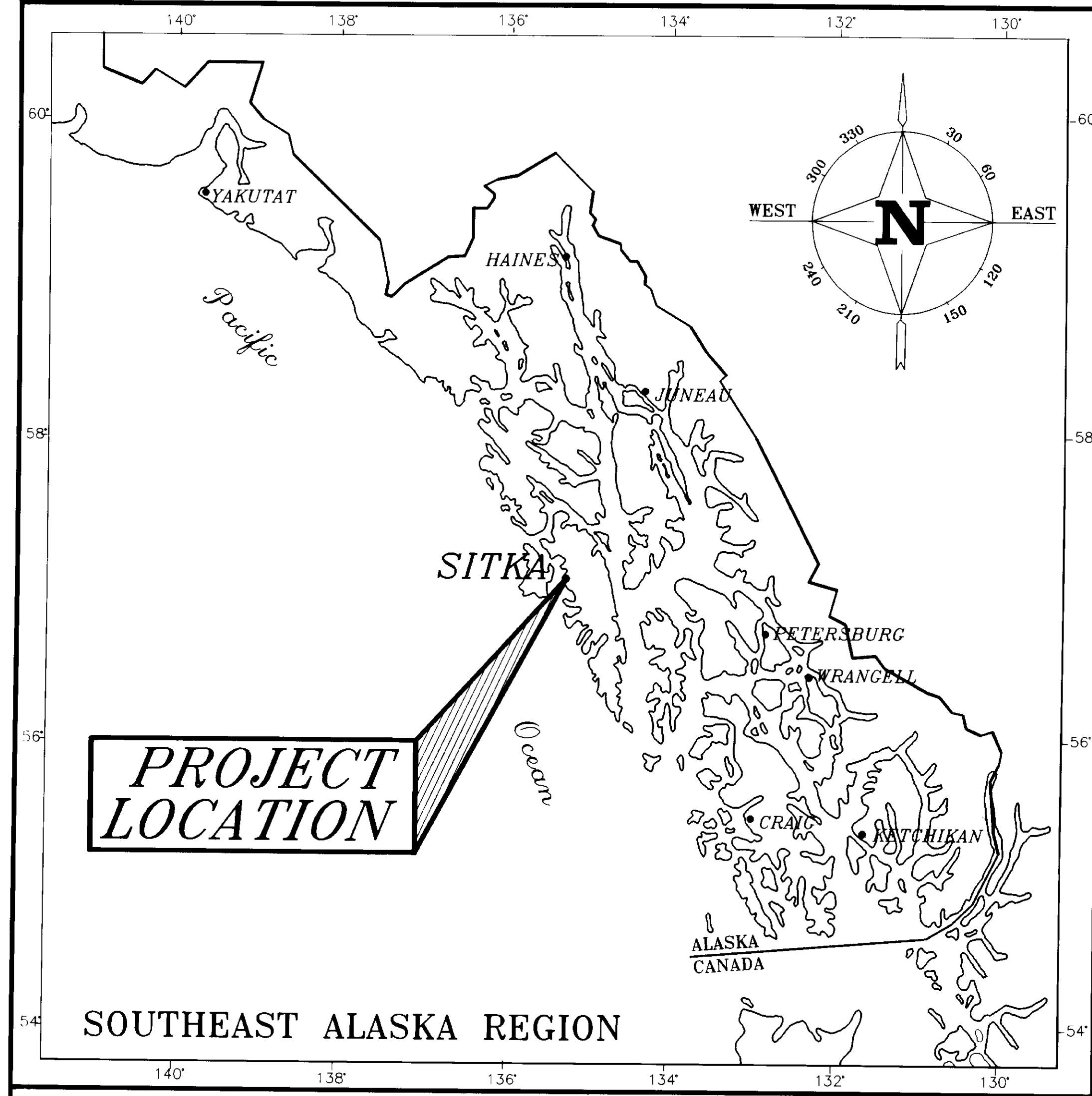




STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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SOUTHEAST REGION
DESIGN AND CONSTRUCTION DIVISION

SITKA, ALASKA

WOLFF DRIVE
IMPROVEMENTS

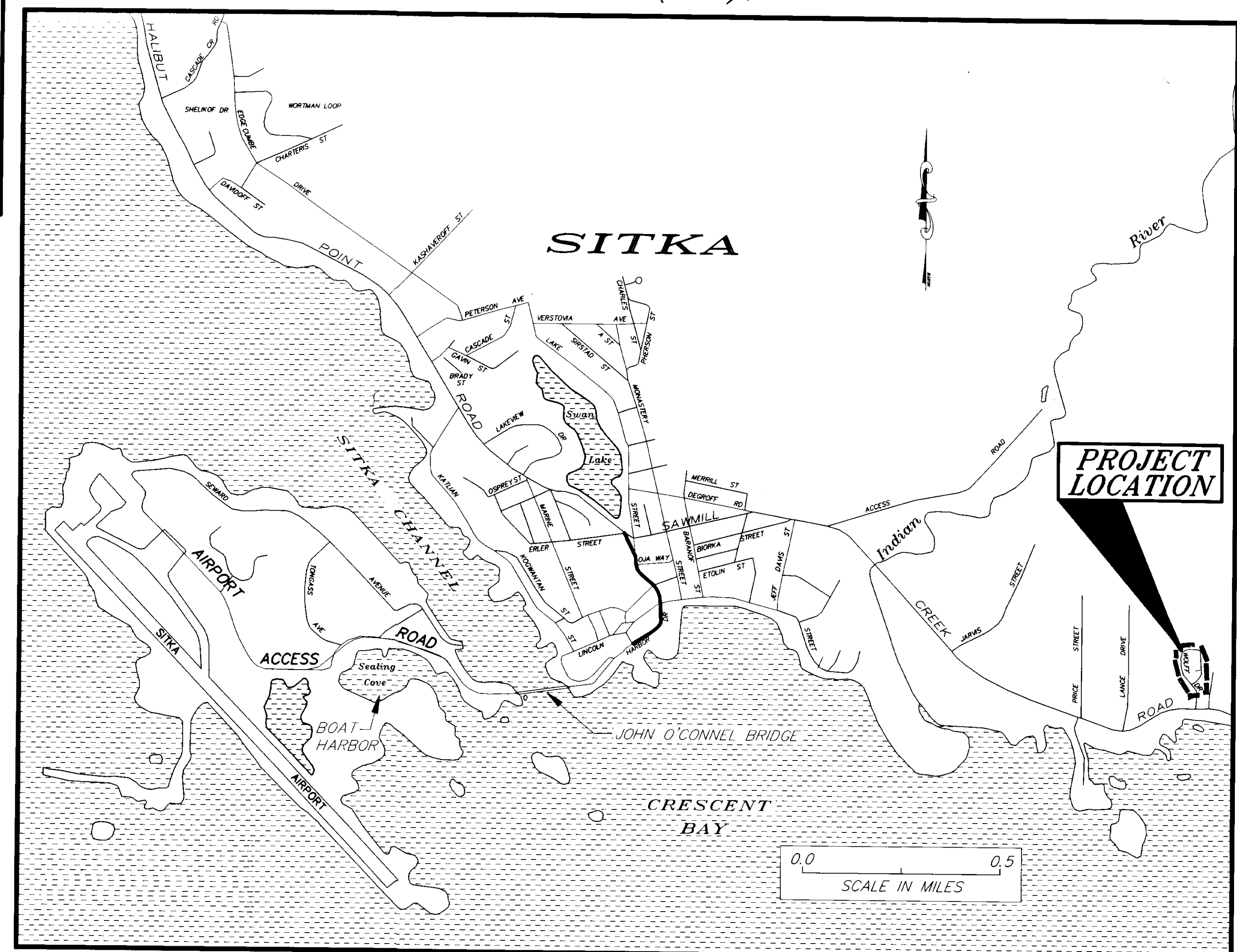
PROJECT NO. STP-0003(27), 71555

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATE OF QUANTITIES
3	DRAINAGE SUMMARIES
4-5	TYPICAL SECTIONS
6-7	DRAINAGE LAYOUT
8-12	PIPE PROFILE
13	MANHOLE DETAILS
14	DRAINAGE DETAILS
15	TRAFFIC CONTROL PLAN

The following Standard Drawings apply to this project :
A-1, C-01.03, C-02.01, C-03.01, D-01.02, D-05.10, D-20.02,
D-24.00, D-26.01, I-20.11

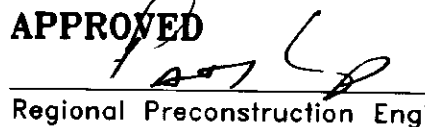
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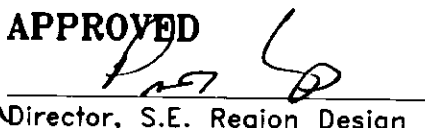
PROJECT ENGINEER: Tom Metlicka
CONTRACTOR: Wilder Construction Co.
BEGIN DATE: August 9, 1995
END DATE: October 11, 1995



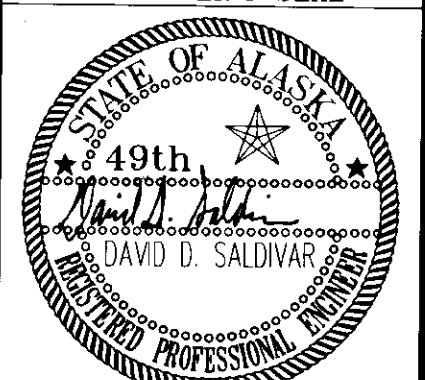
VICINITY MAP

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

APPROVED  Date 2/10/95
Regional Preconstruction Engineer

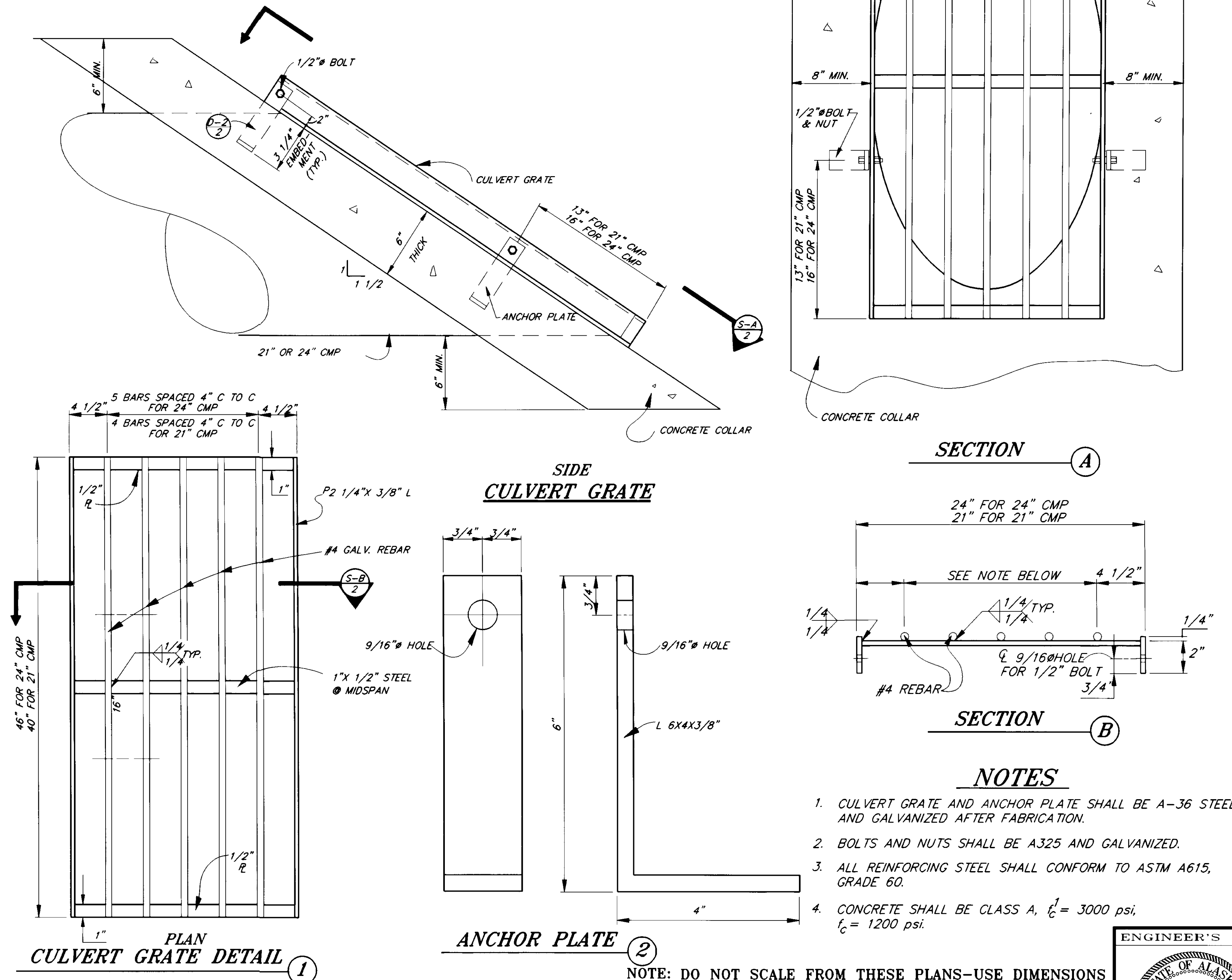
APPROVED  Date 2/10/95
Director, S.E. Region Design & Construction

PROJECT NUMBER: 71555
DATE: 2/10/95
SHEET 1 OF 15

ENGINEER'S SEAL


Estimate of Quantities			
Item No.	Item	Unit	Quantity
120 (1)	DBE Adjustment	C.S.	All Req'd.
202 (1)	Removal of Structures & Obstructions	L.S.	All Req'd.
202(2)	Removal of Pavement C.O. #1	S.Y.	1,860
203 (3)	Unclassified Excavation	L.S.	All Req'd.
203 (6)	Borrow, Type A	Ton	7,500 2,021.7
203 (11)	Ditch Block	Ton	75 0
203 (12)	Drainage Block C.O. #1	Each	79 0
301 (1)	Crushed Aggregate Base Course	Ton	7,100 1,451.6
401 (1)	Asphalt Concrete Pavement, Type II, Class B	Ton	250 527.0
401 (2)	PBA-2 Asphalt Cement	Ton	75 31.10
603 (1-18)	18 Inch Corrugated Steel Pipe	L.F.	252 273
603 (1-21)	21 Inch Corrugated Steel Pipe	L.F.	539
603 (1-30)	30 Inch Corrugated Steel Pipe	L.F.	587 563
603 (1-36)	36 Inch Corrugated Steel Pipe	L.F.	374
603(22)	Underground Utility Conduits C.O.#1	L.S.	All Req'd
604 (1)	Storm Sewer Manhole	Each	3
604 (5A)	Inlet, Type A	Each	6
604 (5E)	Inlet, Type E	Each	77 10
604 (8)	Culvert Manhole	Each	9
605(6-6)	6' Preforated PE Corrugated Pipe C.O.#1	L.F.	1,046
609 (2)	Curb & Gutter, Type Mountable	L.F.	757 959
611 (2)	Riprap, Class I	Ton	940 0
618 (1)	Seeding	Acre	0.37 0
633(1)	Geotextile, Sediment Control	L.F.	300 15
635 (1)	Insulation Board	S.F.	576 144
639 (1)	Residence Driveways	Each	72 8
640 (1)	Mobilization & Demobilization	L.S.	All Req'd
641 (1)	Temporary Erosion & Pollution Control	C.S.	All Req'd
641 (2)	Temporary Ditch Blocking	Each	3 0
642 (1)	Construction Surveying	L.S.	All Req'd
642 (2)	Three Person Survey Party	Hour	5 0
643 (2)	Traffic Maintenance	L.S.	All Req'd
643 (3)	Permanent Construction Signing	L.S.	All Req'd
643 (4)	Construction Sign	Ea./Day	300 231
643 (5)	Type II Barricade	Ea./Day	500 233
643 (6)	Type III Barricade	Ea./Day	500 0
643 (7)	Traffic Cone	Ea./Day	7,000 1,008
643 (8)	Drum	Ea./ Day	200 75
643 (15)	Flagging	Hour	700 166.5

<i>Basis of Estimate</i>	
<i>Item No.</i>	<i>Estimating Factor</i>
<i>301 (1)</i>	<i>1.90 Tons Per Cubic Yard</i>
<i>401 (1)</i>	<i>113 Lbs Per Sq. Yard Per Inch Depth</i>
<i>401 (2)</i>	<i>6% Of Item 401 (1)</i>



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
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SITKA

SIT-WOLFF DRIVE IMPROVEMENTS

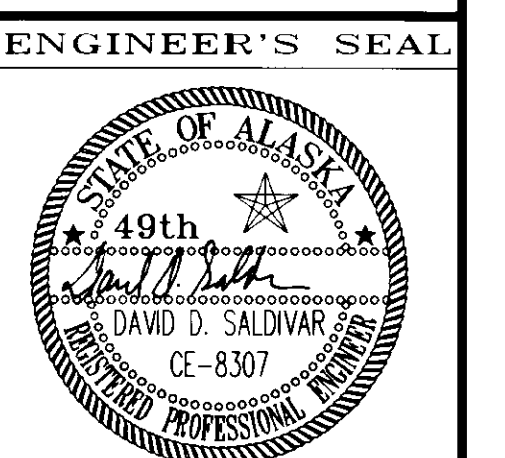
ALASKA

PROJECT NO.
71555

DATE: 2-10-95

SHEET 2 OF 15

ESTIMATE OF QUANTITIES



DRAINAGE STRUCTURE SUMMARY					
STRUCTURE	STATION "0"	OFFSET	TOP OF GRATE/LID	INVERT ELEVATION	REMARKS
(S-1)	6+76	24.0' RT.	22.6	14.5	CONCRETE MANHOLE W/ SOLID LID
(S-2)	8+20	14.0' RT.	32.7	26.5	CONCRETE MANHOLE W/ SOLID LID
(S-3)	9+82	15.0' RT.	51.8	45.0	CONCRETE MANHOLE W/ SOLID LID
(S-4)	10+61	9.0' RT	61.2	55.3	CULVERT MANHOLE W/ SOLID LID
(S-5)	10+57	LT.	60.4	56.4	INLET, TYPE "A" W/CURB GRATE
(S-6)	11+47	14.0' RT.	74.0	67.7	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-7)	12+16	LT.	83.96	80.46	INLET, TYPE "A" W/CURB GRATE
(S-8)	12+16	15.0' RT.	82.0	77.0	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-9)	12+16	4.0' RT.	84.15	77.5	CULVERT MANHOLE W/ SOLID LID
(S-10)	12+82	4.0' RT.	92.95	86.2	CULVERT MANHOLE W/ SOLID LID
(S-11)	12+82	15.0' RT.	90.5	85.5	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-12)	13+80	4.0' RT.	105.7	99.4	CULVERT MANHOLE W/ SOLID LID
(S-13)	13+80	LT.	105.3	101.8	INLET, TYPE "A" W/CURB GRATE
(S-14)	13+80	15.0' RT.	103.6	98.6	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-15)	14+62	8.0' RT.	115.2	109.5	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-16)	14+59	14.5' RT.	115.5	110.1	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-17)	14+90	17.0' RT.	115.5	110.5	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-18)	15+41	16.0' RT.	107.0	101.7	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-19)	16+36	16.0' RT.	94.0	88.5	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-20)	16+72	17.0' RT.	90.5	85.0	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP
(S-21)	16+84	8.0' RT.	90.5	85.0	CULVERT MANHOLE W/ SOLID LID
(S-22)	17+69	℄	82.1	76.4	CULVERT MANHOLE W/ SOLID LID
(S-22A)	19+11	℄	69.35	63.65	CULVERT MANHOLE W/ SOLID LID
(S-23)	17+69	RT.	81.9	77.9	INLET, TYPE "A" W/CURB GRATE
(S-23A)	19+11	LT.	69.2	65.2	INLET, TYPE "A" W/CURB GRATE
(S-24)	20+37	℄	59.5	53.0	CULVERT MANHOLE W/ SOLID LID
(S-25)	20+37	LT.	58.1	54.6	INLET, TYPE "A" W/CURB GRATE
(S-26)	21+72	4.5' RT.	53.5	47.0	CULVERT MANHOLE W/ SOLID LID
(S-27)	21+72	18.0' LT.	51.5	47.0	FIELD INLET, TYPE "E" W/GRATE, 18"SUMP

REMOVAL OF STRUCTURES & OBSTRUCTIONS

STATIONING	OFFSET		REMARKS
	LEFT	RIGHT	
"0" 10+56		8'	Remove exist. 12" Culvert, ± 27' long.
"0" 10+61	4'		Remove exist. Inlet Box & Grate.
"0" 11+20		12'	Crushed both ends of exist. 24" Culvert.
"0" 11+95		18'	Crushed both ends of exist. 18" Culvert.
"0" 12+25		℄	Remove exist. 18" Culvert, ± 29' long.
"0" 12+60		18'	Crushed both ends of exist. 18" Culvert.
"0" 13+50		17'	Crushed both ends of exist. 18" Culvert.
"0" 13+92		13'	Crushed both ends of exist. 18" Culvert.
"0" 15+05		20'	Remove exist. 18" Culvert, ± 35' long.
"0" 15+60		20'	Remove exist. 18" Culvert, ± 35' long.
"0" 16+57		17'	Remove exist. 10" Culvert, ± 29' long.
"0" 16+88		13'	Crushed both ends of exist. 18" Culvert.
"0" 19+33	16'		Crushed both ends of exist. 12" Culvert.
"0" 19+49		13'	Remove exist. Inlet Box & Grate.

NOTE: Drainage pipe at "0" 9+75, 20' Right (24"Ø),
"0" 21+15, 20' Right (12"Ø) & "0" 14+47, 17' Right (18"Ø) shall remain in place.

CULVERT PIPE SUMMARY							
PIPE NO.	DIA.	LENGTH	FROM STRUCTURE/STATION	INVERT ELEV.	TO STRUCTURE/STATION	INVERT ELEV.	REMARKS
(P-1)	36"	65'	S-1	14.5'	"0" 6+10, 28.5' RT.	12.0'	
(P-2)	36"	144.0'	S-2	26.5'	S-1	16.2'	
(P-3)	36"	165.0'	S-3	45.0'	S-2	26.7'	
(P-4)	21"	62.0'	S-4	55.3'	S-3	46.25'	
(P-5)	18"	12.0'	S-5	56.4'	S-4	56.0'	
(P-6)	21"	90.0'	S-6	69.2'	S-4	55.5'	
(P-7)	21"	70.0'	S-9	77.5'	S-6	69.4'	
(P-8)	18"	12.0'	S-7	80.46'	S-9	79.75'	
(P-9)	18"	11.0'	S-8	78.5'	S-9	77.5'	
(P-10)	21"	66.0'	S-10	86.2'	S-9	79.25'	
(P-11)	18"	11.0'	S-11	87.0'	S-10	86.6'	
(P-12)	21"	98.0'	S-12	99.4'	S-10	86.4'	
(P-13)	18"	12.0'	S-13	101.8'	S-12	101.3'	
(P-14)	18"	11.0'	S-14	100.1'	S-12	99.7'	
(P-15)	21"	86.0'	S-15	111.0'	S-12	101.0'	
(P-16)	21"	12.0'	S-16	111.6'	S-15	111.2'	
(P-17)	18"	51'	S-17	112.0'	S-18	103.5'	
(P-18)	18"	95.0'	S-18	103.2'	S-19	90.5'	
(P-18A)	18"	7.0'	"0" 15+42, 23' RT.	109'	S-18	104'	CONNECT PIPE INTO EXIST. PIPE, TWO ELBOWS REQ'D.
(P-19)	21"	40.0'	S-19	90.0'	S-20	86.7'	
(P-19A)	21"	15'	"0" 16+73, 32' RT.	92.0'	S-20	86.9'	45° ELBOW REQUIRED
(P-20)	30"	19.0'	S-20	86.5'	S-21	85.5'	
(P-21)	30"	88.0'	S-21	85.0'	S-22	76.6'	
(P-22)	18"	8.0'	S-23	77.9'	S-22	77.5'	
(P-22A)	18"	8.0'	S-23A	65.2'	S-22A	64.8'	
(P-23)	30"	142.0'	S-22	76.4'	S-22A	63.85'	
(P-23A)	30"	125.0'	S-22A	63.65'	S-24	53.2'	
(P-24)	30"	20.0'	S-25	54.6'	S-24	54.2'	
(P-25)	30"	134.0'	S-24	53.0'	S-26	47.2'	
(P-26)	18"	14.0'	S-27	48.5'	S-26	48.1'	
(P-27)	30"	53.0'	S-26	47.0'	S-3	45.5'	

DRAINAGE NOTES

- LOCATION OF DRAINAGE STRUCTURES MAY BE ADJUSTED, AS DETERMINED BY THE ENGINEER, TO AVOID CONFLICTS WITH EXISTING UNDERGROUND UTILITIES (SANITARY SEWER, WATER, CABLE, TELEPHONE, AND ELECTRICAL) AND TO BETTER FIT FIELD CONDITIONS.
- INVERT ELEVATION OF DRAINAGE PIPES MAY BE LOWERED OR RAISED, AS DETERMINED BY THE ENGINEER, IN ORDER TO AVOID CONFLICTS WITH EXISTING UNDERGROUND UTILITIES.
THE HEIGHT OF CULVERT MANHOLE & INLET SHALL BE FABRICATED 12" LONGER THAN REQUIRED.
- LOWERING OR RAISING THE INVERT OF DRAINAGE PIPES, AS DETERMINED BY THE ENGINEER, TO AVOID CONFLICT WITH EXIST. UNDERGROUNG UTILITIES WILL RESULT IN MODIFICATION TO THE HEIGHT OF CULVERT MANHOLES/INLETS. MODIFICATION TO THE HIGHT OF CULVERT MANHOLES/INLETS IN THE FIELD MAY BE ACCOMPLISHED BY CUTTING A PIPE SECTION TO ATTAIN THE REQ'D. ELEVATION.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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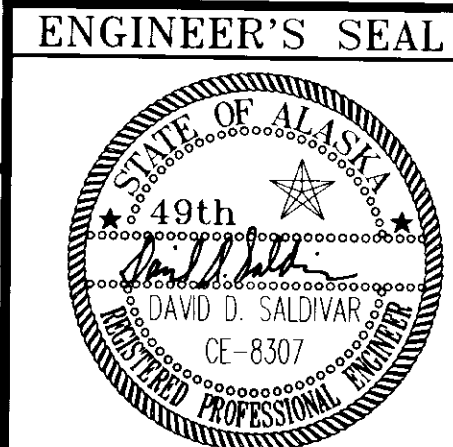
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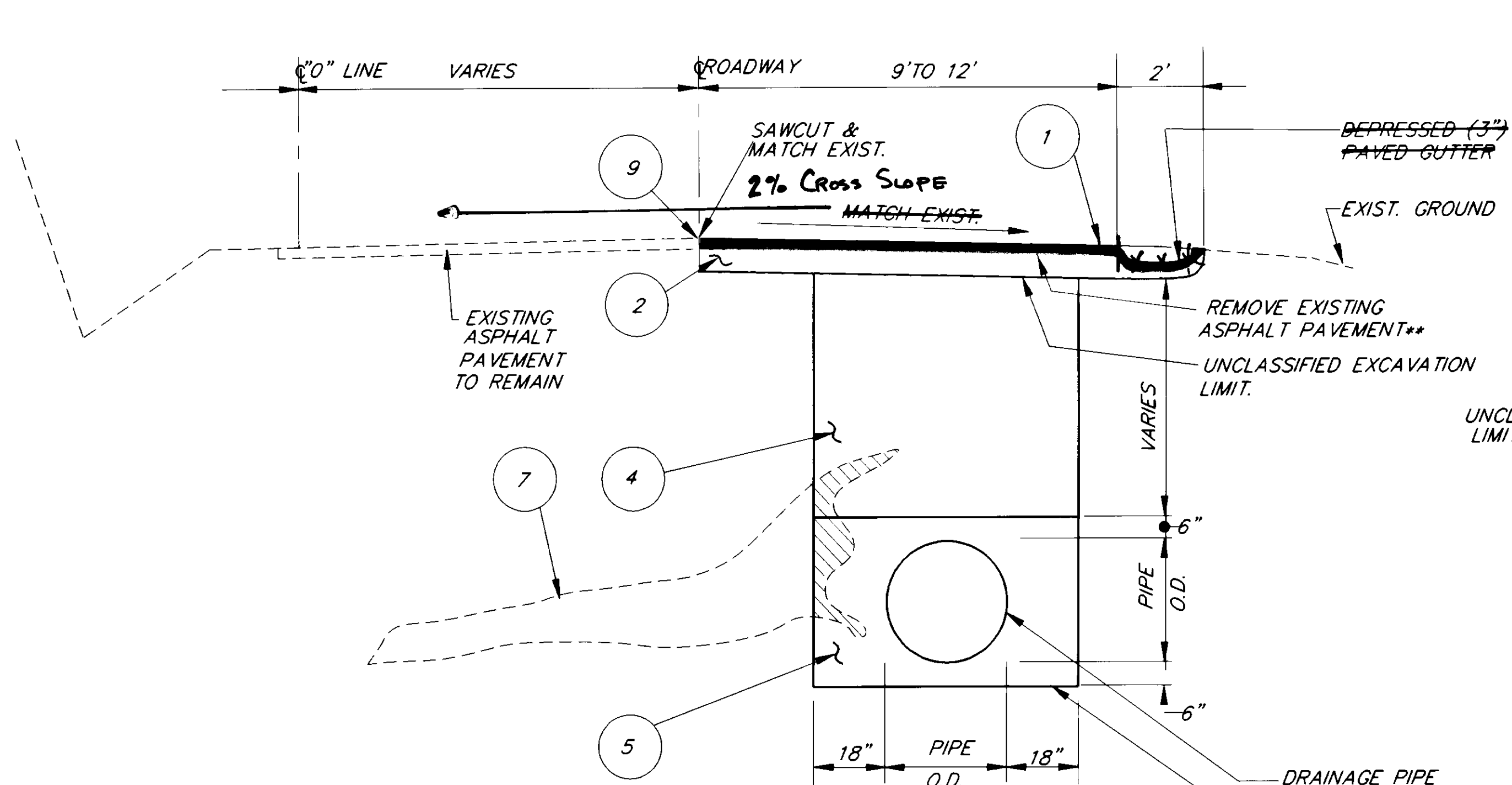
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SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003(27), 71555

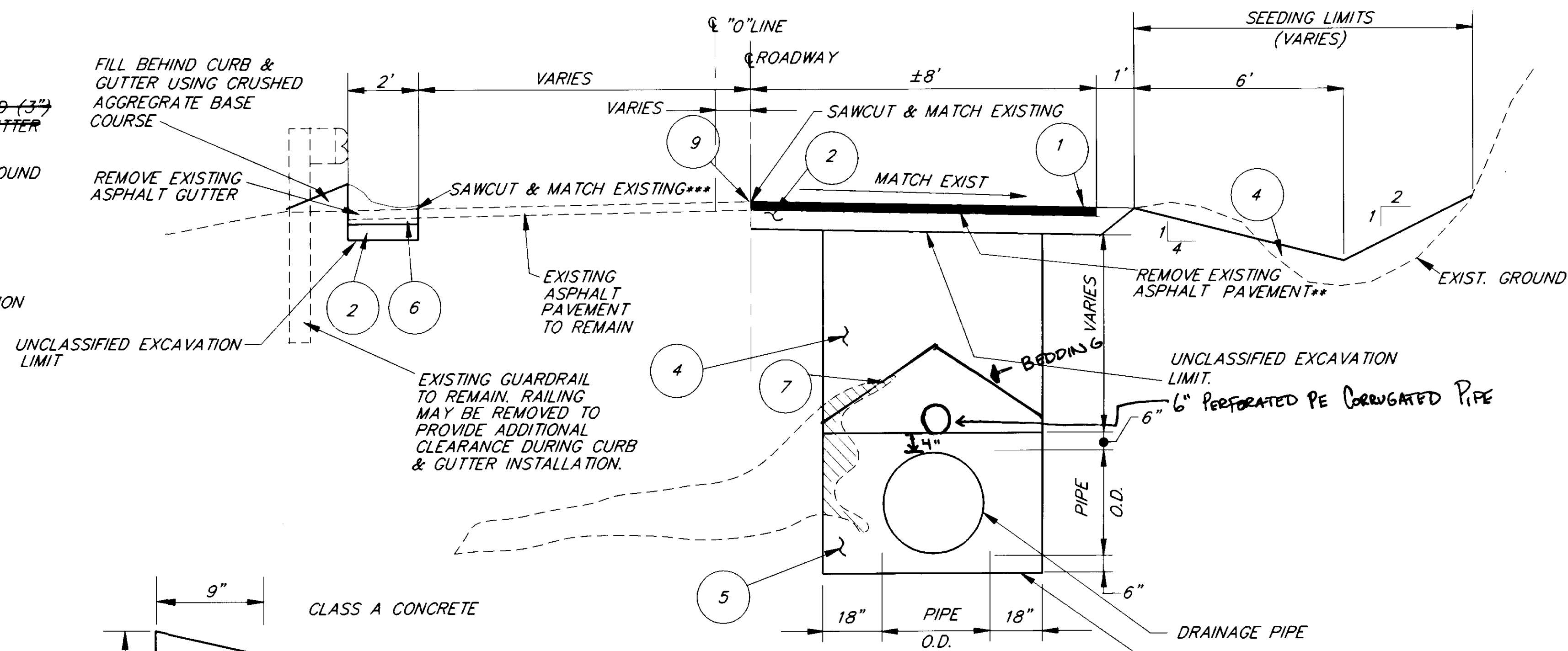
DRAINAGE SUMMARIES

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71555
DRAWN BY:	K. KLEMMETSON	DATE:	2-10-95
CHECKED BY:	A. STEININGER	SHEET 3 OF 15	



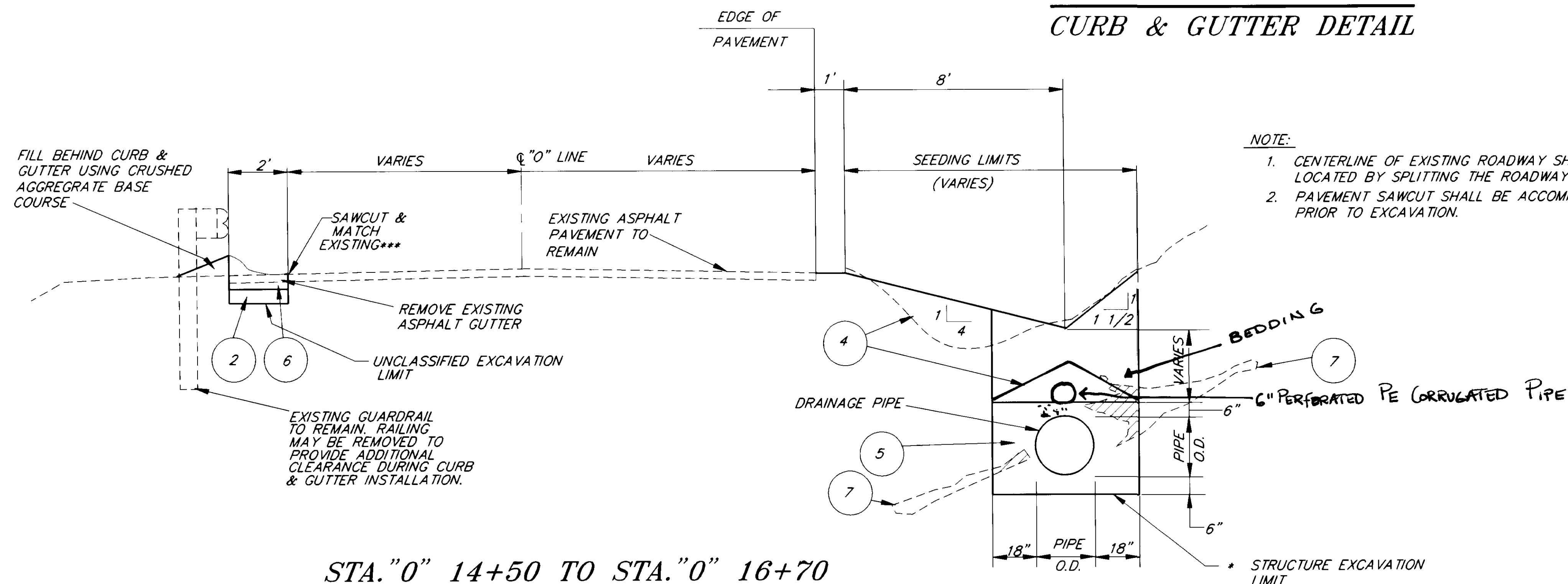
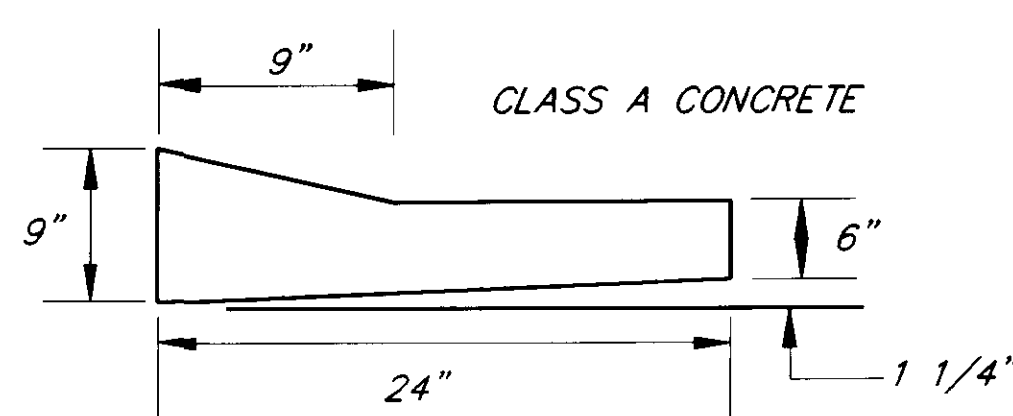


STA."0" 6+76 TO STA."0" 10+50



STA."0" 10+50 TO STA."0" 14+50

MOUNTABLE CONCRETE CURB & GUTTER DETAIL



STA."0" 14+50 TO STA."0" 16+70

LABELING INDEX

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B.
 - ② 6" CRUSHED AGGREGATE BASE COURSE.
 - ④ BORROW, TYPE A, OR USEABLE UNCLASSIFIED EXCAVATION.
 - ⑤ PIPE BEDDING, SELECT MATERIAL A (PASSING THE 3 INCH SIEVE)
 - ⑥ MOUNTABLE CURB AND GUTTER, CONCRETE D-1
4
 - ⑦ EXISTING TREE STUMPS/BRANCHES TO REMAIN EXCEPT THE PARTS THAT PROTRUDE INTO THE PIPE TRENCH. TREE STUMPS/BRANCHES(SHADED)CONFLICTING WITH THE PIPE INSTALLATION SHALL BE REMOVED BY SAWCUTTING TO MINIMIZE THE SIZE OF THE PIPE TRENCH.
 - ⑧ RIPRAP, CLASS 1
 - ⑨ TACK COAT, STE-1
- * ADDITIONAL EXCAVATION WILL BE REQUIRED, AS DETAILED ON SHEET 5, IF MUCK OR PEAT IS ENCOUNTERED.
- ** LIMIT REMOVAL OF EXISTING ASPHALT PAVEMENT TO CENTERLINE OF ROADWAY.
- *** SAWCUT SHALL BE ACCOMPLISHED AT THE JOINT BETWEEN EXISTING ASPHALT GUTTER AND ROADWAY PAVEMENT.

NOTE:

1. CENTERLINE OF EXISTING ROADWAY SHALL BE LOCATED BY SPLITTING THE ROADWAY WIDTH.
2. PAVEMENT SAWCUT SHALL BE ACCOMPLISHED PRIOR TO EXCAVATION.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	P:\SIT\71555\DR\TYP	1=5
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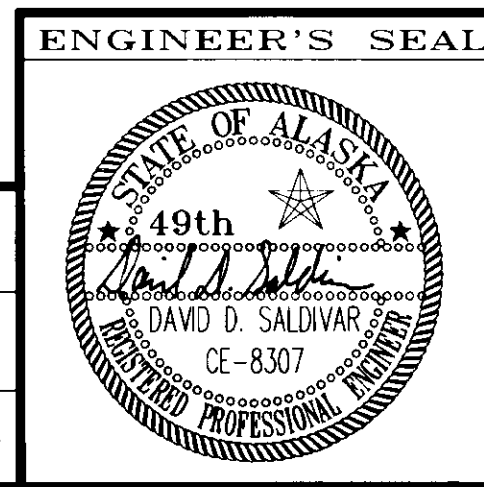
JUNEAU

SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003 (27), 71555

ALASKA

DESIGNED BY:
D. SALDIVAR
DRAWN BY:
K. KLEMMETSON
CHECKED BY:
A. STEININGER

PROJECT NO.
71555
DATE:
2-10-95
SHEET 4 OF 15



TYPICAL SECTIONS

BASIS OF CONTROL

HORIZONTAL CONTROL
 THE BASIS OF HORIZONTAL CONTROL FOR THIS PROJECT IS THE FOUND BEARING OF N. 0° 05' 00" W. BETWEEN MONUMENT USGLO C6 AND MONUMENT USGLO C5. MONUMENT USGLO C6 HAS AN ASSIGNED COORDINATE OF N. 9,461.6406, E. 10,000.7830 AND N. 10,401.9682, E. 9,999.4154 FOR MONUMENT USGLO C5.

VERTICAL CONTROL
 THE BASIS OF VERTICAL CONTROL IS THE CENTERLINE MONUMENT M-2 (STA. "0" 10+0) WITH AN ACCEPTED ELEVATION OF 52.42 FEET ABOVE MLLW (0.0).

CURVE DATA

CURVE NO.	RADIUS	Δ	LENGTH	TANGENT	P.I.	
					STATION	MONUMENT
# 1	30.0'	47°36' LT.	24.93'	13.23'	"0" 11+12.89	M-3
# 2	30.0'	89°54' LT.	47.07'	29.95'	"0" 14+72.88	M-4
# 3	30.0'	90°40' LT.	47.47'	30.35'	"0" 16+94.34	M-5
# 4	30.0'	59°49' LT.	31.32'	17.26'	"0" 20+35.33	M-6

MONUMENT U.S.G.L.O. -
 N. 9461.6406
 E. 10,000.7830

NOTE:
 □ ELECTRICAL DISTRIBUTION BOX
 □ TELEPHONE OR CABLE DISTRIBUTION BOX

<i>CENTER LINE MONUMENTS</i>		
<i>MONUMENT</i>	<i>NORTHING</i>	<i>EASTING</i>
<i>M1</i>	<i>9257.81</i>	<i>9829.05</i>
<i>M2</i>	<i>9441.48</i>	<i>9815.96</i>
<i>M3</i>	<i>9517.62</i>	<i>9899.31</i>
<i>M4</i>	<i>9879.14</i>	<i>9899.18</i>
<i>M5</i>	<i>9879.45</i>	<i>9664.90</i>
<i>M6</i>	<i>9525.25</i>	<i>9668.51</i>

MONUMENT U.S.G.L.O.-C6
N. 9461.6406
E. 10,000.7830

CURVE NO.	RADIUS	Δ	LENGTH	TANGENT	P.I.	
					STATION	MONUMENT
# 1	30.0'	47°36' L.T.	24.93'	13.23'	0" 11+12.89	M-3
# 2	30.0'	89°54' L.T.	47.07'	29.95'	0" 14+72.88	M-4
# 3	30.0'	90°40' L.T.	47.47'	30.35'	0" 16+94.34	M-5
# 4	30.0'	59°49' L.T.	31.32'	17.26'	0" 20+35.33	M-6

NOTE: ☐ ELECTRICAL DISTRIBUTION BOX

☐ TELEPHONE OR CABLE DISTRIBUTION BOX

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: 15-511-1000-108-19-001 1-20		
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

SITKA

*SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003(27), 71555*

DRAINAGE LAYOUT

ALASKA

DESIGNED BY:

DRAWN BY:

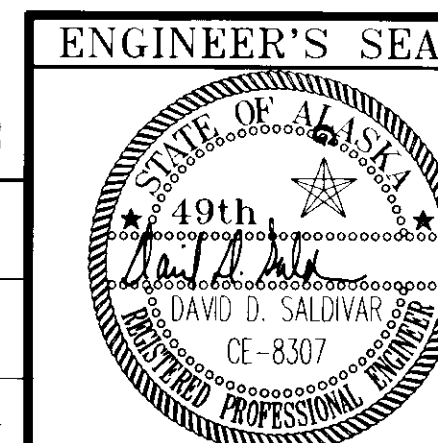
CHECKED BY: A. STEININGER

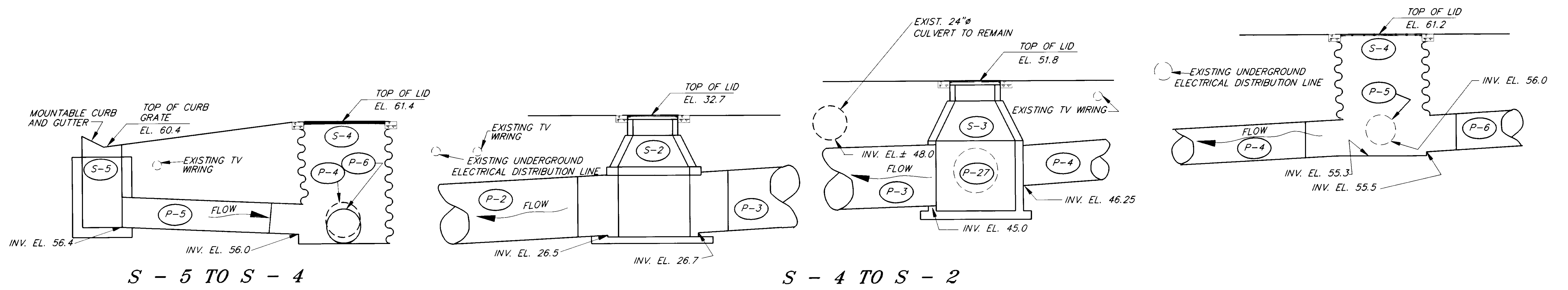
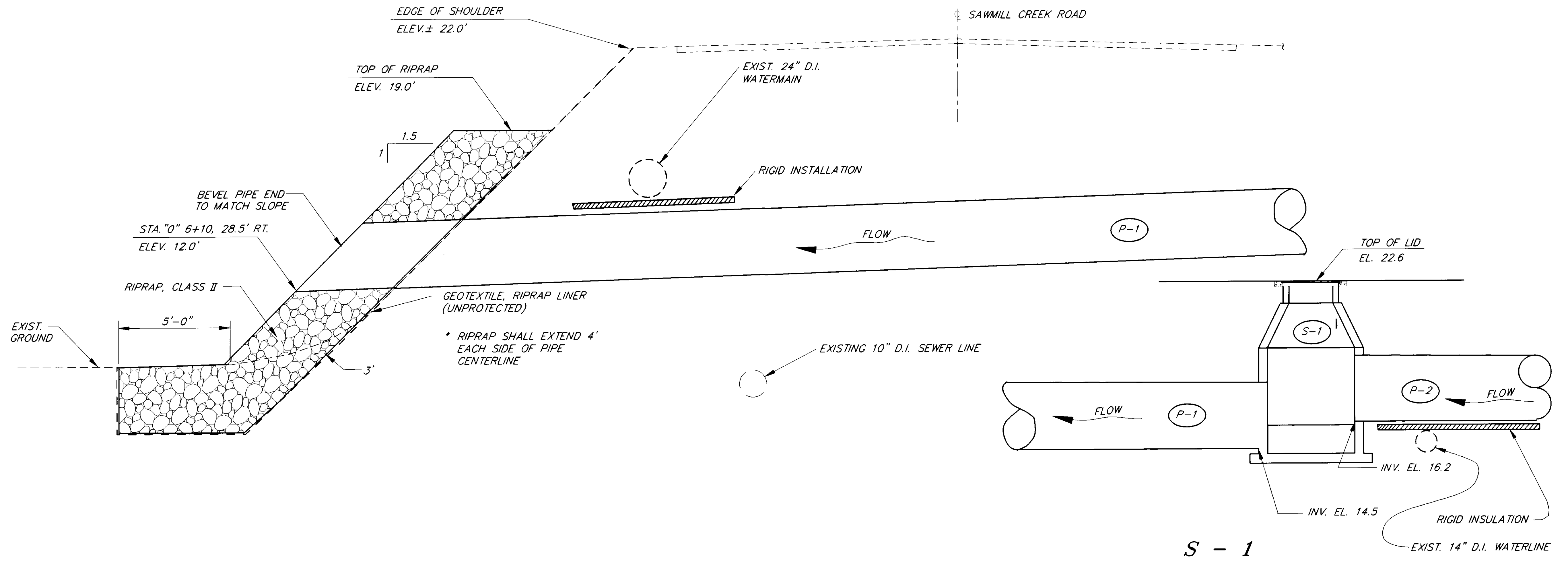
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DATE: 7/5/55

DATE: 2-10-93

SHEET 6 OF 15





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SOUTHEAST REGION DESIGN & CONSTRUCTION

SITKA

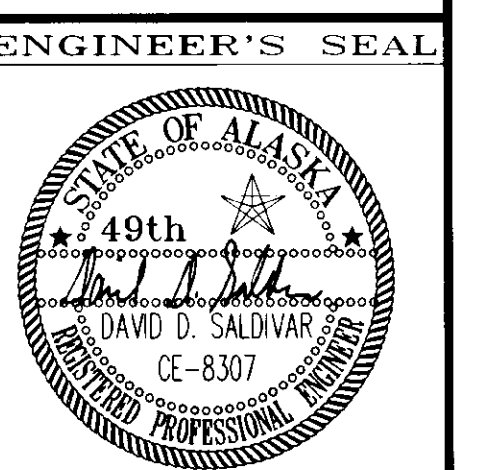
SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003(27), 71555

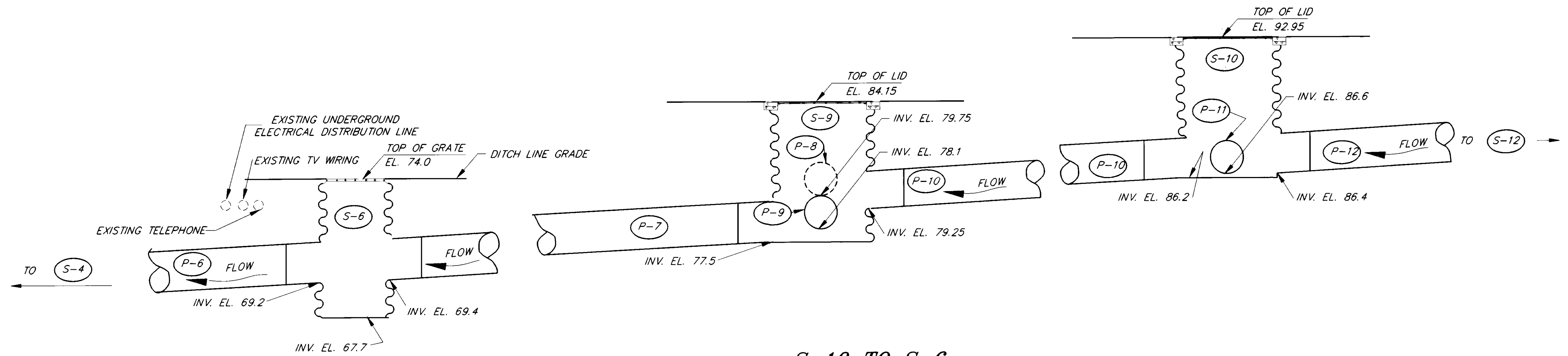
ALASKA

PIPE PROFILE

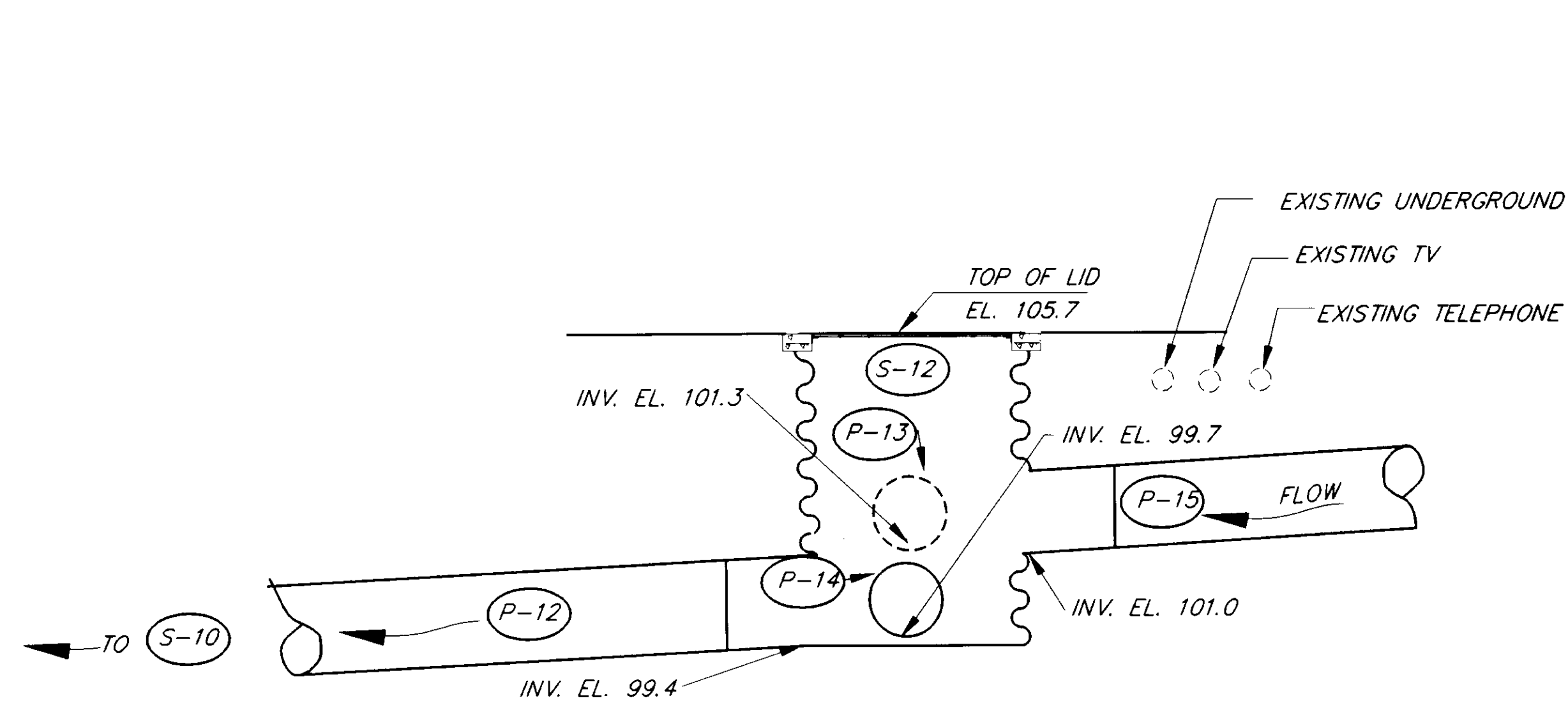
DESIGNED BY:
D. SALDIVAR
DRAWN BY:
K. KLEMMETSON
CHECKED BY:
A. STEININGER

PROJECT NO.
71555
DATE:
2-10-95
SHEET 8 OF 15

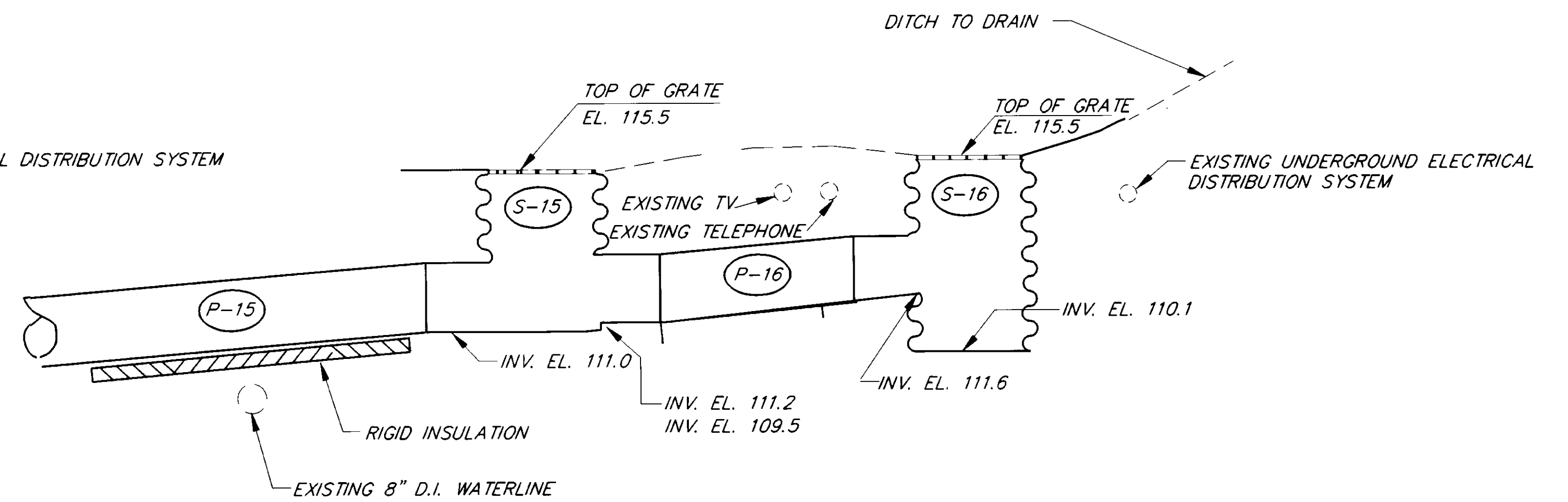




S-10 TO S-6



S-16 TO S-12



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\SIT\71555\DR\ -CUL2 1=2.5		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

SITKA

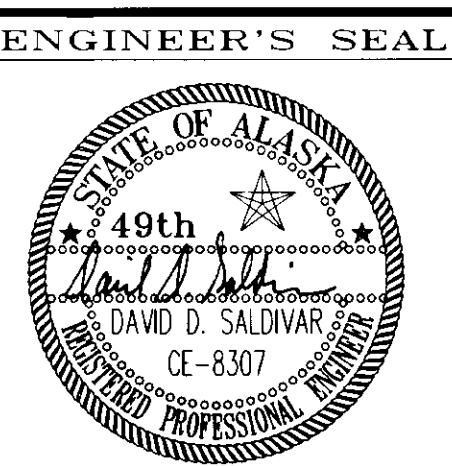
SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003(27), 71555

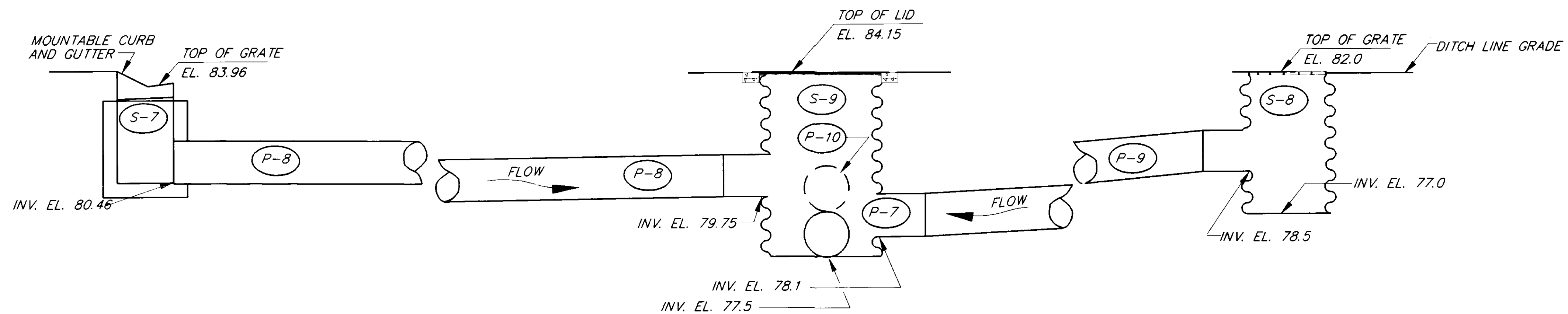
ALASKA

PIPE PROFILE

DESIGNED BY: D.SALDIVAR
DRAWN BY: K.KLEMMETSON
CHECKED BY: A. STEININGER

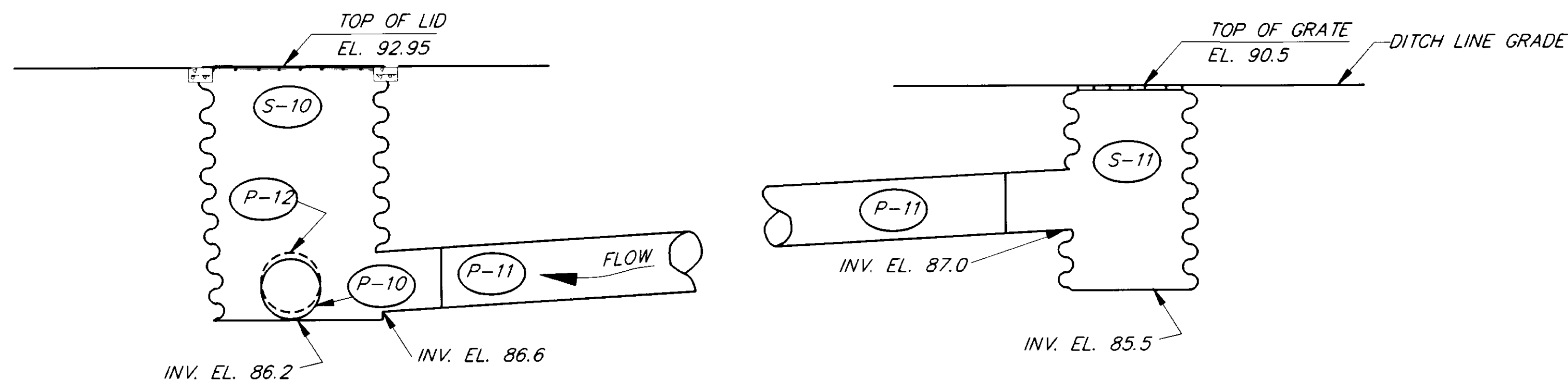
PROJECT NO. 71555
DATE: 2-10-95
SHEET 9 OF 15



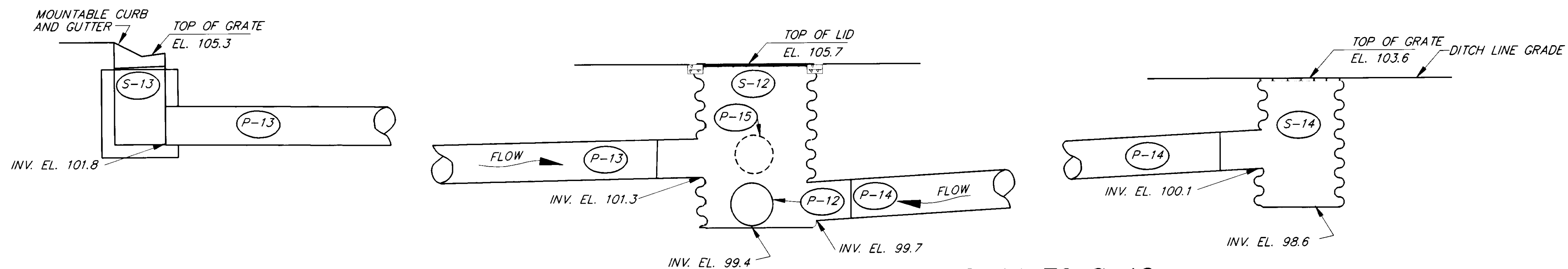


S-7 TO S-9

S-8 TO S-9



S-11 TO S-10



S-13 TO S-12

S-14 TO S-12

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\SIT\71555\DR\ -CUL 3 1=2.5		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

SITKA

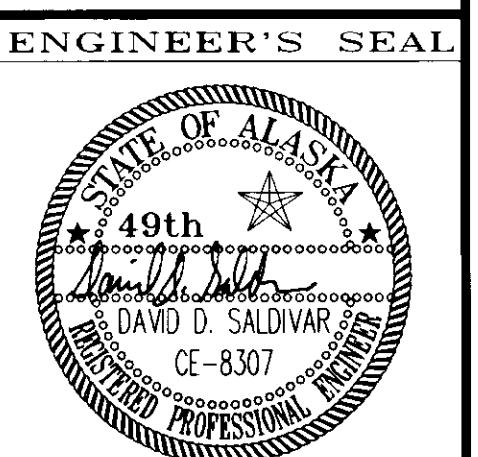
SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003(27), 71555

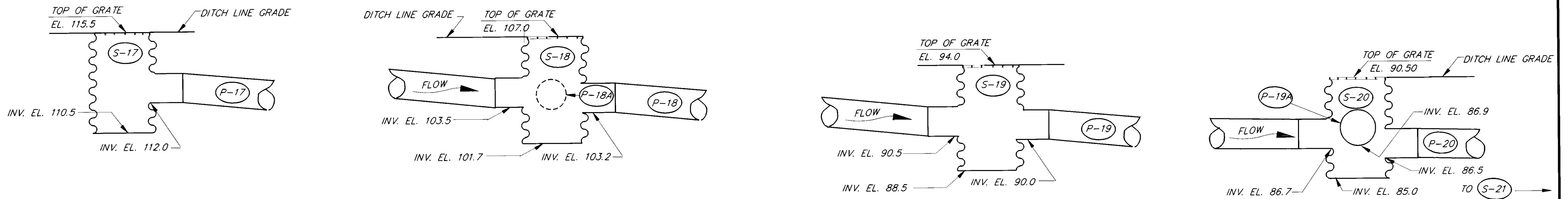
ALASKA

PIPE PROFILE

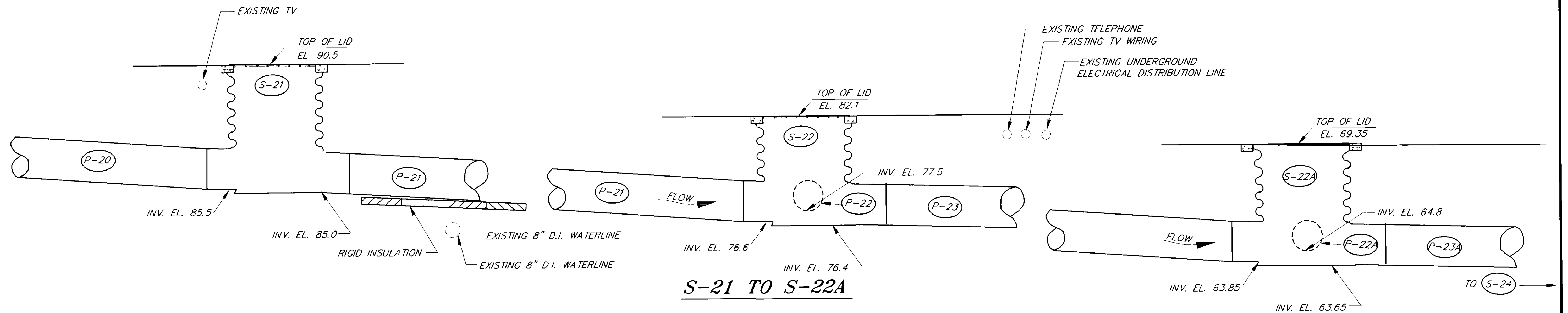
DESIGNED BY:
D. SALDIVAR
DRAWN BY:
K. KLEMMETSON
CHECKED BY:
A. STEININGER

PROJECT NO.
71555
DATE:
2-10-95
SHEET 10 OF 15

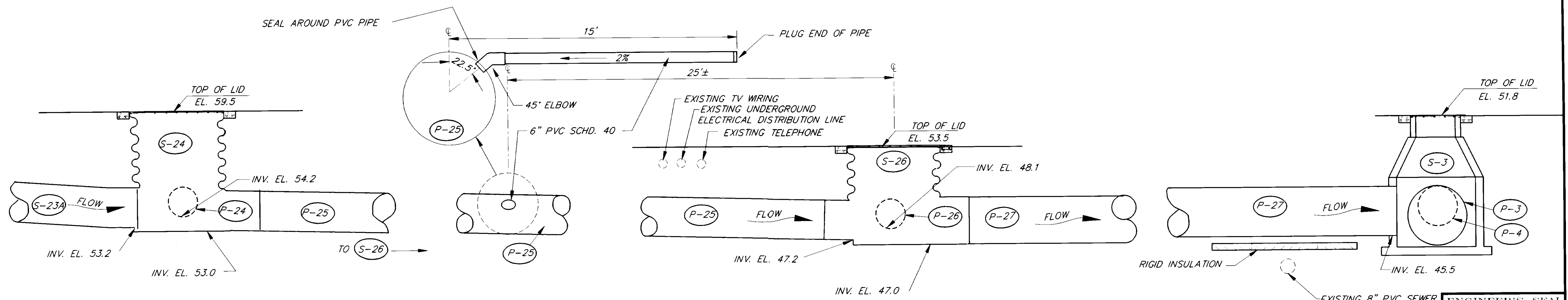




S-17 TO S-20



S-21 TO S-22A



S-24 TO S-3

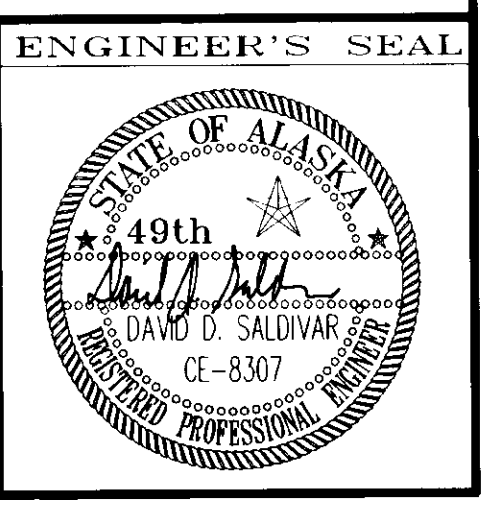
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

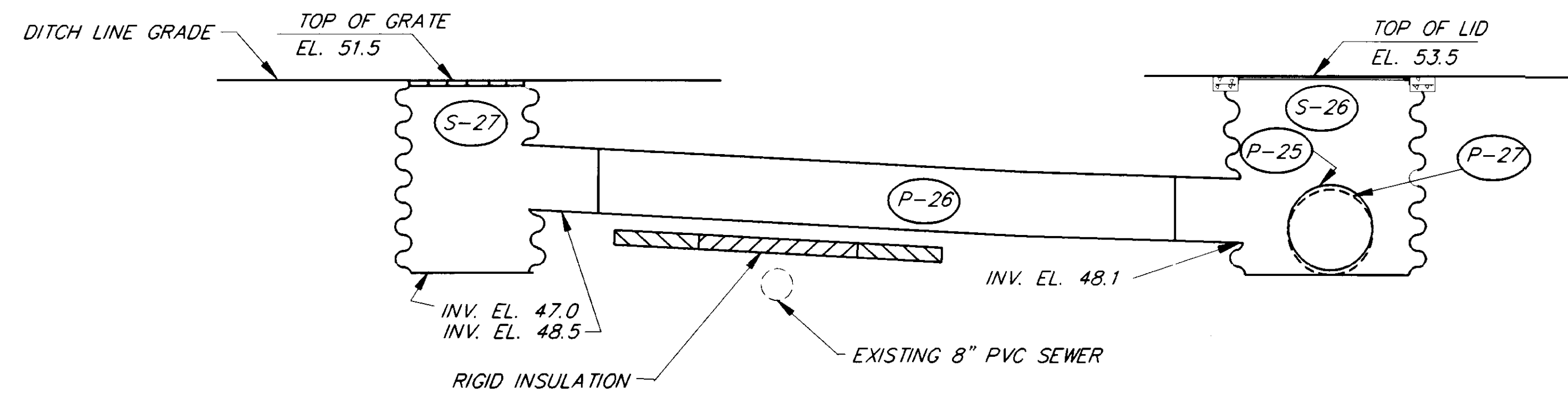
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BY:		DATE:	DESCRIPTION OF CHANGE:		

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

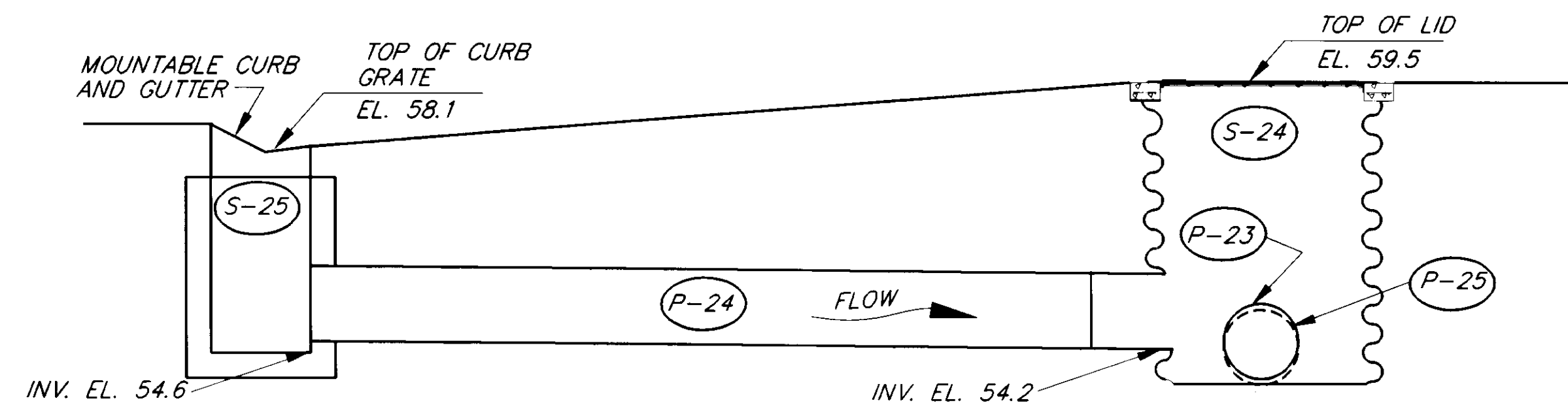
SITKA
SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003(27), 71555
ALASKA
PIPE PROFILE

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71555
DRAWN BY:	K. KLEMMETSON	DATE:	2-10-15
CHECKED BY:	A. STEININGER	SHEET	11 OF 15

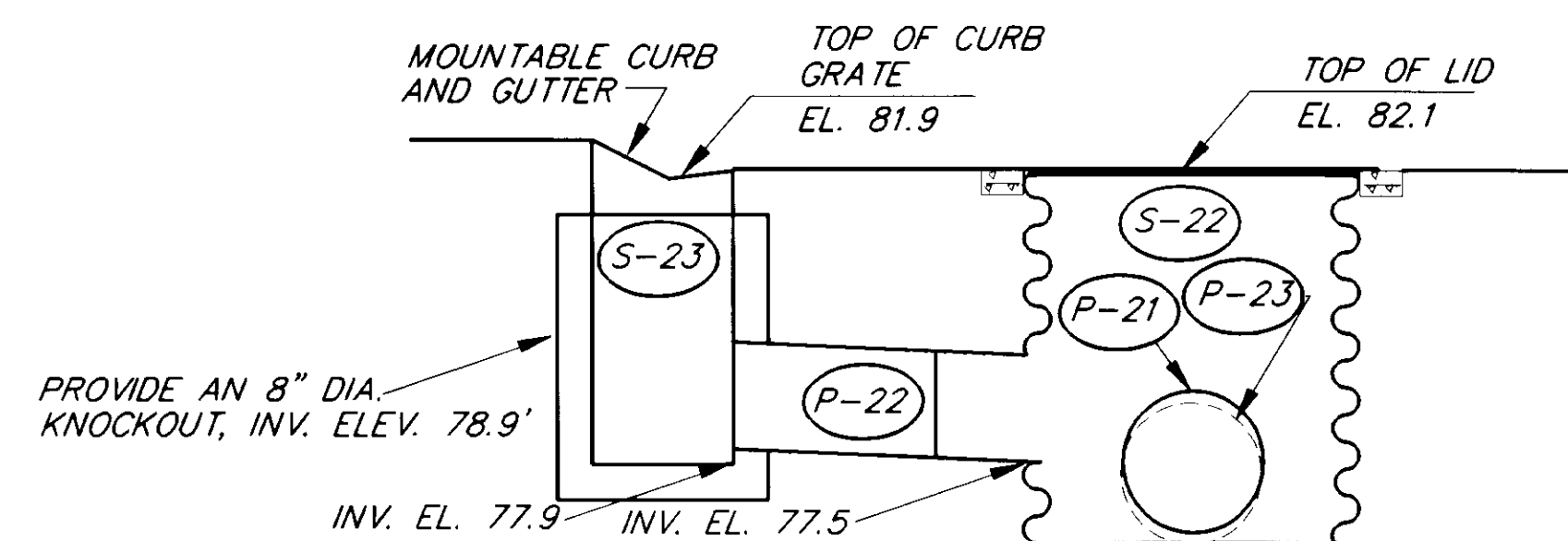




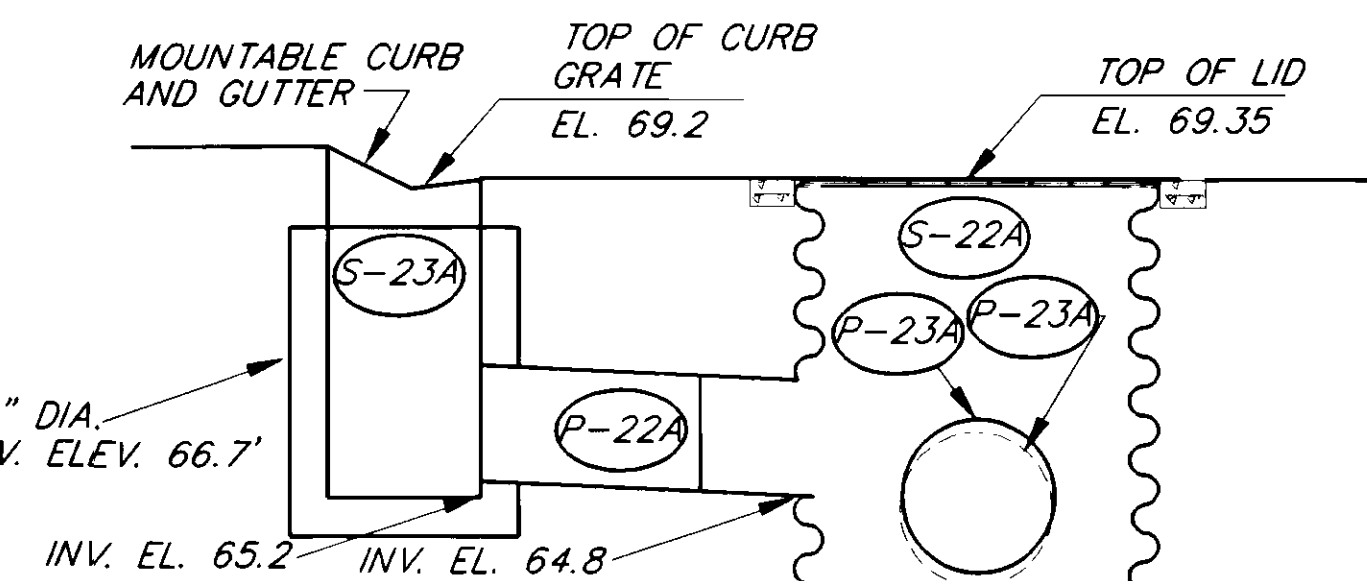
S-27 TO S-26



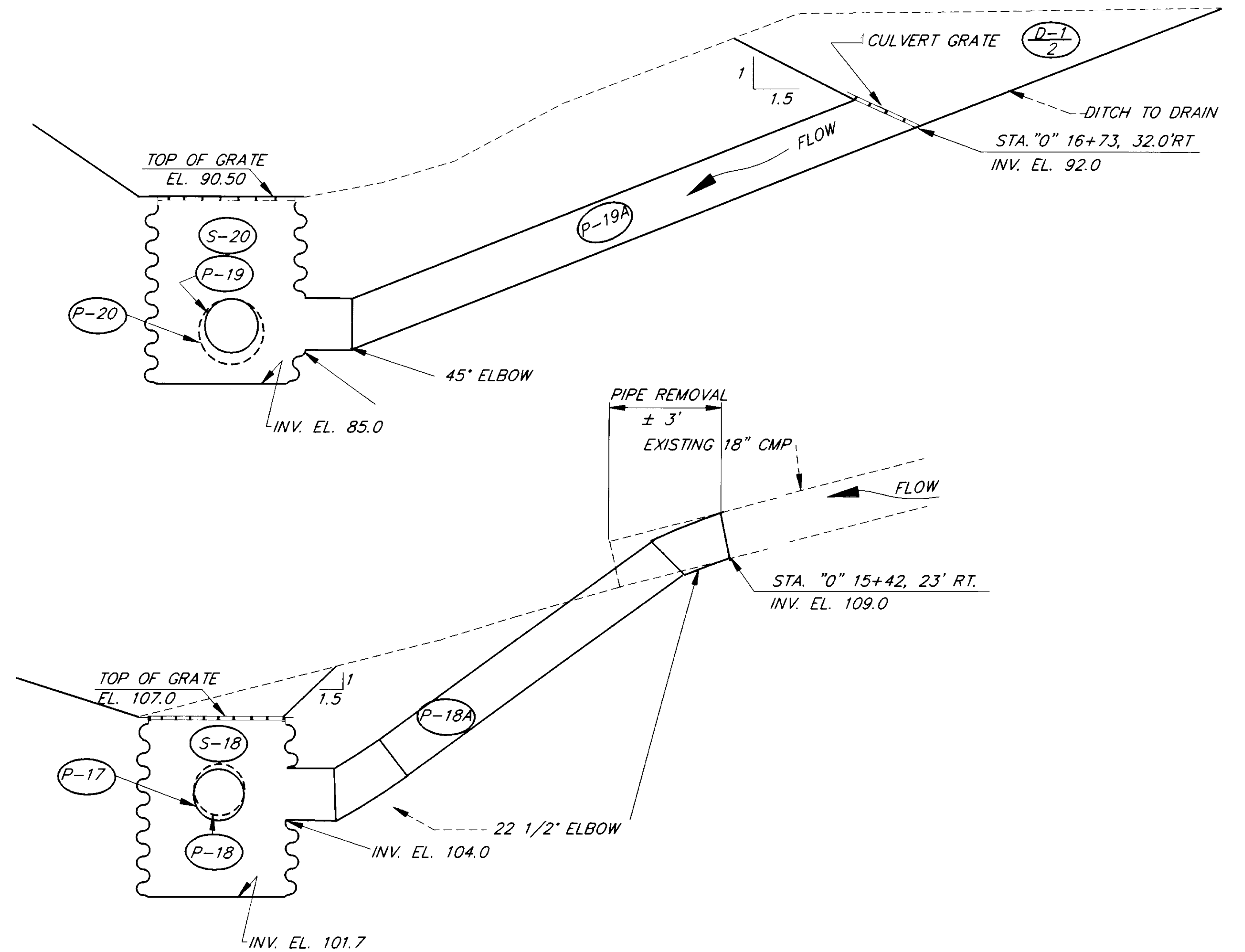
S-25 TO S-26



S-23 TO S-22



S-23A TO S-22A



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	P: \SIT\71555\DR\ -CUL5 1=2.5	
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

SITKA

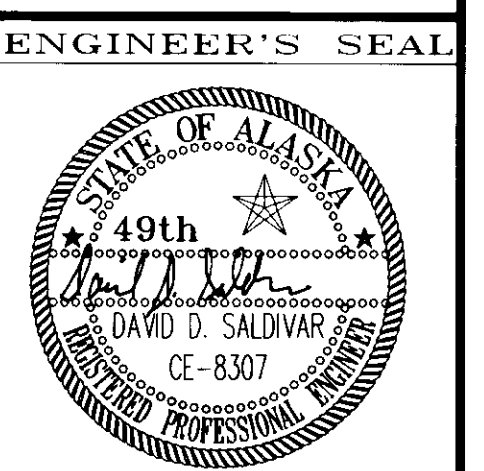
SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003 (27), 71555

ALASKA

PIPE PROFILE

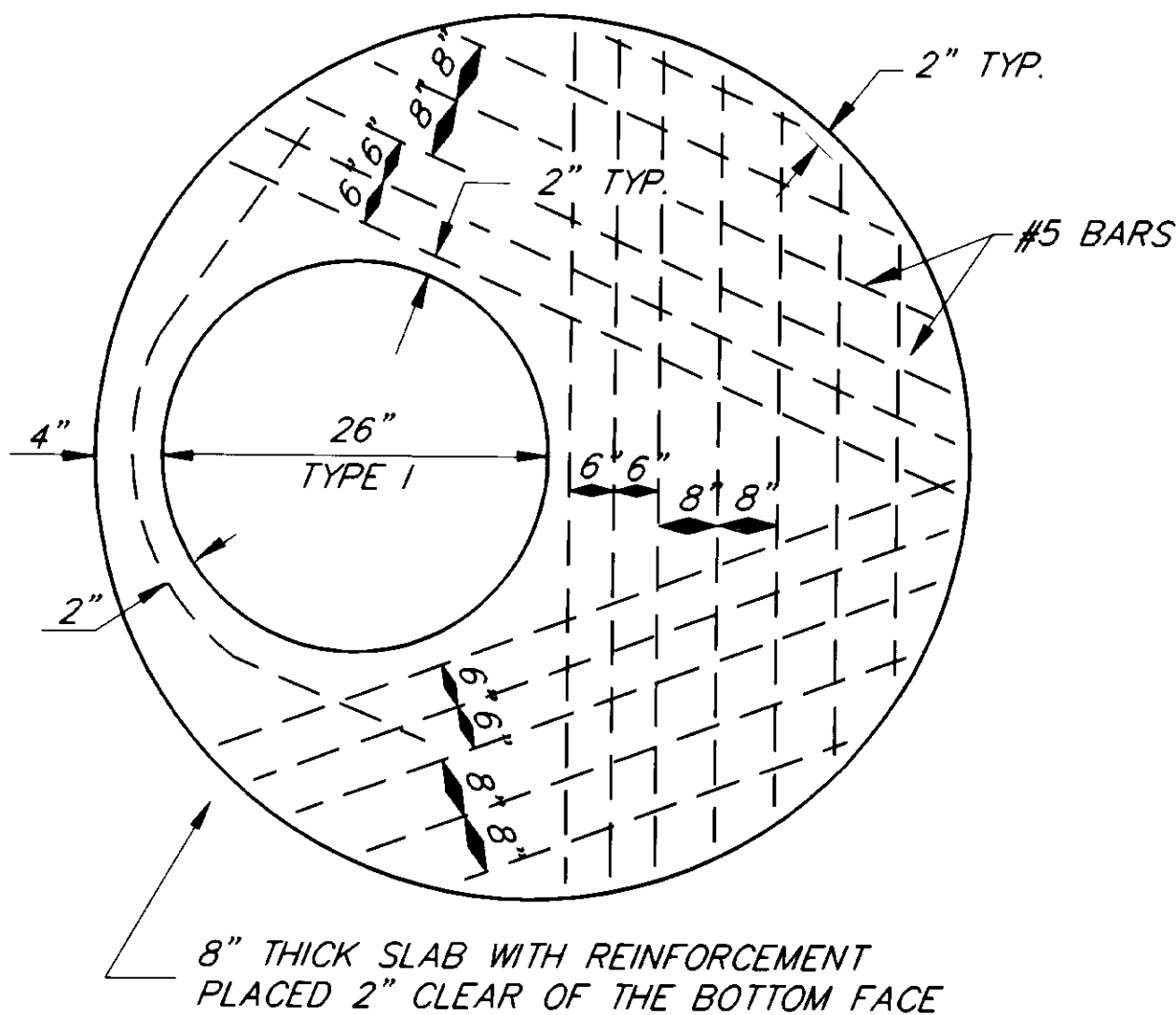
DESIGNED BY:
D. SALDIVAR
DRAWN BY:
K. KLEMMETSON
CHECKED BY:
A. STEININGER

PROJECT NO.
71555
DATE:
2-10-95
SHEET 12 OF 15



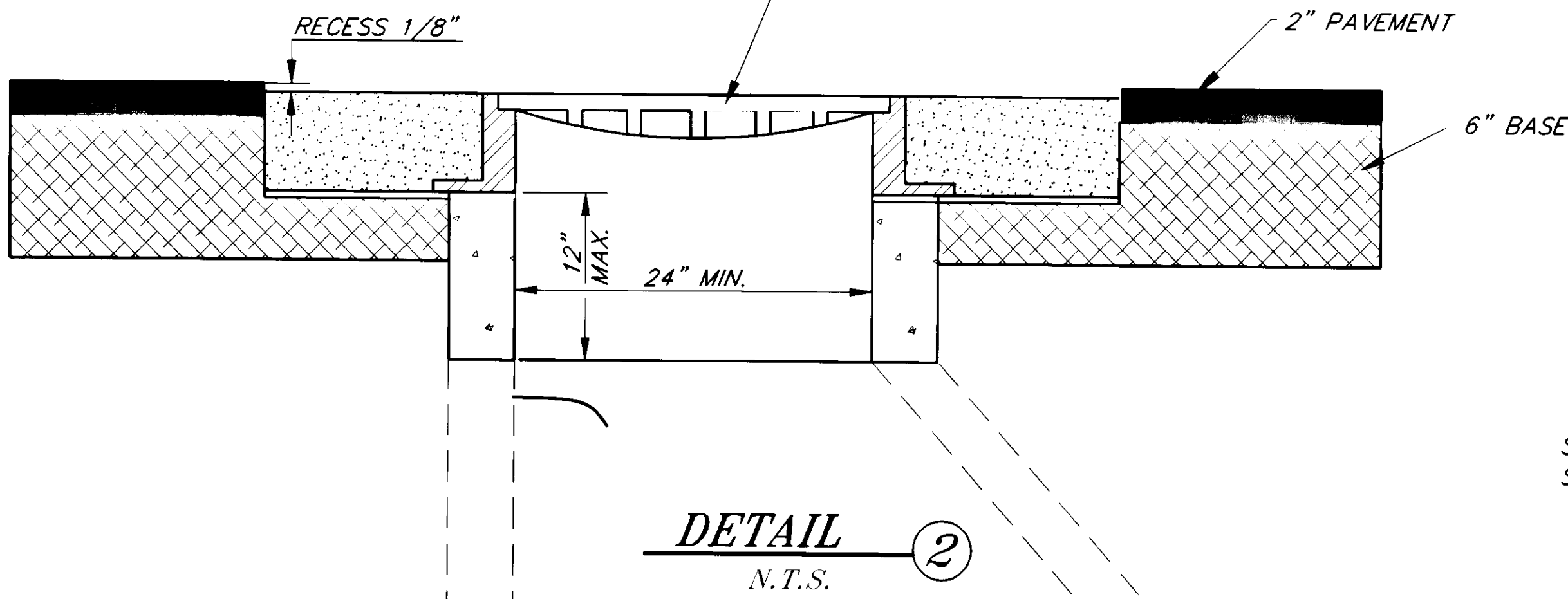
MANHOLE NOTES

- 1. REFER TO A.S.T.M. DESIGNATION C-478 FOR DESIGN REQUIREMENTS.
- 2. MINIMUM STEEL REQUIRED FOR BARREL AS PER A.S.T.M. C-478-69 SHALL BE IMBEDDED IN BASE SO THAT FIRST BARREL SECTION IS CONNECTED WITH BASE
- 3. RUNGS TO BE PLACED 12" O.C. ON UNOBSTRUCTED SIDE OF MANHOLE 18" MAXIMUM FROM BOTTOM OF MANHOLE AND 6" MAXIMUM FROM TOP OF CONE.
- 4. ALL PIPES TO EXTEND 2" INTO MANHOLE.
- 5. BLOCKOUTS TO BE FORMED.
- 6. PRIMARY LEADS NOT TO EXCEED 30" C.M.P. OR 27" R.C.P. WITH INCLUDED ANGLE BETWEEN LEADS NO LESS THAN 135° OR PRIMARY LEAD NOT TO EXCEED 24" C.P.M. OR 21" R.C.P. WITH INCLUDED ANGLE LESS THAN 135°.
- 7. STORM DRAIN MANHOLE SHALL BE 48" INSIDE DIAMETER.
- 8. SPECIAL BEDDING RIPRAP, CLASS I (NO ROUND ROCK) REQUIRED FOR ALL MANHOLES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IF SPECIAL BEDDING IS NOT REQUIRED, USE 24" MINIMUM DEPTH OF 1" MINUS WASHED ROCK. EXISTING SOILS OR OTHER GRANULAR MATERIALS MAY BE USED IF APPROVED BY THE ENGINEER AND COMPACTED TO 95% ASTM D-1557.

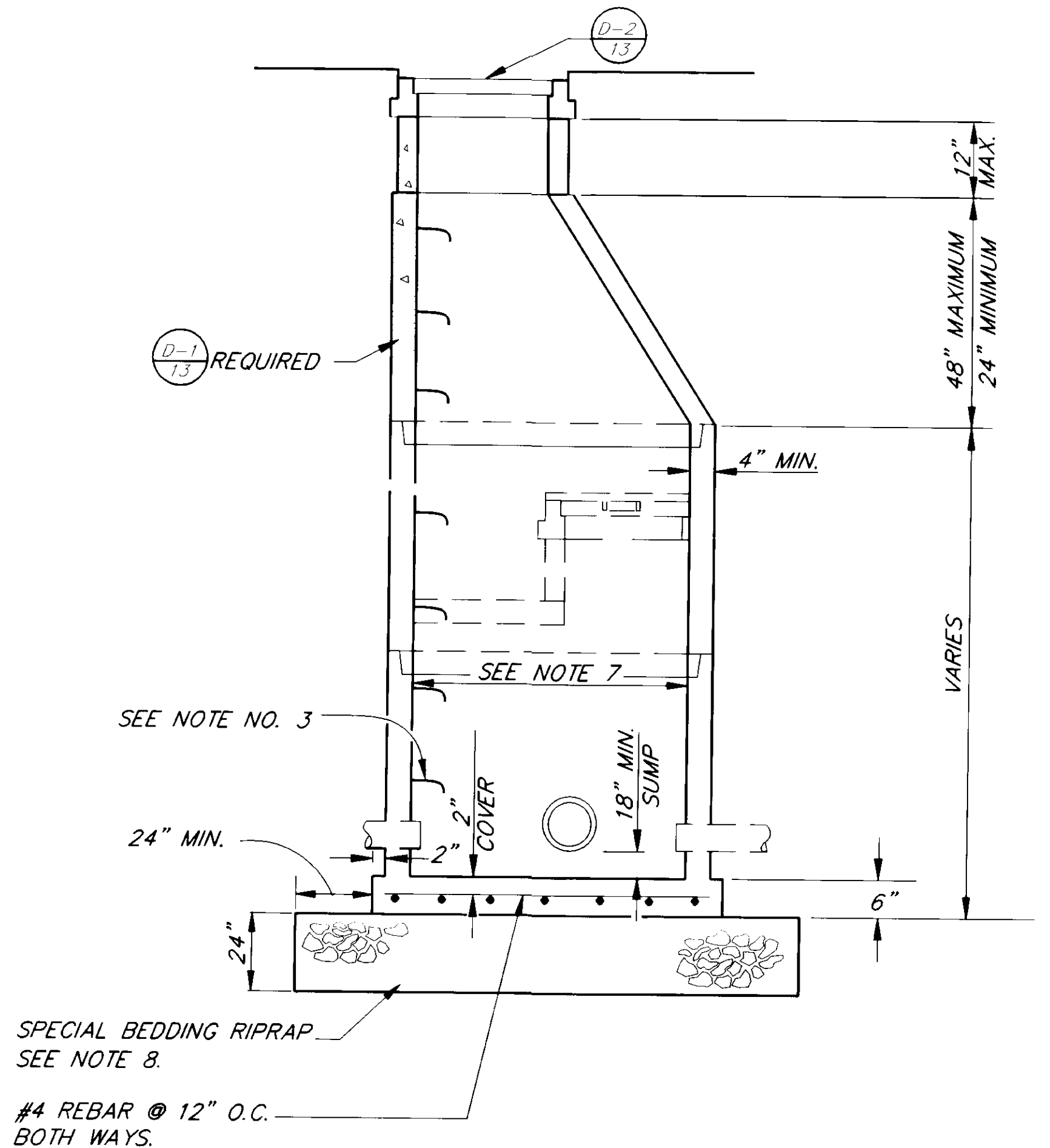


PRECAST CONCRETE REDUCING SLAB 1
N.T.S.

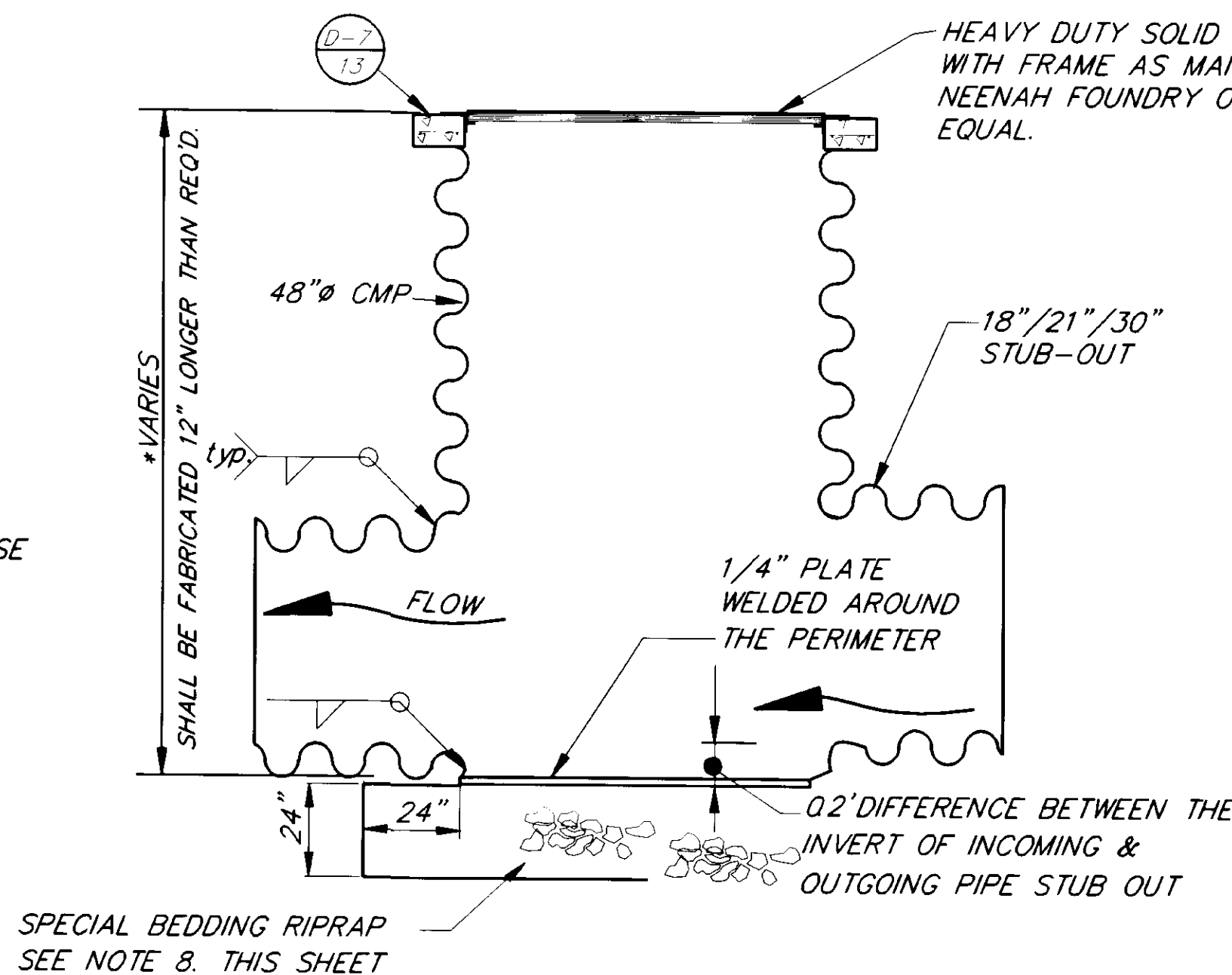
PRECAST MANHOLE FRAME IN FULL BED OF MORTAR AS SHOWN IN THE CONCRETE ENCASEMENT DETAIL ON THIS SHEET.



DETAIL 2
N.T.S.

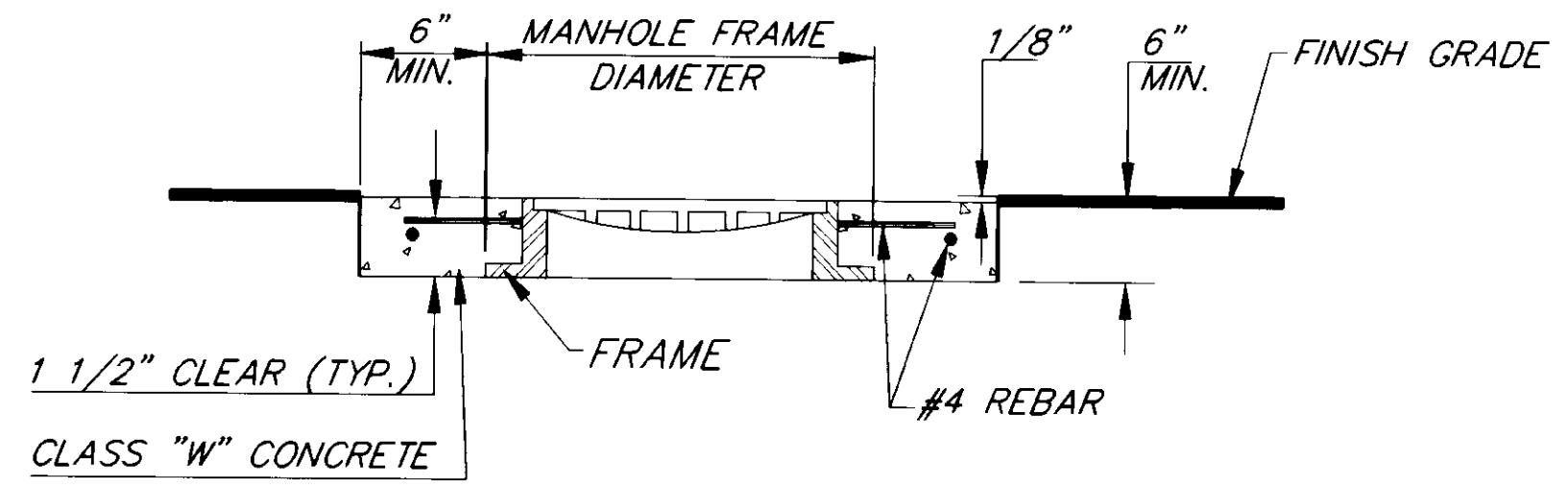


CONCRETE MANHOLE DETAIL 4
N.T.S.

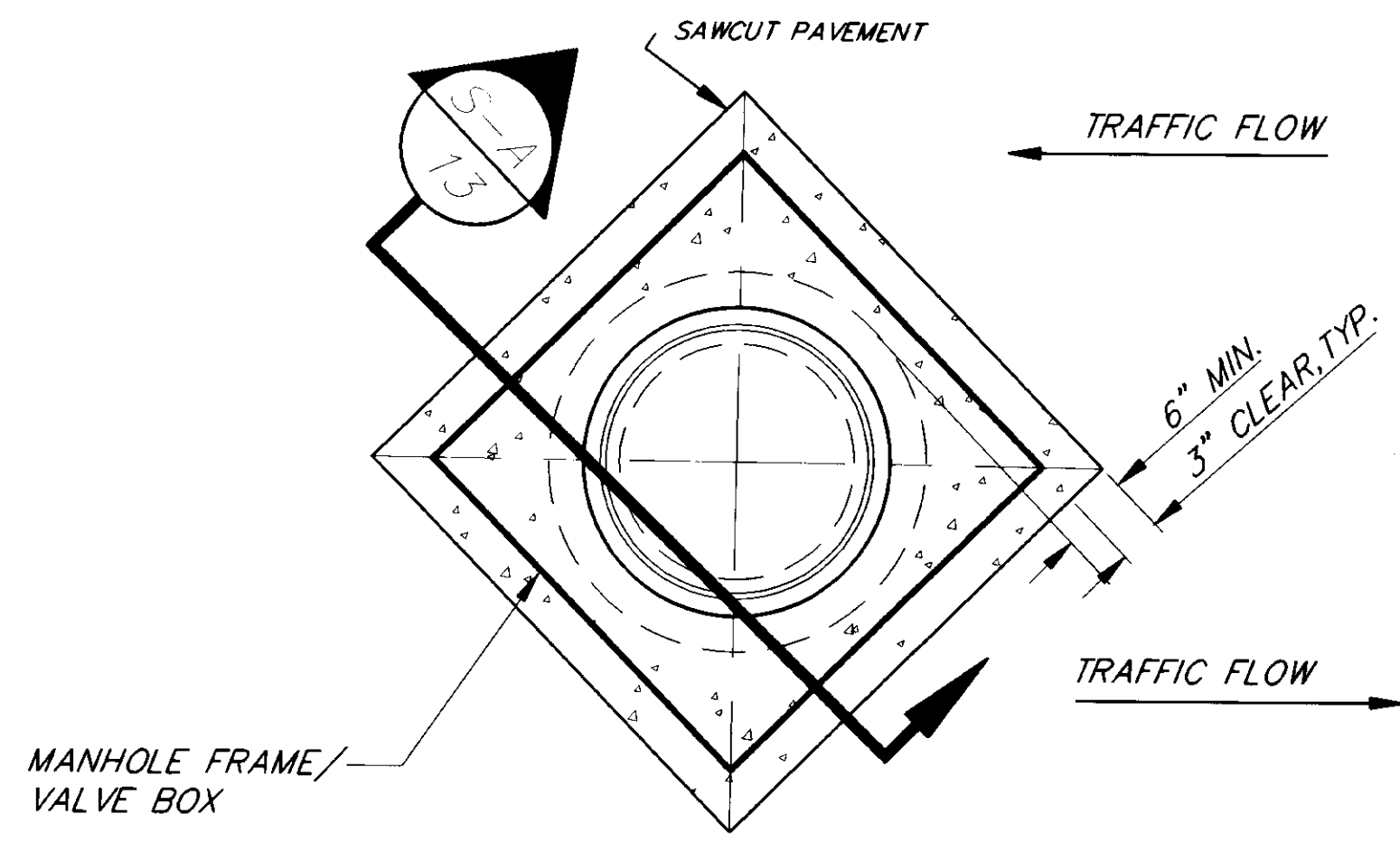


CULVERT MANHOLE DETAIL 5
N.T.S.

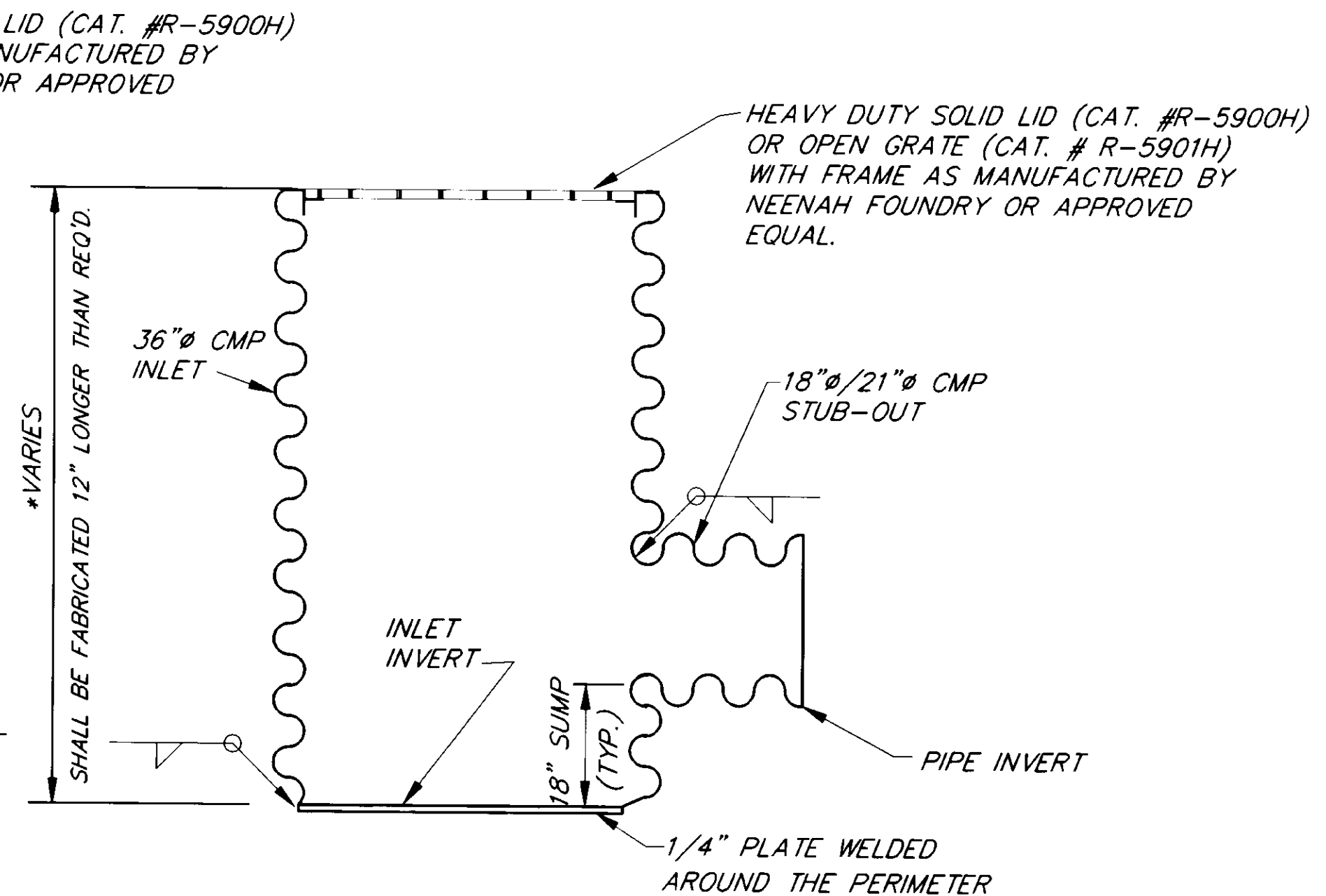
* SEE DRAINAGE NOTES NO.3 ON SHEET 3.



SECTION A



CONCRETE ENCASEMENT DETAIL 7
N.T.S.



INLET, TYPE "E" 6
N.T.S.

PATH: P: \SIT\71555\DR\ -DRAIN 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

SITKA

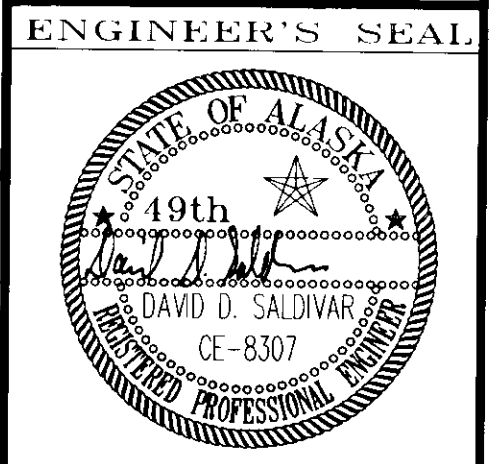
SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003 (27), 71555

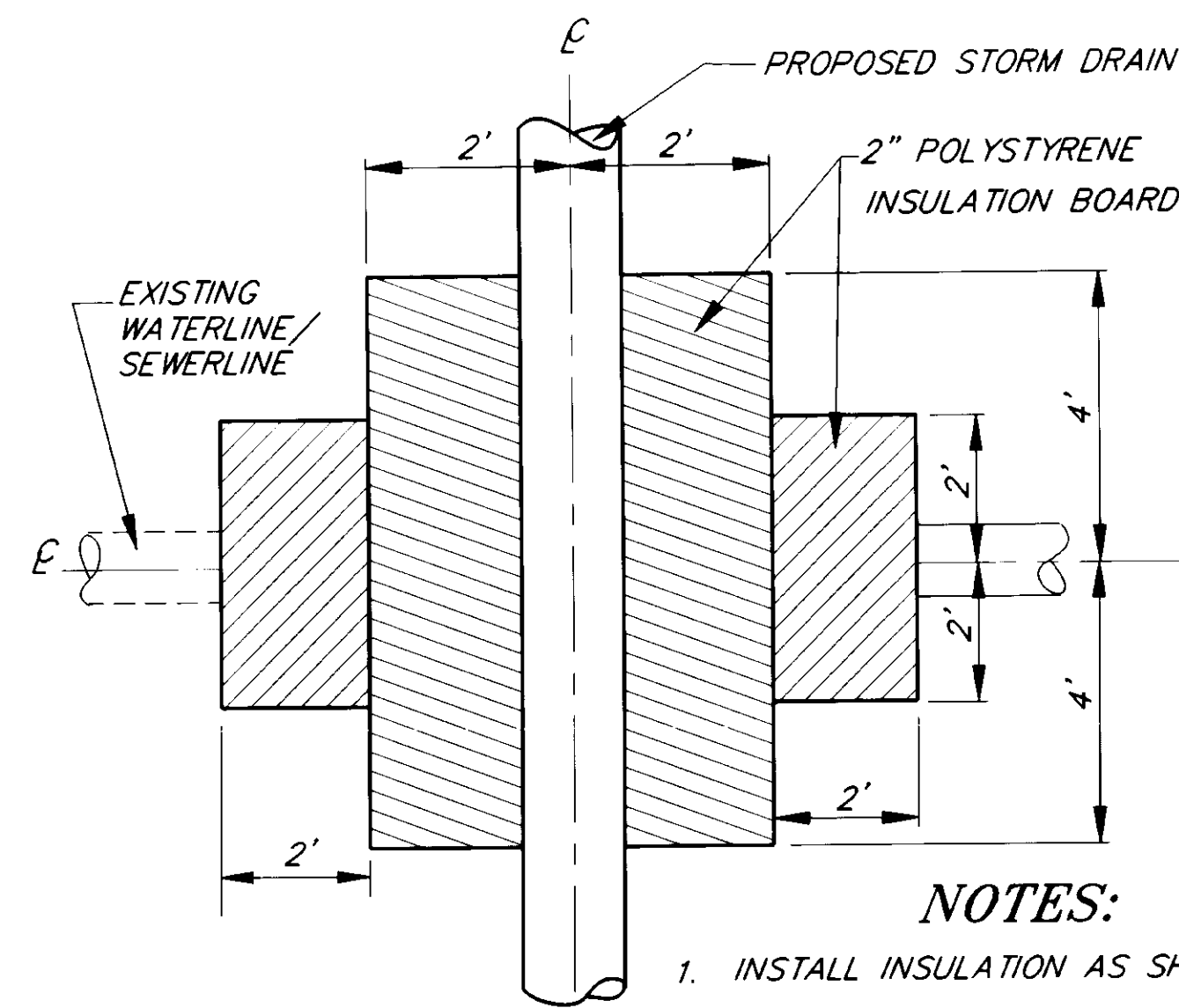
ALASKA

MANHOLE DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

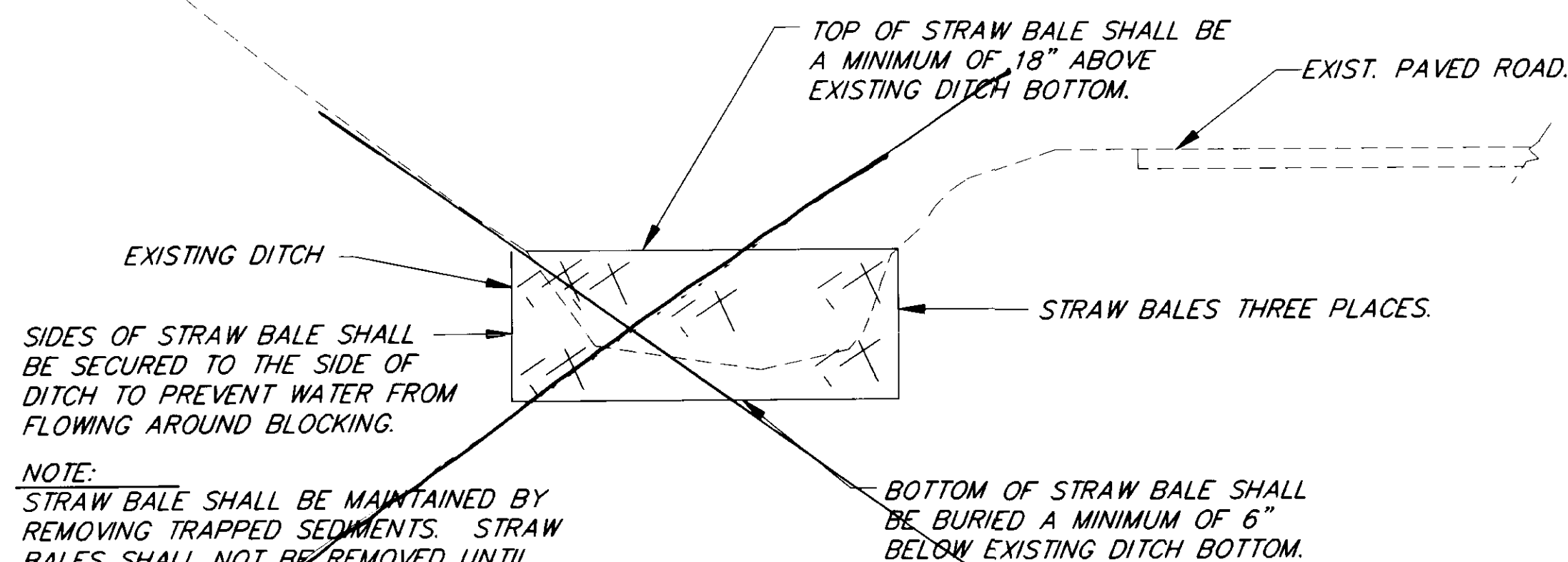
DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71555
DRAWN BY:	K. KLEMMETSON	DATE:	2-10-95
CHECKED BY:	A. STEININGER	SHEET	13 OF 15





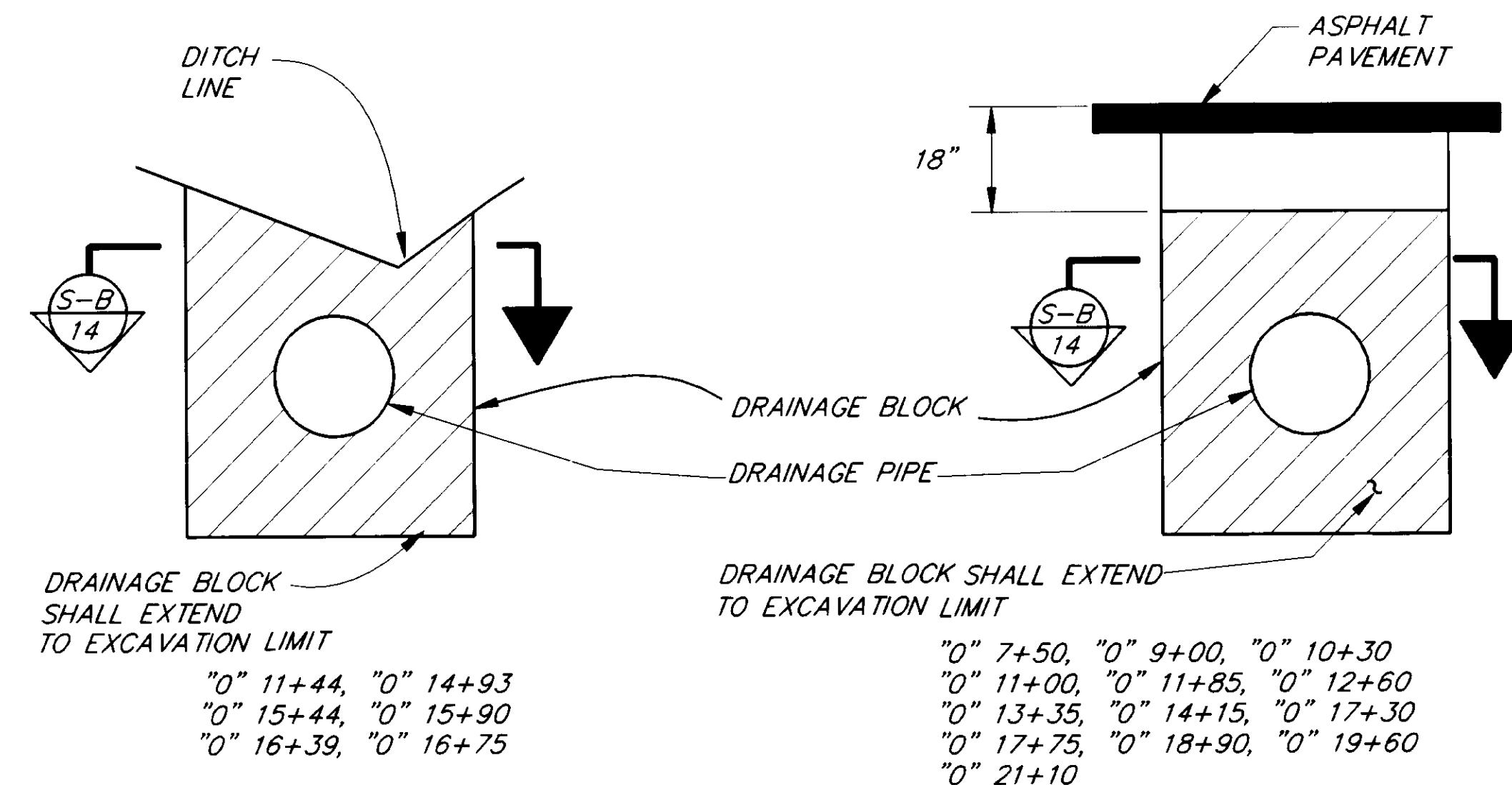
- NOTES:**
1. INSTALL INSULATION AS SHOWN.
 2. WRAP AROUND INSULATION WITH R-FACTOR EQUAL TO 2" RIGID BOARD MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.

PLAN

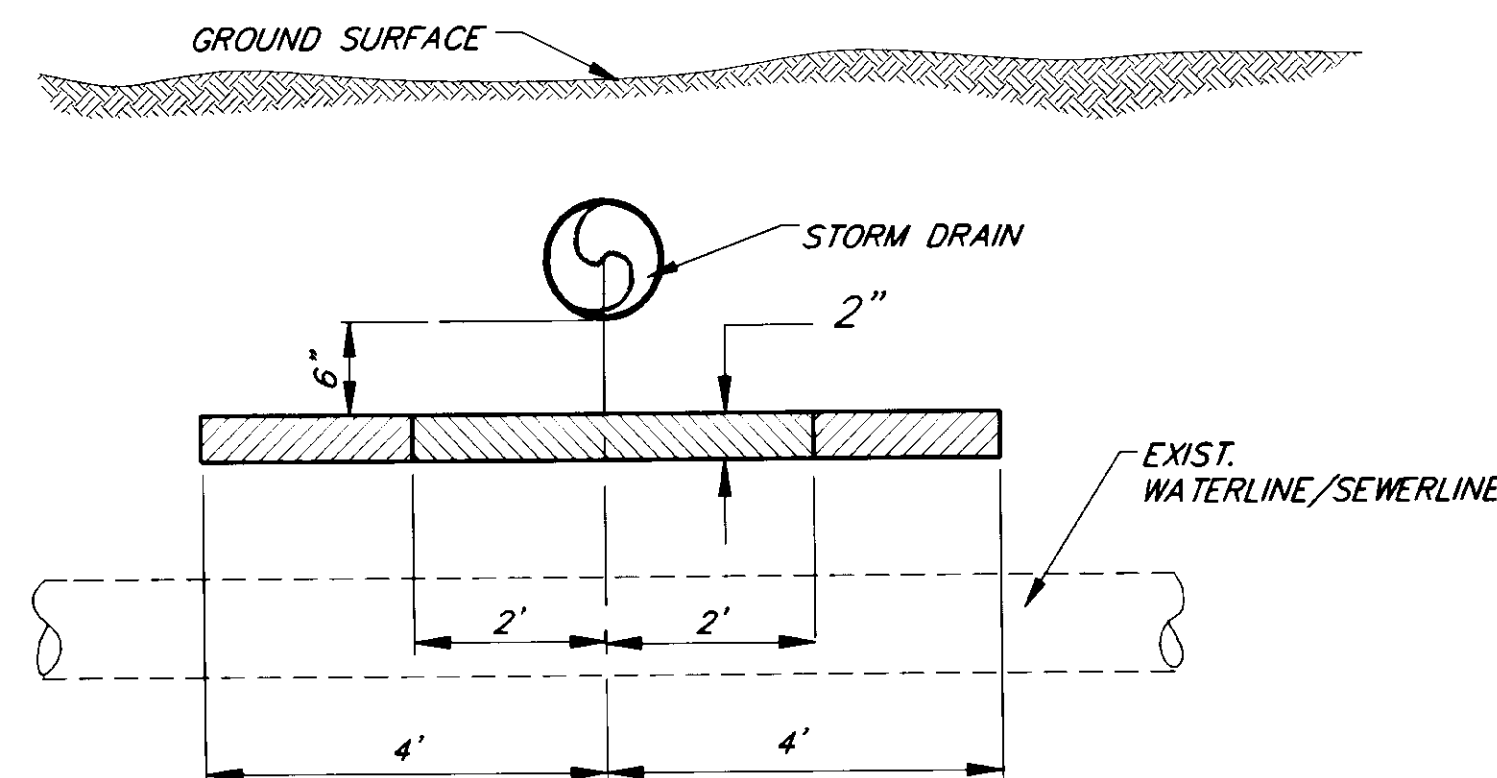


**TYPICAL SECTION
TEMPORARY DITCH BLOCKING**

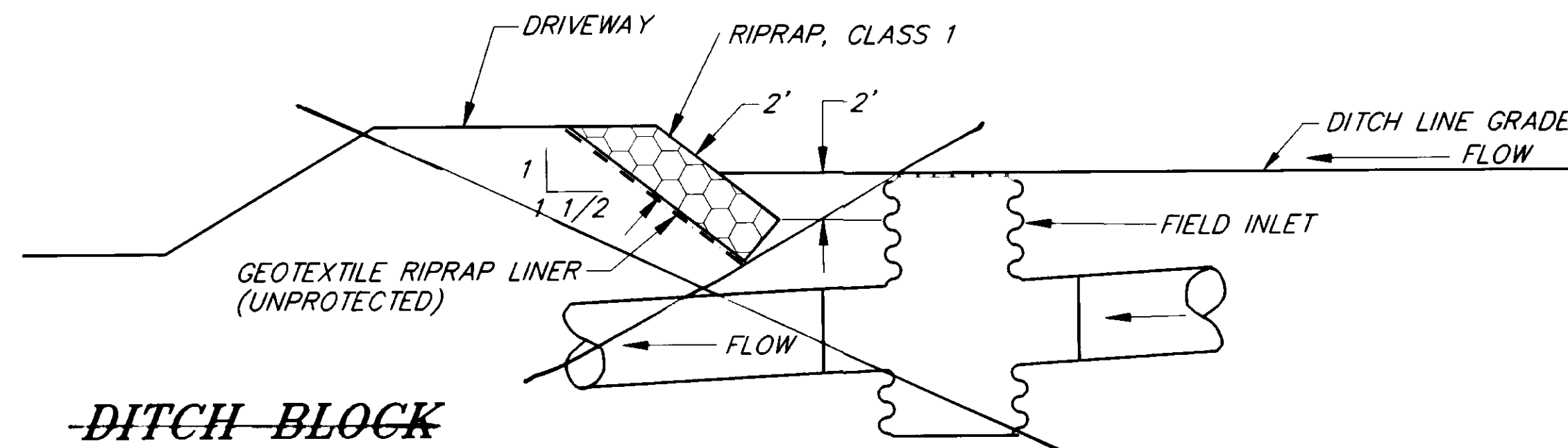
STA. "0" 8+87 LT.
STA. "0" 8+12 LT.
STA. "0" 7+32 LT.



DRAINAGE BLOCK



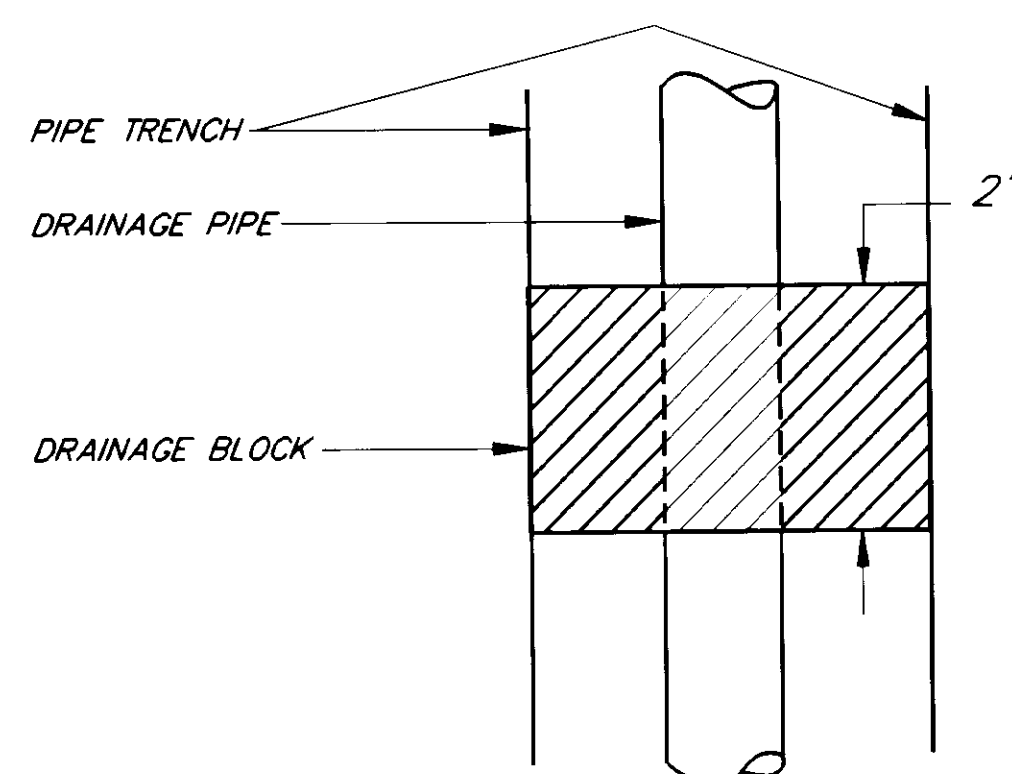
**SECTION
RIGID INSULATION**



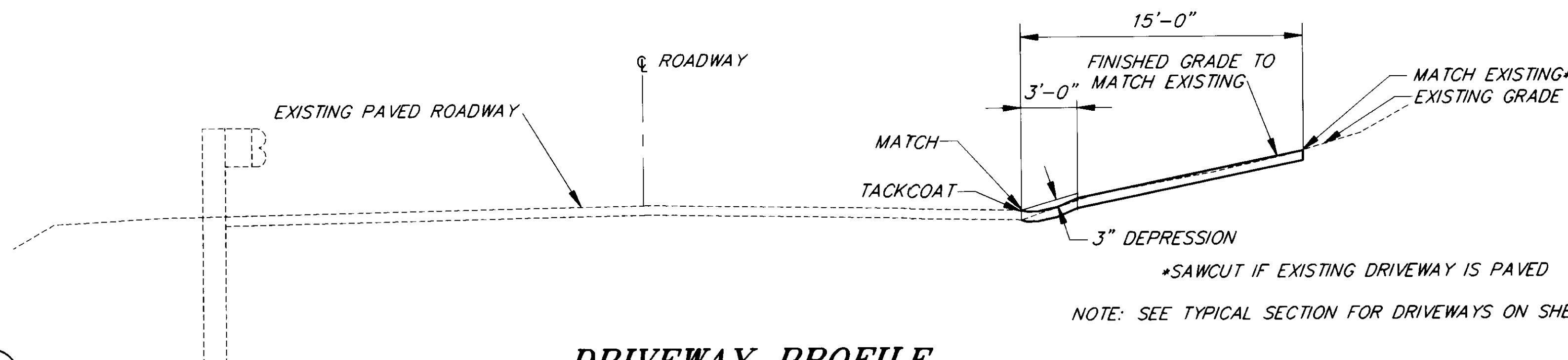
DITCH BLOCK

DITCH BLOCK DETAIL

STA. "0" 12+75, RT.
STA. "0" 14+95, RT.
STA. "0" 15+46, RT.
STA. "0" 16+76, RT.



SECTION B



DRIVEWAY PROFILE

DRIVEWAY PAVING			
STATIONING "0"	OFFSET		REMARKS
	LEFT	RIGHT	
11+24		X	
12+00		X	
12+60		X	
13+40		X	
13+90		X	
14+45		X	
14+80		X	
15+05		X	
15+60		X	
16+57		X	
16+80		X	
17+00		X	
TOTAL		8	

NOTE: STATIONING ARE APPROXIMATE AND MAYBE ADJUSTED TO BETTER FIT DRIVEWAY LOCATIONS.

PATH: P: \SIT\71555\DR\--MANHOLE 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

SITKA

SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003(27), 71555

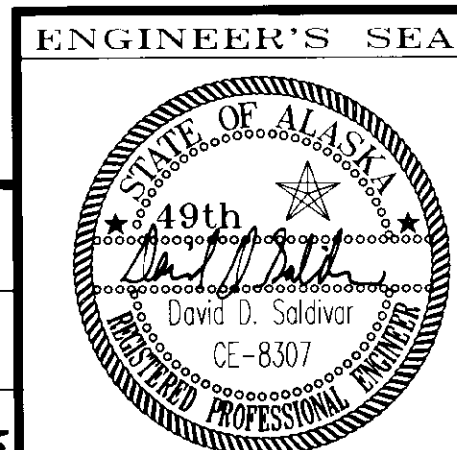
DRAINAGE DETAILS

ALASKA

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:
D. SALDIVAR
DRAWN BY:
K. KLEMMETSON
CHECKED BY:
A. STEININGER

PROJECT NO.
71555
DATE:
2-10-95
SHEET **14** OF **15**

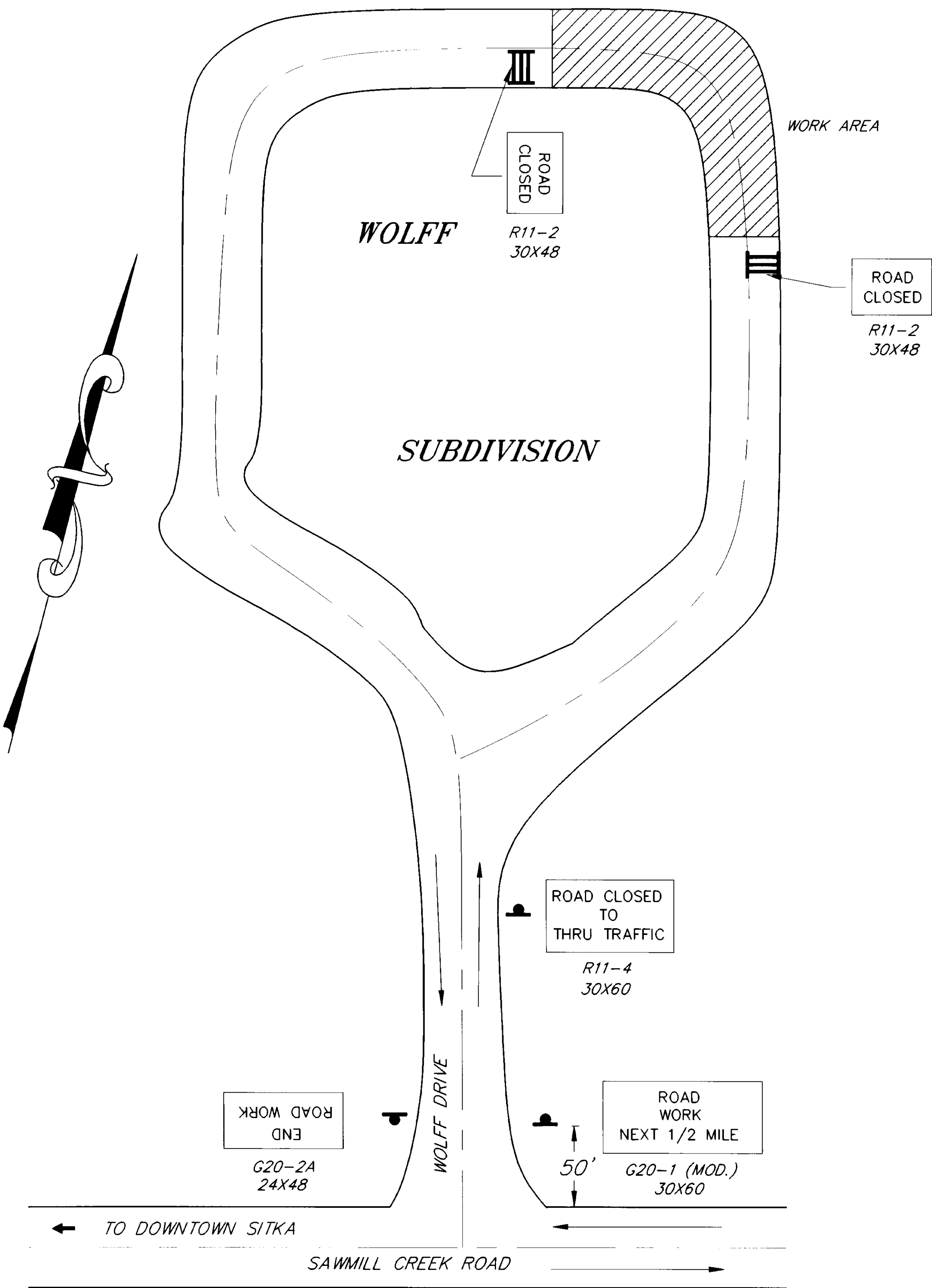


LEGEND

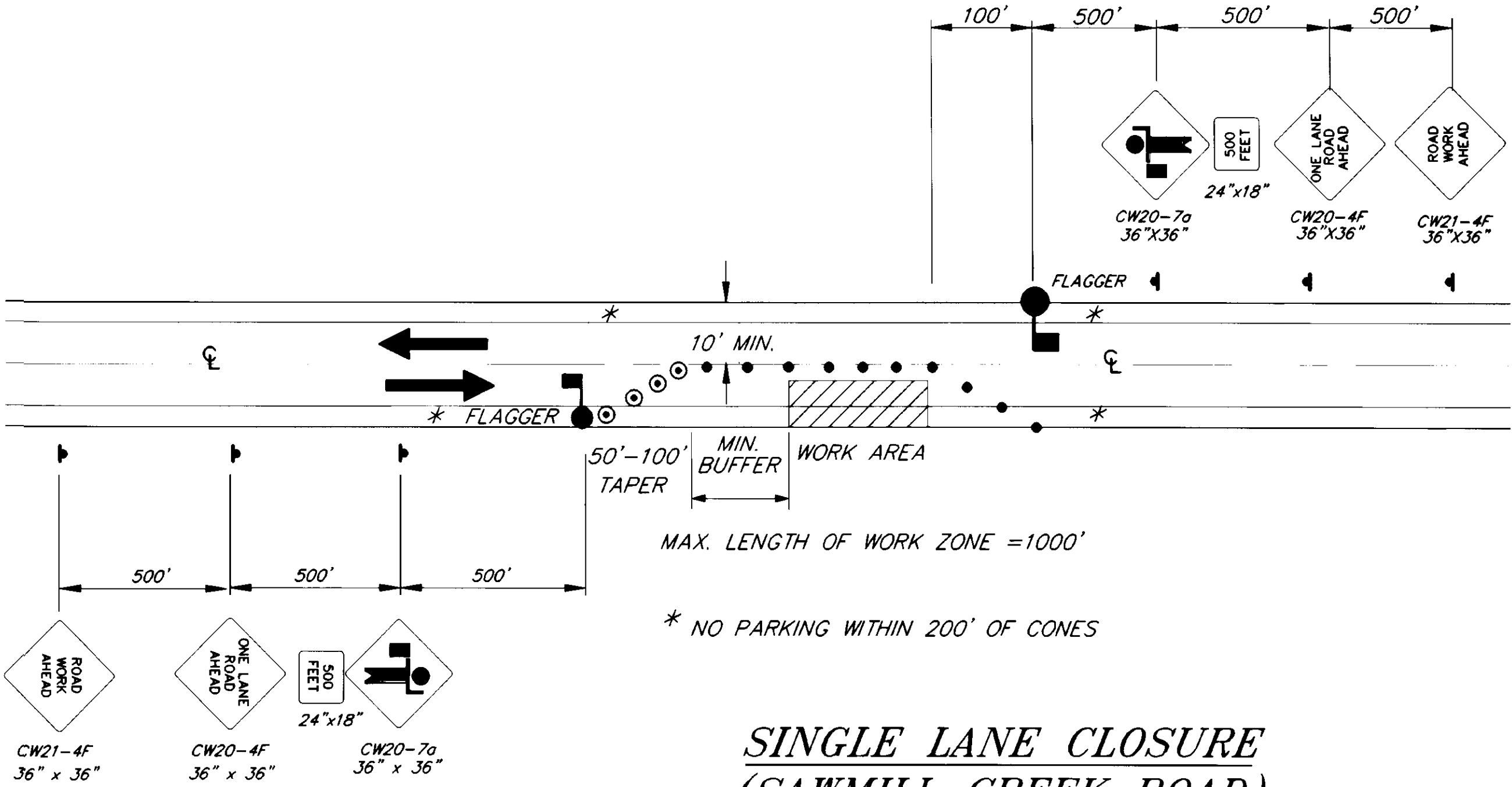
- SIGN
- CONE
- DRUM
- TYPE III BARRICADE
- FLAGGING STATION

TRAFFIC CONTROL NOTES

- Two way traffic and access to all residences shall be maintained at all times at the work site during non-working hours.
- Residents shall be notified two days prior to any construction that would block access to their residences. Access to any residence shall not be blocked for more than two work shifts.
- Pedestrian traffic through the subdivision shall be maintained at all times.
- Temporary pavement markings will not be required on this project.
- Sign G20-1 (Mod.) shall be the same as sign G20-1 with the exception that the legend "CONSTRUCTION" shall be replaced with the legend "WORK".
- Excavations shall be filled at the end of each work shift. Pipe ends may be left exposed (,except on Sawmill Creek Road,) provided the trench they are in is delineated with type II barricades with type A warning lights.
- Flood lights shall be provided for flagger station during night operations.
- A single flagger may be approved by the Engineer if the entire work area is visible from the flagger station.
- Channelization devices if used at night shall be lit in accordance with the Alaska Traffic Manual.
- The pipe trench across Sawmill Creek Road (pipe C-1), shall be temporarily paved with asphalt or concrete if the trench is not paved within two days after the pipe installation.



TYPICAL CONSTRUCTION SIGNING



**SINGLE LANE CLOSURE
(SAWMILL CREEK ROAD)
TWO LANE ROAD**

PATH: P: \SIT\71555\DR\ -TCP2 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

SITKA

SIT-WOLFF DRIVE IMPROVEMENTS
PROJECT NO. STP-0003(27), 71555

ALASKA

TRAFFIC CONTROL PLAN

DESIGNED BY: K. MATTSON
DRAWN BY: EVERYBODY
CHECKED BY: A. STEININGER

PROJECT NO. 71555
DATE: 2-10-95
SHEET 15 OF 15

