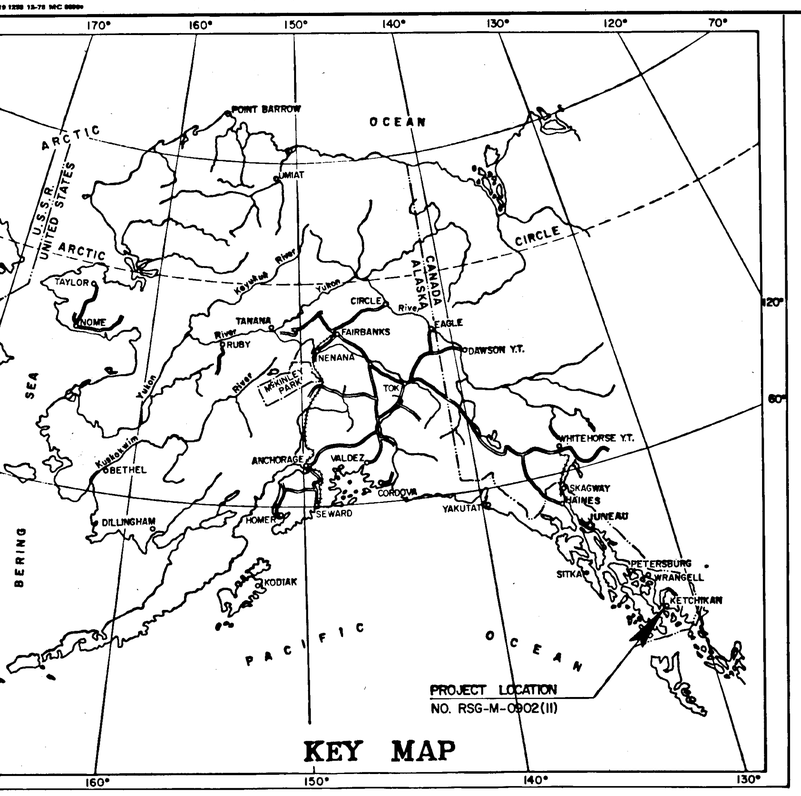


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

B-59902

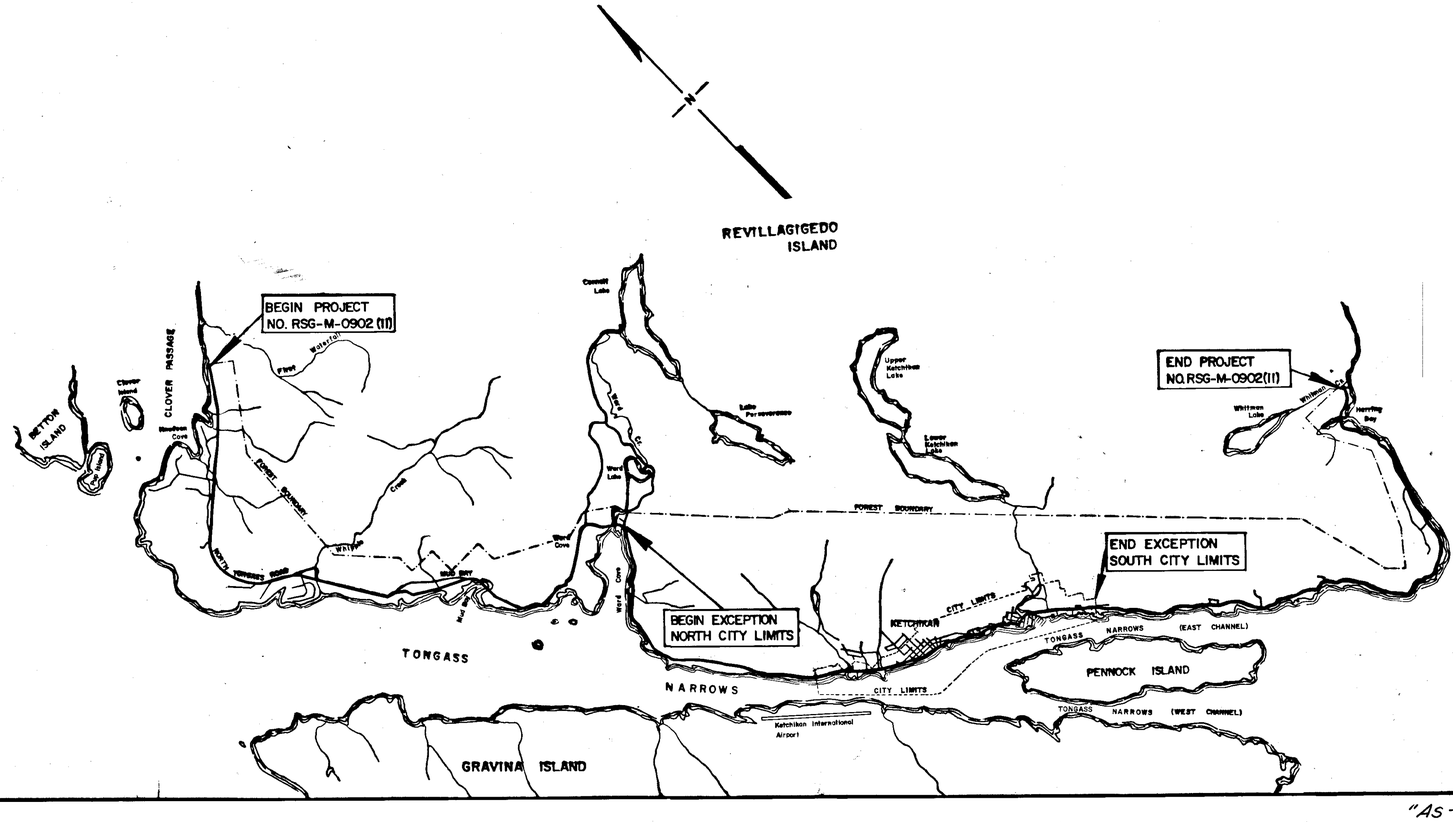
RSG-M-0902 (II)

NORTH & SOUTH TONGASS HWY.
RAISED PAVEMENT MARKERS

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	RSG-M-0902 (II)	1	6

SHEET NO.	INDEX OF SHEETS
1	TITLE SHEET
2	ESTIMATE OF QUANTITIES, MISC. SUMMARY, GENERAL NOTES
3-5	PLAN SHEETS
6	TRAFFIC CONTROL PLAN

THE FOLLOWING STANDARD DRAWINGS SHALL APPLY TO THIS PROJECT:
A-1, C-00.04, C-10.01, & C-11.01



"AS-BUILT" PLANS

CONTRACTOR: ALASKA STRIPING & PAINTING

PROJECT ENGINEER: RAY DEMMERT

CONTRACT BEGIN: April 6, 1985

CONTRACT END: May 18, 1985

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Walter Kullman Date 5/18/84
SOUTHEAST REGION DESIGN/CONST. ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
D.R. Mickmeyer Date 5/18/84
DIRECTOR, HIGHWAY DESIGN/CONSTRUCTION

"AS-BLT" corrections made Sept 11, 1985 - C. Ande

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RSG-M-0902 (11)	1984	2	6

RAISED PAVEMENT MARKERS NORTH TONGASS HIGHWAY

Begin Station	End Station	Number of Markers 2-Way	1-Way
(205+27			
~~204+87~~ →	217+97	~~445~~	~~21~~ 20
245+46	251+27	30	
~~257+74~~ → 76+94.2	292+79 138	~~136~~	~~76~~ 68
326+72	340+45	68	
344+61	357+79	66	
363+69	371+51	38	
397+91	418+21	104	
451+48	486+95	176	
(519+10			
~~520+38~~ →	533+04	44	~~18~~ 24
~~572+74~~ → 575+94	~~586+58~~	44	~~24~~ 18
	587+02.24)		
~~604+63~~	615+37	54	
604+56.94			

RAISED PAVEMENT MARKERS SOUTH TONGASS HIGHWAY

Begin Station	End Station	Number of Markers 2-Way	1-Way
15+59	~~19+22~~ 19+62.8	208	
38+14	70+19	160	
75+33	88+17	64	
~~92+50~~ → 92+10.2	97+70	~~26~~ 28	
29+05	31+45	14	
117+18	186+30	~~228~~ 301	~~45~~ 48
240+98	243+76	14	
218+00	240+98	94	20
243+76	251+89	40	
256+63	274+92	92	
303+65	317+68	70	
(351+12.8			
~~351+53~~ →	381+31 130	~~148~~	
388+22	401+56	66	
	Total =	~~1884~~ 1858	~~144~~ 148

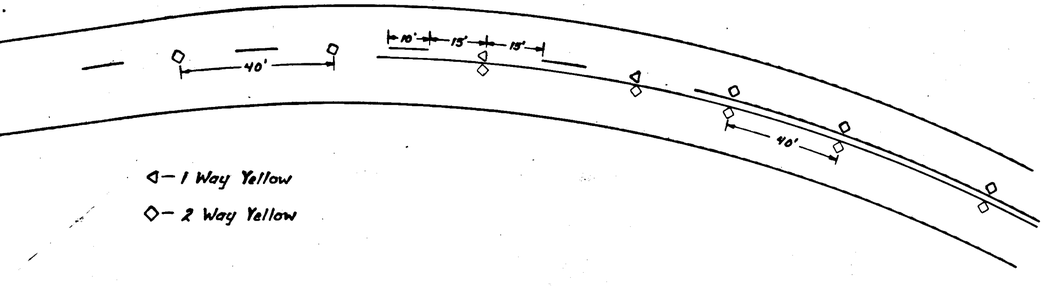
ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
110 (1)	Mobilization	L.S.	All Req'd
114 (1)	Construction Surveying	L.S.	All Req'd
115 (1)	Traffic Maintenance	L.S.	All Req'd
670 (1)	Raised Pavement Markers	Ea.	~~2,028~~ 2046

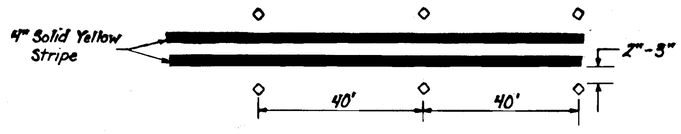
GENERAL NOTES:

1. South Tongass Highway as-built stationing is derived from project Tongass Forest Highway, Route No. 1 - Sec. C4, D7-D8, E4-E5, H2, 1949-1953.
2. North Tongass Highway as-built stationing is derived from project Tongass Forest Highway, Route No. 1 - Sec. A5, B8-B7, G3-G4, I2, 1952-1953, and Project No. S-0920(4), 1967.
3. Installation methods for raised pavement markers (RPMS) shall be according to manufacturers recommendations.
4. Epoxy adhesive shall be standard set type. Temperature and curing times shall be as recommended by the manufacturer of the adhesive.
5. Raised pavement markers will not be installed within the limits of intersecting streets
6. If concrete markers are used, mortar shall be Magnesium Phosphate Set 45 or equivalent.
7. All reflectors on the R.P.M's shall be two-sided yellow.
8. All locations for R.P.M's shall be approved by project engineers after staking by the contractor.
9. Traffic control shall be similar to the plan shown in the U.S. Dept. of Transportation, Work Zone Traffic Control Standards And Guidelines, Part VI page 46.
10. In areas of double stripe, the markers shall be set on the inside and outside of the curve with a two-inch offset from the double stripe. When the stripe is solid and dashed, the markers shall be placed between the dashes.

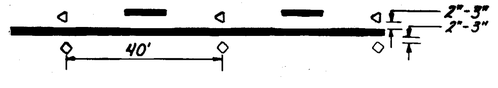
RAISED PAVEMENT MARKER PLACEMENT DETAIL



DOUBLE YELLOW PLACEMENT DETAIL



NO PASSING ZONE PLACEMENT DETAIL



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RSG-M-0902 (11)	1984	3	6

Beginning of Project No. RSG-M-0902 (11)

End of Pavement at Forest Boundary North of Knutson Cove.

720~

721+31.36 ℄ P.T.
Δ = 00°49'00" Rt.

711+13.43 P.C. Ahd. =
711+12.80 P.O.T. Bk.
714+25.93 P.T.

700~

North Tongass Highway

697+90.90 P.O.T.

689+32.95 P.T. Bk. =
689+32.84 P.O.T. Ahd.

686+29.09 P.C. Ahd. =
686+28.51 P.O.T. Bk.

680~

679+60.25 P.T. Bk. =
679+60.48 P.O.T. Ahd.

671+05.25 P.C. Ahd. =
671+04.84 P.O.T. Bk.

662+19.07 P.T.

660~

657+31.99 P.C. Ahd. =
657+31.21 P.O.T. Bk.

651+35.11 P.T.

640~

640+51.78 P.C. Ahd. =
640+51.30 P.O.T. Bk.

633+99.32 P.O.T.

625+36.27 P.T.

620~

615+36.81 P.T. Bk. =
615+39.91 P.O.T. Ahd.

End

Begin

Match Line
604+62.94 P.C. Ahd. =
604+62.94 P.O.T. Bk.

618+61.27 P.C.

600~

Match Line
604+62.94 P.C. Ahd. =
604+62.94 P.O.T. Bk.
Begin

End

596+41.33 P.C.

600+39.66 P.T. Bk. =
602+30.00 P.O.T. Ahd.

580~

572+79

Begin

568+84.53 P.C.

571+04.95 P.T.

562+85.96 P.T.

586+58.81 P.T. Bk. =
586+62.24 P.O.T. Ahd.

579+08.23 P.C.

560~

559+13.88 P.C. Ahd. =
559+13.88 P.O.T. Bk.

540~

Whipple Creek

End

539+20.40 P.C. Ahd. =
539+20.40 P.O.T. Bk.

547+96.60 P.T.

533+04.53 P.T.

527+77.86 P.C.

520~

North Tongass Highway

Begin

520+98

500~

480+00.00 Match Line

End

486+95.3 P.T.

480+76.3 P.S.

Jct. 01 Loop Rd

480~

480+50.4 P.T.

469+43.0 P.S.

467+13.8 P.T.

451+48.8 P.C.

Begin

460~

Jct. 3 Tomorn Bite Rd.

440~ North Tongass Highway

Jct. 01 Loop

420~

429+17.3 P.T. Bk. =
428+83.5 P.O.T. Ahd.

422+37.3 P.S.

418+21.2 P.T.

End

410+27.2 P.S.
N Jct. Sunset Dr.

408+16.9 P.T.

400~

Begin

397+91.7 P.S.

391+64.1 P.T.

383+83.5 P.S.

380~

S. Jct. Sunset Dr.

385+76.6 P.T.

Match Line
376+42.7 P.S.

STATE OF ALASKA
49TH
Tracy W. Moore
CE #9532
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RSG-M-0902(11)	1984	4	6

Match Line 376+42.7 P.S.
End
371+51.7 P.T. Bk. =
371+29.3 P.O.T. Ahd.
Begin
363+69.6 P.S.
360~
End
357+79.1 P.T.
349+23.4 P.S.
Begin
348+88.0 P.T.
344+61.2 P.S.
End
340+45.1 P.T. Bk. =
340+48.0 P.O.T. Ahd.
340~
Begin
326+72.8 P.S.
320~
North Tongass Highway
309+90.9 P.T.
300+78.4 P.S.
300~
300+43.6 P.T. Bk. =
300+43.8 P.O.T. Ahd.
295+28.7 P.S.
End
292+39
Ward Creek
286+36.5 P.O.T. Bk. =
285+99.4 P.O.T. Ahd.
Begin Exception
285+60.7 P.T.
Jct. Ward Creek Rd.
280~
276+64.5 P.S.
Match Line 275+38.3 P.T.

Match Line 275+38.3 P.T.
267+50.1 P.S.
262+07.1 P.T.
257+74.2 P.S.
Begin
260~
245+39.8 P.T. Bk. =
245+42.0 P.O.T. Ahd.
240+15.0 P.S.
227+38.3 P.T. Bk. =
227+42.0 P.O.T. Ahd.
240~
Begin
End
Cemetery Creek
262+34.5 P.S.
245+46.0 P.S.
267+00.5 P.T. Bk. =
267+00.2 P.O.T. Ahd.
251+27.7 P.T.

221+94.0 P.C.
217+97.9 P.T.
210+14.8 P.S.
204+87
Begin
200~
End
220~
234+12.3 P.S.
237+49.2 P.T.
NORTH TONGASS HIGHWAY
200+78.3 P.T.
Match Line 194+78.8 P.T.
196+63.3 P.S.

Match Line 194+78.8 P.T.
186+33.0 P.C.
175+92.4 P.T. Bk. =
176+30.9 P.O.T. Ahd.
180~
165+98.1 P.C.
160~
N. Jct. Shoreline Dr.
148+27.7 P.T.
139+59.5 P.C.
140~
150+32.4 P.C.
156+89.1 P.T.
NORTH TONGASS HIGHWAY
133+92.2 P.T. Bk. =
133+21.2 P.O.T. Ahd.
S. Jct. Shoreline Dr.
120~
114+39.6 P.T.
108+35.3 P.S.
118+45.5 P.C.
100~
93+84.5 P.T. Bk. =
93+85.3 P.O.T. Ahd.
85+94.5 P.C.
80~
78+39.1 P.T.
73+11.2 P.C.
Ketchikan North City Limits
95+74.8 P.S.
102+13.1 P.T.

STATE OF ALASKA
4928
Tracy W. Moore
CE #4928
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RSG-M-0902 (11)	1984	5	6

South Ketchikan City Limits End Exception

15+59.5 P.S.
19+22.8 P.T.
Begin
End
20~
20+26.8 P.C.
27+35.6 P.T.
29+05.0 P.S.
32+33.5 P.T.
32+42.3 P.S.
35+87.5 P.T.
38+14.3 P.C.
39+66.8 P.T.
Begin
40~
40+52.6 P.S.
44+16.9 P.T.
44+21.1 P.S.
48+18.0 P.T.
48+71.7 P.C.
50+79.2 P.T.
51+83.3 P.C.
60~
64+11.6 P.T.
65+24.7 P.S.
70+18.9 P.T.
End
75+33.1 P.S.
80+48.9 P.T. Bk.=
80+47.8 P.O.T. Ahd.
Begin
80~
80+51.0 P.S.
88+17.4 P.T.
End
92+50.2 P.S.
97+70.0 P.T. Bk.=
97+72.0 P.O.T. Ahd.
Begin
End
100~
101+59.6 P.S.
109+35.0 P.T.
South Tongass Highway
117+18.5 P.S.
120~
125+93.1 P.T. Bk.=
125+92.5 P.O.T. Ahd.
Begin
Match Line 130+81.2 P.T.
127+78.9 P.S.

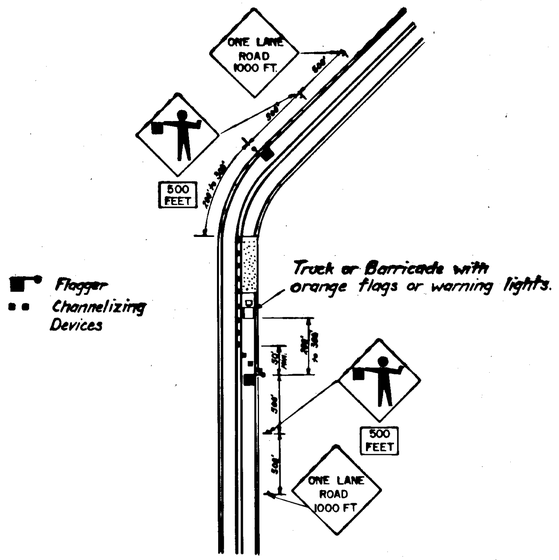
Match Line 130+81.2 P.T.
131+23.6 P.S.
136+69.4 P.T.
140~
136+74.2 P.S.
141+76.2 P.T.
159+88.5 P.S.
160~
164+89.5 P.T.
165+15.0 P.S.
171+09.4 P.T.
171+38.2 P.S.
175+43.8 P.T. Bk.=
175+44.2 P.O.T. Ahd.
176+04.6 P.S.
180~
181+09.7 P.T.
End
181+77.1 P.S.
186+24.2 P.T.
186+30.6 P.S.
194+45.7 P.T. Bk.=
194+50.8 P.O.T. Ahd.
200~
200+44.6 P.S.
205+06.9 P.T.
209+14.1 P.C.
211+44.2 P.T. Bk.=
211+44.3 P.O.T. Ahd.
218+00.3 P.S.
Begin
220~
230+06.4 P.T.
230+76.1 P.S.
240+98.2 P.T. Bk.=
241+13.0 P.O.T. Ahd.
End
240~
248+81.4 P.T.
Begin
243+76.7 P.S.
248+88.9 P.S.
End
251+89.0 P.T. Bk.=
251+89.1 P.O.T. Ahd.
Begin
256+63.8 P.S.
260~
Match Line 263+98.8 P.T. Bk.=
263+49.7 P.O.T. Ahd.

Match Line 263+98.8 P.T. Bk.=
263+49.7 P.O.T. Ahd.
263+61.4 P.S.
267+31.0 P.T.
268+71.7 P.S.
274+91.7 P.T.
End
279+03.1 P.S.
280~
290+54.4 P.T. Bk.=
290+53.1 P.O.T. Ahd.
Jct. Roosevelt Drive
Forks Cr.
292+32.5 P.S.
297+00.9 P.T. Bk.=
297+02.2 P.O.T. Ahd.
300~
303+65.3 P.C.
305+31.1 P.T.
307+87.1 P.S.
311+08.9 P.T.
311+17.7 P.S.
314+36.2 P.T.
317+68.4 P.T.
End
320~
325+90.4 P.C.
329+37.1 P.T.
330+66.1 P.S.
334+14.6 P.T.
335+55.2 P.C.
340+09.0 P.T.
340+98.1 P.C.
340~
345+56.9 P.T.
351+52.8 P.S.
Begin
South Tongass Highway
359+09.5 P.T.
359+30.3 P.S.
360~
362+89.5 P.T.
362+95.3 P.S.
367+40.5 P.T.
371+65.3 P.T.
372+45.6 P.S.
376+95.1 P.T.
380~
377+63.4 P.C.
368+87.6 P.C.
Herring Bay
Begin
400~
401+56.8 P.T.
End
End
381+30.9 P.T. Bk.=
381+39.4 P.O.T. Ahd.
388+21.6 P.S.
End of Pavement South of Herring Bay
End of Project No. RSG-M-0902(11)

STATE OF ALASKA
4932
Tracy W. Moore
Tracy W. Moore
CE #4932
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RSG-M-0902 (11)	1984	6	6

TRAFFIC CONTROL PLAN



NOTES:

1. *If the entire work area is visible from one station, a single flagger may be used.*
2. *Channelizing devices are to be extended to a point where they are visible to approaching traffic.*
3. *If the work area ends near the curve or hill, the transition area should be adjusted so that the flagger and the entire taper will be visible before the curve or hill for an adequate stopping sight distance.*
4. *A shadow or backup vehicle equipped as a sign truck, preferable equipped with a flashing arrow panel may follow the work vehicle.*