DATE	8/12/2019 14:44
LAYOUT	A1
DESIGNED	####
CHECKED	####
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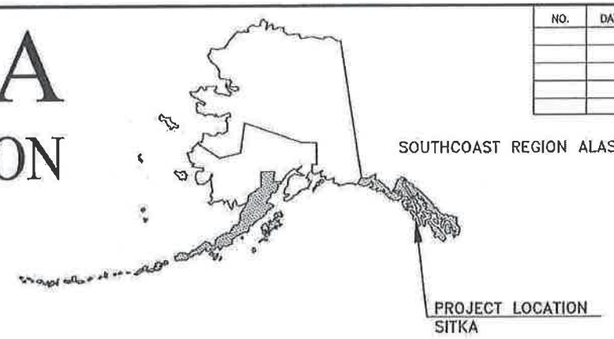
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

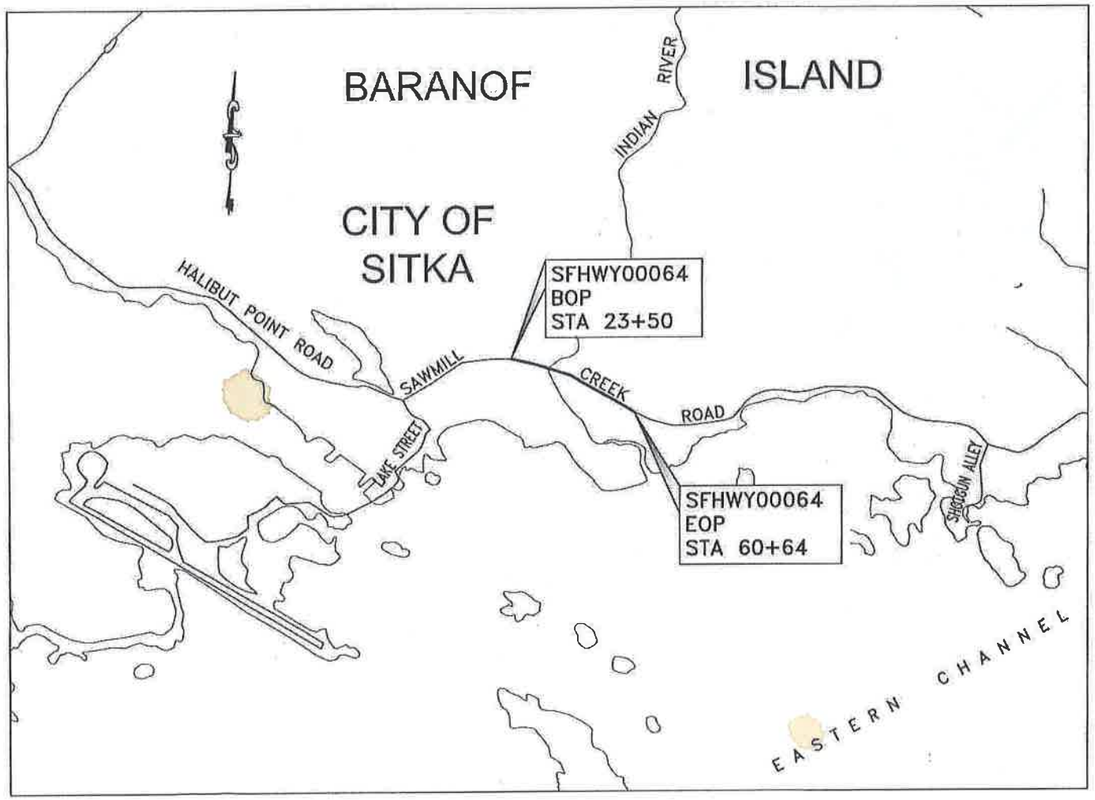
NO.	DATE	REVISIONS	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	A1	7
			CDS ROUTE: 295500		MILEPOINT: 0.44 TO 1.14		
			LATITUDE: 57°03'60"N		LONGITUDE: 135°18'53"W		



PROPOSED HIGHWAY PROJECT

SITKA SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET PROJECT NO. NH-0933046/SFHWY00064

PAVING, SIGNING, STRIPING



VICINITY MAP

DESIGN DESIGNATION – SFHWY00064	
PROJECT TYPE	PM
FUNCTIONAL CLASS	MAJOR COLLECTOR
ADT (2019)	8767
ADT (2024)	8877
DHV (2019)	930
DHV (2024)	940
PERCENT TRUCKS (T)	6.9%
DIRECTIONAL DISTRIBUTION (D)	52/48
DESIGN SPEED (V)	35 MPH
DESIGN VEHICLE	WB-50
DESIGN EAL'S	500,000

PROJECT SUMMARY	
WIDTH OF PAVEMENT	30' TO 42'
LENGTH OF PAVING	0.64 MILE
LENGTH OF PROJECT	0.64 MILE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	LAYOUT & INDEX OF SHEETS
A3	LEGEND & SYMBOLS
A4–A7	SURVEY CONTROL
B1–B2	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1	SUMMARY TABLES
E1–E3	MESCELLANEOUS DETAILS
F1–F5	PLAN & PROFILE
G1–G2	GRADING PLAN
H1–H5	SIGNING & STRIPING, ILLUMINATION
N1–N2	BRIDGE PLANS
Q1–Q4	EROSION & SEDIMENT CONTROL PLAN
T1–T3	TRAFFIC CONTROL
U1–U2	UTILITIES

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

March 20, 2020

AS-BUILTS
Contractor - SECON
Project Engineer - Valerie Bean
Begin Date - July 7, 2020
End Date - Sept 15, 2020

USE THESE PLANS IN CONJUNCTION WITH THE STATE OF ALASKA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2017 EDITION AND THE PROJECT SPECIAL PROVISIONS.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

APPROVED:
FOR L. PAT CARROLL, P.E. — 8/13/19 DATE
REGIONAL PRECONSTRUCTION ENGINEER

CONCUR:
D. LANCE MEARIG, P.E. — 13 Aug 2019 DATE
DIRECTOR, SOUTHCOAST REGION

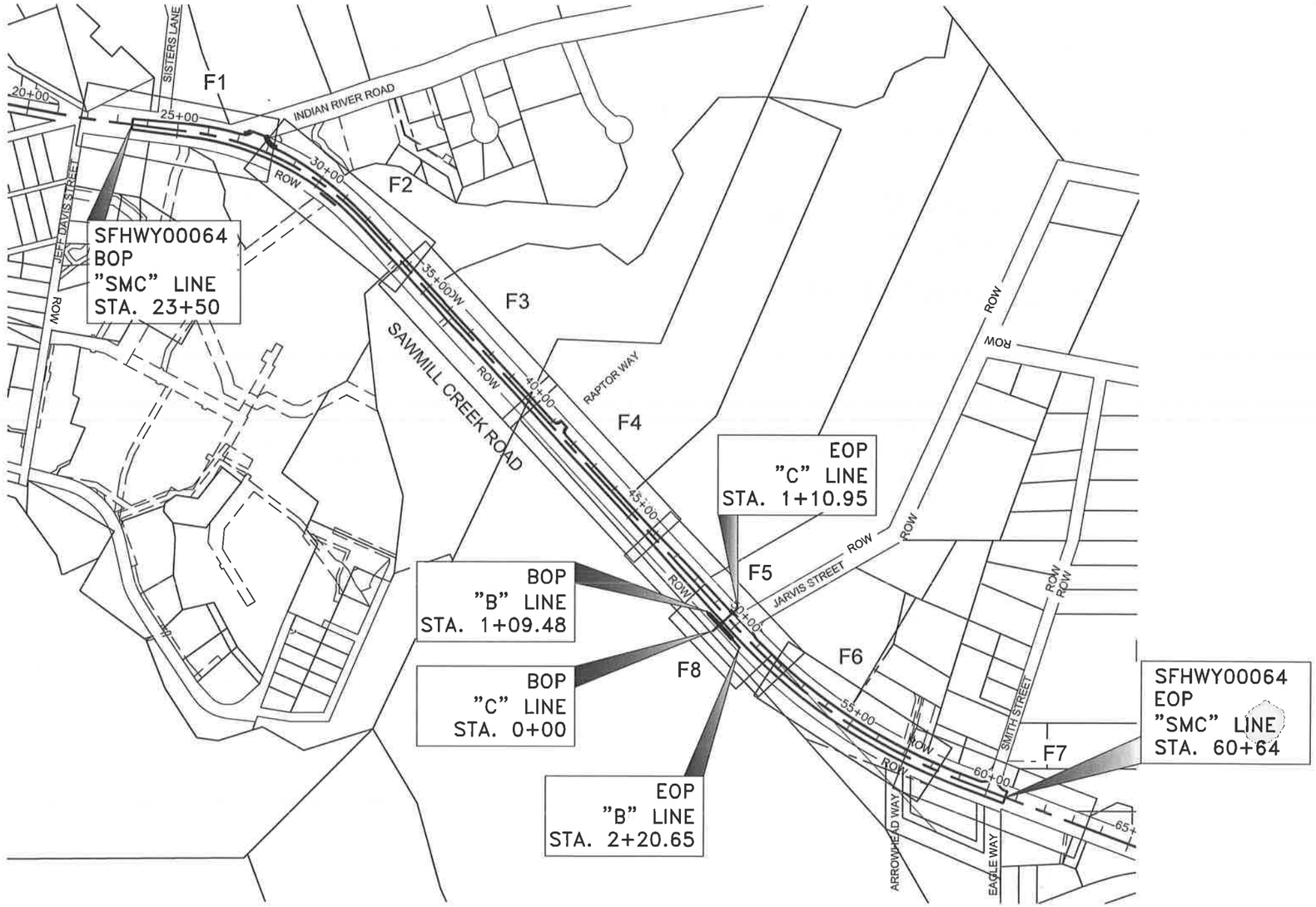
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	A2	7

GENERAL NOTES:

1. MAKE ALL PAVEMENT CUTS CLEAN, VERTICAL, AND TRUE TO THE REMOVAL LIMITS SHOWN ON THE PLANS.

0 400' 800'

SCALE IN FEET



THE FOLLOWING STANDARD PLANS APPLY TO THIS PROJECT:

C-04.12	G-00.04	M-13.01	T-06.00
C-05.20	G-05.11S	M-16.01	T-20.04
	G-05.11W		T-21.03
D-22.01	G-20.12	S-00.11	T-22.04
D-24.00	G-31.01	S-01.01	T-23.00
D-26.04		S-05.01	
	I-21.11	S-20.10	
	I-81.00	S-23.00	
		S-30.04	
		S-31.01	

STATE OF ALASKA 49TH
BRAN POLLARD, P.E. 10710 REGISTERED PROFESSIONAL ENGINEER
8/12/2019

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

SITKA SAWMILL CREEK ROAD RESURFACE:
JEFF DAVIS TO SMITH STREET

LAYOUT & INDEX OF SHEETS

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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	A3	7

	RECOVERED	SET
BLM MONUMENT	✠	
GLO MONUMENT	✠	
USC&GS MONUMENT	▲	
PRIMARY MONUMENT	✠	✠
CENTERLINE MONUMENT IN CASING	⊕	⊕
PRIMARY R.O.W. MONUMENT	⊕	⊕
BEARING OBJECT	✳	
MISCELLANEOUS MONUMENT	⊗	
LINE OF SIGHT MONUMENT		⊕
CONCRETE R.O.W. MONUMENT	■	
BENCHMARK		BM
REBAR AND CAP	⊙	⊙
REBAR	⊕	●
IRON PIPE	●	
PK NAIL		▽
SPIKE		×
HUB AND TACK		⊡
CONSTRUCTION CENTERLINE	5+00	
MICELLANEOUS CENTERLINE	10+00	
STATION EQUATION	"L"48+97.23 POT BK= "O"48+97.23 PC AHD	
PROJECT RIGHT-OF-WAY LINE	ROW	
EXISTING RIGHT-OF-WAY LINE	ROW	
EXISTING PROPERTY LINE		
CONTROLLED ACCESS LINE	C/A	
EXISTING EASEMENT LINE		
PROPOSED EASEMENT LINE		
PROPOSED CUT SLOPE LIMIT		
PROPOSED FILL SLOPE LIMIT		
SECTION LINE		
1/4 SECTION LINE		
1/16 SECTION LINE		
TOWNSHIP & RANGE LINE	T. 2 N. / T. 1 N. — T. 1 E. / T. 2 E.	
MEANDER LINE	M1 M2 M3	

	EXISTING	PROPOSED
SANITARY SEWER (FLOW DIRECTION →)	SS	SS
FUEL LINE	O	O
GAS LINE	G	G
WATER LINE	W	W
METER, VALVE, FIRE HYDRANT	W	W
EXISTING STORM DRAIN (FLOW DIRECTION →)	SD	
PROPOSED STORM DRAIN		S-10, S-11, P-11, P-10, SD, MH
FIBER OPTIC LINE	FO	
DIRECT BURIAL TELEPHONE CABLE	T	T
DIRECT BURIAL ELECTRIC CABLE	E	E
ELECTRIC LINE (OVERHEAD)		
POWER POLE LINE		
JOINT USE POWER & TELEPHONE		
TELEPHONE POLE LINE		
POLE ANCHOR		
STUB POLE (POWER OR TELEPHONE)		
TELEPHONE DUCT	T	T
TELEPHONE PEDESTAL		
BURIED CABLE MARKER		
PIPELINE MARKER OR VALVE		
CATCH BASIN OR DROP INLET		
MANHOLE	MH	MH
SANITARY SEWER CLEAN OUT		
RIPRAP		
SPECIAL DITCH CENTERLINE		
HIGH TIDE LINE	HTL	HTL

	EXISTING	PROPOSED
ROADWAY/PAVEMENT EDGE		
FENCE		
CURB AND GUTTER		
DETECTABLE WARNINGS		
GUARDRAIL		
CULVERT PIPE		
SIGN		
MAILBOX	MB	MB
RAILROAD TRACKS		
RAILROAD DEVICES	CROSS-BUCK, FLASHING LIGHT	CANTILEVER, SWITCH
TREE LINE		
WATER BOUNDARY		
ORDINARY HIGH WATER LINE		
FLOW CENTERLINE		
FLOW DIRECTION		
WETLANDS		
EXISTING BUILDINGS	H = HOUSE, G = GARAGE, M = MERCHANT/STORE, B = BARN, S = SHED, P = PRIVY, SS = SERVICE STATION, W = WAREHOUSE	
POST OR BOLLARD		
WELL OR MONITORING WELL	W, MW	
SEPTIC PIPE	S	
FUEL TANK FILL PIPE/VENT	F	
SATELLITE DISH	SAT. DISH	
TEST HOLE	TH	
CONIFER TREE		
DECIDUOUS TREE		
GRAVE		
THERMOSIPHON		
PARKING METER		
VEHICLE PLUG-IN		
DELINEATOR/GUIDE MARKER		

	EXISTING	PROPOSED
JUNCTION BOX, TYPE IA		5
JUNCTION BOX, TYPE II		6
JUNCTION BOX, TYPE III		3
SIGNAL FACE, VEHICULAR	42	42
SIGNAL FACE, BACKPLATE	42	42
SIGNAL FACE, LEFT TURN, BACKPLATE	43	43
SIGNAL FACE, PEDESTRIAN	41	41
LOOP DETECTOR	33	73
VIDEO DETECTOR	2	2
RADAR DETECTOR	4	4A
OPTICOM DETECTOR	1	1
PEDESTRIAN PUSH BUTTON	1	1
SIGNAL POST W/O MAST ARM		1
SIGNAL POLE W/MAST ARM		4
SIGNAL CONTROLLER		
LOAD CENTER		
LUMINAIRE		23
RIGID METAL CONDUIT		

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.25.20

STATE OF ALASKA 49TH — BRIAN POLLARD, P.E. 10610 REGISTERED PROFESSIONAL ENGINEER

8/12/2019

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

SITKA SAWMILL CREEK
ROAD RESURFACE:
JEFF DAVIS TO SMITH STREET

LEGEND & SYMBOLS

FILE | O:\Sit\SFHWY00064\Plonset\SFHWY00064_SIT_A3.dwg
DATE | 8/9/2019 15:39
LAYOUT | A3
DESIGNED | C.L.
CHECKED | BP
DRAFTED | JT, RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z68100\SFHWY00064	2019	A4	7

SAWMILL CREEK DESIGN ALIGNMENT							
SEGMENT	STATION	NORTHING	EASTING	STATION	RADIUS	LENGTH	DELTA
C1	-0+00.00	302232.58	505819.76	1+36.84	1056.67	136.84	7°25'12"
L1	1+36.84	302275.31	505949.66	3+00.00			
L2	3+00.00	302310.55	506108.97	14+68.89			
L3	14+68.89	302590.16	507243.92	15+67.71			
C2	15+67.71	302615.49	507339.44	16+83.46	250.00	115.75	26°31'42"
L4	16+83.46	302618.68	507454.12	17+82.47			
L5	17+82.47	302598.65	507551.08	21+04.03			
C3	21+04.03	302540.14	507867.28	22+37.85	2245.00	133.82	3°24'55"
L6	22+37.85	302519.73	507999.51	25+36.23			
C4	25+36.23	302483.03	508295.62	32+11.12	960.00	674.89	40°16'47"
L7	32+11.12	302180.78	508883.56	50+13.69			
C5	50+13.69	300855.05	510104.91	59+15.46	1919.57	901.77	26°54'59"
L8	59+15.46	300356.85	510846.63	73+52.07			
C6	73+52.07	299855.38	512192.87	77+62.97	450.00	410.90	52°19'02"
L9	77+62.97	299894.98	512587.67	79+97.40			

COORDINATES LISTED ABOVE HOLD OVER DISTANCE AND BEARING

SURVEY CONTROL TABLE				
Point #	Northing	Easting	Elevation	Description
10	302789.08	505104.62	45.42	GPS_BC2"
41	302209.04	505884.62	34.53	ALCAP2"_SET
50	302478.67	508560.37	60.54	ALCAP2"_SMC-3
51	300835.42	510092.18	25.43	ALCAP2"
1500	300818.04	510096.21	23.65	ALCAP_FND_DOT/PF-SMC6
1501	300476.57	510495.08	27.64	ALCAP2"_FND_DOT/PF-HP-19

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

HORIZONTAL CONTROL

BASIS OF HORIZONTAL CONTROL IS NGS STATION "BM-16", A "B" ORDER NGS STATION LOCATED ON THE PIONEERS HOME GROUNDS AND STAMPED "16 1941"
NAD83 (1992)
N 57°02'59.71512"
W 135°20'20.43691"

"SIT C" IS A "FIRST" ORDER NGS STATION IS LOCATED AT THE LOCATED AT THE SITKA ROCKY GUTIERREZ AIRPORT ON JAPONSKI ISLAND AND STAMPED "SIT C 1999" AND WAS TIED FOR INCLUSION OF THE SITKA LOCAL GRID OF 2000 AS BELOW.
NAD83 (1992)
N 57°02'49.63882"
W 135°21'50.40083"

DOT/PF SITKA 2000 LOCAL GRID
TRANSLATION PARAMETERS ABOUT NGS STATION "SIT C"

SCALE FACTOR= 0.9999755100
CONVERGENCE ANGLE FROM GEODETIC NORTH= -1°25'39.4"

NAD83 AKSPC ZONE 1
NORTH = 1,908,220.83 FT US
EAST = 2,348,010.11 FT US

SITKA 2000 LOCAL GRID
NORTH = 300,000.00 FT US
EAST = 500,000.00 FT US

VERTICAL CONTROL:
MLLW BASED ON NOAA TIDAL BENCHMARK SERIES 9451600. NOS MONUMENT BM-16 IS 20.36' ABOVE MLLW ON THE 1960-1978 TIDAL EPOCH AS PUBLISHED 10/31/1984.

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 PROPERTY MONUMENTS, OR PROPERTY MARKERS, CORNERS OR ACCESSORIES WHICH WILL BE DISTURBED OR BURIED SHALL BE REFERENCED PRIOR TO BEING DISTURBED, AND RE-ESTABLISHED IN THEIR ORIGINAL HORIZONTAL POSITION AND A RECORD OF MONUMENT FORM IN ACCORDANCE WITH (A.S.34.65.040) AND (A.S.19.10.260) 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.

3. RIGHT OF WAY LOCATION IS SHOWN FOR GRAPHICAL ORIENTATION PURPOSES ONLY. REFER TO ALASKA DOT&PF RIGHT OF WAY MAPS FOR RIGHT OF WAY INFORMATION.

4. HORIZONTAL AND VERTICAL CONTROL MUST BE FIELD VERSIFIED BY THE CONTRACTOR. DISCREPANCIES WILL BE REPORTED TO DOT&PF CONSTRUCTION PROJECT ENGINEER.

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

PROJECT SPECIFIC BASIS OF HORIZONTAL CONTROL

PROJECT BASIS OF BEARING IS N 88°12'43" E FROM DOT CONTROL POINT #1 TO DOT CONTROL POINT #2.

#1 : A NGS DISK LOCATED ON THE PIONEERS HOME GROUNDS AND STAMPED "16 1941"

SIT2000	N 301023.53'	E 504975.91'
AKSPC	N 1909120.06'	E 2353009.85'

#2 : 2" BRASS CAP LOCATED WEST OF NEW POWER PLANT AND STAMPED "SMC-2"

SIT2000	N 301181.00'	E 510020.19'
AKSPC	N 1909151.80'	E 2358056.36'

8-12-19

STATE OF ALASKA 49TH Daniel M Ignatov No 11295 REGISTERED PROFESSIONAL LAND SURVEYOR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 Glacier Highway Juneau Ak. 99801
(907) 465-1763

SAWMILL CREEK ROAD RESURFACE & PEDESTRIAN IMPROVEMENTS
ROUNDABOUT TO SMITH STREET
PROJECT NO.NH-0933046/Z68100
PROJECT NO.NH-0933046/SFHWY00064
SURVEY CONTROL

DESIGNED: J.PASO
DRAWN: J.PASO
CHECKED: J.LAIRD

XREFS

SCALE

LAYOUT: A4

DATE / TIME: 8/12/2019 10:42

DRAWING LOCATION: O:\ST\68100\SVY\CSD\BASEMAPS\68100_SMC_SCS.dwg

DESIGNED JPAPOI
DRAWN JUNNOV
CHECKED
DRAFTED JPAPOI

XREFS

SCALE

LAYOUT #5

DATE/TIME 2/4/2020 10:15

DRAWING LOCATION
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NO.	DATE	REVISION
1	2/4/2020	ADDENDUM #3

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Z68100/SFHWY00064	2019	A5	7

EXISTING PROPERTY MONUMENTS

Point #	Northing	Easting	Description	Station	Offset
1419	302235.13	506314.07	ALCAP1.5"_LS6304	4+81.09	122.27R
1424	300994.22	509908.94	ALCAP1.5"_LS6304	47+78.55	49.83R
1425	300817.45	510071.74	ALCAP1.5"_LS6304	50+18.74	49.88R
1427	300877.04	510181.02	BC3.25"_BLM	50+50.44	70.54L
1429	302542.41	508235.70	ALCAP1.5"_LS-6304	24+69.47	51.60L
1430	302507.52	508430.31	ALCAP1.5"_LS-6304	26+60.85	49.39L
1432	302433.07	508296.32	ALCAP1.5"_LS-6304	25+43.45	49.43R
1433	302465.56	508571.86	ALCAP1.5"_3337-S	28+00.90	55.00L
1434	302332.58	508796.76	ALCAP1.5"_3337-S	30+48.88	53.46L
1435	302027.84	508955.72	ALCAP3.25"_LS-6304	33+72.49	50.55R
1436	302077.28	508910.28	BC3"-BPR-16+75.39	33+05.34	50.47R
1437	302268.00	508707.85	ALCAP1.5"_LS-6304	30+16.19	51.46R
1438	301652.25	509437.69	BC3"-BPR-23+94.70	39+75.29	49.43L
1439	301899.47	509075.12	ALCAP1.5"_LS-6304	35+47.80	49.72R
1440	301543.20	509386.04	BC3.25"_DOI	40+20.50	62.45R
1441	301555.14	509391.73	ALCAP3.25"_LS-6304	40+15.57	50.16R
1442	301992.61	509124.56	ALCAP1.5"_LS13321	35+12.81	49.75L
1443	301303.28	509759.84	BC2.5"_ROW-TR4A1-TR4A2-C10	44+50.22	49.91L
1444	300599.12	510478.90	SPINHOLE_REBAR-NO-CAP	54+71.15	48.78L
1445	300457.52	510732.37	ALCAP_LS3650	57+69.37	49.03L
1446	300414.68	510833.08	SPINHOLE_REBAR-NO-CAP	58+81.71	49.17L
1447	300375.05	510937.26	ALCAP_LS3650	59+94.04	48.69L
1448	300458.75	510964.12	ALCAP	59+89.99	136.50L
1449	300256.15	510969.48	ALCAP_LS6304	60+65.74	51.48R
1450	300374.63	510673.80	SPIKE_SQUARE-HEAD	57+51.44	50.86R
1451	302792.89	507974.21	BC_3"_USACE_WC-3.0-N465040W	21+71.21	267.15L
1452	302653.79	508182.79	BC_3"_COR-7_MARKINGS MISSING	24+03.27	155.63L
1453	302571.57	507952.40	REBAR_5/8	21+83.64	45.06L
1454	302699.77	507726.15	ALCAP_1.5"_LS6304	19+36.22	131.34L
1455	302985.05	507835.00	ALCAP_2"_LS6700	19+91.33	431.65L
1456	302759.23	508076.23	BC_3"_WC-COR6-3.0-N465040W_USAC	22+84.55	247.17L
1457	302730.59	508041.20	ALCAP_3'_LS6304	22+53.32	214.43L
1458	302830.14	508000.69	BC_3"_WC-COR3-3.0-N465040E_USACE	21+94.97	307.90L
1459	303123.44	507796.07	IP_2"-CAP BROKEN-OFF	19+27.86	560.65L
1460	302768.28	508084.82	BC_2"_J-1-1	22+91.97	257.20L
1461	302550.44	508170.16	BC_3"_COR8_USACE	24+03.44	51.51L

EXISTING PROPERTY MONUMENTS

Point #	Northing	Easting	Description	Station	Offset
1413	302333.33	506077.01	MAG_FND	2+73.71	29.19L
1414	302343.92	506119.70	ALCAP1.5"_LS6304	3+18.40	29.87L
1415	302355.09	506164.90	ALCAP1.5"_LS6304	3+64.96	29.90L
1416	302317.67	506239.42	ALCAP1.5"_3337S	4+28.37	24.26R
1417	302418.19	506420.99	ALCAP1.5"_LS6304	6+28.72	29.88L
1418	302452.96	506562.26	ALCAP2"_LS6304	7+74.19	29.83L
1420	302548.63	507176.45	ALCAP1.5"_3337-S	13+93.43	24.27R
1421	302514.69	507039.82	ALCAP1.5"_3337-S	12+52.65	24.52R
1422	302591.51	507125.23	ALCAP1.5"_3337-S	13+53.97	29.62L
1423	302666.04	507312.01	ALCAP1.5"	15+54.12	55.84L
1431	302450.29	508166.54	ALCAP1.5"_LS-6304	24+12.16	48.32R
1432	302433.07	508296.32	ALCAP1.5"_LS-6304	25+43.45	49.43R

ALL PROPERTY MONUMENTS IN THESE TABLES SHALL BE REFERENCED PRIOR TO DISTURBANCE FROM CONSTRUCTION AND RE-ESTABLISHED IN THEIR ORIGINAL HORIZONTAL POSITION AND A RECORD OF MONUMENT FORM IN ACCORDANCE WITH A.S.34.65.040 SHALL BE SUBMITTED TO DOT FOR REVIEW PRIOR TO RECORDING.

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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3. RIGHT OF WAY LOCATION IS SHOWN FOR GRAPHICAL ORIENTATION PURPOSES ONLY. REFER TO ALASKA DOT&PF RIGHT OF WAY MAPS FOR RIGHT OF WAY INFORMATION.

4. HORIZONTAL AND VERTICAL CONTROL MUST BE FIELD VERSIFIED BY THE CONTRACTOR. DISCREPANCIES WILL BE REPORTED TO DOT&PF CONSTRUCTION PROJECT ENGINEER.

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

EXISTING CENTERLINE & SHOULDER MONUMENTS TO BE REFERENCED AND REPLACED ROUNDABOUT TO JEFF DAVIS

Point #	Northing	Easting	Elevation	Description	Station	Offset
42	302303.19	506067.66	35.24	BC2.5"_CASE	2+58.07	1.77L
43	302352.37	506267.44	36.56	BC2.5"_CASE	4+63.87	2.72L
44	302354.44	506275.83	36.64	BC2.5"_CASE	4+72.52	2.73L
45	302429.31	506579.43	38.61	BC3.25_CASE	7+85.21	2.76L
46	302619.79	507352.10	42.31	BC2.5"CASE	15+80.98	1.23L
47	302630.29	507394.90	42.71	BC2.5"_CASE	16+24.12	6.57L
48	302622.30	507438.28	42.78	BC2.5"_CASE	16+67.27	0.88L
49	302509.93	507986.62	55.49	BC_SH-MON	22+26.33	11.29R

EXISTING CENTERLINE & SHOULDER MONUMENTS TO BE REFERENCED AND REPLACED JEFF DAVIS TO SMITH STREET

Point #	Northing	Easting	Elevation	Description	Station	Offset
53	300920.52	510070.46	24.32	BC2.5"_SH_MON	49+42.20	19.02L
54	300511.84	510489.07	26.34	BC2.5"_SH_MON	55+27.47	19.04R

EXISTING SHOULDER MONUMENTS

Point #	Northing	Easting	Elevation	Description	Station	Offset
9	302336.83	505728.37	33.68	GPS_ALCAP3.5"_CASE	N\A	N\A
40	302296.85	505835.04	34.45	ALCAP3.25"_CASE	0+36.29	54.58L
55	299813.87	512349.51	25.37	BC2.5"_SH_MON	75+12.10	13.20R
56	299949.11	512700.03	22.10	BC2.5"_SH_MON	78+86.97	13.39R
1428	302232.58	505819.76	35.94	ALCAP3.25"_INCASE	-0+00.00	0.00R

ALL CENTERLINE & SHOULDER MONUMENTS IN THIS TABLE SHALL BE REFERENCED PRIOR TO DISTURBANCE FROM CONSTRUCTION AND RE-ESTABLISHED IN THEIR ORIGINAL HORIZONTAL POSITION AND A RECORD OF MONUMENT FORM IN ACCORDANCE WITH A.S.34.65.040 SHALL BE SUBMITTED TO DOT FOR REVIEW PRIOR TO RECORDING.

REGISTRATION #
LS - 15321
LS - 13321

2-4-20

STATE OF ALASKA
49 TH
Daniel M. Mosher
No. 11235
REGISTERED PROFESSIONAL LAND SURVEYOR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
6860 Glacier Highway Juneau Ak. 99801
(907) 465-1763

SAWMILL CREEK ROAD RESURFACE &
PEDESTRIAN IMPROVEMENTS
ROUNDABOUT TO SMITH STREET
PROJECT NO.NH-0933046/Z68100
PROJECT NO.NH-0933046/SFHWY00064

SURVEY CONTROL

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Z68100/SFHWY00064	2019	A6	7

DESIGNED JAPO
DETAILED JAPO
DRAWN JAPO
CHECKED JAPO
XREFS
SCALE
LAYOUT A6
DATE/TIME 8/9/2019 15:01
DRAWING LOCATION C:\SIL\68100\SVC\C3D\BASEMAPS\68100_SMC_SCS.dwg

LAKE STREET
SALVATION ARMY
POB: 0+00.00
PT: STA: 1+36.84
HOLLYWOOD WAY
PI: STA: 3+00.00
MONASTERY STREET
HOUSE #409
HOUSE #501
FIRST PRESBYTERIAN CHURCH
BARANOF STREET
HOUSE #607
HOUSE #607 1/2
HOUSE #609
HOUSE #611
HOUSE #613
HOUSE #616
DE GROFF STREET
HOUSE #621
SAWMILL CREEK ROAD
SUPER 8 HOTEL
ELKS CLUB
HOUSE #606
HOUSE #608
HOUSE #610
HOUSE #612
GEODETIC WAY
PC: STA: 15+62.21
PT: STA: 16+83.46
PI: STA: 17+82.47
PC: STA: 21+04.03
PT: STA: 22+37.85
PC: STA: 25+36.23
NATIONAL CEMETERY
BEGIN PROJECT SFHWY00064
JEFF DAVIS TO SMITH STREET
"SMC" STA:23+50
INDIAN RIVER ROAD
HOUSE #629
HOUSE #631
HOUSE #701
HOUSE #703
HOUSE #708
HOUSE #717
HOUSE #719
PC: STA: 14+68.89
HOUSE #704
HOUSE #706
#717 BIORKA
BIORKA STREET
JEFF DAVIS STREET
PARK STREET
HOUSE #304
HOUSE #624

1428 1413 1414 1415 1416 1417 1418 1419 1420 1421 1422 1423 1429 1430 1431 1432 1433 1451 1452 1453 1454 1456 1457 1460 1461

40 41 42 43 44 45 46 47 48 49 50

0 100 200 Feet

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

8.12.19

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

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
6860 Glacier Highway Juneau Ak. 99801
(907) 465-1763

SAWMILL CREEK ROAD RESURFACE & PEDESTRIAN IMPROVEMENTS
ROUNDABOUT TO SMITH STREET
PROJECT NO.NH-0933046/Z68100
PROJECT NO.NH-0933046/SFHWY00064

SURVEY CONTROL

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	Z68100/SFHWY00064	2019	A7	7

DESIGNED: J. PAPOI
DRAWN: D. PAPOI
CHECKED: J. PAPOI

XREFS

SCALE

LAYOUT: A7

DATE TIME: 8/9/2019 15:01

DRAWING LOCATION: C:\SIT\68100\SV\C3D\BASEMAPS\68100_SMC_SCS.dwg

1434 1442 1438 1443 1437 1436 1435 1439 1441 1440

PT: STA: 32+11.12

Indian River

Bridge No. 865

SAWMILL CREEK ROAD

RAPTOR WAY

30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00

0 100 200 Feet

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10, 23, 2019

END PROJECT SFHWY00064
JEFF DAVIS TO SMITH STREET
"SMC" STA:60+64

1448 1447 1445 1446 1449 1426 1427 1444 1424 1500 1425 1501 1450

PC: STA: 50+13.69

JARVIS STREET

SMITH STREET

PT: STA: 59+15.46

UNITED STATES POST OFFICE

Cascade Convenience Store #1211 SMC Rd.

Mobile Home #1

Mobile Home #2

46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00

0 100 200 Feet

8.12.19

STATE OF ALASKA
49TH
Daniel M. Ingram
No. 11299
REGISTERED PROFESSIONAL LAND SURVEYOR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
6860 Glacier Highway Juneau Ak. 99801
(907) 465-1763

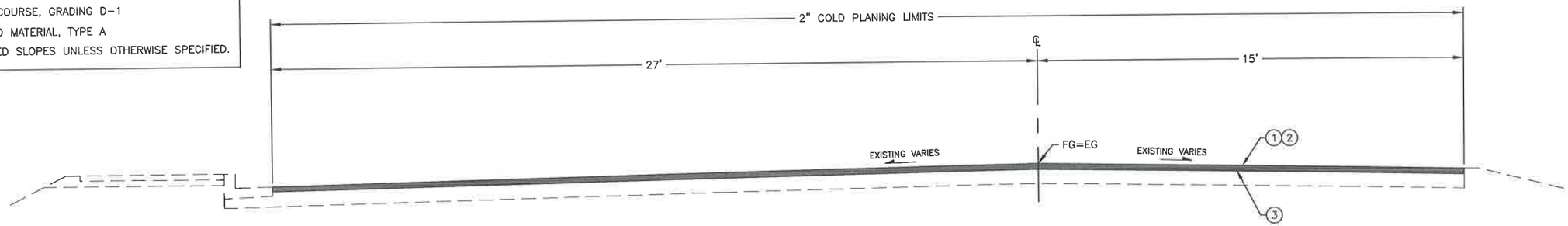
SAWMILL CREEK ROAD RESURFACE &
PEDESTRIAN IMPROVEMENTS
ROUNDABOUT TO SMITH STREET
PROJECT NO.NH-0933046/Z68100
PROJECT NO.NH-0933046/SFHWY00064

SURVEY CONTROL

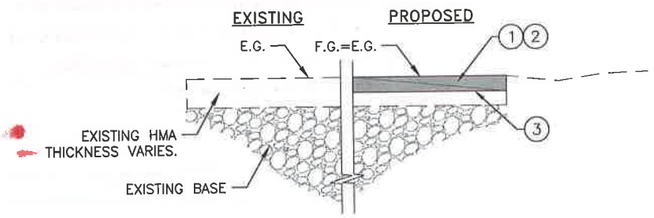
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	B1	2

LEGEND

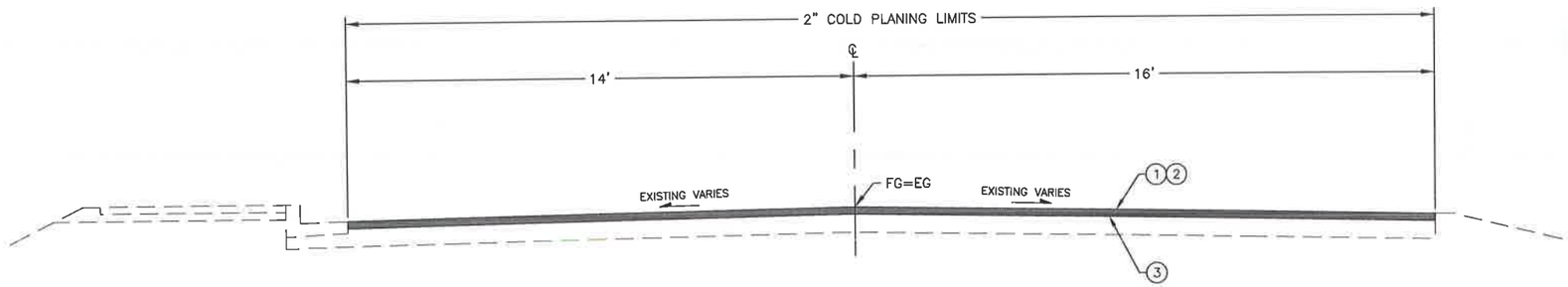
1. 2" HOT MIX ASPHALT, TYPE II; CLASS A, (PG 58-28)
2. 2" PAVEMENT COLD PLANING
3. STE-1 ASPHALT FOR TACK COAT
4. 2" ASPHALT SIDEWALK
5. 4" AGGREGATE BASE COURSE, GRADING D-1
6. 6" BORROW, SELECTED MATERIAL, TYPE A
7. SEEDING ON DISTURBED SLOPES UNLESS OTHERWISE SPECIFIED.



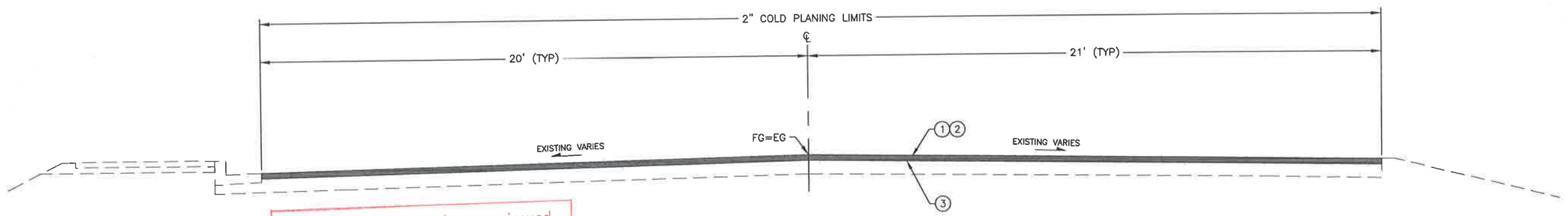
1/B1 TYPICAL SECTION
"A" LINE STA. 25+00 TO 28+21



4/B1 MILL AND PAVE
SCALE: N.T.S. STA. 23+50 TO EOP



2/B1 TYPICAL SECTION
"A" LINE STA. 31+00 TO 45+00



3/B1 TYPICAL SECTION
"A" LINE STA. 48+68 TO EOP

TYPICAL SECTION NOTES:

PAVEMENT COLD PLANING WIDTH VARIES:

- STA. 23+50 TO STA. 25+00 (34' TO 42')
- STA. 28+21 TO STA. 31+00 (42' TO 30')
- STA. 45+00 TO STA. 48+68 (30' TO 41')

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

STATE OF ALASKA 49TH
BRAN POLLARD, P.E.
105710
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

SITKA SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET

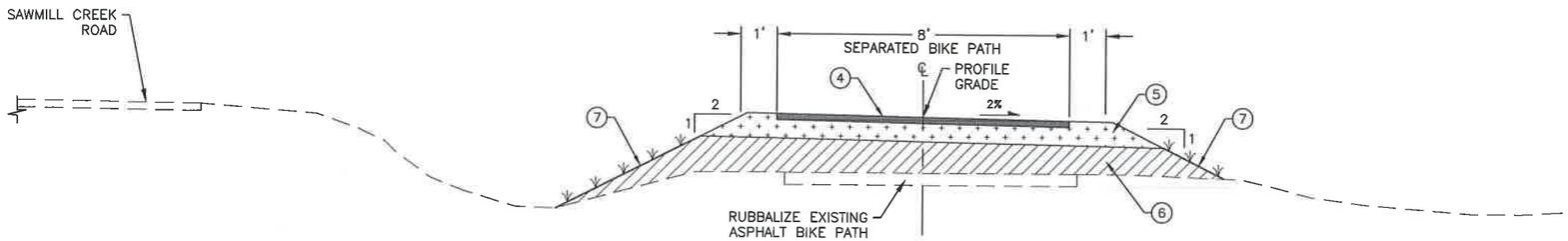
TYPICAL SECTIONS

FILE	DATE	LAYOUT	DESIGNED	CHECKED	DRAFTED
O:\Sit\SFHWY00064\Plansat\SFHWY00064_SIT_B1.dwg	8/9/2019 15:39	B1	C.L.	BP	JT, RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	B2	2

LEGEND

1. 2" HOT MIX ASPHALT, TYPE II; CLASS A, (PG 58-28)
2. 2" PAVEMENT COLD PLANING
3. STE-1 ASPHALT FOR TACK COAT
4. 2" ASPHALT SIDEWALK
5. 4" AGGREGATE BASE COURSE, GRADING D-1
6. 6" BORROW, SELECTED MATERIAL, TYPE A
7. SEEDING ON DISTURBED SLOPES UNLESS OTHERWISE SPECIFIED.



1/B2 SEPARATED BIKE PATH TYPICAL SECTION

"B" LINE STA. 1+20 TO STA. 2+10

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

STATE OF ALASKA
49TH
BRAN POLLARO, P.E.
10671P
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

SITKA SAWMILL CREEK ROAD RESURFACE:
JEFF DAVIS TO SMITH STREET

TYPICAL SECTIONS

FILE | Q:\Sit\SFHWY00064\Planset\SFHWY00064_SIT_B1.dwg
DATE | 8/9/2019 15:39
LAYOUT | B2
DESIGNED | C.I.
CHECKED | BP
DRAFTED | JT, RG

NO.	DATE	REVISION
1	2/4/2020	ADDENDUM #3

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	C1	1

ESTIMATE OF QUANTITIES

ITEM No.	SSHC No.	PAY ITEM	PAY UNIT	QTY.	
201.2002.0000	-	INVASIVE PLANTS SURVEY	LUMP SUM	ALL REQUIRED	
201.2003.0000	-	INVASIVE PLANT SPECIES CONTROL, REMOVAL, AND DISPOSAL	CONTINGENT SUM	ALL REQUIRED	
202.0002.0000	202(2)	REMOVAL PAVEMENT	SQUARE YARD	~~10.5~~	706.43
202.0003.0000	202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	~~88.5~~	39.28
202.0004.0000	202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	~~13~~	14
202.0009.0000	202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	~~171~~	182.50
203.2006.0000	203(6)	BORROW, SELECTED MATERIAL TYPE A	TON	~~40~~	44.28
301.0001.00D1	301(1)	AGGREGATE BASE COURSE, GRADING D-1	TON	~~70~~	145.01
401.0001.002A	401(1)	HMA, TYPE II; CLASS A	TON	~~1,850~~	2117.38
401.0004.5828	401(4)	ASPHALT BINDER, GRADE PG 58-28	TON	~~111~~	113.10
401.0008.002A	401(8)	HMA PRICE ADJUSTMENT, TYPE II, CLASS A	CONTINGENT SUM	ALL REQUIRED	
401.0009.0000	401(9)	LONGITUDINAL JOINT DENSITY PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	
401.0010.0002	401(10)	PAVEMENT SMOOTHNESS PRICE ADJUSTMENT, METHOD 2	CONTINGENT SUM	ALL REQUIRED	
401.0015.0000	401(15)	ASPHALT MATERIAL PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	
402.0001.STE1	402(1)	STE-1 ASPHALT FOR TACK COAT	TON	~~6~~	5.80
410.2001.0000	408(1)	PAVEMENT COLD PLANING	SQUARE YARD	~~15,794~~	15,757
604.0004.0000	604(4)	ADJUST EXISTING MANHOLE	EACH	5	
604.0010.0000	-	RECONSTRUCT INLET	EACH	~~4~~	2
604.0013.0000	604(13)	REPLACE INLET GRATE	EACH	1	
606.0015.0000	606(15)	ADJUST EXISTING GUARDRAIL	LINEAR FOOT	~~98~~	175
606.0016.0001	-	TRANSITON RAIL, MODIFICATION	EACH	~~1~~	2
608.0001.0004	608(1a)	CONCRETE SIDEWALK, 4 INCHES THICK	SQUARE YARD	~~23.5~~	122.87
608.0003.0000	608(3)	ASPHALT SIDEWALK	SQUARE YARD	~~62~~	124.05
608.0006.0000	608(6)	CURB RAMP	EACH	10	
609.0002.0001	609(2)	CURB AND GUTTER, TYPE 1	LINEAR FOOT	196.07	
610.0002.0000	610(2)	DITCH LINING	TON	~~5~~	13.39
615.0001.0000	615(1)	STANDARD SIGN	SQUARE FOOT	~~260.5~~	
618.0004.0000	618(4)	SEEDING	SQUARE YARD	~~78~~	0
619.2013.0000	619(3)	BONDED FIBER MATRIX (BFM)	POUND	~~60~~	0
625.0001.0000	625(1)	PIPE HAND RAIL	LINEAR FOOT	60	
627.0010.0000	627(10)	ADJUSTMENT OF VALVE BOX	EACH	~~10~~	13
640.0001.0000	640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	
640.0004.0000	640(4)	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED	
641.0001.0000	641(1)	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED	
641.0003.0000	641(3)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	LUMP SUM	ALL REQUIRED	
641.0005.0000	641(5)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE	CONTINGENT SUM	ALL REQUIRED	
641.0006.0000	641(6)	WITHHOLDING	CONTINGENT SUM	ALL REQUIRED	
642.0001.0000	642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED	
642.0003.0000	642(3)	THREE PERSON SURVEY PARTY	HOUR	~~10~~	3.38
642.0006.0000	642(6)	REPLACE EXISTING WITH PRIMARY MONUMENT	EACH	2	
642.0010.0000	642(10)	MONUMENT CASE	EACH	2	
643.0002.0000	643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	
643.0003.0000	643(3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED	
643.0023.0000	643(23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	
643.0025.0000	643(25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED	
643.0032.0000	643(15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED	
643.2017.0000	-	PEDESTRIAN BARRIER	LUMP SUM	ALL REQUIRED	
643.2024.0000	-	TEMPORARY RAMP	EACH	~~2~~	6
644.0001.0000	644(1)	FIELD OFFICE	LUMP SUM	ALL REQUIRED	
644.0002.0000	644(2)	FIELD LABORATORY	LUMP SUM	ALL REQUIRED	
644.0006.0000	644(6)	VEHICLES	LUMP SUM	ALL REQUIRED	
644.2004.0000	-	ENGINEERING COMMUNICATIONS	CONTINGENT SUM	ALL REQUIRED	
660.0003.0000	660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE, LED LUMINAIRES	LUMP SUM	ALL REQUIRED	
660.0004.0000	660(4)	SIGN ILLUMINATION SYSTEM COMPLETE, LED ENHANCED BORDER	LUMP SUM	ALL REQUIRED	
670.0001.0000	670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	
670.0008.0000	670(8)	RECESSED PAVEMENT MARKER	EACH	~~81~~	96
670.0010.0000	670(9)	METHYL METHACRYLATE PAVEMENT MARKINGS	LUMP SUM	ALL REQUIRED	
626.0007.0000	-	CONCRETE SPILLWAY CO 01	LUMP SUM	ALL REQUIRED	
203.0019.0000	-	CLEARING & GRUBBING (complete) CO 02	LUMP SUM	ALL REQUIRED	
303.0003.0000	-	LINEAR GRADING (complete) CO 03	LUMP SUM	ALL REQUIRED	

BASIS OF ESTIMATE

ITEM NO.	SSHC No.	ITEM	ESTIMATING FACTOR
203.0006.0000	203(6)	BORROW, SELECTED MATERIAL TYPE A	1.85 TONS/C.Y.
301.0001.00D1	301 (1)	AGGREGATE BASE COURSE, GRADING D-1	1.95 TONS/C.Y.
401.0001.002A	401 (1)	HMA, TYPE II; CLASS A	120 LBS./S.Y./IN.
401.0004.5828	401 (4)	ASPHALT BINDER, GRADE PG 58-28	6.0% OF ITEM 401(1)
402.0001.STE1	402 (1)	STE-1 ASPHALT FOR TACK COAT	0.10 GAL/S.Y. 243 GAL/TON
610.0001.0000	610(1)	DITCH LINING	1.48 TONS/C.Y.
618.0004.0000	618(4)	SEEDING	1.2 LB/ 1000 SF
		HYDRAULIC GROWTH MEDIUM	3500 LB/ACRE
619.2013.0000	619(3)	BONDED FIBER MATRIX (BFM)	4000 LB/ACRE
670.0001.0000	670(1)	PAINTED TRAFFIC MARKINGS	SOLID, WHITE 4" = 6,970 L.F.
			SOLID, WHITE 8" = 248 L.F.
			SOLID, WHITE 24" STOP BARS = 49 L.F.
			SOLID DOUBLE, YELLOW 11" = 3,427 L.F.
			SOLID, YELLOW 4" = 1,948
			SOLID, YELLOW 18" = 501
			SKIP, YELLOW 4" = 500
670.0010.0000	670(9)	METHYL METHACRYLATE PAVEMENT MARKINGS	SOLID, WHITE 24" LONGITUDINAL & PARALELL CROSSWALK BARS = 506 L.F.

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

STATE OF ALASKA 49TH
BRAN POLLARD, P.E.
106710
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

SITKA SAWMILL CREEK ROAD RESURFACE:
JEFF DAVIS TO SMITH STREET

ESTIMATE OF QUANTITIES

FILE Q:\SIT\SFHWY00064\Planset\SFHWY00064_SIT_C1.dwg | DATE 2/4/2020 9:07 | LAYOUT C1 | DESIGNED C.L. | CHECKED BP | DRAFTED JT, RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	D1	1

DRAFTED JT, RG | CHECKED BP | DESIGNED C.L. | LAYOUT D1 | DATE 8/12/2019 10:50 | FILE Q:\Sit\SFHWY00064\Planset\SFHWY00064_SIT_D1.dwg

202.0002.0000 REMOVAL OF PAVEMENT

BEGIN STATION	END STATION	OFFSET	AREA (S.Y.)	REMARKS
28+04	28+20.6	LT	5.5	Sawcut and remove existing asphalt at seperated bikepath on Indian River Road. Grade to match back of pedestrian ramp.
28+06	28+15	RT	5.0	Sawcut and remove existing asphalt and replace with concrete landing.
		TOTAL =	~~10.5~~ 706.43	695.93 SY including bike path and RTI 13

202.0003.0000 REMOVAL OF SIDEWALK

BEGIN STATION	END STATION	OFFSET	AREA (S.Y.)	REMARKS
27+15	27+29	LT	10.5 6	Indian River Road - Remove and replace existing pedestrian ramp and landing
27+81	27+21.5	LT	~~26.0~~ 11.44	Indian River Road - Remove and replace existing pedestrian ramps and landings
49+53.8	49+90.7	LT	~~25.0~~ 27.78	Jarvis Street - Remove and repalce existing pedestrian ramp and landing
50+40.6	50+55.4	LT	~~11.0~~ 11.22	Jarvis Street - Remove and repalce existing pedestrian ramp and landing
59+87	59+93.7	LT	~~7.0~~ 6.72	Smith Street - Remove and replace existing pedestrian ramp and landing
60+28	60+32.3	LT	~~7.0~~ 5.61	Smith Street - Remove and replace existing pedestrian ramp and landing
		TOTAL =	~~86.5~~ 39.28	12.78 SY @ RAPTOR WAY

202.0004.0000 REMOVAL OF CULVERT PIPE

BEGIN STATION	END STATION	OFFSET	LENGTH (FT)	REMARKS
54+27	54+40	RT	~~13~~ 14	Remove culvert & gravel path. Grade ditch to drain.

202.0009.0000 REMOVAL OF CURB AND GUTTER

BEGIN STATION	END STATION	OFFSET	LENGTH (FT)	REMARKS
27+15.7	27+30.9	LT	~~20~~ 21.2	Indian River Road - remove curb and gutter at pedestrian ramp and landing
27+81	28+21.5	LT	~~52~~ 50	Indian River Road - remove curb and gutter at pedestrian ramp and landing
49+53.8	49+90.7	LT	~~50~~ 52.6	Jarvis Street - remove curb and gutter at pedestrian ramp and landing
50+38.6	50+50	LT	~~22~~ 23	Jarvis Street - remove curb and gutter at pedestrian ramp and landing
59+87.18	59+93.75	LT	13	Smith Street - remove curb and gutter at pedestrian ramp and landing
60+28	60+32.3	LT	~~14~~ 15.2	Smith Street - remove curb and gutter at pedestrian ramp and landing
		TOTAL =	~~171~~ 182.9	25.9' - RAPTOR WAY @ 41+52 LT

604.0004.0000 ADJUST EXISTING MANHOLE

STA.	OFFSET	REMARKS
25+36.80	17.81 LT	Sanitary Sewer Manhole
49+93.38	44.74 LT	Storm Drain Manhole
50+20.30	44.92 LT	Sanitary Sewer Manhole
60+18.06	36.22 LT	Sanitary Sewer Manhole
60+55.62	4.18 LT	Storm Drain Manhole

TOTAL = 5

604.0010.0000 RECONSTRUCT INLET

STA.	OFFSET	REMARKS
51+99	32' RT	
49+93	44 LT	

TOTAL = 2

604.0013.0000 REPLACE INLET GRATE

STA.	OFFSET	REMARKS
49+76.5	29.39 LT	STA & Offset at center of grate

606.0015.0000 ADJUST EXISTING GUARDRAIL

STA. TO STA.		OFFSET	LENGTH	REMARKS
32+64.5	33+54.392	~~LT~~ RT	~~90~~ 106	Reset rail to meet NCHRP 350 Rail height of 28"
35+35	36+04	~~LT~~ RT	69	
		TOTAL =	175	

606.0016.0001 TRANSITION RAIL, MODIFICATION

STATION	OFFSET	REMARKS
35+67	RT	See N Sheets

TOTAL = 2

608.0001.0004

15.72 SY SMITH ST
28.92 SY JARVIS ST
18.39 SY RAPTOR WAY
47.83 SY INDIAN RIVER ROAD

122.87 SY

608.0001.0004 CONCRETE SIDEWALK, 4 INCHES THICK

BEGIN STATION	END STATION	OFFSET	AREA (S.Y.)	REMARKS
~~27+94.5~~	28+03	LT	~~5.5~~ 5.0	~~Indian River Road/SMC~~
~~28+06.0~~	~~28+15.2~~	RT	5.0	Separated bikepath pedestrian landing
~~49+53.7~~	~~49+60~~	LT	3.5	Jarvis Street/SMC
~~49+58.7~~	~~49+67.7~~	RT	5.0	Separated bikepath pedestrian landing
~~49+75.3~~	~~49+81~~	LT	4.5	Jarvis Street/SMC
		TOTAL =	~~23.5~~ 122.87	

608.0006.0000 CURB RAMP

STA.	OFFSET	TYPE OF RAMP	REMARKS
27+24.14	37.98' LT	Parallel	Indian River Road/SMC. Center of ramp at top back of curb
27+85.90	42.18' LT	Parallel	Indian River Road/SMC. Center of ramp at top back of curb
28+10.53	27.63' LT	Parallel	Indian River Road/SMC. Center of ramp at top back of curb
41+13.87	25.84' LT	Parallel	Raptor Way/SMC. Center of ramp at top back of curb
41+49.33	25.17' LT	Parallel	Raptor Way/SMC. Center of ramp at top back of curb
49+63.29	24.60' LT	Parallel	Jarvis Street/SMC. Center of ramp at top back of curb
49+86.55	41.12' LT	Parallel	Jarvis Street/SMC. Center of ramp at top back of curb
50+45.28	45.14' LT	Parallel	Jarvis Street/SMC. Center of ramp at top back of curb
59+92.86	39.29' LT	Parallel	Smith Street/SMC. Center of ramp at top back of curb
60+28.39	42.68' LT	Parallel	Smith Street/SMC. Center of ramp at top back of curb

TOTAL = 10.0

609.0002.0001 CURB AND GUTTER, TYPE 1

BEGIN STATION	END STATION	OFFSET	LENGTH (FT)	REMARKS
27+15.7	27+30.9	LT	20	Indian River Road/SMC - curb and gutter at pedestrian ramp and landing
27+81	28+21.5	LT	52	Indian River Road/SMC - curb and gutter at pedestrian ramp and landing
41+09.5	41+16.4	LT	13	Raptor Way/SMC - curb and gutter at pedestrian ramp and landing
41+46.7	41+53.8	LT	12	Raptor Way/SMC - curb and gutter at pedestrian ramp and landing
49+53.8	49+90.7	LT	50	Jarvis Street/SMC - curb and gutter at pedestrian ramp and landing
50+38.6	50+50	LT	22	Jarvis Street/SMC - curb and gutter at pedestrian ramp and landing
59+87.18	59+93.75	LT	13	Smith Street/SMC - curb and gutter at pedestrian ramp and landing
60+28	60+32.3	LT	14	Smith Street/SMC - curb and gutter at pedestrian ramp and landing
		TOTAL =	196.07	

625.0001.0000 PIPE HAND RAIL

BEGIN STA	END STA	OFFSET	LENGTH (FT)	REMARKS
30+27	30+87	RT	60	

627.0010.0000 ADJUSTMENT OF VALVE BOX

STA.	OFFSET	REMARKS
24+37.56	18.30 LT	Per CBS STD DWG 70-3
24+39.73	20.44 LT	Per CBS STD DWG 70-3
24+58.52	16.23 LT	Per CBS STD DWG 70-3
26+89.99	18.64 LT	Per CBS STD DWG 70-3
40+76.19	17.02 RT	Per CBS STD DWG 70-3
49+70.47	33.08 RT	Separated Bike Path. Per CBS STD DWG 70-3
49+71.37	32.99 RT	Separated Bike Path. Per CBS STD DWG 70-3
49+93.42	18.80 RT	Per CBS STD DWG 70-3
50+00.89	19.05 RT	Per CBS STD DWG 70-3
52+87.64	16.93 RT	Per CBS STD DWG 70-3

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

STATE OF ALASKA 49TH — BRIAN POLLARD, P.E. 10671O — REGISTERED PROFESSIONAL ENGINEER

8/12/2019

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

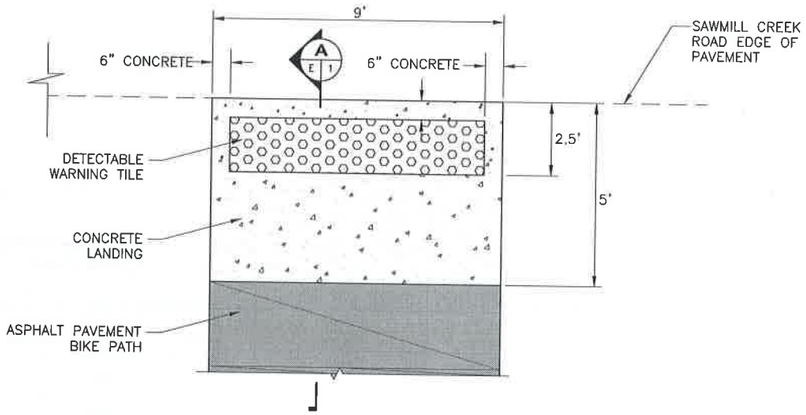
SITKA SAWMILL CREEK ROAD RESURFACE:
JEFF DAVIS TO SMITH STREET

SUMMARIES

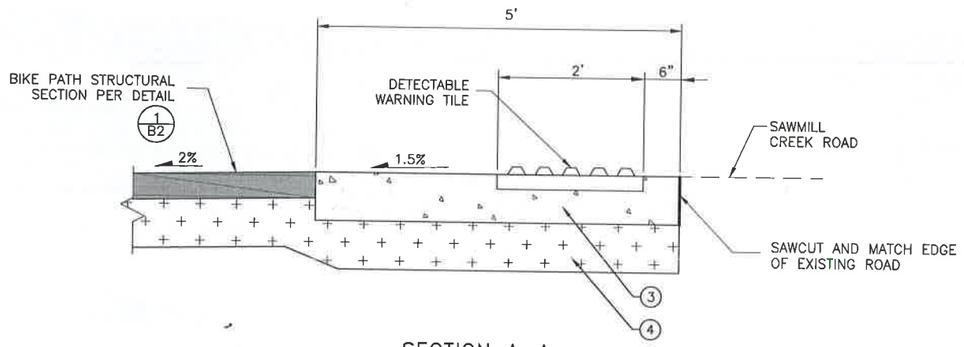
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	E1	3

LEGEND

1. 2" HOT MIX ASPHALT (HMA), TYPE II; CLASS A
2. STE-1 ASPHALT FOR TACK COAT
3. 4" CONCRETE SIDEWALK
4. 4" BED COURSE MATERIAL, GRADING D-1
5. CURB & GUTTER, TYPE 1

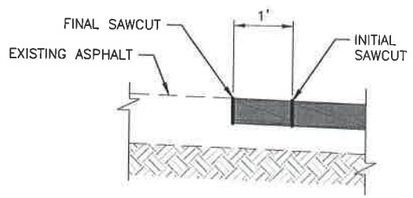


PLAN VIEW
NTS



SECTION A-A
NTS

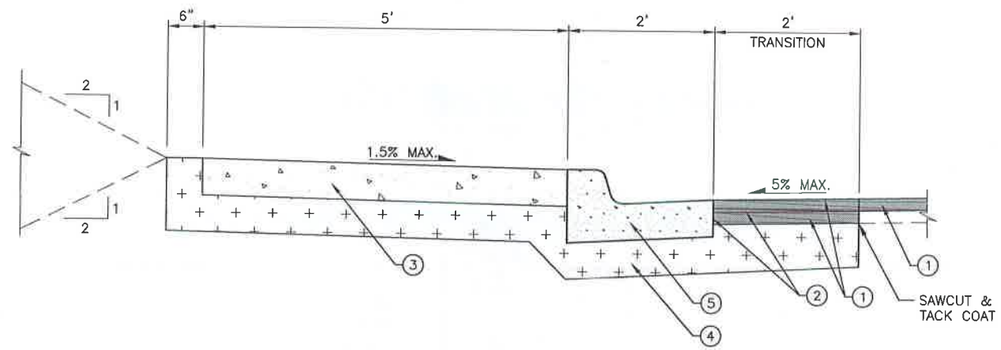
1 / E1 BIKE PATH PEDESTRIAN LANDING
SCALE: NOT TO SCALE



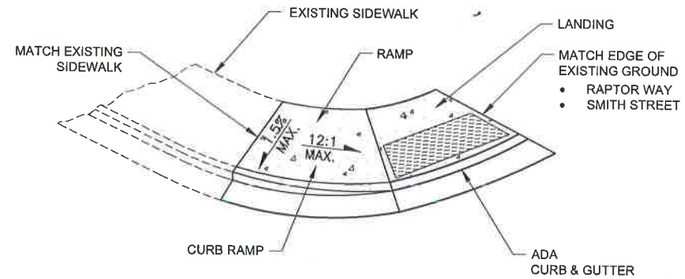
2 / E1 SAWCUT
SCALE: NOT TO SCALE

NOTES:

1. THIS DETAIL APPLIES TO ALL ASPHALT SAWCUTS.
2. INITIALLY SAWCUT EXISTING ASPHALT TO PROTECT FINAL CUT EDGE DURING ASPHALT REMOVAL & BASE COURSE PREPARATION.
3. FINAL SAWCUT WITHIN 24 HOURS PRIOR TO PAVING. PROTECT FINAL SAWCUT EDGE FROM DAMAGE.
4. INITIAL SAWCUT MAY BE ELIMINATED IF PAVING IS TO TAKE PLACE WITHIN 24 HRS AND SAWCUT EDGE IS PROTECTED FROM DAMAGE, PRIOR TO PAVING.
5. FINAL SAWCUT SHALL BE STRAIGHT & THE FULL DEPTH OF EXISTING ASPHALT.



3 / E1 CONCRETE SIDEWALK, 4" THICK
SCALE: NOT TO SCALE



4 / E1 PEDESTRIAN RAMPS-ONE WING
SCALE: NOT TO SCALE

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

STATE OF ALASKA
49TH
BRIAN POLLARD, P.E.
106710
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

SITKA SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET

MISCELLANEOUS DETAILS

FILE G:\SR\SFHWY00064\Planset\SFHWY00064_SIT_E1.dwg
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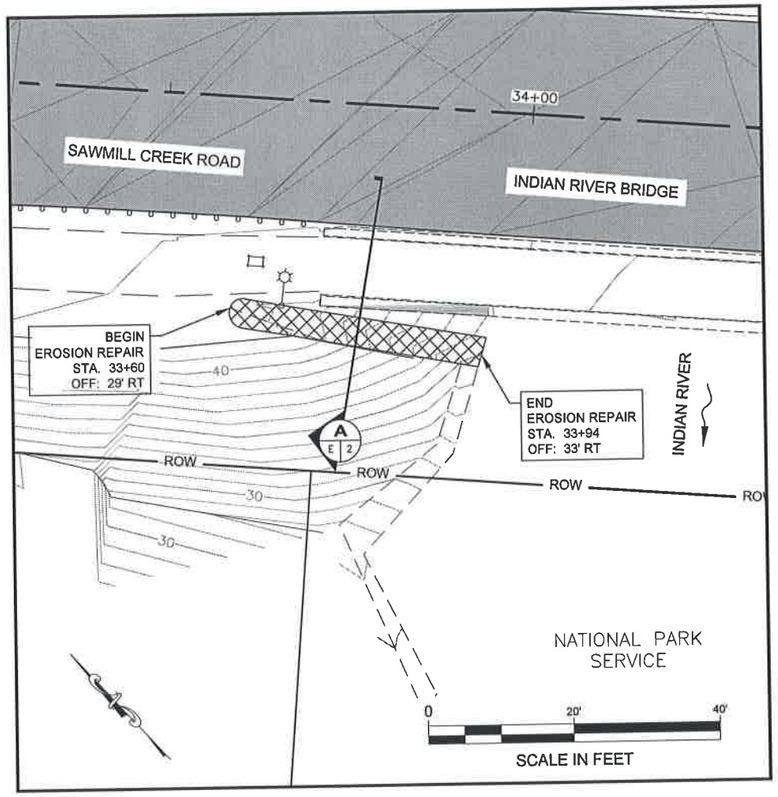
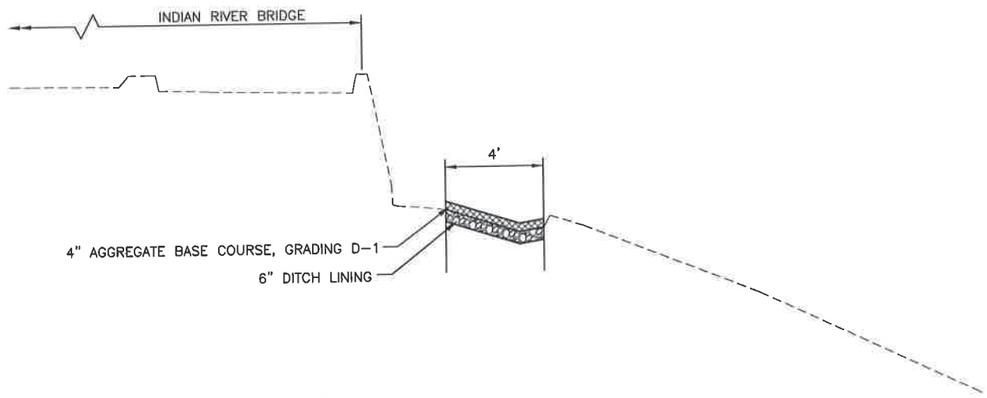
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	E2	3



PLAN VIEW
NTS



SECTION A-A
NTS

1/E2 EROSION REPAIR AT INDIAN RIVER BRIDGE
SCALE: NOT TO SCALE
STA. 33+60 RT TO 33+94 RT

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.
PE _____ Date 10.23.20

STATE OF ALASKA
49 TH
BRIAN POLLARD, P.E.
106710
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

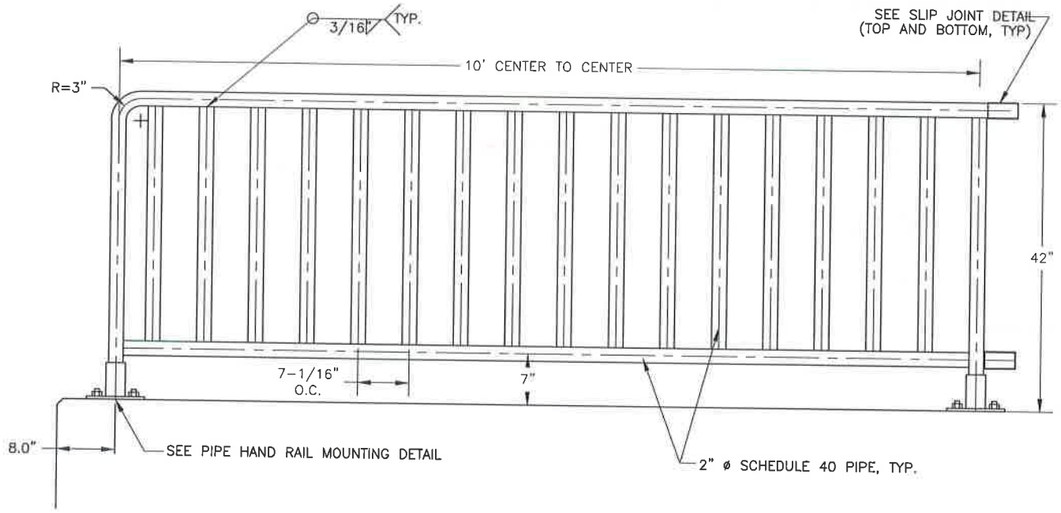
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

SITKA SAWMILL CREEK
ROAD RESURFACE:
JEFF DAVIS TO SMITH STREET

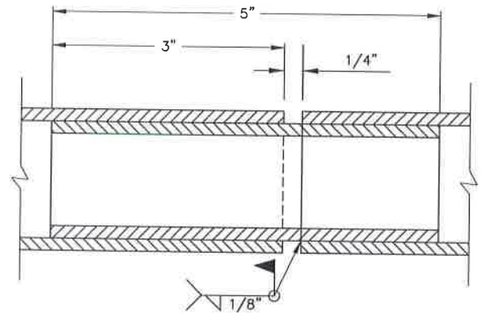
MISCELLANEOUS DETAILS

FILE | O:\SA\SFHWY00064\Plans\SFHWY00064_SIT_E2.dwg
DATE | 8/9/2019 15:47
LAYOUT | E2
DESIGNED | C.L.
CHECKED | BP
DRAFTED | JT, RG
DATE

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	E3	3

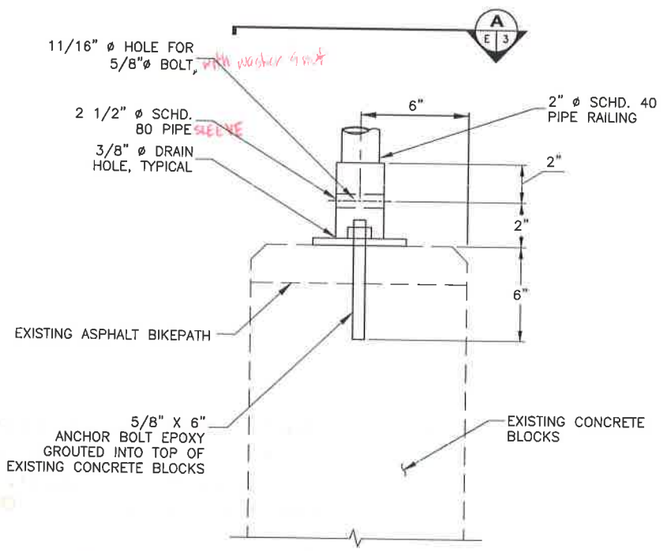


1/E3 PIPE HAND RAIL, TYPE A ELEVATION VIEW
SCALE: NOT TO SCALE

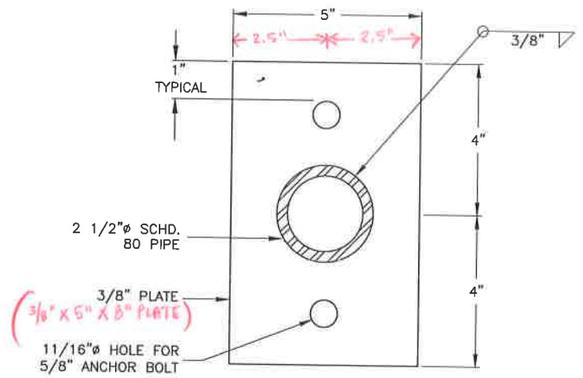


- 2" sch 40 Pipe
- 1½ sch 40 Pipe

SLIP JOINT DETAIL
NTS



PIPE HAND RAIL, TYPE A MOUNTING DETAIL
NTS



SECTION A-A
NTS

PIPE HANDRAIL NOTES:

1. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL PIPE HAND RAIL PRIOR TO FABRICATION FOR THE ENGINEER'S REVIEW AND APPROVAL.
2. ASSURE VERTICAL RAILING IS PLUMB.
3. RAILING PANELS SHALL BE SPLICED USING SLIP JOINT TO PROVIDE CONTINUOUS RAILING. SEE DETAIL.
4. OVERALL LENGTH OF RAILING SEGMENT MAY BE LIMITED DUE TO CONFIGURATION OF WALL.
5. ALL RAILING MEMBERS AND ASSOCIATED HARDWARE SHALL BE GALVANIZED.
6. ALL VERTICAL MEMBERS SHALL BE SPACED TO MAINTAIN A UNIFORM GAP.
7. VERIFY ALL CONTROLLING DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10,23,20

STATE OF ALASKA 49 TH
BRAN POLLARD, P.E. 10571O REGISTERED PROFESSIONAL ENGINEER
8/12/2019

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SITKA SAWMILL CREEK ROAD RESURFACE:
JEFF DAVIS TO SMITH STREET

MISCELLANEOUS DETAILS

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NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	F1	5

0 40' 80'
SCALE IN FEET

SFHWY00064
"SMC" LINE BOP STA. 23+50
SAWCUT & MATCH EXISTING

SAWCUT & MATCH EXISTING
STA. 27+56, OFFSET ~~48.5'~~ LT

SAWCUT EXISTING
ASPHALT SIDEWALK.
SEE SHEET G1

EDGE OF PAVEMENT R=40'

EDGE OF PAVEMENT R=49'

SAWCUT & MATCH
EXISTING ASPHALT SIDEWALK
STA. 28+10.50
OFF: 21'RT

"SMC" 25+26.23 PC

"SMC" 32+11.12 PT

BEGIN HANDRAIL
STA. 30+27
OFF: 26.7' RT

END HANDRAIL
STA. 30+87
OFF: 26.9' RT

SAWMILL CREEK ROAD

INDIAN RIVER ROAD

CBS ACCESS RD

SISTERS LANE

INDIAN RIVER BRIDGE

INDIAN RIVER

STATE OF ALASKA 877
SAWMILL CREEK ROAD

UNITED STATES OF AMERICA DEPT OF VETERANS AFFAIRS 865 SAWMILL CREEK ROAD

SITKA CEMETARY ASSOCIATION, INC 805 SAWMILL CREEK RD

BARANOF ISLAND HOUSING AUTHORITY 100 INDIAN RIVER ROAD

CITY & BOROUGH OF SITKA 802 SAWMILL CREEK RD

SITKA TRIBE OF ALASKA SAWMILL CREEK RD

SOUTHEAST ALASKA LAND TRUST INDIAN RIVER ROAD

THE ALASKA RAPTOR REHAB CENTER 1000 RAPTOR WAY

ALASKA ARTS SOUTHEAST 801 LINCOLN ST

NATIONAL PARK SERVICE

STATE OF ALASKA
49 TH
BRIAN POLLARD, P.E.
10671O
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES | ADDRESS 6860 GLACIER HWY, JUNEAU, AK 99811 | PHONE (907) 465-1763 | CERTIFICATE OF AUTH. #

FILE O:\Sit\SFHWY00064\Planset\SFHWY00064_SIT_F1.dwg | DATE 8/9/2019 16:07 | LAYOUT F1 | DESIGNED C.I. | CHECKED BP | DRAFTED JT, RG

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	F2	5

0 40' 80'
SCALE IN FEET

INDIAN RIVER

DRIVEWAY

CAUTION: TRAFFIC LOOP DETECTORS LOCATED IN PAVEMENT

THE ALASKA RAPTOR REHAB CENTER 1000 RAPTOR WAY

INDIAN RIVER BRIDGE

SAWMILL CREEK ROAD

REFER TO GUARDRAIL TERMINAL WIDENING STANDARD PLAN G-20.12

ADJUST GUARDRAIL. SEE SUMMARY TABLE ON SHEET D1.

SEE N SHEETS FOR BRIDGE RAIL TRANSITION DETAILS.

NATIONAL PARK SERVICE

STATE OF ALASKA
49 TH
BRAN POLLARD, P.E.
10671O
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

MATCH EXISTING EDGE OF PAVEMENT STA. 41+32, OFFSET 32.7' LT

THE ALASKA RAPTOR REHAB CENTER 1000 RAPTOR WAY

RAPTOR WAY

EDGE OF PAVEMENT R=16'

SAWMILL CREEK ROAD

NATIONAL PARK SERVICE

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE | C:\SII\SFHWY00064\Planset\SFHWY00064_SFT_F1.dwg
DATE | 8/9/2019 16:07
ADDRESS | 6860 GLACIER HWY, JUNEAU, AK 99811
PHONE | (907) 465-1763
DESIGNED | C.I. | CHECKED | BP | DRAFTED | JT, RG
LAYOUT | F2 | CERTIFICATE OF AUTH #

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	F3	5

0 40' 80'
SCALE IN FEET

CITY & BOROUGH OF SITKA 101 JARVIS ST

CITY & BOROUGH OF SITKA 101 JARVIS ST

SAWCUT & MATCH EXISTING STA. 50+17, OFFSET 55' LT

SEE SHEET G2 FOR GRADING POINT TABLE

JARVIS ST

GUTTER FLOWLINE STA. 50+43.22 OFF. 47.65' LT ELEV.24.38

GUTTER FLOWLINE STA. 50+46.20 OFF. 43' LT ELEV.24.32

UNITED STATES POSTAL SERVICE 1207 SAWMILL CREEK RD

EDGE OF PAVEMENT R=44'

EDGE OF PAVEMENT R=47'

"SMC" 50+13.69 PC

REPLACE INLET GRATE

SAWMILL CREEK ROAD

SEE SHEET F5 FOR REFERENCE TO ASPHALT SIDEWALK IMPROVEMENTS

NATIONAL PARK SERVICE

STATE OF ALASKA 49TH BRAN POLLARD, P.E. 106710 REGISTERED PROFESSIONAL ENGINEER

8/12/2019

0 40' 80'
SCALE IN FEET

TRIPLE C VENTURES, INC 1211 SAWMILL CREEK RD

SAWMILL CREEK ROAD

ARROWHEAD COURT

RECONSTRUCT INLET
51+99, 32' RT

NATIONAL PARK SERVICE

REMOVE GRAVEL PATH & CULVERT. GRADE DITCH TO DRAIN.

Record drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES | ADDRESS 6860 GLACIER HWY, JUNEAU, AK 99811 | PHONE (907) 465-1763 | CERTIFICATE OF AUTH #

DESIGNED C.L. | CHECKED BP | DRAFTED JT, RG

DATE 8/9/2019 16:07 | LAYOUT F3

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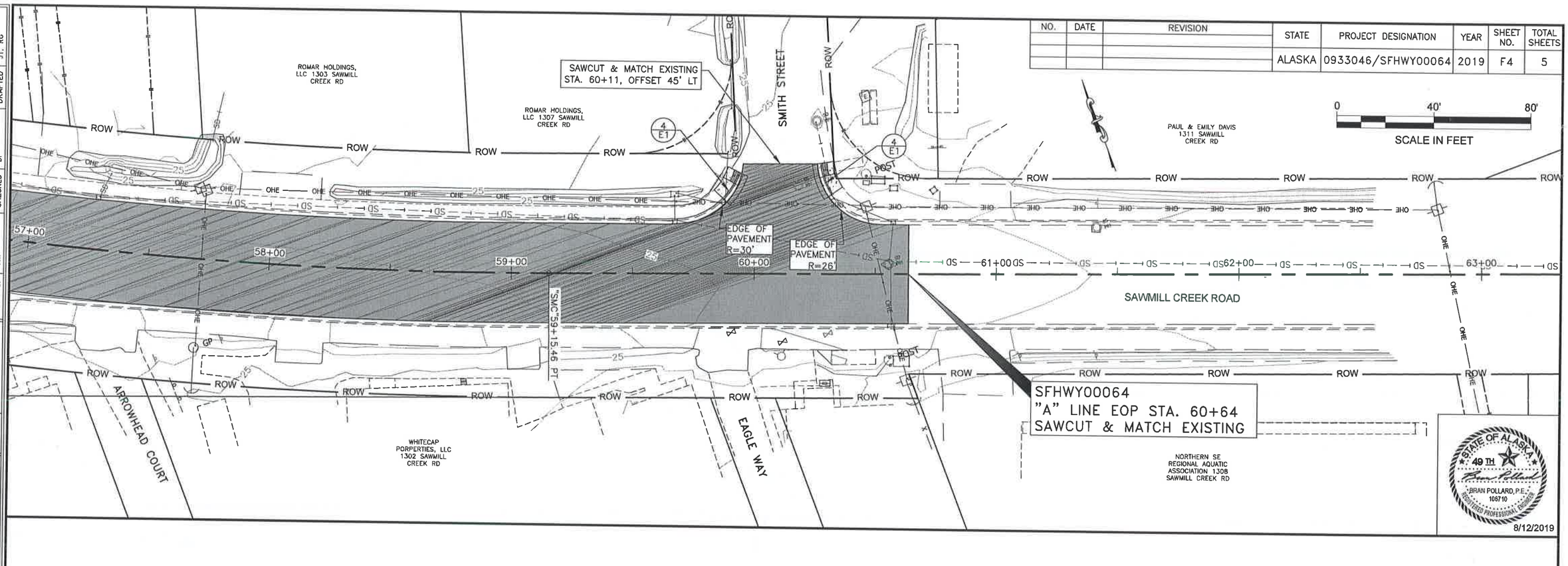
NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	F4	5



STATE OF ALASKA
49 TH
BRIAN POLLARD, P.E.
10670
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

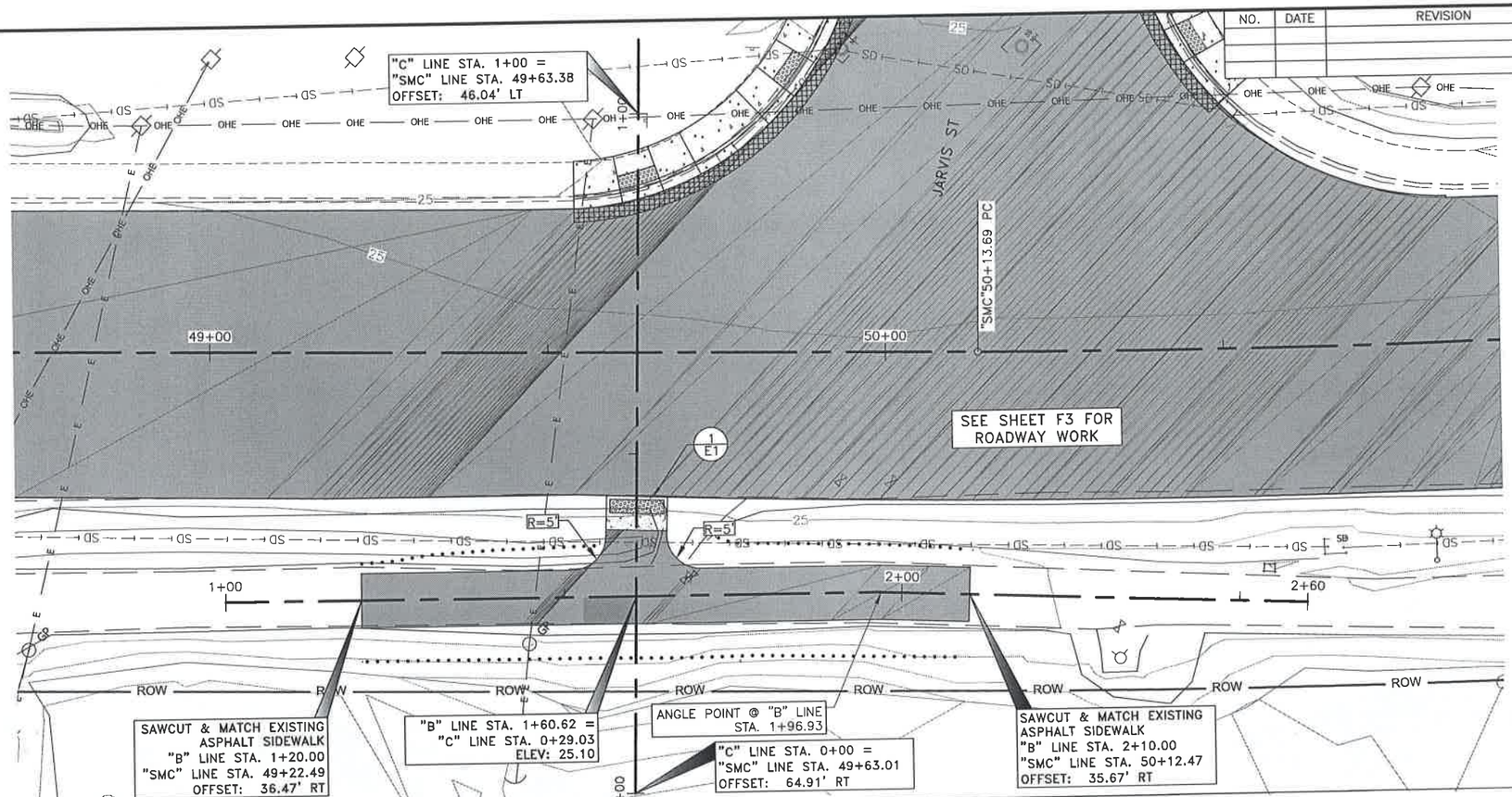
PE _____ Date 10 23.20

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	D:\SH\SFHWY00064\Planset\SFHWY00064_ST_F1.dwg

ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811	PHONE	(907) 465-1763	CERTIFICATE OF AUTH #			
DATE	8/9/2019 16:07	LAYOUT	F4	DESIGNED	C.L.	CHECKED	BP	DRAFTED	JT, RG

NO.	DATE	REVISION

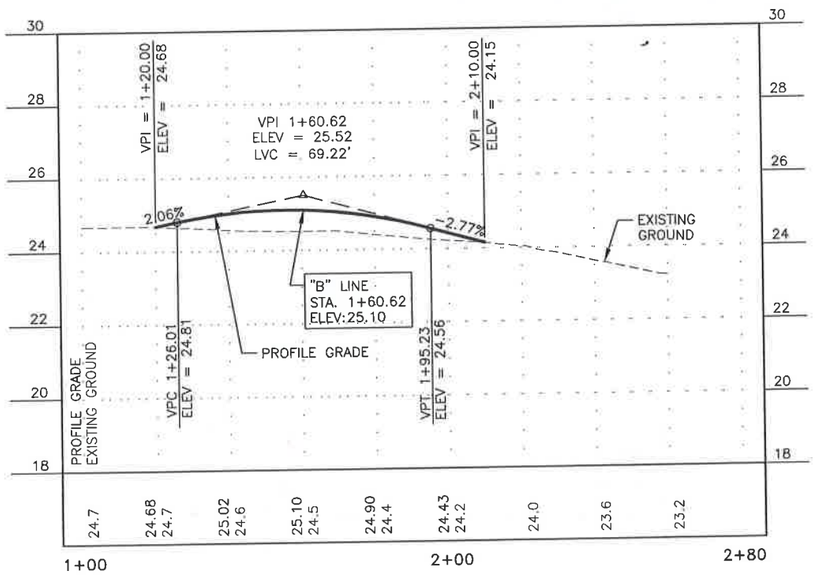
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	F5	5



0 20' 40'

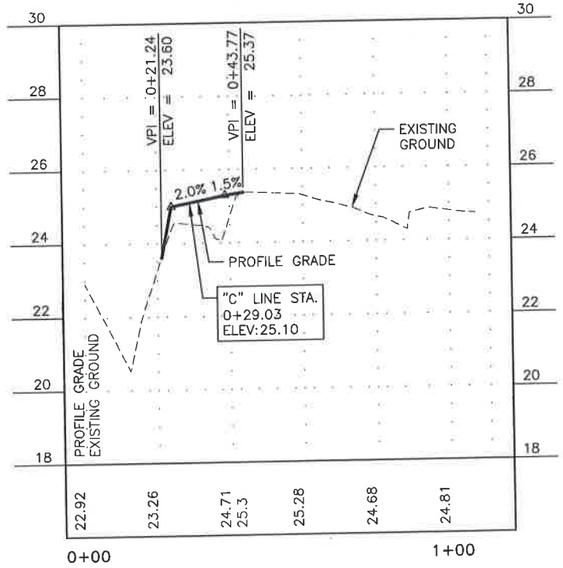
SCALE IN FEET

PLAN



"B" LINE PROFILE

20 SCALE



"C" LINE PROFILE

20 SCALE

STATE OF ALASKA
49TH
BRAN POLLARD, P.E.
106710
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

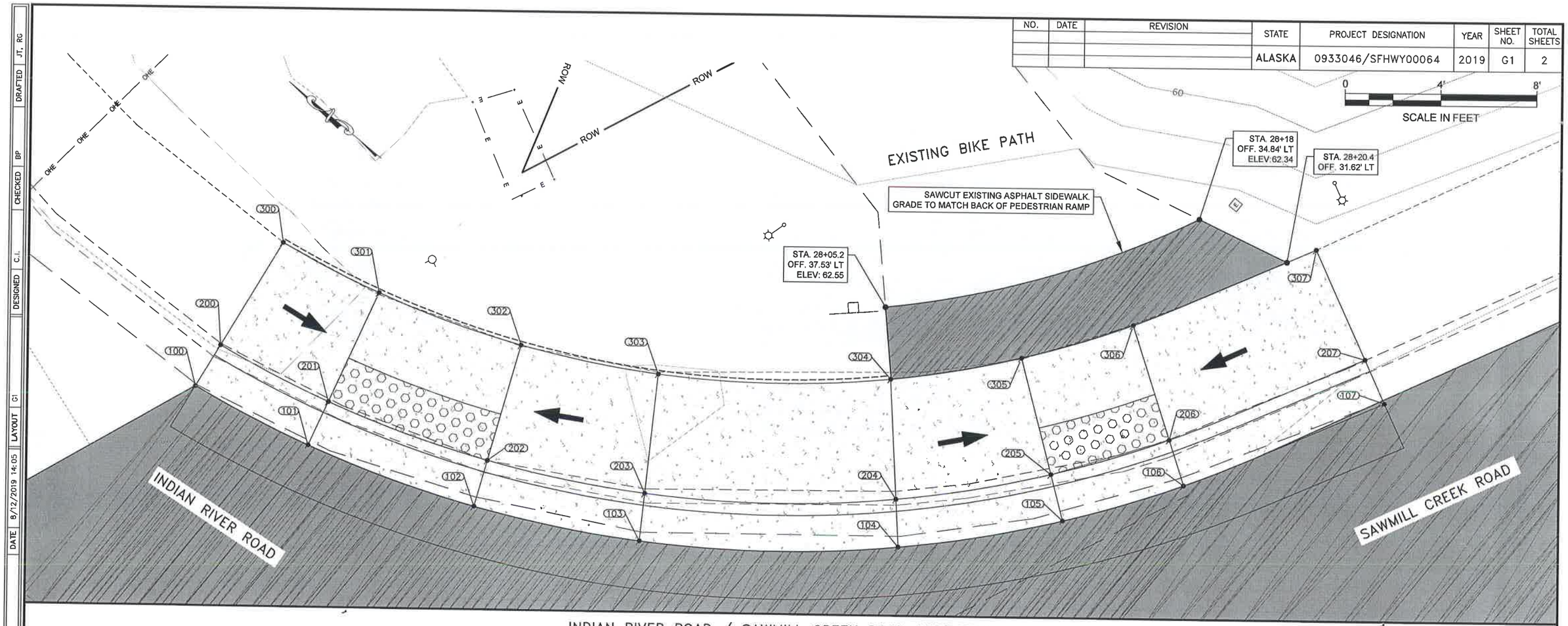
Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	O:\SH\SFHWY00064\Plansel\SFHWY00064_SHT_F1.dwg

ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811	PHONE	(907) 465-1763	CERTIFICATE OF AUTH #:	
DATE	8/9/2019 16:07	LAYOUT	F5	DESIGNED	C.L.	CHECKED	BP	DRAFTED	JT, RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	G1	2

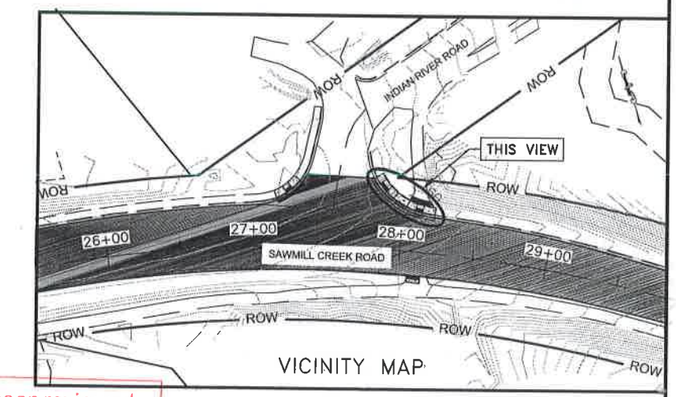


INDIAN RIVER ROAD / SAWMILL CREEK ROAD INTERSECTION

POINTS COORDINATE TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
100	27+79.40	48.16L	62.77	EDGE OF PAVEMENT
101	27+82.22	43.74L	62.76	EDGE OF PAVEMENT
102	27+86.90	38.19L	62.67	EDGE OF PAVEMENT
103	27+92.12	33.67L	62.60	EDGE OF PAVEMENT
104	28+01.24	28.42L	62.42	EDGE OF PAVEMENT
105	28+07.66	26.24L	62.27	EDGE OF PAVEMENT
106	28+12.68	25.25L	62.11	EDGE OF PAVEMENT
107	28+21.49	24.54L	61.83	EDGE OF PAVEMENT

POINTS COORDINATE TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
200	27+81.06	49.15L	63.06	TOP BACK OF CURB
201	27+83.76	44.92L	62.78	TOP BACK OF CURB
202	27+88.25	39.61L	62.67	TOP BACK OF CURB
203	27+93.20	35.31L	62.99	TOP BACK OF CURB
204	28+02.06	30.23L	62.72	TOP BACK OF CURB
205	28+08.09	28.18L	62.27	TOP BACK OF CURB
206	28+13.00	27.22L	62.11	TOP BACK OF CURB
207	28+21.57	26.54L	62.13	TOP BACK OF CURB

POINTS COORDINATE TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
300	27+85.18	51.63L	63.27	BACK OF SIDEWALK
301	27+87.59	47.89L	62.86	BACK OF SIDEWALK
302	27+91.61	43.18L	62.76	BACK OF SIDEWALK
303	27+95.93	39.43L	63.07	BACK OF SIDEWALK
304	28+04.10	34.77L	62.78	BACK OF SIDEWALK
305	28+09.18	33.05L	62.31	BACK OF SIDEWALK
306	28+13.79	32.16L	62.23	BACK OF SIDEWALK
307	28+21.77	31.53L	62.57	BACK OF SIDEWALK



VICINITY MAP

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.19

STATE OF ALASKA
49TH
BRIAN POLLARD, P.E.
10527 10
PROFESSIONAL ENGINEER

8/12/2019

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

SITKA SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET

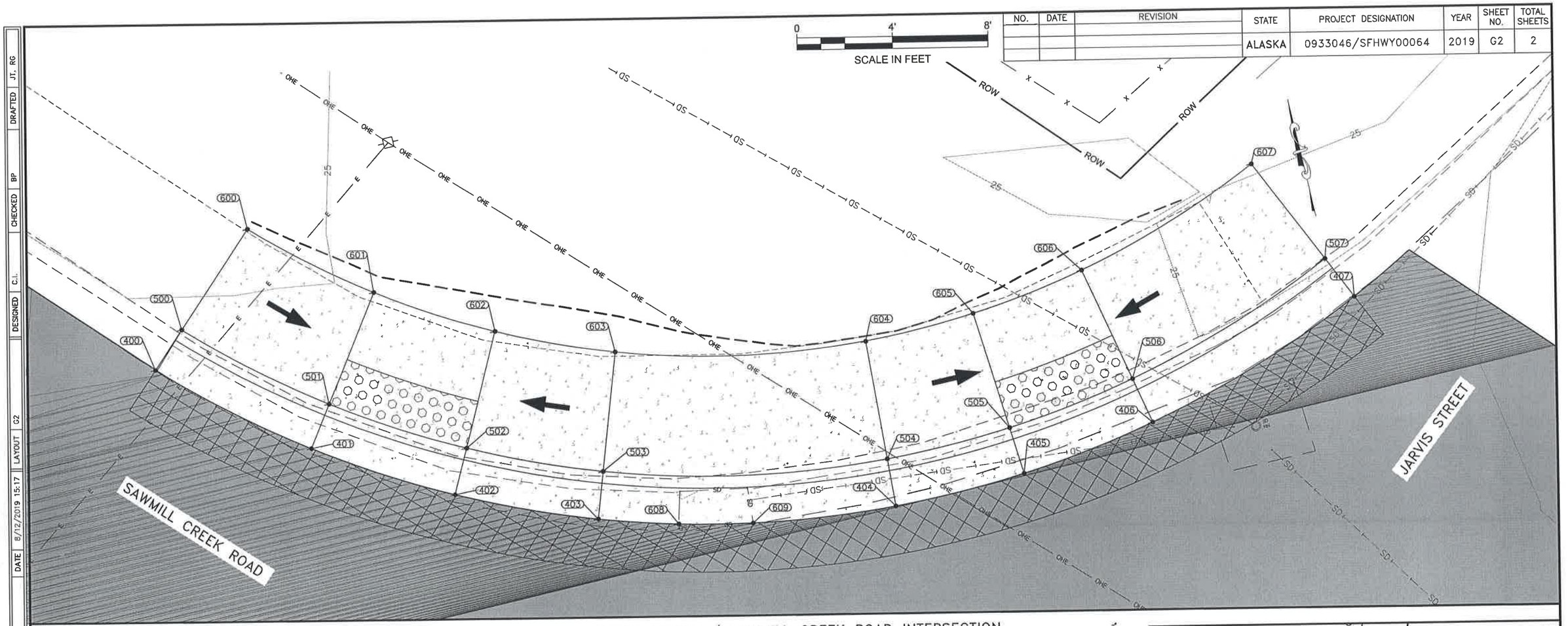
GRADING PLAN

DATE 8/12/2019 14:05 | LAYOUT G1 | DESIGNED C.L. | CHECKED BP | DRAFTED JT, RG

FILE Q:\SIT\SFHWY00064\Planset\SFHWY00064_SIT_G1.dwg

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	G2	2

0 4' 8'
SCALE IN FEET

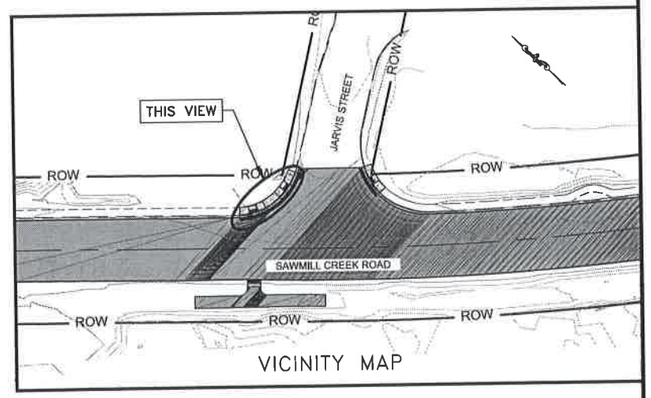


JARVIS STREET / SAWMILL CREEK ROAD INTERSECTION

POINTS COORDINATE TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
400	49+53.83	21.08L	24.54	EDGE OF PAVEMENT
401	49+61.05	22.00L	24.42	EDGE OF PAVEMENT
402	49+67.13	23.74L	24.26	EDGE OF PAVEMENT
403	49+72.67	26.21L	24.12	EDGE OF PAVEMENT
404	49+82.75	33.56L	24.20	EDGE OF PAVEMENT
405	49+86.46	37.66L	24.30	EDGE OF PAVEMENT
406	49+89.77	42.41L	24.47	EDGE OF PAVEMENT
407	49+93.90	51.44L	24.81	EDGE OF PAVEMENT
500	49+53.81	23.09L	24.76	TOP BACK OF CURB
501	49+60.64	23.95L	24.22	TOP BACK OF CURB

POINTS COORDINATE TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
502	49+66.44	25.62L	24.13	TOP BACK OF CURB
503	49+71.73	27.98L	24.34	TOP BACK OF CURB
504	49+81.36	35.00L	24.60	BACK OF SIDEWALK
505	49+84.90	38.90L	24.06	TOP BACK OF CURB
506	49+88.06	43.44L	24.15	TOP BACK OF CURB
507	49+92.00	52.06L	25.20	TOP BACK OF CURB
600	49+53.75	28.09L	24.82	BACK OF SIDEWALK
601	49+59.61	28.85L	24.29	BACK OF SIDEWALK
602	49+64.72	30.31L	24.20	BACK OF SIDEWALK
603	49+69.39	32.39L	24.42	BACK OF SIDEWALK

POINTS COORDINATE TABLE				
POINT	STATION	OFFSET	ELEVATION	DESCRIPTION
604	49+77.88	38.56L	24.67	BACK OF SIDEWALK
605	49+80.99	42.02L	24.14	BACK OF SIDEWALK
606	49+83.77	46.03L	24.49	BACK OF SIDEWALK
607	49+87.25	53.62L	25.27	BACK OF SIDEWALK
608	49+75.59	27.91L	24.09	INLET
609	49+78.16	29.67L	24.12	INLET



VICINITY MAP

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

STATE OF ALASKA
49 TH
BRIAN POLLARD, P.E.
106710
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

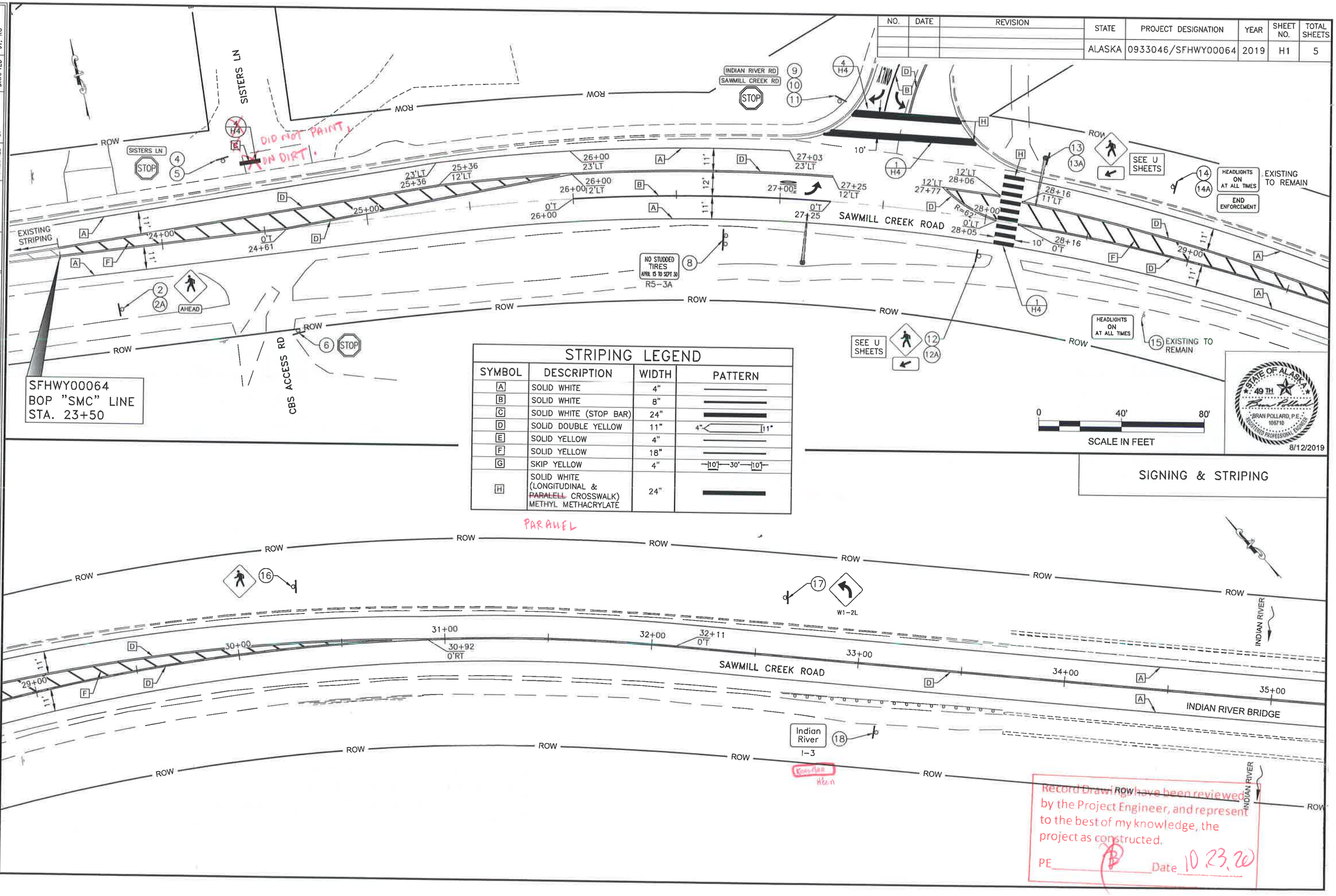
SITKA SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET

GRADING PLAN

DATE 8/12/2019 15:17 | LAYOUT G2 | DESIGNED C.L. | CHECKED BP | DRAFTED JT, RG
FILE Q:\Src\SFHWY00064\Planset\SFHWY00064_ST_G1.dwg

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	H1	5



STRIPING LEGEND

SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	
B	SOLID WHITE	8"	
C	SOLID WHITE (STOP BAR)	24"	
D	SOLID DOUBLE YELLOW	11"	4" 11"
E	SOLID YELLOW	4"	
F	SOLID YELLOW	18"	
G	SKIP YELLOW	4"	10' 30' 10'
H	SOLID WHITE (LONGITUDINAL & ~~PARALELL~~ PARALEL CROSSWALK) METHYL METHACRYLATE	24"	

STATE OF ALASKA 49TH BRAN POLLARD, P.E. 10571O REGISTERED PROFESSIONAL ENGINEER
8/12/2019

SIGNING & STRIPING

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

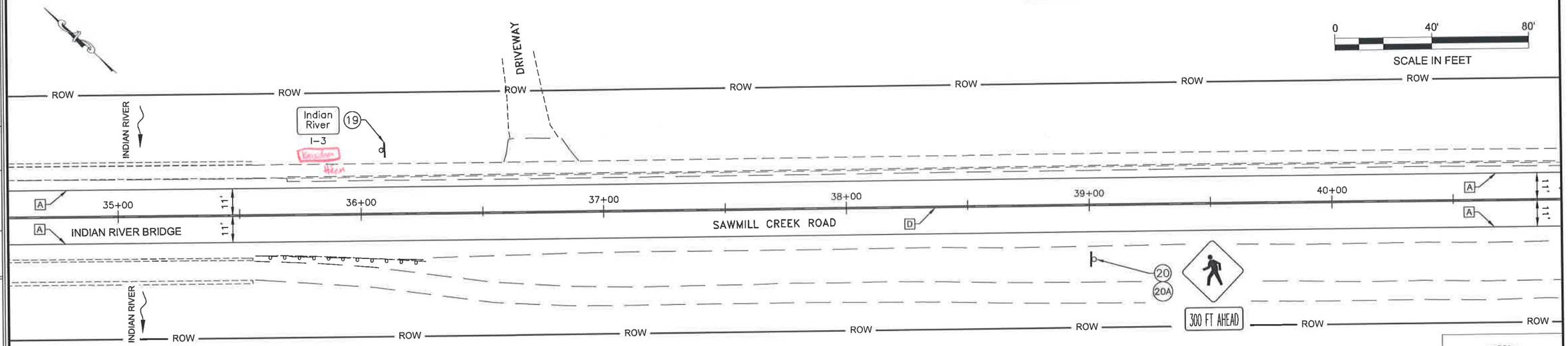
FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	O:\SH\SFHWY00064\Planset\SFHWY00064_SIT_H1.dwg

ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811	PHONE	(907) 465-1763	CERTIFICATE OF AUTH #	
DATE	8/12/2019 13:52	LAYOUT	H1	DESIGNED	C.L.	CHECKED	BP	DRAFTED	JT, RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	H2	5

0 40' 80'

SCALE IN FEET



STRIPING LEGEND

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G	SKIP YELLOW	4"	10' 30' 10'
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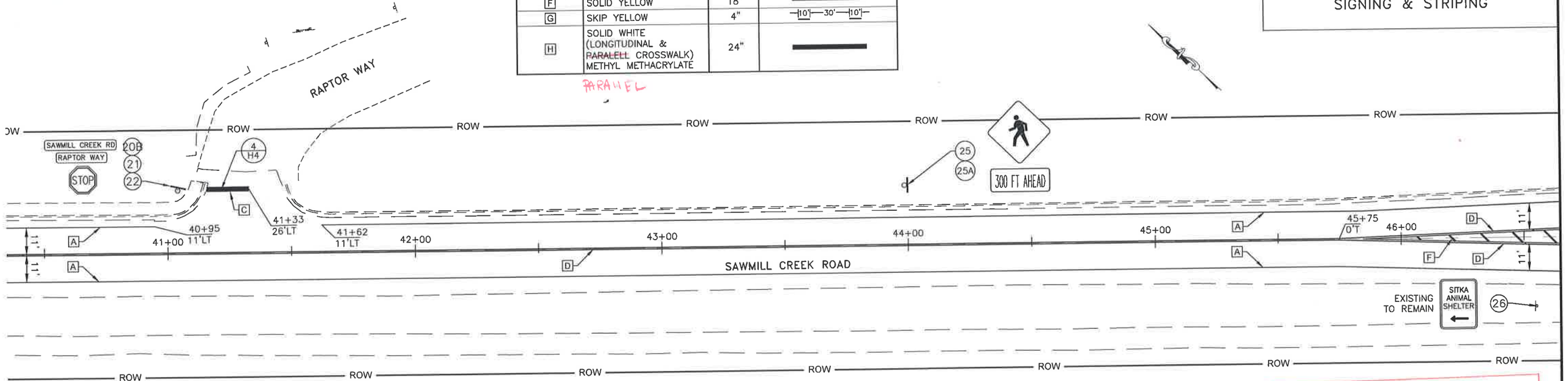


STATE OF ALASKA
49 TH
BRAN POLLARD, P.E.
106710
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

SIGNING & STRIPING

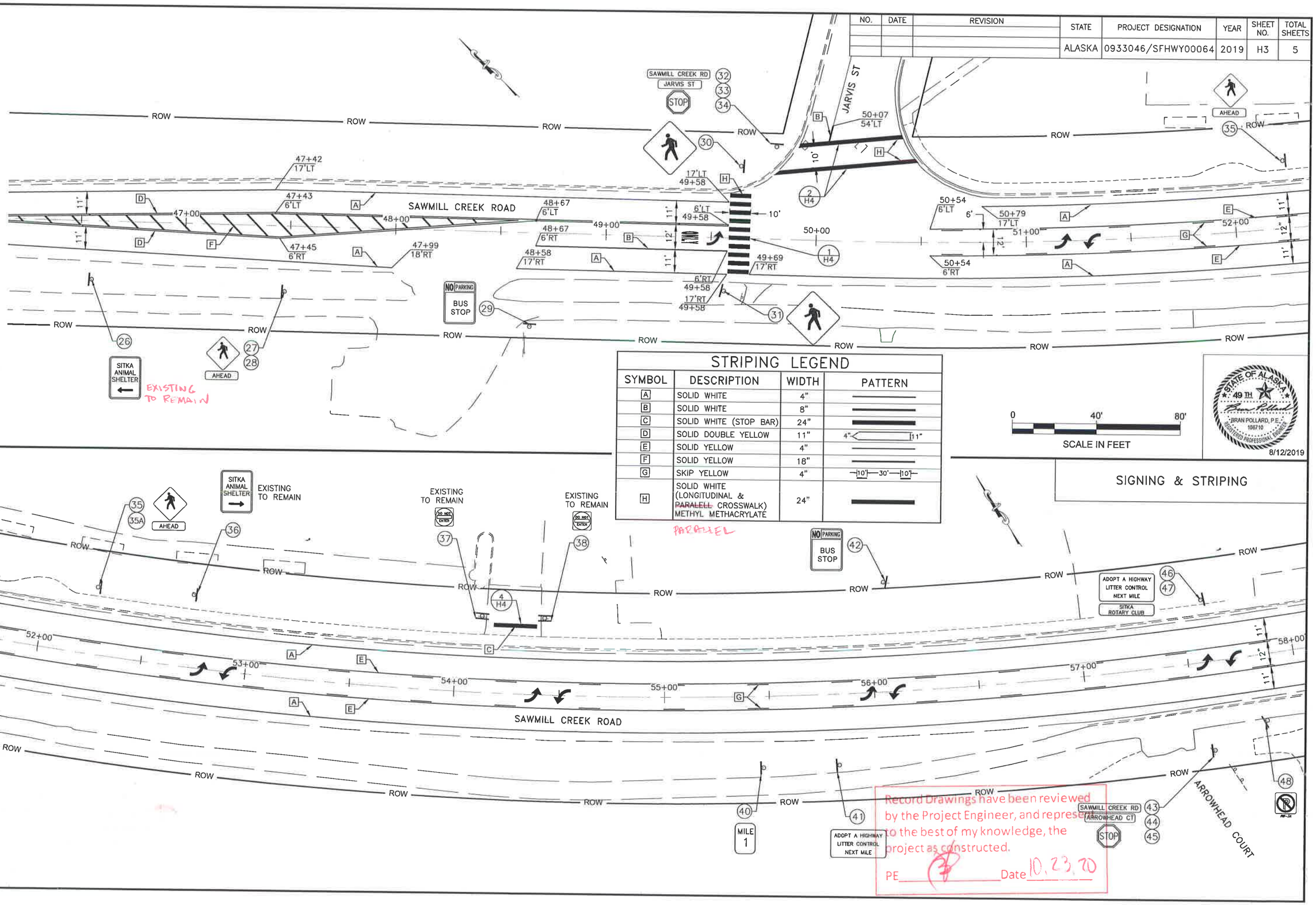
Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	O:\SIT\SFHWY00064\Plansit\SFHWY00064_SIT_H1.dwg
ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811
DATE	8/12/2019 13:52
PHONE	(907) 465-1763
DESIGNED	C.L.
CHECKED	BP
DRAFTED	JT, RG
CERTIFICATE OF AUTH #	
LAYOUT	H2

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	H3	5



STRIPING LEGEND

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E	SOLID YELLOW	4"	
F	SOLID YELLOW	18"	
G	SKIP YELLOW	4"	10' 30' 10'
H	SOLID WHITE (LONGITUDINAL & ~~PARALELL~~ PARALLEL CROSSWALK) METHYL METHACRYLATE	24"	

0 40' 80'

SCALE IN FEET

STATE OF ALASKA 49TH
BRAN POLLARD, P.E. 10671D
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

SIGNING & STRIPING

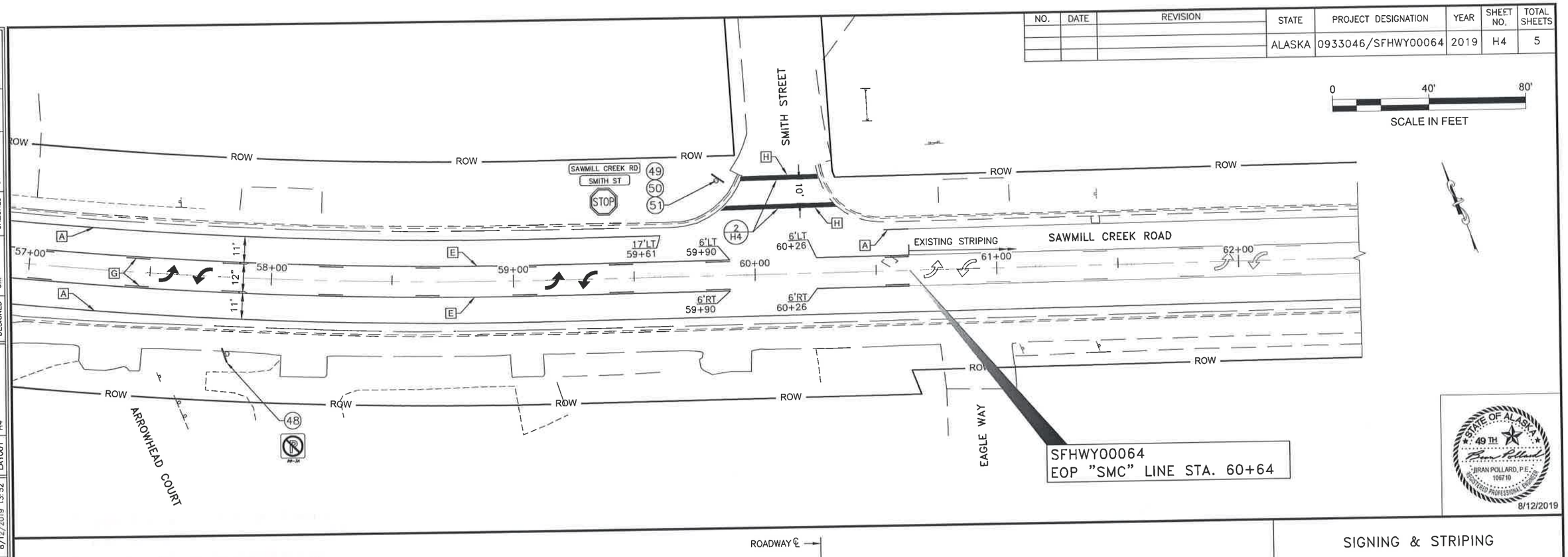
Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	O:\SIT\SFHWY00064\Planset\SFHWY00064_SIT_H1.dwg
ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811
DATE	8/12/2019 13:52
PHONE	(907) 465-1763
DESIGNED	C.L.
CHECKED	BP
DRAFTED	JT, RG
LAYOUT	H3
CERTIFICATE OF AUTH. #	

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	H4	5

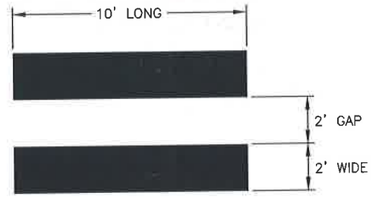


0 40' 80'

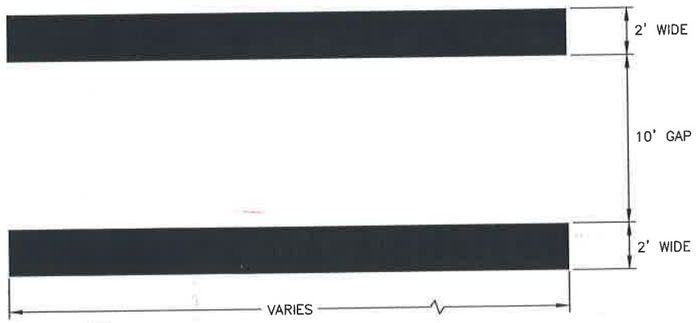
SCALE IN FEET

STATE OF ALASKA
49 TH
JIRAN POLLARD, P.E.
10670
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

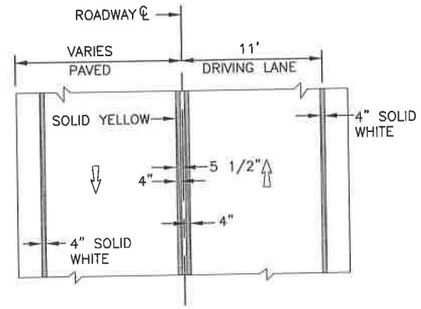
SIGNING & STRIPING



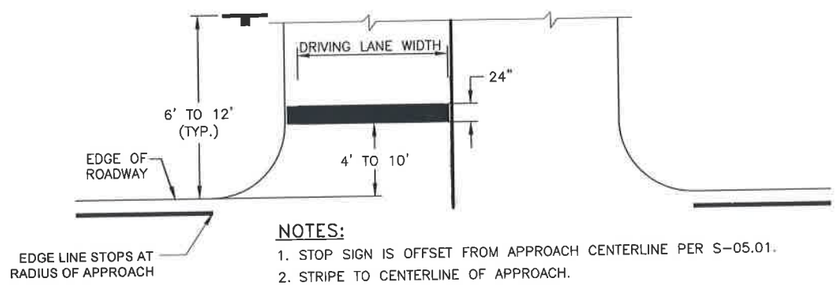
1 H4 LONGITUDINAL CROSSWALK DETAIL
SCALE: N.T.S.
GAP MAY BE ADJUSTED TO 3' MAX SO MARKING IS OUTSIDE OF THE WHEEL PATH



2 H4 ~~PARALELL~~ PARALLEL CROSSWALK DETAIL
SCALE: N.T.S.



3 H4 STRIPING DETAIL
SCALE: NOT TO SCALE



NOTES:
1. STOP SIGN IS OFFSET FROM APPROACH CENTERLINE PER S-05.01.
2. STRIPE TO CENTERLINE OF APPROACH.

4 H4 STOP BAR DETAIL
SCALE: NOT TO SCALE

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.
PE _____ Date 10.23.20

STRIPING LEGEND

SYMBOL	DESCRIPTION	WIDTH	PATTERN
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F	SOLID YELLOW	18"	
G	SKIP YELLOW	4"	10' 30' 10'
H	SOLID WHITE (LONGITUDINAL & ~~PARALELL~~ PARALLEL CROSSWALK) METHYL METHACRYLATE	24"	

SIGNING AND STRIPING NOTES:

1. IF THE NEW AND EXISTING PAVEMENT MARKINGS ARE NOT ALIGNED AT MATCH LINE, TRANSITION BETWEEN THE TWO USING A 100:1 TAPER ON THE NEW PAVEMENT.

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	G:\SR\SFHWY00064\Planset\SFHWY00064_STT_H1.dwg
ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811
DATE	8/12/2019 13:52
PHONE	(907) 465-1763
DESIGNED	C.I.
CHECKED	BP
DRAFTED	JT, RG
CERTIFICATE OF AUTH #	
LAYOUT	H4

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	H5	5

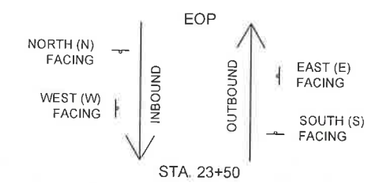
615.0001.0000 STANDARD SIGN

NO.	STATION	OFFSET	DESCRIPTION	ASDS CODE	WIDTH (IN)	HEIGHT (IN)	AREA (SF)	POST	SIGN FACING	REMARKS
1										
2	STA. 23+76	RT	PEDESTRIAN TRAFFIC	W11-2	36	36	9.00	2.5 PST	N	NOT USED
2A	STA. 23+76	RT	AHEAD	W16-9P	30	18	3.75	2.5 PST	N	
3										
4	STA. 24+34	LT	SISTERS LN	D3-1	42	8	2.33		N	NOT USED
5	STA. 24+34	LT	STOP	R1-1	30	30	6.25	2.5 PST	N	DOUBLE-SIDED LEGEND, 6" UC/4" LC C-FONT
6	STA. 24+61	RT	STOP	R1-1	30	30	6.25	2.5 PST	N	MOUNT BELOW SIGN NO. 4
7										
8	STA. 26+73	RT	NO STUDDED TIRES	R12-103	84	66	38.50	2.5 PST	W	NOT USED
9	STA. 27+26	LT	INDIAN RIVER RD	D3-1	54	12	4.50	2.5 PST	E	3.5" x 3.5" T.S.
10	STA. 27+26	LT	SAWMILL CREEK RD	D3-1	48	8	2.67	2.5 PST	E	DOUBLE-SIDED LEGEND, 4" UC/3" LC B-FONT
11	STA. 27+26	LT	STOP	R1-1	30	30	6.25	2.5 PST	E	DOUBLE-SIDED LEGEND, 6" UC/4" LC C-FONT
12	STA. 28+00	RT	PEDESTRIAN CROSSING	W11-2	36	36	9.00	4.5 TUBE	W	MOUNT BELOW SIGN NO. 11
12A	STA. 28+00	RT	CROSSING ARROW	W16-7PR	24	12	2.00	4.5 TUBE	W	SEE U SHEETS
13	STA. 28+24	LT	PEDESTRIAN CROSSING	W11-2	36	36	9.00		E	SEE U SHEETS
13A	STA. 28+24	LT	CROSSING ARROW	W16-7PR	24	12	2.00		E	MOUNTED ON STREET LIGHT POLE. SEE U SHEETS
14	STA. 28+85	LT	HEADLIGHTS ON AT ALL TIMES							MOUNTED ON STREET LIGHT POLE. SEE U SHEETS
14A	STA. 28+85	LT	END ENFORCEMENT							EXISTING TO REMAIN
15	STA. 28+86	RT	HEADLIGHTS ON AT ALL TIMES							EXISTING TO REMAIN
16	STA. 30+30	LT	PEDESTRIAN TRAFFIC	W11-2	36	36	9.00	2.5 PST	E	EXISTING TO REMAIN
17	STA. 32+63	LT	LEFT CURVE AHEAD	W1-2L	30	30	6.25	2.5 PST	E	
18	STA. 33+11	RT	INDIAN RIVER	I-3	30	18	3.75	2.5 PST	W	
19	STA. 36+09	LT	INDIAN RIVER	I-3	30	18	3.75	2.5 PST	E	4" UC/3" LC Emod FONT
20	STA. 39+00	RT	PEDESTRIAN CROSSING	W11-2	36	36	9.00		W	
20A	STA. 39+00	RT	300 FT	W16-2aP	24	12	2.00		W	
20B	STA. 41+04	LT	SAWMILL CREEK RD	D3-1	36	~~12~~ 6	~~3.00~~ 2.0		N	MOUNT BELOW SIGN NO. 20
21	STA. 41+04	LT	RAPTOR WAY	D3-1	36	12	3.00		N	DOUBLE-SIDED LEGEND, 6" UC/4" LC C-FONT
22	STA. 41+04	LT	STOP	R1-1	30	30	6.25	2.5 PST	N	DOUBLE-SIDED LEGEND, 6" UC/4" LC C-FONT
23										MOUNT BELOW SIGN NO. 21
24										NOT USED
25	STA. 44+00	LT	PEDESTRIAN CROSSING	W11-2	36	36	9.00	2.5 PST	W	NOT USED
25A	STA. 44+00	LT	300 FT	W16-2aP	24	12	2.00		W	
26	STA. 46+55	RT	SITKA ANIMAL SHELTER							MOUNT BELOW SIGN NO. 24
27	STA. 47+47	RT	PEDESTRIAN TRAFFIC	W11-2	36	36	9.00	2.5 PST	W	EXISTING TO REMAIN
28	STA. 47+47	RT	AHEAD	W16-9P	30	18	3.75		W	
29	STA. 48+65	RT	BUS STOP NO PARKING	R7P-107	12	18	1.50		N	
30	STA. 49+64	LT	PEDESTRIAN TRAFFIC	W11-2	36	36	9.00	2.5 PST	E	
31	STA. 49+65	RT	PEDESTRIAN TRAFFIC	W11-2	36	36	9.00	2.5 PST	W	
32	STA. 49+80	LT	SAWMILL CREEK RD	D3-1	48	8	2.67		N	
33	STA. 49+80	LT	JARVIS ST	D3-1	36	12	3.00		N	
34	STA. 49+80	LT	STOP	R1-1	30	30	6.25	2.5 PST	N	
35	STA. 52+26	LT	PEDESTRIAN TRAFFIC	W11-2	36	36	9.00	2.5 PST	E	
35A	STA. 52+26	LT	AHEAD	W16-9P	30	18	3.75		E	
36	STA. 52+72	LT	SITKA ANIMAL SHELTER							EXISTING TO REMAIN
37	STA. 54+12	LT	DO NOT ENTER							EXISTING TO REMAIN
38	STA. 54+42	LT	DO NOT ENTER							EXISTING TO REMAIN
39										NOT USED
40	STA. 55+46	RT	MILE 1	D10-101	10	18	1.25	2.5 PST	E/W	TWO D10-101 SIGNS MOUNTED BACK TO BACK; LETTERS ALL 4" B-FONT; NUMBER 6" D-FONT
41	STA. 55+81	RT	ADOPT A HIGHWAY	I-150	30	24	5.00		W	
42	STA. 56+07	LT	BUS STOP NO PARKING	R7P-107	12	18	1.50		E	
43	STA. 57+56	RT	SAWMILL CREEK RD	D3-1	48	8	2.67		W	Bolts are paired into concrete pad, used existing
44	STA. 57+56	RT	ARROWHEAD RD	D3-1	48	12	4.00 x 2 = 8.00		W	4" UC/3" LC Emod FONT
45	STA. 57+56	RT	STOP	R1-1	30	30	6.25	2.5 PST	W	Double-Sided Legend X 2
46	STA. 57+61	LT	ADOPT A HIGHWAY	I-150	30	24	5.00		E	
47	STA. 57+61	LT	SITKA ROTARY CLUB	I-165	~~36~~ 30	12	~~3.00~~ 2.50		E	
48	STA. 57+82	RT	NO PARKING SYMBOL	R8-3A	24	24	4.00		W	
49	STA. 59+85	LT	SAWMILL CREEK RD	D3-1	48	8	2.67		E	
50	STA. 59+85	LT	SMITH ST	D3-1	42	12	3.50		E	DOUBLE SIDED 4"/3" C FONT
51	STA. 59+85	LT	STOP	R1-1	30	30	6.25	2.5 PST	E	
52	33+11	RT	Kaagiaa Heen			~~total =~~	260.50	2.5PST	E	
53	36+09	LT	Kaagiaa Heen					2.5PST	W	

TOTAL =

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20



SIGN FACING DIAGRAM

NTS

SIGN FACING NOTES: SIGN FACING IS RELATIVE TO THE DIAGRAM ABOVE. IT IS **NOT** RELATED TO CARDINAL DIRECTION.

STATE OF ALASKA
49 TH
BRIAN POLLARD, P.E.
106710
REGISTERED PROFESSIONAL ENGINEER
8/12/2019

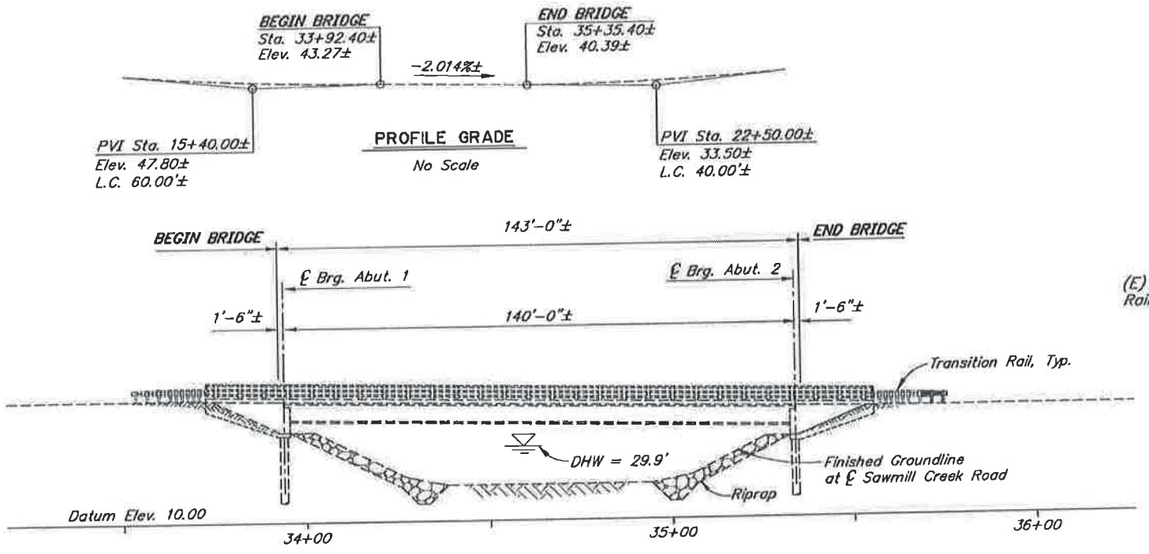
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

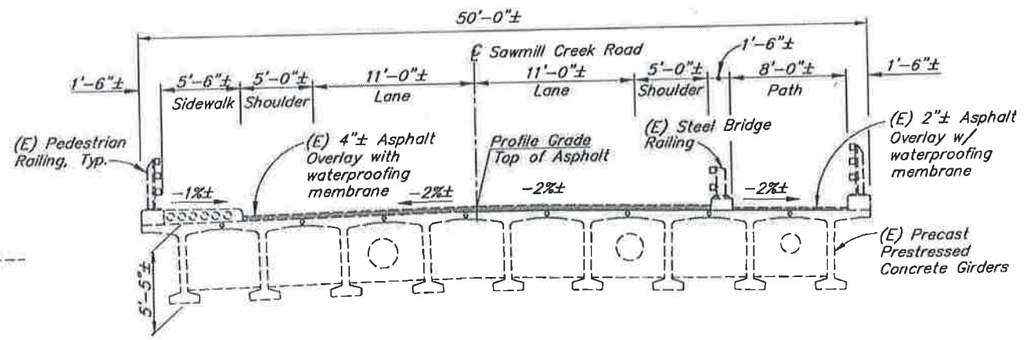
SIT SAWMILL CREEK–
RESURFACING & PEDESTIRAN
IMPROVEMENTS

SIGNING & STRIPING

DRAFTED JT, RG | CHECKED BP | DESIGNED C.L. | LAYOUT H5 | DATE 8/12/2019 13:52 | FILE O:\SIT\SFHWY00064\Planset\SFHWY00064_SIT_H1.dwg

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SFHWY00064	2019	N1	N2





TYPICAL SECTION

12 0 4 8
In. Feet

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	PAY UNIT	ESTIMATING UNIT	TOTAL QUANTITY
606.0016.0001	Transition Rail, Modification	EA	EA	1

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

BRIDGE DRAWING INDEX

TITLE	DWG. NO.
GENERAL LAYOUT	1
TRANSITION RAIL	2

LEGEND

(T) – Modify Transition Rail

REHABILITATION

NOTES:

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

Bridge stations and elevations are based on as-built drawings.

See Roadway sheets for project stationing, elevations, alignments, and proposed pavement typical sections.

Verify controlling field dimensions before ordering or fabricating any material.

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

DESIGNED BY: Leslie Daugherty	CHECKED: Sara Manning	LAYOUT BY: Leslie Daugherty	CHECKED BY: Sara Manning
DRAWN BY: Michael Foster	CHECKED: Leslie Daugherty	SPECIFICATIONS BY: Leslie Daugherty	P.S & E COMPARED: Sara Manning
QUANTITIES BY: Leslie Daugherty	CHECKED: Sara Manning	APPROVAL RECOMMENDED BY: Rich Pratt FOR R.A.P.	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

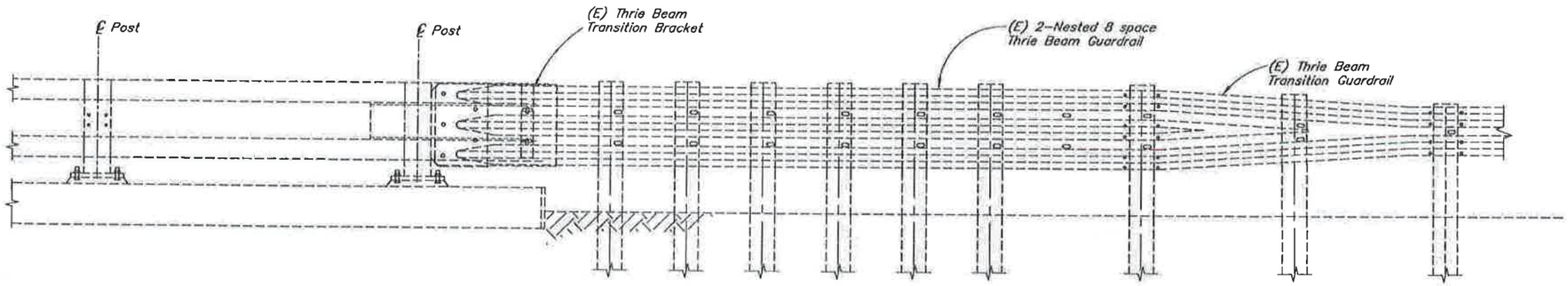
STATE OF ALASKA 49TH Leslie K. Daugherty CE-11573 REGISTERED PROFESSIONAL ENGINEER 7/31/19

INDIAN RIVER BRIDGE
SAWMILL CREEK ROAD
GENERAL LAYOUT

BRIDGE NO. 865
DWG. NO. 1

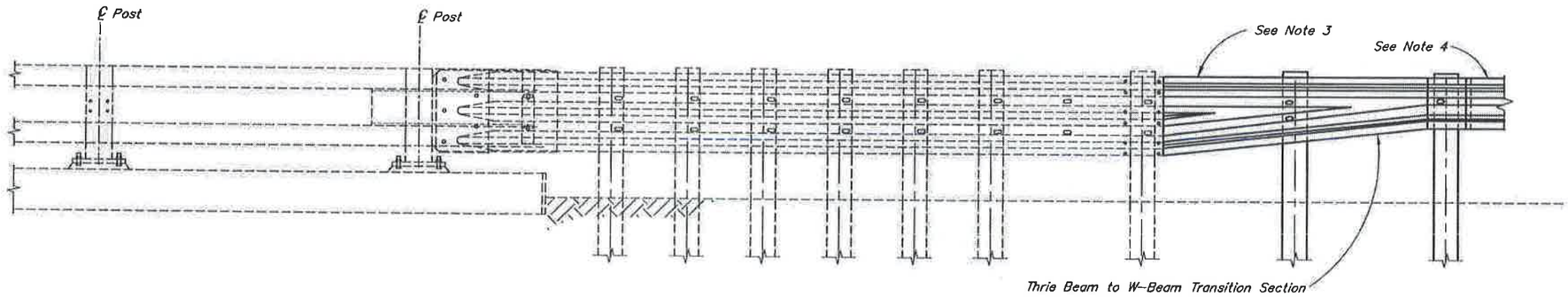
R:\cad\865\865-GENERAL LAYOUT Wed, Jul/31/19 09:29am

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SFHWY00064	2019	N2	N2



EXISTING ELEVATION

No Scale



PROPOSED ELEVATION

No Scale

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

NOTES:

(E) = Existing

– – – – – = Existing

——— = Proposed

1. All guardrail and guardrail connection hardware to conform to AASHTO M 180. Use H.S. Bolts conforming to ASTM F1325, Grade A325. All other steel conforms to ASTM A709 Grade 36.
2. Conform to Alaska Standard Plans G-00.04 and G-05.11S for guardrail details not shown.
3. Lap approach guardrail to prevent snags from oncoming traffic.
4. Match height of existing or new rail elements and end treatments. See Roadway plans.
5. Verify controlling field dimensions before ordering or fabricating any material.

DESIGNED BY: Leslie Dougherty	CHECKED: Sara Manning
DRAWN BY: Michael Foster	CHECKED: Leslie Dougherty
QUANTITIES BY: Leslie Dougherty	CHECKED: Sara Manning

REHABILITATION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

STATE OF ALASKA 49TH Leslie K. Dougherty CE-11578 REGISTERED PROFESSIONAL ENGINEER 7/31

INDIAN RIVER BRIDGE

SAWMILL CREEK ROAD

TRANSITION RAIL

BRIDGE NO. 865
DWG. NO. 2

R:\Leslie\865\865-RAIL REPLACEMENT Wed, Jul/31/19 09:29am

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	Q1	4

SCALE IN FEET 0 40' 80'

SFHWY00064
BOP "SMC" LINE
STA. 23+50

SAWMILL CREEK ROAD

MATCH "SMC" 29+20 LINE

MATCH "SMC" 34+90 LINE

INDIAN RIVER BRIDGE

INDIAN RIVER RD

SISTERS LANE

CBS ACCESS RD

SITKA CEMETARY ASSOCIATION, INC 805 SAWMILL CREEK RD

UNITED STATES OF AMERICA DEPT OF VETERANS AFFAIRS 865 SAWMILL CREEK ROAD

CITY & BOROUGH OF SITKA 802 SAWMILL CREEK RD

SITKA TRIBE OF ALASKA SAWMILL CREEK RD

BARANOF ISLAND HOUSING AUTHORITY 100 INDIAN RIVER ROAD

SOUTHEAST ALASKA LAND TRUST INDIAN RIVER ROAD

THE ALASKA RAPTOR REHAB CENTER 1000 RAPTOR WAY

ALASKA ARTS SOUTHEAST 801 LINCOLN ST

NATIONAL PARK SERVICE

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

ESCP LEGEND

- SURFACE FLOW DIRECTION
- SB — INLET PROTECTION
- SB — SEDIMENT BARRIER

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	Q:\SIT\SFHWY00064\Plansit\SFHWY00064_SIT_Q1.dwg

ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811	PHONE	(907) 465-1763	CERTIFICATE OF AUTH #	
DATE	8/9/2019 16:15	DESIGNED	C.L.	CHECKED	BP
		LAYOUT	Q1	DRAFTED	JT, RG

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	Q2	4

ESCP LEGEND

- SURFACE FLOW DIRECTION
- INLET PROTECTION
- SB — SEDIMENT BARRIER

0 40' 80'

SCALE IN FEET

MATCH "SMC" 34+90 LINE

INDIAN RIVER

ROW

35+00 36+00 37+00 38+00 39+00 40+00

INDIAN RIVER BRIDGE

SAWMILL CREEK ROAD

MATCH "SMC" 40+60 LINE

NATIONAL PARK SERVICE

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

MATCH "SMC" 40+60 LINE

RAPTOR WAY

POST

41+00 42+00 43+00 44+00 45+00 46+00

SAWMILL CREEK ROAD

MATCH "SMC" 46+30 LINE

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	D:\Sit\SFHWY00064\Planset\SFHWY00064_SIT_Q1.dwg

ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811	PHONE	(907) 465-1763	CERTIFICATE OF AUTH #		
DATE	8/9/2019 16:15	LAYOUT	Q2	DESIGNED	C.H.	CHECKED	BP	DRAFTED	JT, RG

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	Q3	4

ESCP LEGEND

- SURFACE FLOW DIRECTION
- INLET PROTECTION
- SB — SEDIMENT BARRIER

0 40' 80'

SCALE IN FEET

CITY & BOROUGH OF SITKA 101 JARVIS ST

CITY & BOROUGH OF SITKA 101 JARVIS ST

JARVIS ST

UNITED STATES POSTAL SERVICE 1207 SAWMILL CREEK RD

MATCH "SMC" 46+30 LINE

MATCH "SMC" 52+00 LINE

47+00 48+00 49+00 50+00 51+00

SAWMILL CREEK ROAD

NATIONAL PARK SERVICE

TRIPLE C VENTURES, INC 1211 SAWMILL CREEK RD

MATCH "SMC" 52+00 LINE

MATCH "SMC" 57+70 LINE

53+00 54+00 55+00 56+00 57+00

SAWMILL CREEK ROAD

ARROWHEAD COURT

NATIONAL PARK SERVICE

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

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

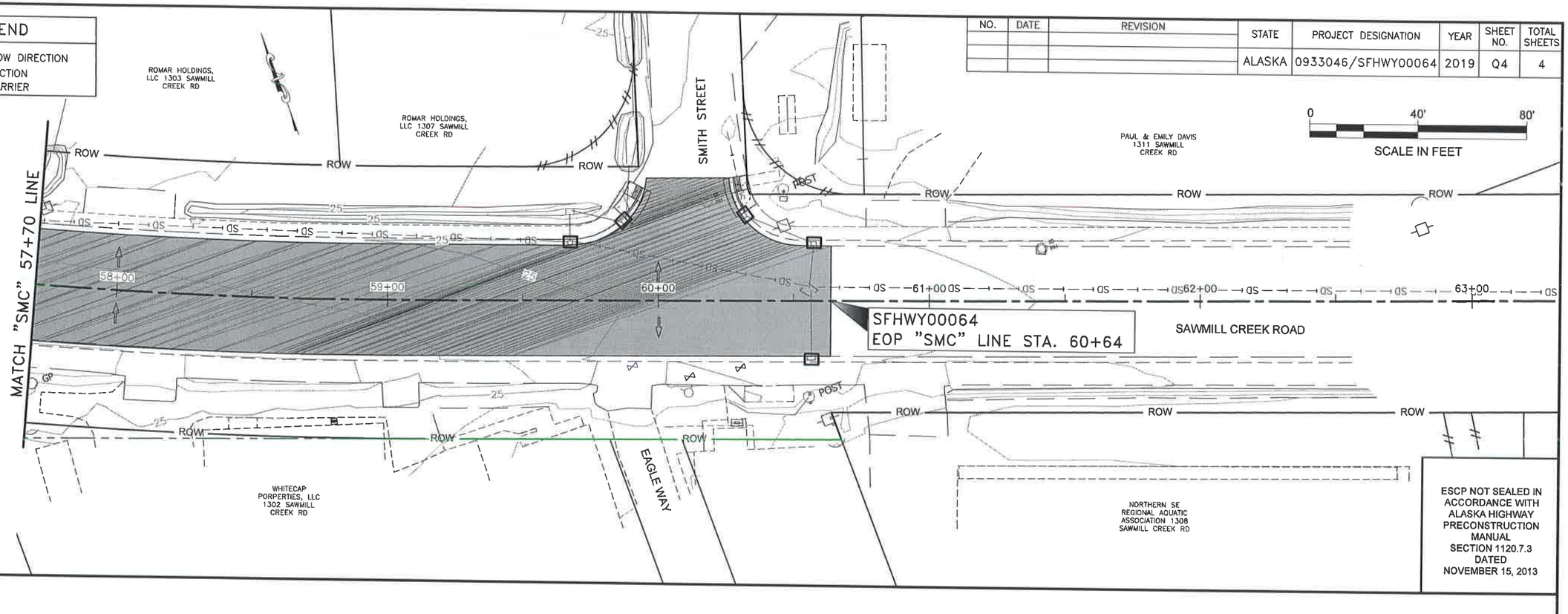
PE _____ Date 10.23.20

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
FILE	Q:\Sit\SFHWY00064\Plansets\SFHWY00064_SIT_01.dwg

ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811	PHONE	(907) 465-1763	CERTIFICATE OF AUTH #:			
DATE	8/9/2019 16:15	DESIGNED	C.L.	CHECKED	BP	DRAFTED	JT, RG
		LAYOUT	Q3				

ESCP LEGEND

- SURFACE FLOW DIRECTION
- INLET PROTECTION
- SB — SEDIMENT BARRIER



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	Q4	4

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

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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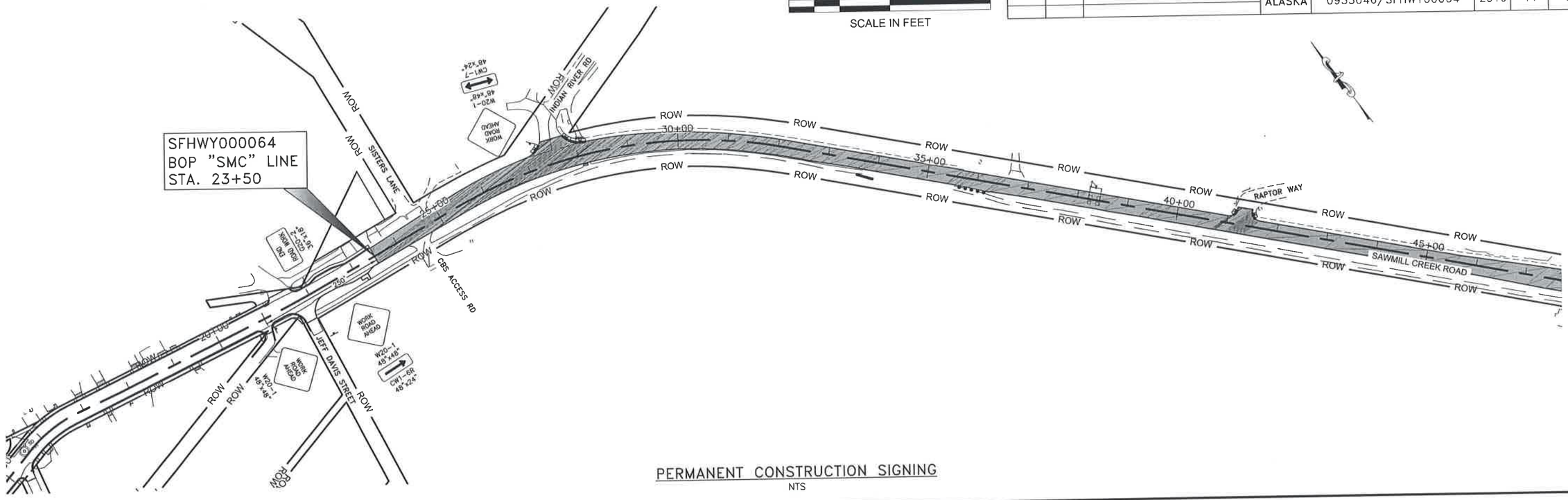
DATE	8/9/2019 16:15
PHONE	(907) 465-1763
DESIGNED	C.L.
CHECKED	BP
DRAFTED	JT, RG
LAYOUT	Q4
CERTIFICATE OF AUTH #	

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0933046/SFHWY00064	2019	T1	3

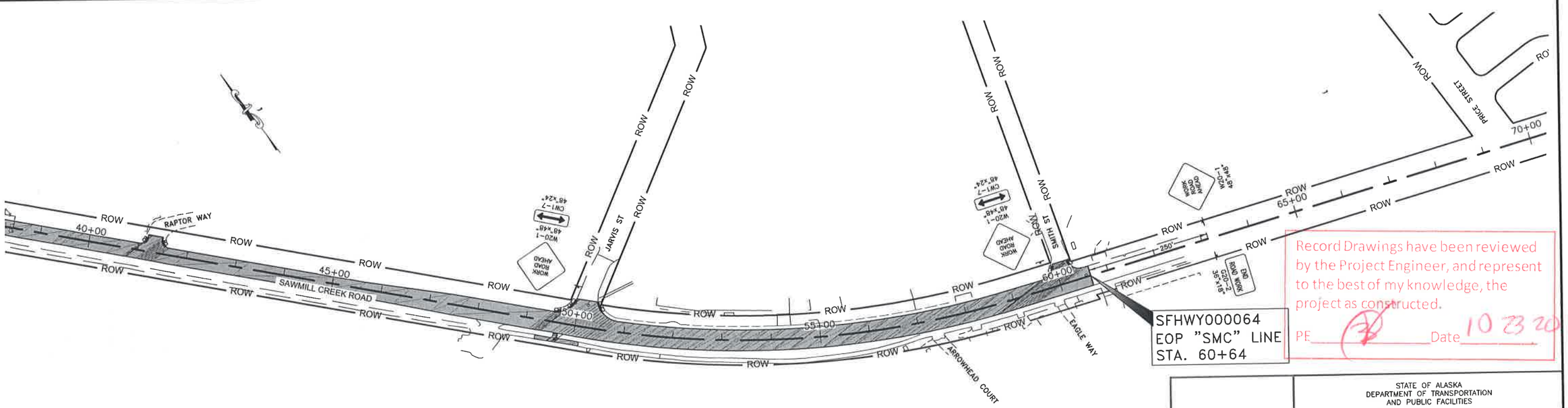
0 200' 400'

SCALE IN FEET



PERMANENT CONSTRUCTION SIGNING

NTS



PERMANENT CONSTRUCTION SIGNING

NTS

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10 23 20

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

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SITKA SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET

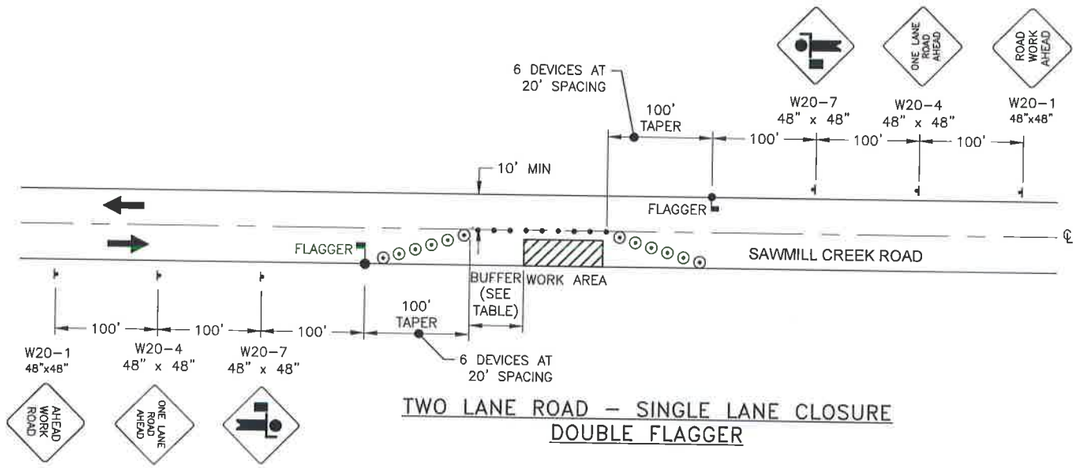
TRAFFIC CONTROL PLAN

FILE | O:\Sit\SFHWY00064\Planset\SFHWY00064_SIT_T1.dwg
DATE | 8/9/2019 16:16
LAYOUT | T1
DESIGNED | C.I.
CHECKED | BP
DRAFTED | JT, RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	T2	3

DATE	8/9/2019 16:17	LAYOUT	T2	DESIGNED	C.L.	CHECKED	BP	DRAFTED	JT, RG

FILE G:\SM\SFHWY00064\Planset\SFHWY00064_SIT_T2.dwg



TWO LANE ROAD – SINGLE LANE CLOSURE
DOUBLE FLAGGER

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

TRAFFIC CONTROL NOTES

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS.
2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON–WORK AREAS AND DURING NON–WORKING HOURS.
3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'.
4. CONSTRUCTION SIGNS SHALL BE IN PLACE ONLY WHEN THE CONDITIONS THEY WARN ABOUT EXIST.
5. REFER TO 643–1.03 SUBMIT ALL TCPs, INCLUDING THE TCPs PROVIDED ON THE PLANS IF YOU INTEND TO USE THEM TO THE ENGINEER FOR APPROVAL.
6. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643–3.09 OF THE SPECIFICATIONS.
7. REFER TO 643–1.08 FOR CONSTRUCTION PHASING REQUIREMENTS.

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10,23,20

LEGEND

- ..... SIGN
- ..... CONE
- ..... DRUM
- ..... FLAGGING STATION

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

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

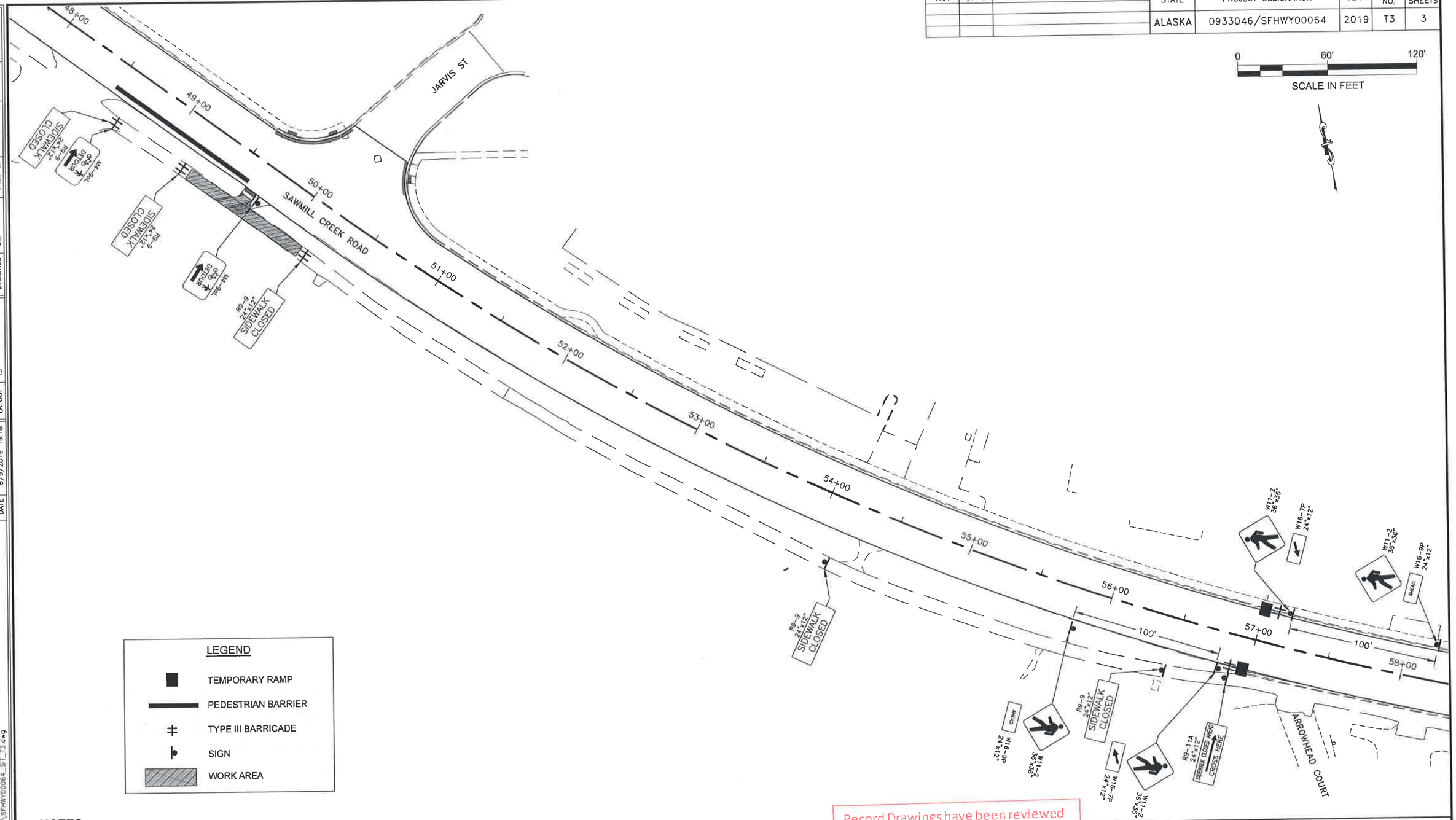
SITKA SAWMILL CREEK ROAD RESURFACE:
JEFF DAVIS TO SMITH STREET

TRAFFIC CONTROL PLAN

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0933046/SFHWY00064	2019	T3	3

0 60' 120'

SCALE IN FEET



LEGEND

- TEMPORARY RAMP
- PEDESTRIAN BARRIER
- TYPE III BARRICADE
- SIGN
- WORK AREA

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.

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

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

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SITKA SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET

TRAFFIC CONTROL PLAN

FILE | G:\SIK\SFHWY00064\Planset\SFHWY00064_SIT_T3.dwg
DATE | 8/9/2019
LAYOUT | T3
DESIGNED | C.I.
CHECKED | BP
DRAFTED | JT, RG
8/9/2019 16:18

FILE	F:\Projects\34 State of Alaska DOTPF\133 Sitka Sawmill Creek Rd\Drawings\Working\U1.dwg	DATE	8/7/2019 2:58 PM	LAYOUT	U1	DESIGNED	Q. JUDSON	CHECKED	Q. JUDSON	DRAFTED	P. LESLIE

LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	MANUFACTURER	LAMPS	REMARKS
A	ARM MOUNTED STREET LIGHT, DIE-CAST ALUMINUM HOUSING, TEMPERED GLASS LENS, TYPE III DISTRIBUTION, INTEGRAL ELECTRONIC DRIVER, 120-277V, 14,000 LUMENS, GRAY FINISH, 7 PIN PHOTOCELL	GE LIGHTING ERLH 2 14 C3 40 D GRAY AEL ATB2 60BLEDE70 MVOLT R3 BL HK P7 SH	122W WHITE LED 4000K, CRI 70 130W WHITE LED 4000K, CRI 70	MOUNT TO EXISTING ARM.
B	LED ENHANCED PEDESTRIAN CROSSING SIGN WITH PUSHBUTTON ACTIVATION, SOLAR PANEL AND BATTERY STORAGE	CARMANAH OR TADCO	(8 EA) WHITE LED INTEGRAL TO PEDESTRIAN SIGN	SOLAR PANEL, CONTROL CABINET, SIGNS AND PUSHBUTTON TO BE INSTALLED. RADIO COMMUNICATION BETWEEN SIGNS ON EACH SIDE OF SAWMILL CREEK ROAD SO THAT SIGNS OPERATE TOGETHER. SOLAR PANELS TO FACE WEST.

LEGEND

ABBREVIATIONS:

OHE	OVERHEAD ELECTRICAL
UGE	UNDERGROUND ELECTRICAL
UON	UNLESS OTHERWISE NOTED
PST	PERFORATED STEEL TUBE
PE	PHOTOELECTRIC CELL

SHEET NOTE SYMBOLS:

(E)	EXISTING TO BE RETAINED
(N)	NEW
(X)	REMOVE EXISTING

SERVICE EQUIPMENT:

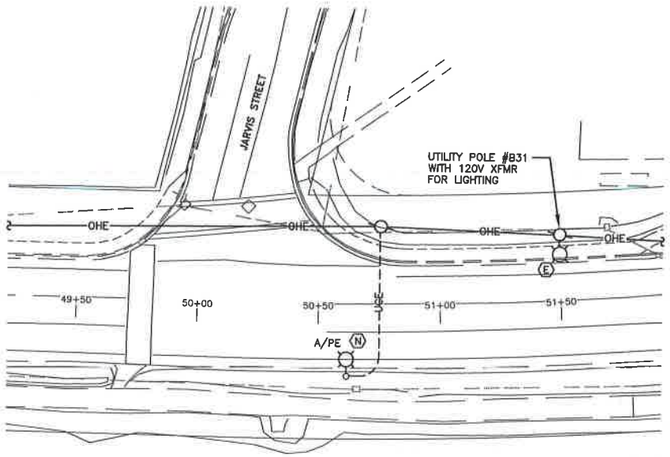
[H]	HANDHOLE
-O-	UTILITY POLE

LIGHTING:

	EXTERIOR POLE MOUNTED LUMINAIRE
	PEDESTRIAN SIGN WITH LED FLASHING BEACON

NOTES:

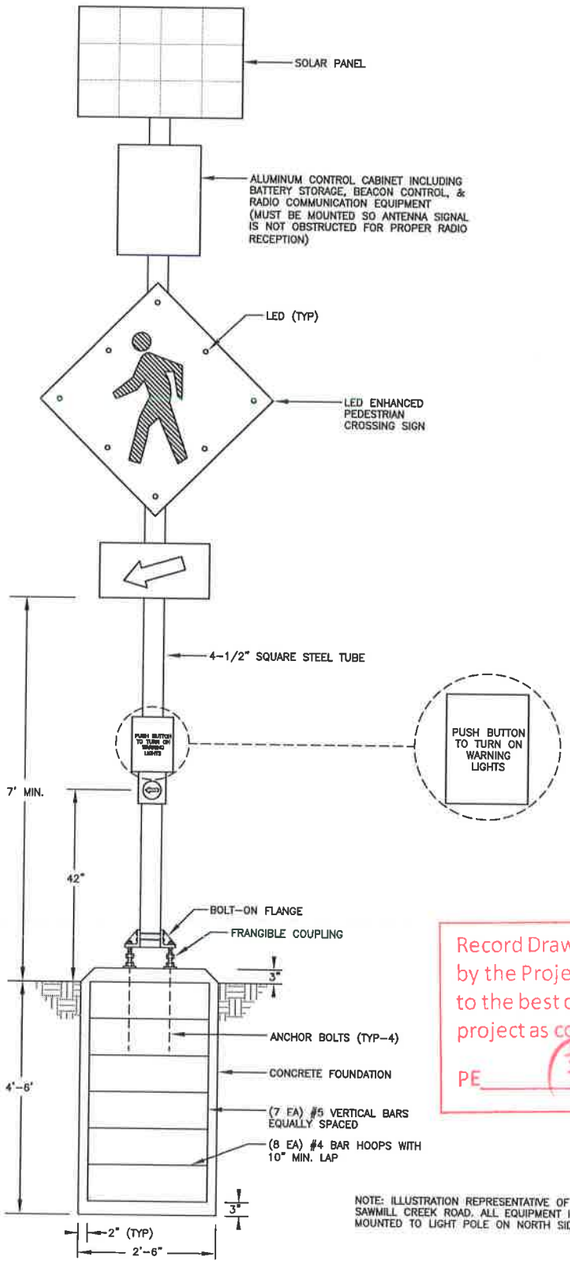
1. ALL ELECTRICAL COMPONENTS ARE EXISTING (TO REMAIN AND BE REUSED), UON.
2. LUMINAIRE POLES, ARMS, AND CIRCUITRY SHALL REMAIN TO BE REUSED WITH NEW LUMINAIRES.
3. NEW LED LUMINAIRES SHALL REPLACE EXISTING 250 WATT SODIUM FIXTURES. LIGHTING CONTROL CENTER AND METER WILL REMAIN TO MAINTAIN CURRENT SYSTEM FUNCTIONALITY.



1 SITE PLAN – JARVIS STREET INTERSECTION

0 60' 120'

SCALE IN FEET



NOTE: ILLUSTRATION REPRESENTATIVE OF BEACON ON SOUTH SIDE OF SAWMILL CREEK ROAD. ALL EQUIPMENT ILLUSTRATED HERE SHALL BE MOUNTED TO LIGHT POLE ON NORTH SIDE OF SAWMILL CREEK ROAD.

2 DETAIL – PEDESTRIAN CROSSING SIGN

NO SCALE

SHEET NO.	TOTAL SHEETS
U1	U2
STATE	YEAR
ALASKA	2019
PROJECT DESIGNATION	
SFHWY00064/0933046	

NO.	DATE	REVISION

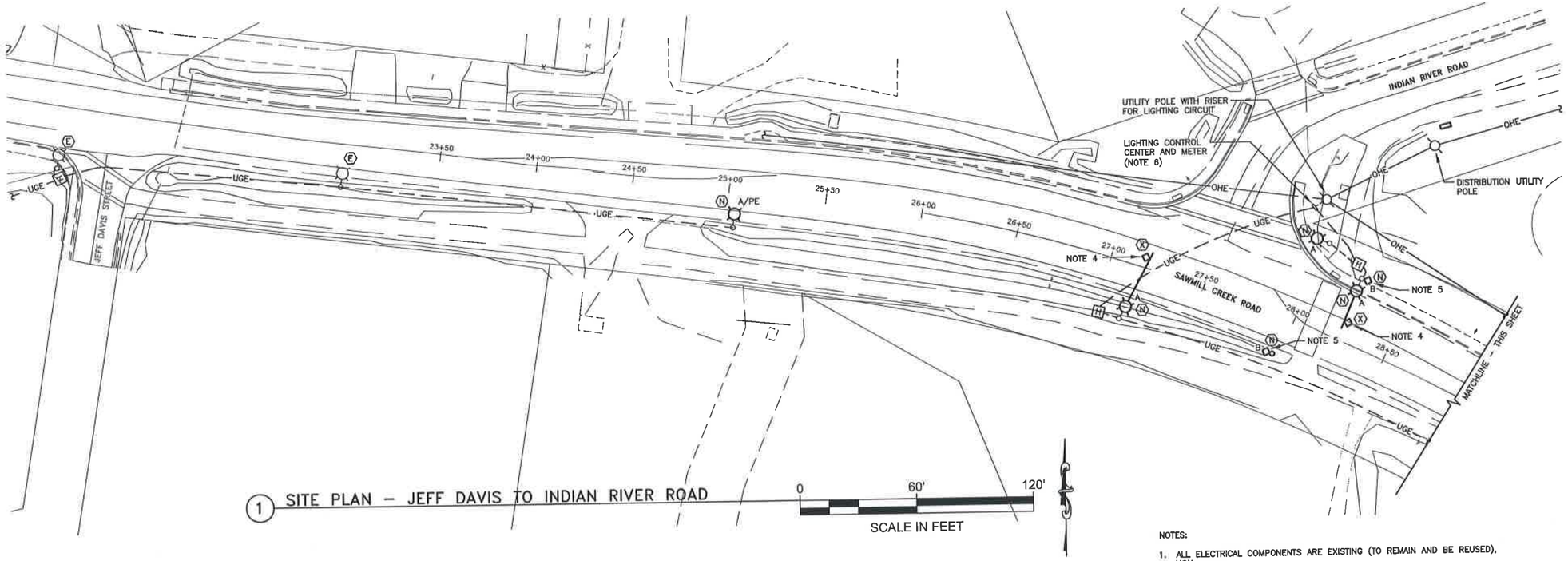
Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

PLANS DEVELOPED BY:
HAIGHT & ASSOCIATES, INC.
526 MAIN STREET
JUNEAU, AK 99801
(907) 586-9788
AECC670

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET
SITKA, AK
LEGEND, LUMINAIRE SCHEDULE, SITE PLAN - JARVIS STREET INTERSECTION



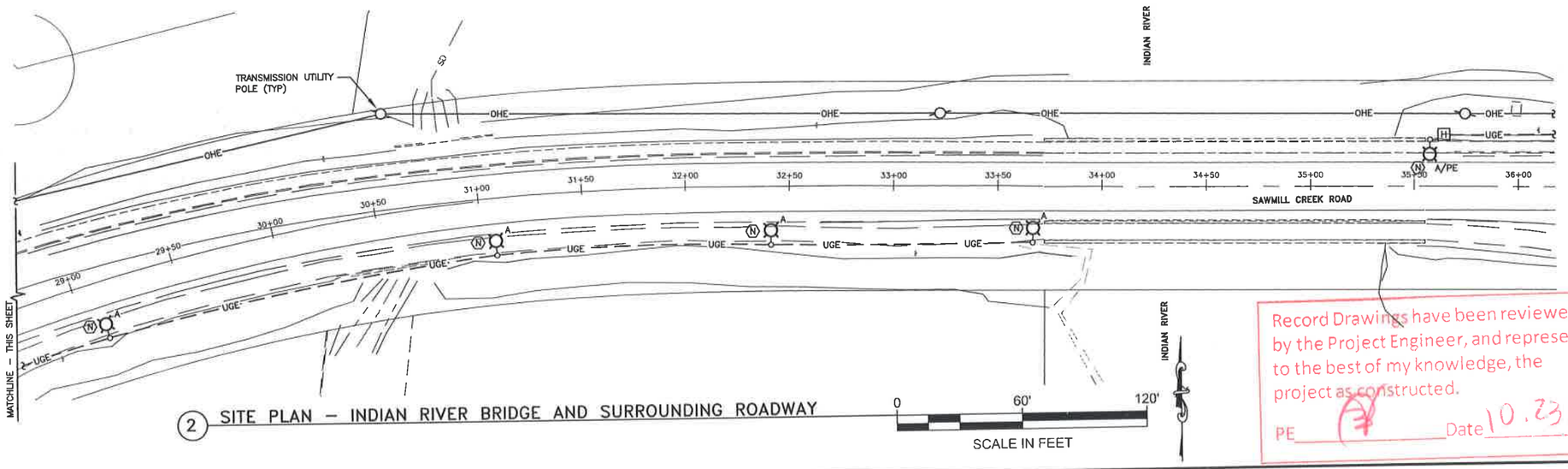
1 SITE PLAN – JEFF DAVIS TO INDIAN RIVER ROAD

0 60' 120'

SCALE IN FEET

NOTES:

1. ALL ELECTRICAL COMPONENTS ARE EXISTING (TO REMAIN AND BE REUSED), UON.
2. LUMINAIRE POLES, ARMS, AND CIRCUITRY SHALL REMAIN TO BE REUSED WITH NEW LUMINAIRES.
3. NEW LED LUMINAIRES SHALL REPLACE EXISTING 250 WATT SODIUM FIXTURES. LIGHTING CONTROL CENTER AND METER WILL REMAIN TO MAINTAIN CURRENT SYSTEM FUNCTIONALITY.
4. EXISTING ILLUMINATED PEDESTRIAN CROSSING SIGNS, CIRCUITRY, MAST ARMS, AND ALL OTHER EQUIPMENT ASSOCIATED WITH SIGNS OR ARMS SHALL BE DEMOLISHED AND REMOVED AND HOLES COVERED.
5. NEW LED ENHANCED PEDESTRIAN CROSSING SIGNS, BATTERY, BATTERY STORAGE/CONTROL ENCLOSURE, SOLAR PANEL, AND PUSH BUTTON ACTIVATION SHALL BE INSTALLED. SEE DETAIL 2, SHEET U1. ALL MOUNTING HARDWARE SHALL BE PROVIDED BY CONTRACTOR.
6. LIGHTING CONTROL CENTER UTILIZES PHOTOELECTRIC CELL TO POWER STREET LIGHTS WHEN AMBIENT LIGHT IS LOW.



2 SITE PLAN – INDIAN RIVER BRIDGE AND SURROUNDING ROADWAY

0 60' 120'

SCALE IN FEET

Record Drawings have been reviewed by the Project Engineer, and represent to the best of my knowledge, the project as constructed.

PE _____ Date 10.23.20

SHEET NO.	TOTAL SHEETS
U2	U2
STATE	YEAR
ALASKA	2019
PROJECT DESIGNATION	
SFHWY00064/0933046	

NO.	DATE	REVISION

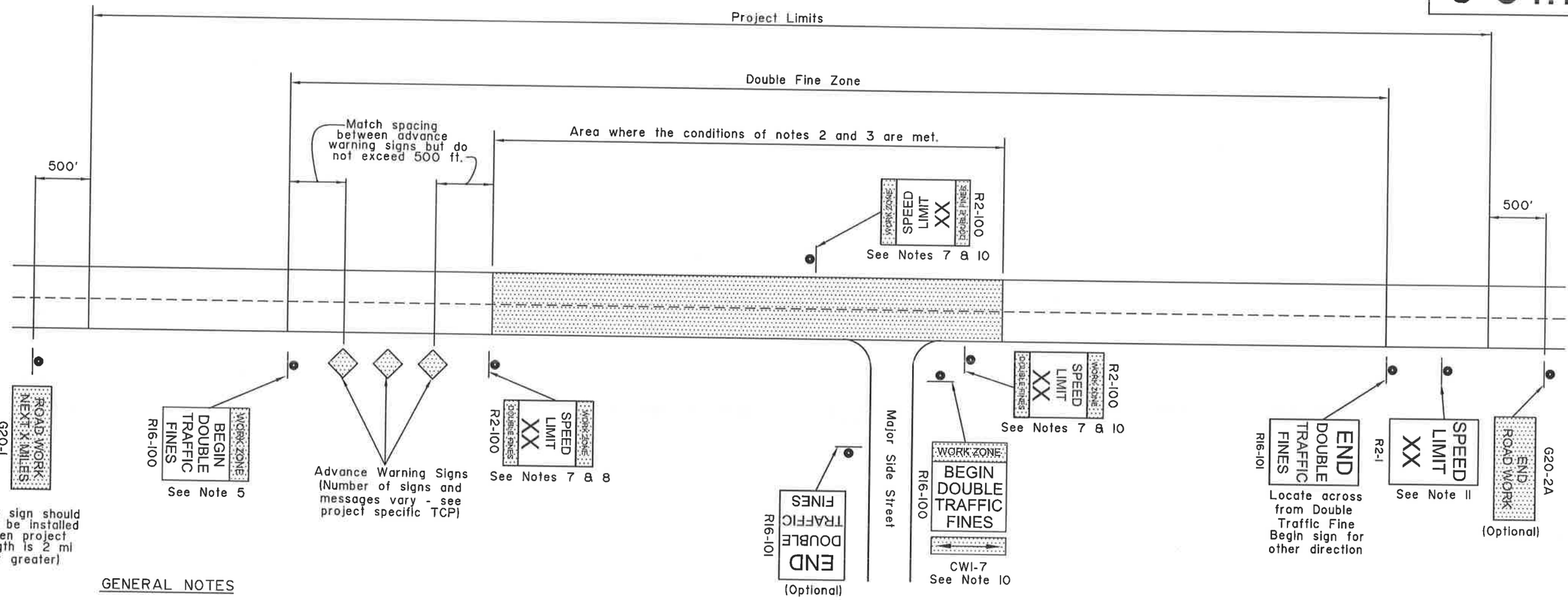
PLANS DEVELOPED BY:
HAIGHT & ASSOCIATES, INC.
526 MAIN STREET
JUNEAU, AK 99801
(907) 586-9788
AECC670

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SAWMILL CREEK ROAD RESURFACE: JEFF DAVIS TO SMITH STREET SITKA, AK

SITE PLAN - JEFF DAVIS STREET TO INDIAN RIVER

FILE | F:\Projects\134 State of Alaska DOTPF\133 Sitka Sawmill Creek Rd\Drawings\Working\U2.dwg | DATE | 8/7/2019 2:59 PM | LAYOUT | U2 | DESIGNED | Q. JUDSON | CHECKED | Q. JUDSON | DRAFTED | P. LESLIE



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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

LOCATION OF DOUBLE TRAFFIC FINE SIGNS

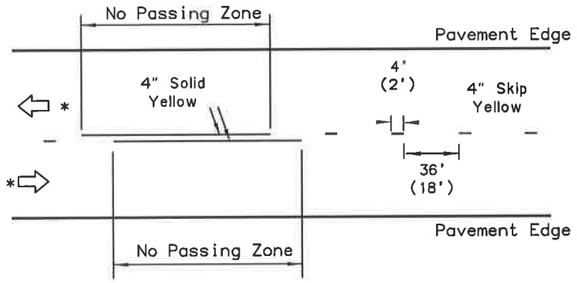
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

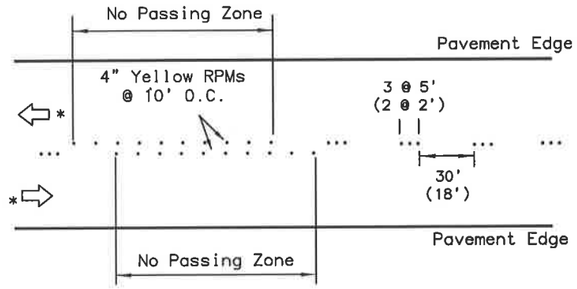
Last Code and Stds. Review By: Date:

Next Code and Standards Review date: 02/08/2029

C-04.12



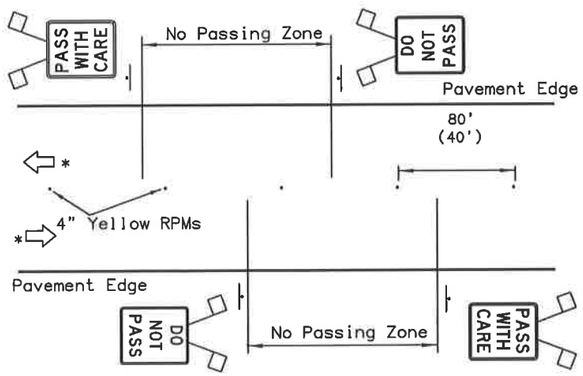
Striping



Temporary Raised Pavement Markers

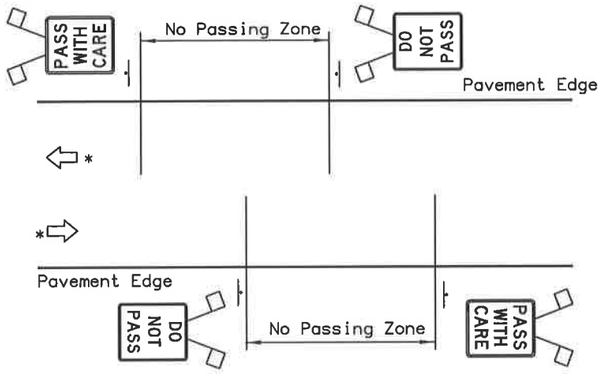
DETAIL A

Two-lane road: No Passing Zones indicated with pavement markings.



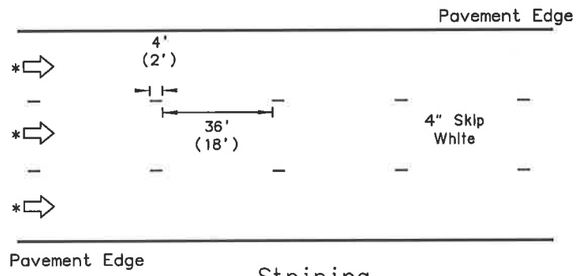
DETAIL B

Two-lane road: No Passing Zones indicated by signs only. Raised pavement markers for centerline delineation.

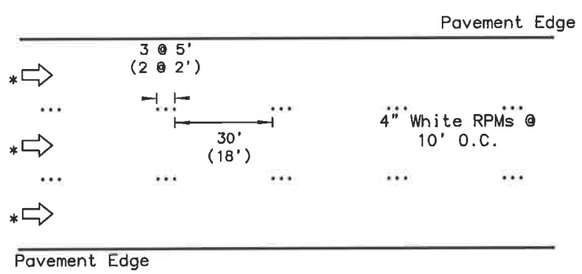


DETAIL C

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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

INTERIM PAVEMENT MARKINGS

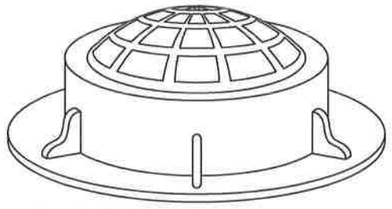
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

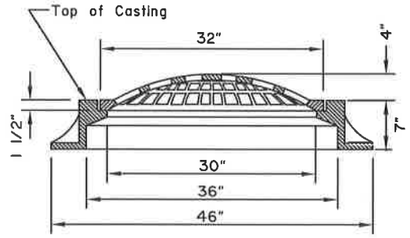
Last Code and Stds. Review By: Date:

Next Code and Standards Review date: 02/08/2029

C-05.20

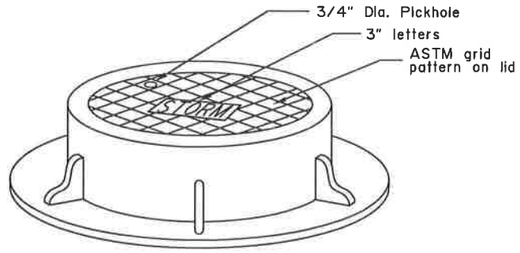


Surround field inlets with a 24" wide rock rubble collar 10" deep, 3" maximum size rock.



FIELD INLET FRAME & GRATE

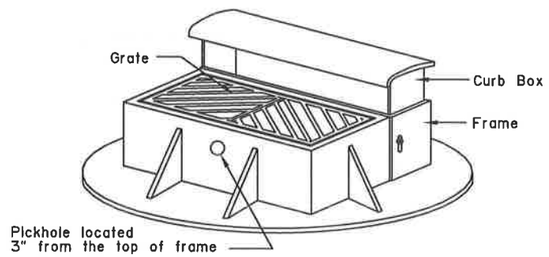
To be supplied for storm drain manholes where field inlets are specified. Field inlet frame and grate shall have a Minimum total weight of 525 lb.



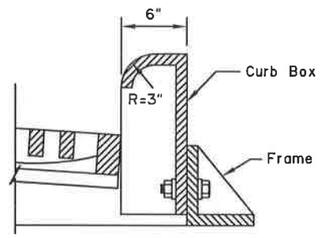
MANHOLE LID FRAME AND GRATE

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.

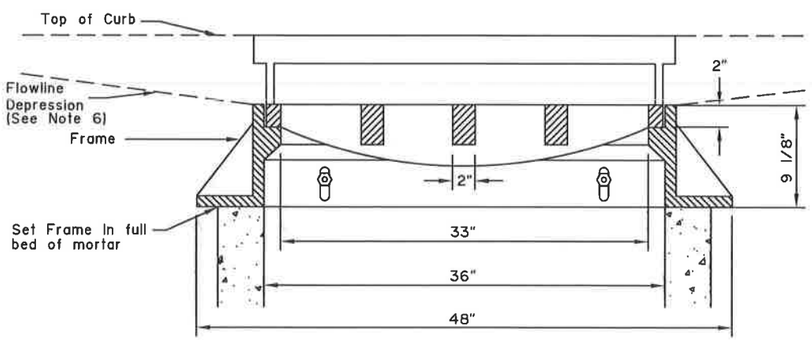


NOTE:
Curb Box, Grate and frame shall have a minimum total weight of 725 lb.

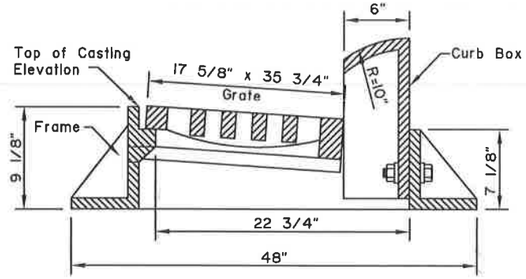


SIDE VIEW
MOUNTABLE CURB AND GUTTER

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

State of Alaska DOT&PF
ALASKA STANDARD PLAN

STORMDRAIN MANHOLE FRAME AND GRATE DETAILS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

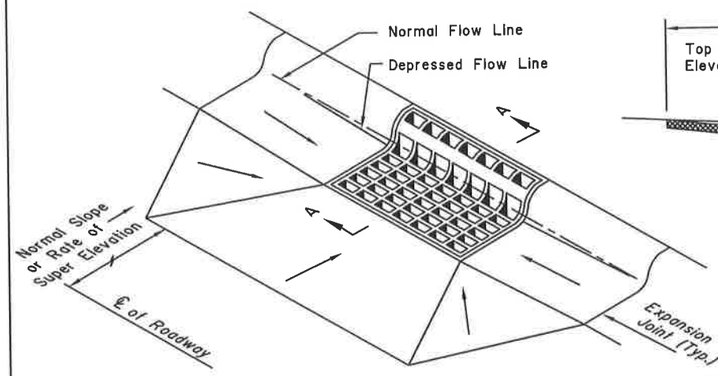
Last Code and Stds. Review
By: Date:

Next Code and Standards Review date: 02/08/2029

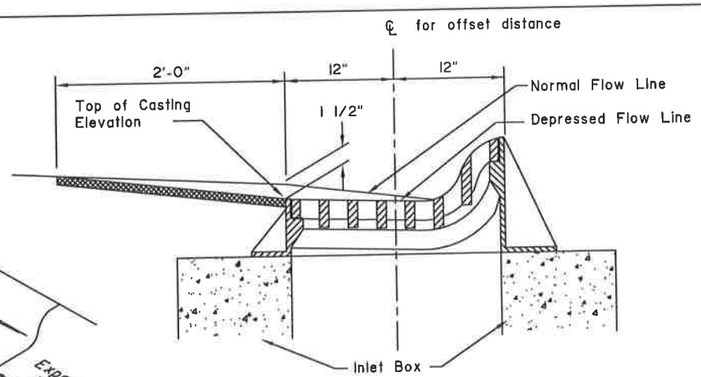
D-22.01

D-24.00

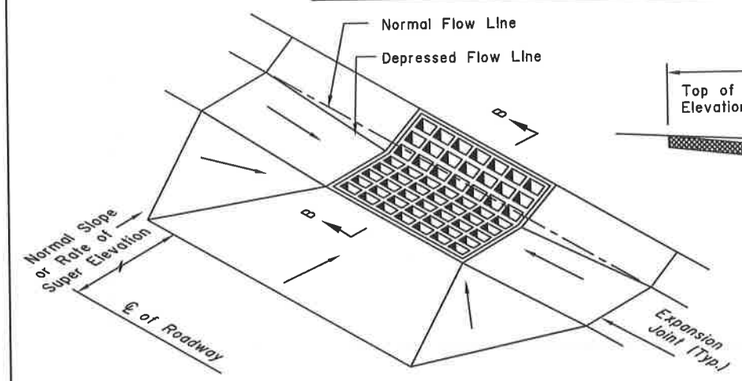
SHEET 1 of 1



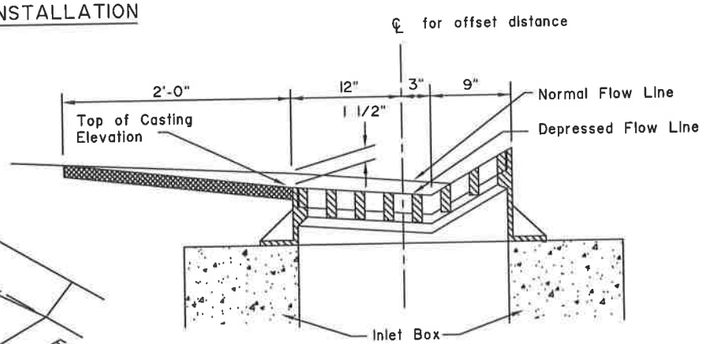
MOUNTABLE CURB INLET INSTALLATION



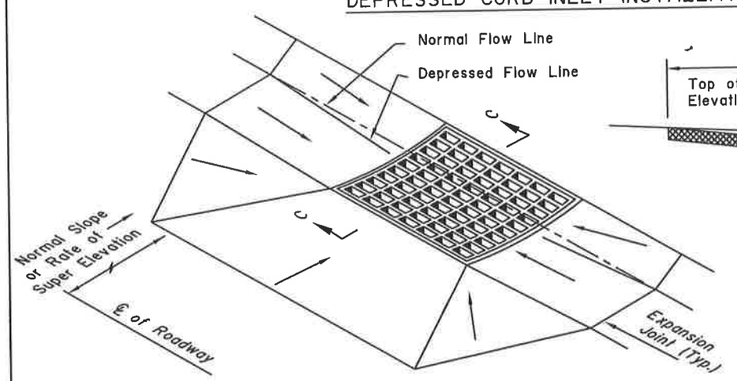
SECTION A-A



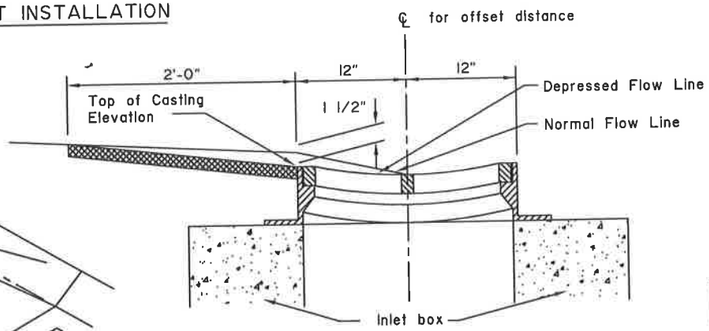
DEPRESSED CURB INLET INSTALLATION



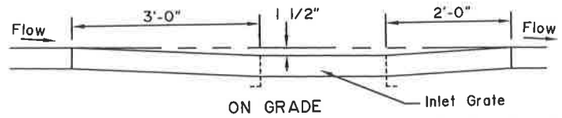
SECTION B-B

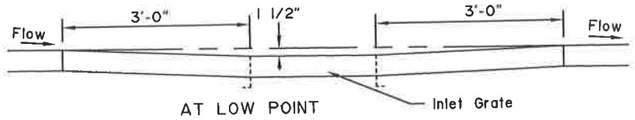


GUTTER INLET INSTALLATION

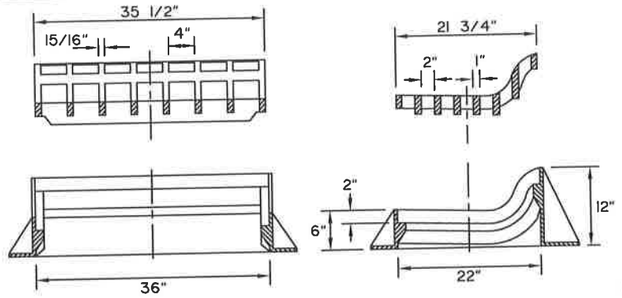


SECTION C-C

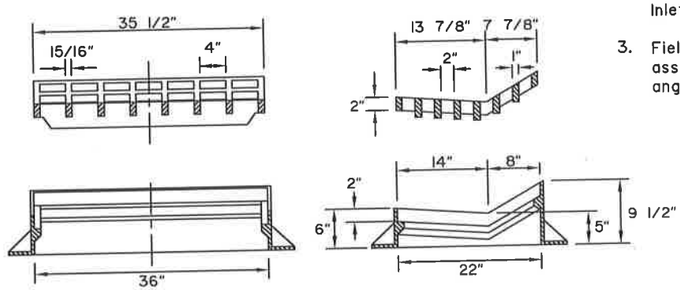




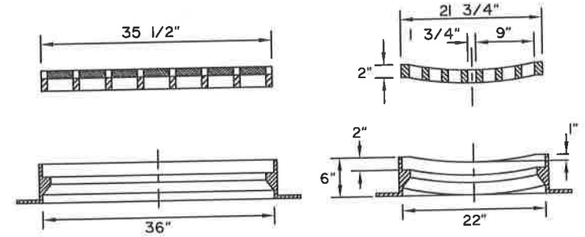
DEPRESSION IN FLOW LINE AT INLET CONSTRUCTION DETAILS



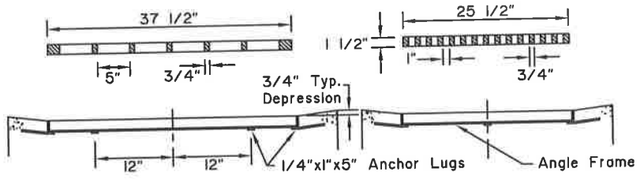
MOUNTABLE CURB INLET FRAME AND GRATE



DEPRESSED CURB INLET FRAME AND GRATE



GUTTER INLET FRAME AND GRATE



NOTE: All Angle Frame shall have Anchor Lugs

FIELD INLET FRAME AND GRATE

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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

INLET FRAMES AND GRATES

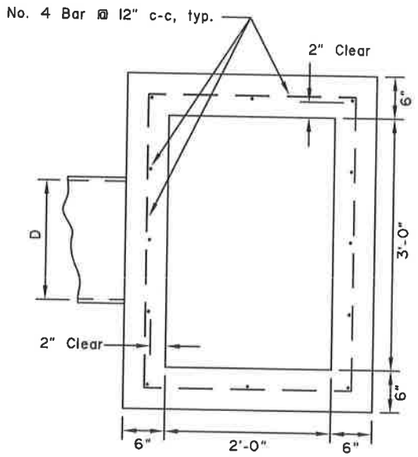
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

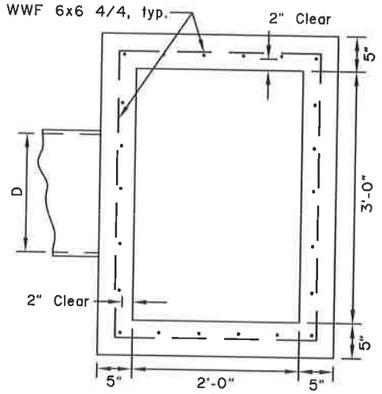
Adoption Date: 02/08/2019

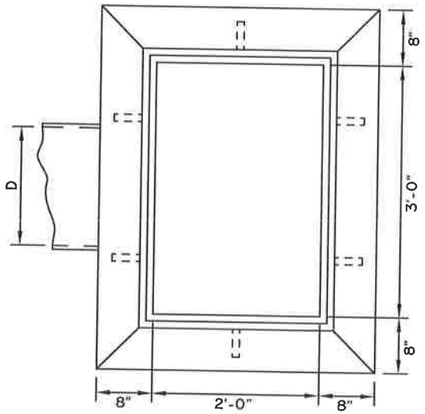
Last Code and Stds. Review By: Date:

Next Code and Standards Review date: 02/08/2029

D-24.00

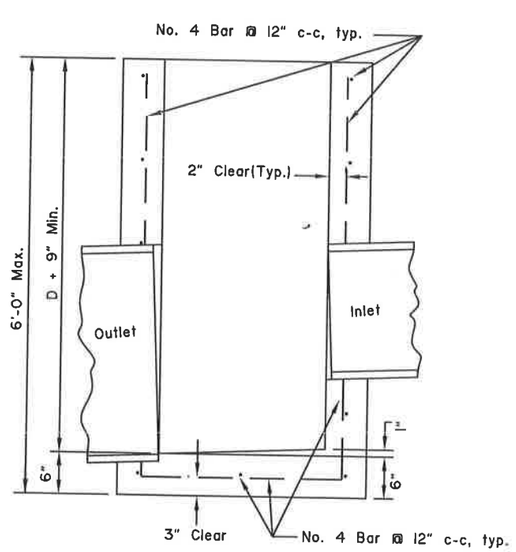




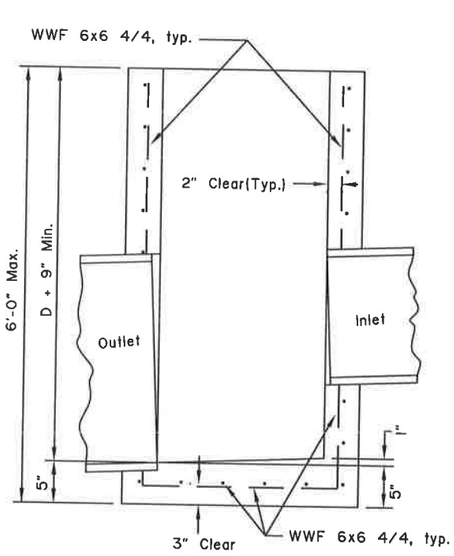


GENERAL NOTES:

1. Install inlet boxes parallel to the curb line.
2. The plans will indicate which inlet boxes require a sump.
3. Shape floors to drain.
4. Use Grade 40 minimum reinforcing steel.
5. The plans will indicate which inlet boxes require sumps.

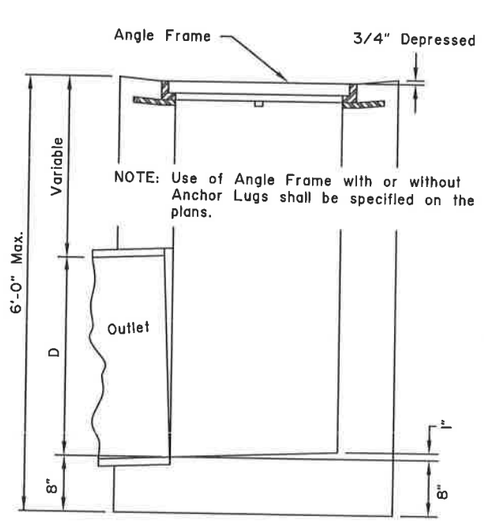


REINFORCED
CAST IN PLACE



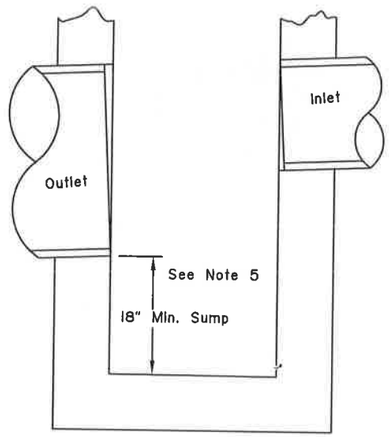
PRECAST

TYPE "A" CONCRETE INLET BOXES



FIELD INLET BOX
CAST* IN PLACE

* May be Precast or Reinforced Cast-in-Place Box.



SUMP DETAIL

NOT TO SCALE

State of Alaska DOT&PF
ALASKA STANDARD PLAN

**TYPE "A"
INLET BOX**

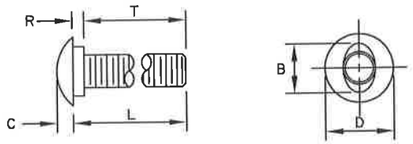
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review
By: Date:

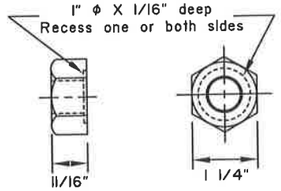
Next Code and Standards Review date: 02/08/2029

D-26.04

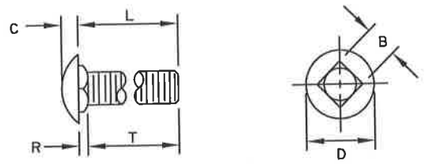


B	C	D	L (Length)	R	T (Thread Length)
15/16"	5/16"	1 5/16" or 1 7/16"	As Required	7/32"	As Required

5/8" BUTTONHEAD BOLT
(FBB01-05)

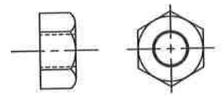


5/8" Dia. RECESSED HEX NUT
(FBB01-05)



B	C	D	L (Length)	R	T (Thread Length)
5/8"	5/16"	1 5/16"	As Required	3/16"	As Required

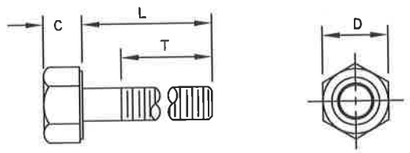
5/8" Dia. CARRIAGE BOLT
(FBC10-20)



STANDARD HEX NUT

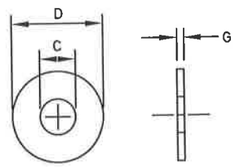
GENERAL NOTES:

1. All covered hardware shall comply with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware online publication. Designators given when possible in parentheses.



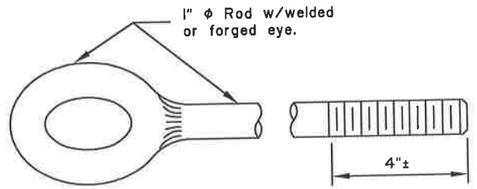
Bolt Size	C	D	L (Length)	T (Thread Length)
5/16"	—	—	1 1/2"	7/8"
5/16"	—	—	1"	1"
3/8"	—	—	7 1/2"	1 1/2"
1/2"	—	—	1 1/2"	1 1/2"
1/2"	—	—	1 1/4"	1 1/4"
5/8" H.S.	5/16"	7/8"	8"	1 1/2"
5/8"-11	—	—	1 1/2"	1 1/2"
3/4"	—	—	1 1/2"	1 1/2"
3/4"	—	—	As Required	2"
3/4" H.S.	15/32"	1 1/4"	2"	1 1/2"

STANDARD HEX BOLTS

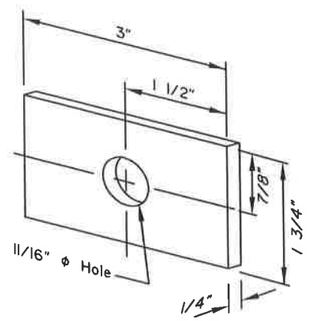


For Bolt ϕ	C	D	G
3/8"	7/16"	1"	5/64"
1/2"	17/32"	1 1/16"	3/32"
1/2" H.S.	17/32"	1 1/16"	3/32"
5/8"	11/16"	1 3/4"	9/64"
3/4"	13/16"	1 15/32"	9/64"
3/4" H.S.	13/16"	2"	5/32"
1"	1 1/16"	2"	9/64"

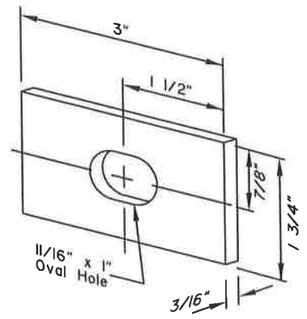
STANDARD STEEL WASHERS



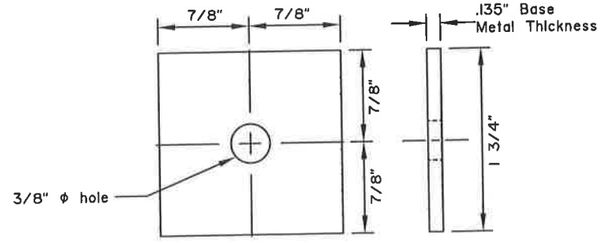
EYE BOLT



FLAT PLATE WASHER



RECTANGULAR POST BOLT WASHER
(FWR03)



SQUARE STEEL WASHER
(FWR01)

Note: drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

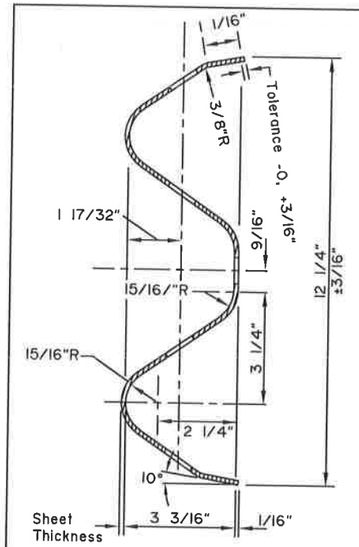
STANDARD GUARDRAIL HARDWARE (NUTS, BOLTS, AND WASHERS)

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

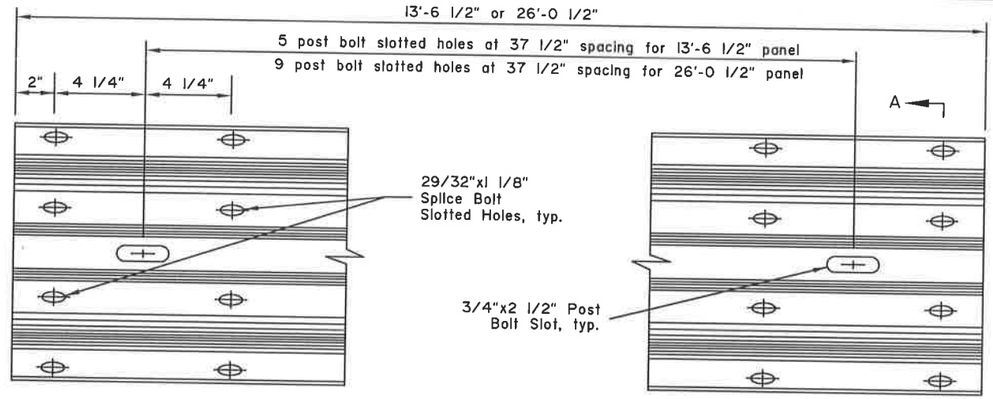
Adoption Date: 02/08/2019

Last Code and Stds. Review By: Date:

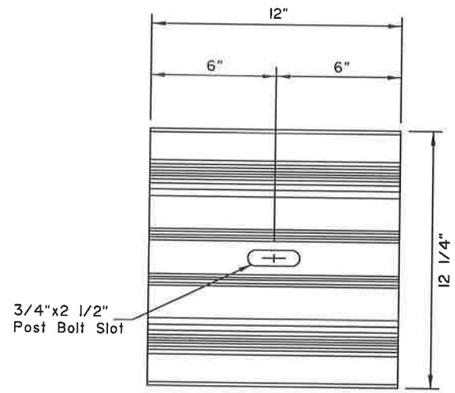
Next Code and Standards Review date: 02/08/2029



SECTION A-A
(RWM02a-b)



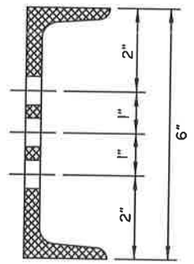
STANDARD W-BEAM PANEL (RWM04a-b)



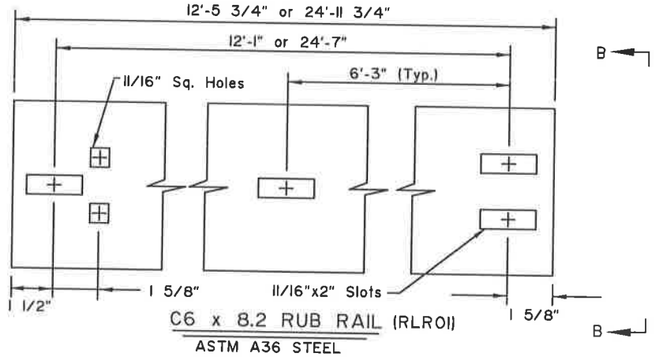
W-BEAM BACKUP PLATE
(RWB01a-b)

GENERAL NOTES:

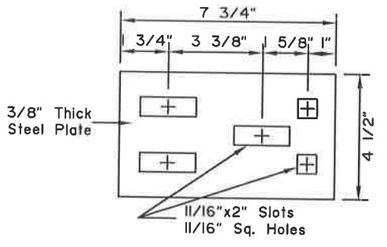
1. All covered hardware shall comply with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware online publication. Designators given when possible in parentheses.
2. Install back-up plates between blockouts and w-beam or thrie-beam rail at intermediate (non-splice) posts when steel blockouts are used but not with wood, rubber, plastic, or other approved blockouts.



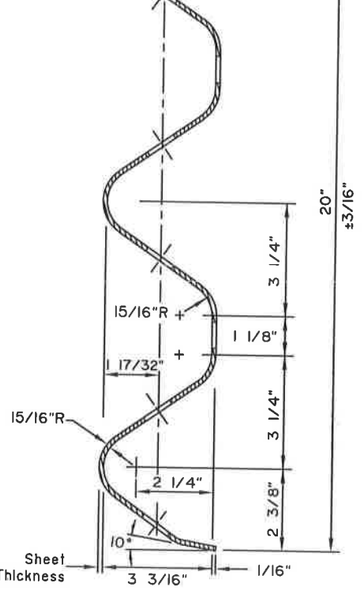
SECTION B-B



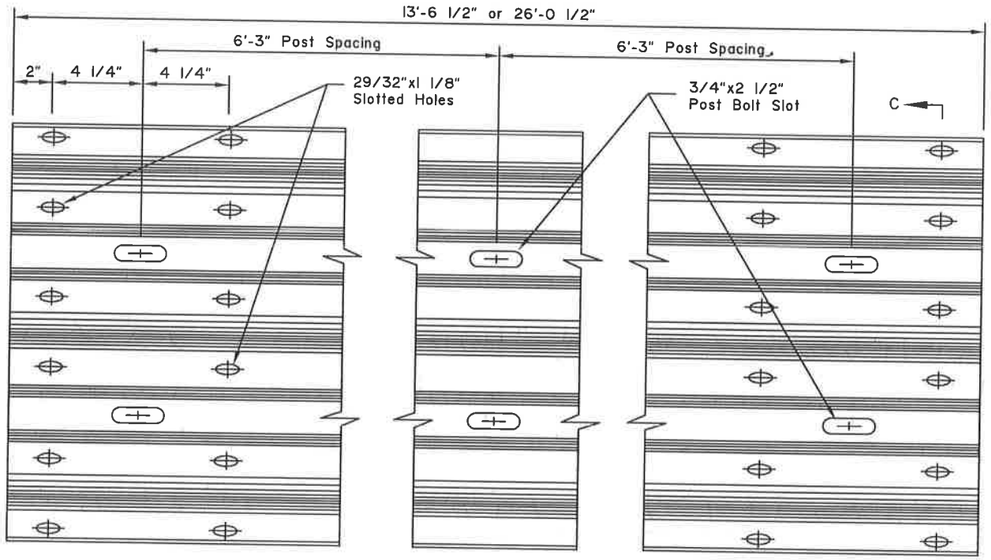
C6 x 8.2 RUB RAIL (RLR01)
ASTM A36 STEEL



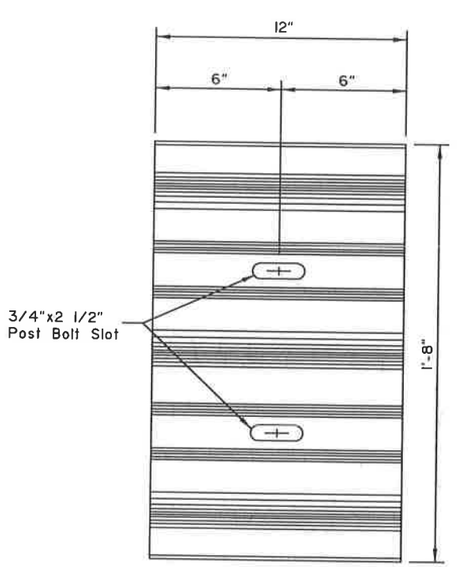
SPLICE PLATE (RLR01)
ASTM A36 STEEL



SECTION C-C
(RTM01a-02b)



STANDARD THRIE BEAM PANEL (RTM01a-02b)



THRIE BEAM BACKUP PLATE
(RTB01a-02b)

State of Alaska DOT&PF
ALASKA STANDARD PLAN

STANDARD GUARDRAIL HARDWARE (RAIL AND SPLICES)

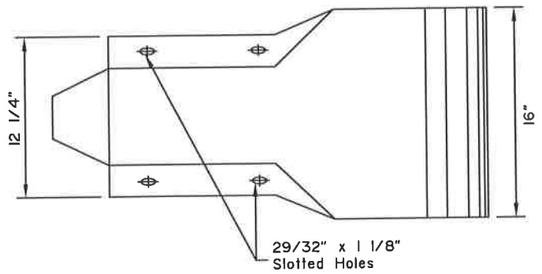
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

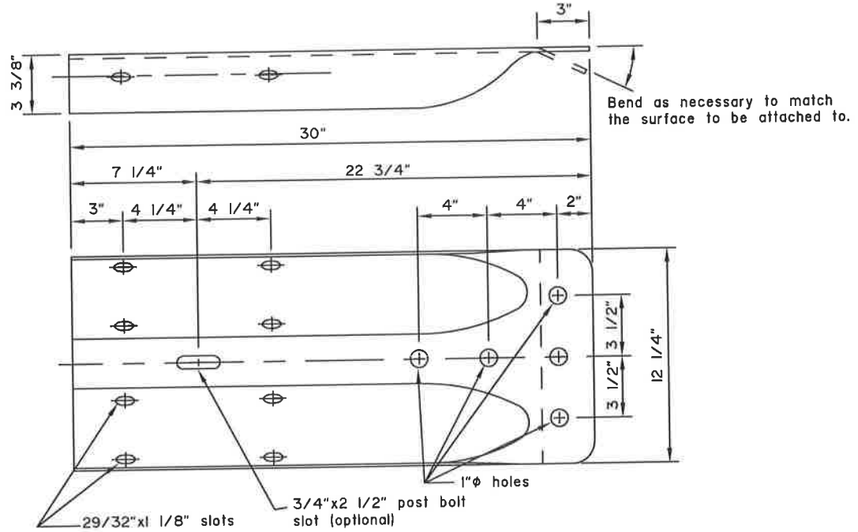
Last Code and Stds. Review By: Date:

Next Code and Standards Review date: 02/08/2029

G-00.04



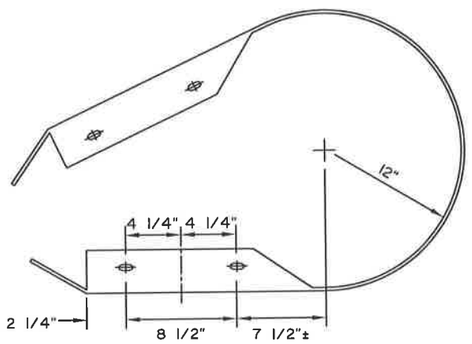
PROFILE



STANDARD W-BEAM TERMINAL CONNECTOR
(RWE02)

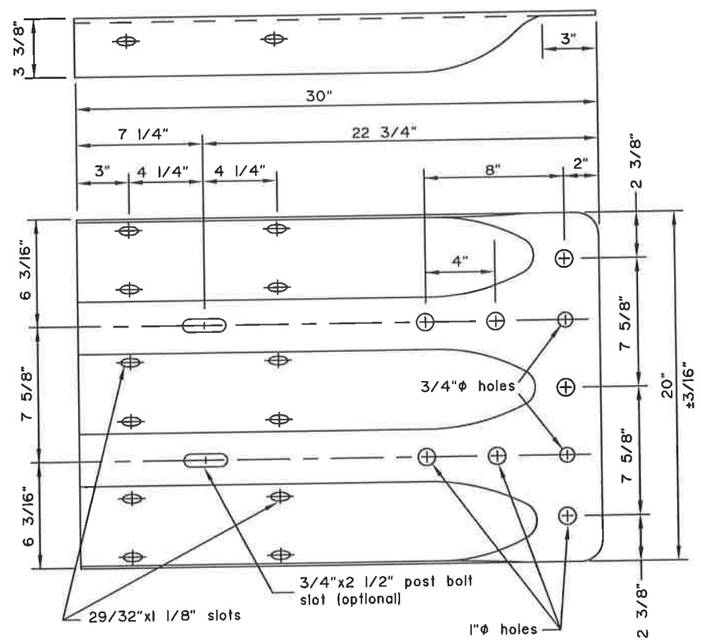
GENERAL NOTES:

1. W-Beam and Thrie Beam Terminal Connectors shall conform to AASHTO M 180, Class B, Type II.
2. W-Beam end sections shall conform to AASHTO M 180, Class A, Type II.
3. All covered hardware shall comply with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware online publication. Designators given when possible in parentheses.



W-BEAM PLAN VIEW
*Radius to be specified on the plans

STANDARD W-BEAM END SECTION
(RWE06)



STANDARD THRIE BEAM TERMINAL CONNECTOR
(RTE01b)

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

STANDARD GUARDRAIL HARDWARE
(TERMINAL CONNECTORS)

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

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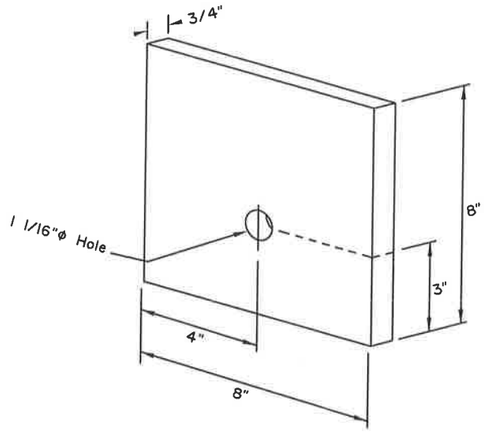
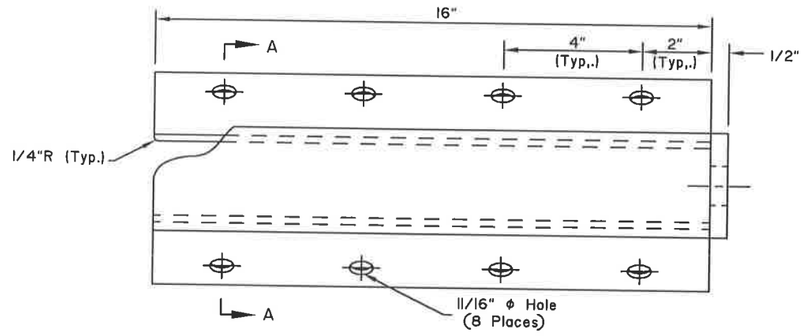
Next Code and Standards Review date: 02/08/2029

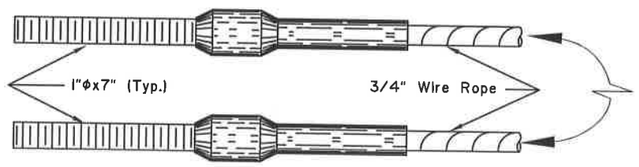
G-00.04



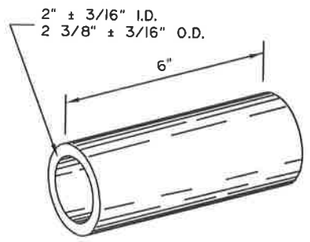
BEARING PLATE for CRT TERMINAL ANCHOR
(FPB01)



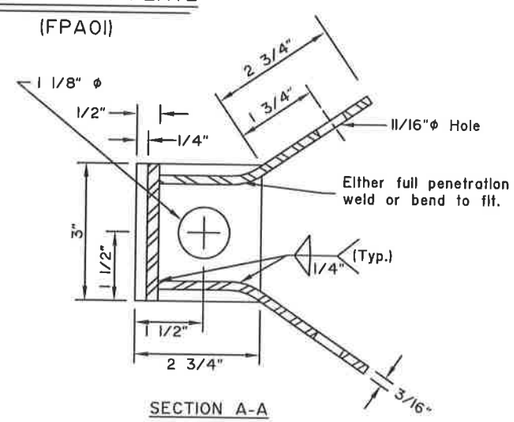
CABLE ANCHOR PLATE
(FPA01)



SWAGED FITTING DETAIL
(FCA01-02)



SLEEVE DETAIL
(FMM02)



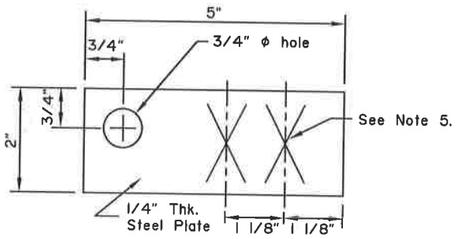
SECTION A-A

CONTROLLED RELEASE TERMINAL HARDWARE DETAILS

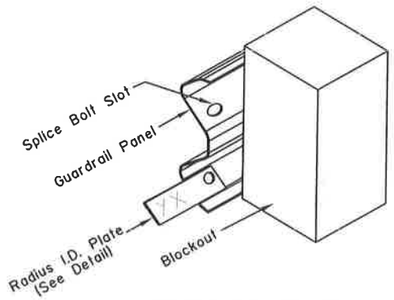
GENERAL NOTES:

1. Cable Anchor Plate may be formed in single unit or welded fabrication.
2. Anchor Cable Assembly must conform to AASHTO M 30 with Type II Wire Rope.
3. Provide Sleeve for Wood Posts meeting the requirements of ASTM A53 and made of 2-inch galvanized standard pipe. Sleeve shall be a tight, pressed fit in post.
4. Attach radius ID plates to all shop-bent guardrail sections. Bolt the ID plates to the back side of the guardrail panel with the lower splice bolt nearest the P.C. of the radius.
5. Show the Rail bend radius, in feet, 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". Galvanize the plate after the digits are marked.
6. All covered hardware shall comply with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware online publication. Designators given when possible in parentheses.

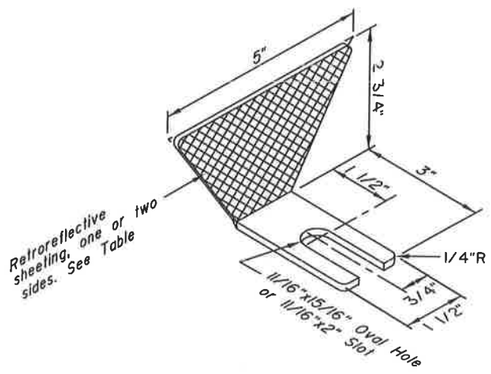
Note: Drawing not to scale



RADIUS I.D. PLATE



RADIUS I.D. PLATE MOUNTING DETAIL



GUARDRAIL REFLECTOR

Guardrail Reflector Table

Type	Color	Reflectorized
A	White	Front & Rear
B	White	Front
C	Yellow	Front
D	Yellow	Front & Rear

State of Alaska DOT&PF
ALASKA STANDARD PLAN

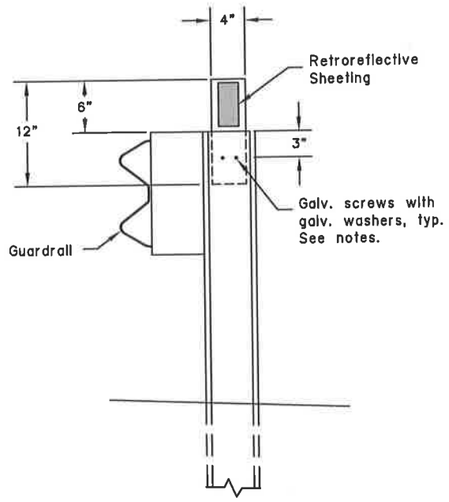
STANDARD GUARDRAIL HARDWARE (MISCELLANEOUS)

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review By: Date:

Next Code and Standards Review date: 02/08/2029



GUARDRAIL FLEXIBLE DELINEATOR DETAIL

(Steel post shown - similar for wood post)

CONSTRUCTION NOTES

1. Install guardrail flexible delineators where shown on the plans.
2. Install guardrail flexible delineators at 50 foot spacing, unless otherwise noted on the plans. Install not less than 2 delineators per guardrail run.
3. Use 3" x 5" white/yellow/red retroreflective sheeting as required per Standard Drawing T-05. Install retroreflective sheeting on both sides of delineator on two-way roads.
4. Attach 4" x 12" flexible delineators to the top of new guardrail posts, on the trailing side of the posts relative to the adjacent lane's direction of travel.
5. Predrill or preform 5/16" diameter mounting holes in steel posts by the manufacturer prior to galvanizing. Predrilling or preforming holes not required for wood posts.
6. Use 2 each 1/4" dia. x 1-1/2" long galvanized lag screws for attaching to wood posts and 2 each 1/4" dia. x 3/4" long galvanized self-drilling fasteners for steel posts. Install a galvanized washer between the fastener head and the flexible delineator.

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

STANDARD GUARDRAIL
(FLEXIBLE DELINEATORS)

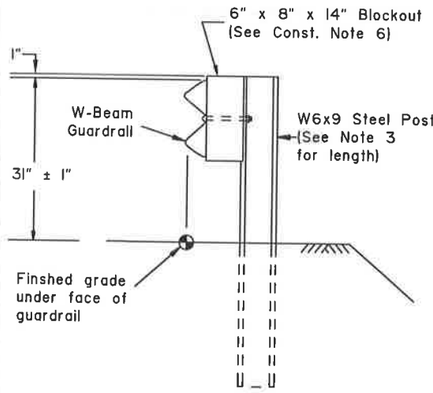
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

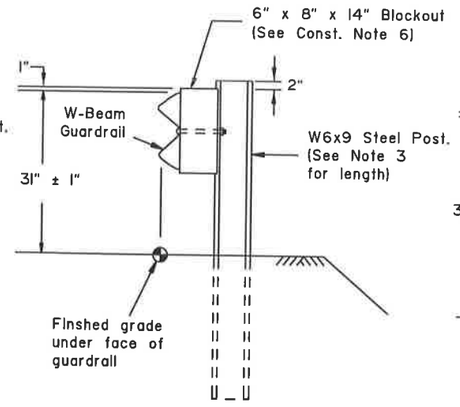
Last Code and Stds. Review
By: Date:

Next Code and Standards Review date: 02/08/2029

G-00.04

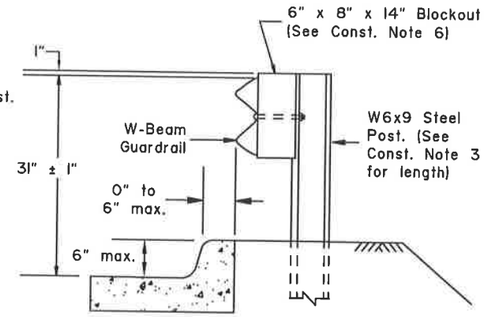


TYPE I POST INSTALLATION

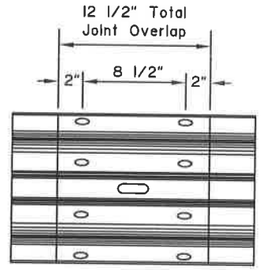


TYPE II POST INSTALLATION

(Facilitates raising rail for future overlays.)

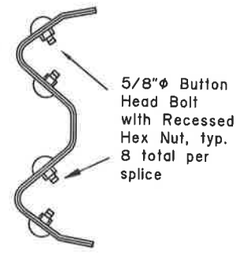


TYPE III POST INSTALLATION

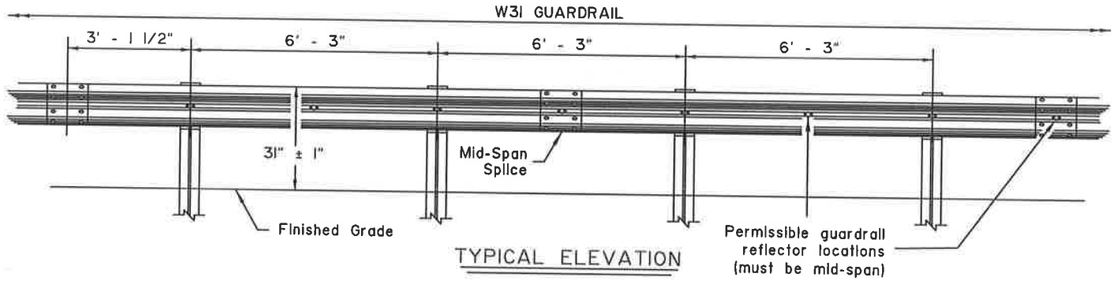


SPLICE DETAIL

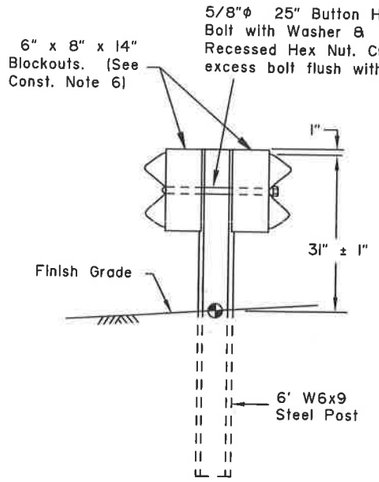
(At mid span between posts only. Bolts not shown for clarity)



SPLICE CROSS-SECTION



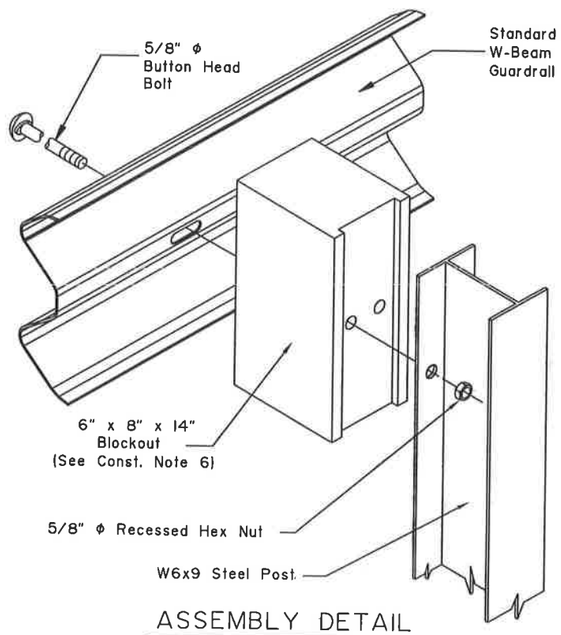
TYPICAL ELEVATION



TYPE IV DOUBLE SIDED INSTALLATION

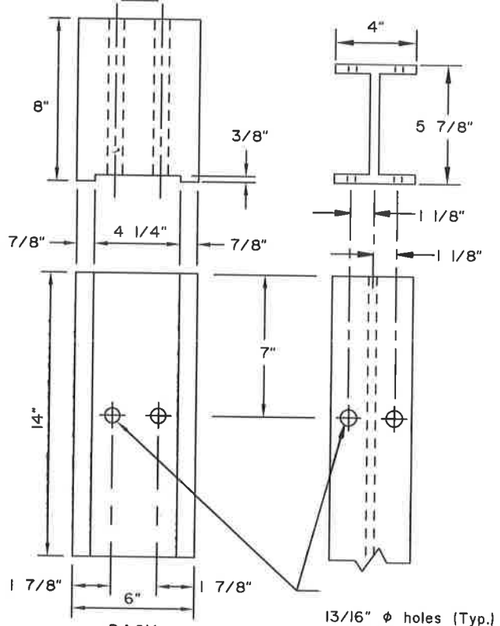
GUARDRAIL REFLECTOR

(See Const. Note 5)



ASSEMBLY DETAIL

(Type I post shown)



BACK

6" x 8" BLOCKOUT

FACE

W6x9 STEEL POST

CONSTRUCTION NOTES:

1. Provide hardware compliant with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware.
2. See Standard Plan G-00 for hardware details not shown on this drawing.
3. See Standard Plan G-10 for post lengths corresponding to different combinations of slope and behind-post embankment width.
4. Typical post spacing is 6'-3" center to center.
5. Attach guardrail reflector to guardrail using a 5/8" button head bolt with 5/8" recessed head hex nut and steel washer at location shown in the Typical Elevation. Install reflectors every 25' on tangents and every 12.5' on curves starting 100' before the P.C. and ending 100' after the P.T.
6. Use wood or synthetic blockouts designed, tested, and passed per MASH for use with steel posts. Either bolt hole on the blockout may be used for attachment.
7. Use a 25 linear foot transition to match differing height of existing or new rail elements and end treatments - see Standard Plan G-11.
8. W6x8.5 steel post may be substituted for W6x9 steel post.
9. Install flexible delineators on guardrail posts when called for in the contract. See Standard Plan G-00 for guardrail flexible delineator details.

DESIGN NOTES:

1. No fixed objects allowed within 36" of the back side of guardrail post.
2. This barrier is acceptable under MASH Tests 3-10 and 3-11.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

STEEL POST W31 GUARDRAIL

Adopted as an Alaska Standard Plan by: Carolyn Morehouse

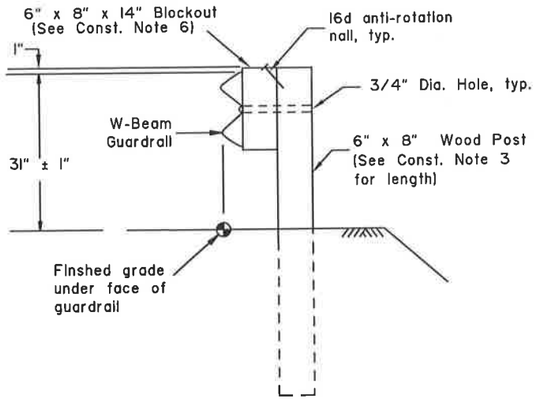
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 05/15/2019

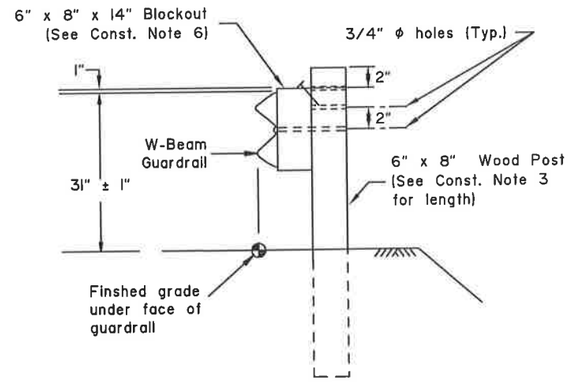
Last Code and Stds. Review By: LRG Date: 5/15/2019

Next Code and Standards Review date: 5/15/2029

G-05.11S

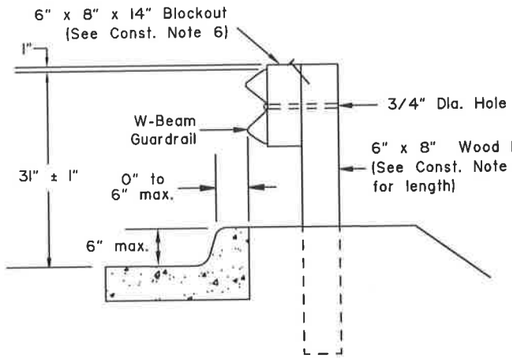


TYPE I POST INSTALLATION

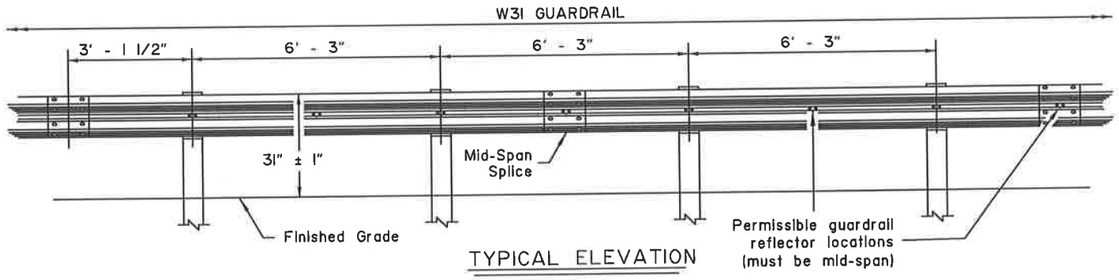


TYPE II POST INSTALLATION

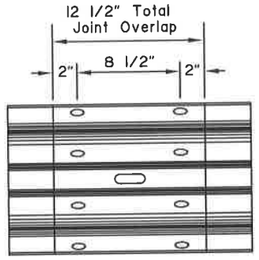
(Facilitates raising rail for future overlays.)



TYPE III POST INSTALLATION

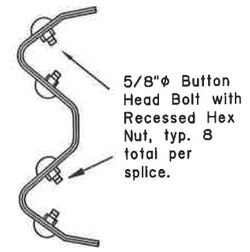


TYPICAL ELEVATION

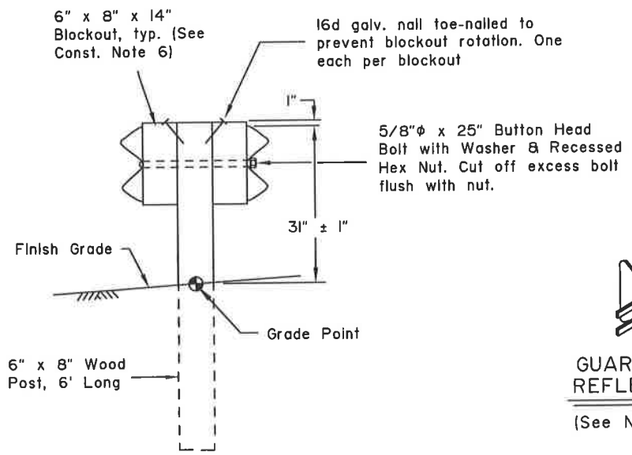


SPLICE DETAIL

(At mid-span between posts only. Bolts not shown for clarity.)



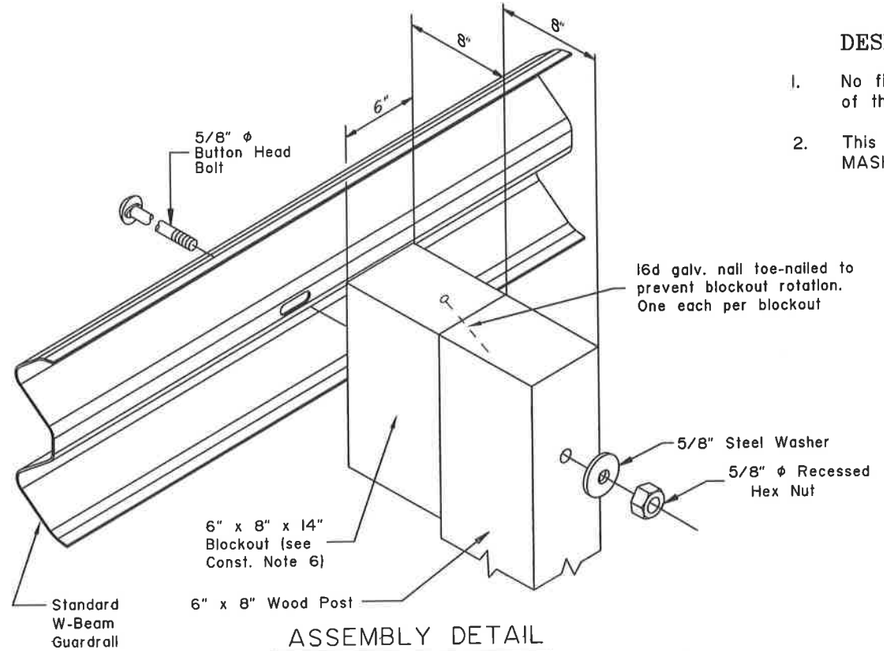
SPLICE CROSS-SECTION



TYPE IV DOUBLE SIDED INSTALLATION

GUARDRAIL REFLECTOR

(See Note 5)



ASSEMBLY DETAIL

(Type I post shown)

CONSTRUCTION NOTES:

1. Provide hardware compliant with the Task Force 13 (TF13) Guide to Standardized Roadside Safety Hardware.
2. See Standard Plan G-00 for hardware details.
3. See Standard Plan G-10 for post lengths corresponding to different combinations of slope and behind-post embankment width.
4. Typical post spacing is 6'-3" center to center.
5. Attach guardrail reflector using a 5/8" button head bolt with 5/8" recessed head hex nut and steel washer at the location shown on the Typical Elevation. Install reflectors every 25' on tangents and every 12.5' on curves starting 100' before the P.C. and ending 100' after the P.T.
6. Use wood blockouts designed, tested, and passed per MASH to be used with wood posts.
7. Use 25 linear foot transition panel to match differing height of existing or new rail elements and end treatments. See Standard Plan G-11.
8. Install flexible delineators on guardrail posts when called for in the contract. See Standard Plan G-00 for guardrail flexible delineator details.

DESIGN NOTES:

1. No fixed objects allowed within 36" of the back side of guardrail post.
2. This barrier is acceptable under MASH tests 3-10 and 3-11.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

STEEL POST W3 GUARDRAIL

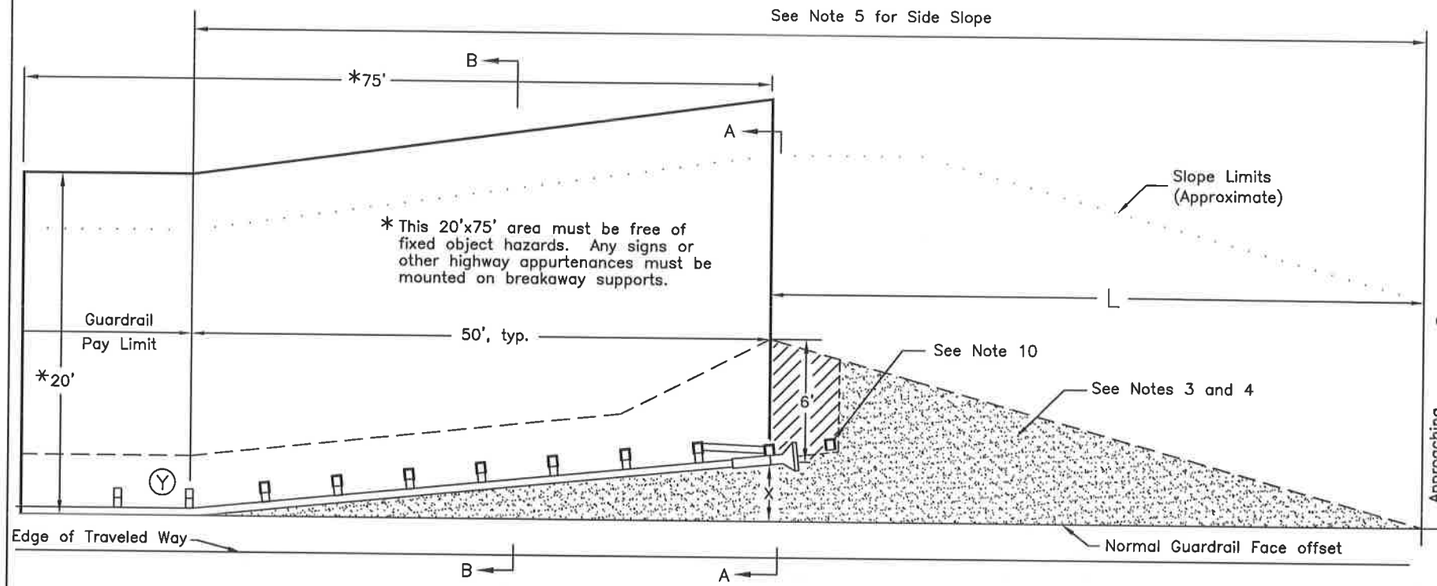
Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 5/15/2019

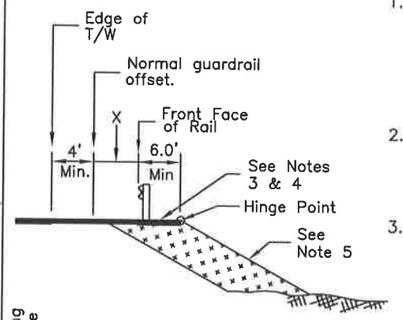
Last Code and Stds. Review By: LRG Date: 5/15/2019

Next Code and Standards Review date: 5/15/2029

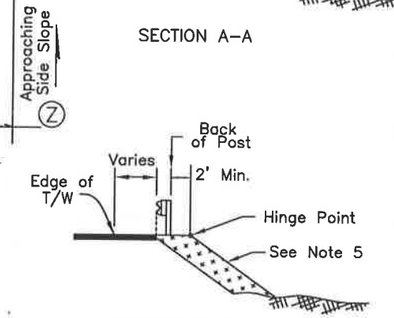
G-05.11W



STANDARD GUARDRAIL TERMINAL WIDENING DETAIL



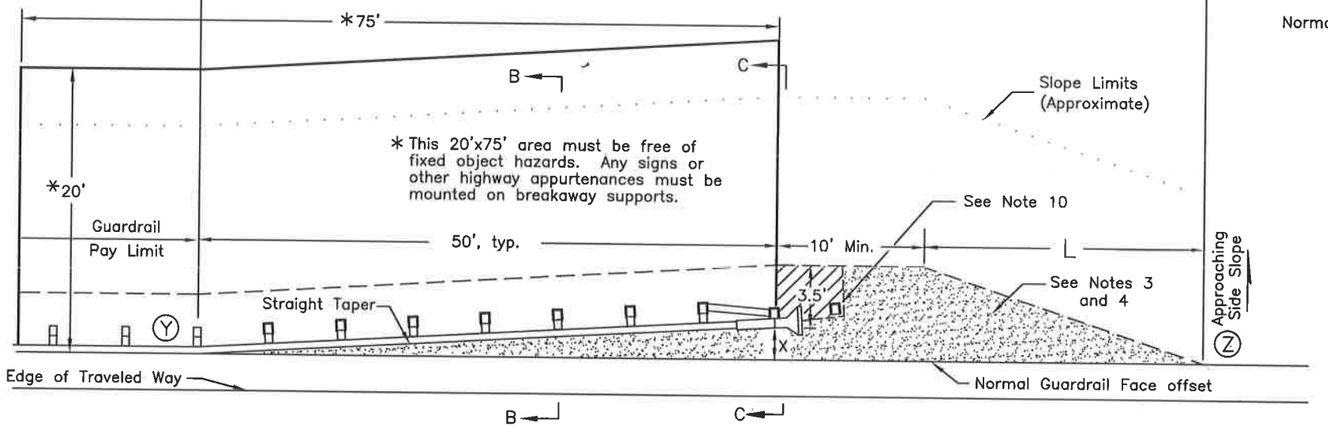
SECTION A–A



SECTION B–B
(Applies to both details)

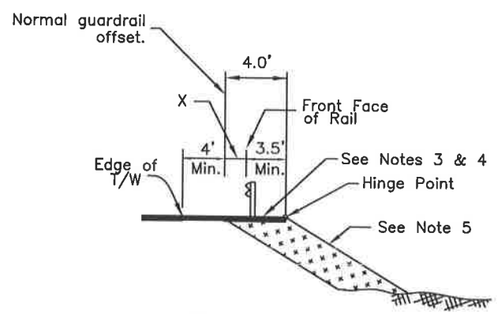
GENERAL NOTES

1. This Std. Dwg. applies to all MASH approved guardrail end terminals (GETs). The alternate detail may only be used with parallel or tangent GETs. The terminal details shown are for illustration only – see manufacturer's drawings for actual post, rail, strut, etc. configuration and layout.
2. Use this Std. Widening Detail for all GETs except when limited right–of–way or limiting site conditions make the use of the Std. Widening Detail infeasible. In that case, the alternate detail is permissable.
3. Construct the shaded areas to match the slope of the adjacent shoulder. The slope may be increased to 10:1 if identified in the plans or when approved by the engineer. Match the slope when the shoulder slopes toward the road as well as away from the road.
4. On paved roads, the shaded areas shall be paved. On gravel roads, surface the shaded areas with the same materials used to surface the travel lanes.
5. From point Ⓨ to point Ⓩ make the side slope match the approaching side slope except where it is flatter than 4:1. In that case, the slope may be steepened to 4:1.
6. Attach a flexible marker at the beginning of each GET.
7. The max. allowable height for foundation tubes or other steel components of terminal post breakaway systems is 4" above the surrounding grade.
8. The details on this sheet do not apply to W31 Downstream End Anchors (Std Dwg G–14).
9. The details on this sheet apply to GETs on both the approach and downstream ends on two–way undivided roads and to any downstream MASH compliant GETs.
10. Some MASH GET systems have an additional post/anchor at the approximate location shown. If this post/anchor is present do not pave the diagonally hatched area. If not present, pave the diagonally hatched area also.



ALTERNATE GUARDRAIL TERMINAL WIDENING DETAIL

(USE ONLY WHEN LIMITED RIGHT–OF–WAY OR LIMITING SITE CONDITIONS MAKE THE STANDARD DETAIL INFEASIBLE)



SECTION C–C

X= End offset. See manufacturer's information for the range of acceptable end offsets for each MASH compliant terminal.

Taper Lengths (L) for Common End Offsets (X)		
End Offset	Standard Detail	Alternate Detail
0'	24.0'	13.0'
1'	26.0'	17.0'
1.5'	28.0'	19.0'
2'	30.0'	21.0'
2.5'	32.0'	22.0'
4'	37.0'	28.0'
Interpolate if the end offset falls between table values		

State of Alaska DOT&PF
ALASKA STANDARD PLAN

WIDENING FOR GUARDRAIL END TERMINALS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

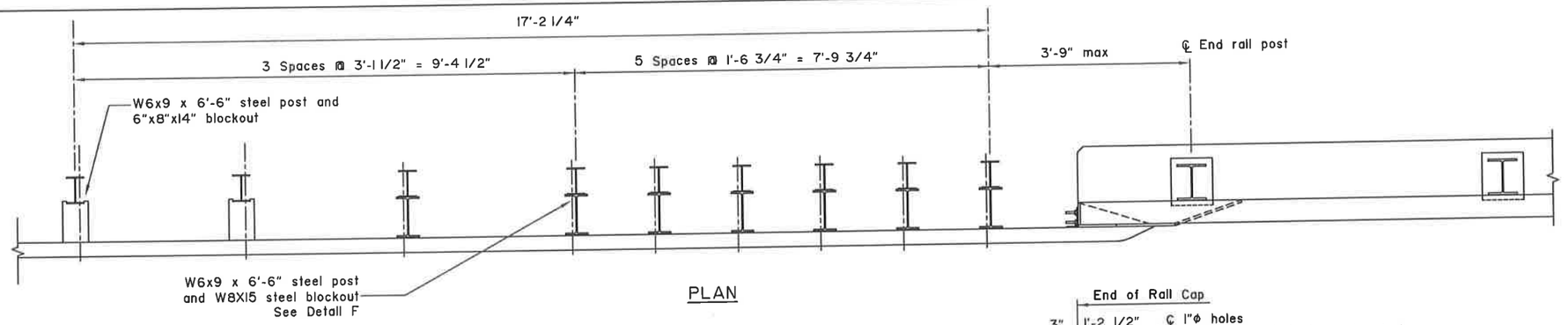
Last Code and Stds. Review By: Date:

Next Code and Standards Review date:02/08/2029

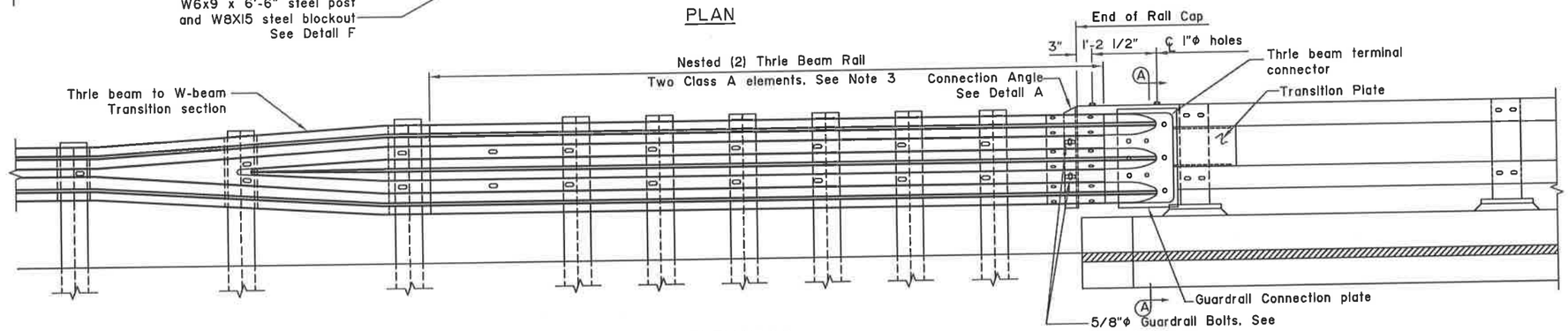
G-20.12

G-31.01

SHEET 1 of 1



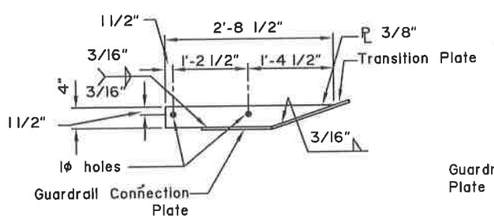
PLAN



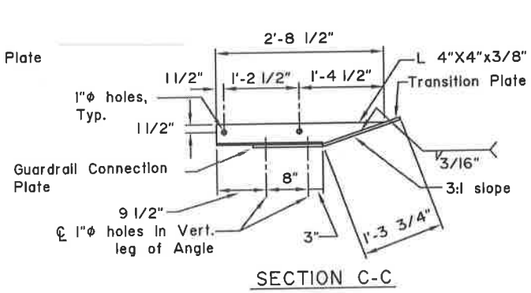
ELEVATION

GENERAL NOTES

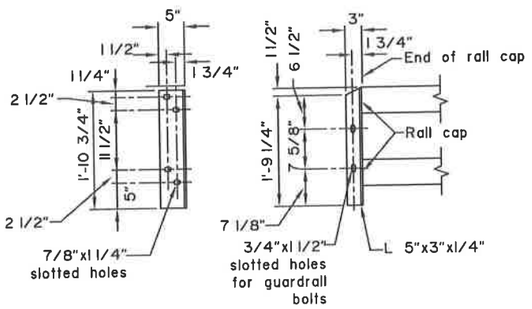
1. All guardrail and guardrail connection hardware to conform to AASHTO M-180.
   All H.S. Bolts conform to ASTM A325.
   All other steel to conform to ASTM A709 Grade 36.
2. Conform to G-00, G-04S, G-10 for all guardrail details not shown. No Back-up Plates required.
3. Lap approach guardrail to prevent snags from oncoming traffic.
4. Provide 4 1/2" horizontal slot in approach guardrail. Adjust guardrail bolts for sliding fit.
5. This design is approved for NCHRP 350, TL 4.



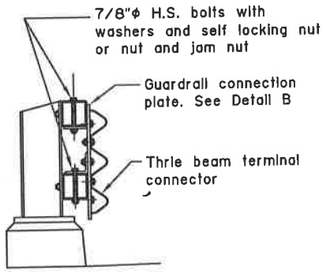
VIEW D-D



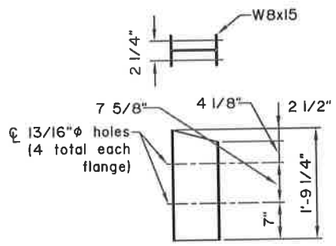
SECTION C-C



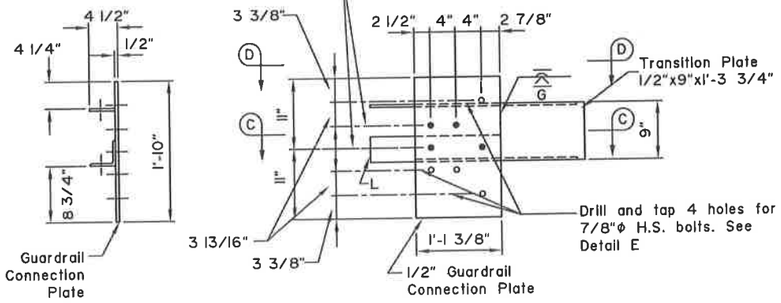
DETAIL A - CONNECTION ANGLE



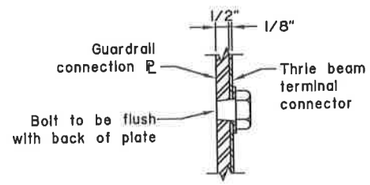
SECTION A-A



DETAIL F - STEEL BLOCKOUT



DETAIL B - GUARDRAIL CONNECTION PLATE



DETAIL E

No Scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

BRIDGE RAIL THRIE BEAM TRANSITION

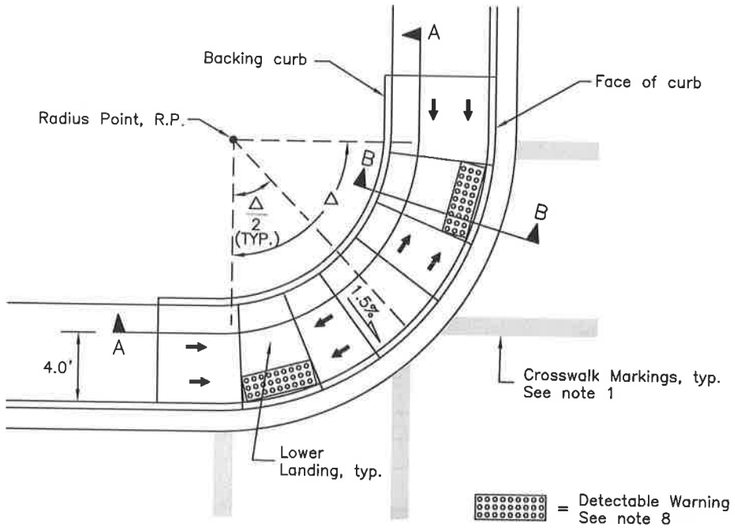
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review By: Date:

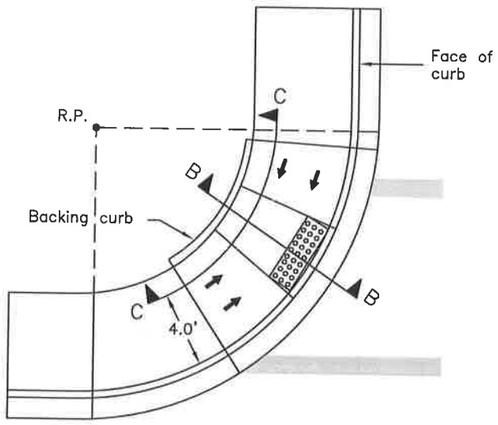
Next Code and Standards Review date: 02/08/2029

G-31.01

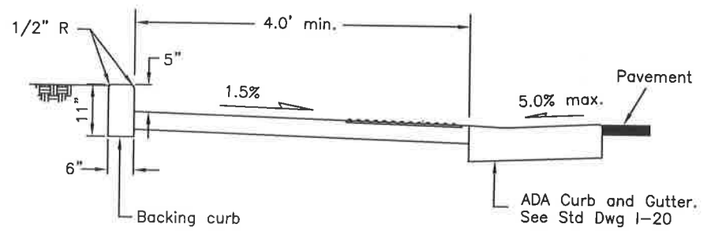


= Detectable Warning Tile See note 8

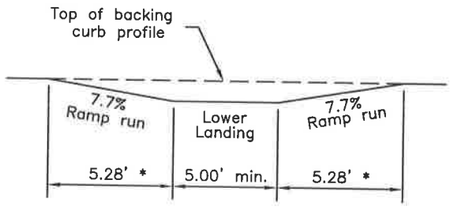
TWO CROSSING DIRECTIONS
At corner



ONE CROSSING DIRECTION
At corner – generic location shown

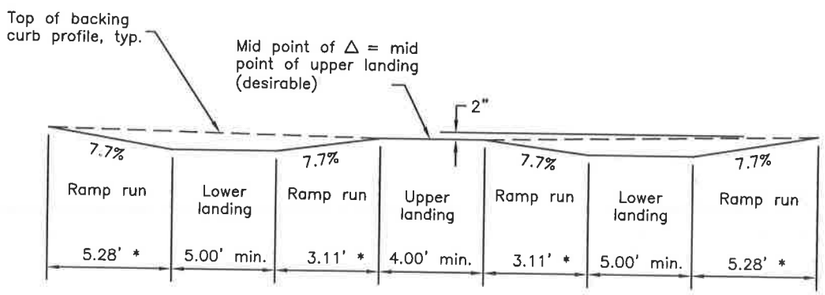


SECTION B–B



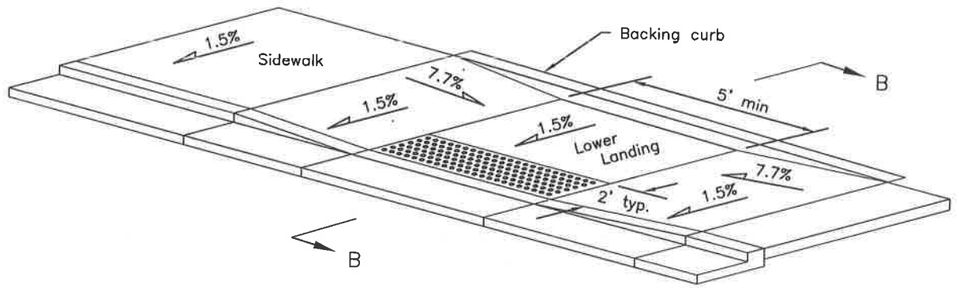
* See Const. Note 5

PROFILE C–C



* See Const. Note 5

PROFILE A–A



MID–BLOCK

Note: Drawing not to scale

CONSTRUCTION NOTES:

1. See plans for ramp type at specific locations. See striping plans for crosswalk layouts.
2. Construct ramp runs and landings of concrete, regardless of whether the sidewalk is asphalt or concrete.
3. When one parallel curb ramp will serve two directions, use the One Crossing Direction detail and refer to the striping plans for crosswalk layouts.
4. Ramp run lengths are shown for a flat sidewalk grade. For other sidewalk grades, increase or decrease ramp and flare lengths to maintain the slopes shown.
5. Construct ramp slopes at a nominal 7.7% grade, or flatter. Ramp slopes may be increased to a maximum of 8.3% when site conditions warrant it. Ramp lengths should be increased to keep grades under the 8.3% maximum, but are not required to exceed 15.0 feet. The resulting ramp grade at a 15.0 foot ramp length is acceptable even if it exceeds 8.3%.
6. Construct sidewalk cross slopes at 1.5% nominal (1.0% min. and 2.0% max).
7. Provide a coarse broomed finish running perpendicular to the curb on ramp runs and upper landings and parallel to the curb on lower landings.
8. Install 24" detectable warning tiles meeting Section 705.1 of the 2006 ADA Standards for Transportation Facilities for the full width of the ramp.
9. Maximum cross slope on lower landings is 2.0% as measured in any direction. Maximum cross slope on ramps is 2.0% measured perpendicular to the ramp run.
10. Provide 4" minimum thick concrete on ramps and landings.

DESIGN NOTES

1. Parallel curb ramps are typically used when the sidewalk is at least 4' wide but can not be constructed 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 One Crossing Direction detail.
3. 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.
4. Avoid drainage grates within marked crosswalks or, if crosswalks aren't marked, within the area a standard marked crosswalk would enclose. If a drainage grate is located directly in the pedestrian accessible route (e.g. a wheel chair must pass over it), install a grate meeting the requirements of Section 302.3 of the 2006 ADA Standards.
5. These details are compliant with the 2006 ADA Standards for Transportation Facilities, except for the 15' maximum ramp length noted in Construction Note 5, which is from the Draft 2011 PROWAG.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PARALLEL CURB RAMP

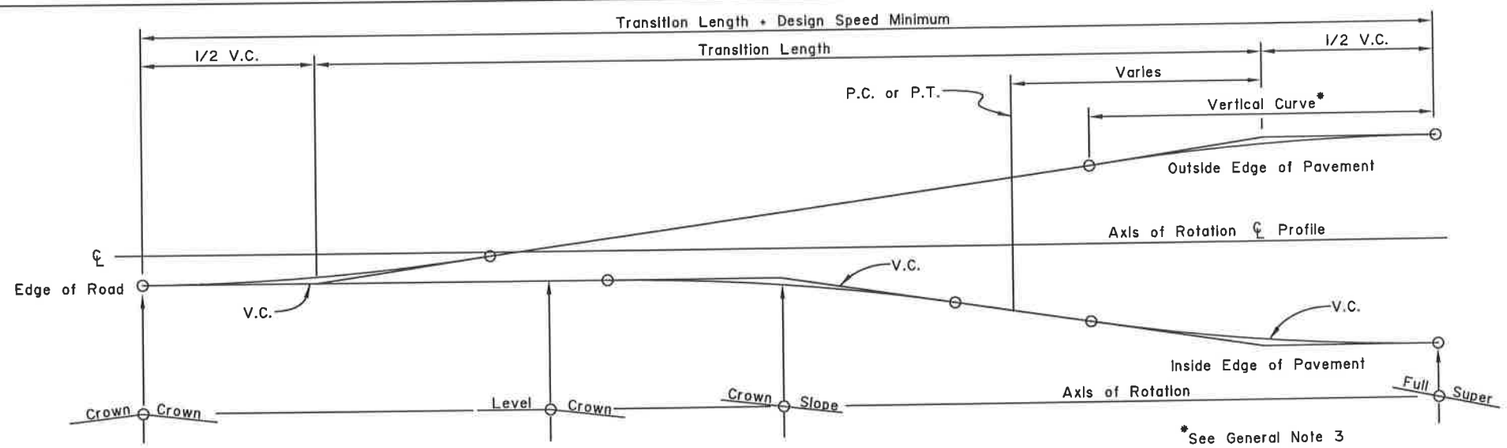
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E., Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review
By: Date:

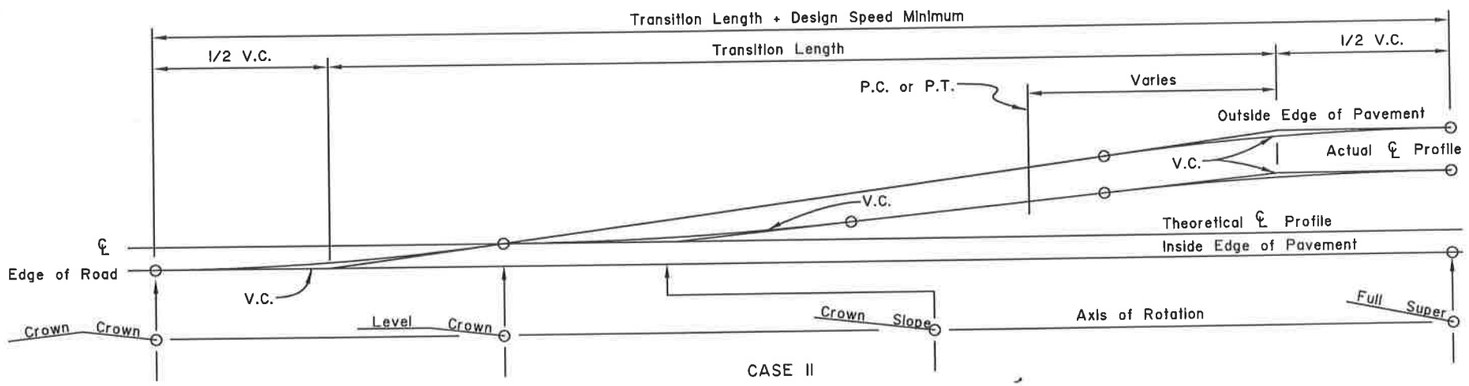
Next Code and Standards Review date:02/08/2029

I-21.11



CASE I

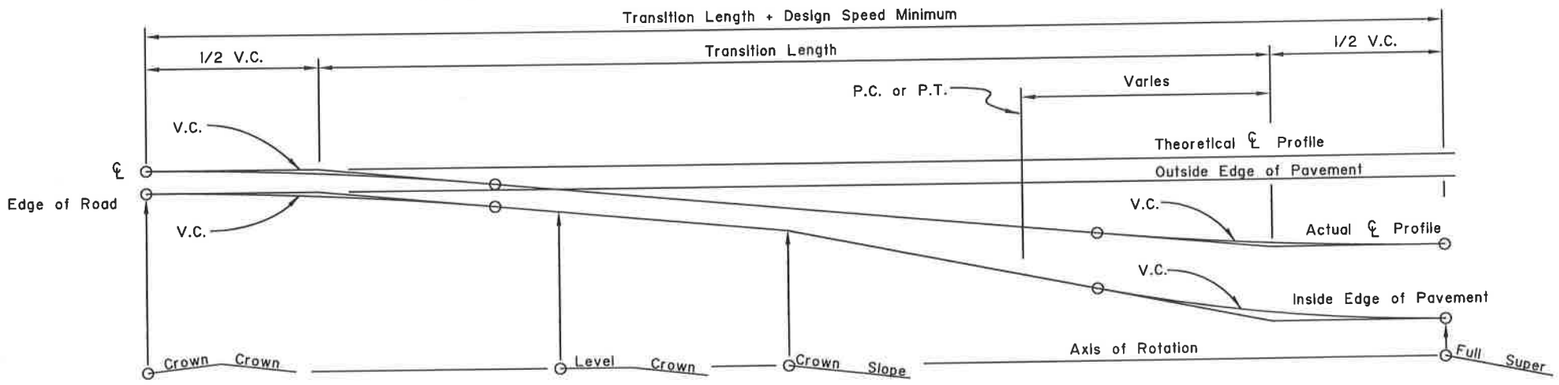
PAVEMENT REVOLVED ABOUT CENTERLINE



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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

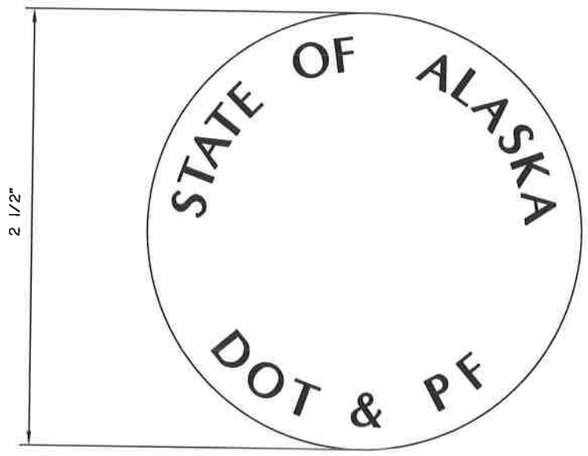
SUPERELEVATION TRANSITION

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

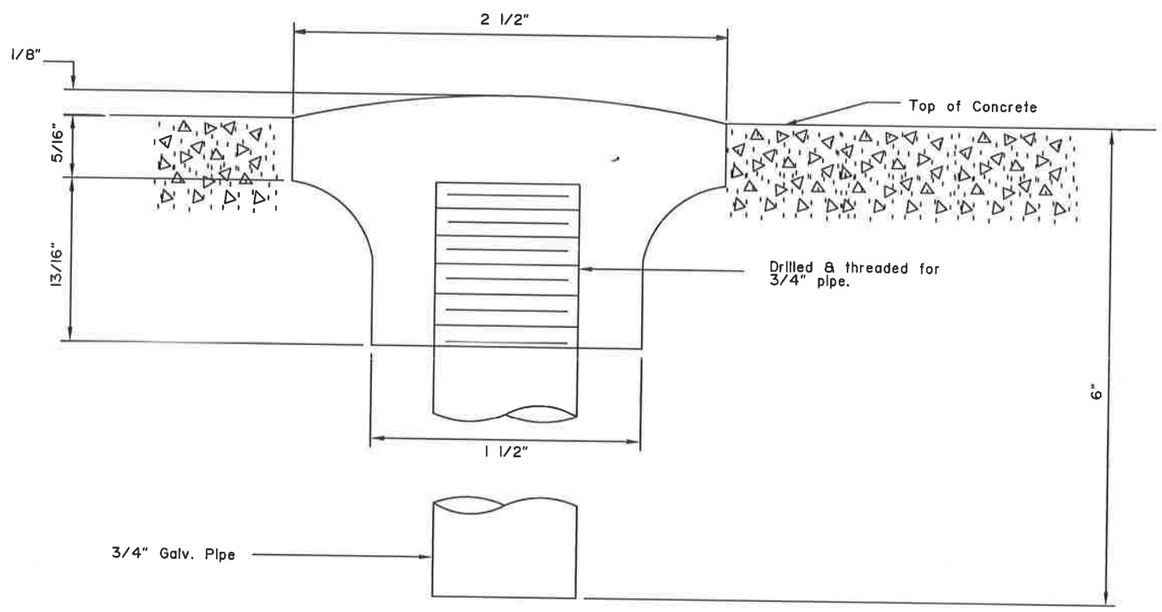
Last Code and Stds. Review By: Date:

Next Code and Standards Review date: 02/08/2029



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

State of Alaska DOT&PF
ALASKA STANDARD PLAN

SURVEY MONUMENT

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

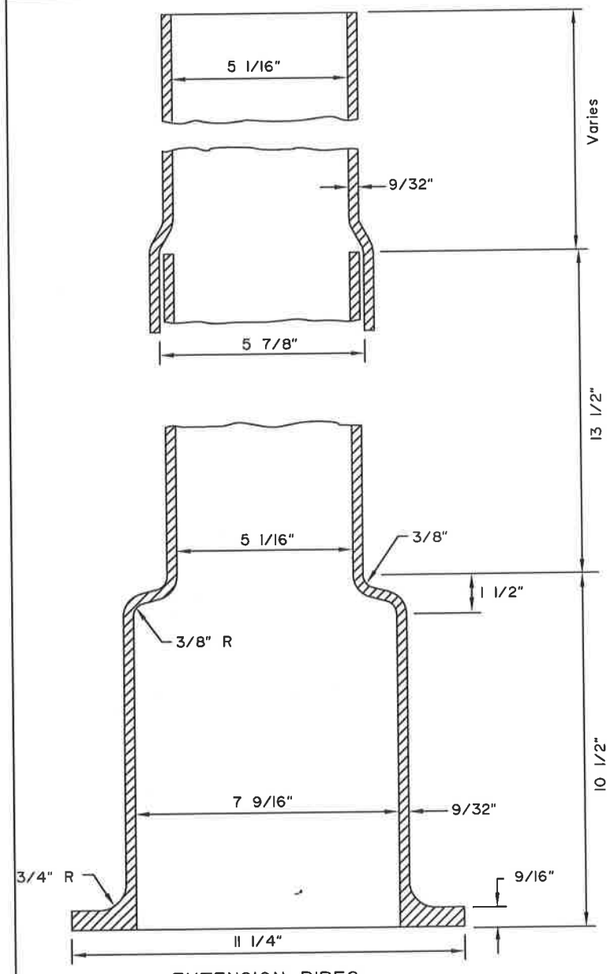
Last Code and Stds. Review
By: Date:

Next Code and Standards Review date: 02/08/2029

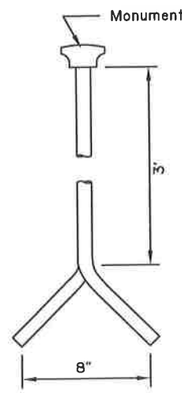
M-13.01

M-16.01

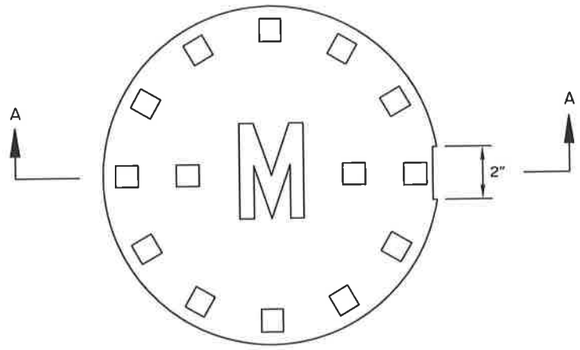
SHEET 1 of 1



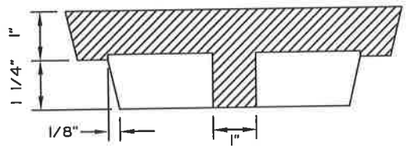
EXTENSION PIPES



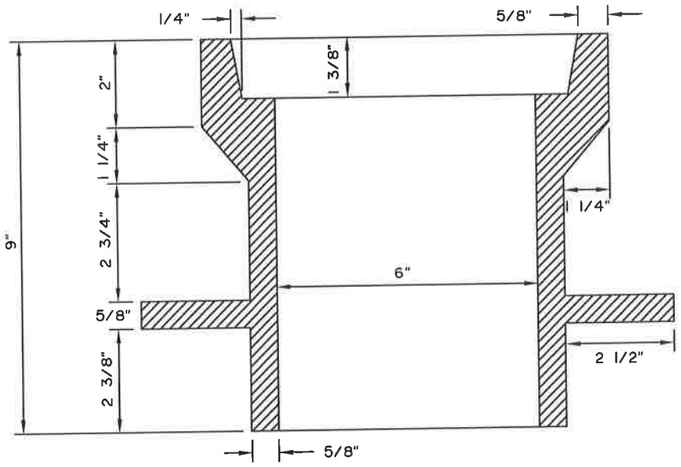
MONUMENT DETAIL



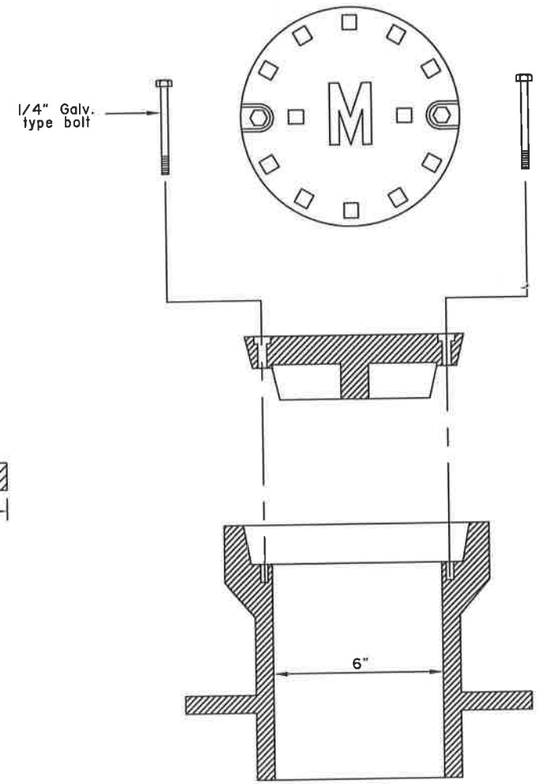
PLAN VIEW ACCESS COVER



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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

BRASS CAP MONUMENT AND MONUMENT CASE

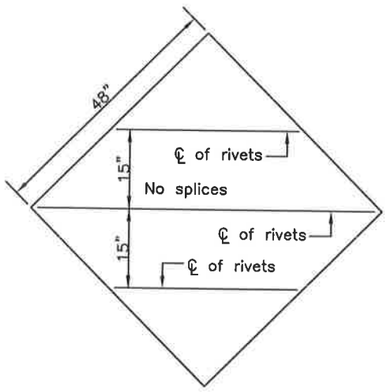
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review
By: Date:

Next Code and Standards Review date: 02/08/2029

M-16.01



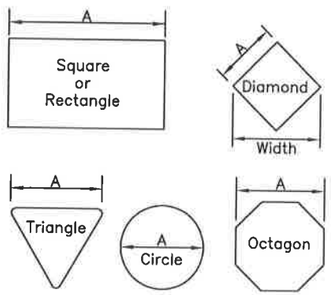
TUBE SIGN POST SPACING							
Sign Width (feet)	No. of Posts	Distance Between Posts	Sign Overhang	Post Type			Notes
				P.S.T.	Wood	Steel Tube W–Shape	
0.5 to 4.0	1	–	0.5W	X	X	X	See Note 2.
4.5 to 10.0	2	0.6W	0.2W	X	X	X	See Note 3.
10.5 to 11.0	2	6	Varies	X	X	X	See Note 3.
11.5 to 13.0	2	8	Varies			X	
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

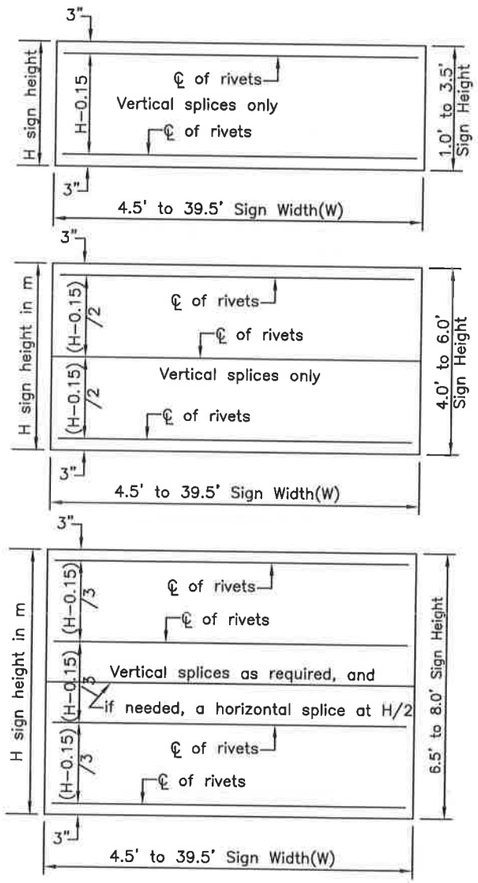
1. See the standard specifications for the aluminum alloys that you may use for sign sheeting and wind framing members.
2. Fabricate all signs from 0.125" thick aluminum sheeting.
3. Sign fabricators may use alternates to the zee shaped framing member with approval of the engineer, if the frame manufacturer 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.



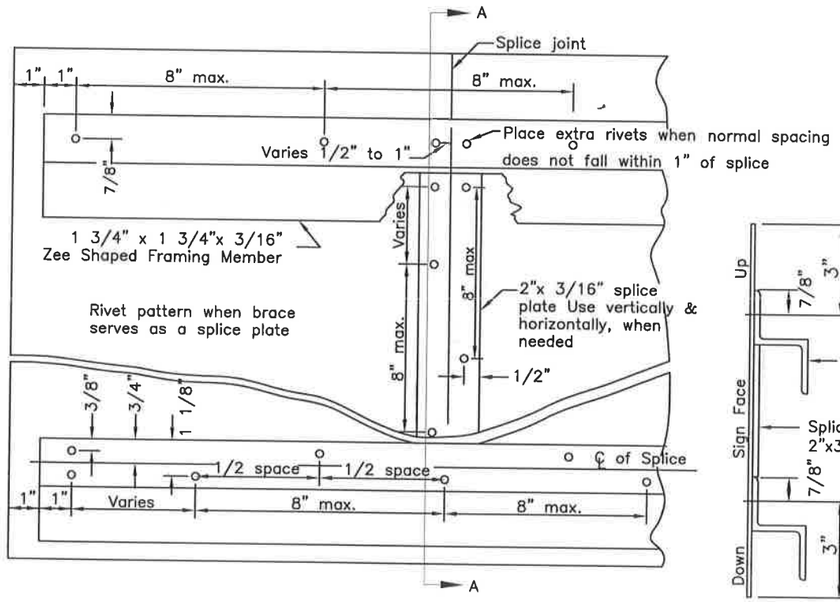
Maximum size unframed signs using 0.125" thick aluminum sheeting.	
Sign Shape	A
Squares, Shields, and Route Markers	48"
Rectangles	48"
Diamonds	48"
Triangles	48"
Rounds and Octagons	48"

Install wind framing on all signs that exceed the dimensions listed.

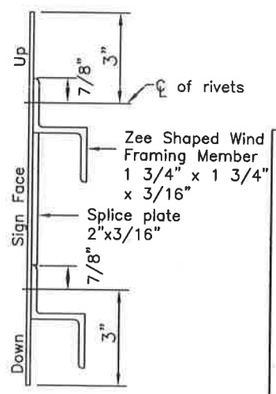
LIGHT SIGNS



WIND FRAMING LOCATIONS



RIVET DETAIL FOR ZEE SHAPED WIND FRAMING & SPLICE PLATE



SECTION A–A

State of Alaska DOT&PF
ALASKA STANDARD PLAN

SIGN FRAMING AND POST SPACING

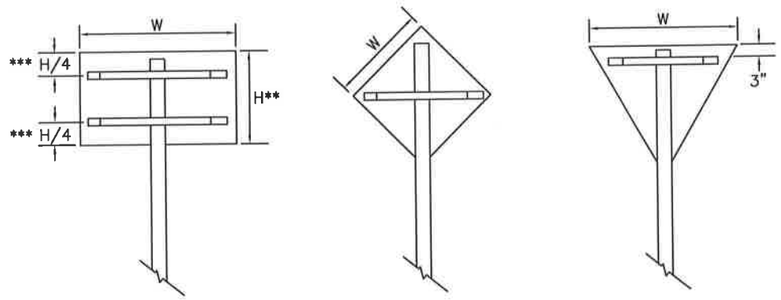
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review By: Date:

Next Code and Standards Review date:02/08/2029

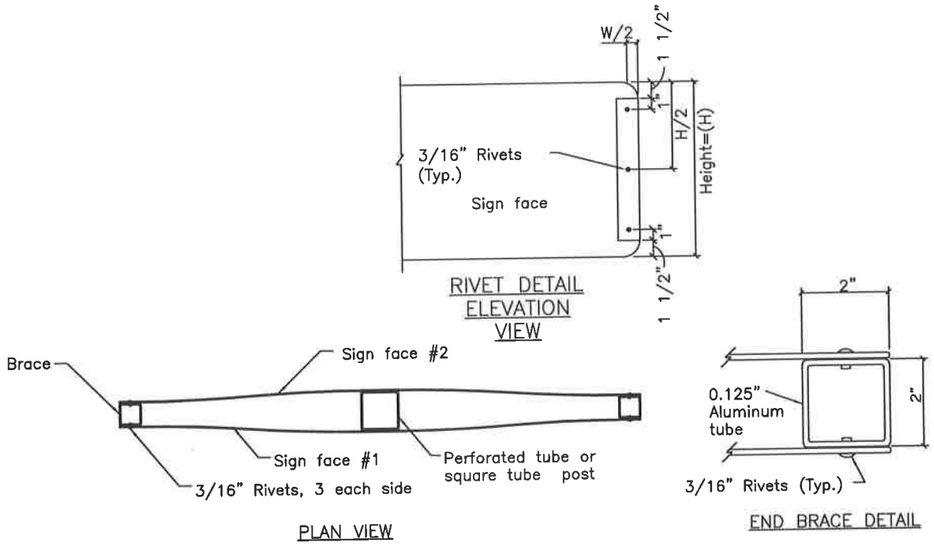
S-00.11



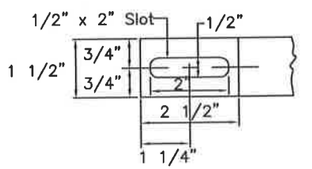
*** Use one brace when H ≤ 18"
Use two braces when 18"< H < 48"
Use three braces when H ≥ 48"

** Position of brace may be varied to match Predrilled mounting holes in panel

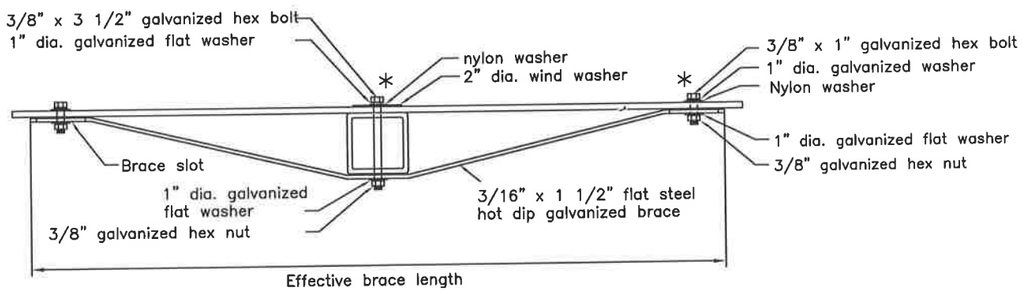
SIGN BRACING PLACEMENT



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

DRAWING NOT TO SCALE

State of Alaska DOT&PF
ALASKA STANDARD PLAN

BRACING FOR SIGNS MOUNTED ON SINGLE POST

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review By: Date:

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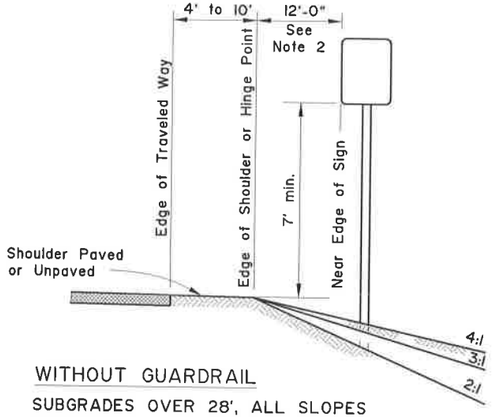
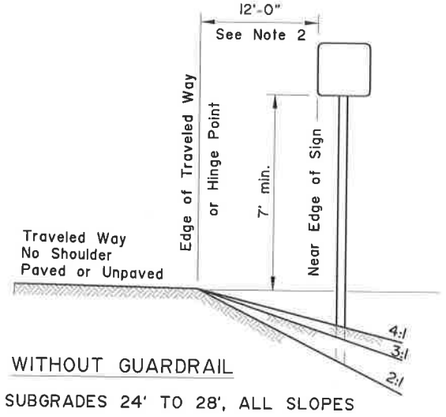
S-01.01



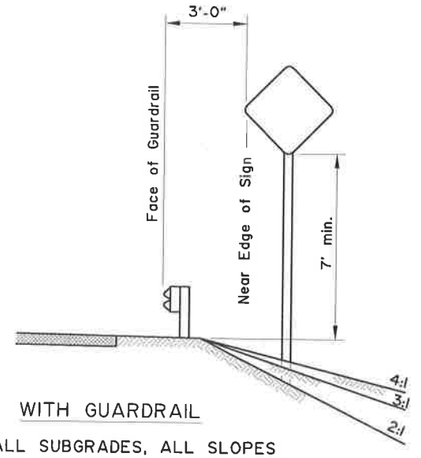
WITHOUT GUARDRAIL

SUBGRADES OVER 28', ALL SLOPES



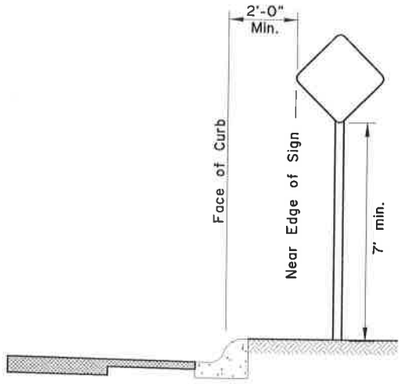
WITHOUT GUARDRAIL

SUBGRADES 24' TO 28', ALL SLOPES

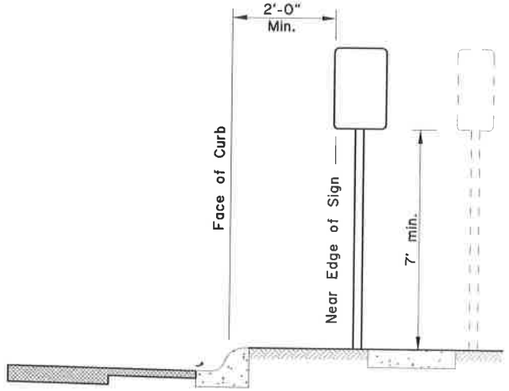


WITH GUARDRAIL

ALL SUBGRADES, ALL SLOPES

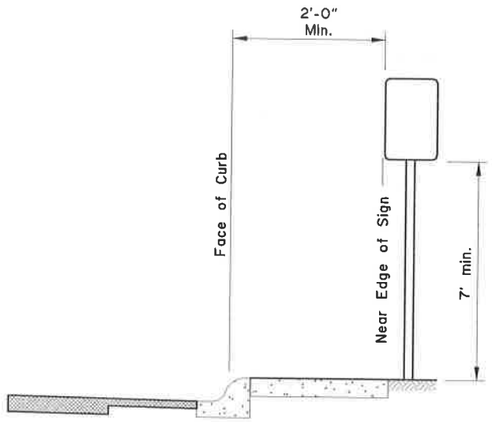


CURB WITHOUT SIDEWALK

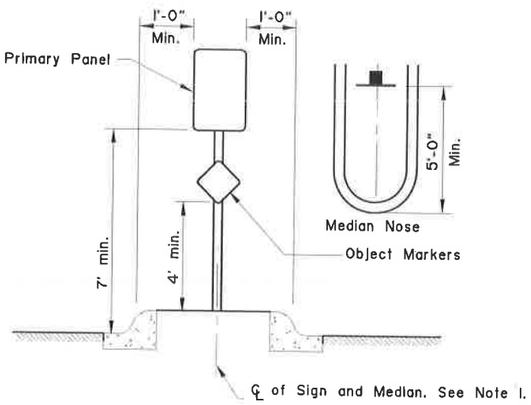


CURB WITH PARKWAY AND SIDEWALK

(If R/W width permits, signs should be placed behind sidewalk.)

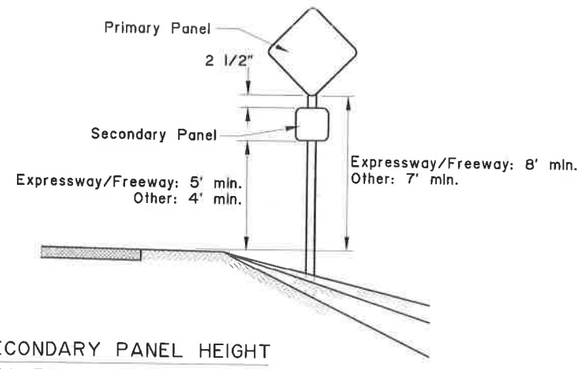


CURB WITH SIDEWALK WITHOUT PARKWAY



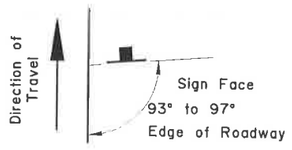
RAISED MEDIANS

Minimum 4' Width for Signing



SECONDARY PANEL HEIGHT

ALL TWO PANEL MOUNTING



SIGN POSITIONING

S-05.01

SHEET 1 of 1

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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

POST MOUNTED SIGN OFFSET AND HEIGHT

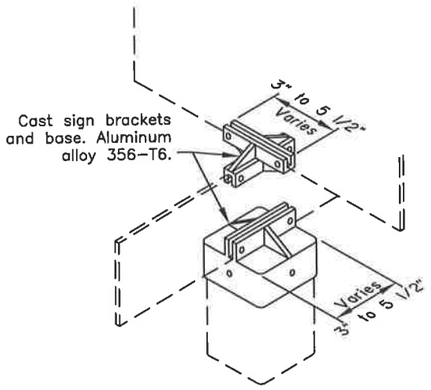
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

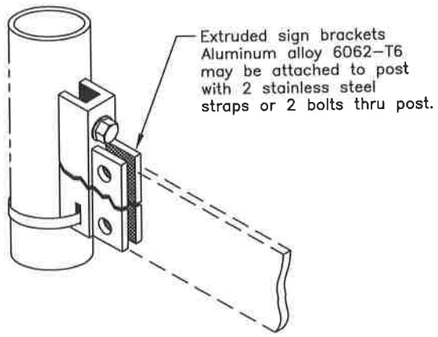
Adoption Date: 02/08/2019

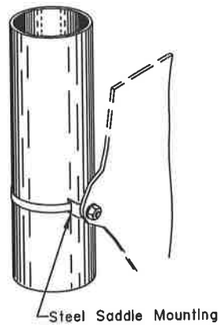
Last Code and Stds. Review By: Date:

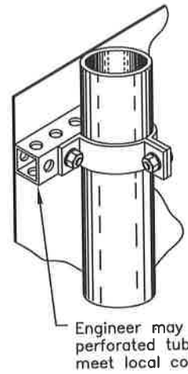
Next Code and Standards Review date: 02/08/2029

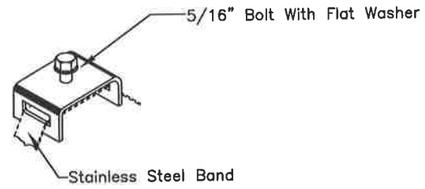
S-05.01

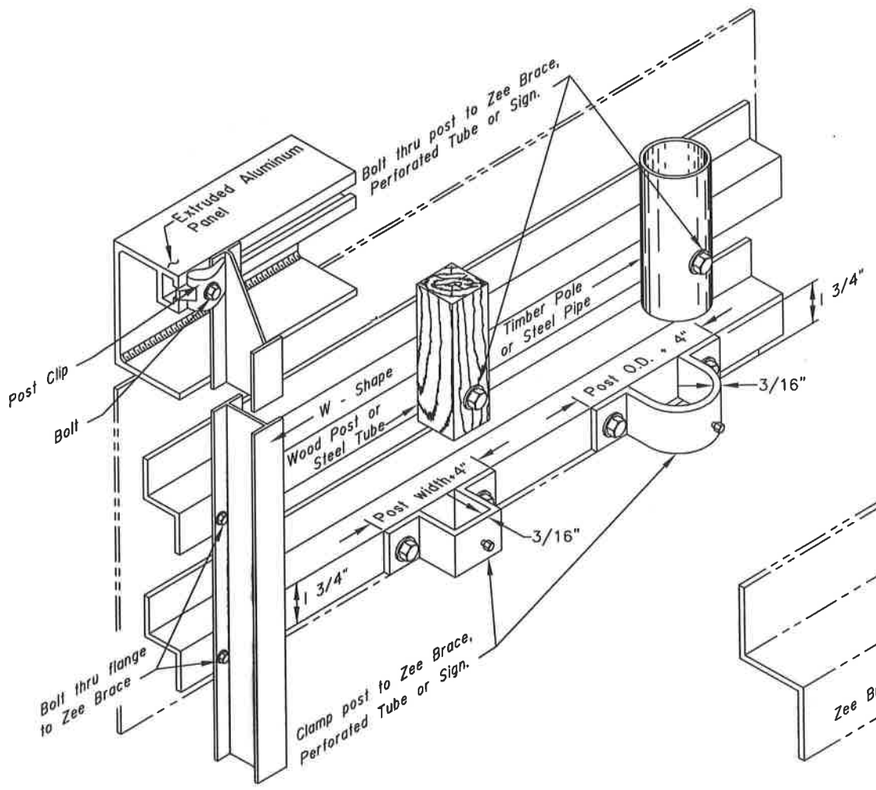


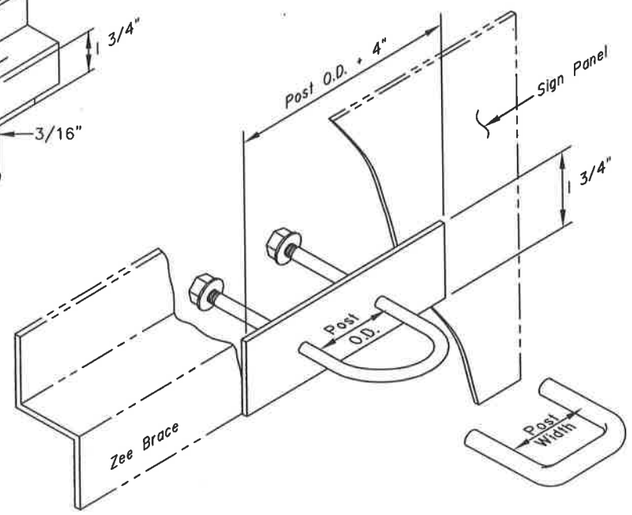


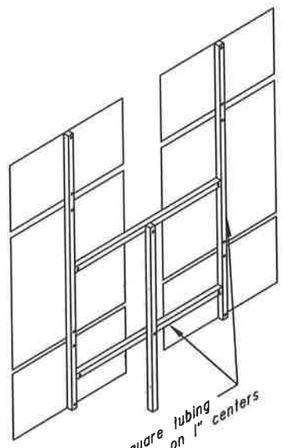












GENERAL NOTES

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		

State of Alaska DOT&PF
ALASKA STANDARD PLAN

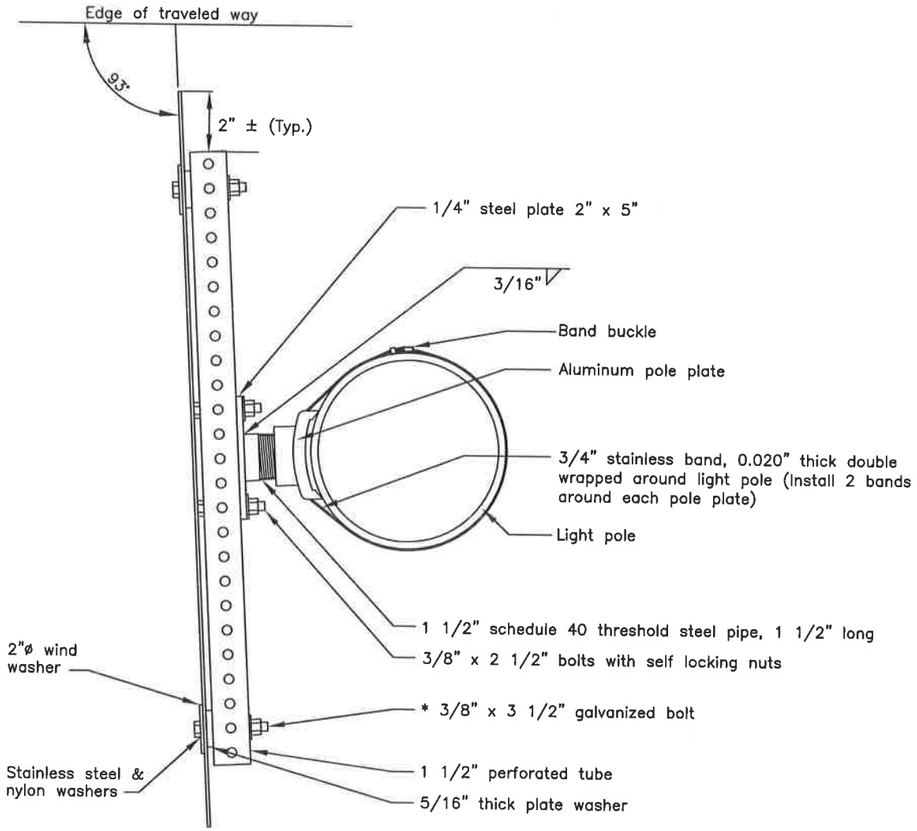
SIGN TO SIGN POST CONNECTION

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

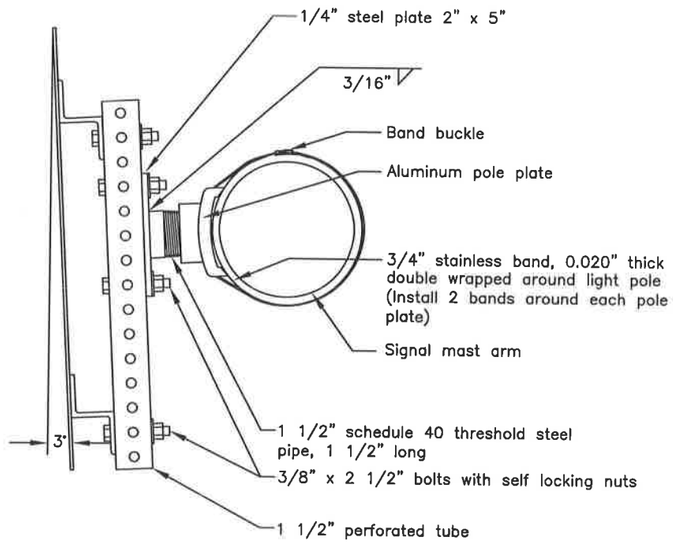
Adoption Date: 02/08/2019

Last Code and Stds. Review By: Date:

Next Code and Standards Review date: 02/08/2029



ELECTROLIER SIGN MOUNTING
(PLAN VIEW)



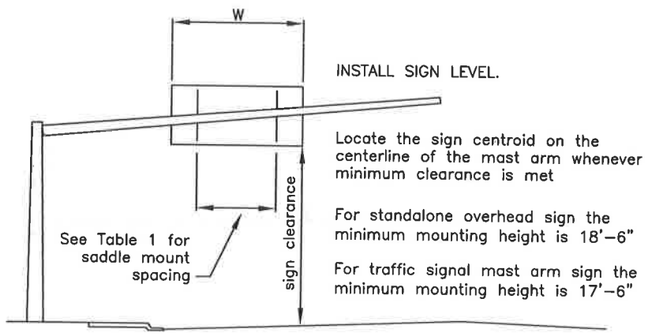
SIGNAL POLE MAST ARM SIGN MOUNTING
(ELEVATION VIEW)

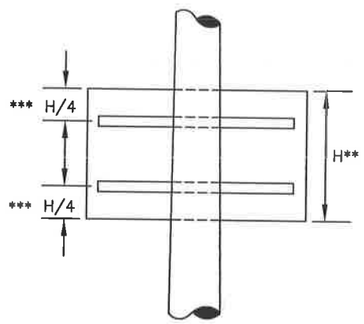
GENERAL NOTES

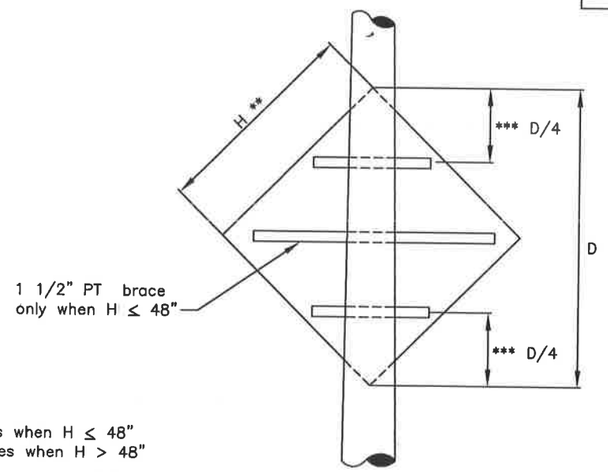
1. Use pole plate assemblies shown here to install signs on tapered mast arms and light poles. Install one pole plate per 10 square feet of sign panel. Use at least two plates for each installation.
2. Fabricate each pole plate-to-perforated tube adapter (steel plate welded to pipe) using steel plate 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







** 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

State of Alaska DOT&PF
ALASKA STANDARD PLAN

POLE AND MASTARM SIGN MOUNTING

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher
Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

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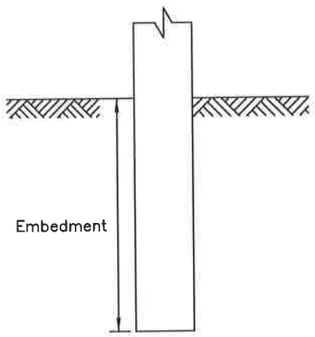
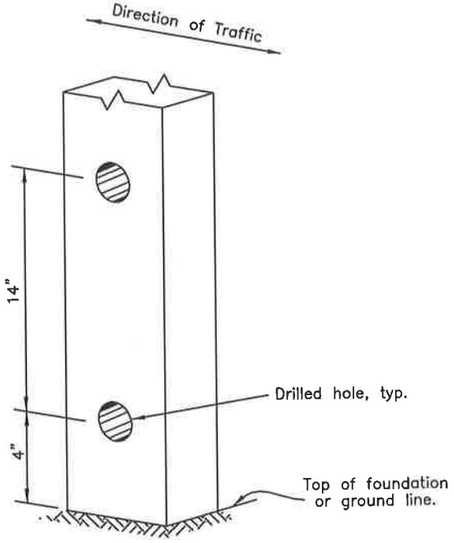
S-23.00

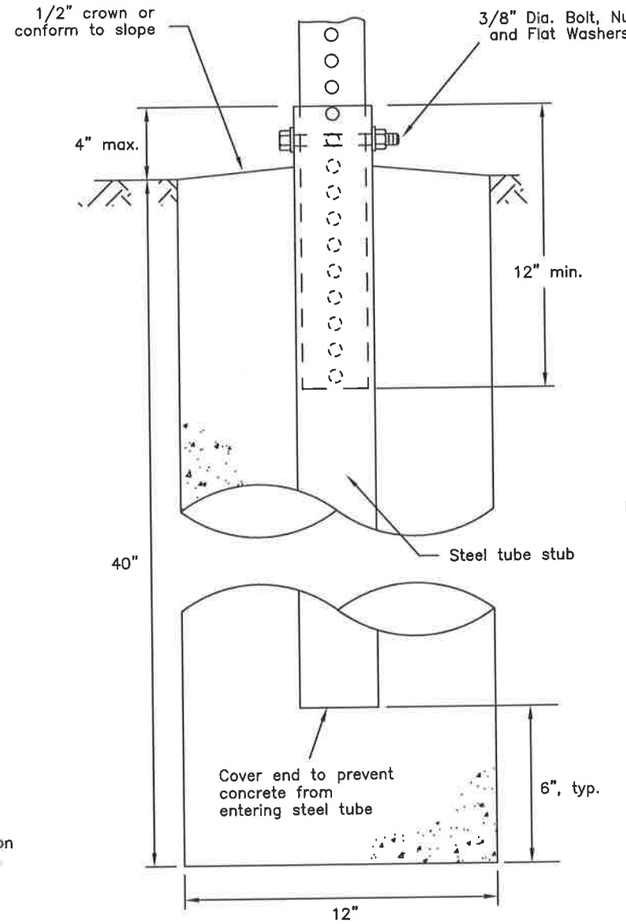




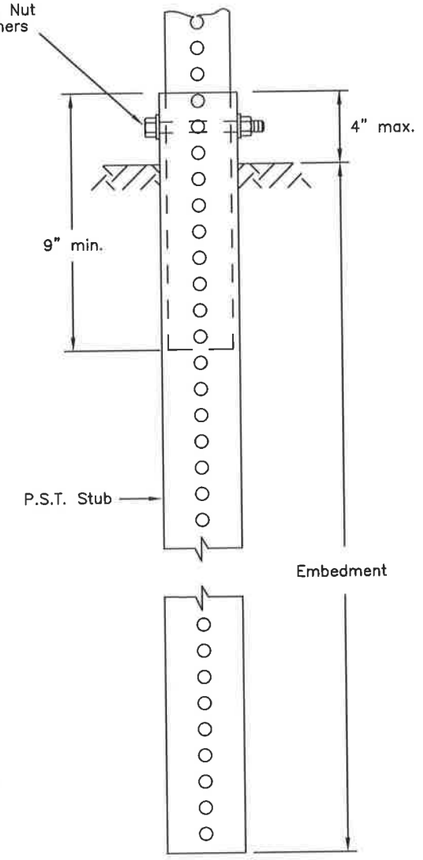
WOOD SIGN POSTS			
SIZE	HOLE DIA.	EMBEDMENT*	NO. OF POSTS WITHIN 7 Ft. PATH
4"x4"	NONE	36"	2
4"x6"	1 1/2"	36"	2
6"x6"	1 1/2"	40"	1
6"x8"	3"	48"	1

* 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.)		
POST SIZE	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 Std Dwg S-00 for sign framing 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. Do not use the supports on this drawing for multiple support signs if supports are separated by more than 7 feet.
6. Treat all field cuts and field drilled holes in wood posts in accordance with Section 730-2.04 of the Standard Specifications.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

LIGHT SIGN STRUCTURE
POST EMBEDMENT

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review
By: Date:

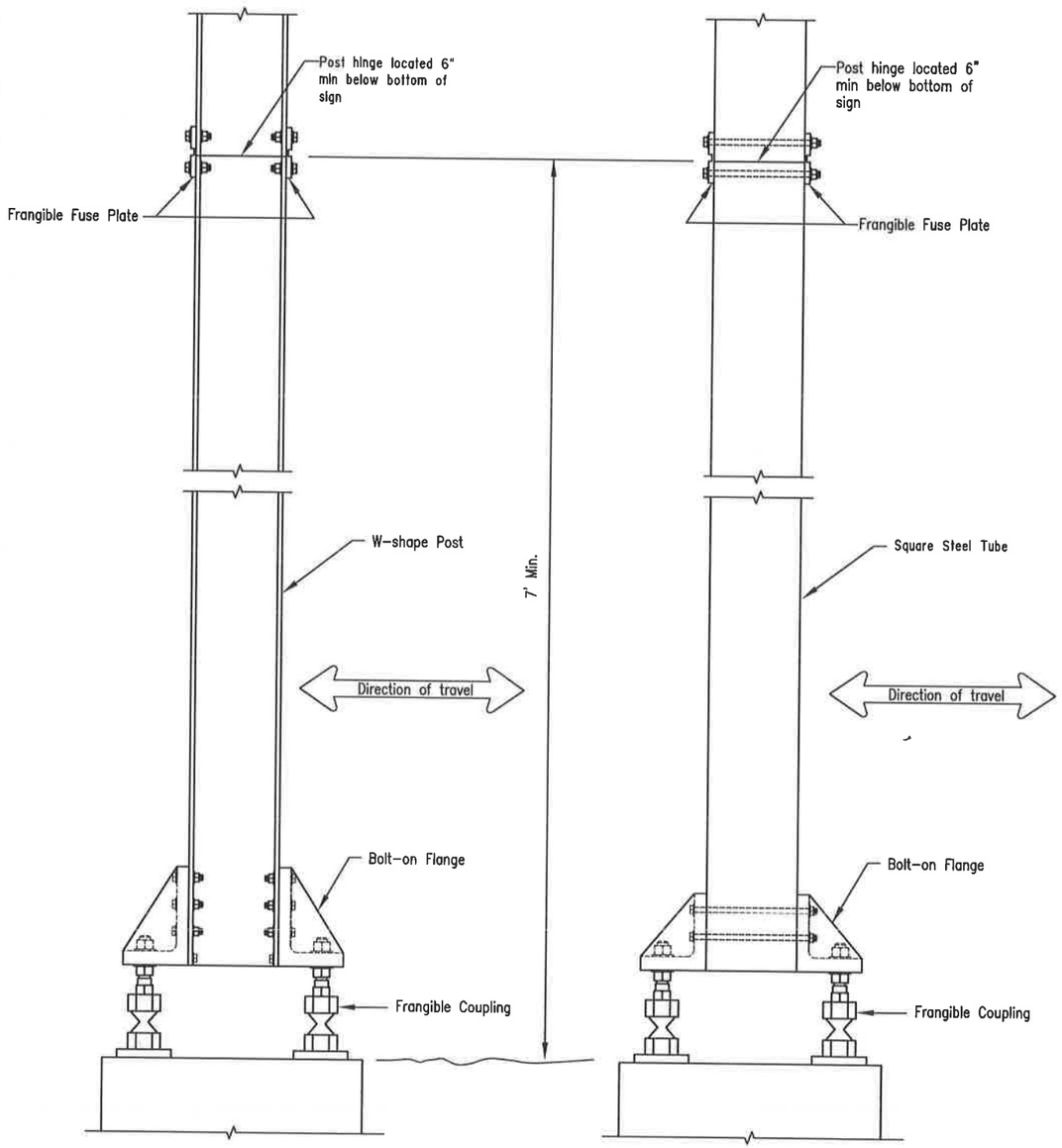
Next Code and Standards Review date:02/08/2029

S-30.04

S-31.01

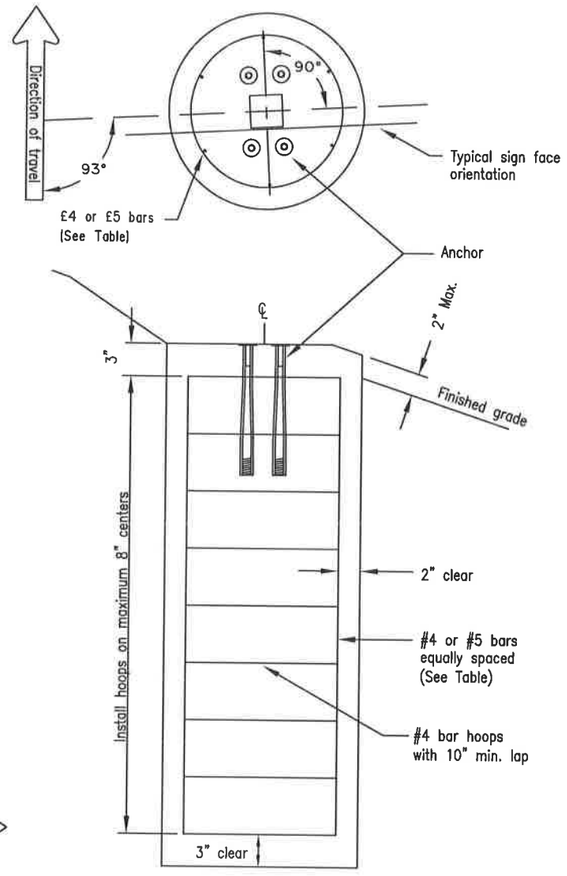
SHEET 1 of 1

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	CY³ 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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

SIGN POST BASE AND FOUNDATION

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

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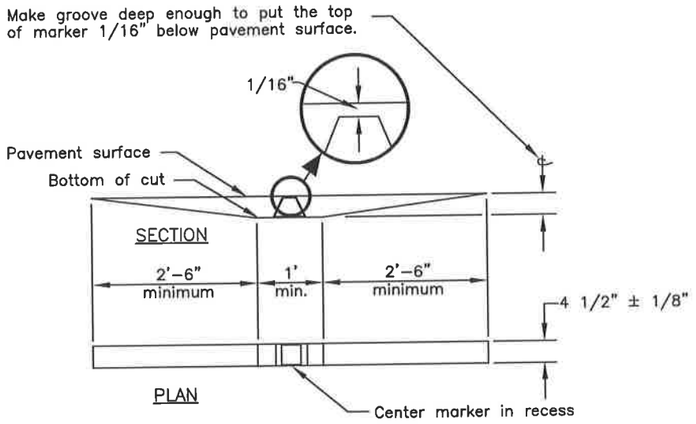
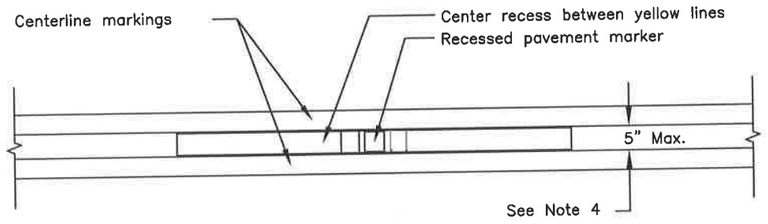
S-31.01



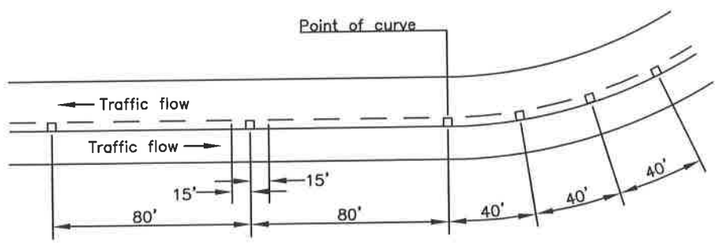
RECESSED PAVEMENT MARKER SLOT



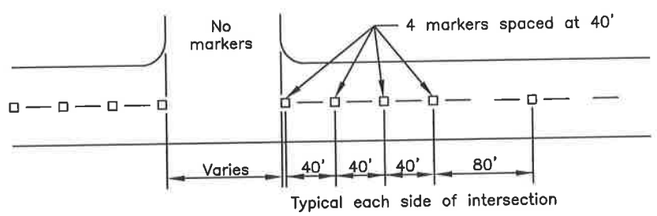
RECESSED PAVEMENT MARKERS WITH DOUBLE CENTERLINE INSTALLATION

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

State of Alaska DOT&PF
ALASKA STANDARD PLAN

RECESSED PAVEMENT MARKERS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

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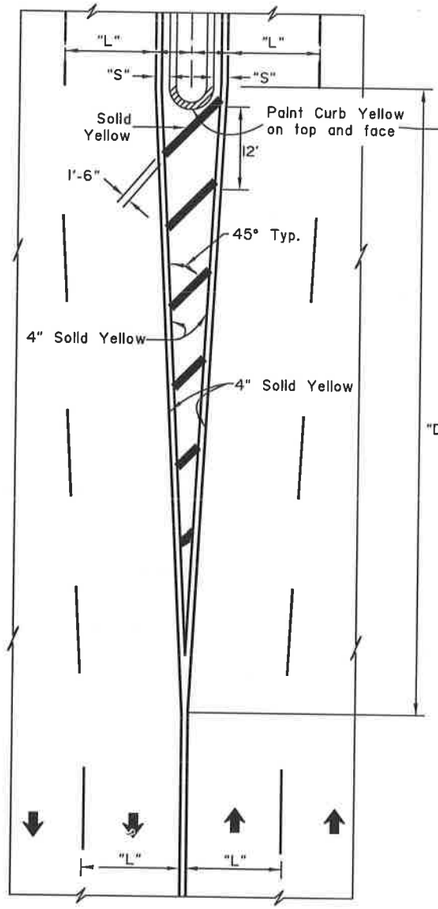
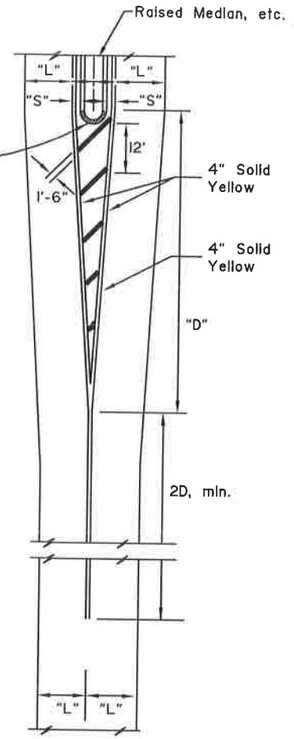


FOUR OR MORE LANES
DRIVE TO RIGHT

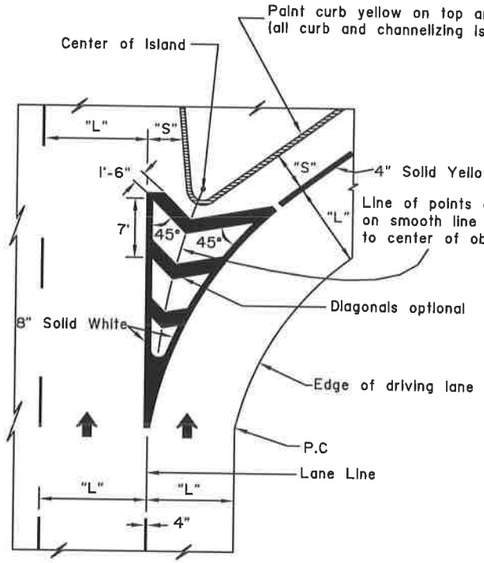


TWO LANES
DRIVE TO RIGHT

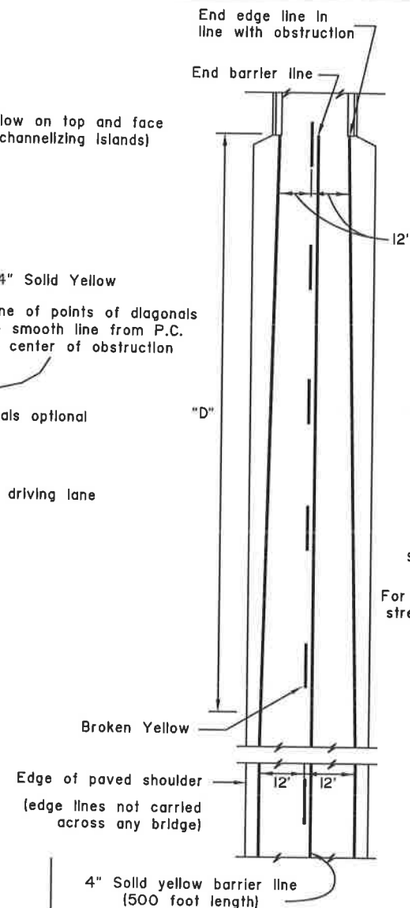
White longitudinal and diagonal markers identical to Four Lane Arrangement.

NOTES: "D" = Speed limit (mph) X "S" (offset width in feet) or as indicated on the plans. Minimum "D" = 100 feet urban, 200 feet rural.

APPROACH TO OBSTRUCTIONS

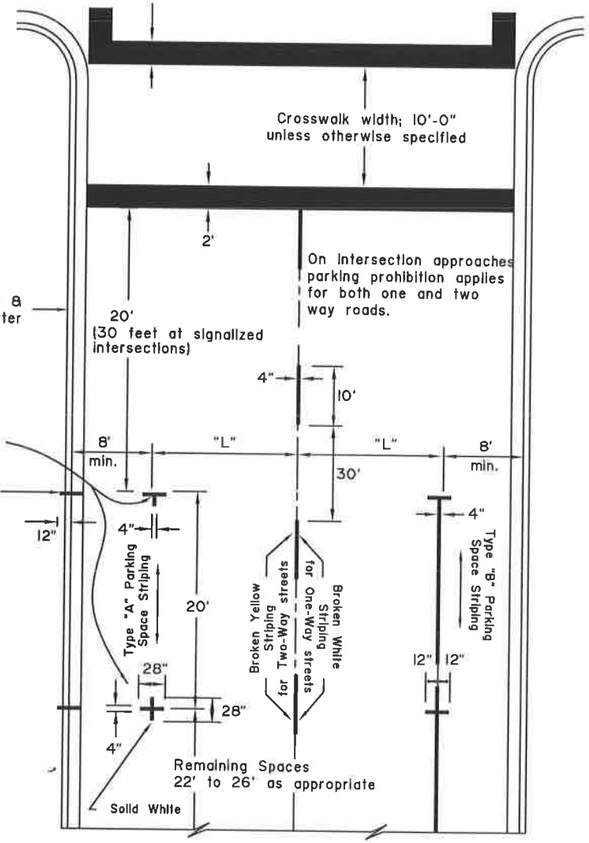


CHANNELIZING ISLAND



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

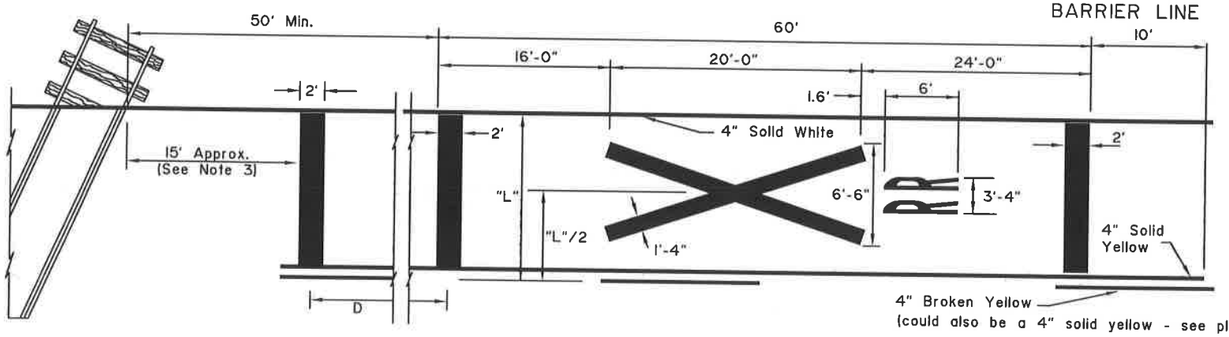


CENTERLINES FOR TWO LANE TWO WAY URBAN ROADS-PARKING LIMIT LINES

RAILROAD CROSSING 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

GENERAL NOTES:

1. "S"= offset distance as shown on the plans, otherwise 1 to 2 feet.
2. "L"= driving lane width.
3. See the Alaska Traffic Manual for additional guidance and/or restrictions on the use of traffic control devices.

NOT TO SCALE

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PAVEMENT MAKING APPLICATIONS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

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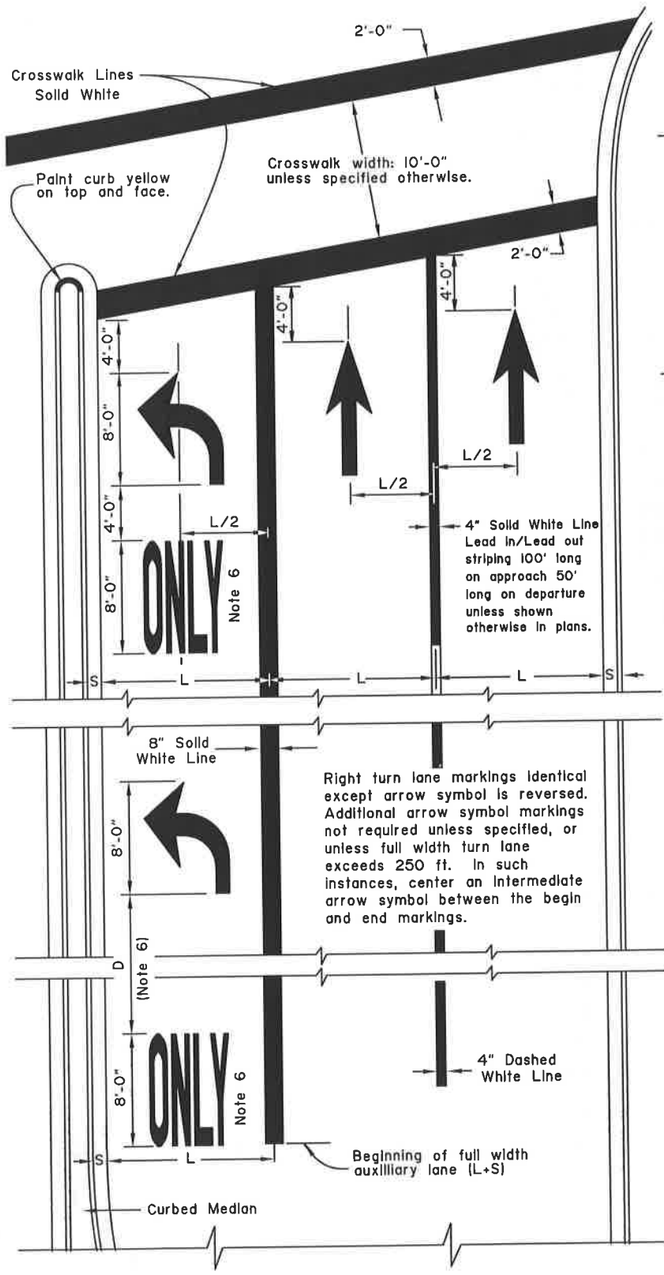
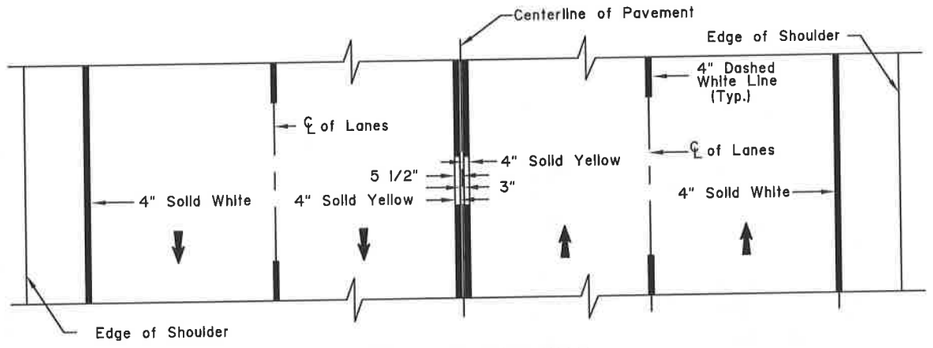
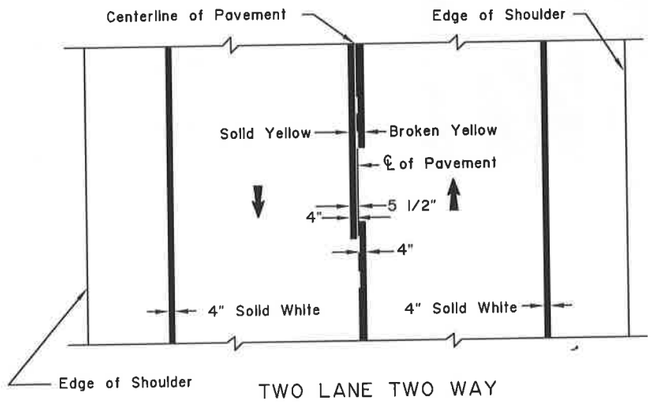
T-20.04



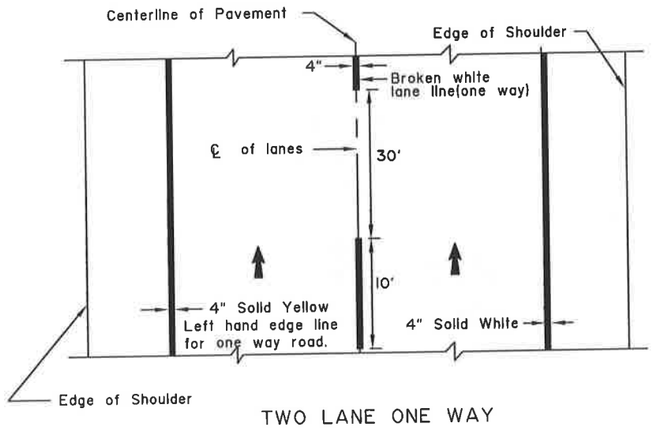
APPROACH TO INTERSECTION



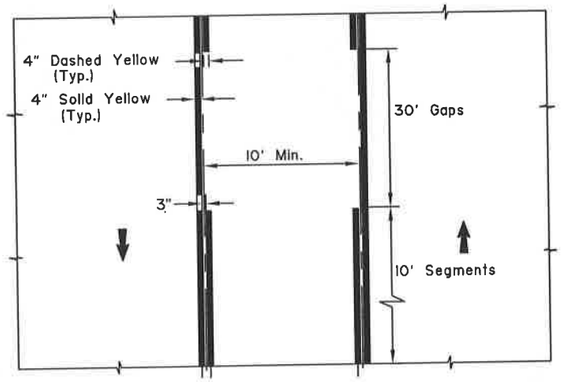
FOUR LANE TWO WAY



TWO LANE TWO WAY

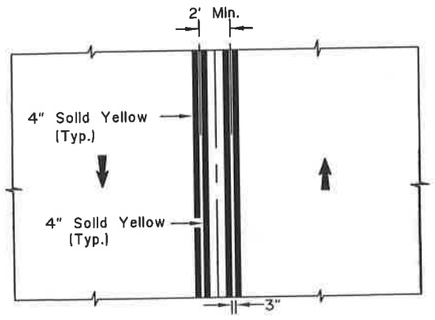


TWO LANE ONE WAY



TWO-WAY LEFT TURN LANE

SPEED	D
25 or less	35'
30	45'
35	50'
40	60'
45	65'
50	75'
55 or more	80'



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.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PAVEMENT MAKING APPLICATIONS

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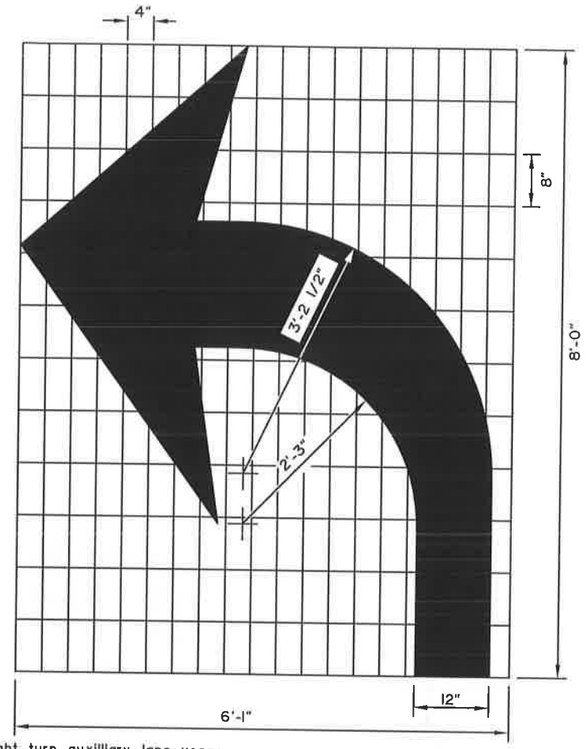
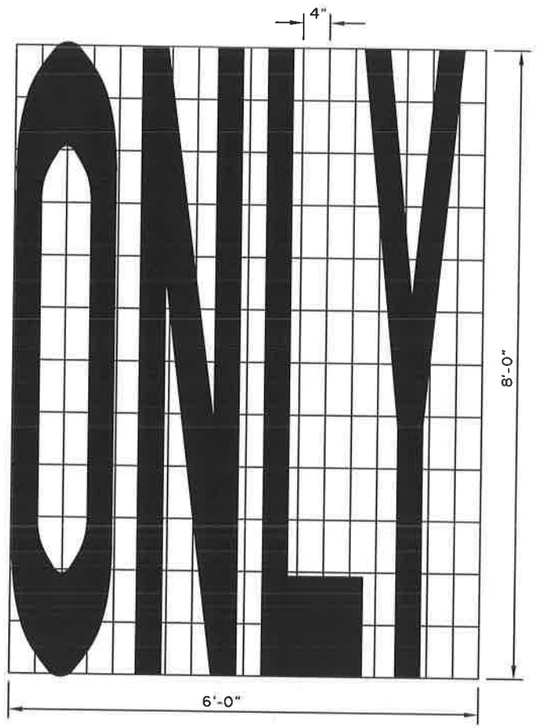
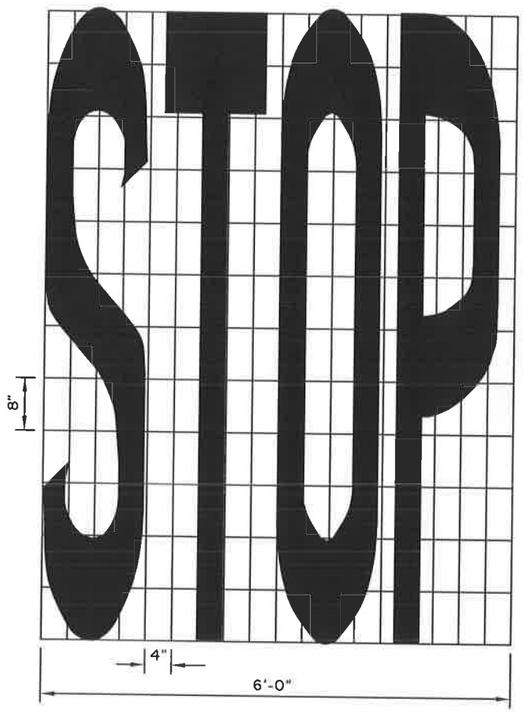
T-21.03

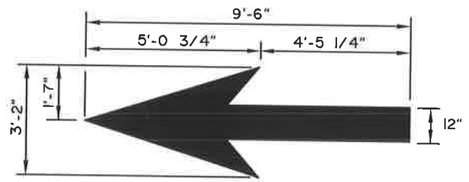


Right turn auxilliary lane usage markings identical except arrow symbol is reversed.

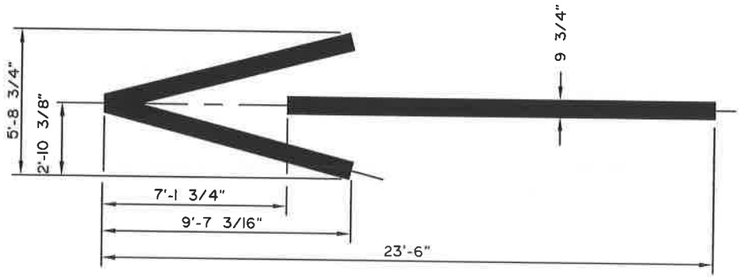




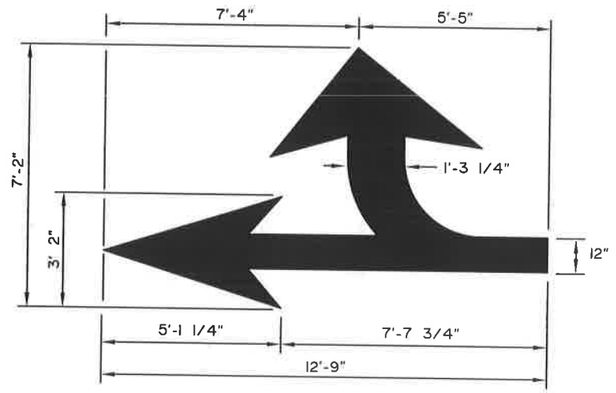
LAYOUT TEMPLATES FOR STENCILS



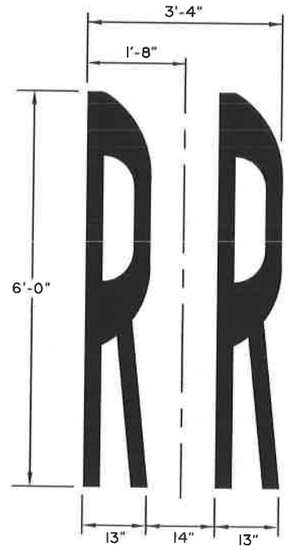
STRAIGHT AHEAD ARROW



WRONG WAY ARROW



COMBINATION ARROW



RAILROAD SYMBOL

GENERAL NOTES:

1. All symbols shown shall be white and reflectorized in accordance with the Special Provisions.
2. See the Alaska Sign Design Specifications (ASDS) for lettering and symbols for pavement marking details not provided on this drawing.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PAVEMENT MARKING SYMBOL DIMENSIONS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

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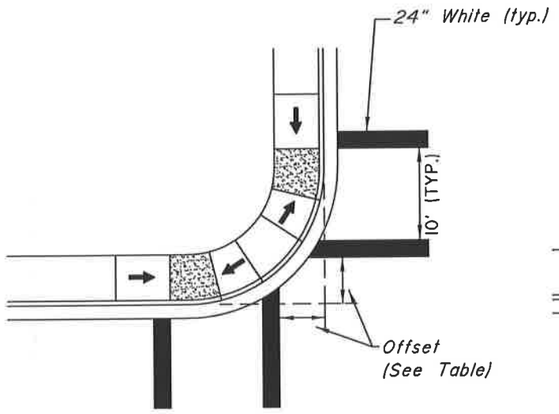

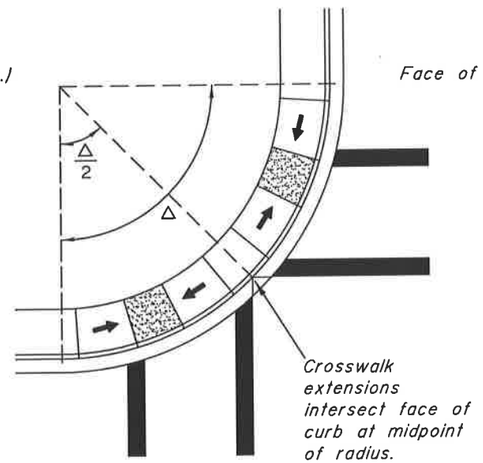

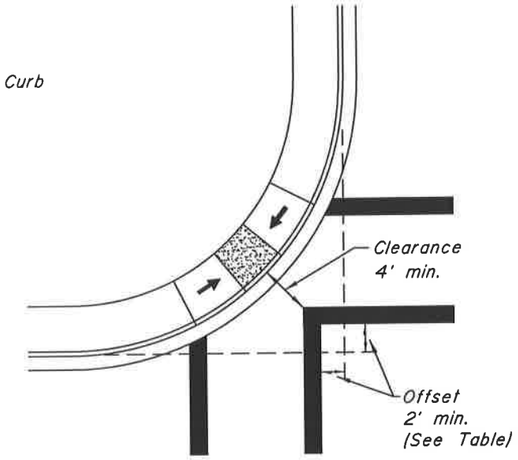

NOTES.

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

State of Alaska DOT&PF
ALASKA STANDARD PLAN

CROSSWALK LOCATION AT INTERSECTIONS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E.
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