CUT WIDTH (FT)	LENGTH (FT)	DRIVEWAY AREA (SY)	REMARKS
D1	11+68	LT	15	5	12	
D2	14+27	LT	20	5	15	
D3	14+69	LT	20	5	15	
D4	16+33	LT	14	5	12	
D5	16+88	LT	14	5	12	
D6	18+72	LT	34	5	23	
				TOTAL	89	

639.2000.0000 APPROACH, SIDE STREETS

STATION	OFFSET	QTY (EACH)	REMARKS
12+60.00	RT	1	EAST 1ST STREET
12+61.00	LT	1	WEST 1ST STREET
15+69.75	LT	1	WEST 3RD STREET
15+69.75	RT	1	EAST 3RD STREET
17+27.00	RT	1	EAST KING PLACE
17+42.50	LT	1	WEST KING PLACE
19+54.50	RT	1	EAST 4TH STREET
20+73.00	LT	1	WEST 4TH STREET
22+27.25	RT	1	EAST TOBUK STREET
	TOTAL	9	

202.0002.0000 REMOVAL OF PAVEMENT

STREET NAME	QTY (SY)	COMMENTS
STEADMAN	4803	INCLUDES REMOVAL FROM MAINLINE AND SIDE STREETS

202.0003.0000 REMOVAL OF SIDEWALK

STREET NAME	QTY (SY)	COMMENTS
STEADMAN	403	

608.0006.0000 CURB RAMP

RAMP NUMBER	MAIN STREET	CROSS STREET	CORNER LOCATION	RAMP TYPE	QTY (EA)	COMMENTS
CR1	STEADMAN	FRONT STREET	NW	PARALLEL	1	
CR2	STEADMAN	1ST STREET	SW	DIRECTIONAL	1	
CR3	STEADMAN	2ND STREET	NW	DIRECTIONAL	1	
CR4	STEADMAN	3RD STREET	SW	DIRECTIONAL	1	
CR5	STEADMAN	4th STREET	NW	DIRECTIONAL	1	
CR6	STEADMAN	KING PLACE	SW	DIRECTIONAL	1	
CR7	STEADMAN	KING PLACE	NW	DIRECTIONAL	1	
CR8	STEADMAN	4TH STREET	SW	DIRECTIONAL	1	
				TOTAL	8	

202.0009.0000 & 609.0002.0001 CURB AND GUTTER

REMOVAL OF CURB AND GUTTER 202.0009.0000 (LF)	CURB AND GUTTER, TYPE ?1? 609.0002.0001 (LF)	COMMENTS
2517	2621	

608.0001.0004 CONCRETE SIDEWALK, 4 INCHES THICK

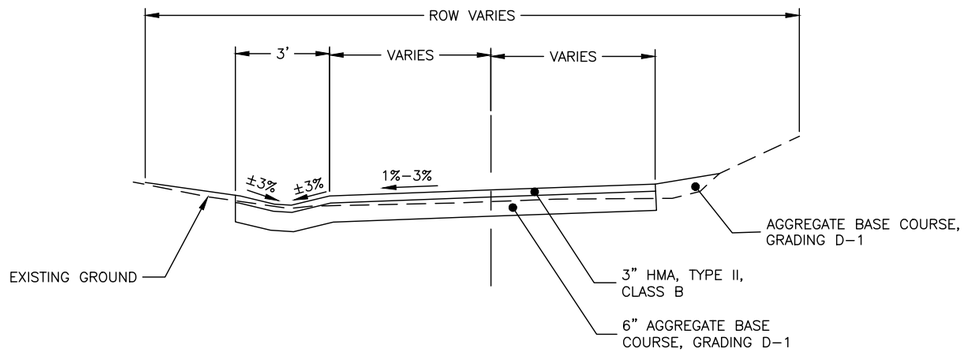
STREET NAME	AREA (SY)	COMMENTS
STEADMAN	319	

608.0001.0006 CONCRETE SIDEWALK, 6 INCHES THICK

STREET NAME	AREA (SY)	COMMENTS
STEADMAN	193	AT CURB RAMPS AND DRIVEWAYS

DRIVEWAY NOTES:

1. DRIVEWAY DIMENSIONS AND LOCATIONS MAY BE FIELD ADJUSTED BY THE ENGINEER.
2. BEYOND THE PAVING LIMIT, WARP EMBANKMENT SLOPES FROM 6:1 (H:V) TO 3:1 (H:V) OVER 50 FT AND FROM 4:1 (H:V) TO 3:1 (H:V) OVER 25 FT OR AS APPROVED BY THE ENGINEER. GRADING OF SLOPES IS SUBSIDIARY TO EMBANKMENT CONSTRUCTION.
3. BLEND AND GRADE FOR A SMOOTH TRANSITION BETWEEN THE DRIVEWAY AND THE EXISTING GROUND.
4. ENSURE POSITIVE DRAINAGE AWAY FROM THE ROADWAY AND DRIVEWAY EMBANKMENTS.
5. STAKE EACH DRIVEWAY AND PROVIDE THE ENGINEER WITH GRADING DETAILS FOR DRIVEWAY LANDING, TRANSITIONS, AND SIDE SLOPES; OBTAIN ENGINEER APPROVAL PRIOR TO CONSTRUCTION OF ANY DRIVEWAY.



SIDE STREET TYPICAL

SUMMARY TABLES

IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER
STATE OF ALASKA 49TH

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_D-DRIVEWAY SUMMARY Fri, Nov/01/24 09:25am

NO.	DATE	REVISION

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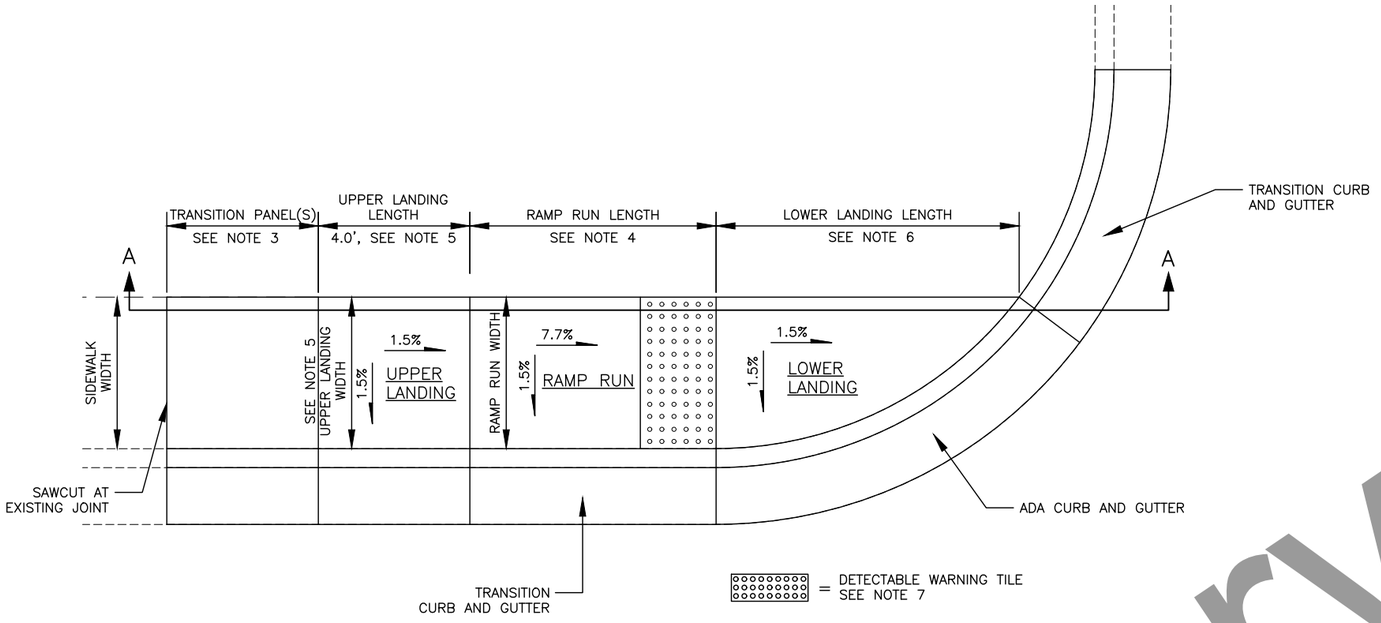
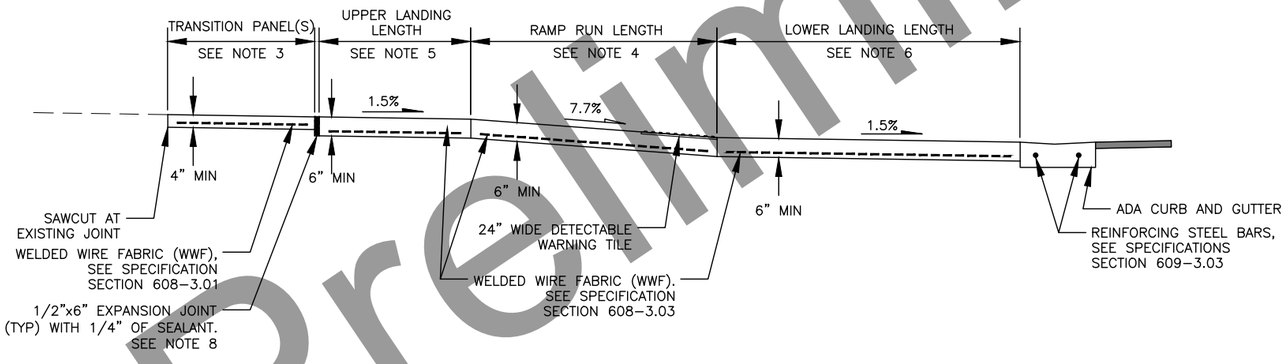
ALASKA	0002(444)/NFHWY00505	2024	E1	E6



PLAN VIEW

= DETECTABLE WARNING TILE SEE NOTE 7

SLOPE DIRECTION KEY:



PROFILE A-A

NOTES:

1. CONSTRUCT RAMP RUN AND BOTH UPPER AND LOWER LANDING OF 6" CONCRETE WITH COARSE BROOM FINISH IN THE DIRECTION OF THE CROSS SLOPE.
2. NOTIFY THE ENGINEER PRIOR TO CONCRETE PLACEMENT IF MAXIMUM OR MINIMUM GRADES CANNOT BE CONSTRUCTED. UNLESS PREVIOUSLY APPROVED BY THE ENGINEER, ANY FEATURE EXCEEDING MINIMUM OR MAXIMUM ALLOWABLE SLOPES WILL BE REPLACED AT CONTRACTOR'S EXPENSE.
3. TRANSITION PANEL(S): WHEN CONNECTING INTO EXISTING SIDEWALK, REPLACE ADJACENT SIDEWALK PANEL(S) LABELED AS TRANSITION PANEL(S), AS REQUIRED FOR CROSS SLOPE TRANSITION FROM THE EXISTING SIDEWALK TO THE NEW UPPER LANDING TO ENSURE THE UPPER LANDING IS CONSTRUCTED WITH A COMPLIANT CROSS SLOPE.
4. RAMP RUN LENGTH: SURVEY PRIOR TO CONSTRUCTION TO VERIFY RAMP RUN LENGTH REQUIRED FOR COMPLIANT SLOPES. ADJUST THE RAMP RUN LENGTH AS NEEDED TO ENSURE COMPLIANT RAMP RUN RUNNING SLOPE.
5. UPPER LANDING LENGTH: CONSTRUCT UPPER LANDING LENGTH TO 4.0 FEET. UPPER LANDING LENGTH MAY BE DECREASED TO 3 .0 FEET IF APPROVED BY THE ENGINEER.
   UPPER LANDING WIDTH: UPPER LANDING WIDTH SHALL MATCH OR EXCEED THE MAXIMUM WIDTH OF THE RAMP RUN.
6. LOWER LANDING LENGTH: LENGTH OF LOWER LANDING DEPENDS ON RAMP RUN WIDTH AND CURB RADII. ENSURE LOWER LANDING HAS A 5-FT DIAMETER TURNING SPACE.
7. DETECTABLE WARNING TILE: INSTALL 24" DETECTABLE WARNING TILES FOR THE FULL WIDTH OF THE RAMP RUN.
8. JOINTS: INSTALL CONTINUOUS MINIMUM 6 INCH DEEP 1/2" WIDE EXPANSION JOINT AT ALL LOCATIONS WHERE SIDEWALK, CURB RAMP, OR CURB AND GUTTER (ANY TYPE) MEET. SEAL ALL EXPANSION JOINTS WITH HOT POURED ELASTIC TYPE JOINT SEAL CONFORMING TO SPECIFICATIONS 705-2.02 JOINT SEALANT. EXPANSION AND DUMMY JOINTS IN THE SIDEWALK AND CURB RAMP SHALL LINE UP WITH EXPANSION AND DUMMY JOINTS IN THE CURB AND GUTTER.

SLOPES GUIDE

	PREFERRED	MINIMUM	MAXIMUM
UPPER LANDING RUNNING SLOPE	1.5%	1.0%	5.0%
UPPER LANDING CROSS SLOPE	1.5%	1.0%	2.0%
RAMP RUN RUNNING SLOPE	7.7%	N/A	8.3%
RAMP RUN CROSS SLOPE	1.5%	1.0%	2.0%
LOWER LANDING RUNNING SLOPE*	1.5%	1.0%	2.0%
LOWER LANDING CROSS SLOPE*	1.5%	1.0%	2.0%

* LOWER LANDING CROSSSLOPE SHALL NOT EXCEED 2.0% IN ANY DIRECTION.

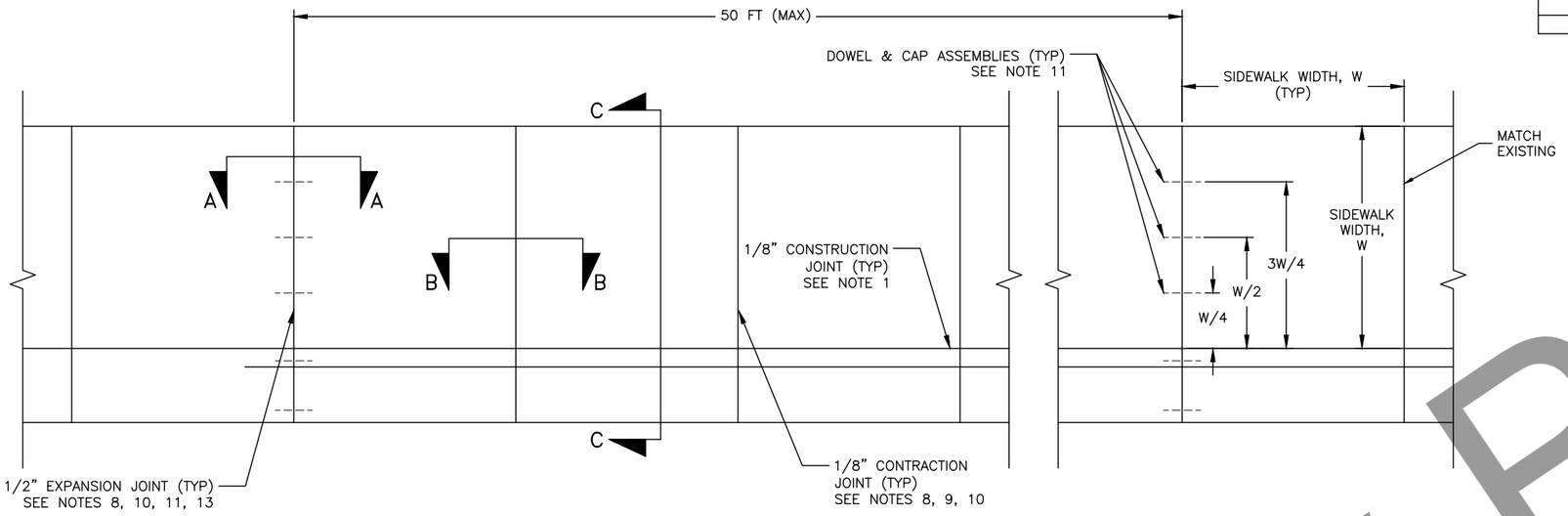
DIRECTIONAL CURB RAMP

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

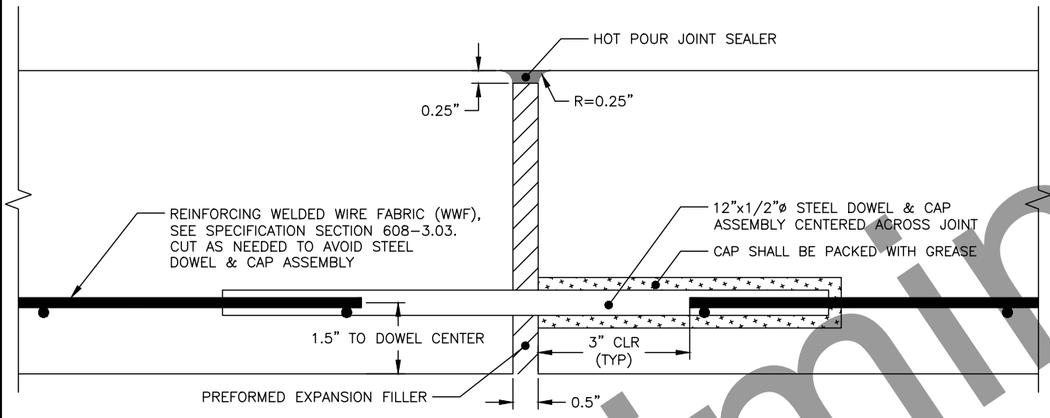
PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_E-DIRECTIONAL CURB RAMP(E1) Fri, Nov/01/24 09:25am

NO.	DATE	REVISION

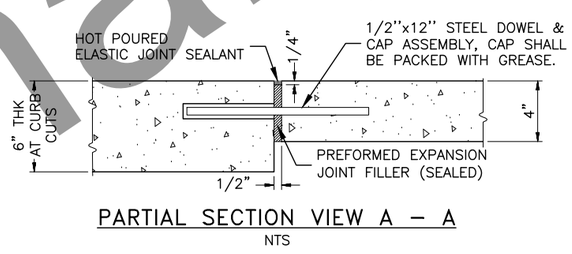
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	E2	E6



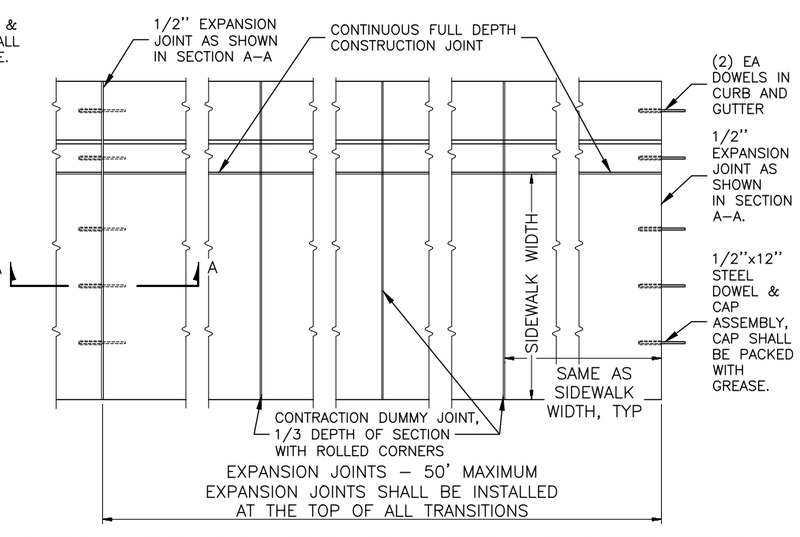
CONCRETE SIDEWALK REINFORCEMENT DETAIL



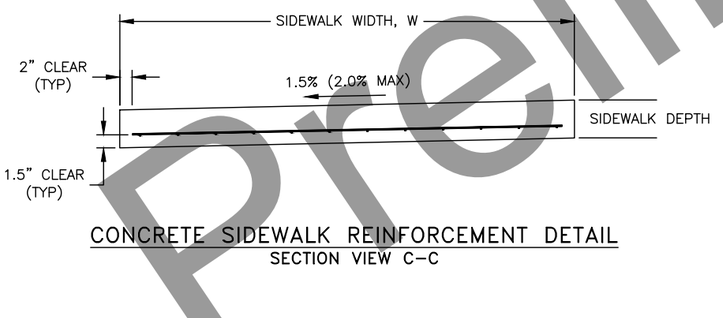
CONCRETE SIDEWALK EXPANSION JOINT DETAIL
SECTION VIEW A–A



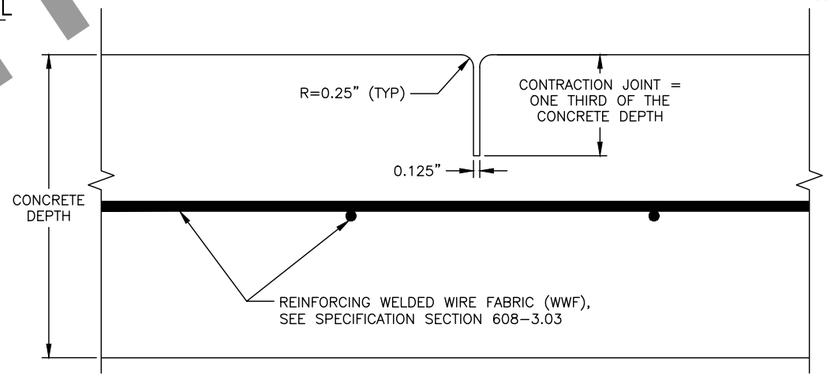
PARTIAL SECTION VIEW A – A
NTS



DETAIL A EXPANSION SIDEWALK & CURB AND GUTTER JOINT
PLAN VIEW
NTS



CONCRETE SIDEWALK REINFORCEMENT DETAIL
SECTION VIEW C–C



CONCRETE SIDEWALK CONTRACTION JOINT DETAIL
SECTION VIEW B–B

CONCRETE SIDEWALK NOTES:

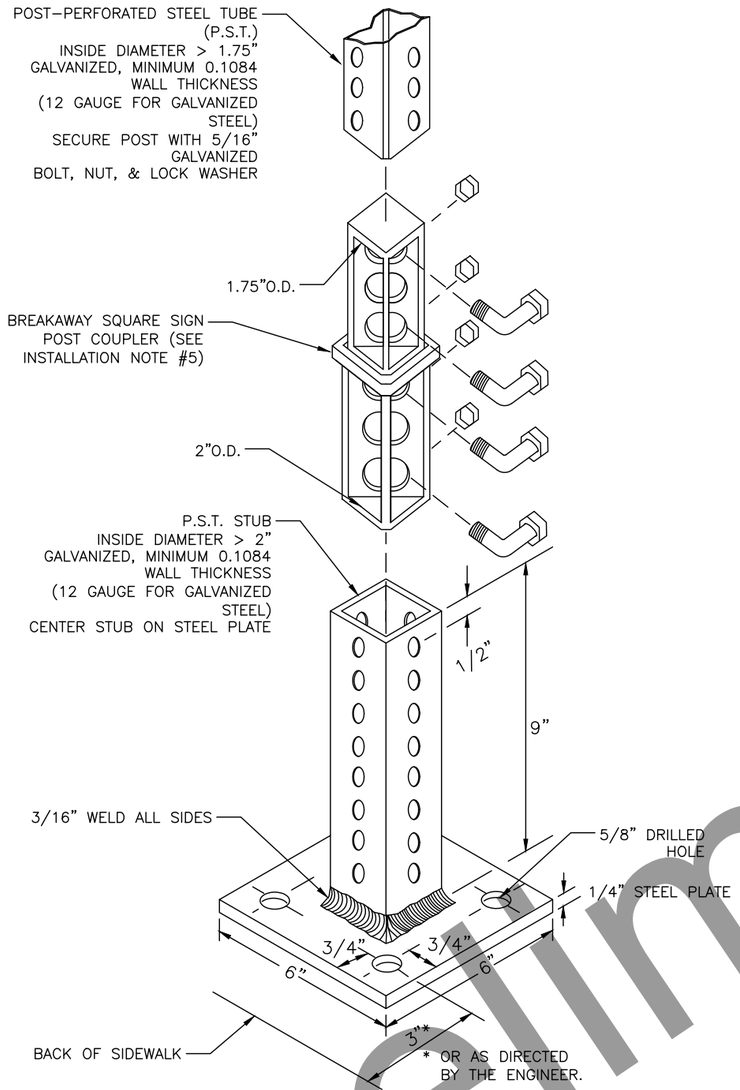
1. INSTALL CONTINUOUS FULL DEPTH 1/8" CONSTRUCTION JOINT WITH A BOND BREAKER AT ALL LOCATIONS WHERE SIDEWALK AND CURB (ANY TYPE) MEET. USE CONTINUOUS BOND BREAKER (I.E., 1/8" JOINT MATERIAL OR APPROVED EQUAL) BETWEEN THE SIDEWALK AND THE CURB.
2. PROTECT CONCRETE FROM DAMAGE DURING CURE. REPAIR OR REPLACE CONCRETE DAMAGED DURING CURE AS APPROVED BY THE ENGINEER.
3. CONCRETE SIDEWALKS SHALL RECEIVE A BROOM FINISH (MEDIUM) RUNNING PERPENDICULAR TO THE SIDEWALK CENTERLINE.
4. FOR SIDEWALKS LARGER OR DIFFERENTLY CONFIGURED THAN SHOWN, PLACE EXPANSION AND CONTRACTION JOINTS AS DIRECTED BY THE ENGINEER.
5. INSTALL 1/2" CONSTRUCTION JOINT MATERIAL BETWEEN NEW CONCRETE AND ADJACENT BUILDINGS, POLES, GABIONS, AND HYDRANTS.
6. SIDEWALK REINFORCEMENT SHALL BE SET ON SPACERS AND PULLED UP WHILE PLACING CONCRETE TO POSITION IT THE REQUIRED CLEAR DISTANCE FROM THE BOTTOM OF SIDEWALK.
7. EXPANSION AND CONTRACTION JOINTS IN THE SIDEWALK SHALL LINE UP WITH EXPANSION AND CONTRACTION JOINTS IN THE CURB. THE ENGINEER MAY ADJUST THE LOCATION OF EXPANSION OR CONTRACTION JOINTS.
8. CONTRACTION JOINT SPACING FROM EXPANSION JOINTS OR OTHER CONTRACTION JOINTS SHALL BE THE SPECIFIED WIDTH (W) OF THE CONCRETE SIDEWALK.
9. UNLESS OTHERWISE NOTED, EXPANSION AND CONTRACTION JOINTS SHALL BE PERPENDICULAR TO THE CONCRETE SIDEWALK CENTERLINE.
10. WHERE EXPANSION JOINTS ARE SPECIFIED AT THE MATCH LIMITS FOR NEW CONCRETE SIDEWALK AGAINST EXISTING CONCRETE SIDEWALK, SAW CUT THE EXISTING SIDEWALK TO FULL DEPTH PRIOR TO REMOVAL. DRILL AND CLEAN THE HOLE, PACK WITH GREASE AND INSTALL DOWEL & CAP ASSEMBLIES INTO THE EXISTING CONCRETE.
11. DOWEL & CAP ASSEMBLIES AT EXPANSION JOINTS SHALL BE EQUALLY SPACED FROM CENTER OF DOWEL TO CENTER OF DOWEL, LOCATED AT THE 1/4, 1/2, AND 3/4 SIDEWALK WIDTH (W) DIVISIONS AND PARALLEL TO THE CONCRETE SURFACE.
12. EXPANSION JOINTS SHALL BE INSTALLED AT THE TOP OF ALL TRANSITIONS TO PEDESTRIAN CURB RAMPS.
13. APPLY STE–1 TACK COAT BETWEEN CONCRETE SURFACES AND ADJOINING ASPHALT.

CONCRETE SIDEWALK DETAILS

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_E-CONCRETE SIDEWALK DETAILS(E2) Fri, Nov/01/24 09:25am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	E3	E6



INSTALLATION NOTES

1. DRILL FOUR (4) 1/2" HOLES IN SIDEWALK USING PLATE AS TEMPLATE. (DEPTH AS REQUIRED)
2. INSTALL STUB AND PLATE WITH FOUR (4) HILTI EXPANSION ANCHORS CAT. NO. HDI 3/8" OR APPROVED EQUAL. USE FOUR (4) 3/8" GALAVANIZED BOLTS AND FLAT WASHERS.
3. DO NOT SHIM BASE, PLUMB STUB BY HEATING AT PLATE.
4. INSTALL STUBS FOR NO PARKING SIGNS AT 45° FACING TRAFFIC.
5. COUPLER SPECIFICATIONS IN SPECIAL PROVISIONS, SECTION 615–2.01.

SIDEWALK MOUNTING STUB FOR SIGN POSTS
NOT TO SCALE

GENERAL NOTES:

1. SAWCUT ALL MATCH POINTS WHERE NEW CONSTRUCTION OF PAVEMENT, SIDEWALK OR CURBING ABUTS EXISTING. SAWCUTS SUBSIDIARY TO RESPECTIVE PAY ITEMS.
2. ALL WORK IS TO BE PERFORMED WITHIN EXISTING RIGHT OF WAY (ROW).
3. PROTECT EXISTING FENCES, RETAINING WALLS AND IMPROVEMENTS ADJACENT TO PROJECT LIMITS. PAYMENT FOR PROTECTION OF FENCES, RETAINING WALLS AND OTHER EXISTING IMPROVEMENTS SUBSIDIARY TO SIDEWALK INSTALLATION.
4. FOR ALL DRIVEWAYS (CURB CUTS), CONTRACTOR TO VERIFY MATCH POINT BEHIND BACK OF SIDEWALK TO PROVIDE SLOPE OF 1:12 (8.33%) OR LESS. REPAVING DEPTH WILL VARY, AS SHOWN IN THE DRIVEWAY SUMMARY AND AS DETERMINED BY CONTRACTOR VERIFICATION OF MATCH POINT.
5. REPAVE MATERIALS BEHIND CURB CUTS SHALL MATCH DRIVEWAY.
6. PAVEMENT STRUCTURE FOR CONCRETE DRIVEWAY SHALL BE 6" CONCRETE OVER 4" D–1 OR AS NEEDED.
7. ALL NEW SIDEWALK CURB FACE SHALL MATCH EXISTING CURB FACE.
8. CONTRACTOR RESPONSIBLE FOR STORING REMOVED SIGNS SO THAT THEY ARE PROTECTED FROM DAMAGE OR THEFT UNTIL RE–INSTALLED.
9. SIDEWALK MOUNT ALL SIGNS THAT NEED TO BE REMOVED AND REPLACED DURING CONSTRUCTION. USE BREAKAWAY SIGN COUPLER (REFERENCE THIS SHEET AND SPECIAL PROVISION SECTION 615).

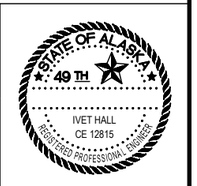
STORM DRAIN NOTES:

1. SEVERAL CURB RAMPS ARE TO BE INSTALLED WHERE CATCH BASINS HOODS WILL BE LOCATED IN TRANSITION SECTIONS. MODIFY HOOD AND BOLTS SO THAT TOP OF HOOD IS FLUSH WITH CURB.

UTILITY NOTES:

1. NUMEROUS UNDERGROUND UTILITIES EXIST WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL CONTACT UTILITY OWNERS AND GET LOCATES PRIOR TO ANY EXCAVATION.
2. PRIOR TO REMOVAL, REFERENCE MARKER LOCATION FOR BURIED CABLE, OR STORM DRAIN, SUBSIDIARY TO OTHER ITEMS OF WORK. WHEN REQUIRED, OBTAIN PERMISSION OF UTILITY OWNER PRIOR TO TEMPORARY MARKER POST REMOVAL.
3. WORK IS REQUIRED UNDER EXISTING OVERHEAD CABLES. PROTECT EQUIPMENT AND PERSONNEL AS REQUIRED SUBSIDIARY TO THOSE WORK ITEMS.

PROJECT DETAILS



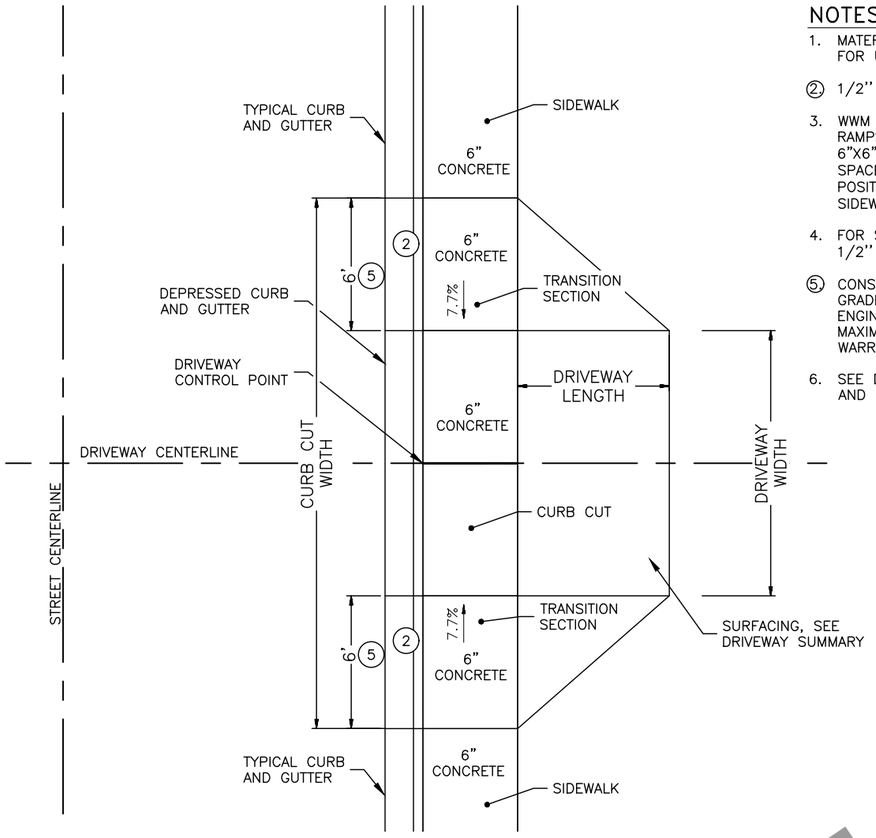
PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451–2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_E–PROJECT DETAILS(E3) Fri, Nov/01/24 09:25am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	E4	E6

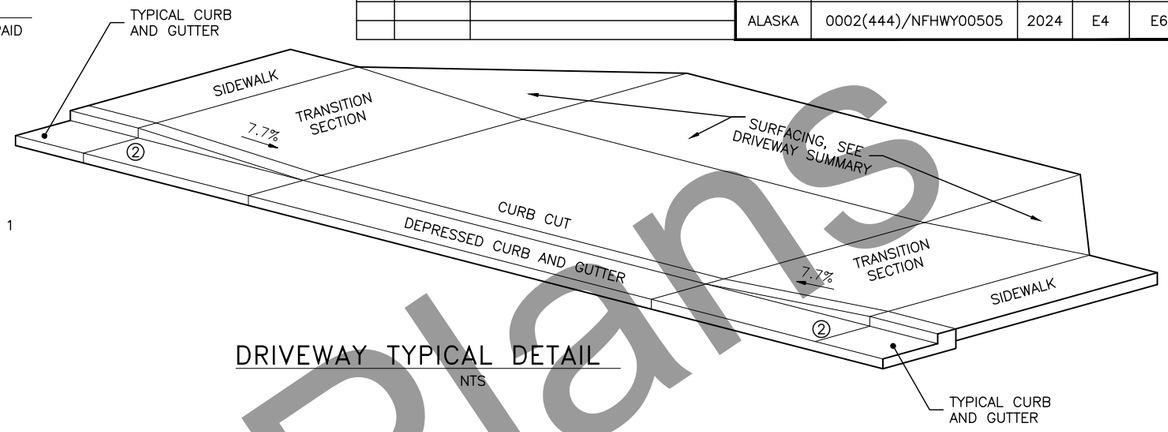
NOTES:

1. MATERIAL FOR CONSTRUCTION OF DRIVEWAY IS PAID FOR UNDER THE RESPECTIVE PAY ITEM.
2. 1/2" EXPANSION JOINTS.
3. WWM STEEL REINFORCEMENT FOR PEDESTRIAN RAMPS AND CURB CUTS SHALL BE 6"X6"–W2.9XW2.9. ALL STEEL SHALL BE SET ON SPACERS AND PULLED UP AS REQUIRED TO POSITION STEEL 1 1/2' UP FROM BOTTOM OF SIDEWALK.
4. FOR SIDEWALK REINFORCEMENT, POSITION STEEL 1 1/2" UP FROM BOTTOM OF SIDEWALK.
5. CONSTRUCT TRANSITIONS AT A NOMINAL 7.7% GRADE OR FLATTER. IF APPROVED BY THE ENGINEER SLOPES MAY BE INCREASED TO A MAXIMUM OF 8.3% WHERE SITE CONDITIONS WARRANT.
6. SEE DRIVEWAY SUMMARY FOR DRIVEWAY LENGTH AND MATERIAL TYPE.



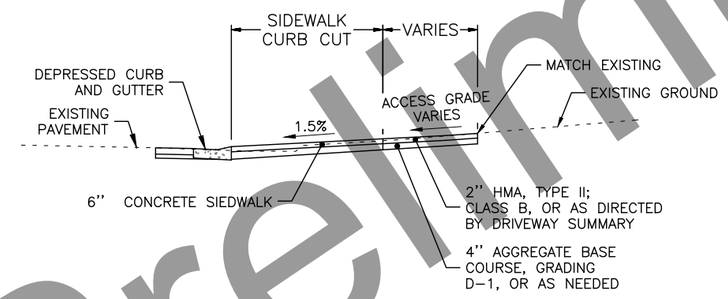
DRIVEWAY TYPICAL PLAN DETAIL

NTS



DRIVEWAY TYPICAL DETAIL

NTS



DRIVEWAY TYPICAL SECTION DETAIL

NTS

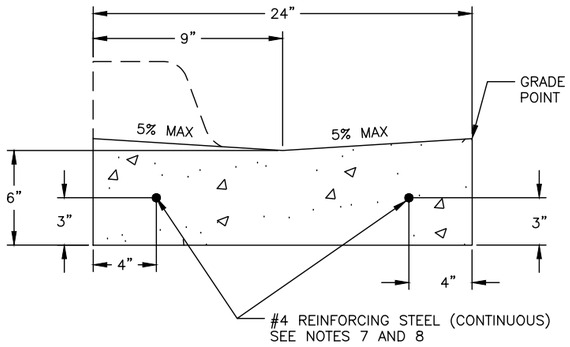
PROJECT DETAILS

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

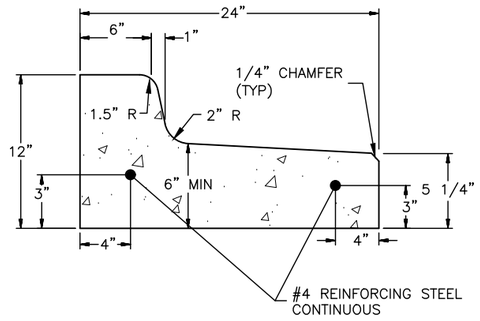
PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_E-PROJECT DETAILS (E4) Fri, Nov/01/24 09:25am

NO.	DATE	REVISION

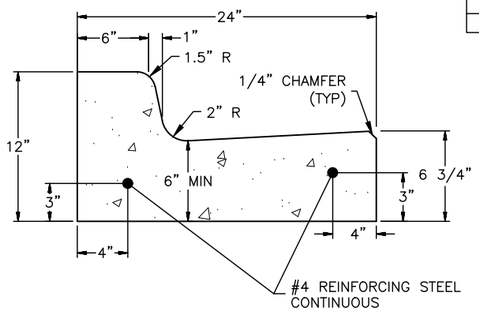
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	E5	E6



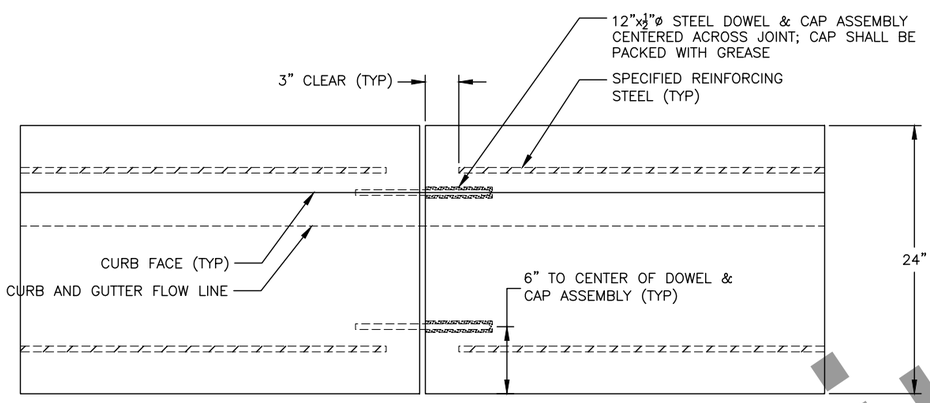
ADA CURB GUTTER DETAIL



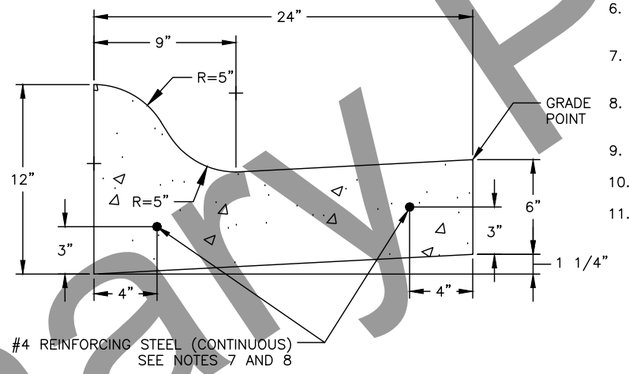
STANDARD CURB AND GUTTER
SPILL



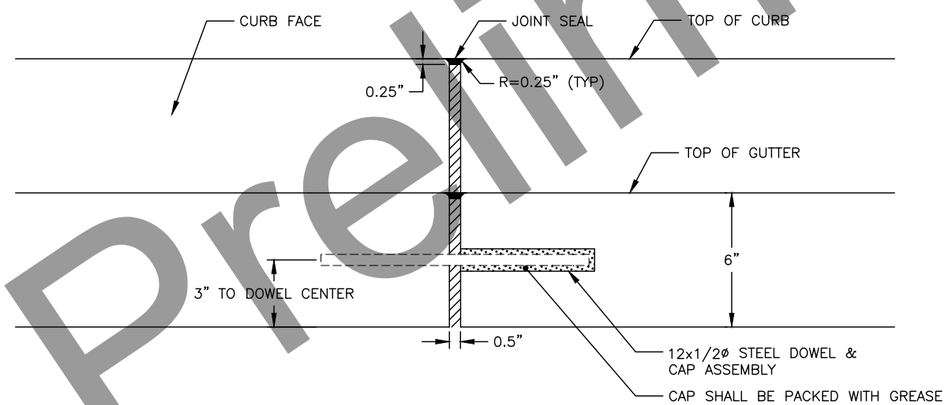
STANDARD CURB AND GUTTER
CATCH



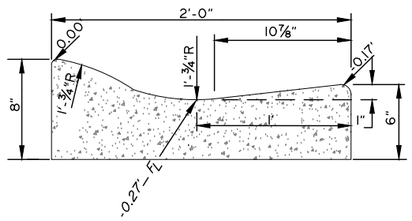
CURB & GUTTER EXPANSION JOINT DETAIL
PLAN VIEW



MOUNTABLE CURB & GUTTER DETAIL



CURB & GUTTER EXPANSION JOINT DETAIL
ELEVATION VIEW



ROLLED CURB & GUTTER TYPE 2

CONCRETE CURB AND GUTTER NOTES:

1. INSTALL CONTINUOUS FULL DEPTH 1/8" CONSTRUCTION JOINT AT ALL LOCATIONS WHERE SIDEWALK AND CURB (ANY TYPE) MEET. USE CONTINUOUS BOND BREAKER (I.E., 6 MIL PLASTIC OR APPROVED EQUAL) BETWEEN THE SIDEWALK AND THE CURB.
2. PROTECT CONCRETE FROM DAMAGE DURING CURE. REPAIR OR REPLACE CONCRETE DAMAGED DURING CURE AS APPROVED BY THE ENGINEER.
3. EXPANSION AND CONTRACTION JOINTS IN THE CURB & GUTTER SHALL LINE UP WITH EXPANSION AND CONTRACTION JOINTS IN AN ADJACENT SIDEWALK. MAXIMUM SPACING BETWEEN EXPANSION JOINTS IS 50 FT. THE ENGINEER MAY ADJUST THE LOCATION OF EXPANSION OR CONTRACTION JOINTS.
4. CONTRACTION JOINT SPACING FROM EXPANSION JOINTS OR OTHER CONTRACTION JOINTS SHALL BE THE SPECIFIED WIDTH OF THE ADJACENT CONCRETE SIDEWALK. IF NO SIDEWALK IS ADJACENT TO THE CURB AND GUTTER, USE THE SAME SPACING CONSISTENT WITH THE CURB AND GUTTER ADJACENT TO SIDEWALK ELSEWHERE ON THE PROJECT OR AS OTHERWISE APPROVED BY THE ENGINEER.
5. UNLESS OTHERWISE NOTED, EXPANSION AND CONTRACTION JOINTS SHALL BE PERPENDICULAR TO THE CONCRETE CURB FACE.
6. EXPANSION JOINTS SHALL BE INSTALLED AT THE TOP OF ALL TRANSITIONS TO PEDESTRIAN CURB RAMPS.
7. CURB AND GUTTER REINFORCING STEEL SHALL BE PLACED AND SPLICED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 503.
8. CURB AND GUTTER REINFORCING STEEL SHALL BE ASTM A615, GRADE 60; OR ASTM A706, GRADE 60.
9. APPLY JOINT SEALER EVENLY TO COMPLETELY SEAL ALL EXPANSION JOINTS.
10. APPLY STE-1 TACK COAT BETWEEN CONCRETE SURFACES AND ADJOINING ASPHALT.
11. CONTRACTOR SHALL ENSURE THAT THE REINFORCING BARS REMAIN PERPENDICULAR TO THE EXPANSION JOINT AFTER CONCRETE PLACEMENT.

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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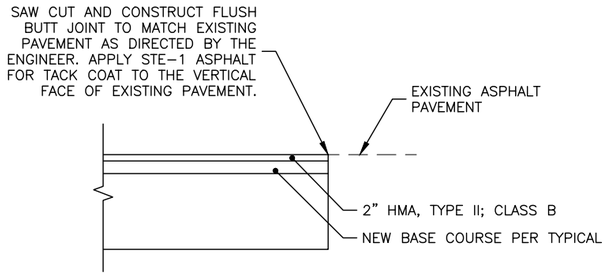
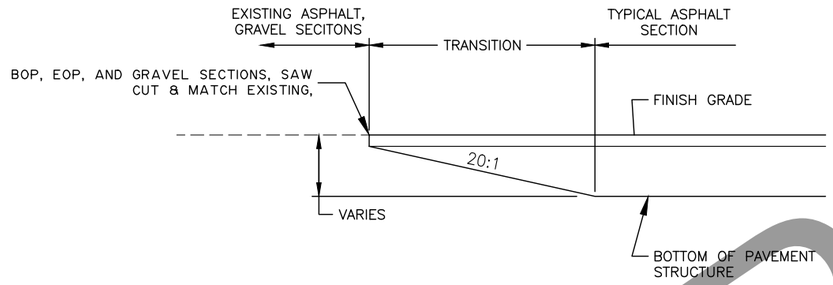
CURB & GUTTER DETAILS

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	E6	E6



MATCH EXISTING PAVEMENT DETAIL

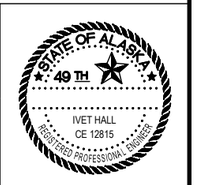


TYPICAL TRANSITION TO EXISTING PAVEMENT/GRAVEL DETAIL

NOTES:

1. PAVEMENT SAW CUTTING AND WORK ASSOCIATED WITH THIS TASK IS SUBSIDIARY TO 401 PAY ITEM.

PROJECT DETAILS



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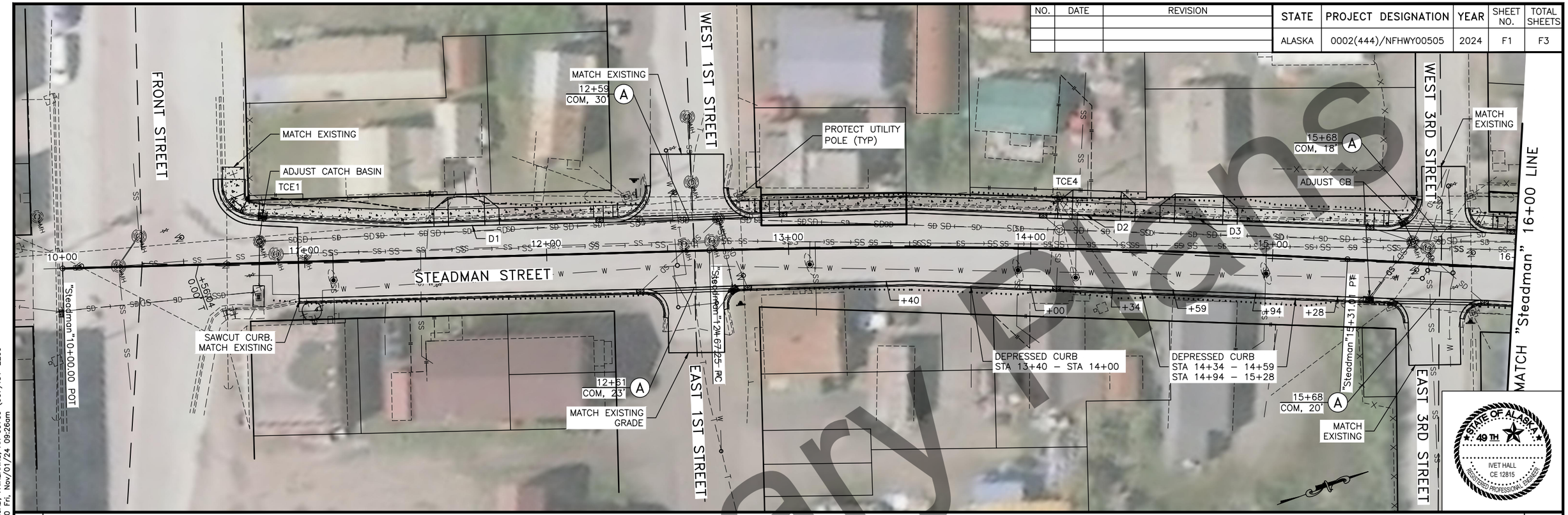
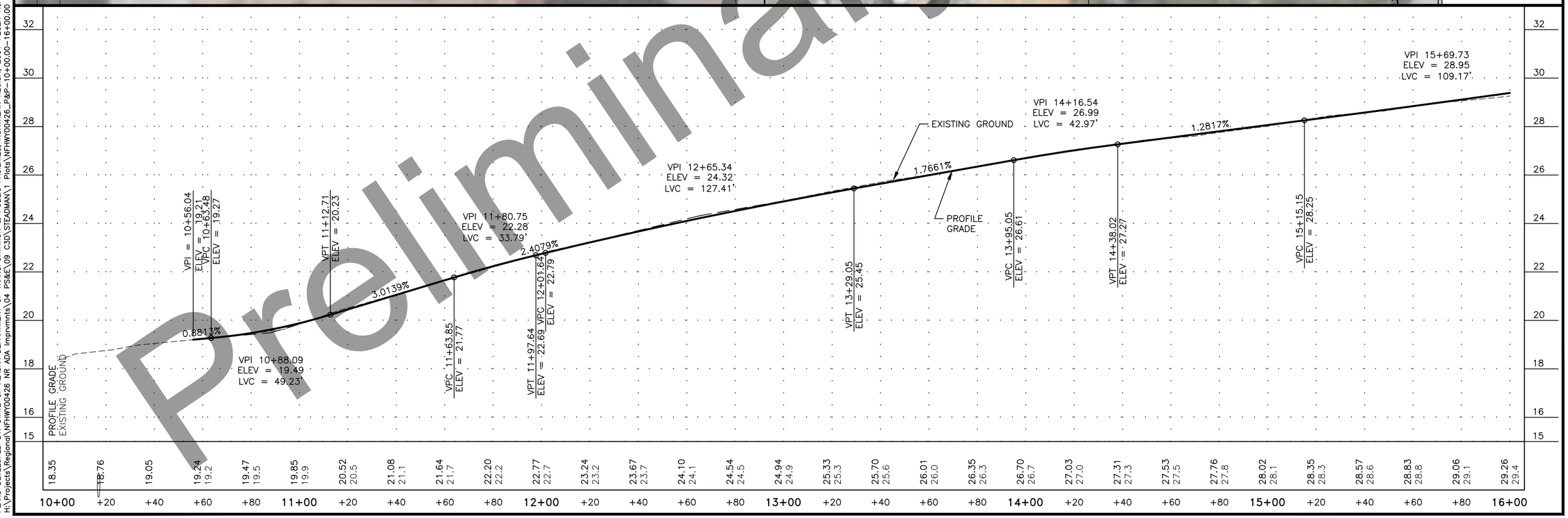
NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	F1	F3

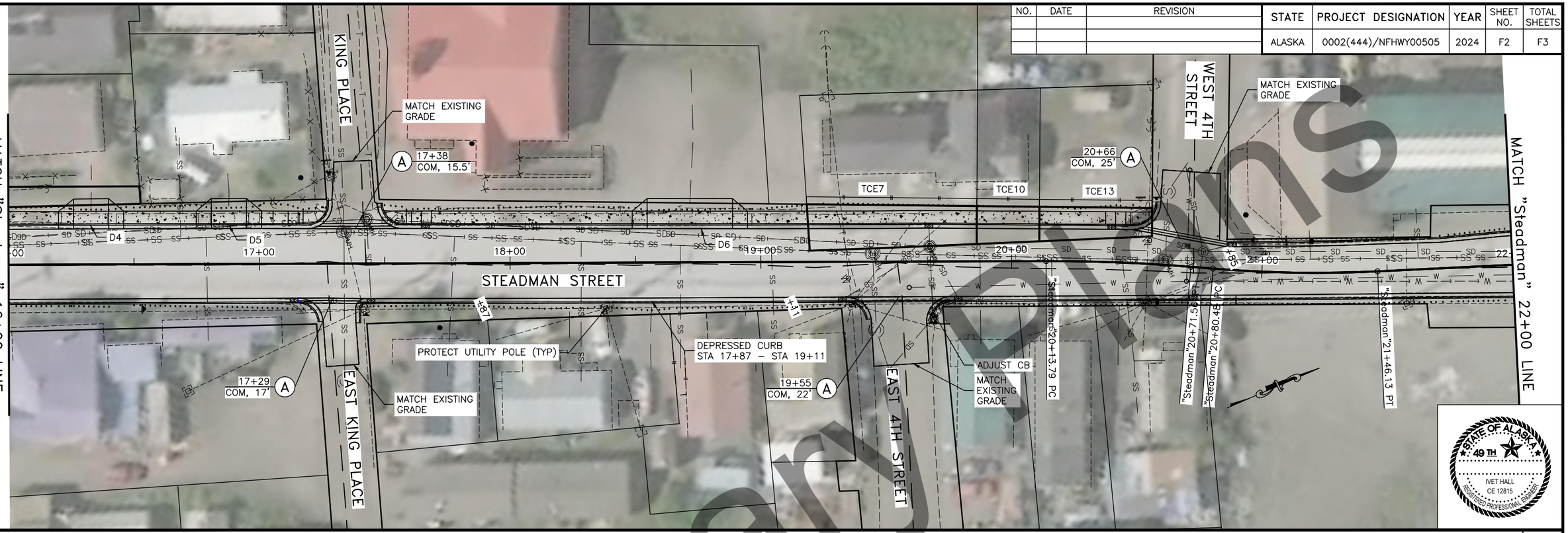


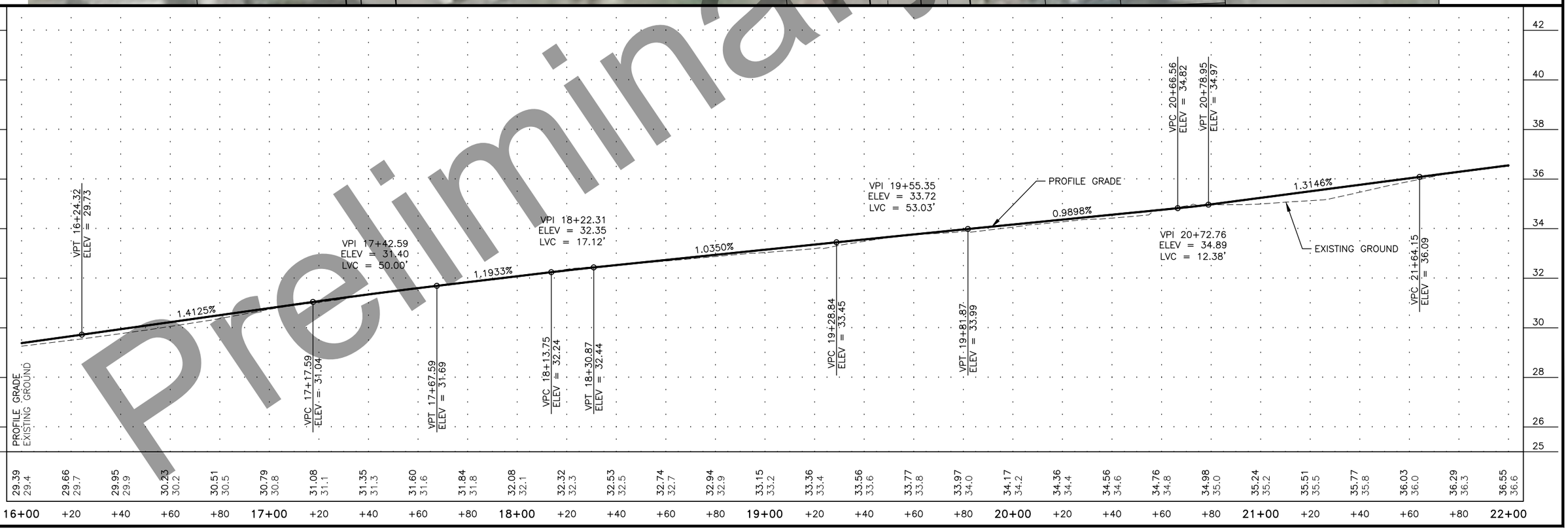


PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00426_P&P-10+00.00-16+00.00 Fri, Nov/01/24 09:26am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	F2	F3





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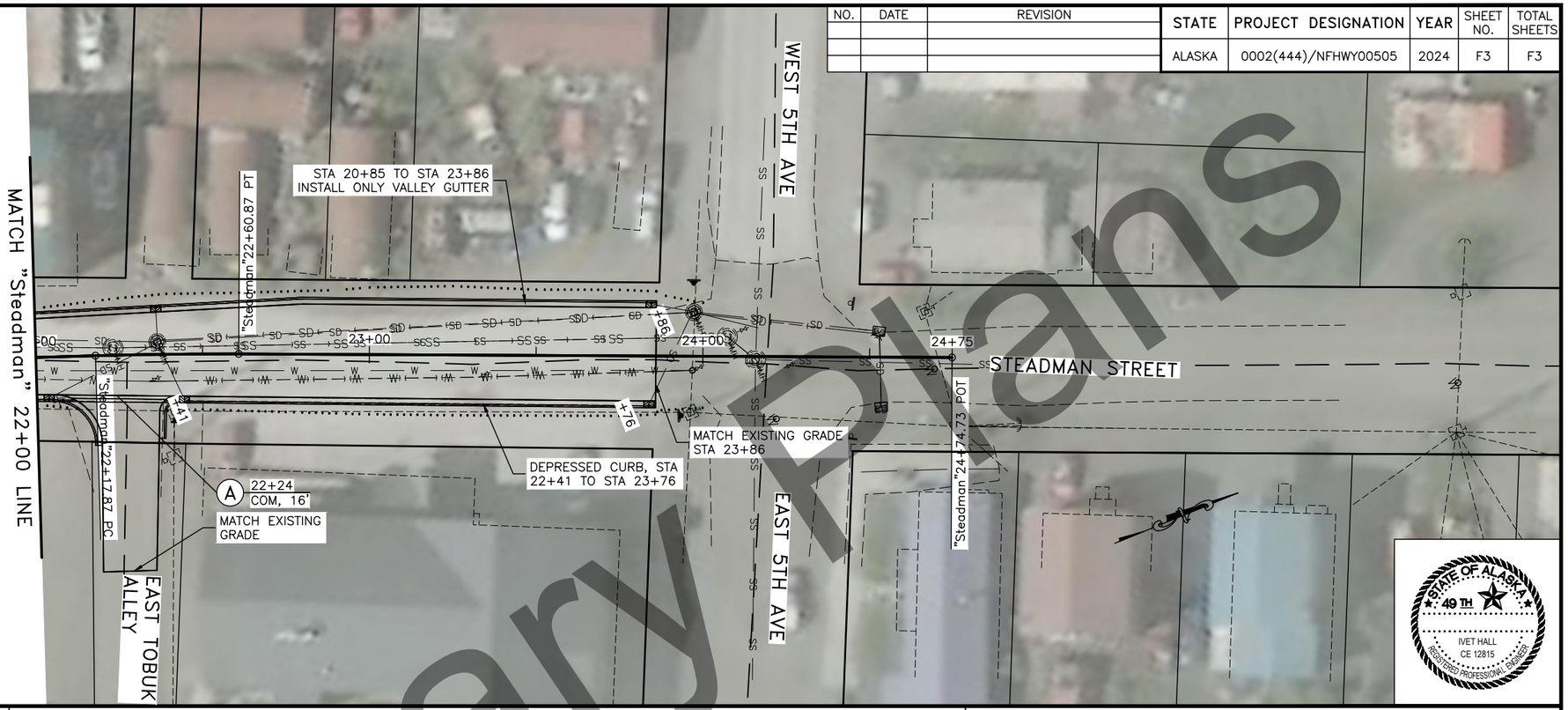
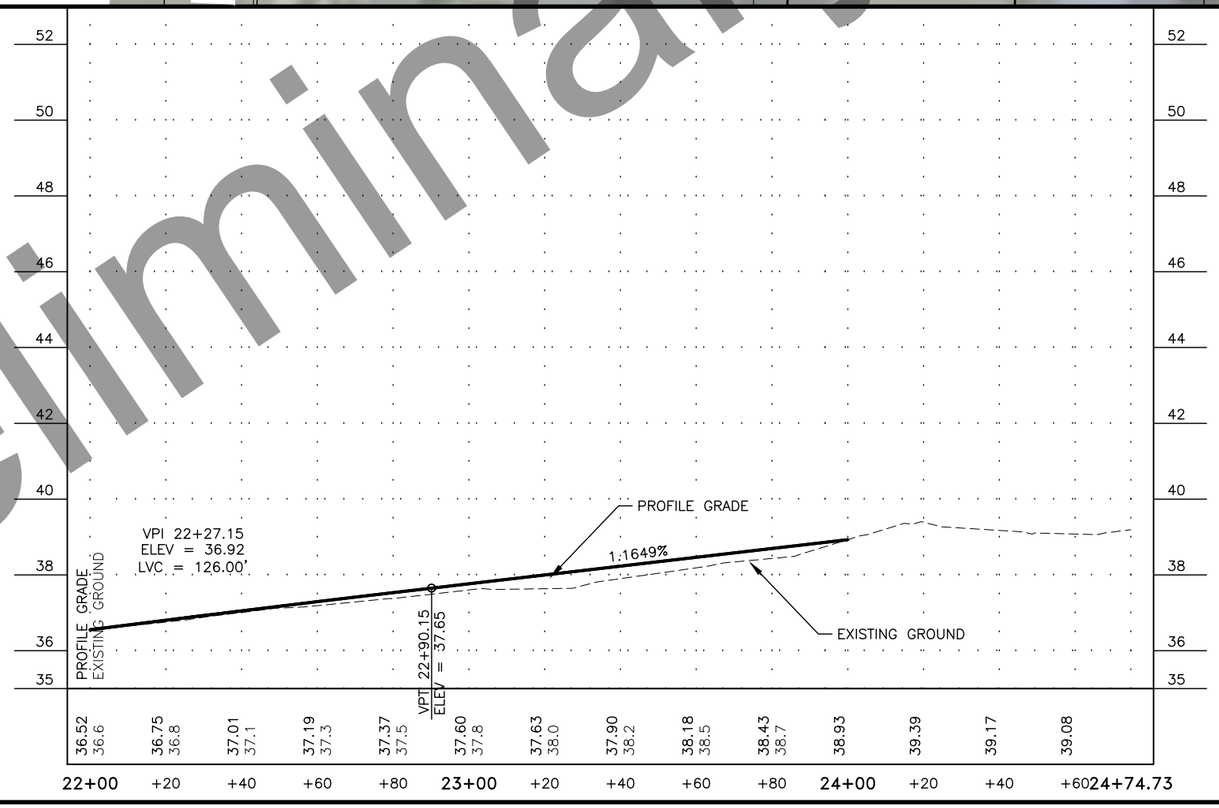
ALASKA	0002(444)/NFHWY00505	2024	F3	F3



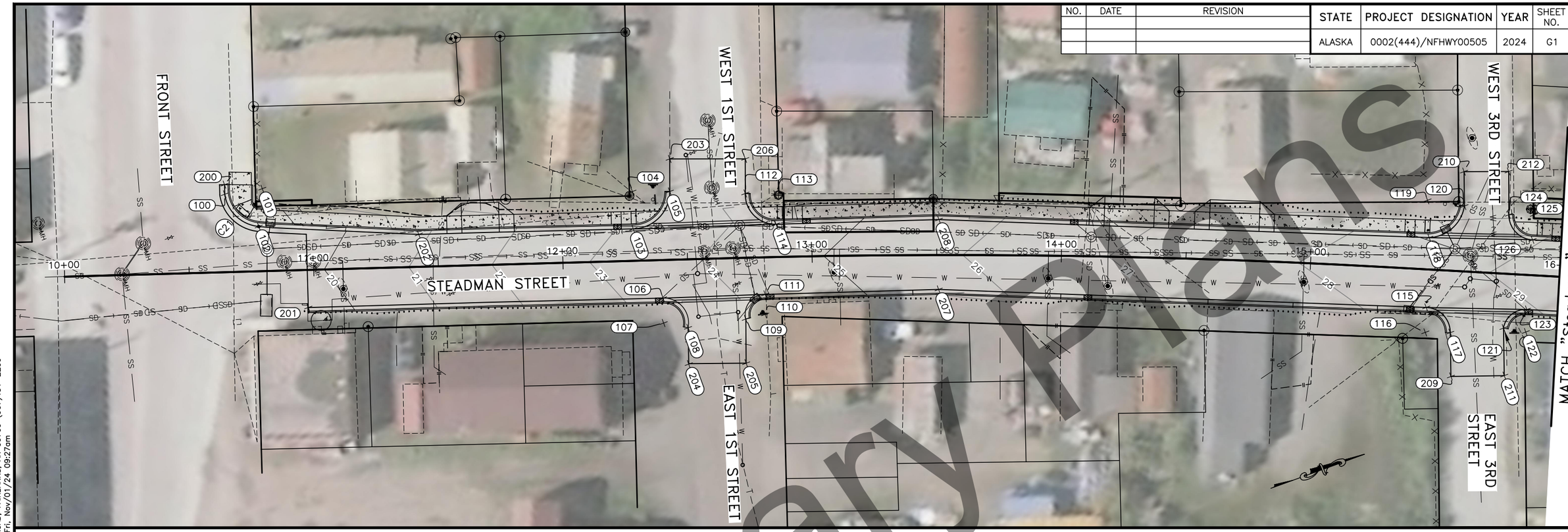


STATE OF ALASKA
49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00426_P&P-22+00.00-24+74.73 Fri, Nov/01/24 09:26am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	G1	G3



STEADMAN STREET CURVE LAYOUT POINTS

CURVE NO.	POINT NO.	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING
C1	100	PC	10+65.14	31.24 LT		23607.3228	162434.0462
	101	RP	10+80.26	33.06 LT		23622.2410	162437.0853
	102	PT	10+78.43	17.94 LT		23615.7416	162450.8530
C2	103	PC	12+28.60	12.79 LT	23.160	23756.6209	162503.1021
	104	RP	12+28.65	27.79 LT		23761.4022	162488.8846
	105	PT	12+43.65	27.38 LT		23775.5037	162493.9982
C3	106	PC	12+39.75	15.25 RT	23.362	23758.3561	162533.2267
	107	RP	12+39.71	25.26 RT		23755.1632	162542.7105
	108	PT	12+49.47	27.45 RT		23763.7347	162547.8747
C4	109	PC	12+72.74	24.58 RT		23786.6834	162552.4779
	110	RP	12+80.62	22.90 RT		23794.6331	162553.3736
	111	PT	12+80.82	14.90 RT	24.237	23797.3775	162545.8590
C5	112	PC	12+74.07	27.47 LT		23804.4544	162503.5405
	113	RP	12+85.74	25.12 LT		23814.8607	162509.5162
	114	PT	12+85.81	13.12 LT	24.370	23811.0731	162520.9027
C6	115	PC	15+47.33	15.26 RT	28.368	24044.8126	162641.3847
	116	RP	15+47.52	25.25 RT		24041.0542	162650.6515
	117	PT	15+57.51	24.81 RT		24050.4125	162654.1760
C7	118	PC	15+46.98	12.74 LT	28.414	24055.5065	162615.5066
	119	RP	15+47.47	27.67 LT		24059.9881	162601.1917
	120	PT	15+60.40	26.20 LT		24073.1385	162608.4075
C8	121	PC	15+78.75	21.81 RT		24071.1277	162659.7707
	122	RP	15+87.75	22.89 RT		24078.9806	162664.3027
	123	PT	15+87.68	13.86 RT	28.939	24082.4638	162655.9697
C9	124	PC	15+78.38	23.66 LT		24088.6679	162617.8141
	125	RP	15+88.41	24.14 LT		24098.0778	162621.3171
	126	PT	15+88.42	14.14 LT	28.943	24094.1565	162630.5162

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION	STATION	OFFSET
200	23608.55	162430.39	0.00	LG	10+65.15	35.09 LT
201	23623.33	162488.16	19.52	LG	10+97.39	15.06 RT
202	23674.98	162475.77	20.87	LG	11+42.50	12.98 LT
203	23779.95	162481.74	0.00	LG	12+44.47	57.65 LT
204	23758.99	162561.64	0.00	LG	12+49.31	42.01 RT
205	23780.78	162569.15	0.00	LG	12+72.34	47.26 RT
206	23808.43	162492.07	0.00	LG	12+74.07	27.47 LT
207	23863.45	162567.77	25.55	LG	13+50.75	13.79 RT
208	23873.13	162541.48	25.55	LG	13+50.90	14.23 LT
209	24044.68	162670.79	0.00	LG	15+58.89	37.33 RT
210	24077.67	162595.42	0.00	LG	15+60.40	26.20 LT
212	24094.53	162601.49	0.00	LG	15+77.02	46.93 LT
211	24064.91	162677.78	0.00	LG	15+82.24	55.29 RT

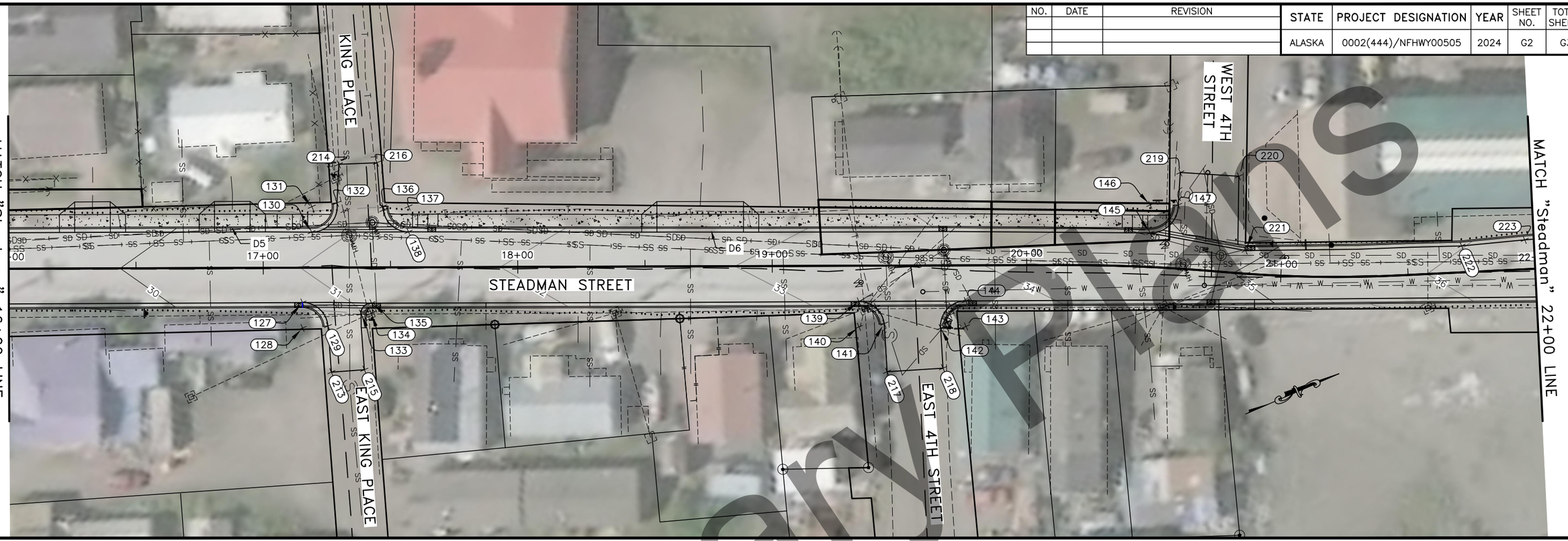
GRADING PLAN (1 OF 3)
10+00.00–16+00.00

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00426_G-10+00.00-16+00.00 Fri, Nov/01/24 09:27am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	G2	G3



STEADMAN STREET CURVE LAYOUT POINTS

CURVE NO.	POINT NO.	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING
C10	127	PC	17+15.36	13.70 RT	30.737	24199.9213	162706.0396
	128	RP	17+15.38	23.70 RT		24195.9999	162715.2387
	129	PT	17+25.35	22.98 RT		24205.4503	162718.5082
C11	130	PC	17+19.07	13.99 LT	30.783	24214.2148	162682.0397
	131	RP	17+19.19	23.98 LT		24218.2557	162672.9012
	132	PT	17+29.05	25.44 LT		24227.8994	162675.4382
C12	133	PC	17+38.37	18.07 RT		24219.3522	162719.1130
	134	RP	17+42.37	18.02 RT		24223.0487	162720.6414
	135	PT	17+42.52	14.03 RT	31.100	24224.7559	162717.0240
C13	136	PC	17+47.18	24.01 LT		24244.0050	162683.8871
	137	RP	17+57.18	23.95 LT		24253.1743	162687.8776
	138	PT	17+57.14	13.95 LT	31.288	24249.2049	162697.0560
C14	139	PC	19+34.00	14.05 RT	33.222	24400.7938	162792.3534
	140	RP	19+34.01	24.05 RT		24396.8726	162801.5526
	141	PT	19+43.93	22.76 RT		24406.4960	162804.2711
C15	142	PC	19+66.08	24.60 RT		24426.1405	162814.6744
	143	RP	19+76.06	24.00 RT		24435.5569	162818.0407
	144	PT	19+76.04	14.00 RT	33.649	24439.4749	162808.8402
C16	145	PC	20+47.86	13.38 LT	34.372	24516.5320	162812.9767
	146	RP	20+47.43	24.38 LT		24520.9584	162802.9010
	147	PT	20+58.04	24.96 LT		24531.0619	162807.2816

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION	STATION	OFFSET
213	24199.51	162735.67	0.00	LG	17+24.30	36.34 RT
214	24234.61	162661.82	0.00	LG	17+29.91	32.64 LT
215	24211.80	162739.92	0.00	LG	17+41.51	38.76 RT
216	24248.60	162667.18	0.00	LG	17+45.37	33.83 LT
217	24400.03	162822.12	0.00	LG	19+44.84	37.73 RT
218	24420.74	162829.53	0.00	LG	19+66.80	36.39 RT
219	24536.86	162795.83	0.00	LG	20+56.16	49.88 LT
220	24557.38	162806.36	0.00	LG	20+79.98	43.19 LT
221	24548.25	162834.22	34.87	LG	20+85.47	9.10 LT
222	24626.87	162866.19	35.98	LG	21+71.55	10.38 LT
223	24650.58	162873.84	36.27	LG	21+96.44	11.55 LT

GRADING PLAN (2 OF 3)
16+00.00–22+00.00

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

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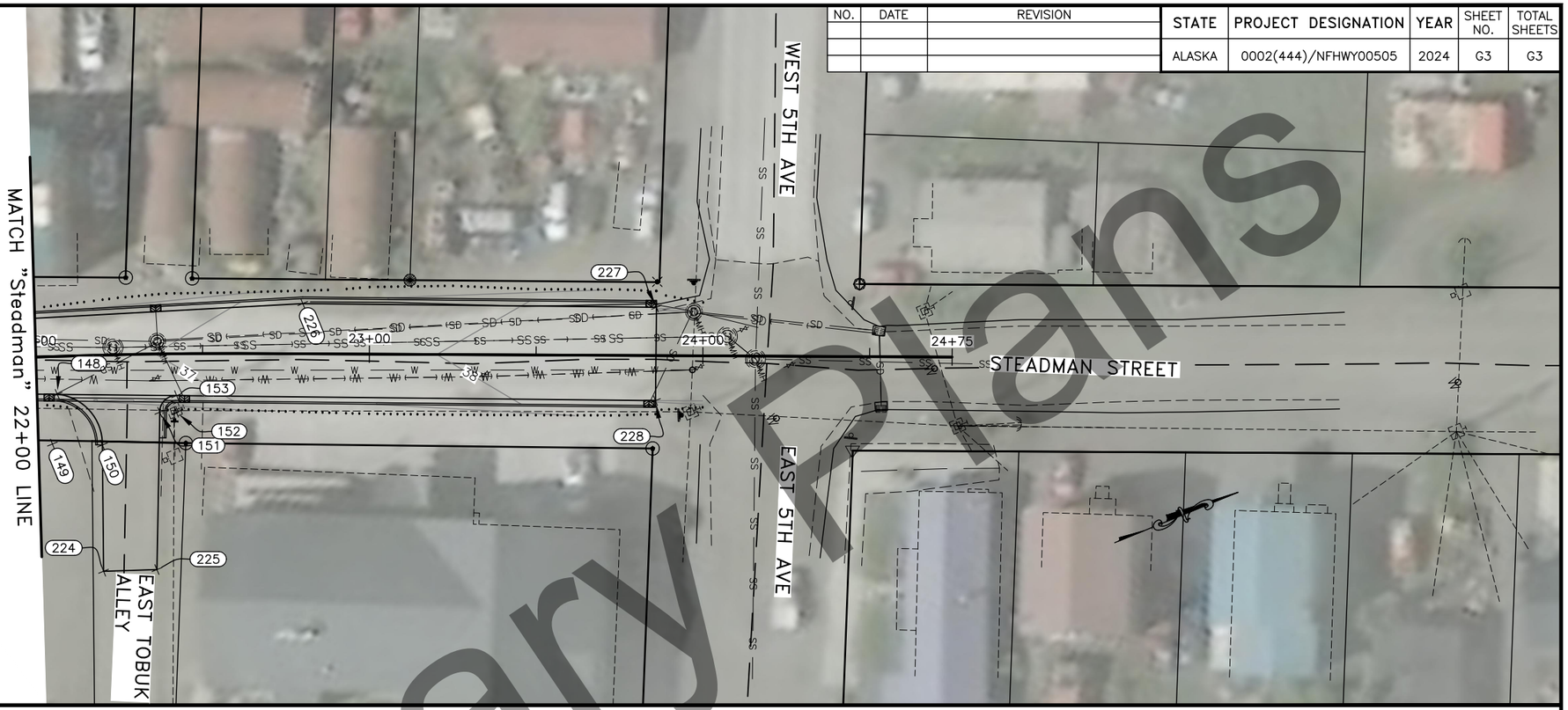
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00426_G-16+00.00-22+00.00 Fri, Nov/01/24 09:27am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	G3	G3



STEADMAN STREET CURVE LAYOUT POINTS

CURVE NO.	POINT NO.	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING
C17	148	PC	22+06.09	11.37 RT	36.401	24651.5645	162898.6909
	149	RP	22+04.20	26.24 RT		24644.5703	162911.9532
	150	PT	22+19.20	26.94 RT		24658.3393	162917.8700
C18	151	PC	22+36.91	17.49 RT		24677.9668	162915.2934
	152	RP	22+41.98	17.56 RT		24682.5915	162917.1941
	153	PT	22+42.08	12.56 RT	36.825	24684.5335	162912.5866

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION	STATION	OFFSET
224	24644.31	162953.06	0.00	LG	22+18.44	64.82 RT
225	24659.30	162958.66	0.00	LG	22+35.30	64.67 RT
226	24730.01	162901.37	37.23	LG	22+79.97	15.09 LT
228	24816.85	162968.36	38.49	LG	23+85.86	13.50 RT
227	24827.73	162942.55	38.48	LG	23+86.02	14.50 LT

GRADING PLAN (3 OF 3)
22+00.00–24+74.73

STATE OF ALASKA
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NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	H1	H4

SIGNING SUMMARY

LOC. NO.	STATION	LOCATION LT.	LOCATION RT.	ASDS CODE	LEGEND	SIZE H X V (INCHES)	BRACING/ FRAMING BRACED	BRACING/ FRAMING FRAMED	AREA (SQ.FT.)	MTG. HGT. (FT.)	MTG. DIR.	POST TYPE	POST SIZE (INCHES)	POST NO.	REMARKS
1	10+77	x		D3-1	FRONT ST	8 X 24	X		1.33		S	TS	3		
				D3-1	STEADMAN ST	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
2	12+37	X		D3-1	W 1ST AVE	8 X 24	X		1.33			TS	3		
				D3-1	STEADMAN ST.	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
3	12+80	X		D3-1	E 1ST AVE	8 X 24	X		1.33			TS	3		
				D3-1	STEADMAN ST	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
4	15+57		X	D3-1	W 3RD AVE	8 X 24	X		1.33			TS	3		
				D3-1	STEADMAN ST	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
5	15+83	X		D3-1	E 3RD AVE	8 X 24	X		1.33			TS	3		
				D3-1	STEADMAN ST	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
6	16+54		X	CW5-1	ROAD NARROWS	36 X 36	X		9.00			TS	3		
				R1-1	STOP	36 X 36			9.00						
7	17+28		X	D3-1	W KING PL	8 X 24	X		1.33						
				D3-1	STEADMAN	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00			TS	3		
8	17+43	X		D3-1	E KING PL	8 X 24	X		1.33			TS	3		
				D3-1	STEADMAN ST.	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
9	19+70		X	D3-1	E 4TH AVE	8 X 24	X					TS	3		
				D3-1	STEADMAN ST	12 X 36									
				R1-1	STOP	36 X 36			9.00						
10	20+59		X	R1-1	STOP	36 X 36	X		9.00			TS	3		
11	20+56	X		D3-1	W 4th AVE	8 X 24	X		1.33			TS	3		
				D3-1	STEADMAN ST	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
12	20+96		X	R1-1	STOP	36 X 36	X		9.00			TS	3		
				R1-4	ALL WAY	6 X 18									
13	22+41		X	D3-1	E TOBUK ALLEY	8 X 30	X		1.67			TS	3		
				D3-1	STEADMAN ST	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
								SUBTOTAL=	165.33						

SIGNING SUMMARY

LOC. NO.	STATION	LOCATION LT.	LOCATION RT.	ASDS CODE	LEGEND	SIZE H X V (INCHES)	BRACING/ FRAMING BRACED	BRACING/ FRAMING FRAMED	AREA (SQ.FT.)	MTG. HGT. (FT.)	MTG. DIR.	POST TYPE	POST SIZE (INCHES)	POST NO.	REMARKS
14	23+94	X		D3-1	E 5th AVE	8 X 24	X		1.33			TS	3		
				D3-1	STEADMAN ST	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
15	23+97	X		D3-1	W 5th AVE	8 X 24	X		1.33			TS	3		
				D3-1	STEADMAN ST	12 X 36			3.00						
				R1-1	STOP	36 X 36			9.00						
								SUBTOTAL=	26.67						
								TOTAL =	192						

POST TYPE LEGEND:

PST = PERFORATED STEEL TUBE
TS = TUBE STEEL (SQUARE STRUCTURAL STEEL TUBING)
W_X_ = WIDE FLANGE

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

SIGNING SUMMARY

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H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_H_-SIGNING SUMMARY Fri, Nov/01/24 09:27am

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	H2	H4

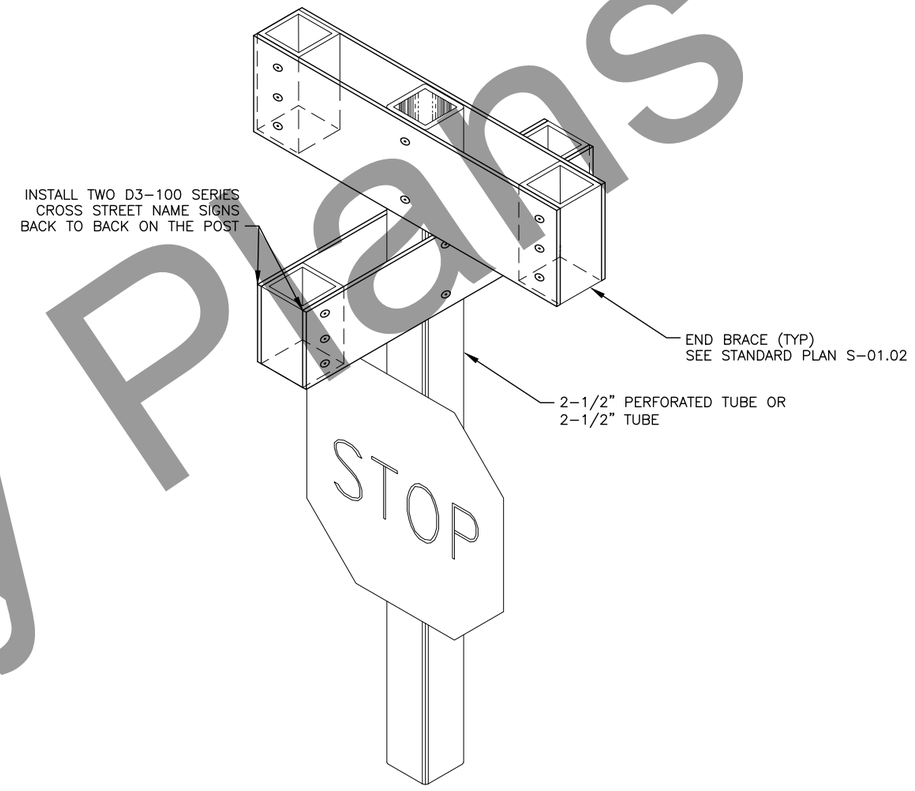
SIGNING NOTES:

1. REMOVE AND DISPOSE OF ALL EXISTING SIGNS AND SIGN FOUNDATIONS WITHIN THE PROJECT LIMITS, EXCEPT THOSE DESIGNATED FOR REINSTALLATION, SALVAGE OR OTHERWISE NOTED.
2. MOUNTING HEIGHTS ARE PER STANDARD PLAN S–05.02 UNLESS OTHERWISE NOTED.
3. DETERMINE POST LENGTHS IN THE FIELD. DO NOT EXTEND POSTS ABOVE TOP OF SIGN.
4. INSTALL PST SIGN POSTS WITH SLEEVE TYPE CONCRETE FOUNDATION. EMBED PST IN SLEEVE 12"–24" PER STANDARD PLAN S–30.05. ATTACH THE SIGN POST TO THE SLEEVE USING GALVANIZED 3/8" BOLT, NUT, SPLIT LOCK WASHER AND TWO FLAT WASHERS.
5. 1/4" X 1 1/2" ALUMINUM ALLOY 6061–T6 BAR MAY ALSO BE USED TO FABRICATE SIGN BRACES AS SHOWN ON STANDARD PLAN S–01.02.
6. INSTALL 48" DIAMOND WARNING SIGNS ON A SINGLE POST WITH A BRACE HAVING EFFECTIVE BRACE LENGTH OF 54" OR WITH THREE WIND FRAMING MEMBERS AS SHOWN ON STANDARD PLAN S–00.12. THIS MODIFIES STANDARD PLAN S–01.02.
7. ATTACH ALL SIGNS TO THEIR SUPPORTS WITH 3/8" BOLTS, EXCEPT ATTACH UNFRAMED SIGNS TO PST POSTS WITH ALUMINUM DRIVE RIVETS. WIND WASHERS ARE NOT REQUIRED WITH DRIVE RIVETS. INCLUDE SPLIT LOCK WASHERS WHEN BOLTS ARE USED.
8. ALL FASTENER HARDWARE SHALL MEET THE REQUIREMENTS OF THE "FASTENER SPECIFICATION TABLE" UNDER SUBSECTION 730–2.07.
9. STOP (R1–1) AND YIELD (R1–2) SIGN LOCATIONS, ESPECIALLY THOSE AT LARGE RADIUS INTERSECTIONS, MAY NEED ADJUSTMENT IN THE FIELD. THE ENGINEER WILL APPROVE FINAL LOCATIONS.
10. INSTALL D3–100 SIGNS ABOVE THEIR RESPECTIVE STOP SIGNS. WHEN TWO D3–100 SERIES SIGNS ARE TO BE LOCATED ON THE SAME POST, INSTALL THE CROSS–STREET PANEL IN THE LOWER POSITION.
11. D3–100 SERIES SIGNS REQUIRE TWO SEPARATE SINGLE SIDED PANELS. END–BRACE PANELS PER SMALL STREET NAME SIGN BRACING DETAILS IN STANDARD PLAN S–01.02.
12. MAINTAIN EXISTING SIGNS UNTIL NEW SIGNS ARE INSTALLED. DO NOT LEAVE DUPLICATE OR CONFLICTING SIGNING UP AT ANY TIME.
13. ALL SIGNS NOTED FOR REMOVAL AND REINSTALLATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IF THEY ARE DAMAGED DURING THE RELOCATION EFFORT.
14. USE SERIES C LETTERS FOR D3–100 SERIES SIGNS UNLESS OTHERWISE NOTED. USE 4.5" FOR DIMENSION "E" FOR 12" D3–100 SIGNS. THE LETTERING INDICATING THE TYPE OF STREET (SUCH AS St, Ave, OR Rd) WILL BE UPPER CASE AND LOWER CASE. THIS MODIFIES THE ASDS.
15. USE A 3" HORIZONTAL SPACING BETWEEN WORDS, BETWEEN CARDINAL DIRECTIONS AND WORDS, AND BETWEEN WORDS AND NUMBERS ON D3–100 AND D3–100A SIGNS UNLESS OTHERWISE NOTED.
16. LOCATE AND PROTECT ALL NEW AND EXISTING UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO: PIPELINES, INTERCONNECT CABLES, SIGNAL SYSTEMS, LIGHTING SYSTEMS, STORM AND SANITARY SEWERS, WATER SYSTEMS, AND TELEPHONE AND ELECTRICAL CABLES, PRIOR TO INSTALLING SIGN POSTS. NOT ALL EXISTING UTILITIES MAY BE SHOWN ON THE PLANS.
17. DELIVER ALL SALVAGED SIGNS TO DOT M&O FACILITY AT MP 3.5 OF THE NOME–TELLER HWY. COORDINATE DELIVERY THROUGH THE PROJECT ENGINEER.
18. CLEARING, AS DIRECTED BY THE ENGINEER, MAY BE REQUIRED TO ENSURE ADEQUATE VISIBILITY OF SIGNS. THIS WORK IS SUBSIDIARY TO PAY ITEM 615.0001.0000.
19. ADHESIVE TAPE IS NOT PERMITTED. THIS MODIFIES STANDARD PLAN S–00.12.

TRAFFIC MARKING NOTES:

1. IF NEW AND EXISTING LONGITUDINAL MARKINGS ARE NOT ALIGNED AT THE MATCH LINE, TRANSITION BETWEEN THE TWO USING A 100:10 TAPER.
2. DISTANCE BETWEEN CENTERLINE AND LANE EDGE IS 12 FEET UNLESS OTHERWISE NOTED; THIS DIMENSION IS TO THE CENTER OF STRIPE OR STRIPE GROUP.
3. THE PASS/NO–PASS ZONES WILL BE DETERMINED IN THE FIELD BY THE CONTRACTOR ACCORDING TO SECTION 670. THIS WORK IS SUBSIDIARY TO PAY ITEM 670.0001.0000 PAINTED TRAFFIC MARKINGS.
4. PAVEMENT MARKINGS WILL BE PLACED IN ACCORDANCE WITH STANDARD DRAWING T–21 AND SECTION 670.
5. LENGTH OF 4" DOUBLE YELLOW IS BASED ON A CONTINUOUS 4" DOUBLE YELLOW STRIPE THROUGH THE LENGTH OF THE DESIGNATED AREA. NO ADJUSTMENT WILL BE MADE TO THE 670.0001.0000 PAY ITEM FOR THE DIFFERENCES IN QUANTITY OF YELLOW STRIPE INSTALLED ACCORDING TO 670–3.05, PRELIMINARY SPOTTING.

670.0001.0000 PAINTED TRAFFIC MARKINGS SUMMARY		
DESCRIPTION	LENGTH (FT)	REMARKS
4" DOUBLE YELLOW	1300	



NOTES:

1. VERTICALLY SEPARATE R1–1 (STOP) SIGN AND ALL OTHER SIGN ASSEMBLIES MOUNTED ON THE SAME POST BY 2–1/2 INCHES.

STREET NAME SIGN MOUNTING DETAIL

SIGNING NOTES

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451–2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_H_–SIGN MOUNTING DETAIL (2) Fri, Nov/01/24 09:27am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	H3	H4

STEADMAN STREET

FRONT STREET

WEST 1ST STREET

WEST 3RD STREET

EAST 1ST STREET

EAST 3RD STREET

STEADMAN St / FRONT St — STOP — 10+77 (1) D3-1(1), R1-1

STEADMAN St / 1ST Ave W — STOP — 12+37 (2) D3-1(2), R1-1

STEADMAN St / E 1ST Ave — STOP — 12+80 (3) D3-1(1), R1-1

STEADMAN St / West 3rd st — STOP — 15+57 (4) R1-1

STEADMAN St / E 3rd Ave — STOP — 15+83 (5) D3-1(1), R1-1

KING PLACE

EAST KING PLACE

EAST 4TH STREET

WEST 4TH STREET

EAST TOBUK ALLEY

STEADMAN St / WEST KING Pl — STOP — 17+28 (7) D3-1(2), R1-1

ROAD NARROWS — 16+54 (6) CW5-1

STEADMAN St / EAST KING Pl — STOP — 17+43 (8) R1-1

STEADMAN St / EAST 4TH St — STOP — 19+70 (9) R1-1

STEADMAN St / WEST 4TH St — STOP — 20+56 (11) D3-1(2), R1-1

STOP — 20+59 (10) R1-1

STOP ALL WAY — 20+96 (12) R1-1, R1-4

STEADMAN St / E TOBUK Al — STOP — 22+41 (13) R1-1

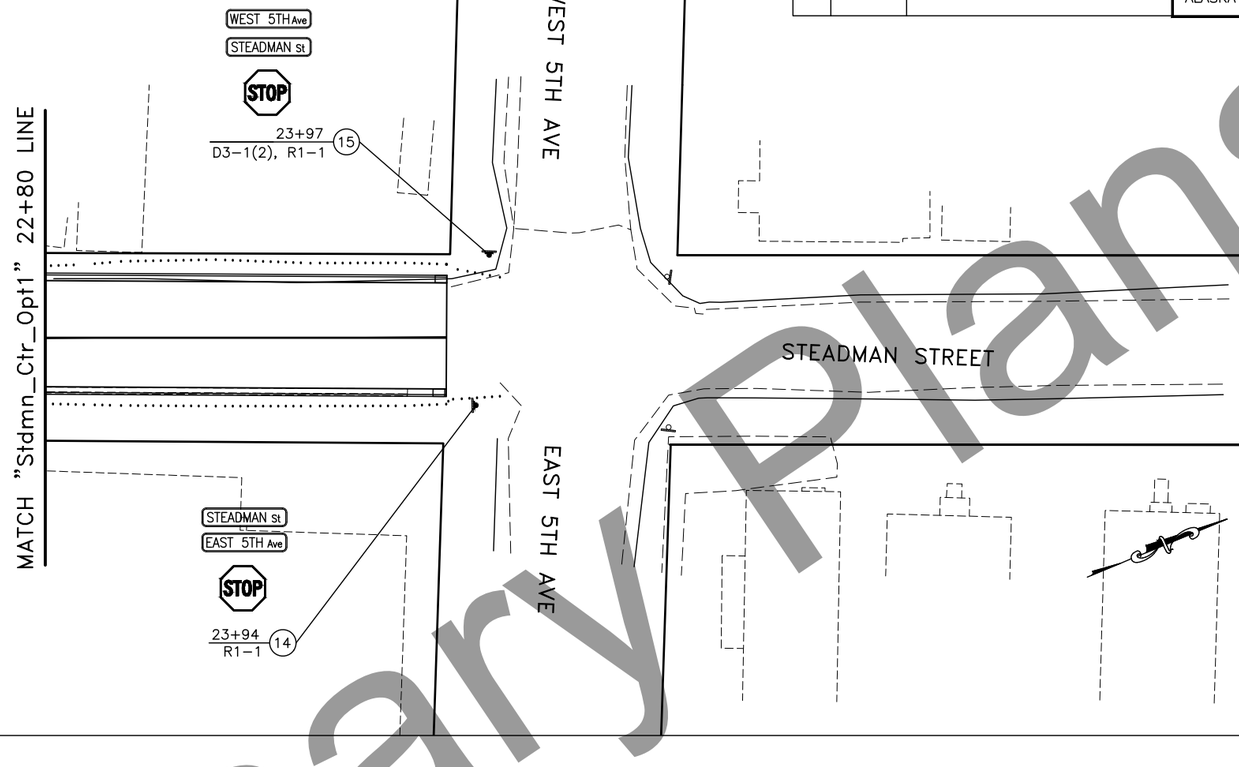
SIGNING AND STRIPING (1 OF 2)

STATE OF ALASKA 49TH — IVET HALL CE 12815 — REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_H_-10+00.00-16+40.00 Fri, Nov/01/24 09:27am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	H4	44



SIGNING AND STRIPING
(2 OF 2)

STATE OF ALASKA
49 TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_HL_-22+80.00-24+74.73 Fri, Nov/01/24 09:27am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	Q1	Q3

ESCP GENERAL NOTES:

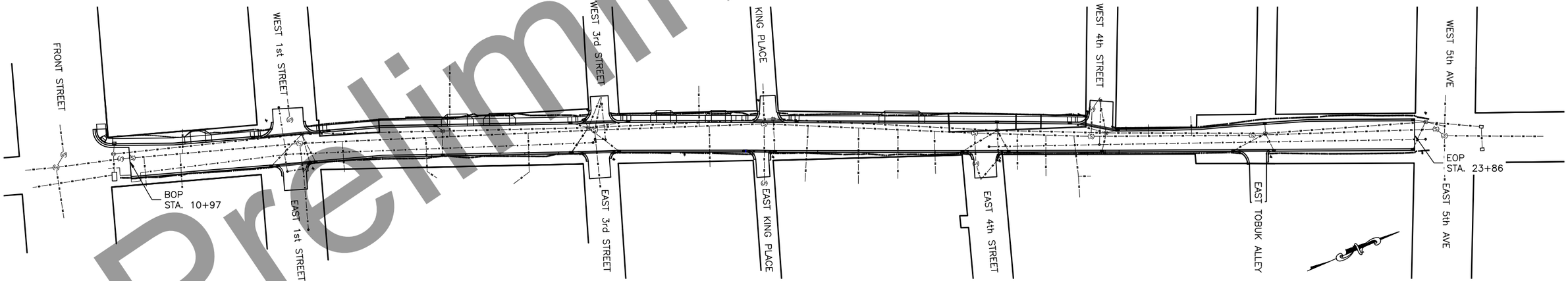
1. THIS ESCP IS A GENERAL PLAN FOR GUIDING THE DEVELOPMENT OF THE CONTRACTOR'S SWPPP. THE CONTRACTOR IS EXPECTED TO PROVIDE ADDITIONAL DETAILS AND BMPS BASED ON THE CONTRACTORS ACTUAL SCHEDULE AND CONSTRUCTION METHODS, AS REQUIRED TO COMPLY WITH THE CONSTRUCTION GENERAL PERMIT AND SECTION 641 OF THE PROJECT SPECIFICATIONS.
2. CONSTRUCTION ENTRANCE/EXIT MUST BE ESTABLISHED TO MINIMIZE OFF-SITE IMPACTS.
3. INSTALL PERIMETER CONTROL BMP WHEN WORKING WITHIN 25 FEET OF SURFACE WATERS AND ALONG WETLANDS WHERE A 25 FOOT VEGETATIVE BUFFER IS NOT RETAINED.
4. IF EXCAVATION DE-WATERING WILL OCCUR WITHIN 1,500FT OF AN ADEC IDENTIFIED CONTAMINATED SITE, THEN THE CONTRACTOR MUST OBTAIN ADEC EXCAVATION DE-WATERING PERMIT COVERAGE.
5. REFER TO APPENDIX A OF THE CONTRACT FOR ENVIRONMENTAL PERMIT INFORMATION.
6. REFER TO APPENDIX C OF THE CONTRACT FOR THE ESCP TEMPLATE.

ENVIRONMENTAL COMMITTMENTS:

1. THE AK SHPO'S CONCURRENCE IS CONDITIONED TO INCLUDE ARCHAEOLOGICAL MONITORING FOR THE NR ADA SIDEWALK IMPROVEMENTS-NOME: STEADMAN STREET PROJECT BY A QUALIFIED PROFESSIONAL ARCHAEOLOGIST DUE TO THE POSSIBILITY THAT CULTURAL RESOURCES ASSOCIATED WITH NOM-158 COULD BE DISCOVERED. ADDITIONALLY, THE QUALIFIED MONITOR SHOULD PAY CLOSE ATTENTION, DURING THE PROJECT EXCAVATIONS, FOR THE POTENTIAL TO ENCOUNTER EVIDENCE OF THE OLD RAILROAD BED AT THE CROSSING OF STEADMAN ST. NEAR ITS INTERSECTION WITH 4TH AVE., AND FOR EVIDENCE OF A ONCE EXISTING BUILDING AT THE INTERSECTION OF FRONT ST. AND STEADMAN ST. IF THESE TWO RESOURCES ARE ENCOUNTERED AS PART OF THE MONITORING THE ARCHAEOLOGIST IS TO RECORD THEIR RESPECTIVE GPS LOCATIONS AND THE DEPTH OF THE HORIZON WHERE THEY WERE ENCOUNTERED, THIS INFORMATION IS TO BE PROVIDED TO THE CITY OF NOME'S MUSEUM AND LIBRARY COMMISSION.
2. IN THE UNLIKELY EVENT THAT THE FIELD CREW ENCOUNTERS A POLAR BEAR, OR DISCOVERS EVIDENCE OF ONE, THEY WILL IMMEDIATELY REPORT THE DISCOVERY AND/OR TIME AND LOCATION OF THE SIGHTING TO THE CITY OF NOME'S POLICE DEPARTMENT. THEY WILL ALSO RELOCATE THE FIELD PERSONNEL TO A SAFE AREA OR SHELTER UNTIL IT IS DETERMINED THAT IT'S SAFE FOR THEM TO RETURN. THE AWARDED CONTRACTOR SHOULD REVIEW USFWS' STANDARD POLAR BEAR INTERACTION GUIDELINES, WHICH MAY INFORM DEVELOPMENT OF AN AN INTERACTION PLAN, OR SUBSTITUTE FOR A PROJECT-SPECIFIC INTERACTION PLAN, IN THE UNLIKELY EVENT A POLAR BEAR IS ENCOUNTERED DURING THE PROPOSED ACTIVITIES.

LEGEND:

- WETLANDS
- APPROACH
- CULVERT
- RIPRAP
- REVEGETATIVE EFFORT
- PERIMETER CONTROL
- INLET PROTECTION
- OUTLET PROTECTION
- EXISTING SURFACE FLOW DIRECTION
- CHECK DAMS OR OTHER VELOCITY CONTROL BMPS
- CONSTRUCTION ENTRANCE AND EXIT



ESCP NOTES

STATE OF ALASKA 49TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_Q1_ESCP_LEGEND-ESCP 1 Fri, Nov/01/24 09:27am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	Q2	Q3

WEST 1ST STREET

WEST 3RD STREET

10+00

BOP CONSTRUCTION ENTRANCE

11+00

12+00

STEADMAN STREET

13+00

14+00

15+00

16+00

EAST 1ST STREET

EAST 3RD STREET

KING PLACE

16+00

17+00

18+00

19+00

20+00

21+00

22+00

STEADMAN STREET

WEST 4TH STREET

EAST KING PLACE

EAST 4TH STREET

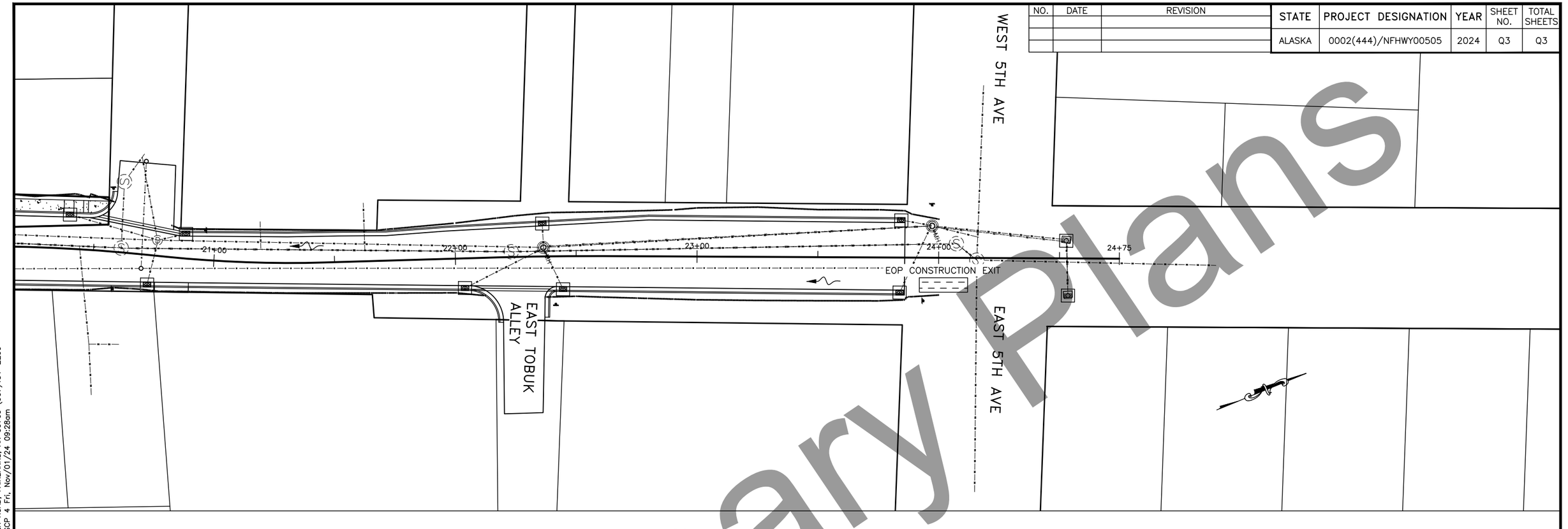
ESCP (1 OF 2)

STATE OF ALASKA
49 TH
IVET HALL
CE 12815
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_Q1_ESCP_LEGEND-ESCP 3 Fri, Nov/01/24 09:28am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0002(444)/NFHWY00505	2024	Q3	Q3

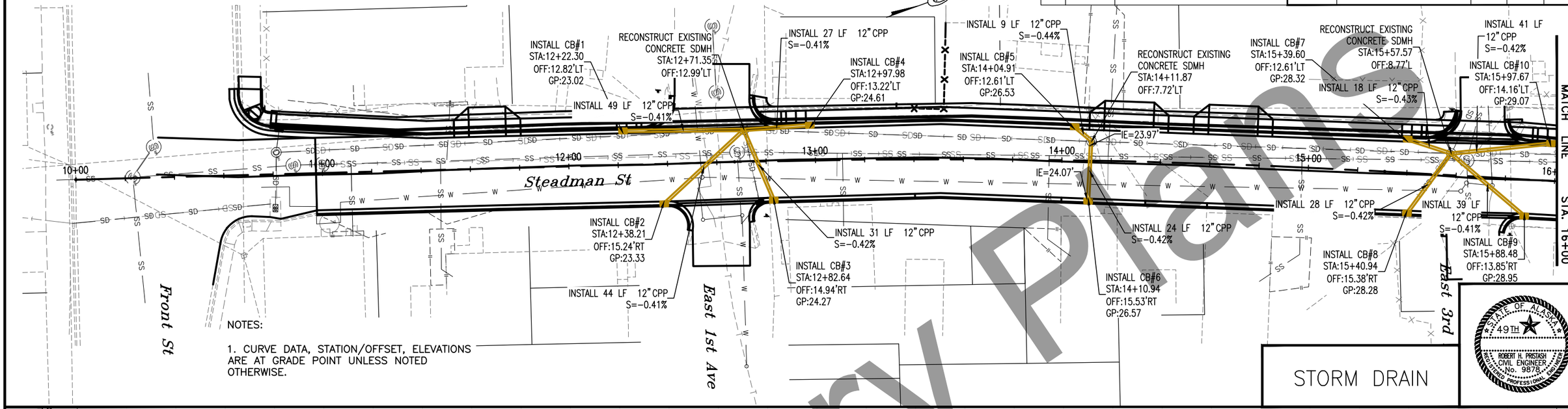


ESCP (2 OF 2)

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
H:\Projects\Regional\NFHWY00426 NR ADA Imprvmnts\04 PS&E\09 C3D\STEADMAN\1 Plots\NFHWY00505_Q1_ESCP_LEGEND-ESCP 4 Fri, Nov/01/24 09:28am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFHWY00505	2021	U1	U4

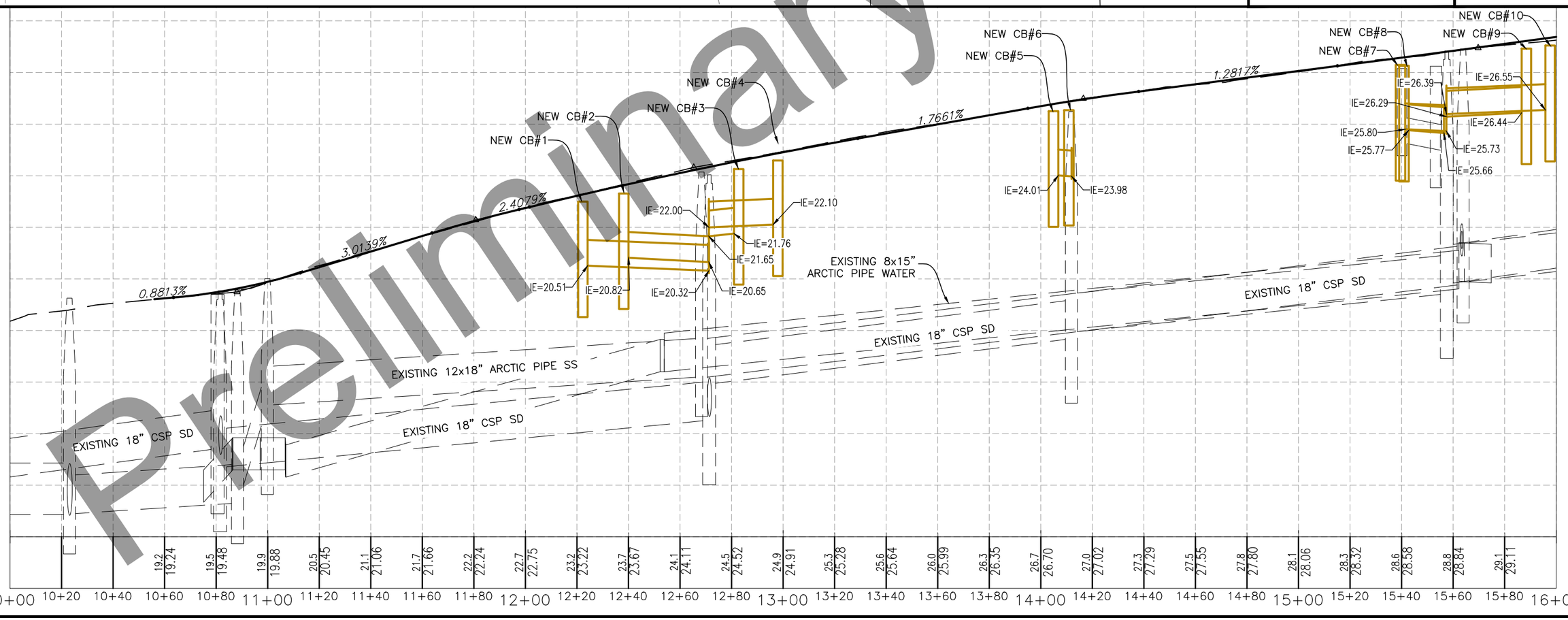


NOTES:

1. CURVE DATA, STATION/OFFSET, ELEVATIONS ARE AT GRADE POINT UNLESS NOTED OTHERWISE.

STORM DRAIN

STATE OF ALASKA
49TH
ROBERT H. PRISAKH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER



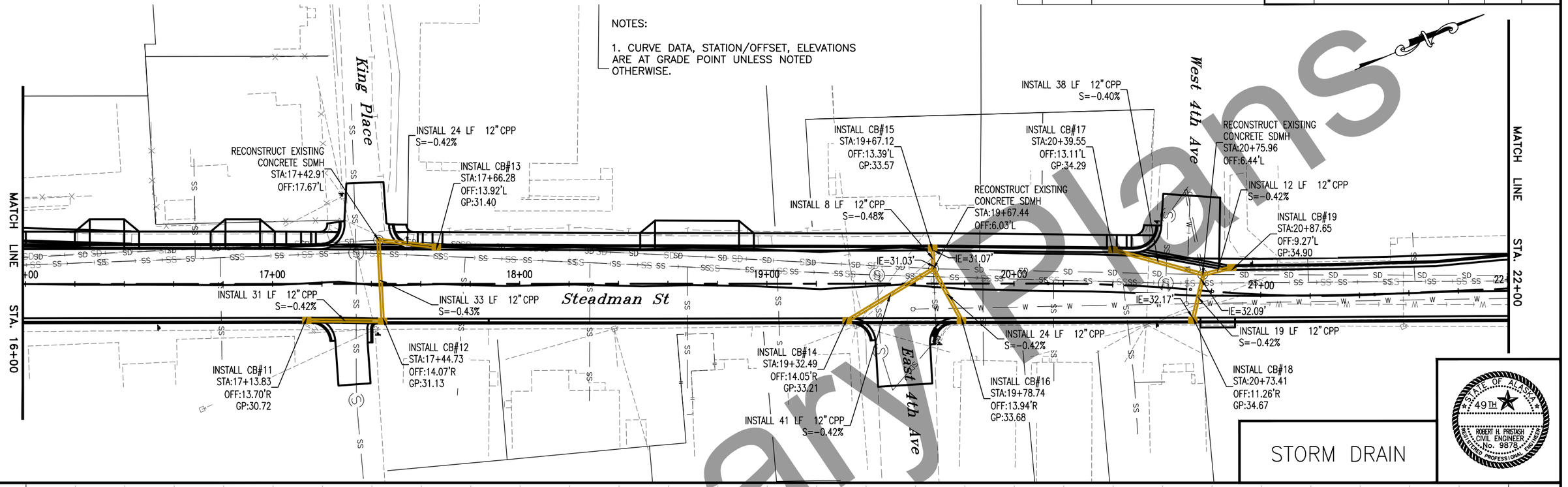
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\Steadman Street Nome\Civil3D Drawings\L3Production\PlanProf_StormDrain-GRADING01 Thu, Oct/17/24 02:39pm

NO.	DATE	REVISION

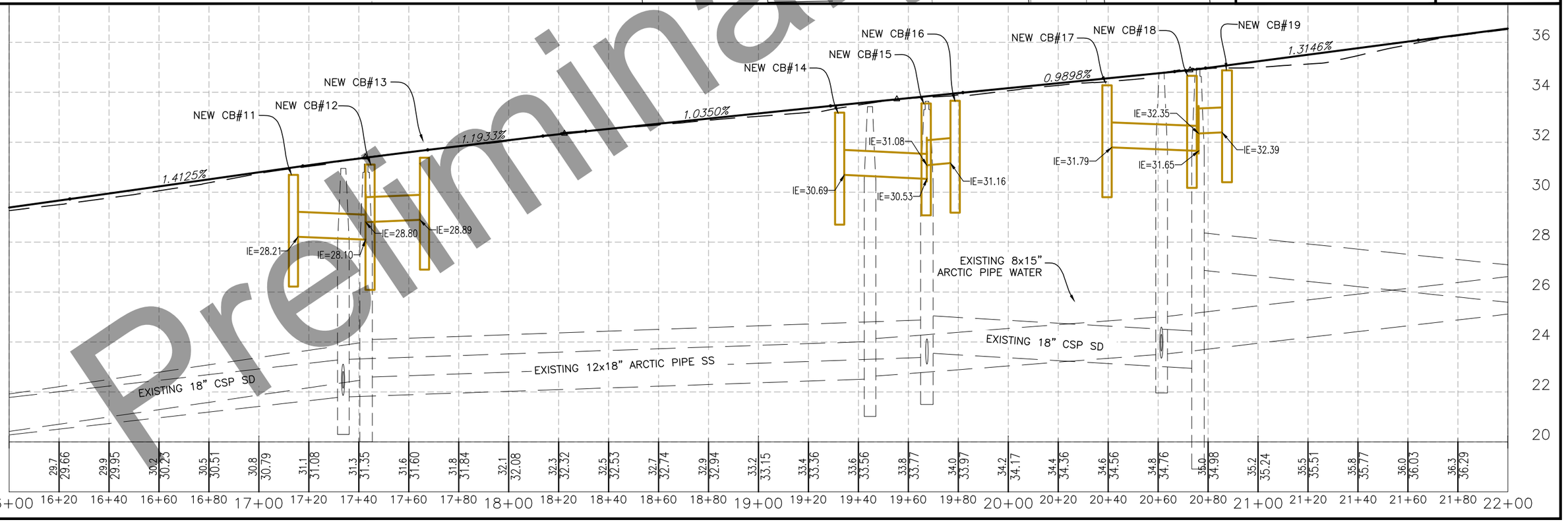
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFHWY00505	2021	U2	U4

NOTES:

1. CURVE DATA, STATION/OFFSET, ELEVATIONS ARE AT GRADE POINT UNLESS NOTED OTHERWISE.



STORM DRAIN



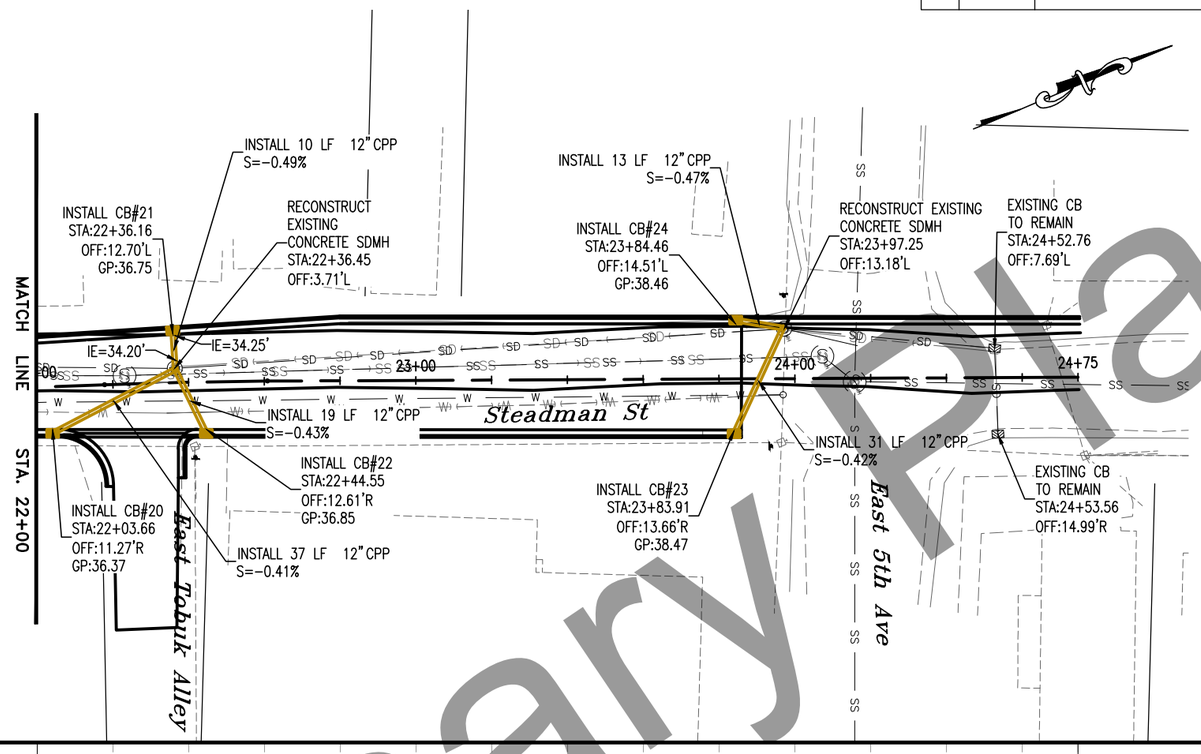
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\Steodman Street Nome\Civil3D Drawings\L3Production\PlanProd_StormDrain-GRADING02 Thu, Oct/17/24 02:39pm

NO.	DATE	REVISION

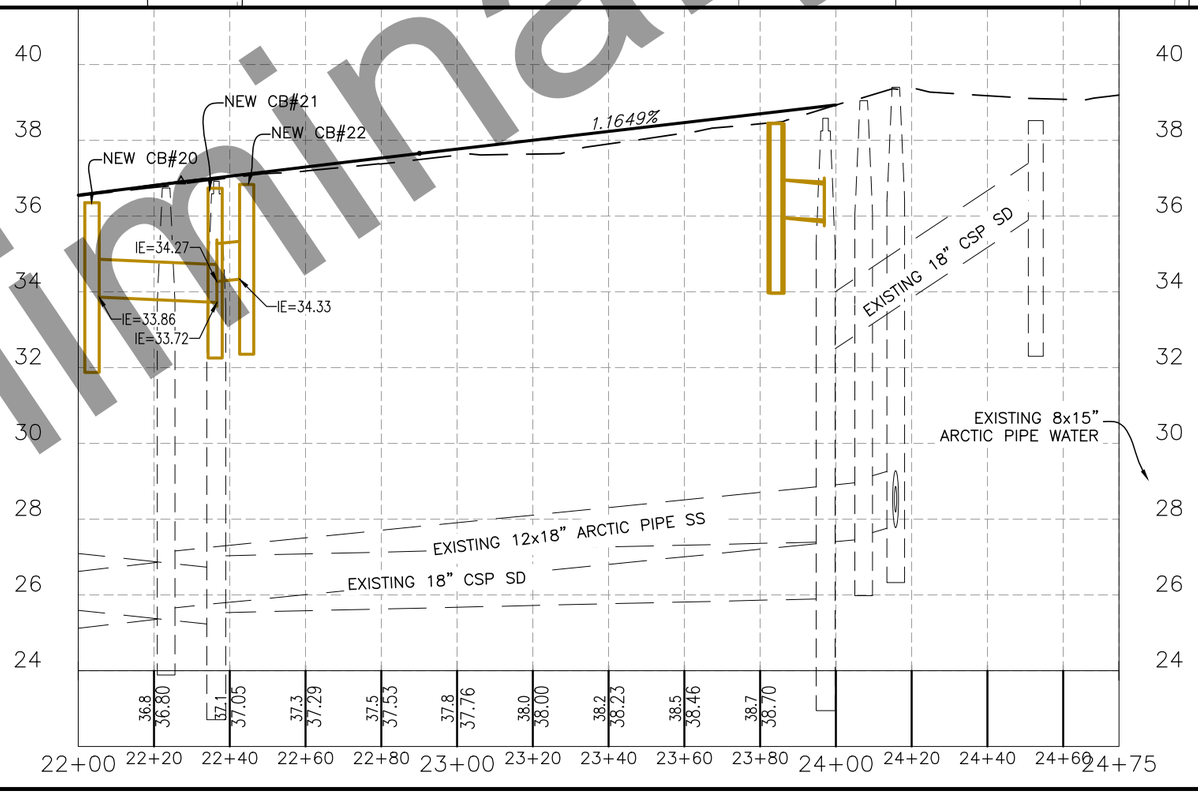
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFHWY00505	2021	U3	U4

NOTES:

1. CURVE DATA, STATION/OFFSET, ELEVATIONS ARE AT GRADE POINT UNLESS NOTED OTHERWISE.



STORM DRAIN

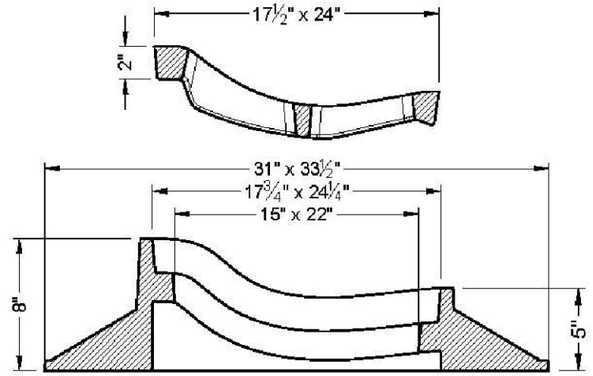


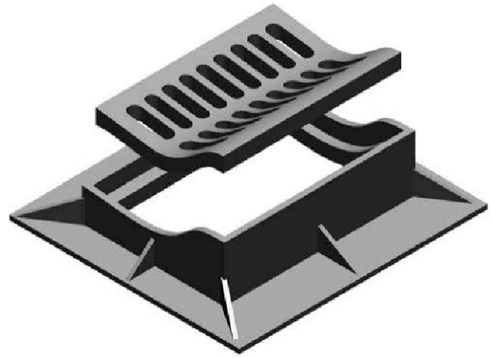
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\Steadman Street Name\Civil3D Drawings\L3Production\PlanProf_StormDrain-GROUND03 Thu, Oct/17/24 02:39pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFHWY00505	2021	U4	U4

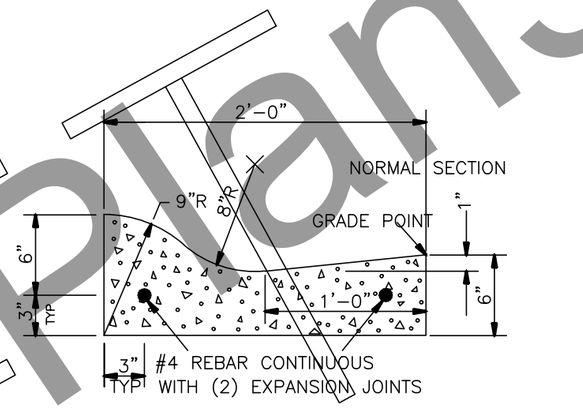
I-4444





D&L FOUNDRY INLET FRAME AND GRATE 1–4444 TO BE USED IN ROLLED CURB SECTIONS.

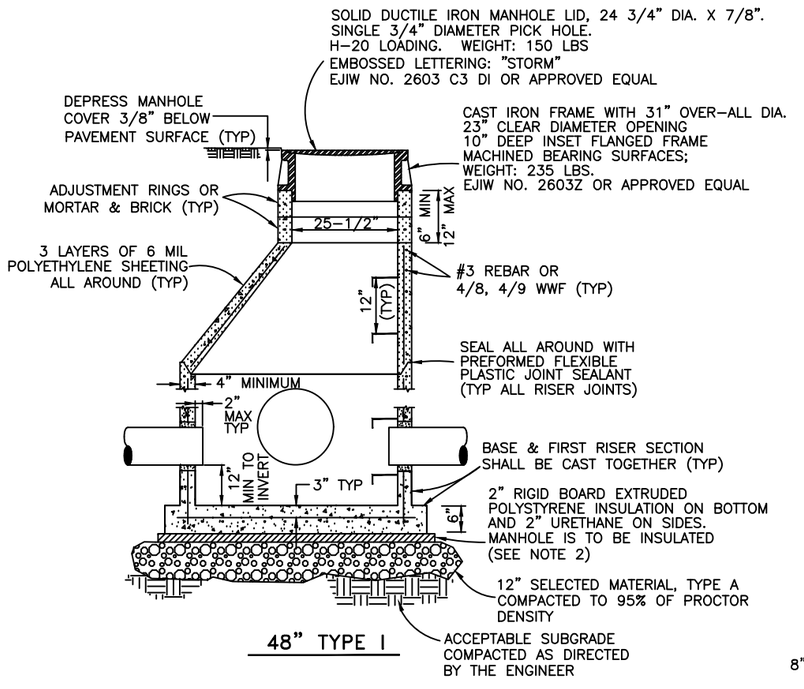
FOR STANDARD CURB INLETS, SEE CITY OF FAIRBANKS STORM DRAIN STANDARD DETAILS SD2.

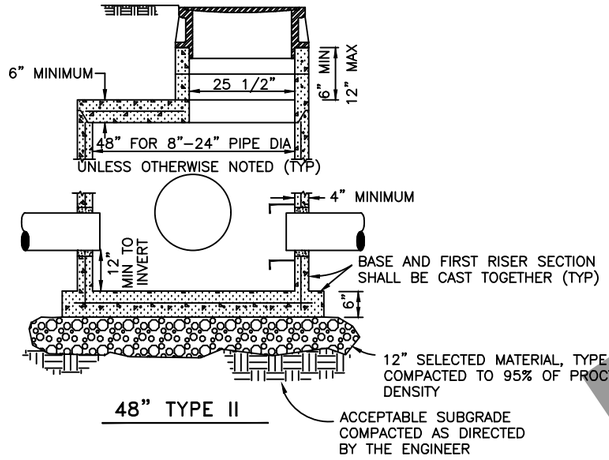


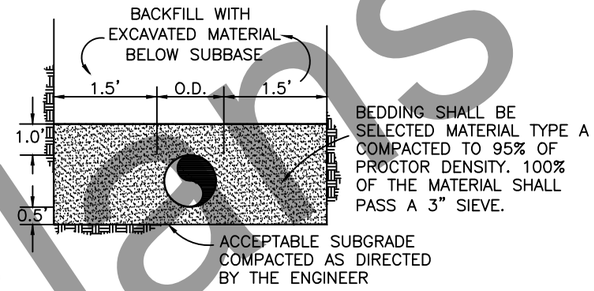
ROLLED CURB & GUTTER DETAIL

STORM DRAIN

STATE OF ALASKA
49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER

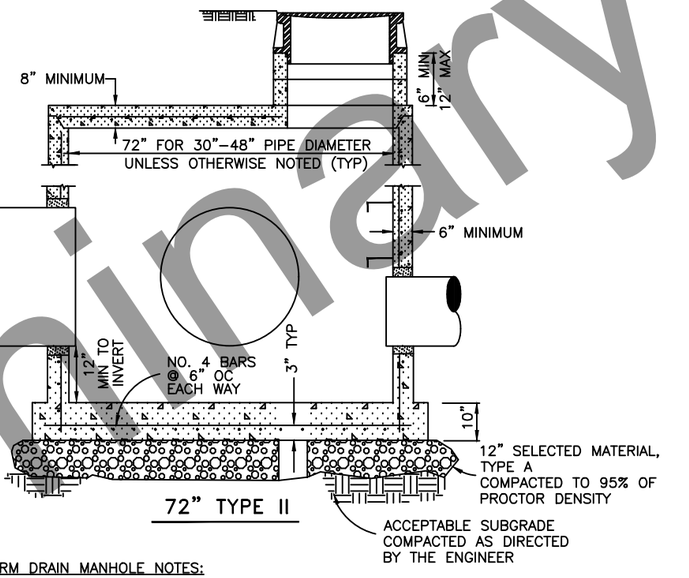


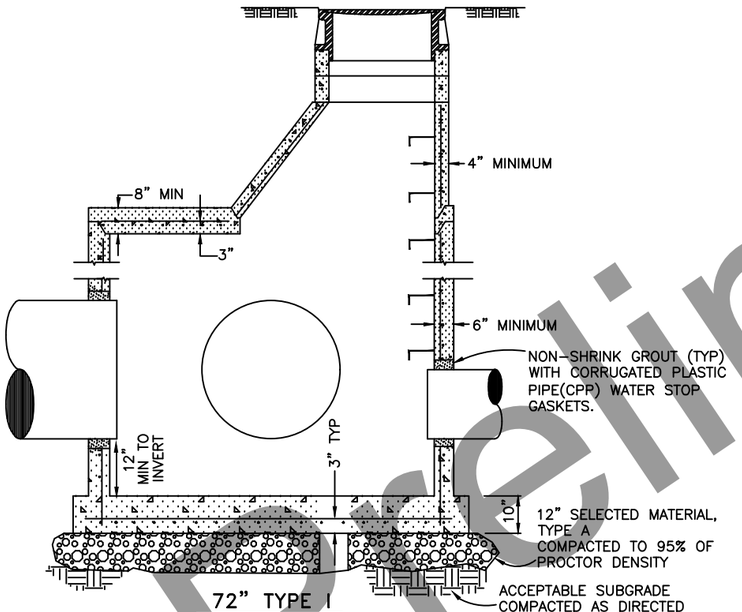




PIPE BEDDING DETAIL

NOT TO SCALE



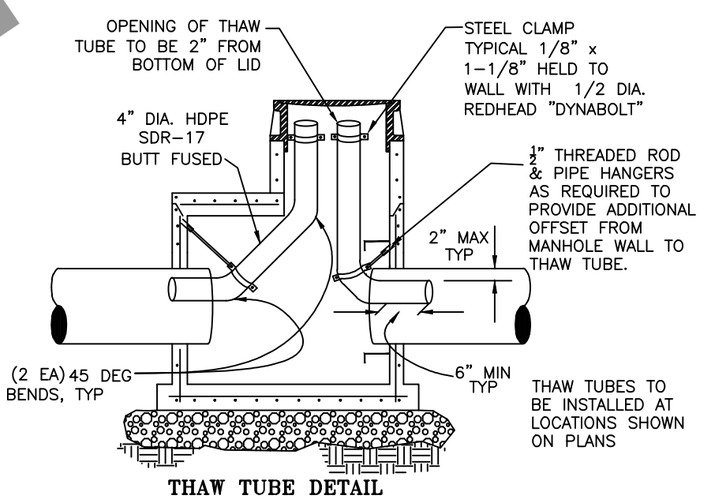


TYPICAL CONCRETE STORM DRAIN MANHOLES

(A) NOT TO SCALE

STORM DRAIN MANHOLE NOTES:

1. OPENINGS IN MANHOLE TO RECEIVE PIPE SHALL BE 1" TO 2" LARGER THEN THE OD AND PIPE. LARGER OPENINGS SHALL BE FILLED AS DIRECTED BY THE ENGINEER. INSIDE GROUT SURFACE SHALL BE SMOOTH. PROVIDE CPP WATER STOP GASKETS.
2. TYPICALLY, STORM DRAIN MANHOLES DO NOT REQUIRE INSULATION. HOWEVER, SPECIAL CASES REQUIRE INSULATION OF ALL OUTSIDE SURFACES. SEE PLANS.
3. SEAL RISER JOINTS WITH FLEXIBLE PLASTIC JOINT SEALERS.
4. MANHOLE STEPS SHALL BE APPROVED GALVANIZED STEEL OR PLASTIC AND MEET CURRENT OSHA STANDARDS.
5. ALL GROUT SHALL BE NON-SHRINK. PROTECT GROUT DURING CURE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED METHOD.
6. REINFORCEMENT IN BASE, RISER, CONE, FLAT LID, AND ADJUSTING RINGS SHALL COMPLY WITH AASHTO SPECIFICATION M199/ASTM478.



THAW TUBE DETAIL

MANHOLE REINFORCEMENT SCHEDULE			
SECTION	MANHOLE SIZE		(SHALL COMPLY WITH AASHTO M 199 /ASTM 478) *CIRCUMFERENTIAL REINFORCING ALL AREAS ARE MINIMUM CROSS-SECTIONAL AREA OF REINFORCEMENT PER FOOT OF SECTION.
	48"	72"	
FLAT BASE	0.39 SQ IN/FT EACH WAY	0.39 SQ IN/FT EACH WAY	
RISER SECTION*	0.12 SQ IN/FT	0.18 SQ IN/FT	
CONE SECTION*	0.12 SQ IN/FT	0.18 SQ IN/FT	
FLAT LID**	0.12 SQ IN/FT EACH WAY	0.12 SQ IN/FT EACH WAY	
ADJUSTING RING	0.024 SQ IN	0.024 SQ IN	

**OPENINGS IN FLAT LIDS SHALL BE ADDITIONALLY REINFORCED WITH A MINIMUM OF THE EQUIVALENT OF 0.2 SQ IN OF STEEL AT 90°.

STATE OF ALASKA 49TH
R.E. ROBERT H. PRUSH JR.
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER

DATE		BY
3/13/17	WATER STOP GASKETS	RHP
2/3/10	NEW SD1	GSC,RHP
3/23/07		RHP

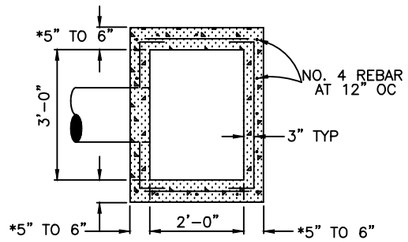
NOT TO SCALE

DESIGNED:	
DRAWN:	STAFF
CHECKED:	RHP,GSC
DATE:	3/23/07

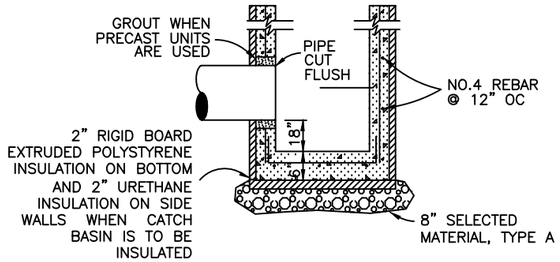
CITY OF FAIRBANKS, ALASKA
ENGINEERING DIVISION

STANDARD DETAILS
STORM DRAIN MANHOLES, THAW TUBES AND BEDDING

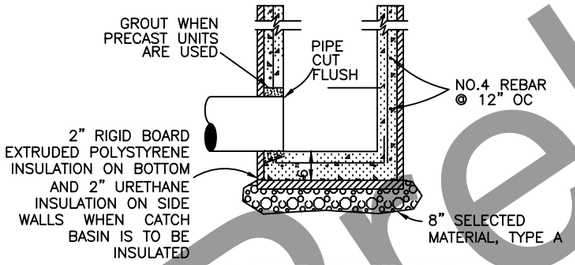
SD1



*DIMENSION WHEN PRECAST INLET BOX WITH CONTINUOUS WWF 6x6 4/4 REINFORCEMENT IS USED



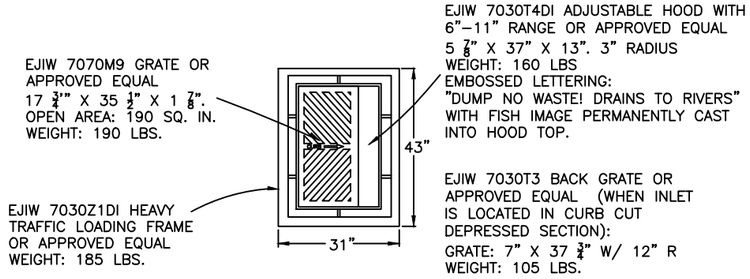
REINFORCED CATCH BASIN (STANDARD)

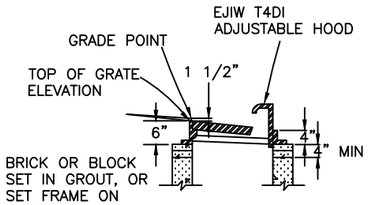


NO SUMP CATCH BASIN

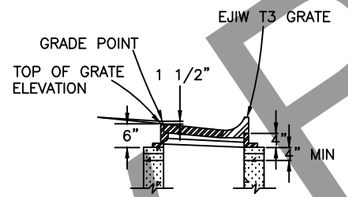
ALTERNATE USED WHERE INDICATED ON PLANS

TYPICAL CURB INLET



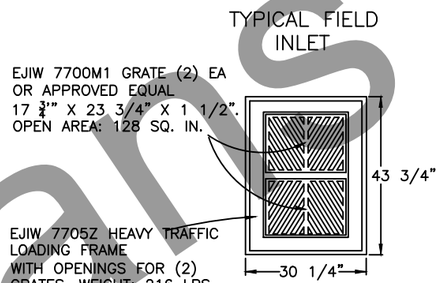


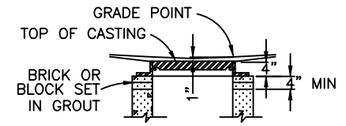
FRAME WITH ADJUSTABLE HOOD FOR INSTALLATION IN CURB FACE



FRAME WITH BACK GRATE FOR INSTALLATION IN CURB CUT

TYPICAL FIELD INLET

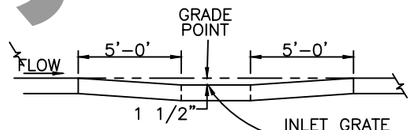




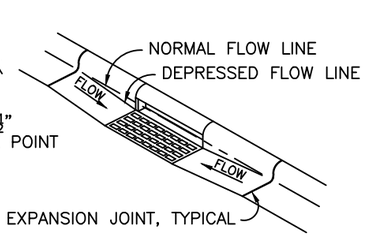
FRAME WITH DOUBLE OPENING

INLET BOX/CATCH BASIN DETAILS

NOT TO SCALE



ON GRADE



PLAIN ISOMETRIC

DEPRESSION IN FLOW LINE AT INLET

CATCH BASIN NOTES:

1. THE WORDS "INLET" AND "CATCH BASIN" SHALL BE INTERCHANGEABLE.
2. ALL GROUT SHALL BE NON-SHRINK. PROTECT GROUT DURING CURE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED METHOD.
4. TYPICALLY, CATCH BASINS ARE NOT INSULATED. HOWEVER, SPECIAL CASES REQUIRE INSULATION OF ALL OUTSIDE SURFACES. SEE PLAN NOTE TO INSULATE CB.
5. GROUT THE INSIDE FACE OF ALL JOINTS SMOOTH.

STATE OF ALASKA 49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9578
REGISTERED PROFESSIONAL ENGINEER

DATE	REVISION	BY
2/3/10	NEW SD2	GSC,RHP
3/23/07		RHP

NOT TO SCALE

DESIGNED:
DRAWN: STAFF
CHECKED: RHP,GSC
DATE: 3/23/07

CITY OF FAIRBANKS, ALASKA
ENGINEERING DIVISION

STANDARD DETAILS
STORM DRAIN CATCH BASIN

SD2

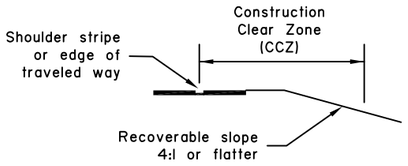


FIGURE 1

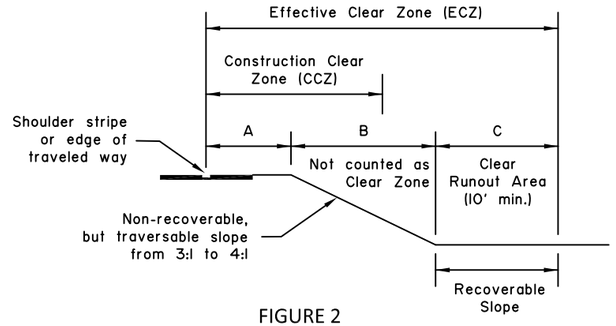


FIGURE 2

Table 1 - Width of Construction Clear Zone (feet)

Hazard	AADT	Posted Speed Limit (MPH)							
		<=30 MPH		35 to 40 MPH		45 to 55 MPH		>=60 MPH	
		6:1 or flatter	5:1 to 4:1	6:1 or flatter	5:1 to 4:1	6:1 or flatter	5:1 to 4:1	6:1 or flatter	5:1 to 4:1
Fill (Fore) & Cut (Back) Slopes	Under 750	5'	5'	6'	8'	8'	12'	12'	16'
	750 - 6,000	6'	10'	8'	12'	14'	18'	20'	26'
	Over 6,000	10'	10'	12'	14'	16'	20'	22'	28'
Fixed Objects	All	15'		30'					

Table 2 - Treatment for Hazards Within Construction Clear Zone

Roadside Condition to be Treated	Category	Treatment
Fill (Fore) Slopes, including trenches	Steeper than 3:1 or water 3 ft. or deeper	Use Table 5 to select from the following two options: 1. Install rigid barrier or guardrail if the condition warrants barrier, or 2. Use drums or Type II barricades if the condition does not warrant barrier.
	3 : 1 to 4 : 1	1. Use drums or Type II barricades if 10 ft. of runout at the bottom of the slope is not clear of obstructions. 2. No traffic control devices are required if 10 ft. of runout at the bottom of the slope is clear of obstructions. 3. If water 3 ft. or deeper is at bottom of slope, use Table 5.
	Flatter than 4 : 1	No traffic control devices are required, except when water 3 ft. or deeper is in construction clear zone use Table 5.
Fixed Objects	All	Install rigid barrier or guardrail if called for by the plans or specifications. Otherwise use SSHC Section 643-3.04.3 - Fixed Objects.

GENERAL NOTES:

1. The "Construction Clear Zone" (CCZ) may be called "Work Zone Clear Zone" or "Clear Zone in Work Zones" in other publications.
2. In the case of conflicts, this Standard Plan has lesser precedence than Section 643 (Traffic Maintenance) of the Standard Specifications for Highway Construction (SSHC).
3. During seasonal shutdown or if construction activiy is scheduled for suspension for 45 days or more, treat hazards within a 30 foot CCZ width or within the permanent design clear zone (CZ) width.
4. These guidelines are not comprehensive and are not intended to limit the use of safety measures.
5. During pilot car operations, keep fixed objects and other hazards, 2 feet or farther, away from the edge of traveled way and delineate with channelizing devices as required by the Engineer.

INSTRUCTIONS FOR USING TABLES 1 THROUGH 5:

Use The following tables to determine how to treat roadside fixed object or slopes (including trenches, berms and moterial stockpiles) in construction clear zones.

TABLE 1: Use to determine whether the hazard in withing the CCZ

TABLE 2: Use to determine the appropriate treatment for hazards within the CCZ. No treatment is required for fixed objects or slopes outside the CCZ.

TABLES 3a and 3b: Use to determine appropriate treatment for pavement edge dropoffs.

TABLE 4: Use to determine barrier flare rates.

TABLE 5: Use to determine whether drums or Type II barricades, or temporary barrier or guardrail, are required on fill slopes or for water hazards.

TABLE 1 NOTES:

1. Measure CCZ from the shoulder stripe. If there is no shoulder stripe, measure from the edge of the traveled way. See Figure 1.
2. If CCZ include or ends on a slope of 3:1 to 4:1, use the Effective Clear Zone (ECZ) that extends beyond the bottom of the slope to proved a clear runout area of 10 foot minimum width. The ECZ width must equal or greater than the CCZ width from Table 1. See Figure 2 and verify that A+C ≥ CCA and C ≥ 10 feet.
3. If a CCZ includes or ends on a slope steeper than 3:1, the top of slope must be delineated by channelizing devices or protected by barrier.
4. The term "fixed objects" is defined in Section 643-1.02 of the SSHC.
5. AADT stands for Average Annual Daily Traffic. Use the higher of the as listed in the plans or the average of June/July/August ADT's, unless otherwise specified by the Engineer.

TABLE 2 NOTES:

1. Eliminate non-traversable slopes (those steeper than 3:1) and fixed objects (as defined in Section 643-1.02 of the SSHC) within the CCZ when practicable. They should only be left in place and treated as treated as shown in this table when elimination is not practicable.
2. Maintain a 2-foot minimum wide lateral buffer space between the edge of traveled way and work areas. This provides an area to install barriers or other delineation by channelizing devices.
3. If necessary to treat multiple hazards on the same road segment (slopes and fixed objects), choose treatments from Table 2 that satisfy the requirements for the most significant of the multiple hazards.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

ROADSIDE SAFETY TREATMENT FOR WORK ZONES

Adopted as an Alaska Standard Plan by: Carolyn H Morehouse

Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 09/15/2022

Last Code and Stds. Review
By: LRG Date: 09/15/2022

Next Code and Standards Review date: 09/15/2032

C-06.00

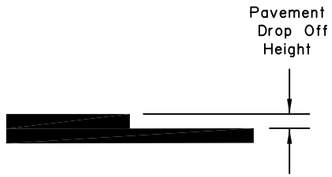


FIGURE 3
Pavement Drop-off Detail

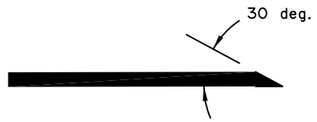


FIGURE 4
Safety Edge Detail

Table 3a - Treatment for Pavement Edge Drop-offs for Posted Speeds > 30 MPH

Nominal Lift Thickness / Height of Pavement Edge Drop-off	Between Active Lanes of traffic moving in same direction	Between Active Lanes of traffic moving in opposing directions	Outside Pavement Edge (if within 3' of traveled way)	Outside Pavement Edge if more than 3' from traveled way and within the CCZ	Across Active Lane, and Entrance and Exit Ramps
0 to 1.0"	No Edge Treatment or Signage Required				
More than 1.0" to 2.0"	**UNEVEN LANE** Signs		**LOW SHOULDER** Signs		Taper Drop-off at slope of 15H:1V or flatter Use BUMP Sign
More than 2.0" to 3.0"	**UNEVEN LANES** Signs - Use Channelizing Devices or Safety Edge	**UNEVEN LANES** Signs - Use Channelizing Devices	**LOW SHOULDER** Signs - Use Channelizing Devices - Consider Safety Edge	**LOW SHOULDER** Signs	
More than 3.0" to 6.0"	**UNEVEN LANES** Signs - Use Channelizing Devices and Use Safety Edge	**UNEVEN LANES** Signs - Use Channelizing Devices	**SHOULDER DROP OFF** Signs - Use Channelizing Devices and Safety Edge; or Use Barrier	**SHOULDER DROP OFF** Signs - Use Channelizing Devices or Barrier	
More than 6"	**Prohibited**		**Barrier** - Installed on traffic side of drop-off	**Channelizing Devices** or **Barrier** according to Table 5	

Table 3b - Sign Numbers

Legend	Number	ATM * Ref.
UNEVEN LANES	W8-11	6F.45
LOW SHOULDER	W8-9	6F.44
SHOULDER DROP OFF (Symbol)	W8-17	6F.44
SHOULDER DROP OFF (Plaque)	W8-17P	6F.44
BUMP	W8-1	2C.28

* ATM = Alaska Traffic Manual

Table 4 - Barrier Flare Rates

Speed (mph)	Flare Rate	
	Rigid	Semi-Rigid
70	20:1	15:1
60	18:1	14:1
55	16:1	12:1
50	14:1	11:1
45	12:1	10:1
40	10:1	8:1
30	8:1	7:1

TABLE 3 NOTES:

1. This table applies to pavement edge drop-offs that are adjacent to traffic and left after the pavement shift ends and for posted speeds > 30 mph. Use engineering judgment for edge treatment for posted speeds ≤30 mph.
2. Use interim pavement markings and signs as required according to Standard Plan C-05 (for all conditions).
3. A Safety Edge is a formed pavement edge taper sloped at approximately 30°, but not more than 35° from horizontal.
4. Use a Safety Edge for longitudinal or diagonal pavement edge drop-offs more than 2 inches within a traveled lane. See Figure 3. Use a Safety Edge on longitudinal joints between lanes as required by Table 3a.
5. The "Across Active Lane, and Entrance and Exit Ramps" column applies to any location where motorists will cross pavement drop-offs (includes transverse construction joints) at an acute angle (45° or more). Taper may be reduced to 6:1 at posted speeds of 30 mph or less.
6. Signage applies to all posted speed for edge drop-offs as shown in Table 3a. For information on signs and locations, see SSHC Section 643-3.04 and the Alaska Traffic Manual (ATM). Signs should be place at the beginning and end points of each paved segment, and in locations between as specified. Also, see Table 3b.
7. "Channelizing Devices" means drums with steady-burn lights, candle, or cones.
8. Treatment for pavement edge drop-offs are in addition to Treatment for Hazards within Construction Clear Zones (CCZs) (i.e. fixed obstacle or slope protection may also be required).

BARRIER TERMINATION AND TABLE 4 NOTES:

1. Terminate portable rigid barrier (concrete or metal) with one of the following methods:
   a) An NCHRP 350 or MASH TL-3 approved end treatment or crash cushion.
   b) An NCHRP 350 or MASH TL-3 approved buried-in-backslope treatment
   c) A Thrie-Beam transition according to Std. Plan G-32 (except attached to a rigid barrier instead of a bridge rail) and terminated with a MASH TL-3 end treatment.
   d) Terminate outside the CCZ by flaring barriers away from the roadway at the rate shown in Table 4 for rigid barriers (maximum 10:1 cross slope in front of the barrier).
   e) Sloped ends may be used to terminate barriers within the CZ when the regulatory (black on white sign) speed limit is 30 mph or below. For speeds more than 30 mph, the Engineer may approve sloped ends if they determine NCHRP 350 or MASH compliant end treatments are impracticable. See Std. Plan G-46 for concrete barrier sloped ends.
2. Terminate temporary W-Beam guardrail with one of the following methods:
   a. With a MASH TL-3 approved end treatment
   b. By burying it in a backslope according to Std. Plan G-16
   c. By flaring the guardrail away from the road at the rate shown in Table 4 for semi-rigid barriers (maximum 10:1 cross slope in from of the guardrail).
   d. Terminate outside the CZ.

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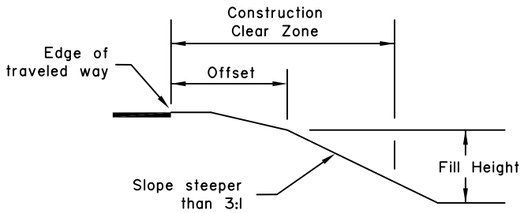

FIGURE 5

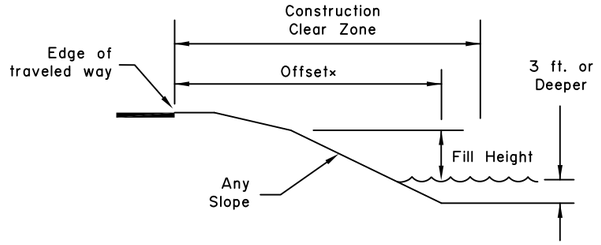

FIGURE 6

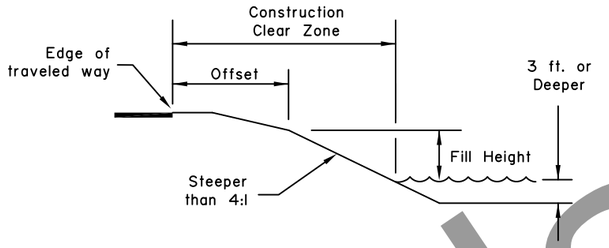

FIGURE 7

Table 5 - Minimum Fill Height at which Temporary Barrier Is Waranted

			Seasonal Traffic Volume - ADT																
			0-750	751-1500			1501-6000				6001-15000				15001+				
Posted WZ Speed Limit	Duration (# days)	Offset (ft)	All Slopes/ Water Condition	slope		Water	slope			Water	slope			Water	slope			Water	
				2.9:1 to 1.1:1	1:1 to Vert.		2.9:1 to 2.1:1	2:1-1.1:1	1:1-Vert.		2.9:1 to 2.1:1	2:1-1.1:1	1:1-Vert.		2.9:1 to 2.1:1	2:1-1.1:1	1:1-Vert.		
30 MPH and lower	4-30	5-10																	
		3-5											11'	11'			11'	11'	
		0-3																	
	31-100	5-10																	
		3-5							11'	11'			11'	11'		35'	11'	11'	
		0-3										35'				31'			
	101+	5-10														35'			
		3-5							11'	11'		35'	11'	11'		29'	11'	11'	
		0-3			11'	11'						31'				17'	8'	8'	
35 to 45 MPH	4-30	6-12																	
		3-6											10'	10'			10'	10'	
		0-3														29'			
	31-100	6-12																	
		3-6							10'	10'		29'	10'	10'		29'	10'	10'	
		0-3														19'	9'	9'	
	101+	6-12										29'	10'	10'		27'	10'	10'	
		3-6			10'	10'			10'	10'		28'				12'	7'	7'	
		0-3						29'				18'	9'	9'		7'	6'	6'	
45 to 55 MPH	4-30	9-18																	
		3-9											8'	8'		13'	8'	8'	
		0-3																	
	31-100	9-18															8'	8'	
		3-9							8'	8'		13'	8'	8'		13'	7'	7'	
		0-3						13'								7'	6'	6'	
	101+	9-18										13'	8'	8'		13'	7'	7'	
		3-9			8'	8'		13'	8'	8'		12'	7'	7'	37'	6'	5'	5'	
		0-3										7'	6'	6'	23'	5'	3'	3'	
60 MPH and above	4-30	13-26																	
		3-13											6'	6'		10'	6'	6'	
		0-3										10'							
	31-100	13-26														10'	6'	6'	
		3-13							6'	6'		10'	6'	6'					
		0-3						10'							40'	6'	5'	5'	
	101+	13-26														10'	6'	6'	
		3-13			6'	6'		10'	6'	6'		10'	6'	6'	30'	6'	4'	4'	
		0-3									34'	6'	5'	5'	10'	3'	1'	1'	

TABLE 5 NOTES:

1. Use this table for fill slopes steeper than 3:1 or water hazards that start within the Construction Clear Zone (CCZ). See Figures 5, 6, and 7.
2. Near Lane AADT, as used in this table, means the higher of the AADT listed in the plans or the seasonal Average Daily Traffic (ADT) for June, July, and August in the lane nearest the slope or water hazard during the planned construction period. Assume an even distribution of traffic across lanes - i.e. if there is 6000 one-way AADT on three lanes, use 2000 AADT in each lane.
3. Duration is the estimated number of days traffic will be exposed to the fill (fore) slope or water hazard.
4. To use Table 5, fine the cell that corresponds to the speed limit, duration, offset, traffic volume, and the presence of a slope or water hazard.
   a. If the cell is unshaded, a Temporary Barrier is required when the fill height equals or exceeds the height (in feet) shown in the cell.
   b. If the cell is shaded or fill height is less than the height shown in the cell, use drums or Type II barricades.
5. A water hazard is defined as:
   a. Water 3 feet or deeper within the CCZ, or
   b. Where a slope steeper than 4:1 starts within the CCZ and leads to water 3 feet or deeper.
6. Consider water depth to be the highest level anticipated during the duration period.
7. If both a water hazard and a slope steeper than 3:1 are present, install Temporary Barrier if warranted for either condition.
8. Temporary Barrier is rigid barrier (concrete or metal) or guardrail meeting NCHRP or MASH TL-3, or higher.

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C-06.00

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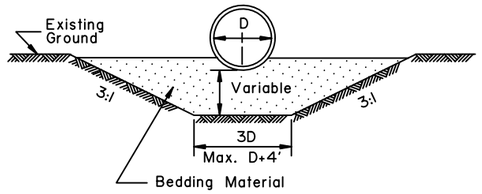
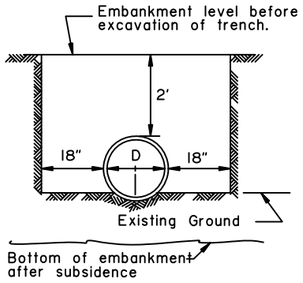
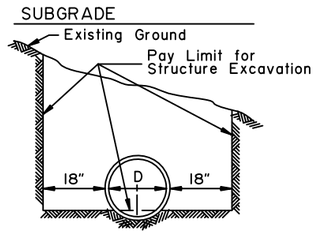


TYPE "A"
FOUNDATION STABILIZATION

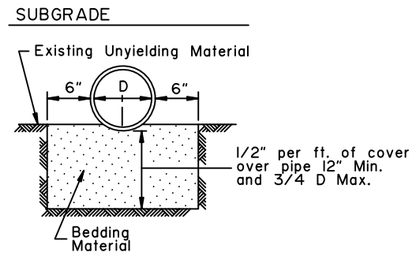
To be used in unstable areas as directed by the Engineer.



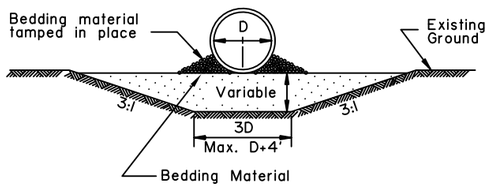
TYPE "B"



TYPE "C"

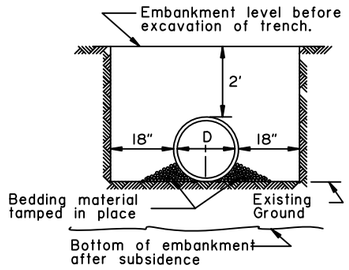


TYPE "D"
ROCK OR UNYIELDING MATERIAL



'ALTERNATE'
TYPE "A"
FOUNDATION STABILIZATION

To be used in unstable areas as directed by the Engineer.



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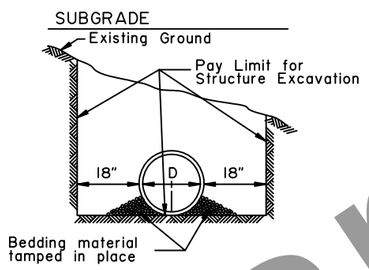

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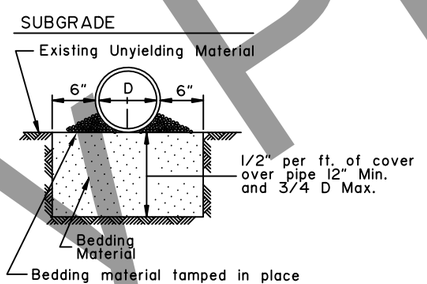
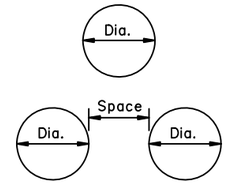


'ALTERNATE' TYPE "D"
ROCK OR UNYIELDING MATERIAL

GENERAL NOTES:

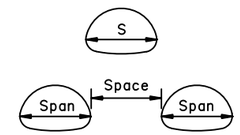
1. Sidefill shall be placed and compacted with care under haunches of pipe and shall be brought up evenly and simultaneously on both sides of pipe to 1 foot above the top of the full length of the pipe.
2. Alternate installation methods may only be used when specified or approved by the Engineer.

D = Nominal Pipe Diameter



MULTIPLE INSTALLATIONS	
Dia.	Minimum Space Between Pipes
0" - 42"	24"
48" & Over	1/2 Dia. of pipe or 3', whichever is less.

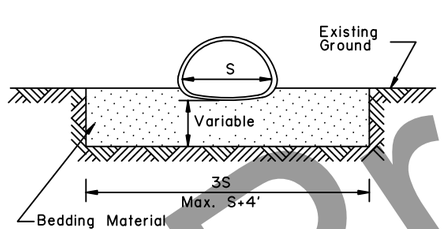
S = Nominal Pipe Arch Span



MULTIPLE INSTALLATIONS	
Dia.	Minimum Space Between Pipes
0" - 42"	24"
48" & Over	1/2 Span of pipe arch or 3', whichever is less.

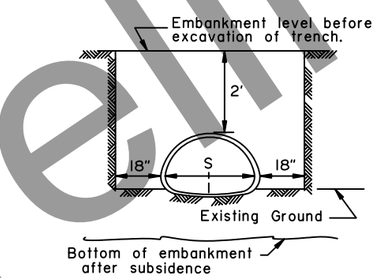
CULVERT PIPE

ARCH

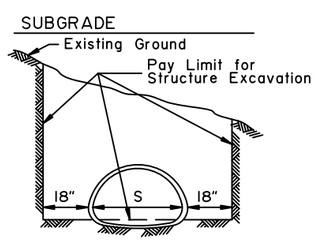


TYPE "A"
FOUNDATION STABILIZATION

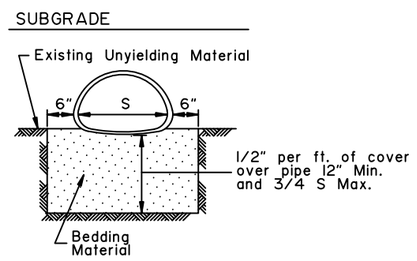
To be used in unstable areas as directed by the Engineer.



TYPE "B"



TYPE "C"



TYPE "D"
ROCK OR UNYIELDING MATERIAL

State of Alaska DOT&PF
ALASKA STANDARD PLAN

CULVERT PIPE & ARCH INSTALLATION DETAILS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review By: Date:

Next Code and Standards Review date: 02/08/2029

D-01.02

Minimum & Maximum Cover for 2 2/3"X 1/2" Aluminum Pipe						
Gage		16	14	12	10	8
Thickness		0.060	0.075	0.105	0.135	0.164
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
12	12	100+	100+	100+	100+	100+
15	12	100	100+	100+	100+	100+
18	12	83	100+	100+	100+	100+
21	12	71	89	100+	100+	100+
24	12	62	78	100+	100+	100+
27	12		69	97	100+	100+
30	12		62	87	100+	100+
36	12		51	73	94	100+
42	12			62	80	100+
48	12			54	70	85
54	15			48	62	76
60	15				52	64
66	18					52
72	18					43

Minimum & Maximum Cover for 3" x 1" Aluminum Pipe						
Gage		16	14	12	10	8
Thickness		0.060	0.075	0.105	0.135	0.164
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
30	12	57	72	100+	100+	100+
36	12	47	60	84	100+	100+
42	12	40	51	72	96	100+
48	12	35	44	62	84	99
54	15	31	39	55	74	88
60	15	28	35	50	67	79
66	18	25	32	45	61	72
72	18	23	29	41	56	66
78	21		27	38	51	61
84	21			35	48	56
90	24			33	44	52
96	24			31	41	49
102	24				39	46
108	24				37	43
114	24					39
120	24					36

Minimum & Maximum Cover for 9" X 2 1/2" Aluminum Structural Plate Pipe*			
Thickness		0.125	0.150
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)
84	18	31	
90	18	27	
96	18	27	
102	18	24	
108	18	24	
114	18	21	
120	24	21	
126	24	19	
132	30	19	
138	30	18	
144	30	18	
150	30		22
156	30		22
162	36		20
168	36		20

*5.33 - 3/4" dia. steel bolts per foot.

GENERAL NOTES:

1. All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.
2. The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.
3. No more than one type of pipe may be used on any single installation or installation grouping.
4. All structural plate pipes shall be placed on a pre-shaped foundation conforming to the depth of the bottom plates with clearance for assembling to the adjacent plates allowed.
5. See Standard Plan D-01 "Culvert Pipe & Arch Installation Details" for foundation and structural backfill details.
6. Minimum cover shall be measured from the top of pipe to the top of rigid pavement or to the bottom of flexible pavement subgrade. In all cases, the minimum cover shall not be less than 12". Minimum cover during construction shall be that required to protect the pipe from damage or deflection.
7. These tables have been developed for an HL-93 live load and for compacted soil weighing 120 lbs. per cubic foot or less. If compacted soil cover exceeds 120 lbs. per cubic foot, the contractor shall use the depth of cover shown in the plans for the specific pipe. Where compacted soil cover exceeds 120 lbs. per cubic foot and no specific cover requirements are provided in the plans, the contractor shall determine the required minimum pipe cover in accordance with Section 12 of the 2017 AASHTO "LRFD Bridge Design Specifications".

CORRUGATED CIRCULAR ALUMINUM PIPE

CORRUGATED ALUMINUM PIPE-ARCH

Minimum & Maximum Cover for 2 2/3"X 1/2" Aluminum Pipe-Arch					
				2 Tons/Sf Corner Bearing Pressure	
Span (Ft.-In.)	Rise (Ft.-In.)	Corner Radius (In)	Min. Thickness (In)	Min. Cover (In)	Max. Cover (Ft)
17	13	3 4/8	16 (0.060)	12	13
21	15	4 1/8	16 (0.060)	12	12
24	18	4 7/8	16 (0.060)	12	12
28	20	5 4/8	14 (0.075)	12	12
35	24	6 7/8	14 (0.075)	12	12
42	29	8 2/8	12 (0.105)	12	12
49	33	9 5/8	12 (0.105)	15	12
57	38	11	10 (0.135)	15	12
64	43	12 3/8	10 (0.135)	18	12
71	47	13 6/8	8 (0.164)	18	12

Minimum & Maximum Cover for 3" x 1" Aluminum Pipe-Arch					
				2 Tons/Sf Corner Bearing Pressure	
Span (Ft.-In.)	Rise (Ft.-In.)	Corner Radius (In)	Min. Thickness (In)	Min. Cover (In)	Max. Cover (Ft)
60	46	18 6/8	14 (0.075)	15	20
66	51	20 6/8	14 (0.075)	18	20
73	55	22 7/8	14 (0.075)	21	20
81	59	20 7/8	12 (0.105)	21	16
87	63	22 7/8	12 (0.105)	24	16
95	67	24 3/8	12 (0.105)	24	16
103	71	26 1/8	10 (0.135)	24	16
112	75	27 6/8	8 (0.164)	24	16

Minimum & Maximum Cover for 9" x 2 1/2" Aluminum Multiplate Pipe-Arch*					
Span (Ft.-In.)	Rise (Ft.-In.)	Corner Radius (In)	Min. Thickness (In)	Min. Cover (In)	2 Tons/Sf Corner Bearing Pressure Max. Cover (Ft)
6-7	5-8	31.75	0.125	24	24
6-11	5-9	31.75	0.125	24	24
7-3	5-11	31.75	0.125	24	18
7-9	6-0	31.75	0.125	24	18
8-5	6-3	31.75	0.125	24	16
9-3	6-5	31.75	0.125	24	15
10-3	6-9	31.75	0.125	30	13
10-9	6-10	31.75	0.125	30	13
11-5	7-1	31.75	0.125	30	13
12-7	7-5	31.75	0.125	30	11
12-11	7-6	31.75	0.125	30	11
13-1	8-2	31.75	0.125	30	11
13-11	8-5	31.75	0.125	36	10
14-8	9-8	31.75	0.125	36	9
15-4	10-0	31.75	0.150	36	8
16-1	10-4	31.75	0.150	36	8
16-9	10-8	31.75	0.150	42	7
17-3	11-0	31.75	0.150	42	7
18-0	11-4	31.75	0.175	42	7
18-8	11-8	31.75	0.175	42	7

*5.33 - 3/4" dia. steel bolts per foot.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PIPE AND ARCH TABLES

Adopted as an Alaska Standard Plan by: *Carolyn Morehouse*
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

D-04.22

CORRUGATED CIRCULAR STEEL PIPE

CORRUGATED STEEL PIPE-ARCH

Minimum & Maximum Cover for 2 2/3" x 1/2" Steel Pipe

Gage		16	14	12	10	8
Thickness		0.060	0.075	0.105	0.135	0.164
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
12	12	100+	100+	100+	100+	100+
15	12	100+	100+	100+	100+	100+
18	12	100+	100+	100+	100+	100+
21	12	100+	100+	100+	100+	100+
24	12	100+	100+	100+	100+	100+
30	12	83	100+	100+	100+	100+
36	12	69	86	100+	100+	100+
42	12	59	74	100+	100+	100+
48	12	51	64	91	100+	100+
54	12		57	80	100+	100+
60	12			72	93	100+
66	12			66	85	100+
72	12				78	95
78	12					84
84	12					73

Minimum & Maximum Cover fo 3" x 1" Steel Pipe

Gage		16	14	12	10	8
Thickness		0.060	0.075	0.105	0.135	0.164
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
36	12			100+	100+	100+
42	12			100+	100+	100+
48	12		74	100+	100+	100+
54	12	53	66	93	100+	100+
60	12	47	59	83	100+	100+
66	12	43	54	76	98	100+
72	12	39	49	69	89	100+
78	12	36	45	64	82	100+
84	12	33	42	59	77	94
90	12	31	39	55	71	87
96	12	29	37	52	67	82
102	18	27	34	49	63	77
108	18		32	46	59	73
114	18		31	43	56	69
120	18		29	41	53	65
126	18			39	51	62
132	18			37	48	59
138	18			36	46	57
144	18				44	54

Minimum & Maximum Cover for 5" x 1" Steel Pipe

Gage		16	14	12	10	8
Thickness		0.060	0.075	0.105	0.135	0.164
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
36	12	71	88	100+	100+	100+
42	12	60	76	100+	100+	100+
48	12	53	66	93	100+	100+
54	12	47	59	82	100+	100+
60	12	42	53	74	96	100+
66	12	38	48	67	87	100+
72	12	35	44	62	79	97
78	12	32	40	57	73	90
84	12	30	37	53	68	83
90	12	28	35	49	63	78
96	12	26	33	46	59	73
102	18	24	31	43	56	69
108	18		29	41	53	65
114	18		27	39	50	61
120	18		26	37	47	58
126	18			35	45	55
132	18			33	43	53
138	18			32	41	50
144	18				39	48

Minimum & Maximum Cover for 6" x 2" Steel Multiplate Pipe*

Gage		12	10	8	7	5	3	1
Thickness		0.111	0.140	0.170	0.188	0.218	0.249	0.280
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
60	12	46	67	87	100	100+	100+	100+
66	12	42	60	79	91	100+	100+	100+
72	12	38	55	73	83	100+	100+	100+
78	12	35	51	67	77	93	100+	100+
84	12	32	47	62	71	86	100+	100+
90	12	30	44	58	67	80	95	100+
96	12	28	41	54	62	75	89	97
102	18	27	39	51	59	71	84	91
108	18	25	37	48	55	67	79	86
114	18	24	35	45	52	63	75	82
120	18	22	33	43	50	60	71	77
126	18	21	31	41	47	57	68	74
132	18	20	30	39	45	54	64	70
138	18	19	28	37	43	52	62	67
144	18	18	27	36	41	50	59	64

*4 - 3/4" dia. steel bolts per foot.

GENERAL NOTES

1. All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.
2. The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.
3. No more than one type of pipe may be used on any single installation or installation grouping.
4. All structural plate pipes shall be placed on a pre-shaped foundation conforming to the depth of the bottom plates with clearance for assembling to the adjacent plates allowed.
5. See Standard Plan D-01 "Culvert Pipe & Arch Installation Details" for foundation and structural backfill details.
6. Minimum cover shall be measured from the top of pipe to the top of rigid pavement or to the bottom of flexible pavement subgrade. In all cases, the minimum cover shall not be less than 12". Minimum cover during construction shall be that required to protect the pipe from damage or deflecton.
7. These tables have been developed for an HL-93 live load and for compacted soil weighing 120 lbs. per cubic foot or less. If compacted soil cover exceeds 120 lbs. per cubic foot, the contractor shall use the depth of cover shown in the plans for the specific pipe. Where compacted soil cover exceeds 120 lbs. per cubic foot and no specific cover requirements are provided in the plans, the contractor shall determine the required minimum pipe cover in accordance with Section 12 of the 2017 AASHTO "LRFD Bridge Design Specifications".

Minimum & Maximum Cover for 2 2/3"X 1/2"Steel Pipe-Arch

			2 Tons/Sf Corner Bearing Pressure		
Span (Ft.-In.)	Rise (Ft.-In.)	Corner Radius (In)	Min. Thickness (In)	Min. Cover (In)	Max. Cover (Ft)
17	13	3 4/8	16 (0.060)	12	11
21	15	4 1/8	16 (0.060)	12	11
24	18	4 7/8	16 (0.060)	12	11
28	20	5 4/8	16 (0.060)	12	11
35	24	6 7/8	16 (0.060)	12	11
42	29	8 2/8	16 (0.060)	12	11
49	33	9 5/8	14 (0.075)	12	11
57	38	11	12 (0.109)	12	11
64	43	12 3/8	12 (0.109)	12	11
71	47	13 6/8	10 (0.138)	12	11
77	52	15 1/8	10 (0.138)	12	11
83	57	16 4/8	8 (0.168)	12	11

Minimum & Maximum Cover for 3"X 1"Steel Pipe-Arch

			2 Tons/Sf Corner Bearing Pressure		
Span (Ft.-In.)	Rise (Ft.-In.)	Corner Radius (In)	Min. Thickness (In)	Min. Cover (In)	Max. Cover (Ft)
53	41	10 2/8	14 (0.079)	12	10
60	46	18 6/8	14 (0.079)	15	29
66	51	20 6/8	14 (0.079)	15	29
73	55	22 7/8	14 (0.079)	18	18
81	59	20 7/8	14 (0.079)	18	15
87	63	22 7/8	14 (0.079)	18	15
95	67	24 3/8	14 (0.079)	18	15
103	71	26 1/8	14 (0.079)	18	14
112	75	27 6/8	14 (0.079)	21	14
117	79	29 4/8	12 (0.109)	21	14
128	83	31 2/8	10 (0.138)	24	14
137	87	33	10 (0.138)	24	14
142	91	34 6/8	10 (0.138)	24	13
150	96	36	10 (0.138)	30	13
157	96	38	10 (0.138)	30	13
164	105	40	10 (0.138)	30	14
171	110	41	10 (0.138)	30	13

Minimum & Maximum Cover for 5"X 1"Steel Pipe-Arch

			2 Tons/Sf Corner Bearing Pressure		
Span (Ft.-In.)	Rise (Ft.-In.)	Corner Radius (In)	Min. Thickness (In)	Min. Cover (In)	Max. Cover (Ft)
53	41	10 2/8	14 (0.079)	12	10
60	46	18 6/8	14 (0.079)	15	29
66	51	20 6/8	14 (0.079)	15	29
73	55	22 7/8	14 (0.079)	18	18
81	59	20 7/8	14 (0.079)	18	15
87	63	22 7/8	14 (0.079)	18	15
95	67	24 3/8	14 (0.079)	18	15
103	71	26 1/8	14 (0.079)	18	14
112	75	27 6/8	14 (0.079)	21	14
117	79	29 4/8	12 (0.109)	21	14
128	83	31 2/8	10 (0.138)	24	14
137	87	33	10 (0.138)	24	14
142	91	34 6/8	10 (0.138)	24	13
150	96	36	10 (0.138)	30	13
157	96	38	10 (0.138)	30	13
164	105	40	10 (0.138)	30	14
171	110	41	10 (0.138)	30	13

Minimum & Maximum Cover for Steel Multiplate Pipe-Arch 6" x 2" *

			2 Tons/Sf Corner Bearing Pressure		
Span (Ft.-In.)	Rise (Ft.-In.)	Corner Radius (In)	Min. Gage (In)	Min. Cover (In)	Max. Cover (Ft)
6-1	4-7	18	12 (0.111)	12	14
7-0	5-1	18	12 (0.111)	12	12
7-11	5-7	18	12 (0.111)	12	10
8-10	6-1	18	12 (0.111)	18	9
9-9	6-7	18	12 (0.111)	18	8
10-11	7-1	18	12 (0.111)	18	6
11-10	7-7	18	12 (0.111)	18	5
12-10	8-4	18	12 (0.111)	24	5
13-3	9-4	31	10 (0.140)	24	11
14-2	9-10	31	10 (0.140)	24	10
15-4	10-4	31	10 (0.140)	24	9
16-3	10-10	31	10 (0.140)	30	8
17-2	11-4	31	10 (0.140)	30	8
18-1	11-10	31	10 (0.140)	30	7
19-3	12-4	31	10 (0.140)	30	7
19-11	12-10	31	10 (0.140)	30	6
20-7	13-2	31	10 (0.140)	36	6

*4 - 3/4" dia. steel bolts per foot.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PIPE AND ARCH TABLES

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

D-04.22

Maximum Cover for Type S Corrugated Polyethelene Pipe	
Size (in)	Max. Cover (ft)
12	24
15	25
18	24
24	20
30	20
36	18
42	16
48	17

GENERAL NOTES

1. All materials and workmanship shall be in accordance with the State of Alaska Standard Specifications for Highway Construction.

2. For foundation and structural backfill details see Standard Plan D-01 "Culvert Pipe & Arch Installation Details".

3. Pipe cover height is measured from top of the pipe to top of rigid pavement, or to the bottom of subgrade for flexible pavement. In all cases the minimum cover shall be no less than 2 ft. Where loads traverse the culvert during construction minimum cover shall be no less than 4 ft.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PIPE AND ARCH TABLES

Adopted as an Alaska Standard Plan by: Carolyn Morehouse

Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

ALUMINUM SPIRAL RIB PIPE

Minimum & Maximum Cover for Aluminum Spiral Rib Circular Pipe*					
Gage		16	14	12	10
Thickness		0.064	0.079	0.109	0.138
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
18	12	43	61		
21	12	38	52	84	
24	12	33	45	73	
30	15	26	36	58	
36	18	21	30	49	69
42	21		25	41	59
48	24			36	51
54	24			32	46
60	24			29	41
66	24				37
72	30				34

*¾ x ¾ x 7½ in. Corrugations

Minimum & Maximum Cover for Aluminum Spiral Rib Pipe-Arch*						
Gage			16	14	12	10
Thickness			0.060	0.075	0.105	0.135
Span (Ft.-In.)	Rise (Ft.-In.)	Min. Cover (In)	Max. Cover (Ft)			
20	16	12	16			
23	19	12	15			
27	21	15	13	13		
33	26	18	13	13	13	
40	31	21		13	13	
46	36	24			13	13
53	41	24			13	13
60	46	24			13	13
66	51	24				13

*¾ x ¾ x 7½ in. Corrugations

STEEL SPIRAL RIB PIPE

Minimum & Maximum Cover for Steel and Aluminized Steel Spiral Rib Circular Pipe*					
Gage		16	14	12	10
Thickness		0.064	0.079	0.109	0.138
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
18	12	91			
24	12	68	95	100+	
30	12	54	76	100+	
36	12	45	63	100+	
42	12	38	54	90	
48	12	33	47	79	
54	18	30	42	70	
60	18	27	38	63	92
66	18	24	34	57	83
72	18		31	52	76
78	24		29	48	70
84	24		27	45	65
90	24			42	61
96	24			39	56
102	30			36	50
108	30			32	45

*¾ x ¾ x 7½ in. Corrugations.

Minimum & Maximum Cover for Steel Spiral Rib Pipe-Arch*					
			2 Tons/Sf Corner Bearing Pressure		
Thickness			0.064	0.079	0.109
Span (Ft.-In.)	Rise (Ft.-In.)	Min. Cover (In)	Max. Cover (Ft)		
20	16	12	13		
23	19	12	13		
27	21	12	11		
33	26	12	11		
40	31	12	11		
46	36	12	11		
53	41	18		11	
60	46	18		19	
66	51	18		19	
73	55	18			18
81	59	18			15
87	63	18			15
95	67	18			15

*¾ x ¾ x 7½ in. Corrugations

GENERAL NOTES

1. All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.
2. The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.
3. No more than one type of pipe may be used on any single installation or installation grouping.
4. All structural plate pipes shall be placed on a pre-shaped foundation conforming to the depth of the bottom plates with clearance for assembling to the adjacent plates allowed.
5. See Standard Plan D-01 "Culvert Pipe & Arch Installation Details" for foundation and structural backfill details.
6. Minimum cover shall be measured from the top of pipe to the top of rigid pavement or to the bottom of flexible pavement subgrade. In all cases, the minimum cover shall not be less than 12". Minimum cover during construction shall be that required to protect the pipe from damage or deflecton.
7. These tables have been developed for an HL-93 live load and for compacted soil weighing 120 lbs. per cubic foot or less. If compacted soil cover exceeds 120 lbs. per cubic foot, the contractor shall use the depth of cover shown in the plans for the specific pipe. Where compacted soil cover exceeds 120 lbs. per cubic foot and no specific cover requirements are provided in the plans, the contractor shall determine the required minimum pipe cover in accordance with Section 12 of the 2017 AASHTO "LRFD Bridge Design Specifications".

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PIPE AND ARCH TABLES

Adopted as an Alaska Standard Plan by: Carolyn Morehouse

Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

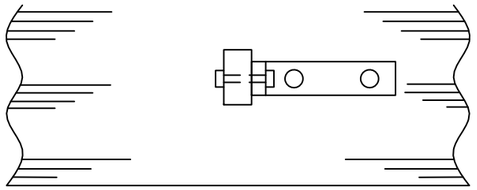
D-04.22

D-09.00

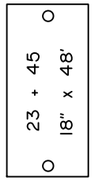
SHEET | of |

DIRECTION OF TRAFFIC

Shoulder of Road



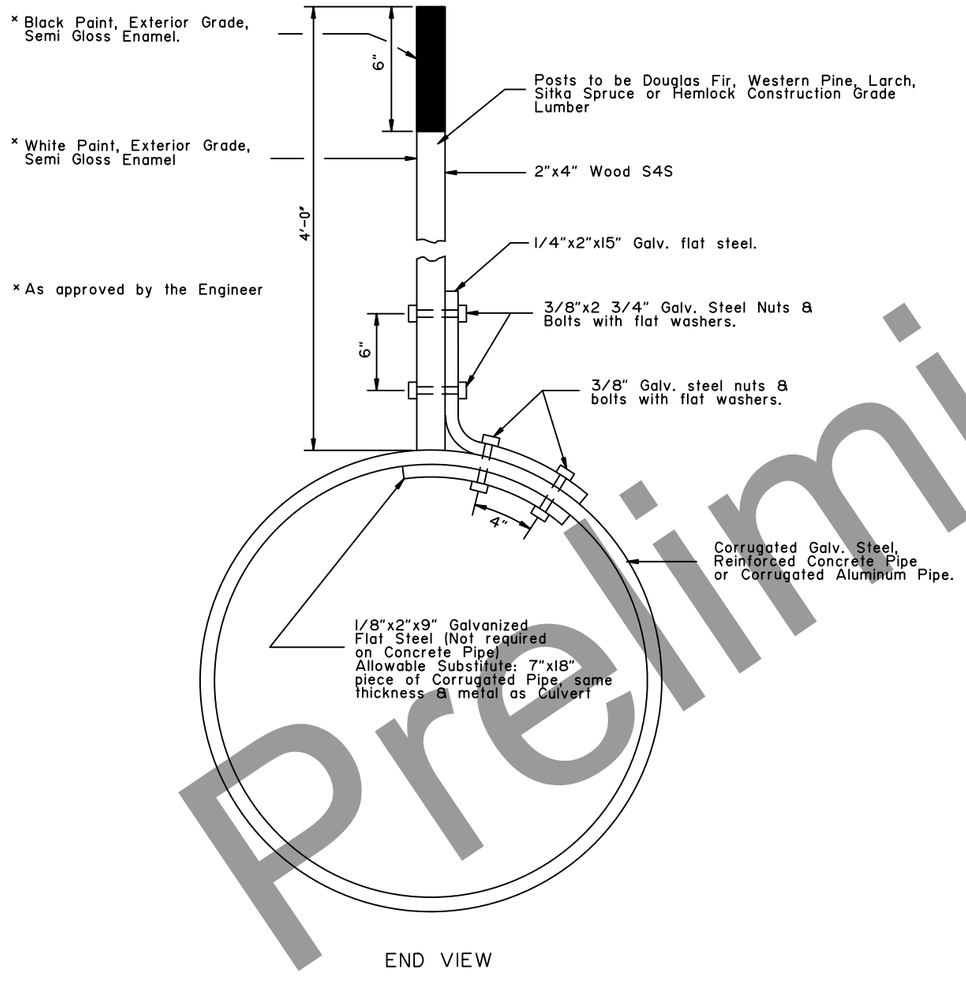
TOP VIEW



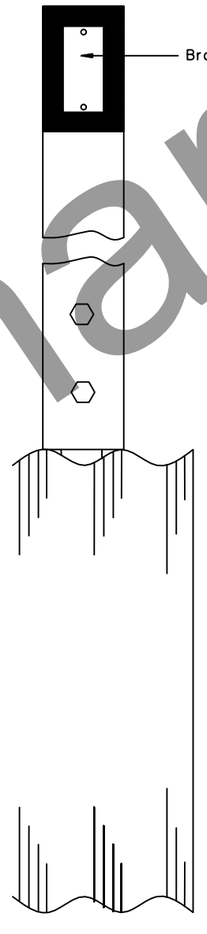
Sta. and size of Culvert to be stamped into a 2"x4"x0.064" thick brass plate, fastened, with No. 8 round head brass screws, to the marker post as shown. Plate to be on side of post facing traffic.

GENERAL NOTES:

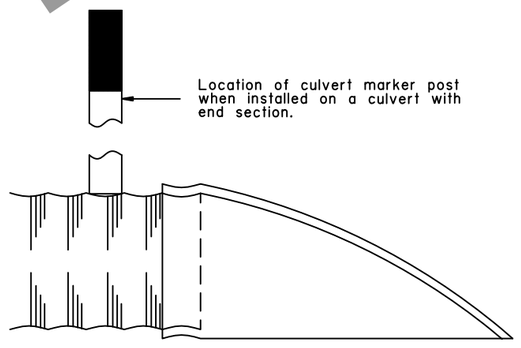
1. Culvert marker post shall be installed with galvanized steel hardware meeting the following requirements: Galvanizing for nuts and washers shall meet the requirements of ASTM A-153, Class C. Galvanizing for steel mounting supports shall meet the requirements of MIL-P-26915A, or ASTM A-153, Class C.



END VIEW



SIDE VIEW



END SECTION SIDE VIEW

State of Alaska DOT&PF
ALASKA STANDARD PLAN

CULVERT MARKER POST

Adopted as an Alaska Standard Plan by:
Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

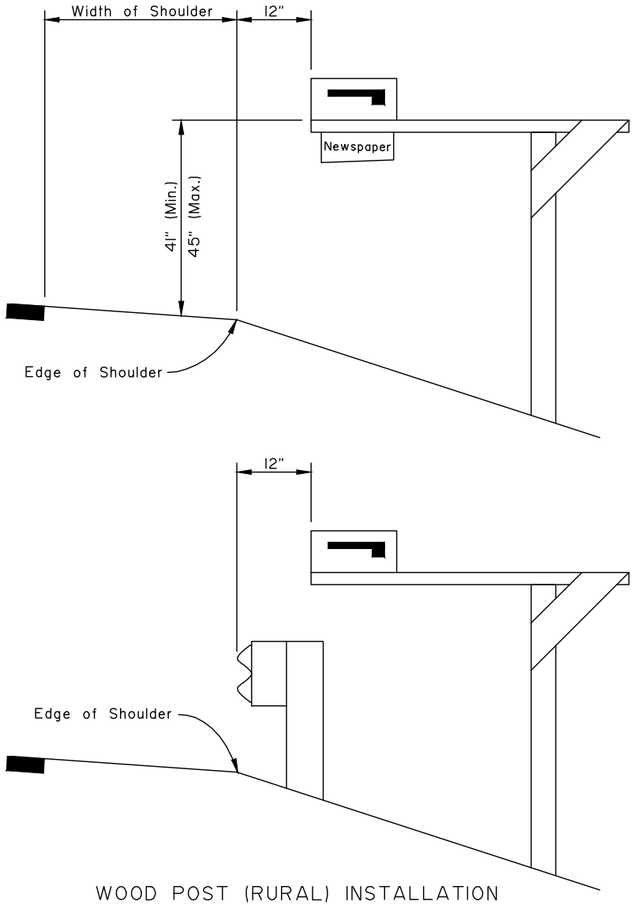
Last Code and Stds. Review
By: Date:

Next Code and Standards Review date: 02/08/2029

D-09.00

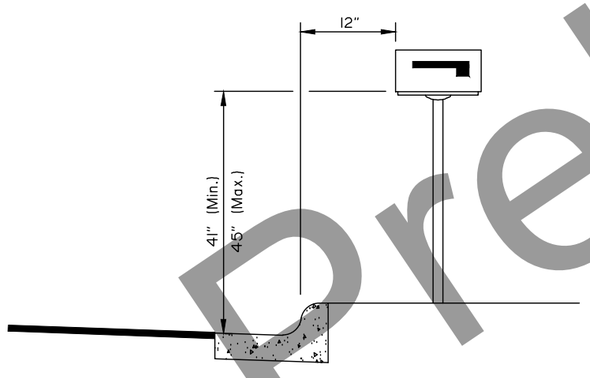
M-20.15

SHEET | of |



WOOD POST (RURAL) INSTALLATION

Single or Double Box



METAL POST (URBAN) INSTALLATION

Single or Double Box

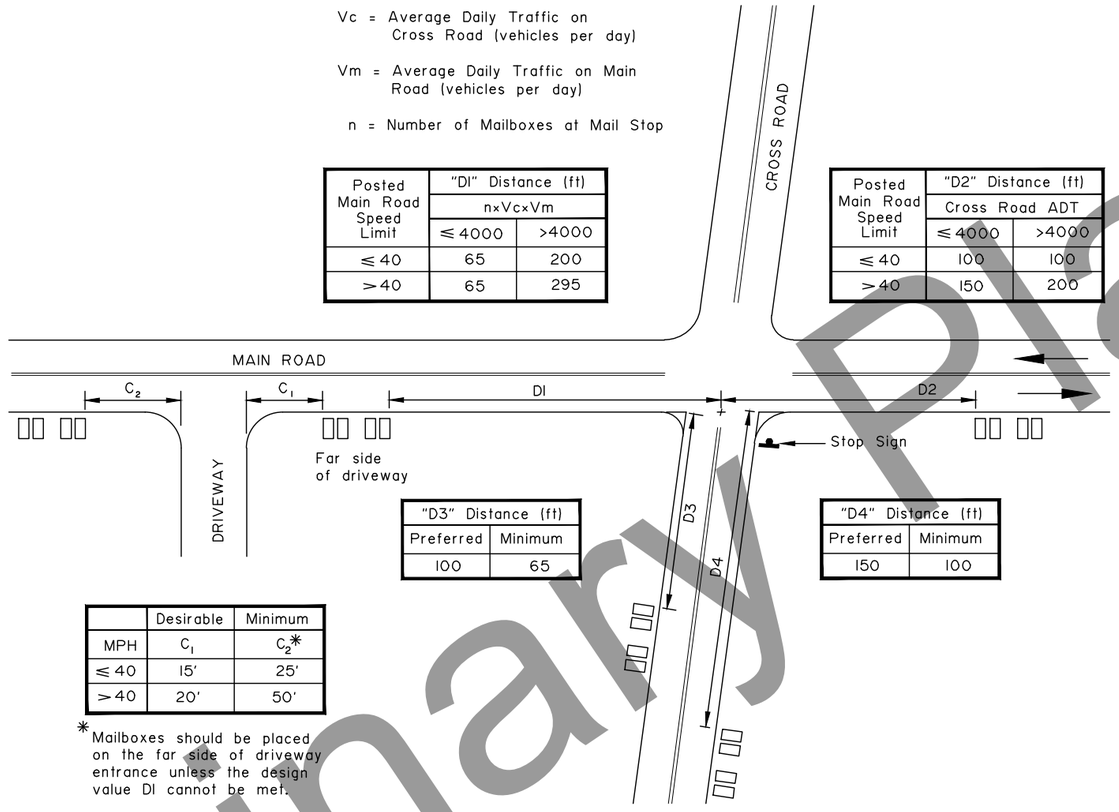
Vc = Average Daily Traffic on Cross Road (vehicles per day)

Vm = Average Daily Traffic on Main Road (vehicles per day)

n = Number of Mailboxes at Mail Stop

Posted Main Road Speed Limit	"D1" Distance (ft) n×Vc×Vm	
	≤ 4000	>4000
≤ 40	65	200
> 40	65	295

Posted Main Road Speed Limit	"D2" Distance (ft) Cross Road ADT	
	≤ 4000	>4000
≤ 40	100	100
> 40	150	200



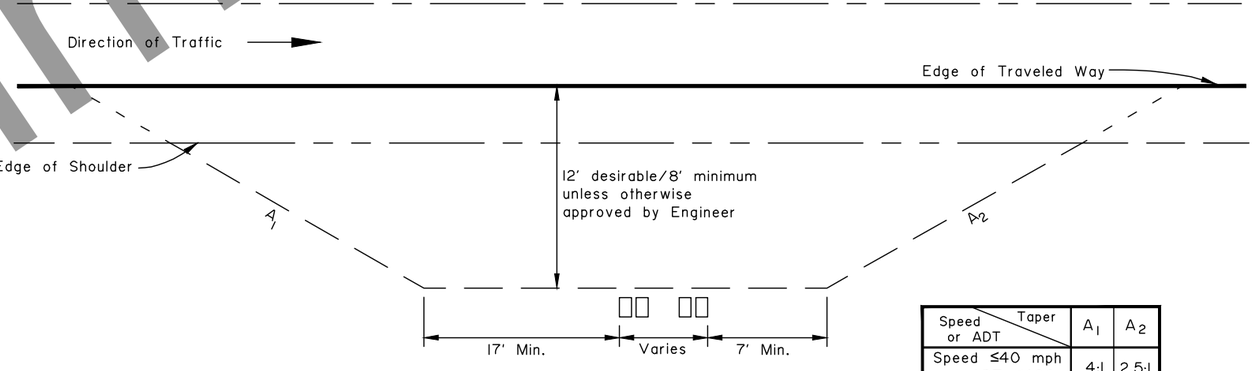
"D3" Distance (ft)	
Preferred	Minimum
100	65

"D4" Distance (ft)	
Preferred	Minimum
150	100

	Desirable	Minimum
MPH	C_1	C_2*
≤ 40	15'	25'
> 40	20'	50'

*Mailboxes should be placed on the far side of driveway entrance unless the design value D1 cannot be met.

MAILBOX LOCATION AT INTERSECTIONS AND DRIVEWAYS



TURNOUTS FOR GROUPED BOXES

Speed or ADT \ Taper	A_1	A_2
Speed ≤40 mph and ADT ≤400	4:1	2.5:1
Speed >40 mph or ADT >400	20:1	12:1

TURNOUT TAPERS

GENERAL NOTES:

1. Install mailboxes conforming to U.S. Postal Service requirements.
2. Mailbox supports shall not present a rigid, unyielding impact resistant hazard to road traffic, but shall be flexible and yielding to vehicular impact. Install crashworthy supports in accordance with Standard Plan M-23.
3. Installation shall be on the right side of roadway in the direction of mail carrier travel with the exception of one-way streets where they may be placed on either side.
4. Locate mailboxes to minimize dangers to road traffic, carriers and postal recipients.
5. Provide a minimum shoulder width of 8' unless otherwise approved by Engineer. Install single and double mailbox supports separated by at least 3', and desirably 4', from each other. More than two boxes on a single support is allowable only as shown on Standard Plan M-23.
6. Newspaper receptacles shall conform to the same setback and support regulations as mailboxes. Where newspaper receptacles and mailboxes are to be mounted together, the newspaper receptacle may be mounted beneath the mailbox or on the side of the mailbox support opposite the reflecting marker.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

MAILBOX LOCATION

Adopted as an Alaska Standard Plan by: Carolyn Morehouse

Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

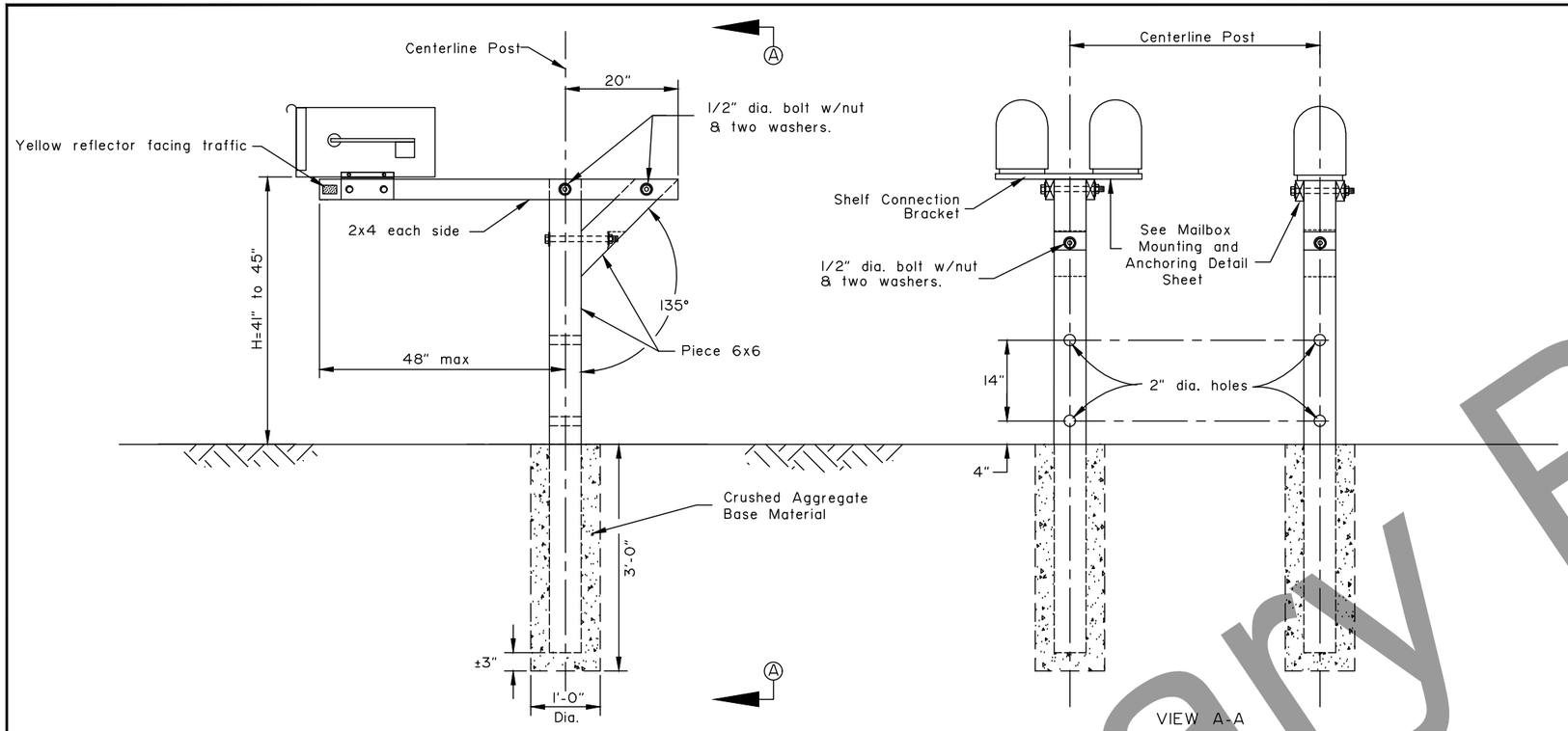
Last Code and Stds. Review
By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

M-20.15

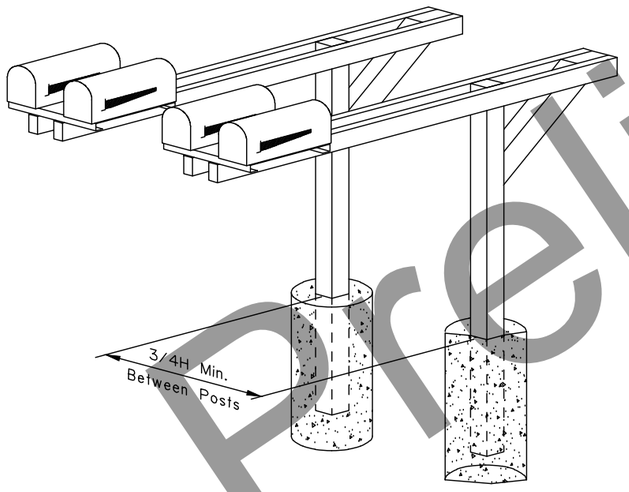
M-23.13

SHEET 1 of 2

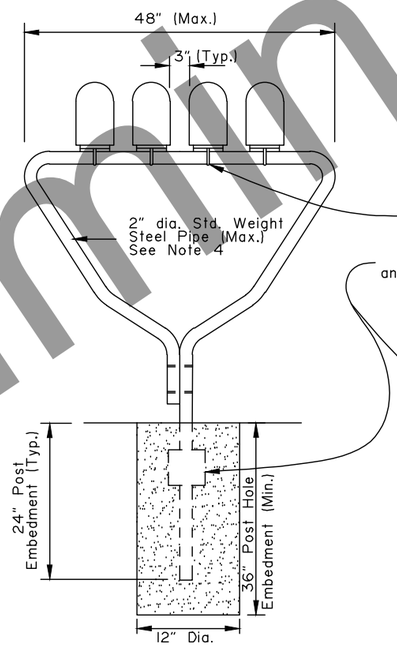


TYPICAL WOOD CANTILEVER INSTALLATION

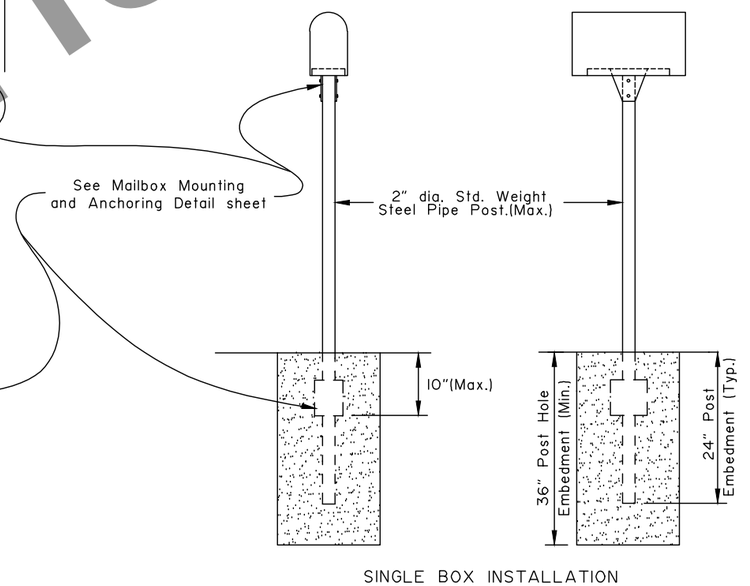
VIEW A-A



TYPICAL GANG BOX INSTALLATION



MULTIPLE BOX INSTALLATION
(U.S.P.S. Approved)



SINGLE BOX INSTALLATION

METAL POST SUPPORTS (URBAN ONLY)

GENERAL NOTES:

1. See Standard Plan M-20 for locating posts and boxes along roadway.
2. Posts shall be 6"x6" Treated Wood Post S4S or 2" (Max.) Standard Weight Steel Pipe.
3. Each support structure shall not accomodate more than two mailboxes, unless the support structure conforms to the requirements of the U.S. Postal Service and is approved by the Engineer.
4. Other steel or aluminum structural sections may be used except, the stiffness properties equivalent to the 2" dia. standard weight steel pipe shall not be exceeded.
5. Reflectors shall have a minimum area of 4.5 sq. in.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

MAILBOX INSTALLATION

Adopted as an Alaska Standard Plan by: *Carolyn Morehouse*
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

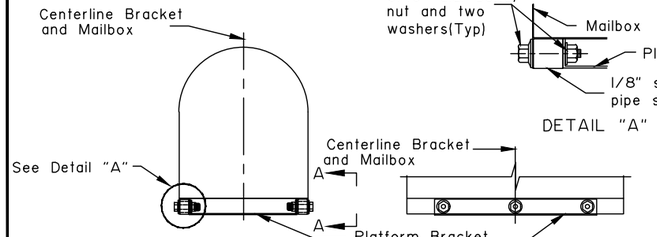
Last Code and Stds. Review
By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

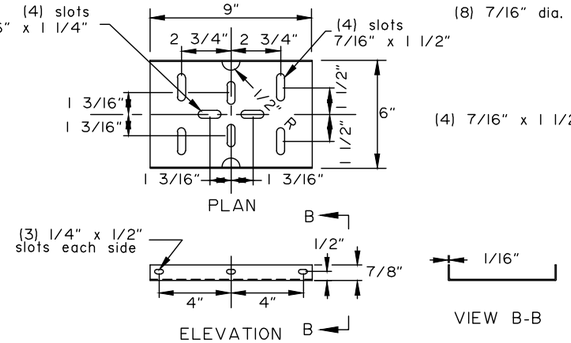
M-23.13

M-23.13

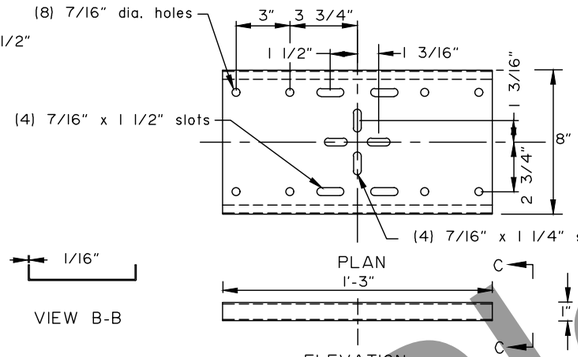
SHEET 2 of 2



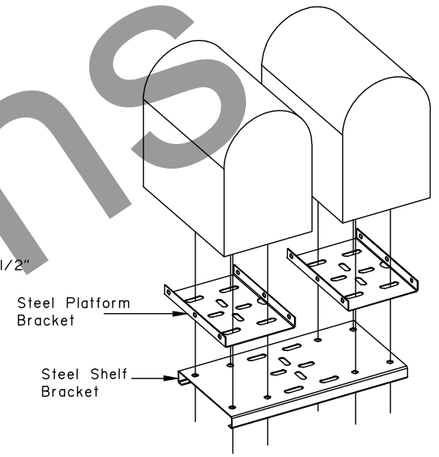
MAILBOX SUPPORT PLATFORM ASSEMBLY



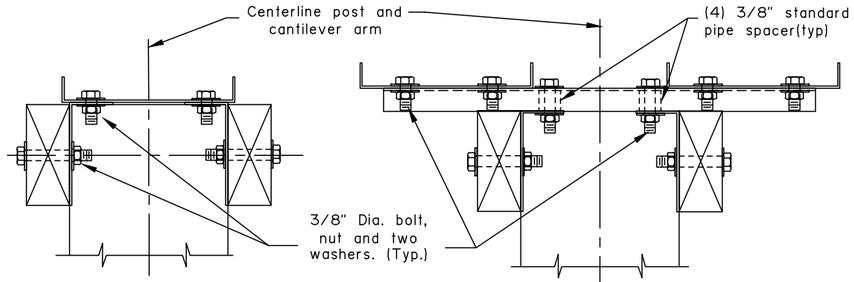
STEEL PLATFORM BRACKET



STEEL SHELF BRACKET

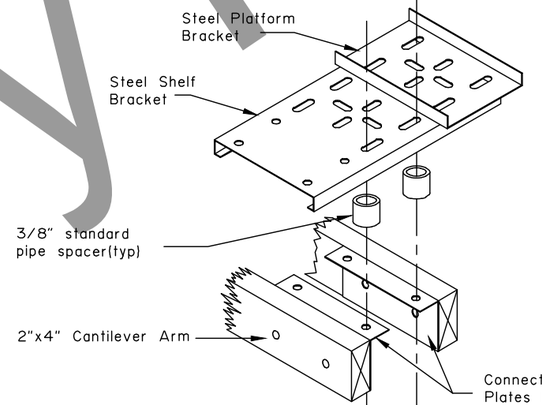


MAILBOX CONNECTION DETAIL

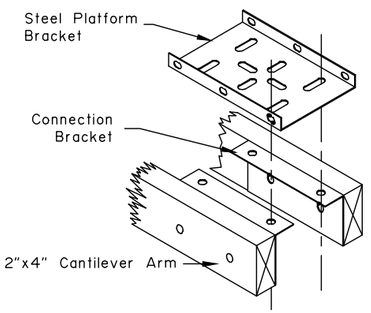


WOOD CANTILEVER ARM PLATFORM CONNECTION

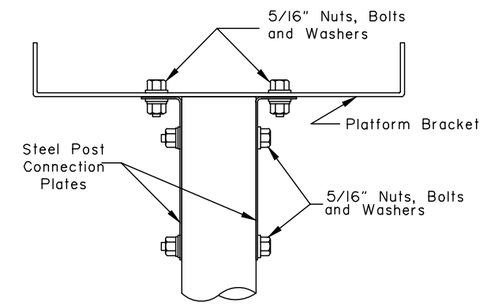
WOOD CANTILEVER ARM SHELF CONNECTION



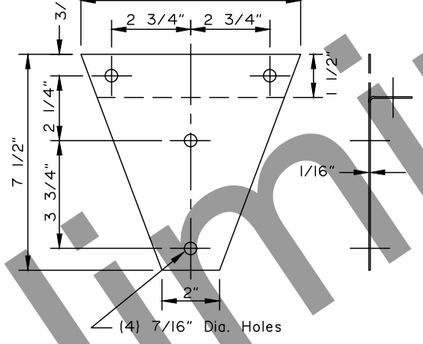
SHELF BRACKET CONNECTION DETAIL



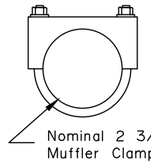
PLATFORM BRACKET CONNECTION DETAIL



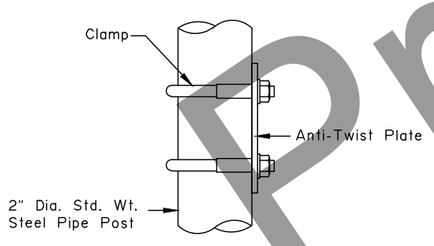
BRACKET ASSEMBLY DETAIL



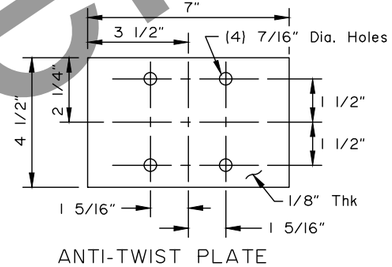
STEEL POST CONNECTION PLATES for STEEL PIPE POST



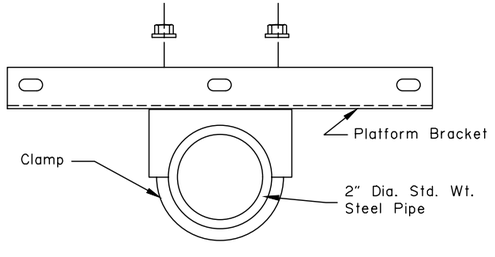
CLAMP



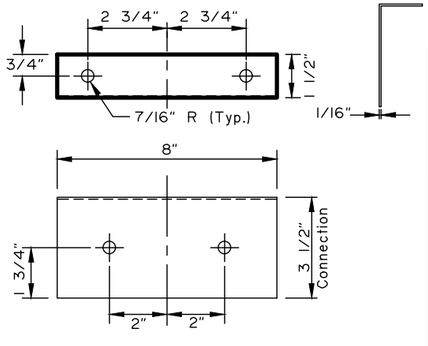
ANTI-TWIST PLATE ASSEMBLY DETAIL



ANTI-TWIST PLATE for STEEL PIPE POST



MULTIPLE BOX CLAMP ASSEMBLY DETAIL



CONNECTION PLATES for WOOD CANTILEVER ARM

State of Alaska DOT&PF
ALASKA STANDARD PLAN

MAILBOX MOUNTING AND ANCHORING DETAILS

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

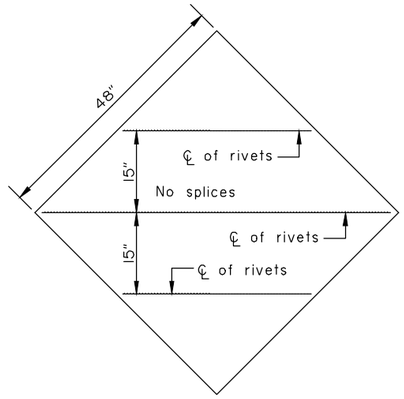
Adoption Date: 7/17/2020

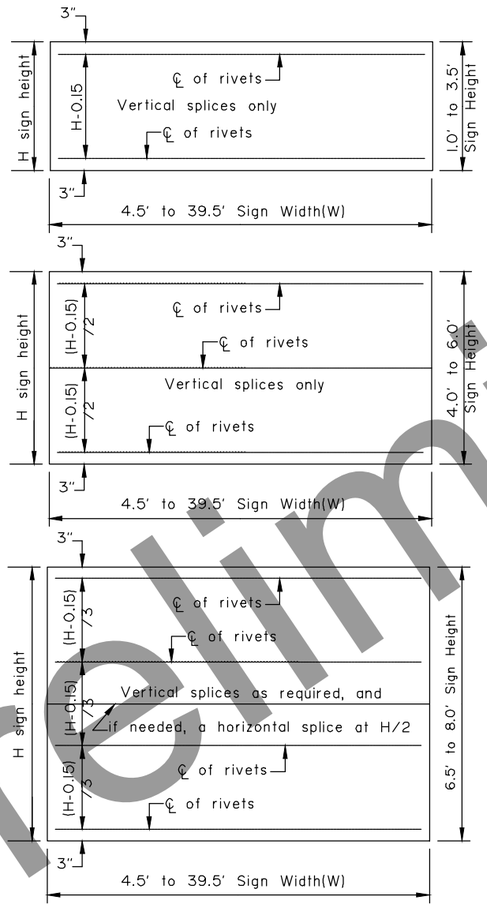
Last Code and Stds. Review By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

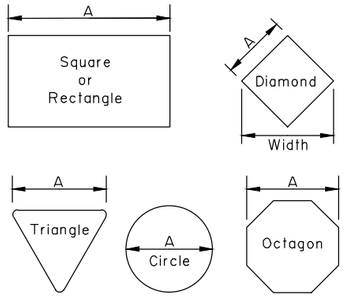
M-23.13

S-00.12 | SHEET | of |





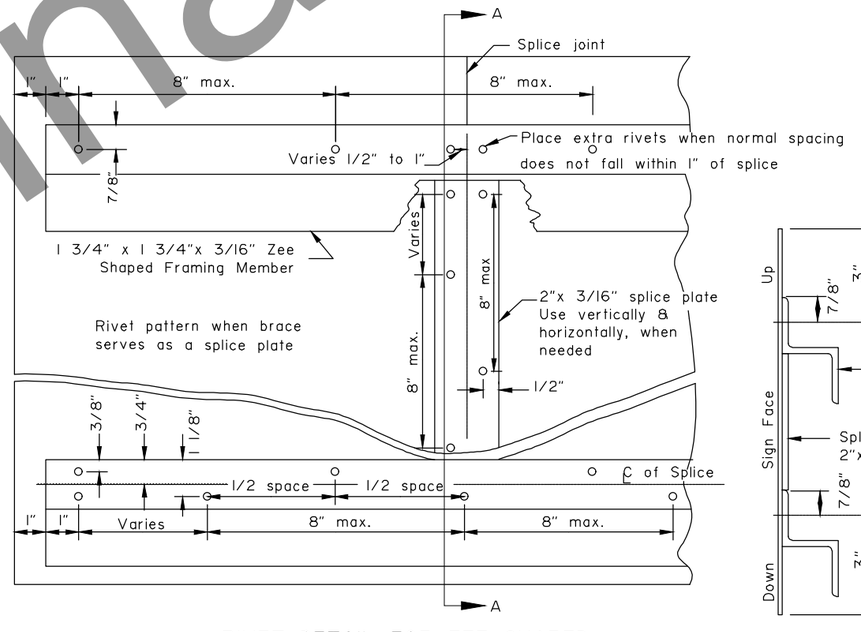
WIND FRAMING LOCATIONS



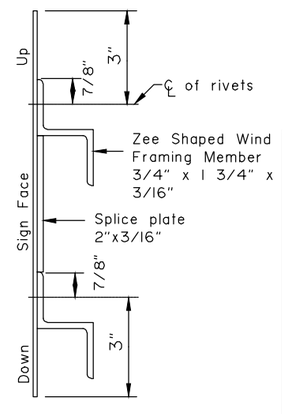
Maximum size unframed signs using 0.125" thick aluminum sheeting.	
Sign Shape	A
Squares, Shields, and Route Markers	48"
Rectangles	48"
Diamonds	48"
Triangles	48"
Rounds and Octagons	48"

Install wind framing on all signs that exceed the dimensions listed.

LIGHT SIGNS



RIVET DETAIL FOR ZEE SHAPED WIND FRAMING & SPLICE PLATE



SECTION A-A

Note: Drawing not to scale

GENERAL NOTES

1. See the standard specifications for the aluminum alloys that you may use for sign sheeting and wind framing members.
2. Fabricate all signs from 0.125" thick aluminum sheeting.
3. Sign fabricators may use alternates to the zee shaped framing member with approval of the engineer, if the frame manufacturer certifies their design equals or exceeds the strength of the zee shaped design.
4. Install one piece wind framing members on all signs up to 23.5' wide. Use one splice in each wind frame on all signs wider than 23.5'. Locate splices at least 18" from all posts and panel edges. Stagger splices in adjacent framing members at least 8.0' apart.
5. Attach wind framing members with rivets or with an engineer approved, double sided, high strength, adhesive tape. Clean and handle sheeting and framing members and apply tape in accordance with the tape manufacturer's written instructions. Install two rivets in both ends of each framing member.
6. Use 3/16" diameter rivets conforming to aluminum alloy 6061-T6 for cold driven rivets, or aluminum alloy 6061-T43 for hot driven rivets.
7. Sign fabricators may use sign panels extruded with integral framing with approval of the engineer, if the manufacturer certifies their design equals or exceeds the strength of the 0.125" thick panel with framing attached to it.
8. Frame all signs taller than 8.0' with five wind framing members located (H-0.15)/4 spaces. If needed, make a horizontal splice at the middle wind frame.
9. Do not use round pipes for sign supports.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

SIGN FRAMING

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

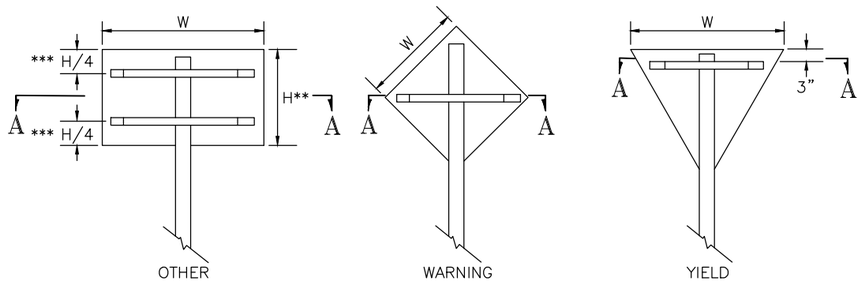
Adoption Date: 7/17/2020

Last Code and Stds. Review
By: WTH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

S-00.12

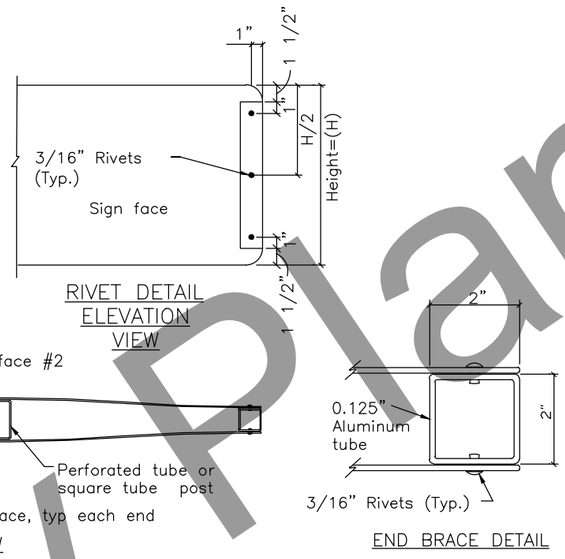
S-01.02 SHEET | of |



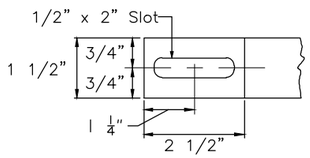
*** Use one brace when H ≤ 18"
Use two braces when 18"< H < 48"
Use three braces when H ≥ 48"

** Position of brace may be varied to match Predrilled mounting holes in panel

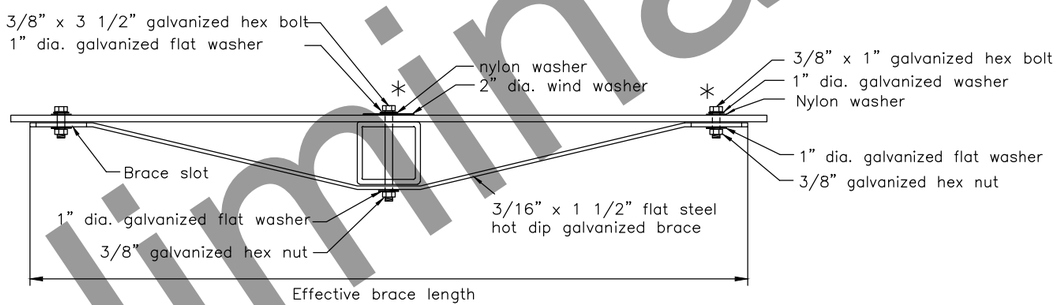
SIGN BRACING PLACEMENT



SMALL STREET NAME SIGN (D3-1, D3-1A, D3-1D) BRACING DETAILS



DETAIL OF BRACE SLOT
Elevation view



TUBE POST SIGN BRACING SECTION A-A
Plan view

* Adjust location of bracing so that bolts and washers will miss the sign legend

Sign Width(W)	Effective Brace Length		
	Warning	Yield	Other
30"	36"	24"	24"
36"	42"	30"	30"
42"	48"	–	36"
48"	Two posts	36"	42"

< 30" No bracing required and use square tube

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

BRACING FOR SIGNS MOUNTED ON SINGLE POST

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

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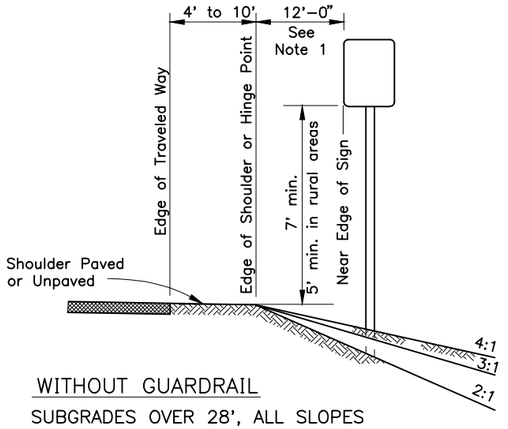
By: WTH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

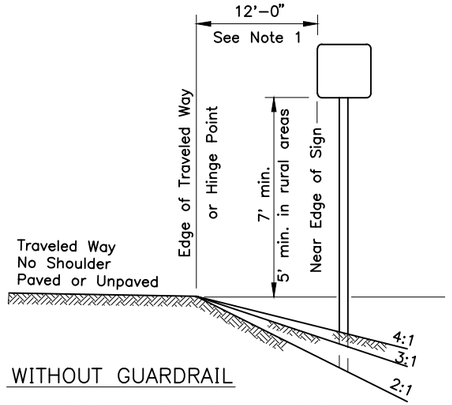
S-01.02

S-05.02 | SHEET 1 of 1



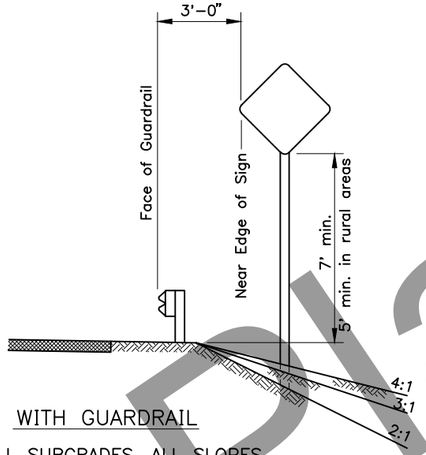
WITHOUT GUARDRAIL

SUBGRADES OVER 28', ALL SLOPES



WITHOUT GUARDRAIL

SUBGRADES 24' TO 28', ALL SLOPES

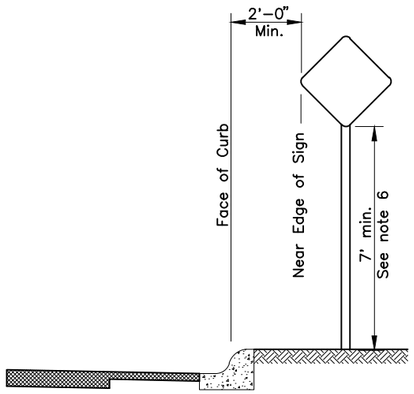


WITH GUARDRAIL

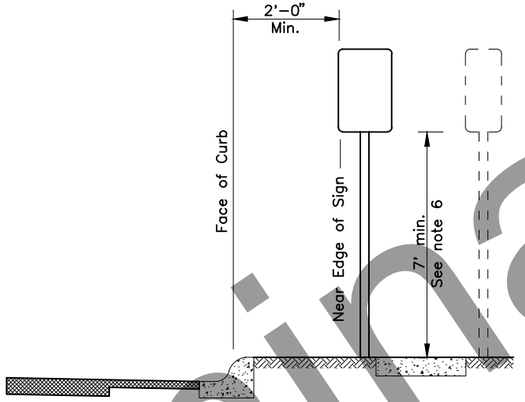
ALL SUBGRADES, ALL SLOPES

GENERAL NOTES

1. Unless shown otherwise on the plans, the standard sign offset is 12'. The minimum is 6' where shoulder width is 6' or greater.
2. Add 6" to mounting height on unpaved roads.
3. If signs extend over bike paths, the minimum vertical clearance is 8' 0".
4. When signs are placed 30' or more from the edge of traveled way, mount them with the bottom of the sign at least 5' above the road surface at the near edge of the road.
5. When multiple hinged sign supports are used, mount hinges at least 7' above the ground.
6. Minimum mounting height is 7'–0" where parking or pedestrian movements are likely to occur, or where sings extend over sidewalks.
7. For construction signs in rural areas, mounting height shall be 7' minimum.

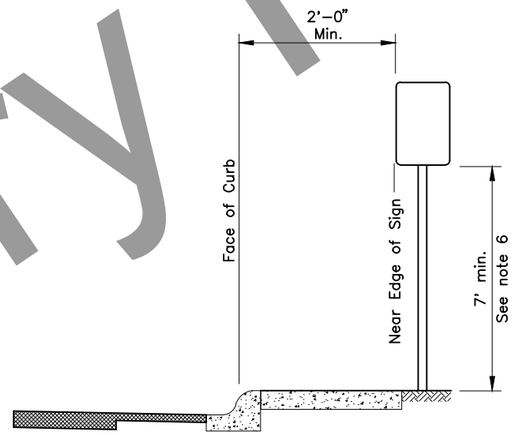


CURB WITHOUT SIDEWALK

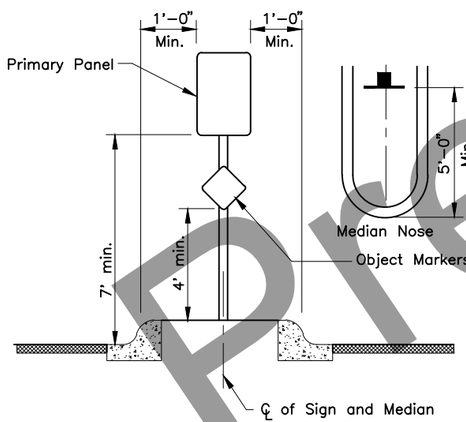


CURB WITH PARKWAY AND SIDEWALK

(If R/W width permits, signs should be placed behind sidewalk.)

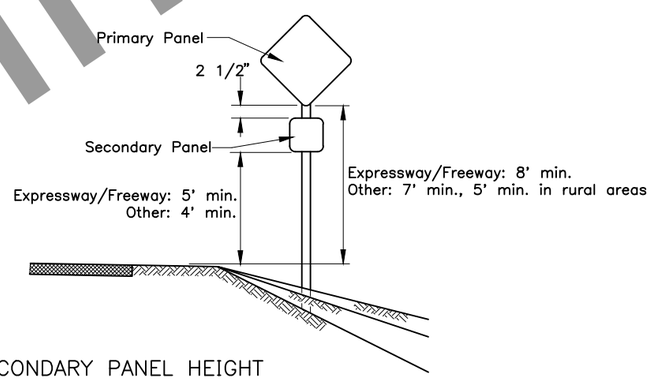


CURB WITH SIDEWALK WITHOUT PARKWAY



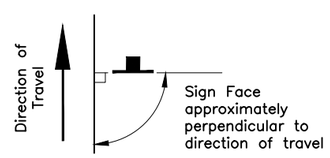
RAISED MEDIANS

Minimum 4' Width for Signing



SECONDARY PANEL HEIGHT

ALL TWO PANEL MOUNTING



SIGN POSITIONING

State of Alaska DOT&PF
ALASKA STANDARD PLAN

POST MOUNTED SIGN
OFFSET AND HEIGHT

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

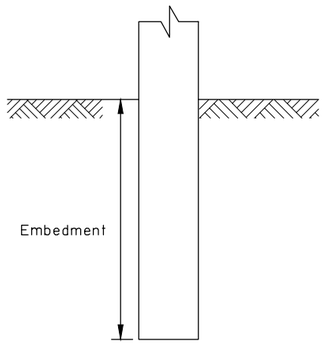
Adoption Date: 7/17/2020

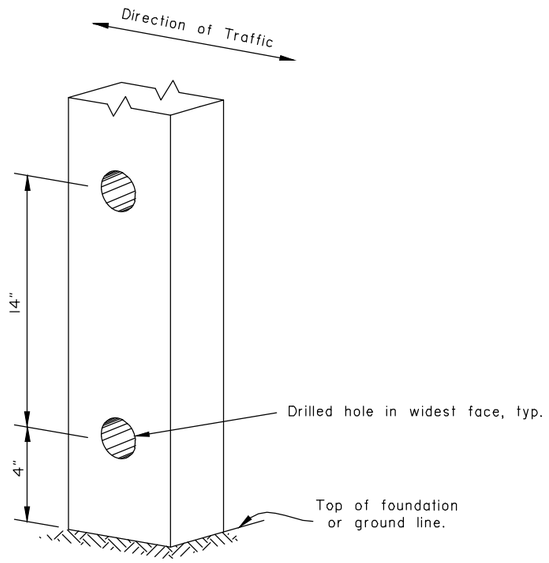
Last Code and Stds. Review
By: KLK Date: 7/8/2020

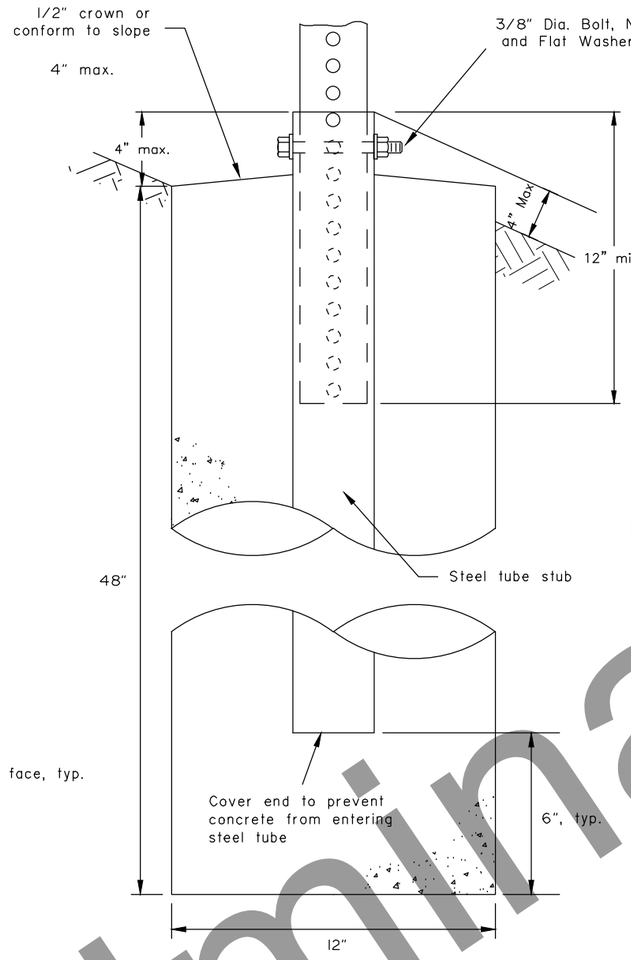
Next Code and Standards Review Date: 7/8/2030

S-05.02

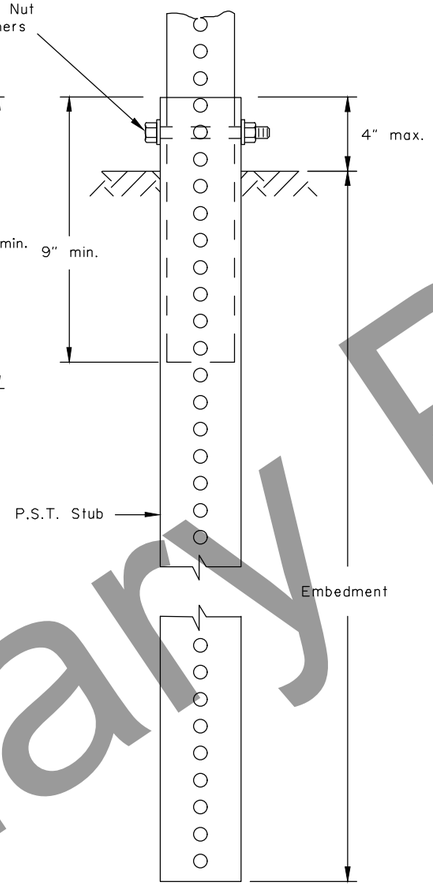
S-30.05 | SHEET | of |







SLEEVE TYPE
CONCRETE FOUNDATION



SLEEVE TYPE*
SOIL EMBEDMENT

GENERAL NOTES:

1. Sign shall be placed symmetrically around posts and refer to Standard Plan S-00 for sign framing details.
2. See plans for type of post, size and embedment type.
3. To maintain crashworthiness, install no more than the number of P.S.T.s or wood posts specified in the tables within 7' of each other.
4. Concrete shall be class B.
5. Do not use the supports on this drawing for multiple support signs if supports are separated by more than 7 feet.
6. Treat all field cuts and field drilled holes in wood posts in accordance with Section 730-2.04 of the Standard Specifications.

SIGN POST SPACING NOTES:

1. Install sign support in accordance with the table below, unless otherwise required by plans or specifications.
2. Exceptions:
   a. Use one post for all E5-1 gore signs, regardless of width.
   b. Use one 2.5" P.S.T. for all STOP signs, with or without street name signs.
3. Supports placed within 7' of each other must be acceptable for that use. See tables below for the sizes of wood posts and P.S.T.s that may be used within 7'. See Manufacturer's documentation for breakaway couplings and tubes that may be used within 7'.
4. See Standard Plan S-31 for frangible couplings, hinges, and foundations for tube and W-shape sign supports.

WOOD SIGN POSTS			
SIZE	HOLE DIA.	EMBEDMENT*	NO. OF POSTS WITHIN 7 Ft. PATH
4"x4"	NONE	4'-1"	2
4"x6"	1 1/2"	5'-3"	2
6"x6"	1 1/2"	4'-9"	1
6"x8"	3"	4'-9"	1

* Embedment depth applies in both strong and weak soil.

WOOD POSTS

PERFORATED STEEL TUBES (P.S.T.)		
POST SIZE	Embedment Depth	No. of P.S.T.s permitted within 7 ft path
1 1/2" x 1 1/2"	4'-8"	2
1 3/4" x 1 3/4"	4'-6"	2
2" x 2"	4'-3"	2
2 1/4" x 2 1/4"	5'-0"	1
2 1/2" x 2 1/2"	4'-6"	1

* Use 3"x3"x3/16" Stub for 2 1/2"x2 1/2" PST Applications.

PERFORATED STEEL TUBE (PST) POSTS

TUBE SIGN POST SPACING								
Sign Width (feet)	No. of Posts	Distance Between Posts	Sign Overhang	Post Type				Notes
				P.S.T.	Wood	Steel Tube	W-Shape	
0.5 to 4.0	1	-	0.5W	X	X	X		See Note 2.
4.5 to 10.0	2	0.6W	0.2W	X	X	X		See Note 3.
10.5 to 11.0	2	6	Varies	X	X	X		See Note 3.
11.5 to 13.0	2	8	Varies				X	
13.5 to 20.0	2	0.6W	0.2W				X	
20.5 to 22.5	3	8	Varies				X	
23.0 to 29.5	3	0.35W	0.15W				X	
30.0 to 31.5	4	8	Varies				X	
32.0 to 40.0	4	0.25W	0.125W				X	

TUBE SIGN POST SPACING

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

LIGHT SIGN STRUCTURE
POST EMBEDMENT

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: WTH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

S-30.05

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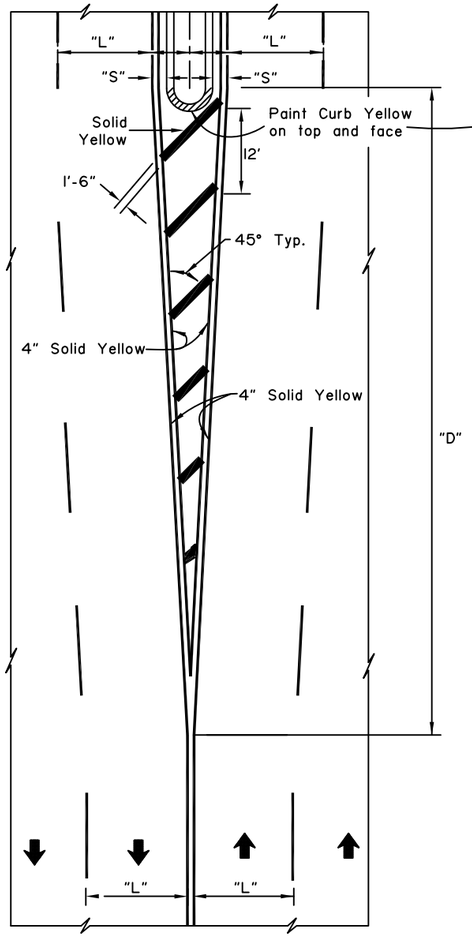
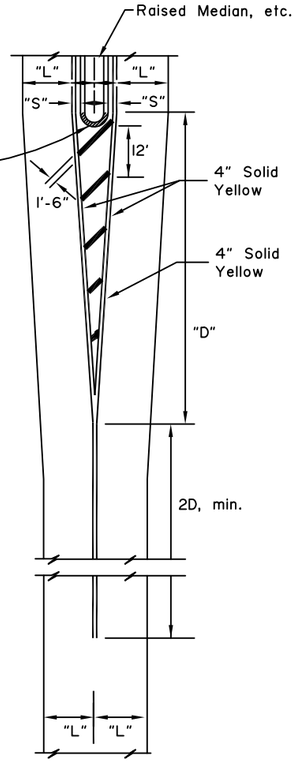


FOUR OR MORE LANES
DRIVE TO RIGHT

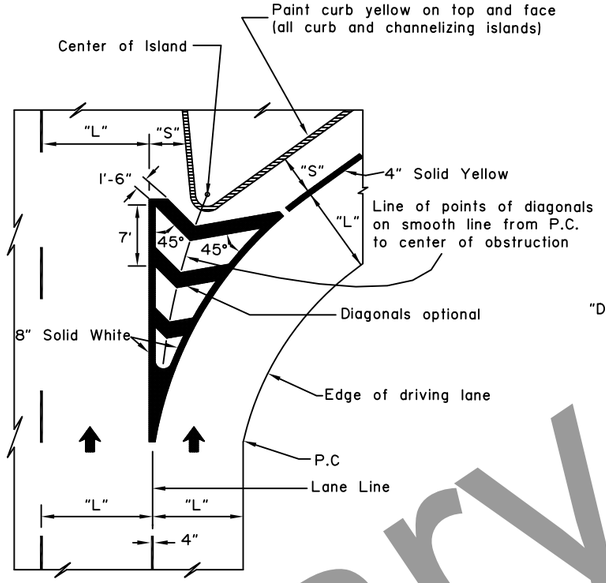


TWO LANES
DRIVE TO RIGHT

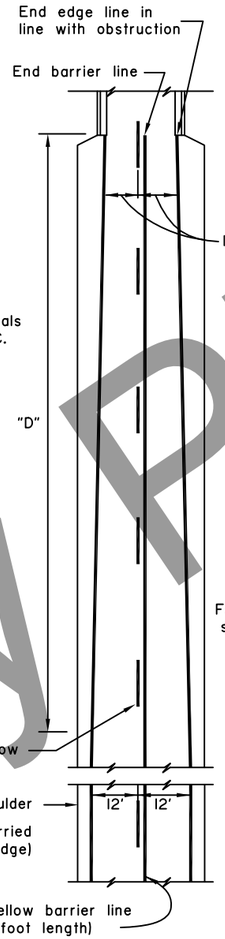
White longitudinal and diagonal markers identical to Four Lane Arrangement.

NOTES: "D" = Speed limit (mph) X "S" (offset width in feet) or as indicated on the plans. Minimum "D" = 100 feet urban, 200 feet rural.

APPROACH TO OBSTRUCTIONS

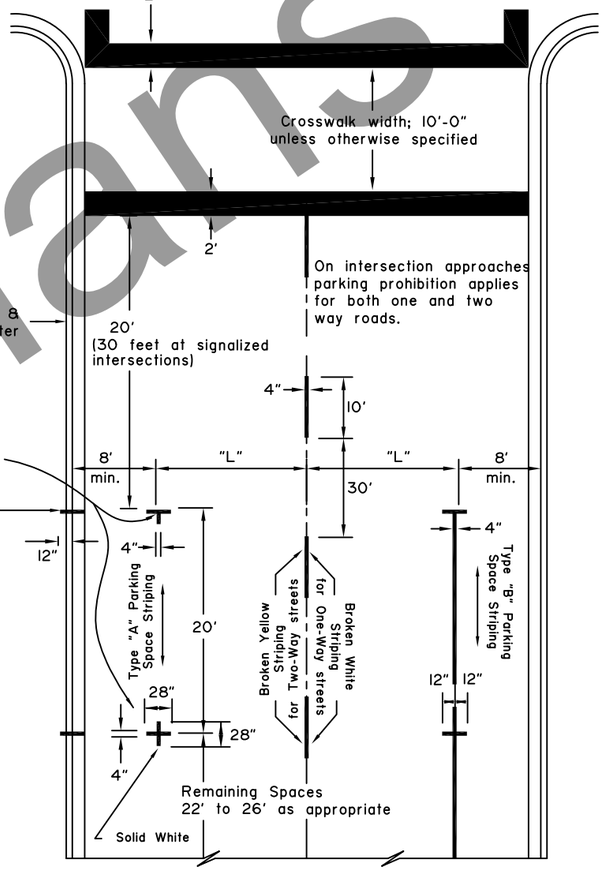


CHANNELIZING ISLAND



Note: On bridges over 24' wide use standard pavement markings. Barrier lines not used unless otherwise required.

EDGE LINE TRANSITION TO NARROW BRIDGE AND APPROACH BARRIER LINE

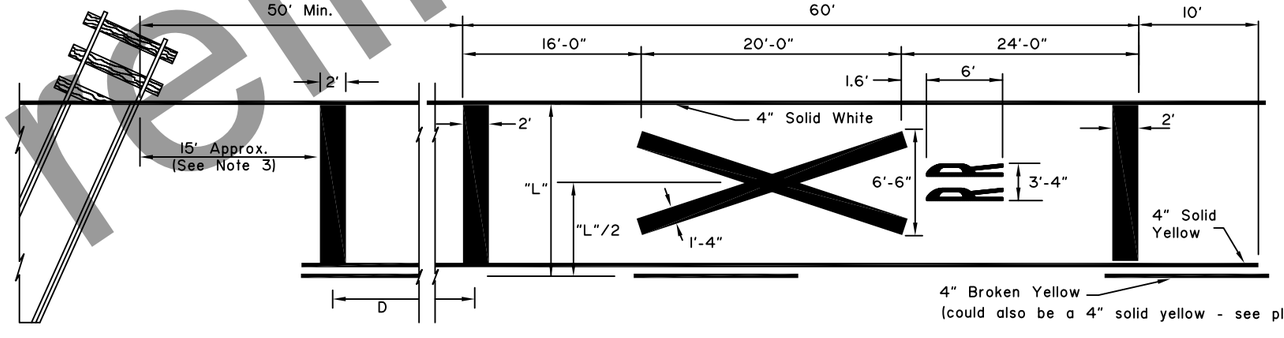


CENTERLINES FOR TWO LANE TWO WAY URBAN ROADS-PARKING LIMIT LINES

RAILROAD CROSSING NOTES:

1. All markings solid while unless indicated otherwise.
2. On 4-lane roadways place railroad crossing approach markings in each lane of the approach.
3. Locate Stop Bar 15' from railroad track or 8' from gate, if present.
4. Place edge lines and lane lines on a uni-directional approach in a normal manner except that the lane line(s) shall be solid 4" white in lieu of broken for a distance of (D+60') in advance of the stop bands.

POSTED LIMIT	D
30 M.P.H.	225'
40	350'
50	475'
60	625'



APPROACH TO RAILROAD CROSSING ON 2 LANE 2 WAY HIGHWAY

GENERAL NOTES:

1. "S"= offset distance as shown on the plans, otherwise 1 to 2 feet.
2. "L"= driving lane width.
3. See the Alaska Traffic Manual for additional guidance and/or restrictions on the use of traffic control devices.

NOT TO SCALE

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PAVEMENT MAKING APPLICATIONS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

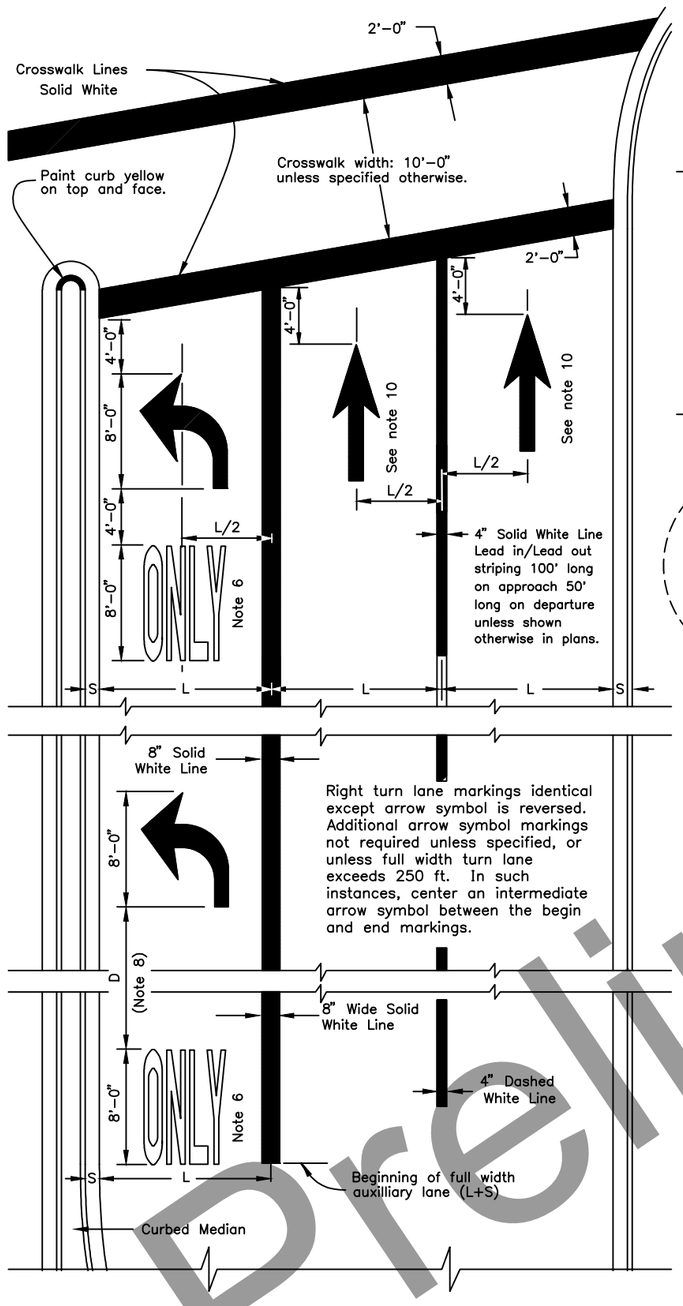
Last Code and Stds. Review
By: Date:

Next Code and Standards Review date: 02/08/2029

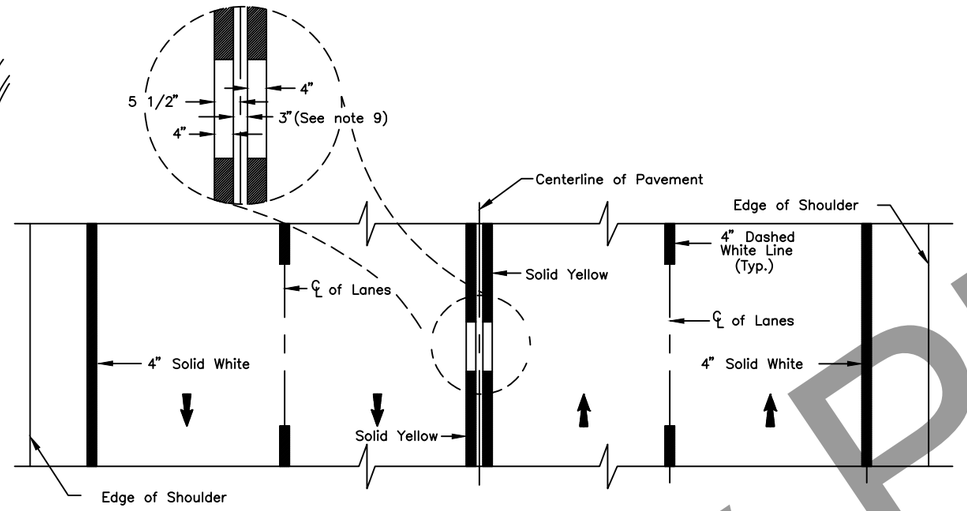
T-20.04

T-21.04

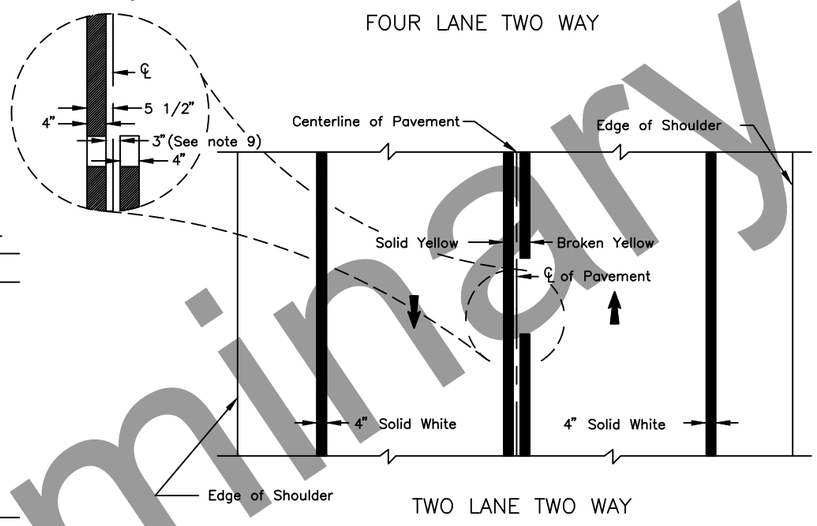
SHEET 1 of 1



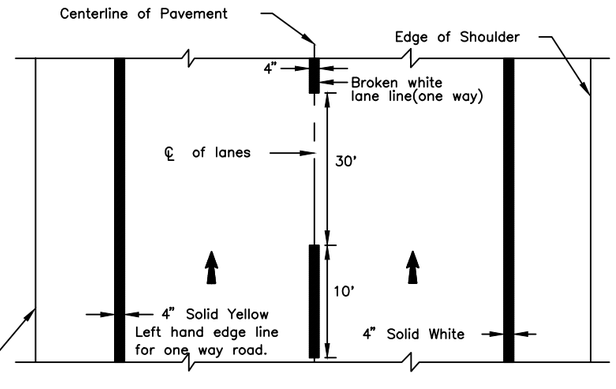
APPROACH TO INTERSECTION



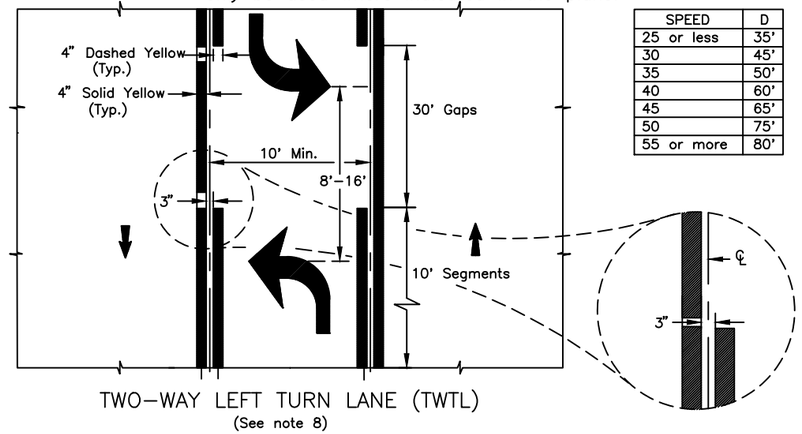
FOUR LANE TWO WAY



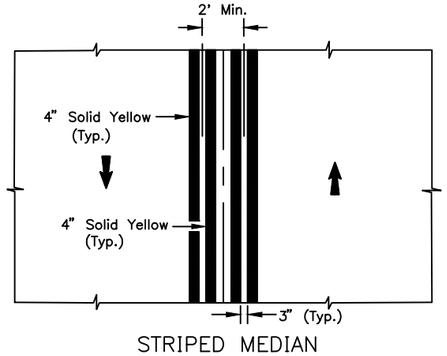
TWO LANE TWO WAY



TWO LANE ONE WAY



TWO–WAY LEFT TURN LANE (TWTL)
(See note 8)



STRIPED MEDIAN

GENERAL NOTES:

1. All markings white unless indicated otherwise.
2. Lengths of stripe and gap for lane and center lines identical.
3. Lane lines for auxiliary lanes are unbroken solid lines.
4. "L" = driving lane width.
5. "S" = shy distance as shown on plans, otherwise 1 to 2 feet.
6. ONLY markings are required where through lanes change to turn lanes. In other cases, apply ONLY markings as indicated on plans.
7. See ALASKA TRAFFIC MANUAL for additional instruction on the use of TRAFFIC CONTROL DEVICES.
8. Adjust distance D between ONLY and Turn Arrow based on SPEED vs. D table. Table may be used for spacing between pairs of TWLT markings.
9. Adjust centerline spacing from 3" up to 5" where recessed pavement markers are required.
10. Arrows and symbols are used for through lanes only when the lane layout deviates from the normal intersection rules, and shall only be used where indicated in the plans.

SPEED	D
25 or less	35'
30	45'
35	50'
40	60'
45	65'
50	75'
55 or more	80'

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PAVEMENT MARKING
APPLICATIONS

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLK Date: 7/8/2020

Next Code and Standards Review Date: 7/8/2030

T-21.04