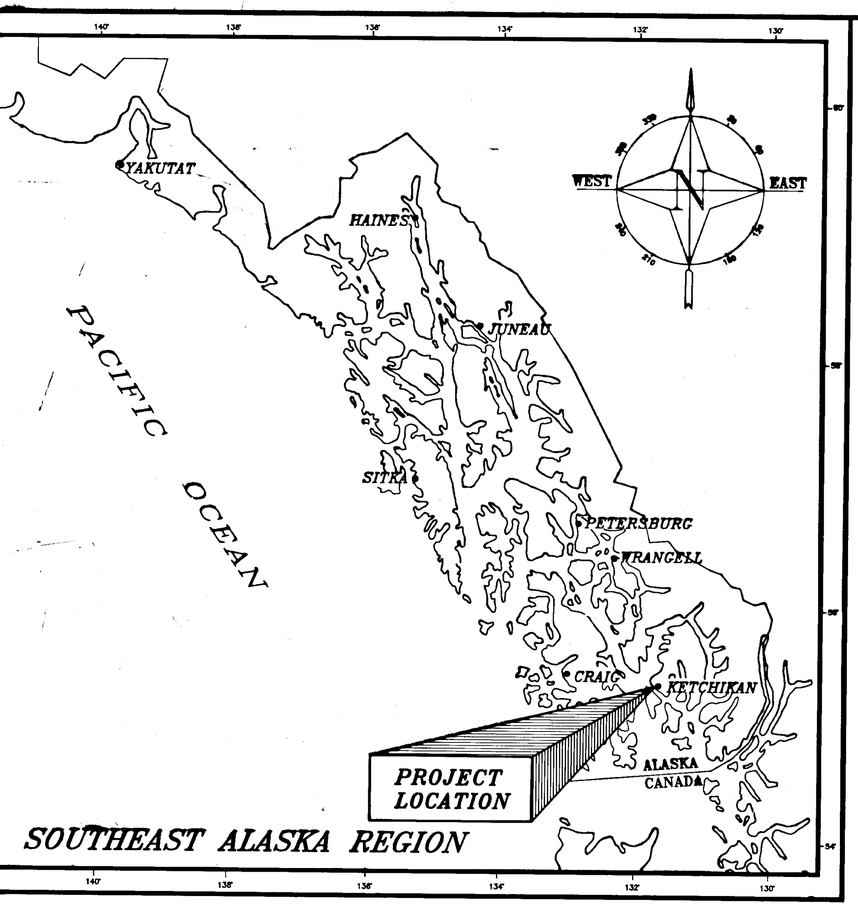


SOUTHEAST ALASKA REGION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEASTERN REGION
DESIGN AND CONSTRUCTION DIVISION

Tongass Avenue

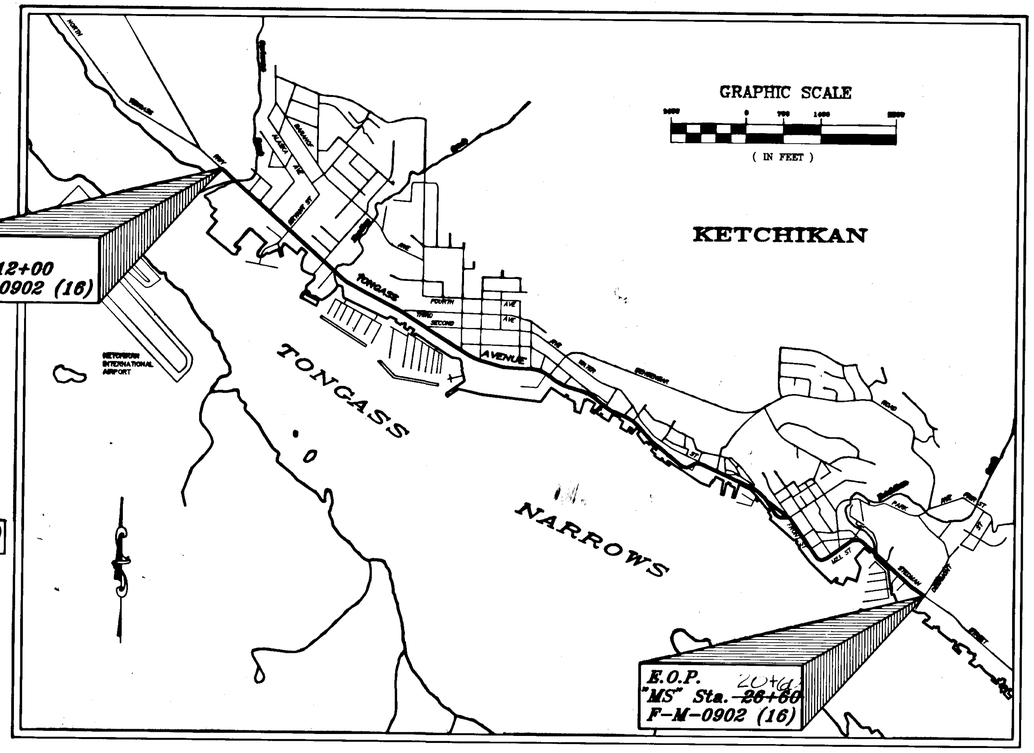
Pavement Rehabilitation

North City Limits to Deermont Street

F - M - 0902 (16) 70375

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2–4	Typical Sections
5	Estimate of Quantities
6	Pavement Cold Planing
7–8	Miscellaneous Details
9	Sidewalk & Curb Cut Details
10	Expansion Joint Details
11	Utility Adjustment Detail
12–16	Signing Summary
17	Raised Median Island Details
18	Traffic Loop Detector Details
19	Reflective Pavement Markers
20–21	Traffic Control Plans
22–38	Signing and Striping Plans

The following Standard Drawings apply to this project :
A–1, C–01.03, C–02.01, D–20.01, I–20.10, I–40.00, M–16.00, S–00.00, S–05.00, S–20.00, S–30.01, T–20.00, T–21.01, T–22.01



VICINITY MAP

Design Designation (Average)

ADT 1991	=	14,283
ADT 2011	=	19,250
D.H.V. 11%	=	2,028
% T	=	7%
V	=	25
10 YR E.A.L.	=	654,407
20 YR E.A.L.	=	1,425,370

Project Summary

Length of Paving	=	~~12,768~~ L.F. 15,508
Length of Project	=	~~12,768~~ L.F. 15,508
Width of Projects	=	(Varies) 44' to 50'

Equations (As-built Stations)

< PT Sta. 59+55.00 Bk=
POT Sta. 58+97.01 Ahd

< POT Sta. 100+79.10 Bk=
POT Sta. 100+67.78 Ahd

< Sta. "T" 138+39.80 Bk=
Sta. "F" 6+80.96 Ahd

< POT Sta. "F" 0–23.73 Bk=
POT Sta. "MS" 0+42.64 Ahd

< PT Sta. "MS" 3+68.72 Bk=
PT Sta. "MS" 3+57.79 Ahd

< PT Sta. "MS" 11+13.34 Bk=
POT Sta. "MS" 11+05.67 Ahd

A.A.S.H.T.O. Exceptions as follows:

Approved May 1991

Horizontal Curve (D Max=21')		Stopping Sight Distance (Length Req'd=200')	
1) Sta. "AsB" 117+00	D=40°	1) Sta. "AsB" 116+00	L=160'
2) Sta. "AsB" 119+00	D=41°	2) Sta. "AsB" 118+00	L=160'
3) Sta. "AsB" 138+00	D=26°	3) Sta. "AsB" 137+00	L=150'
4) Sta. "AsB" 139+00	D=54°	4) Sta. "AsB" 140+00	L=100'
5) Sta. "MS" 2+50	D=79°	5) Sta. "MS" 2+50	L=90'
6) Sta. "MS" 10+50	D=46°	6) Sta. "MS" 10+50	L=140'

AS BUILT PLANS
CONTRACTOR: SOUTHCOAST INC.
CONTRACT BEGAN JULY 17, 1991
CONTRACT ENDED FEB. 11, 1993
PROJECT ENGINEER D.F. ROBBINS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEASTERN REGION DESIGN SECTION

APPROVED
Barry P. McMahon
Engineering Manager
Date 5/2/91

APPROVED
E.W. Darnell
Director, S.E. Region Design & Construction
Date 5-2-91

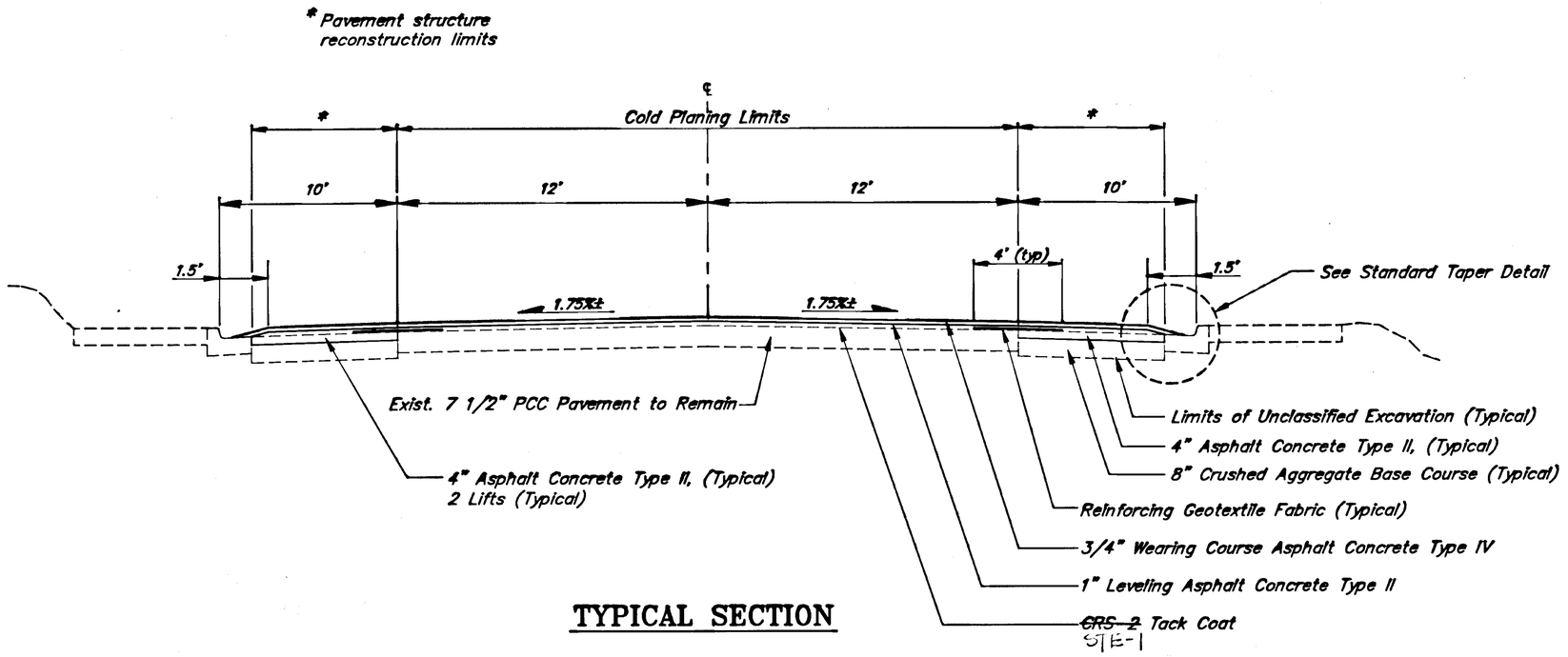
PROJECT NUMBER:
F-M-0902 (16)
70375

DATE:
May 1991

SHEET 1 OF 38

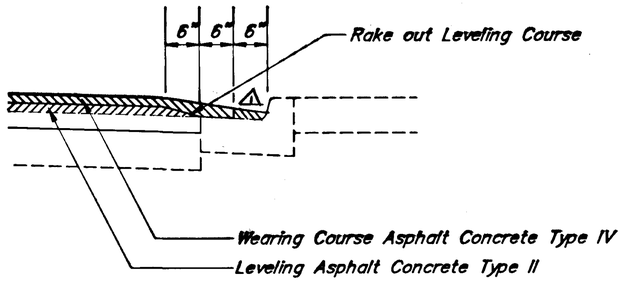
ENGINEER'S SEAL
STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER

AE-14



TYPICAL SECTION

STA. 12+00 TO STA. 59+55



STANDARD TAPER DETAIL

GENERAL NOTES

1. Minor changes in the typical sections may be directed by the Engineer.
2. Cross slope changes shall be approved by the Engineer.
3. From the B.O.P. to Station 59+55 removal of shoulder pavement and base course shall be limited to one side of the roadway at a time.
4. Material below the excavation limits shall be recompacted in accordance with Section 301, prior to new work.
5. The typical sections shall be used as general guidelines for an area. Additional information found on the Pavement Cold Planing, sheet 6, shall be used in conjunction with the typical. The Engineer will indicate actual limits of work and transitions length between sections.
6. It shall be the contractors responsibility to set control for the paving, cold planing, temporary and permanent traffic markings and other items necessary to complete the work.
7. Summary tables are for bidding information only. All manholes monument cases, valve boxes, etc. shall be field located by the contractor, prior to cold planing operations.
8. Project stationing is based on As-built records from prior construction projects. To differentiate between similar stationing "F" for Front Street and "MS" for Mill Street is utilized through these areas.

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K.K	11/16/95	⚠ AS BUILT

RECORD OF REVISIONS

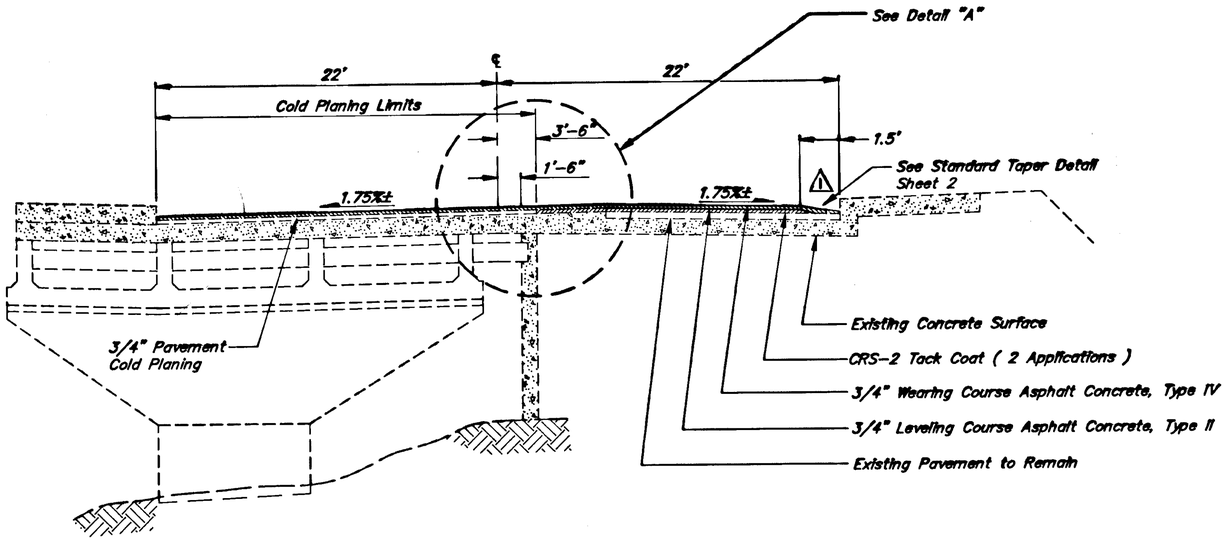
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN ALASKA

TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902 (16) 70375
TYPICAL SECTION

DESIGNED BY: T.M.	SCALE NONE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY 1991
CHECKED BY: P.J.	SHEET 2 OF 38

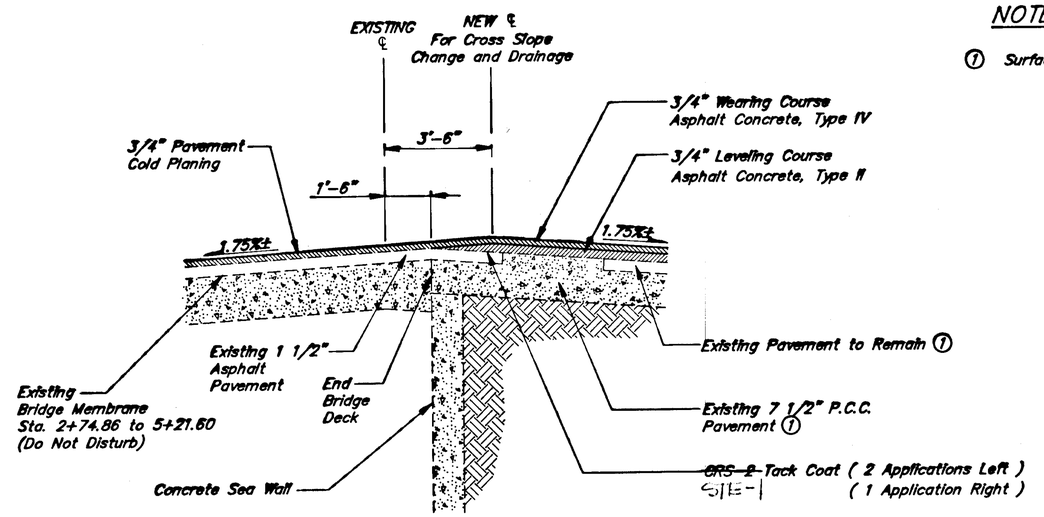
STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER



TYPICAL SECTION

"F" STA. 6+80.96 TO "F" STA. 0-23 0+50 TO 1+75 NO PAVING
(Front Street)

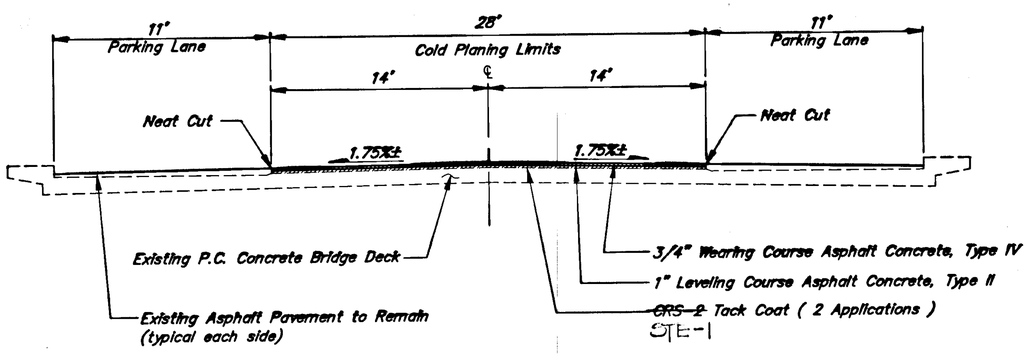
"F" STA. 2+74.86 TO "F" STA. 5+21.60
(Viaduct Only, Rt.)



DETAIL "A"

NOTES:

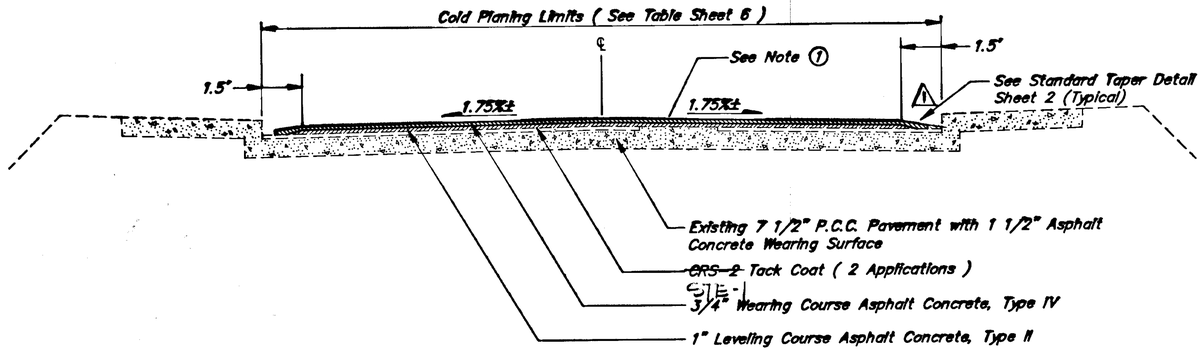
(1) Surface type varies.



TYPICAL SECTION

STA. 100+67.78 TO STA. 117+80 AND
(Tongass Avenue Viaduct)

STA. 122+90 TO STA. 135+00
(Water Street Viaduct)



TYPICAL SECTION

STA. 117+80 TO STA. 122+90
STA. 59+55 TO STA. 100+67.78

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
K.K.	11/16/95	(1) AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

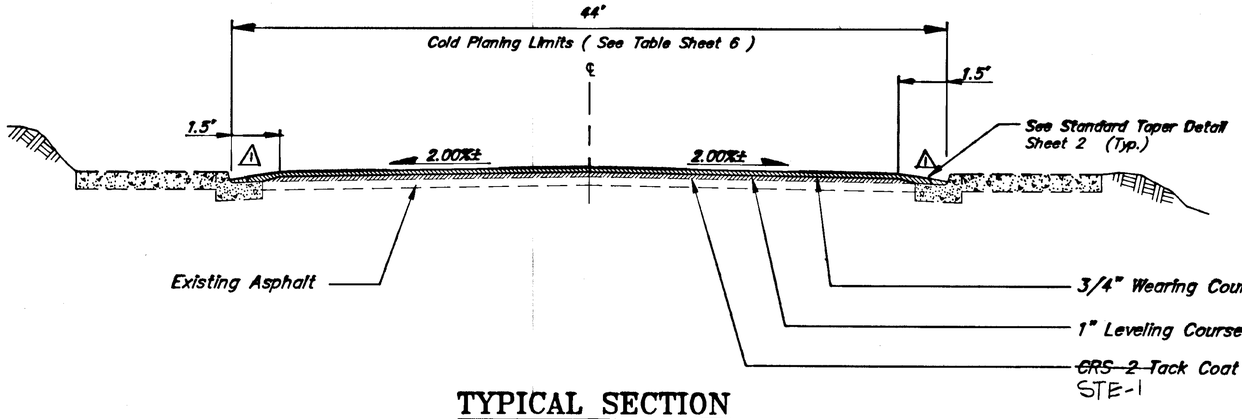
KETCHIKAN ALASKA

TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902 (16) 70375

TYPICAL SECTION

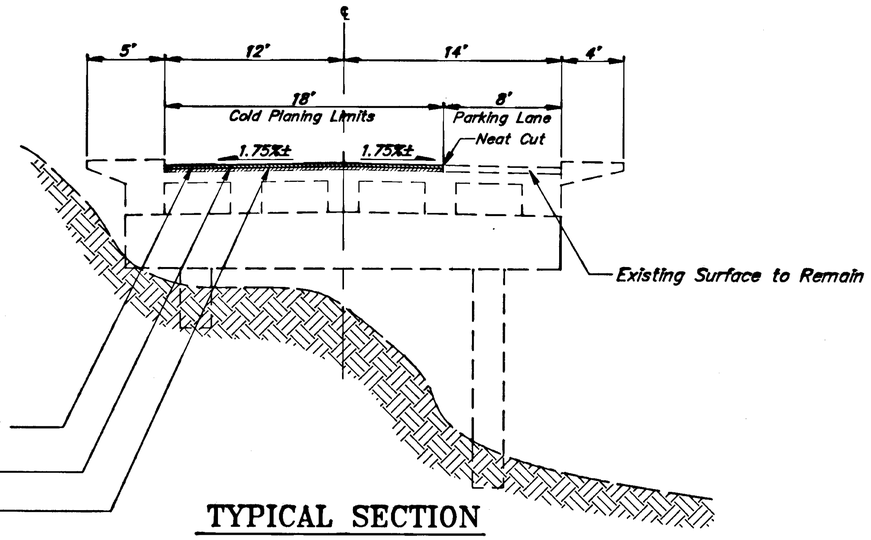
DESIGNED BY: T.M.	SCALE NONE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY 1991
CHECKED BY: P.J.	SHEET 3 OF 38

STATE OF ALASKA 49th
Tracy W. Moore CE-4932
REGISTERED PROFESSIONAL ENGINEER



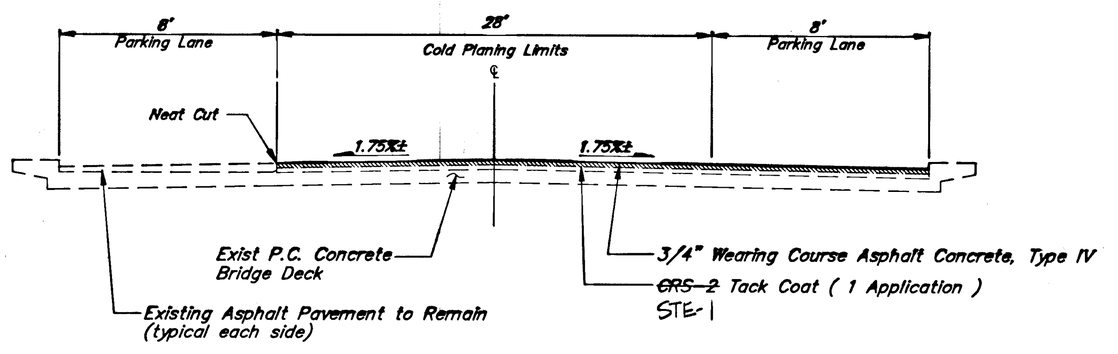
TYPICAL SECTION

"MS" STA. 3+50 TO "MS" STA. 26+00



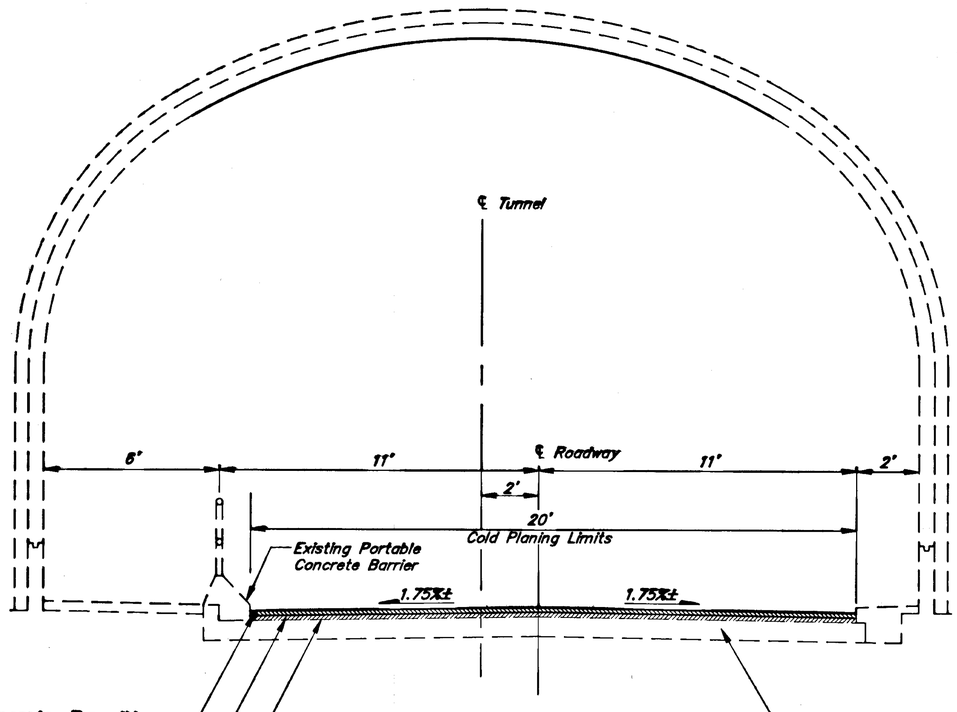
TYPICAL SECTION

"W" STA. 135+00 TO "W" STA. 139+35.44
(Water Street Viaduct)



TYPICAL SECTION

"MS" STA. 0+42.64 TO "MS" STA. 3+50
Viaduct Only
(Mill Street Viaduct)



TYPICAL SECTION

"T" STA. 135+00 TO "T" STA. 138+39.80
(Tunnel)

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K.	11/16/95	△AC-BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375

TYPICAL SECTION

DESIGNED BY: T.M.	SCALE NONE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY 1991
CHECKED BY: P.J.	SHEET 4 OF 38

STATE OF ALASKA 49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM		UNIT	TOTAL
109 (1)	JIM'S CREEK DRAINAGE (C.O.#1)		L.S.	13,192.02
120 (1)	DBE Adjustment	3,014.19	C.S.	~~All Req'd~~
202 (3)	Removal of Sidewalk (C.O.#5)	451.36	S.Y.	~~350~~
202 (9)	Removal of Curb and Gutter	651.5	L.F.	~~456~~
203 (3)	Unclassified Excavation	3046.27	C.Y.	~~2,370~~
203 (5)	BORROW (C.O.#5)		C.Y.	8,77
301 (1)	Crushed Aggregate Base Course	3,768.06	Ton	~~5,000~~
202 (12)	DRIVEWAY REMOVAL (C.O.#12)		L.S.	3,259.50
401 (1A)	Asphalt Concrete, Type II	8,168.68	Ton	~~8,100~~
401 (1B)	Asphalt Concrete, Type IV	4,273.1	Ton	~~3,900~~
401 (2)	AC-20 Asphalt Cement	702.45	Ton	~~764~~
402 (1)	CRS-2 Asphalt for Tack Coat	48.34	Ton	~~60~~
504 (4)	STRUCTURAL STEEL EXPANJT (C.O.#2)		L.S.	31,109.57
408 (1A)	Pavement Cold Planing - Asphalt (C.O.#5)		S.Y.	62,400
408 (2B)	Pavement Cold Planing - Concrete	1322.6	S.Y.	~~1,850~~
409 (1)	Joint Repair	5,113.3	L.F.	~~7,000~~
501 (1)	CLASS A CONCRETE (C.O.#5)		L.S.	5,610
~~504 (3)~~	~~Structural Steel Expansion Joint~~ DELETED C.O.#2		~~L.F.~~	~~50~~
508 (1)	Membrane Waterproofing	DELETED C.O.#13 8,000	L.S.	~~All Req'd~~
~~508 (2)~~	~~Membrane Waterproofing for Patching~~		~~S.Y.~~	~~10~~
509 (1)	Concrete Patch Repair	33.32	S.Y.	~~60~~
506 (5)	TEMP. TIMBER WALKWAY (C.O.#5)		L.S.	829.41
604 (4)	Adjust Existing Manholes	80	Each	~~70~~
608 (1)	Concrete Sidewalk (C.O.#5)	603.17	S.Y.	~~350~~
608 (6)	Wheelchair Ramp (Bridge)	37	Each	~~8~~
608 (7)	Handicap Improvements	18,245.0	C.S.	~~All Req'd~~
508 (3)	BRIDGE MEMBRANE (C.O.#13)		S.Y.	335.89
609 (2)	Curb and Gutter, Type I	644.50	L.F.	~~456~~
609 (7)	Raised Median Curb	693.90	L.F.	~~873~~
614 (4A)	REPLACE EXISTING MON. CASES (C.O.#8)		EACH	19
614 (4)	Adjust Existing Monument Cases (C.O.#8)		Each	27 ~~45~~
615 (1)	Standard Sign (C.O.#6)	727.6	S.F.	~~698~~
604 (8)	ADJUST EXISTING INLET (C.O.#12)		L.S.	600
627 (10A)	Type "A" Valve Box Adjustment (C.O.#7)		Each	18 ~~25~~
627 (10B)	Type "B" Valve Box Adjustment		Each	~~80~~ 35
627 (10C)	Type "C" Valve Box Adjustment		Each	110 ~~210~~
627 (10E)	TYPE "E" VALVE BOX ADJUSTMENT (C.O.#7)		EACH	68
632 (1)	Geotextile for Pavement Reinforcement		S.Y.	~~4,250~~ (4287.12)
604 (10)	UTILITY VAULT ADJUSTMENT (C.O.12)		EACH	3

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM		UNIT	TOTAL
640 (1)	Mobilization and Demobilization		L.S.	All Req'd
641 (1)	Temporary Erosion and Pollution Control		C.S.	~~All Req'd~~ 0
642 (1)	Construction Surveying		L.S.	All Req'd
643 (2)	Traffic Maintenance		L.S.	All Req'd
643 (3)	Permanent Construction Signing	1,636	Cal. Day	~~540~~
643 (4)	Construction Sign	886	Each Per Day	~~800~~
643 (5)	Type II Barricade	7,623	Each Per Day	~~700~~
643 (6)	Type III Barricade		Each Per Day	~~360~~ 4
643 (7)	Traffic Cone		Each Per Day	~~10,000~~ 13,191
643 (13)	Temporary Pavement Marking		Station	~~254~~ 407.2
643 (15)	Flagging		Hour	~~2000~~ 3,442.5
644 (6)	Engineering Transportation		L.S.	All Req'd
660 (11)	Conduit Enclosed Loop (C.O.#1)		Each	~~4~~ 14
660 (12)	Saw Cut Loop		Each	8
660 (13)	Signal Head Replacement		L.S.	All Req'd
670 (1)	Painted Traffic Markings		L.S.	All Req'd
670 (8)	Recessed Pavement Markers	1,037	Each	~~1,500~~
670 (9)	Thermoplastic Pavement Markings		L.S.	All Req'd

BASIS OF ESTIMATE

ITEM NO.	ESTIMATING FACTOR
301 (1)	2.04 Tons/Cubic Yard
401 (1)	123 Lbs./Sq. Yd./Inch Depth
401 (2)	7.0% of Item 401 (1B), Type IV + 6.0% of Item 401 (1A), Type II
402 (1)	0.1 Gal./Sq. Yd.-253 Gal./Ton @ 60° F.
508 (1)	Hoadly Creek Bridge = 300 Yd.^{3}

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K.	11/16/93	As Built

RECORD OF REVISIONS

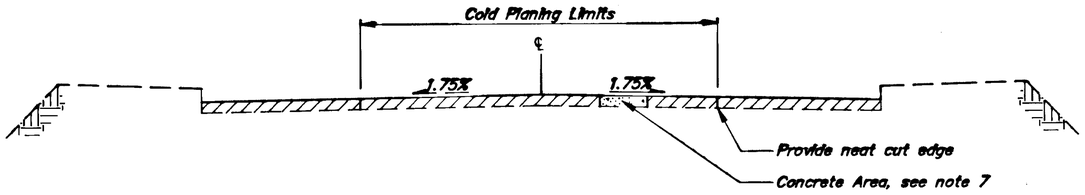
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375

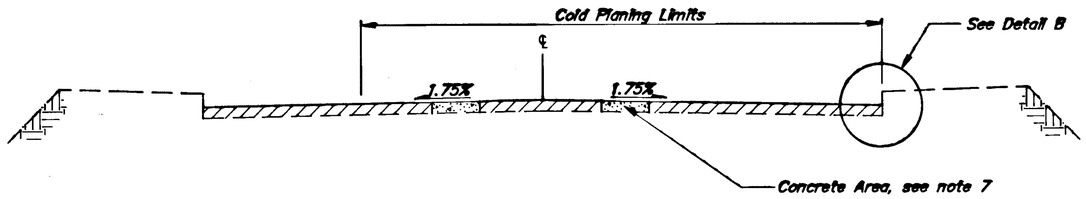
ESTIMATE OF QUANTITIES

DESIGNED BY: T.M.	SCALE: NONE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY 1991
CHECKED BY: P.J.	SHEET 5 OF 38

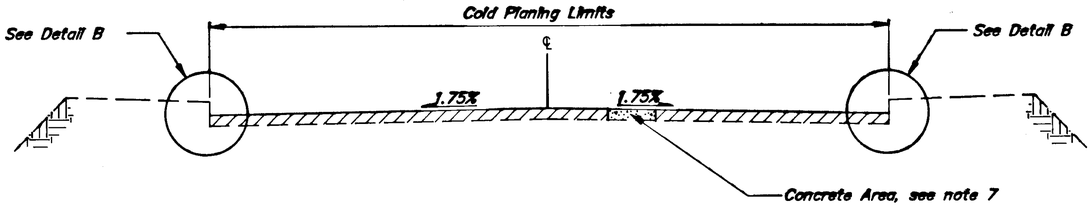
STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER



SECTION A



SECTION B

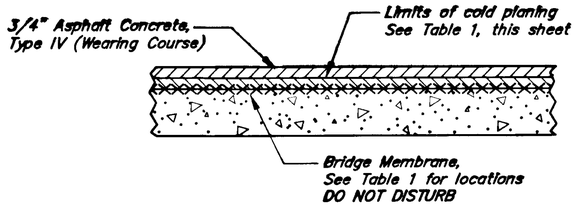


SECTION C

TABLE 1- DEPTH OF COLD PLANING ON BRIDGE DECKS

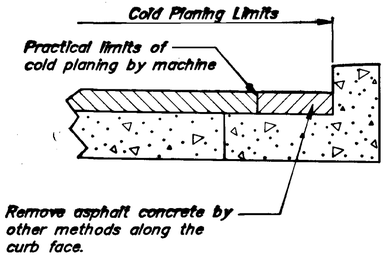
LOCATION	DEPTH
CARLANNA CREEK BRIDGE*	1 1/2" AVERAGE DEPTH
HOADLY CREEK BRIDGE *	1 1/2" AVERAGE DEPTH
TONGASS AVENUE VIADUCT	REMOVE ALL AC. SEE NOTE 3
WATER STREET VIADUCT	REMOVE ALL AC. SEE NOTE 3
FRONT STREET VIADUCT *	3/4" AVERAGE DEPTH
MILL STREET VIADUCT *	3/4" AVERAGE DEPTH
KETCHIKAN CREEK BRIDGE	1 1/2" MAXIMUM DEPTH

* INDICATES BRIDGE MEMBRANE AREAS. SEE DETAIL (A) AND NOTE 10 BELOW.



Bridge Deck Cold Planing in Membrane Areas

DETAIL A



DETAIL B

COLD PLANING SUMMARY

STATION TO STATION	SECTION TYPE	WIDTH	DEPTH	REMARKS
BOP to 21+35	A	24'	2"	Shoulder reconstruction area-See note 9
22+25 to 59+55	A	24'	2"	Shoulder reconstruction area-See note 9
59+25 to 88+00	B	43'	1 1/2"	Omit parking area Lt
88+00 to 100+79	A	36'	2"	Omit parking areas Lt & Rt
100+79 to 118+00	A	30'	1 3/4"	Tongass Avenue Viaduct
118+00 to 125+00	C	50'	1 1/2"	Full width grinding
125+00 to 133+50	A	34'	2"	Omit parking areas-Water Street Viaduct
"W" 133+50 to "W" 139+35 Rt	B	18'	1 1/2"	Water Street Viaduct
"T" 133+50 to "T" 139+35 Lt	C	21'	1 1/2"	Tunnel area
Front Street Viaduct	C	21'	3/4"	See note 3
Mill Street Viaduct	B	36'	3/4"	See note 3
"MS" 0+42.64 to "MS" 3+50	B	36'	3/4"	
"MS" 3+50 to "MS" 6+00	C	44'	2"	
"MS" 6+00 to "MS" 8+50	B	36'	1"	Omit parking area
"MS" 8+50 to "MS" 26+50	A	28'	1"	Omit parking area

COLD PLANING NOTES

1. Cold planing widths and depths may vary and are subject to minor revisions by the Engineer.
2. The depth of cold planing shall vary according to the depth of the wheel ruts. The intent of the cold planing is to provide a uniform cross sloped surface free of ruts and edge lips for overlaying with asphalt concrete.
3. The Contractor has the option to use other techniques to remove the pavement on the Tongass Avenue and Water Street viaducts.
4. The material removed during the cold planing shall be stockpiled at DOT/PF shuttle ferry overflow parking lot.
5. Traffic loop detectors damaged during the cold planing operations shall be replaced or repaired within 36 hours of being damaged. See Section 660 of the Special Provisions.
6. When not cold planing full width (Section "C"), the limits of cold planing shall be adjusted to just outside the existing overlay lip, as directed by the Engineer.
7. Cold planing in concrete is required. Stations and areas have been estimated and shown on Sheet 7.
8. From Station 12+00 to 59+55 the asphalt shoulders require complete removal and reconstruction. See Section 203 of the Special Provisions.
9. Cold planing operations shall commence on the lower of roadway to facilitate drainage.
10. The bridge membrane on Hoadly Creek bridge is scheduled for replacement; approximately 300 square yards is required.

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
R.K.	11/16/92	AS BUILT

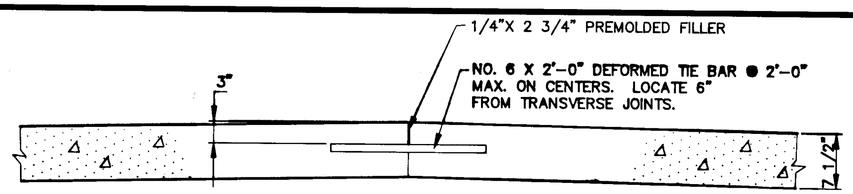
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

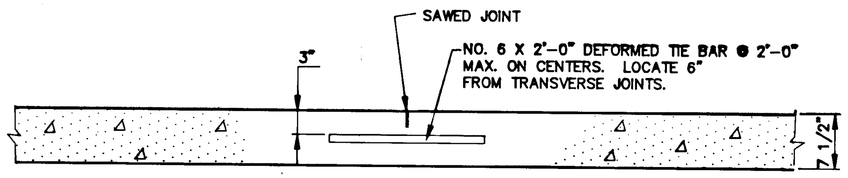
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375
PAVEMENT COLD PLANING DETAILS

DESIGNED BY: T.M.	SCALE: NONE
DRAWN BY: AUTOCAD/R.K.S.	DATE: MAY 1991
CHECKED BY: P.J.	SHEET 6 OF 38

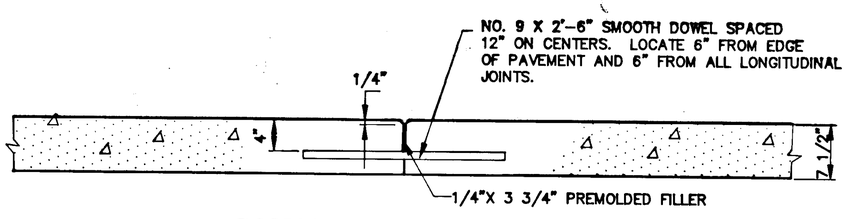
STATE OF ALASKA 49th T.W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER



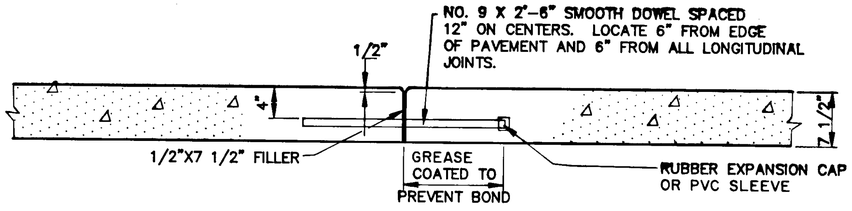
CENTERLINE CONSTRUCTION JOINT



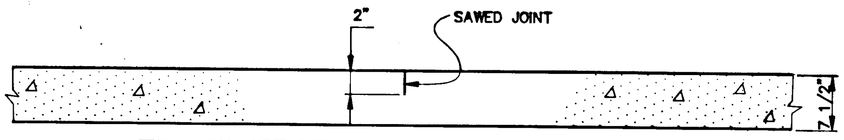
LONGITUDINAL CONTRACTION JOINT AND CENTERLINE JOINT – FULL WIDTH CONSTRUCTION



CONSTRUCTION JOINT

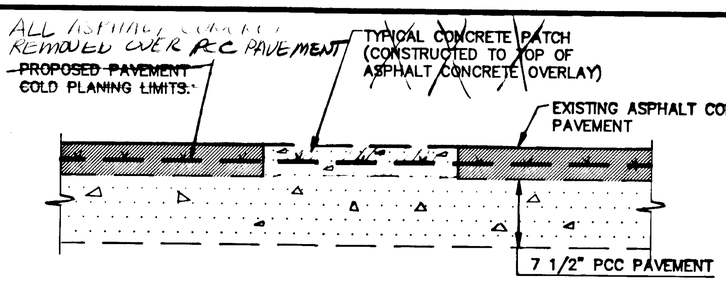


EXPANSION JOINT



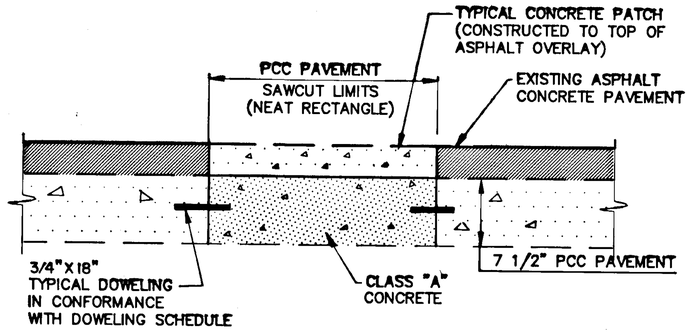
TRANSVERSE CONTRACTION JOINT

DOWELING SCHEDULE FOR CONCRETE PAVEMENT WORK



CONCRETE COLD PLANING DETAIL

1. VALVE BOX SHALL REMAIN IN FINAL POSITION TO TAPER NEW PAVEMENT AROUND VALVE BOX AS DIRECTED.
2. LEAVE A MINIMUM OF A 1 FOOT COLLAR ALL AROUND VALVE BOX IN A SQUARE PATTERN.



CONCRETE PATCH REPAIR DETAIL

1. COVER WORK AREA WITH STEEL PLATE TO ALLOW TRAFFIC ON PATCH AREA BEFORE CONCRETE HAS CURED.
2. RECONSTRUCT NEW CONCRETE TO TOP OF EXISTING PCC PAVEMENT.
3. IN ADDITION TO THE DOWELS SHOWN IN THE DOWELING SCHEDULE A MINIMUM OF DOWEL EVERY 2' SHALL BE USED ON ALL PATCHES.

PORTLAND CONCRETE PAVEMENT SUMMARY

ITEM 408 (1), ITEM 509 (8)

STATION	OFFSET LT.	OFFSET RT.	GRINDING AREA S.Y.	REPAIR AREA S.Y.	REMARKS
19+60	3'			~~6~~	WATER LINE REPAIR AREA
27 ~~28+15~~ 75	8' TO 20'		~~15.8~~ 11.67		WATER MAIN TO KSY
29+85	5'			~~1~~	TWO VALVES SET IN CONCRETE
31+00			~~10.67~~ ~~9.8~~	~~2.3~~	
32+90				~~2.3~~	ROAD REPAIR AREA
38+00			~~75~~		
39+40		2'	3		ROAD REPAIR AREA
40+30	3' TO 20'		~~27~~		
43+25		18'	28		CONCRETE DRIVEWAY APPROACH
~~48+80~~				~~2.3~~ 7.5	CRACKED PATCH FOR WATER LINE
55 ~~50+90+80~~	2'		10.67	4	ROAD REPAIR AREA
56+75			~~11~~ 3.67		WATER LINE REPAIR AREA
59+50		15'		~~2.2~~	UNBONDED PATCH AT MANHOLE
67+50			~~50~~		RUTS IN CONCRETE PAVEMENT
70+80			~~11.66~~ ~~17~~	12.5	WATERLINE REPAIR, BOND BREAKER AT 2" DEPTH
74+90					
75+60			~~17~~ 11.66		VISQUEEN BOND BREAKER LOCATED AT 2" DEPTH
80+80				14	ROADWAY PATCH NEXT TO ASPHALT PATCH
93+60			~~8.84~~		MANHOLE PATCH
94+30			~~7.8~~		VISQUEEN BOND BREAKER LOCATED AT 2" DEPTH
95+50			~~19.16~~		MANHOLE PATCH
119 ~~118+00~~			~~230~~		
120+10			~~5.6~~		
121+90			~~5.8~~		
122+30			~~6.8~~		
122+85			~~6.8~~		
134 ~~126+00~~			~~1300~~		
"MS" 23+00			23.8 6.9	6.8 4.5	
"MS" 24+00			~~12~~		
ADDED					
"O" 27+75				10.95	
100+78LT	X			2.22	

* IN AREAS WHERE REPAIRING AND PATCHING IMPACTS EXISTING JOINTS, THE NEW WORK SHALL UTILIZE THE DOWELING SCHEDULE SHOWN ON THIS SHEET, AS DIRECTED BY THE ENGINEER.

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K	11/16/95	AS BUILT

RECORD OF REVISIONS

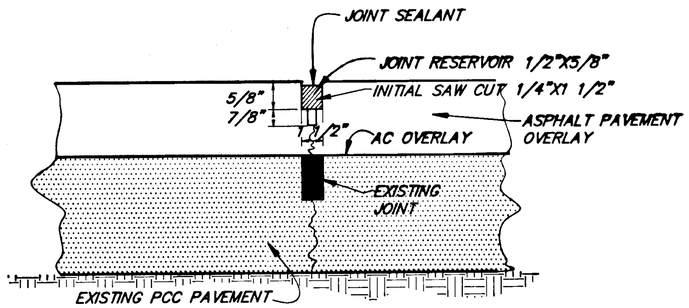
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375

MISCELLANEOUS DETAILS

DESIGNED BY: T.W. MOORE	PROJECT NO. 70375
DRAWN BY: AUTOCADD/C. Anderson	DATE: MAY, 1991
CHECKED BY: P. JONES	SHEET 7 OF 38

STATE OF ALASKA 49th T.W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER



JOINT REPAIR DETAIL

SEE SECTION 409 OF THE SPECIAL PROVISIONS

JOINT CRACK REPAIR SUMMARY

STATION TO STATION		WIDTH	INTERVAL	REMARKS
12+00	59+55	24'	50'	AREAS TO BE SELECTED BY THE ENGINEER. APPROXIMATELY 50% OF ROADWAY AREAS WILL BE GROOVED AND SEALED. SEE SECTION 409 OF THE SPECIFICATIONS.
59+55	100+79	50'	50'	
100+79	117+80	50'	30'	
117+80	125+00	50'	30'	
125+00	133+50	50'	30'	
133+50 RT.	139+50 RT.	18'	30'	
133+50 LT.	139+50 LT.	21'	30'	
"MS" 0+42 LT.	"MS" 3+60	44'	50'	
"F" 0+23.00	"F" 6+80	22'	50'	

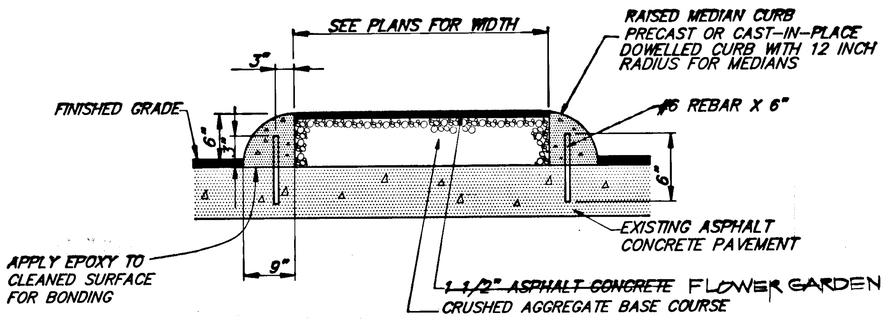
WHEEL CHAIR SUMMARY

STATION	LT.	RT.	REMARKS
"O" 88+15		X	STANDARD
102+55	X		BRIDGE STRUCTURE*
112+25		X	BRIDGE STRUCTURE*
112+45		X	BRIDGE STRUCTURE*
127+35	X		BRIDGE STRUCTURE*
123+70	X		~~STANDARD~~ BRIDGE ST.
123+70		X	~~STANDARD~~ BRIDGE ST.
130+10	X		BRIDGE STRUCTURE*
130+30	X		BRIDGE STRUCTURE*
"I" 135+05	X		STANDARD
"I" 135+05		X	STANDARD
"W" 135+07	X		STANDARD
"F" 2+20	X	X	STANDARD
"F" 2+70		X	~~BRIDGE STRUCTURE*~~ STD.
"F" 6+20		X	STANDARD
"MS" 0+45		X	BRIDGE STRUCTURE*
"MS" 4+67	X		STANDARD
"MS" 5+12		X	STANDARD
"MS" 5+12	X		STANDARD
"MS" 15+25	X		STANDARD
"MS" 15+25		X	STANDARD
"MS" 20+00		X	STANDARD
"MS" 20+20	X	X	STANDARD
"MS" 26+00	X		STANDARD
"MS" 26+25	X		STANDARD
"O" 64+10		X	STANDARD

* SEE BRIDGE STRUCTURE WHEELCHAIR DETAIL SHT. 8

CONT'D.

"F" 2+70	X		STANDARD
"MS" 0+45	X		STANDARD
"MS" 0+50	X		BRIDGE STRUCTURE
"O" 100+95	X		
101+20		X	
102+35		X	
102+50		X	
107+95		X	
108+05		X	
108+95		X	
109+05		X	
111+30		X	
111+50		X	
114+60		X	
114+75		X	
120+50		X	
120+60		X	
121+80		X	
121+90		X	
124+50		X	
124+60		X	
126+00	X		
127+30		X	
127+40		X	
134+00		X	
134+40		X	
134+80		X	
135+20		X	
136+50		X	
136+60		X	
137+00		X	

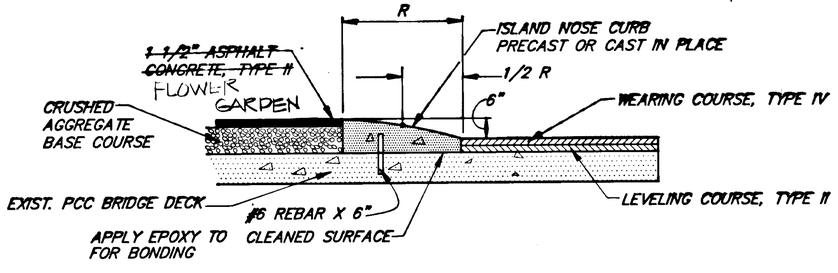


RAISED MEDIAN ISLAND DETAIL

SEE SHEET 17

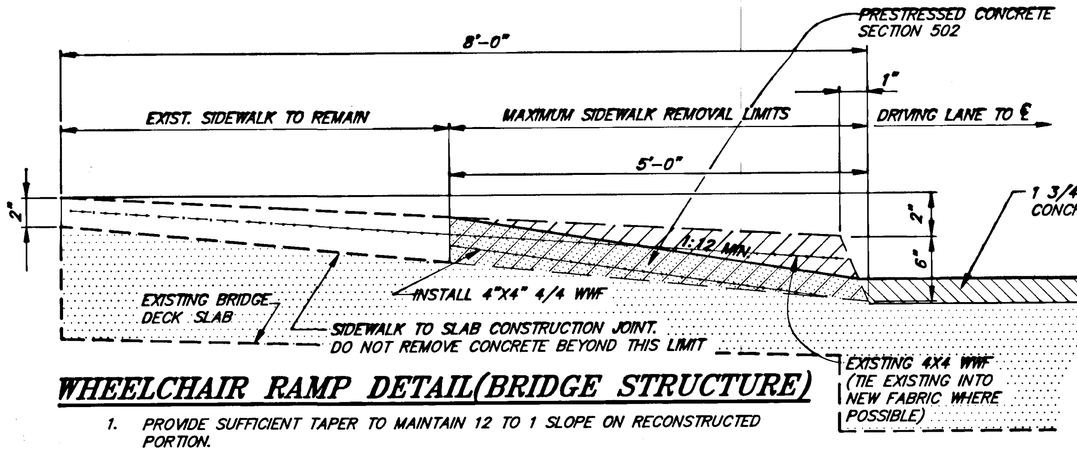
DOWELLED CURB NOTES

1. REBAR SHALL BE 60-INCHES O.C. EXCEPT AT ENDS OF ISLAND WHERE SPACING SHALL BE 30 INCHES O.C.
2. EPOXY CEMENT SHALL NOT BE SUBSTITUTED FOR #6 VERTICAL REBAR PINS.
3. ASPHALT MAY BE HAND PLACED AND COMPACTED AS DIRECTED BY THE ENGINEER.
4. ACTUAL DEPTH OF CURB SHALL BE 8" TO ALLOW 6" ± ABOVE FINISHED GRADE.
5. NO DOWELING WILL BE ALLOWED ON BRIDGE STRUCTURE.



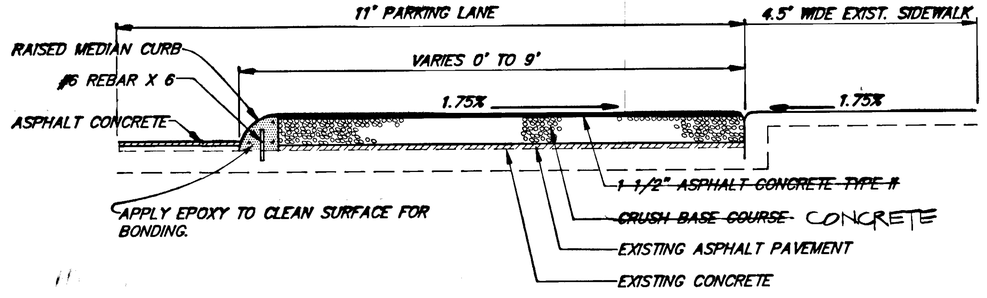
SECTION A-A
ISLAND NOSE DETAIL

RAISED MEDIAN CURB



WHEELCHAIR RAMP DETAIL(BRIDGE STRUCTURE)

1. PROVIDE SUFFICIENT TAPER TO MAINTAIN 12 TO 1 SLOPE ON RECONSTRUCTED PORTION.
2. PRESSURE CLEAN SURFACE PRIOR TO PLACING CONCRETE.
3. EXISTING SIDEWALT REMOVAL SHALL BE DONE IN A MANNER AS NOT TO DAMAGE THE BRIDGE DECK SLAB BENEATH OR AROUND THE AFFECTED AREA.
4. PROVIDE NEAT SAW CUT EDGE TO FORM AGAINST.



RAISED CHANNELIZATION DETAIL

SEE SHEET 17

1. NO DOWELING WILL BE ALLOWED ON BRIDGE STRUCTURE.
2. THE CONTRACTOR SHALL SLOPE THE RAISED AREA TO DRAIN ALONG EACH SIDE OF THE CURB INTERFACE. NO LIP GREATER THAN 1 1/2" WILL BE ALLOWED.

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 49th T.W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

Y:	DATE:	DESCRIPTION OF CHANGE:
K.K.	11/16/99	AS BUILT

RECORD OF REVISIONS

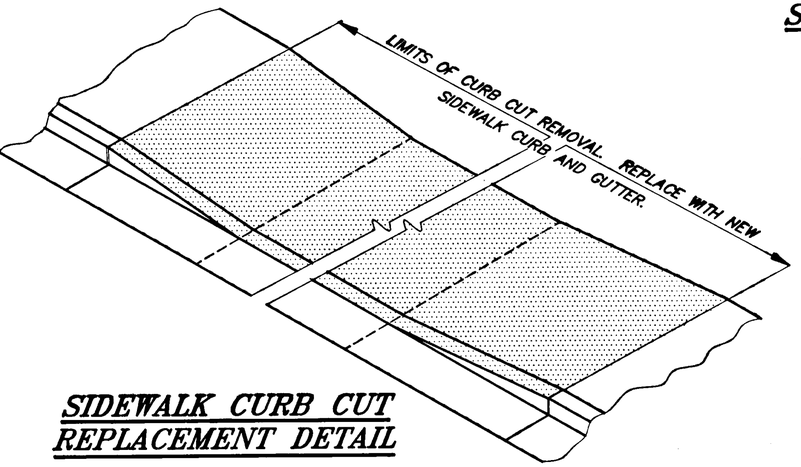
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN ALASKA

TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902(16) 70375

MISCELLANEOUS DETAILS

DESIGNED BY: T.W. MOORE	PROJECT NO. 70375
DRAWN BY: AUTOCADD / C. Anderson	DATE: MAY, 1991
CHECKED BY: P. JONES	SHEET 8 OF 38



SIDEWALK CURB CUT REPLACEMENT DETAIL

SIDEWALK, CURB AND GUTTER NOTES

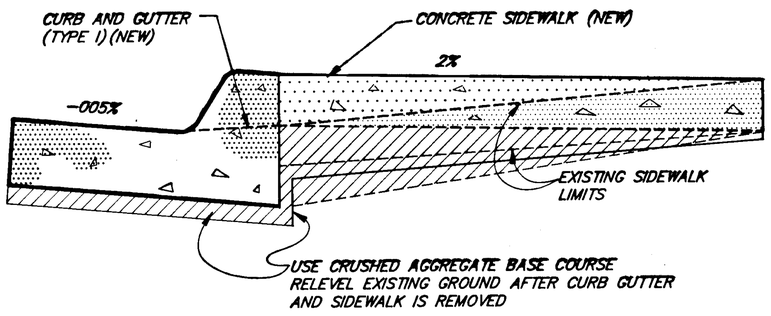
1. CURB AND GUTTER EXPANSION JOINTS SHALL BE PLACED AT EACH END OF THE CURB RETURN, AT 20' INTERVALS BETWEEN CURB RETURNS, AND CONTINUOUSLY BETWEEN THE BACK OF THE NEW CONCRETE CURB AND THE ADJACENT EDGE OF THE NEW CONCRETE SIDEWALK.
2. SIDEWALK EXPANSION JOINTS SHALL BE PLACED OPPOSITE AN ADJOINING CURB AND GUTTER EXPANSION JOINT. DUMMY JOINTS SHALL BE PLACED AT 5' INTERVALS BETWEEN EXPANSION JOINTS.

CURB CUT REPLACEMENT SUMMARY

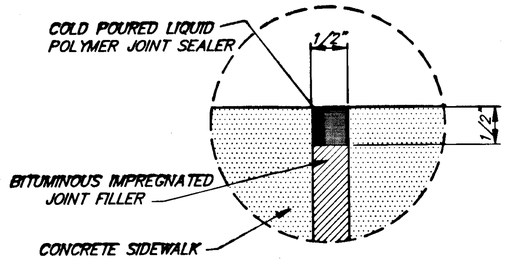
STATION	WIDTH	LENGTH	S.Y AREA	REMARKS
62+00 RT.	7.5'	17.8'	14.8	REPLACE EXISTING CURB-CUT
62+40 RT.	7.5'	18.6'	15.5	REPLACE EXISTING CURB-CUT
65+50 RT.	7.5'	14.3'	12.0	REPLACE EXISTING CURB-CUT
73+25 RT.	0	50.0'	0	50 L.F. OF DAMAGED CURB FACE
76+25 RT.	7.5'	25.0'	21.0	REPLACE EXISTING CURB-CUT
84+25 RT.	7.5'	27.5'	23.1	REPLACE EXISTING CURB-CUT
84+80 RT.	7.5'	27.5'	23.1	REPLACE EXISTING CURB-CUT
85+20 RT.	7.5'	27.5'	23.1	REPLACE EXISTING CURB-CUT
86+40 RT.	7.5'	88.5'	74.4	REPLACE EXISTING CURB-CUT
86+60 RT.	7.5'	27.5'	23.	REPLACE EXISTING SIDEWALK
86+80 RT.	7.5'	27.5'	23.	REPLACE EXISTING CURB-CUT
99+70 RT.	5.0'	48.5'	27	EXISTING CURB CUT NEEDS REAPAIR
100+50 RT.	5.0'	60.0'	33	UNNECESSARY CURB CUT NEXT TO DRIVING LANE, REPLACE SIDEWALK
122+75 RT.	4'	25'	12.0	ELIMINATE 25' OF CURB CUT & ADD 25' SIDEWALK
125+20 RT.	32'			INSTALL NEW CURBCUT IN CHANNELIZATION AREA
		TOTAL	322 S.Y.	

SIDEWALK WIDENING SUMMARY

STATION	RT.	LT.	REMARKS
25+40			
23+45	X		WIDEN EXISTING SIDEWALK
26+50			
25+50	X		WIDEN EXISTING SIDEWALK
30+15	X		WIDEN EXISTING SIDEWALK
36+25	X		WIDEN EXISTING SIDEWALK
45+60	X		WIDEN EXISTING SIDEWALK
47+30	X		WIDEN EXISTING SIDEWALK
57+00	X		WIDEN EXISTING SIDEWALK
57+45	X		WIDEN EXISTING SIDEWALK

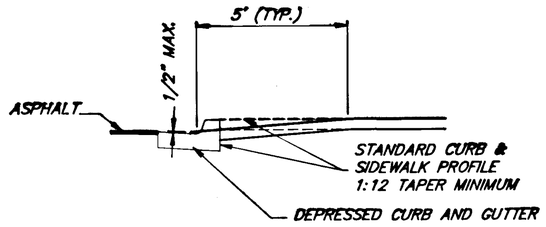


CURB-CUT REPLACEMENT DETAIL

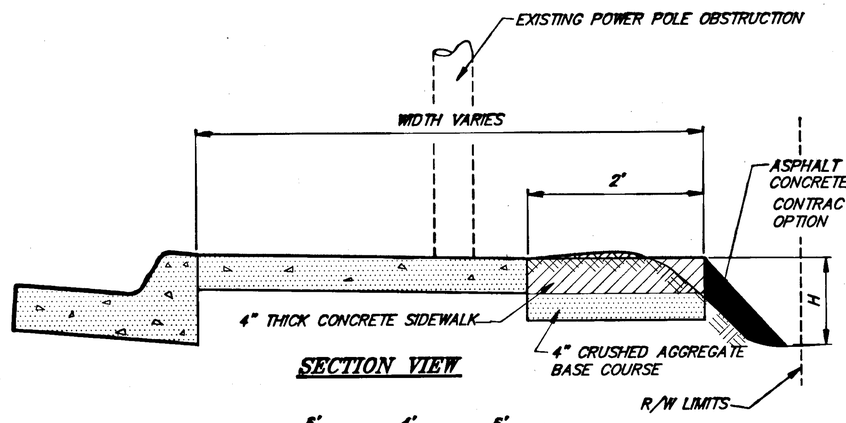


JOINT SEAL DETAIL

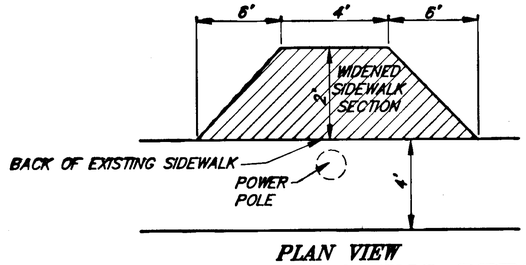
TYPICAL OF ALL SIDEWALK, CURB & GUTTER EXPANSION JOINTS



SECTION A-A



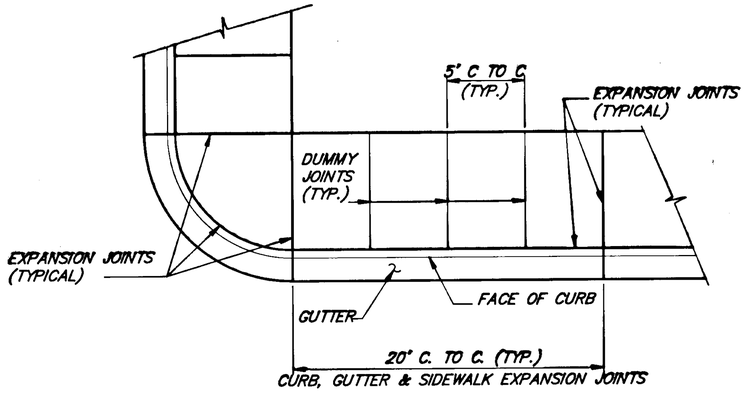
SECTION VIEW



PLAN VIEW

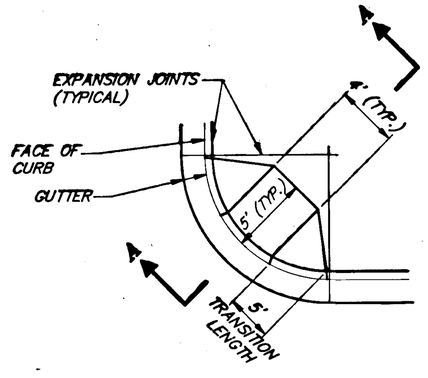
SIDEWALK WIDENING DETAIL

1. THE EXISTING SIDEWALK SHALL BE WIDENED APPROX. 2 FEET OR TO THE R/W WHICHEVER IS LESS.
2. ASPHALT CONCRETE WEDGES SHALL BE REQUIRED WHEN "H" EXCEEDS 6".



PLAN

SIDEWALK, CURB, & GUTTER JOINT DETAILS



PLAN

WHEELCHAIR RAMP DETAILS

(STANDARD)

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

:	DATE:	DESCRIPTION OF CHANGE:
KK	11/16/92	AS BUILT

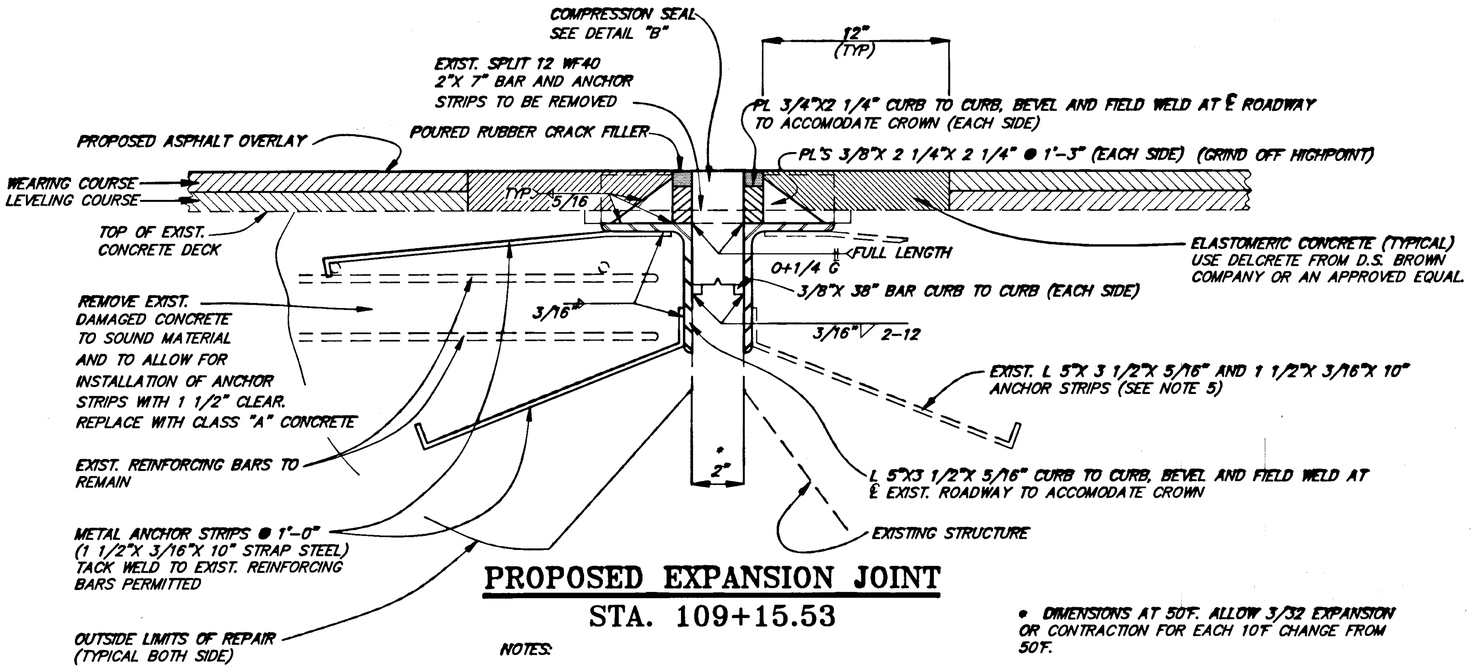
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375
SIDEWALK CURB CUT DETAILS

DESIGNED BY: T.W. MOORE	PROJECT NO. 70375
DRAWN BY: AUTOCADD/CSA	DATE: MAY, 1991
CHECKED BY: P. JONES	SHEET 9 OF 38

STATE OF ALASKA 49th
T.W. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER



PROPOSED EXPANSION JOINT

STA. 109+15.53

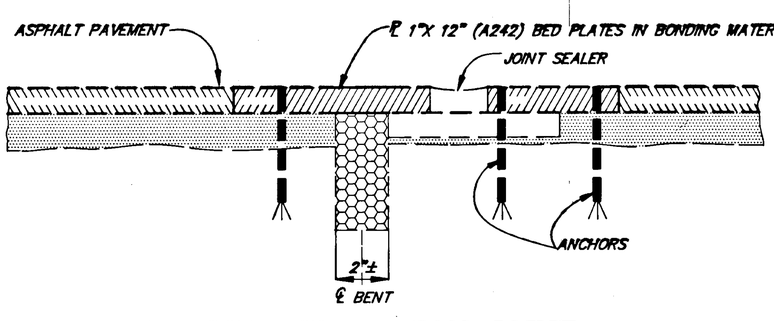
NOTES:

1. ALL NEW STEEL SHALL CONFORM TO ASTM A-36.
2. CONCRETE SHALL CONFORM TO CLASS A-A.
3. REPLACEMENT OF ANY DAMAGED STRUCTURAL STEEL SHAPES SHALL BE AS DIRECTED.
4. THE CONTRACTOR SHALL ASSURE THAT THE WORK IS PROTECTED FROM TRAFFIC AND SUBMIT A WORK PLAN FOR APPROVAL PRIOR TO BEGINNING WORK.
5. ONLY REMOVE DAMAGED CONCRETE TO SOUND MATERIAL.

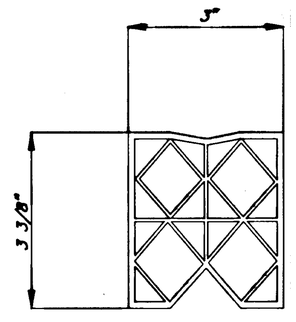
• DIMENSIONS AT 50°F. ALLOW 3/32 EXPANSION OR CONTRACTION FOR EACH 10°F CHANGE FROM 50°F.

ELASTOMERIC CONCRETE NOTES

1. AFTER PLACING THE LEVELING COURSE THE ASPHALT CONCRETE MATERIAL SHALL BE REMOVED AND THE EXISTING DECK SURFACE SHALL BE CLEANED BY SAND BLASTING.
2. SURFACE SHALL BE PRIMED WITH MANUFACTURER'S APPROVED PRODUCT.
3. THE JOINT AND SURFACE MUST BE DRY AT THE TIME OF INSTALLATION AND THE MINIMUM TEMPERATURE IS 45° F.
4. TRAFFIC MAY USE JOINT AFTER A 1 HOUR CURING PERIOD.
5. MIXTURE SHALL BE PREPARED AND PLACED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.



EXISTING EXPANSION JOINT



ELASTIC COMPRESSION SEAL

BRIDGE SEAL CONTINUOUS FOR LENGTH OF NEW JOINT. COMPRESS AND INSTALL IN LUBRICATED JOINT PER MANUFACTURER'S INSTRUCTIONS.

As Built

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN ALASKA

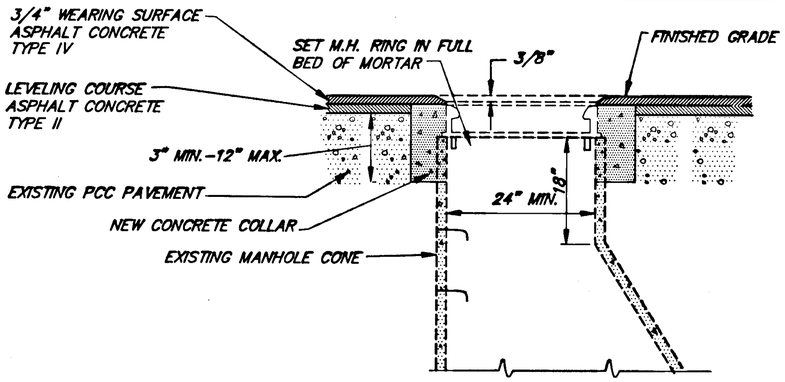
TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902 (16) 70375

EXPANSION JOINT REPAIR

DESIGNED BY: T.W. MOORE	PROJECT NO. 70375
DRAWN BY: AUTOCADD/ C. Anderson	DATE: MAY, 1991
CHECKED BY: P. JONES	SHEET 10 OF 38

STATE OF ALASKA 49th T.W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

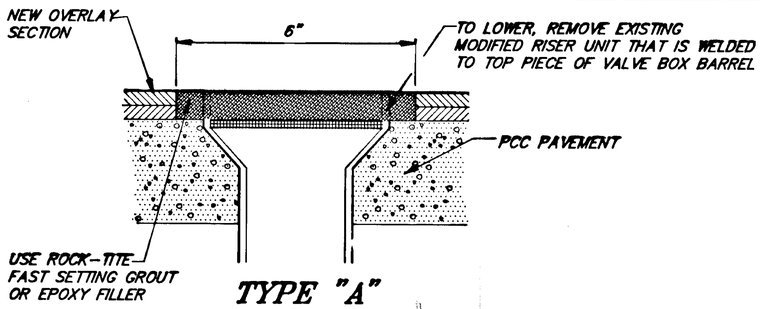
JREPAIR.DWG



MANHOLE ADJUSTMENT DETAIL

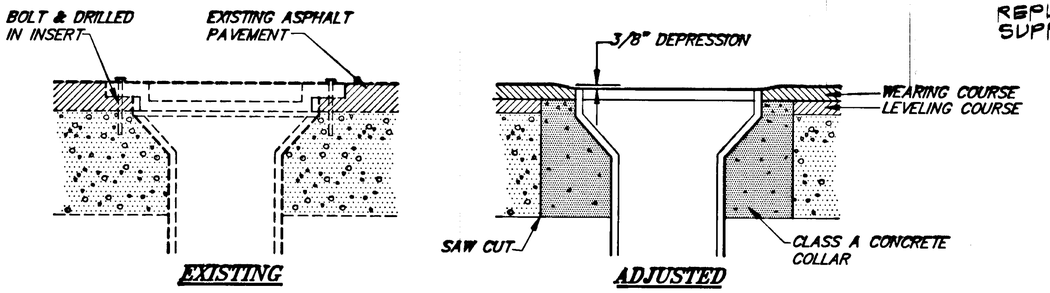
NOTES:

1. ALL ADJUSTMENTS SHALL BE MADE BELOW THE FRAME ON THE MANHOLE CONE FRAME & GRATE SUPPLIED NEW BY CITY.
2. THE CONTRACTOR SHALL HAVE THE OPTION TO USE BRICKS OR ADJUSTMENT RINGS TO ADJUST THE EXISTING MANHOLES.



TYPE "A" VALVE BOX ADJUSTMENT

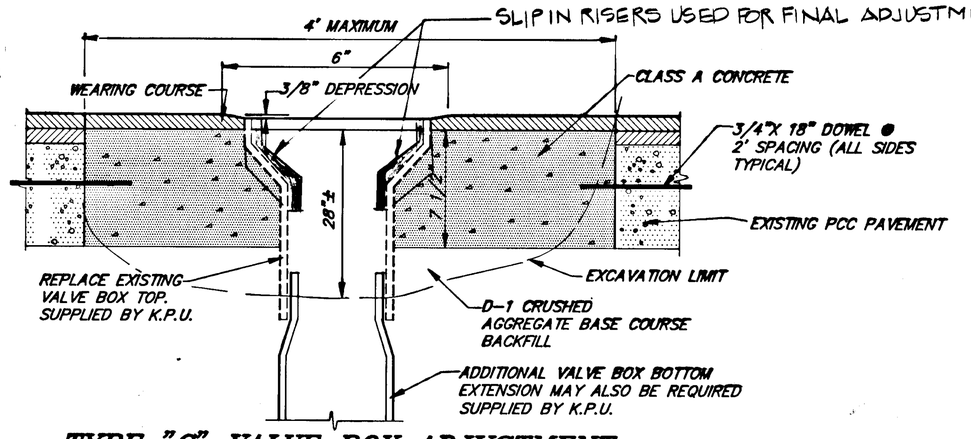
TYPE "E" VALVE BOX ADJUSTMENT C.O. #7 COMBINES TYPE "A" AND TYPE "C" INCLUDING TOTAL REMOVAL AND REPLACEMENT MATERIALS SUPPLIED BY CITY.



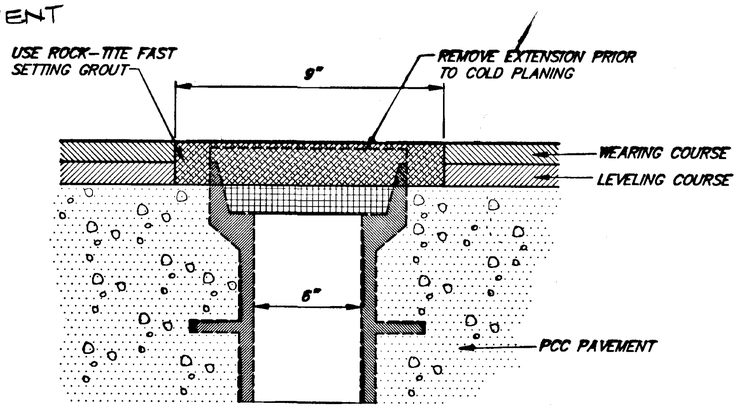
TYPE "B" VALVE BOX ADJUSTMENT

NOTES

1. PRIOR TO COLD PLANING, VALVE BOX SHALL BE LOWERED BY REMOVING THE BOLTED RISER RING AND LOWERING TO TOP OF CONCRETE.
2. AFTER THE LEVELING COURSE IS PLACED, THE CONTRACTOR SHALL CUT OUT AND ADJUST THE TOP BARREL OF THE VALVE BOX TO BE AT FINISHED LEVEL AS SHOWN, LEAVING THE FRAME STICKING UP TO ALLOW FOR FINAL WEARING COURSE.



TYPE "C" VALVE BOX ADJUSTMENT



MONUMENT ADJUSTMENT DETAIL

SOME REQUIRED REPLACEMENT C.O.#8

SEE SHEET 11A

ADJUSTMENT SUMMARY

LOCATION INTERSECTION	4" VALVE BOX	6" VALVE BOX	25" SEWER MH	26" SEWER MH	REMARKS
SHUTTLE TERMINAL	10	32	2	4	
BRYANT STREET	9	12	2	3	
CARLANNA LAKE ROAD	20	26	5	3	
THIRD AVENUE	16	4		3	
SECOND AVENUE	17	9		3	
MADISON AVENUE	7	5	2	2	
JEFFERSON STREET	10	10		3	
WASHINGTON STREET	14	9		2	
WHITECLIFF STREET	19	12	1	1	
FIRST AVENUE	4	5	1	1	
TONGASS VIADUCT		5	1	3	
WATER STREET		1	1	1	
SCHOENBAR ROAD	2	7	2	3	
WATER STREET VIADUCT	3	11	2		
GRANT STREET	7	10	4		
DOCK STREET		5	3	1	
MISSION STREET	2	5			
END MILL STREET VIADUCT		5	5		
BARNEY WAY		8	4	2	
DEERMOUNT					
TOTAL	140	181	35	35	

MONUMENT SUMMARY SEE SHT. 11B

INTERSECTION	MON. CASES	INTERSECTION	MON. CASES
SHUTTLE TERM	4	WATER STREET	1
BRYANT STREET	1	SCHOENBAR ROAD	1
CARLANNA LAKE RD.	3	WATER ST. VIADUCT	1
THIRD AVENUE	1	GRANT STREET	0
SECOND AVENUE	1	DOCK STREET	1
MADISON AVENUE	3	MISSION STREET	0
JEFFERSON ST.	2	END VIADUCT (MILL ST.)	9
WASHINGTON ST.	2	BARNEY WAY	6
FIRST AVENUE	3	DEERMONT STREET	0
BGN VIADUCT	6	GAS AT LAST	
		TOTAL	45

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN ALASKA

TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902(16) 70375

UTILITY ADJUSTMENT DETAILS

DESIGNED BY: T.W. MOORE	PROJECT NO. 70375
DRAWN BY: AUTOCADD / C. Anderson	DATE: MAY, 1991
CHECKED BY: P. JONES	SHEET 11 OF 38

ENGINEER'S SEAL
STATE OF ALASKA 49th
T.W. MOORE CE-4932
REGISTERED PROFESSIONAL ENGINEER

VALVE BOX ADJUSTMENT SUMMARY

Valve Box No.	Station	Box Size	Type A	Type B	Type C	Type E
0A	11+60	6"		X		
1	12+77	6"			X	
2	12+79	6"			X	
3	13+19	DEL				
4	13+47	4"				X
5	13+57.7	6"			X	
6	13+59.9	4"				X
7	13+80	DEL				
8	14+44.9	DEL				
9	14+59.8	4"				X
10	15+40	DEL				
11	15+43	6"			X	
12	15+52.1	6"		X		
13	16+31.9	4"				X
14	17+29.1	DEL				
15	17+83.2	6"			X	
16	17+85.3	6"			X	
17	18+47.9	6"			X	
18	19+16.8	6"		X		
19	19+64	4"		X		
20	22+52	6"			X	
21	24+39	4"				X
22	24+68.9	6"			X	
23	24+80.6	6"			X	
24	24+83.7	6"			X	
25	24+86.8	6"			X	
26	27+47	6"			X	
27	27+52.6	DEL				
28	27+48.6	6"			X	
29	27+61.5	6"			X	
30	27+78	6"			X	
30A	29+75	DEL				
31	29+92	6"		X		
32	29+93.8	6"		X		
33	31+07	6"			X	
34	32+43	6"			X	
35	32+44	6"			X	
36	33+06	DEL				
37	34+35.8	6"		X		
38	34+58.9	DEL				
39	34+60	6"			X	
40	34+65	6"			X	
41	34+95	6"		X		
41A	37+40	6"			X	
42	35+13	6"			X	
43	35+44	DEL				
44	35+54	DEL				
45	35+83	6"			X	
46	36+33	4"				X
47	36+63	DEL				
48	37+24	DEL				
49	37+68	6"			X	
50	37+80	DEL				
51	38+36	DEL				
52	38+65	DEL				
53	38+91	DEL				
54	39+19.6	DEL				
55	39+21.8	DEL				
56	39+56.7	DEL				
57	39+70	6"			X	
58	39+75	DEL				
59	40+17	6"			X	
60	40+61.6	6"			X	
61	41+37	6"			X	
62	43+07	6"			X	
63	43+09	6"			X	
64	43+19	4"				X
65	43+52	4"				X
66	43+93	DEL				
67	44+35	6"			X	
68	44+57	6"			X	
69	44+68	6"			X	
70	45+45	6"			X	
71	46+03	4"			X	
72	46+08	DEL				
73	46+93.5	4"			X	
74	47+06	6"			X	
75	47+27	6"			X	
76	47+81	4"		X		
77	48+11	DEL				
78	48+59	DEL				
79	48+60.5	DEL				
80	48+86	6"			X	
81	49+06	DEL				
82	49+13	DEL				
83	49+38	4"				X
84	49+39	6"			X	
85	49+74	DEL				
86	50+01	DEL				
87	50+26	6"			X	
88	50+27	6"			X	
89	50+86	DEL				
90	52+94	4"				X
91	53+24	6"			X	
92	53+68	4"				X
93	54+54	4"				X
94	54+59	4"		X		
95	55+80	6"		X		
96	55+90	DEL				
97	56+38	6"			X	
97A	56+48	New				
98	56+72	6"		X		
99	57+11	6"			X	
100	57+13	DEL				
101	57+15	6"			X	
102	57+79	DEL				
103	58+49	DEL				
104	59+20	DEL				
105	59+38.6	6"			X	
106	58+87.3	6"				
107	59+06	4"				X
108	59+77.5	6"			X	
109	59+92.4	DEL				
110	59+56.5	6"			X	
111	59+62	4"				X
112	59+66	4"				X
113	60+14	4"				X
114	60+23.4	4"				X
115	60+58	4"				X
116	61+46.6	DEL				
117	61+05	4"				X
118	61+21	4"				X
119	61+39	4"				X
120	61+66	4"				X
121	61+76	4"				X
122	61+96	4"				X
123	62+16	4"				X
124	62+53	4"				X
125	62+62	6"			X	
126	63+73.2	DEL				
127	63+75	DEL				
128	64+10	DEL				
129	63+56	4"				X
130	64+53	DEL				
131	64+82	DEL				
132	64+31	6"			X	
133	64+34	6"			X	
134	64+57	6"			X	
135	65+19	DEL				
136	65+77.2	DEL				
137	65+66	4"				X
138	66+06	4"				X
139	66+87	DEL				
140	67+64.2	DEL				
141	67+35	6"			X	
142	68+19.6	DEL				
143	67+88	4"				X
144	68+47.6	DEL				
145	68+67	DEL				
146	69+07.8	DEL				
147	69+37	DEL				
148	68+85	4"				X
149	69+58.6	DEL				
150	70+18.6	DEL				
151	69+81	4"				X
152	69+92	6"		X		
153	69+94	6"		X		
154	69+96.0	6"			X	
155	70+84.6	DEL				
156	70+63	4"				X
157	71+25.6	DEL				
158	70+81.7	6"			X	
159	71+67	6"			X	
160	71+71	4"				X
160A	71+75	6"			X	
160B	71+85	6"			X	
161	72+02	4"				X
162	72+04	6"			X	
163	72+98	DEL				
164	73+03	4"				X
165	73+49	4"				X
166	74+08.8	6"			X	
167	74+90.8	DEL				
168	75+19	4"				X
169	75+36.8	6"			X	
170	75+89.1	6"			X	
171	75+51	DEL				
172	76+92.1	DEL				
173	76+93.2	DEL				
174	76+70.7	6"			X	
175	77+03.8	6"			X	
176	78+10.9	6"			X	
177	78+18	4"				X
178	78+29	4"				X
179	79+25.7	6"		X		
180	79+28.9	6"			X	
181	79+32	6"		X		
182	79+93	DEL				
183	Unknown	DEL				
184	80+64	4"				X
185	80+73	6"			X	
186	81+20	DEL				
187	80+86	DEL				
188	81+75	4"				X
189	82+25	6"			X	
190	82+60	6"			X	
191	82+34	DEL				
192	83+04	4"				X
193	82+89	DEL				
194	83+87	DEL				
195	84+63	6"			X	
196	84+66	6"			X	
197	84+69.1	DEL				
198	84+85.9	DEL				
199	85+59	4"				X
200	85+86	4"				X
201	85+63.3	DEL				
202	86+45	4"				X
203	86+34	DEL				
204	87+00	6"			X	
205	87+17	4"				X
206	87+29	6"			X	
207	87+04	DEL				
208	87+77	6"			X	
208A	87+80	6"			X	
208B	87+83	6"			X	
209	87+85	4"				X
210	88+33	4"				X
211	88+37	4"				X
212	88+30	6"			X	
213	88+48	6"			X	
214	88+51	4"				X
215	88+90	4"				X
216	89+10	4"				X
217	89+50	4"				X
218	90+00	4"				X
219	90+10	4"				X
220	90+80	6"			X	
221	90+83	6"			X	
222	90+87	4"				X
223	91+07	6"			X	
224	91+06.6	DEL				
225	91+82	4"				X
226	92+00	4"				X
227	92+60.2	DEL				
228	92+78	6"			X	
229	93+00.6	4"				X
230	93+04.7	DEL		X		
231	93+46	DEL				
232	93+40	4"				X
233	93+70	6"			X	
234	93+92	4"				X
235	94+10	6"			X	
236	94+31	4"				X
237	94+40	6"		X		
238	95+00	4"				X
239	95+45	6"			X	
240	95+58	6"		X		
241	95+63	6"		X		
242	95+65	6"		X		
243	95+67	6"		X		
244	95+92	6"		X		
245	96+24	4"		X		
246	96+25	4"		X		
246B	97+55	6"		X		
246C	97+60	6"		X		
247	98+82	6"		X		
248	98+85	6"		X		
248B	99+11	4"		X		
249	100+40	6"		X		
250	100+53	6"		X		
251	100+58	6"		X		
251A	100+69	6"		X		
251B	100+69.5	6"		X		
252	100+73	6"			X	
253	100+75	6"			X	
254	100+80	N/A				
255	101+40	6"				
256	101+61	DEL				
257	101+76	6"				
258	101+94	4"				
259	102+71	DEL				
260	102+86	4"				
261	103+58	6"				
262	104+21	6"				
263	105+00	6"				
264	105+39	6"				
265	105+63	DEL				
266	105+96	4"				
267	106+35	DEL				
268	106+68	4"				
269	107+30	6"				
270	107+96	6"				
271	108+03	6"				
272	109+53	6"				
273	110+86	6"				
274	111+16	6"				
275	111+61	6"				
276	111+76	6"				
277	112+30	4"				
278	112+48	6"				
279	112+66	4"				
280	112+81	6"				
281	113+02	6"				
282	113+02	6"				
283	113+38	6"		X		
284	113+74	6"		X		
285	113+80	6"				
286	113+92	6"				
287	114+13	4"				
288	115+70	6"				
289	115+76	4"				
290	116+36	4"				
291	118+10	DEL				
292	117+60	4"				X
293	117+70	6"			X	
294	118+00 LT	6"		X		
295	118+00 LT	6"		X		
296	118+00 RT	6"		X		
297	118+00 RT	6"		X		
298	119+50	DEL				
299	119+73	6"		X		
300	119+75	4"		X		
301	120+06	6"			X	
301A	120+11	6"		X		
302	120+26	6"		X		
302A	120+40	4"		X		
303	120+66	6"		X		
303A	120+75	4"		X		
303B	120+81	4"		X		
304	121+52	6"		X		
305	121+65/16' LT	4"		X		
306	121+77/18' LT	6"		X		
307	122+25/16' LT	4"		X		
308	122+58/14' LT	DEL				
309	122+67	6"		X		
309A	122+68	6"		X		
310	122+68/16' LT	6"		X		
310A	122+75/18' LT	6"		X		
310B	122+74	6"		X		
311	122+78/14' LT	6"		X		
312	122+82/18' LT	6"		X		
313	122+77 RT	6"		X		
314	122+90 RT	DEL				
500	"MS" 26+18	6"			X	
501	"MS" 26+14	6"		X		
502	"MS" 26+11	6"			X	
503	"MS" 26+08	6"			X	
504	"MS" 26+11	6"			X	
505	"MS" 26+19	4"			X	
506	"MS" 26+25	6"			X	
507	"MS" 26+30	6"			X	
508	"MS" 26+29	6"			X	
509	"MS" 25+44	6"			X	
510	"MS" 24+85	6"			X	
511	"MS" 24+82	4"				X
512	"MS" 24+02	6"				
513	"MS" 23+82	6"		X		
514	"MS" 23+62	DEL				
515	"MS" 23+58	4"				
516	"MS" 23+53	4"				
517	"MS" 10+83	6"			X	
518	"MS" 10+79	6"			X	
519	"MS" 10+59	6"			X	
520	"MS" 10+52	6"			X	
521	"MS" 10+49	6"			X	
522	"MS" 3+27	DEL				
523	"MS" 3+16	6"	X			
524	"MS" 3+03	DEL				
525	"MS" 3+00	DEL				
526	"MS" 2+54	DEL				
527	"MS" 1+56	6"	X			
528	"MS" 1+38	6"	X			
529	"MS" 0+95	4"	X			
530	"MS" 0+21	6"				
531	"MS" 0+17	6"				
532	"MS" 0+15	6"				
533	"F" 0+25 LT	6"	X			
534	"F" 0+31 LT	6"			X	
535	"F" 0+36 LT	6"			X	
536	"F" 0+36	6"				
537	"F" 1+97	6"			X	
538	"F" 2+03	4"				X
539	"F" 2+21	6"		X		
540	"F" 2+24	6"		X		
541	"F" 2+27	6"		X		
542	"F" 2+30	6"		X		
543	"F" 2+32	6"		X		
544	"F" 2+42	4"				X
545	"F" 2+45.6	6"		X		
546	"F" 2+50	DEL				
547	"F" 2+58	6"	X			
548	"F" 3+00	6"				
549	"F" 3+31	4"	X			
550	"F" 3+44	4"	X			
551	"F" 3+67 LT	6"	X			
552	"F" 3+87	6"				
553	"F" 3+93	4"	X			
554	"F" 3+96	4"	X			
555	"F" 3+98	6"				
556	"F" 4+52	4"	X			
557	"F" 4+73/12' RT	6"				
558	"F" 5+14	4"	X			
559	"F" 5+53	4"	X			
560	"F" 5+56/18' RT					
560A	"F" 5+90	DEL				
561	"F" 6+42	6"				
562	"F" 6+42.9	6"				
563	"F" 6+42	6"				
564	"F" 6+43	6"			X	
565	"F" 6+43	6"			X	
565A	"F" 6+43	6"				
566	"F" 6+50	6"			X	
567	"W" 139+07	DEL				
568	"W" 139+00	6"			X	
569	"W" 138+28	DEL				
570	"W" 138+31	DEL				
571	"W" 137+56.6	DEL				
572	"W" 137+30	6"	X			
573	"W" 137+04	6"	X			
574	"W" 136+87	DEL				
574A	"W" 136+52	4"	X			
574B	"W" 135+30	6"				X
575	"W" 135+03	DEL				
576	"W" 134+83	4"				X
577	"O" 132+81	6"				
578	131+35	6"				
579	131+25	4"				
580	131+12	6"				
581	131+07	6"				
581A	130+70	6"			X	
581B	130+70	6"			X	
581C	130+70	6"			X	
581D	130+70	6"			X	
582	130+85	6"				
583	130+47	4"				
584	129+91	DEL				
585	128+89	DEL				
586	128+35	6"				
587	127+41	4"				
588	126+99	4"				
589	126+03	6"				
590	125+93	4"				
591	125+50	DEL				
592	125+08	DEL				
593	124+87	DEL				
594	124+66	4"				
595	124+66	4"				
596	124+24	4"				
597	124+24	DEL				
598	123+85	DEL				
599	123+64	4"				
600	123+58	6"				
601	123+45	4"	X			

Note:

Type A- Remove existing riser ring, core new asphalt and grout hole after final paving (Type IV).

Type B- Raise existing top section to final paving grade.

Type C- Replace top section of valve box and adjust to final grade (city supplied tops and lids).

Type E- Replace top sections (and bottom if required), adjust to tops of Type II asphalt core and grout after final paving (Type IV).

AS BUILT

SHEET 11A

MONUMENT CASE SUMMARY

STATION	ITEM 614(4)	ITEM 614(4A)
"0" 12+68.12 (12+67.47)	X	
"0" 20+23.48		X
"0" 26+80.47 (26+81.07)		X
"0" 43+03.18 (43+02.21)		X
"0" 47+96.6		X
"0" 58+76.21		X
"0" 59+06.7 (59+06.43)	X	
"0" 59+63 (case no monument)		X
"O" 63+53.22 (63+52.8)		X
"O" 68+97.17		X
"O" 71+39.55		X
"0" 74+16.67 (74+16.32)		X
"0" 75+28	X	
"O" 80+49.5 (80+43.41)	X	
"O" 82+36.3	X	
"O" 84+54.78		X
"0" 95+22	X	
"0" 99+88.31/5' RT		X
"0" 99+96/4' RT	X	
"0" 100+77.73	X	
"0" 103+60.5	X	
"0" 106+28.8	X	
"0" 108+63.22	X	
"0" 110+70.45	X	
"0" 113+11.28		X
"0" 116+56.47	X	
"0" 123+02	X	
"0" 123+42	X	
"W" 134+79.78	X	
"F" 6+42		X
"MS" 0+20	X	
"MS" 3+57.79	X	
"MS" 4+90	X	
"MS" 5+20		X
"MS" 8+28.94	X	
"MS" 10+18.82	X	
"MS" 10+50 +	X	
"MS" 10+50 +	X	
"MS" 11+13.34		X
"MS 22+04	X	
"MS" 23+10	X	
"MS" 23+88	X	
"MS" 23+90	X	
"MS" 24+16.85		X
"MS" 26+29		X

Note:

614(4) Remove riser, replace lid, core after final pavement and fill hole with grout.

614(4A) Replace broken or damaged monument case with new, core and grout.

Stationing was found on old construction plans dated 1960, 1972 and 1987

ADJUST EXISTING MANHOLES

M.H. NO.	CITY M.H. NO.	LOCATION	ADJUSTED
6	A-2	12+80 (15' RT)	X
7	A-3	14+53 (20' RT)	X
8	A-5	14+53 (18' LT)	X
8A	New	15+64 (18' LT)	X
9	A-6	17+54 (18' LT)	X
10	A-4	17+27 (20' RT)	X
11	B1-3	24+96 (14' RT)	X
12	B1-2	27+29 (20' RT)	X
13	B1-1	29+78.5 (20' RT)	X
14	B4-2	32+22 (20' RT)	X
15	2-22	34+67 (16' LT)	X
16	B4-1	34+90 (20' RT)	X
17	B2-1	37+43 (20' RT)	X
18	1-34	37+19 (16' LT)	X
19	B2-4	37+44 (25' LT)	Not in paving lane
20	B2-2	40+43 (20' RT)	X
21	B2-3	42+91 (20' RT)	X
22	B2-6	42+91 (25' LT)	X
22A		43+00 (16' LT)	X
23	B2-16	45+25 (20' RT)	X
24	C-2	47+96 (22' RT)	X
25	C-1	51+05 (20' RT)	X
26	C-1A	51+19 (12.5' RT)	X
27	C-1B	54+67.5 (12.5' RT)	X
28	C-4	55+10 (19.5' RT)	X
30	C-5A	59+44 (16' RT)	X
31	C-5B	59+45 (14' LT)	Not in paving lane
32	D-1	59+04 (16' RT)	X
33	D-9	59+04 (4' LT)	X
34	D-2	61+24.9 (15.8' RT)	X
35	D-3	63+47 (16' RT)	X
36	D-5	63+47 (9' LT)	X
37	D-4	65+32 (17' RT)	X
38	E-3	67+18.5 (17' RT)	X
39	E-2	69+45 (16.5' RT)	X
40	E-1	71+74 (17' RT)	X
41	E-9	71+70 (2' LT)	X
42	E-9A	71+58 (14' LT)	Not in paving lane
43	E-26	73+73 (17' RT)	X
44	E-26A	73+63 (12.5' LT)	Not in paving lane
45	E-27	75+13 (12' RT)	X
46	E-27A	75+12 (15' LT)	X
46A	E-27B	75+27 (20' LT)	X
47	E-28	76+51 (16' RT)	X
48	F1-24	79+43.5 (16.5' RT)	X
49	F1-15	82+39 (7' RT)	X
50	F1-9	84+49 (7.5' RT)	X
51	F1-8	86+04 (12.5' LT)	X
52	F1-8A	87+32.5 (4' RT)	X
53	F1-1	87+87 (7' RT)	X
54	F1-1A	87+72 (15' RT)	X
55	F1-2	90+70 (15' RT)	X
56	F2-2	93+60 (6.5' RT)	X
57	F2-1	95+56 (4' RT)	X
58	F2-3	97+51 (6.5' RT)	X
59	F2-4	99+58 (4.5' LT)	X
61	G-12	113+06 (4' RT)	X
62	H-1	118+50 (21.3' RT)	X
63	H-11	119+50 (4' LT)	X
64	H-10	119+90 (3' LT)	X
65	H-9	122+90 (2.5' LT)	X
66	H-5	130+65.29 (9' LT)	X
66A		131+20 C/L	X
67	I-4	132+79 (11.5' LT)	X
68	I-3	134+22 (9' LT)	X
69	I-1	134+22 (10' RT)	X
70	J-4	"F"6+38 (8' LT)	X
71	J-2	"F" 4+62 (7.5' RT)	X
72	J-2A	"F"3+25 (4' RT)	X
73	J-1	"F"2+46 (7' RT)	X
74	J-1A	"F"2+46 (3' LT)	X
75	I-2	"F"0+48 (2.5' LT)	X
76	I-2A	"F"0+48 (8' RT)	X
77	K-1	"F"0+00 (12.5' RT)	X
78	K-2	3+76 (10' LT)	X
79	K-3	4+64 (14' LT)	X
80	K-4	4+91 (27' LT)	Not in paving lane
81	K-41	10+30 (21' LT)	Not in paving lane
82	K-23	10+58 (3' LT)	X
82A	K-23A	10+90 (6' RT)	Abandon
83	K-24	11+22 (19' LT)	X
84	K-25	13+23 (14' LT)	X
85	L-6	15+24 (14' LT)	X
86	L-5	16+89 (14' LT)	X
87	L-2	20+10 (14' LT)	X
88	L-3	23+79 (4.5' LT)	X
89	L-4	26+07 (5' LT)	X

AS BUILT

SHEET 11B

STANDARD SIGN SUMMARY

LOCATION				SIGN				POST				
SIGN NO.	LOCATION	OFFSET FT. LT.	OFFSET FT. RT.	CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	SIZE	LENGTH	FACING TRAFFIC	REMARKS
1	17+74	28		R2-1	SPEED LIMIT 35	30"X36"	7.5	–	–	–	~~SB~~ NB	REPLACE SIGN ON EXISTING POST
~~2~~	~~20+53~~	—	~~26~~	~~EXIST. R12-5~~	~~WEIGHT LIMIT 16T,22T~~	~~30"X36"~~	—	~~1~~	~~2.0~~	~~11.0~~	SB	~~INSTALL EXISTING SIGN FROM 21+00 ON NEW POST~~ DELETED, NO EXISTING SIGN
3	21+00		26	I-3	CARLANNA CREEK	54"X24"	9.0	2	2.0	10.0	SB	6" U.C., 4.5" L.C. REPLACE EXISTING AND REMOVE WEIGHT LIMIT SIGN
4	22+38	26		I-3	CARLANNA CREET	54"X24"	9.0	2	2.0	10.0	NB	6" U.C. 4.5" L.C. REPLACE EXISTING AND REMOVE WEIGHT LIMIT AND TWO WAY LEFT TURN SIGNS.
5	23+50	27		EXIST. R12-5	WEIGHT LIMIT 16T,22T	~~30"X36"~~	~~7.5~~	1	2.0	11.0	NB	~~INSTALL EXISTING SIGN FROM 22+38 ON NEW POST~~ DELETED, NO EXISTING SIGN
6	24+07		27	D9-12	DUMP STATION SYMBOL	24" x 24"	4.0	1	2.0	11.0	SB	REPLACE EXISTING SIGN AND POST
	24+07		27	D9-12	DUMP STATION	6"X24"	1.0	–	–	–	SB	INSTALL BELOW ~~8~~ 6
	24+07		27	D9-12	ARROW RIGHT	6"X24"	1.0	–	–	–	SB	INSTALL BELOW ~~8~~ 6
	24+07		27		DUMP STATION SYMBOL	24 x 24"	4.0				NB	
	24+07		27		DUMP STATION	6"x 24"	1.0				NB	
	24+07		27		ARROW LEFT	6"x 24"	1.0				NB	
7	24+65	28		D3-1	MARTIN ST	30"X8"	1.67	–	–	–	NB	INSTALL ABOVE EXISTING STOP SIGN. REMOVE EXISTING "MARTIN ST"
	24+65	28		D3-1	TONGASS AVE	36"X8"	2.0	–	–	–	WB	INSTALL ABOVE ~~9~~ 7 REQUIRES SIGN BRACKET
8	25+31		27	R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.5	SB	
	25+31		27	R3-9B	BEGIN	24"X36"6"	1.0	–	–	–	SB	INSTALL ABOVE ~~11~~ 8 SIMILAR TO D11-1K EXCEPT BLACK ON WHITE BACKGROUND
9	25+66		33	–	DO NOT ENTER	–	–	–	–	–	WB	~~REMOVE EXISTING~~ DID NOT REMOVE
	25+66		33	–	STOP	–	–	–	–	–	EB	REMOVE EXISTING DID NOT REMOVE
10	25+93	28		R3-96	TWLT LANE	24"X36"	6.0		2.0	11.5	NB	
	25+93	28		R3-96	END	24"X6"	1.0	–	–	–	NB	INSTALL ABOVE ~~13~~ 10 SAME AS D11-1M EXCEPT BLACK ON WHITE BACKGROUND. INSTALLED NEW
11	27+10	28		M1-6	ALASKA 7	24"X24"	4.0	1	2.0	10.0	NB	INSTALLED NEW POST AND BASE. POST & BASE
12	29+62	28		D3-1	TONGASS AV	36"X8"	2.0	–	–	–	WB	INSTALL ABOVE "HECKMAN ST" REQUIRES SIGN BRACKET
13	30 ~~29+75 +30~~		28	R2-1	SPEED LIMIT 25	30"X36"	7.5	1	2.0	11.0	SB	REPLACE EXISTING SIGN USED EXISTING TWLT POST
14	28+74	28		R2-1	SPEED LIMIT 35	30"X36"	7.5	1	2.0	11.0	NB	
15	30+15	28		–	SPEED LIMIT 35	–	–	–	–	–	NB	REMOVE EXISTING SIGN AND POST
16	30+30		3	OM-1	TYPE 1 OBJECT MARKER	18"X18"	2.25	1	2.0	9.0	SB	MOUNT AT 7 FEET, (TYPICAL) ABOVE ROADWAY
	30+30		3	OM-1	TYPE 1 OBJECT MARKER	18"X18"	2.25	1	–	–	NB	INSTALL BACK TO BACK
17	31+76		29	R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.0	SB	
18	32+42	28		–	PED XING	–		–	–	–	–	REMOVE SIGN AND POST
19	37+73	28		R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.0	NB	
20	38+50		28	M1-6	ALASKA 7	24"X24"	4.0	1	2.0	10.0	SB	INSTALLED ON EXISTING POST
21	42+60	37		D3-1	TONGASS AV	36"X8"	2.0	–	–	–	WB	INSTALL ABOVE "CARLANNA LK RD", REQUIRES SIGN BRACKET
22	40+09		28	R2-1	SPEED LIMIT 25	30"X36"	7.5	1	2.0	11.0	SB	
23	47+25	28		R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.0	NB	
24	47+54		28	R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.0	SB	
25	49+25		28	–	HOSPITAL	–	–	1	2.0	11.0	SB	INSTALL EXISTING SIGN FROM 50+19, REMOVE SPEED LIMIT 25 NO EXISTING 25 M.P.H. SIGN REQUIRED NEW BASE & POST
26	51+47		28	R2-1	SPEED LIMIT 25	30"X36"	7.5	–	–	–	SB	REPLACE EXISTING SIGN
27	51+48	28		–	HOSPITAL	–	–	1	2.0	11.0	NB	INSTALL EXISTING SIGN REMOVED FROM 51+19, REMOVE SPEED LIMIT 25, REMOVE POST AT 51+19 ← USED EXISTING POST FROM 51+19
28	53+50		28	R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.0	SB	
29	57+57		28	R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.0	SB	
30	59+50	28		–	TWLT LANE	24"X36"	6.0	–	–	–	–	REMOVE SIGN AND POST LEFT POST FOR CITY BUS STOP SIGN
31	59+00	32		D3-1	TONGASS AV	36"X8"	2.0	–	–	–		INSTALL ABOVE "THIRD AV". REQUIRES SIGN BRACKET
32	60+35		28	–	TWLT LANE	–	–	–	–	–	–	REMOVE EXISTING SIGN AND POST USED POST FOR #33
33	60+~~70~~ 35		28	R2-1	SPEED LIMIT 25	30"X36"	7.5	–	–	–	SB	REPLACE EXISTING SIGN MOVED BACK ~40' AND PLACED ON EXISTING POST
34	63+56	35		D3-1	TONGASS AV	36"X8"	2.0	–	–	–	–	INSTALL ABOVE SECOND AV. REQUIRES SIGN BRACKET

SIGNING GENERAL NOTES

1. SIGN LOCATIONS ARE APPROXIMATE AND MAY BE FIELD ADJUSTED BY THE ENGINEER.
2. SIGN NUMBERS ARE SHOWN ON THE STRIPING PLANS BY THE SYMBOL (2) (SIGN NUMBER 2).
3. ALL EXISTING STREET NAME SIGNS THAT ARE REMOVED SHALL BE DELIVERED TO THE CITY OF KETCHIKAN, DEPARTMENT OF PUBLIC WORKS, AT A LOCATION DESIGNATED BY THE PROJECT ENGINEER.
4. ALL POST LENGTHS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD.
5. SIGN POSTS SHALL BE PERFORATED, SQUARE STEEL TUBE.
6. THE MOUNTING HEIGHT FOR ALL SIGNS AND SIGN COMBINATIONS SHALL BE 7 FEET.

AS BUILT

DATE:	DESCRIPTION OF CHANGE:
K. 11/16/93	AS-BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION F-M-0902(16) 70375 — ALASKA

SIGNING SUMMARY

DESIGNED BY: J. AHLGREN	PROJECT NO. 70375
DRAWN BY: AUTOCADD/CSA	DATE: MAY, 1991
CHECKED BY: K. SMITH	SHEET 12 OF 38

STATE OF ALASKA 5-2-91 49th KURTIS J. SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER

STANDARD SIGN SUMMARY

LOCATION				SIGN				POST				
SIGN NO.	LOCATION	OFFSET FT. LT.	OFFSET FT. RT.	CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	SIZE	LENGTH	FACING TRAFFIC	REMARKS
35	64+85		3	OM-1	TYPE 1 OBJECT MARKER	18"X18"	2.25	1	2.0	6.0	SB	INSTALL AT 7 FT. ABOVE ROADWAY
	64+85		3	OM-1	TYPE 1 OBJECT MARKER	18"X18"	2.25	–	–	–	NB	INSTALL BACK TO BACK
36	65+17		31	R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.0	SB	
37	70+86	41		D3-1	TONGASS AV	36"X8"	2.0	–	–	–	WB	INSTALL ABOVE "MADISON AV" REQUIRES SIGN BRACKET
38	70+79	29		–	UNIVERSITY OF ALASKA	–	–	–	–	–	–	REMOVE SIGNS AND POSTS
39	71+60	29		–	UNIVERSITY OF ALASKA	–	–	–	–	–	–	REMOVE SIGNS AND POSTS
40	69+39	29		R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	11.0		
41	74+75		29	–	SPEED LIMIT 25		–	–	–	–	–	REMOVE
				R3-5L								
42	74+68		1	R10-13	LEFT ONLY, YIELD ON GREEN	30"X36"	7.5	–	–	–	NB	REPLACE EXISTING, BAND TO OVERHEAD MAST ARM.
43	75+12		32	R10-13	LEFT ONLY, ~~YIELD ON GREEN~~	30"X36"	7.5	–	–	–	WB	REPLACE EXISTING, BAND TO OVERHEAD MAST ARM.
44	75+57		6	R10-13	LEFT ONLY, YIELD ON GREEN	30"X36"	7.5	–	–	–	SB	REPLACE EXISTING, BAND TO OVERHEAD MAST ARM.
45	75+21	35		~~R10-13~~	LEFT ONLY, ~~YIELD ON GREEN~~	30"X36"	7.5	–	–	–	EB	REPLACE EXISTING, BAND TO OVERHEAD MAST ARM.
46	79+10	31		R6-1R	ONE WAY RIGHT	36"x12"	3.0				SB	
46	79+10	31		R6-1L		36"x12"	3.0				NB	
46	79+10	31		D3-1	TONGASS AV	36"X8"	2.0	–	–	–	WB	INSTALL ABOVE "ADAMS ST" REQUIRES SIGN BRACKET
~~47~~	~~79+60~~	~~33~~		~~R6-1L~~	~~ONE WAY~~	~~36"X12"~~	3.0	–	–	–	NB	INSTALL ON EXISTING POST, BACK TO BACK WITH EXIST. SIGN
48	82+17	38		R6-1R	ONE WAY	36"X12"	3.0	1	2.0	12.0	NB	REPLACE EXISTING
	82+17	38		D3-1	TONGASS AV	36"X8"	2.0				WB	INSTALL ABOVE "WASHINGTON ST", REQUIRES SIGN BRACKET
	82+17	38		R6-1L	ONE WAY LEFT	36"x12"	3.0				SB	SB ONE WAY WAS NO GOOD. REPLACED WITH SIGN MEANT FOR #47
49	78+90		30	R6-1R	ONE WAY RIGHT	36"X12"	3.0	1	2.0	9.0	SB	
	78+90		30	R6-1L	ONE WAY LEFT	36"X12"	3.0	–	–	–	WB	INSTALL BACK TO BACK
50	81+85		30	R6-1L	ONE WAY LEFT	36"X12"	3.0	1	2.0	9.0	SB	INSTALL BACK TO BACK
	81+85		30	R6-1R	ONE WAY RIGHT	36"X12"	3.0	–	–	–	NB	
51	84+40	32		D3-1	TONGASS AV	36"X8"	2.0	–	–	–	WB	INSTALL ABOVE "AUSTIN ST", REQUIRES SIGN BRACKET
52	84+77	31										REMOVE "AUSTIN ST" AND "TONGASS AV"
53	87+55	33		D3-1	TONGASS AV	36"X8"	2.0	–	–	–	WB	INSTALL ABOVE "WHITE CLIFF ST", REQUIRES SIGN BRACKET

DELETE, NOT NEEDED EXISTING OK USED ON #48

WASHINTON SIGN MISSING

AS BUILT

	DATE:	DESCRIPTION OF CHANGE:
K.K.	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN ALASKA

TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902(16) 70375

SIGNING SUMMARY

DESIGNED BY: J. AHLGREN	PROJECT NO. 70375
DRAWN BY: AUTOCADD/CSA	DATE: MAY, 1991
CHECKED BY: K. SMITH	SHEET 13 OF 38

STATE OF ALASKA 5-2-91 49th KURTIS J. SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER

STANDARD SIGN SUMMARY

LOCATION				SIGN					POST			
SIGN NO.	LOCATION	OFFSET FT. LT.	OFFSET FT. RT.	CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	SIZE	LENGTH	FACING TRAFFIC	REMARKS
54	88+36		3	OM-1	TYPE I OBJECT MARKER	18"X18"	2.25	1	2.0	6.0	SB	
	88+36		3	OM-1	TYPE I OBJECT MARKER	18"X18"	2.25	–	–	–	NB	INSTALL BACK TO BACK
55	88+03		30	D3-1	SEALEVEL DR	36"X8"	2.0	–	–		SB	REPLACE EXISTING
56	86+80		30	R3-9B	TWLT LANE	24"X36"	6.0	1	2.0	12.0	SB	
	86+80		30	SPECIAL	END	24"X36"	1.0	–	–		SB	SIMILAR TO D11-1M EXCEPT BLACK ON WHITE. INSTALL ABOVE TWLT LANE
57	88+79		3	R4-7	KEEP RIGHT	24"X30"	5.0	1	2.0	12.0	NB	
	88+79		3	OM-1	TYPE I OBJECT MARKER	18"X18"	2.25	–	–	–	NB	INSTALL BELOW "KEEP RIGHT"
58	89+89		28	R2-1	SPEED LIMIT 25	30"X36"	7.5	–	–		NB	REPLACE EXISTING
59	90+00	28		R2-1	SPEED LIMIT 25	30"X36"	7.5	–	–		SB	REPLACE EXISTING NO EXISTING POST REQUIRED NEW POST & BASE
60	90+41		30	R6-1L	ONEWAY	36"X12"	3.0	1	2.0	9.0	SB	• INSTALLED TONGASS AVE, SIGN #61 ON TOP.
	90+41		30	R6-1R	ONEWAY	36"X12"	3.0				NB	INSTALL BACK TO BACK
61	~~90+61~~ 41	~~32~~	30		TONGASS AV	36"X8"	2.0	–	–		WB	INSTALL ABOVE "NADEAU ST" REQUIRES SIGN BRACKET NO ROOM FOR TONGASS AVE SIGN-INSTALLED ON #60.
	90+61	32		R6-1L	ONEWAY	~~36"X12"~~	~~3.0~~	1	2.0	9.0	NB	~~REMOVE~~ LEAVE AS IS
	90+61	32		R6-1R	ONEWAY	~~36"X12"~~ -	~~3.0~~				SB	~~REMOVE~~ NOT THERE
62	91+06	37		R6-1L	ONEWAY	~~36"X12"~~	~~3.0~~	–	–		NB	INSTALL ON EXISTING POST BACK TO BACK WITH EXISTING SIGN DELETE- CAN'T USE. BLOCKED BY GARAGE.
63	95+40	33		D3-1	TONGASS AV	36"X8"	2.0	–	–		WB	INSTALL ABOVE "FIRST AV", REQUIRES SIGN BRACKET
	95+40	33		–	ONEWAY	–	–		–	–	SB	REMOVE-ADJUST POST LENGTH
	95+40	33		–	ONEWAY	–	–	–			NB	REMOVE
64	95+22		29	R6-1L	ONEWAY	36"X12"	3.0	1	2.0	9.0	SB	
	95+22		29	R6-1R	ONEWAY	36"X12"	3.0	–	–	–	NB	INSTALL BACK TO BACK
65	95+83	30		R6-1L	ONEWAY	36"X12"	3.0	1	2.0	9.0	SB	
	95+83	30		R6-1R	ONEWAY	36"X12"	3.0	–	–	–	NB	INSTALL BACK TO BACK
66	99+66	37		D3-1	TREMONT ST	36"X8"	2.0	–	–	–	NB	REPLACE EXISTING
	99+66	37		D3-1	TONGASS AV	36"X8"	2.0	–	–		WB	REPLACE EXISTING
67	101+31		30	W11-2	PED XING SYMBOL	~~36"X8"~~ 36"	9.0	1	2.0	11.5	NB	
68	103+63	30		W11-2	PED XING SYMBOL	~~36"X8"~~ 36"	9.0	1	2.0	11.5	SB	
69	119+52	62		R2-1	SPEED LIMIT 15	24"X30"	5.0	–	–		NB	REPLACE EXISTING EXISTING POST TOO SHORT, REQUIRED NEW POST & BASE.
70	119+94	37		D3-1	CHAPMAN ST	36"X8"	2.0	–	–		NB	REPLACE EXISTING
71	120+21		29	R7-101	NO PARKING ANYTIME	12"X18"	1.5	–	–		SB	REPLACE EXISTING
72	122+83	32		D3-1	TONGASS AV	36"X8"	2.0	–	–		NB	INSTALL ABOVE "SCHOENBAR RD" REQUIRES SIGN BRACKET SCHOENBAR SIGN GONE
73	125+19	30		R5-1	DO NOT ENTER	36"X36" 9.0	~~1.5~~	–	–		–	REPLACE EXISTING
74	125+27		28	R7-101	NO PARKING ANYTIME	12"X18"	1.5	–	–		SB	REPLACE EXISTING
	125+27		28	R7-202M	END	12"X6"	~~1.5~~	–	–		SB	INSTALL ABOVE NO PARKING
75	126+31		29	W11-2	PED XING SYMBOL	~~36"X36"~~	9.0	1	2.0	11.5	SB	
76	128+24	30		W11-2	PED XING SYMBOL	36"X36"	9.0	1	2.0	11.5	NB	
77	123+84		3	OM-1	TYPE I OBJECT MARKER	18"X18"	2.25	1	2.0	10.0	SB	
	123+84		3	OM-1	TYPE I OBJECT MARKER	18"X18"	2.25	–	–	–	NB	INSTALL BACK TO BACK
78	124+18		3	R4-7	KEEP RIGHT SYMBOL	24"X30"	5.0	1	2.0	12.0	NB	
	124+18		3	OM-1	TYPE I OBJECT MARKER	18"X18"	2.25	–	–	–	NB	INSTALL BELOW KEEP RIGHT
	124+18		3	OM-1	TYPE I OBJECT MARKER	18"X18"	2.25	–	–	–	SB	INSTALL BACK TO BACK
79	127+17		28	–	PED XING SYMBOL	–	–	–	–	–	–	REMOVE SIGN AND POST
80	127+45	31		–	PED XING SYMBOL	–	–	–	–	–	–	REMOVE SIGN AND POST
81	130+01	32		D3-1	WATER ST	36"X8" 2.0	~~1.67~~	–	–		WB	REPLACE EXISTING
82	130+01	32		D3-1	HOPKINGS ST	36"X8" 2.0	~~1.67~~	–	–		NB	REPLACE EXISTING
83	130+26	38		D3-1	WATER ST	36"X8" 2.0	~~1.67~~	–	–		WB	REPLACE EXISTING
84	130+26	38		D3-1	BAYVIEW ST	36"X8" 2.0	~~1.67~~	–	–		NB	REPLACE EXISTING
85	133+43		28		SPEED LIMIT 20	~~24"X30"~~ 36"	7.5	–	–		–	REPLACE EXISTING EXISTING POST TOO SHORT, REQUIRED NEW POST.
86	133+43	27			SPEED LIMIT 25	~~24"X30"~~ 36"	7.5	–	–		–	REPLACE EXISTING EXISTING POST TOO SHORT, REQUIRED NEW POST AND BASE.

	DATE:	DESCRIPTION OF CHANGE:
	11/16/91	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — *TONGASS AVENUE PAVEMENT REHABILITATION* — ALASKA
F-M-0902(16) 70375

SIGNING SUMMARY

DESIGNED BY: J. AHLGREN	PROJECT NO. 70375
DRAWN BY: AUTOCADD/CSA	DATE: MAY, 1991
CHECKED BY: K. SMITH	SHEET 14 OF 38

STATE OF ALASKA 5-2-91 49th Kurtis G. Smith KURTIS G. SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER

STANDARD SIGN SUMMARY

LOCATION				SIGN				POST				
SIGN NO.	LOCATION	OFFSET FT. LT.	OFFSET FT. RT.	CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	SIZE	LENGTH	FACING TRAFFIC	REMARKS
~~87~~	~~"T" 134+45~~	~~14~~		–	–	–	–	–	–	–	~~NB~~	~~REMOVE EXISTING SIGN AND POST~~ NOTHING THERE
88	"W" 135+15	20		R4-7B	KEEP RIGHT	30"X36"	7.5	–	–	–	SB	REPLACE EXISTING
	"W" 135+15	20		OM-1	TYPE I YELLOW OBJECT MARKER	18"X18"	~~7.5~~ 2.25	–	–	–	SB	REPLACE EXISTING REQUIRED NEW POST AND BASE
89	"T" 135+36		17	R5-1	DO NOT ENTER	36"X36"	9.0	–	–	–	SB	REPLACE EXISTING
90	"T" 135+36	13		R5-1	DO NOT ENTER	36"X36"	9.0	–	–	–	SB	REPLACE EXISTING
91	"T" 138+19		20	R4-7B	KEEP RIGHT	30"X36"	7.5	–	–	–	NB	REPLACE EXISTING
	"T" 138+19		20	OM-1	TYPE I YELLOW OBJECT MARKER	18"X18"	2.25	–	–	–	NB	REPLACE EXISTING
92	"F" 6+67		29	R5-1	DO NOT ENTER	36"X36"	9.0	1	2.0	11.5	EB	INSTALLED NEW SIGN ON EXISTING #93 POST
93	"F" 6+60		32	R1-1	STOP	30"X30	6.25	1	2.0	11.5	WB	REPLACE EXISTING SIGN AND POST
–	"F" 6+60		32	–	DO NOT ENTER	–	–	–	–	–	–	REMOVE EXISTING
–	"F" 6+60		32	R6-1L	ONE WAY	36"X12"	3.0	–	–	–	NB	INSTALL ABOVE "STOP"
–	"F" 6+60		32	D3-1	GRANT ST	30"X8"	1.67	–	–	–	NB	INSTALL ABOVE "ONE WAY"
–	"F" 6+60		32	D3-1	FRONT ST	30"X8"	1.67	–	–	–	EB	INSTALL ABOVE "GRANT ST" REQUIRES SIGN BRACKET
94	"F" 6+28		40	R5-1	DO NOT ENTER	36"X36"	9.0	–	–	–	EB	INSTALL ON EXISTING POST
–	"F" 6+28		40	R1-1	STOP	30"X30	6.25	–	–	–	WB	REPLACE EXISTING
95	"F" 6+05		12	R3-1	NO RIGHT TURN	30"X30"	6.25	–	–	–	NB	REPLACE EXISTING
96	"F" 2+70		37	R5-1	DO NOT ENTER	36"X36"	9.0	–	–	–	EB	REPLACE EXISTING
	"F" 2+70		37	R6-1L	ONE WAY	36"X12"	3.0	–	–	–	NB	REPLACE EXISTING
97	"F" 2+20		43	R5-1	DO NOT ENTER	36"X36"	9.0	–	–	–	EB	REPLACE EXISTING
	"F" 2+20		43	R6-1R	ONE WAY	36"X12"	3.0	–	–	–	SB	REPLACE EXISTING
98	"F" 2+15	18		R6-1R	ONE WAY	36"X12"	3.0	–	–	–	SB	BAND TO MAST ARM-REPLACE EXISTING.
	"F" 2+15	14		R3-2	NO LEFT TURN	30"X30"	6.25	–	–	–	SB	BAND TO MAST ARM-REPLACE EXISTING.
	"F" 2+15	22		D3-1B	DOCK ST	24"X18"	3.0	–	–	–	SB	8" U.C., 6" L.C. LETTERS-BAND TO MAST ARM. REPLACE EXISTING.
99	"F" 2+76	7		R3-2	NO LEFT TURN	30"X30"	6.25	–	–	–	NB	BAND TO MAST ARM-REPLACE EXISTING.
	"F" 2+76	14		R3-1	NO RIGHT TURN	30"X30"	6.25	–	–	–	NB	BAND TO MAST ARM-REPLACE EXISTING.
	"F" 2+76	20		D2-1B	DOCK ST	24"X18"	3.0	–	–	–	NB	8" U.C., 6" L.C. LETTERS-BAND TO MAST ARM. REPLACE EXISTING.
100	"F" 2+76	18		R6-1L	ONE WAY	36"X12"	3.0	–	–	–		BAND TO POLE BETWEEN PEDESTRIAN AND SIGNAL HEADS
	"F" 2+76	18		R6-1R	ONE WAY	36"X12"	3.0	–	–	–	SB	BAND TO POLE BETWEEN PEDESTRIAN AND SIGNAL HEADS
101	"F" 0+30	30		R6-1L	ONE WAY	36"X12"	3.0	1	2.0	9.0	SB	
	"F" 0+30	30		R6-1R	ONE WAY	36"X12"	3.0	–	–	–	NB	
102	"MS" 0+44	28		D3-1	MISSION ST	30"X8"	1.67	1	2.0	10.0	NB	REPLACE EXISTING -REQUIRES BRACKET
	"MS" 0+44	28		D3-1	FRONT ST	30"X8"	1.67	–		–	WB	REPLACE EXISTING
	"MS" 0+44	28		R6-1R	ONE WAY	36"X12"	3.0	–	–	–	NB	INSTALL BELOW STREET NAME SIGN
	"MS" 0+44	28		R6-1L	ONE WAY	36"X12"	3.0	–	–	–	SB	INSTALL BACK TO BACK
~~103~~	~~"MS" 0+23~~		~~36~~		~~ONE WAY~~			–	–	–	~~NB SB~~	~~REMOVE SIGNS AND POST~~ ALREADY GONE
104	"MS" 2+19		30	R5-1	DO NOT ENTER	36"X36"	9.0	1	2.0	11.0	WB	REPLACE EXISTING SIGN AND POST
105	"MS" 2+25		30	R1-1	STOP	30"X30	~~6.25~~	–	–	–	EB	REMOVE
	"MS" 2+25		30	–	NO LEFT TURN	30"X30"	–	–	–	–	–	REMOVE
	"MS" 2+19		30	R6-1R	ONE WAY	36"X12"	3.0	–	–	–	NB	INSTALL ABOVE "DO NOT ENTER"
	"MS" 2+19		30	R6-1L	ONE WAY	36"X12"	3.0	–	–	–	SB	INSTALL ABOVE "DO NOT ENTER"
106	"MS" 2+50		30	R1-1	STOP	30"X30	6.25	1	2.0	11.5	EB	
107	"MS" 2+55		30	R3-2	NO LEFT TURN	30"X30"	6.25	–	–	–	EB	REPLACE EXISTING
108	"MS" 4+69	31		R1-1	STOP	30"X30	6.25	–	–	–	SB	REPLACE EXISTING INSTALLED NEW POST AND BASE, REMOVED EXISTING POST WHEN CONSTRUCTING WHEEL CHAIR RAMP
	"MS" 4+69	31		D3-1	MILL ST	24"X18" 8"	1.33	–	–	–	SB	REPLACE EXISTING
	"MS" 4+69	31		D3-1	MAIN ST	24"X18" 8"	1.33	–	–	–	WB	REPLACE EXISTING
109	"MS" 5+22	28		R2-1	SPEED LIMIT 20	30"X36" 24"	2.5 6.0	–	–	–	WB	REPLACE EXISTING
110	"MS" 8+78	27		–	MILL ST	–	–	–	–	–	–	REMOVE EXISTING SIGN AND POST

AS BUILT

	DATE:	DESCRIPTION OF CHANGE:
K.	11/16/95	AS BUILT

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING SUMMARY

DESIGNED BY: J. AHLGREN	PROJECT NO. 70375
DRAWN BY: AUTOCADD/CSA	DATE: MAY, 1991
CHECKED BY: K. SMITH	SHEET 15 OF 38

STATE OF ALASKA 5-2-91 49th KURTIS J. SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER

STANDARD SIGN SUMMARY

LOCATION				SIGN					POST			
SIGN NO.	LOCATION	OFFSET FT. LT.	OFFSET FT. RT.	CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	SIZE	LENGTH	FACING TRAFFIC	REMARKS
111	"MS" 9+22		30	W1-1R	TURN RIGHT	36"X36"	9.0	1	2.0	12.5	EB	
–	"MS" 9+22		30	W13-1	15 MPH	24"X24"	4.0		–	–	–	INSTALL BELOW TURN SIGN ABOVE
112	"MS" 10+18		22	R3-2	LEFT TURN	30"X30" ~~6.25~~	~~6.95~~	–			EB	REMOVE EXISTING SPEED LIMIT 20-BAND TO LIGHT POLE SPEED LIMIT ALREADY BANDED
113	"MS" 10+40	50		R1-2	YIELD	36"X36"X36"	~~7.0~~ 7.01	1	2.0	11.5	NB	REPLACE EXISTING SIGN AND REMOVE "DO NOT ENTER"
114	"MS" 10+95	28		M1-6	ALASKA 7	24"X24"	4.0	–	–		NB	REPLACE EXISTING
115	"MS" 11+68	23		R2-1	SPEED LIMIT 20	30"X36"	7.5	–	–		NB	REPLACE EXISTING
116	"MS" 11+95		22	M1-6	ALASKA 7	24"X24"	2.0	–	–		SB	REPLACE EXISTING
117	"MS" 12+88		22	R2-1	SPEED LIMIT 20	30"X36"	7.5	–	–		SB	REPLACE EXISTING REQUIRED NEW POST AND BASE
118	"MS" 13+92		18	W11-2	PED XING SYMBOL	36"X36"	9.0	1	2.0	11.5	SB	REPLACE EXISTING
119	"MS" 16+38	28		W11-2	PED XING SYMBOL	36"X36"	9.0	1	2.0	11.5	NB	REPLACE EXISTING
120	"MS" 20+15		30	D3-1	STEDMAN ST	36"X8"	2.0	–	–		EB	REPLACE EXISTING
–	"MS" 20+15		30	D3-1	THOMAS ST	36"X8"	2.0	–	–		SB	REPLACE EXISTING
121	"MS" 21+30	38		D3-1	TATSUDA WY	36"X8"	2.0	–	–		NB	REPLACE EXISTING
122	"MS" 21+65		27	D3-1	STEDMAN ST	36"X8"	2.0	–	–		EB	REPLACE EXISTING
–	"MS" 21+65		27	D3-1	INMAN ST	24"X8"	1.33	–	–		SB	REPLACE EXISTING
123	"MS" 22+71	28		–	SPEED LIMIT 20	–		–	–		NB	REMOVE EXISTING SIGN
	"MS" 22+71	28		1-8	FERRY SYMBOL	24"X24"	4.0	–	–		NB	INSTALL ON EXISTING POST
	"MS" 22+71	28		1-8	FERRY	24"X6"	1.0	–	–		NB	INSTALL BELOW FERRY SYMBOL
	"MS" 22+71	28		SPECIAL	ARROW STRAIGHT	21"X15"	2.19	–	–		NB	INSTALL BELOW "FERRY", SIGN SHALL BE SIMILAR TO M6-3 EXCEPT COLOR SHALL BE WHITE ON GREEN
124	"MS" 25+94	26		R2-1	SPEED LIMIT 20	30"X36"	7.5	–	–		NB	INSTALL ON EXISTING POST REQUIRED NEW POST AND BASE
–	"MS" 25+94	26		R2-1	FERRY	–		–	–		NB	REMOVE EXISTING SIGN
125	"MS" 26+00	28		R1-1	STOP	30"X30"	6.25	–	–		WB	REPLACE EXISTING
–	"MS" 26+00	28		D3-1	STEDMAN ST	36"X8"	2.0	–	–		WB	REPLACE EXISTING
–	"MS" 26+00	28		D3-1	DEERMOUNT ST	42"X8"	2.33	–	–		NB	REPLACE EXISTING
126	"MS" 26+95	30		–	SPEED LIMIT 20	–		–	–		NB	REMOVE EXISTING SIGN AND POST
127	"MS" 10+92			~~R1-2~~ R5-1	~~YIELD~~ DO NOT ENTER	36"X36"X36"	~~7.0~~ 7.01	1	2.0	12.0	~~EB~~ SB	YIELD WAS WRONG. INSTALLED A "DO NOT ENTER"
–	"MS" 10+92	55		R6-1R	ONE WAY	36"X12"	3.0	–	–		SB	INSTALL ABOVE "YIELD"
–	"MS" 10+92	55		R6-1L	ONE WAY	36"X12"	3.0	–	–		EB	INSTALL ABOVE "YIELD"
128	"F" 0+24		96	–	ONE WAY	–		–	–	–	NB	REMOVE SIGNS AND POST
129	"F" 6+00	28		R7-101 R7-201	NO PARKING ANYTIME TOW AWAY ZONE	12"X 18" 12"X6"	1.5				SB	AS BUILT R.C.O. #
130	"F" 4+60	28					1.5				SB	
131	"MS" 1+00		28				1.5				SB	
132	"MS" 2+00		28				1.5				EB	
133	"MS" 3+30		28				1.5				EB	
134	"MS" 4+00		28				1.5				SB	
135	"F" 3+50	28					1.5				EB	
136	"MS" 6+00		28									

TOTAL 727.60 SF

AS BUILT

	DATE:	DESCRIPTION OF CHANGE:
K.	11/16/95	AS-BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

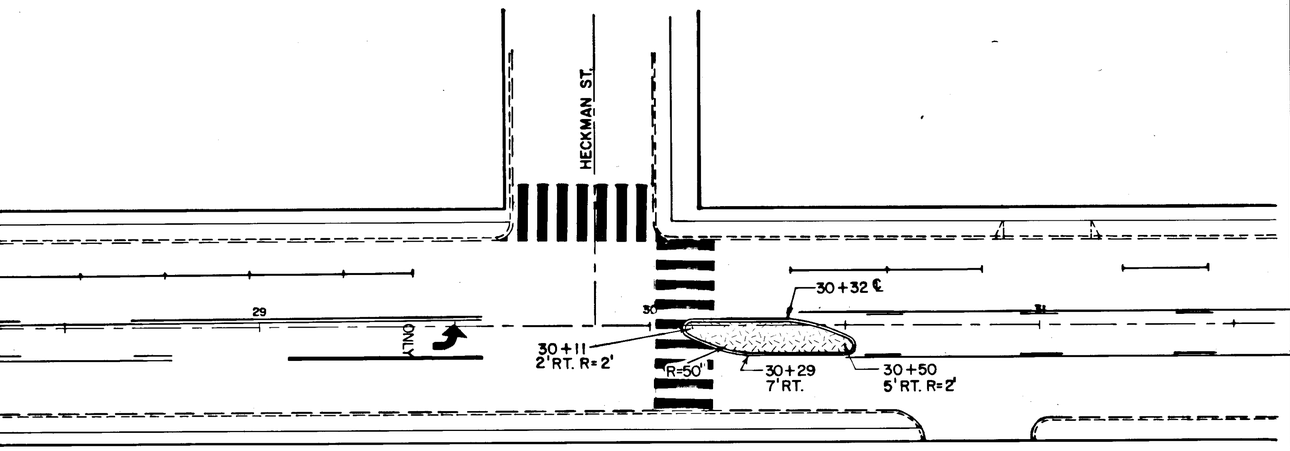
KETCHIKAN — ALASKA

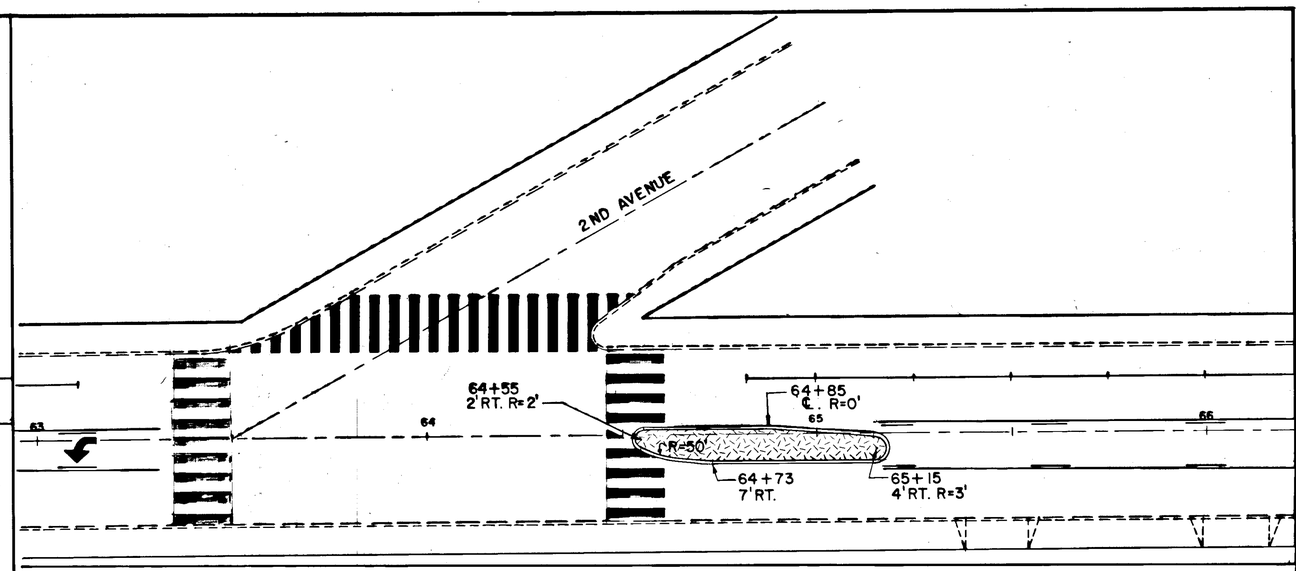
TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902(16) 70375

SIGNING SUMMARY

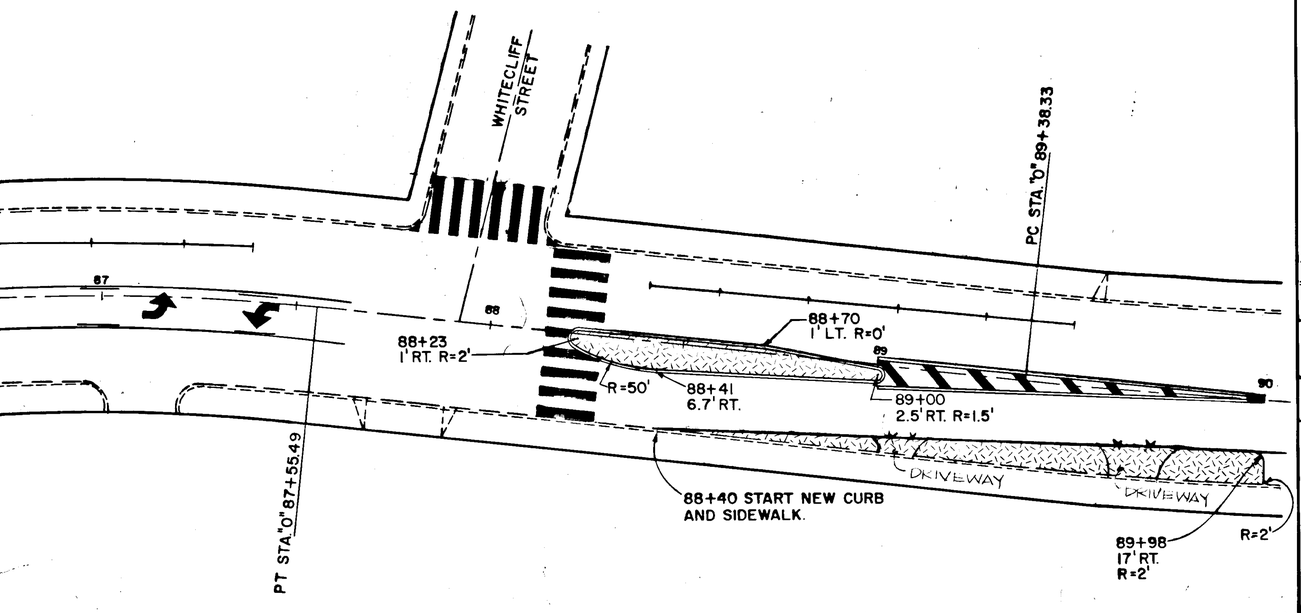
DESIGNED BY: J. AHLGREN	PROJECT NO. 70375
DRAWN BY: AUTOCADD/CSA	DATE: MAY, 1991
CHECKED BY: K. SMITH	SHEET 16 OF 38

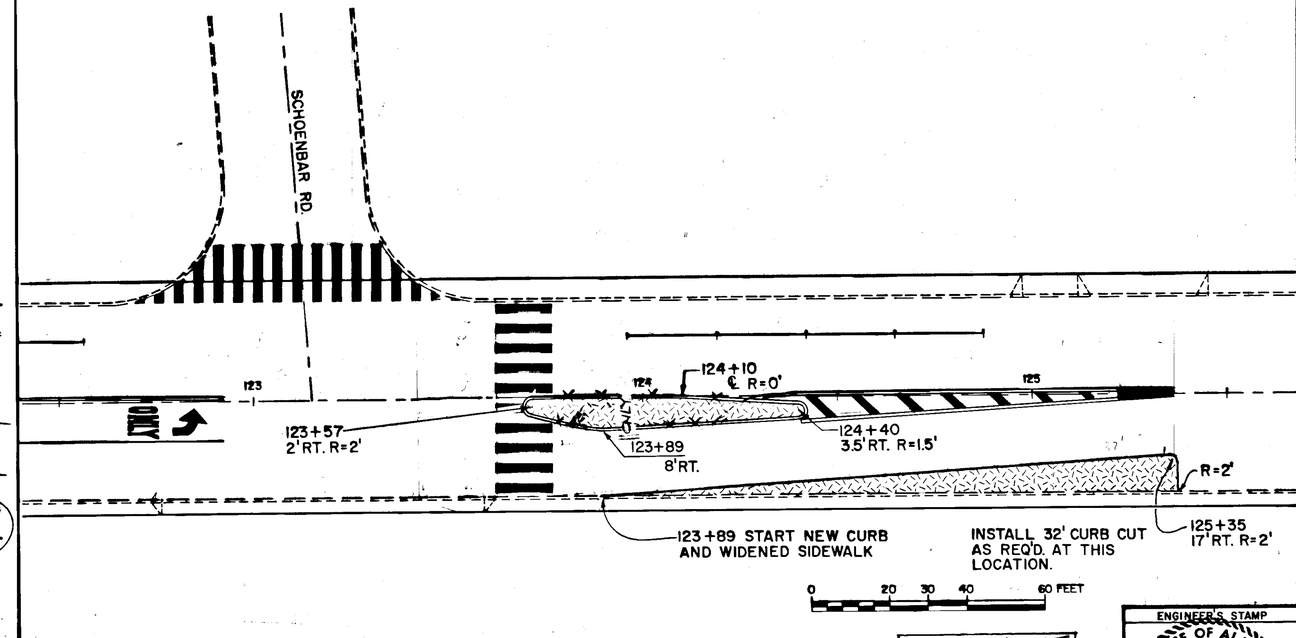
STATE OF ALASKA 5-2-91 49th Kurtis J. Smith KURTIS J. SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER





RAISED MEDIAN ISLAND
SEE SHEET 8 FOR DETAILS.





AS BUILT

BY	DATE	DESCRIPTION OF CHANGE
K.	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375
RAISED MEDIAN ISLAND DETAILS

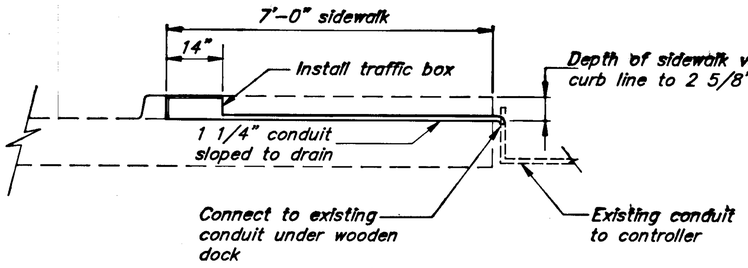
APPROVED BY: _____ DESIGN GROUP CHIEF _____ DATE
RECOMMENDED BY: _____ DESIGN ENGINEER, GROUP *** _____ DATE
PREPARED BY: _____ PROJECT MANAGER _____ LEAD DESIGNER

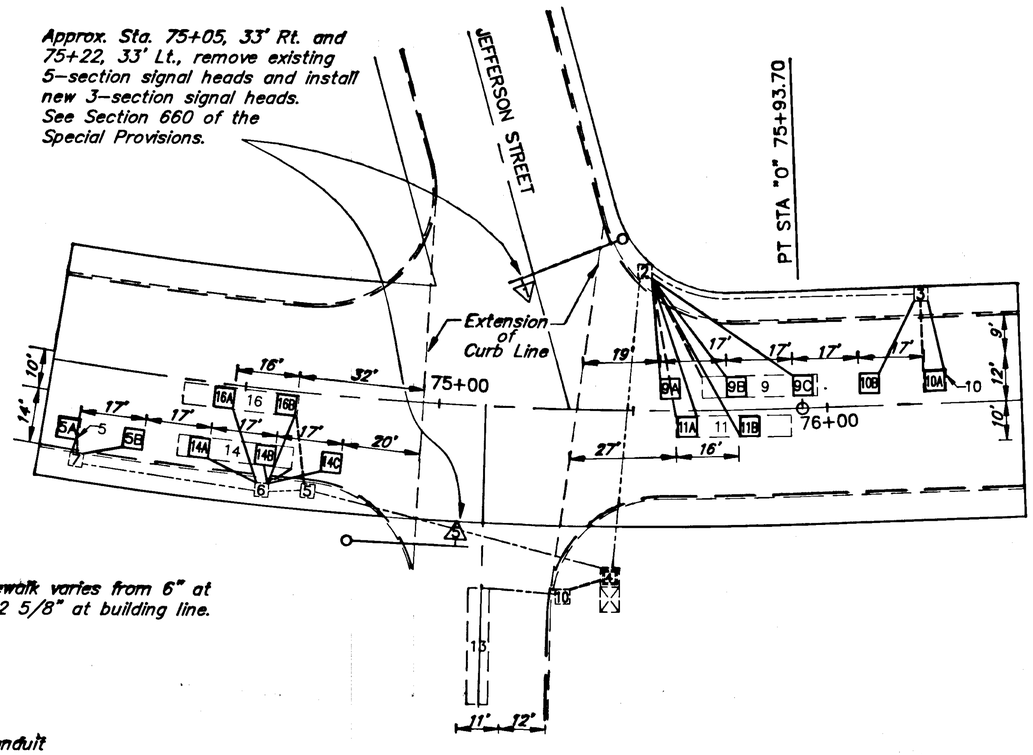
DESIGNED BY: T. M.
DRAWN BY: B.A.
CHECKED BY: P.J.
SCALE: AS SHOWN
DATE: MAY, 1991
SHEET 17 OF 38

ENGINEER'S STAMP
STATE OF ALASKA
49TH
KURTIS J. SMITH
CE-7547
5-2-96
REGISTERED PROFESSIONAL ENGINEER

GENERAL NOTES

1. All loops shall be centered laterally in their lanes.





JEFFERSON STREET DETECTION NOTES

1. A new terminal strip with space for at least 30 connections shall be installed in the existing signal cabinet.
2. New loops 9B, 9C, 10B, 11B, 16a, 14A, 14C, 5B shall each have one new two conductor leadin cable pulled in from the controller. Loops 9A, 10A, 11A, 16B, 14B, 5A, shall be spliced to the existing lead ins for loop 9, 10, 11, 16, 14, 5.
3. All loops shall be installed in a 1" x 1" groove that will be sawcut or routed onto the concrete. The loops shall be installed after cold planing and prior to paving the first asphalt lift.
4. All loops will be conduit enclosed loops as per the Special Provisions.
5. Loop 13 shall be cleaned and resealed wherever the loop is exposed using an approved two part epoxy sealant.

DOCK STREET DETECTION NOTES

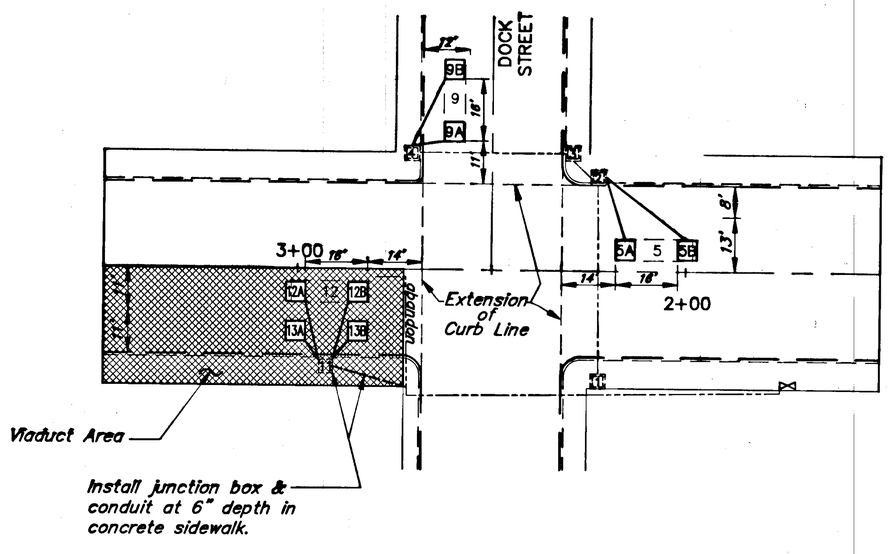
1. A new terminal strip with space for at least 20 connections shall be installed in the existing signal cabinet.
2. New loops 5A, 5B shall be installed if the existing loop 5 is disturbed by grinding. If no construction activity occurs in this area the new loops will not be installed and the existing loop will be left as is.
3. The conduit from the controller to the existing loop 12 shall be cut and rerouted to the new conduit going to junction box 11.
4. Loop 12 shall have its lead in cable removed and a new 6 pair loop lead in cable pulled in that will connect to loop leads at junction box 11.
5. A boat may be required to connect conduit from controller to new conduit connecting to junction box 11.
6. Loop 5B and loop 9B shall each have one new two conductor detector lead in cable pulled in from the controller. Loops 5A and 9A, shall be spliced to the existing lead in for Loops 5 and 9.
7. All loops shall be installed in a sawcut in the pavement. Loops 5A, 5B, 9A, 9B shall be installed as per standard drawing T-32, with the exception of dimensions which shall be shown to loop edge nearest the intersection. Loops 12A, 12B, 13A, 13B will be installed in a sawcut that is 1 1/4" deep. In no case shall the sawcut penetrate the bridge deck membrane.
8. Splices in detector lead-ins may only be made in the curbside junction box.
9. Wiring for Loops 5A, 5B, 9A, 9B shall have PVC ducts. Loops 12A, 12B, 13A, 13B shall be standard wire loops.

AS BUILT

JUNCTION BOX AND CONDUIT INSTALLATION DETAIL

DOCK STREET

N.T.S.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K	11/16/95	AS BUILT

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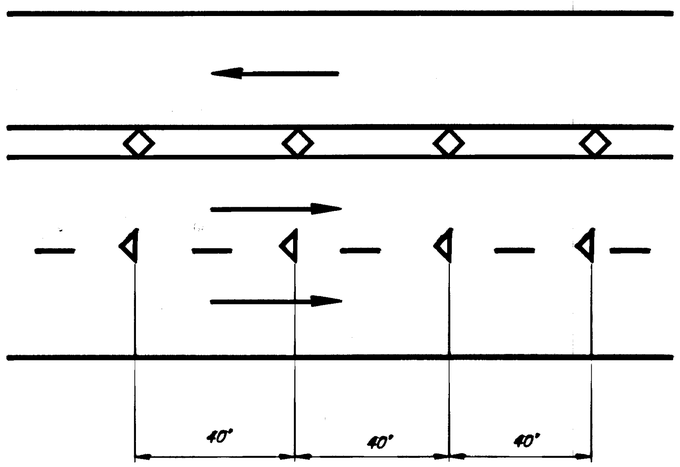
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375

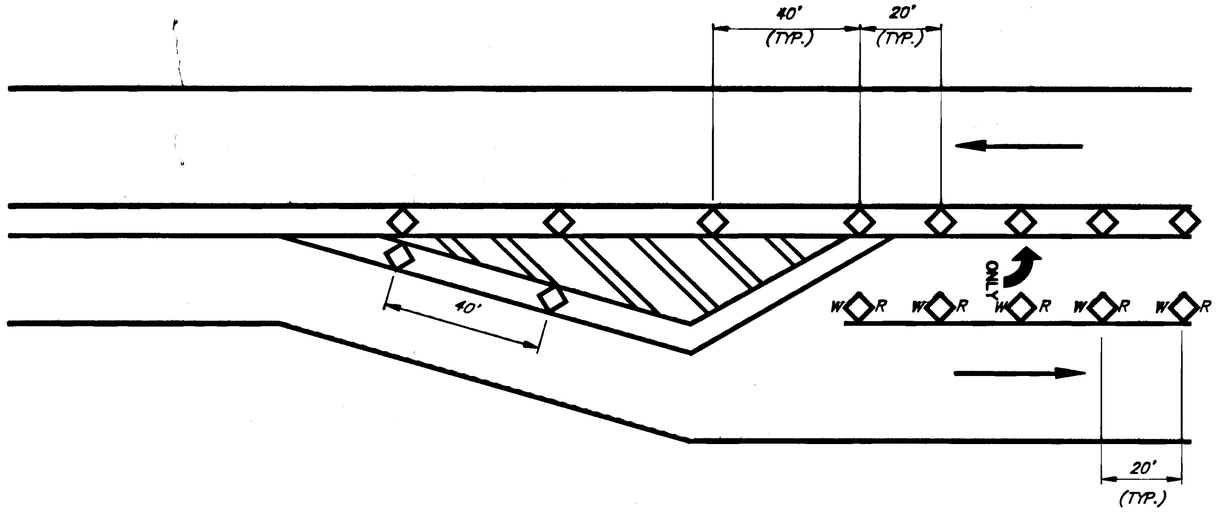
TRAFFIC LOOP DETECTOR DETAILS

DESIGNED BY: R.P.	SCALE: NONE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY 1991
CHECKED BY: K.S.	SHEET 18 OF 38

STATE OF ALASKA — 5-2-91 — 49th — Kurtis D. Smith — Kurtis Smith CE-7347 — REGISTERED PROFESSIONAL ENGINEER



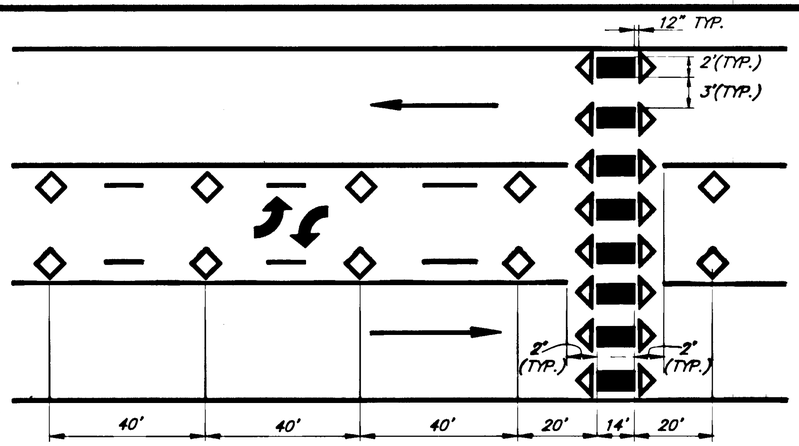
THREE THROUGH LANE MARKING DETAIL



TWO LANE ONE WAY LEFT TURN LANE TRANSITION

LEGEND

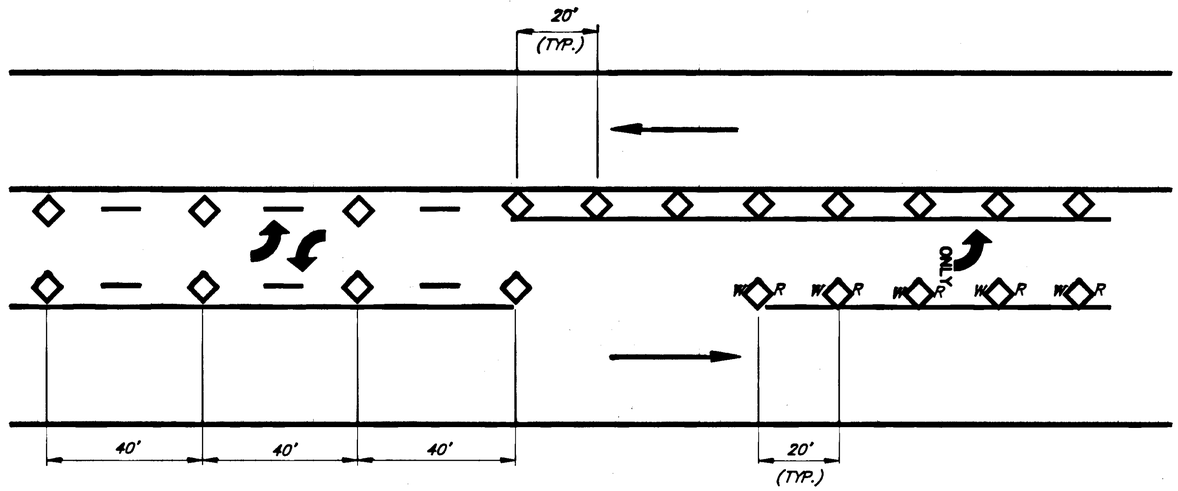
- TWO WAY YELLOW REFLECTIVE PAVEMENT MARKER
- W R REFLECTIVE PAVEMENT MARKER WITH ONE WHITE, ONE RED FACE
- ONE WAY WHITE REFLECTIVE PAVEMENT MARKER



TWO-WAY LEFT TURN LANE AND CROSSWALK MARKING DETAIL

NOTES:

1. GAPS BETWEEN CROSSWALK STRIPES SHALL BE ADJUSTED AS NECESSARY TO KEEP THEM OUT OF WHEEL PATHS.
2. PARKING SHALL NOT BE ALLOWED WITHIN 20 FEET OF A CROSSWALK.
3. CROSSWALKS ARE ALSO INSTALLED IN 3 LANE SECTIONS WITH ONE WAY LEFT TURN LANES OR IN TWO LANE SECTIONS. CLEARANCES FROM LONGITUDINAL STRIPES, RPMs, AND PARKING ZONES SHALL REMAIN THE SAME IN THOSE INSTANCES.
4. ONE WAY REFLECTIVE MARKINGS SHALL NOT BE INSTALLED NEXT TO CROSSWALK MARKINGS ACROSS SIDE STREETS OR AT SIGNALIZED INTERSECTIONS.



TWO-WAY ONE WAY LEFT TURN LANE TRANSITION

AS BUILT

	DATE:	DESCRIPTION OF CHANGE:
K.	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

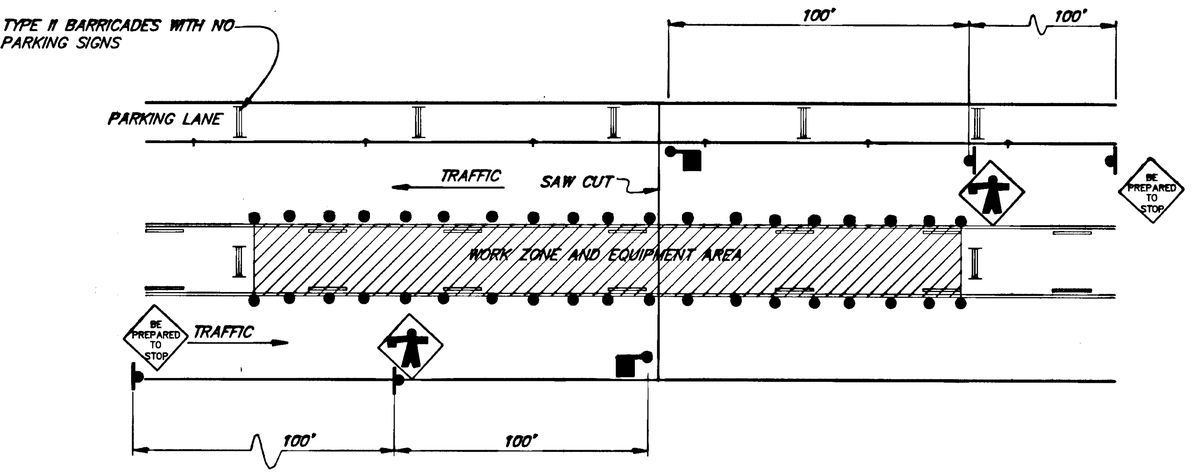
KETCHIKAN — ALASKA

TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902(16) 70375

REFLECTIVE PAVEMENT MARKERS
CROSSWALK MARKINGS

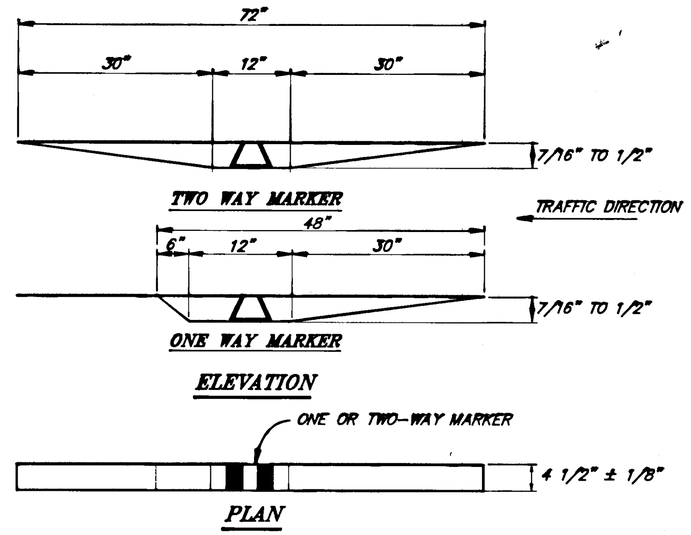
DESIGNED BY: K. SMITH	PROJECT NO. 70375
DRAWN BY: AUTOCADD/CSA	DATE: MAY, 1991
CHECKED BY: J. AHLGREN	SHEET 19 OF 38

STATE OF ALASKA
5-2-91
49th
Kurtis J. Smith
KURTIS J. SMITH
CE-7347
REGISTERED PROFESSIONAL ENGINEER



TCP FOR EXPANSION JOINT SAWING AND SEALING (TWO-WAY LEFT TURN LANE)

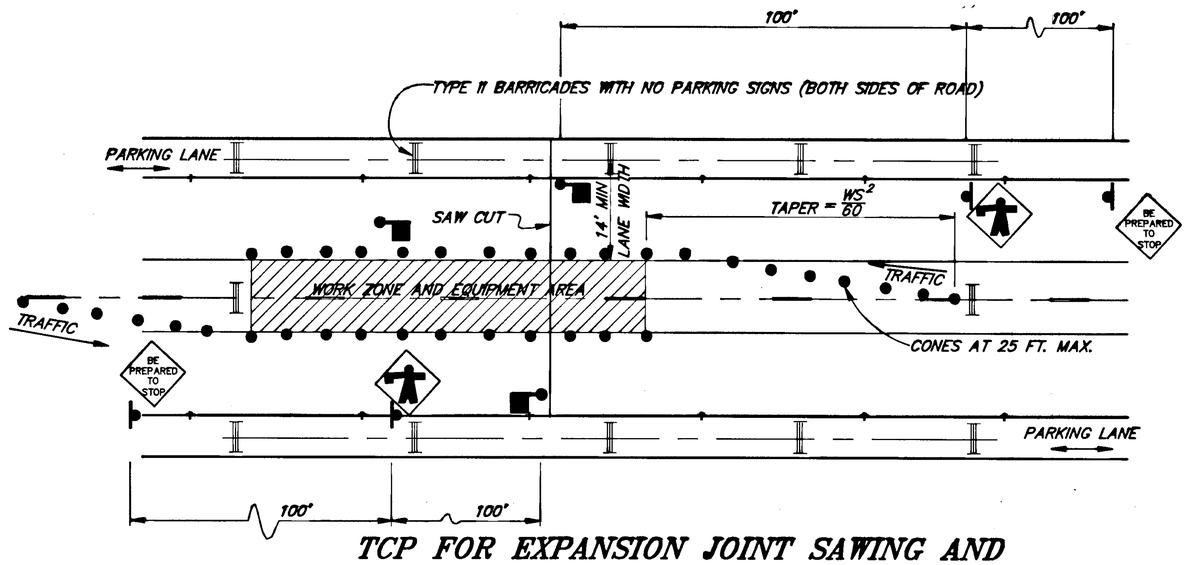
NOTE: FLAGGER WILL STOP TRAFFIC WHILE EQUIPMENT IS IN TRAFFIC LANE. ONE LANE MAY BE CLOSED AT A TIME FOR NO MORE THAN 5 MINUTES.



RECESSED MARKER TYPICAL

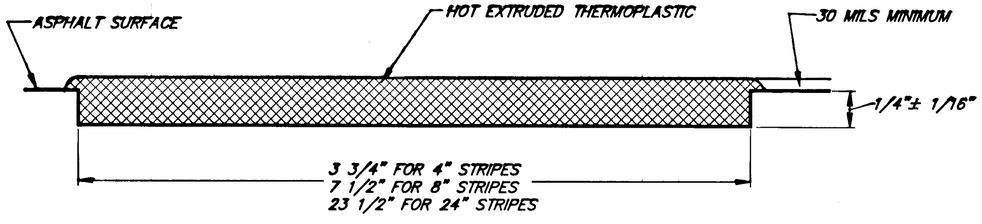
NOTES:

1. NO REFLECTIVE PAVEMENT MARKERS ARE REQUIRED IN 2 LANE SECTIONS.



TCP FOR EXPANSION JOINT SAWING AND SEALING. (TWO-WAY WITH PARKING)

NOTE: FLAGGER WILL STOP TRAFFIC WHILE EQUIPMENT IS IN TRAFFIC LANE. ONE LANE MAY BE CLOSED AT A TIME FOR NO MORE THAN 5 MINUTES.



CROSS SECTION

GROOVED-IN THERMOPLASTIC

SEE SECTION 670 OF THE SPECIAL PROVISIONS

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN ALASKA

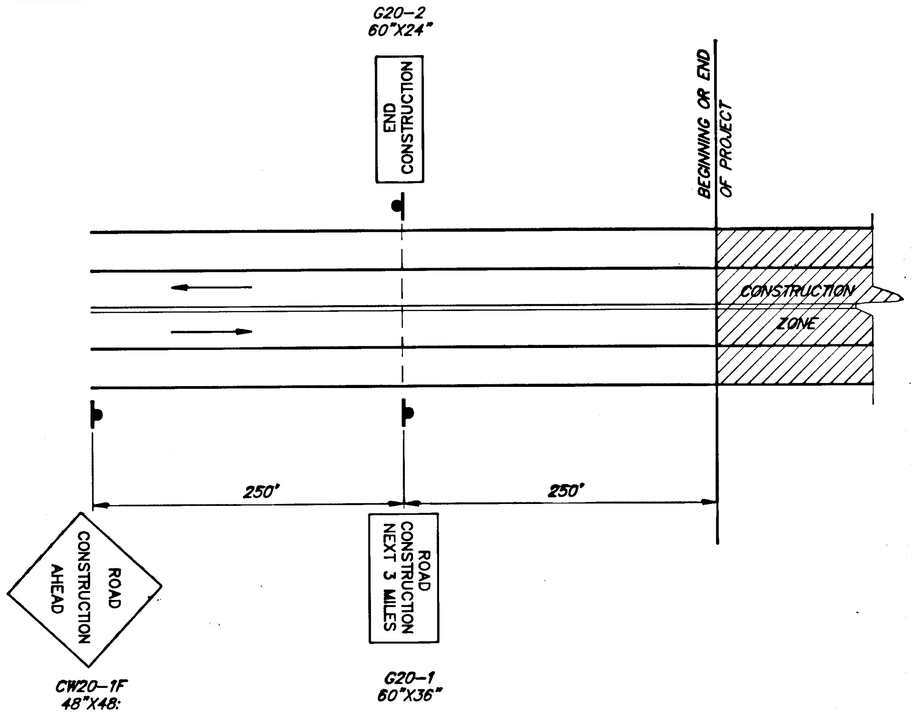
TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902(16) 70375

TRAFFIC CONTROL PLAN
REFLECTIVE PAVEMENT MARKERS/GROOVED IN THERMOPLASTIC

DESIGNED BY: J. AHLGREN	PROJECT NO. 70375
DRAWN BY: AUTOCADD/ C. Anderson	DATE: MAY, 1991
CHECKED BY: K. SMITH	SHEET 20 OF 38

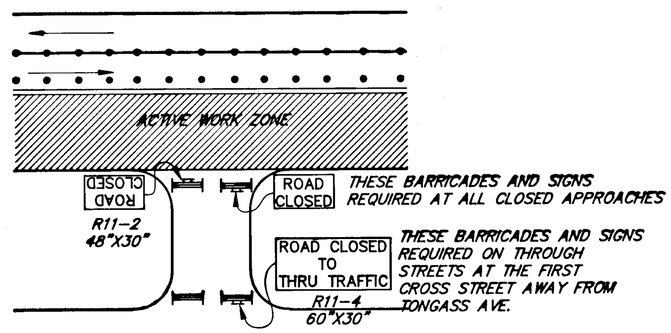
ENGINEER'S SEAL

STATE OF ALASKA 5-2-91 49th Kurtis J. Smith KURTIS J. SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER



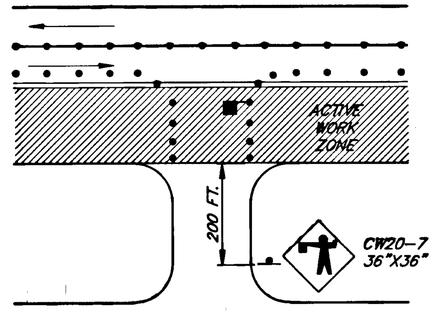
PERMANENT CONSTRUCTION SIGNING

INSTALL AT BOTH ENDS OF PROJECT



FOR SIDE STREETS WITHIN ACTIVE WORK ZONE WITH ALTERNATIVE ACCESS TO TONGASS AVE.

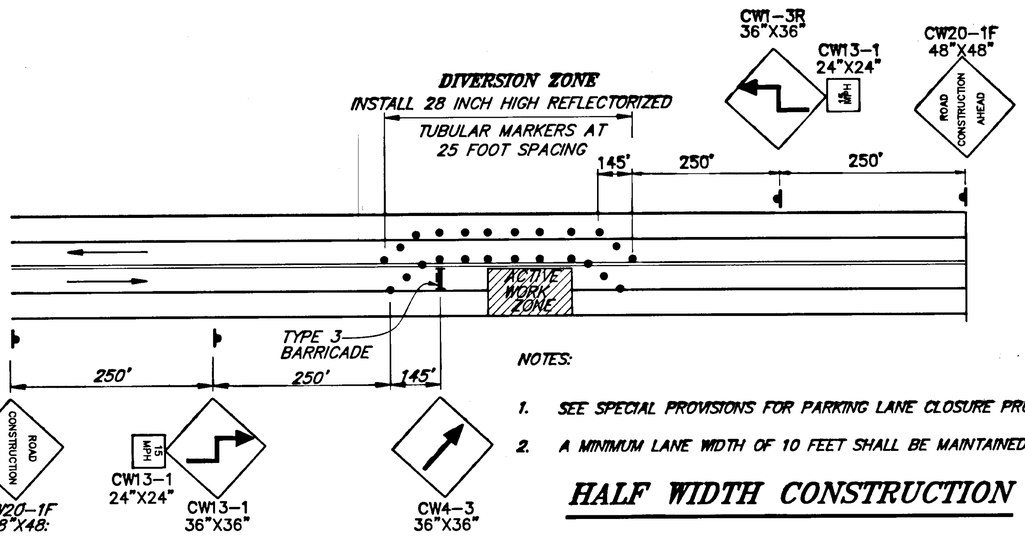
NOTE: CLOSURES SHALL LAST NO LONGER THAN 2 HOURS



FOR SIDE STREETS WITHIN ACTIVE WORK ZONE WITHOUT ALTERNATIVE ACCESS TO TONGASS AVE.

SIDE STREET TRAFFIC CONTROL

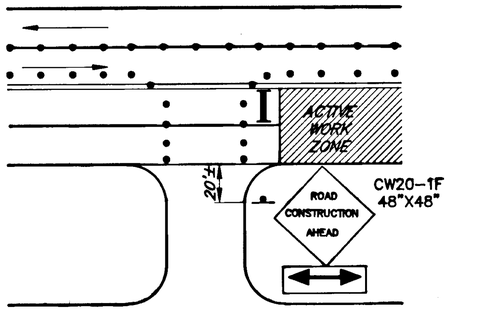
LEGEND
- = TYPE 3 BARRICADE
- = TUBULAR MARKERS
- = FLAGGER



NOTES:

1. SEE SPECIAL PROVISIONS FOR PARKING LANE CLOSURE PROCEDURES.
2. A MINIMUM LANE WIDTH OF 10 FEET SHALL BE MAINTAINED.

HALF WIDTH CONSTRUCTION



FOR SIDE STREETS WITHIN DIVERSION ZONE BUT NOT WITHIN ACTIVE WORK ZONE

AS BUILT

:	DATE:	DESCRIPTION OF CHANGE:
K. K.	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN ALASKA

TONGASS AVENUE PAVEMENT REHABILITATION
F-M-0902(16) 70375

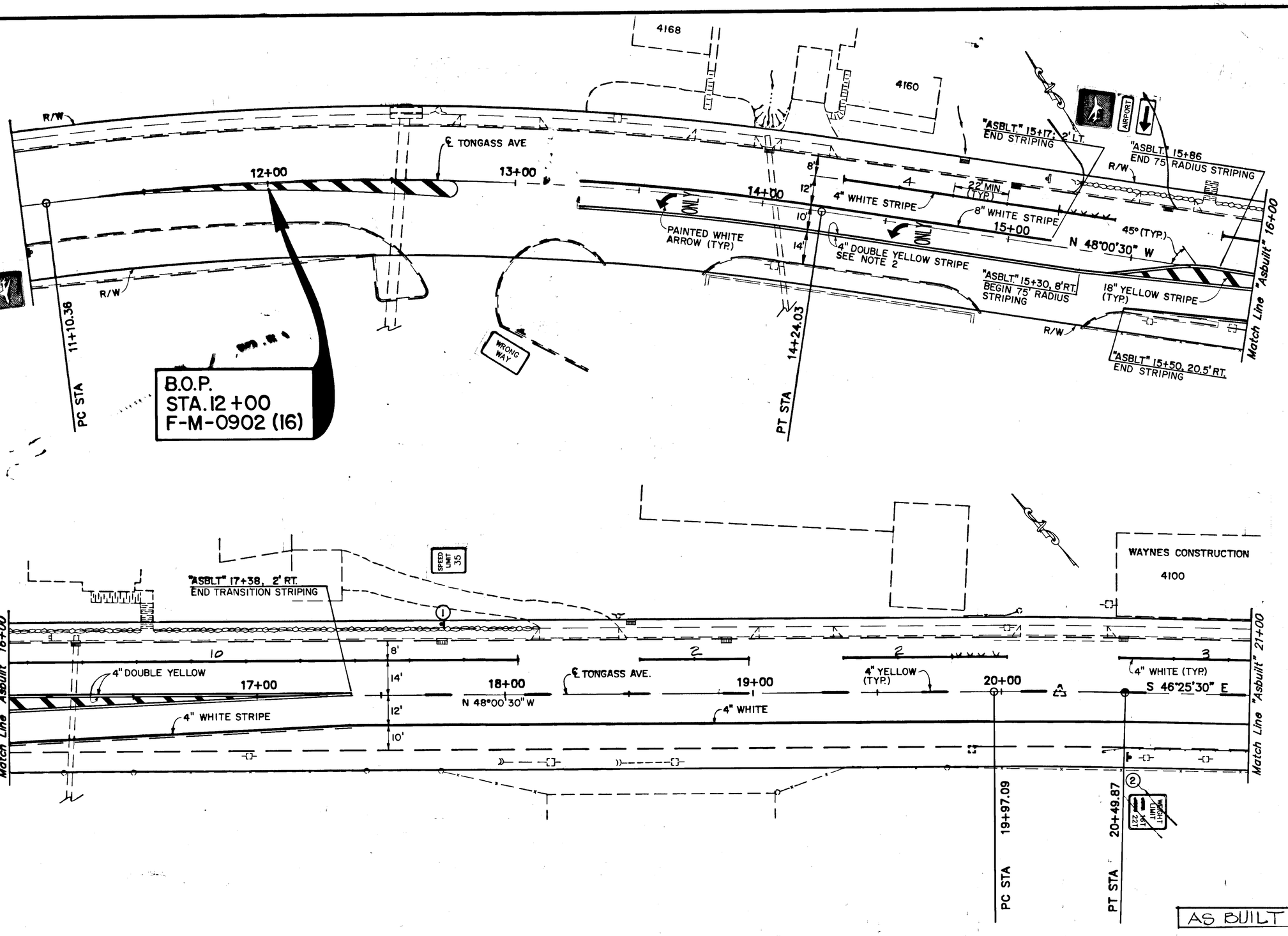
TRAFFIC CONTROL PLAN

DESIGNED BY: K.SMITH	PROJECT NO. 70375
DRAWN BY: AUTOCADD/CSA	DATE: MAY, 1991
CHECKED BY: J. AHLGREN	SHEET 21 OF 38

STATE OF ALASKA 5-2-91 49th KURTIS J. SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER

STRIPING NOTES

1. All markings shall conform to the latest edition of manual of uniform traffic control devices and these plans.
2. For additional striping details, see Std. Dwgs. T-20.00, T-21.01, and T-22.01.
3. Parking lane striping shall begin and end a minimum of 2 feet after and before curb cuts respectively.
4. Loading Zones shall be painted on the curb face and curb top with white paint.
5. No Parking areas (ie Fire Hydrants & curb returns) shall be painted on the curb face & curb top with yellow paint, with skipped stripes.
6. Field verify the parking zone spaces at each section and adjust spacing to allow even length of stall in each section. Minimum stall length shall be 18 feet.



STRIPING QUANTITIES

DESCRIPTION	QUANTITIES
4" YELLOW SOLID	17,801 LF
4" YELLOW SKIP	4,106 LF
4" WHITE SOLID	13,534 LF
4" WHITE SKIP	280 LF
8" WHITE SOLID	464 LF
18" YELLOW	573 LF
24" WHITE (CROSSWALK)	57 ~~55~~ EA
ARROW SYMBOL	65 EA
LETTERING (ONLY)	11 ~~12~~ EA

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

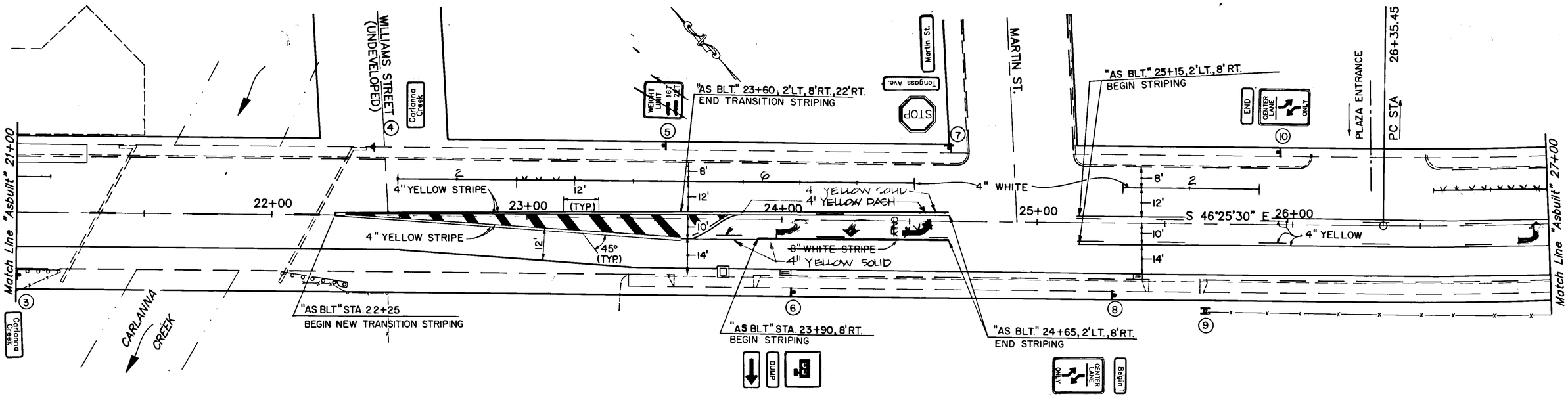
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375

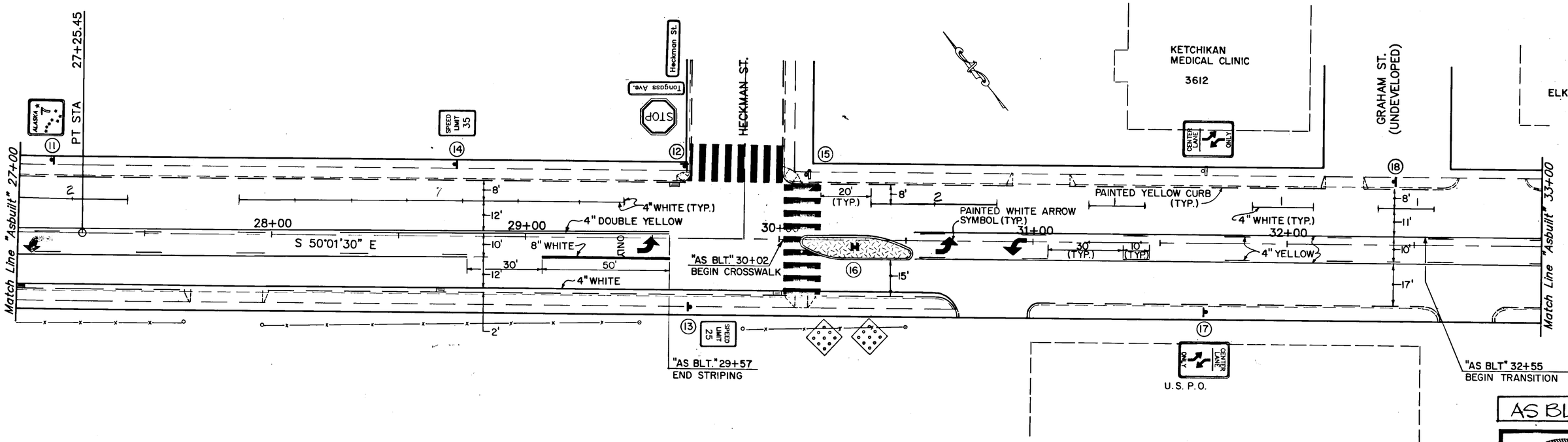
SIGNING AND STRIPING PLAN

B.O.P. to Sta. 21+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 22 OF 38

STATE OF ALASKA 49th — Tracy W. Moore CE-4932 — REGISTERED PROFESSIONAL ENGINEER





AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K.	11/16/91	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

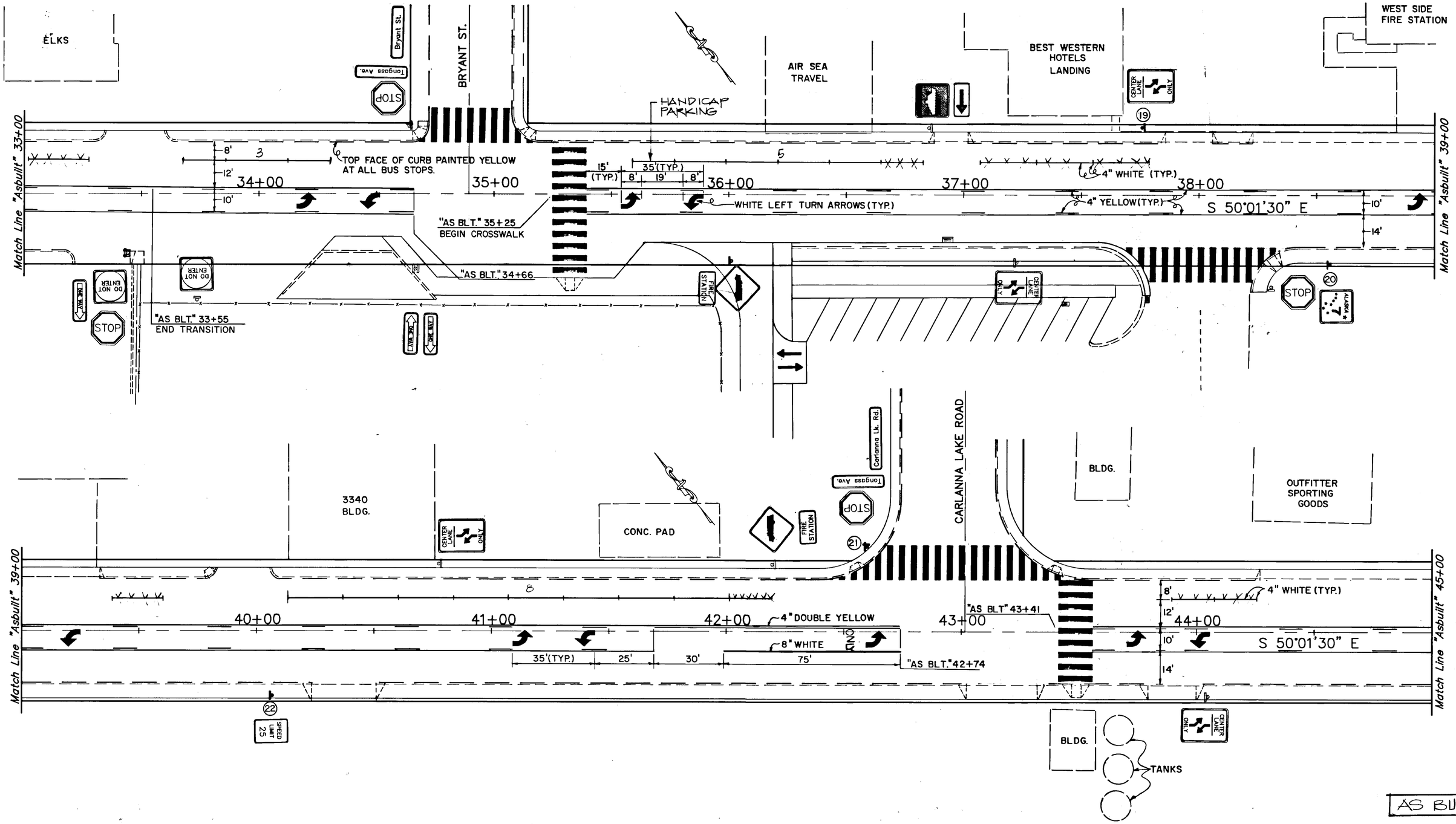
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 21+00 to Sta. 33+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 23 OF 38

STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K	11/16/95	AS-BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

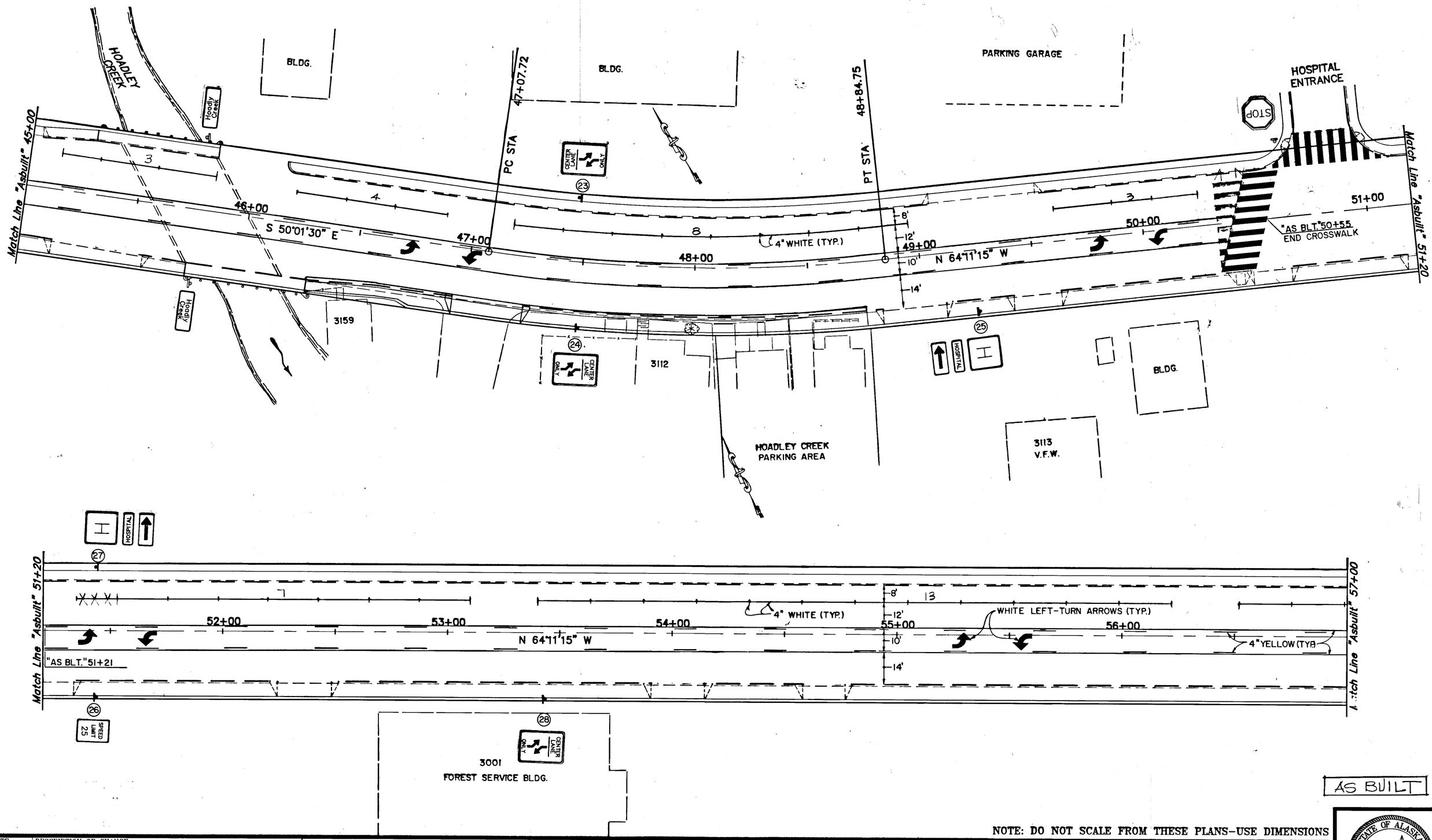
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 33+00 to Sta. 45+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 24 OF 38

STATE OF ALASKA 49th — Tracy W. Moore CE-4932 — REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

:	DATE:	DESCRIPTION OF CHANGE:
KK	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

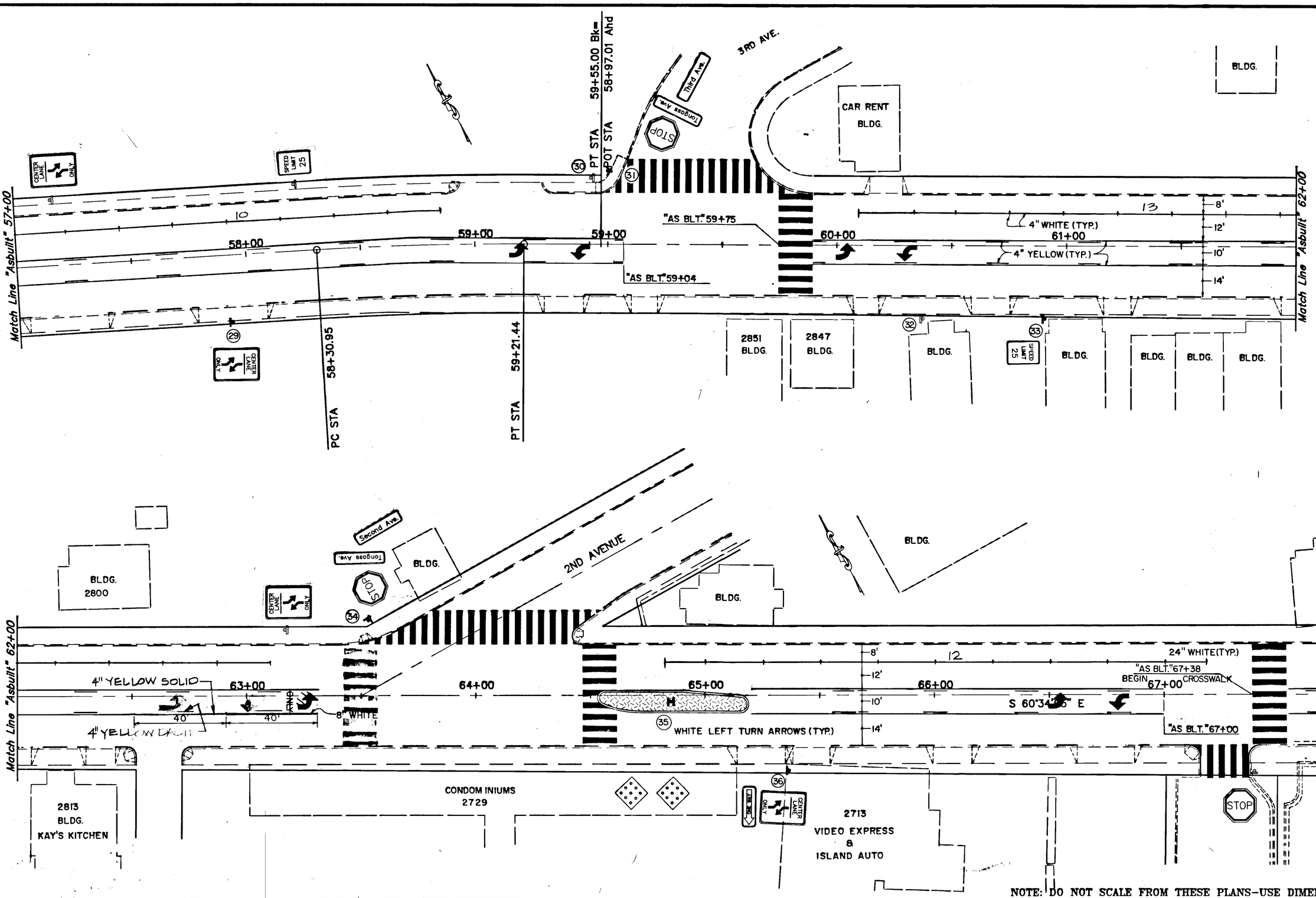
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 45+00 to Sta. 57+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 25 OF 38

STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K	11/16/93	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

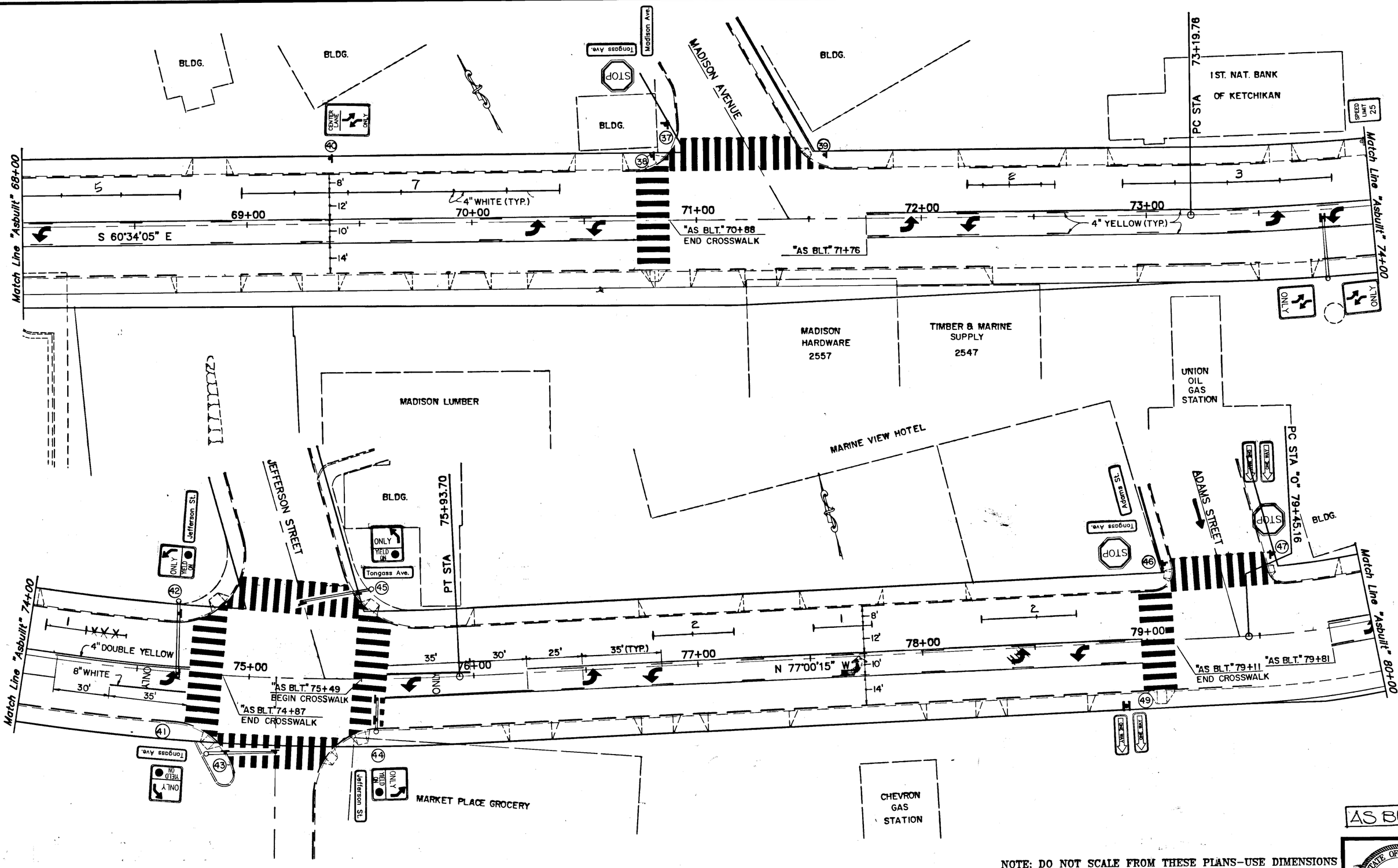
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 57+00 to Sta. 68+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 26 OF 38

STATE OF ALASKA 49th — Tracy W. Moore CE-4932 — REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
KK	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

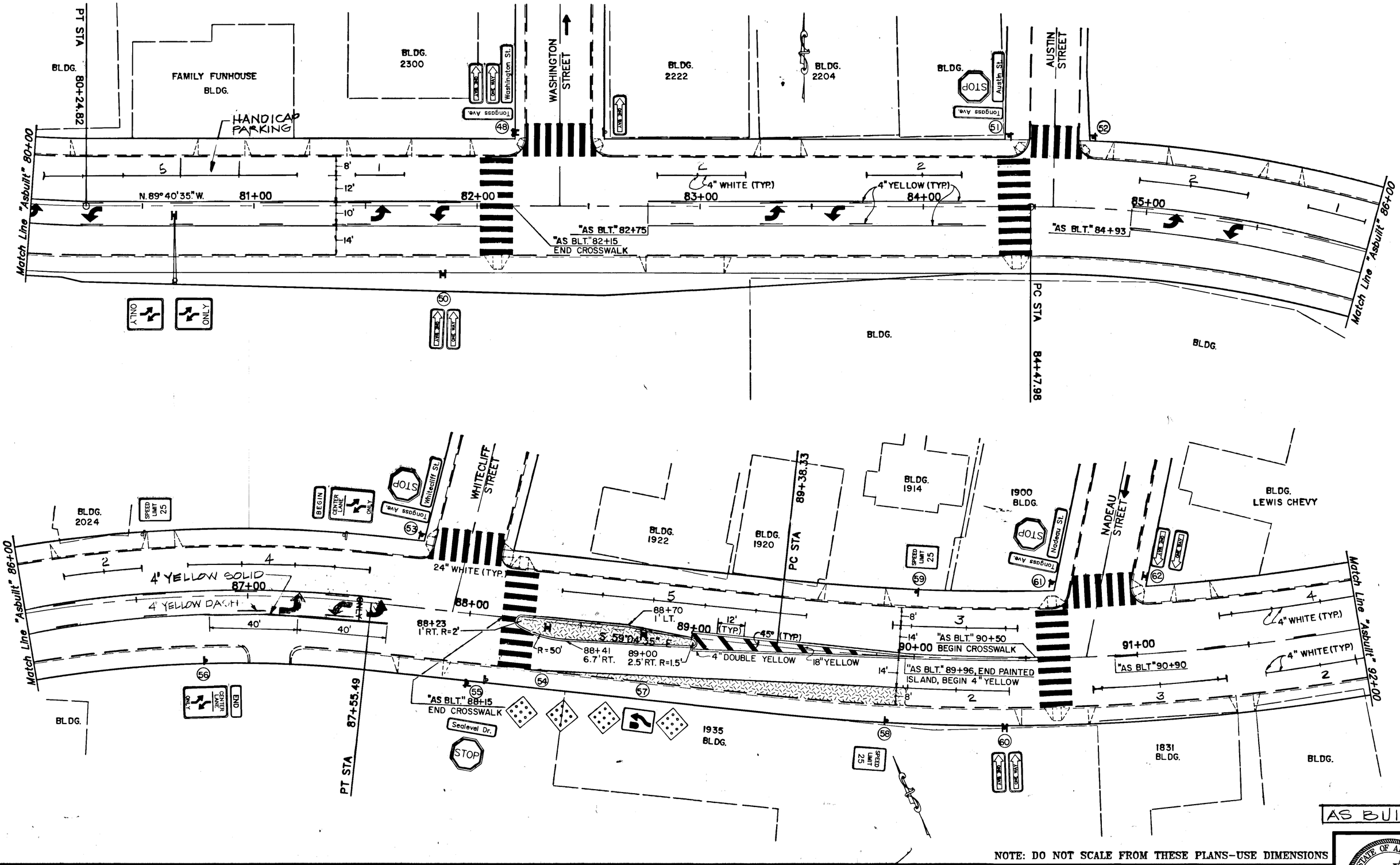
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 68+00 to Sta. 80+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 27 OF 38

STATE OF ALASKA 49th — Tracy W. Moore CE-4932 — REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
K.K	11/16/95	AS BUILT

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

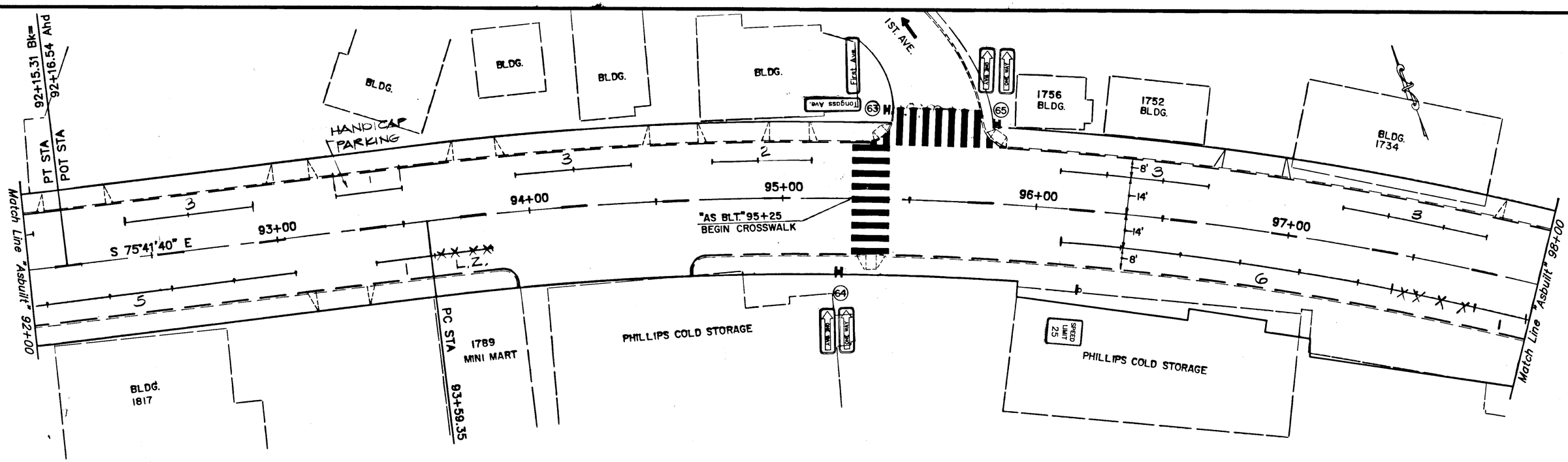
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375

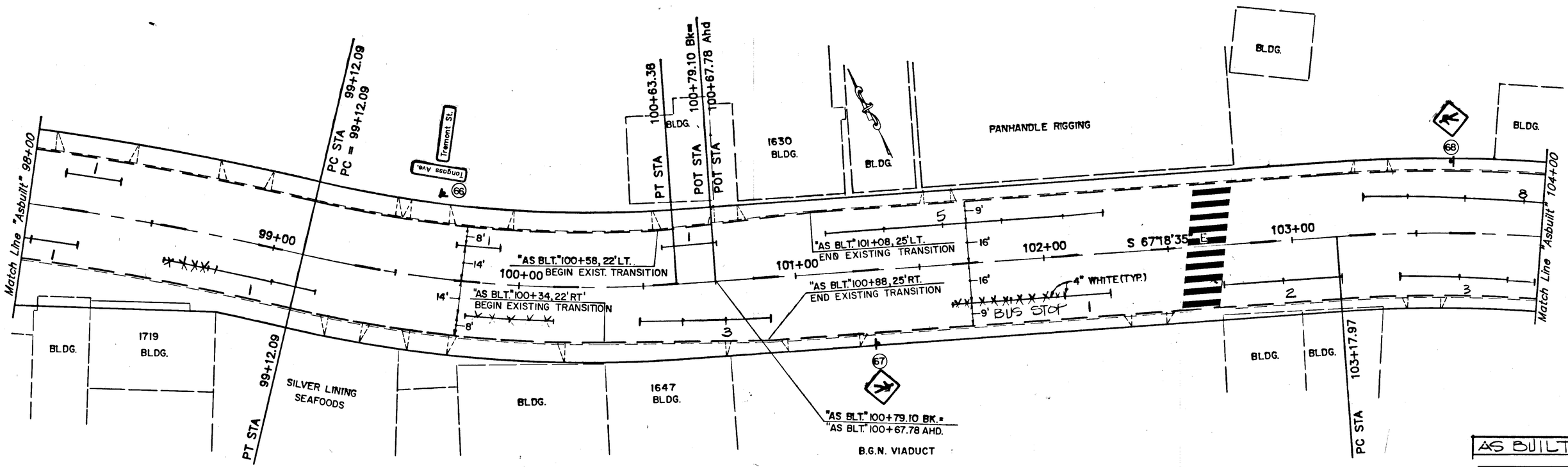
SIGNING AND STRIPING PLAN

Sta. 80+00 to Sta. 92+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 28 OF 38

STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER





AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

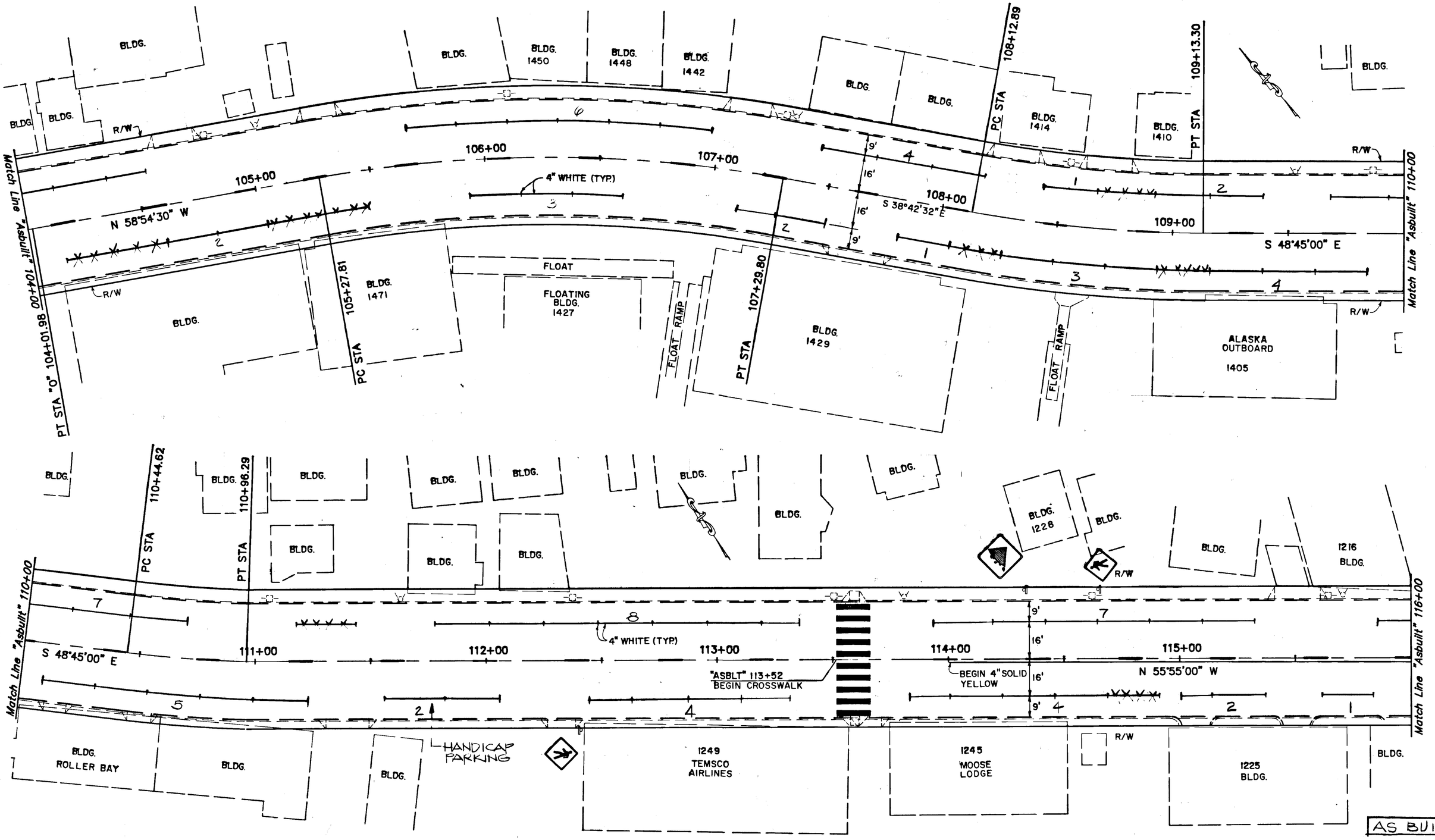
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 92+00 to Sta. 104+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 29 OF 38

STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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KR	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

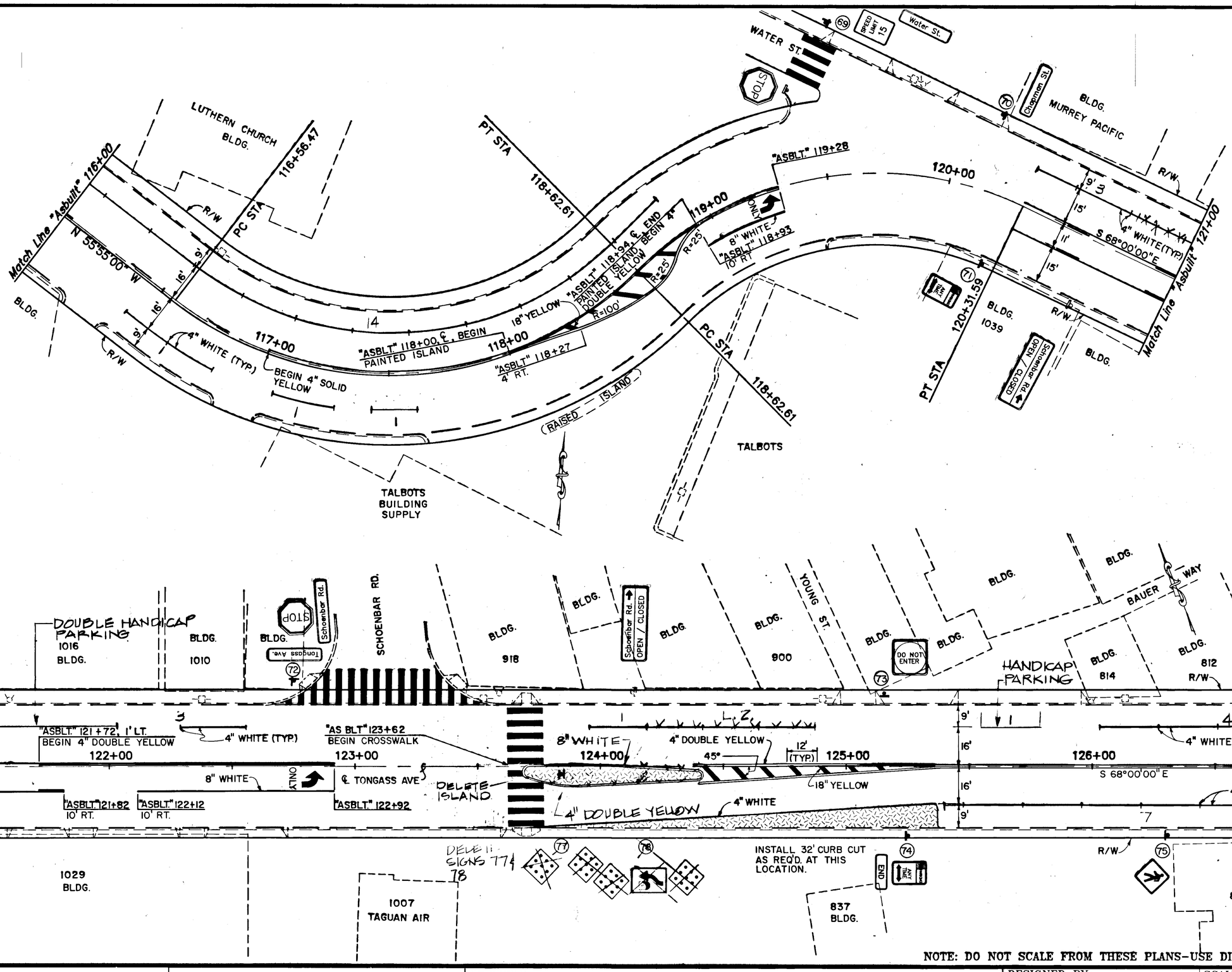
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 104+00 to Sta. 116+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 30 OF 38

STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

:	DATE:	DESCRIPTION OF CHANGE:

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

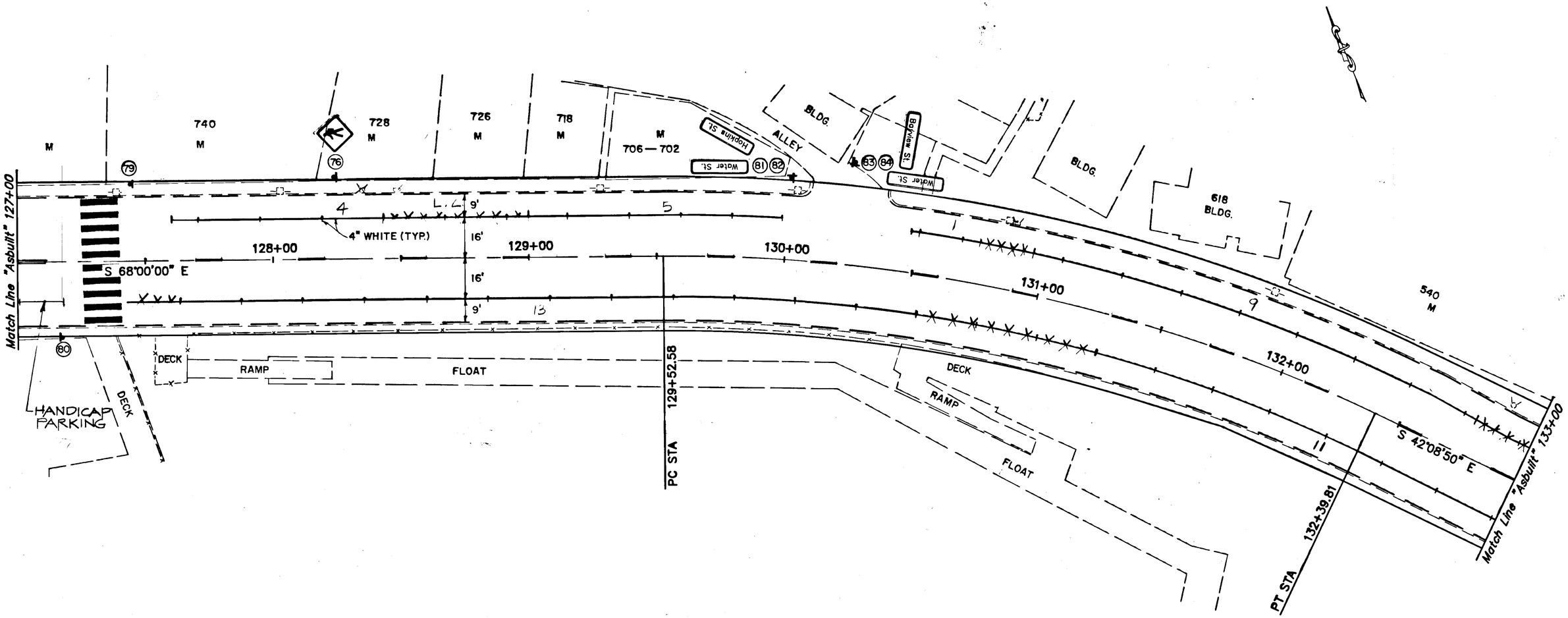
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 116+00 to Sta. 127+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 31 OF 38

STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

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KK	11/16/98	AS BUILT

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SOUTHEAST REGION DESIGN & CONSTRUCTION

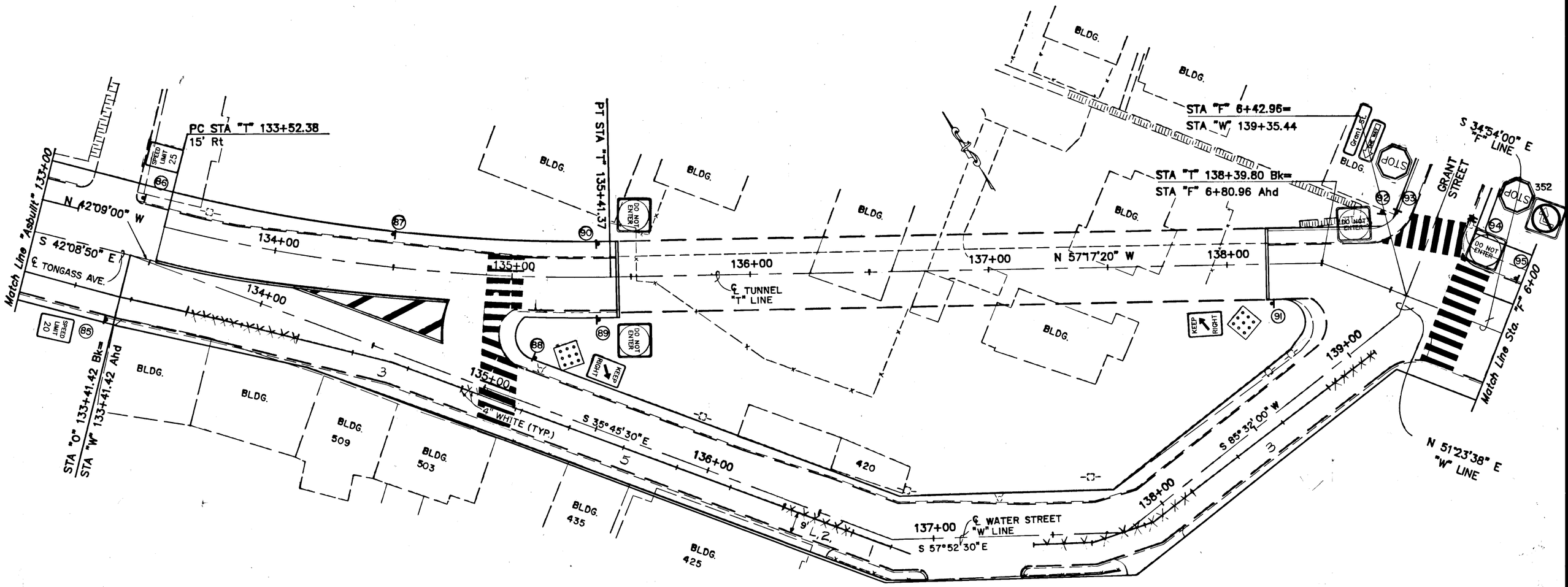
KETCHIKAN TONGASS AVENUE PAVEMENT REHABILITATION ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 127+00 to Sta. 133+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 32 OF 38

STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
KK	11/16/95	AS BUILT

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

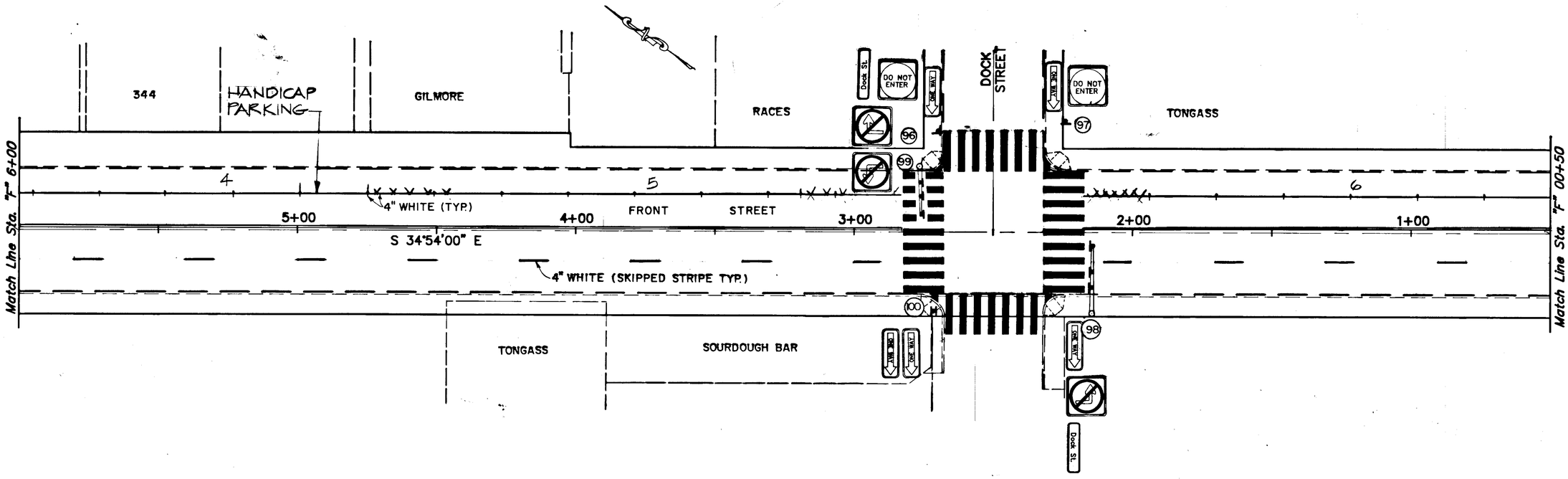
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. 133+00 to Sta. "F" 6+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 33 OF 38

STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K	11/16/95	AS BUILT

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SOUTHEAST REGION DESIGN & CONSTRUCTION

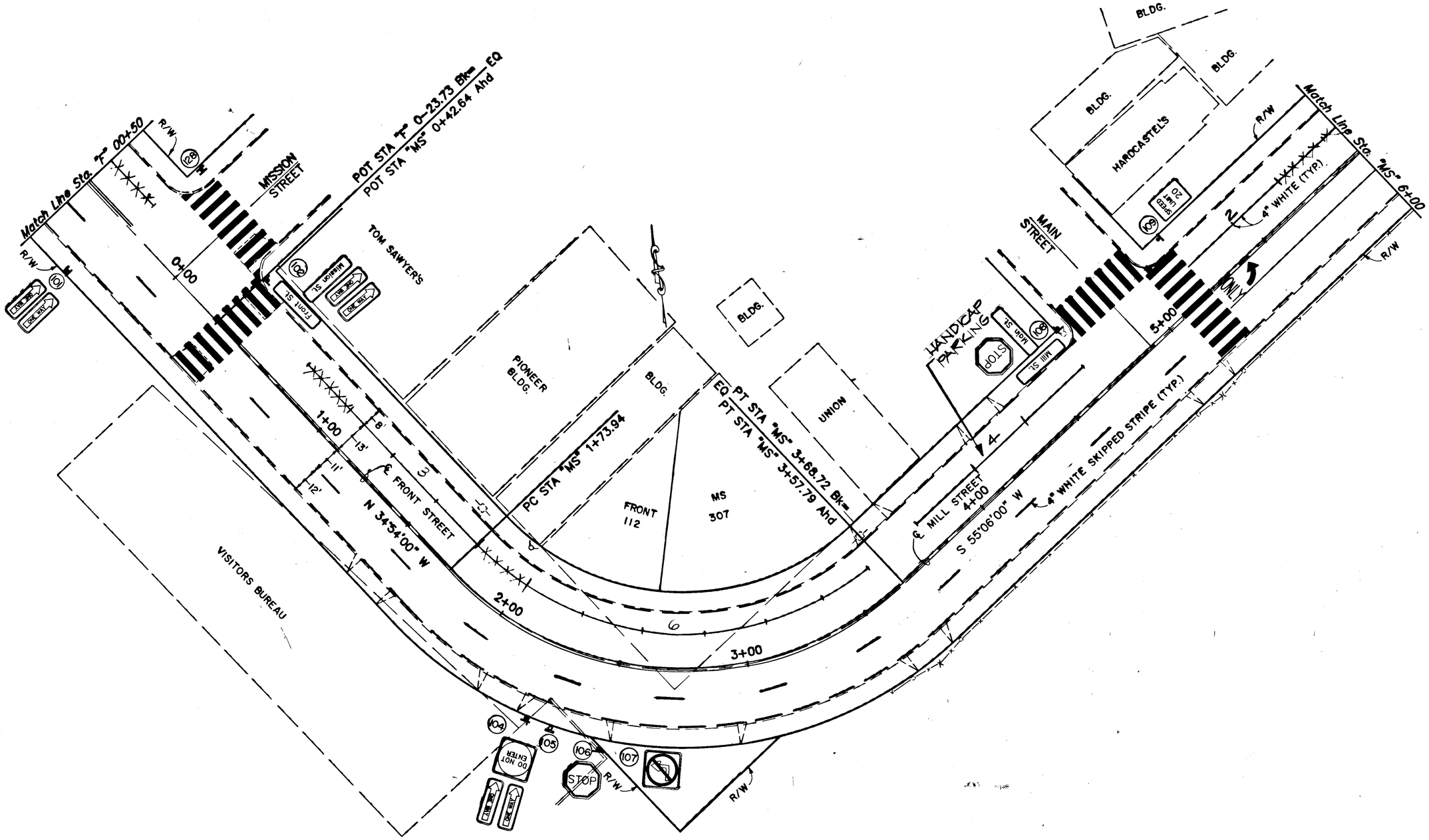
KETCHIKAN TONGASS AVENUE PAVEMENT REHABILITATION ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. "F" 6+00 to Sta. "F" 00+50

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 34 OF 38

STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K	11/16/94	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

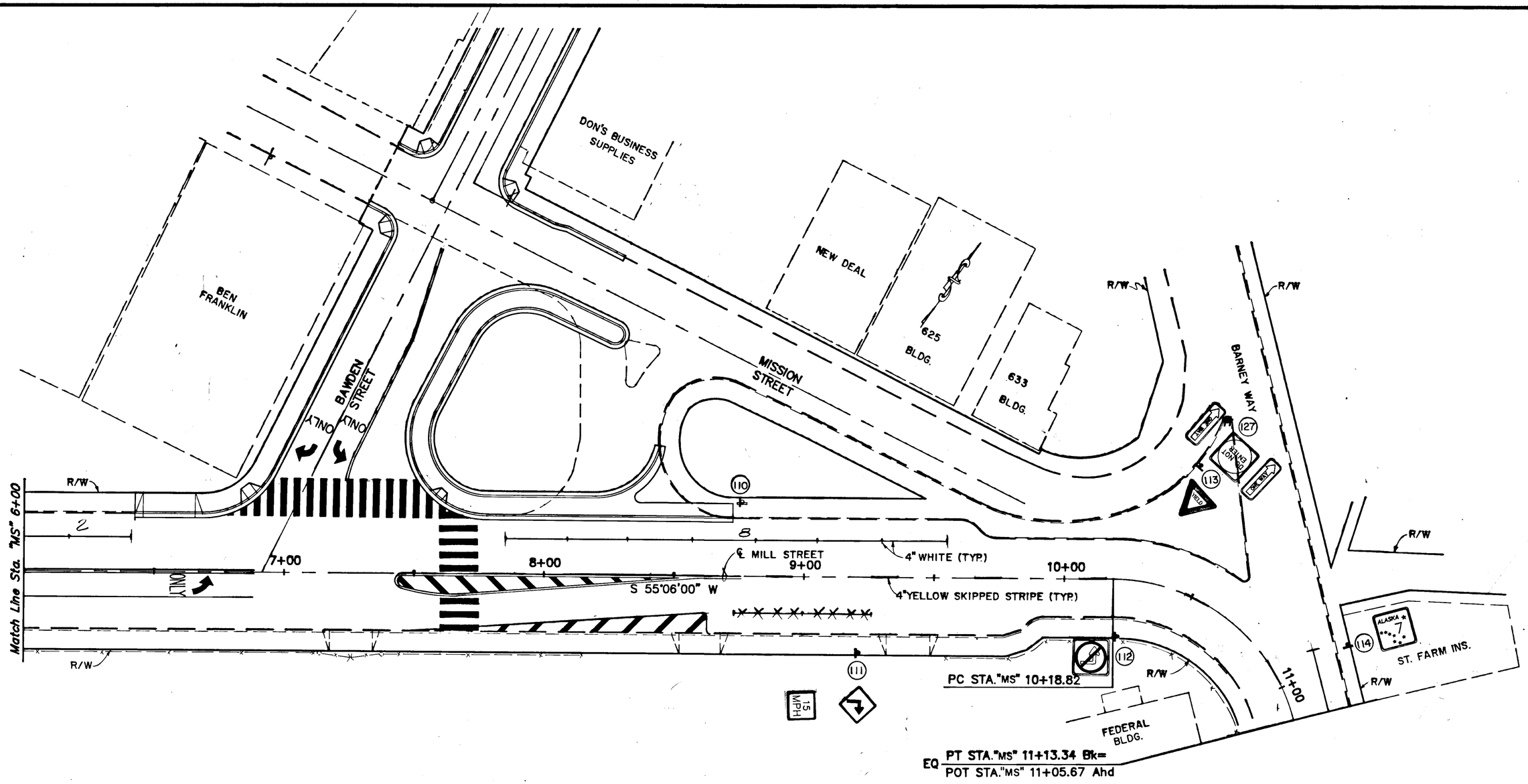
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. "F" 00+50 to Sta. "MS" 6+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 35 OF 38

STATE OF ALASKA 49th
Tracy W. Moore CE-4932
REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN TONGASS AVENUE PAVEMENT REHABILITATION ALASKA
F-M-0902(16) 70375

SIGNING AND STRIPING PLAN

Sta. "MS" 6+00 to Sta. "MS" 11+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 36 OF 38

STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER

PROFESSIONAL BLDG.
KRBD RADIO
BAYSIDE HOTEL & GROCERY
BOARDWALK
KETCHIKAN CREEK
CREEK ST.
JUNE'S CAFE
NEW YORK CAFE & HOTEL
SELF SERVICE LAUNDRY
OHASHI'S
SPEED LIMIT 20
Match Line
STEDMAN STREET
12+00
13+00
14+00
15+00
16+00
S 49°07'00" E
4" WHITE (TYP.)
4" YELLOW SKIPPED STRIPE (TYP.)
RETAINING WALL
BRIDGE
Match Line Sta. "MS" 16+50
116
117
118
119
CONCRETE SLAB
FEDERAL BLDG.
PARKING LOT
SMALL BOAT FLOAT
COMBINED PIERHEAD & BULKHEAD LINE
THOMAS BASIN
PT STA "MS" 11+13.34 Bk=
EQ
POT STA "MS" 11+05.67 Ahd
OHASHI'S
JIM'S CAFE
BUCEY WAY (BOARDWALK)
R/W
FLAMINGO CAFE
BLDG.
HANDICAP PARKING
BLDG. 329
BLDG. 331
DIAZ CAFE
335
TOTEM TV
337
GRAVEL PARKING AREA
BLDG. 349
BLDG. 401
BLDG. 407
TATSUDA WAY (BOARDWALK)
Tatsuda Wy.
121
17+00
18+00
19+00
20+00
21+00
STEDMAN STREET
S 49°07'00" E
Match Line Sta. "MS" 16+50
Match Line Sta. "MS" 22+00
RETAINING WALL
COMBINED PIERHEAD & BULKHEAD LINE
THOMAS BASIN
WOOD FLOAT
RAMP
120
Stedman St.
Thomas St.
THOMAS ST. (WOOD PLANK)
BLDG.
SHED
BOARDWALK
SHORT ST.
INMAN ST. (BOARDWALK)
122
Inman St.

AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

	DATE:	DESCRIPTION OF CHANGE:
K	11/16/91	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

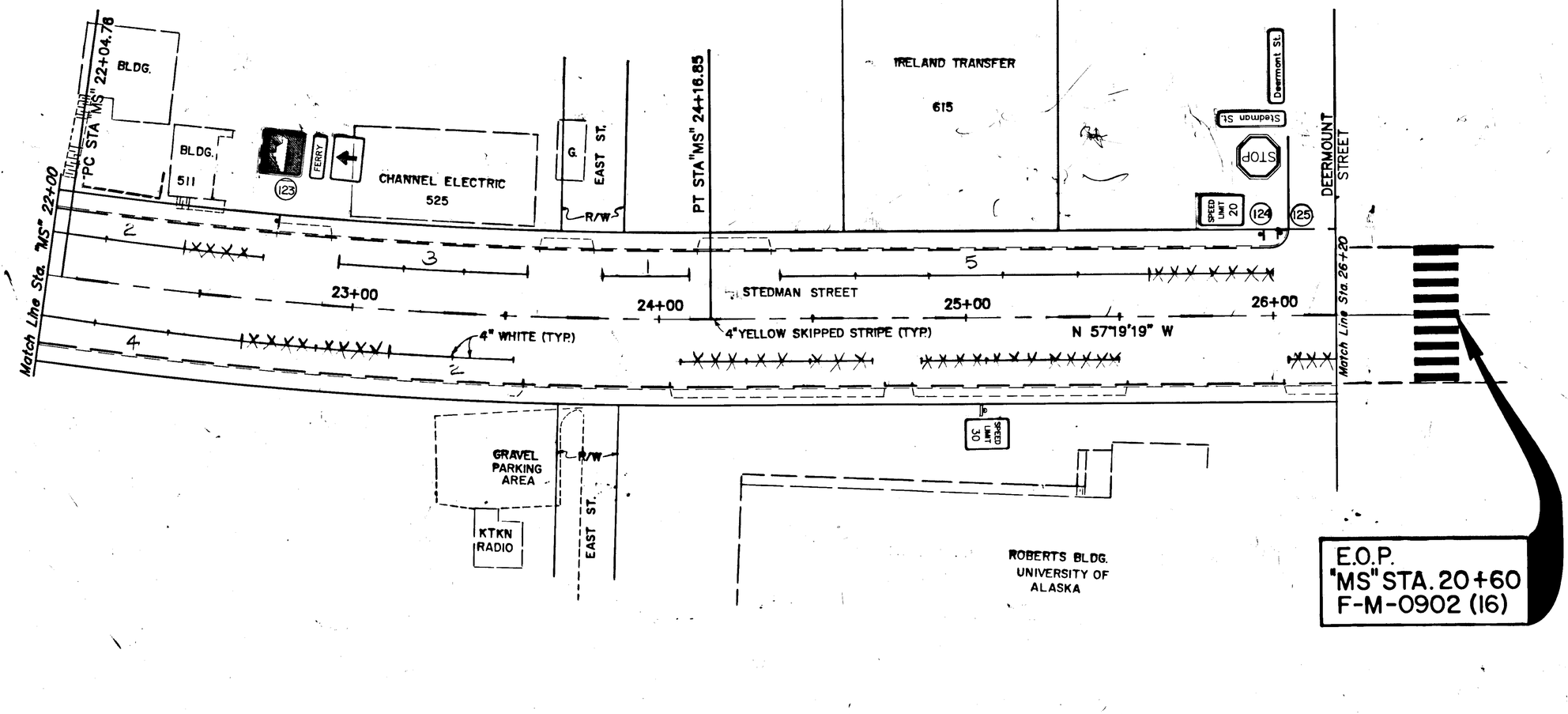
KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375

SIGNING AND STRIPING PLAN

Equation to Sta. "MS" 22+00

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 37 OF 38

STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER



AS BUILT

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
KK	11/16/95	AS BUILT

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KETCHIKAN — TONGASS AVENUE PAVEMENT REHABILITATION — ALASKA
F-M-0902 (16) 70375

SIGNING AND STRIPING PLAN

Sta. "MS" 22+00 to Sta. "MS" 26+60.21

DESIGNED BY: T.M.	SCALE
DRAWN BY: AUTOCADD/R.K.S.	DATE: MAY, 1991
CHECKED BY: P.J.	SHEET 38 OF 38

STATE OF ALASKA 49th
Tracy W. Moore CE-4932
REGISTERED PROFESSIONAL ENGINEER