

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES**

**PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT**

**EGAN DRIVE
SPOT IMPROVEMENTS
F-093-2(20) 68829
AND**

**10TH/12TH STREET TURN BAY
HES-093-2(22) 69056**

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATE OF QUANTITIES
3	TYPICAL SECTIONS - MERCHANT'S WHARF
4	PLAN AND PROFILE - MERCHANT'S WHARF
5	SLOPE PROTECTION - GOLD CREEK PLAN LAYOUT & PROFILE
6	SLOPE PROTECTION - GOLD CREEK DETAILS
7	TRAFFIC CONTROL PLAN AND MERCHANT'S WHARF MISCELLANEOUS DETAILS
8	LOOP DETECTORS INSTALLATION
9	PLAN LAYOUT & TYPICAL SECTIONS - 10th/12th STREET TURN BAY

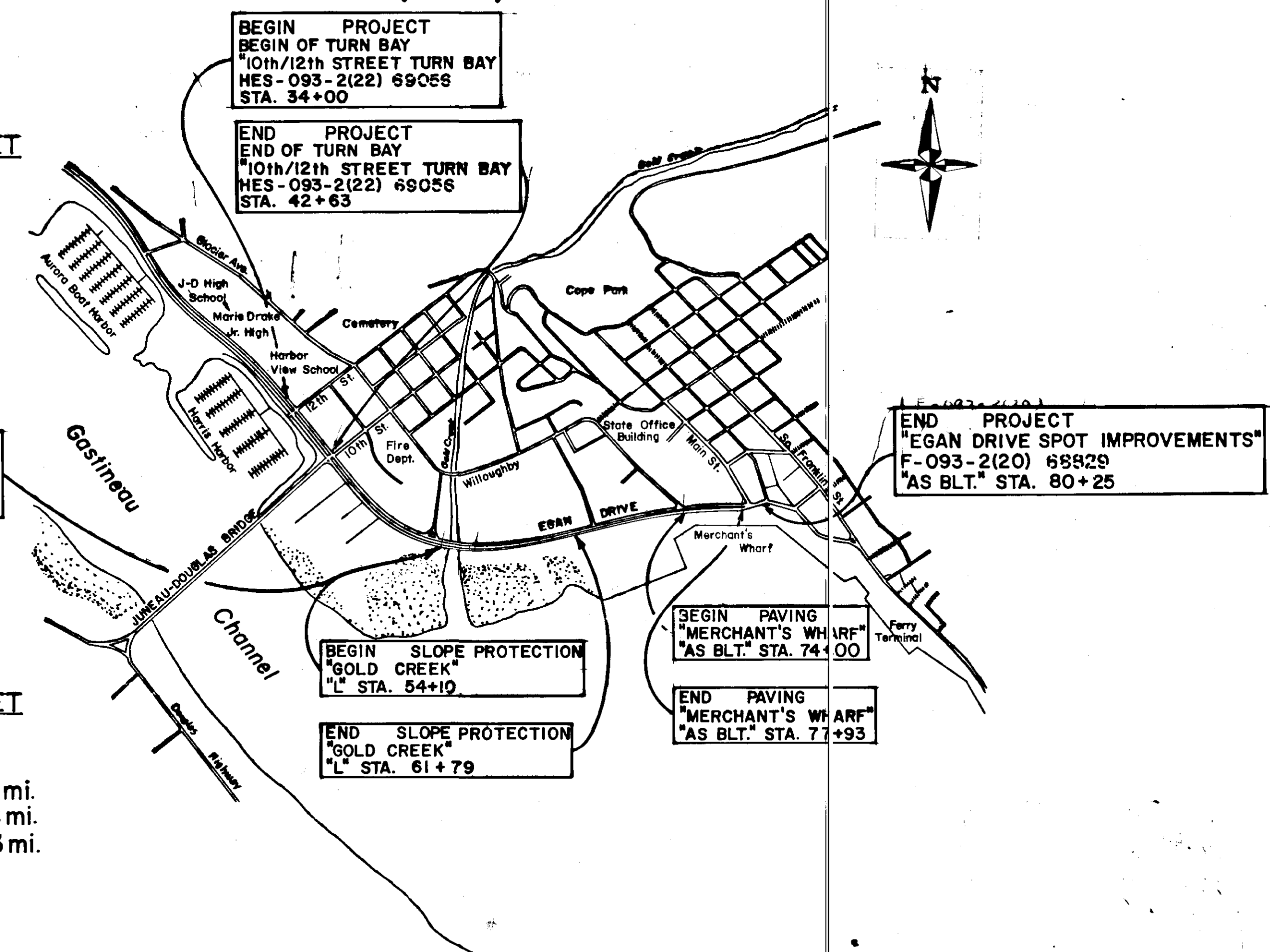
THE FOLLOWING STANDARD DRAWINGS SHALL APPLY TO THIS PROJECT : A-1, C-01.02, C-02.00, C-05.00, D-23.00, D-20.01, I-20.01, M-16.00, T-21.01, T-32.00, T-34.00.

DESIGN DESIGNATION

	GOLD CREEK	MERCHANT'S WHARF	10TH/12TH STREET
ADT 1985	12,467	12,140	17,986
ADT 2006	18,517	18,032	26,726
DHV (12%)	2,222	2,164	3,207
% T	3.0	3.0	4.0
V	35	35	40

PROJECT SUMMARY

	GOLD CREEK	MERCHANT'S WHARF	10TH/12TH STREET
WIDTH OF SUBGRADE	82.5'	54.5'	5.5' to 15.0'
WIDTH OF PAVEMENT	58.0'	45.0'	1.0' to 11.0'
LENGTH OF PAVEMENT	22.0' = 0.004 mi.	393.0' = 0.074 mi.	570.6' = 0.108 mi.
LENGTH OF GRADING	22.0' = 0.004 mi.	393.0' = 0.074 mi.	570.6' = 0.108 mi.
LENGTH OF PROJECT	769.0' = 0.146 mi.	625.0' = 0.118 mi.	863.0' = 0.163 mi.



"As-Built" Plans
Red Samm Construction, Inc.
Soc Kreuzenstein, Proj. Engr.
9-5-86 to 6-4-87

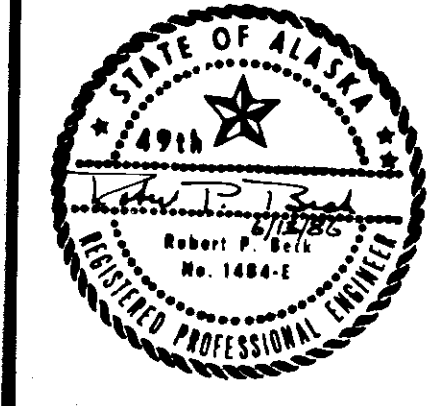
Plans Developed by: **DAVID D. SALDIVAR & WILLIAM TOWNSEND**

Under the Supervision of

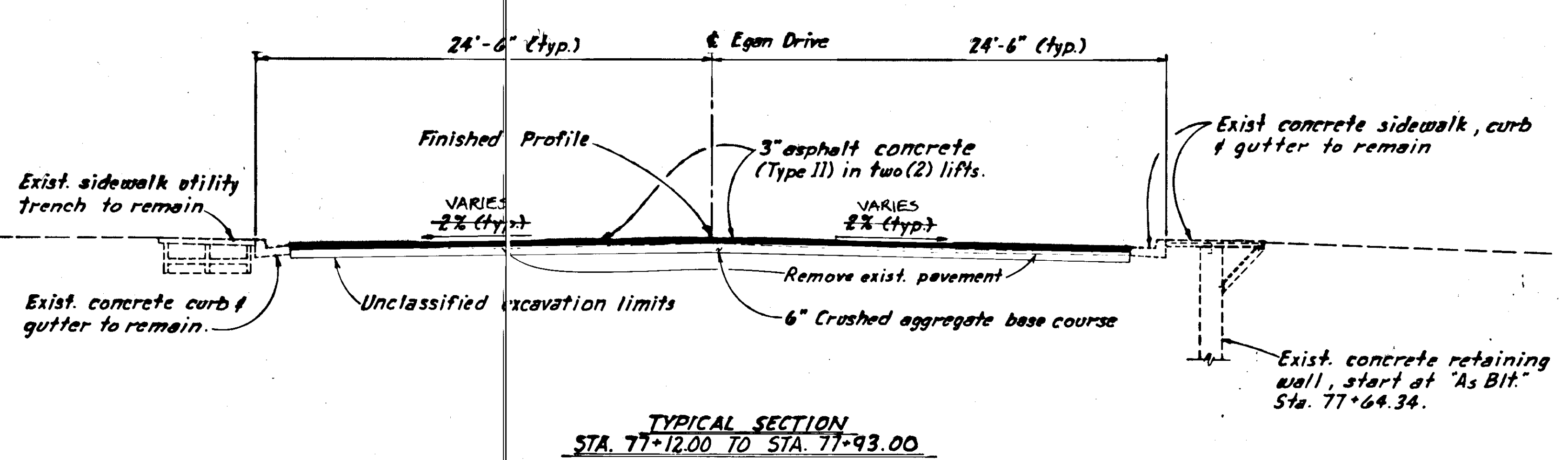
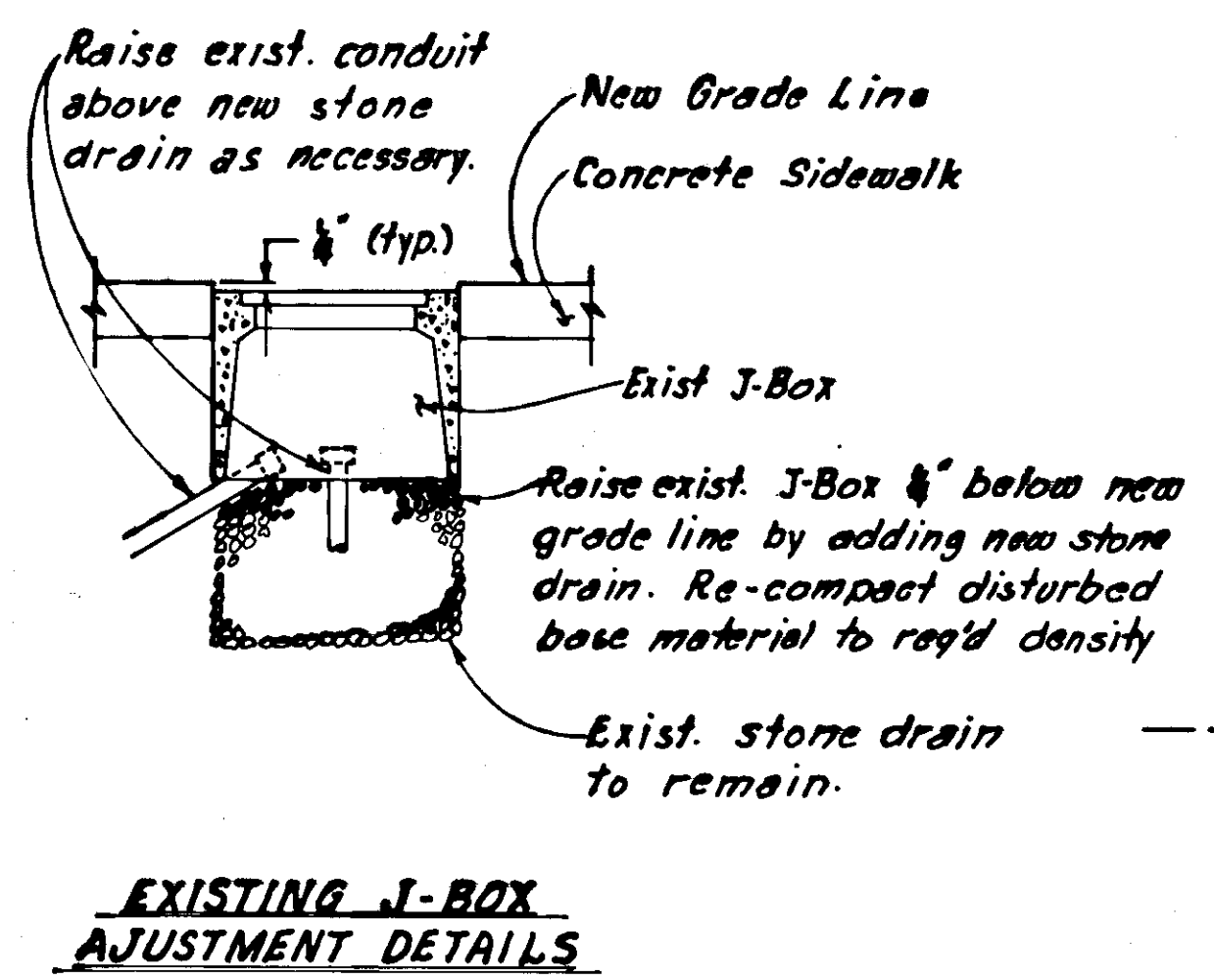
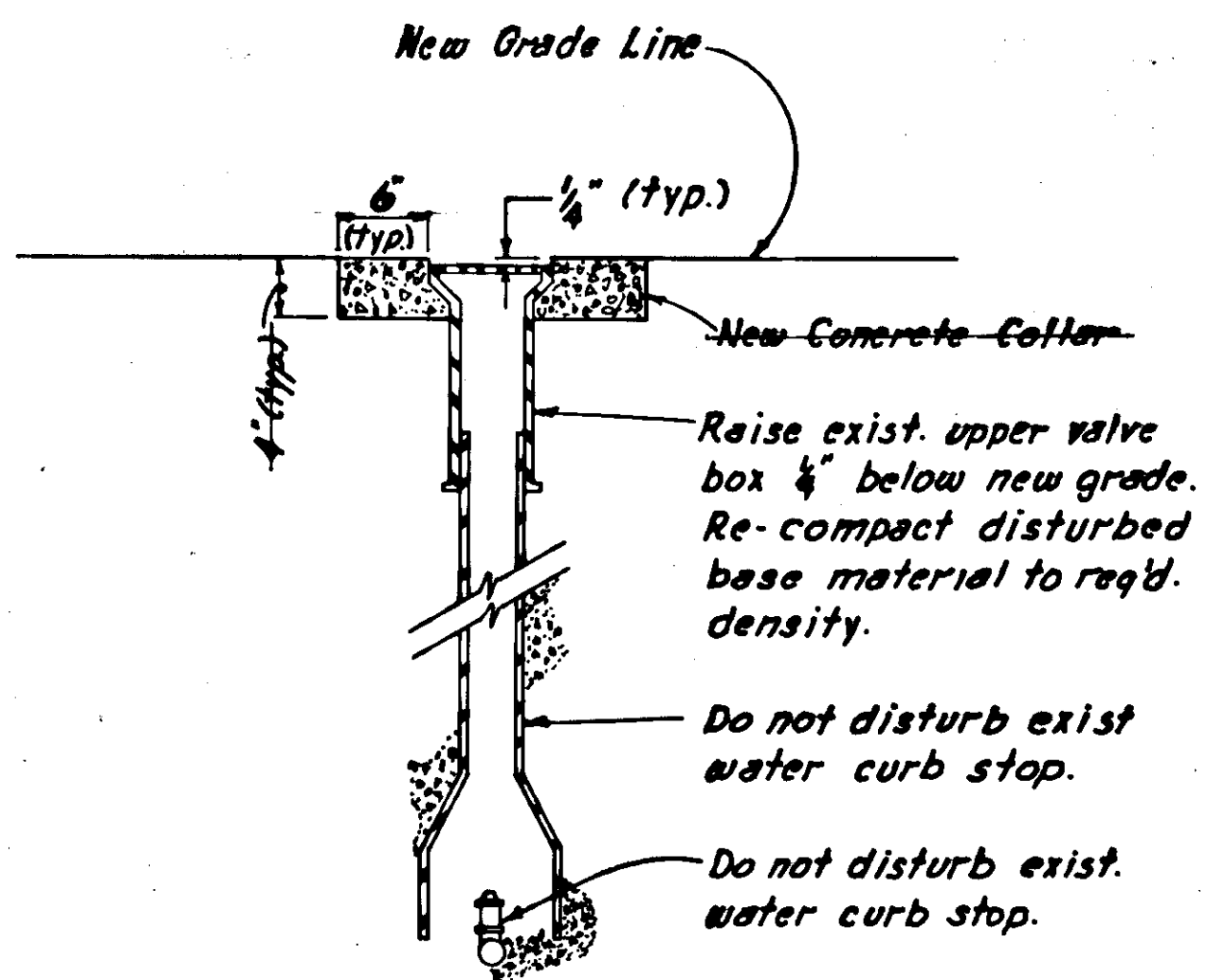
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
APPROVED
Date _____
DIRECTOR S.E. REGION D.&C.

ESTIMATE OF QUANTITIES			EGAN DRIVE	SPOT IMPROVEMENTS	10 th / 12 th STREET	GRAND
ITEM NO.	ITEM	UNIT	GOLD CREEK F-093-2(20) TOTAL	MERCHANT'S WHARF F-093-2(20) TOTAL	TURN BAYS HES-093-2(22) TOTAL	TOTAL
109(2)	WBE & DBE Adjustments	C.S.	All Required	All Required	All Required	All Required
110(2)	Mobilization & Demobilization	L.S.	All Required	All Required	All Required	All Required
111(1)	Temporary Erosion & Pollution Control	C.S.	All Required	All Required	All Required	All Required
113(1)	Flagging	M.H.	180-74	300-70	20-10	500-154
114(1)	Construction Surveying by the Contractor	L.S.	All Required	All Required	All Required	All Required
115(1)	Traffic Maintenance	L.S.	All Required	All Required	All Required	All Required
202(3)	Removal of Sidewalk	S.Y.		191-264		191-264
202(8)	Removal of Curb & Gutter	L.F.	32-42.8	312-384	572-599	906-1025.8
203(3)	Unclassified Excavation	L.S.	All Required	All Required	All Required	All Required
203(5B)	Borrow, Type B	Ton	800-1096.6			800-1096.6
301(1)	Crushed Aggregate Base Course	Ton	18-74.5	750-702.8	335-106	1113-883.3
304(1)	Subbase, Grading B	Ton	99-100.7		253-0	352-100.7
401(1)	Asphalt Concrete, Type II	Ton	13-33.3	360-346.6	103-120.3	476-500.2
401(2)	Asphalt Cement, AC-5	Ton	0.8	21.6	6.2-7.13	28.6-29.64
402(2)	CSS-1 Asphalt for Tack Coat	L.S.	All Required	All Required	All Required	All Required
403(3)	MC-30 Liquid Asphalt for Prime Coat	L.S.	All Required	All Required	All Required	All Required
501(6)	Class W Concrete	C.Y.	71-136			71-136
504(1)	Structural Steel, Furnished, Fabricated & Erected	L.S.	All Required			All Required
604(4)	Adjust Existing Manholes	Each		4		4
604(8)	Adjust Existing Catch Basin	Each		3		3
608(4)	Concrete Sidewalk, 4" depth	S.Y.		132-171		132-171
608(6)	Concrete Sidewalk, 6" depth	S.Y.		59-84.3		59-84.3
609(2)	Curb & Gutter, Type I	L.F.	32-42.8	312-384.1	572-599	906-1025.9
611(2)	Riprap, Class III	Ton	900-602.8			900-602.8
614(4)	Adjust Existing Monument Cases	Each		2		2
618(1)	Seeding	L.S.	All Required			All Required
628(11)	Adjust Existing Valve Box	Each		5-8		5-8
660(9)	Loop Detector Complete	L.S.		All Required		All Required
660(10)	Adjust Existing Junction Boxes	Each		1		1
670(8)	Preformed Pavement Markings	L.S.	All Required	All Required	All Required	All Required

BASIS OF ESTIMATE	
ITEM NO.	ESTIMATING FACTOR
301(1)	1.96 tons/cu. yd. = 145.2 P.C.F.
304(1)	1.98 tons/cu. yd. = 146.7 P.C.F.
401(1)	116 lbs./S.Y./Inch Depth = 154.7 P.C.F.
401(2)	6% of Item 401(1)
611(2)	1.6 tons/cu. yd. = 118.5 P.C.F.

STAMP		DO NOT SCALE THIS DRAWING - USE DIMENSIONS	
		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
ESTIMATE OF QUANTITIES			
DESIGNED <u>D.S.</u>	CHECKED <u>R.P.B.</u>	DRAWN <u>D.S.</u>	DATE <u>March '86</u>
PROJECT NUMBER <u>F-093-2(20) 68823</u>		SHEET <u>2</u> OF <u>9</u>	

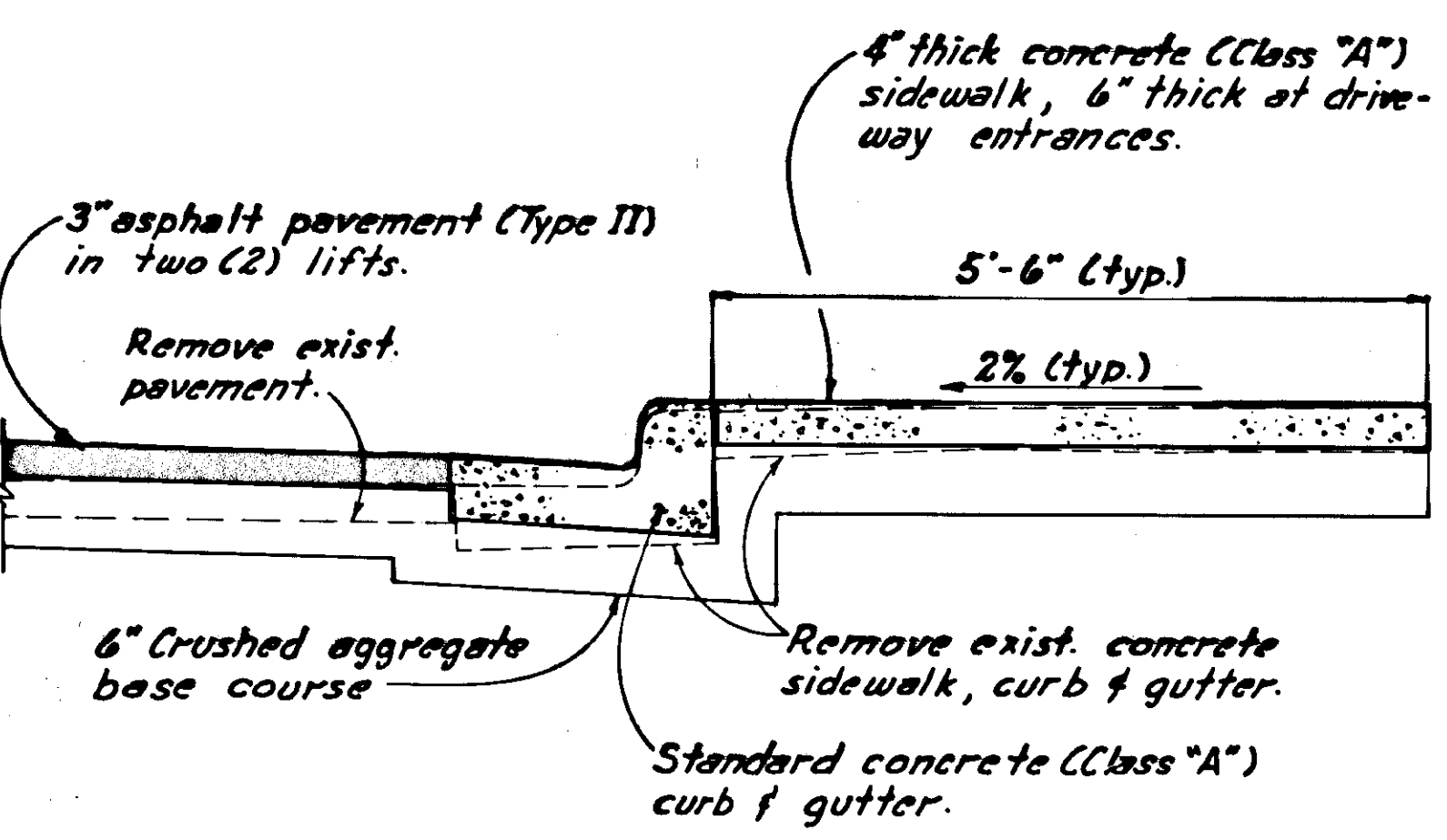
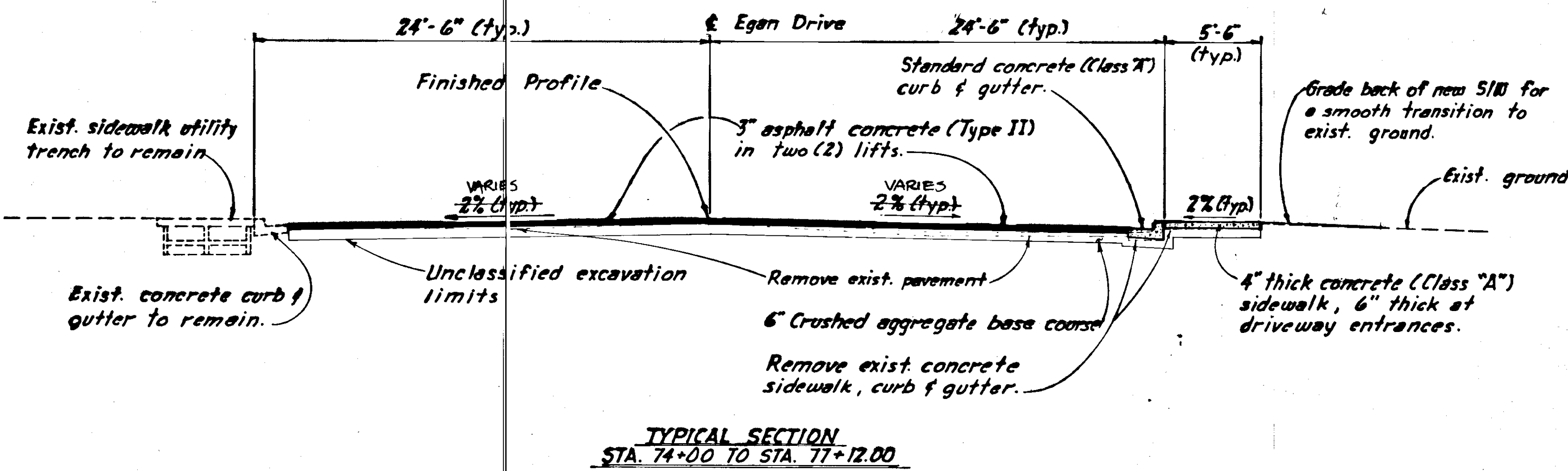
707-210



EXISTING MONUMENT SUMMARY

STATION "AS BLD."	OFFSET		REMARKS
	LEFT	RIGHT	
77+55.4		8.5	Adjust P.I. monument
77+74.3		20.3	" " "

Station and offset are approximate and shall not be used for re-setting disturbed monuments.



FOR INFORMATION ONLY

SUPERELEVATION TABLE

Station "As Bld"	Lt. Lane Slope	Rt. Lane Slope
68+85.00	2%	2%
70+58.97	2%	2%
72+58.97	3%	3%
74+82.57	3%	3%
76+40.00	2%	2%
78+40.00	2%	2%
79+10.00	0%	0%
79+10.31	0%	0%

All superelevations pivot about centerline. Cross slopes transition linearly between successive stations.

EXISTING UTILITIES APPURTENANCE SUMMARY

STATION "AS BLD."	OFFSET		REMARKS
	LEFT	RIGHT	
74+65.4		0	Adjust Manhole
74+68.7	1.5		" Valve Box
74+69.5	10.7		" Manhole
74+70.3		+5.4	" Manhole
74+78.5	20.0		" Valve Box
75+20.0		27.5	" "
75+66.0		28.0	" "
75+74.2		X	" Catch Basin
76+79.3		29.6	" Valve Box
77+05.2		X	" Catch Basin
77+10.8		28.0	" Junction Box
77+88.8		8.5	" Manhole
74+04		28	" VALVE BOX
77+35.7		X	" Catch Basin
75+06		24.5	" VALVE BOX
77+53		27	" VALVE BOX

CURB CUT SUMMARY

STATION "AS BLD"	OFFSET		WIDTH	REMARKS
	LEFT	RIGHT		
74+16		X	24' 27"	
74+60	74+52	X	24'	
75+44	75+36	X	24'	
76+00	75+93	X	26'	
77+43		X	39'	

STAMP

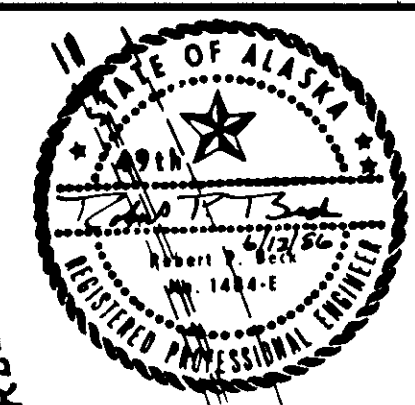
DO NOT SCALE THIS DRAWING - USE DIMENSIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

TYPICAL SECTION - MERCHANT'S WHARF AND MISCELLANEOUS DETAILS

DESIGNED D.S. CHECKED R.P.B. DRAWN D.S. DATE March '86
 PROJECT NUMBER F-093-2(20) 6882 SHEET 3 OF 9

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(20) 68829	1986	4	9



BASIS OF HORIZONTAL CONTROL - Bearing of N 81° 09' 53" E was set between horizontal P.I. monuments at "As Blt." Sta. 66+88.66 and "As Blt." Sta. 73+96.71.

Δ = 19° 27' 43"
 D = 10° 00' Lt
 T = 98.26'
 L = 194.62
 R = 572.96

END LOOP DETECTOR
 "AS BLT." STA. 80+25

Existing sidewalk utility trench.

Capital Motor Supply

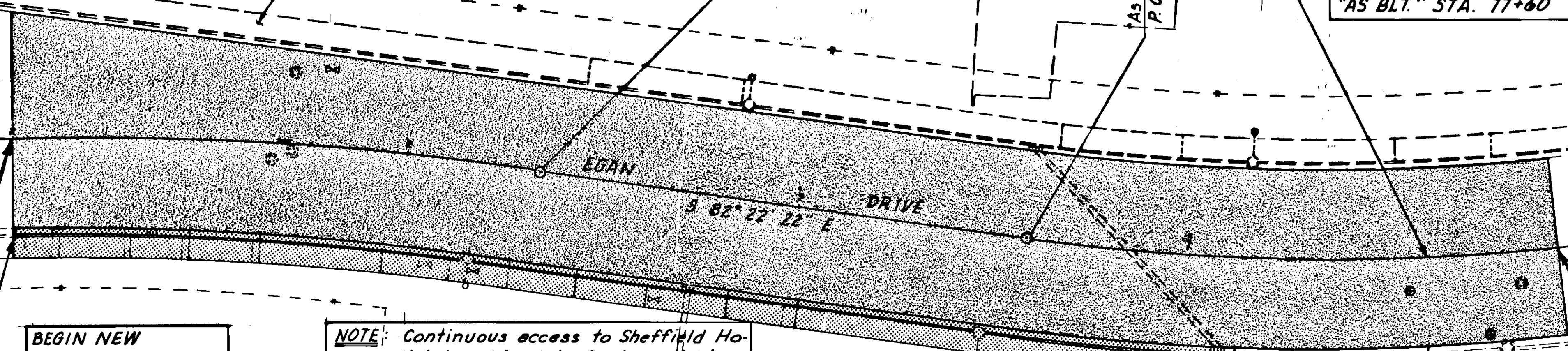
BEGIN LOOP DETECTOR
 "AS BLT." STA. 77+60

"As Blt." Sta. 75+32.95
 P.T.

"As Blt." Sta. 76+57.92
 P.C.

"As Blt." Sta. 79+52.54
 P.T.

STREET
 MAIN



BEGIN NEW SIDEWALK
 "AS BLT." STA. 74+00

NOTE: Continuous access to Sheffield Hotel & parking lots, Seadrome bldg., Merchant's Wharf parking lot, and Capital Motor Supply shall be provided during construction work.

END NEW SIDEWALK
 "AS BLT." STA. 77+12

Δ = 16° 27' 45"
 D = 6° 00' Rt.
 T = 138.14'
 L = 274.38'
 R = 954.93'

- Remove exist. pavement and replace with new Asphalt Concrete, Type II.
- Remove exist. concrete curb, gutter, and sidewalk, replace with new.

Face of bldg. back of sidewalk.
 Exist. concrete retaining wall.

MERCHANT'S WHARF

NOTE: See sht. B for loop detector layout and detail.

"As Blt." Sta. 79+09.54
 P.T.

"As Blt." Sta. 79+63.02
 P.C.

Δ = 33° 53' 24"
 D = 22° 00' Rt.
 T = 79.35'
 L = 154.05'
 R = 260.44'

BASIS OF VERTICAL CONTROL - BENCH MARK 22 is a standard disk, stamped "U.S. COAST GUARD SURVEY MARKER", set flush with the concrete surface near the west corner of the sidewalk around the U.S. Coast Guard Port Building, 26 ft. west of the west corner of the bldg., and 6 ft. east of the wire fence gate. ELEVATION = +25.13 feet above mean lower low water.

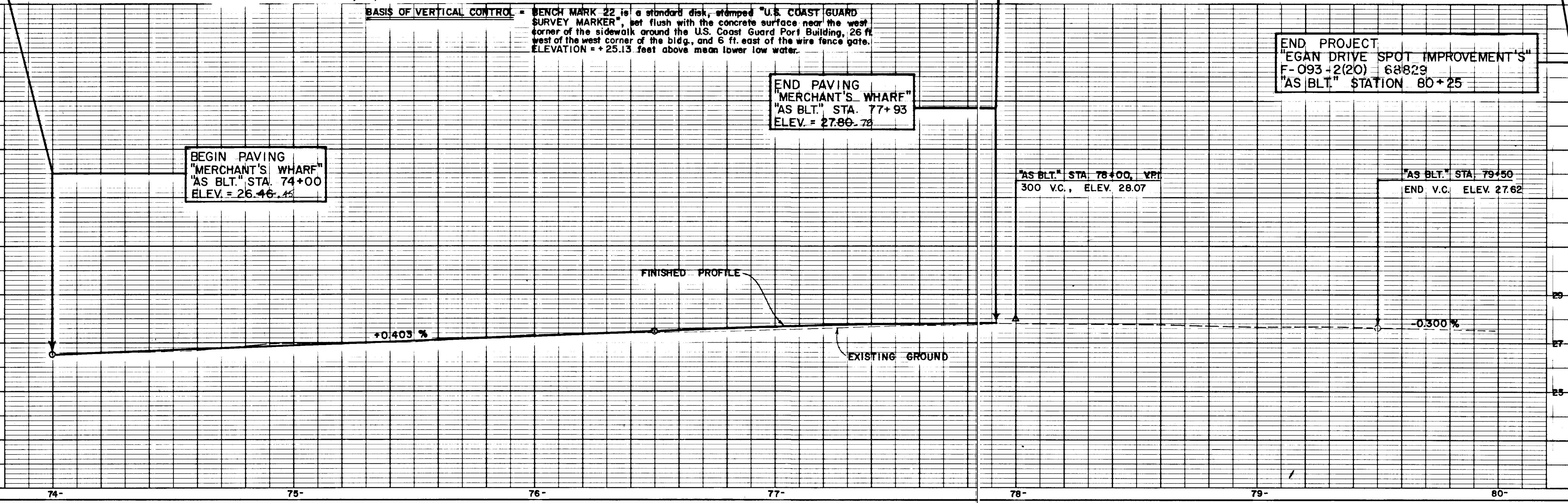
END PAVING "MERCHANT'S WHARF"
 "AS BLT." STA. 77+93
 ELEV. = 27.80.78

END PROJECT
 "EGAN DRIVE SPOT IMPROVEMENTS"
 F-093-2(20) 68829
 "AS BLT." STATION 80+25

BEGIN PAVING "MERCHANT'S WHARF"
 "AS BLT." STA. 74+00
 ELEV. = 26.46.45

"AS BLT." STA. 78+00, VPI
 300 V.C., ELEV. 28.07

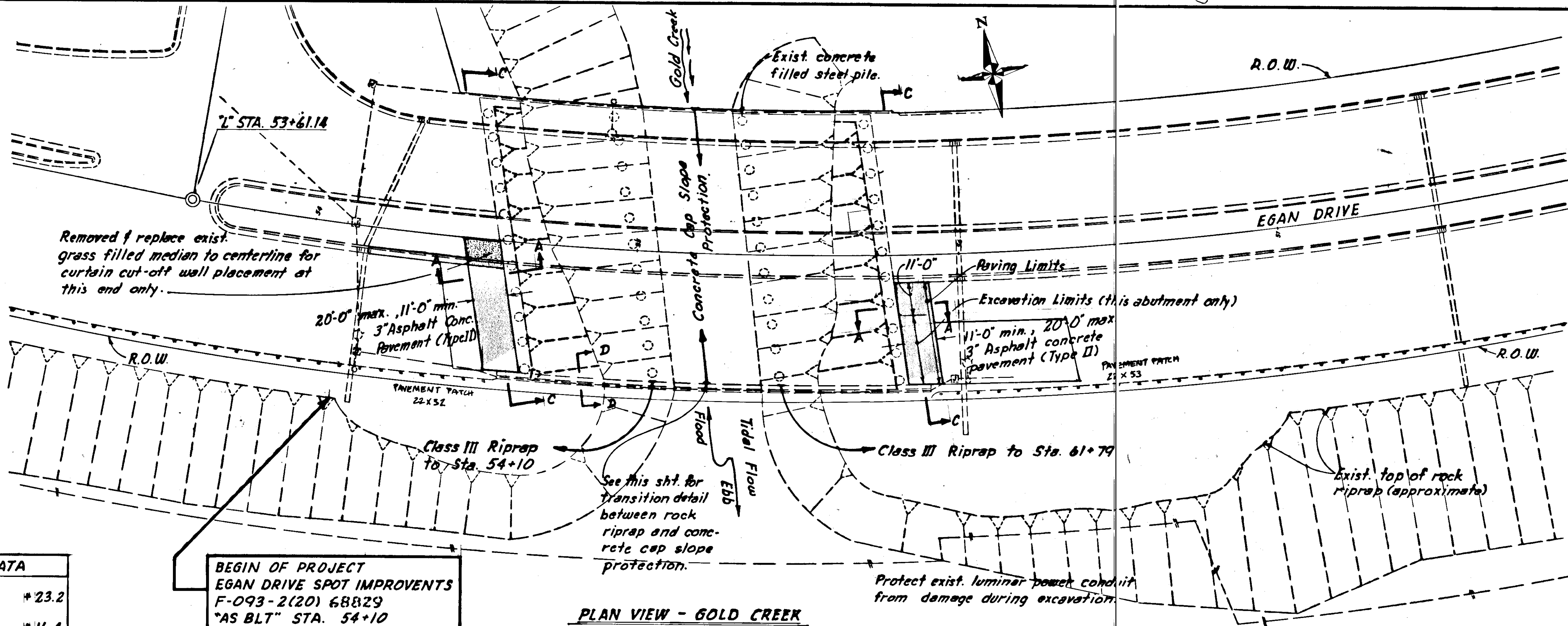
"AS BLT." STA. 79+50
 END V.C. ELEV. 27.62



NOTE: If existing luminaire power conduit is damaged during construction, it shall be replaced at no cost to the State.

SLOPE PROTECTION NOTES

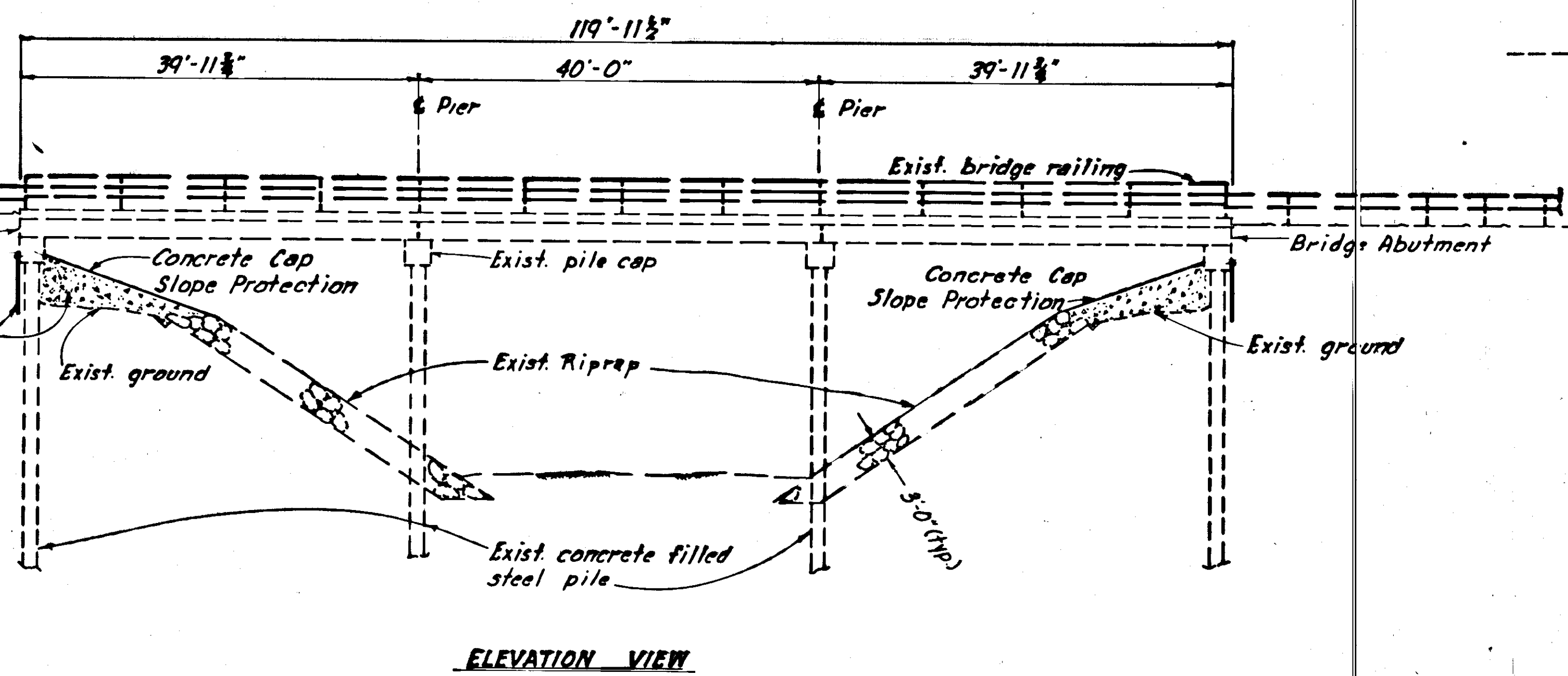
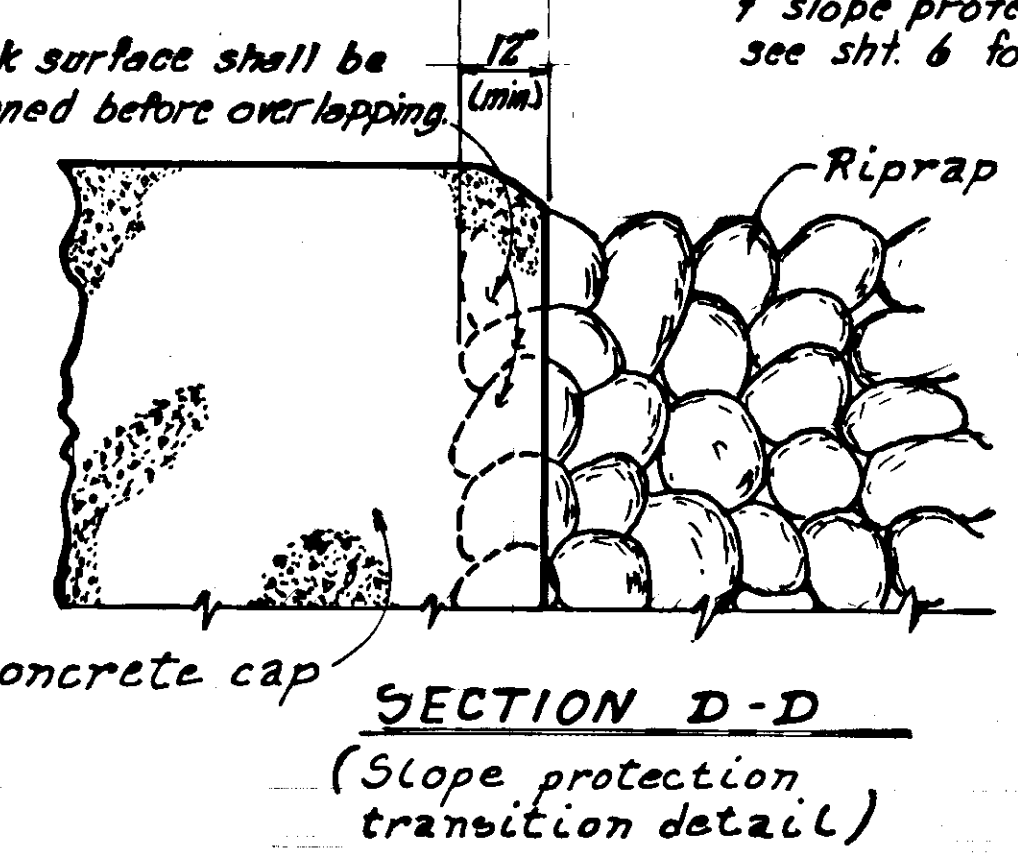
1. Rock riprap shall be Class III
2. Existing undisturbed riprap shall be raised to elev. +25.0. Filter fabric is not required.
3. Slope protection under the bridge shall be concrete cap.
4. Damaged areas shall be reconstructed using filter fabric, sand and borrow. Riprap shall be constructed to elev. +25.0 (above MLLW).
5. Rock slope protection shall be constructed prior to construction of concrete cap under the bridge in order to bond the two (2) different materials at the transition.
6. Rock slope protection shall be machine placed. End dumping is not allowed.



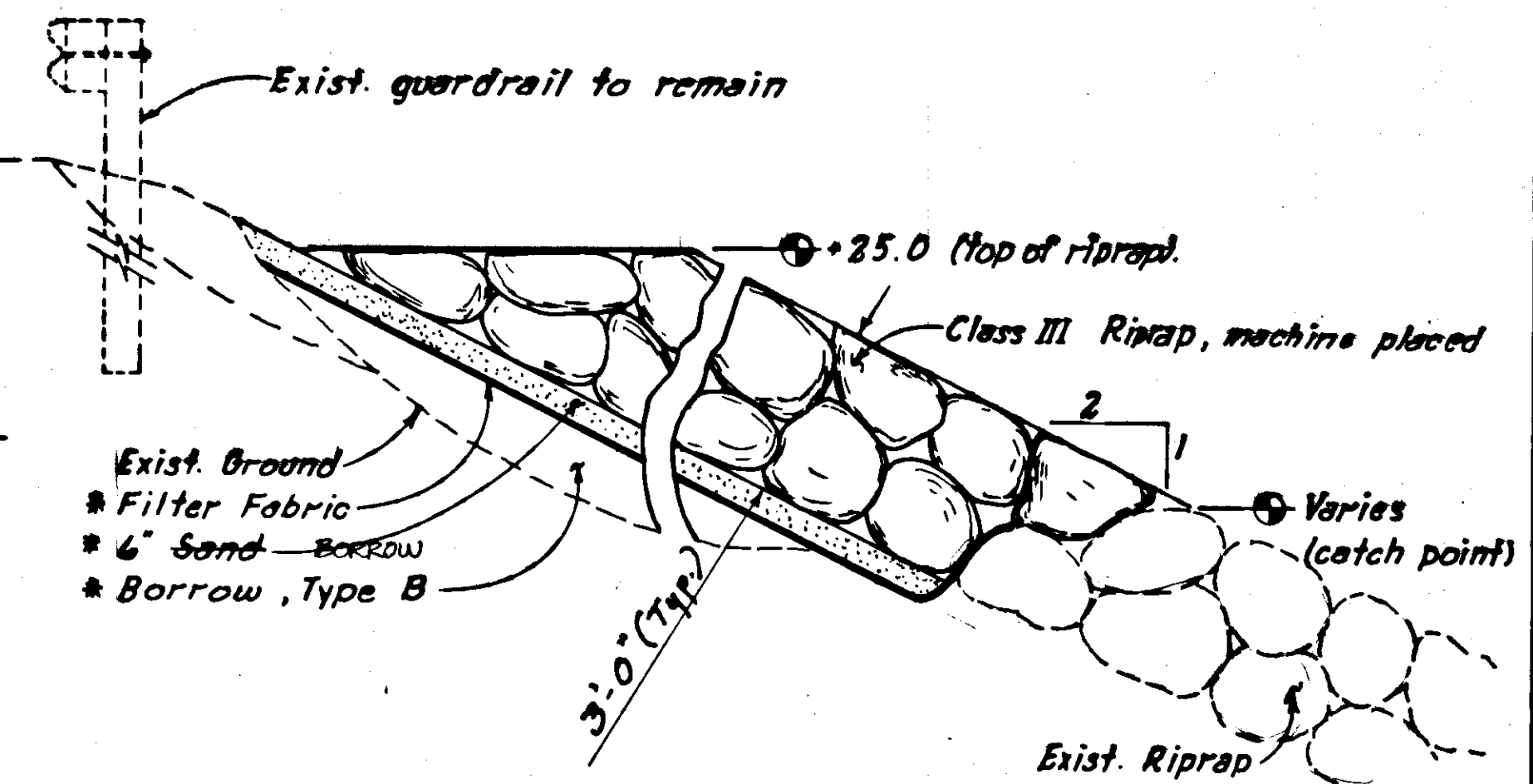
PLAN VIEW - GOLD CREEK

TIDAL DATA	
EHW	+23.2
MHHW	+16.4
MHW	+15.4
MTL	+8.5
MLLW	0.0
ELW	+6.0

BEGIN OF PROJECT
EGAN DRIVE SPOT IMPROVEMENTS
F-093-2(20) 68829
"AS BLT" STA. 54+10



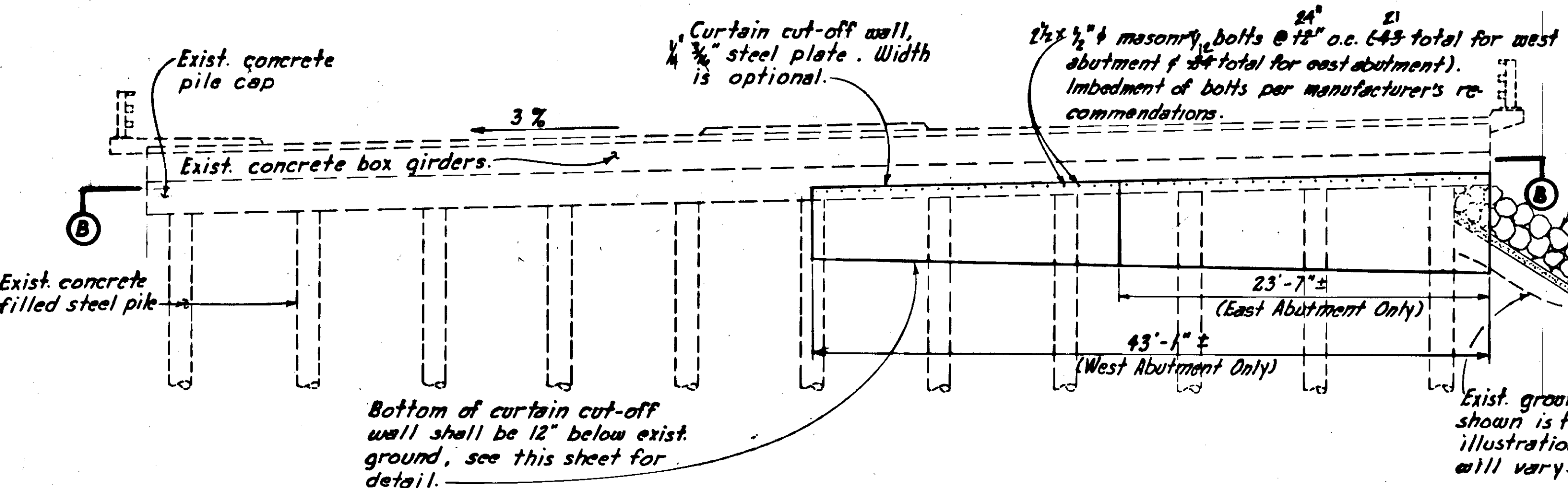
ELEVATION VIEW



TYPICAL RIPRAP SECTION
STATION 54+10 TO STATION 61+79

* Shall not be used in raising top of undisturbed riprap to elevation +25.0.

	DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
SLOPE PROTECTION - GOLD CREEK PLAN LAYOUT AND PROFILE				
DESIGNED <u>D.S.</u>	CHECKED <u>R.P.B.</u>	DRAWN <u>D.S.</u>	DATE <u>March '86</u>	
PROJECT NUMBER <u>F-093-2(20) 68829</u>		SHEET <u>5</u> OF <u>9</u>		



Bottom of curtain cut-off wall shall be 12" below exist. ground, see this sheet for detail.

24" $2\frac{1}{2}$ " x $\frac{1}{2}$ " masonry bolts @ 12" o.c. (43 total for west abutment & 24 total for east abutment). Imbedment of bolts per manufacturer's recommendations.

For additional riprap details see Typical Riprap Section Sheet 5 of 9.

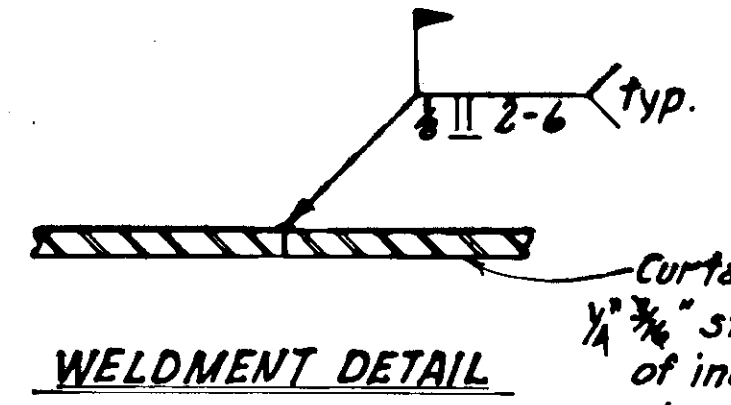
Remove exist. pavement and replace w/Type II asphalt concrete (3" thick).

ESTIMATE OF QUANTITIES	
Concrete cap	= 71 cu. yds.
Reinforcing Steel	= 1200 lbs.
Seeding	= 143 sq. ft.

Quantities are approximate and for information only.

TYPICAL ABUTMENT SECTION

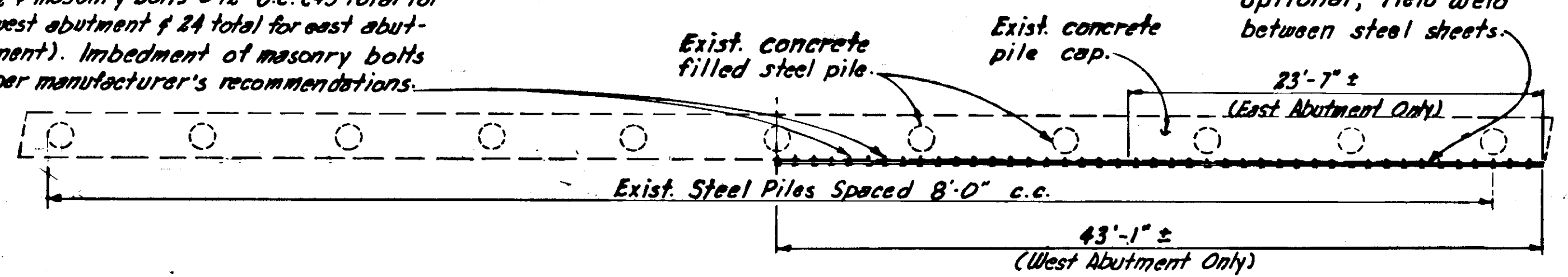
NOTE: Curtain cut-off wall shall not be treated (galv., painted, etc.).



Curtain cut-off wall, $\frac{1}{4}$ " steel R. Width of individual steel sheet is optional. Horizontal splices will not be used.

Curtain cut-off wall, $\frac{1}{4}$ " steel plate. Width is optional, field weld between steel sheets.

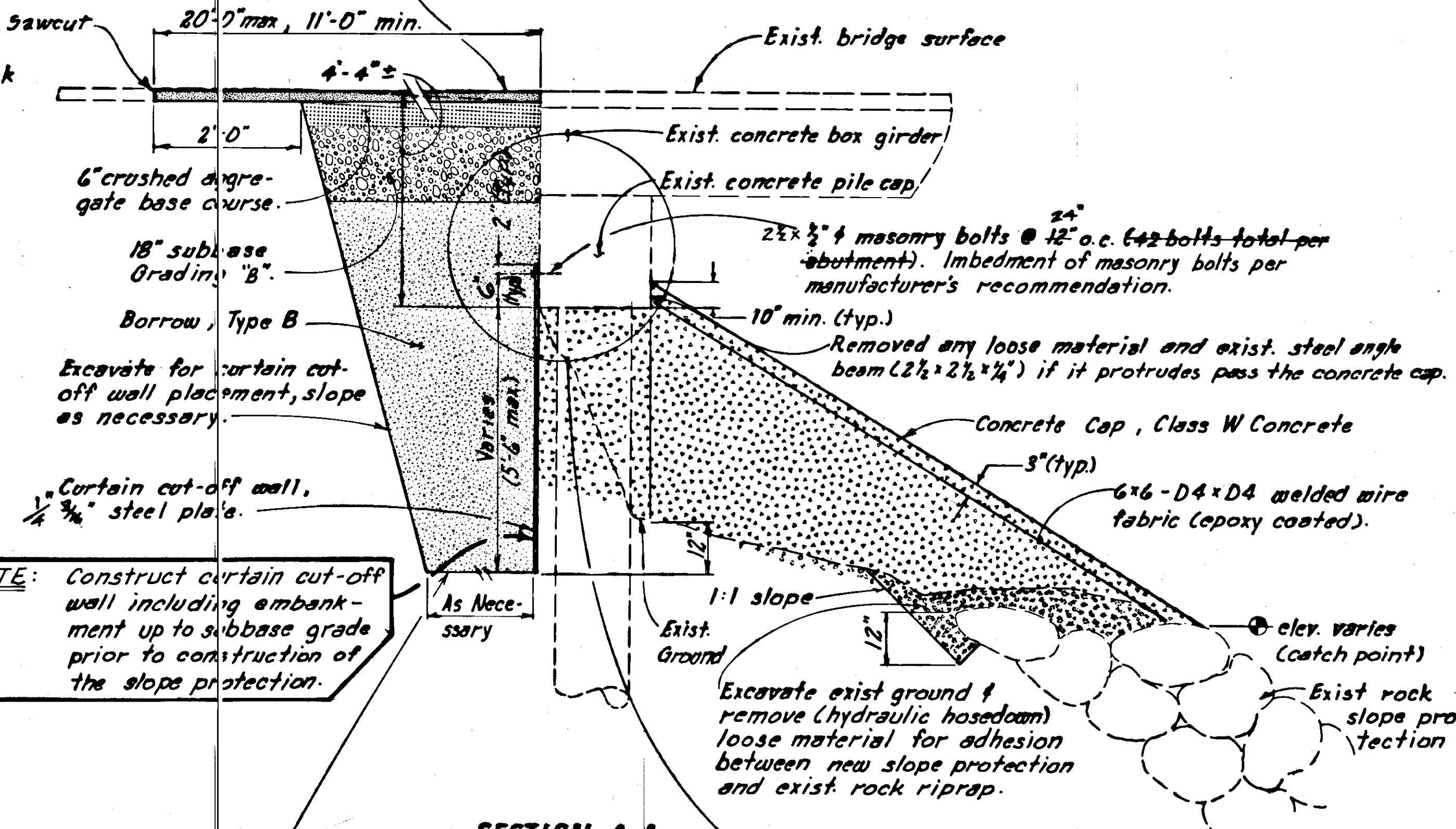
24" $2\frac{1}{2}$ " x $\frac{1}{2}$ " masonry bolts @ 12" o.c. (43 total for west abutment & 24 total for east abutment). Imbedment of masonry bolts per manufacturer's recommendations.



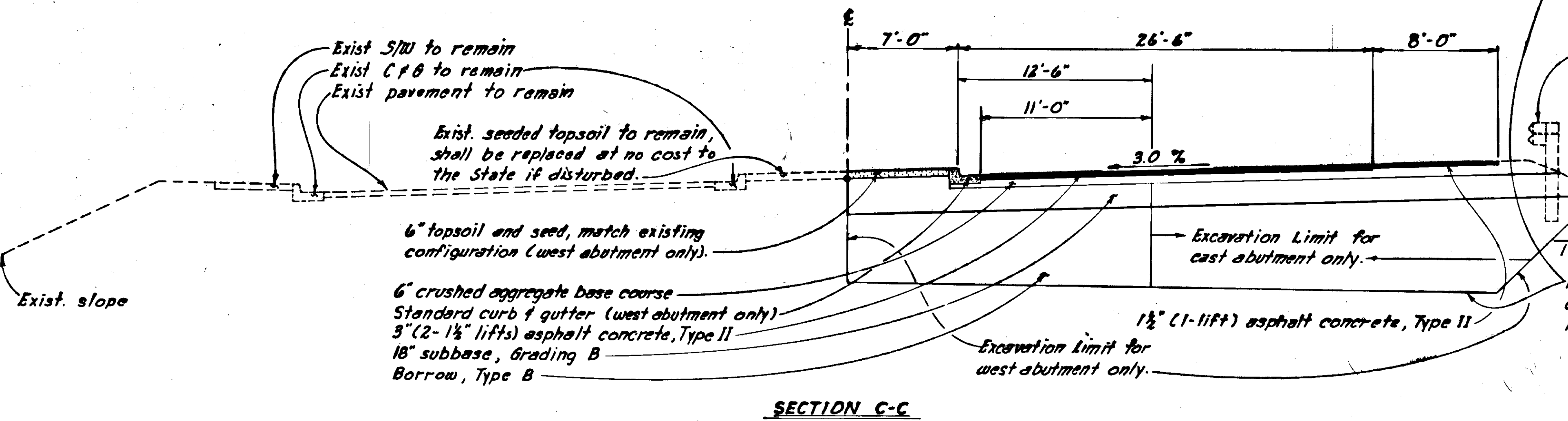
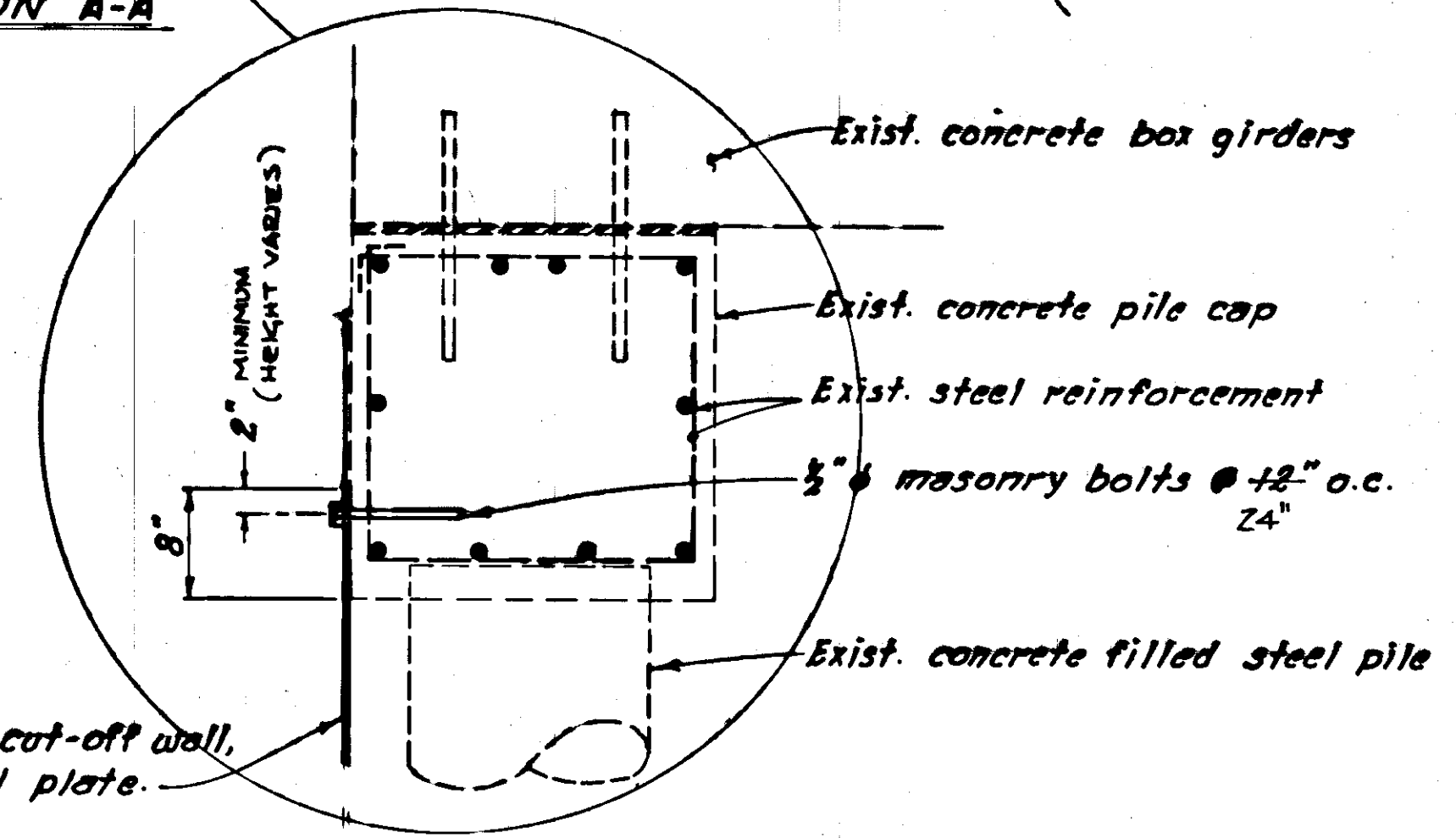
SECTION B-B

SECTION A-A

NOTE: Construct curtain cut-off wall including embankment up to subbase grade prior to construction of the slope protection.



Excavate exist. ground & remove (hydraulic hose down) loose material for adhesion between new slope protection and exist. rock riprap.



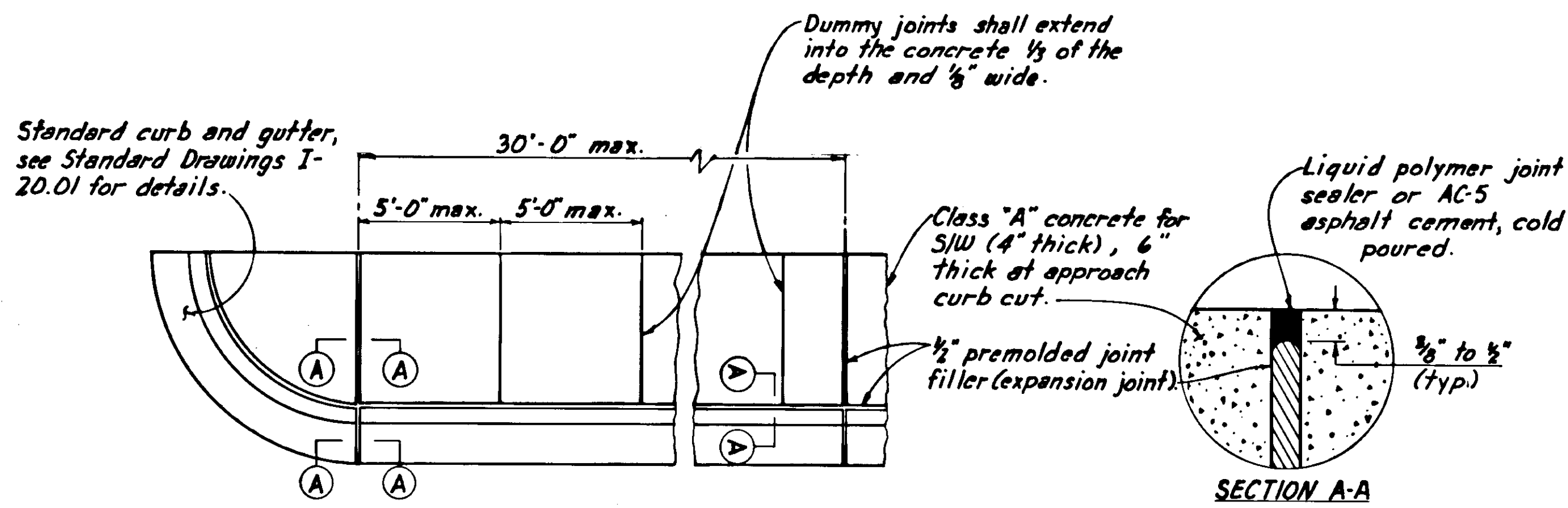
SECTION C-C

Remove and re-install exist. wood post guard-rail, shall be considered incidental to item 203(3).

Curtain cut-off wall, $\frac{1}{4}$ " steel plate.

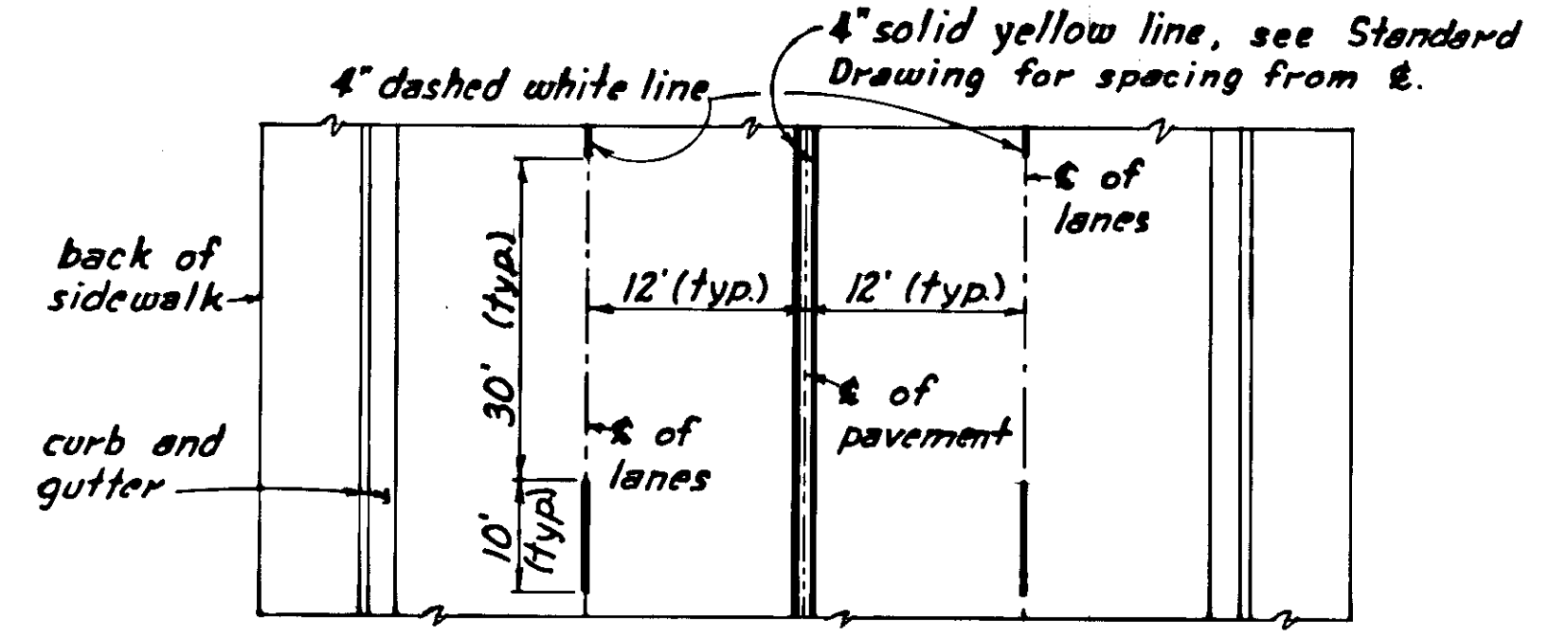
Excavation limits for curtain cut-off wall placement will vary.

	DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
	SLOPE PROTECTION - GOLD CREEK DETAILS			
DESIGNED <u>D.S.</u>	CHECKED <u>R.P.B.</u>	DRAWN <u>D.S.</u>	DATE <u>March '84</u>	
PROJECT NUMBER <u>F-093-2(20)68829</u>		SHEET <u>6</u> OF <u>9</u>		



TYPICAL SIDEWALK, CURB & GUTTER JOINT DETAILS

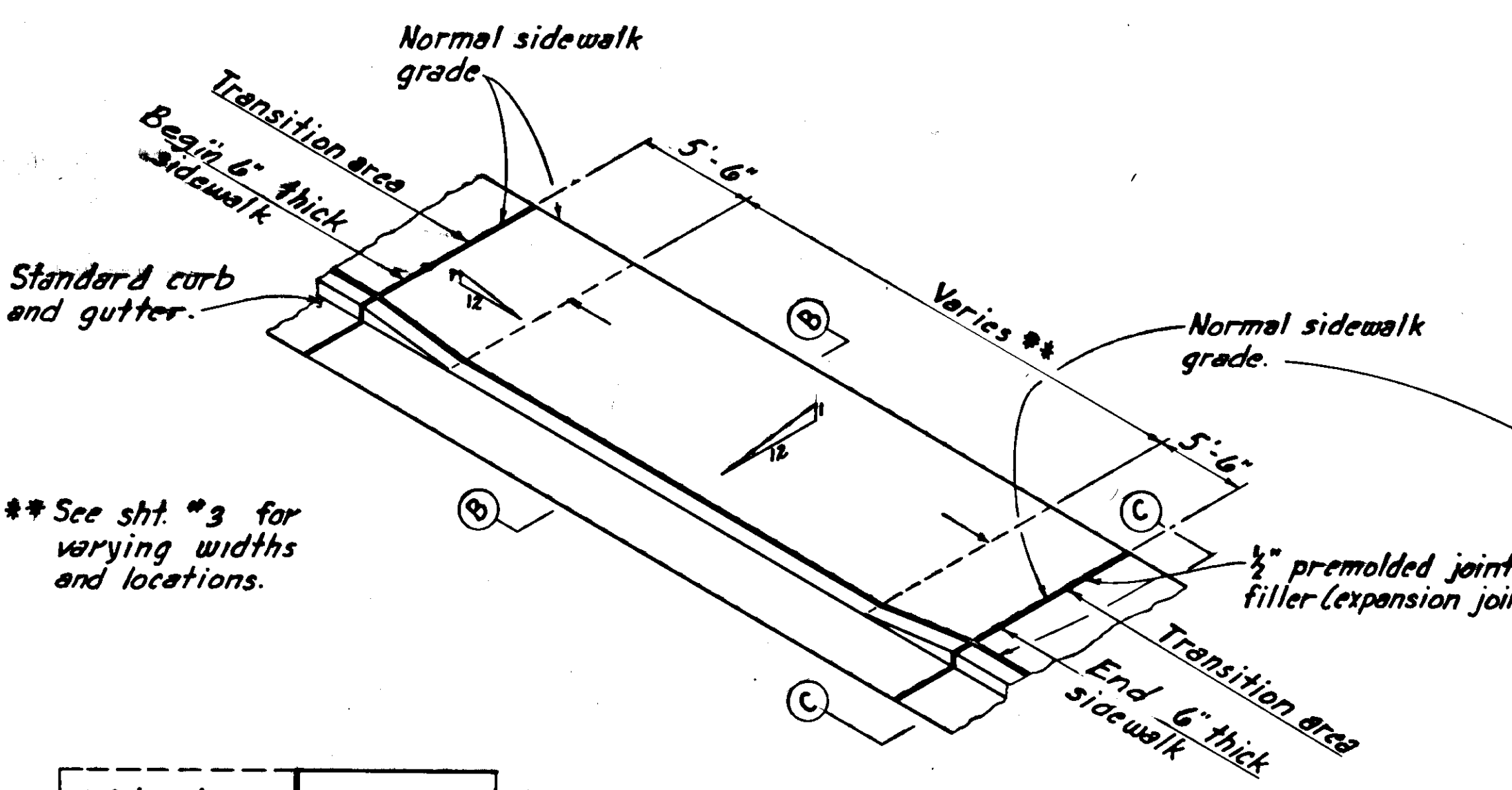
- SIDEWALK NOTES**
1. Premolded expansion joint filler and polymer joint sealer or AC-5 asphalt cement shall be considered incidental to Item 60B(4). No separate payment shall be made therefore.
 2. Curb and gutter expansion joints shall be at each end of the curb returns & immediately preceding and following all curb cuts. Thereafter, they shall be placed at 30'-0" (max.) intervals except where shorter sections are needed for closure.
 3. Sidewalk expansion joints shall be opposite expansion joints in adjoining curb & gutter. Dummy joints shall be equally spaced between expansion joints and not exceeding 5'-0". Dummy joints shall extend into the concrete 1/3 of the depth and 1/8" wide.
 4. Sidewalk, curb cuts, wheelchair ramps surface shall have a broom finish and constructed using Class "A" concrete with min. 28 day compressive strength of $f'_c = 3,000$ psi.



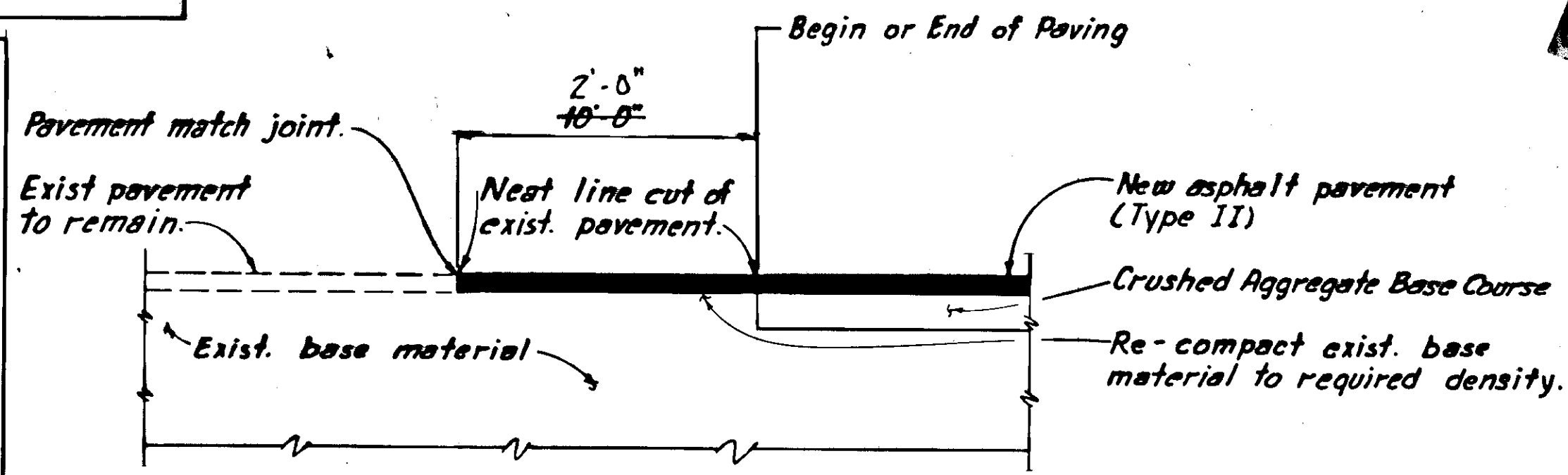
STRIPING PLAN - MERCHANT'S WHARF
"AS BLT." STA. 74+00 to STA. 77+93

- TRAFFIC CONTROL PLAN NOTES**
1. Two (2) Southbound lanes and one (1) Northbound lane shall be maintained from 7:00 a.m. to 9:00 a.m., two (2) Northbound lanes and one (1) Southbound lane shall be maintained from 4:00 p.m. to 6:00 p.m., from Monday thru Friday.
 2. Two (2) directional traffic (min. of one lane for each direction) shall be maintain at all times except as outlined in Note #1 above.
 3. Closures and detours will not be allowed.
 4. Prior to all work on roadways, the contractor shall submit a detailed T.C.P. for the Engineer's approval. The plan shall show the exact location of all signs, barricades, cones, flagpeople, & other traffic control devices.
 5. The contractor shall designate at least one employee to maintain and continuously monitor the condition and placement of all traffic barriers during work operations. Any traffic control device in place on the roadway during non-working hours shall be maintained.
 6. Additional speed advisory signs may be required adjacent to work area.
 7. All notes shall apply to all three (3) segments under this contract.

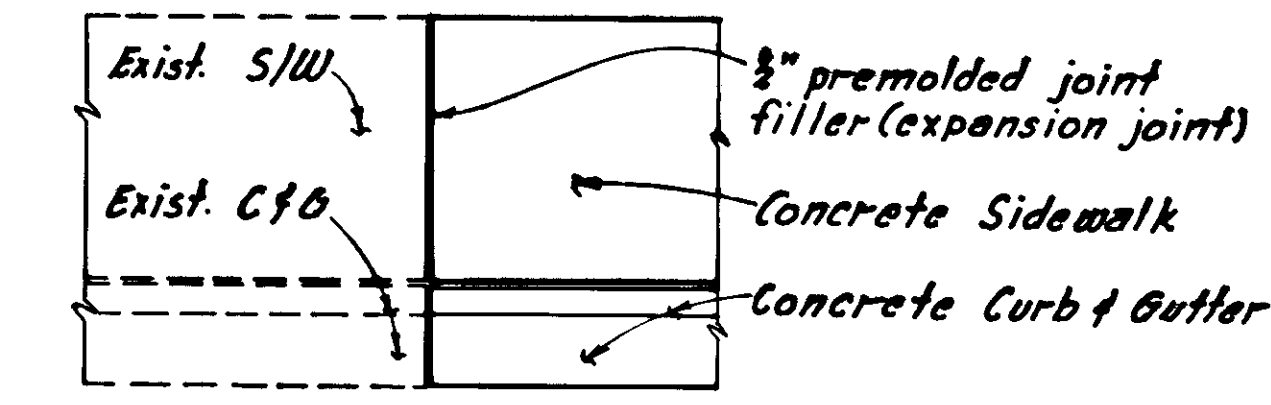
(T.C.P. Notes Continued)
location of all signs, barricades, cones, flagpeople, & other traffic control devices.



TYPICAL CURB CUT DETAILS



PAVEMENT MATCH JOINT DETAIL FOR MERCHANT'S WHARF



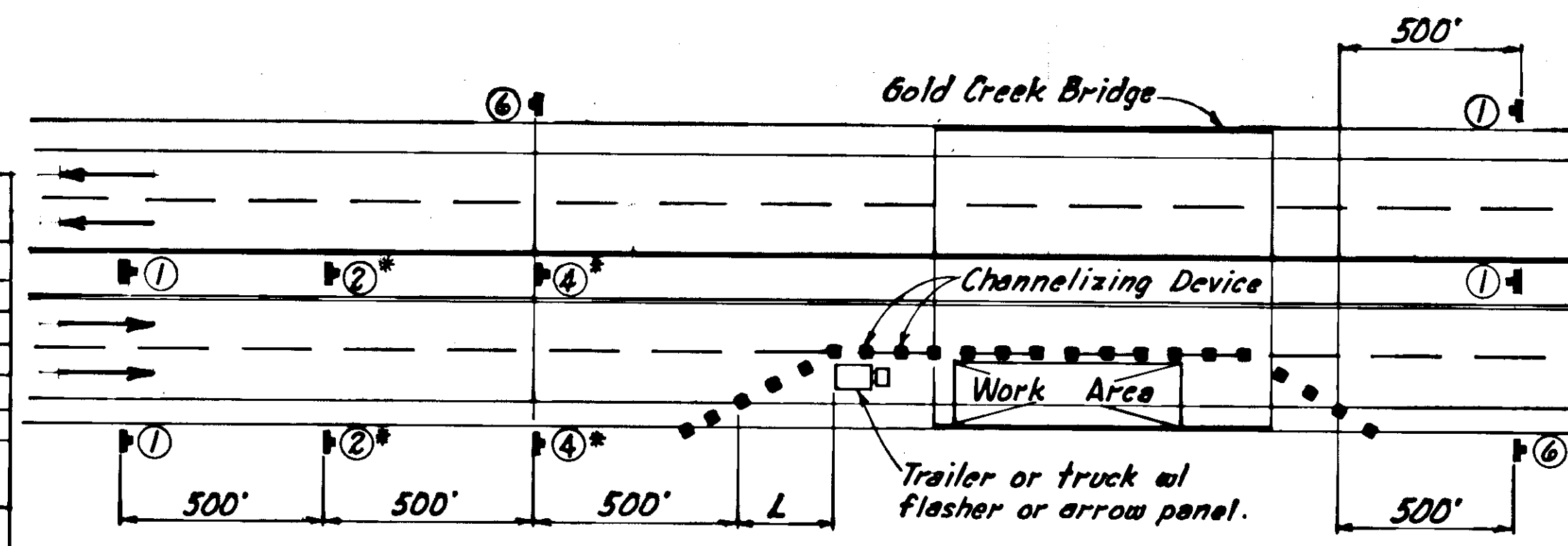
EXIST. TO NEW SIDEWALK JOINT DETAIL
"AS BLT." STA. 77+12

TAPER FORMULA NOTES

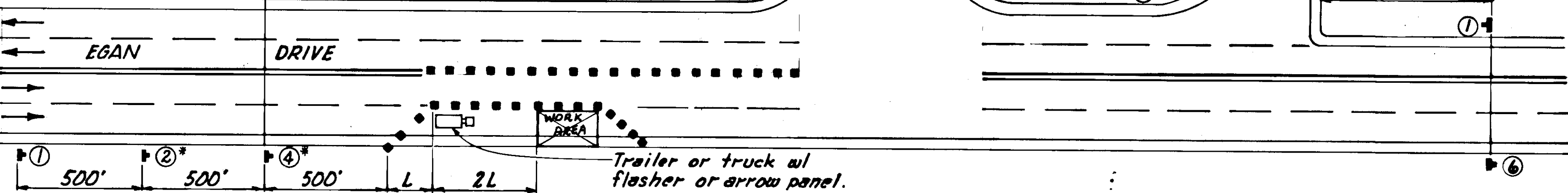
Taper Formula: $L = WS^2/60$, min. length of taper.
 S = numerical value of posted speed limit.
 W = width of offset.
 Max. spacing between channelizing devices in taper should be approx. equal in feet to the speed limit. (6)

NO.	SIZE	DESIGNATION*	SIGN WORDING
1	48" x 48"	CW20-1F	ROAD CONSTRUCTION AHEAD
2	48" x 48"	CW20-5RF	RIGHT LANE CLOSED AHEAD
3	48" x 48"	CW20-5LF	LEFT LANE CLOSED AHEAD
4	48" x 48"	W4-2R	
5	48" x 48"	W4-2L	
6	60" x 24"	620-2	END CONSTRUCTION

*Alaska Sign Design Specs.



TRAFFIC CONTROL PLAN for GOLD CREEK



TRAFFIC CONTROL PLAN for MERCHANT'S WHARF

STAMP

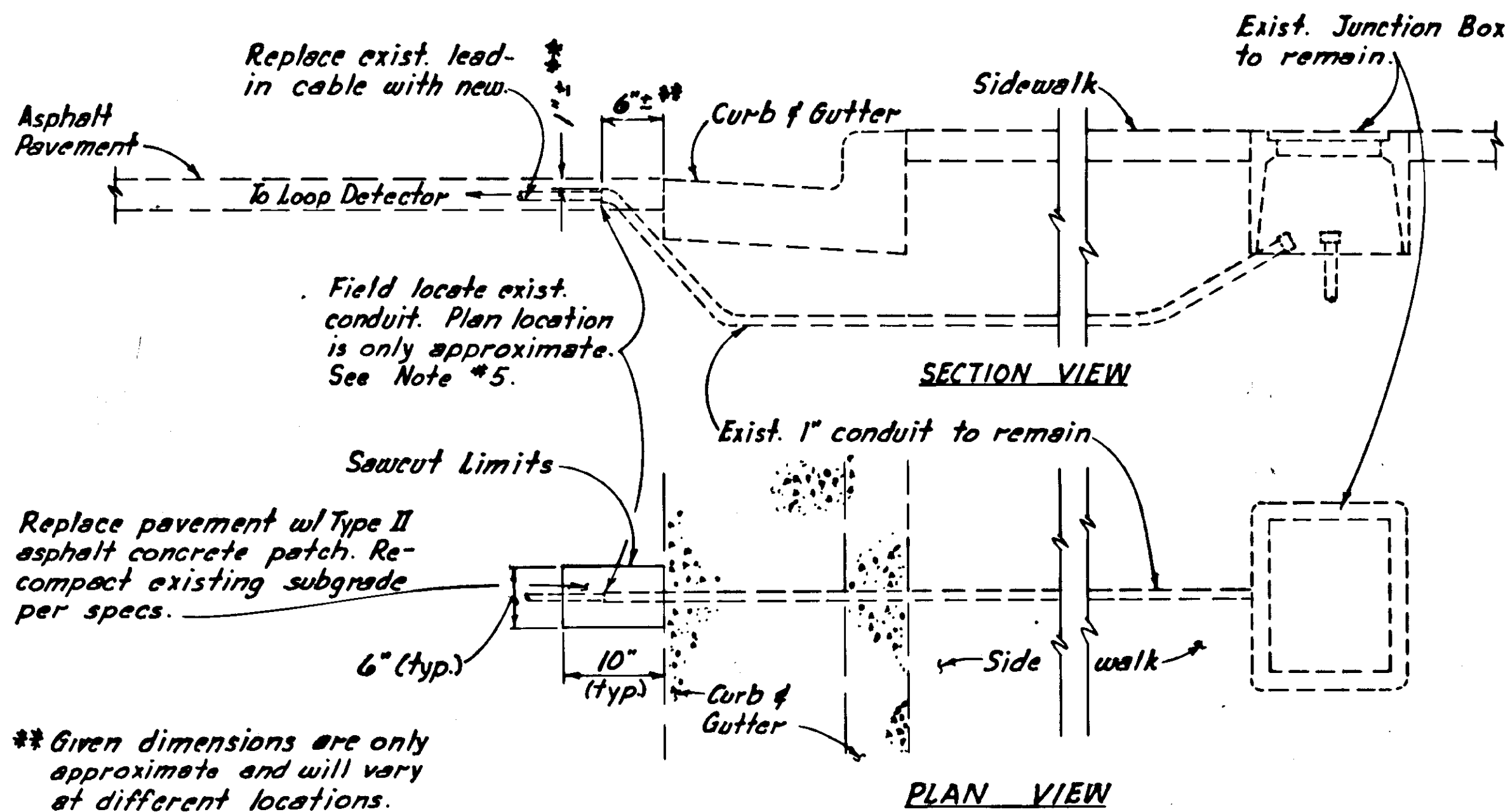
DO NOT SCALE THIS DRAWING - USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

TRAFFIC CONTROL PLAN AND MISCELLANEOUS DETAILS

DESIGNED D.S. CHECKED R.P.B. DRAWN D.S. DATE March '86

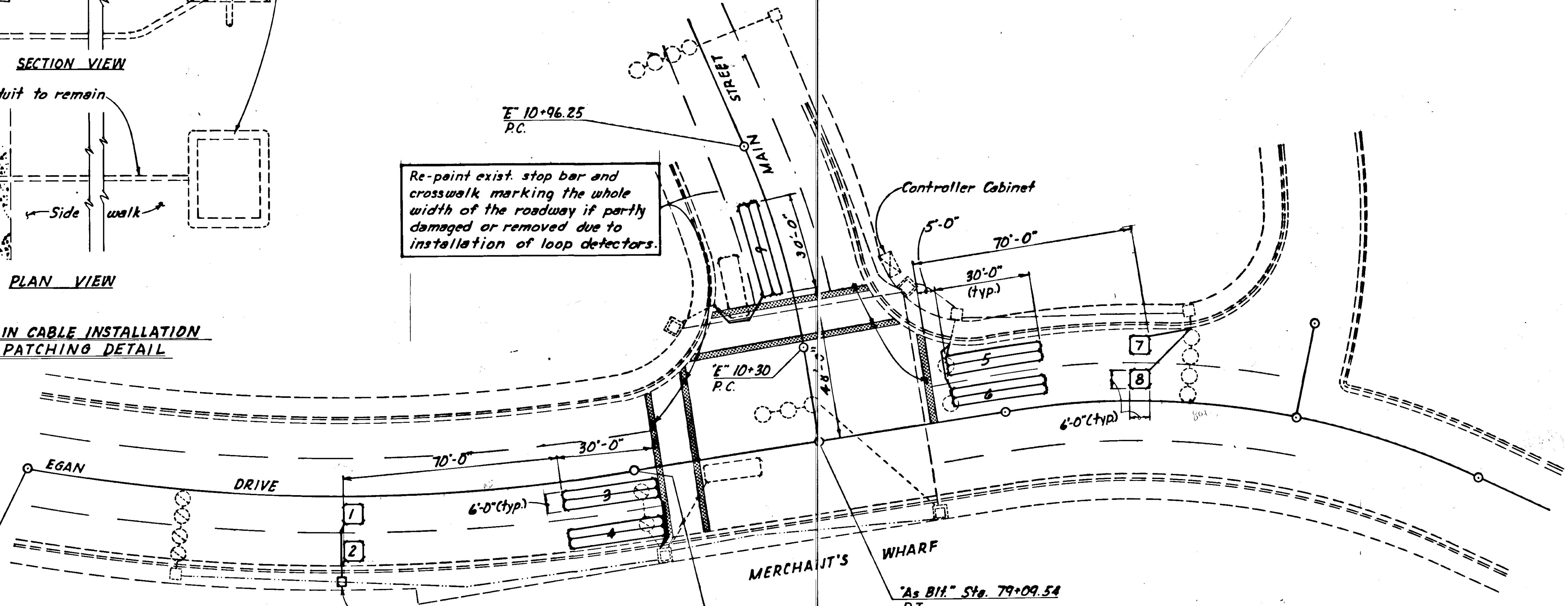
PROJECT NUMBER F-093-2(20) 68829 SHEET 7 OF 9



** Given dimensions are only approximate and will vary at different locations.

LEAD-IN CABLE INSTALLATION AND PATCHING DETAIL

Re-paint exist. stop bar and crosswalk marking the whole width of the roadway if partly damaged or removed due to installation of loop detectors.



Install Type I J-Box in sidewalk. Cut exist. conduit and extend into J-Box. Install 2" conduit under exist. curb & gutter. Providing and installing junction box, saw cutting, replacing curb, gutter, sidewalk, asphalt patching and necessary items shall be considered incidental to item 660(9).

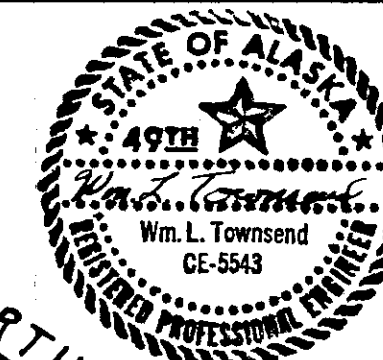
LOOP DETECTOR NOTE

1. Loop detector wire shall have its own PVC ducting. The wire shall be #14 AWG stranded THHN (UL) 600V. The ducting shall be UL FR-1 rated 105°C, wall thickness 0.031", inner diameter nom. 0.186", moisture, chemical and oil resistant.
2. Saw cuts for the loop detector wire shall be 3/8" wide.
3. Saw cuts shall be hydroblasted and blown dry.
4. Loop detector wire shall be held down in saw cuts at two(2) foot intervals with pieces of 3/4" diameter foam or wedging clamps.
5. The contractor shall be responsible for locating the ends of conduit under existing asphalt. A metal detector or other method may be utilized as approved by the Engineer. Patching shall be considered incidental to item 660(9).
6. Each new loop shall have its own new lead-in cable pulled from the loop to the controller cabinet. Connection at the cabinet will be by others.
7. In lieu of 45 degree saw cuts on loop corners 2 1/2" diameter holes may be bored in the pavement or pavement may be chipped out to allow for a wire bending radius of no less than 1 inch.
8. Abandon existing detectors in-place.

LOOP DETECTOR SUMMARY					
LOOP DETECTOR NUMBER	OFFSET		SIZE FT.	NUMBER TURNS	CONFIGURATION
	LEFT	RIGHT			
1		6	6 x 6	3	Square
2		18	6 x 6	3	Square
3		6	6 x 30	2-4-2	Quadrupole*
4		18	6 x 30	2-4-2	Quadrupole
5	18		6 x 30	2-4-2	Quadrupole
6	6		6 x 30	2-4-2	Quadrupole
7	18		6 x 6	3	Square
8	6		6 x 6	3	Square
9	6		6 x 30	2-4-2	Quadrupole

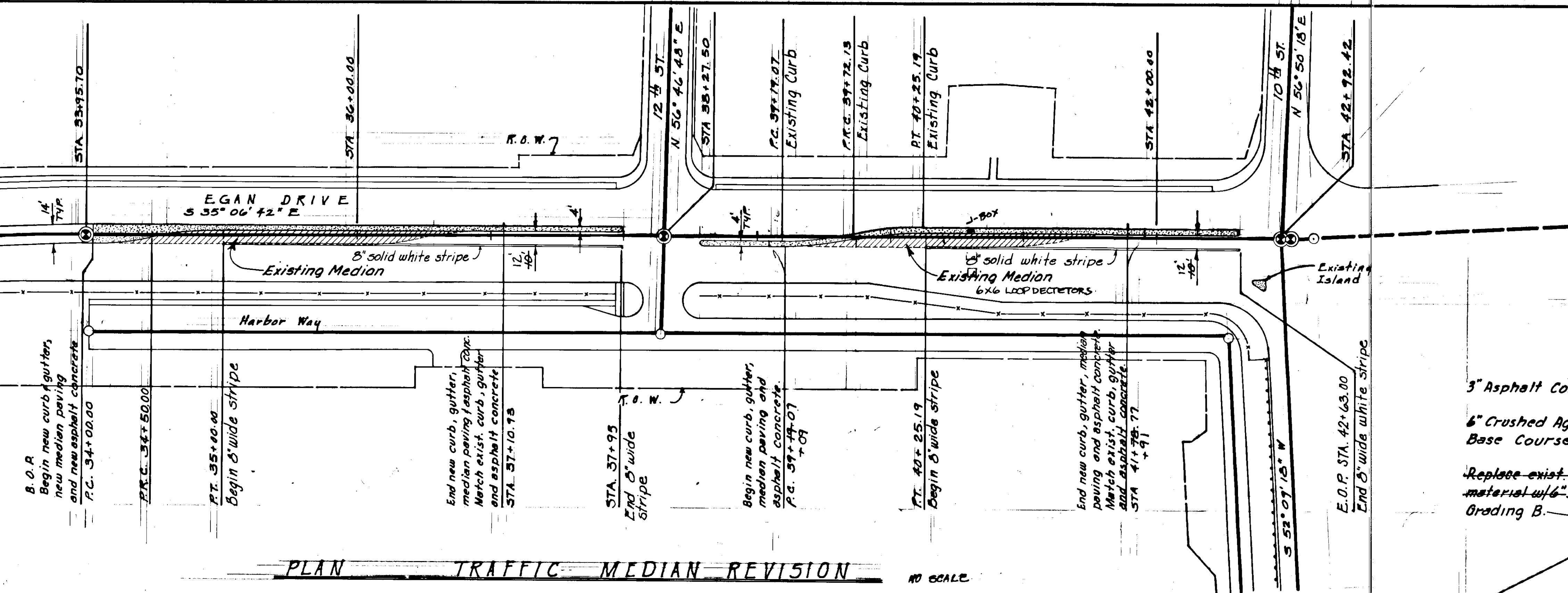
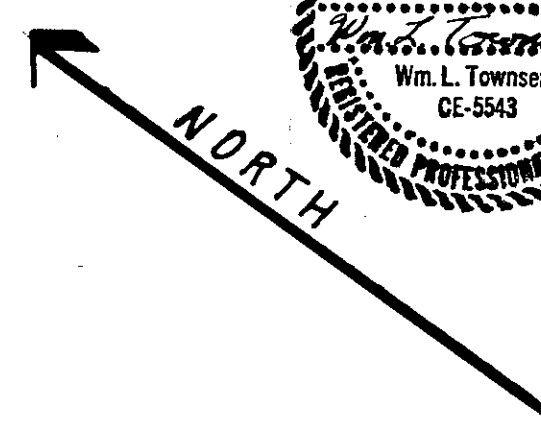
NOTE: Offsets are geometric center of the loop.
*Quadrupole = Wire is run in figure eight.

	DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
	LOOP DETECTOR INSTALLATION			
DESIGNED <i>J.A.</i>	CHECKED <i>R.P.B.</i>	DRAWN <i>D.S.</i>	DATE <i>March '88</i>	
PROJECT NUMBER <i>F-093-2(20) 63825</i>		SHEET <i>8</i> OF <i>9</i>		

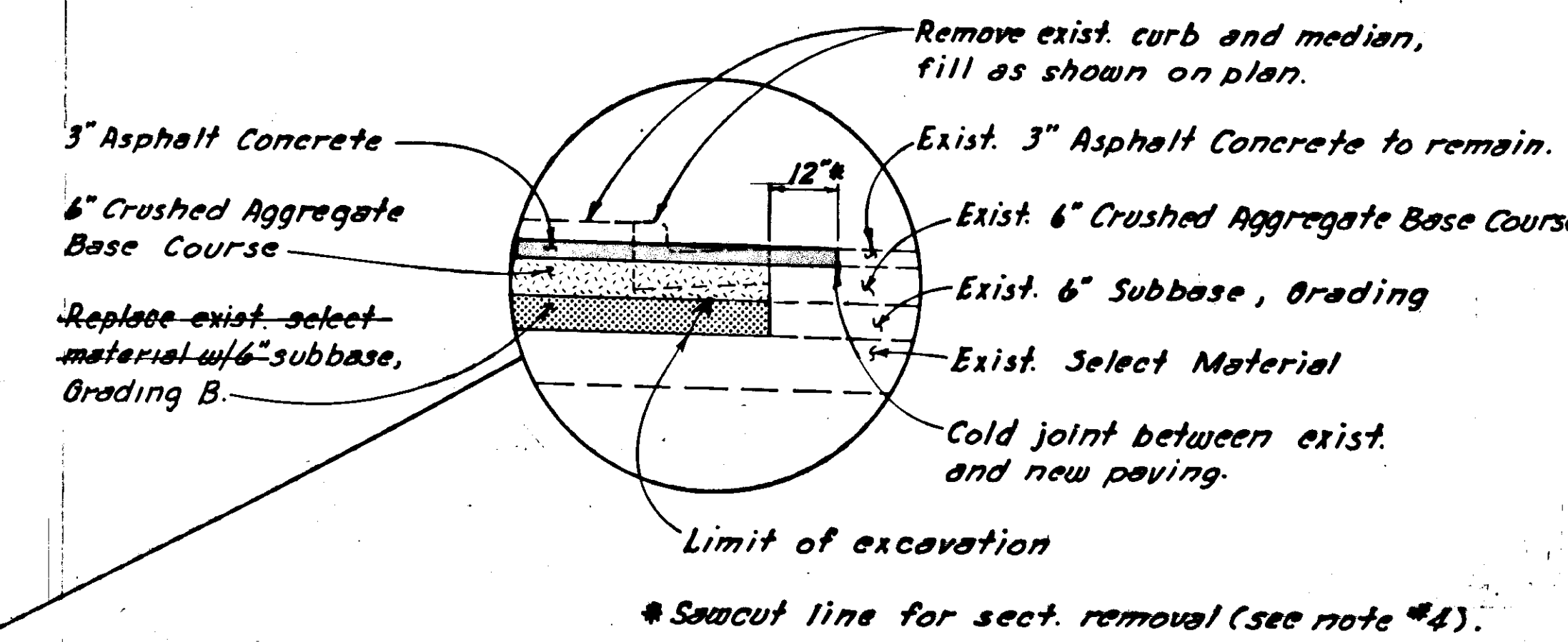


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HES-093-2(22)	1986	9	9

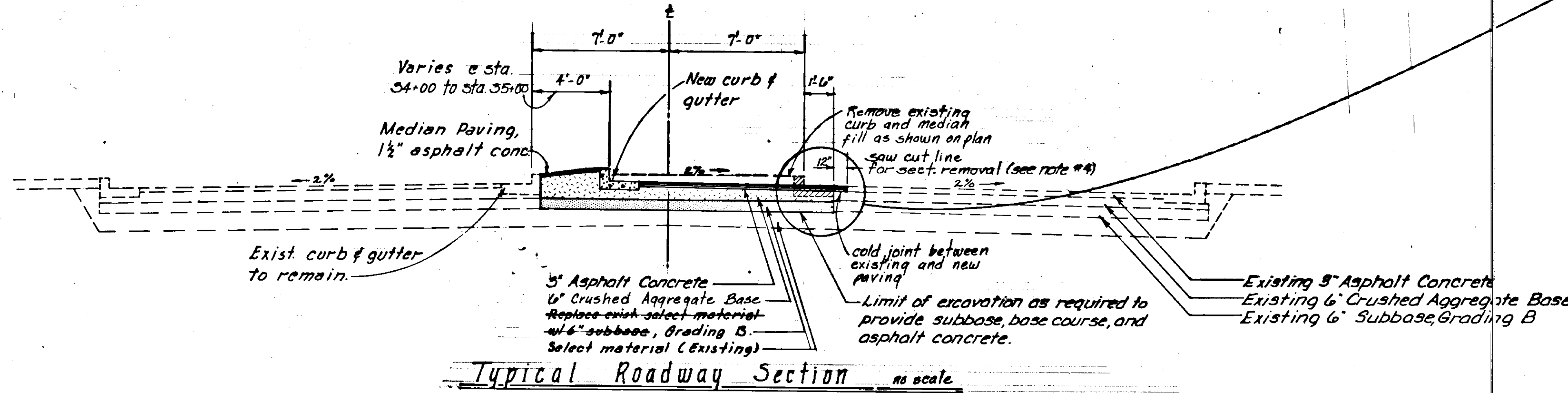
**SAFETY REVISION TO EGAN DR.
10th/12th STREET TURN BAYS**



PLAN TRAFFIC MEDIAN REVISION NO SCALE

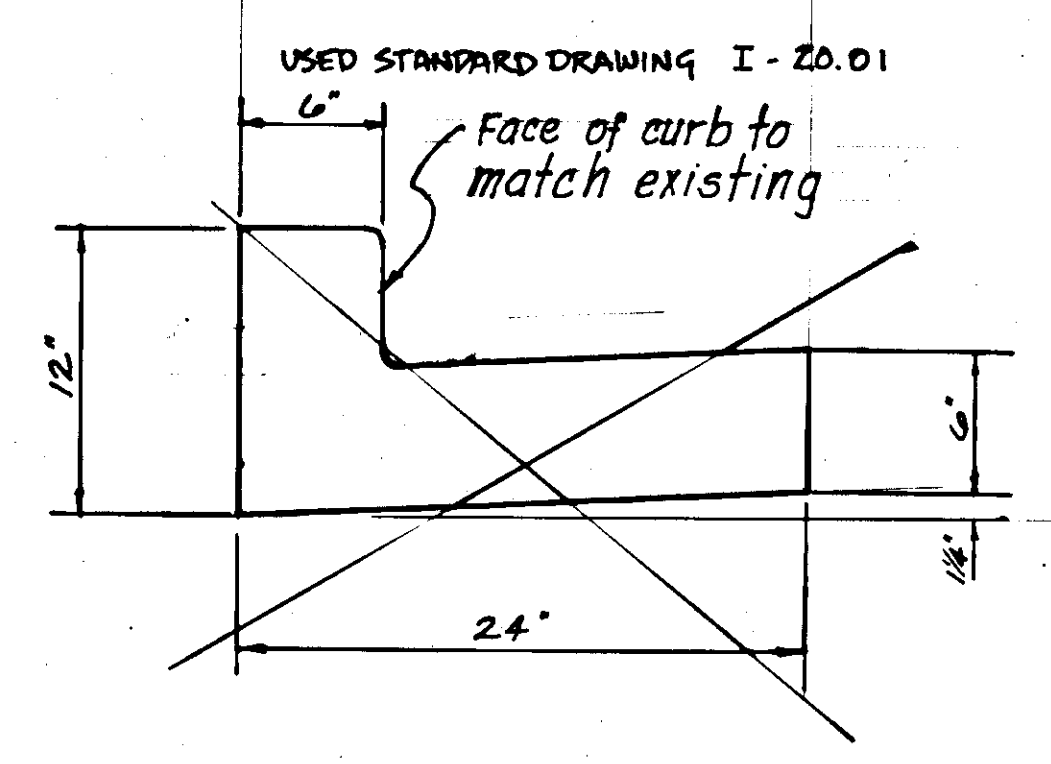


Remove exist. curb and median, fill as shown on plan.
 Exist. 3" Asphalt Concrete to remain.
 Exist. 6" Crushed Aggregate Base Course
 Exist. 6" Subbase, Grading
 Exist. Select Material
 Cold joint between exist. and new paving.
 Limit of excavation
 *Sawcut line for sect. removal (see note #4).

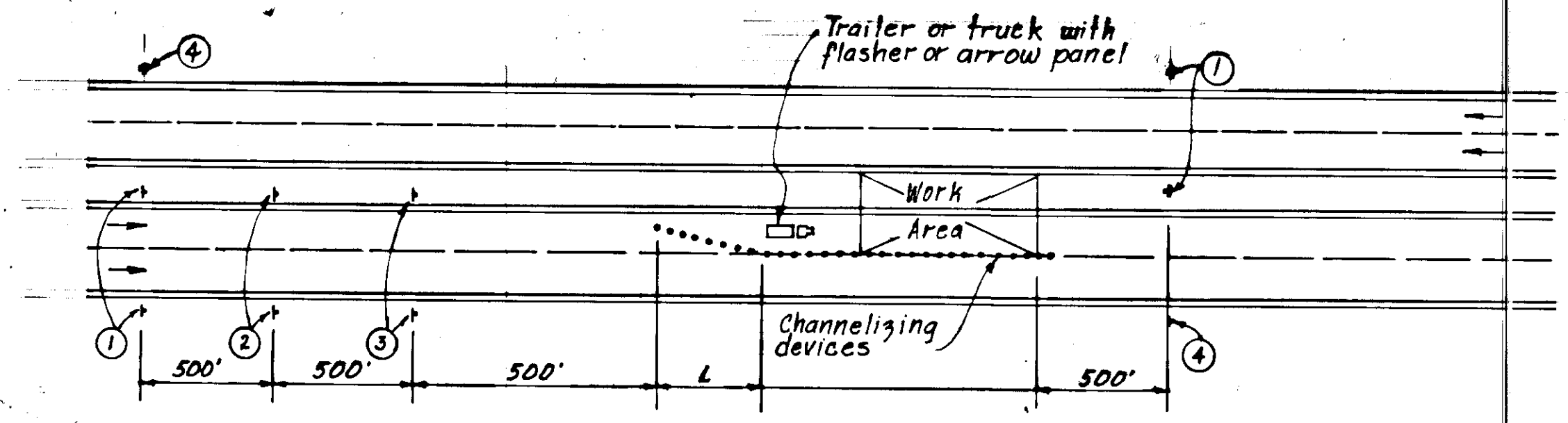


Typical Roadway Section NO SCALE

- GENERAL NOTES**
- All waste material shall be disposed of outside of right-of-way limits at a location selected by the contractor and approved by the engineer.
 - Contractor will be required to design grades to match existing grades.
 - The contractor shall maintain continuous vehicular access to 10th St. and 12th St. and maintain continuous vehicular flow past the constr. site, both North and Southbound, on Egan Dr., see sht. 7 T.C.P. NOTES.
 - Saw cut existing pavement one foot min. from edge of gutter over undisturbed material.
 - Median curb radius = 252.5' at 12th Street.
 - 8' white stripe shall be offset 10.00' from face of curb.



Curb and Gutter NO SCALE



TRAFFIC CONTROL PLAN
For 10th and 12th Street Left Turn Bays

Notes:
 taper formula: $L = \frac{WS^2}{60}$
 L - minimum length of taper.
 S - numerical value of posted speed limit
 W - width of offset
 Maximum spacing between channelizing devices in taper should be approx. equal in feet to the speed limit.

No.	Size	Designation*	Sign Wording
①	48" x 48"	CW20-1F	ROAD CONSTRUCTION AHEAD
②	48" x 48"	CW20-5	LEFT LANE CLOSED AHEAD
③	48" x 48"	W4-2L	!
④	60" x 24"	G20-2	END CONSTRUCTION

*Alaska Sign Design Specification