

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

**KTN-DEERMOUNT STREET WIDENING**  
(FROM STEDMAN ST. TO WOODLAND AVE. - 70629)  
(FROM WOODLAND AVE. TO FAIR ST. - 71330)

PAVING, GRADING, DRAINAGE, CURB & GUTTER, SIGNING,  
STRIPING, PARKING, ILLUMINATION, UTILITIES  
AND ENHANCEMENTS

PROJECT NOS. RS-M-0903(1)/70629  
STP-0907(1)/71330

**"AS-BUILT" PLANS 1996**

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SHEET LAYOUT AND ESTIMATING FACTORS
3	CONTROL DIAGRAM
4-5	TYPICAL SECTIONS
6-8	ESTIMATE OF QUANTITIES
9-16	SUMMARY TABLES
17-27	GRADING, DRAINAGE, AND PAVING DETAILS
28-31	ROADWAY PLANS
32-36	GRADING, CURB LAYOUT, AND JOINTING PLANS
37	IRELAND TRANSFER & STORAGE SITE PLAN
38	OFF-STREET PARKING
39	KETCHIKAN INDIAN CORPORATION SITE PLAN
40	KETCHIKAN MORTUARY AND OFF-STREET PARKING SITE PLANS
41-42	DRIVEWAY PLAN & PROFILE
43-46	TRAFFIC CONTROL PLANS, PERMANENT CONSTRUCTION SIGNING AND PHASING PLANS
47	ILLUMINATION DETAILS
48	ILLUMINATION PLAN
49-53	SIGNING AND MARKING PLANS
54-57	SIGNING SUMMARY
58-59	RETAINING WALL DETAILS
60-62	RETAINING WALL PLANS
63	STAIR CONSTRUCTION DETAILS
64-65	STAIR CONSTRUCTION PLANS
66-68	WATER LINE DETAILS
69-71	WATER LINE PLANS
72	SANITARY SEWER DETAILS
73-76	SANITARY SEWER PLANS
77	FUEL OIL LINE RECONSTRUCTION PLAN & DETAILS
78-79	STORM WATER POLLUTION PREVENTION PLAN & DETAILS

PROJECT SUMMARY	
LENGTH OF GRADING	0.26 MILES
LENGTH OF SURFACING	0.26 MILES
LENGTH OF BRIDGES	0.00 FEET
LENGTH OF PROJECT	0.26 MILES

The following Standard Drawings apply to this project :

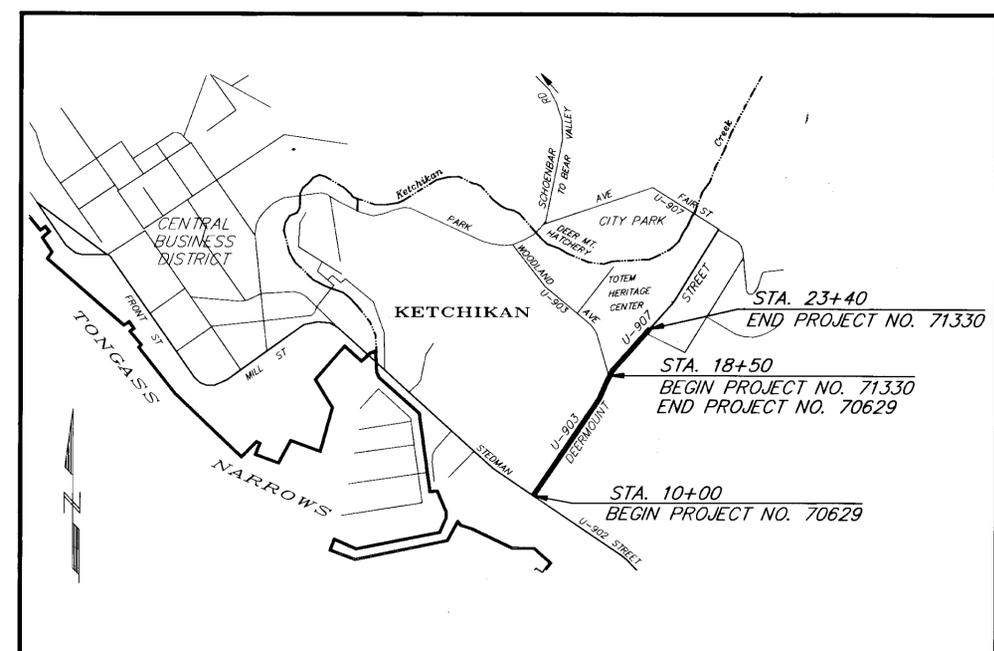
A-1  
B-04.00, B-05.00  
C-01.03, C-02.01, C-03.01, C-04.00  
D-04.10, D-05.10, D-06.01, D-20.02, D-23.00, D-24.00,  
D-26.01, D-27.01  
F-01.01, F-03.01  
I-30.00  
L-03.02, L-23.01, L-30.02  
M-01.00, M-05.00, M-13.01, M-16.01, M-20.11, M-23.11  
R-06.00  
S-00.00, S-05.00, S-20.00, S-30.01, S-34.00  
T-20.00, T-21.01, T-22.02, T-34.01

- DESIGN EXCEPTIONS:
- HORIZONTAL CURVE P.I. STATION 16+48.46
  - HORIZONTAL CURVE P.I. STATION 18+07.63
  - VERTICAL CURVE V.P.I. STATION 17+05.37

The following Details within Appendix A of the Special Provisions apply to this project:  
STORM DRAIN CLEANOUT (CITY OF KETCHIKAN DETAIL)  
SEWER MANHOLE SECTION (CITY OF KETCHIKAN DETAIL)  
SEWER CLEANOUT (CITY OF KETCHIKAN DETAIL)

DESIGN DESIGNATION	DESIGN DESIGNATION					D.H.V.	V.	D.	T.	E.A.L.
	1992 A.D.T.	1995 A.D.T.	2015 A.D.T.							
DEERMOUNT STREET ROADWAY SEGMENT										
STEDMAN STREET TO WOODLAND AVENUE	4,503	4,640	5,185	12%	25 MPH	50/50	4%	528,550		
WOODLAND AVENUE TO FAIR STREET	1,979	2,040	2,280	12%	25 MPH	50/50	4%	232,400		

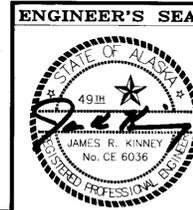
Contractor: SOUTH COAST INC.  
Project Engr : A. K. SHEPARD



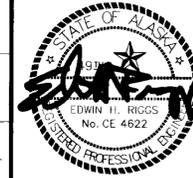
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND  
PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN SECTION

APPROVED *[Signature]* Date 10/19/95  
S.E. REGION PRE-CONSTRUCTION ENGINEER

APPROVED *[Signature]* Date 10/19/95  
Director, S.E. Region Design & Construction

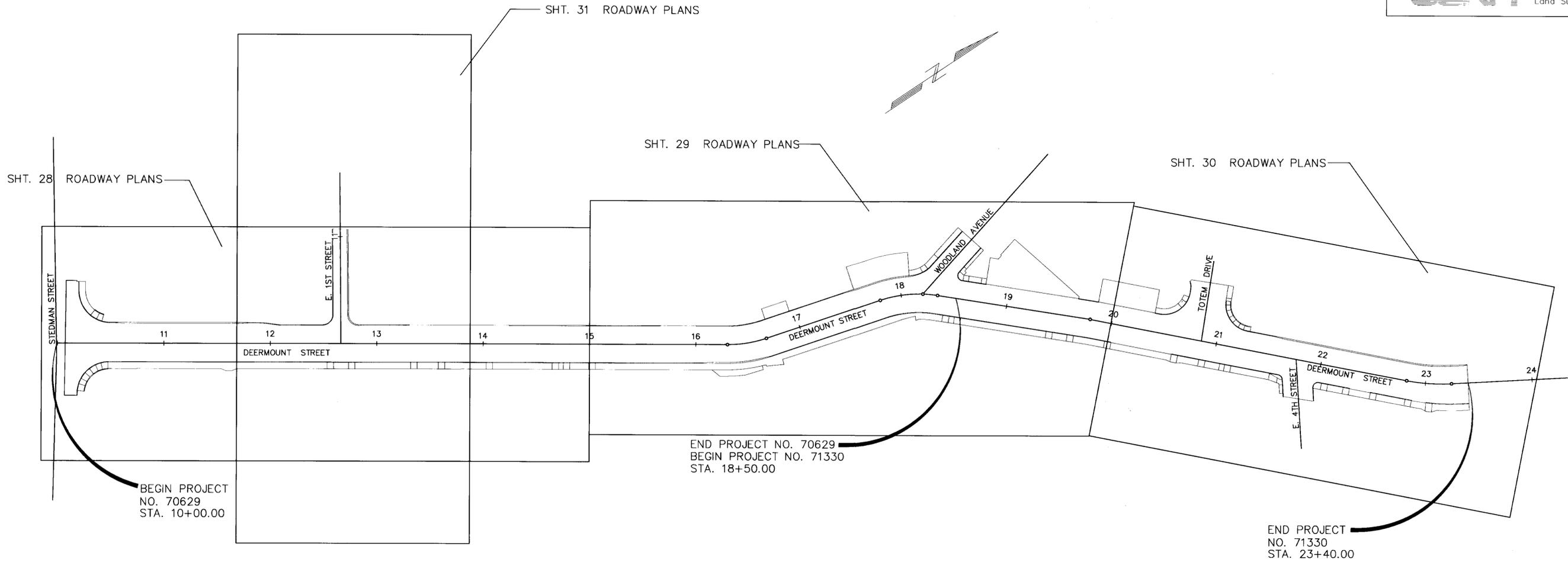


PROJECT NUMBER:  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 1995  
SHEET 1 OF 79



BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

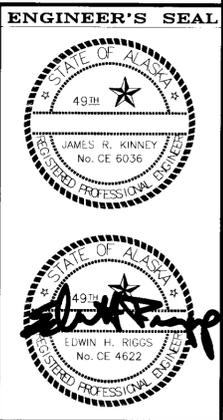


SUPPLEMENTAL LEGEND	
	REMOVAL OF STRUCTURES
	ROCK WALL
	BENCHMARK (TBM)
	NEW ROOF DRAIN
	NEW TYPE III STORM DRAIN STRUCTURE
	TEMPORARY CONSTRUCTION PERMIT

NOTE: THIS LEGEND SUPPLEMENTS STANDARD DRAWING A-1.

TABLE OF ESTIMATING FACTORS		
ITEM NO.	DESCRIPTION	ESTIMATING FACTOR
203(6)	BORROW, TYPE A	1.90 TONS/CU. YD.
204(2)	UTILITY PIPE BEDDING	1.96 TONS/CU. YD.
301(1)	CRUSHED AGGREGATE BASE COURSE	1.96 TONS/CU. YD.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

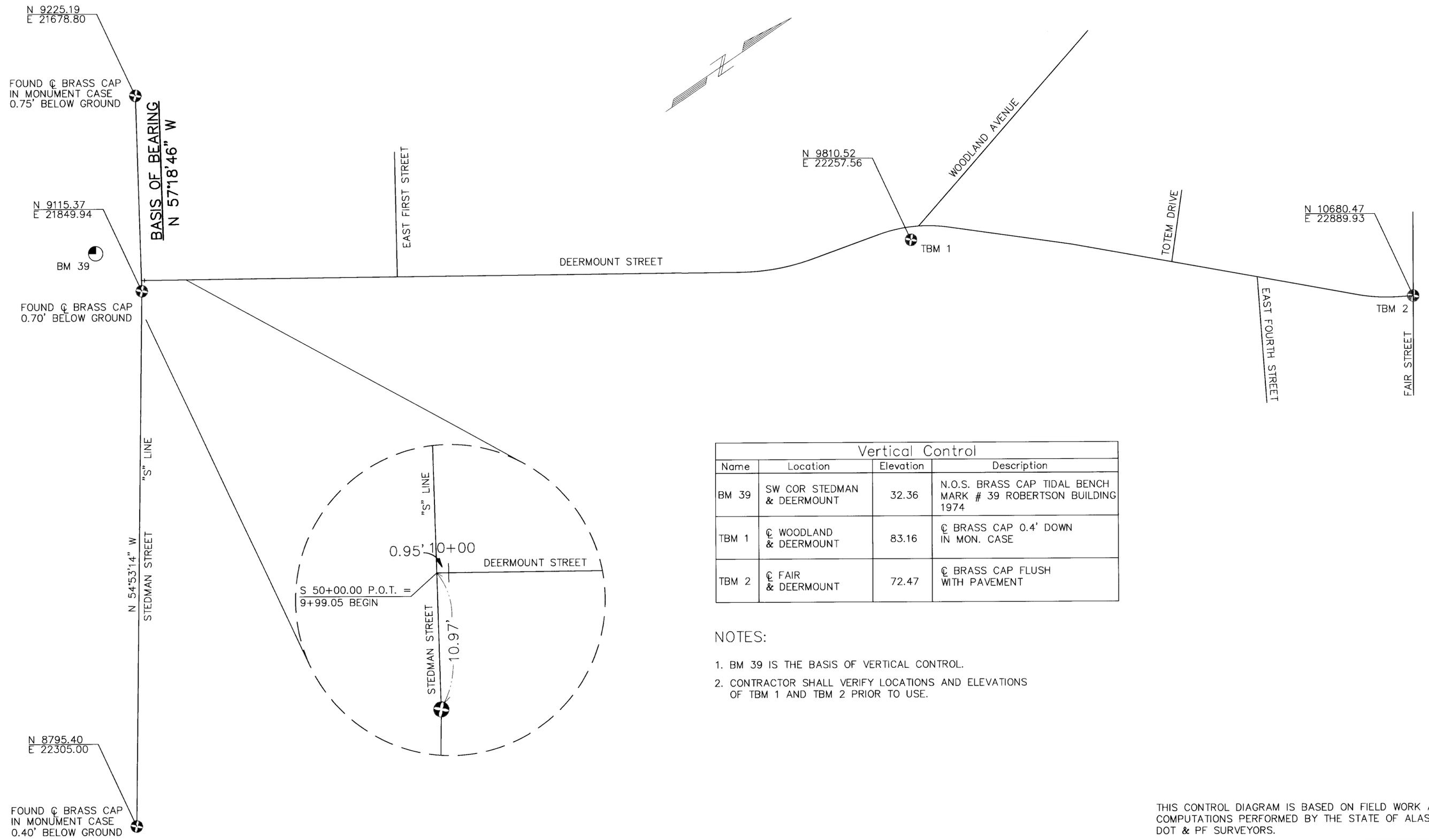


RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:

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

KTN - DEERMOUNT STREET WIDENING  
SHEET LAYOUT AND ESTIMATING FACTORS

DESIGNED BY: AJJ	PROJECT NOs. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: BAK	DATE: 9/95
CHECKED BY: JRK	SHEET 2 OF 79



Vertical Control			
Name	Location	Elevation	Description
BM 39	SW COR STEDMAN & DEERMOUNT	32.36	N.O.S. BRASS CAP TIDAL BENCH MARK # 39 ROBERTSON BUILDING 1974
TBM 1	☉ WOODLAND & DEERMOUNT	83.16	☉ BRASS CAP 0.4' DOWN IN MON. CASE
TBM 2	☉ FAIR & DEERMOUNT	72.47	☉ BRASS CAP FLUSH WITH PAVEMENT

NOTES:

1. BM 39 IS THE BASIS OF VERTICAL CONTROL.
2. CONTRACTOR SHALL VERIFY LOCATIONS AND ELEVATIONS OF TBM 1 AND TBM 2 PRIOR TO USE.

THIS CONTROL DIAGRAM IS BASED ON FIELD WORK AND COMPUTATIONS PERFORMED BY THE STATE OF ALASKA DOT & PF SURVEYORS.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
4366A03.DWG		

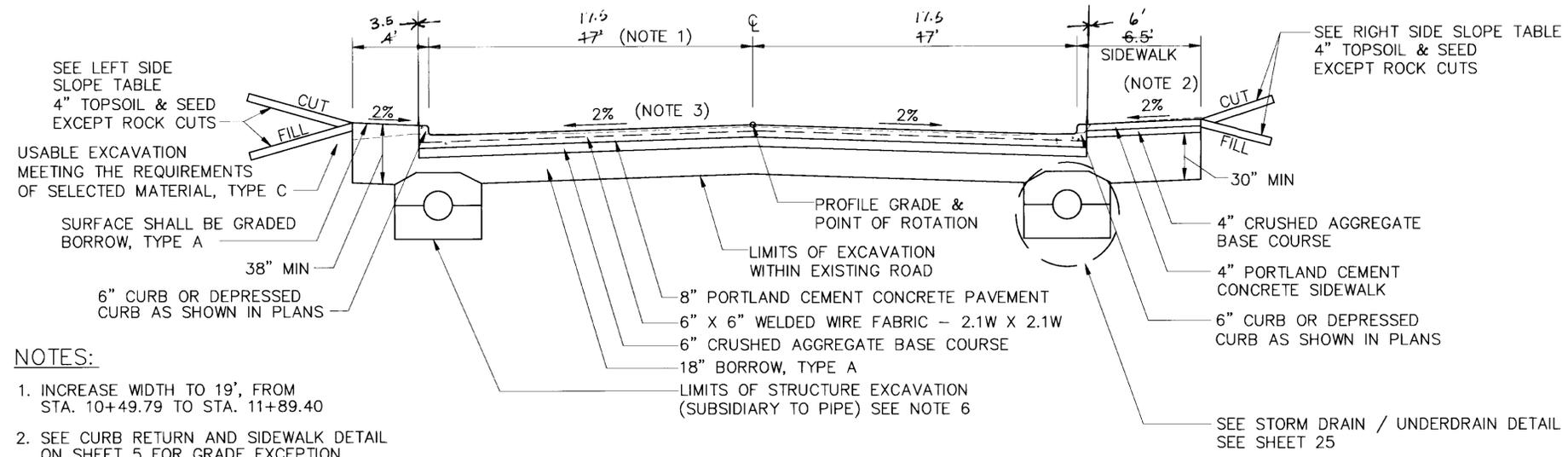
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
CONTROL DIAGRAM

DESIGNED BY: BAK	PROJECT NOs. RS-M-0903(1)/70629
DRAWN BY: BAK	STP-0907(1)/71330
CHECKED BY: JRK	DATE: 9/95
	SHEET 3 OF 79



RECORD OF REVISIONS



- NOTES:**
- INCREASE WIDTH TO 19', FROM STA. 10+49.79 TO STA. 11+89.40
  - SEE CURB RETURN AND SIDEWALK DETAIL ON SHEET 5 FOR GRADE EXCEPTION.
  - VARIABLES FROM 2% TO 1% AT E. 1st STREET (STA. 12+08.50 TO STA. 13+28.50) SEE SHEETS 32 AND 33 FOR GRADING
  - SEE WATER AND SEWER LINE PLANS FOR UTILITIES LOCATIONS.
  - SEE SHEET 27 FOR JOINT AND WELDED WIRE FABRIC DETAILS. PLACE WELDED WIRE FABRIC @ 3" FROM ROAD SURFACE
  - SEE SHEETS 67 & 72 FOR WATER AND STORM TRENCH SECTION.

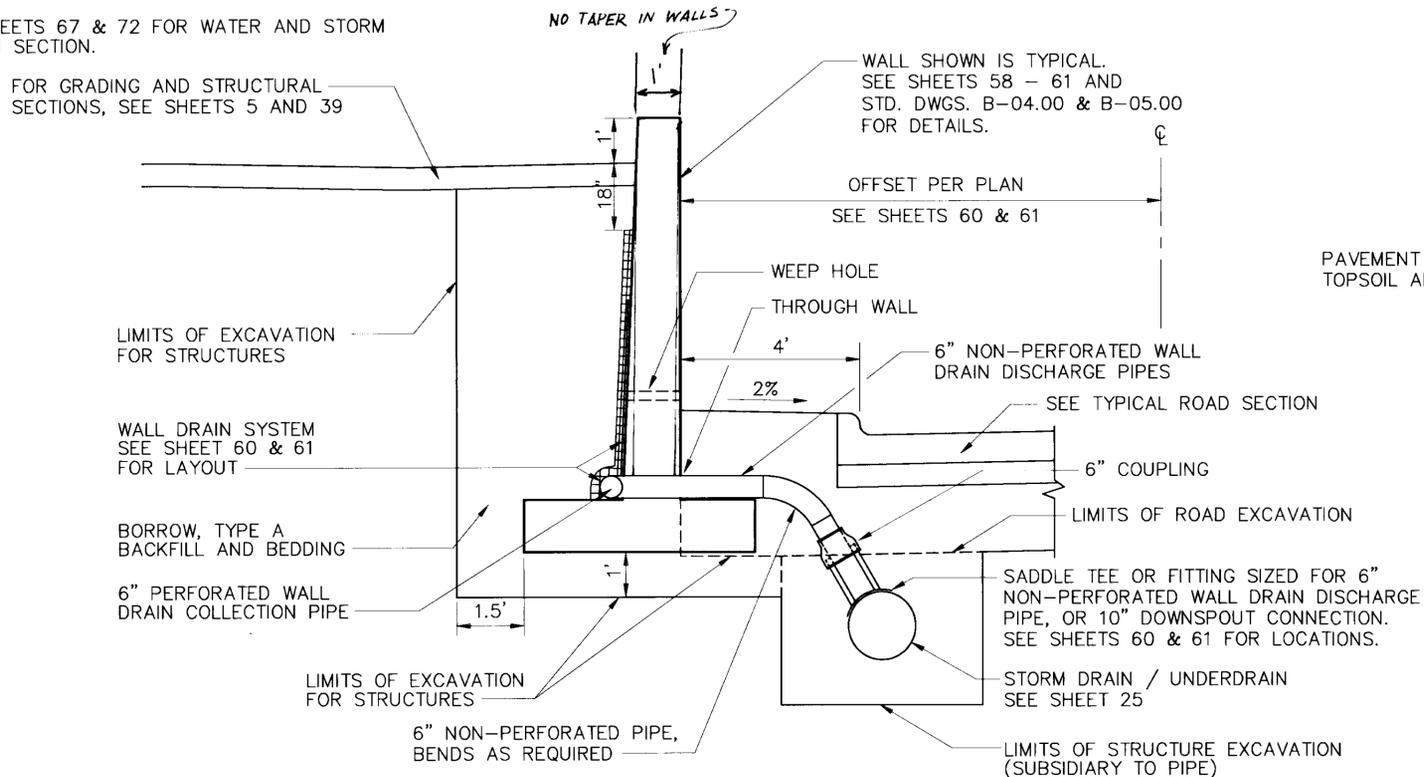
**DEERMOUNT STREET**  
STA. 10+18.85 TO STA. 23+40.00

**LEFT SIDE SLOPE TABLE**

STATIONS	FILL	CUT	COMMENTS
10+20 TO 11+70	—	—	PAVEMENT GRADING PER SITE PLAN, SEE SHEET 37
11+70 TO 13+70	4:1	4:1	
13+70 TO 14+50	4:1	1/3:1 (ROCK)	ROCK BOLTS 13+50 TO 14+50
14+85 TO 21+00	4:1	2:1	
21+00 TO 23+40	4:1	2:1	

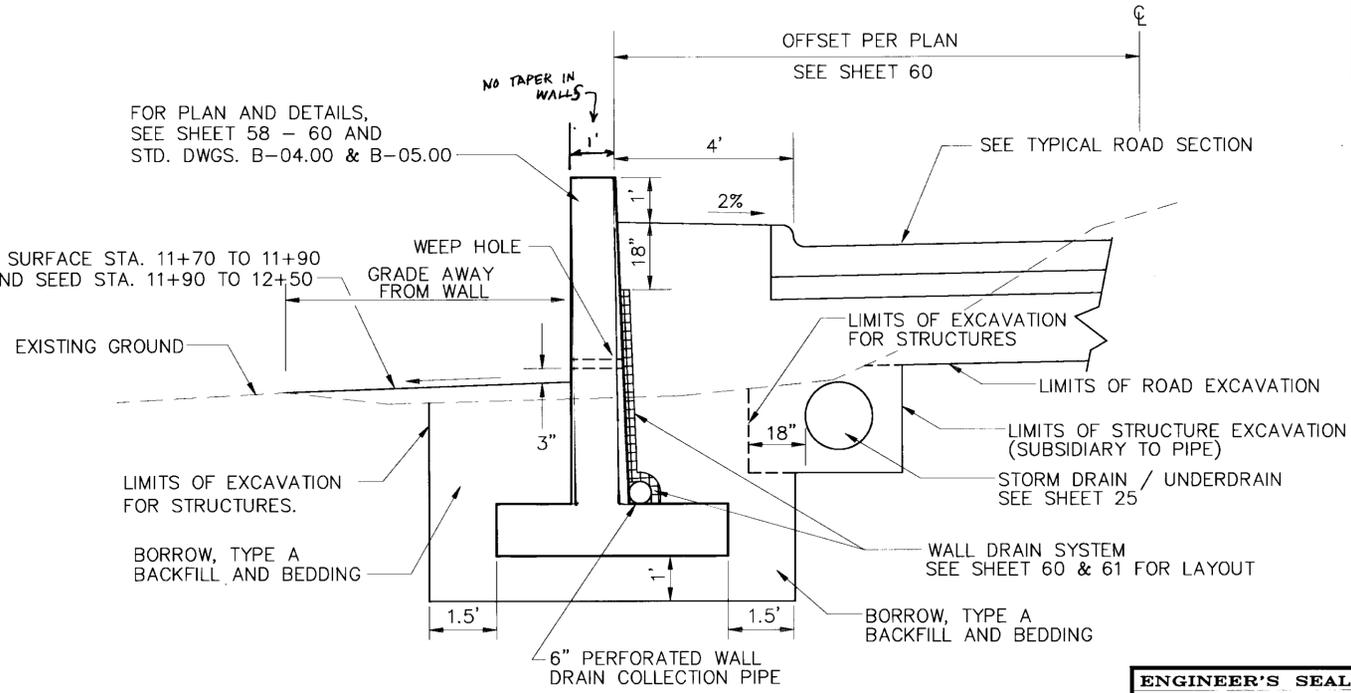
**RIGHT SIDE SLOPE TABLE**

STATIONS	FILL	CUT	COMMENTS
10+18 TO 10+48	—	—	PAVE PER CURB RETURN DETAIL, SEE SHEET 5
10+48 TO 10+90	—	—	SEE SHEET 5 SIDEWALK DETAIL
10+90 TO 15+48	4:1	4:1	SHAPE EXISTING GROUND TO MATCH NEW SIDEWALK
15+48 TO 23+40	2:1	2:1	



**RETAINING WALL SECTION**

RW2, STA. 12+85.00 TO STA. 13+24.50, LT.  
RW3B, STA. 14+85.13 TO STA. 15+65.00, LT.  
RW5B, STA. 16+21.00 TO STA. 16+65.00, LT.



**RETAINING WALL SECTION**

RW1, STA. 11+70.00 TO STA. 12+50.00, LT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: 4366F01.DWG

BY:	DATE:	DESCRIPTION OF CHANGE:

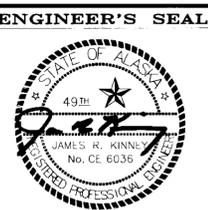
**RECORD OF REVISIONS**

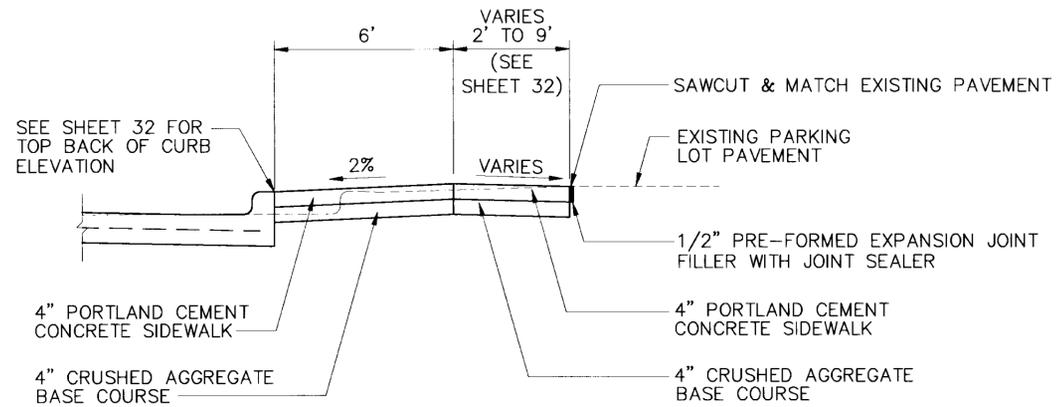
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
TYPICAL SECTIONS

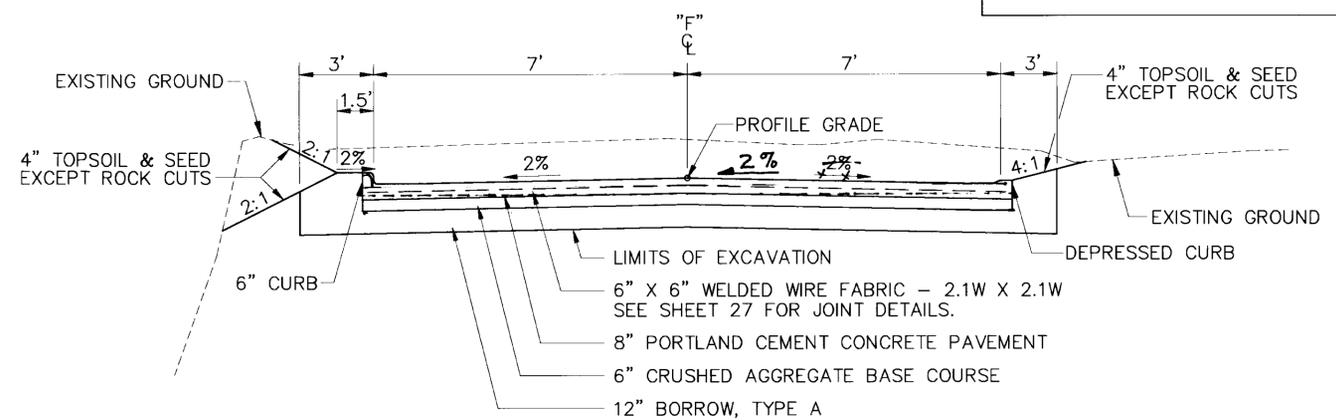
DESIGNED BY:  
JRK  
DRAWN BY:  
BCL  
CHECKED BY:  
JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 4 OF 79

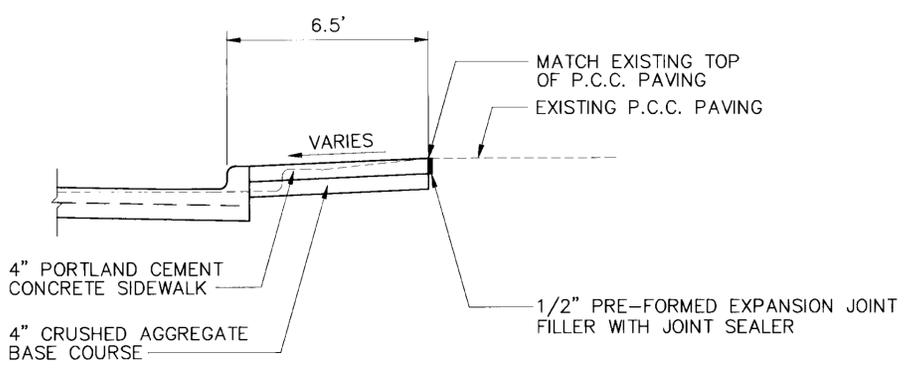




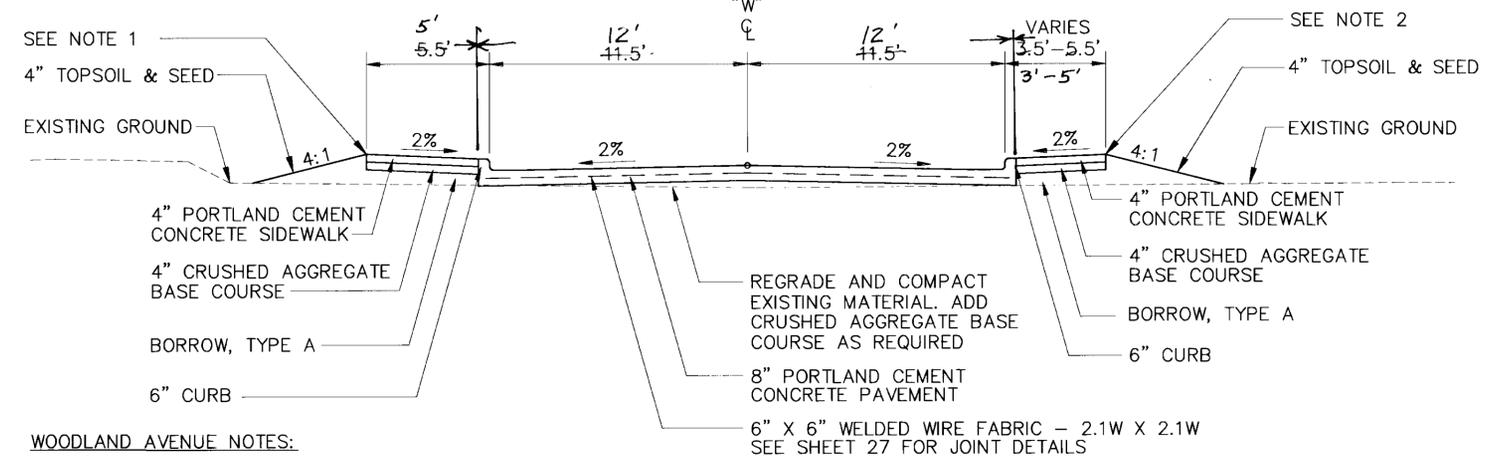
**CURB RETURN DETAIL**  
STA. S 50+48.64 LT. TO STA. 10+47.69 RT.



**E. 1ST STREET**  
STA. F 10+27.61 TO STA. F 11+07.00



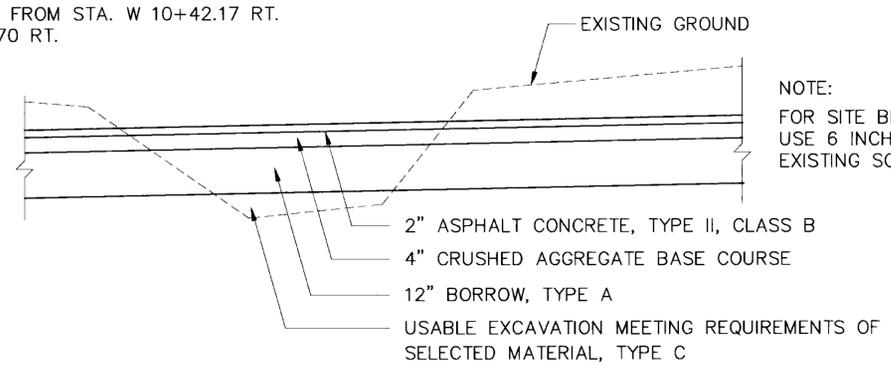
**SIDEWALK DETAIL**  
STA. 10+47.69 TO STA. 10+90 RT.



**WOODLAND AVENUE NOTES:**

- EXCEPTION. BACK OF SIDEWALK SHALL MATCH EXISTING FROM STA. W 10+14.21 LT. TO STA. W 10+70.00 LT.
- EXCEPTIONS:
  - CAST BACK OF SIDEWALK AGAINST CURB RAMP CURB FROM STA. W 10+38.87 RT. TO STA. W 10+42.17 RT.
  - CAST BACK OF SIDEWALK AGAINST EXISTING RETAINING WALL FROM STA. W 10+42.17 RT. TO STA. W 10+70 RT.

**WOODLAND AVENUE**  
STA. W 10+14.21 LT. AND W 10+33.56 RT. TO STA. W 10+70.00



**SITE PARKING STRUCTURAL SECTION DETAIL**  
STA. 10+49 TO 11+90 LT. (IRELAND TRANSFER SITE)  
STA. 16+20 TO 17+56 LT. (KIC SITE)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

**NOTES:**

- SEE SHEETS 38 & 40 FOR PLAN AND GRADING.
- EXCEPTION. A.C. PAVEMENT SHALL MATCH TOP BACK OF SIDEWALK FROM STA. 16+16.00 RT. TO STA. 16+58.00 RT.
- EXCEPTION. GRADE 1/3:1 AT ALL ROCK CUTS.
- EXCEPTION. FINISHED SURFACE SHALL BE GRADED BORROW, TYPE A FROM STA. 13+38.00 LT. TO 13+68.00 LT.

**OFF-STREET PARKING AREA DETAIL**

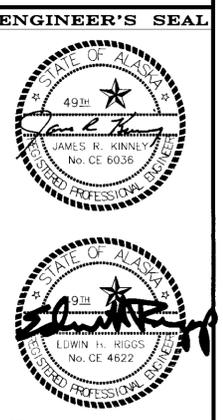
STA. 13+38.00 TO 13+68.00 LT.  
STA. 16+16.00 TO 16+58.00 RT.  
STA. 17+59.14 TO 18+08.74 LT.  
STA. 18+77.82 TO 20+38.70 LT.

PATH: 4366F02.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

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

KTN - DEERMOUNT STREET WIDENING  
TYPICAL SECTIONS

DESIGNED BY: JRK	PROJECT NOs. RS-M-0903(1)/70629
DRAWN BY: BCL	STP-0907(1)/71330
CHECKED BY: JRK	DATE: 9/95
	SHEET 5 OF 79



# ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	SHEET																TOTAL
			28	29	30	31	37	38	39	40	43-46	48	49-53	60-62	64-65	69-71	73-76	77	
120(1)	DBE ADJUSTMENT	CONTINGENT SUM																	ALL REQUIRED
201(3B)	CLEARING & GRUBBING	LUMP SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.													ALL REQUIRED
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.													ALL REQUIRED
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	1,988	2,026	1,074	114													5,202 5,814.3
202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	315	207	176	0													698 743.19
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	639	435	191	0													1,265- 1372.6
202(6)	REMOVAL OF MANHOLES	EACH	1	0	3	0										2	3	9	10
202(8)	REMOVAL OF INLETS	EACH	10	6	2	0													18
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	609	590	421	0	0	0	0	0									1,620 1530
202(10)	SINGLE MAIL BOX INSTALLATION	EACH	4	1	2	0													7 10
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	3,050	3,010	2,010	125	475	160	640	230									9,700 9,936.04
203(6)	BORROW, TYPE A	TON	3,700	3,622	2,572	143	408	81	532	344			4,180	4					15,586 7,482.89
203(11)	CONTROLLED BLASTING	SQUARE YARD	545	150			25	135	5				215		180	235			1,490 749.61
203(16)	ROCK BOLTS	LINEAR FOOT	880	0	0	0													880 DELETED
203(20)	POLE SHORING WITH LINE TRUCK	EACH	6	2	2	0													10 6
204(2)	UTILITY PIPE BEDDING	TON													1,220	705			1,925 2634.45
205(1)	EXCAVATION FOR STRUCTURES	CUBIC YARD											1,500	150					1,650 1,168.09
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	822	784	624	40	140	6	177	126				1					2,720 3,605.4
401(3)	ASPHALT CONCRETE, TYPE II, CLASS B	SQUARE YARD	122	63	156	0	645	28	756	543									2,313 2,621.4
501(4)	CLASS A CONCRETE	CUBIC YARD											336	4					340 301.1
503(1)	REINFORCING STEEL	LUMP SUM											ALL REQ'D.	ALL REQ'D.					ALL REQUIRED
506(1)	TREATED TIMBER	LUMP SUM												ALL REQ'D.					ALL REQUIRED
603(17-12)	12 INCH PIPE	LINEAR FOOT	34.00	214.24	0	0													248.24 285.7
603(17-12A)	12 INCH STORM / UNDERDRAIN PIPE	LINEAR FOOT	91.70	542.85	245.17	0													879.72 941.8
603(17-18)	18 INCH PIPE	LINEAR FOOT	76.82	0	139.61	0													246.43 216.3
603(17-18A)	18 INCH STORM / UNDERDRAIN PIPE	LINEAR FOOT	938.30	502.23	251.61	0													1,692.14 1,688.6
603(22)	DOWNSPOUT CONNECTION	LINEAR FOOT	130.16	53.51	0	0													183.67 312.8
604(1A)	STORM DRAIN MANHOLE, TYPE I	EACH	2	3	2	0													7
604(1B)	STORM DRAIN MANHOLE, TYPE III	EACH	0	0	2	0													2
604(2)	SANITARY SEWER MANHOLE	EACH															8	8	/

PATH:	DATE:	DESCRIPTION OF CHANGE:
4366E01.DWG		

**RECORD OF REVISIONS**

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

KTN - DEERMOUNT STREET WIDENING  
 ESTIMATE OF QUANTITIES

DESIGNED BY:  
 AJJ  
 DRAWN BY:  
 BCL  
 CHECKED BY:  
 JRK

PROJECT NOs.  
 RS-M-0903(1)/70629  
 STP-0907(1)/71330  
 DATE: 9/95  
 SHEET 6 OF 79



# ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	SHEET																TOTAL
			28	29	30	31	37	38	39	40	43-46	48	49-53	60-62	64-65	69-71	73-76	77	
604(3)	RECONSTRUCT EXISTING MANHOLE	EACH	0	0	0	0											2	2	
604(5A)	INLET, TYPE A	EACH	8	7	0	0												15	16
604(5B)	INLET, TYPE B	EACH	10	5	2	0												17	
604(5C)	INLET, TYPE C	EACH	1	0	0	0												1	
604(8)	STORM DRAIN CLEANOUT	EACH	0	4	2	0												6	
605(5)	POROUS BACKFILL MATERIAL	CUBIC YARD	295	268	128	0												691	583.91
606(5)	REMOVAL AND DISPOSAL OF GUARDRAIL	LINEAR FOOT	109	0	0	0												109	106.5
607(3)	CHAIN-LINK FENCE	LINEAR FOOT						180		43								223	331.6
607(5)	DRIVE GATE	EACH						1										1	
607(7)	CEDAR FENCE	LINEAR FOOT									98							98	84.2
608(1)	CONCRETE SIDEWALK	SQUARE YARD	452	420	311	0	0	0	43	34				6				1,266	1,210.57
609(2)	CURB AND GUTTER, TYPE 1	LINEAR FOOT	12	0	0	0	0	0	0	43								55	57.3
609(3)	CURB RAMP	EACH	3	3	6	0												12	
609(13)	BUMPER CURB	EACH	0	0	0	0	0	0	15	4								19	25
615(1)	STANDARD SIGNS	SQUARE FOOT											169.93					169.93	135.21
615(2)	REMOVE AND RELOCATE EXISTING SIGNS	EACH											5					5	
615(7)	SALVAGE SIGNS	EACH	7	9	2	0												18	
618(2)	SEEDING	POUND	0.9	2.3	3.8	0												7	
620(1)	TOPSOIL	SQUARE YARD	95	255	420	0												770	580.23
625(1)	PIPE HAND RAIL	LINEAR FOOT											379.1	7				386.1	274.45
626(1-8)	8 INCH SANITARY SEWER CONDUIT	LINEAR FOOT															1,276.03	1,276.03	1494.95
626(2-6)	6 INCH SANITARY SEWER SERVICE CONNECTION	LINEAR FOOT															635	635	660.4
626(3-8)	8 INCH STAIRWAY SANITARY SEWER MAIN	LINEAR FOOT															135	135	140.9
626(4-8)	8 INCH SANITARY SEWER CLEANOUT	EACH															4	4	
627(1-8)	8 INCH DUCTILE IRON WATER CONDUIT, CLASS 250	LINEAR FOOT															153	153	125.1
627(1-10)	10 INCH DUCTILE IRON WATER CONDUIT, CLASS 250	LINEAR FOOT															57	57	216.2
627(1-12)	12 INCH DUCTILE IRON WATER CONDUIT, CLASS 250	LINEAR FOOT															45	45	DELETED
627(1-16)	16 INCH DUCTILE IRON WATER CONDUIT, CLASS 250	LINEAR FOOT															1,375	1,375	1,395.65
627(3)	INSTALL VALVE BOX	EACH															20	20	
627(5)	FIRE HYDRANT INSTALLATION	EACH															4	4	
627(7)	FIRE HYDRANT REMOVAL	EACH															4	4	

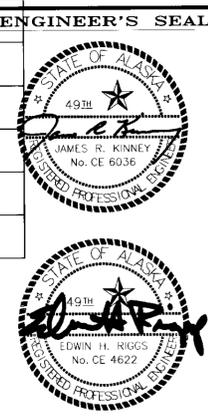
PATH: 4366E02.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

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

KTN - DEERMOUNT STREET WIDENING  
 ESTIMATE OF QUANTITIES

DESIGNED BY: AJJ  
 DRAWN BY: BCL  
 CHECKED BY: JRK

PROJECT NOS.  
 RS-M-0903(1)/70629  
 STP-0907(1)/71330  
 DATE: 9/95  
 SHEET 7 OF 79





202(1) REMOVAL OF STRUCTURES & OBSTRUCTIONS – LUMP SUM					
SHEET	BEGIN		END		REMARKS
	STATION	OFFSET	STATION	OFFSET	
28	11+24	6' LT.	F 10+35	LT.	149 LF. OF CHAIN LINK FENCE
28	11+25	LT.	11+85	LT.	58 LF. OF 18" DIA. CREOSOTED TIMBER POLES
28	11+74	5' LT.	11+74	48' LT.	43 LF. OF CHAIN LINK FENCE (INCLUDES DOUBLE SWING GATE)
28	13+28	5' LT.			MAIL BOX
28	13+45	LT.			BUILDING
28	13+75	13' LT.			MAIL BOX
28	13+80	LT.			18 LF. WOOD STAIR
28	13+81	14' LT.			MAIL BOX
28	14+40	LT.			BUILDING
28	14+66	LT.			SHED
28	14+68	LT.			SHED
28	14+78	10' LT.			MAIL BOX
28	14+83	LT.			58 LF. WOOD STAIR & WALKWAY
29	15+08	15' LT.	15+57	4' LT.	60 LF. CONCRETE RETAINING WALL (LOWER), 5' HIGH
29	15+11	29' LT.	15+50	9' LT.	60 LF. CONCRETE RETAINING WALL, 3' HIGH
29	15+57	4' LT.	15+73	4' LT.	16 LF. ROCK WALL, 4' HIGH
29	16+01	38' LT.	16+08	5' LT.	36 LF. ROCK WALL, 4' HIGH
29	16+14	LT.			42 LF. WOOD STAIRS
29	16+22	4' LT.			MAIL BOX
29	17+85	LT.			BUILDING
29	20+00	LT.			BUILDING
30	22+39	11' LT.			MAIL BOX
31	F 10+32	LT.	F 11+12	LT.	REMOVE APPROX. 80' OF 18" DIA. TIMBER CREOSOTED POLES
31	F 10+35	LT.	F 11+08	LT.	73 LF. OF FENCE
39	14+83	98' LT.	15+09	40' LT.	83 LF. OF FENCE
39	15+07	93' LT.	15+11	28' LT.	65 LF. OF CONCRETE WALL
40	18+62	23' LT.	18+75	14' LT.	16 LF. OF ROCK WALL, 1' HIGH
40	18+66	20' LT.	18+95	64' LT.	54 LF. OF ROCK WALL, 2' HIGH

202(2) REMOVAL OF PAVEMENT – SQUARE YARD					
SHEET	BEGIN	END	OFFSET	QUANTITY	REMARKS
28	10+17	10+58	LT. / RT.	117	A.C. / P.C.C. PAVEMENT
28	10+26	11+70	LT.	658	IRELAND TRANSFER A.C. PAVEMENT
28	10+27	10+43	RT.	15	TATSUDA MARKET PARKING LOT P.C.C. PAVEMENT
28	10+58	15+00	LT. / RT.	1,038	A.C. PAVEMENT
28	10+91	11+27	RT.	40	TATSUDA MARKET DRIVEWAY
29	15+00	20+00	LT. / RT.	1,260	DEERMOUNT ST. & WOODLAND AVE. A.C.
29	15+46	16+01	LT.	293	KIC BUILDING P.C.C. PAVEMENT
29	18+60	19+65	LT.	473	KETCHIKAN MORTUARY A.C. PAVEMENT
30	20+00	23+40	LT. / RT.	969	A.C. PAVEMENT
30	20+31	20+54	LT.	23	DARIGOLD BUILDING A.C. PAVEMENT
30	21+64	22+13	RT.	68	P.C.C. PAVEMENT
30	22+42	22+45	RT.	7	P.C.C. PAVEMENT
30	22+90	22+98	LT. / RT.	7	P.C.C. PAVEMENT
31	F 10+35	F 10+95	LT. / RT.	114	E. 1ST STREET A.C. PAVEMENT
			TOTAL	5,814.3 8,202	

202(3) REMOVAL OF SIDEWALK – SQUARE YARD						
SHEET	BEGIN		END		QUANTITY	REMARKS
	STATION	OFFSET	STATION	OFFSET		
28	S 50+73	LT.	15+00	RT.	275	
28	S 49+42	LT.	S 49+91	LT.	33	
28	S 51+04	LT.	S 51+16	LT.	7	TATSUDA MARKET DRIVEWAY WIDENING
29	15+00	RT.	16+78	RT.	82	
29	W 10+20	LT.	W 10+70	LT.	31	
29	W 10+39	RT.	W 10+70	RT.	12	
29	18+11	RT.	20+00	RT.	82	
30	20+00	RT.	E 10+40	RT.	84	
30	T 10+06	RT.	T 10+55	RT.	25	
30	E 10+40	LT.	23+40	RT.	67	
				TOTAL	698 743.19	

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

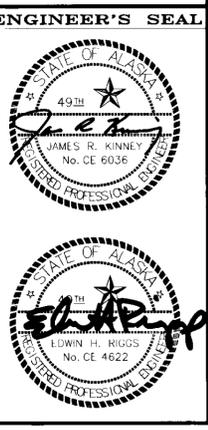
PATH: 4366S01.DWG	STATE OF ALASKA
BY: _____	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DATE: _____	SOUTHEAST REGION DESIGN & CONSTRUCTION
DESCRIPTION OF CHANGE: _____	

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

KTN – DEERMOUNT STREET WIDENING  
SUMMARY TABLES

DESIGNED BY: AJJ  
DRAWN BY: BCL  
CHECKED BY: JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 9 OF 79



202(4) REMOVAL OF CULVERT PIPE – LINEAR FOOT						
SHEET	BEGIN		END		QUANTITY	REMARKS
	STATION	OFFSET	STATION	OFFSET		
28	S 49+43	LT.	S 49+88	LT.	45	8" STORM DRAIN PIPE
28	S 49+88	LT.	S 49+89	LT.	4	REMOVE 18" STORM DRAIN PIPE FOR MANHOLE CONSTRUCTION
28	10+44	RT.	12+66	RT.	225	8" STORM DRAIN PIPE
28	10+44	RT.	10+44	RT.	4	REMOVE 18" STORM DRAIN PIPE FOR INLET CONSTRUCTION
28	12+66	RT.	12+68	RT.	8	8" STORM DRAIN PIPE
28	12+67	RT.	12+67	LT.	24	8" STORM DRAIN PIPE
28	12+67	LT.	12+77	LT.	12	8" STORM DRAIN PIPE
28	12+67	RT.	14+55	RT.	188	8" STORM DRAIN PIPE
28	13+30	RT.	13+30	RT.	8	8" STORM DRAIN PIPE
28	13+85	LT.	13+87	RT.	27	8" STORM DRAIN PIPE
28	14+55	RT.	15+00	LT.	49	8" STORM DRAIN PIPE
28	14+55	RT.	15+00	RT.	45	8" STORM DRAIN PIPE
29	15+00	LT.	15+04	LT.	4	8" STORM DRAIN PIPE
29	15+00	RT.	15+26	RT.	27	8" STORM DRAIN PIPE
29	15+04	LT.	15+77	LT.	75	8" STORM DRAIN PIPE
29	15+26	RT.	16+42	RT.	118	8" STORM DRAIN PIPE
29	15+30	LT.	15+62	LT.	58	6" STORM DRAIN PIPE
29	15+30	LT.	15+42	LT.	22	6" STORM DRAIN PIPE
29	15+30	LT.	15+57	LT.	70	4" ROOF DRAIN PIPE
29	15+42	LT.	15+57	LT.	36	4" ROOF DRAIN PIPE
29	16+42	RT.	16+55	LT.	25	8" STORM DRAIN PIPE
30	21+17	RT.	21+17	RT.	9	15" STORM DRAIN PIPE
30	21+17	RT.	21+95	RT.	78	15" STORM DRAIN PIPE
30	21+95	RT.	21+98	RT.	7	REMOVE 30" STORM DRAIN PIPE FOR MANHOLE CONSTRUCTION
30	21+95	RT.	22+29	LT.	47	15" STORM DRAIN PIPE
30	21+95	RT.	22+29	LT.	47	18" STORM DRAIN PIPE
30	22+29	LT.	22+29	LT.	3	REMOVE 36" STORM DRAIN PIPE FOR MANHOLE CONSTRUCTION
					TOTAL	1,265 1,372.6

202(6) REMOVAL OF MANHOLES – EACH				
SHEET	STATION	OFFSET	QUANTITY	REMARKS
28	10+42	17' RT.	1	STORM DRAIN
30	22+05	7.5' RT.	1	STORM DRAIN
30	22+10	6.6' RT.	1	STORM DRAIN
30	22+29	13.4' LT.	1	STORM DRAIN
69	16+76	10.7' RT.	1	WATER
69	17+05	13.7' RT.	1	WATER
72	12+61	2' RT.	1	SANITARY SEWER
72	14+80	2' RT.	1	SANITARY SEWER
74	21+74	6.5' RT.	1	SANITARY SEWER
		TOTAL	910	

202(8) REMOVAL OF INLETS – EACH				
SHEET	STATION	OFFSET	QUANTITY	REMARKS
28	10+18	12' LT.	1	
28	12+13	24' RT.	1	
28	12+66	7' LT.	1	
28	12+66	17' RT.	1	
28	12+67	24' RT.	1	
28	12+77	2' LT.	1	
28	13+31	24' RT.	1	
28	13+85	3' LT.	1	
28	13+87	25' RT.	1	
28	14+55	17' RT.	1	
29	15+04	3' LT.	1	
29	15+26	17' LT.	1	
29	15+77	11' LT.	1	
29	16+42	18' RT.	1	
29	16+55	2' LT.	1	
30	21+17	17' RT.	1	
30	21+95	18' RT.	1	
39	15+30	29' LT.	1	INLET NOT FOUND, BELIEVED TO BE BURIED
		TOTAL	18	

202(9) REMOVAL OF CURB & GUTTER – LINEAR FOOT						
SHEET	BEGIN		END		QUANTITY	REMARKS
	STATION	OFFSET	STATION	OFFSET		
28	10+25	RT.	10+40	RT.	15	BARRIER CURB AT EDGE OF TATSUDA PARKING LOT
28	S 49+42	LT.	S 49+91	LT.	49	
28	S 50+73	LT.	15+00	RT.	533	
28	S 51+04	LT.	S 51+16	LT.	12	TATSUDA MARKET DRIVEWAY WIDENING
29	15+00	RT.	20+00	RT.	500	
29	W 10+14	LT.	W 10+70	LT.	56	
29	W 10+36	RT.	W 10+70	RT.	34	
30	20+00	RT.	E 10+40	RT.	191	
30	E 10+40	LT.	23+40	RT.	162	
30	T 10+06	RT.	T 10+55	RT.	37	
30	23+09	LT.	23+40	LT.	31	
				TOTAL	1,620 1,530	

202(10) SINGLE MAIL BOX INSTALLATION – EACH				
SHEET	STATION	OFFSET	QUANTITY	REMARKS
28	13+29	LT.	1	INSTALL PER STD. DRAWINGS
28	14+10	LT.	2	INSTALL PER STD. DRAWINGS
28	14+78	LT.	1	INSTALL PER STD. DRAWINGS
29	16+18	LT.	1	INSTALL PER STD. DRAWINGS
30	21+56	LT.	1	INSTALL PER STD. DRAWINGS
30	22+39	LT.	1	INSTALL PER STD. DRAWINGS
			TOTAL	107

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

ENGINEER'S SEAL



DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

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

KTN -- DEERMOUNT STREET WIDENING  
SUMMARY TABLES

DESIGNED BY: AJJ  
DRAWN BY: BCL  
CHECKED BY: JRK  
PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330  
DATE: 9/95  
SHEET 10 OF 79



609(2) CURB AND GUTTER, TYPE I – LINEAR FOOT						
SHEET	BEGIN		END		QUANTITY	REMARKS
	STATION	OFFSET	STATION	OFFSET		
28	S 51+04	LT.	S 51+16	LT.	4.2	DRIVEWAY WIDENING
40	19+03	LT.	19+39	LT.	4.7	P.C.C. GUTTER, SEE SHEET 17 FOR DETAIL
	E 10+39.8	LT.	E 10+49.4	LT.	9.6	
					TOTAL	57.3

609(3) CURB RAMP – EACH					
SHEET	STATION	OFFSET	QUANTITY	TYPE	REMARKS
28	S 50+34.66	LT.	1	PARALLEL	
28	10+39.17	LT.	1	PARALLEL	OMIT NORTH RAMP, PLACE P.C.C. CURB ON NORTH SIDE OF LANDING
28	10+38.15	RT.	1	PARALLEL	
29	18+50.67	RT.	1	PARALLEL	
29	18+50.67	LT.	1	PARALLEL	SEE SHEET 34 FOR GRADING
29	W 10+23.19	LT.	1	PARALLEL	
30	T 10+36.03	LT.	1	PARALLEL	OMIT NORTH RAMP, PLACE P.C.C. CURB ON NORTH SIDE OF LANDING
30	T 10+33.94	RT.	1	PARALLEL	
30	21+17.00	RT.	1	PARALLEL	
30	21+19.70	LT.	1	PARALLEL	
30	E 10+20.45	RT.	1	PARALLEL	SEE SHEET 36 FOR GRADING
30	E 10+26.47	LT.	1	PARALLEL	SEE SHEET 36 FOR GRADING
			TOTAL	12	

615(7) SALVAGE SIGNS – EACH				
SHEET	STATION	OFFSET	QUANTITY	REMARKS
28	10+26	14' LT.	1	
28	10+26	20' LT.	1	
28	12+49	13' LT.	1	
28	12+53	22' LT.	1	
28	12+89	24' RT.	1	
28	13+78	24' RT.	1	
28	14+85	6' LT.	1	
29	15+06	24' RT.	1	
29	15+56	5' LT.	1	
29	16+13	6' LT.	1	
29	16+13	22' RT.	1	
29	16+68	26' RT.	1	
29	18+33	38' LT.	1	
29	18+54	22' LT.	2	
29	18+84	25' RT.	1	
30	22+00	23' RT.	1	
30	22+85	23' RT.	1	
			TOTAL	18

625(1) PIPE HANDRAIL – LINEAR FOOT							
SHEET	BEGIN		END		QUANTITY	HANDRAIL TYPE	REMARKS
	STATION	OFFSET	STATION	OFFSET			
61	14+84.27	60.00' LT.	14+85.12	21.00' LT.	34.0	A	RETAINING WALL RW3A
61	14+85.12	21.00' LT.	15+65.00	21.00' LT.	79.9	A	RETAINING WALL RW3B
61	15+31.51	45.12' LT.	15+99.25	22.50' LT.	80.0	A	RETAINING WALL RW4
61	16+20.00	45.00' LT.	16+20.00	21.00' LT.	23.5	A	RETAINING WALL RW5A
61	16+21.00	21.00' LT.	16+65.00	21.00' LT.	37.9	A	RETAINING WALL RW5B
62	18+87.23	46.67' LT.	18+94.26	57.61' LT.	13.6	A	RETAINING WALL RW6
62	18+92.24	43.45' LT.	19+25.77	30.88' LT.	51.3	B	RETAINING WALL RW8A
62	19+02.49	59.39' LT.	19+24.78	24.41' LT.	59.5	A	RETAINING WALL RW7
65	16+03.15	29.79' LT.	16+04.58	24.05' LT.	7.0	C	NORTH EDGE OF CONCRETE STAIR ST4
					TOTAL		214.45

615(2) REMOVE & RELOCATE EXISTING SIGNS – EACH							
SHEET	FROM		TO		QUANTITY	SIGN FACES	REMARKS
	STATION	OFFSET	STATION	OFFSET			
28	10+42	24' RT.	10+50	25' RT.	1	SW	CITY TOUR & HATCHERY SIGN
29	16+23	4' LT.	16+18	21' LT.	1 DELETED	NE	WALKING, TOUR SIGN, INSTALL BELOW MAHONEY ST SIGN
30	21+17	23' RT.	21+17	24' RT.	2	SW	TRAIL SYMBOL & ARROW SIGNS
			21+17	24' RT.	1	SW	CITY MAP
30	21+12	20.5' LT.	21+12	27.3' LT.	1		WOODEN TOTEM HERITAGE CENTER SIGN
					TOTAL	5	

607(7) CEDAR FENCE – LINEAR FOOT							
SHEET	BEGIN		END		HEIGHT	QTY.	REMARKS
	STATION	OFFSET	STATION	OFFSET			
40	W 10+20.2	18.6' LT.	18+00.3	53.9' LT.	6'	24.1	CONSTRUCT PER STD. DWG. R-06.00. EXCEPTION: USE CONCRETE CLASS W FOR POST BACKFILL.
40	19+97.75	60.8' LT.	20+39.2	23.5' LT.	6'	60.5	CONSTRUCT PER STD. DWG. R-06.00. EXCEPTION: USE CONCRETE CLASS W FOR POST BACKFILL.
					TOTAL	84.6	

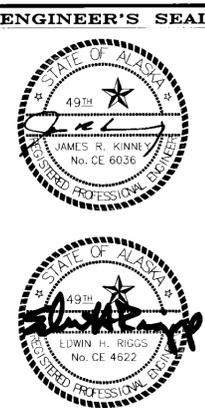
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: 4366S04.DWG	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION
BY: _____ DATE: _____	DESIGNED BY: AJJ
DESCRIPTION OF CHANGE: _____	DRAWN BY: BCL
RECORD OF REVISIONS	CHECKED BY: JRK

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

KTN – DEERMOUNT STREET WIDENING  
SUMMARY TABLES

DESIGNED BY: AJJ  
DRAWN BY: BCL  
CHECKED BY: JRK  
PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330  
DATE: 9/95  
SHEET 12 OF 79



627(10) ADJUSTMENT OF VALVE BOX				
SHEET	STATION	OFFSET	QUANTITY	REMARKS
29	W 10+62.2	8.1' LT.	1	
29	W 10+ <sup>64.7</sup> 65.2	8.1' LT.	1	
30	F 10+ <sup>23+54.6</sup> 58.4	<sup>13.5</sup> 2.9' RT.	1	
30	F 10+ <sup>23+58</sup> 89.5	<sup>13.5</sup> 1.2' RT.	1	
		TOTAL	4	

639(2) SERVICE DRIVEWAYS - EACH							
SHEET	☉ STATION	OFFSET	WIDTH	QUANTITY	CURB CUT TYPE	FINISHED SURFACE	REMARKS
28	S 51+13.3	LT.	5.5'	1	A	A.C.	WIDEN EXIST. DRIVEWAY FROM 24.5' TO 30'
28	11+12	RT.	30'	1	A	A.C.	NEW TATSUDA MARKET DRIVEWAY
28	11+15	LT.	110'	1	C	A.C.	IRELAND TRANSFER
29	15+83.2	LT. RT.	34'	1	C	A.C.	KIC BUILDING
29	20+36.7	RT.	34'	1	A	P.C.C.	
			TOTAL	5			

639(1) RESIDENCE DRIVEWAYS - EACH							
SHEET	☉ STATION	OFFSET	WIDTH	QUANTITY	CURB CUT TYPE	FINISHED SURFACE	REMARKS
28	12+66.6	RT.	14'	1	A	A.C.	
28	13+48.0	RT.	20'	1	A	A.C.	
28	14+21.0	RT.	24'	1	A	A.C.	
28	14+43.0	RT.	10'	1	A	P.C.C.	MATCH GARAGE FINISH FLOOR
28	14+57.5	RT.	15'	1	A	P.C.C.	
28	14+90.0	RT.	16'	1	A	P.C.C.	
28	F 10+29.7	RT.	8'	1	B	A.C.	MATCH GARAGE FINISH FLOOR
29	16+76.0	LT.	14'	1	B	A.C.	
29	W 10+28.1	LT.	14'	1	A	P.C.C.	
29	17+25.0	LT.	14'	1	B	A.C.	
29	19+53.4	LT. RT.	14'	1	B	A.C.	
30	20+09.5	RT.	13'	1	A	P.C.C.	MATCH GARAGE FINISH FLOOR
30	20+99.7	RT.	14'	1	A	A.C.	
30	22+40.7	RT.	20'	1	A	A.C.	
30	21+91.0	LT.	48'	1	B	A.C.	
30	22+96.3	LT.	14'	1	A	A.C.	10' PAVED LANDING WIDTH
30	22+85.0	LT. RT.	44'	1	B	A.C.	
30	23+50	RT.					
			TOTAL	4720			

639(3) OFF-STREET PARKING AREAS - EACH							
SHEET	BEGIN		END		QUANTITY	CURB CUT TYPE	REMARKS
	STATION	OFFSET	STATION	OFFSET			
28	13+38.0	LT.	13+68.0	LT.	1	D	GRAVEL SURFACE
29	16+14.0	RT.	16+52.0	RT.	1	C	
29	17+59.1	LT.	18+08.7	LT.	1	D	
29	18+77.8	LT.	20+38.7	LT.	1	D	KETCHIKAN MORTUARY
					TOTAL	4	

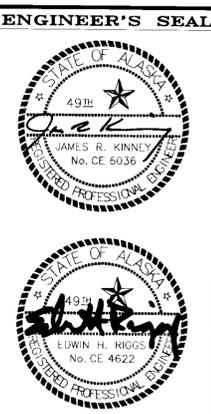
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:

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

KTN - DEERMOUNT STREET WIDENING  
SUMMARY TABLES

DESIGNED BY: AJJ	PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: BCL	DATE: 9/95
CHECKED BY: JRK	SHEET 13 OF 79



# STORM DRAIN STRUCTURE SUMMARY

SHEET	STRUCTURE	TYPE	STATION	OFFSET	TOP OF CASTING	TYPE OF CASTING	REMARKS
28	S1	C	S 49+47.50	21.18' LT.	30.18	MHFL & GCBI	CONSTRUCT PER SPECIAL DETAIL, SEE SHEET 24
28	S2	B	S 49+88.42	17.26' LT.	29.36	MHFL	
28	S3	B	10+44.76	16.73' RT.	29.40	DIFG	
28	S4	B	10+51.00	18.50' LT.	29.71	GCBI	
28	S6	B	11+ <del>35.00</del> <sup>36</sup>	18.50' LT.	34.91	DIFG	PIPE OFFSET REQUIRED, SEE SHEET 26 FOR DETAIL
28	S7	B	11+35.00	16.50' RT.	34.95	GCBI	
28	S9	A	12+12 <del>.00</del> <sup>5</sup>	16.50' RT.	43.48	GCBI	
28	S10	A	12+12 <del>.00</del> <sup>5</sup>	25.00' RT.	43.92	FIFG	
28	S11A	B	12+ <del>59.50</del> <sup>60</sup>	16.50' LT.	48.32	MHFL	PIPE OFFSET REQUIRED, SEE SHEET 26 FOR DETAIL
28	S12	A	F 10+ <del>29.50</del> <sup>30.3</sup>	6.50' LT.	51.61	GCBI	
28	S13	B	12+ <del>67.00</del> <sup>68.5</sup>	16.50' RT.	48.83	DIFG	
28	S14	A	12+ <del>67.00</del> <sup>69.5</sup>	25.00' RT.	49.37	FIFG	
28	S15	I	F 10+ <del>29.50</del> <sup>28.5</sup>	6.50' RT.	51.61	MHFL DIFG	
28	S16	I	12+85 <del>.00</del> <sup>5</sup>	16.50' LT.	50.47	GCBI	PIPE OFFSET REQUIRED, SEE SHEET 26 FOR DETAIL
28	S17	A	13+ <del>30.00</del> <sup>29.5</sup>	16.50' RT.	54.57	GCBI	
28	S18	A	13+30.00	25.00' RT.	55.01	FIFG	
28	S19	B	13+83 <del>.00</del> <sup>5</sup>	16.50' LT.	59.41	GCBI	PIPE OFFSET REQUIRED, SEE SHEET 26 FOR DETAIL
28	S20	B	13+87 <del>.00</del> <sup>5</sup>	16.50' RT.	59.77	GCBI	
28	S21	A	13+87 <del>.00</del> <sup>5</sup>	25.00' RT.	57.21	FIFG	
28	S23	A	14+ <del>63.00</del> <sup>62.5</sup>	16.50' RT.	66.80	DIFG	
28	S25	B	14+ <del>77.00</del> <sup>76</sup>	16.50' LT.	68.17	GCBI	PIPE OFFSET REQUIRED, SEE SHEET 26 FOR DETAIL
29	S26	B	15+ <del>26.00</del> <sup>28.0</sup>	16.50' RT.	72.98	GCBI	
29	S27	A	15+ <del>26.00</del> <sup>28</sup>	25.00' RT.	73.42	FIFG	
29	S29	I	A 10+36.12	0.00' LT.	83.27	FIFG	
29	S29A	I	15+ <del>68.70</del> <sup>70.0</sup>	<del>36.4</del> <sup>35.00</sup> LT.	80.19	MHFL	
29	S30	B	15+68.70	16.50' LT.	77.17	DIFG	PIPE OFFSET REQUIRED, SEE SHEET 26 FOR DETAIL
29	S31	A	16+ <del>09.50</del> <sup>10.5</sup>	24.00' LT.	81.31	FIFG	
29	S32	B	16+ <del>22.00</del> <sup>22</sup>	16.50' LT.	81.85	GCBI	
29	S33	B	16+27 <del>.00</del> <sup>.80</sup>	16.50' RT.	82.20	DIFG	
29	S32A	CLEANOUT	17+ <del>15.00</del> <sup>08</sup>	<del>16.50</del> <sup>14.7</sup> LT.	SEE NOTE 4	CFC	

SHEET	STRUCTURE	TYPE	STATION	OFFSET	TOP OF CASTING	TYPE OF CASTING	REMARKS
29	S33A	CLEANOUT	17+ <del>15.00</del> <sup>11.5</sup>	16.50' RT.	SEE NOTE 4	CFC	
29	S34A	CLEANOUT	17+ <del>25.00</del> <sup>30</sup>	16.50' LT.	SEE NOTE 4	CFC	
29	S35A	CLEANOUT	17+ <del>25.00</del> <sup>28</sup>	16.50' RT.	SEE NOTE 4	CFC	
29	S34	I	18+ <del>17.04</del> <sup>48</sup>	18.02' LT.	82.43	MHFL GCBI	
29	S35	B	18+40.00	16.50' RT.	80.83	GCBI	
	<b>S34B</b>		<b>18+18.5</b>	<b>18.50 LT.</b>		<b>GCBI</b>	
29	S36	A	19+ <del>25.00</del> <sup>27</sup>	16.50' LT.	74.84	DIFG	
29	S36A	A	19+ <del>38.00</del> <sup>39.5</sup>	16.50' RT.	74.18	GCBI	
29	S37	A	19+ <del>94.00</del> <sup>96</sup>	16.50' LT.	72.97	GCBI	
30	S38	B	20+ <del>35.81</del> <sup>37</sup>	16.50' LT.	72.74	DIFG	
30	S39	B	21+21.00	16.50' RT.	72.27	GIFG	DO NOT DEPRESS FLOW LINE
30	S40	I	21+60.00	16.50' RT.	72.10	GCBI	
30	S41	I	E 10+33.00	13.50' RT.	72.45	GCBI	
30	S42	III	21+95.41	17.95' RT.	71.88	FIFG	96" I.D.
30	S43	III	22+29.26	14.00' LT.	71.72	GCBI	96" I.D.
29	S44	A	19+64.45	20.34' LT.	72.97	FIFG	
30	S45	CLEANOUT	23+ <del>35.00</del> <sup>68</sup>	16.50' LT.	SEE NOTE 4	CFC	
30	S46	CLEANOUT	23+ <del>35.00</del> <sup>18.5</sup>	16.50' RT.	SEE NOTE 4	CFC	
29	S47	A	19+40.24	36.07' LT.	72.90	GIFG	

FIFG = FIELD INLET FRAME AND GRATE    MHFL = MANHOLE FRAME AND LID    GCBI = GRATE AND CURB BOX INLET  
DIFG = DEPRESSED CURB INLET FRAME    CFC = CLEANOUT FRAME AND COVER    GIFG = GUTTER INLET FRAME AND GRATE AND GRATE

- NOTES:
- SEE PLAN SHEETS 28-30 FOR STRUCTURE LOCATIONS.
  - CLEANOUT STATIONING IS CENTER OF CLEANOUT ELL.
  - STRUCTURES S5, S8, S11, S22, S24, AND S28 NOT USED.
  - CLEANOUT COVER SHALL BE 1/4" BELOW TOP OF PAVEMENT.
  - SEE APPENDIX A OF THE SPECIAL PROVISIONS FOR STORM DRAIN CLEANOUT DETAIL.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL



DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

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

KTN - DEERMOUNT STREET WIDENING  
STORM DRAIN STRUCTURE SUMMARY

DESIGNED BY:  
AJJ  
DRAWN BY:  
MTH  
CHECKED BY:  
JRK

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 14 OF 79

# STORM DRAIN PIPE SUMMARY

SHT. NO.	PIPE NO.	SIZE AND LENGTH					INLET		OUTLET		REMARKS
		12"	12" PERFORATED	18"	18" PERFORATED	30"	END	INVERT ELEVATION	END	INVERT ELEVATION	
28	P1						EXISTING	MATCH	S1	25.06	8" CORRUGATED STEEL PIPE, SEE NOTE 4
28	P2			40.0' 44.00'			S1	24.96	S2	24.61	HIGH FLOW PIPE
28	P3						S2	24.51	EXISTING	MATCH	18" CORRUGATED STEEL PIPE, SEE NOTE 4
28	P3A						S3	24.01	EXISTING	MATCH	18" CORRUGATED STEEL PIPE, SEE NOTE 4
28	P4			36.5' 35.82'			S4	25.16	S2	24.88	HIGH FLOW PIPE
28	P5				40.6' 40.24'		S7	30.32	S3	24.90	
28	P6				63.6' 63.74'		S6	30.28	S4	25.26	
28	P8				124.52'		S11A	43.68	S6	30.54	
28	P9				77.00'		S9	38.80	S7	30.58	
28	P10	8.50'					S10	39.92	S9	39.16	
28	P12				55.00'		S13	44.17	S9	39.16	
28	P14				13.7' 12.94'		S12	47.01	S11A	44.00	
28	P14A				24.7' 25.50'		S16	45.81	S11A	44.00	
28	P15	8.8' 8.50'					S14	45.37	S13	44.83	
28	P16				18.00'		S15	47.01	S16	46.15	
28	P17				63.4' 63.00'		S17	49.93	S13	44.49	
28	P18				94.5' 93.00'		S19	54.77	S16	46.13	
28	P19	8.50'					S18	51.01	S17	50.57	
28	P20				57.00'		S20	55.11	S17	50.21	
28	P21				94.3' 94.31'		S25	63.67	S19	55.05	
28	P22	7.4' 8.50'					S21	56.21	S20	55.77	
28	P23				75.8' 76.00'		S23	62.16	S20	55.43	
28	P26				65.0' 63.00'		S26	68.81	S23	62.44	
28	P27			92.9' 91.70'			S30	72.50	S25	64.17	

SHT. NO.	PIPE NO.	SIZE AND LENGTH					INLET		OUTLET		REMARKS
		12"	12" PERFORATED	18"	18" PERFORATED	30"	END	INVERT ELEVATION	END	INVERT ELEVATION	
29	P28	8.50'					S27	69.42	S26	68.98	
29	P29		106.1' 101.00'				S33	78.05	S26	68.65	
29	P30	69.04'					S28	MATCH	S29	79.32	
29	P31	56.3' 57.05'					S29	79.22	S29A	76.24	
29	P31A	18.50'					S29A	76.14	S30	73.34	
	P-30A		30.0				END OPEN		S28		
29	P32		40.80'				T CONN.	76.91	S30	73.34	
29	P32A		13.3' 12.50'				S32	77.71	T CONN.	76.91	
29	P33	8.1' 7.50'					S31	77.31	T CONN.	76.91	
29	P34		78.5' 88.46'				S32A	81.45	S32	77.98	HIGH FLOW PIPE
29	P34A		88.6' 97.97'				S34A	81.48	S34	78.43	HIGH FLOW PIPE
	P36A		32.5				S34		S34B		
29	P35		93.88'				S33A	81.45	S33	78.35	HIGH FLOW PIPE
29	P35A		103.1' 108.24'				S35A	81.48	S35	76.83	HIGH FLOW PIPE
29	P36				116.1' 110.61'		S34	77.93	S36	70.47	
29	P37				91.9' 97.83'		S35	76.33	S36A	69.79	
29	P37A				56.2' 55.41'		S36A	69.57	S37	68.52	
	P34C	40.9					END OPEN				
29	P38				111.38'		S36	70.21	S38	68.29	
29	P39				126.5' 127.00'		S37	68.42	S39	67.82	HIGH FLOW PIPE
30	P40				146.1' 143.46'		S38	68.19	S43	67.22	HIGH FLOW PIPE
30	P41			14.8' 13.00'			END SECTION	69.55	S39	68.27	18" Ø END SECTION REQUIRED
30	P42				38.00'		S39	67.72	S40	67.61	HIGH FLOW PIPE
30	P43				22.6' 19.15'		S41	67.76	S40	67.61	HIGH FLOW PIPE

NOTES:

- SEE PLAN SHEETS 28-30 FOR PIPE LOCATIONS.
- PIPE NUMBERS P7, P11, P13, P24, AND P25 NOT USED.
- SEE SHEET 25, STORM DRAIN / UNDERDRAIN DETAIL FOR INSTALLATION OF PERFORATED PIPE.
- ALL CONNECTING PIPE REQUIRED TO EXTEND FROM EXISTING CORRUGATED STEEL PIPE TO NEW INLET OR MANHOLE SHALL BE CORRUGATED STEEL AND SHALL BE SUBSIDIARY TO INSTALLATION OF APPLICABLE INLET OR MANHOLE STRUCTURE.
- END SECTIONS SHALL BE SUBSIDIARY TO PIPE INSTALLATION.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL



DATE	DESCRIPTION OF CHANGE

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

KTN - DEERMOUNT STREET WIDENING  
STORM DRAIN PIPE SUMMARY

DESIGNED BY:  
AJJ  
DRAWN BY:  
MTH/BCL  
CHECKED BY:  
JRK

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 15 OF 79

RECORD OF REVISIONS

# STORM DRAIN PIPE SUMMARY

SHT. NO.	PIPE NO.	SIZE AND LENGTH				INLET		OUTLET		REMARKS	
		12"	12" PERFORATED	18"	18" PERFORATED	30"	END	INVERT ELEVATION	END		INVERT ELEVATION
30	P44			33.53'			S40	67.51	S42	66.49	
30	P45						EXISTING	MATCH	S42	69.21	30" CORRUGATED STEEL PIPE, SEE NOTE 4
30	P46						S43	65.87	EXISTING	MATCH	36" CORRUGATED STEEL PIPE, SEE NOTE 4
30	P47			46.54'			S42	66.39	S43	65.97	HIGH FLOW PIPE
30	P48			46.54'			S42	66.39	S43	65.97	HIGH FLOW PIPE
30	P50		128.5 139.50'				S46	67.73	S42	67.30	HIGH FLOW PIPE
30	P51		135.0 105.67				S45	67.73	S43	67.18	HIGH FLOW PIPE
29	P52	26.4 24.81					S47	70.65	S36	70.39	
29	P53	24.3 28.87					S44	71.10	S47	70.75	
TOTALS		248.24	879.72	216.43	1,692.14						

NOTES:

- SEE PLAN SHEETS 28-30 FOR PIPE LOCATIONS.
- SEE SHEET 25, STORM DRAIN / UNDERDRAIN DETAIL FOR INSTALLATION OF PERFORATED PIPE.
- PIPE P49 NOT USED.
- ALL CONNECTING PIPE REQUIRED TO EXTEND FROM EXISTING CORRUGATED STEEL PIPE TO NEW INLET OR MANHOLE SHALL BE CORRUGATED STEEL AND SHALL BE SUBSIDIARY TO INSTALLATION OF APPLICABLE INLET OR MANHOLE STRUCTURE.
- FOR PIPES P47 AND P48, THE MINIMUM SPACE BETWEEN PIPES SHALL BE 24".

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: 4366S08.DWG	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

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

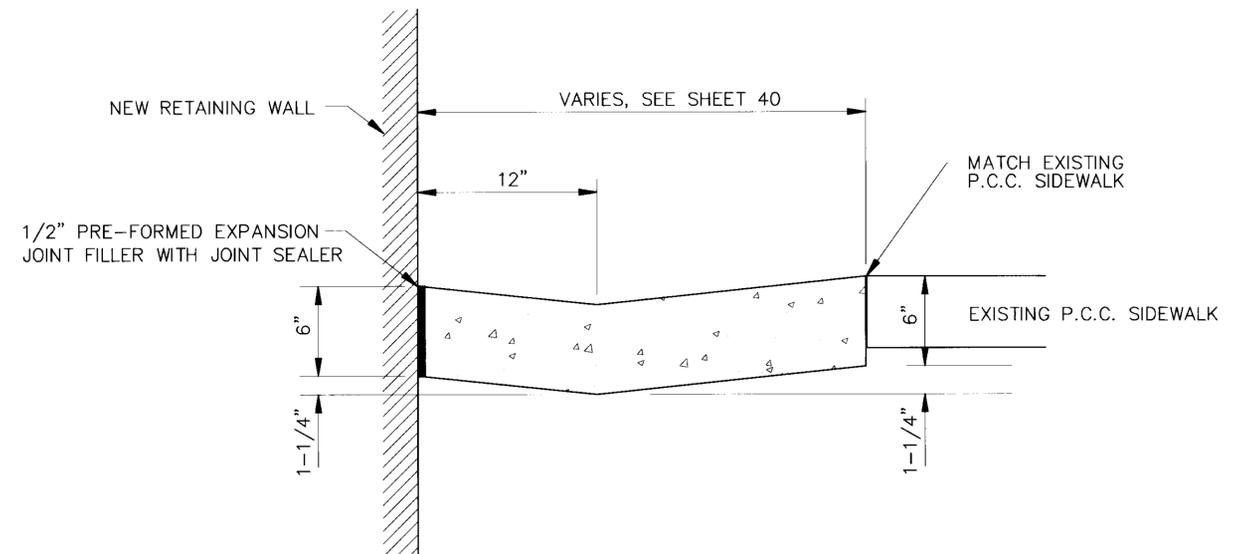
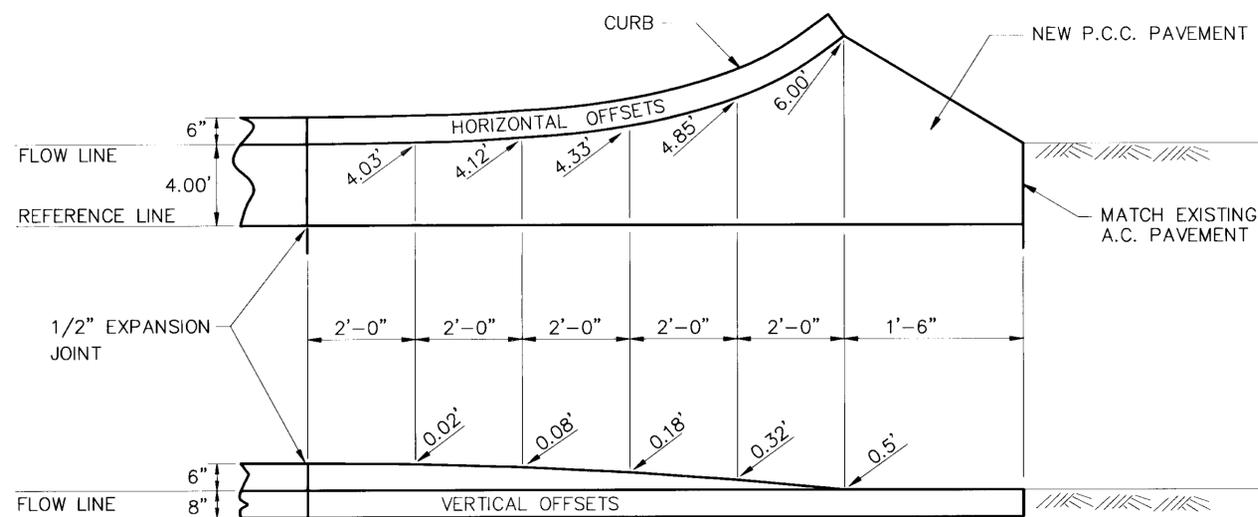
KTN - DEERMOUNT STREET WIDENING  
STORM DRAIN PIPE SUMMARY

DESIGNED BY:  
AJJ  
DRAWN BY:  
MTH/BCL  
CHECKED BY:  
JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 16 OF 79

ENGINEER'S SEAL





P.C.C. GUTTER

STA. 19+03.04, 60.23' LT. TO 19+38.99, 36.89' LT.

NOTES:

1. SEE SHEET 27 FOR CURB AND P.C.C. PAVEMENT CONSTRUCTION DETAILS.
2. SEE SHEETS 4 & 5 FOR STRUCTURAL SECTIONS.

P.C.C. CURB TERMINATION  
TRANSITION DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PAT#: 4366D08.DWG		DESCRIPTION OF CHANGE:
BY:	DATE:	
<b>RECORD OF REVISIONS</b>		

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

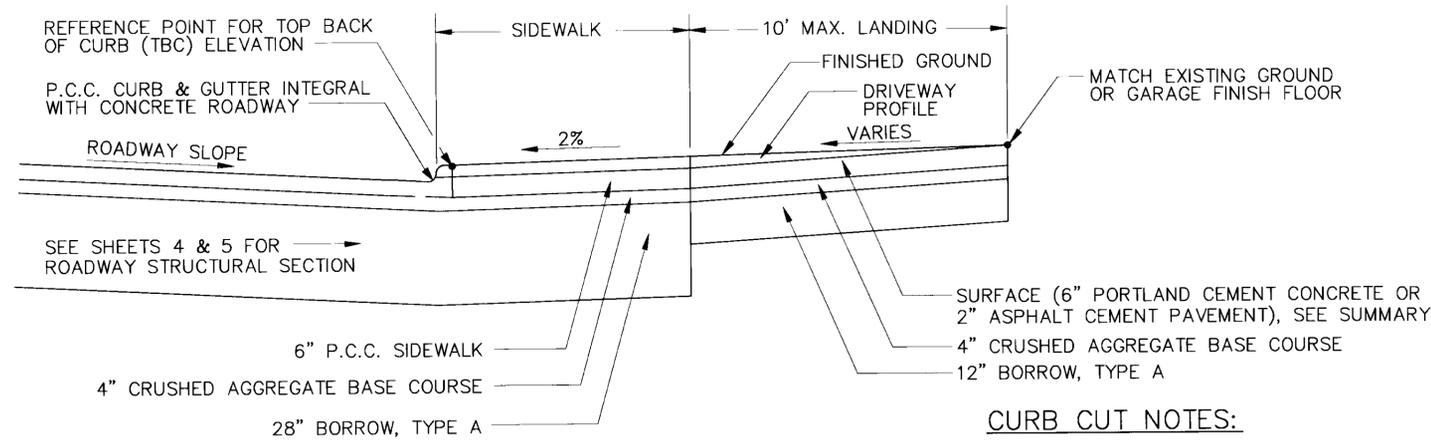
KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

DESIGNED BY:  
AJJ  
DRAWN BY:  
BCL  
CHECKED BY:  
JRK

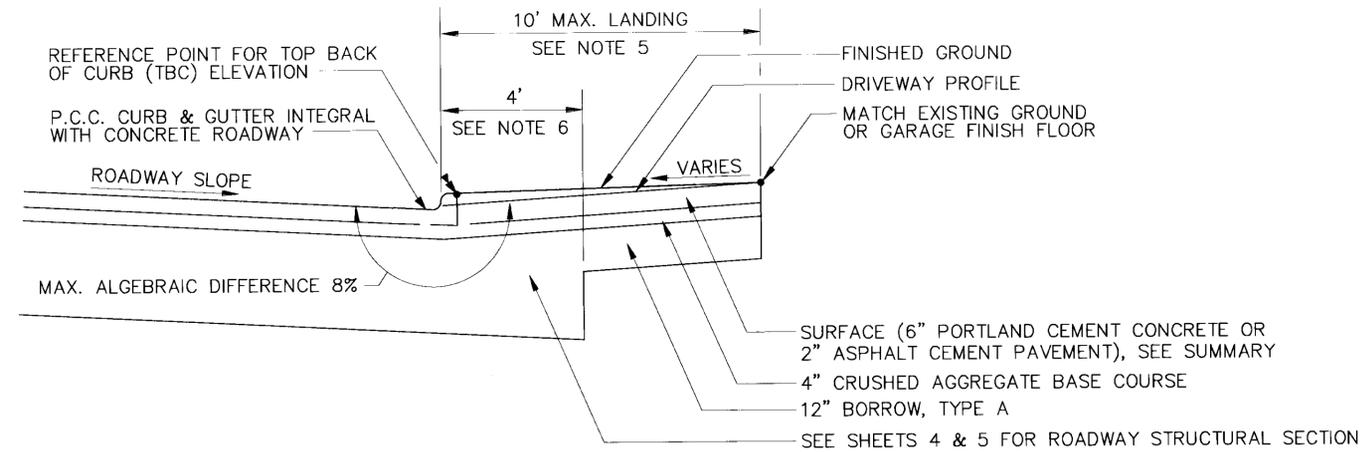
PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 17 OF 79

ENGINEER'S SEAL





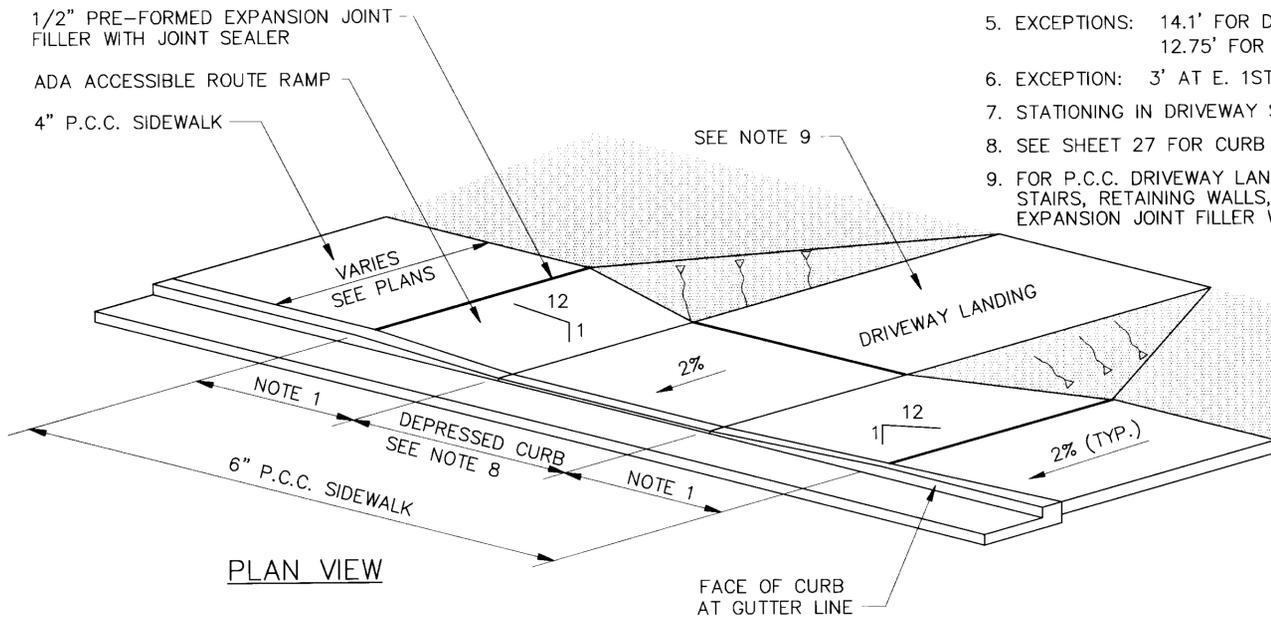
PROFILE VIEW



PROFILE VIEW

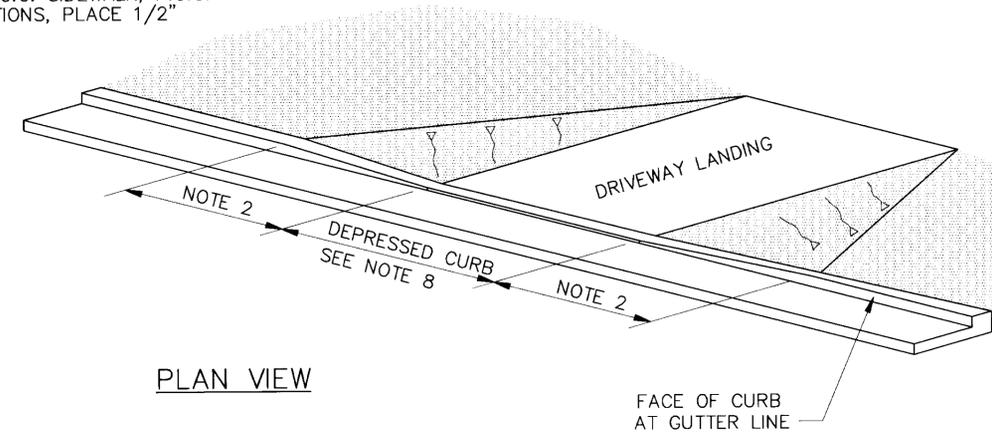
CURB CUT NOTES:

1. TRANSITION LENGTH FROM DEPRESSED CURB TO 6" CURB SHALL BE A MINIMUM OF 55.5 INCHES WHEN A SIDEWALK IS ADJACENT TO THE CURB.
2. TRANSITION LENGTH FROM DEPRESSED CURB TO 6" CURB SHALL BE 42 INCHES WHEN A SIDEWALK IS NOT ADJACENT TO THE CURB.
3. DRIVEWAY PROFILES ON SHEETS 41 AND 42 SUPERSEDES PROFILES ON THIS SHEET.
4. SEE SUMMARIES AND DRIVEWAY PLANS FOR LOCATION, WIDTH, PROFILE GRADE, AND DRIVEWAY LANDING SURFACE TYPE.
5. EXCEPTIONS: 14.1' FOR DRIVEWAY DR1, STA. F 10+29.57 RT.  
12.75' FOR DRIVEWAY DR3, STA. 21+91.01 LT.
6. EXCEPTION: 3' AT E. 1ST STREET.
7. STATIONING IN DRIVEWAY SUMMARY REFERENCES CENTER OF DRIVEWAY.
8. SEE SHEET 27 FOR CURB DETAIL AND SUMMARIES FOR DRIVEWAY WIDTH.
9. FOR P.C.C. DRIVEWAY LANDINGS ADJACENT TO P.C.C. SIDEWALK, P.C.C. STAIRS, RETAINING WALLS, OR BUILDING FOUNDATIONS, PLACE 1/2" EXPANSION JOINT FILLER WITH JOINT SEALER.



PLAN VIEW

TYPE A CURB CUT DETAIL



PLAN VIEW

TYPE B CURB CUT DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

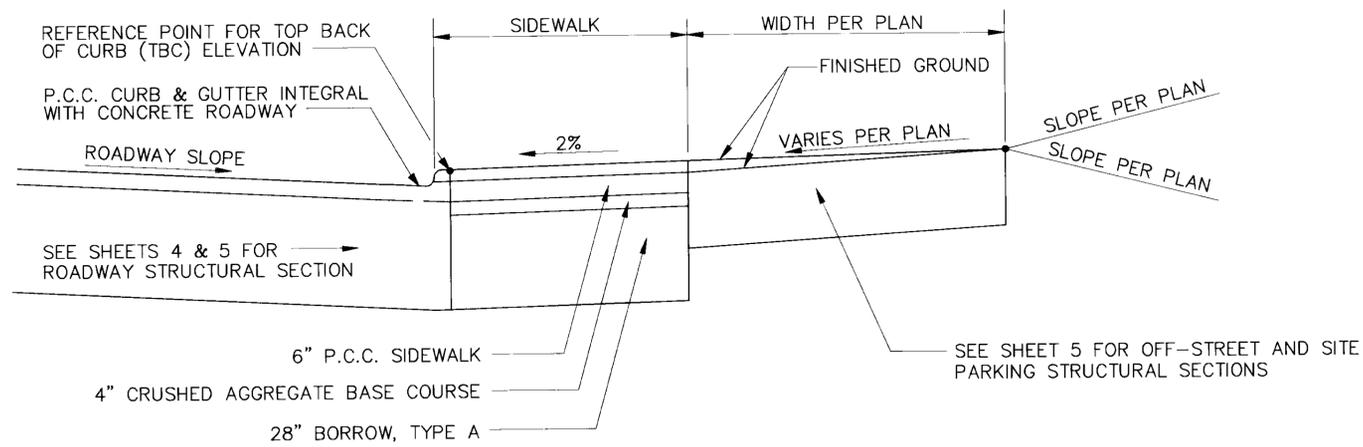
KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

DESIGNED BY:  
AJJ  
DRAWN BY:  
BCL  
CHECKED BY:  
JRK

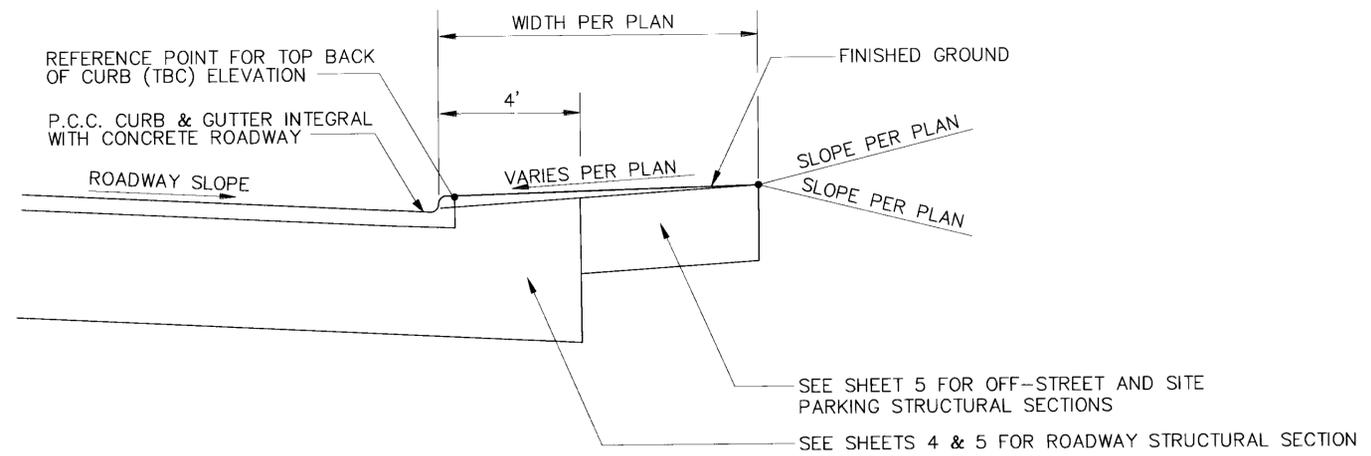
PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 18 OF 79

ENGINEER'S SEAL





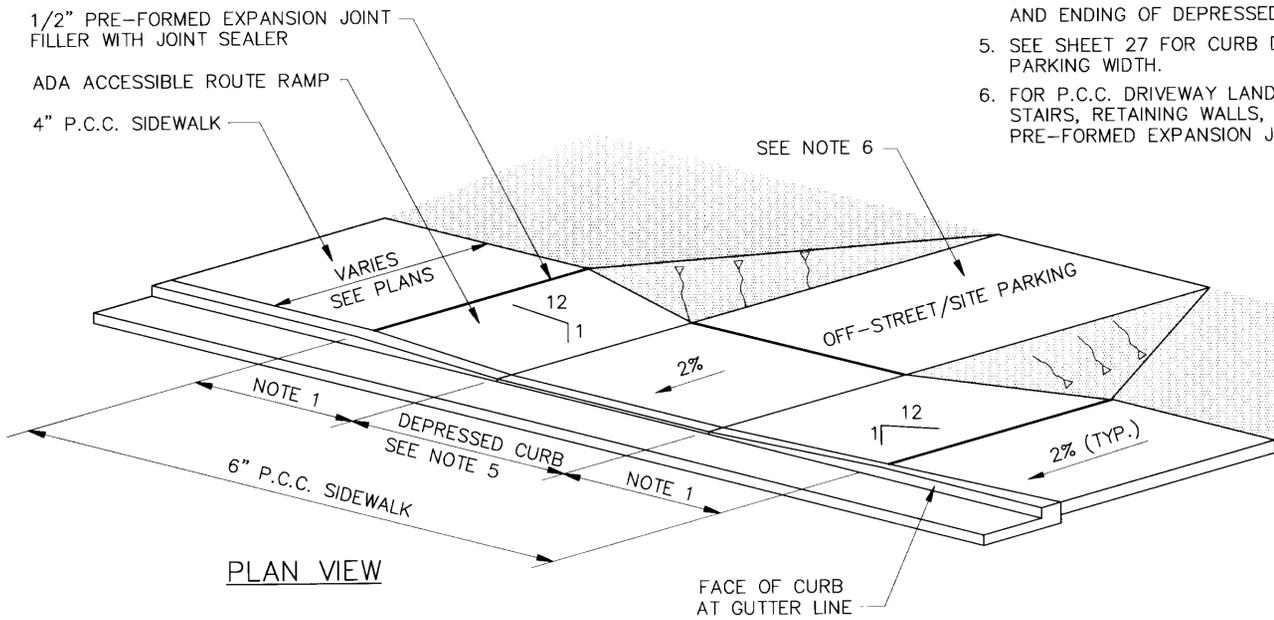
PROFILE VIEW



PROFILE VIEW

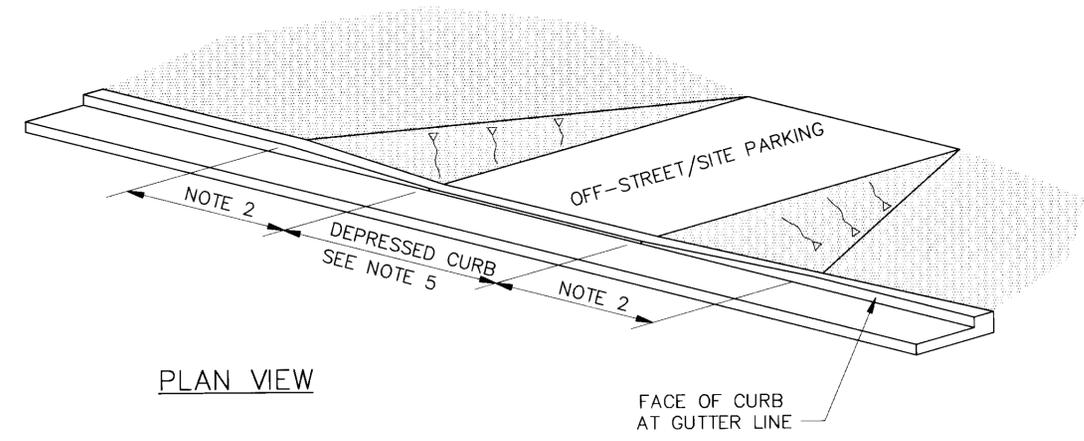
**CURB CUT NOTES:**

1. TRANSITION LENGTH FROM DEPRESSED CURB TO 6" CURB SHALL BE A MINIMUM OF 55.5 INCHES WHEN A SIDEWALK IS ADJACENT TO THE CURB.
2. TRANSITION LENGTH FROM DEPRESSED CURB TO 6" CURB SHALL BE 42 INCHES WHEN A SIDEWALK IS NOT ADJACENT TO THE CURB.
3. SEE SUMMARIES AND SITE PLANS FOR LOCATION, WIDTH, AND GRADING.
4. STATIONING FOR OFF-STREET/SITE PARKING REFERENCES BEGINNING AND ENDING OF DEPRESSED CURB.
5. SEE SHEET 27 FOR CURB DETAIL AND SUMMARIES FOR OFF-STREET/SITE PARKING WIDTH.
6. FOR P.C.C. DRIVEWAY LANDINGS ADJACENT TO P.C.C. SIDEWALK, P.C.C. STAIRS, RETAINING WALLS, OR BUILDING FOUNDATIONS, PLACE 1/2" PRE-FORMED EXPANSION JOINT FILLER WITH JOINT SEALER.



PLAN VIEW

TYPE C CURB CUT DETAIL



PLAN VIEW

TYPE D CURB CUT DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

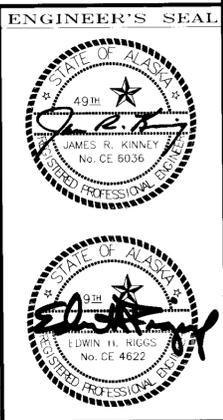
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

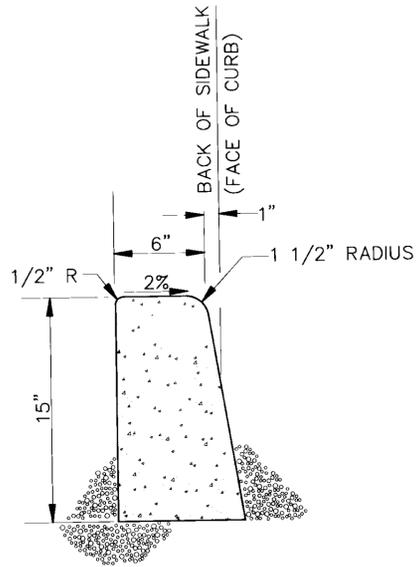
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

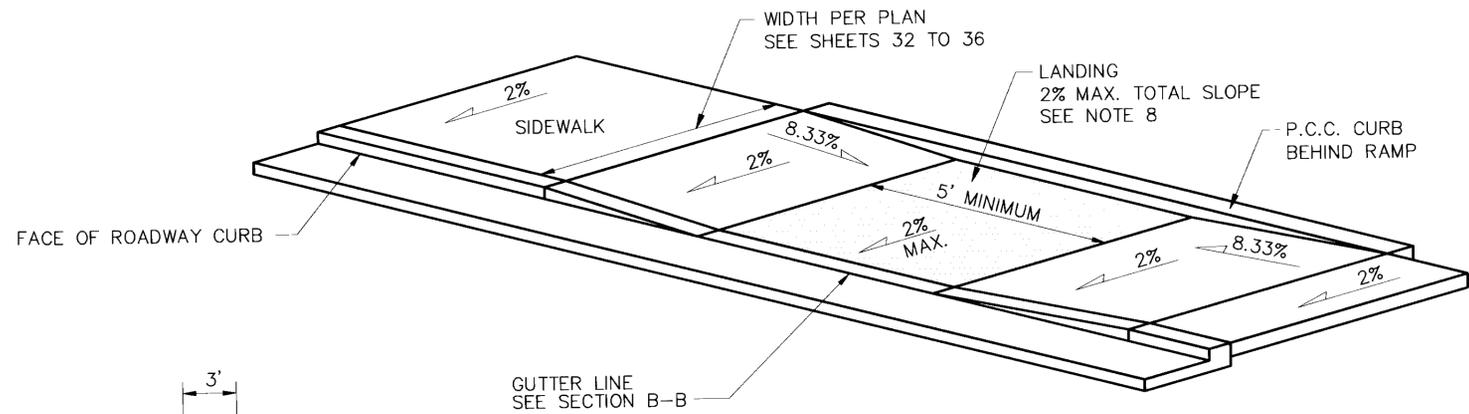
DESIGNED BY:  
AJJ  
DRAWN BY:  
CHECKED BY:  
JRK

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 19 OF 79

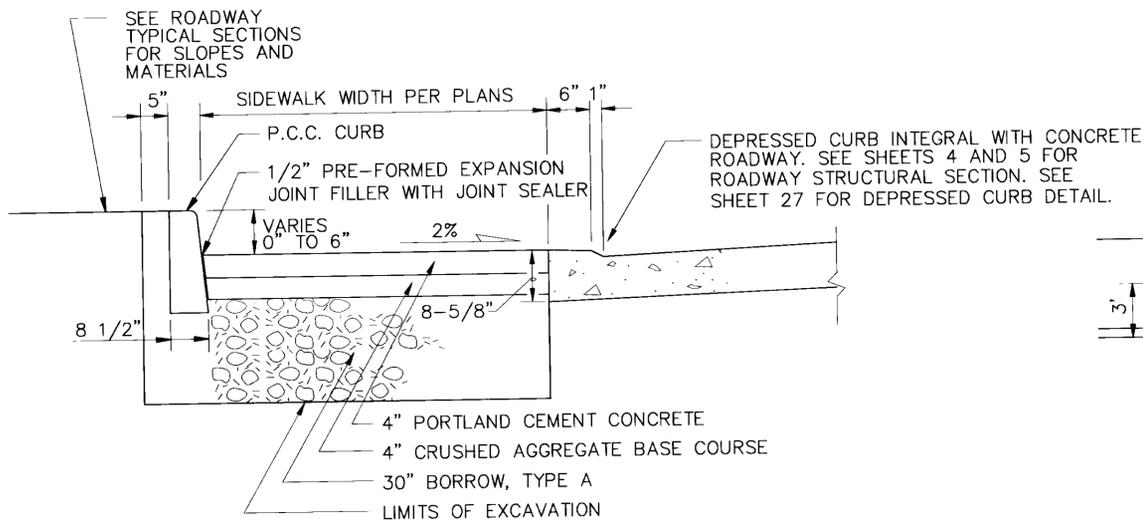




P.C.C. CURB DETAIL  
N.T.S.

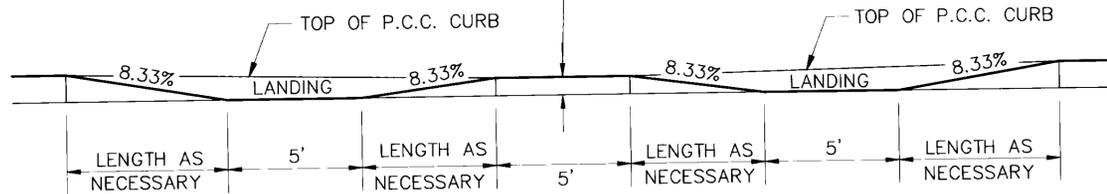


PARALLEL CURB RAMP  
MIDBLOCK LOCATION

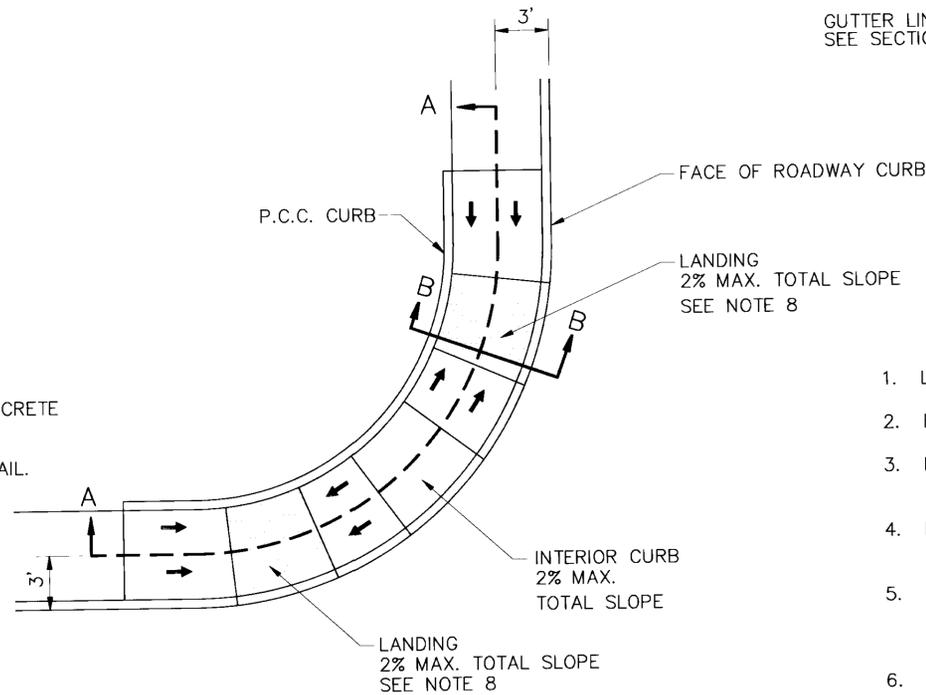


SECTION B-B

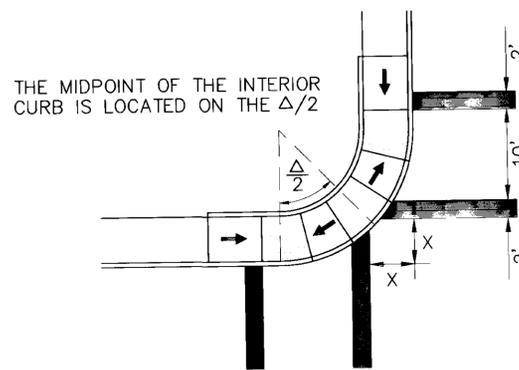
CASE	RADIUS	INTERIOR CURB HEIGHT	X
1	R < 20'	4"	5'
2	R = 20'	4"	VARIES
3	20' < R < 50'	6"	VARIES



PROFILE A-A



PARALLEL CURB RAMP  
CORNER LOCATION



PARALLEL CURB RAMP  
CORNER LOCATION-CROSSWALK STRIPING

PARALLEL CURB RAMP NOTES

1. LANDINGS SHALL BE CONTAINED WITHIN THE MARKED CROSSWALK.
2. RADIUS IS MEASURED FROM THE FACE OF CURB.
3. LANDINGS AND RAMPS SHALL HAVE A BROOMED FINISH RUNNING PERPENDICULAR TO THE DIRECTION OF TRAVEL.
4. RAMP SLOPE MAY BE ADJUSTED SO THAT RAMP LENGTH DOES NOT EXCEED 8- FEET.
5. INSTALL BOLLARD POSTS IF CURB RAMP IS ADJACENT TO A PARKING LOT. LOCATIONS SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER.
6. IF PEDESTRIAN ACCESS IS TO BE ALLOWED IN ONLY ONE DIRECTION OF TRAVEL, ONLY THE CURB RAMP FOR THAT DIRECTION SHALL BE INSTALLED.
7. CURB RAMPS AT INTERSECTIONS WITHOUT MARKED CROSSWALKS, WHERE REQUIRED, SHALL BE INSTALLED AT THE SAME LOCATIONS AS AT INTERSECTIONS WITH MARKED CROSSWALKS.
8. LANDINGS ADJACENT TO CONCRETE SIDEWALKS SHALL HAVE PIGMENT THOROUGHLY MIXED TO A DEPTH OF 1/2-INCH. COLOR IN DRY STATE SHALL CLOSELY MATCH FED-STD-30152, BRICK RED.
9. REFERENCE FOR CURB RAMP PLACEMENT IS MIDPOINT OF LANDING AT FACE OF CURB.
10. P.C.C. CURB BEHIND CURB RAMP WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCIDENTAL TO CURB RAMP.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
4366D03.DWG		

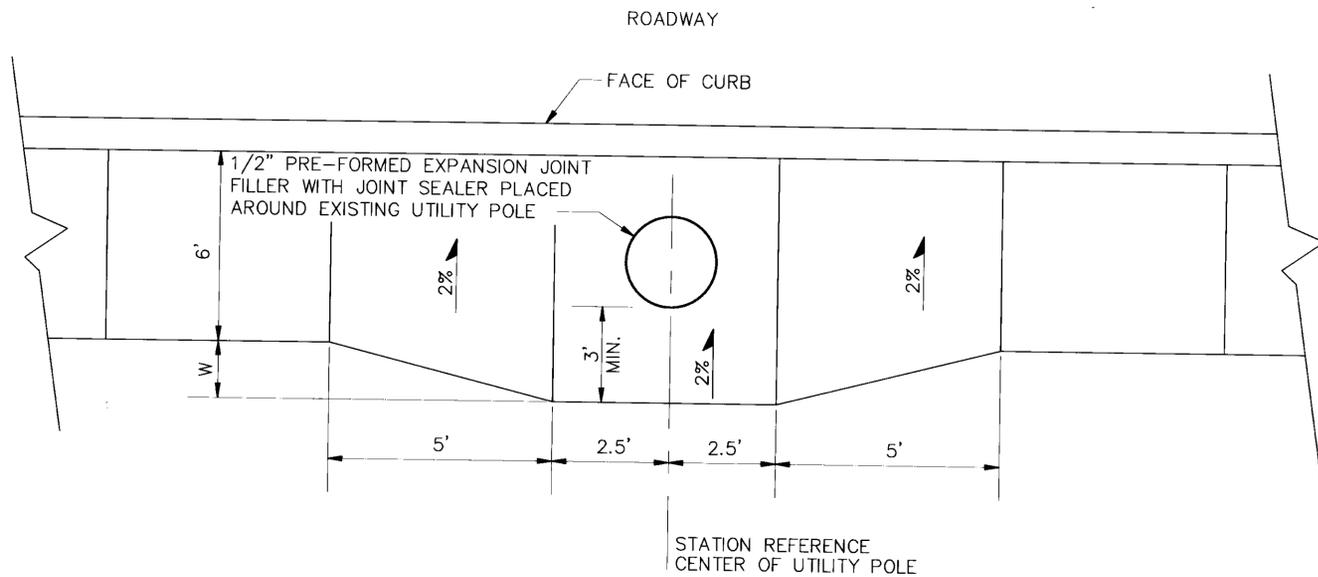
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

DESIGNED BY: AJJ	PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY:	DATE: 9/95
CHECKED BY: JRK	SHEET 20 OF 79

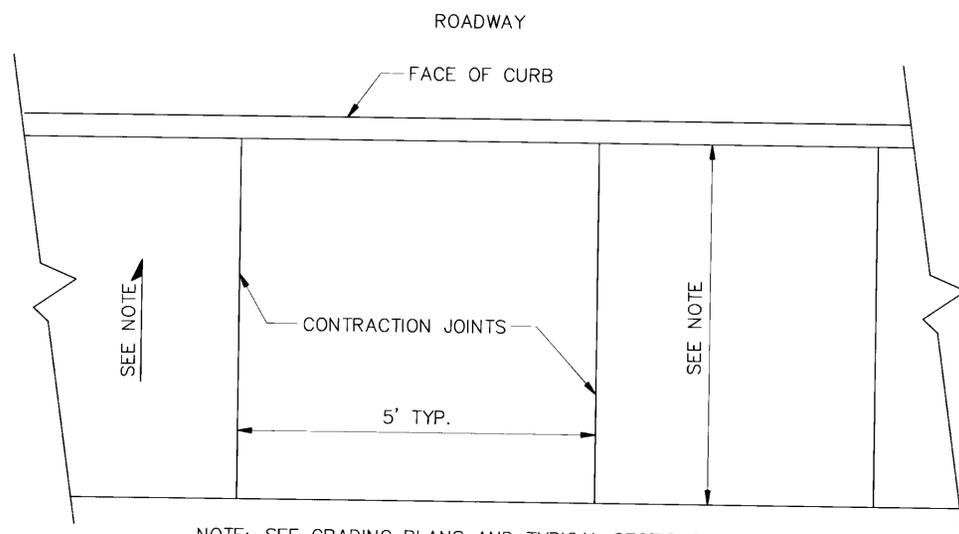
ENGINEER'S SEAL





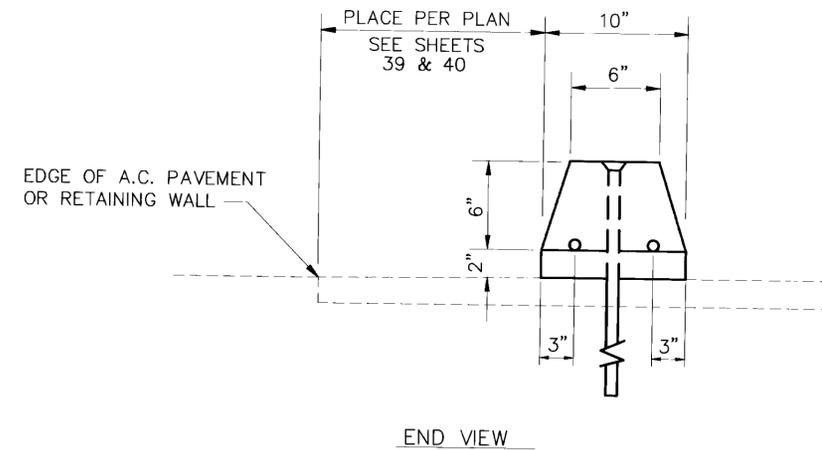
**P.C.C. SIDEWALK WIDENING DETAIL**

STA. 11+61 RT., W=2'  
STA. 20+64 RT., W=1'  
STA. 23+05 RT., W=2'

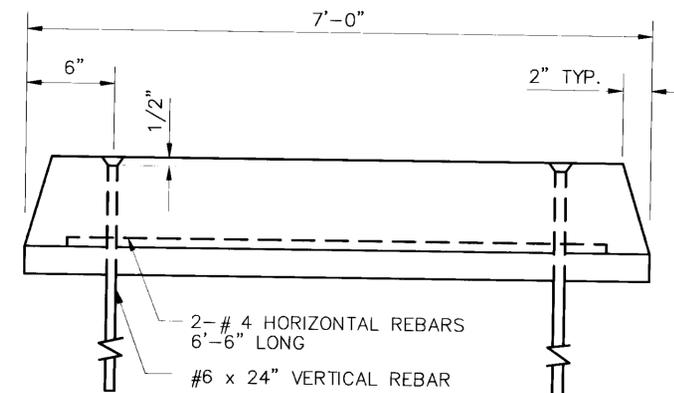


NOTE: SEE GRADING PLANS AND TYPICAL SECTIONS FOR SIDEWALK WIDTHS AND GRADES.

**P.C.C. SIDEWALK JOINT DETAIL**



**END VIEW**



**SIDE VIEW**

**BUMPER CURB DETAIL**

STA. A 10+29.5 TO A 10+99.5 LT.  
STA. A 10+55 TO A 11+09 RT.  
STA. 18+85 TO 19+12 LT.

**BUMPER CURB NOTES**

1. BUMPER CURB SHALL BE PLACED TO PREVENT PARKED VEHICLES FROM EXTENDING INTO R.O.W. OR PEDESTRIAN PATH AS PER PLANS OR AS DIRECTED BY THE ENGINEER.
2. BUMPER CURBS SHALL BE PRECAST.
3. EPOXY CEMENT SHALL NOT BE SUBSTITUTED FOR #6 VERTICAL REBAR PIN.
4. LEAVE 2-FOOT GAPS BETWEEN CURB SECTIONS.
5. HOLES FOR REBAR DOWELS SHALL BE 1-INCH DIAMETER. GROUT, CEMENT, OR EPOXY HOLE SHUT AFTER BAR IS IN PLACE.
6. STATIONING REFERENCES CENTER OF BUMPER CURB.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS	
DATE	DESCRIPTION OF CHANGE

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

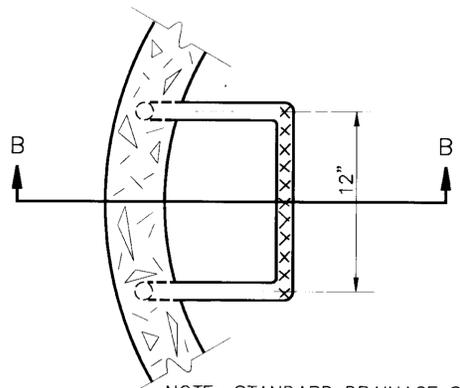
KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

DESIGNED BY:  
DLM  
DRAWN BY:  
MTH  
CHECKED BY:  
JRK

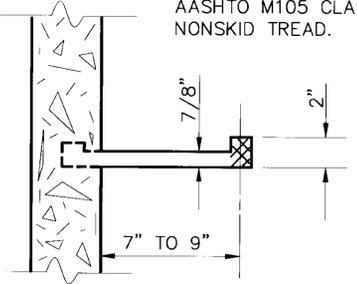
PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 21 OF 79

ENGINEER'S SEAL

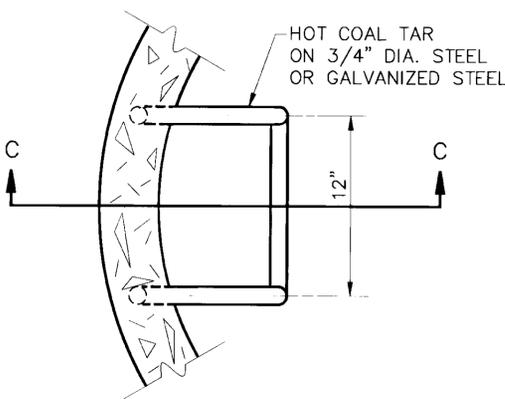




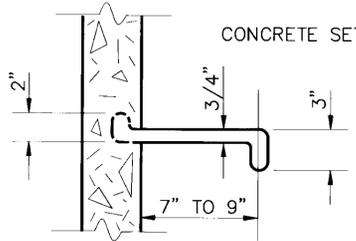
NOTE: STANDARD DRAINAGE STRUCTURE STEPS SHALL BE CAST IRON, AASHTO M105 CLASS 35, WITH NONSKID TREAD.



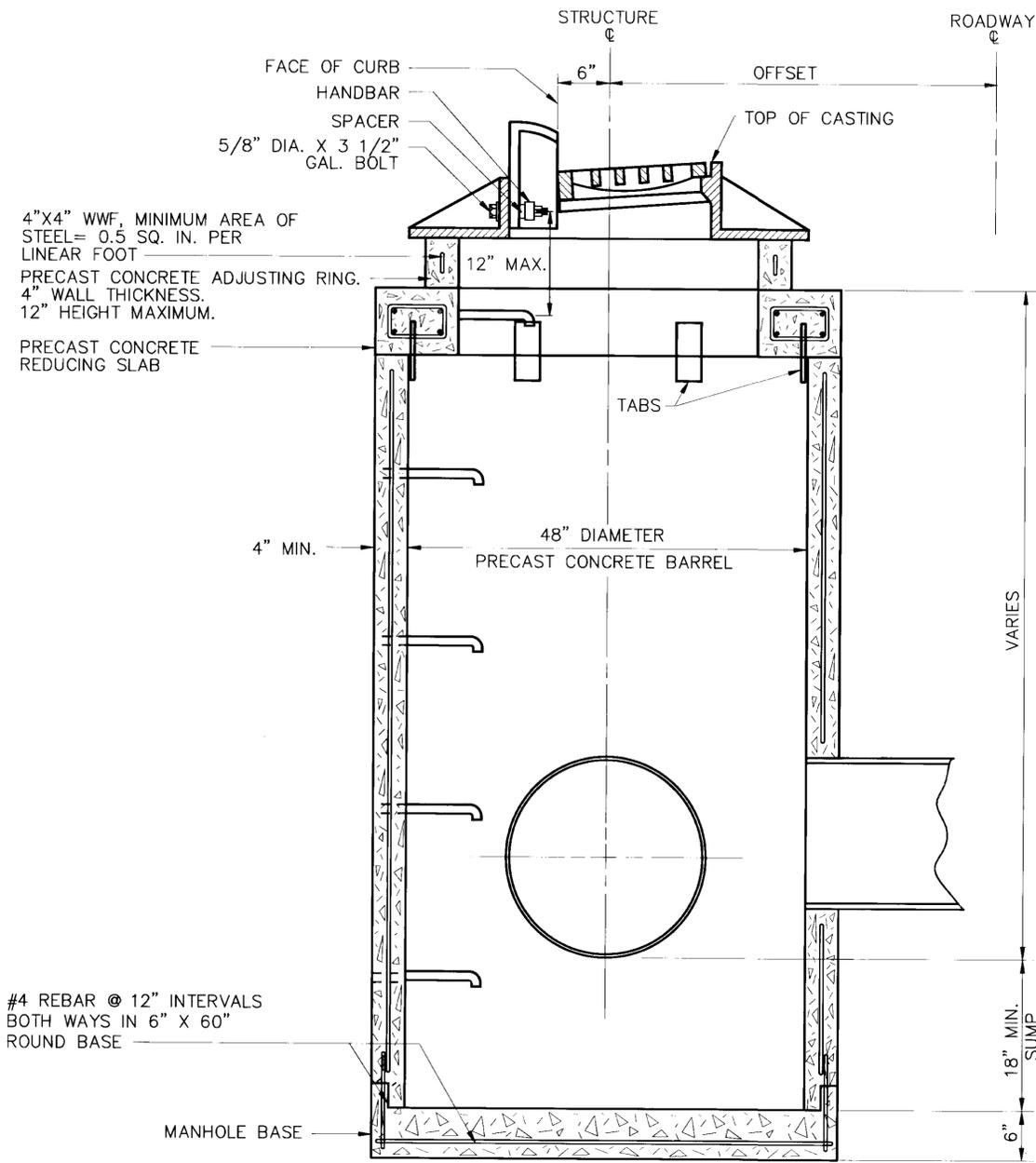
SECTION B-B  
CAST IRON  
DRAINAGE STRUCTURE STEP



NOTE: DRAINAGE STRUCTURE STEPS SHALL BE INSTALLED DURING STRUCTURE POUR OR BEFORE CONCRETE SETS.



SECTION C-C  
STEEL DRAINAGE STRUCTURE STEP  
(ALTERNATIVE)



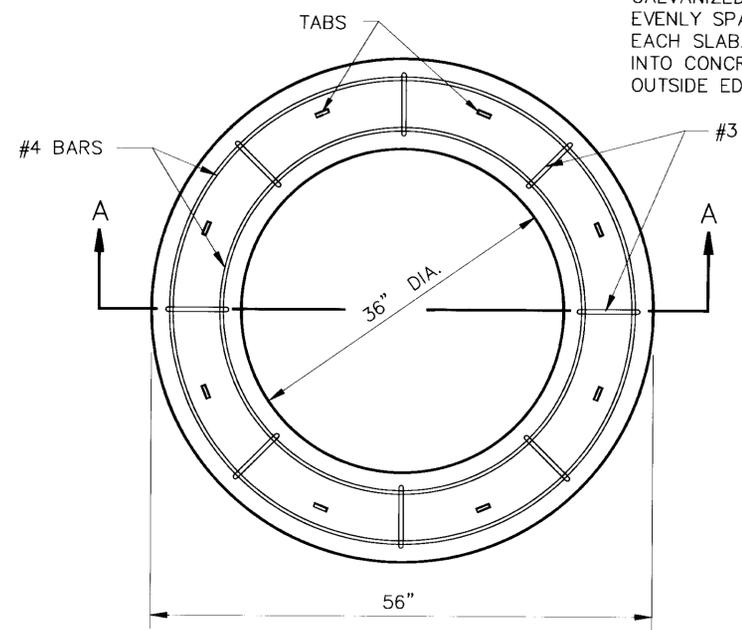
STORM DRAIN MANHOLE, TYPE I

STORM DRAIN MANHOLE, TYPE I NOTES:

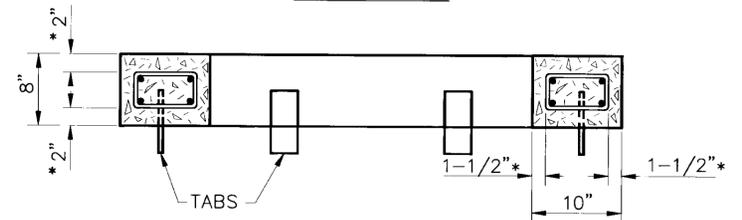
- 1) ALL DRAINAGE STRUCTURES AND APPURTENANCES SHALL MEET THE REQUIREMENTS OF ASTM C-478.
- 2) MINIMUM STEEL REQUIRED FOR BARREL AS PER ASTM C-478 SHALL BE IMBEDDED IN BASE SO THAT THE FIRST BARREL SECTION IS CONNECTED TO THE BASE BY CONTINUOUS STEEL.
- 3) CAST-IN-PLACE STRUCTURES MAY BE USED AS APPROVED BY THE ENGINEER.
- 4) ALL BLOCKOUTS SHALL BE FORMED.
- 5) ALL STORM DRAIN MANHOLE, TYPE I STRUCTURES SHALL HAVE 18-INCH MINIMUM SUMPS.

- 6) STEPS SHALL BE PLACED 12-INCHES O.C. ON THE UNOBSTRUCTED SIDE OF THE STRUCTURE, 12-INCHES FROM TOP OF CASTING AND 18-INCHES MAXIMUM FROM MANHOLE BASE.
- 7) ON STORM DRAIN MANHOLE, TYPE I STRUCTURES, PRIMARY PIPES NOT TO EXCEED 30-INCH C.M.P. OR 27-INCH RIGID CONCRETE PIPE WITH INCLUDED ANGLE BETWEEN PIPES NO LESS THAN 135 DEGREES OR PRIMARY PIPES NOT TO EXCEED 24-INCH C.M.P. OR 21-INCH RIGID CONCRETE PIPE WITH INCLUDED ANGLE LESS THAN 135 DEGREES.
- 8) OFFSETS ARE MEASURED FROM  $\text{C}$  OF THE ROAD TO  $\text{C}$  OF THE STRUCTURE.
- 9) MINIMUM CLEARANCE BETWEEN MANHOLE JOINT AND WALL PENETRATION OR BETWEEN TWO WALL PENETRATIONS SHALL BE 12-INCHES.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS



PLAN VIEW



SECTION A-A

\* THESE DIMENSIONS DENOTE DISTANCE BETWEEN EDGE OF CONCRETE AND OUTSIDE EDGE OF RESTEEL.

PRECAST CONCRETE REDUCING SLAB  
56-INCH TO 36-INCH WITH CENTERED HOLE

NOTE:  
TABS WILL BE 1/2" X 3" X 7" GALVANIZED STEEL PLATES. EVENLY SPACE 8 TABS AROUND EACH SLAB. INSERT TABS 4-INCHES INTO CONCRETE, 4-1/2-INCHES FROM OUTSIDE EDGE OF SLAB.

ENGINEER'S SEAL



PATH:	DATE:	DESCRIPTION OF CHANGE:
4366D04A.DWG		

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

KTN - DEERMOUNT STREET WIDENING  
STORM DRAIN TYPE I MANHOLE DETAIL

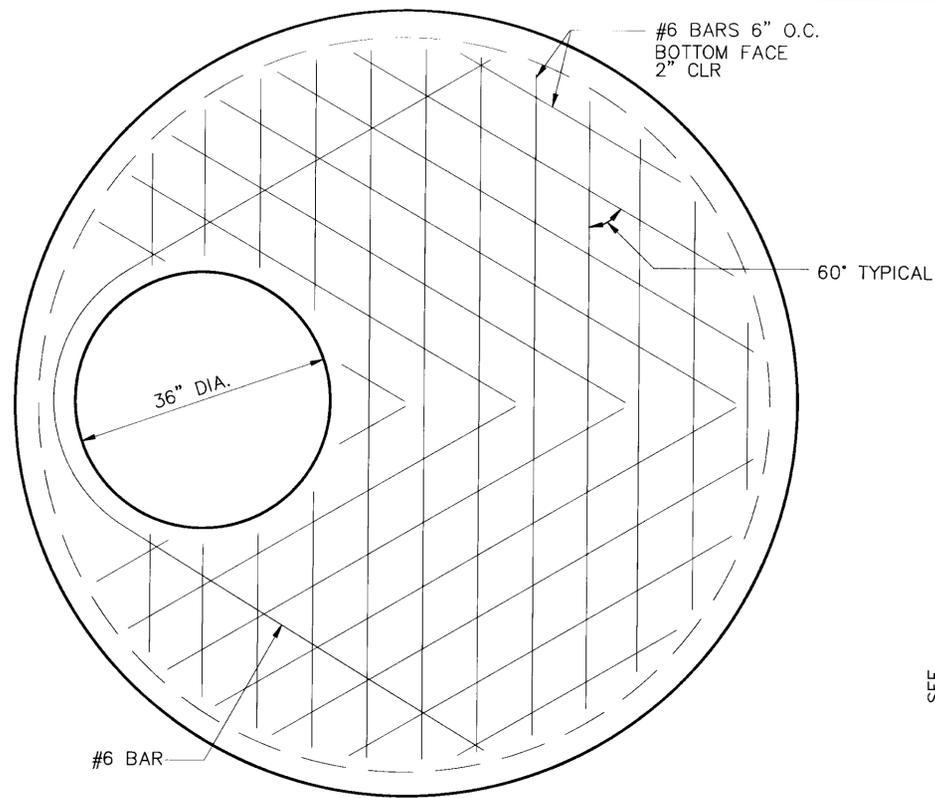
DESIGNED BY:  
DLM  
DRAWN BY:  
MTH  
CHECKED BY:  
JRK

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 22 OF 79

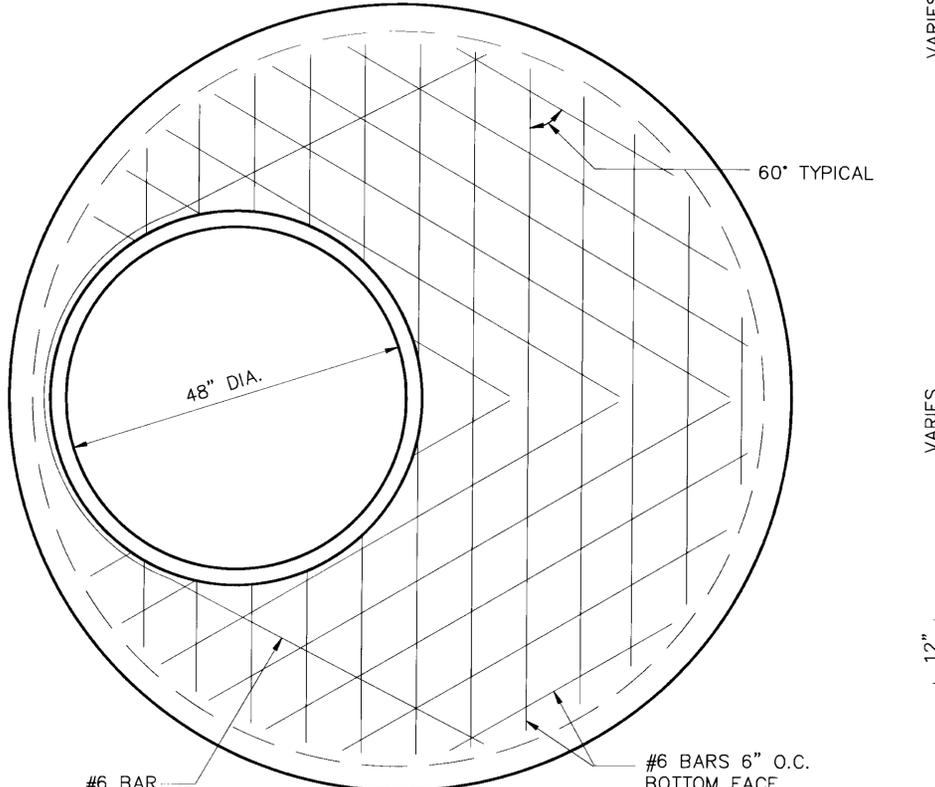
STORM DRAIN MANHOLE, TYPE III NOTES

1. ALL DRAINAGE STRUCTURES SHALL MEET THE REQUIREMENTS OF ASTM C-478.
2. DETAILS FOR STRUCTURE ABOVE LARGE REDUCING SLAB ARE SAME AS FOR STORM DRAIN MANHOLE, TYPE I.
3. ALL STORM DRAIN MANHOLES AND INLETS SHALL HAVE MINIMUM 18-INCH SUMPS. MANHOLES WITH PETROLEUM SEPARATORS SHALL HAVE 24-INCH MINIMUM SUMPS.
4. RUBBER GASKET JOINTS ARE SHOWN. GROUDED JOINTS OR "RAM NECK" TYPE GASKET JOINTS ARE ACCEPTABLE ALTERNATIVES.
5. MINIMUM CLEARANCE BETWEEN MANHOLE JOINT AND WALL PENETRATION OR BETWEEN TWO WALL PENETRATIONS SHALL BE 12-INCHES.
6. CIRCUMFERENTIAL WALL REINFORCING SHALL BE DOUBLE OR SINGLE CIRCULAR CAGE WITH TOTAL OF 0.40 SQUARE INCH PER FOOT BOTH WAYS SPACED AS PER A.S.T.M. C-478.8 .
7. ADDITIONAL WALL REINFORCEMENT IS REQUIRED AT ALL JOINTS. A CIRCULAR CAGE 12-INCHES WIDE AND CENTERED AS SHOWN AND HAVE A TOTAL AREA OF 0.20 SQUARE INCHES PER FOOT BOTH WAYS.
8. ALL PENETRATIONS SHALL BE FORMED.
9. HOLE IN ECCENTRIC REDUCING SLAB IS TO BE 48-INCHES WHEN ADDITIONAL MANHOLE SECTIONS ARE REQUIRED. ABOVE HOLE SHALL BE 36-INCHES WHEN GRADE RING AND CASTING SIT DIRECTLY ON SLAB.
10. STEPS SHALL BE PLACED 12-INCHES O.C. ON THE UNOBSTRUCTED SIDE OF THE STRUCTURE, 12-INCHES FROM TOP OF CASTING AND 18-INCHES MAXIMUM FROM MANHOLE BASE.
11. REINFORCEMENT FOR TOP OF ECCENTRIC REDUCING SLAB SHALL BE WELDED WIRE MESH WITH MINIMUM AREA OF 0.12 SQUARE INCH PER FOOT BOTH WAYS.
12. OFFSETS ARE MEASURED FROM  $\phi$  OF THE ROAD TO  $\phi$  OF THE STRUCTURE.
13. DISTANCE TO  $\phi$  OF STRUCTURE FROM FACE OF CURB IS:

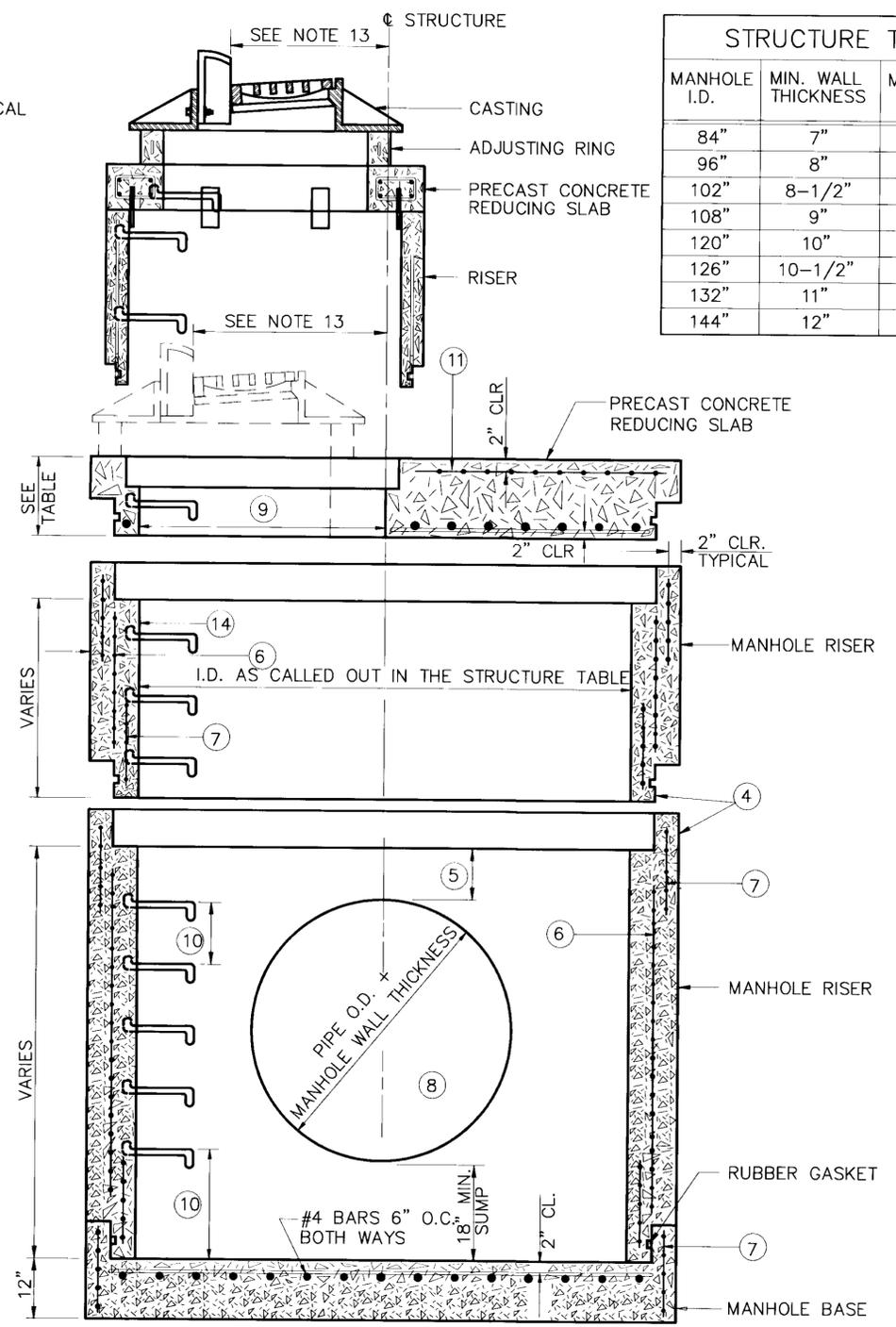
STRUCTURE TABLE		
MANHOLE I.D.	MIN. WALL THICKNESS	MIN. TOP SLAB THICKNESS
84"	7"	12"
96"	8"	12"
102"	8-1/2"	12"
108"	9"	14"
120"	10"	14"
126"	10-1/2"	14"
132"	11"	16"
144"	12"	16"



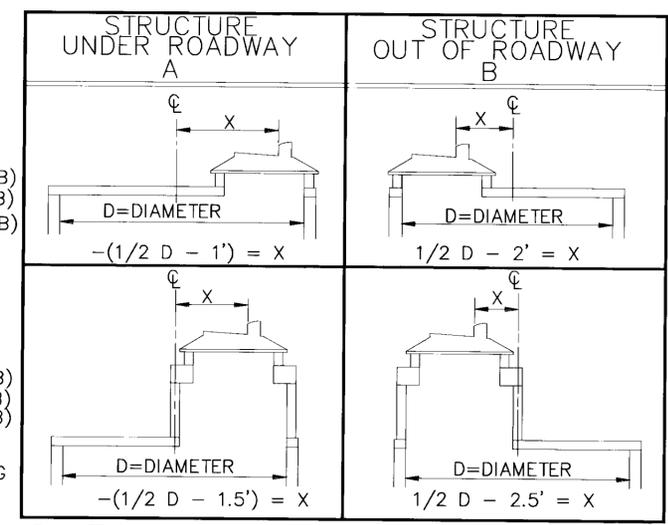
36" PRECAST CONCRETE REDUCING SLAB



48" PRECAST CONCRETE REDUCING SLAB



STORM DRAIN MANHOLE, TYPE III



TYPE III MANHOLE OFFSETS ARE CALCULATED ASSUMING THE MINIMUM RISER HEIGHT IS 3- FEET.

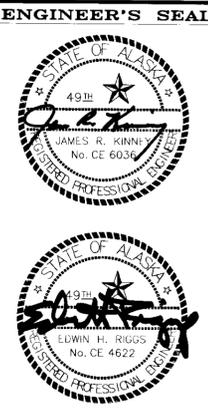
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

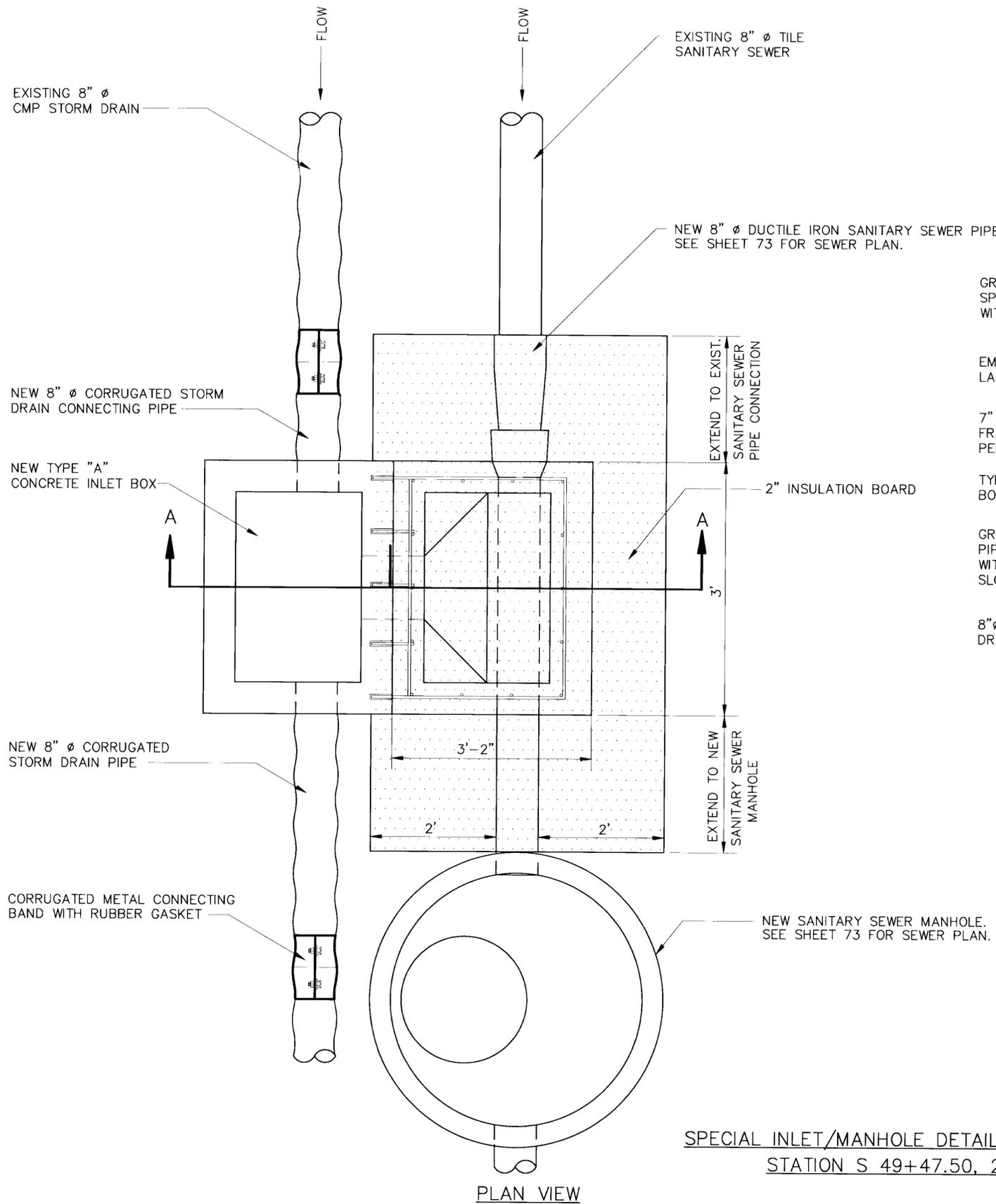
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

KTN - DEERMOUNT STREET WIDENING  
STORM DRAIN TYPE III MANHOLE DETAIL

DESIGNED BY: DLM	PROJECT NOs. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: MTH	DATE: 9/95
CHECKED BY: JRK	SHEET 23 OF 79





PLAN VIEW

SPECIAL INLET/MANHOLE DETAIL (INLET, TYPE C)  
STATION S 49+47.50, 21.18' LT.

GROUT 8" #4 BARS @ 12" O.C. SPACINGS INTO TYPE "A" INLET BOX WITH NON-SHRINKING GROUT (TYP.)

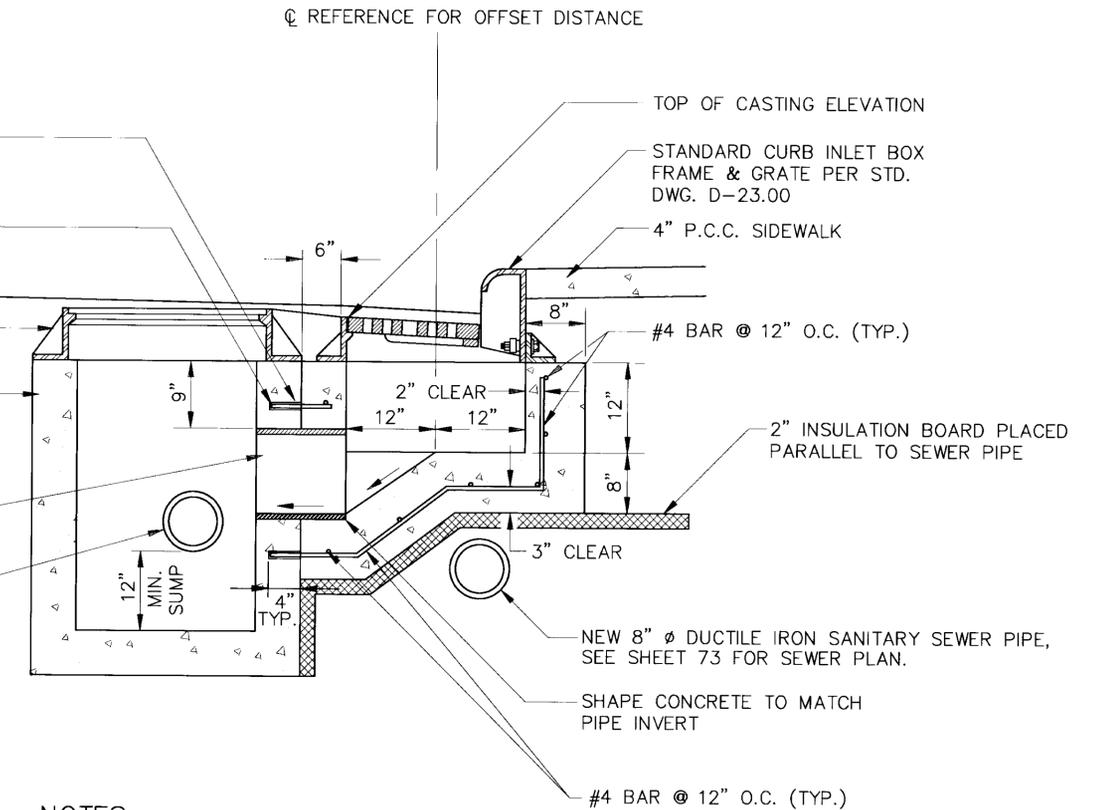
EMBEDMENT HOLE DIAMETER 1/2" LARGER THAN #4 BAR (TYP.)

7" DEPTH MANHOLE FRAME AND COVER PER STD. DWG. D-20.02

TYPE "A" CONCRETE INLET BOX PER STD. DWG D-26.01

GROUT 12"  $\phi$  DUCTILE IRON PIPE INTO TYPE "A" INLET BOX WITH NON-SHRINKING GROUT. SLOPE PIPE TO DRAIN

8"  $\phi$  CORRUGATED STORM DRAIN CONNECTING PIPE



NOTES:

1. CAST IN PLACE PORTLAND CEMENT CONCRETE SHALL BE CLASS W.

SECTION A-A

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

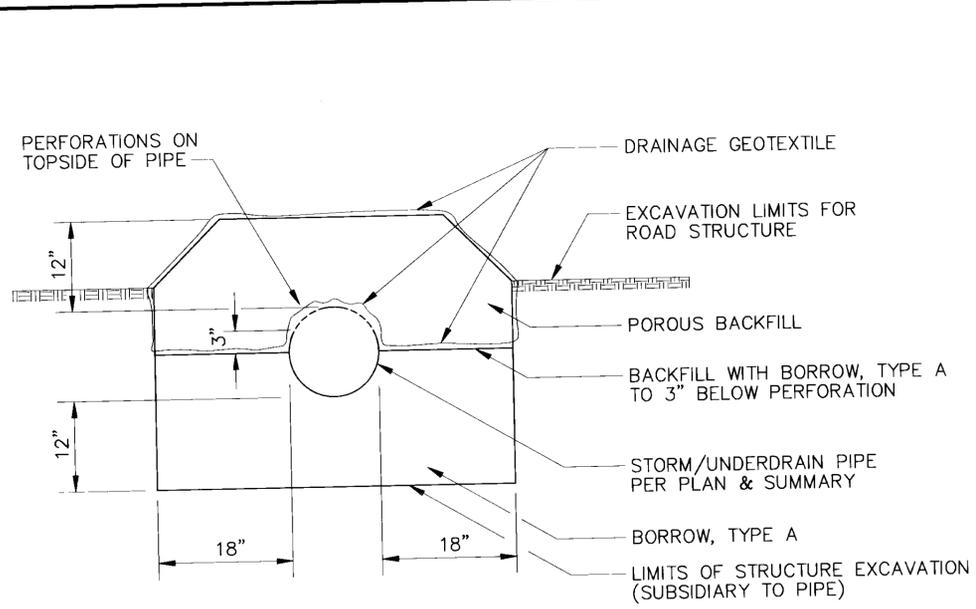


DESIGNED BY: AJJ	PROJECT Nos. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: MTH	DATE: 9/95
CHECKED BY: JRK	SHEET 24 OF 79

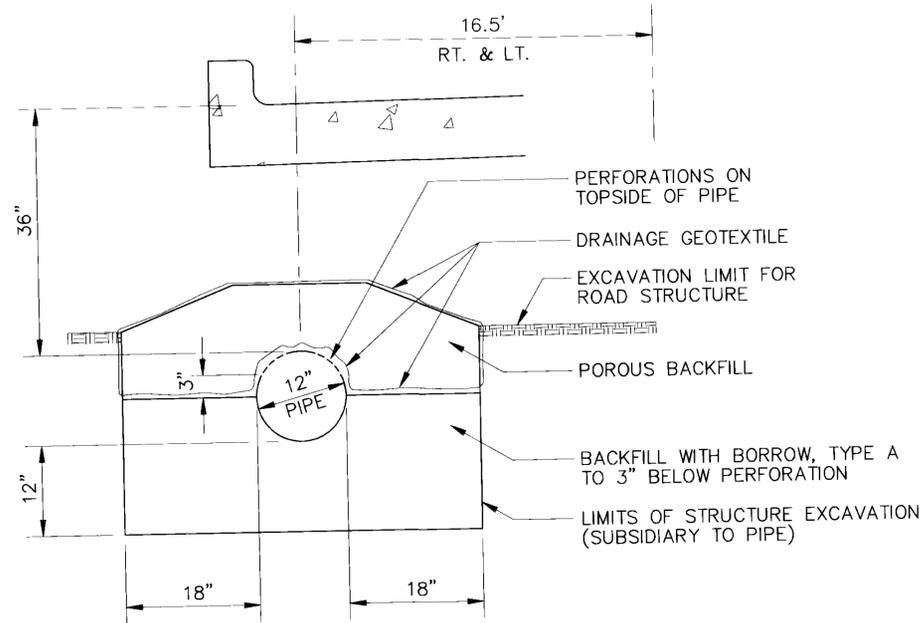
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

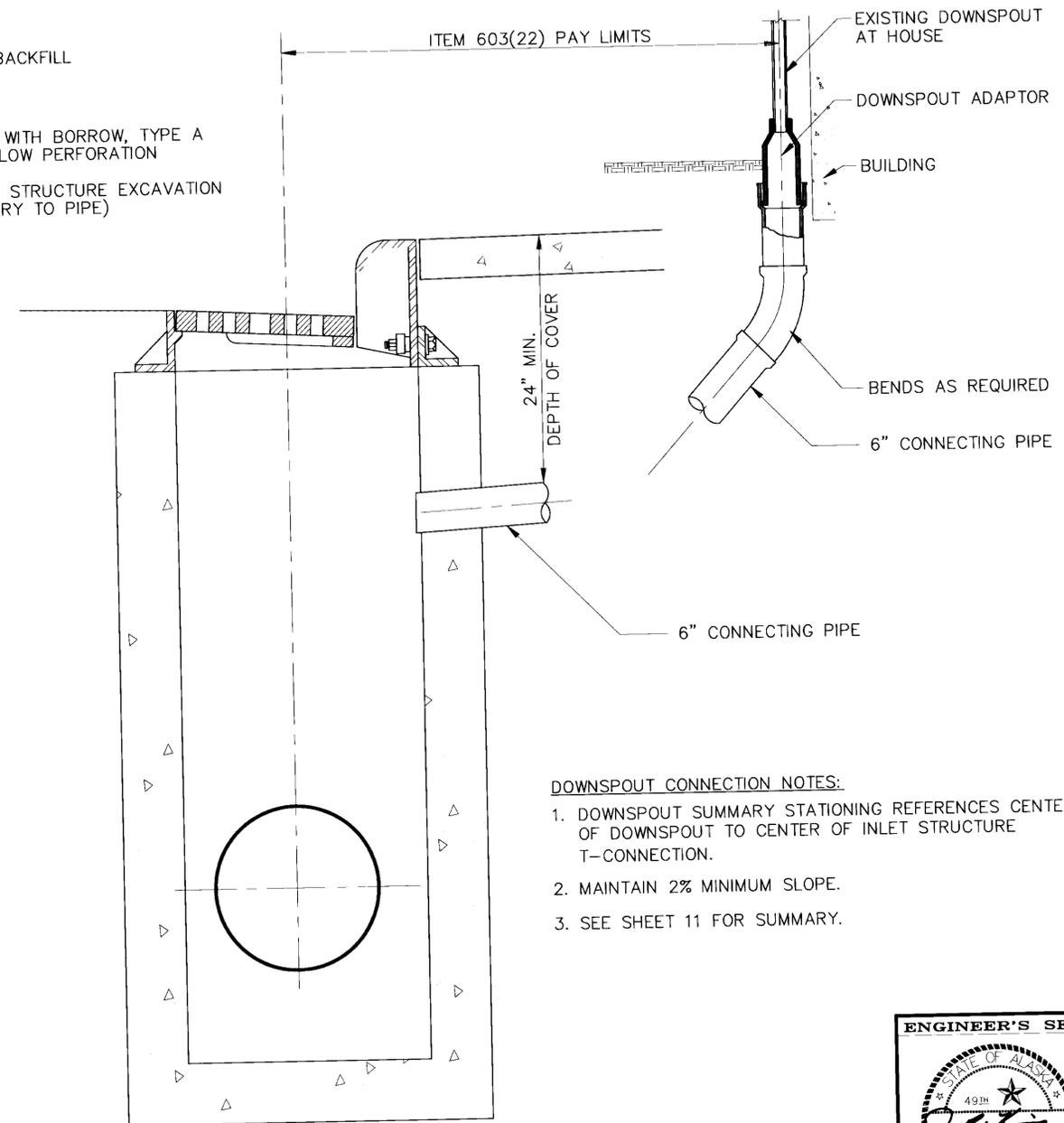
PATH: 4366D05.DWG	DESCRIPTION OF CHANGE:
BY:	DATE:
RECORD OF REVISIONS	



STORM DRAIN / UNDERDRAIN DETAIL

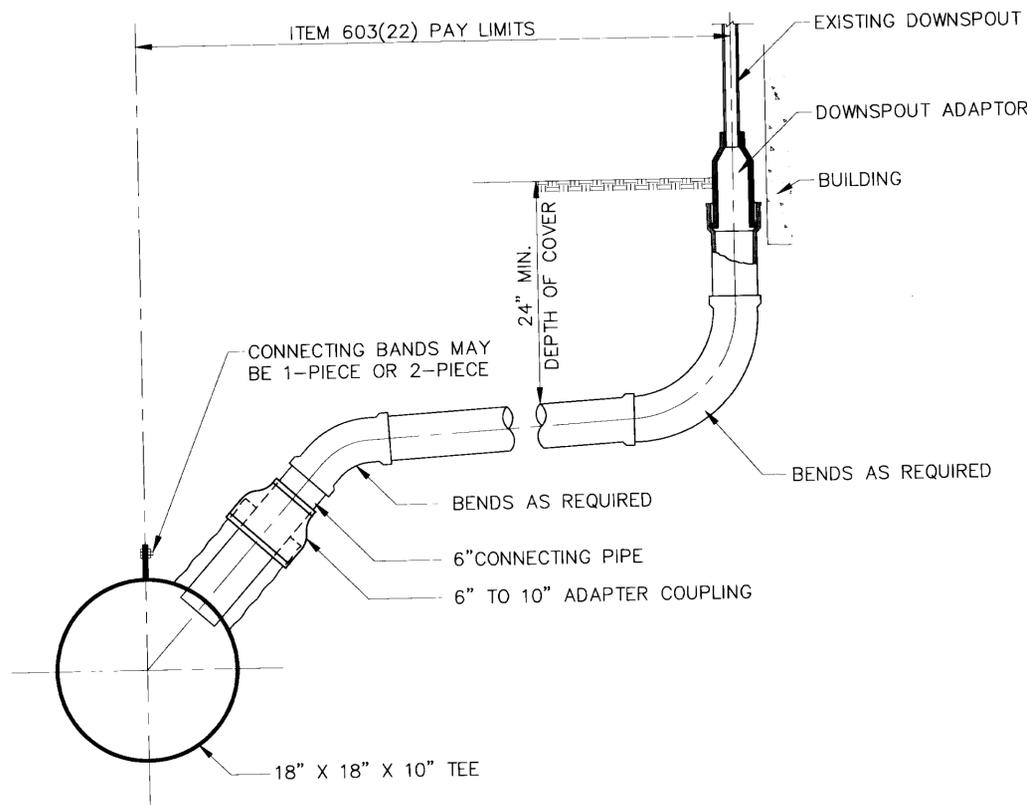


UNDERDRAIN DETAIL  
16+22 TO 18+17 LT.  
16+27 TO 18+40 RT.

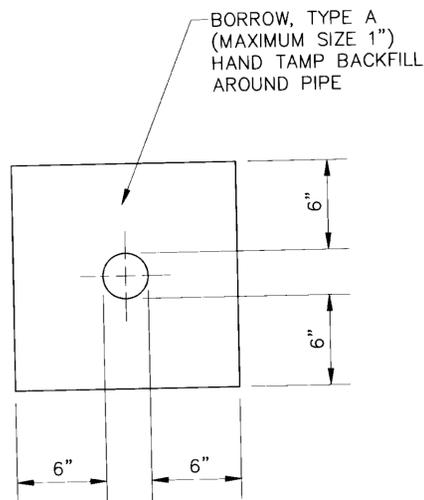


- DOWNSPOUT CONNECTION NOTES:**
1. DOWNSPOUT SUMMARY STATIONING REFERENCES CENTER OF DOWNSPOUT TO CENTER OF INLET STRUCTURE T-CONNECTION.
  2. MAINTAIN 2% MINIMUM SLOPE.
  3. SEE SHEET 11 FOR SUMMARY.

DOWNSPOUT CONNECTION TO INLET



DOWNSPOUT CONNECTION TO STORM DRAIN PIPE



DOWNSPOUT CONNECTION PIPE  
TRENCH & BACKFILL

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: 4366D06.DWG		DESCRIPTION OF CHANGE:
BY:	DATE:	

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

KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

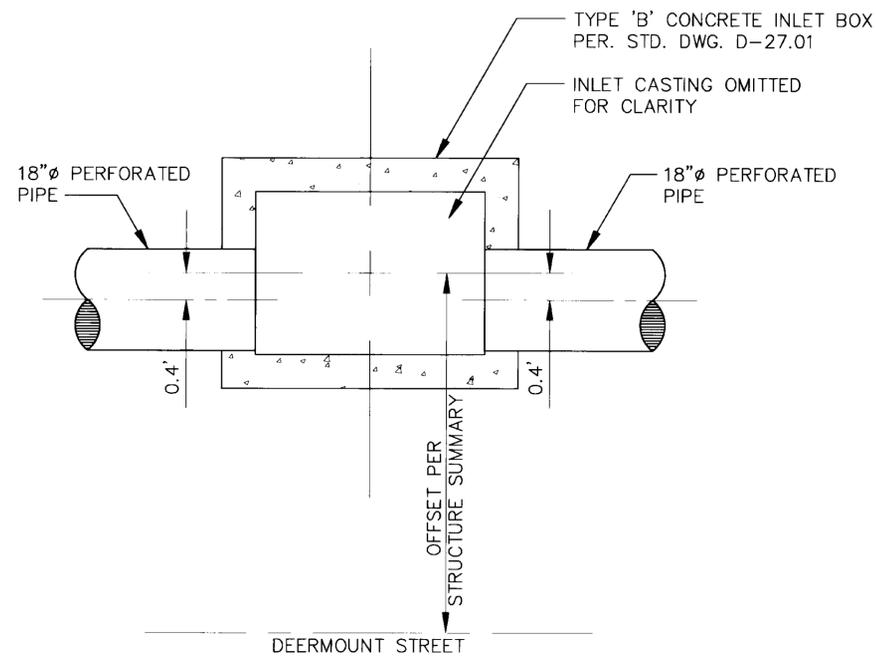
DESIGNED BY:  
AJJ/JRK  
DRAWN BY:  
MTH/BCL  
CHECKED BY:  
JRK

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 25 OF 79

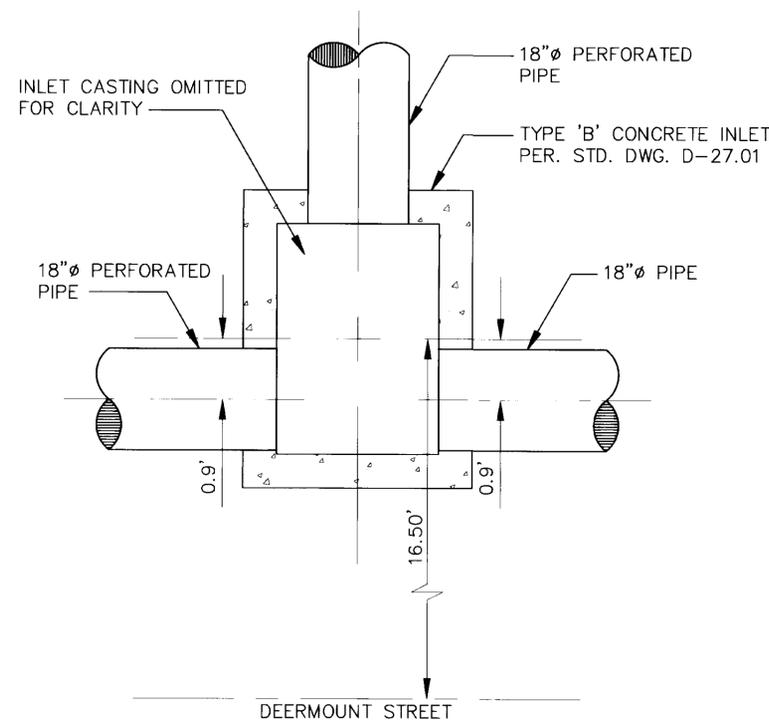
ENGINEER'S SEAL



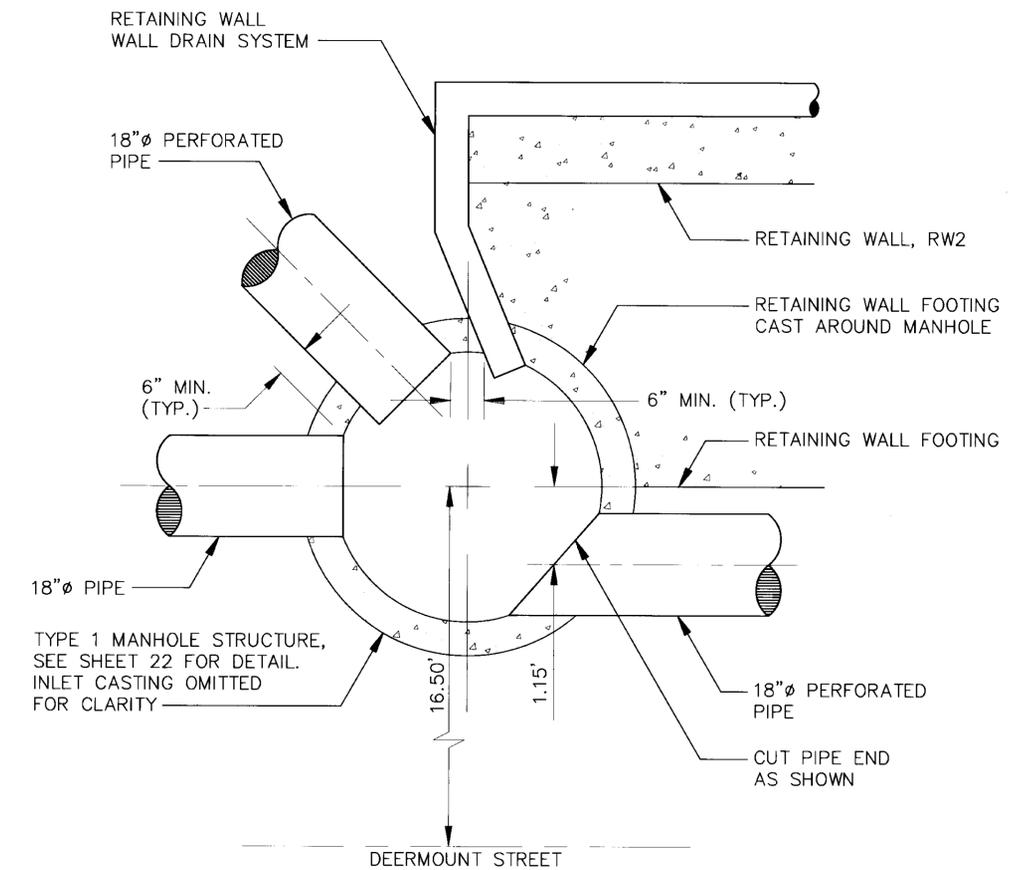
RECORD OF REVISIONS



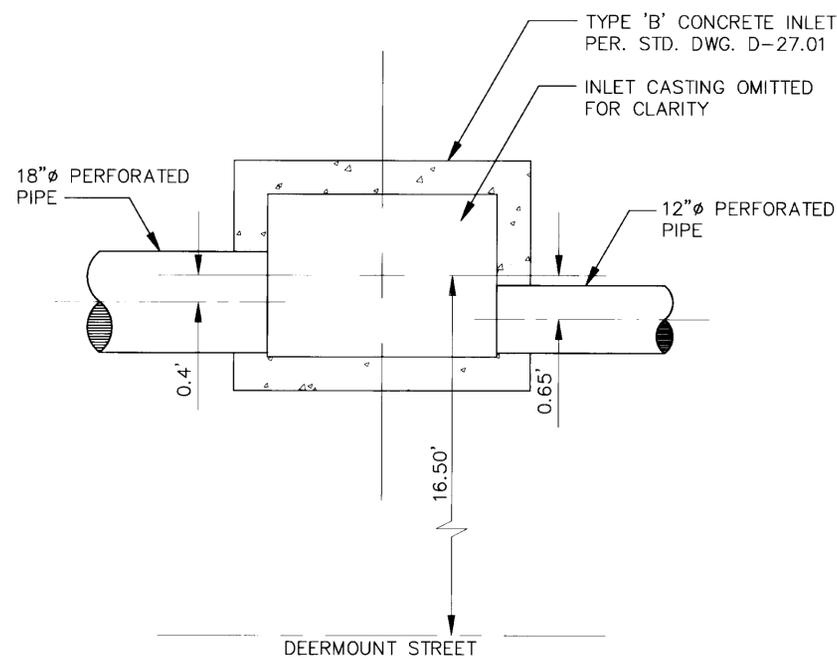
**STRUCTURE S6 & S19 PIPE OFFSET INSTALLATION DETAIL**  
STA. 11+35.00, 18.50' LT.  
STA. 13+83.00, 16.50' LT.



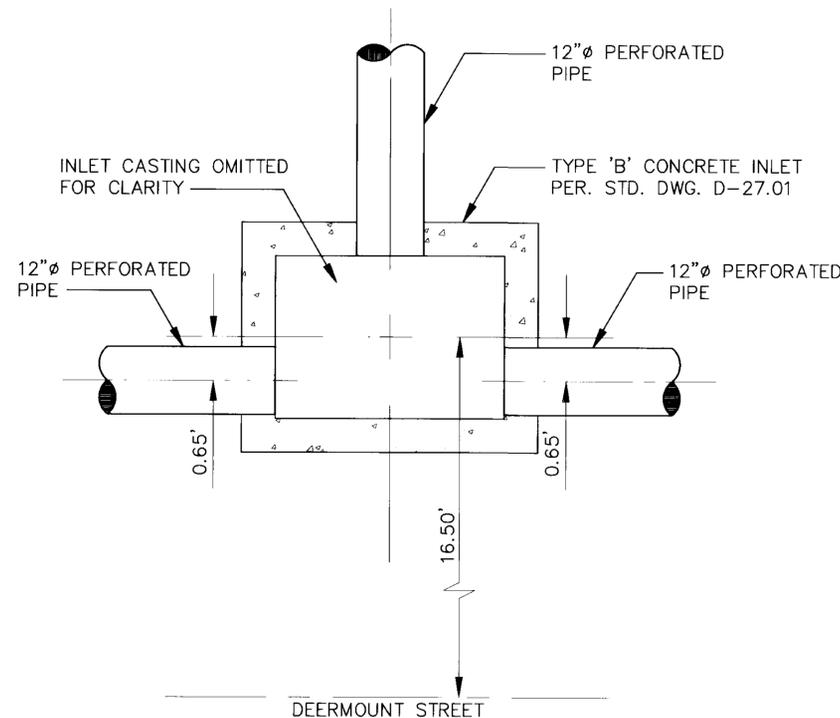
**STRUCTURE S11A PIPE OFFSET INSTALLATION DETAIL**  
STA. 12+59.50, 16.50' LT.



**STRUCTURE S16 PIPE OFFSET INSTALLATION DETAIL**  
STA. 12+85.00, 16.50' LT.



**STRUCTURE S25 PIPE OFFSET INSTALLATION DETAIL**  
STA. 14+77.00, 16.50' LT.



**STRUCTURE S30 PIPE OFFSET INSTALLATION DETAIL**  
STA. 15+68.70, 16.50' LT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

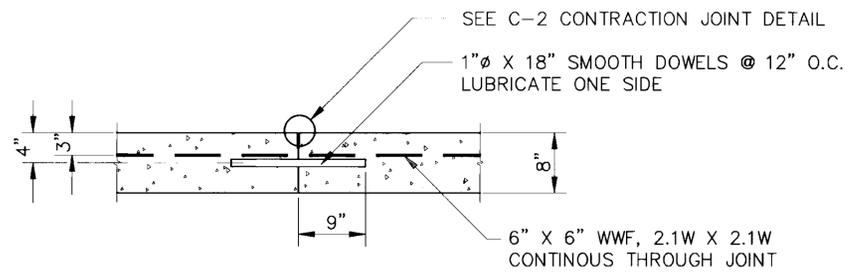


DESIGNED BY: AJJ	PROJECT NOs. RS-M-0903(1)/70629
DRAWN BY: BCL	STP-0907(1)/71330
CHECKED BY: JRK	DATE: 9/95
	SHEET 26 OF 79

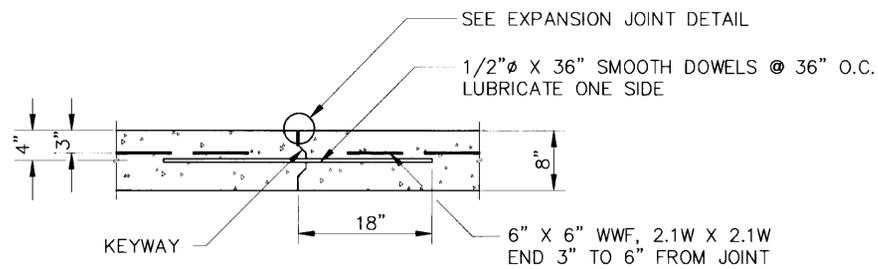
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

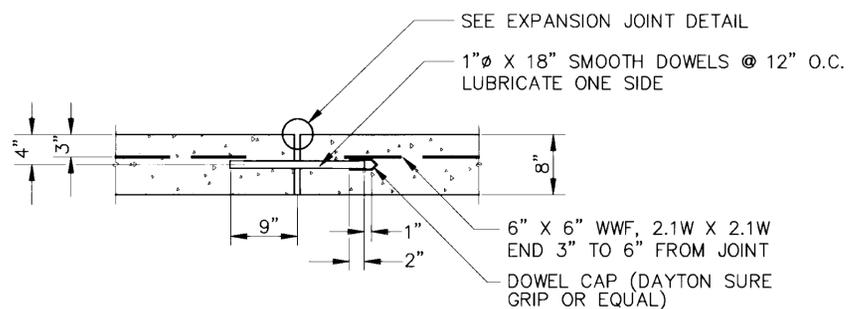
PATH: 4366D06A.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		



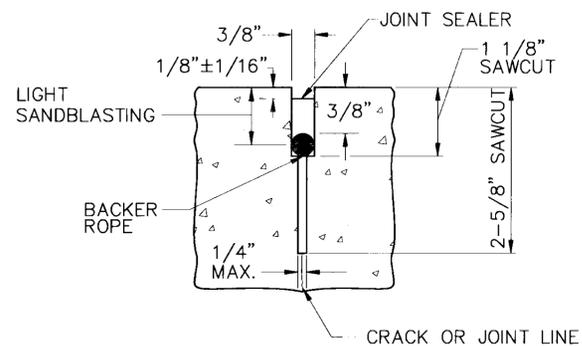
C-1 CONTRACTION JOINT



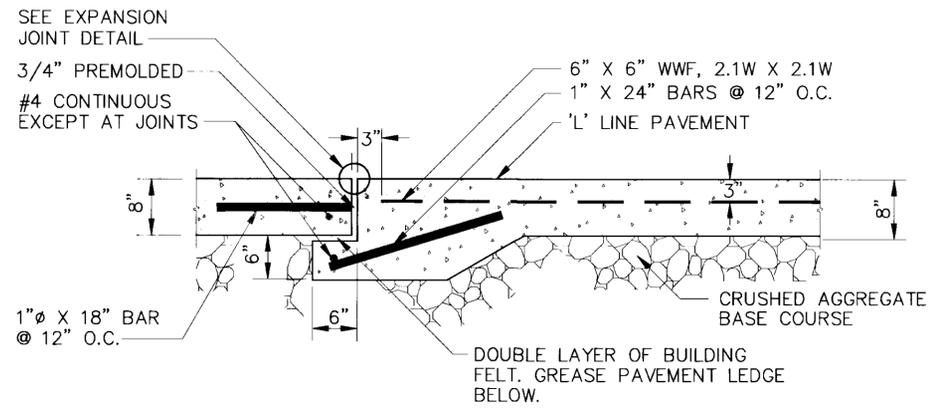
L-1 LONGITUDINAL EXPANSION JOINT



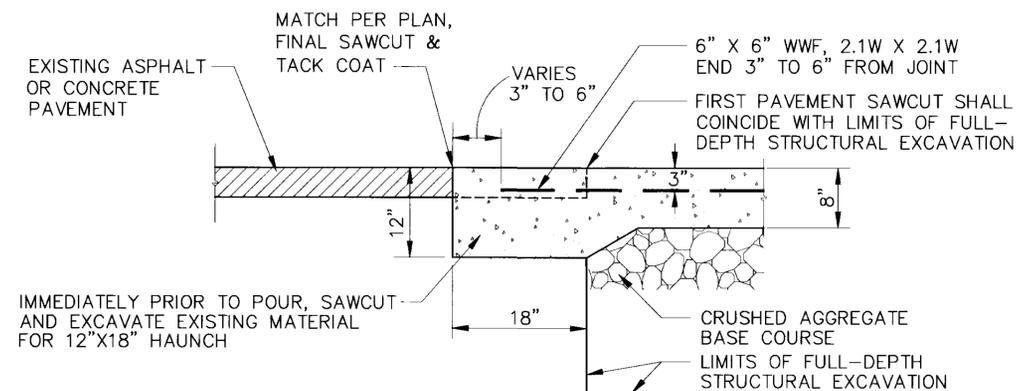
E-1 EXPANSION JOINT



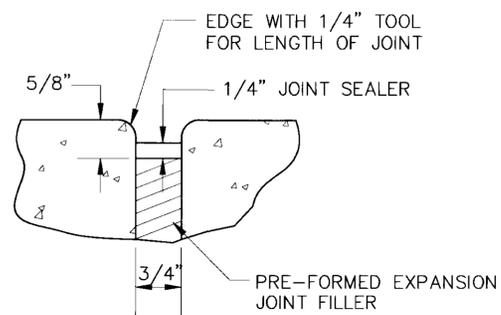
C-2 CONTRACTION JOINT DETAIL



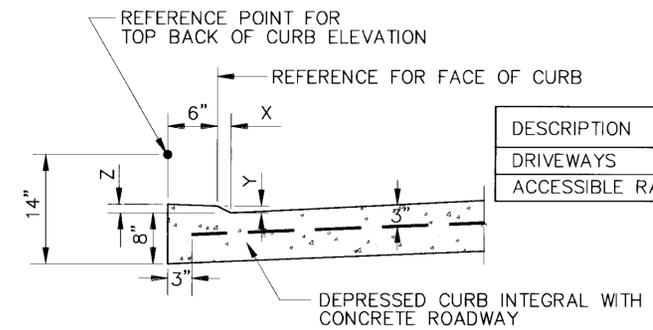
L-2 LONGITUDINAL EXPANSION JOINT



PT-1 PAVEMENT TRANSITION - CONCRETE TO EXISTING



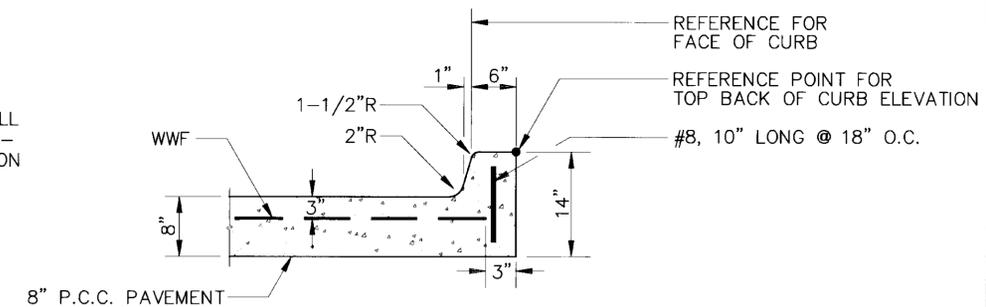
EXPANSION JOINT DETAIL



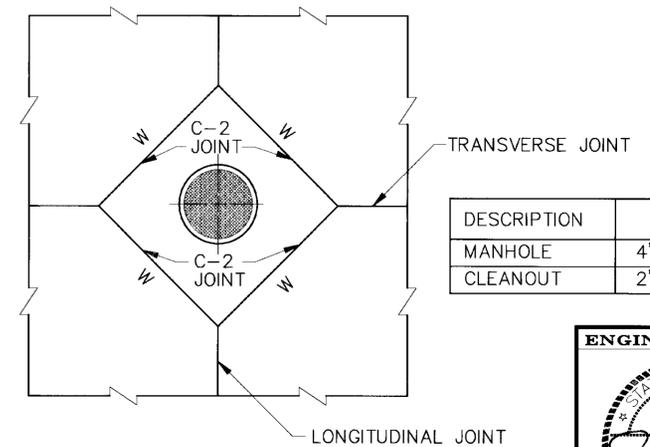
NOTE: DEPRESSED CURB SHALL BE USED FOR DRIVEWAYS & ACCESSIBLE RAMPS.

DESCRIPTION	X	Y	Z
DRIVEWAYS	2-1/2"	1-1/4"	1-3/8"
ACCESSIBLE RAMPS	1"	1/2"	5/8"

DEPRESSED CURB  
NTS



6" CURB DETAIL  
NTS



NOTE: JOINT TYPES ARE SHOWN ON PLANS

BOX OUT DETAIL

DESCRIPTION	W
MANHOLE	4'-0"
CLEANOUT	2'-6"

ENGINEER'S SEAL



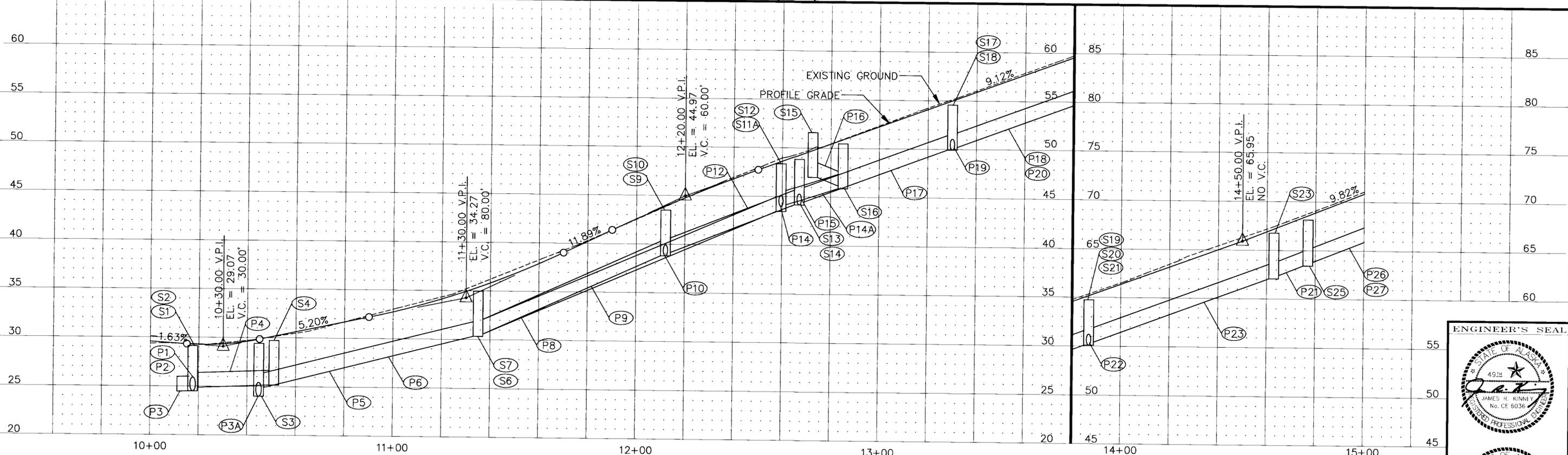
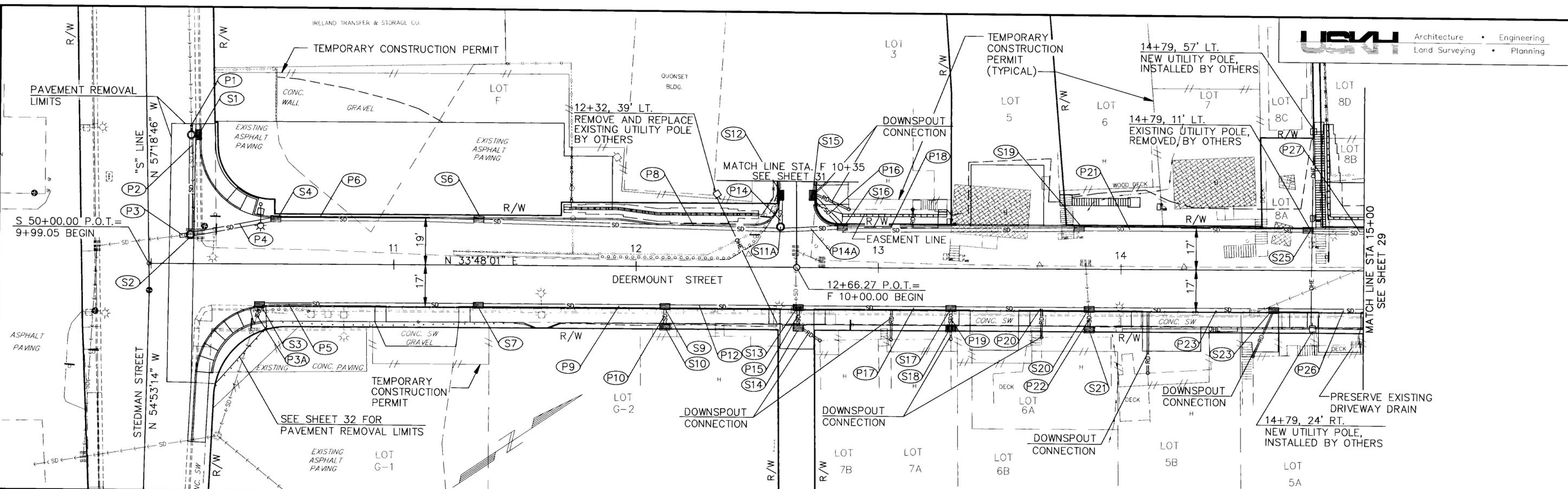
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
PATH:	4366D07.DWG	
BY:	DATE:	DESCRIPTION OF CHANGE:

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

KTN - DEERMOUNT STREET WIDENING  
GRADING, DRAINAGE, AND PAVING DETAILS

DESIGNED BY: DLM	PROJECT NOS. RS-M-0903(1)/70629
DRAWN BY: MTH	STP-0907(1)/71330
CHECKED BY: JRK	DATE: 9/95
	SHEET 27 OF 79



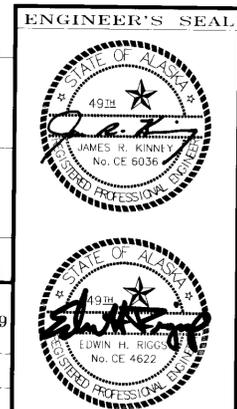
NO.	DATE	DESCRIPTION OF CHANGE

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

KTN - DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE.  
ROADWAY PLANS

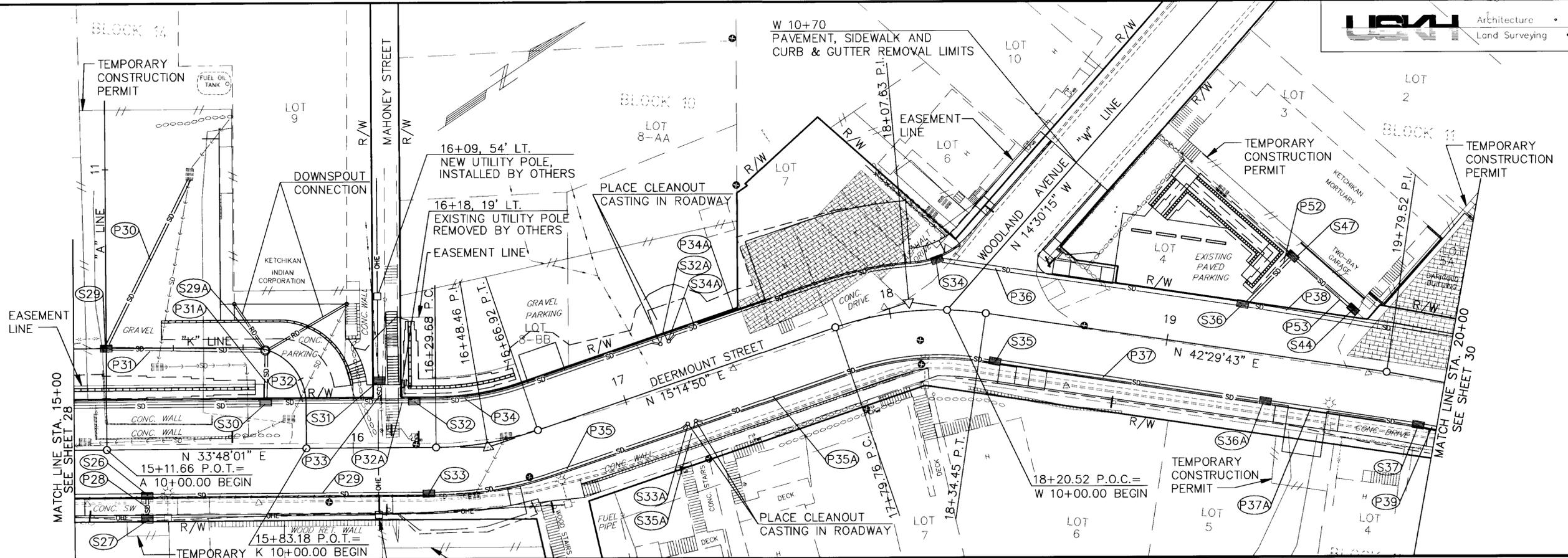
DESIGNED BY:  
JRK/AJJ/BAK  
DRAWN BY:  
AJJ/BAK/BCL  
CHECKED BY:  
JRK/AJJ

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 28 OF 79



RECORD OF REVISIONS

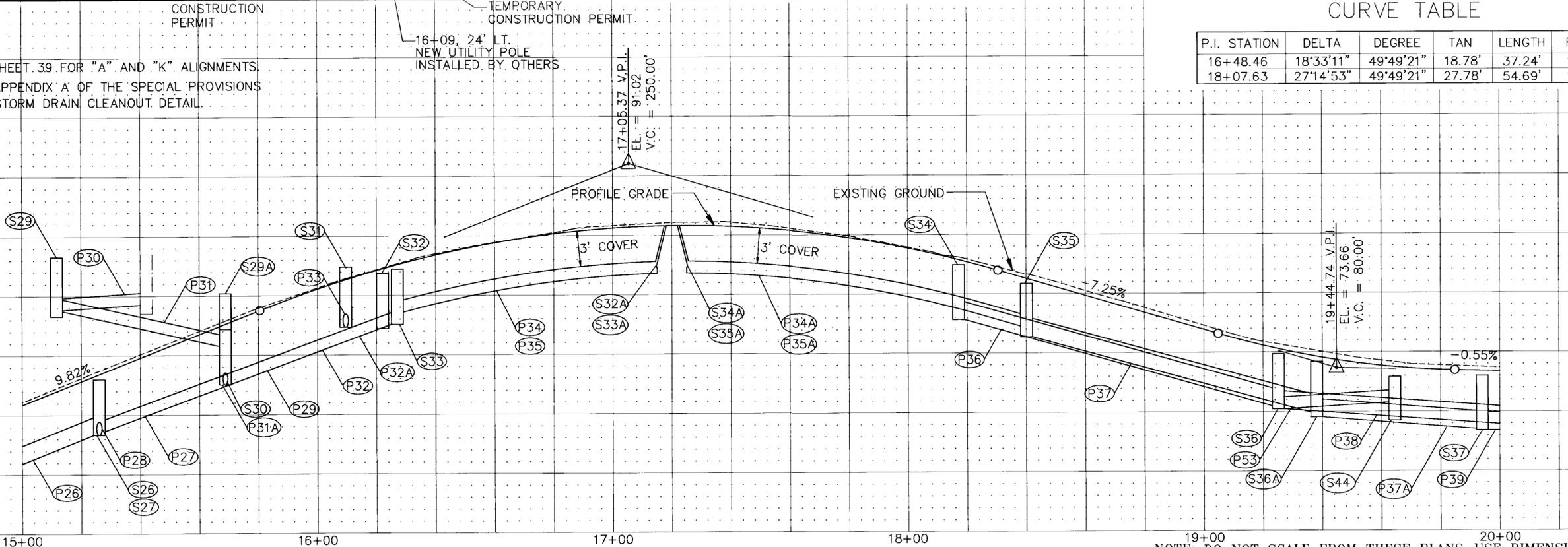
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



- NOTES:**
- SEE SHEET 39 FOR "A" AND "K" ALIGNMENTS.
  - SEE APPENDIX A OF THE SPECIAL PROVISIONS FOR STORM DRAIN CLEANOUT DETAIL.

**CURVE TABLE**

P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS
16+48.46	18°33'11"	49°49'21"	18.78'	37.24'	115.00'
18+07.63	27°14'53"	49°49'21"	27.78'	54.69'	115.00'



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: 4366P02.DWG

BY:	DATE:	DESCRIPTION OF CHANGE:

**RECORD OF REVISIONS**

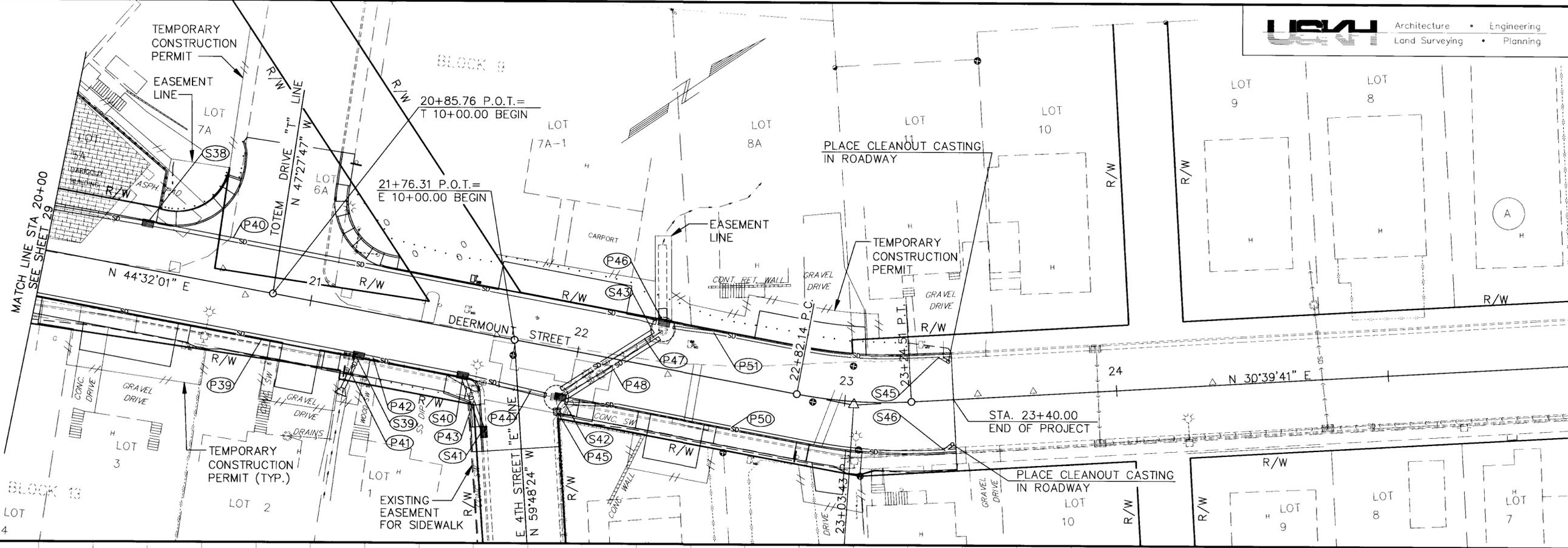
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE. & WOODLAND AVE. TO FAIR ST.  
ROADWAY PLANS

DESIGNED BY:  
JRK/AJJ/BAK  
DRAWN BY:  
AJJ/BAK/BCL  
CHECKED BY:  
JRK/AJJ

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 29 OF 79

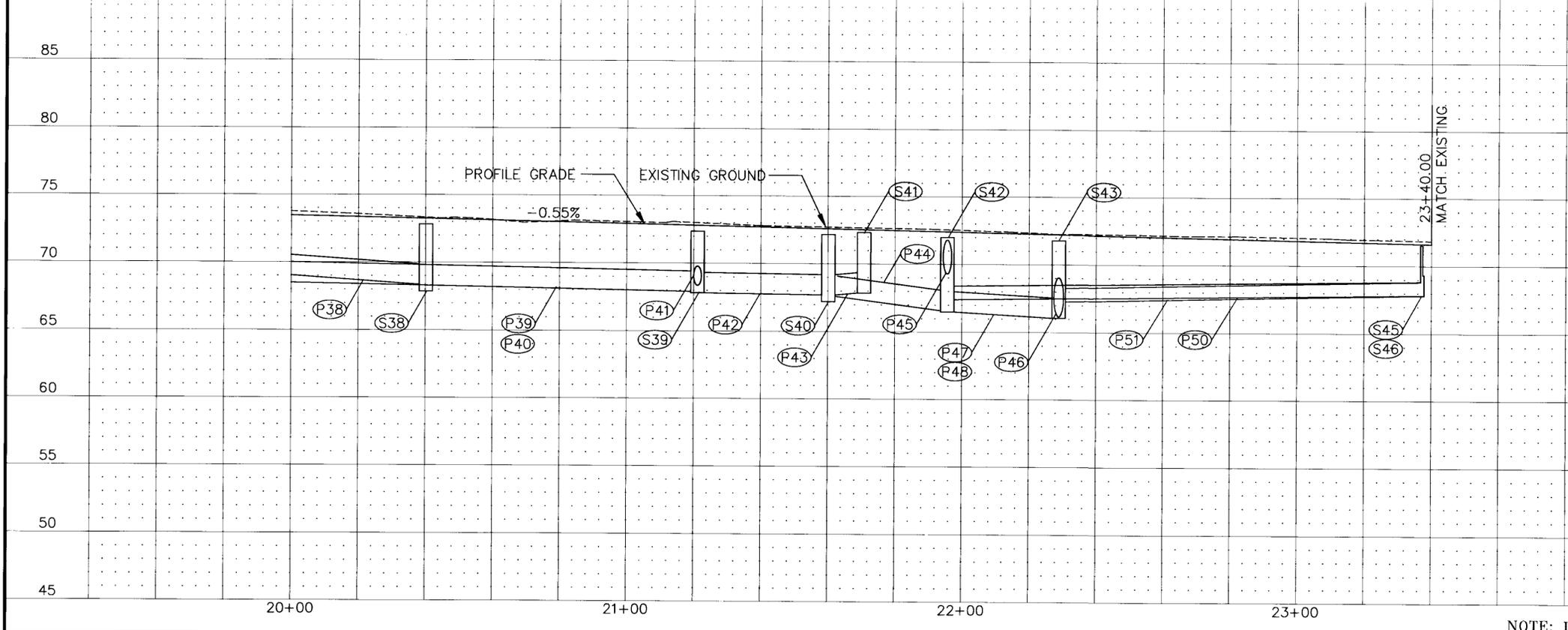




CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS
23+03.43	13°52'20"	32°44'26"	21.29'	42.37'	175.00'

NOTE:  
SEE APPENDIX A OF THE SPECIAL PROVISIONS FOR  
STORM DRAIN CLEANOUT DETAILS.



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DATE	DESCRIPTION OF CHANGE

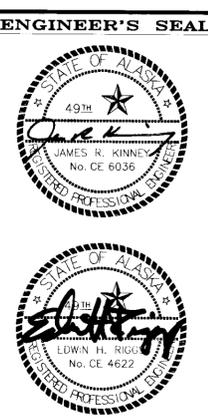
RECORD OF REVISIONS

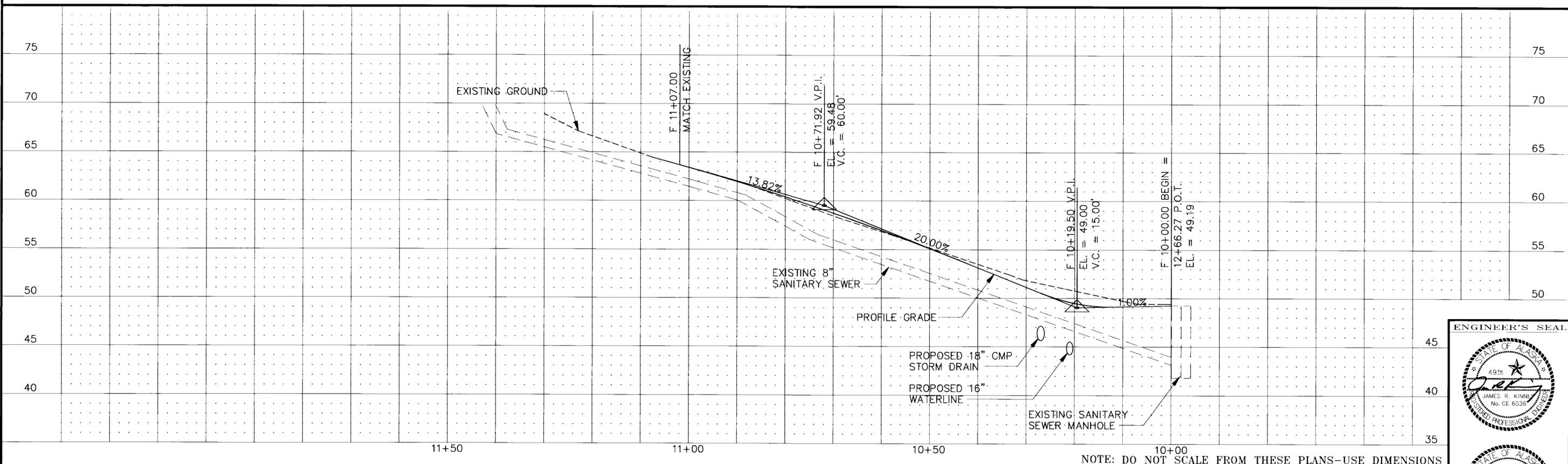
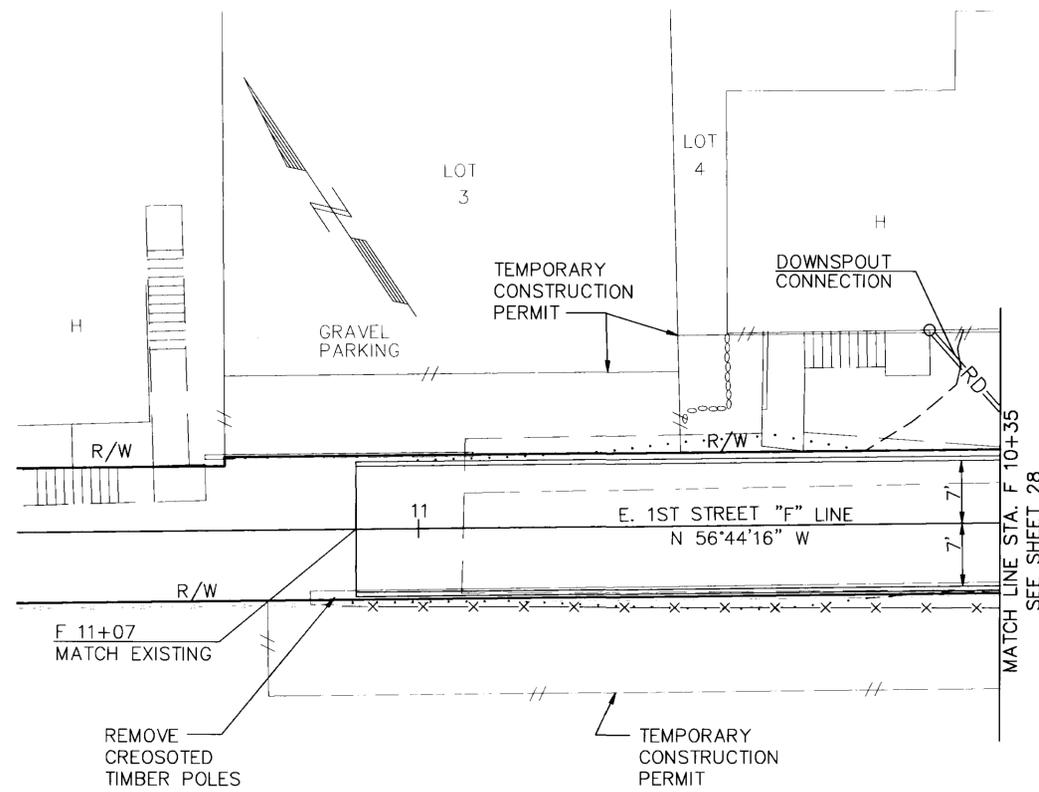
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
WOODLAND AVE. TO FAIR ST.  
ROADWAY PLANS

DESIGNED BY:  
JRK/AJJ/BAK  
DRAWN BY:  
AJJ/BAK/MTH  
CHECKED BY:  
JRK/AJJ

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 30 OF 79





NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

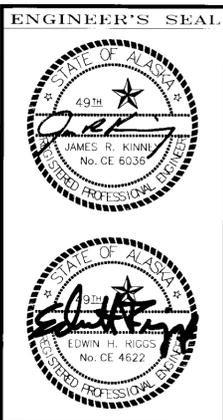
RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:

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

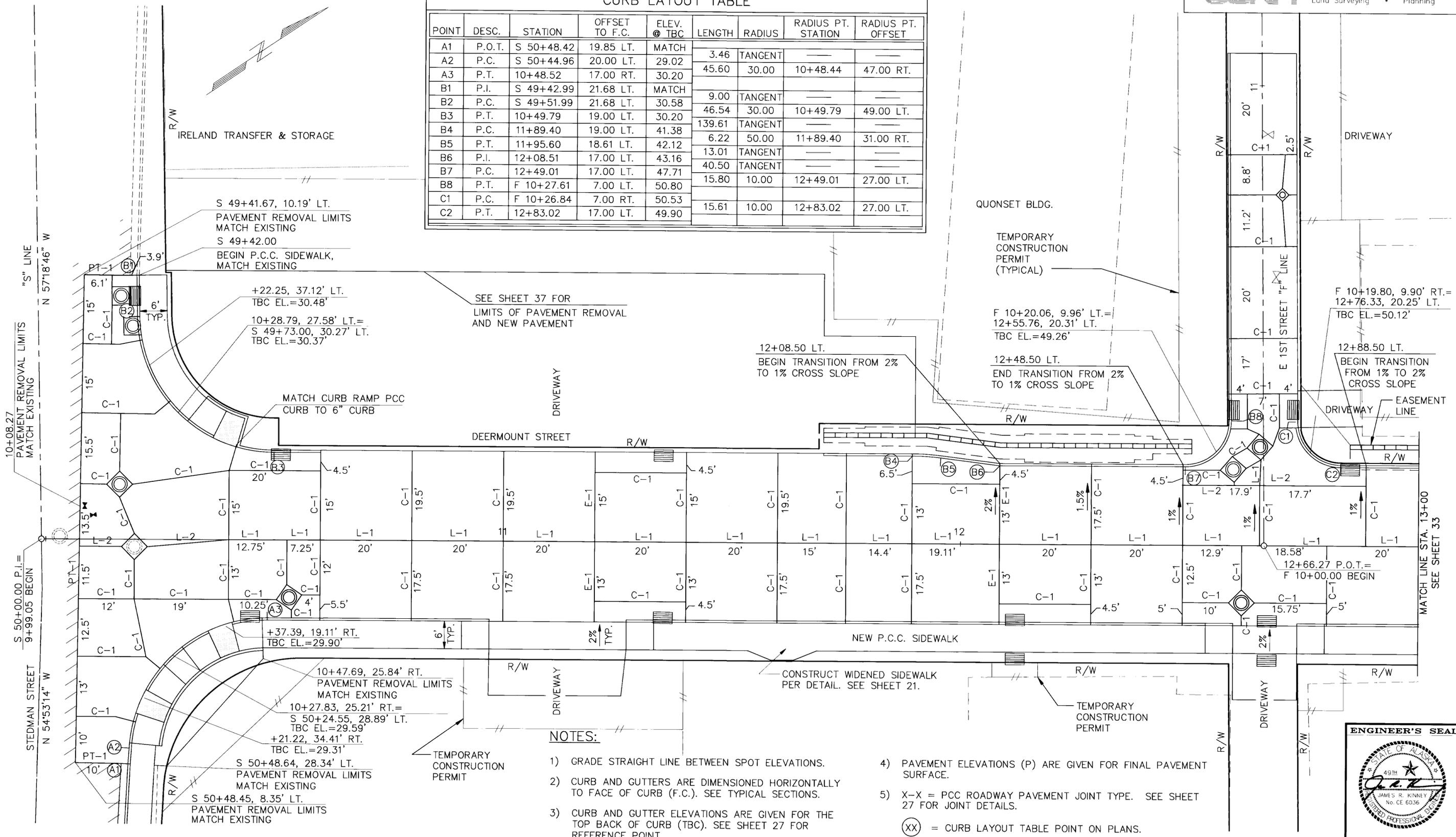
KTN - DEERMOUNT STREET WIDENING  
 E. FIRST ST.  
 ROADWAY PLANS

DESIGNED BY:  
 JRK/AJJ/BAK  
 DRAWN BY:  
 AJJ/BAK  
 CHECKED BY:  
 JRK/AJJ

PROJECT NOS.  
 RS-M-0903(1)/70629  
 STP-0907(1)/71330  
 DATE: 9/95  
 SHEET 31 OF 79



POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ TBC	LENGTH	RADIUS	RADIUS PT. STATION	RADIUS PT. OFFSET
A1	P.O.T.	S 50+48.42	19.85 LT.	MATCH				
A2	P.C.	S 50+44.96	20.00 LT.	29.02	3.46	TANGENT		
A3	P.T.	10+48.52	17.00 RT.	30.20	45.60	30.00	10+48.44	47.00 RT.
B1	P.I.	S 49+42.99	21.68 LT.	MATCH				
B2	P.C.	S 49+51.99	21.68 LT.	30.58	9.00	TANGENT		
B3	P.T.	10+49.79	19.00 LT.	30.20	46.54	30.00	10+49.79	49.00 LT.
B4	P.C.	11+89.40	19.00 LT.	41.38	139.61	TANGENT		
B5	P.T.	11+95.60	18.61 LT.	42.12	6.22	50.00	11+89.40	31.00 RT.
B6	P.I.	12+08.51	17.00 LT.	43.16	13.01	TANGENT		
B7	P.C.	12+49.01	17.00 LT.	47.71	40.50	TANGENT		
B8	P.T.	F 10+27.61	7.00 LT.	50.80	15.80	10.00	12+49.01	27.00 LT.
C1	P.C.	F 10+26.84	7.00 RT.	50.53				
C2	P.T.	12+83.02	17.00 LT.	49.90	15.61	10.00	12+83.02	27.00 LT.



**NOTES:**

- 1) GRADE STRAIGHT LINE BETWEEN SPOT ELEVATIONS.
  - 2) CURB AND GUTTERS ARE DIMENSIONED HORIZONTALLY TO FACE OF CURB (F.C.). SEE TYPICAL SECTIONS.
  - 3) CURB AND GUTTER ELEVATIONS ARE GIVEN FOR THE TOP BACK OF CURB (TBC). SEE SHEET 27 FOR REFERENCE POINT.
  - 4) PAVEMENT ELEVATIONS (P) ARE GIVEN FOR FINAL PAVEMENT SURFACE.
  - 5) X-X = PCC ROADWAY PAVEMENT JOINT TYPE. SEE SHEET 27 FOR JOINT DETAILS.
- (XX) = CURB LAYOUT TABLE POINT ON PLANS.

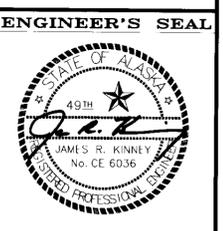
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DATE	DESCRIPTION OF CHANGE

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

KTN - DEERMOUNT STREET WIDENING  
GRADING, CURB LAYOUT, AND JOINTING PLAN

DESIGNED BY: AJJ/JRK	PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: AJJ/BCL	DATE: 9/95
CHECKED BY: JRK	SHEET 32 OF 79



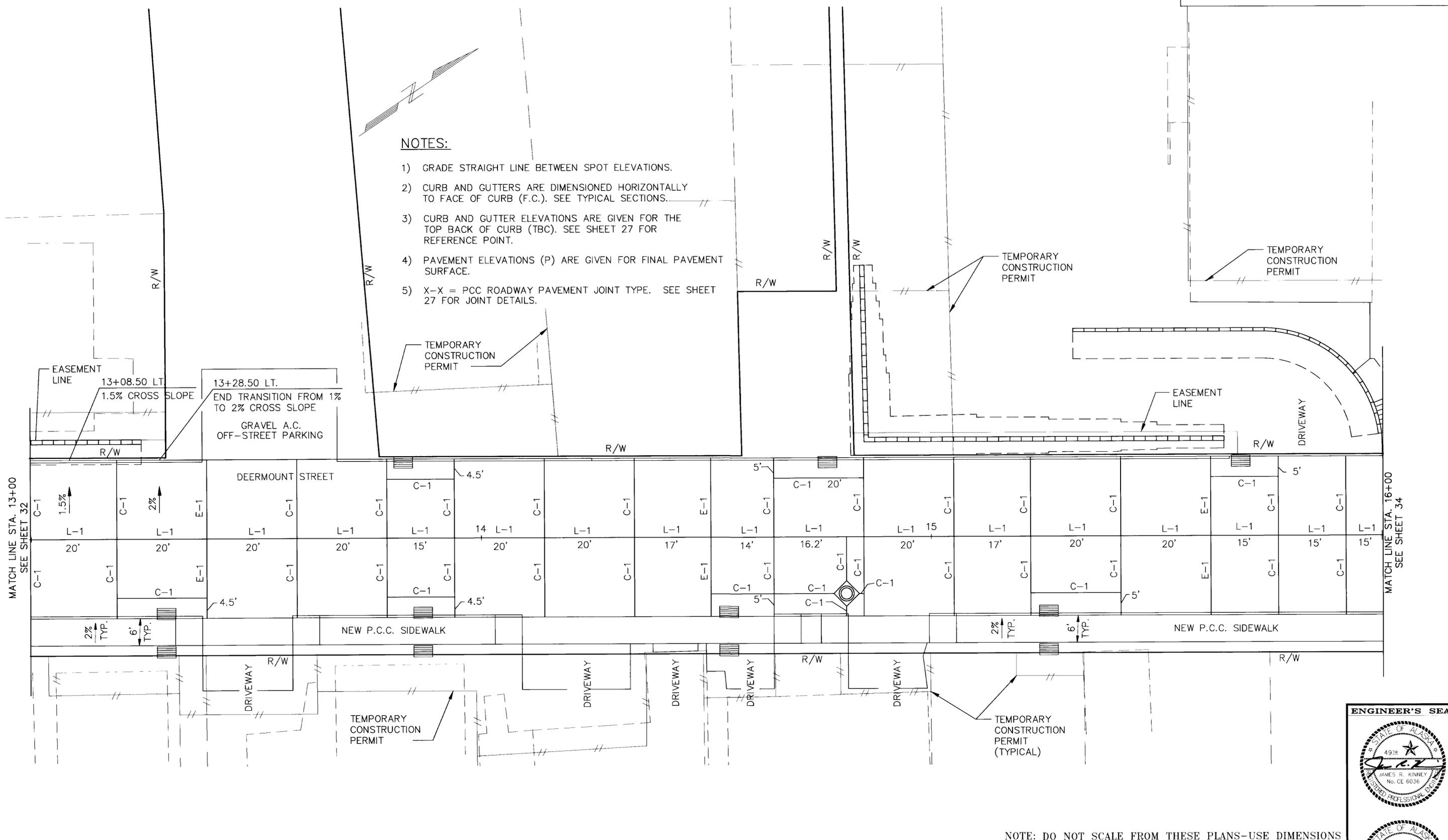
RECORD OF REVISIONS

**NOTES:**

- 1) GRADE STRAIGHT LINE BETWEEN SPOT ELEVATIONS.
- 2) CURB AND GUTTERS ARE DIMENSIONED HORIZONTALLY TO FACE OF CURB (F.C.). SEE TYPICAL SECTIONS.
- 3) CURB AND GUTTER ELEVATIONS ARE GIVEN FOR THE TOP BACK OF CURB (TBC). SEE SHEET 27 FOR REFERENCE POINT.
- 4) PAVEMENT ELEVATIONS (P) ARE GIVEN FOR FINAL PAVEMENT SURFACE.
- 5) X-X = PCC ROADWAY PAVEMENT JOINT TYPE. SEE SHEET 27 FOR JOINT DETAILS.

MATCH LINE STA. 13+00  
SEE SHEET 32

MATCH LINE STA. 16+00  
SEE SHEET 34



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

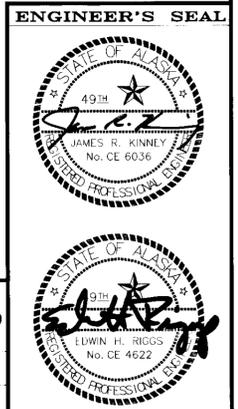
PATH: 4366J02.DWG	
BY:	DATE:
DESCRIPTION OF CHANGE:	

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

KTN - DEERMOUNT STREET WIDENING  
 GRADING, CURB LAYOUT, AND JOINTING PLAN

DESIGNED BY:  
 AJJ  
 DRAWN BY:  
 AJJ/BCL  
 CHECKED BY:  
 RJK

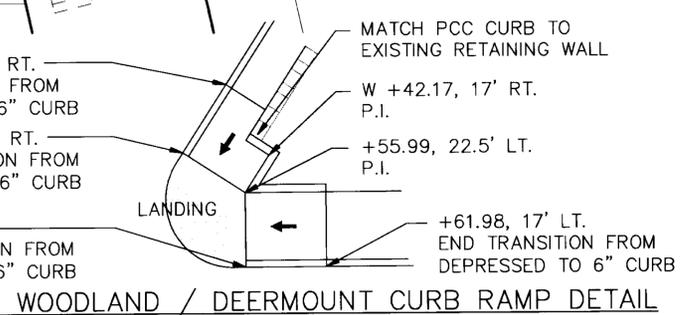
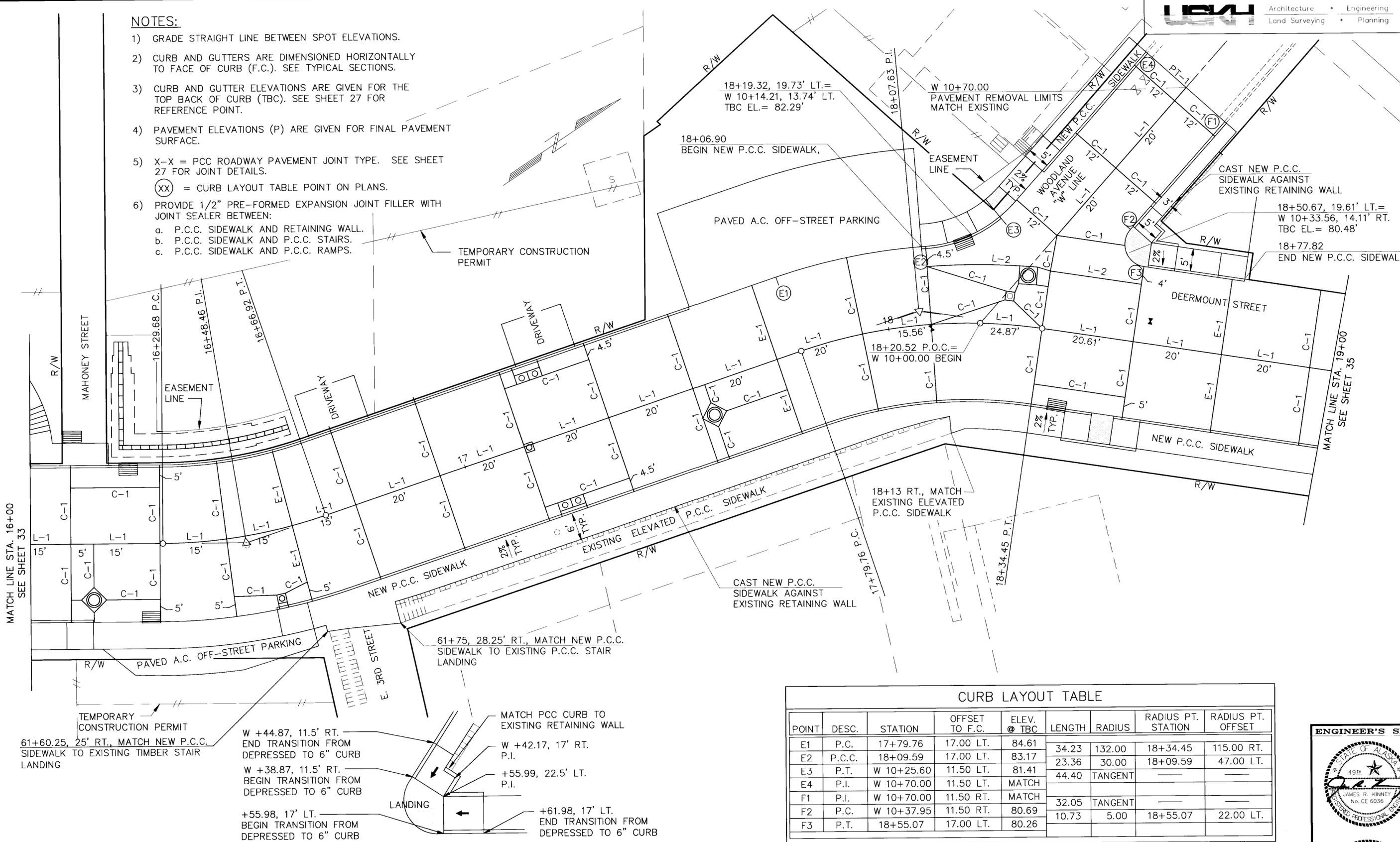
PROJECT NOS.  
 RS-M-0903(1)/70629  
 STP-0907(1)/71330  
 DATE: 9/95  
 SHEET 33 OF 79



RECORD OF REVISIONS

**NOTES:**

- 1) GRADE STRAIGHT LINE BETWEEN SPOT ELEVATIONS.
- 2) CURB AND GUTTERS ARE DIMENSIONED HORIZONTALLY TO FACE OF CURB (F.C.). SEE TYPICAL SECTIONS.
- 3) CURB AND GUTTER ELEVATIONS ARE GIVEN FOR THE TOP BACK OF CURB (TBC). SEE SHEET 27 FOR REFERENCE POINT.
- 4) PAVEMENT ELEVATIONS (P) ARE GIVEN FOR FINAL PAVEMENT SURFACE.
- 5) X-X = PCC ROADWAY PAVEMENT JOINT TYPE. SEE SHEET 27 FOR JOINT DETAILS.  
 (XX) = CURB LAYOUT TABLE POINT ON PLANS.
- 6) PROVIDE 1/2" PRE-FORMED EXPANSION JOINT FILLER WITH JOINT SEALER BETWEEN:
  - a. P.C.C. SIDEWALK AND RETAINING WALL.
  - b. P.C.C. SIDEWALK AND P.C.C. STAIRS.
  - c. P.C.C. SIDEWALK AND P.C.C. RAMPS.



CURB LAYOUT TABLE								
POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ TBC	LENGTH	RADIUS	RADIUS PT. STATION	RADIUS PT. OFFSET
E1	P.C.	17+79.76	17.00 LT.	84.61	34.23	132.00	18+34.45	115.00 RT.
E2	P.C.C.	18+09.59	17.00 LT.	83.17	23.36	30.00	18+09.59	47.00 LT.
E3	P.T.	W 10+25.60	11.50 LT.	81.41	44.40	TANGENT		
E4	P.I.	W 10+70.00	11.50 LT.	MATCH				
F1	P.I.	W 10+70.00	11.50 RT.	MATCH	32.05	TANGENT		
F2	P.C.	W 10+37.95	11.50 RT.	80.69	10.73	5.00	18+55.07	22.00 LT.
F3	P.T.	18+55.07	17.00 LT.	80.26				

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

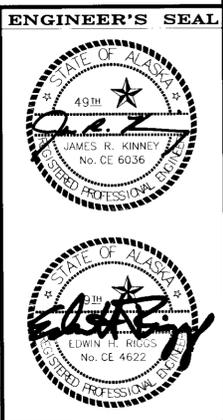
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

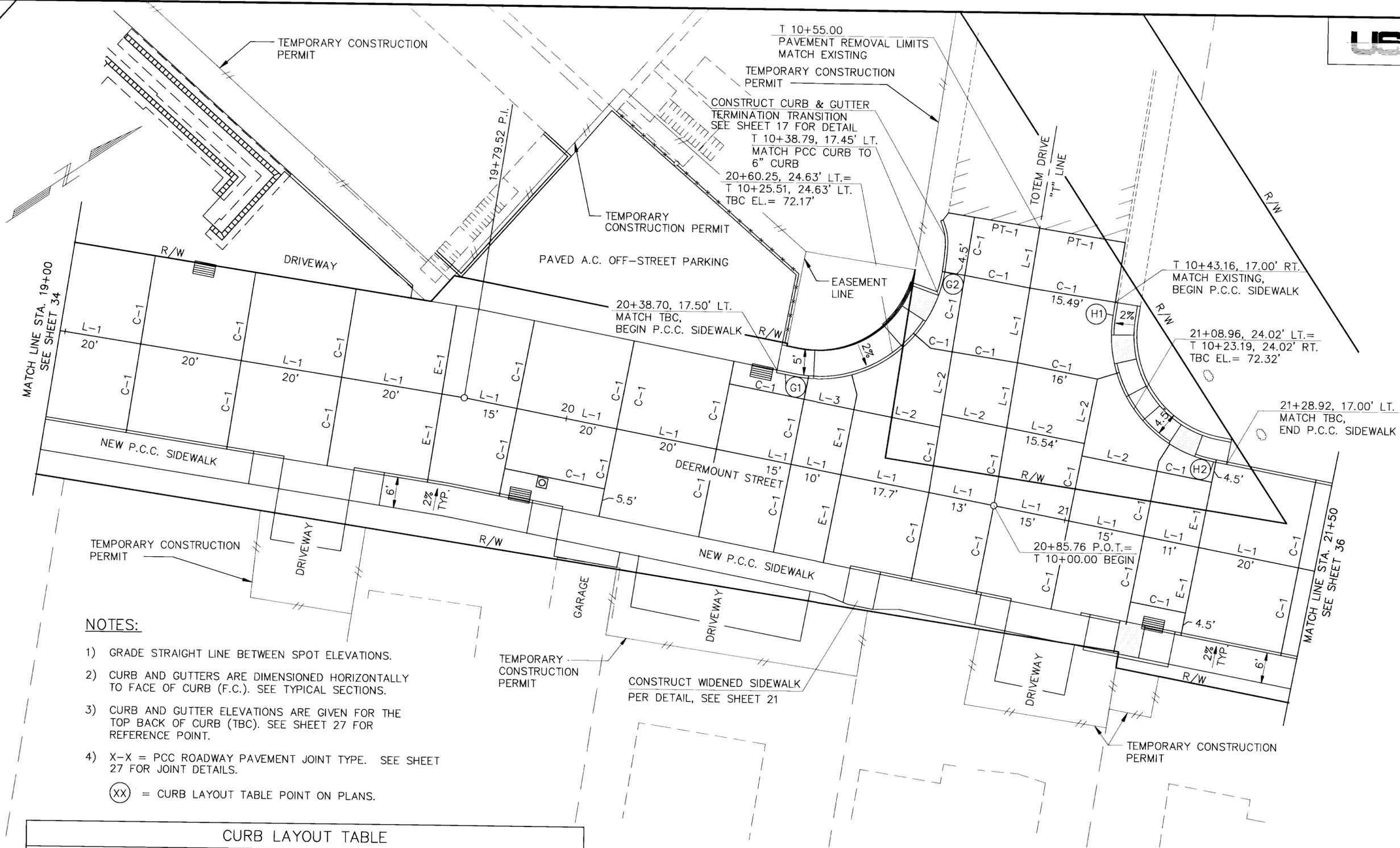
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
GRADING, CURB LAYOUT, AND JOINTING PLAN

DESIGNED BY:  
AJJ  
DRAWN BY:  
AJJ/BCL  
CHECKED BY:  
JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 34 OF 79





**NOTES:**

- 1) GRADE STRAIGHT LINE BETWEEN SPOT ELEVATIONS.
- 2) CURB AND GUTTERS ARE DIMENSIONED HORIZONTALLY TO FACE OF CURB (F.C.). SEE TYPICAL SECTIONS.
- 3) CURB AND GUTTER ELEVATIONS ARE GIVEN FOR THE TOP BACK OF CURB (TBC). SEE SHEET 27 FOR REFERENCE POINT.
- 4) X-X = PCC ROADWAY PAVEMENT JOINT TYPE. SEE SHEET 27 FOR JOINT DETAILS.

(XX) = CURB LAYOUT TABLE POINT ON PLANS.

**CURB LAYOUT TABLE**

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ TBC	LENGTH	RADIUS	RADIUS PT. STATION	RADIUS PT. OFFSET
G1	P.C.	20+42.27	17.00' LT.	72.99	40.14	25.00	20+42.27	42.00 LT.
G2	P.T.	T 10+43.49	17.00' LT.	71.34				
H1	P.C.	T 10+40.56	17.00' RT.	MATCH	38.40	25.00	21+26.32	42.00 LT.
H2	P.T.	21+26.32	17.00' LT.	72.76				

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH:	4366J04.DWG
BY:	DATE:
DESCRIPTION OF CHANGE:	

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

KTN - DEERMOUNT STREET WIDENING  
GRADING, CURB LAYOUT, AND JOINTING PLAN

DESIGNED BY:	AJJ	PROJECT NOS.	RS-M-0903(1)/70629
DRAWN BY:	AJJ/BCL	STP-0907(1)/71330	
CHECKED BY:	RJK	DATE:	9/95
		SHEET	35 OF 79

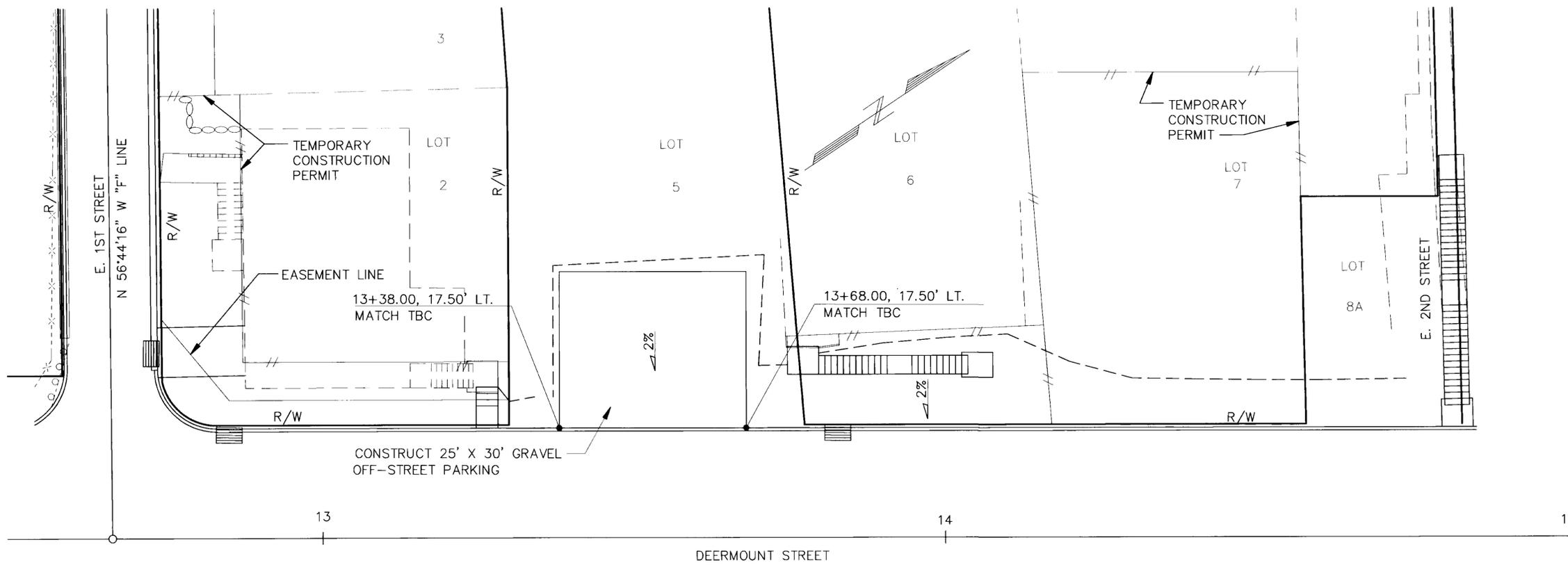
ENGINEER'S SEAL



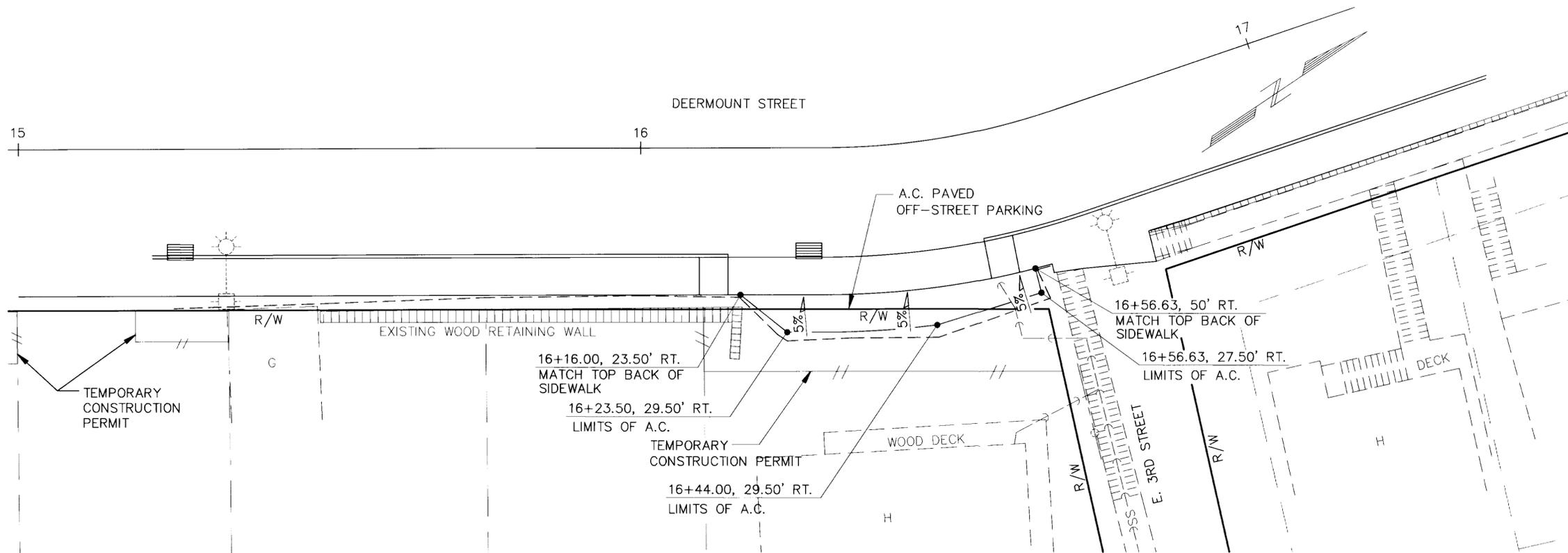
RECORD OF REVISIONS







- NOTES:**
- SEE SHEET 5 FOR OFF-STREET PARKING LOT SECTIONS.
  - P.C.C. = PORTLAND CEMENT CONCRETE  
A.C. = ASPHALT CONCRETE  
TBC = TOP BACK OF CURB



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: 4366P08.DWG	
BY:	DATE:
DESCRIPTION OF CHANGE:	
<b>RECORD OF REVISIONS</b>	

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

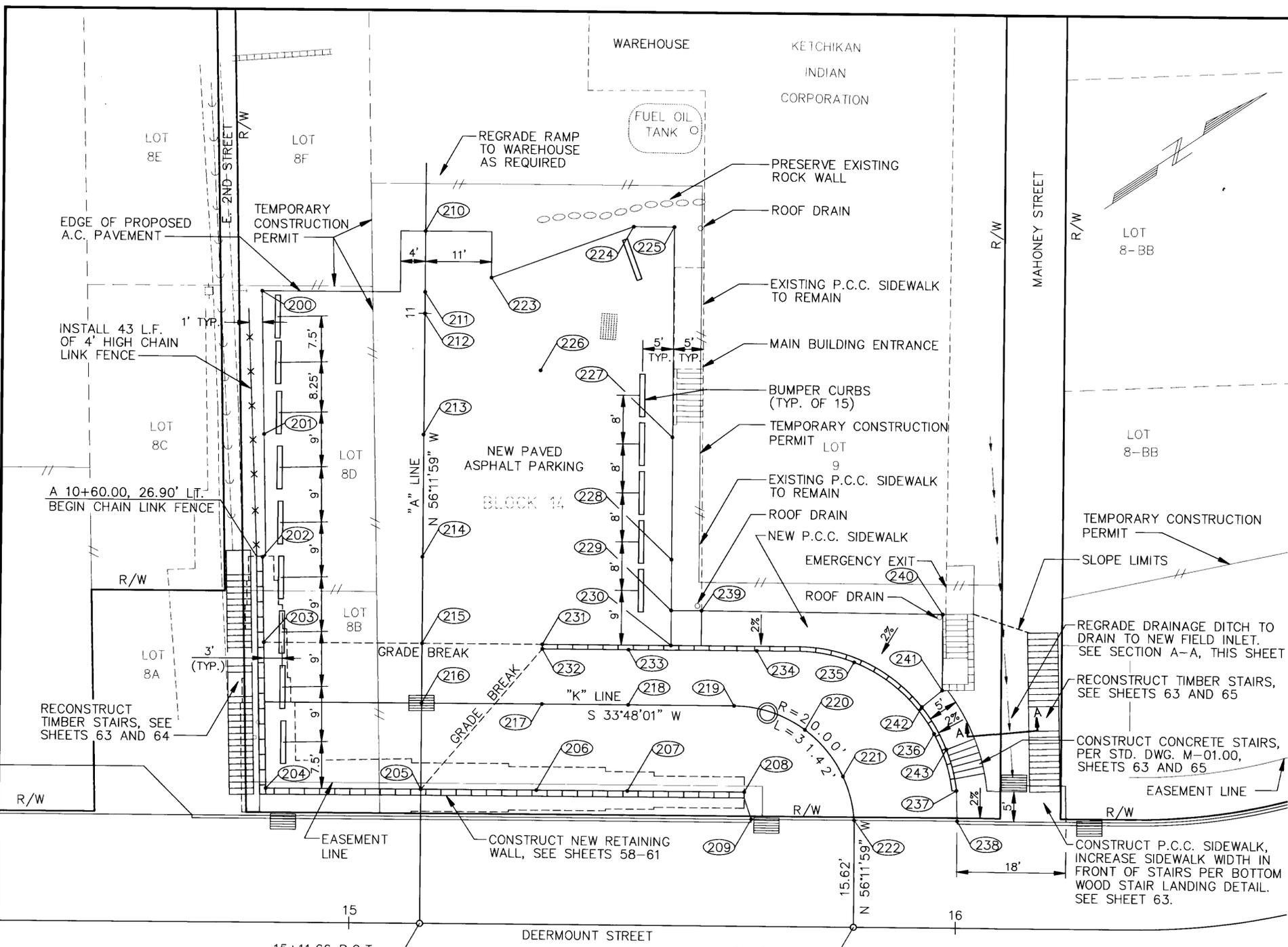
KTN - DEERMOUNT STREET WIDENING  
OFF-STREET PARKING

DESIGNED BY:  
AJJ  
DRAWN BY:  
AJJ/BCL  
CHECKED BY:  
JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 38 OF 79

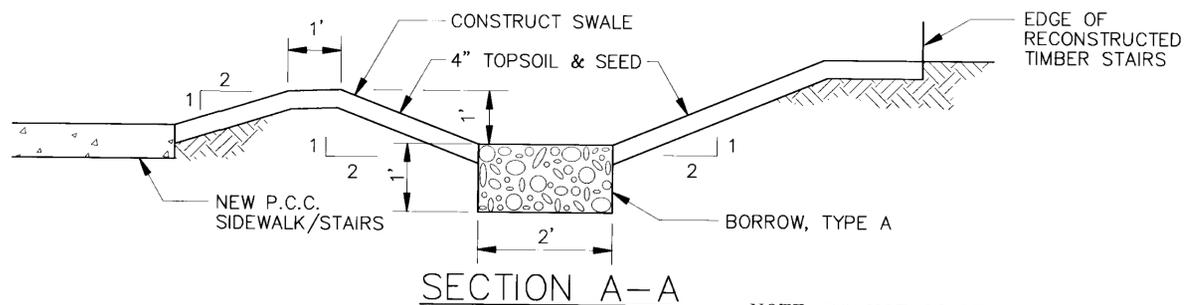
ENGINEER'S SEAL





GRADING TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
200	A 11+03.50	26.85' LT.	88.95	EDGE OF A.C. PAVEMENT
201	A 10+80.00	26.33' LT.	86.93	EDGE OF A.C. PAVEMENT
202	A 10+60.00	26.39' LT.	85.21	EDGE OF A.C. PAVEMENT
203	A 10+45.87	26.09' LT.	83.99	EDGE OF A.C. PAVEMENT
204	A 10+22.00	25.56' LT.	83.77	EDGE OF A.C. PAVEMENT
205	K 10+99.05	14.12' LT.	83.55	EDGE OF A.C. PAVEMENT
206	K 10+80.00	14.12' LT.	83.38	EDGE OF A.C. PAVEMENT
207	K 10+65.00	14.12' LT.	82.55	EDGE OF A.C. PAVEMENT
208	K 10+41.54	13.85 LT.	80.36	EDGE OF A.C. PAVEMENT
209	K 10+24.74	16.70' LT.	MATCH	TOP BACK OF CURB
210	A 11+13.50	0' LT.	MATCH	EDGE OF A.C. PAVEMENT
211	A 11+03.50	0' LT.	89.74	TOP OF A.C. PAVEMENT
212	A 11+00.00	0' LT.	88.70	TOP OF A.C. PAVEMENT
213	A 10+80.00	0' LT.	86.77	TOP OF A.C. PAVEMENT
214	A 10+60.00	0' LT.	84.84	TOP OF A.C. PAVEMENT
215	A 10+45.87	0' LT.	83.47	TOP OF A.C. PAVEMENT
216	A 10+36.12	0' LT.	83.27	TOP OF INLET CASTING
217	K 10+79.21	0' LT.	83.28	TOP OF A.C. PAVEMENT
218	K 10+65.00	0' LT.	82.27	TOP OF A.C. PAVEMENT
219	K 10+47.54	0' LT.	80.64	TOP OF A.C. PAVEMENT
220	K 10+35.00	0' LT.	79.73	TOP OF A.C. PAVEMENT
221	K 10+25.00	0' LT.	79.01	TOP OF A.C. PAVEMENT
222	K 10+17.50	0' LT.	MATCH	TOP BACK OF CURB
223	A 11+05.93	10.91' RT.	88.93	EDGE OF A.C. PAVEMENT
224	A 11+14.50	34.30' RT.	89.43	EDGE OF A.C. PAVEMENT
225	A 11+14.50	41.00' RT.	MATCH	EDGE OF A.C. PAVEMENT
226	A 10+90.83	19.15' RT.	88.93	TOP OF A.C. PAVEMENT
227	A 10+80.00	41.00' RT.	MATCH	EDGE OF P.C.C. / A.C. PAVEMENT
228	A 10+60.00	41.00' RT.	MATCH	EDGE OF P.C.C. / A.C. PAVEMENT
229	A 10+51.63	41.00' RT.	MATCH	EDGE OF P.C.C. / A.C. PAVEMENT
230	A 10+45.87	41.00' RT.	85.52	EDGE OF A.C. PAVEMENT
231	A 10+45.87	19.84' RT.	84.46	EDGE OF A.C. PAVEMENT
232	K 10+79.21	9.00' RT.	83.55	EDGE OF A.C. PAVEMENT
233	K 10+65.00	9.00' RT.	82.45	EDGE OF A.C. PAVEMENT
234	K 10+45.00	9.23' RT.	80.82	EDGE OF A.C. PAVEMENT
235	K 10+35.00	13.68' RT.	80.66	EDGE OF A.C. PAVEMENT
236	K 10+25.00	16.58' RT.	80.48	EDGE OF A.C. PAVEMENT
237	K 10+19.55	17.36' RT.	80.43	EDGE OF PAVEMENT / P.C.C.
238	K 10+16.87	17.00' RT.	MATCH	TOP BACK OF CURB
239	K 10+53.03	15.52 RT.	MATCH	EDGE OF P.C.C. / BLDG. CORNER
240	K 10+32.10	29.19' RT.	MATCH	EDGE OF P.C.C. / BLDG. CORNER
241	K 10+27.85	21.19' RT.	84.36	EDGE OF P.C.C. / RET. WALL
242	K 10+27.62	16.91' RT.	84.27	EDGE OF P.C.C. / RET. WALL
243	K 10+23.29	17.46' RT.	84.00	EDGE OF P.C.C. / RET. WALL

- NOTES:**
- 1) GRADE STRAIGHT LINE BETWEEN SPOT ELEVATIONS.
  - 2) PAVEMENT AND PORTLAND CEMENT CONCRETE ELEVATIONS ARE GIVEN FOR FINAL SURFACE.
  - 3) SEE SHEETS 28 & 29 FOR YARD / BUILDING DRAIN AND STORM DRAIN CONSTRUCTION.
  - 4) CENTER BUMPER CURBS WITHIN STRIPED PARKING STALLS. SEE SHEET 52 FOR STRIPING PLAN.
  - 5) SEE SHEETS 69 & 73 FOR LOCATION OF WATER AND SANITARY SEWER SERVICE CONNECTIONS.
  - 6) SEE SHEET FOR SITE PARKING STRUCTURAL SECTION.
  - 7) PLACE 1/2" PRE-FORMED EXPANSION JOINT FILLER WITH JOINT SEALER BETWEEN:
    - a. P.C.C. SIDEWALK AND RETAINING WALL
    - b. P.C.C. SIDEWALK AND BUILDING
    - c. P.C.C. STAIRS AND RETAINING WALL
    - d. P.C.C. STAIRS AND P.C.C. SIDEWALK



SECTION A-A

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE	DESCRIPTION OF CHANGE

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

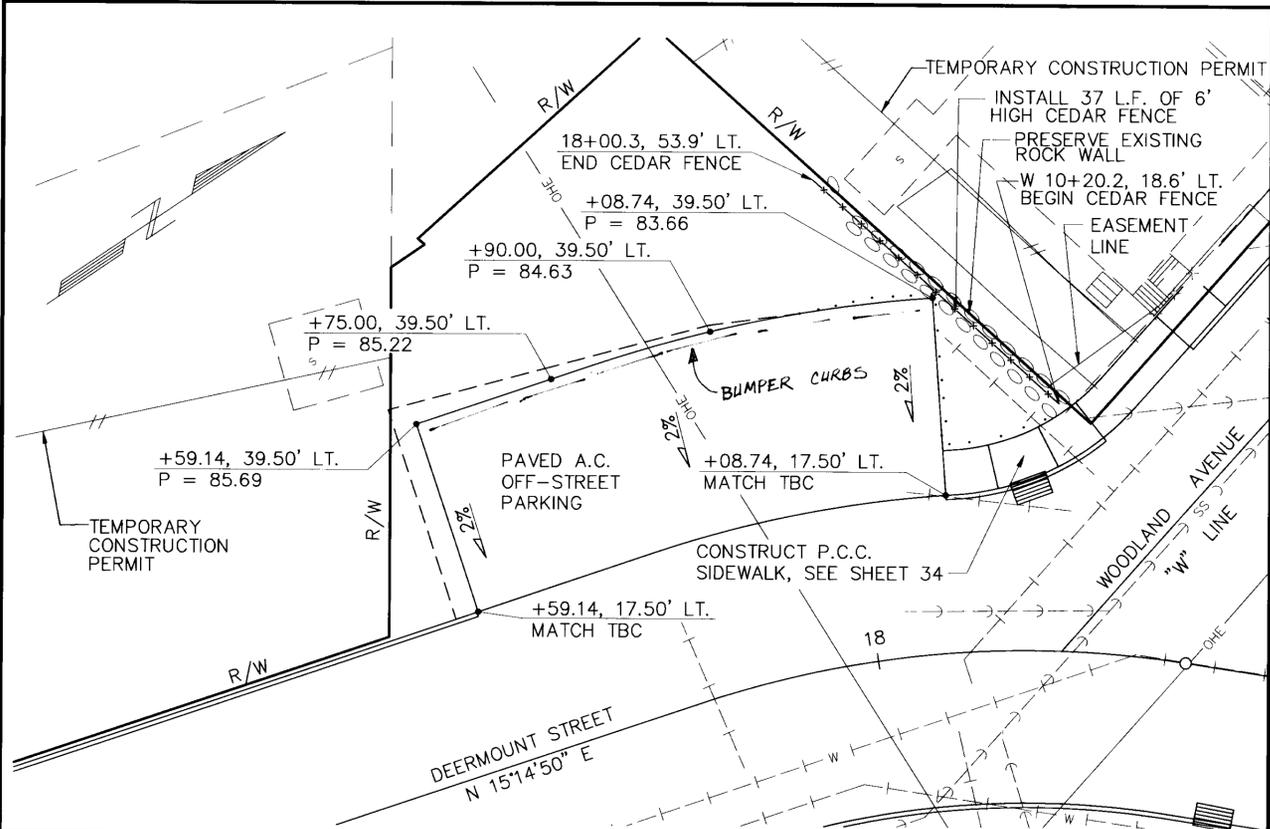
KTN DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE. & WOODLAND AVE. TO FAIR ST.  
KETCHIKAN INDIAN CORPORATION SITE PLAN

DESIGNED BY:  
RDG/AJJ/BAK  
DRAWN BY:  
AJJ/BAK/BCL  
CHECKED BY:  
JRK/AJJ

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 39 OF 79



RECORD OF REVISIONS

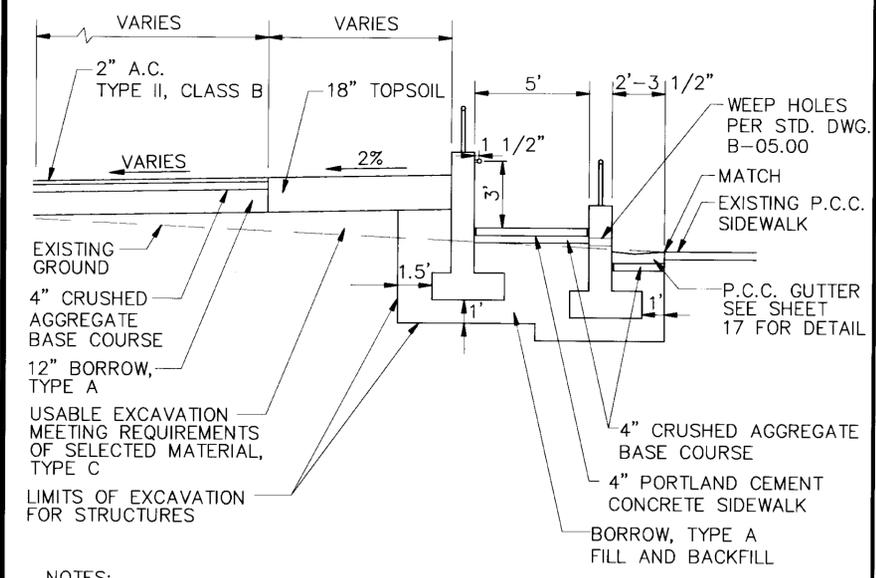
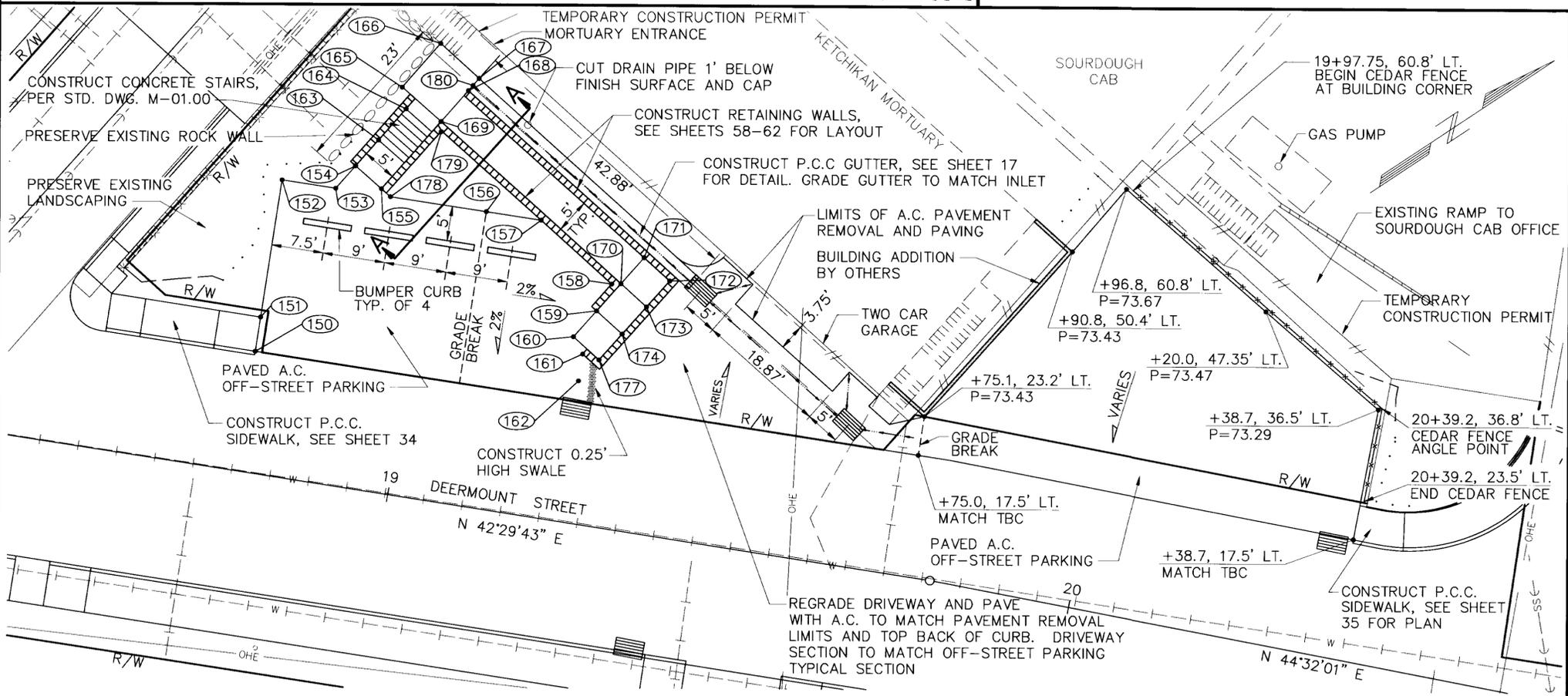


POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
150	18+77.82	17.50' LT.	MATCH	TOP BACK OF CURB
151	18+77.82	22.50' LT.	MATCH	EDGE OF P.C.C./A.C. PAVEMENT
152	18+77.82	42.50' LT.	77.52	EDGE OF A.C. PAVEMENT
153	18+85.69	42.50' LT.	77.13	EDGE OF A.C. PAVEMENT
154	18+88.04	46.15' LT.	77.05	EDGE OF P.C.C./A.C. PAVEMENT
155	18+92.24	43.45' LT.	77.05	EDGE OF P.C.C./A.C. PAVEMENT
156	19+07.77	42.50' LT.	76.30	EDGE OF A.C. PAVEMENT
157	19+15.82	42.50' LT.	76.14	EDGE OF A.C. PAVEMENT
158	19+27.34	35.02' LT.	75.75	EDGE OF A.C. PAVEMENT
159	19+25.77	30.88' LT.	75.73	EDGE OF P.C.C./A.C. PAVEMENT
160	19+23.04	26.69' LT.	75.69	EDGE OF P.C.C./A.C. PAVEMENT
161	19+24.76	24.43' LT.	75.60	EDGE OF A.C. PAVEMENT
162	19+24.76	20.50' LT.	75.50	TOP OF A.C. PAVEMENT
163	18+90.74	50.36' LT.	77.15	TOP OF P.C.C. STAIR RISER

POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
164	18+93.98	55.41' LT.	73.05	BOTTOM OF P.C.C. STAIR RISER
165	18+92.94	58.41' LT.	73.05	EDGE OF A.C. PAVEMENT
166	18+97.03	64.79' LT.	MATCH	EDGE OF P.C.C./EXIST. SW
167	18+97.48	62.62' LT.	MATCH	EDGE OF P.C.C./EXIST. SW
168	19+02.49	59.39' LT.	72.95	EDGE OF P.C.C.
169	18+99.27	54.38' LT.	73.05	EDGE OF P.C.C.
170	19+28.66	35.30' LT.	75.30	EDGE OF P.C.C.
171	19+31.39	39.49' LT.	75.20	EDGE OF P.C.C.
172	19+35.59	36.77' LT.	75.25	EDGE OF P.C.C.
173	19+32.85	32.57' LT.	75.30	EDGE OF P.C.C.
174	19+29.96	28.14' LT.	75.73	EDGE OF P.C.C.
175				NOT USED
176				NOT USED
177	19+27.23	23.96' LT.	75.66	EDGE OF P.C.C.
178	18+93.72	42.50' LT.	76.97	EDGE OF A.C. PAVEMENT
179	18+99.56	53.06' LT.	75.24	TOP OF TOPSOIL
180	19+03.04	60.23' LT.	72.88	TOP OF P.C.C.

- NOTES:
- GRADE STRAIGHT LINE BETWEEN SPOT ELEVATIONS.
  - A.C. PAVEMENT ELEVATIONS (P) ARE GIVEN FOR FINAL A.C. PAVEMENT SURFACE.
  - P.C.C. ELEVATIONS ARE GIVEN FOR FINAL P.C.C. SURFACE.
  - SEE SHEET 5 FOR OFF-STREET PARKING AREA TYPICAL SECTION.

- P.C.C. = PORTLAND CEMENT CONCRETE  
A.C. = ASPHALT CEMENT  
TBC = TOP BACK OF CURB  
SW = P.C.C. SIDEWALK



- NOTES:
- SEE PLAN FOR GRADING.
  - PLACE 1/2" PRE-FORMED EXPANSION JOINT FILLER WITH JOINT SEALER BETWEEN P.C.C. SIDEWALK AND RETAINING WALLS, AND BETWEEN P.C.C. GUTTER AND RETAINING WALL.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

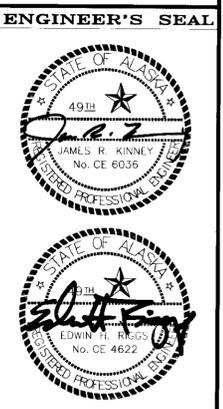
DATE	DESCRIPTION OF CHANGE

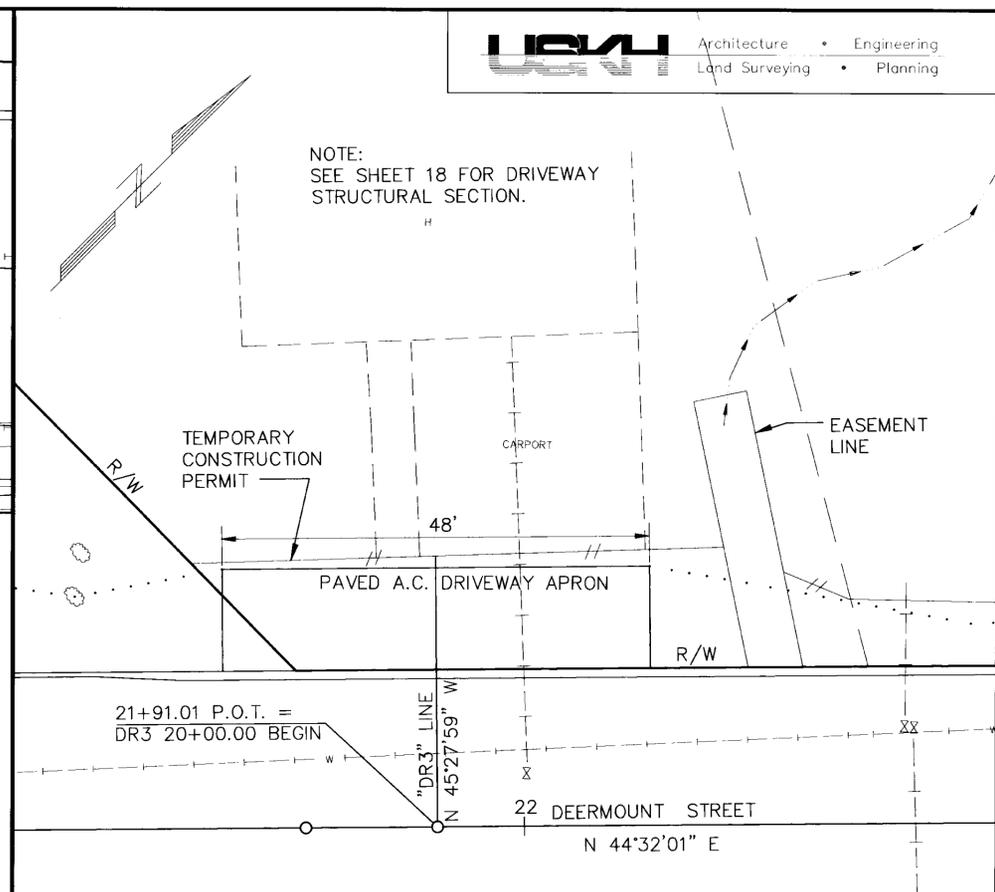
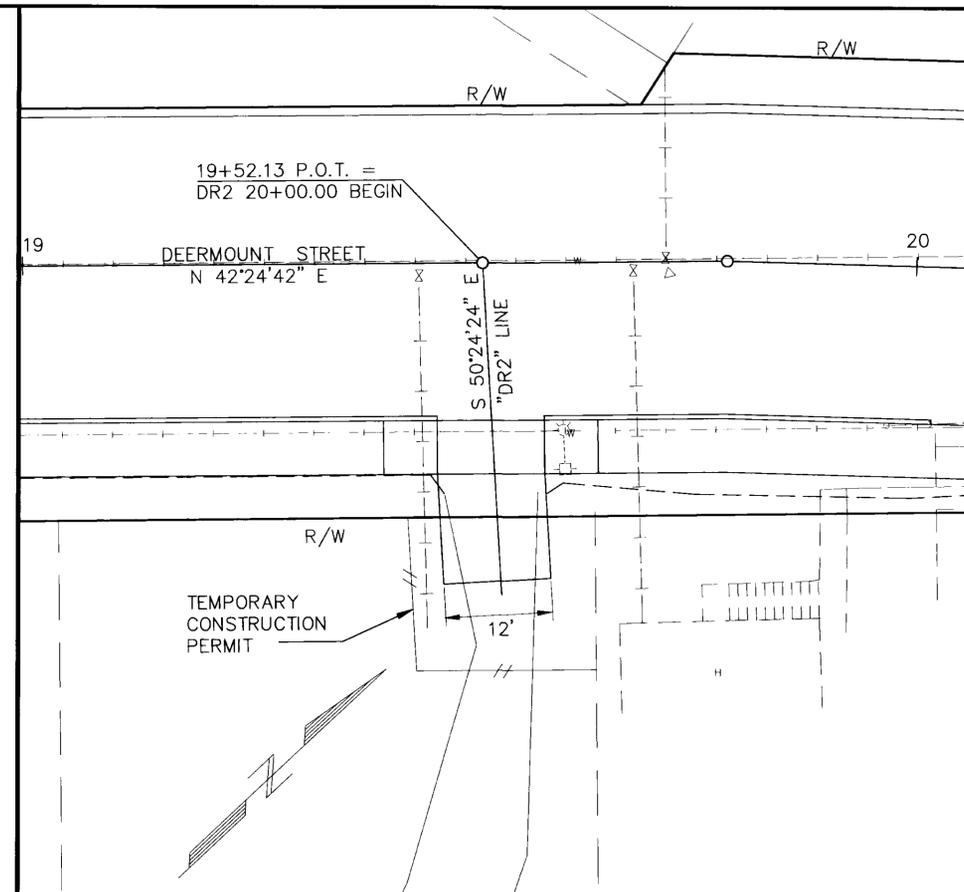
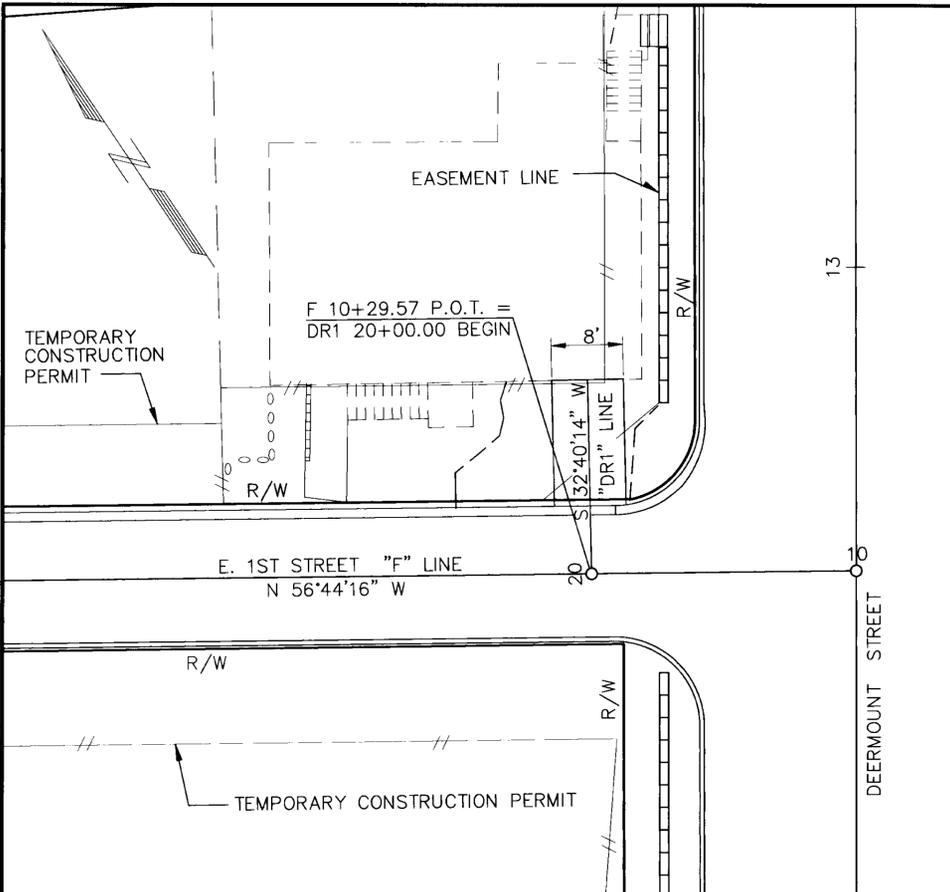
RECORD OF REVISIONS

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

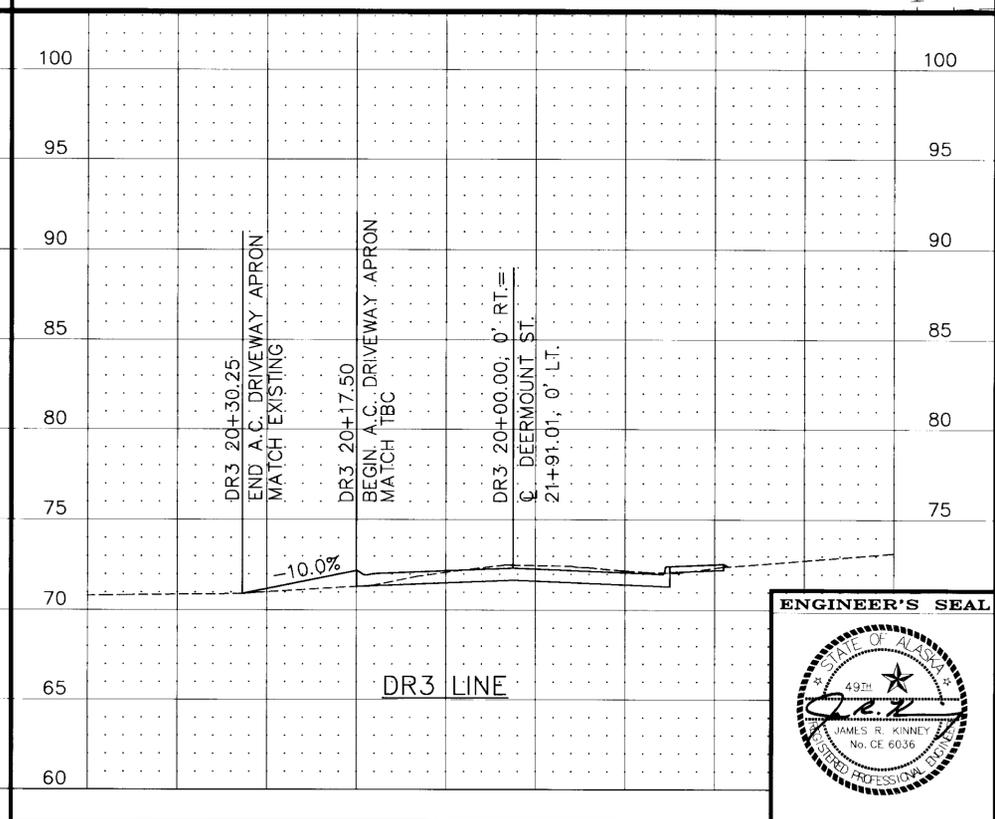
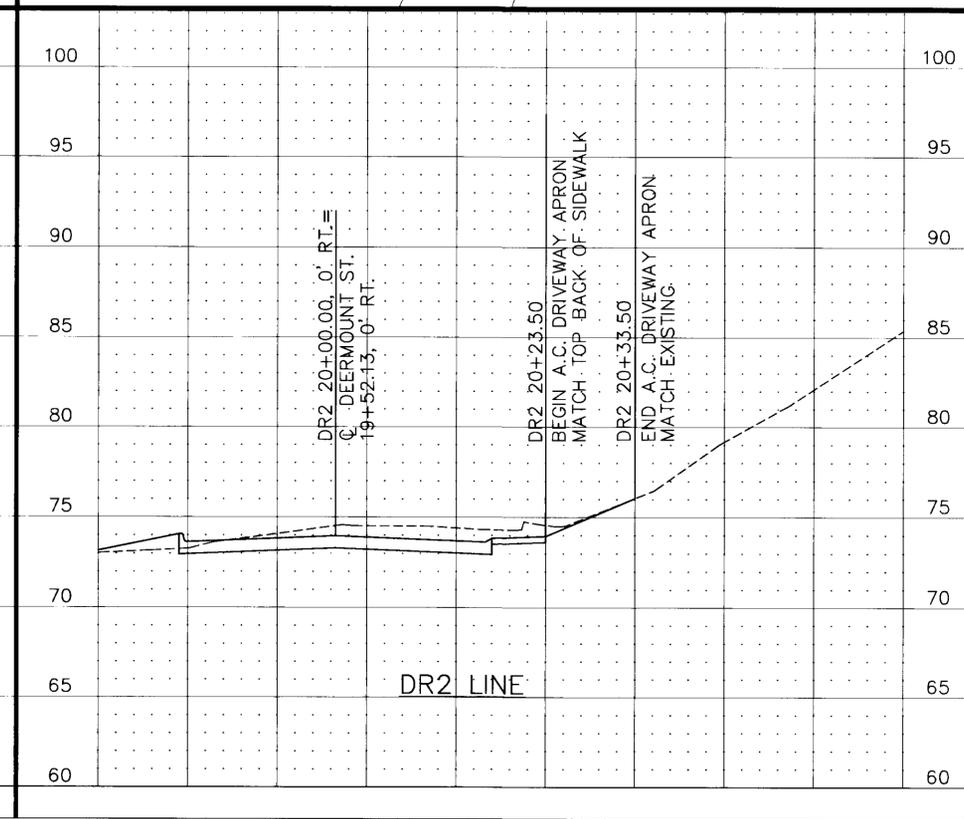
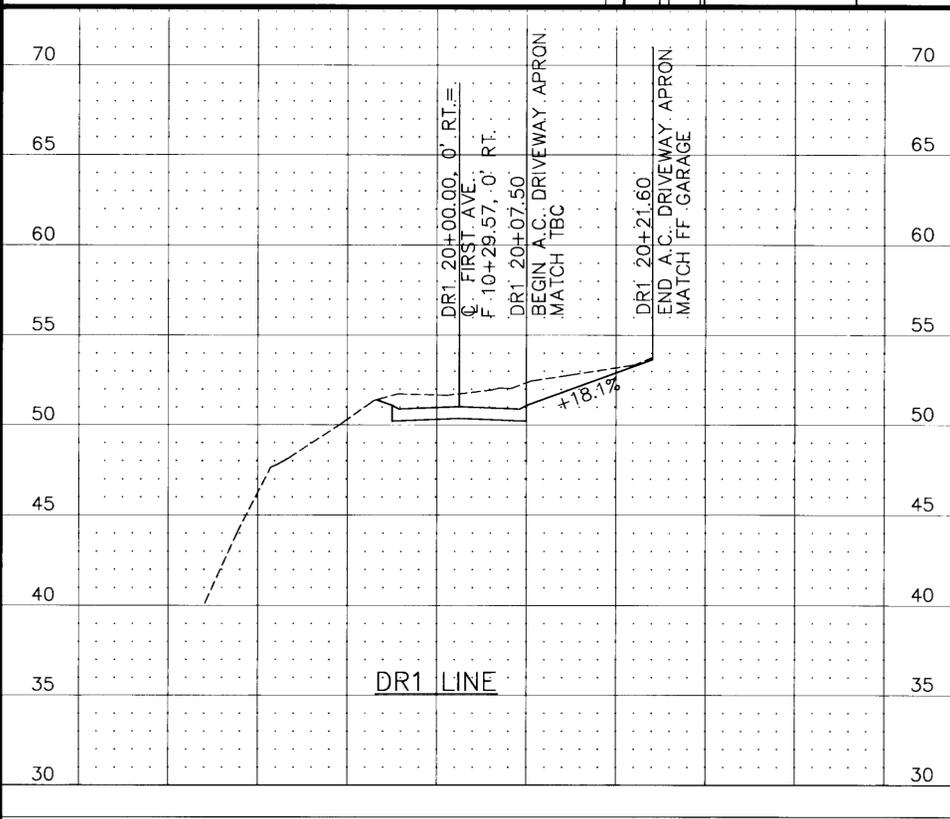
KTN - DEERMOUNT STREET WIDENING  
KETCHIKAN MORTUARY SITE PLAN  
AND OFF-STREET PARKING

DESIGNED BY: AJJ  
DRAWN BY: BCL  
CHECKED BY: JRK  
PROJECT Nos. RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 40 OF 79





NOTE:  
SEE SHEET 18 FOR DRIVEWAY  
STRUCTURAL SECTION.



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
4366V01.DWG		

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

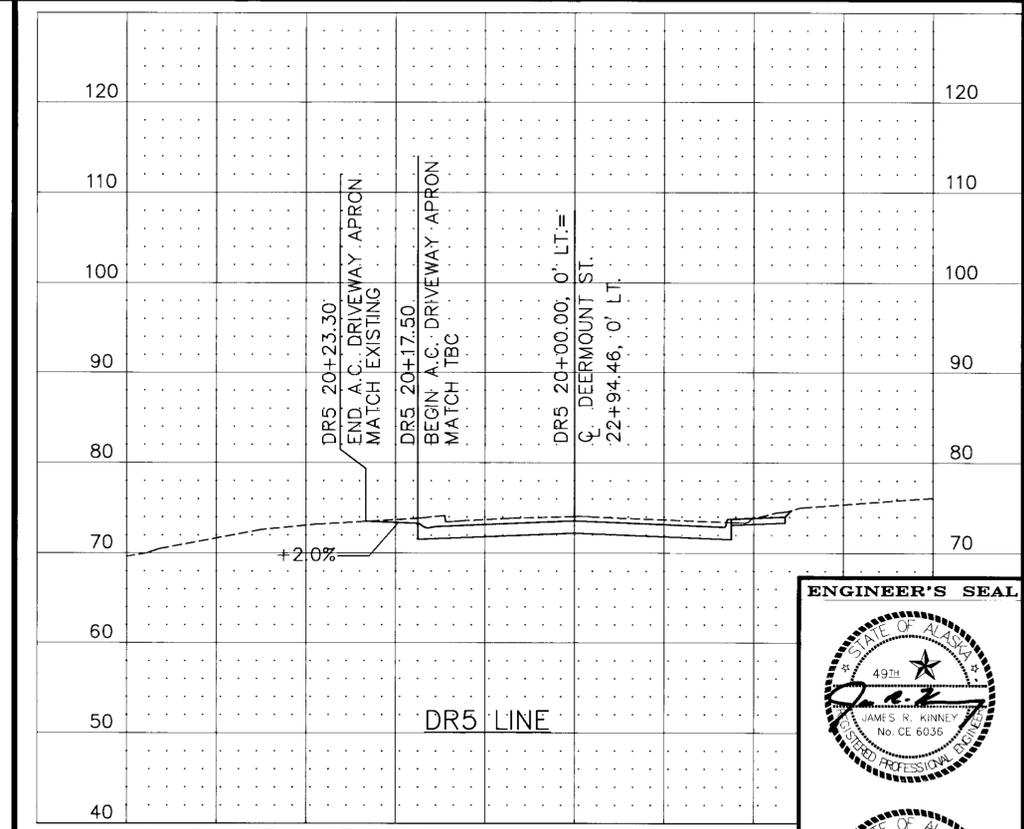
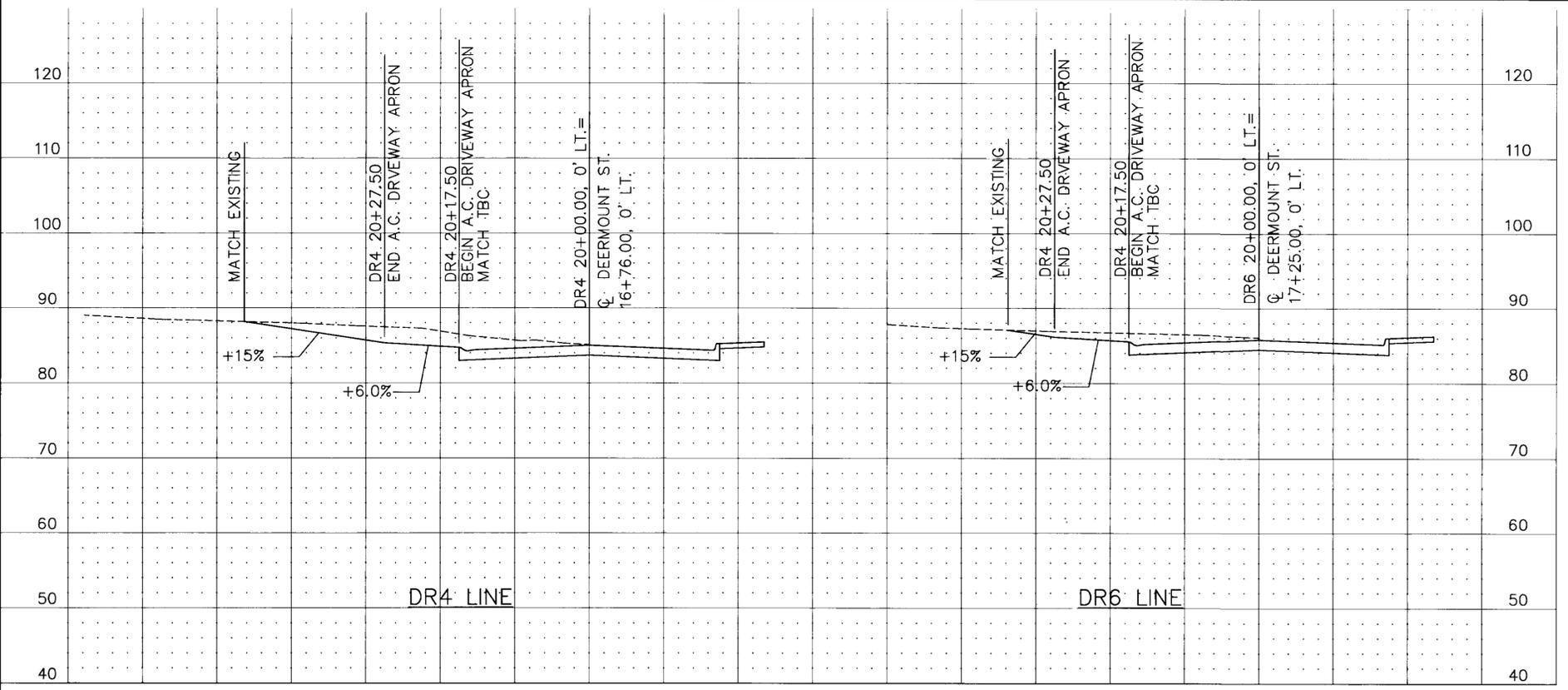
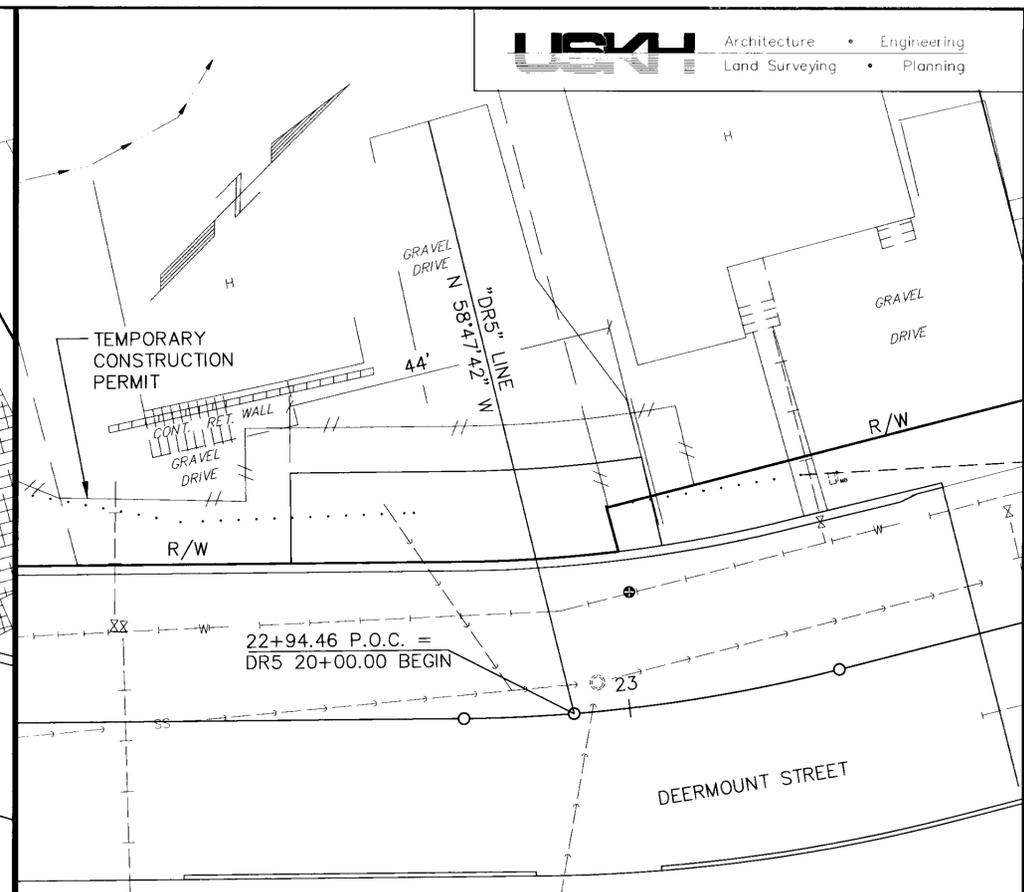
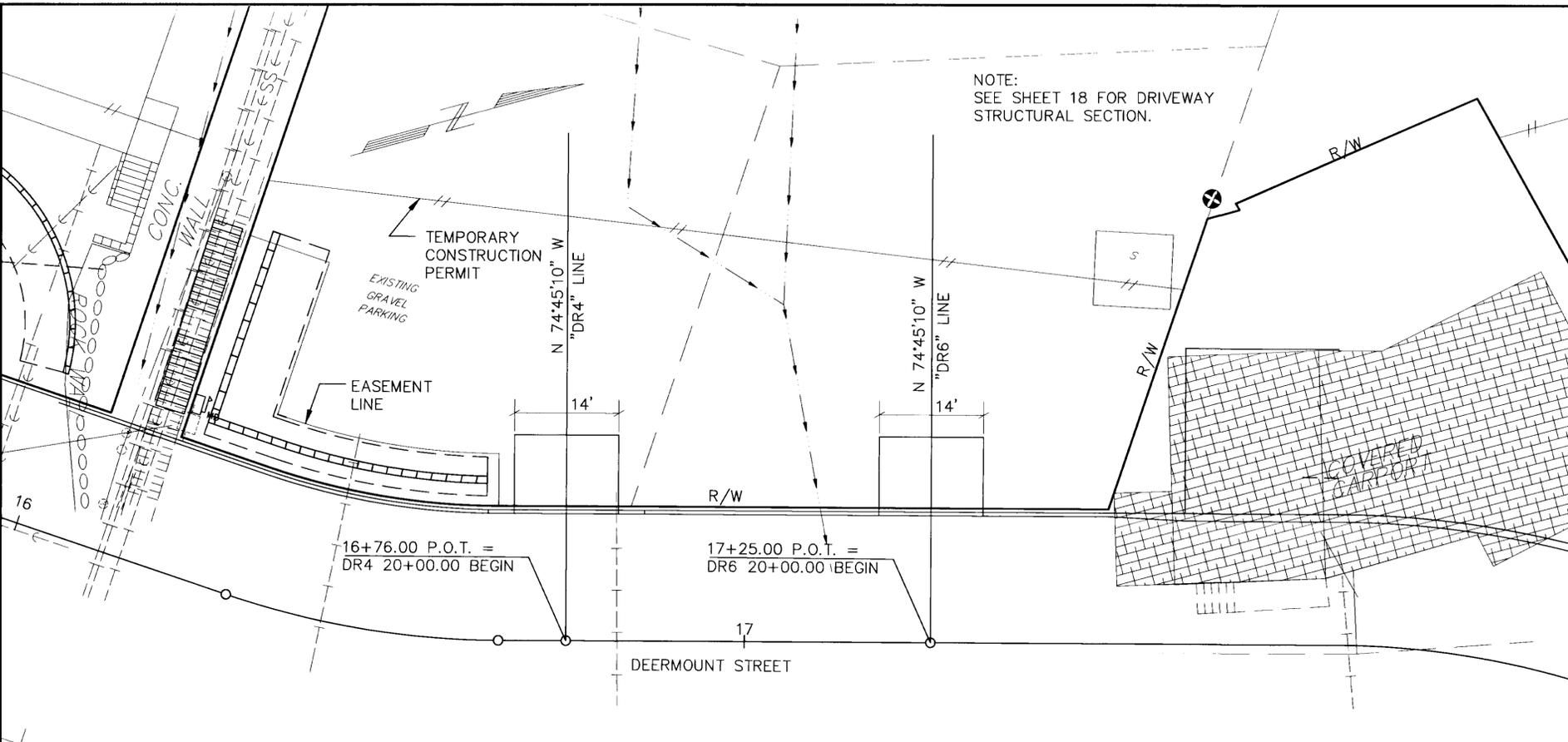
KTN - DEERMOUNT STREET WIDENING  
WOODLAND AVE. TO FAIR ST.  
DRIVEWAY PLAN & PROFILE

DESIGNED BY:  
JRK/AJJ/BAK  
DRAWN BY:  
AJJ/BAK  
CHECKED BY:  
JRK/AJJ

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 41 OF 79



RECORD OF REVISIONS



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: 4366V02.DWG

BY:	DATE:	DESCRIPTION OF CHANGE:

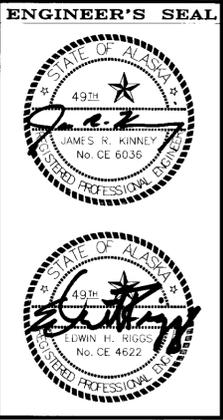
RECORD OF REVISIONS

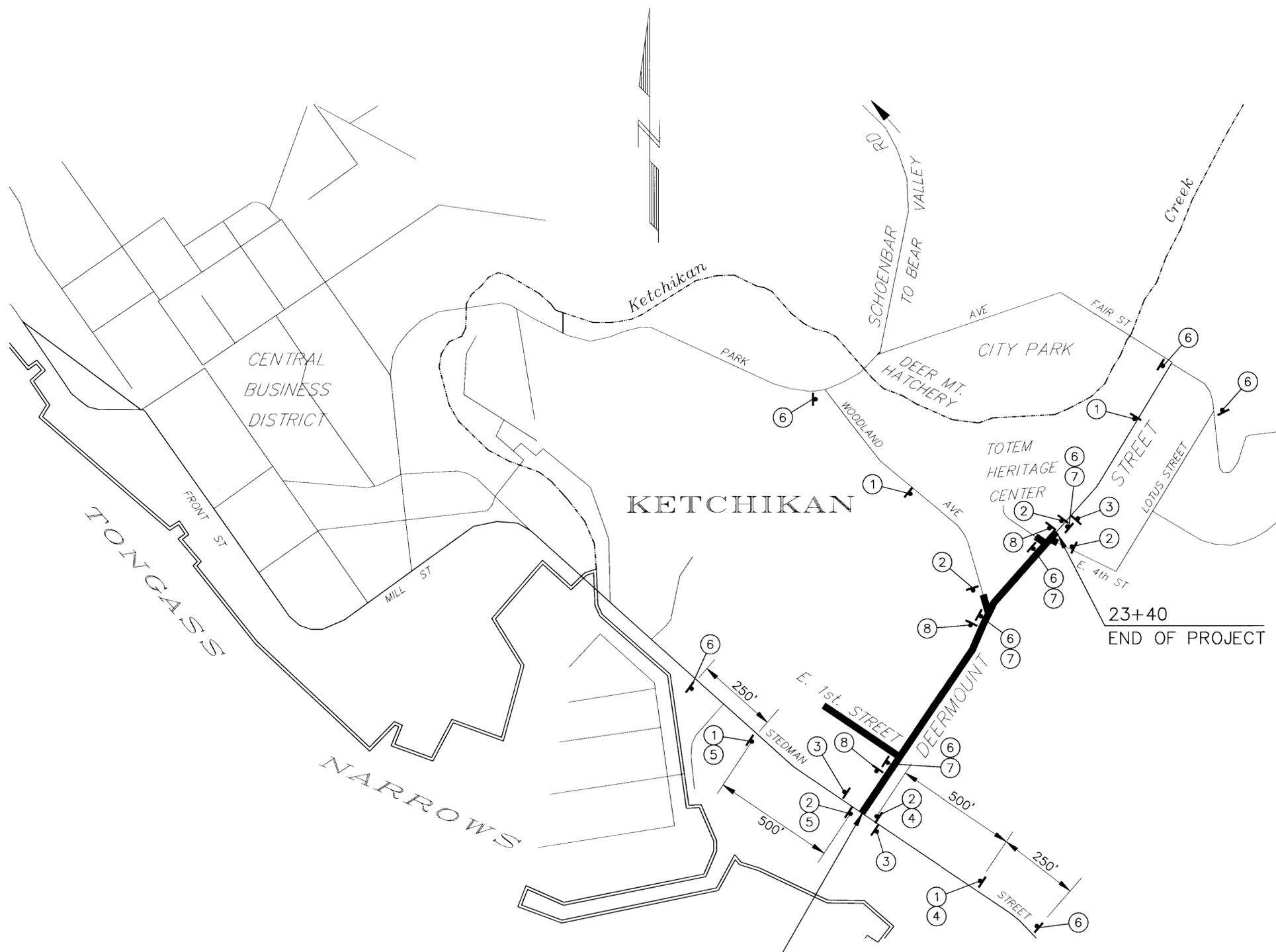
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
WOODLAND AVE. TO FAIR ST.  
DRIVEWAY PLAN & PROFILE

DESIGNED BY:  
JRK/AJJ/BAK  
DRAWN BY:  
AJJ/BAK  
CHECKED BY:  
JRK/AJJ

PROJECT Nos.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 42 OF 79





PERMANENT CONSTRUCTION SIGNING LEGEND

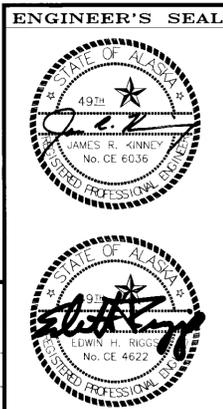
- ① ROAD WORK 500 FT  
CW20-1A 36"x36"
- ② ROAD WORK AHEAD  
CW20-1F 36"x36"
- ③ END CONSTRUCTION  
G20-2 24"x60"
- \* ④   
CW1-6R 18"x36"
- \* ⑤   
CW1-6L 18"x36"
- ⑥ DEERMOUNT ST NORTHBOUND ONLY BETWEEN STEDMAN ST AND E 4th ST  
SPECIAL SIGN 78"x42"
- ⑦ ONE WAY  
R6-1L OR R (AS REQUIRED) 36"x12"
- ⑧ DO NOT ENTER  
R5-1 30"x30"

\* MOUNT BELOW CW 20-1 SIGN.

NOTES:

1. COVER SIGNS 6, 7 & 8 WHEN ONE SEGMENT IS CLOSED AND STREET IS OPEN TO TWO-WAY LOCAL TRAFFIC.
2. STREET SHALL BE OPEN TO ONE-WAY NORTHBOUND TRAFFIC UNTIL MAY 1, 1996. AT THAT TIME THE ENGINEER MAY REQUIRE THAT THE DIRECTION BE REVERSED TO SOUTHBOUND TO ACCOMMODATE TOURIST TRAFFIC OR OPEN TO TWO-WAY TRAFFIC. MODIFY SIGNS 6, 7 & 8 ACCORDINGLY.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



PATH: 4366C01.DWG	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

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

KTN - DEERMOUNT STREET WIDENING  
PERMANENT CONSTRUCTION SIGNING

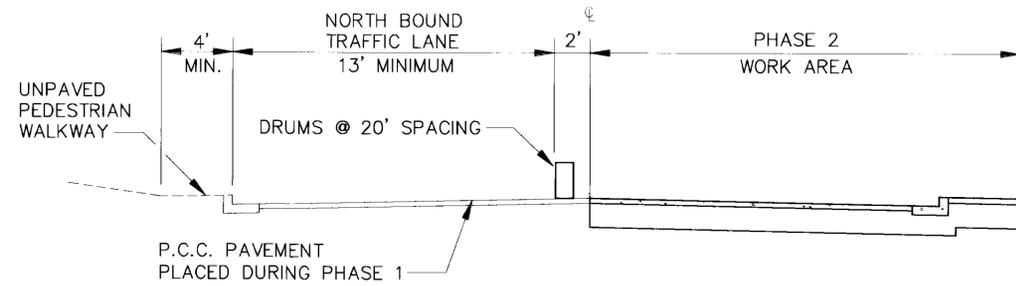
DESIGNED BY: EHR  
DRAWN BY: DWH  
CHECKED BY: JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 43 OF 79

**CONSTRUCTION PHASING**

**PHASE 1**

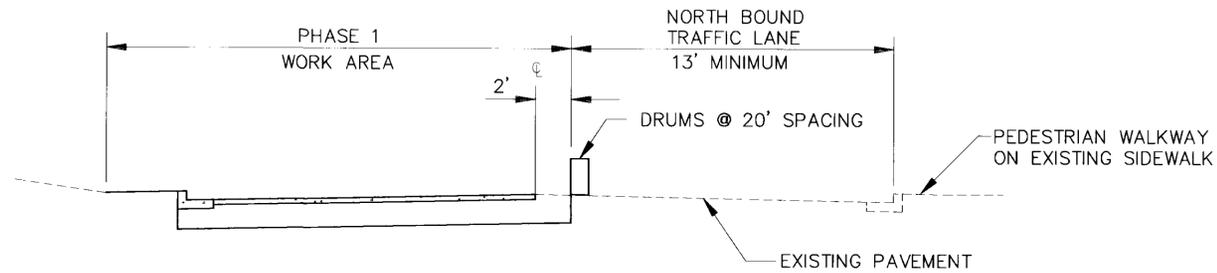
1. SET UP DETOUR.
2. CLOSE DEERMOUNT ST. TO SOUTHBOUND THROUGH TRAFFIC AT STATION 23+40.
3. ROUTE NORTHBOUND LOCAL TRAFFIC ONLY TO RIGHT SIDE OF EXISTING STREET.
4. EXCAVATE; BACKFILL; CONSTRUCT RETAINING WALLS, WATER LINE, STORM SEWER AND SANITARY SEWER ON THE LEFT SIDE.
5. SET FORMS AND CONSTRUCT P.C.C. PAVEMENT IN SEGMENT ONE. ALLOW TWO-WAY TRAFFIC IN SEGMENTS 2 & 3. AFTER POUR, RE-ESTABLISH ONE WAY NORTHBOUND TRAFFIC.
6. SET FORMS AND CONSTRUCT P.C.C. PAVEMENT IN SEGMENT TWO. ALLOW TWO-WAY TRAFFIC IN SEGMENTS 1 & 3. AFTER POUR, RE-ESTABLISH ONE WAY NORTHBOUND TRAFFIC.
7. SET FORMS AND CONSTRUCT P.C.C. PAVEMENT IN SEGMENT THREE. ALLOW TWO-WAY TRAFFIC IN SEGMENTS 1 & 2. AFTER POUR, RE-ESTABLISH ONE WAY NORTHBOUND TRAFFIC.



TYPICAL SECTION  
PHASE 2 – WORK AREA AND LOCAL TRAFFIC LANE

**PHASE 2**

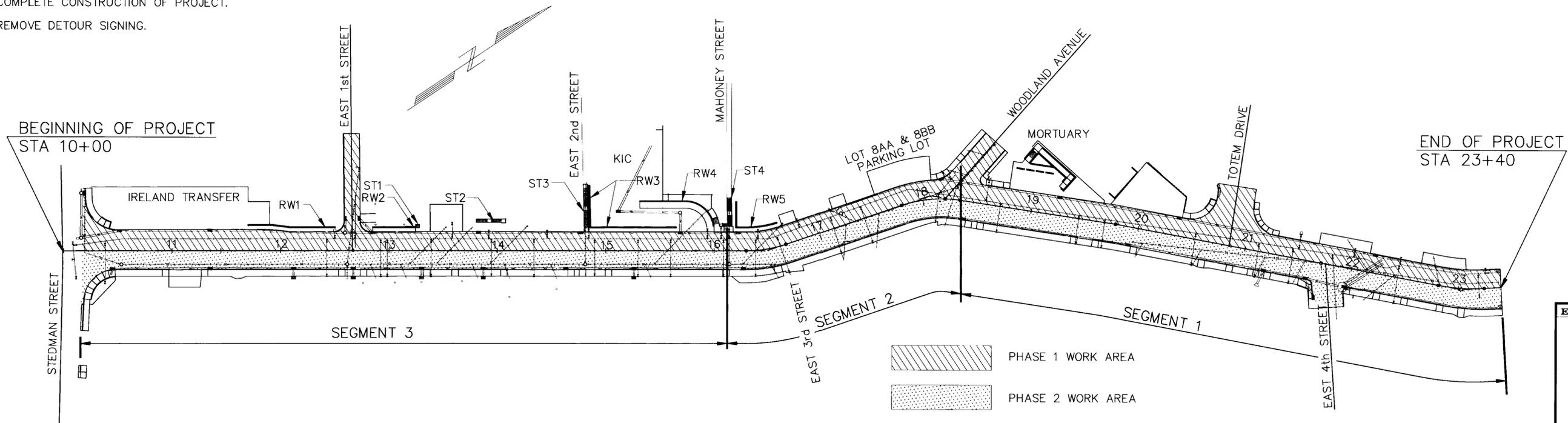
1. ROUTE NORTHBOUND LOCAL TRAFFIC TO NEW P.C.C. PAVEMENT PLACED DURING PHASE 1
2. EXCAVATE; BACKFILL; CONSTRUCT STORM SEWER AND SANITARY SEWER ON THE RIGHT. COMPLETE WATER LINE CONSTRUCTION AND PLACE IN SERVICE.
3. SET FORMS AND CONSTRUCT P.C.C. PAVEMENT IN SEGMENT ONE. ALLOW TWO-WAY TRAFFIC IN SEGMENTS 2 & 3. AFTER POUR, RE-ESTABLISH ONE WAY NORTHBOUND TRAFFIC.
4. SET FORMS AND CONSTRUCT P.C.C. PAVEMENT IN SEGMENT TWO. ALLOW TWO-WAY TRAFFIC IN SEGMENTS 1 & 3. AFTER POUR, RE-ESTABLISH ONE WAY NORTHBOUND TRAFFIC.
5. SET FORMS AND CONSTRUCT P.C.C. PAVEMENT IN SEGMENT THREE. ALLOW TWO-WAY TRAFFIC IN SEGMENTS 1 & 2. AFTER POUR, RE-ESTABLISH ONE WAY NORTHBOUND TRAFFIC.



TYPICAL SECTION  
PHASE 1 – WORK AREA AND LOCAL TRAFFIC LANE

**PHASE 3**

1. OPEN DEERMOUNT STREET TO TRAFFIC.
2. COMPLETE CONSTRUCTION OF PROJECT.
3. REMOVE DETOUR SIGNING.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL



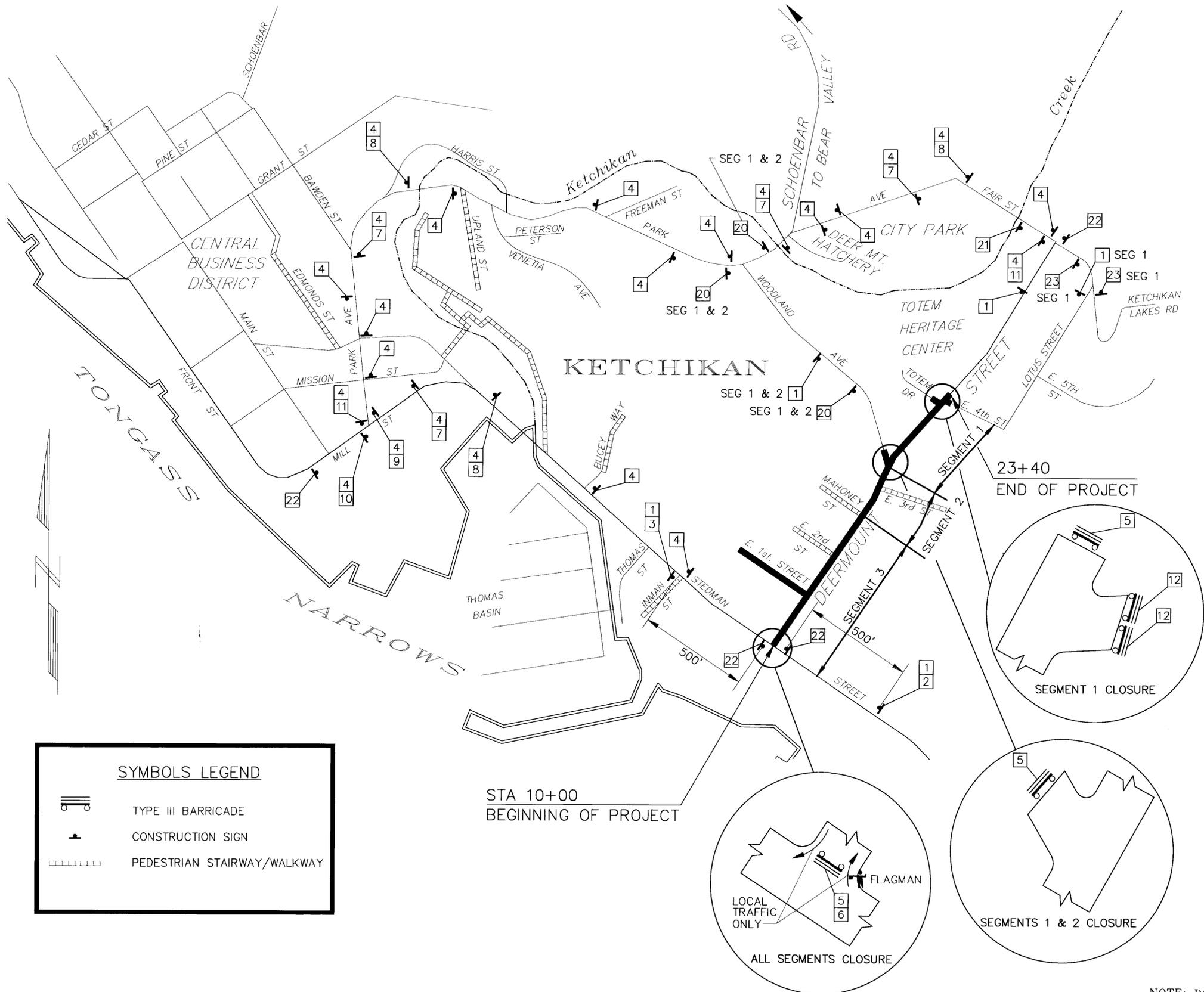
PATH: 4366C02.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

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

KTN – DEERMOUNT STREET WIDENING  
CONSTRUCTION PHASING PLAN

DESIGNED BY:  
EHR  
DRAWN BY:  
DWH  
CHECKED BY:  
EHR

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 44 OF 79



DETOUR SIGNING LEGEND

1		CW20-3A 36"x36"	10		M6-1L 21"x15"
2		CW1-6R 18"x36"	11		M4-8a 24"x18"
3		CW1-6L 18"x36"	12		R11-2 48"x30"
4		SPECIAL SIGN 42"x12"	20		SPECIAL SIGN 66"x48"
5		R11-4 60"x30"	21		SPECIAL SIGN 66"x48"
6		M4-8 24"x12"	22		SPECIAL SIGN 66"x48"
7		M4-10L 48"x18"	23		SPECIAL SIGN 42"x24"
8		M5-1R 21"x15"			
9		M5-1L 21"x15"			
		M6-1R 21"x15"			

**SYMBOLS LEGEND**

- TYPE III BARRICADE
- CONSTRUCTION SIGN
- PEDESTRIAN STAIRWAY/WALKWAY

NOTE:  
1. FOR SPECIAL SIGNS, USE 4" LETTERS SERIES E.  
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

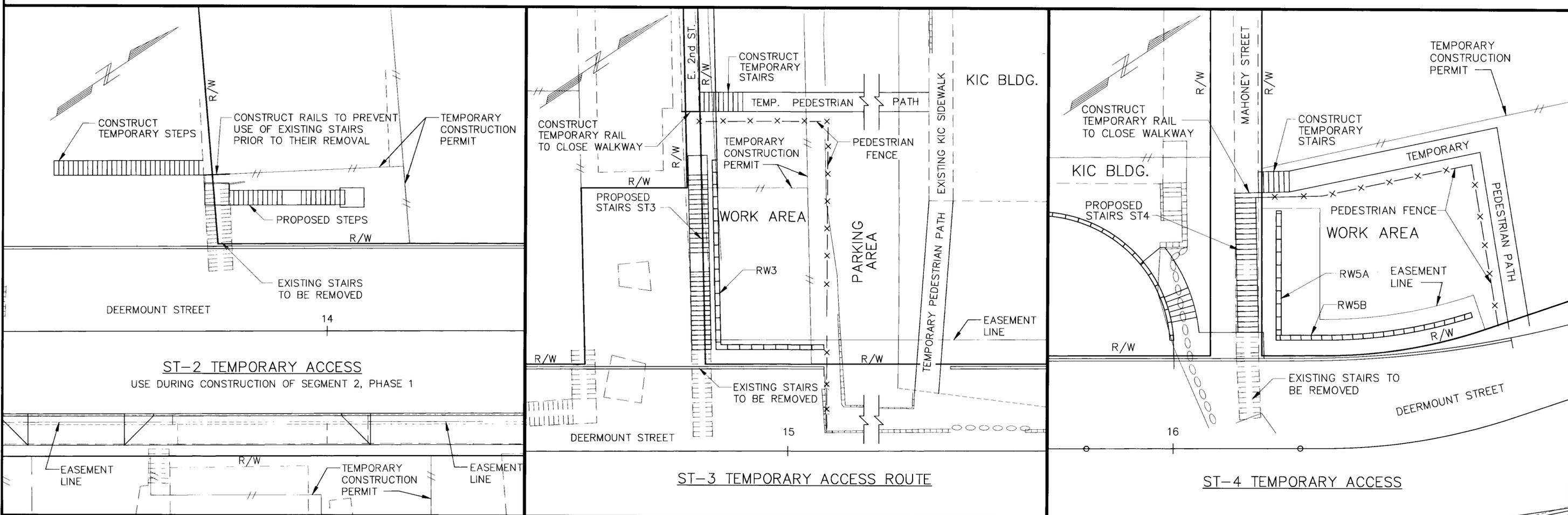
**ENGINEER'S SEAL**

PATH: 4366C01A.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

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

KTN - DEERMOUNT STREET WIDENING  
ROAD SEGMENT CLOSURE AND DETOUR

DESIGNED BY: EHR  
DRAWN BY: DWH  
CHECKED BY: JRK  
PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330  
DATE: 9/95  
SHEET 45 OF 79



NOTE:  
ALL ELEVATED WALKWAYS SHALL HAVE GUARDRAILS  
AS PER UBC SEC.3307.(A) &.(C).

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

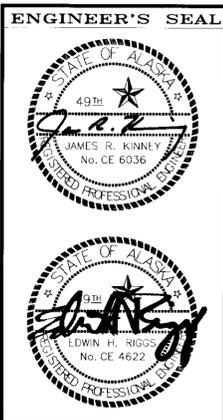
RECORD OF REVISIONS	
PATH: 4366C04.DWG	
BY:	DATE:
DESCRIPTION OF CHANGE:	

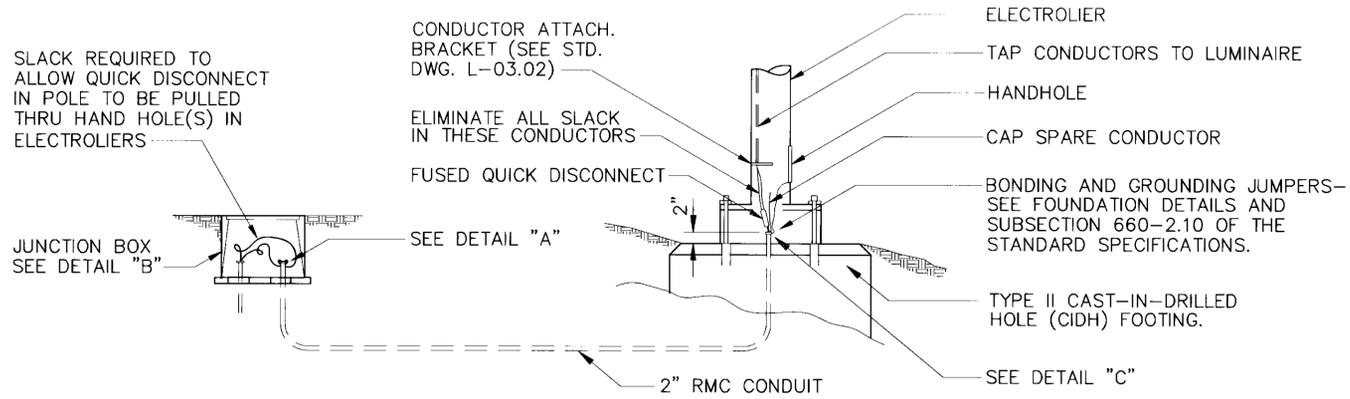
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
STAIRWAY TEMPORARY ACCESS PLANS

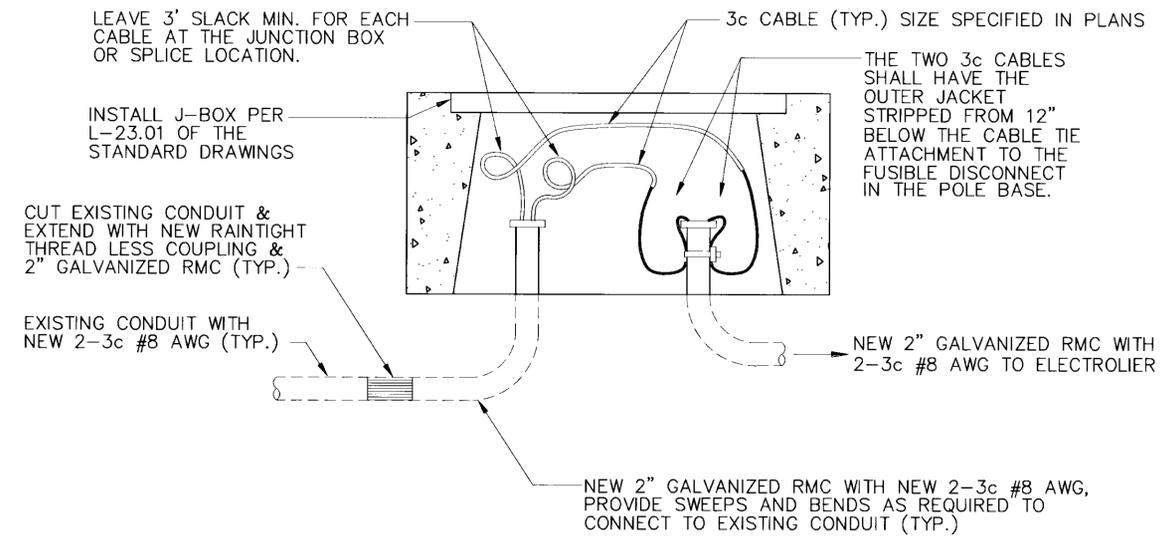
DESIGNED BY:  
EHR  
DRAWN BY:  
DWH  
CHECKED BY:  
EHR

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 46 OF 79





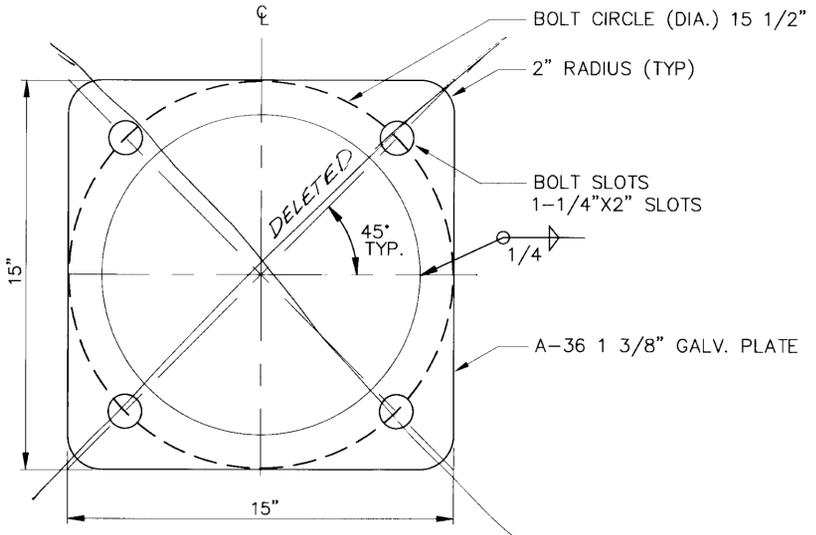
LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS



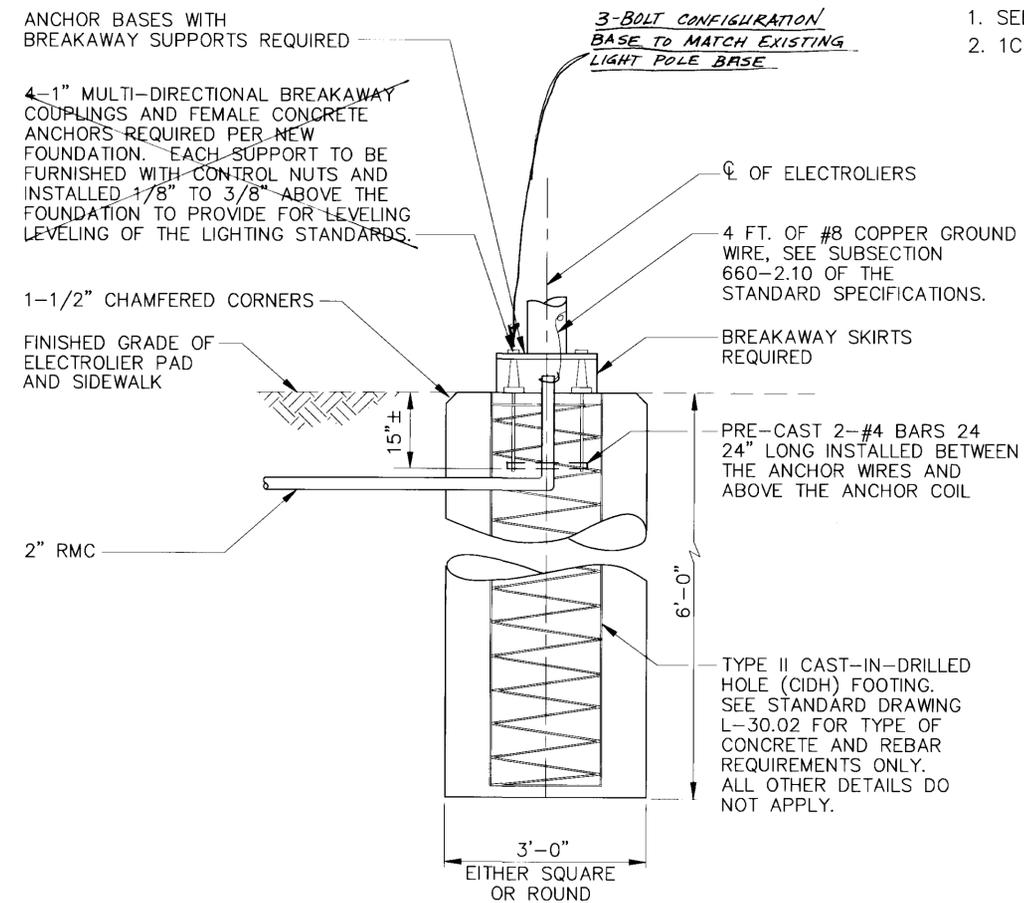
DETAIL B

NOTES:

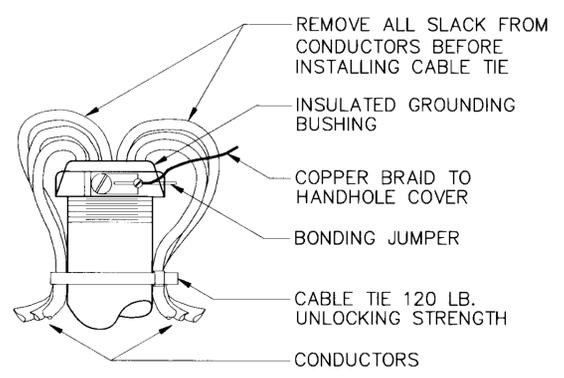
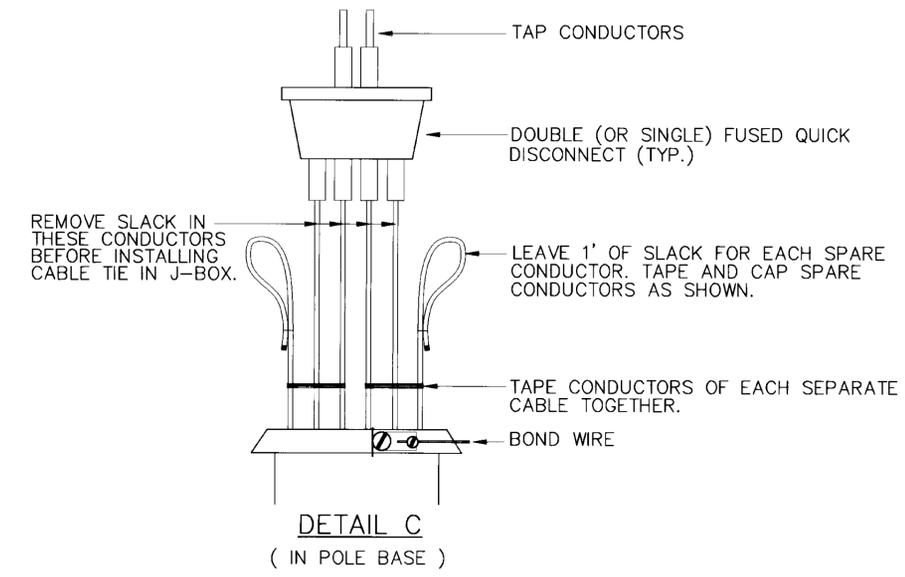
1. SEE DETAIL "A" FOR THREE-WAY SPLICE.
2. 1C #8 BARE CU NOT SHOWN.



ANCHOR BASE DETAIL



FOUNDATION WITH BREAKAWAY COUPLINGS



DETAIL A ( IN J-BOX )

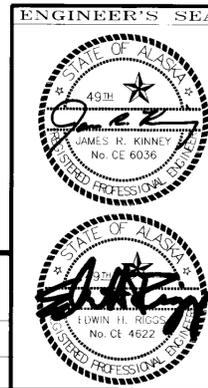
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:

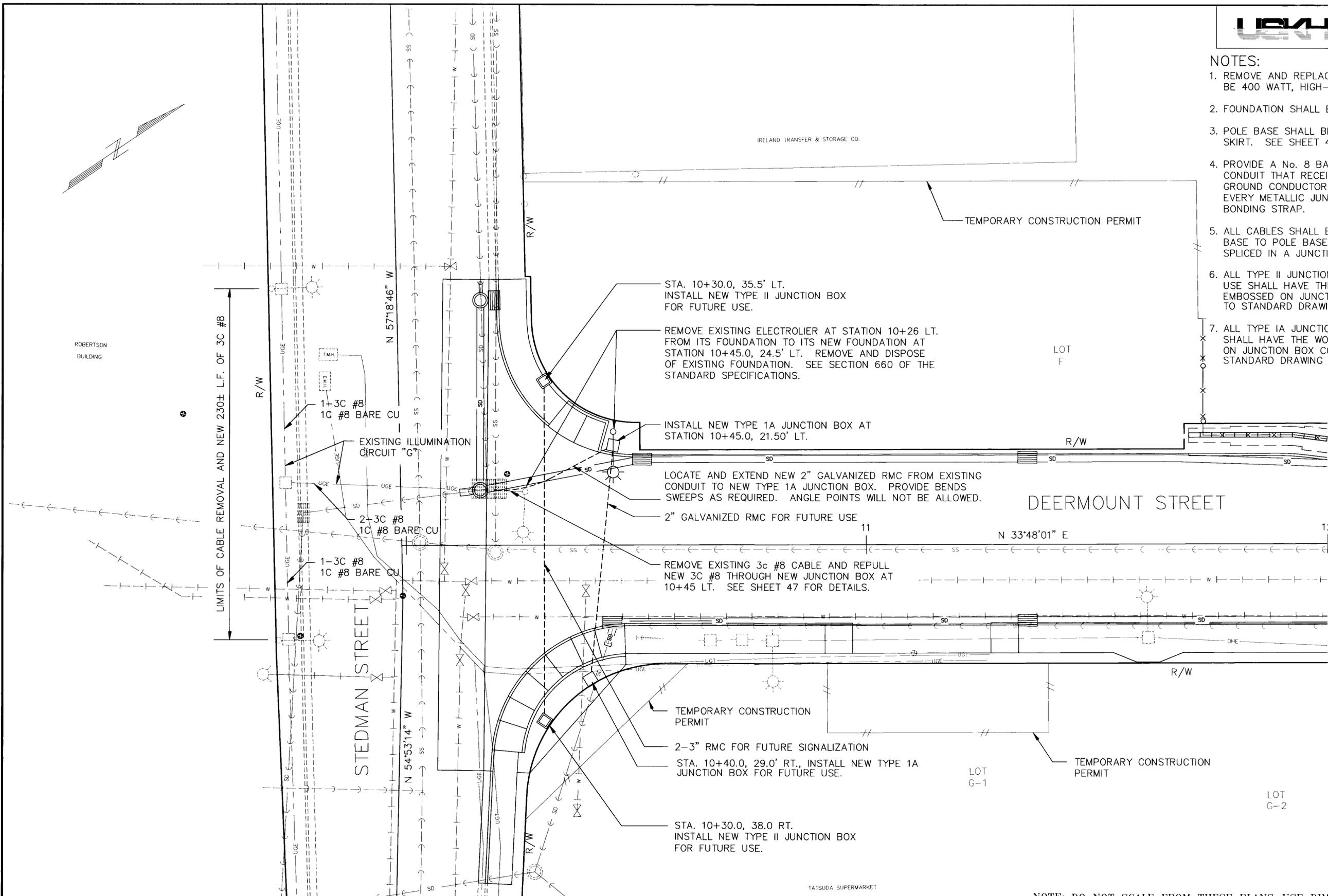
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
ILLUMINATION DETAILS

DESIGNED BY: AJJ	PROJECT Nos. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: BCL	DATE: 9/95
CHECKED BY: GRK	SHEET 47 OF 79



- NOTES:
- REMOVE AND REPLACE EXISTING LAMP. LAMP SHALL BE 400 WATT, HIGH-PRESSURE SODIUM.
  - FOUNDATION SHALL BE TYPE II CIDH FOOTING.
  - POLE BASE SHALL BE INSTALLED WITH BREAKAWAY SKIRT. SEE SHEET 47 FOR DETAILS.
  - PROVIDE A No. 8 BARE COPPER GROUND IN EVERY CONDUIT THAT RECEIVES NEW WIRING. BOND THE GROUND CONDUCTOR TO EACH POLE BASE, AND EVERY METALLIC JUNCTION BOX COVER VIA A BONDING STRAP.
  - ALL CABLES SHALL BE RUN CONTINUOUS FROM POLE BASE TO POLE BASE. NO CONDUCTORS SHALL BE SPLICED IN A JUNCTION BOX.
  - ALL TYPE II JUNCTION BOXES FOR FUTURE USE SHALL HAVE THE WORD "TRAFFIC" EMBOSSED ON JUNCTION BOX COVER AND CONFORM TO STANDARD DRAWING T-34.01.
  - ALL TYPE IA JUNCTION BOXES FOR ILLUMINATION SHALL HAVE THE WORD "ILLUMINATION" EMBOSSED ON JUNCTION BOX COVER AND CONFORM TO STANDARD DRAWING L-23.01.



DEERMOUNT STREET

N 33°48'01" E

STEDMAN STREET

N 54°53'14" W

LIMITS OF CABLE REMOVAL AND NEW 230± L.F. OF 3C #8

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

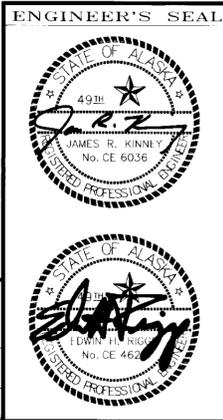
PATH: 4366T01.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

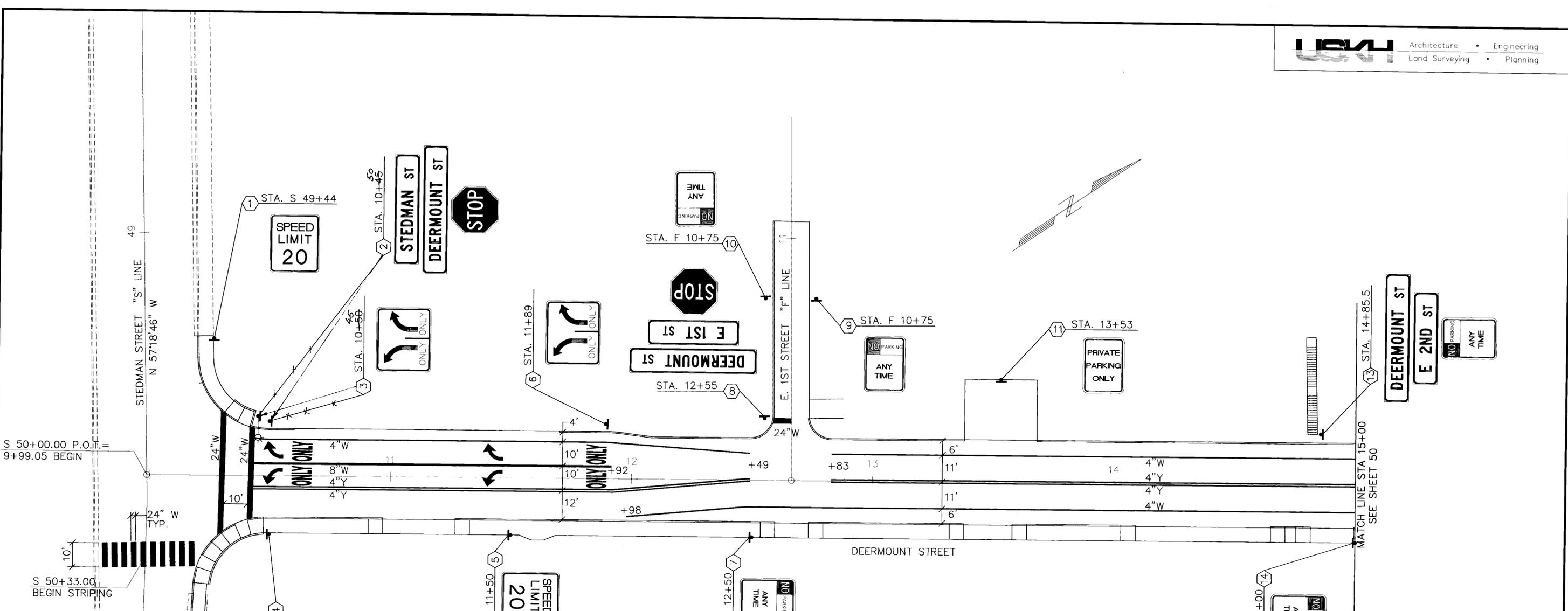
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE.  
ILLUMINATION PLAN

DESIGNED BY:  
JRK/AJJ  
DRAWN BY:  
BCL  
CHECKED BY:  
JRK/AJJ

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 48 OF 79





**GENERAL MARKING NOTES:**

1. DIMENSIONS REFERENCE FACE OF CURB, EDGE OF PAVEMENT OR CENTER OF STRIPE.
2. THE "ARROW" AND "ONLY" AT THE STOP BAR SHOULD BE SEPARATED BY 4 FEET AND ALL OTHERS SHALL BE SEPARATED BY 35 FEET.
3. ALL FINAL PAVEMENT MARKINGS SHALL CONSIST OF PREFORMED TAPES AND SYMBOLS.
4. ALL MARKINGS SHALL CONFORM TO THESE DRAWINGS AND TO THE STANDARD DRAWINGS. ANY REVISIONS TO THE DRAWINGS SHALL CONFORM TO THE LATEST EDITION OF THE ALASKA TRAFFIC MANUAL.
5. ALL 24" WHITE STOP BAR MARKINGS SHALL BE POSITIONED AS SHOWN ON PLANS.
6. CROSSWALKS SHALL BE CENTERED ON SIDEWALK CURB RAMPS.
7. ALL CROSSWALK MARKINGS SHALL BE 24" WIDE BY 10' LONG WHITE LINES ACROSS THE ENTIRE ROADWAY SURFACE AS SHOWN.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

RECORD OF REVISIONS	
NO.	DESCRIPTION OF CHANGE

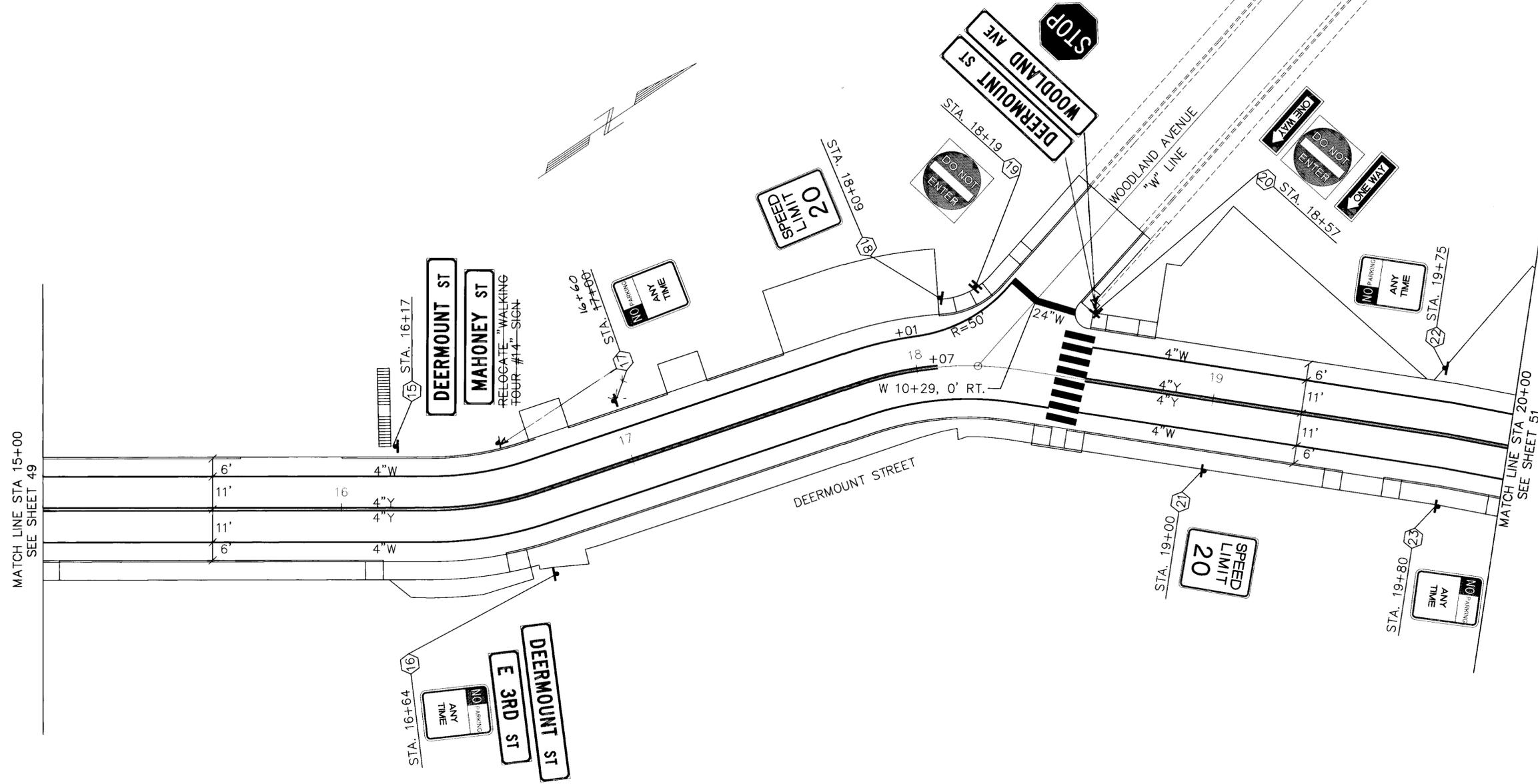
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE.  
SIGNING AND MARKING PLANS

DESIGNED BY:  
LM/AJJ  
DRAWN BY:  
MH/BCL  
CHECKED BY:  
JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 49 OF 79

ENGINEER'S SEAL



MATCH LINE STA 15+00  
SEE SHEET 49

MATCH LINE STA 20+00  
SEE SHEET 51

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: 4366T03.DWG	
BY:	DESCRIPTION OF CHANGE:
DATE:	
<b>RECORD OF REVISIONS</b>	

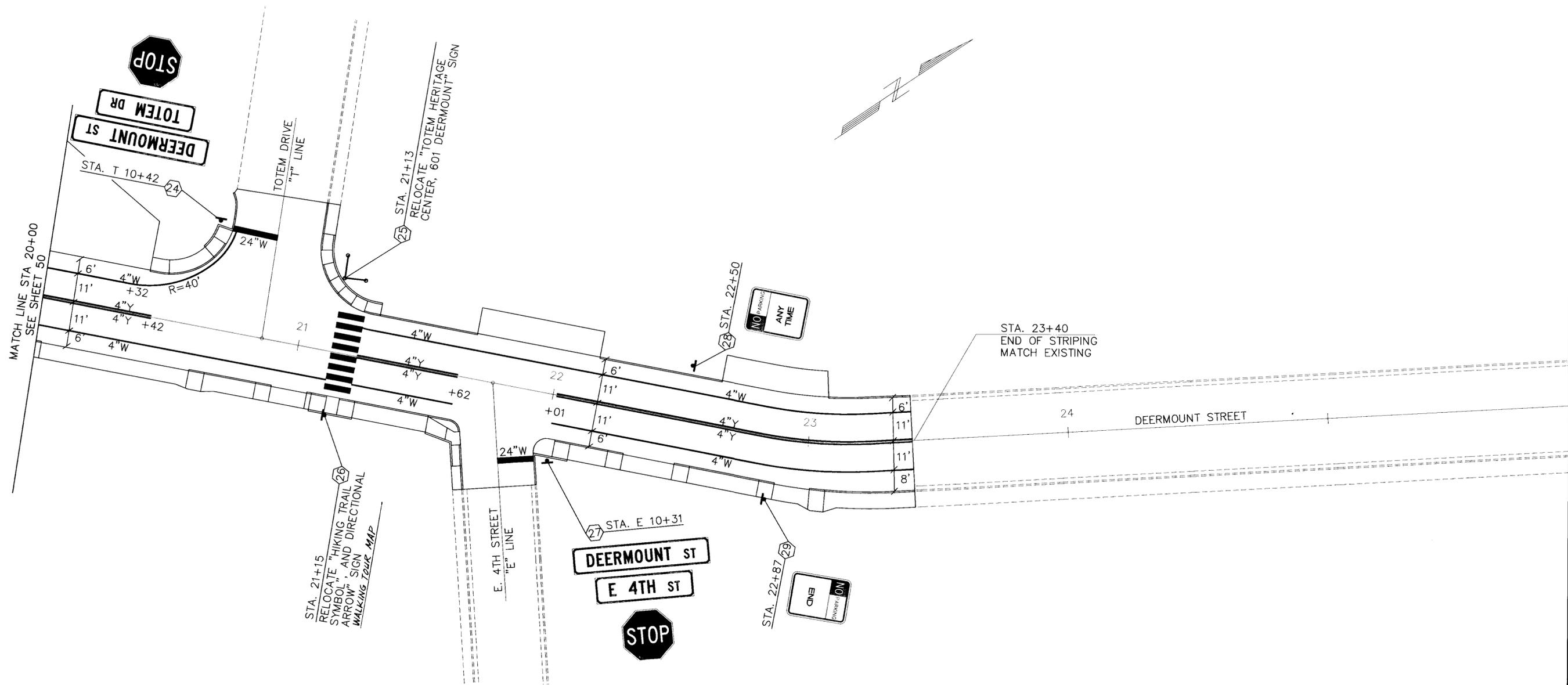
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE.  
SIGNING AND MARKING PLANS

DESIGNED BY:  
LM/AJJ  
DRAWN BY:  
MH/BCL  
CHECKED BY:  
JRK

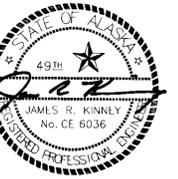
PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 50 OF 79

ENGINEER'S SEAL



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

ENGINEER'S SEAL



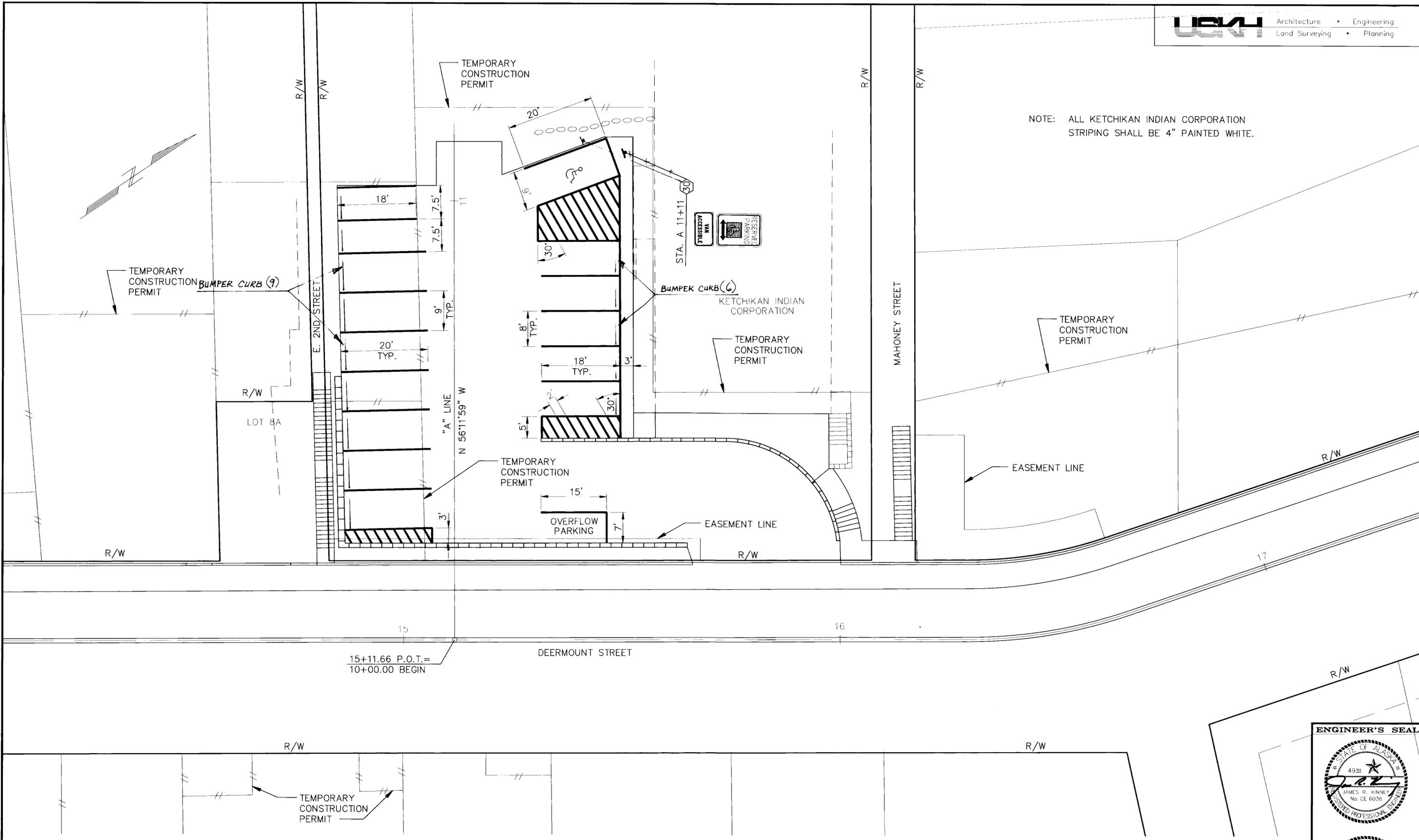
DESIGNED BY: LM/AJJ	PROJECT NOs. RS-M-0903(1)/70629
DRAWN BY: MH/BCL	STP-0907(1)/71330
CHECKED BY: JRK	DATE: 9/95
	SHEET 51 OF 79

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

KTN - DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE.  
SIGNING AND MARKING PLANS

PATH: 4366T04.DWG	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

NOTE: ALL KETCHIKAN INDIAN CORPORATION STRIPING SHALL BE 4" PAINTED WHITE.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL



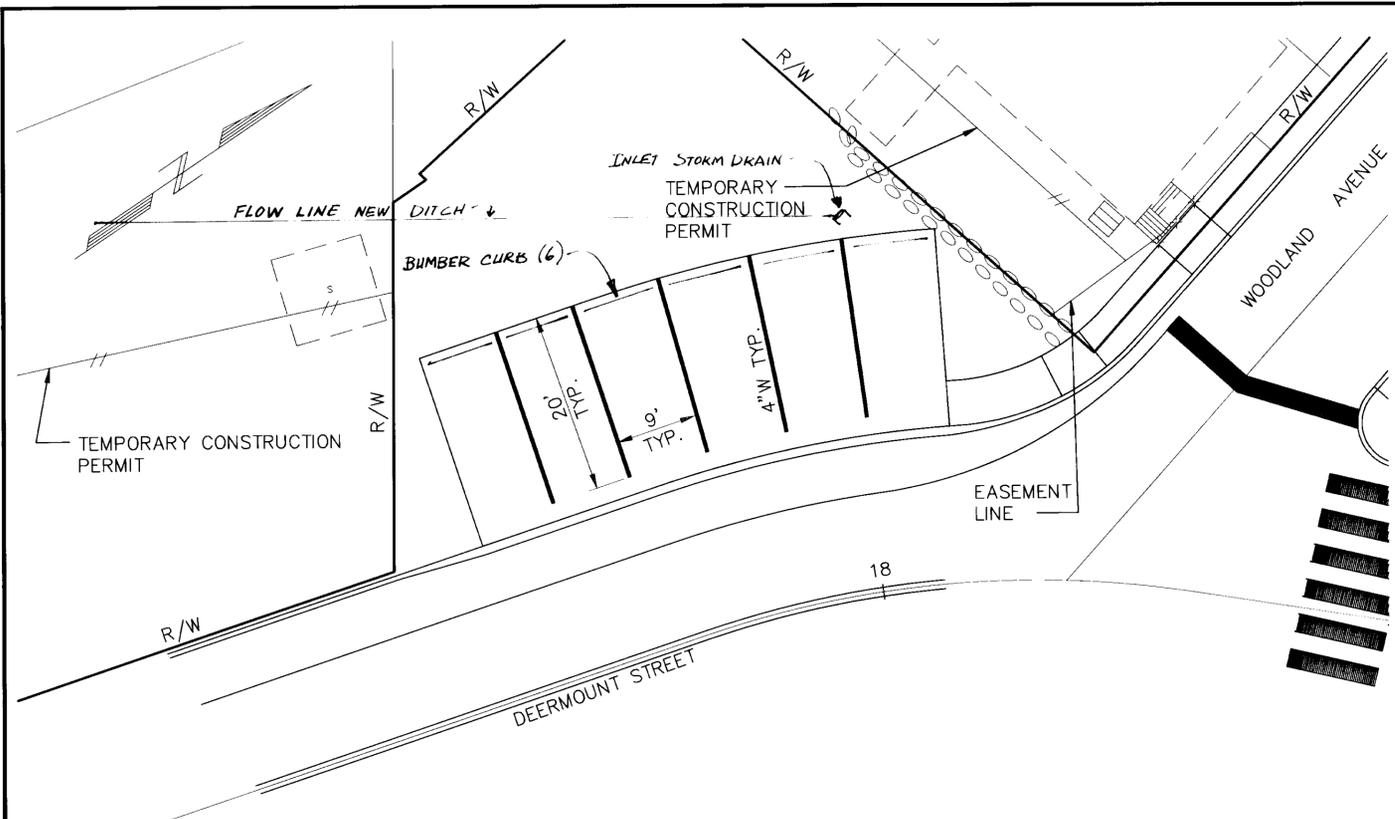
PATH: 4366T05.DWG	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

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

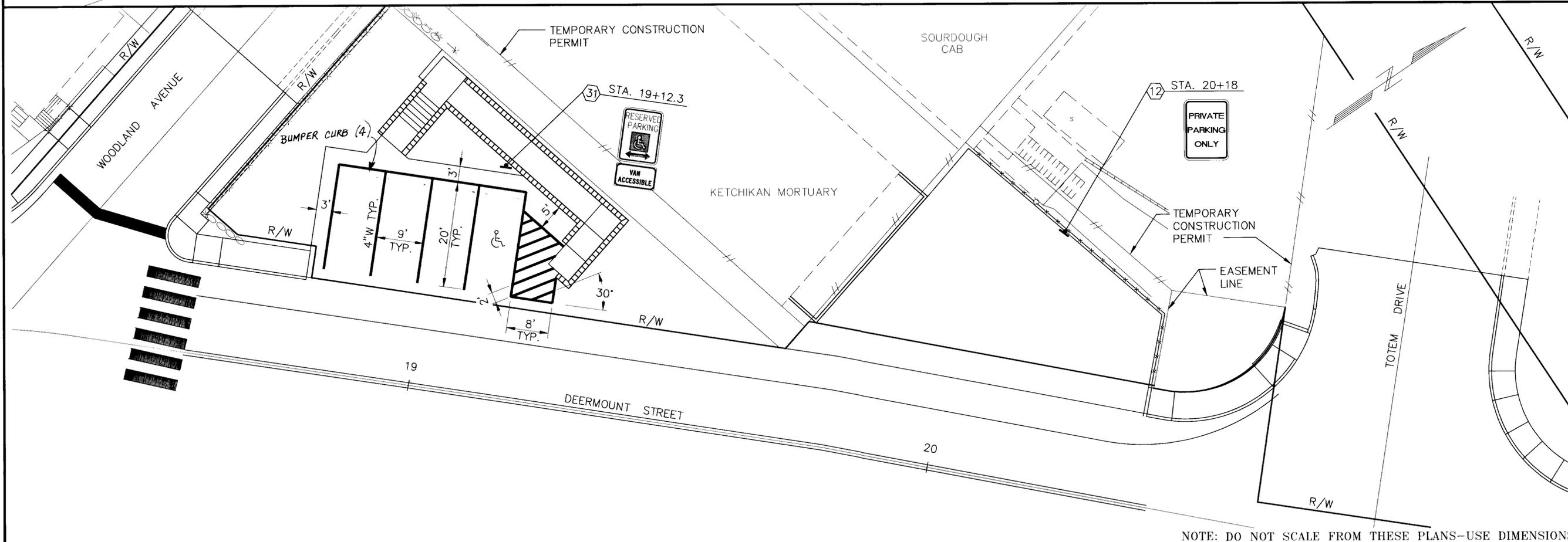
KTN - DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE. & WOODLAND AVE. TO FAIR ST.  
SIGNING AND MARKING PLAN FOR  
KETCHIKAN INDIAN CORPORATION

DESIGNED BY:  
AJJ  
DRAWN BY:  
BCL  
CHECKED BY:  
JRK

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 52 OF 79



NOTE:  
ALL STRIPING FOR KETCHIKAN MORTUARY AND OFF-STREET PARKING SHALL BE 4" PAINTED WHITE.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

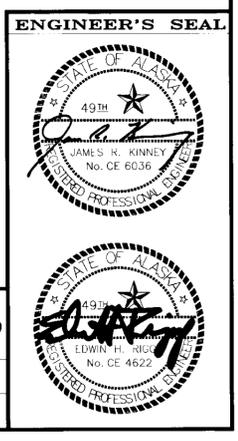
PATH:	4366T06.DWG
BY:	DATE:
DESCRIPTION OF CHANGE:	

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

KTN - DEERMOUNT STREET WIDENING  
SIGNING AND MARKING PLAN FOR KETCHIKAN MORTUARY  
AND OFF-STREET PARKING

DESIGNED BY:  
AJJ  
DRAWN BY:  
BCL  
CHECKED BY:  
JRK

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 53 OF 79



RECORD OF REVISIONS

# SIGN SUMMARY

SHEET NO.	POST NO.	STATION	OFFSET	TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		OBJECT MARKERS	RELOCATE	REMARKS
										UN FRAMED	FRAMED			
49	1	S 49+44	28.5' LT.	R2-1		24X30	5.00	SE	2.5"X2.5"PT.	0.080				
49	2	10+45 <sup>50</sup>	24.5' LT.	D3-1	DEERMOUNT ST	8X42	4.67	NW/SE		0.100				MOUNT ON ELECTROLIER
				D3-1	STEDMAN ST	8X36	4.00	NE		0.080				
				R1-1		30X30	6.25	NW		0.080				
49	3	10+50 <sup>45</sup>	22.5' LT.	R3-8L/R		30X24	5.00	NE	2.5"X2.5"PT.	0.080				
49	4	10+50	24.0' RT.		RELOCATE "CITY PARK AND HATCHERY" SIGN			NE	2.5"X2.5"PT.			1		
49	5	11+50	24.0' RT.	R2-1		24X30	5.00	SE	2.5"X2.5"PT.	0.080				
49	6	11+89	22.5' LT.	R3-8L/R		30X24	5.00	NE	2.5"X2.5"PT.	0.080				
49	7	12+50	24.0' RT.	R7-107		12X18	1.50	SW	2.5"X2.5"PT.	0.080				
49	8	12+55	25.5' LT.	D3-1	DEERMOUNT ST	8X42	4.67	NW/SE	2.5"X2.5"PT.	0.100				
				D3-1	E 1ST ST	8X30	3.33	NE/SW		0.080				
				R1-1		30X30	6.25	NW		0.080				

### GENERAL SIGNING NOTES:

- EXISTING SIGNS THAT ARE TO REMAIN ARE NOT SHOWN ON THE SIGNING, MARKING AND ILLUMINATION PLANS.
- D3-1 SIGNS SHALL HAVE LEGENDS ON BOTH FACES AND USE 4" UPPER CASE LETTER FOR STREET NAMES, AND 3" FOR SUFFIX.
- WHERE CALLED FOR:
  - D3-1 SHALL BE MOUNTED ON TOP OF POSTS.
  - R6-1 SHALL BE NEXT.
- PLACE NEW SIGNS PER S-05.00.
- THE POST TYPES INDICATED IN THIS SUMMARY ARE ABBREVIATED:
  - P.T. = PERFORATED STEEL TUBE (0.105" WALL)
  - T. = SQUARE STEEL TUBE
  - P. = ROUND STEEL PIPE
  - W = "W" SHAPE BEAM
- INSTALL CONCRETE FOR THE PERFORATED STEEL TUBE POST FOUNDATIONS AS SHOWN ON STANDARD DRAWING S-30.01.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
DATE:	DESCRIPTION OF CHANGE:	

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

KTN - DEERMOUNT STREET WIDENING  
SIGN SUMMARY

DESIGNED BY: AJJ	PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: BCL	DATE: 9/95
CHECKED BY: JRK	SHEET 54 OF 79

ENGINEER'S SEAL



# SIGN SUMMARY

SHEET NO.	POST NO.	STATION	OFFSET	TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		OBJECT MARKERS	RELOCATE	REMARKS
										UN FRAMED	FRAMED			
49	9	F 10+75	50.0' LT.	R7-107		12X18	1.50	NW	2.5"X2.5"PT.	0.080				
49	10	F 10+75	50.0' LT.	R7-107		12X18	1.50	SE	2.5"X2.5"PT.	0.080				
49	11	13+53	42.0' LT.	R7-111		12X18	1.50	E	2.5"X2.5"PT.	0.080				
53	12	20+18	49.0' LT.	R7-111		12X18	1.50	E	2.5"X2.5"PT.	0.080				MOUNT ON CEDAR FENCE
49	13	14+85.5	21.0' LT.	D3-1	<b>DEERMOUNT ST</b>	8X42	4.67	NW/SE	2.5"X2.5"PT.	0.100				
				D3-1	<b>E 2ND ST</b>	8X30	3.33	NE/SW		0.080				
				R7-107		12X18	1.50	NE	2.5"X2.5"PT.	0.080				
49	14	15+00	24.0' RT.	R7-107		12X18	1.50	SW	2.5"X2.5"PT.	0.080				
50	15	16+17	21.0' LT.	D3-1	<b>DEERMOUNT ST</b>	8X42	4.67	NW/SE	2.5"X2.5"PT.	0.100				
				D3-1	<b>MAHONEY ST</b>	8X36	4.00	NE/SW		0.080				
					RELOCATE "WALKING TOUR # 14" SIGN			NE				1		
50	16	16+64	28.0' RT.	D3-1	<b>DEERMOUNT ST</b>	8X42	4.67	NW/SE	2.5"X2.5"PT.	0.100				
				D3-1	<b>E 3RD ST</b>	8X30	3.33	NE/SW		0.080				
				R7-107		12X18	1.50	NE		0.080				

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL



PATH:	DATE:	DESCRIPTION OF CHANGE:
4366T08.DWG		

RECORD OF REVISIONS

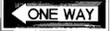
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
SIGN SUMMARY

DESIGNED BY:  
AJJ  
DRAWN BY:  
BCL  
CHECKED BY:  
JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 55 OF 79

# SIGN SUMMARY

SHEET NO.	POST NO.	STATION	OFFSET	TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		OBJECT MARKERS	RELOCATE	REMARKS
										UN FRAMED	FRAMED			
50	17	16+60 17+00	19.7 20.5' LT.	R7-107		12X18	1.50	SW	2.5"X2.5"PT.	0.080				
50	18	18+09	23.0' LT.	R2-1		24X30	5.00	NE	2.5"X2.5"PT.	0.080				
50	19	18+19	26.5' LT.	D3-1		8X42	4.67	NW/SE		0.100				
				D3-1		8X42	4.67	NE/SW	2.5"X2.5"PT.	0.100				
				R1-1		30X30	6.25	NW		0.080				
				R5-1		30X30	6.25	SE		0.080				
50	20	18+57	23.0' LT.	R5-1		30X30	6.25	SE	2.5"X2.5"PT.	0.080				
				R6-1(L)		12X36	3.00	NE		0.080				
				R6-1(R)		12X36	3.00	SE		0.080				
50	21	19+00	24.0' RT.	R2-1		24X30	5.00	SW	2.5"X2.5"PT.	0.080				
50	22	19+75	22.0' LT.	R7-107		12X18	1.50	NE	2.5"X2.5"PT.	0.080				
50	23	19+80	24.0' RT.	R7-107		12X18	1.50	SW	2.5"X2.5"PT.	0.080				

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: 4366T09.DWG	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

KTN - DEERMOUNT STREET WIDENING  
SIGN SUMMARY

DESIGNED BY: AJJ	PROJECT NOs. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: BCL	DATE: 9/95
CHECKED BY: JRK	SHEET 56 OF 79

ENGINEER'S SEAL



# SIGN SUMMARY

SHEET NO.	POST NO.	STATION	OFFSET	TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		OBJECT MARKERS	RELOCATE	REMARKS	
										UN FRAMED	FRAMED				
51	24	T 10+42	22.5' LT.	D3-1	<b>DEERMOUNT ST</b> <b>TOTEM DR</b> 	8x42	4.67	NW/SE		0.100					
				D3-1		8x30	3.33	NE/SW	2.5"x2.5"PT.	0.080					
				R1-1		30X30	6.25	NW		0.080					
51	25	21+13	28.5' LT.		RELOCATE "TOTEM HERITAGE CENTER, 601 DEERMOUNT" SIGN							1			
51	26	21+15	24.5' RT.		RELOCATE "HIKING TRAIL SYMBOL, AND DIRECTIONAL ARROW" SIGN			SW	2.5"x2.5"PT.			2			
51	27	E 10+31	19.0' LT.	D3-1	<b>DEERMOUNT ST</b> <b>E 4TH ST</b> 	8x42	4.67	NW/SE	2.5"x2.5"PT.	0.100					
				D3-1		8x30	3.33	NE/SW		0.080					
				R1-1		30X30	6.25	SE		0.080					
51	28	22+50	21.0' LT.	R7-107	   	12X18	1.50	NE	2.5"x2.5"PT.	0.080					
51	29	22+87	24.0' RT.	R7-107		12X18	1.50	SW	2.5"x2.5"PT.	0.080					
51	30	A 11+11	39.2' LT.	R7-8RL		12X18	1.50	S	2.5"x2.5"PT.	0.080					
						6x12	0.50	S		0.080					
51	31	19+12.3	44.0' LT.	R7-8RL		12X18	1.50	SE	2.5"x2.5"PT.	0.080					
						6x12	0.50	SE		0.080					
TOTAL						169.93						0.0	5		

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

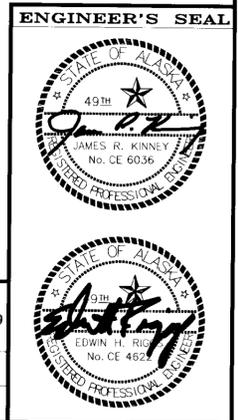
BY:	DATE:	DESCRIPTION OF CHANGE:

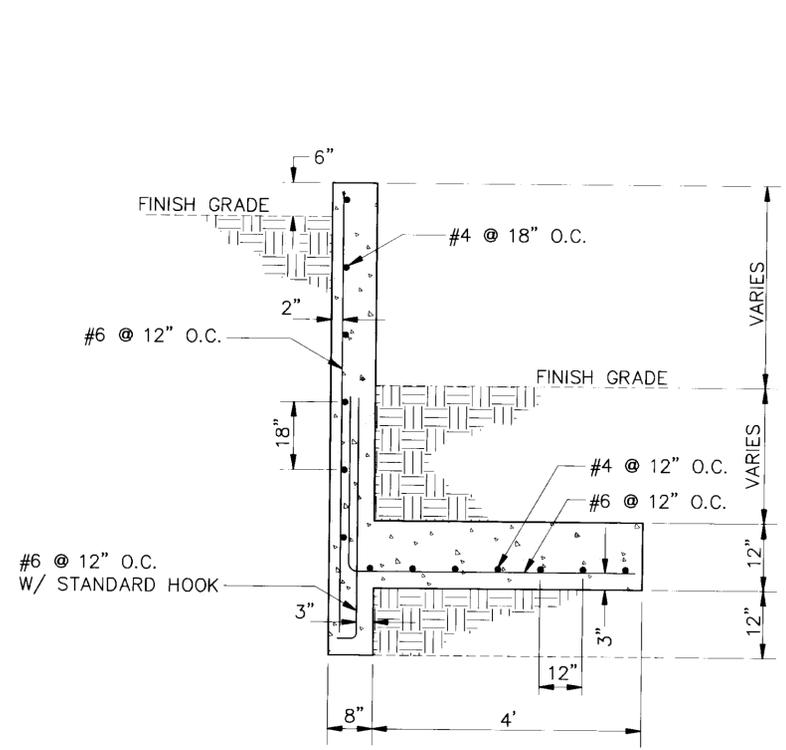
RECORD OF REVISIONS

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

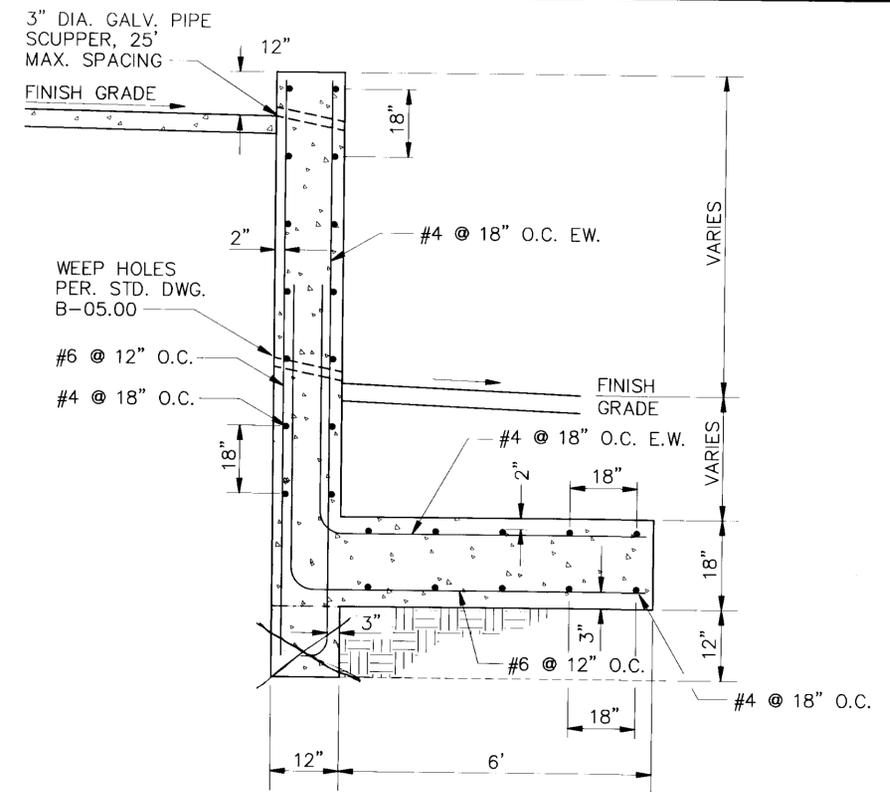
KTN - DEERMOUNT STREET WIDENING  
SIGN SUMMARY

DESIGNED BY: AJJ	PROJECT NOs. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: BCL	DATE: 9/95
CHECKED BY: JRK	SHEET 57 OF 79



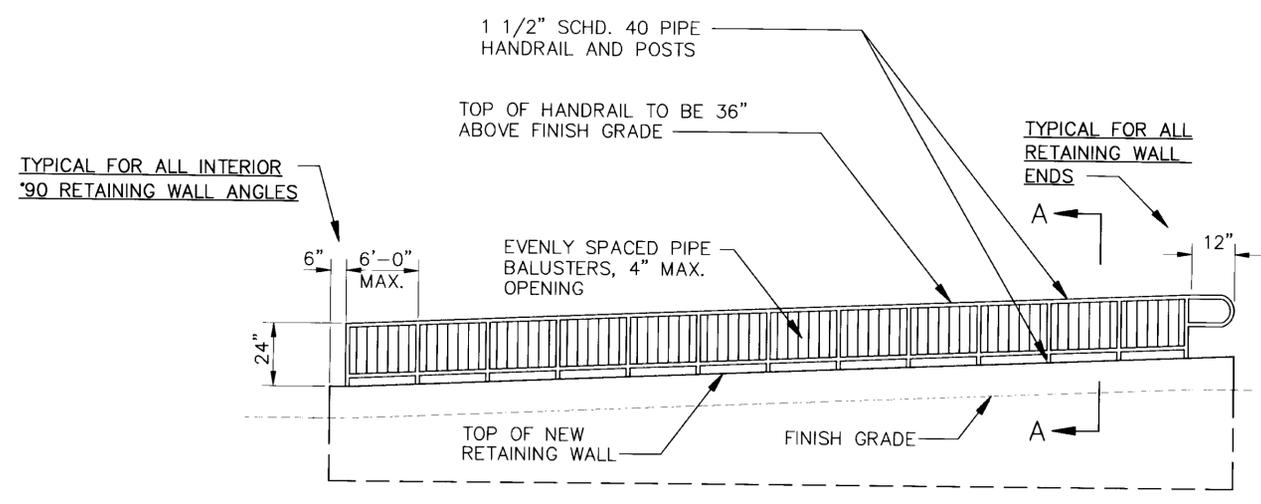


RW 2  
STA. 12+85 LT. TO STA. 13+24.50 LT.

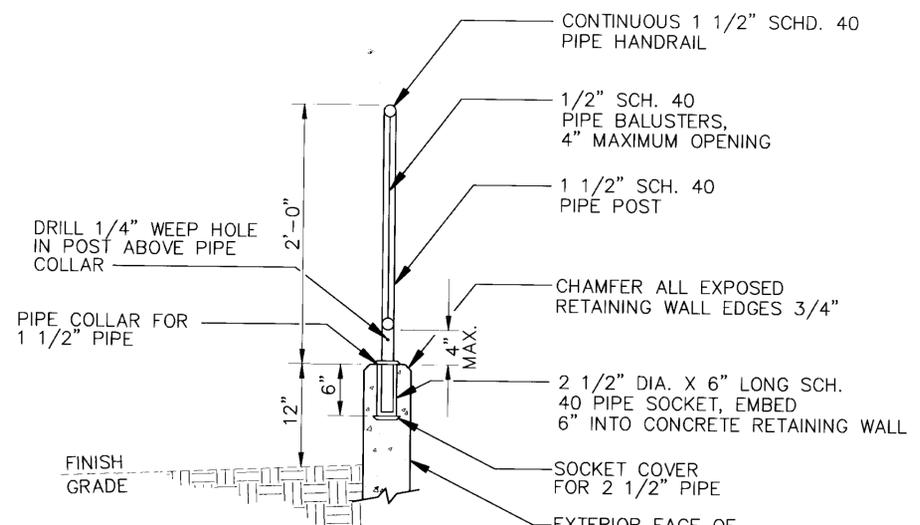


RW 4  
STA. 15+31.51 LT. TO STA. 15+99.25 LT.

RETAINING WALL SUMMARY			
RETAINING WALL	LOCATION	CLASS A CONCRETE (C.Y.)	REINFORCING STEEL (LBS.)
RW1	11+70.00, 24.00' LT. TO 12+50.00, 20.00' LT.	41 41.29	2,355
RW2	12+85.00, 21.00' LT. TO 13+24.50, 21.00' LT.	13 13.82	1,610
RW3A	14+84.27, 60.00' LT. TO 14+85.12, 21.00' LT.	41 98.97	3,030
RW3B	14+85.12, 21.00' LT. TO 15+65.00, 21.00' LT.		5,870
RW4	15+31.51, 45.12' LT. TO 15+99.25, 22.50' LT.	57 48.25	4,365
RW5A	16+20.00, 45.00' LT. TO 16+20.00, 21.00' LT.	14 10.31	650
RW5B	16+21.00, 21.00' LT. TO 16+65.00, 21.00' LT.	27 17.33	1,230
RW6	18+87.23, 46.67' LT. TO 18+94.26, 57.61' LT.	6 7.14	270
RW7	19+02.49, 59.39' LT. TO 19+24.78, 24.41' LT.	31 21.75	1,330
RW8A	18+92.24, 43.45' LT. TO 19+25.77, 30.88' LT.	23 20.94	1,085
TOTAL		336 219.86	21,795



TYPE 'A' HANDRAIL DETAIL



SECTION A-A

- NOTES:**
- CONSTRUCT RETAINING WALLS RW1, RW3A, RW3B, RW5A, RW5B, RW6, RW7, & RW8A PER STD. DWGS. B-04.00 & B-05.00.
  - SEE THIS SHEET AND SHEETS 59 TO 62 FOR RETAINING WALL DETAILS, PLANS, PROFILES, AND WALL DRAIN REQUIREMENTS.
  - MATERIALS FOR PIPE SOCKETS PLACED IN RETAINING WALLS SHALL MATCH MATERIALS FOR PIPE HANDRAIL.

RW3A	STA. 14+84.27 LT. TO STA. 14+85.12 LT.	RW5B	STA. 16+20.00 LT. TO STA. 16+65.00 LT.
RW3B	STA. 14+85.12 LT. TO STA. 15+65.00 LT.	RW6	STA. 18+87.23 LT. TO STA. 18+94.26 LT.
RW4	STA. 15+31.51 LT. TO STA. 15+99.25 LT.	RW7	STA. 19+02.49 LT. TO STA. 19+24.78 LT.
RW5A	STA. 16+20.00 LT. TO STA. 16+20.00 LT.		

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
4366W01.DWG		

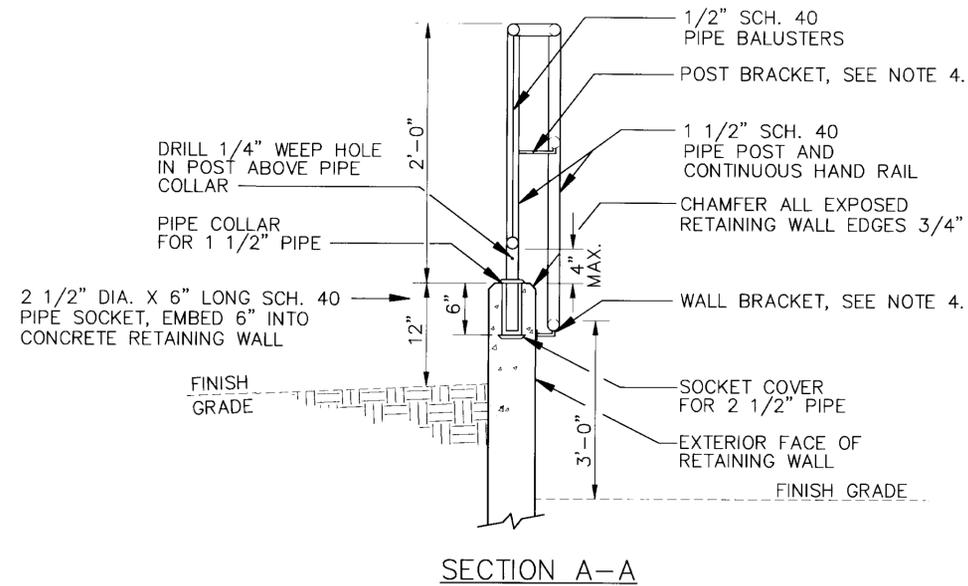
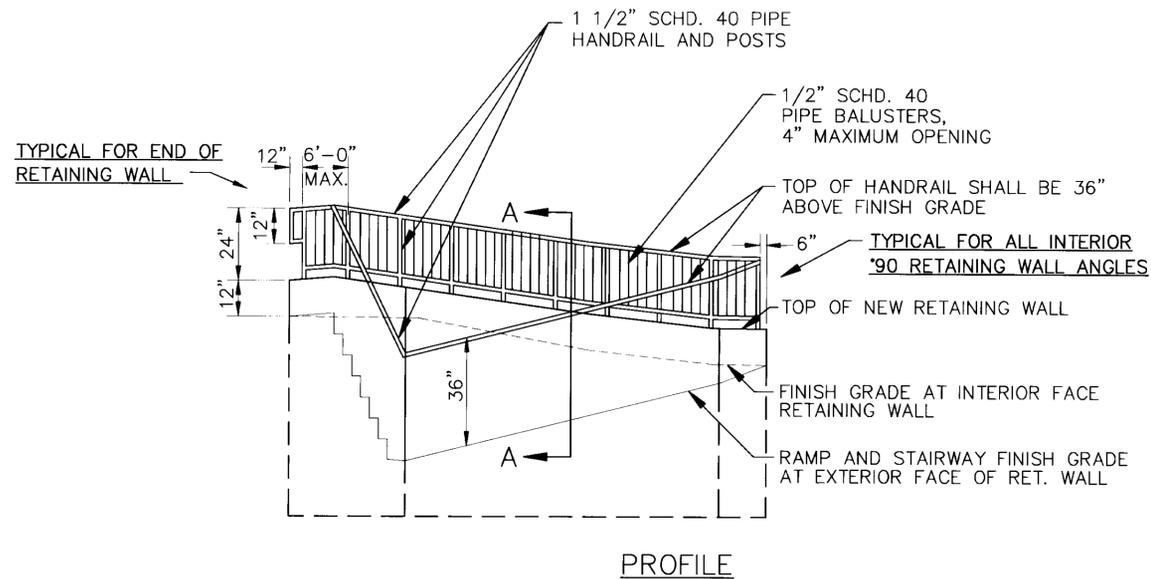
RECORD OF REVISIONS

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

KTN - DEERMOUNT STREET WIDENING  
RETAINING WALL FOUNDATION DETAILS

DESIGNED BY: MA	PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: BCL	DATE: 9/95
CHECKED BY: BEH	SHEET 58 OF 79



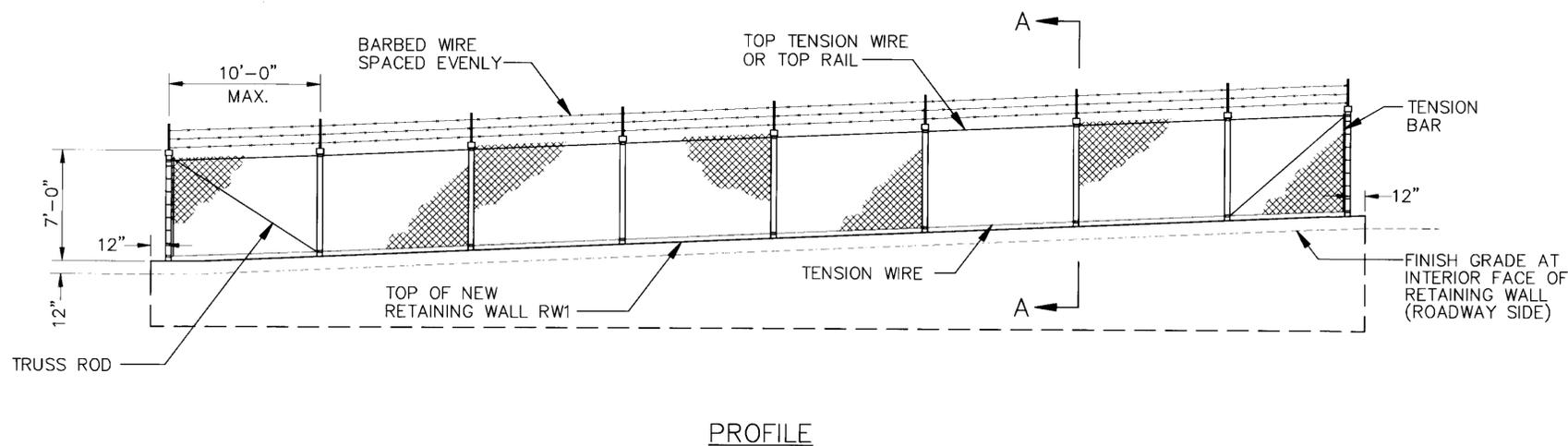


TYPE 'B' HANDRAIL DETAIL

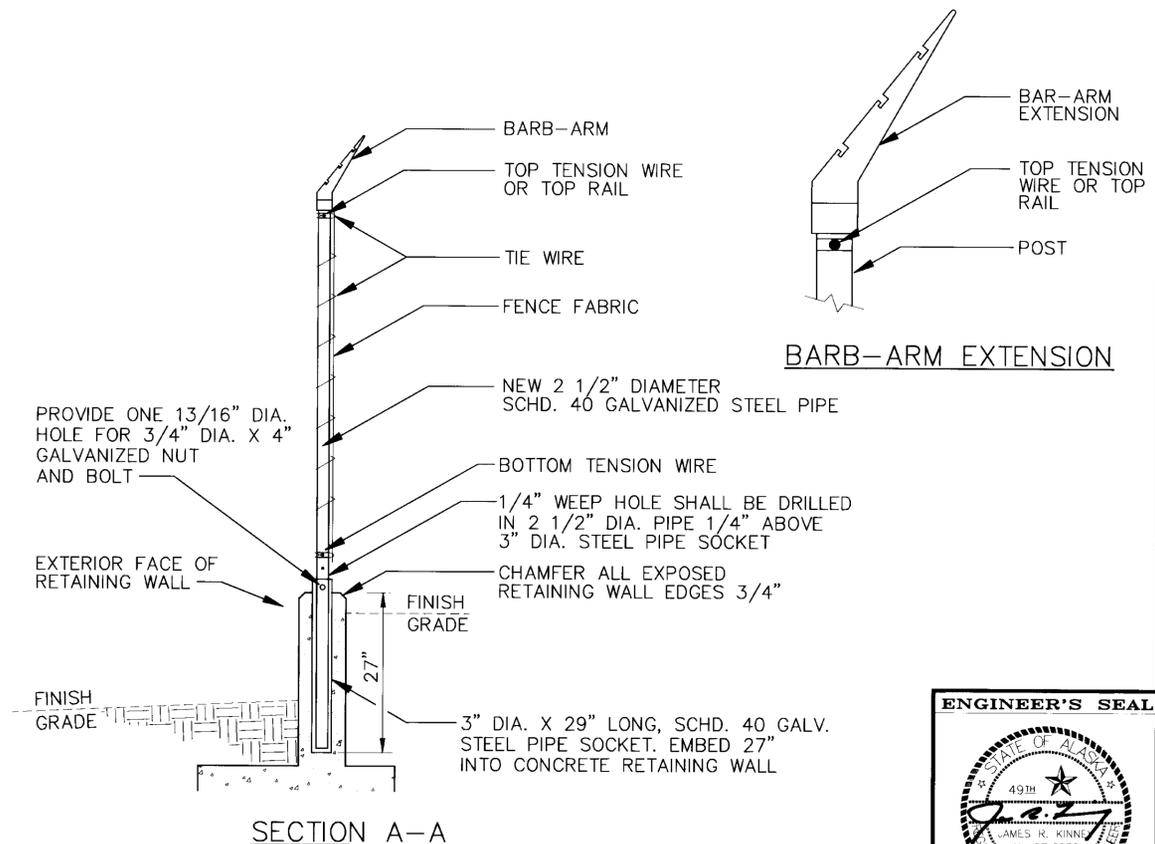
RW8A STA. 18+92.24 LT. TO STA. 19+25.77 LT.

NOTES:

1. RETAINING WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWINGS B-04.00, B-05.00, F-01.01 AND SHEETS 58 TO 62, WITH THE EXCEPTIONS NOTED.
2. CHAIN LINK FENCE POSTS SHALL BE AS SIZED AND SET IN RETAINING WALL AS SHOWN IN CHAIN LINK FENCE DETAIL.
3. CHAIN LINK FENCE FABRIC SHALL BE PLACED ON ROADWAY SIDE OF POST.
4. USE EITHER WALL OR POST BRACKET WHERE APPLICABLE TO SUPPORT THE HANDRAIL. HANDRAIL SUPPORT SPACING: 6' MAXIMUM.
5. MATERIALS FOR PIPE SOCKETS PLACED IN RETAINING WALLS SHALL MATCH MATERIALS FOR HANDRAIL OR CHAINLINK FENCE.



CHAIN LINK FENCE DETAIL



SECTION A-A

RW1 STA. 11+70.00 LT. TO STA. 12+50.00 LT.

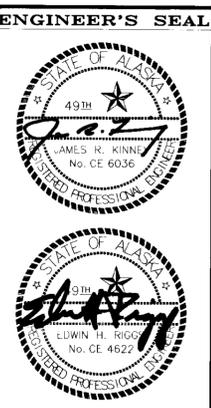
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

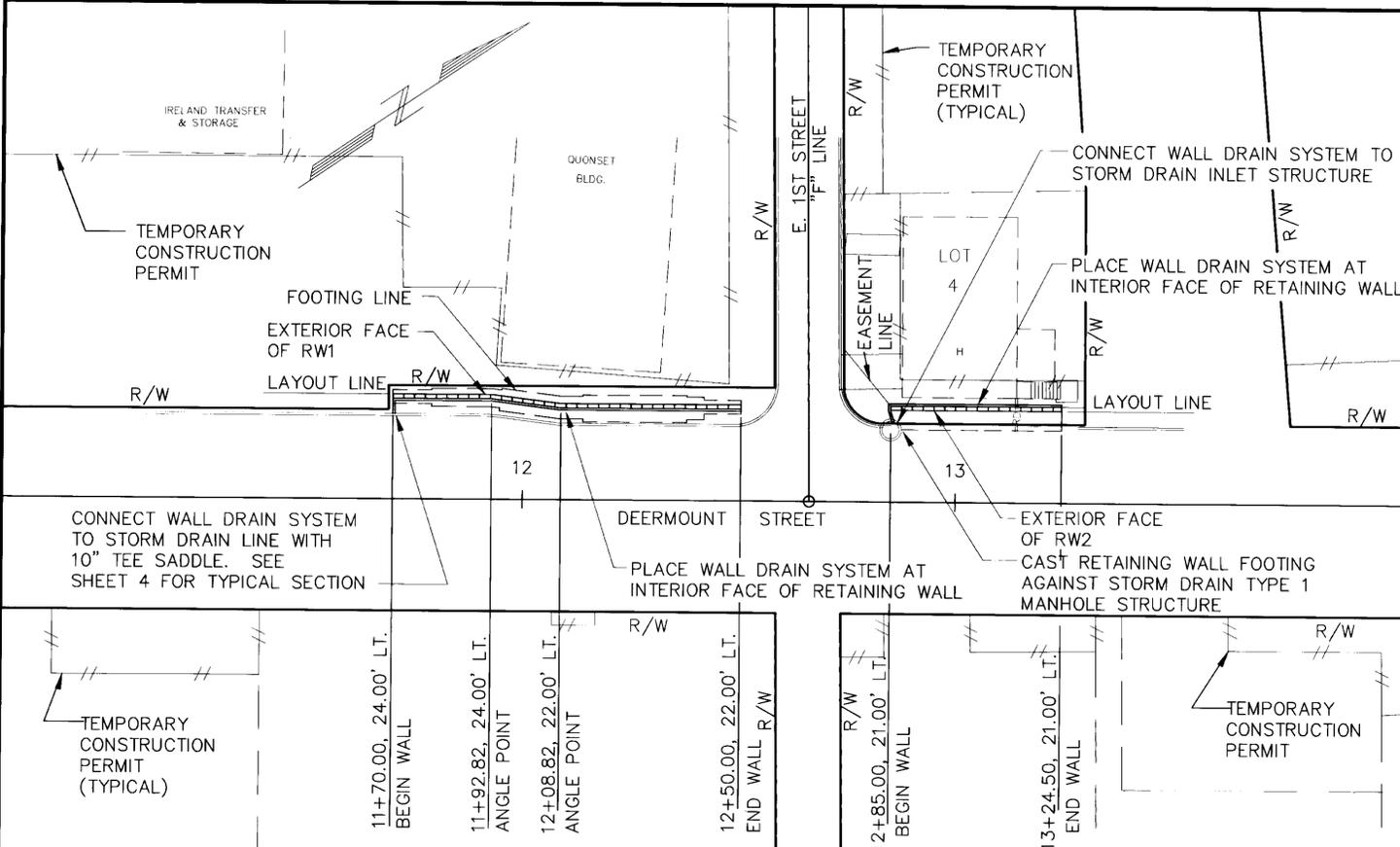
PATH: 4366W02.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

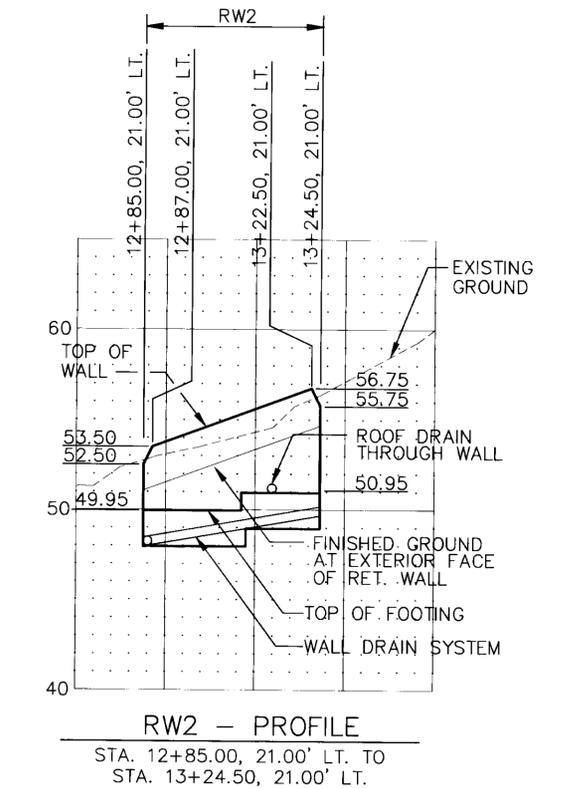
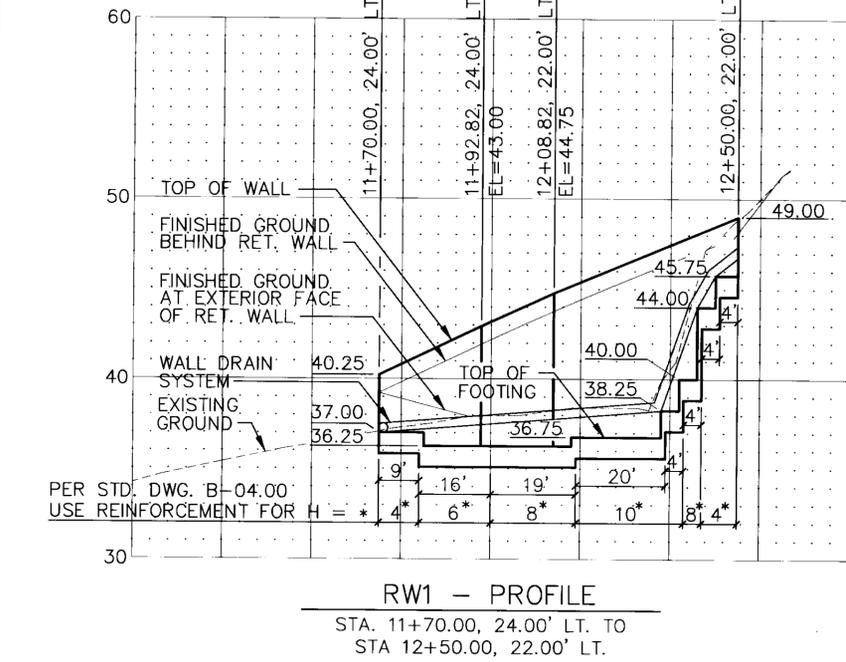
KTN - DEERMOUNT STREET WIDENING  
RETAINING WALL DETAILS

DESIGNED BY: AJJ	PROJECT Nos. RS-M-0903(1)/70629
DRAWN BY: BCL	STP-0907(1)/71330
CHECKED BY: BEH	DATE: 9/95
	SHEET 59 OF 79





- NOTES:**
1. CONSTRUCT RETAINING WALL RW1 PER STD. DWGS. B-04.00 AND B-05.00.
  2. OFFSETS REFERENCE EXTERIOR FACE OF RETAINING WALL.
  3. PLACE SLEEVES AROUND ALL WALL PENETRATIONS, SIZED TO PROVIDE 2" MINIMUM CLEARANCE ALL AROUND.
  4. SEE SHEET 59 FOR RETAINING WALL RW1 CHAINLINK FENCE CONSTRUCTION DETAIL.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

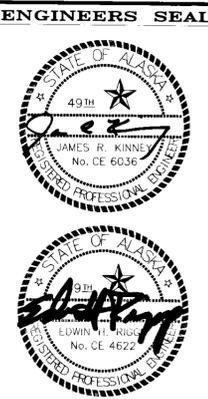
DATE	DESCRIPTION OF CHANGE

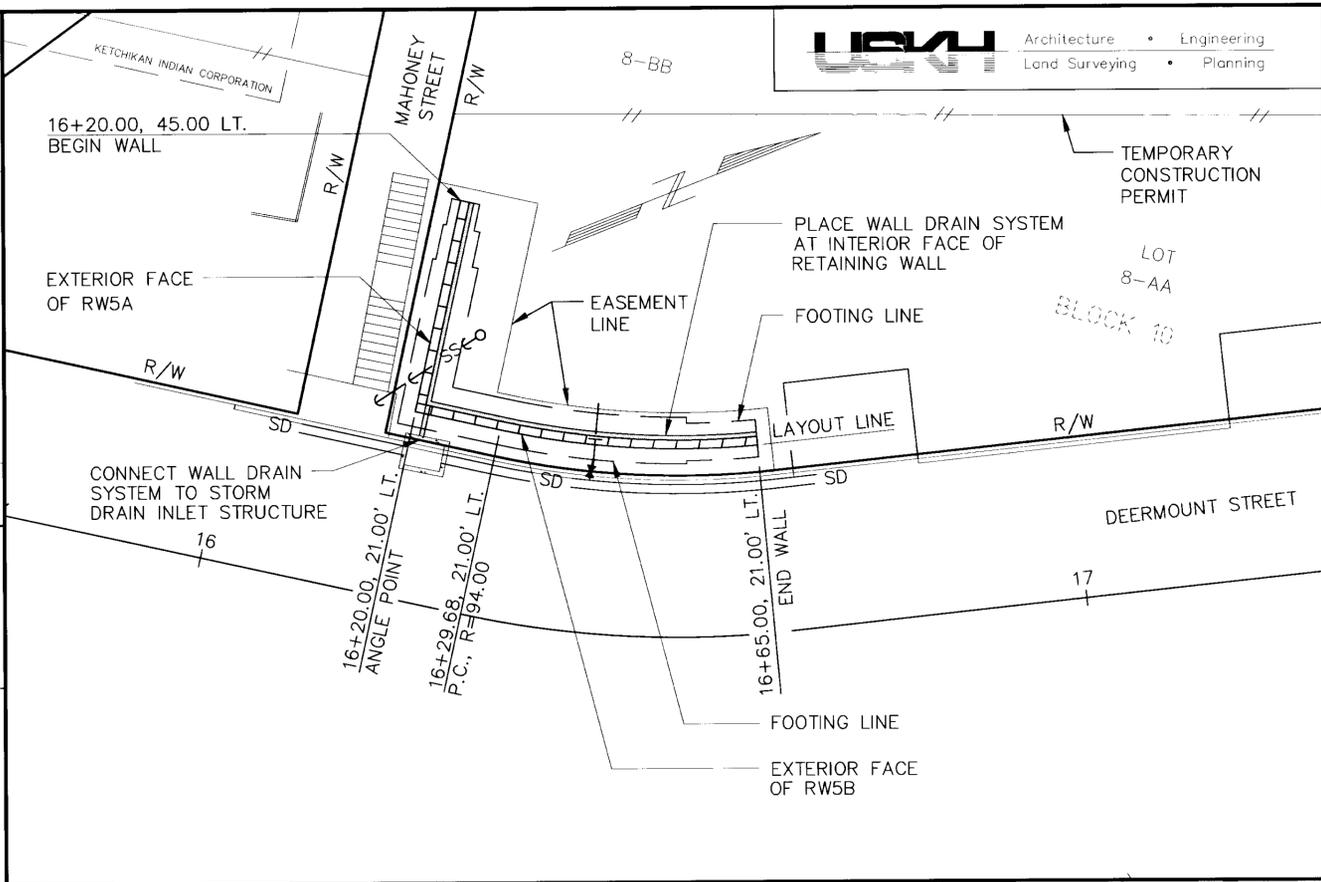
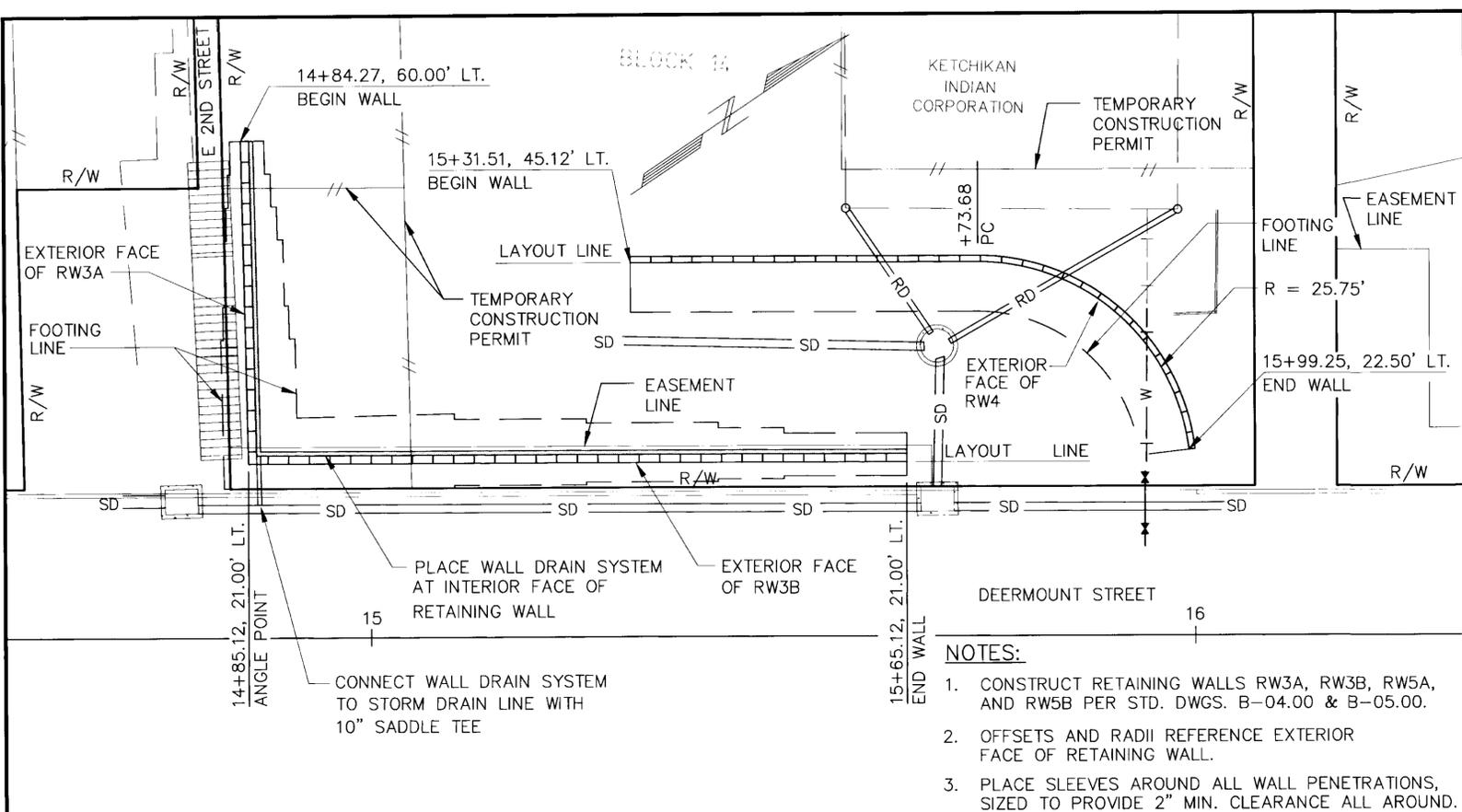
RECORD OF REVISIONS

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

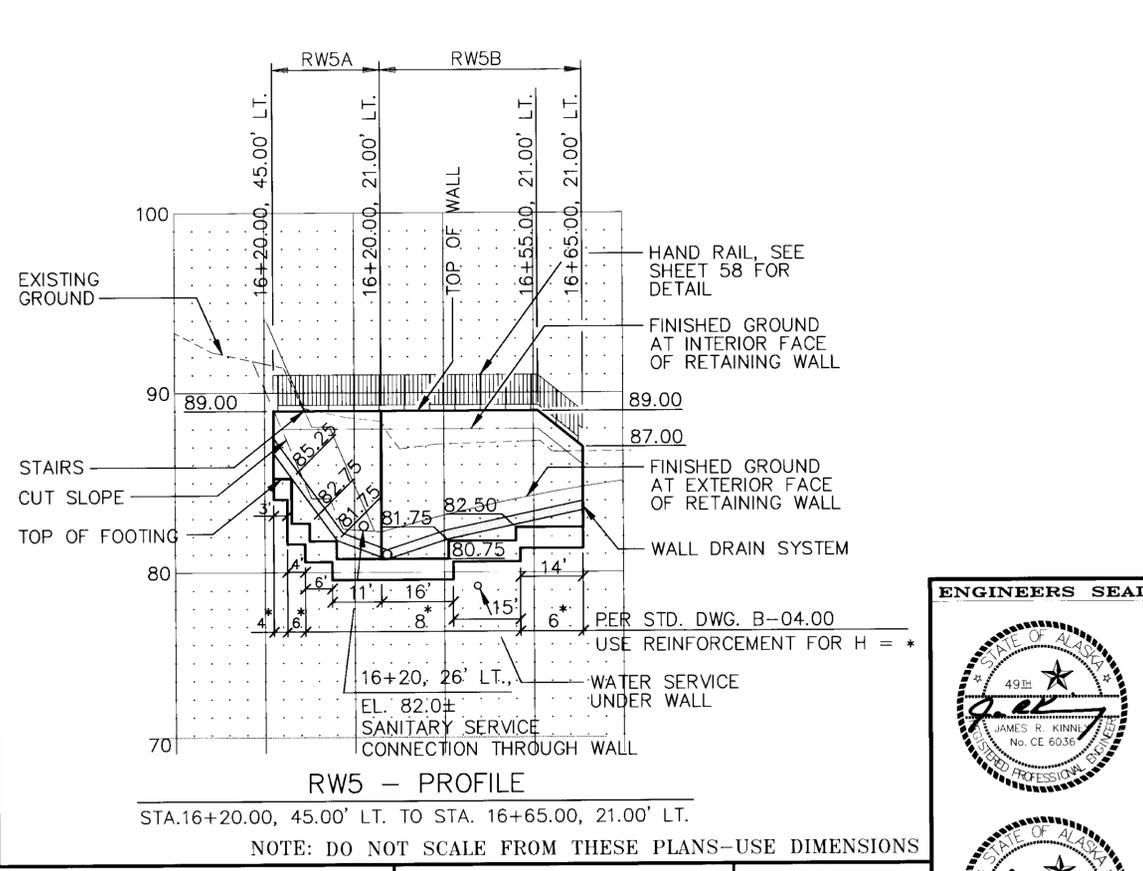
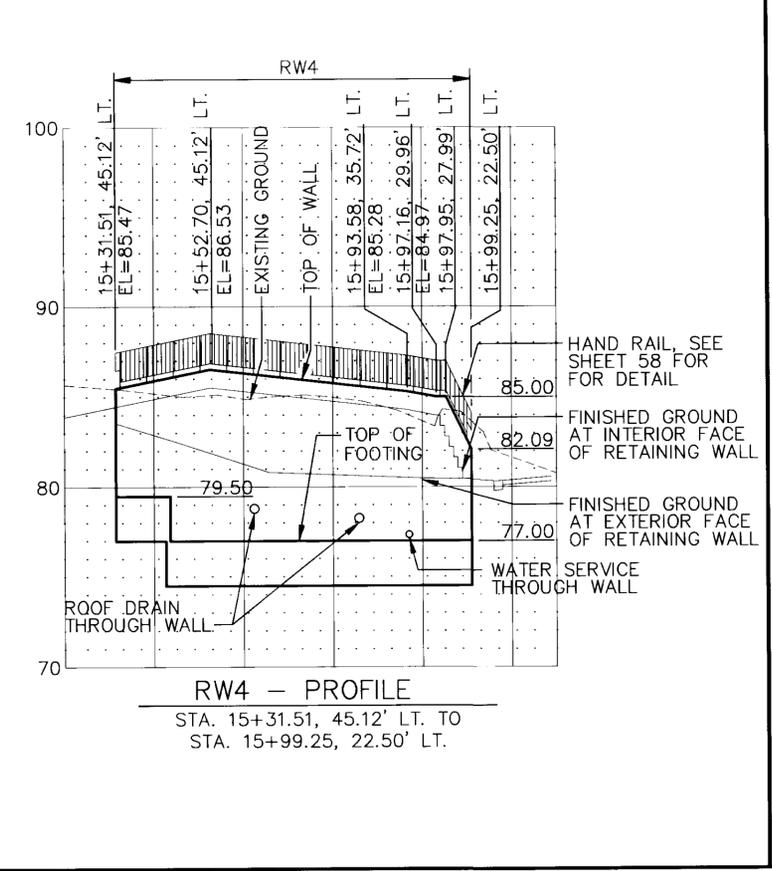
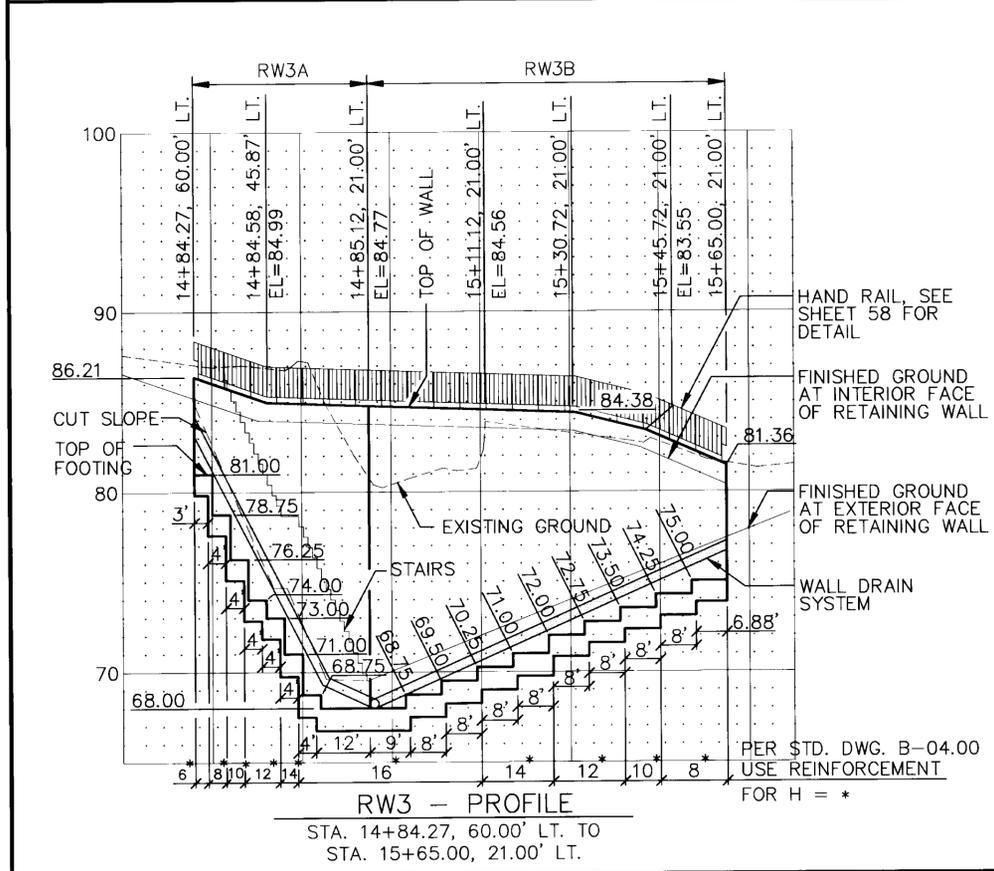
KTN - DEERMOUNT STREET WIDENING  
RETAINING WALL PLAN

DESIGNED BY: RDG/MA/AJJ	PROJECT NOs. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: BCL	DATE: 9/95
CHECKED BY: JRK	SHEET 60 OF 79





- NOTES:**
1. CONSTRUCT RETAINING WALLS RW3A, RW3B, RW5A, AND RW5B PER STD. DWGS. B-04.00 & B-05.00.
  2. OFFSETS AND RADII REFERENCE EXTERIOR FACE OF RETAINING WALL.
  3. PLACE SLEEVES AROUND ALL WALL PENETRATIONS, SIZED TO PROVIDE 2" MIN. CLEARANCE ALL AROUND.



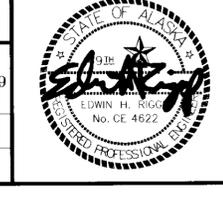
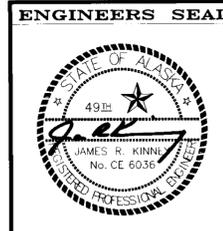
RECORD OF REVISIONS	
PATH: 4366W04.DWG	
BY:	DATE:
DESCRIPTION OF CHANGE:	

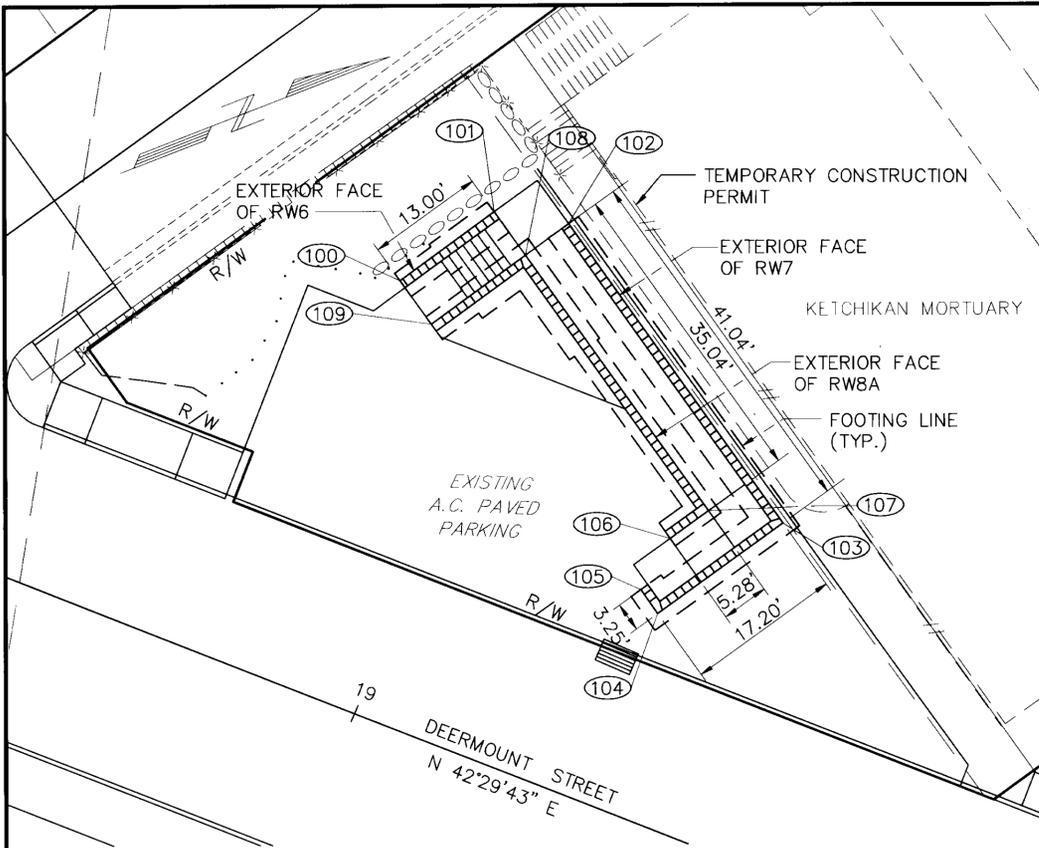
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
RETAINING WALL PLAN

DESIGNED BY:  
RDG  
DRAWN BY:  
AJJ/BCL  
CHECKED BY:  
JRK

PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 61 OF 79

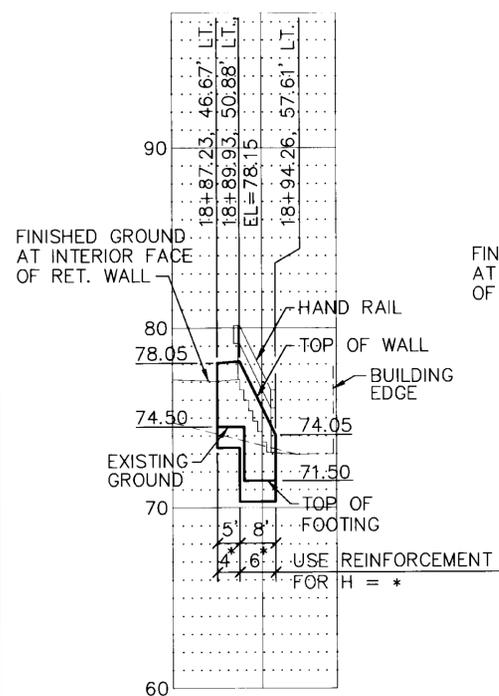




POINT	STATION	OFFSET	REMARKS
100	18+87.23	46.67' LT.	BEGIN RW6
101	18+94.26	57.61' LT.	END RW6
102	19+02.49	59.39' LT.	BEGIN RW7
103	19+36.91	37.04' LT.	
104	19+27.51	22.64' LT.	
105	19+24.78	24.41' LT.	END RW7
106	19+25.77	30.88' LT.	END RW8A
107	19+28.66	35.30' LT.	
108	18+99.27	54.38' LT.	
109	18+92.24	43.45' LT.	BEGIN RW8A

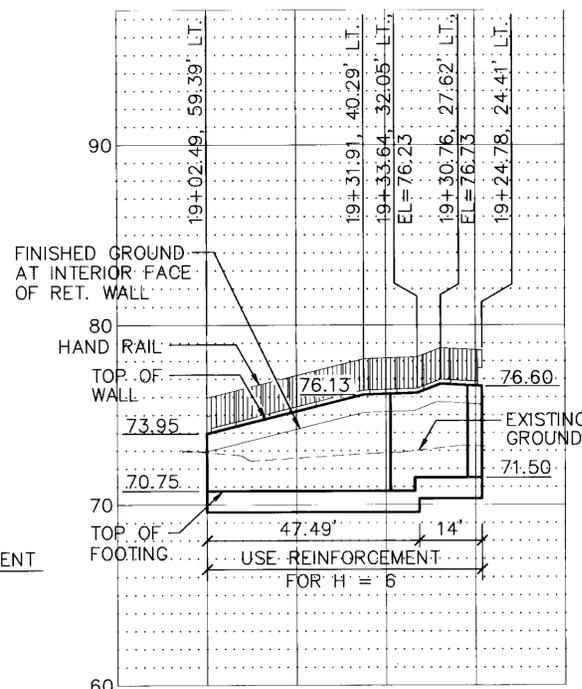
**NOTES:**

1. CONSTRUCT RETAINING WALLS RW6, RW7, & RW8A PER STD. DWGS. B-04.00 AND B-05.00.
2. OFFSETS REFERENCES EXTERIOR FACE OF RETAINING WALL.
3. SEE SHEET 40 FOR GRADING AND STRUCTURAL SECTION.
4. SEE SHEETS 58 & 59 FOR HANDRAIL PLACEMENT AND DETAILS.



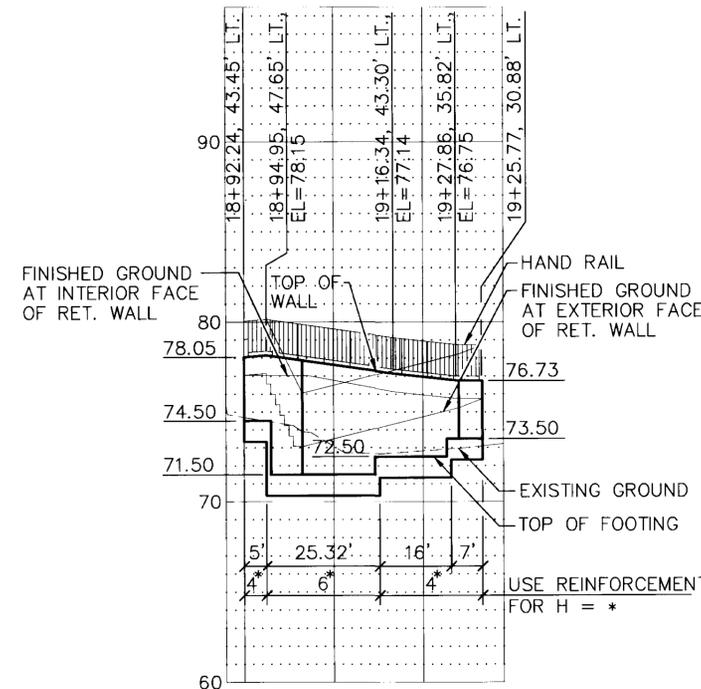
**RW6 - PROFILE**

STA. 18+87.23, 46.67' LT. TO  
STA. 18+94.26, 57.61' LT.



**RW7 - PROFILE**

STA. 19+02.49, 59.39' LT. TO  
STA. 19+24.78, 24.41' LT.



**RW8A - PROFILE**

STA. 18+92.24, 43.45' LT. TO  
STA. 19+25.77, 30.88' LT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: 4366W05.DWG		DESCRIPTION OF CHANGE:
BY:	DATE:	

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

KTN - DEERMOUNT STREET WIDENING  
RETAINING WALL PLAN

DESIGNED BY:  
AJJ  
DRAWN BY:  
BCL/AJJ  
CHECKED BY:  
JRK

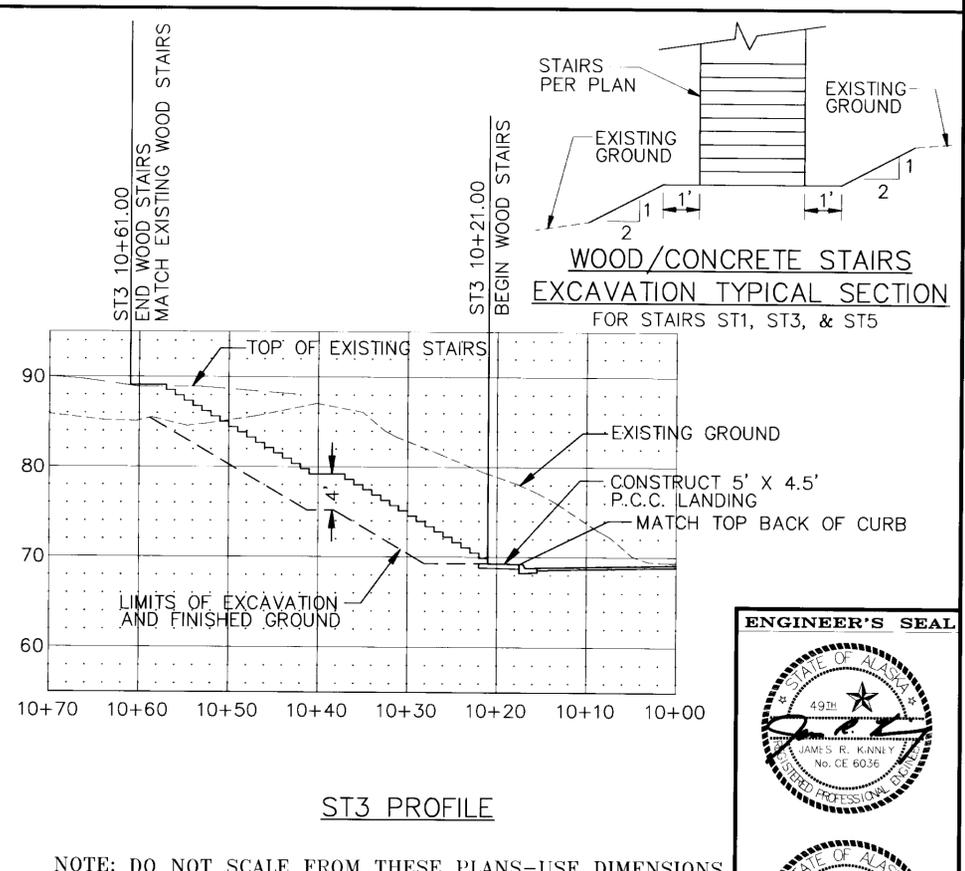
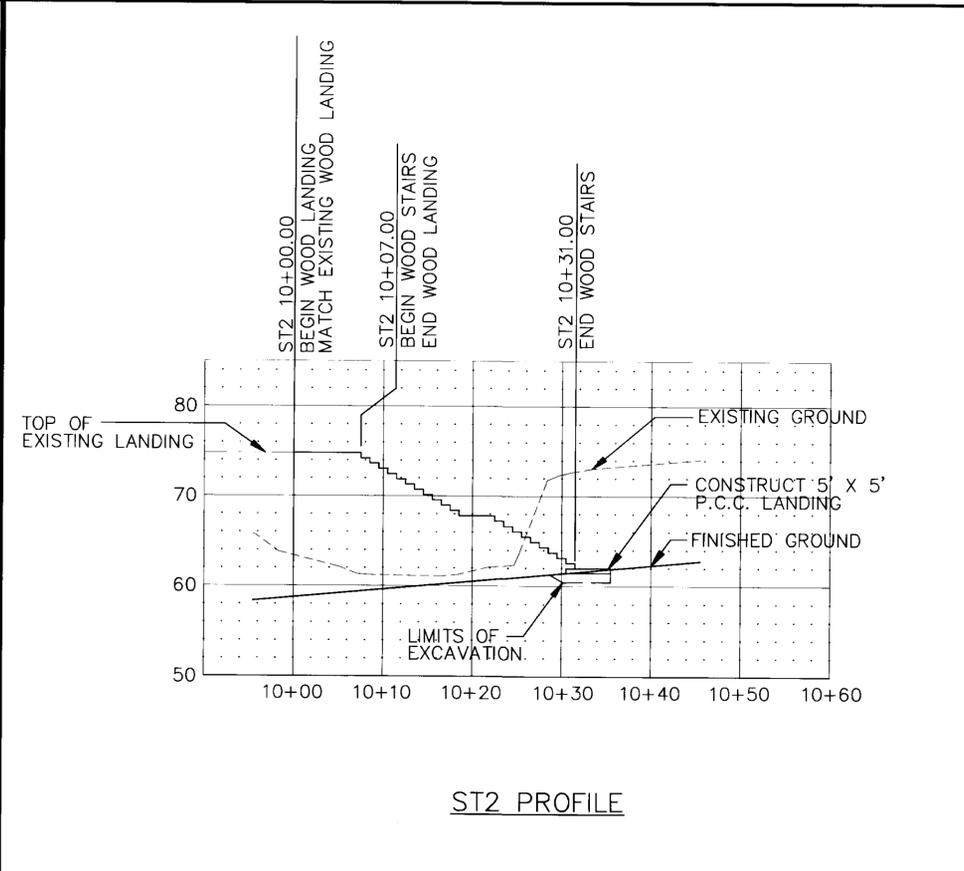
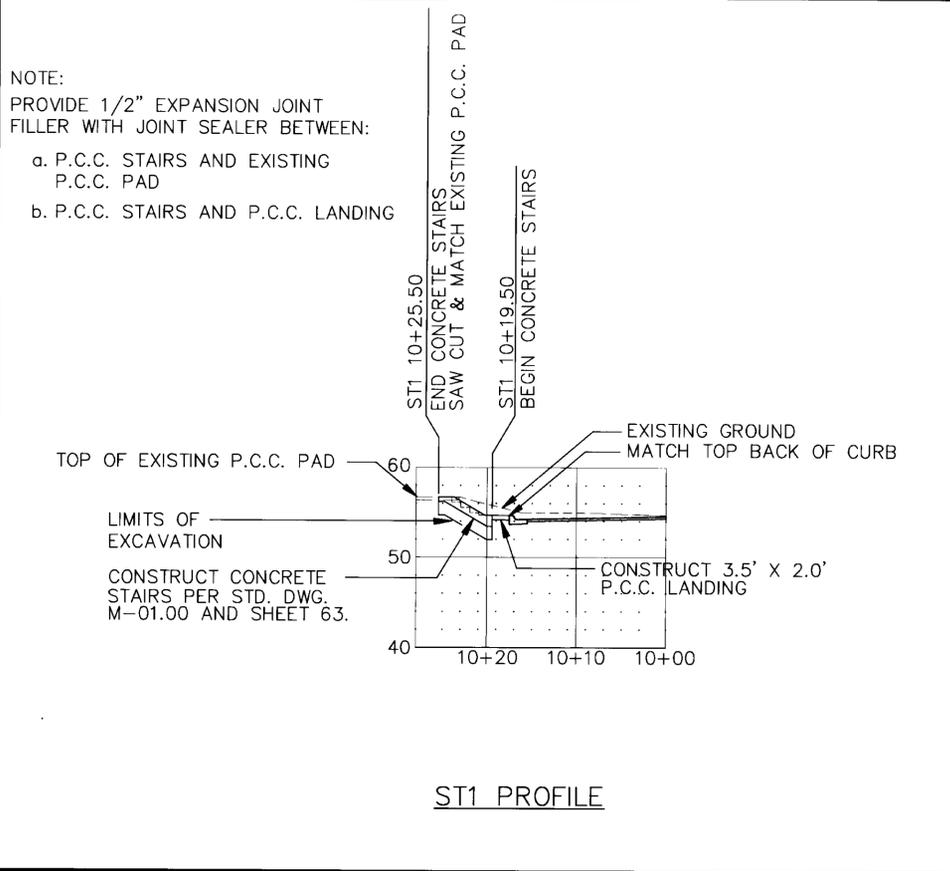
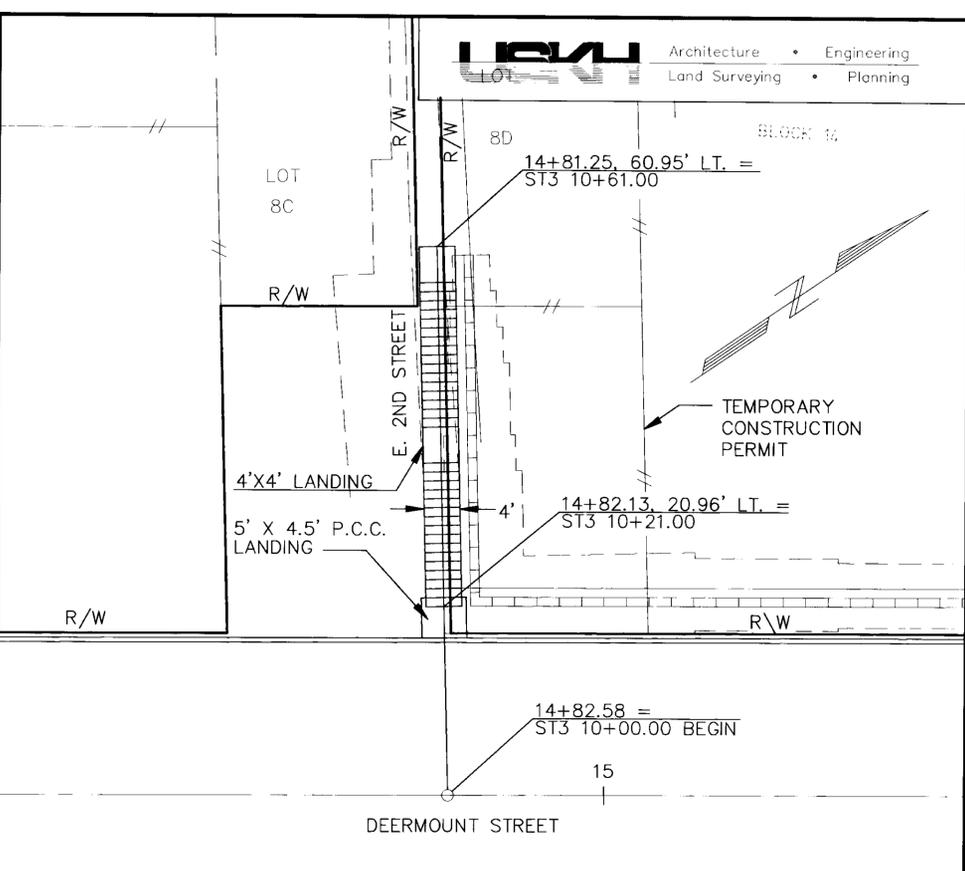
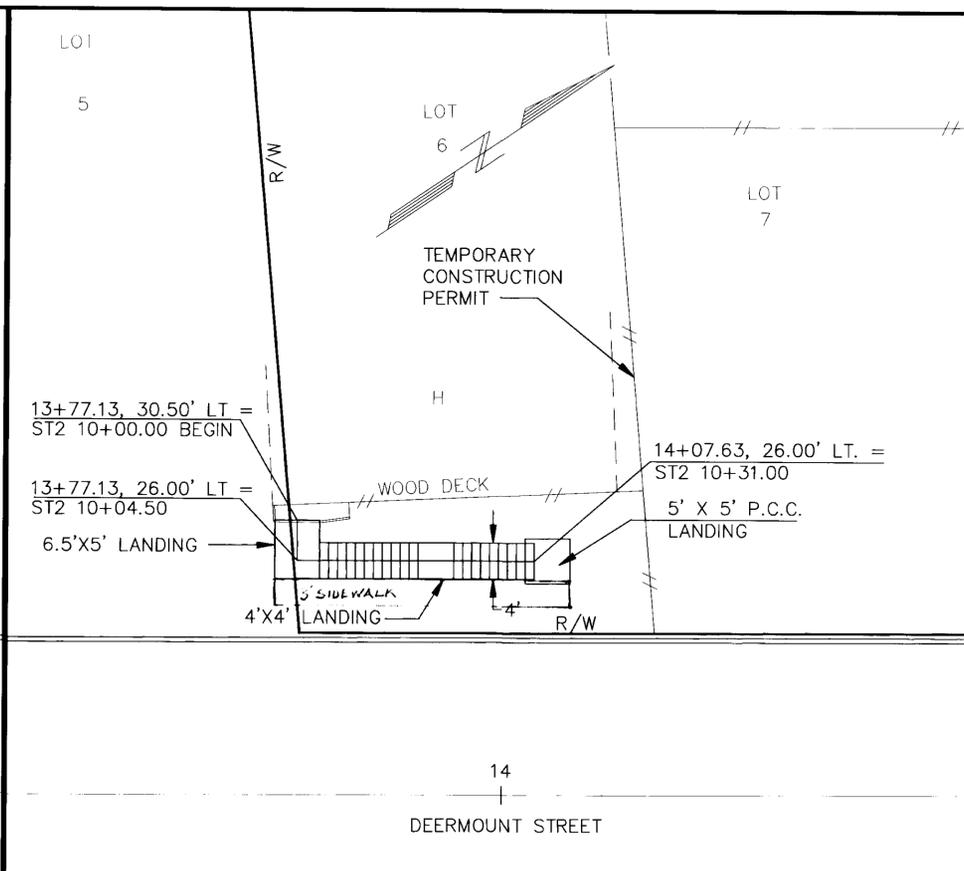
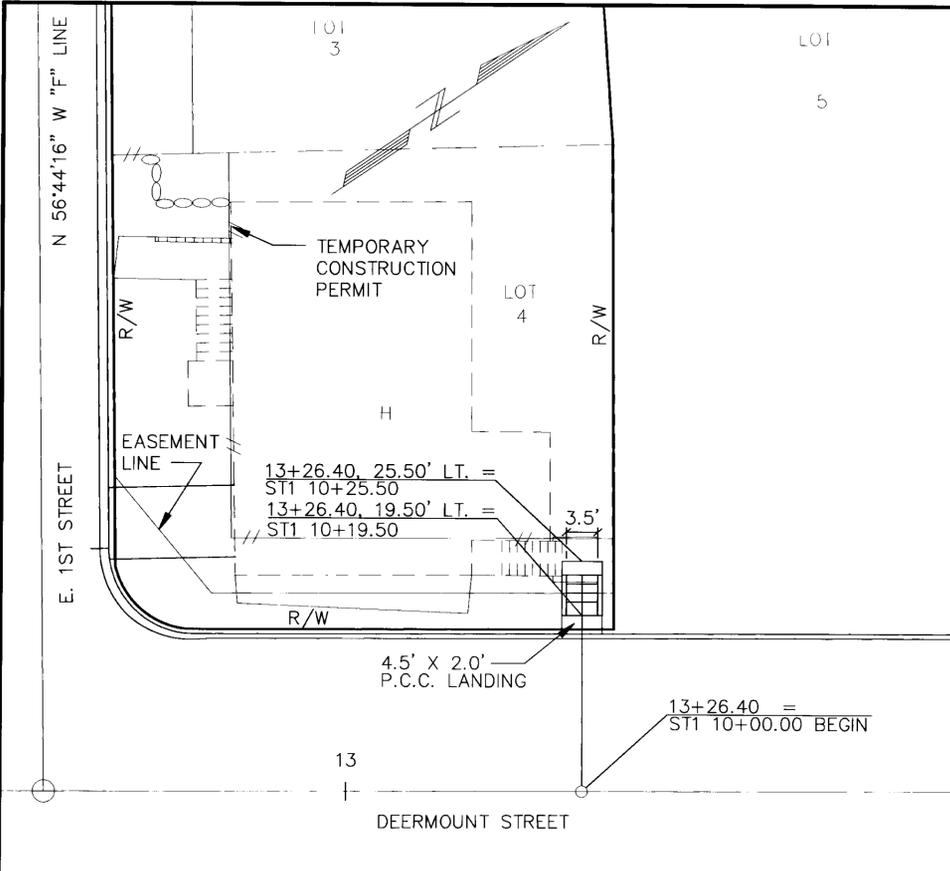
PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 62 OF 79

ENGINEERS SEAL



RECORD OF REVISIONS





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

KTN - DEERMOUNT STREET WIDENING  
STAIR CONSTRUCTION PLANS

DESIGNED BY:  
JRK/AJJ

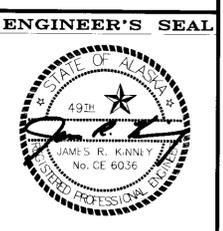
DRAWN BY:  
BAK/AJJ

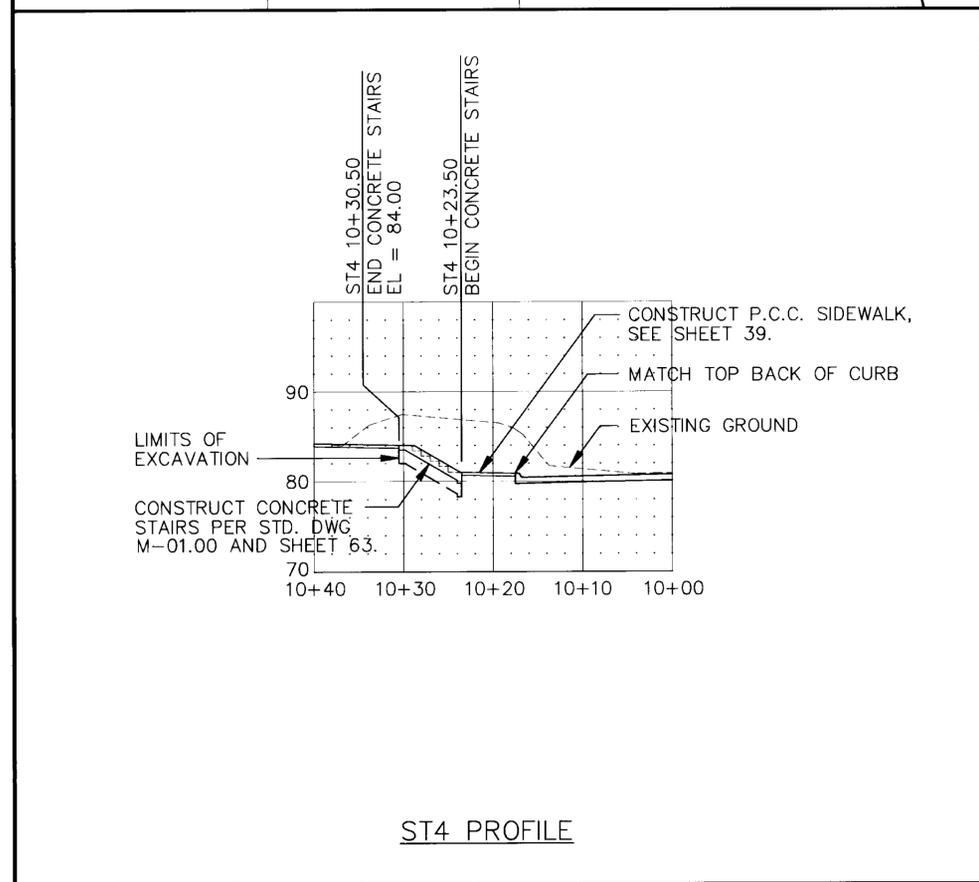
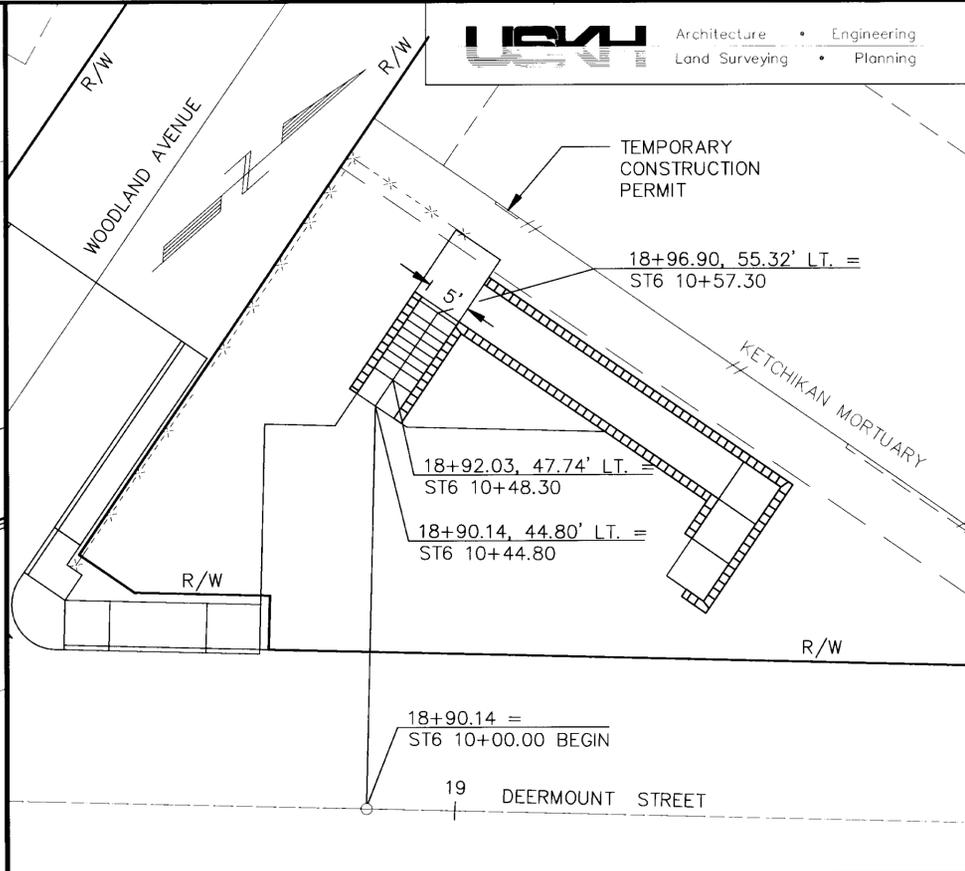
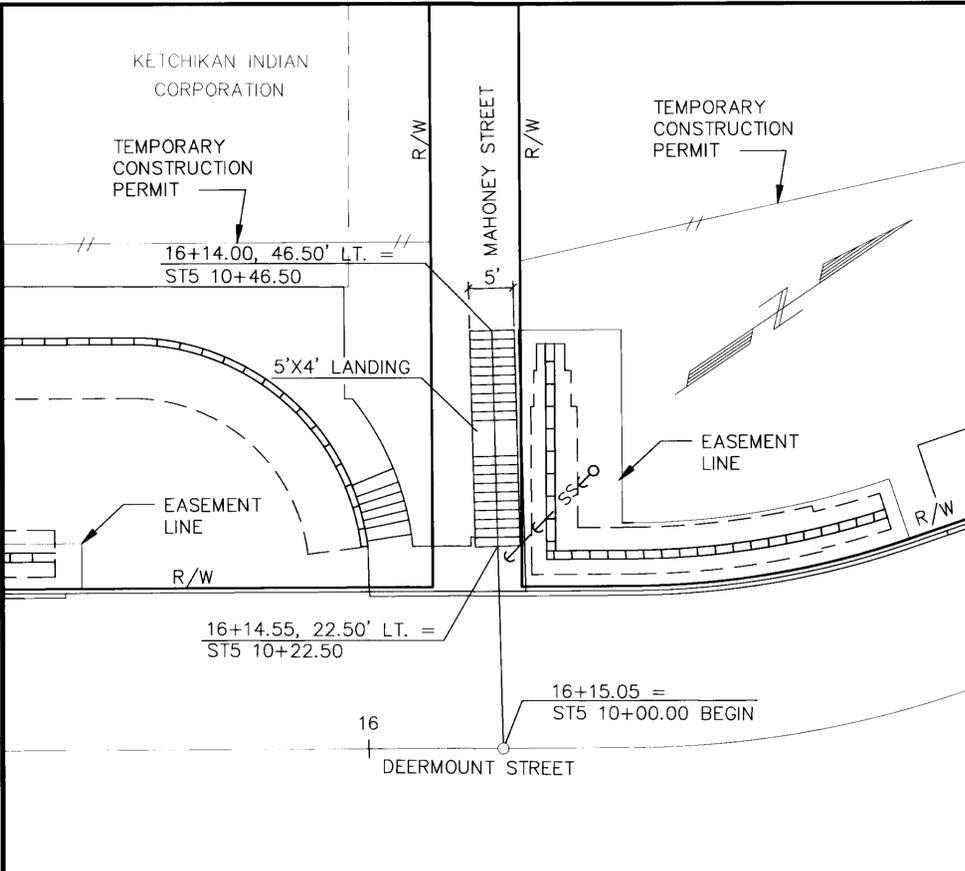
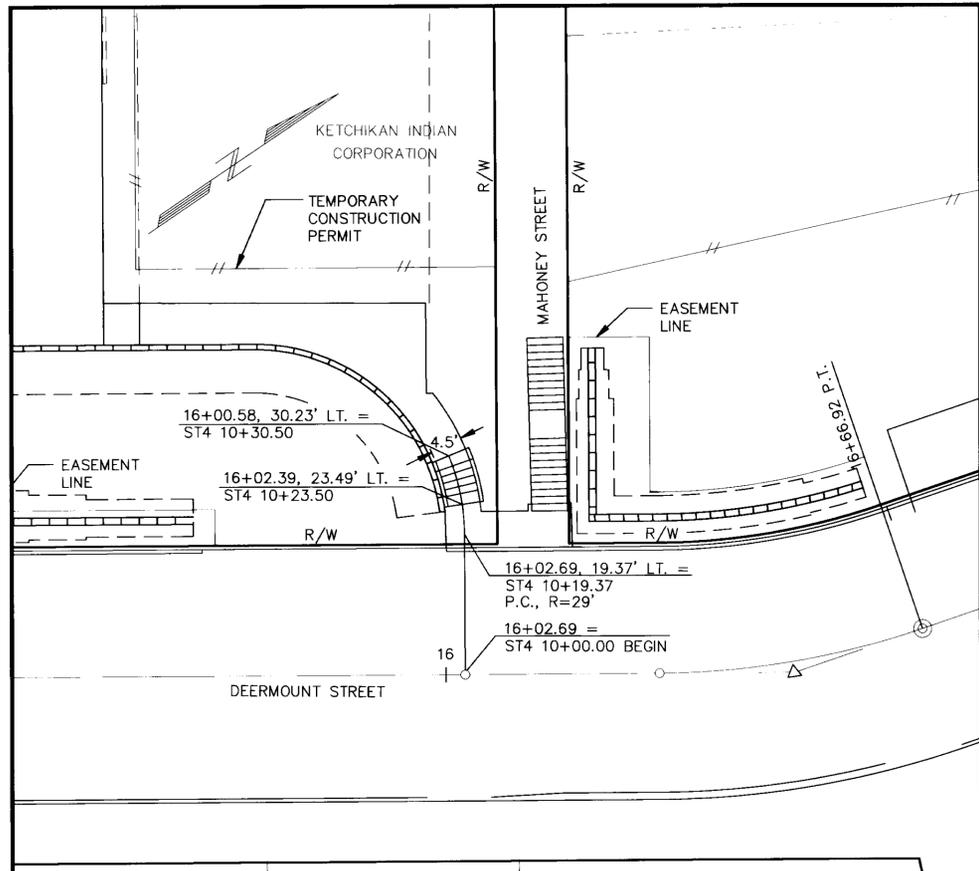
CHECKED BY:  
JRK/AJJ

PROJECT Nos.  
RS-M-0903(1)/70629  
STP-0907(1)/71330

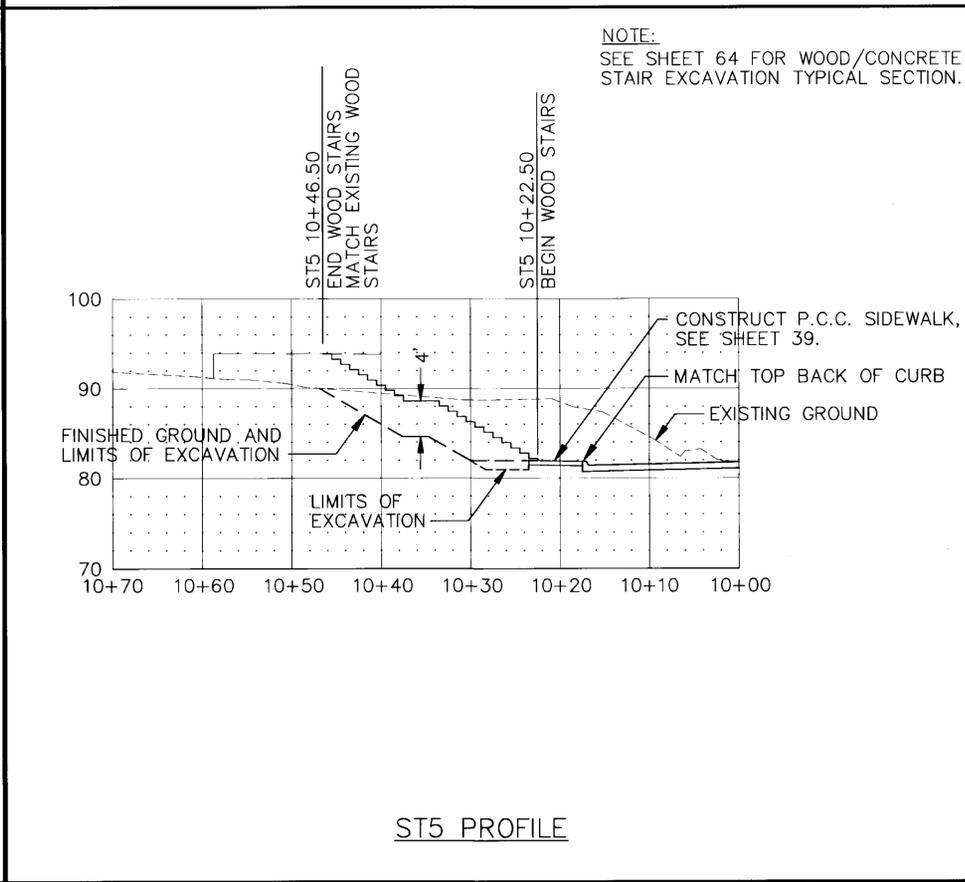
DATE: 9/95

SHEET 64 OF 79



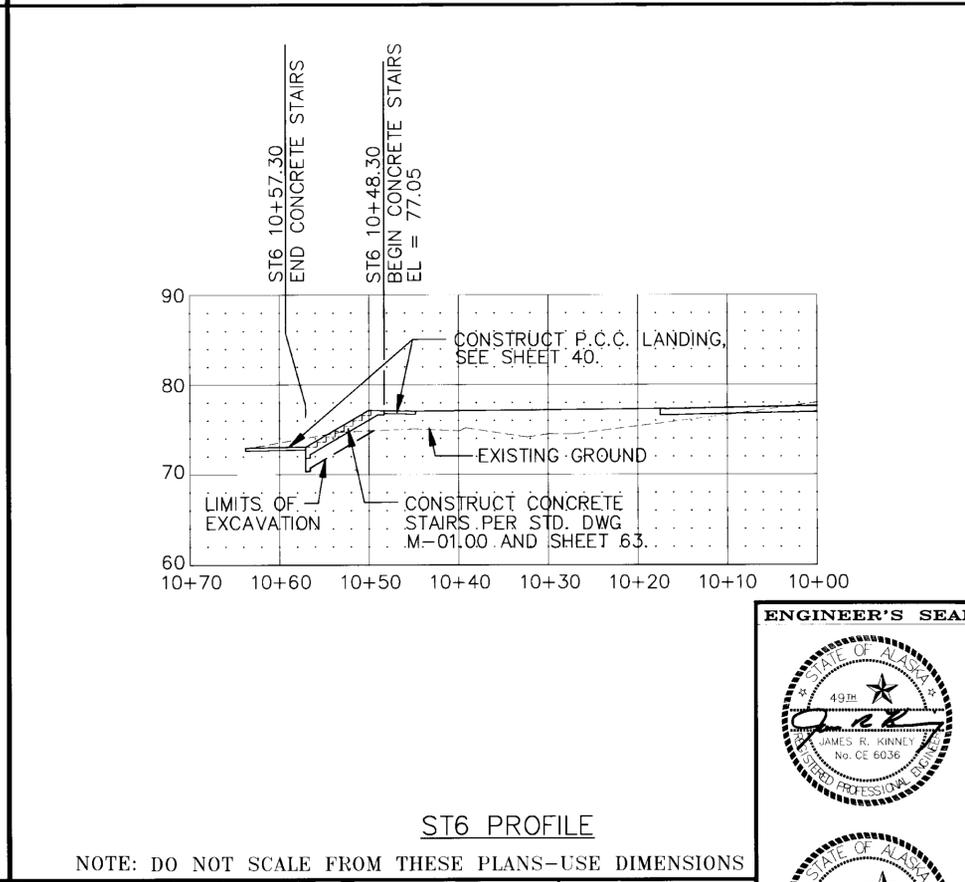


ST4 PROFILE



ST5 PROFILE

NOTE:  
SEE SHEET 64 FOR WOOD/CONCRETE  
STAIR EXCAVATION TYPICAL SECTION.



ST6 PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

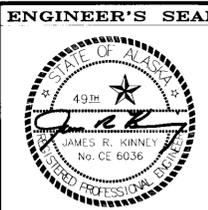
PATH:	4366B03.DWG
BY:	DATE:
DESCRIPTION OF CHANGE:	

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

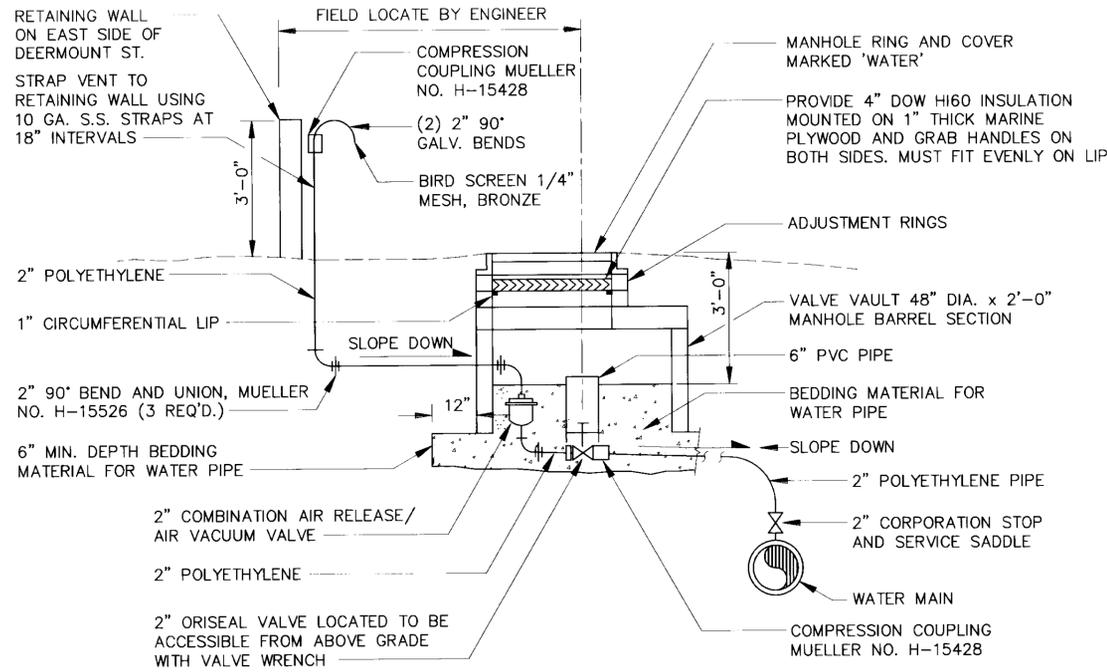
KTN - DEERMOUNT STREET WIDENING  
STAIR CONSTRUCTION PLANS

DESIGNED BY:  
JRK  
DRAWN BY:  
CHECKED BY:  
JRK

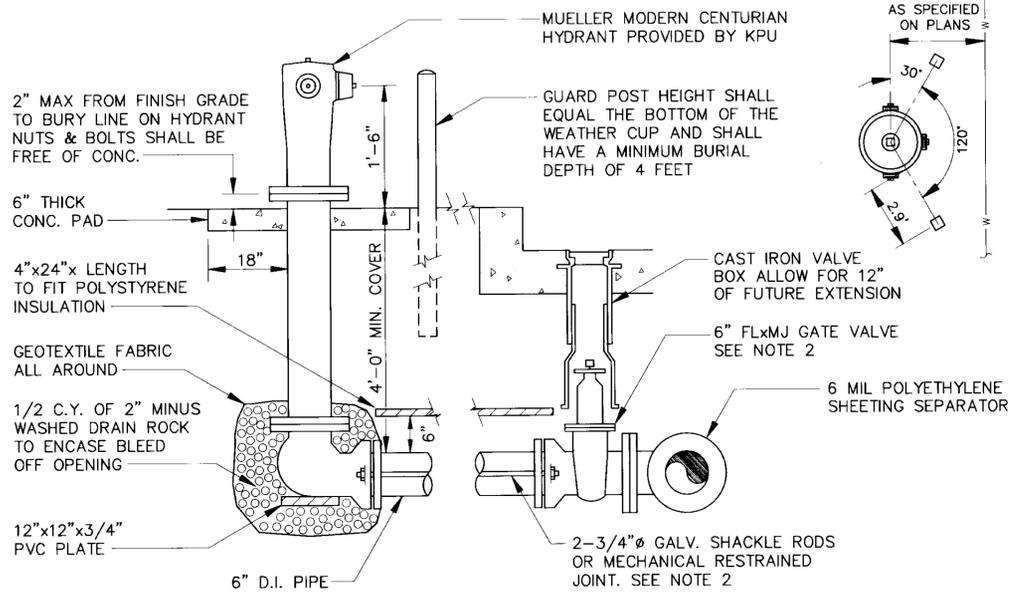
PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 65 OF 79



RECORD OF REVISIONS



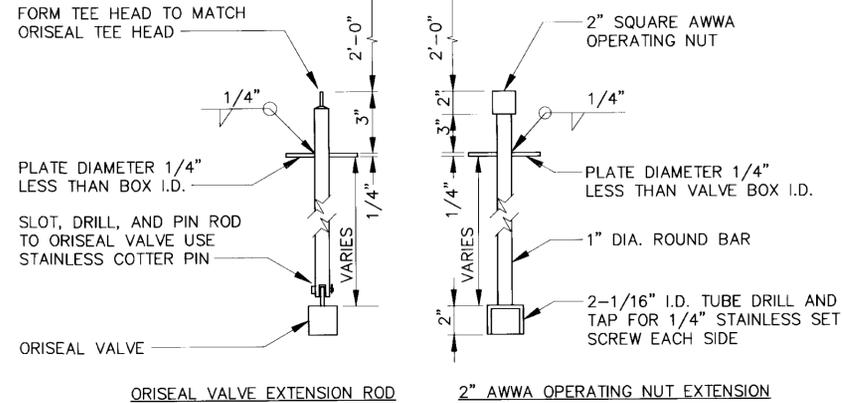
**COMBINATION AIR RELEASE/AIR VACUUM VALVE ASSEMBLY**  
N.T.S.



**NOTES:**

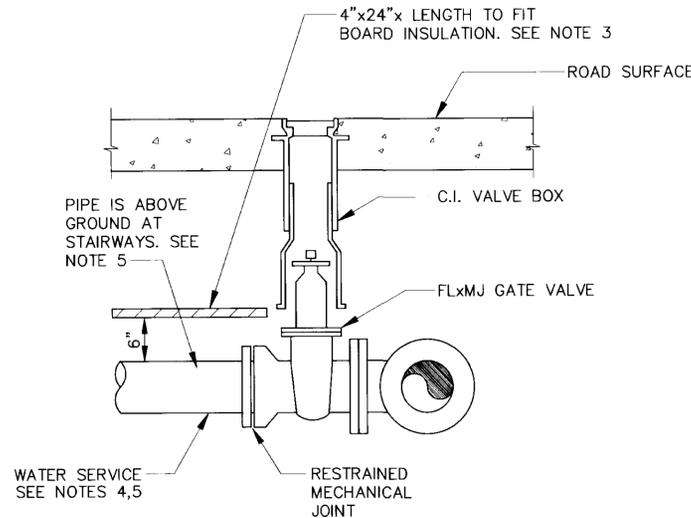
- ALL BOLT THREADS TO BE GREASED PRIOR TO INSTALLATION.
- MECHANICAL RESTRAINED JOINTS MAY BE USED IN PLACE OF SHACKLE RODS.
- HYDRANT PAINT SHALL BE SPECIFIED BY THE ENGINEER AND FIELD APPLIED.
- DOUBLE DIPPED GALVANIZED NUTS AND BOLTS SHALL BE FREE OF CONCRETE.
- HYDRANT ASSEMBLY SHALL RECEIVE 3 LAYERS OF 6 MIL POLYETHYLENE SHEETING.
- GUARD POSTS SHALL BE LOCATED TO ALLOW UNRESTRICTED ACCESS TO PUMPER AND HOSE CONNECTIONS.
- GUARD POSTS SHALL BE 6" DUCTILE IRON PIPE FILLED WITH CONCRETE. PAINT WITH 2 COATS OF RUSTOLEUM NO. 7743

**TYPICAL FIRE HYDRANT**  
N.T.S.



**NOTE:**  
EXTENSION REQUIRED ON ALL VALVES 6' OR MORE BELOW FINISHED SURFACE. ALL EXTENSIONS SHALL BE GALVANIZED OR PAINTED.

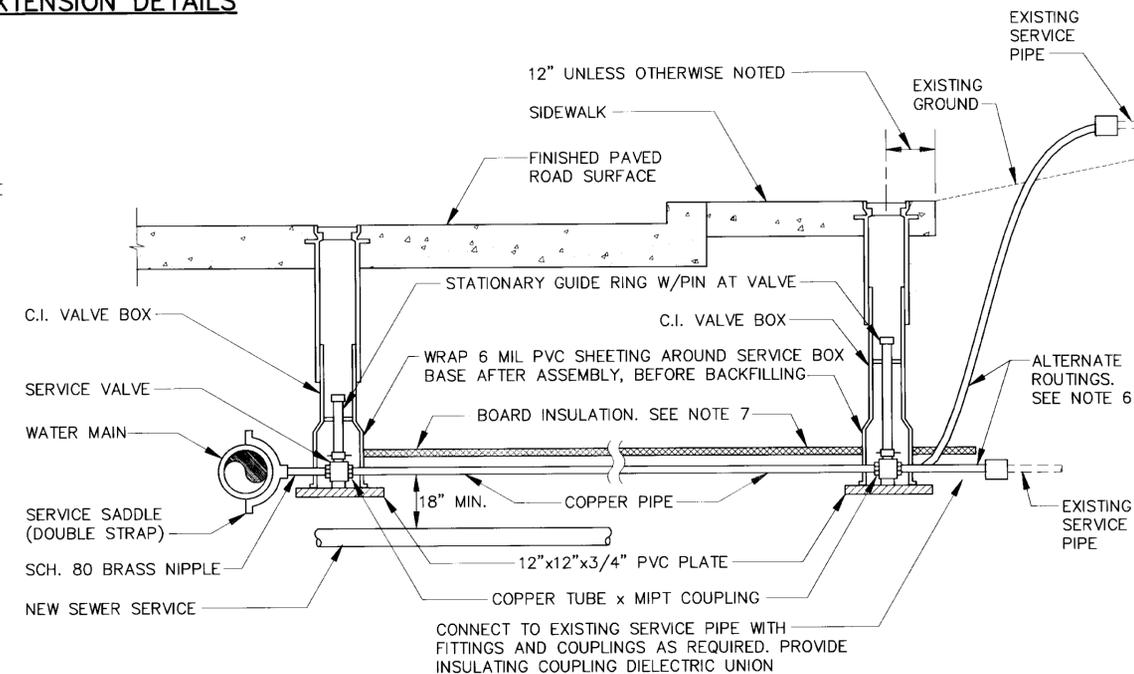
**VALVE EXTENSION DETAILS**  
N.T.S.



**NOTES:**

- ALL BOLT THREADS TO BE GREASED PRIOR TO INSTALLATION.
- THRUST BLOCK MAY BE OMITTED IF PIPE DOWNSTREAM OF VALVE IS CONNECTED TO NEAREST BEND BY APPROVED SHACKLE RODS.
- PLACE BOARD INSULATION AS REQUIRED BY PIPE INSULATION DETAIL ON SHEET 67.
- SERVICES SMALLER THAN 4" SHALL BE COPPER PIPE. SERVICES 4" AND LARGER SHALL BE D.I.P. CLASS 250.
- WHERE WATER SERVICE IS ABOVE GROUND, PIPE SHALL HAVE MECHANICAL RESTRAINED JOINTS AND SHALL BE FACTORY INSULATED PIPE WITH 2" OF FOAM INSULATION AND INTEGRAL METAL JACKET.
- WHERE MULTIPLE CONNECTIONS ARE MADE TO END OF SERVICE LINE, INSTALL TEE FITTING WITH BLIND FLANGED ENDS. TAP CONNECTIONS INTO TEE FITTING.

**TYPICAL WATER SERVICE - LARGER THAN 2"**  
N.T.S.



**NOTES:**

- INSTALL TOP OF VALVE BOX IN SIDEWALK AS SHOWN, 1/4" BELOW TOP OF PAVED SURFACE.
- IN AREAS WITHOUT SIDEWALK, INSTALL VALVE BOX 6" BEHIND CURB, 1/4" BELOW PAVED SURFACE OR 3" BELOW UNPAVED SURFACES.
- ALLOW 12" FOR RAISING VALVE BOX.
- ENLARGED BASE IS REQUIRED FOR 1" SERVICE VALVES AND LARGER.
- A SERVICE VALVE ROD EXTENSION IS REQUIRED ON ALL SERVICE VALVES 6' OR MORE BELOW FINISHED GRADE.
- EXTEND SERVICE PAST SERVICE VALVE TO EXISTING SERVICE PIPE AS REQUIRED TO ESTABLISH SERVICE OR AS INDICATED ON THE PLANS. WHERE SERVICE EXTENSION IS ABOVE GROUND, PIPE SHALL BE INSULATED WITH 2" OF FOAM INSULATION WITH PROTECTIVE COATING.
- PLACE BOARD INSULATION AS REQUIRED BY PIPE INSULATION DETAIL ON SHEET 67.

**TYPICAL BURIED WATER SERVICE - 2" AND SMALLER**  
N.T.S.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

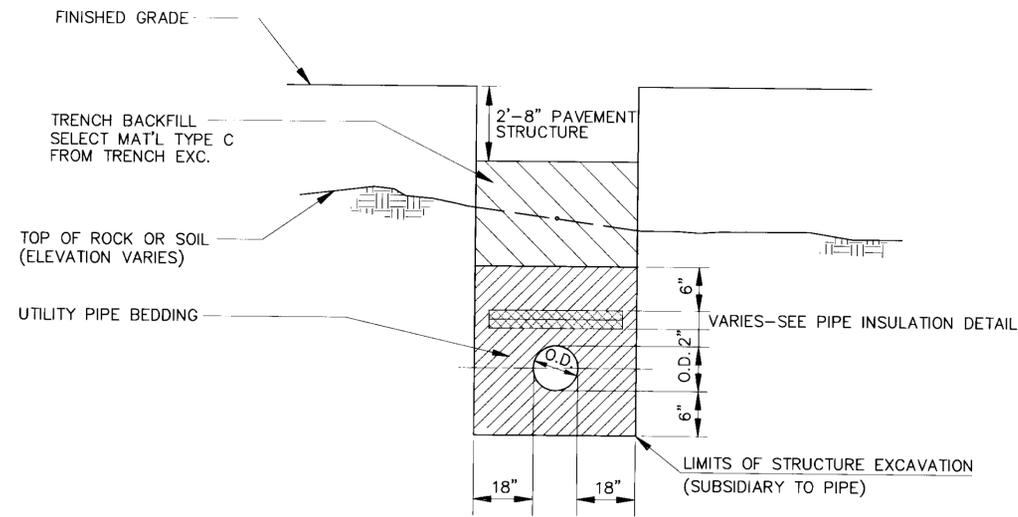
DATE	DESCRIPTION OF CHANGE

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

KTN - DEERMOUNT STREET WIDENING  
WATER LINE DETAILS

DESIGNED BY: BM	PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: SMT	DATE: 9/95
CHECKED BY: TRK/BM	SHEET 66 OF 79

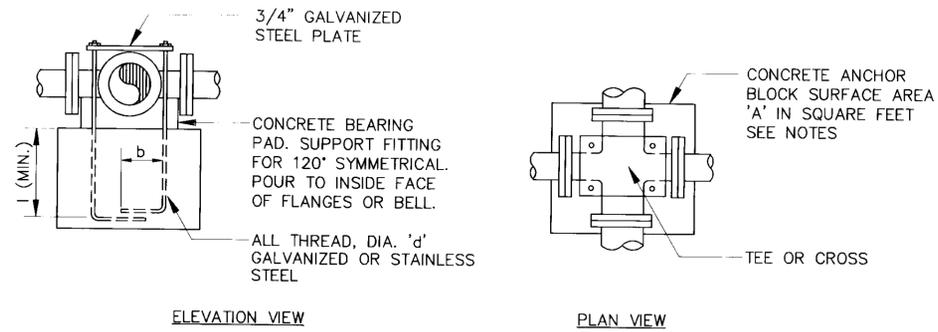




PAY LIMITS FOR BEDDING AND TRENCH BACKFILL SHALL BE VERTICAL AS SHOWN. ACTUAL TRENCH WALL SLOPES WILL VARY WITH SOIL CHARACTERISTICS. SLOPES SHALL CONFORM TO OSHA SAFETY STANDARDS.

TYPICAL PIPE TRENCH DETAIL

N.T.S.  
STA. 80+00 TO STA. 93+38



ANCHOR DIMENSION TABLE

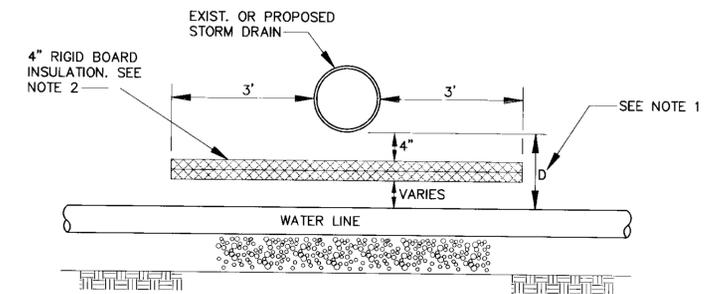
MAX. PIPE DIA.	d	l	b	A	ALL THRD. BOLT MIN. GRADE
4"	3/4"	15"	12"	2	A36
6"	3/4"	15"	12"	3	A36
8"	3/4"	15"	12"	5	A36
10"	3/4"	15"	12"	8	A36
12"	7/8"	18"	14"	12	A36
14"	7/8"	18"	14"	16	A36
16"	1"	24"	16"	20	A36

STANDARD TEE OR CROSS THRUST BLOCK DETAIL

N.T.S.

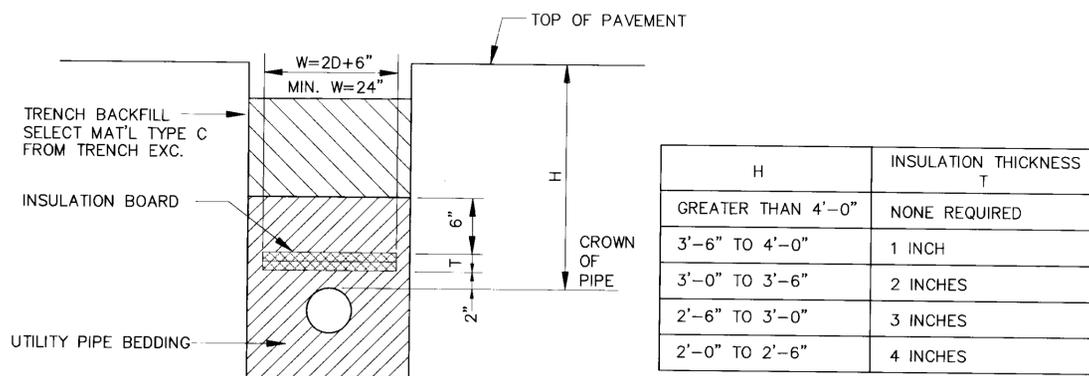
NOTES:

- INSULATION SHOWN TO BE PROVIDED WHEN DISTANCE 'D' IS LESS THAN 3'.
- 4" TOTAL INSULATION IN 2" LAYERS WITH STAGGERED JOINTS.



INSULATED PIPE CROSSING SECTION

N.T.S.

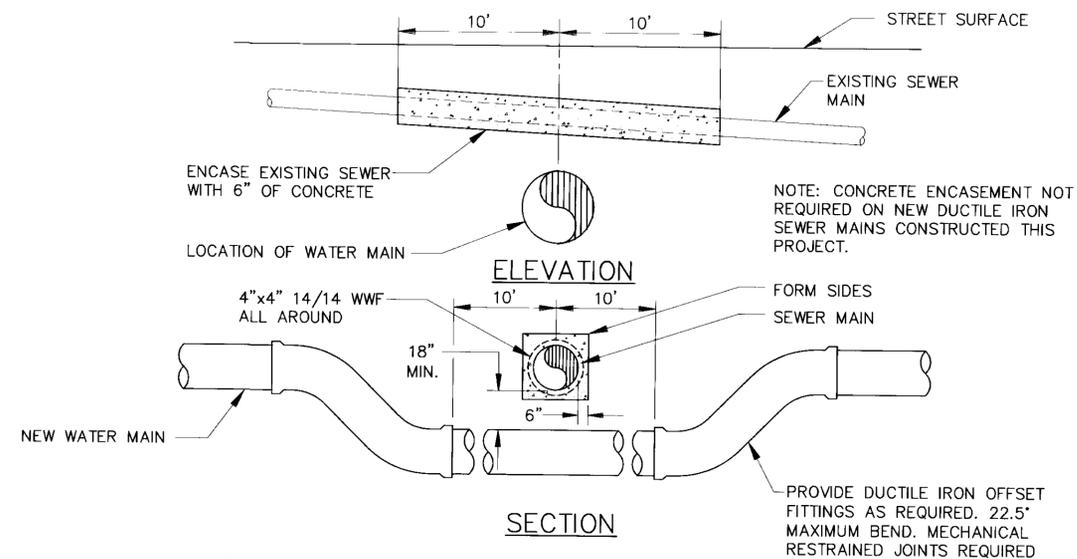


H	INSULATION THICKNESS T
GREATER THAN 4'-0"	NONE REQUIRED
3'-6" TO 4'-0"	1 INCH
3'-0" TO 3'-6"	2 INCHES
2'-6" TO 3'-0"	3 INCHES
2'-0" TO 2'-6"	4 INCHES

NOTE:  
INSULATION BOARD  
JOINTS SHALL BE  
LAPPED.

PIPE INSULATION DETAIL

N.T.S.  
STA. 80+00 TO STA. 93+38



SEWER CROSSING/ENCASEMENT DETAIL

STA. 80+08  
STA. 91+85  
STA. 93+20

N.T.S.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: 4366U1B.DWG

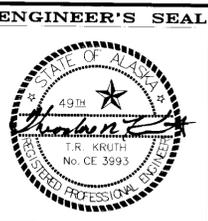
BY:	DATE:	DESCRIPTION OF CHANGE:

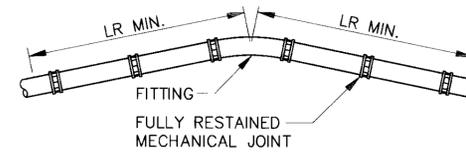
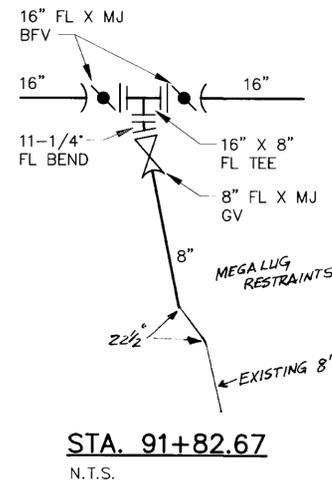
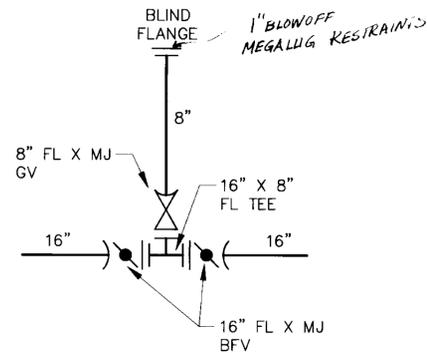
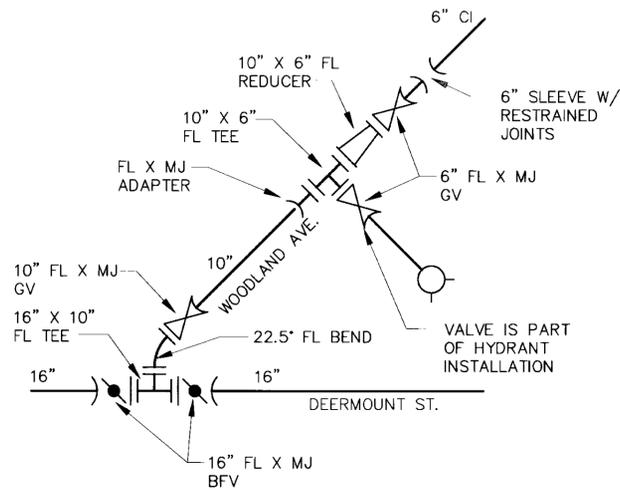
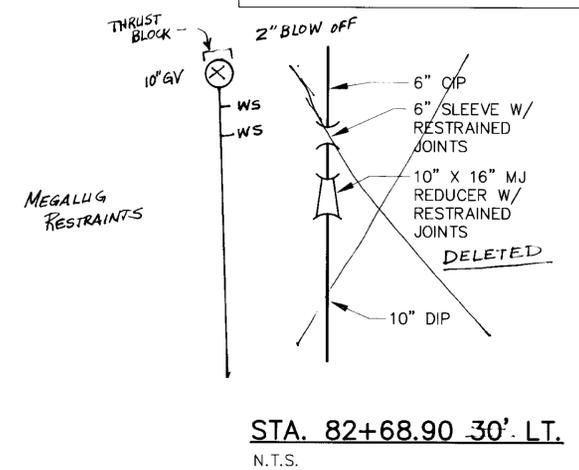
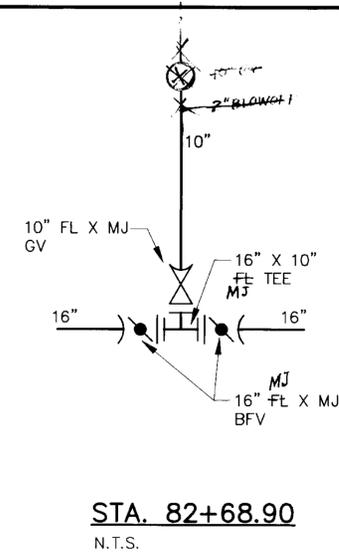
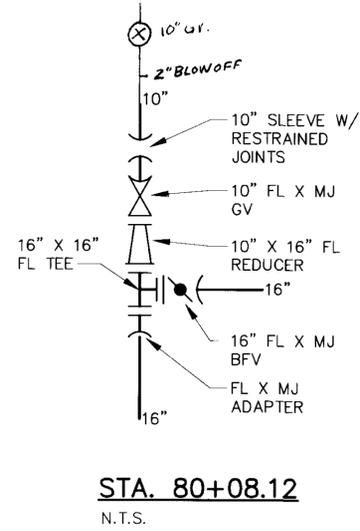
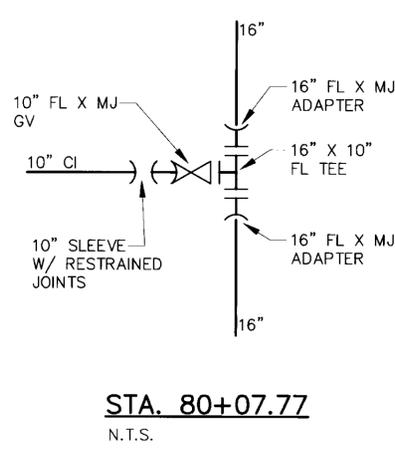
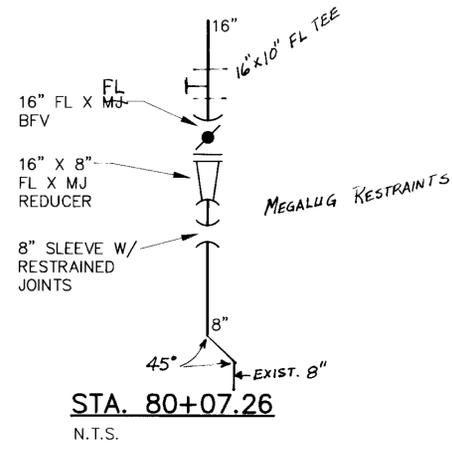
RECORD OF REVISIONS

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

KTN - DEERMOUNT STREET WIDENING  
WATER LINE DETAILS

DESIGNED BY: BM	PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: SMT	DATE: 9/95
CHECKED BY: TRK/BM	SHEET 67 OF 79





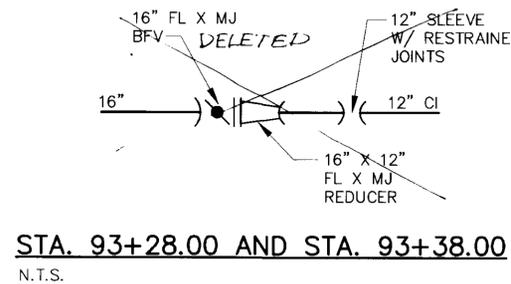
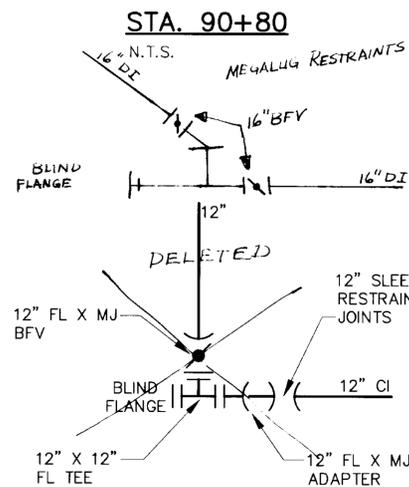
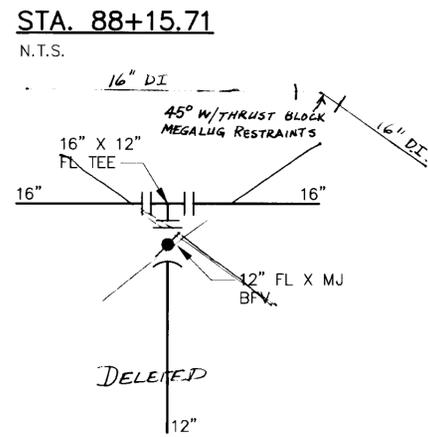
NOTE: ALL JOINTS WITHIN LR MIN. SHALL BE FULLY RESTRAINED MECHANICAL JOINTS WITH RESTAINING GLANDS.

FITTING	MINIMUM LENGTH TO RESTRAIN - LR			
	8" PIPE	10" PIPE	12" PIPE	16" PIPE
11.25' BEND	4'	4'	5'	6'
22.5' BEND	7'	8'	10'	12'
45' BEND	15'	18'	21'	26'
90' BEND	36'	43'	50'	63'
TEE/CROSS	THRUST BLOCK REQUIRED. SEE STANDARD TEE OR CROSS THRUST BLOCK DETAIL			
REDUCER	REDUCERS, VALVES AND PLUGS SHALL BE FULLY RESTRAINED BACK TO CLOSEST ADJACENT THRUST BLOCK ON LARGER DIAMETER RUN.			
VALVE				
PLUG				

**FITTING RESTRAINT TABLE**

**LEGEND:**

- FL X MJ BUTTERFLY VALVE
- FL X MJ GATE VALVE
- FL X FL REDUCER
- FL X MH REDUCER
- MECHANICAL JOINT PIPE COUPLING
- BLIND FLANGE
- FLANGED TEE
- FL TO MJ ADAPTER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

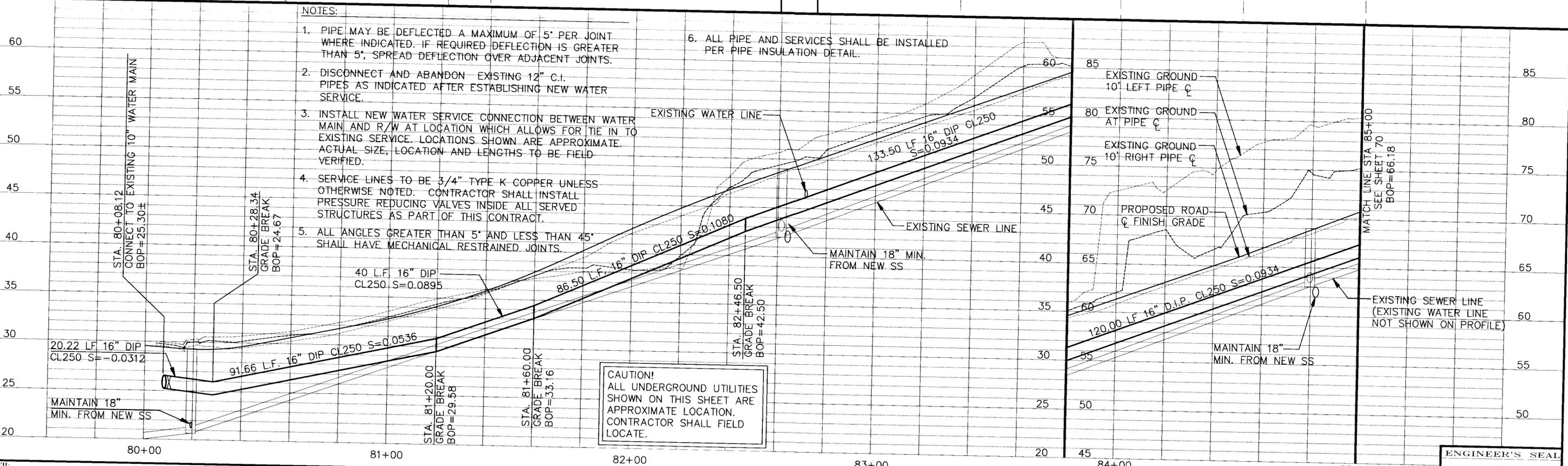
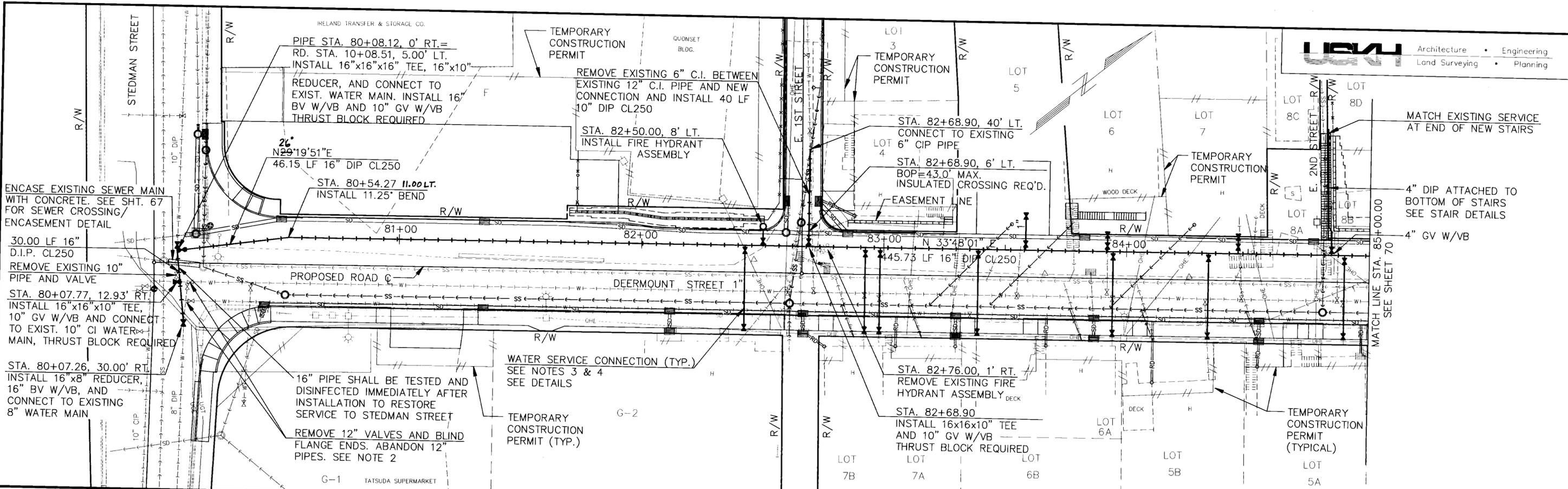


RECORD OF REVISIONS		
DATE	BY	DESCRIPTION OF CHANGE

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

KTN - DEERMOUNT STREET WIDENING  
WATER LINE DETAILS

DESIGNED BY: DES	PROJECT NOS. RS-M-0903(1)/70629
DRAWN BY: GIS	STP-0907(1)/71330
CHECKED BY: TRK/BM	DATE: 9/95
	SHEET 68 OF 79

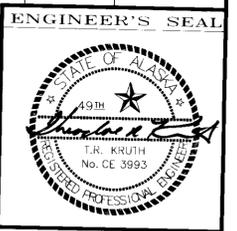


NO.	DATE	DESCRIPTION OF CHANGE

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

KTN DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE.  
WATER LINE PLANS

DESIGNED BY: DES  
DRAWN BY: SMT  
CHECKED BY: JRK/TRK/BM  
PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330  
DATE: 9/95  
SHEET 69 OF 79



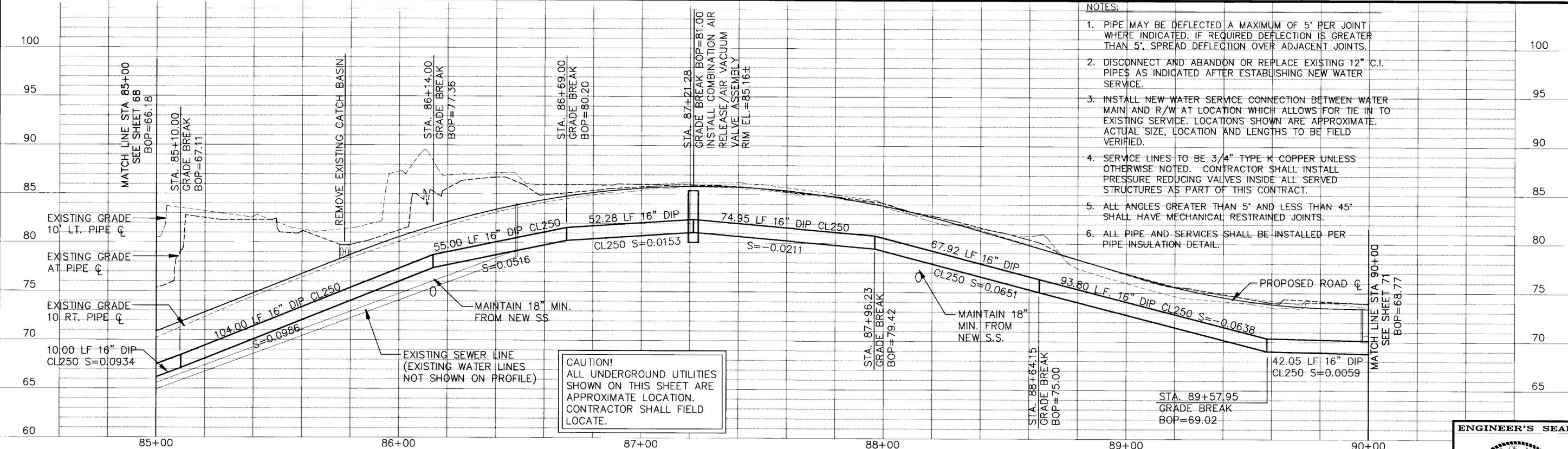
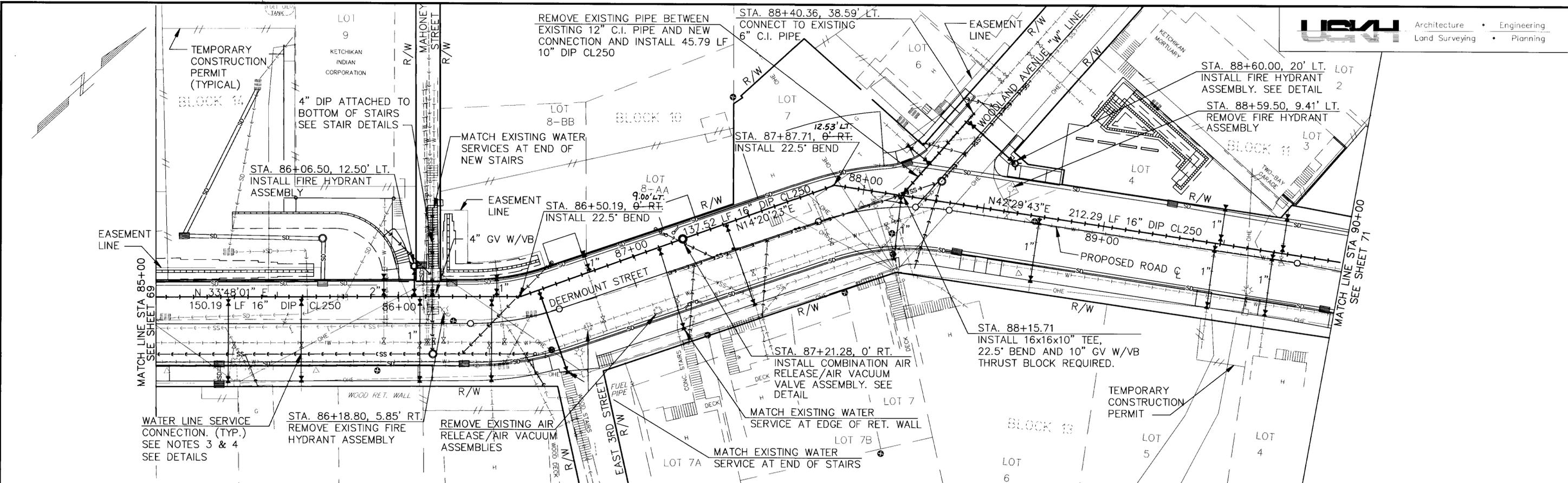
RECORD OF REVISIONS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

CAUTION!  
ALL UNDERGROUND UTILITIES  
SHOWN ON THIS SHEET ARE  
APPROXIMATE LOCATION.  
CONTRACTOR SHALL FIELD  
LOCATE.

NOTES:

- PIPE MAY BE DEFLECTED A MAXIMUM OF 5" PER JOINT WHERE INDICATED. IF REQUIRED DEFLECTION IS GREATER THAN 5", SPREAD DEFLECTION OVER ADJACENT JOINTS.
- DISCONNECT AND ABANDON EXISTING 12" C.I. PIPES AS INDICATED AFTER ESTABLISHING NEW WATER SERVICE.
- INSTALL NEW WATER SERVICE CONNECTION BETWEEN MAIN AND R/W AT LOCATION WHICH ALLOWS FOR TIE IN TO EXISTING SERVICE. LOCATIONS SHOWN ARE APPROXIMATE. ACTUAL SIZE, LOCATION AND LENGTHS TO BE FIELD VERIFIED.
- SERVICE LINES TO BE 3/4" TYPE K COPPER UNLESS OTHERWISE NOTED. CONTRACTOR SHALL INSTALL PRESSURE REDUCING VALVES INSIDE ALL SERVED STRUCTURES AS PART OF THIS CONTRACT.
- ALL ANGLES GREATER THAN 5" AND LESS THAN 45" SHALL HAVE MECHANICAL RESTRAINED JOINTS.
- ALL PIPE AND SERVICES SHALL BE INSTALLED PER PIPE INSULATION DETAIL.



- NOTES:
- PIPE MAY BE DEFLECTED A MAXIMUM OF 5" PER JOINT WHERE INDICATED. IF REQUIRED DEFLECTION IS GREATER THAN 5", SPREAD DEFLECTION OVER ADJACENT JOINTS.
  - DISCONNECT AND ABANDON OR REPLACE EXISTING 12" C.I. PIPES AS INDICATED AFTER ESTABLISHING NEW WATER SERVICE.
  - INSTALL NEW WATER SERVICE CONNECTION BETWEEN WATER MAIN AND R/W AT LOCATION WHICH ALLOWS FOR TIE IN TO EXISTING SERVICE. LOCATIONS SHOWN ARE APPROXIMATE. ACTUAL SIZE, LOCATION AND LENGTHS TO BE FIELD VERIFIED.
  - SERVICE LINES TO BE 3/4" TYPE K COPPER UNLESS OTHERWISE NOTED. CONTRACTOR SHALL INSTALL PRESSURE REDUCING VALVES INSIDE ALL SERVED STRUCTURES AS PART OF THIS CONTRACT.
  - ALL ANGLES GREATER THAN 5° AND LESS THAN 45° SHALL HAVE MECHANICAL RESTRAINED JOINTS.
  - ALL PIPE AND SERVICES SHALL BE INSTALLED PER PIPE INSULATION DETAIL.

PATH: 4366U03.DWG

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

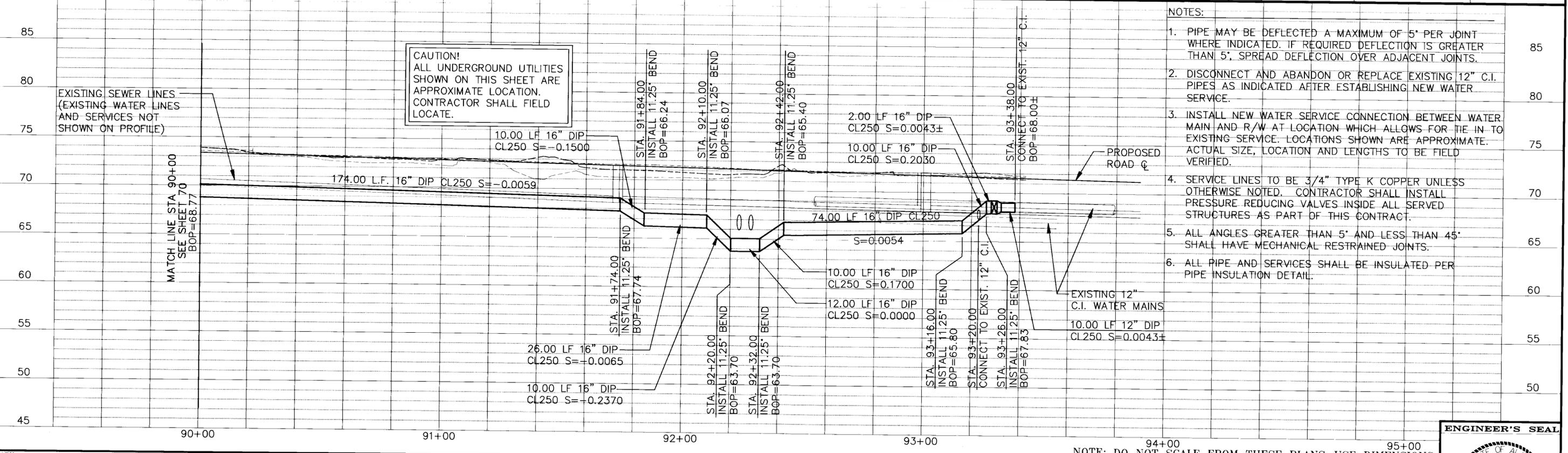
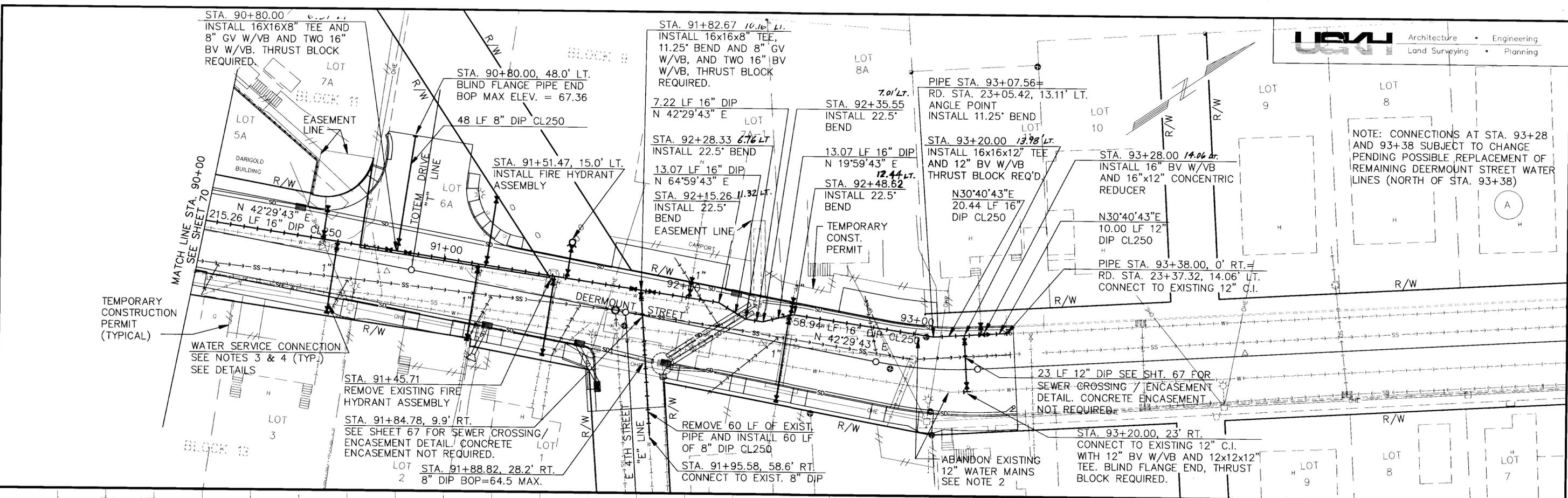
KTN DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE. & WOODLAND AVE. TO FAIR ST.  
WATER LINE PLANS

DESIGNED BY: DES  
DRAWN BY: SMT  
CHECKED BY: JRK/TRK/BM

PROJECT Nos.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 70 OF 79



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS



- NOTES:
- PIPE MAY BE DEFLECTED A MAXIMUM OF 5" PER JOINT WHERE INDICATED. IF REQUIRED DEFLECTION IS GREATER THAN 5", SPREAD DEFLECTION OVER ADJACENT JOINTS.
  - DISCONNECT AND ABANDON OR REPLACE EXISTING 12" C.I. PIPES AS INDICATED AFTER ESTABLISHING NEW WATER SERVICE.
  - INSTALL NEW WATER SERVICE CONNECTION BETWEEN WATER MAIN AND R/W AT LOCATION WHICH ALLOWS FOR TIE IN TO EXISTING SERVICE. LOCATIONS SHOWN ARE APPROXIMATE. ACTUAL SIZE, LOCATION AND LENGTHS TO BE FIELD VERIFIED.
  - SERVICE LINES TO BE 3/4" TYPE K COPPER UNLESS OTHERWISE NOTED. CONTRACTOR SHALL INSTALL PRESSURE REDUCING VALVES INSIDE ALL SERVED STRUCTURES AS PART OF THIS CONTRACT.
  - ALL ANGLES GREATER THAN 5° AND LESS THAN 45° SHALL HAVE MECHANICAL RESTRAINED JOINTS.
  - ALL PIPE AND SERVICES SHALL BE INSULATED PER PIPE INSULATION DETAIL.

RECORD OF REVISIONS

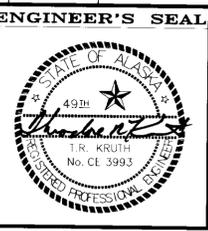
NO.	DATE	DESCRIPTION OF CHANGE

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

KTN DEERMOUNT STREET WIDENING  
WOODLAND AVE. TO FAIR ST.  
WATER LINE PLANS

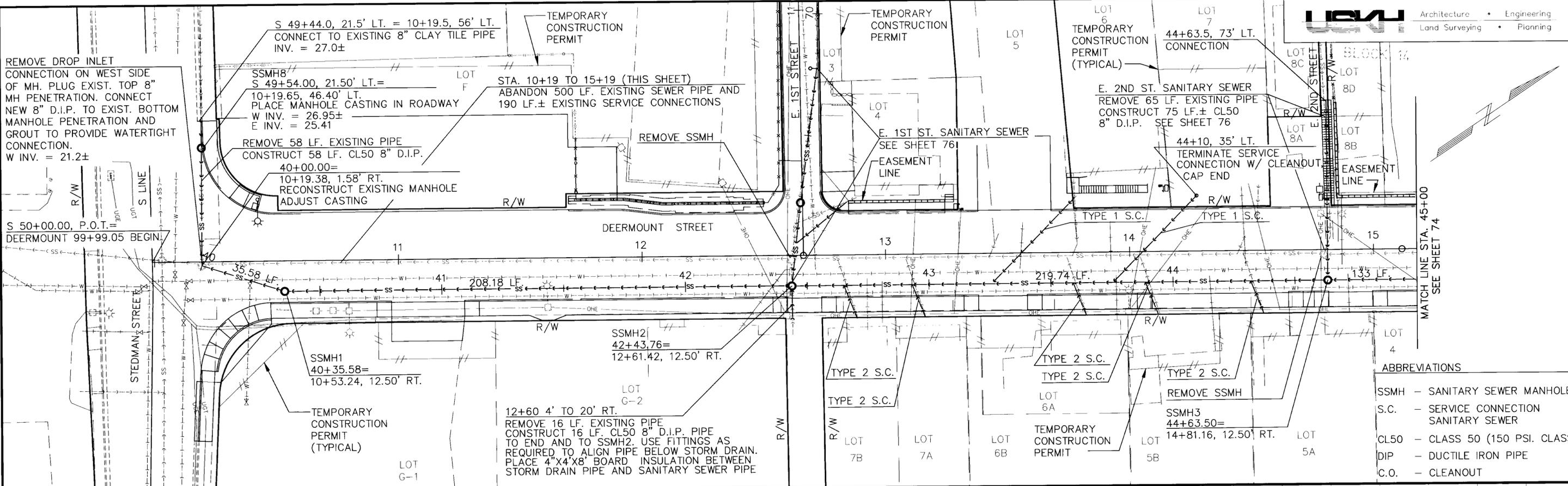
DESIGNED BY: DES  
DRAWN BY: SMT  
CHECKED BY: JRK/TRK/BM

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 71 OF 79



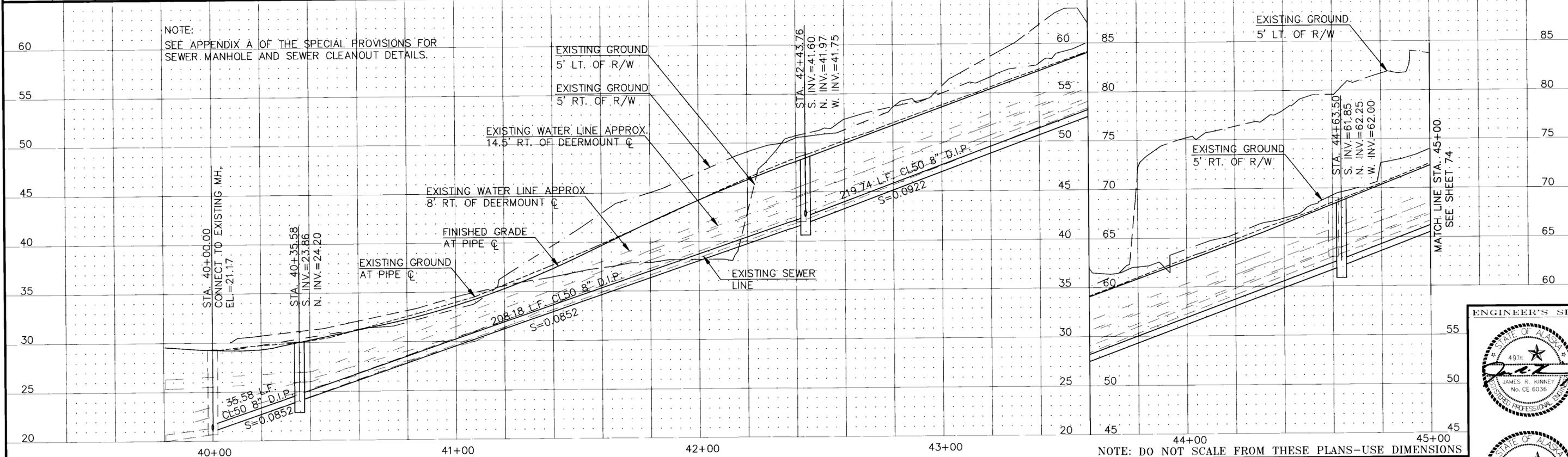
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS





ABBREVIATIONS

- SSMH - SANITARY SEWER MANHOLE
- S.C. - SERVICE CONNECTION SANITARY SEWER
- CL50 - CLASS 50 (150 PSI. CLASS)
- DIP - DUCTILE IRON PIPE
- C.O. - CLEANOUT



NOTE:  
SEE APPENDIX A OF THE SPECIAL PROVISIONS FOR  
SEWER MANHOLE AND SEWER CLEANOUT DETAILS.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

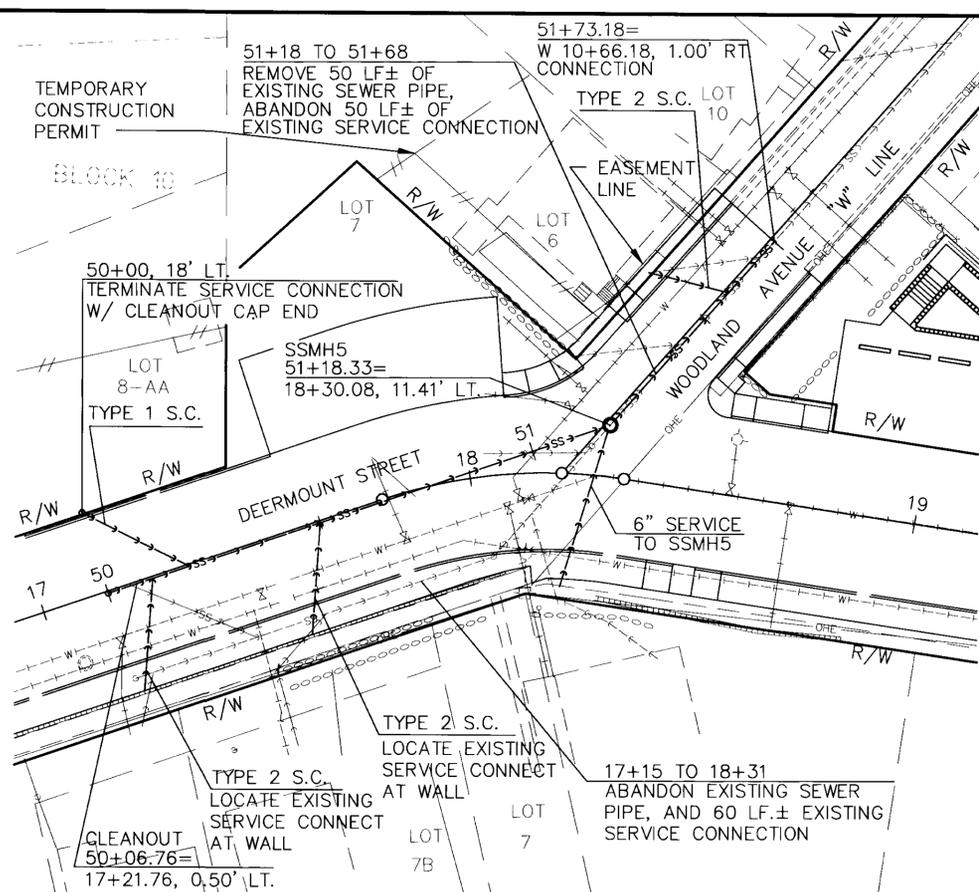
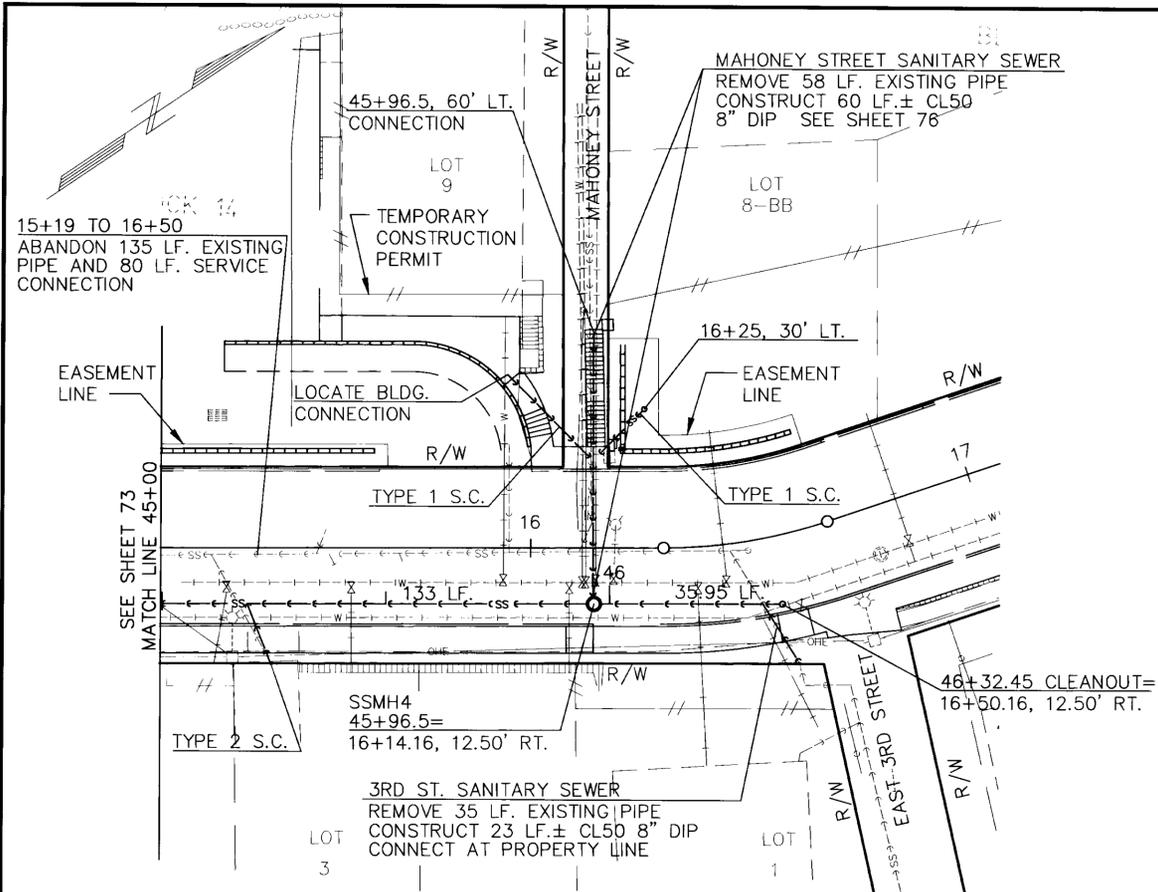
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN - DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE.  
SANITARY SEWER PLANS

DESIGNED BY:  
JRK/AJJ/BAK  
DRAWN BY:  
AJJ/BAK/BCL  
CHECKED BY:  
JRK/AJJ

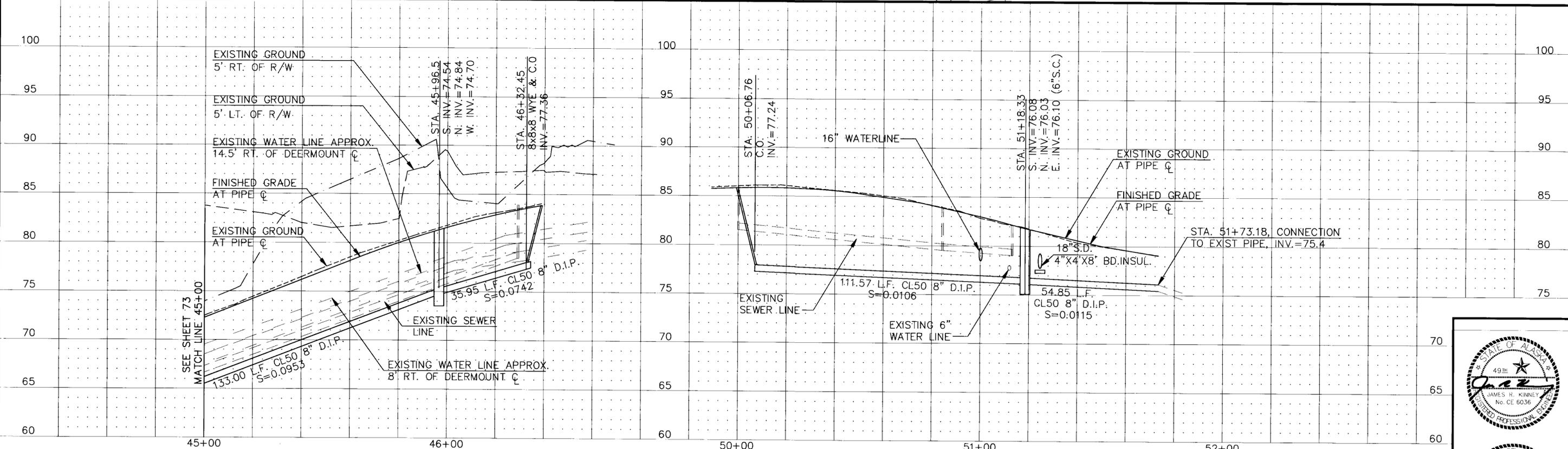
PROJECT NOS.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 73 OF 79





NOTE:  
SEE APPENDIX A OF THE SPECIAL PROVISIONS FOR SEWER MANHOLE AND SEWER CLEAN OUT DETAILS.

- ABBREVIATIONS
- SSMH - SANITARY SEWER MANHOLE
  - S.C. - SERVICE CONNECTION
  - CL50 - CLASS 50 (150 PSI. CLASS)
  - DIP - DUCTILE IRON PIPE
  - C.O. - CLEANOUT



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

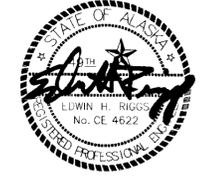
DATE	DESCRIPTION OF CHANGE

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

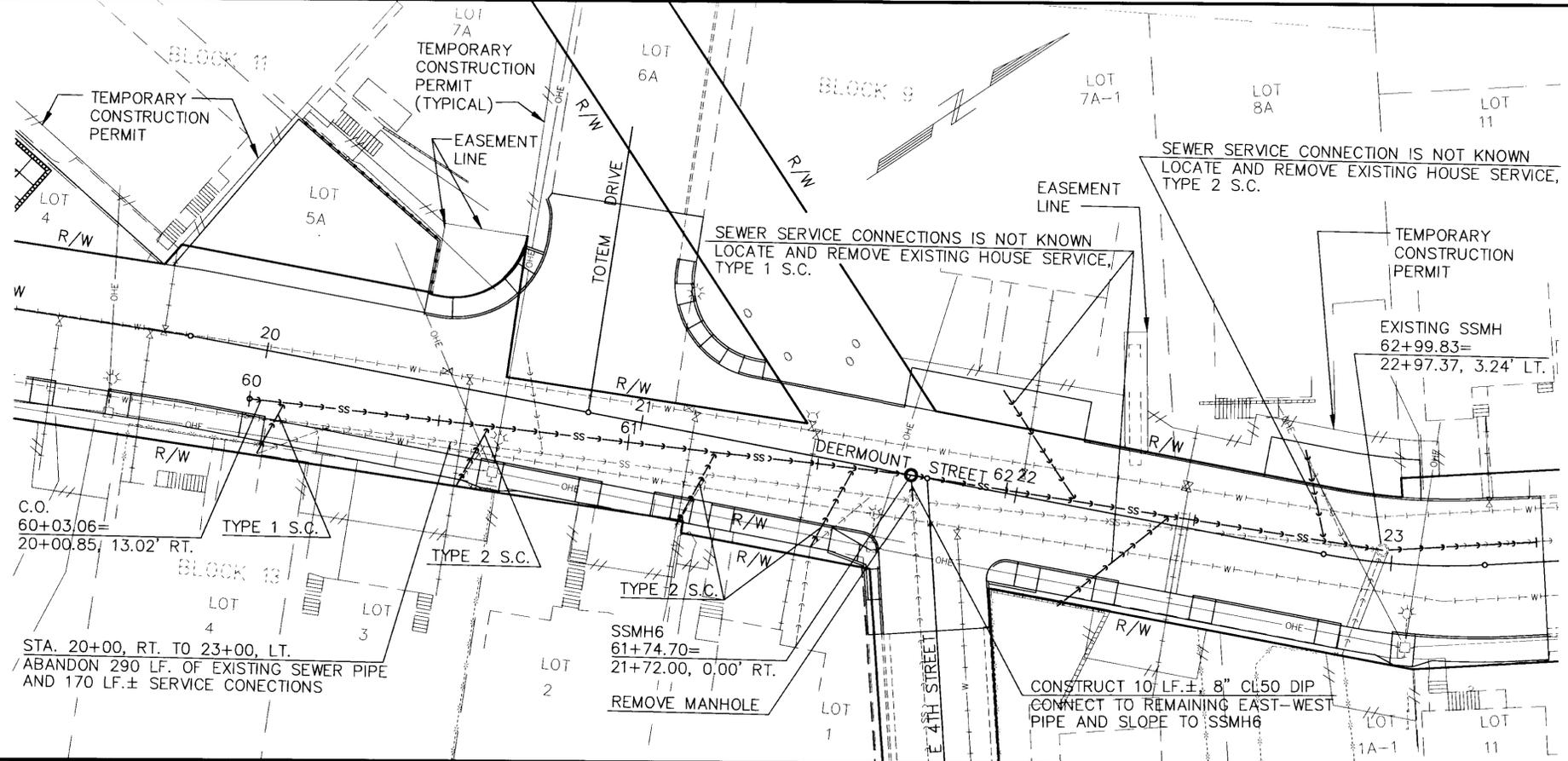
KTN - DEERMOUNT STREET WIDENING  
STEDMAN ST. TO WOODLAND AVE. & WOODLAND AVE. TO FAIR ST.  
SANITARY SEWER PLANS

DESIGNED BY:  
JRK/AJJ/BAK  
DRAWN BY:  
AJJ/BAK/BCL  
CHECKED BY:  
JRK/AJJ

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 74 OF 79



RECORD OF REVISIONS



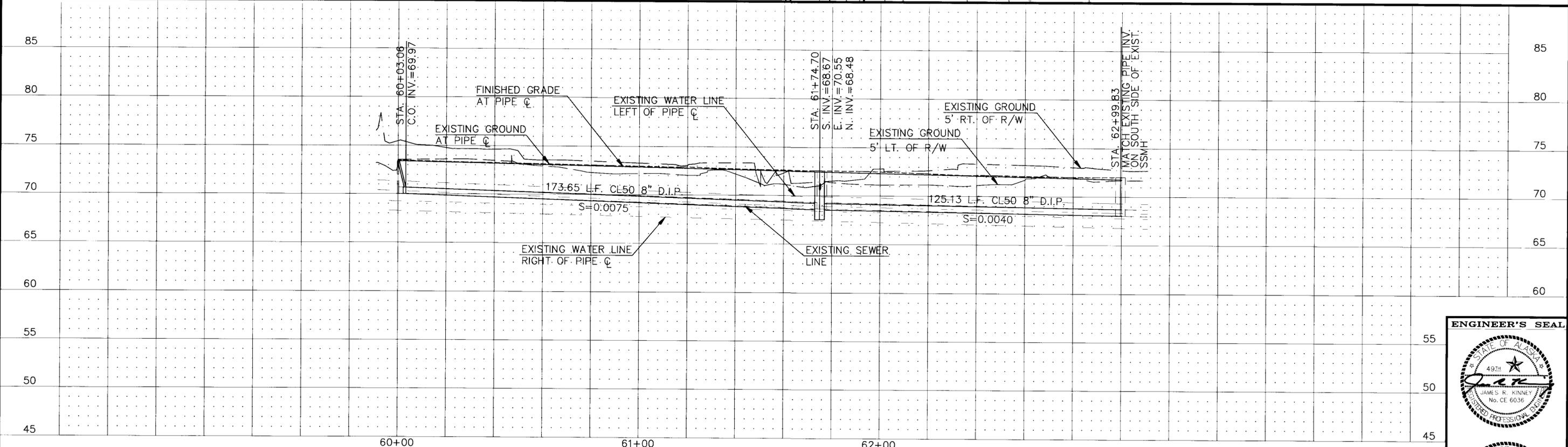
NOTE:  
SEE APPENDIX A OF THE SPECIAL PROVISIONS FOR SEWER MANHOLE AND SEWER CLEANOUT DETAILS.

- ABBREVIATIONS
- SSMH - SANITARY SEWER MANHOLE
  - S.C. - SERVICE CONNECTION SANITARY SEWER
  - CL50 - CLASS 50 (150 PSI. CLASS)
  - D.I.P. - DUCTILE IRON PIPE
  - C.O. - CLEANOUT

C.O. 60+03.06= 20+00.85, 13.02' RT.  
TYPE 1 S.C.  
BLOCK 13  
LOT 4  
LOT 3  
STA. 20+00, RT. TO 23+00, LT.  
ABANDON 290 LF. OF EXISTING SEWER PIPE AND 170 LF.± SERVICE CONNECTIONS

SSMH6 61+74.70= 21+72.00, 0.00' RT.  
REMOVE MANHOLE

CONSTRUCT 10' LF.±, 8" CL50 DIP  
CONNECT TO REMAINING EAST-WEST PIPE AND SLOPE TO SSMH6



**ENGINEER'S SEAL**

PATH: 4366SS3.DWG

BY:	DATE:	DESCRIPTION OF CHANGE:

**RECORD OF REVISIONS**

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

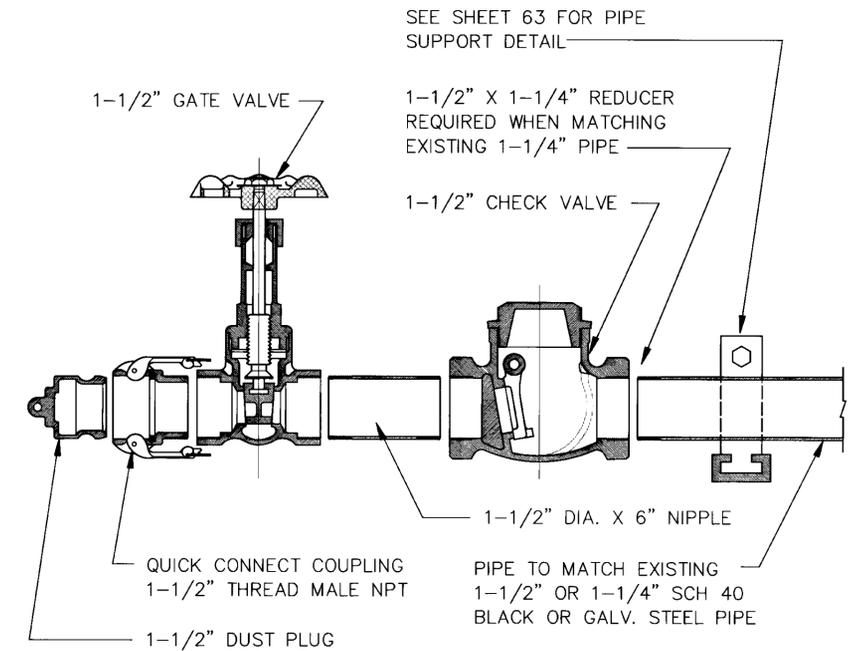
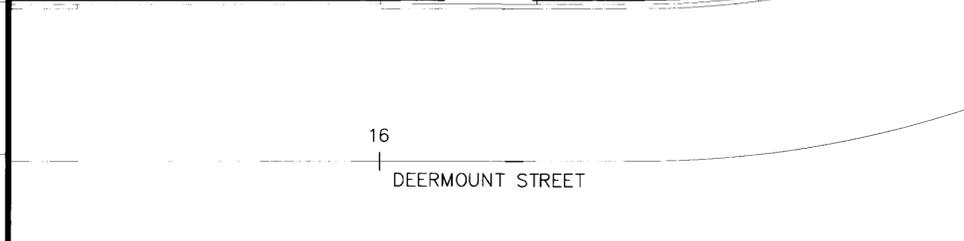
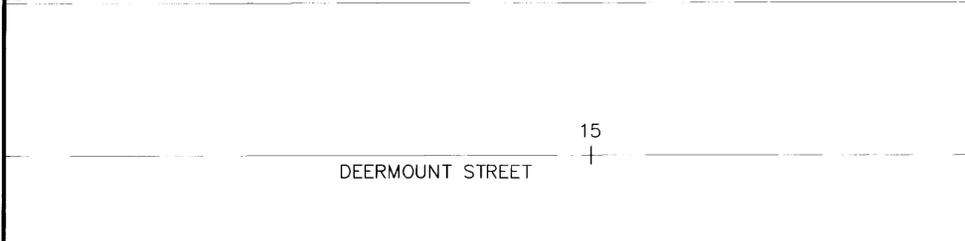
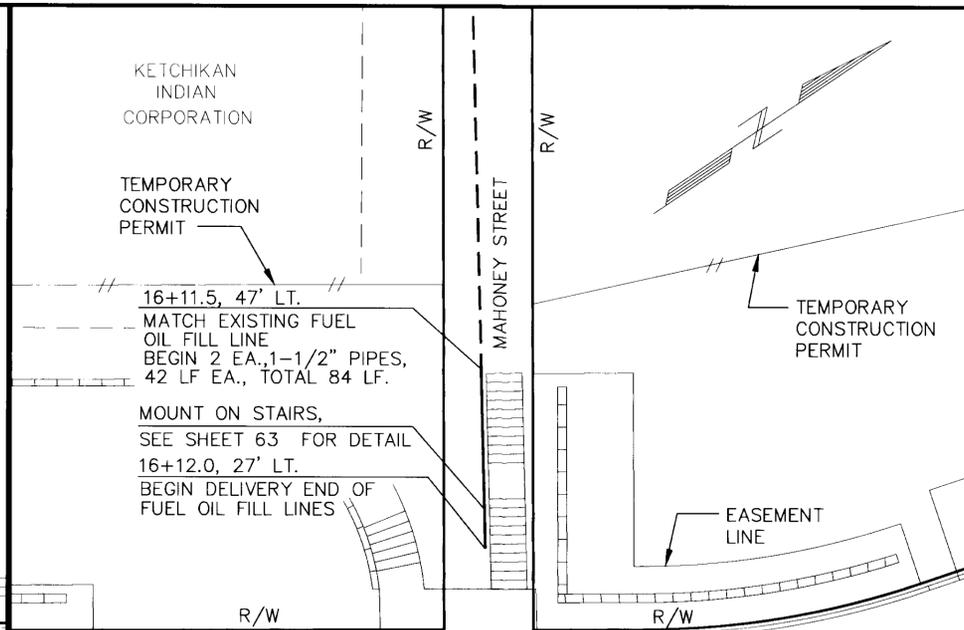
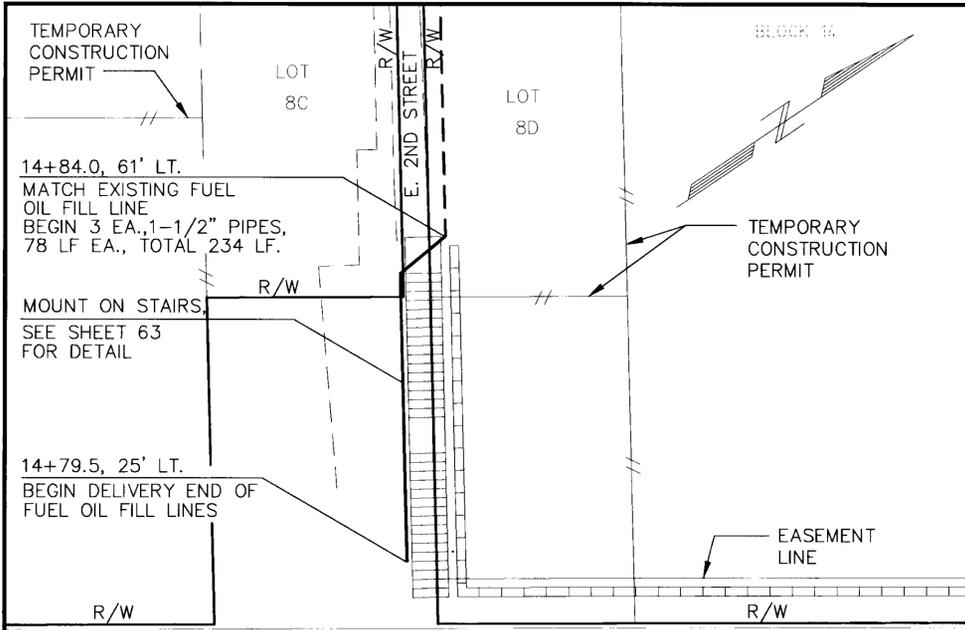
KTN - DEERMOUNT STREET WIDENING  
WOODLAND AVE. TO FAIR ST.  
SANITARY SEWER PLANS

DESIGNED BY:  
JRK/AJJ/BAK  
DRAWN BY:  
AJJ/BAK  
CHECKED BY:  
JRK/AJJ

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 75 OF 79

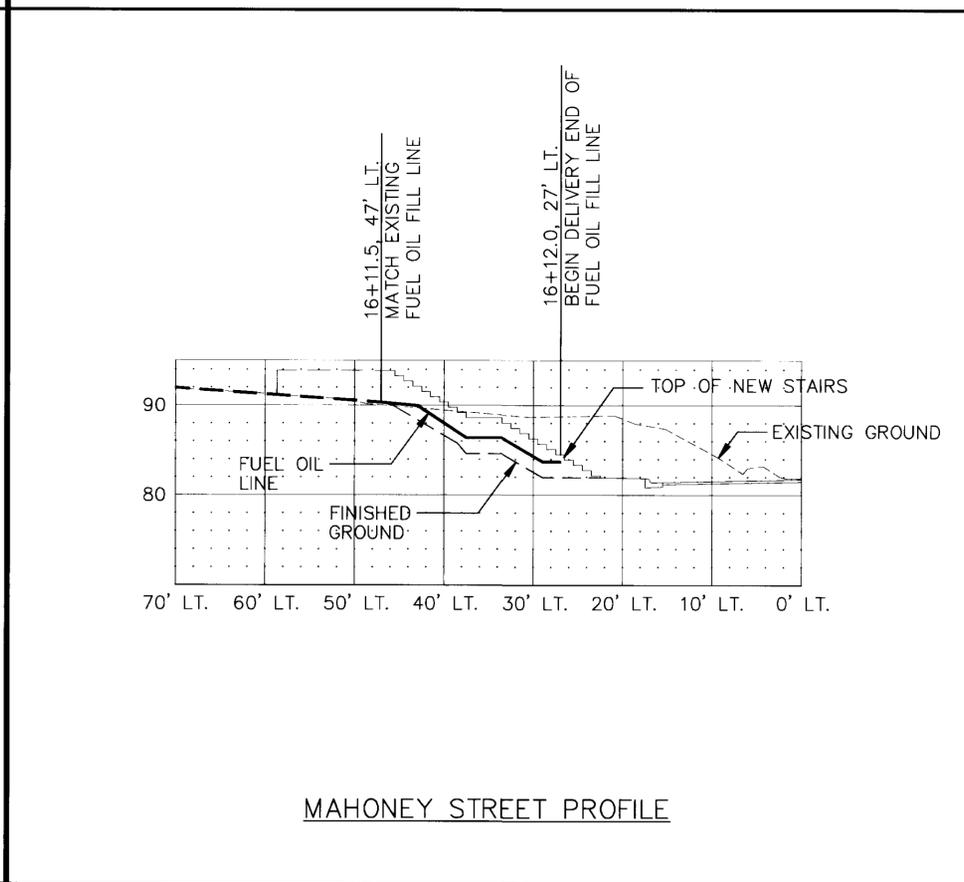
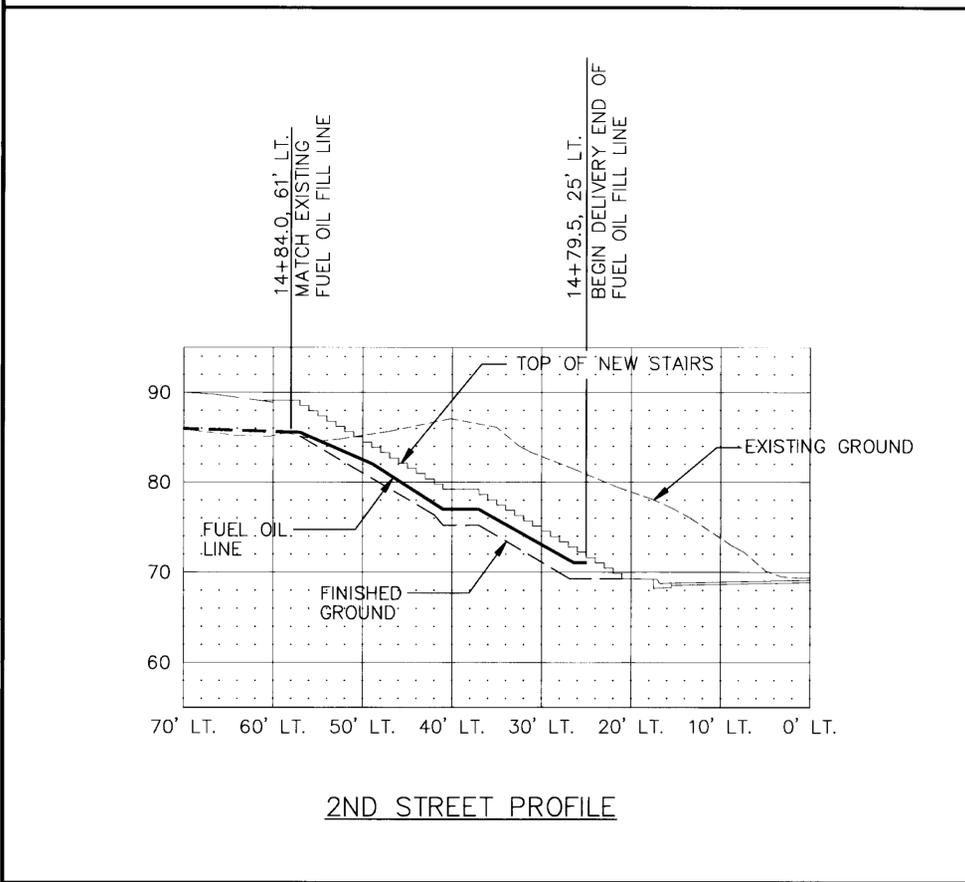
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS





FUEL OIL DELIVERY END DETAIL

**NOTE:**  
THE DELIVERY END OF THE FUEL OIL LINE SHALL HAVE AFFIXED TO IT A TAG CONTAINING THE STREET ADDRESS OF THE PARTY RECEIVING THE FUEL DELIVERY. THE TAG SHALL BE AFFIXED USING HEAVY DUTY NYLON CABLE TIES OR RUST PROOF METAL STRAPS. THE TAG SHALL BE CONSTRUCTED OF METAL OR PLASTIC. THE STREET ADDRESS SHALL BE PLACED ON THE TAG EITHER BY EMBOSsing, ENGRAVING, OR WATERPROOF INK. AS AN ALTERNATIVE, THE REQUIRED INFORMATION MAY BE STENCILED DIRECTLY ON THE LINE USING A WATERPROOF, SOLVENT PROOF PAINT IN A CONTRASTING COLOR. MATERIALS AND WORK REQUIRED SHALL BE INCIDENTAL TO ITEM 672(1) FUEL OIL SERVICE PIPE.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
PATH:	4366FLO1.DWG	
BY:	DATE:	DESCRIPTION OF CHANGE:

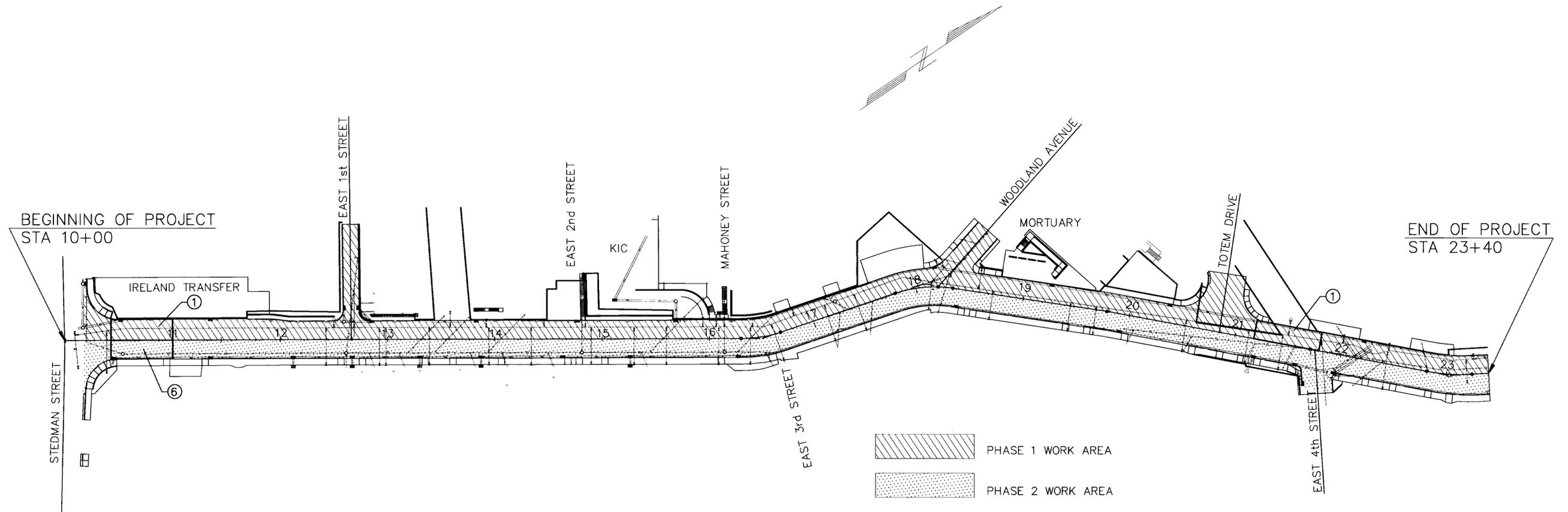
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

KTN -- DEERMOUNT STREET WIDENING  
FUEL OIL LINE RECONSTRUCTION PLAN AND DETAIL

DESIGNED BY:  
AJJ  
DRAWN BY:  
SMT  
CHECKED BY:  
JRK

PROJECT NOs.  
RS-M-0903(1)/70629  
STP-0907(1)/71330  
DATE: 9/95  
SHEET 77 OF 79





**PHASE 1 BEST MANAGEMENT PRACTICES**

- ① CONSTRUCT 15' X 70' X 2.5' DEEP SEDIMENT TRAP BETWEEN STA. 10+30 AND 10+70, LT. CONSTRUCT 15' X 50' X 2.5' DEEP SEDIMENT TRAP BETWEEN STA. 21+10 AND 21+60, LT. KEEP IN PLACE UNTIL TYPE A BORROW IS IN PLACE AND ALL PHASE 1 STRUCTURES AND PIPES ARE COMPLETE. SEE SHEET 79 FOR DETAIL.
- ② CONSTRUCT STORM DRAIN INLET PROTECTION ON ALL EXISTING CURB INLETS ON RIGHT SIDE AND FOR TWO INLETS NORTH OF PROJECT END. SEE SHEET 79 FOR DETAIL.
- ③ CONSTRUCT TRENCH OR STRUCTURAL EXCAVATION DEWATERING FOR STORM DRAIN, WALL AND WATER PIPE CONSTRUCTION. SEE SHEET 79 FOR DETAIL.
- ④ PLACE STRAW BALE BARRIERS ON TOP OF ERODIBLE SLOPES. DIVERT RUNOFF FROM ADJACENT LAND TO STABLE AREA OF SLOPE (TYPICAL). SEE SHEET 79 FOR DETAIL.
- ⑤ COVER ALL ERODIBLE SOIL ON GRADES OR SLOPES STEEPER THAN 2% WITH PLASTIC 6-MIL FILM (TYPICAL).

**PHASE 2 BEST MANAGEMENT PRACTICES**

- ⑥ CONSTRUCT 15' X 70' X 2.5' DEEP SEDIMENT TRAP BETWEEN STA. 10+30 AND 10+70, RT. KEEP IN PLACE UNTIL TYPE A BORROW IS IN PLACE AND ALL PHASE 2 STRUCTURES AND PIPES ARE COMPLETE. SEE SHEET 79 FOR DETAIL.
- ⑦ CONSTRUCT STORM DRAIN INLET PROTECTION ON ALL EXISTING CURB INLETS ON LEFT SIDE AND FOR TWO INLETS NORTH OF PROJECT END. SEE SHEET 79 FOR DETAIL.
- ⑧ CONSTRUCT TRENCH OR STRUCTURAL EXCAVATION DEWATERING FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION. SEE SHEET 79 FOR DETAIL.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL



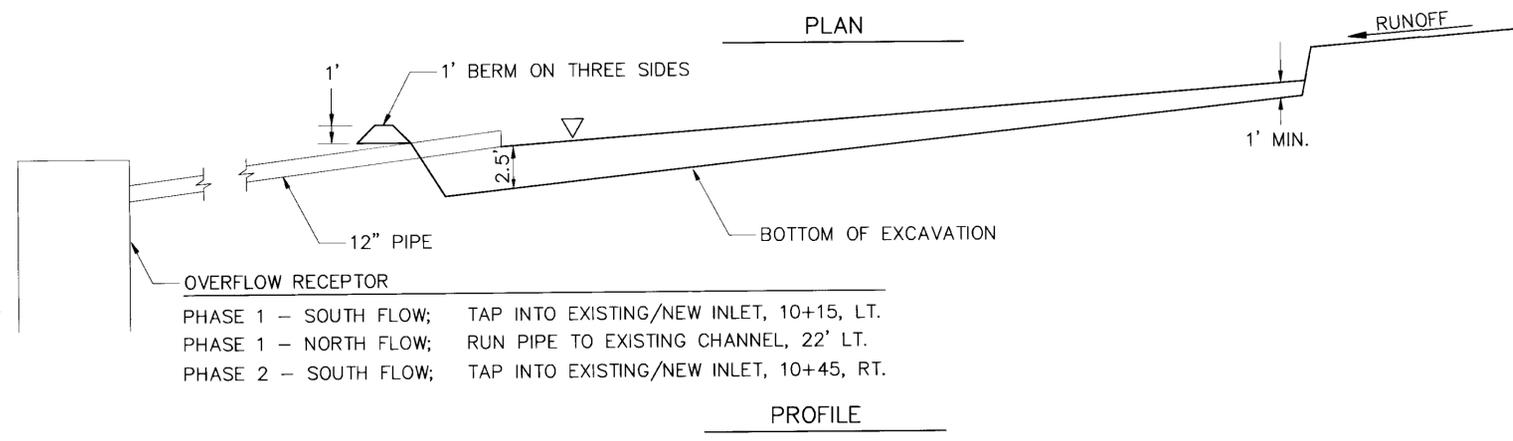
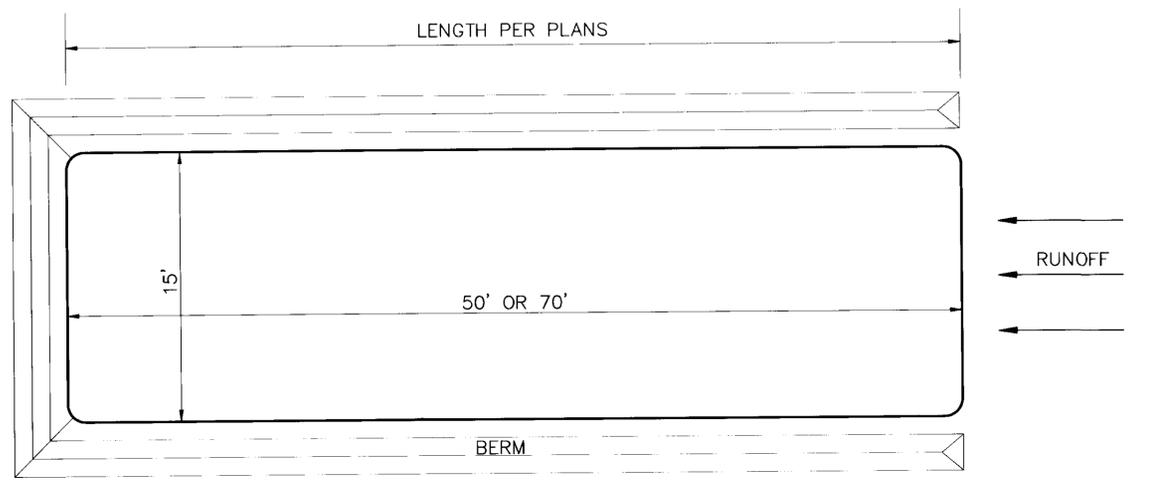
PATH: 4366C02A.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

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

KTN - DEERMOUNT STREET WIDENING  
STORM WATER POLLUTION PREVENTION PLAN

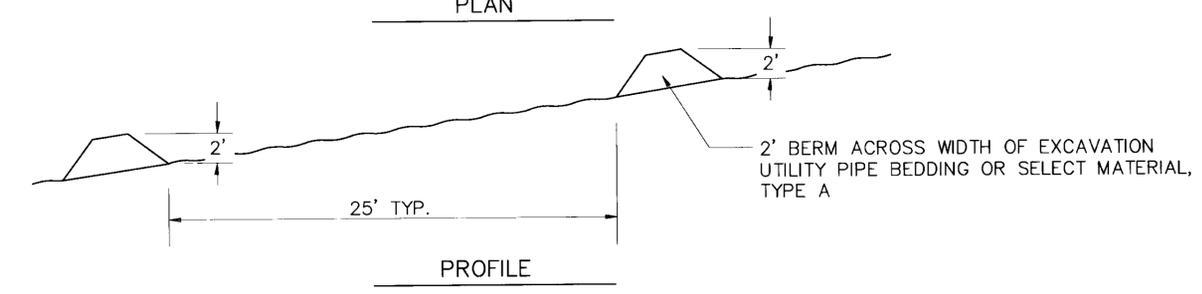
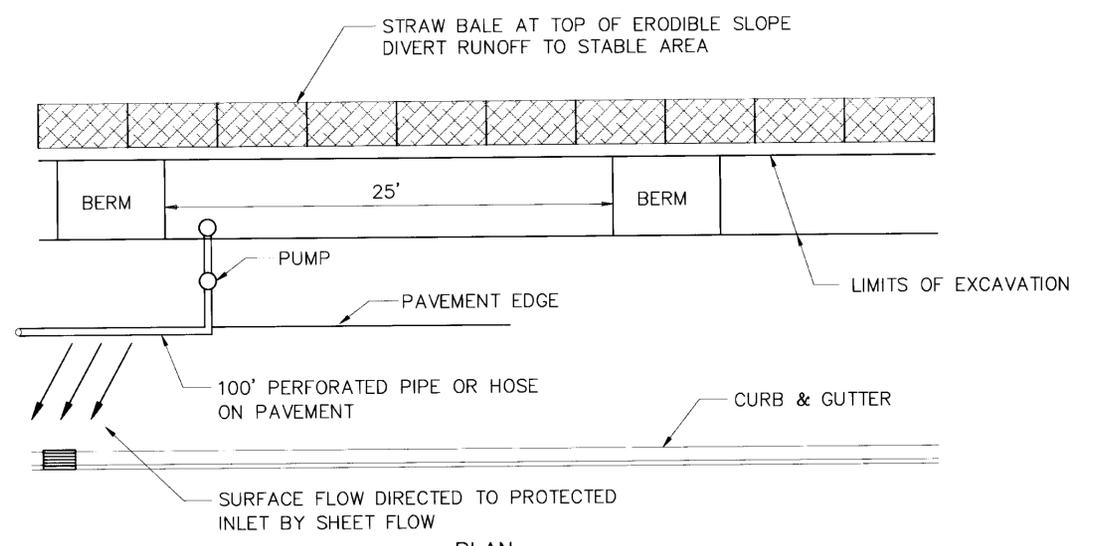
DESIGNED BY: JRK	PROJECT NOS. RS-M-0903(1)/70629 STP-0907(1)/71330
DRAWN BY: MTH	DATE: 9/95
CHECKED BY: JRK	SHEET 78 OF 79

**DESIGN CRITERIA**  
 1. 2 YEAR STORM  
 2. 90% REMOVAL OF PARTICLES LARGER THAN 0.062 mm.

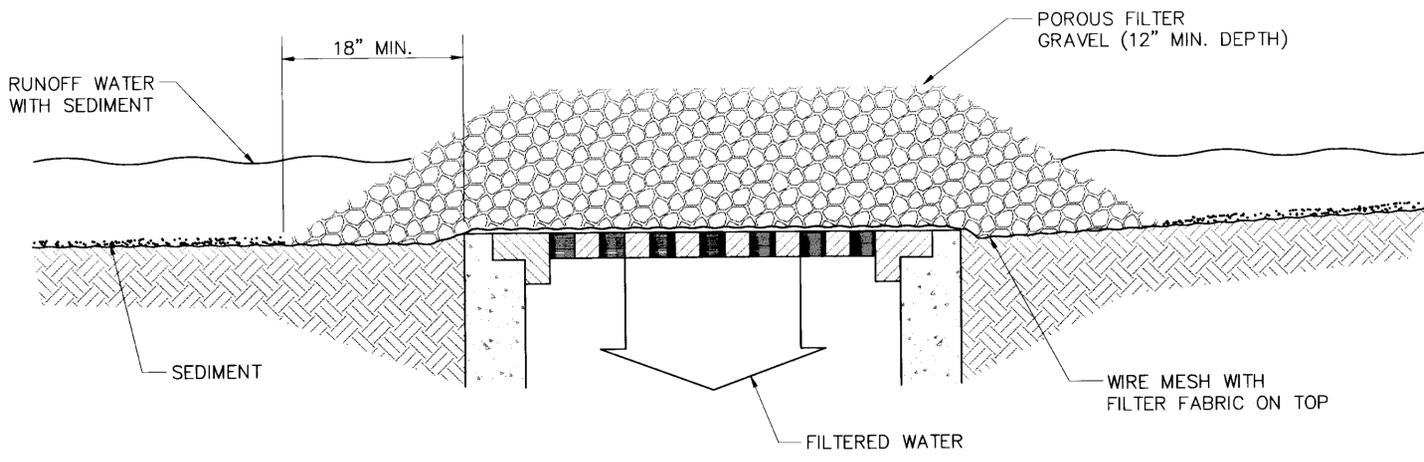


PHASE 1 - SOUTH FLOW; TAP INTO EXISTING/NEW INLET, 10+15, LT.  
 PHASE 1 - NORTH FLOW; RUN PIPE TO EXISTING CHANNEL, 22' LT.  
 PHASE 2 - SOUTH FLOW; TAP INTO EXISTING/NEW INLET, 10+45, RT.

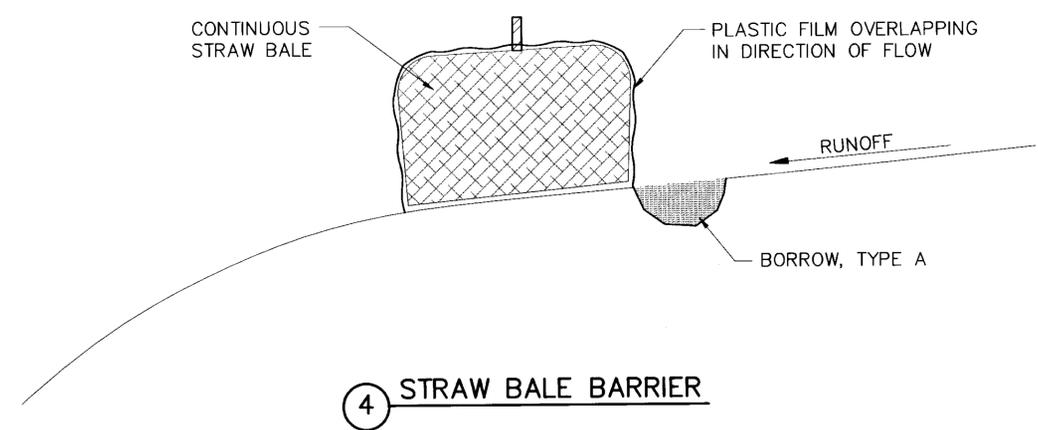
**1 6 SEDIMENT TRAP**



**3 8 TRENCH OR STRUCTURAL EXCAVATION DEWATERING**



**2 7 STORM DRAIN INLET PROTECTION**



**4 STRAW BALE BARRIER**

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: 4366SH79.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

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

KTN - DEERMOUNT STREET WIDENING  
 STORM WATER POLLUTION PREVENTION DETAILS

DESIGNED BY:  
 JRK  
 DRAWN BY:  
 MTH  
 CHECKED BY:  
 JRK

PROJECT NOS.  
 RS-M-0903(1)/70629  
 STP-0907(1)/71330  
 DATE: 9/95  
 SHEET 79 OF 79

