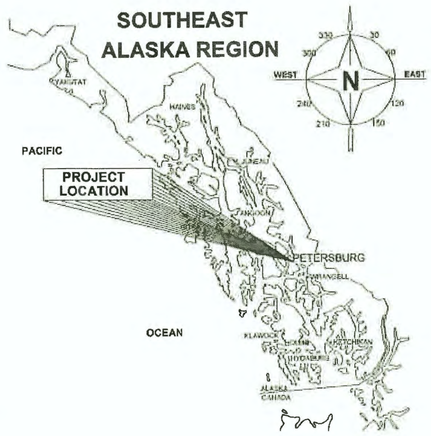
State of Alaska

Department of Transportation and Public Facilities Southeast Region

The undersigned hereby certifies that this duplicated document is an exact and true copy of the original.

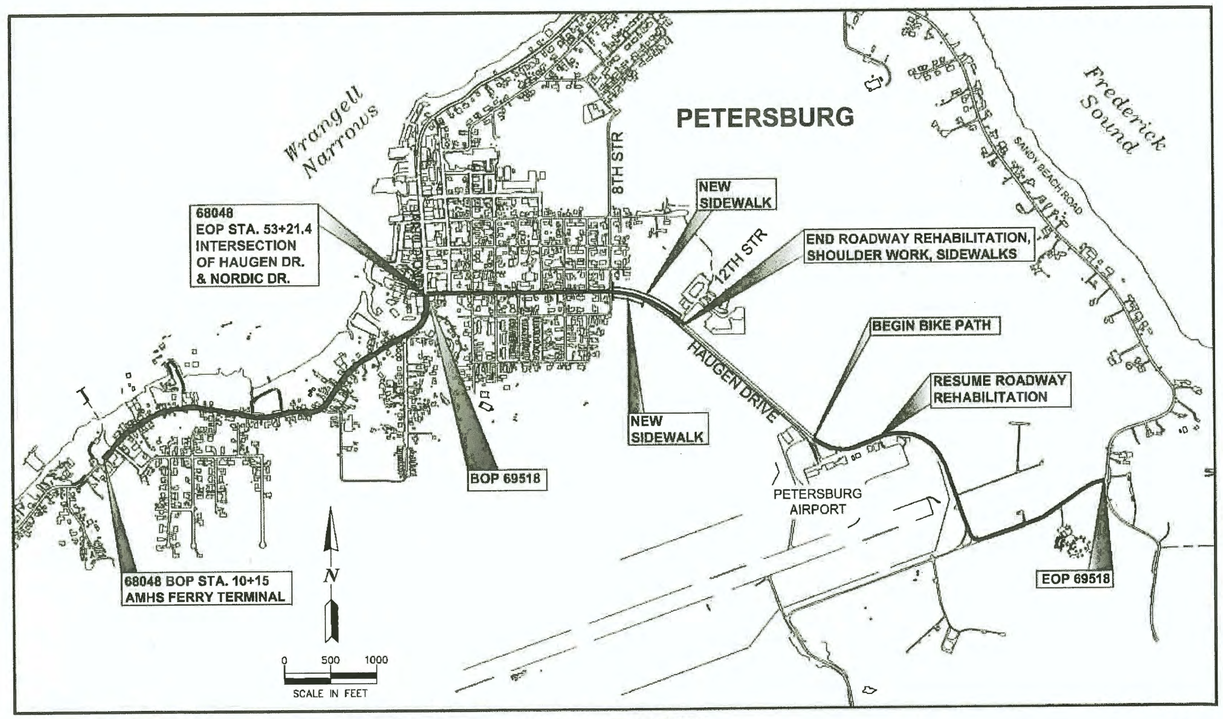
Cody Sutton

February 17, 2015



PETERSBURG, ALASKA
NORDIC DRIVE REFURBISHMENT:
HAUGEN DR TO FERRY TERMINAL
PROJECT NO. STP-0003(156)~68048
PSG NORDIC DRIVE SEWER LINE IMPROVEMENTS RSA# 68112
HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
PROJECT No. 0938(4)~69518/RSA No. 68113

As-Built's
Heidi Fredrickson
Project Engineer
for Kraig Norheim
Project Engineer
3.10.20



VICINITY MAP

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PATH: Q:\PSG\69518\PLANSET\COMBINED SET\69518_AA1_CVR.DWG TAB:AA1
Friday, September 19, 2014 7:50:19 AM
PLOT: PSPACE OR MSPACE: 1=1(F)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49 TH — Kevin D. Kanstein Nov 25, 2014 CE-12004 — REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA 49 TH — DARRYL G. LESTER Nov 25, 2014 CE-11514 — REGISTERED PROFESSIONAL ENGINEER

APPROVED: Pat Carroll 11/26/14
REGIONAL PRE-CONSTRUCTION ENGINEER — DATE
L. PAT CARROLL, P.E.

APPROVED: Chuck Correa 11/26/14
DIRECTOR OF DESIGN & CONSTRUCTION — DATE
CHUCK CORREA, P.E.

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER — DATE

STATE	PROJECT DESIGNATION	YEAR	SHEET	TOTAL
ALASKA	STP-0003(156)-68048	2014	AA1	170
ALASKA	0938(4)~69518	2014		

HMF 3.10.20

ESTIMATE OF QUANTITIES

ITEM NO	ITEM DESCRIPTION	PAY UNIT	QUANTITY 68112, 68048 NORDIC AVE STATE	NORDIC AVE CITY	HAUGEN DR 68113, 69518 STATE	HAUGEN DR CITY	TOTAL
201(3B)	CLEARING AND GRUBBING	LUMP SUM	-	-	ALL REQUIRED	-	ALL REQUIRED
201(4B)	HAND CLEARING	LUMP SUM	-	-	ALL REQUIRED	-	ALL REQUIRED
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	~~20,741~~ ~~20,888.20~~	~~675~~ 9,623.39	~~8,610~~ 7,462.00	-	~~29,875~~ 33,973.67
202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	~~4,890~~ 4,932.69	-	~~1,690~~ 1,791.60	-	~~6,580~~ 6525.29
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	102 135.00	-	-	-	~~102~~ 135.00
202(6)	REMOVAL OF MANHOLE	EACH	-	~~7~~ 6.00	-	2.00	~~9~~ 8
202(8)	REMOVAL OF INLET	EACH	~~4~~ 6.00	-	-	-	~~4~~ 6.00
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	8,220 8,594.40	45.00	3,870 3,921.70	-	~~12,135~~ 12,560.70
202(13)	STORM DRAIN SYSTEM CLEANING	LUMP SUM	ALL REQUIRED	-	-	-	ALL REQUIRED
202(14)	REMOVAL OF SANITARY SEWER CLEANOUT	EACH	-	~~1~~ 2.00	-	-	~~1~~ 2.00
202(15)	REMOVAL OF FENCE	LINEAR FOOT	-	14.00	-	-	14.00
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	8.31 1,650 ~~2,518.55~~	-	~~1,120~~ 336.90	-	~~5,770~~ 3334.21
203(6A)	BORROW, TYPE A C.O. # 3	TON	~~1,660~~ 3,311.70	~~311.74~~	12,350 15874.70	-	~~12,350~~ 13,204.99
203(6D)	BORROW, TYPE D	TON	-	-	2,000 0.0	-	~~2,000~~ 0.0
204(2)	SUBEXCAVATION	CUBIC YARD	~~10~~ 42.00	-	-	-	~~10~~ 42.00
301(1)	AGGREGATE BASE COURSE, GRADING D-1	TON	~~940~~ 1,920	~~147~~ 6094.03	~~4,626~~ 2151.60	-	~~5,713~~ 3,837.63
301(5)	2-INCH MINUS SHOT ROCK	TON	-	-	~~950~~ 600.27	-	~~950~~ 600.27
303(3)	LINEAR GRADING	STATION	-	-	68.00	-	68.00
306(1)	ATB	TON	~~1,640~~ 1268.20	~~147~~ 161.70	~~1,845~~ 1631.50	-	~~5,632~~ 6054.40
308(1)	CRUSHED ASPHALT BASE COURSE	SQUARE YARD	-	-	~~9,180~~ 9389.30	-	~~9,180~~ 9389.30
308(2)	CSS-1 ASPHALT FOR BASE COURSE	TON	-	-	95.82	-	95.82
308(3)	PORTLAND CEMENT	TON	-	-	~~38~~ 39.36	-	~~38~~ 39.36
401(1-2)	ASPHALT CONCRETE, TYPE II, CLASS B	TON	~~2,350~~ 2580.940	~~74~~ 85.600	~~2,140~~ 2395.380	-	~~4,564~~ 5,262.22
401(1-3)	ASPHALT CONCRETE, TYPE III; CLASS B	TON	~~23~~ 30.03	-	-	-	~~23~~ 30.03
401(2)	ASPHALT CEMENT, GRADE PG 58-28	TON	~~351~~ 357.18	12.03	~~223~~ 224.70	-	~~586~~ 593.91
401(6)	ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	-	ALL REQUIRED
401(10)	ASPHALT MATERIAL PRICE ADJUSTMENT	CONTINGENT SUM	-	-	-	-	ALL REQUIRED
402(1)	STE-1 ASPHALT FOR TACK COAT	TON	~~16~~ 9.69	~~10~~ 0.00	~~7~~ 5.39	-	~~24~~ 15.08
501(9)	CLASS A CONCRETE PAVEMENT, 8-INCHES THICK	SQUARE YARD	~~965~~ 958.30	-	-	-	~~965~~ 952.30
501(10)	CONCRETE PRICE REDUCTION	CONTINGENT SUM	ALL REQUIRED	-	-	-	ALL REQUIRED
507(2)	PEDESTRIAN RAILING	LINEAR FOOT	~~159~~ 161.40	-	-	-	~~159~~ 161.40
508(1)	WATERPROOFING MEMBRANE	LUMP SUM	ALL REQUIRED	-	-	-	ALL REQUIRED
516(1)	EXPANSION JOINT (SILICONE)	LINEAR FOOT	~~90~~ 33.40	-	-	-	~~90~~ 33.40
603(1-12)	12 INCH CSP	LINEAR FOOT	-	-	22.30	-	22.30
603(21-12)	12 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	-	-	~~16~~ 29.00	-	~~16~~ 29.00
603(21-18)	18 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	~~134~~ 102.00	-	~~27~~ 30.00	-	~~161~~ 132.00
603(21-24)	24 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	83.40	-	26.80	-	~~26~~ 109.20
603(21-36)	36 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	-	-	~~97~~ 94.40	-	~~97~~ 94.40
603(22-36)	36 INCH LINER PIPE	LINEAR FOOT	-	-	~~84~~ 33.00	-	~~84~~ 33.00
603(23-18)	SLOTTED DRAIN, 18 INCH DIAMETER	LINEAR FOOT	~~8~~ 0.00	-	-	-	~~8~~ 0.00
603(25-8)	8 INCH PVC PIPE	LINEAR FOOT	19.00	-	-	-	19.00
604(1-1)	STORM SEWER MANHOLE, 48-INCH	EACH	~~1~~ 0.00	-	-	-	~~1~~ 0.00
604(1-2)	STORM SEWER MANHOLE, 72-INCH	EACH	-	-	1.00	-	1.00
604(2-A)	SANITARY SEWER MANHOLE, TYPE A	EACH	-	8.00	-	2.00	10.00
604(2-B)	SANITARY SEWER MANHOLE, TYPE B	EACH	-	1.00	-	-	1.00
604(4)	ADJUST EXISTING MANHOLE	EACH	~~15~~ 15.00	-	3.00	-	~~18~~ 18.00
604(5)	INLET, TYPE A	EACH	5.00	-	~~1~~ 2.00	-	~~6~~ 7.00
604(8)	REHABILITATE EXISTING SANITARY SEWER MANHOLE	EACH	-	-	-	~~8~~ 4.00	~~8~~ 4.00
604(9)	INLET FRAME AND GRATE REPLACEMENT	EACH	~~25~~ 27	-	~~17~~ 17	-	~~42~~ ~~27.0~~ 44.0
604(10)	36"X36" FIELD INLET	EACH	~~1~~ 2.00	-	-	-	~~1~~ 2.00
604(11)	SIDEWALK CROSS DRAIN	EACH	5.00	-	-	-	5.00
604(12)	SIDEWALK LONGITUDINAL DRAIN	LINEAR FOOT	~~108~~ 100.50	-	-	-	~~108~~ 100.50
604(13)	TRENCH DRAIN INLET	EACH	1.00	-	-	-	1.00
203(6A)	BORROW, TYPE A C.O. # 3	TON		-	289.49	-	289.49 Quantity

BASIS OF ESTIMATE

ITEM NO.	DESCRIPTION	ESTIMATING FACTOR
201(3B)	CLEARING AND GRUBBING	0.7 ACRES
201(4B)	HAND CLEARNING	1.9 ACRES
203(3)	UNCLASSIFICATION EXCAVATION	
	SIDEWALK	856 CY
	ROADWAY	2824 CY
	PEAT	2090 CY
203(6A)	BORROW, TYPE A	1.81 TONS/CY
203(6D)	BORROW, TYPE D	1.81 TONS/CY
301(1)	AGGREGATE BASE COURSE, GRADING D-1	1.95 TON/CY
301(5)	2-INCH MINUS SHOT ROCK	1.81 TONS/CY
306(1)	ATB	120 LBS/CY*IN
308(2)	CSS-1 ASPHALT FOR BASE COURSE	2.5 GAL/SY, 243 GAL/TON; 5 TON/100 SY CABC
308(3)	PORTLAND CEMENT	6.8 LBS/SY
401(1)	ASPHALT CONCRETE, TYPE II; CLASS B	120 LBS/SY/IN
401(2)	ASPHALT CEMENT, GRADE 58-28	4.5% OF ITEM 306(1), 6% OF ITEM 401(1)
402(1)	STE-1 ASPHALT FOR TACK COAT	0.10 GAL/SY; 243 GAL/TON
608(3)	ASPHALT SIDEWALK	6% OIL CONTENT

ESTIMATE OF QUANTITIES

ITEM NO	ITEM DESCRIPTION	PAY UNIT	QUANTITY 68112, 68048 NORDIC AVE STATE	NORDIC AVE CITY	HAUGEN DR 68113, 69518 STATE	HAUGEN DR CITY	TOTAL
606(1)	W-BEAM GUARDRAIL	LINEAR FOOT	350.20	-	-	-	350.20
606(6)	REMOVING AND DISPOSING OF GUARDRAIL	LINEAR FOOT	~~444~~ 461.00	-	-	-	~~444~~ 461.00
606(16)	TRANSITION RAIL	EACH	4.00	-	-	-	4.00
607(4)	RECONSTRUCTED FENCE	LINEAR FOOT	~~45~~ 25.00	-	-	-	~~45~~ 25.00
608(1A)	CONCRETE SIDEWALK, 4 INCHES THICK	SQUARE YARD	~~3,440~~ 3,258.09	-	~~2,385~~ 2121.41	-	~~5,825~~ 5673.50
608(1B)	CONCRETE SIDEWALK, 6 INCHES THICK	SQUARE YARD	~~1,226~~ 1577.00	-	395 480.44	-	~~1,621~~ 2057.44
608(3)	ASPHALT SIDEWALK	SQUARE YARD	-	-	~~3,180~~ 4248.50	-	~~3,180~~ 4248.50
608(6)	CURB RAMP	EACH	24.00	-	34.00	-	58.00
608(7)	MODIFIED CURB RAMP	EACH	~~8~~ 7.00	-	-	-	~~8~~ 7.00
608(8)	CONCRETE STAIRS	LUMP SUM	ALL REQUIRED	-	-	-	ALL REQUIRED
609(2)	CURB AND GUTTER, TYPE I	LINEAR FOOT	~~8,220~~ 8360.50	45.00	~~5,200~~ 5295.20	-	~~13,465~~ 13,700.70
615(1)	STANDARD SIGN	SQUARE FOOT	~~352~~ 415.90	-	~~547~~ 639.32	-	~~899~~ 1055.22
615(2)	REMOVE AND RELOCATE EXISTING SIGN	EACH	5.00	-	-	-	5.00
615(6)	SALVAGE SIGN	EACH	3.00	-	-	-	3.00
618(2)	SEEDING	POUND	-	-	~~13~~ 30.00	-	~~13~~ 30.00
619(2)	MATTING	SQUARE YARD	-	-	~~720~~ 916.00	-	~~720~~ 916.00
619(3)	BONDED FIBER MATRIX (BFM)	POUND	-	-	~~60~~ 700.00	-	~~60~~ 700.00
626(1-6)	FURNISH AND INSTALL PIPE (6-INCH)	LINEAR FOOT	-	-	-	~~48~~ 53.00	~~48~~ 53.00
626(1-8)	FURNISH AND INSTALL PIPE (8-INCH)	LINEAR FOOT	-	~~350~~ 309.00	-	~~80~~ 148.00	~~430~~ 457.00
626(1-12)	FURNISH AND INSTALL PIPE (12-INCH)	LINEAR FOOT	-	~~911~~ 886.50	-	-	~~911~~ 886.50
626(2)	PIPE ENCASEMENT	LINEAR FOOT	-	20.00	-	-	20.00
626(3)	SANITARY SEWER SERVICE CONNECT (4-INCH)	EACH	-	~~27~~ 27.00	-	-	27.00
~~626(4)~~	~~CONSTRUCT SANITARY SEWER SERVICE (4-INCH)~~ DELETE C.O # 6	EACH	-	~~2~~	-	-	~~2~~ 0.00
626(5)	SANITARY SEWER BYPASS PUMPING	LUMP SUM	-	ALL REQUIRED	-	ALL REQUIRED	ALL REQUIRED
627(3)	INSTALL VALVE BOX	EACH	-	-	2.00	-	2.00
627(8)	WATER SERVICE CONNECTION	EACH	-	~~10~~ 0.00	-	-	~~10~~ 0.00
627(10)	ADJUSTMENT OF VALVE BOX	EACH	~~52~~ 44.80	-	~~26~~ 57.00	-	~~78~~ 101.00
628(1)	8-INCH HDPE SANITARY SEWER FORCE MAIN	LINEAR FOOT	-	~~1,074~~ 911.00	-	-	~~1,074~~ 911.00
630(2)	GEOTEXTILE, STABILIZATION	SQUARE YARD	-	-	11,940 14,228.50	-	~~11,940~~ 14228.50
635(2)	INSULATION BOARD	SQUARE FOOT	-	~~368~~ 10.00	-	-	~~368~~ 10.00
639(3)	APPROACH	EACH	-	-	~~8~~ 6.00	-	~~8~~ 6.00
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
640(4)	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(1)	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(3)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(5)	TEMPORARY EROSION , SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(6)	WITHHOLDING	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(3A)	ADDITIONAL SURVEY	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(6)	REFERENCE AND REPLACE EXISTING WITH PRIMARY MONUMENT	EACH	~~25~~ 24.00	-	~~3~~ 0.00	-	~~28~~ 24.00
642(7)	REFERENCE AND REPLACE EXISTING WITH SECONDARY MONUMENT	EACH	~~39~~ 0.00	-	-	-	~~39~~ 0.00
642(10)	MONUMENT CASE	EACH	25.00	-	3.00	-	28.00
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
644(1)	FIELD OFFICE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
644(2)	FIELD LABORATORY	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
644(6)	VEHICLES	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
644(15)	NUCLEAR TESTING EQUIPMENT STORAGE SHED	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
645(1)	TRAINING PROGRAM, 3 TRAINEES/APPRENTICES	LABOR HOUR	ALL REQUIRED	-	ALL REQUIRED	-	ALL REQUIRED
646(1)	CPM SCHEDULING – DELETE C.O # 2	~~LUMP SUM~~	~~ALL REQUIRED~~	~~ALL REQUIRED~~	~~ALL REQUIRED~~	~~ALL REQUIRED~~	~~ALL REQUIRED~~
648(1A)(1B)	ARCHEOLOGICAL MONITOR Nordic Drive, SING LEE ALLEY C.O # 1	HOUR	~~50~~ 101.00	-	-	-	~~50~~ 101.00
660(2)	FLASHING BEACON SYSTEM COMPLETE	LUMP SUM	-	-	ALL REQUIRED	-	ALL REQUIRED
660(14)	ELECTROLIER	EACH	-	-	1.00	-	1.00
660(15)	REMOVE AND RELOCATE EXISTING SIGN	EACH	-	-	1.00	-	1.00
661(3)	LOAD CENTER, TYPE 2	EACH	-	-	2.00	-	2.00
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	-	ALL REQUIRED

- ~~626(2A)~~ - Flashing Beacon Control Cabinet Credit C.O # 5 ~~2,000~~
- 626(3) - Sanitary Sewer Service Connect (4inch) C.O # 6 ~~36.00~~
- 626(3A) - Sanitary Sewer Service Connect (6inch) C.O # 6 27.00
- 626(4A) - Construct Sanitary Sewer Service (6inch) C.O # 6 3.00
- 626(5A) - Unused 4inch Sewer Materials C.O # 6 Lump Sum
- ~~626(6A)~~ 604(9A) - GUTTER INLETS C.O # 7 (Lump Sum)
- 660(14A) - Galvanizing Pile CAP Adapter & Pile CAP C.O # 7 (Lump Sum)
- C.O # 7 - Modify "703
- 202(6A) - Removal of Manhole C.O # 8 4 each
- 604(2C) - Sanitary Sewer Manholes, Type A 3 each C.O # 8
- 604(2D) - Borough Supplied Sanitary Sewerer Manhole, Type A C.O # 8 1 each
- 626(5A) - Sanitary Sewer ByPass Pumping 5 each C.O # 8
- 626(6) - Sanitary Sewer Manhole Repairs (LS) C.O # 8
- 643(3B) - Additional Traffic Maintenance /SWPPP/Survey (LS) C.O # 8
- 202(3A) - Removal of Pavement 325.11 SY C.O # 9
- 401(1-2A) - Asphalt Concrete, Type II, Class B (TON) 37.01 Tal C.O # 9
- 401(2A) - Asphalt Cement Grade PG 58-28 (TON) 2.34 C.O # 9
- 402(1A) - CSS-1 Asphalt for Tack Coat (TON) 0.13 TON C.O # 9
- 608(1A) - Concrete Sidewalk, 4 Inches Thick SY -31.66 C.O # 9
- 608(1B) - Concrete Sidewalk, 6 Inches Thick SY -19.86 C.O # 9
- 608(9) - Extra Sidewalk Re-Enforcement L.S. C.O # 9
- 608(9A) - Additional Sidewalk Width Due to Slope L.S. C.O # 9
- 501(9A) - Dowel Basket Credit (SY) -965.00 C.O # 10
- 626(3B) - Sanitary Sewer Connect Conflicts L.S. C.O # 12
- 604(9A) - Inlet Frame & Grate Relocation L.S. C.O # 12
- 660(3B) - Relocate Flashing Beacon Base L.S. C.O # 12
- 660(14A) - Raise Type # 11 J-Box L.S C.O # 12
- 202(4A) - Remove Culverts L.S. C.O # 12
- 604(1A) - Adjust Catch Basin L.S C.O # 12
- 615(2A) - Relocate Sign to Existing Post L.S C.O # 12
- 641(1A) SWPPP Update (L.S) C.O # 10
- 660(14B) Raise and Adjust Electrical Vaults L.S C.O # 12
- 202(3A) Removal of Concrete 1/S C.O # 13
- 626(21-24) 24" Corrugated Polyethylene Pipe Liner Foot C.O # 13
- 604(3) Reconstruct Existing Manholes L.S C.O # 13
- 604(3A) Locate Existing Manholes L.S C.O # 13
- 605(4) Repair Blind Drain L.S C.O # 13
- 643(16) Pilot Car Hour C.O # 14
- 670(1A) Additional Striping L.S C.O # 16
- C.O # 17 Work Completion Date.
- 646(1A) PROGRESS SCHEDULE PROJECT 68048 C.O. # 2 LUMP SUM
- 646(1A) PROGRESS SCHEDULE PROJECT 69518 C.O. # 2 LUMP SUM
- 646(1A) PROGRESS SCHEDULE PROJECT 68112 C.O. # 2 LUMP SUM
- 646(1A) PROGRESS SCHEDULE PROJECT 68113 C.O. # 3 LUMP SUM
- 644(16) PARTNERING COSTS (LUMP SUM) C.O # 4 LUMP SUM

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

DESIGNED BY: D. LESTER, L. CHAMBERS

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG, ALASKA
NORDIC DR. REFURBISHMENT:
HAUGEN DR. TO FERRY TERMINAL
PROJECT NO. STP-0003(156)~68048
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IMPROVEMENTS RSA# 68112
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PROJECT No. 0938(4)~69518/RSA No. 68113

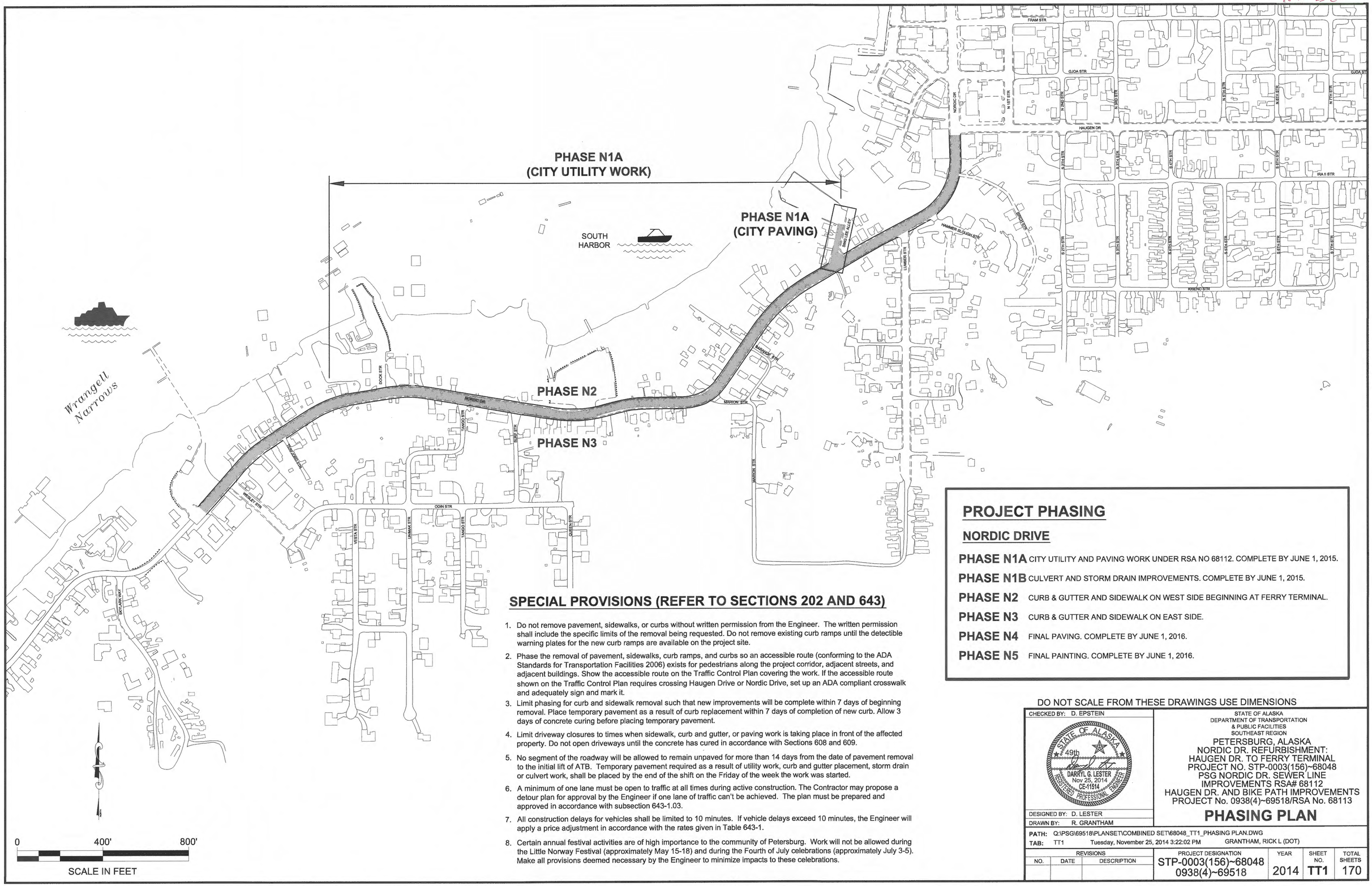
COMBINED ESTIMATE OF QUANTITIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\69518_BB1_COMBINED EST QTY.DWG
TAB: BB1 Tuesday, November 25, 2014 3:15:37 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
STP-0003(156)~68048 0938(4)~69518	2014	BB1	170

3.10.20
HMF 320.



SPECIAL PROVISIONS (REFER TO SECTIONS 202 AND 643)

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PROJECT PHASING

NORDIC DRIVE

PHASE N1A CITY UTILITY AND PAVING WORK UNDER RSA NO 68112. COMPLETE BY JUNE 1, 2015.

PHASE N1B CULVERT AND STORM DRAIN IMPROVEMENTS. COMPLETE BY JUNE 1, 2015.

PHASE N2 CURB & GUTTER AND SIDEWALK ON WEST SIDE BEGINNING AT FERRY TERMINAL.

PHASE N3 CURB & GUTTER AND SIDEWALK ON EAST SIDE.

PHASE N4 FINAL PAVING. COMPLETE BY JUNE 1, 2016.

PHASE N5 FINAL PAINTING. COMPLETE BY JUNE 1, 2016.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. EPSTEIN

STATE OF ALASKA
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG, ALASKA
NORDIC DR. REFURBISHMENT:
HAUGEN DR. TO FERRY TERMINAL
PROJECT NO. STP-0003(156)~68048
PSG NORDIC DR. SEWER LINE
IMPROVEMENTS RSA# 68112
HAUGEN DR. AND BIKE PATH IMPROVEMENTS
PROJECT No. 0938(4)~69518/RSA No. 68113

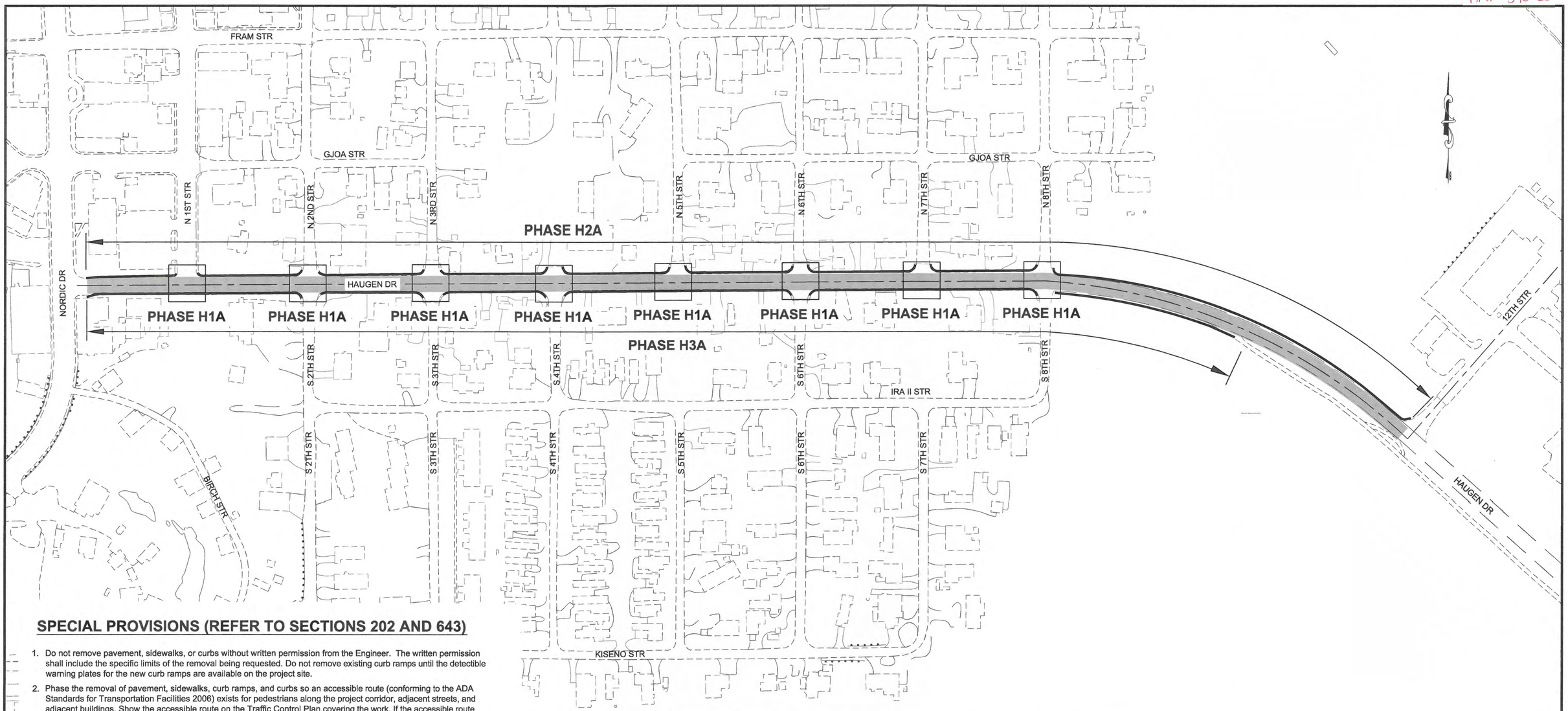
PHASING PLAN

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\68048_TT1_PHASING PLAN.DWG
TAB: TT1 Tuesday, November 25, 2014 3:22:02 PM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION	STP-0003(156)~68048 0938(4)~69518	2014	TT1	170

Addendum #1; Attachment #1

HMF 3.10.20



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0 200' 400'

SCALE IN FEET

PROJECT PHASING

HAUGEN DRIVE

PHASE H1A	CITY UTILITY WORK UNDER RSA NO 68113.
PHASE H1B	CULVERT AND STORM DRAIN IMPROVEMENTS.
PHASE H2A	CURB & GUTTER AND SIDEWALK ON NORTH SIDE BEGINNING AT NORDIC DRIVE.
PHASE H2B	BEGIN EMBANKMENT ON BIKE PATH FROM SIDEWALK UNCLASSIFIED EXCAVATION. CONTINUE SIDEWALK EMBANKMENT CONSTRUCTION TO SANDY BEACH ROAD.
PHASE H3A	CURB & GUTTER AND SIDEWALK ON SOUTH SIDE.
PHASE H3B	PAVING AIRPORT TO SANDY BEACH.
PHASE H4	FINAL PAVING ON HAUGEN DRIVE TO 12TH STREET.
PHASE H4	FINAL PAVING ON BIKE PATH.
PHASE H5	FINAL PAINTING. COMPLETE BY SEPTEMBER 15, 2016.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA · 49th · Keith D. Karpstein · Dec 3, 2014 · CE-12904 · REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG, ALASKA
NORDIC DR. REFURBISHMENT:
HAUGEN DR. TO FERRY TERMINAL
PROJECT NO. STP-0003(156)~68048
PSG NORDIC DR. SEWER LINE
IMPROVEMENTS RSA# 68112
HAUGEN DR. AND BIKE PATH IMPROVEMENTS
PROJECT No. 0938(4)~69518/RSA No. 68113

PHASING PLAN

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\ADDENDUM 1\69518_TT2_PHASING PLAN.DWG
TAB: TT2 Wednesday, December 03, 2014 10:21:07 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048 0938(4)~69518	2014	TT2	170

HMF 3.10.20

SPECIAL PROVISIONS (REFER TO SECTIONS 202 AND 643)

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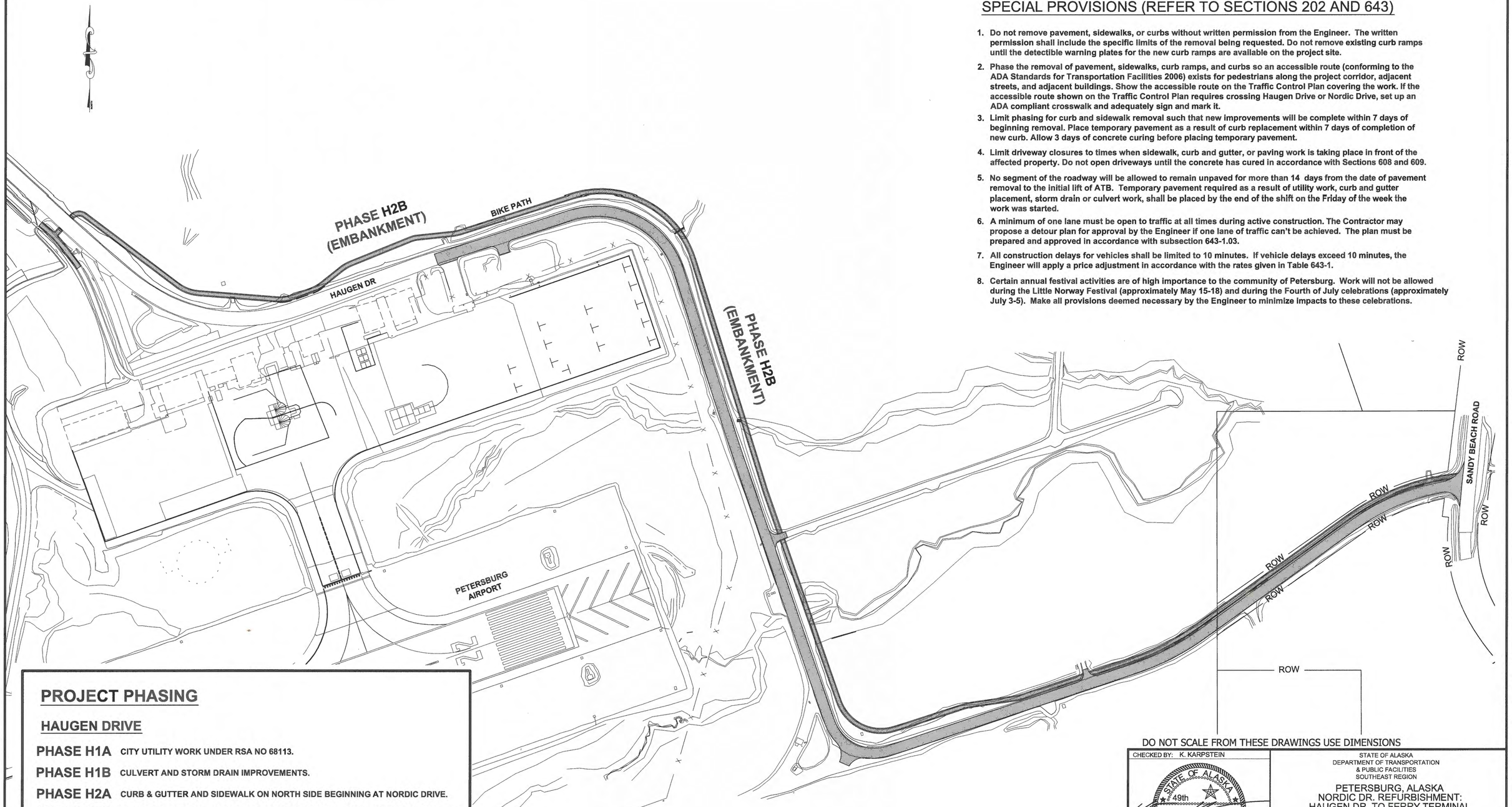

PROJECT PHASING

HAUGEN DRIVE

PHASE H1A	CITY UTILITY WORK UNDER RSA NO 68113.
PHASE H1B	CULVERT AND STORM DRAIN IMPROVEMENTS.
PHASE H2A	CURB & GUTTER AND SIDEWALK ON NORTH SIDE BEGINNING AT NORDIC DRIVE.
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DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 25, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG, ALASKA
NORDIC DR. REFURBISHMENT:
HAUGEN DR. TO FERRY TERMINAL
PROJECT NO. STP-0003(156)~68048
PSG NORDIC DR. SEWER LINE
IMPROVEMENTS RSA# 68112
HAUGEN DR. AND BIKE PATH IMPROVEMENTS
PROJECT No. 0938(4)~69518/RSA No. 68113

PHASING PLAN

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\69518_TT3_PHASING PLAN.DWG
TAB: TT3 Wednesday, November 26, 2014 8:45:40 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
STP-0003(156)~68048 0938(4)~69518	2014	TT3	170

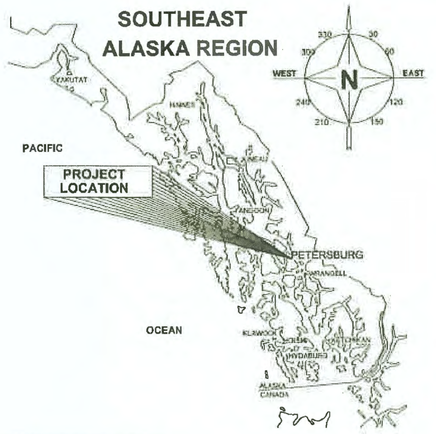
HMF 3.10.20

HMF 3.10.20

State of Alaska

Department of Transportation and Public Facilities Southeast Region

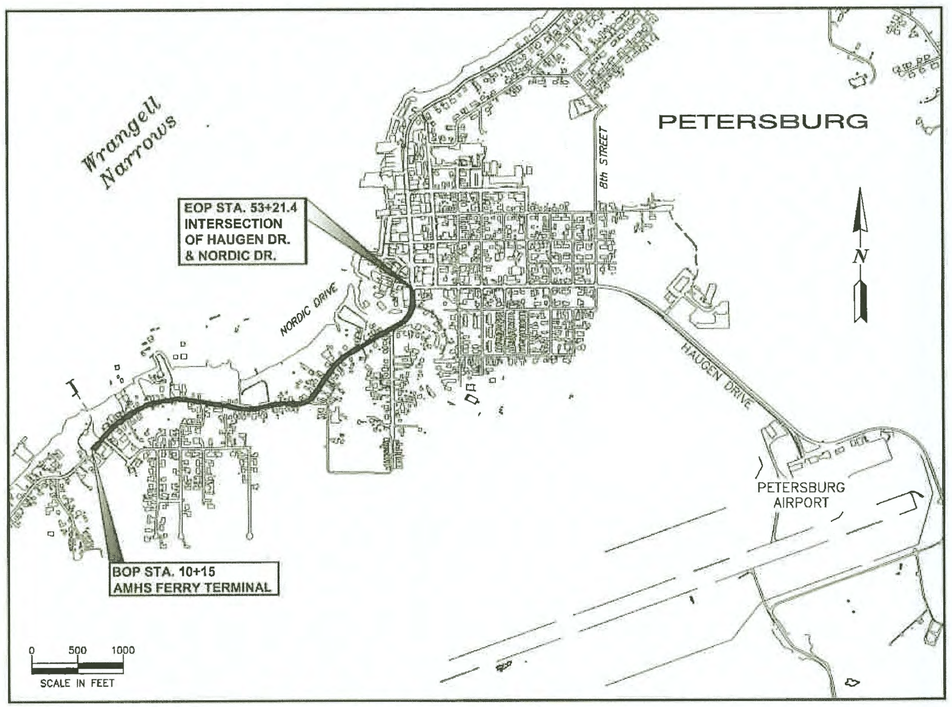
LAT: 56.8125
LONG: -132.9556



PETERSBURG, ALASKA
NORDIC DRIVE REFURBISHMENT:
HAUGEN DR TO FERRY TERMINAL

PROJECT NO. STP-0003(156)~68048

PSG NORDIC DRIVE SEWER LINE IMPROVEMENTS RSA# 68112



VICINITY MAP

DESIGN DESIGNATION

PROJECT TYPE	=	3R (RESURFACING, RESTORATION, AND REHABILITATION)
FUNCTIONAL CLASSIFICATION	=	RURAL MINOR ARTERIAL
A.D.T. 2011	=	4,650
A.D.T. 2034	=	5,210
D.H.V. (12.3%) 2011	=	574
D.H.V. (12.3%) 2034	=	643
% T	=	16.7%
V	=	20-30 MPH (POSTED)
E.A.L.	=	750,000

PROJECT SUMMARY

LENGTH OF PROJECT	=	4306 FT
LENGTH OF PAVING	=	4296 FT
WIDTH OF PAVING	=	41 FT

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT

A-1	D-23.01	G-00.02	I-20.14	S-00.11	T-06.00
C-04.12	D-24.00	G-04.10S	I-21.02	S-01.00	T-20.03
C-05.20	D-26.02	G-04.10W	I-81.00	S-05.01	T-21.03
D-01.02	D-35.00	G-10.01	L-03.10	S-20.10	T-22.03
D-04.21	E-13.00	G-13.00	M-13.01	S-23.00	T-23.00
D-20.03	F-01.01		M-16.01	S-30.03	U-03.00
D-22.01	F-03.01				

INDEX

SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	LAYOUT PLAN
A3-A4	SURVEY CONTROL
B1	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1-D5	SUMMARIES
D6-D7	UTILITY SUMMARY SHEETS
E1-E13	MISCELLANEOUS DETAILS
F1-F10	PLAN & PROFILE
G1	SUPERELEVATION PROFILE
H1-H4	SIGNING & STRIPING PLAN
N1-N5	BRIDGE 959
P1-P4	EROSION & SEDIMENT CONTROL PLAN
P5	EROSION & SEDIMENT CONTROL DETAILS
R1-R11	RIGHT-OF-WAY MAP
T1-T2	TRAFFIC CONTROL PLAN
U1-U14	UTILITIES

CDS ROUTE: 294020 | CDS MILEPOINT: 1.999 TO 1.167

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_A1 CVR.DWG
TAB: A1 Tuesday, November 25, 2014 3:38:10 PM
GRANTHAM, RICK L (DOT)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49TH DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

APPROVED: _____ 11/26/14
REGIONAL PRE-CONSTRUCTION ENGINEER L. PAT CARROLL, P.E. — DATE

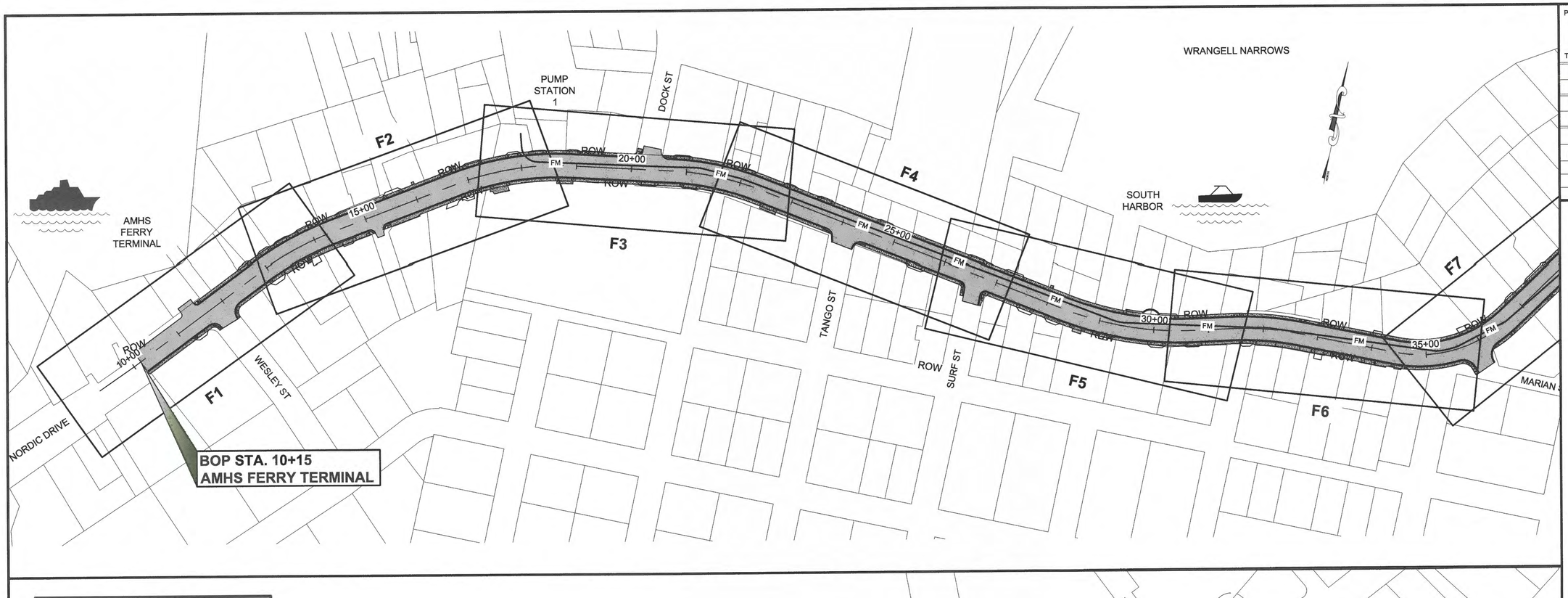
APPROVED: _____ 11/26/14
DIRECTOR OF DESIGN & CONSTRUCTION CHUCK CORREA, P.E. — DATE

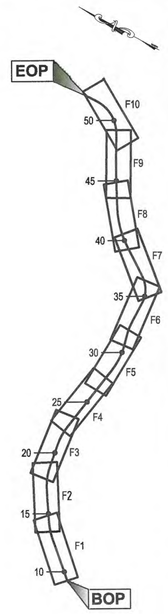
CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER — DATE

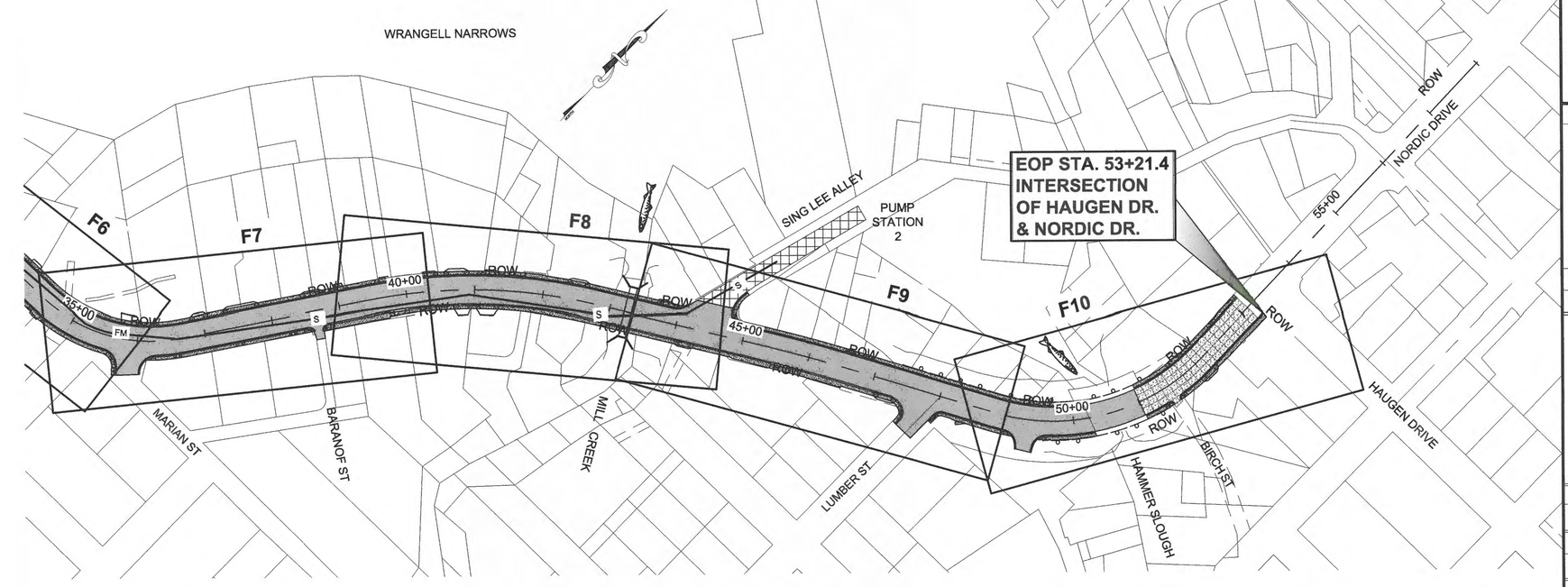
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0003(156)-68048	2014	A1	78

HMF 3.10.20





PLAN LEGEND



ABBREVIATIONS

BOP	BEGINNING OF PROJECT
BFS	BEGIN FULL SUPERELEVATION
BST	BEGIN SUPERELEVATION TRANSITION
CAP	CORRUGATED ALUMINUM PIPE
CPP	CORRUGATED POLYETHYLENE PIPE
CSP	CORRUGATED STEEL PIPE
DIA	DIAMETER
e	SUPERELEVATION RATE
EFS	END FULL SUPERELEVATON
ENC	END NORMAL CROWN
EOP	END OF PROJECT
EST	END SUPERELEVATION TRANSITION
LB	POUND
LC	LEVEL CROWN
LT	LEFT
FT	FOOT
SQ FT	SQUARE FOOT
CF	CUBIC FOOT
IN	INCH
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PT	POINT OF TANGENCY
R	RADIUS
RC	REVERSE CROWN
RP	RADIUS POINT
RPM	RECESS PAVEMENT MARKER
RT	RIGHT
STA	STATION (100 FT.)
TBC	TOP BACK OF CURB

0 200' 400'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_A2_PROJ-LEG.DWG

GRANTHAM, RICK L (DOT)

TAB: A2 Tuesday, November 25, 2014 3:39:09 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

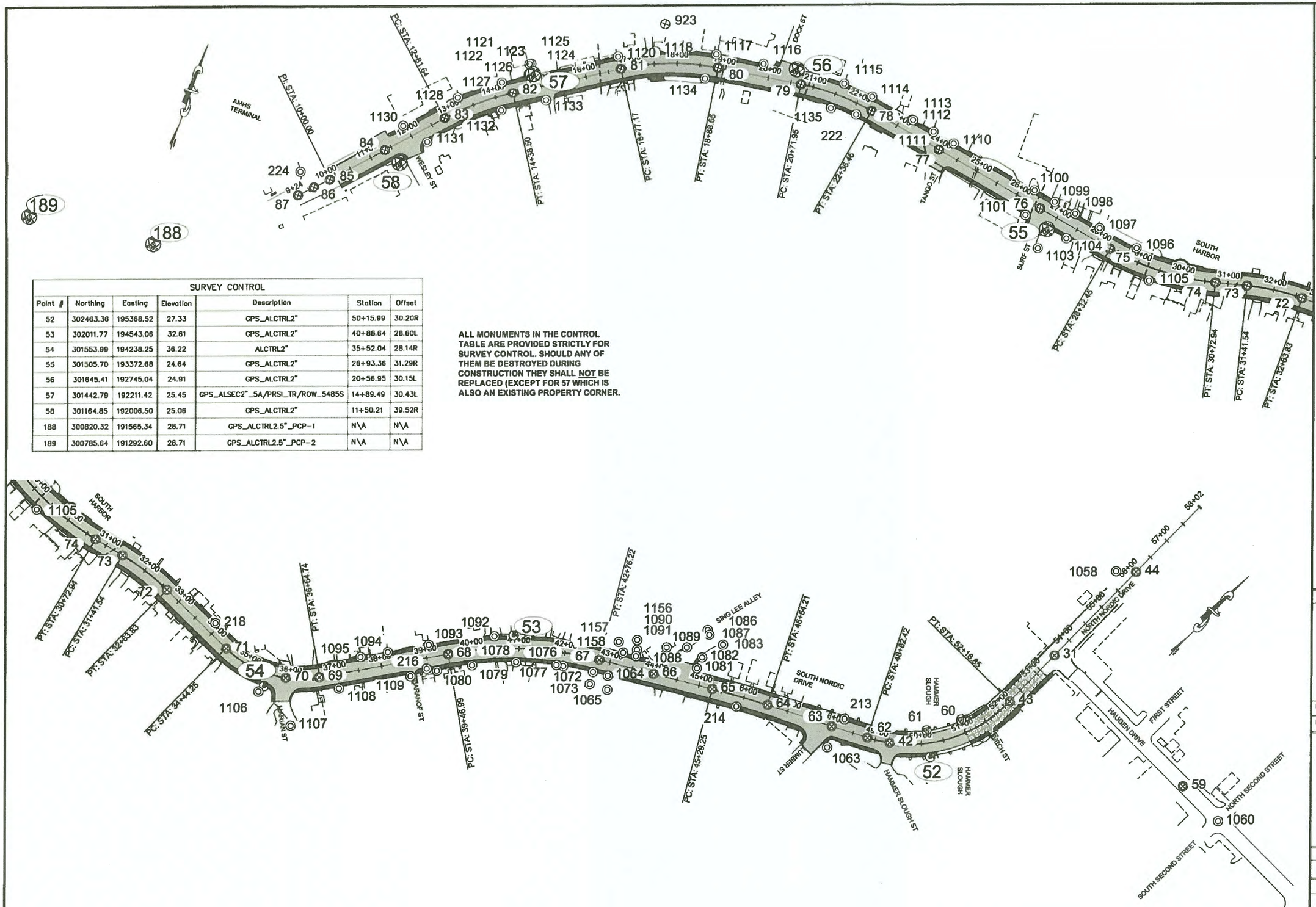
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

LAYOUT PLAN

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
A2	78

AMF 3.10.20



SURVEY CONTROL						
Point #	Northing	Easting	Elevation	Description	Station	Offset
52	302463.36	195368.52	27.33	GPS_ALCTRL2"	50+15.99	30.20R
53	302011.77	194543.06	32.61	GPS_ALCTRL2"	40+88.64	28.60L
54	301553.99	194238.25	36.22	ALCTRL2"	35+52.04	28.14R
55	301505.70	193372.68	24.64	GPS_ALCTRL2"	26+93.36	31.29R
56	301845.41	192745.04	24.91	GPS_ALCTRL2"	20+56.95	30.15L
57	301442.79	192211.42	25.45	GPS_ALSEC2"_5A/PRSI_TR/ROW_5485S	14+89.49	30.43L
58	301164.85	192006.50	25.06	GPS_ALCTRL2"	11+50.21	39.52R
188	300820.32	191565.34	28.71	GPS_ALCTRL2.5"_PCP-1	N\A	N\A
189	300785.64	191292.60	28.71	GPS_ALCTRL2.5"_PCP-2	N\A	N\A

ALL MONUMENTS IN THE CONTROL TABLE ARE PROVIDED STRICTLY FOR SURVEY CONTROL. SHOULD ANY OF THEM BE DESTROYED DURING CONSTRUCTION THEY SHALL NOT BE REPLACED (EXCEPT FOR 57 WHICH IS ALSO AN EXISTING PROPERTY CORNER.

PATH: Q:\PSG\69518\SVIC3D\SOURCE DWGS\BASEMAP\NORDIC_A2.DWG

IGNOTOV, DANIEL M (DOT)

TAB: A3 Monday, November 17, 2014 10:41:33 AM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

MONUMENT NOTES:

1. If any pair of control points disagrees from published value by more than 1:10,000 horizontally or vertically then a third network point must be tied to ascertain which point is in error or has been disturbed.

2. Whether listed or not, all monuments, property markers, or accessories that will be disturbed or buried shall be referenced prior to being disturbed, and re-established in their original position and a record of monument form in accordance with A.S.34.65.040 shall be submitted to the construction engineer for review prior to recording. Coordinate values listed are for informational purposes and should be used to reset monuments only as a last resort.

CHECKED BY: D.IGNOTOV

STATE OF ALASKA 49 TH Daniel M. Ignotov No. 11296 REGISTERED PROFESSIONAL LAND SURVEYOR

DESIGNED BY: J.PAPOI

DRAWN BY: J.PAPOI

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL
PROJECT #68048

SURVEY CONTROL

PROJECT DESIGNATION

STP - 0003(156)~68048

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
A3	78

HMF 3.10.20

ALL MONUMENTS IN THE PROPERTY TABLE SHALL BE PRESERVED OR REFERENCED PRIOR TO DISTURBANCE AND REPLACED AT THEIR ORIGINAL HORIZONTAL POSITION.

EXISTING PROPERTY					
Point #	Northing	Easting	Description	Station	Offset
31	302806.69	195405.01	GPS_CL_MON_BC2.5"	53+54.70	0.09R
42	302422.80	195284.74	CL_MON_BC2.5"_DOH_RTK	49+31.77	0.04R
43	302668.59	195406.99	CL_MON_CASE-LID_RTK	52+16.59	0.34R
44	303057.97	195401.81	CL_MON_BC2.5"_RTK	56+05.99	0.05R
59	302805.12	195801.34	CL_MON_BC2.5"	53+48.14	396.37R
60	302566.70	195360.01	NOS_BM_BC3.5"_1439C	51+02.00	28.34L
61	302498.46	195321.90	NGS_BC3.5"_WING_GPS	50+15.46	28.14L
62	302396.87	195243.01	CL_MON_BC2.25"_DOH_RTK	48+82.58	0.01R
63	302359.47	195170.34	CL_MON_BC2.25"_DOH_RTK	48+00.86	0.09R
64	302292.56	195039.98	CL_MON_BC2.25"_DOH_RTK	46+54.33	0.07R
65	302232.39	194930.35	CL_MON_BC2.25"_DOH_RTK	45+29.26	0.11R
66	302166.26	194817.11	CL_MON_BC2.25"_DOH_RTK	43+98.11	0.07R
67	302104.80	194711.89	CL_MON_BC2.25"_DOH_RTK	42+76.27	0.04R
68	301883.47	194471.77	CL_MON_BC2.25"_DOH_RTK	39+47.11	0.18R
69	301651.56	194309.16	CL_MON_BC2.25"_DOH_RTK	36+63.87	0.02R
70	301599.44	194258.73	CL_MON_BC2.25"_DOH_RTK	35+91.09	0.27R
71	301553.71	194122.74	CL_MON_BC2.25"_DOH_RTK	34+45.33	0.09R
72	301552.84	193941.43	CL_MON_BC2.25"_DOH_RTK	32+64.02	0.01L
73	301537.57	193820.32	CL_MON_BC2.25"_DOH_RTK	31+41.64	0.03R
74	301520.87	193753.69	CL_MON_BC2.25"_DOH_RTK	30+72.96	0.03R
75	301512.41	193515.18	CL_MON_BC2.25"_DOH_RTK	28+32.52	0.03L
76	301542.48	193343.74	CL_MON_BC2.25"_DOH_RTK	26+58.48	0.08R
77	301586.56	193093.72	CL_MON_BC2.25"_DOH_RTK	24+04.61	0.02R
78	301615.79	192928.08	CL_MON_BC2.25"_DOH_RTK	22+36.41	0.06L
79	301617.80	192764.48	CL_MON_BC2.25"_DOH_RTK	20+72.08	0.04R
80	301590.72	192582.95	CL_MON_BC2.25"_DOH_RTK	18+88.55	0.08L
81	301517.38	192386.20	CL_MON_BC2.25"_DOH_RTK	16+77.08	0.03L
82	301389.77	192184.60	CL_MON_BC2.25"_DOH_RTK	14+38.48	0.05R
83	301288.94	192065.02	CL_MON_BC2.25"_DOH_RTK	12+81.58	0.02L
84	301179.92	191966.97	CL_MON_BC2.25"_DOH_RTK	11+34.96	0.07R
85	301079.67	191876.72	CL_MON_BC2.25"_DOH_RTK	10+00.06	0.08R
86	301052.38	191850.52	CL_MON_BC2.25"_DOH_RTK	9+62.23	0.02R
87	301024.77	191824.07	CL_MON_BC2.25"_DOH_RTK	9+24.00	0.00R
213	302389.66	195179.62	REBAR	48+22.91	22.53L
214	302242.51	194993.93	REBAR	45+89.86	22.66R

EXISTING PROPERTY					
Point #	Northing	Easting	Description	Station	Offset
216	301828.71	194460.88	REBAR	38+96.01	22.68R
218	301576.03	194066.94	REBAR	33+89.64	22.53L
222	301597.22	192899.45	REBAR	22+10.26	22.56R
224	301074.10	191811.13	REBAR	9+50.69	43.46L
923	301640.83	192443.44	BC_FND_1329	17+75.74	84.86L
1058	303028.39	195370.08	ALSEC1.5"_6700S	55+76.82	32.05L
1060	302805.52	195908.50	ALSEC1.5"	53+47.20	503.53R
1063	302320.50	195195.38	REBAR_RTK	48+05.33	46.19R
1064	302093.64	194749.22	ALSEC2"_T86/5/ROW_5485S_RTK	43+02.86	26.51R
1065	302071.43	194769.94	ALSEC2"_T86/5_5485S_RTK	43+09.54	58.14R
1072	302076.85	194720.67	ALSEC1.5"_4/5/ROW_5484S_RTK	42+69.49	28.58R
1073	302053.67	194734.32	ALSEC1.5"_4/5_5485S_RTK	42+69.33	55.47R
1076	302040.79	194665.87	ALSEC1.5"_3/4/ROW_5485S_RTK	42+01.32	28.55R
1077	302031.82	194653.82	ALSEC1.5"_2/3/ROW_5485S_RTK	41+85.71	28.59R
1078	301974.72	194587.48	ALSEC1.5"_5/6A/ROW_5485S_RTK	40+94.71	28.92R
1079	301903.05	194525.25	ALSEC1.5"_5/6A/ROW_5485S_RTK	39+95.86	31.26R
1080	301841.15	194479.76	ALSEC1.5"_L4/L5_5687S_RTK	39+17.03	31.00R
1081	302240.90	194874.91	ALSEC1.5"_5485S_RTK	44+85.68	35.21L
1082	302285.46	194866.44	ALSEC1.5"_5485S_RTK	44+90.76	80.69L
1083	302316.40	194878.89	ALSEC1.5"_5485S_RTK	45+27.22	98.39L
1086	302315.55	194832.77	PLASCAP1.25"_6268S_RTK	44+86.97	120.92L
1087	302310.67	194842.72	ALSEC1.5"_5485S_RTK	44+93.09	111.69L
1088	302257.06	194827.65	ALSEC1.5"_5485S_RTK	44+53.03	73.01L
1089	302226.38	194796.33	ALSEC1.5"_T106/TRB/TRL_5485S_RTK	44+10.51	62.33L
1090	302177.65	194754.39	ALSEC1.5"_E65/TRL_5485S_RTK	43+49.71	41.42L
1091	302166.27	194762.59	ALSEC1.5"_E65/TRL/ROW_5485S_RTK	43+51.08	27.45L
1092	301981.21	194515.16	ALSEC1.5"_8/9/ROW_5485S_RTK	40+48.73	27.35L
1093	301868.09	194427.76	IP1.5"_RTK	39+09.27	27.04L
1094	301794.52	194375.81	ALSEC1.5"_PTN-N4/8/ROW_5485S_RTK	38+19.21	27.39L
1095	301745.28	194341.21	ALSEC1.5"_PTN-N4/PTN-S4/ROW_5485S_RTK	37+59.02	27.49L
1096	301533.22	193568.71	IP1"_RTK	28+84.21	27.58L
1097	301546.57	193478.88	ALSEC1.5"_TRM/2/ROW_5485S_RTK	27+90.86	27.38L
1098	301558.24	193418.85	ALSEC2"_WC-M/1FT-4/ROW_5485S_RTK	27+29.72	28.46L
1099	301566.05	193368.95	IP1.5"_RTK	26+79.22	27.50L
1100	301574.81	193318.92	ALSEC1.5"_UNREADABLE_RTK	26+28.43	27.46L

EXISTING PROPERTY					
Point #	Northing	Easting	Description	Station	Offset
1101	301518.98	193318.41	ALSEC1.5"_UNREADABLE_RTK	26+37.61	27.61R
1103	301460.48	193368.07	IP1"_RTK	N\A	N\A
1104	301501.23	193418.79	IP1"_RTK	27+39.54	27.69R
1105	301476.14	193618.00	SPINHOLE_REBAR_RTK	28+35.70	27.59R
1106	301537.21	194237.86	ALSEC1.5"_B202-L1/ROW_5485S_RTK	35+45.32	43.02R
1107	301535.50	194338.34	ALSEC2"_BK202-L1/L4/ROW_5485S_RTK	36+08.95	100.11R
1108	301664.37	194356.32	SPINHOLE_IRON-ROD0.5"_RTK	37+01.42	31.31R
1109	301792.52	194447.45	REBAR_RTK	38+58.66	32.44R
1110	301610.01	193119.06	ALSEC1.5"_4/ROW_5485S_RTK	24+25.49	27.47L
1111	301618.85	193069.11	SPINHOLE_REBAR_RTK	23+74.77	27.52L
1112	301627.69	193019.01	REBAR_RTK	23+23.90	27.54L
1113	301628.03	193016.95	IP1"_RTK	23+21.81	27.52L
1114	301645.16	192919.14	SPINHOLE_REBAR_RTK	22+23.22	27.61L
1115	301651.04	192852.44	ALSEC1.5"_8918S_RTK	21+59.68	27.75L
1116	301631.84	192672.87	SPINHOLE_REBAR_RTK	19+83.57	27.43L
1117	301616.73	192569.80	SPINHOLE_REBAR_RTK	18+79.88	27.83L
1118	301578.60	192442.66	ALSEC2"_PRSI-TR/S283/ROW_5485S_RTK	17+53.67	27.64L
1120	301540.50	192371.57	ALSEC2"_PC_PRSI-TR/ROW_5485S_RTK	16+77.08	27.39L
1121	301436.94	192204.45	ALSEC1.5"_UNREADABLE/ROW_5485S_RTK	14+80.48	29.20L
1122	301439.50	192202.86	ALSEC1.5"_UNREADABLE/ROW_5485S_RTK	14+80.50	32.22L
1123	301442.76	192211.43	ALSEC2"_PRSI-TR/54/ROW_5485S_RTK	14+89.49	30.39L
1124	301444.45	192210.51	IP1"_RTK	14+89.61	32.31L
1125	301462.73	192200.21	ALSEC1.5"_4A/5A_5485S_RTK	14+90.68	53.27L
1126	301460.87	192196.98	ALSEC1.5"_4A/5A_5485S_RTK	14+86.95	53.42L
1127	301402.87	192154.60	ALSEC1.5"_TRP/E16-LT8/ROW_5485S_RTK	14+20.97	27.34L
1128	301340.14	192076.40	ALSEC1.5"_LT8/TRP/ROW_5485S_RTK	13+25.19	27.56L
1130	301243.00	191986.54	PLASCAP1.25"_6268S_RTK	11+94.92	27.60L
1131	301227.62	192047.08	PLASCAP1.25"/TACK_6268S_RTK	12+24.00	27.69R
1132	301346.29	192173.57	PK/WASH_POR-LOT-4_6268S_RTK	14+04.11	29.92R
1133	301399.53	192257.04	PLASCAP1.25"_6268S_RTK	15+04.93	30.52R
1134	301559.52	192584.67	SEC_IRON-ROD0.5"_RTK	18+64.53	27.52R
1135	301591.62	192843.14	ALSEC1.5"_SO-TR/ROW_5485S_RTK	21+51.25	31.81R
1156	302192.95	194739.86	ALSEC2"_UNREADABLE	43+44.89	61.95L
1157	302161.92	194714.24	ALSEC2"_T85A/T82B/T85A/T85B_5485S	43+07.11	48.09L
1158	302152.09	194737.46	SPINHOLE_REBAR	43+22.20	27.89L

VERTICAL CONTROL

The Vertical Datum for PSG Grid-2001 is MLLW PSG Wrangell Narrows tidal datum based on third order levels and supplemented with GEOID '99 Modeled Heights. The basis of vertical control is NOAA BM1434A and 1434B having a published elevation of 27.14' and 26.12' above MLLW on the 1983-2001 tidal epoch.

The Project Specific Basis of Vertical Control are NGS 3.5" BC "WING" # 60 and 61 set in the south west and north west wing wall of the Hammer Slough bridge having an accepted elevation of 27.28' (#60) and 27.80' (#61) above MLLW.

53 — S61°19'04"W 940.91' — BASIS OF BEARING — 52

HORIZONTAL CONTROL

Horizontal Control for this project is based on the DOT/PF 2001 PETERSBURG Grid

The DOT/PF Petersburg Grid-2001 System is a local ground coordinate system based at NGS Primary Airport Control Station PSG-D. It relates to AKSPC Zone 1 NAD83(1992) through the following parameters:
Zone = NAD83(1992) AKSPC ZONE 1
Grid Scale = 0.999905
Convergence = +0°36'11"
Translation about NGS point PSG-D as follows:
AKSPC Northing = 1815770.3581 FT US
AKSPC Easting = 2832689.3483 FT US
Local Northing = 300000.0000 FT US
Local Easting = 200000.0000 FT US

Basis of Coordinates

PSG-D : PUNCH IN STAINLESS ROD INSIDE PVC PIPE NEAR NORTH VASI LIGHT AT EAST END RUNWAY.
PSG-GRID N 300000.0000 FT US, E 200000.0000 FT US
AKSPC N 1815770.3581 FT US , E 2832689.3483 FT US

PSG-A : 3" BRASS CAP SET IN NE CORNER OF RUNWAY SIGN 22-4.
PSG-GRID N 300454.1485 FT US, E 200197.6323 FT US
AKSPC N 1816226.5179 FT US, E 2832882.1706 FT US

Project Specific Basis of Horizontal Control

52 : 2"ALCAP SET 2.53' FROM BKSW DOWN 0.30.
RP LUMIN AT SE CORNER OF HAMMER SLOUGH DIST 8.3' BEARS S36W
PSG-Grid N 302463.3600 FT US, E 195368.5164 FT US
AKSPC N 1818184.6054 FT US , E 2828032.6365 FT US

53 : 2"ALCAP SET IN FRONT OF ROCKSIDE APARTMENTS 1' FROM BKSW DOWN 0.40.
RP POWERPOLE 7C WYELLOW PLASTIC TAG DIST 21.67' BEARS S46W
PSG-Grid N 302011.7720 FT US, E 194543.0629 FT US
AKSPC N 1817724.3981 FT US, E 2827212.0597 FT US

PATH: Q:\PSG\69518\SVC3D\SOURCE DWGS\BASEMAP\NORDIC_A2.DWG
IGNOTOV, DANIEL M (DOT)
TAB: A4 Monday, November 17, 2014 10:41:43 AM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

MONUMENT NOTES:

1. If any pair of control points disagrees from published value by more than 1:10,000 horizontally or vertically then a third network point must be tied to ascertain which point is in error or has been disturbed.

2. Whether listed or not, all monuments, property markers, or accessories that will be disturbed or buried shall be referenced prior to being disturbed, and re-established in their original position and a record of monument form in accordance with A.S.34.65.040 shall be submitted to the construction engineer for review prior to recording. Coordinate values listed are for informational purposes and should be used to reset monuments only as a last resort.

CHECKED BY: D.IGNOTOV

STATE OF ALASKA 49TH — Daniel M. Ignotov No. 11295 — REGISTERED PROFESSIONAL LAND SURVEYOR

DESIGNED BY: J.PAPOI

DRAWN BY: J.PAPOI

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

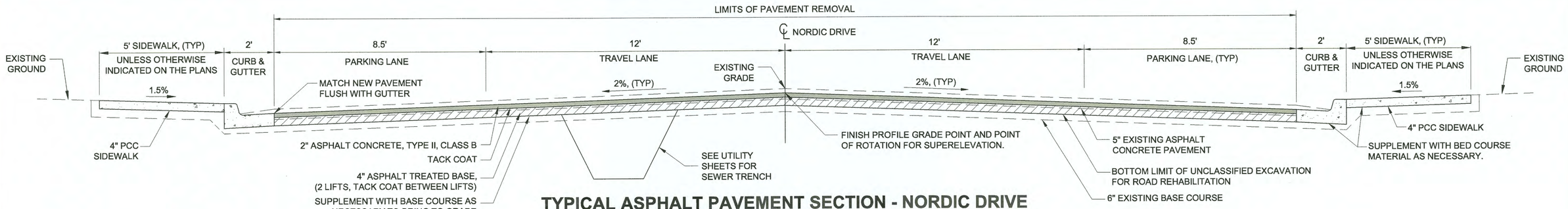
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

SURVEY CONTROL

PROJECT DESIGNATION
STP - 0003(156)~68048

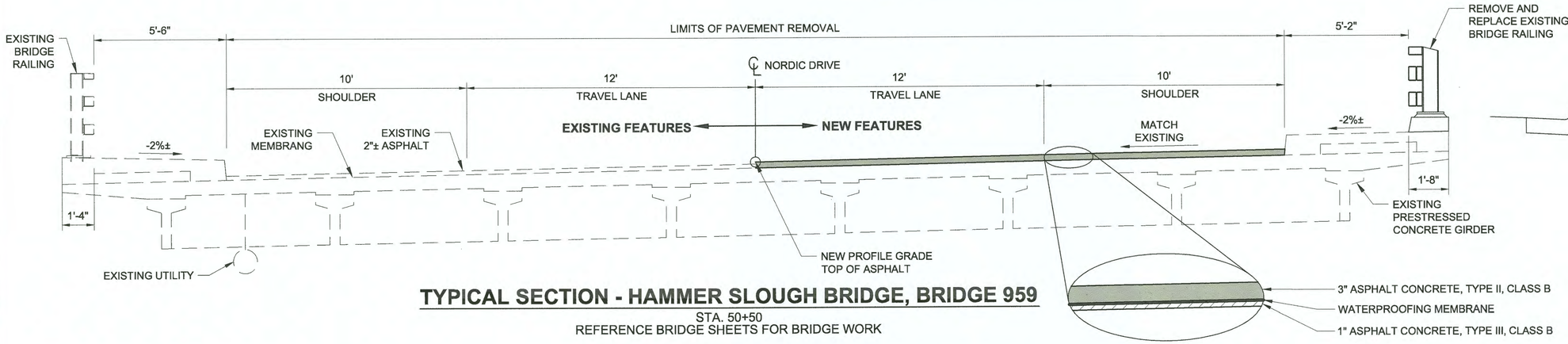
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
A4	78

HMF 3.10.20



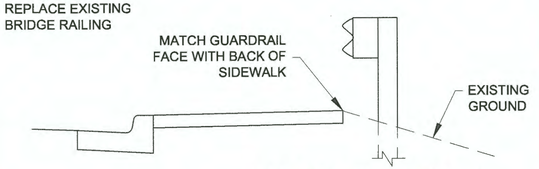
TYPICAL ASPHALT PAVEMENT SECTION - NORDIC DRIVE

STA. 10+15 TO THE HAMMER SLOUGH BRIDGE



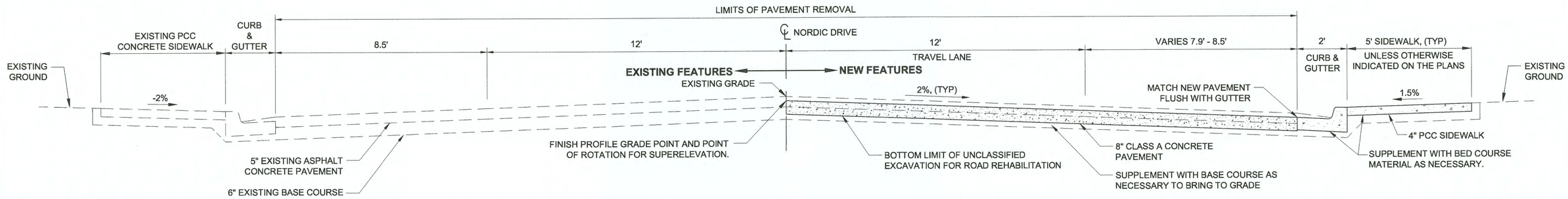
TYPICAL SECTION - HAMMER SLOUGH BRIDGE, BRIDGE 959

STA. 50+50
REFERENCE BRIDGE SHEETS FOR BRIDGE WORK



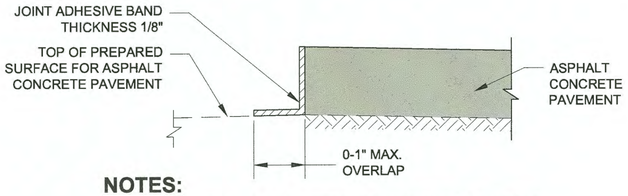
GUARDRAIL DETAIL

STA. 47+36 LT TO BRIDGE RAIL
STA. 49+57 RT TO BRIDGE RAIL
BRIDGE RAIL TO STA. 51+42 LT
BRIDGE RAIL TO STA. 51+35 RT



TYPICAL PORTLAND CEMENT CONCRETE PAVEMENT SECTION - NORDIC DRIVE

HAMMER SLOUGH BRIDGE TO STA. 53+11



NOTES:

1. COMPLY WITH MANUFACTURERS APPLICATION INSTRUCTIONS.
2. APPLY JOINT ADHESIVE TO COMPLETELY COVER JOINT AS SHOWN.
3. DO NOT PAVE UNTIL JOINT ADHESIVE HAS BEEN INSPECTED AND APPROVED BY THE ENGINEER IN WRITING.

JOINT ADHESIVE APPLICATION DETAIL FOR TYPE II PAVEMENT

NTS

NOTES:

1. FOR THE NEW ASPHALT PAVEMENT SECTION, REMOVE THE TOP 8 INCHES OF ROADWAY (5 INCHES ASPHALT CONCRETE PLUS 3 INCHES BASE). FOR THE PCC PAVEMENT SECTION, REMOVE THE TOP 10 INCHES OF ROADWAY(5 INCHES ASPHALT CONCRETE PLUS 5 INCHES BASE).
2. WHERE THE ROADWAY IS SUPERELEVATED AND USES A CONTINUOUS CROSS-SLOPE WITHOUT A CROWN AT CENTERLINE, THE GUTTER PAN ON THE HIGH SIDE OF THE ROADWAY SHALL MATCH THE SLOPE OF THE ROADWAY AND DRAIN TOWARD CENTERLINE.
3. MATERIAL GENERATED FROM PAVEMENT REMOVAL MAY BE TEMPORARILY STOCKPILED FOR REUSE ON THIS PROJECT AS BASE COURSE AND BED COURSE. MATERIAL NOT USED ON THIS PROJECT SHALL BE STOCKPILED AT THE PETERSBURG AIRPORT ROCK QUARRY AT A LOCATION DESIGNATED BY THE ENGINEER.
4. ASPHALT PAVEMENT ON THE HAMMER SLOUGH BRIDGE SHALL NOT BE REMOVED BY MILLING BUT SHALL BE REMOVED BY OTHER MEANS THAT DO NOT DAMAGE THE BRIDGE DECK.
5. THE BACK OF SIDEWALK ALONG MUCH OF THIS ROUTE ABUTS THE RIGHT OF WAY (ROW). DO NOT CONSTRUCT THE SIDEWALK OUTSIDE THE ROW UNLESS SPECIFICALLY PERMITTED IN THE PLANS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th
D. DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER
DRAWN BY: R. GRANTHAM

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

TYPICAL SECTIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_B1 TYP.DWG
TAB: B1 Tuesday, November 25, 2014 3:40:37 PM GRANTHAM, RICK L (DOT)

REVISIONS		
NO.	DATE	DESCRIPTION

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
STP-0003(156)~68048	2014	B1	78

HMF 3.10.20

ESTIMATE OF QUANTITIES

ITEM NO	ITEM DESCRIPTION	PAY UNIT	QUANTITY		
			STATE 68048	CITY 68112	COMBINED
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	~~20,741~~ 20,585.28	~~875~~ 763.39	21,416
202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	4,890		4,890
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	102		102
202(6)	REMOVAL OF MANHOLE	EACH		7	7
202(8)	REMOVAL OF INLET	EACH	4		4
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	8,220	45	8,265
202(13)	STORM DRAIN SYSTEM CLEANING	LUMP SUM	ALL REQUIRED		ALL REQUIRED
202(14)	REMOVAL OF SANITARY SEWER CLEANOUT	EACH		1	1
202(15)	REMOVAL OF FENCE	LINEAR FOOT		14	14
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	1,650		1,650
204(2)	SUBEXCAVATION	CUBIC YARD	10		10
301(1)	AGGREGATE BASE COURSE, GRADING D-1	TON	940	147	1,087
306(1)	ATB	TON	4,640	147	4,787
401(1-2)	ASPHALT CONCRETE, TYPE II; CLASS B	TON	2,350	74	2,424
401(1-3)	ASPHALT CONCRETE, TYPE III; CLASS B	TON	23		23
401(2)	ASPHALT CEMENT, GRADE PG 58-28	TON	351	12	363
401(6)	ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
402(1)	STE-1 ASPHALT FOR TACK COAT	TON	16	1	17
501(9)	CLASS A CONCRETE PAVEMENT, 8-INCHES THICK	SQUARE YARD	965		965
501(10)	CONCRETE PRICE REDUCTION	CONTINGENT SUM	ALL REQUIRED		ALL REQUIRED
507(2)	PEDESTRIAN RAILING	LINEAR FOOT	159		159
508(1)	WATERPROOFING MEMBRANE	LUMP SUM	ALL REQUIRED		ALL REQUIRED
516(1)	EXPANSION JOINT (SILICONE)	LINEAR FOOT	90		90
603(21-18)	18 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	134		134
603(23-18)	SLOTTED DRAIN, 18 INCH DIAMETER	LINEAR FOOT	8		8
603(25-8)	8 INCH PVC PIPE	LINEAR FOOT	19		19
604(1-1)	STORM SEWER MANHOLE, 48-INCH	EACH	1		1
604(2-A)	SANITARY SEWER MANHOLE, TYPE A	EACH		8	8
604(2-B)	SANITARY SEWER MANHOLE, TYPE B	EACH		1	1
604(4)	ADJUST EXISTING MANHOLE	EACH	16		16
604(5)	INLET, TYPE A	EACH	5		5
604(9)	INLET FRAME AND GRATE REPLACEMENT	EACH	29		29
604(10)	36"X36" FIELD INLET	EACH	1		1
604(11)	SIDEWALK CROSS DRAIN	EACH	5		5
604(12)	SIDEWALK LONGITUDINAL DRAIN	LINEAR FOOT	108		108
604(13)	TRENCH DRAIN INLET	EACH	1		1
606(1)	W-BEAM GUARDRAIL	LINEAR FOOT	350		350
606(6)	REMOVING AND DISPOSING OF GUARDRAIL	LINEAR FOOT	444		444
606(16)	TRANSITION RAIL	EACH	4		4
607(4)	RECONSTRUCTED FENCE	LINEAR FOOT	45		45
608(1A)	CONCRETE SIDEWALK, 4 INCHES THICK	SQUARE YARD	3440		3,440
608(1B)	CONCRETE SIDEWALK, 6 INCHES THICK	SQUARE YARD	1,226		1,226
608(6)	CURB RAMP	EACH	24		24
608(7)	MODIFIED CURB RAMP	EACH	8		8
608(8)	CONCRETE STAIRS	LUMP SUM	ALL REQUIRED		ALL REQUIRED
609(2)	CURB AND GUTTER, TYPE 1	LINEAR FOOT	8220	45	8,265
615(1)	STANDARD SIGN	SQUARE FOOT	352		352
615(2)	REMOVE AND RELOCATE EXISTING SIGN	EACH	5		5
615(6)	SALVAGE SIGN	EACH	3		3
626(1-8)	FURNISH AND INSTALL PIPE (8-INCH)	LINEAR FOOT		350	350
626(1-12)	FURNISH AND INSTALL PIPE (12-INCH)	LINEAR FOOT		911	911
626(2)	PIPE ENCASEMENT	LINEAR FOOT		20	20
626(3)	SANITARY SEWER SERVICE CONNECT (4-INCH)	EACH		27	27

ESTIMATE OF QUANTITIES

ITEM NO	ADJUSTMENT OF VALVE BOX	EACH	QUANTITY		
			STATE 68048	CITY 68112	COMBINED
626(4)	CONSTRUCT SANITARY SEWER SERVICE (4-INCH)	EACH		2	2
626(5)	SANITARY SEWER BYPASS PUMPING	LUMP SUM		ALL REQUIRED	ALL REQUIRED
627(8)	WATER SERVICE CONNECTION	EACH		1	1
627(10)	ADJUSTMENT OF VALVE BOX	EACH	52		52
628(1)	8-INCH HDPE SANITARY SEWER FORCE MAIN	LINEAR FOOT		1974	1,974
635(2)	INSULATION BOARD	SQUARE FOOT		368	368
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
640(4)	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(1)	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(3)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(5)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(6)	WITHHOLDING	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(3A)	ADDITIONAL SURVEY	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(6)	REFERENCE AND REPLACE EXISTING WITH PRIMARY MONUMENT	EACH	25		25
642(7)	REFERENCE AND REPLACE EXISTING WITH SECONDARY MONUMENT	EACH	39		39
642(10)	MONUMENT CASE	EACH	25		25
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
644(1)	FIELD OFFICE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
644(2)	FIELD LABORATORY	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
644(6)	VEHICLES	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
644(15)	NUCLEAR TESTING EQUIPMENT STORAGE SHED	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
646(1)	CPM SCHEDULING	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
648(1)	ARCHEOLOGICAL MONITOR	HOUR	50		50
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED

C.O. #16 **Create New Item 670(1A) Additional Striping**

C.O.#10 **Establish New Item 641(1A) SWPPP Update**

C.O.#12 **Create New Item 660(14B) Raise and Adjust Electrical Vaults**

C.O. #14 **Create New Item 643(16) Pilot Car**

BASIS OF ESTIMATE

ITEM NO.	ITEM	ESTIMATING FACTOR	
301 (1)	AGGREGATE BASE COURSE, GRADING D-1	1.95 TONS/CY	
306 (1)	ATB	120 LBS/SY/IN	
401 (1-2)	ASPHALT CONCRETE, TYPE II; CLASS B	120 LBS/SY/IN	
401 (1-3)	ASPHALT CONCRETE, TYPE III; CLASS B	120 LBS/SY/IN	
401 (2)	ASPHALT CEMENT, GRADE PG 58-28	4.5% OF ITEM 306(1), 6.0% OF ITEM 401(1-2), 6% OF ITEM 401(1-3)	
402 (1)	STE-1 ASPHALT FOR TACK COAT	0.10 GAL/SY; 243 GAL/TON	
670 (1)	PAINTED TRAFFIC MARKINGS	WHITE:	4,960 FEET FOG LINE / PARKING LANE
		YELLOW:	3,650 FEET CENTERLINE

Establish New Item 402(1A) CSS-1 Asphalt for Tack Coat C.O.#9

Description: Furnish all materials, equipment, and manpower necessary to place tack coat from Sta. 25+16 RT to Sta. 27+82 RT.

Establish New Item 401(2A) Asphalt Cement Grade PG 58-28 C.O.#9

Description: Furnish all materials, equipment, and manpower necessary to place asphalt from Sta. 25+16 RT to Sta. 27+82 RT.

~~Payment will be made under:~~ C.O.#9

Pay Item Description	Pay Item
401(1-2A) Asphalt Concrete, Type II, Class B	Ton

Establish New Item 401(1-2A) Asphalt Concrete, Type II, Class B C.O.#9

Description: Furnish all materials, equipment, and manpower necessary to replace asphalt removed on Haugen Drive from Sta. 25+16 RT to Sta. 27+82 RT.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th REGISTERED PROFESSIONAL ENGINEER DARRYL G. LESTER Nov 25, 2014 CE-11514

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

ESTIMATES OF QUANTITIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_C1 EST QTY.DWG
TAB: C1 Tuesday, November 25, 2014 3:41:37 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	C1	78

HMF 3.10.20

202(4) REMOVAL OF CULVERT PIPE

STATION	OFFSET	LENGTH	TYPE
24+08	CENTERLINE	69	18" CAP
24+36	42' RT	26	18" CMP
52+13	21' RT	7	18" CMP

C.O.#12

Create New Item 202(4A) Remove Culverts

202(8) REMOVAL OF INLET

STATION	OFFSET	TYPE
14+06	21.5' RT	A
24+37	27' RT	A
35+60	45' RT	CMP INLET
52+08	21' RT	A

202(13) STORM DRAIN SYSTEM CLEANING

LABEL	STATION	OFFSET	DESCRIPTION	LENGTH	REMARKS
SD-1	10+24	CL	CULVERT	57	
CB-1	10+25	21' LT	CATCH BASIN		
SD-2	10+70	21' LT	CULVERT	84	
CB-2	11+10	21' RT	CATCH BASIN		
SD-3	11+10	CL	CULVERT	42	
CB-3	11+10	21' LT	CATCH BASIN		
SD-4	11+45	35' LT	CULVERT	82	
CB-4	11+70	41' RT	CATCH BASIN		
SD-5	11+81	41' RT	CULVERT	25	
CB-5	11+95	41' RT	CATCH BASIN		
SD-6	12+00	43' RT	CULVERT	9	
CB-6	12+03	45' RT	CATCH BASIN		
SD-7	11+93	CL	CULVERT	92	
SD-8	14+07	CL	CULVERT	87	
SD-9	14+50	21' RT	CULVERT	70	
CB-7	14+80	21' RT	CATCH BASIN		
SD-10	14+97	28' RT	CULVERT	27	
CB-8	15+06	33' RT	CATCH BASIN		
SD-11	15+15	33' RT	CULVERT	18	
CB-9	15+25	33' RT	CATCH BASIN		
SD-12	15+43	CL	CULVERT	62	
CB-10	15+55	22' LT	CATCH BASIN		
SD-13	34+78	CL	CULVERT	51	FROM INTERSECTION WITH SD-14 TO CB-11
CB-11	34+80	21.5' LT	CATCH BASIN		
SD-14	35+40	33' RT	CULVERT	97	
SD-15	51+53	44' LT	CULVERT	107	
CB-12	52+08	21.5' LT	CATCH BASIN		
CB-13	52+08	21' RT	CATCH BASIN		
SD-16	52+29	21' RT	CULVERT	40	
SD-17	52+29	CL	CULVERT	57	
CB-14	52+50	21' RT	CATCH BASIN		
SD-18	52+67	CL	CULVERT	108	

603 (23-18) SLOTTED DRAIN, 18 INCH DIAMETER

PIPE	INLET			OUTLET			LENGTH (FT)	SIZE	REMARKS
	STA	OFFSET		STA	OFFSET				
P-7	51+98	21.5	LEFT	52+07	21.5	LEFT	8.0	18"	

C.O.#13

Create New Item 603(21-24) 24 Inch Corrugated Polyethylene Pipe

603 CULVERT SUMMARY

PIPE	INLET			OUTLET			LENGTH (FT)	SIZE	REMARKS	APPROX GRADE
	STATION	OFFSET	INVERT	STATION	OFFSET	INVERT				
P-1A	13+94.30	39.7 RIGHT	23.1	S-1	RIGHT	23.1	1.0	8" PVC	ITEM 603 (25-8)	1.0%
P-1B	S-1	RIGHT	23.1	S-2	RIGHT	21.0	18.1	8" PVC	ITEM 603 (25-8)	13.1%
P-2	S-2	RIGHT	19.8	S-3	RIGHT	19.6	19.7	18" CPP		1.2%
P-3A	S-4	CL	MATCH EXISTING	S-4	CL	20.9	2.0	18"	STUB CONNECTION, INV. ELEV. IS APPROX.	MATCH EXISTING
P-3B	S-4	CL	20.8	S-4	CL	MATCH EXISTING	2.0	18"	STUB CONNECTION, INV. ELEV. IS APPROX.	MATCH EXISTING
P-4	S-5	RIGHT	21.1	S-4	CL	20.9	39.5	18" CPP		0.6%
P-5	S-6	RIGHT	21.3	S-5	RIGHT	21.1	44.5	18" CPP		0.5%
P-6	EXISTING INLET	RIGHT	21.7	S-6	RIGHT	21.3	26.3	18" CPP		1.7%

Establish New Item 202 (6A) Removal of Manhole C.O.#8

Description: Furnish all materials, equipment, and manpower necessary to remove and dispose of existing Sewer Manholes, #2, #4, #6 and #8.

C.O.#8

Establish New Item 604 (2D) Borough Supplied Sanitary Sewer Manhole, Type A

C.O.#11 Establish New Item 501(9A) Dowel Basket Credit

604(1-1) STORM SEWER MANHOLE, 48-INCH

STRUCTURE	STATION	OFFSET	TYPE	TOP OF CASTING ELEVATION	SUMP ELEVATION
S-4	23+64.0	0.0	48"	PAVEMENT FG	19.3

604(5) INLET, TYPE A

STRUCTURE	STATION	OFFSET	TOP OF CASTING ELEVATION	SUMP ELEVATION	REMARKS
S-2	13+85.5	21.5' RT	23.9	18.6	
S-3	14+06.0	21.5' RT	23.8	17.1	
S-5	23+90.5	29.3' RT	24.2	19.6	
S-6	24+35.0	29.3' RT	24.4	19.8	
S-8	52+13.1	20.9' RT	26.0	21.3 FIELD VERIFY	

604(9) INLET FRAME AND GRATE REPLACEMENT

STATION	OFFSET	REMARKS
10+24.5	21.2' LT	STANDARD CURB INLET PER STD DWG D-23.01
11+09.9	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
11+09.9	21.3' LT	STANDARD CURB INLET PER STD DWG D-23.01
15+54.9	21.5' LT	DEPRESSED CURB INLET PER STD DWG D-24.00
17+05.2	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
17+75.1	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
21+86.6	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
23+85.7	21.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
26+47.2	25.8' FT	DEPRESSED CURB INLET PER STD DWG D-24.00
26+82.7	25.5' RT	DEPRESSED CURB INLET PER STD DWG D-24.00
28+84.7	21.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
31+06.8	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
33+54.7	21.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
34+79.5	21.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
35+75.4	39.2' RT	STANDARD CURB INLET PER STD DWG D-23.01
36+05.9	39.1' RT	STANDARD CURB INLET PER STD DWG D-23.01
38+23.8	21.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
38+42.4	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
38+84.3	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
41+50.0	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
43+10.2	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
43+48.0	21.5' RT	STANDARD CURB INLET PER STD DWG D-23.01
43+62.7	21.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
47+33.5	21.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
47+47.6	28.7' RT	STANDARD CURB INLET PER STD DWG D-23.01
47+93.3	40.6' RT	STANDARD CURB INLET PER STD DWG D-23.01
52+08.0	21.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
52+08.3	21.0' RT	DEPRESSED CURB INLET PER STD DWG D-24.00
52+49.9	20.9' RT	STANDARD CURB INLET PER STD DWG D-23.01

604(4) ADJUST EXISTING MANHOLE

STATION	OFFSET	TYPE	REMARKS
11+95.0	1.1' LT	SSMH	
11+95.0	40.9' RT	SDMH	
15+11.9	10.7' LT	SSMH	
17+47.8	10.4' LT	SSMH	
19+22.9	10.5' RT	SUMP PUMP	
20+38.5	7.3' RT	SSMH	
21+24.5	0.6' RT	SSMH	
21+56.1	4.1' RT	SSMH	
26+74.9	7.3' RT	SSMH	
29+52.3	11.8' RT	SSMH	
31+28.9	18.0' LT	SDMH	
32+13.4	8.8' RT	SSMH	
35+40.9	17.3' RT	SSMH	
35+77.5	1.1' RT	SDMH	
47+93.1	13.5' RT	SSMH	
52+09.6	10.2' RT	SEWER C/O	

Create New Item 604(9A) Inlet Frame and Grate Relocation C.O.#12

Establish New Item 604(9A) Gutter Inlets C.O.#7

Description: New Item 604(9A) Gutter Inlet shall replace Depressed Inlets at the following Stations: 23+90.5, 29.3 Rt., (S-5), 24+35.0, 29.3 Rt., (S-6), 26+82.7, 25.5 Rt., 28+84.7, 21.5 Lt., and 52+08.3, 21.0 Rt., (5 each).

Payment will be made under:

Pay Item Description	Pay Unit
604(9A) Gutter Inlets	Lump Sum

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_D1-D5 SUMS.DWG

TAB: D1 Tuesday, November 25, 2014 3:46:10 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	D1	78

HMF 3.10.20

604(13) TRENCH DRAIN INLET

STRUCTURE	STATION	OFFSET	TOP OF CASTING ELEVATION	SUMP ELEVATION	REMARKS
S-1	13+94.1	37.7' RT	24.2'	N/A	

604(10) 36"x36" FIELD INLET

STRUCTURE	STATION	OFFSET	TOP OF CASTING ELEVATION	SUMP ELEVATION	REMARKS
S-7	35+59.9	44.5' RT	36.5	32.3	

604(11, 12) SIDEWALK CROSS DRAIN, LONGITUDINAL DRAIN

BEGIN STA	END STA	OFFSET	LENGTH	REMARKS
31+88.7	32+14.2	RIGHT	26	
32+26.6	32+60.5	RIGHT	34	
32+73.0	32+89.0	RIGHT	16	
33+54.7	33+70.7	RIGHT	16	
34+12.2	34+28.2	RIGHT	16	

606 (1) W-BEAM GUARDRAIL INSTALLATION

FROM	TO	OFFSET	LENGTH	REMARKS
47+35.8	49+96.3	LEFT	250.00	INCLUDES DOWNSTREAM END ANCHOR
49+56.5	50+14.1	RIGHT	62.50	INCLUDES DOWNSTREAM END ANCHOR
51+17.9	51+35.5	RIGHT	18.75	INCLUDES DOWNSTREAM END ANCHOR
51+21.4	51+41.4	LEFT	18.75	INCLUDES DOWNSTREAM END ANCHOR

606 (6) REMOVING AND DISPOSING OF GUARDRAIL

FROM	TO	OFFSET	LENGTH	REMARKS
47+39	50+15	LEFT	263	
49+56	50+30	RIGHT	80	
51+02	51+69	LEFT	61	
51+03	51+39	RIGHT	40	

606 (16) TRANSITION RAIL

FROM	TO	OFFSET	REMARKS
49+96.3	50+15.2	LEFT	
50+14.1	50+29.8	RIGHT	
51+02.1	51+17.9	RIGHT	
51+02.5	51+21.4	LEFT	

Decrease Item 608(1A) Concrete Sidewalk, 4 Inches Thick C/O #9

Decrease Item 608(1A) by 31.66 SYs to facilitate the changes on attached new plan sheets from R&M Petersburg Municipal Building Renovation MRV #1314. Plan sheets attached.

Payment will be made under:

Pay Item Description	Pay Unit
608(1A) Concrete Sidewalk, 4 Inch Thick	Square Yard

Decrease Item 608(1B) Concrete Sidewalk, 6 Inches Thick

Decrease Item 608(1B) Concrete Sidewalk, 6 Inches Thick by 19.86 SY's to facilitate the changes on attached new plan sheets from R&M Petersburg Municipal Building Renovation MRV #1314.

Payment will be made under:

Pay Item Description	Pay Unit
608(1B) Concrete Sidewalk, 6 Inch Thick	Square Yard

608(1B) CONCRETE SIDEWALK, 6 INCHES THICK

STATION	OFFSET	DEPRESSED CURB WIDTH	REMARKS
11+33.0	RT	16.0	
12+68.5	LT	16.0	
13+06.3	RT	20.0	
13+11.8	LT	16.0	
13+46.7	LT	20.0	
13+87.1	RT	14.0	
13+89.0	LT	20.0	
14+55.3	RT	20.0	
14+67.9	LT	20.0	
15+62.5	LT	24.0	
16+78.4	RT	34.0	
17+15.0	LT	24.0	
17+54.7	RT	24.0	OIL TANKS
17+88.1	LT	16.0	
18+30.6	LT	20.0	
18+80.0	RT	24.0	OIL TANKS
18+93.0	LT	14.0	
19+32.6	LT	24.0	
20+31.3	RT	24.0	
20+91.0	LT	24.0	
21+10.1	RT	24.0	
22+08.2	LT	14.0	
22+63.7	RT	20.0	
22+89.0	LT	14.0	
23+57.5	LT	20.0	
24+74.4	LT	20.0	
25+51.9	RT	24.0	
26+53.3	LT	24.0	
27+27.9	LT	30.0	
27+65.8	RT	20.0	
28+19.3	RT	17.0	
28+65.9	RT	16.0	
29+12.3	RT	14.0	
29+60.7	LT	28.0	SOUTH HARBOR
30+06.7	RT	20.0	
30+23.5	LT	28.0	SOUTH HARBOR
30+70.1	RT	20.0	
31+68.6	RT	14.0	
33+07.9	RT	16.0	
33+09.2	LT	14.0	
33+98.2	RT	12.0	
34+05.8	LT	14.0	
34+52.7	RT	14.0	
35+88.2	LT	20.0	
36+95.6	LT	14.0	
37+58.4	LT	40.0	TWO DRIVEWAYS
38+63.6	LT	20.0	
39+03.9	LT	14.0	
39+70.7	LT	14.0	
39+86.9	RT	16.0	
40+35.2	LT	14.0	
40+74.3	LT	24.0	
40+82.5	RT	14.0	
41+18.9	RT	20.0	
41+22.2	LT	14.0	
41+60.3	LT	10.0	
42+48.3	LT	20.0	
43+82.3	LT	20.0	
44+17.2	RT	16.0	
45+63.3	RT	18.5	
47+23.1	RT	20.0	
51+79.4	LT	16.0	
52+06.1	RT	18.0	
52+79.9	LT	45.2	GARAGE BAY DOORS

LOCATION MEASURED TO CENTER OF DRIVEWAY WIDTH, EXCLUDING THE TRANSITIONS FROM DEPRESSED TO STANDARD CURB AND GUTTER

608(6) CURB RAMP

STATION	OFFSET		REMARKS
	LEFT	RIGHT	
11+58.6	24.0		
11+66.5		29.5	
12+08.4		30.0	
15+03.4		24.3	
15+28.0		24.5	
20+14.1	26.4		
20+61.1	23.8		
23+83.3		23.8	
24+42.1		23.8	
26+48.5		30.7	
26+82.1		31.6	
35+69.2		29.0	
35+76.4		52.1	
36+17.0		25.1	
38+54.2		23.9	
38+73.7		25.7	
44+01.2	24.8		
44+79.7	29.1		
47+53.8		39.6	
47+98.8		32.2	
49+11.2		25.1	
49+52.0		25.2	
51+40.5		24.0	
51+55.9		24.0	

LOCATION MEASURED TO CENTER OF RAMP AT TOP BACK OF CURB

608(7) MODIFIED CURB RAMP

STATION	OFFSET		REMARKS
	LEFT	RIGHT	
31+55.2	22.5		
32+68.2	22.5		
33+40.7		22.5	
36+55.7		22.5	
37+48.1		22.5	
38+26.7		22.5	
46+54.9	22.5		
46+85.6	22.5		

FOR USE TO MATCH TO EXISTING WALKWAYS, STAIRS, LANDINGS, ETC. LOCATION MEASURED TO CENTER OF RAMP AT TOP BACK OF CURB

C.O #9

Establish Item 608(9A) Additional Sidewalk Width Due to Slope

C.O #9

Establish New Item 608(9) Extra Sidewalk Re-enforcement

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA · 49th · DARRYL G. LESTER · Nov 25, 2014 · CE-11514 · REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_D1-D5 SUMS.DWG
TAB: D2 Tuesday, November 25, 2014 3:45:33 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	D2	78

HMF 3.10.20

615 (1) STANDARD SIGN SUMMARY

SIGN #	LEGEND	STA.	OFFSET	ASDS CODE	WIDTH (IN)	HEIGHT (IN)	AREA (SQ FT)	POST	EMBED. DEPTH	SIGN FACING	REMARKS
1	FERRY SYMBOL	10+24	LT	I-100	30	30	6.25	2.5 PST	4'-6"	E	
2	——>	10+24	LT	D9-301	24	6	1.00	-	-	E	MOUNT BELOW SIGN #1, GREEN BACKGROUND
3	STOP	11+24	LT	R1-1	30	30	6.25	2.5 PST	4'-6"	N	
4	<— PETERSBURG	11+47	RT	D1-1	90	24	15.00	(2) 2.5 PST	4'-6"	N	8" / 6" E MOD FONT
5	<—— STATE TROOPERS	11+47	RT	D9-220	66	30	13.75	-	-	N	MOUNT BELOW SIGN #4
6	VISITOR CENTER AND MUSEUM	11+47	RT					-	-	N	MOUNT BELOW SIGN #5, REUSE EXISTING SIGN
7	<——	11+47	RT	D9-301	24	6	1.00	-	-	N	MOUNT BELOW SIGN #6, BLUE BACKGROUND
8	PETERSBURG CRIME STOPPERS TIP LINE 772-7463	11+47	RT					-	-	N	MOUNT BELOW SIGN #7, REUSE EXISTING SIGN
9	HOSPITAL SYMBOL	11+47	RT	D9-2	24	30	5.00	-	-	N	MOUNT BELOW SIGN #5
10	<——	11+47	RT	D9-301	24	6	1.00	-	-	N	MOUNT BELOW SIGN #9, BLUE BACKGROUND
11	TRAILER SYMBOL	11+47	RT	D9-3a	24	24	4.00	-	-	N	MOUNT BELOW SIGN #10
12	——>	11+47	RT	D9-301	24	6	1.00	-	-	N	MOUNT BELOW SIGN #11, BLUE BACKGROUND
13	ONE WAY	11+60	LT	R6-1R	36	12	3.00	-	-	W	
14	ONE WAY	11+60	LT	R6-1L	36	12	3.00	-	-	E	MOUNT BEHIND SIGN #13
15	SCHOOL BUS STOP AHEAD	11+60	LT	S3-1	36	36	9.00	2.5 PST	4'-6"	E	MOUNT BELOW SIGNS #13 & 14
16	WESLEY ST	12+10	RT	D3-1	42	12	3.50	-	-	E/W	6"/ 4" C FONT
17	S NORDIC DR	12+10	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" C FONT, MOUNT BELOW SIGN #16
18	STOP	12+10	RT	R1-1	30	30	6.25	2.5 PST	4'-6"	S	MOUNT BELOW SIGN #17
19	NO PARKING / TUE & FRI 3AM TO 6AM STREET CLEANING	12+63	RT	R7-101	12	18	1.50	2.5 PST	4'-6"	W	
20	TENFJORD WY	15+27	RT	D3-1	42	12	3.50	-	-	E/W	6"/ 4" B FONT
21	S NORDIC DR	15+27	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" C FONT, MOUNT BELOW SIGN #20
22	STOP	15+27	RT	R1-1	30	30	6.25	2.5 PST	4'-6"	S	MOUNT BELOW SIGN #21
23	SPEED LIMIT 30	17+25	RT	R2-1	30	36	7.50	2.5 PST	4'-6"	W	
24	SPEED LIMIT 30	17+34	LT	R2-1	30	36	7.50	2.5 PST	4'-6"	E	
25	DOCK ST	20+06	LT	D3-1	36	12	3.00	-	-	E/W	6"/ 4" C FONT
26	S NORDIC DR	20+06	LT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" C FONT, MOUNT BELOW SIGN #25
27	STOP	20+06	LT	R1-1	30	30	6.25	2.5 PST	4'-6"	N	MOUNT BELOW SIGN #26
28	NO PARKING / TUE & FRI 3AM TO 6AM STREET CLEANING	20+06	LT	R7-101	12	18	1.50	-	-	E	MOUNT BELOW SIGN #27
29	ONE WAY	23+89	RT	R6-1R	36	12	3.00	2.5 PST	4'-6"	W	
30	ONE WAY	23+89	RT	R6-1L	36	12	3.00	2.5 PST	4'-6"	E	MOUNT BEHIND SIGN #29
31	TANGO ST	24+37	RT	D3-1	42	12	3.50	2.5 PST	4'-6"	E/W	6"/ 4" C FONT
32	S NORDIC DR	24+37	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" B FONT, MOUNT BELOW SIGN #31
33	VISITOR CENTER AND MUSEUM	24+37	RT					-	-	W	MOUNT BELOW SIGN #32, REUSE EXISTING SIGN
34	NO PARKING / TUE & FRI 3AM TO 6AM STREET CLEANING	24+37	RT	R7-101	12	18	1.50	-	-	W	MOUNT BELOW SIGN #33
35	SURF ST	26+92	RT	D3-1	36	12	3.00	-	-	E/W	6"/ 4" C FONT
36	S NORDIC DR	26+92	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" B FONT, MOUNT BELOW SIGN #35
37	STOP	26+92	RT	R1-1	30	30	6.25	2.5 PST	4'-6"	S	MOUNT BELOW SIGN #36
38	SPEED LIMIT 30	27+14	RT	R2-1	30	36	7.50	2.5 PST	4'-6"	W	
39	SPEED LIMIT 30	27+89	LT	R2-1	30	36	7.50	2.5 PST	4'-6"	E	
40	S NORDIC DR	29+40	LT	D3-1	36	8	2.00	2.5 PST	4'-6"	N/S	4"/ 3" B FONT
41	NO PARKING / TUE & FRI 3AM TO 6AM STREET CLEANING	29+40	LT	R7-101	12	18	1.50	-	-	E	MOUNT BELOW SIGN #40
42	ONE WAY	29+88	LT	R6-1R	36	12	3.00			W	MOUNT BELOW SIGN #41
43	ONE WAY	29+88	LT	R6-1L	36	12	3.00	-	-	E	MOUNT BEHIND SIGN #42
44	STOP	29+40	LT	R1-1	30	30	6.25	-	-	N	MOUNT BELOW SIGNS #42 & 43
45	DO NOT ENTER	29+40	LT	R5-1	36	36	9.00	-	-	S	MOUNT BEHIND SIGN #44
46	STOP	29+84	LT	R1-1	30	30	6.25	-	-	N	
47	LAUNCH RAMP	30+29	RT	D7-RW-080	24	24	4.00	2.5 PST	4'-6"	W	
48	PARKING	30+29	RT	D7-RA-80	24	24	4.00	-	-	W	MOUNT BELOW SIGN #47
49	<——	30+29	RT	D9-301	24	6	1.00	-	-	W	MOUNT BELOW SIGN #48, BROWN BACKGROUND
50	LAUNCH RAMP	30+48	LT	D7-RW-080	24	24	4.00	2.5 PST	4'-6"	E	
51	PARKING	30+48	LT	D7-RA-80	24	24	4.00	-	-	E	MOUNT BELOW SIGN #51
52	——>	30+48	LT	D9-301	24	6	1.00	-	-	E	MOUNT BELOW SIGN #52, BROWN BACKGROUND
53	PETERSBURG CRIME STOPPERS TIP LINE 772-7463	30+48	LT					-	-	E	MOUNT BELOW SIGN #53, REUSE EXISTING SIGN
54	NO PARKING / WED 3AM TO 6AM STREET CLEANING	31+43	RT	R7-101	12	18	1.50	2.5 PST	4'-6"	W	
55	MARIAN ST	36+07	RT	D3-1	42	12	3.50	-	-	E/W	6"/ 4" C FONT
56	S NORDIC DR	36+07	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" B FONT, MOUNT BELOW SIGN #55
57	STOP	36+07	RT	R1-1	30	30	6.25	2.5 PST	4'-6"	S	MOUNT BELOW SIGN #56
58	NO PARKING / WED 3AM TO 6AM STREET CLEANING	36+26	LT	R7-101	12	18	1.50	2.5 PST	4'-6"	E	
59	ONE WAY	38+56	RT	R6-1R	36	12	3.00	2.5 PST	4'-6"	W	
60	ONE WAY	38+56	RT	R6-1L	36	12	3.00	-	-	E	MOUNT BEHIND SIGN #59
61	BARANOF ST	38+77	RT	D3-1	42	12	3.50	2.5 PST	4'-6"	E/W	6"/ 4" C FONT
62	S NORDIC DR	38+77	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" B FONT, MOUNT BELOW SIGN #61
63	NO PARKING / TUE & FRI 3AM TO 6AM STREET CLEANING	40+59	LT	R7-101	12	18	1.50	2.5 PST	4'-6"	E	
64	NO PARKING / TUE & FRI 3AM TO 6AM STREET CLEANING	43+95	LT	R7-101	12	18	1.50	2.5 PST	4'-6"	E	
65	VISITOR CENTER AND MUSEUM	43+95	RT					-	-	E	MOUNT BELOW SIGN #64, REUSE EXISTING SIGN

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. EPSTEIN

STATE OF ALASKA — 49th — David Bruce Epstein — Nov 25, 2014 — CE-6866 — REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. EPSTEIN

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_D1-D5 SUMS.DWG

TAB: D3 Tuesday, November 25, 2014 3:44:54 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	D3	78

HMF 3.10.20

615 (1) STANDARD SIGN SUMMARY

SIGN #	LEGEND	STA.	OFFSET	ASDS CODE	WIDTH (IN)	HEIGHT (IN)	AREA (SQ FT)	POST	EMBED. DEPTH	SIGN FACING	REMARKS
66	SING LEE AL	44+16	LT	D3-1	48	12	4.00	-	-	E/W	6"/ 4" B FONT
67	S NORDIC DR	44+16	LT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" B FONT, MOUNT BELOW SIGN #66
68	STOP	44+16	LT	R1-1	30	30	6.25	2.5 PST	4'-6"	N	MOUNT BELOW SIGN #67
69	NO PARKING / HERE TO CORNER	45+29	LT	R7-101	12	18	1.50	2.5 PST	4'-6"	E	
70	LUMBER ST	48+03	RT	D3-1	42	12	3.50	-	-	E/W	6"/ 4" C FONT
71	S NORDIC DR	48+03	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" B FONT, MOUNT BELOW SIGN #70
72	STOP	48+03	RT	R1-1	30	30	6.25	2.5 PST	4'-6"	S	MOUNT BELOW SIGN #71
73	SPEED LIMIT 20	48+20	RT	R2-1	30	36	7.50	2.5 PST	4'-6"	W	
74	HAMMER SLOUGH ST	49+47	RT	D3-1	42	8	2.33	-	-	E/W	4"/ 3" B FONT
75	S NORDIC DR	49+47	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" B FONT, MOUNT BELOW SIGN #74
76	STOP	49+47	RT	R1-1	30	30	6.25	2.5 PST	4'-6"	S	MOUNT BELOW SIGN #75
77	HAMMER SLOUGH	49+59	RT	D1-3	66	36	16.50	(2) 2.5 PST	4'-6"	W	8"/ 6" E MOD FONT
78	NO PARKING ON BRIDGE	50+12	RT	R8-1	24	30	5.00	2.5 PST	4'-6"	W	
79	ADOPT A HIGHWAY PETERSBURG ELKS LODGE #1615	50+13	LT	I-150	30	24	5.00	2.5 PST	4'-6"	E	
80	NO PARKING / WED 3AM TO 6AM STREET CLEANING	50+23	RT	R7-101	12	18	1.50	-	-	W	
81	HAMMER SLOUGH	51+03	LT	D1-3	66	36	16.50	(2) 2.5 PST	4'-6"	E	8"/ 6" E MOD FONT
82	NO PARKING ON BRIDGE	51+23	LT	R8-1	24	30	5.00	2.5 PST	4'-6"	E	
83	NO PARKING / TUE & FRI 3AM TO 6AM STREET CLEANING	51+23	LT	R7-101	12	18	1.50	-	-	E	MOUNT BELOW SIGN #82
84	BIRCH ST	51+56	RT	D3-1	24	8	1.33	-	-	E/W	4"/ 3" C FONT
85	S NORDIC DR	51+56	RT	D3-1	36	8	2.00	-	-	N/S	4"/ 3" B FONT, MOUNT BELOW SIGN #84
86	STOP	51+56	RT	R1-1	30	30	6.25	2.5 PST	4'-6"	S	MOUNT BELOW SIGN #85
87	NO PARKING ANYTIME <—	52+42	RT	R7-101	12	18	1.50	2.5 PST	4'-6"	N	
88	TRAILER SYMBOL	52+46	RT	D9-4	24	24	4.00	-	-	S	MOUNT TO LUMINAIRE POLE
89	—>	52+46	RT	D9-301	24	6	1.00	-	-	S	MOUNT BELOW SIGN #88, BLUE BACKGROUND
90	NO PARKING IN FRONT OF BUILDING	53+11	RT	R7-101	12	18	1.50	2.5 PST	4'-6"	N	

C10# 12

C10# 12

C10# 12

615 (2) REMOVE AND RELOCATE EXISTING SIGN

SIGN #	LEGEND	STA.	OFFSET	SIGN FACING	REMARKS
6	VISITOR CENTER AND MUSEUM	11+47	RT	N	MOUNT BELOW SIGN #5
8	PETERSBURG CRIME STOPPERS TIP LINE 772-7463	11+47	RT	N	MOUNT BELOW SIGN #7
33	VISITOR CENTER AND MUSEUM	24+37	RT	W	MOUNT BELOW SIGN #32
53	PETERSBURG CRIME STOPPERS TIP LINE 772-7463	30+48	LT	E	MOUNT BELOW SIGN #53
65	VISITOR CENTER AND MUSEUM	43+95	RT	E	MOUNT BELOW SIGN #64

C0# 17 **Create New Item 615(2A) Relocate Signs to Existing Post**

615 (6) SALVAGE SIGN

LEGEND	STA.	OFFSET	REMARKS
FERRY SYMBOL	40+59	LT	
FERRY	40+59	LT	
<—	40+59	LT	

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. EPSTEIN

STATE OF ALASKA
49th
David Bruce Epstein, PE
Nov 25, 2014
CE-6866
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. EPSTEIN

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_D1-D5 SUMS.DWG
TAB: D4 Tuesday, November 25, 2014 3:44:21 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	D4	78

HMF 3.1070

642(6) REFERENCE AND REPLACE EXISTING WITH PRIMARY MONUMENT

STATION	OFFSET	REMARKS
11+34.95	0.12 RT	CL
12+81.58	0.02 LT	PC
14+38.48	0.05 RT	PT
16+77.08	0.03 LT	PC
18+88.55	0.08 LT	PT
20+72.08	0.04 RT	PC
22+36.41	0.06 LT	PT
24+04.61	0.02 RT	CL
26+58.48	0.08 RT	CL
28+32.52	0.03 LT	PC
30+72.94	0.00 RT	PT
31+41.64	0.03 RT	PC
32+64.02	0.01 LT	PT
34+45.33	0.09 RT	PC
35+91.09	0.27 RT	CL
36+63.87	0.02 RT	PT
39+47.11	0.18 RT	PC
42+76.27	0.04 RT	PT
43+98.11	0.07 RT	CL
45+29.26	0.11 RT	PC
46+54.33	0.07 RT	PT
48+00.86	0.09 RT	CL
48+82.58	0.01 RT	PC
49+31.77	0.04 RT	CL
52+16.59	0.34 RT	PT

642(7) REFERENCE AND REPLACE EXISTING WITH SECONDARY MONUMENT

STATION	OFFSET	REMARKS
11+94.92	27.60 LT	
12+24.00	27.69 RT	
13+25.19	27.56 LT	
14+20.97	27.34 LT	
14+80.48	29.20 LT	
14+89.49	30.39 LT	
15+04.93	30.52 RT	
16+77.08	27.39 LT	
17+53.67	27.64 LT	
18+64.53	27.52 RT	
18+79.88	27.83 LT	
19+83.57	27.43 LT	
21+59.68	27.75 LT	
22+23.22	27.61 LT	
23+21.81	27.52 LT	
23+23.90	27.54 LT	
23+74.77	27.52 LT	
24+25.49	27.47 LT	
26+28.43	27.46 LT	
26+37.61	27.61 RT	
26+79.22	27.50 LT	
27+29.72	28.46 LT	
27+39.54	27.69 RT	
27+90.86	27.38 LT	
28+84.21	27.58 LT	
29+35.70	27.59 RT	
37+59.00	27.42 LT	
38+19.42	27.39 LT	
39+09.27	27.04 LT	
39+17.03	31.00 RT	
40+48.73	27.35 LT	
40+94.71	28.92 RT	
41+85.71	28.59 RT	
42+01.32	28.55 RT	
42+69.49	28.58 RT	
43+02.86	28.51 RT	
43+22.20	27.89 LT	
43+51.03	27.40 LT	
44+85.68	35.21 LT	

642(10) MONUMENT CASE

STATION	OFFSET	REMARKS
11+35.0	0.1 RT	CL
12+81.6	0.0 LT	PC
14+38.5	0.1 RT	PT
16+77.1	0.0 LT	PC
18+88.6	0.1 LT	PT
20+72.1	0.0 RT	PC
22+36.4	0.1 LT	PT
24+04.6	0.0 RT	CL
26+58.5	0.1 RT	CL
28+32.5	0.0 LT	PC
30+72.9	0.0 RT	PT
31+41.6	0.0 RT	PC
32+64.0	0.0 LT	PT
34+45.3	0.1 RT	PC
35+91.1	0.3 RT	CL
36+63.9	0.0 RT	PT
39+47.1	0.2 RT	PC
42+76.3	0.0 RT	PT
43+98.1	0.1 RT	CL
45+29.3	0.1 RT	PC
46+54.3	0.1 RT	PT
48+00.9	0.1 RT	CL
48+82.6	0.0 RT	PC
49+31.8	0.0 RT	CL
52+16.6	0.3 RT	PT

627 (10) ADJUSTMENT OF VALVE BOX

STATION	OFFSET	REMARKS
11+30.0	27.3 RT	
11+77.7	25.1 LT	
12+30.8	24.9 RT	
13+00.4	27.2 RT	
13+08.5	27.3 LT	
13+55.7	27.2 LT	
13+77.6	28.2 RT	
14+09.8	28.7 RT	
15+11.3	25.8 LT	
15+81.1	28.0 RT	
16+08.3	27.3 LT	
19+40.5	27.0 RT	
20+23.3	27.1 LT	
20+29.2	26.9 RT	
21+65.4	25.0 LT	
21+66.3	25.8 LT	
23+27.3	26.5 RT	
24+89.6	26.6 RT	
26+44.8	23.7 LT	
26+85.2	32.5 RT	
27+75.6	27.0 LT	
27+87.4	25.0 RT	
30+29.9	24.0 RT	
30+31.4	24.4 RT	
32+12.8	26.7 RT	
32+36.0	24.2 LT	
32+72.4	27.0 RT	
32+75.6	25.2 LT	
33+22.2	27.7 RT	
33+47.8	26.9 LT	
33+64.4	26.9 LT	
33+88.3	28.1 RT	
34+30.4	28.9 RT	
35+20.1	27.7 RT	
35+20.2	25.0 LT	
35+21.7	24.0 LT	
36+59.6	26.9 LT	
36+68.8	24.7 RT	
37+49.4	24.9 RT	
38+43.7	26.4 RT	
39+60.5	28.8 RT	
41+61.1	27.4 RT	
41+76.7	26.0 LT	
42+73.2	27.0 LT	
43+79.4	26.3 LT	
44+13.5	29.4 LT	
44+46.5	27.4 LT	
45+75.5	28.1 RT	
47+71.3	46.8 RT	
47+73.1	33.2 RT	
47+82.5	24.6 LT	
52+52.9	25.4 RT	

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 AK-11514 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_D1-D5 SUMS.DWG

TAB: D5 Tuesday, November 25, 2014 3:43:38 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	D5	78

HMF 3.10.26

ITEM NO. 202 (2) REMOVAL OF PAVEMENT				
SHEET	FROM STATION	TO STATION	AREA (SY)	REMARKS
U9	80+40	82+70	675	SING LEE ALLEY

Establish New Item 202(2A) Removal of Pavement C.O #9

Description: This item shall include all labor and equipment necessary to remove pavement on Haugen Drive from Sta. 25+16 RT. to Sta. 27+82 RT.

ITEM NO. 202 (6) REMOVAL OF MANHOLE				
SHEET	STATION	OFFSET	QUANTITY (EA)	REMARKS
U7	37+45	4.17' RT	1	
U7	40+92	7' RT	1	
U8	43+01	11' RT	1	
U8	44+12	19' LT	1	
U9	82+22	2' RT	1	SING LEE ALLEY
U10	24+00	7' RT	1	
U10	24+11	12' RT	1	

C.O. #13 Create New Item 202(3A) Removal of Concrete

ITEM NO. 202 (9) REMOVAL OF CURB AND GUTTER					
SHEET	FROM STATION	TO STATION	OFFSET	LENGTH (LF)	REMARKS
U9	82+25	82+69	14' RT	45	SING LEE ALLEY

ITEM NO. 202 (14) REMOVAL OF SANITARY SEWER CLEANOUT				
SHEET	STATION	OFFSET	QUANTITY (EA)	REMARKS
U6	36+59	0' RT	1	

ITEM NO. 202 (15) REMOVAL OF FENCE						
SHEET	BEGIN STATION	OFFSET	END STATION	OFFSET	LENGTH (LF)	REMARKS
U11	17+97	30' LT	18+10	30' LT	14	

ITEM NO. 301 (1) AGGREGATE BASE COURSE, GRADING D-1							
SHEET	BEGIN STATION	END STATION	AREA (SY)	DEPTH (INCHES)	VOLUME (CY)	WEIGHT (TONS)	REMARKS
U9	80+40	82+70	675	4	75	147	SING LEE ALLEY

ITEM NO. 306(1) ATB							
SHEET	BEGIN STATION	END STATION	AREA (SY)	DEPTH (INCHES)	VOLUME (CY)	WEIGHT (TONS)	REMARKS
U9	80+40	82+70	675	4	75	147	SING LEE ALLEY

ITEM NO. 401 (1-2) ASPHALT CONCRETE, TYPE II; CLASS B							
SHEET	BEGIN STATION	END STATION	AREA (SY)	DEPTH (INCHES)	VOLUME (CY)	WEIGHT (TONS)	REMARKS
U9	80+40	82+70	675	2	38	74	SING LEE ALLEY

ITEM NO. 604 (2-A) SANITARY SEWER MANHOLE, TYPE A						
SHEET	STATION	OFFSET	RIM ELEVATION	TYPE	QUANTITY (EA)	REMARKS
U6	36+59	0' RT	35.8	TYPE A	1	
U7	37+45	4.17' RT	35.3	TYPE A	1	
U7	40+92	7.10' RT	30.8	TYPE A	1	
U8	43+00	11.33' RT	27.4	TYPE A	1	
U8	43+67	6.63' LT	24.04	TYPE A	1	
U8	44+12	13.99' LT	24.68	TYPE A	1	
U8	45+16	6.85' LT	27.03	TYPE A	1	
U9	82+31	6.06' RT	24	TYPE A	1	SING LEE ALLEY

C.O. #13 Create New Item 604(3) Reconstruct Existing Manhole

C.O #13 Create New Item 604(3A) Locate Existing Manholes

C.O #13 Create New Item 605(4) Repair Blind Drain

ITEM NO. 604 (2-B) SANITARY SEWER MANHOLE, TYPE B						
SHEET	STATION	OFFSET	RIM ELEVATION	TYPE	QUANTITY (EA)	REMARKS
U10	24+11	7.47' RT	24.9	TYPE B	1	SING LEE ALLEY

C.O #8 Establish New Item 604 (2C) Sanitary Sewer Manhole, Type A

C.O #12 Create New Item 604(14) Adjust Catch Basin

ITEM NO. 607 (3) CHAIN LINK FENCE						
SHEET	BEGIN STATION	OFFSET	END STATION	OFFSET	LENGTH (LF)	REMARKS
U11	17+97	30' LT	18+10	30' LT	14	

ITEM NO. 609 (2) CURB AND GUTTER, TYPE I					
SHEET	FROM STATION	TO STATION	OFFSET	LENGTH (LF)	REMARKS
U9	82+25	82+69	14' RT	45	SING LEE ALLEY

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: AARON CHRISTIE

STATE OF ALASKA 49TH Aaron R. Christie CE-10987 11.17.14 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: DOWL HKM

DESIGNED BY: CHRIS PLETNIKOFF

DRAWN BY: MYLES CHIARIELLO

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048, RSA 68112

UTILITY SUMMARY SHEETS

PATH: P:\PROJECTS\D70565\CAD\CIVIL\MA12-CT-UT-70565-NEW.DWG

TAB: D6 Monday, November 17, 2014 3:14:44 PM CHIARIELLO, MYLES

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	D6	159

HMF 3.10.20

ITEM NO. 626 (1-8) FURNISH AND INSTALL PIPE (8 INCH)

SHEET	PIPE	BEGINNING				END				LENGTH (LF)	REMARKS
		MANHOLE	STATION	OFFSET	INVERT	MANHOLE	STATION	OFFSET	INVERT		
U10	8-INCH DR18 PVC	SSMH 1	24+10.66	7.47' RT	17.94	N/A	22+50.67	9.22' RT	17.4+/-	160.00	CONNECT TO EXISTING
U10	8-INCH DR18 PVC	SSMH 1	24+10.66	7.47' RT	19.06	N/A	24+15.22	37.12' RT	20.8+/-	30.00	CONNECT TO EXISTING
U10	8-INCH DR18 PVC	SSMH 1	24+10.66	7.47' RT	17.96	N/A	24+30.66	7.44' RT	18.0+/-	20.00	CONNECT TO EXISTING
U8	8-INCH DR18 PVC	SSMH 7	44+11.81	13.99' LT	16.1+/-	N/A	44+08.01	21.19' RT	16.5+/-	35.00	CONNECT TO EXISTING
U8	8-INCH DR18 PVC	SSMH 8	45+18.55	6.51' LT	15.8+/-	SSMH 7	44+11.81	13.99' LT	15.16	104.00	

ITEM NO. 626 (1-12) FURNISH AND INSTALL PIPE (12 INCH DR18 PVC SEWER MAIN)

SHEET	PIPE	BEGINNING				END				LENGTH (LF)	REMARKS
		MANHOLE	STATION	OFFSET	INVERT	MANHOLE	STATION	OFFSET	INVERT		
U7	12-INCH DR18 PVC	SSMH 3	37+45.06	4.17' RT	27.41	SSMH 4	40+91.77	7.10' RT	23.97	345.00	
U7/U8	12-INCH DR18 PVC	SSMH 4	40+91.77	7.10' RT	23.87	SSMH 5	43+00.36	11.33' RT	17.71	206.00	
U8	12-INCH DR18 PVC	SSMH 5	43+00.36	11.33' RT	17.61	SSMH 6	43+67.49	6.63' LT	16.06	69.00	
U8	12-INCH DR18 PVC	SSMH 6	43+67.49	6.63' LT	15.96	SSMH 7	44+11.81	13.99' LT	15.03	47.00	
U9	12-INCH DR18 PVC	SSMH 7	44+11.81	13.99' LT	14.71	SSMH 9	82+30.67	6.06' RT	13.84	235.00	SING LEE ALLEY
U9	12-INCH DR18 PVC	SSMH 9	82+30.67	6.06' RT	13.74	PS-2	82+21.93	11.84' RT	13.00	9.00	SING LEE ALLEY

ITEM NO. 635 (2) INSULATION BOARD

SHEET	STATION	LENGTH (FT)	QUANTITY (SQFT)	REMARKS
U3	19+02	12	48	
U3	21+85	8	32	
U4	23+72	8	32	
U4	23+97	8	32	
U4	25+23	8	32	
U4	26+40	8	32	
U5	28+75	8	32	
U5	31+20	8	32	
U5	31+35	8	32	
U10	23+55	8	32	
U10	24+15	8	32	

ITEM NO. 626 (2) PIPE ENCASEMENT

SHEET	PIPE TYPE	STATION	STATION	QUANTITY (LF)	REMARKS
U8	20" STEEL PIPE	43+22	43+31	20.00	

ITEM NO. 628 (1) 8-INCH HDPE SANITARY SEWER FORCE MAIN

SHEET	PIPE	BEGINNING				END				LENGTH (LF)	REMARKS
		MANHOLE	STATION	OFFSET	INVERT	MANHOLE	STATION	OFFSET	INVERT		
U3-U7	8-INCH SDR21 HDPE	PS-1	18+04.90	62.02' LT	18.05	SSMH 2	37+45.06	4.17' RT	27.74	1974.0	FORCE MAIN

ITEM NO. 626 (3) SEWER SERVICE CONNECT (4-INCH)

SHEET	STATION	OFFSET	QUANTITY (EA)	ADDRESS	REMARKS
U7	37+53.83	4.52 R	1	306	
U7	37+54.63	4.56 R	1	307	
U7	37+65.82	5.10 R	1		
U7	38+00.83	6.77 R	1	302	
U7	38+02.63	6.86 R	1	301	
U7	38+81.40	10.63 R	1	225	
U7	39+05.35	11.77 R	1	226	
U7	39+24.13	12.67 R	1	223	
U7	39+52.40	14.00 R	1		
U7	40+28.79	13.32 R	1	220	
U7	40+55.94	11.26 R	1	219	
U7	41+17.88	10.60 R	1	214	
U7	41+51.25	13.87 R	1		
U7	41+67.52	14.94 R	1	213	
U7	41+74.66	15.30 R	1		
U7	41+83.83	15.67 R	1	212	
U8	42+40.00	15.57 R	1	208	
U8	42+94.68	11.76 R	1		
U8	42+95.55	11.68 R	1	207	
U9	80+39.26	9.43 L	1	106	SING LEE ALLEY
U9	80+78.65	2.42 L	1		SING LEE ALLEY
U9	81+59.38	2.92 R	1		SING LEE ALLEY
U10	22+51.95	9.20 R	1		
U10	23+03.03	8.61 R	1	712	
U10	23+20.23	8.41 R	1	803	
U10	23+48.90	8.08 R	1	710	
U10	24+12.17	17.25 R	1	400	

ITEM NO. 626 (4) CONSTRUCT SANITARY SEWER SERVICE (4-INCH)

SEE C/O #6

SHEET	STATION	OFFSET	QUANTITY (EA)	ADDRESS	REMARKS
U7	38+39.79	8.64 R	1	300	
U14	14+75.05	4.00 L	1	1002	

ITEM NO. 627 (8) WATER SERVICE CONNECTION

SHEET	STATION	OFFSET	QUANTITY (EA)	REMARKS
U11	18+00	20' LT	1	

C.O#12

Create New Item 660(14A) Raise Type II J-Box

Create New Item 660(2B) Relocate Flashing Beacon Base

C.O#12

Create New Item 626(3B) Sanitary Sewer Connect Conflicts

C.O#8

Description

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: AARON CHRISTIE

STATE OF ALASKA
49TH
Aaron R. Christie
CE-10987
11.17.14
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: DOWL HKM

DESIGNED BY: CHRIS PLETNIKOFF

DRAWN BY: MYLES CHIARIELLO

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048, RSA 68112

UTILITY SUMMARY SHEETS

PATH: P:\PROJECTS\D70565\CAD\CIVIL\MA12-CT-UT-70565-NEW.DWG

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REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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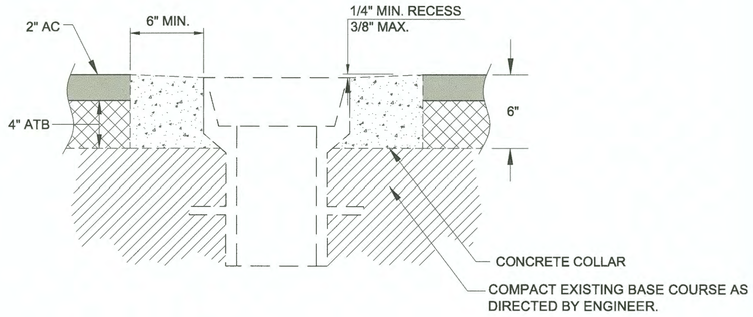
HMF 3.10.20



MONUMENT CASE DETAIL

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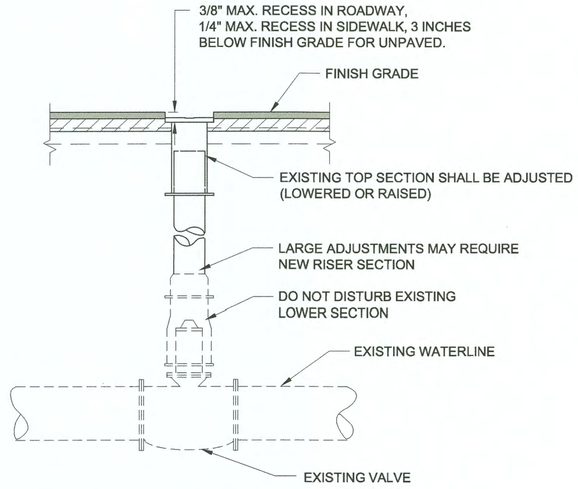

VALVE BOX ADJUSTMENT DETAIL

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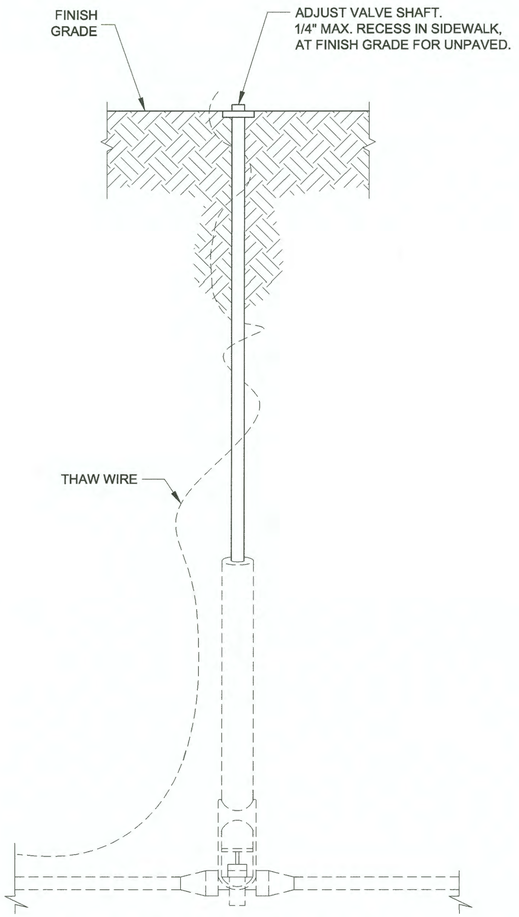
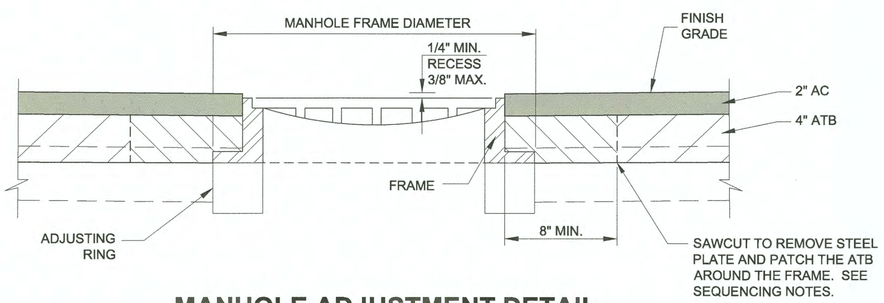


WATER SERVICE CONNECT ADJUSTMENT DETAIL

N.T.S.



MANHOLE ADJUSTMENT DETAIL

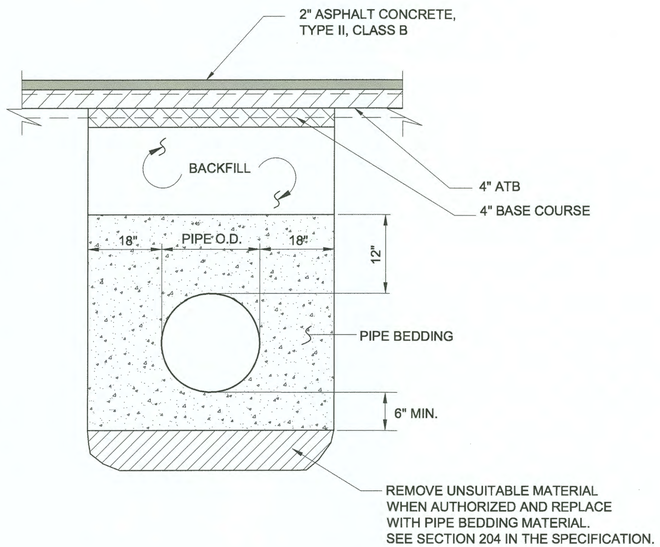
N.T.S.

MANHOLE ADJUSTMENT CONSTRUCTION SEQUENCING NOTES:

1. SAWCUT AND REMOVE FULL DEPTH THE EXISTING ASPHALT CONCRETE A MINIMUM OF 8" AROUND EXISTING MANHOLE FRAMES FOR REMOVING EXISTING FRAMES, LIDS, AND ADJUSTING RINGS TO GET BELOW COLD PLANING DEPTH.
2. INSTALL STEEL PLATE OVER MANHOLE OPENING AS A TEMPORARY MEASURE.
3. AFTER PLACING THE ATB, SAWCUT AND REMOVE THE STEEL PLATE AND INSTALL NEW ADJUSTING RINGS AND NEW FRAME AND LIDS. ADJUST FRAMES TO FINISHED GRADE.
4. PRIOR TO FINAL PAVING, PLACE 4" ATB PATCH AROUND FRAME. COMPACT THE SUBBASE MATERIAL TO THE SATISFACTION OF THE ENGINEER.
5. CONSTRUCT FINAL ASPHALT CONCRETE PAVEMENT IN ACCORDANCE WITH SECTION 401.

MANHOLE ADJUSTMENT NOTES:

1. ADJUSTING RINGS SHALL BE REPLACED IN ACCORDANCE TO EACH MANHOLE INVESTIGATION, CONDUCTED BY THE PROJECT ENGINEER.
2. MANHOLE CASTING SHALL BE ADJUSTED TO CONFORM WITH SLOPE AND GRADE OF PROPOSED PAVEMENT.
3. ADJUSTING RINGS SHALL BE PROPERLY SIZED FOR THE EXISTING CONE OR FLAT TOP OPENING, AND INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
4. INSTALLATION OF FRAME, COVER, AND ADJUSTING RINGS, ONTO THE EXISTING STRUCTURE SHALL BE WATER-TIGHT.
5. ADJUSTING RINGS SHALL BE RUBBER COMPOSITE ADJUSTMENT RISER TO MEET FINAL GRADE. USE POLYURETHANE SELF-LEVELING CONCRETE CRACK SEALANT FOR ADJUSTMENT RISER INSTALLATION.



CULVERT BEDDING/BACKFILL DETAIL

N.T.S.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
STATE OF ALASKA · DARRYL D. LESTER · 49th · Nov 25, 2014 · CE-11514 · REGISTERED PROFESSIONAL ENGINEER	PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048
DESIGNED BY: D. LESTER	**MISCELLANEOUS DETAILS**
DRAWN BY: R. GRANTHAM	

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
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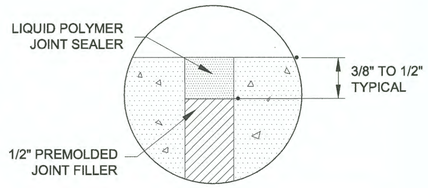
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION	STP-0003(156)~68048	2014	E1	78

HMF 3.10.20



EXPANSION JOINT DETAIL

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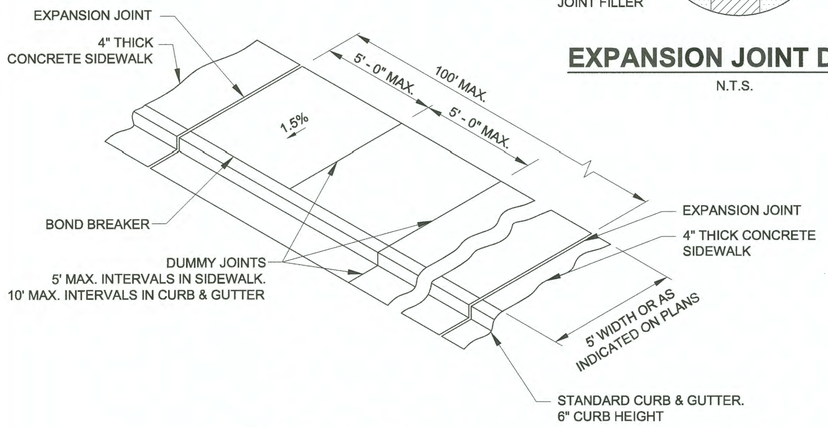
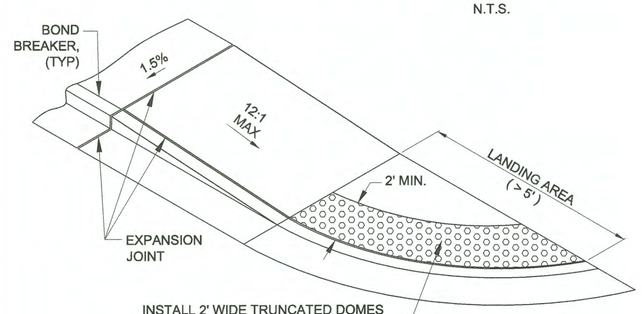


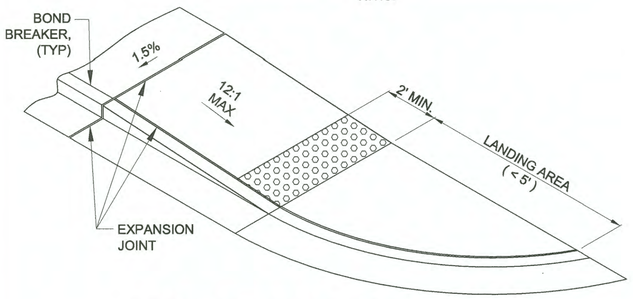
TYPICAL SIDEWALK, CURB & GUTTER DETAIL

N.T.S.



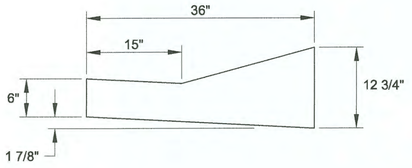
ONE WAY DIRECTIONAL CURB RAMP (LANDING AREA > 5')

N.T.S.



ONE WAY DIRECTIONAL CURB RAMP (LANDING AREA < 5')

N.T.S.

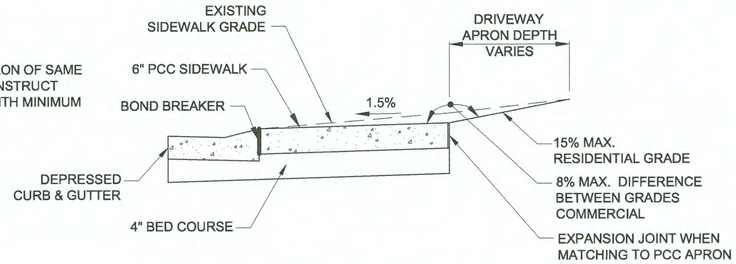


SPECIAL DEPRESSED CURB DETAIL

N.T.S.

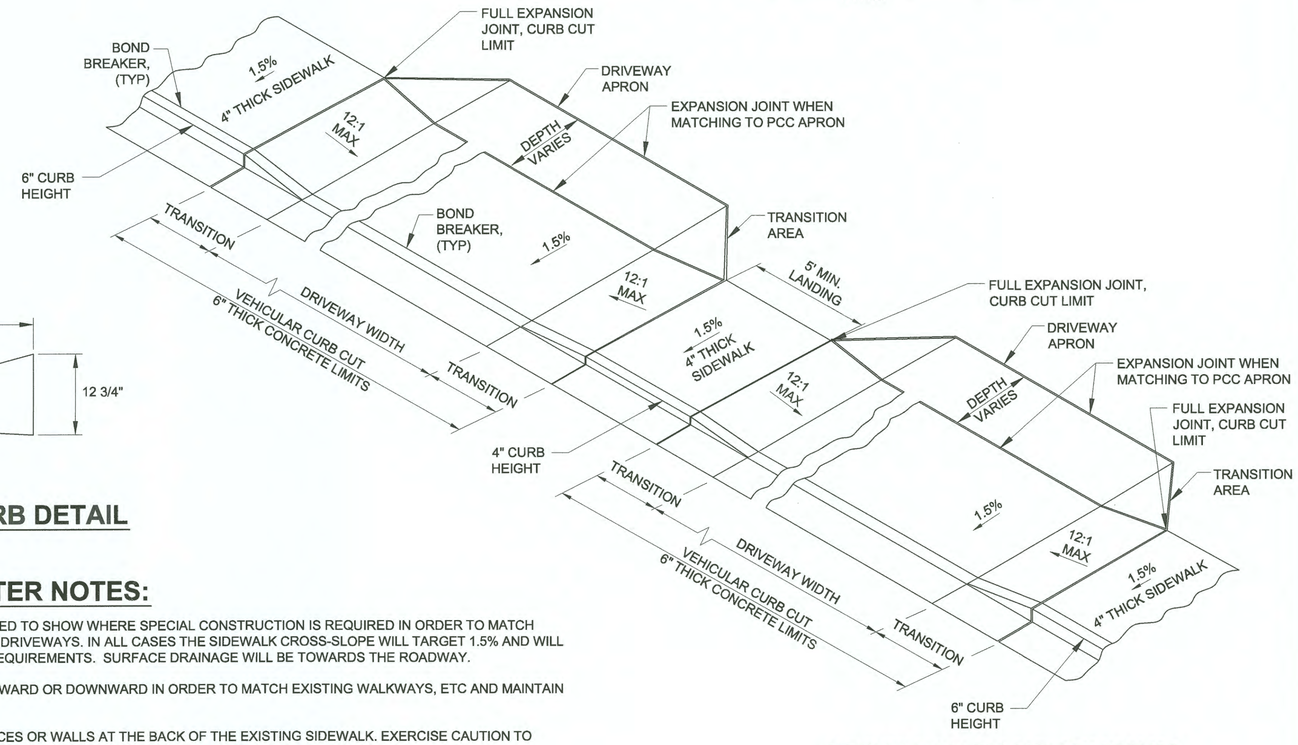
DRIVEWAY APRON NOTES:

1. WHEN REQUIRED TO SAWCUT TO MATCH TO EXISTING DRIVE, CONSTRUCT APRON OF SAME MATERIAL AS EXISTING DRIVE. FOR EXISTING ASPHALT PAVEMENT DRIVES, CONSTRUCT APRON WITH 2" ASPHALT CONCRETE. FOR PCC DRIVES, CONSTRUCT APRON WITH MINIMUM 6" CLASS A CONCRETE OR MATCH EXISTING WHEN GREATER THAN 6" THICK.
2. USE BASE COURSE FOR APRONS WITH UNPAVED DRIVES.
3. SEE F SHEETS FOR APRON DEPTHS.



DRIVEWAY APRON SECTION

N.T.S.



DRIVEWAY RAMP MINIMUM LANDING SEPARATION DETAIL

N.T.S.

SIDEWALK, CURB & GUTTER NOTES:

1. NUMEROUS SPECIFIC DETAILS HAVE BEEN PROVIDED TO SHOW WHERE SPECIAL CONSTRUCTION IS REQUIRED IN ORDER TO MATCH EXISTING WALKWAYS, STAIRWAYS, DECKING, AND DRIVEWAYS. IN ALL CASES THE SIDEWALK CROSS-SLOPE WILL TARGET 1.5% AND WILL IN NO CASE EXCEED 2% IN ORDER TO MEET ADA REQUIREMENTS. SURFACE DRAINAGE WILL BE TOWARDS THE ROADWAY.
2. THE CURB HEIGHT MAY NEED TO BE ADJUSTED UPWARD OR DOWNWARD IN ORDER TO MATCH EXISTING WALKWAYS, ETC AND MAINTAIN THE 1.5% CROSS-SLOPE.
3. NUMEROUS PROPERTIES ARE FRONTED WITH FENCES OR WALLS AT THE BACK OF THE EXISTING SIDEWALK. EXERCISE CAUTION TO AVOID DAMAGING PRIVATE FEATURES.
4. CONCRETE SIDEWALKS AND CURB & GUTTER EXPANSION JOINTS SHALL BE PLACED AT EACH END OF CURB RETURNS AND IMMEDIATELY PRECEDING AND FOLLOWING ALL CURB AND SIDEWALK CUTS. THEREAFTER, THEY SHALL BE PLACED AT 100' MAXIMUM INTERVALS. INSTALL EXPANSION JOINTS WHEN ABUTTING EXISTING FEATURES SUCH AS RETAINING WALLS, FOUNDATIONS, STAIRS, ETC.
5. INSTALL A BOND BREAKER FOR THE FULL THICKNESS OF THE SIDEWALK BETWEEN THE SIDEWALK AND CURB & GUTTER AS SHOWN. USE A 15 OR 30 POUND ROOFING FELT MATERIAL OR OTHER APPROVED PRODUCT. DO NOT USE EXPANSION JOINT MATERIAL AS A BOND BREAKER.
6. CONCRETE SIDEWALK DUMMY JOINTS SHALL EXTEND INTO CONCRETE 1/3 THE DEPTH OF THE CONCRETE AND 1/8" WIDE AT 5' MAXIMUM INTERVALS BETWEEN EXPANSION JOINTS. PLACE CURB & GUTTER DUMMY JOINTS AT 10' MAXIMUM INTERVALS.
7. ALL CONCRETE WITHIN THE CURB CUT LIMITS FOR DRIVEWAYS SHALL BE 6" THICK.
8. WHERE THE ROADWAY IS SUPERELEVATED AND USES A CONTINUOUS CROSS-SLOPE WITHOUT A CROWN AT CENTERLINE, THE GUTTER PAN ON THE HIGH SIDE OF THE ROADWAY SHALL MATCH THE SLOPE OF THE ROADWAY AND DRAIN TOWARD CENTERLINE.
9. ALL JOINTS AND SEAMS SHALL BE EDGED.
10. STEEL TROWELING FINISH REQUIRED PRIOR TO BROOM FINISHING ON ALL SURFACES.
11. CURING COMPOUND SHALL BE APPLIED TO THE CONCRETE. APPLICATION SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS.
12. SEE STANDARD DRAWINGS I-20.14 AND I-21.02 FOR ADDITIONAL INFORMATION.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER
DRAWN BY: R. GRANTHAM

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
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REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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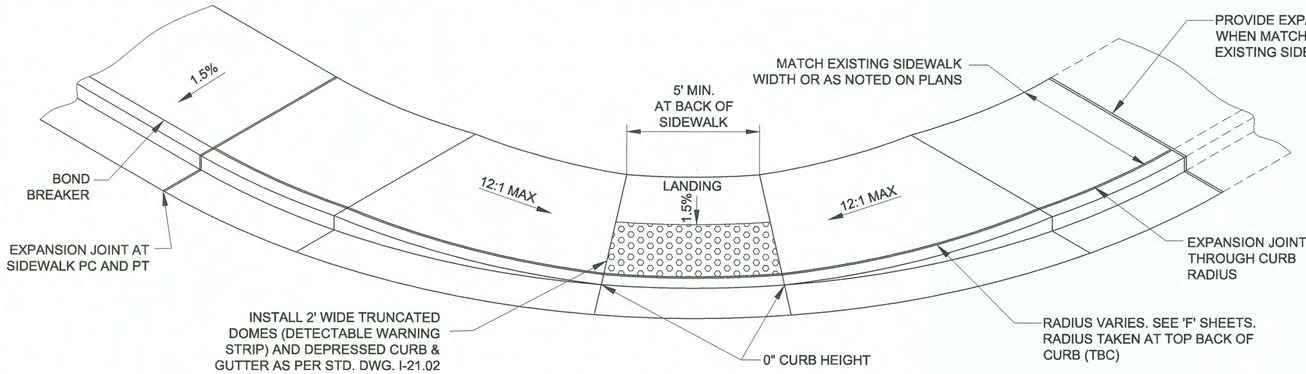
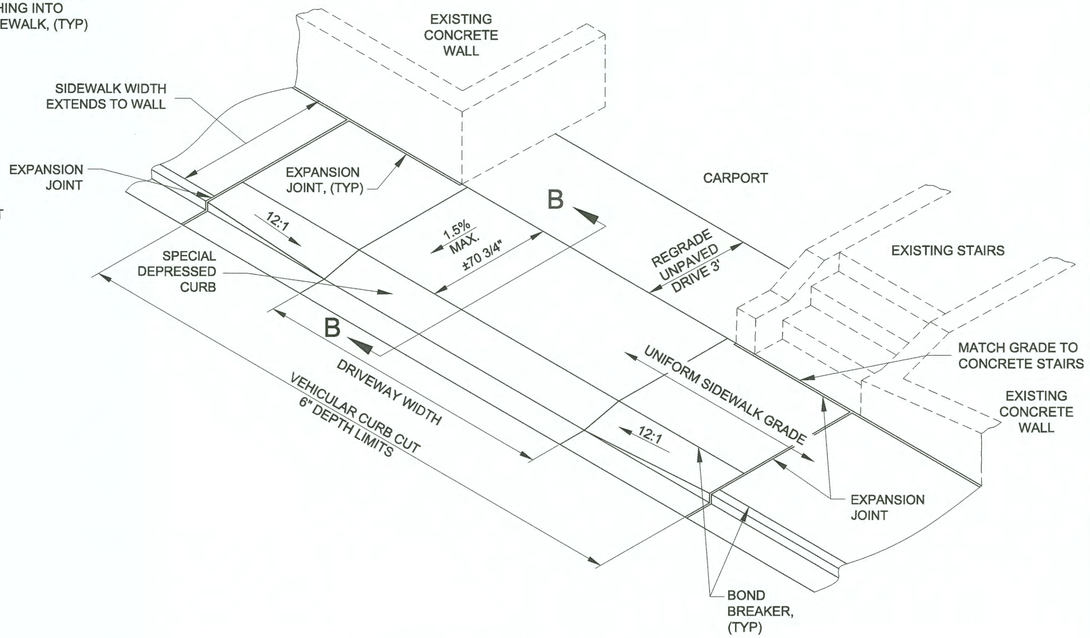
HMF 3.1020



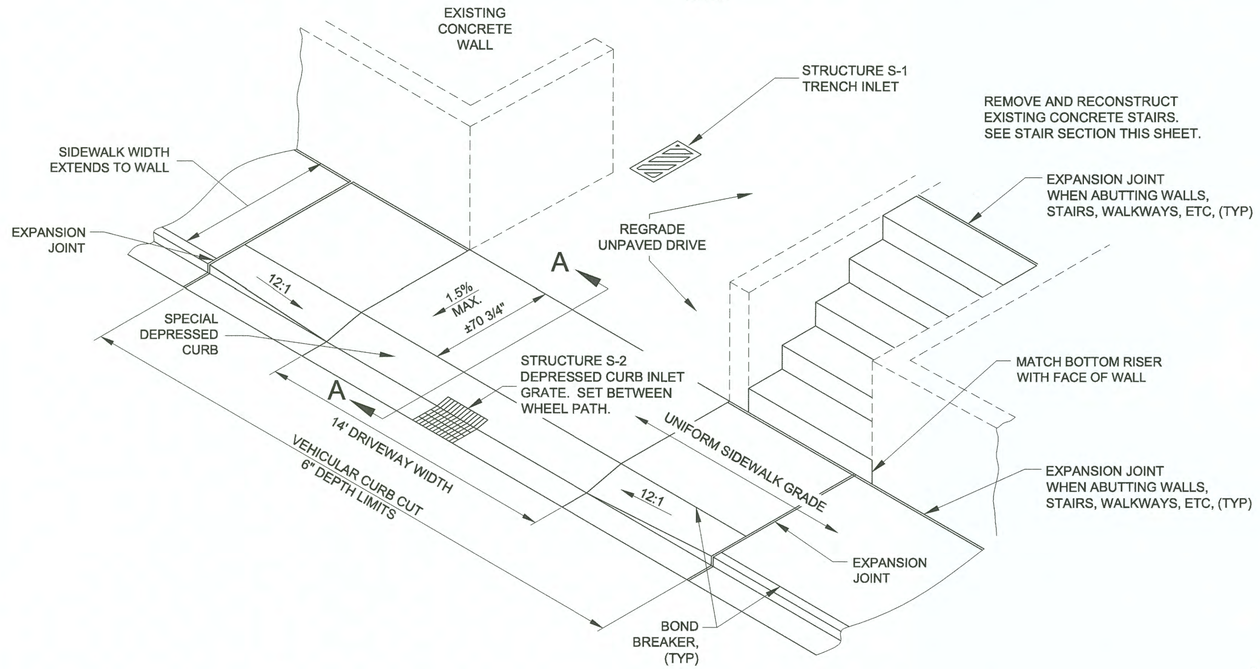
CURB RAMP DETAIL

N.T.S.



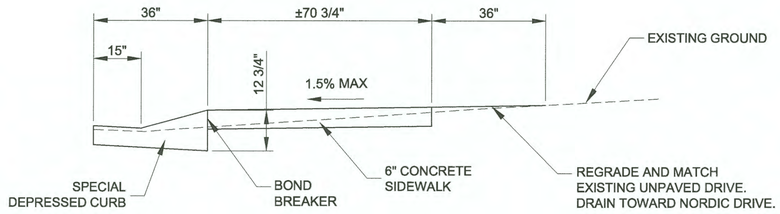
14+55 RIGHT DRIVEWAY DETAIL

N.T.S.

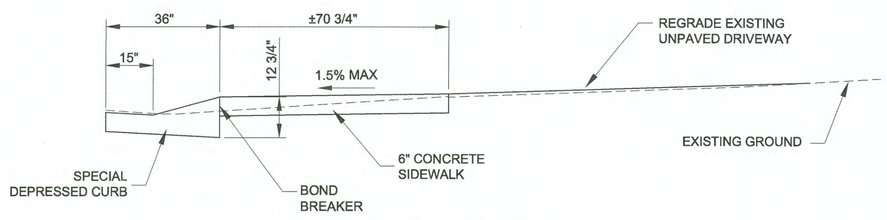


13+87 RIGHT DRIVEWAY DETAIL

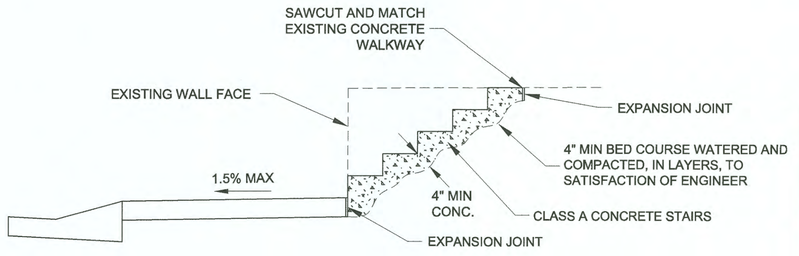
N.T.S.



SECTION B-B



SECTION A-A



STAIR SECTION

RISER: 5 EACH, ±7"
TREAD: 5 EACH, 11"

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

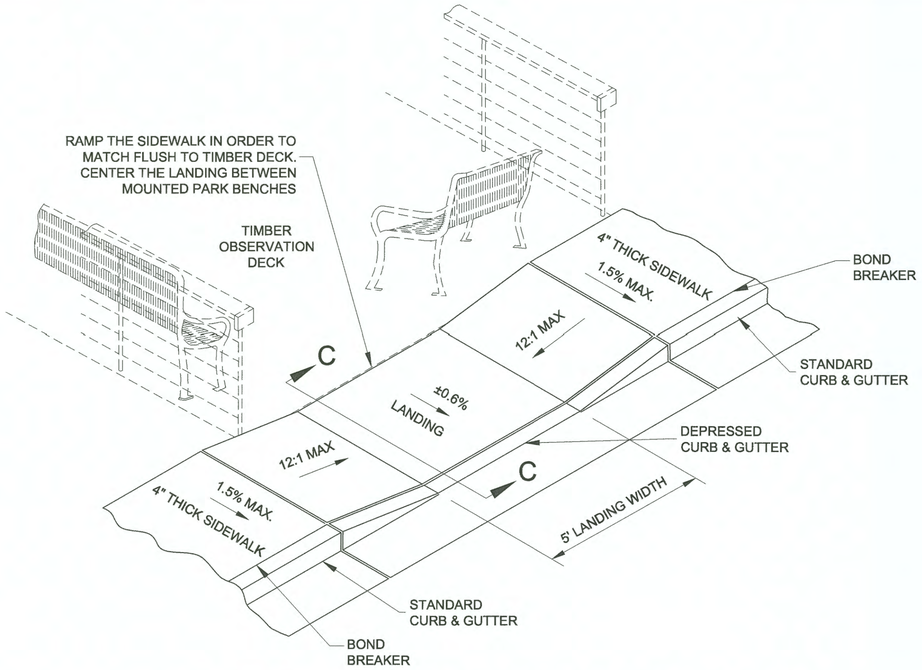
CHECKED BY: K. KARPSTEIN	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
DESIGNED BY: D. LESTER	PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048
DRAWN BY: R. GRANTHAM	**MISCELLANEOUS DETAILS**

STATE OF ALASKA 49th — DARRYL G. LESTER — Nov 25, 2014 — CE-11514 — REGISTERED PROFESSIONAL ENGINEER

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
TAB: E3 Tuesday, November 25, 2014 3:50:11 PM GRANTHAM, RICK L (DOT)

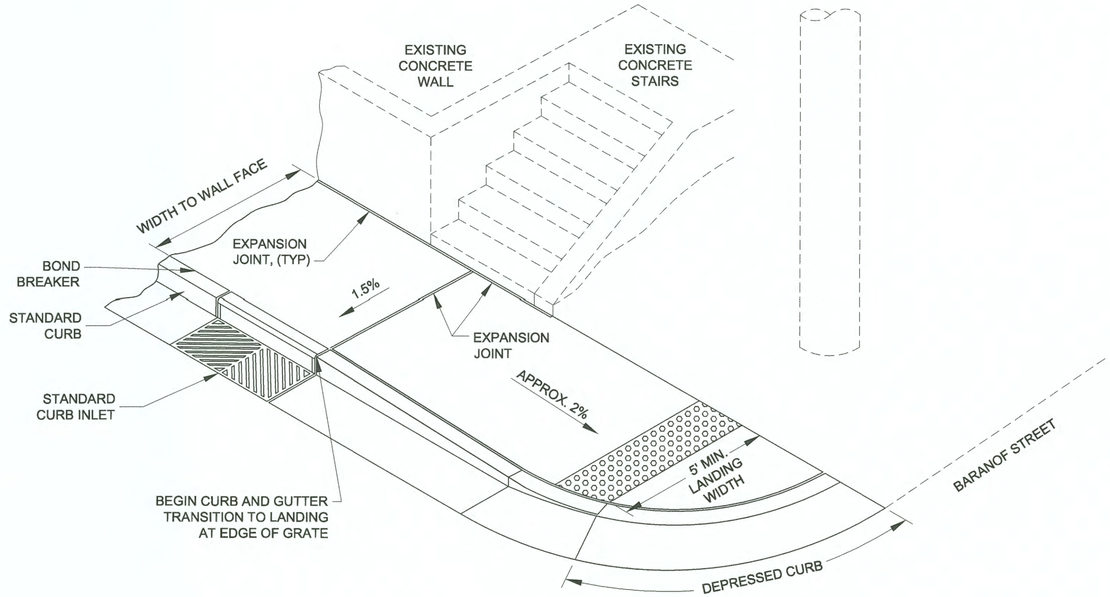
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	E3	78

HMF 3.10.20



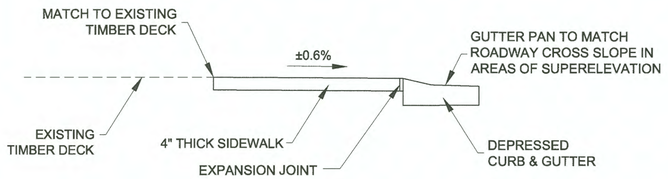
31+55 LEFT, OBSERVATION DECK RAMP DETAIL

N.T.S.

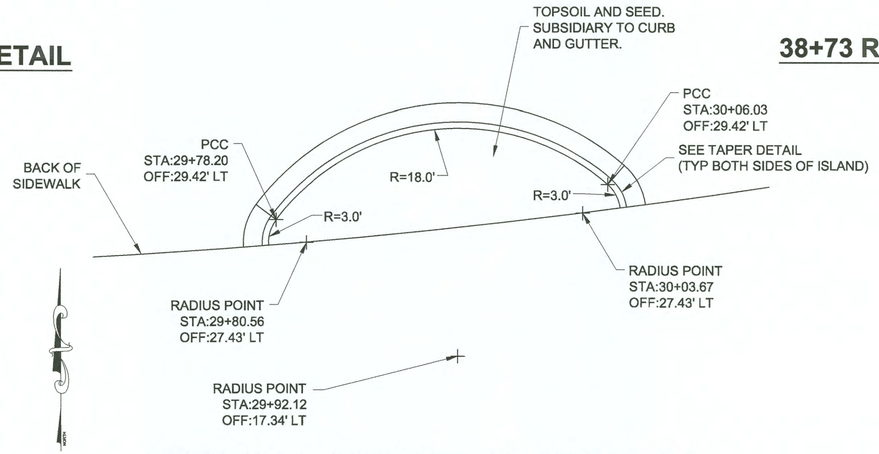


38+73 RIGHT CURB RAMP DETAIL

N.T.S.

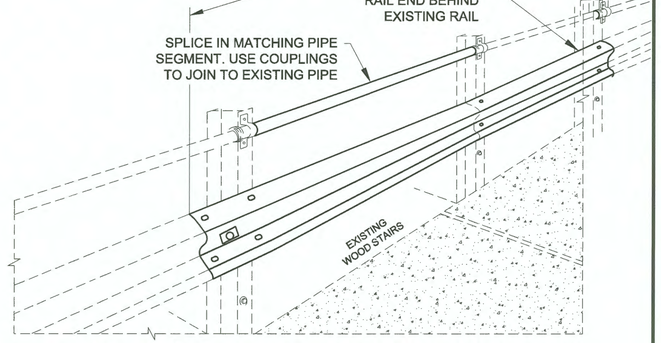


SECTION C-C



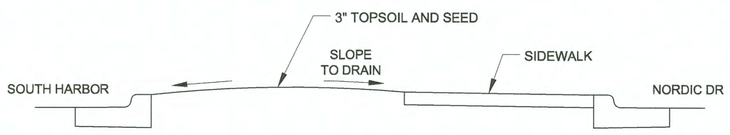
SOUTH HARBOR DIVIDER ISLAND LAYOUT

N.T.S.



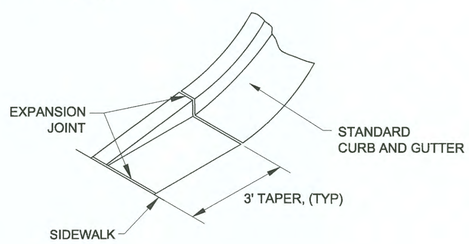
32+15 LEFT W-BEAM BARRIER RAIL DETAIL

PAID AS W-BEAM GUARDRAIL
N.T.S.



ISLAND SECTION

N.T.S.



TAPER DETAIL

N.T.S.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY:	K. KARPSTEIN
DESIGNED BY:	D. LESTER
DRAWN BY:	R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

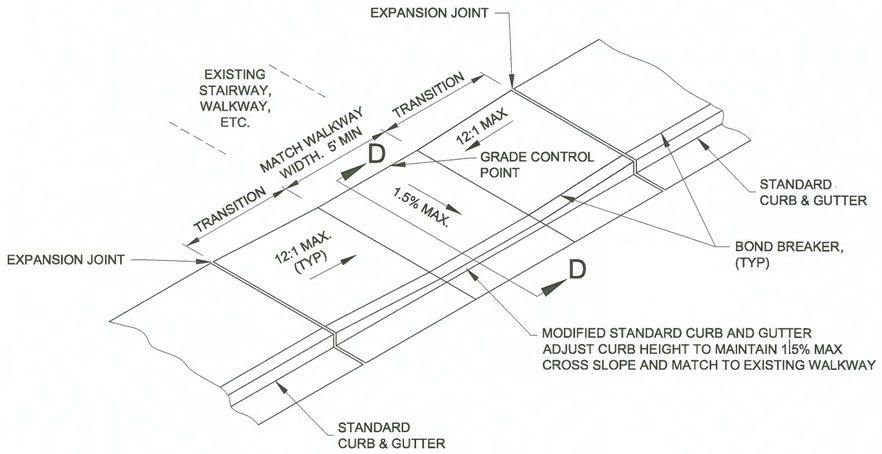
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
TAB: E4 Tuesday, November 25, 2014 3:50:36 PM GRANTHAM, RICK L (DOT)

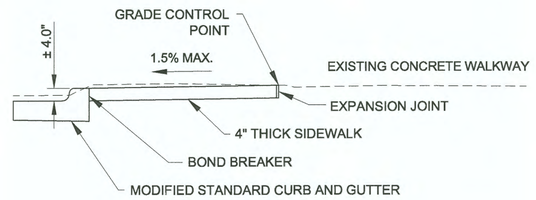
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	E4	78

HMF 3.10.20

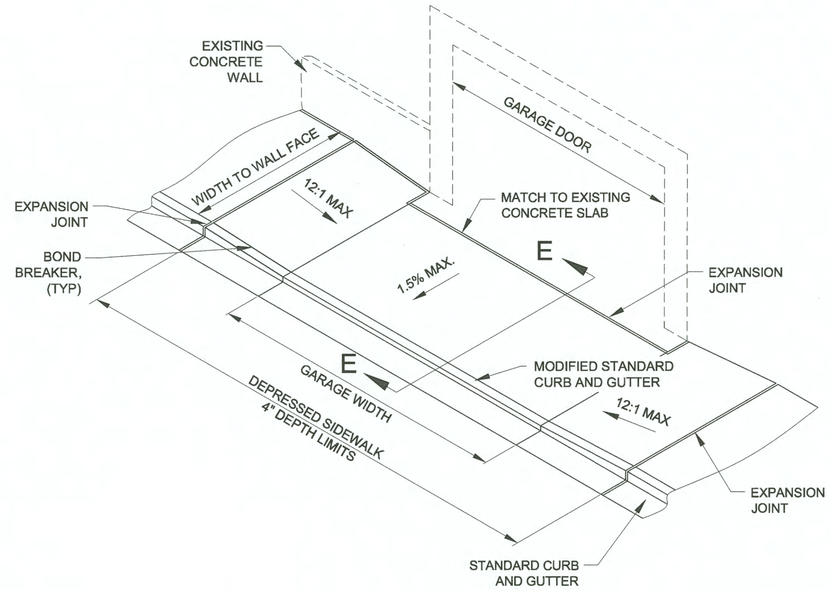


MODIFIED CURB RAMP DETAIL

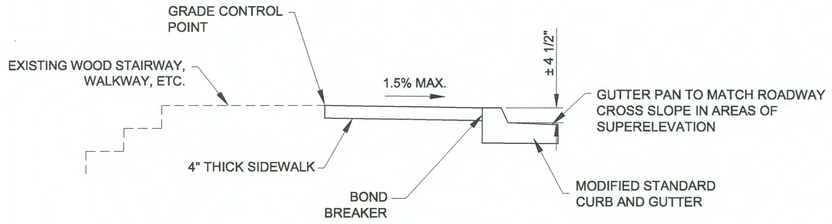
SEE D-D SECTIONS THIS SHEET



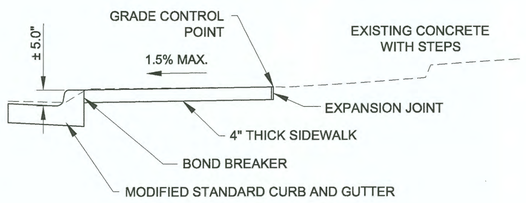
37+48 RIGHT SECTION D-D



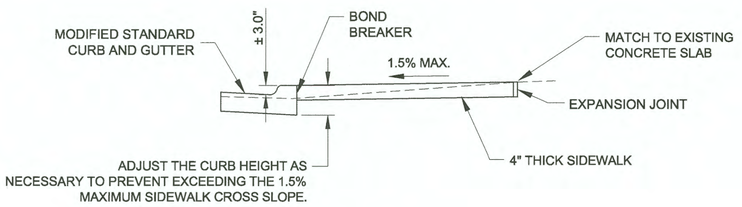
33+41 RIGHT SIDEWALK DETAIL



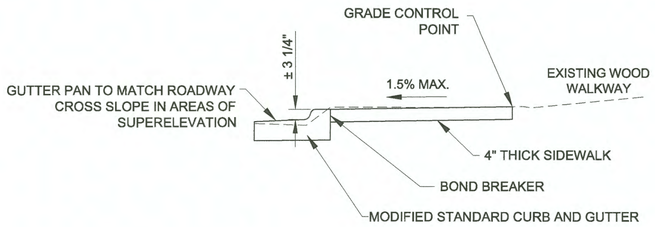
32+68 LEFT SECTION D-D



38+27 RIGHT SECTION D-D



SECTION E-E



36+56 RIGHT SECTION D-D

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA
49th
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

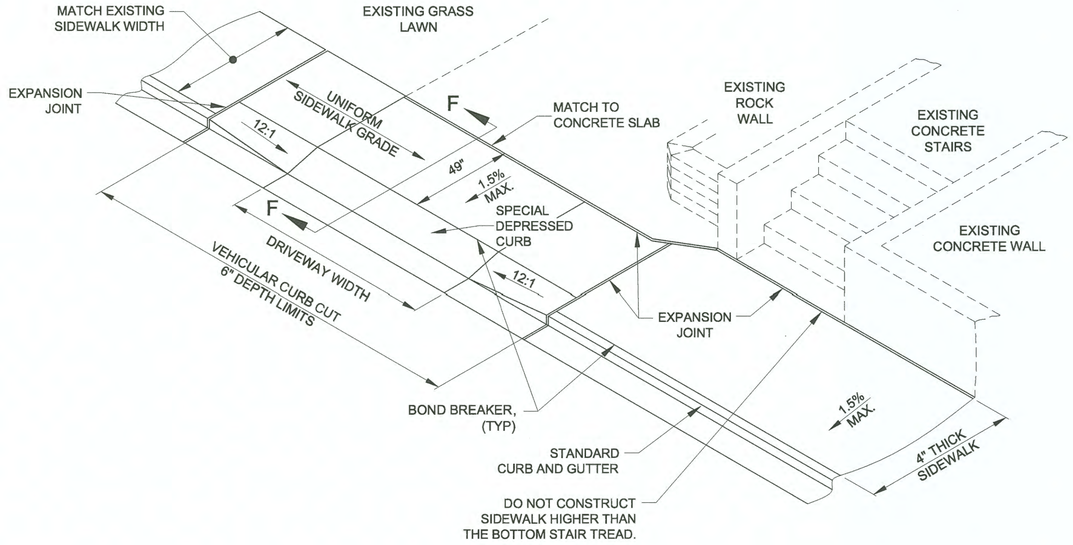
PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
TAB: E5 Tuesday, November 25, 2014 3:50:59 PM GRANTHAM, RICK L (DOT)

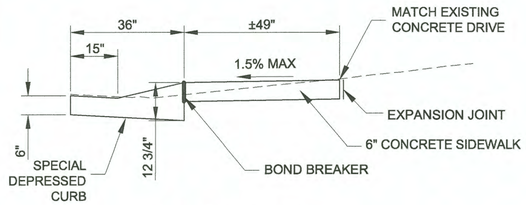
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			STP-0003(156)~68048	2014	E5	78

HMF 3.10.20

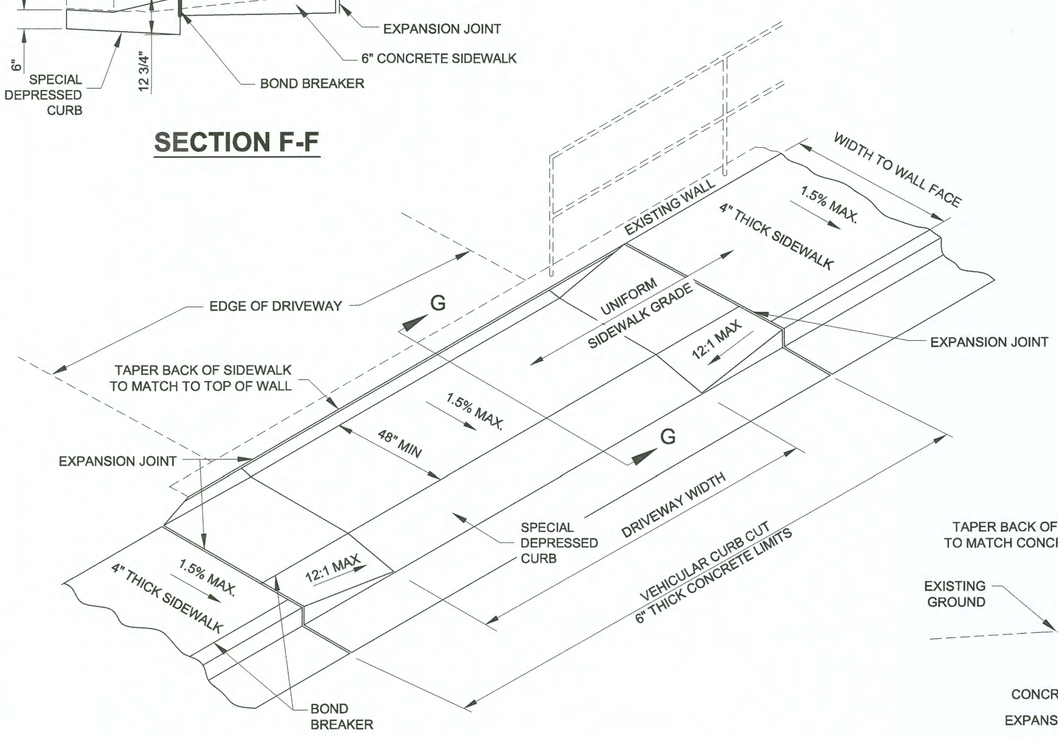


39+87 RIGHT DRIVEWAY DETAIL

N.T.S.

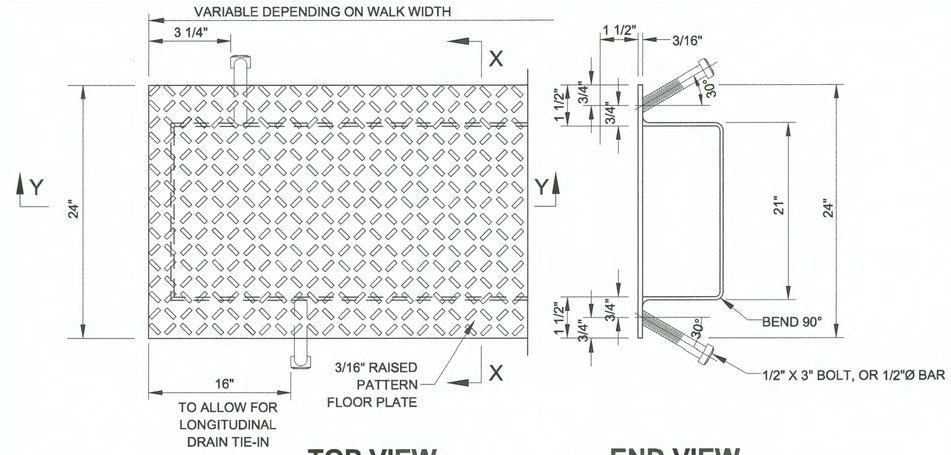


SECTION F-F



41+60 LEFT DRIVEWAY DETAIL

N.T.S.

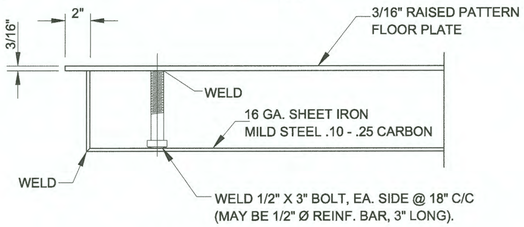


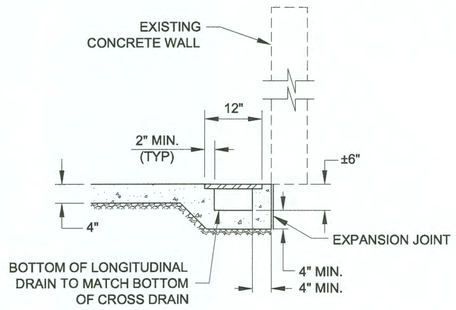
TOP VIEW

NTS

END VIEW

NTS





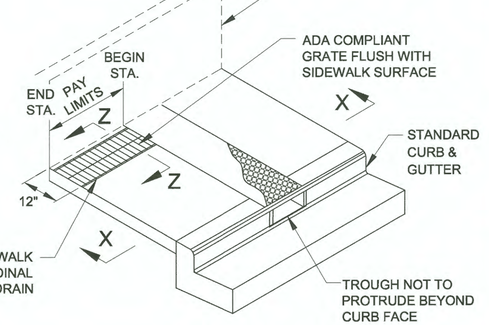
SECTION Z-Z

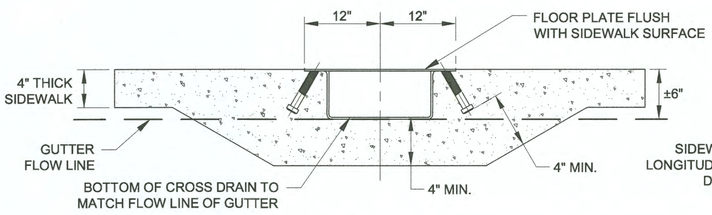
LONGITUDINAL-DRAIN NOTE:

BED COURSE BENEATH CONCRETE DRAIN STRUCTURE SHALL BE 6" MIN.

SECTION Y-Y

NTS



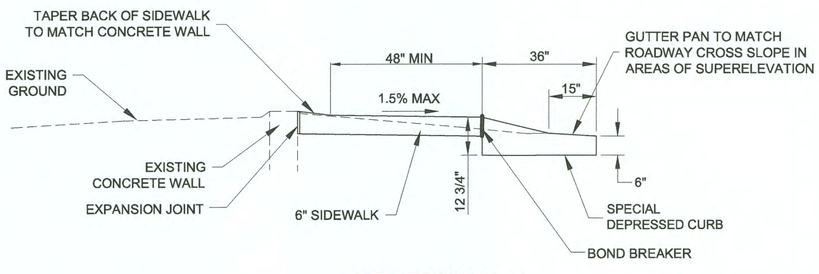


SECTION X-X

NTS

ISOMETRIC

NTS



SECTION G-G

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

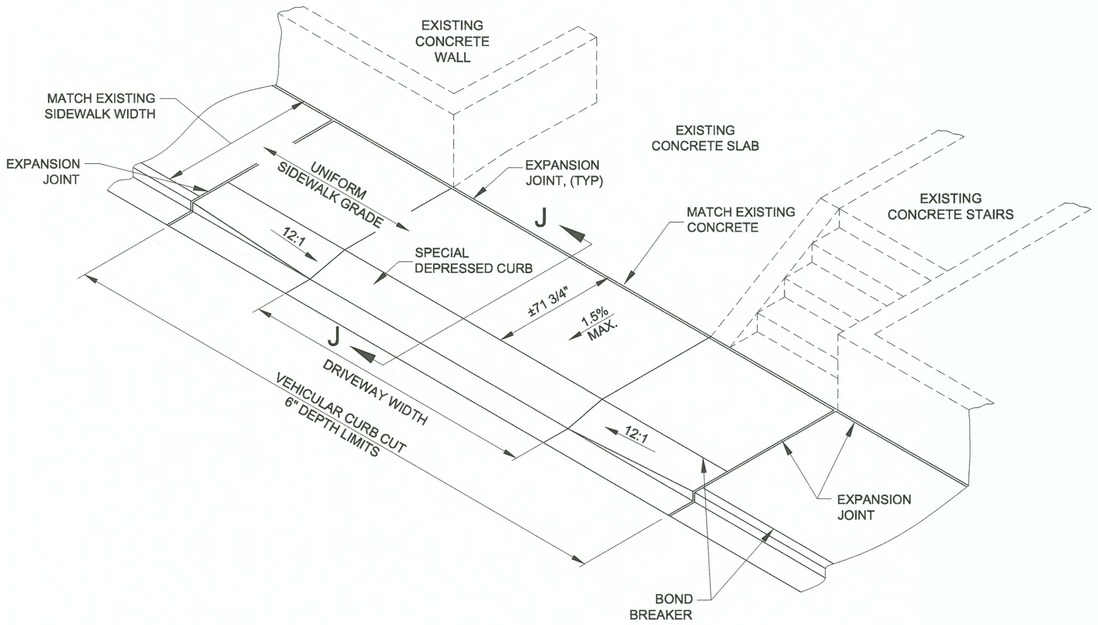
PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
TAB: E6 Tuesday, November 25, 2014 3:51:27 PM GRANTHAM, RICK L (DOT)

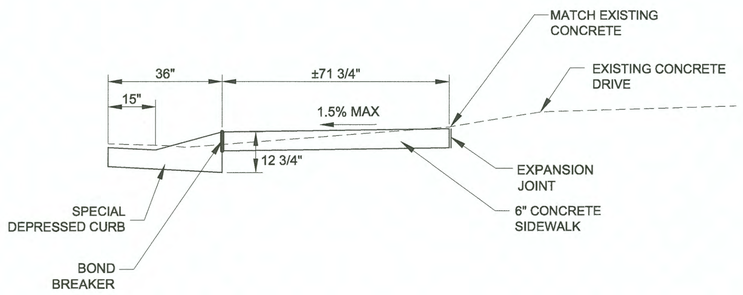
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	E6	78

HMF 3.10.20



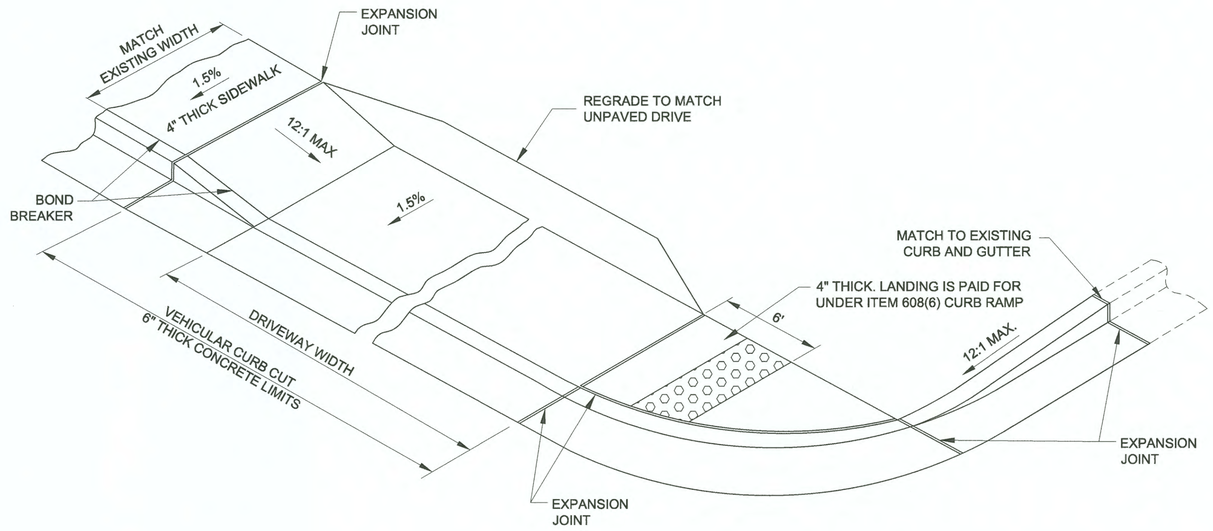
45+60 RIGHT DRIVEWAY DETAIL

N.T.S.



SECTION J-J

N.T.S.



43+82 LEFT DRIVEWAY DETAIL

N.T.S.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

DESIGNED BY: D. LESTER

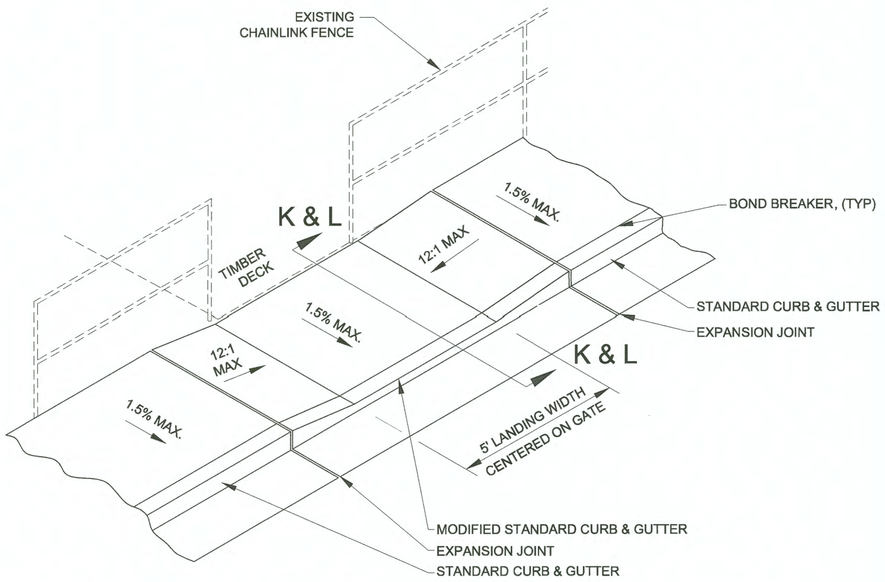
DRAWN BY: R. GRANTHAM

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
TAB: E7 Tuesday, November 25, 2014 3:52:08 PM GRANTHAM, RICK L (DOT)

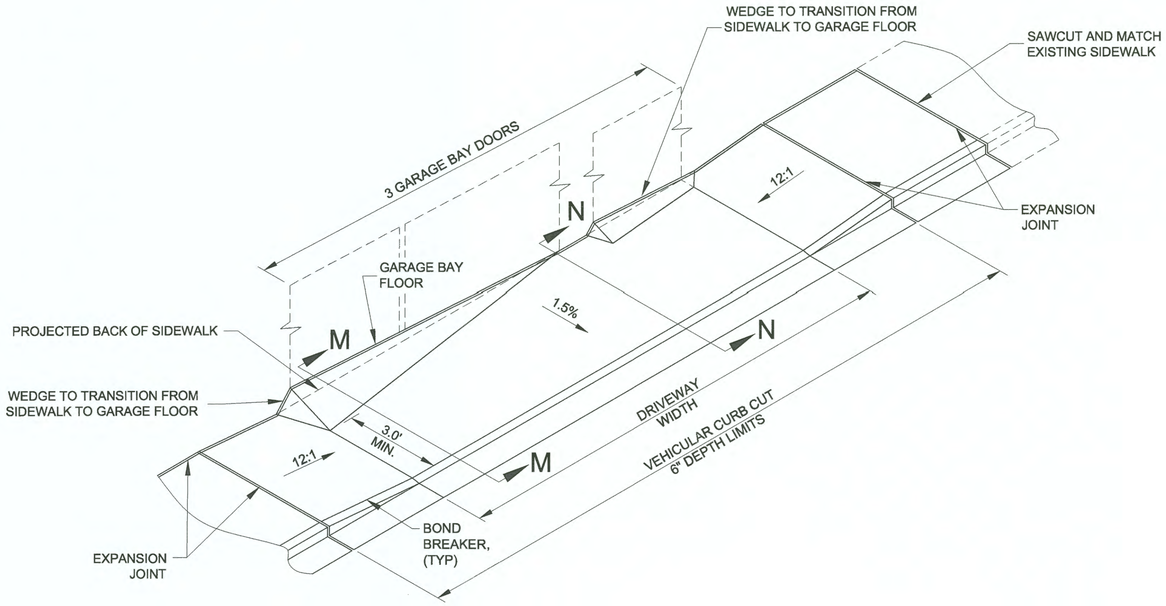
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			STP-0003(156)~68048	2014	E7	78

HMF 3.10.20



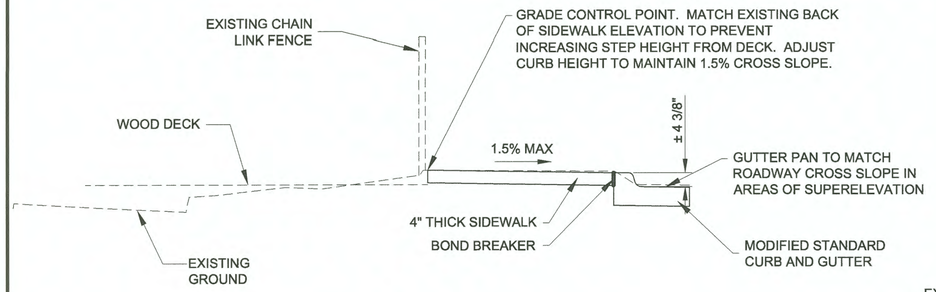
46+55 AND 46+86 LEFT RAMP DETAIL

N.T.S.

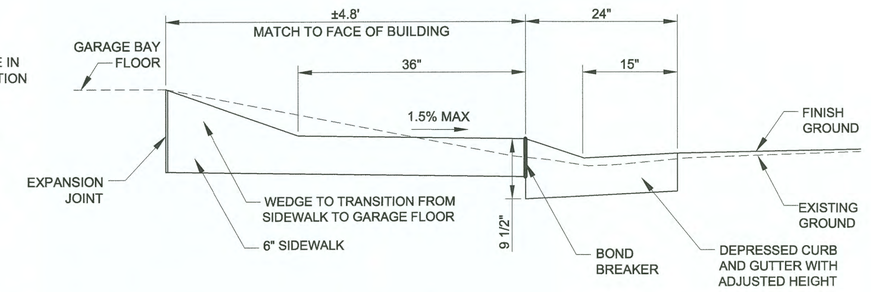


FIRE STATION 52+80 LEFT DRIVEWAY DETAIL

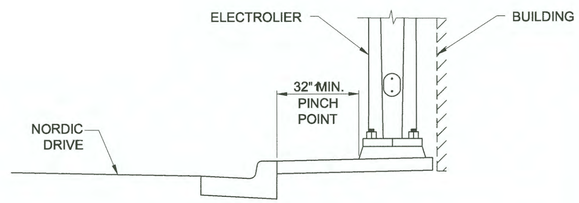
N.T.S.



46+55 LEFT SECTION K-K

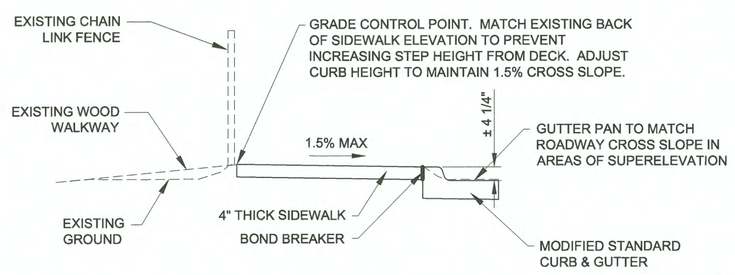


SECTION M-M

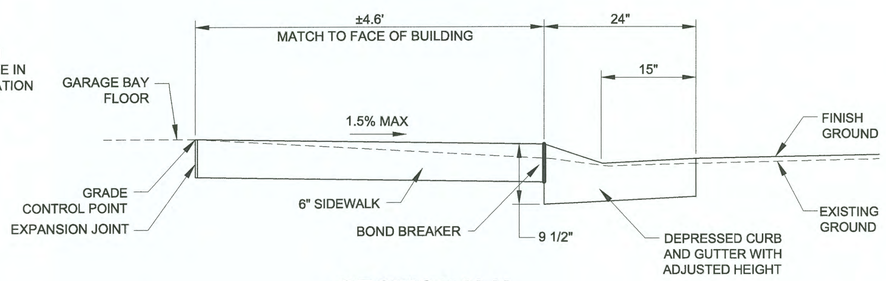


52+46 RIGHT ADA PASSAGE DETAIL

NTS



46+86 LEFT SECTION L-L



SECTION N-N

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER
DRAWN BY: R. GRANTHAM

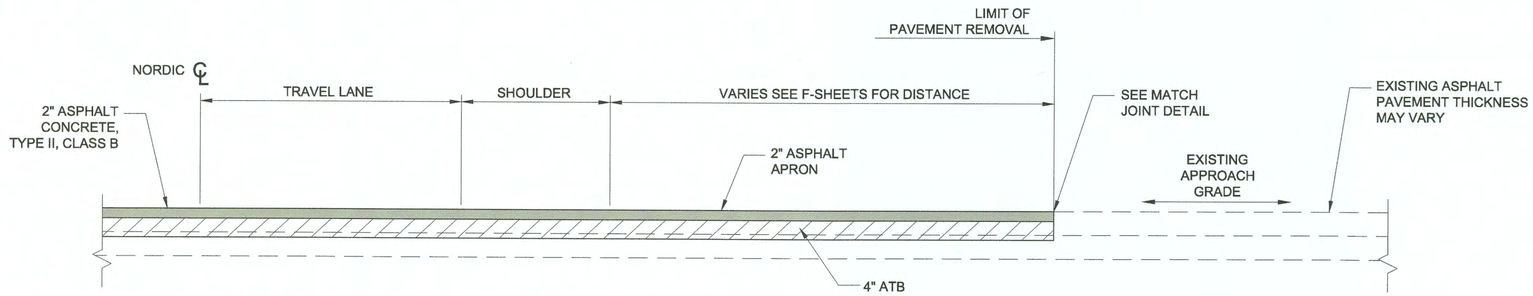
PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
TAB: E8 Tuesday, November 25, 2014 3:52:31 PM GRANTHAM, RICK L (DOT)

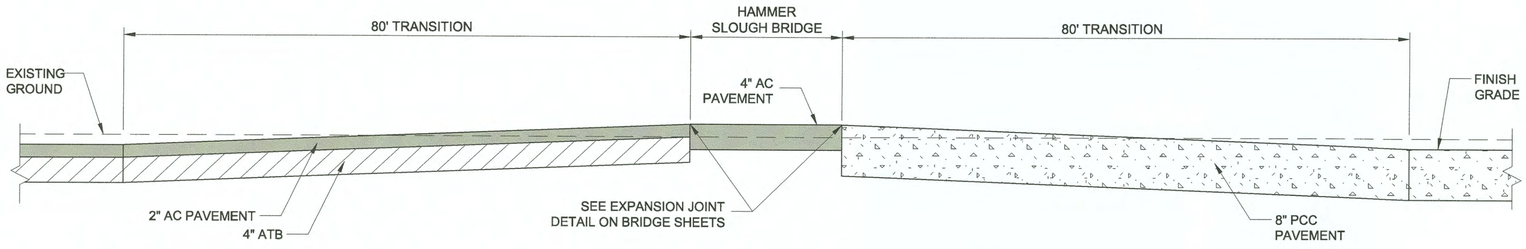
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	E8	78

HMF 3.10.20



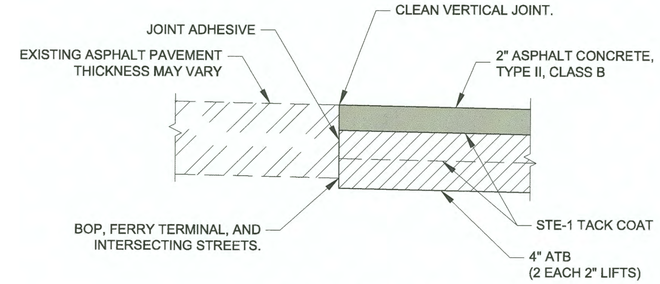
TYPICAL STREET APPROACH PROFILE

N.T.S.



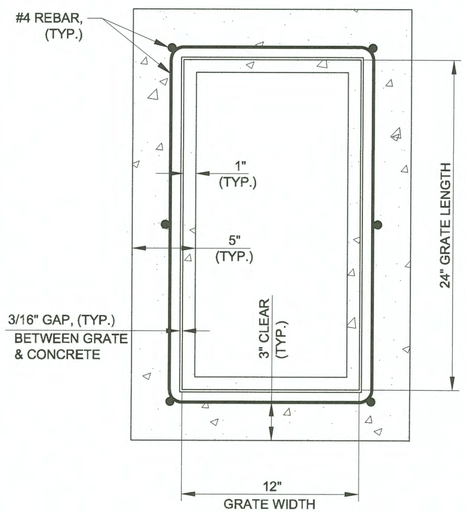
HAMMER SLOUGH BRIDGE TRANSITION DETAIL

N.T.S.

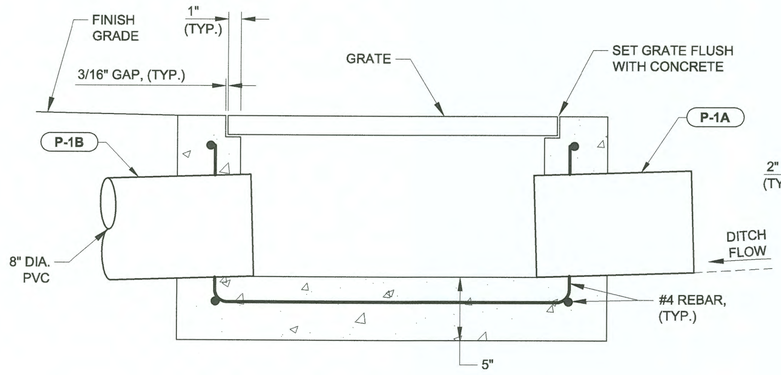


MATCH JOINT DETAIL

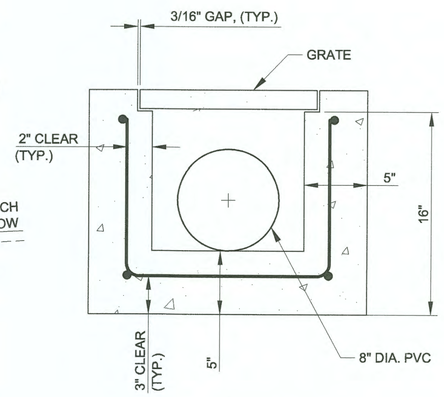
N.T.S.



PLAN VIEW



ELEVATION VIEW



END VIEW

TRENCH DRAIN INLET S-1

STA. 13+94 RT

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

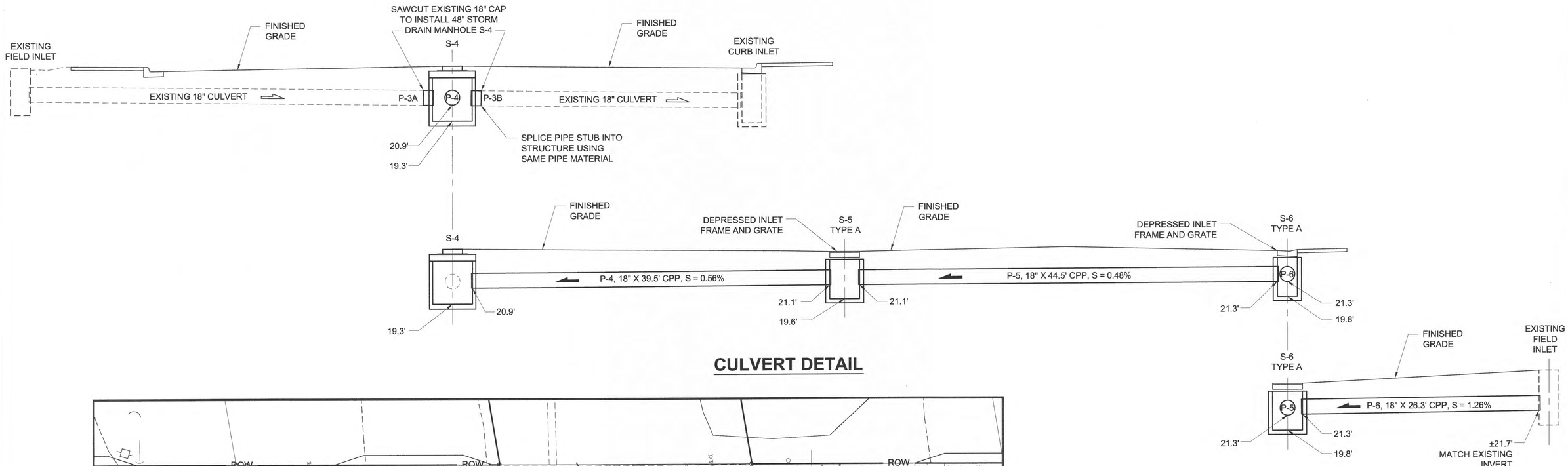
CHECKED BY: K. KARPSTEIN	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
DESIGNED BY: D. LESTER	PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048
DRAWN BY: R. GRANTHAM	MISCELLANEOUS DETAILS

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

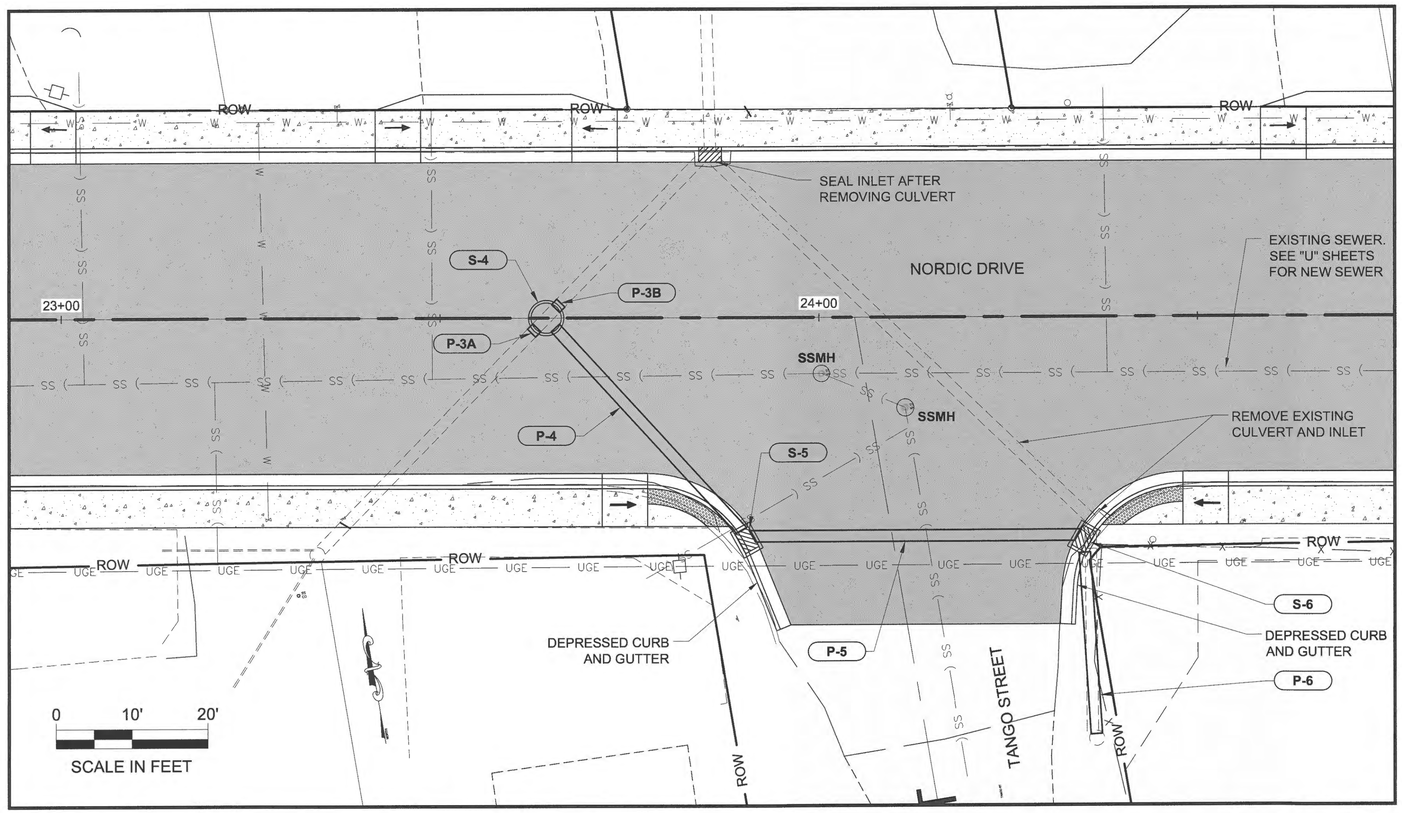
PATH: G:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E1-E9_DETAILS.DWG
TAB: E9 Tuesday, November 25, 2014 3:52:51 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	E9	78

HMF 3.10.20



CULVERT DETAIL



PLAN VIEW

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA
49th
D. DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

DESIGNED BY: D. LESTER
DRAWN BY: R. GRANTHAM

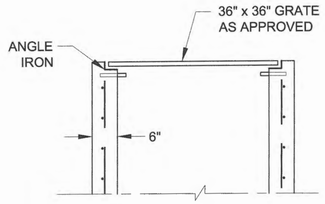
MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E10-E13_DETAILS.DWG
TAB: E10 Tuesday, November 25, 2014 3:54:28 PM GRANTHAM, RICK L (DOT)

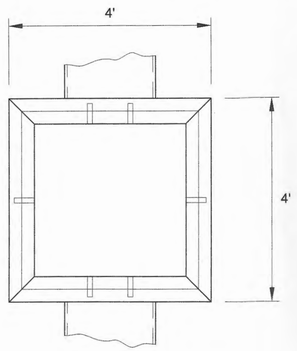
REVISIONS		
NO.	DATE	DESCRIPTION

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
STP-0003(156)~68048	2014	E10	78

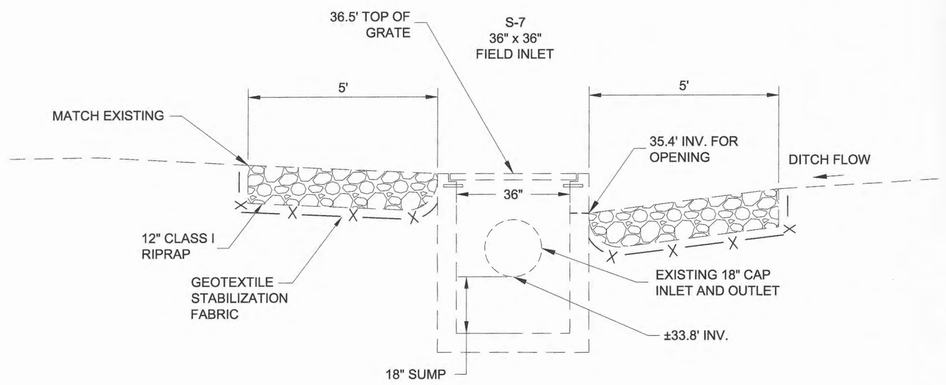
AMF 3.10.20



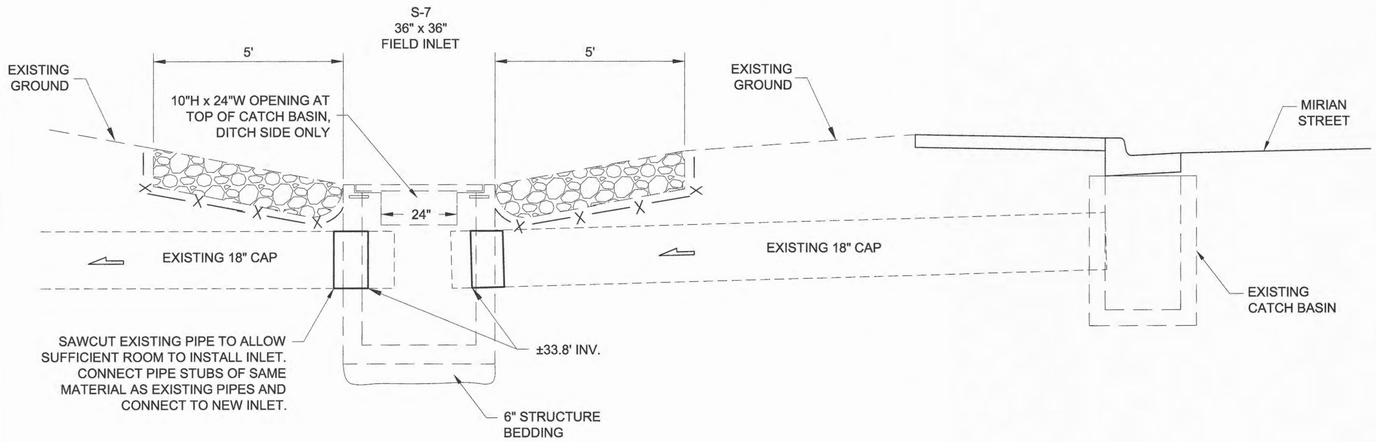
SIDE VIEW
NTS



TOP VIEW
NTS



SECTION A-A
NTS



SECTION B-B
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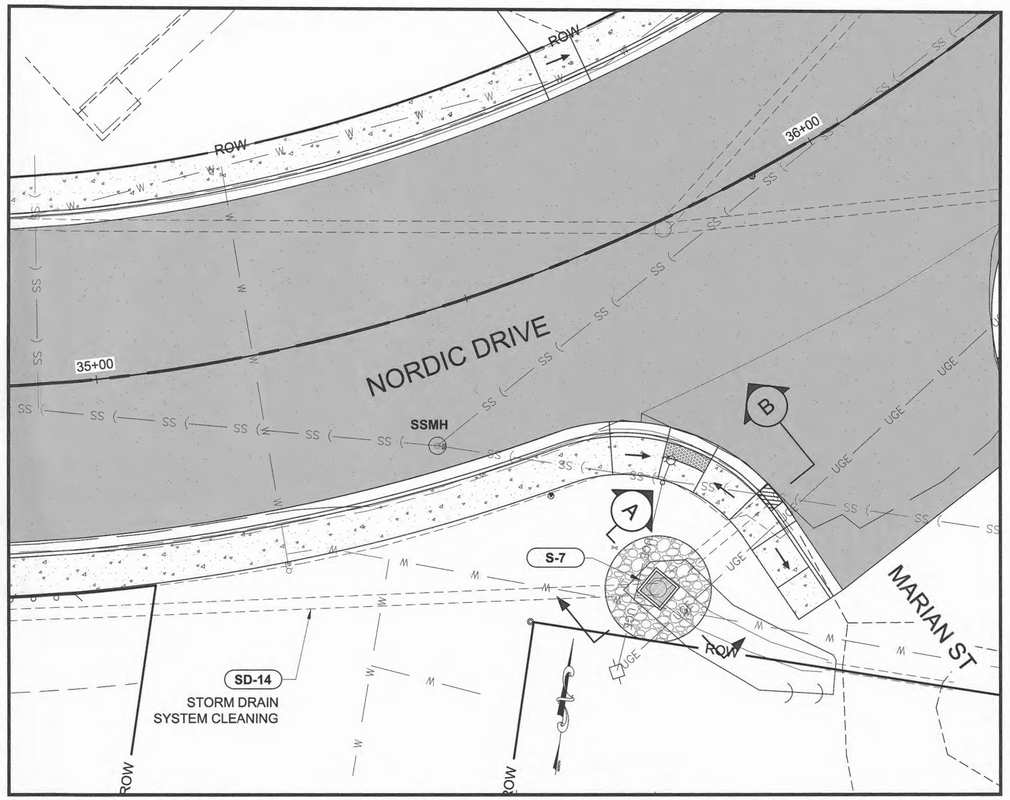

PLAN VIEW

0 10' 20'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
STATE OF ALASKA # 49th DARRYL G. LESTER Nov 25, 2014 AE-11514 REGISTERED PROFESSIONAL ENGINEER	PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048
DESIGNED BY: D. LESTER	**MISCELLANEOUS DETAILS**
DRAWN BY: R. GRANTHAM	

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E10-E13_DETAILS.DWG
TAB: E11 Tuesday, November 25, 2014 3:54:54 PM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
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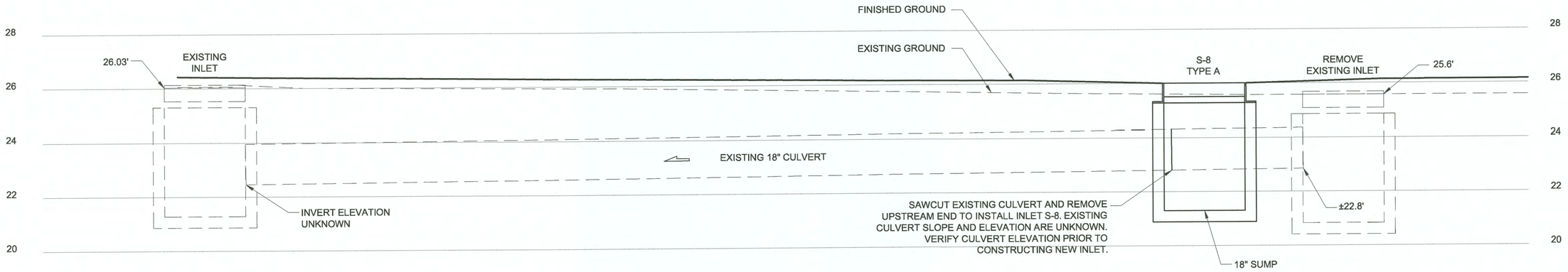
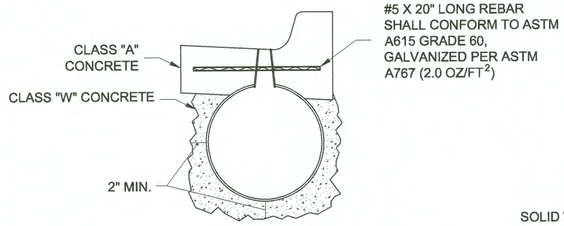
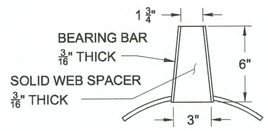
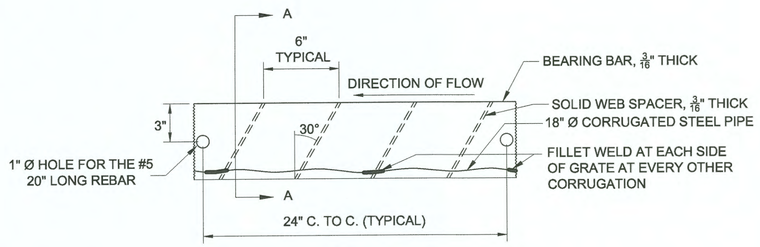
HMF 3.10.20

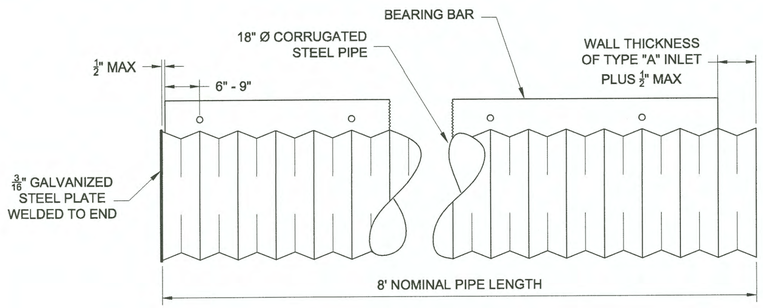


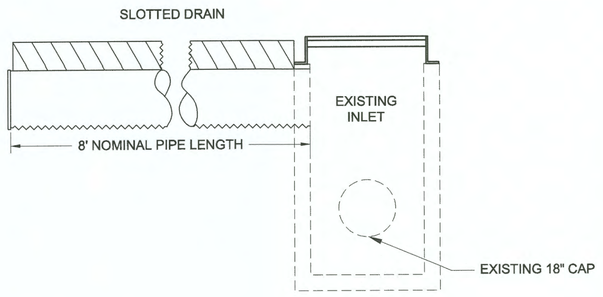
INLET S-8 DETAILS











SLOTTED DRAIN DETAILS

STA. 51+89± TO 52+06±

SLOTTED DRAIN NOTES

1. SLOTTED DRAIN PIPE SHALL BE GALVANIZED 18" NOMINAL DIAMETER AND A MINIMUM OF 12 GAUGE.
2. THE GRATE ASSEMBLIES SHALL BE HOT DIP GALVANIZED AFTER FABRICATION TO MEET THE REQUIREMENTS OF AASHTO M 111.
3. WEB SPACERS SHALL BE JOINED TO THE BEARING BARS IN SUCH A MANNER THAT THE 6" DEEP GRATING SHALL PROVIDE 15,000 LB OF TENSION ACROSS THE SLOT.
4. CLASS W CONCRETE AND #5 REBAR FOR SECURING THE SLOTTED DRAIN PIPE ARE INCIDENTAL TO PAY ITEM 603(22-18).

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN
DESIGNED BY: D. LESTER
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E10-E13_DETAILS.DWG
TAB: E12 Tuesday, November 25, 2014 3:55:29 PM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
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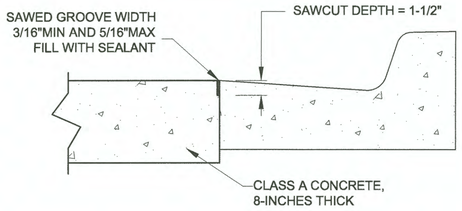
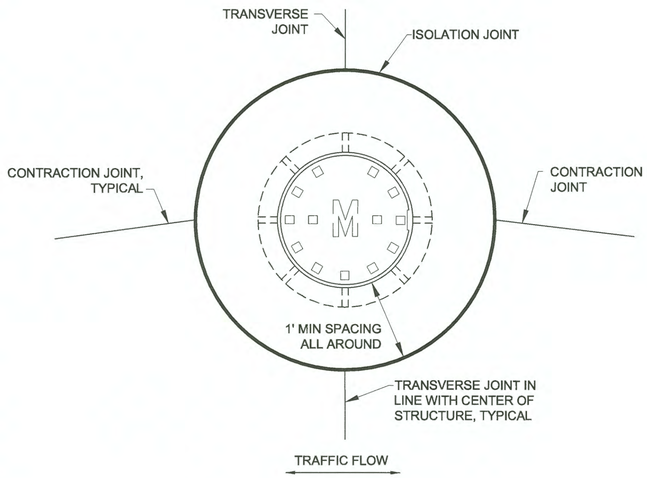
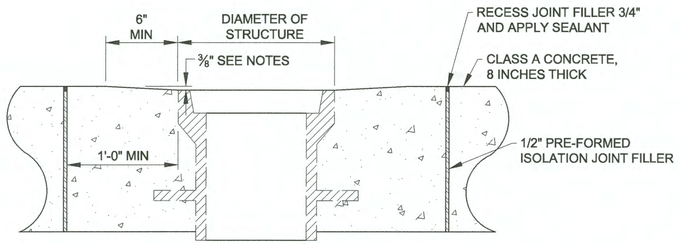
HMF 3.10.20



CONCRETE PAVEMENT TO CURB JOINT DETAIL

N.T.S.



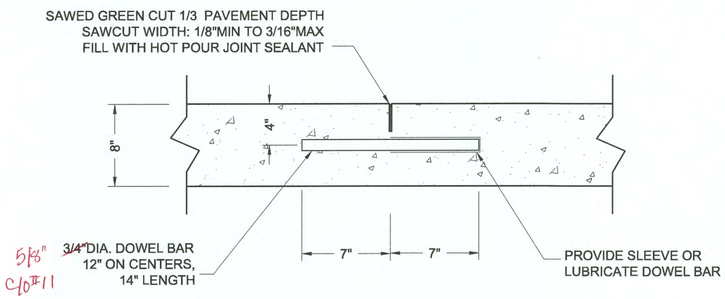


MONUMENT DETAIL

N.T.S.

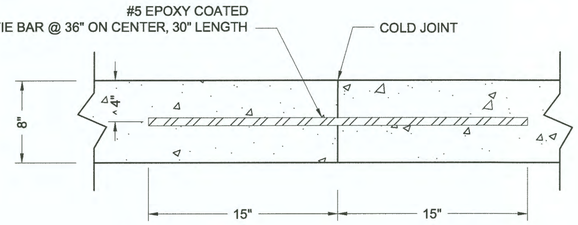
NOTES

1. RECESS FRAME 1/4" MINIMUM TO 3/8" MAXIMUM BELOW FINISH GRADE OF CONCRETE PAVEMENT. TAPER CONCRETE TO MEET STRUCTURE RIM.
2. THIS DETAIL SHALL ALSO APPLY TO VALVE BOXES AND CLEANOUTS.
3. FRAME SHALL CONFORM TO THE GRADE AND CROSS SLOPE OF STREET. VALVE BOXES IN SIDEWALK AREAS SHALL BE FLUSH WITH SURFACE AND SHALL HAVE AN ADA APPROVED SURFACE
3. NO CONCRETE SHALL EXTEND OVER, UNDER, THROUGH, OR BETWEEN SECTIONS OF THE JOINT FILLER. AFTER CONCRETE HARDENS, RECESS TOP OF FILLER ¾" FOR SEALANT.
4. JOINT FILLER SHALL BE A NON-ABSORBENT, NON-REACTIVE, NON-EXTRUDING MATERIAL MADE FROM EITHER A CLOSED-CELL FOAM RUBBER OR A BITUMEN-TREATED FIBER BOARD.



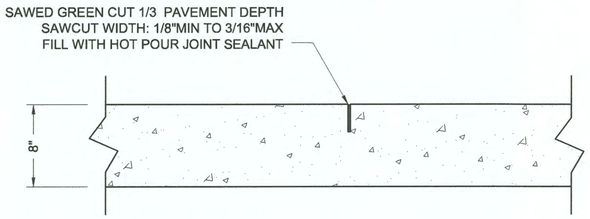
TRANSVERSE CONTRACTION JOINT DETAIL (A)

N.T.S.



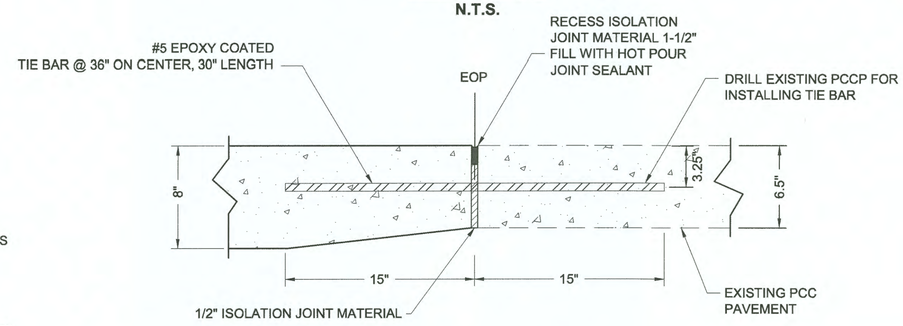
CENTERLINE LONGITUDINAL JOINT DETAIL (B)

N.T.S.



LONGITUDINAL CONTRACTION JOINT DETAIL (C)

N.T.S.



EOP JOINT DETAIL

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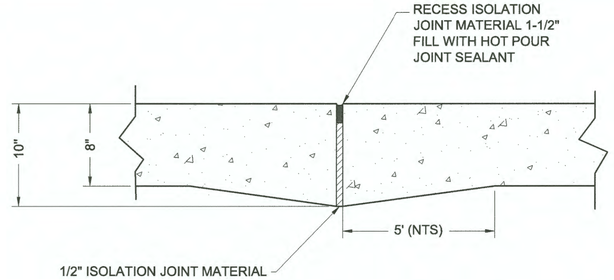
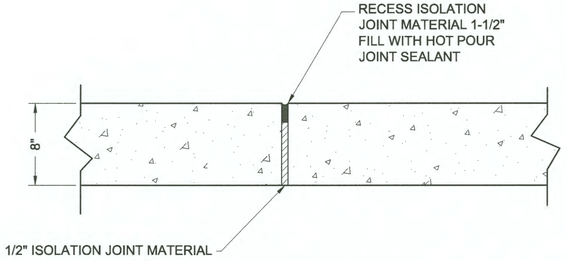


INTERSECTION ISOLATION JOINT DETAIL (D)

N.T.S.



ISOLATION JOINT DETAIL (E)

N.T.S.

PAVEMENT JOINT NOTES:

1. PROVIDE JOINTS AS SHOWN ON THE PLANS. TRANSVERSE JOINTS NOT LABELED SHALL BE TRANSVERSE CONTRACTION JOINTS (A). CIRCULAR JOINTS AT STRUCTURES SHALL BE ISOLATION JOINTS (E).
2. MATCH CURB AND GUTTER JOINTS TO THE PAVEMENT JOINTS.
3. KEEP SLABS AS SQUARE AS POSSIBLE. USE A MINIMUM JOINT SPACING OF 10-FEET TO A MAXIMUM OF 14-FEET TO AVOID ODD SHAPED OR LONG NARROW SLABS.
4. LONGITUDINAL JOINT SPACING SHALL NOT EXCEED 12.5-FEET.
5. ALL TRANSVERSE JOINTS SHALL INTERSECT THE CURB PERPENDICULARLY.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

PCC PAVEMENT JOINT DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_E10-E13_DETAILS.DWG
TAB: E13 Tuesday, November 25, 2014 3:56:03 PM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
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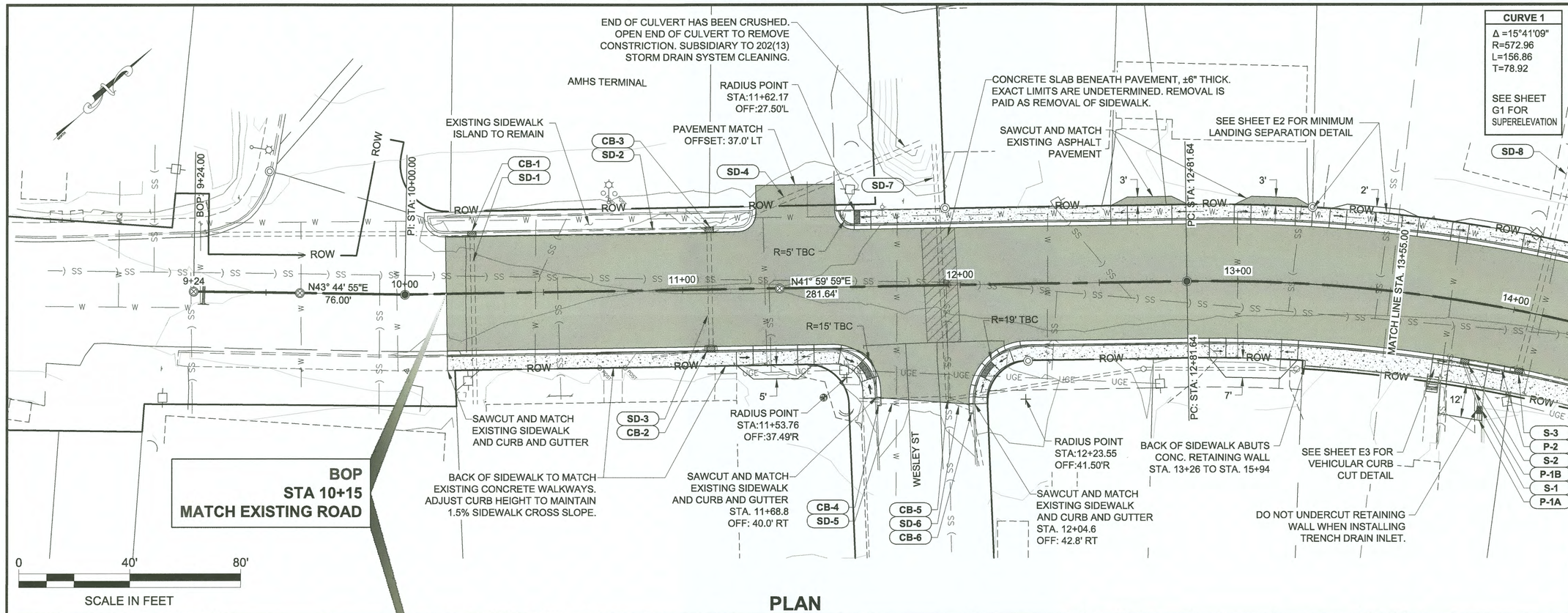
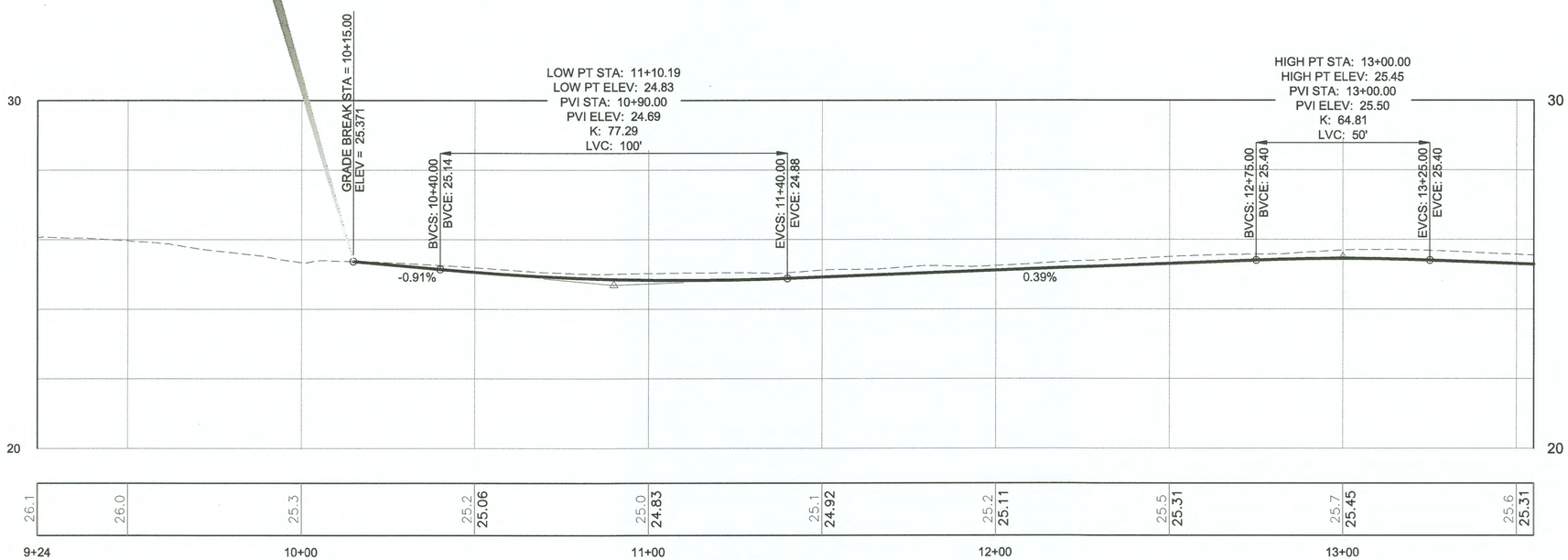
AMF 3.10.20

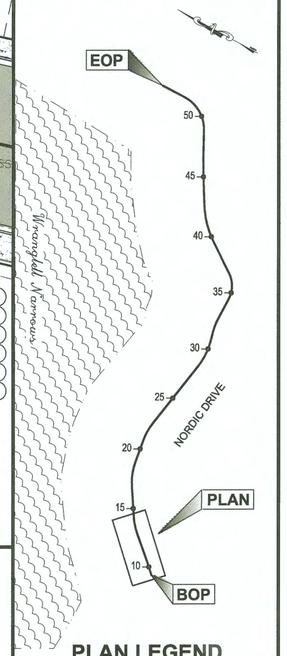


PLAN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

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GRANTHAM, RICK L (DOT)

TAB: F1 Tuesday, November 25, 2014 4:06:0

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

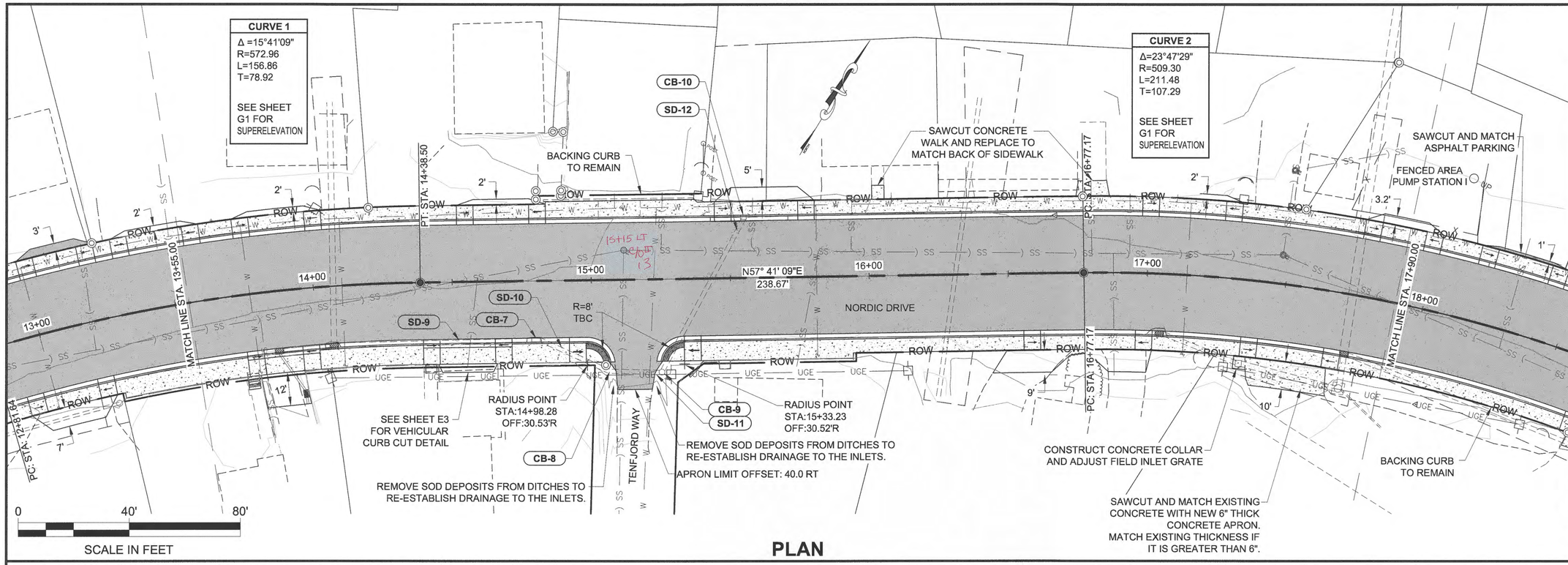
PLAN & PROFILE

PROJECT DESIGNATION

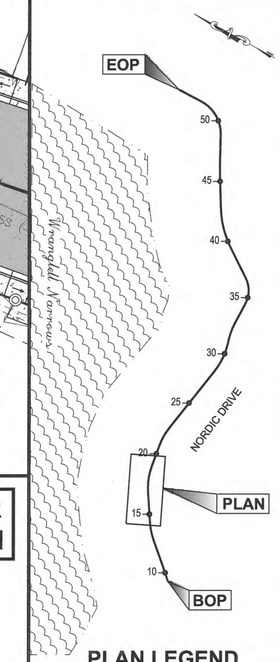
STP-0003(156)~68048

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F1	78

HMF 3.10.20

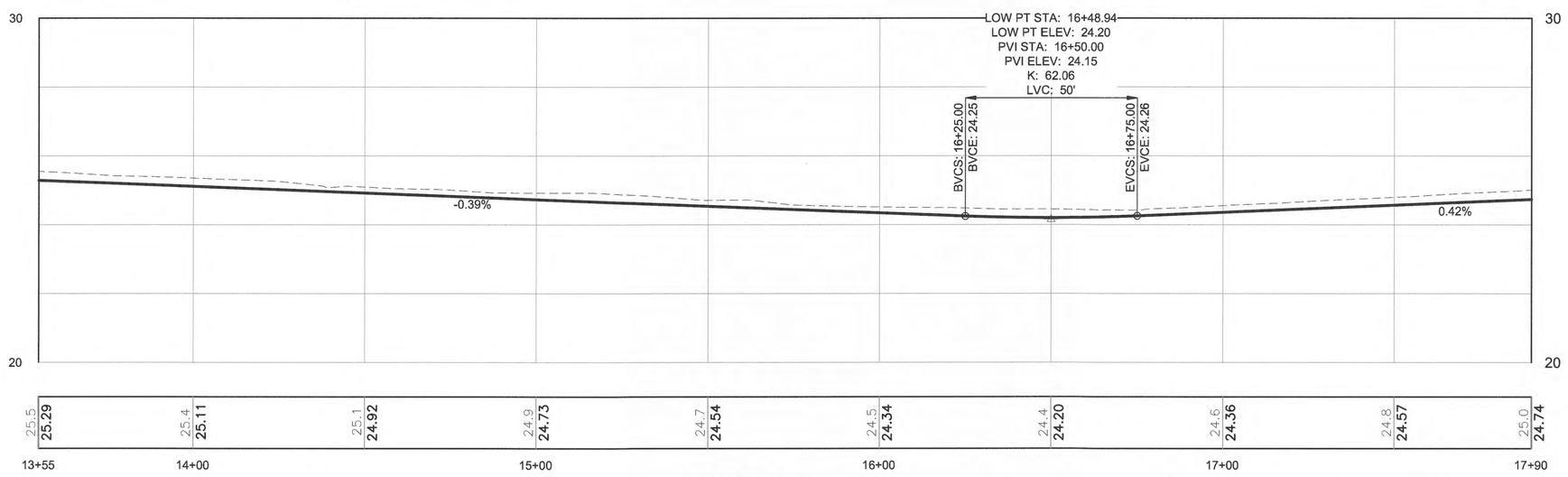


PLAN



PLAN LEGEND

SEE UTILITY SHEETS FOR NEW SEWER FORCE MAIN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICH L (DOT)
TAB: F2 Tuesday, November 25, 2014 4:06:3

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

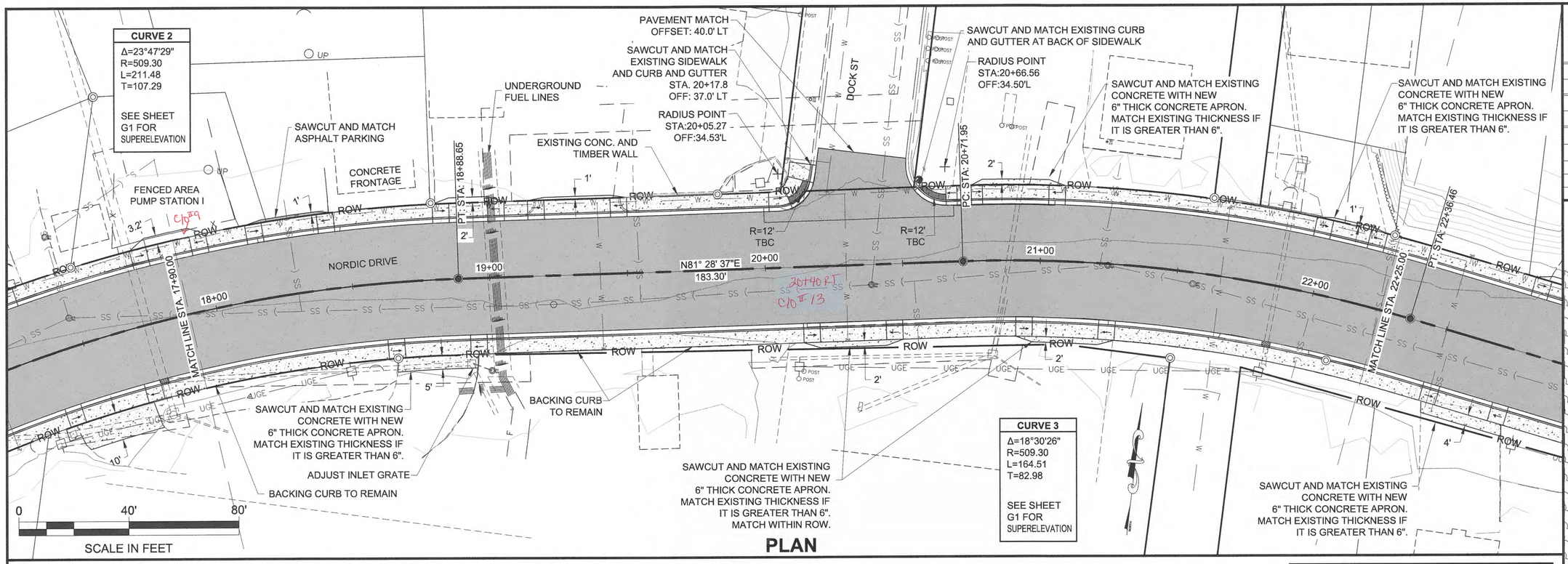
PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

PLAN & PROFILE

PROJECT DESIGNATION: STP-0003(156)~68048

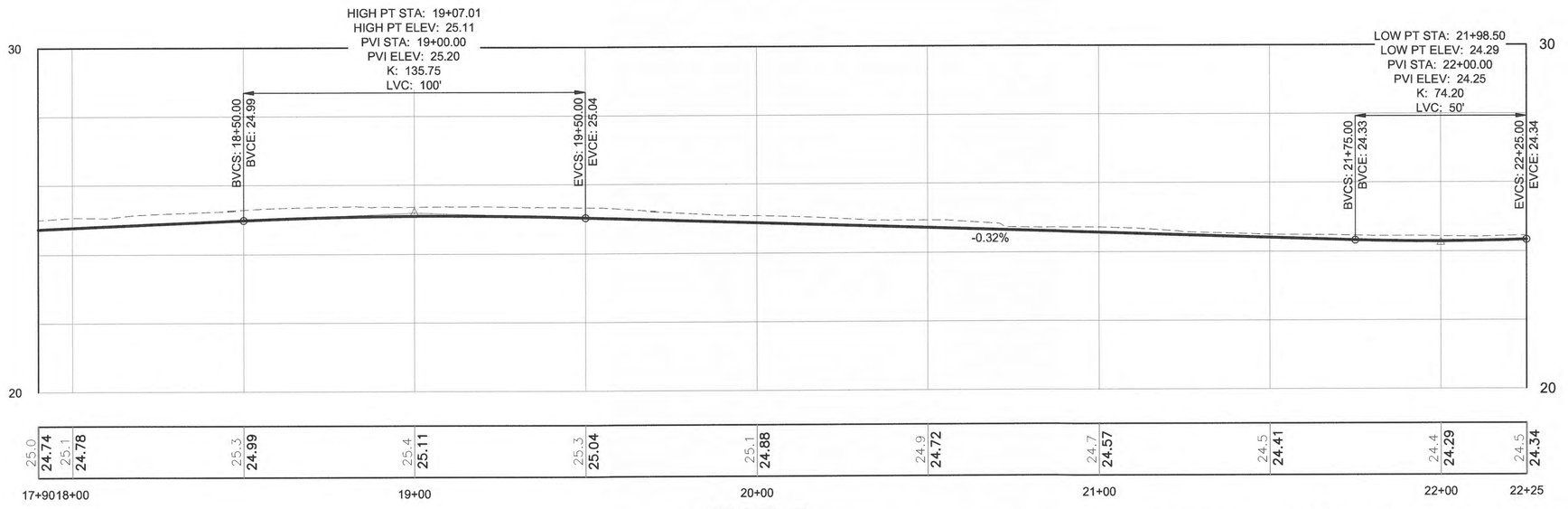
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F2	78

HMF 3.10.20



PLAN

SEE UTILITY SHEETS FOR NEW SEWER FORCE MAIN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)
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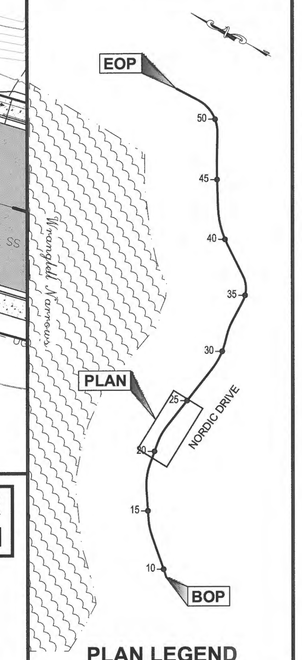


PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

PLAN & PROFILE

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F3	78

HMF 310-ZD

CURVE 3
Δ=18°30'26"
R=509.30
L=164.51
T=82.98

SEE SHEET G1 FOR SUPERELEVATION

SAWCUT AND MATCH EXISTING CONCRETE WITH NEW 6" THICK CONCRETE APRON. MATCH EXISTING THICKNESS IF IT IS GREATER THAN 6".

ABANDONED UNDERGROUND FUEL LINES

SEAL INLET AFTER REMOVING CULVERT

WIDEN VEHICULAR CURB CUT TO SERVE BOTH PROPERTIES

PT: STA: 22+36.46

MATCH LINE STA. 22+25.00

MATCH LINE STA. 26+60.00

NORDIC DRIVE

S80° 00' 57"E
595.99'

S-4 Removal C/O #7

P-3B

P-3A

P-4

S-5

P-5

S-6

P-6

R=14' TBC

R=14' TBC

R=10' TBC

R=8' TBC

RADIUS POINT
STA:23+77.37
OFF:36.50'R

RADIUS POINT
STA:24+48.05
OFF:36.50'R

RADIUS POINT
STA:26+38.66
OFF:32.50'R

RADIUS POINT
STA:26+90.05
OFF:30.50'R

GUTTER INLET C/O #5

ADJUST SEWER SERVICE AROUND S-5 AS NECESSARY

NEW DEPRESSED CURB
STA. 23+94.4
OFF: 41.3' RT

KEEP INLET OUTSIDE OF RAMP AND PEDESTRIAN CROSSING.

TANGO ST

DO NOT DAMAGE MONITORING WELLS.

REMOVE AND RECONSTRUCT 45' CHAIN LINK FENCE.

NEW DEPRESSED CURB
STA. 24+33.8
OFF: 40.6' RT

SAWCUT AND MATCH EXISTING SIDEWALK AND CURB AND GUTTER
STA. 26+50.8
OFF: 44.3' RT

SURF ST

~30'x29'

REMOVE CONCRETE APRON AND REPLACE WITH ASPHALT PAVEMENT PAID AS REMOVAL OF SIDEWALK

SAWCUT AND MATCH EXISTING SIDEWALK AND CURB AND GUTTER
STA. 26+85.2
OFF: 49.9' RT

BEGIN LANDINGS AT EDGE OF GRATES.

25+25 C/O #13

0 40' 80'

SCALE IN FEET

PLAN

SEE UTILITY SHEETS FOR NEW SEWER FORCE MAIN

LOW PT STA: 21+98.50
LOW PT ELEV: 24.29
PVI STA: 22+00.00
PVI ELEV: 24.25
K: 74.20
LVC: 50'

HIGH PT STA: 25+37.31
HIGH PT ELEV: 25.39
PVI STA: 25+50.00
PVI ELEV: 25.50
K: 104.48
LVC: 100'

EVCS: 22+25.00
EVCE: 24.34

BVCS: 25+00.00
BVCE: 25.32

EVCS: 26+00.00
EVCE: 25.20

0.36%

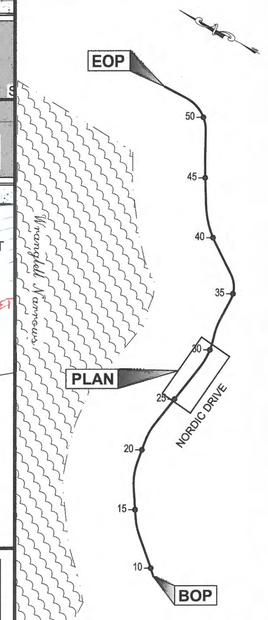
30
20

24.5	24.6	24.8	25.0	25.1	25.3	25.5	25.6	25.5	25.1	25.0
24.34	**24.43**	**24.61**	**24.79**	**24.96**	**25.14**	**25.32**	**25.38**	**25.20**	**24.90**	**24.84**

22+25 23+00 24+00 25+00 26+00 26+60

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

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GRANTHAM, RICK L (DOT)
TAB: F4 Tuesday, November 25, 2014 4:07:2

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

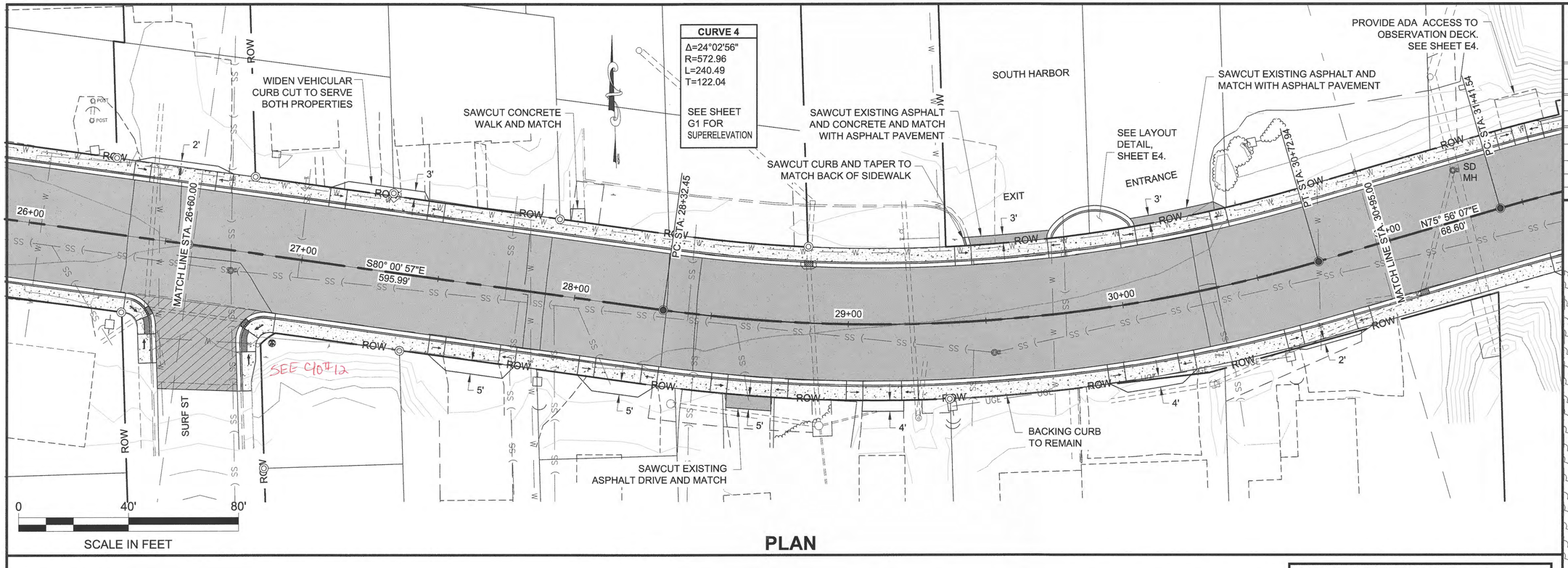
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO FERRY TERMINAL
PROJECT #68048

PLAN & PROFILE

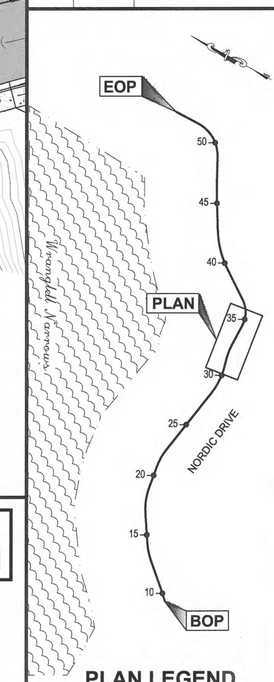
PROJECT DESIGNATION
STP-0003(156)~68048

STATE	YEAR
ALASKA	**2014**
SHEET NUMBER	TOTAL SHEETS
F4	**78**

HMF 3-10-20

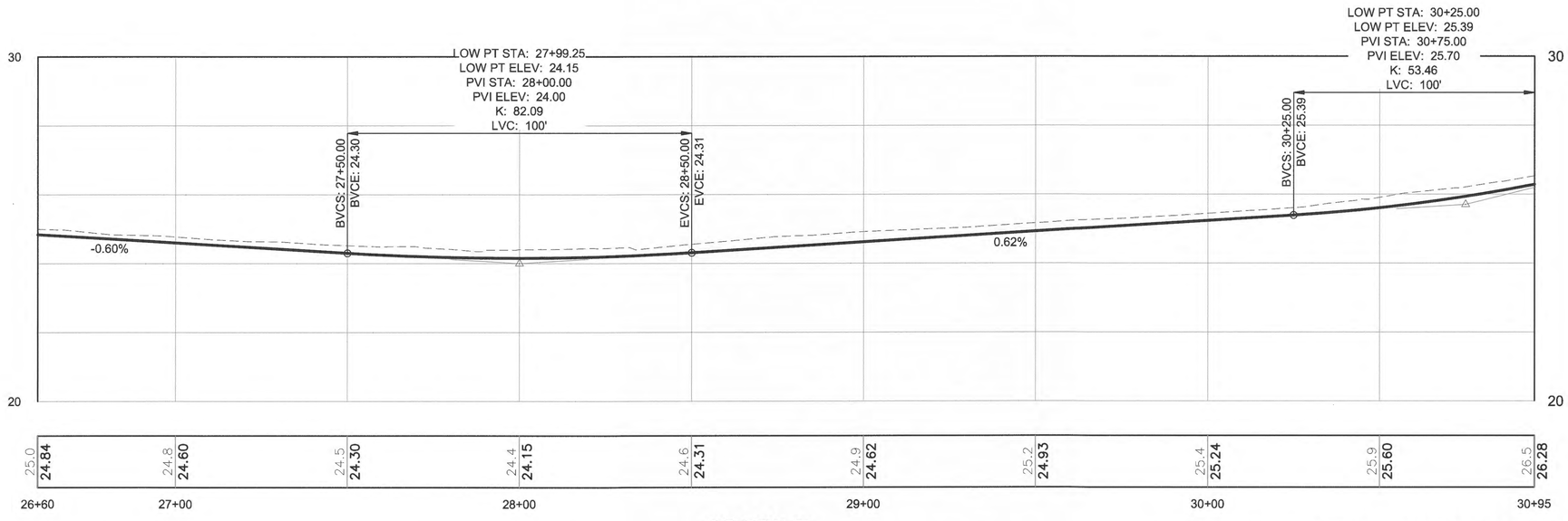


PLAN



PLAN LEGEND

SEE UTILITY SHEETS FOR NEW SEWER FORCE MAIN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICH L (DOT)
TAB: F5 Tuesday, November 25, 2014 4:07:4

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

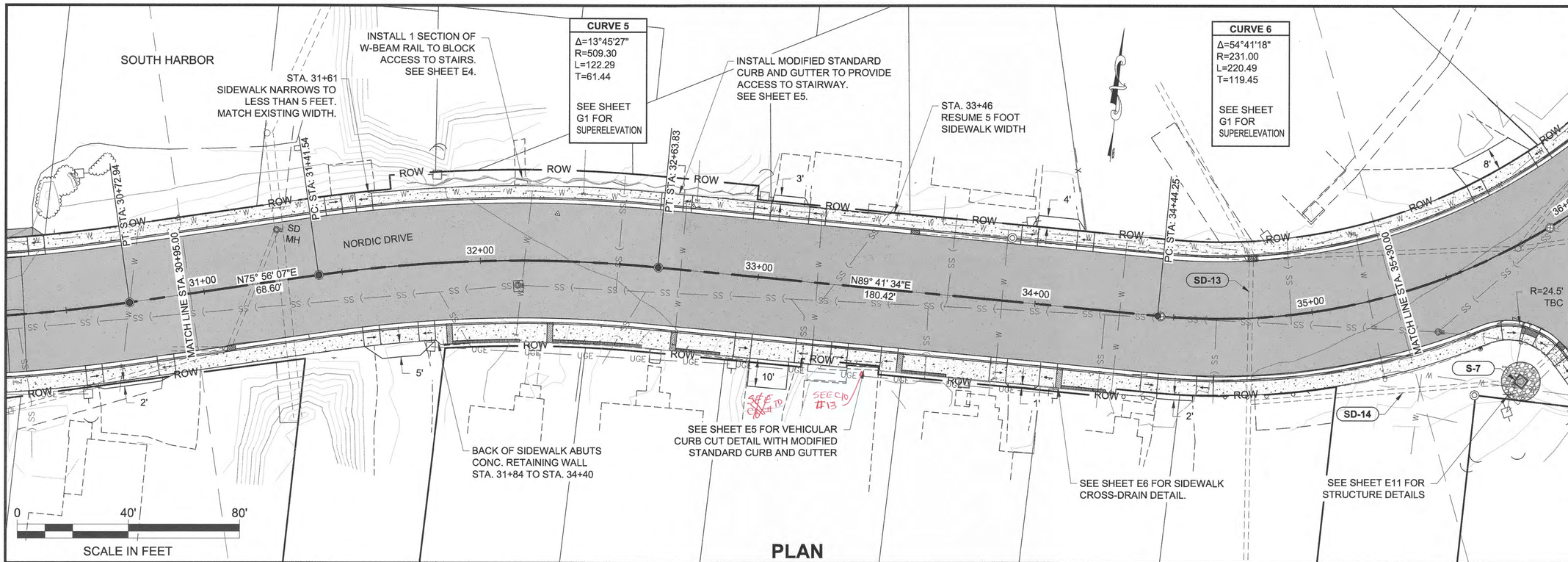
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

PLAN & PROFILE

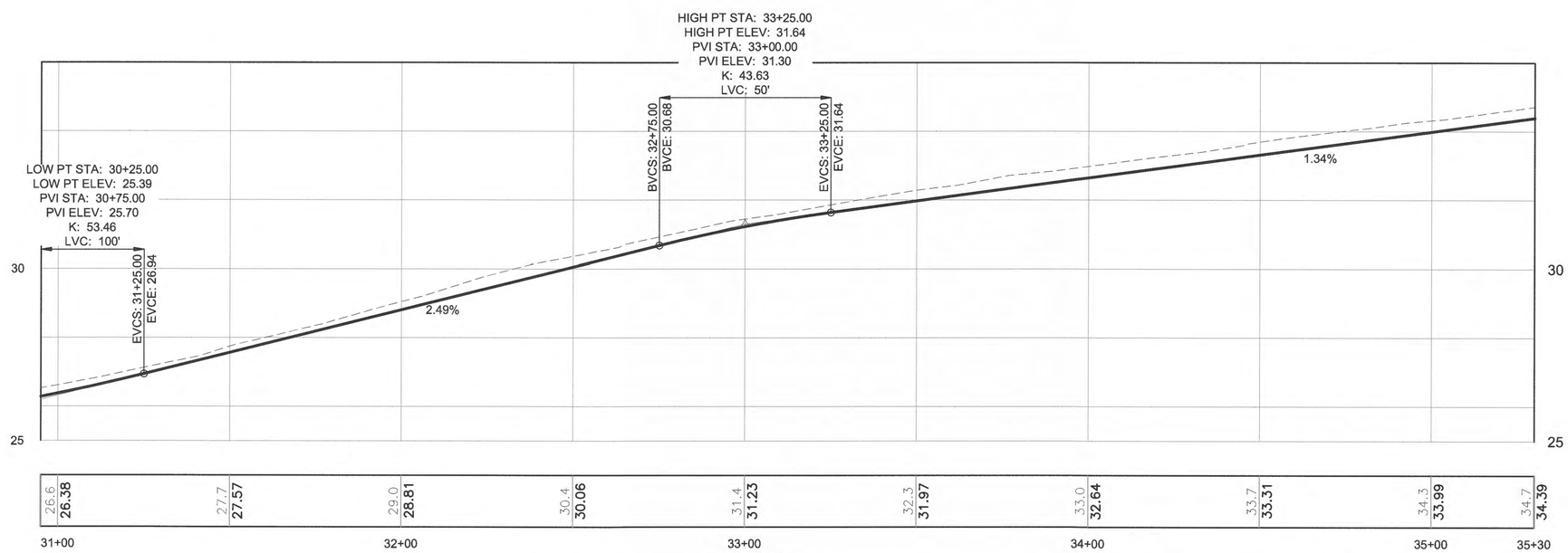
PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F5	78

HMF 3.10.20



PLAN

SEE UTILITY SHEETS FOR NEW SEWER FORCE MAIN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICH L (DOT)
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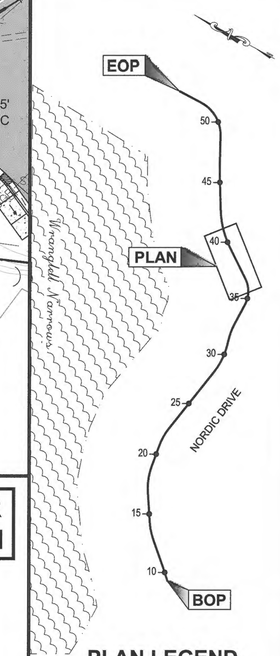
ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th DARRYL G. LESTER Nov 25, 2014 CE-11514 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

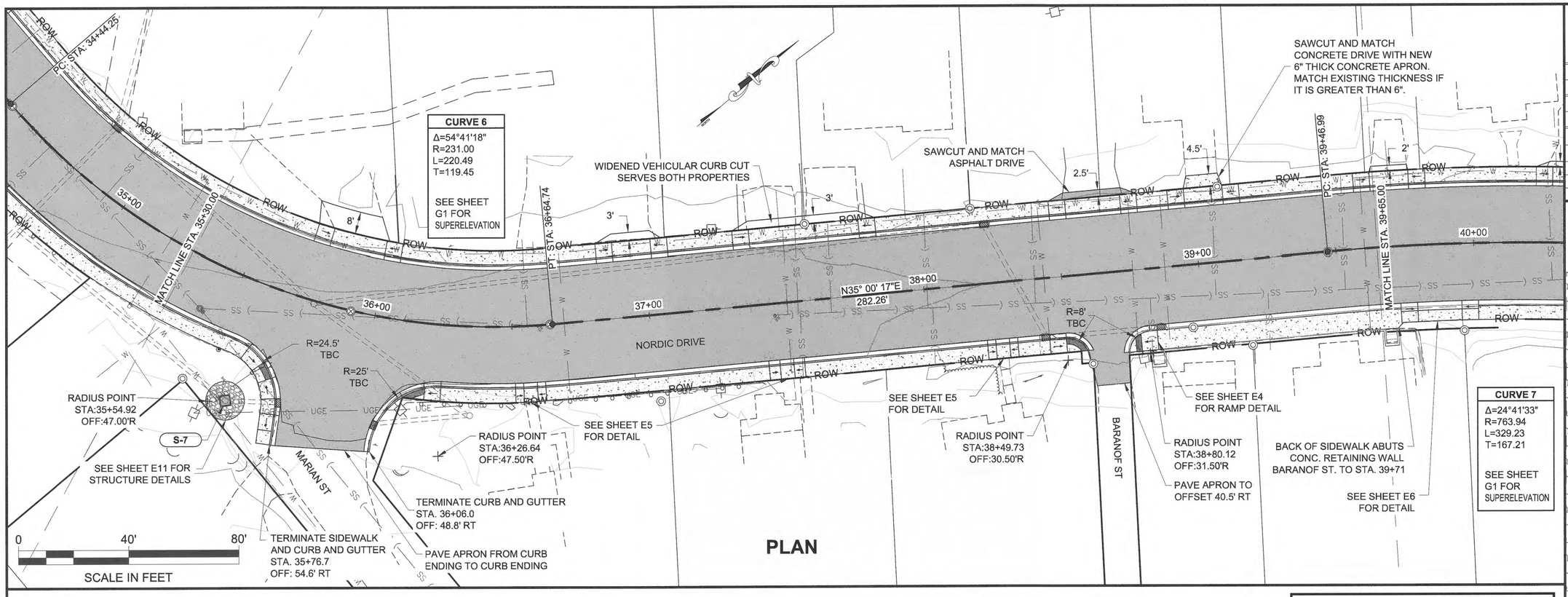
PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048

PLAN & PROFILE

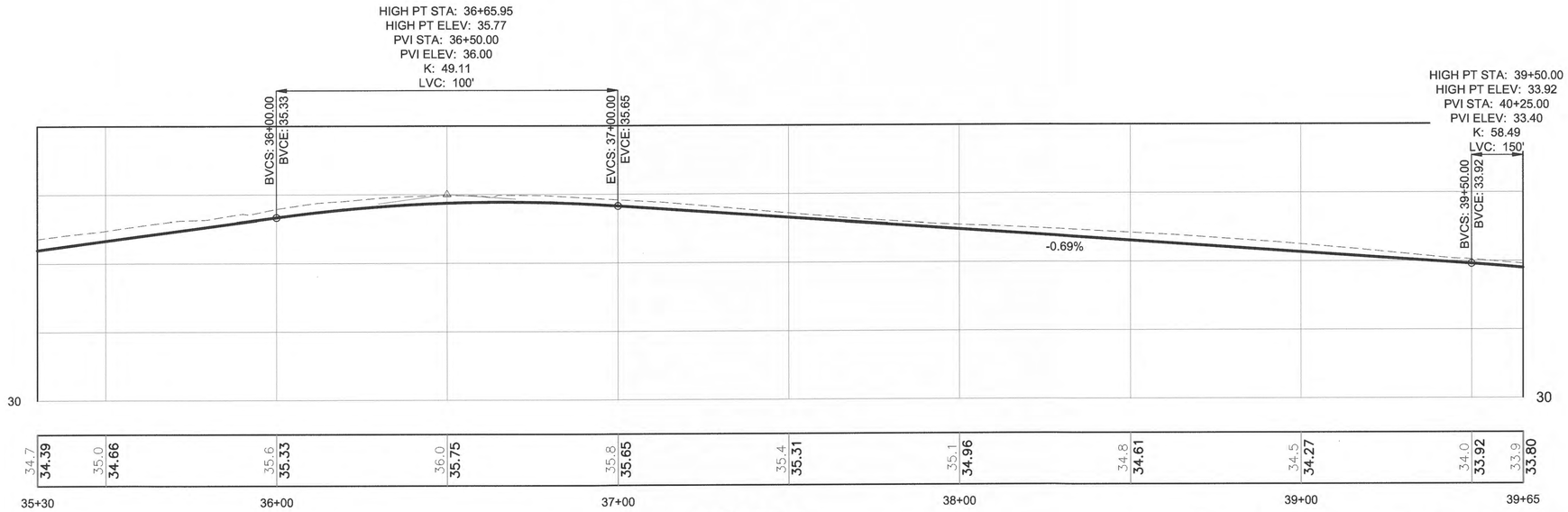
PROJECT DESIGNATION
STP-0003(156)~68048

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F6	78

HMF 3.10.26



SEE UTILITY SHEETS FOR NEW SEWER FORCE MAIN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

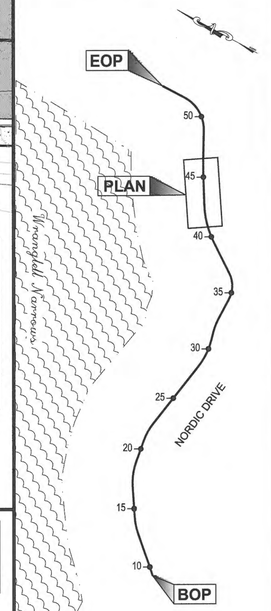
TAB: F7 Tuesday, November 25, 2014 4:08:4

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
DARRYN G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

PLAN & PROFILE

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F7	78

HMF 3.10.20

CURVE 7
Δ=24°41'33"
R=763.94
L=329.23
T=167.21
SEE SHEET G1 FOR SUPERELEVATION

6 UNIT APARTMENT COMPLEX

CONSTRUCT VEHICULAR. CURB CUT IN TWO 12' SEGMENT WIDTHS. ONE SEGMENT SHALL BE POURED, CURED, AND OPEN TO VEHICLE ACCESS PRIOR TO BEGINNING WORK ON THE OTHER SEGMENT TO MAINTAIN ACCESS.

EXISTING CONCRETE PATCH

STA. 41+48.6
SIDEWALK WIDENS TO GREATER THAN 5 FEET. MATCH EXISTING WIDTH.

SEE SHEET E6 FOR DETAIL

STA. 42+01.6
RESUME 5 FOOT SIDEWALK WIDTH

P.T. STA: 42+76.22

SAWCUT AND MATCH CURB AND GUTTER
STA:44+10.4
OFF:31.8'L

RADIUS POINT
STA:43+90.56
OFF:47.5'L

SEE SHEET E7 FOR VEHICULAR CURB CUT DETAIL

R=25'
TBC

P.C. STA: 39+96.99

MATCH LINE STA: 39+65.00

MATCH LINE STA: 44+00.00

39+00 40+00 41+00 42+00 43+00 44+00

NORDIC DRIVE

N59° 41' 49"E
253.03'

MILL CREEK

ROW 2' 4' 8' W SS UGE

0 40' 80'

SCALE IN FEET

PLAN

SEE UTILITY SHEETS FOR NEW SEWER FORCE MAIN

HIGH PT STA: 39+50.00
HIGH PT ELEV: 33.92
PVI STA: 40+25.00
PVI ELEV: 33.40
K: 58.49
LVC: 150'

EVCS: 41+00.00
EVCE: 30.96

-3.26%

LOW PT STA: 43+48.70
LOW PT ELEV: 24.05
PVI STA: 43+35.00
PVI ELEV: 23.30
K: 22.62
LVC: 120'

BVCS: 42+75.00
BVCE: 25.25

EVCS: 43+95.00
EVCE: 24.53

30 22

39+65	40+00	41+00	42+00	43+00	44+00
33.9 **33.80**	33.5 **33.36**	32.6 **32.37**	31.1 **30.96**	29.5 **29.33**	27.9 **27.70**	26.3 **26.07**	24.8 **24.58**	24.2 **24.05**	24.8 **24.63**

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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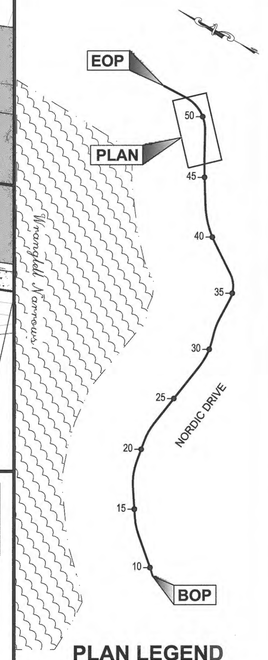
ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DARRYL G. LESTER
49th
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

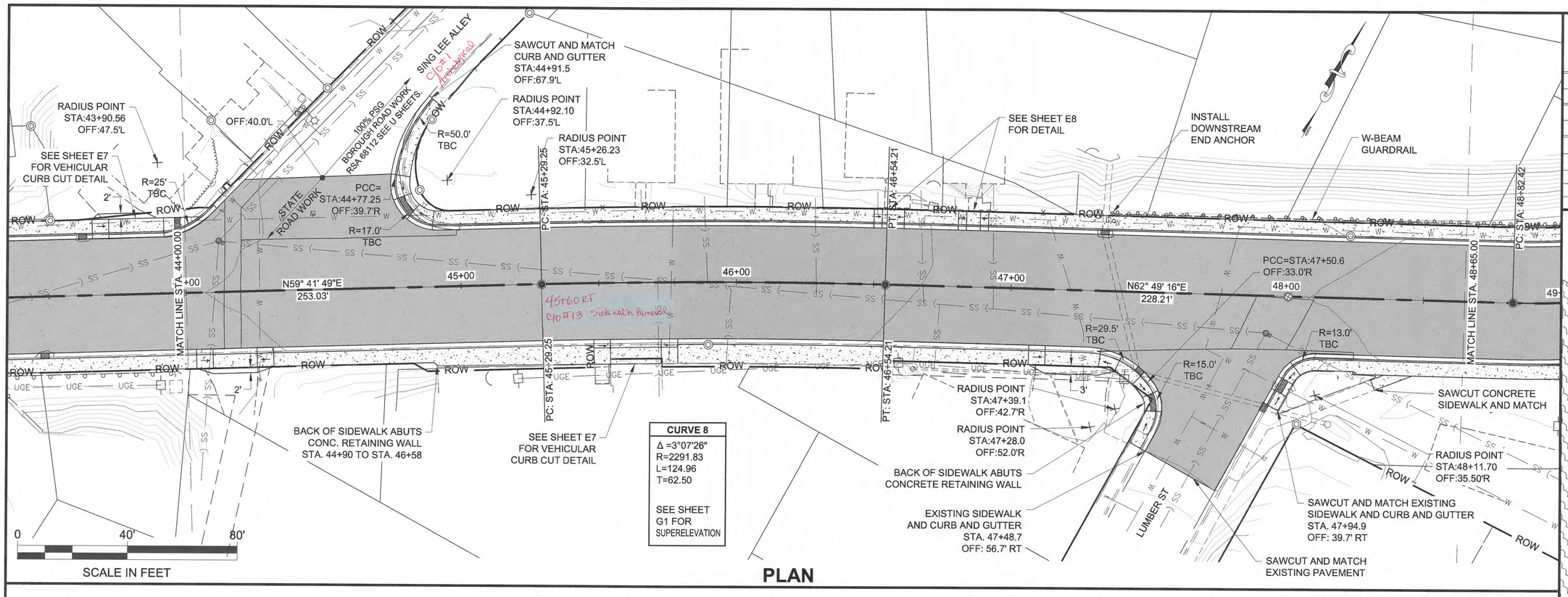
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL
PROJECT #68048

PLAN & PROFILE

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F8	78

HMF 3.10.20



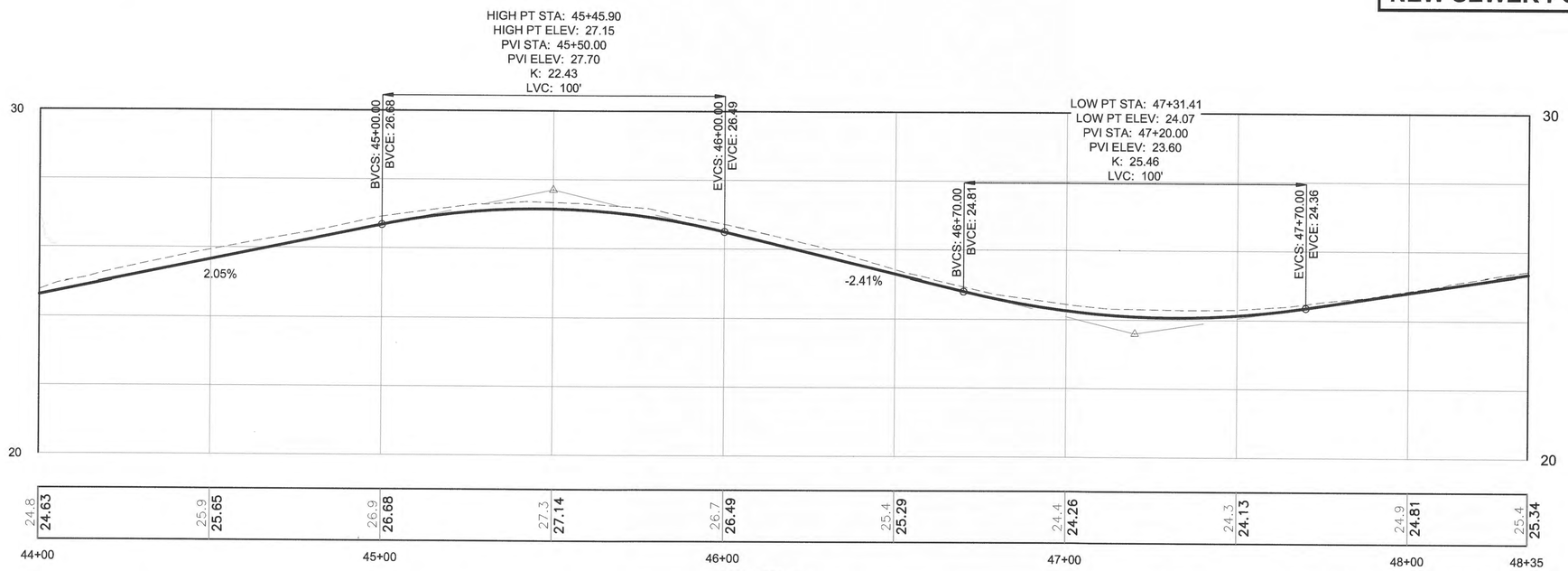
CURVE 8

Δ =3°07'26"
R=2291.83
L=124.96
T=62.50

SEE SHEET
G1 FOR
SUPERELEVATION

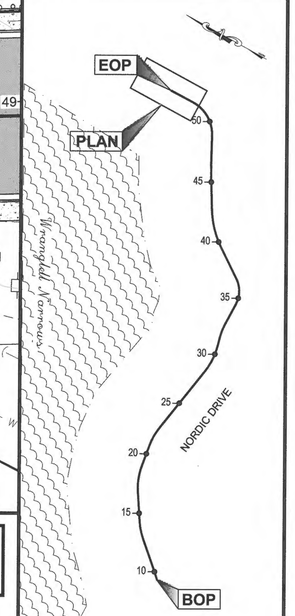
PLAN

SEE UTILITY SHEETS FOR NEW SEWER FORCE MAIN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

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GRANTHAM, RICK L (DOT)

TAB: F9 Tuesday, November 25, 2014 4:10:0

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

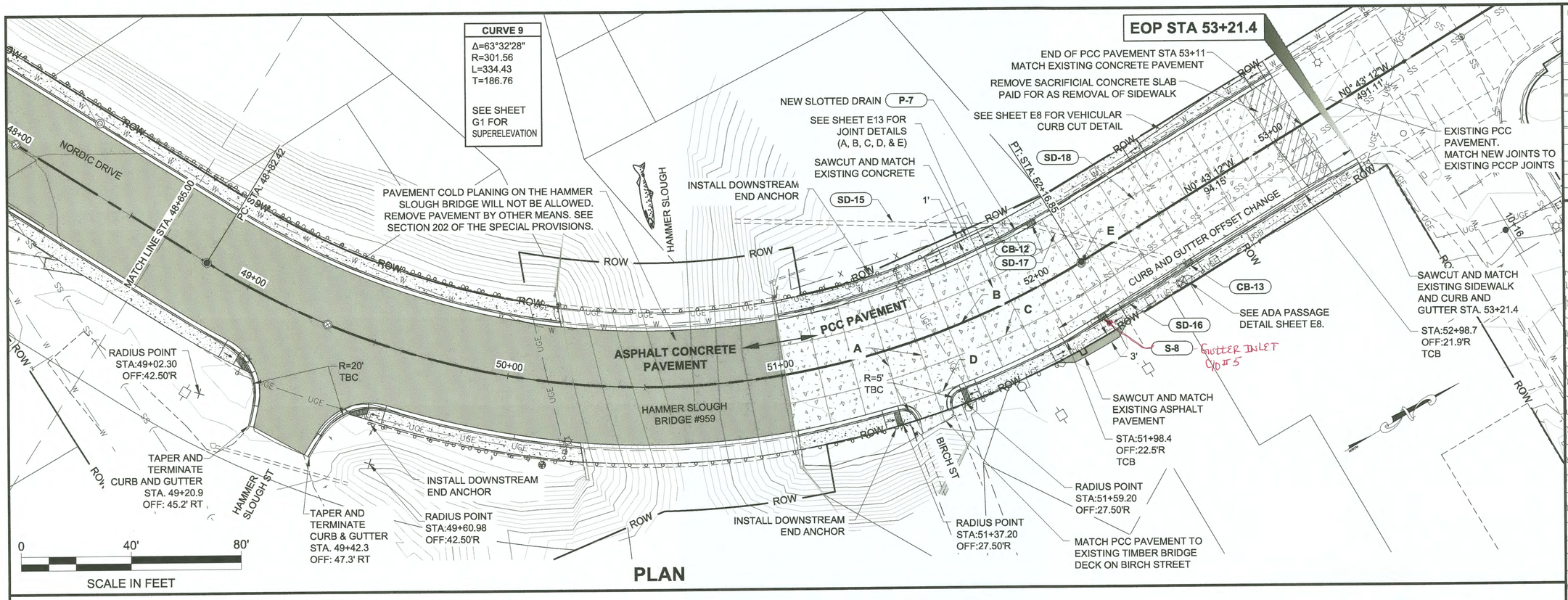
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

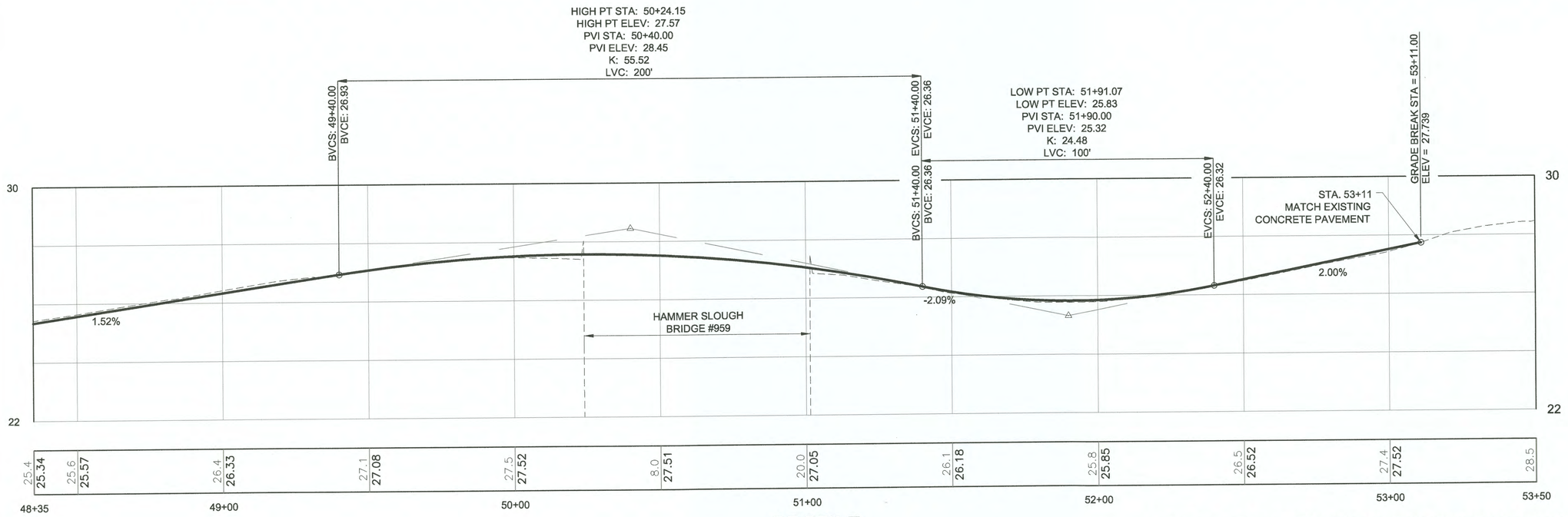
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

PLAN & PROFILE

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F9	78

HMF 3.10.20





DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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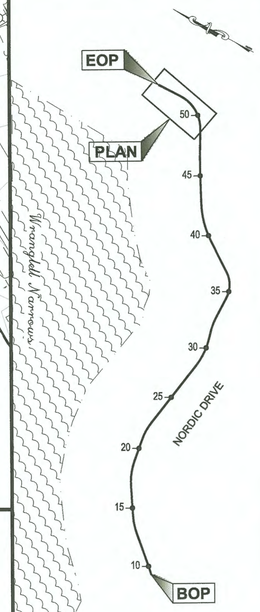
GRANTHAM, RICK L (DOT)
TAB: F10 Tuesday, November 25, 2014 4:05:2

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

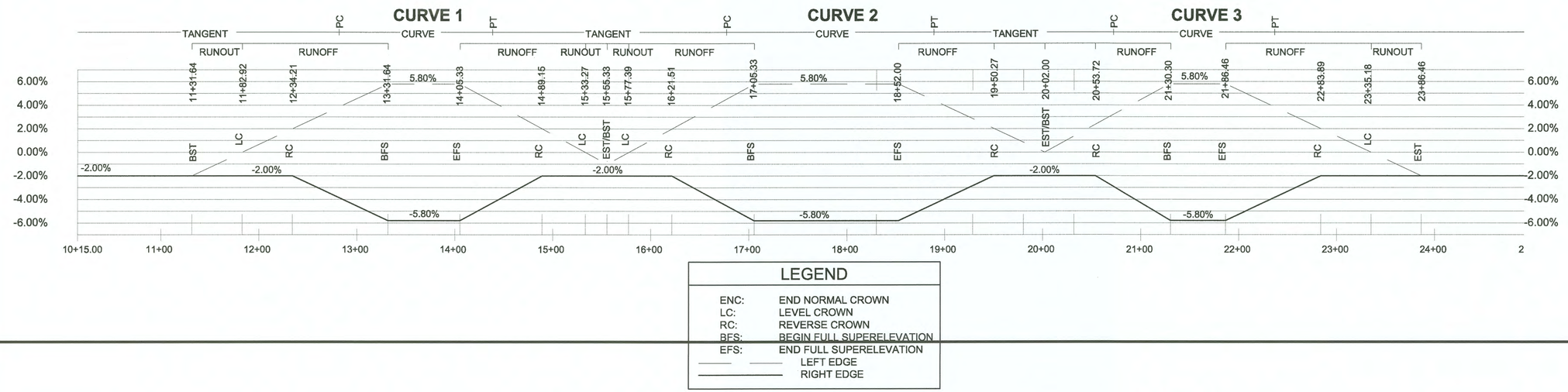
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

PLAN & PROFILE

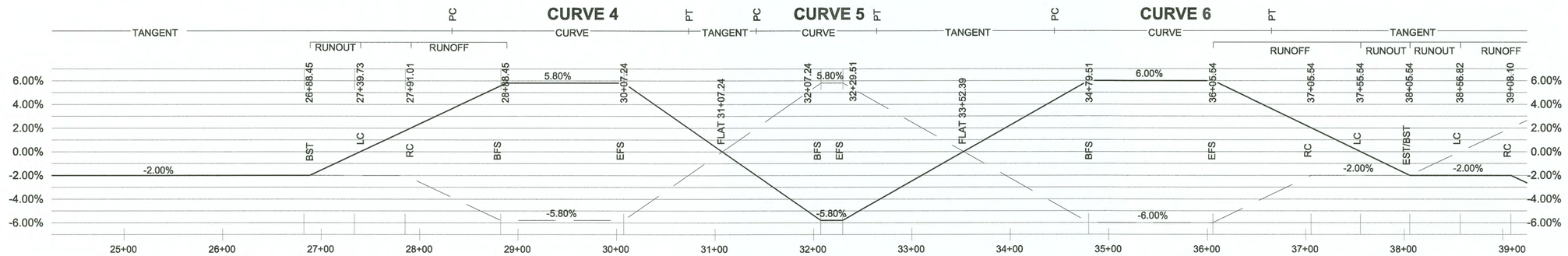
PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F10	78

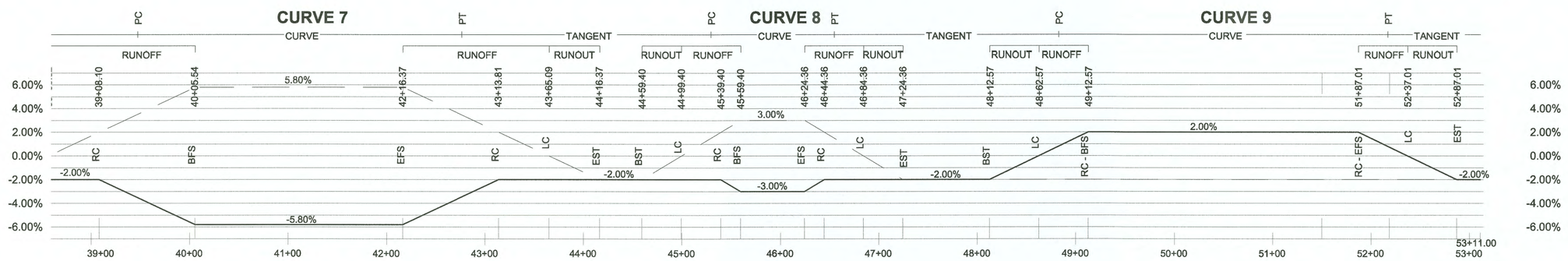
HMF 3.10.20



LEGEND

ENC:	END NORMAL CROWN
LC:	LEVEL CROWN
RC:	REVERSE CROWN
BFS:	BEGIN FULL SUPERELEVATION
EFS:	END FULL SUPERELEVATION
	LEFT EDGE
	RIGHT EDGE





DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

TAB: G1 Tuesday, November 25, 2014 3:57:1[illegible] PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
DARRYL G. LESTER
Nov 25, 2014
CE-11514
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

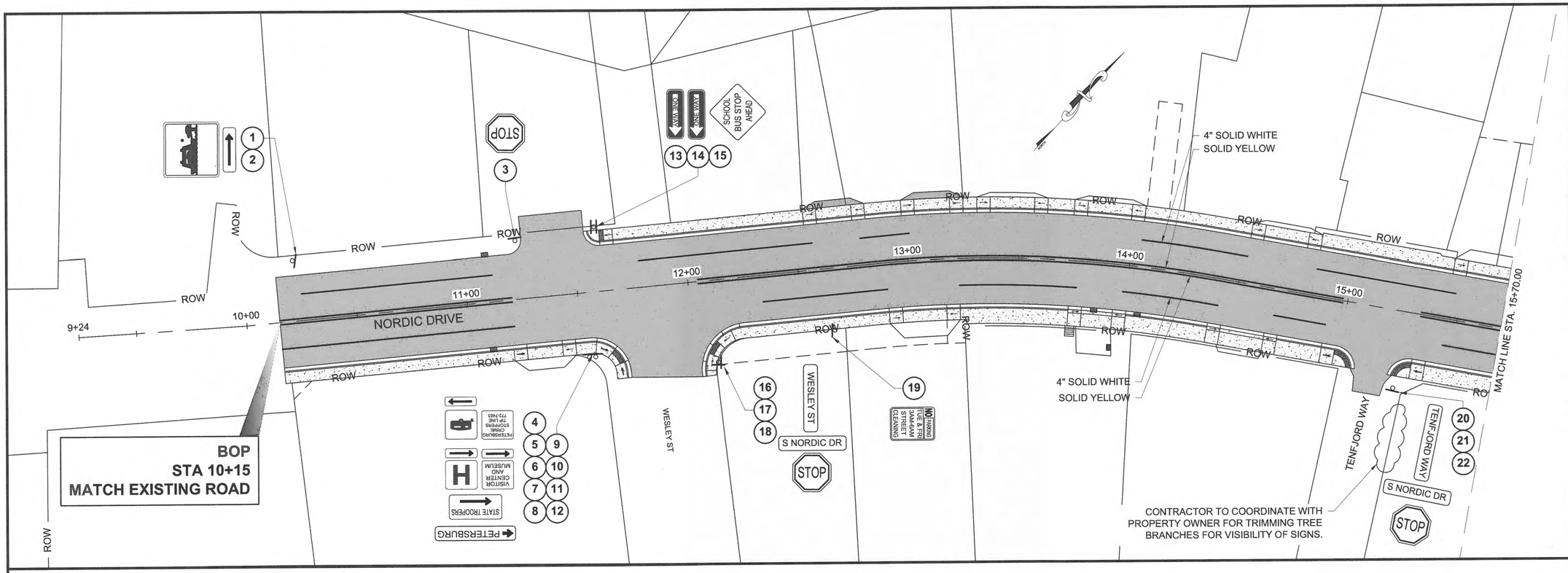
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

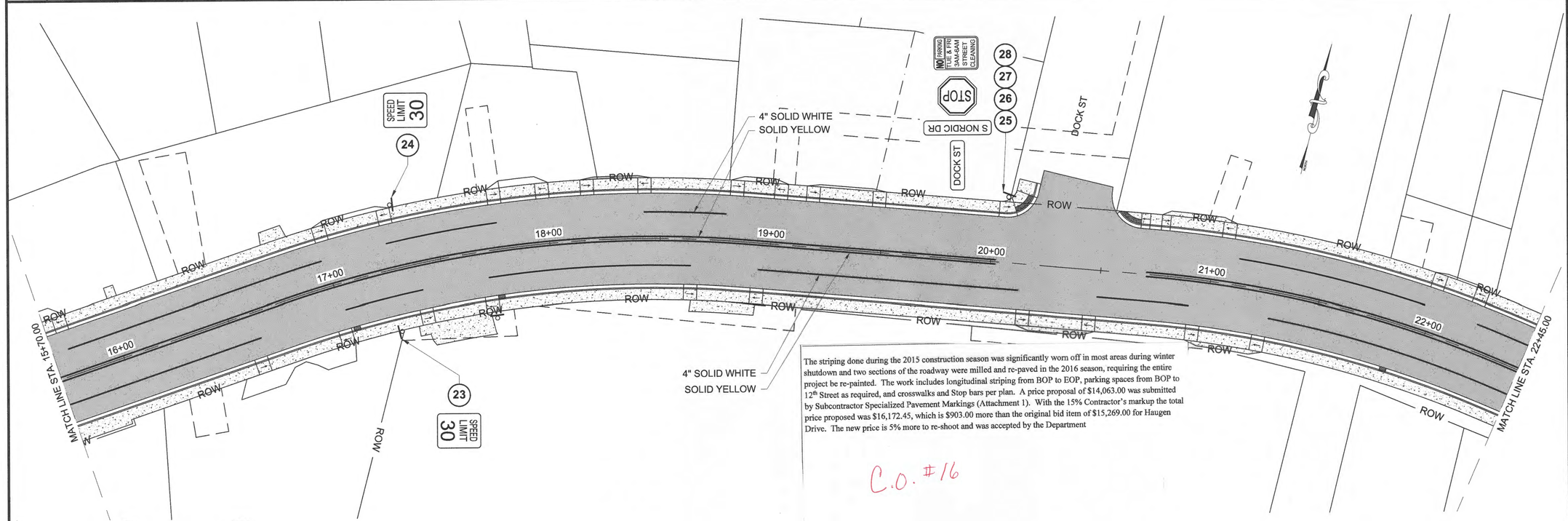
SUPERELEVATION PROFILE

PROJECT DESIGNATION
STP-0003(156)~68048

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G1	78

AMF 3.10.20





The striping done during the 2015 construction season was significantly worn off in most areas during winter shutdown and two sections of the roadway were milled and re-paved in the 2016 season, requiring the entire project be re-painted. The work includes longitudinal striping from BOP to EOP, parking spaces from BOP to 12th Street as required, and crosswalks and Stop bars per plan. A price proposal of $14,063.00 was submitted by Subcontractor Specialized Pavement Markings (Attachment 1). With the 15% Contractor's markup the total price proposed was $16,172.45, which is $903.00 more than the original bid item of $15,269.00 for Haugen Drive. The new price is 5% more to re-shoot and was accepted by the Department

C.O. #16

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

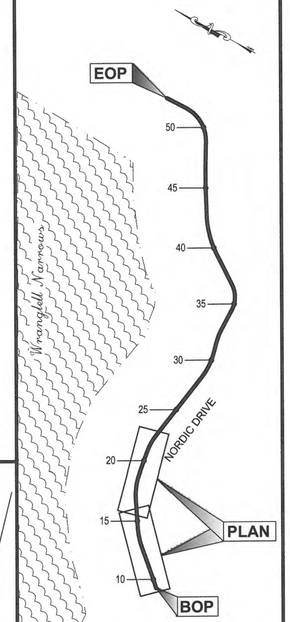
PATH: Q:\PSG\69518\PLANSET\COMBINED SET\NORDIC REVISED PLANSET\68048_H1-H4_SIGN-STRIPE.DWG
GRANTHAM, RICK L (DOT)
TAB: H1 Tuesday, November 25, 2014 3:58:0

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: D. EPSTEIN

STATE OF ALASKA
49th
David Bruce Epstein
Nov 25, 2014
CE-6866
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER
DRAWN BY: R. GRANTHAM

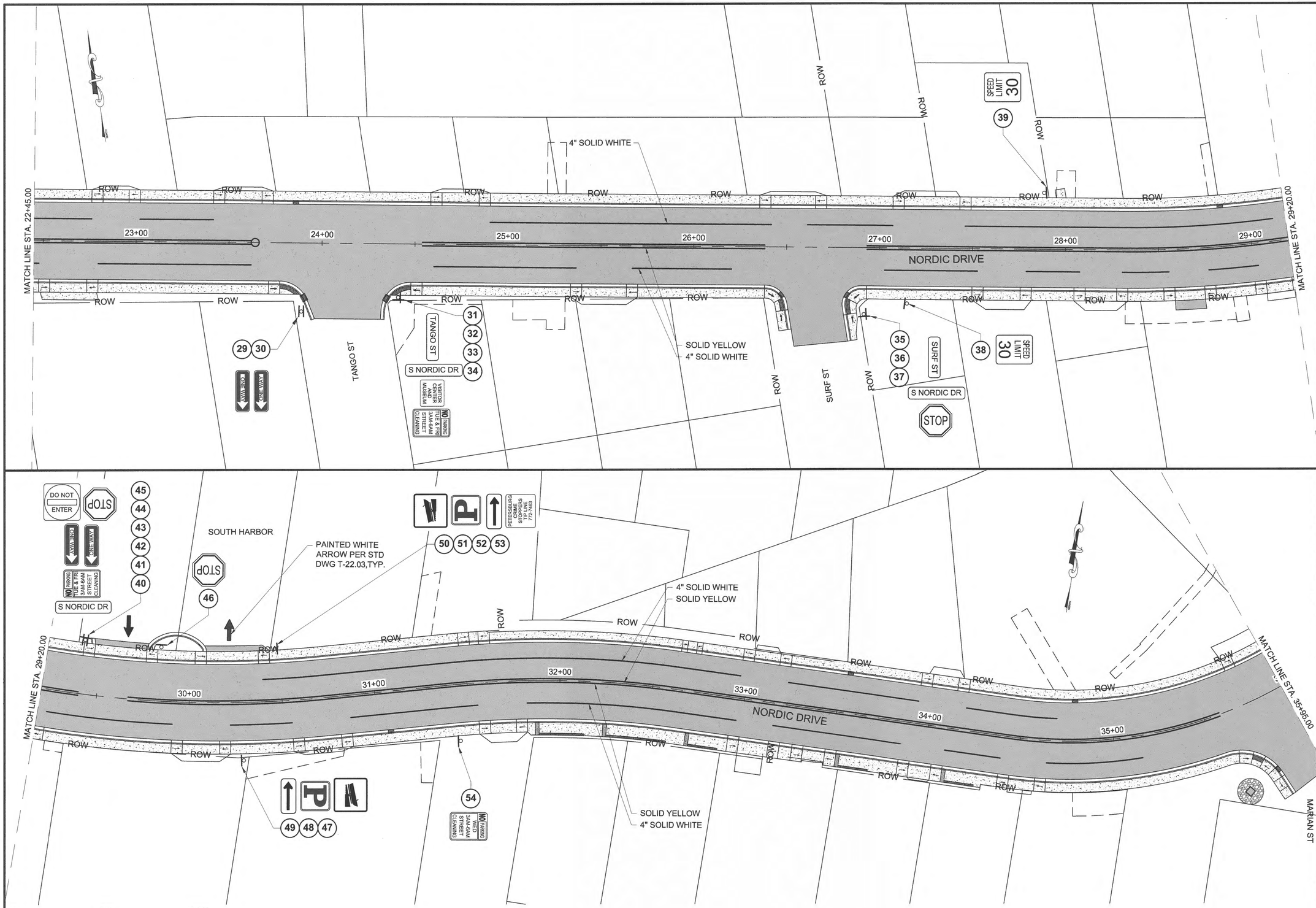
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL
PROJECT #68048

SIGNING & STRIPING PLAN

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H1	78

HMF 3.10.20



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GRANTHAM, RICK L (DOT)

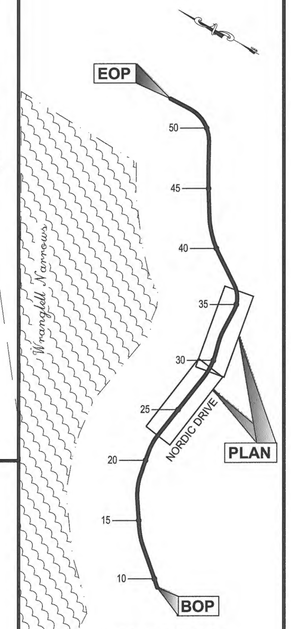
TAB: H2 Tuesday, November 25, 2014 3:58:3

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: D. EPSTEIN

STATE OF ALASKA
49th
David Bruce Epstein
Nov 25, 2014
CE-6866
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

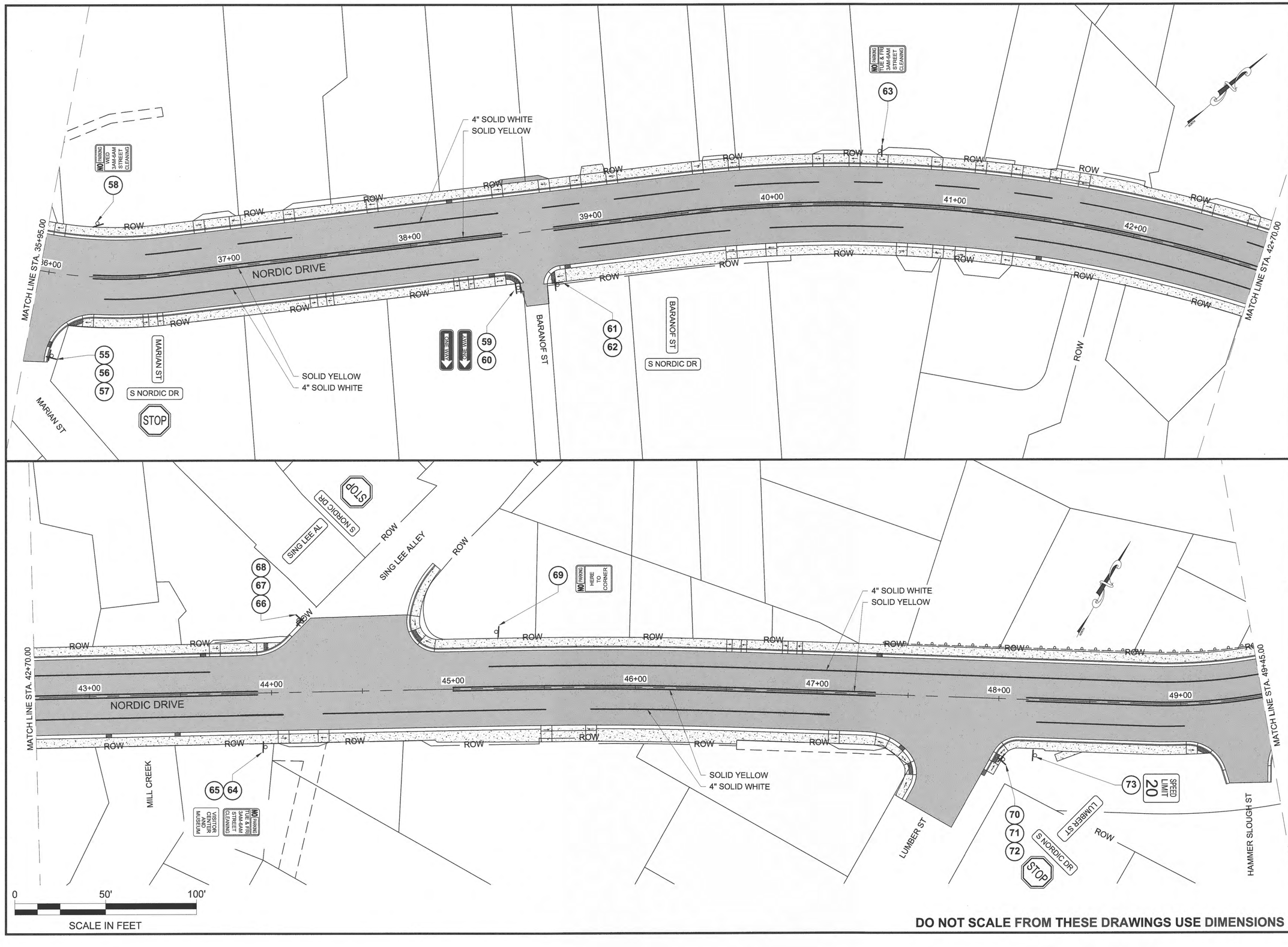
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL
PROJECT #68048

SIGNING & STRIPING PLAN

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H2	78

HMF 3.10.20



0 50' 100'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

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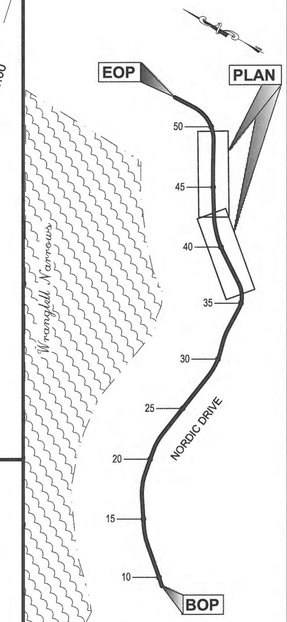


PLAN LEGEND

CHECKED BY: D. EPSTEIN

STATE OF ALASKA
49th
David Bruce Epstein, P.E.
Nov 25, 2014
CE-6666
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

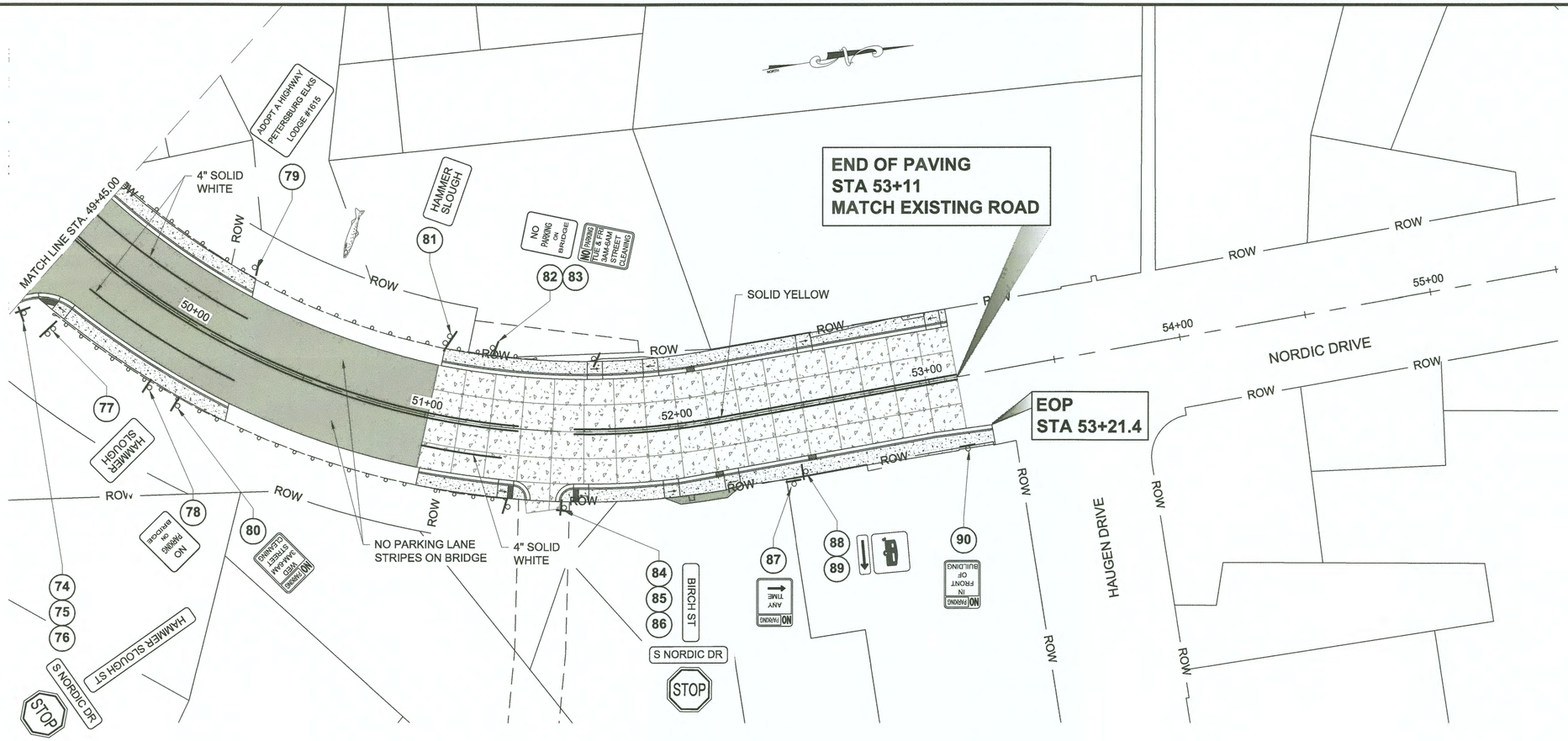
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL
PROJECT #68048

SIGNING & STRIPING PLAN

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H3	78

HMF 3.10.20



0 50' 100'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

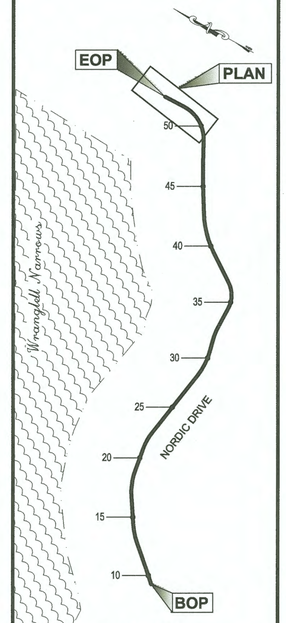
TAB: H4 Tuesday, November 25, 2014 3:59:1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: D. EPSTEIN

STATE OF ALASKA
49th
David Bruce Epstein, P.E.
Nov 25, 2014
CE-6866
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

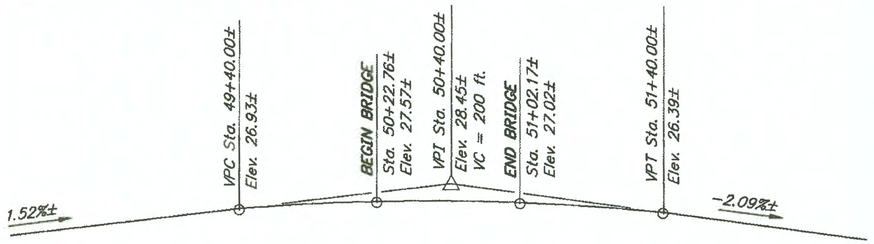
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

SIGNING & STRIPING PLAN

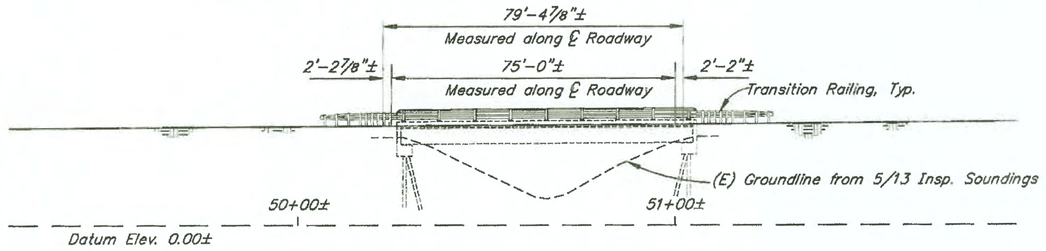
PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	**2014**
SHEET NUMBER	TOTAL SHEETS
H4	**78**

HMF 310.20

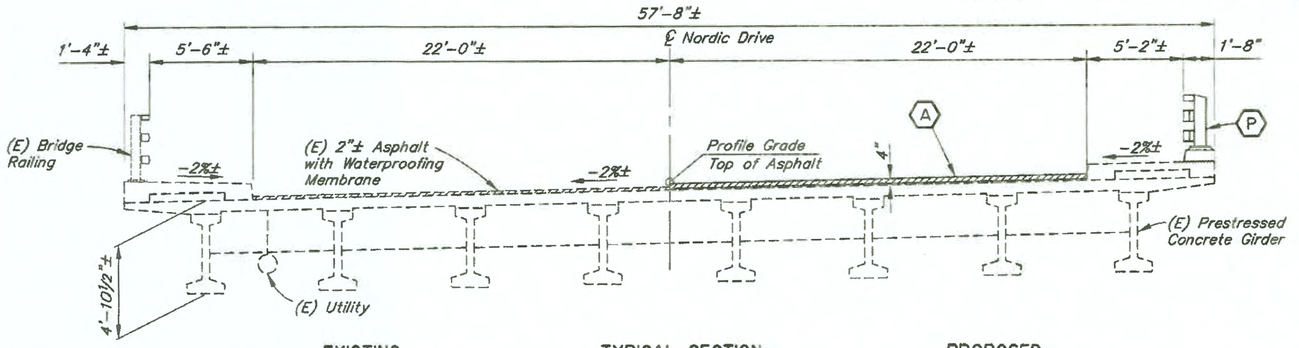
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0003(156)/68048	2014	N1	N5



BRIDGE PROFILE GRADE DATA
No Scale



ELEVATION
10 0 20 40
Feet



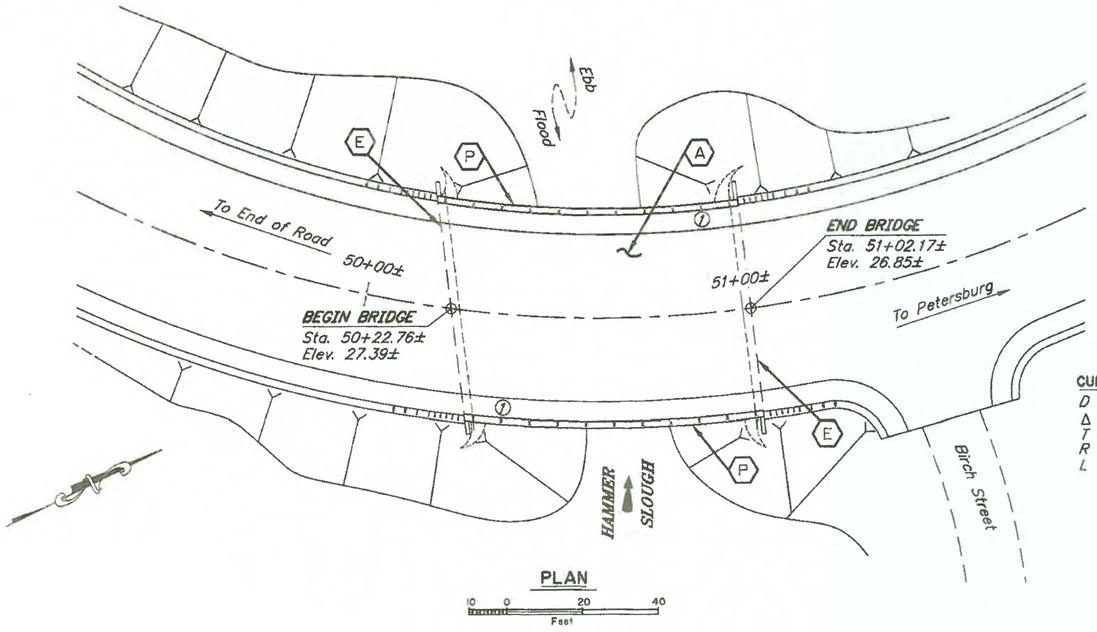
EXISTING TYPICAL SECTION PROPOSED

12 0 4 8
In. Feet

BRIDGE BASIS OF ESTIMATE

ITEM NO.	ITEM	PAY UNIT	ESTIMATING UNIT	SUBST.	SUPERST.	TOTAL
202(2)	Removal of Pavement	SY	SY		388	388
507(2)	Pedestrian Railing	LF	LF		159	159
507(7)	Removal and Disposal of Bridge Railing	LF	LF		159	159
508(1)	Waterproofing Membrane	LS	SF		3306	3306
606(16)	Transition Railing	EA	EA		4	4

Item numbers are for reference only. Quantities shown are not necessarily the pay quantities nor the total quantity of the particular item.



PLAN
10 0 20 40
Feet

BRIDGE DRAWING INDEX

TITLE	DWG. NO.
GENERAL LAYOUT	1
RAILING LAYOUT	2
EXPANSION JOINTS	3
PEDESTRIAN RAILING	4
TRANSITION RAILING	5

CURVE DATA
D = 19°00'00" ±
Δ = 63°32'28" L ±
T = 186.76' ±
R = 301.56' ±
L = 334.43' ±

LEGEND
(A) = New Asphalt Overlay w/ Waterproofing Membrane
(E) = New Expansion Joints
(P) = New Pedestrian Railing

GENERAL NOTES

DESIGN:..... AASHTO Standard Specifications for Highway Bridges, 17th Edition, 2002, with latest interim specifications.

LIVE LOAD:..... See "AS-BUILT DRAWINGS"

REINFORCEMENT:..... ASTM A706, Grade 60, Fy = 60,000 psi

CONCRETE:..... Class A Concrete unless otherwise noted, f'c = 4000 psi

STRUCTURAL STEEL:..... ASTM A709, Grade 50T3, Fy = 50,000 psi. unless otherwise noted. Galvanize all structural steel in accordance with AASHTO M111 and M232 unless otherwise noted.

① Denotes location of Bridge Number Plate.

Verify all controlling field dimensions before ordering or fabricating any material. "As-Built" drawings, fabrication shop drawings or other documentation for the existing bridges note significant changes from the original contract plans but do not necessarily show normal construction tolerances and variances. These documents are for informational use only and the Department neither warrants nor represents that these documents accurately depict the configuration of the existing bridges. Where dimensions of the proposed work in this Contract are dependent on the dimensions of the existing bridge, adjust dimensions of the work to fit existing conditions.

(E) = Existing
----- = Existing
——— = Proposed
± Indicates approximate dimension.

REHABILITATION

DESIGNED BY: Nick Murray	CHECKED: Steve Lee	LAYOUT BY: Nick Murray	CHECKED BY: Steve Lee
DRAWN BY: Ken Huse	CHECKED: Nick Murray	SPECIFICATIONS BY: Nick Murray	P S & E COMPARED: Steve Lee
QUANTITIES BY: Nick Murray	CHECKED: Steve Lee	APPROVAL RECOMMENDED BY: Rich Pratt	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BRIDGE SECTION

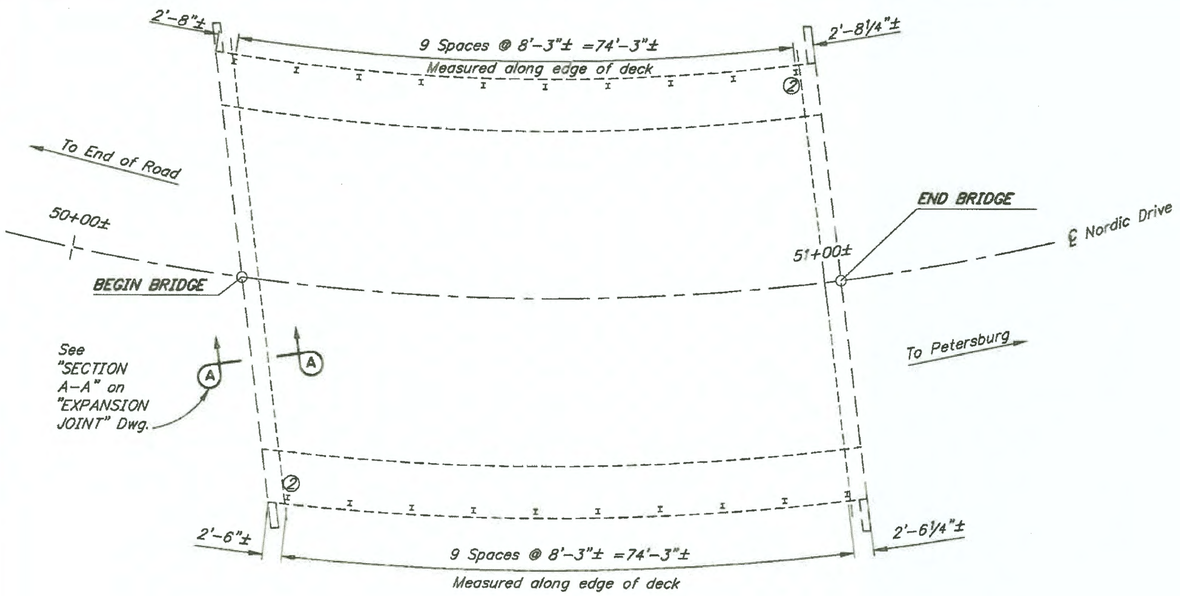
STATE OF ALASKA 49TH Stephan H. Lee No. SE 13936 REGISTERED PROFESSIONAL ENGINEER

HAMMER SLOUGH BRIDGE
NORDIC DRIVE
GENERAL LAYOUT

BRIDGE NO. 959
DWG. NO. 1

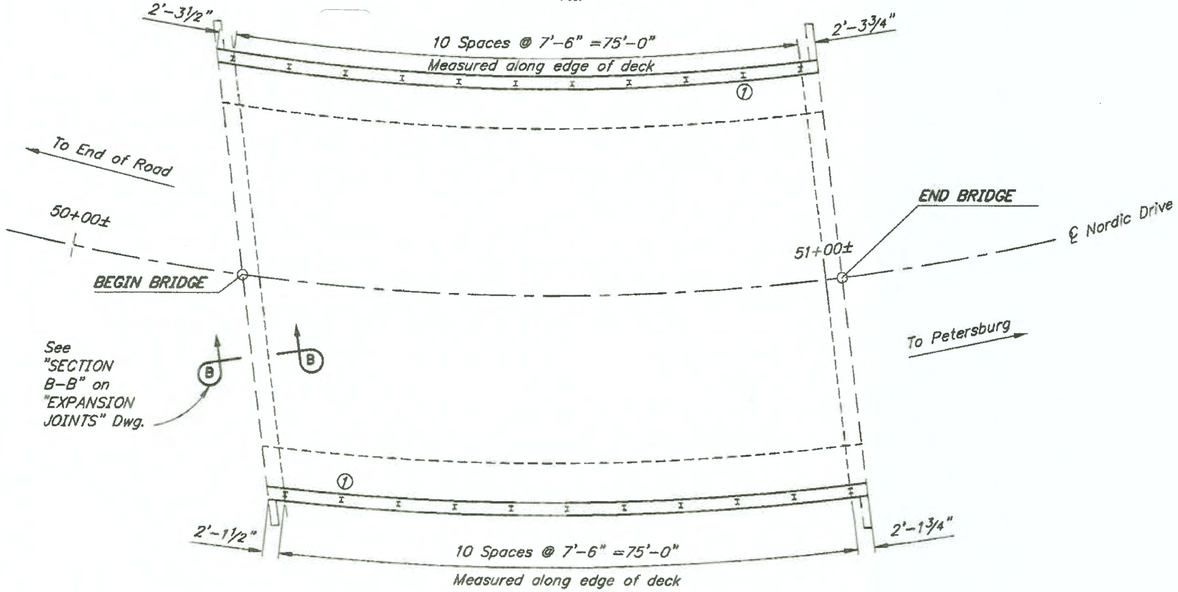
HMF 3.10.20

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0003(156)/68048	2014	N2	N5



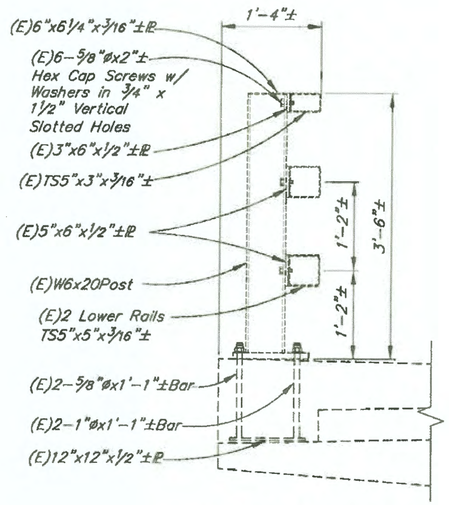
EXISTING RAIL POST LAYOUT

10 0 20 40
Feet



PROPOSED RAILING LAYOUT

10 5 0 10 20
Feet



EXISTING RAIL SECTION

12 6 0 1 2
In. Feet

NOTES:

1. Remove existing bridge number plate from first existing rail post at each approaching traffic end. Attach to new railing with 4-¼"øx1" ribbed neck carriage bolts with steel tamperproof nuts.
2. Exposed Existing Rail Post Anchor Bolts to remain.
3. Provide railing expansion joints at 50'-0" max. intervals. Provide a minimum of 2 rail posts between railing expansion joints. Railing expansion joints are required in rail panels that span bridge expansion joints.
4. Install posts plumb.
5. Use grout that conforms to ASTM C1107, Grade C with a minimum 28 day f'c of 9,000 psi.
6. Fabricate Railing to match bridge curve.
7. Core and Bond Rail Post Anchor Bolts. Drill and Bond Curb Anchor Rods.

① Denotes location of Bridge Number Plate.

② Denotes location of existing Bridge Number Plate. (To be relocated.)

(E) = Existing
----- = Existing
——— = Proposed

± Indicates approximate dimension.

DESIGNED BY: Nick Murray	CHECKED: Steve Lee
DRAWN BY: Ken Huse	CHECKED: Nick Murray
QUANTITIES BY: Nick Murray	CHECKED: Steve Lee

REHABILITATION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BRIDGE SECTION

STATE OF ALASKA 49TH
Stephen H Lee
No. SE 13696
REGISTERED PROFESSIONAL ENGINEER
6/20/19

HAMMER SLOUGH BRIDGE

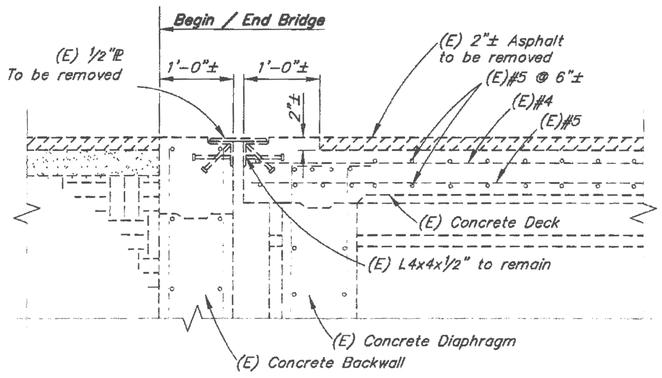
NORDIC DRIVE

RAILING LAYOUT

BRIDGE NO. 959
DWG. NO. 2

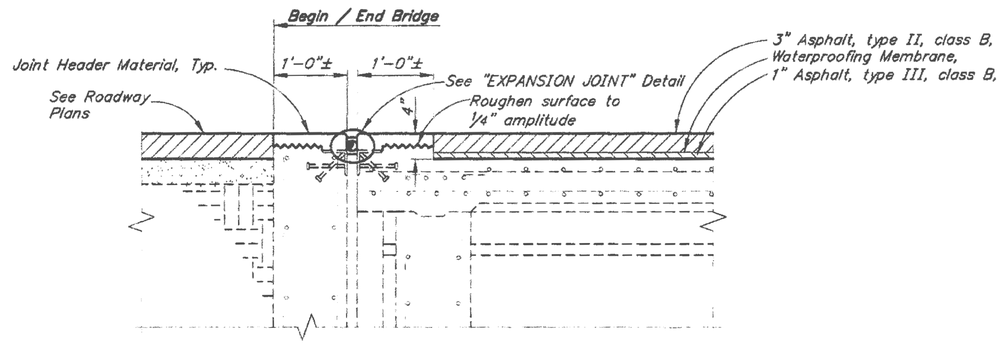
HMF 3.10.20

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0003(156)/68048	2014	N3	N5



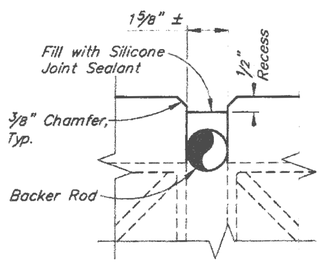
SECTION A-A

12 6 0 1 2
In. Feet



SECTION B-B

12 6 0 1 2
In. Feet



EXPANSION JOINT

No Scale

NOTES:

1. Existing Expansion Joint under Sidewalk to remain.

(E) = Existing
----- = Existing
——— = Proposed
± Indicates approximate dimension.

DESIGNED BY: Nick Murray	CHECKED: Steve Lee	**REHABILITATION**	STATE OF ALASKA **DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES** BRIDGE SECTION
DRAWN BY: Ken Huse	CHECKED: Nick Murray		
QUANTITIES BY: Nick Murray	CHECKED: Steve Lee		

STATE OF ALASKA 49 TH
Stephan H. Lee
No. SE 13696
6/20/14
REGISTERED PROFESSIONAL ENGINEER

HAMMER SLOUGH BRIDGE

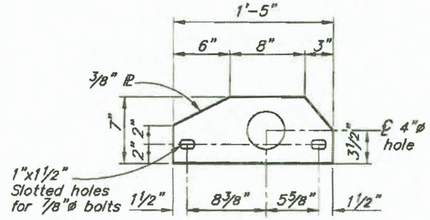
NORDIC DRIVE

EXPANSION JOINTS

BRIDGE NO. 959
DWG. NO. 3

HMF 310 ID

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0003(156)/68048	2014	N4	N5



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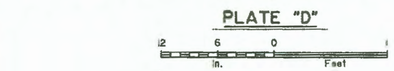
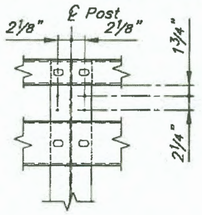
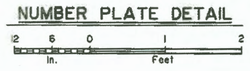
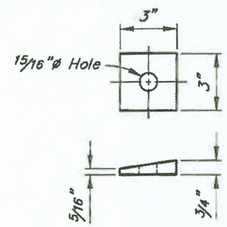


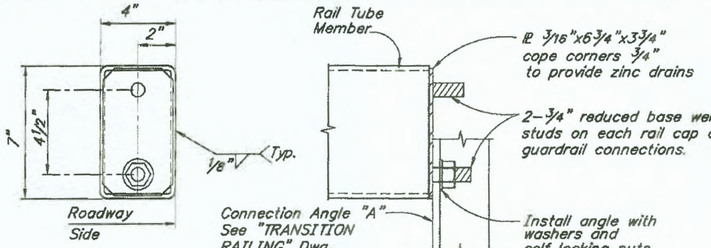


NUMBER PLATE DETAIL





TAPERED PLATE WASHER



RAIL CAP DETAIL

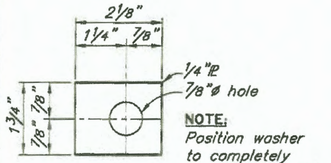
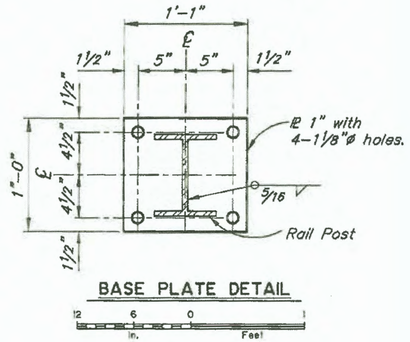
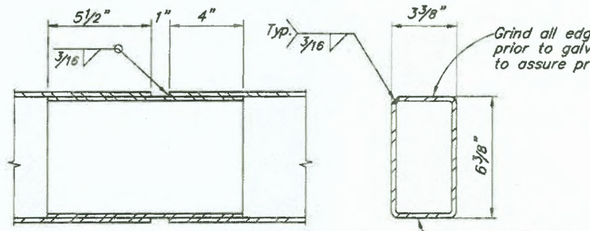


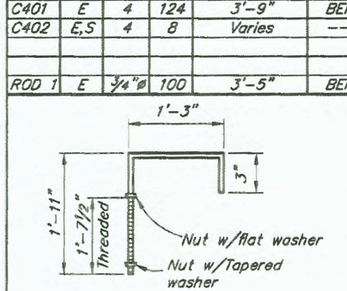
PLATE WASHER "C"
No Scale



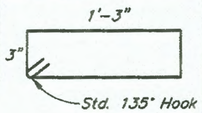
BASE PLATE DETAIL



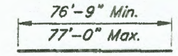
RAIL SPLICE DETAIL



ROD 1



C401

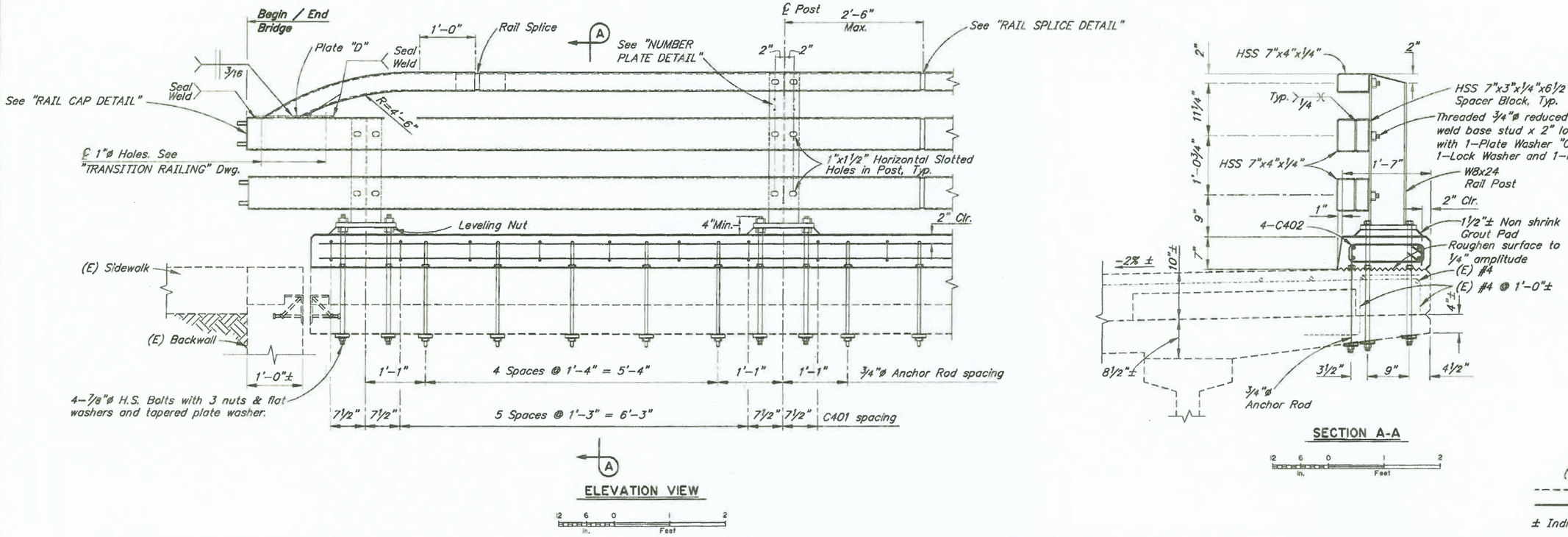


C402

REINFORCING STEEL

MARK	NOTE	SIZE	NO.	LENGTH	TYPE	BENDING DIAGRAM
C401	E	4	124	3'-9"	BENT	
C402	E,S	4	8	Varies	---	
ROD 1	E	¾"ø	100	3'-5"	BENT	

E – Epoxy-Coated reinforcing steel
S – Splices permitted. Length does not include splices.



ELEVATION VIEW

SECTION A-A

(E) = Existing
----- = Existing
——— = Proposed
± Indicates approximate dimension.

DESIGNED BY: Nick Murray	CHECKED: Steve Lee	REHABILITATION	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES BRIDGE SECTION
DRAWN BY: Sam Sollie	CHECKED: Nick Murray		
QUANTITIES BY: Nick Murray	CHECKED: Steve Lee		

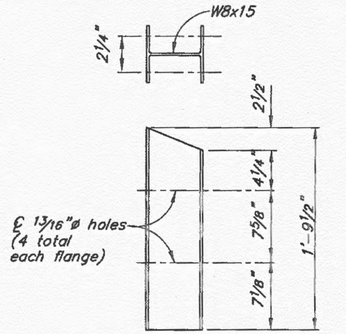
STATE OF ALASKA 49 TH
Stephan H. Lee
No. SE 13696
REGISTERED PROFESSIONAL ENGINEER
6/2014

HAMMER SLOUGH BRIDGE
NORDIC DRIVE
PEDESTRIAN RAILING

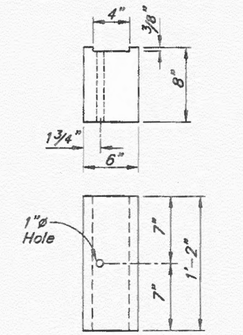
BRIDGE NO. 959
DWG. NO. 4

4MF 31020

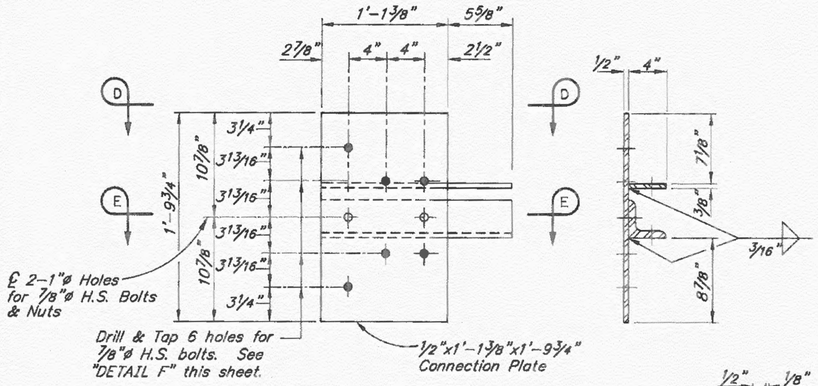
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0003(156)/68048	2014	N5	N5



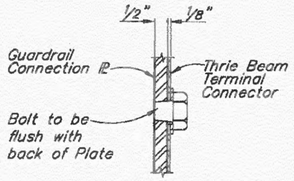
THRIE BEAM STEEL BLOCKOUT



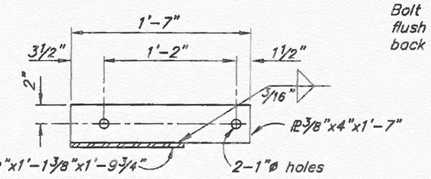
WOOD BLOCKOUT



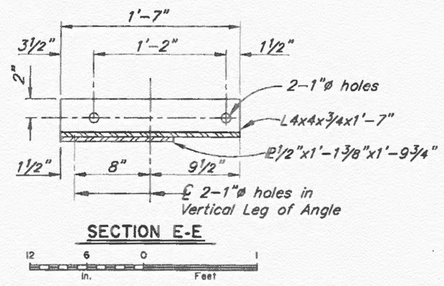
GUARD RAIL CONNECTION PLATE DETAILS



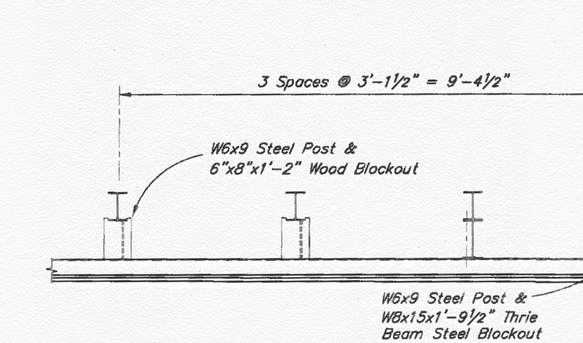
DETAIL "F"
No Scale



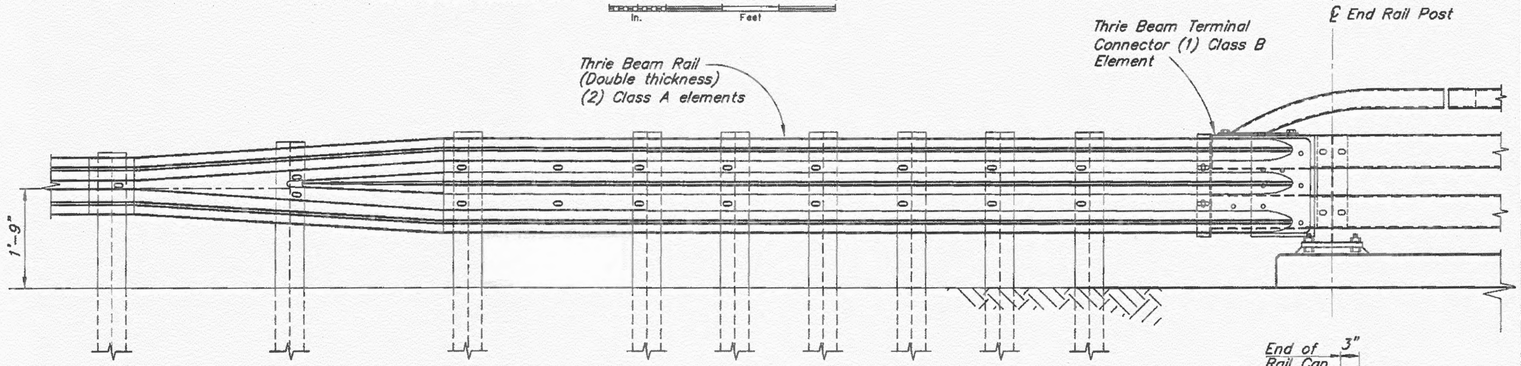
VIEW D-D



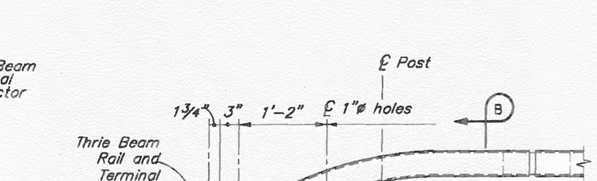
SECTION E-E



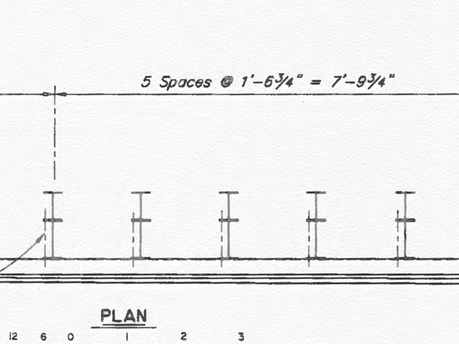
PLAN



ELEVATION



THRIE BEAM CONNECTION



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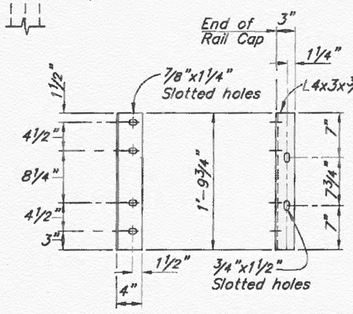


CONNECTION ANGLE "A"

NOTES:

1. All guardrail and guardrail connection hardware to conform to AASHTO M-180. Use H.S. Bolts conforming to ASTM A325. All other steel conforms to ASTM A709 Grade 36.
2. Conform to G-00 and G-04S for all guardrail details not shown.
3. Lap approach guardrail to prevent snags from oncoming traffic.
4. Provide 4 ½" horizontal slots in approach guardrail. Adjust guardrail bolts for sliding fit.

(E) = Existing
----- = Existing
——— = Proposed

± Indicates approximate dimension.

DESIGNED BY: Nick Murray	CHECKED: Steve Lee	REHABILITATION	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES BRIDGE SECTION
DRAWN BY: Ken Huse	CHECKED: Nick Murray		
QUANTITIES BY: Nick Murray	CHECKED: Steve Lee		

STATE OF ALASKA 49TH — Stephan H. Lee No. SE 13626 REGISTERED PROFESSIONAL ENGINEER — 6/24/14

HAMMER SLOUGH BRIDGE

NORDIC DRIVE

TRANSITION RAILING

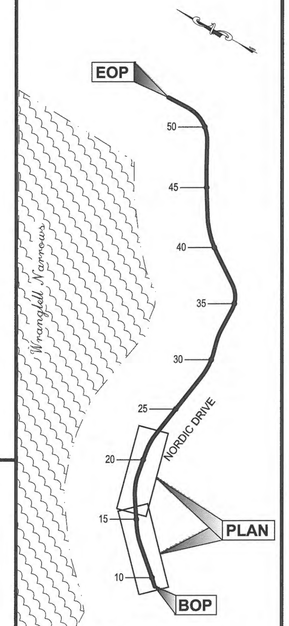
B I GE 0 959

G. O. 5

HMF 3.10.20

LEGEND

- FR—FR FIBER ROLL
- SB—SB SEDIMENT BARRIER
- INLET PROTECTION
- EXISTING CULVERT FLOW
- PROPOSED CULVERT FLOW
- DITCH FLOW
- SURFACE FLOW
- FISH HABITAT



PLAN LEGEND

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)
TAB: P1 Tuesday, November 25, 2014 4:00:3

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

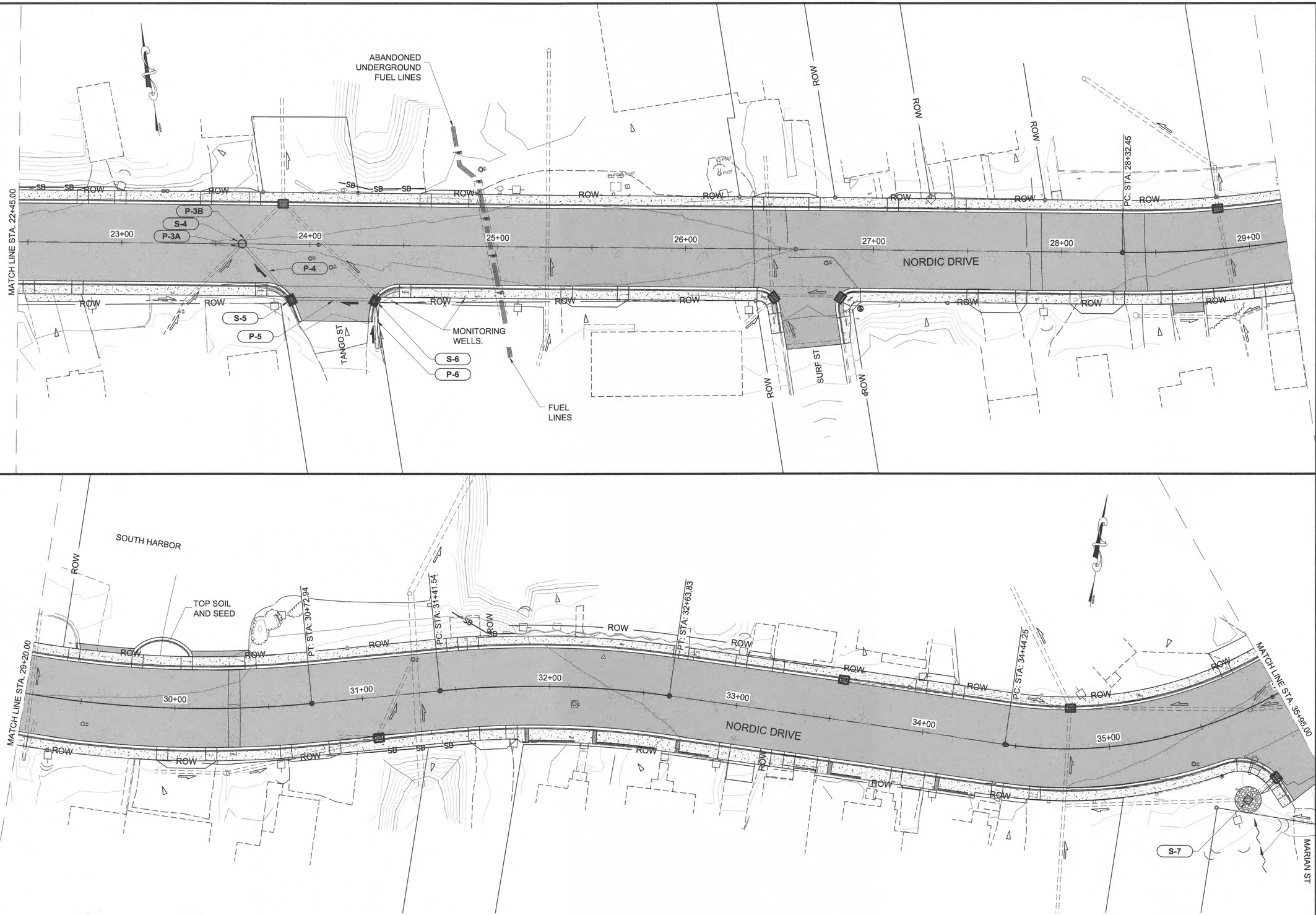
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

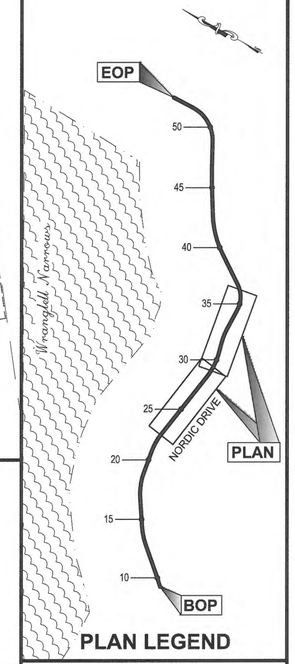
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

EROSION & SEDIMENT CONTROL PLAN

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P1	78

HMF 3.10.20





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GRANTHAM, RICK L (DOT)

TAB: P2 Tuesday, November 25, 2014 4:01:0

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL
PROJECT #68048

EROSION & SEDIMENT CONTROL PLAN

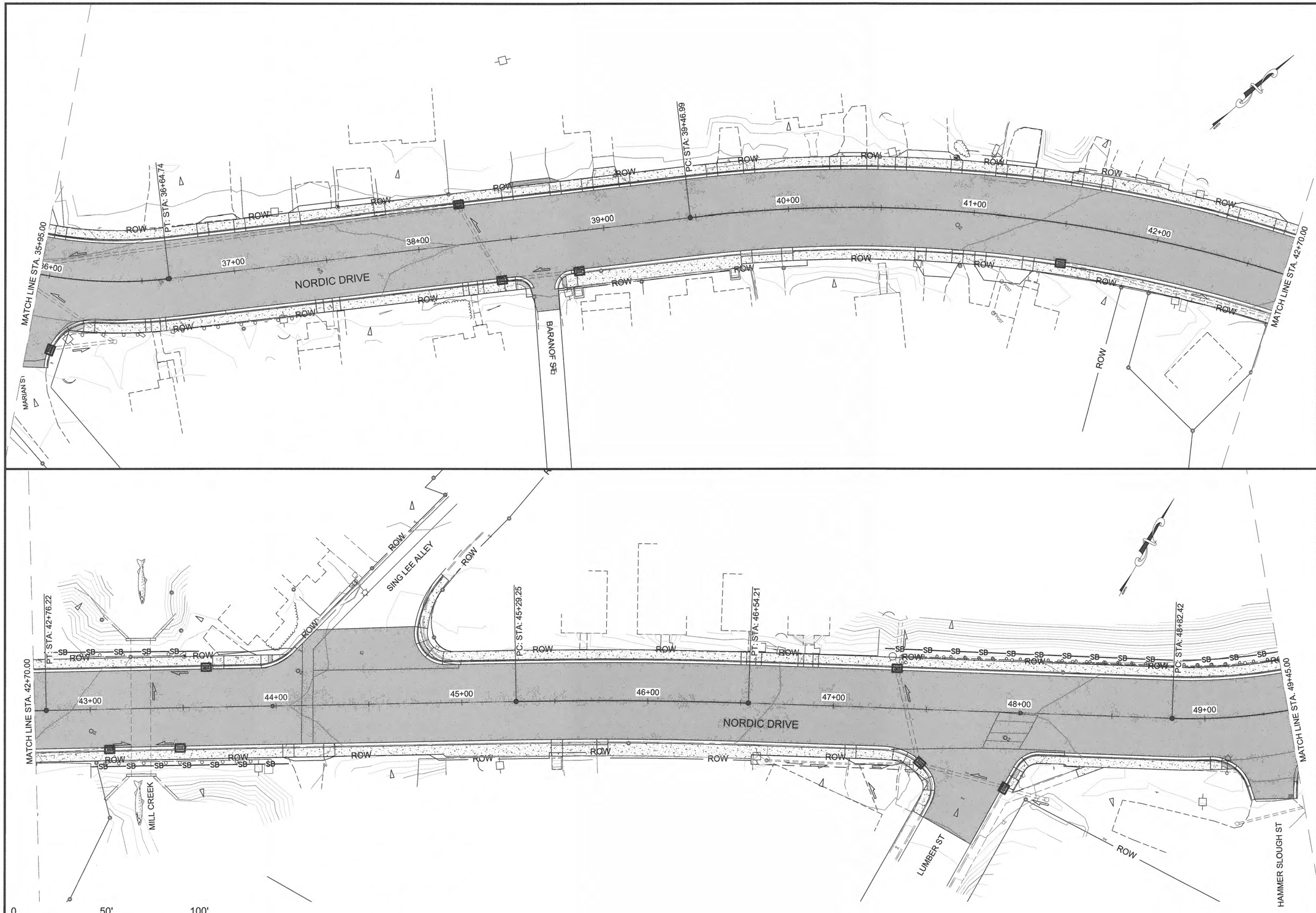
PROJECT DESIGNATION

STP-0003(156)~68048

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P2	78

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

HMF 3.10.20



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

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ATTACHMENT NUMBER

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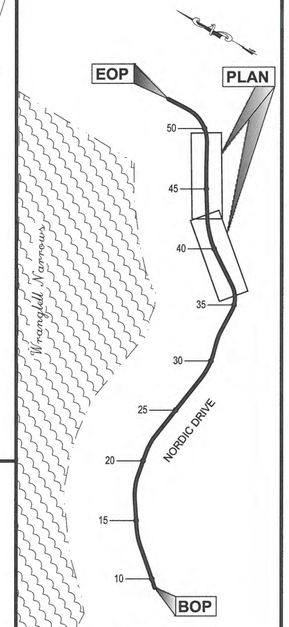


PLAN LEGEND

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

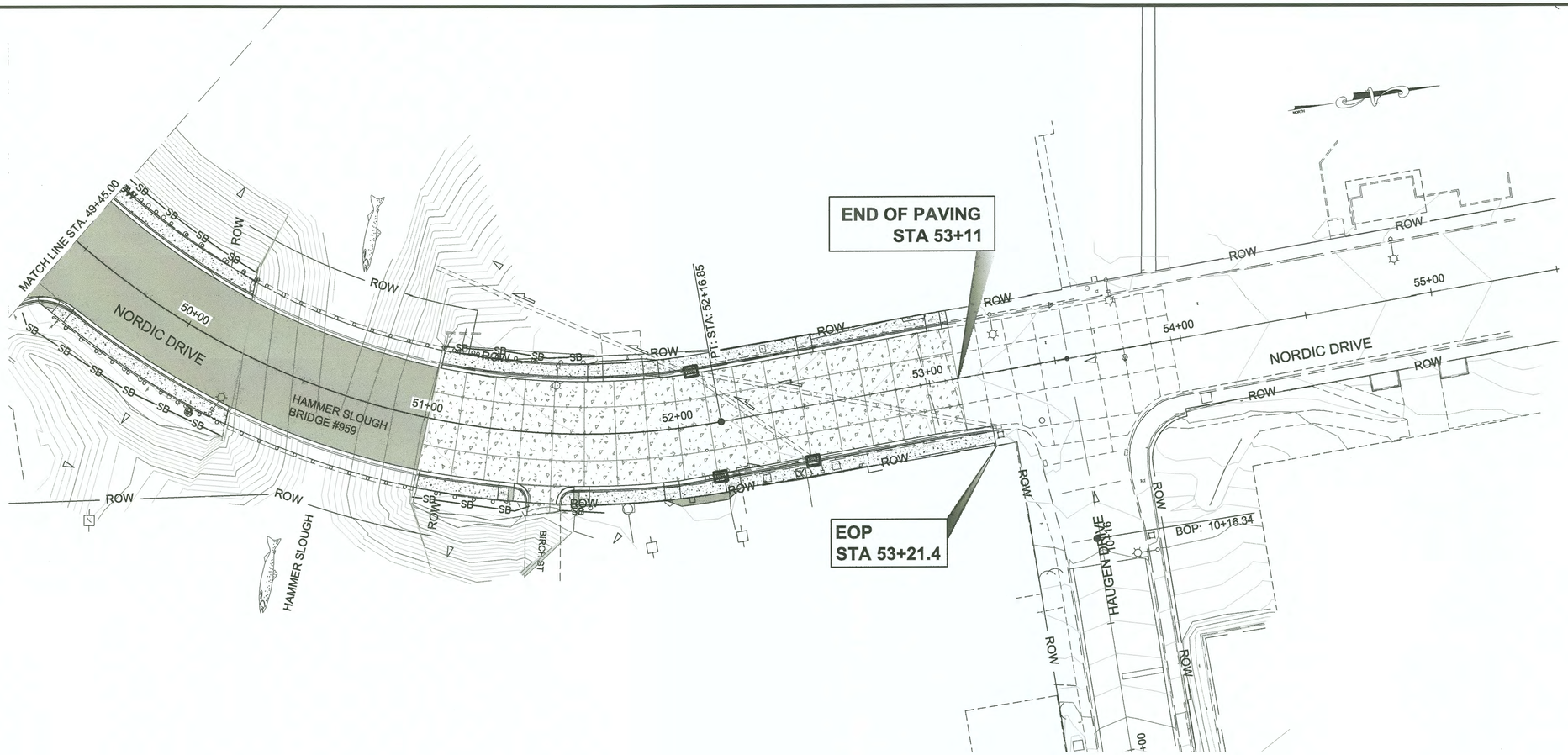
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

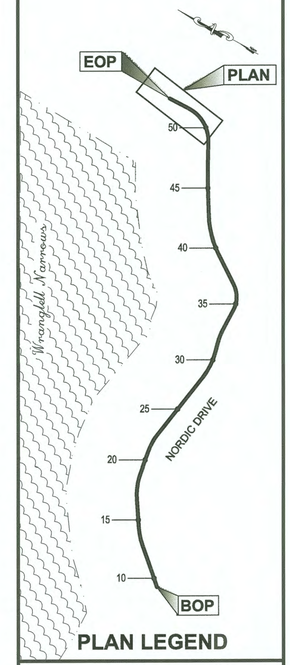
EROSION & SEDIMENT CONTROL PLAN

PROJECT DESIGNATION
STP-0003(156)~68048

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P3	78

HMF 3.10.20





PLAN LEGEND

0 50' 100'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

TAB: P4 Tuesday, November 25, 2014 4:02:5

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

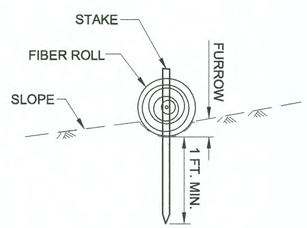
EROSION & SEDIMENT CONTROL PLAN

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P4	78

HMF 3.10.20

690 (2) ABOVE GRATE INLET PROTECTION

STATION	OFFSET	REMARKS
10+25	21 LT	
11+10	21 RT	
11+10	21 LT	
11+70	41 RT	
12+03	44 RT	
13+86	21 RT	
14+06	21 RT	
14+80	21 RT	
15+06	33 RT	
15+25	33 RT	
15+55	21 LT	
17+05	21 RT	
17+75	21 RT	
21+87	21 RT	
23+86	21 LT	
23+90	29 RT	
24+35	29 RT	
26+47	26 RT	
26+83	25 RT	
28+85	21 LT	
31+07	21 RT	
33+55	21 LT	
34+80	21 LT	
35+75	39 RT	
36+06	39 RT	
38+24	21 LT	
38+42	21 RT	
38+84	21 RT	
41+50	21 RT	
43+10	21 RT	
43+48	21 RT	
43+63	21 LT	
47+34	21 LT	
47+48	29 RT	
47+93	41 RT	
52+00	21 LT	SLOTTED DRAIN
52+08	21 LT	
52+08	21 RT	
52+13	21 RT	
52+50	22 RT	



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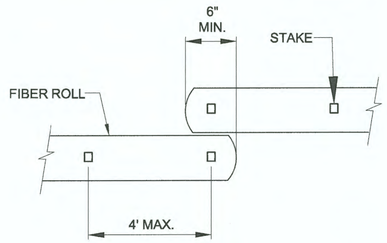

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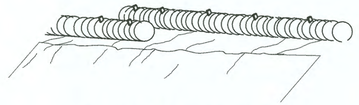
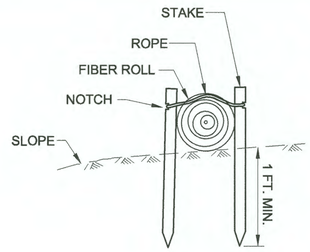


PERSPECTIVE

FIBER ROLL (TYPE 1)

N.T.S.



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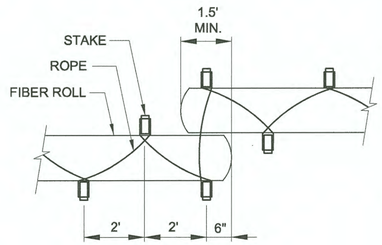

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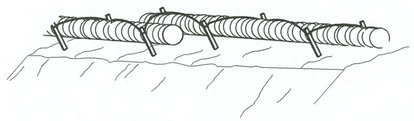
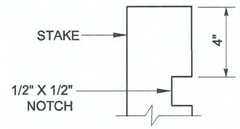


PERSPECTIVE



STAKE TYPE 2

FIBER ROLL (TYPE 2)

N.T.S.

TYPICAL FIBER ROLL DETAILS

N.T.S.

FIBER ROLL NOTES:

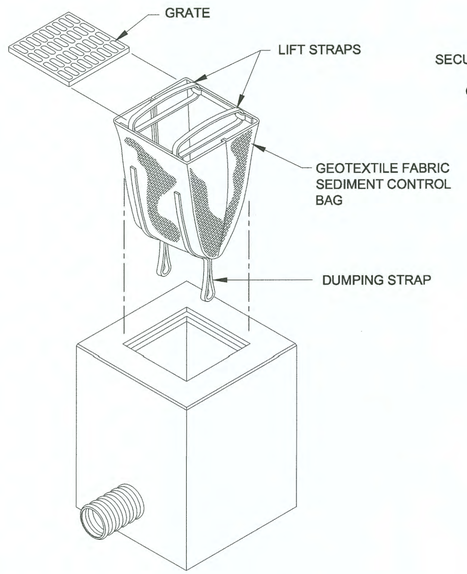
1. THE LOCATION AND LENGTH OF FIBER ROLLS IS DEPENDENT ON THE CONDITION OF THE SITE.
2. LAP ADJACENT FIBER ROLLS TO PREVENT SEDIMENT BYPASS.
3. ANCHOR AS NECESSARY TO FIRMLY SECURE FIBER ROLLS AND PROVIDE CONTINUOUS CONTACT WITH THE SURFACE ON WHICH IT IS INSTALLED.

INLET PROTECTION INSTALLATION AND MAINTENANCE

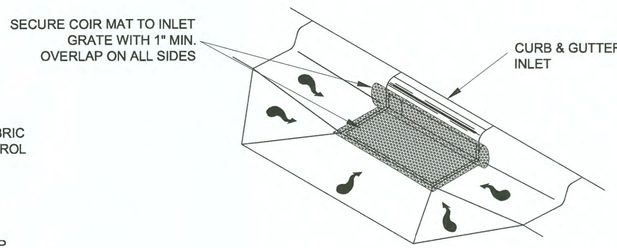
1. INSTALLATION: REMOVE THE GRATE FROM CATCH BASIN. IF USING OPTIONAL OIL ABSORBENTS; PLACE ABSORBENT PILLOW IN UNIT. STAND THE GRATE ON END. MOVE THE TOP LIFTING STRAPS OUT OF THE WAY AND PLACE THE GRATE INTO THE SEDIMENT BAG SO THAT THE GRATE IS BELOW THE TOP STRAPS AND ABOVE THE LOWER STRAPS. HOLDING THE LIFTING DEVICES, INSERT THE GRATE INTO THE INLET.
2. MAINTENANCE: REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM VICINITY OF UNIT AFTER EACH STORM EVENT. AFTER EACH STORM EVENT AND AT REGULAR INTERVALS, LOOK INTO THE SEDIMENT BAG. IF THE CONTAINMENT AREA IS MORE THAN 1/3 FULL OF SEDIMENT, THE UNIT MUST BE EMPTIED. TO EMPTY UNIT, LIFT THE UNIT OUT OF THE INLET USING THE LIFTING STRAPS AND REMOVE THE GRATE. IF USING OPTIONAL OIL ABSORBENTS; REPLACE ABSORBENT WHEN NEAR SATURATION.
3. INSTALL INLET PROTECTION AT LOCATIONS WITH EARTH DISTURBING ACTIVITIES AND COLD PLANING.

EROSION & SEDIMENT CONTROL NOTES:

1. REFER TO APPENDIX B OF THE CONTRACT DOCUMENTS FOR THE ENVIRONMENTAL COMMITMENTS.
2. THE LOCATIONS OF TEMPORARY EROSION & SEDIMENT POLLUTION CONTROLS ARE RECOMMENDATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A WQCP ACCORDING TO SECTION 641 OF THE SPECS.
3. INSTALL EROSION AND SEDIMENT CONTROL DEVICES BEFORE BEGINNING EARTH DISTURBING ACTIVITIES AND COLD PLANING OR AS SPECIFIED ELSEWHERE.
4. MAINTAIN DEVICES. MONITOR DAILY. REMOVE SEDIMENT FROM SEDIMENT TRAPS WHEN 4" OF SEDIMENT HAS ACCUMULATED.



BELOW GRATE INLET PROTECTION DETAIL



ABOVE GRATE INLET PROTECTION DETAIL

CATCH BASIN FILTERS SHALL BE USED AT ALL SITES WHERE SEDIMENT IS LIKELY TO BE GENERATED DURING CONSTRUCTION AND WHERE THE FILTERS ARE A REASONABLE MEANS OF TRAPPING IT.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO FERRY TERMINAL
PROJECT #68048

EROSION & SEDIMENT CONTROL DETAILS

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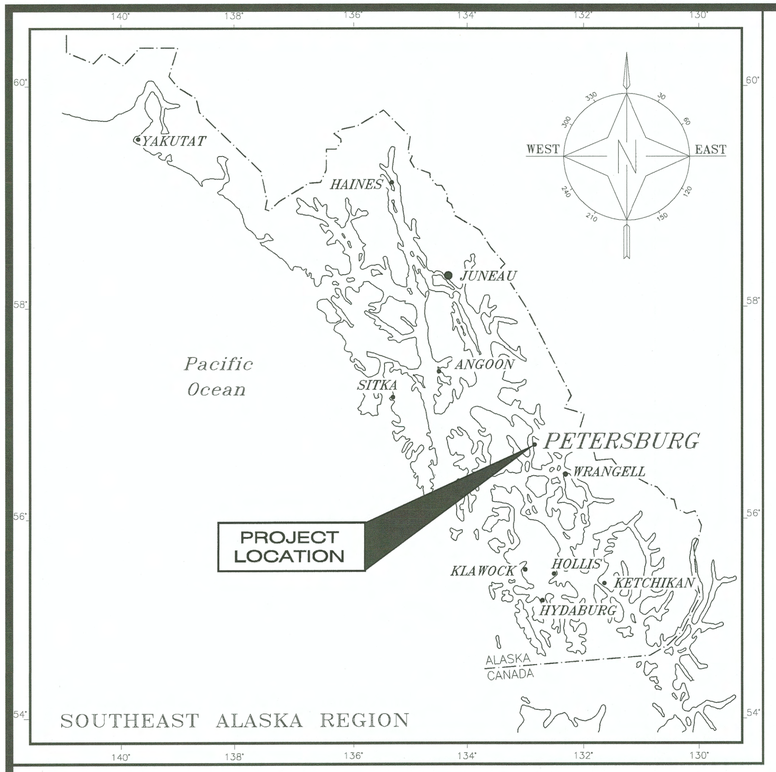
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			STP-0003(156)~68048	2014	P5	78

HMF 310.20



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

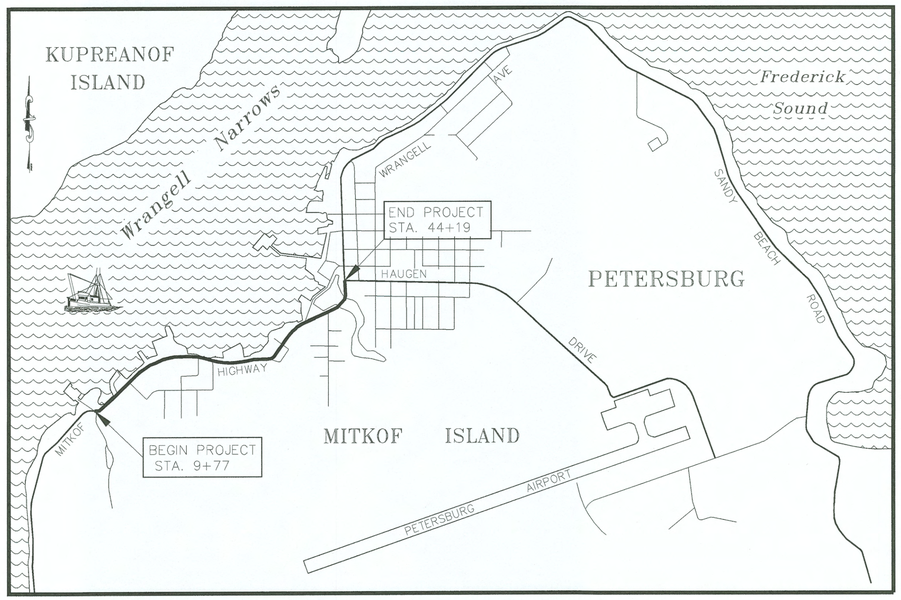
RIGHT OF WAY MAP

SOUTHEAST REGION
ALASKA PROJECT

PETERSBURG

NORDIC DRIVE REFURBISHMENT: HAUGEN DRIVE TO FERRY TERMINAL

SHAK-STP-0003(156) / 68048



Vicinity Map

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

APPROVED _____
Date

_____
CHIEF RIGHT OF WAY AGENT
SOUTHEAST REGION

STATE OF ALASKA
49TH
RANDAL V. DAVIS
LS-10611
REGISTERED PROFESSIONAL LAND SURVEYOR

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY that I am properly registered and licensed to practice land surveying in the State of Alaska and that this plat was made by me or under my supervision. I declare that this plat is based on information compiled from record data and controlled by recovered monuments and that all dimensions and other details are accurate.

_____ _____ _____
Randal V. Davis LS-10611 Date

STATE BUSINESS – NO FEE

PETERSBURG RECORDING DISTRICT

Q:\PSG\68048\RW\C3D\SOURCE DWGS\BASEMAP\68048_NORDIC ROW_1T020_STATION&OFFSETS_020314.DWG

HMF 3.10.20

ROW LINETYPES & SYMBOLS

	RECOVERED	TO BE SET THIS PROJECT
FED. GOV'T SECTION CORNER	Sec. Cor. 6 5 7 8	
FED. GOV'T 1/4 SECTION CORNER	5 6 1/4 Cor.	
FED. GOV'T 1/16 SECTION CORNER	1/16 Cor.	
FED. GOV'T SURVEY MONUMENT		
FED. GOV'T SURVEY CORNER		
BENCHMARK		
PRIMARY MONUMENT		
SECONDARY MONUMENT		
CENTERLINE MONUMENT		
GEODETIC CONTROL STATION		
DOT&PF GPS STATION		
TOWNSHIP & RANGE	T. 13 N. / T. 12 N. — R. 5 W. / R. 4 W.	
INTERNATIONAL BOUNDARY	ALASKA / CANADA	
SECTION		
1/4 SECTION		
1/16 SECTION		
CORPORATE or CITY LIMITS		
EXISTING RIGHT-OF-WAY		
PARCEL REQUIRED	1	
PROJECT CENTERLINE (ROW ONLY)	27+00	
EXISTING CENTERLINE		
RAILROAD CENTERLINE		
ROW MAP ONLY — PROPOSED RIGHT-OF-WAY		
ROW MAP ONLY — EXISTING RIGHT-OF-WAY	ROW LIMITS	
DESIGN PLANSET ONLY — PROPOSED RIGHT-OF-WAY	ROW	
DESIGN PLANSET ONLY — EXISTING RIGHT-OF-WAY	ROW	
EXISTING PROPERTY		
CONTROLLED ACCESS		
MEANDER		
EXISTING EASEMENT		
PROPOSED EASEMENT		
TEMPORARY PERMIT/EASEMENT		

UTILITY LOCATION SYMBOLS

	EXISTING	PROPOSED
FIRE HYDRANT		
METER		
VALVE or RISER		
POWER POLE		
JOINT USE POWER & TELEPHONE		
TELEPHONE or TELEGRAPH POLE		
GUY POLE	GP	GP
ANCHOR		
UTILITY POLE	UP	UP
TRANSMISSION TOWERS	Steel / Wood	Steel / Wood
POLE ANCHOR		
STUB POWER or TELEPHONE		
LUMINAIRE (MAST ARM MOUNTED)		
LUMINAIRE		
TELEPHONE PEDESTAL	T	T
ELECTRICAL TRANSFORMER	E	E
TELEPHONE BOX	T	T
ELECTRIC BOX	E	E
CABLE BOX	V	V
TELEPHONE MANHOLE	TMH	TMH
ELECTRIC MANHOLE	EMH	EMH
CATCH BASIN or DROP INLET		
FIELD INLET		
WATER MANHOLE	WT MH	WT MH
SEWER MANHOLE	SS MH	SS MH
STORM DRAIN MANHOLE	SD MH	SD MH
SEWER C/O	SS CO	SS CO
FUEL TANK (ABOVE GROUND)		
FUEL TANK (BELOW GROUND)	U	U
FUEL PUMP OR VENT	F--PUMP F--VENT	

UTILITY LOCATION LINETYPES

	EXISTING	PROPOSED
WATER	W	W
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
NATURAL GAS	GAS	GAS
FUEL	F	F
TELEPHONE	T	T
TELEVISION	TV	TV
ELECTRIC/TELEPHONE	E/O	E/O
OVERHEAD ELECTRIC	OHE	OHE
UNDERGROUND ELECTRIC	UGE	UGE

LOCATION LINETYPES & SYMBOLS

	EXISTING	PROPOSED
BOTTOM OF DITCH		
TUNNEL		
WETLANDS		
LAKE & RESERVOIRS	LAKE / RES.	
RIVER OR CREEK	RIVER / CREEK	
CUT SLOPE		
FILL SLOPE		
ROADWAY EDGE		
GUARDRAIL		
SIDEWALK		
CONCRETE CURB		
CONCRETE CURB GUTTER		
CONCRETE CURB CUT		
DRIVEWAYS, APPROACHES		
RETAINING WALL		
RIPRAP		
BRIDGE		
PIPE CULVERTS		
FENCE LINE		
MAILBOX	MB	MB
SATELLITE DISH		

BUILDINGS:
H=HOUSE, M=MERCHANT/STORE, S=SHED, SS=SERVICE STATION, G=GARAGE, B=BARN, P=PRIVY, W=WAREHOUSE

FOUNDATIONS	FD	FD
HEAD & WINGWALLS		
STONE FENCE		
DECIDUOUS TREE		
CONIFER TREE		
EAGLE TREE		
TEST HOLE	TP	
POST/BOLLARD	POST	

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R2	12

ROADWAY SURFACE MARKING

	FOR STRIPING PLANS	
SOLID WHITE STRIPE		4" SOLID WHITE / 8" SOLID WHITE
SOLID YELLOW STRIPE		4" SOLID YELLOW
BROKEN WHITE or YELLOW STRIPE		4"BROKEN WHITE OR / 4" BROKEN YELLOW
SOLID YELLOW STRIPE with BROKEN YELLOW STRIPE		4" BROKEN YELLOW / 4" BROKEN YELLOW / 4" SOLID YELLOW

TRAFFIC CONTR0L SYMBOLS

	EXISTING	PROPOSED
CONE		
DRUM		
TYPE I, II, & III BARRICADES		I II III
FLAGGING STATION		
SIGN (FACING)		
SIGNAL FACE, VEHICULAR		
SIGNAL FACE, BACKPLATE		
SIGNAL FACE, LEFT TURN, BACKPLATE		
SIGNAL FACE, PEDESTRIAN		
JUNCTION BOX, TYPE I	8	8
JUNCTION BOX, TYPE II	5	5
JUNCTION BOX, TYPE III	3	3
DETECTOR, LOOP	4	4
DETECTOR, MAGNETOMETER	6	6
DETECTOR, RADAR	R	R
DETECTOR, SONIC	S	S
DETECTOR, OPTICOM		
DETECTOR, PUSH BUTTON (DIRECTION)	5	5
SIGNAL CONTROLLER		
LOAD CENTER		
SIGNAL POLE	2	4
SIGNAL POLE w/MASTARM	3	5

DO NOT SCALE FROM THIS SHEET USE DIMENSIONS

DATE	REVISIONS	BY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
SHAK-STP-0003(156) / 68048
PSG NORDIC DRIVE REFURBISHMENT:
HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG	DATE 8/23/2013	SCALE N/A	
CHECKED RVD	DATE 6/23/14	SHEET R2	OF 12

O:\PSG\68048\RW\C3D\SOURCE DWGS\BASEMAP\68048_NORDIC ROW_1TO20_STATION&OFFSETS_020314.DWG

AMF 3.10.20

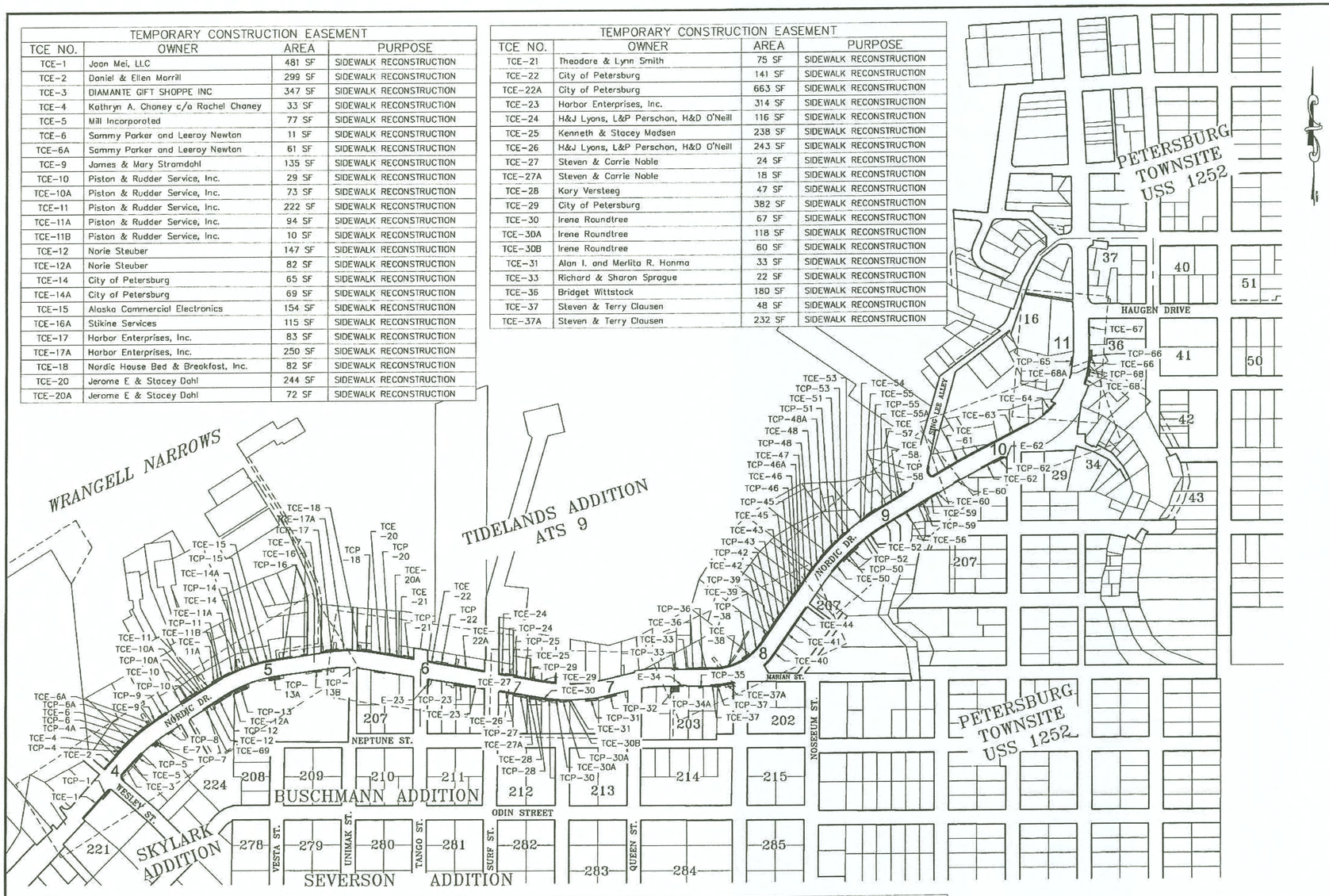
PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R3	12

TEMPORARY CONSTRUCTION EASEMENT

TCE NO.	OWNER	AREA	PURPOSE
TCE-1	Joan Mei, LLC	481 SF	SIDEWALK RECONSTRUCTION
TCE-2	Daniel & Ellen Morrill	299 SF	SIDEWALK RECONSTRUCTION
TCE-3	DIAMANTE GIFT SHOPPE INC	347 SF	SIDEWALK RECONSTRUCTION
TCE-4	Kathryn A. Chaney c/o Rachel Chaney	33 SF	SIDEWALK RECONSTRUCTION
TCE-5	Mill Incorporated	77 SF	SIDEWALK RECONSTRUCTION
TCE-6	Sammy Parker and Leeroy Newton	11 SF	SIDEWALK RECONSTRUCTION
TCE-6A	Sammy Parker and Leeroy Newton	61 SF	SIDEWALK RECONSTRUCTION
TCE-9	James & Mary Stromdahl	135 SF	SIDEWALK RECONSTRUCTION
TCE-10	Piston & Rudder Service, Inc.	29 SF	SIDEWALK RECONSTRUCTION
TCE-10A	Piston & Rudder Service, Inc.	73 SF	SIDEWALK RECONSTRUCTION
TCE-11	Piston & Rudder Service, Inc.	222 SF	SIDEWALK RECONSTRUCTION
TCE-11A	Piston & Rudder Service, Inc.	94 SF	SIDEWALK RECONSTRUCTION
TCE-11B	Piston & Rudder Service, Inc.	10 SF	SIDEWALK RECONSTRUCTION
TCE-12	Norie Steuber	147 SF	SIDEWALK RECONSTRUCTION
TCE-12A	Norie Steuber	82 SF	SIDEWALK RECONSTRUCTION
TCE-14	City of Petersburg	65 SF	SIDEWALK RECONSTRUCTION
TCE-14A	City of Petersburg	69 SF	SIDEWALK RECONSTRUCTION
TCE-15	Alaska Commercial Electronics	154 SF	SIDEWALK RECONSTRUCTION
TCE-16A	Stikine Services	115 SF	SIDEWALK RECONSTRUCTION
TCE-17	Harbor Enterprises, Inc.	83 SF	SIDEWALK RECONSTRUCTION
TCE-17A	Harbor Enterprises, Inc.	250 SF	SIDEWALK RECONSTRUCTION
TCE-18	Nordic House Bed & Breakfast, Inc.	82 SF	SIDEWALK RECONSTRUCTION
TCE-20	Jerome E & Stacey Dahl	244 SF	SIDEWALK RECONSTRUCTION
TCE-20A	Jerome E & Stacey Dahl	72 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION EASEMENT

TCE NO.	OWNER	AREA	PURPOSE
TCE-21	Theodore & Lynn Smith	75 SF	SIDEWALK RECONSTRUCTION
TCE-22	City of Petersburg	141 SF	SIDEWALK RECONSTRUCTION
TCE-22A	City of Petersburg	663 SF	SIDEWALK RECONSTRUCTION
TCE-23	Harbor Enterprises, Inc.	314 SF	SIDEWALK RECONSTRUCTION
TCE-24	H&J Lyons, L&P Perschon, H&D O'Neill	116 SF	SIDEWALK RECONSTRUCTION
TCE-25	Kenneth & Stacey Madsen	238 SF	SIDEWALK RECONSTRUCTION
TCE-26	H&J Lyons, L&P Perschon, H&D O'Neill	243 SF	SIDEWALK RECONSTRUCTION
TCE-27	Steven & Carrie Noble	24 SF	SIDEWALK RECONSTRUCTION
TCE-27A	Steven & Carrie Noble	18 SF	SIDEWALK RECONSTRUCTION
TCE-28	Kory Versteeg	47 SF	SIDEWALK RECONSTRUCTION
TCE-29	City of Petersburg	382 SF	SIDEWALK RECONSTRUCTION
TCE-30	Irene Roundtree	67 SF	SIDEWALK RECONSTRUCTION
TCE-30A	Irene Roundtree	118 SF	SIDEWALK RECONSTRUCTION
TCE-30B	Irene Roundtree	60 SF	SIDEWALK RECONSTRUCTION
TCE-31	Alan I. and Merlita R. Honma	33 SF	SIDEWALK RECONSTRUCTION
TCE-33	Richard & Sharon Sprague	22 SF	SIDEWALK RECONSTRUCTION
TCE-36	Bridget Wittstock	180 SF	SIDEWALK RECONSTRUCTION
TCE-37	Steven & Terry Clausen	48 SF	SIDEWALK RECONSTRUCTION
TCE-37A	Steven & Terry Clausen	232 SF	SIDEWALK RECONSTRUCTION



TEMPORARY CONSTRUCTION EASEMENT

TCE NO.	OWNER	AREA	PURPOSE
TCE-38	John & Sheri Wikan	672 SF	SIDEWALK RECONSTRUCTION
TCE-39	Sharon Wikan	331 SF	SIDEWALK RECONSTRUCTION
TCE-40	Joseph & Laurie Sunnen	490 SF	SIDEWALK RECONSTRUCTION
TCE-41	Justin Jackson	395 SF	SIDEWALK RECONSTRUCTION
TCE-42	Stanley & Vivian Hjort	97 SF	SIDEWALK RECONSTRUCTION
TCE-43	Debra & Daniel McMahon	149 SF	SIDEWALK RECONSTRUCTION
TCE-44	Robert Bailey	320 SF	SIDEWALK RECONSTRUCTION
TCE-45	Sigmund Burrell	126 SF	SIDEWALK RECONSTRUCTION
TCE-46	Vava Wikan & Audrey Samuelson	47 SF	SIDEWALK RECONSTRUCTION
TCE-47	Jeffrey & Susan Erickson	245 SF	SIDEWALK RECONSTRUCTION
TCE-48	Jeffrey & Susan Erickson	184 SF	SIDEWALK RECONSTRUCTION
TCE-50	Clifford James	263 SF	SIDEWALK RECONSTRUCTION
TCE-51	C & C, LLC	89 SF	SIDEWALK RECONSTRUCTION
TCE-52	Norman Guthrie	793 SF	SIDEWALK RECONSTRUCTION
TCE-53	Peggy Floro	92 SF	SIDEWALK RECONSTRUCTION
TCE-54	Harold & Sigrid Medalen	16 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION EASEMENT

TCE NO.	OWNER	AREA	PURPOSE
TCE-55	Harold Jr & Christine Medalen	129 SF	SIDEWALK RECONSTRUCTION
TCE-55A	Harold Jr & Christine Medalen	182 SF	SIDEWALK RECONSTRUCTION
TCE-56	City of Petersburg	486 SF	SIDEWALK RECONSTRUCTION
TCE-57	City of Petersburg	240 SF	SIDEWALK RECONSTRUCTION
TCE-58	Elias Lucas	52 SF	SIDEWALK RECONSTRUCTION
TCE-59	Donald Williams	178 SF	SIDEWALK RECONSTRUCTION
TCE-60	Geneva Christensen	68 SF	SIDEWALK RECONSTRUCTION
TCE-61	Harold & Sigrid Medalen	1505 SF	SIDEWALK RECONSTRUCTION
TCE-62	Malcolm Miller	226 SF	SIDEWALK RECONSTRUCTION
TCE-63	City of Petersburg	623 SF	SIDEWALK RECONSTRUCTION
TCE-64	City of Petersburg	292 SF	SIDEWALK RECONSTRUCTION
TCE-66	City of Petersburg	81 SF	SIDEWALK RECONSTRUCTION
TCE-67	City of Petersburg	112 SF	SIDEWALK RECONSTRUCTION
TCE-68	City of Petersburg	145 SF	SIDEWALK RECONSTRUCTION
TCE-68A	City of Petersburg	75 SF	SIDEWALK RECONSTRUCTION
TCE-69	Morris Lively	69 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION PERMIT

TCP NO.	OWNER	AREA	PURPOSE
TCP-1	Joan Mei, LLC	375 SF	DRIVEWAY REGRADING
TCP-4	Kathryn A. Chaney c/o Rachel Chaney	263 SF	DRIVEWAY REGRADING
TCP-4A	Kathryn A. Chaney c/o Rachel Chaney	266 SF	DRIVEWAY REGRADING
TCP-5	Mill Incorporated	384 SF	DRIVEWAY REGRADING
TCP-6	Sammy Parker and Leeroy Newton	308 SF	DRIVEWAY REGRADING
TCP-6A	Sammy Parker and Leeroy Newton	297 SF	DRIVEWAY REGRADING
TCP-7	Peter & Theresa Litsheim	266 SF	DRIVEWAY REGRADING
TCP-8	James & Mary Stromdahl	107 SF	DRIVEWAY REGRADING
TCP-9	James & Mary Stromdahl	232 SF	DRIVEWAY REGRADING
TCP-10	Piston & Rudder Service, Inc.	489 SF	DRIVEWAY REGRADING
TCP-10A	Piston & Rudder Service, Inc.	144 SF	DRIVEWAY REGRADING
TCP-11	Piston & Rudder Service, Inc.	270 SF	DRIVEWAY REGRADING
TCP-11A	Piston & Rudder Service, Inc.	326 SF	DRIVEWAY REGRADING
TCP-12	Norie Steuber	675 SF	DRIVEWAY REGRADING
TCP-13	Harbor Enterprises, Inc.	674 SF	DRIVEWAY REGRADING
TCP-13A	Harbor Enterprises, Inc.	463 SF	DRIVEWAY REGRADING
TCP-13B	Harbor Enterprises, Inc.	136 SF	DRIVEWAY REGRADING
TCP-14	City of Petersburg	154 SF	DRIVEWAY REGRADING
TCP-15	Alaska Commercial Electronics	149 SF	DRIVEWAY REGRADING
TCP-16	Stikine Services	370 SF	DRIVEWAY REGRADING
TCP-17	Harbor Enterprises, Inc.	348 SF	DRIVEWAY REGRADING
TCP-18	Nordic House Bed & Breakfast, Inc.	269 SF	DRIVEWAY REGRADING
TCP-20	Jerome E & Stacey Dahl	252 SF	DRIVEWAY REGRADING
TCP-21	Theodore & Lynn Smith	302 SF	DRIVEWAY REGRADING
TCP-22	City of Petersburg	336 SF	DRIVEWAY REGRADING
TCP-23	Harbor Enterprises, Inc.	368 SF	DRIVEWAY REGRADING
TCP-24	H&J Lyons, L&P Perschon, H&D O'Neill	218 SF	DRIVEWAY REGRADING
TCP-25	Kenneth & Stacey Madsen	110 SF	DRIVEWAY REGRADING
TCP-27	Steven & Carrie Noble	420 SF	DRIVEWAY REGRADING
TCP-28	Kory Versteeg	417 SF	DRIVEWAY REGRADING
TCP-29	City of Petersburg	137 SF	DRIVEWAY REGRADING
TCP-30	Irene Roundtree	211 SF	DRIVEWAY REGRADING
TCP-30A	Irene Roundtree	201 SF	DRIVEWAY REGRADING
TCP-31	Alan I. and Merlita R. Honma	331 SF	DRIVEWAY REGRADING
TCP-32	Dell & Rebecca Meyers	337 SF	DRIVEWAY REGRADING
TCP-33	Richard & Sharon Sprague	86 SF	DRIVEWAY REGRADING
TCP-34A	Greg & Elizabeth Katason	593 SF	DRIVEWAY REGRADING
TCP-35	Mary Anderson	108 SF	DRIVEWAY REGRADING
TCP-36	Bridget Wittstock	164 SF	DRIVEWAY REGRADING
TCP-37	Steven & Terry Clausen	187 SF	DRIVEWAY REGRADING
TCP-38	John & Sheri Wikan	327 SF	DRIVEWAY REGRADING
TCP-39	Sharon Wikan	244 SF	DRIVEWAY REGRADING
TCP-42	Stanley & Vivian Hjort	222 SF	DRIVEWAY REGRADING
TCP-43	Debra & Daniel McMahon	212 SF	DRIVEWAY REGRADING
TCP-45	Sigmund Burrell	177 SF	DRIVEWAY REGRADING
TCP-46	Vava Wikan & Audrey Samuelson	127 SF	DRIVEWAY REGRADING
TCP-46A	Vava Wikan & Audrey Samuelson	178 SF	DRIVEWAY REGRADING
TCP-48	Jeffrey & Susan Erickson	145 SF	DRIVEWAY REGRADING
TCP-48A	Jeffrey & Susan Erickson	222 SF	DRIVEWAY REGRADING
TCP-50	Clifford James	291 SF	DRIVEWAY REGRADING
TCP-51	C & C, LLC	354 SF	DRIVEWAY REGRADING
TCP-52	Norman Guthrie	430 SF	DRIVEWAY REGRADING
TCP-53	Peggy Floro	173 SF	DRIVEWAY REGRADING
TCP-55	Harold Jr & Christine Medalen	323 SF	DRIVEWAY REGRADING

TEMPORARY CONSTRUCTION PERMITS (cont.)

TCP NO.	OWNER	AREA	PURPOSE
TCP-58	Elias Lucas	171 SF	DRIVEWAY REGRADING
TCP-59	Donald Williams	287 SF	DRIVEWAY REGRADING
TCP-62	Malcolm Miller	323 SF	DRIVEWAY REGRADING
TCP-65	City of Petersburg	142 SF	DRIVEWAY REGRADING
TCP-66	City of Petersburg	354 SF	DRIVEWAY REGRADING
TCP-68	City of Petersburg	243 SF	DRIVEWAY REGRADING

EASEMENT

EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-7	Peter & Theresa Litsheim	48 SF	AREA DRAIN	
E-23	Harbor Enterprises, Inc.	89 SF	AREA DRAIN	
E-34	Greg & Elizabeth Katason	46 SF	SIDEWALK	
E-60	Geneva Christensen	77 SF	SIDEWALK	
E-62	Malcolm Miller	45 SF	SIDEWALK	

DATE	REVISIONS	BY
3/18/14	ENLARGE TCP-7	RJG
2/14/14	REMOVE TCE-13&16, TCP-19&34, ADD E-34, TCE-67,68,68A&69, TCP-68	RJG
1/8/14	REMOVE TCP-49 & TCP-54	RJG
12/13/13	REMOVE TCP-66A	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

SHAK-STP-0003(156) / 68048

PSG NORDIC DRIVE REFURBISHMENT:
HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1"= 200'	
CHECKED [illegible]	DATE 6/23/14	SHEET R3	OF 12

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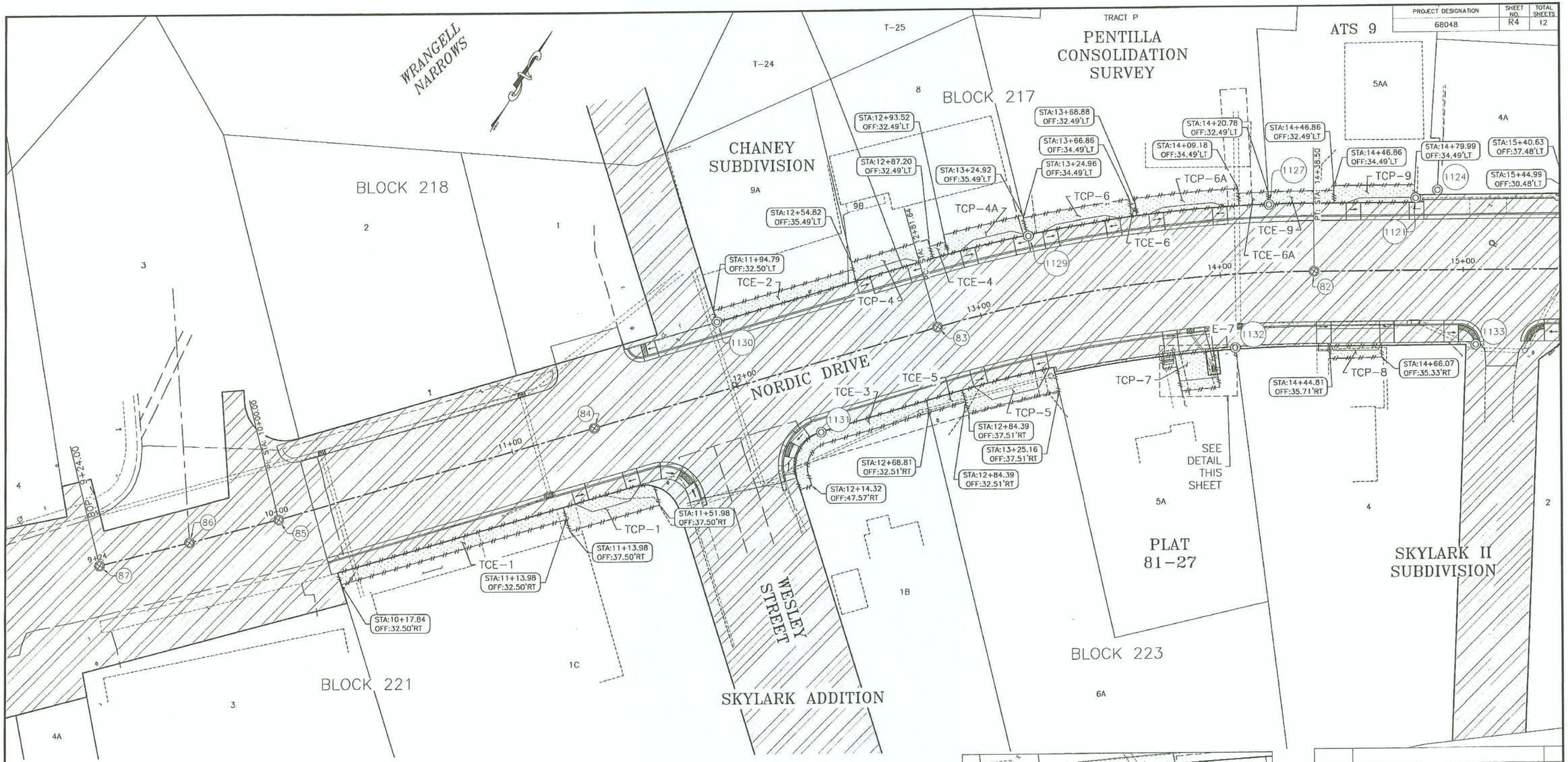
HMF 3070

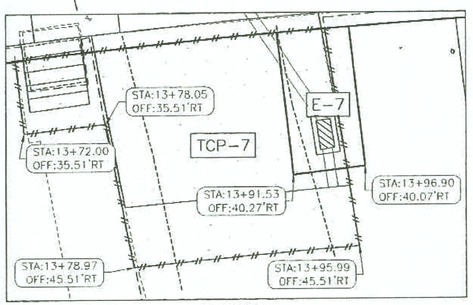
PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R4	12



EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-7	Peter & Theresa Litsheim	48 SF	AREA DRAIN	

TEMPORARY CONSTRUCTION EASEMENT			
TCE NO.	OWNER	AREA	PURPOSE
TCE-1	Joan Mei, LLC	481 SF	SIDEWALK RECONSTRUCTION
TCE-2	Daniel & Ellen Morrill	299 SF	SIDEWALK RECONSTRUCTION
TCE-3	DIAMANTE GIFT SHOPPE INC	347 SF	SIDEWALK RECONSTRUCTION
TCE-4	Kathryn A. Chaney c/o Rachel Chaney	33 SF	SIDEWALK RECONSTRUCTION
TCE-5	Mill Incorporated	77 SF	SIDEWALK RECONSTRUCTION
TCE-6	Sammy Parker and Leeroy Newton	11 SF	SIDEWALK RECONSTRUCTION
TCE-6A	Sammy Parker and Leeroy Newton	61 SF	SIDEWALK RECONSTRUCTION
TCE-9	James & Mary Stromdahl	135 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-1	Joan Mei, LLC	375 SF	DRIVEWAY REGRADING
TCP-4	Kathryn A. Chaney c/o Rachel Chaney	263 SF	DRIVEWAY REGRADING
TCP-4A	Kathryn A. Chaney c/o Rachel Chaney	266 SF	DRIVEWAY REGRADING
TCP-5	Mill Incorporated	384 SF	DRIVEWAY REGRADING
TCP-6	Sammy Parker and Leeroy Newton	308 SF	DRIVEWAY REGRADING
TCP-6A	Sammy Parker and Leeroy Newton	297 SF	DRIVEWAY REGRADING
TCP-7	Peter & Theresa Litsheim	266 SF	DRIVEWAY REGRADING
TCP-8	James & Mary Stromdahl	107 SF	DRIVEWAY REGRADING
TCP-9	James & Mary Stromdahl	232 SF	DRIVEWAY REGRADING



DETAIL
SCALE: 1" = 5'

DATE	REVISIONS	BY
3/18/14	ENLARGE TCP-7	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
SHAK-STP-0003(156) / 68048
PSG NORDIC DRIVE REFURBISHMENT: HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1"= 20'	
CHECKED RJD	DATE 6/23/14	SHEET R4	OF 11

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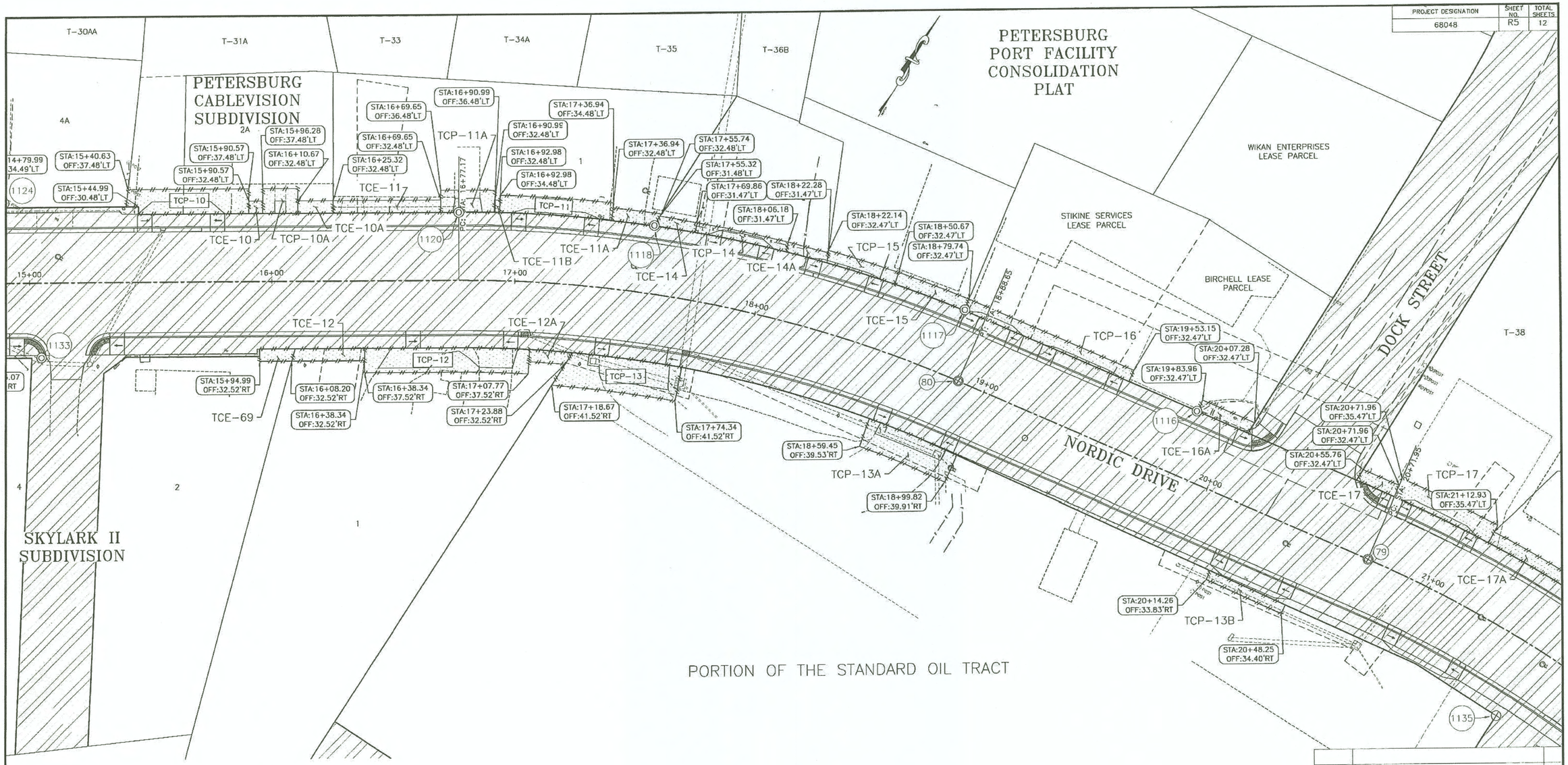
HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R5	12



TEMPORARY CONSTRUCTION EASEMENT			
TCE NO.	OWNER	AREA	PURPOSE
TCE-10	Piston & Rudder Service, Inc.	29 SF	SIDEWALK RECONSTRUCTION
TCE-10A	Piston & Rudder Service, Inc.	73 SF	SIDEWALK RECONSTRUCTION
TCE-11	Piston & Rudder Service, Inc.	222 SF	SIDEWALK RECONSTRUCTION
TCE-11A	Piston & Rudder Service, Inc.	94 SF	SIDEWALK RECONSTRUCTION
TCE-11B	Piston & Rudder Service, Inc.	10 SF	SIDEWALK RECONSTRUCTION
TCE-12	Norie Steuber	147 SF	SIDEWALK RECONSTRUCTION
TCE-12A	Norie Steuber	82 SF	SIDEWALK RECONSTRUCTION
TCE-14	City of Petersburg	65 SF	SIDEWALK RECONSTRUCTION
TCE-14A	City of Petersburg	69 SF	SIDEWALK RECONSTRUCTION
TCE-15	Alaska Commercial Electronics	154 SF	SIDEWALK RECONSTRUCTION
TCE-16A	Stikine Services	115 SF	SIDEWALK RECONSTRUCTION
TCE-17	Harbor Enterprises, Inc.	83 SF	SIDEWALK RECONSTRUCTION
TCE-17A	Harbor Enterprises, Inc.	250 SF	SIDEWALK RECONSTRUCTION
TCE-69	Morris Lively	69 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-10	Piston & Rudder Service, Inc.	489 SF	DRIVEWAY REGRADING
TCP-10A	Piston & Rudder Service, Inc.	144 SF	DRIVEWAY REGRADING
TCP-11	Piston & Rudder Service, Inc.	326 SF	DRIVEWAY REGRADING
TCP-11A	Piston & Rudder Service, Inc.	200 SF	DRIVEWAY REGRADING
TCP-12	Norie Steuber	675 SF	DRIVEWAY REGRADING
TCP-13	Harbor Enterprises, Inc.	674 SF	DRIVEWAY REGRADING
TCP-13A	Harbor Enterprises, Inc.	463 SF	DRIVEWAY REGRADING
TCP-13B	Harbor Enterprises, Inc.	136 SF	DRIVEWAY REGRADING
TCP-14	City of Petersburg	154 SF	DRIVEWAY REGRADING
TCP-15	Alaska Commercial Electronics	149 SF	DRIVEWAY REGRADING
TCP-16	Stikine Services	370 SF	DRIVEWAY REGRADING
TCP-17	Harbor Enterprises, Inc.	348 SF	DRIVEWAY REGRADING

DATE	REVISIONS	BY
2/14/14	REMOVE TCE-13&16, ADD TCE-69	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

SHAK-STP-0003(156) / 68048

PSG NORDIC DRIVE REFURBISHMENT: HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1" = 20'	
CHECKED RJG	DATE 6/23/14	SHEET R5	OF 12 11

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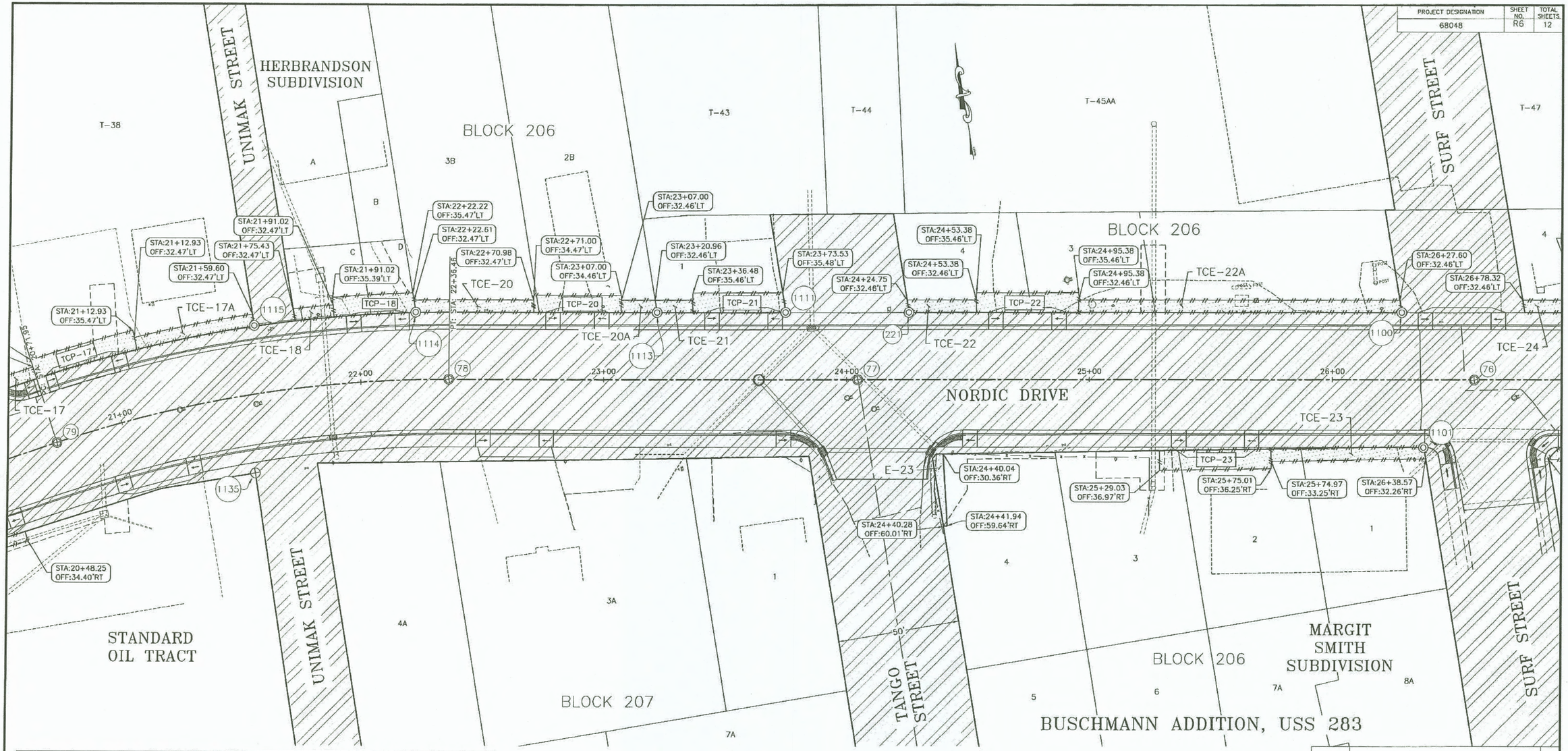
HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R6	12



EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-23	Harbor Enterprises, Inc.	89 SF	AREA DRAIN	

TEMPORARY CONSTRUCTION EASEMENT			
TCE NO.	OWNER	AREA	PURPOSE
TCE-17	Harbor Enterprises, Inc.	83 SF	SIDEWALK RECONSTRUCTION
TCE-17A	Harbor Enterprises, Inc.	250 SF	SIDEWALK RECONSTRUCTION
TCE-18	Nordic House Bed & Breakfast, Inc.	82 SF	SIDEWALK RECONSTRUCTION
TCE-20	Jerome E & Stacey Dahl	244 SF	SIDEWALK RECONSTRUCTION
TCE-20A	Jerome E & Stacey Dahl	72 SF	SIDEWALK RECONSTRUCTION
TCE-21	Theodore & Lynn Smith	75 SF	SIDEWALK RECONSTRUCTION
TCE-22	City of Petersburg	141 SF	SIDEWALK RECONSTRUCTION
TCE-22A	City of Petersburg	663 SF	SIDEWALK RECONSTRUCTION
TCE-23	Harbor Enterprises, Inc.	314 SF	SIDEWALK RECONSTRUCTION
TCE-24	H&J Lyons, L&P Perschon, H&D O'Neill	116 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-17	Harbor Enterprises, Inc.	348 SF	DRIVEWAY REGRADING
TCP-18	Nordic House Bed & Breakfast, Inc.	269 SF	DRIVEWAY REGRADING
TCP-20	Jerome E & Stacey Dahl	252 SF	DRIVEWAY REGRADING
TCP-21	Theodore & Lynn Smith	302 SF	DRIVEWAY REGRADING
TCP-22	City of Petersburg	336 SF	DRIVEWAY REGRADING
TCP-23	Harbor Enterprises, Inc.	368 SF	DRIVEWAY REGRADING

DATE	REVISIONS	BY
2/14/14	REMOVE TCP-19	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
SHAK-STP-0003(156) / 68048
PSG NORDIC DRIVE REFURBISHMENT:
HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1"= 20'	
CHECKED RJG	DATE 6/23/14	SHEET R6	OF 12

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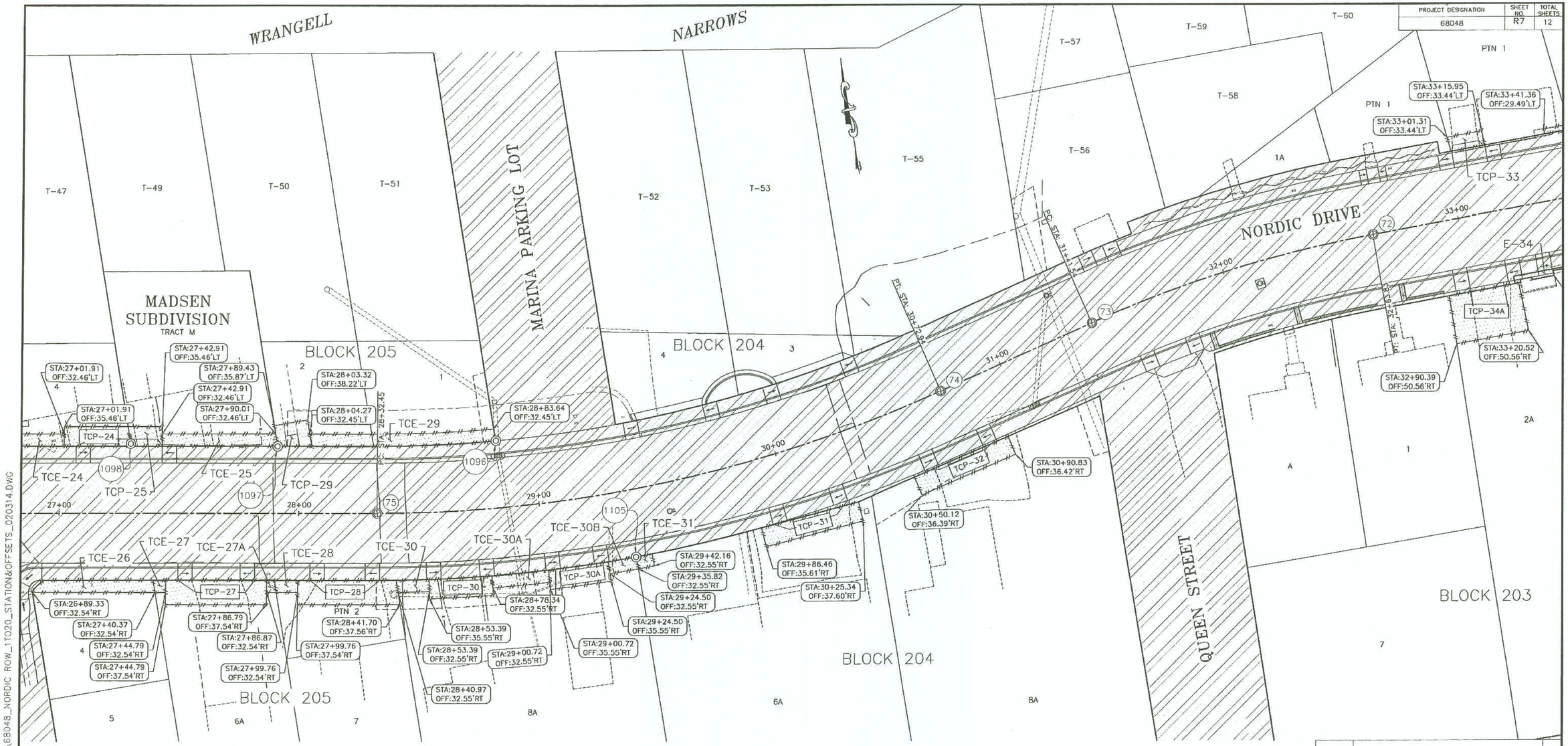
HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R7	12



EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-34	Greg & Elizabeth Katason	46 SF	SIDEWALK	

TEMPORARY CONSTRUCTION EASEMENT			
TCE NO.	OWNER	AREA	PURPOSE
TCE-24	H&J Lyons, L&P Perschon, H&D O'Neill	116 SF	SIDEWALK RECONSTRUCTION
TCE-25	Kenneth & Stacey Madsen	238 SF	SIDEWALK RECONSTRUCTION
TCE-26	H&J Lyons, L&P Perschon, H&D O'Neill	243 SF	SIDEWALK RECONSTRUCTION
TCE-27	Steven & Carrie Noble	24 SF	SIDEWALK RECONSTRUCTION
TCE-27A	Steven & Carrie Noble	18 SF	SIDEWALK RECONSTRUCTION
TCE-28	Kory Versteeg	47 SF	SIDEWALK RECONSTRUCTION
TCE-29	City of Petersburg	382 SF	SIDEWALK RECONSTRUCTION
TCE-30	Irene Roundtree	67 SF	SIDEWALK RECONSTRUCTION
TCE-30A	Irene Roundtree	118 SF	SIDEWALK RECONSTRUCTION
TCE-30B	Irene Roundtree	60 SF	SIDEWALK RECONSTRUCTION
TCE-31	Alan I. and Merlita R. Honma	33 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-24	H&J Lyons, L&P Perschon, H&D O'Neill	218 SF	DRIVEWAY REGRADING
TCP-25	Kenneth & Stacey Madsen	110 SF	DRIVEWAY REGRADING
TCP-27	Steven & Carrie Noble	420 SF	DRIVEWAY REGRADING
TCP-28	William Menish	417 SF	DRIVEWAY REGRADING
TCP-29	City of Petersburg	137 SF	DRIVEWAY REGRADING
TCP-30	Irene Roundtree	211 SF	DRIVEWAY REGRADING
TCP-30A	Irene Roundtree	201 SF	DRIVEWAY REGRADING
TCP-31	Alan I. and Merlita R. Honma	331 SF	DRIVEWAY REGRADING
TCP-32	Dell & Rebecca Meyers	337 SF	DRIVEWAY REGRADING
TCP-33	Richard & Sharon Sprague	86 SF	DRIVEWAY REGRADING
TCP-34A	Greg & Elizabeth Katason	593 SF	DRIVEWAY REGRADING

DATE	REVISIONS	BY
2/14/14	REMOVE TCP-34, ADD E-34	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
SHAK-STP-0003(156) / 68048
PSG NORDIC DRIVE REFURBISHMENT:
HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1"= 20'	
CHECKED CJD	DATE 6/23/14	SHEET R7	OF 12

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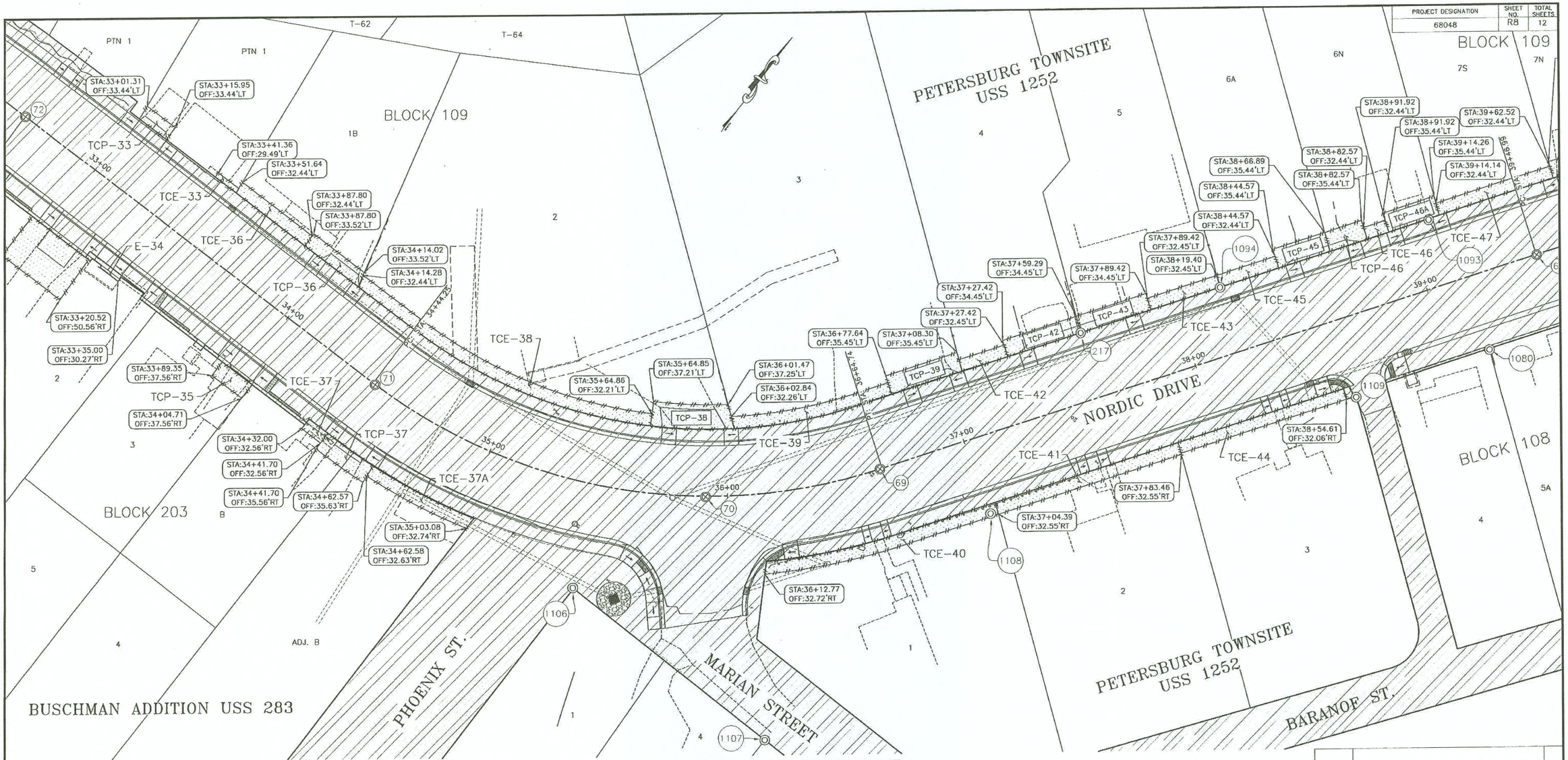
PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R8	12



TEMPORARY CONSTRUCTION EASEMENT			
TCE NO.	OWNER	AREA	PURPOSE
TCE-33	Richard & Sharon Sprague	22 SF	SIDEWALK RECONSTRUCTION
TCE-36	Bridget Wittstock	180 SF	SIDEWALK RECONSTRUCTION
TCE-37	Steven & Terry Clausen	48 SF	SIDEWALK RECONSTRUCTION
TCE-37A	Steven & Terry Clausen	232 SF	SIDEWALK RECONSTRUCTION
TCE-38	John & Sheri Wikan	672 SF	SIDEWALK RECONSTRUCTION
TCE-39	Sharon Wikan	331 SF	SIDEWALK RECONSTRUCTION
TCE-40	Joseph & Laurie Sunnen	490 SF	SIDEWALK RECONSTRUCTION
TCE-41	Justin Jackson	395 SF	SIDEWALK RECONSTRUCTION
TCE-42	Stanley D. & Vivian Gail Hjort	97 SF	SIDEWALK RECONSTRUCTION
TCE-43	Debra & Daniel McMahon	149 SF	SIDEWALK RECONSTRUCTION
TCE-44	Robert Bailey	320 SF	SIDEWALK RECONSTRUCTION
TCE-45	Sigmund Burrell	126 SF	SIDEWALK RECONSTRUCTION
TCE-46	Vava Wikan & Audrey Samuelson	47 SF	SIDEWALK RECONSTRUCTION
TCE-47	Jeffrey & Susan Erickson	245 SF	SIDEWALK RECONSTRUCTION

EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-34	Greg & Elizabeth Katason	46 SF	SIDEWALK	

TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-33	Richard & Sharon Sprague	86 SF	DRIVEWAY REGRADING
TCP-34A	Greg & Elizabeth Katason	593 SF	DRIVEWAY REGRADING
TCP-35	Mary Anderson	108 SF	DRIVEWAY REGRADING
TCP-36	Bridget Wittstock	164 SF	DRIVEWAY REGRADING
TCP-37	Steven & Terry Clausen	187 SF	DRIVEWAY REGRADING
TCP-38	John & Sheri Wikan	327 SF	DRIVEWAY REGRADING
TCP-39	Sharon Wikan	244 SF	DRIVEWAY REGRADING
TCP-42	Stanley D. & Vivian Gail Hjort	222 SF	DRIVEWAY REGRADING
TCP-43	Debra & Daniel McMahon	212 SF	DRIVEWAY REGRADING
TCP-45	Sigmund Burrell	177 SF	DRIVEWAY REGRADING
TCP-46	Vava Wikan & Audrey Samuelson	127 SF	DRIVEWAY REGRADING
TCP-46A	Vava Wikan & Audrey Samuelson	178 SF	DRIVEWAY REGRADING

DATE	REVISIONS	BY
2/14/14	REMOVE TCP-34, ADD E-34	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
SHAK-STP-0003(156) / 68048
PSG NORDIC DRIVE REFURBISHMENT:
HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1"= 20'	
CHECKED RJD	DATE 6/23/14	SHEET R8	OF 12 11

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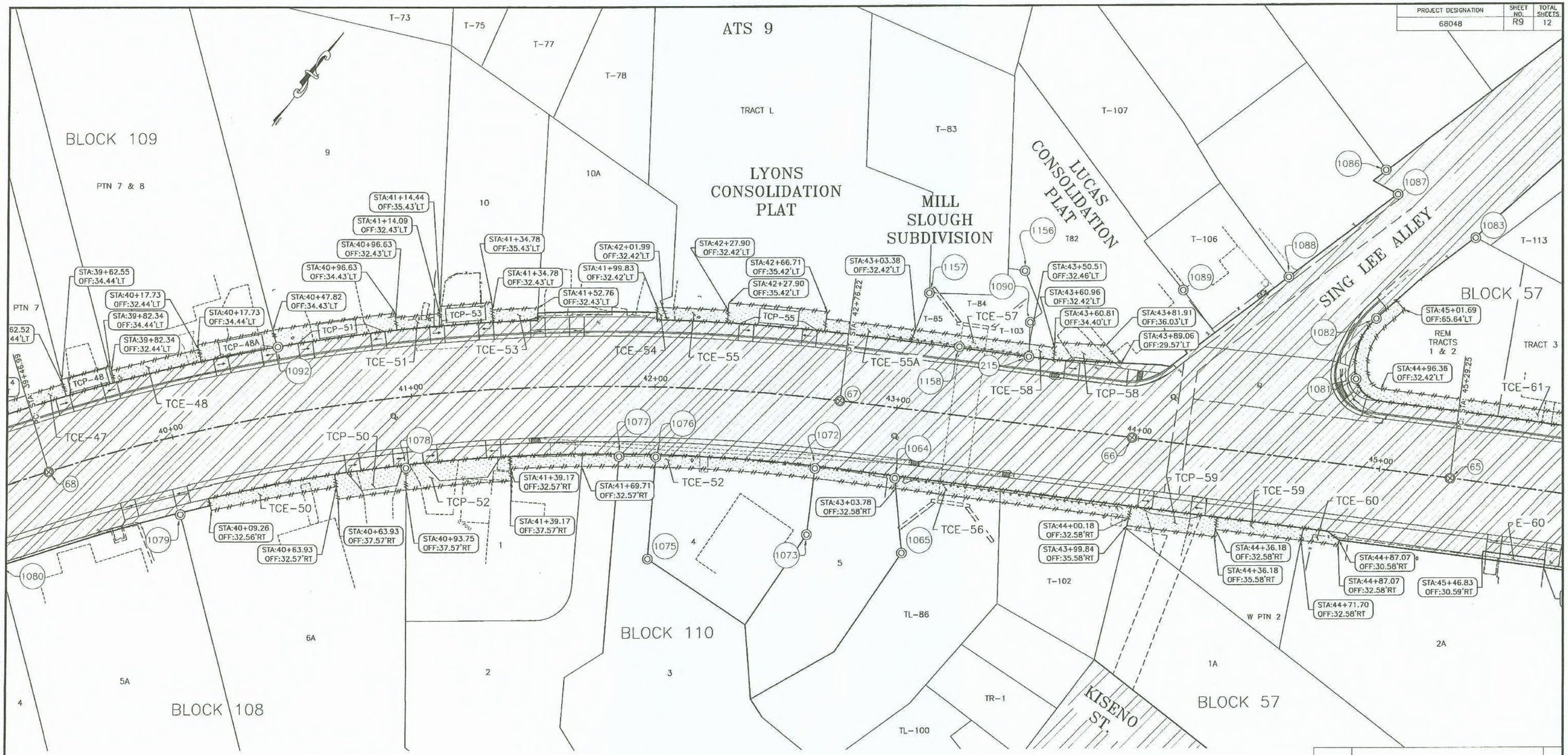
HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R9	12



TEMPORARY CONSTRUCTION EASEMENT			
TCE NO.	OWNER	AREA	PURPOSE
TCE-47	Jeffrey & Susan Erickson	245 SF	SIDEWALK RECONSTRUCTION
TCE-48	Jeffrey & Susan Erickson	184 SF	SIDEWALK RECONSTRUCTION
TCE-50	Clifford James	263 SF	SIDEWALK RECONSTRUCTION
TCE-51	C & C, LLC	89 SF	SIDEWALK RECONSTRUCTION
TCE-52	Norman Guthrie	793 SF	SIDEWALK RECONSTRUCTION
TCE-53	Peggy Floro	92 SF	SIDEWALK RECONSTRUCTION
TCE-54	Harold & Sigrid Medalen	16 SF	SIDEWALK RECONSTRUCTION
TCE-55	Harold Jr & Christine Medalen	129 SF	SIDEWALK RECONSTRUCTION
TCE-55A	Harold Jr & Christine Medalen	182 SF	SIDEWALK RECONSTRUCTION
TCE-56	City of Petersburg	486 SF	SIDEWALK RECONSTRUCTION
TCE-57	City of Petersburg	240 SF	SIDEWALK RECONSTRUCTION
TCE-58	Elias Lucas	52 SF	SIDEWALK RECONSTRUCTION
TCE-59	Donald Williams	178 SF	SIDEWALK RECONSTRUCTION
TCE-60	Geneva Christensen	68 SF	SIDEWALK RECONSTRUCTION
TCE-61	Harold & Sigrid Medalen	1505 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-48	Jeffrey & Susan Erickson	145 SF	DRIVEWAY REGRADING
TCP-48A	Jeffrey & Susan Erickson	222 SF	DRIVEWAY REGRADING
TCP-50	Clifford James	291 SF	DRIVEWAY REGRADING
TCP-51	C & C, LLC	354 SF	DRIVEWAY REGRADING
TCP-52	Norman Guthrie	430 SF	DRIVEWAY REGRADING
TCP-53	Peggy Floro	173 SF	DRIVEWAY REGRADING
TCP-55	Harold Jr & Christine Medalen	323 SF	DRIVEWAY REGRADING
TCP-58	Elias Lucas	171 SF	DRIVEWAY REGRADING
TCP-59	Donald Williams	287 SF	DRIVEWAY REGRADING

DATE	REVISIONS	BY
1/8/14	REMOVE TCP-49 & TCP-54	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
SHAK-STP-0003(156) / 68048
PSG NORDIC DRIVE REFURBISHMENT:
HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1" = 20'	
CHECKED RJG	DATE 6/23/14	SHEET R9	OF ~~12~~ 11

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HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R10	12

ATS 9 TIDELANDS ADDITION

SING LEE ALLEY

T-115 T117 T-119 T-185A T-185B T-184A T-184B T-183 T-113 T-114 T-116 T-120 T-121 T-122 T-123 T-124 T-118

TCP-68 TCE-68 T-181

STA:51+37.22 OFF:37.57'RT

STA:51+37.22 OFF:32.57'RT

STA:51+10.80 OFF:32.57'RT

STA:50+01.19 OFF:32.41'LT

TCE-64

STA:49+39.22 OFF:32.41'LT

STA:48+75.16 OFF:32.41'LT

STA:47+50.02 OFF:32.41'LT

TCE-63

REM TRACTS 1 & 2

BLOCK 57

TRACT 3 TRACT 4 TRACT 5 TRACT 6

TCE-61

NORDIC DRIVE

TCE-62

E-62

TCP-62

STA:47+48.14 OFF:35.59'RT

STA:47+02.09 OFF:32.59'RT

STA:47+02.09 OFF:35.59'RT

STA:46+56.84 OFF:32.59'RT

STA:45+72.65 OFF:30.59'RT

STA:45+46.83 OFF:30.59'RT

E-60

SEE DETAIL THIS SHEET

2A

BLOCK 57

PETERSBURG TOWNSITE
USS 1252

LUMBER STREET

BLOCK 29

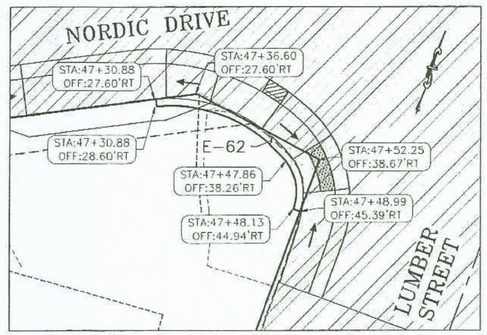
3 3A T-125 T-126A T-128 T-130

ATS 9 TIDELANDS ADDITION

TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-62	Malcolm Miller	323 SF	DRIVEWAY REGRADING
TCP-68	City of Petersburg	243 SF	DRIVEWAY REGRADING

TEMPORARY CONSTRUCTION EASEMENT			
TCE NO.	OWNER	AREA	PURPOSE
TCE-61	Harold & Sigrid Medalen	1505 SF	SIDEWALK RECONSTRUCTION
TCE-62	Malcolm Miller	226 SF	SIDEWALK RECONSTRUCTION
TCE-63	City of Petersburg	623 SF	SIDEWALK RECONSTRUCTION
TCE-64	City of Petersburg	292 SF	SIDEWALK RECONSTRUCTION
TCE-68	City of Petersburg	145 SF	SIDEWALK RECONSTRUCTION

EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-60	Geneva Christensen	77 SF	SIDEWALK	
E-62	Malcolm Miller	45 SF	SIDEWALK	



DATE	REVISIONS	BY
2/14/14	ADD TCE-68 & 68A, TCP-68	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
SHAK-STP-0003(156) / 68048
PSG NORDIC DRIVE REFURBISHMENT:
HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1"= 20'	
CHECKED RJG	DATE 02/28/14	SHEET R10	OF 12

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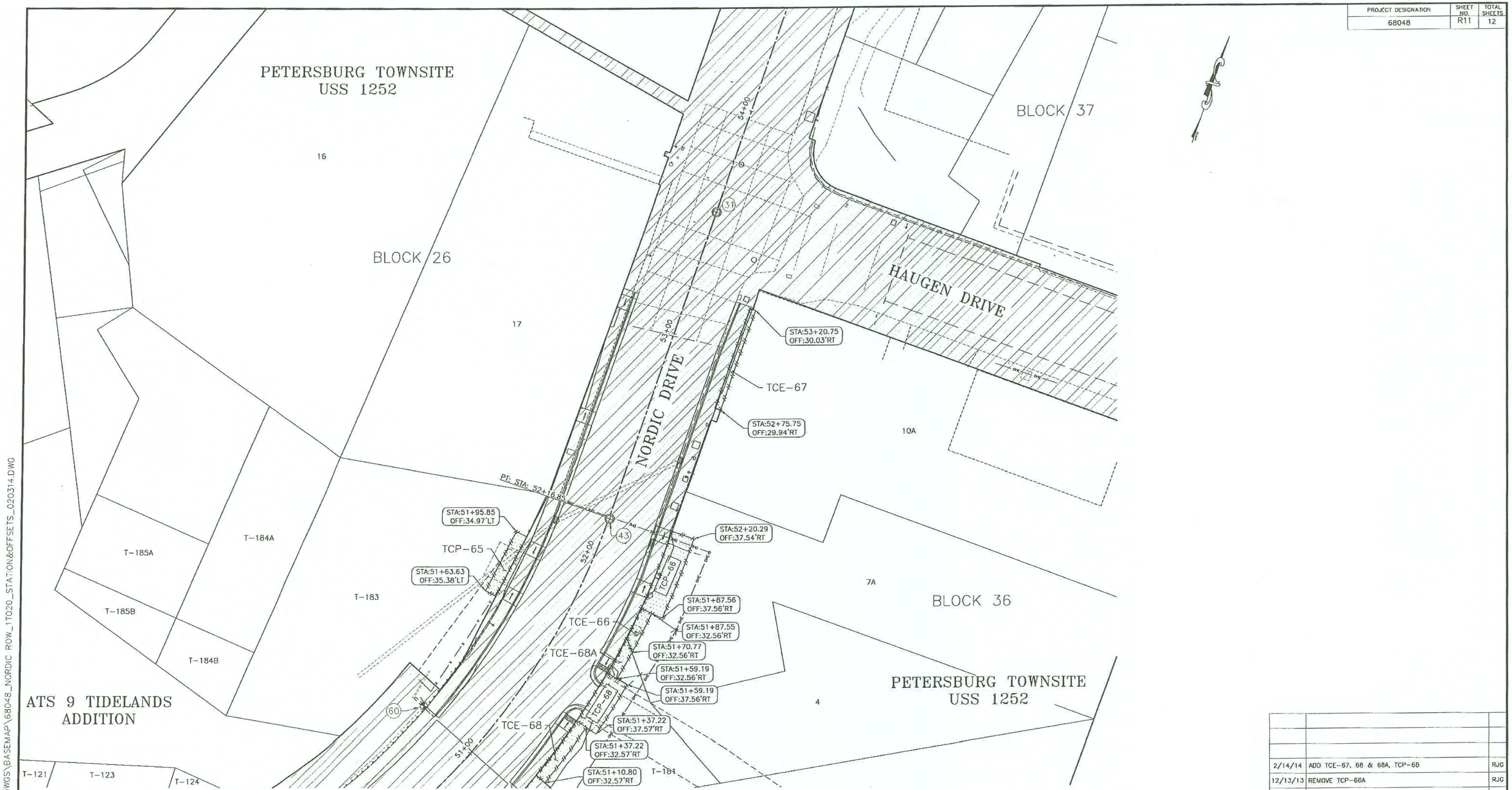
HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
68048	R11	12



TEMPORARY CONSTRUCTION EASEMENT			
TCE NO.	OWNER	AREA	PURPOSE
TCE-66	City of Petersburg	81 SF	SIDEWALK RECONSTRUCTION
TCE-67	City of Petersburg	112 SF	SIDEWALK RECONSTRUCTION
TCE-68	City of Petersburg	145 SF	SIDEWALK RECONSTRUCTION
TCE-68A	City of Petersburg	75 SF	SIDEWALK RECONSTRUCTION

TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-65	City of Petersburg	142 SF	DRIVEWAY REGRADING
TCP-66	City of Petersburg	354 SF	DRIVEWAY REGRADING
TCP-68	City of Petersburg	243 SF	DRIVEWAY REGRADING

DATE	REVISIONS	BY
2/14/14	ADD TCE-67, 68 & 68A, TCP-68	RJG
12/13/13	REMOVE TCP-66A	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
SHAK-STP-0003(156) / 68048
PSG NORDIC DRIVE REFURBISHMENT:
HAUGEN DRIVE TO FERRY TERMINAL

DRAWN RJG, GDM	DATE 8/23/2013	SCALE 1"= 20'	
CHECKED KWD	DATE 6/23/14	SHEET R11	OF #12

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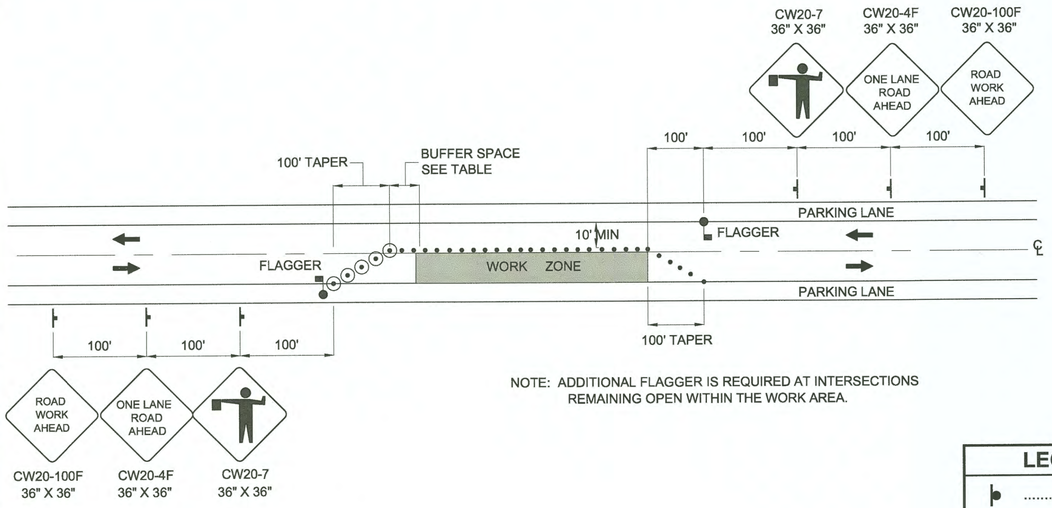
HMF 3.10.20

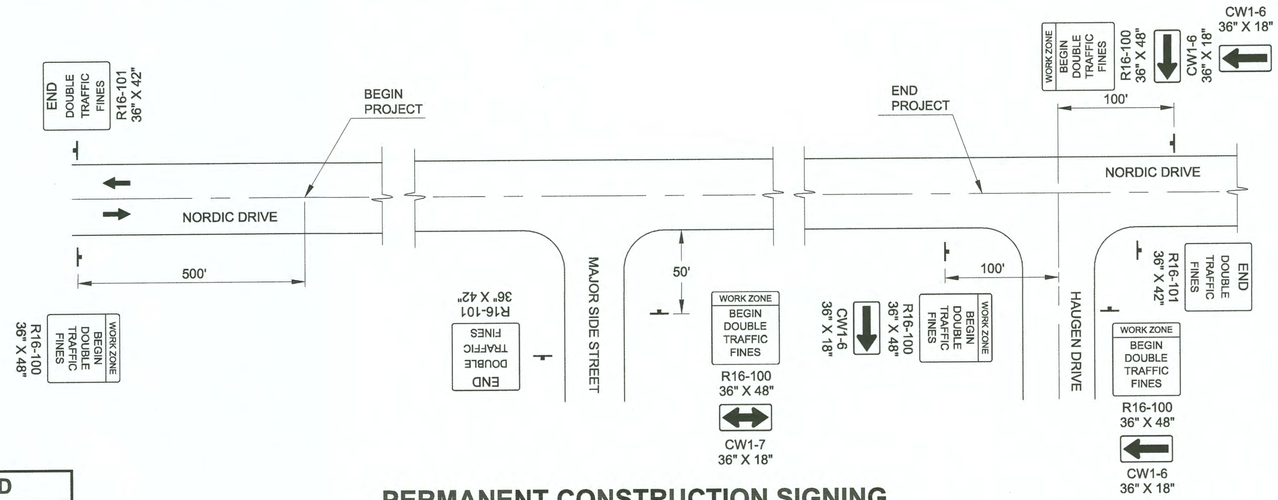
Addendum #1; Attachment #5



NOTE: ADDITIONAL FLAGGER IS REQUIRED AT INTERSECTIONS REMAINING OPEN WITHIN THE WORK AREA.

TWO LANE ROADWAY-SINGLE LANE CLOSURE

PARKING LANE NOT USED AS TEMPORARY TRAFFIC LANE



PERMANENT CONSTRUCTION SIGNING

C.O.# 14	Pay Item	Pay Unit
	643(16) Pilot Car	Hour

LEGEND

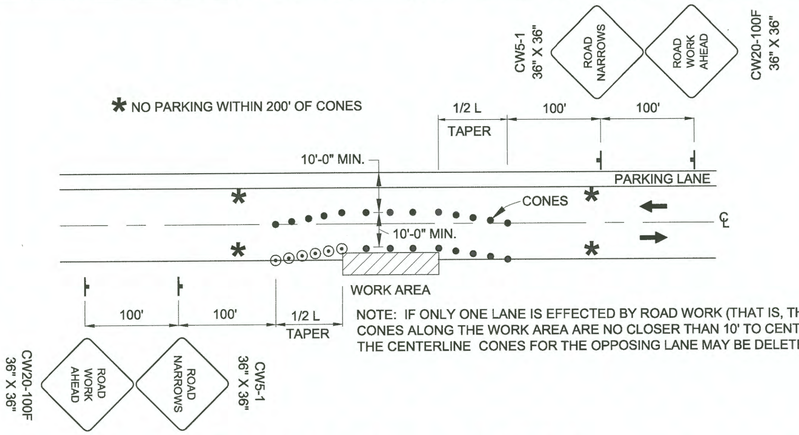
- SIGN
- CONE
- DRUM
- TYPE III BARRICADE
- FLAGGING STATION

MAJOR SIDE STREETS:

- FERRY TERMINAL
- WESLEY STREET
- DOCK STREET
- TANGO STREET (ONE WAY STREET. USE ONLY R16-101 SIGN)
- SURF STREET
- MARIAN STREET
- SING LEE ALLEY
- LUMBER STREET
- BIRCH STREET

NOTES:

1. CONSTRUCTION SIGNS SHALL BE PLACED SUCH THAT THEY DO NOT OBSCURE EXISTING TRAFFIC SIGNS.
2. WORK ZONE SPEED LIMIT SIGNS SHALL BE THE EXISTING SPEED LIMIT PRIOR TO CONSTRUCTION. SEE STD. DWG. C-04.12.
3. SIGNS AT THE INTERSECTION OF NORDIC AND HAUGEN DRIVE APPLY TO BOTH PROJECTS, NORDIC DRIVE 68048 AND HAUGEN DRIVE 69518.



NOTE: IF ONLY ONE LANE IS EFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.

ROADWAY ENCROACHMENT

PARKING LANE USED AS TEMPORARY TRAFFIC LANE

TRAFFIC CONTROL NOTES:

1. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. ALL TRAFFIC CONTROL PLANS SHALL BE DEVELOPED BY THE CONTRACTOR ON SUBMITTED FOR APPROVAL PRIOR TO USE.
2. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
3. THE CONTRACTOR IS NOT EXPECTED TO MAINTAIN A PARKING LANE IN AREAS WHERE THE TRAFFIC PATTERN IS ALTERED. THE CONTRACTOR MAY USE THE PARKING LANE AS A TEMPORARY TRAFFIC LANE AS NEEDED AND AS APPROVED IN INDIVIDUAL TCPS.
4. MAINTAIN PEDESTRIAN THROUGH TRAFFIC ALONG HAUGEN DRIVE AT ALL TIMES.
5. PROVIDE RAMPS AS REQUIRED WHERE CURB AND GUTTER HAS BEEN CONSTRUCTED AND ADJOINING PAVEMENT AND/OR SIDEWALK HAS NOT BEEN CONSTRUCTED. PROTECT IN-PLACE WORK FROM DAMAGE DURING TEMPORARY ACCESS PERIODS.
6. CHANNELIZATION DEVICES IF USED AT NIGHT SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.

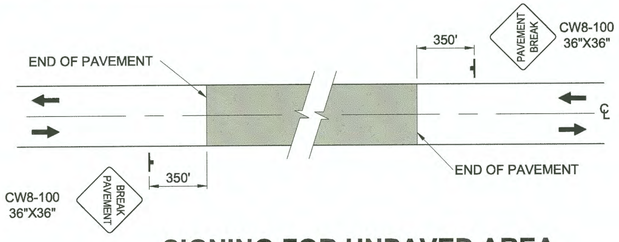
DATES OF NOTE:

MAY 15-18, 2014	LITTLE NORWAY FESTIVAL (NO WORK ALLOWED)
MAY 23-26, 2014	SALMON DERBY
JULY 3-5, 2014	FORTH OF JULY HOLIDAY & PARADE (NO WORK ALLOWED)

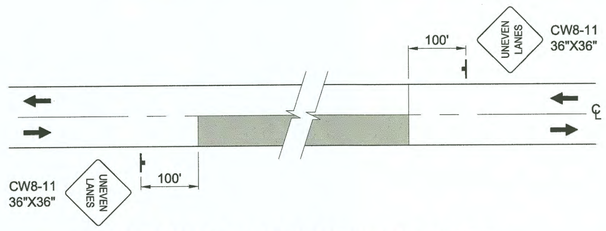
SEE SUBSECTION 643-3.01 OF THE SPECIAL PROVISIONS

TCP SETUP TABLE

	MIN MERGING TAPER LENGTH (L) IN FEET WIDTH OF OFFSET (W) IN FEET			MIN NUMBER OF DEVICES WIDTH OF OFFSET (W) IN FEET			MAX DEVICE SPACING IN FEET		BUFFER SPACE
SPEED (MPH)	10'	11'	12'	10'	11'	12'	ALONG TAPER	ALONG TANGENT	(FT)
25 OR BELOW	105	115	125	6	6	6	25	50	155
30	150	165	180	6	7	7	30	60	200



SIGNING FOR UNPAVED AREA



SIGNING FOR UNEVEN LANES

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. EPSTEIN

TCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1400.3.5 DATED JANUARY 30, 2012.

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048

TRAFFIC CONTROL PLAN

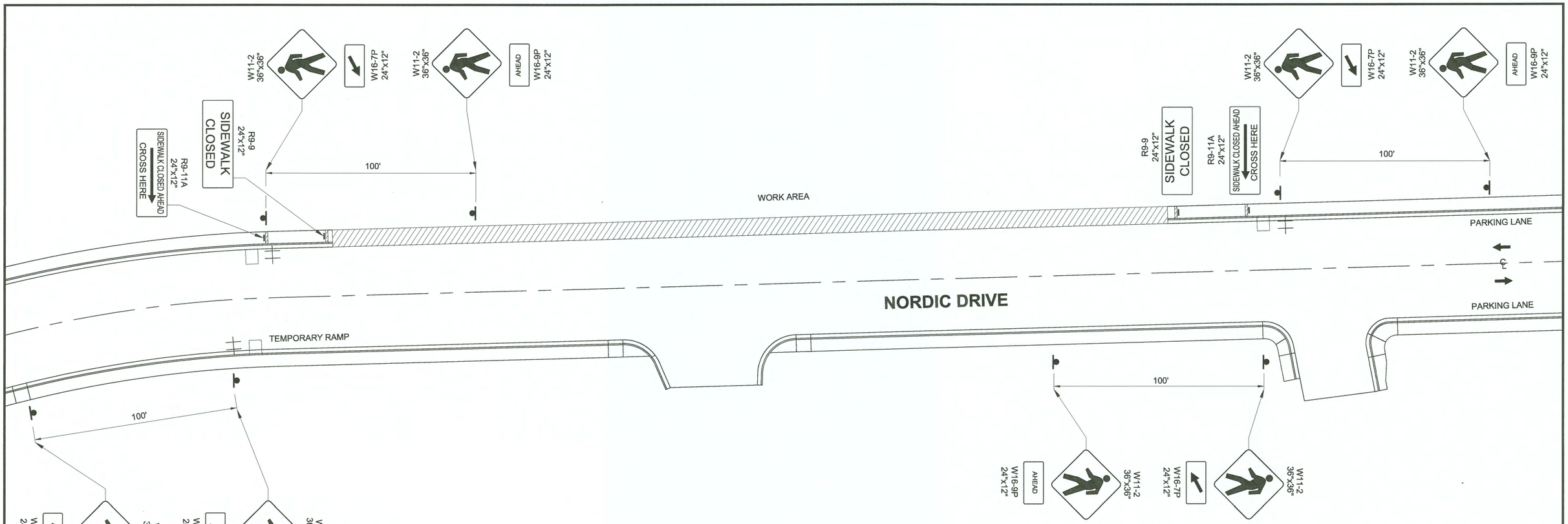
PATH: Q:\PSG\69518\PLANSET\COMBINED SET\ADDENDUM 1\68048_T1-T2.DWG

TAB: T1 Thursday, December 04, 2014 4:13:40 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	T1	78

Addendum #1; Attachment #6

HMF 3.10.20



NOTES:

1. PROVIDE PEDESTRIAN TRAFFIC CONTROL DEVICES WHEN SIDEWALKS OR PATHWAYS ARE CLOSED TO PEDESTRIANS AND WHERE REQUIRED BY THE PLANS OR SPECIFICATIONS.
2. AVOID ROUTING PEDESTRIANS ACROSS ROADS UNNECESSARILY. WHEN ROUTING PEDESTRIANS ACROSS THE ROAD, ROUTE TO THE BEST CROSSING POINT NEAR THE WORK AREA.
3. MAINTAIN A MINIMUM PEDESTRIAN FACILITY WIDTH OF 5 FEET OR THE WIDTH OF THE FACILITY THAT EXISTED BEFORE CONSTRUCTION, WHICHEVER IS LESS.
4. WHEN PEDESTRIAN TRAFFIC CONTROL DEVICES REQUIRED BY THE CURRENT TRAFFIC CONTROL PLAN ARE NOT IN PLACE OR ARE TEMPORARILY REMOVED, PROVIDE A WORKER TO DIRECT PEDESTRIANS THROUGH THE WORK AREA.
5. PROVIDE RAMPS FOR A STREET LEVEL CROSSING WHERE NO RAMPED SIDEWALK ACCESS CURRENTLY EXISTS. RAMP AT 12:1. PROVIDE A BARRICADE TO DELINEATE THE RAMP FOR APPROACHING VEHICLES.

LEGEND

- TYPE II BARRICADE
- SIGN
- WORK AREA

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. EPSTEIN	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
TCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1400.3.5 DATED JANUARY 30, 2012.	PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048 **PEDESTRIAN TRAFFIC CONTROL**
DESIGNED BY: D. LESTER	
DRAWN BY: R. GRANTHAM	

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REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	**T2**	78

HMF 3.10.20

LEGEND

PROPOSED	EXISTING	
W	W	WATER LINE
S	S	SANITARY SEWER LINE W/ MANHOLE
		VALVE/KEYBOX
		HYDRANT
		YARD HYDRANT
		CENTERLINE/STATIONLINE
		EASEMENT LINE
		PROPERTY LINE
FM	FM	FORCE MAIN
		LIGHT POLE
		UTILITY POLE
		BOLLARD
	E	ELECTRIC METER
	T	TELEPHONE PEDESTAL
		SIGN
		EDGE OF ROAD
		CURB & GUTTER
x x x x x	x x x	FENCE
	195	MAJOR CONTOUR
	193	MINOR CONTOUR
		BUILDING
		TREE LINE
	SD	STORM DRAIN LINE W/ MANHOLE
	T	UNDERGROUND TELEPHONE LINE
	U.G. ELECT.	UNDERGROUND ELECTRIC LINE
	C	UNDERGROUND CABLE LINE
	F F	FUEL LINE
	OHE OHE	OVERHEAD ELECTRIC

REFERENCED PETERSBURG BOROUGH STANDARD DETAILS

20-9	PIPE INSULATION
20-19	PIPE ENCASEMENT
30-1	CURB AND GUTTER CROSS SECTIONS
50-1	SANITARY MANHOLE - TYPE A - PIPE 8" TO 24"
50-2	SANITARY MANHOLE - TYPE B - PIPE 30" TO 36"
50-4	TYPE A AND B MANHOLE BASE PLAN
50-6	MANHOLE STEP
50-8	MANHOLE COVER
50-9	MANHOLE FRAME
50-10	WATERTIGHT MANHOLE RING
50-16	SANITARY SEWER SERVICE CONNECTION
60-1	MJ CAP AND PLUG

PETERSBURG BOROUGH PUMP STATION 1 AND FORCE MAIN UPGRADES
GENERAL NOTES

1. ALL SANITARY SEWER IMPROVEMENTS SHALL BE INSTALLED AS SPECIFIED IN THE MOST CURRENT EDITION OF THE PETERSBURG BOROUGH (PREVIOUSLY CITY OF PETERSBURG) STANDARD CONSTRUCTION SPECIFICATIONS (PBSS), AND THE SPECIAL PROVISIONS.
2. MAINTAIN A MINIMUM OF TEN (10) FEET HORIZONTAL AND EIGHTEEN (18) INCHES VERTICAL SEPARATION BETWEEN WATER AND SANITARY OR STORM SEWER MAINS AND SERVICES. SANITARY AND STORM SEWER PIPE JOINTS SHALL BE PLACED AT LEAST NINE (9) FEET FROM ANY WATERLINE CROSSING.
3. MAINTAIN A MINIMUM OF 36 INCHES OF VERTICAL SEPARATION BETWEEN ANY STORM SEWER (STORM DRAIN OR FOOTING DRAIN) AND WATERLINE (MAINS OR SERVICES) OR SANITARY SEWER (MAINS OR SERVICES). IF 36 INCHES CANNOT BE MAINTAINED, PROVIDE A MINIMUM OF 4 INCH THICK INSULATION.
4. ALL WATER/SEWER PIPE INSULATION SHALL BE RIGID BOARD, HIGH DENSITY EXTRUDED POLYSTYRENE, MIN. 60 P.S.I., FOR UNDERGROUND INSTALLATIONS EQUIVALENT TO R-20 PER FOUR (4) INCH THICK INSULATION.
5. CONTRACTOR SHALL VERIFY AND RECORD THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD AND RECORD ANY CHANGES ON THE CONTRACTOR RECORD DRAWINGS.
6. THE CONTRACTOR SHALL RESTORE ALL DISTURBED PROPERTY, INCLUDING DRAINAGE SWALES, DISTURBED BY CONTRACT ACTIVITIES TO PRECONSTRUCTION CONDITION.
7. IN CASE OF CONFLICT BETWEEN STATIONING LOCATION OF PIPE OR FITTINGS, USE DIMENSIONED LOCATIONS RELATIVE TO THE CENTERLINE AND PROPERTY LINE, THE DIMENSIONED LINES SHALL GOVERN.
8. THE CONTRACTOR SHALL RECORD SURVEY NOTES FOR SUBMITTAL WITH RECORD DRAWING PLANS PRIOR TO CONTRACT FINAL PAYMENT.
9. CONTRACTOR SHALL FIELD INSTALL RESTRAINED FITTINGS ON ALL MECHANICAL JOINTS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS AS NECESSARY TO COMPLY WITH FEDERAL, STATE, AND MUNICIPAL LAWS THAT PROHIBIT UNPERMITTED DISCHARGE OF POLLUTANTS, INCLUDING SEDIMENTS, THAT ARE A RESULT OF EROSION AND OTHER CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONDUCT ALL WORK SO SEDIMENT IS NOT TRANSPORTED ONTO THE ROADWAY OR ADJACENT PROPERTY. AT A MINIMUM, THE CONTRACTOR SHALL SWEEP UP ANY SEDIMENT TRACKED ONTO PAVED SURFACES IN PUBLIC RIGHT-OF-WAY WITHIN 24 HOURS OF THE TRACKING TO MINIMIZE THE WASH-OFF OF SEDIMENT INTO THE STORM DRAINS OR WATERWAYS.
11. WATER RESULTING FROM CONTRACTOR'S DEWATERING EFFORT MAY NOT BE PUMPED OR OTHERWISE DIVERTED INTO EXISTING STORM DRAINS UNLESS PERMITS ARE OBTAINED BY THE CONTRACTOR. UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR BE ALLOWED TO DIVERT WATER FROM AN EXCAVATION ONTO ROADWAYS. CONTRACTOR SHALL PROVIDE A DISPOSAL SITE FOR EXCESS WATER AND SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS AND APPROVALS. CONTRACTOR SHALL PROVIDE COPIES OF NECESSARY PERMITS AND APPROVALS TO THE ENGINEER.

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SEWER NOTES

1. EXISTING CUSTOMERS SHALL BE NOTIFIED SEVENTY-TWO (72) HOURS IN ADVANCE OF SANITARY SEWER SERVICE INTERRUPTION. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SANITARY SEWER SERVICE TO THE EXISTING CUSTOMERS DURING THE PERIOD OF INTERRUPTION..
2. MANHOLES SHALL HAVE A MINIMUM OF ONE SIX-INCH (6") GRADE RING. MAXIMUM GRADE RING ADJUSTMENT SHALL NOT EXCEED EIGHTEEN (18") INCHES.
3. PIPE BEDDING SHALL BE IN ACCORDANCE WITH SECTION 204 OF THE SPECIFICATIONS.
4. SEWER MAIN AND SERVICE TRENCHES AND BEDDING SHALL BE COMPACTED TO A MINIMUM 95% OF MAXIMUM DRY DENSITY.
5. THE CONTRACTOR SHALL RELOCATE ANY SEWER SERVICE CONNECTIONS INSTALLED WITH LESS THAN MINIMUM STANDARD MEASURED DISTANCES PRIOR TO FINAL ACCEPTANCE BY THE PUBLIC WORKS DEPARTMENT.
6. STATIONING IS ALONG CENTERLINE OF THE ROADWAY. ELEVATIONS ARE TO PIPE INVERT, MANHOLE INVERT, TOP OF RIM, OR CLEANOUT ELEVATION UNLESS NOTED OTHERWISE.
7. CONTRACTOR SHALL SEQUENCE WORK TO ENSURE SANITARY SEWER LINE IS PROTECTED AGAINST FREEZING PRIOR TO COMMISSIONING OF PIPE.
8. MAINTAIN A FIVE (5) FEET MINIMUM DEPTH OF COVER FOR SANITARY SEWERS, OR FOUR (4) FEET IF INSULATION IS PROVIDED.

ABBREVIATIONS

AC	-	ASPHALT CONCRETE	GV&VB	-	GATE VALVE & VALVE BOX	PVC	-	POLYVINYL CHLORIDE
ACP	-	ASBESTOS CONCRETE PIPE	HDPE	-	HIGH DENSITY POLYETHYLENE	R.O.W.	-	RIGHT-OF-WAY
ADEC	-	ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION	HMWPE	-	HIGH MOLECULAR WEIGHT POLYETHYLENE	S	-	SOUTH
ADJ	-	ADJACENT	HREW	-	HOT ROLLED ELECTRIC WELDED	SDR	-	STANDARD DIMENSION RATIO
ASS'Y	-	ASSEMBLY	I.A.W.	-	IN ACCORDANCE WITH	SSCO	-	SANITARY SEWER CLEANOUT
AWG	-	AMERICAN WIRE GAUGE	INV	-	INVERT	SSMH	-	SANITARY SEWER MANHOLE
AWWA	-	AMERICAN WATER WORKS ASSOCIATION	KB	-	KEY BOX	STD	-	STANDARD
BOP	-	BOTTOM OF PIPE	LB	-	POUND	TYP	-	TYPICAL
BTM	-	BOTTOM	LF	-	LINEAR FEET	U/G	-	UNDERGROUND
CI	-	CAST IRON	MAX	-	MAXIMUM	VB	-	VALVE BOX
C.I.P.	-	CAST IRON PIPE	MILS	-	MILLIMETERS	W	-	WEST
D.I.	-	DUCTILE IRON	MIN	-	MINIMUM	W/	-	WITH
DIA.	-	DIAMETER	MJ	-	MECHANICAL JOINT			
DIP	-	DUCTILE IRON PIPE	N	-	NORTH			
DOT&PF	-	DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES	O&M	-	OPERATIONS & MAINTENANCE			
DR	-	DIMENSION RATIO	O.D.	-	OUTSIDE DIAMETER			
DTL	-	DETAIL	OSHA	-	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION			
E	-	EAST	PBSS	-	PETERSBURG BOROUGH STANDARD SPECIFICATIONS			
EJIW	-	EAST JORDAN IRON WORKS	P.S.I.	-	POUNDS PER SQUARE INCH			

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: AARON CHRISTIE

STATE OF ALASKA 49TH Aaron R. Christie CE-10967 11.17.14 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: DOWL HKM
DESIGNED BY: CHRIS PLETNIKOFF
DRAWN BY: MYLES CHIARIELLO

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048, RSA 68112

LEGEND, NOTES, AND ABBREVIATIONS

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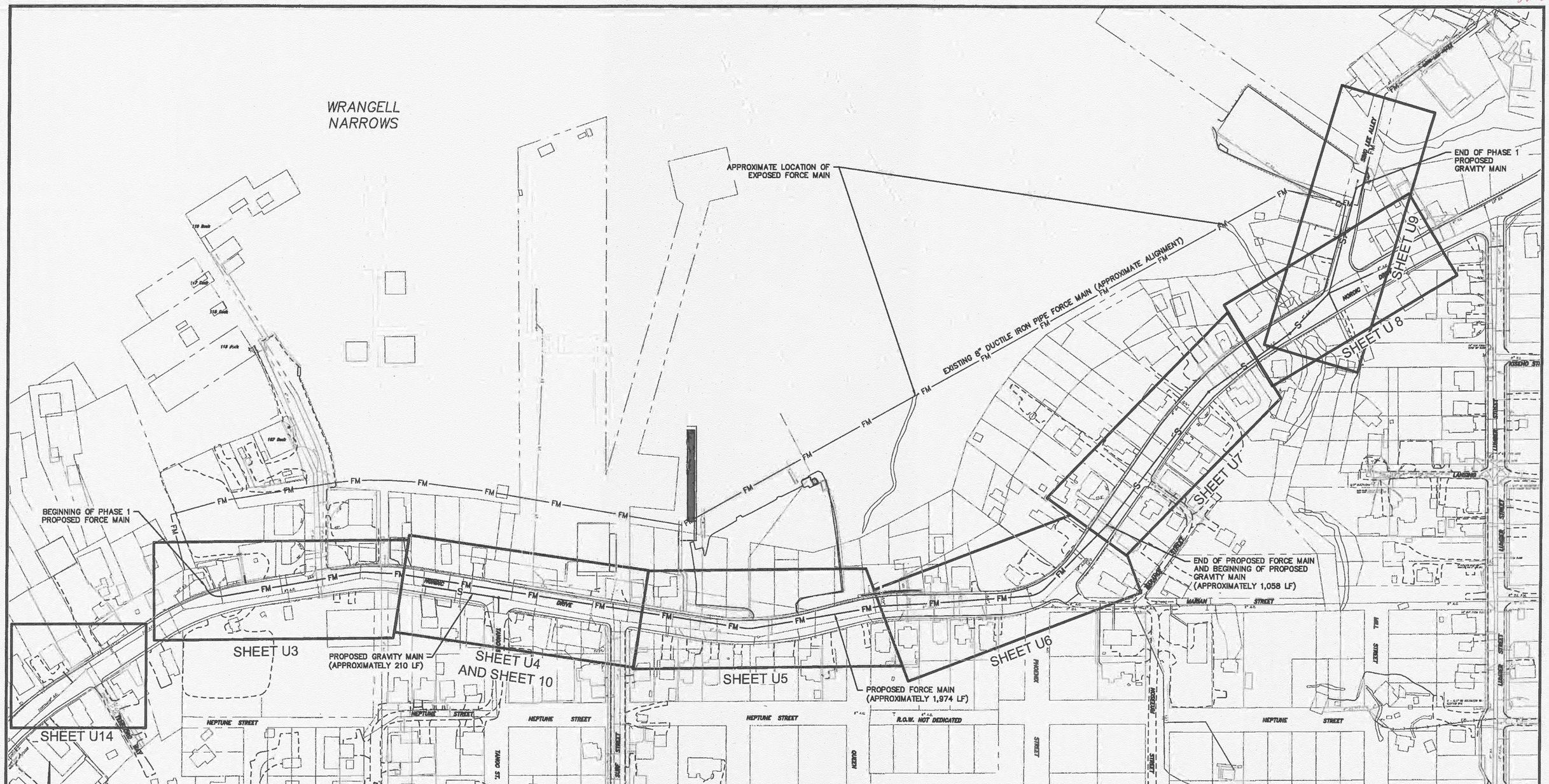
HMF 3.10.20



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SOUTHEAST REGION

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SANITARY SEWER KEYMAP

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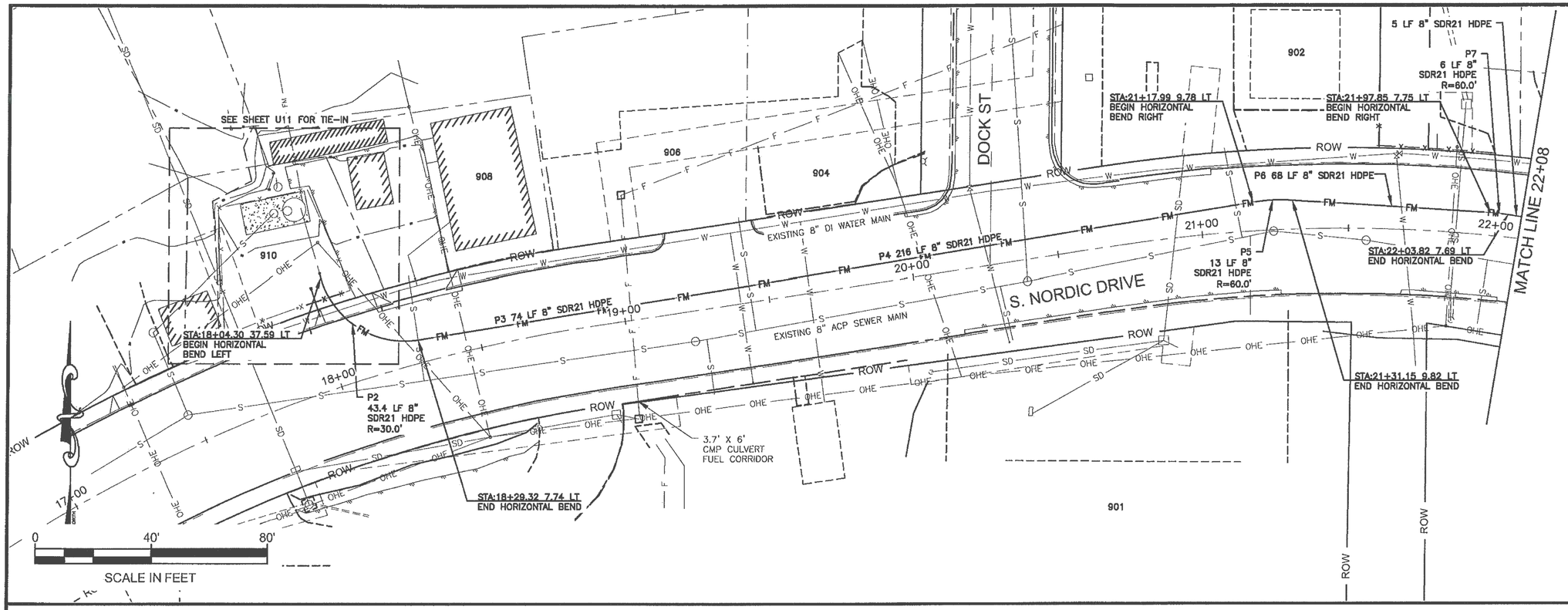
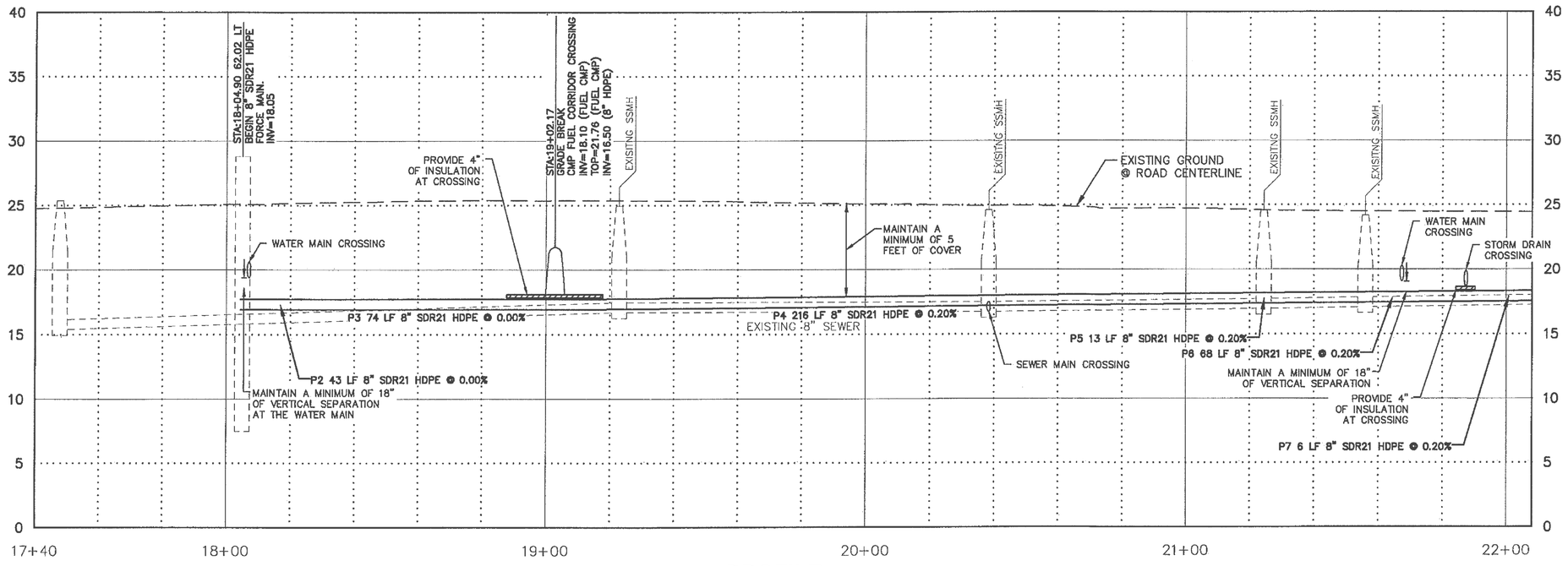
HMF 3/10/20



PLAN

NOTES:
1. SEE F-SHEETS FOR PROPOSED ROAD GRADE.
2. AVOID IMPACTS TO WATER SERVICE LINES, WHERE PRACTICAL. IF SERVICES ARE IMPACTED, REINSTATE THE CONNECTION PER DETAIL 2 ON SHEET U14.



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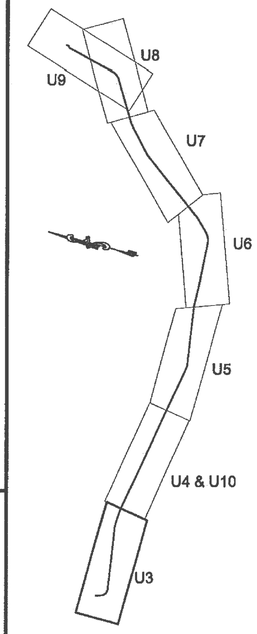

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CHECKED BY: ARC

STATE OF ALASKA
49TH
Aaron R. Christie
CE-10987
11.17.14
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: CCP

DRAWN BY: MAC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
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SANITARY SEWER
PLAN & PROFILE

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STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
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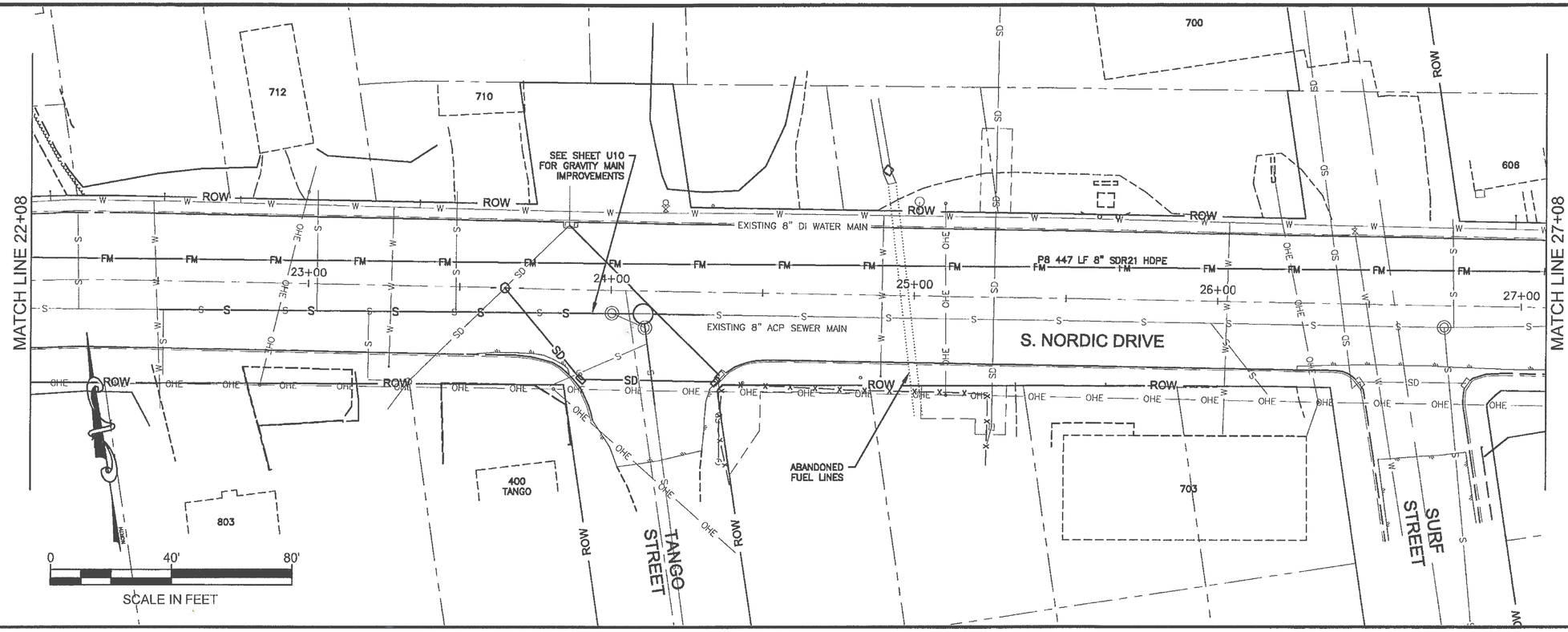

PLAN

NOTES:
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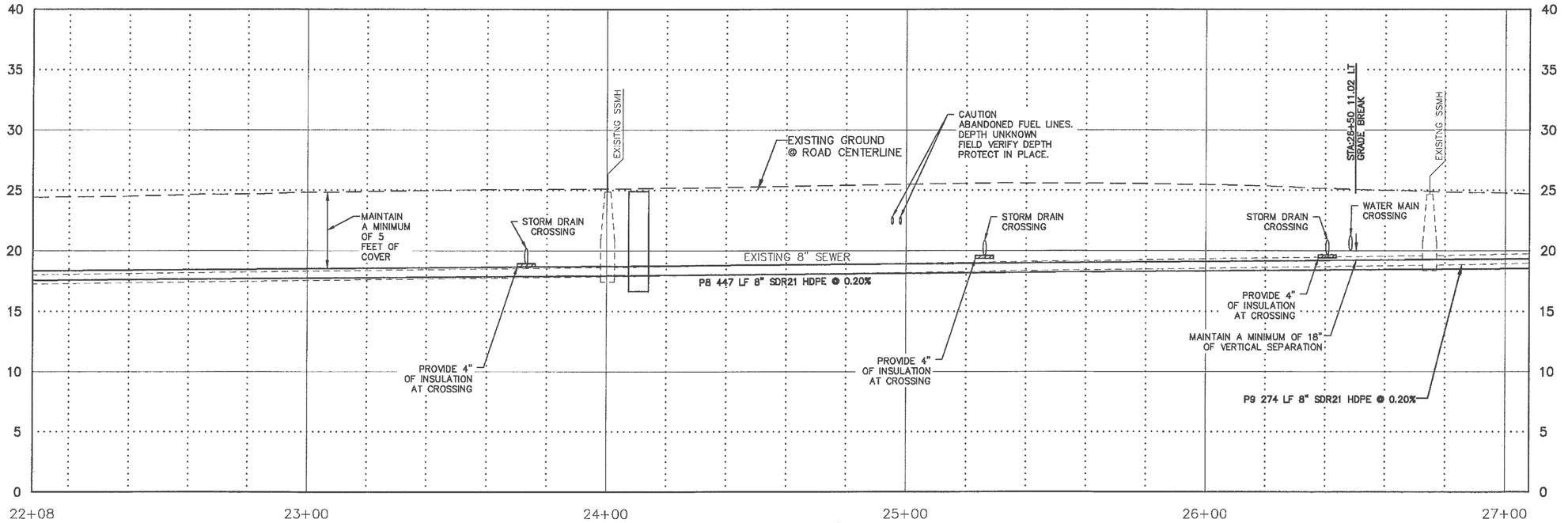

PROFILE

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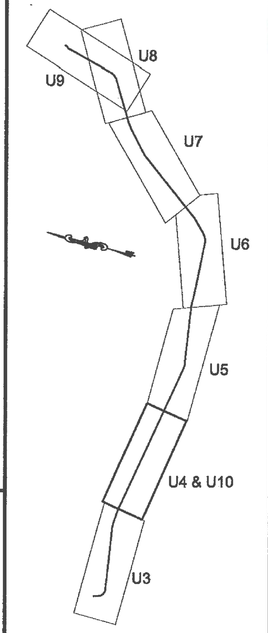

PLAN LEGEND

CHECKED BY: ARC

STATE OF ALASKA
49TH
Aaron K. Christie
CE-10867
11-17-14
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: CCP

DRAWN BY: MAC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL
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SANITARY SEWER PLAN & PROFILE

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STATE	YEAR
ALASKA	2014
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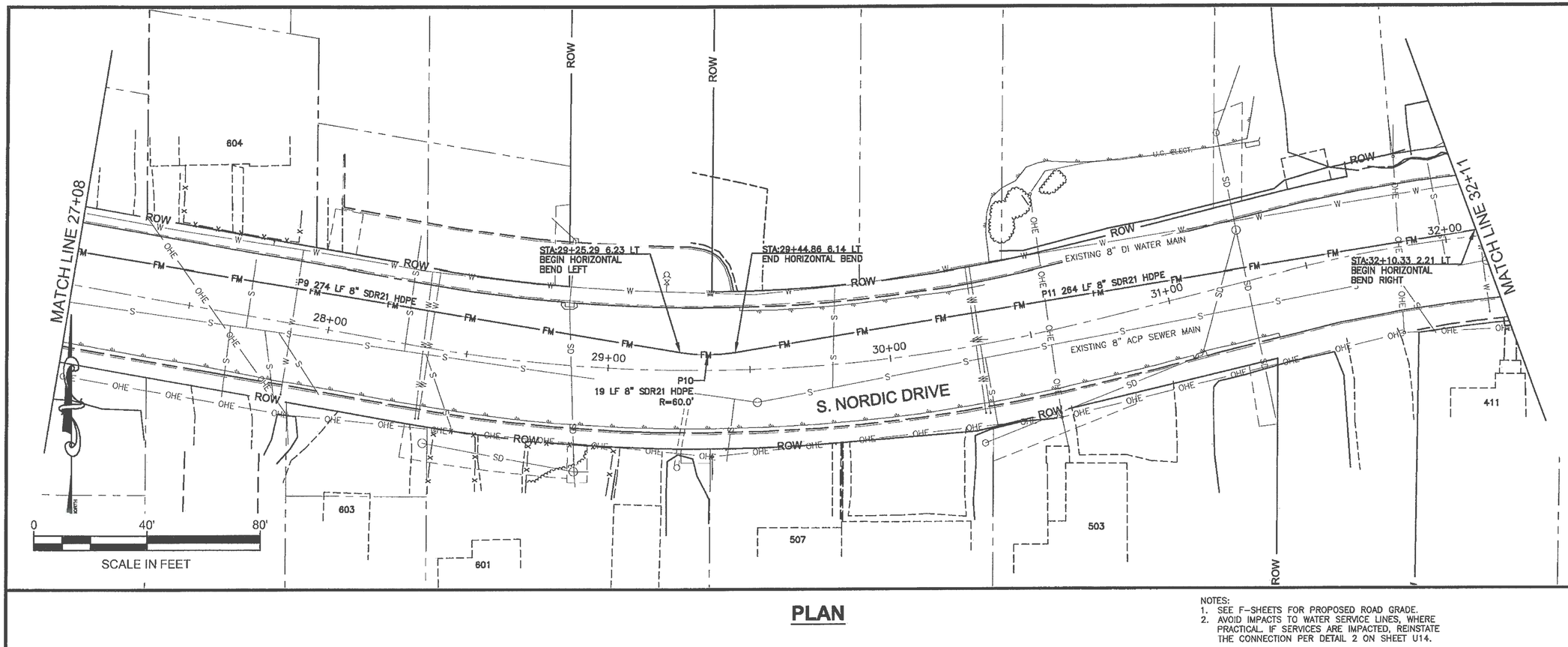

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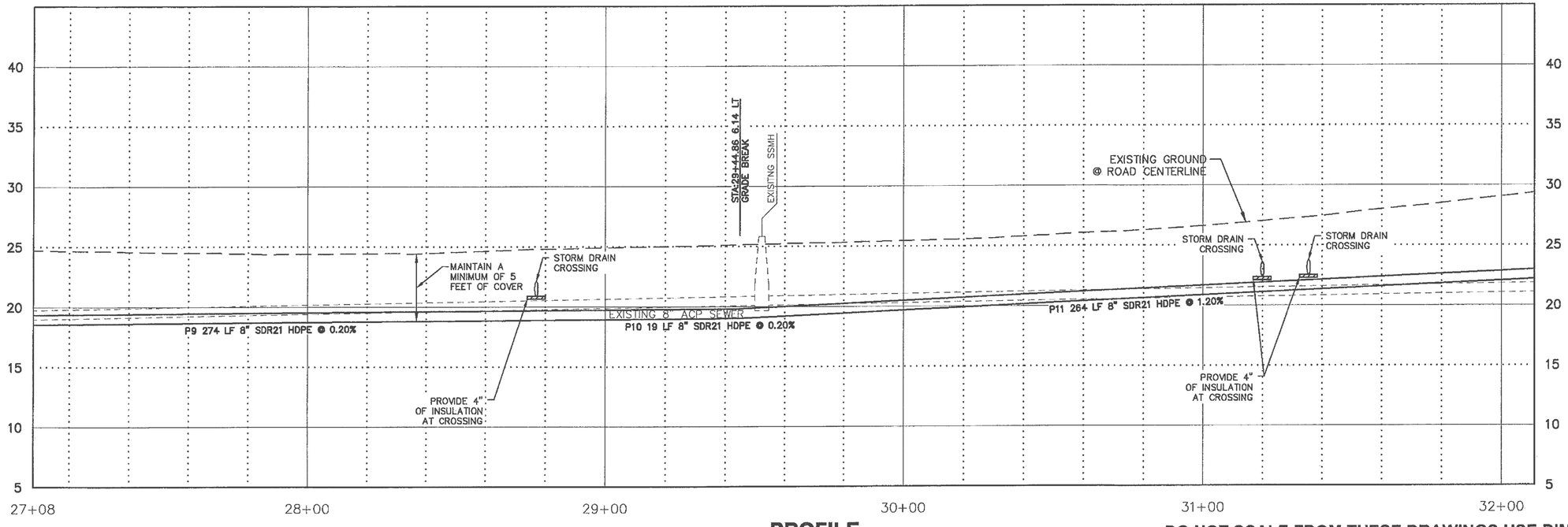

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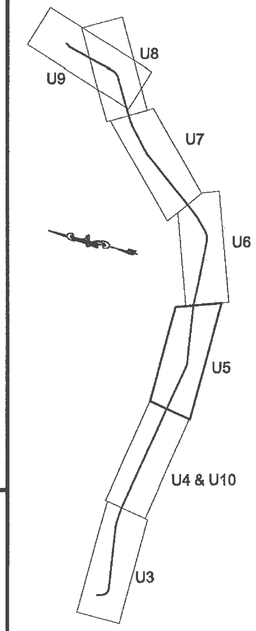

PLAN LEGEND

CHECKED BY: ARC

STATE OF ALASKA
49TH
Aaron R. Christie
CE-10967
11.17.14
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: CCP

DRAWN BY: MAC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
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PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
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SANITARY SEWER
PLAN & PROFILE

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
U5	159

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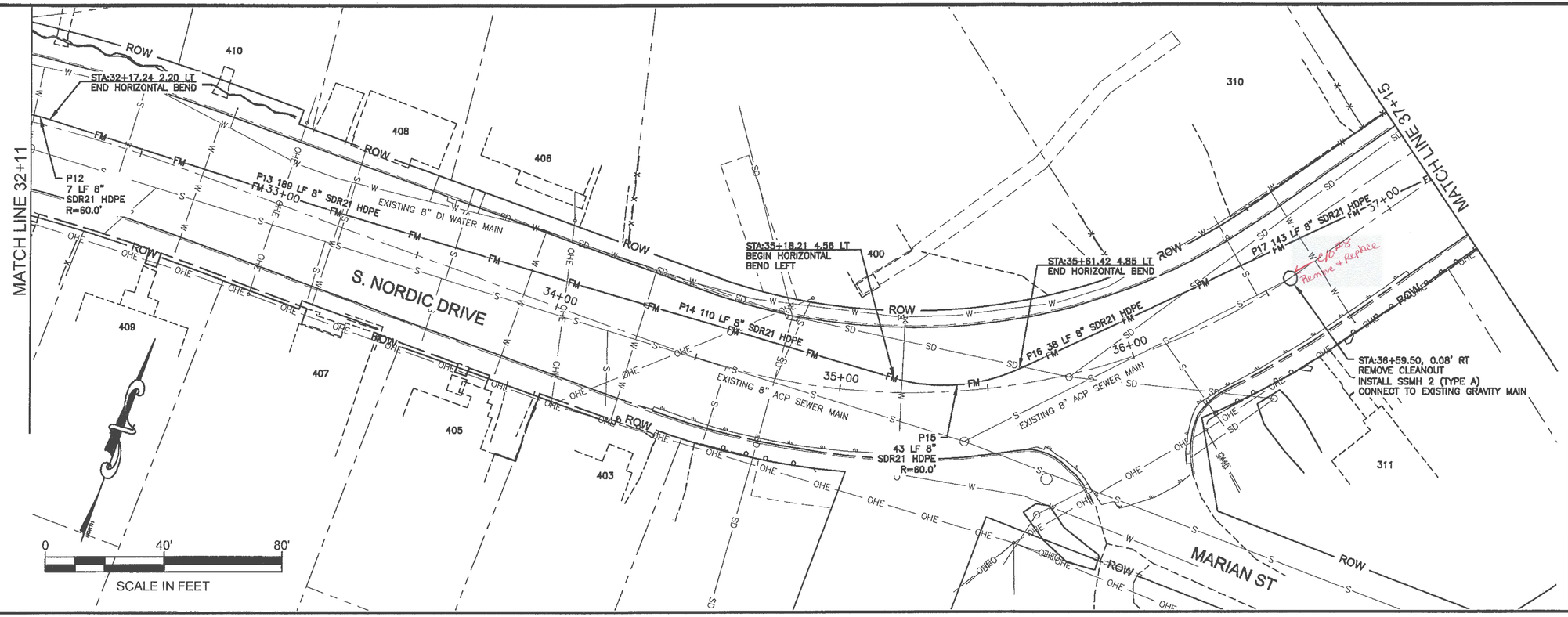
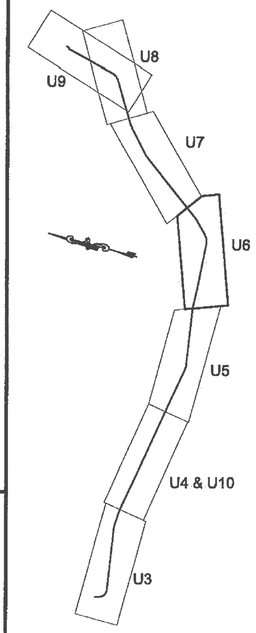
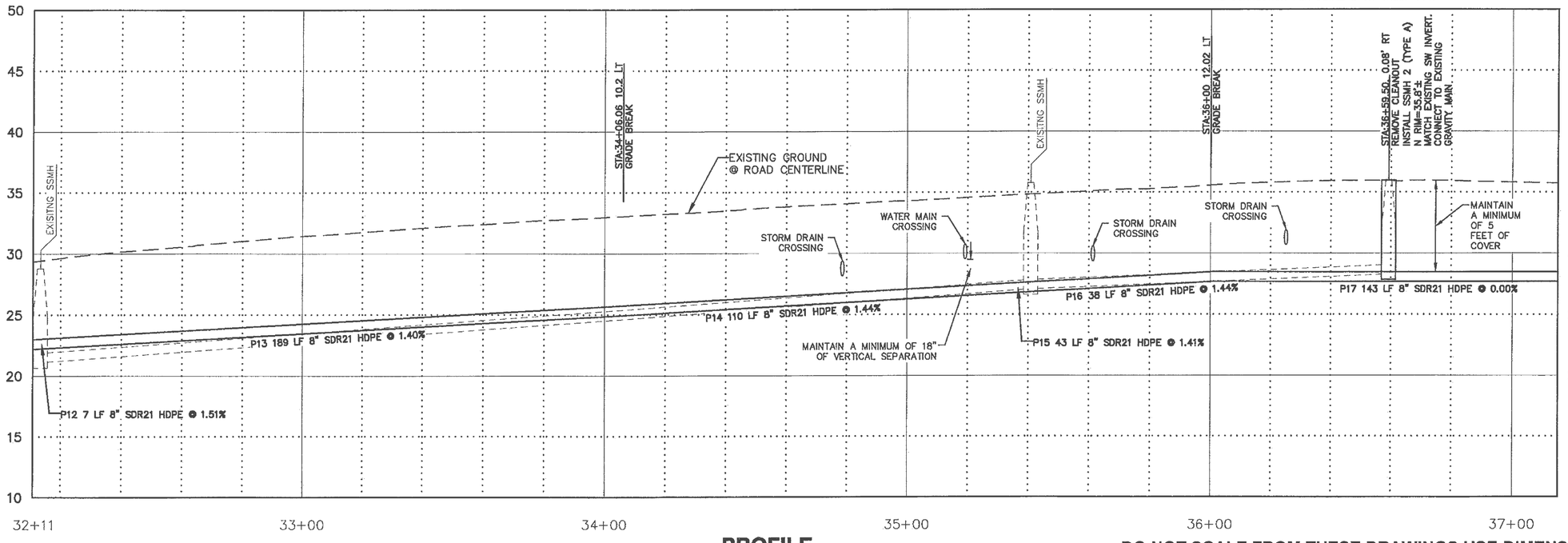




PLAN LEGEND

PLAN

NOTES:
1. SEE F-SHEETS FOR PROPOSED ROAD GRADE.
2. AVOID IMPACTS TO WATER SERVICE LINES, WHERE PRACTICAL. IF SERVICES ARE IMPACTED, REINSTATE THE CONNECTION PER DETAIL 2 ON SHEET U14.



PROFILE

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CHECKED BY: ARC

STATE OF ALASKA
49TH
Aaron R. Christie
CE-10967
11.17.14
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: CCP

DRAWN BY: MAC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048, RSA 68112

SANITARY SEWER
PLAN & PROFILE

PROJECT DESIGNATION
STP-0003(156)~68048

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
U6	159

HMF 310.20

PATH: P:\PROJECTS\D70565\CAD\CIVIL\MA12-CT-UT-70565

CHIARIELLO, MYLES
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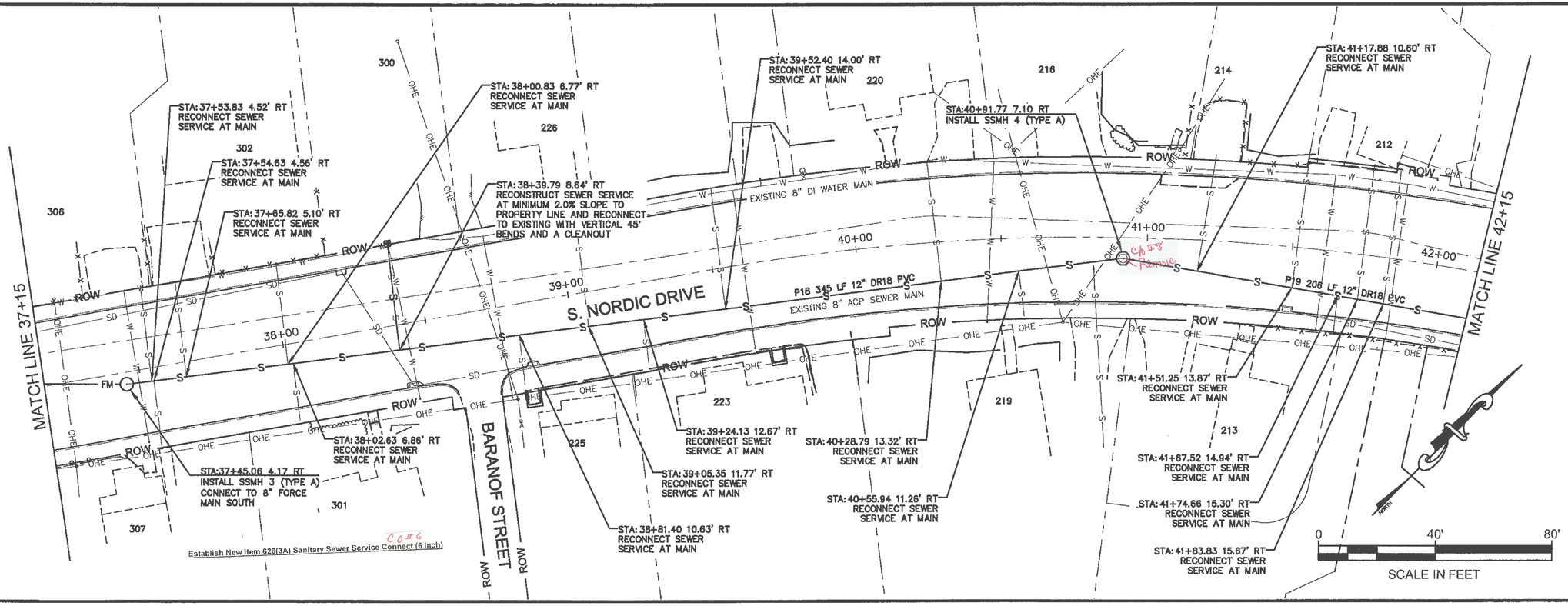
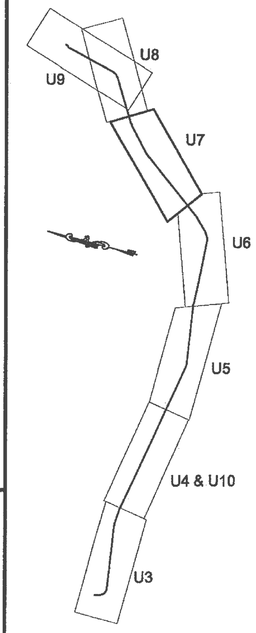
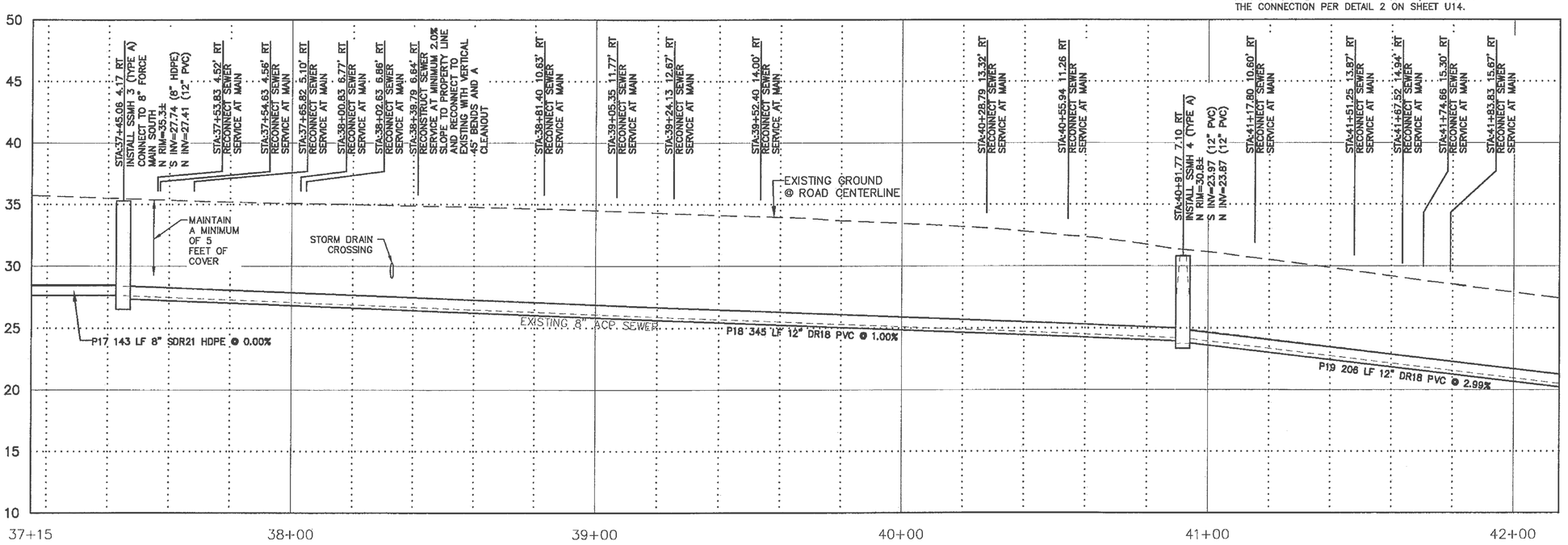




PLAN LEGEND

PLAN

NOTES:
1. SEE F-SHEETS FOR PROPOSED ROAD GRADE.
2. AVOID IMPACTS TO WATER SERVICE LINES, WHERE PRACTICAL. IF SERVICES ARE IMPACTED, REINSTATE THE CONNECTION PER DETAIL 2 ON SHEET U14.



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: ARC

STATE OF ALASKA
49TH
Aaron R. Christie
CE-10987
11.17.14
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: CCP

DRAWN BY: MAC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048, RSA 68112

SANITARY SEWER
PLAN & PROFILE

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
U7	159

HMF 3.10.26

PATH: P:\PROJECTS\D70565\CAD\CIVIL\MA12-CT-UT 70565

CHIARIELLO, MYLES
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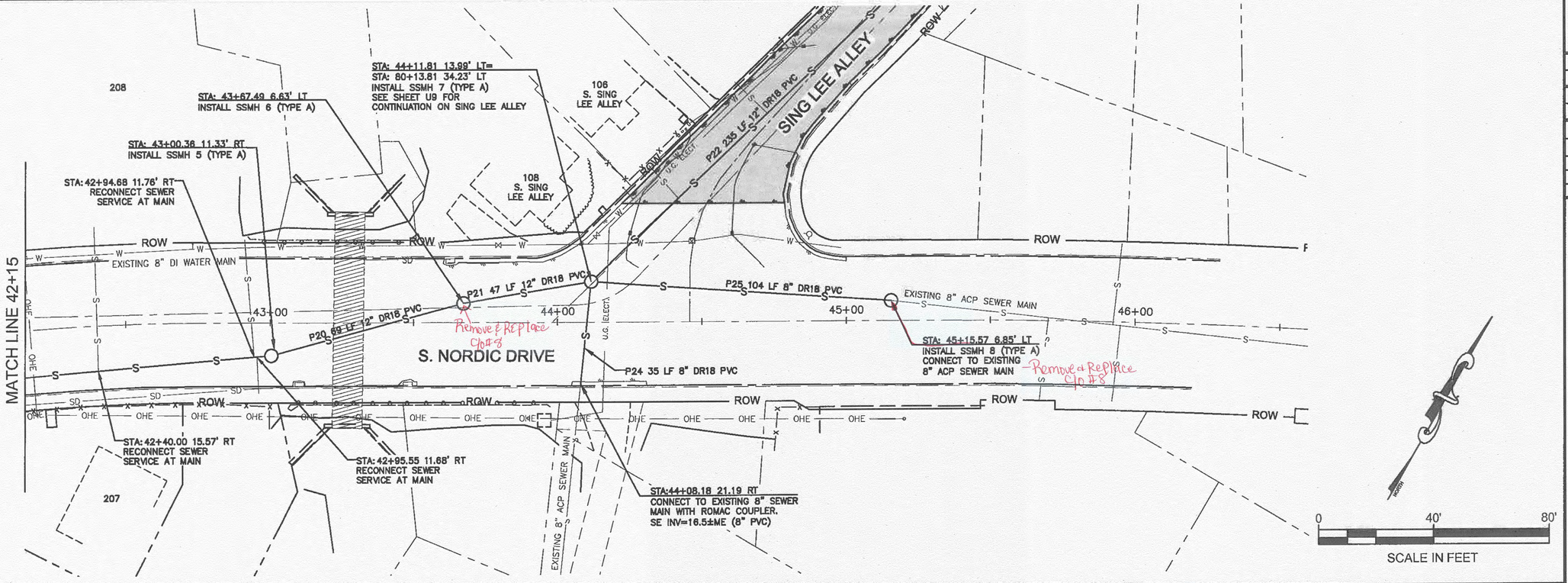
ADDENDUM NUMBER

ATTACHMENT NUMBER

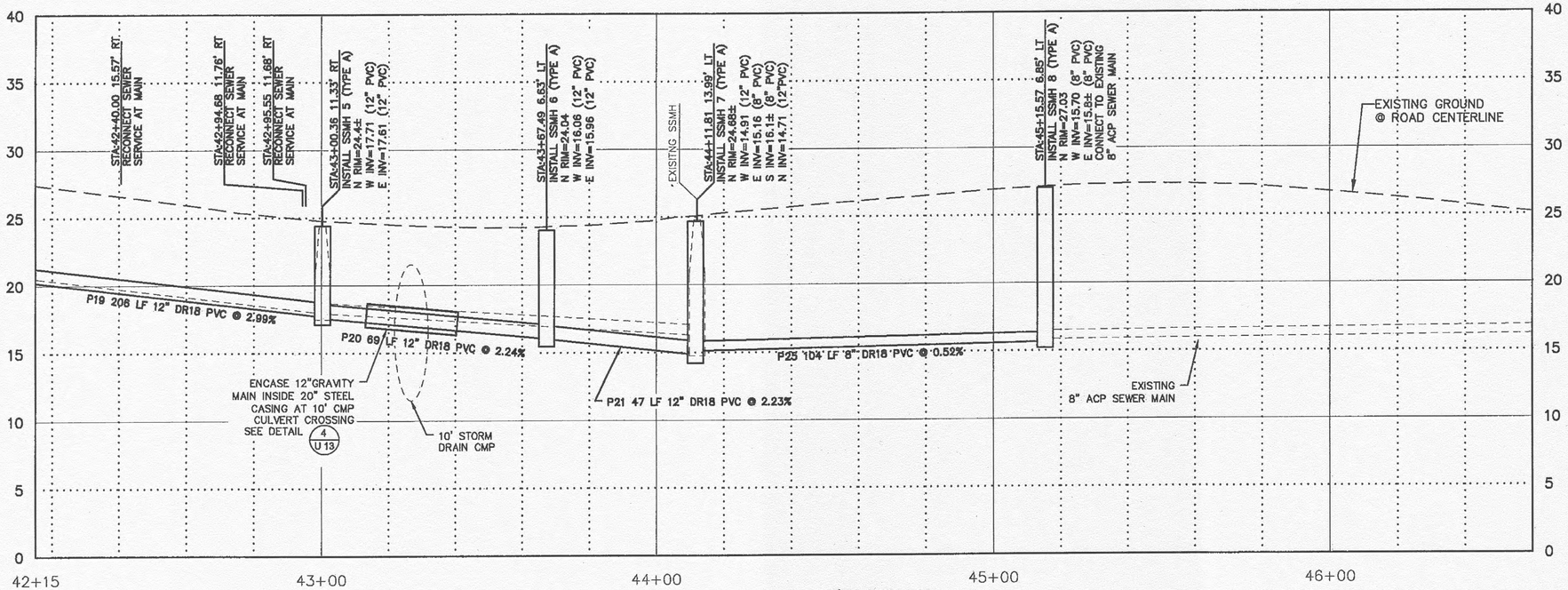
RECORD OF REVISIONS

No.	DATE	DESCRIPTION



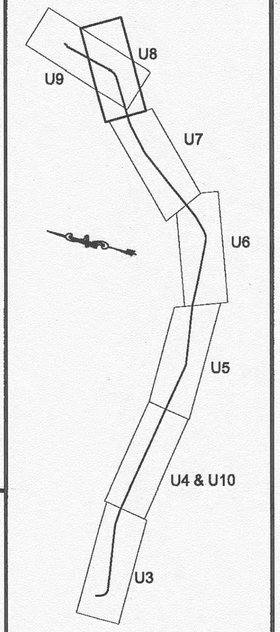
PLAN

NOTES:
1. SEE F-SHEETS FOR PROPOSED ROAD GRADE.
2. AVOID IMPACTS TO WATER SERVICE LINES, WHERE PRACTICAL. IF SERVICES ARE IMPACTED, REINSTATE THE CONNECTION PER DETAIL 2 ON SHEET U14.



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

CHECKED BY: ARC

STATE OF ALASKA
49TH
Aaron R. Christie
CE-10967
REGISTERED PROFESSIONAL ENGINEER
11.17.14

DESIGNED BY: CCP

DRAWN BY: MAC

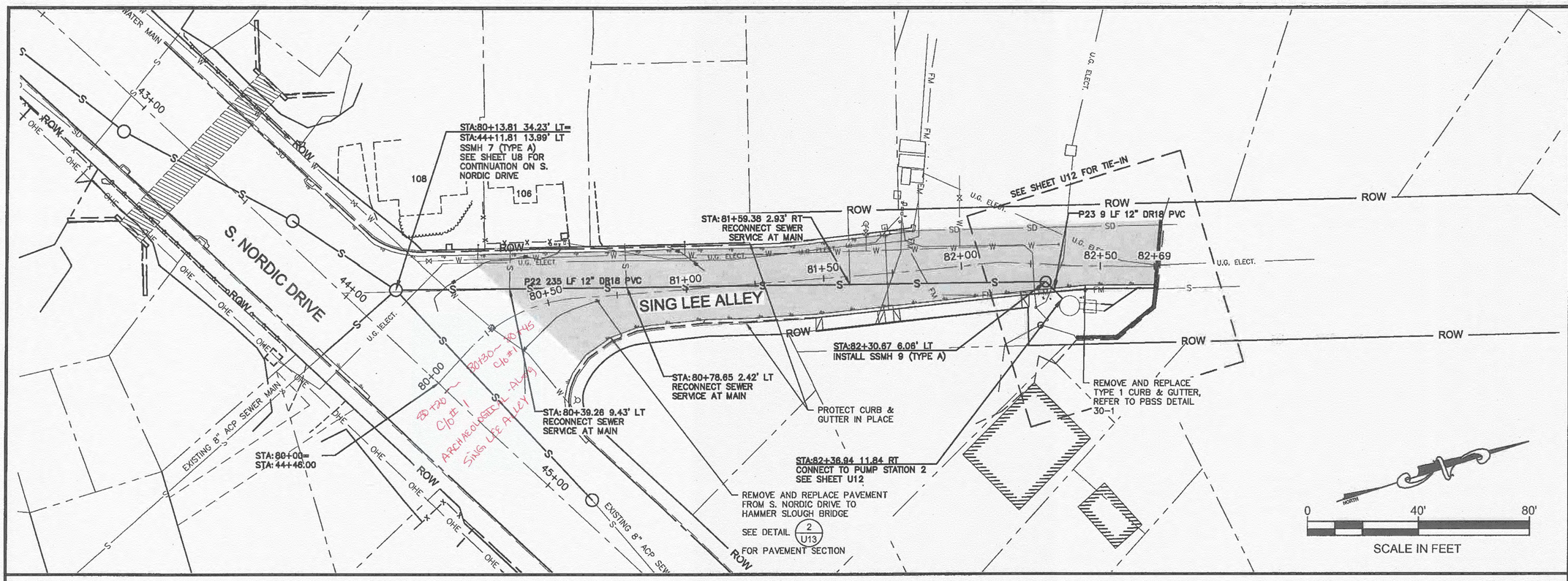
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

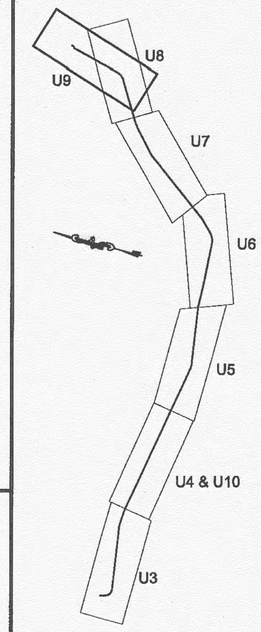
PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048, RSA 68112

SANITARY SEWER
PLAN & PROFILE

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
U8	159

HMF 310.20



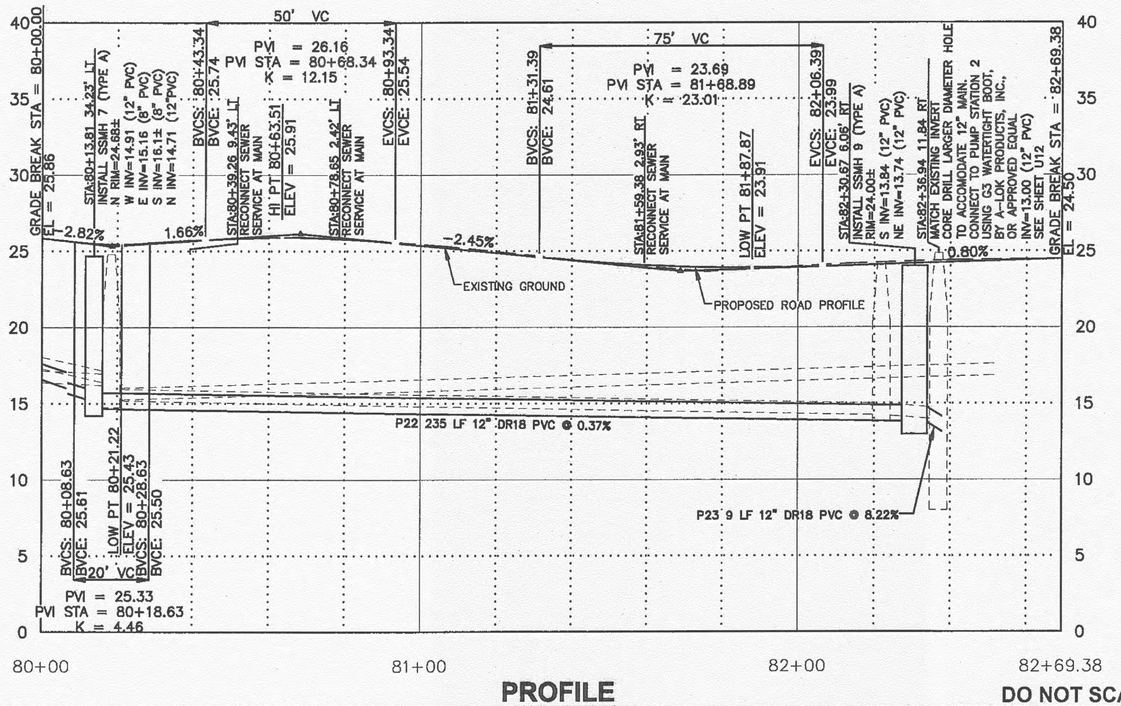


PLAN LEGEND

NOTES:
1. AVOID IMPACTS TO WATER SERVICE LINES, WHERE PRACTICAL. IF SERVICES ARE IMPACTED, REINSTATE THE CONNECTION PER DETAIL 2 ON SHEET U14.

PLAN

PROFILE



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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CHIARIELLO, MYLES
TAB: U9 Monday, November 17, 2014 2:11:12 PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: ARC

STATE OF ALASKA 49TH Aaron R. Christie CE-10967 11-17-14 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: CCP

DRAWN BY: MAC

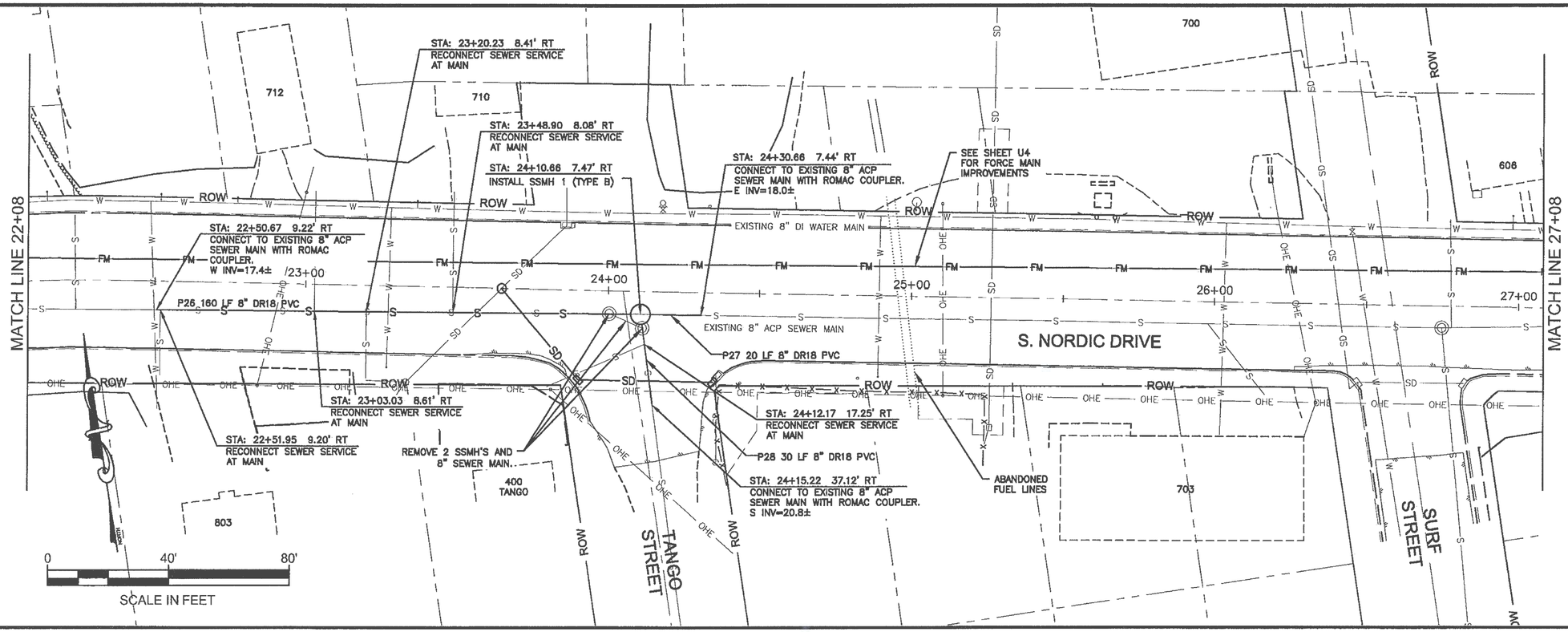
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048, RSA 68112

SING LEE ALLEY SEWER
PLAN & PROFILE

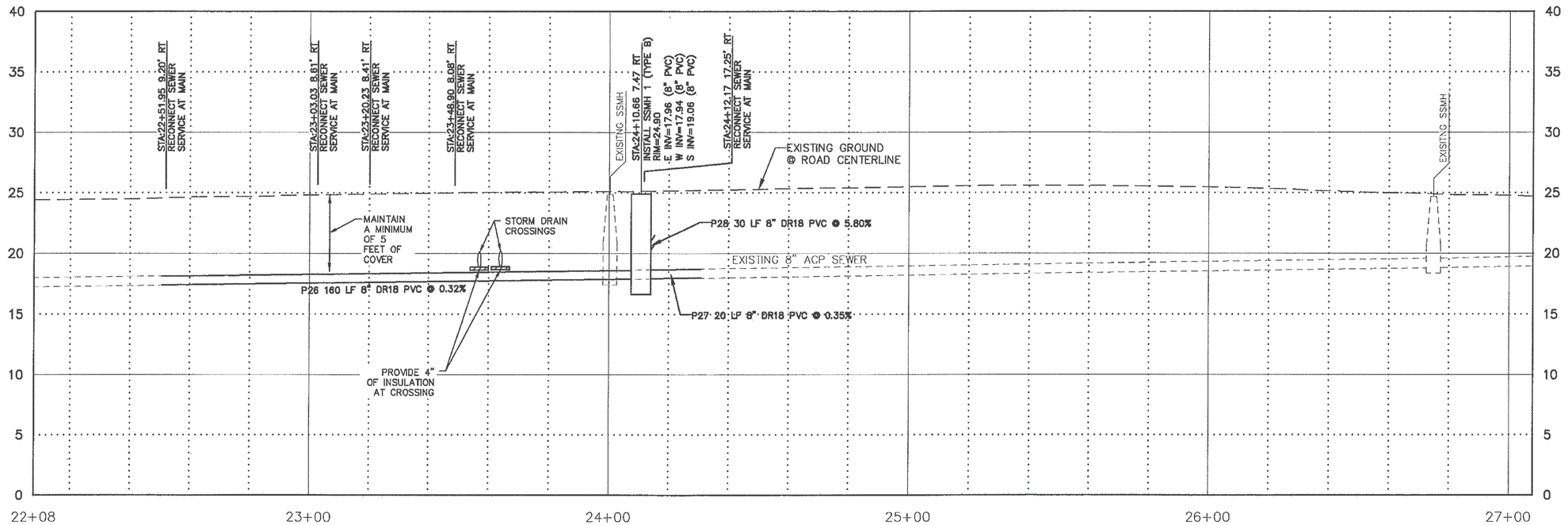
PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
U9	159

HMF 3.10.20



PLAN

NOTES:
1. SEE F-SHEETS FOR PROPOSED ROAD GRADE.
2. AVOID IMPACTS TO WATER SERVICE LINES, WHERE PRACTICAL. IF SERVICES ARE IMPACTED, REINSTATE THE CONNECTION PER DETAIL 2 ON SHEET U14.



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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CHIARIELLO, MYLES
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

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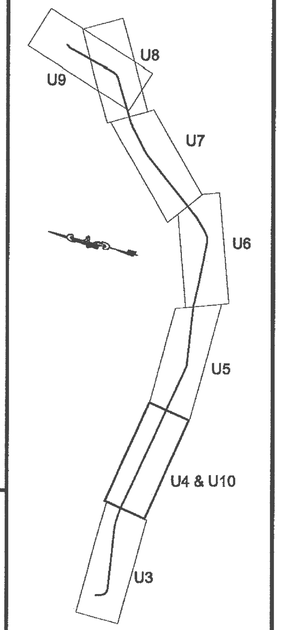


PLAN LEGEND

CHECKED BY: ARC

STATE OF ALASKA
49TH
Aaron R. Christie
CE-10967
11.17.14
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: CCP

DRAWN BY: MAC

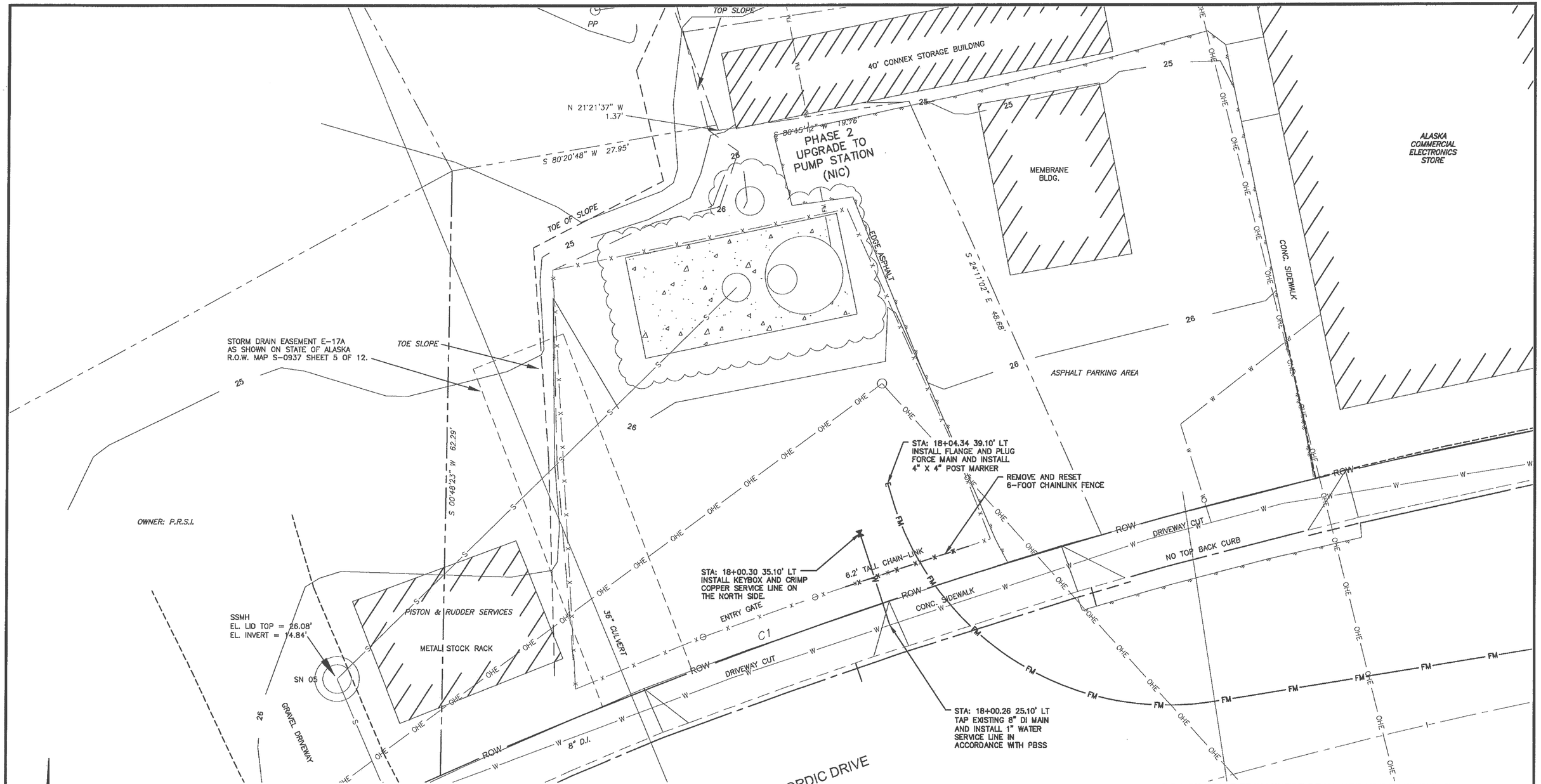
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG NORDIC DRIVE REFURB:
HAUGEN DRIVE TO
FERRY TERMINAL
PROJECT #68048, RSA 68112

TANGO STREET
PLAN & PROFILE

PROJECT DESIGNATION	
STP-0003(156)~68048	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
U10	159

HMF 3.10.20



0 10' 20'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: AARON CHRISTIE	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
STATE OF ALASKA 49TH Aaron R. Christie CE-10987 11.17.14 REGISTERED PROFESSIONAL ENGINEER	PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048, RSA 68112 PUMP STATION 1 TIE-IN
PLANS DEVELOPED BY: DOWL HKM	
DESIGNED BY: CHRIS PLETNIKOFF	
DRAWN BY: MYLES CHIARIELLO	
PATH: P:\PROJECTS\D70565\CAD\C\VIL\MA12-CT-UT-70565-NEW.DWG	
TAB: U11 Sunday, November 16, 2014 3:56:28 PM CHIARIELLO, MYLES	

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION	STP-0003(156)~68048	2014	U11	159

HME 3-10 2D

SOUTH HARBOR
CRANE DOCK
PARKING LOT

12" CMP OUTLET
INV=18.99'

HAMMER SLOUGH BRIDGE

HAMMER SLOUGH
PETERSBURG BOROUGH

OWNER: SIGRID MEDALEN

OWNER: SIGRID MEDALEN

WAREHOUSE
ON PILING FND.

WAREHOUSE
ON PILING FND.

PHASE 2
UPGRADE TO
PUMP STATION
(NIC)

12" CONC RET WALL WITH
GALV. STEEL RAILING ATOP

SING LEE ALLEY

ELECT.
VAULT

F.M. VALVE
VAULT

CATV PED

PHONE PED

MTL.
BOLLARD

WET WELL

MATCH EXISTING INVERT.
CORE DRILL LARGER DIAMETER HOLE
TO ACCOMODATE 12" MAIN.
CONNECT GRAVITY SEWER TO
PUMP STATION 2 USING G3 WATERTIGHT
BOOT, BY A-LOK PRODUCTS, INC.,
OR APPROVED EQUAL.
INV=13.00 (12" PVC)

12" DR18
PVC

EMPTY 4"
PVC CONDUIT

STUB PILE
WITH WET WELL
METER BOX &
SHUT OFF SWITCH

ELECT.
PED

LIGHT POLE

N 74°16' W 13.80'

N 15°44' E 13.68'

N 15°44' E 3.89'

TOP SLOPE

TOE SLOPE

ROW

U.G. ELECT.

F.M.

6" D.I.

12" DR18
PVC

SEE SHEET U9 FOR SANITARY SEWER
PLAN AND PROFILE

NORTH

0 10' 20'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: AARON CHRISTIE

STATE OF ALASKA
49TH
Aaron R. Christie
CE-10967
11.17.14
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: DOWL HKM

DESIGNED BY: CHRIS PLETNIKOFF

DRAWN BY: MYLES CHIARIELLO

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

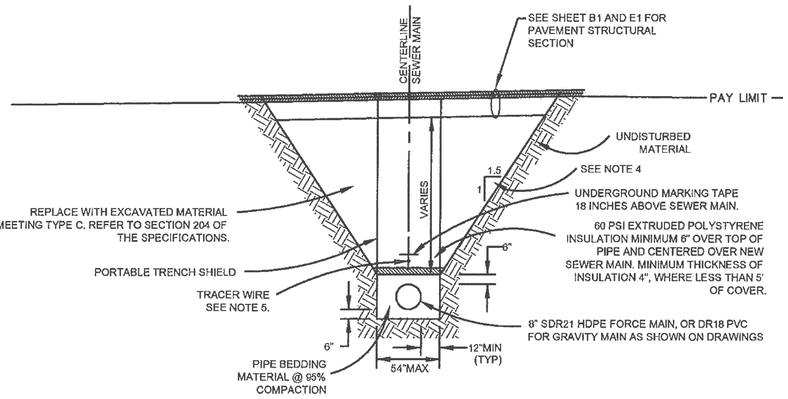
PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048, RSA 68112

PUMP STATION 2 TIE-IN

PATH: P:\PROJECTS\D70565\CAD\CIVIL\MA12-CT-UT-70565-NEW.DWG

TAB: U12 Sunday, November 16, 2014 3:57:12 PM CHIARIELLO, MYLES

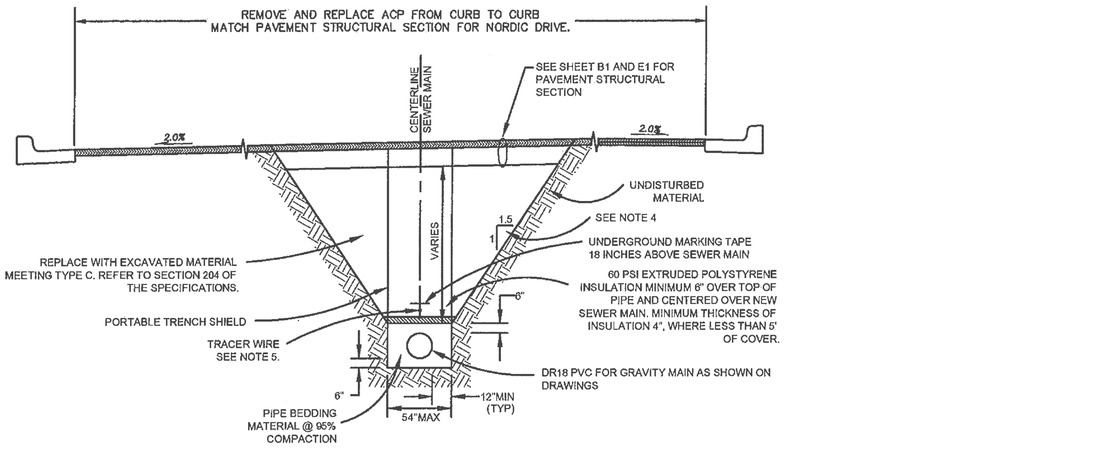
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	U12	159



1 U13

SEWER MAIN TRENCH SECTION - SOUTH NORDIC DRIVE

STA: 18+04.90 TO STA: 36+59.50 NTS



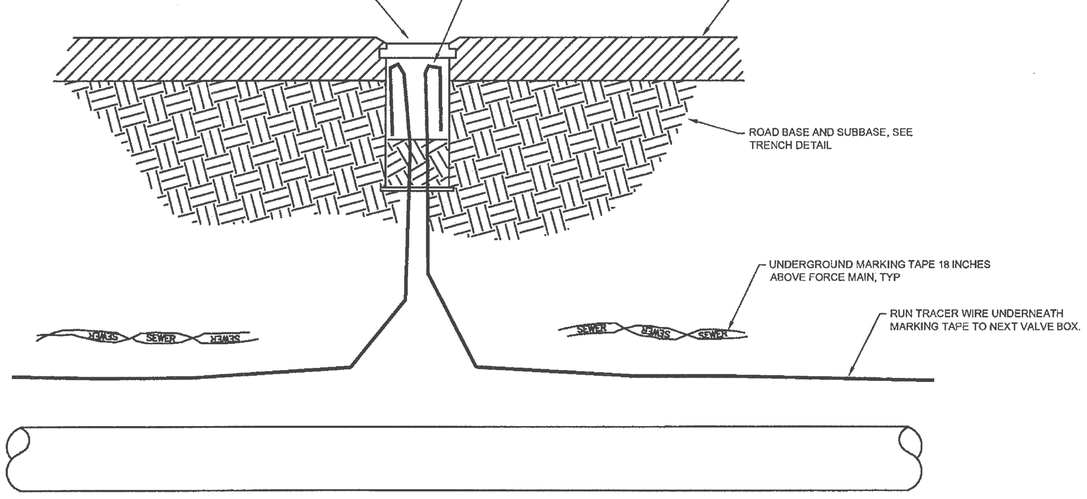
2 U13

SEWER MAIN TRENCH SECTION - SING LEE ALLEY

STA: 80+18.42 TO STA: 82+36.94 NTS

TRENCH SECTION NOTES

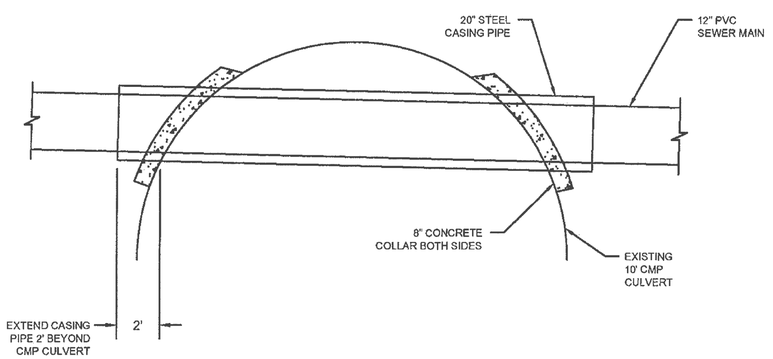
1. TERMINATE FORCE MAIN TRACER WIRE IN DESIGNATED VALVE BOX AS PER LOCATOR SIGNAL WIRE SYSTEM DETAIL. PLACE TRACER WIRE VALVE BOXES EVERY 500 FEET. PLACE TRACER WIRE 12 INCHES ABOVE TOP OF PIPE, ENSURE PLACEMENT DOES NOT DEVIATE MORE THAN 4 INCHES IN ANY DIRECTION.
2. MINIMUM TRENCH WIDTH SHALL BE NOMINAL PIPE DIAMETER PLUS 2 FEET.
3. BEDDING & BACKFILL SHALL BE COMPACTED TO 95% OF MAXIMUM PROCTOR DENSITY WITHIN THE RIGHT OF WAY AND THROUGHOUT THE DEPTH OF EACH LIFT. LIFT DEPTH SHALL BE 12 INCHES MAX. UNLESS OTHERWISE APPROVED BY THE ENGINEER.
4. SLOPE TRENCH WALLS ACCORDING TO SOIL CONDITIONS AND OSHA SAFETY STANDARDS. TRENCH EXCAVATION AND SHORING SHALL COMPLY WITH ALL LOCAL, STATE, AND OSHA REGULATIONS REQUIREMENTS.
5. TRACER WIRE NOT REQUIRED ON DR18 PVC GRAVITY SEWER MAIN.



3 U13

TRACER WIRE SYSTEM

NTS



NOTE:

1. INSTALL PIPE CASING PER PBSS SECTION 20.29 AND STANDARD DETAIL 20-19, PIPE ENCASEMENT.
2. NO CORROSION ANALYSIS SHALL BE REQUIRED FOR THE CASING PIPE.

4 U13

10' CMP CULVERT CROSSING

NTS

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: AARON CHRISTIE	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
PLANS DEVELOPED BY: DOWL HKM	PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048, RSA 68112
DESIGNED BY: CHRIS PLETNIKOFF	SANITARY SEWER DETAILS
DRAWN BY: MYLES CHIARIELLO	

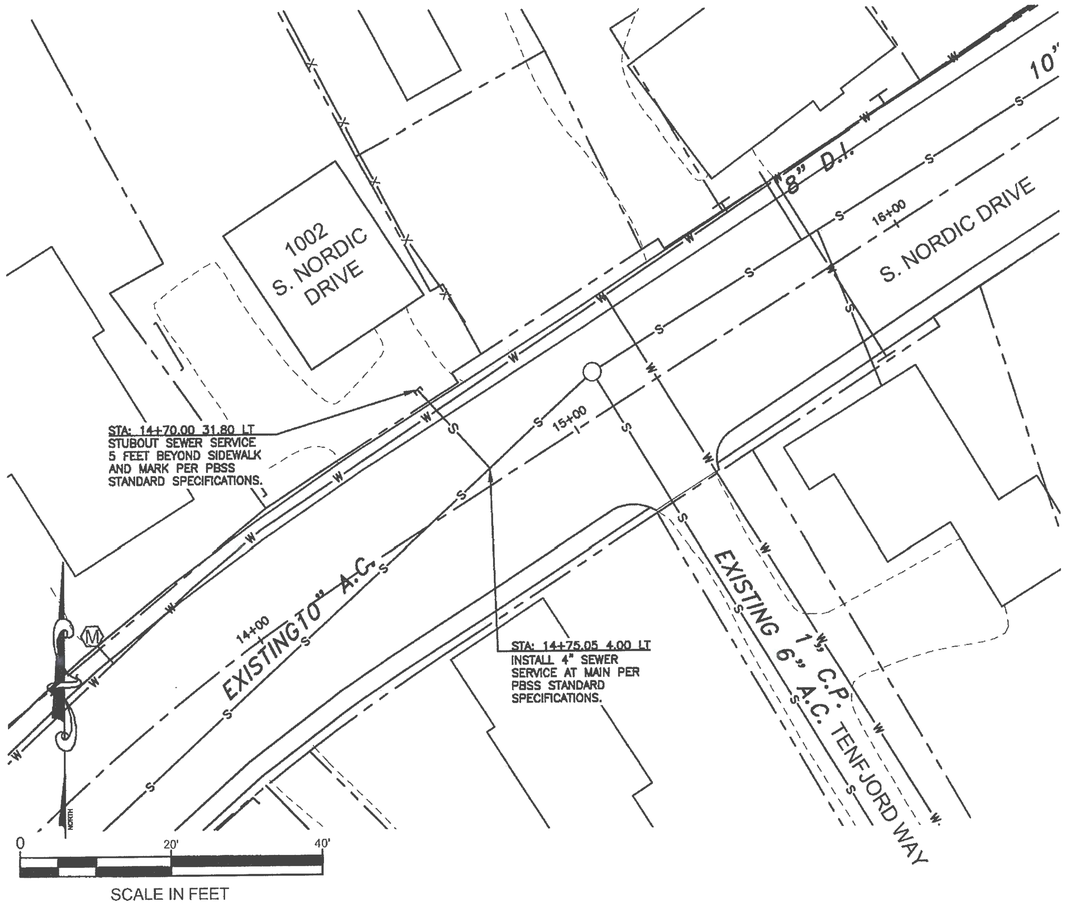
STATE OF ALASKA · 49TH · Aaron R. Christie CE-10667 · 11.17.19 · REGISTERED PROFESSIONAL ENGINEER

PATH: P:\PROJECTS\D70565\CAD\CIVIL\MA12-CT-UT-70565-NEW.DWG

TAB: U13 Sunday, November 16, 2014 3:57:54 PM CHIARIELLO, MYLES

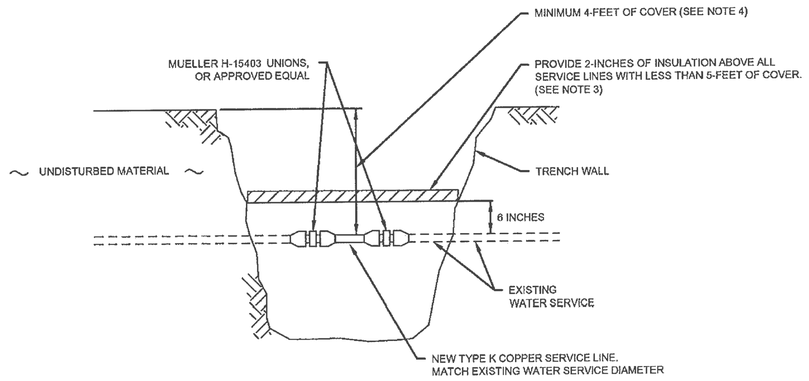
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			STP-0003(156)~68048	2014	U13	159

HMF 3.10.20



1 / U14 **SEWER SERVICE - 1002 S. NORDIC DRIVE**

NTS



2 / U14 **WATER SERVICE LINE REPAIR**

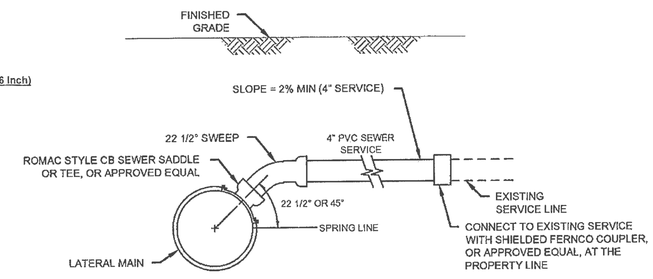
NTS

NOTES :

1. WATER SERVICES IMPACTED DURING FORCE MAIN CONSTRUCTION SHALL BE REPAIRED AS SHOWN ABOVE. REMOVE DAMAGED PORTION AND INSTALL NEW TYPE K COPPER SERVICE LINE. CONNECT TO EXISTING USING MUELLER H-15403 UNIONS, OR APPROVED EQUAL.
2. PROVIDE 6" OF BEDDING MATERIAL AROUND WATER SERVICE LINE.
3. INSULATION SHALL BE MINIMUM 4-FEET WIDE CENTERED ON WATER SERVICE. INSULATION SHALL BE 60-PSI EXTRUDED POLYSTYRENE.
4. WATER SERVICES SHALL BE REPAIRED ABOVE THE FORCE MAIN WHERE A MINIMUM COVER OF 4-FEET CAN BE ACHIEVED. IF 4-FEET OF COVER CANNOT BE ACHIEVED ABOVE THE FORCE MAIN, THEN REPAIR THE WATER SERVICE 6-INCHES BELOW THE FORCE MAIN.

C.O #6

Establish New Item 626(3A) Sanitary Sewer Service Connect (6 Inch)



NOTES:

1. PIPE SHALL BE CLEANED PRIOR TO SADDLE INSTALLATION.
2. 4" OR 6" DR18 PVC.
3. PROVIDE 6" OF BEDDING MATERIAL AROUND SANITARY SEWER SERVICE LINES.

3 / U14 **SANITARY SEWER SERVICE CONNECTION**

NTS

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: AARON CHRISTIE	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
STATE OF ALASKA 49TH Aaron R. Christie CE-10967 REGISTERED PROFESSIONAL ENGINEER 11.17.14	PSG NORDIC DRIVE REFURB: HAUGEN DRIVE TO FERRY TERMINAL PROJECT #68048, RSA 68112
PLANS DEVELOPED BY: DOWL HKM	UTILITY DETAILS
DESIGNED BY: CHRIS PLETNIKOFF	
DRAWN BY: MYLES CHIARIELLO	
PATH: P:\PROJECTS\D70565\CAD\CIVIL\MA12-CT-UT-70565-NEW.DWG	
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REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			STP-0003(156)~68048	2014	U14	159

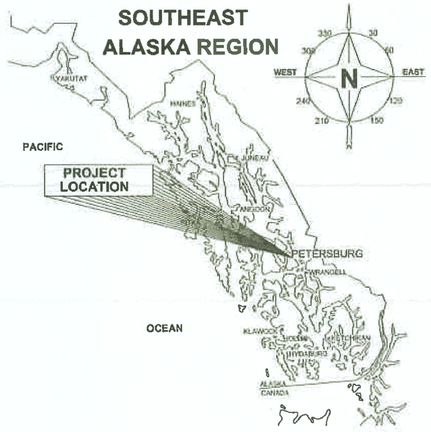
HMF: 31020

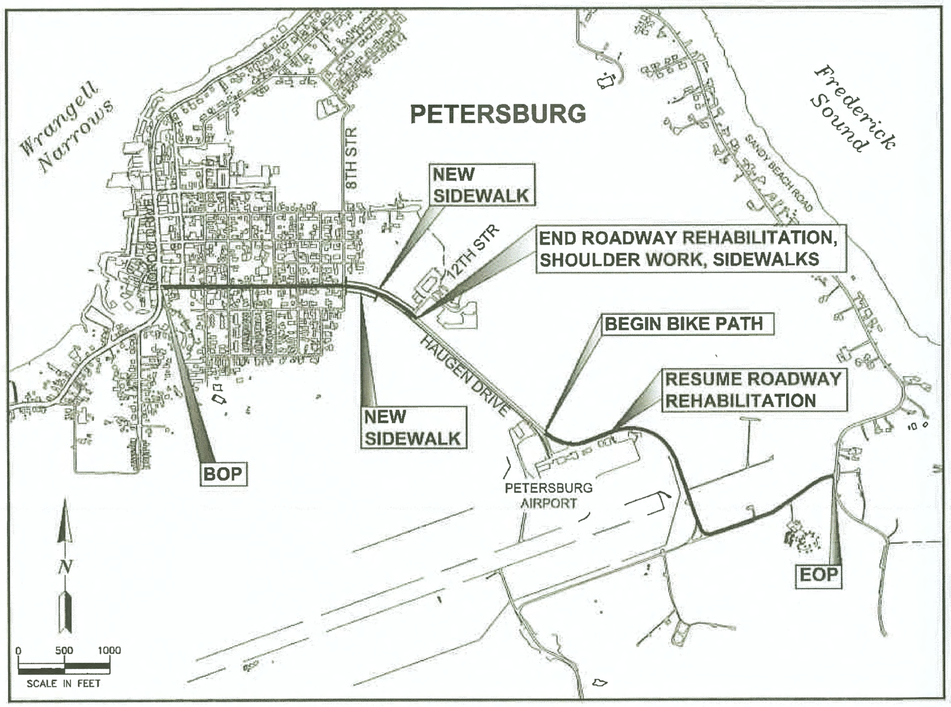
State of Alaska

Department of Transportation and Public Facilities Southeast Region

PETERSBURG, ALASKA
HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS

PROJECT No. 0938(4)~69518/RSA No. 68113





VICINITY MAP

DESIGN DESIGNATION

PROJECT TYPE	=	3R REHABILITATION & NEW CONSTRUCTION (SIDEWALK EXTENSION & BIKE PATH)
FUNCTIONAL CLASSIFICATION	=	RURAL MAJOR COLLECTOR
A.D.T. 2010	=	3,530
A.D.T. 2015	=	3,620
A.D.T. 2025	=	3,800
A.D.T. 2035	=	4,000
D.H.V. (10.7%) 2010	=	436
D.H.V. (10.7%) 2035	=	493
% T	=	16.7%
V	=	25 MPH & 35 MPH (POSTED)
E.A.L.	=	550,000
DESIGN VEHICLES FOR TURNING	=	WB-50
DESIGN VEHICLE LOADING	=	HS25

PROJECT SUMMARY

CDS ROUTE NO.	=	294015
CDS MILEPOINT		
NORDIC TO 12TH	=	0.008 TO 0.542
AIRPORT TO SANDY BEACH DR.	=	0.877 TO 1.713
LENGTH OF PROJECT	=	1.353 MILES
LENGTH OF PAVING		
NORDIC TO 12TH	=	2,743 FT
BIKE PATH	=	4,513 FT
AIRPORT TO SANDY BEACH DR.	=	3,405 FT
WIDTH OF PAVING		
NORDIC TO 12TH	=	1,984 FT (28.5 FT WIDE)
BIKE PATH	=	8 FT - 10 FT
AIRPORT TO SANDY BEACH DR.	=	3,405 FT (24 FT WIDE)
NORDIC TO 8TH	=	1,984 FT (28.5 FT WIDE)
AIRPORT TO SANDY BEACH DR.	=	3,405 FT (24 FT WIDE)
LENGTH OF NEW 5 FT SIDEWALK	=	1,200 FT
LENGTH OF NEW 8 FT SIDEWALK	=	4,513 FT

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	D-04.21	I-20.14	M-13.01	S-20.10	T-20.03
C-04.12	D-22.01	I-21.02	M-16.01	S-23.00	T-21.03
C-05.20	D-23.01	L-03.10	S-00.11	S-30.03	T-23.00
D-01.02	D-24.00		S-01.00	S-31.01	
	D-26.02		S-05.01	S-32.00	

THE FOLLOWING PETERSBURG BOROUGH STANDARD DETAILS APPLY TO THIS PROJECT:

50-1

INDEX

SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	LAYOUT PLAN
A3-A4	SURVEY CONTROL PLAN
B1-B3	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1-D5	SUMMARIES
E1-E5	MISCELLANEOUS DETAILS
F1-F22	PLAN & PROFILE
G1-G9	DRIVEWAY PLAN & PROFILE
H1-H8	SIGNING & STRIPING PLAN
J1-J6	SCHOOL BEACON & ROADWAY ILLUMINATION
P1-P8	EROSION & SEDIMENT CONTROL PLAN
R1-R14	RIGHT-OF-WAY MAP
T1	TRAFFIC CONTROL
T2	PEDESTRIAN TRAFFIC CONTROL

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_A1 CVR.DWG TAB:A1

Thursday, October 16, 2014 8:53:39 AM

PLOT: PSPACE OR MSPACE: 1=1(F)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA · 49 TH · Kevin D. Karpstein · Nov 26, 2014 · CE-12004 · REGISTERED PROFESSIONAL ENGINEER

APPROVED: Pat Carroll 11/26/14

REGIONAL PRE-CONSTRUCTION ENGINEER — DATE
L. PAT CARROLL, P.E.

APPROVED: Chuck Correa 11/26/14

DIRECTOR OF DESIGN & CONSTRUCTION — DATE
CHUCK CORREA, P.E.

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER — DATE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0938(4)~69518	2014	A1	87

HNF 31020

STA. 10+05.00
BOP

PAVEMENT AND SIDEWALK REHABILITATION
NORDIC DRIVE TO 8TH STREET

END PAVEMENT AND
SIDEWALK REHABILITATION
STA. 30+00.00

SIDEWALK EXTENSION
8TH STREET TO 12TH STREET

SIDEWALK EXTENSION
8TH STREET TO
EXISTING BIKE PATH

STA. 37+59.23
END ROADWAY
REHABILITATION,
SHOULDER WORK,
SIDEWALKS

STA. 55+36.30
BEGIN BIKE PATH

STA. 65+34.21
BEGIN PAVEMENT
REHABILITATION

EOP STA. 99+38.82
END BIKE PATH
AND PAVEMENT
REHABILITATION

N. NORDIC DR
S. NORDIC DR
1ST STR
N. 2ND STR
N. 3RD STR
N. 5TH STR
N. 6TH STR
N. 7TH STR
N. 8TH STR
S. 2ND STR
S. 3RD STR
S. 4TH STR
S. 6TH STR
S. 8TH STR
N. 12TH STR
HAUGEN DRIVE
NATIONAL GUARD
PETERSBURG AIRPORT
SANDY BEACH RD.
QUARRY ROAD
TO AIRPORT QUARRY
WATER TANK ROAD
5-2

0 600' 1200'
SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

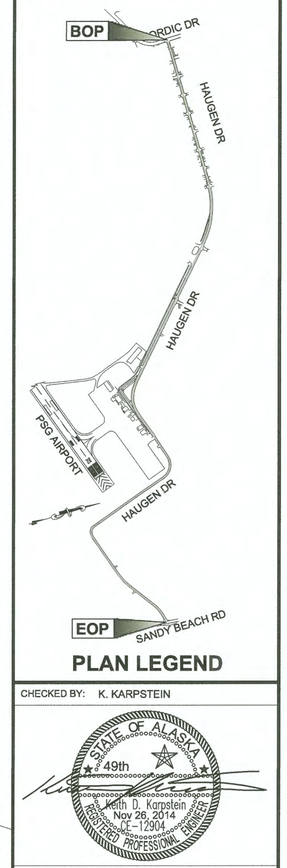
PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_A2_LAYOUT PLAN.DWG
GRANTHAM, RICK L (DOT)
TAB: A2 Wednesday, November 26, 2014 9:42:33

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

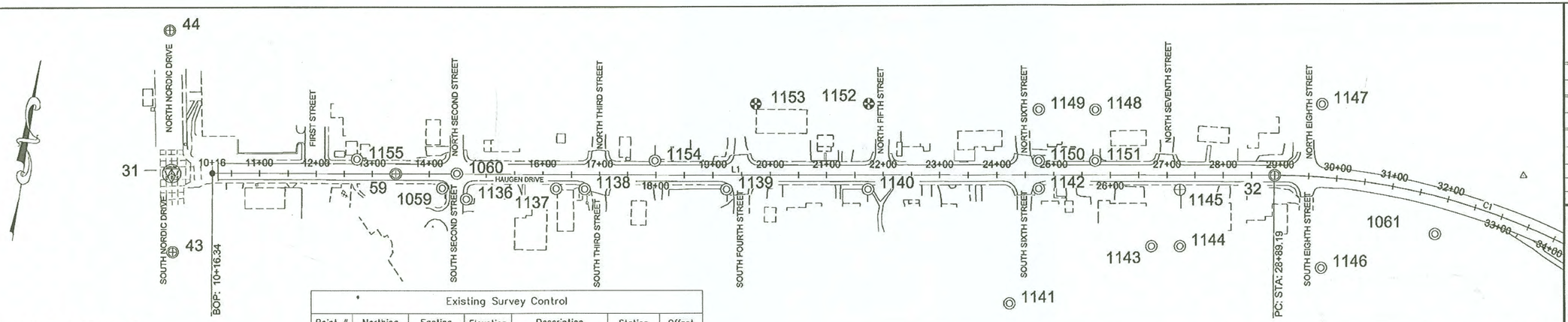
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE
PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

LAYOUT PLAN

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
A2	87

HMF 3.10.20



HORIZONTAL CONTROL

Horizontal Control for this project is based on the DOT/PF 2001 PETERSBURG Grid

The DOT/PF Petersburg Grid-2001 System is a local ground coordinate system based at NGS Primary Airport Control Station PSG-D. It relates to AKSPC Zone 1 NAD83(1992) through the following parameters:
Zone = NAD83(1992) AKSPC ZONE 1
Grid Scale = 0.999905
Convergence = +0°36'11"
Translation about NGS point PSG-D as follows:
AKSPC Northing = 1815770.3578 FT US
AKSPC Easting = 2832689.3475 FT US
Local Northing = 300000.0000 FT US
Local Easting = 200000.0000 FT US

Basis of Coordinates

PSG-D : PUNCH IN STAINLESS ROD INSIDE PVC PIPE NEAR NORTH VASI LIGHT AT EAST END RUNWAY.
PSG-GRID N 300000.0000 FT US, E 200000.0000 FT US
AKSPC N 1815770.3578 FT US , E 2832689.3475 FT US

PSG-A : 3" BRASS CAP SET IN NE CORNER OF RUNWAY SIGN 22-4.
PSG-GRID N 300454.1485 FT US, E 200197.6323 FT US
AKSPC N 1816226.5179 FT US, E 2832882.1706 FT US

Existing Survey Control

Point #	Northing	Easting	Elevation	Description	Station	Offset
23	301179.98	200794.20	103.06	GPS_PK/WASH_SET	70+57.65	80.31R
33	302671.14	197905.39	95.55	GPS_ALCTRL2"	34+60.57	18.22L
34	301995.07	198729.10	115.98	GPS_ALCTRL2"	45+23.15	38.51L
35	301028.38	199785.78	108.22	GPS_ALCTRL2"	59+54.41	18.74R
37	299991.21	201186.73	93.89	ALCTRL2"_RTK	83+19.96	121.06R
38	300352.40	202230.66	59.78	GPS_ALCTRL2"	93+43.94	18.50R

ALL MONUMENTS IN THE SURVEY CONTROL TABLE ARE PROVIDED STRICTLY FOR SURVEY CONTROL. SHOULD ANY OF THEM BE DESTROYED DURING CONSTRUCTION THEY SHALL NOT BE REPLACED.

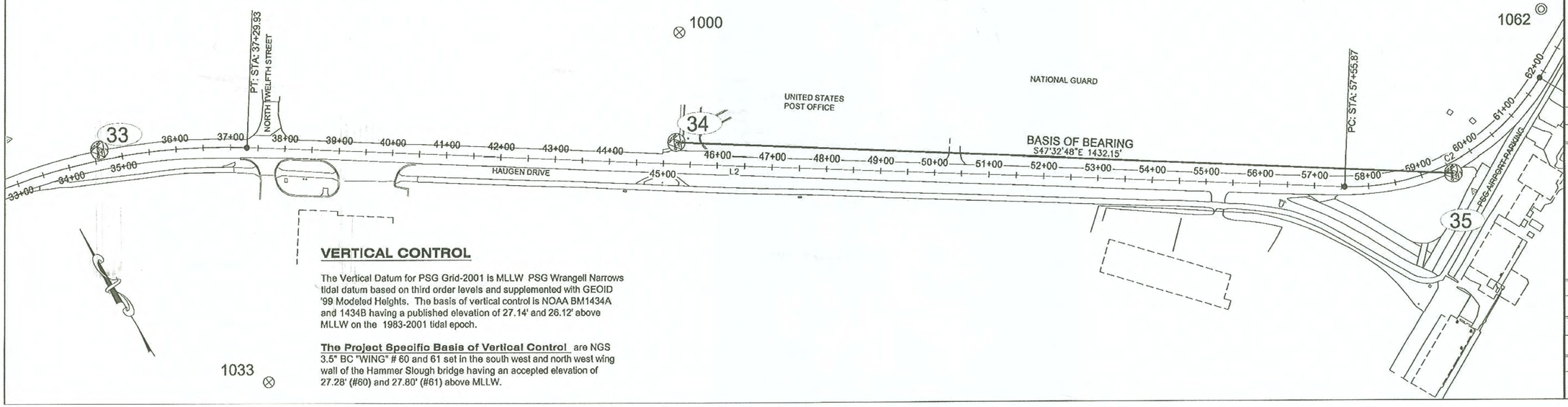
Project Specific Basis of Horizontal Control

34 : 2"ALCAP SET 0.90 from back of sidewalk 0.29 below ground
PSG-Grid N 301995.0722 FT US, E 198729.0956 FT US
AKSPC N 1817751.7548 FT US , E 2831397.6379 FT US

35 : 2"ALCAP SET 1.75 from edge of pavement 0.25 below ground
PSG-Grid N 301028.3844 FT US, E 199785.7786 FT US
AKSPC N 1816796.3331 FT US, E 2832464.3355 FT US

HAUGEN DRIVE ALIGNMENT "O"

SEGMENT	STATION	NORTHING	EASTING	DISTANCE	BEARING	STATION	RADIUS	LENGTH	DELTA
L1	10+16.34	302806.77	195476.37	1872.84	S89° 42' 11"E	28+89.19			
C1	28+89.19	302797.06	197349.19			37+29.93	1150.00	840.74	41°53'16"
L2	37+29.93	302499.20	198115.47	2025.94	S47° 48' 55"E	57+55.87			
C2	57+55.87	301138.74	199616.67			61+86.64	400.00	430.77	61°42'11"
L3	61+86.64	301058.12	200018.92	358.78	N70° 28' 54"E	65+45.42			
C3	68+62.94	301275.75	200659.18			71+78.08	200.00	315.14	90°16'52"
L4	71+78.08	301146.11	200911.34	306.12	S17° 39' 04"E	74+84.20			
C4	74+84.20	300854.40	201004.17			77+17.29	8800.00	233.09	1°31'03"
L5	77+17.29	300633.25	201077.78	565.37	S19° 10' 07"E	82+82.66			
C5	82+82.66	300099.23	201263.41			84+54.24	110.00	171.58	89°22'11"
L6	84+54.24	300031.05	201402.29	604.63	N71° 27' 42"E	90+58.87			
C6	90+58.87	300223.29	201975.55			92+31.48	575.00	172.61	17°11'57"
L7	92+31.48	300301.73	202128.57	437.03	N54° 15' 44"E	96+68.51			
C7	96+68.51	300556.99	202483.31			99+23.28	500.00	254.77	29°11'40"
L8	99+23.28	300647.88	202718.37	15.55	N83° 27' 24"E	99+38.83			



VERTICAL CONTROL

The Vertical Datum for PSG Grid-2001 is MLLW PSG Wrangell Narrows tidal datum based on third order levels and supplemented with GEOID '99 Modeled Heights. The basis of vertical control is NOAA BM1434A and 1434B having a published elevation of 27.14' and 26.12' above MLLW on the 1983-2001 tidal epoch.

The Project Specific Basis of Vertical Control are NGS 3.5" BC "WING" # 60 and 61 set in the south west and north west wing wall of the Hammer Slough bridge having an accepted elevation of 27.28' (#60) and 27.80' (#61) above MLLW.

PATH: Q:\PSG\69518\SV\C3D\SOURCE DWGS\BASEMAP\C3D14\HAUGEN_C14_A2.DW
PAPOI, JAMES M (DOT)
TAB: A3 Wednesday, November 26, 2014 9:2

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

MONUMENT NOTES:

1. If any pair of control points disagrees from published value by more than 1:10,000 horizontally or vertically then a third network point must be tied to ascertain which point is in error or has been disturbed.

2. Whether listed or not, all monuments, property markers, or accessories that will be disturbed or buried shall be referenced prior to being disturbed, and re-established in their original position and a record of monument form in accordance with A.S.34.65.040 shall be submitted to the construction engineer for review prior to recording. Coordinate values listed are for informational purposes and should be used to reset monuments only as a last resort.

CHECKED BY: D.Ignatov

STATE OF ALASKA 49TH
Daniel M. Ignatov
No. 11266
REGISTERED PROFESSIONAL LAND SURVEYOR

DESIGNED BY: J.Johnson
DRAWN BY: J.Johnson

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

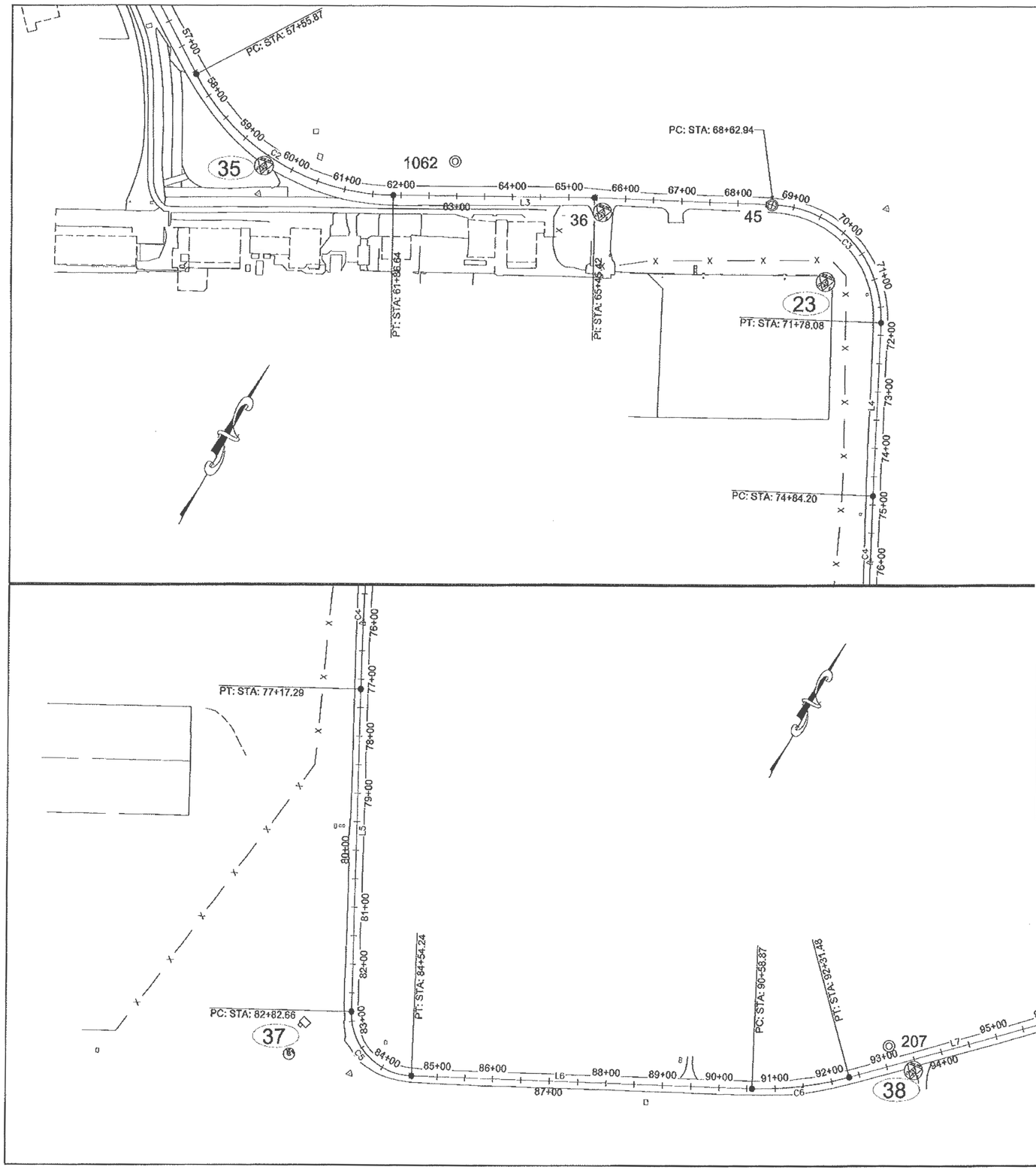
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA # 68113

SURVEY CONTROL

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
A3	87

HMF 3.10.20



Existing Property and Centerline Monuments

Point #	Northing	Easting	Description	Station	Offset
31	302806.69	195405.01	GPS_CL_MON_BC2.5"	N\A	N\A
32	302796.97	197350.26	CL_MON_BC2.5"_BOH	28+90.27	0.08R
36	301158.55	200379.28	GPS_ALSEC2"	65+60.55	25.33R
43	302668.59	195406.99	CL_MON_CASE-LID_RTK	N\A	N\A
44	303057.97	195401.81	CL_MON_BC2.5"_RTK	N\A	N\A
45	301274.34	200657.77	CL_MON_ALCAP2"_RTK	68+61.16	0.91R
46	302689.50	198349.18	CL_MON_BC2"_RTK	37+75.31	297.94L
59	302805.12	195801.34	CL_MON_BC2.5"	13+41.32	0.04L
123	300539.91	202727.81	SH_MON_SB-18_RTK	99+19.54	108.33R
207	300377.56	202174.99	BT_38	93+13.44	34.44L
502	300820.32	202717.50	ALPRIM2.5"_L139/L14_SEC35_SET	80+79.00	1610.24L
504	300819.98	202502.24	ALSEC2.5"_L13A/L13B/L14_SET	97+86.54	222.46L
1000	302145.39	198862.24	BC3"_C34PA_ADA_RTK	45+20.87	239.30L
1011	302475.39	198862.18	BC3.5"_C35PA_RTK	42+99.21	483.78L
1033	302145.91	197872.05	BC3.5"_C33PA_RTK	37+86.80	425.25R
1059	302779.77	195882.50	SPINHOLE_REBAR5/8"	14+22.61	24.89R
1060	302805.52	195908.50	ALSEC1.5"	14+48.48	0.99L
1061	302892.75	197632.56	REBAR	31+93.65	65.03R
1062	301152.31	200101.84	ALSEC1.5"_5485S_RTK	62+96.26	61.08L
1136	302760.45	195924.89	REBAR_RTK	14+65.10	43.99R
1137	302778.66	196083.23	ALSEC1.5"_3/4A/ROW_5485S_RTK	16+23.34	24.96R
1138	302778.20	196133.09	REBAR_RTK	16+73.21	25.16R
1139	302777.08	196383.22	REBAR_RTK	19+23.34	24.99R
1140	302775.72	196633.24	ALSEC1.5"_B60-L4/ROW_5485S_RTK	21+73.36	25.05R
1141	302574.20	196881.97	REBAR_RTK	24+23.14	225.28R
1142	302775.11	196933.45	SEC_IRON-PIN1"_RTK	24+73.57	24.10R
1143	302673.15	197132.47	ALSEC1.5"_B9-L8/L4/ROW_4110S_RTK	26+73.12	125.03R
1144	302673.00	197182.52	ALSEC1.5"_B87-L8/L1/ROW_4110S_RTK	27+23.17	124.92R
1145	302772.16	197182.34	BC3"_B87-L1_TNA_RTK	27+22.48	25.76R
1146	302634.26	197431.99	ALSEC2"_C2-CON-EASE/BK88/ROW_5687S_RTK	29+86.36	158.83R
1147	302921.87	197434.12	REBAR_RTK	29+65.08	128.03L
1148	302913.58	197033.86	ALSEC1.5"_1A/5A/7_5485S_RTK	25+73.26	114.89L
1149	302914.14	196933.91	ALSEC1.5"_1A/5A/ROW_5485S_RTK	24+73.31	114.93L
1150	302824.10	196933.54	ALSEC1.5"_5A/ROW_5485S_RTK	24+73.41	24.89L
1151	302823.72	197033.47	ALSEC1.5"_5A/7/ROW_5485S_RTK	25+73.34	25.02L
1152	302925.92	196634.56	USFS_ALPRIM3.25"_E01672-C2/BK61/ROW_5687S_RTK	21+73.90	125.16L
1153	302926.78	196434.59	USFS_ALPRIM3.25"_E01672-C3/BK61/ROW_5687S_RTK	19+73.93	124.98L
1154	302827.86	196258.55	ALSEC1.5"_W-ONE-HALF-6/E-ONE-HALF-6/ROW_5485S_RTK	17+98.40	25.15L
1155	302830.90	195733.10	SPINHOLE_ALSEC1.5"_5/6/ROW_5485S_RTK	12+72.94	25.47L

ALL MONUMENTS IN THE PROPERTY AND CENTER LINE TABLE SHALL BE PRESERVED. IF ANY MONUMENTS ARE TO BE DISTURBED THEY WILL BE REFERENCED PRIOR TO DISTURBANCE AND REPLACED AT THEIR ORIGINAL HORIZONTAL POSITION.

PATH: Q:\PSG\69518\SVC\3D\SOURCE DWGS\BASEMAP\C3D14\HAUGEN_C14_A2.DWG

PAPOI, JAMES M (DOT)
TAB: A4 Wednesday, November 26, 2014 9:2

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

MONUMENT NOTES:

1. If any pair of control points disagrees from published value by more than 1:10,000 horizontally or vertically then a third network point must be tied to ascertain which point is in error or has been disturbed.

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CHECKED BY: D.Ignatov

STATE OF ALASKA 49 TH
Daniel M. Ignatov No. 11206
REGISTERED PROFESSIONAL LAND SURVEYOR

DESIGNED BY: J.Johnson

DRAWN BY: J.Johnson

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

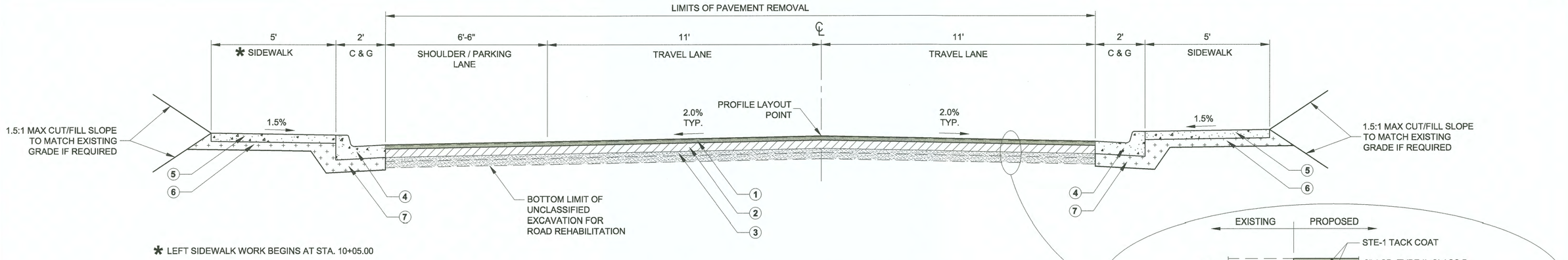
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA # 68113

SURVEY CONTROL

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
A4	87

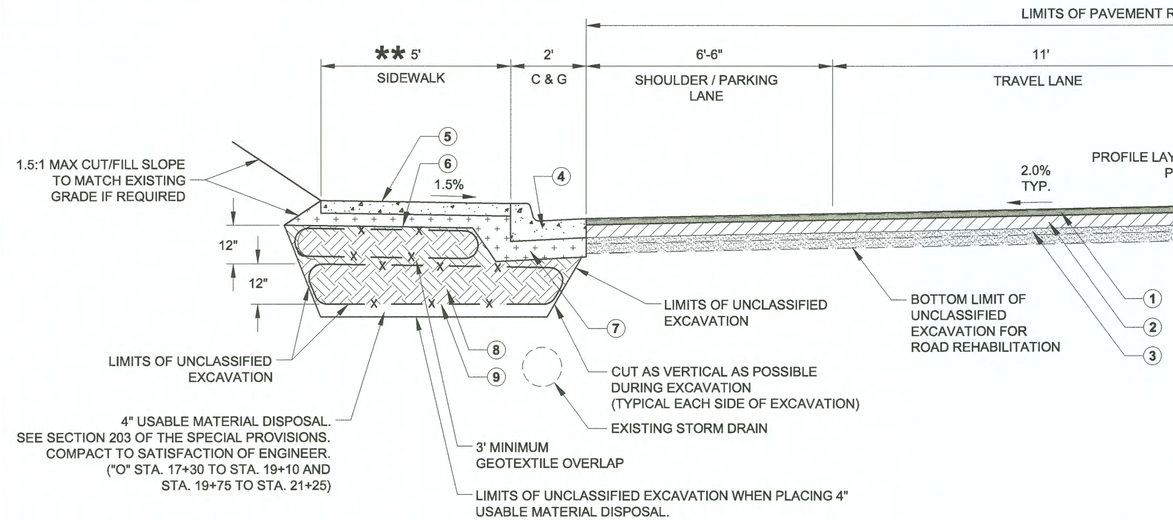
HMF 3.10.20



* LEFT SIDEWALK WORK BEGINS AT STA. 10+05.00

TYPICAL SECTION

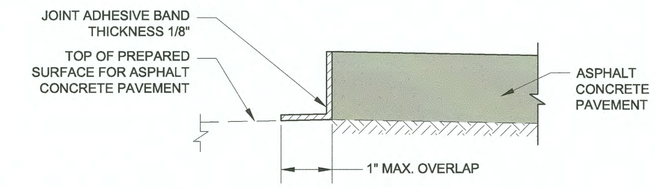
"O" STA. 10+16.34 TO 17+50.00



** SIDEWALK WIDTH 4'-6" FROM STA. 17+97 TO 18+77 AND 24+73 TO 25+75. SEE F SHEETS.

TYPICAL SECTION

"O" STA. 17+50.00 TO 30+00.00



NOTES:

1. COMPLY WITH MANUFACTURERS APPLICATION INSTRUCTIONS.
2. APPLY JOINT ADHESIVE TO COMPLETELY COVER JOINT AS SHOWN.
3. DO NOT PAVE UNTIL JOINT ADHESIVE HAS BEEN INSPECTED AND APPROVED BY THE ENGINEER IN WRITING.

JOINT ADHESIVE APPLICATION DETAIL

NTS

NOTES:

1. WHERE THE ROADWAY IS SUPERELEVATED AND USES A CONTINUOUS CROSS-SLOPE WITHOUT A CROWN AT CENTERLINE, THE GUTTER PAN ON THE HIGH SIDE OF THE ROADWAY SHALL MATCH THE SLOPE OF THE ROADWAY AND DRAIN TOWARD CENTERLINE.
2. RAM GENERATED FROM PAVEMENT REMOVAL MAY BE TEMPORARILY STOCKPILED FOR REUSE ON THIS PROJECT IN ACCORDANCE WITH SECTION 301. MATERIAL GENERATED BY PAVEMENT REMOVAL NOT USED ON THIS PROJECT SHALL BE STOCKPILED AT THE PETERSBURG AIRPORT ROCK QUARRY.
3. EXERCISE CAUTION TO AVOID DAMAGING PRIVATE FEATURES.

LEGEND

(1)	2" ASPHALT CONCRETE, TYPE II, CLASS B
(2)	4" ASPHALT TREATED BASE COURSE (ATB)
(3)	2" AGGREGATE BASE COURSE, GRADING D-1 ON 3" - 2" MINUS SHOT ROCK
(4)	STANDARD CURB & GUTTER, TYPE 1
(5)	4" PCC SIDEWALK
(6)	4" BED COURSE MATERIAL, GRADING D-1
(7)	6" BED COURSE MATERIAL, GRADING D-1
(8)	USABLE EXCAVATION MEETING THE REQUIREMENTS OF SELECTED MATERIAL, TYPE B OR BORROW, TYPE A
(9)	GEOTEXTILE STABILIZATION

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

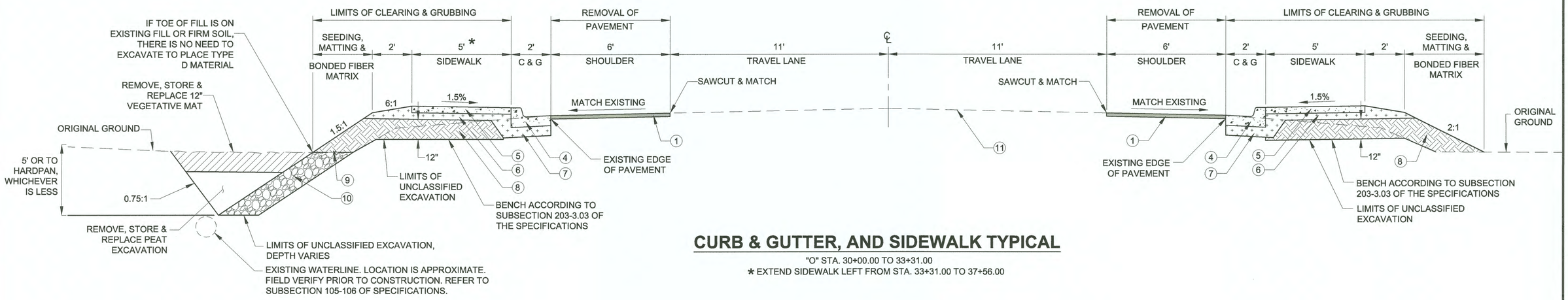
TYPICAL SECTIONS

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

PATH: O:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_B1-B3_TYP.DWG
TAB: B1 Wednesday, November 26, 2014 9:49:22 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	B1	87

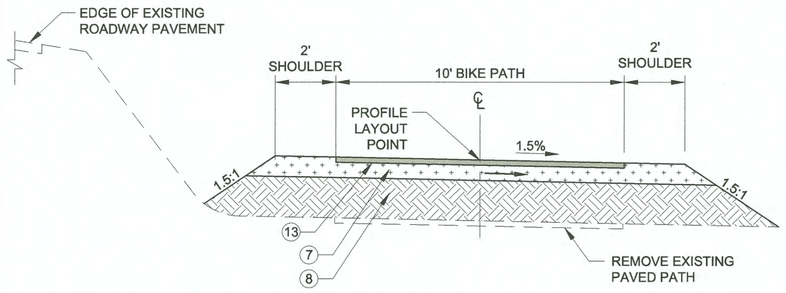
HMF 3-10-20



CURB & GUTTER, AND SIDEWALK TYPICAL

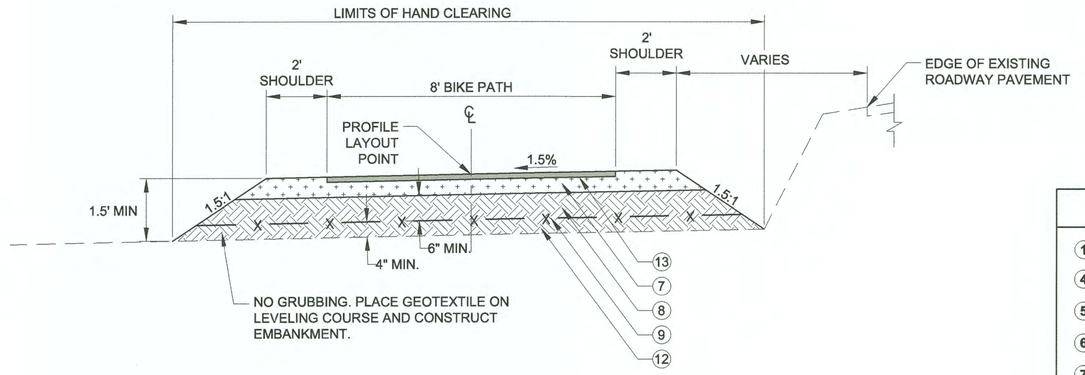
"O" STA. 30+00.00 TO 33+31.00

* EXTEND SIDEWALK LEFT FROM STA. 33+31.00 TO 37+56.00



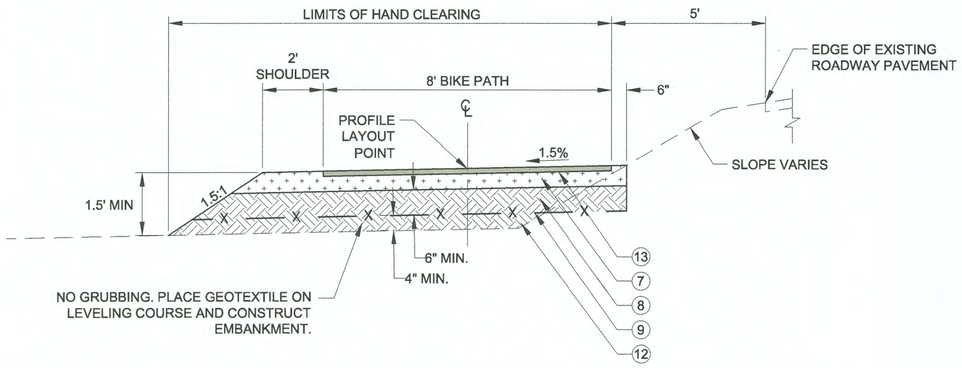
EXISTING PAVED PATH TYPICAL SECTION

EXISTING PATH "R" STA. 10+44 TO 11+80.08



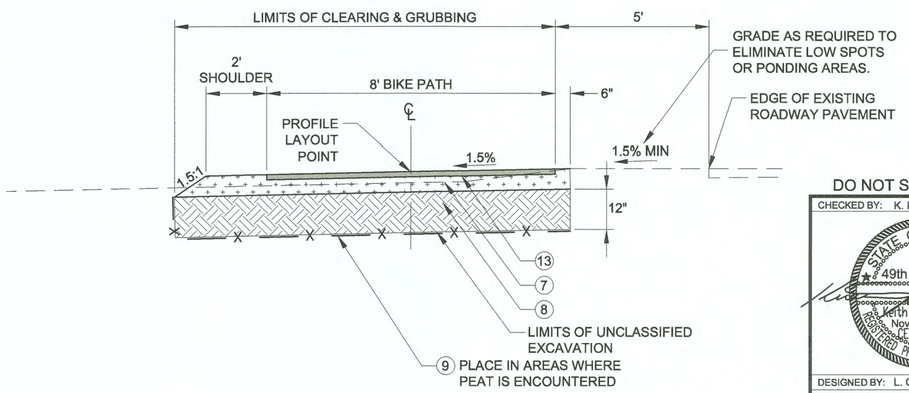
SEPARATED BIKE PATH TYPICAL SECTION

BIKE PATH "P" STA. 10+14 TO 42+44



BIKE PATH TYPICAL SECTION

BIKE PATH "P" STA. 42+44 TO 51+65



SANDY BEACH END OF BIKE PATH TYPICAL SECTION

BIKE PATH "P" STA. 51+65 TO EOP

LEGEND

1	2" ASPHALT CONCRETE, TYPE II, CLASS B
4	STANDARD CURB & GUTTER, TYPE 1
5	4" PCC SIDEWALK
6	4" BED COURSE MATERIAL, GRADING D-1
7	6" BED COURSE MATERIAL, GRADING D-1
8	USABLE EXCAVATION MEETING THE REQUIREMENTS OF SELECTED MATERIAL, TYPE B OR BORROW, TYPE A
9	GEOTEXTILE STABILIZATION
10	BORROW, TYPE D
11	EXISTING ASPHALT CONCRETE
12	LEVELING COURSE OF USABLE EXCAVATION FROM SIDEWALK AND ROADWAY UNCLASSIFIED EXCAVATION OR BORROW, TYPE A (DO NOT COMPACT)
13	2" ASPHALT SIDEWALK

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518 RSA #68113

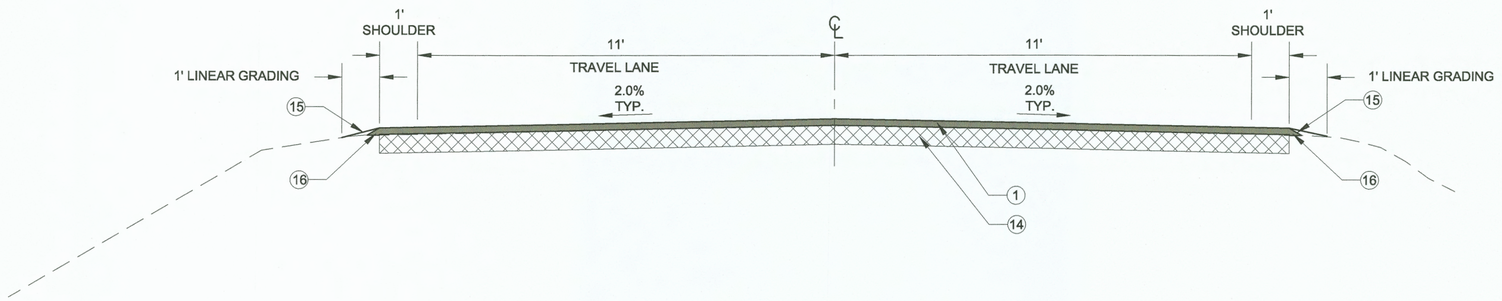
TYPICAL SECTIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_B1-B3_TYP.DWG

TAB: B2 Wednesday, November 26, 2014 9:51:15 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	B2	87

AMF 3.10.20



TYPICAL SECTION

"O" STA. 65+34.21 TO 99+38.82

LEGEND

(1)	2" ASPHALT CONCRETE, TYPE II, CLASS B
(14)	6" CRUSHED ASPHALT BASE COURSE (CABC)
(15)	LINEAR GRADING
(16)	SAFETY EDGE (SEE SHEET E3)

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

TYPICAL SECTIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_B1-B3_TYP.DWG
TAB: B3 Wednesday, November 26, 2014 9:51:44 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	B3	87

HMF 3.10.20

ESTIMATE OF QUANTITIES

ITEM NO	ITEM DESCRIPTION	PAY UNIT	QUANTITY	
			STATE	RSA 68113
201(3B)	CLEARING AND GRUBBING	LUMP SUM	ALL REQUIRED	
201(4B)	HAND CLEARNING	LUMP SUM	ALL REQUIRED	
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	~~8,610~~ 1462.00	
202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	~~1,680~~ 1791.60	
202(6)	REMOVAL OF MANHOLE	EACH		~~2~~ 0
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	~~3,870~~ 3921.70	
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	~~4,120~~ 3365.90	
203(6A)	BORROW, TYPE A	TON	~~12,350~~ 15,874.70	
203(6D)	BORROW, TYPE D	TON	~~2,000~~ 0.00	
301(1)	AGGREGATE BASE COURSE, GRADING D-1	TON	~~4,826~~ 2151.60	
301(5)	2-INCH MINUS SHOT ROCK	TON	~~950~~ 600.27	
303(3)	LINEAR GRADING	STATION	68.00	
306(1)	ATB	TON	~~1,845~~ 1634.50	
308(1)	CRUSHED ASPHALT BASE COURSE	SQUARE YARD	9,180 ~~9359.30~~	
308(2)	CSS-1 ASPHALT FOR BASE COURSE	TON	95.~~50~~	
308(3)	PORTLAND CEMENT	TON	~~35~~ 39.36	
401(1-2)	ASPHALT CONCRETE, TYPE II, CLASS B	TON	~~2,140~~ 2695.80	
401(2)	ASPHALT CEMENT, GRADE PG 58-28	TON	~~223~~ 224.70	
401(6)	ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	
402(1)	STE-1 ASPHALT FOR TACK COAT	TON	~~7~~ 5.39	
603(1-12)	12 INCH CSP	LINEAR FOOT	22.30	
603(21-12)	12 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	16 29.00	
603(21-18)	18 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	~~27~~ 30.00	
603(21-24)	24 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	26.80	
603(21-36)	36 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	~~97~~ 94.40	
603(22-36)	36 INCH LINER PIPE	LINEAR FOOT	~~84~~ 83.00	
604(1-2)	STORM SEWER MANHOLE, 72-INCH	EACH	1.00	
604(2-A)	SANITARY SEWER MANHOLE, TYPE A	EACH		2.00
604(4)	ADJUST EXISTING MANHOLE	EACH	3.00	
604(5)	INLET, TYPE A	EACH	1.00	
604(8)	REHABILITATE EXISTING SANITARY SEWER MANHOLE	EACH		~~8~~ 4.00
604(9)	INLET FRAME AND GRATE REPLACEMENT	EACH	17.00	
608(1A)	CONCRETE SIDEWALK, 4 INCHES THICK	SQUARE YARD	~~2,385~~ 2421.41	
608(1B)	CONCRETE SIDEWALK, 6 INCHES THICK	SQUARE YARD	~~395~~ 480.44	
608(3)	ASPHALT SIDEWALK	SQUARE YARD	~~4,100~~ 4218.50	
608(6)	CURB RAMP	EACH	34.00	
609(2)	CURB AND GUTTER, TYPE I	LINEAR FOOT	~~5,200~~ 5295.20	
615(1)	STANDARD SIGN	SQUARE FOOT	~~547.0~~ 639.32	
618(2)	SEEDING	POUND	~~13~~ 30.00	
619(2)	MATTING	SQUARE YARD	~~720~~ 915.00	
619(3)	BONDED FIBER MATRIX (BFM)	POUND	~~60~~ 900.00	
626(5)	SANITARY SEWER BYPASS PUMPING	LUMP SUM		ALL REQUIRED
626(1-6)	FURNISH AND INSTALL PIPE (6-INCH)	LINEAR FOOT		~~40~~ 8.00
626(1-8)	FURNISH AND INSTALL PIPE (8-INCH)	LINEAR FOOT		~~80~~ 148.00
627(3)	INSTALL VALVE BOX	EACH	2.00	
627(10)	ADJUSTMENT OF VALVE BOX	EACH	~~26~~ 57.00	
630(2)	GEOTEXTILE, STABILIZATION	SQUARE YARD	~~11,940~~ 14228.50	
639(3)	APPROACH	EACH	~~5~~ 6.00	
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED
640(4)	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED	ALL REQUIRED
641(1)	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED
641(3)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	LUMP SUM	ALL REQUIRED	ALL REQUIRED
641(5)	TEMPORARY EROSION , SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED
641(6)	WITHHOLDING	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED	ALL REQUIRED
642(3A)	ADDITIONAL SURVEY	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED
642(6)	REFERENCE AND REPLACE EXISTING WITH PRIMARY MONUMENT	EACH	~~3~~ 0.00	
642(10)	MONUMENT CASE	EACH	3.00	
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED	ALL REQUIRED
643(15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED
643(23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED
643(25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED
644(1)	FIELD OFFICE	LUMP SUM	ALL REQUIRED	ALL REQUIRED
644(2)	FIELD LABORATORY	LUMP SUM	ALL REQUIRED	ALL REQUIRED
644(6)	VEHICLES	LUMP SUM	ALL REQUIRED	ALL REQUIRED
644(15)	NUCLEAR TESTING EQUIPMENT STORAGE SHED	LUMP SUM	ALL REQUIRED	ALL REQUIRED
~~646(1)~~	~~CPM SCHEDULING~~ - DELETE C/O #2 ~~646(1A) TD~~	LUMP SUM	ALL REQUIRED	ALL REQUIRED
660(2)	FLASHING BEACON SYSTEM COMPLETE	LUMP SUM	ALL REQUIRED	
660(14)	ELECTROLIER	EACH	1.00	
660(15)	REMOVE AND RELOCATE EXISTING SIGN	EACH	1.00	
661(3)	LOAD CENTER, TYPE 2	EACH	2.00	
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	
646(1A)	PROGRESS SCHEDULE	LUMP SUM	ALL REQUIRED	ALL REQUIRED

BASIS OF ESTIMATE

ITEM NO.	DESCRIPTION	ESTIMATING FACTOR
201(3B)	CLEARING AND GRUBBING	0.7 ACRES
201(4B)	HAND CLEARNING	1.9 ACRES
203(3)	UNCLASSIFIED EXCAVATION	
	SIDEWALK	856 CY
	ROADWAY	2824 CY
	PEAT	2090 CY
203(6A)	BORROW, TYPE A	1.81 TONS/CY
203(6D)	BORROW, TYPE D	1.81 TONS/CY
301(1)	AGGREGATE BASE COURSE, GRADING D-1	1.95 TON/CY
301(5)	2-INCH MINUS SHOT ROCK	1.81 TONS/CY
306(1)	ATB	120 LBS/CY*IN
308(2)	CSS-1 ASPHALT FOR BASE COURSE	2.5 GAL/SY, 243 GAL/TON; 5 TON/100 SY CABC
308(3)	PORTLAND CEMENT	6.8 LBS/SY
401(1)	ASPHALT CONCRETE, TYPE II; CLASS B	120 LBS/SY/IN
401(2)	ASPHALT CEMENT, GRADE 58-28	4.5% OF ITEM 306(1), 6% OF ITEM 401(1)
402(1)	STE-1 ASPHALT FOR TACK COAT	0.10 GAL/SY, 243 GAL/TON

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA * 49th * Keith D. Karpstein Nov 26, 2014 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

ESTIMATE OF QUANTITIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_C1 EST QTY.DWG
TAB: C1 Wednesday, November 26, 2014 9:54:02 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	C1	87

LMF 3.10.20

603 CULVERT INSTALLATION SUMMARY - BASIC BID

PIPE #	INLET			OUTLET			LENGTH (FT)	SLOPE	SIZE	REMARKS
	"O" STATION	OFFSET (FT)	INVERT	STATION	OFFSET (FT)	INVERT				
P-1	31+79.2	18.0' RT	88.4	31+79.3	34.0' RT	88.1	16.0	2.0%	12" CPP	
P-2	37+99.0	67.8' LT	99.70	37+99.6	45.8' LT	99.50	22.0	0.90%	12" CSP	
P-3	71+02.7	33.2 LT	90.6	71+05.0	58.6 LT	90.0	25.6	2.34%	24" CPP	
P-4	75+52.5	28.3 LT	85.5	75+76.9	55.2 LT	85.0	36.3	1.49%	36" CPP	SEE DRAINAGE PROFILE, SHEET E5
P-6	MATCH EXISTING			80+33.3	53.5 LT	80.6	83.6	0.82%	36"	SLIPLINE EXISTING PIPE - PAID FOR UNDER 603(22-36)
P-7	86+94.4	27.5 LT	74.2	86+81.8	51.3 LT	74.7	26.9	1.65%	18" CSP	
P-5	75+39.4	28.9 RT	86.4	75+52.5	28.3 LT	85.5	58.6	1.52%	36" CPP	SEE DRAINAGE PROFILE, SHEET E5

604(1-2) STORM SEWER MANHOLE, 72-INCH

STRUCT. NO.	"O" STATION	OFFSET	TOP OF CASTING ELEV	SUMP DEPTH (IN)	STRUCT. TYPE	REMARKS
S-2	75+52.5	28.3' LT	93.5	18	72" SDMH	IF ADDITIVE ALT. 2 IS NOT AWARDED, INTERCEPT EXISTING ROADWAY CROSS CULVERT LABELED AS P-5, AND DO NOT REPLACE P-5.
STATION AND OFFSET TAKEN TO CENTER OF THE STRUCTURE.						

604(2-A) SANITARY SEWER MANHOLE, TYPE A

SSMH NO.	"O" STATION	OFFSET	MH DEPTH	TYPE	REMARKS
3	16+80.2	0.4' RT	7.0'	A	PER PSG BOROUGH STD DETAIL 50-1
5	19+35.3	0.1' LT	6.8'	A	PER PSG BOROUGH STD DETAIL 50-1

604(4) ADJUST EXISTING MANHOLE

STATION	OFFSET (FT)	ELEVATION	REMARKS
"O" 14+56.18	18.3' LT		SDMH
"P" 15+78	10.4' RT	MATCH EXISTING	ADD LID & FRAME TO EXISTING PIPE. SEE STAND PIPE ADJUSTMENT DETAIL, SHEET E3.
"P" 16+72	8.0' LT	107.10'	EXTEND PIPE TO GIVEN ELEVATION AND ADD LID & FRAME SEE STAND PIPE ADJ. DETAIL, SHEET E3.
POSITION GIVEN TO CENTER OF MANHOLE.			

604(5) INLET, TYPE A

STRUCT. NO.	"O" STATION	OFFSET	TOP OF CASTING ELEVATION	SUMP DEPTH (IN)	STRUCT. TYPE	REMARKS
S-1	31+79.2	18.0' LT	91.6	18	STD CURB INLET	
STATION AND OFFSET TAKEN TO CENTER OF THE STRUCTURE.						
ALL TYPE A INLET BOXES SHALL HAVE 18" MIN. SUMP.						

604(8) REHABILITATE EXISTING SANITARY SEWER MANHOLE

SSMH NO.	STATION	OFFSET	MH DEPTH	REMARKS
1	11+97.9	1.2' RT	5.0'	REFER TO SECTION 604 IN THE SPECIAL PROVISIONS
2	14+48.1	0.2' RT	7.3'	
4	16+98.3	0.3' LT	7.0'	
6	19+48.6	0.4' RT	6.8'	
7	21+97.4	0.9' RT	7.7'	
8	24+49.5	0.9' RT	6.8'	
9	26+99.2	0.8' RT	9.5'	
10	29+47.9	23.4' LT	12.3'	
MANHOLE DEPTH IS FROM TOP OF FRAME TO THE CHANNEL INVERT IN THE MANHOLE.				

604(9) INLET FRAME AND GRATE REPLACEMENT

STATION	OFFSET (FT)	REMARKS
12+01.5	13.0' RT	STANDARD CURB INLET PER STD DWG D-23.01
12+27.9	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01, INSTALL HOOD TO MATCH CURB RAMP SLOPE
14+79.9	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
14+86.4	13.0' RT	STANDARD CURB INLET PER STD DWG D-23.01
16+65.7	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
17+29.8	19.5' LT	GUTTER INLET PER STD DWG D-24.00, GRATE SHALL MEET ADA REQUIREMENTS
17+36.9	13.0' RT	STANDARD CURB INLET PER STD DWG D-23.01, INSTALL HOOD TO MATCH CURB RAMP SLOPE
19+79.8	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
19+86.5	13.0' RT	STANDARD CURB INLET PER STD DWG D-23.01
21+62.0	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
22+29.9	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
22+37.2	13.0' RT	STANDARD CURB INLET PER STD DWG D-23.01
24+16.7	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
24+79.9	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01, INSTALL HOOD TO MATCH CURB RAMP SLOPE
24+87.0	13.0' RT	STANDARD CURB INLET PER STD DWG D-23.01
27+30.4	19.5' LT	STANDARD CURB INLET PER STD DWG D-23.01
27+30.0	13.0' RT	STANDARD CURB INLET PER STD DWG D-23.01
LOCATION MEASURED TO CENTER OF GRATE AT TOP BACK OF CURB. ADJUST STATIONING AS NECCESARY TO FIT ON EXISTING INLET BOX. MODIFY EXISTING INLET BOX AS NECCESARY TO INSTALL NEW FRAME AND GRATE.		

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th — Keith D. Karpstein, PE — Nov 26, 2014 — CT-12904 — REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518

MISCELLANEOUS SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_D1-D5_SUMS.DWG
TAB: D1 Wednesday, November 26, 2014 9:55:42 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
0938(4)~69518	2014	D1	87

HMF 3.10.20

608(6) CURB RAMP

"O" STATION	OFFSET		REMARKS
	LEFT	RIGHT	
11+77.5	31.2		
12+17.2	31.2		
14+17.5	19.5		
14+17.5		13.0	
14+34.0	36.0		
14+34.0		29.5	
14+62.0	36.0		
14+62.0		29.5	
16+83.9	37.2		
16+83.4		31.4	
17+11.9	37.2		
17+12.3		31.4	
17+27.3	19.5		
17+27.2		14.3	
19+33.2	30.7		
19+27.4		19.9	
19+62.7	30.7		
19+68.6		19.9	
21+83.4	30.8		
22+12.8		30.8	
24+33.2	30.1		
24+32.2		26.7	
24+63.1	30.1		
24+64.2		27.2	
26+83.5	30.4		
27+13.1	30.5		
29+25.8	25.8		
29+34.4		28.9	
29+63.2	26.8		
29+63.3		26.8	
33+31.0		21.5	
37+51.3	38.3		
55+75.0	17.2		
55+75.0		18.4	

LOCATION MEASURED TO CENTER OF RAMP AT TOP BACK OF CURB.

608(1B) CONCRETE SIDEWALK, 6 INCHES THICK

"O" STATION	OFFSET	DEPRESSED CURB WIDTH (FT)	REMARKS
10+56.3	RT	26.0	
11+55.7	RT	16.0	
12+49.4	RT	18.0	
12+88.5	LT	16.0	
15+03.3	LT	16.0	
15+49.0	RT	16.0	
18+03.0	RT	16.0	
18+58.9	LT	16.0	
18+91.9	LT	16.0	
20+13.6	RT	16.0	
20+58.4	LT	16.0	
21+19.7	RT	14.0	
21+34.2	LT	16.0	
22+75.9	RT	16.0	
23+08.9	RT	16.0	
23+43.5	LT	24.0	
23+68.5	RT	14.0	
25+29.7	RT	16.0	
25+61.1	LT	14.0	
26+02.3	LT	16.0	
26+22.2	RT	16.0	
28+02.2	RT	16.0	
28+40.0	LT	18.0	
28+54.6	RT	18.0	

LOCATION MEASURED TO CENTER OF DEPRESSED CURB.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th REGISTERED PROFESSIONAL ENGINEER
Keith D. Karpstein
Nov 26, 2014
CE-12904

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518

MISCELLANEOUS SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_D1-D5_SUMS.DWG
TAB: D2 Wednesday, November 26, 2014 9:56:15 AM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			0938(4)~69518	2014	D2	87

HMF 3.10.20

615(1) STANDARD SIGN

#	DESCRIPTION	STA	OFFSET		ASDS CODE	WIDTH (IN)	HEIGHT (IN)	AREA (SQ FT)	POST	SIGN FACING[7]	REMARKS
			LT	RT							
1	NO PARKING THIS SIDE OF STREET	10+30		X	-	12	18	1.50	2.5" PST[1]	W	
2	NO PARKING ANY TIME	10+86		X	R7-101	12	18	1.50	2.5" PST[1]	N	
3	NO PARKING ANY TIME	10+95	X		R7-101	12	18	1.50	2.5" PST[1]	S	
4	N FIRST ST	11+72	X		D3-1	30	8	1.67	-	E/W	MOUNT ABOVE SIGN #5, USE 4" UPPER CASE LETTERS, FONT SERIES B
5	HAUGEN DR	11+72	X		D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #6, USE 4" UPPER CASE LETTERS, FONT SERIES B
6	STOP	11+72	X		R1-1	30	30	6.25	2.5" PST[1]	N	
7	25 MPH SPEED LIMIT	11+74		X	R2-1	30	36	7.50	2.5" PST[1]	E	
8	ADOPT A HIGHWAY	12+03		X	I-150	30	24	5.00	-	W	MOUNT ABOVE SIGN #8
9	PETERSBURG ROTARY CLUB	12+03		X	I-150	30	12	2.50	2.5" PST[1]	W	
10	ADVANCE SCHOOL CROSSING	13+22		X	S1-1	36	36	9.00	-	E	MOUNT ABOVE SIGN #11
11	AHEAD	13+22		X	W16-9P	36	18	4.50		E	MOUNT ABOVE SIGN #12
12	NO PARKING ANY TIME	13+22		X	R7-101	12	18	1.50	2.5" PST[1]	N	
13	END SCHOOL ZONE	14+17	X		S5-2	24	30	5.00	2.5" PST[1]	E	MOUNT ON NEW LUMINAIRE POLE
14	SPEED LIMIT 20 MPH WHEN FLASHING	14+20		X	S5-1	36	72	18.00	4.0" GSP[2]	W	MOUNT BELOW YELLOW FLASHING LIGHTS, SEE SCHOOL FLASHER DETAIL, SHEET J4
15	N SECOND ST	14+28	X		D3-1	36	8	2.00	-	E/W	MOUNT ABOVE SIGN #14, USE 4" UPPER CASE LETTERS, FONT SERIES B
16	HAUGEN DR	14+28	X		D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #15, USE 4" UPPER CASE LETTERS, FONT SERIES B
17	STOP	14+28	X		R1-1	30	30	6.25	2.5" PST[1]	N	
18	S SECOND ST	14+68		X	D3-1	36	30	7.50	-	E/W	MOUNT ABOVE SIGN #21, USE 4" UPPER CASE LETTERS, FONT SERIES B
19	HAUGEN DR	14+68		X	D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #22, USE 4" UPPER CASE LETTERS, FONT SERIES B
20	STOP	14+68		X	R1-1	30	30	6.25	2.5" PST[1]	S	
21	NO PARKING ANY TIME	15+74		X	R7-101	12	18	1.50	2.5" PST[1]	N	
22	N THIRD ST	16+78	X		D3-1	30	8	1.67	-	E/W	MOUNT ABOVE SIGN #27, USE 4" UPPER CASE LETTERS, FONT SERIES B
23	HAUGEN DR	16+78	X		D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #28, USE 4" UPPER CASE LETTERS, FONT SERIES B
24	STOP	16+78	X		R1-1	30	30	6.25	2.5" PST[1]	N	
25	S THIRD ST	17+17		X	D3-1	30	8	1.67	-	E/W	MOUNT ABOVE SIGN #30, USE 4" UPPER CASE LETTERS, FONT SERIES B
26	HAUGEN DR	17+17		X	D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #31, USE 4" UPPER CASE LETTERS, FONT SERIES B
27	STOP	17+17		X	R1-1	30	30	6.25	2.5" PST[1]	S	
28	SCHOOL CROSSING	17+29		X	S1-1	36	36	9.00	-	W	MOUNT ABOVE SIGN #33
29	DIAGONAL ARROW	17+29		X	W16-7PL	30	18	3.75	2.5" PST[1]	W	
30	SCHOOL CROSSING	17+29	X		S1-1	36	36	9.00	-	E	MOUNT ABOVE SIGN #35
31	DIAGONAL ARROW	17+29	X		W16-7PL	30	18	3.75	2.5" PST[1]	E	
32	NO PARKING ANY TIME	18+76		X	R7-101	12	18	1.50	2.5" PST[1]	N	
33	N FOURTH ST	19+28	X		D3-1	36	8	2.00	-	E/W	MOUNT ABOVE SIGN #38, USE 4" UPPER CASE LETTERS, FONT SERIES B
34	HAUGEN DR	19+28	X		D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #39, USE 4" UPPER CASE LETTERS, FONT SERIES B
35	STOP	19+28	X		R1-1	30	30	6.25	2.5" PST[1]	N	
36	S FOURTH ST	19+69		X	D3-1	36	8	2.00	-	E/W	MOUNT ABOVE SIGN #41, USE 4" UPPER CASE LETTERS, FONT SERIES B
37	HAUGEN DR	19+69		X	D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #42, USE 4" UPPER CASE LETTERS, FONT SERIES B
38	STOP	19+69		X	R1-1	30	30	6.25	2.5" PST[1]	S	
39	END SCHOOL ZONE	20+32		X	S5-2	24	30	5.00	2.5" PST[1]	W	
40	SPEED LIMIT 20 MPH WHEN FLASHING	20+32	X		S5-1	36	72	18.00	4.0" GSP[2]	E	MOUNT BELOW YELLOW FLASHING LIGHTS, SEE SCHOOL FLASHER DETAIL, SHEET J4
41	NO PARKING ANY TIME	21+40		X	R7-101	12	18	1.50	2.5" PST[1]	N	
42	SCHOOL CROSSING	21+50	X		S1-1	36	36	9.00	-	E	MOUNT ABOVE SIGN #47
43	AHEAD	21+50	X		W16-9P	36	18	4.50	2.5" PST[1]	E	
44	N FIFTH ST	21+78	X		D3-1	30	8	1.67	-	E/W	MOUNT ABOVE SIGN #45, USE 4" UPPER CASE LETTERS, FONT SERIES B
45	HAUGEN DR	21+78	X		D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #50, USE 4" UPPER CASE LETTERS, FONT SERIES B
46	STOP	21+78	X		R1-1	30	30	6.25	2.5" PST[1]	N	
47	NO PARKING ANY TIME	23+40		X	R7-101	12	18	1.50	2.5" PST[1]	N	
48	N SIXTH ST	24+28	X		D3-1	30	8	1.67	-	E/W	MOUNT ABOVE SIGN #53, USE 4" UPPER CASE LETTERS, FONT SERIES B
49	HAUGEN DR	24+28	X		D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #54, USE 4" UPPER CASE LETTERS, FONT SERIES B
50	STOP	24+28	X		R1-1	30	30	6.25	2.5" PST[1]	N	
51	S SIXTH ST	24+69		X	D3-1	30	8	1.67	-	E/W	MOUNT ABOVE SIGN #56, USE 4" UPPER CASE LETTERS, FONT SERIES B
52	HAUGEN DR	24+69		X	D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #57, USE 4" UPPER CASE LETTERS, FONT SERIES B
53	STOP	24+69		X	R1-1	30	30	6.25	2.5" PST[1]	S	
54	NO PARKING ANY TIME	25+75		X	R7-101	12	18	1.50	2.5" PST[1]	N	
55	N SEVENTH ST	26+78	X		D3-1	36	8	2.00	-	E/W	MOUNT ABOVE SIGN #60, USE 4" UPPER CASE LETTERS, FONT SERIES B
56	HAUGEN DR	26+78	X		D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #61, USE 4" UPPER CASE LETTERS, FONT SERIES B
57	STOP	26+78	X		R1-1	30	30	6.25	2.5" PST[1]	N	
58	NO PARKING ANY TIME	27+76		X	R7-101	12	18	1.50	2.5" PST[1]	N	
59	N EIGHT ST	29+26	X		D3-1	30	8	1.67	-	E/W	MOUNT ABOVE SIGN #64, USE 4" UPPER CASE LETTERS, FONT SERIES B
60	HAUGEN DR	29+26	X		D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #65, USE 4" UPPER CASE LETTERS, FONT SERIES B
61	STOP	29+26	X		R1-1	30	30	6.25	2.5" PST[1]	N	
62	S EIGHT ST	29+69		X	D3-1	30	8	1.67	-	E/W	MOUNT ABOVE SIGN #67, USE 4" UPPER CASE LETTERS, FONT SERIES B
63	HAUGEN DR	29+69		X	D3-1	30	8	1.67	-	N/S	MOUNT ABOVE SIGN #68, USE 4" UPPER CASE LETTERS, FONT SERIES B
64	STOP	29+69		X	R1-1	30	30	6.25	2.5" PST[1]	S	
65	35 MPH SPEED LIMIT	30+43		X	R2-1	30	36	7.50	2.5" PST[1]	W	
66	25 MPH SPEED LIMIT	30+43	X		R2-1	30	36	7.50	2.5" PST[1]	E	
67	NO PARKING ON PAVEMENT	33+31		X	R8-1	24	30	5.00	2.5" PST[1]	W	
68	NO MOTOR VEHICLES	33+92		X	R5-3A	18	24	3.00		W	MOUNT ABOVE SIGN #69
69	PATHWAY	33+92		X	R5-3AP	18	6	0.75	2.5" PST[1]	W	
70	N TWELFTH ST	37+39	X		D3-1	54	12	4.50		E/W	MOUNT ABOVE SIGN #71, USE 6" UPPER CASE LETERS, FONT SERIES B
71	HAUGEN DR	37+39	X		D3-1	30	8	1.67		N/S	MOUNT ABOVE SIGN #71, USE 4" UPPER CASE LETERS, FONT SERIES B
72	STOP	37+39	X		R1-1	30	30	6.25	2.5" PST[1]	N	

SIGN NOTES:

1. PST = PERFORATED STEEL TUBE
2. GSP = GALVANIZED STEEL POLE
3. BURIED UTILITIES EXIST ALONG THE PROJECT. LOCATE UTILITIES BEFORE DRIVING POSTS.
4. SIGNS INSTALLED ON 2.5" PST SHALL USE SOIL EMBEDMENT SLEEVE TYPE AT A DEPTH OF 4'-6".
5. IF THERE ARE CONFLICTS WITH SPECIFIED SIGN LOCATIONS ADJUST LOCATION, SLEEVE TYPE OR DEPTH AT THE APPROVAL OF THE ENGINEER.
6. MAKE SURE SIGNS INSTALLED ON NORTHERN SIDE OF HAUGEN DRIVE ARE INSIDE DOT&PF ROW.
7. SIGN FACING IS RELATIVE TO APPROXIMATE CARDINAL DIRECTION.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. EPSTEIN

STATE OF ALASKA 49th REGISTERED PROFESSIONAL ENGINEER David Bruce Epstein Nov 26, 2014 CE-6866

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518

MISCELLANEOUS SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_D1-D5_SUMS.DWG

TAB: D3 Wednesday, November 26, 2014 9:56:43 AM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			0938(4)~69518	2014	D3	87

HMF 3.10.20

615(1) STANDARD SIGN

#	DESCRIPTION	STA	OFFSET		ASDS CODE	WIDTH (IN)	HEIGHT (IN)	AREA (SQ FT)	POST	SIGN FACING[7]	REMARKS
			LT	RT							
73	HAUGEN DR	45+17	X		D3-1	30	8	1.67		N/S	MOUNT ABOVE SING #74, USE 4" UPPER CASE LETERS, FONT SERIES B
74	STOP	45+17	X		R1-1	30	30	6.25	2.5" PST	N	
75	STOP	50+22	X		R1-1	30	30	6.25	2.5" PST	N	
76	PEDESTRIAN CROSSING	54+75	X		W11-2	36	36	9.00	2.5" PST	W	
77	SUPPLEMENTAL ARROW	54+75	X		W16-7PL	30	18	9.00	2.5" PST	W	
77	35 MPH SPEED LIMIT	55+43	X		R2-1	30	36	7.50	2.5" PST	E	
78	CURVE ARROW	56+47		X	W1-2L	30	30	6.25		W	MOUNT ABOVE SIGN #78
79	30 MPH ADVISORY SPEED	56+47		X	W13-1	24	24	4.00	2.5" PST	W	
80	ONE WAY	57+04		X	R6-2L	24	30	5.00		N	MOUNT ABOVE SIGN #80
81	7 DAY PARKING	57+04		X		12	18	1.50	2.5" PST	W	
83	PEDESTRIAN CROSSING	56+87	X		W11-2	36	36	9.00	2.5" PST	E	
84	SUPPLEMENTAL ARROW	56+87	X		W16-7PL	30	18	9.00	2.5" PST	E	
85	ONE WAY	57+64		X	R6-2L	24	30	5.00		E	MOUNT ABOVE SIGN #82
86	7 DAY PARKING	57+64		X		12	18	1.50	2.5" PST	N	
87	PETERSBURG JAMES A JOHNSON AIRPORT	58+01		X				0.00			REPLACE WITH LIKE SIGN TO WHAT IS CURRENTLY IN PLACE
88	YEILD	59+89		X	R1-2	36	36	9.00	2.5" PST	W	
89	CURVE ARROW	62+61	X		W1-2R	30	30	6.25		E	MOUNT ABOVE SIGN #86
90	30 MPH ADVISORY SPEED	62+61	X		W13-1	24	24	4.00	2.5" PST	E	
91	STOP	64+84		X	R1-1	30	30	6.25	2.5" PST	S	
92	STOP	67+08		X	R1-1	30	30	6.25	2.5" PST	S	
93	TURN ARROW	67+64		X	W1-1R	36	36	9.00		W	MOUNT ABOVE SIGN #90
94	20 MPH ADVISORY SPEED	67+64		X	W13-1	24	24	4.00	2.5" PST	W	
95	CHEVRON	68+63	X		W1-8L	24	30	5.00	2.5" PST	E	
96	CHEVRON	69+42	X		W1-8R	24	30	5.00	2.5" PST	W	
97	CHEVRON	69+44	X		W1-8L	24	30	5.00	2.5" PST	E	
98	ONE WAY ARROW	69+76	X		W1-6R	48	24	8.00	2.5" PST	W	
99	CHEVRON	70+22	X		W1-8R	24	30	5.00	2.5" PST	E	
100	CHEVRON	70+24	X		W1-8L	24	30	5.00	2.5" PST	S	
101	ONE WAY ARROW	70+86	X		W1-6L	48	24	8.00	2.5" PST	S	
102	CHEVRON	71+02	X		W1-8R	24	30	5.00	2.5" PST	W	
103	CHEVRON	71+04	X		W1-8L	24	30	5.00	2.5" PST	S	
104	CHEVRON	71+78	X		W1-8R	24	30	5.00	2.5" PST	N	
105	TURN ARROW	72+78	X		W1-1L	36	36	9.00		S	MOUNT ABOVE SIGN #102
106	20 MPH ADVISORY SPEED	72+78	X		W13-1	24	24	4.00	2.5" PST	S	
107	35 MPH SPEED LIMIT	73+52		X	R2-1	30	36	7.50	2.5" PST	N	
108	TURN ARROW	81+83		X	W1-1L	36	36	9.00		N	MOUNT ABOVE SIGN #105
109	15 MPH ADVISORY SPEED	81+83		X	W13-1	24	24	4.00	2.5" PST	N	
110	CHEVRON	82+81		X	W1-8R	24	30	5.00	2.5" PST	S	
111	CHEVRON	83+18		X	W1-8L	24	30	5.00	2.5" PST	N	
112	CHEVRON	83+20		X	W1-8R	24	30	5.00	2.5" PST	E	
113	CHEVRON	84+23		X	W1-8L	24	30	5.00	2.5" PST	W	
114	CHEVRON	84+25		X	W1-8R	24	30	5.00	2.5" PST	N	
115	CHEVRON	84+57		X	W1-8L	24	30	5.00	2.5" PST	W	
116	TURN ARROW	85+54	X		W1-1L	36	36	9.00		E	MOUNT ABOVE SIGN #112
117	15 MPH ADVISORY SPEED	85+54	X		W13-1	24	24	4.00	2.5" PST	E	
118	35 MPH SPEED LIMIT	97+13	X		R2-1	30	36	7.50	2.5" PST	E	
119	ADOPT A HIGHWAY	97+92	X		I-150	30	24	5.00		E	MOUNT ABOVE SIGN #116
120	PETERSBURG ROTARY CLUB	97+92	X		I-150	30	12	2.50	2.5" PST	E	
121	ADOPT A HIGHWAY	97+92		X	I-150	30	24	5.00		W	MOUNT ABOVE SIGN #118
122	SONS OF NORWAY	97+92		X	I-150	30	12	2.50	2.5" PST	W	
123	STOP	99+07		X	R1-1	30	30	6.25	2.5" PST	E	

SIGN NOTES:

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4. SIGNS INSTALLED ON 2.5" PST SHALL USE SOIL EMBEDMENT SLEEVE TYPE AT A DEPTH OF 4'-6".
5. IF THERE ARE CONFLICTS WITH SPECIFIED SIGN LOCATIONS ADJUST LOCATION, SLEEVE TYPE OR DEPTH AT THE APPROVAL OF THE ENGINEER.
6. MAKE SURE SIGNS INSTALLED ON NORTHERN SIDE OF HAUGEN DRIVE ARE INSIDE DOT&PF ROW.
7. SIGN FACING IS RELATIVE TO APPROXIMATE CARDINAL DIRECTION.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. EPSTEIN

STATE OF ALASKA · 49th · David Bruce Epstein · Nov 26, 2014 · CE-6666 · REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518

MISCELLANEOUS SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_D1-D5_SUMS.DWG
TAB: D4 Wednesday, November 26, 2014 9:57:20 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	D4	87

HMF 3.10.20

627(3) INSTALL VALVE BOX

"O" STATION	OFFSET (FT)	REMARKS
22+61	22.5' LT	LOCATION IS APPROXIMATE, FIELD VERIFY
22+95	22.5' LT	LOCATION IS APPROXIMATE, FIELD VERIFY

627(10) ADJUSTMENT OF VALVE BOX

"O" STA	OFFSET (FT)	REMARKS
11+90.4	9.5' RT	ASPHALT
12+41.2	22.9' LT	CONCRETE SIDEWALK
13+36.4	23.3' LT	CONCRETE SIDEWALK
14+54.5	14.1' RT	ASPHALT
14+58.0	16.6' RT	ASPHALT
15+20.2	23.3' LT	CONCRETE SIDEWALK
15+91.8	16.3' RT	CONCRETE SIDEWALK
16+68.6	19.1' RT	CONCRETE SIDEWALK
17+10.7	15.6' RT	ASPHALT
17+12.6	12.7' RT	ASPHALT
18+40.8	21.4' LT	CONCRETE SIDEWALK
19+56.2	16.2' RT	ASPHALT
19+91.6	22.6' LT	ASPHALT
22+15.6	13.3' RT	CONCRETE SIDEWALK
22+17.8	15.6' RT	CONCRETE SIDEWALK
22+39.3	22.9' LT	CONCRETE SIDEWALK
23+30.7	17.8' RT	CONCRETE SIDEWALK
24+68.8	15.3' RT	ASPHALT
25+00.9	22.8' LT	CONCRETE SIDEWALK
29+23.8	14.5' RT	CONCRETE CURB
29+69.3	11.4' RT	ASPHALT
29+88.8	15.8' RT	ASPHALT
38+03.1	48.9' LT	SIGN PAD
61+17.6	33.6' LT	
99+22.8	19.9' RT	ASPHALT
99+28.7	17.1' RT	ASPHALT

639(3) APPROACH

"O" STA	OFFSET	REMARKS
65+59.2	RT	
66+89.9	RT	
78+39.6	LT	
83+66.4	RT	
89+46.6	LT	

642(6) REF AND REPLACE EXISTING WITH PRIMARY MONUMENT

STATION	OFFSET	REMARKS
13+41.31	0.04' LT	
14+48.48	0.99' LT	
28+90.26	0.08' RT	

642(10) MONUMENT CASE

STATION	OFFSET	REMARKS
13+41.3	0.0' LT	
14+48.5	1.0' LT	
28+90.3	0.1' RT	

660(15) REMOVE AND RELOCATE EXISTING SIGN

REMOVE FROM		RELOCATE TO		REMARKS
"O" STATION	OFFSET (FT)	"O" STATION	OFFSET (FT)	
32+83	29' LT	38+10	63' LT	ELECTRONIC SCHOOL SIGN

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

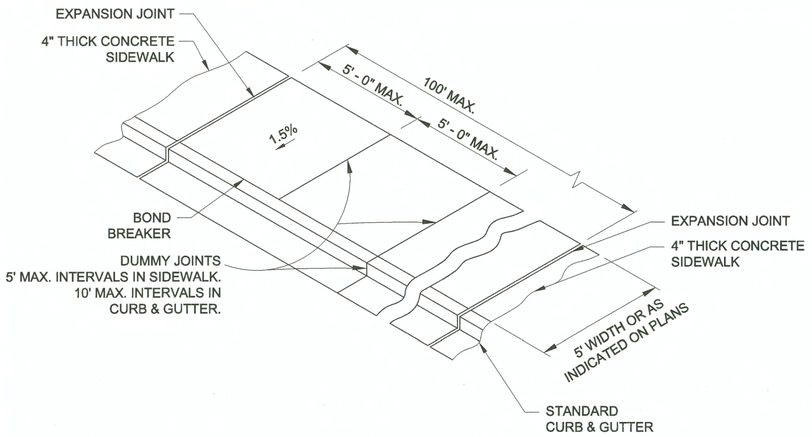
PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518

MISCELLANEOUS SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_D1-D5_SUMS.DWG
TAB: D5 Wednesday, November 26, 2014 10:00:05 AM GRANTHAM, RICK L (DOT)

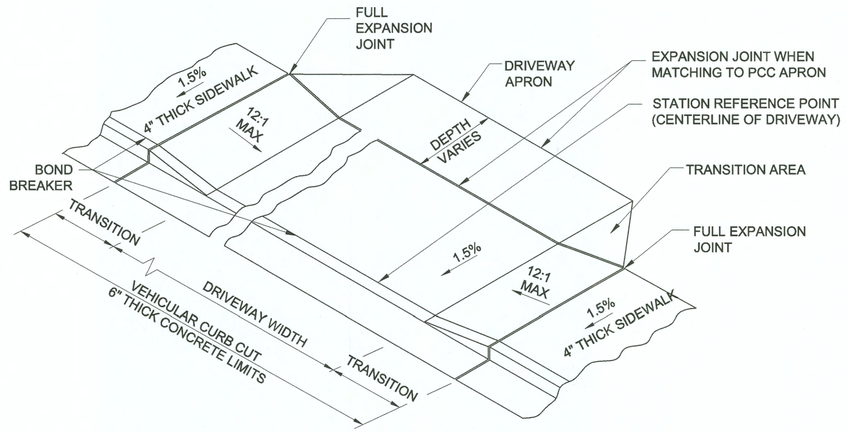
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION	0938(4)~69518	2014	D5	87

HMF 3.10.20



TYPICAL SIDEWALK, CURB & GUTTER DETAIL

N.T.S.

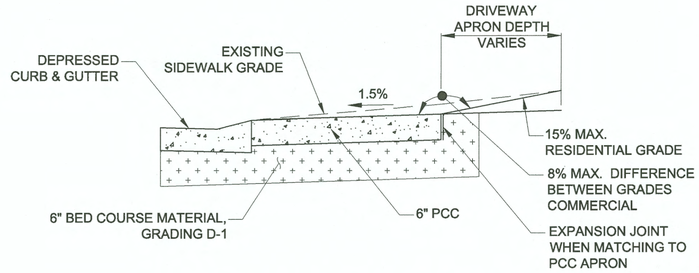


DRIVEWAY RAMP DETAIL

N.T.S.

DRIVEWAY APRON NOTES:

1. WHEN REQUIRED TO SAWCUT TO MATCH TO EXISTING DRIVE, CONSTRUCT APRON OF SAME MATERIAL AS EXISTING DRIVE. FOR EXISTING ASPHALT PAVEMENT DRIVES, CONSTRUCT APRON WITH 2" ASPHALT CONCRETE. FOR PCC DRIVES, CONSTRUCT APRON WITH 6" CLASS A CONCRETE.
2. USE AGGREGATE BASE COURSE, GRADING D-1 FOR APRONS WITH UNPAVED DRIVES.
3. SEE F SHEETS FOR APRON DEPTHS.

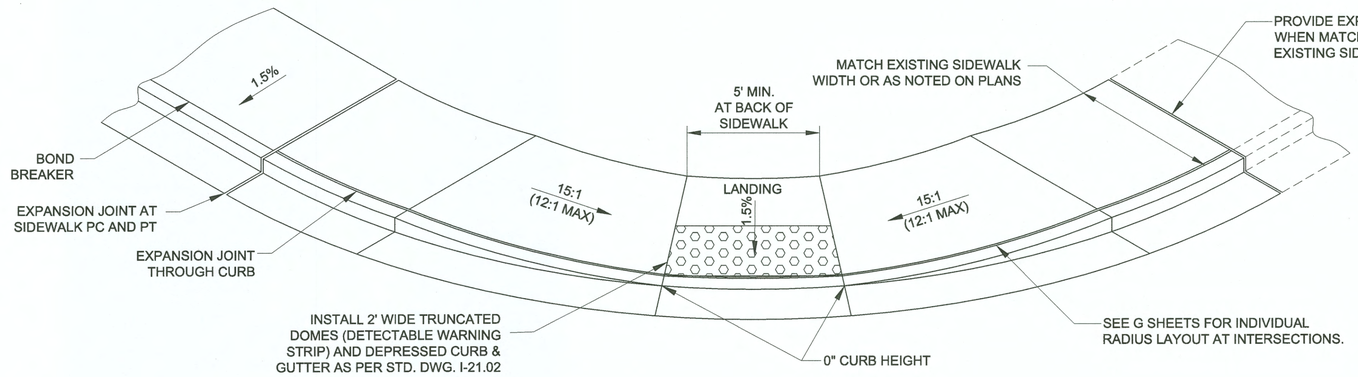


DRIVEWAY APRON SECTION

(1ST STREET TO 12TH STREET)

EXPANSION JOINT DETAIL

N.T.S.

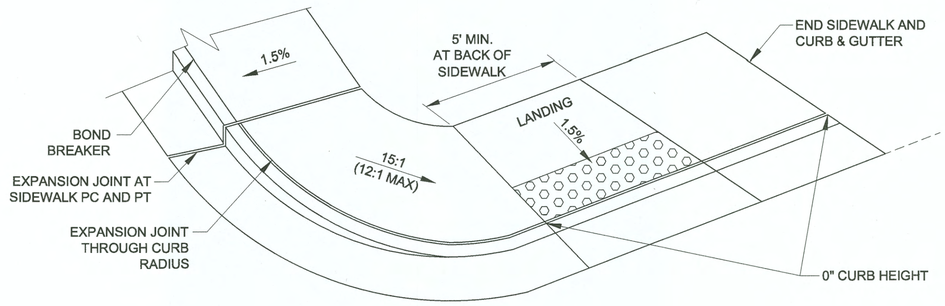


CURB RAMP DETAIL

(CONNECT TO EXISTING SIDEWALK)

SIDEWALK, CURB & GUTTER NOTES:

1. IN ALL CASES, CONSTRUCT THE SIDEWALK CROSS-SLOPE AT 1.5%. DO NOT EXCEED 2.0% IN ORDER TO MEET ADA REQUIREMENTS, AND DO NOT CONSTRUCT THE CROSS-SLOPE LESS THAN 1.0%. DIRECT SURFACE DRAINAGE TOWARDS THE ROADWAY STATED IN NOTE 1.
2. ADJUST THE CURB HEIGHT UPWARD OR DOWNWARD IN ORDER TO MATCH EXISTING WALKWAYS, AND MAINTAIN THE CROSS-SLOPE.
3. NUMEROUS PROPERTIES ARE FRONTED WITH FENCES OR WALLS AT THE BACK OF THE EXISTING SIDEWALK. EXERCISE CAUTION TO AVOID DAMAGING PRIVATE FEATURES.
4. PLACE CONCRETE SIDEWALKS AND CURB & GUTTER EXPANSION JOINTS AT EACH END OF CURB RETURNS AND IMMEDIATELY PRECEDING AND FOLLOWING ALL CURB AND SIDEWALK CUTS. THEREAFTER, PLACE AT 100' MAXIMUM INTERVALS. INSTALL EXPANSION JOINTS WHEN ABUTTING EXISTING FEATURES SUCH AS RETAINING WALLS, FOUNDATIONS, STAIRS, ETC.
5. INSTALL A BOND BREAKER FOR THE FULL THICKNESS OF THE SIDEWALK BETWEEN THE SIDEWALK AND CURB & GUTTER AS SHOWN. USE A 15 OR 30 POUND ROOFING FELT MATERIAL OR OTHER APPROVED PRODUCT. DO NOT USE EXPANSION JOINT MATERIAL AS A BOND BREAKER.
6. EXTEND CONCRETE SIDEWALKS DUMMY JOINTS INTO CONCRETE 1/3 THE DEPTH OF THE CONCRETE AND 1/8" WIDE AT 5' MAXIMUM INTERVALS BETWEEN EXPANSION JOINTS.
7. ALL CONCRETE WITHIN THE CURB CUT LIMITS FOR DRIVEWAYS SHALL BE 6" THICK AND SHALL BE POURED ON A 6" D-1 BED COURSE COMPACTED TO 95% OF ITS MAXIMUM DENSITY.
8. WHERE THE ROADWAY IS SUPERELEVATED AND USES A CONTINUOUS CROSS-SLOPE WITHOUT A CROWN AT CENTERLINE, MATCH THE GUTTER PAN ON THE HIGH SIDE OF THE ROADWAY WITH THE CROSS SLOPE OF THE ROADWAY AND DRAIN TOWARD CENTERLINE.
9. EDGE ALL JOINTS AND SEAMS.
10. STEEL TROWEL FINISH REQUIRED PRIOR TO BROOM FINISHING ON ALL SURFACES.
11. APPLY CURING COMPOUND TO THE CONCRETE. APPLY PER THE MANUFACTURER'S RECOMMENDATIONS. FOR RAMPS, WHEN "CHASING GRADE", RAMP LENGTH NEED NOT EXCEED 15', BUT SLOPE MUST BE UNIFORM. SEE STANDARD DRAWINGS I-20.14 AND I-21.02 FOR ADDITIONAL INFORMATION.



CURB RAMP DETAIL

(NO CONNECT TO EXISTING SIDEWALK)

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

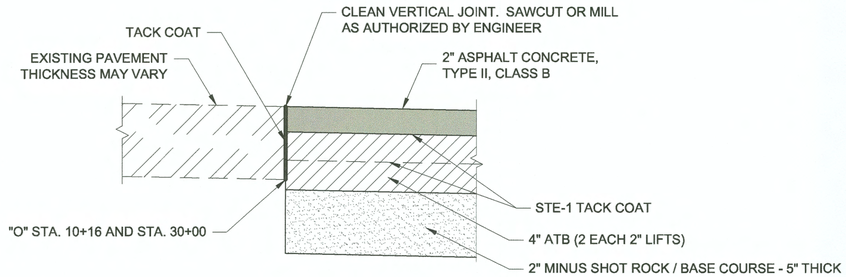
PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518 RSA #68113

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_E1-E5_DETAILS.DWG
TAB: E1 Wednesday, November 26, 2014 10:02:13 AM GRANTHAM, RICK L (DOT)

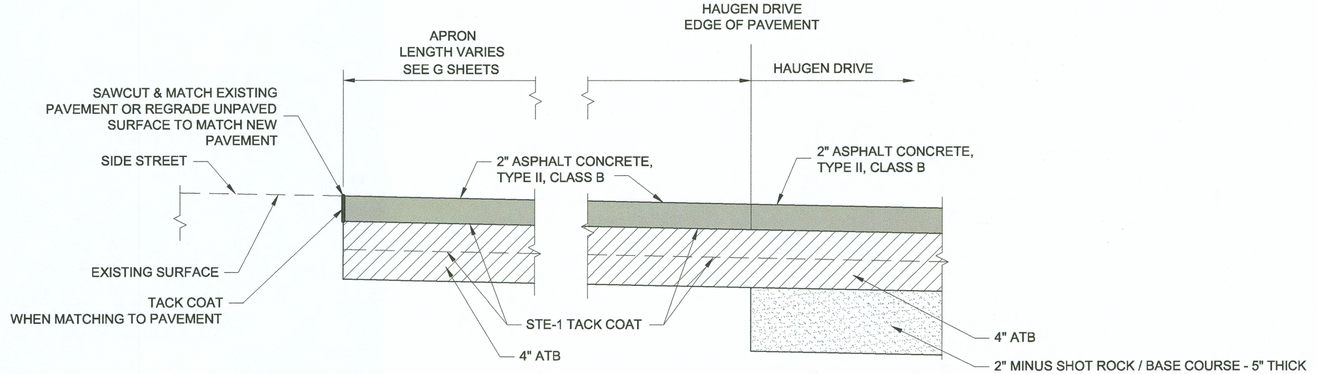
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	E1	87

HMF 3.10.20



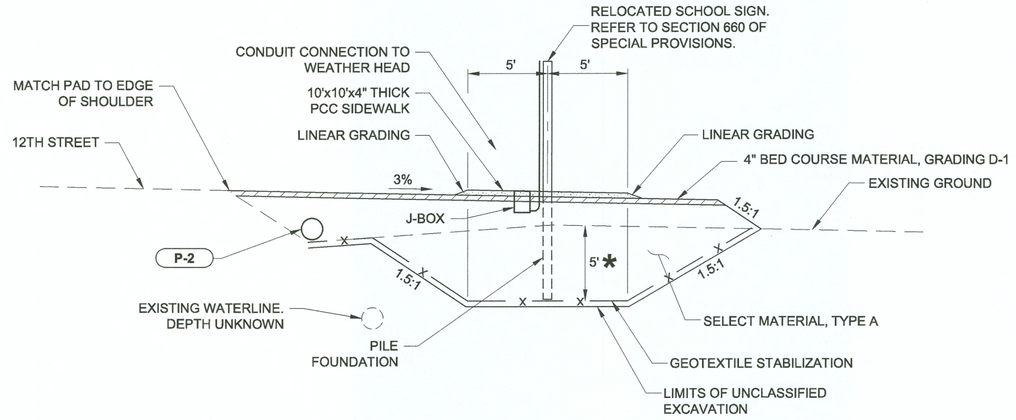
HAUGEN DRIVE MATCH JOINT DETAIL

N.T.S.



SIDE STREET MATCH JOINT DETAIL

1ST STREET TO 12TH STREET



"O" STA. 38+00 LT SIGN PAD

NTS

* EXCAVATE TO HARD PAN AS DETERMINED BY ENGINEER. DEPTH UNKNOWN. 5' DEPTH USED FOR ESTIMATING PURPOSES.

NOTES:

1. INCLUDE WEATHER HEAD, AFFIXED FIRMLY TO THE EDGE OF THE SIGN.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th Keith D. Karpstein Nov 26, 2014 CE-12904 REGISTERED PROFESSIONAL ENGINEER

PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

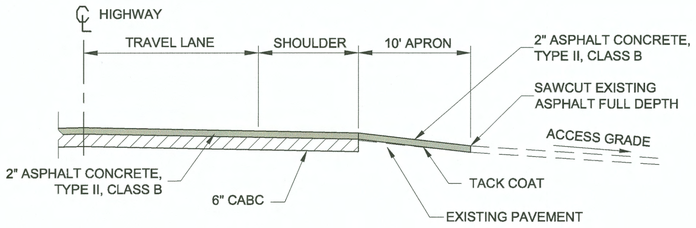
MISCELLANEOUS DETAILS

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_E1-E5_DETAILS.DWG
TAB: E2 Wednesday, November 26, 2014 10:03:07 AM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION	0938(4)~69518	2014	E2	87

HMF 3.10.20

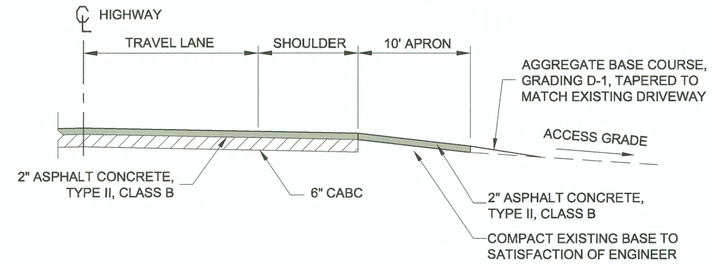


PAVED APPROACH APRON

(AIRPORT TO SANDY BEACH)

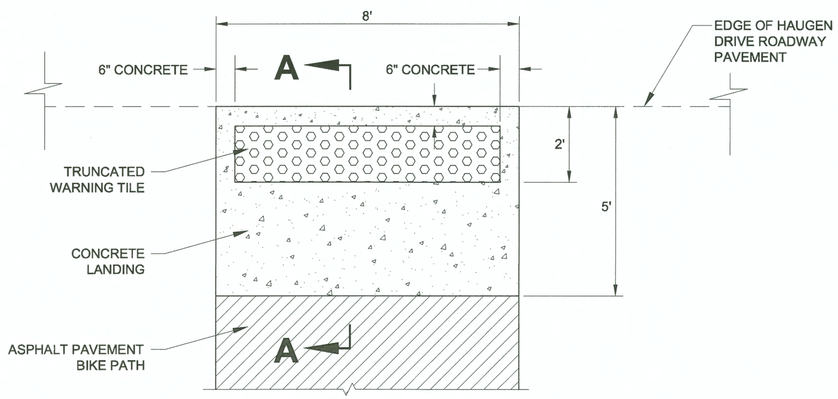
NOTES:

1. MATCH EXISTING DRIVEWAY WIDTH.
2. MATCH EXISTING DRIVEWAY RETURN RADII.
3. WHERE THE PATH CROSSES A DRIVEWAY, CONSTRUCT THE PAVED APRON 10' BEYOND THE BACK SIDE OF THE PATH.



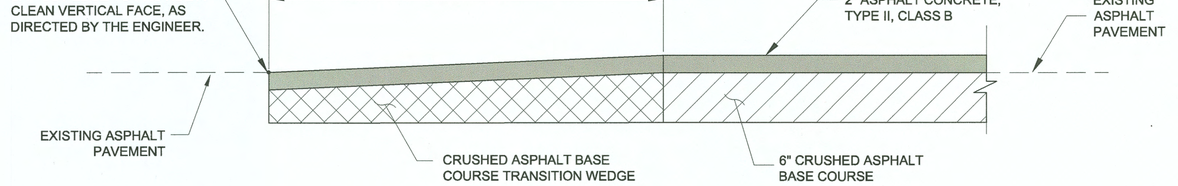
UNPAVED APPROACH APRON

(AIRPORT TO SANDY BEACH)



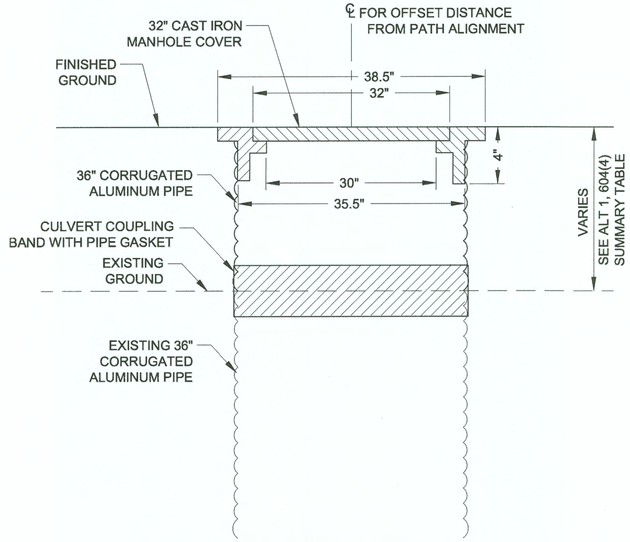
BIKE PATH LANDING PLAN

NTS



PAVEMENT TRANSITION DETAIL (WITH CABC)

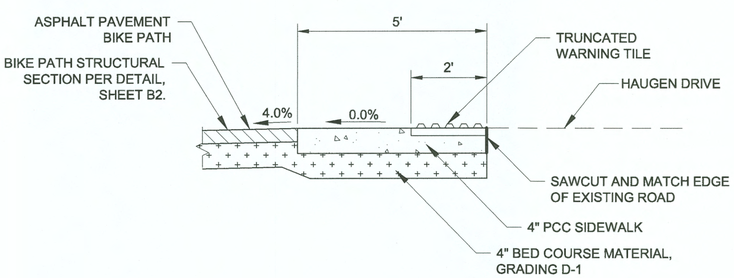
"O" STA. 65+00 AND EOP



STAND PIPE ADJUSTMENT DETAIL

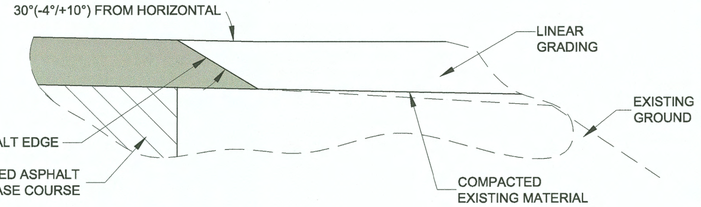
N.T.S.

NOTE: PROVIDE NEW PIPE & COUPLING ONLY WHERE STAND PIPE IS BEING EXTENDED PER 604(4) SUMMARY TABLE.



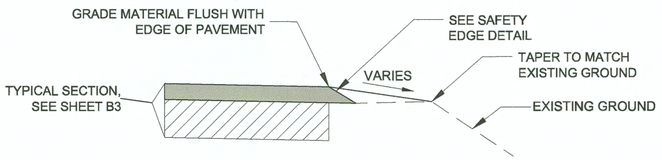
SECTION A-A

NTS



SAFETY EDGE DETAILS

NOTE: DO NOT USE A SAFETY EDGE WHERE THERE WILL BE A JOINT (CENTERLINE, INTERSECTIONS, DRIVEWAYS, ETC.).



LINEAR GRADING

N.T.S.

NOTES:

1. LINEAR GRADE TO TOP OF EXISTING DITCH OR 1' WHICHEVER IS LESS.
2. LINEAR GRADING SHALL MEET THE REQUIREMENTS AS SPECIFIED IN SECTION 303 OF THE SPECIAL PROVISIONS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th Keith D. Karpstein Nov 26, 2014 CE-12904 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

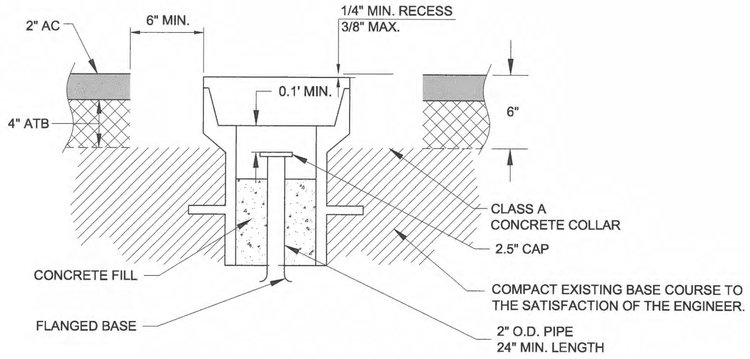
PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518 RSA #68113

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_E1-E5_DETAILS.DWG
TAB: E3 Wednesday, November 26, 2014 10:16:24 AM GRANTHAM, RICK L (DOT)

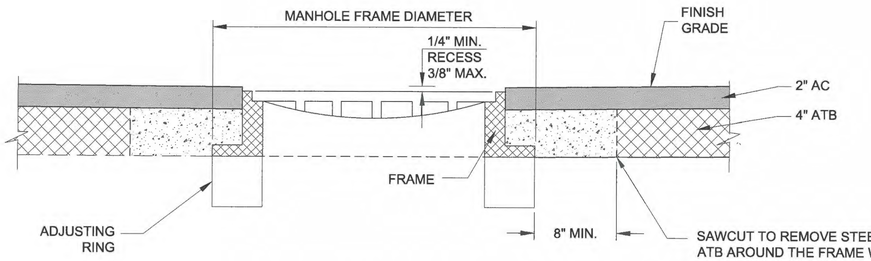
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	E3	87

HMF 3.10.20



MONUMENT CASE DETAIL

N.T.S.



MANHOLE ADJUSTMENT DETAIL

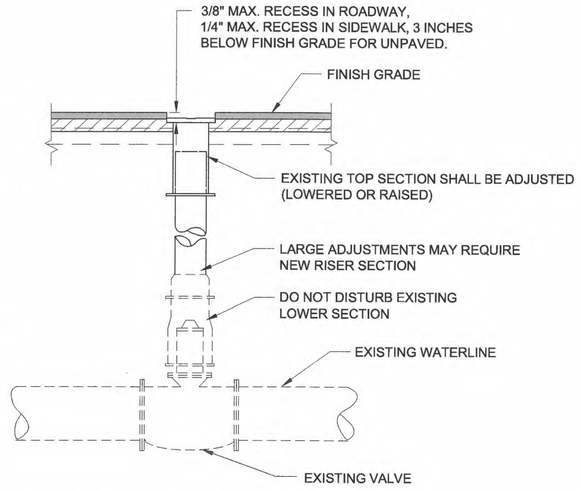
N.T.S.

MANHOLE ADJUSTMENT CONSTRUCTION SEQUENCING NOTES:

1. SAWCUT AND REMOVE FULL DEPTH OF EXISTING ASPHALT CONCRETE A MINIMUM OF 8" AROUND EXISTING MANHOLE FRAMES.
2. REMOVE EXISTING FRAMES, LIDS, AND ADJUSTING RINGS.
3. INSTALL STEEL PLATE OVER MANHOLE OPENING AS A TEMPORARY MEASURE.
4. AFTER PLACING THE ATB, SAWCUT THE ATB AND REMOVE THE STEEL PLATE AND INSTALL NEW ADJUSTING RINGS AND NEW FRAME AND LIDS. ADJUST FRAMES TO FINISHED GRADE.
5. PRIOR TO FINAL PAVING, PLACE CONCRETE AROUND FRAME. COMPACTION OF THE SUBBASE MATERIAL SHALL BE TO THE SATISFACTION OF THE ENGINEER.
6. CONSTRUCT FINAL ASPHALT CONCRETE PAVEMENT IN ACCORDANCE WITH SECTION 401.

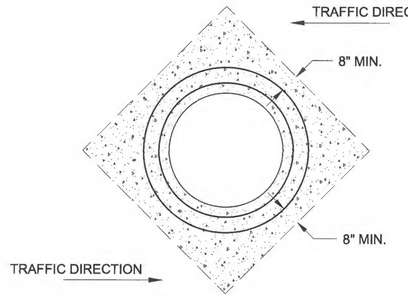
MANHOLE ADJUSTMENT NOTES:

1. MANHOLE CASTING SHALL BE ADJUSTED TO CONFORM WITH SLOPE AND GRADE OF PROPOSED PAVEMENT.
2. ADJUSTING RINGS SHALL BE PROPERLY SIZED FOR THE EXISTING CONE OR FLAT TOP OPENING, AND INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
3. INSTALLATION OF FRAME, COVER, AND ADJUSTING RINGS, ONTO THE EXISTING STRUCTURE SHALL BE WATER-TIGHT.
4. ADJUSTING RINGS SHALL BE RUBBER COMPOSITE ADJUSTMENT RISER TO MEET FINAL GRADE. USE POLYURETHANE SELF-LEVELING CONCRETE CRACK SEALANT FOR ADJUSTMENT RISER INSTALLATION.

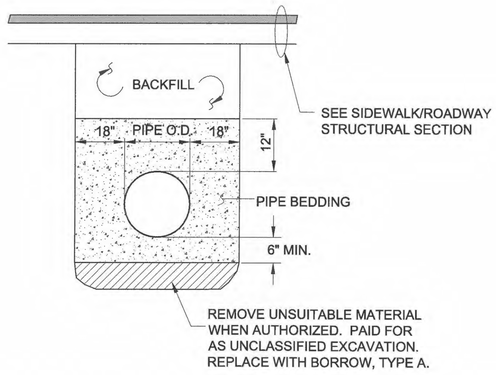


VALVE BOX ADJUSTMENT DETAIL

N.T.S.

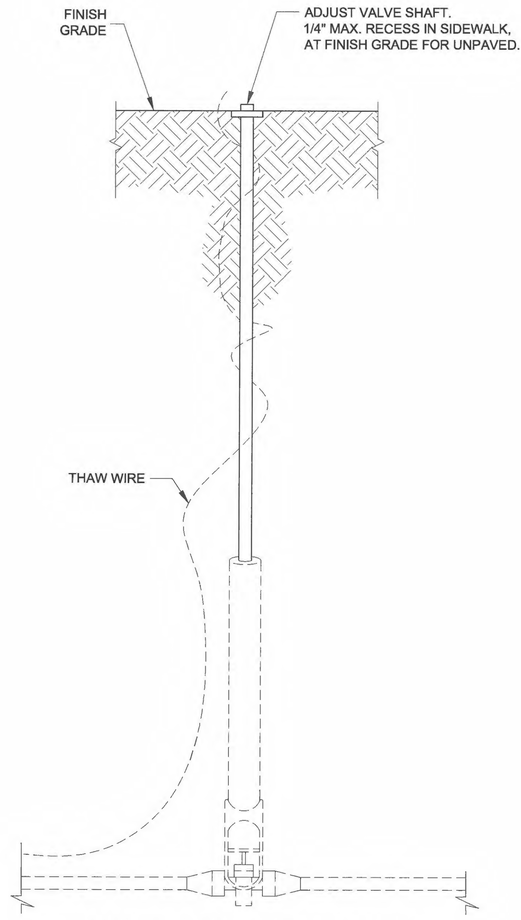


MANHOLE ADJUSTMENT PLAN VIEW



CULVERT BEDDING/BACKFILL DETAIL

N.T.S.



WATER SERVICE CONNECT ADJUSTMENT DETAIL

N.T.S.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

MISCELLANEOUS DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_E1-E5_DETAILS.DWG
TAB: E4 Wednesday, November 26, 2014 10:17:04 AM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
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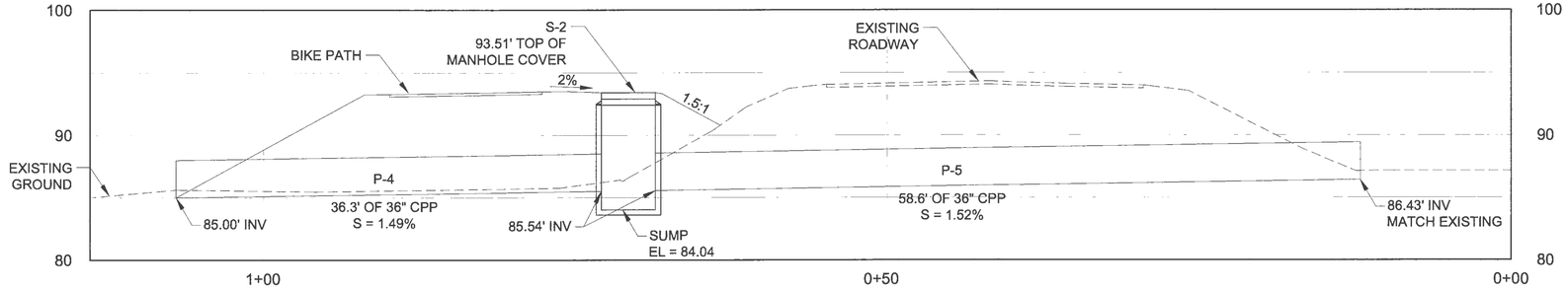
Addendum #4; Attachment #5

HMF 3.10.20



BIKE PATH DRAINAGE DETAIL

"O" STA ≈ 75+50

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
Dec 16, 2014
49th
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

DRAINAGE DETAILS

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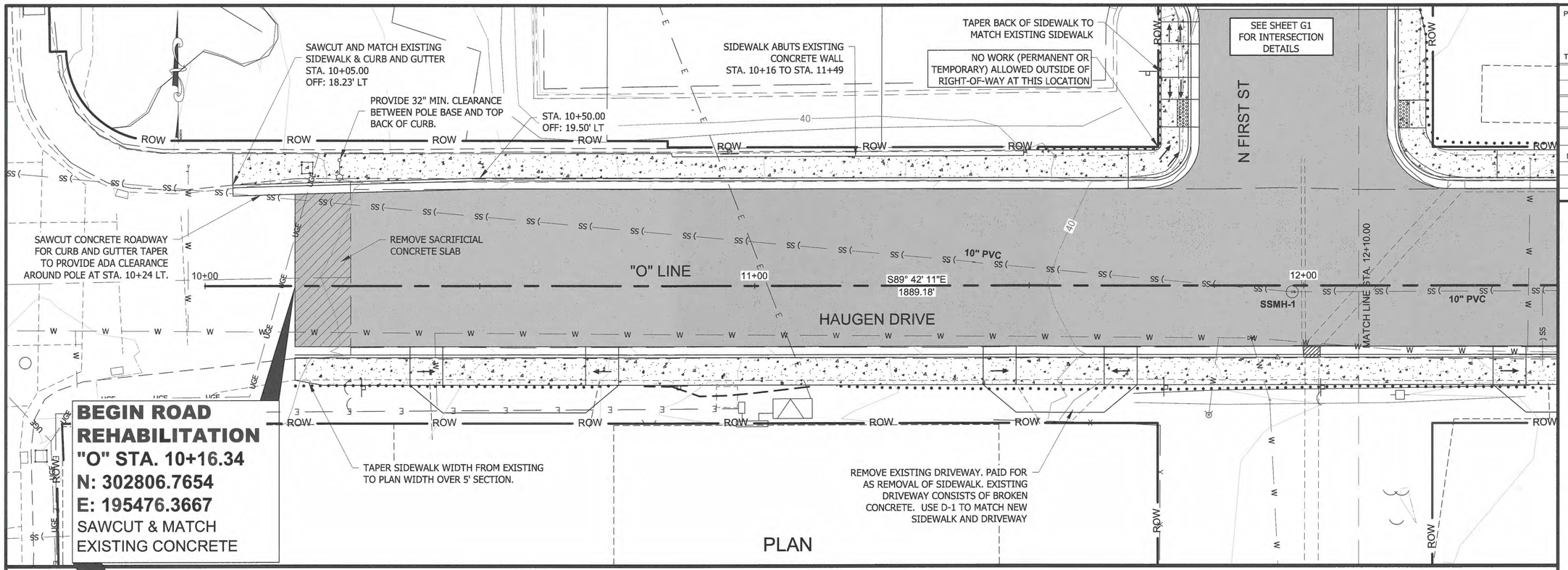
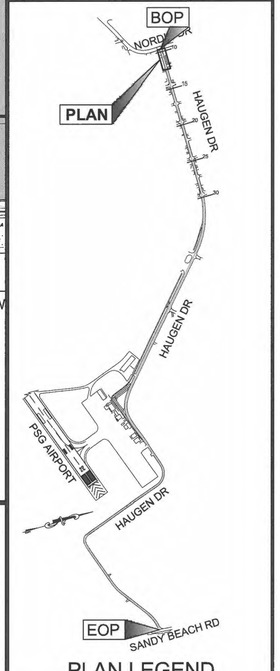
TAB: E5 Tuesday, December 16, 2014 1:22:08 PM IVANISZEK, COLLEEN A (DOT)

REVISIONS NO.	DATE	DESCRIPTION

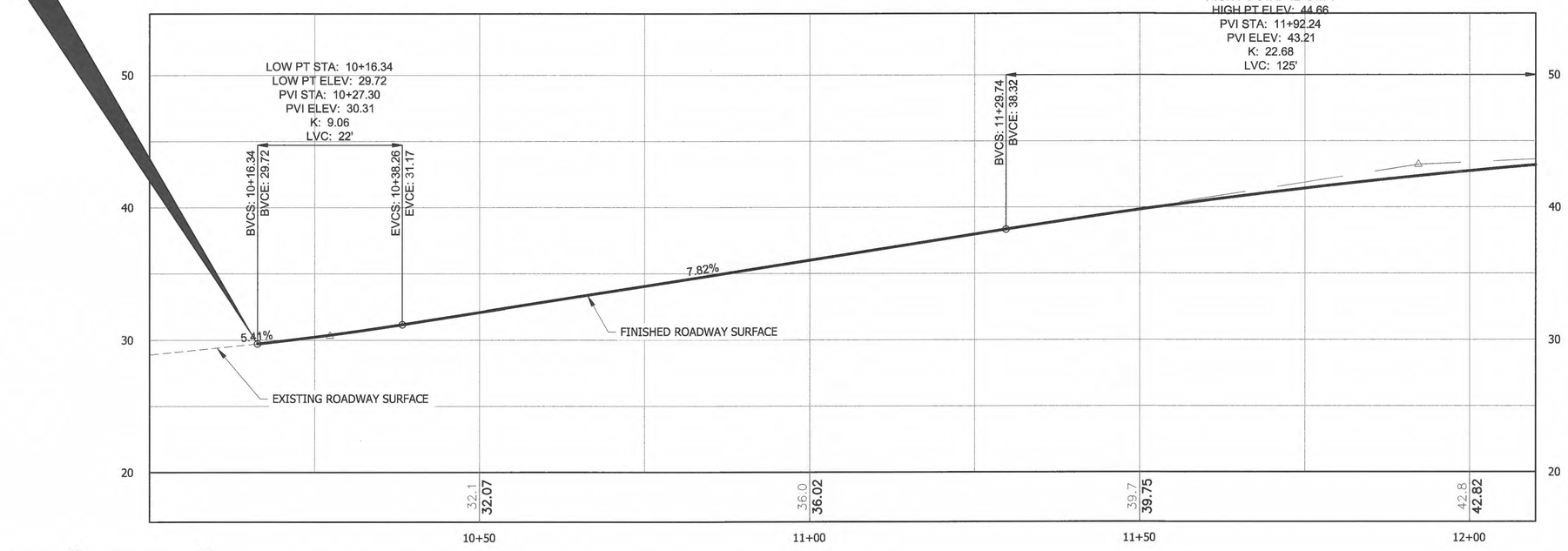
PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
0938(4)~69518	2014	E5	87

HMF 3/10/20





PLAN LEGEND



0 20' 40'

SCALE IN FEET

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

GRANTHAM, RICK L (DOT)

TAB: F1 Wednesday, November 26, 2014 8:55:35 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

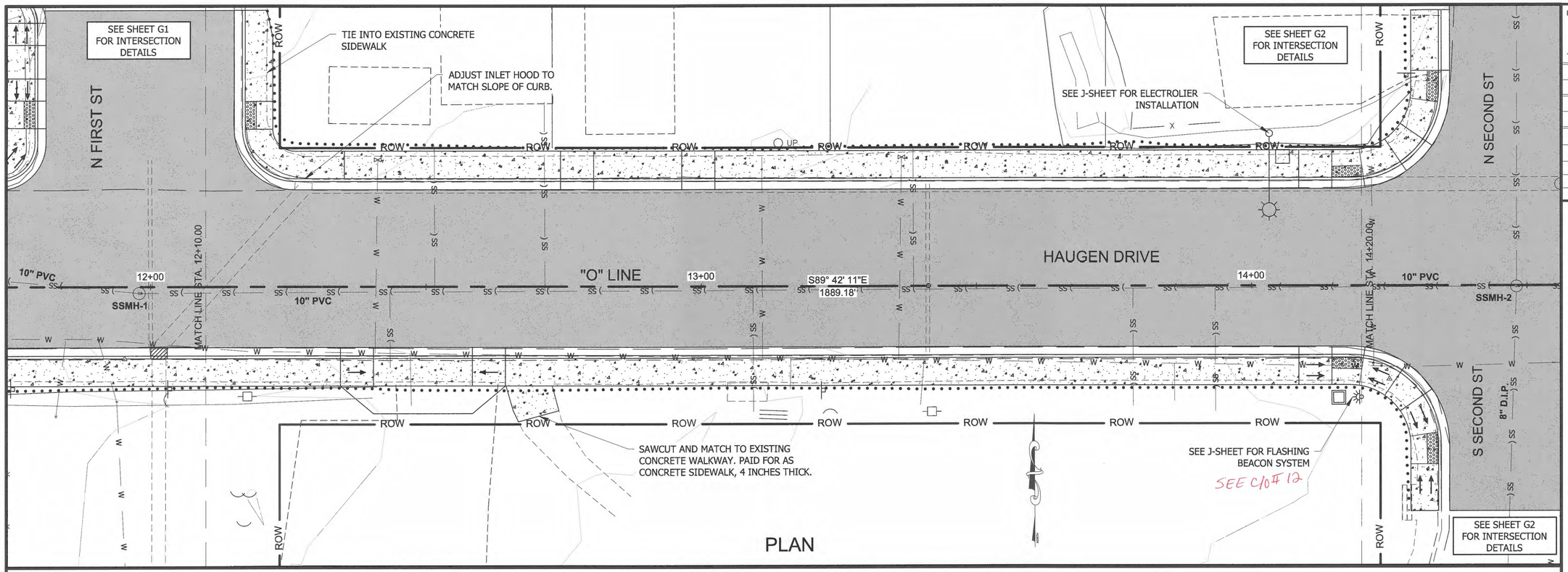
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

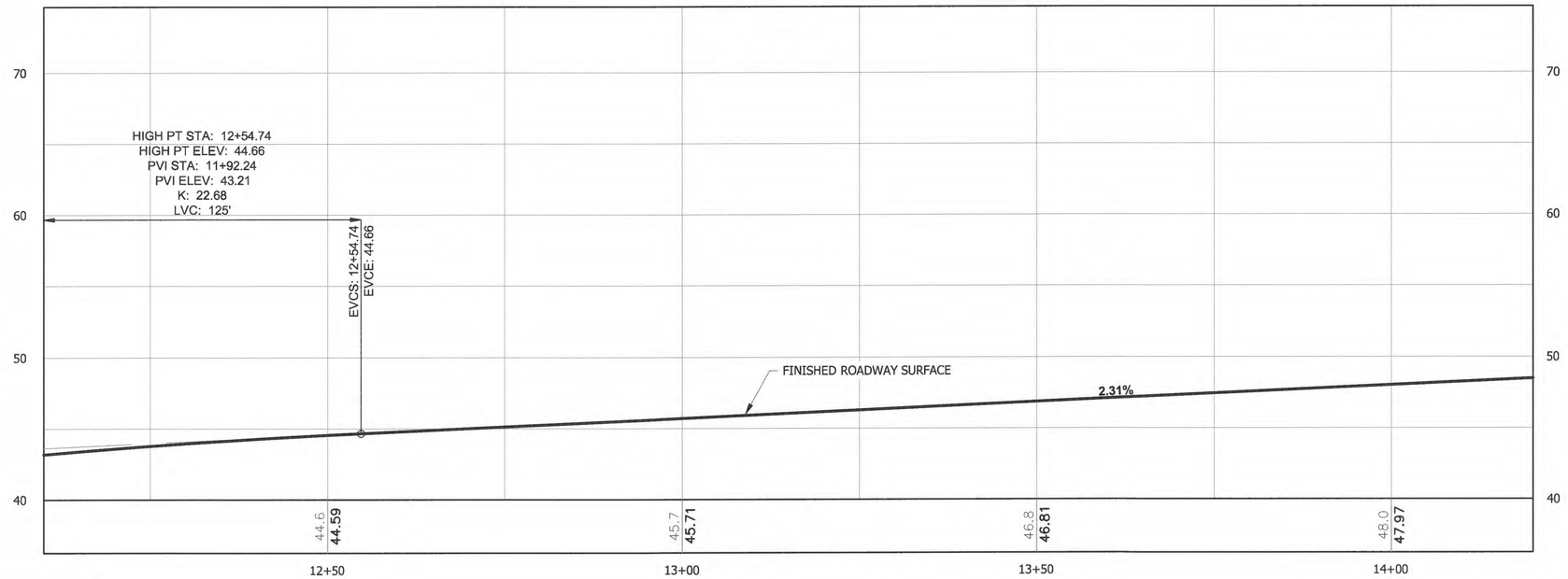
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F1	87

HMF 3.10.20





0 20' 40'

SCALE IN FEET

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

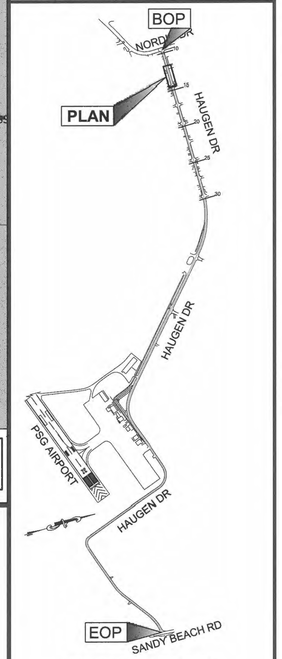
PATH:Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG
GRANTHAM, RICK L (DOT)
TAB: F2 Wednesday, November 26, 2014 8:56:24 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12004
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

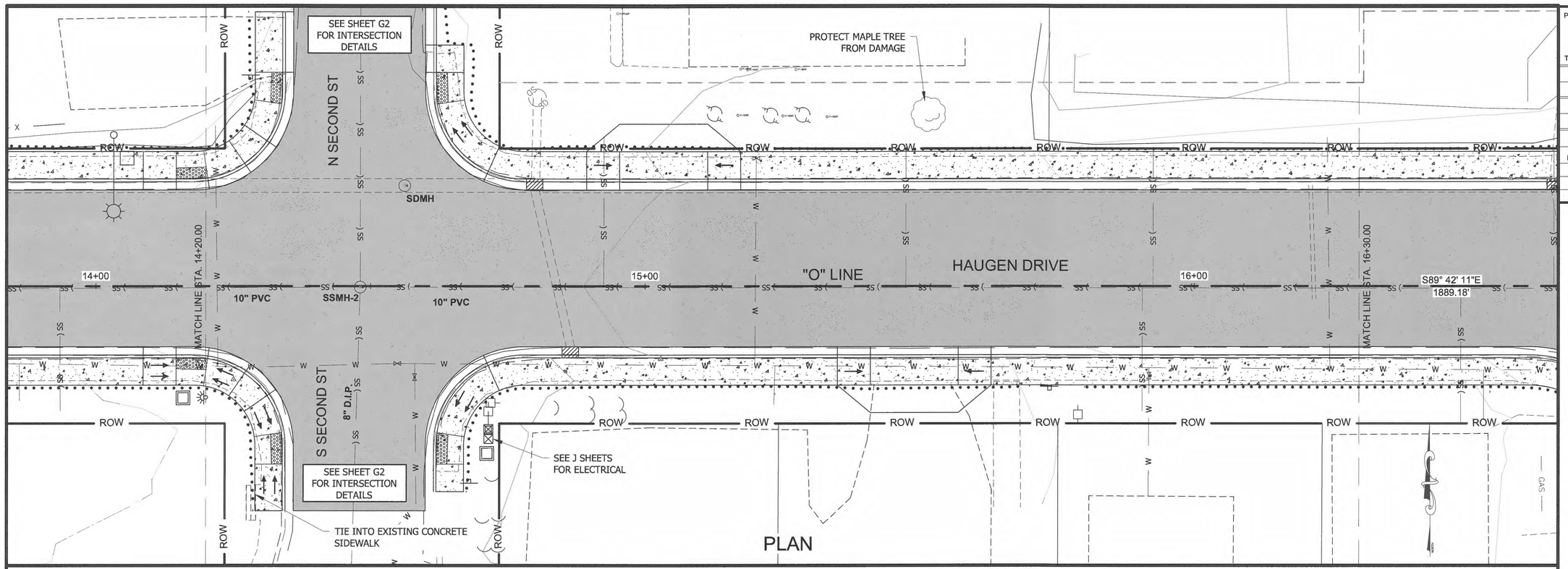
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

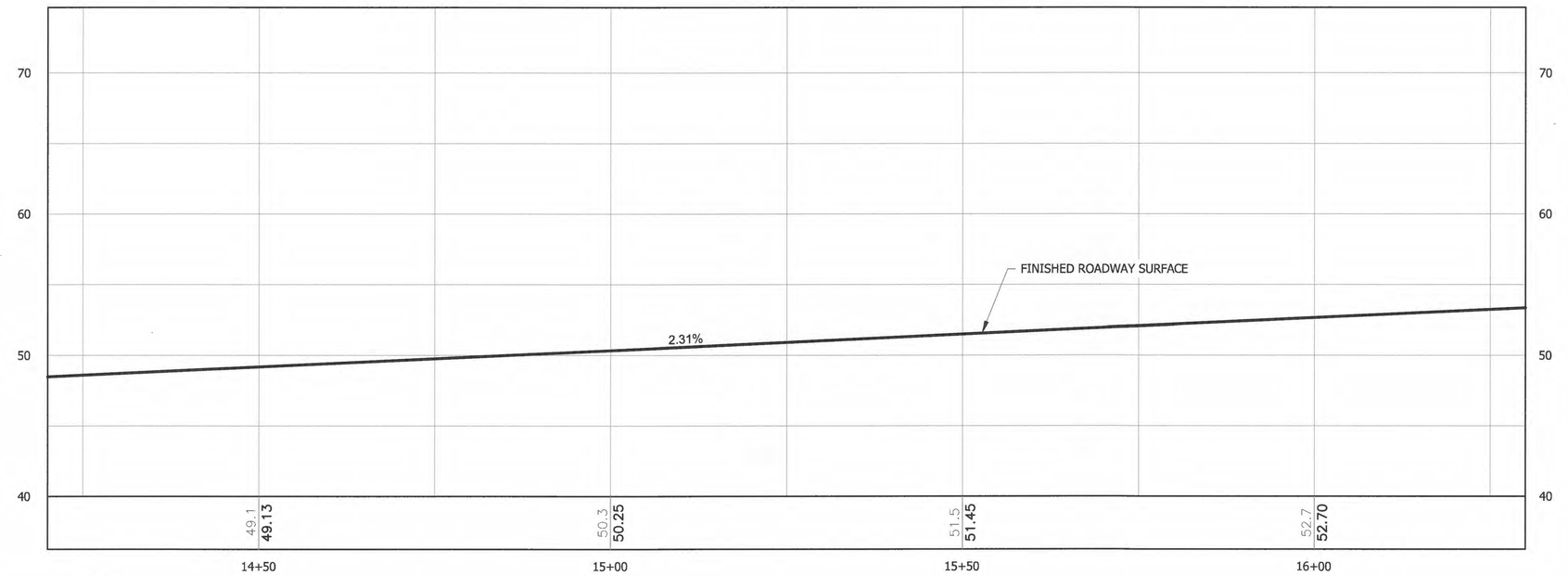
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F2	87

HMF 3-10-20





0 20' 40'

SCALE IN FEET

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

GRANTHAM, RICK L (DOT)

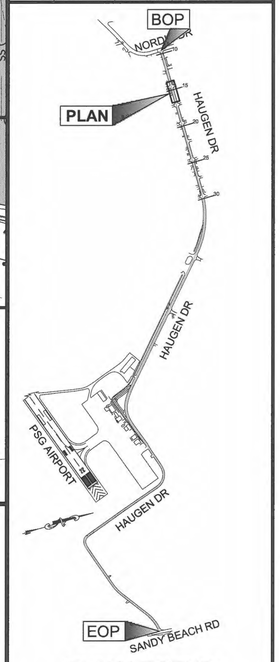
TAB: F3 Wednesday, November 26, 2014 8:57:05 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

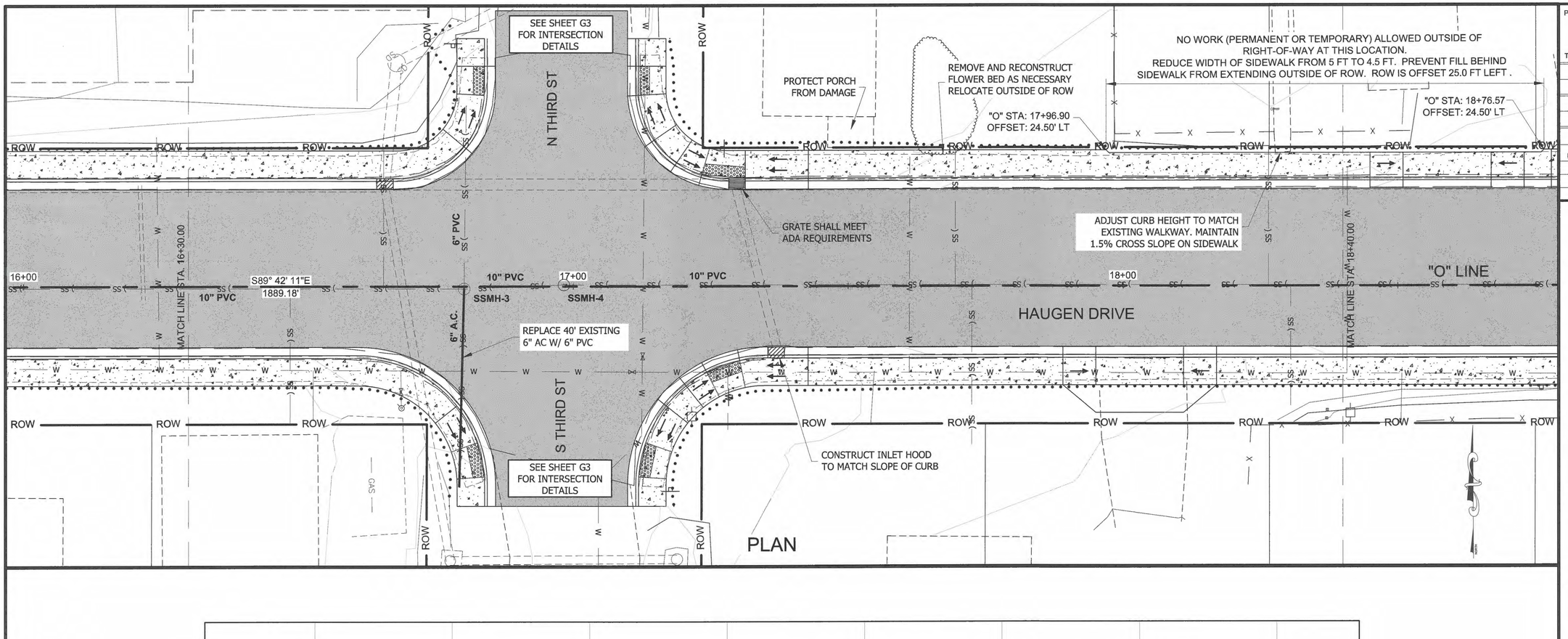
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

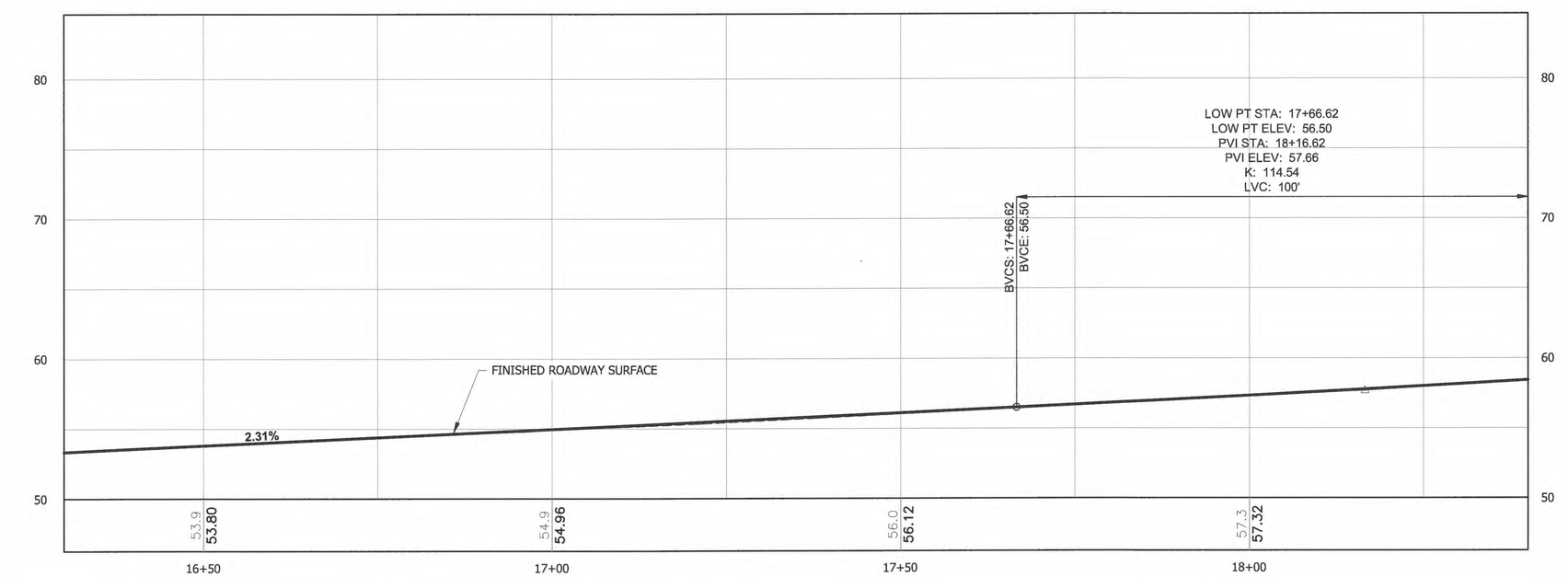
PLAN & PROFILE

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F3	87

HMF 3.10.20





0 20' 40'

SCALE IN FEET

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

GRANTHAM, RICK L (DOT)

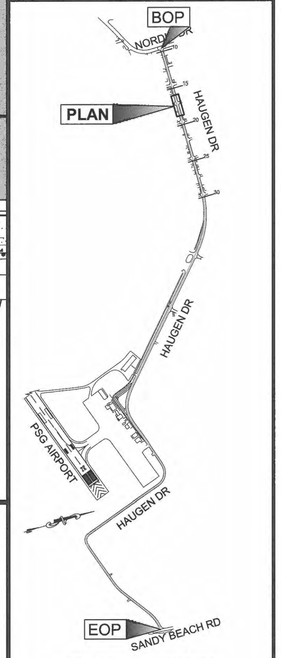
TAB: F4 Wednesday, November 26, 2014 8:57:46 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
49th
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

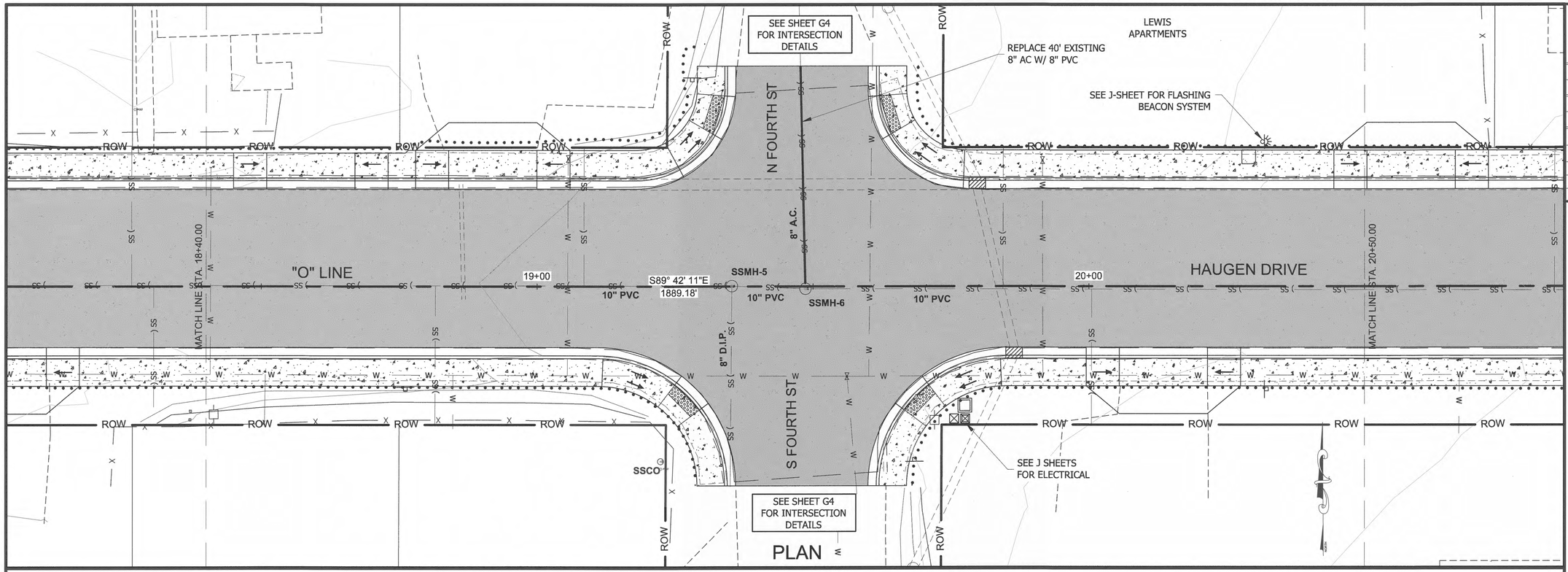
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

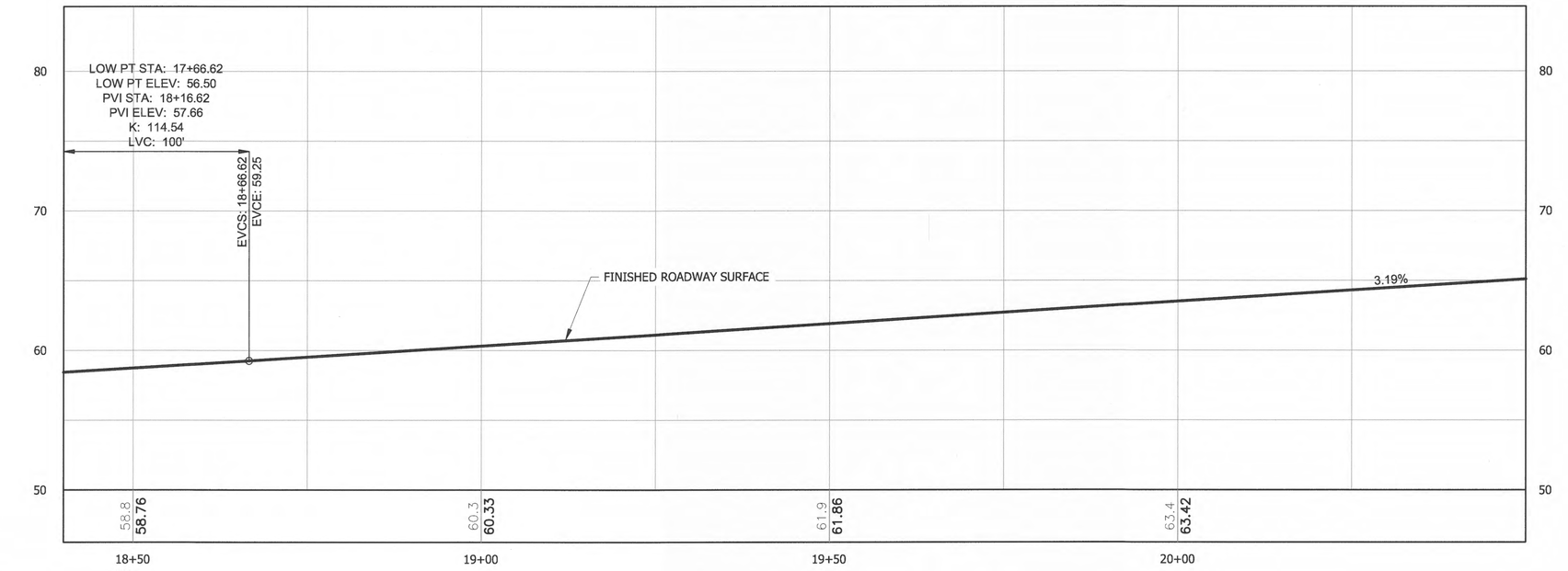
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F4	87

HMF 3.10.20



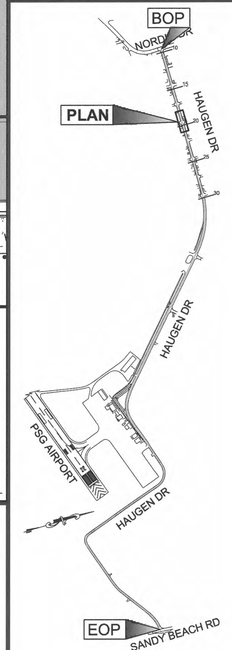


0 20' 40'

SCALE IN FEET

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH:Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

GRANTHAM, RICK L (DOT)

TAB: F5 Wednesday, November 26, 2014 8:58:32 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

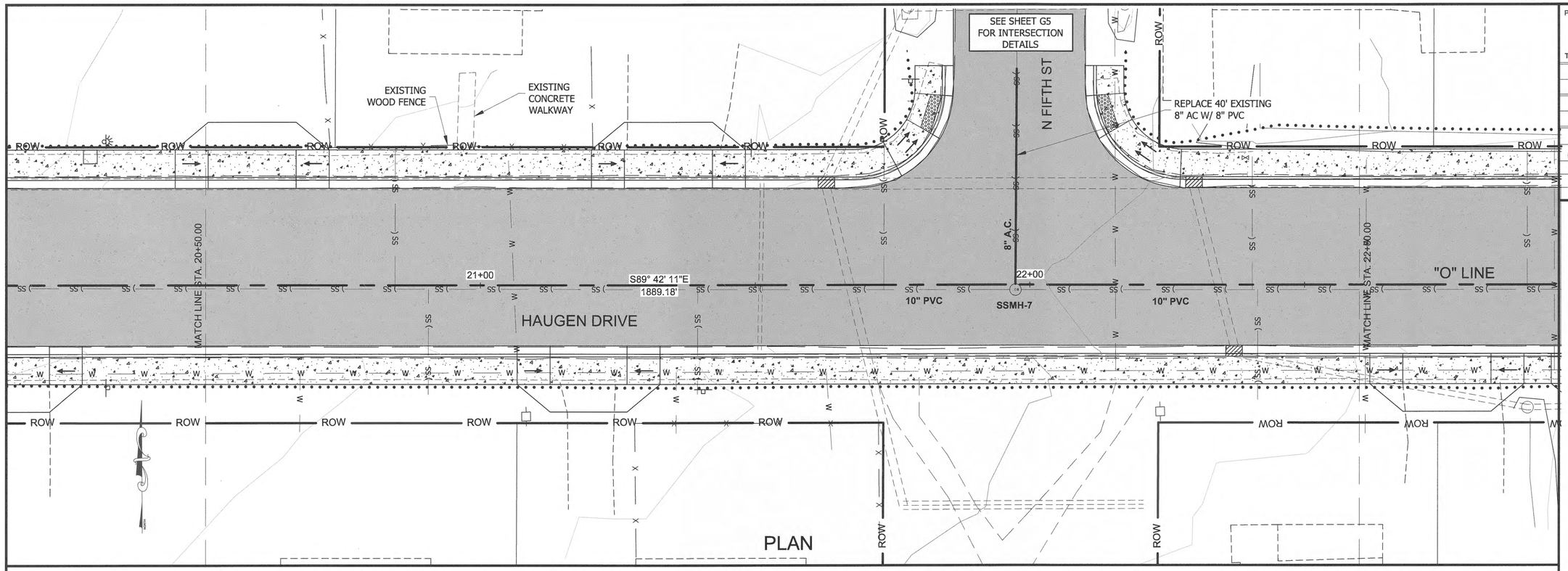
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

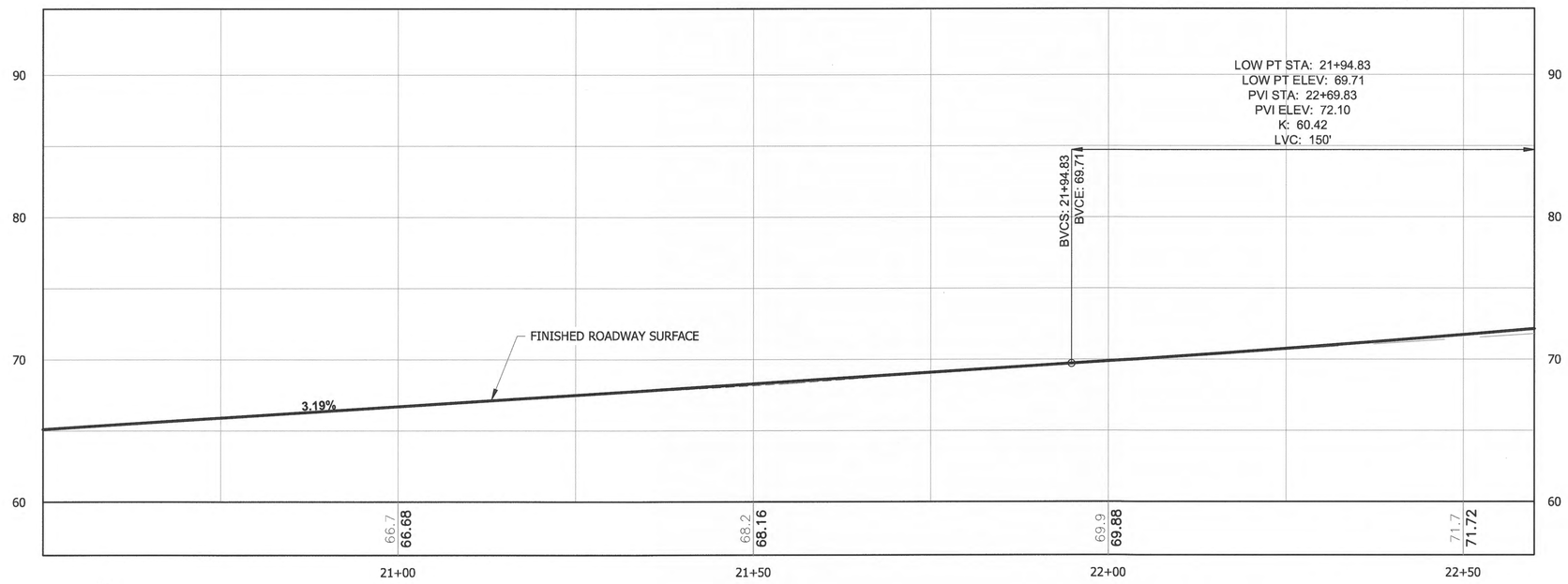
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F5	87

HMF 3.10.20





PROFILE

0 20' 40'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

GRANTHAM, RICK L (DOT)

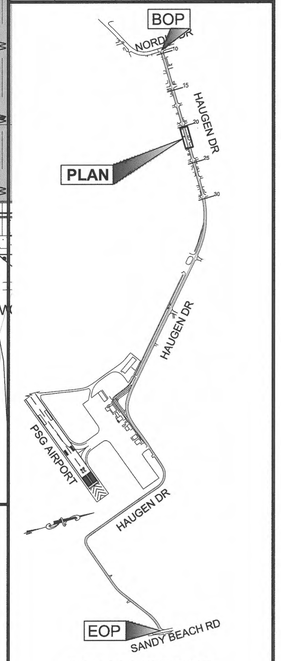
TAB: F6 Wednesday, November 26, 2014 9:06:54 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
Nov 26, 2014
CE-12604
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

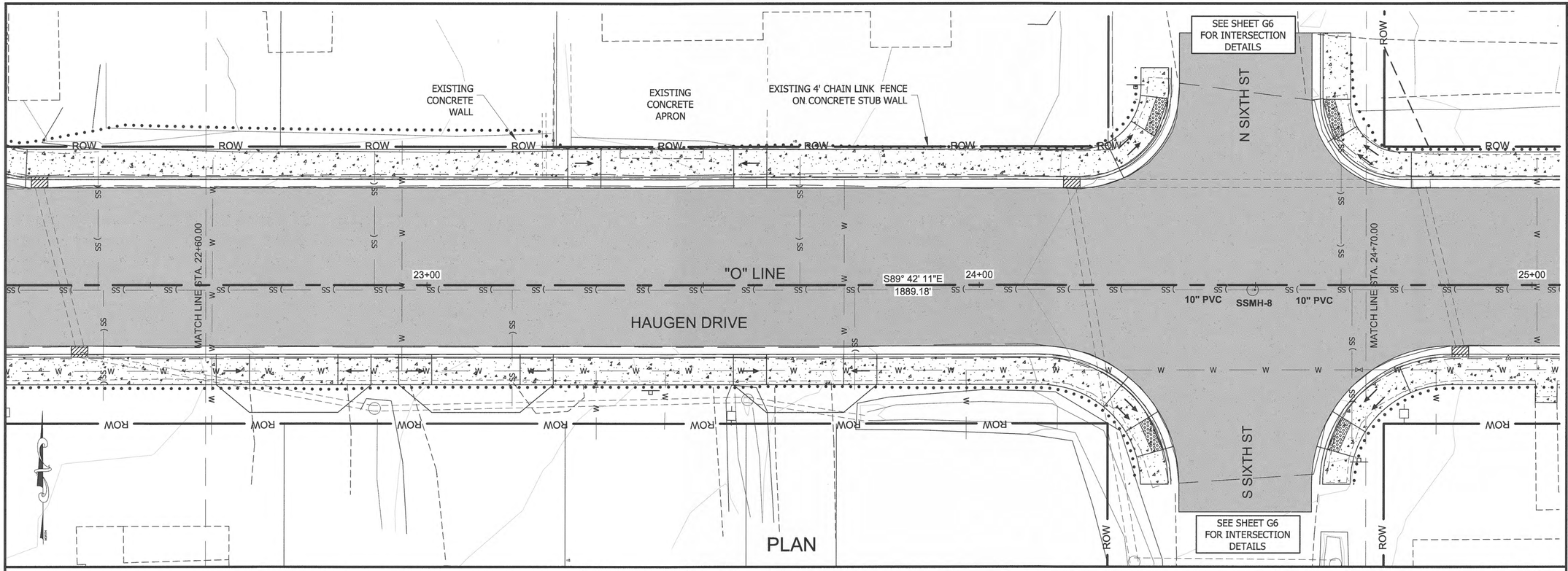
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

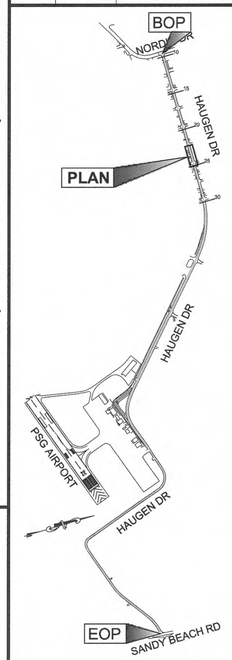
PLAN & PROFILE

PROJECT DESIGNATION
0938(4)~69518

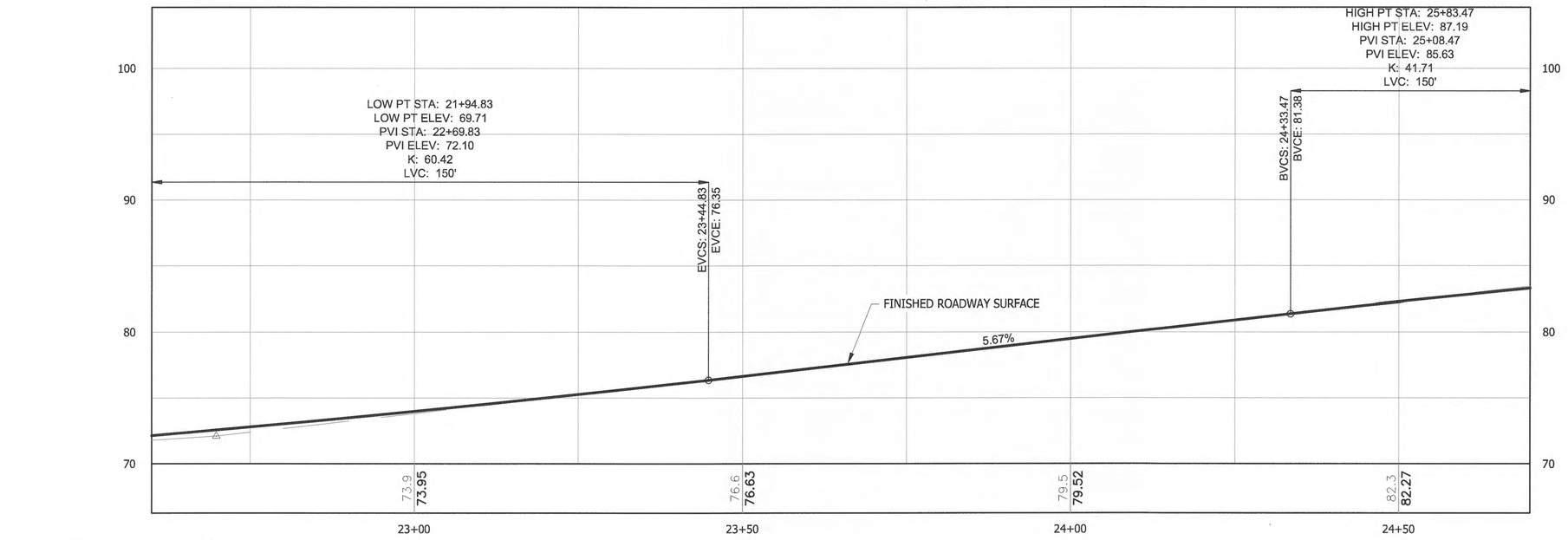
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F6	87

HMF 3.10.20





PLAN LEGEND



0 20' 40'

SCALE IN FEET

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

GRANTHAM, RICK L (DOT)

TAB: F7 Wednesday, November 26, 2014 9:07:37 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

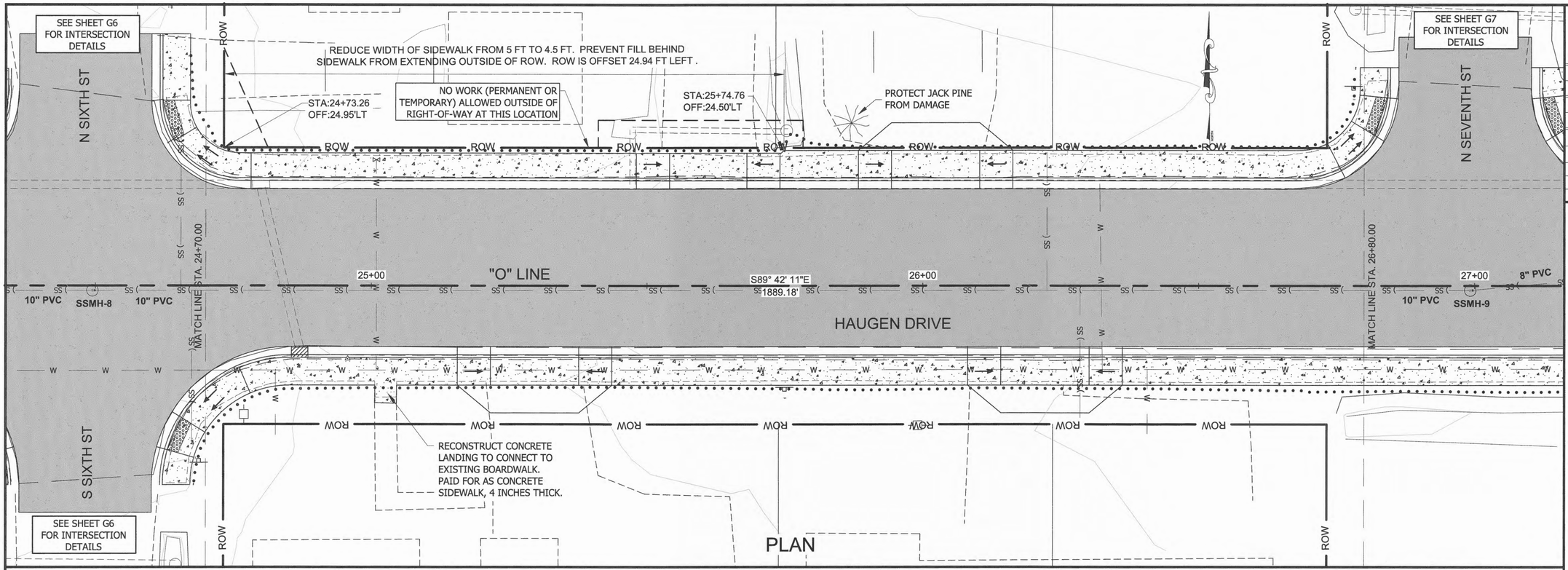
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

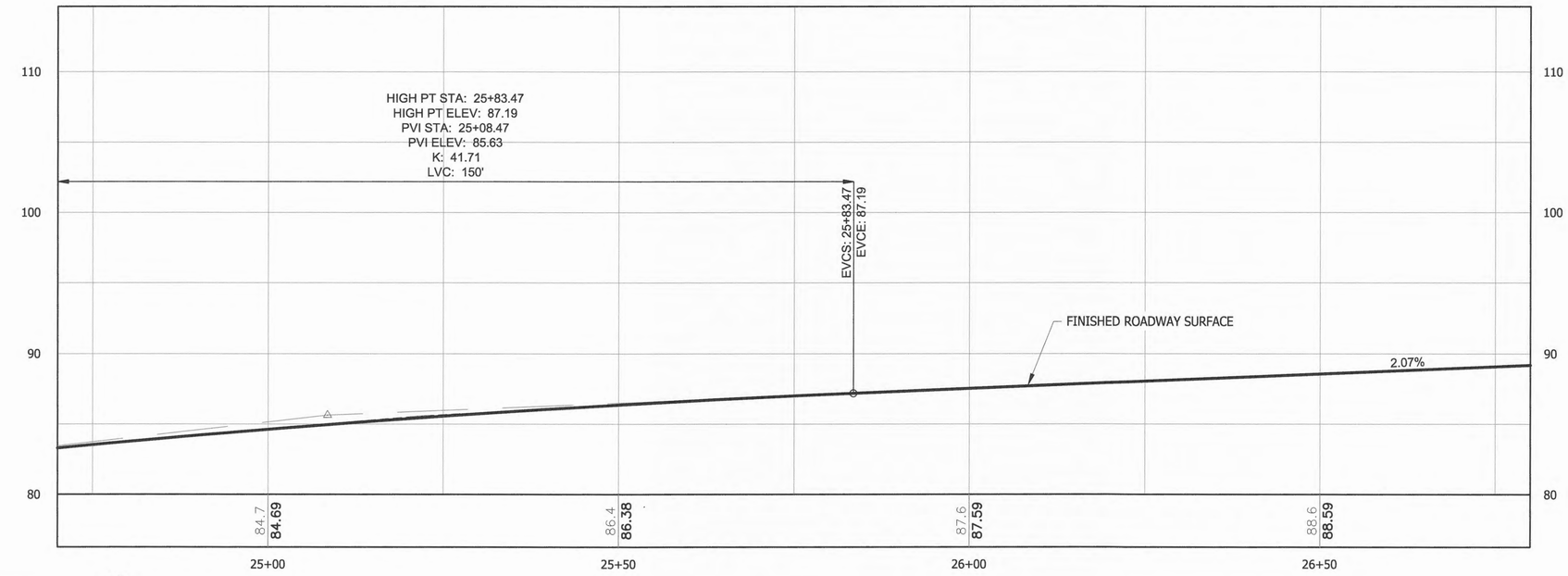
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F7	87

HMF 3.10.20





0 20' 40'

SCALE IN FEET

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

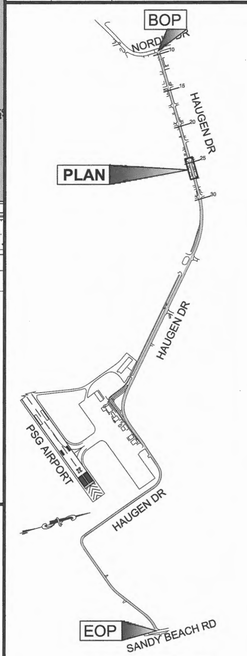
GRANTHAM, RICK L (DOT)

TAB: F8 Wednesday, November 26, 2014 9:08:15 A

ADDENDUM NUMBER
ATTACHMENT NUMBER

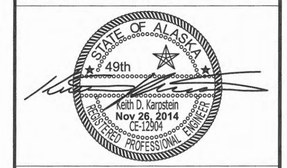
RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN



DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

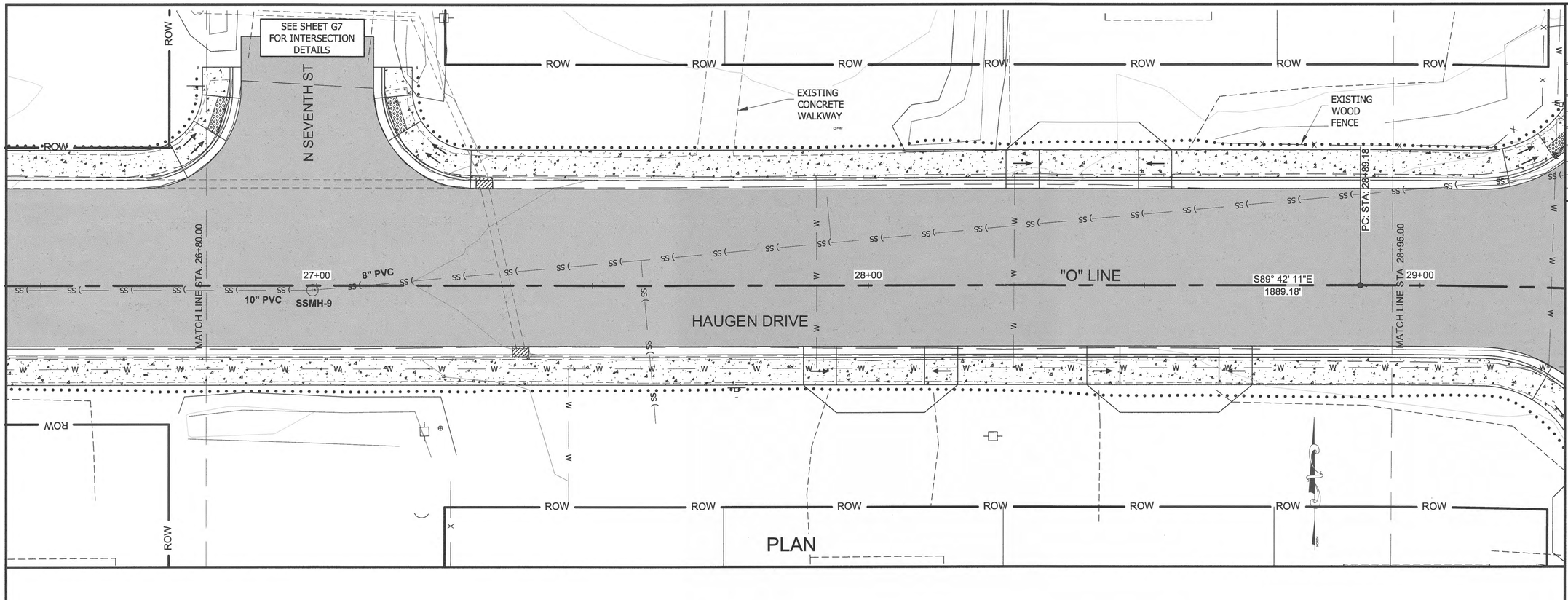
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

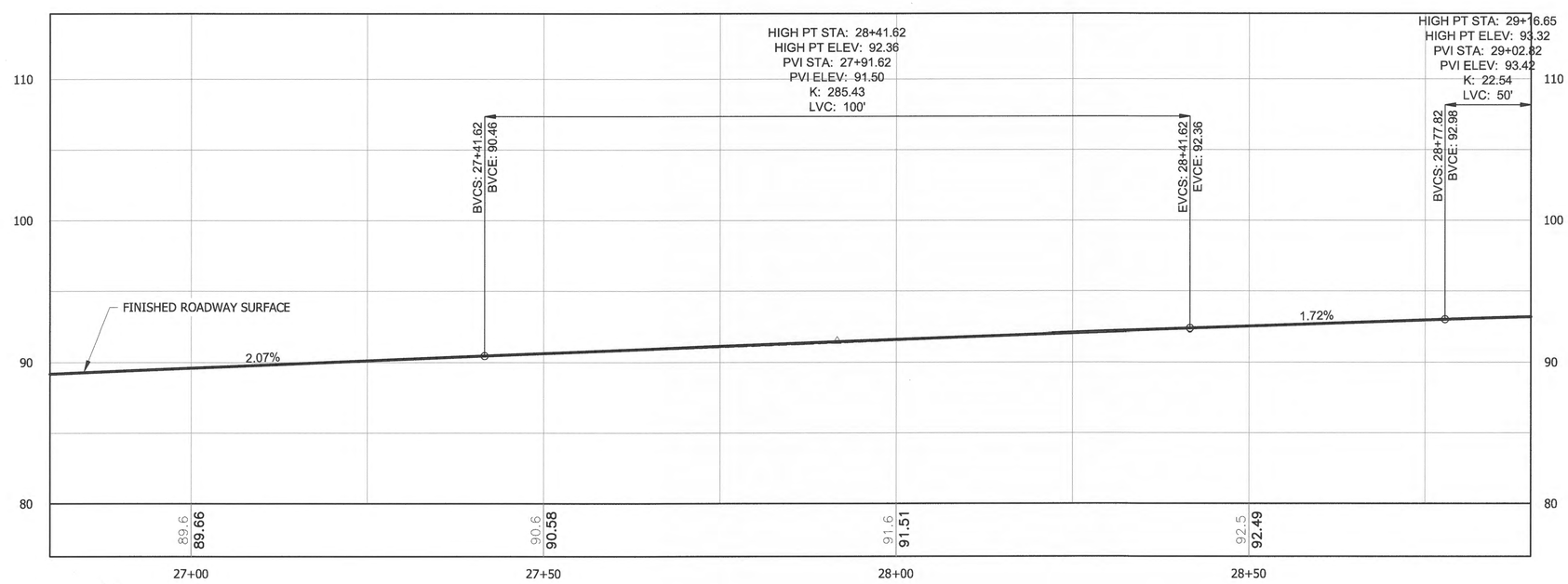
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F8	87

HMF 3.10.20



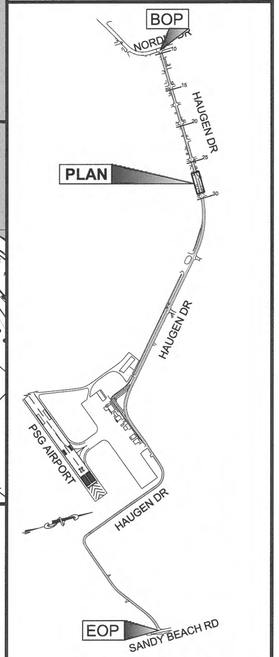


0 20' 40'

SCALE IN FEET

PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH:Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

GRANTHAM, RICK L (DOT)

TAB: F9 Wednesday, November 26, 2014 9:09:32 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
Nov 26, 2014
CE-12304
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

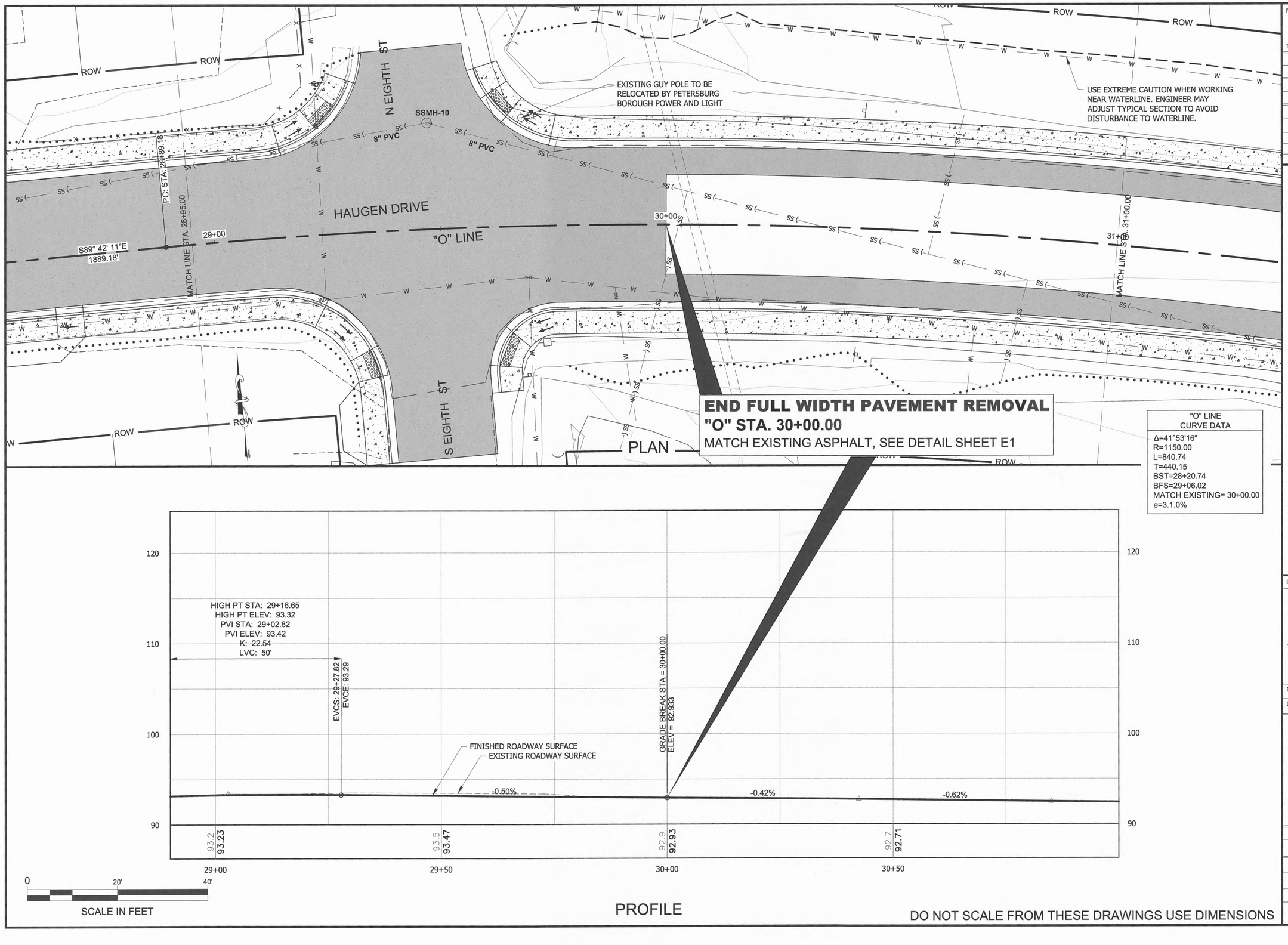
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F9	87

HMF 3.10.20



PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG

GRANTHAM, RICK L (DOT)

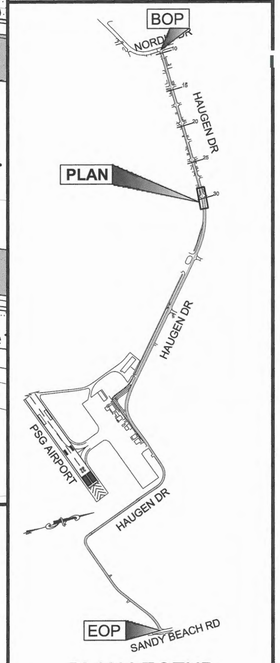
TAB: F10 Wednesday, November 26, 2014 8:53:48 A

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F10	87

HMF 3.10.20

EXISTING GUY POLE TO BE RELOCATED BY PETERSBURG BOROUGH POWER AND LIGHT

RELOCATE EXISTING SIGN TO 12TH STREET

KEEP EXCAVATION WITHIN ROW
STA:33+90.00
OFF:49.74'LT

USE EXTREME CAUTION WHEN WORKING NEAR WATERLINE. ENGINEER MAY ADJUST TYPICAL SECTION TO AVOID DISTURBANCE TO WATERLINE.

EXISTING GUY POLE TO BE RELOCATED BY PETERSBURG BOROUGH POWER AND LIGHT

"O" LINE

HAUGEN DRIVE

31+00 32+00 33+00 34+00 35+00 36+00

S-1

P-1

RAMP SIDEWALK TO MATCH PAVED PATHWAY

STA. 33+31
END RIGHT SHOULDER REPAVE AND SIDEWALK EXTENSION

"O" LINE CURVE DATA
Δ=41°53'16"
R=1150.00
L=840.74
T=440.15

PLAN

0 40' 80'
SCALE IN FEET

P-2

SEE SHEET E2 FOR SIGN PAD DETAIL

EXISTING GUY POLE TO BE RELOCATED BY PETERSBURG BOROUGH POWER AND LIGHT

STA: 37+29.92

END LEFT SHOULDER REPAVE
"O" STA. 37+59.23

HAUGEN DRIVE

"O" LINE

36+00 37+00 38+00 39+00 40+00 41+00

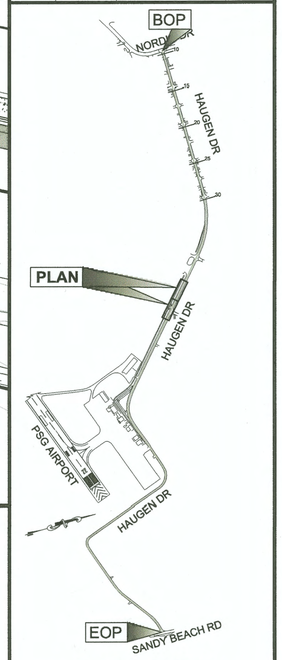
S47° 48' 55"E
2025.94'

"O" LINE CURVE DATA
Δ=41°53'16"
R=1150.00
L=840.74
T=440.15

0 20' 40'
SCALE IN FEET

PLAN

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH:Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F1-F11_P&P.DWG
GRANTHAM, RICK L (DOT)
TAB: F11 Wednesday, November 26, 2014 8:54:52

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12504
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

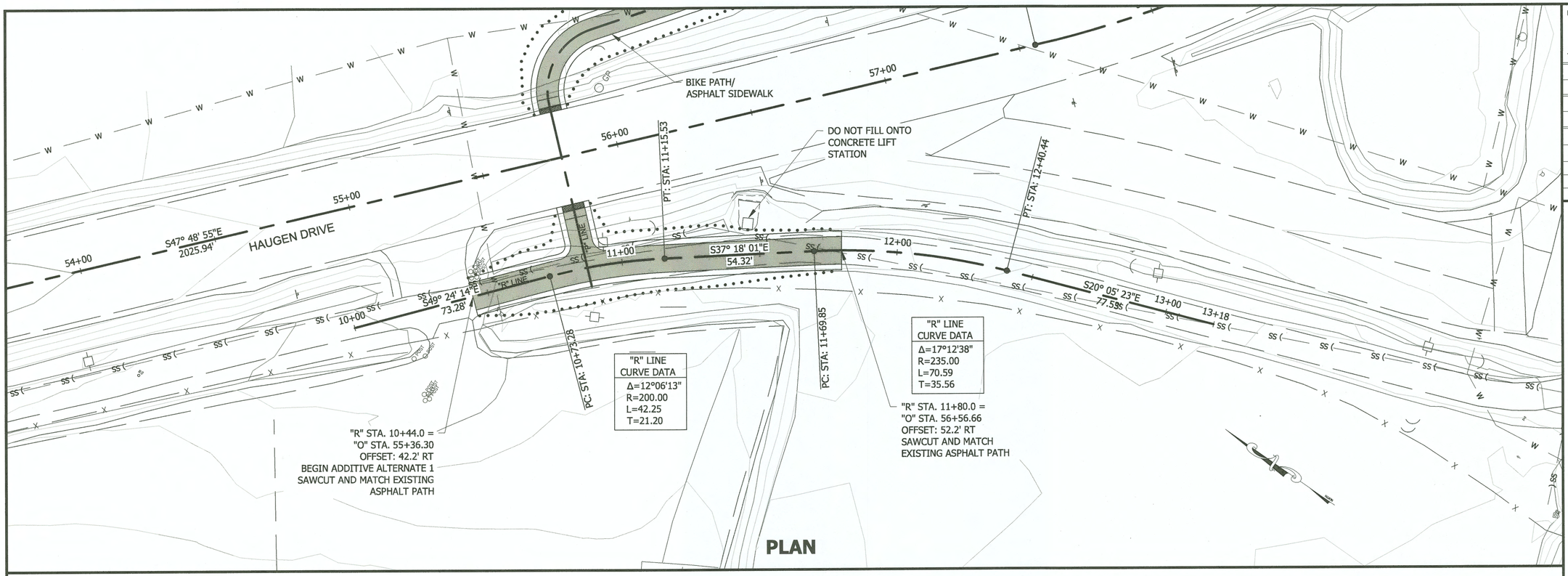
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

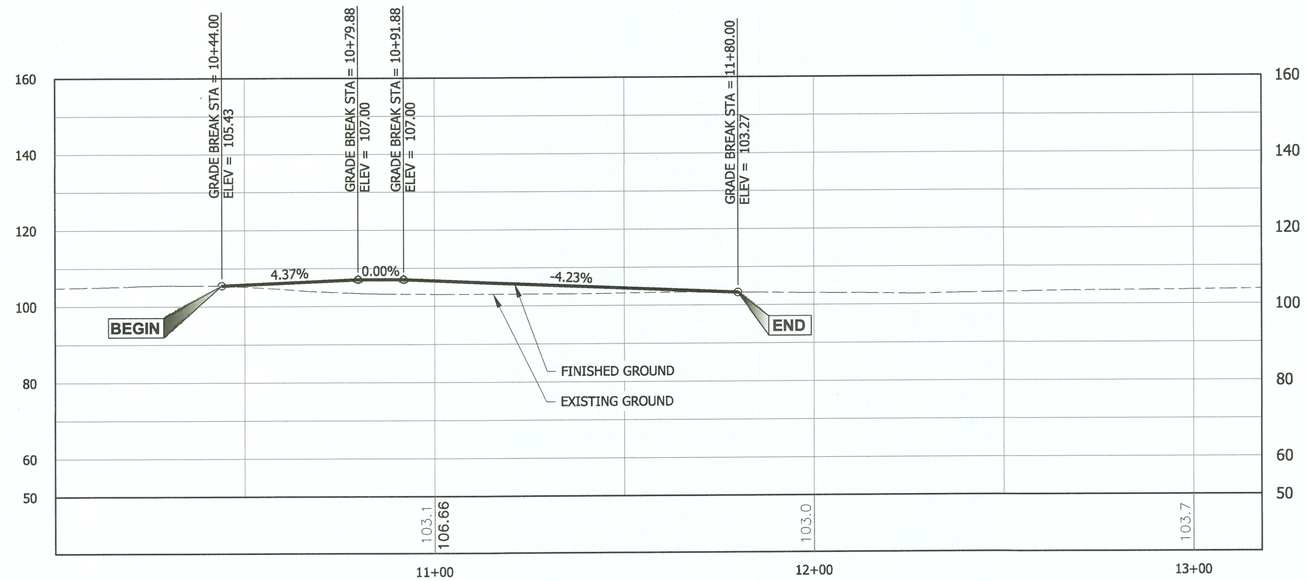
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

PLAN

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F11	87

AMF 3.10.20





"R" LINE PATH PROFILE

0 40' 80'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG

GRANTHAM, RICK L (DOT)

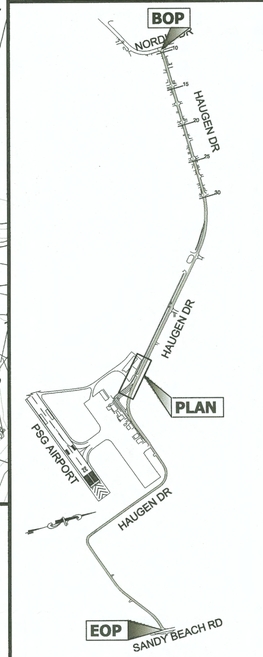
TAB: F12 Wednesday, November 26, 2014 9:18

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

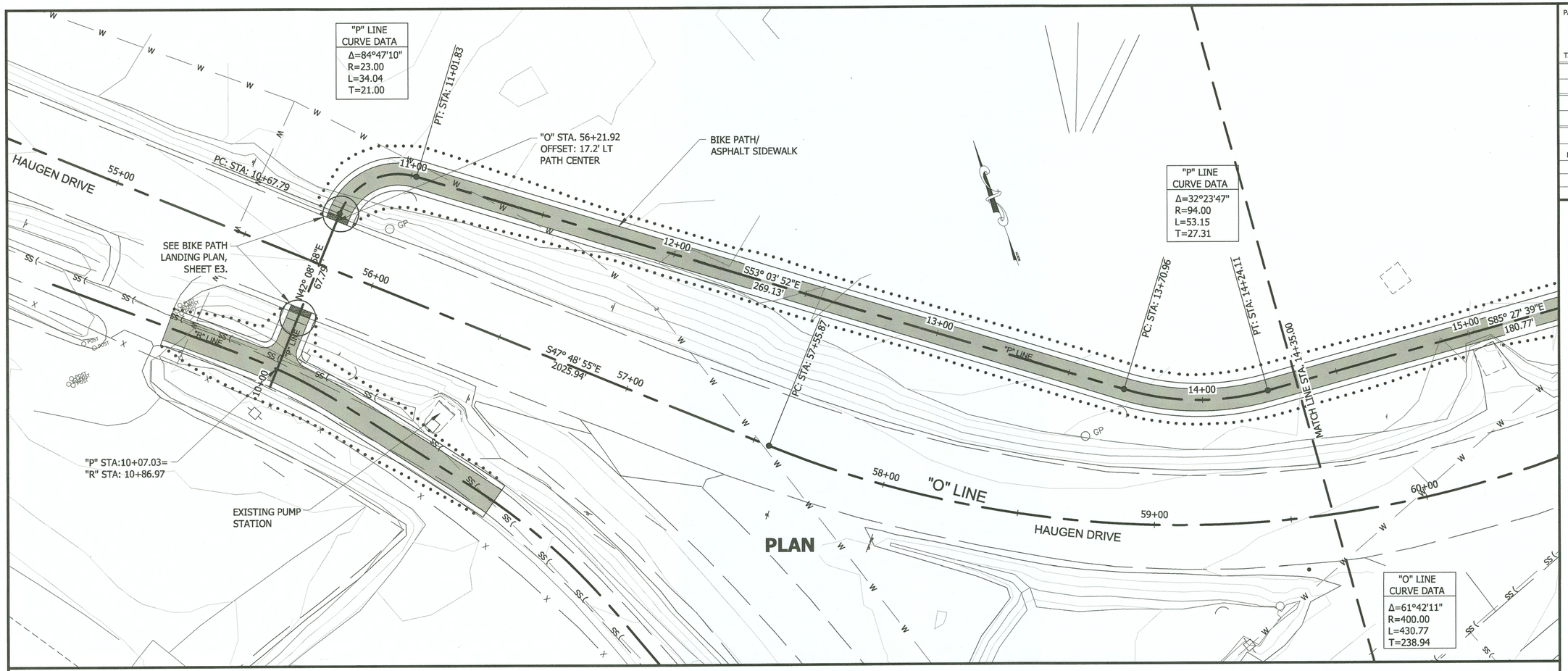
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

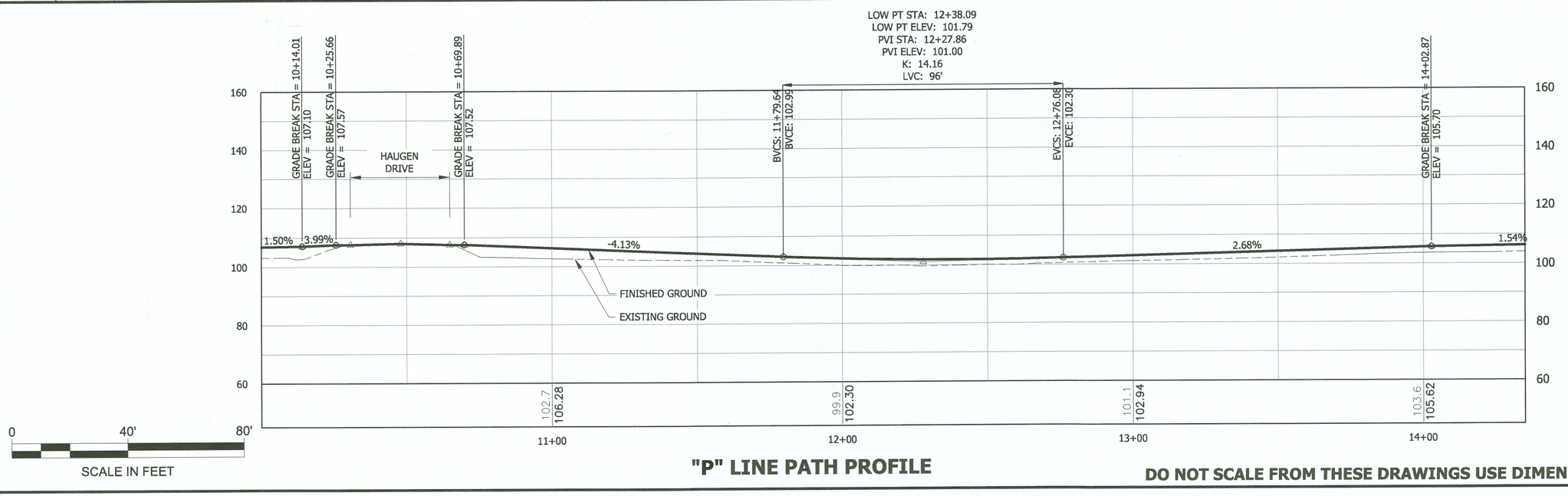
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F12	87

HMF 3.10.20





"P" LINE PATH PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG

GRANTHAM, RICK L (DOT)

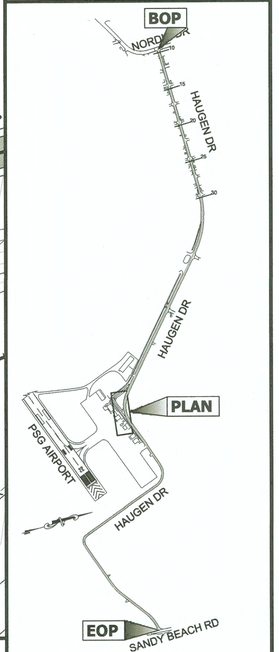
TAB: F13 Wednesday, November 26, 2014 9:21

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12004
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

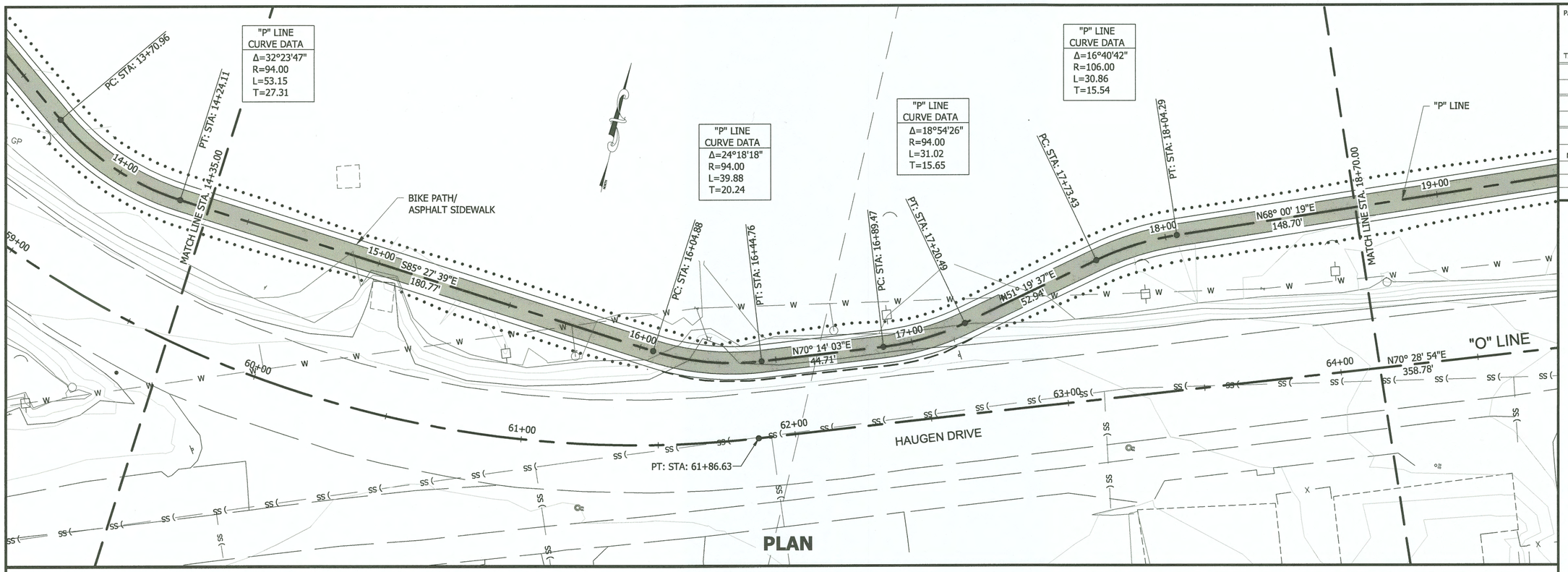
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

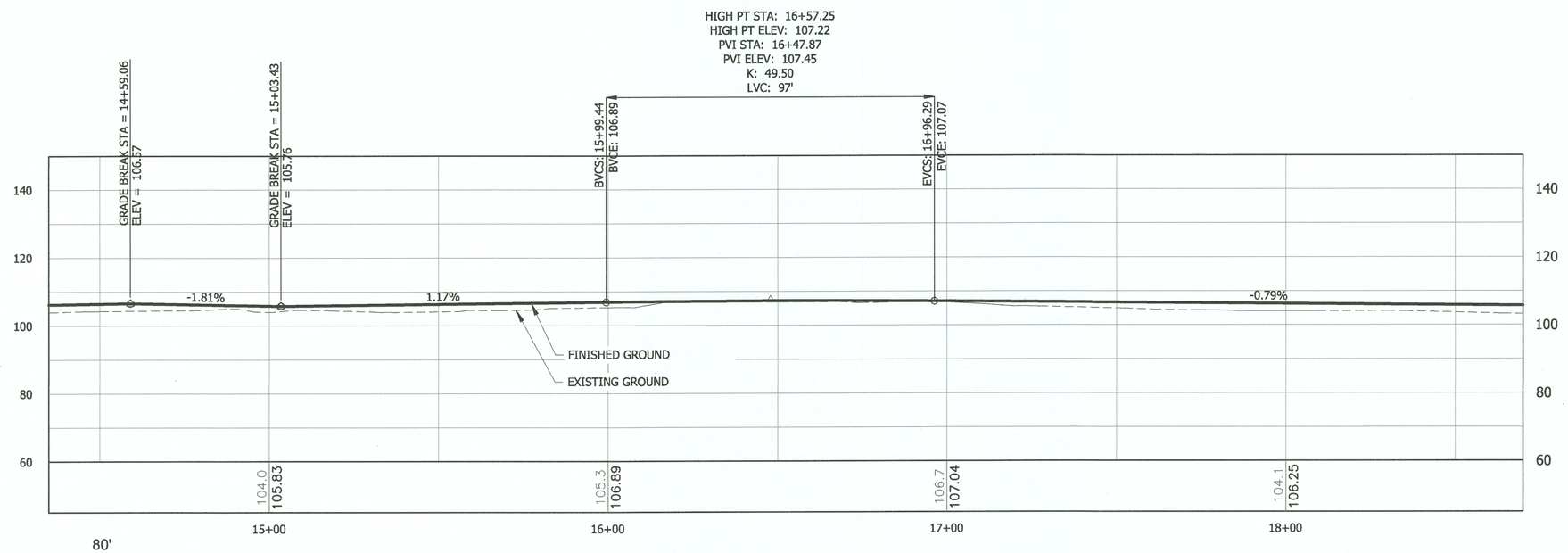
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F13	87

AMF 3.10.20



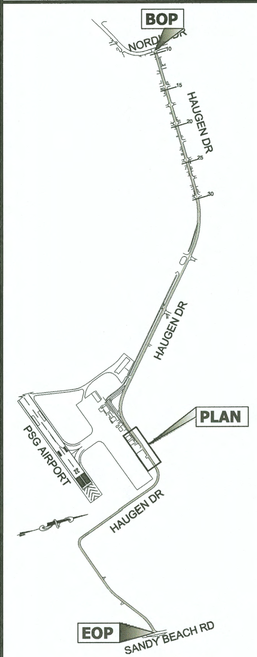


0 40' 80'

SCALE IN FEET

"P" LINE PATH PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG

GRANTHAM, RICK L (DOT)

TAB: F14 Wednesday, November 26, 2014 9:21

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

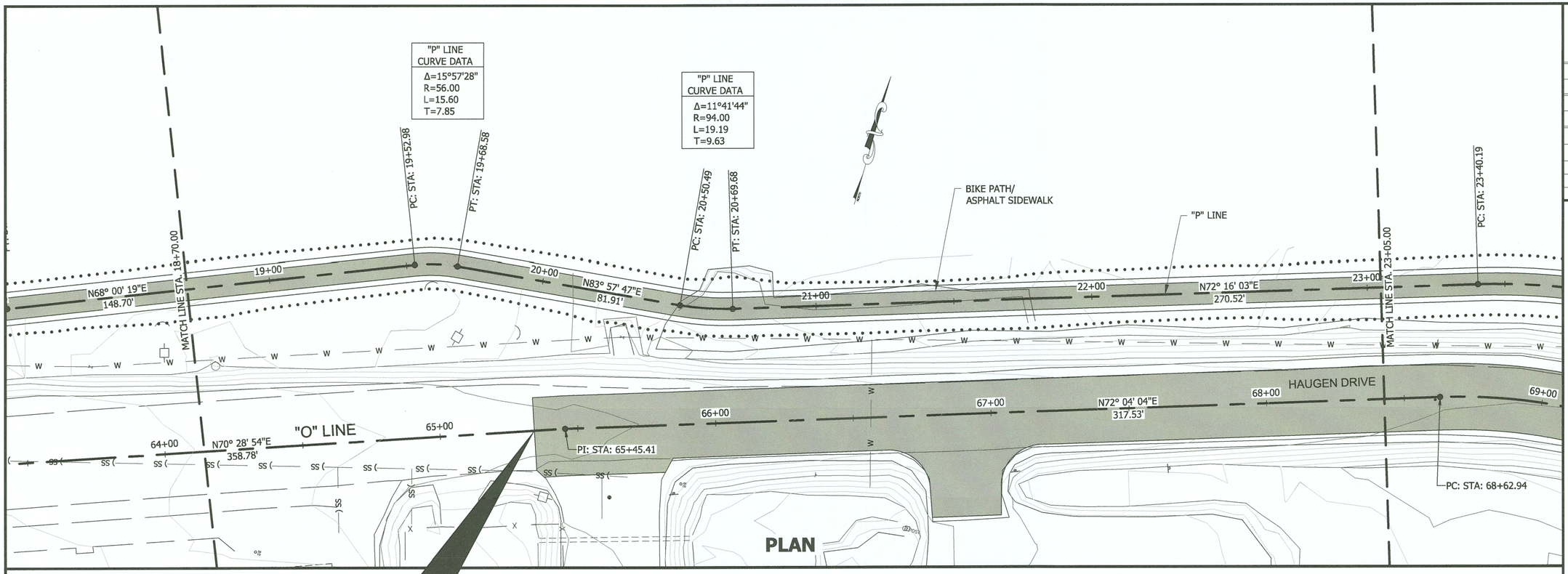
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518

PLAN & PROFILE

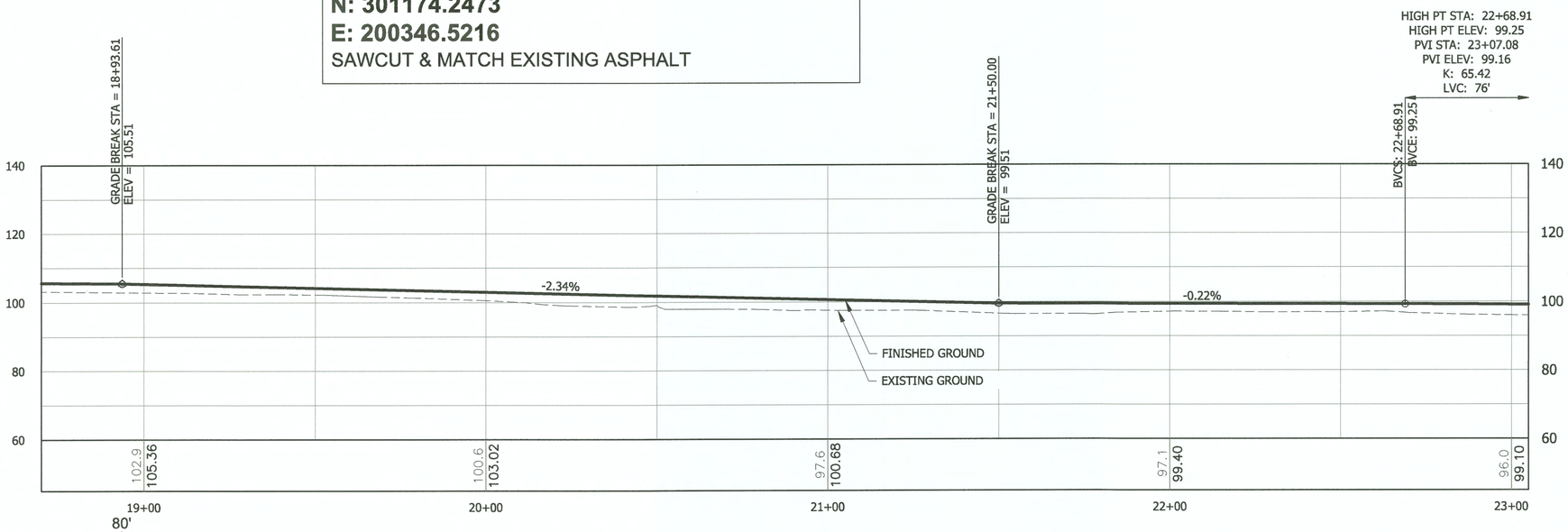
PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F14	87

HMF 3-10-20



RESUME PAVEMENT REHABILITATION
"O" STA. 65+34.21
N: 301174.2473
E: 200346.5216
SAWCUT & MATCH EXISTING ASPHALT



0 40' 80'
SCALE IN FEET

"P" LINE PATH PROFILE

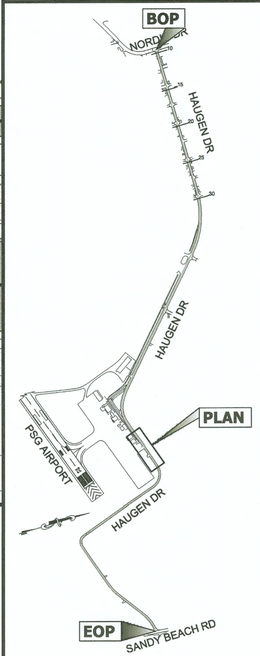
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG
GRANTHAM, RICK L (DOT)
TAB: F15 Wednesday, November 26, 2014 9:22

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

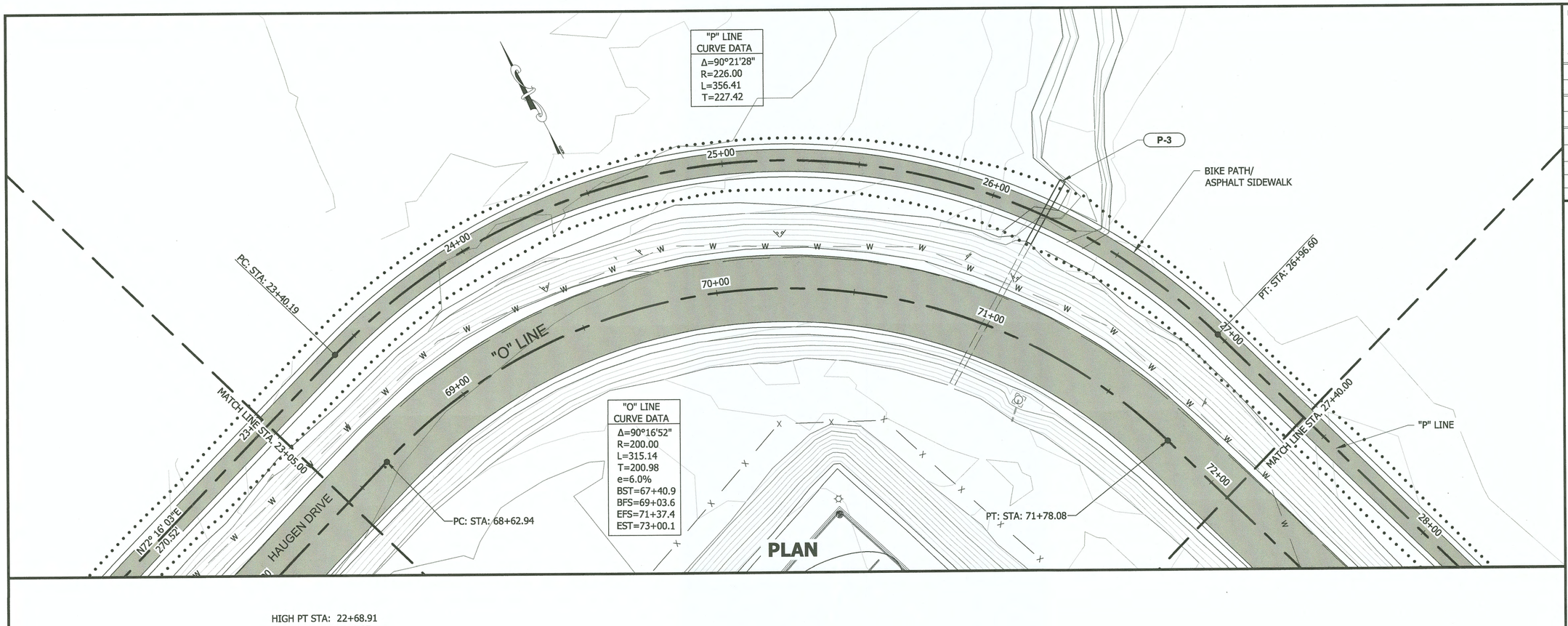
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

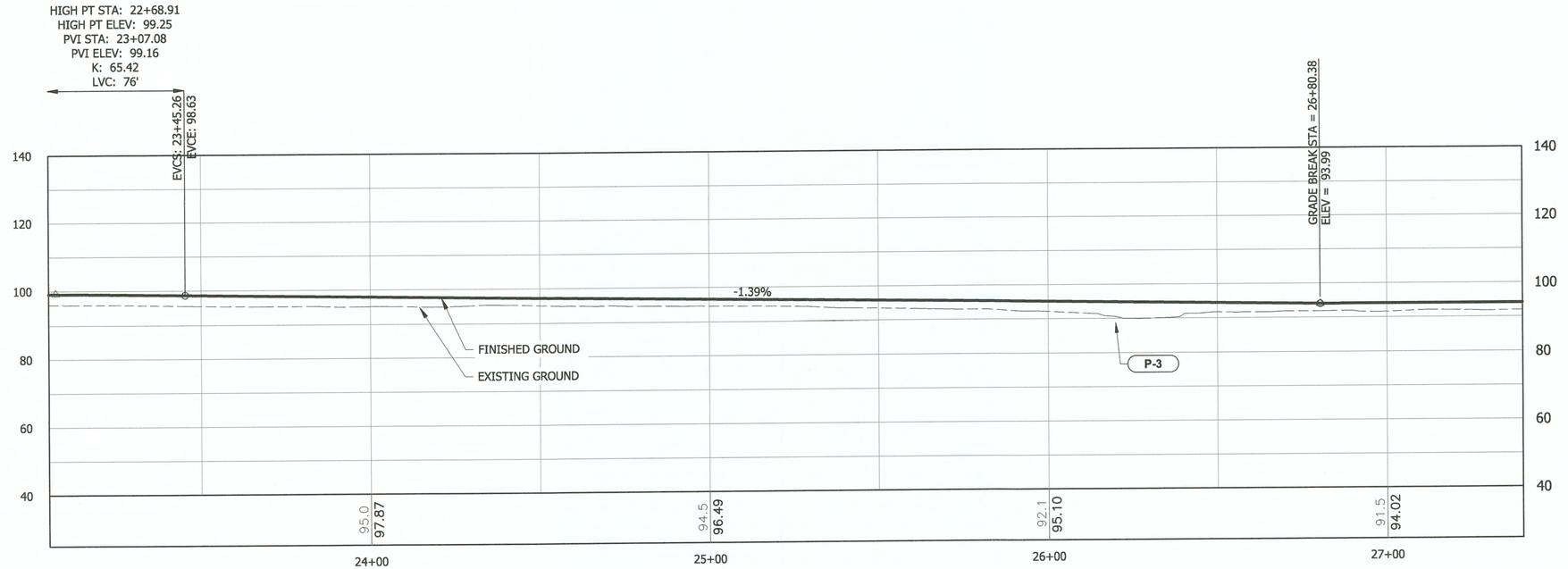
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F15	87

HMF 310-20





0 40' 80'

SCALE IN FEET

"P" LINE PATH PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG

GRANTHAM, RICK L (DOT)

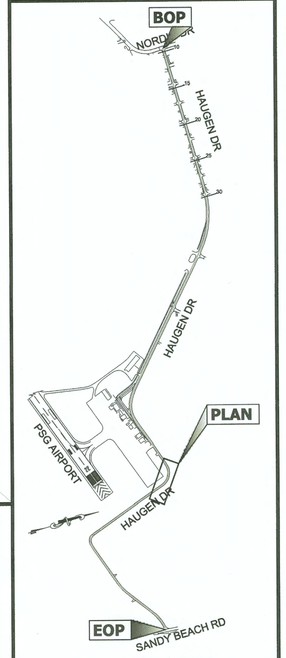
TAB: F16 Wednesday, November 26, 2014 9:23

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

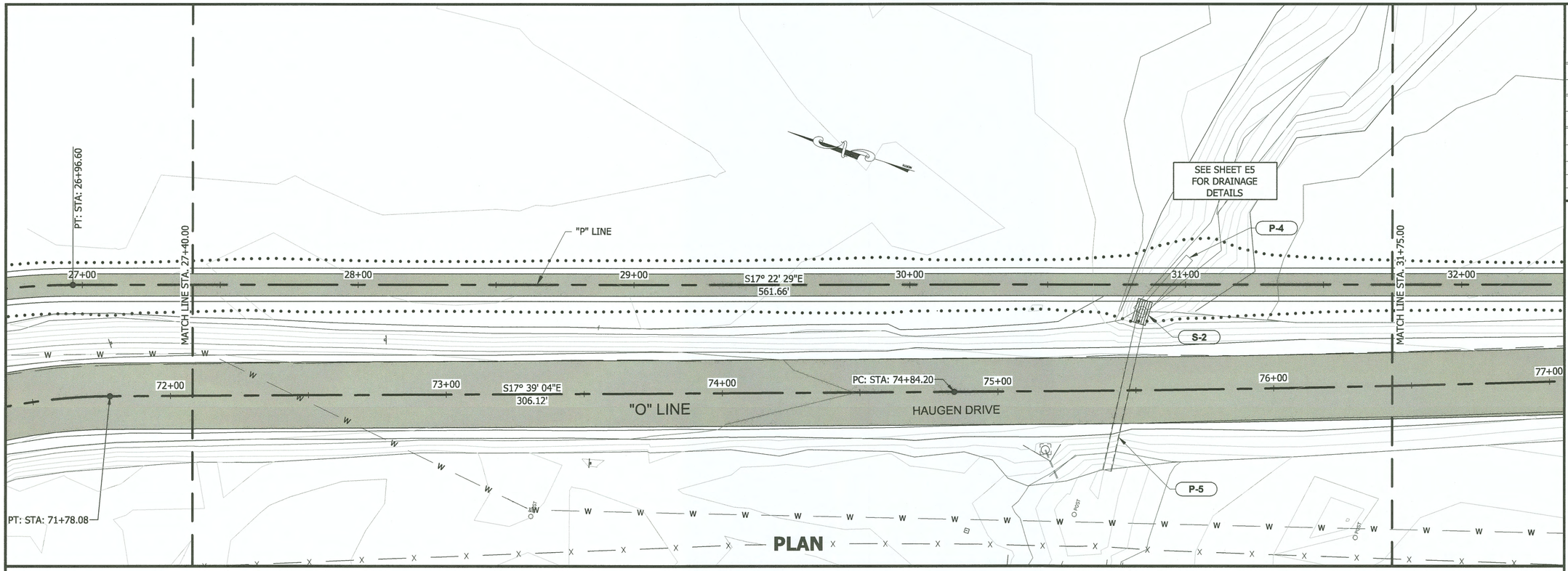
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

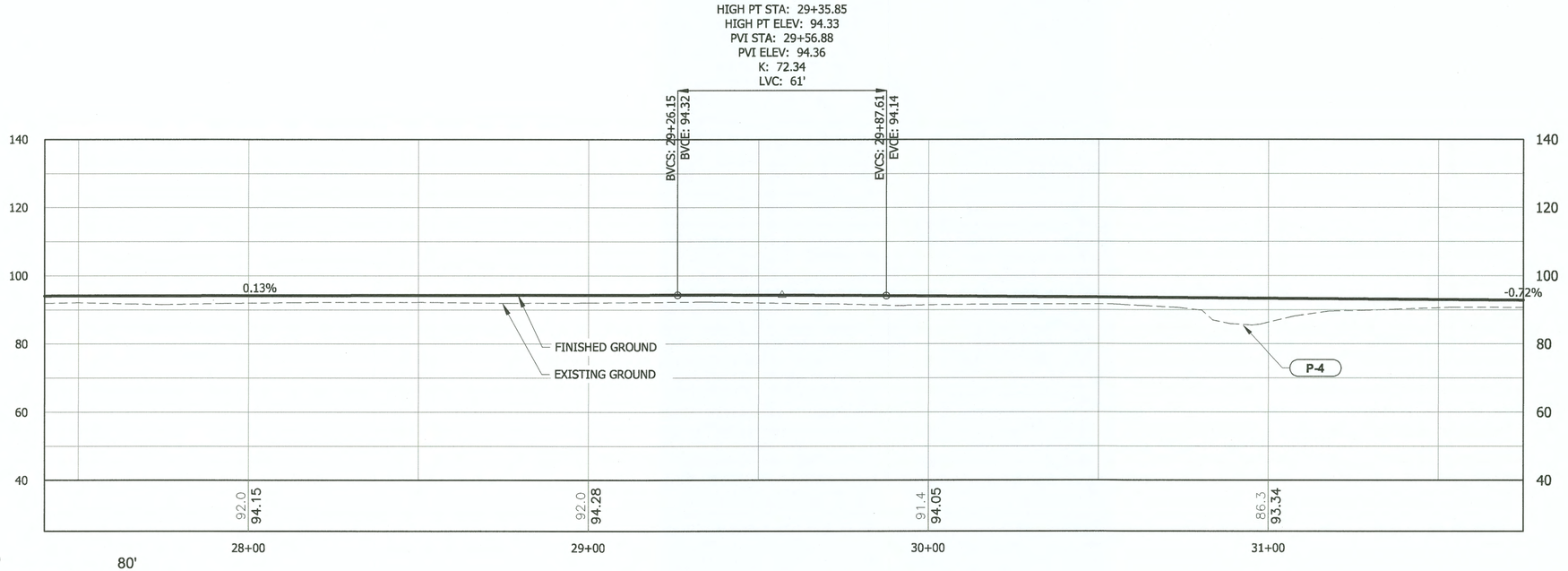
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F16	87

HMF 310.20





0 40' 80'

SCALE IN FEET

"P" LINE PATH PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG

GRANTHAM, RICK L (DOT)

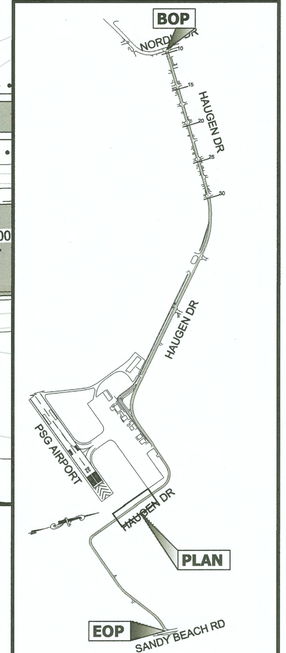
TAB: F17 Wednesday, November 26, 2014 9:23

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

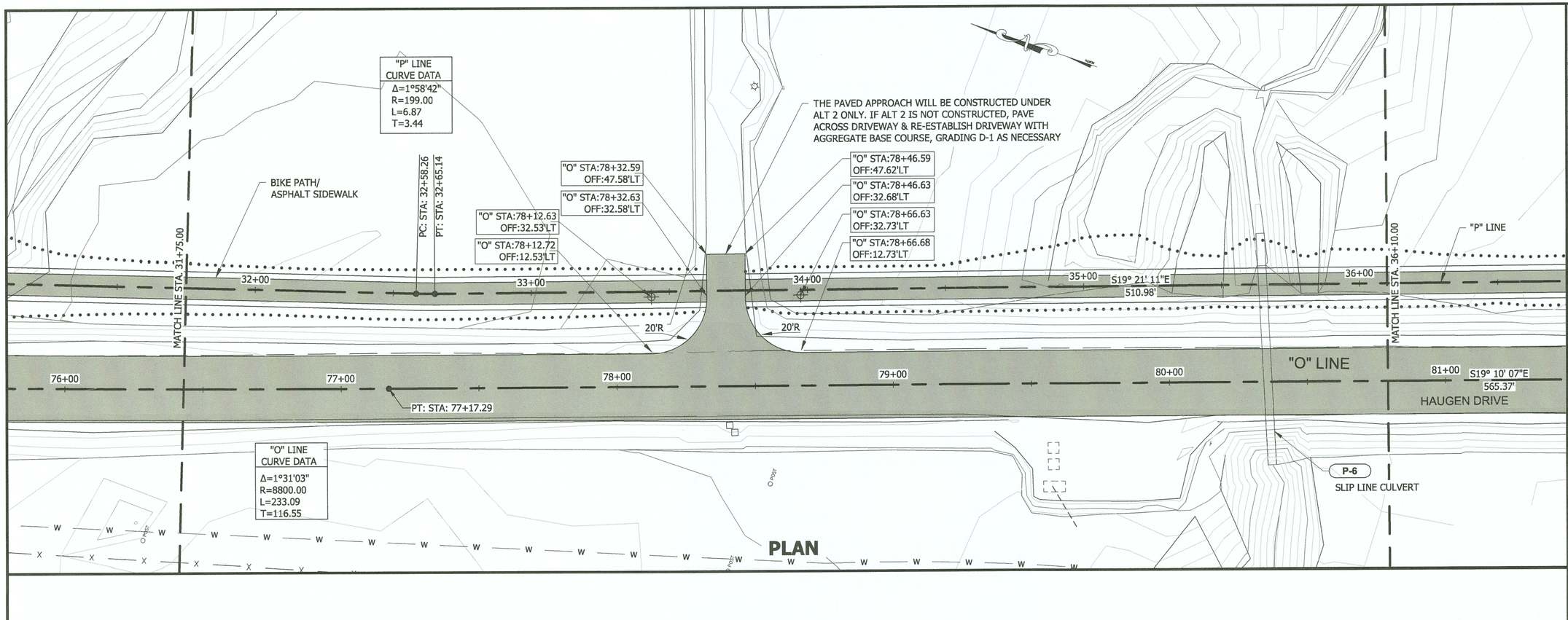
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

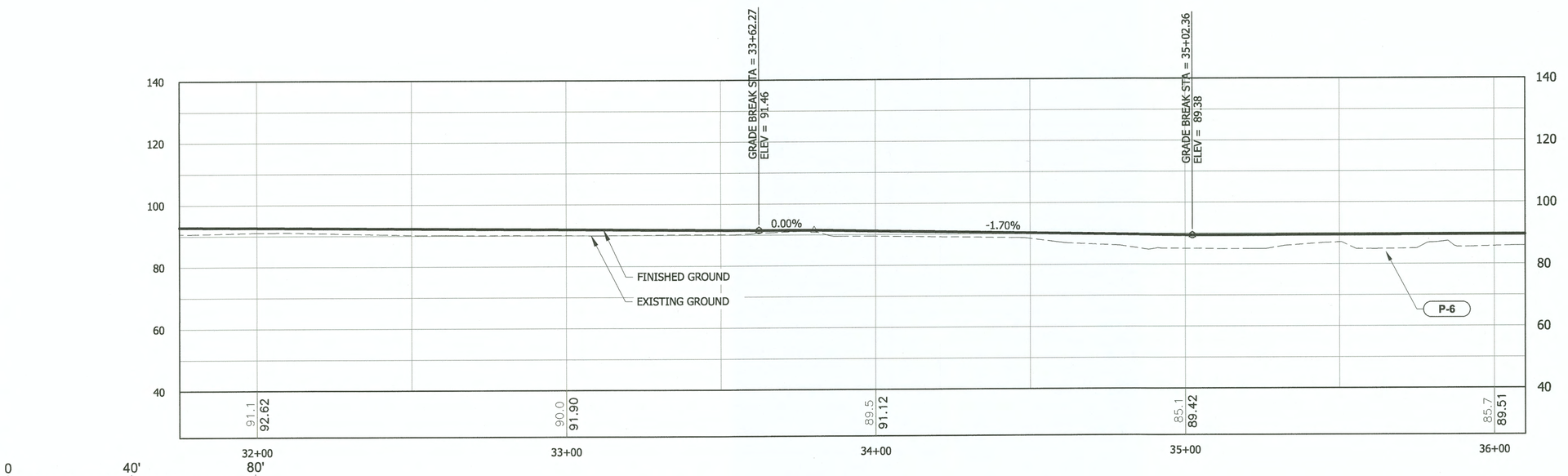
PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F17	87

HMF 3.10.20

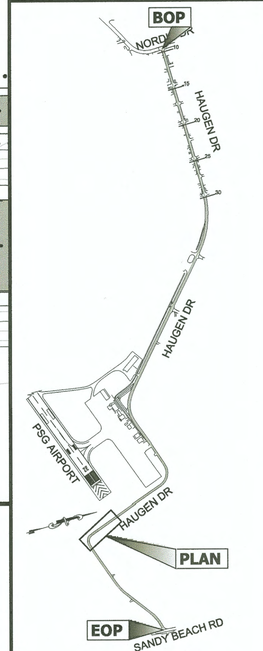
Addendum #1; Attachment #2





"P" LINE PATH PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\ADDENDUM 1\69518_F18.DWG

GRANTHAM, RICK L (DOT)

TAB: F18 Thursday, December 04, 2014 11:40:1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Dec 4, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

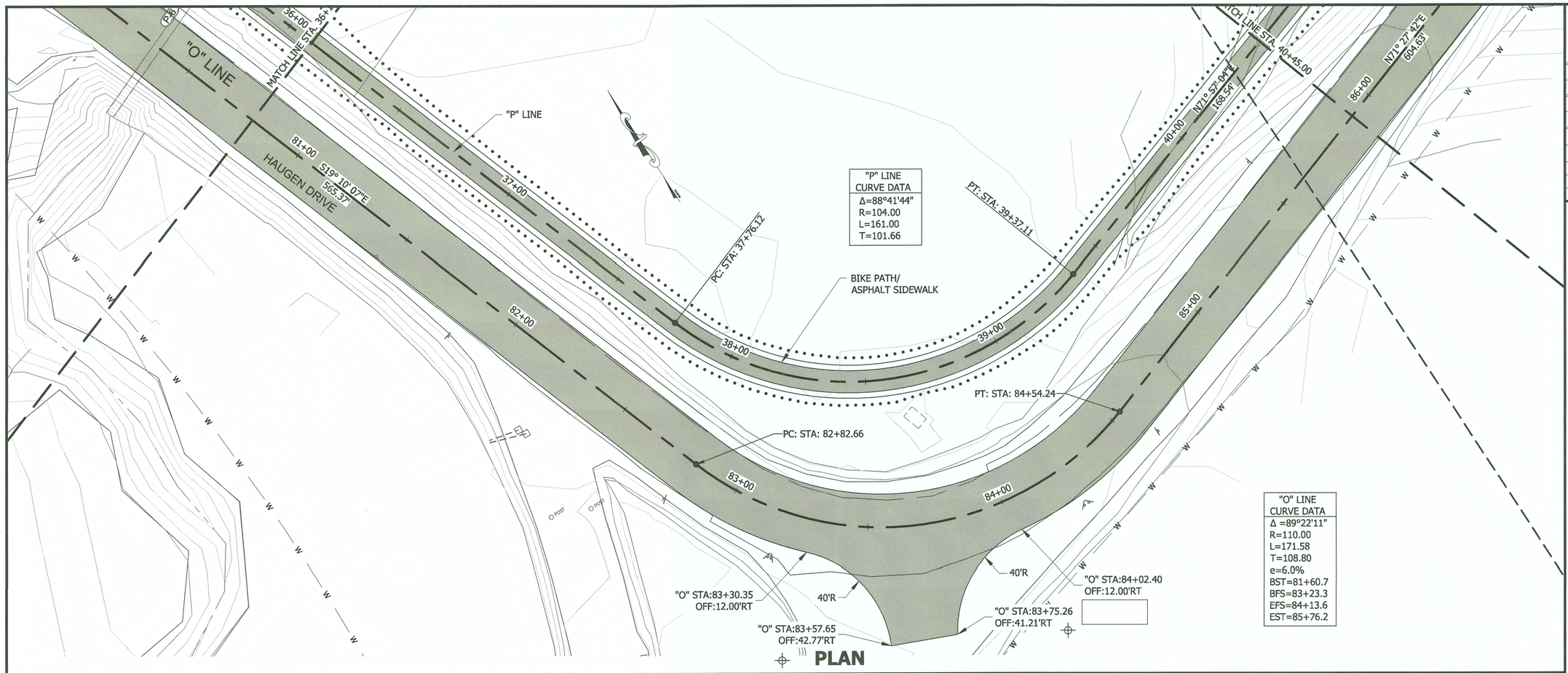
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518

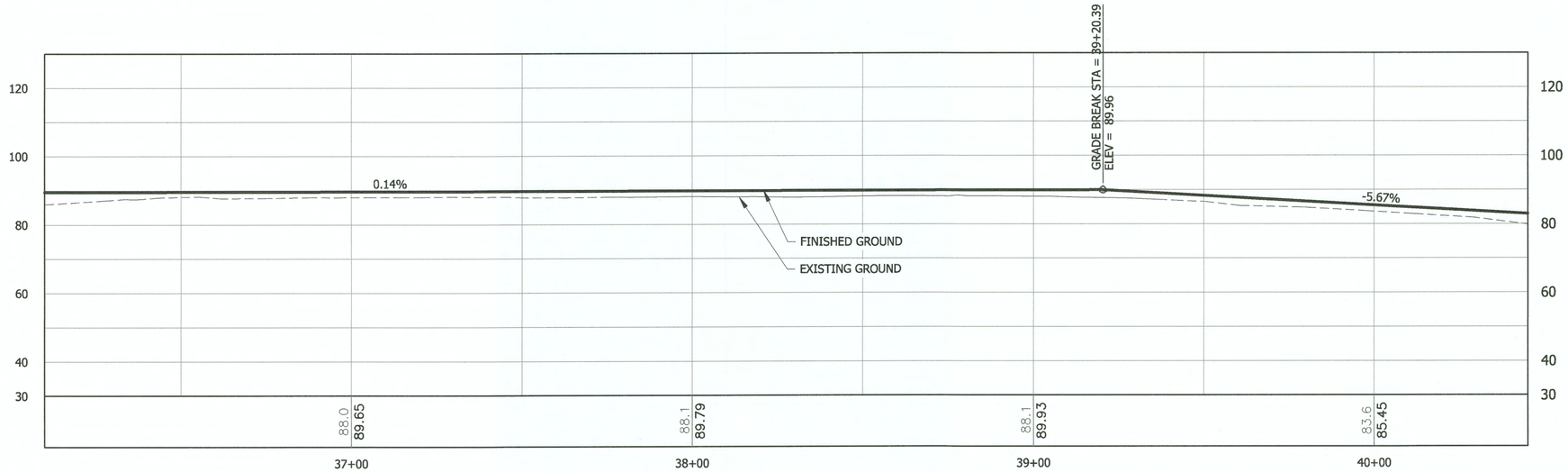
PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F18	87

HMF 3.10.20



PLAN



0 40' 80'

SCALE IN FEET

"P" LINE PATH PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG

GRANTHAM, RICK L (DOT)

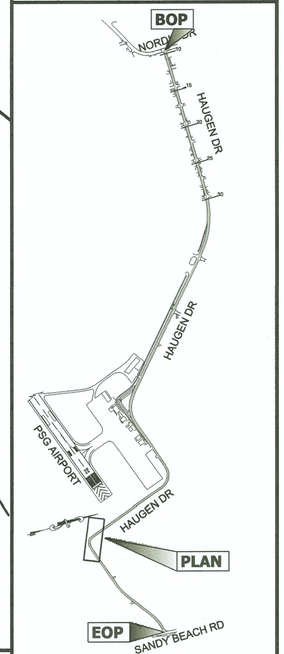
TAB: F19 Wednesday, November 26, 2014 9:30

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th Keith D. Karpstein Nov 26, 2014 CE-12904 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

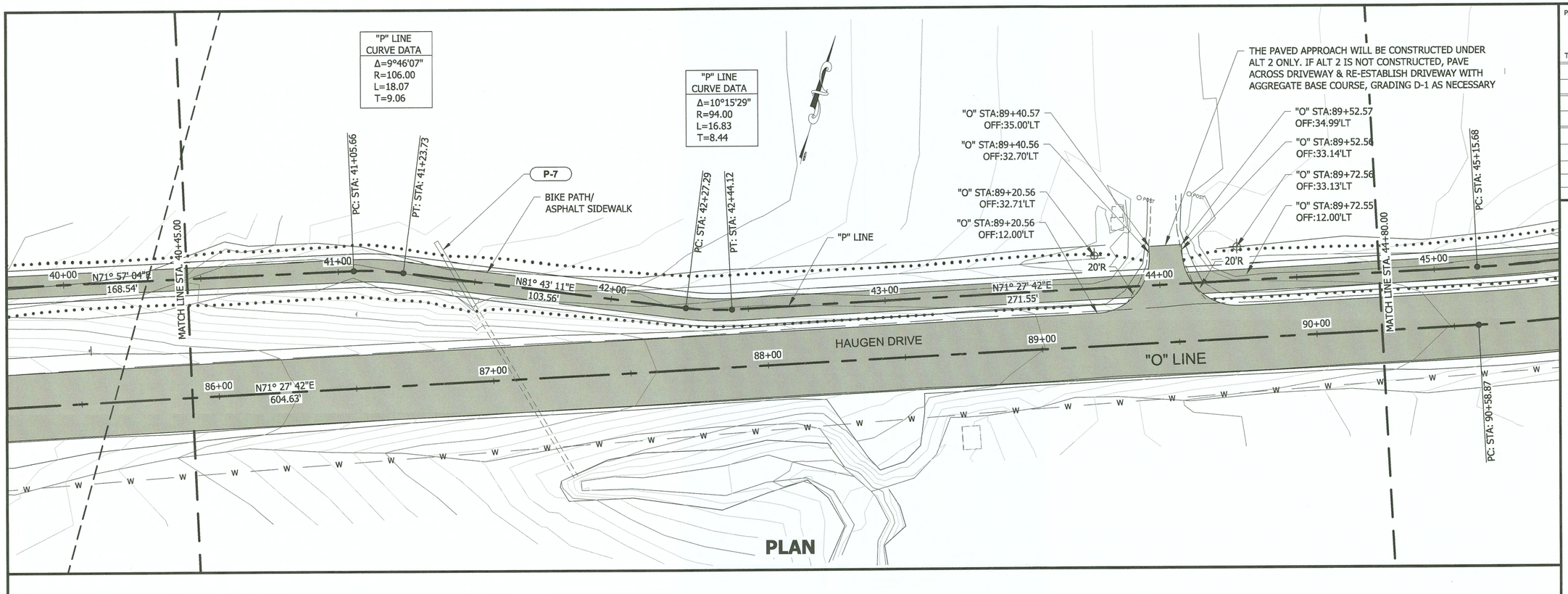
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518

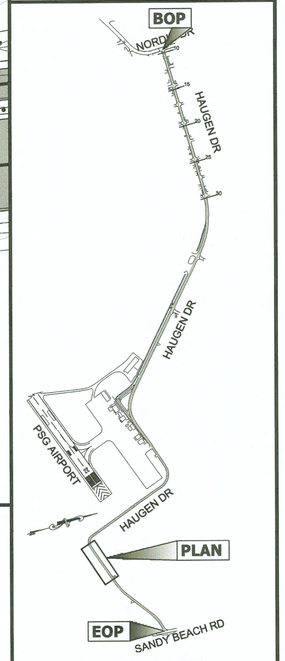
PLAN & PROFILE

PROJECT DESIGNATION
0938(4)~69518

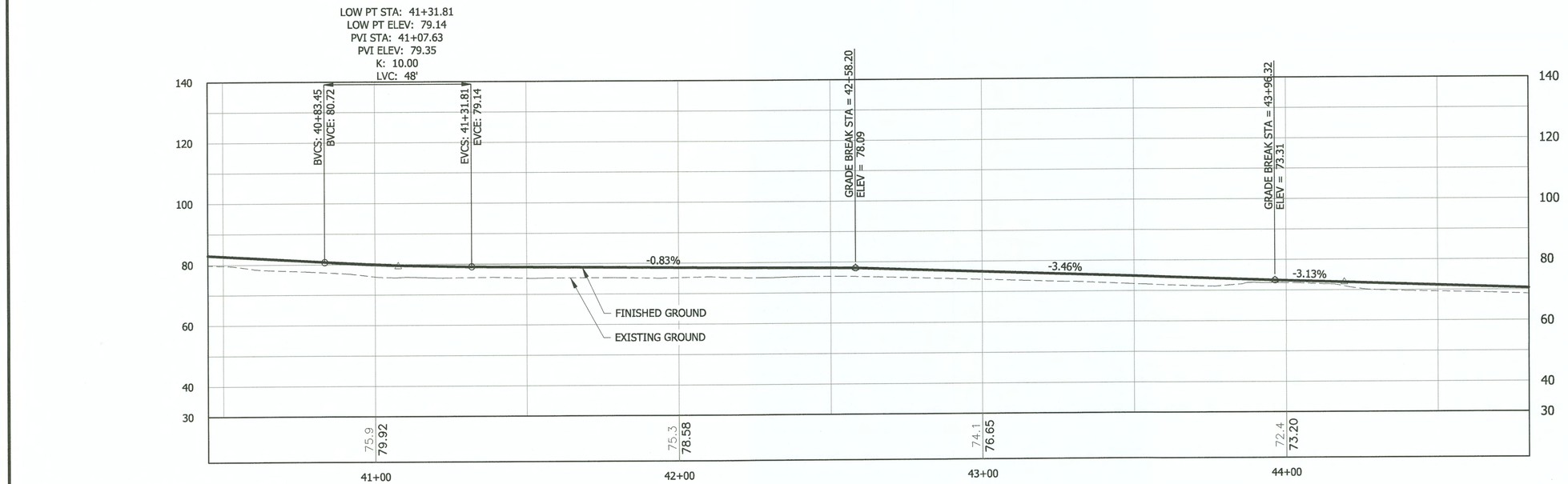
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F19	87

HMF 3.10.20





PLAN LEGEND



"P" LINE PATH PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG
GRANTHAM, RICK L (DOT)
TAB: F20 Wednesday, November 26, 2014 9:31

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
Nov 28, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

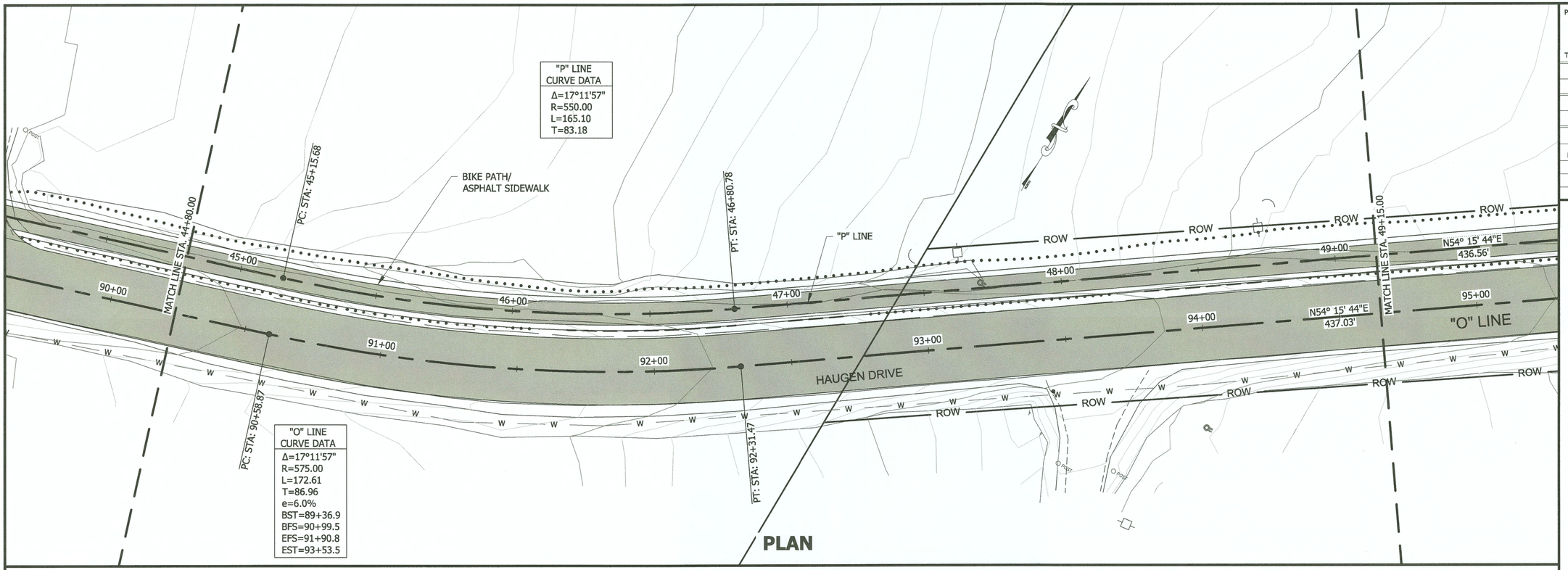
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518

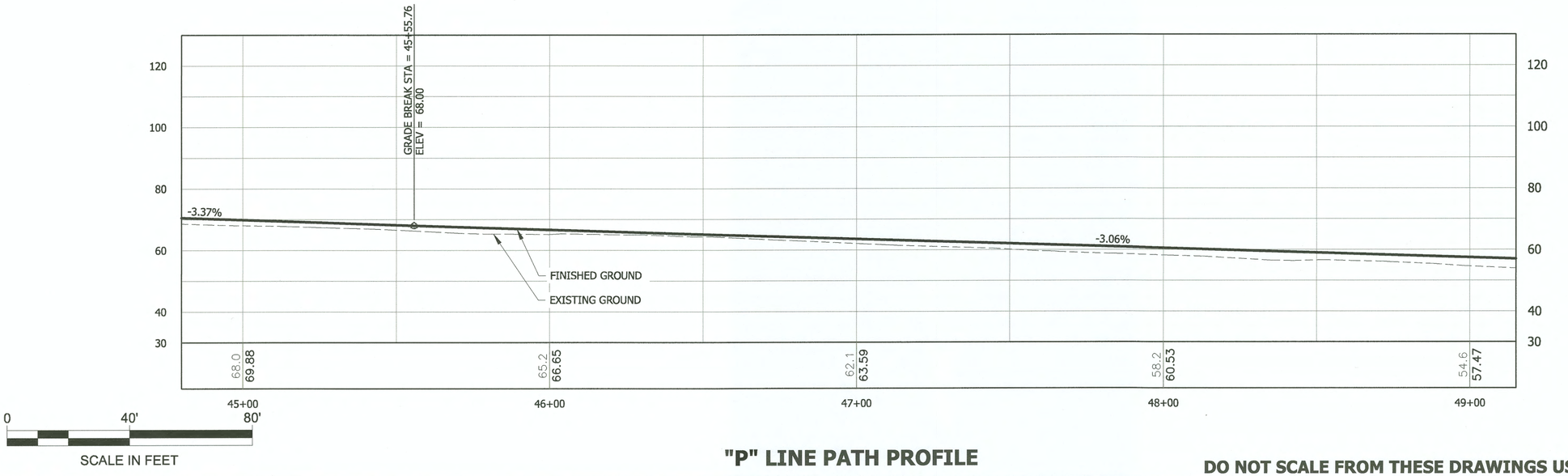
PLAN & PROFILE

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F20	87

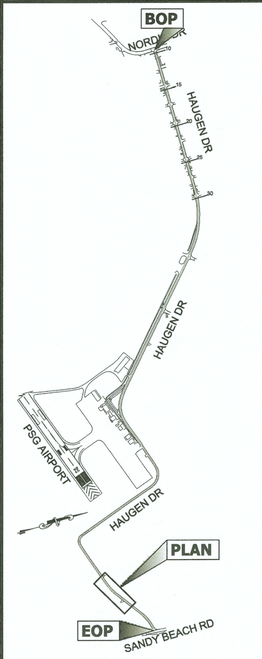
HMF 31020





"P" LINE PATH PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG

GRANTHAM, RICK L (DOT)

TAB: F21 Wednesday, November 26, 2014 9:31

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
REGISTERED
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

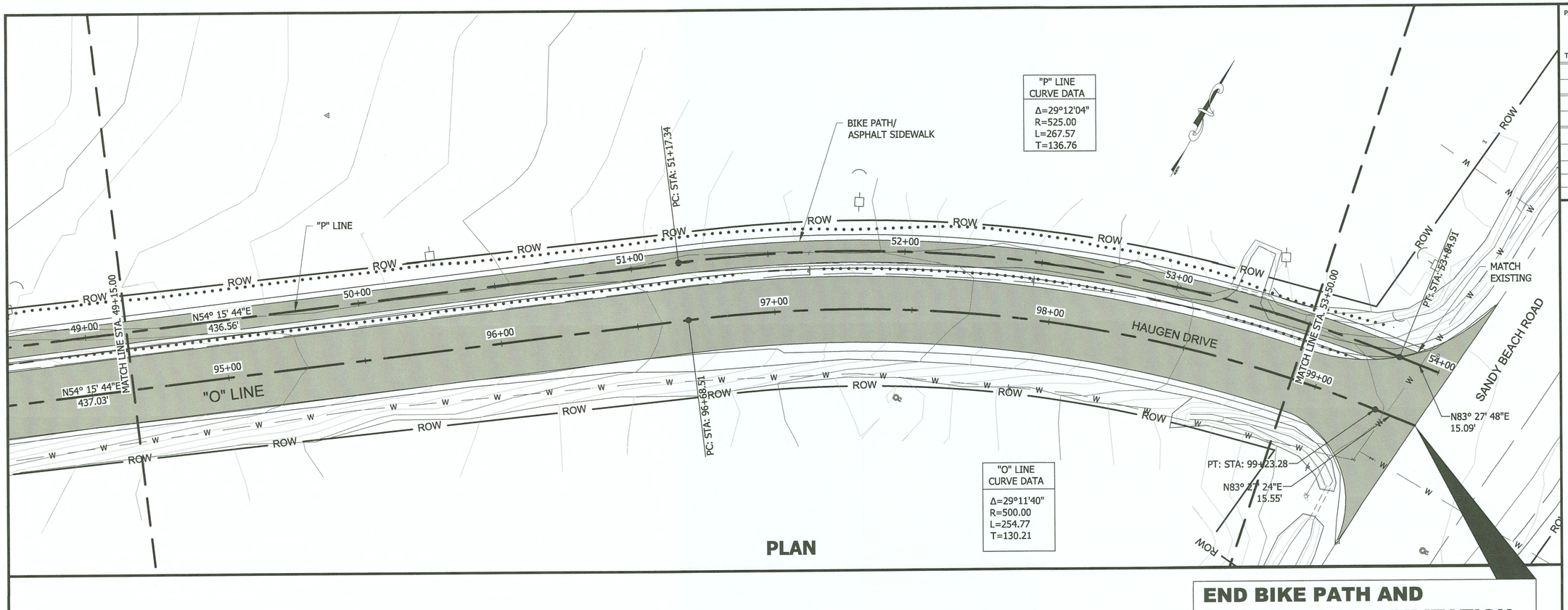
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F21	87

HMF 3.10.20



"P" LINE CURVE DATA

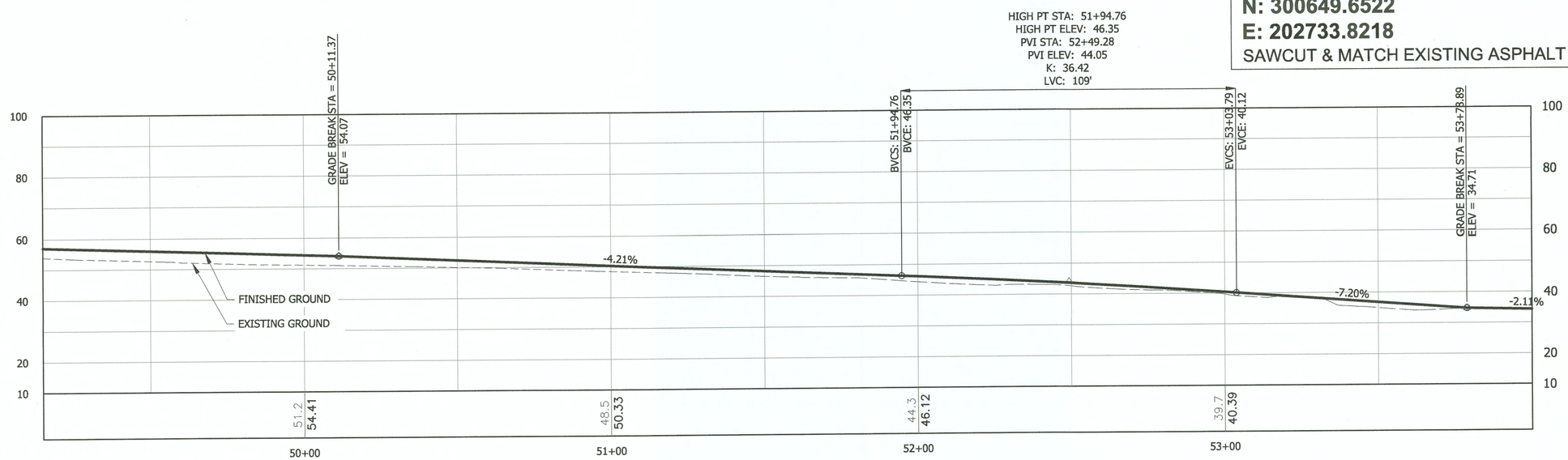
Δ=29°12'04"
R=525.00
L=267.57
T=136.76

"O" LINE CURVE DATA

Δ=29°11'40"
R=500.00
L=254.77
T=130.21

PLAN

END BIKE PATH AND PAVEMENT REHABILITATION
"O" STA. 99+38.82
N: 300649.6522
E: 202733.8218
SAWCUT & MATCH EXISTING ASPHALT



0 40' 80'
SCALE IN FEET

"P" LINE PATH PROFILE

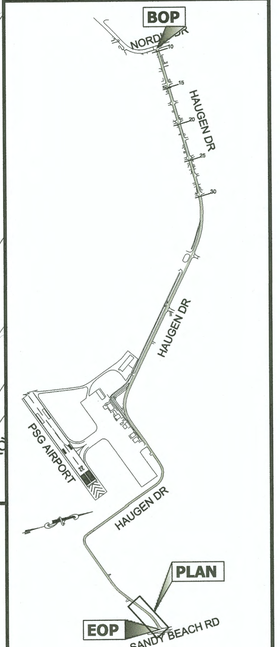
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_F12-F22_P&P.DWG
GRANTHAM, RICK L (DOT)
TAB: F22 Wednesday, November 26, 2014 9:32

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

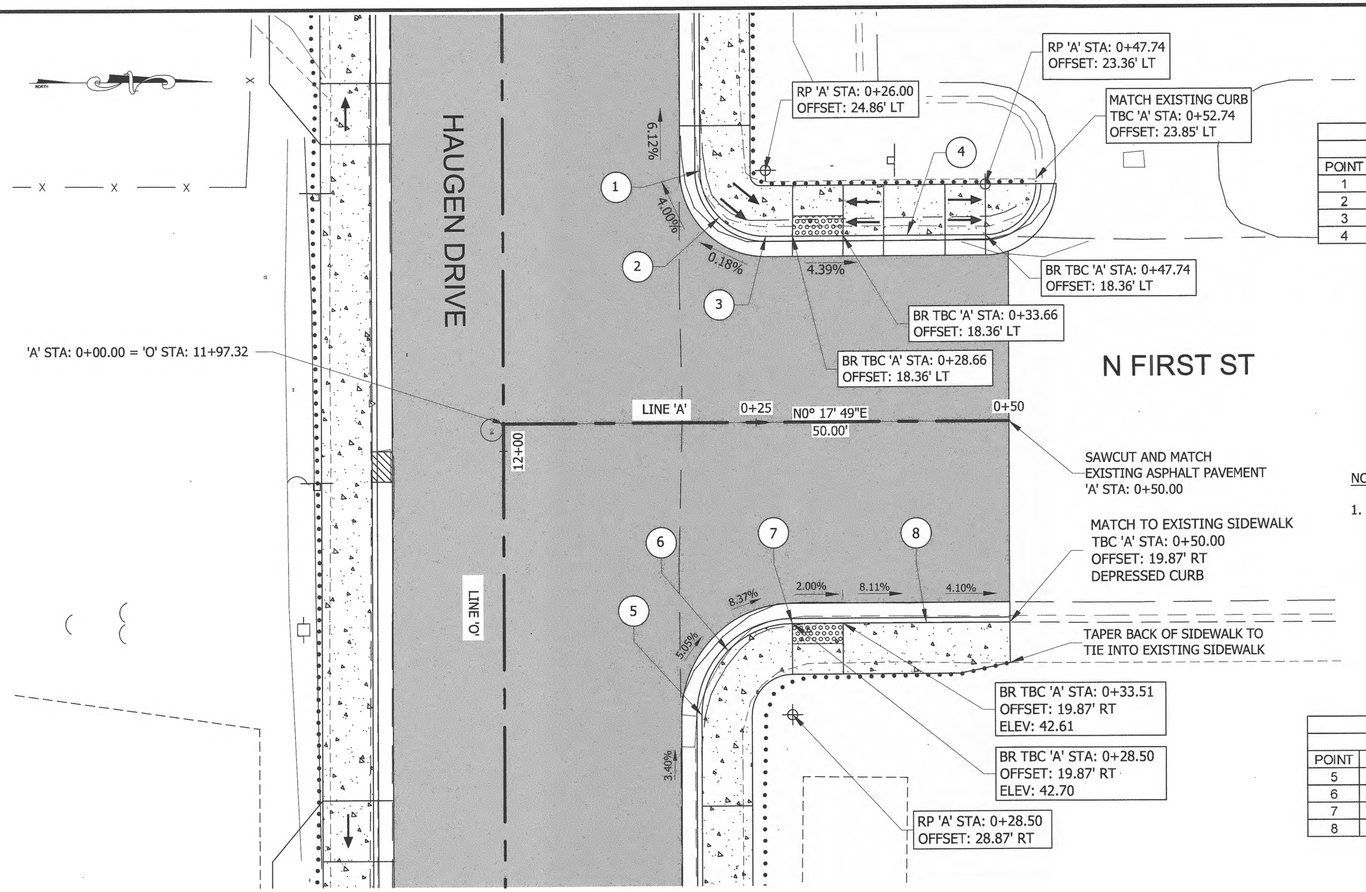
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518

PLAN & PROFILE

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F22	87

HMF 310-20



LAYOUT POINTS ALIGNMENT: 'A' N. FIRST ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
1	0+19.50	24.86' LT	41.22	PC TBC
2	0+21.40	20.26' LT	41.48	TBC, CR = 6.50'
3	0+26.00	18.36' LT	41.48	PT TBC
4	0+40.00	18.36' LT	40.86	TBC

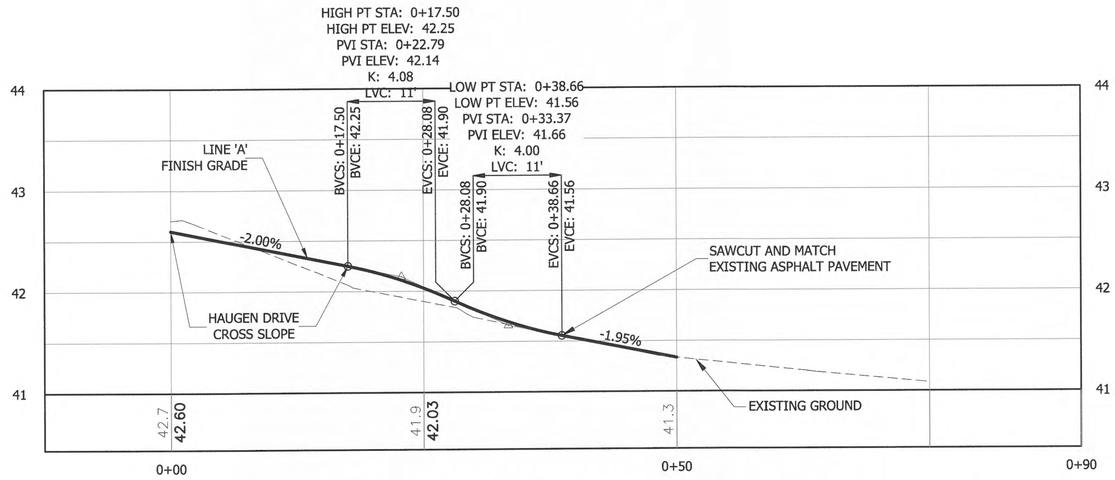
LAYOUT POINT DESCRIPTIONS:

MTE = MATCH TO EXISTING
RP = RADIUS POINT
CR = TOP BACK OF CURB RADIUS
TBC = TOP BACK OF CURB
TR TBC = TOP OF RAMP, TOP BACK OF CURB
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB

NOTES:

1. CURB AND GUTTER LAYOUT POINT ELEVATIONS ARE TO TOP BACK OF STANDARD CURB AND GUTTER DIMENSIONS, STD. DWG. I-20.14. TOP BACK OF CURB ELEVATIONS SHALL BE ADJUSTED TO CONSTRUCT CURB RAMPS AND LANDINGS.

LAYOUT POINTS ALIGNMENT: 'A' N. FIRST ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
5	0+19.50	28.87' RT	43.87	PC TBC
6	0+22.14	22.50' RT	43.43	TBC, CR = 9.00'
7	0+28.50	19.87' RT	42.70	PT TBC
8	0+41.76	19.87' RT	41.94	TBC



LINE 'A' PROFILE

FIRST STREET LAYOUT

0 15' 30'
SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

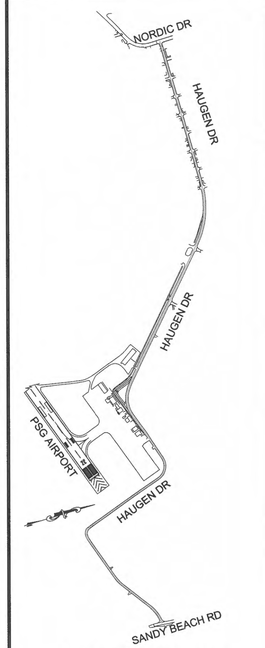
PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DW
GRANTHAM, RICK L (DOT)
TAB: G1 Wednesday, November 26, 2014 8:3

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12004
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION
0938(4)~69518

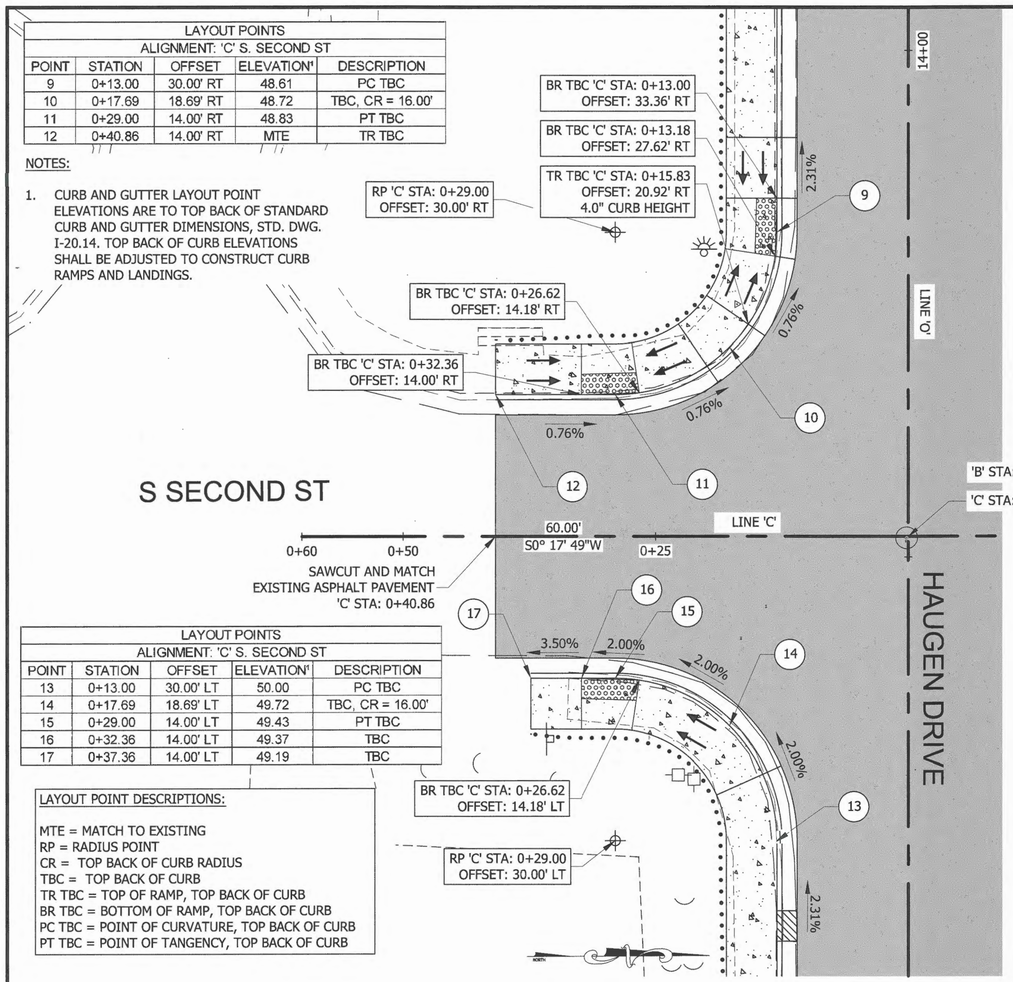
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G1	87

HMF 3.20.20

LAYOUT POINTS ALIGNMENT: 'C' S. SECOND ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
9	0+13.00	30.00' RT	48.61	PC TBC
10	0+17.69	18.69' RT	48.72	TBC, CR = 16.00'
11	0+29.00	14.00' RT	48.83	PT TBC
12	0+40.86	14.00' RT	MTE	TR TBC

NOTES:

1. CURB AND GUTTER LAYOUT POINT ELEVATIONS ARE TO TOP BACK OF STANDARD CURB AND GUTTER DIMENSIONS, STD. DWG. I-20.14. TOP BACK OF CURB ELEVATIONS SHALL BE ADJUSTED TO CONSTRUCT CURB RAMPS AND LANDINGS.

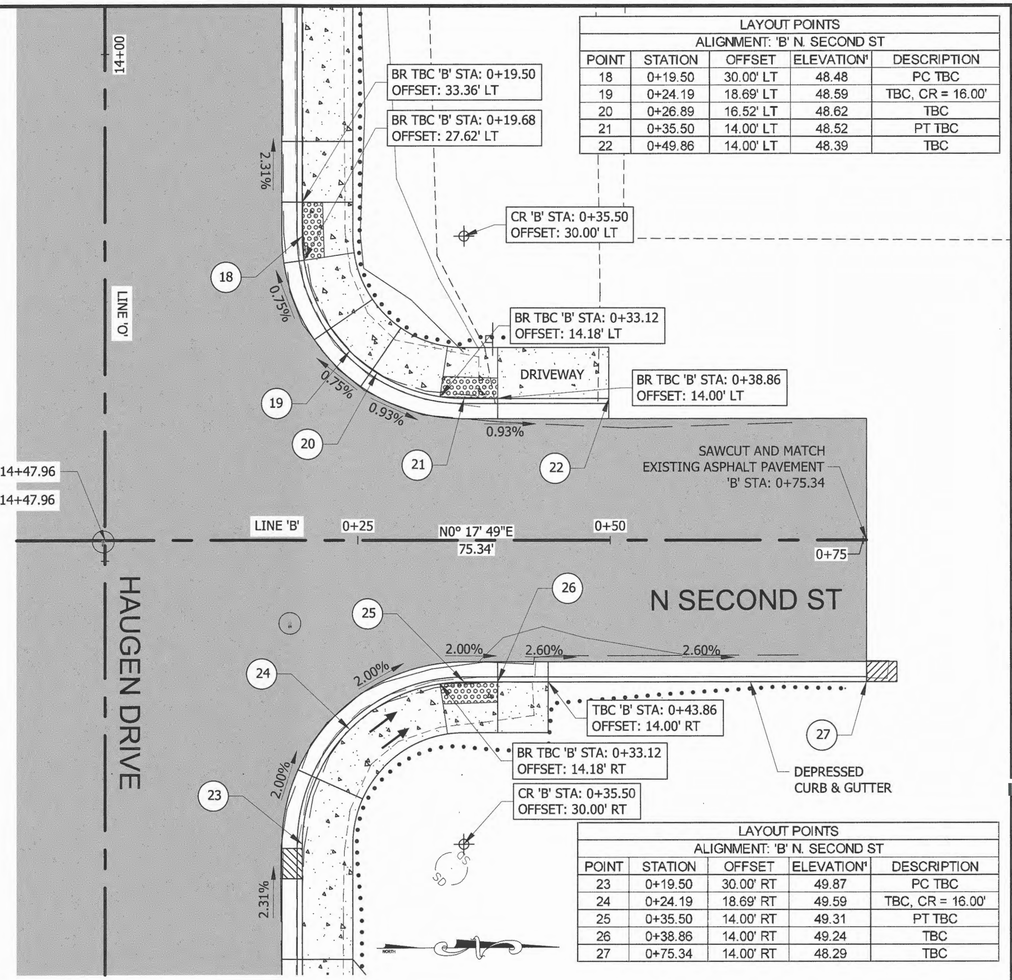


LAYOUT POINTS ALIGNMENT: 'C' S. SECOND ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
13	0+13.00	30.00' LT	50.00	PC TBC
14	0+17.69	18.69' LT	49.72	TBC, CR = 16.00'
15	0+29.00	14.00' LT	49.43	PT TBC
16	0+32.36	14.00' LT	49.37	TBC
17	0+37.36	14.00' LT	49.19	TBC

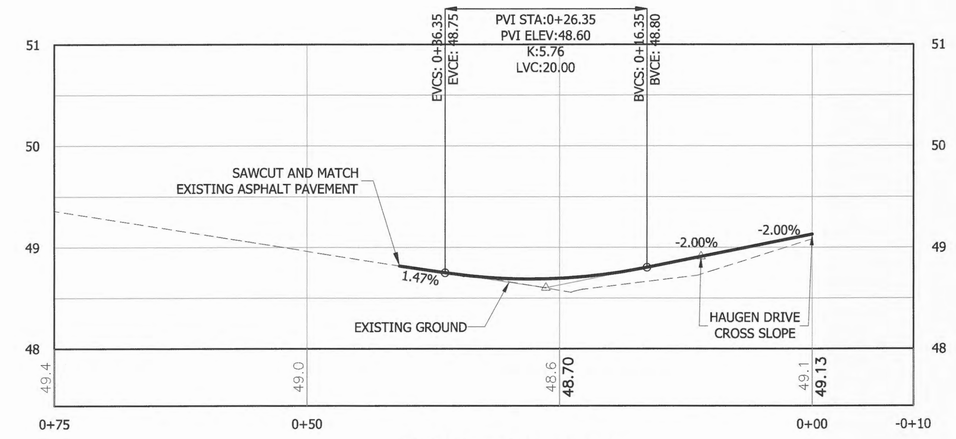
LAYOUT POINT DESCRIPTIONS:

MTE = MATCH TO EXISTING
RP = RADIUS POINT
CR = TOP BACK OF CURB RADIUS
TBC = TOP BACK OF CURB
TR TBC = TOP OF RAMP, TOP BACK OF CURB
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB

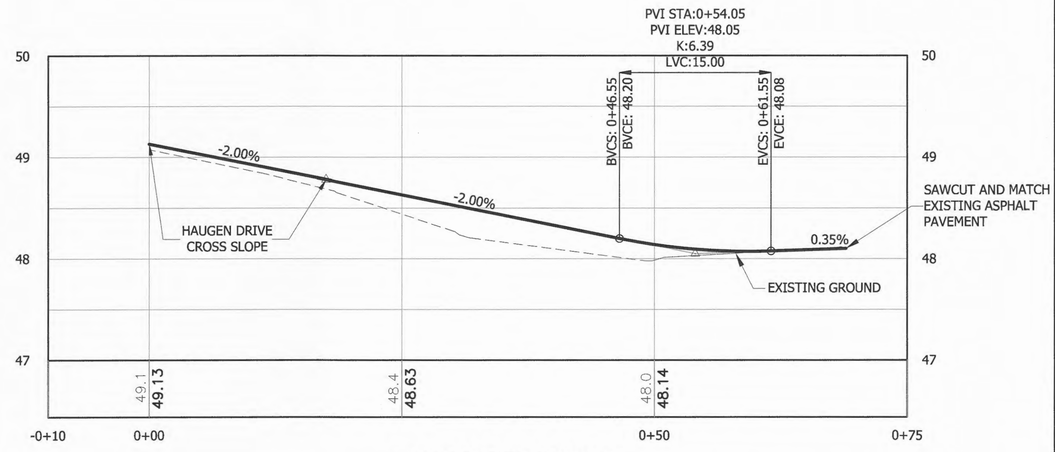
LAYOUT POINTS ALIGNMENT: 'B' N. SECOND ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
18	0+19.50	30.00' LT	48.48	PC TBC
19	0+24.19	18.69' LT	48.59	TBC, CR = 16.00'
20	0+26.89	16.52' LT	48.62	TBC
21	0+35.50	14.00' LT	48.52	PT TBC
22	0+49.86	14.00' LT	48.39	TBC



LAYOUT POINTS ALIGNMENT: 'B' N. SECOND ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
23	0+19.50	30.00' RT	49.87	PC TBC
24	0+24.19	18.69' RT	49.59	TBC, CR = 16.00'
25	0+35.50	14.00' RT	49.31	PT TBC
26	0+38.86	14.00' RT	49.24	TBC
27	0+75.34	14.00' RT	48.29	TBC



LINE 'C' PROFILE



LINE 'B' PROFILE

0 15' 30'
SCALE IN FEET

SECOND STREET LAYOUT

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

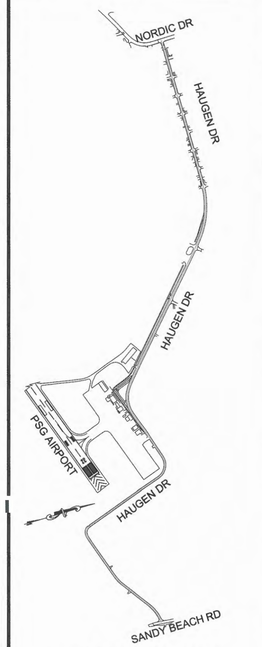
PATH: Q:\PSG\69518\PLANSET\CAMMED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DWG
GRANTHAM, RICK L (DOT)
TAB: G2 Wednesday, November 26, 2014 8:3

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION
0938(4)~69518

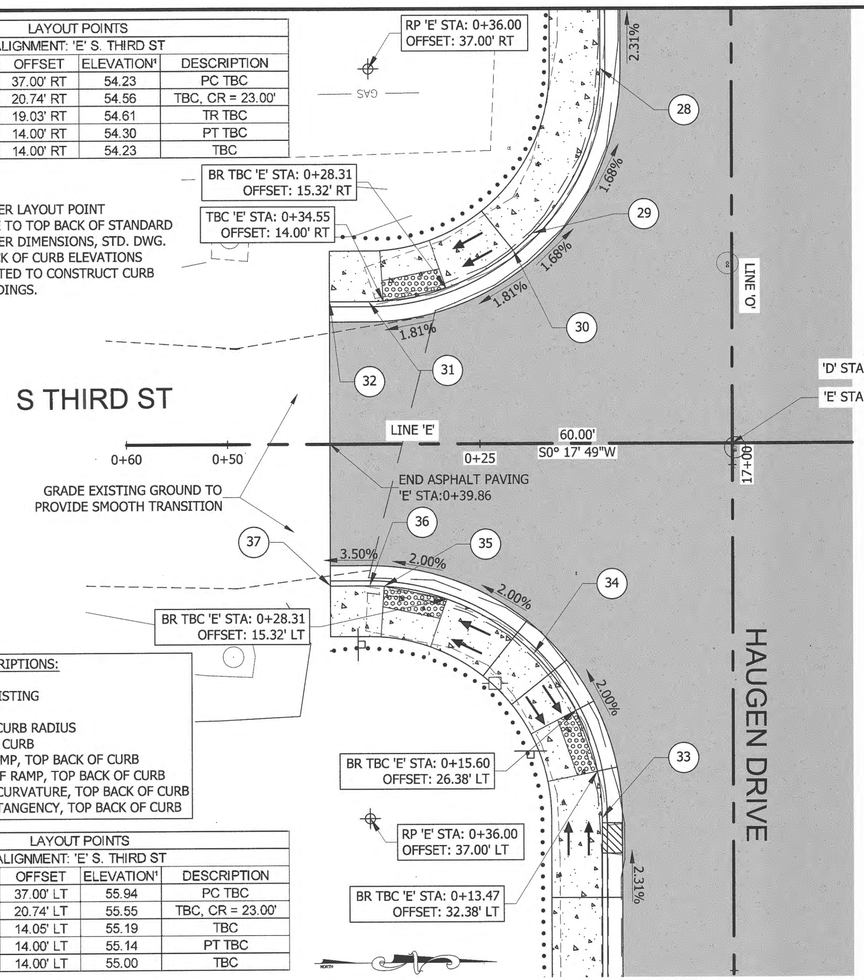
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G2	87

HMF 3.10.20

LAYOUT POINTS ALIGNMENT: 'E' S. THIRD ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
28	0+13.00	37.00' RT	54.23	PC TBC
29	0+19.74	20.74' RT	54.56	TBC, CR = 23.00'
30	0+21.64	19.03' RT	54.61	TR TBC
31	0+36.00	14.00' RT	54.30	PT TBC
32	0+39.86	14.00' RT	54.23	TBC

NOTES:

1. CURB AND GUTTER LAYOUT POINT ELEVATIONS ARE TO TOP BACK OF STANDARD CURB AND GUTTER DIMENSIONS, STD. DWG. I-20.14. TOP BACK OF CURB ELEVATIONS SHALL BE ADJUSTED TO CONSTRUCT CURB RAMPS AND LANDINGS.



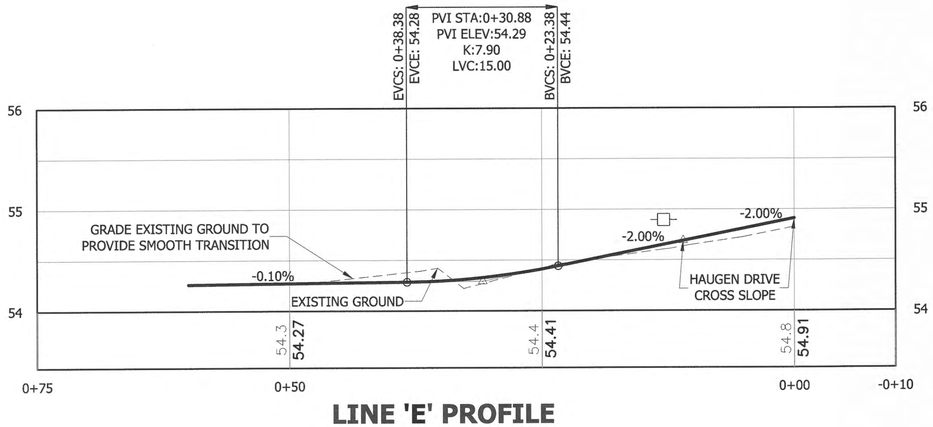
LAYOUT POINTS ALIGNMENT: 'D' N. THIRD ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
38	0+19.50	30.00' LT	54.26	PC TBC
39	0+24.19	18.69' LT	54.33	TBC, CR = 16.00'
40	0+35.50	14.00' LT	54.40	PT TBC
41	0+44.86	14.00' LT	54.45	TBC

LAYOUT POINT DESCRIPTIONS:

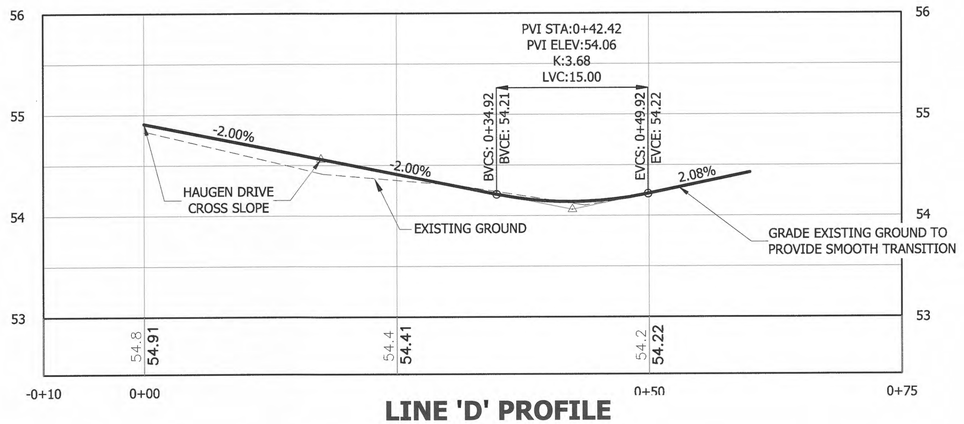
MTE = MATCH TO EXISTING
RP = RADIUS POINT
CR = TOP BACK OF CURB RADIUS
TBC = TOP BACK OF CURB
TR TBC = TOP OF RAMP, TOP BACK OF CURB
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB

LAYOUT POINTS ALIGNMENT: 'E' S. THIRD ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
33	0+13.00	37.00' LT	55.94	PC TBC
34	0+19.74	20.74' LT	55.55	TBC, CR = 23.00'
35	0+34.55	14.05' LT	55.19	TBC
36	0+36.00	14.00' LT	55.14	PT TBC
37	0+39.86	14.00' LT	55.00	TBC

LAYOUT POINTS ALIGNMENT: 'D' N. THIRD ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
42	0+19.50	30.00' RT	55.65	PC TBC
43	0+24.19	18.69' RT	55.37	TBC, CR = 16.00'
44	0+35.50	14.00' RT	55.09	PT TBC
45	0+39.86	14.00' RT	55.00	TBC
46	0+44.86	14.00' RT	54.82	TBC



LINE 'E' PROFILE



LINE 'D' PROFILE

0 15' 30'

SCALE IN FEET

THIRD STREET LAYOUT

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DW

GRANTHAM, RICK L (DOT)

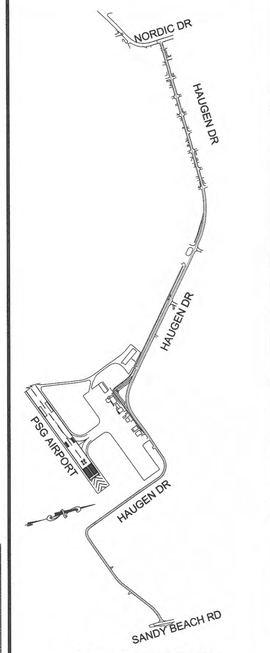
TAB: G3 Wednesday, November 26, 2014 8:3

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G3	87

JMF 31020

LAYOUT POINTS				
ALIGNMENT: 'G' S. FOURTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
47	0+13.00	37.00' RT	60.84	PC TBC
48	0+19.74	20.74' RT	61.23	TBC, CR = 23.00'
49	0+36.00	14.00' RT	61.62	PT TBC

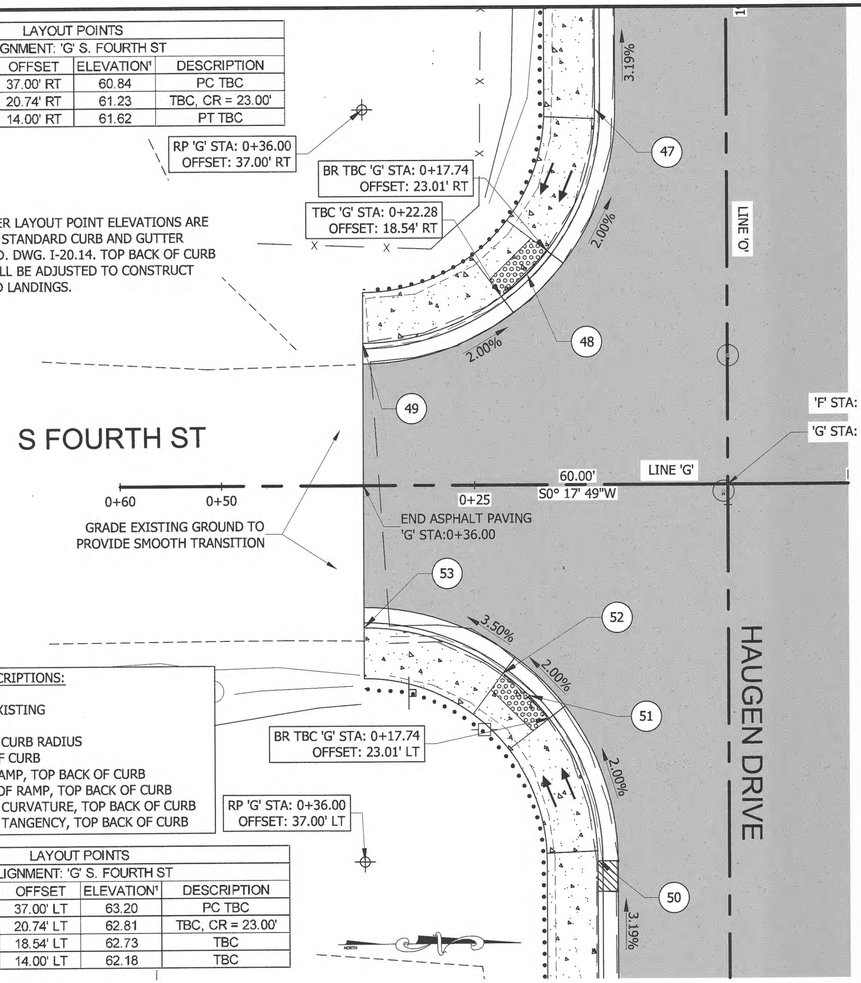
RP 'G' STA: 0+36.00
OFFSET: 37.00' RT

BR TBC 'G' STA: 0+17.74
OFFSET: 23.01' RT

TBC 'G' STA: 0+22.28
OFFSET: 18.54' RT

NOTES:

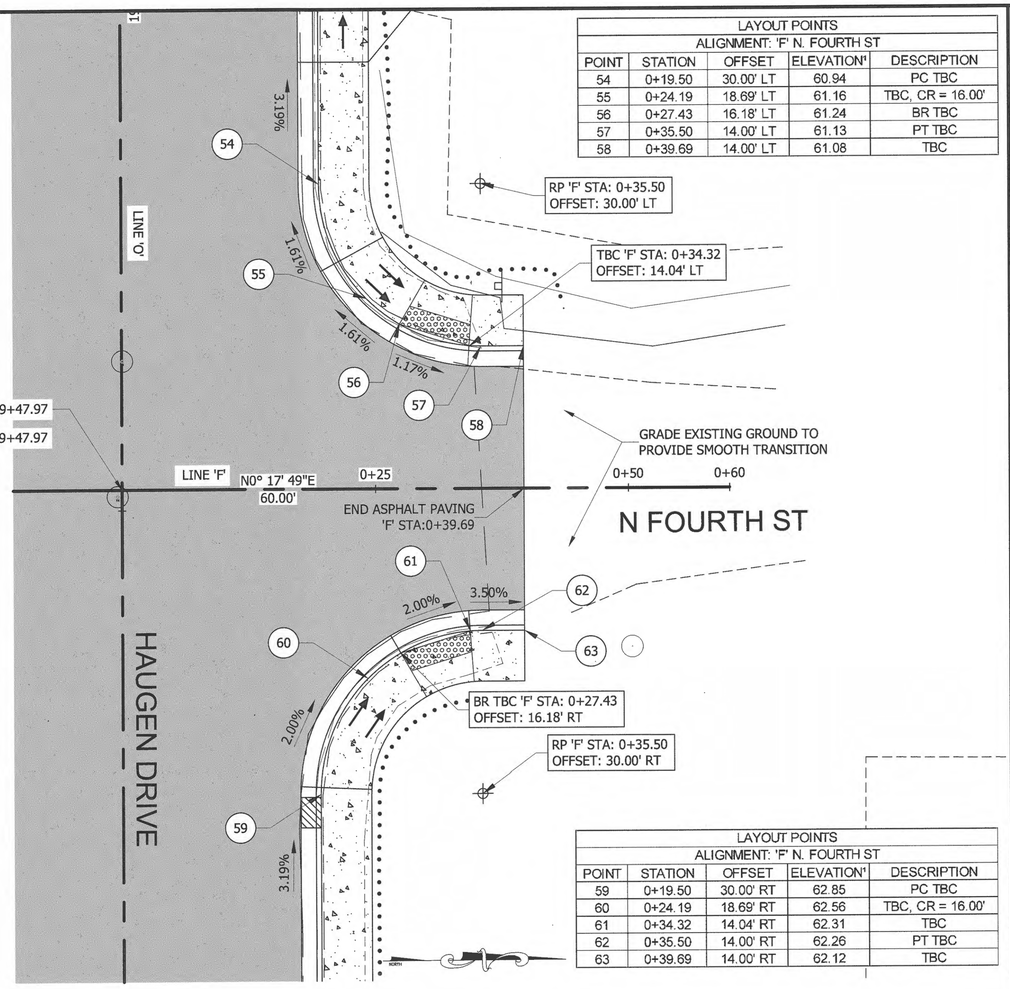
1. CURB AND GUTTER LAYOUT POINT ELEVATIONS ARE TO TOP BACK OF STANDARD CURB AND GUTTER DIMENSIONS, STD. DWG. I-20.14. TOP BACK OF CURB ELEVATIONS SHALL BE ADJUSTED TO CONSTRUCT CURB RAMPS AND LANDINGS.



LAYOUT POINTS				
ALIGNMENT: 'F' N. FOURTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
54	0+19.50	30.00' LT	60.94	PC TBC
55	0+24.19	18.69' LT	61.16	TBC, CR = 16.00'
56	0+27.43	16.18' LT	61.24	BR TBC
57	0+35.50	14.00' LT	61.13	PT TBC
58	0+39.69	14.00' LT	61.08	TBC

RP 'F' STA: 0+35.50
OFFSET: 30.00' LT

TBC 'F' STA: 0+34.32
OFFSET: 14.04' LT



BR TBC 'F' STA: 0+27.43
OFFSET: 16.18' RT

RP 'F' STA: 0+35.50
OFFSET: 30.00' RT

LAYOUT POINTS				
ALIGNMENT: 'F' N. FOURTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
59	0+19.50	30.00' RT	62.85	PC TBC
60	0+24.19	18.69' RT	62.56	TBC, CR = 16.00'
61	0+34.32	14.04' RT	62.31	TBC
62	0+35.50	14.00' RT	62.26	PT TBC
63	0+39.69	14.00' RT	62.12	TBC

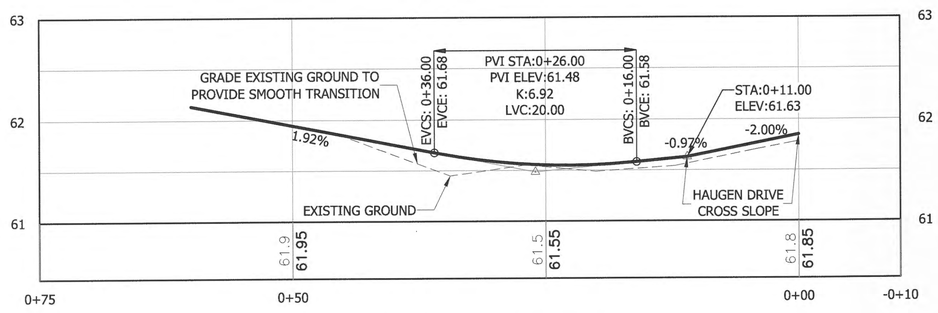
LAYOUT POINT DESCRIPTIONS:

MTE = MATCH TO EXISTING
RP = RADIUS POINT
CR = TOP BACK OF CURB RADIUS
TBC = TOP BACK OF CURB
TR TBC = TOP OF RAMP, TOP BACK OF CURB
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB

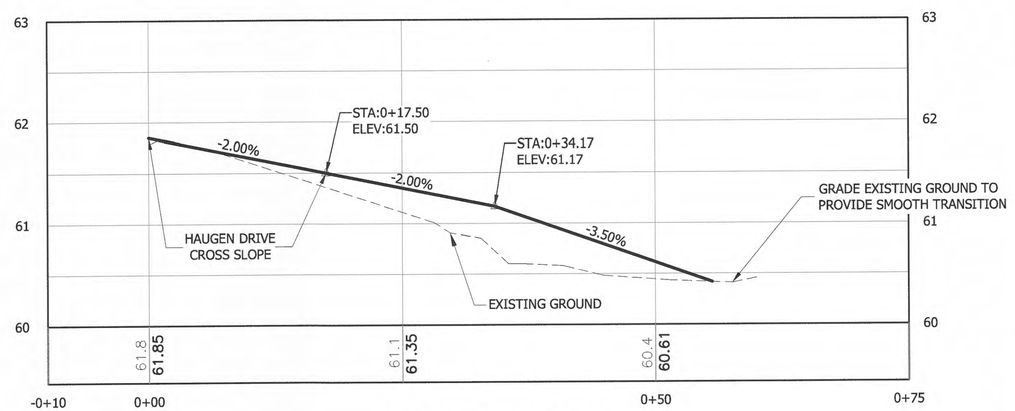
RP 'G' STA: 0+36.00
OFFSET: 37.00' LT

BR TBC 'G' STA: 0+17.74
OFFSET: 23.01' LT

LAYOUT POINTS				
ALIGNMENT: 'G' S. FOURTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
50	0+13.00	37.00' LT	63.20	PC TBC
51	0+19.74	20.74' LT	62.81	TBC, CR = 23.00'
52	0+22.28	18.54' LT	62.73	TBC
53	0+36.00	14.00' LT	62.18	TBC



LINE 'G' PROFILE



LINE 'F' PROFILE

0 15' 30'
SCALE IN FEET

FOURTH STREET LAYOUT

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

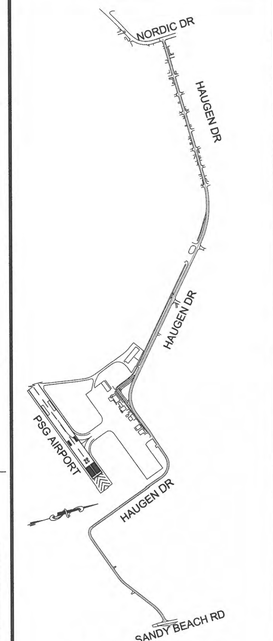
PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DW
GRANTHAM, RICK L (DOT)
TAB: G4 Wednesday, November 26, 2014 8:4

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G4	87

HMF 3.10.20

LAYOUT POINTS				
ALIGNMENT: 'H' N. FIFTH ST				
POINT	STATION	OFFSET	ELEVATION¹	DESCRIPTION
64	0+19.50	30.00' LT	68.91	PC TBC
65	0+20.72	23.88' LT	69.10	TBC
66	0+24.19	18.69' LT	69.22	TBC, CR = 16.00'
67	0+29.38	15.22' LT	69.27	TBC
68	0+35.50	14.00' LT	69.15	PT TBC

NOTES:

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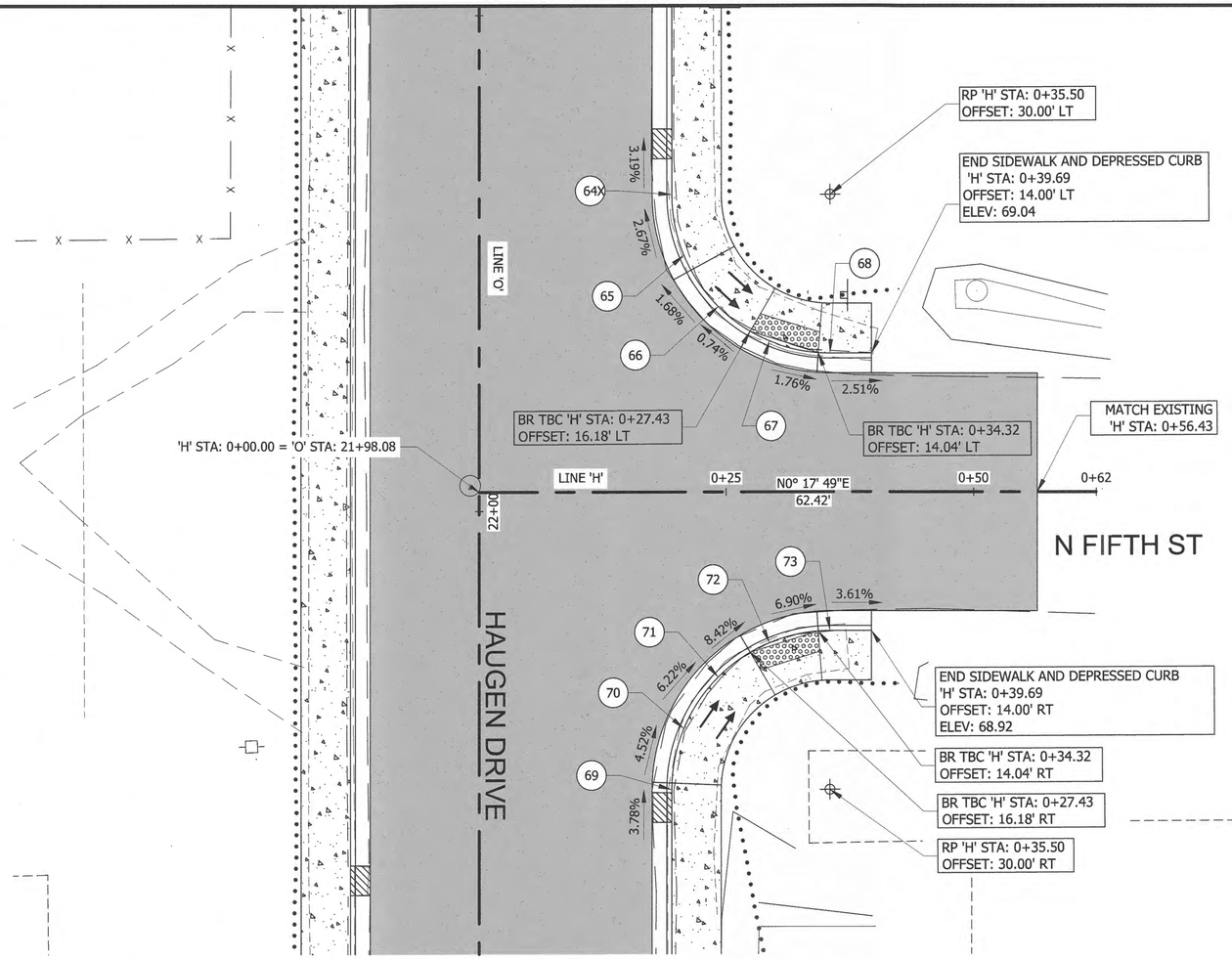
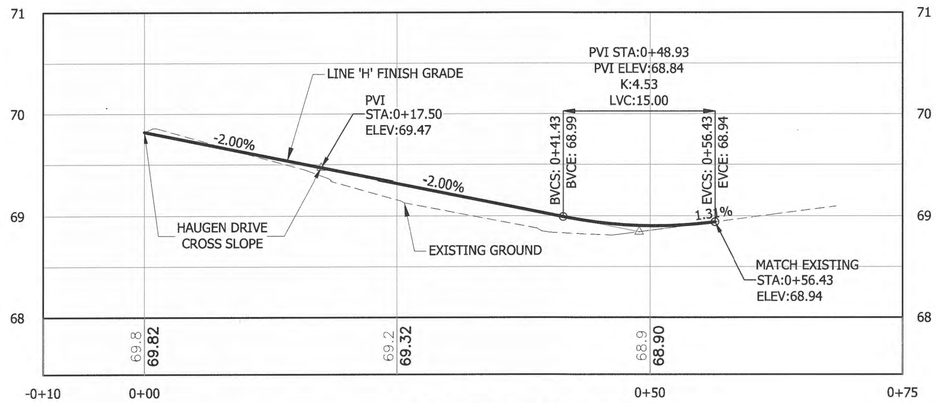
LAYOUT POINT DESCRIPTIONS:

MTE = MATCH TO EXISTING
RP = RADIUS POINT
CR = TOP BACK OF CURB RADIUS
TBC = TOP BACK OF CURB
TR TBC = TOP OF RAMP, TOP BACK OF CURB
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB

LAYOUT POINTS				
ALIGNMENT: 'H' N. FIFTH ST				
POINT	STATION	OFFSET	ELEVATION¹	DESCRIPTION
69	0+19.50	30.00' RT	70.91	PC TBC
70	0+20.72	23.88' RT	70.59	TBC
71	0+24.19	18.69' LT	70.15	TBC, CR = 16.00'
72	0+29.38	15.22' RT	69.56	TBC
73	0+35.50	14.00' LT	69.07	PT TBC





LINE 'H' PROFILE

0 15' 30'
SCALE IN FEET

FIFTH STREET LAYOUT

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

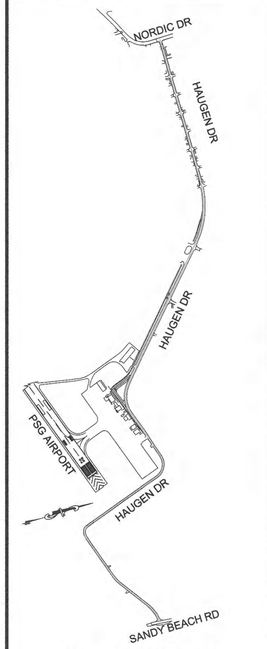
PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DW
GRANTHAM, RICK L (DOT)
TAB: G5 Wednesday, November 26, 2014 8:4

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G5	87

HMF 3.10.20

LAYOUT POINTS ALIGNMENT: 'J' S. SIXTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
74	0+13.00	37.00' RT	80.29	PC TBC
75	0+14.75	28.20' RT	80.80	TBC
76	0+19.74	20.74' RT	81.22	TBC, CR = 23.00'
77	0+27.20	15.75' RT	81.61	TBC
78	0+36.00	14.00' RT	82.01	PT TBC

LAYOUT POINTS ALIGNMENT: 'J' S. SIXTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
79	0+13.00	37.00' LT	84.17	PC TBC
80	0+14.75	28.20' LT	83.67	TBC
81	0+19.74	20.74' LT	83.02	TBC, CR = 23.00'
82	0+27.20	15.75' LT	82.50	TBC
83	0+36.00	14.00' LT	82.40	PT TBC

LAYOUT POINTS ALIGNMENT: 'I' N. SIXTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
84	0+19.50	30.00' LT	80.56	PC TBC
85	0+20.72	23.88' LT	80.92	TBC
86	0+24.19	18.69' LT	81.20	TBC, CR = 16.00'
87	0+29.38	15.22' LT	81.43	TBC
88	0+35.50	14.00' LT	81.66	PT TBC

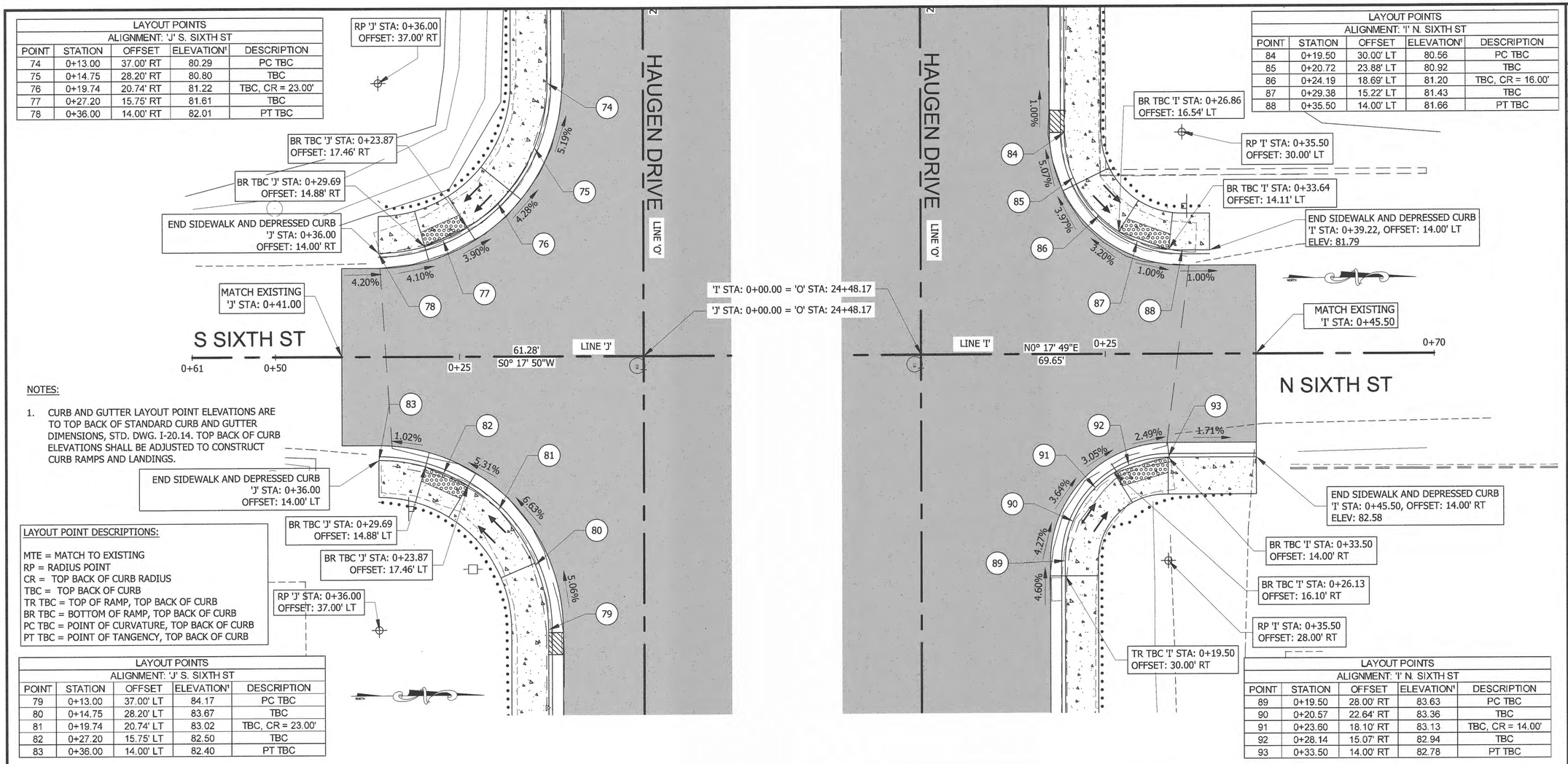
LAYOUT POINTS ALIGNMENT: 'I' N. SIXTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
89	0+19.50	28.00' RT	83.63	PC TBC
90	0+20.57	22.64' RT	83.36	TBC
91	0+23.60	18.10' RT	83.13	TBC, CR = 14.00'
92	0+28.14	15.07' RT	82.94	TBC
93	0+33.50	14.00' RT	82.78	PT TBC

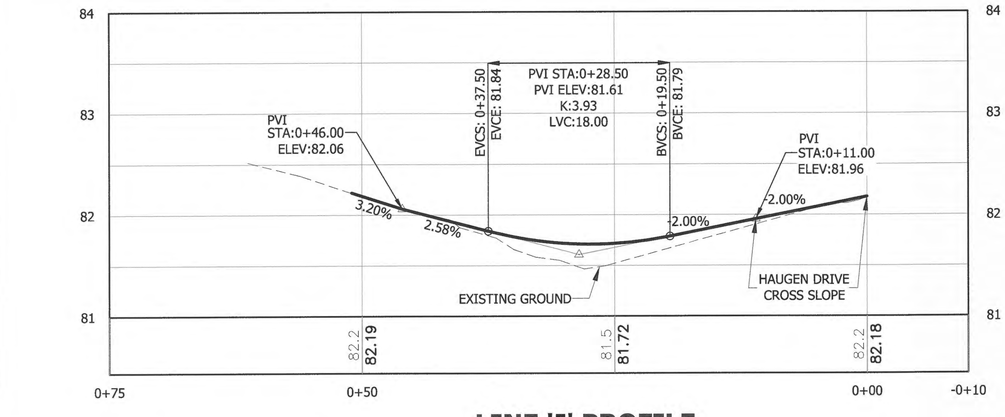
NOTES:

1. CURB AND GUTTER LAYOUT POINT ELEVATIONS ARE TO TOP BACK OF STANDARD CURB AND GUTTER DIMENSIONS, STD. DWG. I-20.14. TOP BACK OF CURB ELEVATIONS SHALL BE ADJUSTED TO CONSTRUCT CURB RAMPS AND LANDINGS.

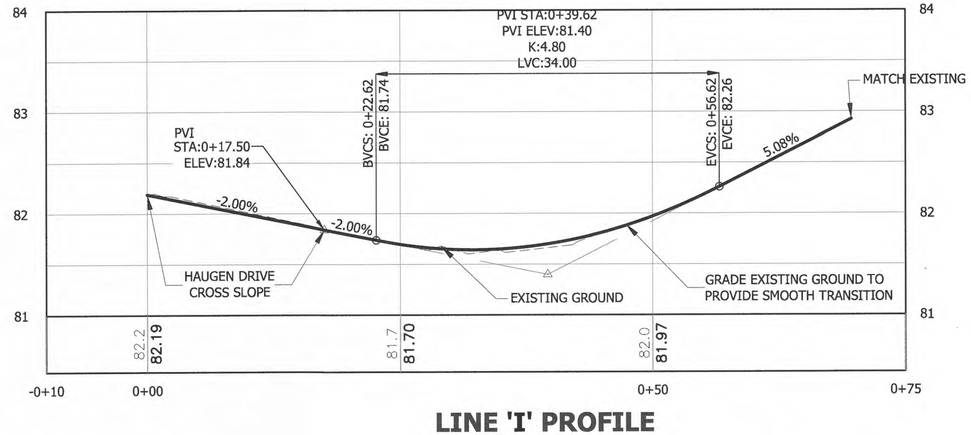
LAYOUT POINT DESCRIPTIONS:

MTE = MATCH TO EXISTING
RP = RADIUS POINT
CR = TOP BACK OF CURB RADIUS
TBC = TOP BACK OF CURB
TR TBC = TOP OF RAMP, TOP BACK OF CURB
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB





LINE 'J' PROFILE



LINE 'I' PROFILE

0 15' 30'
SCALE IN FEET

SIXTH STREET LAYOUT

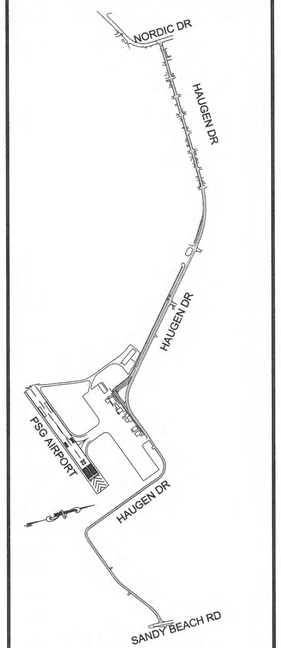
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DW
GRANTHAM, RICK L (DOT)
TAB: G6 Wednesday, November 26, 2014 8:4

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G6	87

HMF 3.10.20

LAYOUT POINTS				
ALIGNMENT: 'K' N. SEVENTH ST				
POINT	STATION	OFFSET	ELEVATION[1]	DESCRIPTION
94	0+19.50	30.00' LT	88.99	PC TBC
95	0+20.72	23.88' LT	89.14	TBC
96	0+24.19	18.69' LT	89.29	TBC, CR = 16.00'
97	0+29.38	15.22' LT	89.35	TBC
98	0+35.50	14.00' LT	89.27	PT TBC

NOTES:

1. CURB AND GUTTER LAYOUT POINT ELEVATIONS ARE TO TOP BACK OF STANDARD CURB AND GUTTER DIMENSIONS, STD. DWG. I-20.14. TOP BACK OF CURB ELEVATIONS SHALL BE ADJUSTED TO CONSTRUCT CURB RAMPS AND LANDINGS.

LAYOUT POINT DESCRIPTIONS:

MTE = MATCH TO EXISTING
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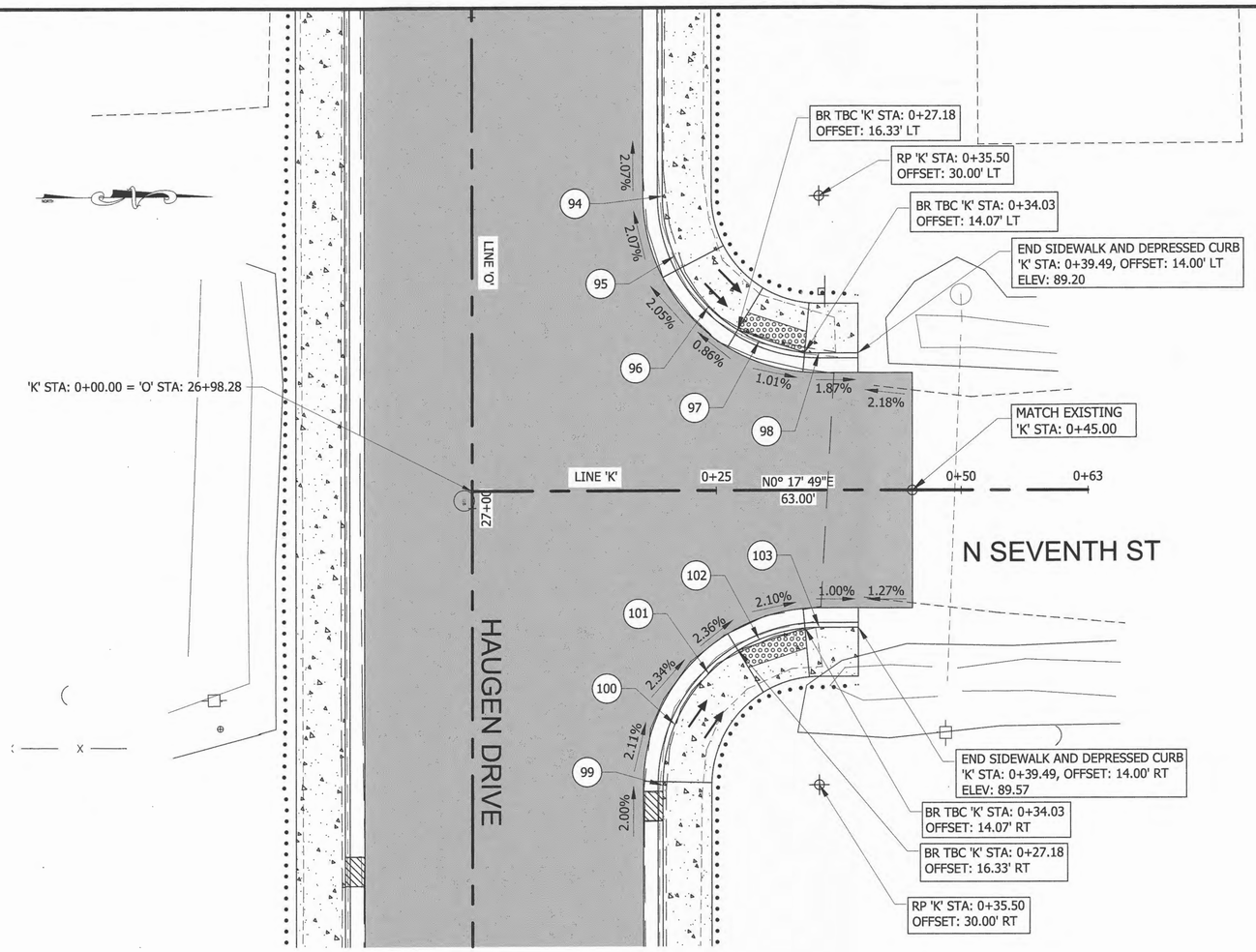
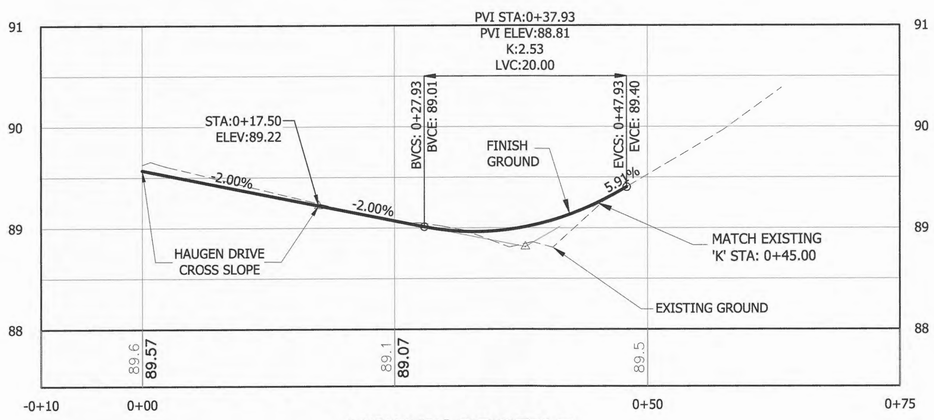
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB

LAYOUT POINTS				
ALIGNMENT: 'K' N. SEVENTH ST				
POINT	STATION	OFFSET	ELEVATION[1]	DESCRIPTION
99	0+19.50	30.00' RT	90.24	PC TBC
100	0+20.72	23.88' RT	90.09	TBC
101	0+24.19	18.69' RT	89.93	TBC, CR = 16.00'
102	0+29.38	15.22' RT	89.76	TBC
103	0+35.50	14.00' RT	89.61	PT TBC





LINE 'K' PROFILE

0 15' 30'
SCALE IN FEET

SEVENTH STREET LAYOUT

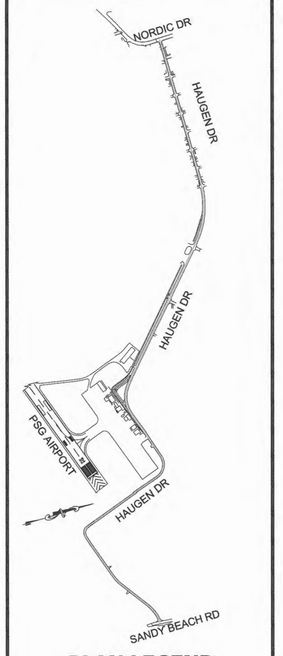
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DW
GRANTHAM, RICK L (DOT)
TAB: G7 Wednesday, November 26, 2014 9:1

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G7	87

HMF 3.10.20

LAYOUT POINTS ALIGNMENT: 'M' S. EIGHTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
104	0+11.84	35.60' RT	93.37	PC TBC
105	0+13.70	26.92' RT	93.32	TBC
106	0+18.71	19.60' RT	93.15	TBC, CR = 23.00'
107	0+26.12	14.71' RT	92.84	TBC
108	0+34.83	13.00' RT	92.41	PT TBC
109	0+41.12	13.00' RT	91.97	TBC

RP 'M' STA: 0+34.83
OFFSET: 36.00' RT

BR TBC 'M' STA: 0+25.38
OFFSET: 15.03' RT

BR TBC 'M' STA: 0+31.49
OFFSET: 13.24' RT

VEHICLE CURB CUT

END VEHICLE CURB CUT
'M' STA: 0+50.73, OFFSET: 13.00' RT
ELEV: 91.97

LAYOUT POINT DESCRIPTIONS:

MTE = MATCH TO EXISTING
RP = RADIUS POINT
CR = TOP BACK OF CURB RADIUS
TBC = TOP BACK OF CURB
TR TBC = TOP OF RAMP, TOP BACK OF CURB
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB

S EIGHTH ST

N EIGHTH ST

LINE 'O'

LINE 'M'

LINE 'L'

'L' STA: 0+00.00 = 'O' STA: 29+47.22
'M' STA: 0+00.00 = 'O' STA: 29+47.22

59.00'
S0° 25' 25"W

60.00'
N0° 25' 25"E

0+59 0+50 0+25 0+25 0+50 0+60

HAUGEN DRIVE

RP 'L' STA: 0+43.68
OFFSET: 36.00' LT

BR TBC 'L' STA: 0+24.62
OFFSET: 23.12' LT

BR TBC 'L' STA: 0+28.88
OFFSET: 18.39' LT

END SIDEWALK AND DEPRESSED CURB
'L' STA: 0+34.28, OFFSET: 15.01' LT
ELEV: 94.08

MATCH EXISTING
'L' STA: 0+40.20

MATCH EXISTING
'M' STA:0+50.73

END SIDEWALK AND DEPRESSED CURB
'M' STA: 0+37.31, OFFSET: 13.00' LT
ELEV: 91.91

BR TBC 'M' STA: 0+31.52
OFFSET: 13.17' LT

RP 'M' STA: 0+33.63
OFFSET: 26.00 LT

BR TBC 'M' STA: 0+24.42
OFFSET: 16.83' LT

LAYOUT POINTS ALIGNMENT: 'L' N. EIGHTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
116	0+20.68	36.38' LT	94.25	PC TBC
117	0+22.32	27.46' LT	94.26	TBC
118	0+27.28	19.87' LT	94.23	TBC, CR = 23.00'
119	0+40.20	11.24' LT	93.43	END PAVEMENT

END SIDEWALK AND DEPRESSED CURB
'L' STA: 0+34.51, OFFSET: 13.62' RT
ELEV: 93.66

BR TBC 'L' STA: 0+28.59
OFFSET: 15.93' RT

BR TBC 'L' STA: 0+23.52
OFFSET: 19.77' RT

LAYOUT POINTS ALIGNMENT: 'M' S. EIGHTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
110	0+20.67	26.95' LT	92.93	PC TBC
111	0+21.37	21.69' LT	92.91	TBC
112	0+24.11	17.15' LT	92.77	TBC, CR = 13.00'
113	0+28.44	14.08' LT	92.52	TBC
114	0+33.63	13.00' LT	92.15	PT TBC
115	0+50.73	11.00' LT	90.98	END PAVEMENT

LAYOUT POINTS ALIGNMENT: 'L' N. EIGHTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
120	0+16.89	34.24' RT	93.96	PC TBC
121	0+19.12	25.99' RT	93.98	TBC
122	0+24.20	19.12' RT	93.94	TBC, CR = 23.00'
123	0+40.20	11.00' RT	93.00	END PAVEMENT

RP 'L' STA:0+39.82
OFFSET: 36.00' RT

NOTES:

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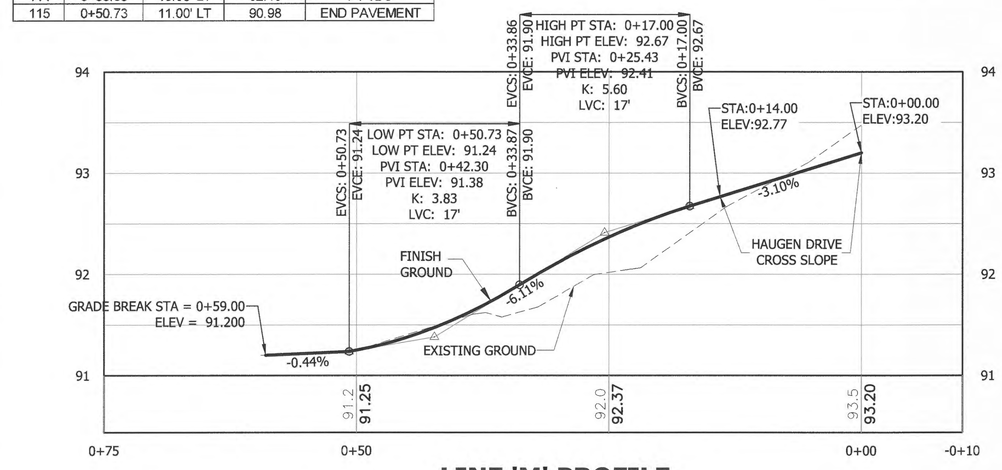
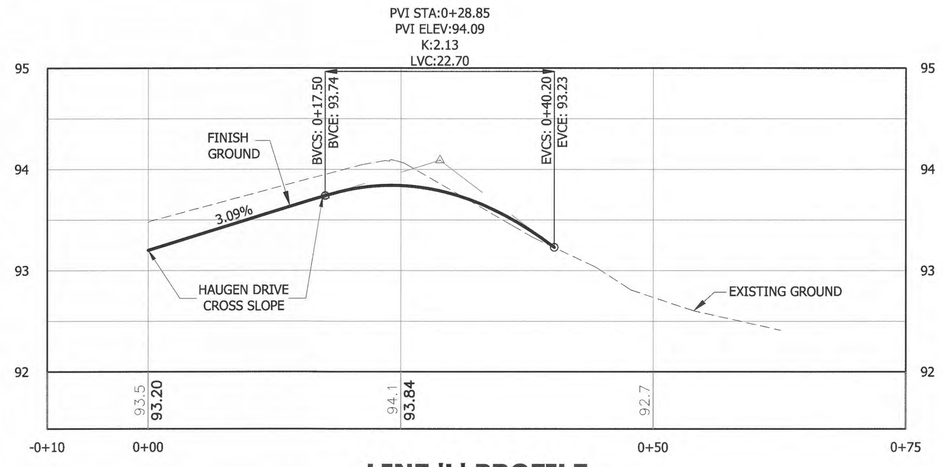


LINE 'M' PROFILE

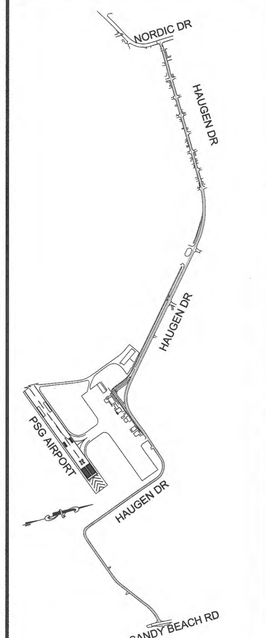


LINE 'L' PROFILE

0 15' 30'
SCALE IN FEET

EIGHTH STREET LAYOUT

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DW
GRANTHAM, RICK L (DOT)
TAB: G8 Wednesday, November 26, 2014 9:1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014

SHEET NUMBER	TOTAL SHEETS
G8	87

HMF 31020

LAYOUT POINTS				
ALIGNMENT: 'N' N. TWELFTH ST				
POINT	STATION	OFFSET	ELEVATION'	DESCRIPTION
124	0+18.97	49.76' LT	101.43	PC TBC
125	0+21.55	37.21' LT	101.62	TBC
126	0+28.72	26.58' LT	101.80	TBC, CR = 33.00'
127	0+39.40	19.49' LT	101.99	TBC

NOTES:

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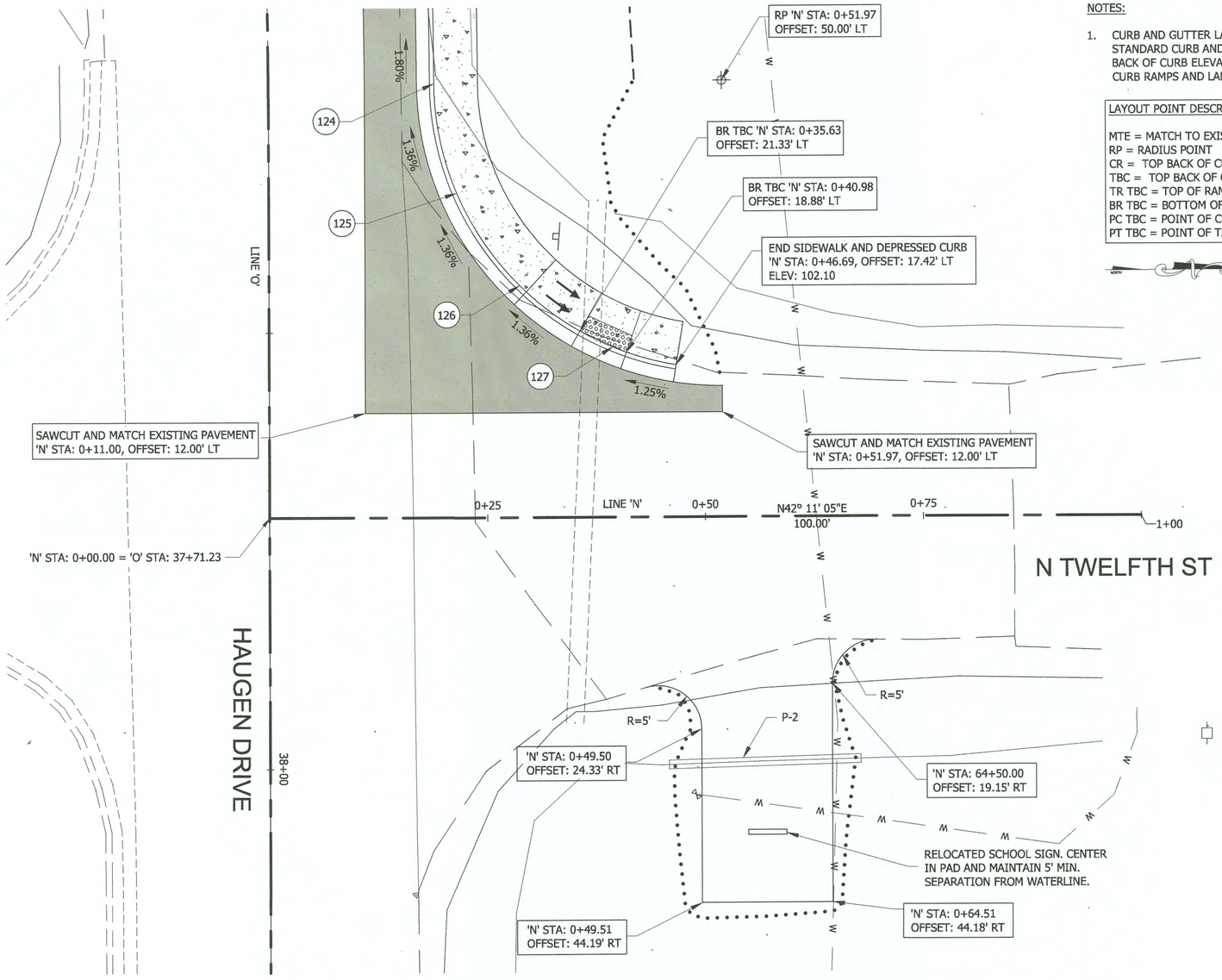
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB



0 15' 30'
SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

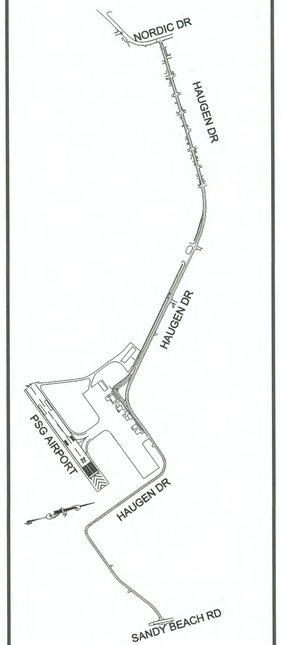
PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_G1-G9_INTERSECTIONS.DW
GRANTHAM, RICK L (DOT)
TAB: G9 Wednesday, November 26, 2014 9:1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

INTERSECTION DETAILS

PROJECT DESIGNATION
0938(4)~69518

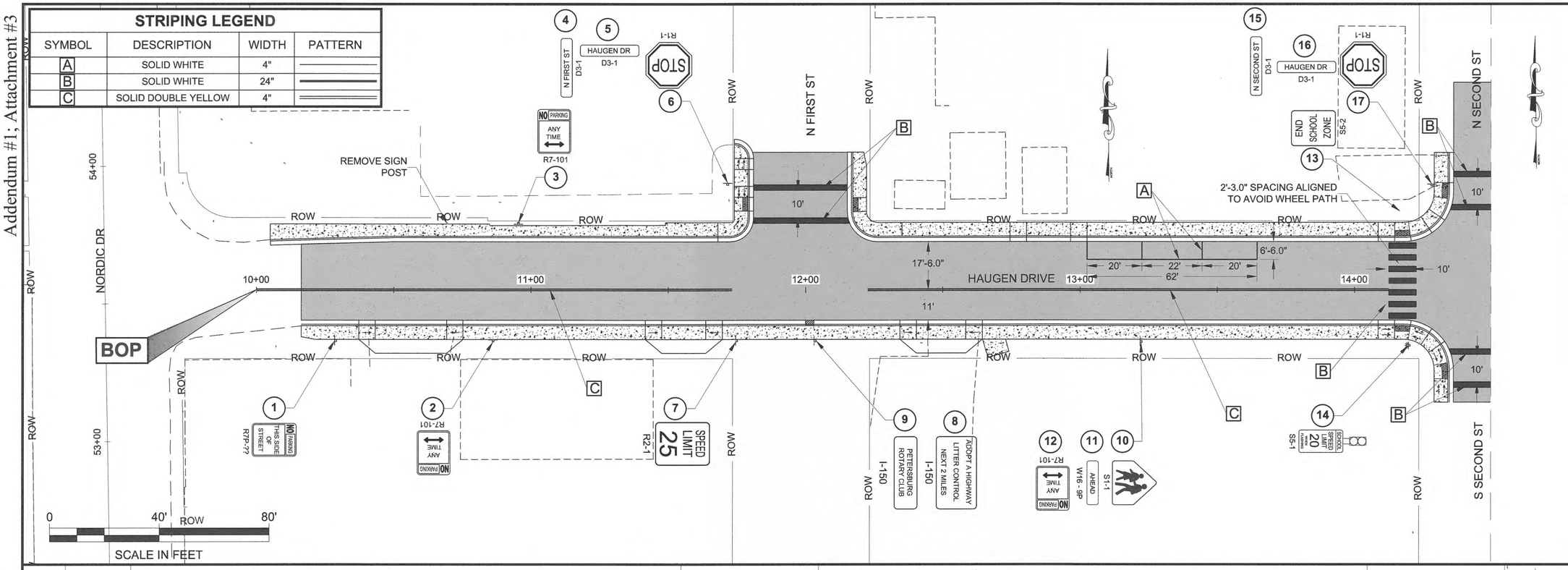
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
G9	87

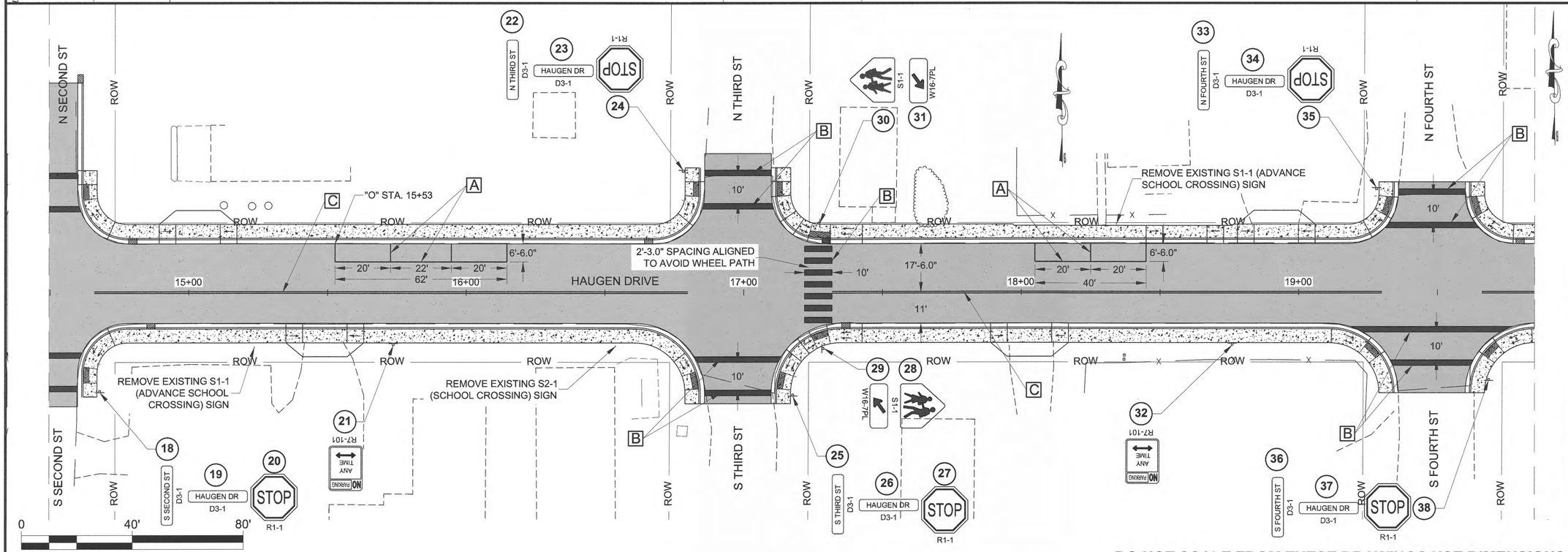
HMF 3.10.20

Addendum #1; Attachment #3

STRIPING LEGEND

SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	
B	SOLID WHITE	24"	
C	SOLID DOUBLE YELLOW	4"	





DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\ADDENDUM 1\69518_H1-H2.DWG

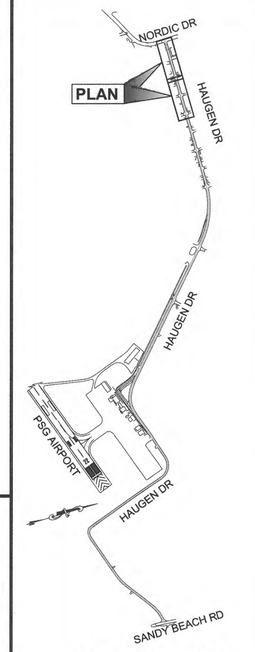
GRANTHAM, RICK L (DOT)
TAB: H1 Wednesday, December 03, 2014 11:38:3

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Dec 3, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

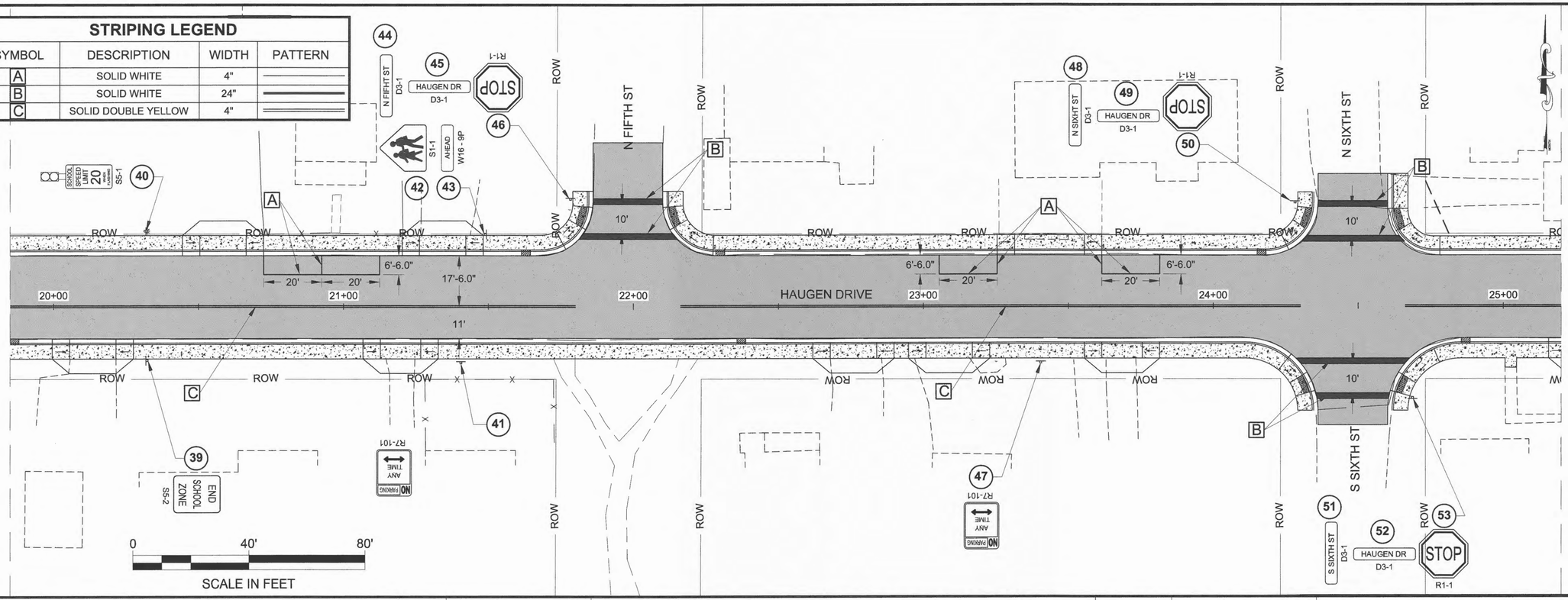
SIGNING & STRIPING PLAN

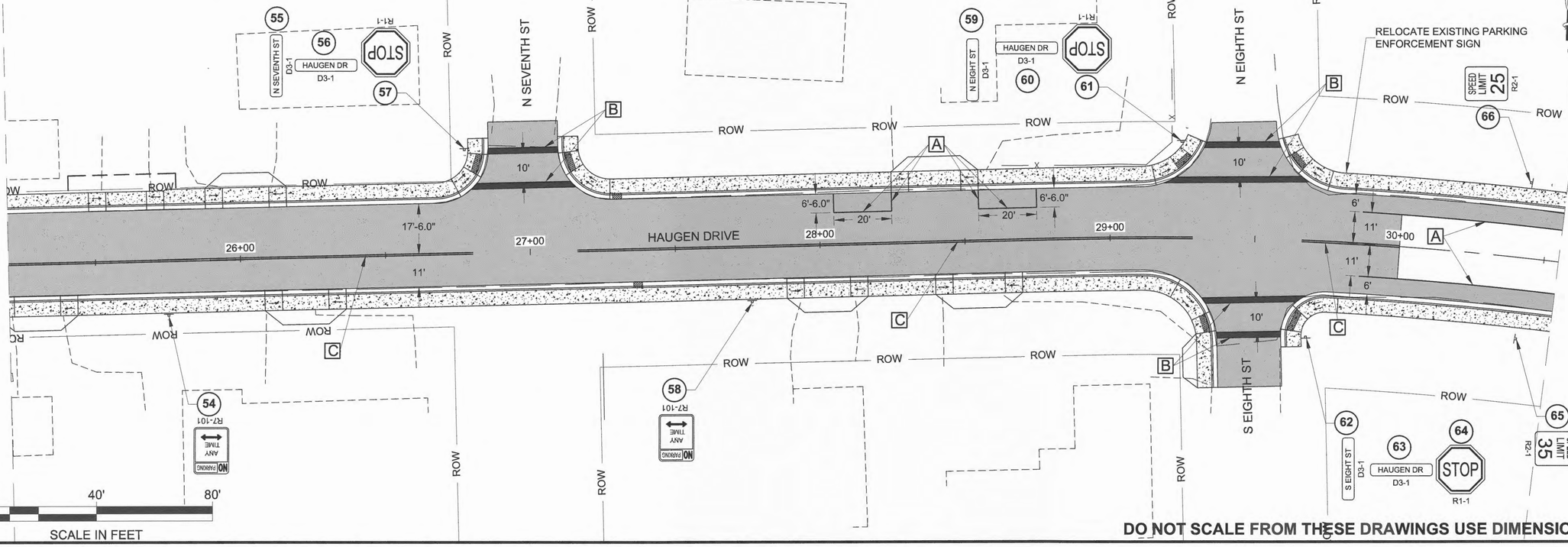
PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H1	87

Addendum #1; Attachment #4

HMF - 3.10.20

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	
B	SOLID WHITE	24"	
C	SOLID DOUBLE YELLOW	4"	





DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\ADDENDUM 1\69518_H1-H2.DWG

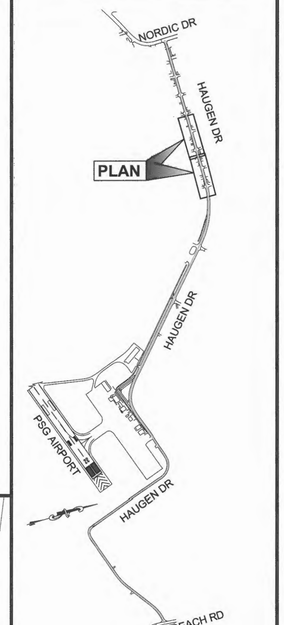
GRANTHAM, RICK L (DOT)
TAB: H2 Wednesday, December 03, 2014 11:37:5

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

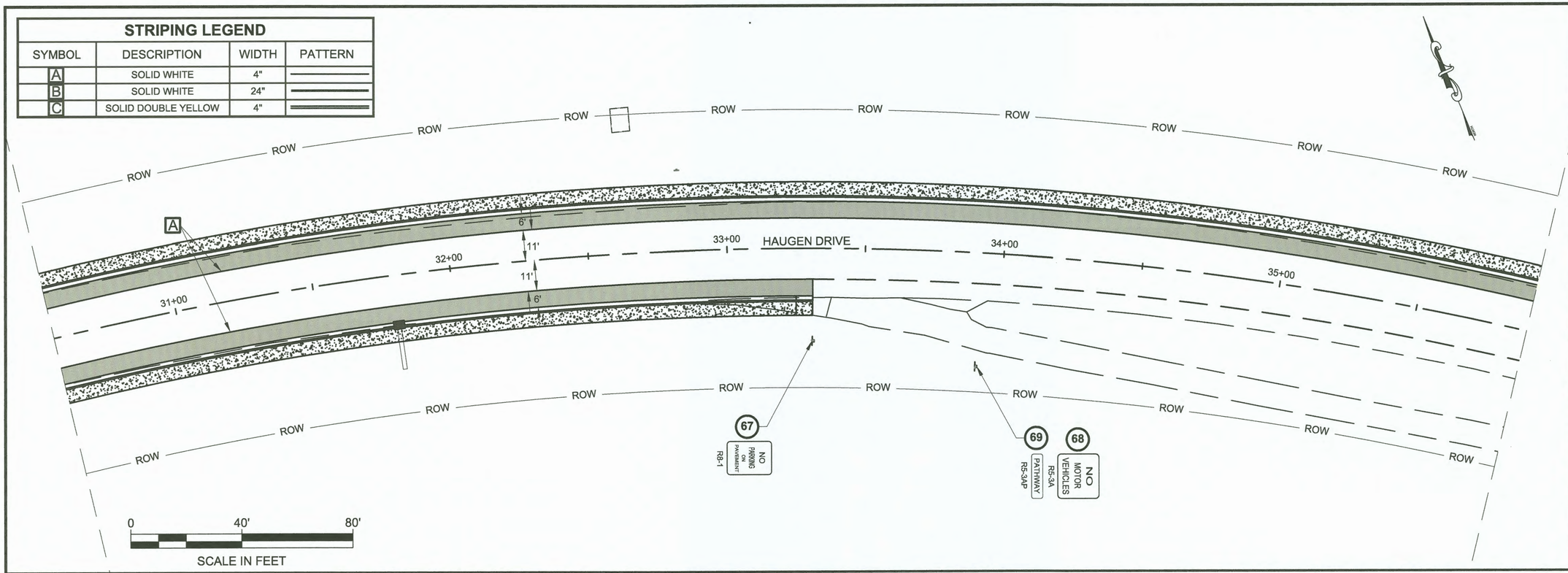
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

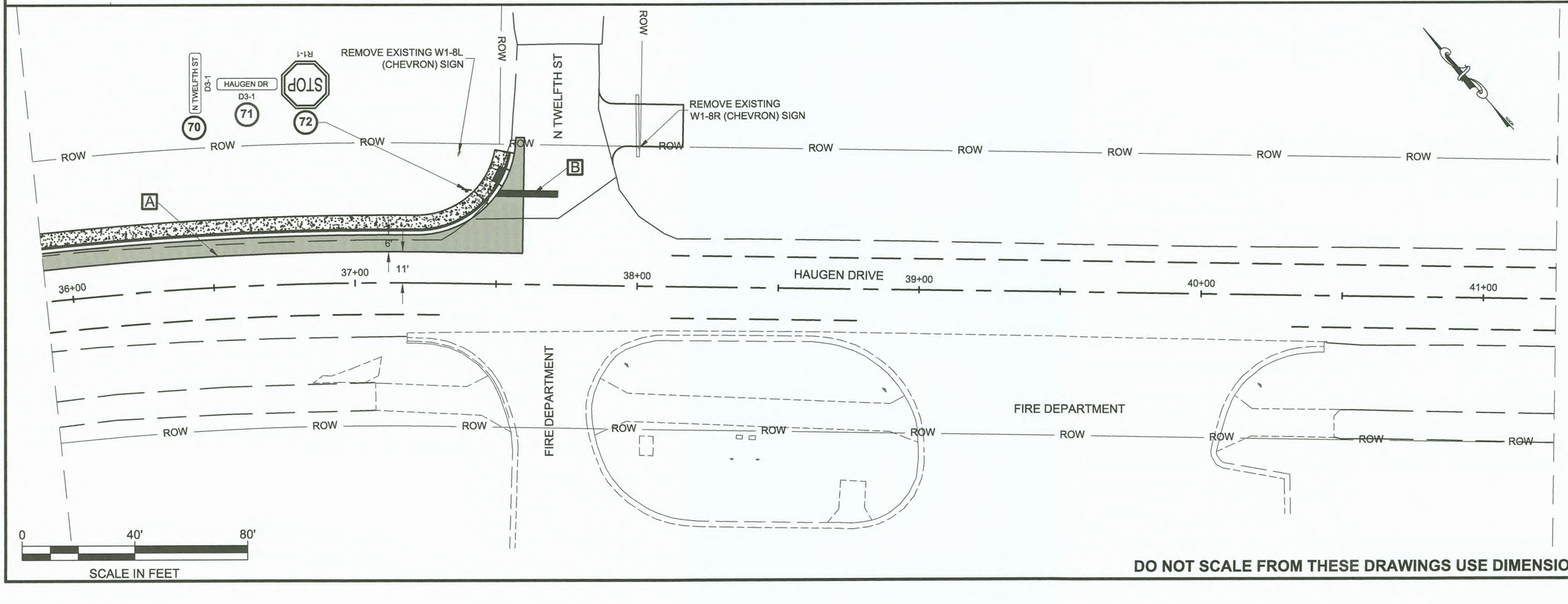
SIGNING & STRIPING PLAN

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H2	87

AME 3.10.20

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	
B	SOLID WHITE	24"	
C	SOLID DOUBLE YELLOW	4"	





DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_H1-H8_SIGN.DWG

GRANTHAM, RICK L (DOT)

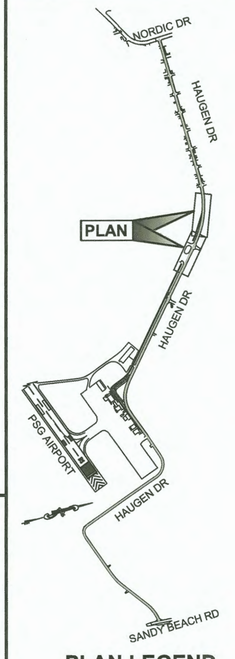
TAB: H3 Wednesday, November 26, 2014 8:13:56

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th Keith D. Karpstein Nov 26, 2014 CE-12904 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

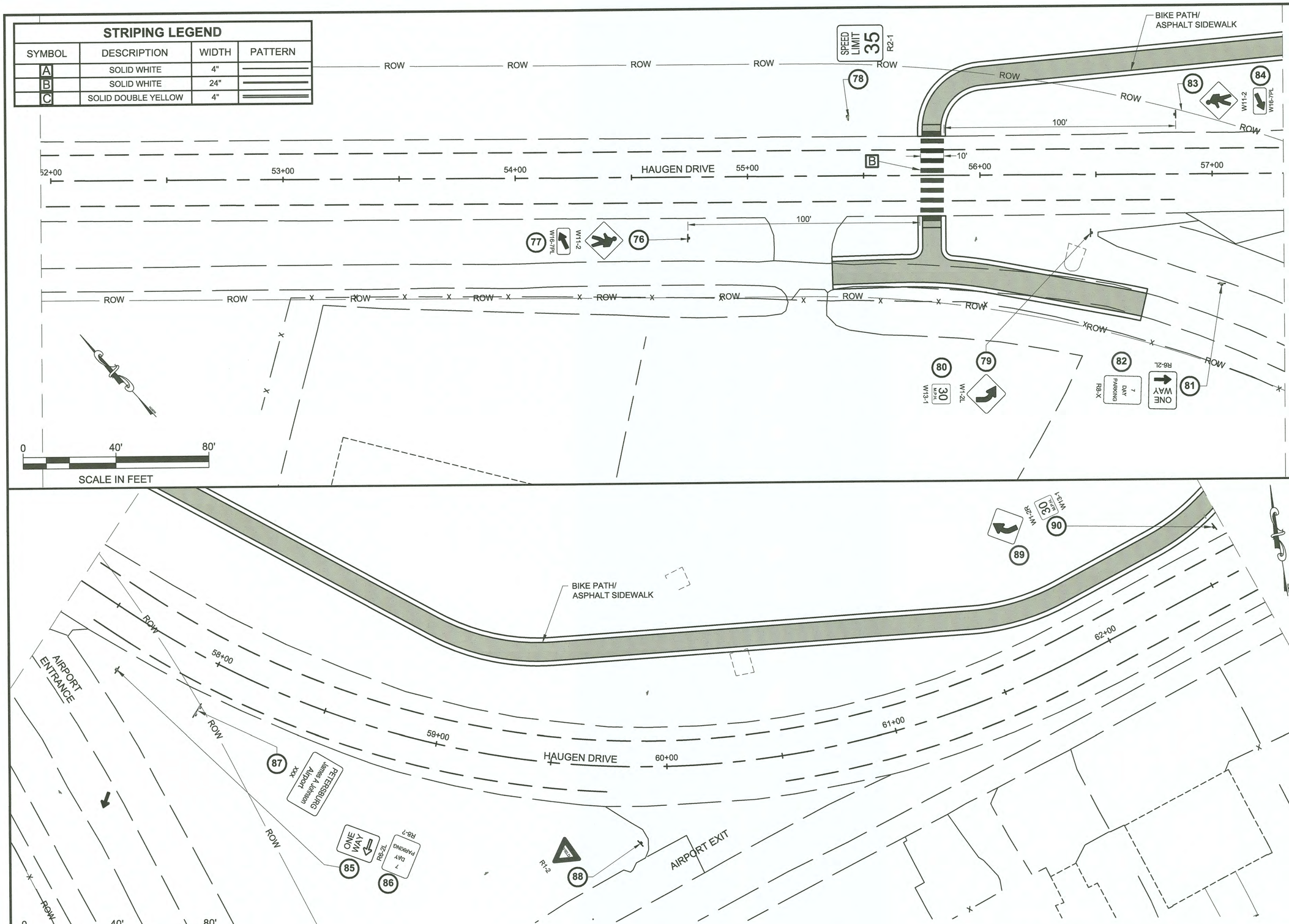
SIGNING & STRIPING PLAN

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H3	87

HMF 3.10.20

STRIPING LEGEND

SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	
B	SOLID WHITE	24"	
C	SOLID DOUBLE YELLOW	4"	



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)
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ADDENDUM NUMBER

ATTACHMENT NUMBER

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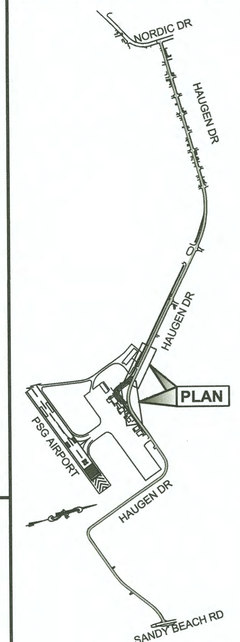

PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

SIGNING & STRIPING PLAN

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H4	87

HMF 3.10.20

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
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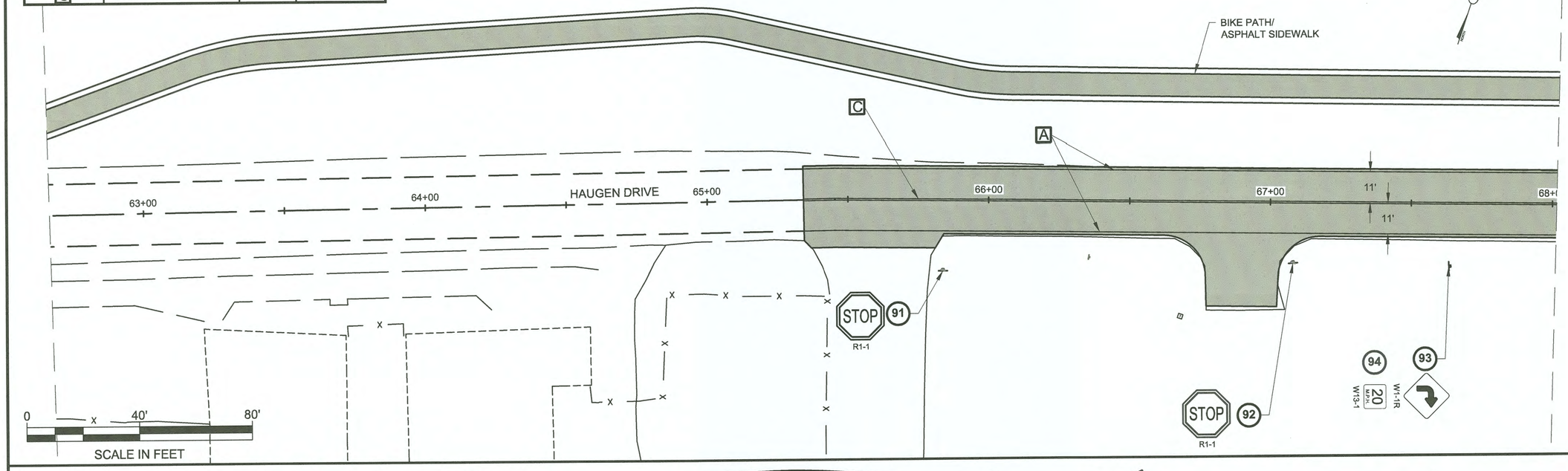

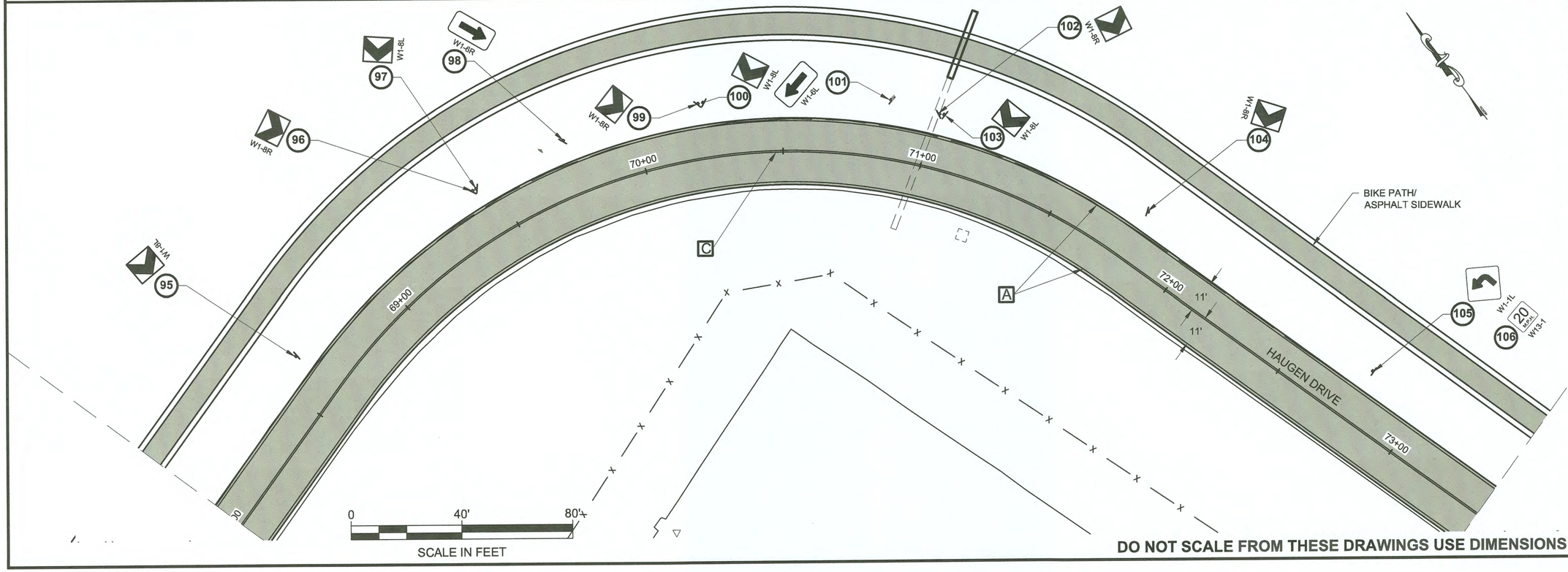

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

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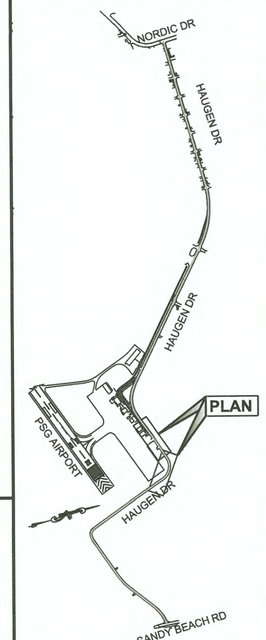

PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

SIGNING & STRIPING PLAN

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H5	87

HMF 3.10.20

STRIPING LEGEND

SYMBOL	DESCRIPTION	WIDTH	PATTERN
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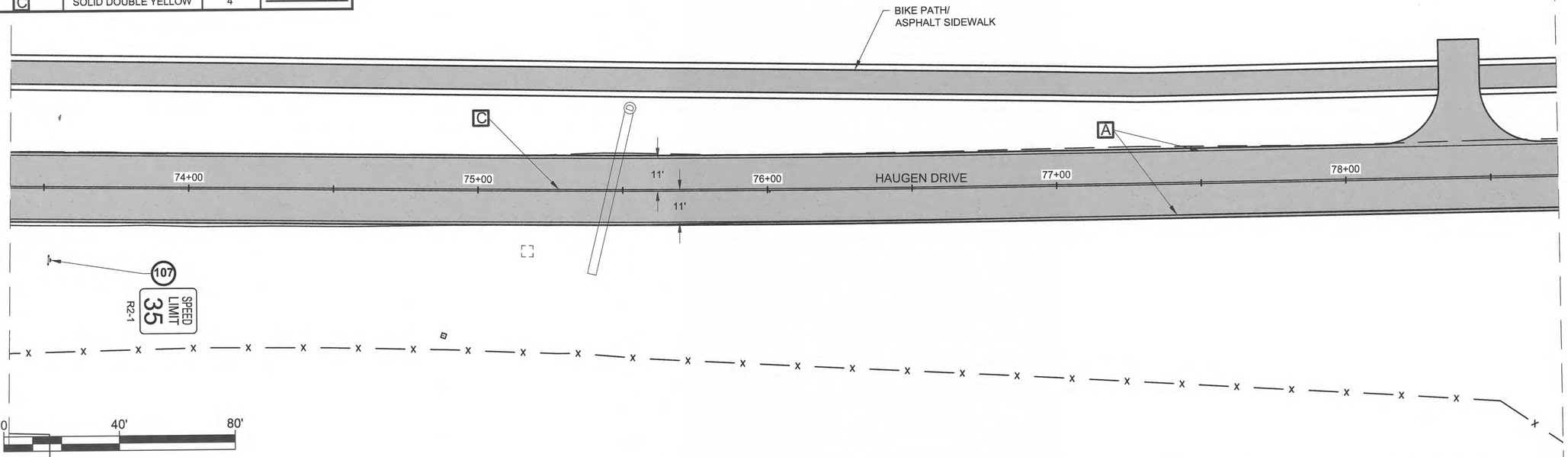

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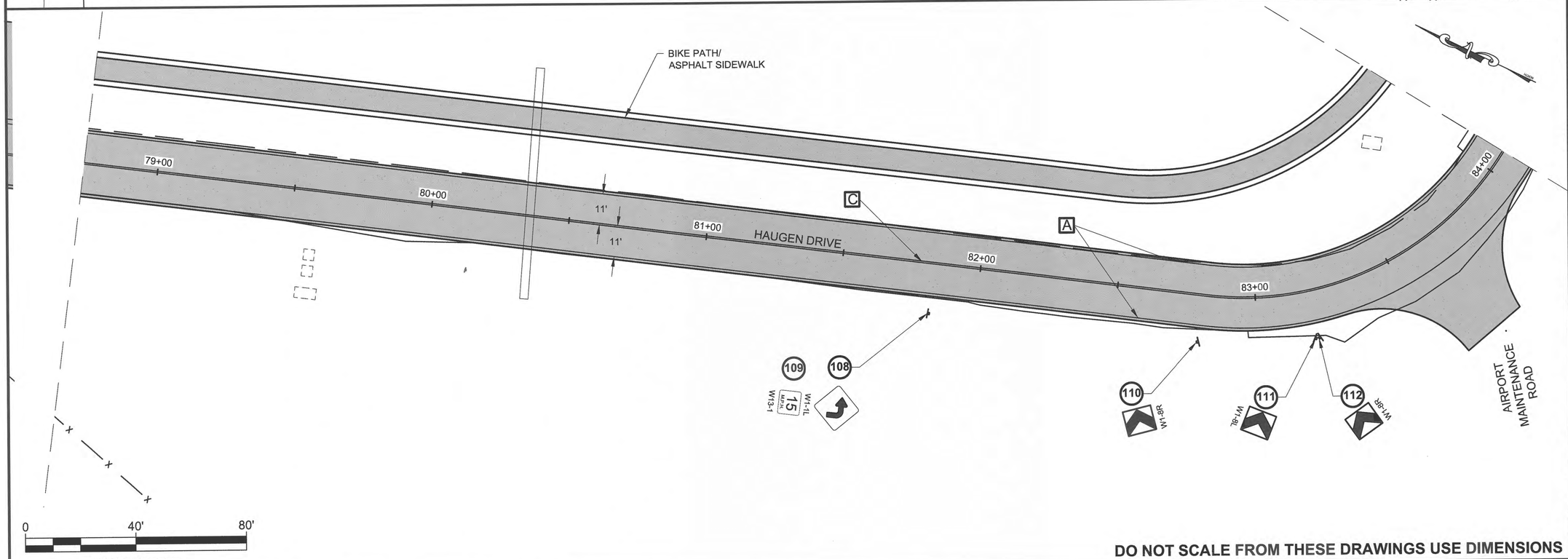
SCALE IN FEET



0 40' 80'

SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

TAB: H6 Wednesday, November 26, 2014 8:33:31

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

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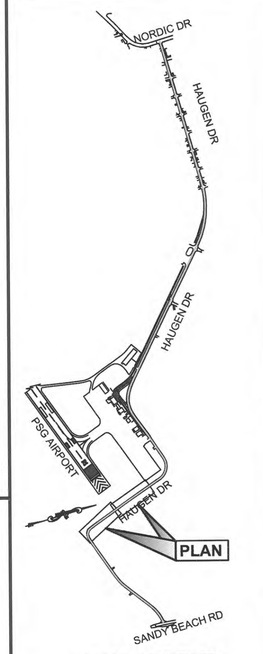

PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
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SIGNING & STRIPING PLAN

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H6	87

HMF 3.10.20

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
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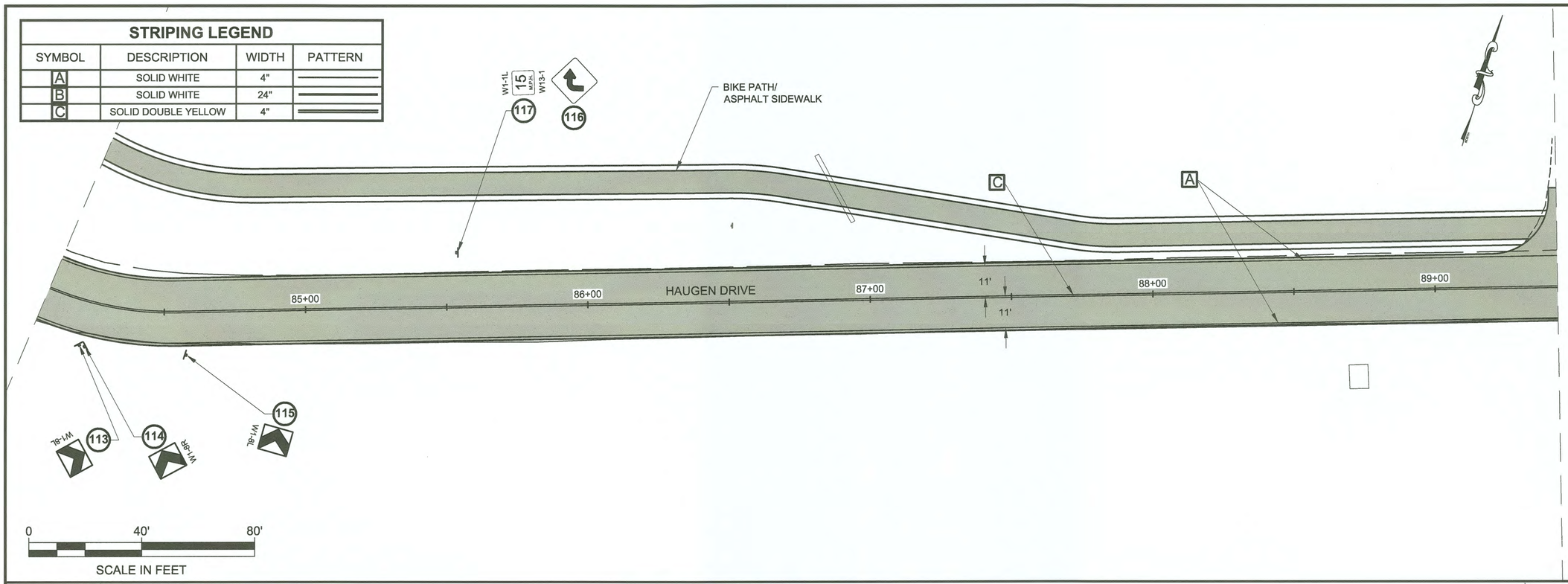

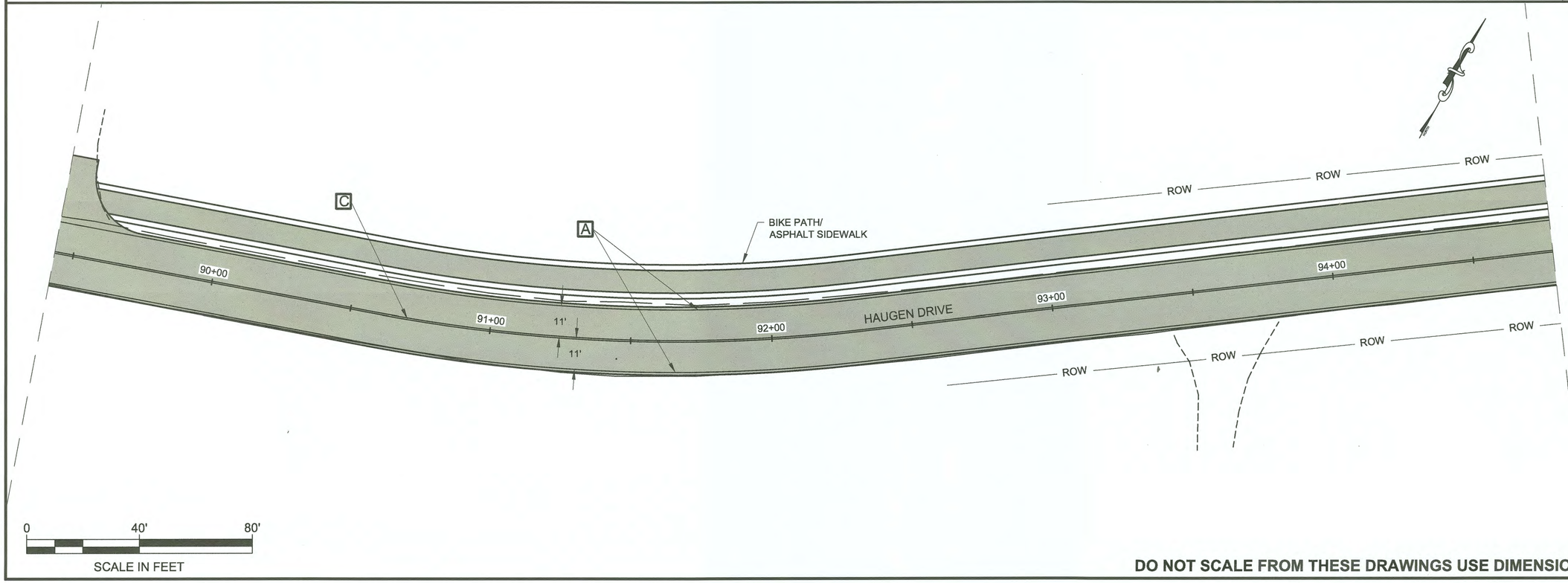

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

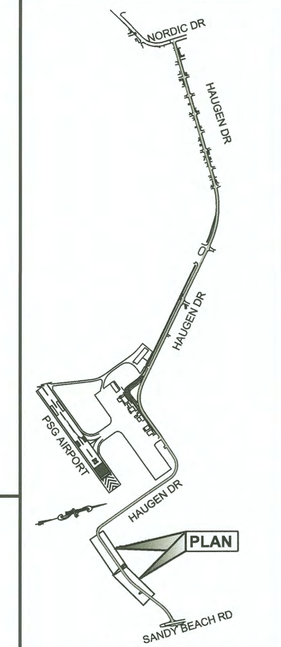
TAB: H7 Wednesday, November 26, 2014 8:31:58

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

SIGNING & STRIPING PLAN

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H7	87

HMF 3.10.20

STRIPING LEGEND

SYMBOL	DESCRIPTION	WIDTH	PATTERN
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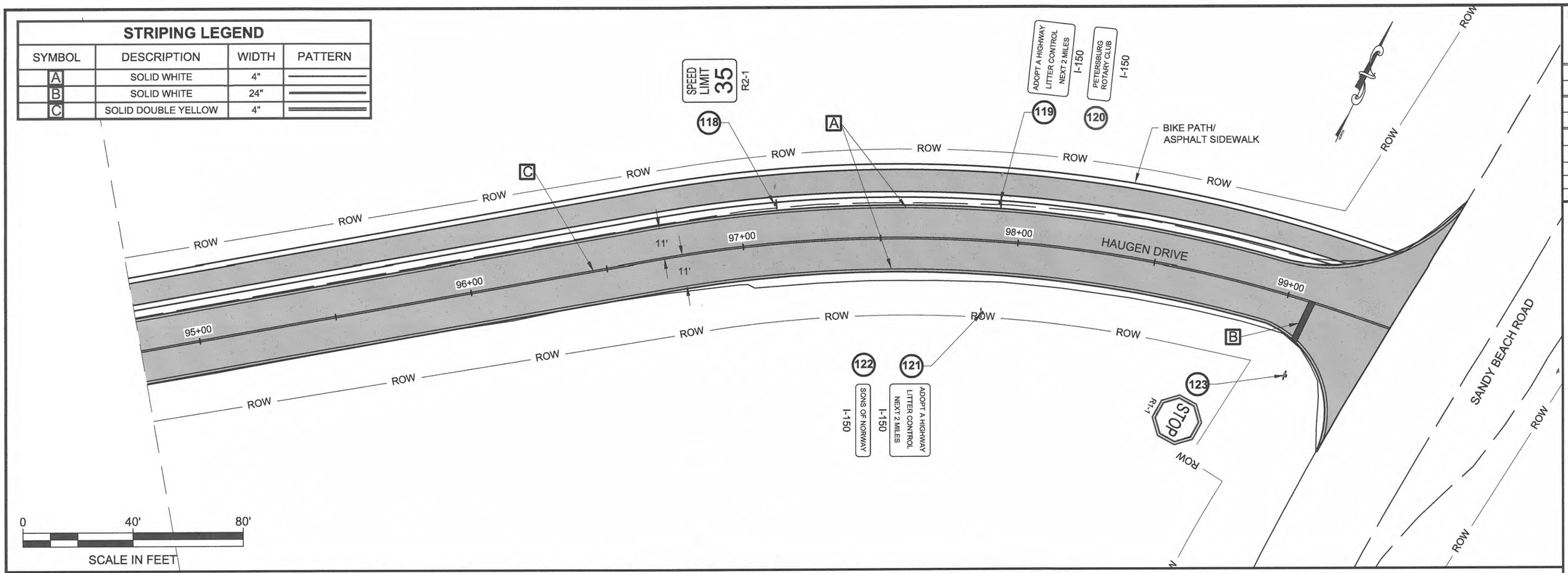
B	SOLID WHITE	24"	
C	SOLID DOUBLE YELLOW	4"	



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)
TAB: H8 Wednesday, November 26, 2014 8:32:20

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

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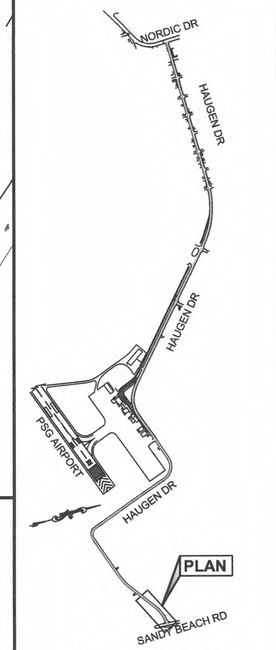


PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA 49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

SIGNING & STRIPING PLAN

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
H8	87

HMF 3.10.20

SHEET NOTES:

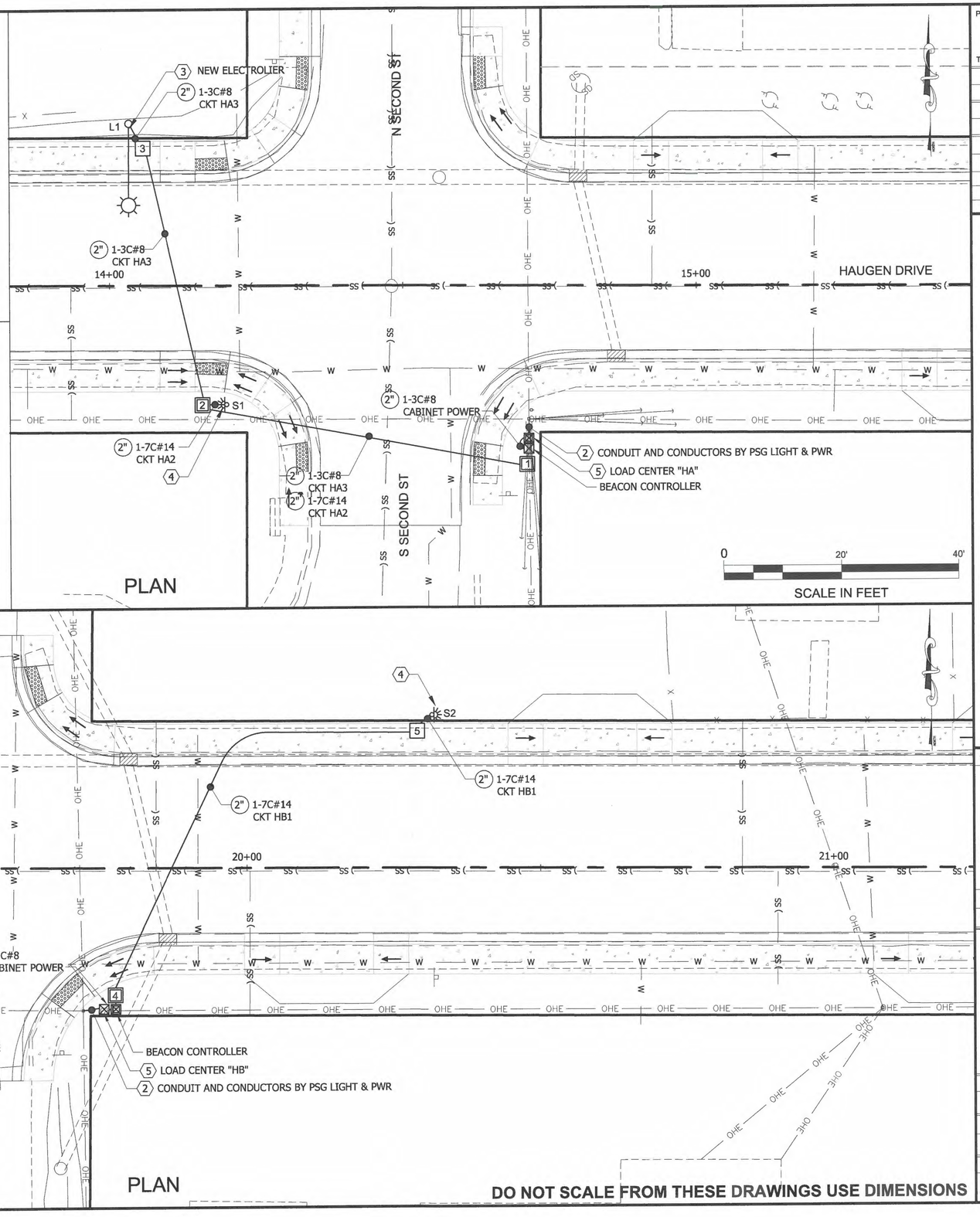
1. ALL CONDUIT SHALL BE SCHEDULE 40 PVC, HDPE, OR GRS. USE GRS ELBOWS AND SWEEPS. USE THREE CONDUCTOR CABLE WITH COPPER CONDUCTORS WITH XHHW OR RHW INSULATION RATED AT 600V. USE TWO CONDUCTORS FOR POWER AND ONE AS A SPARE. SPLICE CONDUCTORS ONLY IN LIGHT POLES UNLESS NOTED OTHERWISE. THE CABLE SHALL HAVE AN OUTER JACKET OF XLP OR APPROVED EQUAL. MAINTAIN CONDUIT SEPARATION PER TRENCH DETAIL. INSTALL (1) BARE #8 CU GROUND IN ALL CONDUITS.
2. COORDINATE WITH PSG LIGHT & POWER, TO PROVIDE NEW ELECTRICAL SERVICES TO LOAD CENTERS. CONTRACTOR IS RESPONSIBLE FOR SECURING AND PAYING FOR THE SERVICES OF THE UTILITY PER SUBSECTION 661-5.01.
3. PROVIDE NEW ELECTROLIER AS SHOWN IN PLANS, AND ORIENT ELECTROLIER PERPENDICULAR TO TRAVELED WAY.
4. PROVIDE NEW BEACON SYSTEM AS SHOWN IN PLANS.
5. PROVIDE NEW LOAD CENTER WHERE SHOWN. SHIELD PHOTOCELL FROM ARTIFICIAL LIGHT. INSTALL BEACON CONTROLLER CABINET TO THE BACK SIDE OF THE LOAD CENTER WOOD POST PEDESTAL.

SYMBOL LEGEND:

- TYPE 1A JUNCTION BOX
- TYPE 2 JUNTION BOX
- TYPE 2 LOAD CENTER
- BEACON CONTROLLER
- LUMINAIRE
- SCHOOL ZONE BEACON

3" 1-3C#4 CKT BA3

- CONDUIT SIZE
- NUMBER OF CABLES REQUIRED
- NUMBER OF INSULATED CONDUCTORS(C) OR PAIRS(PR), IF OTHER THEN SINGLE CONDUCTOR
- CONDUCTOR SIZE IN AWG
- CIRCUIT NUMBER



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GRANTHAM, RICK L (DOT)

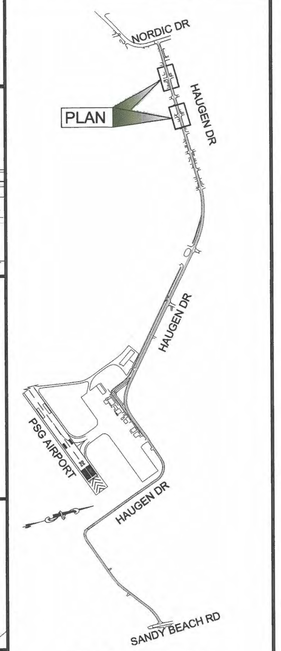
TAB: J1 Wednesday, November 26, 2014 7:43:48

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

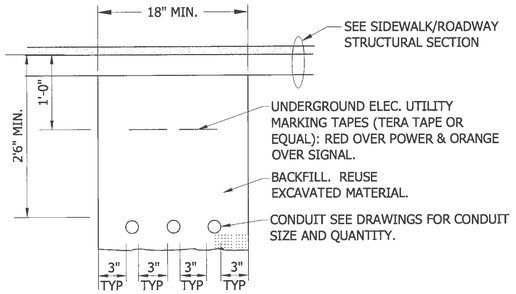
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

SCHOOL FLASHER/ ILLUMINATION PLAN

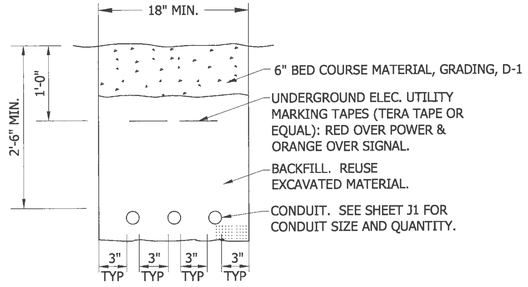
PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
J1	87

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

HMF 3.10.20



ROADWAY/SIDEWALK AREAS
NTS



NON-PAVED AREAS
NTS

ELECTROLIER SUMMARY

NO.	*STATION	*OFFSET (FT)	**ELEV. (FT)	LUMINAIRE	REMARKS
L1	14+03.2	27.5' LT	47.4	GE. NO M-250A3, CATALOG NUMBER M2AC25S0M2GMC3 OR APPROVED EQUAL	12' MAST ARM & 35' POLE SHAFT LENGTH. PROVIDE HOUSE SIDE SHIELD

*STATION AND OFFSET GIVEN TO CENTER OF ELECTROLIER FOUNDATION
** ELEVATIONS GIVEN TO TOP OF ELECTROLIER FOUNDATION

JUNCTION BOX SUMMARY

NO.	*STATION	*OFFSET (FT)	TYPE	REMARKS
1		RT	2	
2	14+17.00	20.20 RT	2	
3	14+05.00	23.70 LT	1A	INSTALL FLUSH WITH SIDEWALK
4		RT	2	
5	20+29.00	25.50 LT	1A	INSTALL FLUSH WITH SIDEWALK

*STATION AND OFFSET ARE APPROXIMATE FIELD ADJUST AS REQUIRED. ALL ADJUSTMENTS SHALL BE APPROVED BY THE ENGINEER AND BE WITHIN RIGHT-OF-WAY.

CONDUIT TRENCH DETAIL

NOTES:

1. SEE SHEET B1 FOR TYPICAL SECTION UNDER ROADWAY/SIDEWALK AREAS. PROVIDE BACKFILL PER SECTION 204 OF THE SPECIAL PROVISIONS.
2. THE LOCATION OF ALL EXISTING PIPING, CONDUIT, ETC MAY NOT BE WHERE SHOWN AND MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN UTILITY LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID WATER, SEWER, DRAINAGE PIPES AND OTHER CONFLICTS.
3. MAINTAIN 12 INCHES MINIMUM SEPARATION (ALL DIRECTIONS) BETWEEN POWER AND OTHER EXISTING CONDUITS, PIPES, ETC.

SCHOOL ZONE BEACON SUMMARY

NO.	STATION	OFFSET (FT)	REMARKS
S1	20+31.50	26.00 LT	
S2	14+20.00	20.00 RT	

Pay Item Description	Pay Unit
660(2A) Flashing Beacon Control Cabinet Credit	Lump Sum

Summary of Quantities

Item No.	Description	Price/Unit	Quantity	Amount
660(2A)	Flashing Beacon Control Cabinet Credit	Lump Sum	All Req'd	-$3,042.00
		TOTAL		-$3,042.00

C.O. #5

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN
DESIGNED BY: N. GEARY
DRAWN BY: N. GEARY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

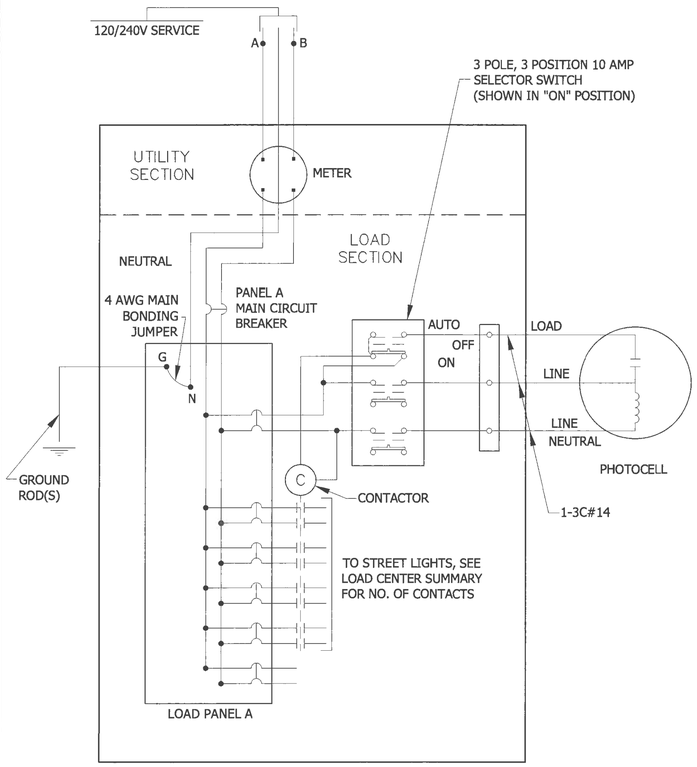
PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518 RSA #68113 SCHOOL FLASHER/ ILLUMINATION DETAILS & SUMMARIES

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_J1-J6_ELECTRICAL.DWG
TAB: J2 Wednesday, November 26, 2014 7:43:26 AM GRANTHAM, RICK L (DOT)

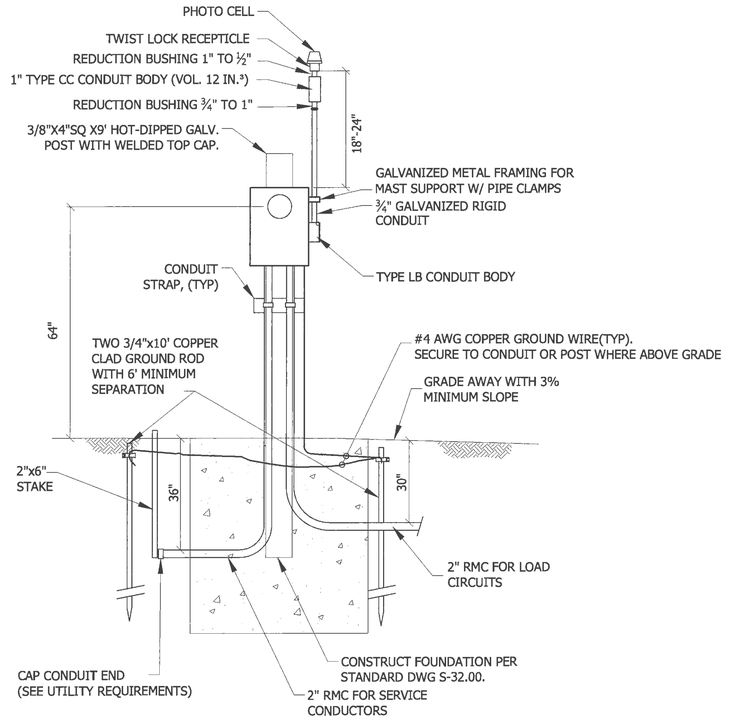
REVISIONS NO.	DATE	DESCRIPTION

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
0938(4)~69518	2014	J2	87

HMF 3.10.20



LOAD CENTER ONE LINE DIAGRAM
AND SELECTOR SWITCH WIRING



TYPE 2 LOAD CENTER

SUMMARY OF LOAD CENTER HA

LOAD CENTER TYPE:	TYPE 2
SERVICING UTILITY	PSG LIGHT & POWER
SERVICE CONDUIT TYPE:	RIGID METAL CONDUIT
LOCATION DATA	
LOAD CENTER:	23 FEET RIGHT OF STATION 19+77
POWER SOURCE:	UTILITY POLE ADJACENT LOAD CENTER
PHOTOELECTRIC CONTROL:	MOUNT ON LOAD CENTER
SERVICE VOLTAGE	1 PHASE, 3 WIRE, 120/240 VOLTS AC WITH GROUNDED NEUTRAL
PROVIDE METER SOCKET?	YES SERVICE AMPS: 100A
MAIN BREAKER A:	240 VOLT, 2 POLE, 100 AMPERES
CONTACTOR:	600 VOLT, 4 POLE, 30 AMPERES
AIC RATING OF CIRCUIT BKRS:	10,000 AMPS

PANEL A

CIRCUIT NUMBER	DESCRIPTION	KVA LOAD	BREAKER AMPS	BREAKER POLES
HA1	P.E. CELL	0.1	15	2
HA2	BEACON CONTROLLER	0.6	20	2
HA3*	LUMINAIRE L1	0.3	20	2
HA4	SPARE	0.0	20	2
TOTAL CONNECTED KVA LOAD		1.0	4.2	
TOTAL DEMAND KVA LOAD (@125%)		1.3	5.3	

* CIRCUIT THROUGH CONTACTOR

SUMMARY OF LOAD CENTER HB

LOAD CENTER TYPE:	TYPE 2
SERVICING UTILITY	PSG LIGHT & POWER
SERVICE CONDUIT TYPE:	RIGID METAL CONDUIT
LOCATION DATA	
LOAD CENTER:	27 FEET RIGHT OF STATION 14+71
POWER SOURCE:	UTILITY POLE ADJACENT LOAD CENTER
PHOTOELECTRIC CONTROL:	NONE
SERVICE VOLTAGE	1 PHASE, 3 WIRE, 120/240 VOLTS AC WITH GROUNDED NEUTRAL
PROVIDE METER SOCKET?	YES SERVICE AMPS: 100A
MAIN BREAKER A:	240 VOLT, 2 POLE, 100 AMPERES
CONTACTOR?	NONE
AIC RATING OF CIRCUIT BKRS:	10,000 AMPS

PANEL A

CIRCUIT NUMBER	DESCRIPTION	KVA LOAD	BREAKER AMPS	BREAKER POLES
HB1	BEACON CONTROLLER	0.6	20	2
HB2	SPARE	0.0	20	2
TOTAL CONNECTED KVA LOAD		0.6	2.5	
TOTAL DEMAND KVA LOAD (@125%)		0.8	3.2	

WIRING NOTES:

1. FURNISH ALL EQUIPMENT NOTED IN THE LOAD CENTER SUMMARY. SEE SUMMARIES FOR LOAD PANEL VOLTAGES, CURRENT RATINGS, SHORT CIRCUIT INTERRUPTING RATINGS, AND THE NAME OF THE SERVING UTILITY.
2. SIZE THE TYPE 2 LOAD CENTER CABINETS TO HOLD THE EQUIPMENT SHOWN IN THE WIRING DIAGRAM AND DETAILED IN EACH LOAD CENTER SUMMARY, ALLOWING SPACE FOR WIRING PER THE NATIONAL ELECTRICAL CODE. INSTALLING A METER BASE AND MAIN BREAKER IN A SEPARATE ENCLOSURE IS ALLOWABLE. HOWEVER IN THIS CASE, FURNISH A BREAKER PANEL WITH A MAIN BREAKER.
3. THE VOLTAGE FOR THE PHOTOELECTRIC CONTROL EQUIPMENT SHALL BE 240-VOLT, DERIVED FROM THE SERVICE VOLTAGE.
4. LABEL ALL CIRCUIT BREAKERS AS TO FUNCTION AND POSITION. LABEL THE SELECTOR SWITCH "LIGHTING" AND ITS POSITIONS "ON-OFF-AUTO".
5. MOUNT PHOTOCELL RECEPTACLE TO ½" CONDUIT WITH SILICONE SEALANT. INSTALL A 3C#14 CABLE FROM THE LOAD CENTER TO THE TYPE CC CONDUIT BODY WHERE THE SPLICE TO THE PHOTOCELL RECEPTACLE CABLE SHALL BE MADE. SHIELD PHOTOCELL FROM ARTIFICIAL LIGHT SOURCE.
6. STORE A SCHEMATIC DIAGRAM, A CIRCUIT DIRECTORY, AND A MATERIALS LIST INCLUDING THE MANUFACTURERS' NAMES AND PART/CATALOG NUMBERS, ALL LAMINATED IN PLASTIC, IN A METAL POCKET ATTACHED TO THE INSIDE OF THE LOAD CENTER.

UTILITY REQUIREMENTS:

1. INSTALL A PULL ROPE IN THE SERVICE CONDUIT AND A CAP ON THE BURIED END. MARK THE BURIED END WITH A 2"X6" STAKE.

LOAD CENTER NOTES:

1. PROVIDE FAULT CURRENT LABEL ON LOAD CENTER DEAD-FRONT: "AVAILABLE FAULT CURRENT = 3677A, CALCULATED ON 18 AUG 2014."
2. CALCULATED FAULT CURRENT IS BASED ON LOAD CENTER BEING SERVED FROM A 15 KVA UTILITY TRANSFORMER. FIELD VERIFY CONDITIONS AND NOTIFY ENGINEER IF DIFFERENT PRIOR TO PRINTING FAULT CURRENT LABEL.
3. THE LIGHTING CONTACTOR ON LOAD CENTER HA SHALL BE CONTROLLED BY THE P.E. CELL WHEN THE HOA SWITCH IS IN "AUTOMATIC".

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: EE

STATE OF ALASKA · 49 TH · LUCAS SCHNELLER · EE-11399 · REGISTERED PROFESSIONAL ENGINEER

11/24/14

DESIGNED BY: N. GEARY

DRAWN BY: N. GEARY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE &
BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

LOAD CENTER SUMMARY & DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_J1-J6_ELECTRICAL.DWG
TAB: J3 Friday, November 21, 2014 4:13:19 PM GRANTHAM, RICK L (DOT)

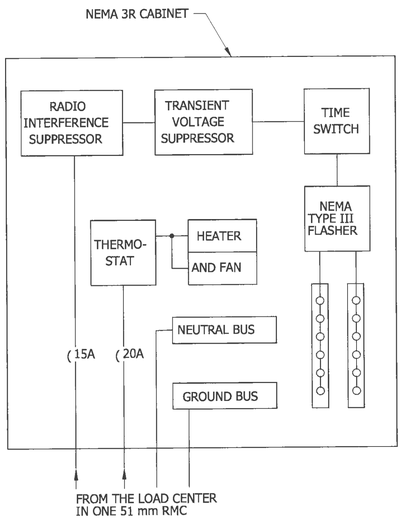
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	J3	90

HMF 3.10.20

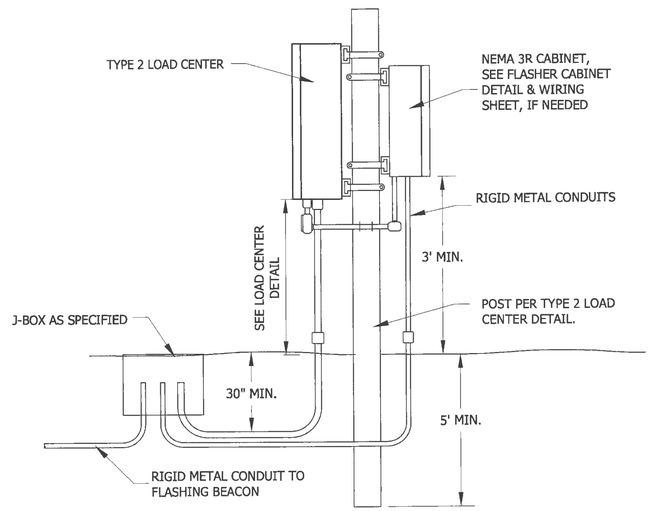
NOTES:

1. THE NEMA 3R CABINET BEACON CABINET SHALL BE LARGE ENOUGH TO ACCOMMODATE THE EQUIPMENT LISTED IN THE MATERIAL REQUIREMENTS TABLE, THIS SHEET, TWO 30A SIX CIRCUIT TERMINAL BLOCKS, AND NEUTRAL AND GROUND BUSSES.
2. LEAVE THREE FEET OF SLACK WIRE FROM CONTROLLER (TIME SWITCH) IN CABINET.
3. NEATLY WRAP AND/OR SECURE ALL WIRING IN CABINET.
4. FURNISH AN UNPAINTED NEMA 3R ENCLOSURE CONSTRUCTED OF MATERIAL SPECIFIED IN MATERIAL REQUIREMENTS TABLE.
5. MANUFACTURER SUPPLIED WIRING DIAGRAM AND CONTROLLER MANUAL SHALL BE PROVIDED BY CONTRACTOR AND LOCATED IN DOOR POUCH, ALSO TO BE SUPPLIED.
6. CABINET IS TO INCLUDE ALL EQUIPMENT SHOWN AND NEEDED FOR OPERATION INCLUDING ITEMS IN THE MATERIAL REQUIREMENTS TABLE OR APPROVED EQUALS.
7. WIRING DIAGRAM IS FOR GENERAL LAYOUT PURPOSE ONLY. ADDITIONAL WIRING TO TIME CLOCK AND/OR CABINET MAY BE REQUIRED AS CALLED FOR IN PLANS AND SPECS.

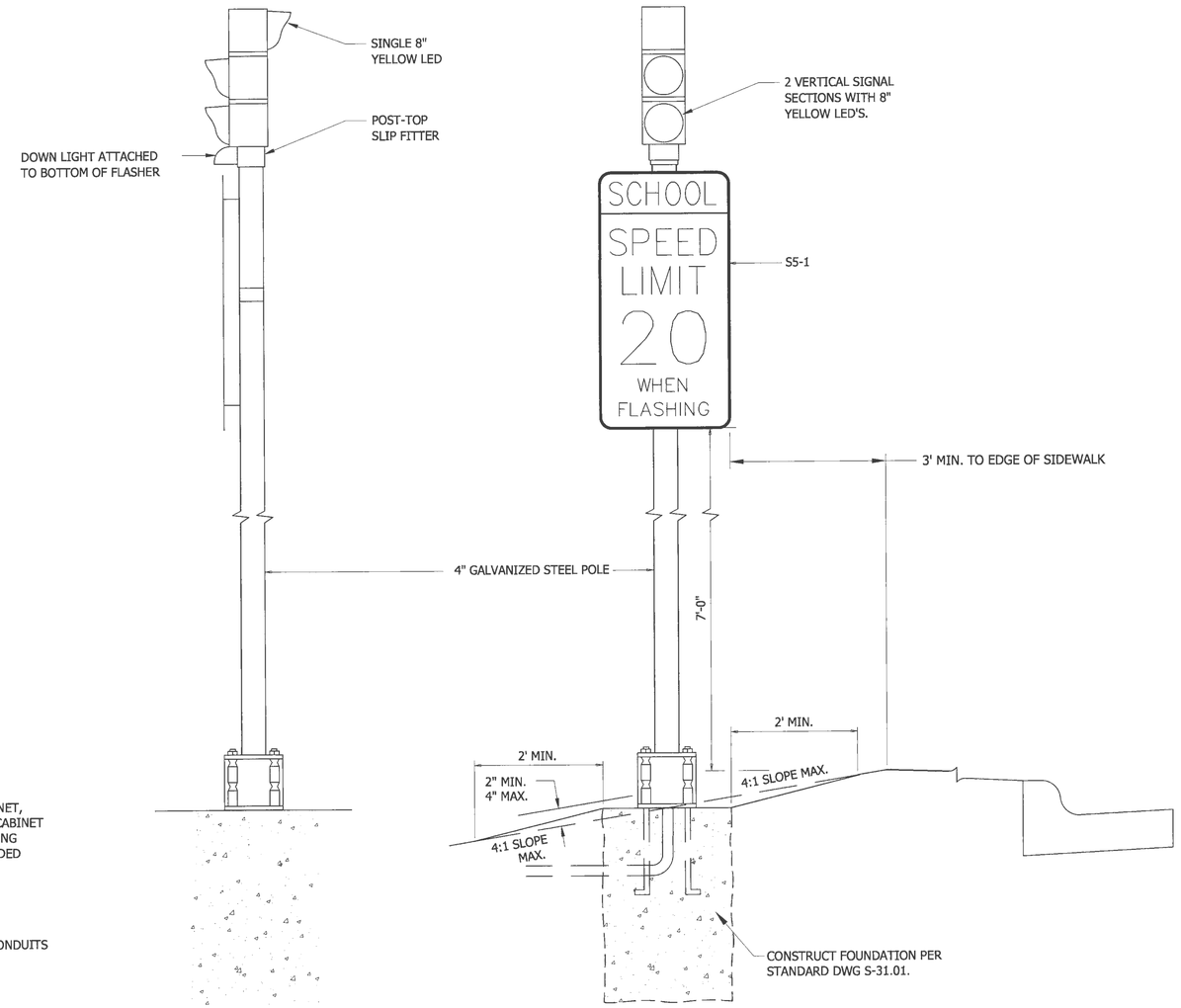
MATERIAL REQUIREMENTS	
ENCLOSURE MATERIAL	0.125" ALUMINUM
TIME CLOCK	RTC AP22
FLASHER	EDI 810
HEATER	VULCAN OS1208-150A
THERMOSTAT	WHITE ROGERS 230-22
MAIN BREAKER	15A
AUXILIARY BREAKER	20A
TRANSIENT VOLTAGE SURGE PROTECTION	TESCO 15A
RADIO INTERFACE SUPPRESSOR	HESCO LF60
LOCK	BEST "BM" SERIES



WIRING DIAGRAM FOR CONTROL UNIT



FLASHING BEACON CONTROLLER ASSEMBLY MOUNTED TO LOAD CENTER POST



(SCHOOL) FLASHER DETAIL

BACK VIEW

SCHOOL BEACON NOTES:

1. INSTALL SCHOOL SPEED LIMIT SIGN FLASHING BEACONS AS SHOWN ON THIS SHEET.
2. FURNISH BEACON POSTS THAT PROVIDE A 7' DIFFERENCE IN ELEVATION BETWEEN THE BOTTOM OF THE SIGN AND THE EDGE OF SIDEWALK. OFFSET CONDITIONS NOT SHOWN ON THIS DRAWING SHALL BE INSTALLED PER STANDARD DRAWING S-05.01.
3. EQUIP BEACON POSTS WITH FRANGIBLE COUPLING BASES. INSTALL MODEL 5100 BREAK-SAFE BASES FROM TRANSPO INDUSTRIES OR AN APPROVED EQUAL.
4. FURNISH BEACON POSTS AND PED POLES HOT-DIP GALVANIZED ACCORDING TO AASHTO M111M.
5. EACH FLASHER SHALL CONSIST OF THREE 8" SIGNAL FACES WITH YELLOW LED'S AND VISORS.
6. THE CONTRACTOR SHALL WIRE SIGNAL FACES 1 AND 3 ON FLASHER CIRCUITS 1 AND 2, RESPECTIVELY. FACE 2 SHALL BE WIRED TO CIRCUIT 1 OR 2 AS REQUIRED TO BALANCE THE LOAD.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
Nov 26, 2014
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: N. GEARY

DRAWN BY: N. GEARY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

SCHOOL FLASHER DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_J1-J6_ELECTRICAL.DWG
TAB: J4 Wednesday, November 26, 2014 6:57:48 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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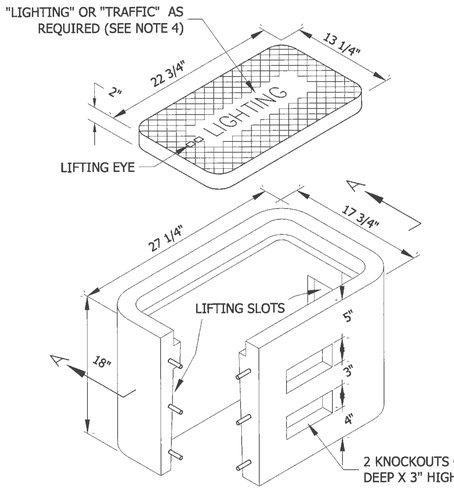
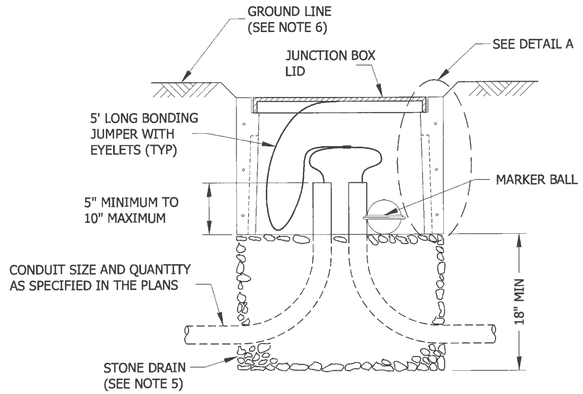
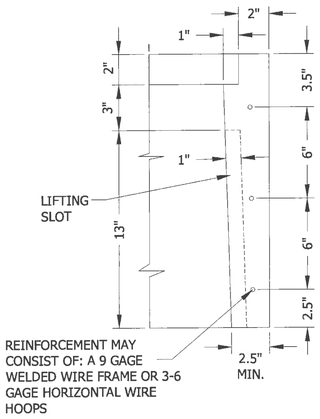


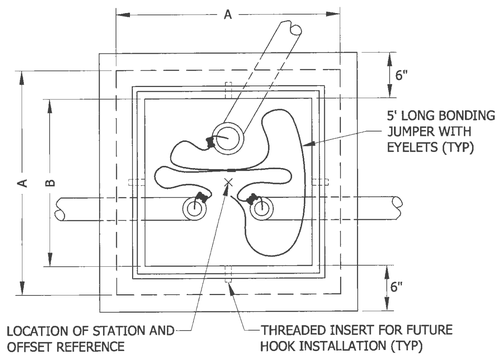


SECTION A-A

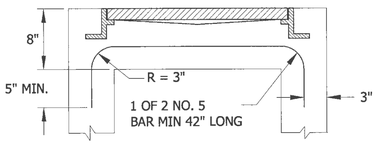


DETAIL A

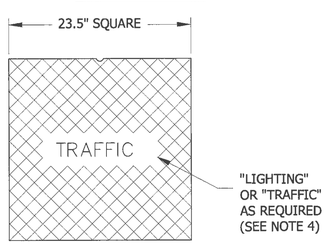
TYPE IA JUNCTION BOX



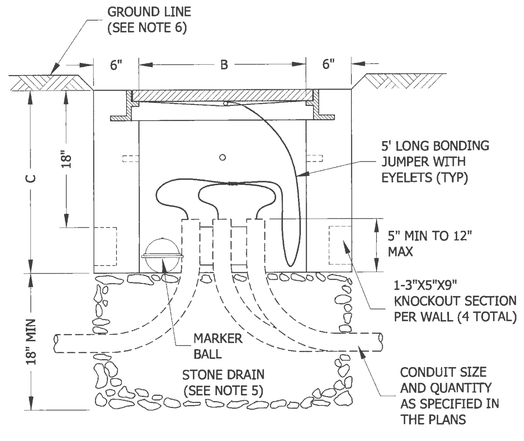
PLAN



SECTION B-B



LID FOR TYPE II J-BOXES



TYPE II JUNCTION BOX
ELEVATION

NOTES:

1. AVOID INSTALLING TYPE IA JUNCTION BOXES IN DRIVEWAYS OR IN LOCATIONS SUBJECT TO USE BY HEAVY TRUCKS. INSTALL JUNCTION BOXES ONLY AT THE LATERAL LOCATIONS ALLOWED IN SUBSECTION 660-3.04.
2. FURNISH TYPE II JUNCTION BOXES WITH CAST IRON FRAMES AND LIDS THAT WEIGH A MINIMUM OF 210 POUNDS AND ARE RATED FOR HEAVY TRAFFIC LOADS IN COMPLIANCE WITH AASHTO M306. FURNISH TYPE IA JUNCTION BOXES WITH CAST IRON LIDS THAT WEIGH A MINIMUM OF 50 POUNDS.
3. CONSTRUCT JUNCTION BOXES ACCORDING TO SECTION 501 USING CLASS A CONCRETE. REINFORCE TYPE IA JUNCTION BOXES AS SHOWN. SYNTHETIC STRUCTURAL FIBER-REINFORCED CONCRETE THAT MEETS ASTM C 1116 AND CONTAINS FIBER IN PROPORTIONS AS RECOMMENDED BY THE FIBER MANUFACTURER MAY BE ADDED FOR STRENGTH.
4. FOR JUNCTION BOXES THAT CONTAIN ILLUMINATION CONDUCTORS EXCLUSIVELY, FURNISH LIDS WITH THE WORD "LIGHTING" INSCRIBED INTO THEM. FOR OTHER JUNCTION BOXES, FURNISH LIDS WITH THE WORD "TRAFFIC" INSCRIBED INTO THEM.
5. UNDER JUNCTION BOXES, INSTALL STONE DRAINS THAT CONSIST OF POROUS BACKFILL MATERIAL CONFORMING TO SUBSECTION 703-2.10.
6. SET THE TOPS OF JUNCTION BOXES WITH THE FOLLOWING DIMENSIONS BELOW THE FINISHED SURROUNDING SURFACE:
   - 1" IN PAVED MEDIANS AND ADJACENT TO PEDESTRIAN FACILITIES
   - 1/4" IN PEDESTRIAN FACILITIES AND ROADWAY
   - 2" IN ALL OTHER AREAS
7. BOND JUNCTION BOX LIDS TO THE SYSTEM OF EQUIPMENT GROUNDING CONDUCTORS ACCORDING TO SUBSECTION 660-3.06. ATTACH BONDING JUMPERS TO THE JUNCTION BOX LIDS WITH BRASS OR STAINLESS STEEL HARDWARE.
8. INSTALL LOOP DETECTOR TAILS THROUGH ONE OF THE KNOCKOUTS OF TYPE 1A JUNCTION BOXES. AFTER SETTING THE BOXES TO GRADE, INSTALL GROUT IN THE GAPS THAT REMAIN IN THE KNOCKOUT.
9. INSTALL A 1/2" THICK PREFORMED BITUMINOUS JOINT MATERIAL AROUND JUNCTION BOXES INSTALLED IN PORTLAND CEMENT CONCRETE WALKWAYS.
10. INSTALL AN ELECTRONIC MARKER BALL IN ALL JUNCTION BOXES PER SUBSECTION 660-3.04.

J-BOX DIMENSIONS

J-BOX TYPE	DIMENSIONS		
	A (MAX.)	B	C (MIN.)
II	29 1/2"	22"	24"

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN
DESIGNED BY: N. GEARY
DRAWN BY: N. GEARY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518
RSA #68113

JUNCTION BOX DETAILS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_J1-J6_ELECTRICAL.DWG
TAB: J5 Wednesday, November 26, 2014 6:56:02 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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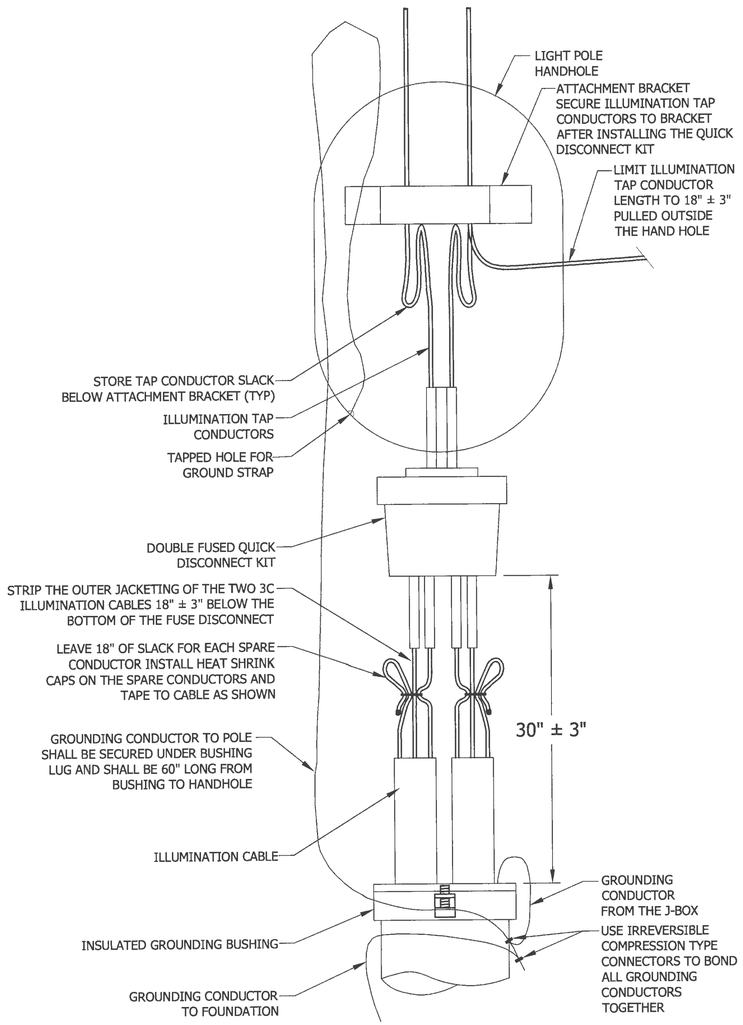
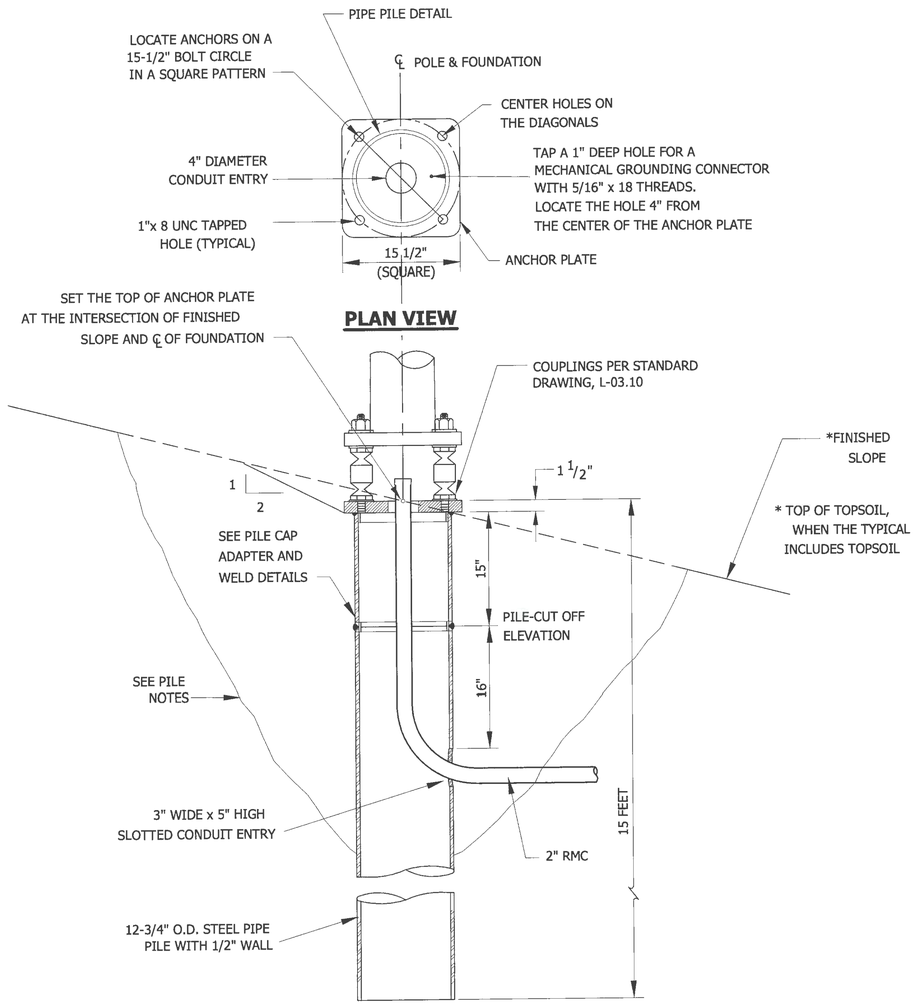
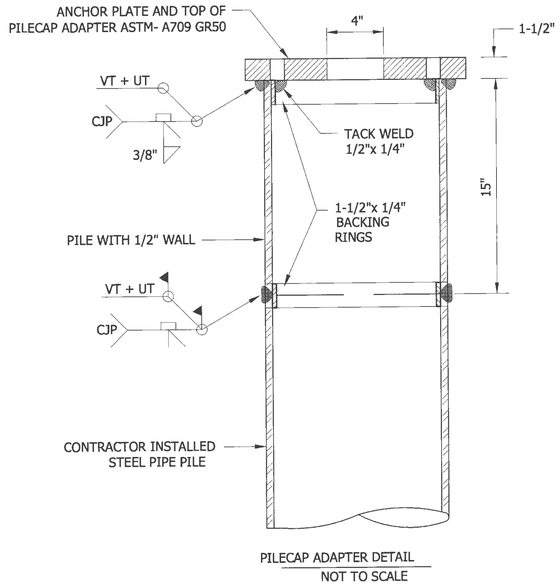
HMF 3.10.20



LIGHT POLE HANDHOLE WIRING DETAIL



PIPE PILE FOUNDATION
(SHOWN WITH FRANGIBLE COUPLINGS)



PILECAP ADAPTER DETAIL
NOT TO SCALE

PILECAP ADAPTER AND WELD DETAILS

DESIGN NOTES:

DESIGN STANDARD: 2001 STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS WITH 2006 INTERIM.

DESIGN LOADS: 5-KIPS AXIAL, 7.5-KIPS SHEAR, 40-KIP-FT MOMENT.

CONSTRUCTION STANDARD: STATE OF ALASKA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2004 ENGLISH EDITION WITH SPECIAL PROVISIONS.

NOTES:

1. FURNISH STEEL PIPE PILES THAT CONFORM TO THE MATERIAL REQUIREMENTS AND SECTION 660, 715 AND 740 OF THE SPECIFICATIONS. NO SPLICES ARE ALLOWED BELOW THE PILECAP ADAPTER.
2. DRIVE PILES OPEN ENDED. COMPLETE PILE WORK ACCORDING TO SECTIONS 505, 660 AND 715 OF THE SPECIFICATIONS. REMOVE AND REINSTALL PILES OUT OF PLUMB MORE THAN 1:40.
3. FRESH HEAD THE TOP OF PILES IN A LEVEL PLANE AND CUT THE CONDUIT ENTRANCE HOLE AFTER DRIVING THE PILE. NOTE; ONLY MECHANICAL OR PLASMA CUTTER MEANS ARE PERMITTED. OXY-FUEL CUTTING IS PROHIBITED.
4. FURNISH ONLY SHOP FABRICATED PILECAP ADAPTERS. INCLUDE STAMPED ENGINEERING CALCULATIONS, DRAWINGS, MILL CERTIFICATIONS AND WELDING PLANS FOR PILECAP ADAPTERS AND THE PILECAP ADAPTER TO PILE WELD. WELDING SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF THE AWS D1.1, STRUCTURAL WELDING CODE-STEEL AND THE SPECIFICATIONS.
5. AT EACH FOUNDATION, EXCAVATE A CONE SHAPED WORK HOLE 6.5' DIAMETER AT THE SURFACE DOWN TO 1 FOOT BELOW THE CONDUIT HOLE SUBJECT TO THE REQUIREMENTS AND RESTRICTIONS OF OSHA 1926.652. AFTER CUTTING THE CONDUIT ENTRANCE HOLE AND WELDING ON THE PILECAP ADAPTER, BACKFILL AND COMPACT THE WORK HOLE IN 8" LIFTS WITH A SOIL-CEMENT MIXTURE, CONSISTING OF 2 SACKS OF PORTLAND CEMENT PER CUBIC YARD OF SOIL. SUFFICIENT COMPACTIVE EFFORT WILL BE DETERMINED BY THE ENGINEER.
6. WAIT AT LEAST 3 DAYS AFTER BACKFILLING THE WORK HOLE BEFORE ERECTING THE LUMINAIRE POLE.
7. TERMINATE CONDUIT(S) 3" ABOVE THE TOP OF THE ANCHOR PLATE. INSTALL A GROUNDING BUSHING ON THE END OF THE RIGID METAL CONDUIT AND ESTABLISH A BOND WITH THE ANCHOR PLATE.

MATERIAL REQUIREMENTS		
STRUCTURAL STEEL PLATE	ASTM A709 GRADE 50	Fy = 50 ksi
STEEL PIPE PILE	ASTM A709, GRADE 50 T2 MANUFACTURED PER API 2B	Fy = 50 ksi
	API 5L GRADE X 42	Fy = 42 ksi

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th Keith J. Karpstein Nov 26, 2014 CE-12904 REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: N. GEARY
DRAWN BY: N. GEARY

PSG-HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518 RSA #68113
PILE PIPE FOUNDATION DETAILS FOR LIGHT POLES WITH FRANGIBLE BASE

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_J1-J6_ELECTRICAL.DWG
TAB: J6 Wednesday, November 26, 2014 6:55:10 AM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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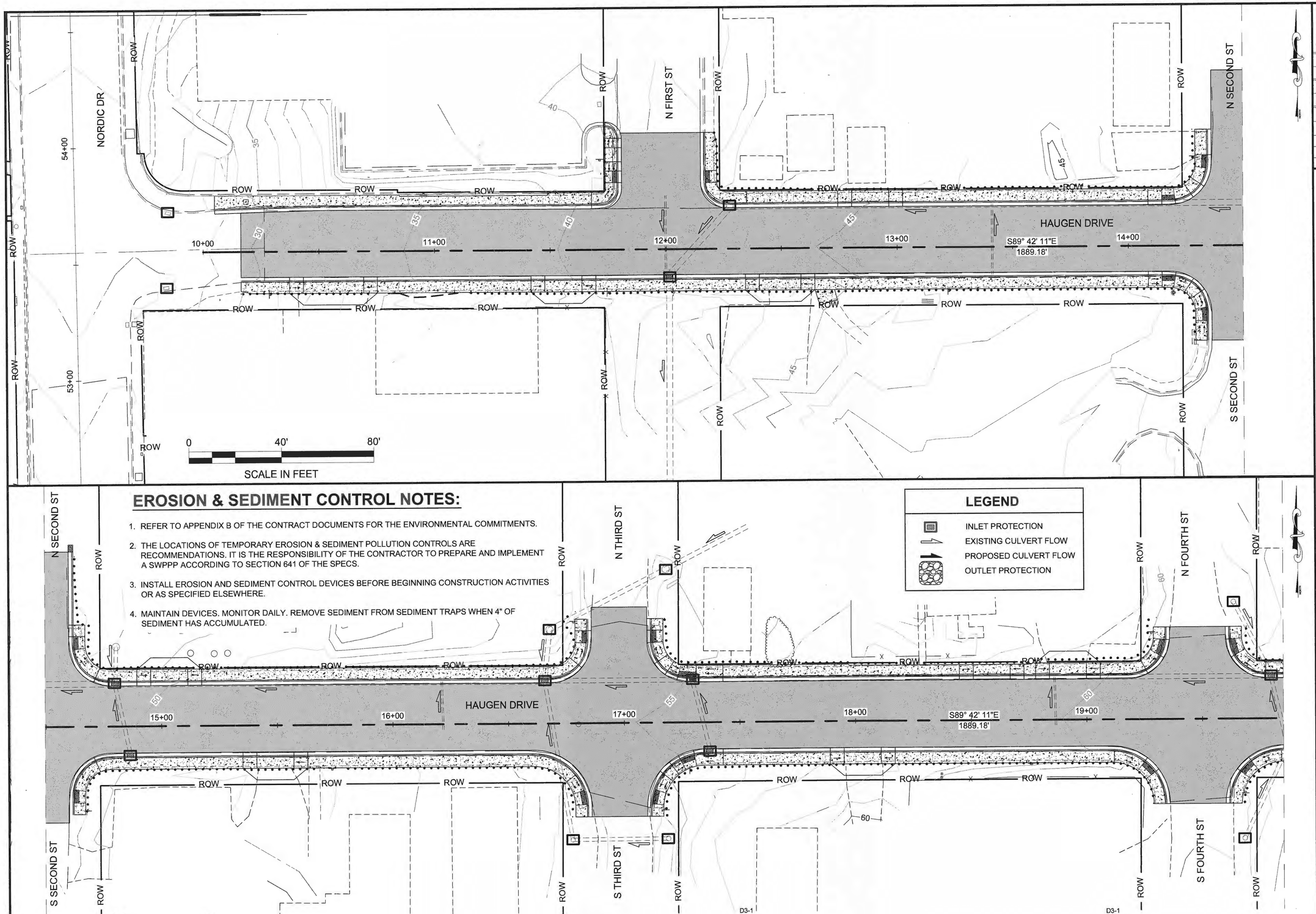
HMF 310.2D



EROSION & SEDIMENT CONTROL NOTES:

1. REFER TO APPENDIX B OF THE CONTRACT DOCUMENTS FOR THE ENVIRONMENTAL COMMITMENTS.
2. THE LOCATIONS OF TEMPORARY EROSION & SEDIMENT POLLUTION CONTROLS ARE RECOMMENDATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A SWPPP ACCORDING TO SECTION 641 OF THE SPECS.
3. INSTALL EROSION AND SEDIMENT CONTROL DEVICES BEFORE BEGINNING CONSTRUCTION ACTIVITIES OR AS SPECIFIED ELSEWHERE.
4. MAINTAIN DEVICES. MONITOR DAILY. REMOVE SEDIMENT FROM SEDIMENT TRAPS WHEN 4" OF SEDIMENT HAS ACCUMULATED.

LEGEND

- INLET PROTECTION
- EXISTING CULVERT FLOW
- PROPOSED CULVERT FLOW
- OUTLET PROTECTION

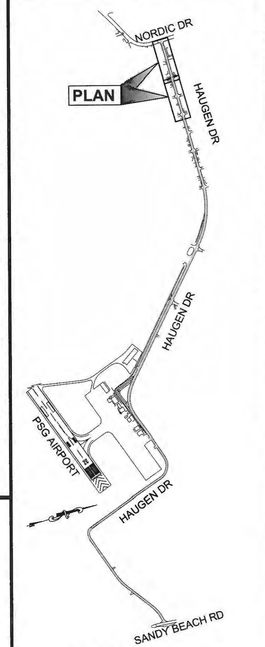
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_P1-P8_ESCP.DWG
GRANTHAM, RICK L (DOT)
TAB: P1 Wednesday, November 26, 2014 7:47:13

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: L. CHAMBERS, D. LESTER
DRAWN BY: R. GRANTHAM

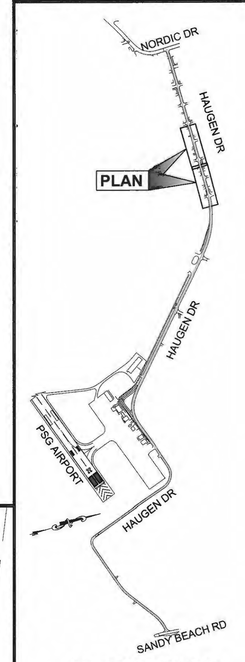
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

ESCP

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P1	87

HMF 31020



PLAN LEGEND

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_P1-P8_ESCP.DWG
GRANTHAM, RICK L (DOT)
TAB: P2 Wednesday, November 26, 2014 7:47:50

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

ESCP

PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P2	87

HMF 3107D

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_P1-P8_ESCP.DWG

GRANTHAM, RICK L (DOT)

TAB: P3 Wednesday, November 26, 2014 7:48:19

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ATTACHMENT NUMBER

RECORD OF REVISIONS

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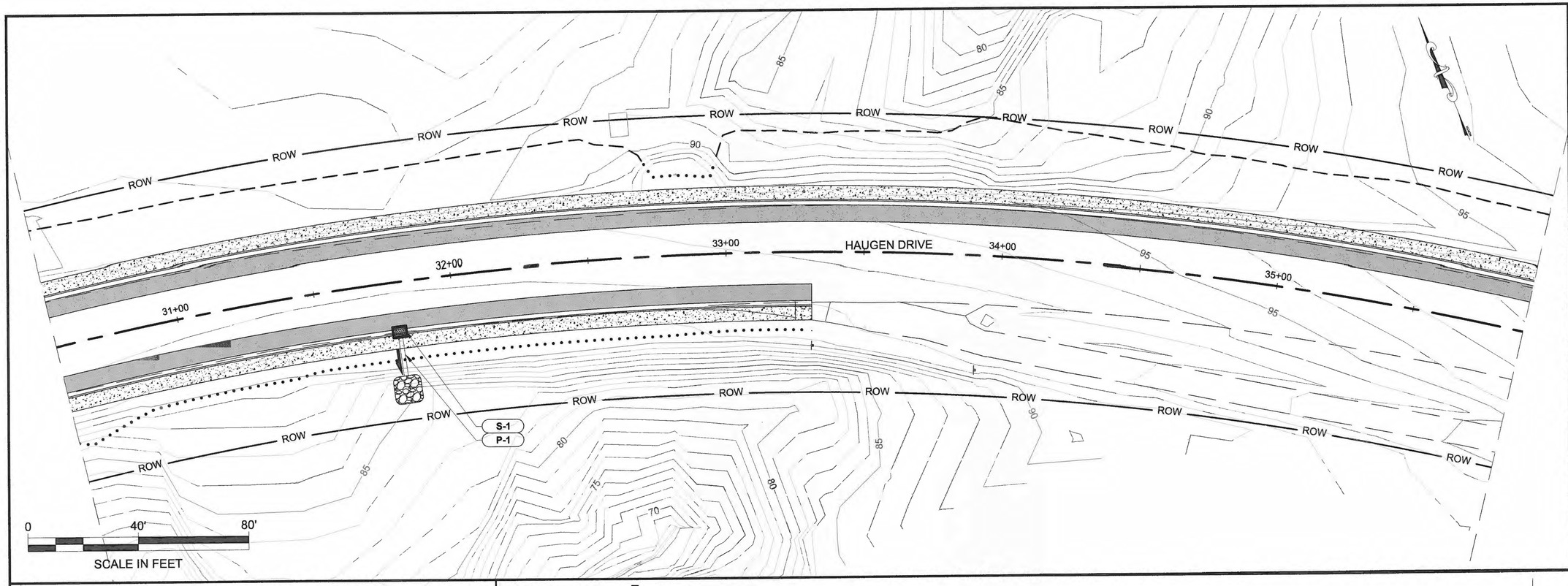

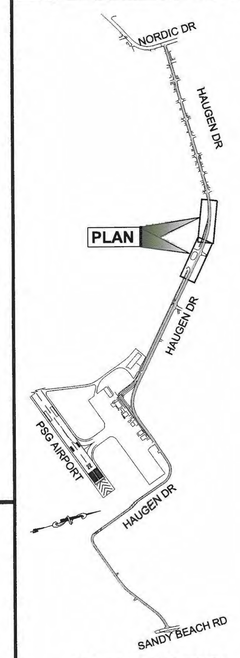

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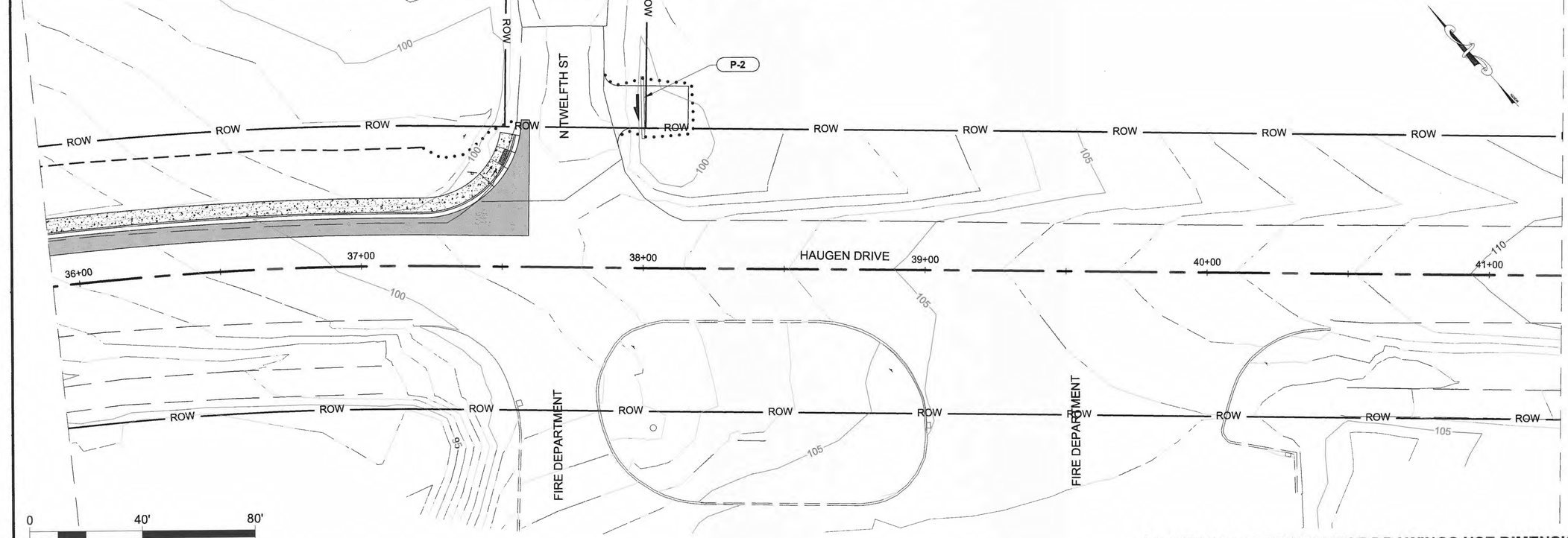


DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

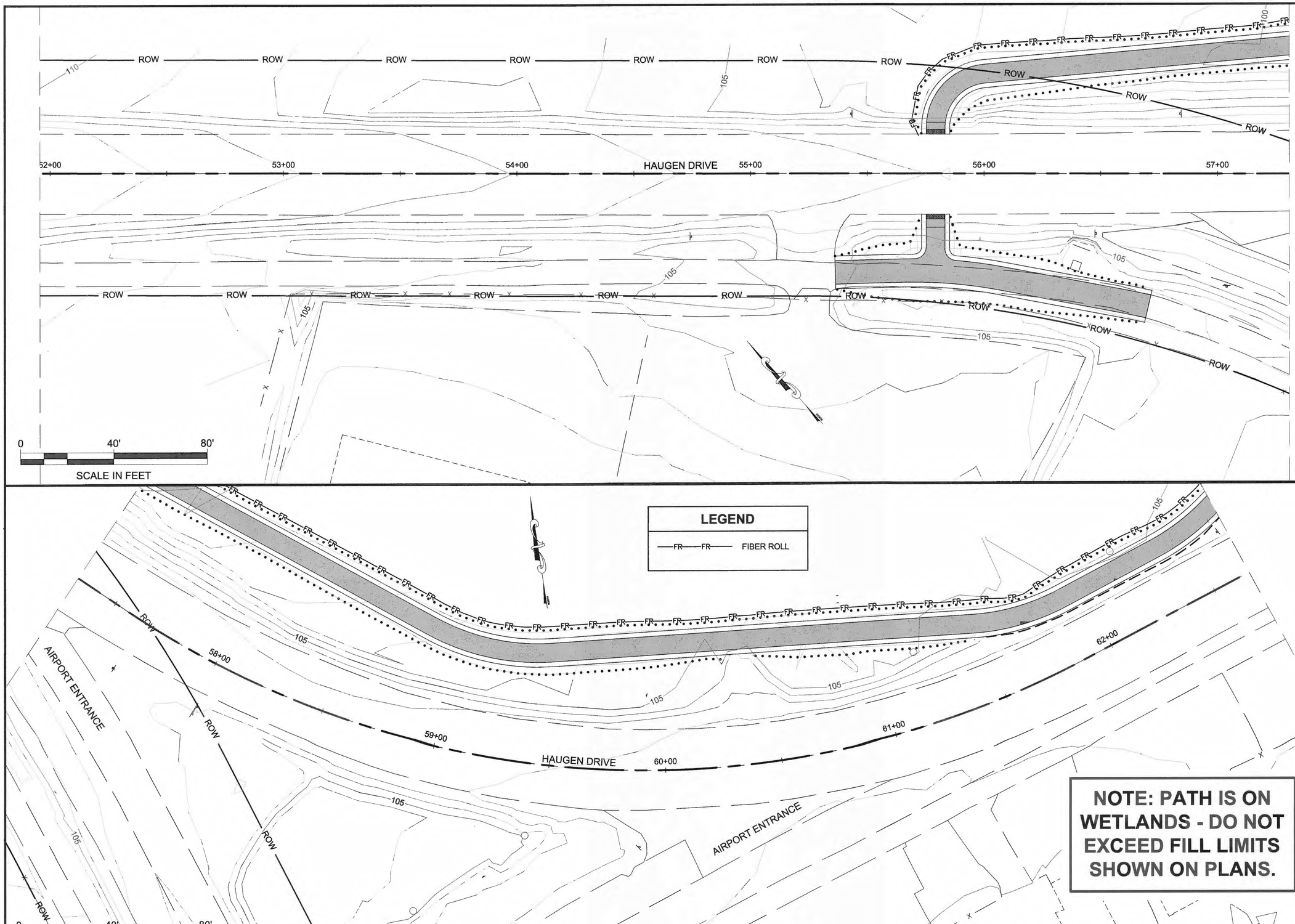
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

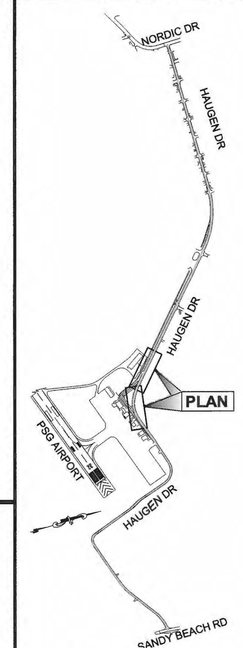
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

ESCP

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P3	87

HMF 31020





PLAN LEGEND

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GRANTHAM, RICK L (DOT)

TAB: P4 Wednesday, November 26, 2014 7:43:47

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

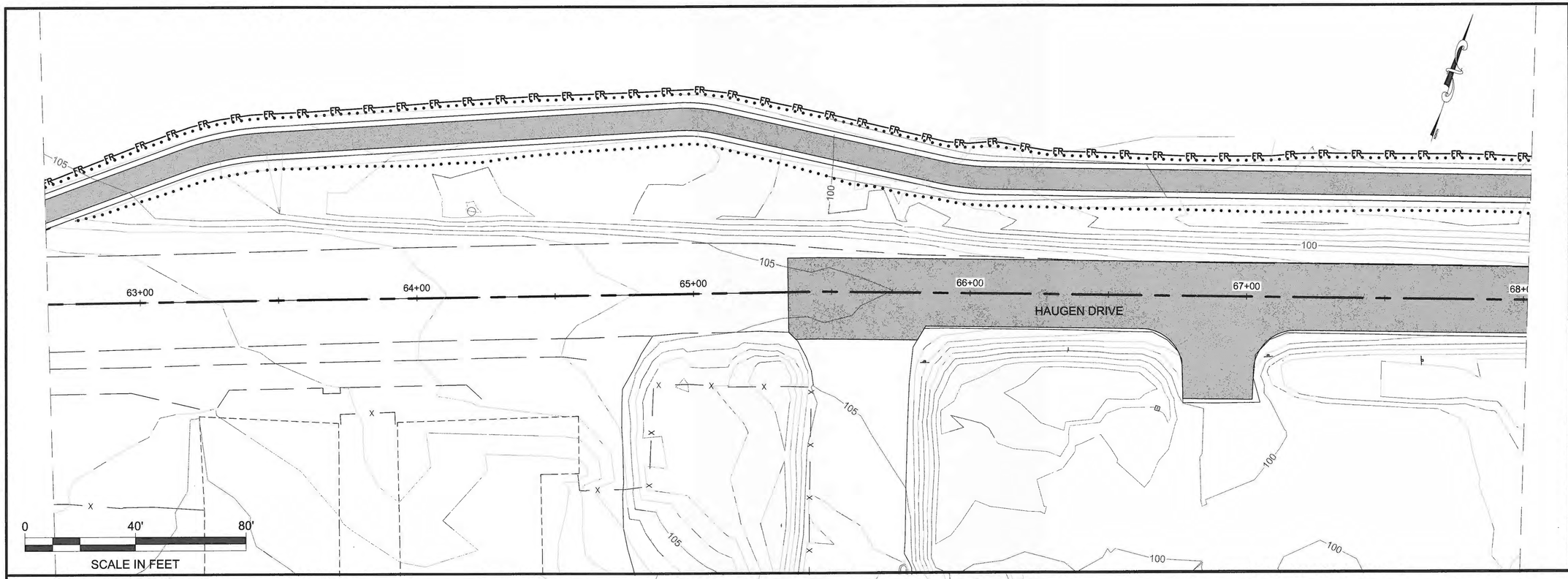
ESCP

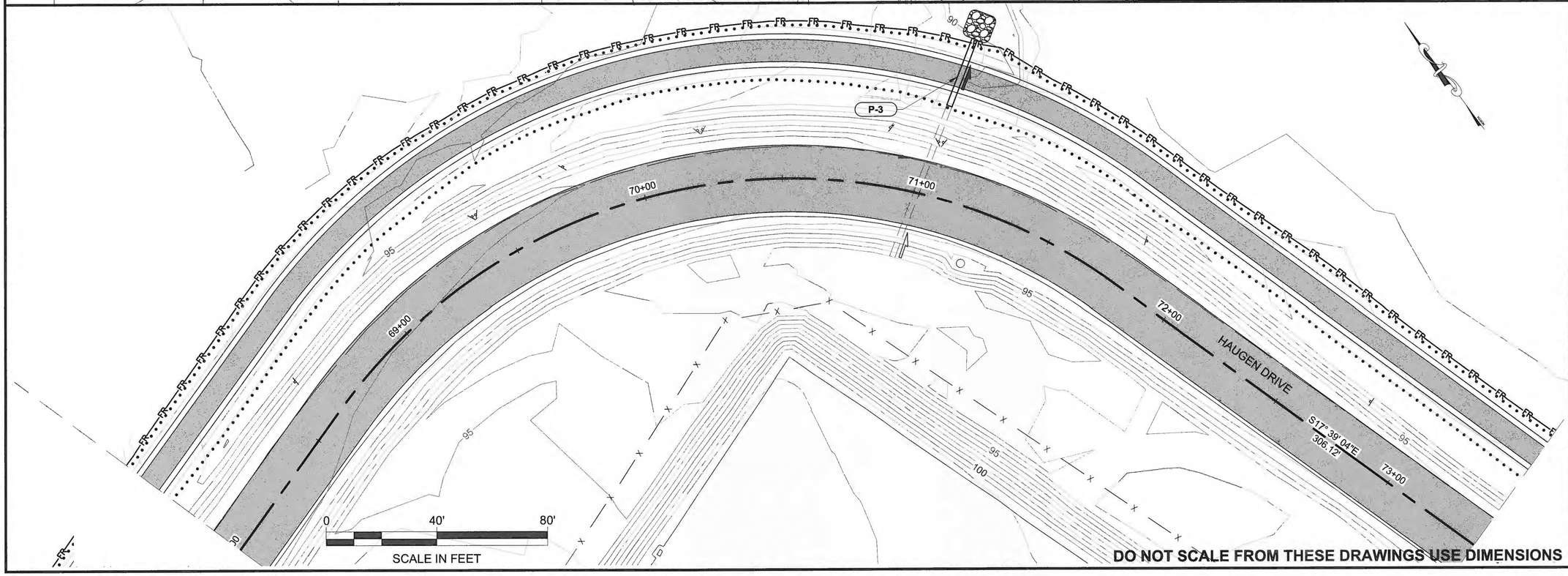
PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P4	87

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

HMF 3.10.20





DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_P1-P8_ESCP.DWG

GRANTHAM, RICK L (DOT)

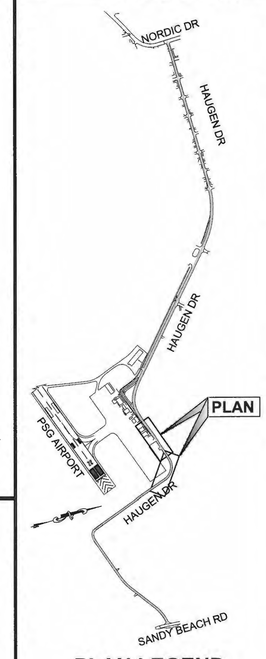
TAB: P5 Wednesday, November 26, 2014 7:54:01

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

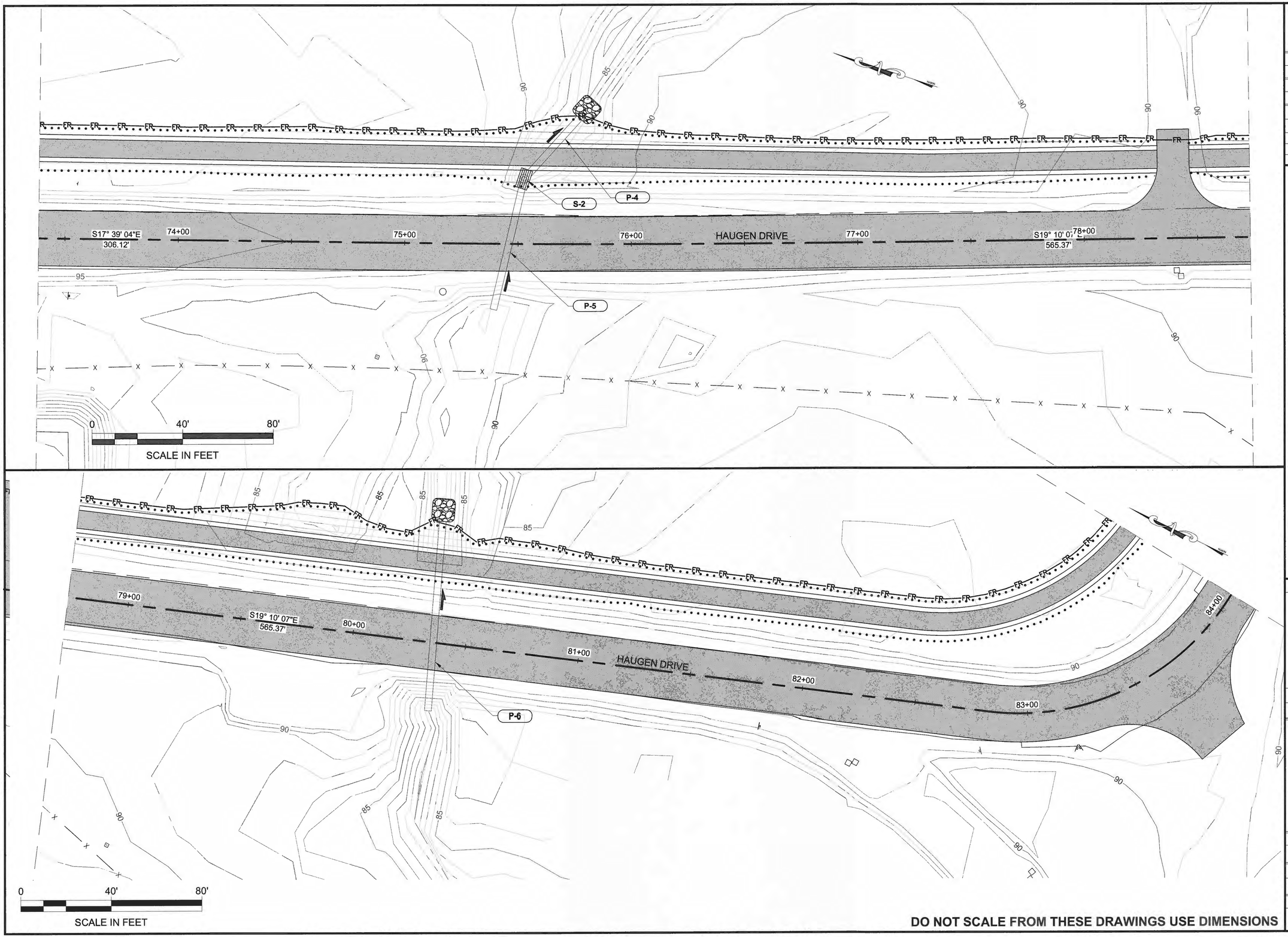
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

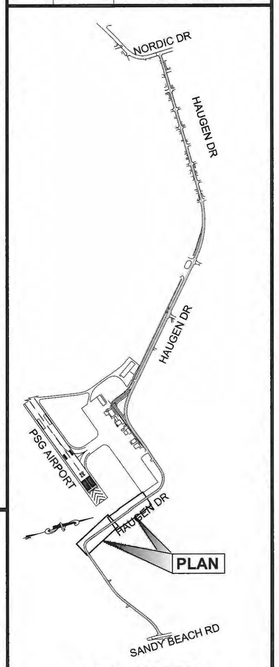
PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

ESCP

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P5	87

HMF 3.10.20





PLAN LEGEND

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GRANTHAM, RICK L (DOT)

TAB: P6 Wednesday, November 26, 2014 7:53:30

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

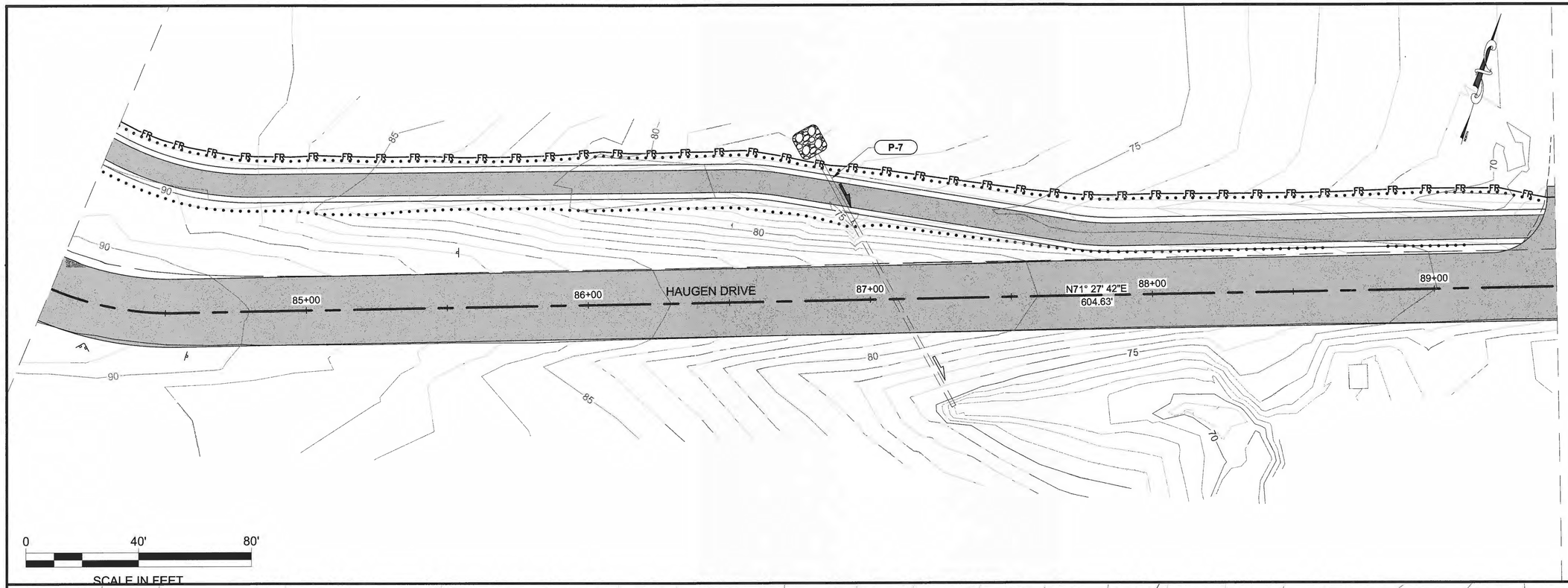
ESCP

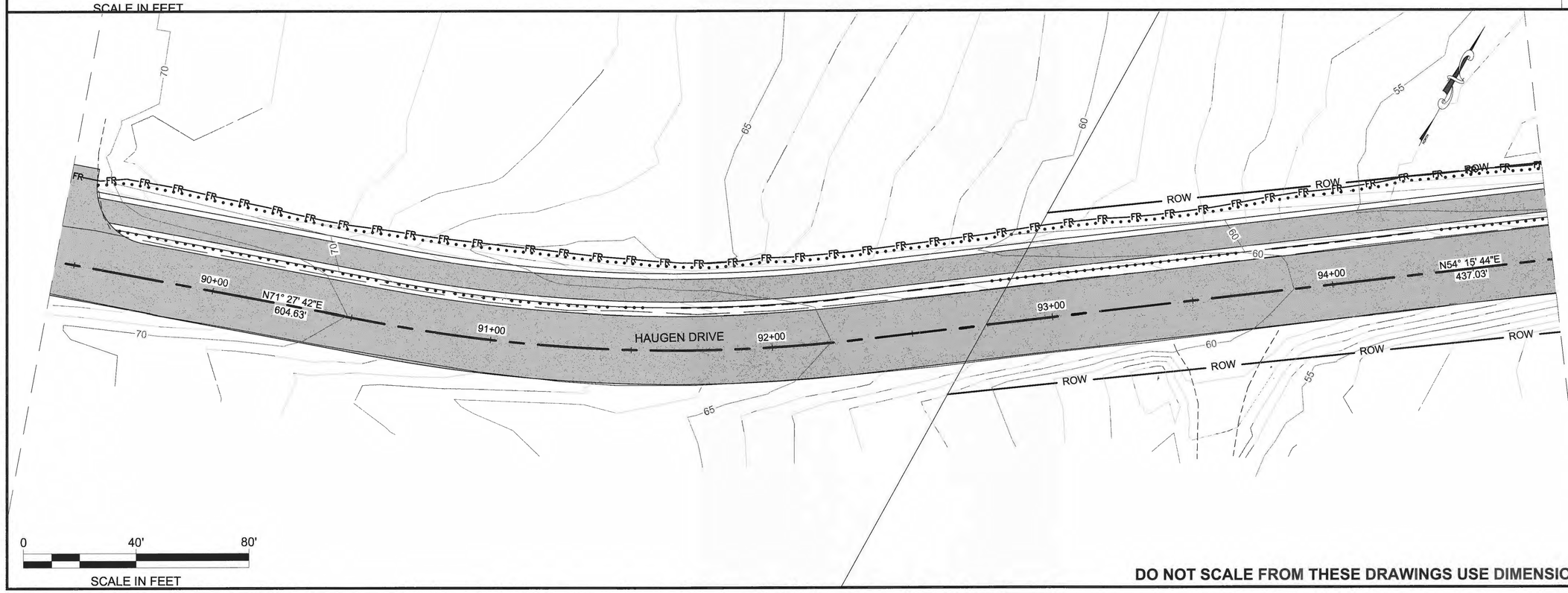
PROJECT DESIGNATION
0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P6	87

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

HMF 3.10.20





DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_P1-P8_ESCP.DWG

GRANTHAM, RICK L (DOT)

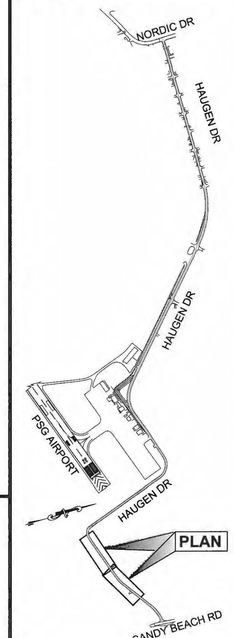
TAB: P7 Wednesday, November 26, 2014 8:0

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

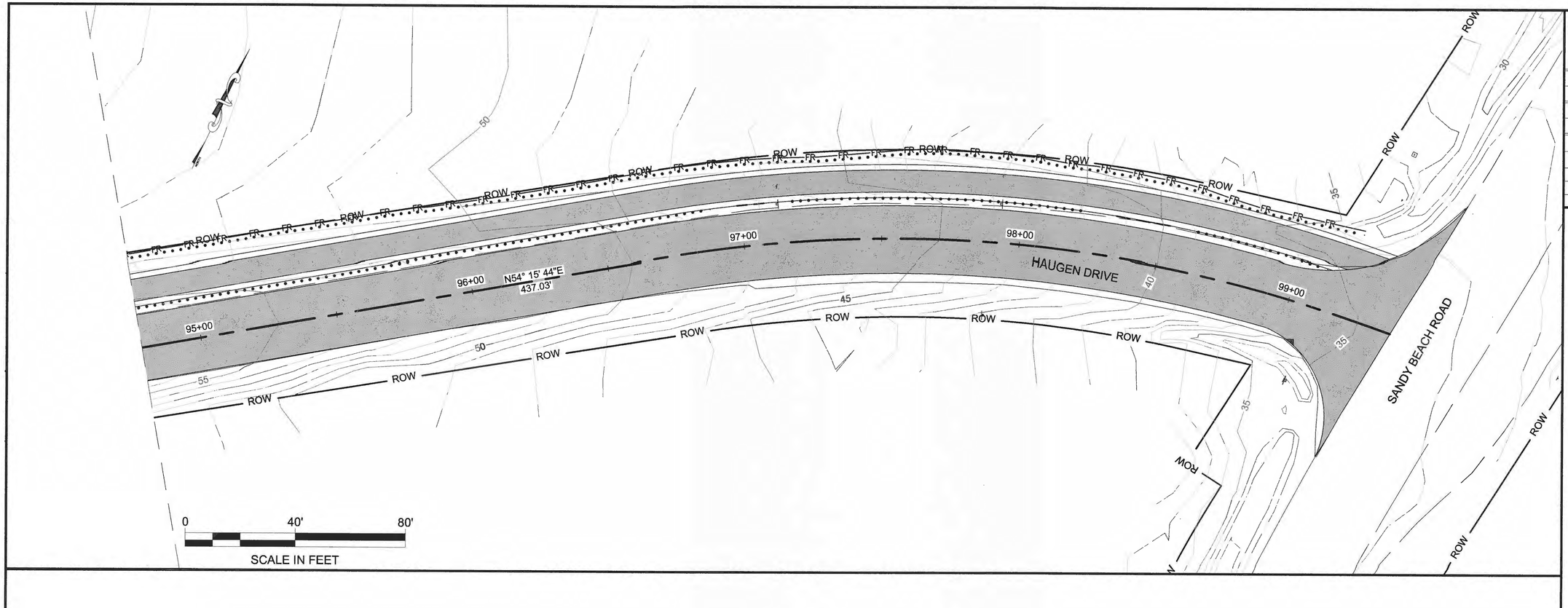
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

ESCP

PROJECT DESIGNATION	
0938(4)~69518	
STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P7	87

HMF 3.10.20



PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_P1-P8_ESCP.DWG

GRANTHAM, RICK L (DOT)

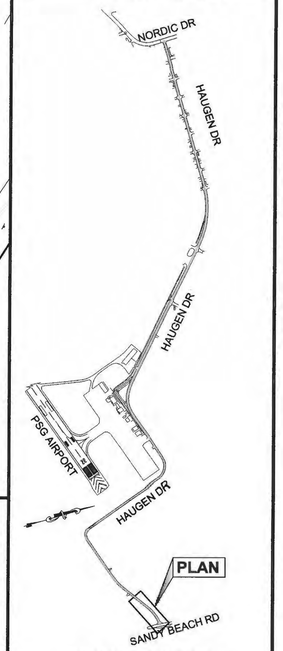
TAB: P8 Wednesday, November 26, 2014 8:11:25

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

DESIGNED BY: L. CHAMBERS, D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PSG HAUGEN DRIVE & BIKE PATH IMPROVEMENTS PROJECT #69518

ESCP

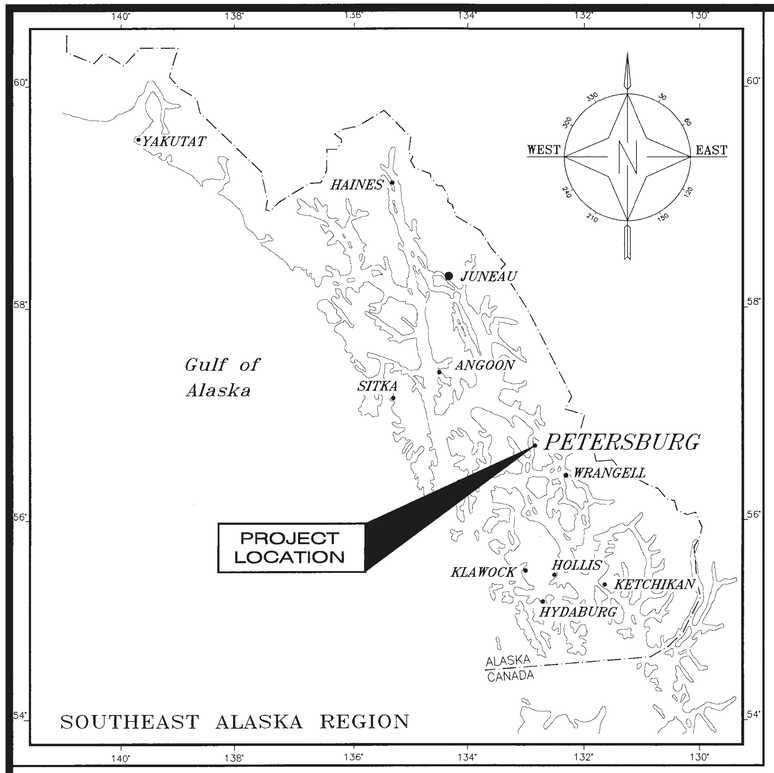
PROJECT DESIGNATION

0938(4)~69518

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
P8	87

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

HMF 3.10.20



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

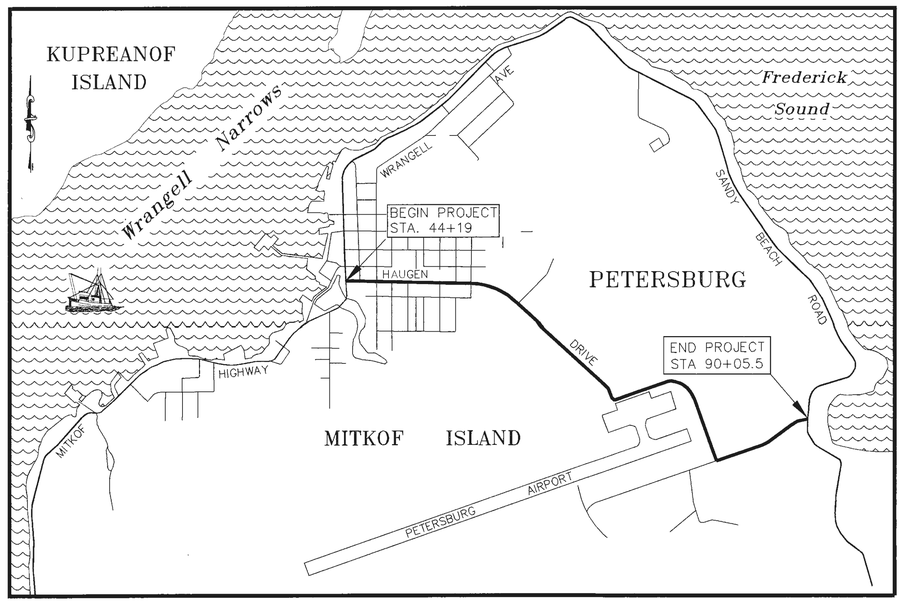
RIGHT OF WAY MAP

SOUTHEAST REGION
ALASKA PROJECT

PETERSBURG

PETERSBURG - HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS

SHAK-STP-0938(4) / 69518



Vicinity Map

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

APPROVED _____
Date

_____
CHIEF RIGHT OF WAY AGENT
SOUTHEAST REGION

STATE OF ALASKA
49TH
RANDAL V. DAVIS
LS-10611
REGISTERED PROFESSIONAL LAND SURVEYOR

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY that I am properly registered and licensed to practice land surveying in the State of Alaska and that this plat was made by me or under my supervision. I declare that this plat is based on information compiled from record data and controlled by recovered monuments and that all dimensions and other details are accurate.

Randal V. Davis LS-10611 Date

STATE BUSINESS – NO FEE

PETERSBURG RECORDING DISTRICT

C:\FSG\69518\RW\C3D\SOURCE DWGS\PLAN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

HME 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R2	14

ROW LINETYPES & SYMBOLS

	RECOVERED	TO BE SET THIS PROJECT
FED. GOV'T SECTION CORNER	Sec. Cor. 6 | 5 / 7 | 8	
FED. GOV'T 1/4 SECTION CORNER	6 | 5 1/4 Cor.	
FED. GOV'T 1/16 SECTION CORNER	1/16 Cor.	
FED. GOV'T SURVEY MONUMENT		
FED. GOV'T SURVEY CORNER		
BENCHMARK		
PRIMARY MONUMENT		
SECONDARY MONUMENT		
CENTERLINE MONUMENT		
GEODETIC CONTROL STATION		
DOT&PF GPS STATION		
TOWNSHIP & RANGE	T. 13 N. / T. 12 N. — R. 3 W. / R. 2 W.	
INTERNATIONAL BOUNDARY	ALASKA / CANADA	
SECTION		
1/4 SECTION		
1/16 SECTION		
CORPORATE or CITY LIMITS		
EXISTING RIGHT-OF-WAY		
PARCEL REQUIRED	1	
PROJECT CENTERLINE (ROW ONLY)		
EXISTING CENTERLINE		
RAILROAD CENTERLINE		
ROW MAP ONLY — PROPOSED RIGHT-OF-WAY		
ROW MAP ONLY — EXISTING RIGHT-OF-WAY	ROW LIMITS	
DESIGN PLANSET ONLY — PROPOSED RIGHT-OF-WAY	ROW	
DESIGN PLANSET ONLY — EXISTING RIGHT-OF-WAY	ROW	
EXISTING PROPERTY		
CONTROLLED ACCESS		
MEANDER		
EXISTING EASEMENT		
PROPOSED EASEMENT		
TEMPORARY PERMIT/EASEMENT		

UTILITY LOCATION SYMBOLS

	EXISTING	PROPOSED
FIRE HYDRANT		
METER		
VALVE or RISER		
POWER POLE		
JOINT USE POWER & TELEPHONE		
TELEPHONE or TELEGRAPH POLE		
GUY POLE	GP	GP
ANCHOR		
UTILITY POLE	UP	UP
TRANSMISSION TOWERS	Steel / Wood	Steel / Wood
POLE ANCHOR		
STUB POWER or TELEPHONE		
LUMINAIRE (MAST ARM MOUNTED)		
LUMINAIRE		
TELEPHONE PEDESTAL	T	T
ELECTRICAL TRANSFORMER	E	E
TELEPHONE BOX	T	T
ELECTRIC BOX	E	E
CABLE BOX	V	V
TELEPHONE MANHOLE	TMH	TMH
ELECTRIC MANHOLE	EMH	EMH
CATCH BASIN or DROP INLET		
FIELD INLET		
WATER MANHOLE	WT MH	WT MH
SEWER MANHOLE	SS MH	SS MH
STORM DRAIN MANHOLE	SD MH	SD MH
SEWER C/O	SS CO	SS CO
FUEL TANK (ABOVE GROUND)		
FUEL TANK (BELOW GROUND)	U	U
FUEL PUMP OR VENT	○ F-PUMP ○ F-VENT	

UTILITY LOCATION LINETYPES

WATER	W	W
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
NATURAL GAS	GAS	GAS
FUEL	F	F
TELEPHONE	T	T
TELEVISION	TV	TV
ELECTRIC/TELEPHONE	F/O	F/O
OVERHEAD ELECTRIC	OHE	OHE
UNDERGROUND ELECTRIC	UGE	UGE

LOCATION LINETYPES & SYMBOLS

	EXISTING	PROPOSED
BOTTOM OF DITCH		
TUNNEL		
WETLANDS		
LAKE & RESERVOIRS	LAKE / RES.	
RIVER OR CREEK	RIVER / CREEK	
CUT SLOPE		
FILL SLOPE		
ROADWAY EDGE		
GUARDRAIL		
SIDEWALK		
CONCRETE CURB		
CONCRETE CURB GUTTER		
CONCRETE CURB CUT		
DRIVEWAYS, APPROACHES		
RETAINING WALL		
RIPRAP		
BRIDGE		
PIPE CULVERTS		
FENCE LINE		
MAILBOX	MB	MB
SATELLITE DISH		
BUILDINGS: H=HOUSE, M=MERCHANT/STORE, S=SHED, SS=SERVICE STATION; G=GARAGE, B=BARN, P=PRIVY, W=WAREHOUSE	H	H
FOUNDATIONS	FD	FD
HEAD & WINGWALLS		
STONE FENCE		
DECIDUOUS TREE		
CONIFER TREE		
EAGLE TREE		
TEST HOLE	TP	
POST/BOLLARD	○ POST	

ROADWAY SURFACE MARKING

FOR STRIPING PLANS

SOLID WHITE STRIPE	4" SOLID WHITE
SOLID YELLOW STRIPE	8" SOLID WHITE / 4" SOLID YELLOW
BROKEN WHITE or YELLOW STRIPE	4"BROKEN WHITE OR 4" BROKEN YELLOW
SOLID YELLOW STRIPE with BROKEN YELLOW STRIPE	4" BROKEN YELLOW / 4" BROKEN YELLOW / 4" SOLID YELLOW

TRAFFIC CONTROL SYMBOLS

	EXISTING	PROPOSED
CONE		
DRUM		
TYPE I, II, & III BARRICADES		I II III
FLAGGING STATION		
SIGN (FACING)		
SIGNAL FACE, VEHICULAR	9	9
SIGNAL FACE, BACKPLATE	9	9
SIGNAL FACE, LEFT TURN, BACKPLATE	9	9
SIGNAL FACE, PEDESTRIAN	2	2
JUNCTION BOX, TYPE I	8	8
JUNCTION BOX, TYPE II	5	5
JUNCTION BOX, TYPE III	3	3
DETECTOR, LOOP	4	4
DETECTOR, MAGNETOMETER	6	6
DETECTOR, RADAR	R	R
DETECTOR, SONIC	S	S
DETECTOR, OPTICOM		
DETECTOR, PUSH BUTTON (DIRECTION)	5	5
SIGNAL CONTROLLER		
LOAD CENTER		
SIGNAL POLE	2	4
SIGNAL POLE w/MASTARM	3	5

DO NOT SCALE FROM THIS SHEET USE DIMENSIONS

DATE	REVISIONS	BY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) / 69518

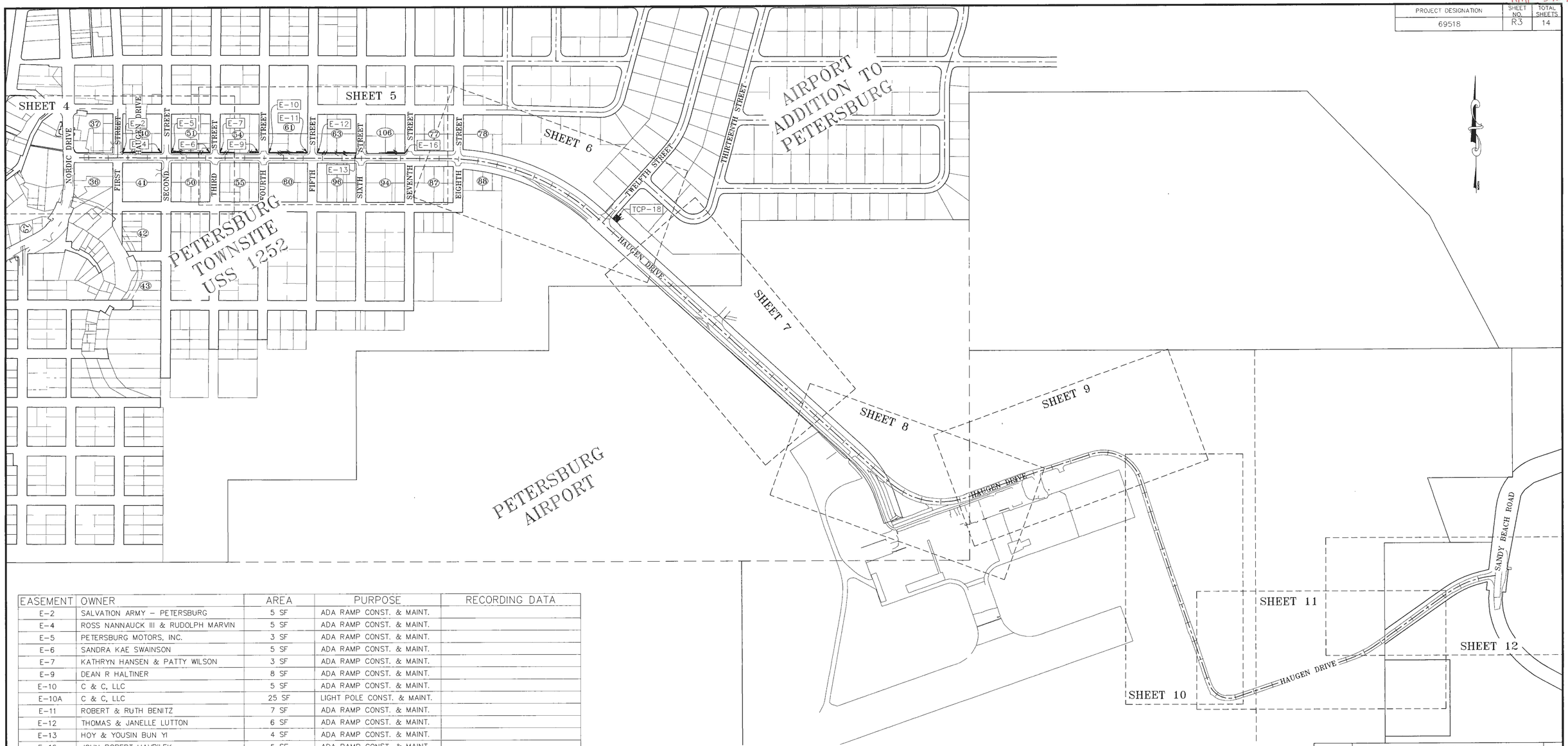
PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS:
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN PAD	DATE 07/31/2013	SCALE N/A	
CHECKED	DATE	SHEET R2	OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R3	14



EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-2	SALVATION ARMY – PETERSBURG	5 SF	ADA RAMP CONST. & MAINT.	
E-4	ROSS NANNAUCK III & RUDOLPH MARVIN	5 SF	ADA RAMP CONST. & MAINT.	
E-5	PETERSBURG MOTORS, INC.	3 SF	ADA RAMP CONST. & MAINT.	
E-6	SANDRA KAE SWAINSON	5 SF	ADA RAMP CONST. & MAINT.	
E-7	KATHRYN HANSEN & PATTY WILSON	3 SF	ADA RAMP CONST. & MAINT.	
E-9	DEAN R HALTINER	8 SF	ADA RAMP CONST. & MAINT.	
E-10	C & C, LLC	5 SF	ADA RAMP CONST. & MAINT.	
E-10A	C & C, LLC	25 SF	LIGHT POLE CONST. & MAINT.	
E-11	ROBERT & RUTH BENITZ	7 SF	ADA RAMP CONST. & MAINT.	
E-12	THOMAS & JANELLE LUTTON	6 SF	ADA RAMP CONST. & MAINT.	
E-13	HOY & YOUSIN BUN YI	4 SF	ADA RAMP CONST. & MAINT.	
E-16	JOHN ROBERT HAVRILEK	5 SF	ADA RAMP CONST. & MAINT.	

TEMPORARY CONSTRUCTION EASEMENT

TCE NO.	OWNER	AREA	PURPOSE
TCE-2	SALVATION ARMY – PETERSBURG	243 SF	GRADING & FILLING
TCE-3	MARCIA DAVIS	80 SF	GRADING & FILLING
TCE-4	ROSS NANNAUCK III & RUDOLPH MARVIN	245 SF	GRADING & FILLING
TCE-5	PETERSBURG MOTORS, INC.	51 SF	GRADING & FILLING
TCE-5A	PETERSBURG MOTORS, INC.	256 SF	GRADING & FILLING
TCE-6	SANDRA KAE SWANSON	495 SF	GRADING & FILLING
TCE-7	KATHRYN HANSEN & PATTY WILSON	371 SF	GRADING & FILLING
TCE-9	DEAN R HALTINER	56 SF	GRADING & FILLING
TCE-10	C & C, LLC	272 SF	GRADING & FILLING
TCE-10A	C & C, LLC	27 SF	GRADING & FILLING
TCE-11	ROBERT & RUTH BENITZ	208 SF	GRADING & FILLING
TCE-11A	ROBERT & RUTH BENITZ	94 SF	GRADING & FILLING

TEMPORARY CONSTRUCTION EASEMENT

TCE NO.	OWNER	AREA	PURPOSE
TCE-12	THOMAS & JANELLE LUTON	494 SF	GRADING & FILLING
TCE-13	HOY & YOUSIN BUN YI	280 SF	GRADING & FILLING
TCE-15	RANDY SCOTT & SERENA NEWMAN	50 SF	GRADING & FILLING
TCE-16	RANDY SCOTT & SERENA NEWMAN	244 SF	GRADING & FILLING
TCE-19	JIM & DONNA MARTINSEN	250 SF	GRADING & FILLING

TEMPORARY CONSTRUCTION PERMIT

TCP NO.	OWNER	AREA	PURPOSE
TCP-3	MARCIA DAVIS	240 SF	REGRADE ACCESS
TCP-5	PETERSBURG MOTORS, INC.	360 SF	REGRADE ACCESS
TCP-9	DEAN R HALTINER	340 SF	REGRADE ACCESS
TCP-10	C & C, LLC	325 SF	REGRADE ACCESS
TCP-11	ROBERT & RUTH BENITZ	362 SF	REGRADE ACCESS
TCP-13	HOY & YOUSIN BUN YI	215 SF	REGRADE ACCESS
TCP-15	RANDY SCOTT & SERENA NEWMAN	384 SF	REGRADE ACCESS
TCP-18	CITY OF PETERSBURG	900 SF	RELOCATE SIGN

DATE	REVISIONS	BY
8/22/14	DELETE TCE&TCP-8, E. TCE&TCP-14 & E. TCE-17	RJG
8/4/14	MOVE TCE-18 & RENAME TO TCP-18	RJG
7/28/14	DELETE E-1 & TCE-1	RJG
6/6/14	UPDATED ALL EASEMENTS AND AREA TABLES	JAF
6/4/14	ADD TCE-18	RJG

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) / 69518

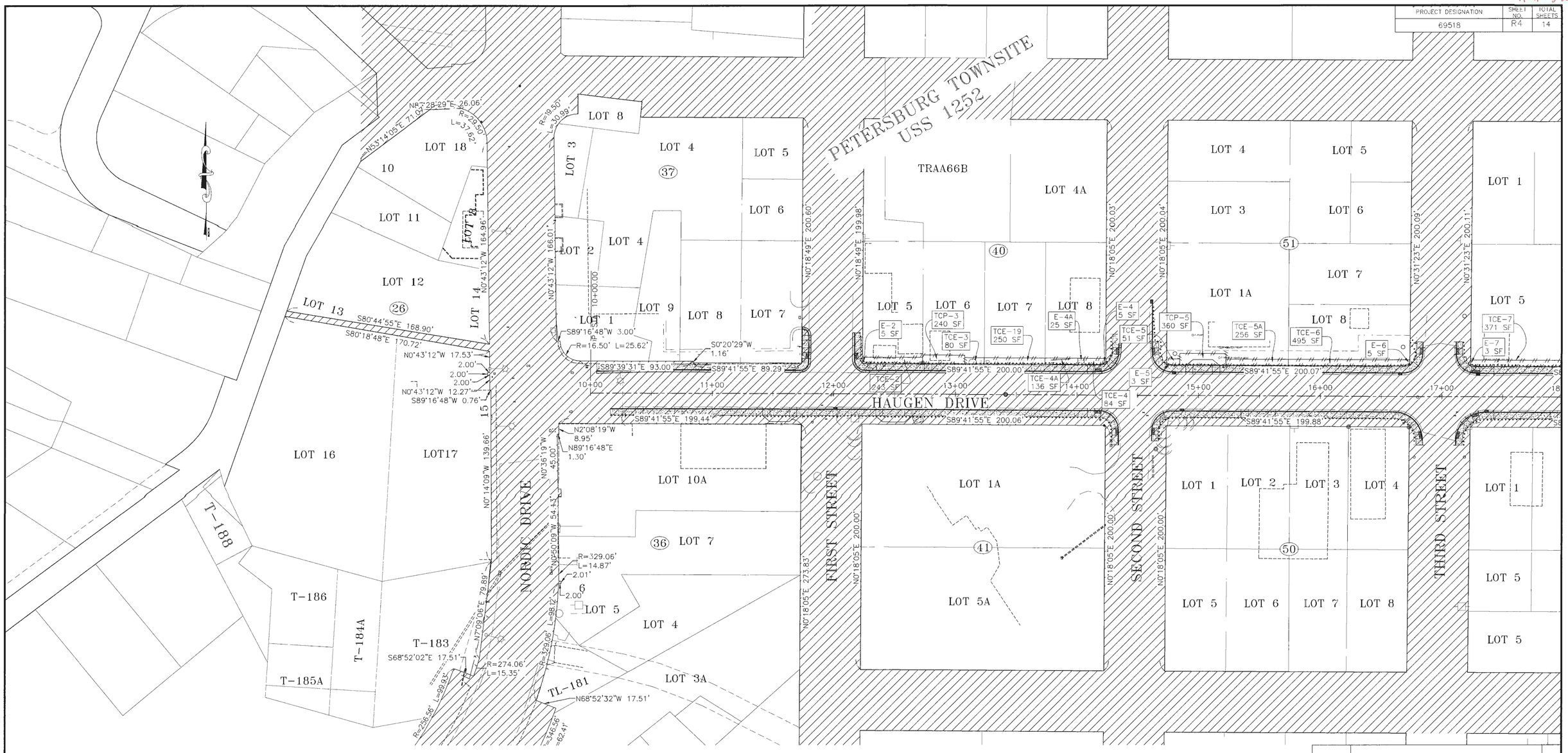
PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN PAD/JAF	DATE 07/31/2013	SCALE 1"= 200'	
CHECKED	DATE	SHEET R3	OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R4	14



EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-2	SALVATION ARMY – PETERSBURG	5 SF	ADA RAMP CONST. & MAINT.	
E-4	ROSS NANNAUCK III & RUDOLPH MARVIN	5 SF	ADA RAMP CONST. & MAINT.	
E-4A	ROSS NANNAUCK III & RUDOLPH MARVIN	25 SF	LIGHT CONST. & MAINT.	
E-5	PETERSBURG MOTORS, INC.	3 SF	ADA RAMP CONST. & MAINT.	
E-6	SANDRA KAE SWAINSON	5 SF	ADA RAMP CONST. & MAINT.	
E-7	KATHRYN HANSEN & PATTY WILSON	3 SF	ADA RAMP CONST. & MAINT.	

TEMPORARY CONSTRUCTION PERMIT

TCP NO.	OWNER	AREA	PURPOSE
TCP-3	MARCIA DAVIS	240 SF	REGRADE ACCESS
TCP-5	PETERSBURG MOTORS, INC.	360 SF	REGRADE ACCESS

TEMPORARY CONSTRUCTION EASEMENT

TCE NO.	OWNER	AREA	PURPOSE
TCE-2	SALVATION ARMY – PETERSBURG	243 SF	GRADING & FILLING
TCE-3	MARCIA DAVIS	80 SF	GRADING & FILLING
TCE-4	ROSS NANNAUCK III & RUDOLPH MARVIN	84 SF	GRADING & FILLING
TCE-4A	ROSS NANNAUCK III & RUDOLPH MARVIN	136 SF	GRADING & FILLING
TCE-5	PETERSBURG MOTORS, INC.	51 SF	GRADING & FILLING
TCE-5A	PETERSBURG MOTORS, INC.	256 SF	GRADING & FILLING
TCE-6	SANDRA KAE SWAINSON	495 SF	GRADING & FILLING
TCE-7	KATHRYN HANSEN & PATTY WILSON	371 SF	GRADING & FILLING
TCE-19	JIM & DONNA MARTINSEN	250 SF	GRADING & FILLING

DATE	REVISIONS	BY
7/28/14	DELETE E--1 & TCE-1	RJG
6/19/14	ADDED E-4A & TCE-4A	JAF
6/6/14	UPDATED ALL EASEMENTS AND AREA TABLES	JAF

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

SHAK-STP-0938(4) / 69518

PSG HAUGEN DRIVE
AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN PAD/JAF	DATE 07/25/2013	SCALE 1"= 40'	
CHECKED	DATE	SHEET R4	OF 14

Q:\PSG\69518\RW\C3D\SOURCL DWGS\ALIGN & PROFILE\69518_HAUGEN DR ROW PLANSET.DWG

HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R5	14

EASEMENT	OWNER	AREA	PURPOSE	RECORDING DATA
E-5	PETERSBURG MOTORS, INC.	3 SF	ADA RAMP CONST. & MAINT.	
E-6	SANDRA KAE SWAINSON	5 SF	ADA RAMP CONST. & MAINT.	
E-7	KATHRYN HANSEN & PATTY WILSON	3 SF	ADA RAMP CONST. & MAINT.	
E-9	DEAN R HALTINER	8 SF	ADA RAMP CONST. & MAINT.	
E-10	C & C, LLC	5 SF	ADA RAMP CONST. & MAINT.	
E-10A	C & C, LLC	25 SF	LIGHT CONST. & MAINT.	
E-11	ROBERT & RUTH BENITZ	7 SF	ADA RAMP CONST. & MAINT.	
E-12	THOMAS & JANELLE LUTTON	6 SF	ADA RAMP CONST. & MAINT.	
E-13	HOY & YOUSIN BUN YI	4 SF	ADA RAMP CONST. & MAINT.	
E-16	RANDY SCOTT & SERENA NEWMAN	5 SF	ADA RAMP CONST. & MAINT.	

TEMPORARY CONSTRUCTION PERMIT

TCP NO.	OWNER	AREA	PURPOSE
TCP-9	DEAN R HALTINER	340 SF	REGRADE ACCESS
TCP-10	C & C, LLC.	325 SF	REGRADE ACCESS
TCP-11	ROBE & RUTH BENITZ	362 SF	REGRADE ACCESS
TCP-13	HOY & YOUSIN BUN YI	215 SF	REGRADE ACCESS
TCP-15	RANDY SCOTT & SERENA NEWMAN	384 SF	REGRADE ACCESS

TEMPORARY CONSTRUCTION EASEMENT

TCE NO.	OWNER	AREA	PURPOSE
TCE-7	KATHRYN HANSEN & PATTY WILSON	371 SF	GRADING & FILLING
TCE-9	DEAN R HALTINER	56 SF	GRADING & FILLING
TCE-10	C & C, LLC	272 SF	GRADING & FILLING
TCE-10A	C & C, LLC	27 SF	GRADING & FILLING
TCE-11	ROBERT & RUTH BENITZ	208 SF	GRADING & FILLING
TCE-11A	ROBERT & RUTH BENITZ	94 SF	GRADING & FILLING
TCE-12	THOMAS & JANELLE LUTTON	494 SF	GRADING & FILLING
TCE-13	HOY & YOUSIN BUN YI	280 SF	GRADING & FILLING
TCE-15	RANDY SCOTT & SERENA NEWMAN	50 SF	GRADING & FILLING
TCE-16	RANDY SCOTT & SERENA NEWMAN	244 SF	GRADING & FILLING

DATE	REVISIONS	BY
8/22/14	DELETE TCE & TCP-8 AND E, TCE & TCP-14	RJG
6/6/14	UPDATED ALL EASEMENTS AND AREA TABLES	JAF

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) 69518

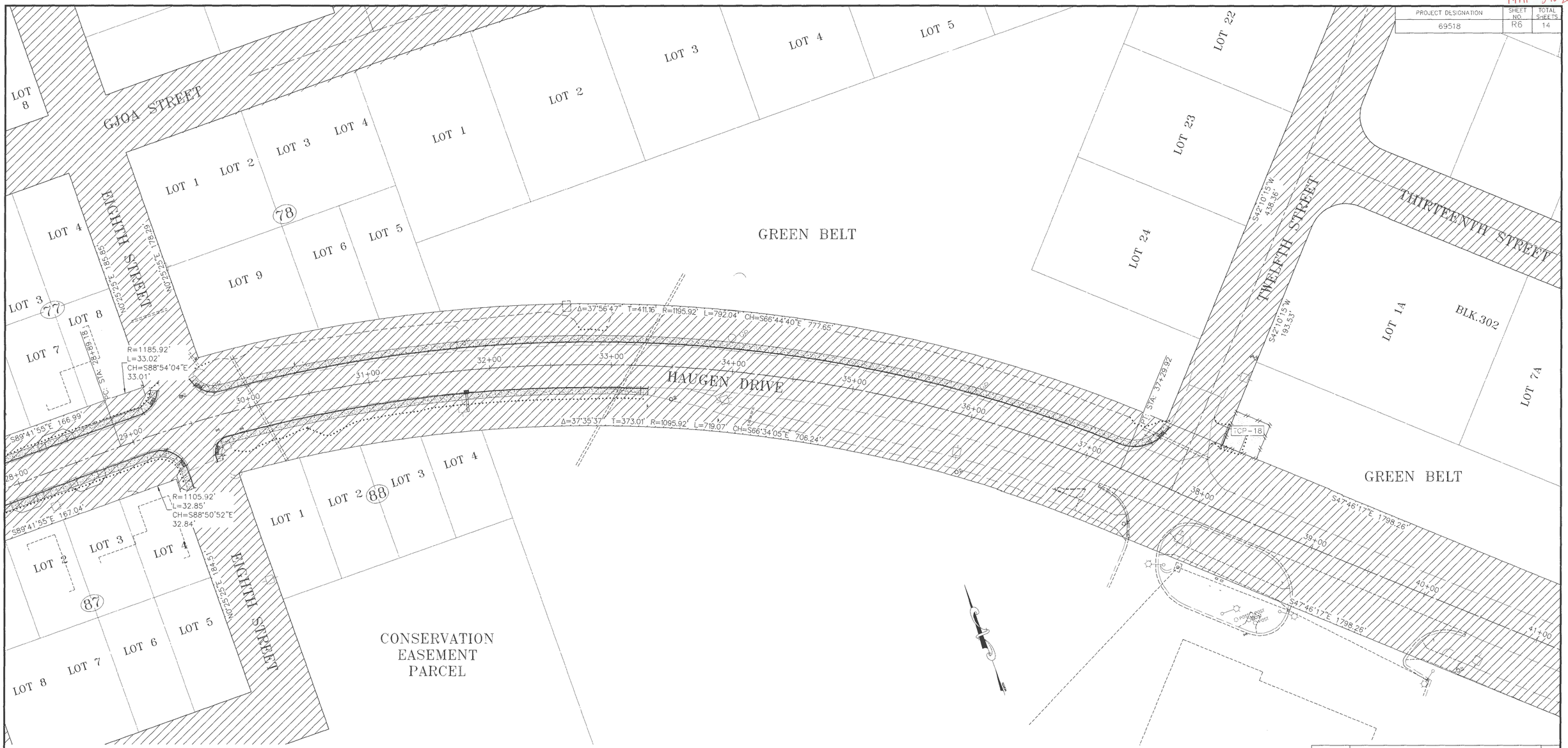
PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN	DATE	SCALE
PAD/JAF	07/31/2013	1"= 40'
CHECKED	DATE	SHEET R5 OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSF1.DWG

HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R6	14



TEMPORARY CONSTRUCTION PERMIT			
TCP NO.	OWNER	AREA	PURPOSE
TCP-18	CITY OF PETERSBURG	900 SF	RELOCATE SIGN

DATE	REVISIONS	BY
8/4/14	MOVE TCE-18 & RENAME TO TCP-18	RJG
6/4/14	ADD TCE-18	RJG

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) / 69518

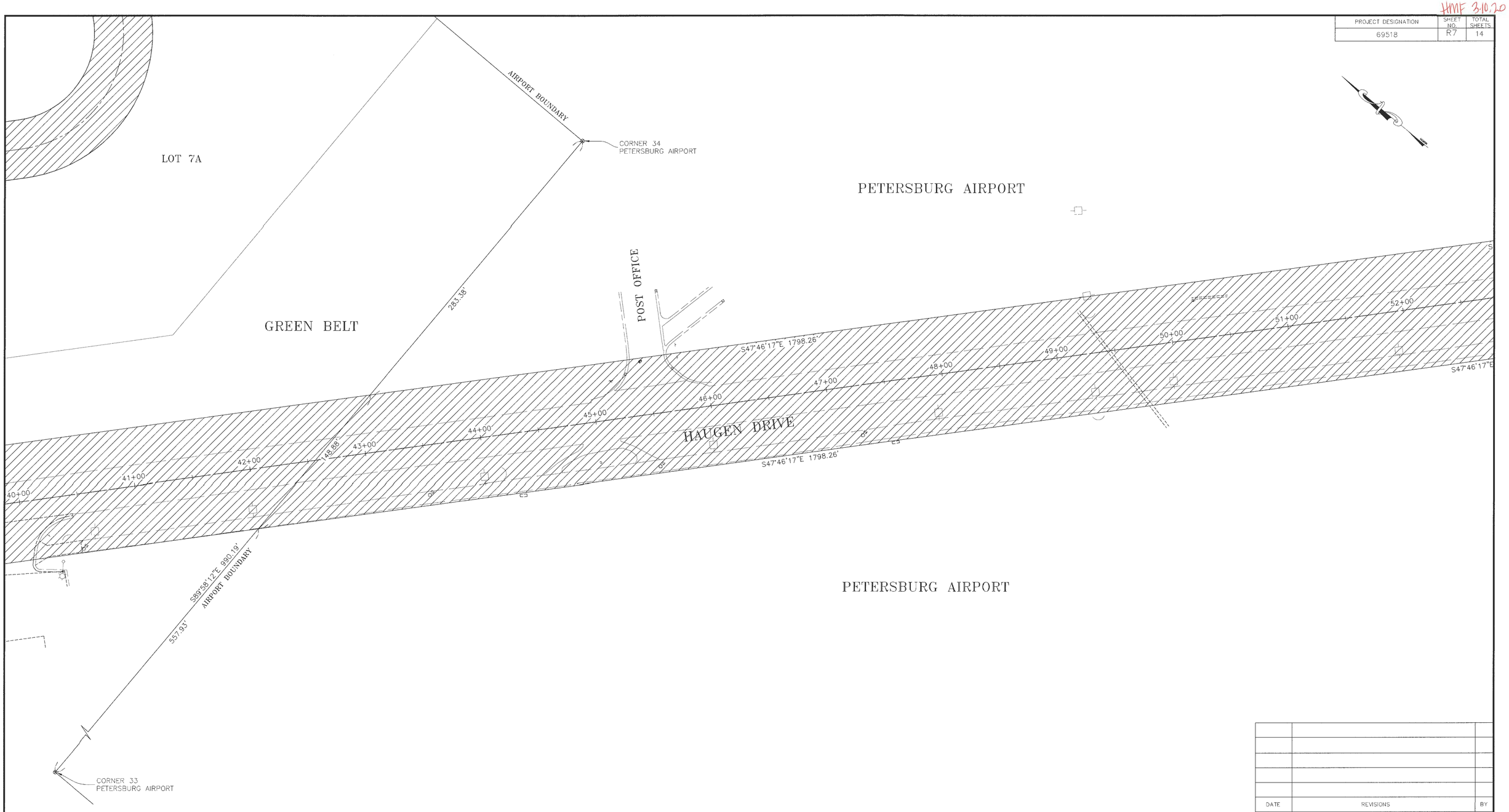
PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN	PAD	DATE 08/01/2013	SCALE 1" = 40'
CHECKED		DATE	SHEET R6 OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

AMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R7	14



DATE	REVISIONS	BY

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) / 69518

PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN PAD	DATE 08/01/2013	SCALE 1" = 40'	
CHECKED	DATE	SHEET R7	OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R8	14

PETERSBURG AIRPORT
FRACTION USS 1168

PETERSBURG AIRPORT
FRACTION USS 1168

PETERSBURG AIRPORT
SECTION 35, TOWNSHIP
58 SOUTH, RANGE 79
EAST, COPPER RIVER
MERIDIAN

HIKE PATH

HAUGEN DRIVE

S47°46'17"E 1798.26'

S47°46'17"E 1798.26'

52+00
53+00
54+00
55+00
56+00
57+00
58+00
59+00
60+00
61+00
62+00
63+00
64+00
65+00

Δ=28°46'10" T=159.77' R=622.96' L=312.80' CHS33°23'12"E 309.52'

Δ=28°46'10" T=134.12' R=522.96' L=262.59' CHS33°23'12"E 259.84'

PC STA. 57+55.87

PT STA. 61+56.63

S19°00'07"E 118.00'

S19°00'07"E 118.00'

GPT

POST

DATE	REVISIONS	BY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) / 69518

PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN	PAD	DATE	08/01/2013	SCALE	1"= 40'
CHECKED		DATE		SHEET	R8 OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

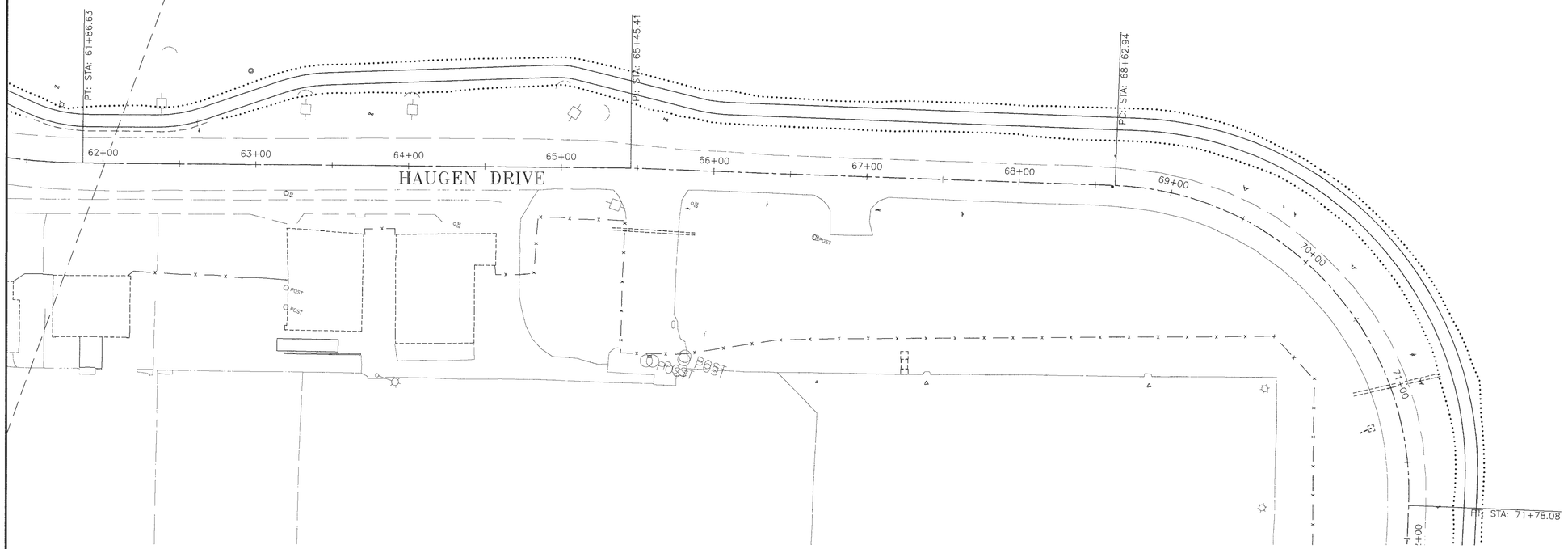
HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R9	14

BIKE PATH

PETERSBURG AIRPORT FRACTION USS 1168

PETERSBURG AIRPORT SECTION 35, TOWNSHIP 58 SOUTH, RANGE 79 EAST, COPPER RIVER MERIDIAN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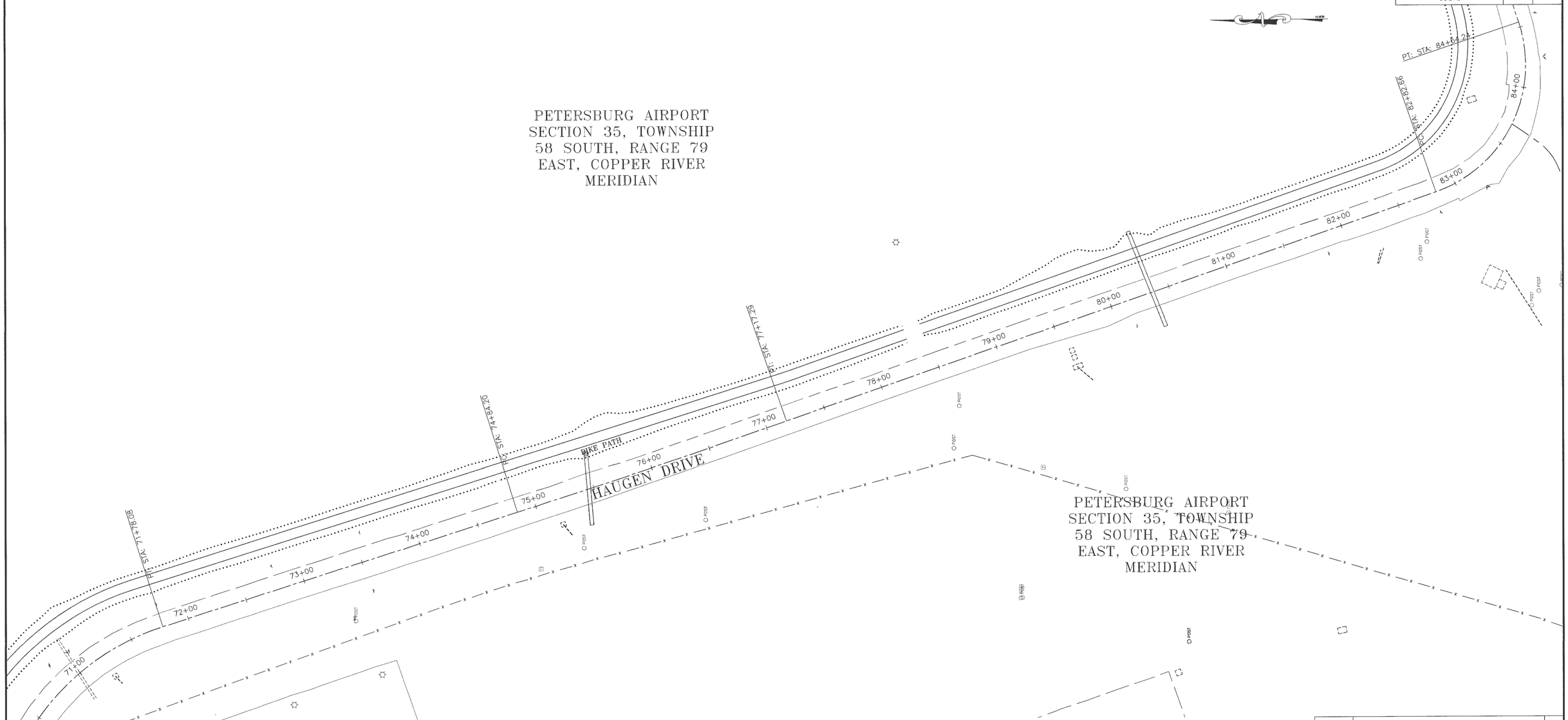
PI: STA: 65+45.41
PI: STA: 68+62.94
PT: STA: 71+78.08
62+00
63+00
64+00
65+00
66+00
67+00
68+00
69+00
70+00
71+00
72+00
HAUGEN DRIVE
POST
POST
POST

HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R10	14

PETERSBURG AIRPORT
SECTION 35, TOWNSHIP
58 SOUTH, RANGE 79
EAST, COPPER RIVER
MERIDIAN



DATE	REVISIONS	BY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) / 69518

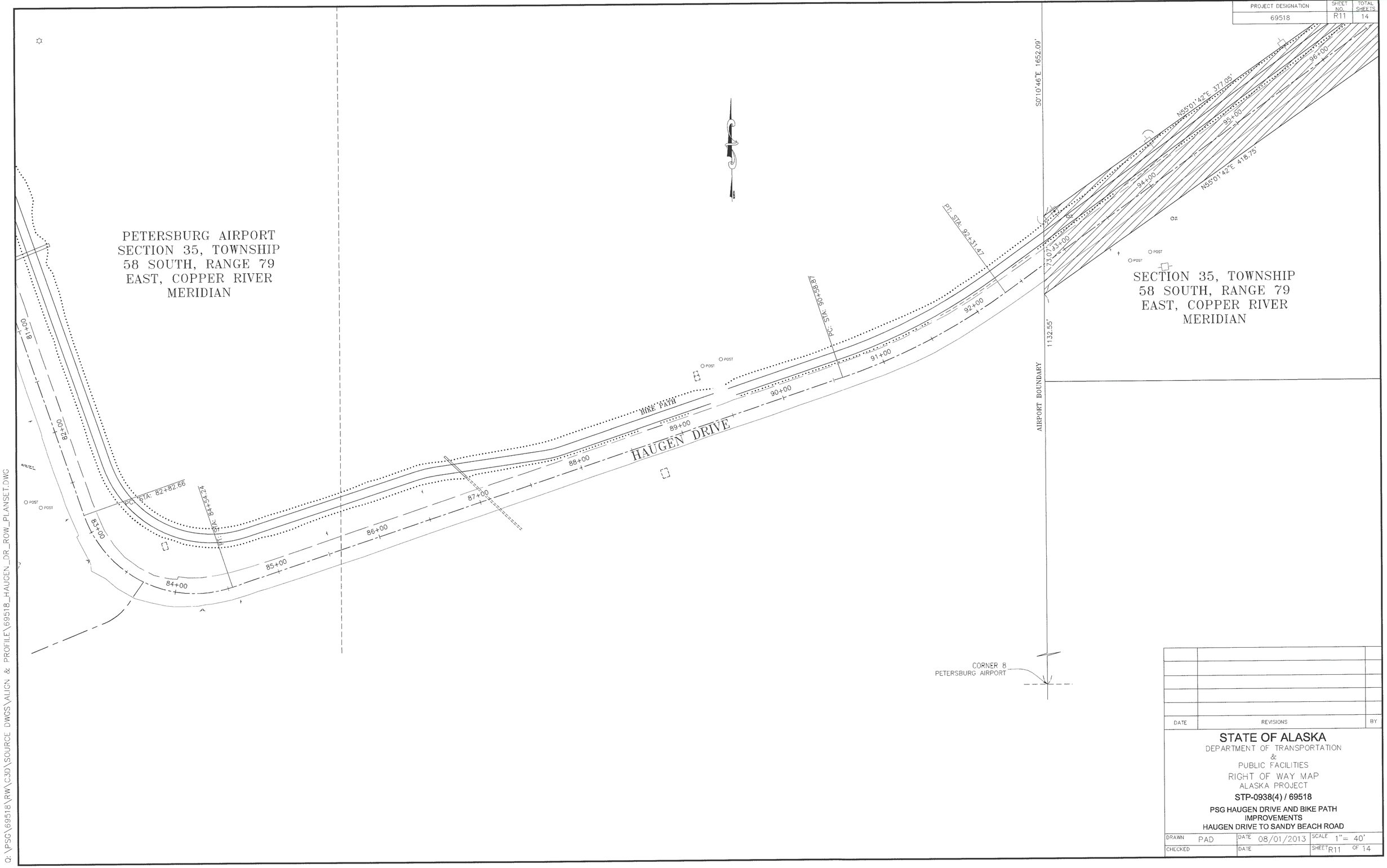
PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN PAD	DATE 08/01/2013	SCALE 1"= 40'
CHECKED	DATE	SHEET R10 OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

HMF 31020

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R11	14



DATE	REVISIONS	BY

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) / 69518

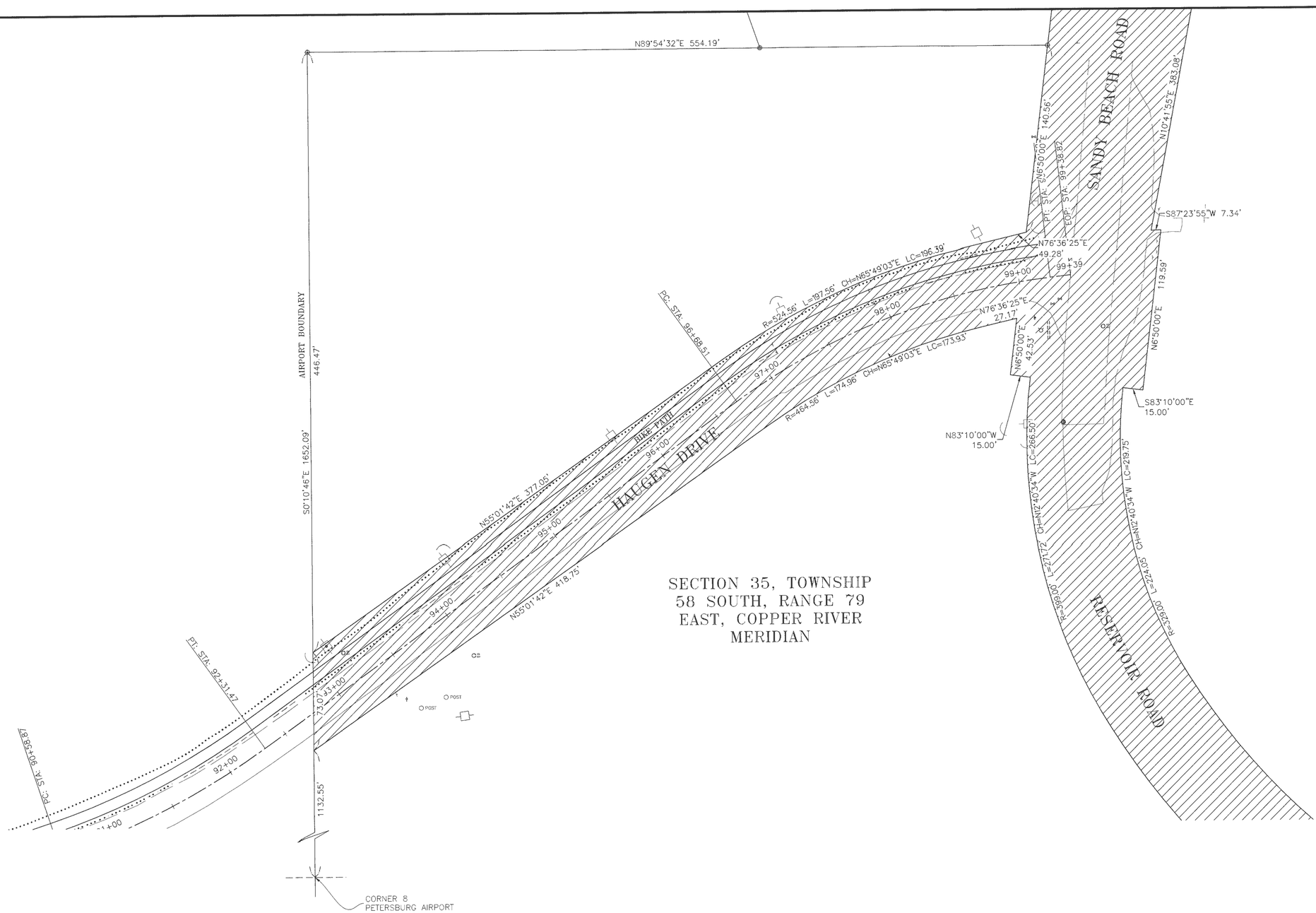
PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN PAD	DATE 08/01/2013	SCALE 1" = 40'
CHECKED	DATE	SHEET R11 OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R12	14



SECTION 35, TOWNSHIP
58 SOUTH, RANGE 79
EAST, COPPER RIVER
MERIDIAN

8/22/14	DELETE E & TCE-17	RJG
DATE	REVISIONS	BY

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

STP-0938(4) / 69518

PSG HAUGEN DRIVE AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN PAD/JAF	DATE 08/01/2013	SCALE 1" = 40'
CHECKED	DATE	SHEET R12 OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R13	14

FIRST STREET

LOT 5, BLOCK 40
PETERSBURG TOWNSITE

EASEMENT	OWNER
E-2	SALVATION ARMY, – PETERSBURG

AREA	PURPOSE
5 SF	ADA RAMP CONST. & MAINT.

HAUGEN DRIVE

LOT 8, BLOCK 40
PETERSBURG TOWNSITE

EASEMENT	OWNER
E-4	ROSS NANNAUCK III & RUDOLPH MARVIN

AREA	PURPOSE
5 SF	ADA RAMP CONST. & MAINT.

SECOND STREET

HAUGEN DRIVE

SECOND STREET

LOT 1, BLOCK 51
PETERSBURG TOWNSITE

EASEMENT	OWNER
E-5	PETERSBURG MOTORS, INC.

AREA	PURPOSE
3 SF	ADA RAMP CONST. & MAINT.

HAUGEN DRIVE

LOT 8, BLOCK 51
PETERSBURG TOWNSITE

EASEMENT	OWNER
E-6	SANDRA KAE SWANSON

AREA	PURPOSE
5 SF	ADA RAMP CONST. & MAINT.

THIRD STREET

HAUGEN DRIVE

THIRD STREET

LOT 5, BLOCK 54
PETERSBURG TOWNSITE

EASEMENT	OWNER
E-7	KATHRYN HANSEN & PATTY WILSON

AREA	PURPOSE
3 SF	ADA RAMP CONST. & MAINT.

HAUGEN DRIVE

LOT 8, BLOCK 54
PETERSBURG TOWNSITE

EASEMENT	OWNER
E-9	DEAN R HALTINER

AREA	PURPOSE
6 SF	ADA RAMP CONST. & MAINT.

HAUGEN DRIVE

FOURTH STREET

DATE	REVISIONS	BY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

SHAK-STP-0938(4) / 69518

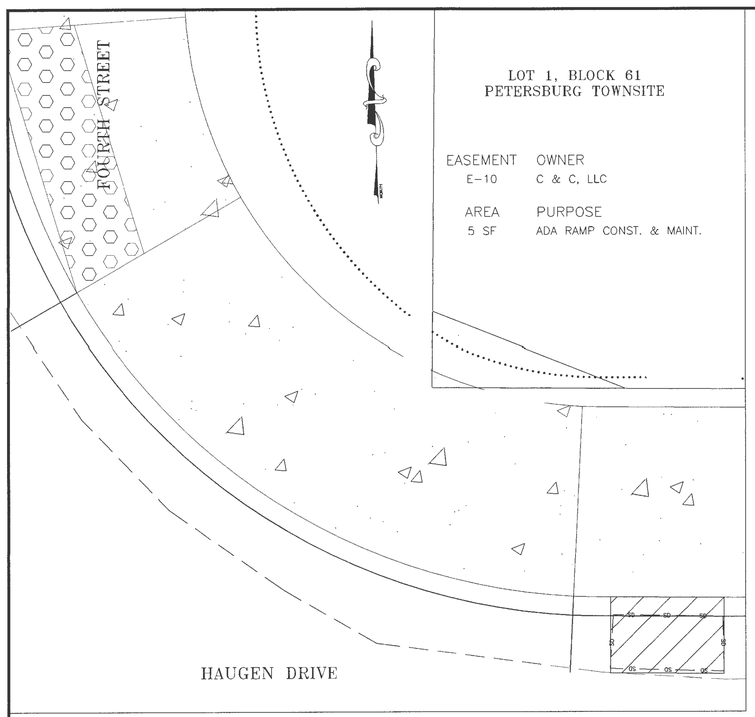
PSG HAUGEN DRIVE
AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

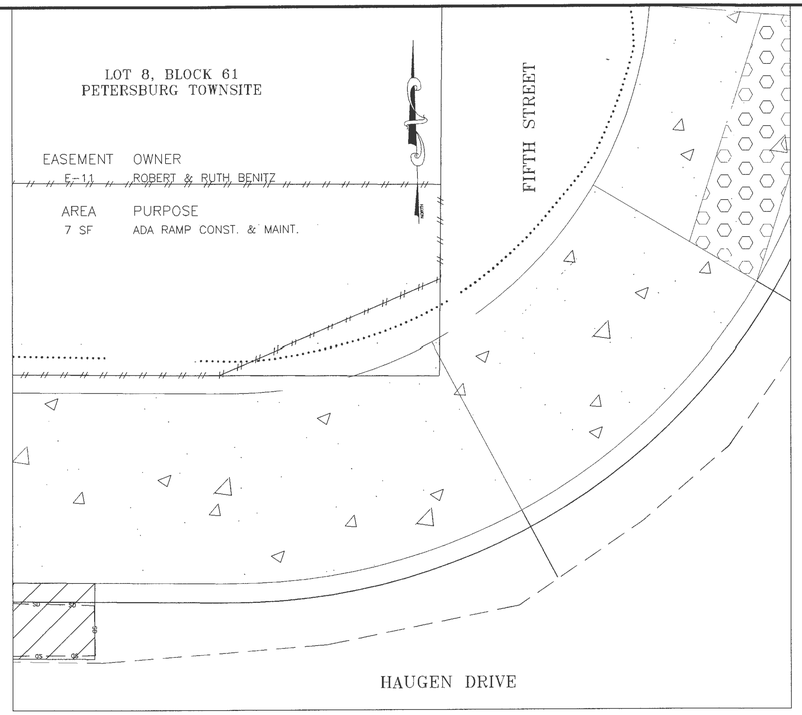
DRAWN PAD	DATE 07/25/2013	SCALE 1" = 2'
CHECKED	DATE	SHEET R13 OF 14

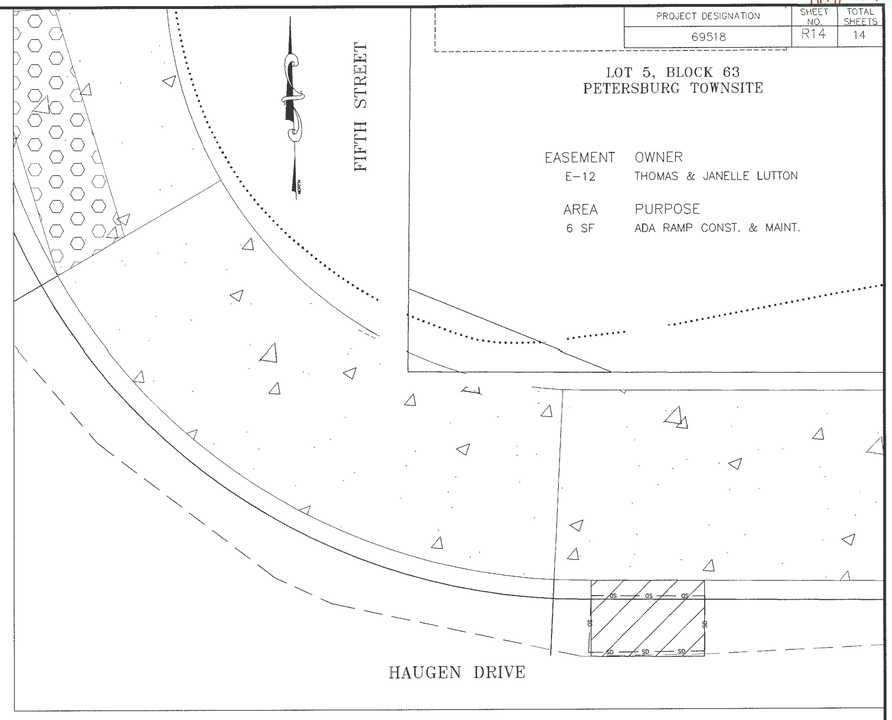
Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

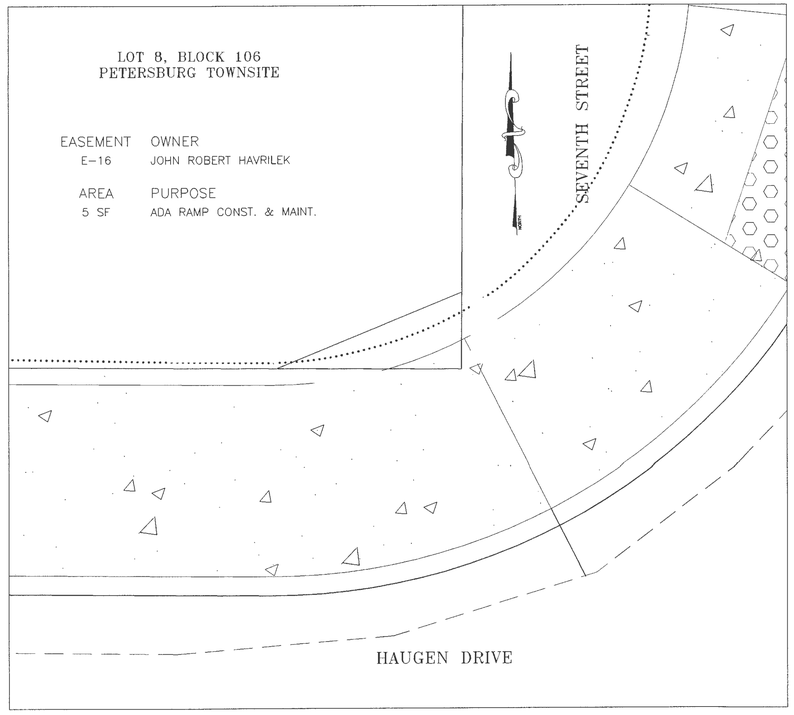
HMF 3.10.20

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
69518	R14	14









DATE	REVISIONS	BY
8/22/14	DELETE E-14	RJG

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT

SHAK-STP-0938(4) / 69518

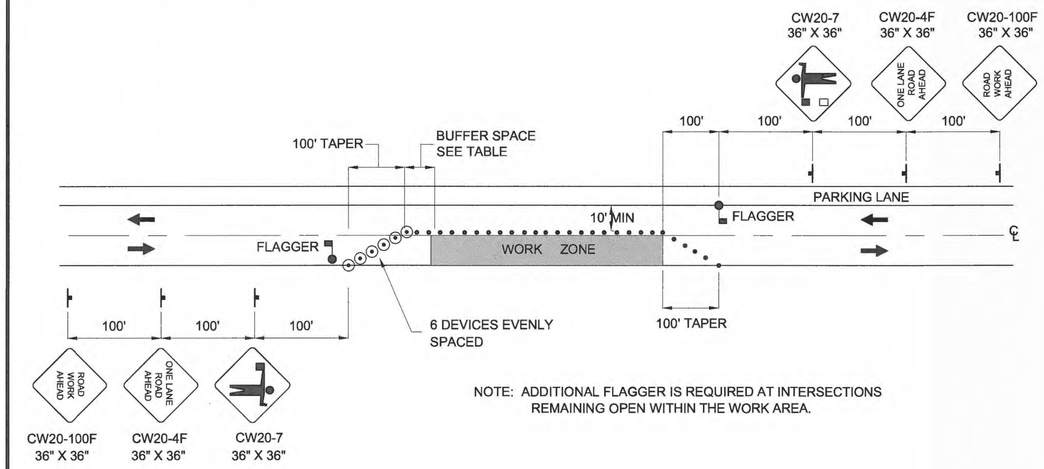
PSG HAUGEN DRIVE
AND BIKE PATH IMPROVEMENTS
HAUGEN DRIVE TO SANDY BEACH ROAD

DRAWN PAD	DATE 07/25/2013	SCALE 1" = 2'	
CHECKED	DATE	SHEET R14	OF 14

Q:\PSG\69518\RW\C3D\SOURCE DWGS\ALIGN & PROFILE\69518_HAUGEN_DR_ROW_PLANSET.DWG

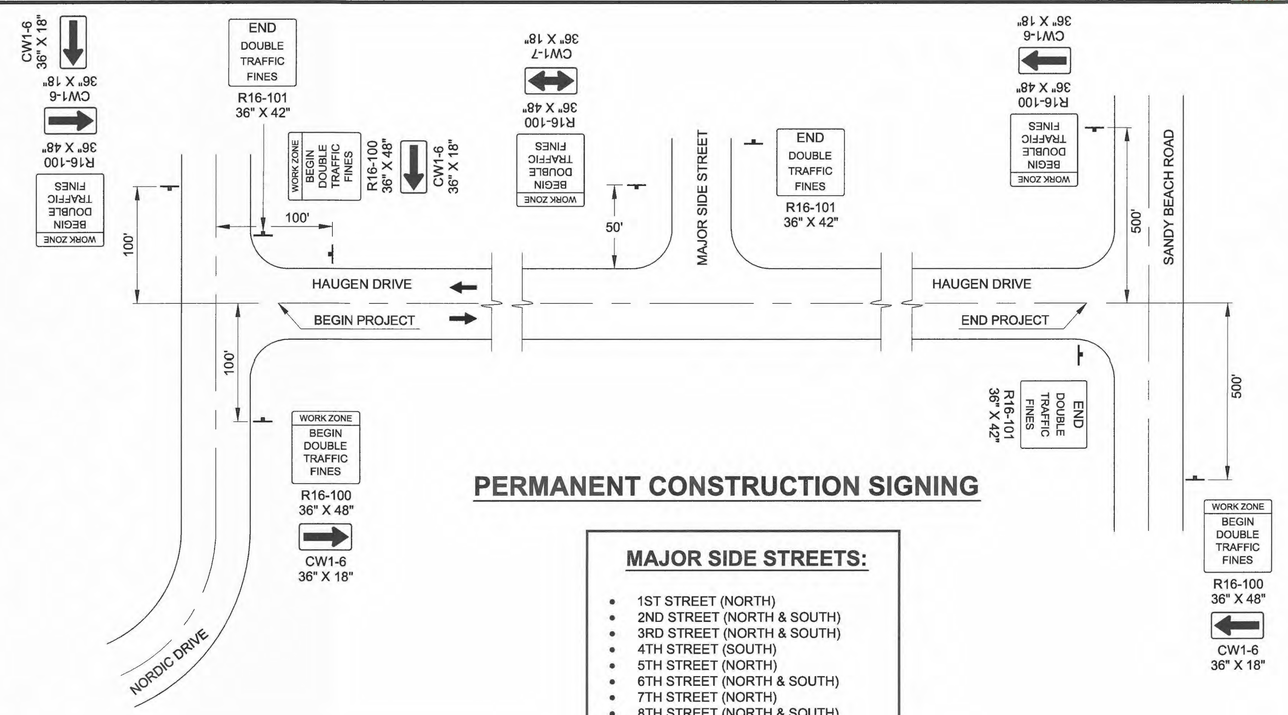
Addendum #1; Attachment #7

HMF 31020



NOTE: ADDITIONAL FLAGGER IS REQUIRED AT INTERSECTIONS REMAINING OPEN WITHIN THE WORK AREA.

TWO LANE ROADWAY-SINGLE LANE CLOSURE



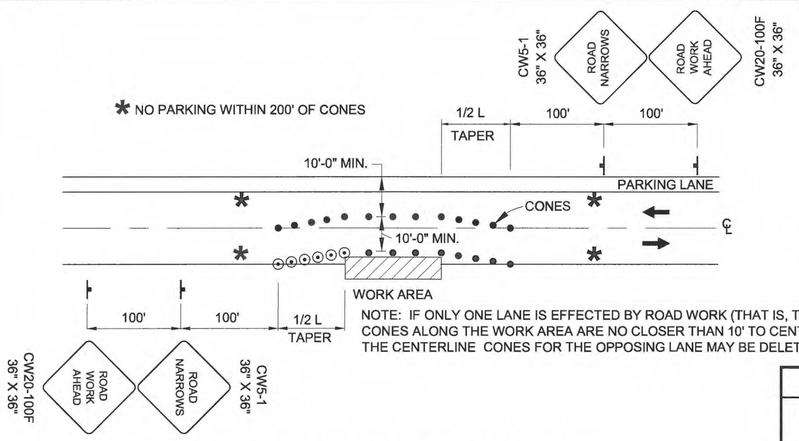
PERMANENT CONSTRUCTION SIGNING

MAJOR SIDE STREETS:

- 1ST STREET (NORTH)
- 2ND STREET (NORTH & SOUTH)
- 3RD STREET (NORTH & SOUTH)
- 4TH STREET (SOUTH)
- 5TH STREET (NORTH)
- 6TH STREET (NORTH & SOUTH)
- 7TH STREET (NORTH)
- 8TH STREET (NORTH & SOUTH)
- 12TH STREET
- QUARRY ROAD

NOTES:

1. CONSTRUCTION SIGNS SHALL BE PLACED SUCH THAT THEY DO NOT OBSCURE EXISTING TRAFFIC SIGNS.
2. WORK ZONE SPEED LIMIT SIGNS SHALL BE THE EXISTING SPEED LIMIT PRIOR TO CONSTRUCTION. SEE STD. DWG. C-04.12.
3. SIGNS AT THE INTERSECTION OF NORDIC AND HAUGEN DRIVE APPLY TO BOTH PROJECTS, NORDIC DRIVE 68048 AND HAUGEN DRIVE 69518.



NOTE: IF ONLY ONE LANE IS EFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.

ROADWAY ENCROACHMENT

PARKING LANE USED AS TEMPORARY TRAFFIC LANE

TRAFFIC CONTROL NOTES:

1. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. ALL TRAFFIC CONTROL PLANS SHALL BE DEVELOPED BY THE CONTRACTOR ON SUBMITTED FOR APPROVAL PRIOR TO USE.
2. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
3. THE CONTRACTOR IS NOT EXPECTED TO MAINTAIN A PARKING LANE IN AREAS WHERE THE TRAFFIC PATTERN IS ALTERED. THE CONTRACTOR MAY USE THE PARKING LANE AS A TEMPORARY TRAFFIC LANE AS NEEDED AND AS APPROVED IN INDIVIDUAL TCPS.
4. MAINTAIN PEDESTRIAN THROUGH TRAFFIC ALONG HAUGEN DRIVE AT ALL TIMES.
5. PROVIDE RAMPS AS REQUIRED WHERE CURB AND GUTTER HAS BEEN CONSTRUCTED AND ADJOINING PAVEMENT AND/OR SIDEWALK HAS NOT BEEN CONSTRUCTED. PROTECT IN-PLACE WORK FROM DAMAGE DURING TEMPORARY ACCESS PERIODS.
6. CHANNELIZATION DEVICES IF USED AT NIGHT SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.

LEGEND

- ..... SIGN
- ..... CONE
- ..... DRUM
- ..... TYPE III BARRICADE
- ..... FLAGGING STATION

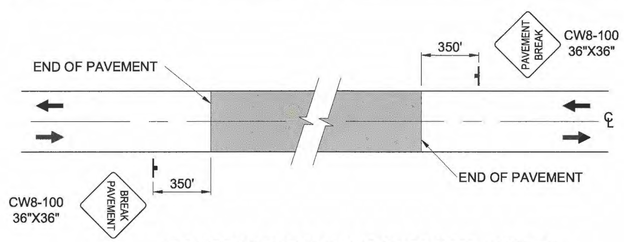
DATES OF NOTE:

MAY 15-18, 2014	LITTLE NORWAY FESTIVAL (NO WORK ALLOWED)
MAY 23-26, 2014	SALMON DERBY
JULY 3-5, 2014	FORTH OF JULY HOLIDAY & PARADE (NO WORK ALLOWED)

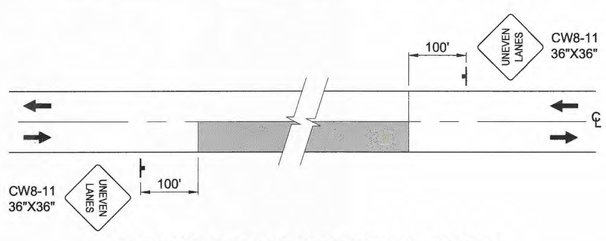
SEE SUBSECTION 643-3.01 OF THE SPECIAL PROVISIONS

TCP SETUP TABLE

	MIN MERGING TAPER LENGTH (L) IN FEET WIDTH OF OFFSET (W) IN FEET			MIN NUMBER OF DEVICES WIDTH OF OFFSET (W) IN FEET			MAX DEVICE SPACING IN FEET		BUFFER SPACE
SPEED (MPH)	10'	11'	12'	10'	11'	12'	ALONG TAPER	ALONG TANGENT	(FT)
25 OR BELOW	105	115	125	6	6	6	25	50	155
30	150	165	180	6	7	7	30	60	200
35	205	225	245	7	8	8	35	70	250



SIGNING FOR UNPAVED AREA



SIGNING FOR UNEVEN LANES

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

TCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1400.3.5 DATED JANUARY 30, 2012.

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\ADDENDUM 1\69518_T1-T2.DWG

TAB: T1 Thursday, December 04, 2014 4:14:15 PM GRANTHAM, RICK L (DOT)

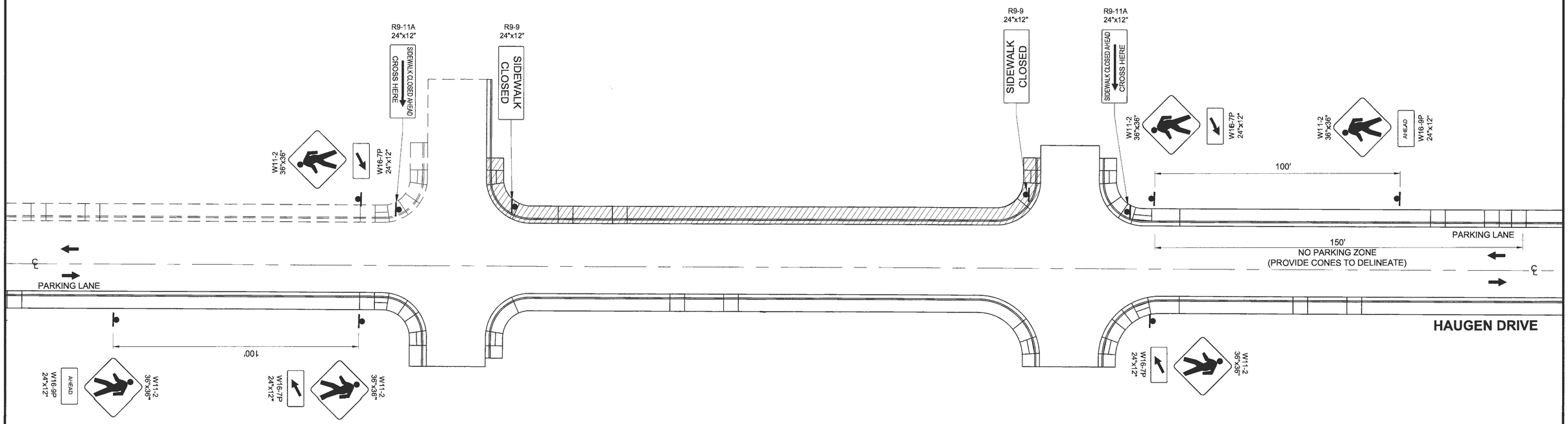
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
HAUGEN DRIVE & BIKE PATH IMPROVEMENTS
PROJECT #69518

TRAFFIC CONTROL PLAN

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			0938(4)~69518	2014	T1	87

HMF 3.10.20



NOTES:

1. PROVIDE PEDESTRIAN TRAFFIC CONTROL DEVICES WHEN SIDEWALKS OR PATHWAYS ARE CLOSED TO PEDESTRIANS AND WHERE REQUIRED BY THE PLANS OR SPECIFICATIONS.
2. AVOID ROUTING PEDESTRIANS ACROSS ROADS UNNECESSARILY. WHEN ROUTING PEDESTRIANS ACROSS THE ROAD, ROUTE TO THE BEST CROSSING POINT NEAR THE WORK AREA.
3. MAINTAIN A MINIMUM PEDESTRIAN FACILITY WIDTH OF 5 FEET OR THE WIDTH OF THE FACILITY THAT EXISTED BEFORE CONSTRUCTION, WHICHEVER IS LESS.
4. WHEN PEDESTRIAN TRAFFIC CONTROL DEVICES REQUIRED BY THE CURRENT TRAFFIC CONTROL PLAN ARE NOT IN PLACE OR ARE TEMPORARILY REMOVED, PROVIDE AN ADDITIONAL FLAGGER TO DIRECT PEDESTRIANS THROUGH THE WORK AREA.
5. THIS PLAN SHOWS PEDESTRIAN ROUTING FOR SIDEWALK WORK ON NORTH SIDE OF ROAD. MIRROR ROUTING FOR SIDEWALK WORK ON SOUTH SIDE OF ROAD.
6. PARKING LANE MAY BE USED AS PEDESTRIAN ROUTE WHEN WORKING ON NORTH SIDE OF ROAD AS LONG AS IT IS DELINEATED IN ACCORDANCE WITH SECTION 643.

LEGEND

SIGN

WORK AREA

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

TCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1400.3.5 DATED JANUARY 30, 2012.

DESIGNED BY: D. LESTER

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
HAUGEN DRIVE & BIKE
PATH IMPROVEMENTS
PROJECT #69518

PEDESTRIAN TRAFFIC CONTROL

PATH: Q:\PSG\69518\PLANSET\COMBINED SET\HAUGEN REVISED PLANSET\69518_T1-T2_TRAFF-CNTL.DWG
TAB: T2 Wednesday, November 26, 2014 8:14:37 AM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			0938(4)~69518	2014	T2	87

HMF 3.0.20

HMF 3/10/20

A-1

SHEET | of |

INTERNATIONAL BOUNDARY LINE — ALASKA / CANADA — Pen #4

CORPORATED OR CITY LIMITS — Pen #1

TOWNSHIP & RANGE LINE — T.17N., R.2W., SM / T.16N., R.2W., SM — Pen #1

SECTION LINE OR BLOCK LINE, NOT ABUTTING STREET IN SUBDIVISIONS — Pen #1

1/4 SECTION LINE — Pen #1

1/16 SECTION LINE OR LOT LINE IN SUBDIVISIONS — Pen #1

CONTROLLED ACCESS — Pen #3 — C/A

EASEMENT LINE (PROPOSED) — Pen #1

EASEMENT LINE (EXISTING) — Pen #00

SET BACK LINE — Pen #0

PROJECT RIGHT-OF-WAY LINE — Pen #3 — R/W

STAKED CENTERLINE — Pen #2

CONSTRUCTION CENTERLINE — Pen #3

EXISTING CENTERLINE — Pen #1

STATION EQUATIONS — 'L' 48+94.70 PT = 'L' 48+32.05 POT — Pen #1

SECTION LINE INTERSECTION — S 23° 30'W — 1936' — S1+41.3 — 1/16 8/16

ROAD CLOSURE — 115 — Pen #3

LIMIT OF CUT SLOPE — Pen #0

LIMIT OF FILL SLOPE — Pen #1

OBLITERATE ROADWAY — Pen #0

	RECOVERED MONUMENT	RECORD MONUMENT
TOWNSHIP CORNER		
SECTION CORNER	6 5 7 8	6 5 7 8
1/4 SECTION CORNER	6 5	6 5
CENTERLINE SURVEY MONUMENT		

P. K. NAIL

MISCELLANEOUS FOUND CORNER

MAILBOX — MB

SATELLITE DISH — SAT. DISH

PVC CONDUIT

RIGID METAL CONDUIT (EXISTING)

RIGID METAL CONDUIT (PROPOSED)

RAILROAD TRACKS--- SINGLE--

MULTIPLE or DOUBLE--

RAILROAD PROTECTIVE DEVICES

ADVANCE WARNING — X-BUCK — FLASHING LIGHT — CANTILEVER

EXISTING UTILITY PIPELINES (Direction or flow indicated by bell)

OIL — SANITARY SEWER — GAS — WATER

PROPOSED UTILITY PIPELINES

OIL — SANITARY SEWER — GAS — WATER

EXISTING STORM DRAIN — SD — STORM DRAIN

PROPOSED STORM DRAIN STRUCTURE AND PIPE NO'S APPLICABLE IF SHOWN — S-1 — S-2 — SD — P-1 — P-2

	EXISTING	PROPOSED
FIRE HYDRANT		
METER		
VALVE or RISER		
POWER POLE		
JOINT USE POWER & TELEPHONE		
TELEPHONE or TELEGRAPH POLE		
TRANSMISSION TOWERS	Steel Wood	Steel Wood
POLE ANCHOR		
STUB POWER or TELEPHONE		
TELEPHONE DUCT	T	T
ELECTRIC DUCT	E	E
TELEPHONE MANHOLE	TMH	TMH
ELECTRIC MANHOLE	EMH	EMH
LUMINAIRE (MAST ARM MOUNTED)	5	5
LUMINAIRE (SPAN WIRE MOUNTED)	4	4
TELEPHONE PEDESTAL	T	T
ELECTRICAL TRANSFORMER	E	E
BURIED CABLE MARKER		
CATCH BASIN or DROP INLET		
MANHOLE	MH.	MH.

INTERMITTENT DRAINAGE

INTERCEPTOR DITCH

TUNNEL

EXISTING ROADWAY

DAM

FORD

FERRY

HEAD & WINGWALLS

LAKE & RESERVOIRS — LAKE — RES. — RIVER — CREEK

RIVERS OR CREEK

BUILDINGS:
H=HOUSE
M=MERCHANT/STORE
S=SHED
SS=SERVICE STATION
G=GARAGE
B=BARN
P=PRIVY
W=WAREHOUSE

FOUNDATIONS — PROPOSED: H, FD — EXISTING: H, FD

WETLANDS

STUMPS

TANK (ABOVE GROUND) — 550 GAL. FUEL OIL TANK

TANK (BELOW GROUND) — 550 GAL. FUEL OIL TANK

GAS PUMP — GAS PUMP

DELINEATOR--GUIDE MARKER (FACING →)

RETAINING WALL

STONE FENCE

	EXISTING	PROPOSED
DECIDUOUS TREE		
CONIFER TREE		
CONIFER TREE SHRUB		
SIGN (FACING →)		
RIPRAP		
BRIDGE		
PIPE CULVERTS		

NOISE BARRIER

FENCE LINE

GUARDRAIL

GUIDE POST

SIDEWALK

CONCRETE CURB

CONCRETE CURB GUTTER

DRIVEWAYS, APPROACHES

	EXISTING	PROPOSED
SIGNAL FACE, VEHICULAR	9	9
SIGNAL FACE, BACKPLATE	9	9
SIGNAL FACE, LEFT TURN, BACKPLATE	9	9
SIGNAL FACE, PEDESTRIAN	12	12
JUNCTION BOX, TYPE I	8	8
JUNCTION BOX, TYPE II	5	5
JUNCTION BOX, TYPE III	3	3
DETECTOR, LOOP	4	4
DETECTOR, MAGNETOMETER	6	6
DETECTOR, RADAR	R	R
DETECTOR, SONIC	S	S
DETECTOR, OPTICOM		
DETECTOR, PUSH BUTTON (DIRECTION →)	5	5
SIGNAL CONTROLLER		
LOAD CENTER		
SIGNAL POLE	2	4
SIGNAL POLE w/MASTARM	3	5

SOLID WHITE STRIPE
SOLID YELLOW STRIPE
BROKEN WHITE or YELLOW STRIPE
DASH YELLOW STRIPE
SOLID YELLOW STRIPE with BROKEN YELLOW STRIPE

FOR STRIPING PLANS — W, Y, W, Y, Y, Y

842 — R.R 2580+60 HWY. 126+38 — RAILROAD MILE POST

143 — 121+25 — HIGHWAY MILE POST

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

SYMBOLS

APPROVED — 49TH STATE — Loren L. Rasmussen CE-3295

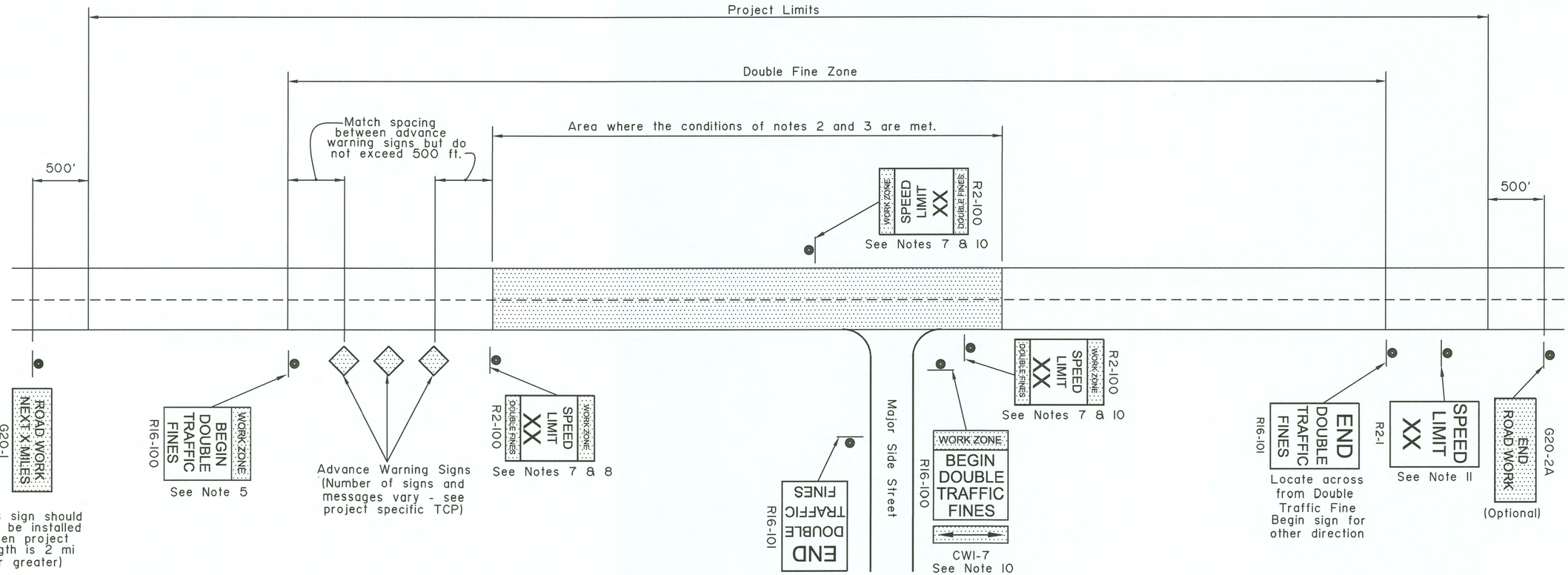
Date _____

A-1

HMF 3.10.20

C-04.12

SHEET 1 of 1



GENERAL NOTES

1. Signs are shown for one direction only (with one exception). Signs for the other direction mirror those shown.

2. Double fine signs shall be used only where one or more of the following conditions exist:
   a. Active work areas (where road workers and/or machines are presently working on or adjacent to a road)
   b. Detours on new temporary roads built for that purpose (this does not include detours on existing streets)
   c. Sections of paved roads where pavement has been removed.
   d. Roads being paved where unmatched asphalt lifts result in a vertical lip between lanes.

3. Double fine signs shall be confined to the areas where the above conditions exist, with the following exceptions:
   a. If the project is 2 miles or shorter in length, the entire project may be posted for double fines when the above conditions exist on any part of the project.
   b. When the above conditions exist at multiple locations separated by less than 2 miles, the locations and the intervening segments may be posted as a single double fine zone.

4. Double fine signs shall be removed or covered when work activity ceases for more than two days and conditions b, c, or d of note 2 are not met.

5. The R16-100 "BEGIN" sign may be used in place of the first advance warning sign. However, when this is done, the appropriate advance warning sign must be reinstalled when the double fine sign is taken down or covered.

6. When a double fine zone is longer than 2 miles, work zone speed limit signs shall be posted at spacings not greater than 2 miles within the double fine zone.

7. "Work zone speed limit signs", as used here, refer either to 1) R2-100 signs or 2) standard R2-1 regulatory speed limit signs with CW20-102 "DOUBLE FINES" plates mounted below.

8. The limit shown on work zone speed limit signs shall be either the existing limit before construction or, if a work zone speed limit order has been approved in accordance with ADOT&PF Procedure 05.05.020 PDR, a reduced limit.

9. All existing regulatory speed limit signs within double fine zones shall either be replaced with R2-100 signs or supplemented with CW20-102 plates.

10. Signs shall be installed at major intersections within the double fine zone to warn entering drivers of double fines. This may be done with a R16-100 sign with a CWI-7 arrow panel on the side street or with two work zone speed limit signs on the main street on either side of the intersection. Use of R16-100 signs on side streets eliminates the need for "Road Work Ahead" signs on those streets. If the speed limit has been reduced, the two work zone speed limit signs are mandatory.

11. At the end of each double fine zone, install an R2-1 sign showing the speed limit for the road beyond the double fine zone.

REVISIONS		
Date	Description	By
6/11/99	Revised Notes	KJS
2/28/03	Rev. Notes & Sign No's	KJS

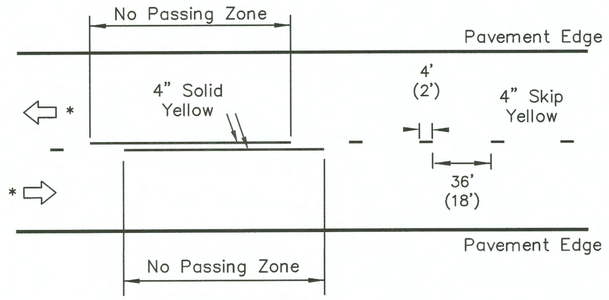
State of Alaska
Department of Transportation
& Public Facilities

LOCATION OF DOUBLE TRAFFIC FINE SIGNS

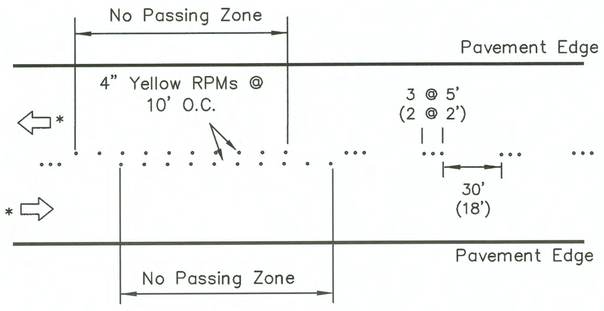
APPROVED
Date 3/31/99

C-04.12

HMF 3.10.20



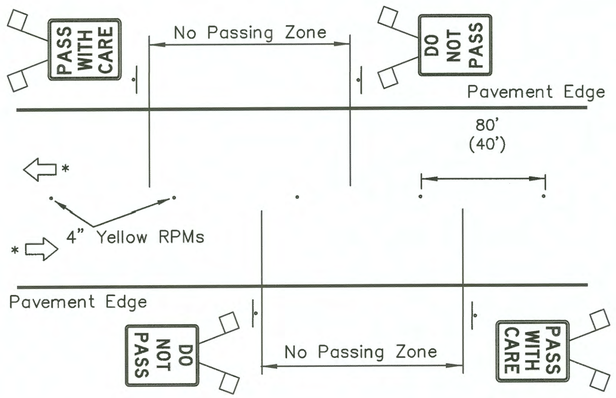
Striping



Temporary Raised Pavement Markers

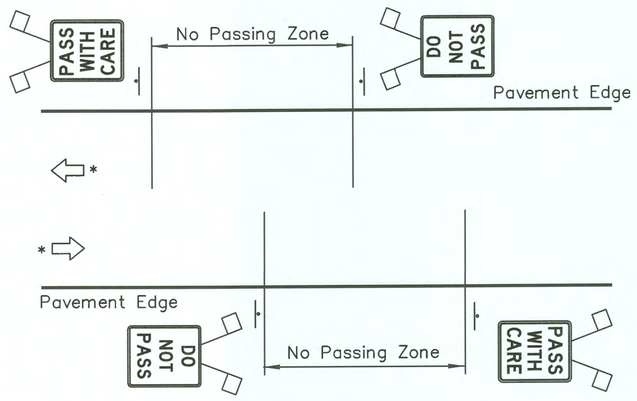
DETAIL A

Two–lane road: No Passing Zones indicated with pavement markings.



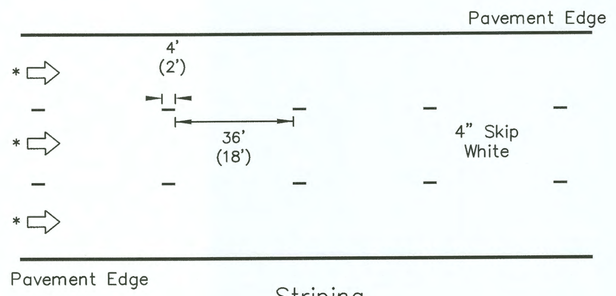
DETAIL B

Two–lane road: No Passing Zones indicated by signs only. Raised pavement markers for centerline delineation.

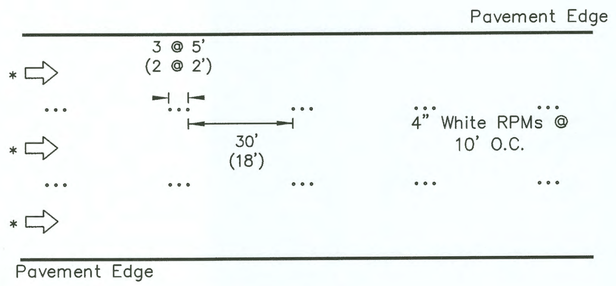


DETAIL C

Two–lane road: No Passing Zones indicated by signs only (see Note 2c). No centerline delineation.



Striping



Temporary Raised Pavement Markers

DETAIL D

Multilane one–way road: Lane dividing lines

* Direction of Travel

GENERAL NOTES:

1. Final pavement markings conforming to Part 3 of the Alaska Traffic Manual should be installed before paved roads are open to public travel. If that is not practical, install interim pavement markings as shown on this drawing. Maintain interim pavement markings until final pavement markings are installed.

2. No interim pavement markings are required:
   a. on projects that will not have permanent markings when finished.
   b. in work zones that are open to public travel for no more than one work shift during daytime or for no more than one hour at night.
   c. where DO NOT PASS and PASS WITH CARE signs are installed on two lane roads as shown in Detail C, no pavement markings are required:
      1) for 3 days if seasonal ADT is above 2000, or
      2) for 1 month if seasonal ADT is below 2000.

3. Interim pavement markings should not be in place longer than 14 calendar days before being replaced with permanent markings conforming to Part 3 of the Alaska Traffic Manual unless the Engineer provides written approval.

4. Where R4-1 DO NOT PASS signs are used, install at the beginning of no passing zones and at no more than 1500' spacings within no passing zones.

5. Install high level warning devices on all DO NOT PASS and PASS WITH CARE signs.

6. Offset temporary markings 8"-12" from the future location of permanent markings if applied on the same lift of pavement.

7. Dimensions in parenthesis apply to curves with a radius of 1000 feet or less or where posted speed limit is 30 mph or less.

REVISIONS		
Date	Description	By
4/28/10	RPM spacing, signs	KJS

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

INTERIM PAVEMENT MARKINGS

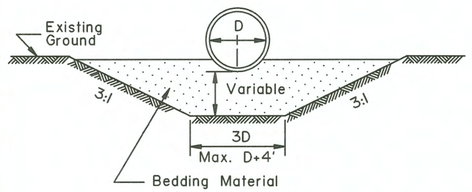
APPROVED

Date 5/31/12

HMF 5.10.20

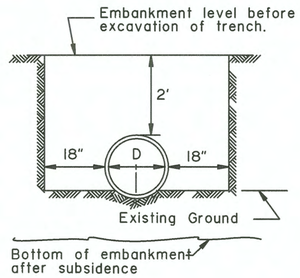
D-01.02

SHEET 1 of 1

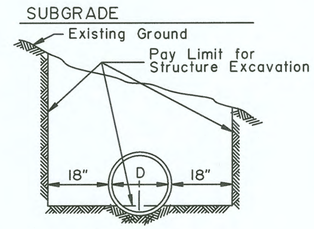


TYPE "A"
FOUNDATION STABILIZATION

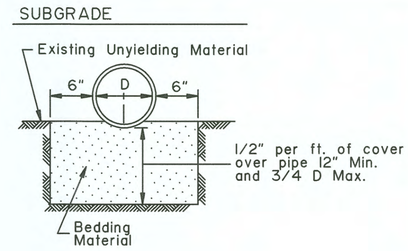
To be used in unstable areas as directed by the Engineer.



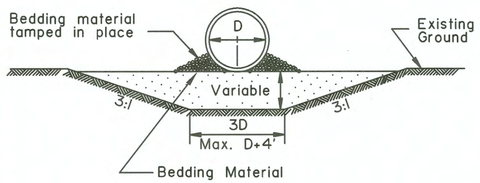
TYPE "B"



TYPE "C"

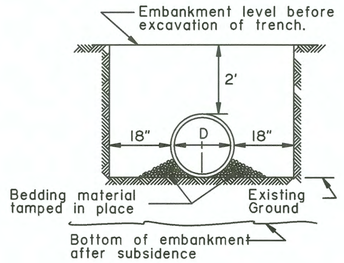


TYPE "D"
ROCK OR UNYIELDING MATERIAL

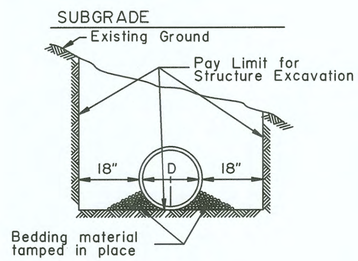


'ALTERNATE'
TYPE "A"
FOUNDATION STABILIZATION

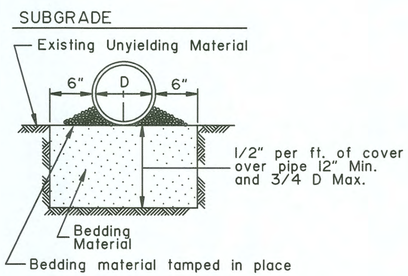
To be used in unstable areas as directed by the Engineer.



'ALTERNATE'
TYPE "B"

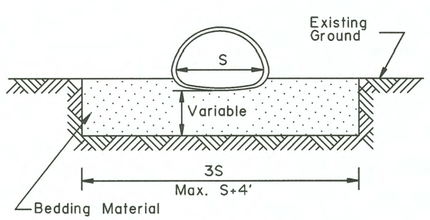


'ALTERNATE'
TYPE "C"



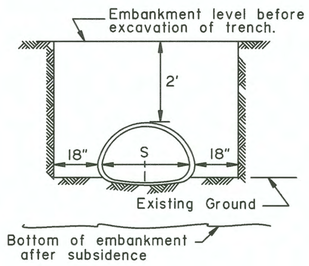
'ALTERNATE' TYPE "D"
ROCK OR UNYIELDING MATERIAL

CULVERT PIPE

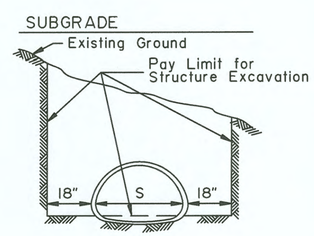


TYPE "A"
FOUNDATION STABILIZATION

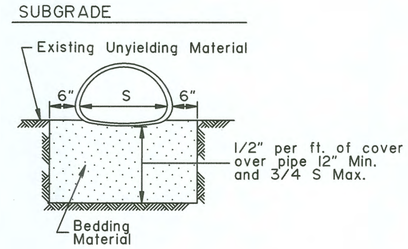
To be used in unstable areas as directed by the Engineer.



TYPE "B"



TYPE "C"



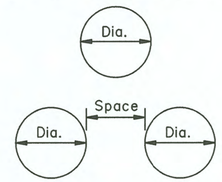
TYPE "D"
ROCK OR UNYIELDING MATERIAL

ARCH

GENERAL NOTES:

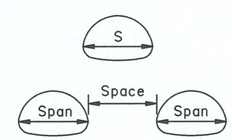
1. Sidefill shall be placed and compacted with care under haunches of pipe and shall be brought up evenly and simultaneously on both sides of pipe to 1 foot above the top of the full length of the pipe.
2. Alternate installation methods may only be used when specified or approved by the Engineer.

D = Nominal Pipe Diameter



MULTIPLE INSTALLATIONS	
Dia.	Minimum Space Between Pipes
0" - 42"	24"
48" & Over	1/2 Dia. of pipe or 3', whichever is less.

S = Nominal Pipe Arch Span



MULTIPLE INSTALLATIONS	
Dia.	Minimum Space Between Pipes
0" - 42"	24"
48" & Over	1/2 Span of pipe arch or 3', whichever is less.

REVISIONS		
Date	Description	By
12/1/87	Delete ref. to Specs.	Gdo
4/1/93	Delete Alt. Arch	Gdo

State of Alaska
Department of Transportation
& Public Facilities

CULVERT PIPE & ARCH INSTALLATION DETAILS

APPROVED

Date 7/15/82

D-01.02

HMF 3.10.20

D-04.21

Minimum & Maximum Cover For 2 2/3" x 1/2" Aluminum Pipe

GAGE	0.060"		0.075"		0.105"		0.135"		0.164"	
Dia. (In)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)
12	12	100+	12	100+	12	100+	12	100+	12	100+
15	12	94	12	100+	12	100+	12	100+	12	100+
18	12	75	12	94	12	100+	12	100+	12	100+
21	12	65	12	82	12	100+	12	100+	12	100+
24	12	56	12	71	12	99	12	100+	12	100+
27	12	48	12	63	12	89	12	100+	12	100+
30			12	56	12	79	12	100+	12	100+
36			12	47	12	66	12	85	12	100+
42			12	55	12	56	12	73	12	100+
48			12	47	12	49	12	63	12	78
54					15	43	15	56	15	69
60							15	50	15	62
66							18	44	18	56
72									18	45

Minimum & Maximum Cover For 3" x 1" Aluminum Pipe

GAGE	0.060"		0.075"		0.105"		0.135"		0.164"	
Dia. (In)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)
30	12	52	12	65						
36	12	43	12	54	12	100+	12	100+	12	100+
42	12	36	12	46	12	65	12	100+	12	100+
48	12	32	12	40	12	57	12	73	12	100+
54	15	28	15	35	15	50	12	65	12	100+
60	15	25	15	32	15	45	15	58	15	72
66	18	23	18	28	18	41	18	53	18	65
72	18	21	18	26	18	37	18	48	18	59
78			21	24	21	34	21	44	21	55
84					21	31	21	41	21	57
90					24	29	24	38	21	47
96					24	27	24	36	24	44
102							24	33	24	41
108							24	31	24	39
114									24	37
120									24	35

Minimum & Maximum Cover For 9" x 2 1/2" Aluminum Structural Plate Pipe *

GAGE	0.100"		0.125"		0.150"		0.175"		0.200"		0.225"		0.250"	
Dia. (In)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)
60	12	29 31	12	38 45	12	49 60	12	58 70	12	58 81	12	58 92	12	58 100+
66	12	26 28	12	35 41	12	44 54	12	53 64	12	53 74	12	53 84	12	53 94
72	13	24 25	12	32 37	12	41 50	12	48 58	12	48 67	12	48 77	12	48 86
78	14	22 23	12	29 35	12	37 46	12	45 54	12	45 62	12	45 71	12	45 79
84	15	20 22	13	27 32	12	35 42	12	41 50	12	41 58	12	41 66	12	41 73
90	16	19 20	14	25 30	13	32 40	12	39 47	12	39 54	12	39 61	12	39 68
96	17	18 19	15	24 28	14	30 37	13	36 44	12	36 50	12	36 57	12	36 64
102	18	17 18	16	22 26	15	29 35	14	34 41	13	34 47	13	34 54	13	34 60
108	19	16 17	17	21 25	16	27 33	14	32 39	14	32 45	14	32 51	14	32 57
114	20	15 16	18	20 23	16	25 31	15	30 37	15	30 42	15	30 48	15	30 54
120	21	14 15	19	19 22	17	24 30	16	29 35	15	29 40	15	29 46	15	29 51
126	22	13 14	20	18 21	18	23 28	17	27 33	16	27 38	16	27 44	16	27 49
132	23	13 14	21	17 20	19	22 27	18	26 32	17	26 37	17	26 42	17	26 47
138	24	12 13	22	16 19	20	21 26	18	25 30	18	25 35	18	25 40	18	25 44
144	25	12 12	22	16 18	21	20 25	19	24 29	18	24 33	18	24 38	18	24 43
150			23	15 18	21	19 24	20	23 28	19	23 32	19	23 36	19	23 41
156			24	14 17	22	18 23	21	22 27	20	22 31	20	22 35	20	22 39
162					23	18 22	21	21 26	21	21 30	21	21 34	21	21 38
168					24	17 21	22	20 25	21	20 29	21	20 33	21	20 36
174					25	17 20	23	20 24	22	20 28	22	20 31	22	20 35
180							24	19 23	23	19 27	23	19 30	23	19 34

*Longitudinal seams use (5 1/3) 3/4" dia. bolts per foot.

58 ← Upper figure for pipe with aluminum bolts.
100+ ← Lower figure for pipe with galvanized steel bolts.
(FOR TABLE ABOVE ONLY.)

GENERAL NOTES:

1. All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.
2. The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.
3. No more than one type of pipe may be used on any single installation or installation grouping.
4. All structural plate pipes shall be placed on a pre-shaped foundation conforming to the depth of the bottom plates with clearance for assembling to the adjacent plates allowed.
5. See Standard Drawing "Culvert Pipe & Arch Installation Details" for foundation and structural backfill details.
6. Minimum cover shall be measured from the top of pipe to the top of rigid pavement or to the top of flexible pavement subgrade. In all cases, the minimum cover shall not be less than 12". Minimum cover during construction shall be that required to protect the pipe from damage or deflecton.
7. These tables have been developed for an H-20 live load and for compacted soil weighing 120 lbs. per cubic foot or less. If compacted soil cover exceeds 120 lbs. per cubic foot, the contractor shall use the depth of cover shown in the plans for the specific pipe. Where compacted soil cover exceeds 120 lbs. per cubic foot and no specific cover requirements are provided in the plans, the contractor shall determine the required minimum pipe cover in accordance with Section 12 of the 2000 AASHTO "LRFD Bridge Design Specifications".

CORRUGATED CIRCULAR ALUMINUM PIPE

CORRUGATED ALUMINUM PIPE-ARCH

Minimum & Maximum Cover For 2 2/3" x 1/2" Aluminum Pipe-Arch

Span x Rise (In. x In.)	Corner Radius (In)	Minimum Gage (In)	Min. Cover (In)	Max. Cover (Ft) 2 Tons Corner Bearing Pressure	Max. Cover (Ft) 3 Tons Corner Bearing Pressure ⓒ
17 x 13	3	0.060	12	13	20
21 x 15	3	0.060	12	12	19
24 x 18	3	0.060	12	11	16
28 x 20	3	0.075	12	10	16
35 x 24	3	0.075	12	9	14
42 x 29	3 1/2	0.105	12	7	13
49 x 33	4	0.105	15	6	12
57 x 38	5	0.135	15	6	12
64 x 43	6	0.135	18	6	12
71 x 47	7	0.164	18	6	12

Minimum & Maximum Cover For 3" x 1" Aluminum Pipe-Arch

Span x Rise (In. x In.)	Corner Radius (In)	Minimum Gage (In)	Min. Cover (In)	Max. Cover (Ft) 2 Tons Corner Bearing Pressure	Max. Cover (Ft) 3 Tons Corner Bearing Pressure ⓒ
40 x 31	5	0.075	30	8	12
46 x 36	6	0.075	24	8	13
53 x 41	7	0.075	24	8	13
60 x 46	8	0.075	24	13	20
66 x 51	9	0.075	18	13	20
73 x 55	12	0.075	18	16	24
81 x 59	14	0.105	18	14	22
87 x 63	14	0.105	18	13	20
95 x 67	16	0.105	18	12	18
103 x 71	16	0.135	24	11	17
112 x 75	18	0.164	24	10	16
117 x 79	18	0.164	24	10	15

Minimum & Maximum Cover For 9" x 2 1/2" Aluminum Structural Plate Pipe-Arch*

Span x Rise (Ft-In x Ft-In)	Corner Radius (In)	Minimum Gage (In)	Min. Cover (ft)	Max. Cover in Feet For Soil Bearing Capacity of: 2 Tons/ft²	3 Tons/ft²
5 - 11 x 5 - 5	31.8	0.100	2	24**	24**
6 - 11 x 5 - 9	31.8	0.100	2	22**	22**
7 - 3 x 5 - 11	31.8	0.100	2	20**	20**
7 - 9 x 6 - 0	31.8	0.100	2	28**	18**
8 - 5 x 6 - 3	31.8	0.100	2	17**	17**
9 - 3 x 6 - 5	31.8	0.100	2	15**	15**
10 - 3 x 6 - 9	31.8	0.100	2	14**	14**
10 - 9 x 6 - 10	31.8	0.100	2	13**	13**
11 - 5 x 7 - 1	31.8	0.100	2	12**	12**
12 - 7 x 7 - 5	31.8	0.125	2	14	16**
12 - 11 x 7 - 6	31.8	0.150	2	13	14**
13 - 1 x 8 - 2	31.8	0.150	2	13	18**
13 - 11 x 8 - 5	31.8	0.150	2	12	17**
14 - 8 x 9 - 8	31.8	0.175	2	12	18
15 - 4 x 10 - 0	31.8	0.175	2	11	17
16 - 1 x 10 - 4	31.8	0.200	2	10	16
16 - 9 x 10 - 8	31.8	0.200	2.17	10	15
17 - 3 x 11 - 0	31.8	0.225	2.25	10	15
18 - 0 x 11 - 4	31.8	0.255	2.25	9	14
18 - 8 x 11 - 8	31.8	0.250	2.33	9	14

*Longitudinal seams use (5 1/3) 3/4" dia. bolts per foot.
**Fill limited by the seam strength of the bolts. 3/4" dia. bolts per foot.

METAL THICKNESSES & GAGES

ALUMINUM	GAGE NO. (For Info Only)
0.060	16
0.075	14
0.105	12
0.135	10
0.164	8

ⓒ This column shall not be used unless specified on the plans or approved by the Regional Geotechnical Engineer.

REVISIONS		
Date	Description	By
8/10/00	Pipe Tables & G. Notes.	DFD
10/31/03	Pipe Table Updates & New Sheet 4	LRG

Sheet 1 of 4

State of Alaska
Department of Transportation & Public Facilities

PIPE AND ARCH TABLES

APPROVED
STATE OF ALASKA 49TH
Lars R. Gregovich
CE-8065
REGISTERED PROFESSIONAL ENGINEER

Date 10/31/03

D-04.21

HMF 3/10/20

D-04.21

Minimum & Maximum Cover For 2 2/3" x 1/2" Steel Pipe

GAGE	0.064"		0.079"		0.109"		0.138"		0.168"	
Dia. (In)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)
12	12	100+	12	100+	12	100+	12	100+	12	100+
15	12	100+	12	100+	12	100+	12	100+	12	100+
18	12	100+	12	100+	12	100+	12	100+	12	100+
21	12	100+	12	100+	12	100+	12	100+	12	100+
24	12	100+	12	100+	12	100+	12	100+	12	100+
27	12	100+	12	100+	12	100+	12	100+	12	100+
30	12	99	12	100+	12	100+	12	100+	12	100+
36	12	83	12	100+	12	100+	12	100+	12	100+
42	12	71	12	88	12	100+	12	100+	12	100+
48	12	62	12	77	12	100+	12	100+	12	100+
54			12	66	12	93	12	100+	12	100+
60					12	79	12	100+	12	100+
66					12	68	12	88	12	100+
72							12	75	12	93
78									12	79
84									12	66

Minimum & Maximum Cover For 3" x 1" Steel Pipe

GAGE	0.064"		0.079"		0.109"		0.138"		0.168"	
Dia. (In)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)
36	12		12		12	100+	12	100+	12	100+
42	12		12		12	100+	12	100+	12	100+
48	12		12	76	12	100+	12	100+	12	100+
54	12	63	12	79	12	100+	12	100+	12	100+
60	12	56	12	71	12	99	12	100+	12	100+
66	12	52	12	64	12	90	12	100+	12	100+
72	12	47	12	59	12	82	12	100+	12	100+
78	12	44	12	54	12	77	12	98	12	100+
84	12	41	12	51	12	71	12	92	12	100+
90	12	37	12	47	12	67	12	86	12	100+
96	12	35	12	44	12	62	12	80	12	98
102	18	33	18	42	18	59	18	76	18	93
108			18	40	18	55	18	71	18	87
114			18	36	18	51	18	66	18	80
120			18	34	18	46	18	61	18	75
126					18	44	18	56	18	70
132					18	41	18	53	18	64
138					18	37	18	49	18	60
144							18	44	18	55
150									18	52

Minimum & Maximum Cover For 5" x 1" Steel Pipe*

GAGE	0.064"		0.079"		0.109"		0.138"		0.168"	
Dia. (In)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)
36	12	81	12	90	12	100+	12	100+	12	100+
42	12	71	12	77	12	100+	12	100+	12	100+
48	12	62	12	68	12	100+	12	100+	12	100+
54	12	56	12	70	12	98	12	100+	12	100+
60	12	50	12	63	12	88	12	100+	12	100+
66	12	46	12	57	12	80	12	100+	12	100+
72	12	42	12	52	12	73	12	95	12	100+
78	12	39	12	48	12	68	12	87	12	100+
84	12	36	12	45	12	63	12	81	12	99
90	12	33	12	42	12	59	12	76	12	93
96	12	31	12	39	12	55	12	71	12	87
102	18	29	18	37	18	52	18	67	18	82
108			18	35	18	49	18	63	18	77
114			18	32	18	45	18	58	18	71
120			18	30	18	41	18	54	18	66
126					18	39	18	50	18	62
132					18	36	18	47	18	57
138					18	33	18	43	18	53
144							18	39	18	49
150									19	47

*Table for pipe with helical lockseams or helical welded seams ONLY.

Minimum & Maximum Cover For 6" x 2" Steel Structural Plate Pipe**

GAGE	ALL	0.111"	0.140"	0.170"	0.188"	0.218"	0.249"	0.280"
Dia. (In)	Min. (In)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)	Max. (Ft)
60	12	46	68	90	100+	100+	100+	100+
66	12	42	62	81	93	100+	100+	100+
72	12	38	57	75	86	100+	100+	100+
78	12	35	52	69	79	95	100+	100+
84	12	33	49	64	73	88	100+	100+
90	12	31	45	60	68	82	97	100+
96	12	29	43	56	64	77	91	100+
102	18	27	40	52	60	73	86	94
108	18	25	38	50	57	69	81	88
114	18	24	36	47	54	65	77	84
120	18	23	34	45	51	62	73	80
126	18	22	32	42	49	59	69	76
132	18	21	31	40	46	56	66	72
138	18	20	29	39	44	54	63	69
144	18	19	28	37	43	51	61	66
150	24	18	27	36	41	49	58	64
156	24	17	26	34	39	47	56	61
162	24	17	25	33	38	46	54	59
168	24	16	24	32	36	44	52	57
174	24	16	23	31	35	42	50	55
180	24	15	22	30	34	41	48	53
186	24	15	22	29	33	40	47	51
192	24		21	28	32	38	45	50
198	30		20	27	31	37	44	48
204	30		20	26	30	36	43	47
210	30		19	25	29	35	41	45
216	30			25	28	34	40	44
222	30			24	27	33	39	43
228	30			23	27	32	38	42
234	30			23	26	31	37	41
240	30				25	31	36	40
246	36				25	30	35	39
252	36					29	34	38
258	36					28	34	37
264	36					28	33	36
270	36					27	32	35
276	36						31	34
282	36						31	34
288	42						30	33
294	42							32
300	42							32
306	42							31
312	42							30

**Longitudinal seams use (4) 3/4" dia. bolts per foot.

GENERAL NOTES

1. All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.
2. The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.
3. No more than one type of pipe may be used on any single installation or installation grouping.
4. All structural plate pipes shall be placed on a pre-shaped foundation conforming to the depth of the bottom plates with clearance for assembling to the adjacent plates allowed.
5. See Standard Drawing "Culvert Pipe & Arch Installation Details" for foundation and structural backfill details.
6. Minimum cover shall be measured from the top of pipe to the top of rigid pavement or to the top of flexible pavement subgrade. In all cases, the minimum cover shall not be less than 12". Minimum cover during construction shall be that required to protect the pipe from damage or deflecton.
7. These tables have been developed for an H-20 live load and for compacted soil weighing 120 lbs. per cubic foot or less. If compacted soil cover exceeds 120 lbs. per cubic foot, the contractor shall use the depth of cover shown in the plans for the specific pipe. Where compacted soil cover exceeds 120 lbs. per cubic foot and no specific cover requirements are provided in the plans, the contractor shall determine the required minimum pipe cover in accordance with Section 12 of the 2000 AASHTO "LRFD Bridge Design Specifications".

CORRUGATED CIRCULAR STEEL PIPE

CORRUGATED STEEL PIPE-ARCH

Minimum & Maximum Cover For 2 2/3" x 1/2" Steel Pipe-Arch

Span x Rise (In. x In.)	Corner Radius (In)	Minimum Gage (In)	Min. Cover (In)	Max. Cover (Ft) 2 Tons Corner Bearing Pressure	Max. Cover (Ft) 3 Tons Corner Bearing Pressure ⓓ
17 x 13	3	0.064	12	16	18
21 x 15	3	0.064	12	15	14
24 x 18	3	0.064	12	15	13
28 x 20	3	0.064	12	15	11
35 x 24	3	0.064	12	15	7
42 x 29	3 1/2	0.064	12	15	7
49 x 33	4	0.079	12	15	6
57 x 38	5	0.109	12	15	8
64 x 43	6	0.109	12	15	9
71 x 47	7	0.138	12	15	10
77 x 52	8	0.168	12	15	10
83 x 57	9	0.168	12	15	10

Minimum & Maximum Cover For 3" x 1" Steel Pipe-Arch

Span x Rise (In. x In.)	Corner Radius (In)	Minimum Gage (In)	Min. Cover (In)	Max. Cover (Ft) 2 Tons Corner Bearing Pressure	Max. Cover (Ft) 3 Tons Corner Bearing Pressure ⓓ
40 x 31	5	0.079	12	25	12
46 x 36	6	0.079	12	25	13
53 x 41	7	0.079	12	25	13
60 x 46	8	0.079	15	25	13
66 x 51	9	0.079	15	25	13
73 x 55	12	0.079	18	24	16
81 x 59	14	0.079	18	21	17
87 x 63	14	0.079	18	20	16
95 x 67	16	0.079	18	20	17
103 x 71	16	0.079	18	20	15
112 x 75	18	0.079	21	20	16
117 x 79	18	0.109	21	19	15
128 x 83	18	0.138	24	19	14
137 x 87	18	0.138	24	19	13
142 x 91	18	0.138	24	19	12
150 x 96	18	0.138	30	19	
157 x 96	18	0.138	30	19	
164 x 105	18	0.138	30	19	
171 x 110	18	0.138	30	19	

Minimum & Maximum Cover For 5" x 1" Steel Pipe-Arch

Span x Rise (In. x In.)	Corner Radius (In)	Minimum Gage (In)	Min. Cover (In)	Max. Cover (Ft) 2 Tons Corner Bearing Pressure	Max. Cover (Ft) 3 Tons Corner Bearing Pressure ⓓ
40 x 31	5	0.109	12	25	12
46 x 36	6	0.109	15	25	13
53 x 41	7	0.109	15	25	13
60 x 46	8	0.109	18	25	13
66 x 51	9	0.109	18	25	13
73 x 55	12	0.109	18	24	16
81 x 59	14	0.109	18	21	17
87 x 63	14	0.109	18	20	16
95 x 67	16	0.109	18	20	17
103 x 71	16	0.109	18	20	15
112 x 75	18	0.109	21	20	16
117 x 79	18	0.109	21	19	15
128 x 83	18	0.109	24	19	14
137 x 87	18	0.109	24	19	13
142 x 91	18	0.109	24	19	12
150 x 96	18	0.138	30	19	
157 x 96	18	0.138	30	19	
164 x 105	18	0.138	30	19	
171 x 110	18	0.138	30	19	

Minimum & Maximum Cover For 6" x 2" Steel Structural Plate Pipe-Arch**

Span x Rise (Ft-In x Ft-In)	Corner Radius (In)	Minimum Gage (In)	2 Tons Corner Bearing Pressure Min. Cover (In)	2 Tons Corner Bearing Pressure Max. Cover (Ft)	3 Tons Corner Bearing Pressure ⓓ Min. Cover (In)	3 Tons Corner Bearing Pressure ⓓ Max. Cover (Ft)
6-1 x 4-7	18	0.111	18	16	12	24
7-0 x 5-1	18	0.111	18	14	12	21
7-11 x 5-7	18	0.111	18	13	12	19
8-10 x 6-1	18	0.111	24	11	18	17
9-9 x 6-7	18	0.111	24	10	18	15
10-11 x 7-1	18	0.111	24	9	18	14
11-10 x 7-7	18	0.111	24	7	18	13
12-10 x 8-4	18	0.111	30	6	24	12
14-1 x 8-9	18	0.111	30	5	24	11
15-4 x 9-3	18	0.111	NS	NS	24	10
15-10 x 9-10	18	0.111	NS	NS	24	9
16-7 x 10-1	18	0.111	NS	NS	24	9
13-3 x 9-4	31	0.111	24	13	24	17
14-2 x 9-10	31	0.111	24	12	24	16
15-4 x 10-4	31	0.111	24	11	24	15
16-3 x 10-10	31	0.111	24	11	24	14
17-2 x 11-4	31	0.111	30	10	30	13
18-1 x 11-10	31	0.111	30	10	30	12
19-3 x 12-4	31	0.111	30	9	30	13
19-11 x 12-10	31	0.140	30	9	30	13
20-7 x 13-2	31	0.140	36	7	36	13

NS = Not Suitable

**Longitudinal seams use (4) 3/4" dia. bolts per foot.

ⓓ This column shall not be used unless specified on the plans or approved by the Region Geotechnical Engineer.

METAL THICKNESSES & GAGES

STEEL		GAGE NO. (For Info Only)
ZINC COATED	UNCOATED	
0.064	0.0598	16
0.079	0.0747	14
0.109	0.1047	12
0.138	0.1345	10
0.168	0.1644	8
0.188	0.1838	7
0.218	0.2145	5
0.249	0.2451	3
0.280	0.2758	1

REVISIONS		
Date	Description	By
8/10/00	Pipe Tables & G. Notes.	DFD
10/31/03	Pipe Table Updates & New Sheet 4.	LRG

Sheet 2 of 4

State of Alaska
Department of Transportation & Public Facilities

PIPE AND ARCH TABLES

APPROVED
STATE OF ALASKA 49TH
Lora R. Gregovich
CE-8065
Professional Engineer
Date 10/31/03

D-04.21

HMF
3.10.20

D-04.21

Maximum Cover for Type S Corrugated Polyethelene Pipe	
Size (in.)	Max. Cover (ft.)
12	30.0
15	30.0
18	30.0
24	30.0
30	30.0
36	30.0
40	20.0
48	20.0

GENERAL NOTES

1. All materials and workmanship shall be in accordance with the State of Alaska Standard Specifications for Highway Construction.

2. For foundation and structural backfill details see Standard Drawing "Culvert Pipe & Arch Installation Details".

3. Pipe cover height is measured from top of the pipe to top of rigid pavement, or to the top of subgrade for flexible pavement. In all cases the minimum cover shall be no less than 2 ft. Where loads traverse the culvert during construction minimum cover shall be no less than 4 ft.

REVISIONS		
Date	Description	By
10/31/03	New Sheet 4.	LRG

Sheet 3 of 4

State of Alaska
Department of Transportation
& Public Facilities

PIPE AND ARCH TABLES

APPROVED

STATE OF ALASKA 49TH
Lars R. Gregovich
CE-8065
REGISTERED PROFESSIONAL ENGINEER

Date 10/31/03

D-04.20

HMF 3.10.20

D-04.21

ALUMINUM SPIRAL RIB PIPE

STEEL SPIRAL RIB PIPE

Minimum & Maximum Cover For Aluminum Spiral Rib Circular Pipe*

GAGE	0.060"		0.075"		0.105"		0.135"	
Dia. (In)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)
12	24	35	24	50				
18	24	34	24	49				
24	24	25	24	36	24	63	24	82
30	24	19	24	28	24	50	24	65
36	24	15	24	24	24	41	24	54
42			24	19	24	35	24	46
48			24	17	24	30	24	40
54			24	14	24	27	24	35
60			24	12	24	24	24	30

*¾ x ¾ x 7½ in. or ¾ x 1 x 11½ in. Corrugations

Minimum & Maximum Cover For Aluminum Spiral Rib Pipe-Arch*

Span x Rise (In. x In.)	Min. Cover (In.)	Soil Corner Bearing Capacity of 2 Tons/ s.f. 0.060" Max. Cover (ft.)	0.075" Max. Cover (ft.)	0.105" Max. Cover (ft.)
20 x 16	12	13		
23 x 19	12	14		
27 x 21	12	13		
33 x 26	12	13		
40 x 31	12	13		
46 x 36	12	14		
53 x 41	18		13	
60 x 46	18		20	
66 x 51	18		21	
73 x 55	18			21
81 x 59	18			17
87 x 63	18			17
95 x 67	18			17

*¾ x ¾ x 7½ in. or ¾ x 1 x 11½ in. Corrugations

Minimum & Maximum Cover For Steel and Aluminized Steel Spiral Rib Circular Pipe*

GAGE	0.064"		0.079"		0.109"		0.138"**	
Dia. (In)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)	Min. (In)	Max. (Ft)
18	12							
24	12	51	12	72	12	121		
30	12	41	12	58	12	97		
36	12	34	12	48	12	81		
42	12	29	12	41	12	69		
48	12	26	12	36	12	61		
54	18	23	18	32	18	54		
60	18	21	18	29	18	49	18	73
66	18	19	18	26	18	44	18	65
72			18	24	18	40	18	59
78			24	22	24	37	24	55
84			24	21	24	35	24	52
90					24	32	24	47
96					24	30	24	44
102					30	29	30	43
108					30	27	30	41

*¾ x ¾ x 7½ in. or ¾ x 1 x 11½ in. Corrugations

**¾ x ¾ x 7½ in. Corrugations Only.

Minimum & Maximum Cover For Steel Spiral Rib Arch-Pipe*

Span x Rise (In. x In.)	Min. Cover (In.)	Soil Corner Bearing Capacity of 2 Tons/ s.f. 0.064" Max. Cover (ft.)	0.079" Max. Cover (ft.)	0.109" Max. Cover (ft.)
20 x 16	12	13		
23 x 19	12	14		
27 x 21	12	13		
33 x 26	12	13		
40 x 31	12	13		
46 x 36	12	14		
53 x 41	18		13	
60 x 46	18		20	
66 x 51	18		21	
73 x 55	18			21
81 x 59	18			17
87 x 63	18			17
95 x 67	18			17

*¾ x ¾ x 7½ in. or ¾ x 1 x 11½ in. Corrugations

GENERAL NOTES

1. All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.
2. The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.
3. No more than one type of pipe may be used on any single installation or installation grouping.
4. All structural plate pipes shall be placed on a pre-shaped foundation conforming to the depth of the bottom plates with clearance for assembling to the adjacent plates allowed.
5. See Standard Drawing "Culvert Pipe & Arch Installation Details" for foundation and structural backfill details.
6. Minimum cover shall be measured from the top of pipe to the top of rigid pavement or to the top of flexible pavement subgrade. In all cases, the minimum cover shall not be less than 12". Minimum cover during construction shall be that required to protect the pipe from damage or deflecton.
7. These tables have been developed for an H-20 live load and for compacted soil weighing 120 lbs. per cubic foot or less. If compacted soil cover exceeds 120 lbs. per cubic foot, the contractor shall use the depth of cover shown in the plans for the specific pipe. Where compacted soil cover exceeds 120 lbs. per cubic foot and no specific cover requirements are provided in the plans, the contractor shall determine the required minimum pipe cover in accordance with Section 12 of the 2000 AASHTO "LRFD Bridge Design Specifications".

REVISIONS		
Date	Description	By
8/10/00	Pipe Tables & G. Notes.	DFD
10/31/03	New Sheet 4.	LRG

Sheet 4 of 4

State of Alaska
Department of Transportation
& Public Facilities

PIPE AND ARCH TABLES

APPROVED

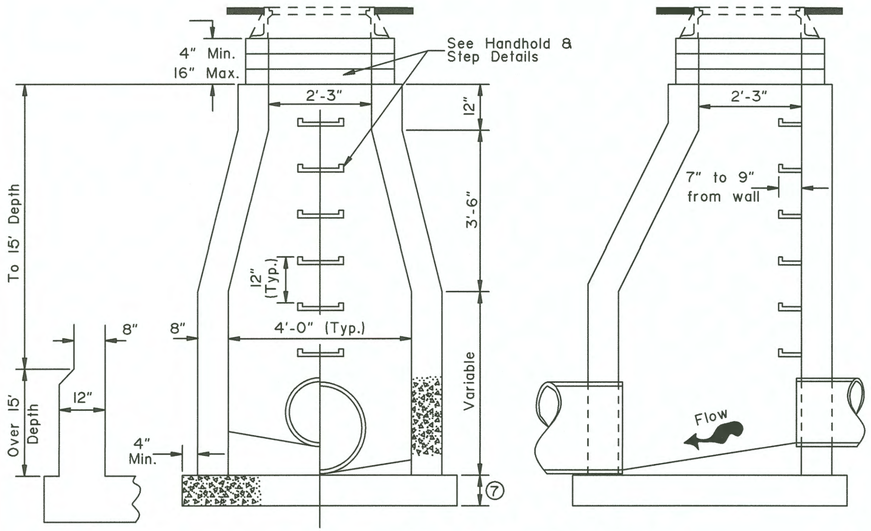
STATE OF ALASKA 49TH Lars R. Gregovich CE-8065 PROFESSIONAL ENGINEER

Date 10/31/03

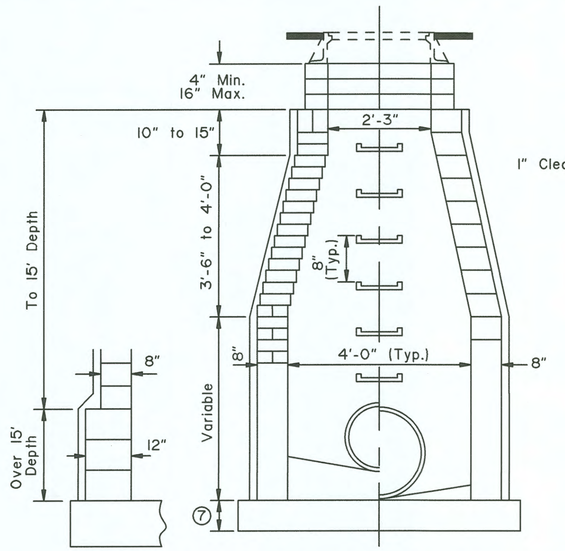
D-04.21

D-20.03

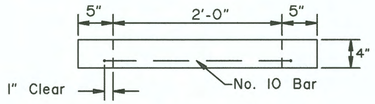
SHEET | of |



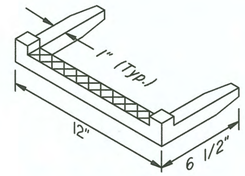
CAST IN PLACE MANHOLE



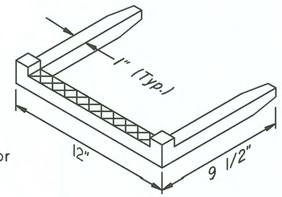
BRICK OR BLOCK MANHOLE



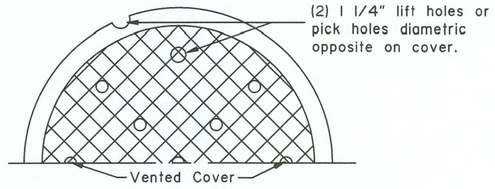
GRADE RING

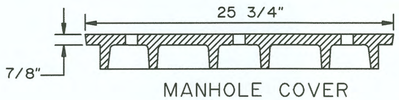


HANDHOLD DETAIL

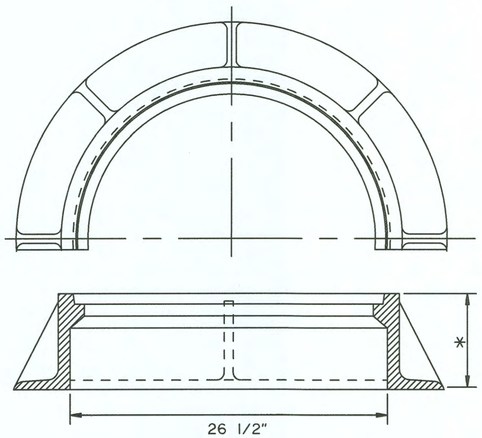


STEP DETAIL



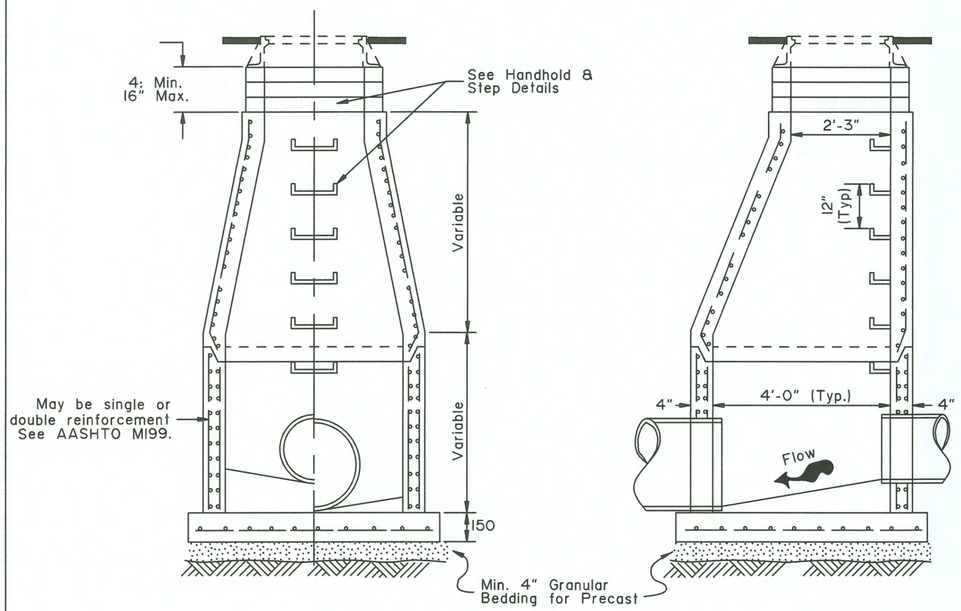


MANHOLE COVER



MANHOLE FRAME

MANHOLE FRAME & COVER MINIMUM WEIGHT		
* Depth	5"	350 lbs
	6"	380 lbs
	7"	400 lbs
	8"	440 lbs
	9"	470 lbs
	10"	500 lbs



PRECAST CONCRETE MANHOLE

GENERAL NOTES:

1. Manhole depth shall be as shown on the plans or as directed by the Engineer.
2. Cast in place concrete shall be class W.
3. Manhole frame and cover bearing surface shall be machine finished and all covers interchangeable. Details shown are to indicate general design and may vary among manufacturers.
4. Precast Reinforced Bases may be used in lieu of cast in place bases.
5. Manhole frame shall have a depth of 6" unless specified otherwise on the plans.
6. Precast bases shall have No. 4 reinforcing bar on 12" centers each way for depths under 20' and No. 5 reinforcing bar on 6" centers for depths of 20' and over.
7. Poured in place concrete bases shall be 8" thick for depths less than 15' and 12" thick for depths 15' or greater.

REVISIONS		
Date	Description	By
9/15/91	Added Grade Rings	Gdo
3/15/99	Remove Steps in Rings	EMR

State of Alaska
Department of Transportation
& Public Facilities

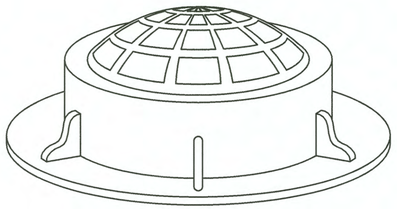
MANHOLES, FRAME AND COVER

APPROVED
Date 7/15/82

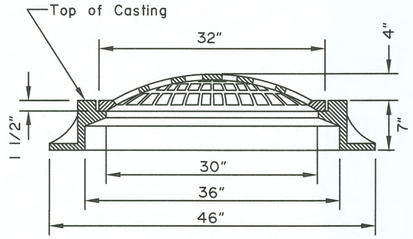
D-20.03

HMF 3/10/20

D-22.01

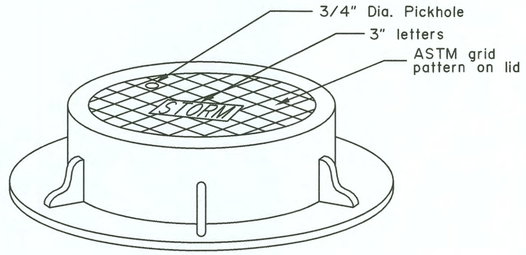


Surround field inlets with a 24" wide rock rubble collar 10" deep, 3" maximum size rock.



FIELD INLET FRAME & GRATE

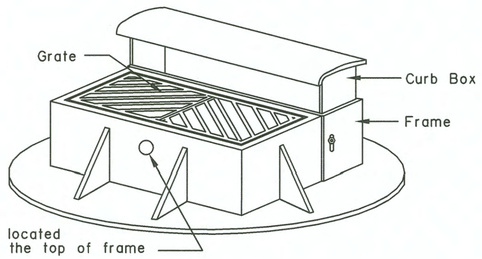
To be supplied for storm drain manholes where field inlets are specified. Field inlet frame and grate shall have a Minimum total weight of 525 lb.



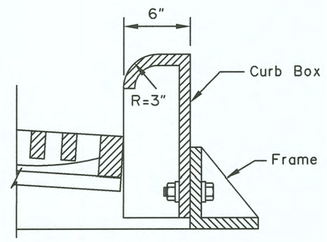
MANHOLE LID FRAME AND GRATE

NOTES:

1. Details shown are to indicate general design only. Dimensions and design may vary among the manufacturers, except that inlet grate shall be within ¼"± of dimensions shown on this drawing.
2. Manhole lids shall be 32" in diameter and may be used with field inlet frames.
3. Type A field inlet frame inside dimensions shall be 24" x 36". Lugs will not protrude outside the concrete surface of the inlet box.
4. Grates shall be bicycle safe. Where high capacity grates are called for on the plans, they shall conform to Std. Dwg. D-25.
5. Frame and grate casting types are identified by the following abbreviations:
   C.I. = Curb Inlet
   F.I. = Field Inlet
   M.H. = Manhole
6. Flowline depression shall conform to Std. Dwg. D-23 for an on grade or sag point conditions.
7. These are the default frames and grates to be used unless shown otherwise on the drainage plans or drainage structure summary.

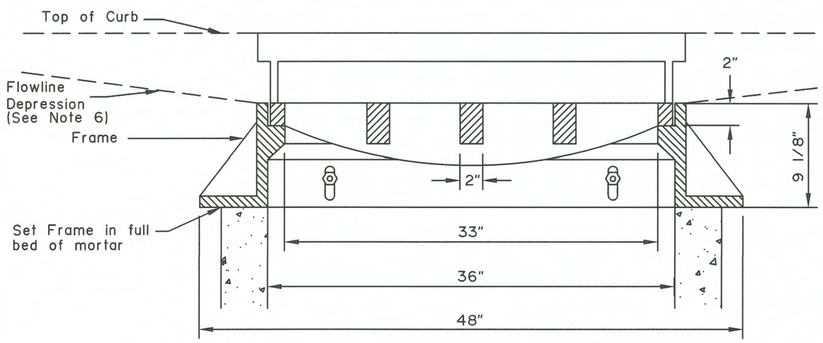


NOTE:
Curb Box, Grate and frame shall have a minimum total weight of 725 lb.

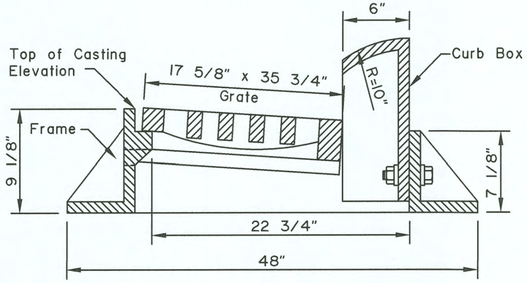


SIDE VIEW
MOUNTABLE CURB AND GUTTER

REQUIRED FRAME AND GRATES (See Note 7)			
STRUCTURE	INLET TYPE	CURB TYPE	TYPE FRAME AND GRATE
INLET BOX, TYPE A	Curb	Mountable	Standard Curb Inlet
	Curb	Expressway	Mountable Curb Inlet
	Curb	Rolled Curb	Depressed Inlet
	Field	------	Field Inlet
STORM DRAIN MANHOLES, TYPE I, II AND III	Curb	Mountable	Mountable Curb Inlet
	Curb	Expressway	Expressway Curb Inlet
	Curb	Rolled Curb	Depressed Inlet
	Field	------	Field Inlet
	Manhole Lids	------	Field Inlet Frame, Solid MH. Lid



FRONT VIEW



SIDE VIEW
EXPRESSWAY CURB AND GUTTER

CURB INLET FRAME AND GRATE

To be supplied for storm drain manholes Type I, Type II and Type III where curb inlets are specified.

NOT TO SCALE

REVISIONS		
Date	Description	By
10/31/03	Misc. Revisions/	LRG
	Corrections	

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

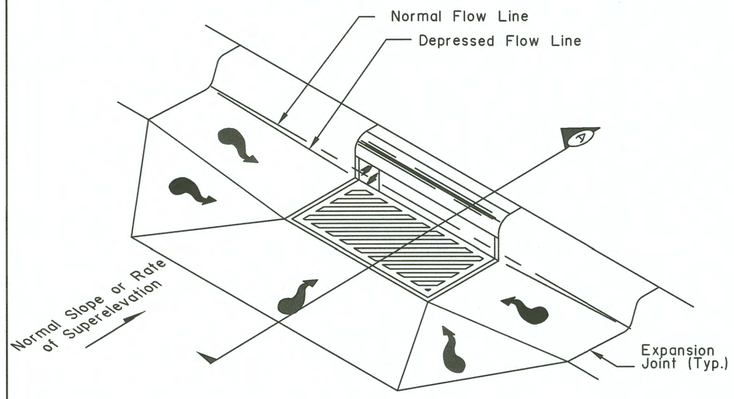
STORMDRAIN MANHOLE FRAME AND GRATE DETAILS

APPROVED
Lars R. Gregovich
CE-8065
Date 10/31/03

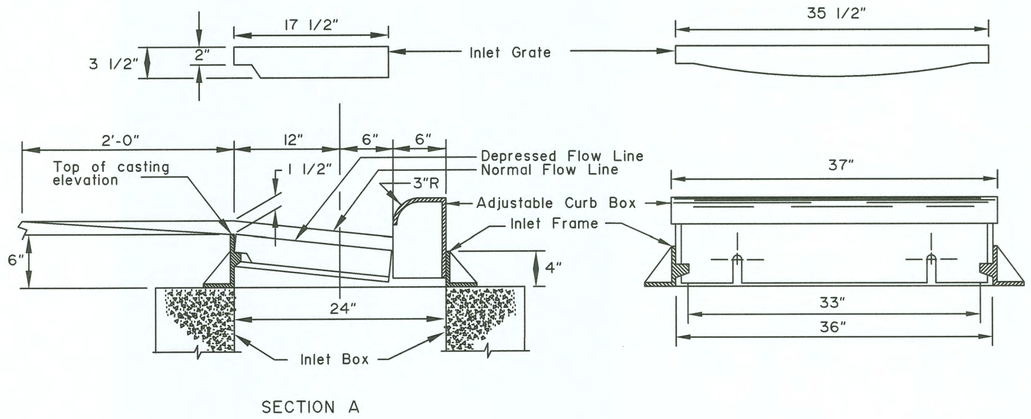
D-22.01

AMF 3-10-20

D-23.01



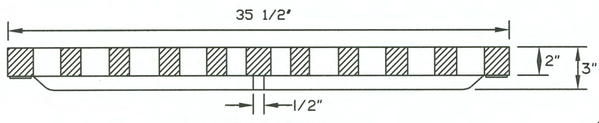
STANDARD CURB INLET INSTALLATION



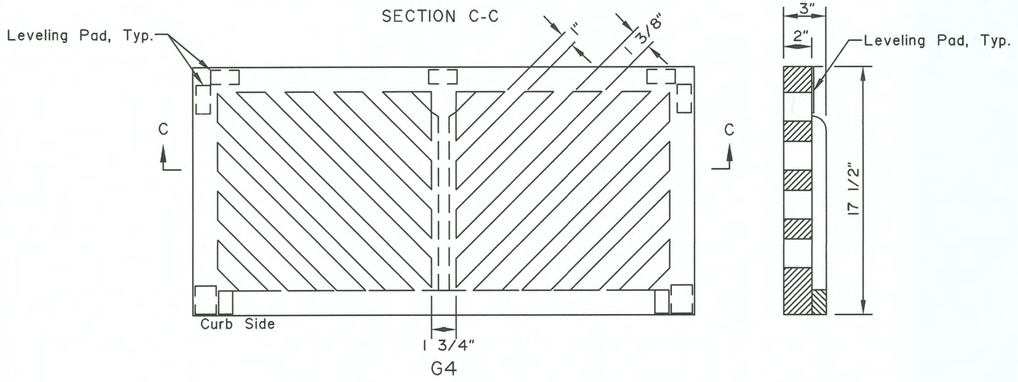
SECTION A

GENERAL NOTES:

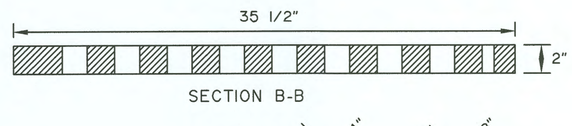
1. Details shown are to indicate general design only. Dimensions and design may vary among the manufacturers.
2. Minimum casting weight shall be 330 lbs for Curb Inlet Frame with Curb Box and 200 lbs. for Inlet Grate.
3. The outside dimensions of Inlet Grate shall be 35 1/2" x 17 1/2" and all grates shall be interchangeable.
4. Minimum drainage area of Inlet Grate shall be 255 square inches.
5. Inlet Grate type G-3R or G-3L shall be used in all cases except where drainage is from both directions, in which case type G-4 shall be used.



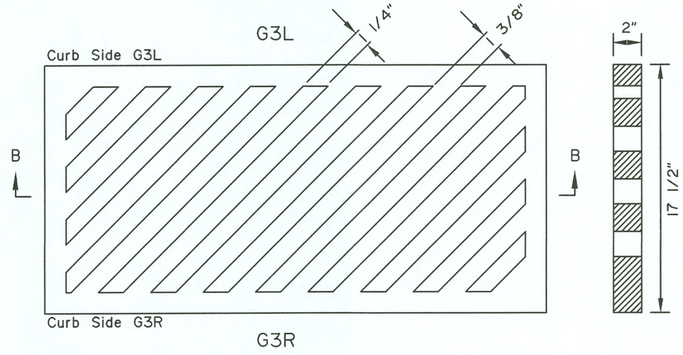
SECTION C-C



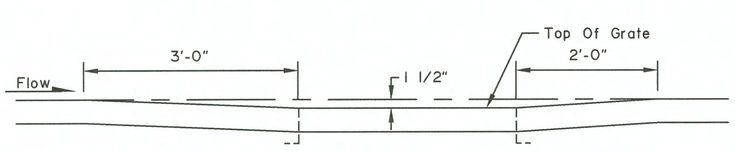
G4



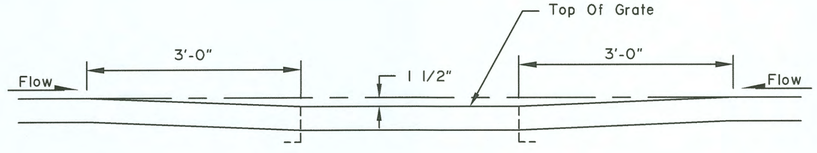
SECTION B-B



G3R



ON GRADE



AT LOW POINT

DEPRESSION IN FLOW LINE AT INLET CONSTRUCTION DETAILS

NOT TO SCALE

REVISIONS		
Date	Description	By
10/31/03	Misc. Minor Corrections	LRG

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

CURB INLET BOX FRAME & GRATE

APPROVED
STATE OF ALASKA 49TH
Lars R. Gregovich CE-8065
REGISTERED PROFESSIONAL ENGINEER

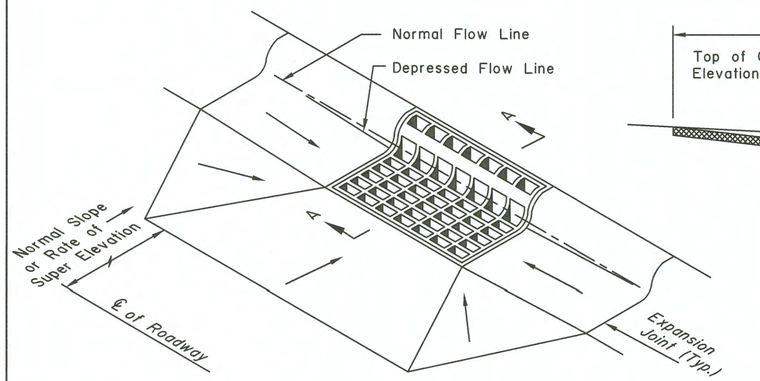
Date 10/31/03

D-23.01

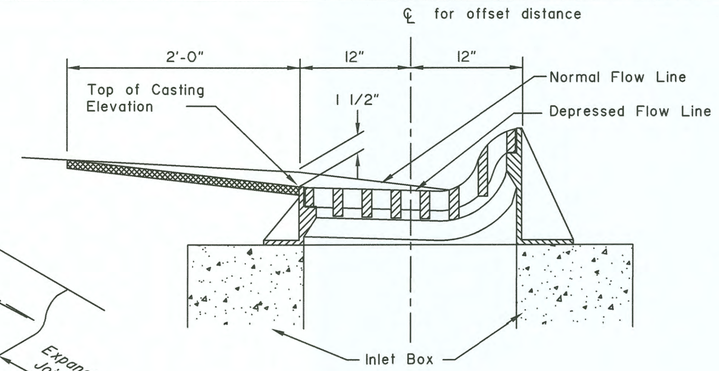
HMF 3.10.20

D-24.00

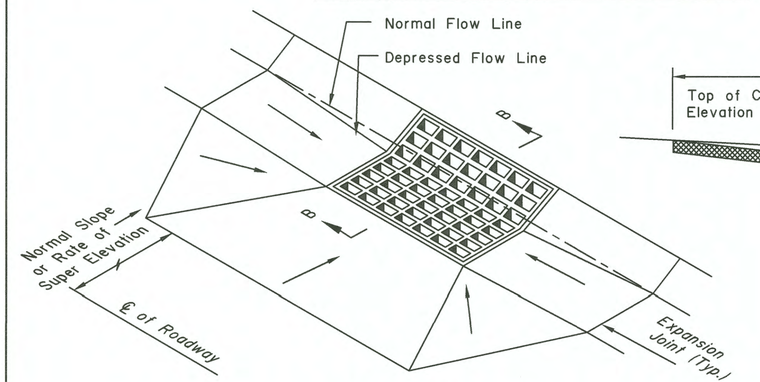
SHEET 1 of 1



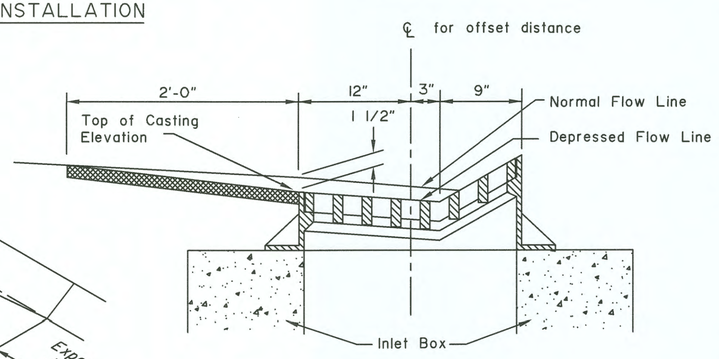
MOUNTABLE CURB INLET INSTALLATION



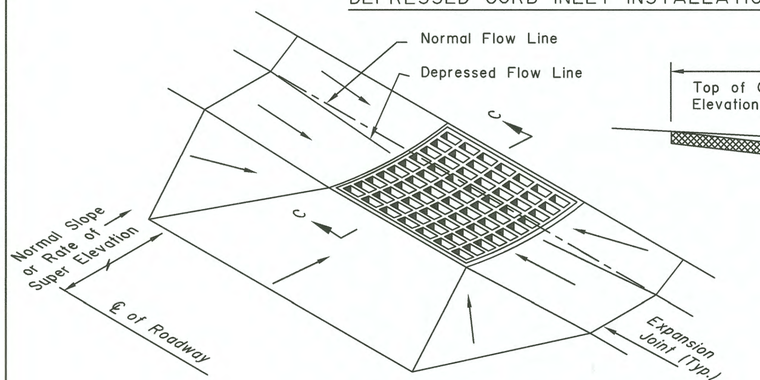
SECTION A-A



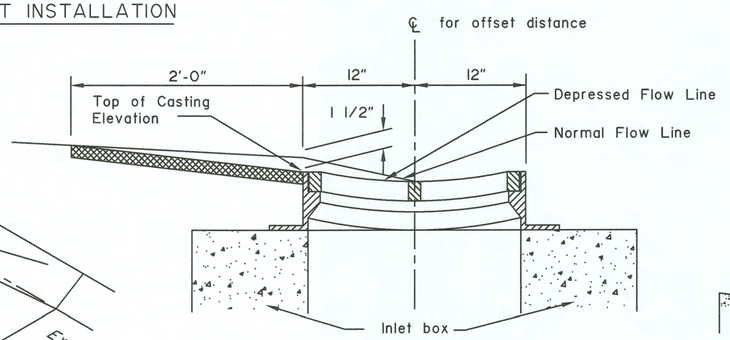
DEPRESSED CURB INLET INSTALLATION



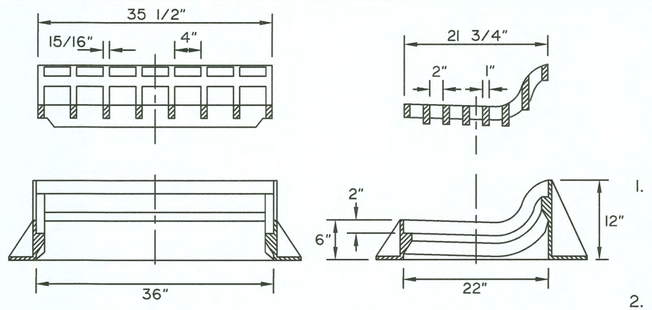
SECTION B-B



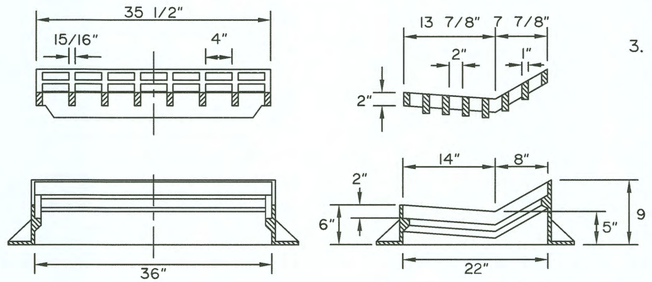
GUTTER INLET INSTALLATION



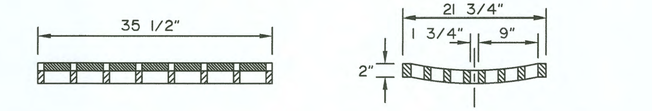
SECTION C-C



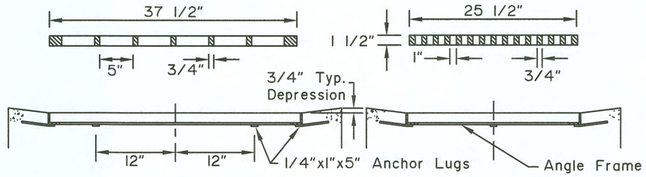
MOUNTABLE CURB INLET FRAME AND GRATE



DEPRESSED CURB INLET FRAME AND GRATE

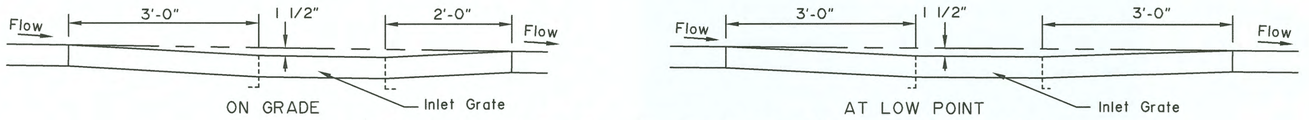


GUTTER INLET FRAME AND GRATE



NOTE: All Angle Frame shall have Anchor Lugs

FIELD INLET FRAME AND GRATE



DEPRESSION IN FLOW LINE AT INLET CONSTRUCTION DETAILS

GENERAL NOTES:

1. Details shown are to indicate general design only. Dimensions and design may vary among the manufacturers. Except inlet grate outside dimension shall be as shown on this drawing.
2. Minimum casting weight shall be 550lbs. for Curb Inlet Frame and Grate, 450lbs. for Gutter Inlet Frame and Grate, and 300lbs. for Field Inlet Frame and Grate.
3. Field Inlet Frame may be welded assembly of L 1 3/4"x1 3/4"x1/4" angle equivalent to ASTM A-36 steel.

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

INLET FRAMES AND GRATES

APPROVED
49TH STATE
Loren L. Rasmussen
GE-3390

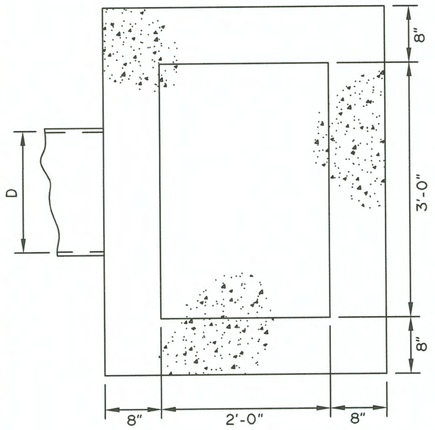
Date 7/15/82

D-24.00

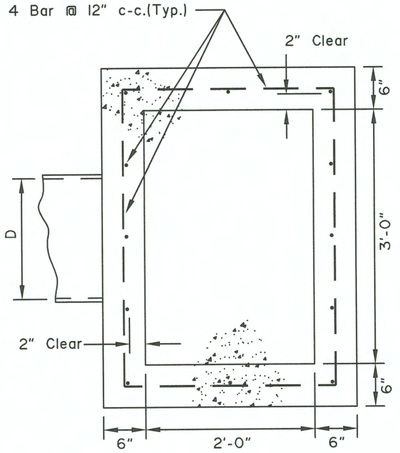
HMF 3.10.20

D-26.02

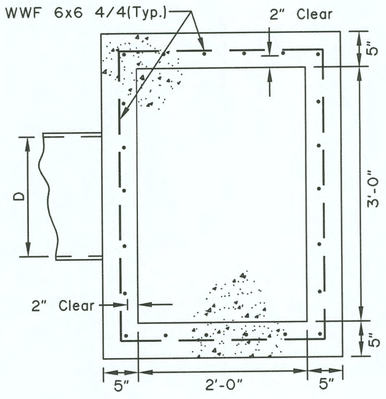
SHEET | of |



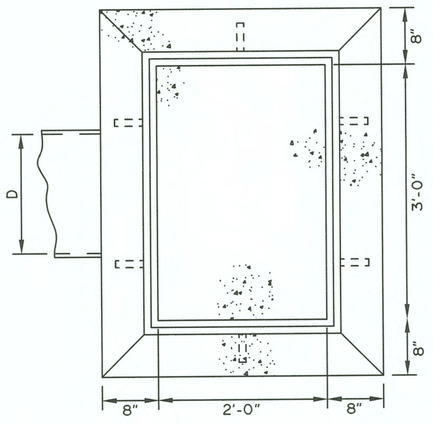
CAST IN PLACE



REINFORCED CAST IN PLACE



PRECAST



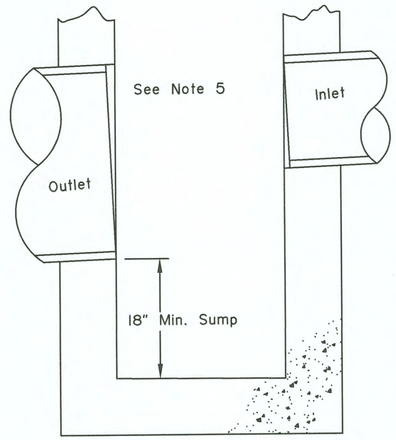
FIELD INLET BOX CAST* IN PLACE

* May be Precast or Reinforced Cast-In-Place Box.

TYPE "A" CONCRETE INLET BOXES

GENERAL NOTES:

1. Cast in Place Concrete Inlet Box shall be Class "W" Concrete.
2. Concrete Inlet Box depth and location shall be shown on the plans, or as directed by the Engineer.
3. Shape floors to drain.
4. Concrete Inlet Box shall be parallel to roadway centerline unless directed otherwise by the Engineer.
5. Shall be specified on plans when inlets require a sump.



REVISIONS		
Date	Description	By
3/1/83	Gen. Note Revision	WJF/HK
1/1/96	Add 6'-0" Box Ht.	Gdo

State of Alaska
Department of Transportation
& Public Facilities

TYPE "A"
INLET BOXES

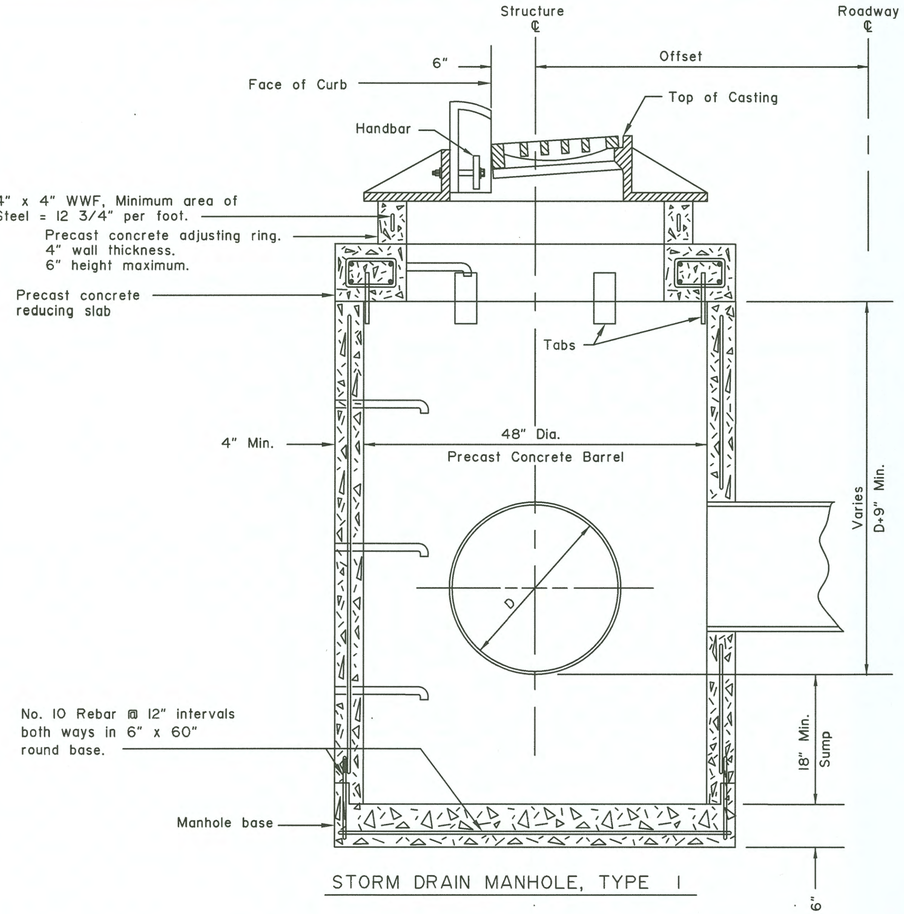
APPROVED
Date 7/15/82

D-26.02

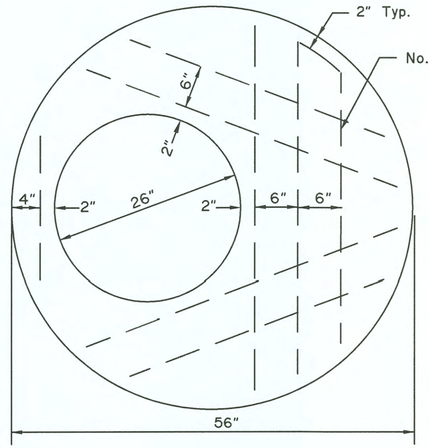
HMF 3.10.20

D-35.00

SHEET | of |



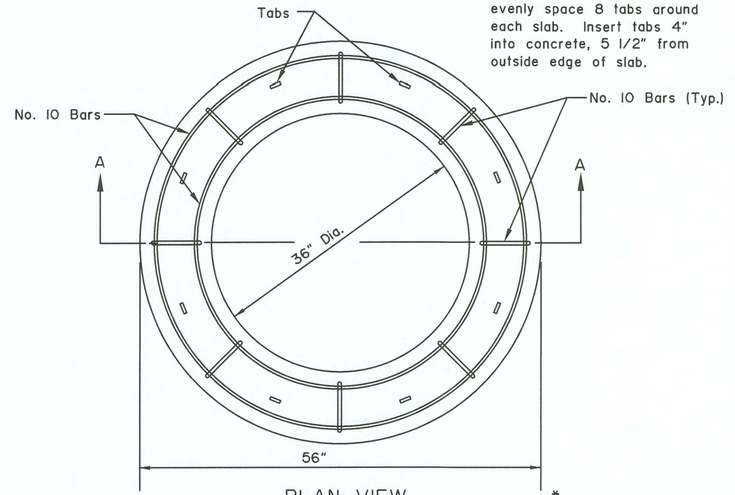
STORM DRAIN MANHOLE, TYPE I



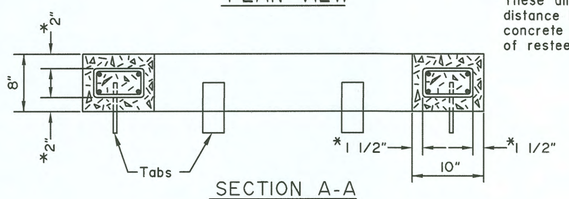
PRECAST CONCRETE REDUCING SLAB

56" to 26" with offset hole.

NOTE: Tabs will be 1/2" x 3" x 7" galvanized steel plates. evenly space 8 tabs around each slab. Insert tabs 4" into concrete, 5 1/2" from outside edge of slab.



PLAN VIEW



SECTION A-A

*These dimensions denote distance between edge of concrete and outside edge of resteel.

PRECAST CONCRETE REDUCING SLAB

56" to 36" with centered hole.

GENERAL NOTES:

1. All drainage structures and appurtenances shall meet the requirements of ASTM C-478.
2. Minimum steel required for barrel as per ASTM-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 if approved by the Engineer.
4. All blockouts shall be formed.
5. All storm drain manholes and inlets shall have 18" minimum sumps. Manholes with petroleum separators shall have 24" minimum sumps.
6. Steps shall be placed 12" O.C. on the unobstructed side of the structure, 20" from top of casting and 18" maximum from manhole base.
7. On storm drain manhole, type I structures, primary pipes not to exceed 30" C.M.P. or 27" rigid concrete pipe with included angle between pipes no less than 135 degrees or primary pipes not to exceed 24" C.M.P. or 21" rigid concrete pipe with included angle no less than 135 degrees.
8. Offsets are measured from ℄ of the road to ℄ of the structure.
9. The precast concrete reducing slab with a 26" opening is to be used with the depressed inlet frame in the rolled curb areas.

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

48" STORM DRAIN MANHOLE

APPROVED

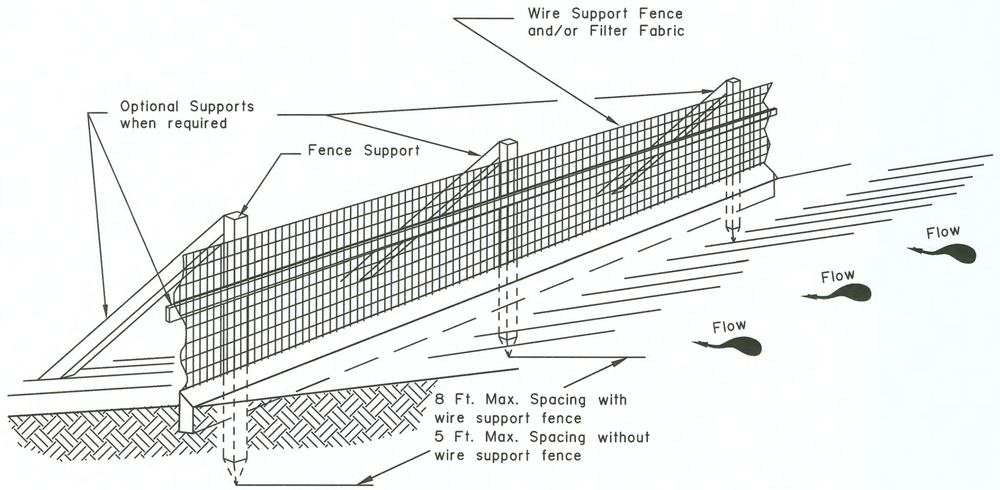
Date 3/15/99

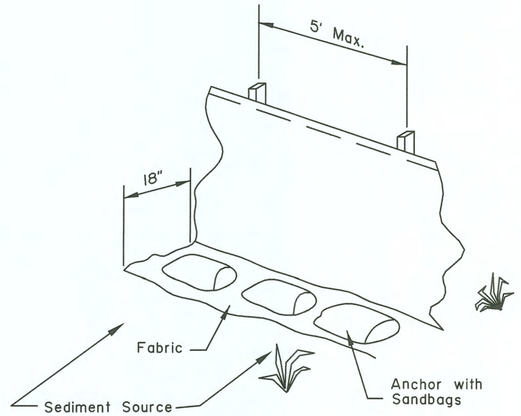
D-35.00

HMF 3.10.20

E-13.00

SHEET 1 of 1

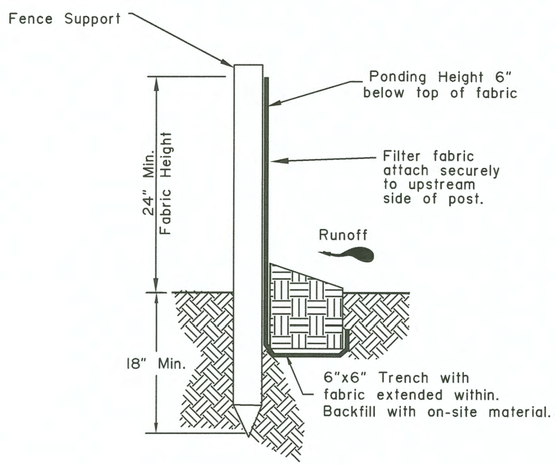




SANDBAG SUPPORT DETAIL

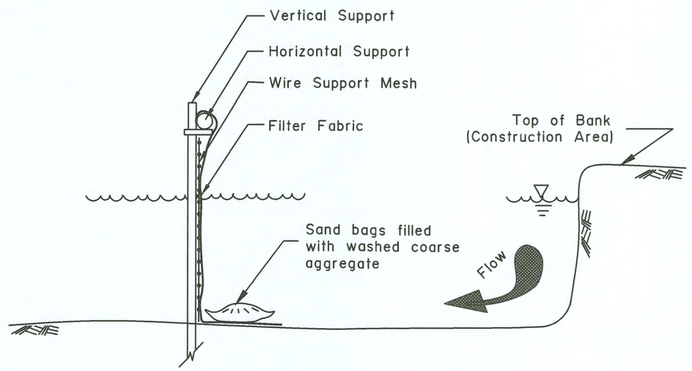
GENERAL NOTES:

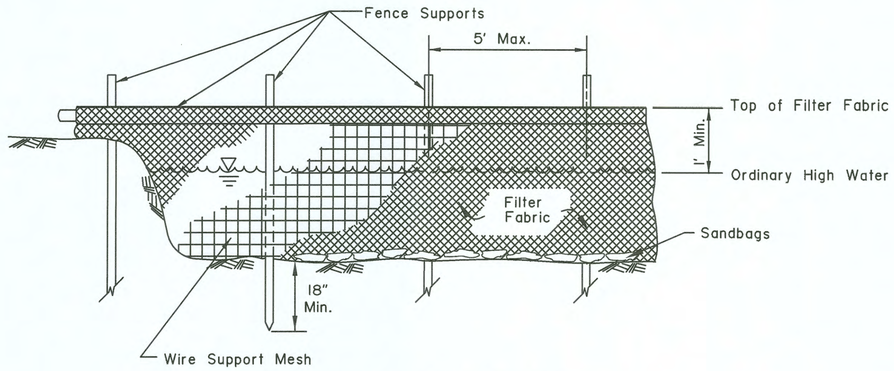
1. Silt Fence Supports shall be 2-inch PVC pipe reinforced with iron pipe or No. 6 rebar, wood posts, or as approved.
2. For Water Installations, secure the ends of the silt fence to the stream bank by staking.
3. Use approved Wire Support Mesh to keep filter fabric in place in water installations.
4. For Land Installations, fence shall be placed at the toe of embankment or excavation areas, or as directed.
5. Fence anchored in standing water shall have the bottom anchored with sandbags or equivalent to prevent gaps.
6. Installation and application shall be in accordance with the practices as outlined in the Erosion and Sediment Control Plan.
7. Filter fabric shall be overlapped 6 inches at fence supports.
8. Filter fabric shall be hung taut, not loose or folded.



TRENCH SUPPORT DETAIL

TYPICAL LAND INSTALLATION





TYPICAL WATER INSTALLATION

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

SEDIMENT CONTROL SYSTEM (SILT FENCE)

APPROVED

Date 1/1/96

E-13.00

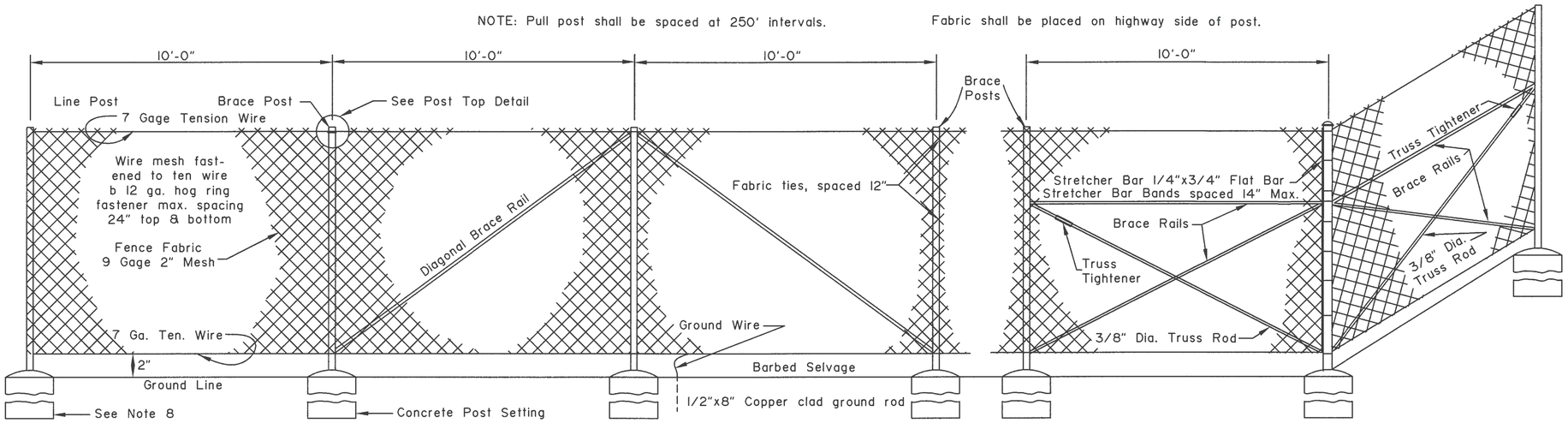
HMF 3-10-20

F-01.01

SHEET | of |

NOTE: Pull post shall be spaced at 250' intervals.

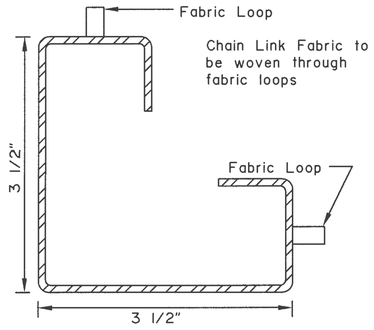
Fabric shall be placed on highway side of post.



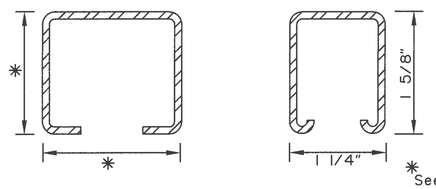
TYPICAL FENCE SECTION

TYPICAL PULL POST

TYPICAL CORNER OR TERMINAL POST

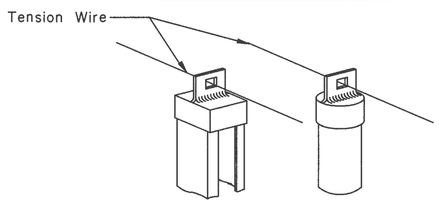


ROLL FORMED POST

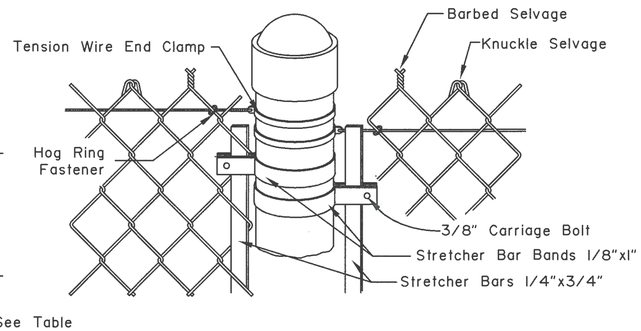


C POST

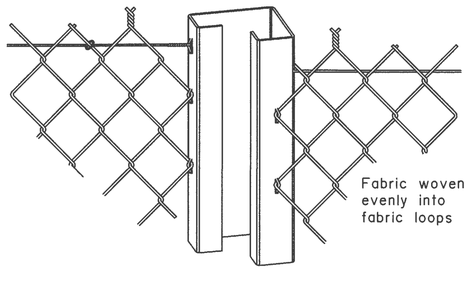
ROLL FORMED BRACE



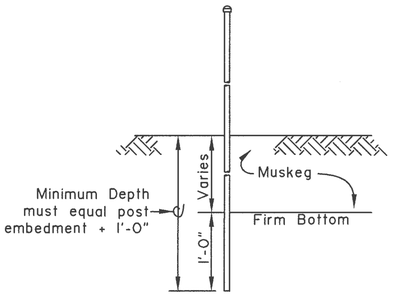
LINE POST TOPS



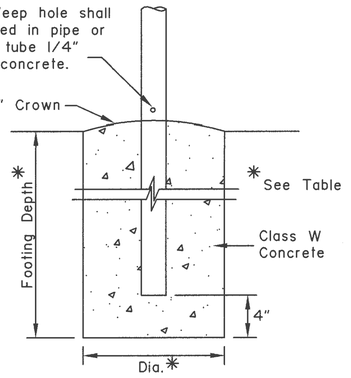
PIPE STYLE POST TOP



ROLL FORMED POST TOP



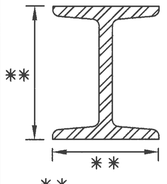
POST SETTING IN MUSKEG AREAS



CONCRETE POST SETTING

FABRIC HEIGHT	POST								TOP OR BRACE RAIL						ALTERNATE POST	
	END-CORNER-PULL								LINE-BRACE						LINE-BRACE	
	PIPE		SQUARE TUBE		ROLL FORMED		FOOTING		PIPE		C POST		FOOTING		PIPE	
	SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.	DEPTH	DIA.	SIZE	WT/FT.	SIZE	WT/FT.	DEPTH	DIA	SIZE	WT/FT.
3'	2"	3.65#	2" x 2"	4.31#	3 1/2"x3 1/2"	4.84#	40"	10"	1 1/2"	2.72#	1 7/8"x1 5/8"	2.28#	28"	10"	1 1/4"	2.27#
4'	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
5'	2"	3.65#	2" x 2"	4.31#	3 1/2"x3 1/2"	4.84#	40"	10"	1 1/2"	2.72#	1 7/8"x1 5/8"	2.28#	28"	10"	"	"
6'	2 1/2"	5.79#	2 1/2"x2 1/2"	5.59#	3 1/2"x3 1/2"	4.84#	48"	15"	2"	3.65#	2 1/4"x1 45/64"	2.64#	40"	12"	"	"
7'	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
8'	2 1/2"	5.79#	2 1/2"x2 1/2"	5.59#	3 1/2"x3 1/2"	4.84#	48"	15"	2"	3.65#	2 1/4"x1 45/64"	2.64#	40"	12"	"	"

TOP OR BRACE RAIL						ALTERNATE POST	
		ROLL FORMED		H POST		H POST	
SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.
1 1/4"	2.27#	1 5/8"	1.35#	1 1/2"x 1 5/16"	2.27#	1 7/8"x1 5/8"	2.72#
"	"	"	"	"	"	"	"
"	"	"	"	"	"	1 7/8"x1 5/8"	2.72#
"	"	"	"	"	"	2 1/4"x2"	4.1#
"	"	"	"	"	"	"	"
"	"	"	"	"	"	2 1/4"x2"	4.1#



H POST

GENERAL NOTES:

1. Posts shall be spaced equal distances apart. Maximum spacing shall be 10 feet unless directed otherwise by the Engineer.
2. Post tops shall be securely fastened to post.
3. Brace rails and truss rods shall be securely fastened to post with brace bands with threaded take-up adaptor for truss rods.
4. Ground wire shall be attached to fence fabric by means of a split bolt.
5. Fabric shall be stretched to a smooth uniform appearance.
6. Details shown indicate general design and dimensions may vary among manufacturers.
7. For fence gate details, see Standard Drawing Chain Link Fence Gate.
8. Line post shall be set in concrete unless shown otherwise on the plans.

REVISIONS		
Date	Description	By
3/1/83	Revised Gen. Notes	WJF/HK

State of Alaska
Department of Transportation & Public Facilities

CHAIN LINK FENCE

APPROVED
Loren L. Rasmussen CE-3390
Date 7/15/82

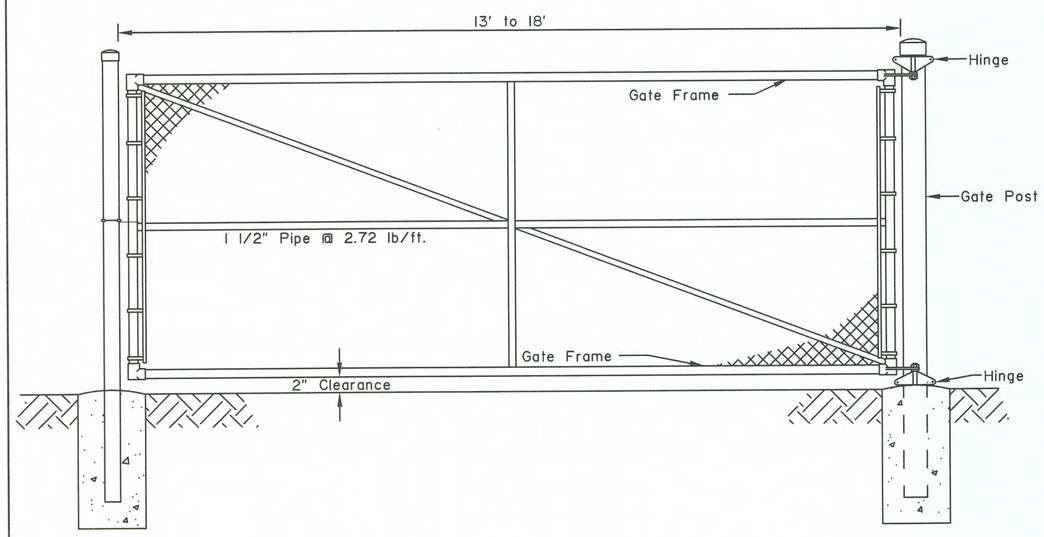
F-01.01

HMF 3.10.20

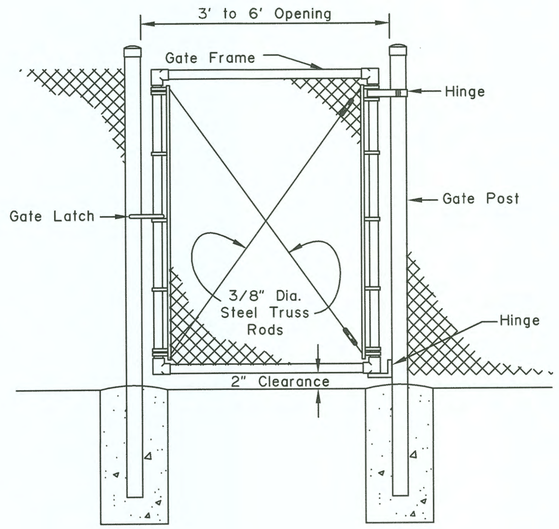
F-03.01

SHEET | of |

DOUBLE OR SINGLE SWING GATE



PEDESTRIAN GATE

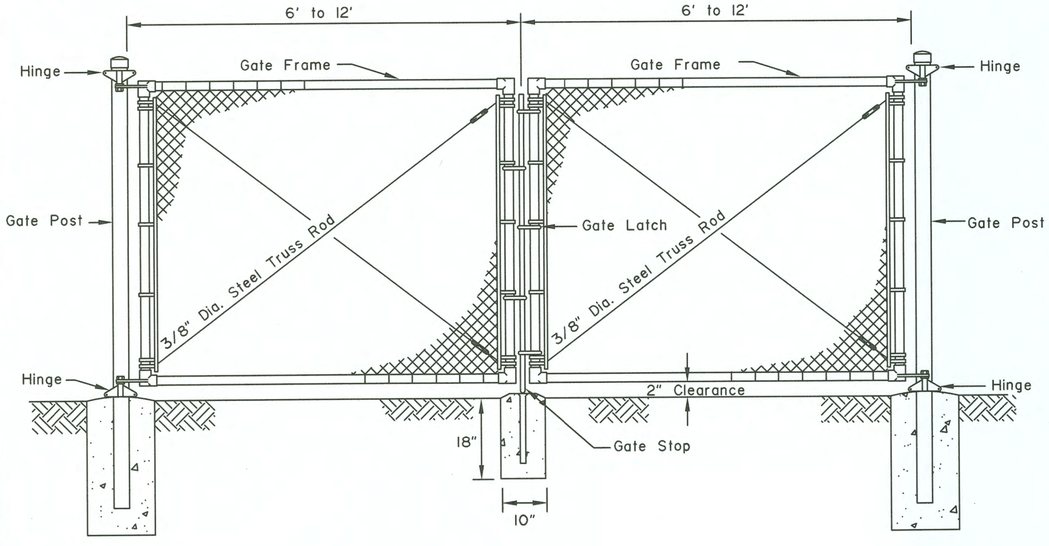


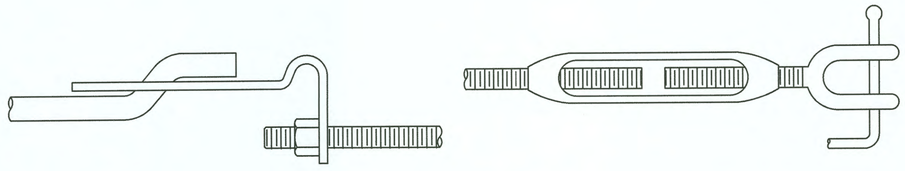
GENERAL NOTES:

1. Details shown are to indicate general design only. Dimensions may vary slightly among the manufacturers.
2. Gate fabric shall be of the same design and height of line fence fabric.
3. Gate fabric shall be furnished with knuckle selvage top and bottom.
4. Concrete footings shall be class W concrete.
5. Concrete footings shall be of the same depth as end posts with a diameter 1 1/2 times larger except as shown for gate stop.
6. Gate frames may be fabricated by welding or riveting and shall be braced to eliminate sagging. Hinges, latches and other gate appurtenances shall be of sufficient strength and design to assure easy trouble free operation.

Gate Fabric Height	Gate Opening		GATE POST						GATE FRAME			
	SINGLE GATE	DOUBLE GATE	ST'D PIPE		SQUARE TUBE		ROLL FORMED		ST'D PIPE		SQUARE TUBE	
			SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.
3' to 5'	3' to 6'	6' to 12'	2"	3.65#	2" x 2"	4.31 #	3 1/2"x3 1/2"	5.14 #	1 1/2"	2.72#	2" x 2"	4.31 #
"	7' to 12'	13' to 24'	2 1/2"	5.79#	2 1/2"x2 1/2"	5.59 #	" "	"	"	"	" "	"
"	13' to 18'	25' to 36'	"	"	" "	"	" "	"	"	"	" "	"
6' to 8'	3' to 6'	6' to 12'	2 1/2"	5.79#	2 1/2"x2 1/2"	5.59 #	3 1/2"x3 1/2"	5.14 #	1 1/2"	2.72 #	" "	"
"	7' to 12'	13' to 24'	3 1/2"	9.11 #	3 1/2"x3 1/2"	8.14 #	———	———	2"	3.65#	" "	"
"	13' to 18'	25' to 36'	6"	18.97#	6" x 6"	18.82#	———	———	"	"	2" x 2"	4.31 #

DOUBLE SWING GATE





TYPICAL TRUSS ROD TIGHTENERS

REVISIONS		
Date	Description	By
3/1/83	Revised Gen. Notes	WJF/HK

State of Alaska
Department of Transportation
& Public Facilities

CHAIN LINK FENCE GATE

APPROVED
Loren L. Rasmussen
CE-3366
Date 7/15/82

F-03.01

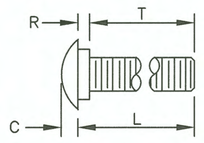
AMF 3.10.20

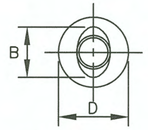
G-00.02

SHEET 1 of 4

GENERAL NOTES:

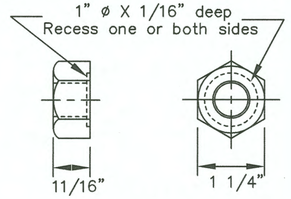
1. All covered hardware shall comply with the AASHTO/AGC/ARTBA "A Guide to Standardized Highway Barrier Hardware", latest edition.



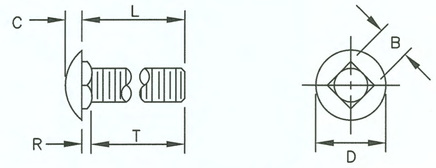


B	C	D	L (Length)	R	T (Thread Length)
15/16"	5/16"	1 5/16" or 1 7/16"	As Required	7/32"	As Required

5/8" BUTTONHEAD BOLT

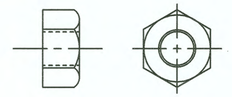


5/8" Dia. RECESSED HEX NUT

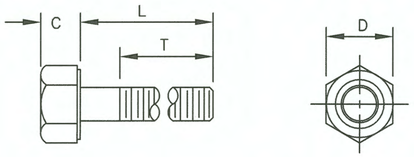


B	C	D	L (Length)	R	T (Thread Length)
5/8"	5/16"	1 5/16"	As Required	3/16"	As Required

5/8" Dia. CARRIAGE BOLT

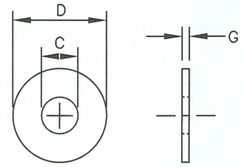


STANDARD HEX NUT



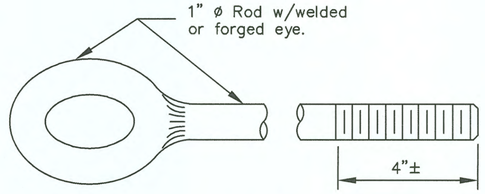
Bolt Size	C	D	L (Length)	T (Thread Length)
5/16"	——	——	1 1/2"	7/8"
5/16"	——	——	1"	1"
3/8"	——	——	7 1/2"	1 1/2"
1/2"	——	——	1 1/2"	1 1/2"
1/2"	——	——	1 1/4"	1 1/4"
5/8" H.S.	5/16"	7/8"	8"	1 1/2"
5/8"–11	——	——	1 1/2"	1 1/2"
3/4"	——	——	1 1/2"	1 1/2"
3/4"	——	——	As Required	2"
3/4" H.S.	15/32"	1 1/4"	2"	1 1/2"

STANDARD HEX BOLTS

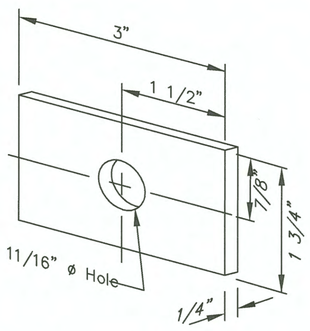


For Bolt ø	C	D	G
3/8"	7/16"	1"	5/64"
1/2"	17/32"	1 1/16"	3/32"
1/2" H.S.	17/32"	1 1/16"	3/32"
5/8"	11/16"	1 3/4"	9/64"
3/4"	13/16"	1 15/32"	9/64"
3/4" H.S.	13/16"	2"	5/32"
1"	1 1/16"	2"	9/64"

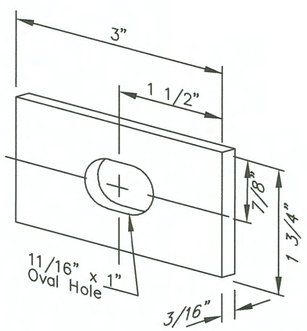
STANDARD STEEL WASHERS



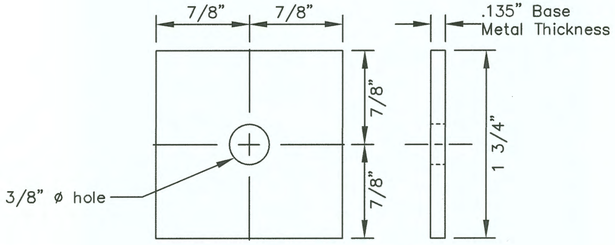
EYE BOLT



FLAT PLATE WASHER



RECTANGULAR POST BOLT WASHER



SQUARE STEEL WASHER

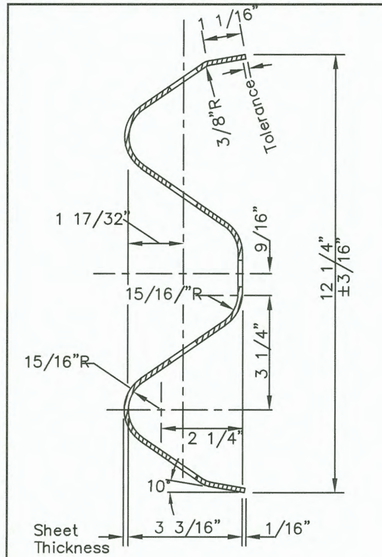
REVISIONS		
Date	Description	By
3/15/99	Delete BCT Hardware	KJS

State of Alaska
Department of Transportation
& Public Facilities

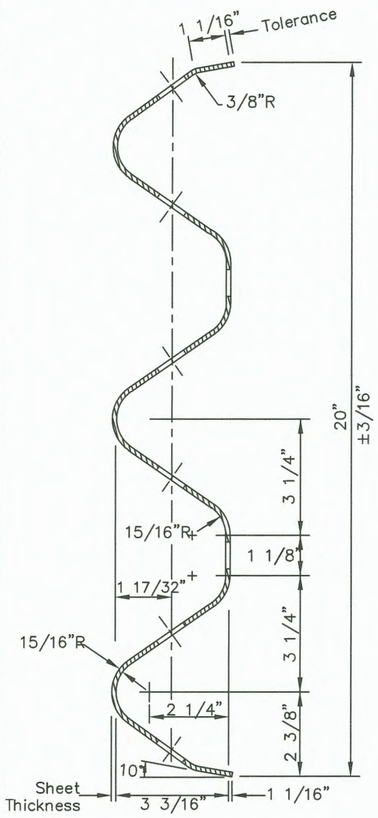
STANDARD GUARDRAIL HARDWARE
(NUTS, BOLTS, WASHERS)

APPROVED
Kurtis A. Smith
CE-7347
4/28/10
Date 5/31/12

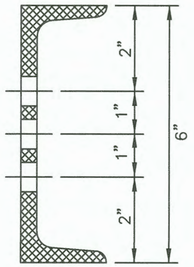
G-00.02



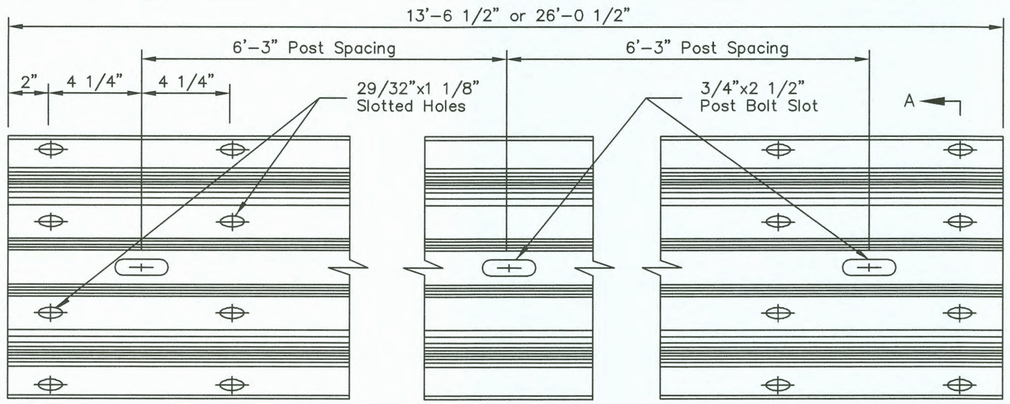
SECTION A–A



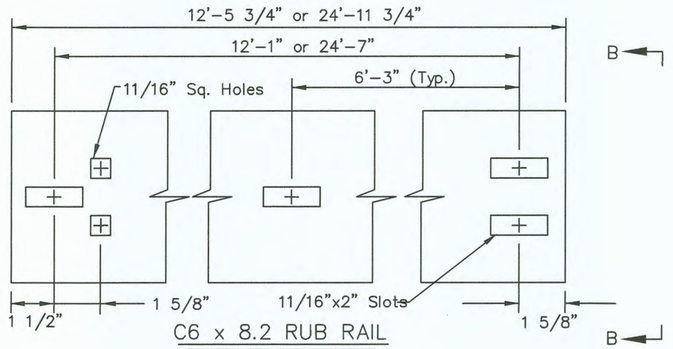
SECTION C–C



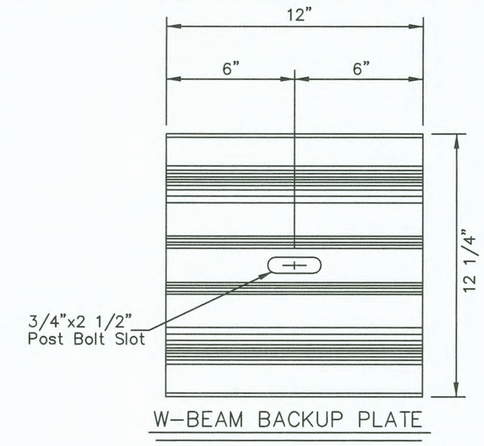
SECTION B–B



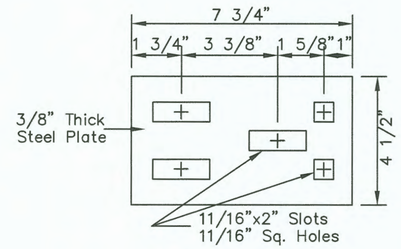
STANDARD W–BEAM PANEL



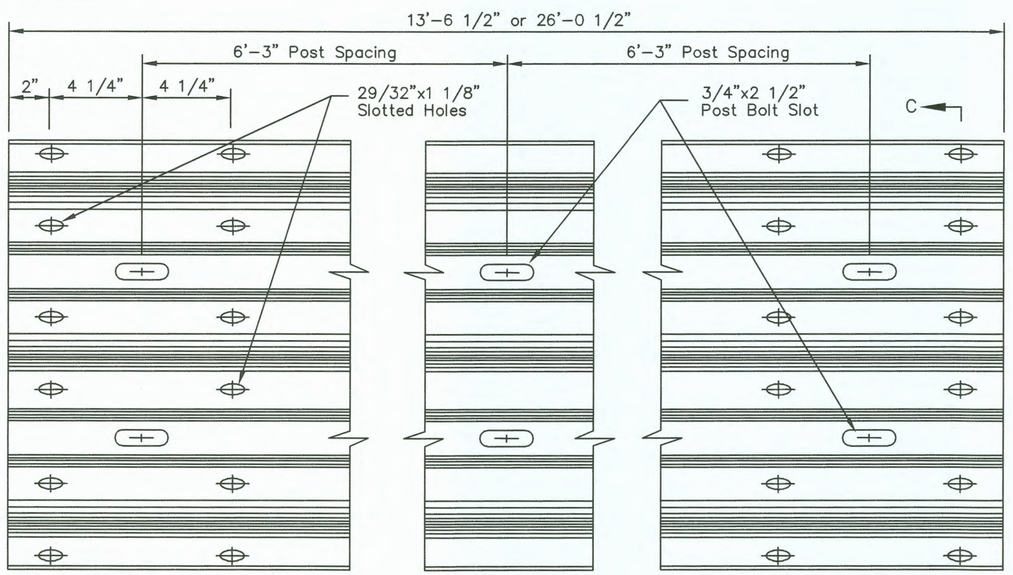
C6 x 8.2 RUB RAIL
ASTM A36 STEEL



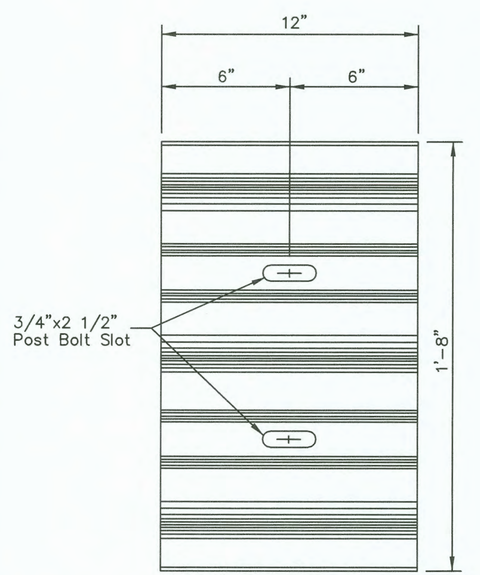
W–BEAM BACKUP PLATE



SPLICE PLATE
ASTM A36 STEEL



STANDARD THRIE BEAM PANEL



THRIE BEAM BACKUP PLATE

GENERAL NOTES:

1. Provide hardware compliant with the AASHTO/AGC/ARTBA "A Guide to Standardized Highway Barrier Hardware, latest edition.
2. Install back–up plates between blockouts and w–beam or thrie–beam rail at intermediate (non–splice) posts when steel blockouts are used but not with wood, rubber, plastic, or other approved blockouts.
3. Provide Thrie beam and W–beam compliant with AASHTO M180A. Use 12 gauge (0.105") thick steel for both.

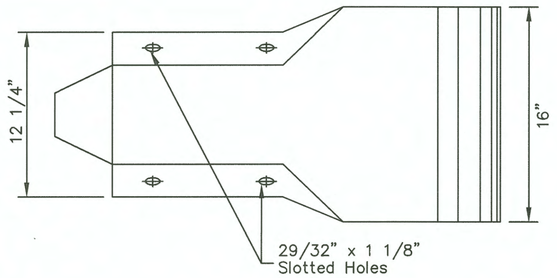
REVISIONS		
Date	Description	By
4/28/10	Revise General Notes	KJS

State of Alaska
Department of Transportation
& Public Facilities

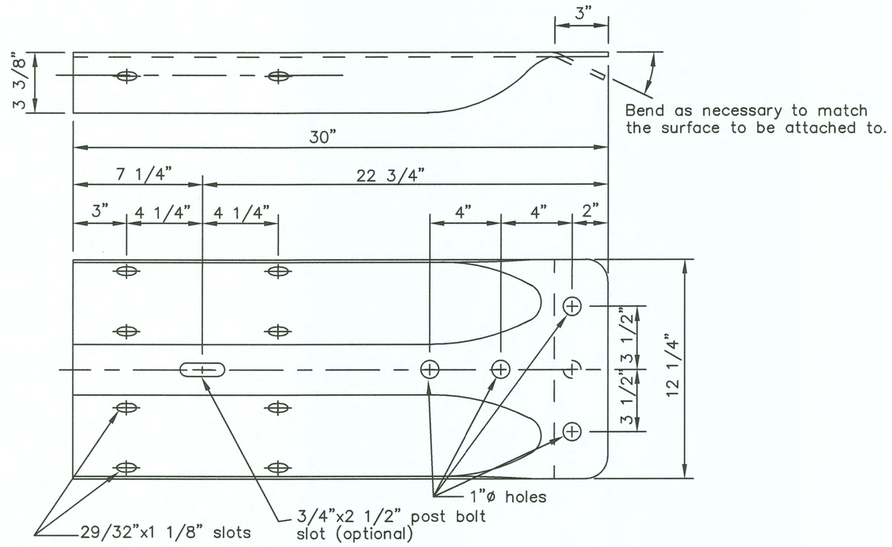
STANDARD GUARDRAIL HARDWARE (RAILS AND SPLICES)

APPROVED
Date 5/31/12

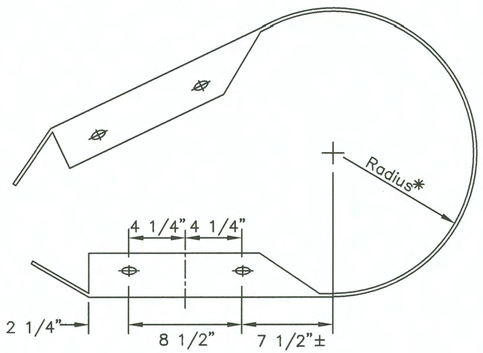
G-00.02



PROFILE



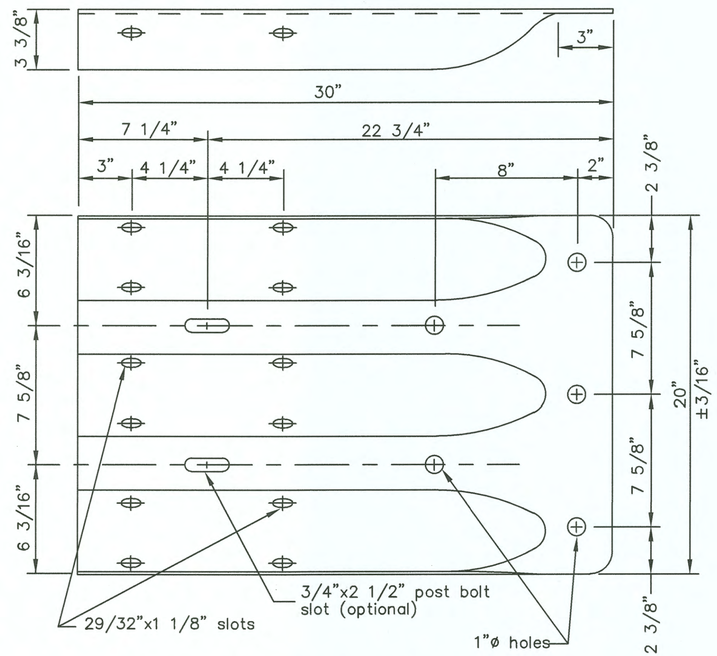
STANDARD W-BEAM TERMINAL CONNECTOR



W-BEAM PLAN VIEW

*Radius to be specified on the plans

STANDARD W-BEAM END SECTION



STANDARD THRIE BEAM TERMINAL CONNECTOR

GENERAL NOTES:

1. W-Beam and Thrie Beam Terminal Connectors shall conform to AASHTO M180, Class B, Type 2.
2. W-Beam end sections shall conform to AASHTO M180, Class A, Type 2.
3. All covered hardware shall comply with the AASHTO/AGC/ARTBA "A Guide to Standardized Highway Barrier Hardware", latest edition.

REVISIONS		
Date	Description	By
3/15/99	Delete Thrie End Sect.	KJS

State of Alaska
Department of Transportation
& Public Facilities

STANDARD GUARDRAIL HARDWARE (TERMINAL CONNECTORS)

APPROVED
Date 5/31/12

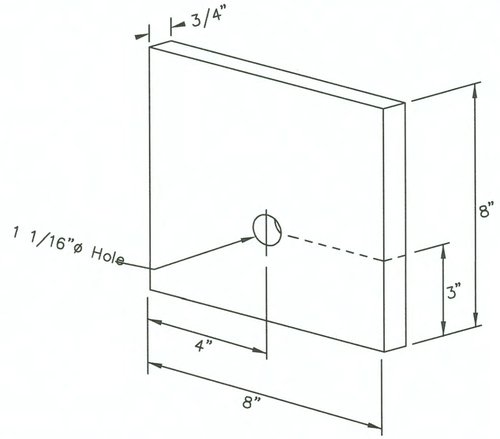
49TH STATE OF ALASKA
Kurtis J. Smith
CE-7347
4/28/10

G-00.02

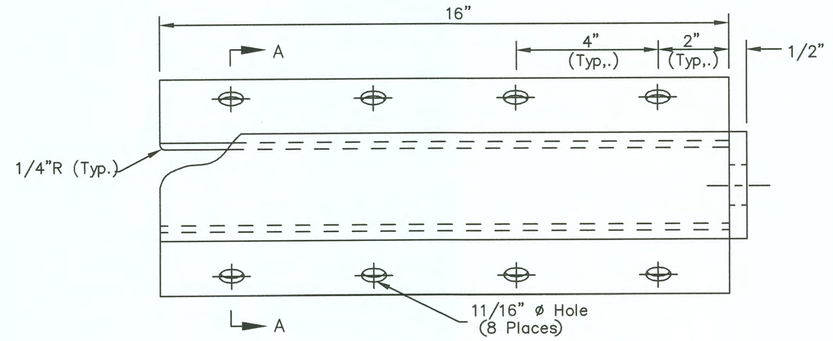
HMF 3.10.20

G-00.02

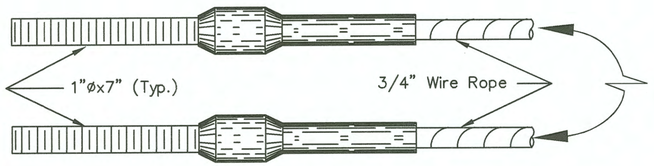
SHEET 4 of 4



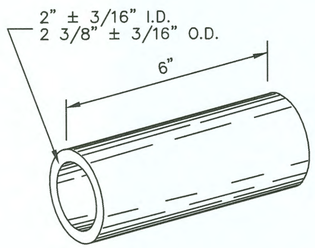
BEARING PLATE for CRT TERMINAL ANCHOR



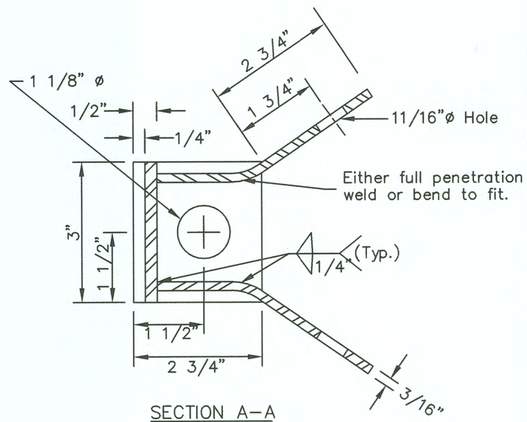
CABLE ANCHOR PLATE



SWAGED FITTING DETAIL



SLEEVE DETAIL

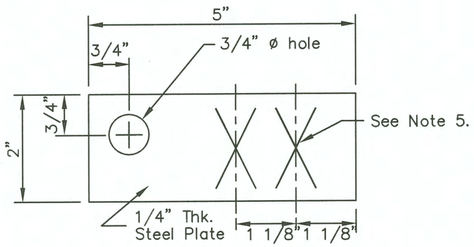


SECTION A–A

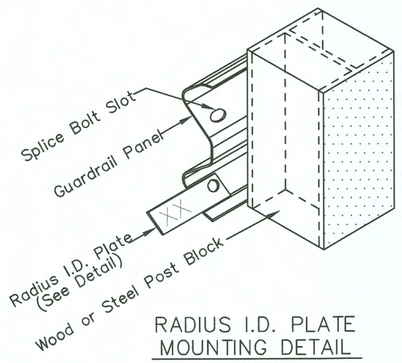
CONTROLLED RELEASE TERMINAL HARDWARE DETAILS

GENERAL NOTES:

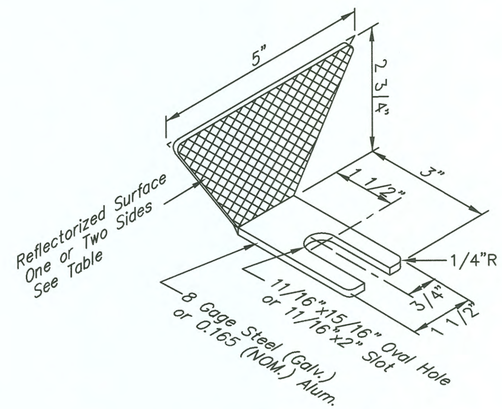
1. Cable Anchor Plate may be formed in single unit or welded fabrication.
2. Anchor Cable Assembly shall conform to AASHTO M–30 with Type II Wire Rope.
3. Sleeve for Wood Posts shall conform to the requirements of ASTM A120 and shall be of 2–inch galvanized standard pipe. Sleeve shall be a tight, pressed fit in post.
4. Bolts, nuts and washers shall conform to ASTM A–325 and galvanized in accordance with ASTM A–153.
5. Radius ID plates shall be attached to all shop–bent guardrail sections. They shall be bolted to the back side of the guardrail panel with the lower splice bolt nearest the P.C. of the radius.
6. Rail bend radius in feet shall be shown as "XX" on the radius ID plate. Digits shall be etched or stamped and have a min. height of 1 1/2" and a max. width of 3/4". The plate shall be galvanized after digits are marked.
7. All covered hardware shall comply with the AASHTO/AGC/ARTBA "A Guide to Standardized Highway Barrier Hardware", latest edition.



RADIUS I.D. PLATE



RADIUS I.D. PLATE MOUNTING DETAIL



GUARDRAIL REFLECTOR

Guardrail Reflectors

Type	Color	Reflectorized
A	White	Front & Rear
B	White	Front
C	Yellow	Front
D	Yellow	Front & Rear

REVISIONS		
Date	Description	By
3/15/99	Delete BCT Hardware	KJS

State of Alaska
Department of Transportation & Public Facilities

STANDARD GUARDRAIL HARDWARE (MISCELLANEOUS)

APPROVED

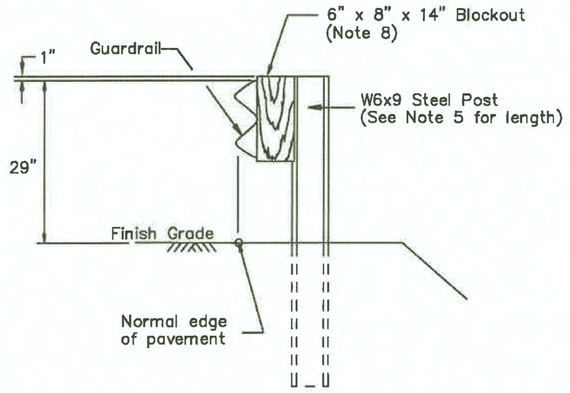
Date 5/31/12

G–00.02

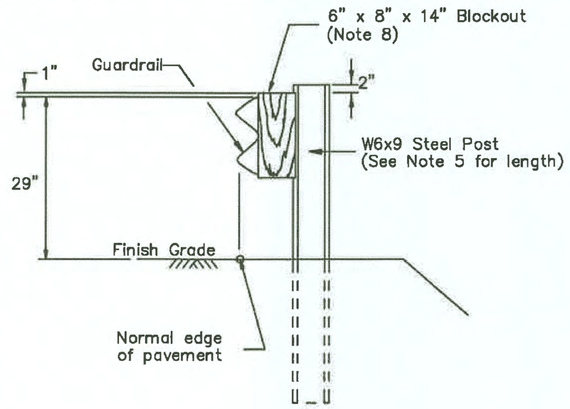
HMF 3/10/20

G-04.10S

SHEET 1 of 1

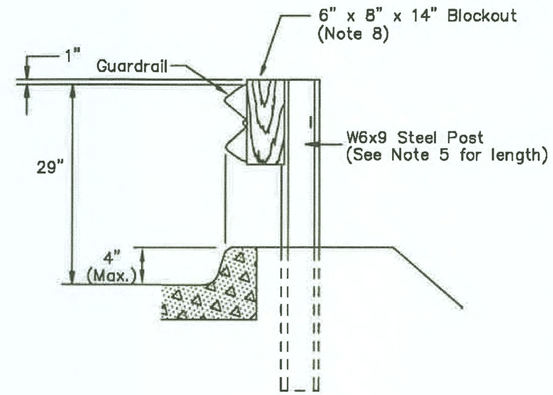


TYPE I POST INSTALLATION



TYPE II POST INSTALLATION

(Facilitates raising rail for future overlays.)



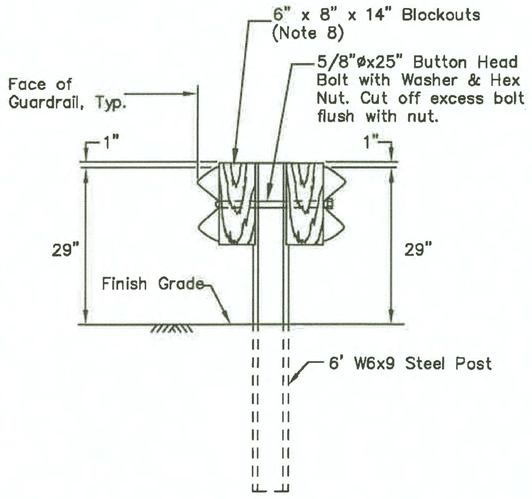
CURB DETAIL

TYPE III POST INSTALLATION

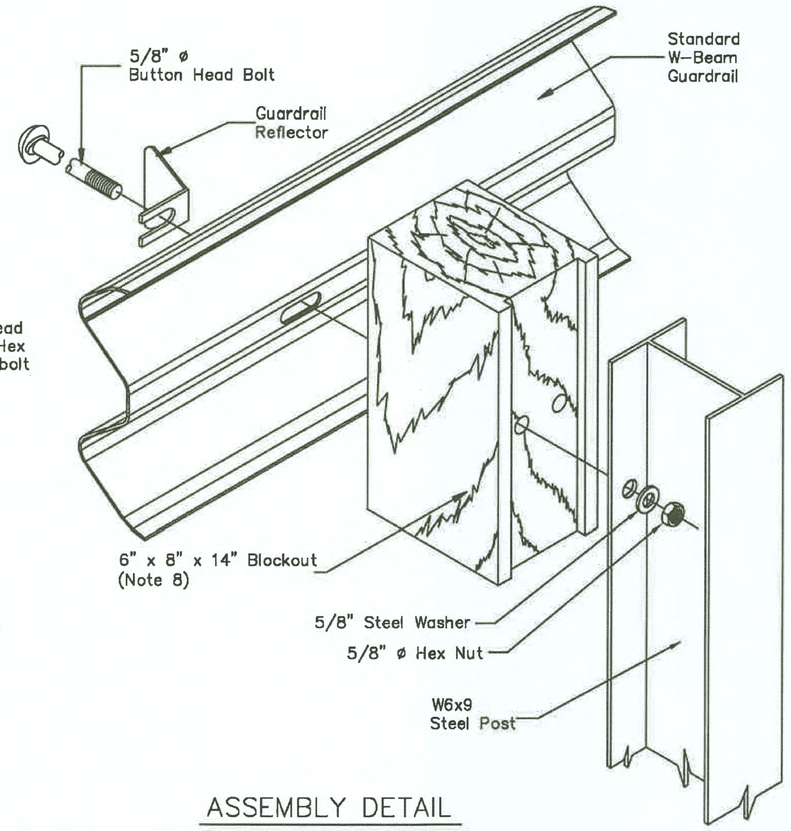
NOTE: Curb should not be installed with guardrail when the speed limit exceeds 40 mph.

GENERAL NOTES:

1. Attach guardrail reflectors at 50' centers beginning with the first post. Use Type A reflectors unless specified otherwise.
2. Provide hardware compliant with the AASHTO/AGC/ARTBA "A Guide to Standardized Highway Barrier Hardware," latest edition.
3. See Standard Drawing G-00 for hardware details.
4. Mount rail to block with bolt on approaching traffic side of block web.
5. See Standard Drawing G-10 for post lengths corresponding to different combinations of slope and behind-post embankment width.
6. Typical post spacing is 6'-3" center to center.
7. This barrier is acceptable under NCHRP 350, TL-3.
8. Use wood, rubber, plastic, or other NCHRP 350 or MASH approved blockouts designed to be used with steel posts
9. Use 25 linear foot transition to match height of existing or new rail elements and end treatments.
10. W6x8.5 steel post may be substituted for W6x9 steel post.

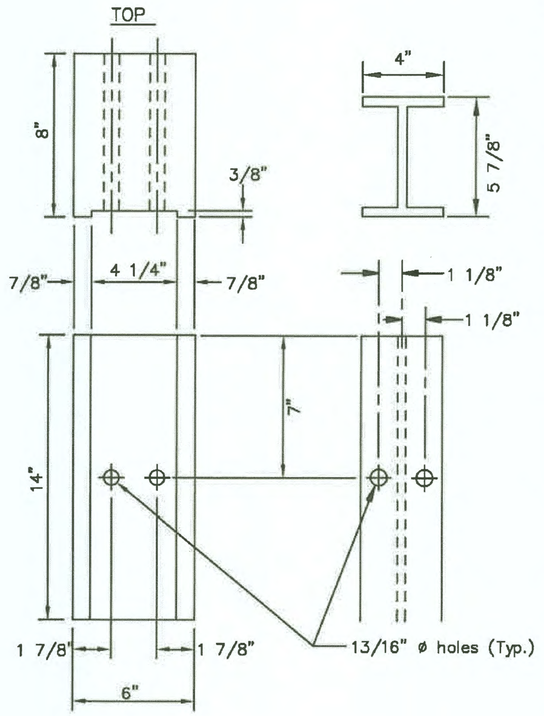


TYPE IV DOUBLE SIDED INSTALLATION



ASSEMBLY DETAIL

(Type I post shown)



BACK

6" x 8"
WOOD BLOCK

FACE

W6x9
STEEL POST

REVISIONS		
Date	Description	By
3/1/83	Revised gen. notes	Gdo
1/1/86	Revised hanger detail	Gdo
3/15/99	Block and post length	KJS
4/1/13	Add double-sided detail and increase g.r. height	JCJ

State of Alaska
Department of Transportation
& Public Facilities

STEEL POST
W-BEAM GUARDRAIL

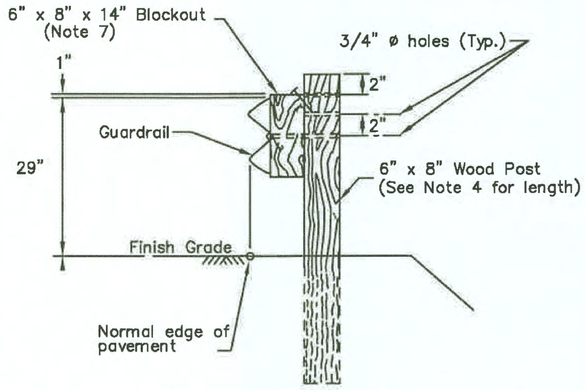
APPROVED

Date 05/15/13

G-04.10S

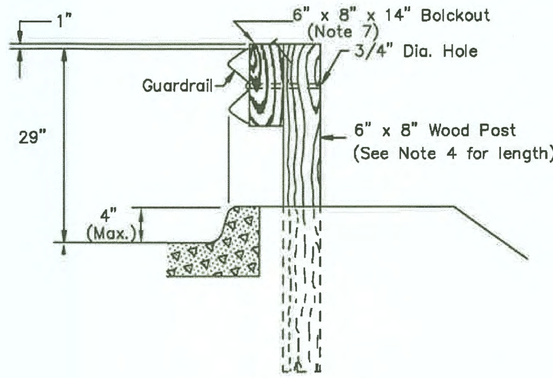
HMF 3/10/20

TYPE I POST INSTALLATION



TYPE II POST INSTALLATION

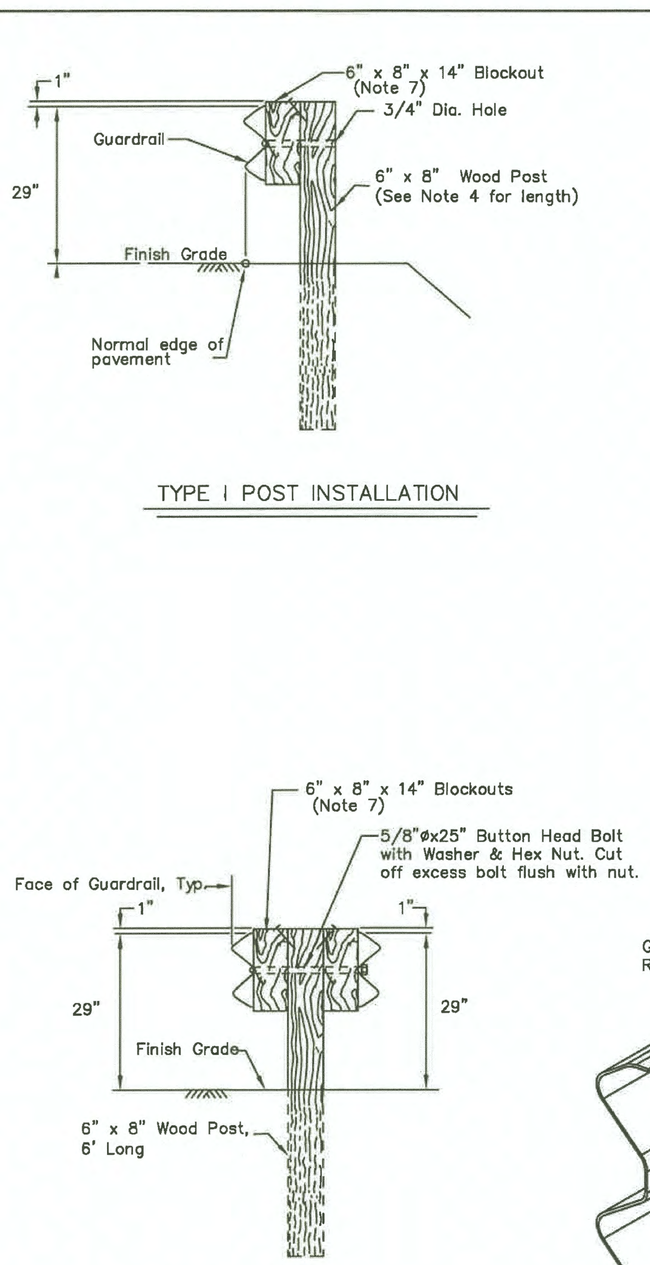
(Facilitates raising rail for future overlays.)



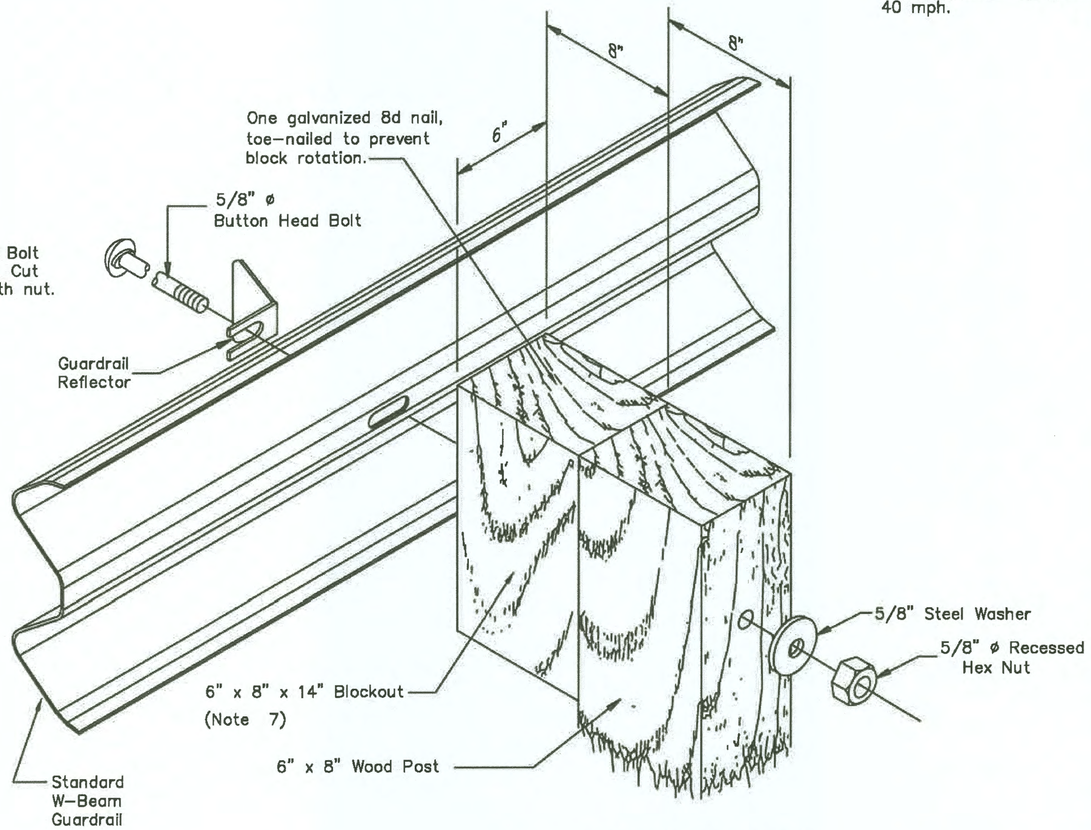
CURB DETAIL

TYPE III POST INSTALLATION

NOTE: Curb should not be installed with guardrail when the speed limit exceeds 40 mph.



TYPE IV DOUBLE SIDED INSTALLATION



ASSEMBLY DETAIL

(Type I post shown)

GENERAL NOTES:

1. Attach guardrail reflectors at 50' centers beginning with the first post. Use Type A reflectors unless specified otherwise.
2. Provide hardware compliant with the AASHTO/AGC/ARTBA "A Guide to Standardized Highway Barrier Hardware," latest edition.
3. See Standard Drawing G-00 for hardware details.
4. See Standard Drawing G-10 for post lengths corresponding to different combinations of slope and behind-post embankment width.
5. Typical post spacing is 6'-3" center to center.
6. This barrier is acceptable under NCHRP 350, TL-3.
7. Use wood, rubber, plastic, or other NCHRP 350 or MASH approved blockouts designed to be used with wood posts.
8. Use 25 linear foot transition to match height of existing or new rail elements and end treatments.

REVISIONS		
Date	Description	By
12/1/87	2'-0" behind post	Gdo
5/15/89	Ref S4S to rough sawn	Gdo
4/1/93	Hinge point note	Gdo
1/1/96	Del. hardware/ add type II	Gdo
3/15/99	Post length and misc	Gdo
4/1/13	Double-sided detail and increase g.r. height	JCJ

State of Alaska
Department of Transportation
& Public Facilities

WOOD POST W-BEAM GUARDRAIL

APPROVED

Date 05/15/13

G-04.10W

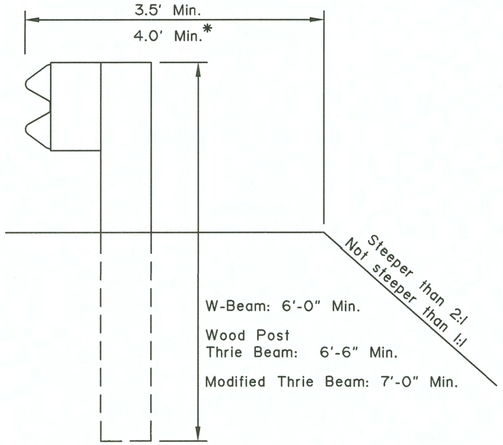
HMF 3.10.20

G-10.01

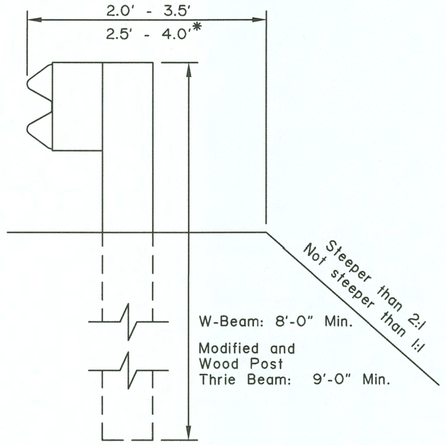
SHEET | of |

GENERAL NOTES:

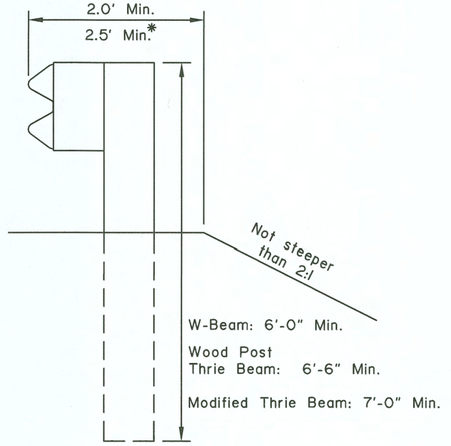
1. This drawing is to be used for post length determination only. See the plans for slopes and behind-post embankment widths.
2. To determine post length, identify the case that matches site conditions and read the length corresponding to the pertinent guardrail type.
3. These dimensions apply to both curbed and uncurbed sections.



CASE 1



CASE 2



CASE 3

* with Modified Thrie Beam'

REVISIONS		
Date	Description	By
12/2/99	Delete Case 4,5, and 6	KJS

State of Alaska
Department of Transportation
& Public Facilities

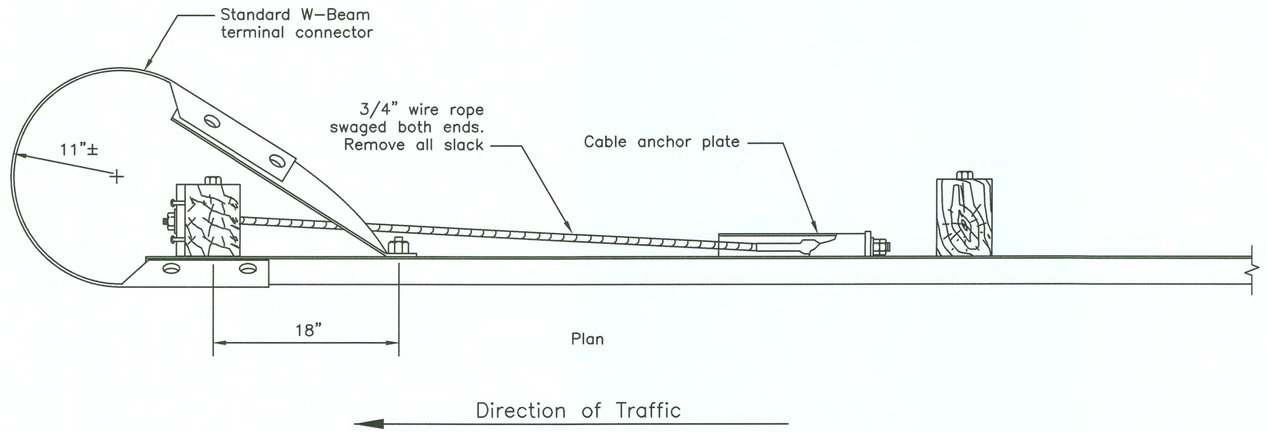
BEAM GUARDRAIL POST INSTALLATION

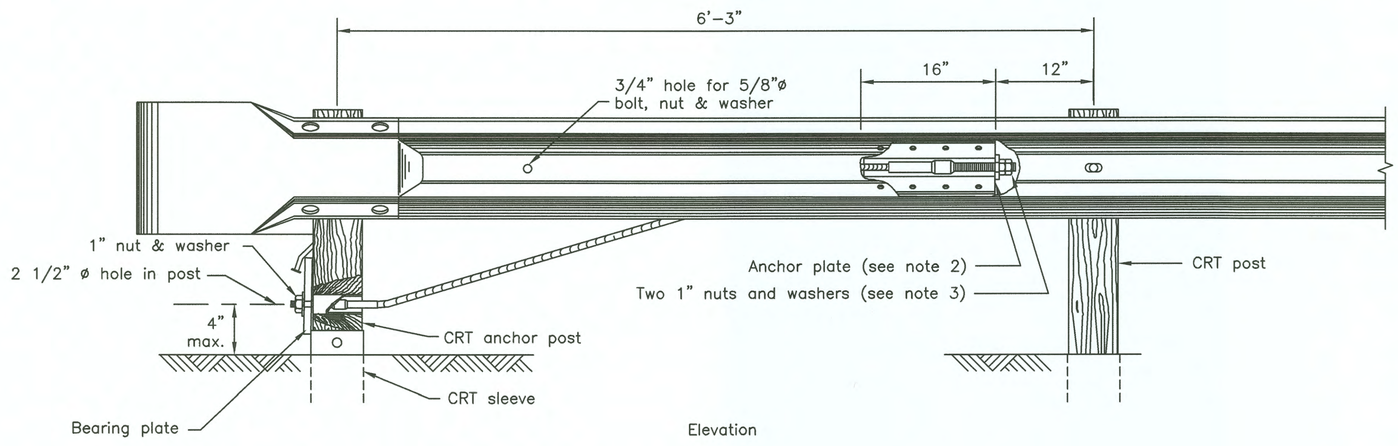
APPROVED

Date 3/15/99

G-10.01

G-13.00





TERMINAL ANCHOR

GENERAL NOTES:

1. Hardware details not shown here shall conform to drawings G–00, G–04W, G–25W
2. Fasten anchor plate to rail with eight 5/8" x 1 1/2" machine bolts with hex nut and washer. Place washer on face side of rail.
3. Torque outside nut against inside nut a minimum of 100 ft–lbs.
4. Toenail bearing plate with two 10d galvanized nails at corners to prevent turning.
5. All covered hardware shall comply with the AASHTO/AGC/ARTBA "A Guide to Standardized Highway Barrier Hardware", latest edition.
6. This assembly will typically be used on the downstream ends of guardrail runs on one–way streets.
7. This assembly is generally not intended for divided highway applications due to possible 2–way construction detours. Designer should consider future detouring needs when deciding whether to use this terminal.
8. This design does not meet NCHRP 350 TL 3 standards. It is not intended as a crash worthy barrier end treatment for approach end impacts.

REVISIONS		
Date	Description	By

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

W BEAM GUARDRAIL DOWNSTREAM END ANCHOR

APPROVED

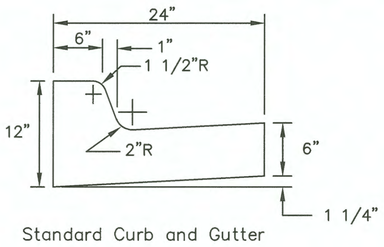
Date 2/28/03

G–13.00

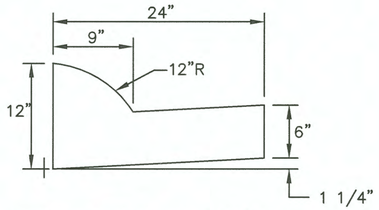
AMF 3.10.22

I-20.14

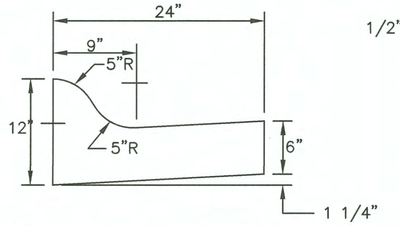
SHEET 1 of 1



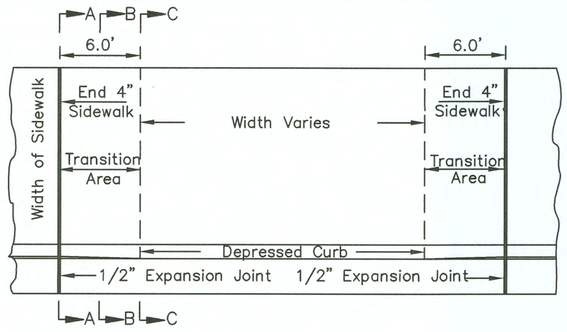
Standard Curb and Gutter

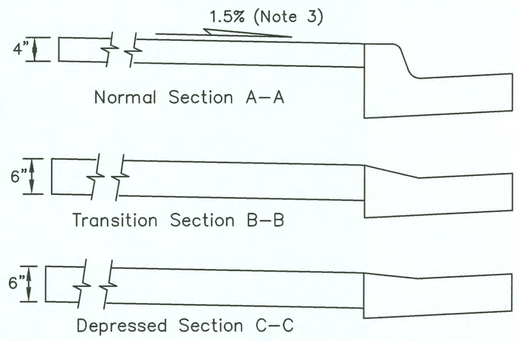


Expressway Curb and Gutter

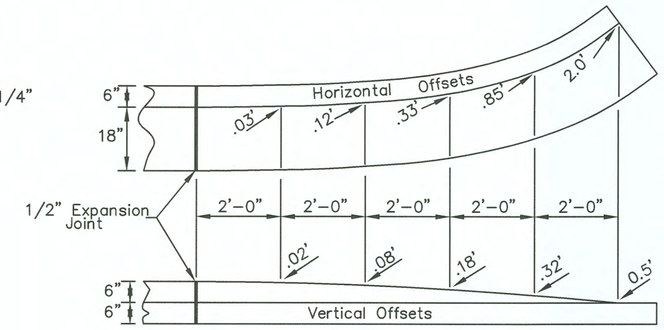


Mountable Curb and Gutter

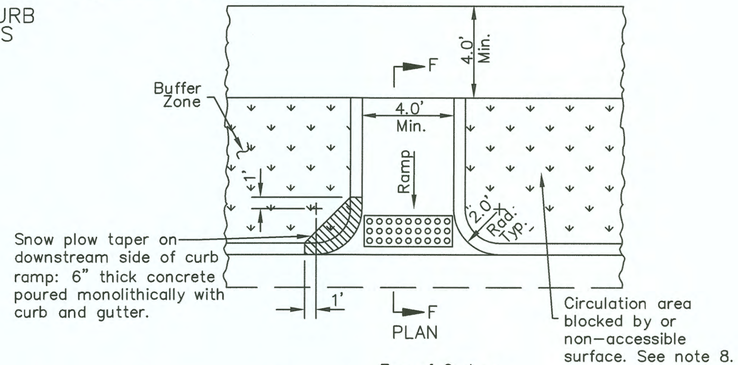




VEHICULAR CURB CUT DETAILS



CURB and GUTTER TERMINATION TRANSITIONS

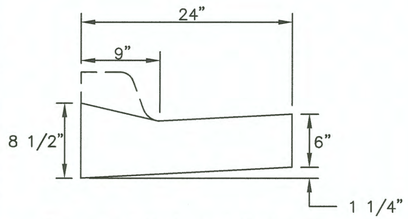


SECTION F–F

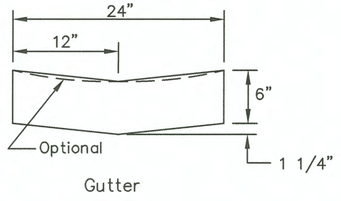
RETURNED CURB RAMP for PEDESTRIANS

GENERAL NOTES:

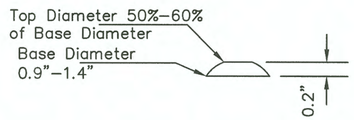
1. Use the type of curb and/or gutter specified on the plans.
2. Use Mountable or Expressway curbs on medians and traffic islands.
3. Construct ramp runs and landings of concrete, regardless of whether the sidewalk is asphalt or concrete.
4. Construct ramp slopes 13:1 or flatter, flare slopes 12:1 or flatter, and sidewalk cross slopes 1.5% or flatter. If conditions require, the Engineer may increase ramp slopes to 12:1 maximum. Construct grade breaks perpendicular to ramp runs.
5. Do not construct flare slopes steeper than 10:1 measured parallel to the curb line, ramp slopes steeper than 12:1, or sidewalk cross slopes steeper than 2% (50:1), except as provided under Note 6. These are the steepest slopes allowed by law.
6. Where sidewalk slope makes it necessary to lengthen a ramp run to avoid exceeding the allowable ramp slope, do not exceed a ramp length of 15 feet. The slope resulting from that run length is acceptable, even if it exceeds the maximum slope shown.
7. Provide a coarse broomed finish on ramp runs perpendicular to the ramp slope.
8. When approved by the Engineer, curb returns may be replaced with flares at locations where access to the side of a ramp run is free of poles, utility boxes, other obstructions, or non–accessible surfaces such as a dirt planter strips. See Standard Drawing I–22 for details.
9. Install 24" detectable warning tiles for the full width of the ramp. Domes shall be in a square pattern. Align truncated dome pattern in the predominant direction of wheelchair travel to permit wheels to roll between domes.
10. 10. Construct curb ramps and detectible warning tiles in accordance with requirements for the American with Disabilities Act (ADA).



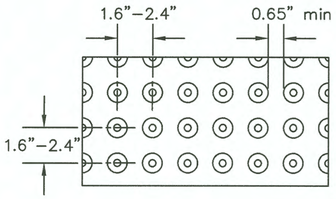
Depressed Curb and Gutter



CURB and GUTTER DETAILS

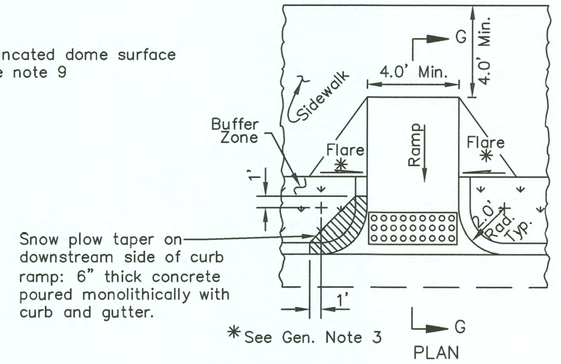


TRUNCATED DOME DETAIL

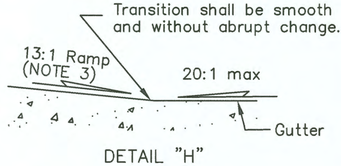


TEXTURE PATTERN DETAIL

Truncated dome surface see note 9



SECTION G–G
RETURNED CURB RAMP
with SIDEWALK for PEDESTRIANS



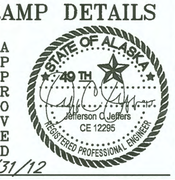
DETAIL "H"

REVISIONS		
Date	Description	By
5/15/89	Added Curb Ramps	Gdo
4/1/93	Revised Detail "H"	Gdo
1/1/96	Gen. Note 3	Gdo
12/1/99	Delete Flared Ramp	KJS
5/31/12	ADA Updates	JCJ

State of Alaska
Department of Transportation & Public Facilities

CURB CUT, CURB & GUTTER AND CURB RAMP DETAILS

APPROVED

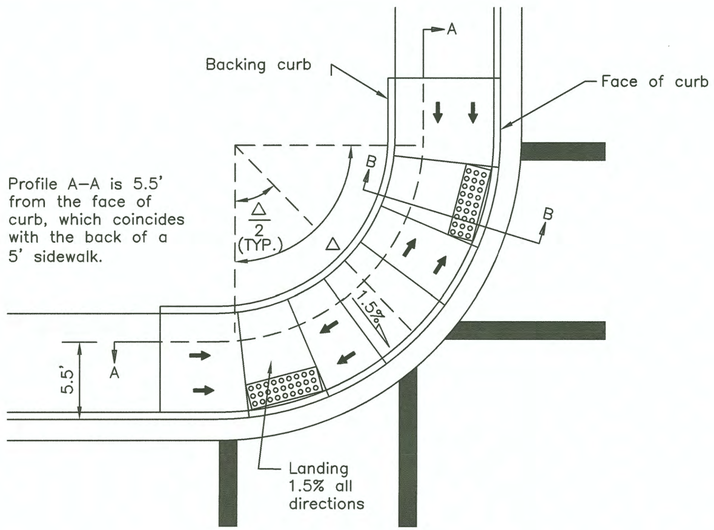


Date 5/31/12

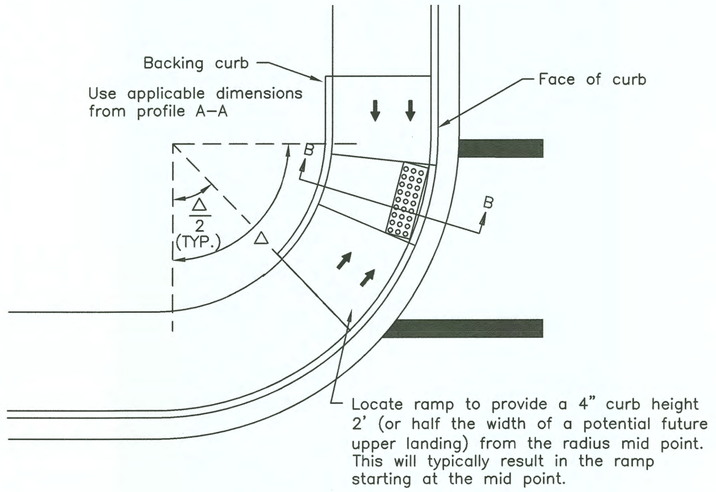
I-20.14

HMF 3.10.22

I-21.02

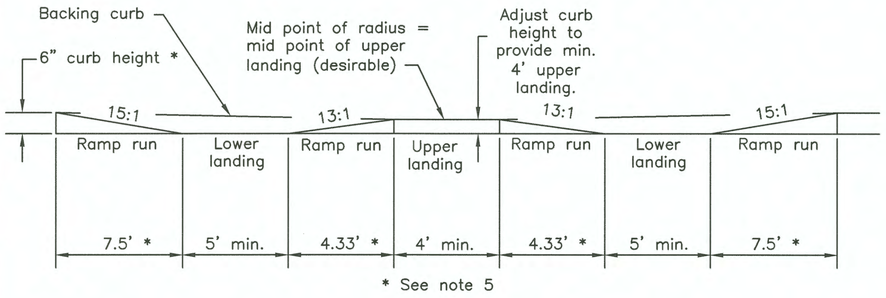


TWO CROSSING DIRECTIONS
At corner

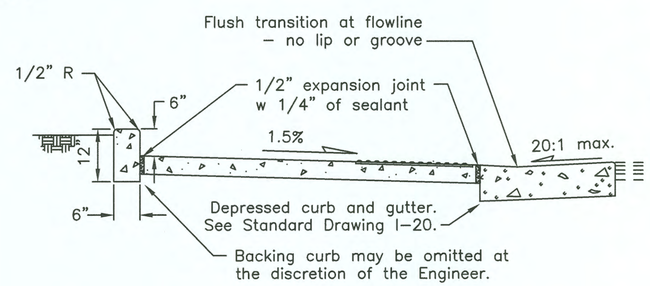


ONE CROSSING DIRECTION
At corner

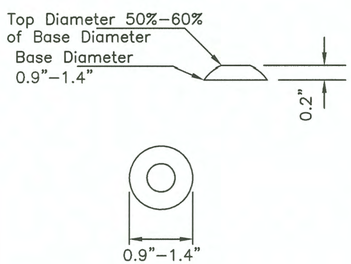
Truncated dome surface see note 12



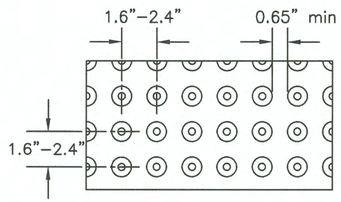
PROFILE A–A



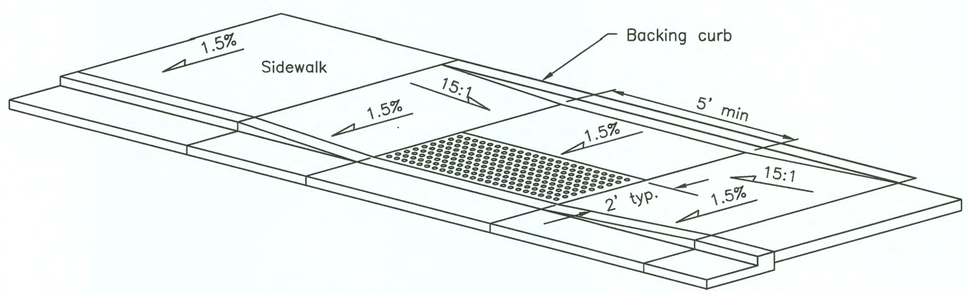
SECTION B–B



TRUNCATED DOME DETAIL



TEXTURE PATTERN DETAIL



MID–BLOCK

GENERAL NOTES

1. Parallel curb ramps are typically used when the sidewalk is at least 4' wide but not wide enough for perpendicular ramps.
2. When one curb ramp is installed in a curb radius to serve both directions of pedestrian traffic, construct it in accordance with the Mid–Block detail.
3. See plans for ramp type at particular locations.
4. Construct ramp runs and landings of concrete, regardless of whether the sidewalk is asphalt or concrete.
5. Ramp run lengths are shown for 6" curb heights and no longitudinal sidewalk slope. For other heights and slopes, increase or decrease run and flare lengths to maintain the slopes shown.
6. Construct ramp slopes 13:1 or flatter, and sidewalk cross slopes 1.5% or flatter. If conditions require, the Engineer may increase slopes in accordance with Note 7. Construct grade breaks perpendicular to ramp runs.
7. Do not construct ramp slopes steeper than 12:1 or sidewalk cross slopes steeper than 2% (50:1), except as provided under Note 8. These are the steepest slopes allowed by law.
8. Where sidewalk slope makes it necessary to lengthen a ramp run to avoid exceeding the allowable ramp slope, do not exceed a ramp length of 15 feet. The slope resulting from that run length is acceptable, even if it exceeds the maximum slope shown.
9. Provide a coarse broomed finish running perpendicular to the curb on ramp runs and upper landings and parallel to the curb on lower landings.
10. Locate lower landings within the inner edges of marked crosswalks or, if crosswalks are not marked, within the area a standard marked crosswalk would enclose. See Standard Drawing T–23 for standard crosswalk layout.
11. Drainage inlets should not be located within marked crosswalks or, if crosswalks aren't marked, within the area a standard marked crosswalk would enclose. If that is unavoidable, install accessible grates, with openings no greater than 1/2" in any direction.
12. Install 24" detectable warning tiles for the full width of the ramp. Domes shall be in a square pattern. Align truncated dome pattern in the predominant direction of wheelchair travel to permit wheels to roll between the domes.
13. Construct curb ramps and detectible warning tiles in accordance with requirements for the American with Disabilities Act (ADA).

REVISIONS		
Date	Description	By
2/28/03	Added det. warnings	TGM
5/31/12	ADA Updates	JCJ

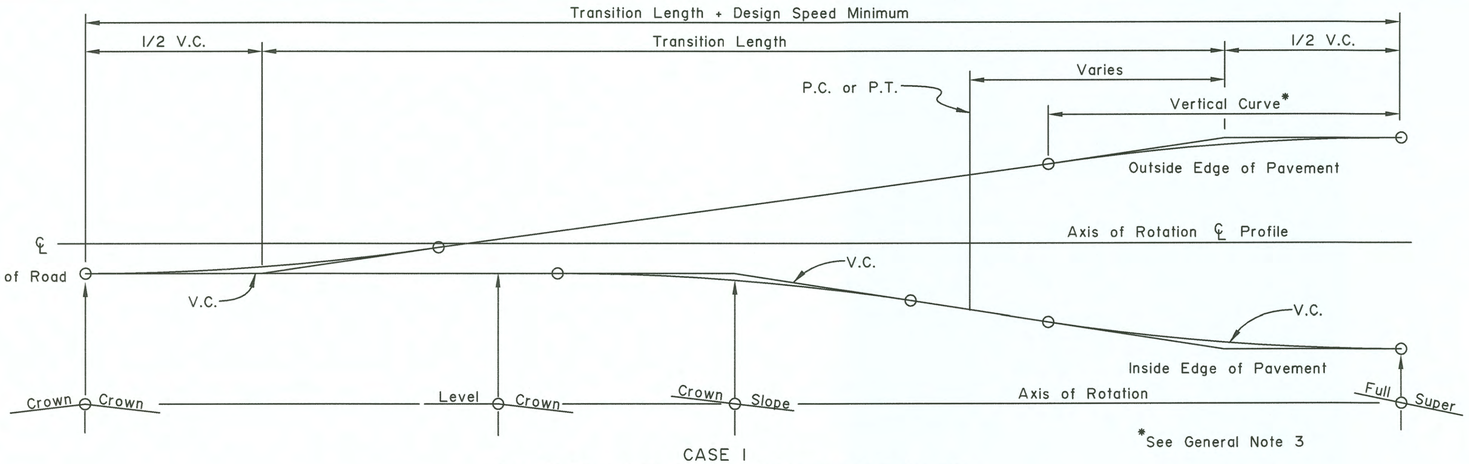
Sheet 1 of 1

State of Alaska
Department of Transportation & Public Facilities

PARALLEL CURB RAMP

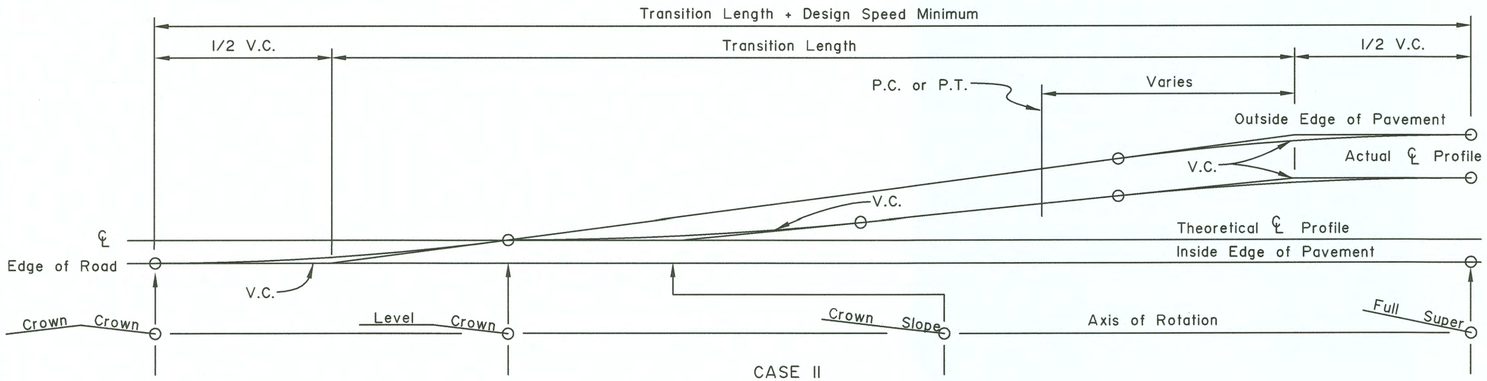
APPROVED
STATE OF ALASKA 49TH
Jefferson C. Jeffers CE 12295 REGISTERED PROFESSIONAL ENGINEER
Date 5/31/12

I-21.02



CASE I

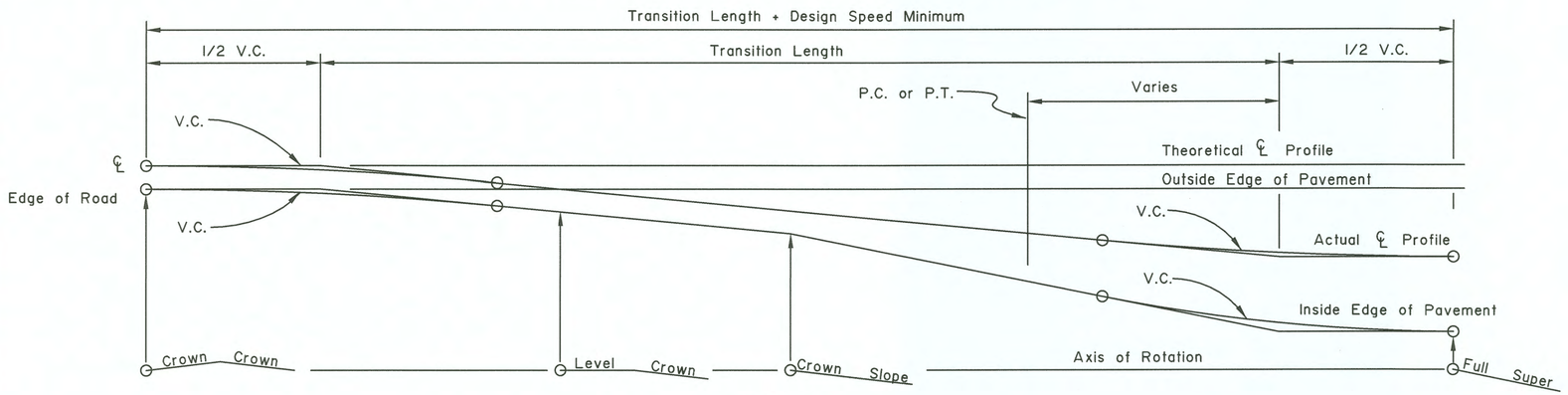
PAVEMENT REVOLVED ABOUT CENTERLINE



CASE II

PAVEMENT REVOLVED ABOUT INSIDE EDGE

TO BE USED WHERE DRAINAGE IS THE GOVERNING CONSIDERATION



CASE III

PAVEMENT REVOLVED ABOUT OUTSIDE EDGE TO BE

USED WHERE OVERALL APPEARANCE IS THE MAIN CONTROL

GENERAL NOTES:

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

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

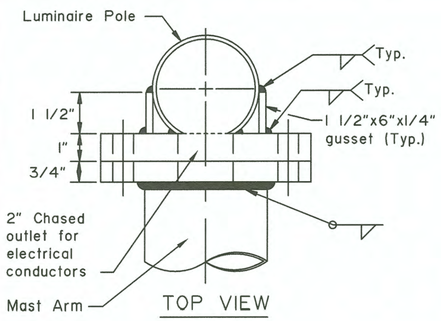
SUPERELEVATION TRANSITION

APPROVED

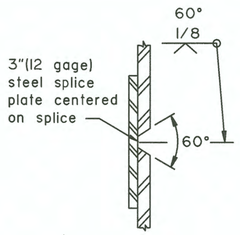
Date 12/1/87

I-81.00

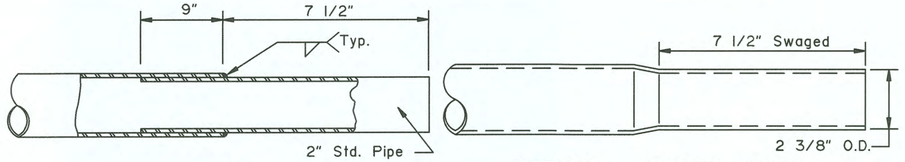
L-03.10



TOP VIEW



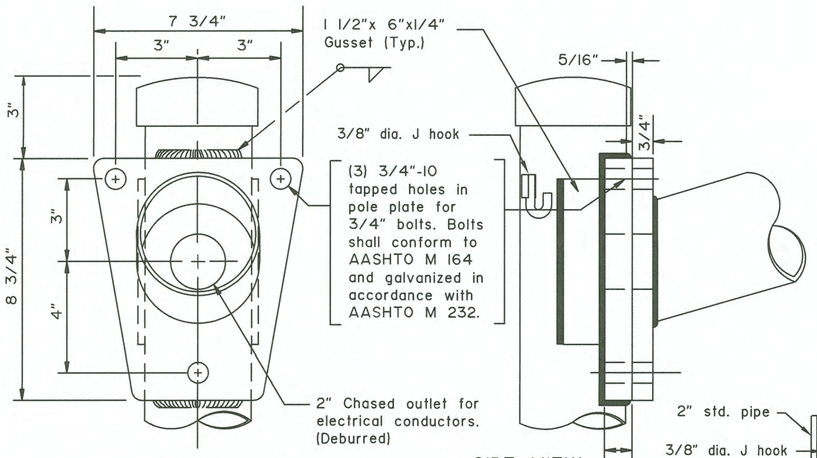
SPLICE DETAILS



TENON

OPTIONAL SWAGED TENON

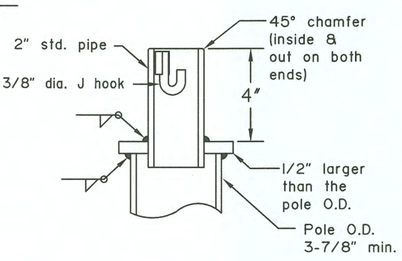
END OF MAST ARM DETAIL



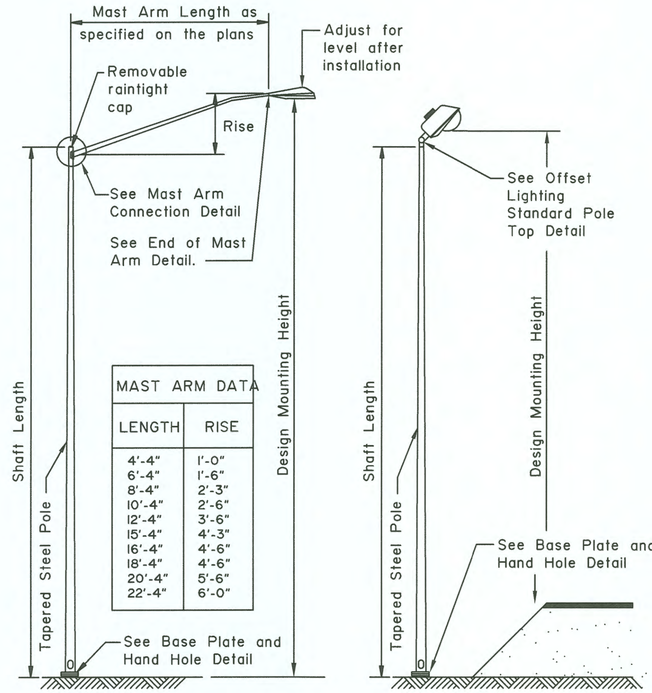
FRONT VIEW

SIDE VIEW

MAST ARM CONNECTION DETAIL



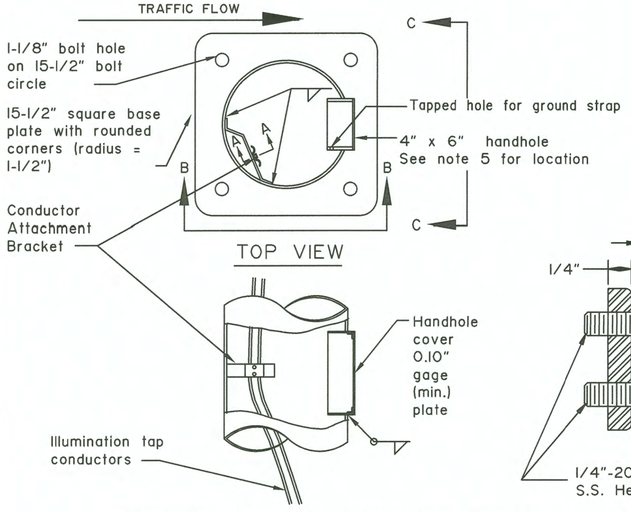
OFFSET LIGHTING STANDARD POLE TOP DETAIL
(CUTAWAY FOR CLARITY)



MAST ARM DATA	
LENGTH	RISE
4'-4"	1'-0"
6'-4"	1'-6"
8'-4"	2'-3"
10'-4"	2'-6"
12'-4"	3'-6"
15'-4"	4'-3"
16'-4"	4'-6"
18'-4"	4'-6"
20'-4"	5'-6"
22'-4"	6'-0"

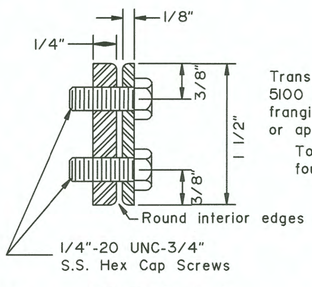
ELECTROLIER ELEVATION
COBRA HEAD

ELECTROLIER ELEVATION
OFFSET

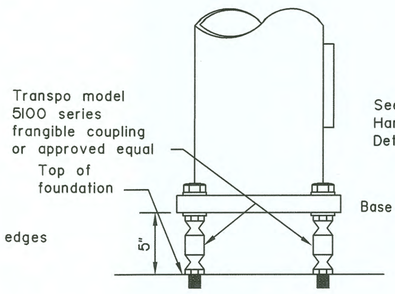


TOP VIEW

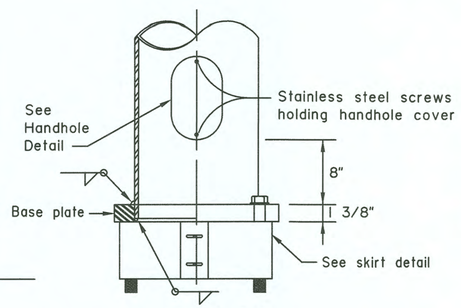
BASE PLATE AND HAND HOLE DETAIL



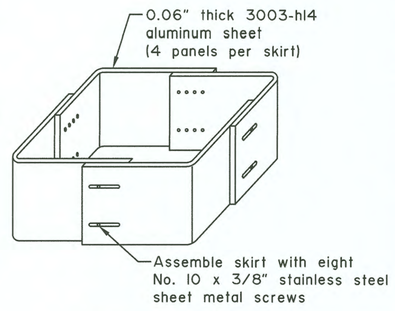
SECTION A-A



VIEW B-B



VIEW C-C



SKIRT DETAIL

GENERAL NOTES

1. Design and fabricate all shafts to support a mast arm 22' long with luminaire. Assume each offset fixture weighs 60 lbs. and has an effective projected area of 2.8 SF. Assume each Cobra head weighs 55 lbs. and has an effective projected area of 1.2 square feet. With this dead load, limit the angular rotation of the pole top to 1° 40' maximum.
2. Weld size to be determined by manufacturer.
3. Mounting height, if specified in the plans, refers to the height of luminaire above the roadway. Adjust each pole's shaft length to maintain this difference in elevation whenever slope and/or offset varies.
4. Minimum outside diameter at the top of pole equals 3-7/8". Pole diameter shall taper uniformly from the top of pole to the base plate, with a maximum taper rate of 0.15" per foot.
5. Mast arm rise may vary ±0.5ft from the values listed in the table.
6. Locate the handhole at 90 degrees to the mast arm on the side of pole downstream from traffic flow.
7. Furnish all poles with a j-hook to support the illumination tap conductors. Furnish all mast arm poles with a removable raintight cap.
8. Frangible couplings shall be NCHRP 350, Test Level 3 compliant and have no measured torque requirement.
9. Frangible couplings shall be installed into flush mounted female anchors so that no fixed hardware extends above the foundation top.
10. Install all components of the breakaway support system in accordance with the manufacturer's written instructions.
11. Fabricate the skirt from four pieces of 0.06" thick 3003 h-14 aluminum sheet. Bend each plate to provide corners with a 3/4" radius. Assemble the skirt with #10 x 3/8" self tapping stainless screws or pop rivets. The assembled skirt measures about 12-7/8" square.

REVISIONS		
Date	Description	By

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

LIGHTING STANDARD

APPROVED

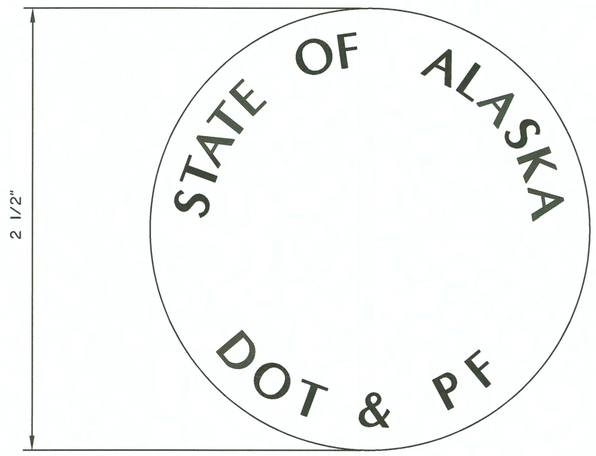
Date 2/28/03

L-03.10

HMF 3/10/20

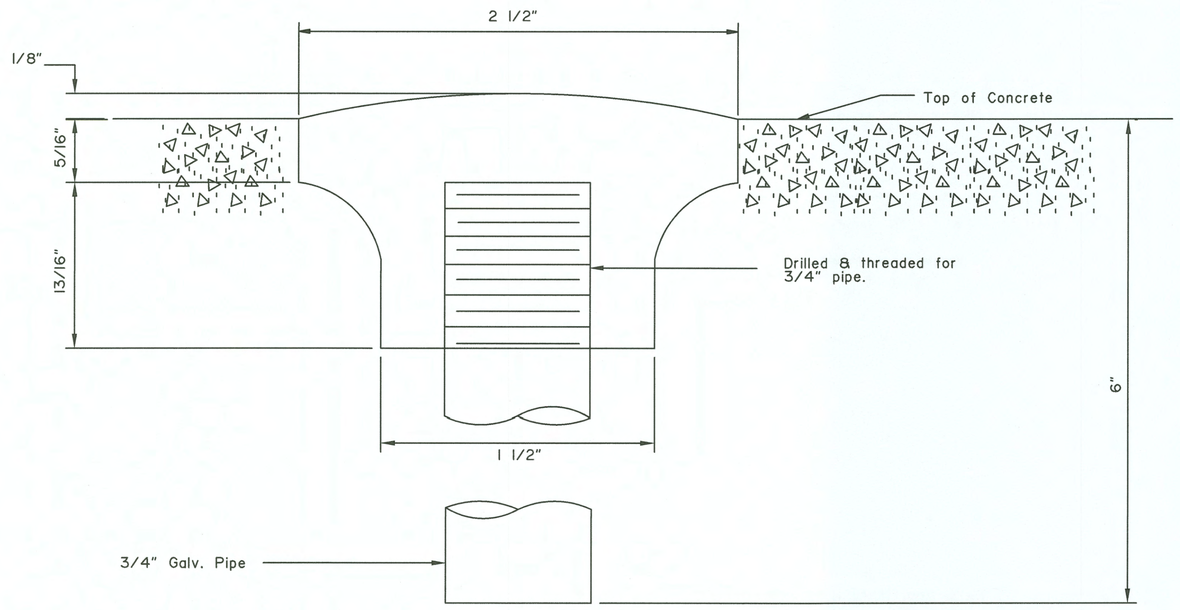
M-13.01

SHEET | of |



GENERAL NOTES:

1. For Structures under 200' total length: provide 1 monument.
2. For Structures 200' or over: provide 2 Monuments.
3. Monuments shall be located as directed by the Engineer.



SURVEY MONUMENT

REVISIONS		
Date	Description	By
5/15/89	Revised Cap Markings	Gdo

State of Alaska
Department of Transportation
& Public Facilities

SURVEY MONUMENT

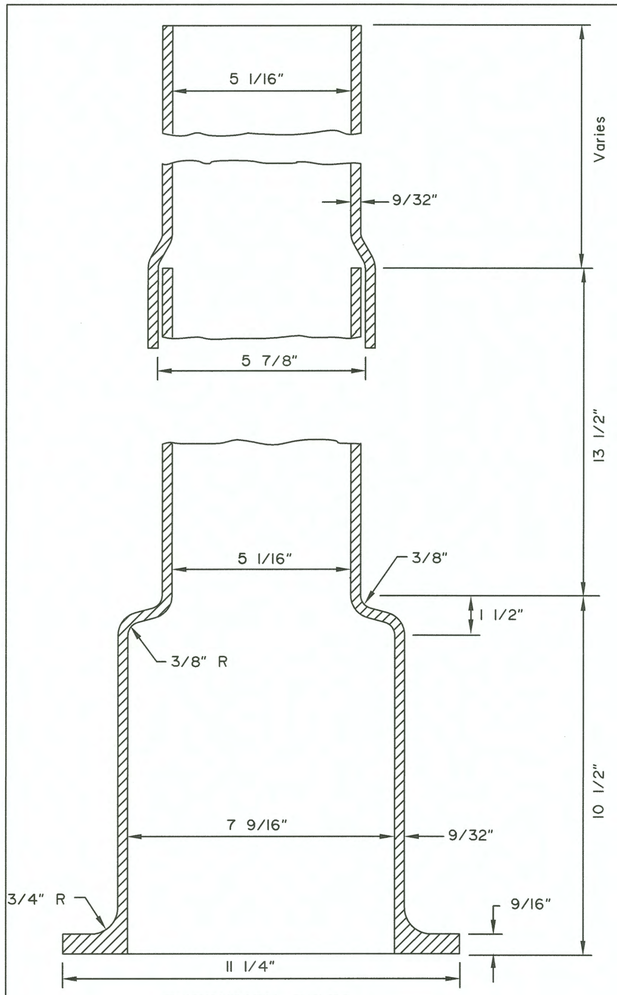
APPROVED
Date 7/15/82

M-13.01

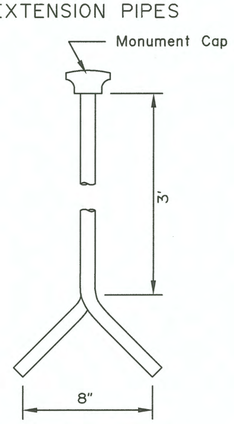
HMF 3.10.20

M-16.01

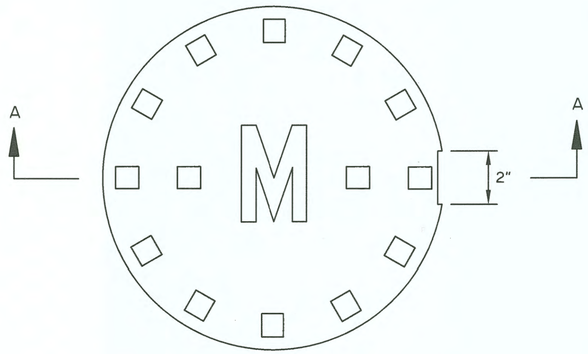
SHEET 1 of 1



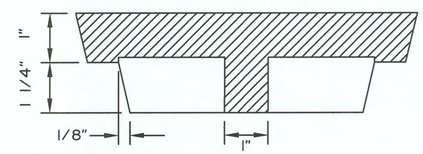
EXTENSION PIPES



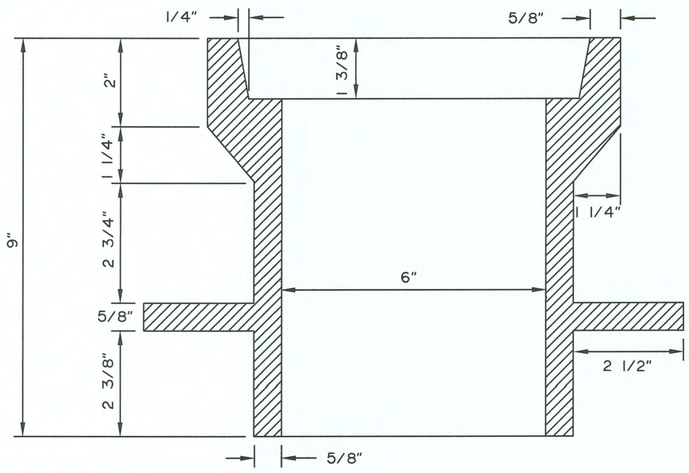
MONUMENT DETAIL



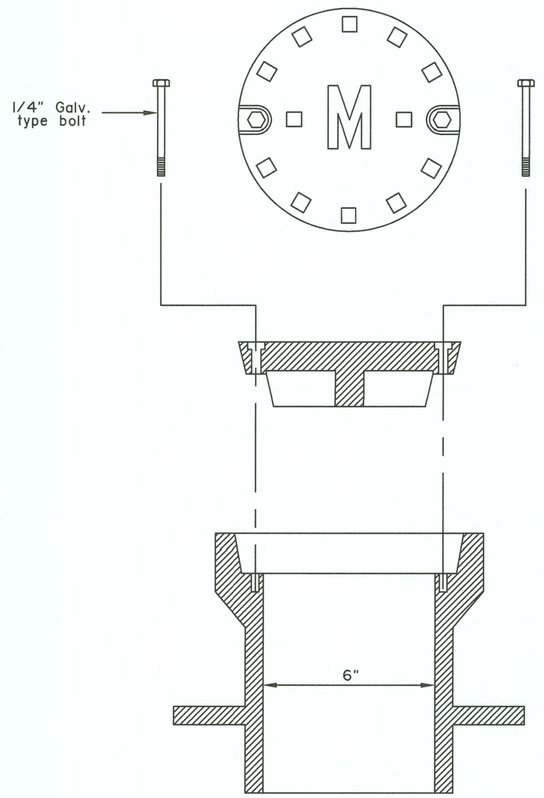
PLAN VIEW ACCESS COVER



SECTION A-A



MONUMENT CASE



BOLTING MONUMENT CASE ASSEMBLY
(See Note 2)

GENERAL NOTES:

1. Details shown are to indicate general design only. Dimensions and design may vary among the manufacturers.
2. Where monument cases are to be placed in paved area of a roadway or sidewalk, the top of the case and/or cover shall be the same elevation as the top of the finish surface with bolting type access cover.
3. Where monument cases are to be placed in a gravel surfaced roadway, the top of the case shall be placed 1'-0" below the top of the surface of the roadway.
4. In solid rock, drill a 2" Dia. hole a minimum of 1'-0" deep, fill with mortar and set cap. 3/4"x9" galvanized pipe, designated length when set in mortar.
5. The top of the monument cap shall be placed 1' ± above the bottom of the monument case.

REVISIONS		
Date	Description	By
5/15/89	Revised Cap Markings	Gdo

State of Alaska
Department of Transportation
& Public Facilities

BRASS CAP MONUMENTS & MONUMENT CASE

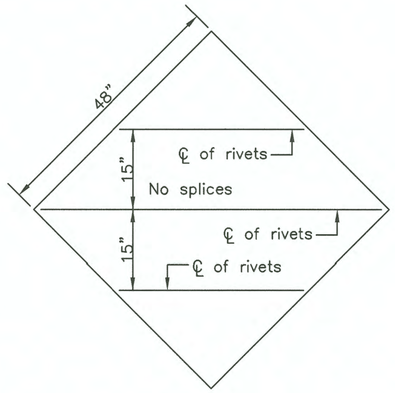
APPROVED

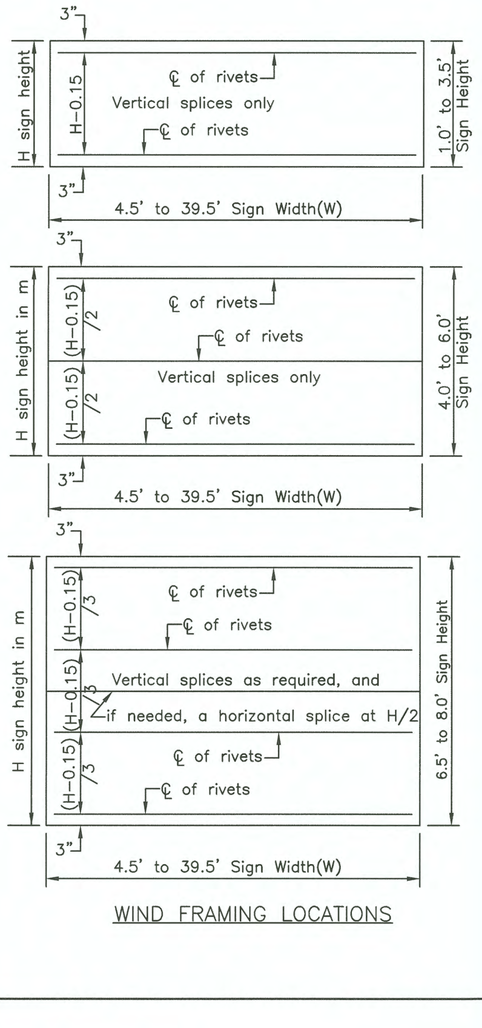
Date July 15, 1982

M-16.01

HMF 3.10.20

S-00.11





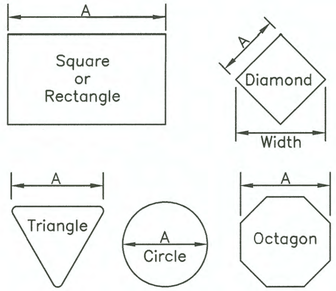
TUBE SIGN POST SPACING								
Sign Width (feet)	No. of Posts	Distance Between Posts	Sign Overhang	Post Type				Notes
				P.S.T.	Wood	Steel Tube	W–Shape	
0.5 to 4.0	1	–	0.5W	X	X	X		See Note 2.
4.5 to 10.0	2	0.6W	0.2W	X	X	X		See Note 3.
10.5 to 11.0	2	6	Varies	X	X	X		See Note 3.
11.5 to 13.0	2	8	Varies				X	
13.5 to 20.0	2	0.6W	0.2W				X	
20.5 to 22.5	3	8	Varies				X	
23.0 to 29.5	3	0.35W	0.15W				X	
30.0 to 31.5	4	8	Varies				X	
32.0 to 40.0	4	0.25W	0.125W				X	

SIGN POST SPACING NOTES:

1. Install sign support in accordance with the table above, unless otherwise required by plans or specifications.
2. Exceptions:
   a. Use one post for all E5–1 gore signs, regardless of width.
   b. Use one 2.5" P.S.T. for all STOP signs, with or without street name signs.
3. Supports placed within 7' of each other must be acceptable for that use. See Standard Drawing S–30 for the sizes of wood posts and P.S.T.s that may be used within 7'. See Manufacturer's documentation for breakaway couplings and tubes that may be used within 7'.
4. See Standard Drawing S–31 for frangible couplings, hinges, and foundations for tube and W–shape sign supports.

GENERAL NOTES

1. See the standard specifications for the aluminum alloys that you may use for sign sheeting and wind framing members.
2. Fabricate all signs from 0.125" thick aluminum sheeting.
3. Sign fabricators may use alternates to the zee shaped framing member with approval of the engineer, if the frame manufacturer certifies their design equals or exceeds the strength of the zee shaped design.
4. Install one piece wind framing members on all signs up to 23.5' wide. Use one splice in each wind frame on all signs wider than 23.5'. Locate splices at least 18" from all posts and panel edges. Stagger splices in adjacent framing members at least 8.0' apart.
5. Attach wind framing members with rivets or with an engineer approved, double sided, high strength, adhesive tape. Clean and handle sheeting and framing members and apply tape in accordance with the tape manufacturer's written instructions. Install two rivets in both ends of each framing member.
6. Use 3/16" diameter rivets conforming to aluminum alloy 6061–T6 for cold driven rivets, or aluminum alloy 6061–T43 for hot driven rivets.
7. Sign fabricators may use sign panels extruded with integral framing with approval of the engineer, if the manufacturer certifies their design equals or exceeds the strength of the 0.125" thick panel with framing attached to it.
8. Frame all signs taller than 8.0' with five wind framing members located (H–0.15)/4 spaces. If needed, make a horizontal splice at the middle wind frame.
9. Do not use round pipes for sign supports.

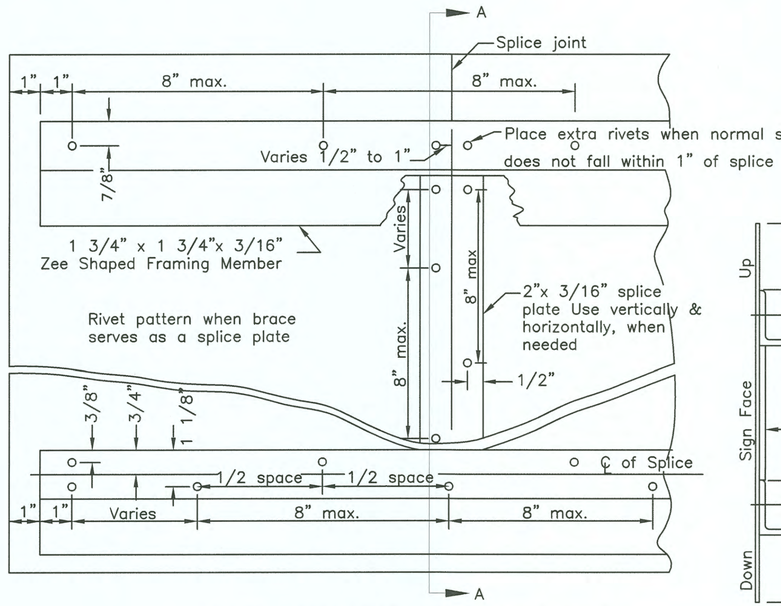


Maximum size unframed signs using 0.125" thick aluminum sheeting.	
Sign Shape	A
Squares, Shields, and Route Markers	48"
Rectangles	48"
Diamonds	48"
Triangles	48"
Rounds and Octagons	48"

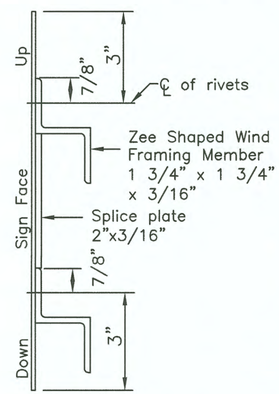
Install wind framing on all signs that exceed the dimensions listed.

LIGHT SIGNS

WIND FRAMING LOCATIONS



RIVET DETAIL FOR ZEE SHAPED WIND FRAMING & SPLICE PLATE



SECTION A–A

REVISIONS		
Date	Description	By
4/28/10	Delete pipe, rev notes	KJS

Sheet 1 of 1

State of Alaska
Department of Transportation & Public Facilities

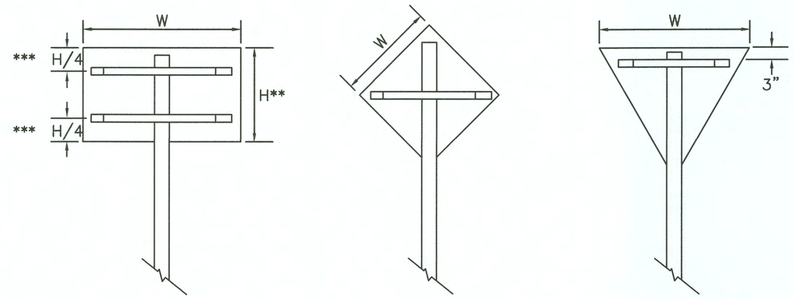
SIGN FRAMING AND POST SPACING

APPROVED
Kurtis J. Smith
CE-7347
4/28/10
Date 5/31/12

S–00.11

HMF 3.10.20

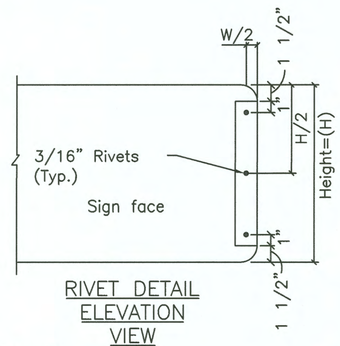
S-01.00



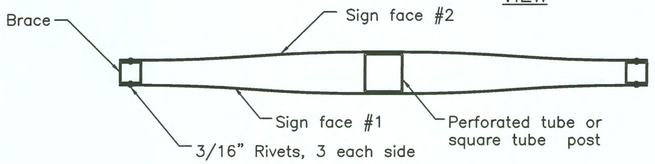
*** Use one brace when H ≤ 18"
Use two braces when 18"< H < 48"
Use three braces when H ≥ 48"

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

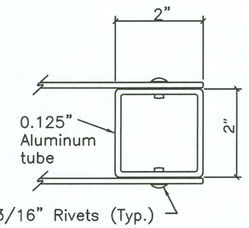
SIGN BRACING PLACEMENT



RIVET DETAIL
ELEVATION
VIEW

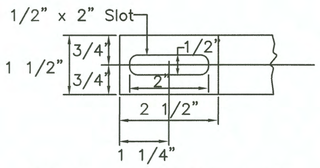


PLAN VIEW

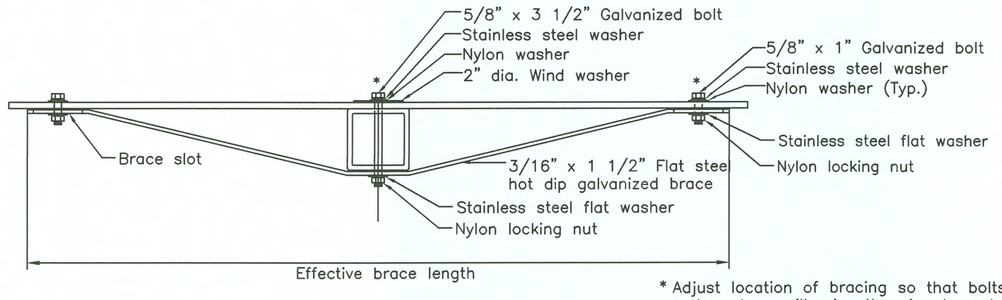


END BRACE DETAIL

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



DETAIL OF BRACE SLOT
Elevation view



* Adjust location of bracing so that bolts and washers will miss the sign legend

TUBE POST SIGN BRACING
Plan view

SIGN WIDTH(W)	EFFECTIVE BRACE LENGTH		
	WARNING	YIELD	OTHER
30"	36"	24"	24"
36"	42"	30"	30"
42"	48"	–	36"
48"	TWO POSTS	36"	42"

< 30" No bracing required and use square tube

REVISIONS		
Date	Description	By

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

BRACING FOR SIGNS
MOUNTED ON SINGLE POST

APPROVED

Kurtis J. Smith
CE-7347

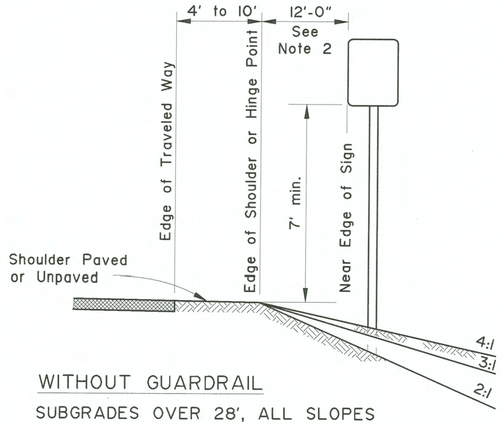
Timothy G. Miller
CE-8649

Date 2/28/03

S-01.00

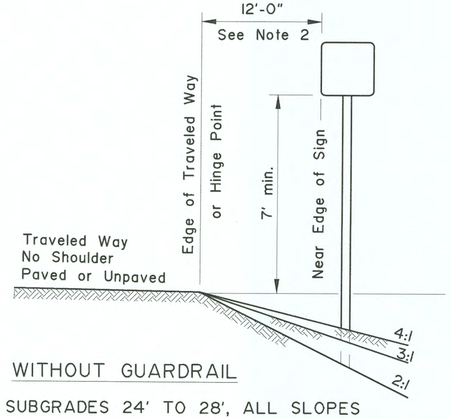
HMF 3-10-20

S-05.01



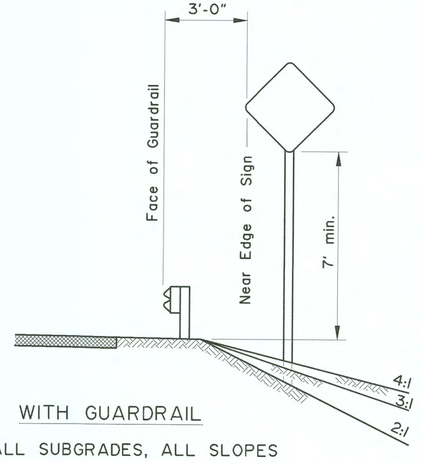
WITHOUT GUARDRAIL

SUBGRADES OVER 28', ALL SLOPES



WITHOUT GUARDRAIL

SUBGRADES 24' TO 28', ALL SLOPES

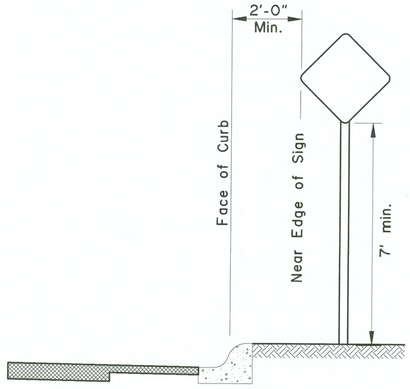


WITH GUARDRAIL

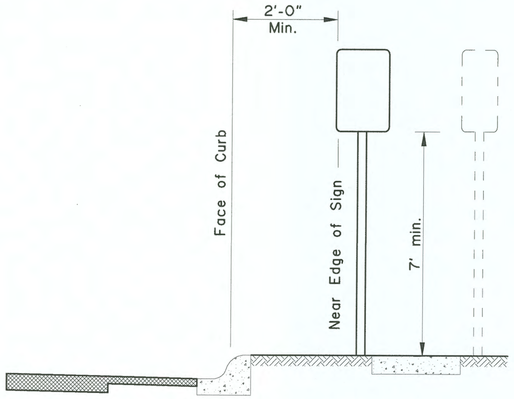
ALL SUBGRADES, ALL SLOPES

GENERAL NOTES

1. Unless shown otherwise on the plans, the standard sign offset is 12'. The minimum is 6'.
2. If signs extend over sidewalks, the minimum vertical clearance is 7'-0".
3. Add 6" to mounting height on unpaved roads.
4. If signs extend over bike paths, the minimum vertical clearance is 8' 0".
5. When signs are placed 30' or more from the edge of traveled way, mount them with the bottom of the sign at least 5' above the road surface at the near edge of the road.
6. When multiple hinged sign supports are used, mount hinges at least 7' above the ground.

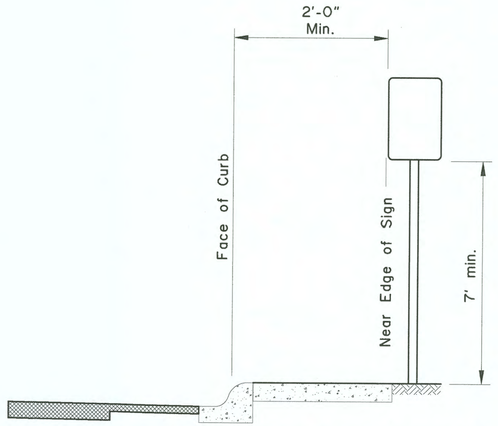


CURB WITHOUT SIDEWALK

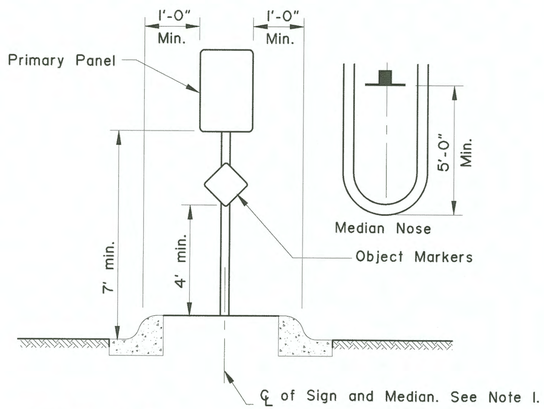


CURB WITH PARKWAY AND SIDEWALK

(If R/W width permits, signs should be placed behind sidewalk.)

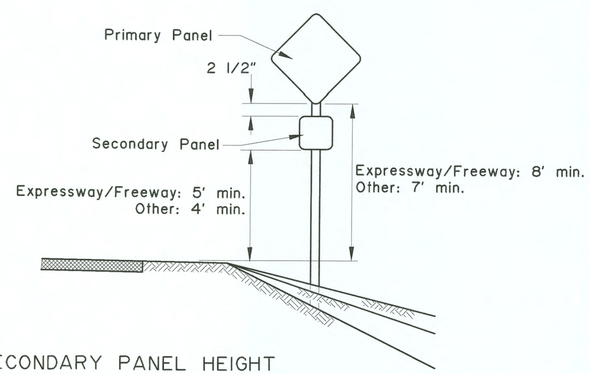


CURB WITH SIDEWALK WITHOUT PARKWAY



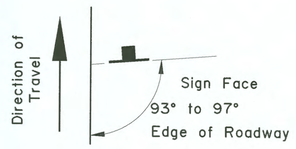
RAISED MEDIANS

Minimum 4' Width for Signing



SECONDARY PANEL HEIGHT

ALL TWO PANEL MOUNTING



SIGN POSITIONING

REVISIONS		
Date	Description	By
4/3/01	Revised Sign Heights	KJS

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

POST MOUNTED SIGN OFFSET AND HEIGHT

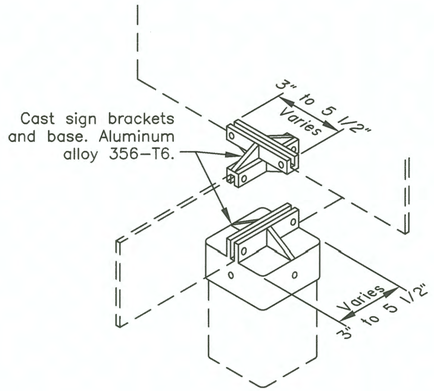
APPROVED

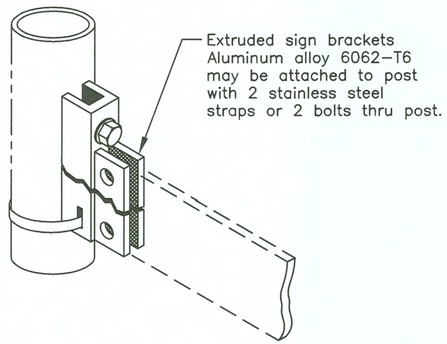
Date 7/15/82

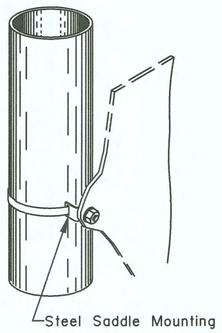
S-05.01

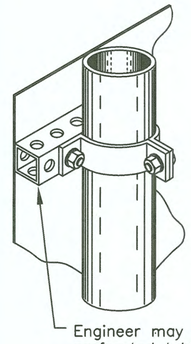
HMF 3.10.20

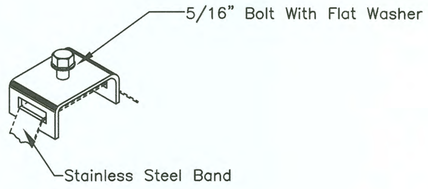
S-20.10

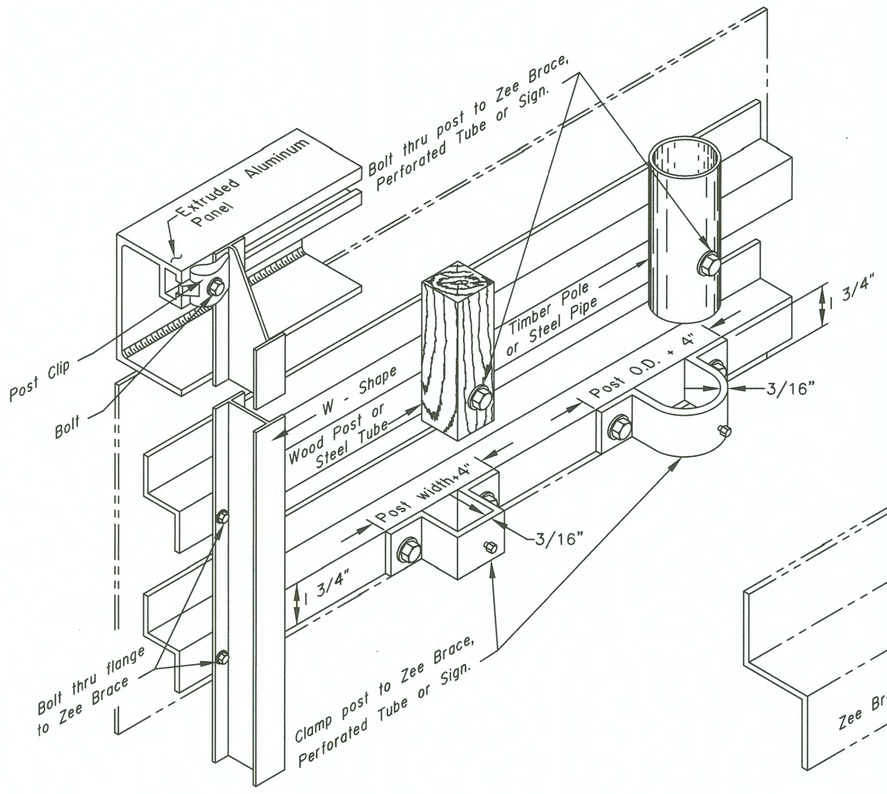


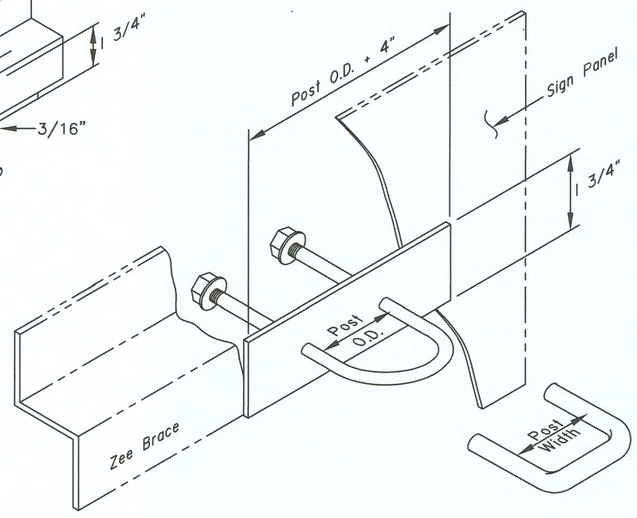


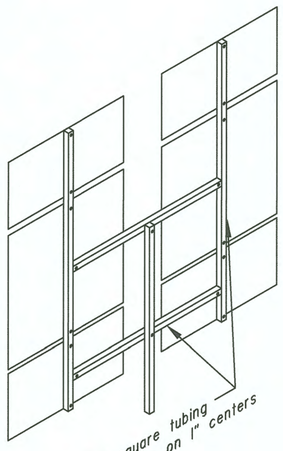












GENERAL NOTES

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

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

REVISIONS		
Date	Description	By

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

SIGN TO SIGN POST CONNECTIONS

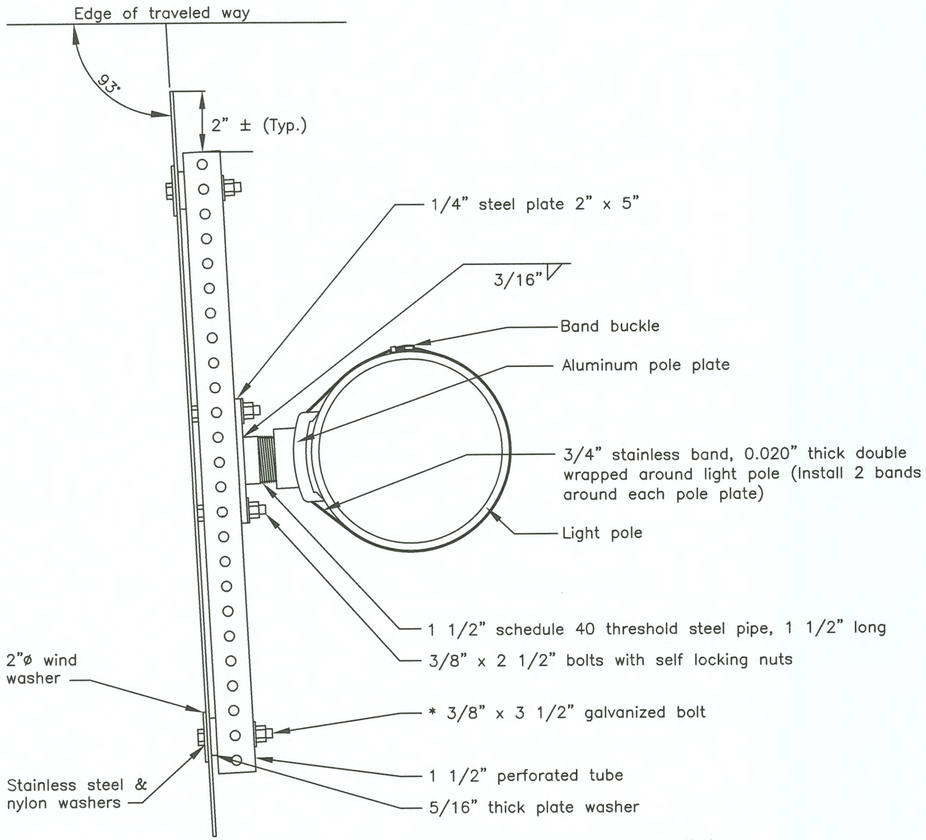
APPROVED

Date 2/28/03

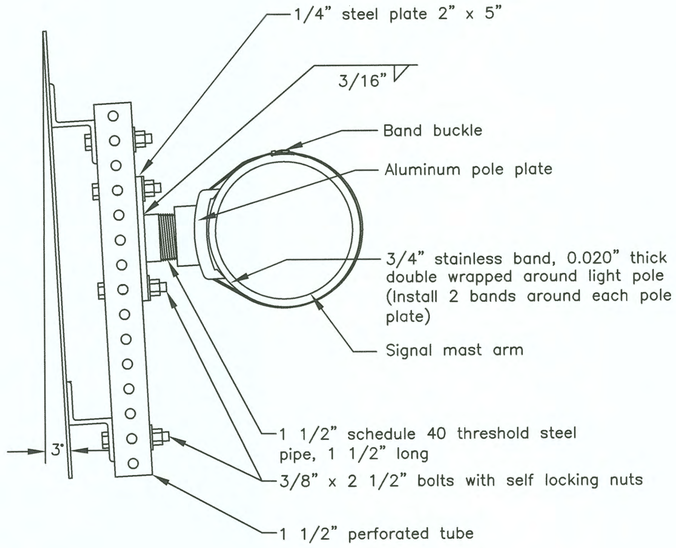
S–20.10

HMF 3.10.20

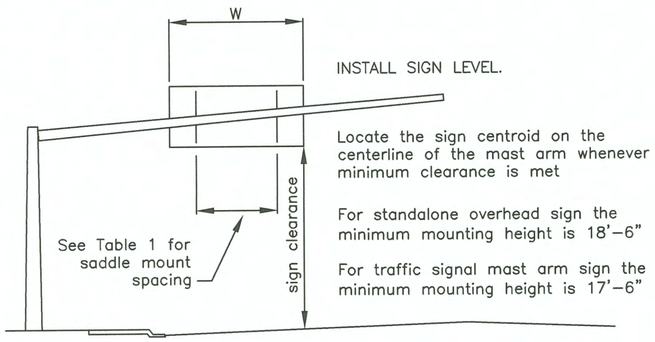
S-23.00

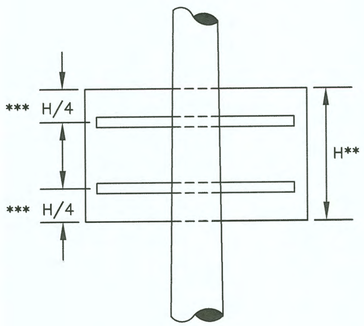


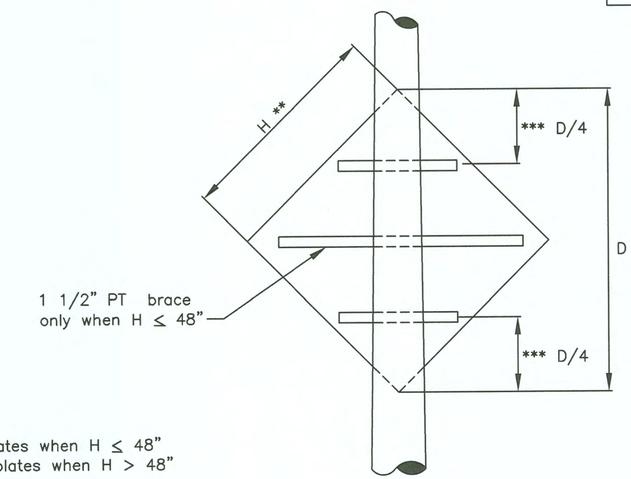
ELECTROLIER SIGN MOUNTING
(PLAN VIEW)



SIGNAL POLE MAST ARM SIGN MOUNTING
(ELEVATION VIEW)







** Use two pole plates when H ≤ 48"
use three pole plates when H > 48"

*** When sign panels features predrilled mountings holes, use them to attach the perforated tubes

GENERAL NOTES

1. Use pole plate assemblies shown here to install signs on tapered mast arms and light poles. Install one pole plate per 10 square feet of sign panel. Use at least two plates for each installation.
2. Fabricate each pole plate-to-perforated tube adapter (steel plate welded to pipe) using steel plate conforming to ASTM A36 and steel pipe conforming to ASTM A53. Paint these adapters in conformance with section 504 of the Standard Specifications for Highway Construction, latest edition.
3. Paint the assemblies in accordance with AASHTO standard specification M69.
4. Attach each pole plate with two bands of 3/4" wide by 0.020" thick stainless steel banding material. Double wrap each band and tighten it until the band stops moving through the buckle.
5. Install bolts, nuts and washers conforming to ASTM A325.

TABLE 1			
POLE PLATE SPACING			
NO. OF POLE PLATES	OVERHANG	BETWEEN POLE PLATES	OVERHANG
2	0.2W	1 SPACE AT 0.6W 2	0.2W
3	0.15W	SPACES AT 0.35W 3	0.15W
4	0.125W	SPACES AT 0.25W 1	0.125W
5	0.2W	SPACE AT 0.6W	0.2W

REVISIONS		
Date	Description	By

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

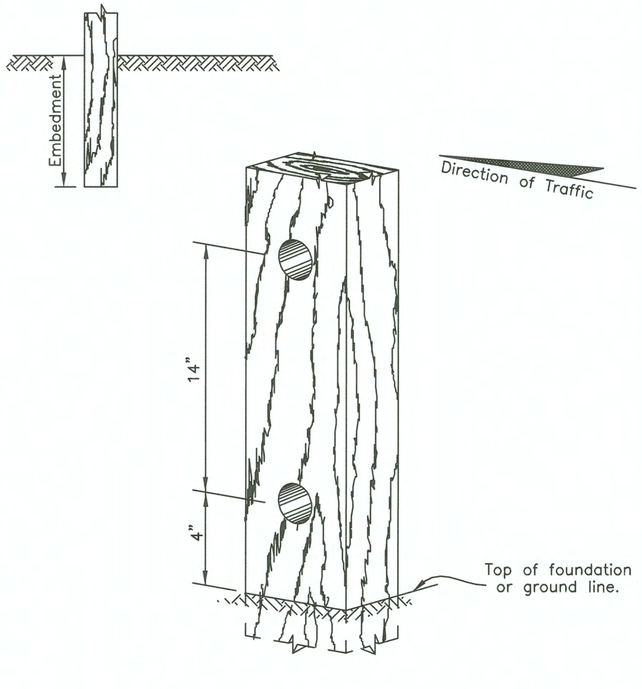
POLE AND MASTARM
SIGN MOUNTING

APPROVED
Date 2/28/03

S-23.00

HME 3-10-20

S-30.03

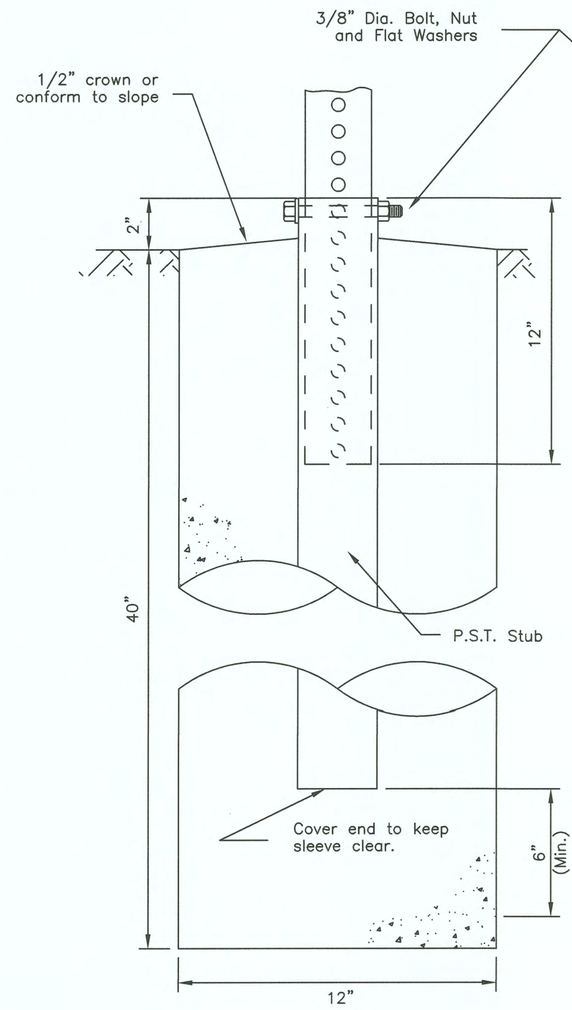


Note: If holes are field drilled after post has been treated, the holes shall be thoroughly swabbed with a 5% solution of pentachlorophenol and mineral spirits.

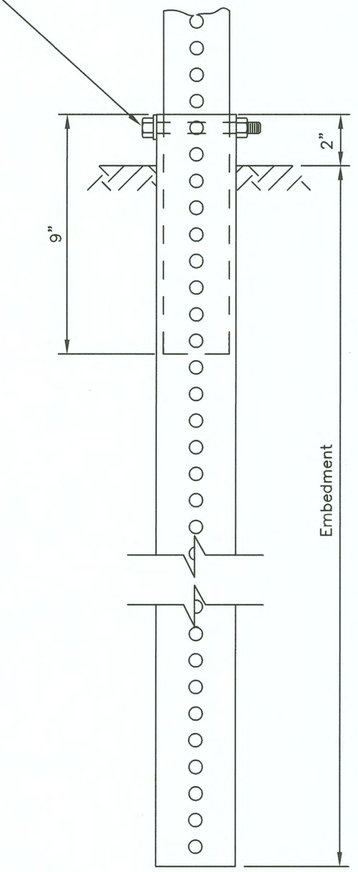
WOOD POSTS			
SIZE	HOLE DIA.	EMBEDMENT*	NUMBER OF POSTS WITHIN 7 Ft. PATH
4"x4"	NONE	36"	2
4"x6"	1 1/2"	36"	2
6"x6"	1 1/2"	40"	1
6"x8"	3"	48"	1

* Embedment depth applies in both strong and weak soil.

WOOD POSTS



SLEEVE TYPE
–CONCRETE FOUNDATION–



SLEEVE TYPE *
–SOIL EMBEDMENT–

PERFORATED STEEL TUBES (P.S.T.) (12 ga. – .105" Wall Thickness)		
POST SIZE (inch)	Embedment Depth	No. of P.S.T.s permitted within 7 ft path
1 1/2" x 1 1/2"	3'–0"	2
1 3/4" x 1 3/4"	3'–0"	2
2" x 2"	3'–6"	2
2 1/4" x 2 1/4"	4'–0"	1
2 1/2" x 2 1/2"	4'–6"	1

* Use 3"x3"x3/16" Stub for 2 1/2"x2 1/2" PST Applications.

PERFORATED STEEL TUBE (PST) POSTS

GENERAL NOTES:

1. Refer to Standard Drawing "Sheet Aluminum Sign and Framing" for light sign details.
2. See plans for type of post, size and embedment type.
3. To maintain crashworthiness, install no more than the number of P.S.T.s or wood posts specified in the tables within 7' of each other.
4. Do not install wood posts larger than 6"x8".
5. Use larger posts than shown on this sheet, with hinges, for multiple support signs where the supports are separated by more than 7 feet.

REVISIONS		
Date	Description	By
1/1/85	Redraft–Delete Post	Gdo
4/2/01	Revised PST table	Kjs
	Added note 3	
2/12/02	Revised Wood Posts	Kjs

Sheet 1 of 1

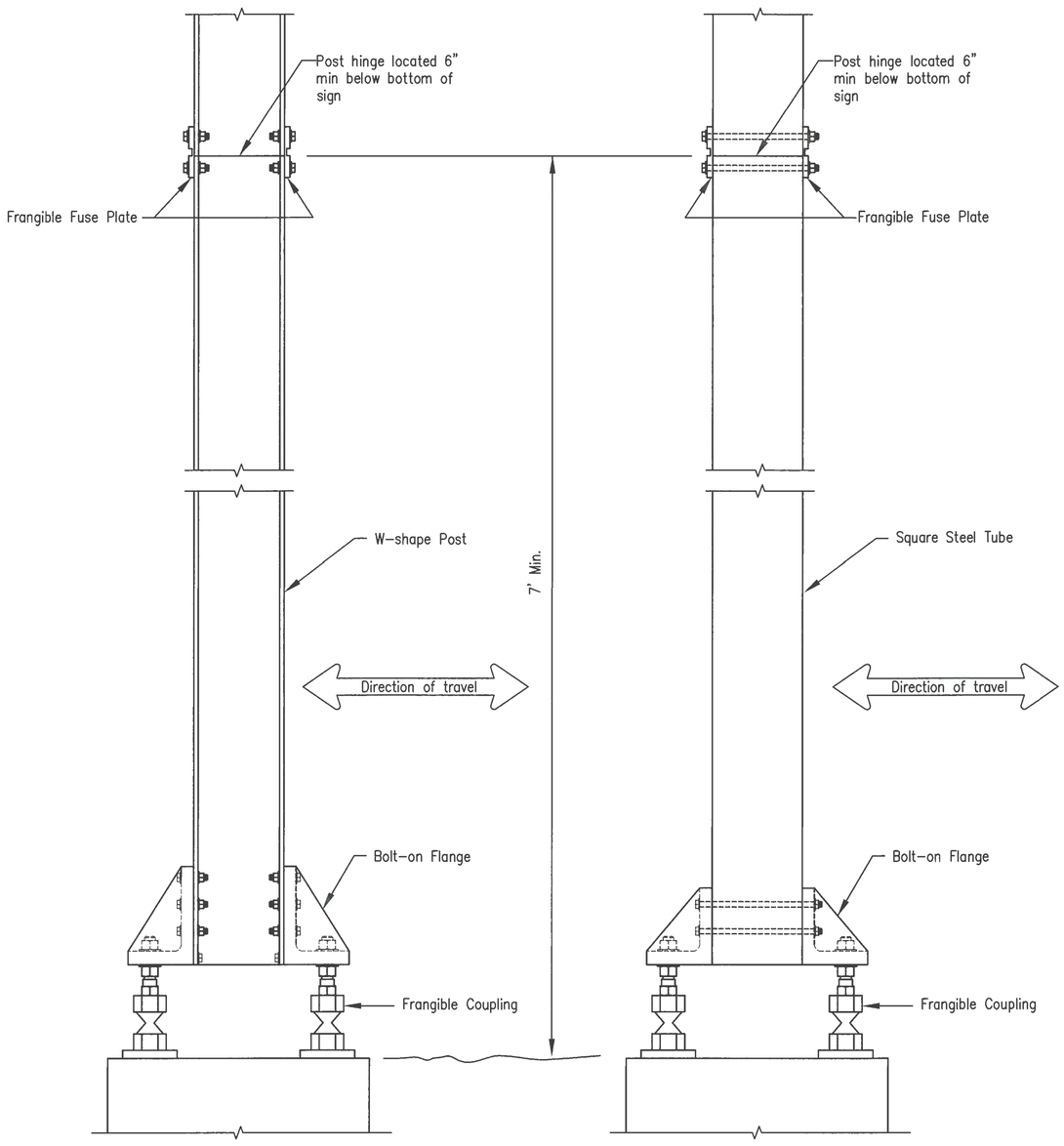
State of Alaska
Department of Transportation
& Public Facilities

LIGHT SIGN
STRUCTURE POST
EMBEDMENT

APPROVED
Kurtis J. Smith
CE-7347
REGISTERED PROFESSIONAL ENGINEER
Date 7/15/82

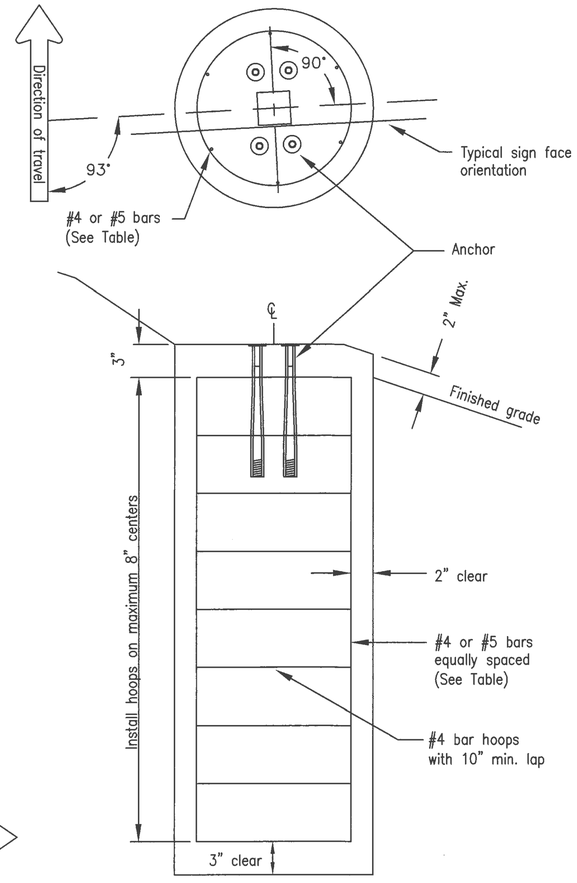
S-30.03

NOTE:
Install hinges when more than one post is used to support a sign. Do not install hinges on single post installations.



FRANGIBLE COUPLING SYSTEM FOR W-SHAPE POST

FRANGIBLE COUPLING SYSTEM FOR SQUARE STEEL TUBES



SIGN POST FOUNDATION

See Table for depth and diameter

POST SIZE & TYPE	FOUNDATION *			REINFORCEMENT					
	DIA.	MIN. DEPTH	CY^3 CONC.	VERTICAL BARS QTY.	SIZE	LGTH.	HOOPS QTY.	SIZE	DIA.
2 1/2" TUBE	1'-6"	4'-0"	0.26	6	#4	3'-6"	7	#4	1'-2"
3" TUBE	1'-6"	4'-0"	0.26	6	#4	3'-6"	7	#4	1'-2"
3 1/2" TUBE	1'-6"	4'-6"	0.30	6	#4	4'-0"	8	#4	1'-2"
4" TUBE	2'-6"	4'-0"	0.72	7	#5	3'-6"	7	#4	2'-2"
4 1/2" TUBE	2'-6"	4'-6"	0.81	7	#5	4'-0"	8	#4	2'-2"
5" TUBE	2'-6"	5'-6"	1.00	7	#5	5'-0"	9	#4	2'-2"
W6 x 9	2'-6"	4'-0"	0.95	8	#5	3'-6"	7	#4	2'-2"
W6 x 12	2'-6"	4'-6"	1.07	8	#5	4'-0"	8	#4	2'-2"
W6 x 15	3'-0"	6'-6"	1.69	8	#5	6'-0"	11	#4	2'-8"
W6 x 30	3'-0"	7'-6"	1.95	8	#5	7'-0"	12	#4	2'-8"

FOUNDATION TABLE

* Foundations sized for use where there are no loose, high moisture, or fine grained soils.

GENERAL NOTES

1. Furnish sign posts with NCHRP 350 or MASH compliant FHWA-approved frangible couplings designed to break away safely when struck from any direction. The frangible couplings shall not have specific installation torque requirements.
2. Furnish frangible coupling systems with bolt-on flanges.
3. Details on this sheet illustrate only the general components of a frangible coupling system, and are not intended to specify a particular product.
4. Install frangible fuse plates as specified by the manufacturer and hinged joints when multiple posts are used to support a sign. Do not use round pipes.
5. Install the components of the breakaway system, including hinges, in accordance with the written instructions of the system manufacturer.
6. Use Class A concrete conforming to section 501 of the Standard Specifications. Furnish ASTM A615 grade 60 steel bars for concrete reinforcement conforming to AASHTO M31.
7. Spiral reinforcing steel may be substituted for hoops in concrete foundation. Spiral option shall consist of #3 plain spiral with 6" pitch with three flat turns at the top and one flat turn at the bottom.
8. Install the concrete anchors using a rigid template. Locate the anchors on centers and within tolerances specified by the manufacturer.
9. Install the anchors in fresh concrete as recommended by the manufacturer. Adjust the template's final position until it is level. Remove and replace all foundations that need more than 2 shims under any 1 coupling or more than a total of 3 shims under any pair of couplings to plumb the post.
10. Drill the holes for attaching brackets before the sign posts are hot dip galvanized. Test fit templates in the holes to ensure the brackets can be installed square to the posts.

REVISIONS		
Date	Description	By
4/28/10	Delete pipe, Add hinge	KJS

Sheet 1 of 1

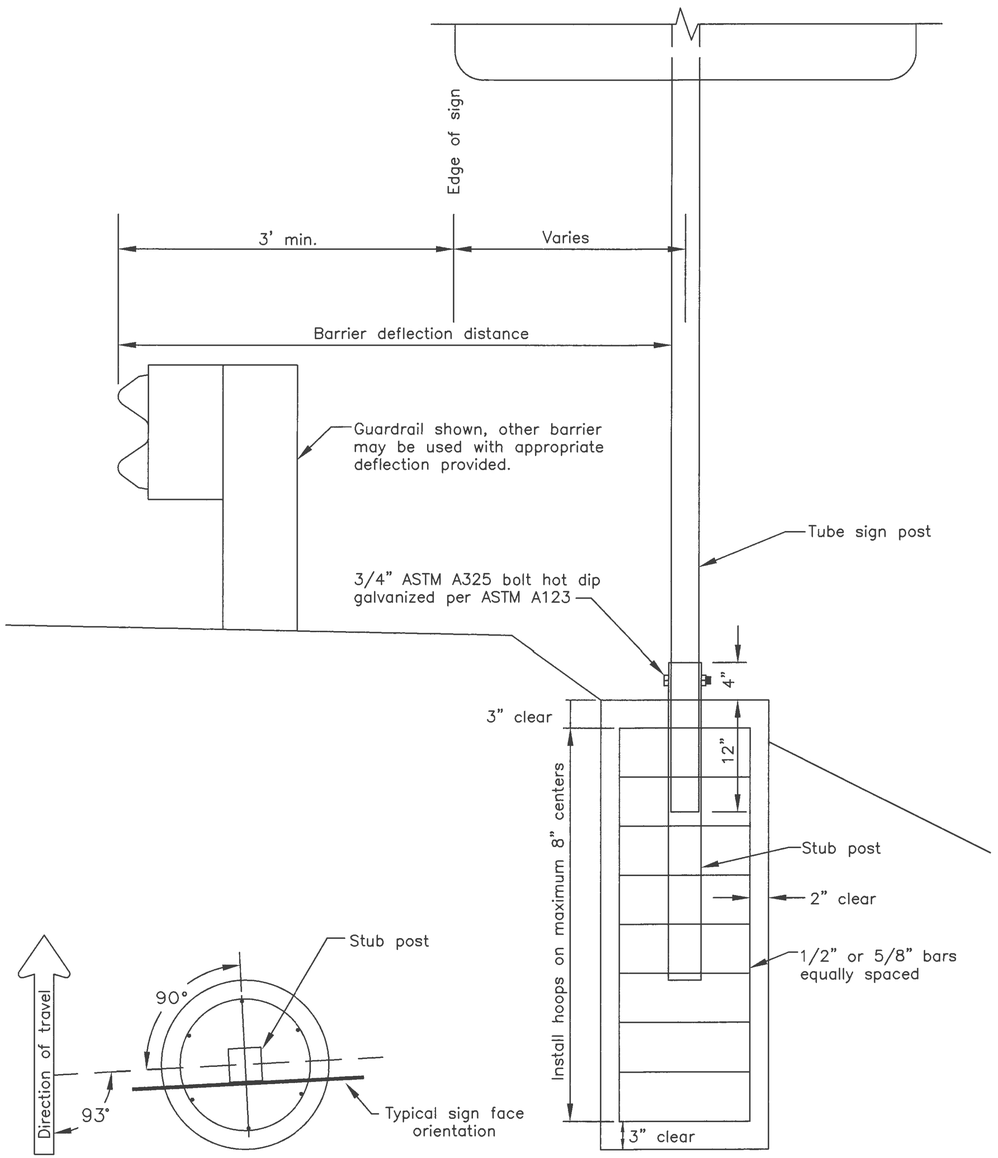
State of Alaska
Department of Transportation
& Public Facilities

SIGN POST BASE AND FOUNDATION

APPROVED
Date 5/31/12

dMF 3.10.22

S-32.00



SIGN POST FOUNDATION
(Plan view)

SIGN POST FOUNDATION
See table for depth and diameter

GENERAL NOTES

1. This is a non-crashworthy sign support. It may only be used at locations shielded by a guardrail, barrier, or wall. It may not be used if the sign post is within 20' of the rail and is closer than 75' from the guardrail end post (measured along the rail). For this case use a breakaway sign support. See Standard Drawing G-20.
2. Furnish steel tube sign post and stub post that conform to ASTM A500, grade B, and meet ASTM A123 for hot dip galvanizing.
3. Install tubes and stub post with a 0.1875" wall thickness.
4. For Perforated Tubes use Standard Drawing S-30.
5. Spiral reinforcing steel may be substited for hoops in concrete foundation. Spiral option shall consist of No. 3 plain spiral with 6" pitch with three flat turns at the top and one flat turn at the bottom.

POST SIZE & TYPE	FOUNDATION *			REINFORCEMENT					STUB POST	
	DIA.	MIN. DEPTH	C.Y. CONC.	VERTICAL BARS QTY.	VERTICAL BARS SIZE	VERTICAL BARS LGTH.	HOOPS SIZE	HOOPS DIA.	SLEEVE SIZE	SLEEVE LGTH.
2 1/2" TUBE	1'-0"	4'-6"	0.13	6	1/2"	4'-0"	1/2"	8"	3"	3'
3" TUBE	1'-6"	4'-0"	0.25	6	1/2"	3'-6"	1/2"	1'-2"	3 1/2"	3'
3 1/2" TUBE	1'-6"	4'-6"	0.27	6	1/2"	4'-0"	1/2"	1'-2"	4"	3'
4" TUBE	2'-6"	4'-0"	0.69	7	5/8"	3'-6"	1/2"	2'-2"	4 1/2"	3'
4 1/2" TUBE	2'-6"	4'-6"	0.78	7	5/8"	4'-0"	1/2"	2'-2"	5"	3'

* Foundation sized for use where there are no loose, high moisture, or fine grained soil.

REVISIONS		
Date	Description	By

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

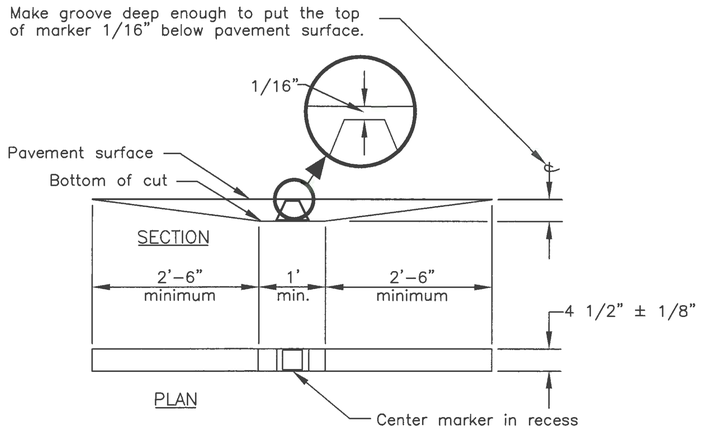
SIGN POST BASE AND FOUNDATION BEHIND BARRIER

APPROVED

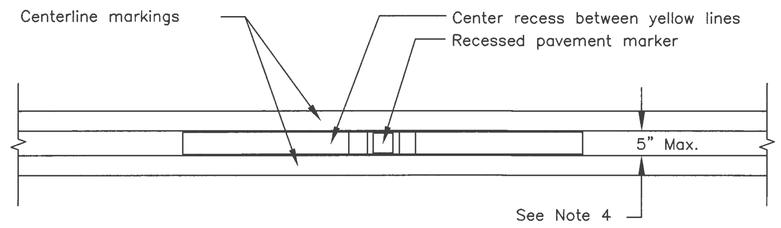
Date 2/28/03

S-32.00

T-06.00



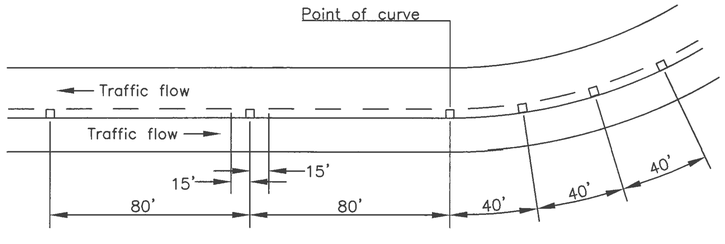
RECESSED PAVEMENT MARKER SLOT



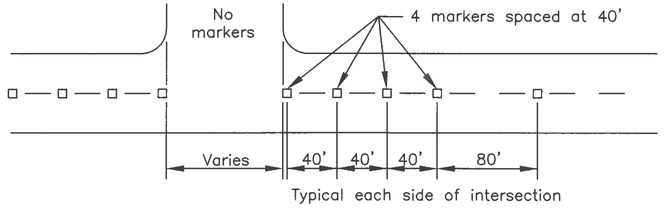
RECESSED PAVEMENT MARKERS WITH DOUBLE CENTERLINE INSTALLATION

GENERAL NOTES

1. Install recessed pavement markers spaced at 80' on tangent sections of roadway and on curves with a radius greater than 1,600'.
2. Install recessed pavement markers spaced at 40' on curves with a radius 1,600' or less.
3. Install recessed pavement markers between the lines on sections with double lines (either broken or solid.)
4. Increase the distance between yellow painted lines from the standard 3" up to a maximum of 5" to minimize paint overspray onto the marker.
5. Install recessed pavement markers on the centerline of the line, midpoint between stripe segments on sections with single broken lines.
6. Install reflectors of the same color as the pavement markings they supplement, except when red reflectors are specified on the departure side of markers on one–way roads to warn motorists they are going the wrong way.
7. Unless otherwise specified on one–way roads, reflectors are required only on the approaching traffic side of markers. In these cases, the 2'–6" taper may be omitted on the departure side.



RECESSED PAVEMENT MARKERS ON CURVES WITH A RADIUS LESS THAN 1,600'



RECESSED PAVEMENT MARKERS AT INTERSECTION APPROACHES

REVISIONS		
Date	Description	By

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

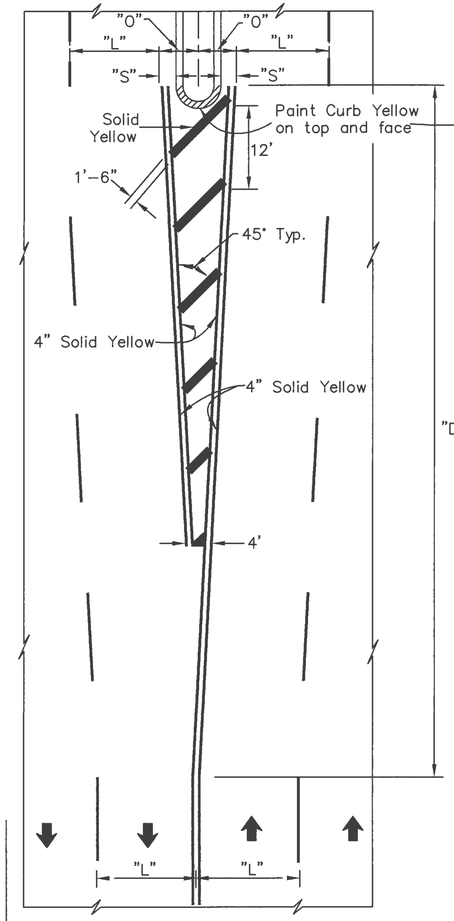
RECESSED PAVEMENT MARKERS

APPROVED

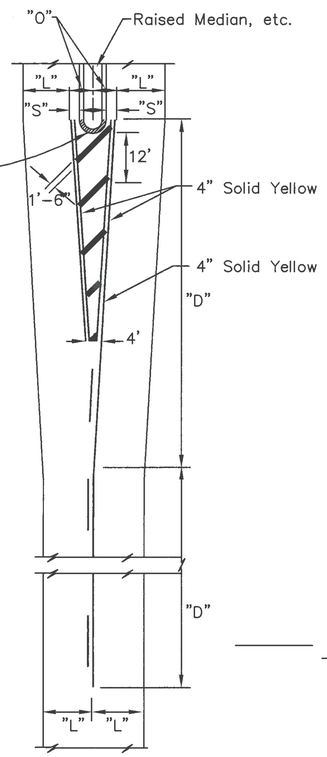
Date 3/28/03

T-06.00

T-20.03



FOUR OR MORE LANES
DRIVE TO RIGHT



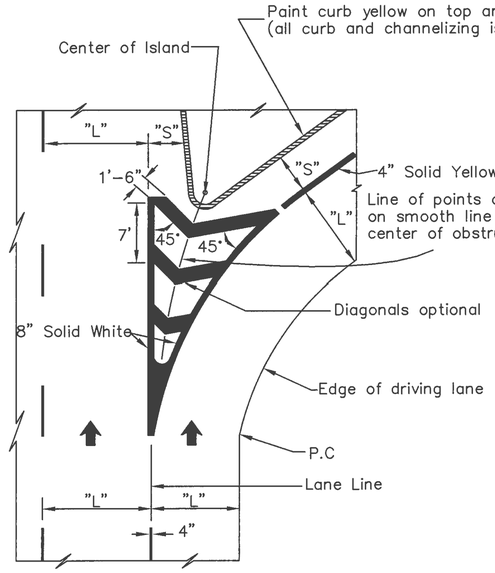
TWO LANES
DRIVE TO RIGHT

White longitudinal and diagonal markers identical to Four Lane Arrangement.

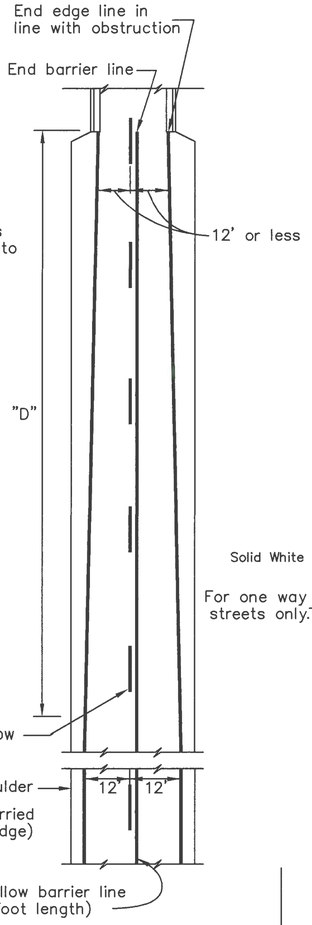
NOTES:

1. "D" = Speed limit (mph) X "O" (offset width in feet) or as indicated on the plans. Minimum "D" = 100 feet urban, 200 feet rural.

APPROACH TO OBSTRUCTIONS

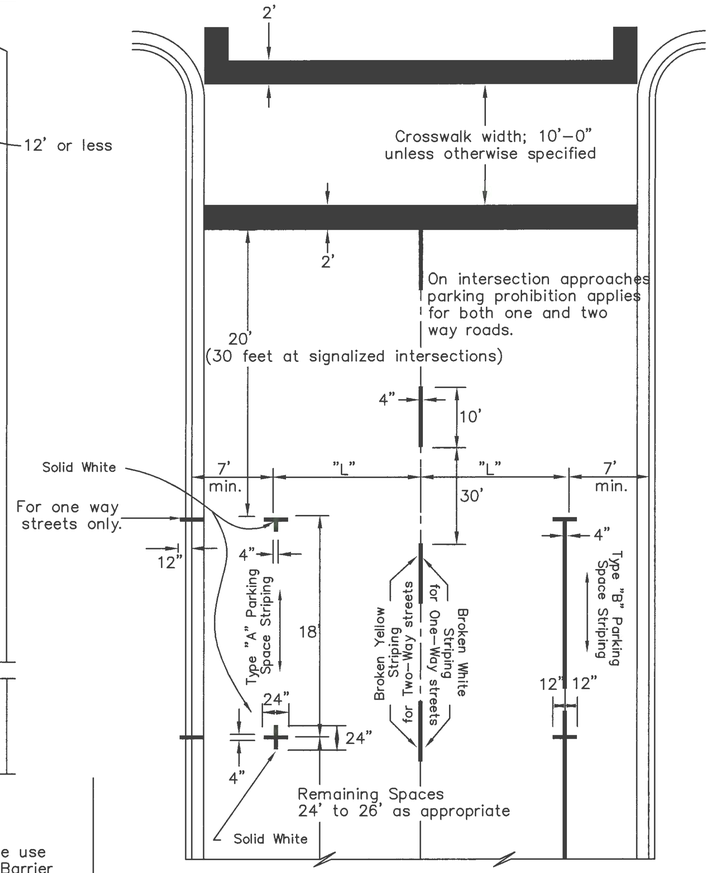


CHANNELIZING ISLAND



Note: On bridges over 24' wide use standard pavement markings. Barrier lines not used unless otherwise required.

EDGE LINE TRANSITION TO NARROW BRIDGE AND APPROACH BARRIER LINE

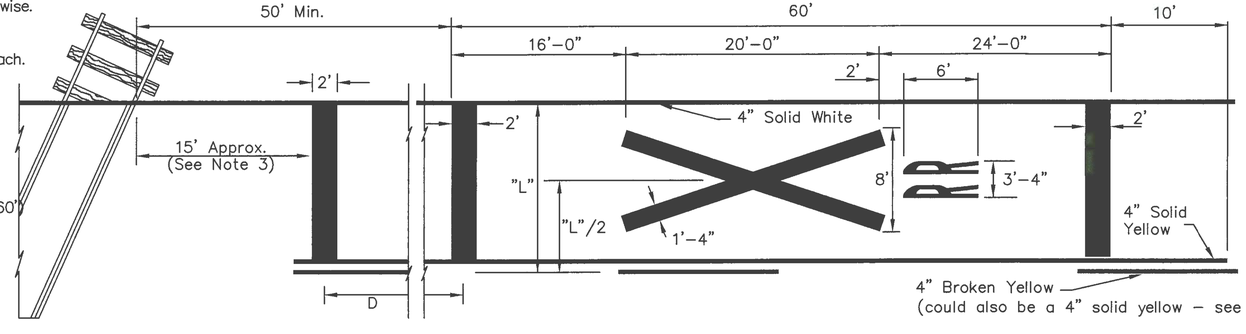


CENTERLINES FOR TWO LANE TWO WAY URBAN ROADS–PARKING LIMIT LINES

NOTES:

1. All markings solid while unless indicated otherwise.
2. On 4–lane roadways place railroad crossing approach markings in each lane of the approach.
3. Locate Stop Bar 15' from railroad track or 8' from gate, if present.
4. Place edge lines and lane lines on a uni–directional approach in a normal manner except that the lane line(s) shall be solid 4" white in lieu of broken for a distance of (D+60') in advance of the stop bands.

POSTED LIMIT	D
30 M.P.H.	225'
40	350'
50	475'
60	625'



APPROACH TO RAILROAD CROSSING ON 2 LANE 2 WAY HIGHWAY

NOT TO SCALE

GENERAL NOTES:

1. "S"–offset distance as designated, otherwise 1 to 2 feet.
2. "L"–driving lane width.
3. See Alaska Traffic Manual for additional instruction and/or restriction on the use of TRAFFIC CONTROL DEVICES.

REVISIONS		
Date	Description	By
2/15/00	Changed "RR" location	KJS
10/31/03	Correct dim / text errors	LRG
4/28/10	Notes/details to MUTCD	KJS

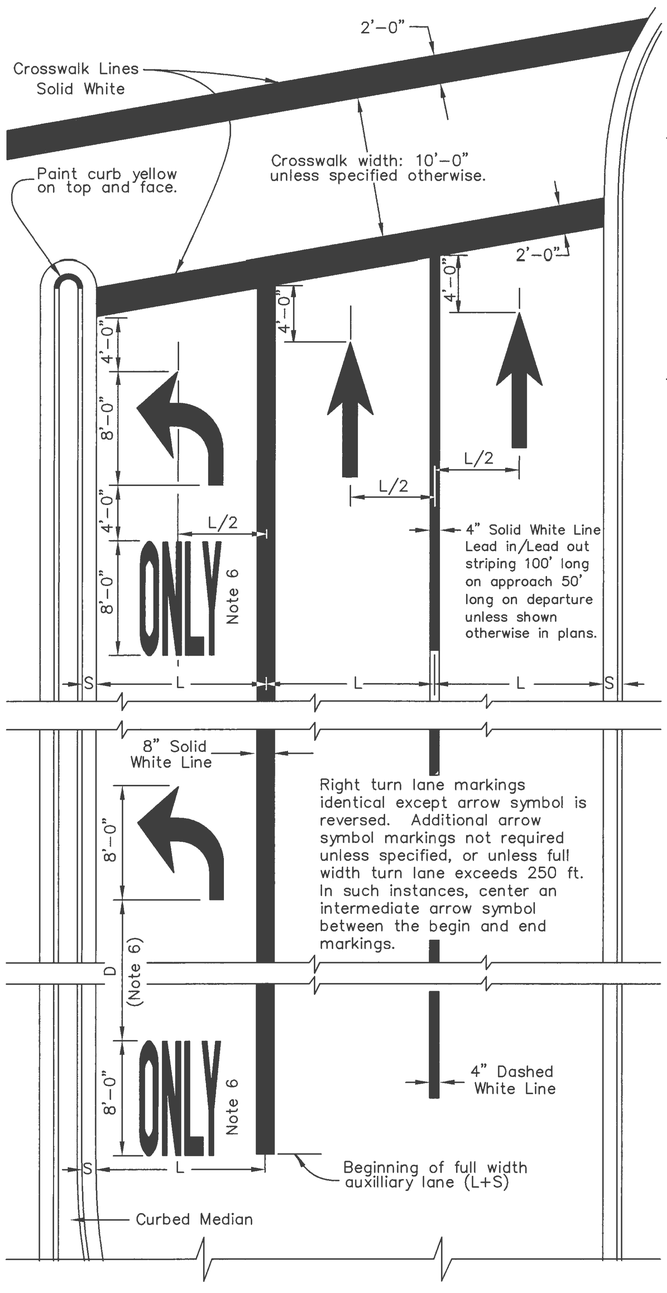
Sheet 1 of 1

State of Alaska
Department of Transportation & Public Facilities

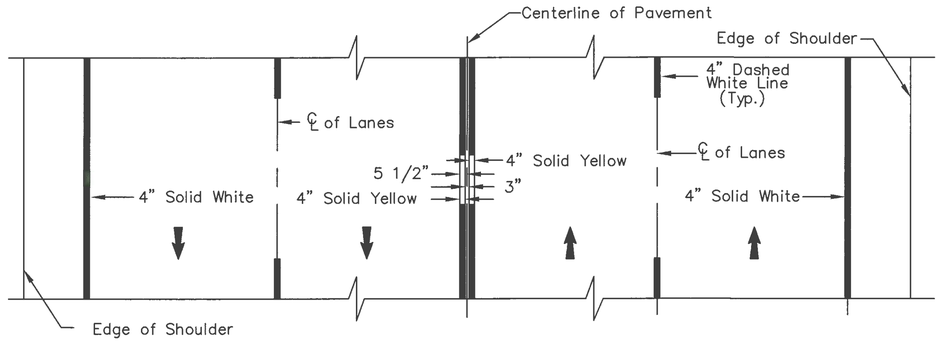
PAVEMENT MARKING APPLICATIONS

APPROVED
Kurtis J. Smith CE-7347 4/28/10
Date 5/31/12

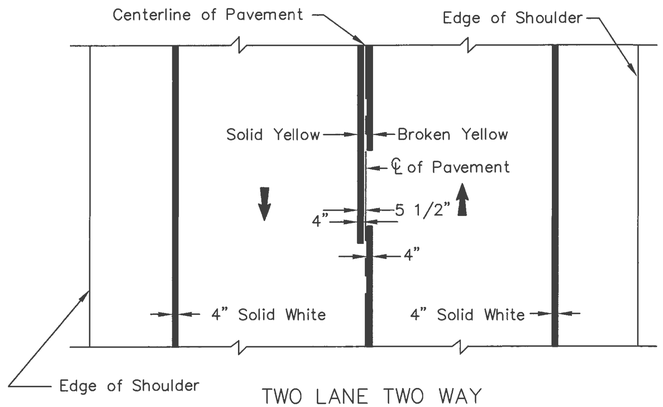
T–20.03



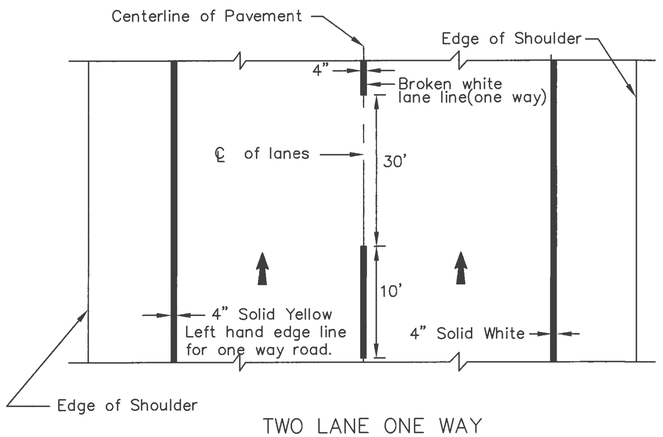
APPROACH TO INTERSECTION



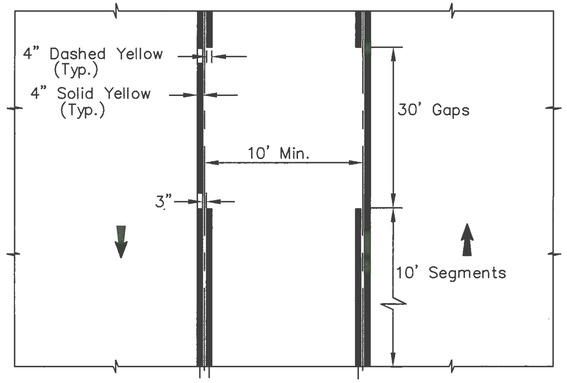
FOUR LANE TWO WAY



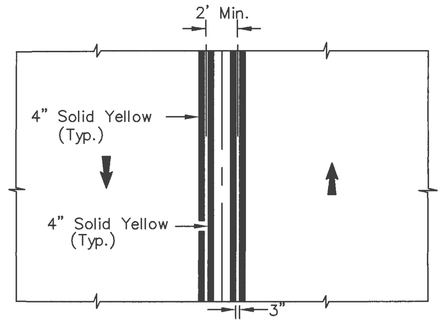
TWO LANE TWO WAY



TWO LANE ONE WAY



TWO-WAY LEFT TURN LANE



STRIPED MEDIAN

GENERAL NOTES:

1. All markings white unless indicated otherwise.
2. Lengths of stripe and gap for lane and center lines identical.
3. Lane lines for auxiliary lanes are unbroken solid lines.
4. "L" = driving lane width.
5. "S" = shy distance as shown on plans, otherwise 1 to 2 feet.
6. ONLY markings are required where through lanes change to turn lanes. In other cases, apply ONLY markings as indicated on plans.
7. See ALASKA TRAFFIC MANUAL for additional instruction on the use of TRAFFIC CONTROL DEVICES.
8. 6. Adjust distance D between ONLY and Turn Arrow based on SPEED vs. D table.

SPEED	D
25 or less	35'
30	45'
35	50'
40	60'
45	65'
50	75'
55 or more	80'

REVISIONS		
Date	Description	By
1/1/86	Arrow Dimension	Gdo
1/1/96	Intersect. Note	Gdo
4/28/10	Details, labels, notes	KJS

State of Alaska
Department of Transportation & Public Facilities

PAVEMENT MARKING APPLICATIONS

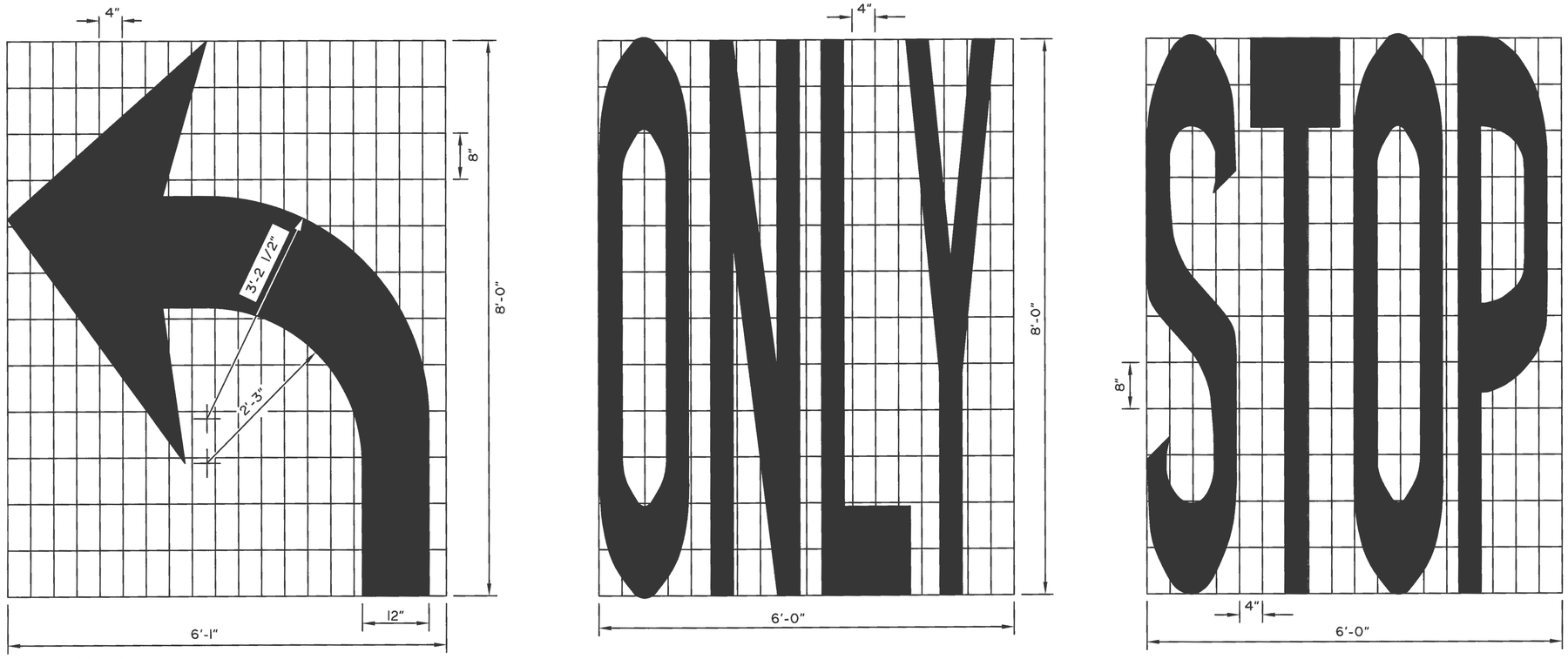
APPROVED
Date 5/31/12

T-21.03

HMF 3-10-20

T-22.03

SHEET 1 of 1

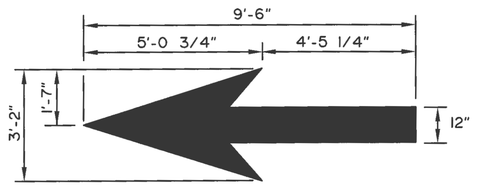


Right turn auxilliary lane usage markings identical except arrow symbol is reversed.

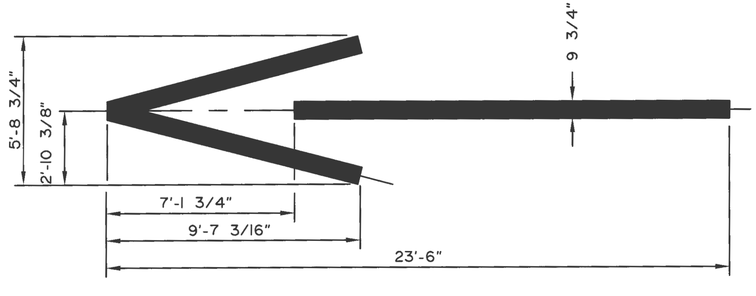
LAYOUT TEMPLATES FOR STENCILS

GENERAL NOTES:

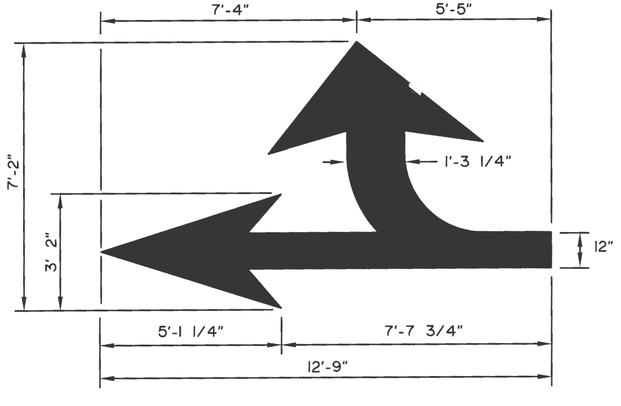
1. All symbols shown shall be white and reflectorized in accordance with the Special Provisions.
2. See "Standard Alphabets for Highway Signs and Pavement Marking" for letter layout.



STRAIGHT AHEAD ARROW



WRONG WAY ARROW



COMBINATION ARROW

RAILROAD SYMBOL

REVISIONS		
Date	Description	By
1/1/86	Redraft Arrow Dim.	Gdo
4/1/93	Revise Arrow Markings	Gdo
2/15/00	Revise RR Symbol	KJS

State of Alaska
Department of Transportation
& Public Facilities

PAVEMENT MARKING SYMBOL DIMENSIONS

APPROVED

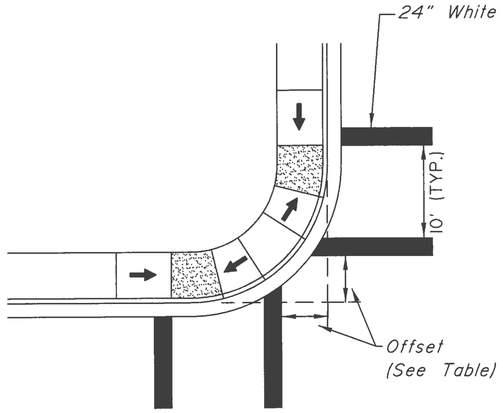
Date 1/1/86

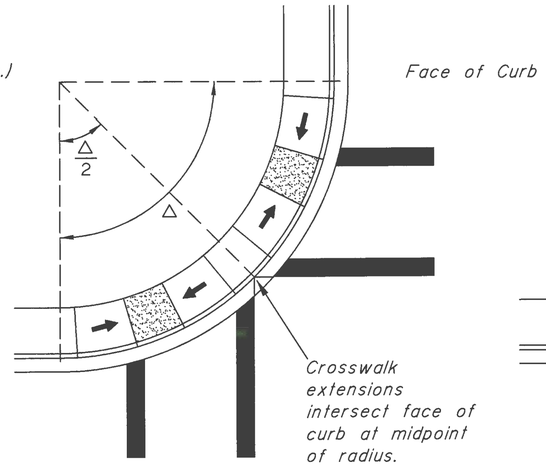
T-22.03

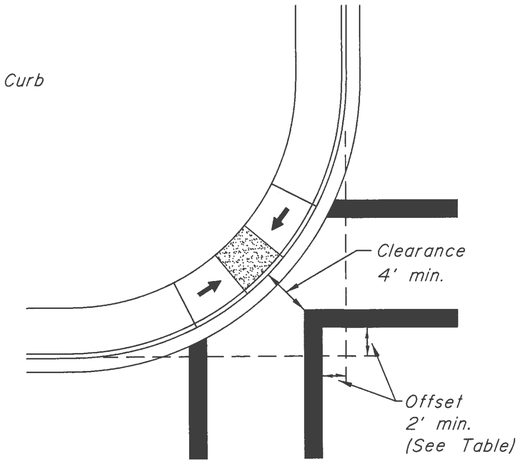
HMF 3-10-20

T-23.00

SHEET | of |







NOTES.

1. The crosswalk locations shown assume a 90-degree intersection - adjust as necessary on skewed intersections to ensure that crosswalk landings (for parallel curb ramps) or ramp runs (for perpendicular curb ramps) fall within the inner edges of crosswalk stripes. If Case 3 (not recommended) is used, the layout should also be adjusted to provide at least the minimum clearance while maximizing the offset.
2. Although border crosswalks are shown, these details apply to ladder crosswalks also. When used, the outside of 10' wide ladder crosswalks should coincide with the inside of border crosswalks as shown here.
3. Border crosswalks should be used at traffic signals or on approaches controlled by stop signs. At other locations, ladder crosswalks should be used.
4. If only one crosswalk connects with a curb radius, it should be located as if there were two connecting crosswalks.
5. These details apply to parallel (shown) as well as perpendicular curb ramps.
6. Case 3, the layout for a single central curb ramp, should be used only when installing two ramps is not feasible. It should not be used for radii under 25 feet. See plans for ramp layout at particular locations.
7. Radius is measured to the face of curb.

CASE 1

Dual Curb Ramps
Radius ≤ 25'

CASE 1	
Crosswalk Offset From Face of Curb	
Radius (ft.)	Offset (ft.)
5	5
10	6
15	7
20	8
25	9

CASE 2

Dual Curb Ramps
25' < Radius ≤ 50'

CASE 3

Single Central Curb Ramp
25' ≤ Radius ≤ 50'
(Not Recommended)

CASE 3	
Crosswalk Offset From Face of Curb	
Radius (ft)	Offset (ft)
25	2
30	3
35	5
40	6
45	8
50	9

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

CROSSWALK LOCATION AT INTERSECTIONS

APPROVED

Date 2/15/00

T-23.00

THRUST BLOCK MINIMUM SIZE TABLE

For Bends Greater Than 45°, Tee Branches & Crosses

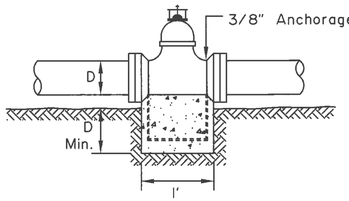
Pipe Diam. (In.)	Water Pressure in Pipe (P.S.I.) 50 Bearing Area (Sq. Ft.)	50 Concrete Volume (Cu. Ft.)	150 Bearing Area (Sq. Ft.)	150 Concrete Volume (Cu. Ft.)	250 Bearing Area (Sq. Ft.)	250 Concrete Volume (Cu. Ft.)
2	0.5	0.5	0.8	1.0	1.0	1.3
3	0.6	0.8	1.0	1.3	1.1	1.5
4	0.8	1.0	1.6	3.1	1.5	3.0
6	1.0	1.3	1.9	4.0	3.2	7.0
8	1.1	1.5	3.2	7.0	5.4	11.0
10	1.7	3.2	4.9	10.0	8.3	19.0
12	2.4	5.2	7.1	17.0	11.8	24.3
14	3.2	7.0	9.8	21.0	16.1	32.0
16	4.1	8.0	12.3	25.0	20.5	40.0
18	5.4	11.0	16.2	32.0	27.1	50.0
20	6.8	15.0	20.6	40.0	34.4	70.0
24	8.2	19.0	25.3	50.0	42.0	80.0
For Bends 45° or Less						
2	0.5	0.5	0.5	0.5	0.6	0.8
3	0.5	0.5	0.7	0.9	0.8	1.0
4	0.5	0.5	0.9	1.1	1.0	1.5
6	0.6	0.8	1.2	2.0	1.7	3.2
8	0.8	1.0	1.8	3.6	2.9	6.0
10	1.0	1.3	2.7	5.8	4.5	9.0
12	1.3	2.5	3.8	7.5	6.4	14.0
14	1.7	3.2	5.2	11.0	8.6	19.0
16	2.2	4.5	6.7	15.0	11.2	24.0
18	2.8	5.9	8.5	19.0	14.1	30.0
20	3.5	7.0	10.5	22.2	17.5	35.0
24	4.2	8.0	12.8	26.0	21.5	40.0

VALVES REQUIRING ANCHORAGE

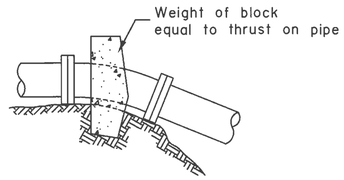
WORKING PRESSURE (P.S.I.)	VALVES REQUIRING ANCHORAGE
50 - 100	12 Inch and up
101 - 150	8 Inch and up
151 - 200	All Sizes

THRUST AT VERTICAL BEND PER DEGREE DEFLECTION AT 100 P.S.I. WATER PRESSURE

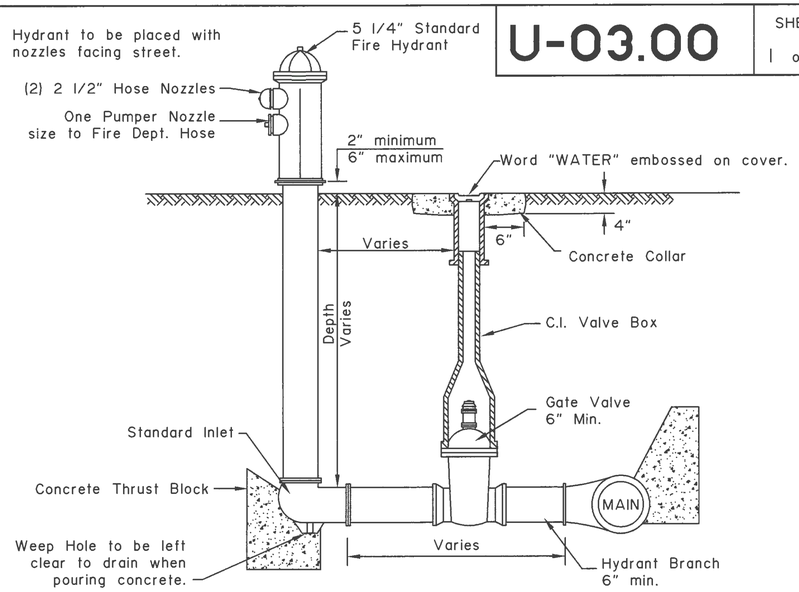
PIPE SIZE	THRUST (LB.)	PIPE SIZE	THRUST (LB.)
4"	35	10"	197
6"	72	12"	278
8"	122	14"	377
		16"	486



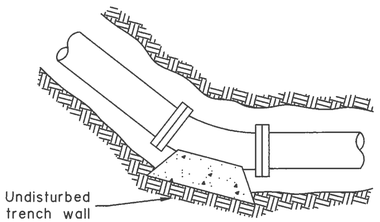
ANCHORAGE OF VALVES

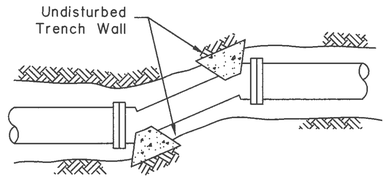


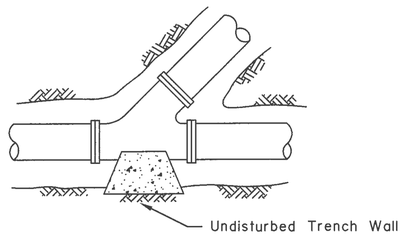
VERTICAL BENDS

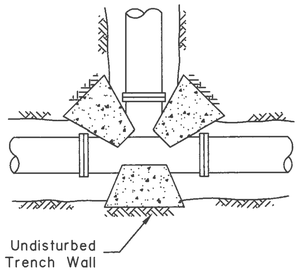


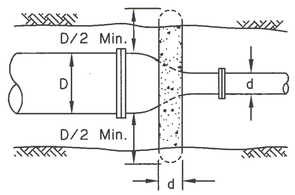
STANDARD HYDRANT

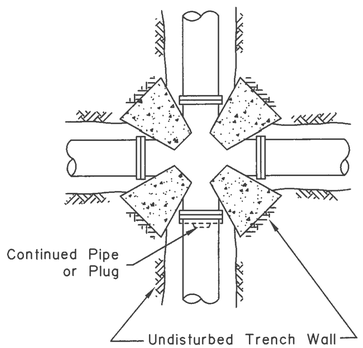












PLACEMENT OF THRUST BLOCKS

GENERAL NOTES:

1. Thrust blocks are to be concrete poured in place between the fitting and undisturbed trench wall.
2. Concrete shall be kept behind bell of fitting so as not to obstruct the joint.
3. Thrust blocks are required whenever pipe-line changes direction, changes size, dead ends, or develops thrust at valves.
4. Material, behind the thrust blocks, deemed inadequate by the engineer shall be removed and replaced by a ballast material, the extent and quality of replacement material to be determined by the engineer.
5. In impervious soils, a hole shall be dug beneath the hydrant thrust block to a minimum volume of 7 cubic feet. The hole shall be backfilled and compacted with a pourous material acceptable to the engineer.
6. Refer to AWWA C600-64 Section II for placement of hydrant.
7. Concrete class shall be as directed by the engineer.

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

THRUST BLOCKS FOR WATER MAIN & HYDRANT

APPROVED
Date 7/15/82

U-03.00