

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT
Z621230000 / 0002278
PORT ROAD RECONSTRUCTION
GRADING, DRAINAGE AND PAVING

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	HEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	A1	69

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2-A3	LEGEND & GENERAL NOTES
A4-A8	ALIGNMENT CONTROL
B1-B3	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
F1-F14	PLAN & PROFILE
G1-G11	GRADING SHEETS
H1-H110	SIGNING & STRIPING
Q1-Q6	EROSION SEDIMENT CONTROL PLANS
V1-V18	STANDARD DRAWINGS



DESIGN DESIGNATIONS

ADT (2018)	1100
ADT (2045)	1400
DHV (%)	12.5%
PERCENT TRUCKS (T)	6.5%
DIRECTIONAL SPLIT (D)	40%/60%
DESIGN SPEED (V)	35 MPH
DESIGN EAL's (2020 YEARS)	250,479

PROJECT SUMMARY

WIDTH OF PAVEMENT	36-28 FT
LENGTH OF GRADING	2807 FT
LENGTH OF PAVING	2982 FT
LENGTH OF PROJECT	2807 FT

Joseph Kemp, P.E., PROJECT MANAGER

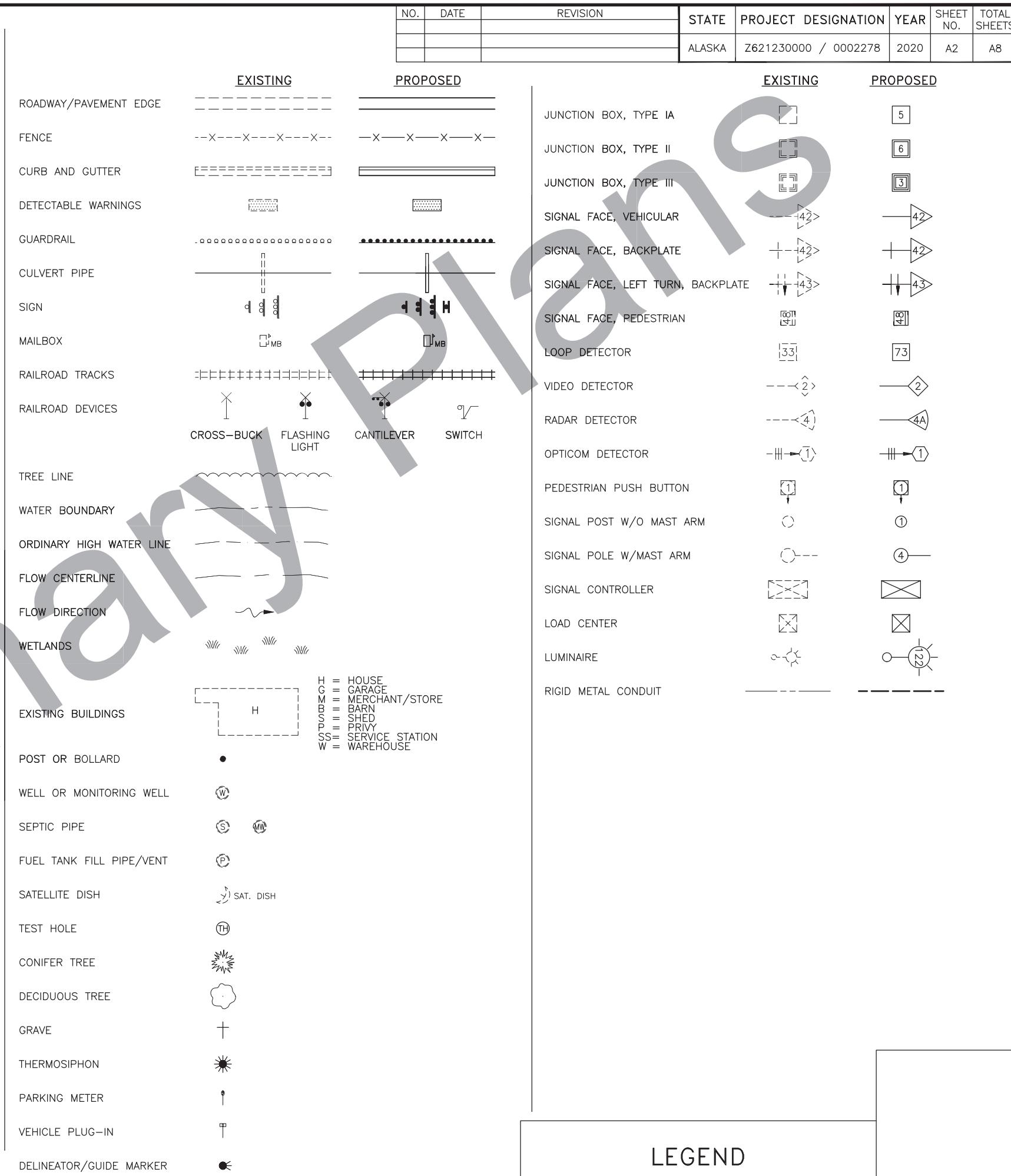
STATE OF ALASKA
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APPROVED BY:

Sarah E. Schacher, P.E.
Preconstruction Engineer, Northern Region
ACCEPTED FOR CONSTRUCTION:

Ryan F. Anderson, P.E.
Regional Director, Northern Region

	<u>RECOVERED</u>	<u>SET</u>	<u>EXISTING</u>	<u>PROPOSED</u>
BLM MONUMENT			SANITARY SEWER (FLOW DIRECTION →)	—→—→ SS —
GLO MONUMENT			FUEL LINE	—→—→ O —
USC&GS MONUMENT			GAS LINE	—→—→ G —
PRIMARY MONUMENT			WATER LINE	—→—→ W —
CENTERLINE MONUMENT IN CASING			METER, VALVE, FIRE HYDRANT	⊕ → ⊕ W ⊖
PRIMARY R.O.W. MONUMENT			EXISTING STORM DRAIN (FLOW DIRECTION →)	—→—→ SD —
BEARING OBJECT			PROPOSED STORM DRAIN	(S-10) (S-11) (P-11) (P-10) MH
MISCELLANEOUS MONUMENT			FIBER OPTIC LINE	—→— FO —→—
LINE OF SIGHT MONUMENT			DIRECT BURIAL TELEPHONE CABLE	—→— T —→—
CONCRETE R.O.W. MONUMENT			DIRECT BURIAL ELECTRIC CABLE	—→— E —→—
BENCHMARK			ELECTRIC LINE (OVERHEAD)	-----
REBAR AND CAP			POWER POLE LINE	—[—]— —[—]—
REBAR			JOINT USE POWER & TELEPHONE	—[—]— —[—]—
IRON PIPE			TELEPHONE POLE LINE	—○— —○—
PK NAIL			POLE ANCHOR	—○—
SPIKE			STUB POLE (POWER OR TELEPHONE)	—□— ○—
HUB AND TACK			TELEPHONE DUCT	==== T ====
CONSTRUCTION CENTERLINE			TELEPHONE PEDESTAL	△
MISCELLANEOUS CENTERLINE			BURIED CABLE MARKER	□
STATION EQUATION	"L"48+97.23 POT BK= "O"48+97.23 PC AHD		Pipeline MARKER OR VALVE	□
PROJECT RIGHT-OF-WAY LINE			CATCH BASIN OR DROP INLET	■
EXISTING RIGHT-OF-WAY LINE			MANHOLE	○ MH
EXISTING PROPERTY LINE			SANITARY SEWER CLEAN OUT	○
CONTROLLED ACCESS LINE				
UTILITY EASEMENT LINE				
TEMPORARY EASEMENT LINE (TCP OR TCE)				
ACCESS OR SECTION LINE EASEMENT				
PROPOSED CUT SLOPE LIMIT				
PROPOSED FILL SLOPE LIMIT				
SECTION LINE				
1/4 SECTION LINE				
1/16 SECTION LINE				
TOWNSHIP & RANGE LINE				



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GENERAL NOTES

1. APPROACH LOCATIONS; LENGTHS AND LOCATIONS OF CULVERTS SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
2. SAWCUT ALL MATCH LINES WHERE NEW CONSTRUCTION ABUTS EXISTING ASPHALT. APPLY STE-1 ASPHALT FOR TACK COAT ON THE VERTICAL FACE OF ALL SAWCUTS.

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 ITEMS OF WORK.

ABBREVIATIONS

ADA	AMERICANS WITH DISABILITIES ACT	MAX	MAXIMUM
ARRC	ALASKA RAILROAD CORPORATION	MH	MANHOLE
ATB	ASPHALT TREATED BASE	MIN	MINIMUM
AVE	AVENUE	MMA	METHYL METHACRYLATE
BMP	BEST MANAGEMENT PRACTICES	MON	MONUMENT
BOP	BEGINNING OF PROJECT	NO./#	NUMBER
BP	BEGIN POINT	N	NORTHING, NORTH
C/A	ACCESS CONTROL	NTS	NOT TO SCALE
C, CL	CENTERLINE	O.D.	OUTSIDE DIAMETER
C	CENTER	PC	POINT OF CURVATURE
CB	CATCH BASIN	PCC	PORTLAND CEMENT CONCRETE / POINT OF COMPOUND CURVE
CGP	CONSTRUCTION GENERAL PERMIT	PRC	POINT OF REVERSE CURVE
CLR	CLEARANCE	PI	POINT OF INTERSECTION
CMP	CORRUGATED METAL PIPE	PST	PERFORATED STEEL TUBES
CO	COMPANY	PT	POINT OF TANGENCY
COM	COMMERCIAL	PUE	PUBLIC UTILITY EASEMENT
CON	COMMUNICATIONS	R	RADIUS
CP	CONCRETE	RES	RESIDENTIAL
CPM	CONTROL POINT	REHAB	REHABILITATION
CSP	Critical Path Method	RHF	RIGHT HAND FORWARD
	CORRUGATED STEEL PIPE	RD	ROAD
DEMO	DEMOLITION	ROW, R/W, R.O.W.	RIGHT OF WAY
DIA	DIAMETER	RMC	RIGID METAL CONDUIT
DIP	DUCTILE IRON PIPE	RP	RADIAL POINT
DOT	DEPARTMENT OF TRANSPORTATION	RT	RIGHT
DNR	DEPARTMENT OF NATURAL RESOURCES	S	SOUTH
DR	DRIVE	SC	STRUCTURE CENTER
DRWY	DRIVeway	SD	STORM DRAIN
DWT	DETECTABLE WARNING TILE	SDWK	SIDEWALK
E	EASTING, EAST	SF, SQFT	SQUARE FEET
EA	EACH	SHLDR	SHOULDER
EG	EXISTING GROUND	SS	SANITARY SEWER
ELEV, EL	ELEVATION	ST	STREET
EOP	END OF PROJECT	STD	STANDARD
EOTW	EDGE OF TRAVEL WAY	STA	STATION
EP	END POINT, END OF PAVEMENT	SW	SIDEWALK
ESCP	EROSION SEDIMENT CONTROL PLAN	SWR	SEWER
EXPY, EXP	EXPRESSWAY	SWPPP	STORM WATER POLLUTION PREVENTION PLAN
EXP	EXPANSION JOINT	SY	SQUARE YARDS
EX	EXISTING	TBC	TOP BACK OF CURB
FG	FINISHED GRADE	TCE	TEMPORARY CONSTRUCTION EASEMENT
FL	FLOW LINE	TCP	TEMPORARY CONSTRUCTION PERMIT
FM	FORCE MAIN	THK	THICK
FNSB	FAIRBANKS NORTH STAR BOROUGH	TOC	TOP OF CASTING
FT	FEET	TS	TUBE STEEL
GALV	GALVANIZE	TYP	TYPICAL
GB	GRADE BREAK	VPC	VERTICAL POINT OF CURVATURE
GE	GENERAL ELECTRIC	VPI	VERTICAL POINT OF INTERSECTION
HDPE	HIGH DENSITY POLYETHYLENE	VPT	VERTICAL POINT OF TANGENCY
HMA	HOT MIX ASPHALT	W	WEST
ID	INNER DIAMETER	W/	WITH
INT	INTERSECTION	W, WTR	WATER
INV	INVERT	WWM	WELDED WIRE MESH
LDP	LOW DISTORTION PROJECTION		
LF	LINEAR FEET		
LHF	LEFT HAND FORWARD		
LN	LANE		
LOC	LIP OF CURB		
LP	LOW POINT		
LT	LEFT		
LVC	LENGTH OF VERTICAL CURVE		
LBS	POUNDS		

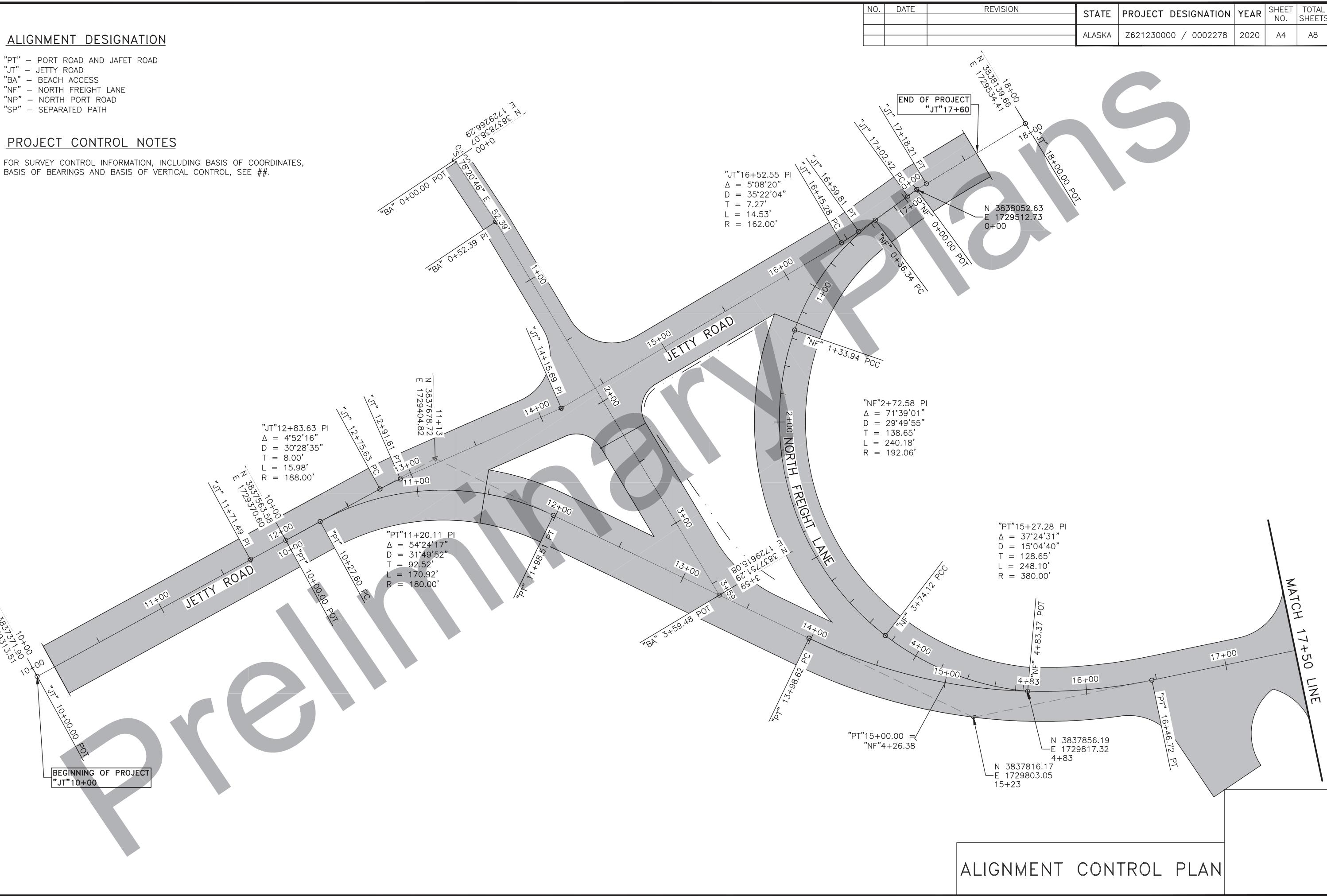
GENERAL NOTES AND
ABBREVIATIONS

ALIGNMENT DESIGNATION

"PT" - PORT ROAD AND JAFET ROAD
 "JT" - JETTY ROAD
 "BA" - BEACH ACCESS
 "NF" - NORTH FREIGHT LANE
 "NP" - NORTH PORT ROAD
 "SP" - SEPARATED PATH

PROJECT CONTROL NOTES

FOR SURVEY CONTROL INFORMATION, INCLUDING BASIS OF COORDINATES, BASIS OF BEARINGS AND BASIS OF VERTICAL CONTROL, SEE ##.



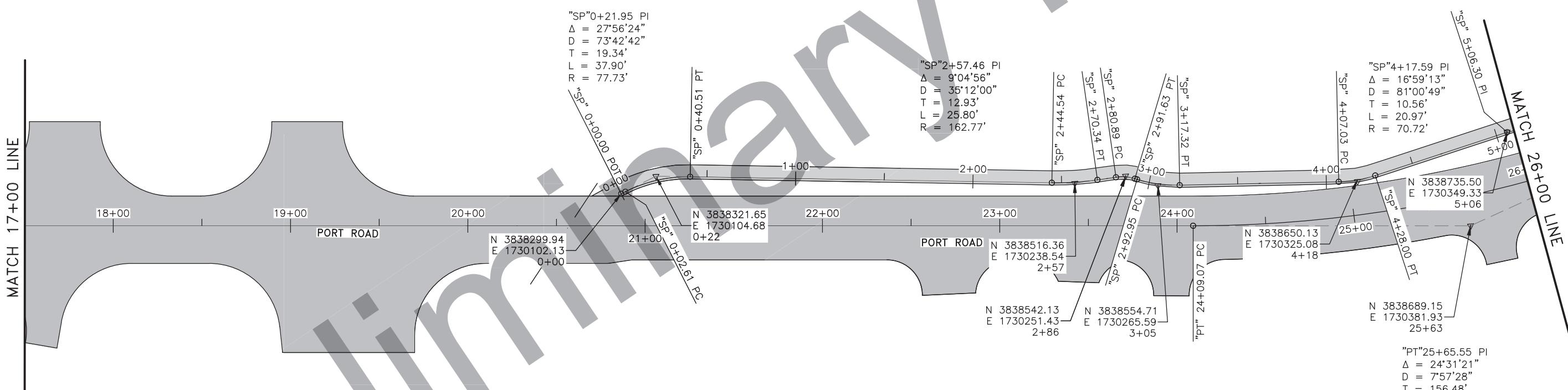
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ALIGNMENT CONTROL PLAN

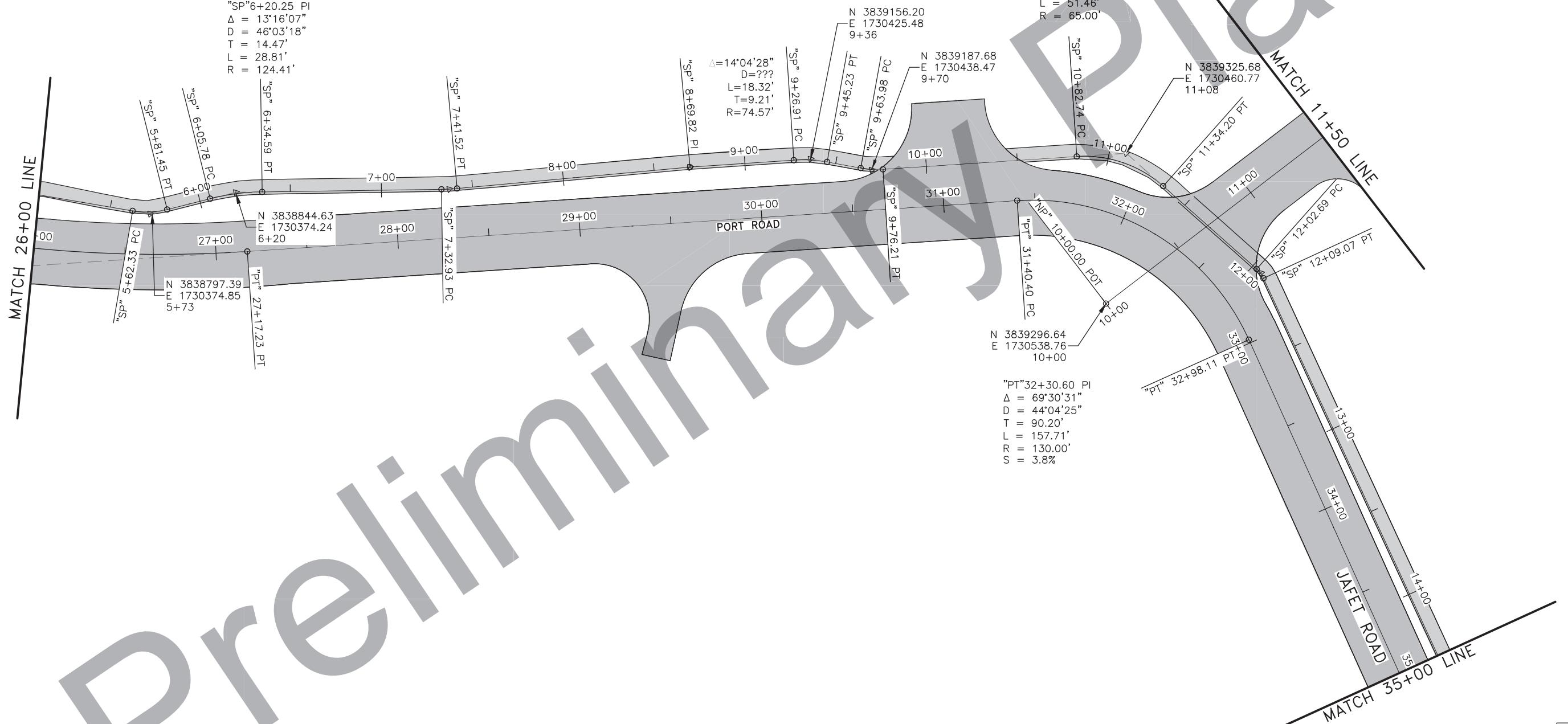
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			ALASKA	Z621230000 / 0002278	2020	A6	A8

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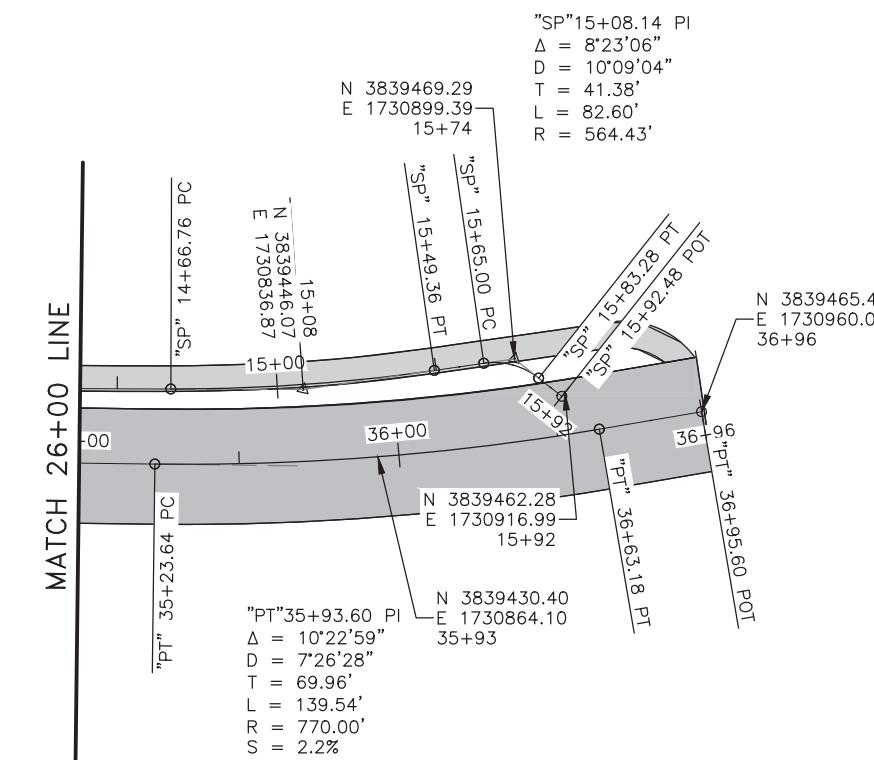
ALIGNMENT CONTROL PLAN

ALIGNMENT DESIGNATION

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PROJECT CONTROL NOTES

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			ALASKA	Z621230000 / 0002278	2020	A7	A8

ALIGNMENT CONTROL PLAN

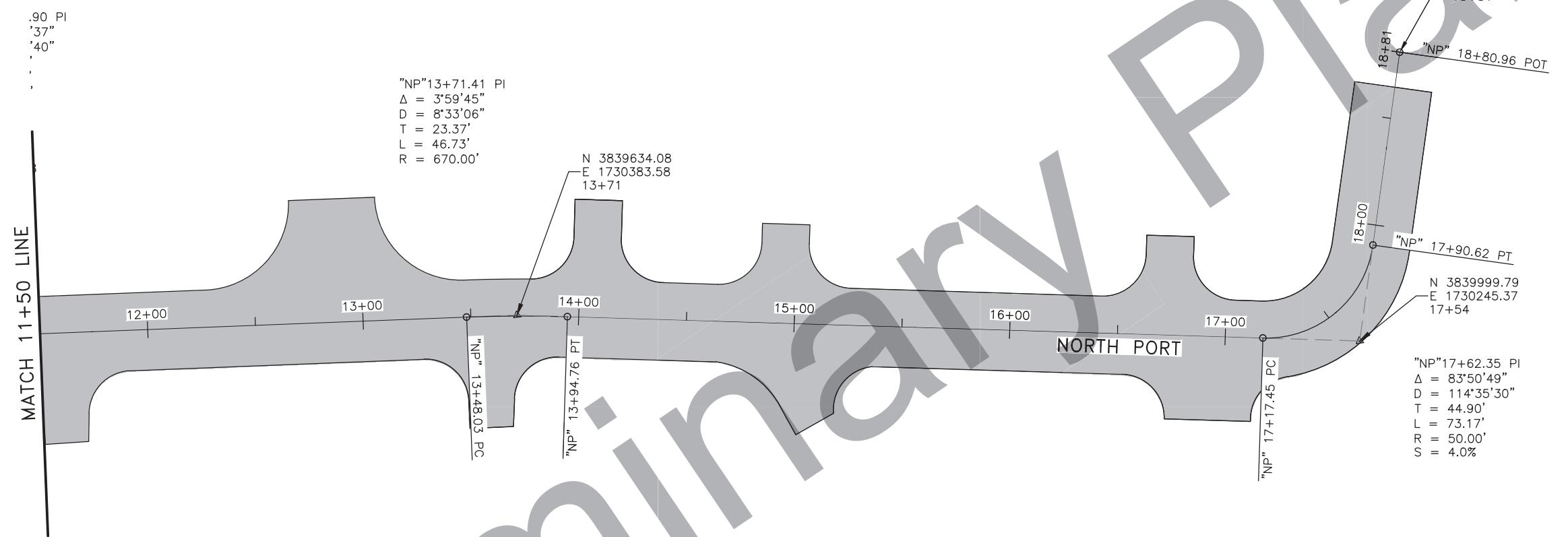
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ALIGNMENT DESIGNATION

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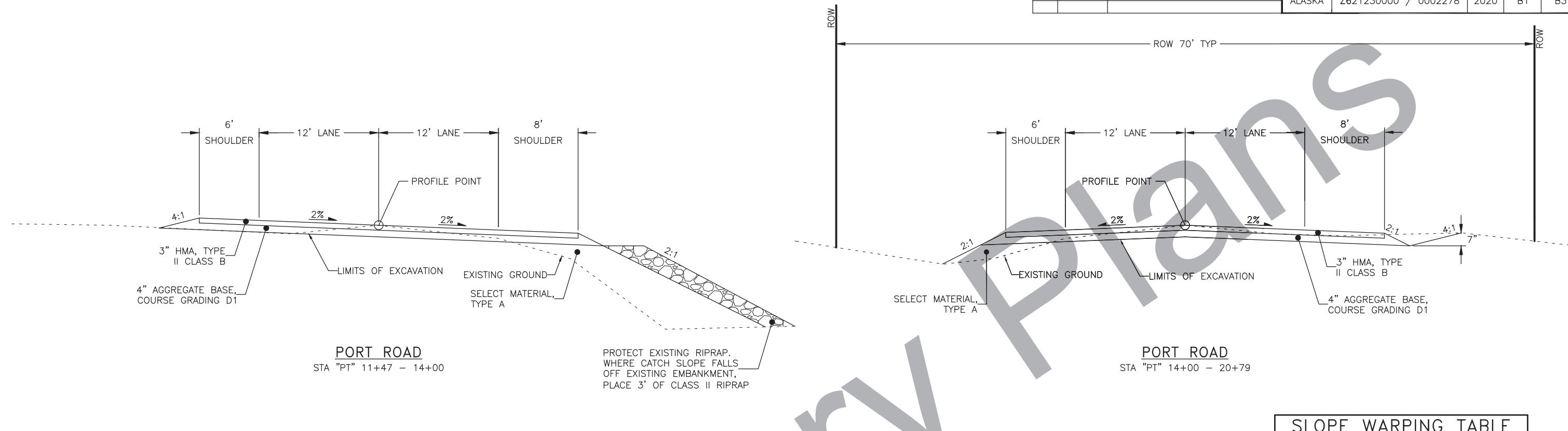
PROJECT CONTROL NOTES

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ALIGNMENT CONTROL PLAN

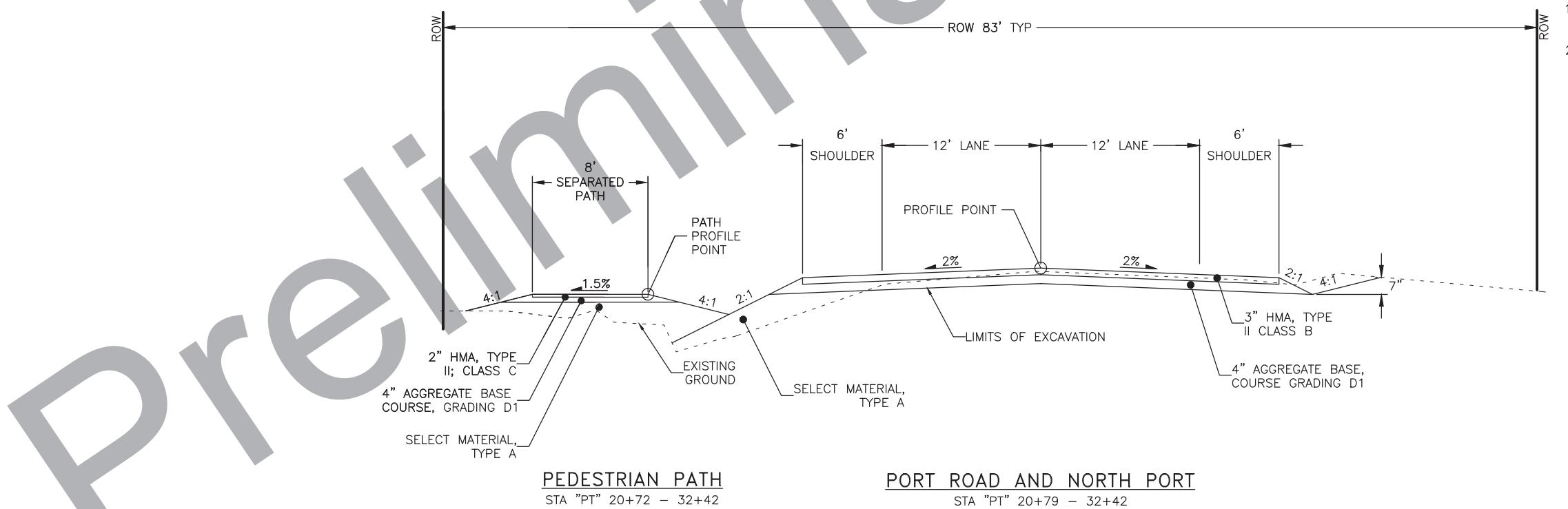
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SLOPE WARping TABLE			
START STATION	END STATION	SIDE	SLOPE
"PT" 28+67	"PT" 29+27	RT	3:1
"PT" 31+70	"PT" 32+00	RT	3:1

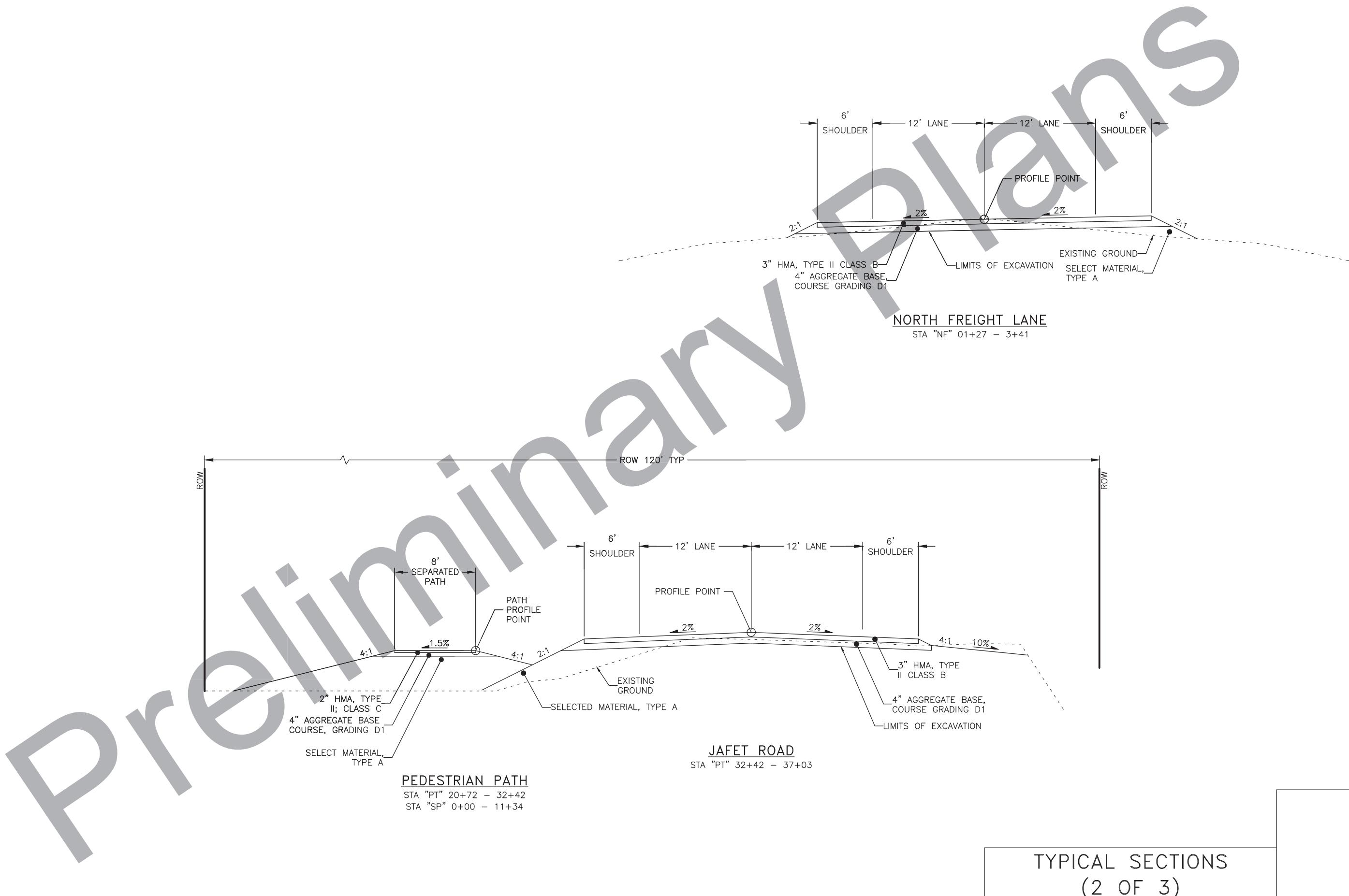
NOTES

- CONTAMINATED SOIL CONDITIONS ARE KNOWN TO EXIST IN SUBGRADE. DO NOT EXCAVATE BELOW THE DEPTH REQUIRED BY LINES & GRADES.
- UTILIZE EXCAVATED MATERIAL ON SITE TO EXTENT POSSIBLE.

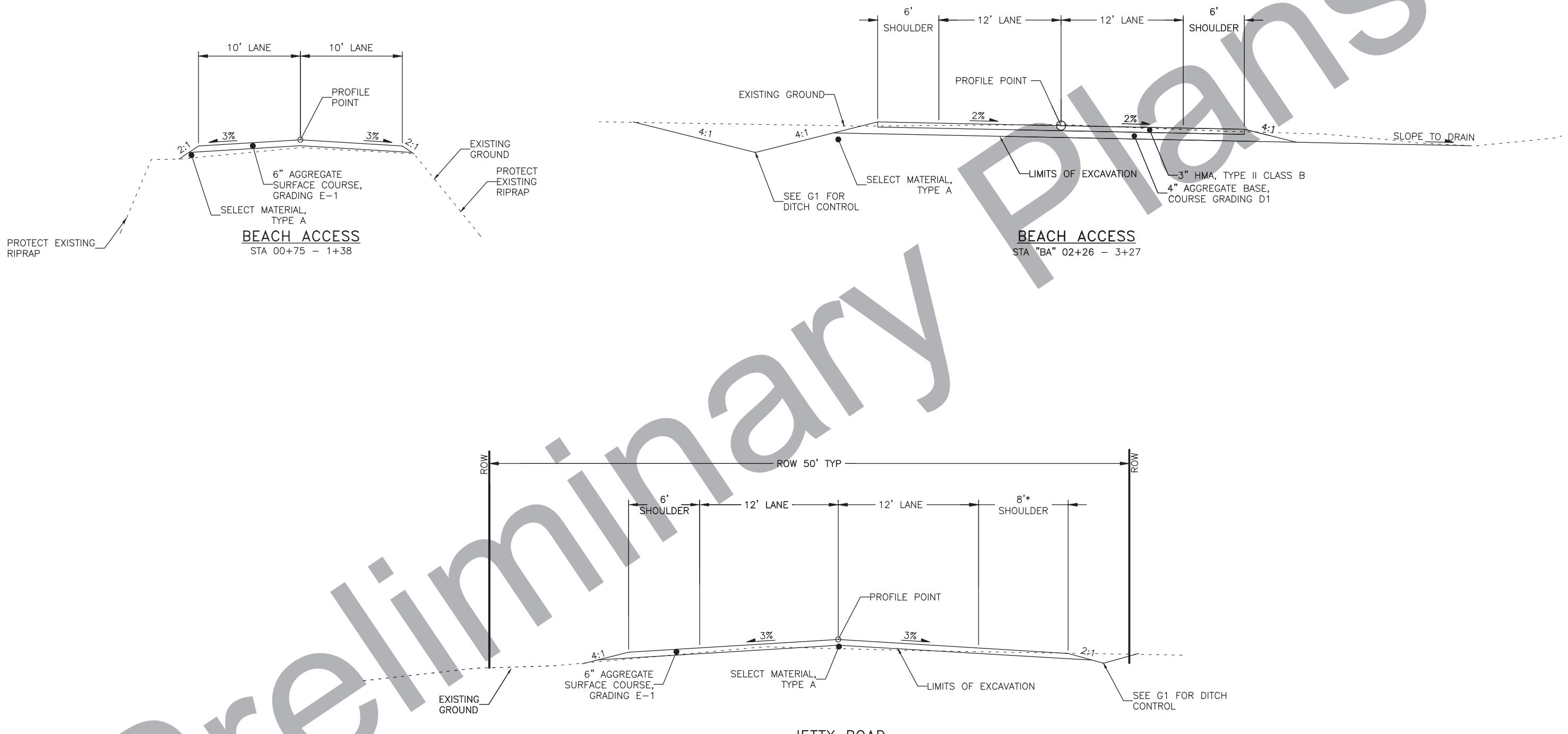


**TYPICAL SECTIONS
(1 OF 3)**

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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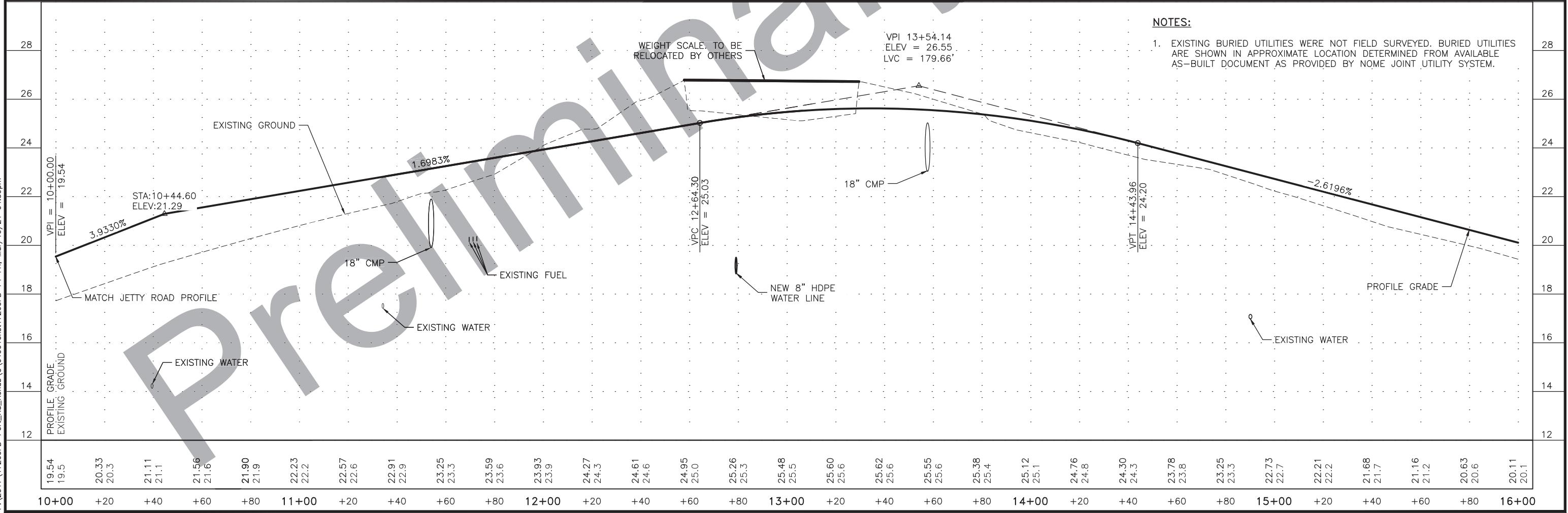
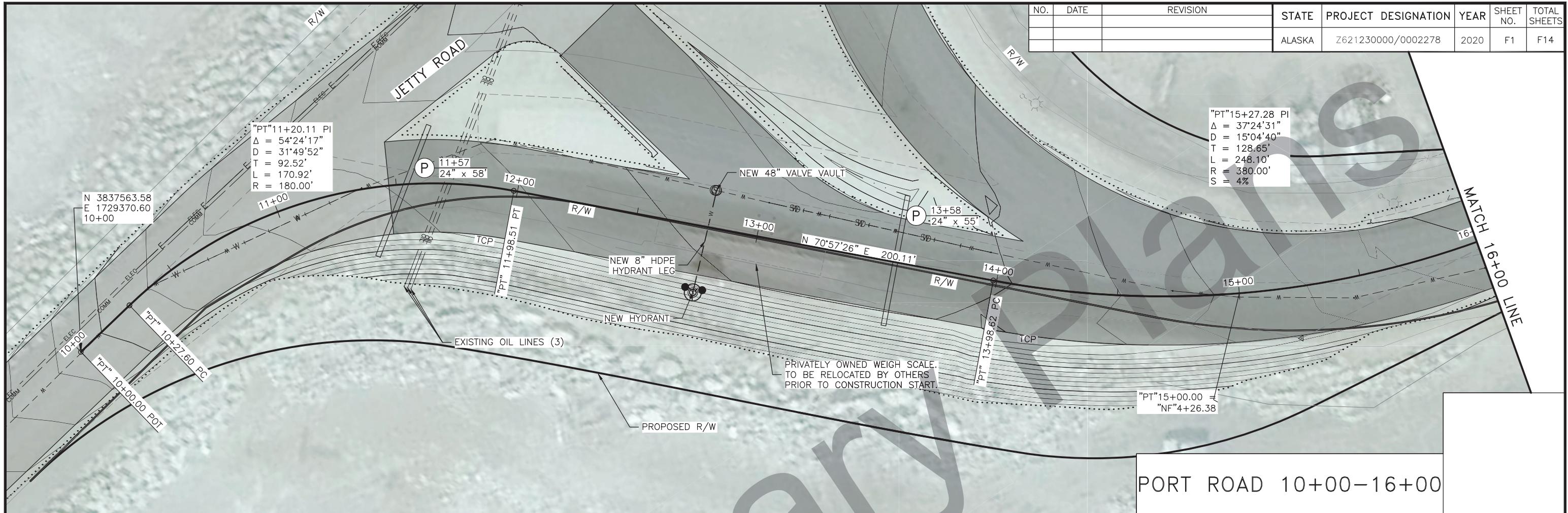
TYPICAL SECTIONS
(3 OF 3)

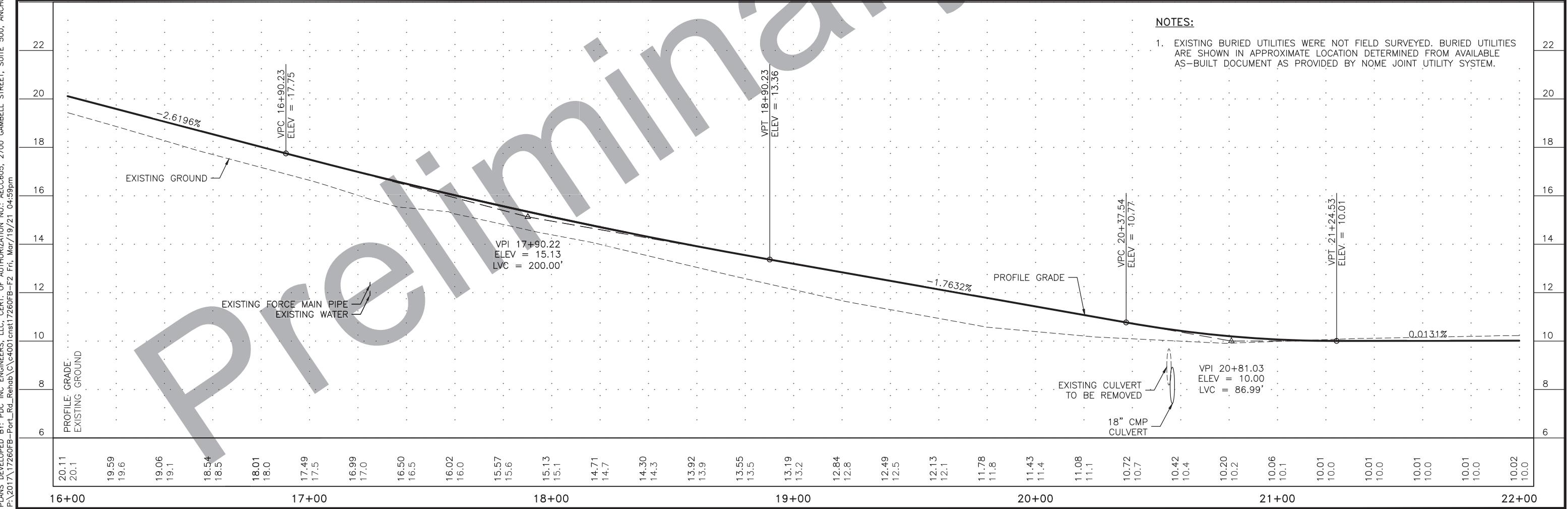
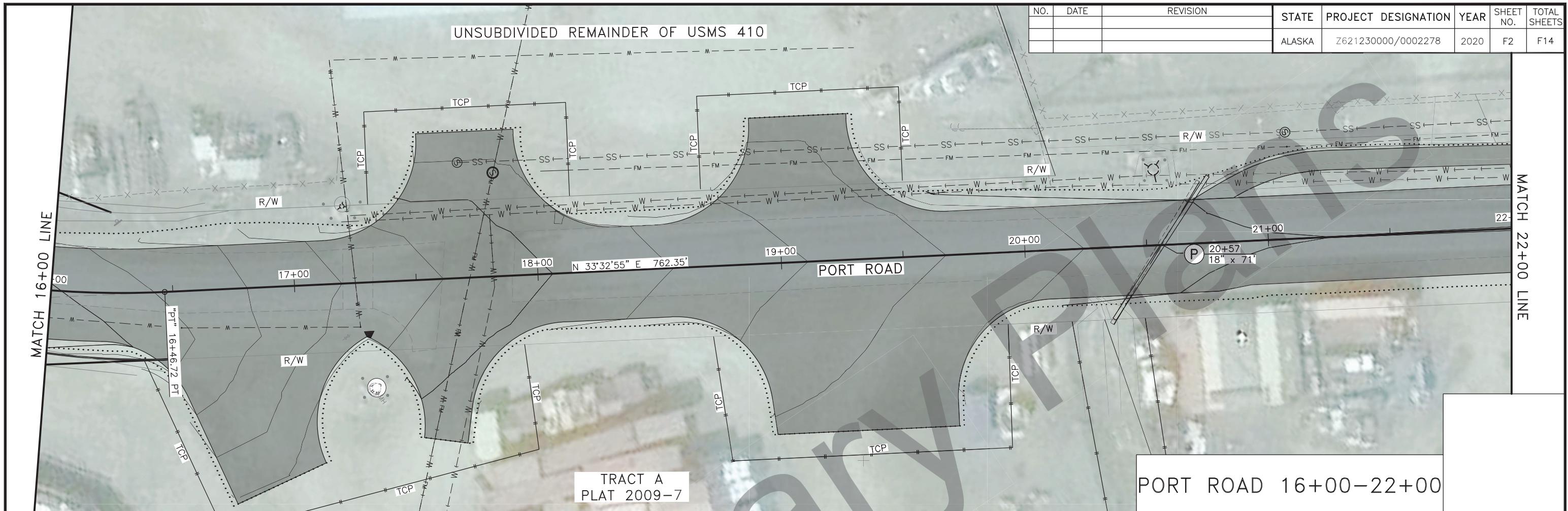
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	C1	C1

ESTIMATE OF QUANTITIES			
ITEM NO	DESCRIPTION	PAY UNIT	QUANTITY
202.0002.0000	REMOVAL OF PAVEMENT	SQUARE YARD	10,800
203.0003.0000	UNCLASSIFIED EXCAVATION	CUBIC YARD	2,300
203.0006.0000	BORROW	TON	8,800
301.0001.00D1	AGGREGATE BASE COURSE, GRADING D-1	TON	4,400
301.0003.00E1	AGGREGATE SURFACE COURSE, GRADING E-1	TON	1,200
401.0001.002B	HMA, TYPE II; CLASS B	TON	3,250
401.0004.5228	ASPHALT BINDER, GRADE PG 52-28	TON	200
401.0008.002B	HMA PRICE ADJUSTMENT,TYPE II; CLASS B	CONTINGENT SUM	ALL REQ'D
401.0009.0000	LONGITUDINAL JOINT DENSITY PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D
401.0015.0000	ASPHALT MATERIAL PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D
402.0001.STE1	STE-1 ASPHALT FOR TACK COAT	TON	0.10
603.0001.0018	CSP 18 INCH	LINEAR FOOT	176
603.0001.0024	CSP 24 INCH	LINEAR FOOT	289
604.0004.0000	ADJUST EXISTING MANHOLE	EACH	1
615.0001.0000	STANDARD SIGN	SQUARE FOOT	150
618.0002.0000	SEEDING	POUND	110
639.2000.0000	APPROACH	EACH	19
640.0001.0000	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQ'D
640.0004.0000	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQ'D
641.0001.0000	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQ'D
641.0003.0000	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	LUMP SUM	ALL REQ'D
641.0005.0000	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE	CONTINGENT SUM	ALL REQ'D
641.0006.0000	WITHHOLDINGS	CONTINGENT SUM	ALL REQ'D
641.0007.0000	SWPPP MANAGER	LUMP SUM	ALL REQ'D
642.0001.0000	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQ'D
642.0003.0000	THREE PERSON SURVEY PARTY	HOUR	25
642.0008.0000	ADJUST EXISTING MONUMENT	EACH	4
643.0002.0000	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQ'D
643.0025.0000	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQ'D
643.2005.0000	PUBLIC INFORMATION	LUMP SUM	ALL REQ'D
644.0001.0000	FIELD OFFICE	LUMP SUM	ALL REQ'D
644.0002.0000	FIELD LABORATORY	LUMP SUM	ALL REQ'D
644.0006.0000	VEHICLES	LUMP SUM	ALL REQ'D
645.0001.0000	TRAINING PROGRAM, 5 TRAINEES/APPRENTICES	HOUR	1,000
646.0001.0000	CPM SCHEDULING	LUMP SUM	ALL REQ'D
660.0003.0000	HIGHWAY LIGHTING SYSTEM COMPLETE	LUMP SUM	ALL REQ'D
670.0001.0000	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQ'D

ESTIMATED LUMP SUM QUANTITIES		
ITEM NO	DESCRIPTION	QUANTITY
202.0001.0000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	
	REMOVAL OF EXISTING SIGNS	13 EACH
	REMOVAL OF CULVERTS	300 LF
644.0006.0000	VEHICLES	5 EACH
670.0001.0000	PAINTED TRAFFIC MARKINGS	
	4" DY	3690 LF
	4" W	7308 LF
	8" W	122 LF
	24" W	167 LF
	WHITE CHEVRONS	128 LF

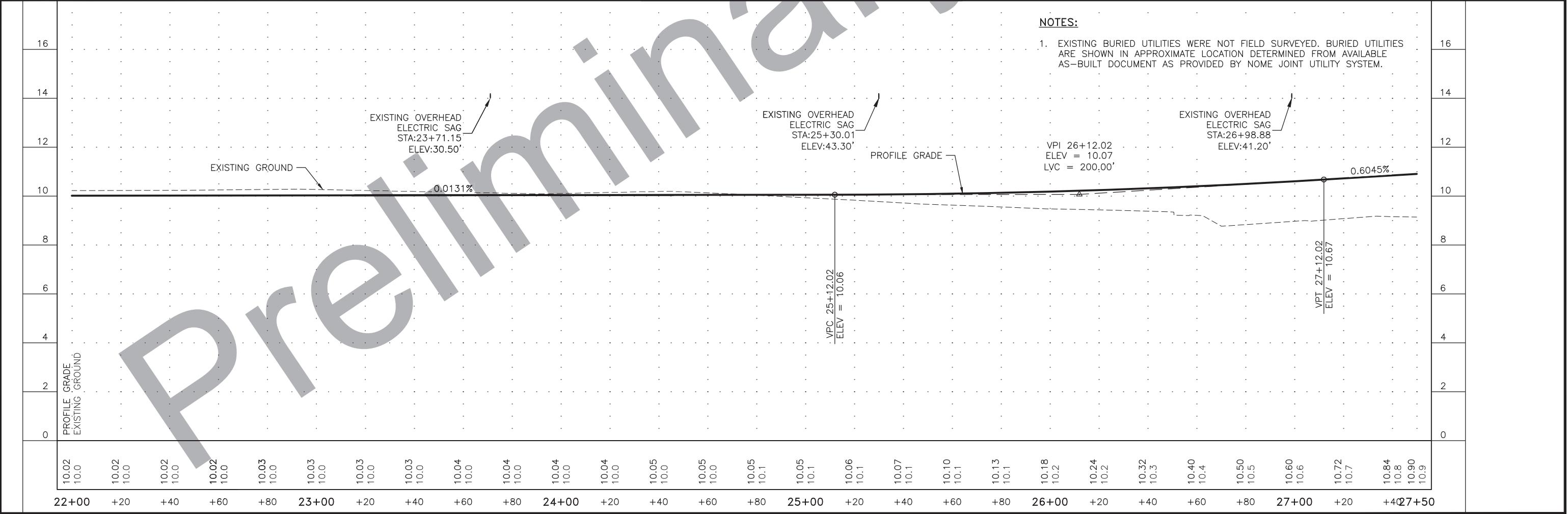
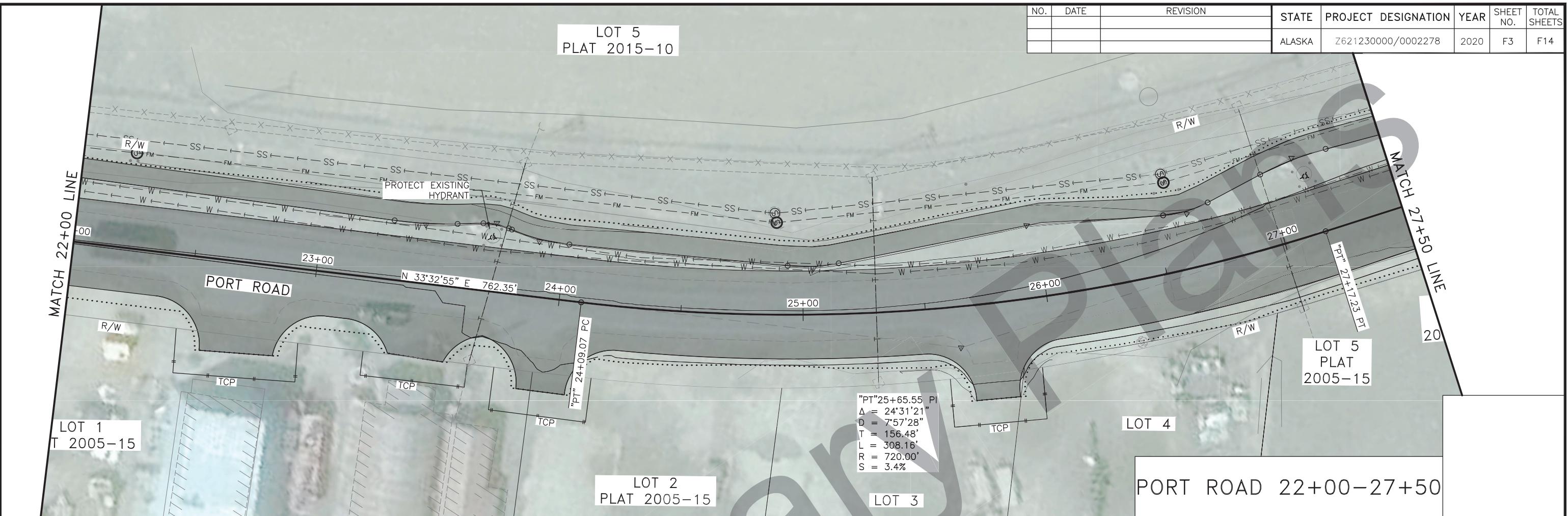
ESTIMATING FACTORS		
ITEM NO	DESCRIPTION	FACTOR
203.0006.0000	BORROW	2 TONS/CUBIC YARD
30.0003.00E1	AGGREGATE SURFACE COURSE, GRADING E-1	1.96 TONS/CUBIC YARD
401.0001.002B	HMA, TYPE II; CLASS B	1.96 TONS/CUBIC YARD
401.0004.5228	ASPHALT BINDER, GRADE PG 52-28	6%/TON
402.0001.STE1	STE-1 ASPHALT FOR TACK COAT	0.0003 TONS/SQUARE YARD

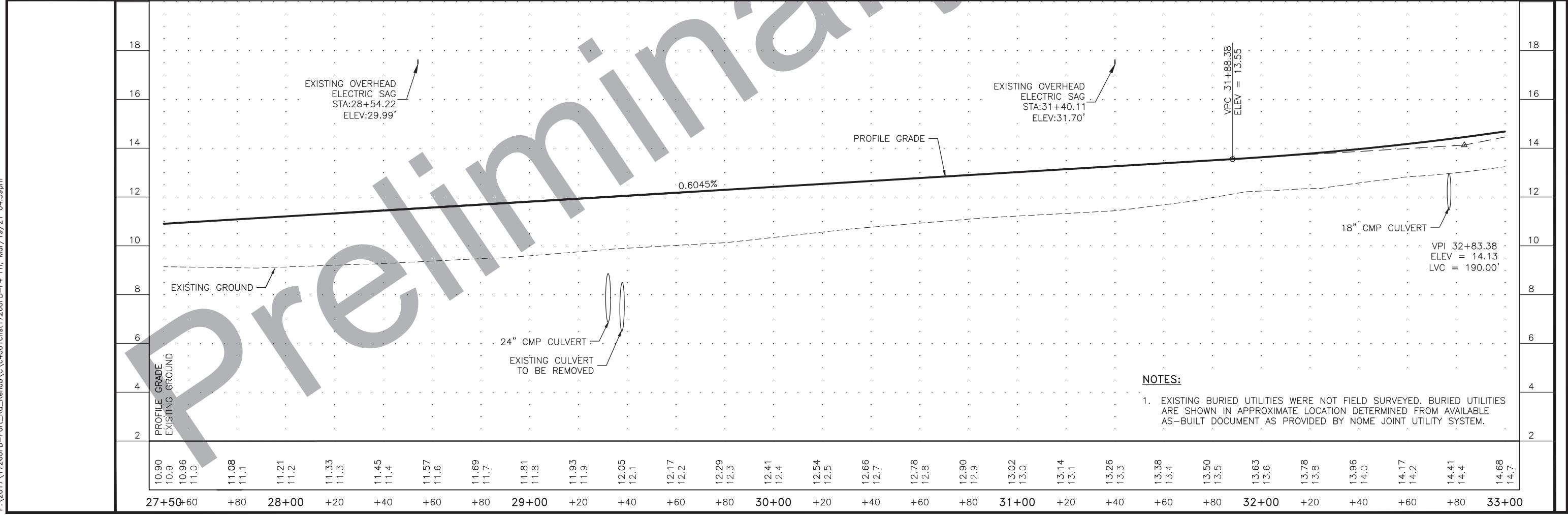
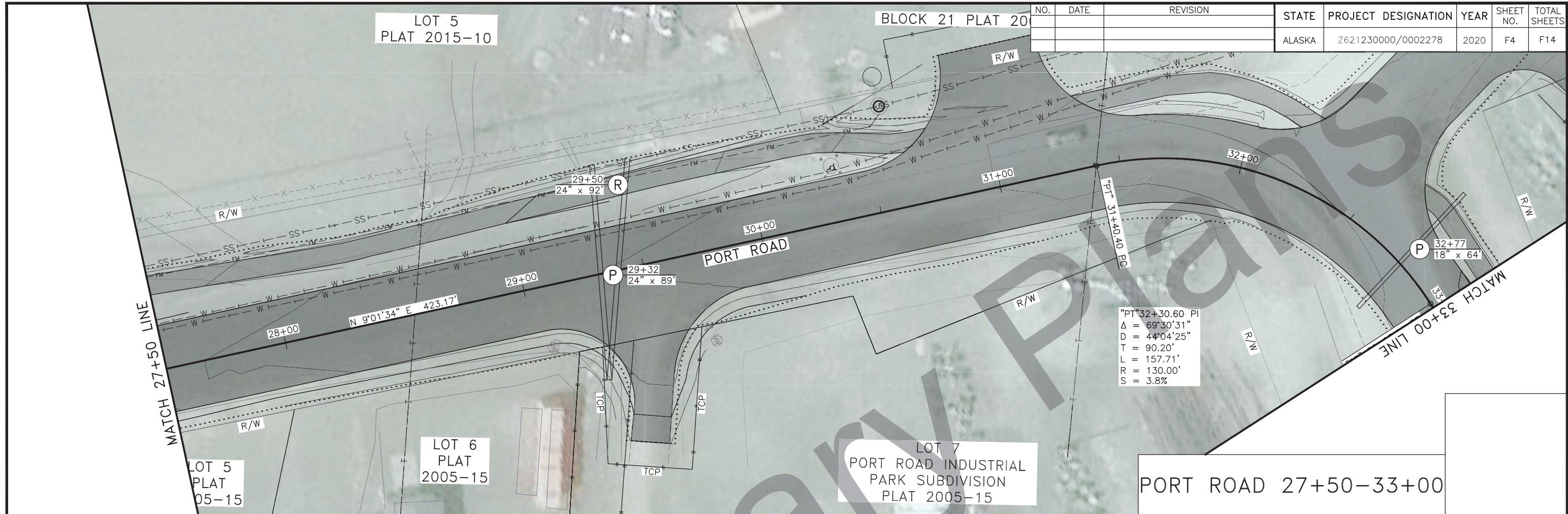


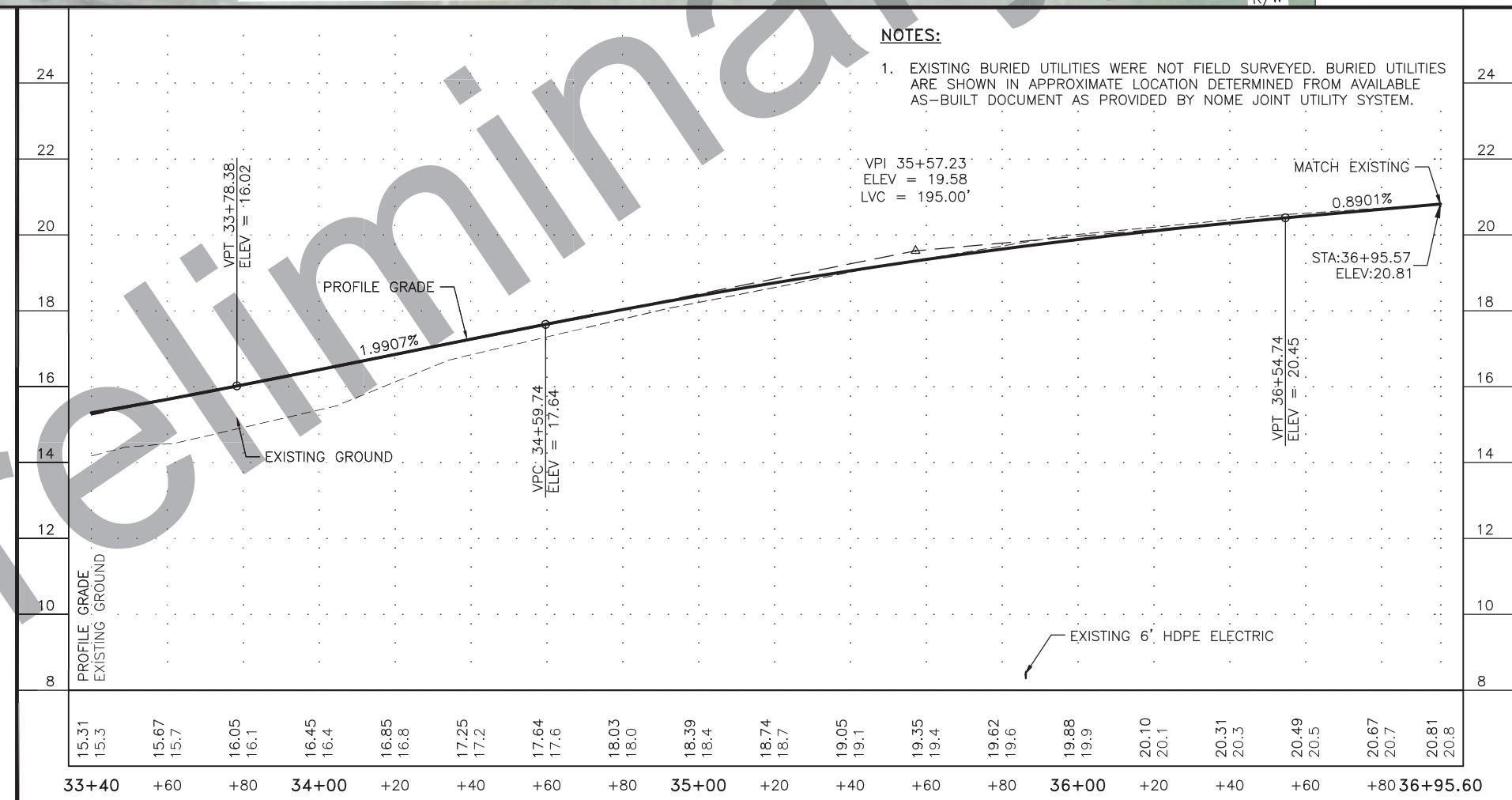
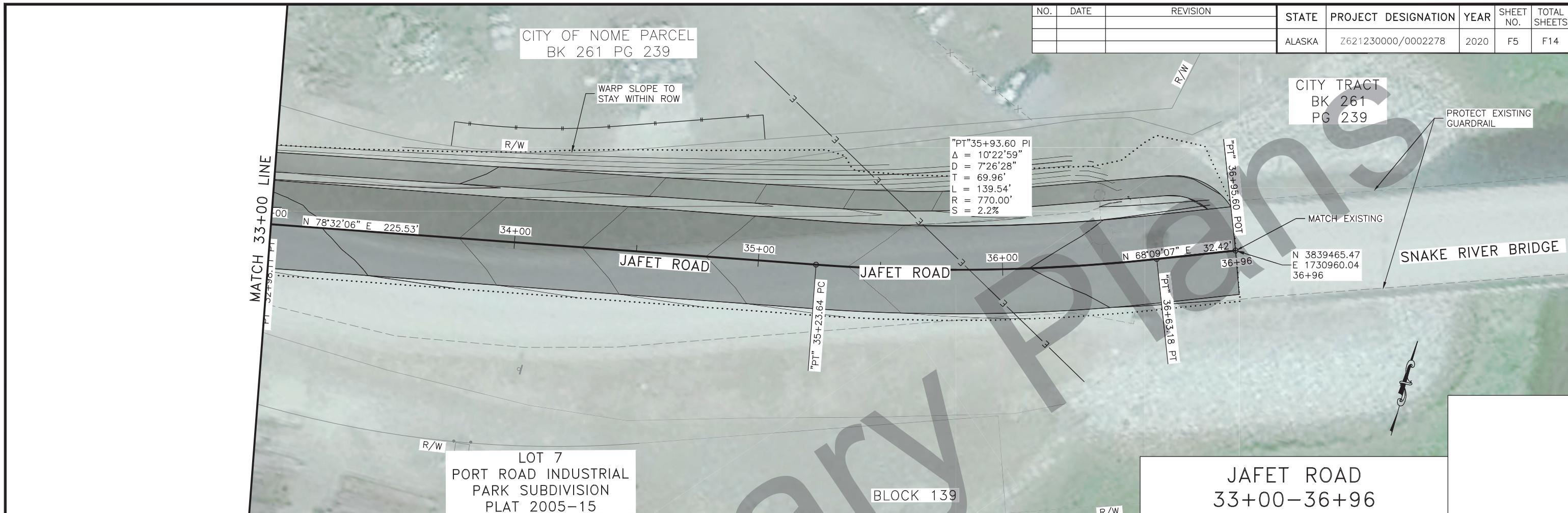


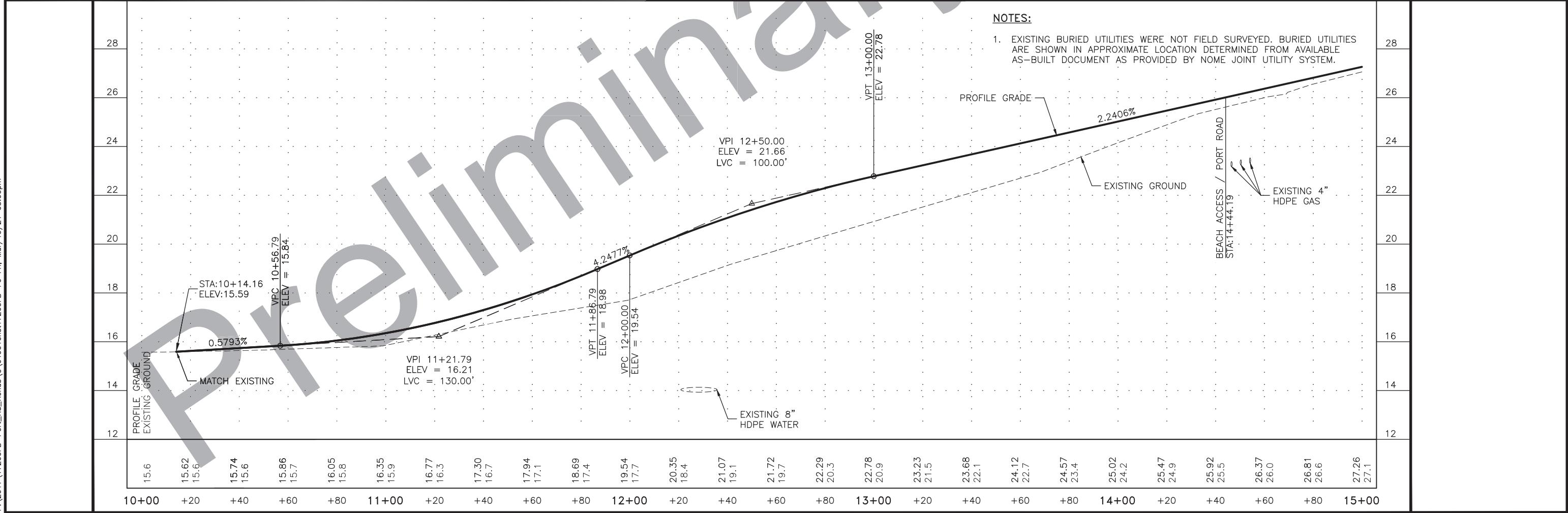
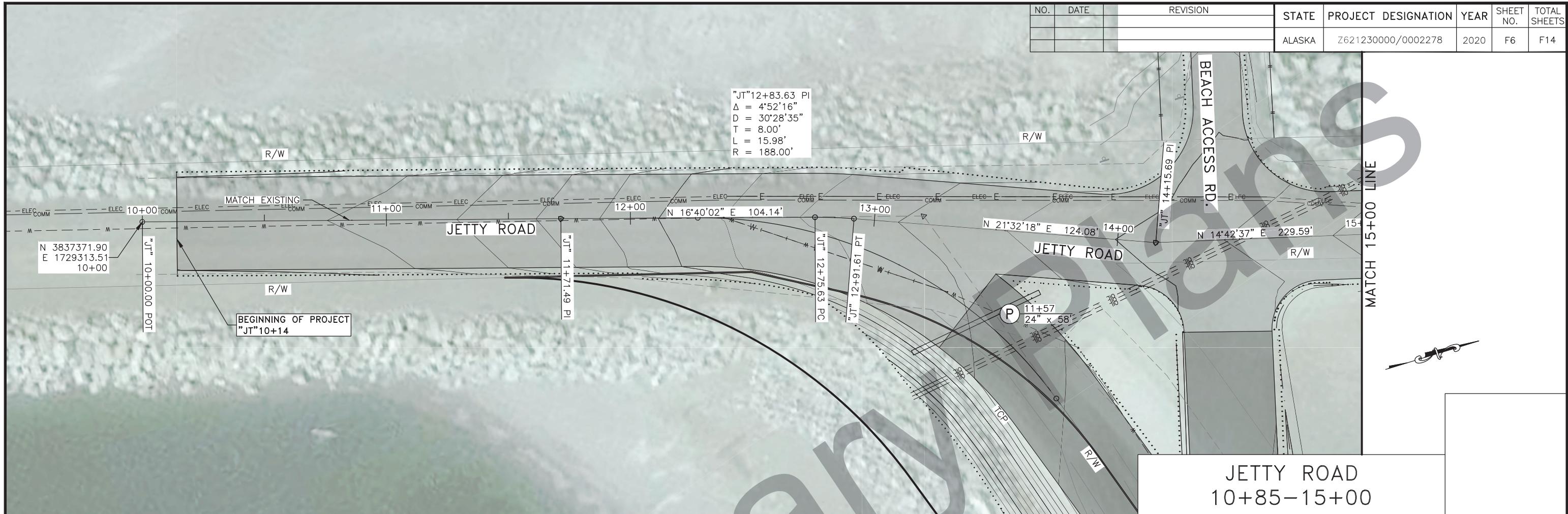
LOT 5
PLAT 2015-1

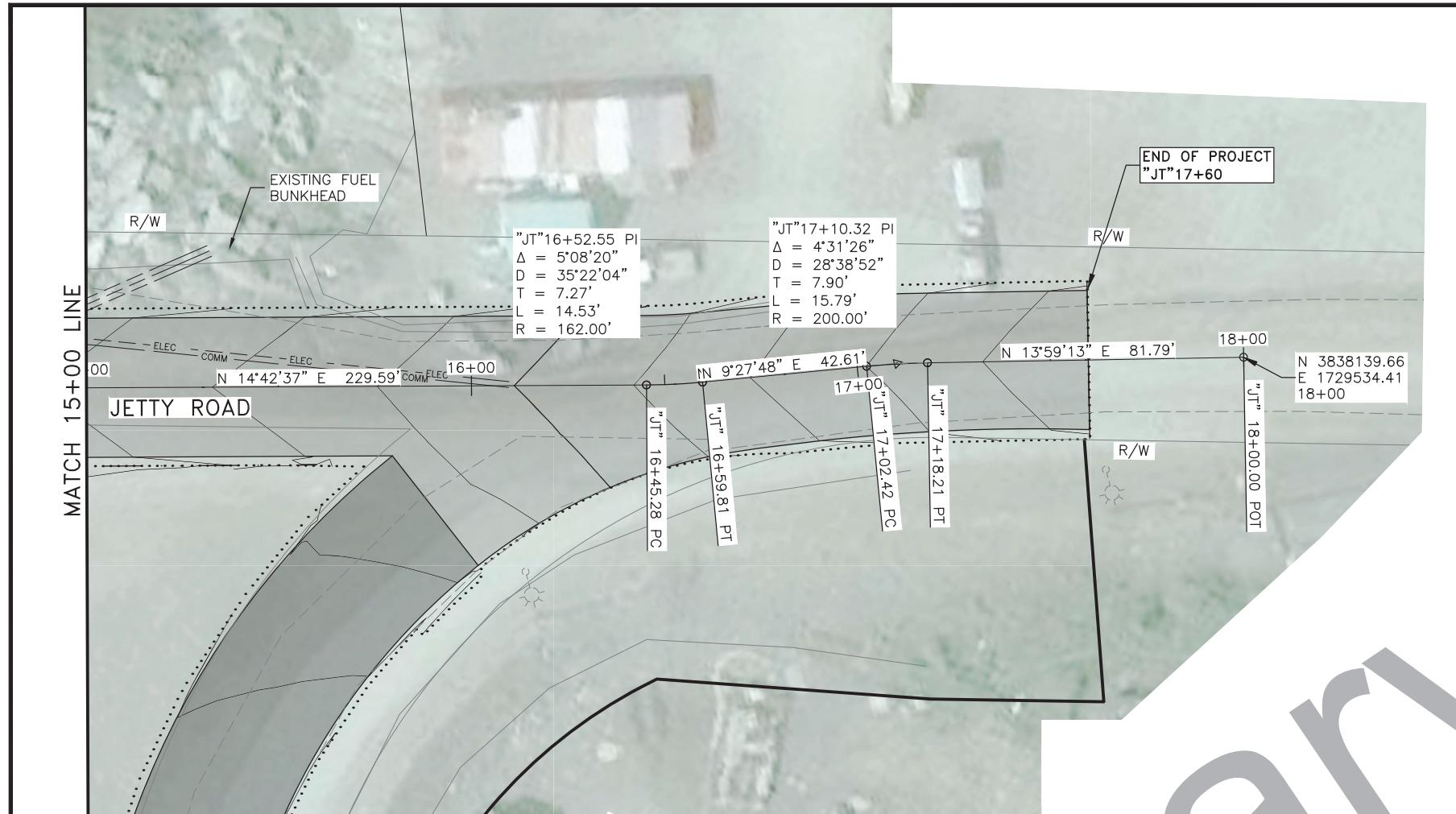
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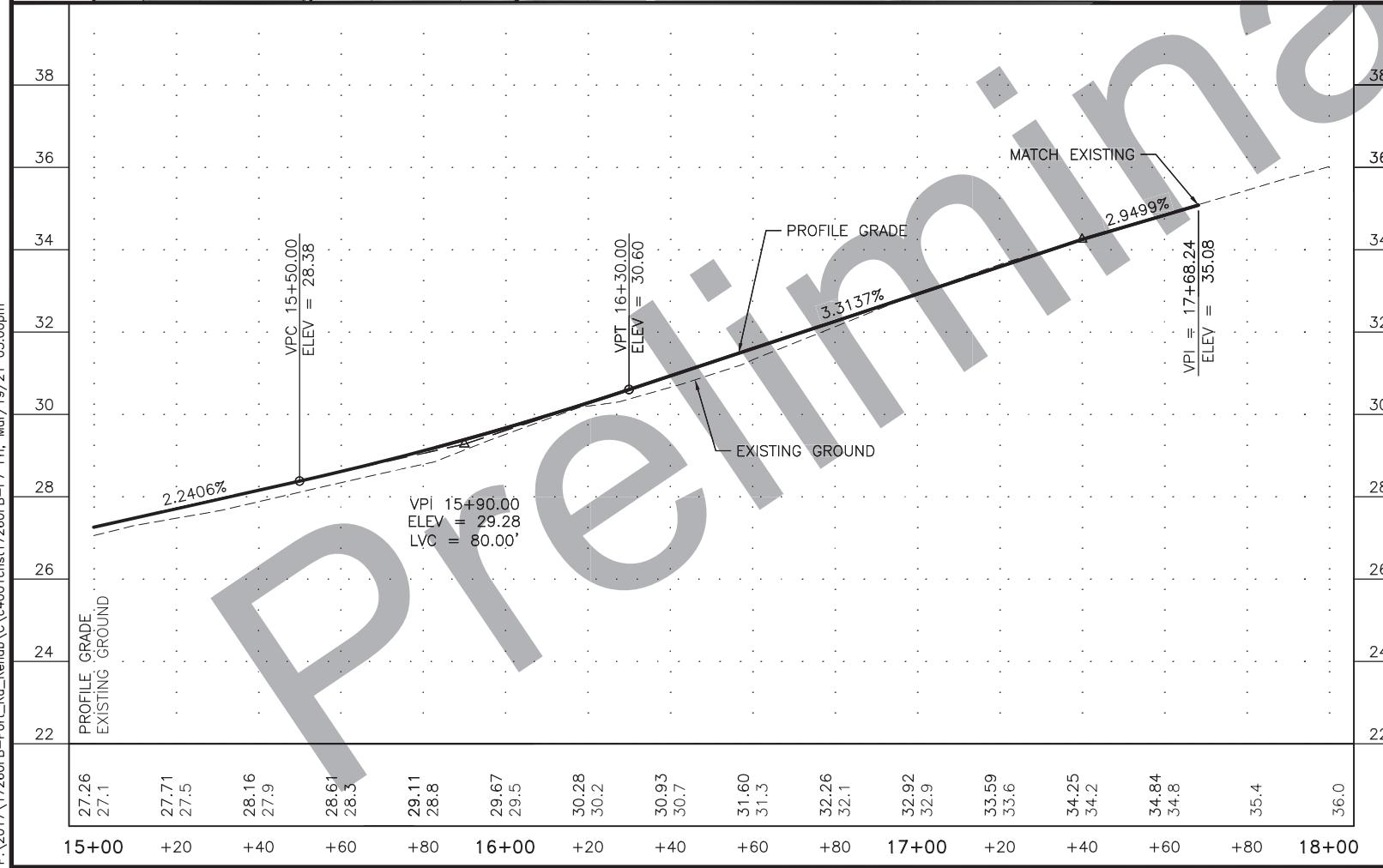




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Permitary Plans

JETTY ROAD
15+00-17+11

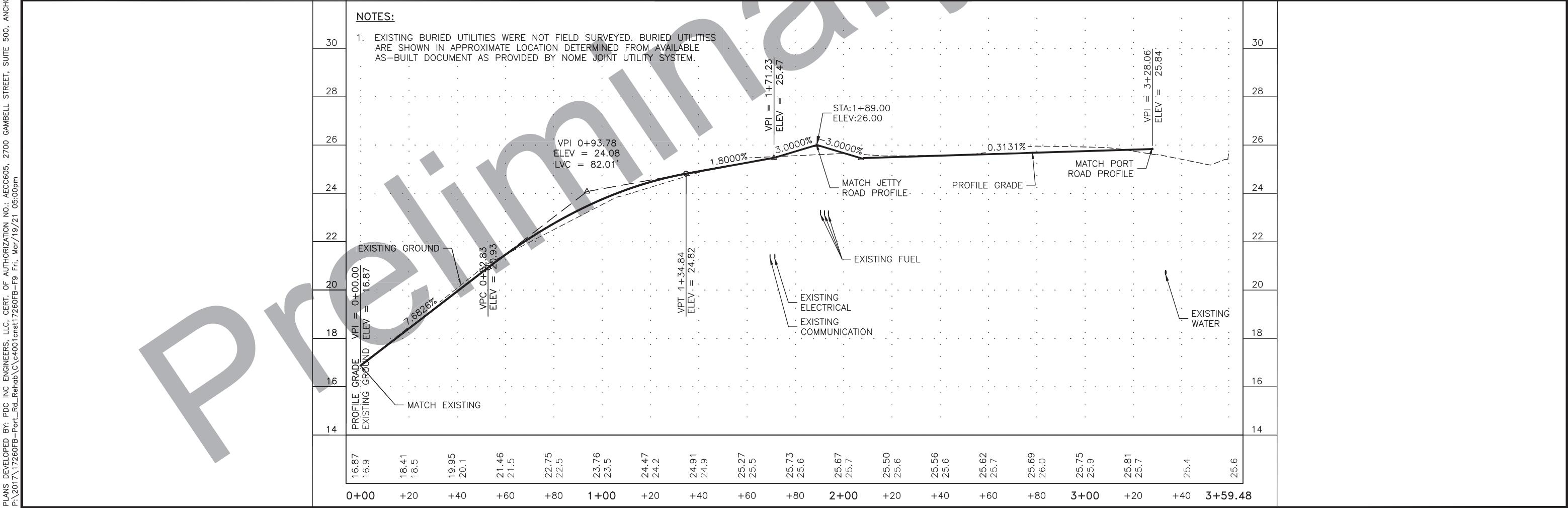
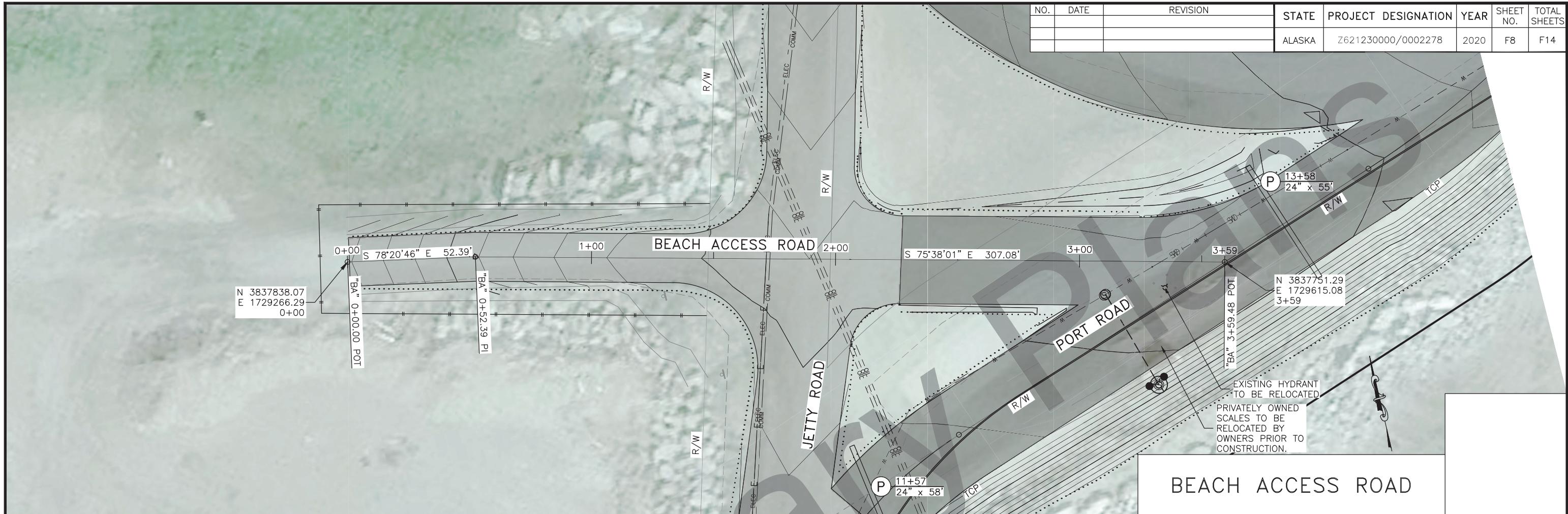


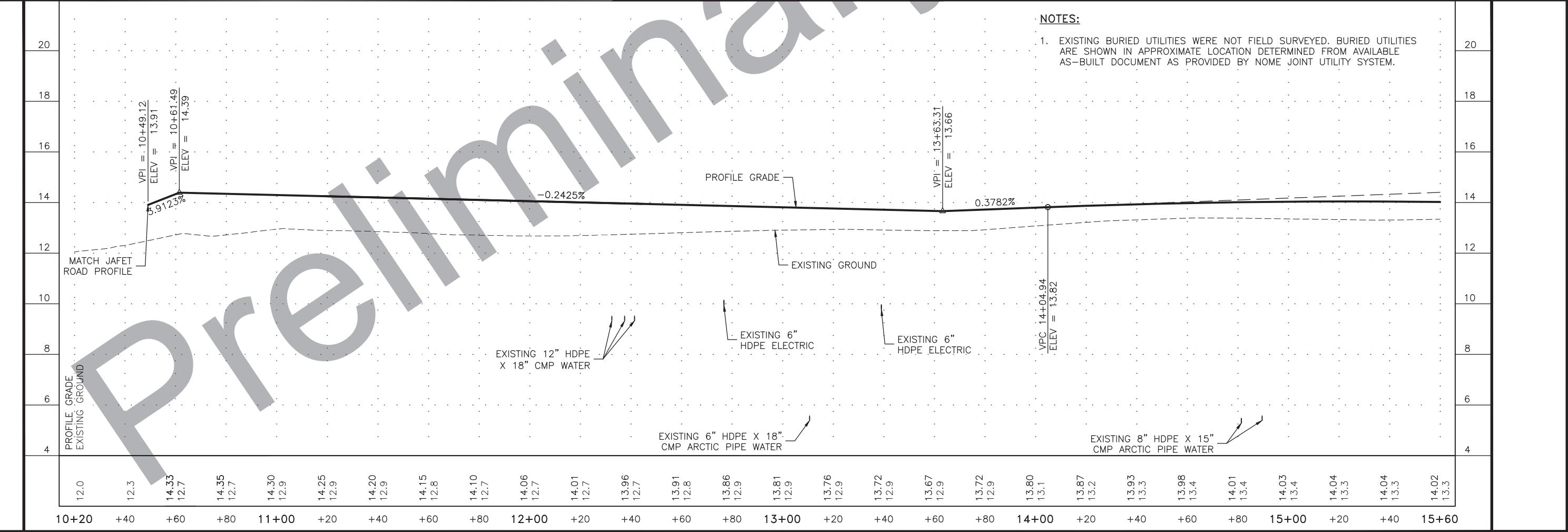
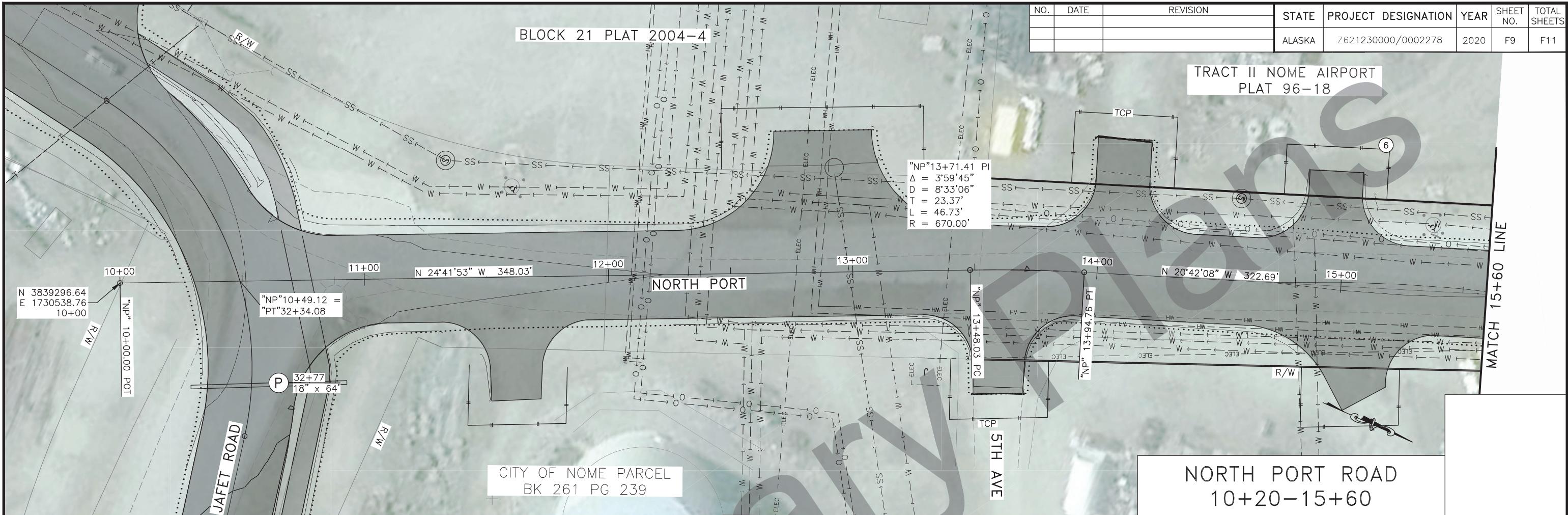
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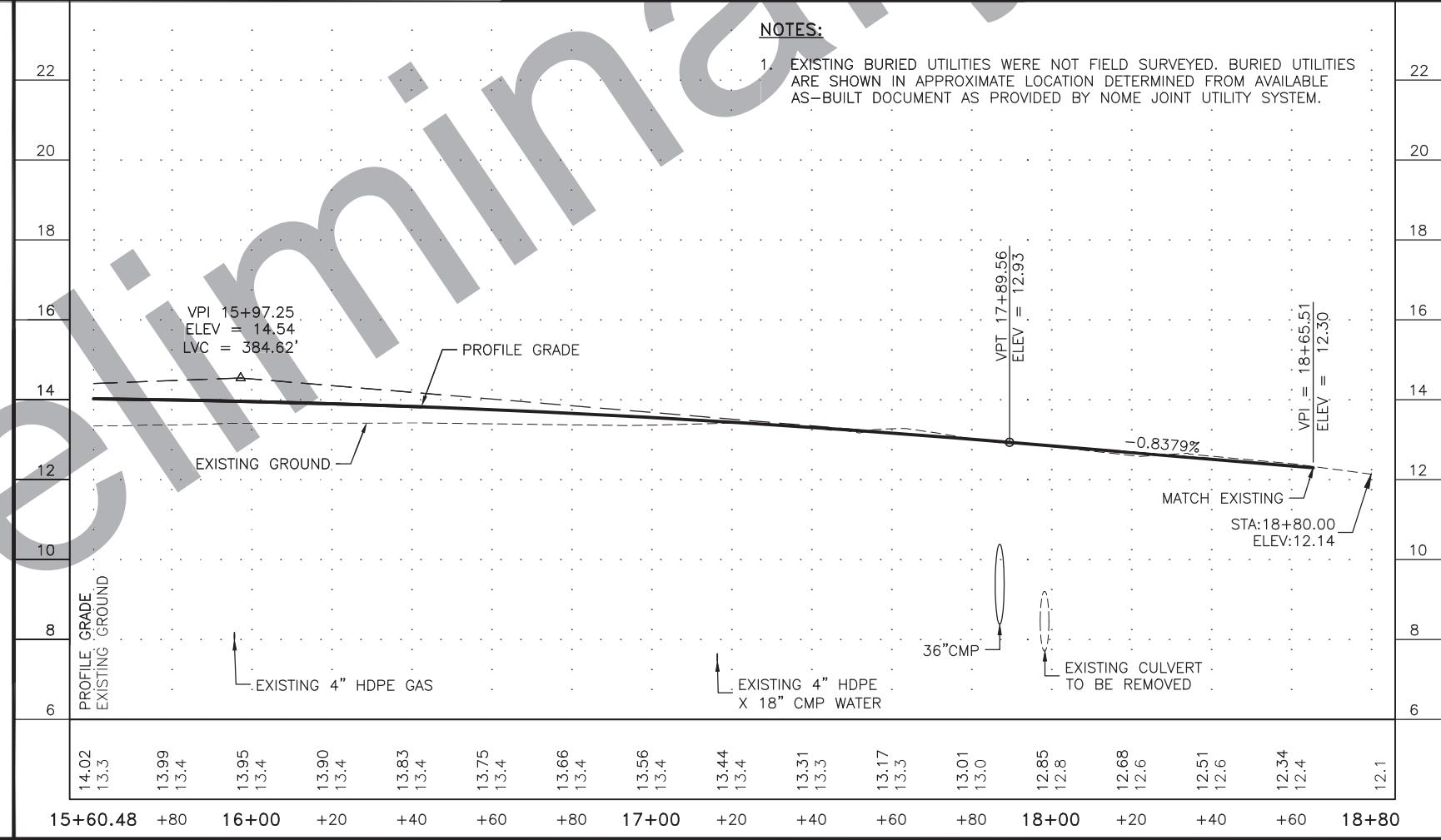
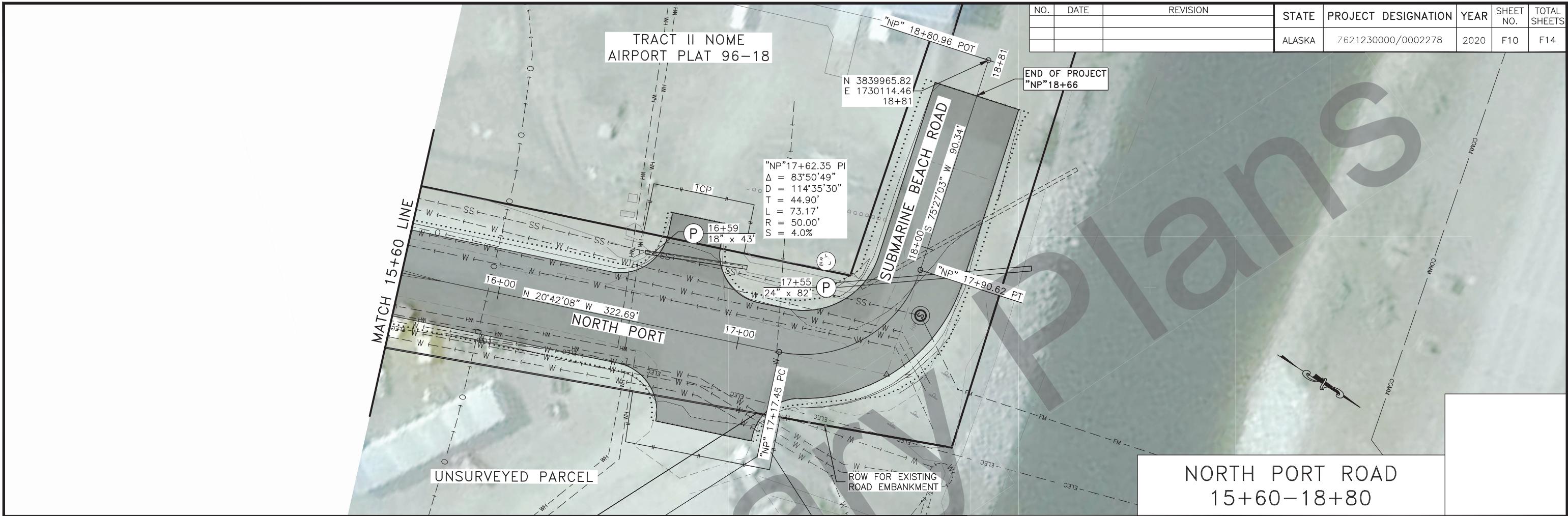
1. EXISTING BURIED UTILITIES WERE NOT FIELD SURVEYED. BURIED UTILITIES ARE SHOWN IN APPROXIMATE LOCATION DETERMINED FROM AVAILABLE AS-BUILT DOCUMENT AS PROVIDED BY NOME JOINT UTILITY SYSTEM.

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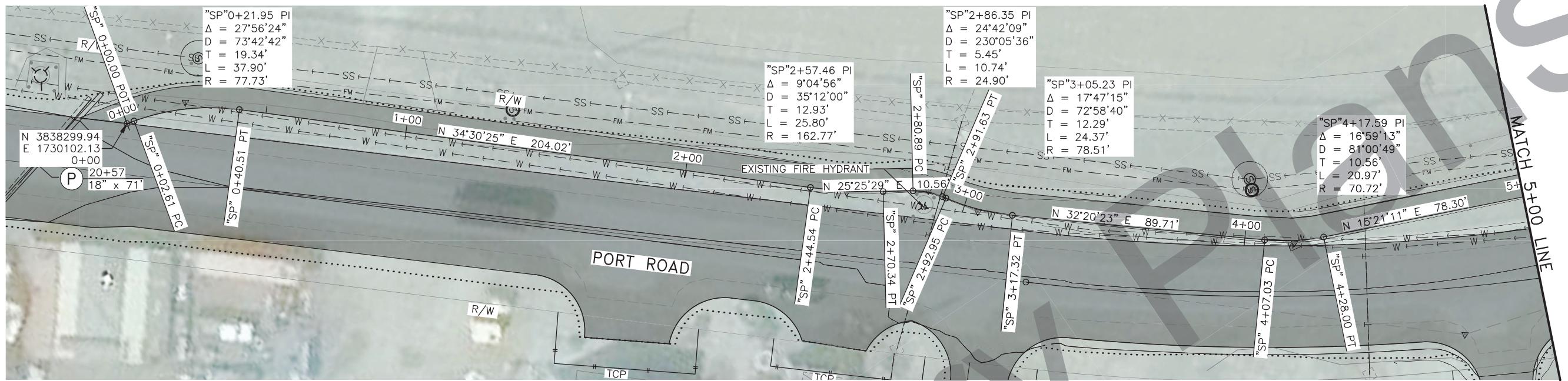
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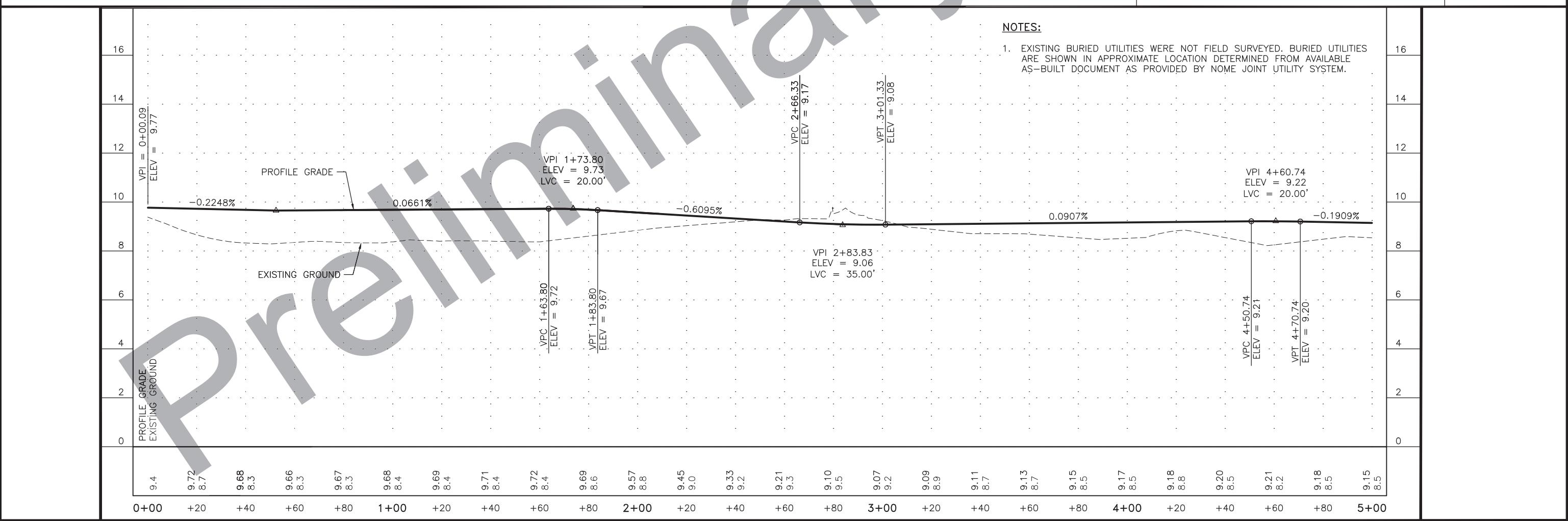




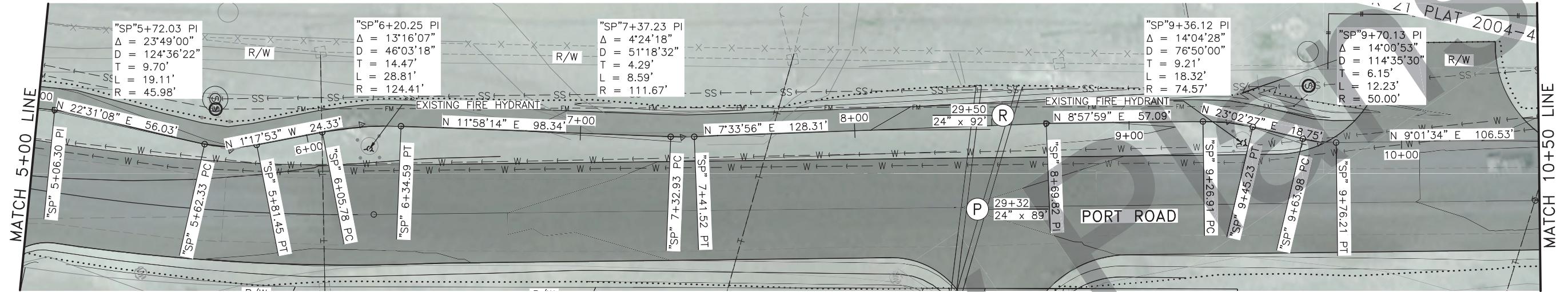
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			ALASKA	Z62123000/0002278	2020	F11	F14



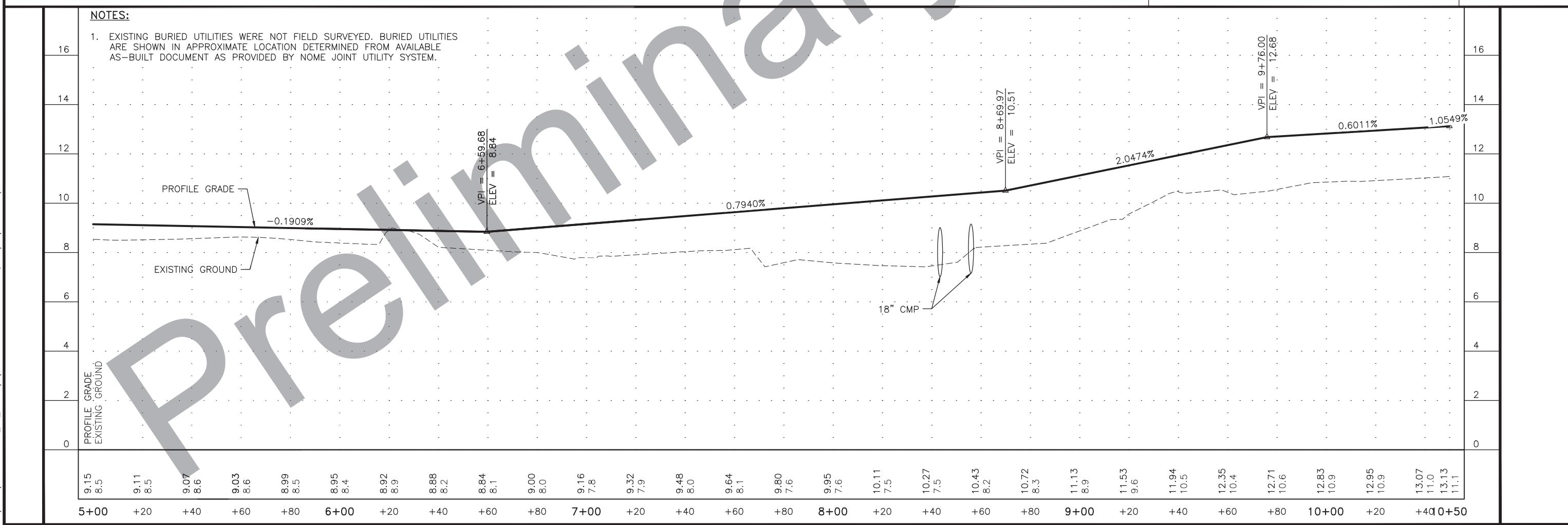
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0+00-5+00



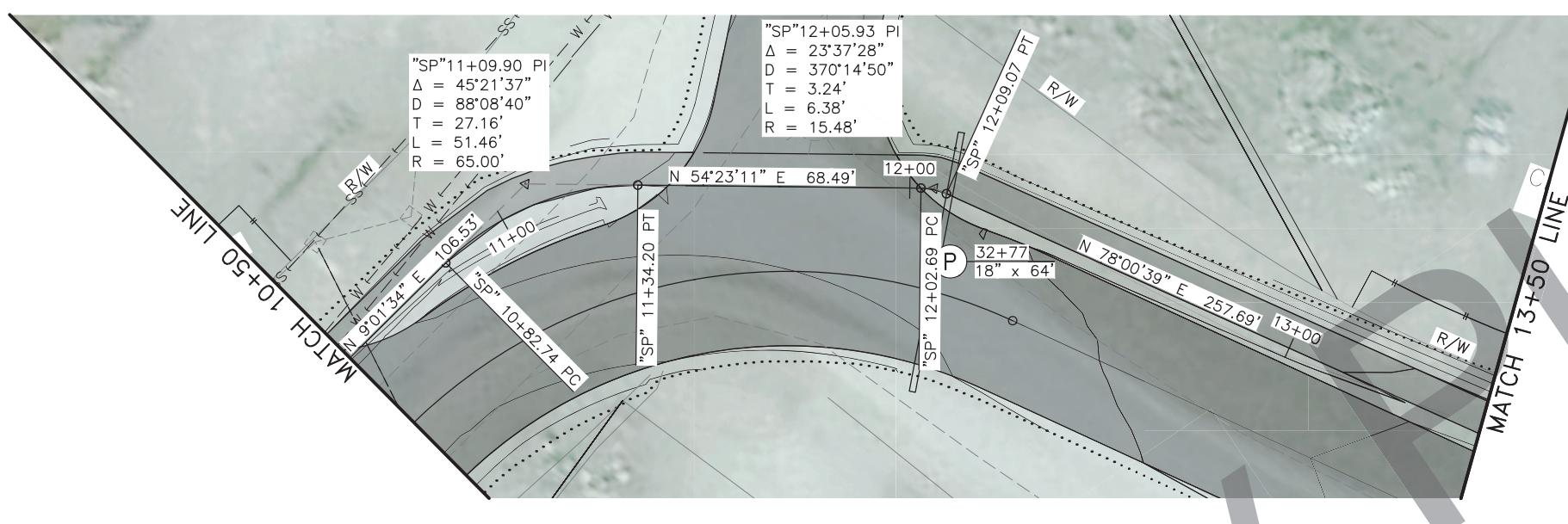
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			ALASKA	Z621230000/0002278	2020	F12	F14



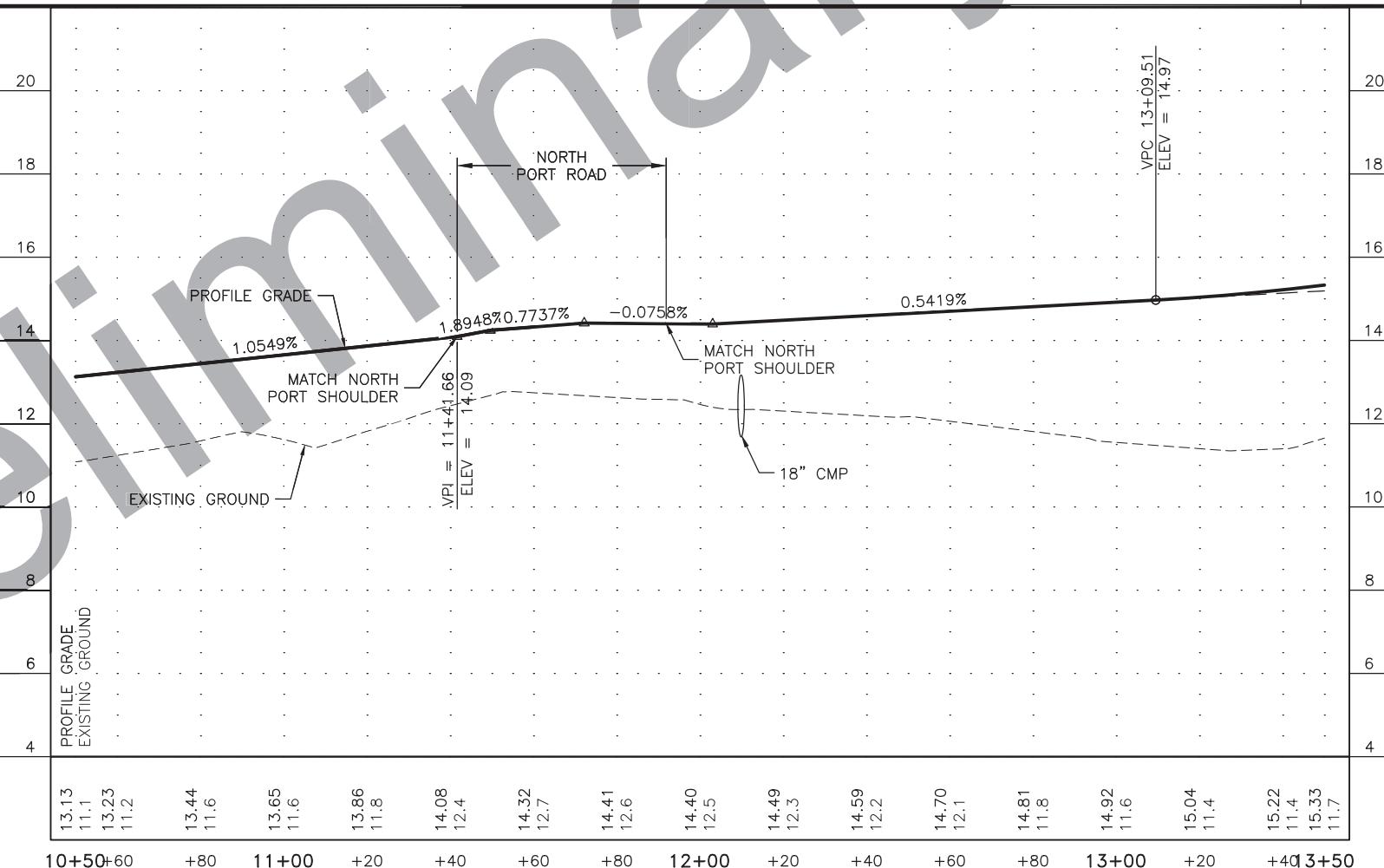
SEPARATED PATH 5+00–10+50



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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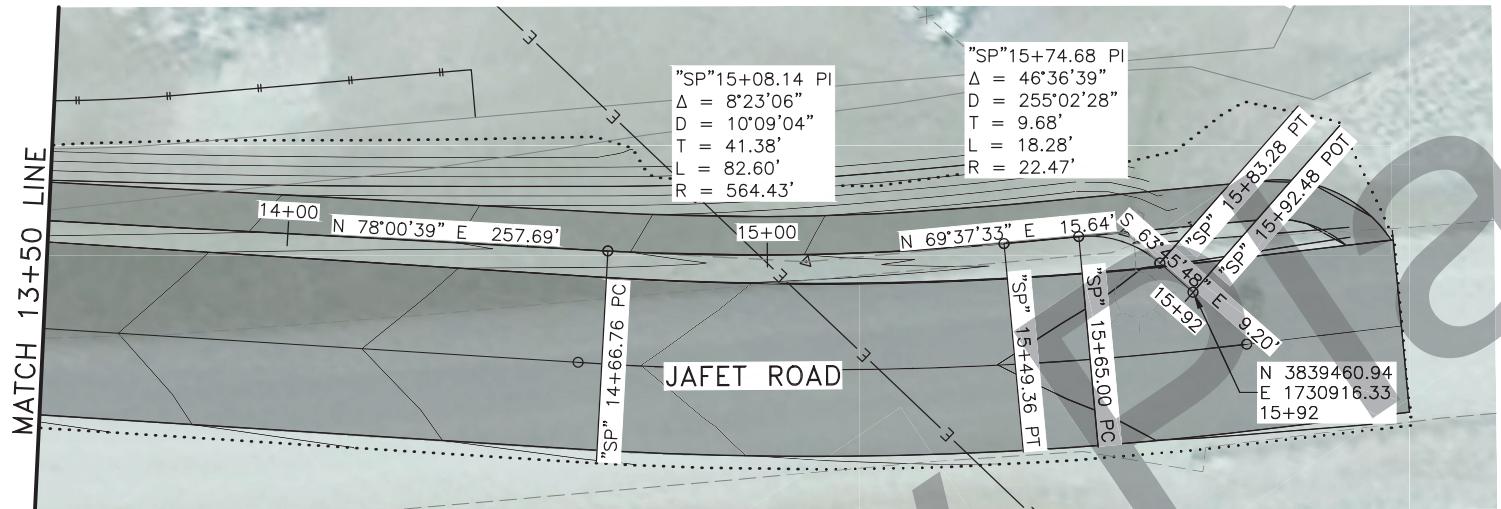
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10+50–13+50



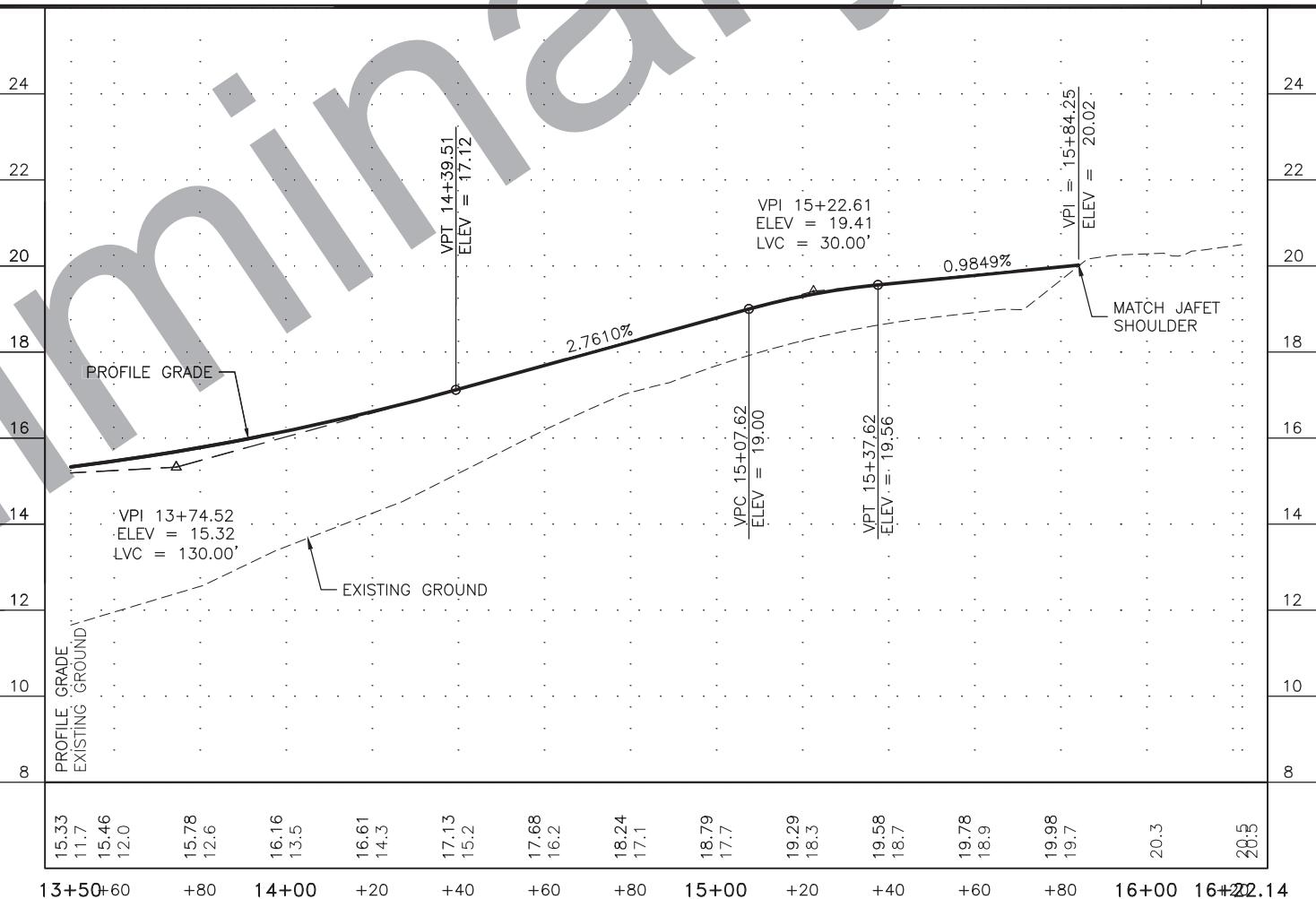
NOTES:

- EXISTING BURIED UTILITIES WERE NOT FIELD SURVEYED. BURIED UTILITIES ARE SHOWN IN APPROXIMATE LOCATION DETERMINED FROM AVAILABLE AS-BUILT DOCUMENT AS PROVIDED BY NOME JOINT UTILITY SYSTEM.

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z62123000/0002278	2020	F14	F14



SEPARATED PATH
13+50-16+22



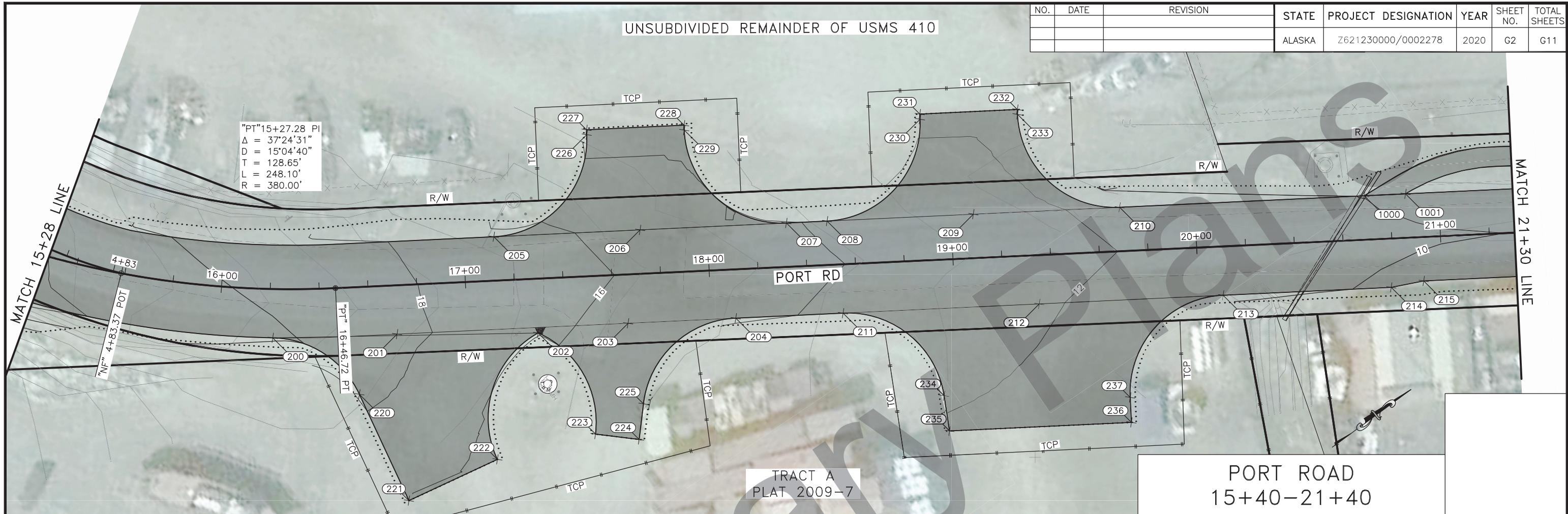
NOTES:

- EXISTING BURIED UTILITIES WERE NOT FIELD SURVEYED. BURIED UTILITIES ARE SHOWN IN APPROXIMATE LOCATION DETERMINED FROM AVAILABLE AS-BUILT DOCUMENT AS PROVIDED BY NOME JOINT UTILITY SYSTEM.

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
P:\\2017\\17260FB-Port_Rd_Rehab\\C5001cnst17260FB-G1 10+00-15+40 Sat, Mar/20/21 11:12am

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	G1	G11

BEACH ACCESS, NORTH
FREIGHT LANE AND PORT
ROAD 10+00-15+40

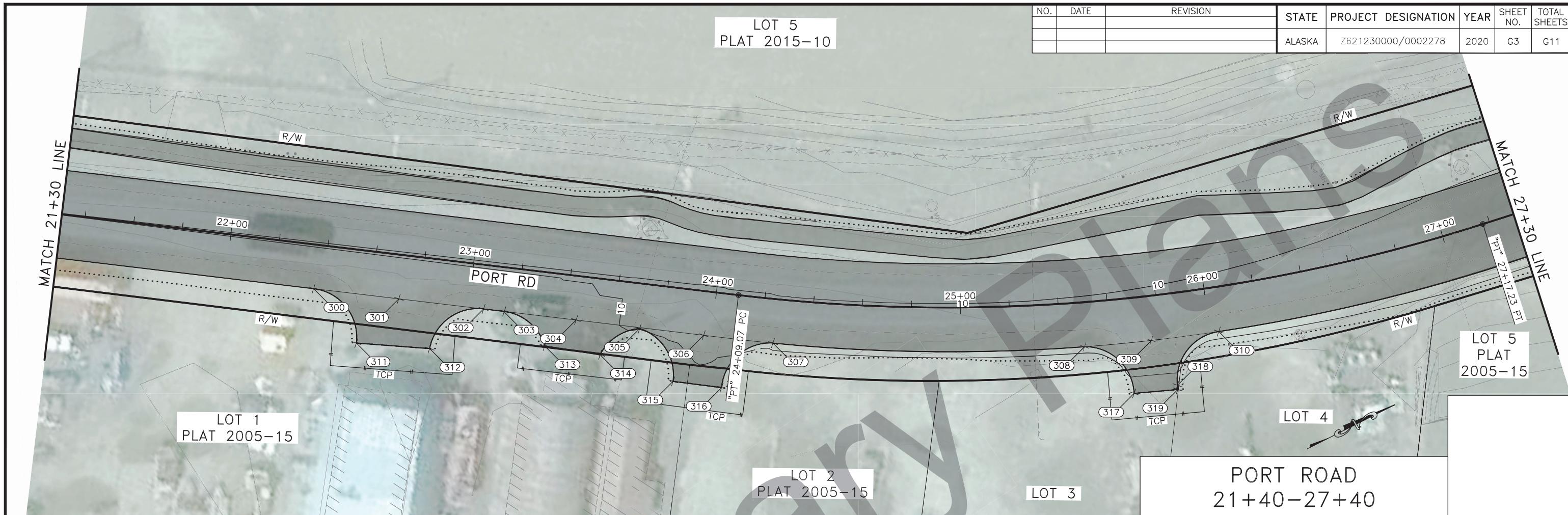


SHEET G1 CONTROL POINT TABLE

POINT #	ALINGMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
100	"BA"	0+75.69	9.99 R	3837812.02	1729337.70	22.79	EGL
101	"BA"	0+75.00	10.00 L	3837831.56	1729341.99	22.75	EGL
102	"BA"	1+37.49	10.00 L	3837816.06	1729402.52	25.10	PC
103	"BA"	1+33.50	10.00 R	3837797.67	1729393.69	24.97	PC
104	"JT"	13+91.79	18.00 L	3837750.92	1729417.56	24.30	PT
105	"JT"	14+87.28	18.00 L	3837840.36	1729443.84	26.44	PT
106	"BA"	1+33.49	45.00 R	3837763.77	1729385.00	19.87	RP
107	"BA"	1+37.49	44.00 L	3837848.99	1729410.96	24.41	RP
108	"BA"	2+26.09	18.00 R	3837766.95	1729481.40	25.15	PT-EP
109	"JT"	14+12.07	18.34 R	3837756.44	1729458.81	24.65	PC
110	"BA"	2+27.46	18.00 L	3837801.48	1729491.66	25.88	PT-EP
111	"JT"	14+81.82	18.00 R	3837825.94	1729477.28	26.33	PC
112	"JT"	14+81.82	38.00 R	3837820.86	1729496.62	26.10	RP
113	"JT"	14+10.29	38.00 R	3837747.57	1729476.44	24.47	RP
114	"BA"	3+24.06	18.00 L	3837777.51	1729585.25	26.19	PC-EP
115	"PT"	13+63.84	18.00 L	3837779.86	1729642.69	25.70	PT-EP
116	"NF"	1+27.50	18.01 R	3837920.32	1729502.06	28.69	EP
117	"NF"	1+27.75	18.00 L	3837934.44	1729535.19	28.25	PC-EP
118	"JT"	16+74.18	18.40 R	3838013.96	1729524.95	31.50	PT
119	"PT"	11+47.00	19.98 R	3837669.12	1729458.22	22.63	PT-EP

SHEET G1 CONTROL POINT TABLE

POINT #	ALINGMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
120	"PT"	11+47.01	18.02 L	3837700.09	1729436.20	23.40	EP
121	"PT"	12+68.45	18.00 L	3837748.74	1729552.51	25.45	EP
122	"PT"	14+08.13	18.00 L	3837794.27	1729684.08	24.75	EP
123	"NF"	2+39.33	37.19 L	3837874.39	1729610.06	24.13	RP
124	"JT"	15+59.80	20.27 R	3837900.78	1729499.28	27.50	DITCH
125	"JT"	14+81.82	20.14 R	3837825.39	1729479.35	25.80	DITCH
126	"BA"	2+27.06	19.72 L	3837803.25	1729491.70	25.45	DITCH
127	"BA"	3+24.59	26.35 L	3837785.47	1729587.83	24.11	DITCH
128	"PT"	13+57.73	27.79 L	3837787.12	1729633.71	23.47	DITCH



SHEET G2 CONTROL POINT TABLE

POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
200	"PT"	16+21.41	20.00 R	3837890.64	1729875.36	20.35	PC-EP
201	"PT"	16+71.03	19.99 R	3837932.60	1729904.24	18.53	DCA-ES
202	"PT"	17+28.81	22.23 R	3837979.52	1729938.03	0.00	PC-EP
203	"PT"	17+65.79	20.00 R	3838011.57	1729956.62	15.49	DCA-ES
204	"PT"	18+09.99	20.00 R	3838048.40	1729981.04	14.52	PT-EP
205	"PT"	17+12.52	18.00 L	3837988.17	1729895.51	16.81	PC-EP
206	"PT"	17+72.52	18.00 L	3838038.18	1729928.67	15.36	DCA-ES
207	"PT"	18+32.52	18.00 L	3838088.18	1729961.83	14.13	PT-EP
208	"PT"	18+49.22	18.00 L	3838102.11	1729971.06	13.79	PC-EP
209	"PT"	19+09.23	18.00 L	3838152.12	1730004.22	12.67	DCA-ES
210	"PT"	19+69.23	18.00 L	3838202.12	1730037.38	11.61	PT-EP
211	"PT"	18+53.99	20.00 R	3838085.08	1730005.36	13.63	PC-EP
212	"PT"	19+34.45	20.00 R	3838152.14	1730049.83	12.18	DCA-ES
213	"PT"	20+09.89	20.00 R	3838215.01	1730091.52	10.85	PT-EP
214	"PT"	20+78.86	20.00 R	3838272.49	1730129.63	9.82	EP
215	"PT"	20+92.27	18.00 R	3838284.77	1730135.38	9.75	EP
220	"PT"	16+54.45	43.85 R	3837905.59	1729914.96	18.40	PT
221	"PT"	16+72.68	88.34 R	3837896.20	1729962.12	0.00	END
222	"PT"	17+09.69	73.17 R	3837935.43	1729969.93	0.00	END
223	"PT"	17+50.34	64.73 R	3837973.97	1729985.36	0.00	PT

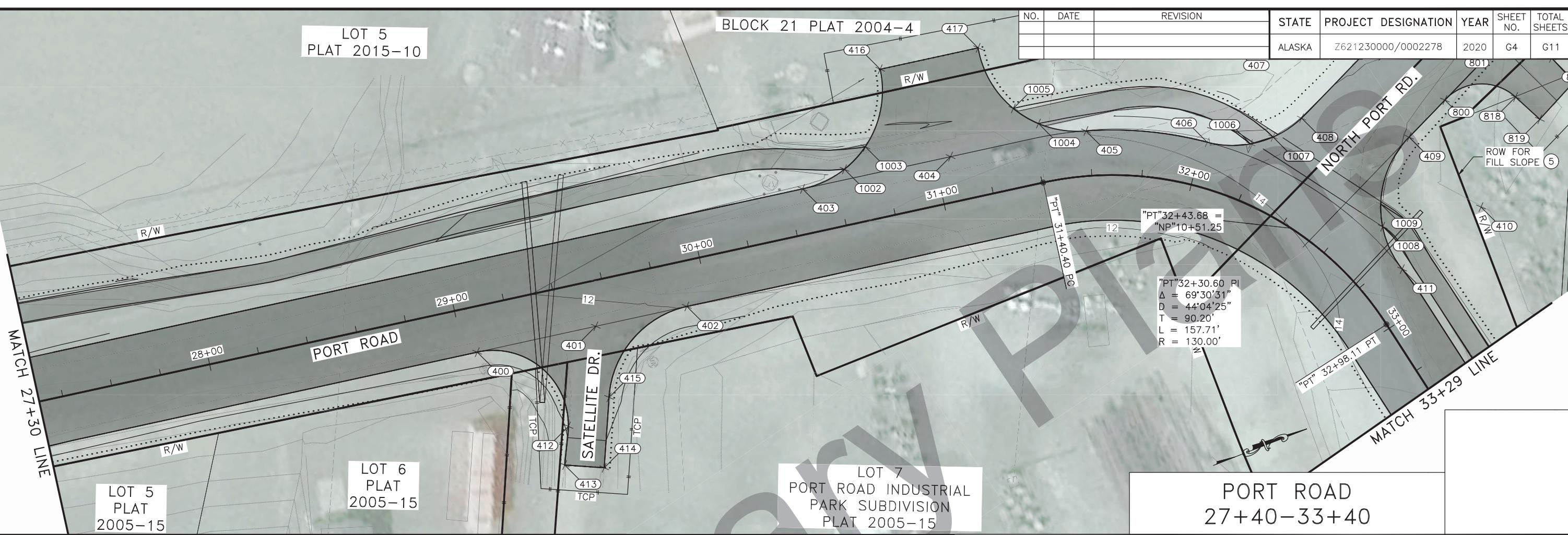
SHEET G2 CONTROL POINT TABLE

POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
224	"PT"	17+68.08	67.76 R	3837987.09	1729997.69	0.00	PT
225	"PT"	0+00.00	0.00	3837997.16	1729986.98	14.63	PT
226	"PT"	17+52.52	58.00 L	3838043.62	1729884.28	13.39	PT
227	"PT"	17+52.52	60.00 L	3838044.72	1729882.61	13.26	END
228	"PT"	17+92.52	60.00 L	3838078.06	1729904.72	0.00	END
229	"PT"	17+92.52	57.99 L	3838076.95	1729906.39	13.39	PT
230	"PT"	0+00.00	0.00	3838157.48	1729959.93	11.61	PT
231	"PT"	18+89.23	60.00 L	3838158.66	1729958.16	11.49	END
232	"PT"	19+29.23	60.00 L	3838192.00	1729980.27	0.00	END
233	"PT"	19+29.23	58.00 L	3838190.89	1729981.94	11.60	PC
234	"PT"	0+00.00	0.00	3838098.47	1730057.12	12.21	PT
235	"PT"	18+95.32	70.26 R	3838091.75	1730070.09	0.00	END
236	"PT"	19+69.89	70.26 R	3838153.90	1730111.30	0.00	END

LOT 5
PLAT 2015-10

BLOCK 21 PLAT 2004-4

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000/0002278	2020	G4	G11

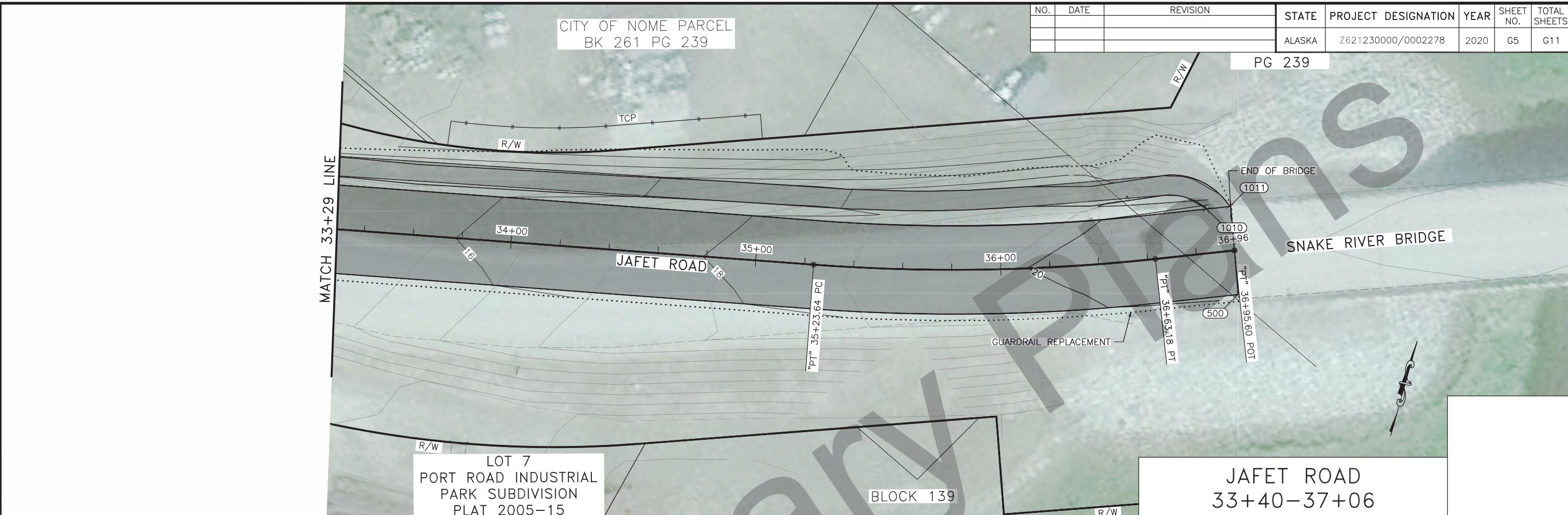


SHEET G3 CONTROL POINT TABLE

POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
300	"PT"	22+36.23	18.00 R	3838404.75	1730214.94	9.66	PC-EP
301	"PT"	22+71.31	18.00 R	3838433.98	1730234.32	9.66	DCA-ES
302	"PT"	23+06.23	18.00 R	3838463.08	1730253.62	9.67	PT-EP
303	"PT"	23+14.76	18.00 R	3838470.19	1730258.34	9.67	PC-EP
304	"PT"	23+44.35	18.00 R	3838494.85	1730274.69	9.78	DCA-ES
305	"PT"	23+70.59	18.38 R	3838516.51	1730289.51	10.09	PT-PC-EP
306	"PT"	23+96.88	18.00 R	3838538.64	1730303.72	10.34	DCA-ES
307	"PT"	24+25.00	18.02 R	3838562.49	1730319.35	10.58	PT-EP
308	"PT"	25+49.46	18.21 R	3838675.62	1730378.02	10.64	PC-EP
309	"PT"	25+76.25	18.20 R	3838701.20	1730387.99	10.73	DCA-ES
310	"PT"	26+03.37	18.23 R	3838727.46	1730397.15	10.75	PT-EP
311	"PT"	22+56.23	38.00 R	3838410.36	1730242.66	0.00	PT
312	"PT"	22+86.23	36.69 R	3838436.08	1730258.15	0.00	PT
313	"PT"	23+32.84	30.05 R	3838478.60	1730278.37	0.00	PT
314	"PT"	23+55.77	30.94 R	3838497.23	1730291.79	0.00	PT
315	"PT"	23+86.69	38.19 R	3838518.99	1730314.91	0.00	PT
316	"PT"	24+06.69	38.38 R	3838535.55	1730326.12	0.00	PT
317	"PT"	25+67.26	38.98 R	3838685.14	1730404.14	0.00	PT
318	"PT"	25+84.36	37.66 R	3838702.49	1730409.16	9.37	PT
319	"PT"	25+84.30	39.39 R	3838701.86	1730410.76	0.00	END

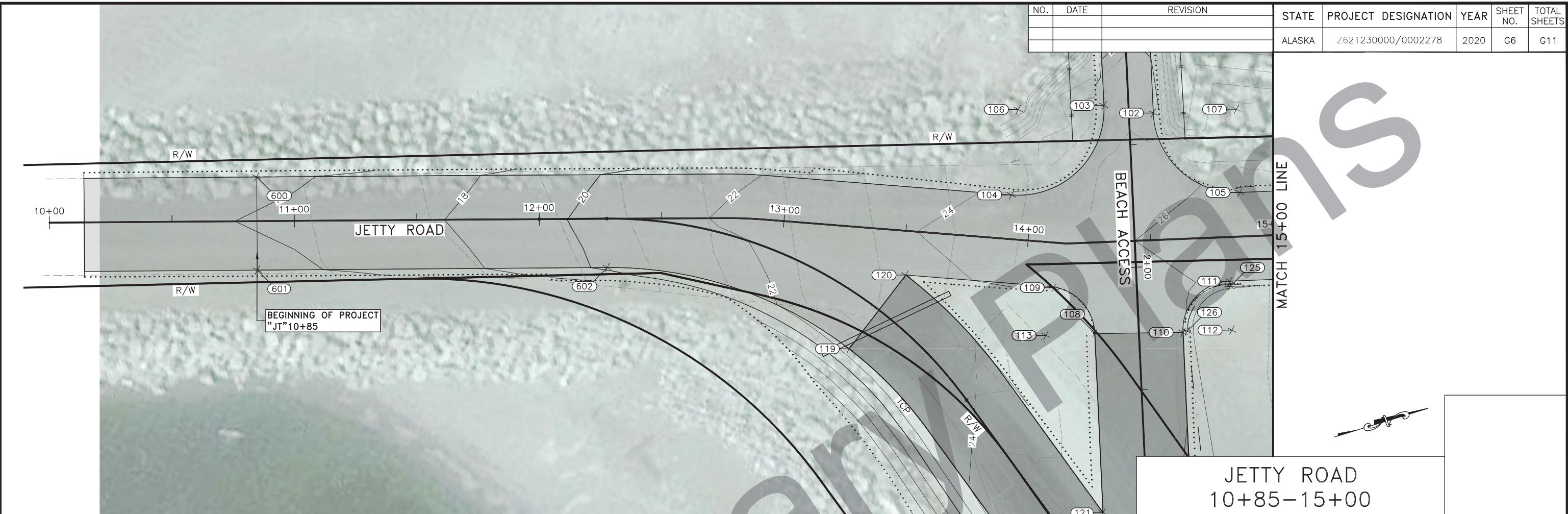
SHEET G4 CONTROL POINT TABLE

POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
400	"PT"	29+05.35	18.00 R	3839026.66	1730453.77	11.48	PC-EP
401	"PT"	29+53.79	18.00 R	3839074.50	1730461.37	11.78	DCA-ES
402	"PT"	29+90.94	18.00 R	3839111.19	1730467.20	12.00	PT-EP
403	"PT"	30+46.04	18.00 L	3839171.26	1730440.29	12.33	PC-EP
404	"PT"	31+06.50	18.00 L	3839230.97	1730449.77	12.99	DCA-ES
405	"PT"	31+58.96	18.00 L	3839285.01	1730459.88	13.69	PT-EP
406	"PT"	32+01.85	18.00 L	3839328.44	1730481.69	13.98	PC-EP
407	"PT"	32+01.96	57.68 L	3839351.96	1730449.73	11.48	RP
408	"NP"	32+27.95	40.32 L	3839367.03	1730486.45	14.09	PT-EP
409	"NP"	32+57.23	57.23 L	3839404.21	1730509.11	13.95	PC-EP
410	"PT"	32+84.99	58.00 L	3839420.77	1730545.52	11.48	RP
411	"PT"	32+84.79	18.00 L	3839382.50	1730557.16	14.75	PT-EP
412		29+34.59	54.71 R	3839049.78	1730494.61	0.00	PT
413		29+29.84	69.45 R	3839042.77	1730508.43	0.00	END
414		29+45.02	73.86 R	3839057.07	1730515.16	0.00	END
415		29+52.87	46.84 R	3839069.07	1730489.70	0.00	PT
416		30+86.50	58.05 L	3839217.49	1730407.08	0.00	PT
417		31+26.50	58.06 L	3839257.00	1730413.34	0.00	END



SHEET G5 CONTROL POINT TABLE							
POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
500	"PR"	36+95.19	18.00 R	3839448.61	1730966.36	0.00	EP

PEDESTRIAN PATH CONTROL POINT TABLE							
POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
1000	"SP"	20+69.57	18.01 L	3838285.75	1730092.82	9.96	EP
1001	"SP"	0+00.00	0.00 R	3838299.85	1730102.17	9.79	EP
1002	"SP"	9+72.21	0.09 R	3839189.71	1730439.10	11.04	EP
1003	"SP"	9+82.24	7.06 L	3839200.71	1730433.77	11.03	EP
1004	"SP"	10+51.70	1.40 L	3839268.42	1730450.25	12.13	EP
1005	"SP"	10+43.19	9.45 L	3839261.28	1730440.97	0.00	EP
1006	"SP"	11+40.51	1.08 R	3839344.30	1730488.61	14.08	EP
1007	"SP"	11+46.53	6.14 L	3839353.67	1730489.30	14.13	EP
1008	"SP"	12+02.71	0.00 L	3839381.40	1730538.55	14.39	EP
1009	"SP"	11+97.21	7.15 L	3839384.01	1730529.92	14.22	EP
1010	"SP"	0+00.00	0.00 R	3839478.66	1730944.57	20.37	EP
1011	"SP"	0+00.00	0.00 R	3839482.18	1730953.34	13.05	EP

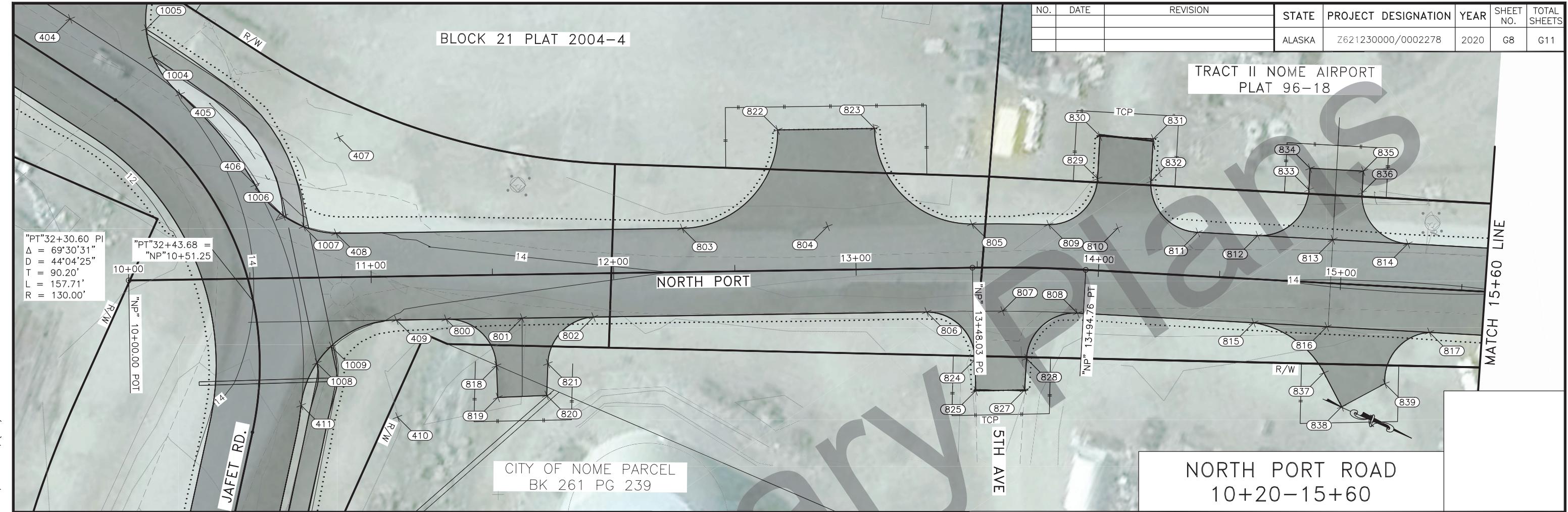


SHEET G6 CONTROL POINT TABLE							
POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
600	"JT"	10+84.70	18.00 L	3837458.22	1729320.42	15.59	EGL
601	"JT"	10+84.70	20.00 R	3837447.38	1729356.84	15.53	ECL
602	"JT"	12+27.65	19.90 R	3837584.36	1729397.60	20.23	PC



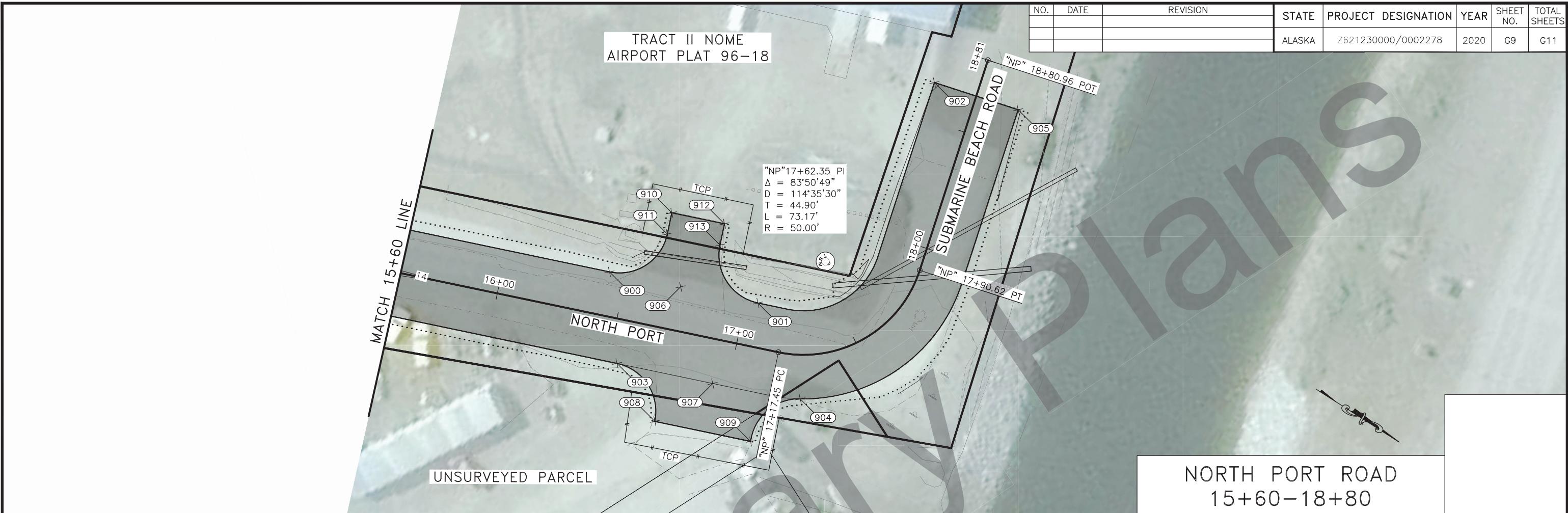
JETTY ROAD
15+00-17+11

SHEET G7 CONTROL POINT TABLE							
POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
700	"JT"	17+59.82	18.00 L	3838105.02	1729507.23	34.29	EGL
701	"JT"	17+59.82	18.00 R	3838096.32	1729542.17	34.29	EGL



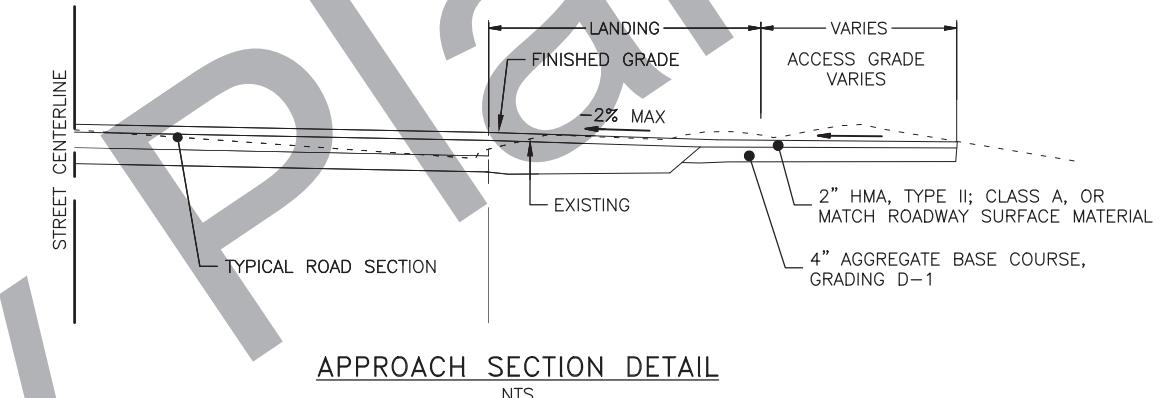
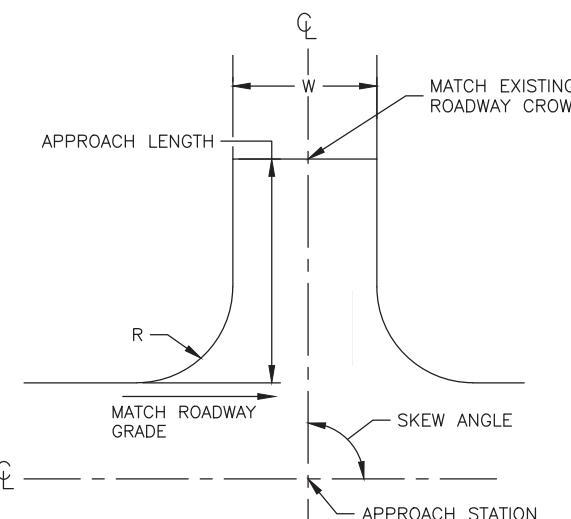
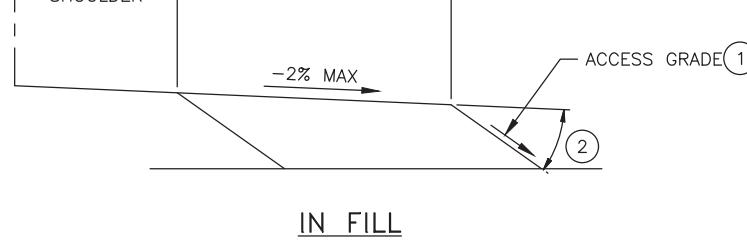
SHEET G8 CONTROL POINT TABLE							
POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
800	"NP"	11+30.68	18.00 R	3839422.89	1730500.52	13.86	PC
801	"NP"	11+62.00	18.00 R	3839451.35	1730487.43	13.79	C
802	"NP"	11+91.44	18.00 R	3839478.10	1730475.13	13.72	C
803	"NP"	12+28.52	18.04 L	3839496.72	1730426.89	13.62	PC-EP
804	"NP"	12+88.59	17.97 L	3839551.32	1730401.85	13.48	C
805	"NP"	13+48.03	18.00 L	3839605.32	1730376.99	13.34	PT-EP
806	"NP"	13+28.82	18.00 R	3839602.91	1730417.73	13.38	PC-EP
807	"NP"	13+60.46	18.00 R	3839631.39	1730404.75	13.31	C
808	"NP"	13+92.21	18.00 R	3839659.98	1730393.03	13.41	PT-EP
809	"NP"	13+78.87	18.00 L	3839634.38	1730364.42	13.35	PC-EP
810	"NP"	14+07.05	18.00 L	3839661.07	1730354.13	13.46	C
811	"NP"	14+40.06	18.00 L	3839691.95	1730342.46	13.57	PT-EP
812	"NP"	14+64.83	18.00 L	3839715.12	1730333.71	13.62	C
813	"NP"	14+95.83	18.00 L	3839744.11	1730322.75	13.67	C
814	"NP"	15+26.83	18.02 L	3839773.11	1730311.77	13.68	C
815	"NP"	14+65.08	18.00 R	3839728.08	1730367.29	0.00	C
816	"NP"	14+95.30	18.00 R	3839756.35	1730356.61	0.00	C
817	"NP"	15+37.65	18.00 R	3839795.96	1730341.64	13.68	c
818	"NP"	11+51.13	37.46 R	3839449.60	1730509.65	13.40	PT
819	"NP"	11+51.47	50.57 R	3839455.39	1730521.42	13.13	END

SHEET G8 CONTROL POINT TABLE							
POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
820	"NP"	11+71.63	50.03 R	3839473.48	1730512.50	13.15	END
821	"NP"	11+72.34	36.89 R	3839468.64	1730500.27	13.41	PT
822	"NP"	12+68.55	58.02 L	3839516.38	1730373.84	12.80	PT
823	"NP"	13+08.55	58.01 L	3839552.72	1730357.14	12.78	PT
824	"NP"	13+48.54	37.91 R	3839629.12	1730427.59	13.10	PT
825	"NP"	13+48.62	50.86 R	3839634.58	1730439.33	0.02	END
827	"NP"	13+70.43	50.43 R	3839652.87	1730430.82	13.14	END
828	"NP"	13+71.03	37.46 R	3839648.37	1730418.65	13.11	PT
829	"NP"	13+97.59	37.79 L	3839645.23	1730338.96	13.06	PT
830	"NP"	13+97.59	55.42 L	3839638.99	1730322.47	12.20	END
831	"NP"	14+19.59	55.42 L	3839659.57	1730314.70	0.08	END
832	"NP"	14+19.59	38.00 L	3839665.73	1730330.99	13.05	PT
833	"NP"	14+84.83	38.00 L	3839726.75	1730307.93	13.27	PT
834	"NP"	14+84.83	46.91 L	3839723.61	1730299.60	13.09	END
835	"NP"	15+06.83	46.91 L	3839744.19	1730291.82	13.09	END
836	"NP"	15+06.83	38.02 L	3839747.33	1730300.13	13.27	PT
837	"NP"	14+95.15	37.02 R	3839762.94	1730374.45	13.55	PT
838	"NP"	15+03.24	50.62 R	3839775.31	1730384.32	13.44	END
839	"NP"	15+20.48	40.15 R	3839787.73	1730368.43	13.44	END



SHEET G9 CONTROL POINT TABLE							
POINT #	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
900	"NP"	16+43.10	18.00 L	3839881.88	1730270.69	13.46	PC-EP
901	"NP"	17+05.10	18.00 L	3839939.87	1730248.77	13.14	PT-EP
902	"NP"	18+65.51	18.00 L	3839952.28	1730133.95	11.94	EP
903	"NP"	16+53.77	18.00 R	3839904.59	1730300.59	13.69	PC-EP
904	"NP"	17+26.78	18.00 R	3839975.54	1730272.52	13.49	PT-EP
905	"NP"	18+65.51	18.00 R	3839987.12	1730124.90	12.16	EP
906	"NP"	0+00.00	0.00	3839909.67	1730260.18	0.00	C
907	"NP"	0+00.00	0.00	3839942.00	1730286.45	0.00	C
908	"NP"	16+73.77	38.00 R	3839930.37	1730312.23	12.39	END
909	"NP"	17+13.77	38.00 R	3839967.79	1730298.09	12.39	END
910	"NP"	16+63.10	46.89 L	3839890.37	1730236.60	12.76	END
911	"NP"	16+63.10	38.00 L	3839893.51	1730244.91	12.93	PT
912	"NP"	16+85.10	46.89 L	3839910.95	1730228.82	12.76	END
913	"NP"	16+85.10	38.00 L	3839914.09	1730237.13	12.94	PT

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	G10	G11



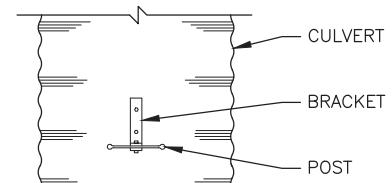
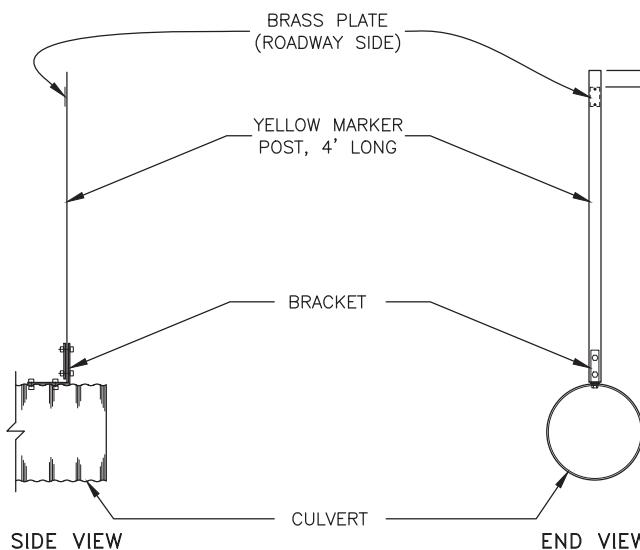
APPROACH SUMMARY									
ALIGNMENT	STATION	OFFSET	SKEW ANGLE (DEGREE)	WIDTH (FT)	LENGTH (FT)	RADIUS (FT)	LANDING LENGTH (FT)	APPROACH SURFACING	REMARKS
"PT"	16+70	RT	111	40	66	40	30	ASPHALT	
"PT"	17+66	RT	81	18	49	40	10	ASPHALT	
"PT"	17+73	LT	90	40	40	40	10	ASPHALT	
"PT"	19+09	LT	90	40	40	40	30	ASPHALT	
"PT"	19+34	RT	92	75	48	40	30	ASPHALT	
"PT"	22+71	RT	89	30	19	20	10	ASPHALT	
"PT"	23+44	RT	90	23	12	20	10	ASPHALT	
"PT"	23+97	RT	89	20	20	20	10	ASPHALT	
"PT"	25+76	RT	89	18	21	20	10	ASPHALT	
"PT"	29+54	RT	73	16	56	30 RT 40 LT	30	ASPHALT	
"PT"	31+07	LT	90	40	40	40	30	ASPHALT	
"NP"	11+62	RT	89	20	32	20	30	ASPHALT	
"NP"	12+89	LT	90	40	46	40	30	ASPHALT	
"NP"	13+60	RT	88	20	32	20	30	ASPHALT	1% LANDING SLOPE
"NP"	14+07	LT	94	22	38	20	30	ASPHALT	
"NP"	14+84	RT	121	20	32	40 RT 20 LT	30	ASPHALT	
"NP"	14+96	LT	90	22	29	20	30	ASPHALT	
"NP"	16+73	LT	90	22	29	20	30	ASPHALT	
"NP"	16+94	RT	90	40	21	20	10	ASPHALT	

APPROACH NOTES

- ① MAX RESIDENTIAL ACCESS GRADE IS 15%.
- ② MAX ALGEBRAIC DIFFERENCE FOR COMMERCIAL ACCESS GRADE: 8%
RESIDENTIAL: NONE
3. APPROACH LENGTH TIES INTO EXISTING CONDITIONS PRIOR TO FULL LANDING LENGTH.
4. SOME ACCESS GRADES, LANDINGS, AND ALGEBRAIC DIFFERENCES ARE NON STANDARD DUE TO TIE IN WITH EXISTING TERRAIN.
5. MATERIAL FOR CONSTRUCTION OF APPROACH IS PAID FOR UNDER THE RESPECTIVE PAY ITEM.

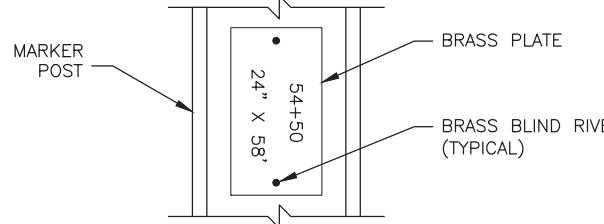
APPROACH DETAILS

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	G11	G11



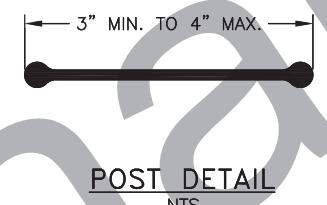
TOP VIEW

CULVERT MARKER POST DETAIL
NTS

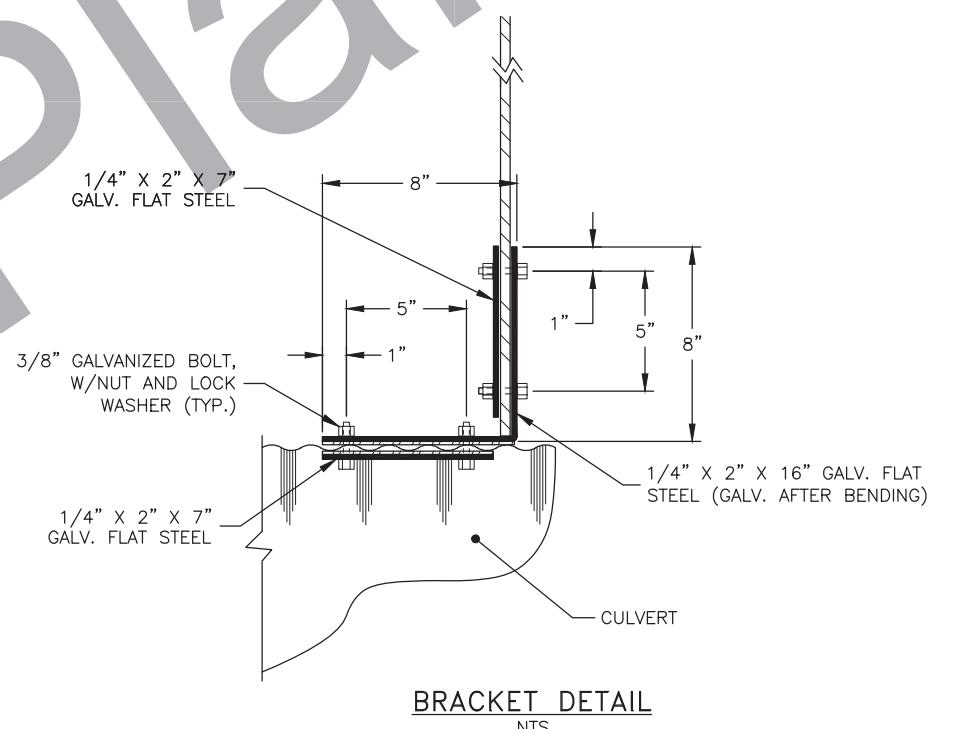


STAMP STATION AND PIPE SIZE, USING 3/8" HIGH MINIMUM LETTERS INTO A 2" X 4" X 0.064" THICK BRASS PLATE. FASTEN PLATE TO THE SIDE FACING THE ROADWAY WITH TWO 1/8" BRASS BLIND RIVETS.

BRASS PLATE DETAIL
NTS



CULVERT MARKER POST DETAILS



CULVERT SUMMARY

ALIGNMENT	STATION	LT/C/RT	603(1) - 18	603(1) - 24	INVERT	613(2) CULVERT MARKER POST	SKEW ANGLE	AS-BUILT LOCATION	STATION	LATITUDE	LONGITUDE	REMARKS
			18"	24"	IN OUT							
PT	11+54	C		60	20.76' 18.87'	2	24° LHF					
PT	13+58	C		56	23.50' 22.59'	2						
PT	20+35	C	70		7.29' 7.24'	2	36° LHF					
PT	29+40	C		92	7.42' 5.81'	2	17° LHF					
PT	32+77	C	64		11.82' 11.25'	2	6° RHF					
NP	16+76	LT	42		10.67' 10.56'				.			
NP	17+87	C		81	7.13' 9.30'	2	26° RHF					
		TOTAL	176	289		12						

CULVERT DETAILS

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H1	H10

SIGN SUMMARY

LOC. NO	ALIGNMENT	STATION	OFFSET (FT)	LOCATION		ASDS CODE	LEGEND	SIZE HXV (INCHES)	BRACING/FRAMING		AREA (SQFT.)	MTG. HGT. (FT.)	DIR.	POST			REMARKS
				LT.	RT.				BRACED	FRAMED				TYPE	SIZE (INCHES)	NO.	
1	BA	01+51	29.6		X	R1-1	STOP	30X30	X		6.3		W	TS	3	1	
2	BA	02+22	32.4	X		R1-1	STOP	30X30	X		6.3		E	TS	3	1	
3	BA	02+79	24.0	X	R1-2		YIELD	36X36X36	X		3.9		N/E	TS	3	1	
4	NF	01+27	27.7	X		R1-2	YIELD	36X36X36	X		3.9		S/E	TS	3	1	
5	NF	03+17	24.0	X	R1-2		YIELD	36X36X36	X		3.9		W	TS	3	1	
6	PT	11+64	24.0	X		R1-2	YIELD	36X36X36	X		3.9		N/W	TS	3	1	
7	PT	16+28	29.9	X		W8-6	TRUCK CROSSING	30X30	X		6.3		N/E	TS	3	1	
8	PT	18+32	27.8		X	R2-1	SPEED LIMIT 25	24X30	X		5.0		S/W	TS	2	1	
9	PT	18+43	30.0	X		SPECIAL1	CAUSEWAY, BEACH ACCESS, NORTH JETTY	74X35	X		18.0		N/E	TS	3	2	
10	PT	20+33	28.6		X	W11-2	PEDESTRIAN CROSSING	30X30	X		6.3		S/W	TS	3	1	
11	PT	21+15	24.0	X		W11-2	PEDESTRIAN CROSSING	30X30	X		6.3		N/E	TS	3	1	
12	PT	29+89	28.7		X	D3-100	PORT RD	26X8	X		1.4		E	TS	3.5	1	
						D3-100	SATELLITE DR	36X8			2.0		S				
						R1-1	STOP	30X30			6.3		E				
						W11-15P	TRAIL CROSSING	24X18			3.0		N				
13	PT	30+40	30.0		X	W1-10R	CURVE AND INTERSECTION	36X36	X		9.0		S	TS	3	1	
						W13-P	25 MPH	18X18			2.3		S				
14	PT	33+97	15.0	X		W1-10L	CURVE AND INTERSECTION	36X36	X		9.0		E	TS	3	1	
						W13-1P	25 MPH	18X18			2.3		E				
15	PT	33+98	30.0		X	R2-1	SPEED LIMIT 25	24X30	X		5.0		W	TS	2	1	
16	NP	10+78	30.1	X		D3-100	PORT RD	26X8	X		1.4		N/E	TS	3	1	
						D3-100	JAFET RD	28X8			1.6		N				
						R1-1	STOP	30X30			6.3		N/W				
17	NP	15+38	30.0	X		R2-1	SPEED LIMIT 25	24X30	X		5.0		S/E	TS	2	1	
18	NP	17+23	24.0		X	D3-100	PORT RD	26X8	X		1.4		E	TS	3	1	
						R1-1	STOP	30X30			6.3		E				
19	NP	17+33	24.0		X	W1-8L	CHEVRON	18X24	X		3.0		S	TS	3	1	
						W1-8R	CHEVRON	18X24			3.0		W				
20	NP	17+58	30.0		X	W1-8L	CHEVRON	18X24	X		3.0		S/E	TS	3	1	
						W1-8R	CHEVRON	18X24			3.0		N/W				
21	NP	17+84	30.0		X	W1-8L	CHEVRON	18X24	X		3.0		E	TS	3	1	
						W1-8R	CHEVRON	18X24			3.0		N				
TOTAL											150					22	

SIGNING & STRIPING SUMMARY
& NOTES (1 OF 2)

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H2	H10

SIGNING NOTES:

1. REMOVE AND DISPOSE OF ALL EXISTING SIGNS AND FOUNDATIONS WITHIN THE PROJECT LIMITS, EXCEPT THOSE DESIGNATED FOR REINSTALLATION, SALVAGE OR OTHERWISE NOTED.
2. OFFSET DISTANCES LISTED ARE FROM DESIGN CENTERLINE TO SIGN CENTERLINE.
3. MOUNTING HEIGHTS ARE PER STANDARD DRAWING S-05.02. UNLESS OTHERWISE NOTED.
4. DETERMINE POST LENGTHS IN THE FIELD. DO NOT EXTEND POSTS ABOVE TOP OF SIGN.
5. INSTALL "TUBE POST SIGN BRACING" AS SHOWN ON STANDARD DRAWING S-01.02 ON ALL SIGNS, EXCEPT D3-100 SERIES AND SPECIAL 1 SIGNS, MOUNTED ON A SINGLE PST POST AND HAVING A HORIZONTAL DIMENSION OF 30 INCHES OR GREATER. USE GALVANIZED 3/8" BOLTS, SPLIT LOCK WASHERS AND NUTS. STAINLESS STEEL FASTENER HARDWARE MAY BE USED INSTEAD OF GALVANIZED. 1/4"X1-1/2" ALUMINUM ALLOY 6061-T6 BAR MAY ALSO BE USED TO FABRICATE SIGN BRACES.
6. STOP (R1-1) SIGN LOCATIONS, ESPECIALLY THOSE AT LARGE RADIUS INTERSECTIONS, MAY NEED ADJUSTMENT IN THE FIELD. THE ENGINEER WILL APPROVE FINAL LOCATIONS.
7. 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.
8. INSTALL D3-100 SERIES SIGNS PER DETAILS IN STANDARD DRAWING S-20.10.
9. MAINTAIN EXISTING SIGNS UNTIL NEW SIGNS ARE INSTALLED. DO NOT LEAVE DUPLICATE OR CONFLICTING SIGNING UP AT ANY TIME.
10. USE SERIES C LETTERS, SERIES 2000 FOR D3-100 SERIES SIGNS UNLESS OTHERWISE NOTED.
11. USE A 3.5" HORIZONTAL SPACING BETWEEN WORDS, AND BETWEEN WORDS AND NUMBERS ON D3-100 SIGNS UNLESS OTHERWISE NOTED.
12. LOCATE AND PROTECT ALL EXISTING UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO: LIGHTING SYSTEMS, SANITARY SEWERS, WATER SYSTEMS, AND TELEPHONE AND ELECTRICAL CABLES, PRIOR TO INSTALLING SIGN POSTS. NOT ALL EXISTING UTILITIES MAY BE SHOWN ON THE PLANS.
13. 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.
14. ALL SIGNS NOTED FOR REMOVAL AND REINSTALLATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IF THEY ARE DAMAGED DURING THE RELOCATION EFFORT.
15. ALL FASTENER HARDWARE SHALL MEET THE REQUIREMENTS OF THE FASTENER SPECIFICATION TABLE ON S-20.10.

PAINTED TRAFFIC MARKINGS			
DESCRIPTION	QTY	UNIT	REMARKS
4"DY	3690	LF	
4"W	7308	LF	
8"W	122	LF	
24"W	167	LF	
LENGTH TOTAL	11287	LF	
WHITE CHEVRONS	70	SF	
AREA TOTAL	70	SF	

STRIPING NOTES:

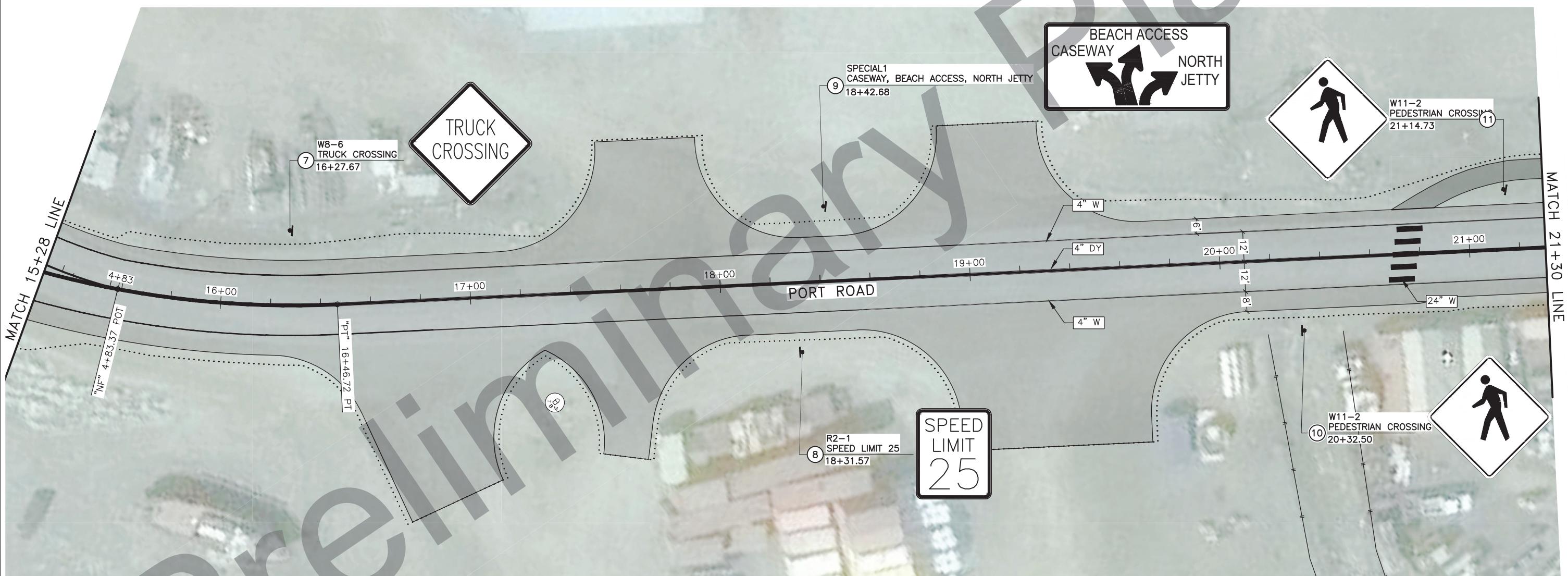
1. ALL PROPOSED PAVEMENT MARKINGS SHALL BE PAINTED TRAFFIC MARKING.
2. DIMENSIONS REFER TO THE CENTER OF STRIPE OR STRIPE GROUP, EDGE OF PAVEMENT OR LIP OF CURB WHEN PRESENT.
3. TRANSITION NEW PAVEMENT MARKINGS TO MATCH EXISTING MARKINGS AT A 100:1 TAPER ON THE NEW ASPHALT.
4. STATION PROVIDED FOR TURN ARROWS IS THE LEADING EDGE OF THE ARROW.

SIGNING & STRIPING SUMMARY
& NOTES (2 OF 2)

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H3	H10



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H4	H10



TRAFFIC MARKING KEY:

- | | |
|-------|-----------------------|
| 4" W | 4" DOUBLE YELLOW LINE |
| 4" DY | 4" WHITE LINE |
| 8" W | 8" WHITE LINE |
| 24" W | 24" WHITE LINE |
| STD | STANDARD DRAWING |

SIGN SYMBOL KEY:

- # SIGN CODE(S)
- STATION
- SIGNING LOCATION #

PORT ROAD SIGNING &
STRIPING PLAN (2 OF 4)

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H5	H10

Preliminary Plans

TRAFFIC MARKING KEY:

- [Box] 4"DY 4" DOUBLE YELLOW LINE
- [Box] 4"W 4" WHITE LINE
- [Box] 8"W 8" WHITE LINE
- [Box] 24"W 24" WHITE LINE
- [Box] STD STANDARD DRAWING

SIGN SYMBOL KEY:

- # SIGN CODE(S)
- STATION
- SIGNING LOCATION #

PORT ROAD SIGNING &
STRIPING PLAN (3 OF 4)

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H6	H10

Plans

TRAFFIC MARKING KEY:

- [4"DY] 4" DOUBLE YELLOW LINE
- [4"W] 4" WHITE LINE
- [8"W] 8" WHITE LINE
- [24"W] 24" WHITE LINE
- [STD] STANDARD DRAWING

SIGN SYMBOL KEY:

- # SIGN CODE(S)
- STATION
- SIGNING LOCATION #

PORT ROAD SIGNING &
STRIPPING PLAN (4 OF 4)

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H7	H10

Preliminary Plans

The map shows a road alignment for JAFET ROAD. Key features include:

- W1-10L, W13-1P CURVE & INT., 25 MPH** at station 33+96.77.
- END OF BRIDGE** at station 36+00.
- SNAKE RIVER BRIDGE** spanning the river.
- JAFET ROAD** alignment.
- MATCH 33+29 LINE** indicated by a vertical line.
- R2-1 SPEED LIMIT 25** at station 33+98.13.
- TRAFFIC MARKING KEY:**
 - 4"DY
 - 4"W
 - 8"W
 - 24"W
 - STD
- SIGN SYMBOL KEY:**
 - # SIGN CODE(S)
 - STATION
 - SIGNING LOCATION #
- SIGNING LOCATION #** indicated by a callout pointing to a location on the map.

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H8	H10

Preliminary Plans

TRAFFIC MARKING KEY:

- [Box] 4"DY 4" DOUBLE YELLOW LINE
- [Box] 4"W 4" WHITE LINE
- [Box] 8"W 8" WHITE LINE
- [Box] 24"W 24" WHITE LINE
- [Box] STD STANDARD DRAWING

SIGN SYMBOL KEY:

- [Circle with #] SIGN CODE(S)
- [Circle with #] STATION
- [Line with arrow] SIGNING LOCATION #

NORTH PORT ROAD
10+20-15+60

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H9	H10



TRAFFIC MARKING KEY:

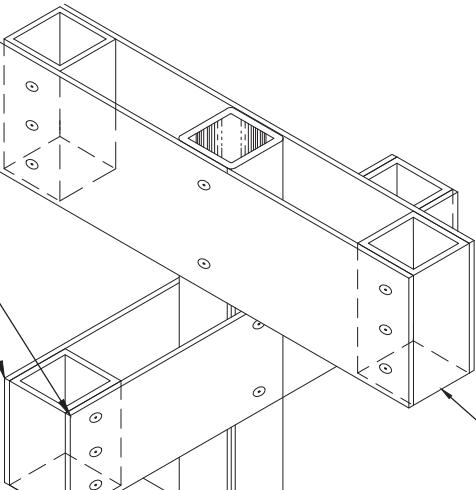
- [Symbol: 4" DY] 4" DOUBLE YELLOW LINE
- [Symbol: 4" W] 4" WHITE LINE
- [Symbol: 8" W] 8" WHITE LINE
- [Symbol: 24" W] 24" WHITE LINE
- [Symbol: STD] STANDARD DRAWING

SIGN SYMBOL KEY:

- [Symbol: Circle with #] SIGN CODE(S)
- [Symbol: Circle with #] STATION
- [Symbol: Line with #] SIGNING LOCATION #

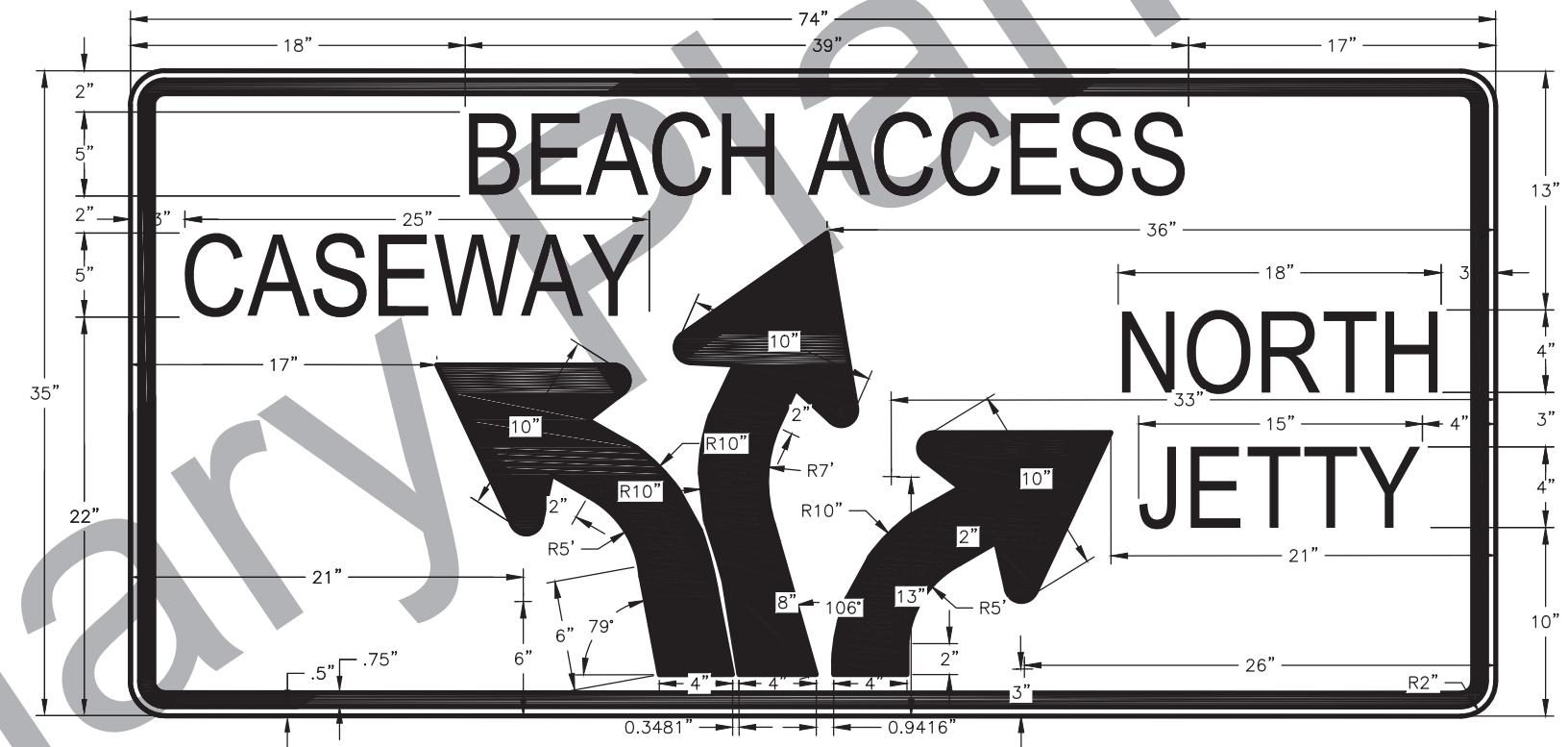
NORTH PORT ROAD
15+60-18+80

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	H10	H10

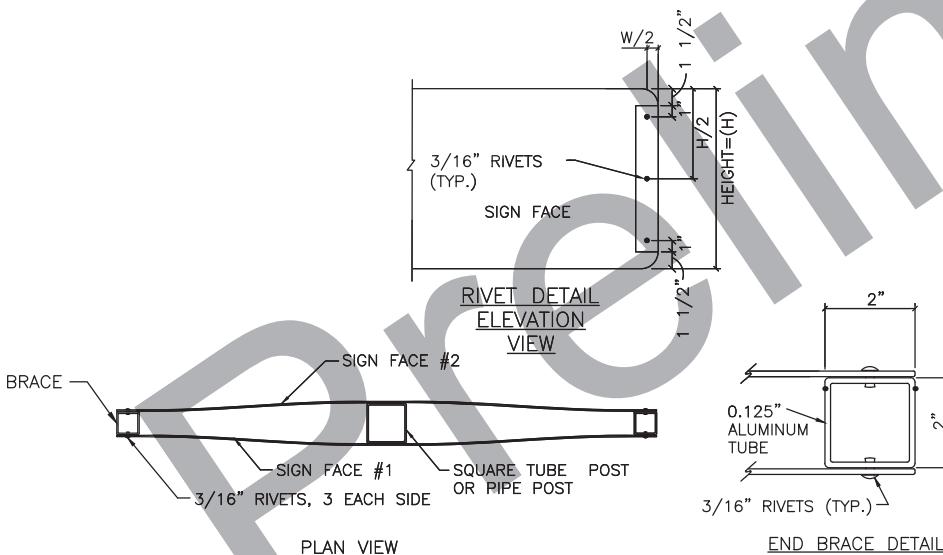


STOP

STREET NAME SIGN



SPECIAL SIGN 1
CASEWAY, BEACH ACCESS, NORTH JETTY



SMALL STREET NAME SIGN
(D3-1, D3-100A, D3-100) BRACING DETAILS

SIGN DETAILS

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000 / 0002278	2020	Q1	Q6

GENERAL NOTES:

1. READ AND COMPLY WITH THE CONSTRUCTION GENERAL PERMIT (CGP) AND SECTION 641 OF THE PROJECT SPECIFICATIONS.
2. A SWPPP AND HMCP ARE REQUIRED FOR THIS PROJECT.
3. EROSION AND SEDIMENT CONTROL FEATURES MUST BE BASED ON THE DOT&PF MANUAL ALASKA STORM WATER POLLUTION PREVENTION PLAN GUIDE (MARCH 2017 OR LATEST VERSION) AND LATEST BMPs.
4. INITIATE EROSION AND SEDIMENT CONTROLS PRIOR TO ANY EARTH DISTURBING ACTIVITIES.
5. STOCKPILE AND STAGING LOCATIONS MUST BE RECLAIMED TO THEIR ORIGINAL CONDITION. STOCKPILES AND/OR STAGING AREAS ARE NOT ALLOWED IN WETLANDS.
6. ENSURE LOADS ARE STABLE OR COVERED SO THAT NO MATERIAL ESCAPES DURING HAULING ACTIVITIES.
7. CONTRACTOR WILL WATER EXPOSED SOILS TO MITIGATE FUGITIVE DUST AS NECESSARY.
8. NORTH OF STATION 29+00, VEGETATIVE BUFFER IS THE PREFERRED METHOD OF PERIMETER CONTROL. WHERE VEGETATION LIMITS (NOT INCLUDING WETLANDS) DO NOT MEET CRITERIA OF BMP – 38.00, ALTERNATIVE BMP MUST BE INSTALLED FOR PERIMETER CONTROL.
9. ALL CONSTRUCTION ACTIVITIES MUST COMPLY WITH THE MIGRATORY BIRD TREATY ACT TO PREVENT THE KILLING OR TAKING OF MIGRATORY BIRDS OR ANY PART, NEST OR EGGS. THE NESTING SEASON FOR THE SEWARD PENINSULA IS MAY 10TH THROUGH JULY 20TH. SEE THE US FISH AND WILDLIFE SERVICES "LAND CLEARING TIMING GUIDANCE FOR ALASKA" FOR MORE INFORMATION.

ESCP LEGEND:

R/W	RIGHT OF WAY
	SURFACE WATER FLOW DIRECTION
	PERIMETER CONTROL – FIBER ROLL, VEGETATIVE BUFFER OR SILT FENCE (BMP 10.01 OR 20.00, DOT&PF SWPPP GUIDE) OR FUNCTIONAL EQUIVALENT TO MANUFACTURER'S SPECIFICATIONS.
	CULVERT INLET PROTECTION (SEE BMP 08.00 DOT&PF SWPPP GUIDE)
	CULVERT OUTLET PROTECTION (SEE SS-10 CALTRANS CONSTRUCTION SITE BMP MANUAL)
	VEHICLE TRACKING ENTRANCE/EXIT
	WETLANDS
	DITCH LINE
	PROPOSED FILL
	CATCH BASIN
	DISTURBED AREA



ESCP – GENERAL NOTES
AND LEGEND

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z621230000/0002278	2020	Q2	Q6

SEE SHEET Q4
FOR JETTY ROAD

EROSION CONTROL AND SEDIMENT PLAN (1 OF 5)

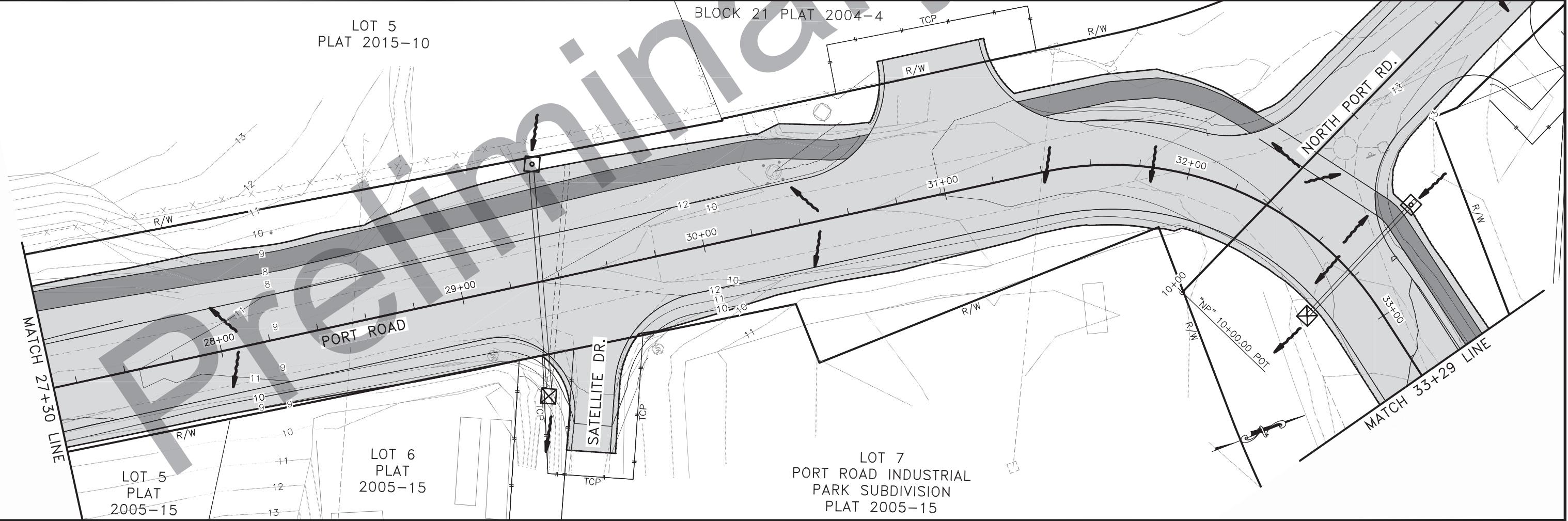
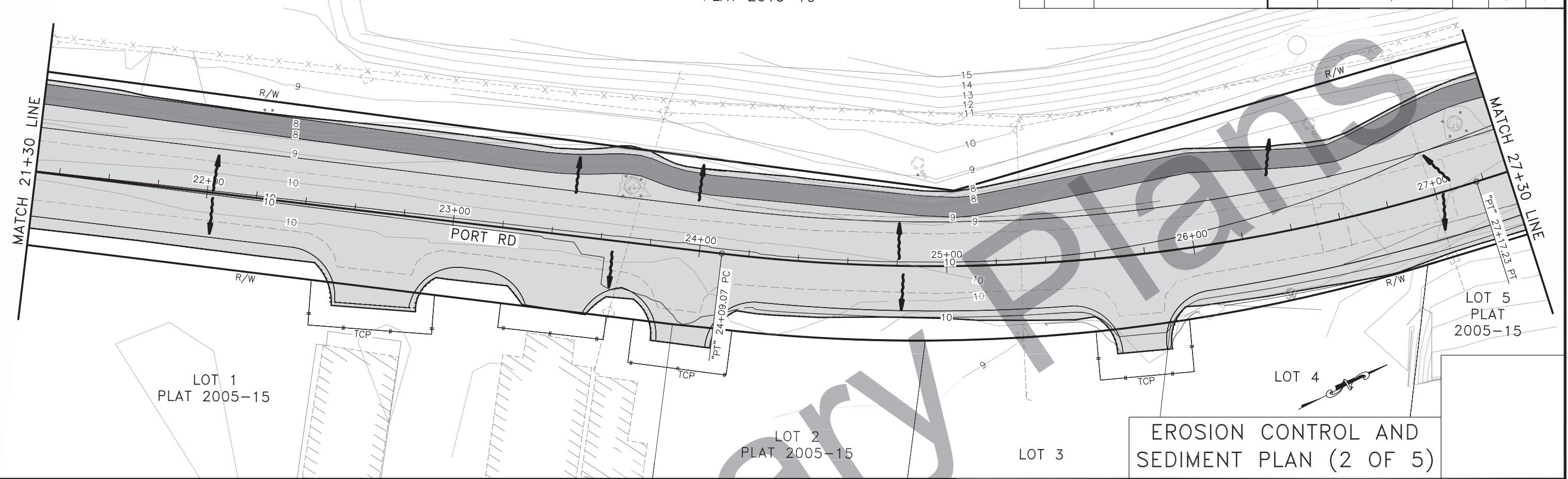
UNSUBDIVIDED REMAINDER OF USMS 410

LOT 5
PLAT 2015-10

PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC. CERT. OF AUTHORIZATION NO.: AECC605, 2700 GAMMELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200
P:\2017\17260FB\Port.Rd.Rehab\Cr\c8001\cnst\17260FB-Q2 Fri, Mar 19/21 05:20am

LOT 5
PLAT 2015-10

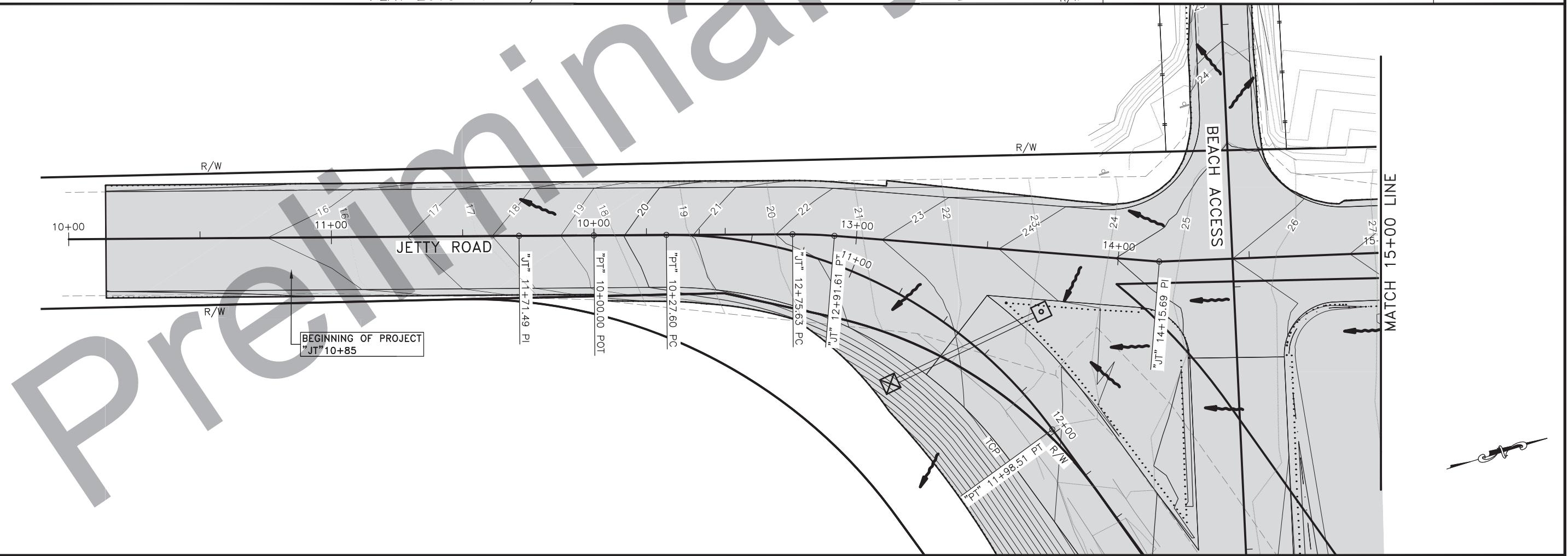
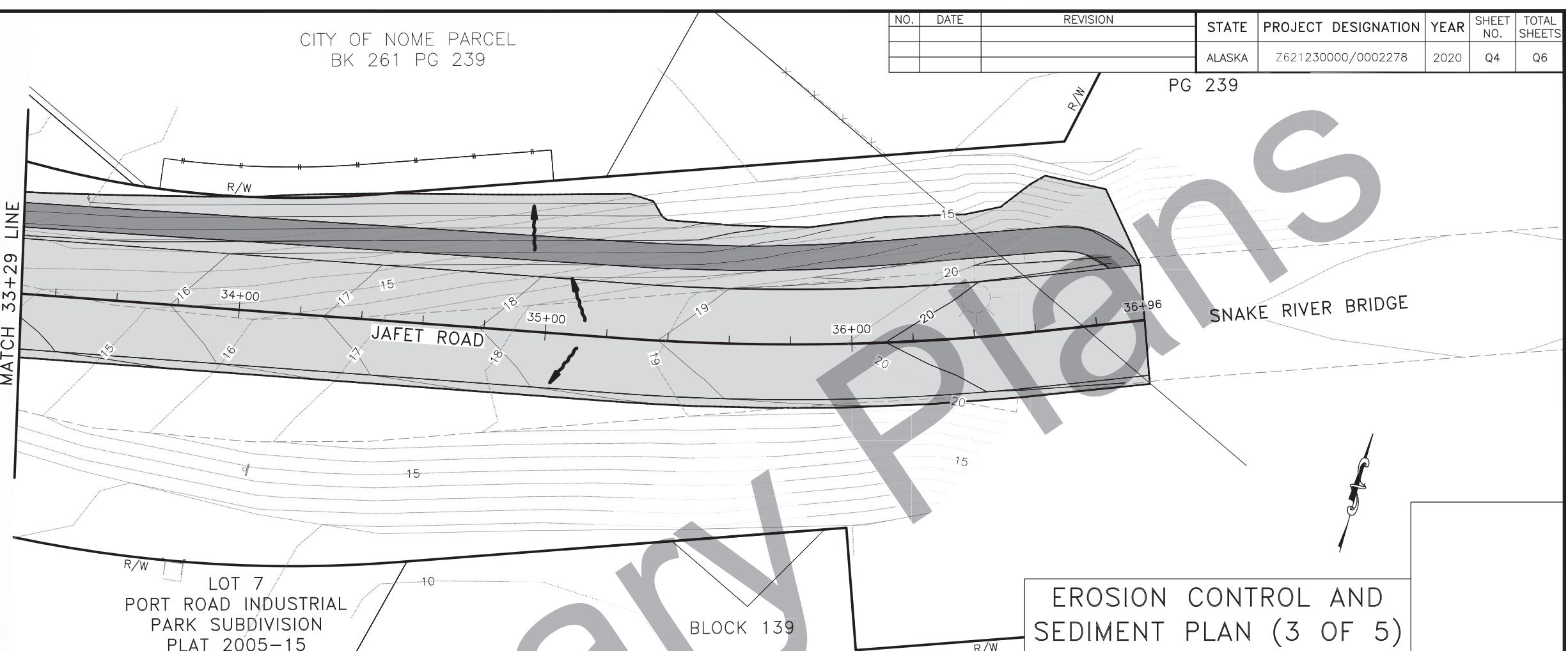
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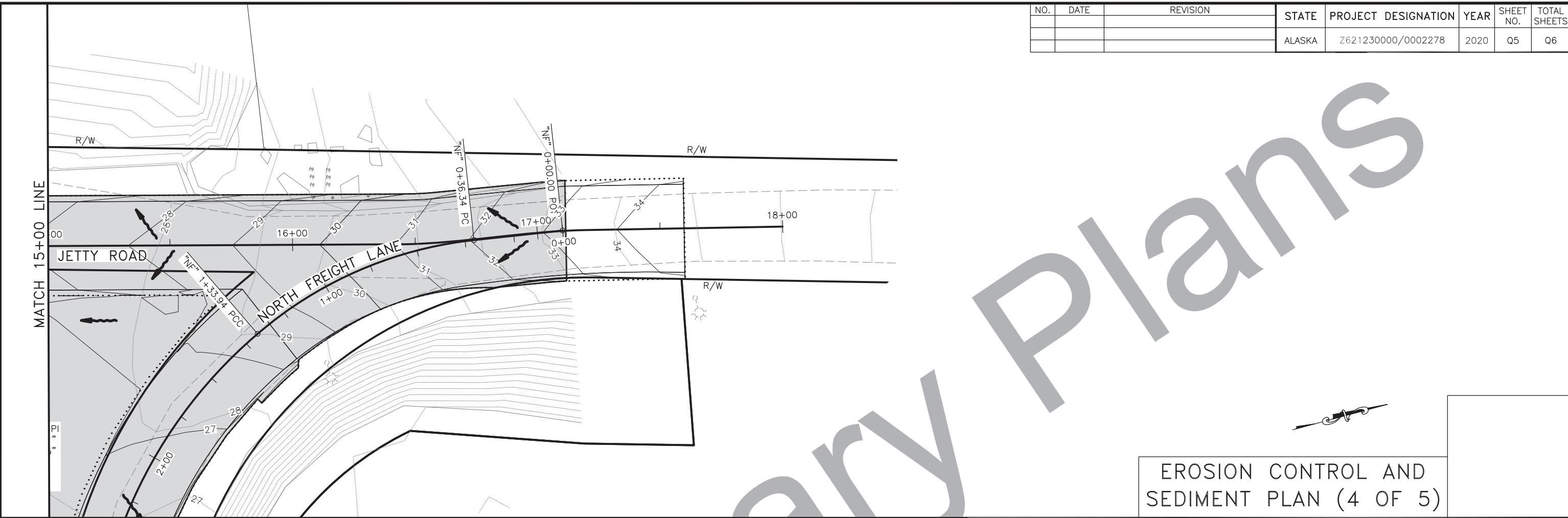
CITY OF NOME PARCEL
BK 261 PG 239

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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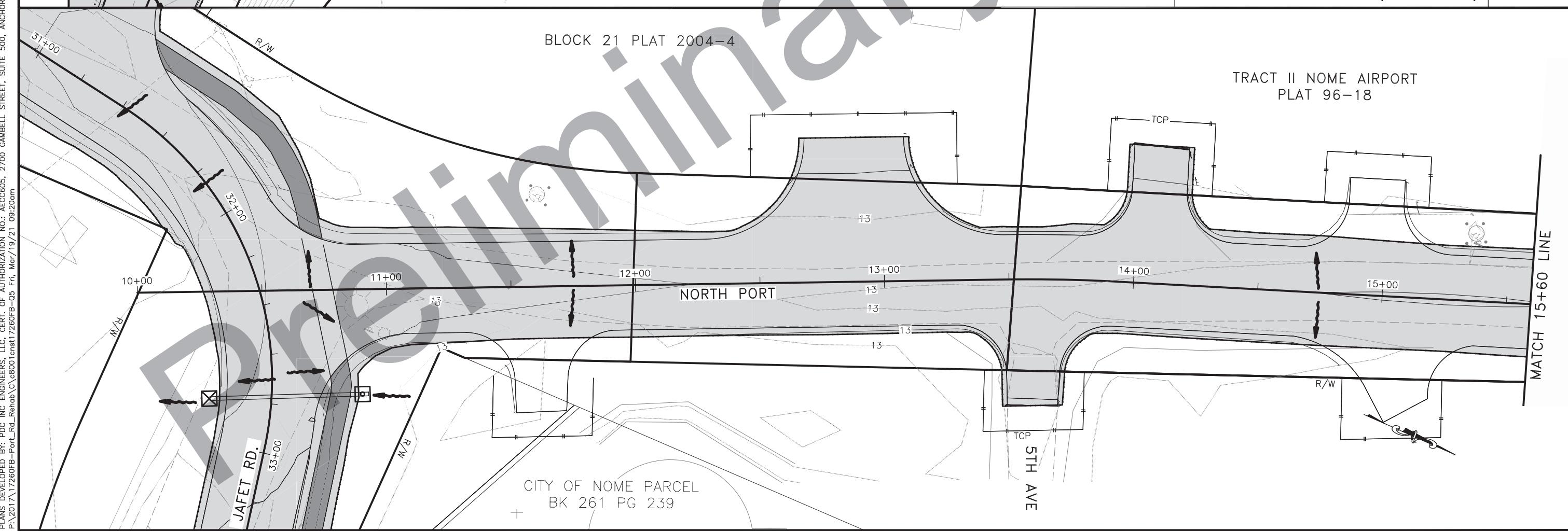
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PLANS DEVELOPED BY: PDC INC ENGINEERS, LLC, CERT. OF PLANS FOR: 1720B-Fort Rd, Anchorage, AK 99503, (907) 743-3200



EROSION CONTROL AND SEDIMENT PLAN (4 OF 5)

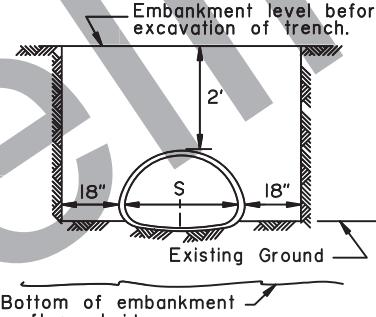
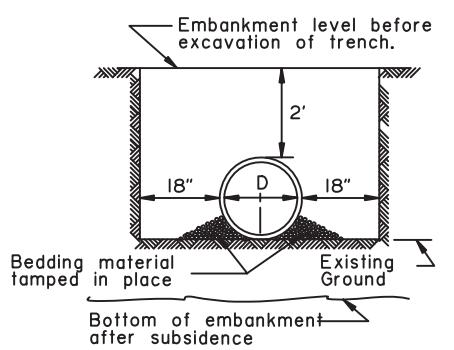
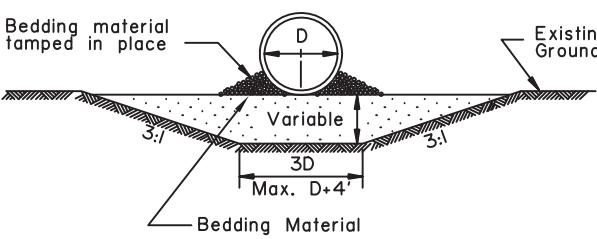
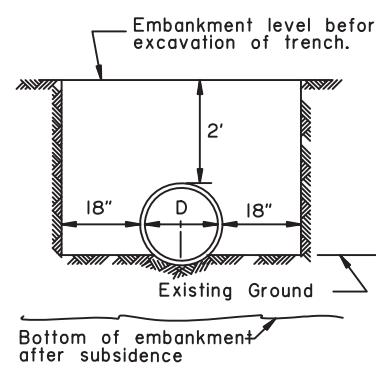
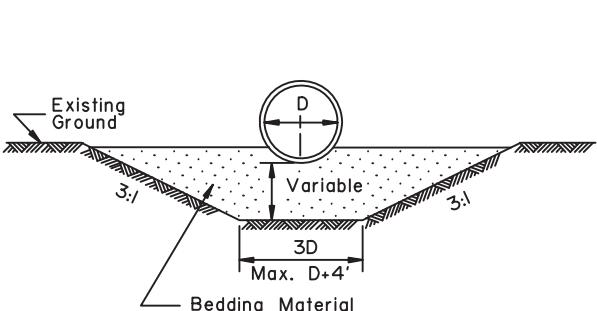
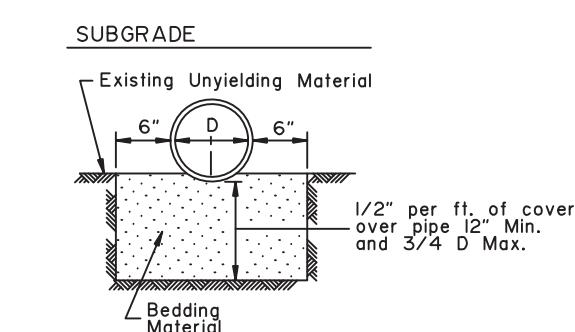
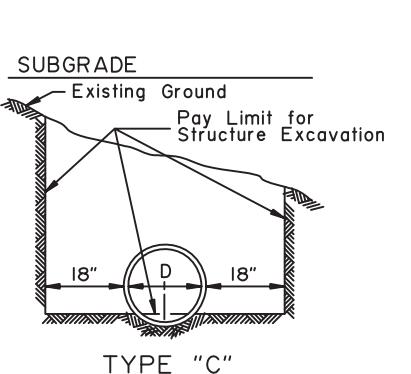


P.L. 201-172605-B: Port. Rd. Rehab C\c6001 const\72605-Q6 Ffi. Mar 9/21 09:20am
PLANS DEVELOPED BY: ING/ENGINEERS, LLC
CERT OF AUTHORIZATION NO.: AEC065, 2700 GAMMELL STREET, SUITE 500, ANCHORAGE, AK 99503, (907)743-3200

PLANS DEVELOPED By: PDC INC ENGINEERS, LLC, CER. of AUTHORIZATION No.: AECC605,
P:\2017\17260FB-Port_Rd_Rehab\C\8001cnst17260FB-Q6 Fri, Mar/19/21 09:20am

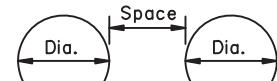
The site plan illustrates the Submarine Beach Road area, featuring the MATCH 15+60 LINE, NORTH PORT, and UNSURVEYED PARCEL. Key features include the TCP (Temporary Control Point), NP (Not Yet Plotted), PC (Planned Construction), PT (Planned Takeoff), and HW (High Water) markers. The plan shows various elevation points such as 12, 13, 14, 15, 16+00, 17+00, 17+90.62, and 18+00. A large diagonal watermark reading "Preliminary Plans" is overlaid across the map. In the bottom right corner, a box contains the text "EROSION CONTROL AND SEDIMENT PLAN (5 OF 5)".

D-01.02

SHEET
1 of 1**TYPE "B"****ARCH**

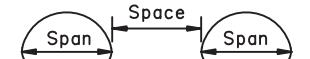
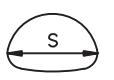
- GENERAL NOTES:**
1. Sidefill shall be placed and compacted with care under haunches of pipe and shall be brought up evenly and simultaneously on both sides of pipe to 1 foot above the top of the full length of the pipe.
 2. Alternate installation methods may only be used when specified or approved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

**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 Sds. Review
By: Date:

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

D-01.02

GENERAL NOTES:

- All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.
- The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.
- No more than one type of pipe may be used on any single installation or installation grouping.
- 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.
- See Standard Plan D-01 "Culvert Pipe & Arch Installation Details" for foundation and structural backfill details.
- 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.
- 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" 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)	
12	12	100+	100+	100+	100+	
15	12	100	100+	100+	100+	
18	12	83	100+	100+	100+	
21	12	71	89	100+	100+	
24	12	62	78	100+	100+	
27	12		69	97	100+	
30	12		62	87	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)	
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.

 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-II	5-9	31.75	0.125	24	24	
7-3	5-II	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	
II-5	7-1	31.75	0.125	30	13	
12-7	7-5	31.75	0.125	30	II	
12-II	7-6	31.75	0.125	30	II	
13-I	8-2	31.75	0.125	30	II	
13-II	8-5	31.7				

D-04.22SHEET
2 of 4

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)	
12	12	100+	100+	100+	100+	
15	12	100+	100+	100+	100+	
18	12	100+	100+	100+	100+	
21	12	100+	100+	100+	100+	
24	12	100+	100+	100+	100+	
30	12	83	100+	100+	100+	
36	12	69	86	100+	100+	
42	12	59	74	100+	100+	
48	12	51	64	91	100+	
54	12	57	80	100+	100+	
60	12					
66	12					
72	12					
78	12					
84	12					
90	12					
96	12					
102	18					
108	18					
114	18					
120	18					
126	18					
132	18					
138	18					
144	18					

Minimum & Maximum Cover for 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)	
36	12					
42	12					
48	12					
54	12					
60	12	47	59	83	100+	
66	12	43	54	76	98	
72	12	39	49	69	89	
78	12	36	45	64	82	
84	12	33	42	59	77	
90	12	31	39	55	71	
96	12	29	37	52	67	
102	18	27	34	49	63	
108	18					
114	18					
120	18					
126	18					
132	18					
138	18					
144	18					

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)	
36	12	71	88	100+	100+	
42	12					
48	12	53	66	93	100+	
54	12	47	59	82	100+	
60	12	42	53	74	96	
66	12	38	48	67	87	
72	12	35	44	62	79	
78	12	32	40	57	73	
84	12	30	37	53	68	
90	12	28	35	49	63	
96	12	26	33	46	59	
102	18	24	31	43	56	
108	18					
114	18					
120	18					
126	18					
132	18					
138	18					
144	18					

Minimum & Maximum Cover for 6" x 2" Steel Multiplate Pipe*						
Gage	12	10	8	7	5	3
Thickness	0.111	0.140	0.170	0.188	0.218	0.249
Dia. (In)	Min. (In)	Max. (Ft)				
60	12	46	67	87	100	100+
66	12	42	60	79	91	100+
72	12	38	55	73	83	100+
78	12	35	51	67	77	93
84	12	32	47	62	71	86
90	12	30	44	58	67	80
96	12	28	41	54	62	75
102	18	27	39	51	59	71
108	18	25	37	48	55	79
114	18	24	35	45	52	75
120	18	22	33	43	50	60
126	18	21	31	41	47	57
132	18	20	30	39	45	54
138	18	19	28	37	43	52
144	18	18	27	36	41	50

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

GENERAL NOTES

- All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.
- The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.
- No more than one type of pipe may be used on any single installation or installation grouping.
- 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.
- See Standard Plan D-01 "Culvert Pipe & Arch Installation Details" for foundation and structural backfill details.
- 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.
- 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 I2 of the 2017 AASHTO "LRFD Bridge Design Specifications".

CORRUGATED CIRCULAR STEEL PIPE
CORRUGATED STEEL PIPE-ARCH

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 (0.09)	21	14	
128	83	31 2/8	10 (0			

D-04.22

SHEET
3 of 4

GENERAL NOTES

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

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.

Preliminary Plans

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

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".

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

ALUMINUM SPIRAL RIB PIPE

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			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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PIPE AND ARCH TABLES

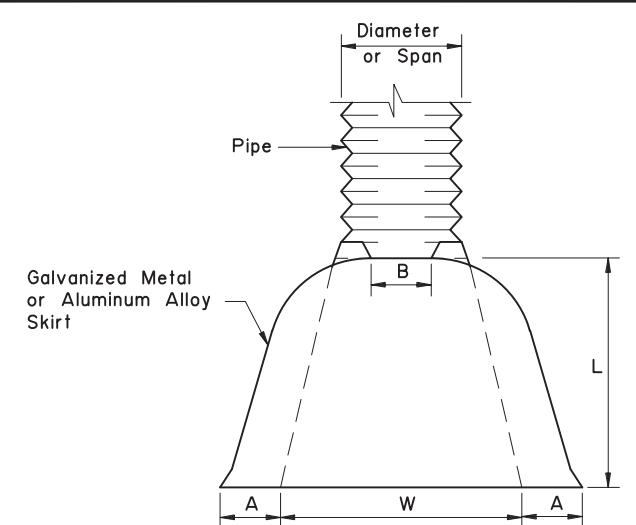
Adopted as an Alaska
Standard Plan by:*Carolyn Morehouse*Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

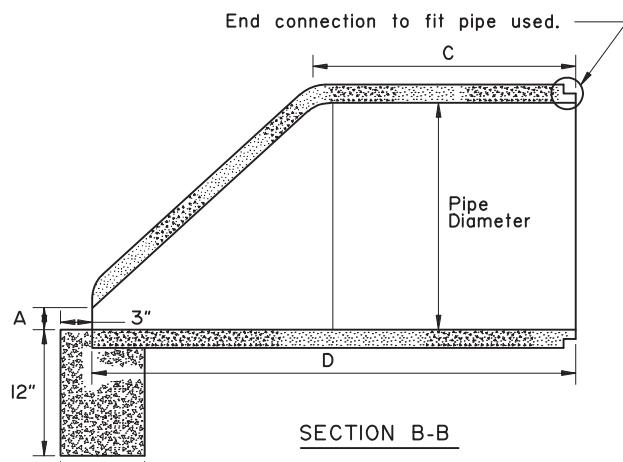
Last Code and Stds. Review
By: KLH Date: 7/8/2020

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

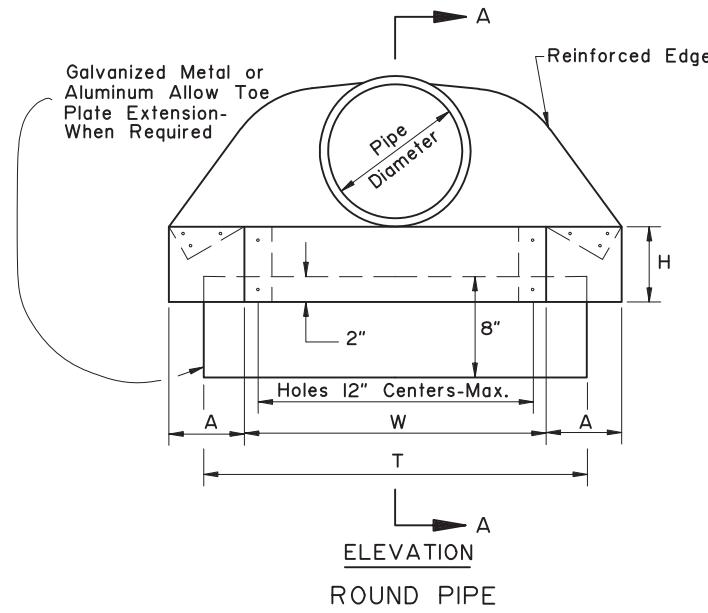
D-06.10

SHEET
1 of 3

ROUND AND PIPE ARCH

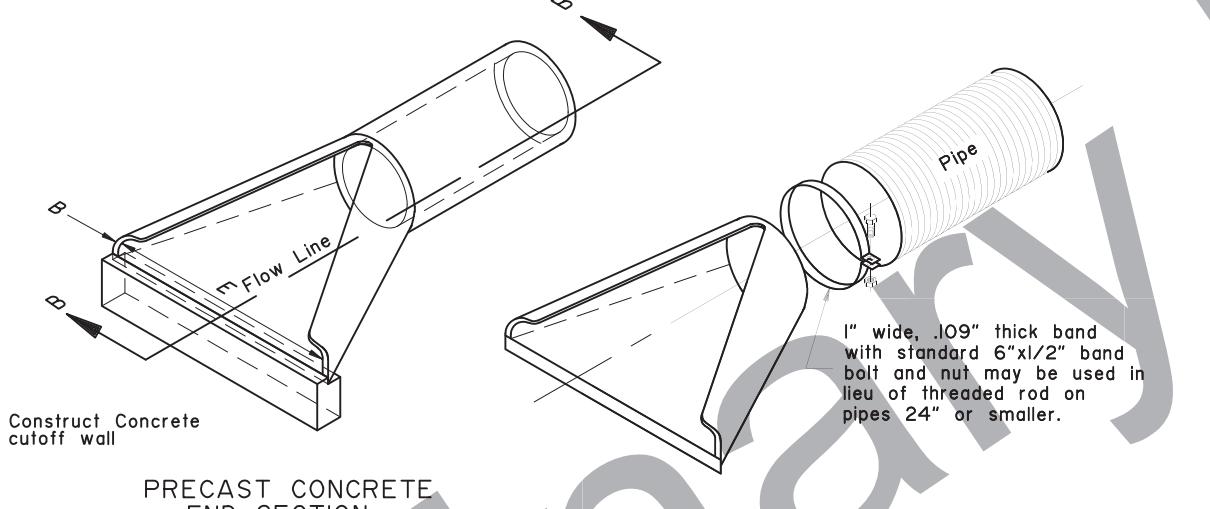


MINIMUM DIMENSIONS				
Pipe Diameter	A	B	C	D
12"	4"	1 3/4"	24"	46"
18"	9"	2"	25"	50"
24"	9 1/2"	2 1/2"	30"	72"
30"	12"	3"	20"	73"
36"	15"	3 3/8"	35"	97"
42"	21"	3 3/4"	35"	98"
48"	24"	4 1/4"	26"	98"
54"	27"	4 5/8"	33"	99"

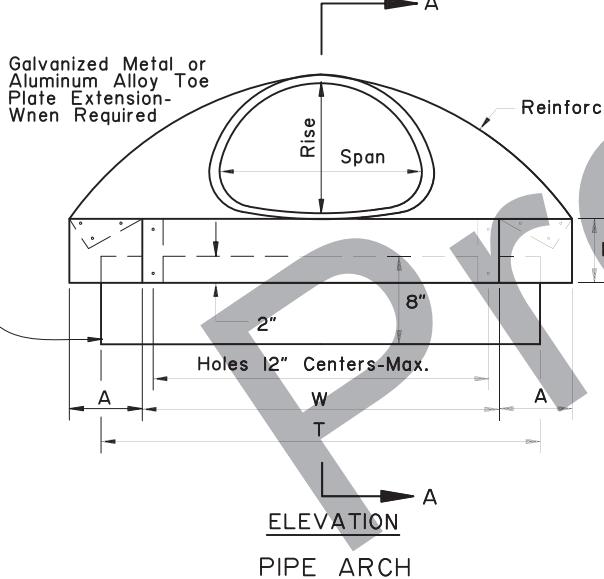


ELEVATION

ROUND PIPE

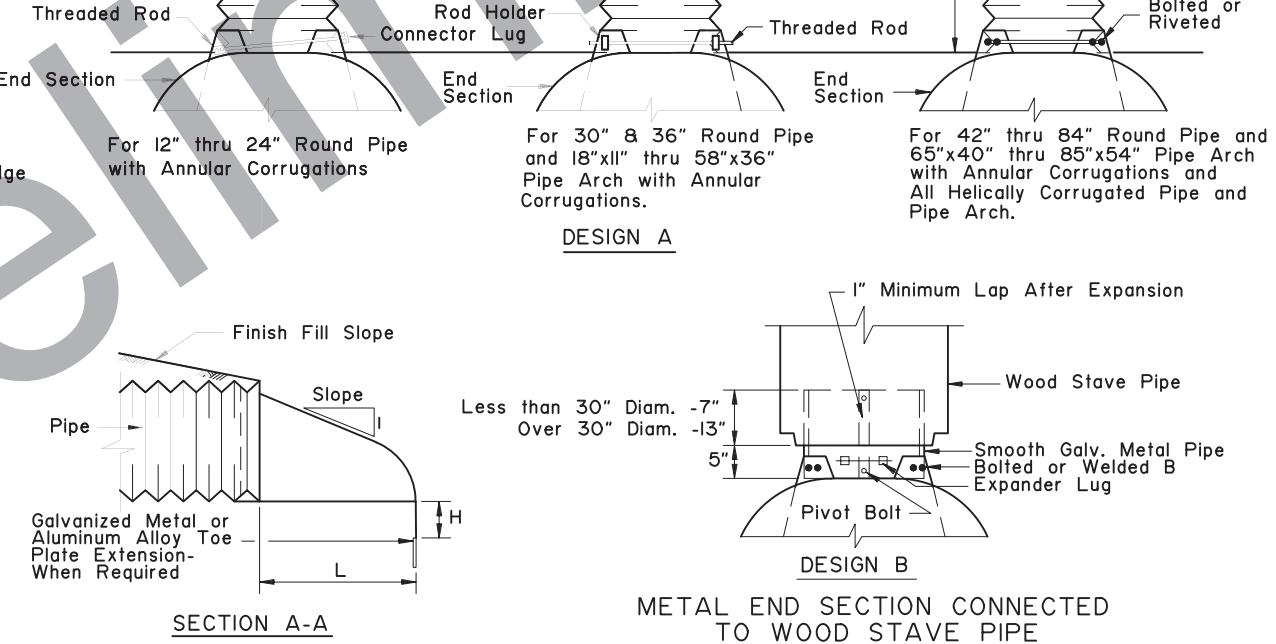


PRECAST CONCRETE END SECTION



ELEVATION

PIPE ARCH



METAL END SECTION CONNECTED TO WOOD STAVE PIPE

Pipe Diam. Inches	Thickness For Aluminum	Thk. for Galv. Metal	ROUND PIPE						Skirt	Approx. Slope
			A Tol.	B Max.	H Tol.	L Tol.	2" Tol.	2" Tol.		
12"	0.060	0.064	6"	6"	6"	21"	24"	34"	1 Pc.	2 1/2
15"	0.060	0.064	7"	8"	6"	26"	30"	40"	1 Pc.	2 1/2
18"	0.060	0.064	8"	10"	6"	31"	36"	46"	1 Pc.	2 1/2
21"	0.060	0.064	9"	12"	6"	36"	42"	52"	1 Pc.	2 1/2
24"	0.075	0.064	10"	13"	6"	41"	48"	58"	1 Pc.	2 1/2
30"	0.075	0.079	12"	16"	8"	51"	60"	70"	1 Pc.	2 1/2
36"	0.105	0.079	14"	19"	9"	60"	72"	94"	2 Pc.	2 1/2
42"	0.105	0.109	16"	22"	11"	69"	84"	106"	2 Pc.	2 1/4
48"	0.105	0.109	18"	27"	12"	78"	90"	112"	2 Pc.	2 1/4
54"	0.105	0.109	18"	30"	12"	84"	102"	122"	2 Pc.	2 1/4
60"	0.135	0.109	18"	33"	12"	87"	114"	134"	3 Pc.	2 1/4
66"	0.135	0.109	18"	36"	12"	87"	120"	142"	3 Pc.	2 1/4
72"	0.135	0.109	18"	39"	12"	87"	126"	146"	3 Pc.	2 1/4
78"		0.109	18"	42"	12"	87"	132"	152"	3 Pc.	1 1/4
84"		0.109	18"	45"	12"	87"	138"	158"	3 Pc.	1 1/4

Pipe-Arch Dimension Inches	Thickness for Aluminum	Thk. for Galv. Metal	PIPE-ARCH						Skirt	Approx. Slope
			A Tol.	B Max.	H Tol.	L Tol.	2" Tol.	2" Tol.		
17" I3"	0.060	0.064	7"	9"	6"	19"	30"	40"	1 Pc.	2 1/2
21" I5"	0.060	0.064	7"	10"	6"	23"	36"	46"	1 Pc.	2 1/2
24" I8"	0.060	0.064	8"	12"	6"	28"	42"	52"	1 Pc.	2 1/2
28" I20"	0.075	0.064	9"	14"	6"	32"	48"	58"	1 Pc.	2 1/2
35" I24"	0.075	0.079	10"	16"	6"	39"	60"	70"	1 Pc.	2 1/2
42" I29"	0.105	0.079	12"	18"	8"	46"	75"	85"	1 Pc.	2 1/2
49" I33"	0.105	0.109	13"	21"	9"	53"	85"	103"	2 Pc.	2 1/2
57" I38"	0.105	0.109	18"	26"	12"	63"	90"	114"	2 Pc.	2 1/2
64" I43"	0.105	0.109	18"	30"	12"	70"	102"	130"	2 Pc.	2 1/4
71" I47"	0.135	0.109	18"	33"	12"	77"	114"	144"	3 Pc.	2 1/4
77" I52"	0.135	0.109	18"	36"	12"	84"	120"	158"	3 Pc.	2 1/4
83" I57"	0.135	0.109	18"	39"	12"	90"	126"	170"	3 Pc.	2 1/4

GENERAL NOTES:

- Toe plate extensions will be required only when provided for on the plans. When required, the toe plate extensions shall be punched with holes to match those in lip of skirt and fastened with 3/8 inch or larger galvanized nuts and bolts and shall be the same gage as the end section.
- Galvanized Metal or Aluminum Alloy End Sections may be used on Wood Stave and Plastic Pipe.
- All 3 piece bodies shall have 12 gage sides and 10 gage center panels. Multiple panel bodies shall have lap seams which are to be tightly joined by 3/8" galvanized rivets or bolts.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

CULVERT END SECTIONS

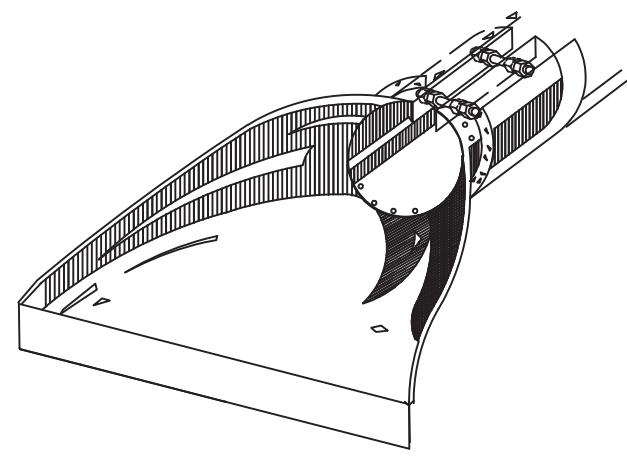
Adopted as an Alaska Standard Plan by:

 Kenneth J. Fisher, P.E.
 Chief Engineer

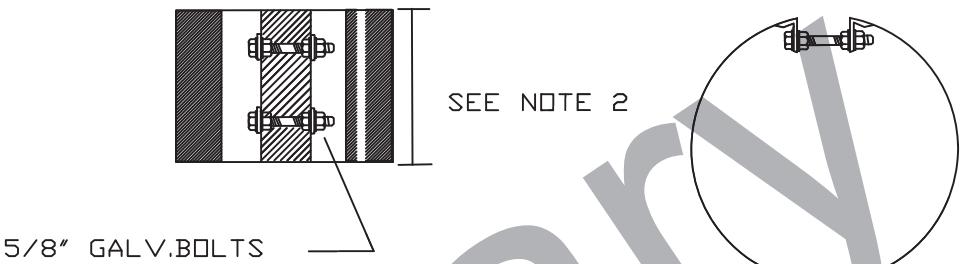
Adoption Date: 02/08/2019

Last Code and Sds. Review
 By:
 Date:

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



FOR CONNECTING CONCRETE PIPE OR CORRUGATED POLYETHYLENE PIPE TO METAL END SECTION.



METAL INSERTS FOR USE WITH CORRUGATED PLASTIC PIPE AND METAL END SECTIONS

State of Alaska DOT&PF
ALASKA STANDARD PLAN

CULVERT END SECTIONS

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

Adoption Date: 02/08/2019

Last Code and Sds. Review
By: Date:

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

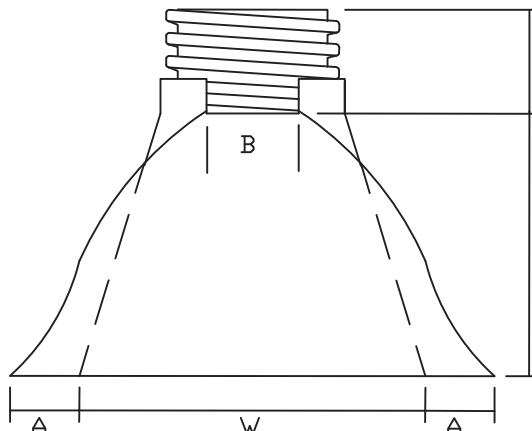
Kenneth J. Fisher
Signature

D-06.10

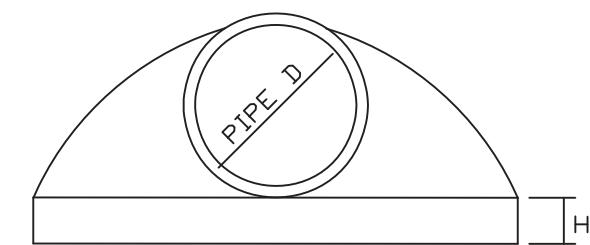
SHEET
3 of 3

GENERAL NOTES

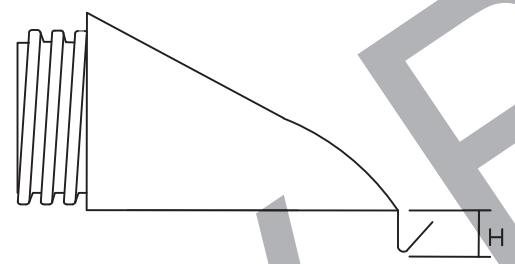
1. Plastic flared end sections may be used with HDPE corrugated culvert pipes where noted in project plans or approved by project engineer.
2. Consult manufacturer's recommendations for proper sizing and coupling devices. Recommended fasteners may include connecting bands or cinch ties. Fittings across dimension B may include threaded rods with wing nuts or bolts and washers. plastic welds may be recommended.
3. Align coupling to accommodate pipe corrugations.
4. Metal components e.g. bolts or washers must be galvanized.
5. Attachment of end section should preserve culvert alignment and not impair pipe function. Use end sections only on culvert inlet.
6. Toe plate extensions will be required only when designated on the plans.
7. End sections will not be used on HDPE culvert pipes larger than 36" unless indicated by project plans or approved by the Engineer.



TOP VIEW



END VIEW



SIDE VIEW

PIPE DIAMETER	DIMENSIONS IN MILLIMETERS				
	A<1"> ±	B MAX	H<1"> ±	L<1/2"> ±	W<2"> ±
12" and 15"	6 1/2"	10"	6 1/2"	25"	29"
18"	7 1/2"	15"	6 1/2"	32"	35"
24"	7 1/2"	18"	6 1/2"	36"	45"
30"	10 1/2"	N/A	7"	53"	68"
36"	10 1/2"	N/A	7"	53"	68"

PLASTIC END SECTION FOR CORRUGATED PLASTIC PIPEState of Alaska DOT&PF
ALASKA STANDARD PLAN

CULVERT END SECTIONS

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

Adoption Date: 02/08/2019

Last Code and Sds. Review
By: Date:

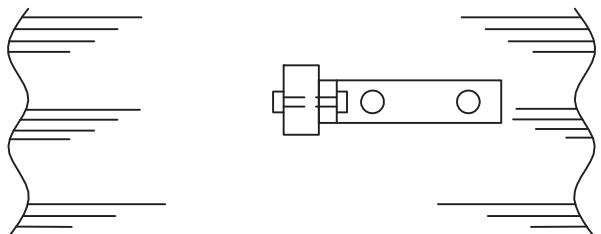
Next Code and Standards Review date: 02/08/2029

D-09.00

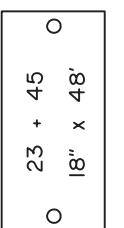
SHEET
1 of 1

DIRECTION OF TRAFFIC

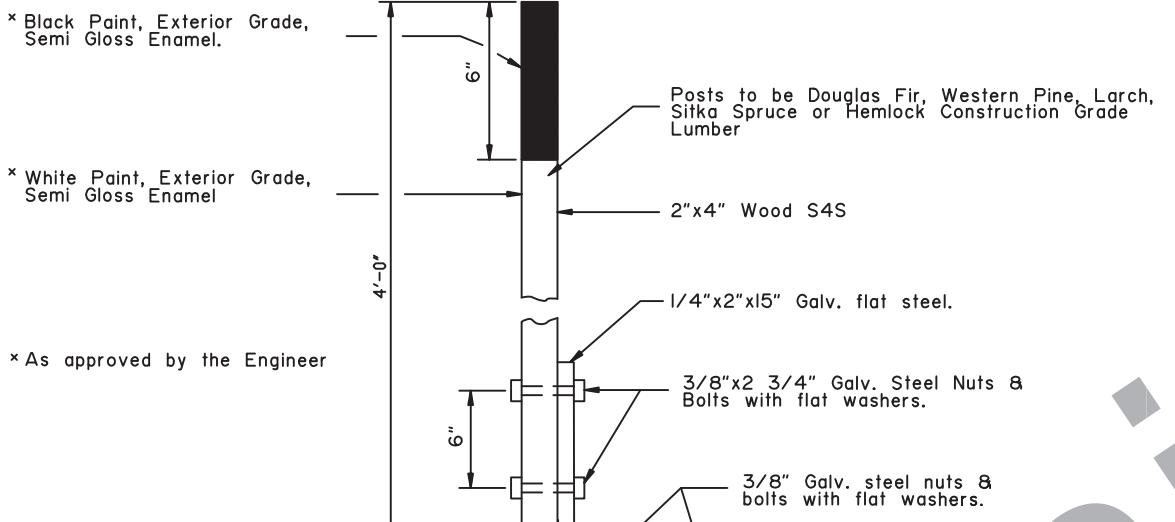
Shoulder of Road



TOP VIEW

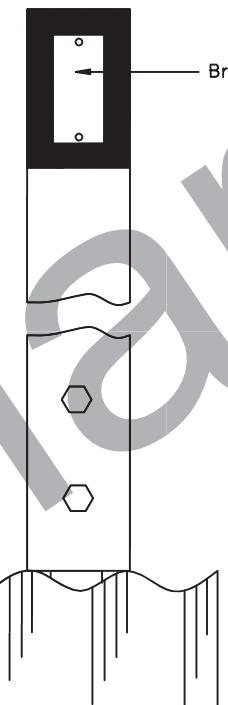


Sta. and size of Culvert to be stamped into a 2"x4"x0.064" thick brass plate, fastened, with No. 8 round head brass screws, to the marker post as shown. Plate to be on side of post facing traffic.

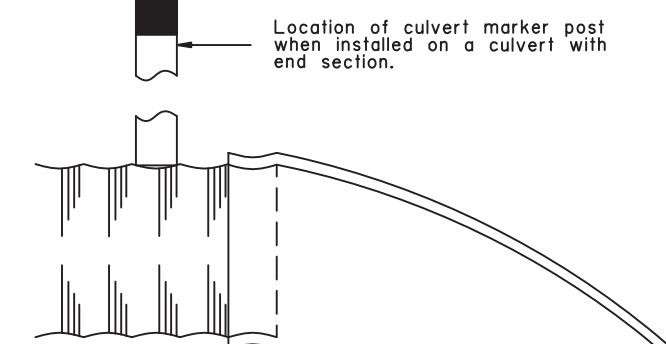


1/8"x2"x9" Galvanized Flat Steel (Not required on Concrete Pipe). Allowable Substitute: 7"x18" piece of Corrugated Pipe, same thickness & metal as Culvert

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

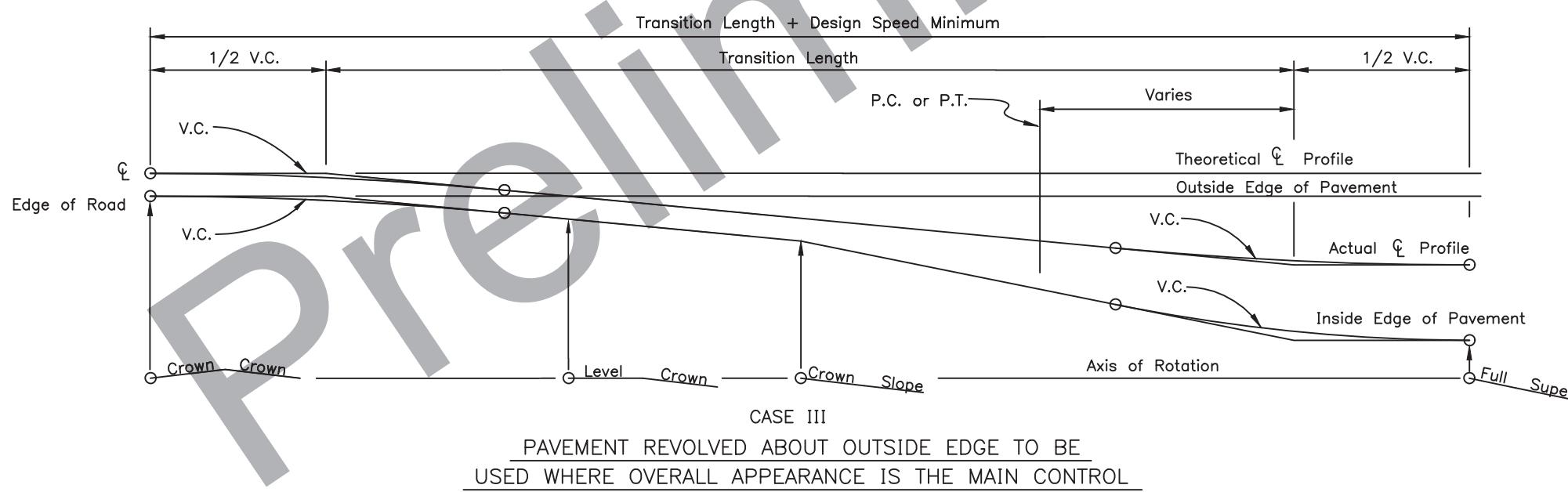
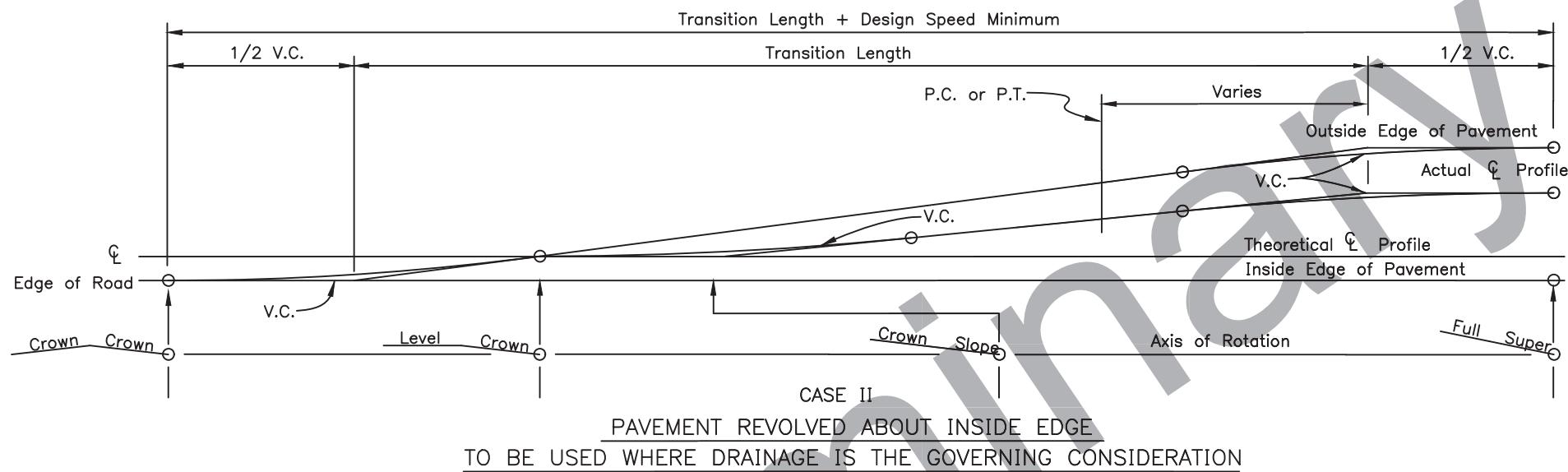
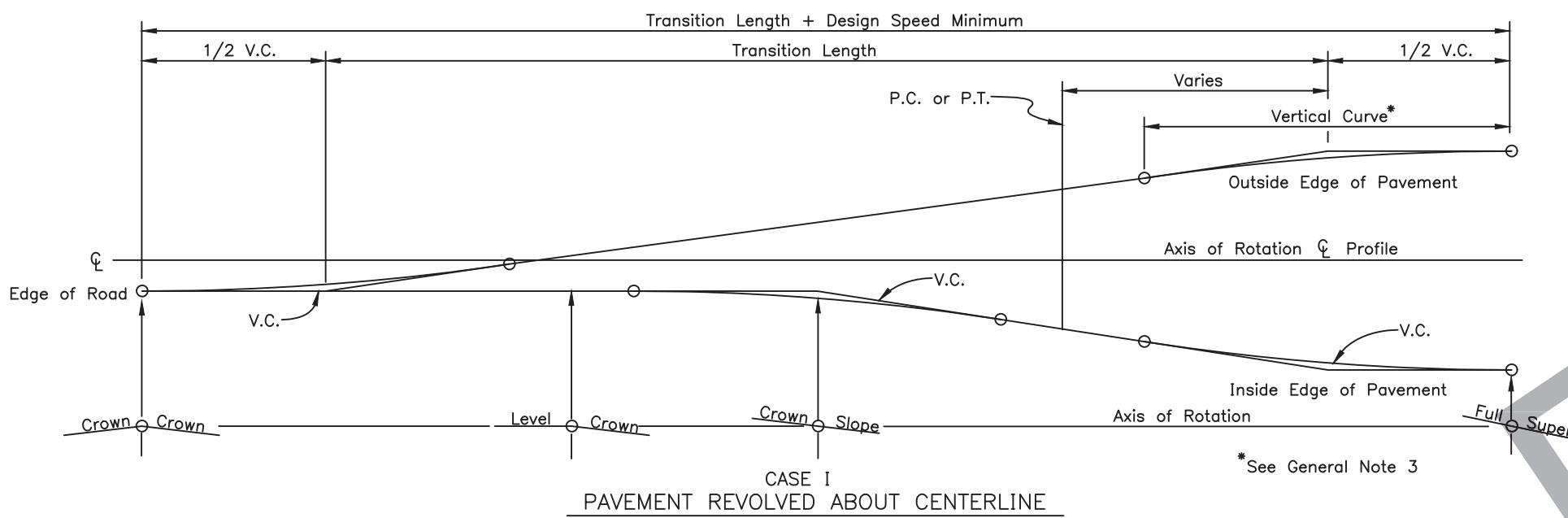
Adoption Date: 02/08/2019

Last Code and Stds. Review
By: Date:

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

D-09.00

I-81.00

SHEET
1 of 1**GENERAL NOTES:**

- Location of transition length relative to horizontal curves will be shown on the plans or as directed by the Engineer.
- Widening for guardrail or curvature will not change the location of the axis of rotation.
- Minimum vertical curve length in feet shall be the numerical value of the design speed in M.P.H.
- Superelevation shall be built into the subgrade and carried through the shoulders.

State of Alaska DOT&PF
ALASKA STANDARD PLAN**SUPERELEVATION
TRANSITION**

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

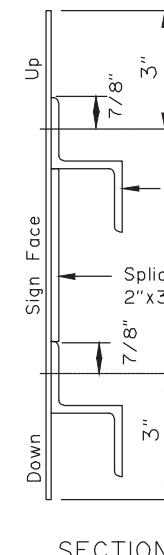
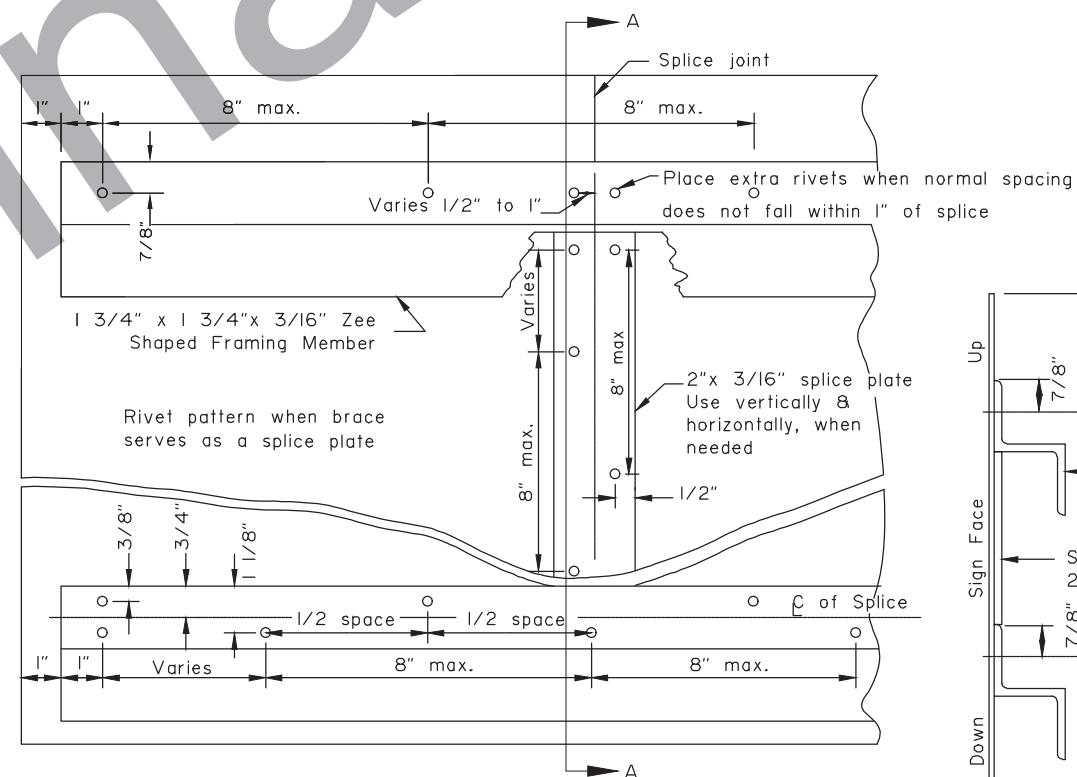
Next Code and Standards Review Date: 7/8/2030

S-00.12

SHEET
1 of 1

GENERAL NOTES

- See the standard specifications for the aluminum alloys that you may use for sign sheeting and wind framing members.
- Fabricate all signs from 0.125" thick aluminum sheeting.
- 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.
- 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.
- 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.
- Use 3/16" diameter rivets conforming to aluminum alloy 6061-T6 for cold driven rivets, or aluminum alloy 6061-T43 for hot driven rivets.
- 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.
- 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.
- 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

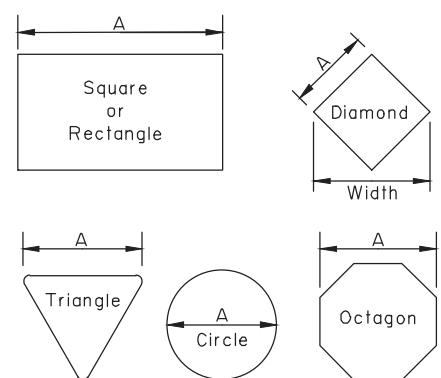
Adoption Date: 7/17/2020

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

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

RIVET DETAIL FOR ZEE SHAPED
WIND FRAMING & SPLICE PLATE

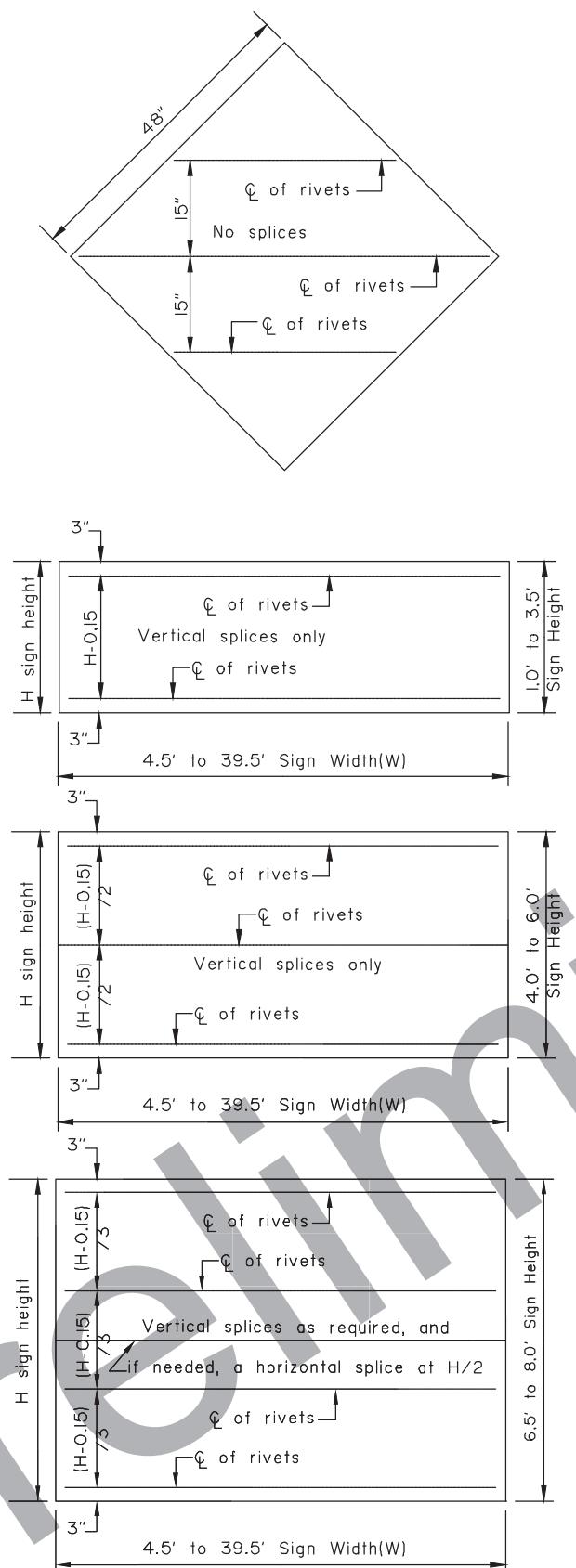
Note: Drawing not to scale



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.

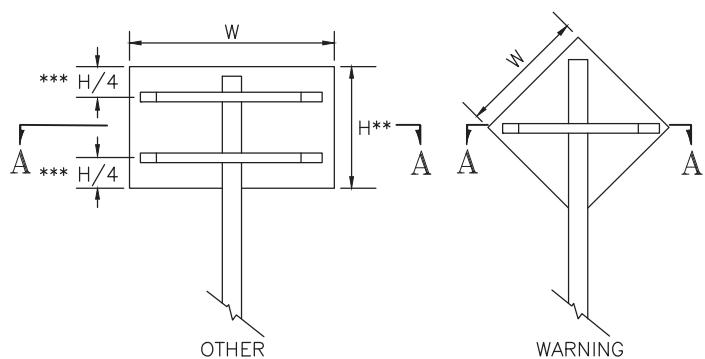
LIGHT SIGNS



WIND FRAMING LOCATIONS

Note: Drawing not to scale

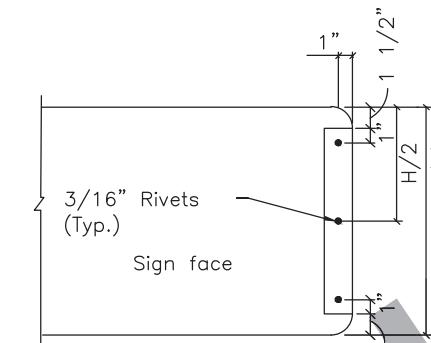
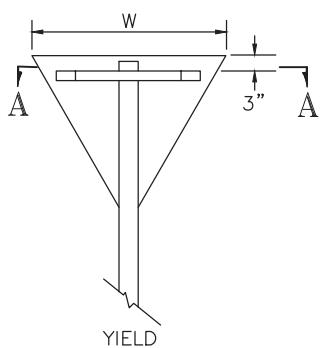
S-01.02

SHEET
1 of 1

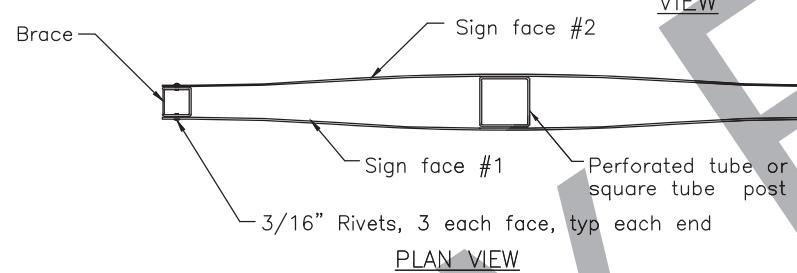
*** Use one brace when $H \leq 18"$
 Use two braces when $18" < H < 48"$
 Use three braces when $H \geq 48"$

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

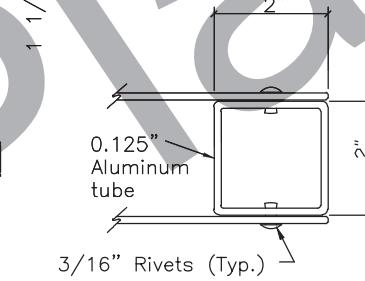
SIGN BRACING PLACEMENT



RIVET DETAIL
ELEVATION
VIEW

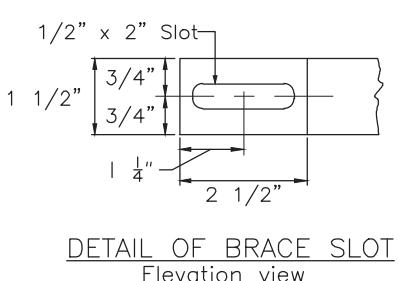


PLAN VIEW

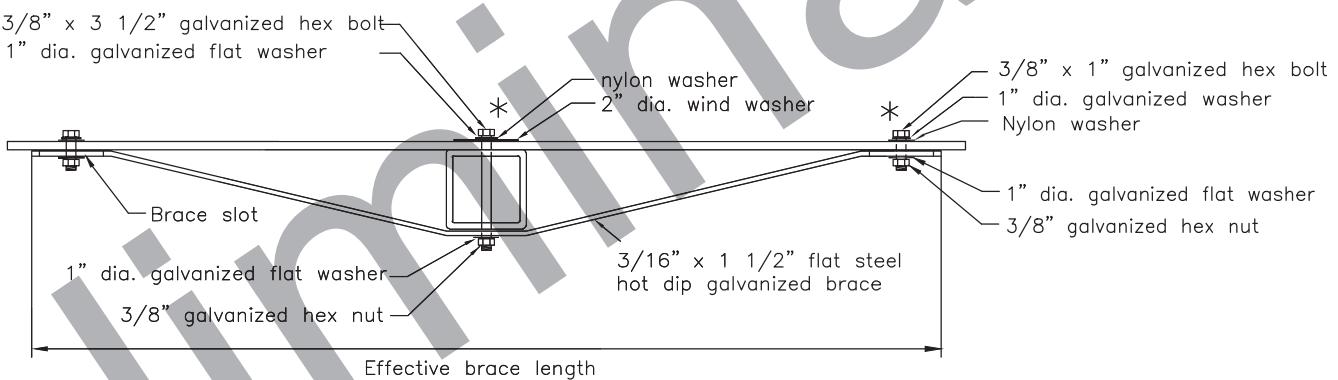


END BRACE DETAIL

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

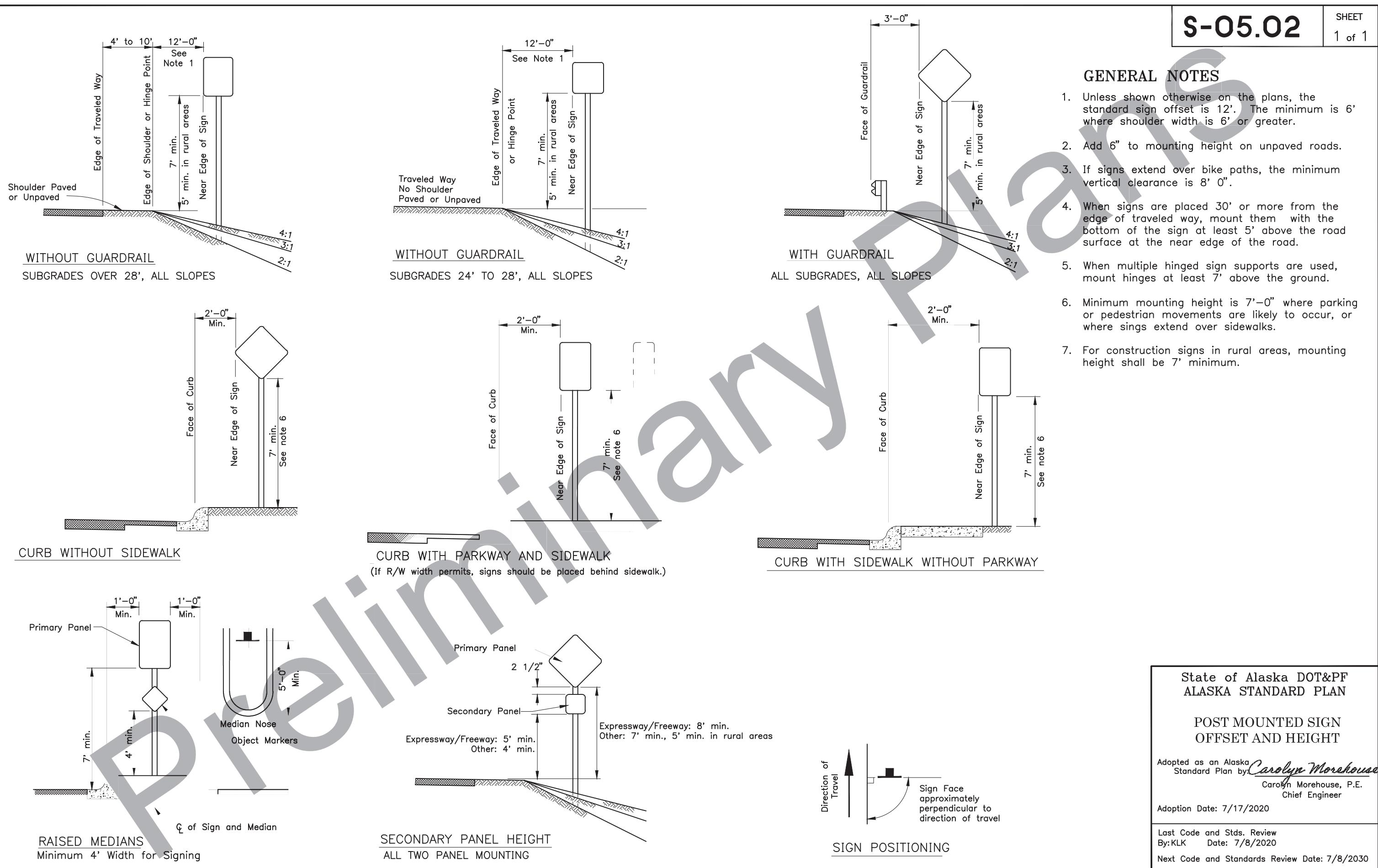
Adopted as an Alaska Standard Plan by:

Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

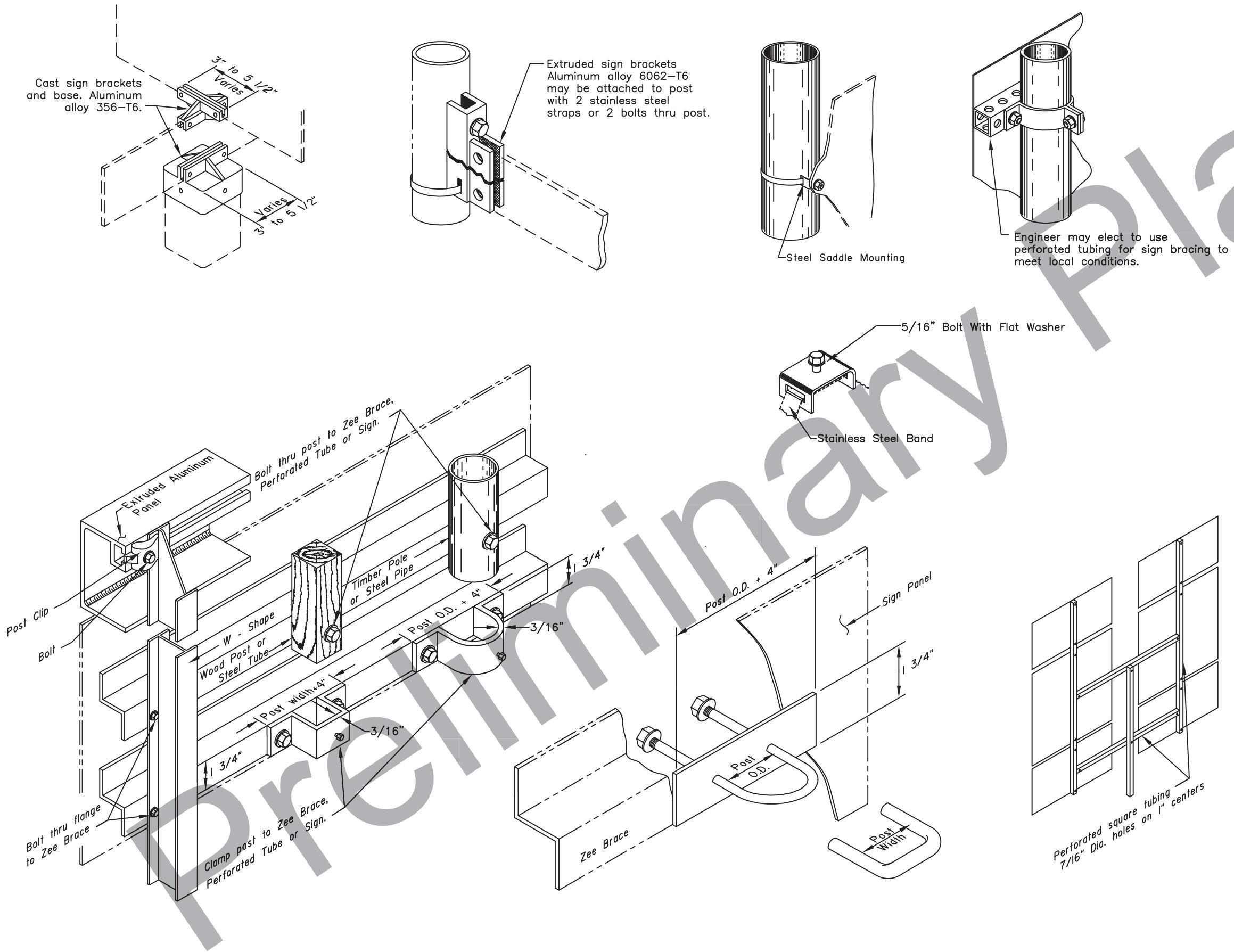
Adoption Date: 7/17/2020

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

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

S-05.02SHEET
1 of 1

S-20.10

SHEET
1 of 1

GENERAL NOTES

1. Details shown indicate general design only. Dimensions and design may vary among the manufacturers.
2. Install weather tight caps on all pipe and tube post (except perforated tubing).
3. Protect sign posts installed using driving methods with drive caps during installation.
4. Bolt braces to posts at each point where they cross posts.
5. Install signs with top of post, mounting brackets, etc. with a minimum of 3" below top of sign.
6. Paint all sign mounting fasteners on sign face a color closely matching the sign face.
7. Attach all signs, zees and braces mounted to the posts with 5/16" bolts.
8. Furnish all aluminum nuts, bolts and washers with anodized finish.

FASTENER SPECIFICATION TABLE			
FASTENERS		ALUMINUM	STEEL
BOLTS	MACHINE CARRIAGE "U"	2024-T4	A-307
NUTS	REGULAR	6061-T6	A-307
	LOCK	2017-T4	A-276
WASHERS		2024-T4	A-36
POST CLIP		356-T6	

State of Alaska DOT&PF
ALASKA STANDARD PLAN
SIGN TO SIGN POST
CONNECTION

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

S-30.05

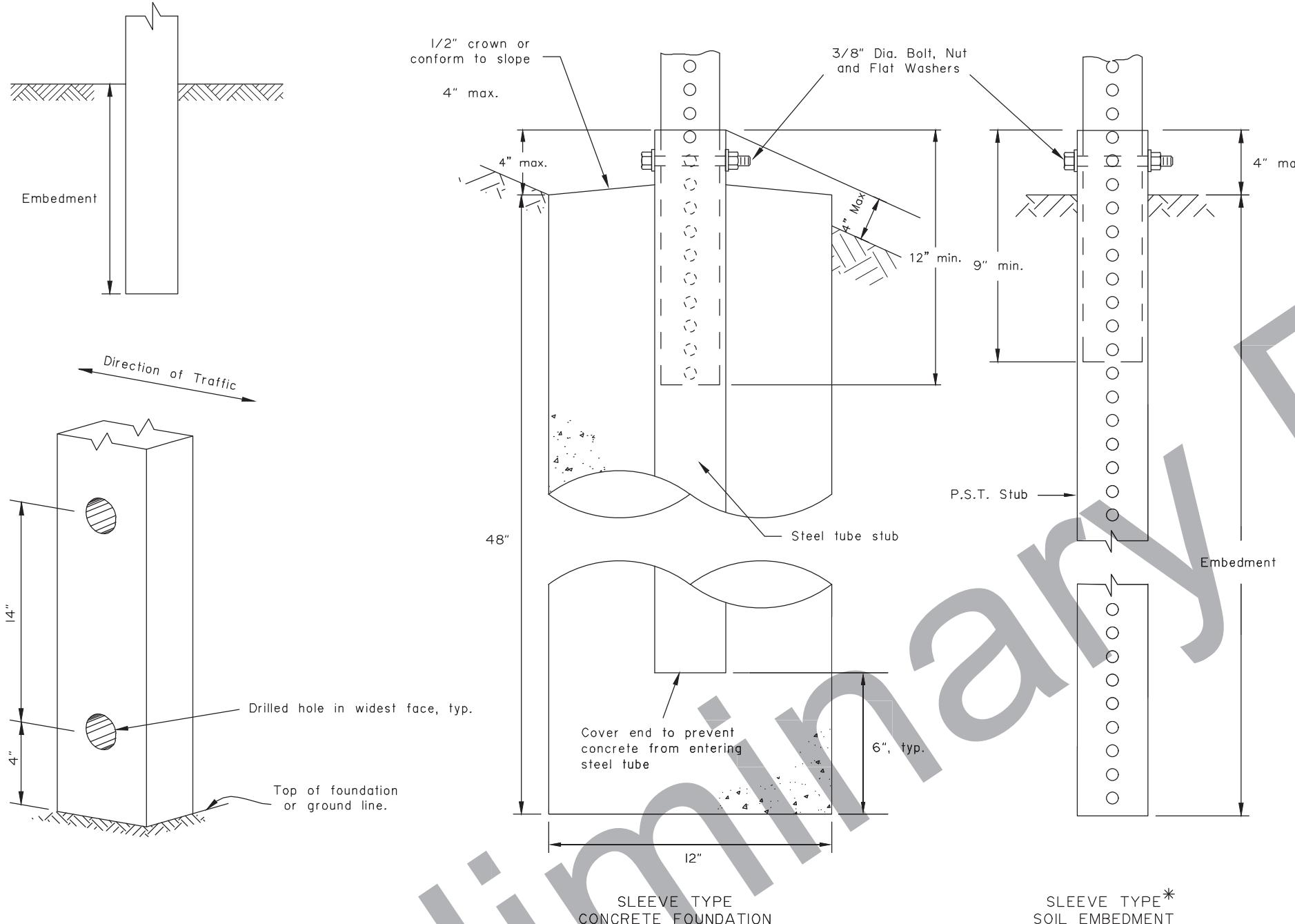
SHEET
1 of 1

GENERAL NOTES:

- Sign shall be placed symmetrically around posts and refer to Standard Plan S-00 for sign framing details.
- See plans for type of post, size and embedment type.
- 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.
- Concrete shall be class B.
- Do not use the supports on this drawing for multiple support signs if supports are separated by more than 7 feet.
- 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:

- Install sign support in accordance with the table below, unless otherwise required by plans or specifications.
- Exceptions:
 - Use one post for all E5-1 gore signs, regardless of width.
 - Use one 2.5" P.S.T. for all STOP signs, with or without street name signs.
- 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'.
- 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

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 PLANLIGHT SIGN STRUCTURE
POST EMBEDMENT

Adopted as an Alaska Standard Plan by: Carolyn Morehouse

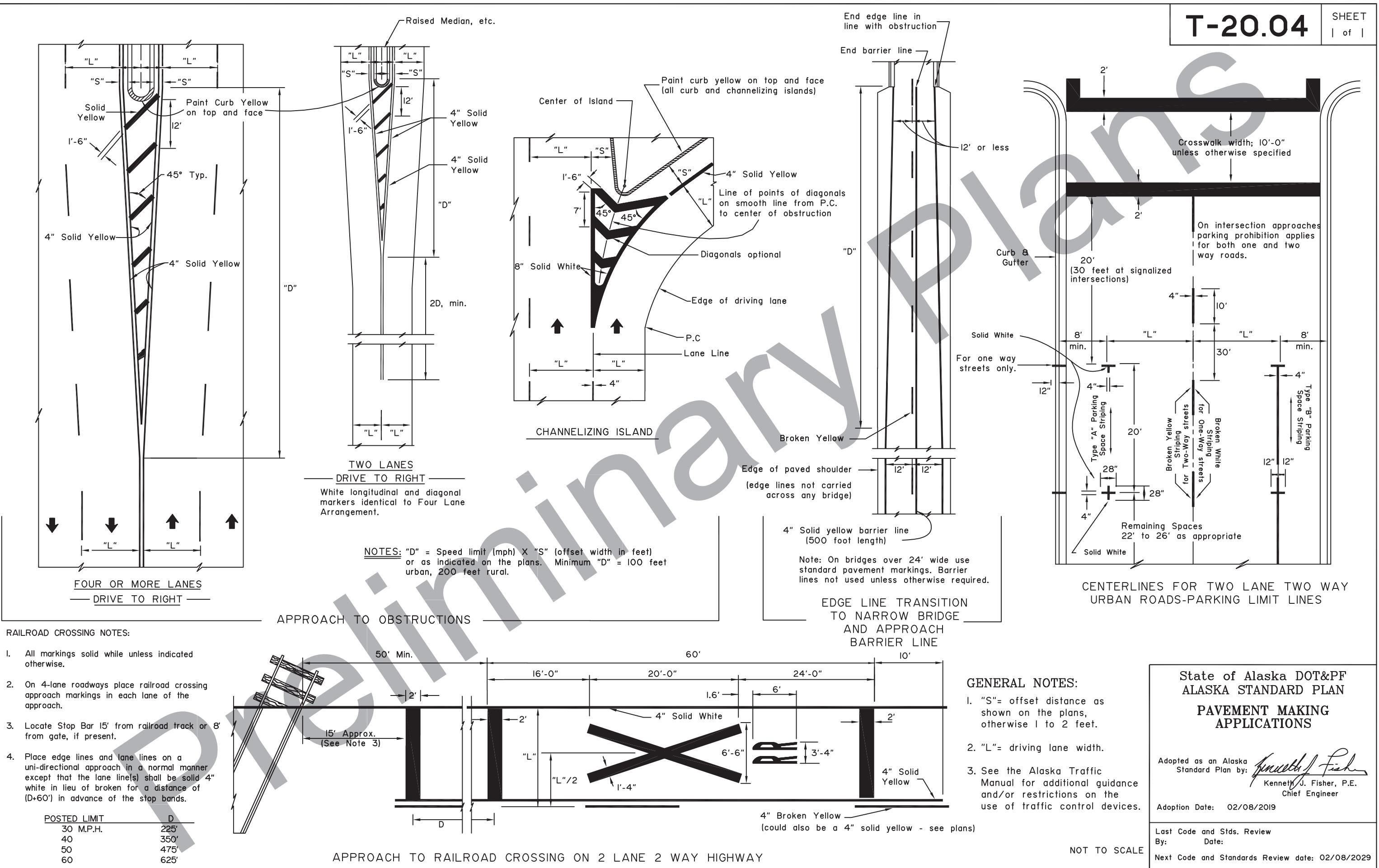
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

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

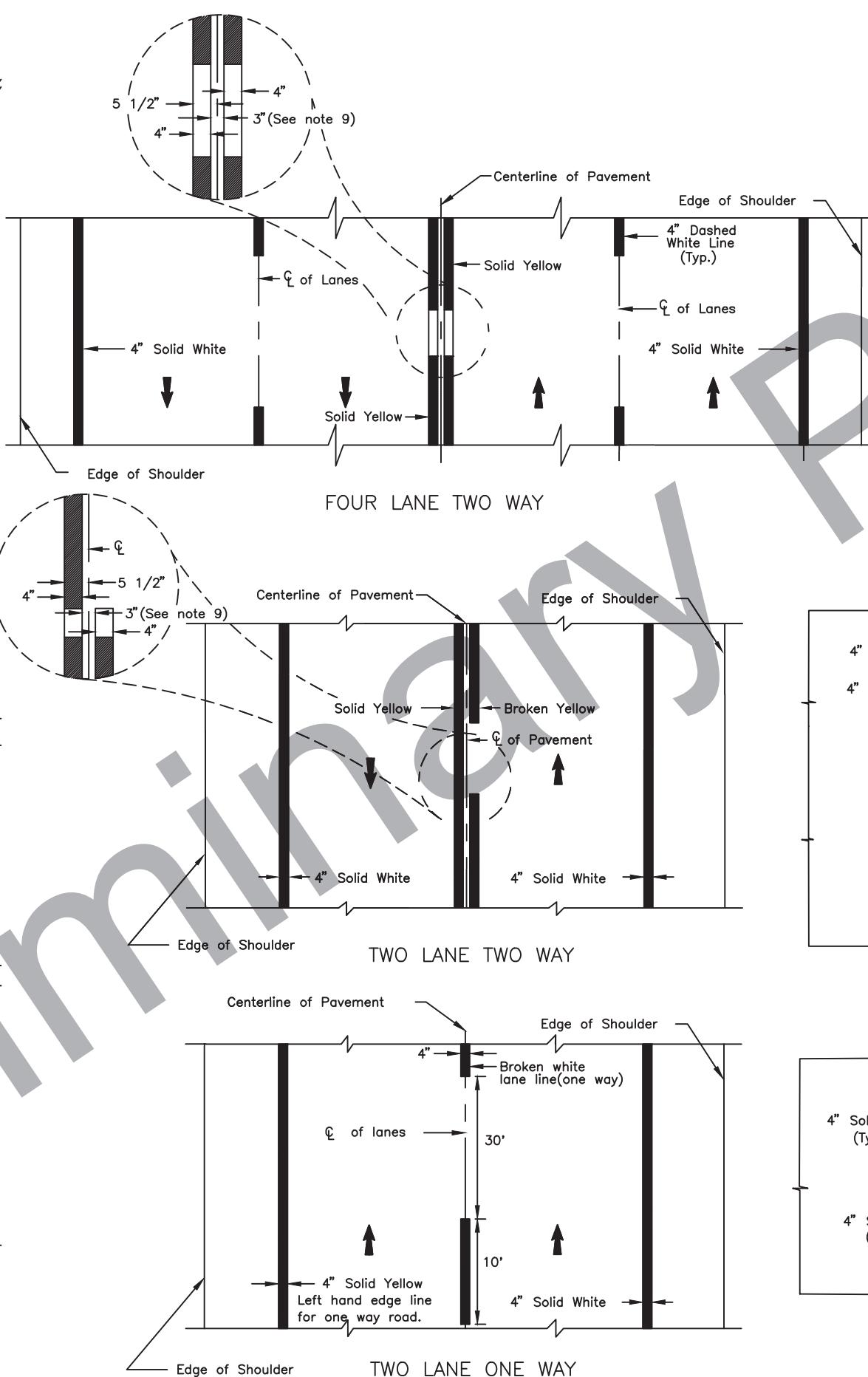
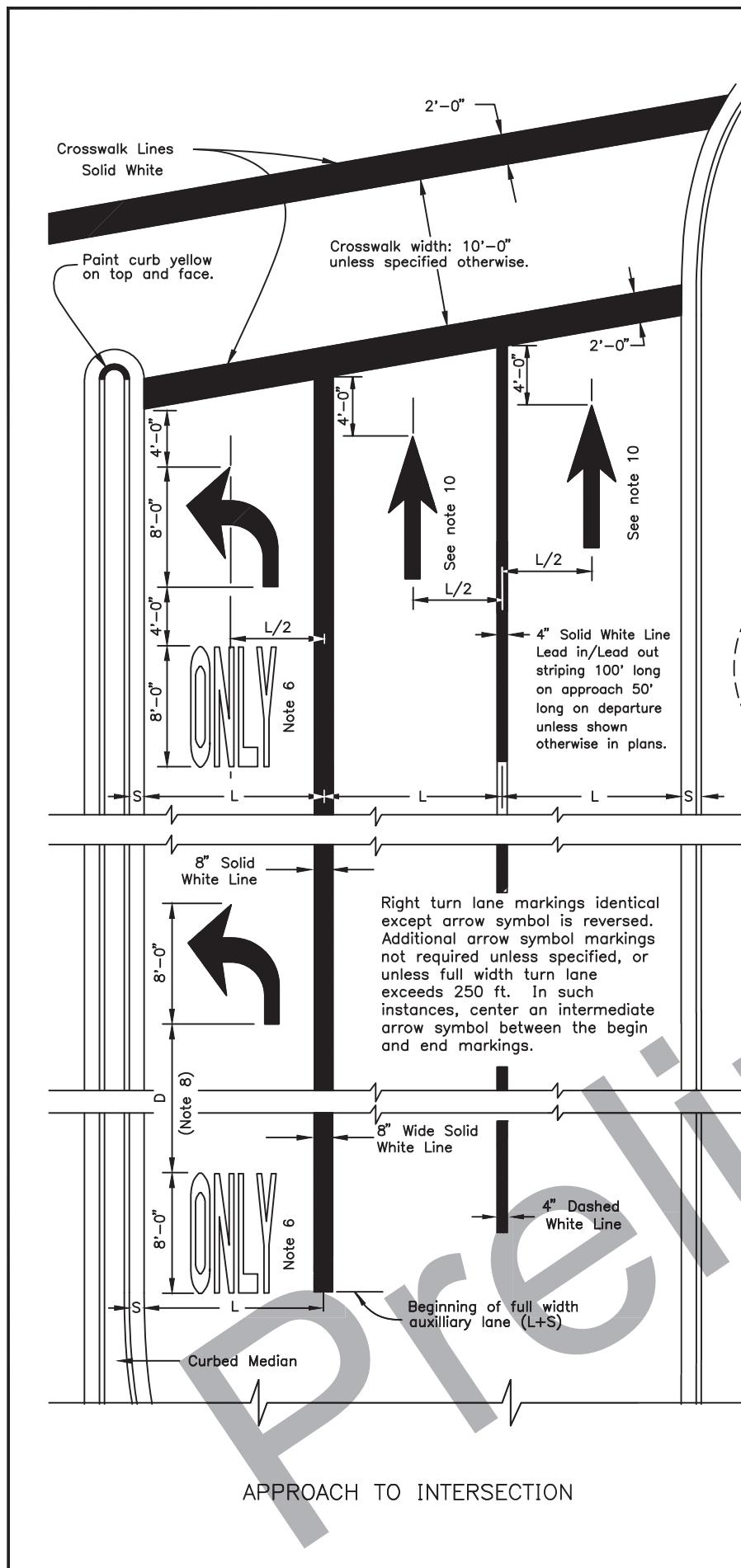
Next Code and Standards Review date: 7/8/2030

T-20.04

SHEET
1 of 1

T-21.04

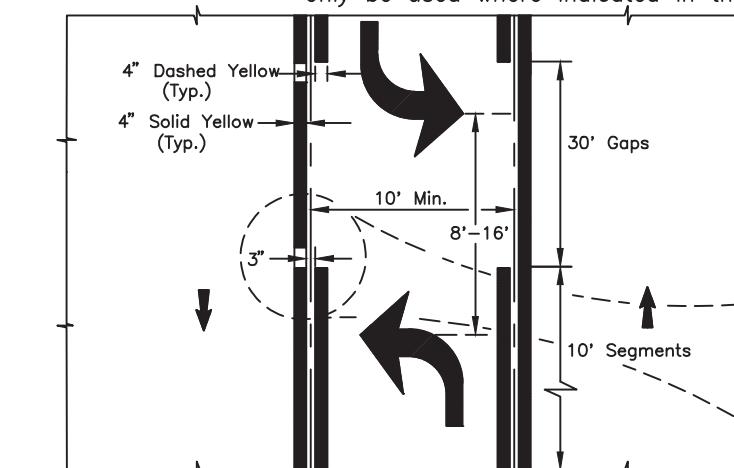
SHEET
1 of 1



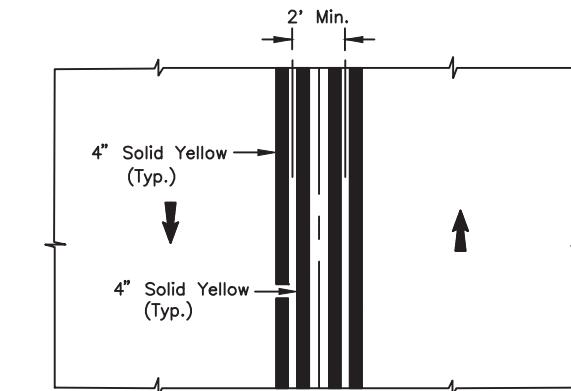
GENERAL NOTES:

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



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



STRIPED MEDIAN

**State of Alaska DOT&PF
ALASKA STANDARD PLAN**

PAVEMENT MARKING APPLICATIONS

ted as an Alaska
Standard Plan by:

tion Date: 7/17/2020

Code and Stds. Review
UK Date: 7/8/2020

Code and Standards Review Date: 7/8/2030

SHED BY CLOSED DIFFERENTIAL LEVEL LOOPS RUN FROM THE BASIS OF ELEVATION. ALL ERRORS OF CLOSURE WERE LESS THAN 0.05' TIMES THE

MONUMENTS WERE ESTABLISHED WITH A COMBINATION OF HIGH PRECISION STATIC GPS AND CONVENTIONAL TOTAL STATION METHODS.

ICAL EVIDENCE RECOVERED.

PROJECTS, VERIFY ALL CONTROL ON A SEASONAL BASIS.

STATUTE 40.15.900(5)(A).

