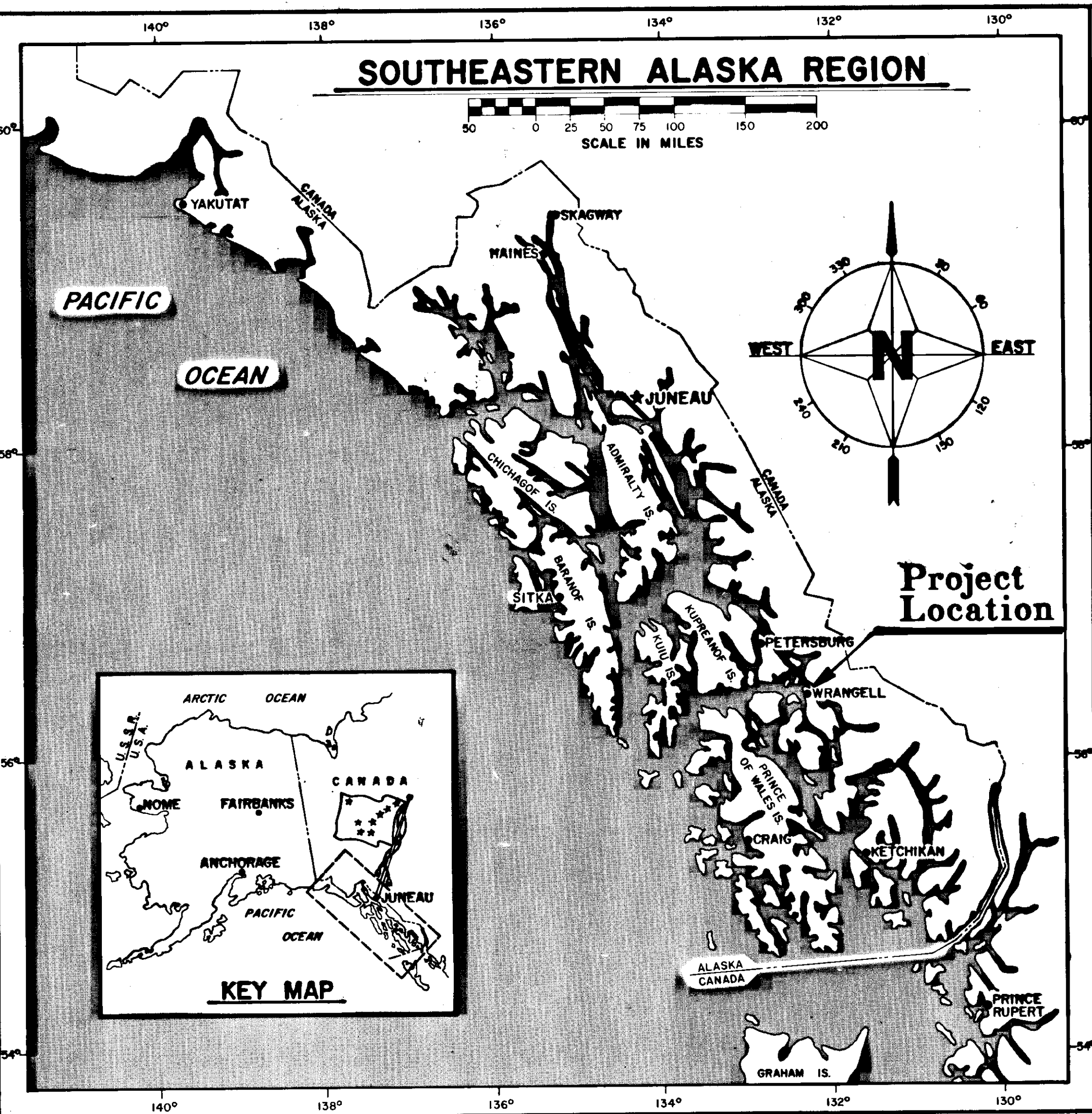




STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND  
PUBLIC FACILITIES  
SOUTHEASTERN REGION  
DESIGN AND CONSTRUCTION DIVISION



**WRANGELL**  
Bennett St. to Berger St.  
Zimovia Highway

| INDEX OF SHEETS |                                           |
|-----------------|-------------------------------------------|
| SHEET NO.       | DESCRIPTION                               |
| 1               | TITLE SHEET                               |
| 2               | TYPICAL SECTIONS                          |
| 3               | ESTIMATE OF QUANTITIES                    |
| 4 & 5           | SUMMARY SHEETS                            |
| 6 - 13          | PLAN AND PROFILE                          |
| 14 - 18         | DRIVEWAY PROFILES                         |
| 19              | STRIPING LAYOUT                           |
| 20 & 21         | TRAFFIC CONTROL PLAN                      |
| 22              | SIDEWALK AND MISCELLANEOUS DETAILS        |
| 23              | LIGHTING LAYOUT AND DETAILS               |
| 24              | TRAFFIC COUNTER LAYOUT & DETAILS          |
| 25 - 30         | RIGHT OF WAY PLANS                        |
| 1-6             | CITY OF WRANGELL- WATER AND SEWER PROJECT |
|                 |                                           |
|                 |                                           |
|                 |                                           |
|                 |                                           |
|                 |                                           |
|                 |                                           |

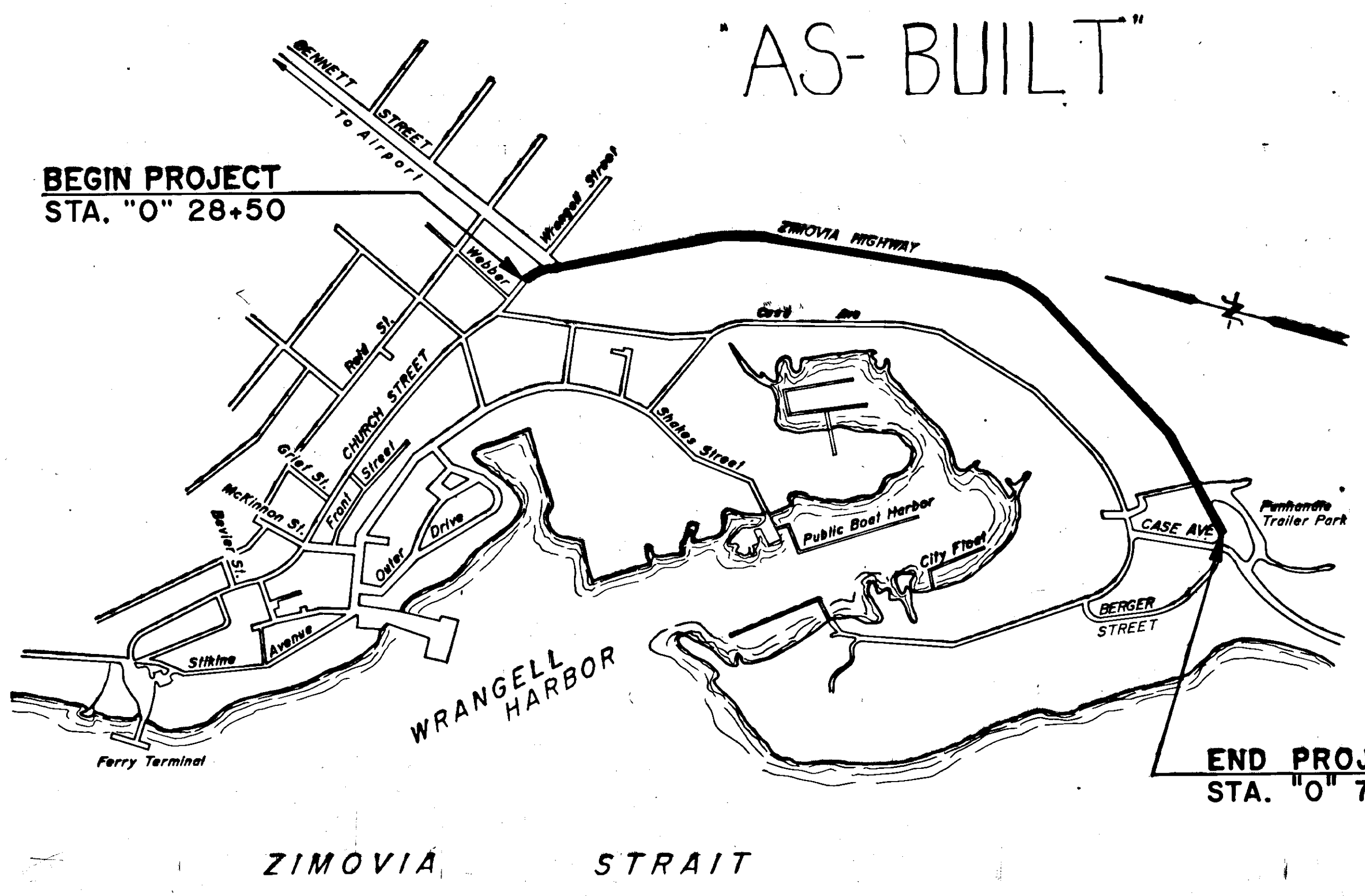
RS-0943 (21) 69995

The following Standard Drawings apply to this project :  
A-1, C-01.03, C-02.01, C-03.01, D-01.01, D-04.10, D-23.00  
D-26.01, D-30.01, I-81.00, L-03.01, L-10.01, L-14.00, L-20.01, L-23.00,  
L-30.01, M-16.01, S-00.00, S-05.00, S-20.00, S-30.01, T-20.00, T-21.01  
T-22.01, T-32.00

| DESIGN                   | DESIGNATION |
|--------------------------|-------------|
| ADT (1990)               | = 2,473     |
| ADT (2010)               | = 3,018     |
| DHV (12%)                | = 362       |
| % T                      | = 5%        |
| T.I.                     | = 7.5       |
| V. (B.O.P TO "0" 33+50)  | = 25 M.P.H. |
| V. ("0" 33+50 TO E.O.P.) | = 35 M.P.H. |
| E. A. L.                 | = 202, 200  |

"NO CHANGE IN LENGTH"

| PROJECT           | SUMMARY                 |
|-------------------|-------------------------|
| LENGTH OF PROJECT | = 4,250.0' (0.805 MILE) |
| LENGTH OF PAVING  | = 4,250.0' (0.805 MILE) |
| LENGTH OF GRADING | = 4,250.0' (0.805 MILE) |
| WIDTH OF PAVEMENT | = 31.0'                 |
| WIDTH OF SUBGRADE | = 46.0'                 |



CONTRACTOR: SOUTH COAST, INC.  
PROJECT ENGINEER: PHIL SPEER  
WORK BEGAN: MAY 3, 1990  
WORK COMPLETED: SEPTEMBER 19, 1990

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

APPROVED  
*Phil Speer*  
S.E. Region Design Chief  
Date 9/1/89

APPROVED  
*William L. Townsend*  
Director, S.E. Region Design & Construction  
Date 9/1/89

PROJECT NUMBER:  
**RS-0943 (21)**  
**69995**

DATE:  
**July, 1989**

SHEET 1 OF 30

ENGINEER'S STAMP  

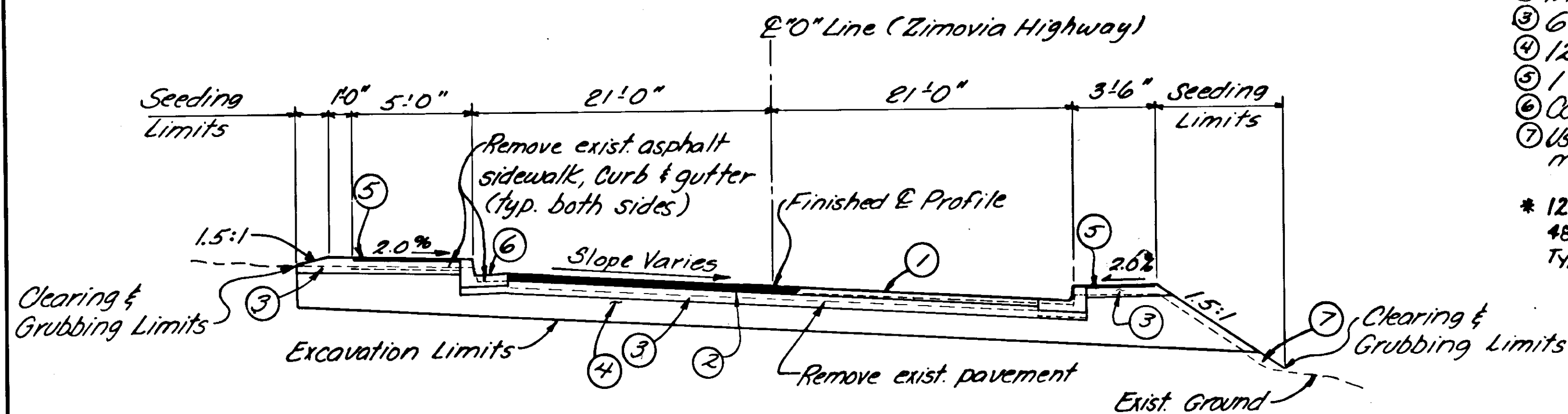

# **LABELING INDEX**

- ① 3" Asphalt Concrete, Type II
- ② MC-30 Liquid Asphalt for Prime Coat
- ③ 6" Crushed Aggregate Base Course
- ④ 12" Subbase, Grading "E"\*
- ⑤ 1 1/2" Asphalt Concrete, Type II for sidewalk.
- ⑥ Concrete Curb & Gutter
- ⑦ Useable Unclassified Excavation conforming to selected material, Type "C".

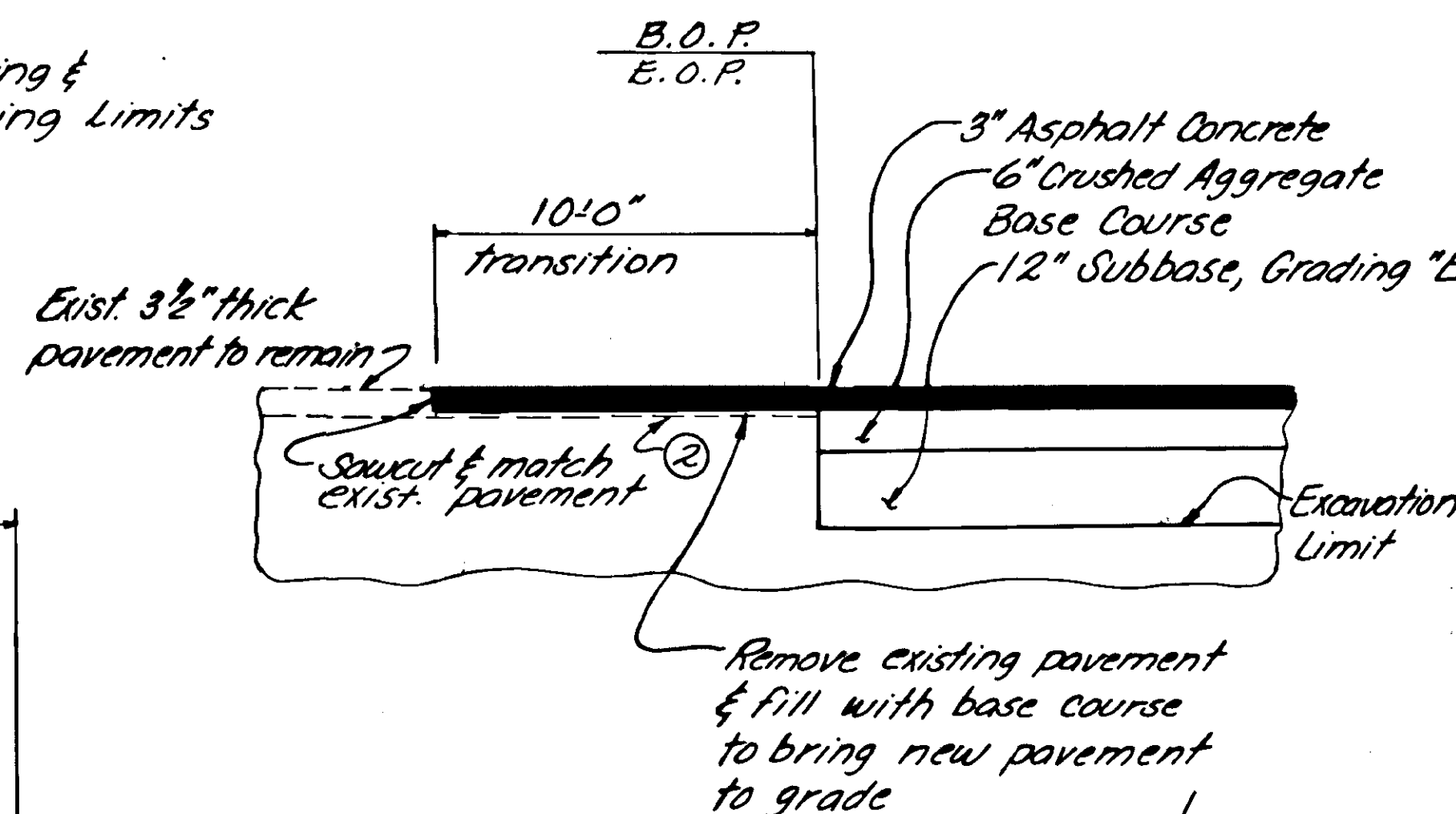
\* 12" additional Subbase, Grading "E" from Sta. "0" 48+00 to Sta. "0" 52+00 as shown on the Typical Section.

# **GENERAL NOTES**

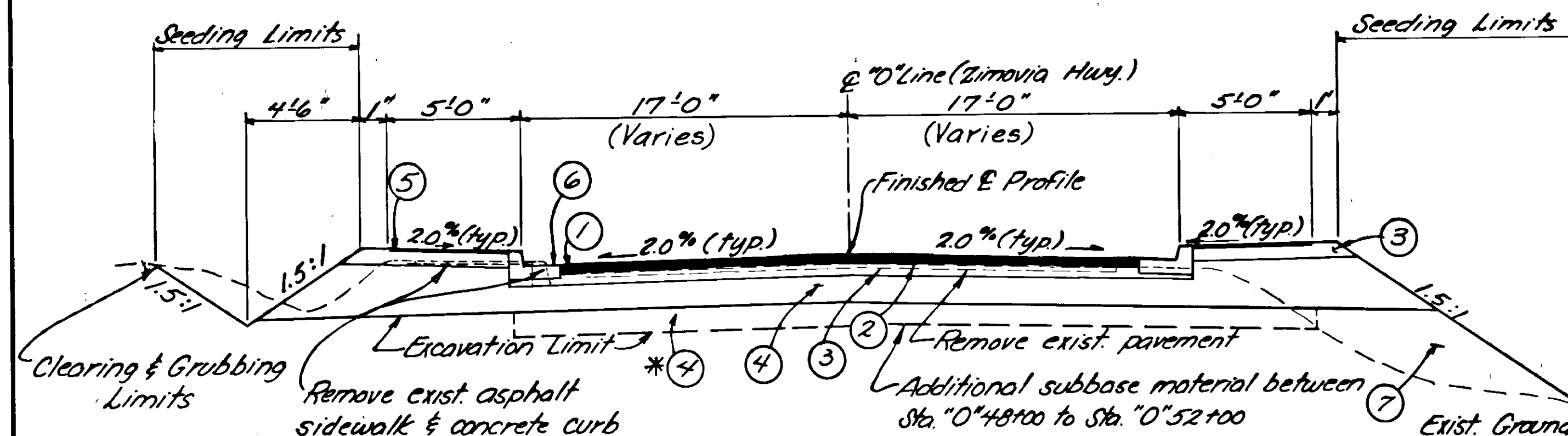
1. All construction work shall be accomplished within the Right of Way limits & construction permit areas. See Right of Way plans.
2. Grades & alignments shown on the plans are subject to minor revisions.
3. Typical Section for public road approach shall be as shown for Sta. "0" 31+30 to Sta. "0" 71+00 except that the width shall be as shown on the Plan sheets.
4. All concrete curb & gutter shall be Type I except for the mountable curb & gutter between Sta. "0" 32+35 Rt. & Sta. "0" 33+55 Rt.
5. Two (2) inches of topsoil is required on all seeded areas.
6. Minimum clearing limits shall be 10 feet from back of sidewalk.



**STA. "0" 28+50 TO STA. "0" 29+94 ✓**

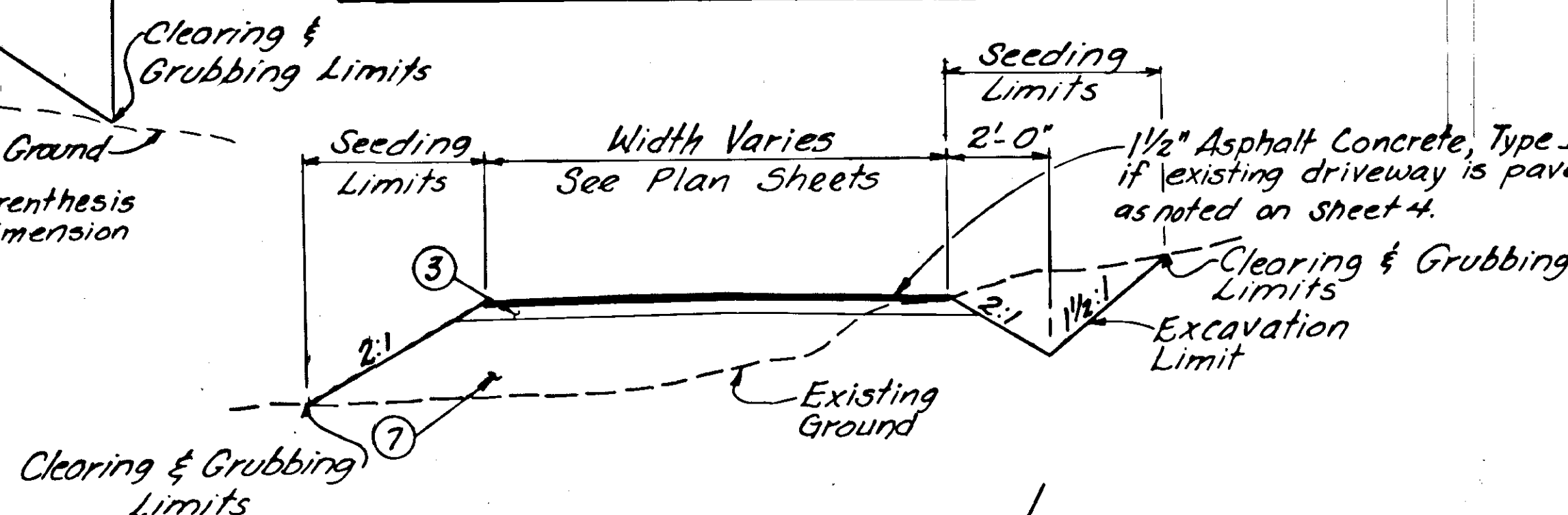


**PAVEMENT MATCH JOINT DETAIL**

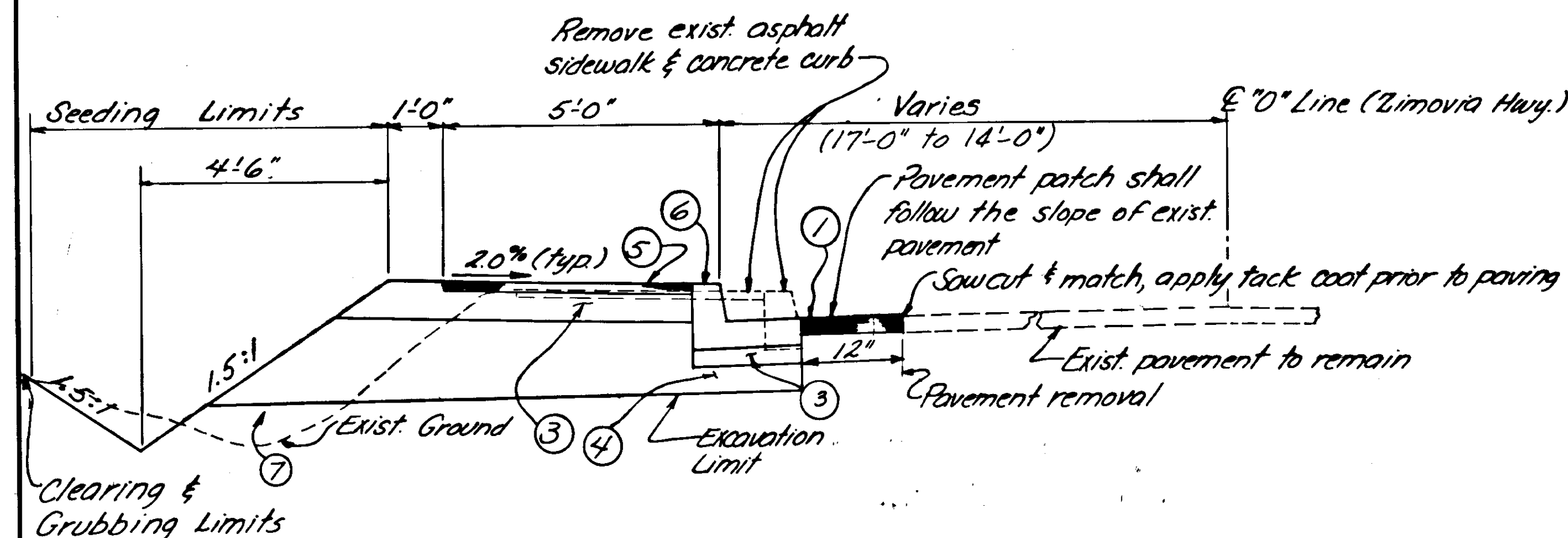


**STA. "0" 31+30 TO STA. "0" 71+00 ✓  
(STA. "0" 29+94 TO STA. "0" 31+30)**

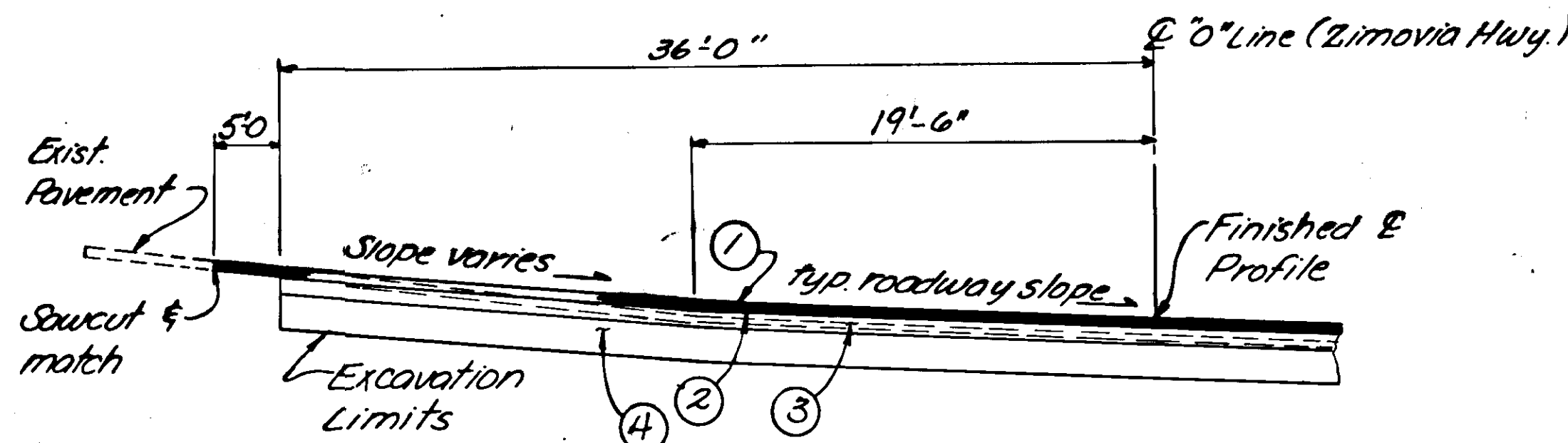
Note: Stationing in parenthesis applies to the dimension in parenthesis.



**TYPICAL DRIVEWAY SECTION**



**STA. "0" 71+00 TO STA. "0" 71+60 ✓**



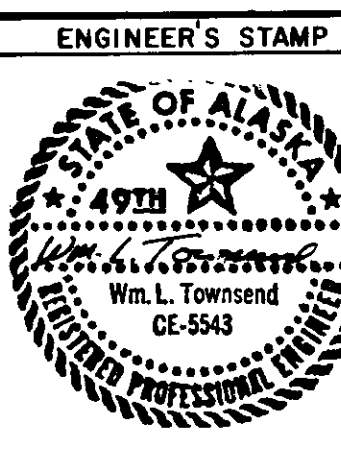
**SECTION A-A ✓  
(Bennett Street)**

AS 10/16/90

**Superelevation Table ✓**

| Station      | Slope   |         | Remarks               |
|--------------|---------|---------|-----------------------|
|              | Left    | Right   |                       |
| "0" 28+50    | +1.38 % | -2.62 % | BoP Match Existing    |
| "0" 29+25    | +6.0 %  | -6.0 %  | Begin Full Super      |
| "0" 29+53.53 | +6.0 %  | -6.0 %  | End Full Super        |
| "0" 31+28.53 | -2.0 %  | -2.0 %  | Begin Crown Section   |
| "0" 36+93.05 | -2.0 %  | -2.0 %  | End Crown Section     |
| "0" 38+57.05 | +4.5 %  | -4.5 %  | Begin Full Super      |
| "0" 40+44.19 | +4.5 %  | -4.5 %  | End Full Super        |
| "0" 42+08.19 | -2.0 %  | -2.0 %  | Begin Crown Section   |
| "0" 50+50.18 | -2.0 %  | -2.0 %  | End Crown Section     |
| "0" 52+14.18 | +4.5 %  | -4.5 %  | Begin Full Super      |
| "0" 57+32    | +4.5 %  | -4.5 %  | End Full Super        |
| "0" 58+96    | -2.0 %  | -2.0 %  | Begin Crown Section   |
| "0" 63+33.95 | -2.0 %  | -2.0 %  | End Crown Section     |
| "0" 64+97.95 | +4.5 %  | -4.5 %  | Begin Full Super      |
| "0" 66+02.12 | +4.5 %  | -4.5 %  | End Full Super        |
| "0" 67+66.12 | -2.0 %  | -2.0 %  | Begin Crown Section   |
| "0" 71+00    | -2.0 %  | -2.0 %  | E.O.P. Match Existing |

NOTE: Superelevation shall be rotated about centerline. Superelevation transition from "End Full Super" to "Begin Crown Section" and from "End Crown Section" to "Begin Full Super" shall conform to Std. Dwg. I-81-00.



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

BENNETT STREET TO BERGER STREET  
ZIMOVIA HIGHWAY WRANGELL ALASKA

**Typical Sections**

APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
DESIGNED BY: \_\_\_\_\_  
RECOMMENDED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
DESIGN ENGINEER, GROUP \_\_\_\_\_  
PREPARED BY: \_\_\_\_\_  
PROJECT MANAGER \_\_\_\_\_ LEAD DESIGNER \_\_\_\_\_

DESIGNED BY: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
SCALE: NOT TO SCALE  
DATE: 8/89  
SHEET 2 OF 30

| BY | DATE | DESCRIPTION OF CHANGE |
|----|------|-----------------------|
|    |      |                       |
|    |      |                       |
|    |      |                       |

RECORD OF REVISIONS

| ESTIMATE OF QUANTITIES |                                         |              |                  |
|------------------------|-----------------------------------------|--------------|------------------|
| ITEM No.               | ITEM                                    | UNIT         | TOTAL            |
| 120 (1)                | DBE Adjustment                          | C.S.         | All Req'd.       |
| 202 (1)                | Removal of Structures and Obstructions  | L.S.         | All Req'd.       |
| 202 (2)                | Removal of Pavement                     | S.Y.         | 12,804 4467      |
| 202 (3)                | Removal of Sidewalk                     | S.Y.         | 2,389 2276       |
| 202 (4)                | Removal of Culvert Pipe                 | L.F.         | 1,739 1643       |
| 202 (9)                | Removal of Curb                         | L.F.         | 3,709 4337       |
| 203 (3)                | Unclassified Excavation                 | C.Y.         | 15,285 18,198    |
| 301 (1)                | Crushed Aggregate Base Course           | Ton          | 8,390 8,598.94   |
| 304 (1)                | Subbase, Grading E                      | Ton          | 18,950 21,666.26 |
| 401 (1)                | Asphalt Concrete, Type II               | Ton          | 2,750 2,951.83   |
| 401 (2)                | AC-5 Asphalt Cement                     | Ton          | 165 152.77       |
| 402 (1)                | CSS-1 Asphalt for Tack Coat             | Ton          | 6.5 5.47         |
| 403 (1)                | MC-30 Liquid Asphalt for Prime Coat     | Ton          | 15.5 8.0         |
| 603(9-18)              | 18" Corrugated Aluminum Pipe            | L.F.         | 1,231 1,516.6    |
| 603(9-24)              | 24" Corrugated Aluminum Pipe            | L.F.         | 878 914.5        |
| 603(9-36)              | 36" Corrugated Aluminum Pipe            | L.F.         | 93 94            |
| 603(9-60)              | 60" Corrugated Aluminum Pipe            | L.F.         | 98 100           |
| 604 (5)                | Inlet, Type A                           | Each         | 23               |
| 608 (3)                | Asphalt Sidewalk                        | S.Y.         | 4,254 4,304      |
| 609 (2)                | Curb and Gutter, Type I                 | L.F.         | 8,555 8,603      |
| 614 (1)                | Survey Monuments                        | Each         | 3                |
| 614 (2)                | Monument Cases                          | Each         | 3                |
| 614 (3)                | Adjust Existing Monuments and Cases     | Each         | 1                |
| 615 (1)                | Standard Sign                           | S.F.         | 192.25           |
| 615 (8)                | Remove and Dispose Existing Signs       | Each         | 21               |
| 618 (1)                | Seeding                                 | Acre         | 1.25 1.82        |
| 620 (1)                | Topsoil                                 | S.Y.         | 5,950 6,206.94   |
| 627 (10)               | Adjustment of Valve Box                 | Each         | 6 18             |
| 639 (1)                | Residence Driveways                     | Each         | 46 58            |
| 639(3)                 | Paved Driveways - C.O. No.5             | S.Y.         | 2,162            |
| 640 (1)                | Mobilization and Demobilization         | L.S.         | All Req'd.       |
| 641 (1)                | Temporary Erosion and Pollution Control | C.S.         | All Req'd.       |
| 642 (1)                | Construction Surveying                  | L.S.         | All Req'd.       |
| 643 (2)                | Traffic Maintenance                     | L.S.         | All Req'd.       |
| 643 (3)                | Permanent Construction Signing          | Each per Day | 2,280 2,301      |
| 643 (4)                | Construction Sign                       | Each per Day | 1,600 509        |
| 643 (5)                | Type II Barricade                       | Each per Day | 1,000 1,420      |
| 643 (6)                | Type III Barricade                      | Each per Day | 1,000 4          |
| 643 (7)                | Traffic Cone                            | Each per Day | 7,200 3,490      |
| 643 (13)               | Temporary Pavement Marking              | Station      | 42.5             |
| 643 (15)               | Flagging                                | Hour         | 1,300 1,726.5    |
| 643(18)                | Watering - C.O. No.4                    | M-GAL        | 57.24            |
| 644 (1)                | Field Office                            | L.S.         | All Req'd.       |
| 644 (2)                | Field Laboratory                        | L.S.         | All Req'd.       |
| 645 (1)                | Training Program                        | Man-hour     | 500 469.5        |
| 660 (3)                | Highway Lighting System Complete        | L.S.         | All Req'd.       |
| 660 (6)                | Traffic Count System Complete           | L.S.         | All Req'd.       |
| 661 (2)                | Load Center, Type 2                     | Each         | 2                |
| 670 (1)                | Painted Traffic Markings (7,215 s.f.)   | L.S.         | All Req'd.       |

| STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |      |                     |  |
|------------------------------------------------------------------------------------------------------------------|------|---------------------|--|
| BY                                                                                                               | DATE | RECORD OF REVISIONS |  |
|                                                                                                                  |      |                     |  |
|                                                                                                                  |      |                     |  |
|                                                                                                                  |      |                     |  |

| BASIS OF ESTIMATE |                                                           |
|-------------------|-----------------------------------------------------------|
| ITEM No.          | ESTIMATING FACTOR                                         |
| 301 (1)           | 1.96 TONS PER CUBIC YARD                                  |
| 304 (1)           | 1.87 TONS PER CUBIC YARD                                  |
| 401 (1)           | 116 LBS. PER SQ. YARD PER INCH DEPTH                      |
| 401 (2)           | 6% OF ITEM 401 (1)                                        |
| 402 (1)           | APPLICATION RATE 0.10 GAL. PER SQ.YARD, 253 GAL. PER TON  |
| 403 (1)           | APPLICATION RATE 0.25 GAL. PER SQ. YARD, 256 GAL. PER TON |

| STANDARD SIGN SCHEDULE                                                                                            |           |        |     |          |                                |                      |        |          |              |      |      |         |           |                |           |
|-------------------------------------------------------------------------------------------------------------------|-----------|--------|-----|----------|--------------------------------|----------------------|--------|----------|--------------|------|------|---------|-----------|----------------|-----------|
| SIGN NO.                                                                                                          | LOCATION  | OFFSET |     | CODE NO. | LEGEND                         | SIGN PANEL THICKNESS |        |          | NO. OF POSTS | TYPE | SIZE | LENGTH  | EMBEDMENT | FACING TRAFFIC |           |
|                                                                                                                   |           | LT.    | RT. |          |                                | CLASS                | FRAMED | UNFRAMED |              |      |      |         |           |                | AREA S.F. |
| 1                                                                                                                 | "0" 27+30 | 28'    |     | R7-101-R | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 2                                                                                                                 | "0" 27+30 |        | 28' | R7-101-L | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 3                                                                                                                 | "0" 28+48 |        | 26' | I-5      | AIRPORT SYMBOL                 | T                    |        | 0.080    | 4.0          | 1    | PST  | 2' X 2' | 16.0      | 3.5'           | S.E.B.    |
|                                                                                                                   |           |        |     |          | AIRPORT                        | T                    |        | 0.080    | 1.0          |      |      |         |           |                | S.E.B.    |
|                                                                                                                   |           |        |     |          |                                | T                    |        | 0.080    | 1.0          |      |      |         |           |                | S.E.B.    |
| 4                                                                                                                 | "0" 28+48 |        | 28' | D8-2     | HOSPITAL SYMBOL                | T                    |        | 0.080    | 4.0          | 1    | PST  | 2' X 2' | 17.5      | 3.5'           | S.E.B.    |
|                                                                                                                   |           |        |     |          | HOSPITAL                       | T                    |        | 0.080    | 1.0          |      |      |         |           |                | S.E.B.    |
|                                                                                                                   |           |        |     |          |                                | T                    |        | 0.080    | 1.0          |      |      |         |           |                | S.E.B.    |
| 5                                                                                                                 | "0" 29+00 | 28'    |     | R2-1     | SPEED LIMIT 25                 | T                    |        | 0.080    | 7.5          | 1    | PST  | 2' X 2' | 14.5      | 3.5'           | N.W.B.    |
| 6                                                                                                                 | "0" 29+14 |        | 28' | R2-1     | SPEED LIMIT 25                 | T                    |        | 0.080    | 7.5          | 1    | PST  | 2' X 2' | 14.5      | 3.5'           | S.E.B.    |
| 7                                                                                                                 | "0" 29+28 | 28'    |     | S1-1     | SCHOOL ADVANCE                 | T                    |        | 0.080    | 9.0          | 1    | PST  | 2' X 2' | 15.0'     | 3.5'           | N.W.B.    |
| 8                                                                                                                 | "0" 29+46 | 42'    |     | R1-1     | STOP                           | T                    |        | 0.080    | 6.25         | 1    | PST  | 2' X 2' | 13.5'     | 3.5'           | S.W.B.    |
| 9                                                                                                                 | "0" 29+70 |        | 28' | S2-1     | SCHOOL CROSSING                | T                    |        | 0.080    | 9.0          | 1    | PST  | 2' X 2' | 15.0'     | 3.5'           | S.E.B.    |
| 10                                                                                                                | "0" 30+38 | 28'    |     | S2-1     | SCHOOL CROSSING                | T                    |        | 0.080    | 9.0          | 1    | PST  | 2' X 2' | 14.5      | 3.5'           | N.W.B.    |
| 11                                                                                                                | "0" 33+00 | 28'    |     | I-5      | AIRPORT SYMBOL                 | T                    |        | 0.080    | 4.0          | 1    | PST  | 2' X 2' | 14.5      | 3.5'           | N.W.B.    |
|                                                                                                                   |           |        |     |          | AIRPORT                        | T                    |        | 0.080    | 1.0          |      |      |         |           |                | N.W.B.    |
|                                                                                                                   |           |        |     |          |                                | T                    |        | 0.080    | 1.0          |      |      |         |           |                | N.W.B.    |
| 12                                                                                                                | "0" 33+00 | 28'    |     | D8-2     | HOSPITAL SYMBOL                | T                    |        | 0.080    | 4.0          | 1    | PST  | 2' X 2' | 16.0      | 3.5'           | N.W.B.    |
|                                                                                                                   |           |        |     |          | HOSPITAL                       | T                    |        | 0.080    | 1.0          |      |      |         |           |                | N.W.B.    |
|                                                                                                                   |           |        |     |          |                                | T                    |        | 0.080    | 1.0          |      |      |         |           |                | N.W.B.    |
| 13                                                                                                                | "0" 33+50 | 28'    |     | R2-1     | SPEED LIMIT 25                 | T                    |        | 0.080    | 7.5          | 1    | PST  | 2' X 2' | 15.5      | 3.5'           | N.W.B.    |
| 14                                                                                                                | "0" 33+50 |        | 28' | R2-1     | SPEED LIMIT 35                 | T                    |        | 0.080    | 7.5          | 1    | PST  | 2' X 2' | 15.5      | 3.5'           | S.E.B.    |
| 15                                                                                                                | "0" 34+00 | 24'    |     | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 16                                                                                                                | "0" 34+00 |        | 24' | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 17                                                                                                                | "0" 35+00 |        |     | D11-1N   | FERRY SYMBOL                   | T                    |        | 0.080    | 1.0          |      |      |         |           |                | N.W.B.    |
| 18                                                                                                                | "0" 35+00 | 26'    |     | I-8      | FERRY SYMBOL                   | T                    |        | 0.080    | 4.0          | 1    | PST  | 2' X 2' | 17.0      | 3.5'           | N.W.B.    |
|                                                                                                                   |           |        |     |          | FERRY                          | T                    |        | 0.080    | 1.0          |      |      |         |           |                | N.W.B.    |
| 19                                                                                                                | "0" 35+00 |        |     |          | FERRY                          | T                    |        | 0.080    | 1.0          |      |      |         |           |                | N.W.B.    |
| 20                                                                                                                | "0" 36+30 | 26'    |     | S1-1     | SCHOOL ADVANCE                 | T                    |        | 0.080    | 9.0          | 1    | PST  | 2' X 2' | 15.5'     | 3.5'           | N.W.B.    |
| 21                                                                                                                | "0" 38+10 | 24'    |     | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 22                                                                                                                | "0" 38+10 |        | 24' | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 23                                                                                                                | "0" 39+14 | 26'    |     | R2-5C    | SPEED ZONE AHEAD               | T                    |        | 0.080    | 7.5          | 1    | PST  | 2' X 2' | 15.5      | 3.5'           | N.B.      |
| 24                                                                                                                | "0" 41+29 | 33'    |     | R12-7    | NO STUDDED TRUCKS 4/15 TO 9/30 | T                    |        | 0.080    | 38.5         | 2    | PST  | 2' X 2' | 19.0      | 3.5'           | N.B.      |
| 25                                                                                                                | "0" 45+58 | 35'    |     | R1-1     | STOP                           | T                    |        | 0.080    | 6.25         | 1    | PST  | 2' X 2' | 13.5      | 3.5'           | W.B.      |
| 26                                                                                                                | "0" 49+00 | 24'    |     | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 27                                                                                                                | "0" 49+00 |        | 24' | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 28                                                                                                                | "0" 52+21 | 36'    |     | R1-1     | STOP                           | T                    |        | 0.080    | 6.25         | 1    | PST  | 2' X 2' | 13.5      | 3.5'           | W.B.      |
| 29                                                                                                                | "0" 52+68 |        | 34' | R1-1     | STOP                           | T                    |        | 0.080    | 6.25         | 1    | PST  | 2' X 2' | 13.5      | 3.5'           | E.B.      |
| 30                                                                                                                | "0" 56+00 | 24'    |     | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 31                                                                                                                | "0" 56+00 |        | 24' | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 32                                                                                                                | "0" 67+80 | 24'    |     | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 33                                                                                                                | "0" 67+80 |        | 24' | R7-101   | NO PARKING ANYTIME             | T                    |        | 0.080    | 1.5          | 1    | PST  | 2' X 2' | 12.5      | 3.5'           |           |
| 34                                                                                                                | "0" 69+18 | 24'    |     | R1-1     | STOP                           | T                    |        | 0.080    | 6.25         | 1    | PST  | 2' X 2' | 13.5      | 3.5'           | N.W.B.    |
| TOTAL                                                                                                             |           |        |     |          |                                |                      |        |          | 192.25       |      |      |         |           |                |           |
| NOTES                                                                                                             |           |        |     |          |                                |                      |        |          |              |      |      |         |           |                |           |
| LENGTHS ARE APPROXIMATE AND FOR ESTIMATING PURPOSES ONLY.                                                         |           |        |     |          |                                |                      |        |          |              |      |      |         |           |                |           |
| FROM ALASKA SIGN DESIGN SPECIFICATION (ASDS)                                                                      |           |        |     |          |                                |                      |        |          |              |      |      |         |           |                |           |
| SIGNS SHALL BE SET TO FACE 45° TOWARDS THE CENTERLINE OF ROADWAY.                                                 |           |        |     |          |                                |                      |        |          |              |      |      |         |           |                |           |
| SIMILAR TO D11-1A WITH LEGEND " " SUBSTITUTED AND SHALL BE MOUNTED BELOW THE FERRY SYMBOL SIGN AT STA. "0" 35+00. |           |        |     |          |                                |                      |        |          |              |      |      |         |           |                |           |
| THIS SIGN SHALL BE MOUNTED ABOVE THE FERRY SYMBOL SIGN AT STA."0" 35+00.                                          |           |        |     |          |                                |                      |        |          |              |      |      |         |           |                |           |

- Signing Notes**
1. Sign locations and post lengths are approximate and are subject to minor revisions.
  2. All sign posts shall be telescoping, perforated and galvanized steel posts; the 2" size shall be used above ground and the 2 1/2" size shall be used below ground for the sleeve.
  3. All posts shall be installed with sleeve type embedment in accordance with Standard Drawing S-3001, except that the 2" size shall be used for the entire embedment depth.
  4. All signs shall be unframed.

BENNETT STREET TO BERGER STREET  
ZIMOVIA HIGHWAY WRANGELL ALASKA  
Summary Tables

|                 |                  |               |
|-----------------|------------------|---------------|
| APPROVED BY:    | DESIGNED BY:     | SCALE:        |
| RECOMMENDED BY: | DRAWN BY: B.W.B. | DATE: 8/89    |
| PREPARED BY:    | CHECKED BY:      | SHEET 3 OF 30 |
| PROJECT MANAGER | LEAD DESIGNER    |               |

| CURB CUT SUMMARY |        |       |       |                                             |
|------------------|--------|-------|-------|---------------------------------------------|
| STATION          | OFFSET |       | WIDTH | REMARKS                                     |
|                  | LEFT   | RIGHT |       |                                             |
| "0" 28+88**      |        | X     | 20'   | Driveway ***                                |
| "0" 29+45 *      | X      |       | 5'    | Wheelchair Ramp                             |
| "0" 30+09 *      | X      |       | 5'    | Wheelchair Ramp                             |
| "0" 30+09 *      |        | X     | 5'    | Wheelchair Ramp                             |
| "0" 30+58.75     | X      |       | 16'   | Driveway ***                                |
| "0" 31+77.5**    |        | X     | 115'  | Driveway for firehall ***                   |
| "0" 32+69.5      | X      |       | 24'   | Driveway ***                                |
| "0" 33+65        |        | X     | 20'   | Driveway ***                                |
| "0" 34+40 **     |        | X     | 24'   | Driveway ***                                |
| "0" 36+63 *      | X      |       | 16'   | Driveway ***                                |
| "0" 37+51 **     |        | X     | 20'   | Driveway ***                                |
| "0" 37+57.9      | X      |       | 16'   | Driveway ***                                |
| "0" 37+88 *      |        | X     | 16'   | Driveway ***                                |
| "0" 38+40        | X      |       | 16'   | Driveway ***                                |
| "0" 38+79        |        | X     | 16'   | Driveway ***                                |
| "0" 39+15 *      |        | X     | 16'   | Driveway ***                                |
| "0" 40+78 *      |        | X     | 30'   | Driveway ***                                |
| "0" 36+085**     |        | X     | 20'   | Driveway ***                                |
| "0" 45+37.5**    |        | X     | 24'   | Driveway ***                                |
| "0" 45+60 *      | X      |       | 5'    | Wheelchair Ramp                             |
| "0" 46+06 *      | X      |       | 5'    | Wheelchair Ramp                             |
| "0" 47+22**      |        | X     | 16'   | Driveway ***                                |
| "0" 48+19        | X      |       | 16'   | Driveway ***                                |
| "0" 49+38.5      | X      |       | 16'   | Driveway ***                                |
| "0" 49+79 **     |        | X     | 20'   | Driveway ***                                |
| "0" 50+56 *      |        | X     | 16'   | Driveway ***                                |
| "0" 51+02        | X      |       | 16'   | Driveway ***                                |
| "0" 51+34 *      |        | X     | 16'   | Driveway ***                                |
| "0" 52+20 *      | X      |       | 5'    | Wheelchair Ramp                             |
| "0" 52+27 *      |        | X     | 5'    | Wheelchair Ramp                             |
| "0" 52+58 *      | X      |       | 5'    | Wheelchair Ramp                             |
| "0" 52+68 *      |        | X     | 5'    | Wheelchair Ramp                             |
| "0" 53+27        | X      |       | 16'   | Driveway ***                                |
| "0" 54+31        | X      |       | 16'   | Driveway ***                                |
| "0" 54+68 **     |        | X     | 16'   | Driveway ***                                |
| "0" 55+22        | X      |       | 16'   | Driveway ***                                |
| "0" 56+66        | X      |       | 24'   | Driveway ***                                |
| "0" 57+17.5 *    |        | X     | 16'   | Driveway ***                                |
| "0" 57+37.5      | X      |       | 16'   | Driveway ***                                |
| "0" 59+21        |        | X     | 16'   | Driveway ***                                |
| "0" 60+69        |        | X     | 34'   | Driveway Cut only, no driveway approach *** |
| "0" 61+30        |        | X     | 18'   | Driveway Cut only, no driveway approach *** |
| "0" 62+05.5      | X      |       | 16'   | Driveway ***                                |
| "0" 62+13 **     |        | X     | 20'   | Driveway ***                                |
| "0" 64+92 **     |        | X     | 16'   | Driveway ***                                |
| "0" 65+69        |        | X     | 16'   | Driveway ***                                |
| "0" 66+00        | X      |       | 16'   | Driveway ***                                |
| "0" 67+17.5**    |        | X     | 16'   | Driveway ***                                |
| "0" 67+39        | X      |       | 16'   | Driveway ***                                |
| "0" 68+15**      |        | X     | 16'   | Driveway ***                                |
| "0" 68+56        | X      |       | 24'   | Driveway ***                                |
| "0" 68+70.5**    |        | X     | 16'   | Driveway ***                                |
| "0" 69+34.5      | X      |       | 24'   | Driveway ***                                |
| "0" 69+55**      |        | X     | 16'   | Driveway ***                                |
| "0" 70+97.5      |        | X     |       | Curb Return                                 |
| "0" 42+76        |        | X     | 20'   | Driveway ***                                |
| "0" 57+18 *      | X      |       | 5'    | Wheelchair Ramp                             |
| "0" 57+57 *      | X      |       | 5'    | Wheelchair Ramp                             |

Note: All curb cuts shall be Type I except for curb cuts with double asteriks (Type II).  
Driveway profiles for curb cuts at "0" 68+56 & "0" 69+34.5 are shown on sht. 13.

\* Stationing may be adjusted to center curb cut in between crosswalk markings  
\*\*Curb cut shall be Type II  
\*\*\*Driveway shall be paved with 1 1/2" thick asphalt concrete, Type II  
\*\*\* Driveway paved, as per C.O. No. 5.

|                                                                                                                  |      |                       |
|------------------------------------------------------------------------------------------------------------------|------|-----------------------|
| STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |      |                       |
| BY                                                                                                               | DATE | DESCRIPTION OF CHANGE |
| RECORD OF REVISIONS                                                                                              |      |                       |

| EXIST. APPURTENANCE SUMMARY |            |       |                                     |
|-----------------------------|------------|-------|-------------------------------------|
| STATION                     | OFFSET     |       | REMARKS                             |
|                             | LEFT       | RIGHT |                                     |
| "0" 29+80                   | 26.5'      |       | Adjust existing valve box.          |
| "0" 29+12                   |            | 20.5' | Adjust existing inlet box.          |
| "0" 52+29                   |            | 31.5' | Adjust existing valve box.          |
| "0" 52+31                   |            | 25'   | Adjust existing valve box.          |
| "0" 52+32                   |            | 32'   | Adjust existing valve box.          |
| "0" 67+92                   |            | 24'   | Adjust existing fire hydrant.       |
| "0" 68+60                   | 18'        |       | Adjust existing valve box.          |
| "0" 68+62                   | 18'        |       | Adjust existing valve box.          |
| "0" 40+86                   |            | 25'   | Adjust existing valve box.          |
| "0" 40+88                   |            | 25'   | Adjust existing valve box.          |
| "0" 52+33                   | 30'        |       | Adjust existing sewer manhole.      |
| "0" 52+69                   |            | 24'   | Adjust existing valve box.          |
| "0" 59+47                   |            | 22'   | Adjust existing valve box.          |
| "0" 60+19                   |            | 26.5' | Adjust existing fire hydrant.       |
| "0" 60+19                   |            | 22'   | Adjust existing valve box.          |
| "0" 63+16                   | 26'        |       | Adjust existing sewer cleanout.     |
| "0" 66+35                   | 23'        |       | Adjust existing sewer manhole.      |
| "0" 67+92                   |            | 20.5' | Adjust existing valve box.          |
| "0" 68+62                   | 18' to 20' |       | Adjust existing valve box. (4 each) |

| EXISTING MONUMENT SUMMARY |        |       |                                                                       |
|---------------------------|--------|-------|-----------------------------------------------------------------------|
| STATION                   | OFFSET |       | REMARKS                                                               |
|                           | LEFT   | RIGHT |                                                                       |
| "0" 30+04.94              | .04'   |       | Adjust & reset exist. monument and case                               |
| "0" 37+96.99              |        |       | Remove existing & monuments.                                          |
| "0" 41+04.25              |        |       | Remove existing & monuments.                                          |
| "0" 51+53.95              |        |       | Remove existing & monuments.                                          |
| "0" 57+92.13              |        |       | Remove existing & monuments.                                          |
| "0" 64+36.88              |        |       | Remove existing & monuments.                                          |
| "0" 66+61.75              |        |       | Remove existing & monuments.                                          |
| "0" 30+33.16              | 23.70  |       | Adjust & reset exist. monument and case.<br>New location in sidewalk. |

| EXISTING SIGN SUMMARY |                    |     |                     |                    |     |                              |                 |
|-----------------------|--------------------|-----|---------------------|--------------------|-----|------------------------------|-----------------|
| EXISTING<br>STATION   | LOCATION<br>OFFSET |     | PROPOSED<br>STATION | LOCATION<br>OFFSET |     | LEGEND                       | REMARKS         |
|                       | LT.                | RT. |                     | LT.                | RT. |                              |                 |
| "0" 29+00             | 32'                |     |                     |                    |     | SPEED LIMIT 25               | REMOVE          |
| "0" 29+28             | 34'                |     |                     |                    |     | SCHOOL CROSSING SYMBOL       | REMOVE          |
| "0" 29+47             | 53'                |     |                     |                    |     | STOP                         | REMOVE          |
| "0" 30+17             | 33'                |     |                     |                    |     | ZIMOVI HIGHWAY               | REMOVE          |
| "0" 32+32             | 25'                |     |                     |                    |     | TO FERRY SYMBOL              | REMOVE          |
| "0" 35+43             |                    | 25' |                     |                    |     | SPEED LIMIT 35               | REMOVE          |
| "0" 39+14             | 31'                |     |                     |                    |     | SPEED ZONE AHEAD             | REMOVE          |
| "0" 41+29             | 33'                |     |                     |                    |     | NO STUDDO TIRES 4/15 TO 9/30 | REMOVE          |
| "0" 44+46             |                    | 24' |                     |                    |     | NO PARKING ON SHOULDER       | REMOVE          |
| "0" 45+61             | 33'                |     |                     |                    |     | STOP                         | REMOVE          |
| "0" 52+25             | 36'                |     | "0" 52+59           | 34'                |     | STOP                         | RELOCATE        |
| "0" 52+56             | 34'                |     |                     |                    |     | Zimovia Hwy. / Ash Street    | REMOVE          |
| "0" 52+69             |                    | 30' |                     |                    |     | STOP                         | REMOVE          |
| "0" 63+56             |                    | 31' |                     |                    |     | 1 MILE                       | REMAIN IN PLACE |
| "0" 68+28             | 26'                |     |                     |                    |     | STOP                         | REMOVE          |
| "0" 33+62             | 30'                |     |                     |                    |     | SPEED LIMIT 25               | REMOVE          |
| "0" 28+48             |                    | 30' |                     |                    |     | ← AIRPORT                    | REMOVE          |
|                       |                    |     |                     |                    |     | ← HOSPITAL                   | REMOVE          |
|                       |                    |     |                     |                    |     | ← RANGER                     | SALVAGE         |
|                       |                    |     |                     |                    |     | ← AIRPORT                    | REMOVE          |
|                       |                    |     |                     |                    |     | ← HOSPITAL                   | REMOVE          |
| "0" 32+85             | 26'                |     |                     |                    |     | ← RANGER                     | SALVAGE         |

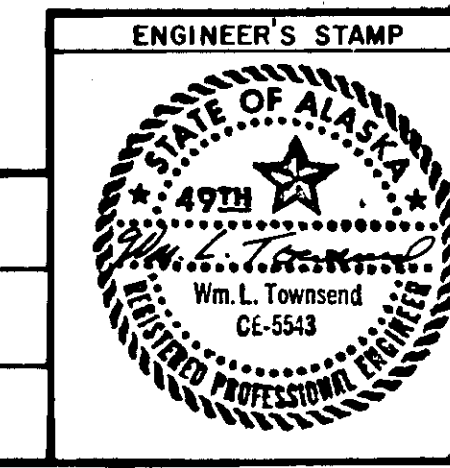
| REMOVAL OF STRUCTURES & OBSTRUCTIONS |        |       |                                                      |
|--------------------------------------|--------|-------|------------------------------------------------------|
| STATION                              | OFFSET |       | REMARKS                                              |
|                                      | LEFT   | RIGHT |                                                      |
| "0" 36+25                            |        |       | Remove existing 60" x 80' culvert                    |
| "0" 57+35                            |        |       | Remove existing 3.5' x 2' pipe arch<br>x 80' culvert |

| PROPOSED MONUMENT SUMMARY |        |       |                                    |
|---------------------------|--------|-------|------------------------------------|
| STATION                   | OFFSET |       | REMARKS                            |
|                           | LEFT   | RIGHT |                                    |
| "0" 43+50                 | 19.75' |       | INSTALL NEW SURVEY MONUMENT & CASE |
| "0" 54+50                 | 19.75' |       | " " " " " "                        |
| "0" 65+70                 | 19.75' |       | " " " " " "                        |
| "0" 42+13.68              | 19.72' |       | INSTALL NEW SURVEY MONUMENT & CASE |
| "0" 54+78.50              | 19.81' |       | " " " " " "                        |
| "0" 65+71.11              | 19.64' |       | " " " " " "                        |

- NOTES
- NEW SURVEY MONUMENTS SHALL BE INSTALLED APPROX. IN THE CENTER OF SIDEWALK AT THE APPROX. STATIONING SHOWN ON THIS SHEET.
  - TOP OF MON. CASES SHALL BE SET 1/4" BELOW FINISHED GRADE.
  - STATIONING FOR CURB CUTS ARE ONLY APPROXIMATE & MAY BE ADJUSTED TO BETTER FIT FIELD CONDITIONS.
  - EXIST. MONUMENTS LOCATED AT STA. "0" 30+04.94 SHALL BE RESET AS SHOWN OR DESCRIBED IN M-16.00 OF THE STD. DWGS.
  - SIGN PANELS DESIGNATED TO BE SALVAGED SHALL BE DELIVERED TO THE PROJECT ENGINEER BY THE CONTRACTOR.

| ADDITIONAL CURB CUT SUMMARY |        |       |       |                   |
|-----------------------------|--------|-------|-------|-------------------|
| STATION                     | OFFSET |       | WIDTH | REMARKS           |
|                             | LEFT   | RIGHT |       |                   |
| "0" 28+50                   | X      |       | 15'   | PAVED Driveway    |
| "0" 39+33                   | X      |       | 24'   | Grading, Cut Only |
| "0" 40+82                   | X      |       | 16'   | Grading, Cut Only |
| "0" 41+70                   | X      |       | 16'   | Grading, Cut Only |
| "0" 42+77                   | X      |       | 20'   | Grading, Cut Only |
| "0" 46+15                   |        | X     | 20'   | Grading, Cut Only |
| "0" 46+70                   |        | X     | 20'   | Grading, Cut Only |
| "0" 49+14                   |        | X     | 20'   | Paved Driveway    |
| "0" 63+40                   | X      |       | 20'   | Grading, Cut Only |
| "0" 63+42                   |        | X     | 20'   | Grading, Cut Only |
| "0" 65+15                   | X      |       | 16'   | Grading, Driveway |

10/16/90



BENNETT STREET TO BERGER STREET  
ZIMOVI HIGHWAY WRANGELL ALASKA

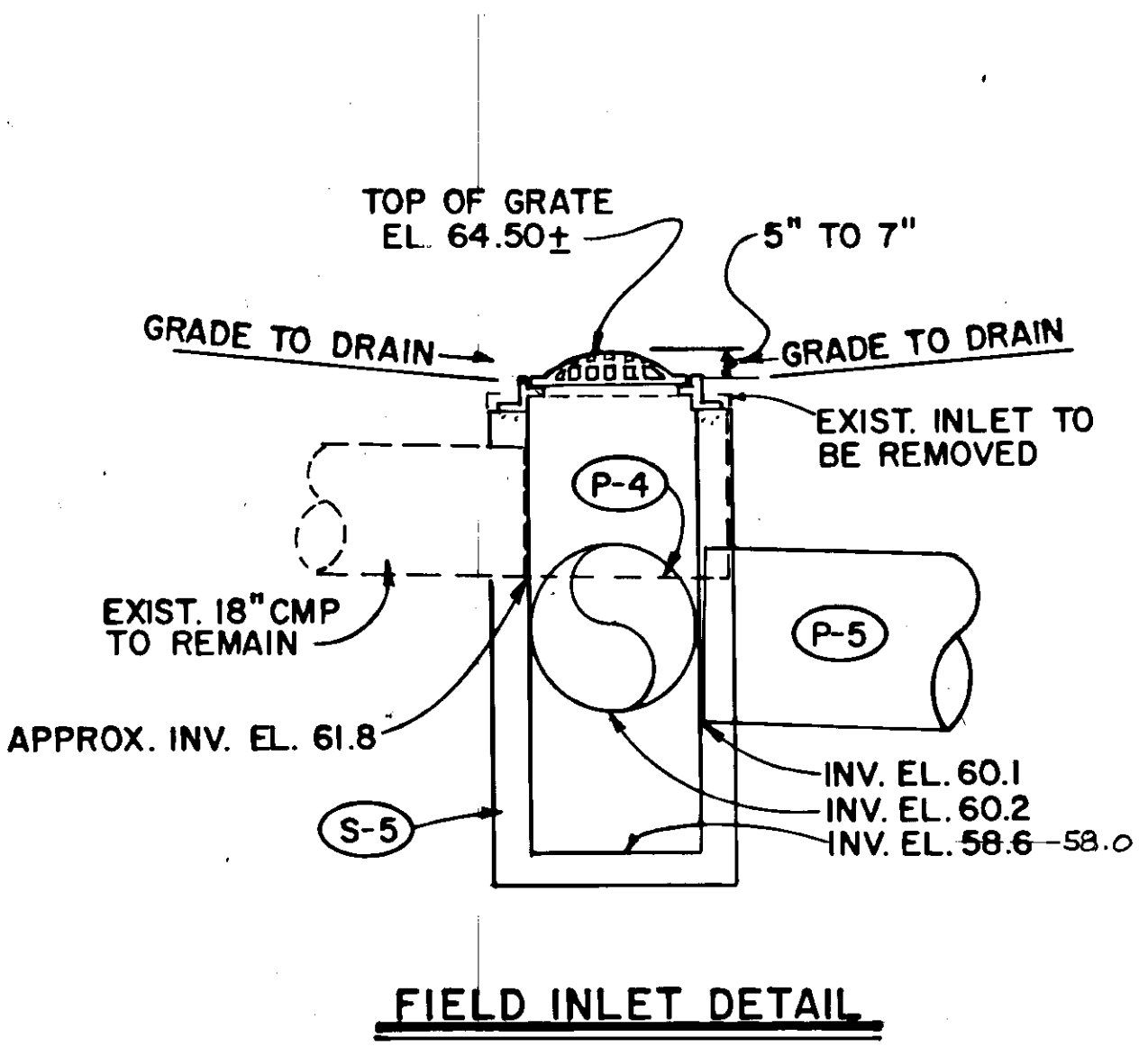
Summary Tables

|                 |                         |               |
|-----------------|-------------------------|---------------|
| APPROVED BY:    | DESIGNED BY:            | SCALE:        |
| RECOMMENDED BY: | DRAWN BY: <i>E.H.B.</i> | DATE: 8/89    |
| PREPARED BY:    | CHECKED BY:             | SHEET 4 OF 30 |
| PROJECT MANAGER | LEAD DESIGNER           |               |

| CULVERT PIPE SUMMARY |      |        |                       |              |                       |              |
|----------------------|------|--------|-----------------------|--------------|-----------------------|--------------|
| PIPE                 | DIA. | LENGTH | FROM                  | INVERT ELEV. | TO                    | INVERT ELEV. |
|                      |      |        | STRUCT./STA.          |              | STRUCT./STA.          |              |
| P-1                  | 18"  | 34'    | "0"30+43.28' LT.      | 70.6         | "0"30+77.28' LT.      | 69.9         |
| P-2                  | 18"  | 39'    | "0"32+50.28' LT.      | 65.8         | "0"32+89.28' LT.      | 65.0         |
| P-3                  | 24"  | 33'    | S-3                   | 61.5         | S-4                   | 60.8         |
| P-4                  | 24"  | 13.5'  | S-4                   | 60.7         | S-5                   | 60.2         |
| P-5                  | 24"  | 33'    | S-5 RT.               | 60.1         | "0"33+82.530.5' RT.   | 59.1         |
| P-6                  | 18"  | 40'    | "0"34+21.28' LT.      | 57.0         | "0"34+61.28 RT.       | 56.0         |
| P-7                  | 24"  | 33'    | S-7                   | 56.0         | S-8                   | 55.0         |
| P-8                  | 24"  | 18.5'  | S-8                   | 53.0         | "0"36+02.34.5'        | 52.1         |
| P-9**                | 60"  | 98'    | "0"36+09.46' LT.      | 46.0         | "0"36+38.5, 47' RT.   | 43.5         |
| P-10                 | 18"  | 43'    | "0"36+86.28' LT.      | 56.8         | "0"36+43.33' LT.      | 56.0         |
| P-11                 | 18"  | 24'    | "0"37+70.27.5' LT.    | 59.3         | "0"37+46.27.5' LT.    | 58.3         |
| P-12                 | 18"  | 33'    | "0"37+66.28' RT.      | 58.6         | "0"37+33.28' RT.      | 57.8         |
| P-13                 | 18"  | 27'    | "0"38+00.28' RT.      | 59.6         | "0"37+73.28' RT.      | 58.8         |
| P-14                 | 18"  | 26'    | "0"38+52.27.5' LT.    | 63.2         | "0"38+26.27.5' LT.    | 62.2         |
| P-15                 | 18"  | 11'    | S-15                  | 62.2         | "0"38+50.27.5' RT.    | 61.7         |
| P-16                 | 24"  | 68'    | "0"40+48.28' LT.      | 72.9         | "0"40+44.40' RT.      | 68.2         |
| P-17                 | 24"  | 33'    | S-17                  | 77.3         | S-18                  | 76.3         |
| P-18                 | 24"  | 23.5'  | S-18                  | 76.2         | "0"41+90.40' RT.      | 75.5         |
| P-19                 | 24"  | 33'    | S-19                  | 78.6         | S-20                  | 78.0         |
| P-20                 | 24"  | 13.5'  | S-20                  | 77.9         | "0"41+7.30' LT.       | 77.6         |
| P-21                 | 18"  | 65'    | "0"45+48.28' LT.      | 77.0         | "0"46+13.28' LT.      | 76.0         |
| P-22                 | 18"  | 28'    | "0"48+06.28' LT.      | 72.2         | "0"48+34.28' LT.      | 71.7         |
| P-23                 | 24"  | 14.5'  | "0"48+70.31' LT.      | 70.8         | S-23                  | 70.4         |
| P-24                 | 24"  | 33'    | S-23                  | 70.3         | S-24                  | 69.3         |
| P-25                 | 24"  | 15.5'  | S-24                  | 69.2         | "0"48+60.32' RT.      | 68.5         |
| P-26                 | 18"  | 38'    | "0"49+19.28' LT.      | 72.6         | "0"49+57.28' LT.      | 71.8         |
| P-27                 | 18"  | 10.5'  | S-27                  | 69.6         | "0"50+85.27' LT.      | 69.4         |
| P-28                 | 18"  | 26'    | "0"50+87.27.5' LT.    | 69.3         | "0"51+13.27.5' LT.    | 68.7         |
| P-29                 | 24"  | 87'    | "0"51+51.28' LT.      | 68.4         | "0"51+93.48' RT.      | 61.2         |
| P-30                 | 18"  | 32'    | S-30                  | 67.0         | "0"51+95.48' RT.      | 61.5         |
| P-31                 | 18"  | 73'    | "0"52+06.27.5' LT.    | 68.7         | "0"52+79.27.5' LT.    | 67.1         |
| P-32                 | 24"  | 64'    | "0"53+03.27.5' LT.    | 65.5         | "0"53+03.36.5' RT.    | 60.2         |
| P-33                 | 18"  | 45'    | "0"53+50.27.5' LT.    | 67.0         | "0"53+05.27.5' LT.    | 65.5         |
| P-34                 | 18"  | 38'    | "0"54+13.27.5' LT.    | 65.3         | "0"54+51.27.5' LT.    | 64.4         |
| P-35                 | 18"  | 20'    | S-35                  | 62.0         | "0"54+90.36' RT.      | 59.4         |
| P-36                 | 24"  | 67'    | "0"54+91.532' LT.     | 62.2         | "0"54+91.5, 35' RT.   | 59.4         |
| P-37                 | 18"  | 42'    | "0"55+42.31' LT.      | 63.1         | "0"55+00.32' LT.      | 62.4         |
| P-38                 | 18"  | 50'    | S-38                  | 61.0         | "0"56+95.5, 33' RT.   | 59.0         |
| P-39                 | 18"  | 42'    | "0"56+45.27.5' LT.    | 63.0         | "0"56+87.27.5' LT.    | 62.3         |
| P-40                 | 36"  | 93'    | "0"57+65.32' LT.      | 60.8         | "0"56+99.34' RT.      | 57.2         |
| P-41                 | 18"  | 33'    | "0"57+34.34' RT.      | 59.8         | "0"57+01.37' RT.      | 59.0         |
| P-42                 | 18"  | 56'    | "0"57+09.27.5' LT.    | 61.9         | "0"57+65.33' LT.      | 61.2         |
| P-43                 | 18"  | 30'    | "0"57+87.29' RT.      | 61.1         | "0"57+57.31' RT.      | 60.5         |
| P-44                 | 24"  | 33'    | S-44                  | 62.3         | S-45                  | 61.9         |
| P-45                 | 24"  | 11.5'  | S-45                  | 61.8         | "0"58+40.28' LT.      | 61.6         |
| P-46                 | 24"  | 33'    | S-46                  | 64.0         | S-47                  | 63.6         |
| P-47                 | 24"  | 11.5'  | S-47                  | 63.5         | "0"63+90.28' LT.      | 63.3         |
| P-48                 | 24"  | 78'    | "0"64+66.32' LT.      | 63.0         | "0"64+66.46' RT.      | 56.0         |
| P-49                 | 18"  | 26'    | "0"65+87.28' LT.      | 65.0         | "0"66+13.28' LT.      | 64.5         |
| P-50                 | 18"  | 15.5'  | S-50                  | 57.5         | "0"67+50.32' RT.      | 56.0         |
| P-51                 | 18"  | 26'    | "0"67+08.27.5' RT.    | 58.0         | "0"67+34.29' RT.      | 57.0         |
| P-52                 | 18"  | 40'    | "0"67+16.28' LT.      | 59.5         | "0"67+56.28' LT.      | 57.4         |
| P-53                 | 18"  | 27'    | "0"68+58.37' RT.      | 50.0         | "0"68+85.37' RT.      | 49.0         |
| P-54                 | 18"  | 33'    | "0"69+42.37' RT.      | 47.5         | "0"69+75.37' RT.      | 46.0         |
| P-55                 | 18"  | 11.0'  | S-55                  | 54.0         | "0"68+24.27.5' LT.    | 53.5         |
| P-56                 | 18"  | 36'    | "0"68+38.527.5' LT.   | 52.8         | "0"68+74.5, 27.5' LT. | 51.7         |
| P-57                 | 24"  | 48'    | "0"71+09.27.5' LT.    | 45.8         | S-57                  | 44.6         |
| P-58                 | 24"  | 13.5'  | S-57                  | 44.5         | "0"70+90.30' RT.      | 43.8         |
| P-59                 | 24"  | 11.0'  | "0"41+90.27.5' LT.    | 77.8         | S-17                  | 77.4         |
| P-60                 | 18"  | 40'    | "0"35+89.33.5' RT.    | 53.0         | "0"36+29.33.5' RT.    | 52.5         |
| P-61                 | 24"  | 55.5'  | "0"70+37.27.5' LT.    | 46.5         | "0"70+37.28' RT.      | 45.0         |
| P-62                 | 18"  | 35'    | "0"40+95.55' RT.      | 68.3         | "0"40+60.57' RT.      | 66.4         |
| P-63                 | 18"  | 36'    | "0"69+16.5, 27.5' LT. | 50.4         | "0"69+52.5, 27.5' LT. | 49.3         |
| C.O. No. 3           | 18"  | 46'    | "0"39+30' LT.         |              |                       |              |
| C.O. No. 3           | 18"  | 30'    | "0"40+75' LT.         |              |                       |              |
| C.O. No. 3           | 18"  | 30'    | "0"41+75' LT.         |              |                       |              |
| C.O. No. 3           | 18"  | 30'    | "0"42+75' LT.         |              |                       |              |
| Additional           | 18"  | 54'    | "0"68+15' RT.         |              |                       |              |

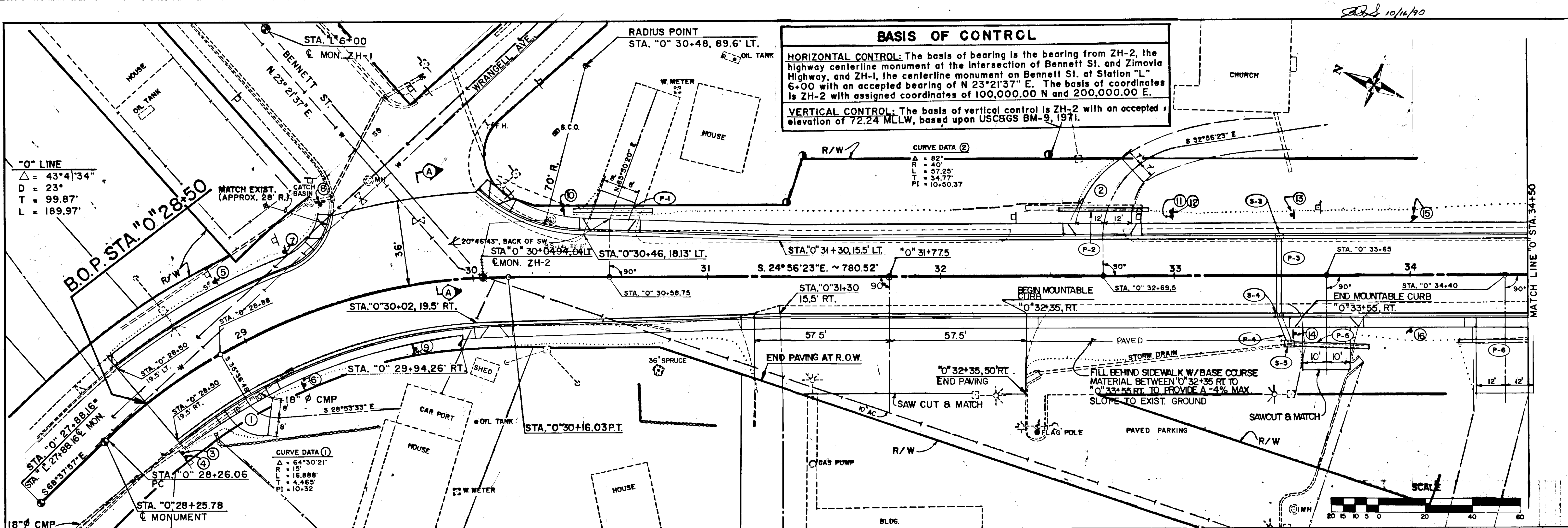
| INLET SUMMARY |             |             |        |       |              |
|---------------|-------------|-------------|--------|-------|--------------|
| STRUCT.       | TYPE        | LOCATION    | OFFSET |       | INVERT ELEV. |
|               |             |             | LEFT   | RIGHT |              |
| S-3           | A           | "0" 33+45   | 16.5'  |       | 65.55        |
| S-4           | A           | "0" 33+45   |        | 16.5' | 65.55        |
| S-5           | Field Inlet | "0" 33+49.7 |        | 29.0' | * 64.50      |
| S-7           | A           | "0" 36+02   |        | 16.5' | 58.52        |
| S-8           | A           | "0" 36+02   | 16.5'  |       | 58.98        |
| S-15          | A           | "0" 38+50   |        | 16.5' | 64.78        |
| S-17          | A           | "0" 41+90   | 16.5'  |       | 82.00        |
| S-18          | A           | "0" 41+90   |        | 16.5' | 81.97        |
| S-19          | A           | "0" 45+17   |        | 16.5' | 82.21        |
| S-20          | A           | "0" 45+17   | 16.5'  |       | 82.21        |
| S-23          | A           | "0" 48+68   | 16.5'  |       | 75.87        |
| S-24          | A           | "0" 48+63   |        | 16.5' | 75.95        |
| S-27          | A           | "0" 50+85   | 16.5'  |       | 72.59        |
| S-30          | A           | "0" 52+00   |        | 16.5' | 70.35        |
| S-35          | A           | "0" 54+84   |        | 16.5' | 66.02        |
| S-38          | A           | "0" 56+49.3 |        | 16.5' | 64.65        |
| S-44          | A           | "0" 58+40   |        | 16.5' | 65.89        |
| S-45          | A           | "0" 58+40   | 16.5'  |       | 66.19        |
| S-46          | A           | "0" 63+90   |        | 16.5' | 67.99        |
| S-47          | A           | "0" 63+90   | 16.5'  |       | 62.0         |
| S-50          | A           | "0" 67+50   |        | 16.5' | 60.67        |
| S-55          | A           | "0" 68+24   | 16.5'  |       | 57.26        |
| S-57          | A           | "0" 70+90   |        | 16.5' | 49.11        |

\* TOP OF GRATE ELEVATION  
\*\* SEE GENERAL NOTE NO. 4.

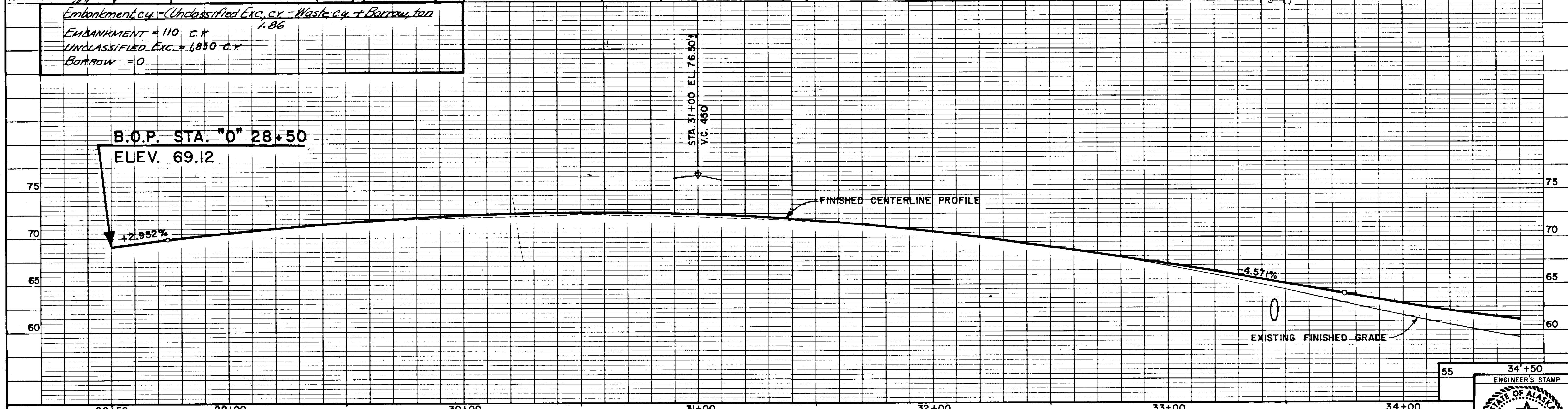


| CULVERT REMOVAL SUMMARY |          |        |
|-------------------------|----------|--------|
| LOCATION                | DIAMETER | LENGTH |
| "0" 30+57, LT.          | 18"      | 34'    |
| "0" 32+60, LT.          | 18"      | 50'    |
| "0" 33+68, RT.          | 18"      | 33'    |
| "0" 34+42, RT.          | 18"      | 40'    |
| "0" 40+76, RT.          | 18"      | 30'    |
| "0" 36+62, LT.          | 18"      | 32'    |
| "0" 37+50, RT.          | 18"      | 31'    |
| "0" 37+88, RT.          | 18"      | 22'    |
| "0" 40+47               | 24"      | 69'    |
| "0" 41+92               | 24"      | 76'    |
| "0" 45+80, LT.          | 18"      | 50'    |
| "0" 46+10               | 24"      | 73'    |
| "0" 48+20, LT.          | 18"      | 26'    |
| "0" 48+62               | 24"      | 70'    |
| "0" 49+37, LT.          | 18"      | 40'    |
| "0" 51+00, LT.          | 18"      | 26'    |
| "0" 51+56               | 24"      | 75'    |
| "0" 52+40, LT.          | 24"      | 40'    |
| "0" 53+03               | 24"      | 62'    |
| "0" 53+27, LT.          | 18"      | 45'    |
| "0" 54+33, LT.          | 18"      | 34'    |
| "0" 54+92               | 24"      | 62'    |
| "0" 55+22, LT.          | 18"      | 34'    |
| "0" 56+65, LT.          | 18"      | 36'    |
| "0" 57+18, RT.          | 18"      | 27'    |
| "0" 57+37 LT.           | 24"      | 40'    |
| "0" 57+72, RT.          | 18"      | 24'    |
| "0" 59+64               | 24"      | 65'    |
| "0" 63+14               | 24"      | 70'    |
| "0" 64+66               | 24"      | 77'    |
| "0" 66+00, LT.          | 18"      | 25'    |
| "0" 67+15, RT.          | 18"      | 26'    |
| "0" 68+44               | 24"      | 62'    |
| "0" 68+71, RT.          | 18"      | 22'    |
| "0" 69+22, LT.          | 18"      | 40'    |
| "0" 69+58 RT.           | 18"      | 33'    |
| "0" 70+38               | 24"      | 56'    |
| "0" 70+98               | 24"      | 60'    |
| "0" 36+15 RT.           | 18"      | 22'    |

- GENERAL NOTES
1. Stationing for the culvert pipes and inlets are only approximate and may be adjusted as directed by the Engineer.
  2. Invert elevations for the culvert pipes and inlets are approximate and may be adjusted to fit field conditions.
  3. All inlets shall have 18" of sump as shown in D-26.OI of the Std. Drawings.
  4. The inlet end and outlet end of pipe P-9 shall be constructed with headwall Type I as shown in D-30. OI of the Standard Drawings.

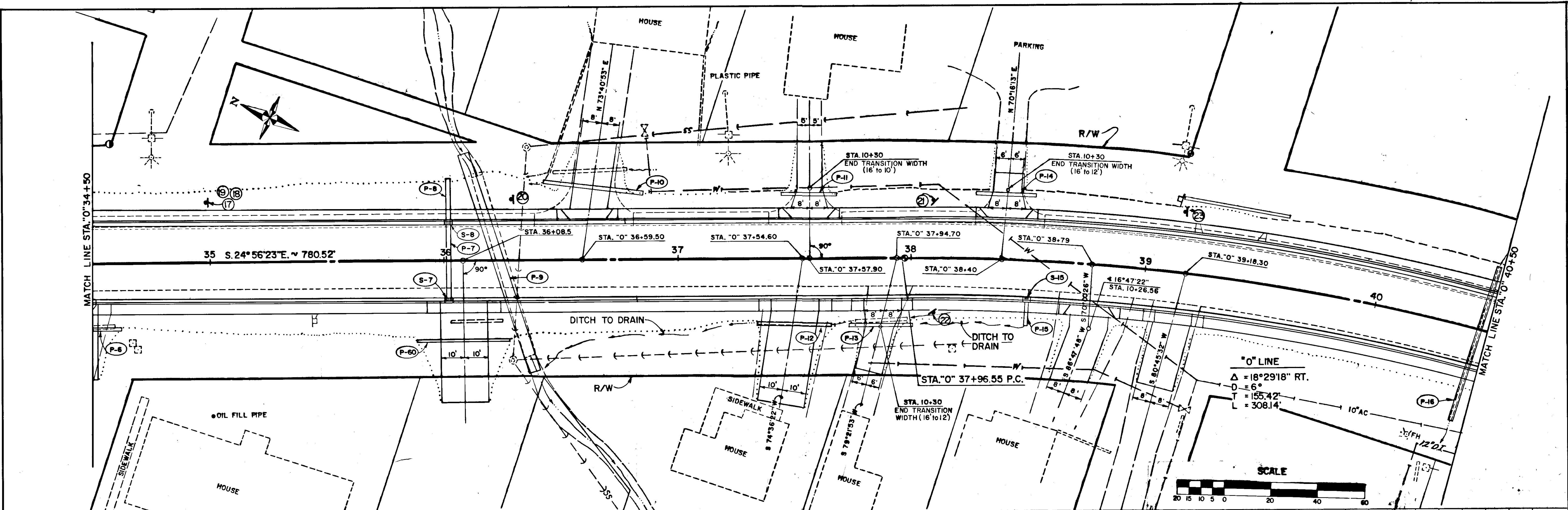


$\text{EMBANKMENT, c.y.} = (\text{UNCLASSIFIED EXC. c.y.} - \text{WASTE, c.y.} + \text{BORROW, ton})$   
 $\text{EMBANKMENT} = 110 \text{ c.y.}$   
 $\text{UNCLASSIFIED EXC.} = 1830 \text{ c.y.}$   
 $\text{BORROW} = 0$



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |            |  |  |                             |  |  |                    |  |  |            |  |  |                   |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|------------|--|--|-----------------------------|--|--|--------------------|--|--|------------|--|--|-------------------|--|--|
| 28+50                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  | 29+00      |  |  | 30+00                       |  |  | 31+00              |  |  | 32+00      |  |  | 33+00             |  |  |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 40%;"> <p>STATE OF ALASKA<br/>DEPARTMENT OF TRANSPORTATION<br/>&amp; PUBLIC FACILITIES<br/>SOUTHEAST REGION DESIGN &amp; CONSTRUCTION</p> </div> <div style="width: 40%; text-align: center;"> <p><b>BENNETT STREET TO BERGER STREET</b><br/>ZIMOVIA HIGHWAY WRANGELL ALASKA</p> <p><b>Plan and Profile</b></p> </div> <div style="width: 15%;"> <p>APPROVED BY: _____<br/>DESIGNED BY: _____</p> <p>RECOMMENDED BY: _____<br/>DATE: _____</p> <p>DESIGN ENGINEER, GROUP " " _____<br/>DATE: _____</p> <p>PREPARED BY: _____<br/>PROJECT MANAGER _____ LEAD DESIGNER _____</p> </div> </div> |  |  |            |  |  |                             |  |  |                    |  |  |            |  |  |                   |  |  |
| BY _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  | DATE _____ |  |  | DESCRIPTION OF CHANGE _____ |  |  | DRAWN BY: W. D. A. |  |  | DATE: 8/89 |  |  | CHECKED BY: _____ |  |  |
| RECORD OF REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |            |  |  |                             |  |  | SHEET 6 OF 30      |  |  |            |  |  |                   |  |  |

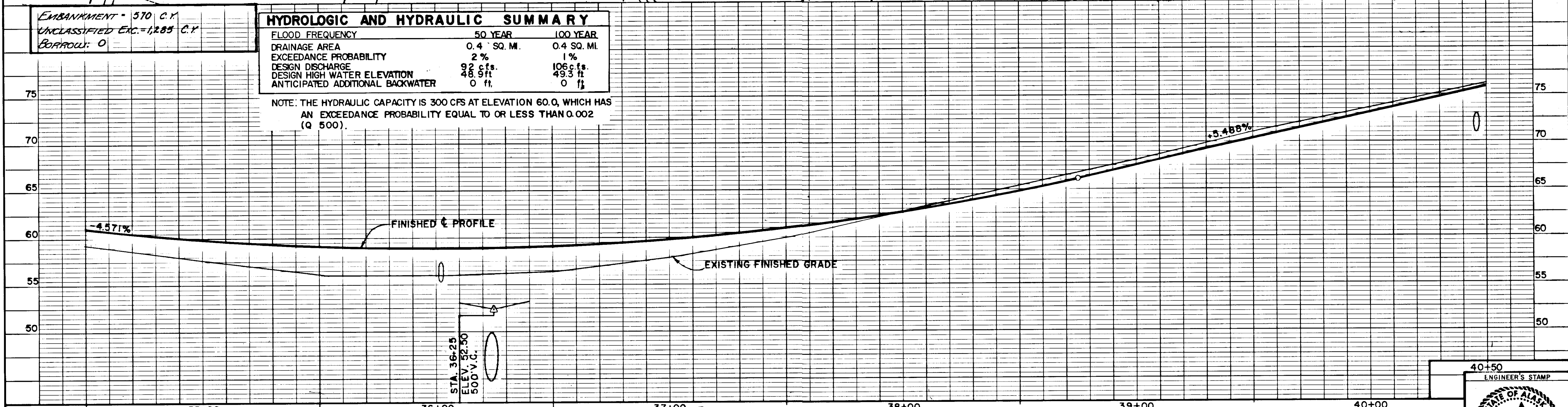
202 10/16/90



EMBANKMENT = 570 C.Y.  
UNCLASSIFIED EXC. = 1,285 C.Y.  
BORROW: 0

| HYDROLOGIC AND HYDRAULIC SUMMARY |             |             |
|----------------------------------|-------------|-------------|
| FLOOD FREQUENCY                  | 50 YEAR     | 100 YEAR    |
| DRAINAGE AREA                    | 0.4 SQ. MI. | 0.4 SQ. MI. |
| EXCEEDANCE PROBABILITY           | 2 %         | 1 %         |
| DESIGN DISCHARGE                 | 92 cfs.     | 106 cfs.    |
| DESIGN HIGH WATER ELEVATION      | 48.9 ft.    | 49.3 ft.    |
| ANTICIPATED ADDITIONAL BACKWATER | 0 ft.       | 0 ft.       |

NOTE: THE HYDRAULIC CAPACITY IS 300 CFS AT ELEVATION 60.0, WHICH HAS AN EXCEEDANCE PROBABILITY EQUAL TO OR LESS THAN 0.002 (Q 500).



| BY | DATE | DESCRIPTION OF CHANGE |
|----|------|-----------------------|
|    |      |                       |
|    |      |                       |
|    |      |                       |

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

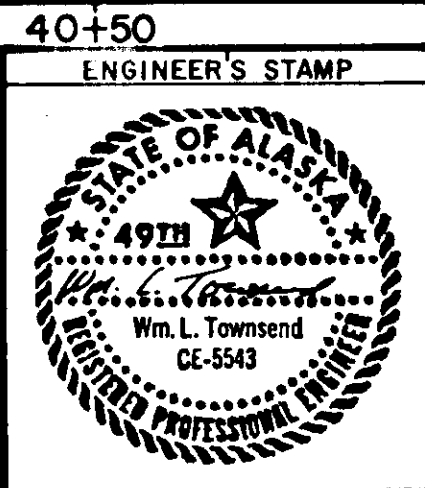
BENNETT STREET TO BERGER STREET  
ZIMOVIA HIGHWAY WRANGELL ALASKA  
Plan and Profile

|                 |               |
|-----------------|---------------|
| APPROVED BY:    | DESIGNED BY:  |
| RECOMMENDED BY: | DRAWN BY:     |
| PREPARED BY:    | CHECKED BY:   |
| PROJECT MANAGER | LEAD DESIGNER |

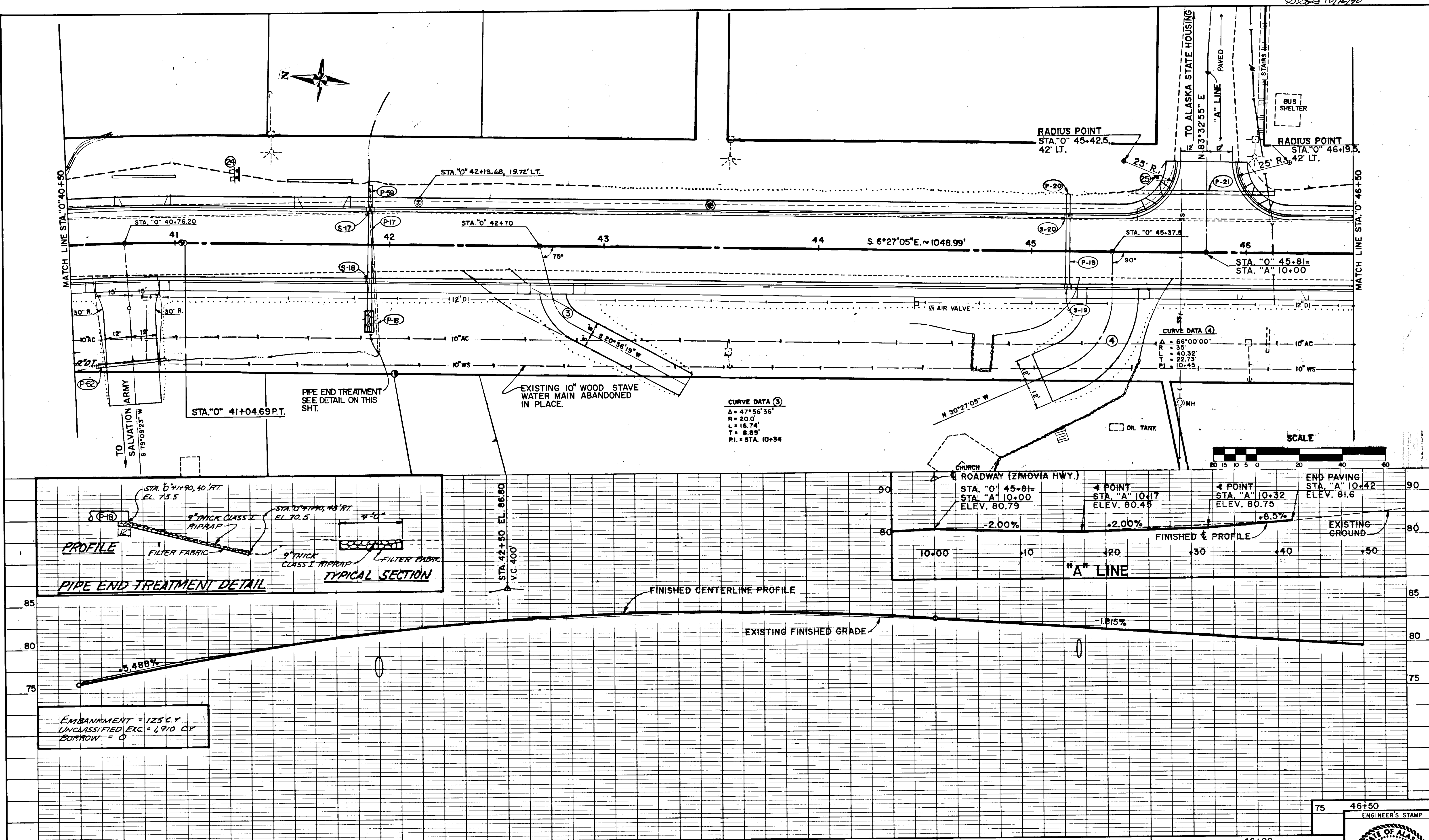
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|------|------|
| DATE | DATE |
| DATE | DATE |
| DATE | DATE |

8/89

SHEET 7 OF 30



DRS 10/16/90



|                     |  |      |                       |
|---------------------|--|------|-----------------------|
| BY                  |  | DATE | DESCRIPTION OF CHANGE |
| RECORD OF REVISIONS |  |      |                       |

|                                                                                                                  |  |                                                                     |  |
|------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------|--|
| STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |  | BENNETT STREET TO BERGER STREET<br>ZIMOVIYA HIGHWAY WRANGELL ALASKA |  |
|------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------|--|

|                                                 |  |                                    |  |
|-------------------------------------------------|--|------------------------------------|--|
| APPROVED BY: _____<br>DESIGN GROUP CHIEF        |  | DESIGNED BY: _____                 |  |
| RECOMMENDED BY: _____<br>DESIGN ENGINEER, GROUP |  | DRAWN BY: _____<br>W.D.A.          |  |
| PREPARED BY: _____<br>PROJECT MANAGER           |  | CHECKED BY: _____<br>LEAD DESIGNER |  |

|            |  |               |  |
|------------|--|---------------|--|
| DATE: 8/89 |  | SHEET 8 OF 30 |  |
|------------|--|---------------|--|

ENGINEER'S STAMP

STATE OF ALASKA  
49TH  
Wm. L. Townsend  
CE-5543  
REGISTERED PROFESSIONAL ENGINEER

[illegible]

9" THICK CLASS I RIPRAP

24"

FILTER FABRIC

TYPICAL SECTION

0" 48+60.32' RT.

EL. 68.5

9" THICK CLASS I RIPRAP

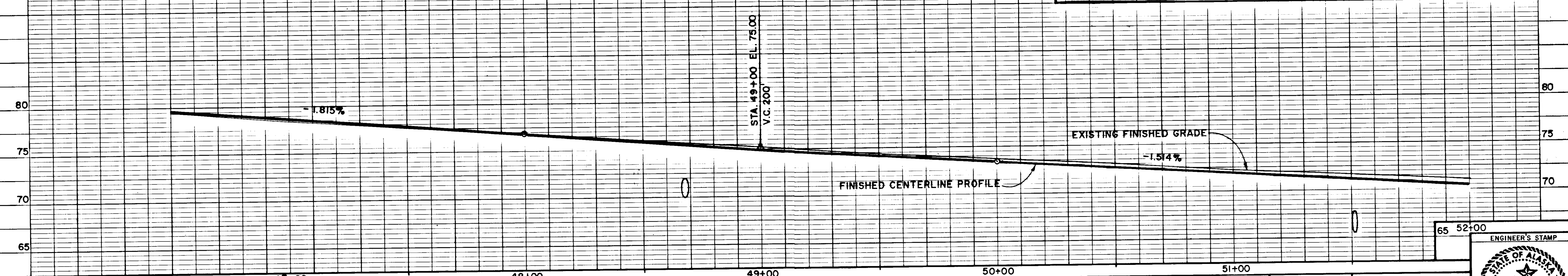
0" 48+57.43' RT.

EL. 61.0

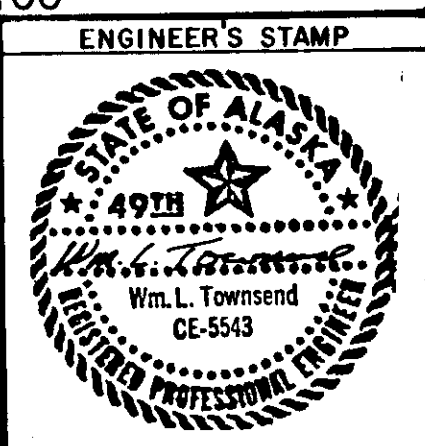
12"

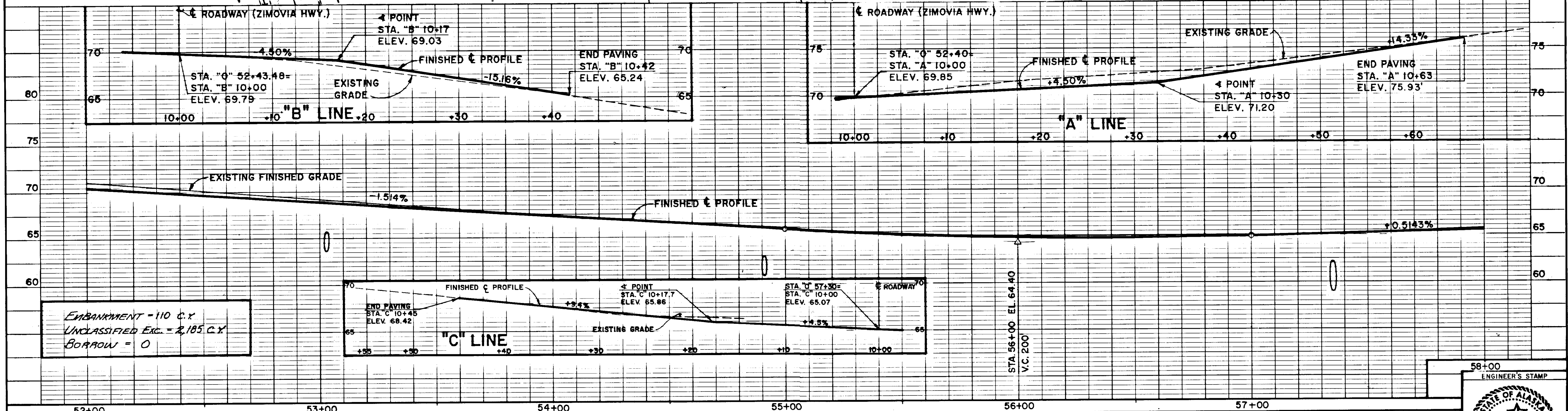
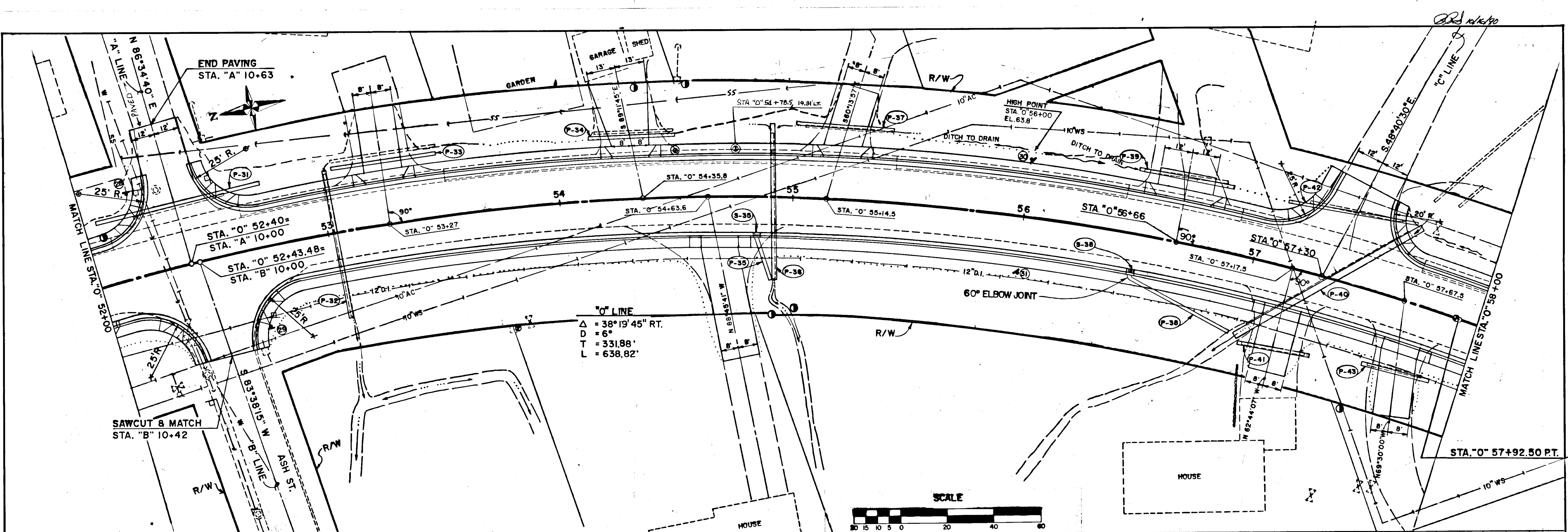
PROFILE

**PIPE END TREATMENT DETAIL**



|                            |               |
|----------------------------|---------------|
| APPROVED BY:               | DESIGNED BY:  |
| DESIGN GROUP CHIEF         | DRAWN BY:     |
| DATE                       | DATE:         |
| RECOMMENDED BY:            | W.D.A.        |
| DESIGN ENGINEER, GROUP "A" | CHECKED BY:   |
| DATE                       | SHEET 9 OF 30 |
| PREPARED BY:               |               |
| PROJECT MANAGER            | LEAD DESIGNER |





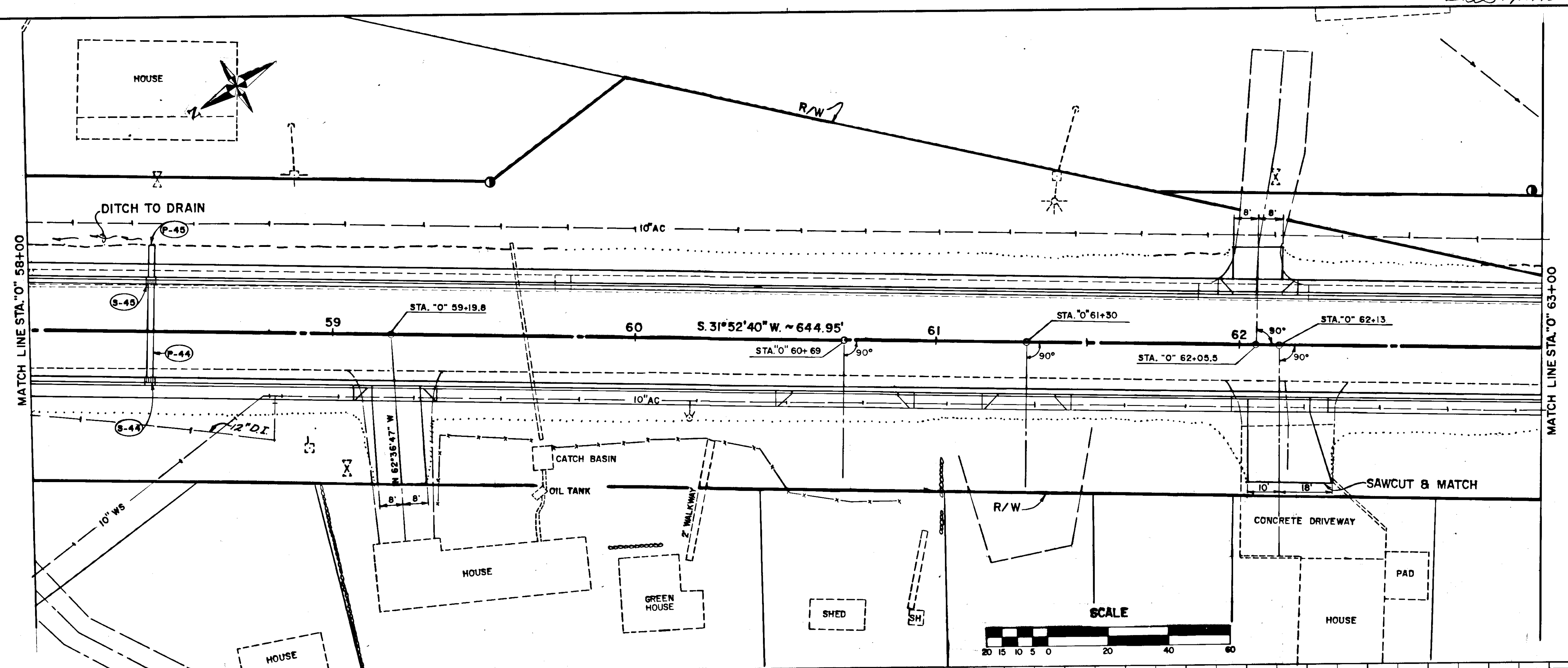
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| BY                  |  | DATE | DESCRIPTION OF CHANGE |
| RECORD OF REVISIONS |  |      |                       |

|                                                                                                                  |  |                                                                                               |  |
|------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------|--|
| STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |  | BENNETT STREET TO BERGER STREET<br>ZIMOVIA HIGHWAY WRANGELL ALASKA<br><b>Plan and Profile</b> |  |
|------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------|--|

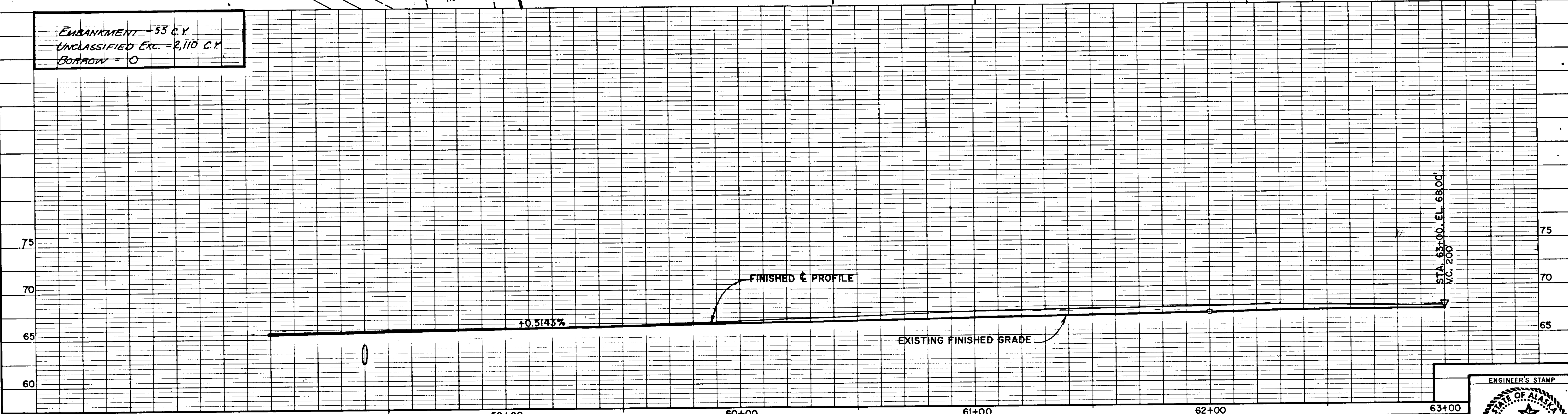
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| APPROVED BY:    | DESIGNED BY:  |
| RECOMMENDED BY: | DRAWN BY:     |
| PREPARED BY:    | CHECKED BY:   |
| PROJECT MANAGER | LEAD DESIGNER |

|       |          |
|-------|----------|
| DATE: | 8/89     |
| SHEET | 10 OF 30 |

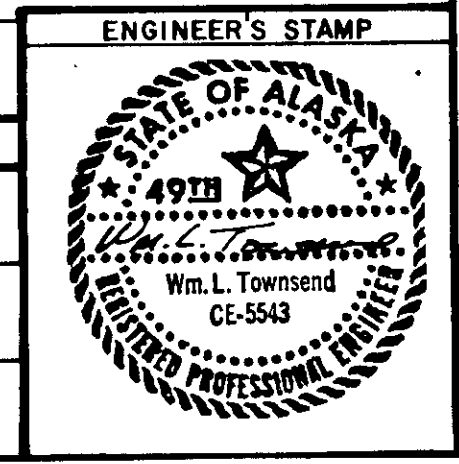
10/16/90



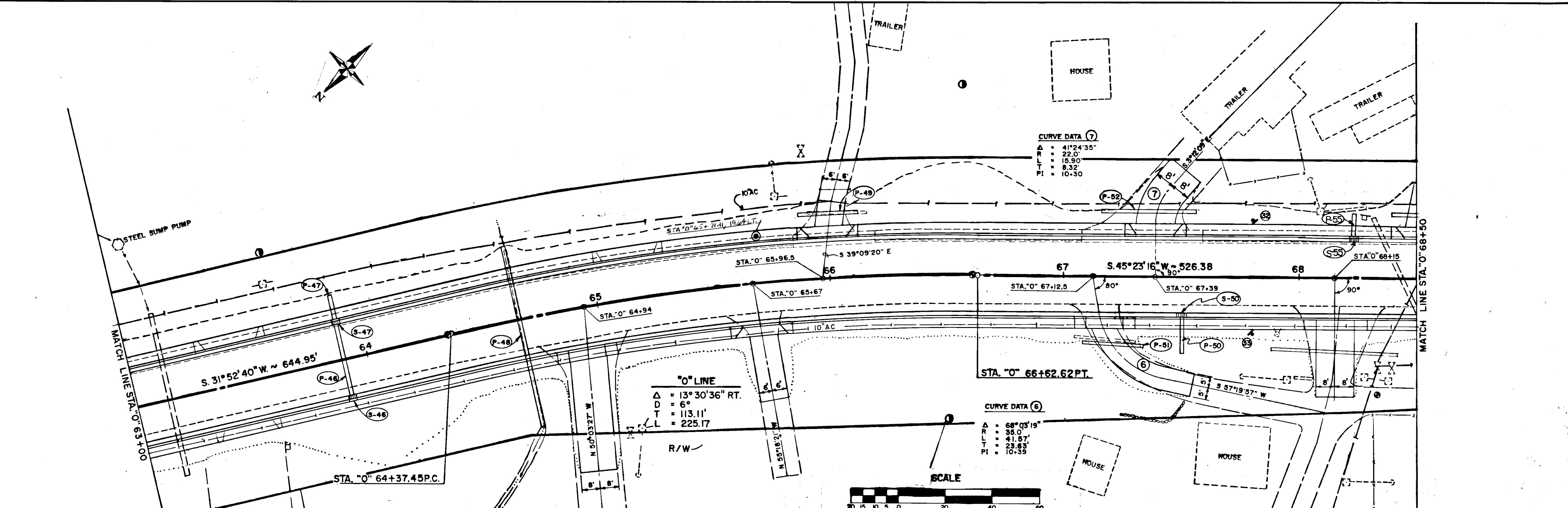
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BORROW = 0



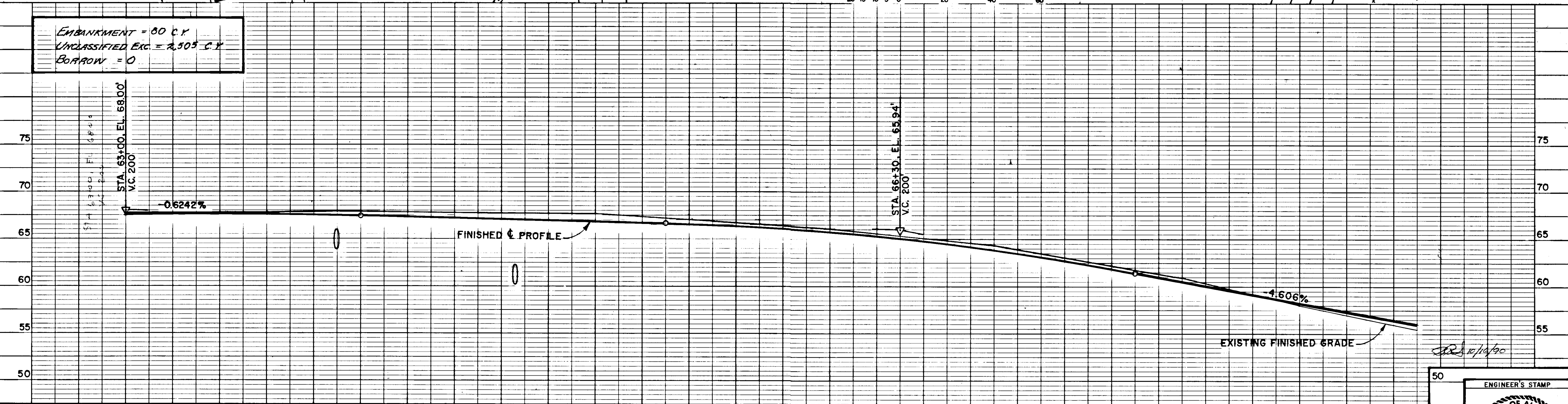
|                                                                                                                  |      |                       |                                                                                                |  |  |                                                                                                                                             |  |                                                                      |  |                              |  |
|------------------------------------------------------------------------------------------------------------------|------|-----------------------|------------------------------------------------------------------------------------------------|--|--|---------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------|--|------------------------------|--|
| STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |      |                       | BENNETT STREET TO BERGER STREET<br>ZIMOVIYA HIGHWAY WRANGELL ALASKA<br><b>Plan and Profile</b> |  |  | APPROVED BY: _____<br>DESIGNED BY: _____<br>RECOMMENDED BY: _____<br>DESIGN ENGINEER, GROUP "____"<br>PREPARED BY: _____<br>PROJECT MANAGER |  | DATE: _____<br>DRAWN BY: _____<br>CHECKED BY: _____<br>LEAD DESIGNER |  | DATE: 8/89<br>SHEET 11 OF 30 |  |
| RECORD OF REVISIONS                                                                                              |      |                       |                                                                                                |  |  |                                                                                                                                             |  |                                                                      |  |                              |  |
| BY                                                                                                               | DATE | DESCRIPTION OF CHANGE |                                                                                                |  |  |                                                                                                                                             |  |                                                                      |  |                              |  |



Ref 10/10/90



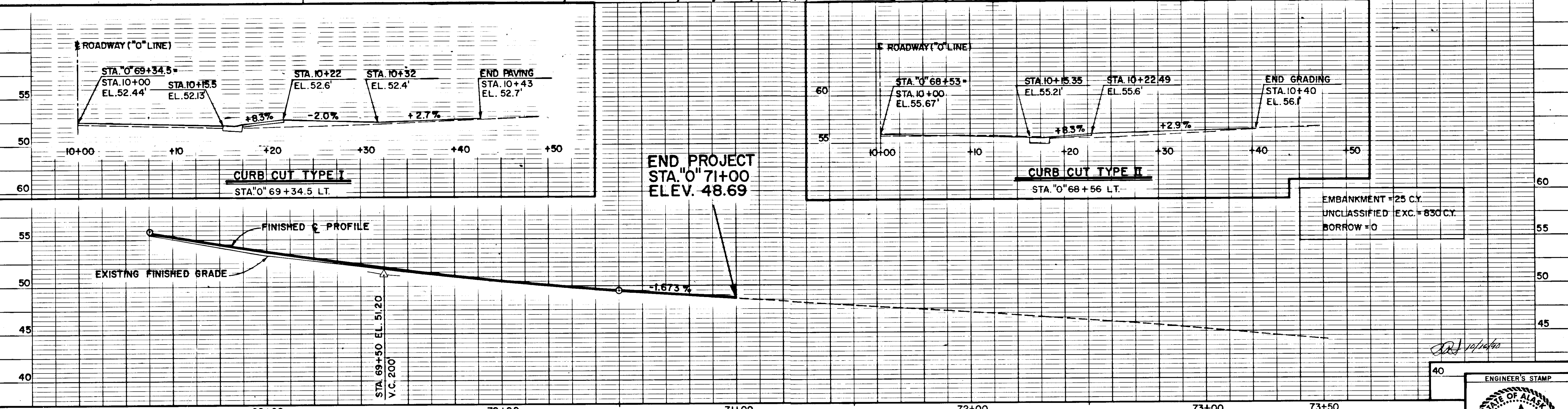
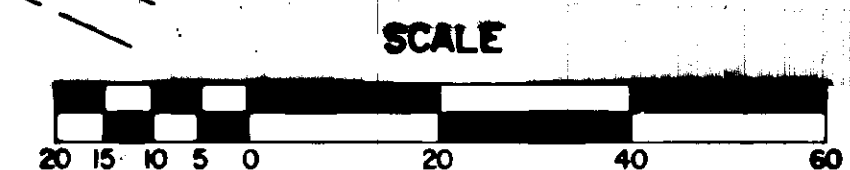
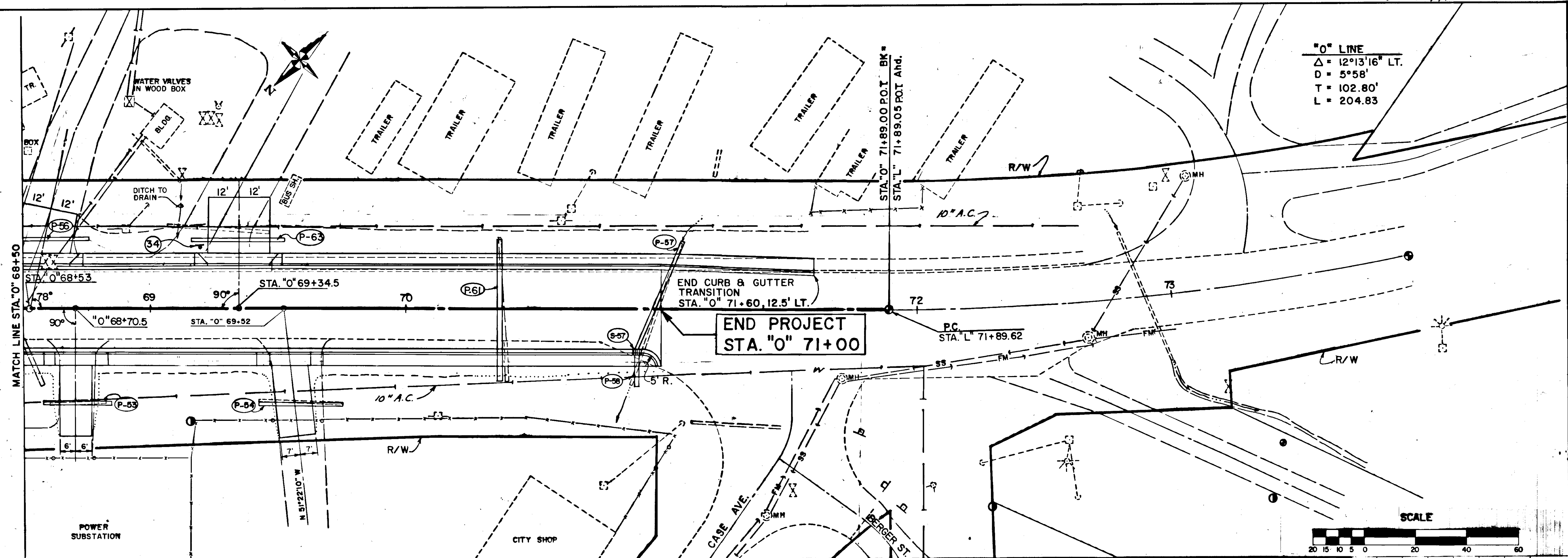
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UNCLASSIFIED EXC. = 2,505 C.Y.  
BORROW = 0



|                     |  |  |                                                                                                                  |  |                                                                                                |  |                                                                                                                                                  |  |                                                                                                |  |                                                                       |  |                                                                                                               |  |
|---------------------|--|--|------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------|--|
| RECORD OF REVISIONS |  |  | STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |  | BENNETT STREET TO BERGER STREET<br>ZIMOVIYA HIGHWAY WRANGELL ALASKA<br><b>Plan and Profile</b> |  | APPROVED BY: _____<br>DESIGNED BY: _____<br>RECOMMENDED BY: _____<br>DESIGN ENGINEER, GROUP _____<br>PREPARED BY: _____<br>PROJECT MANAGER _____ |  | DATE: _____<br>DATE: _____<br>DATE: _____<br>DATE: _____<br>DATE: _____<br>LEAD DESIGNER _____ |  | DRAWN BY: W.D.A.<br>CHECKED BY: _____<br>DATE: 8/89<br>SHEET 12 OF 30 |  | ENGINEER'S STAMP<br>STATE OF ALASKA<br>49TH<br>Wm. L. Townsend<br>CE-5543<br>REGISTERED PROFESSIONAL ENGINEER |  |
|---------------------|--|--|------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------|--|

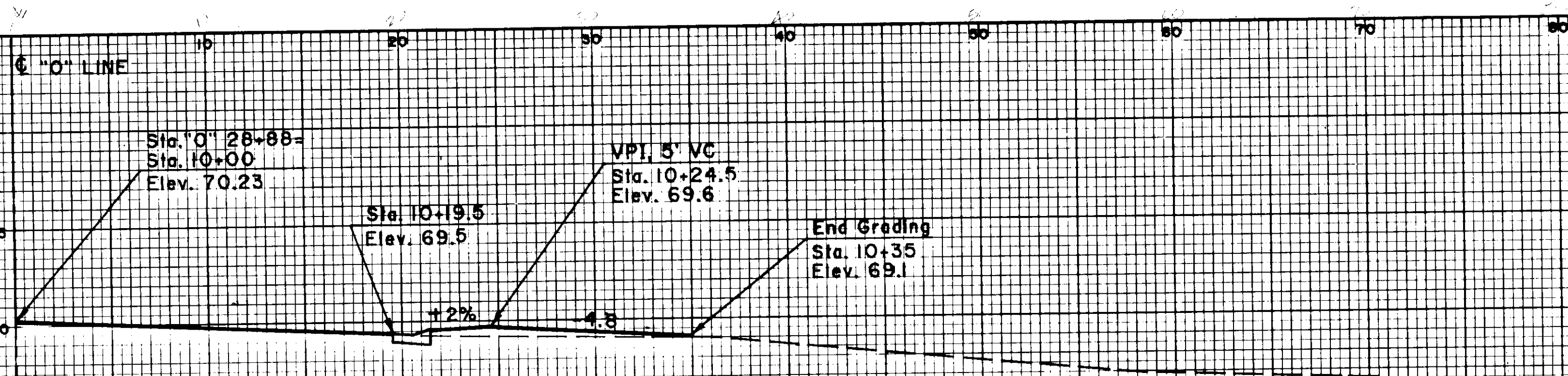
DRS 10/6/90

"O" LINE  
Δ = 12°13'16" LT.  
D = 5°58'  
T = 102.80'  
L = 204.83

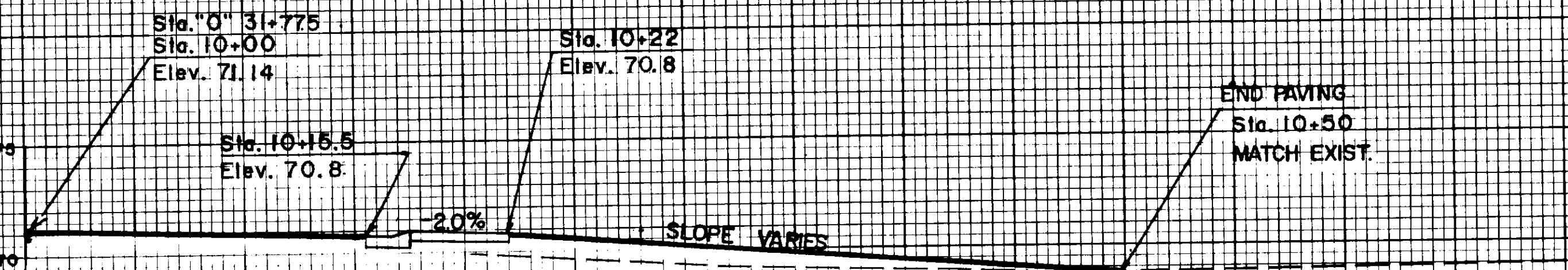


|                                                                                                                  |  |               |                       |
|------------------------------------------------------------------------------------------------------------------|--|---------------|-----------------------|
| BY                                                                                                               |  | DATE          | DESCRIPTION OF CHANGE |
| RECORD OF REVISIONS                                                                                              |  |               |                       |
| STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |  |               |                       |
| BENNETT STREET TO BERGER STREET<br>ZIMOVIA HIGHWAY WRANGELL ALASKA<br>Plan and Profile                           |  |               |                       |
| APPROVED BY:                                                                                                     |  | DESIGNED BY:  | SHEET 13 OF 30        |
| RECOMMENDED BY:                                                                                                  |  | DRAWN BY:     |                       |
| PREPARED BY:                                                                                                     |  | CHECKED BY:   |                       |
| PROJECT MANAGER                                                                                                  |  | LEAD DESIGNER |                       |
|                                                                                                                  |  |               | DATE: 8/89            |
|                                                                                                                  |  |               | ENGINEER'S STAMP      |

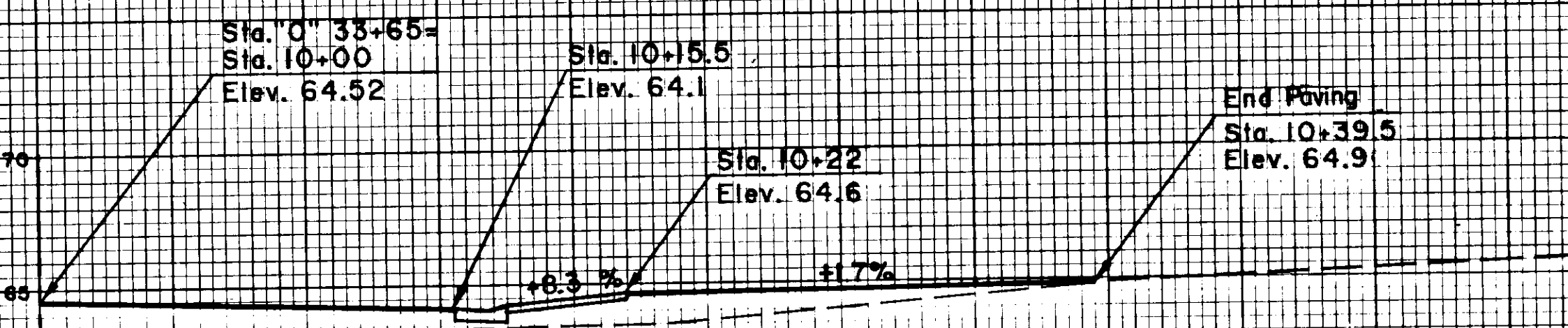
| PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|------|-----------|--------------|
| RS-0943 (21)        | 1989 | 14        | 30           |



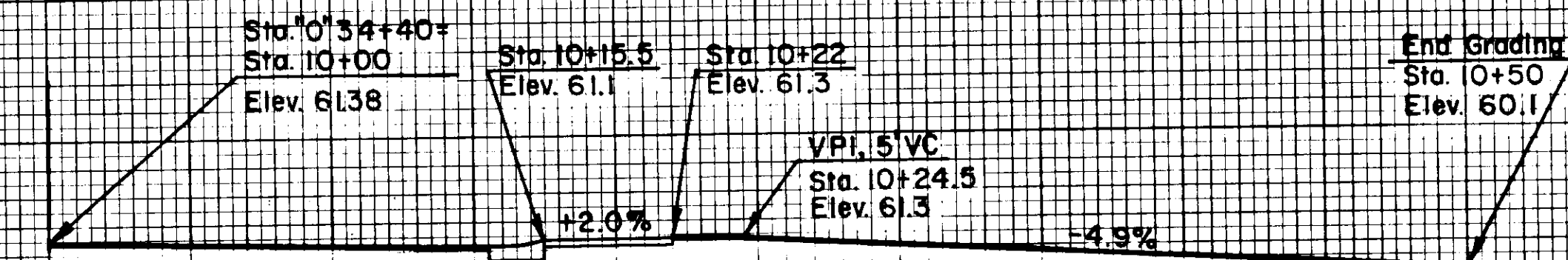
CURB CUT, TYPE II STA. "O" 28+88, RT.



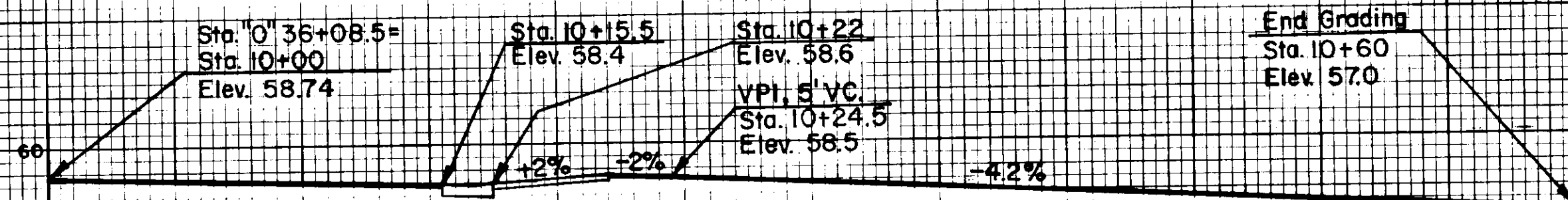
CURB CUT, TYPE II STA. "O" 31+77.5, RT.



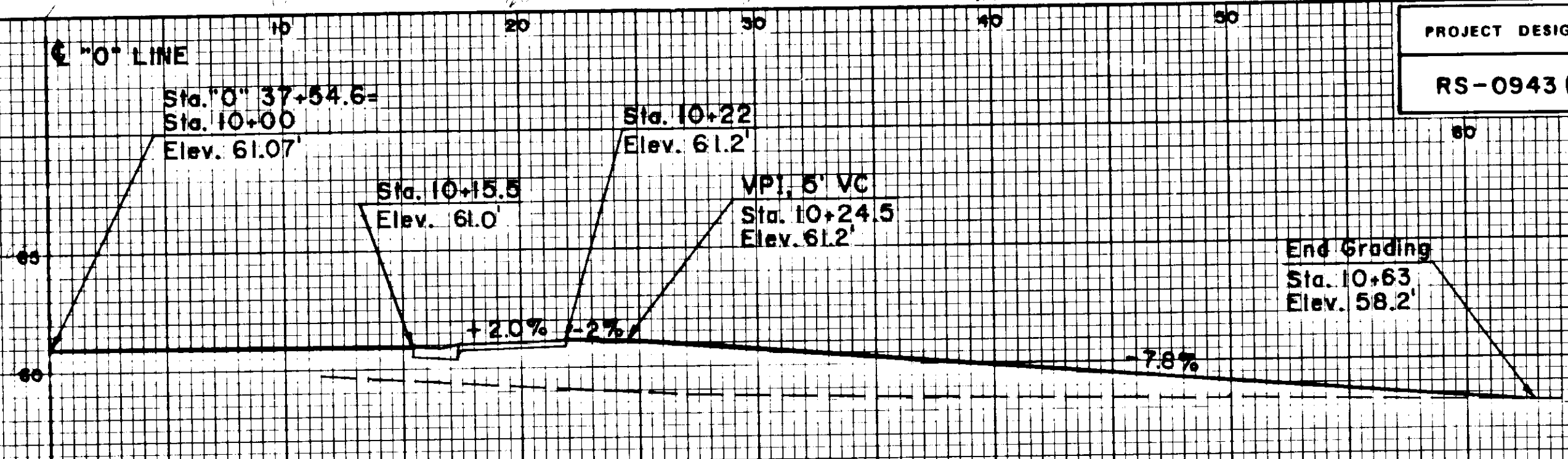
CURB CUT, TYPE I STA. "O" 33+65, RT.



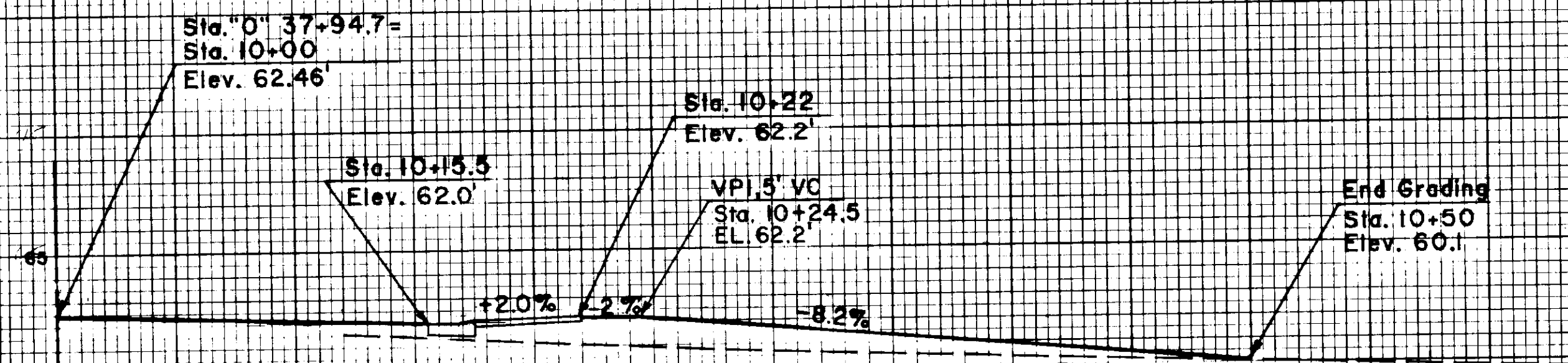
CURB CUT, TYPE II STA. "O" 34+40, RT.



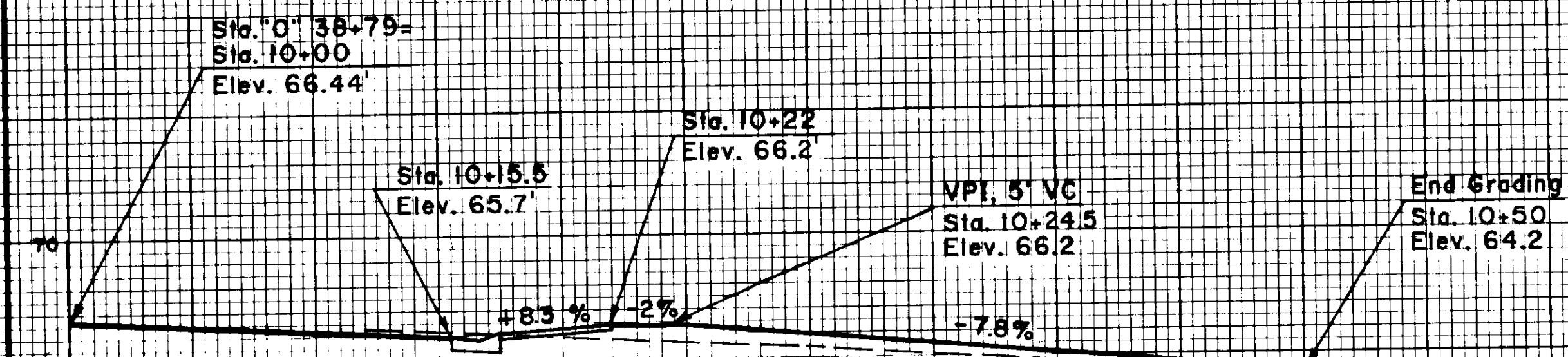
CURB CUT, TYPE II STA. "O" 36+08.5, RT.



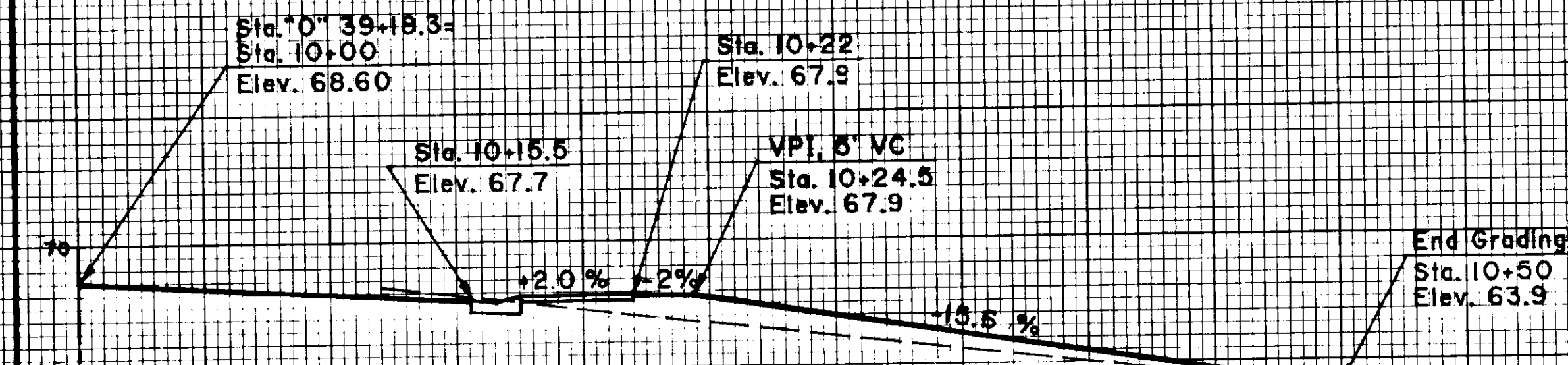
CURB CUT, TYPE II STA. "O" 37+51, RT.



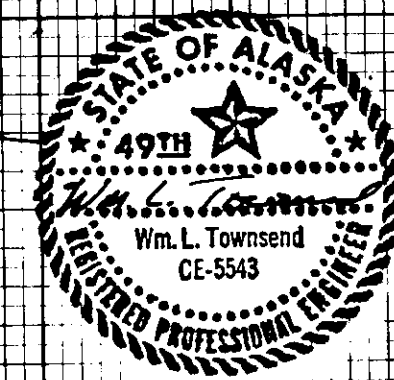
CURB CUT, TYPE II STA. "O" 37+88, RT.



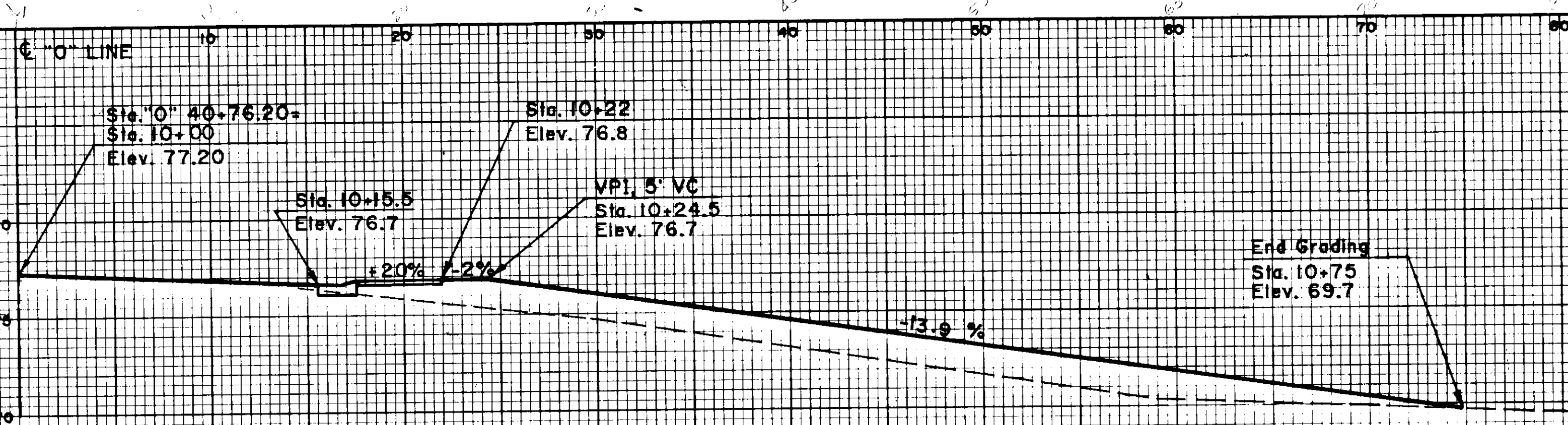
CURB CUT, TYPE I STA. "O" 38+79, RT.



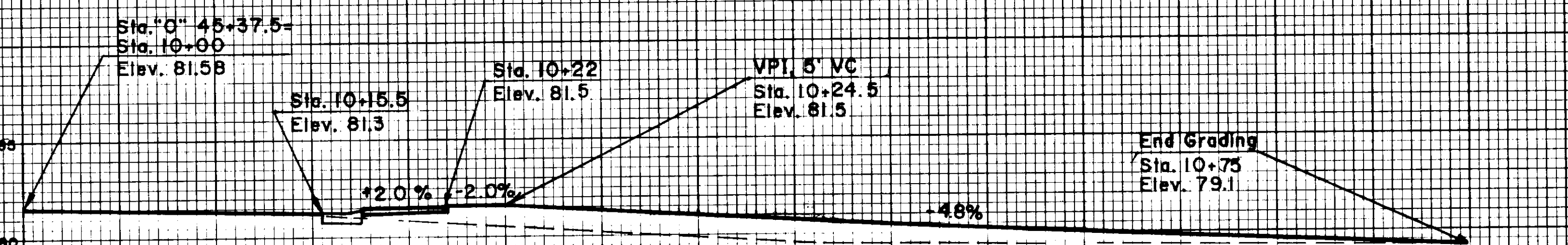
CURB CUT, TYPE II STA. "O" 39+15, RT.



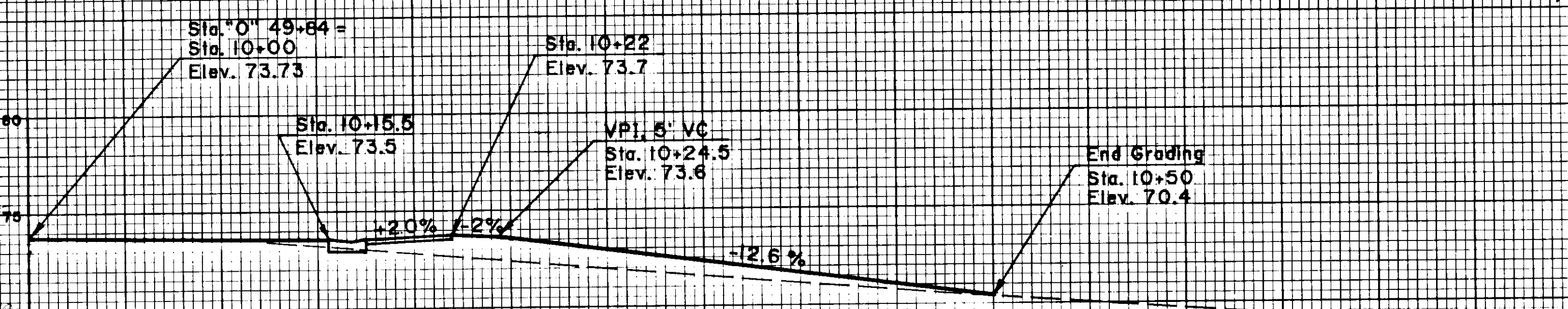
| PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|------|-----------|--------------|
| RS-0943 (21)        | 1989 | 15        | 30           |



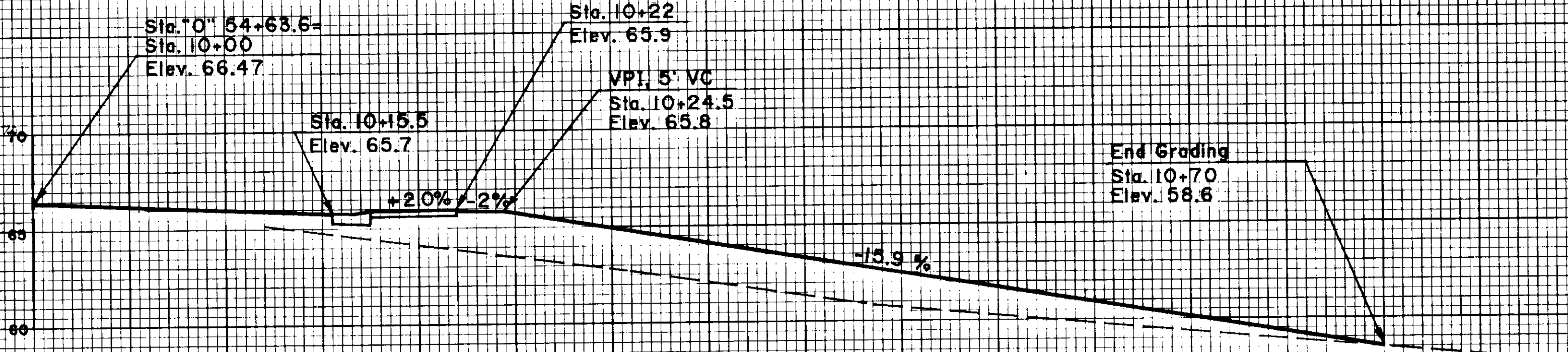
CURB CUT, TYPE II STA. "O" 40+78, RT.



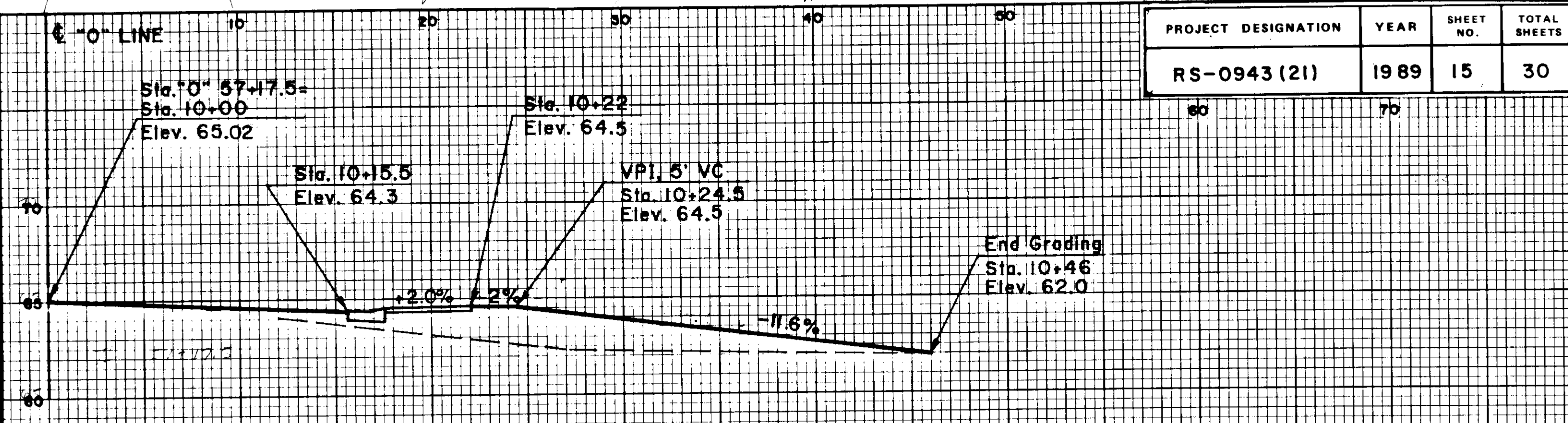
CURB CUT, TYPE II STA. "O" 45+37.5, RT.



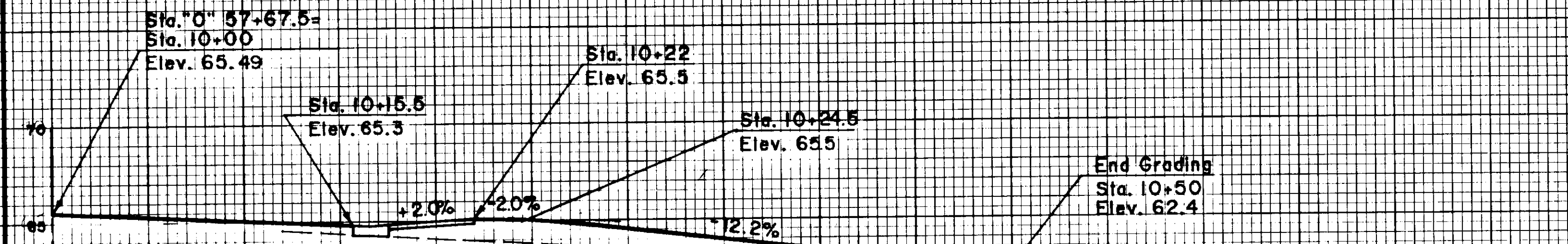
CURB CUT, TYPE II STA. "O" 49+79, RT.



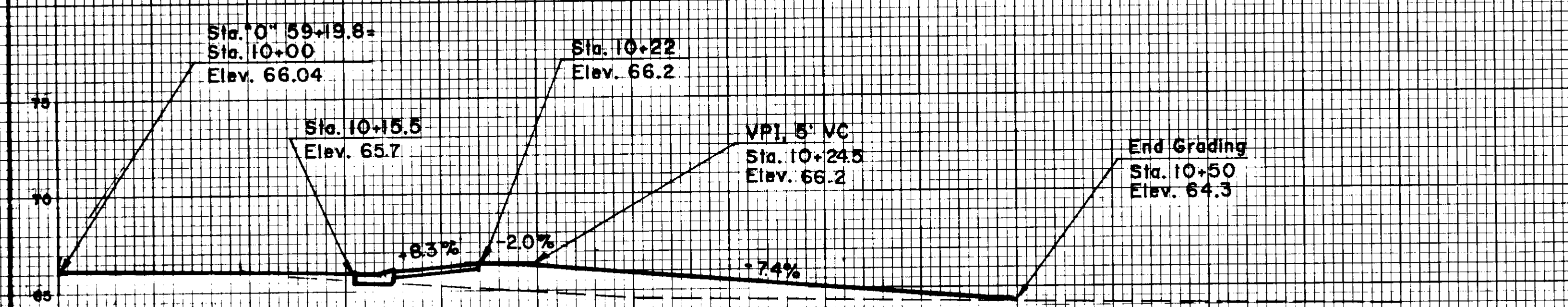
CURB CUT, TYPE II STA. "O" 54+68, RT.



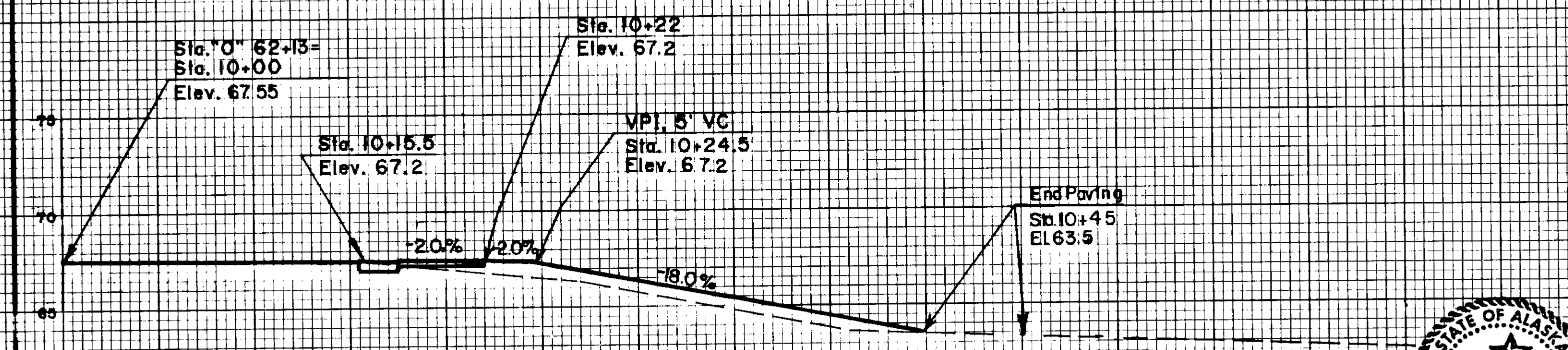
CURB CUT, TYPE II STA. "O" 57+17.5, RT.



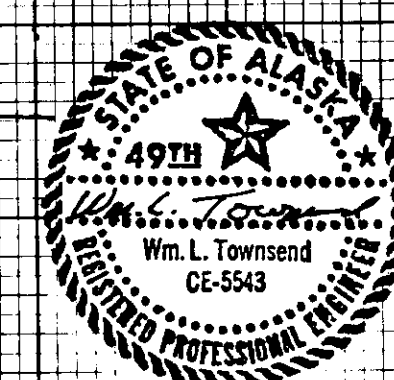
CURB CUT, TYPE II STA. "O" 57+72, RT.

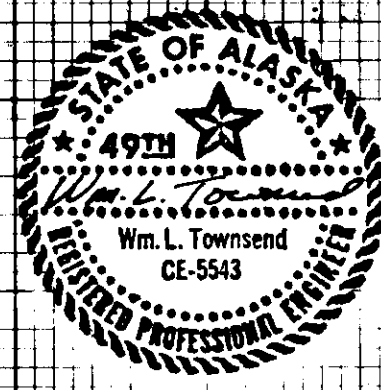


CURB CUT, TYPE I STA. "O" 59+21, RT.

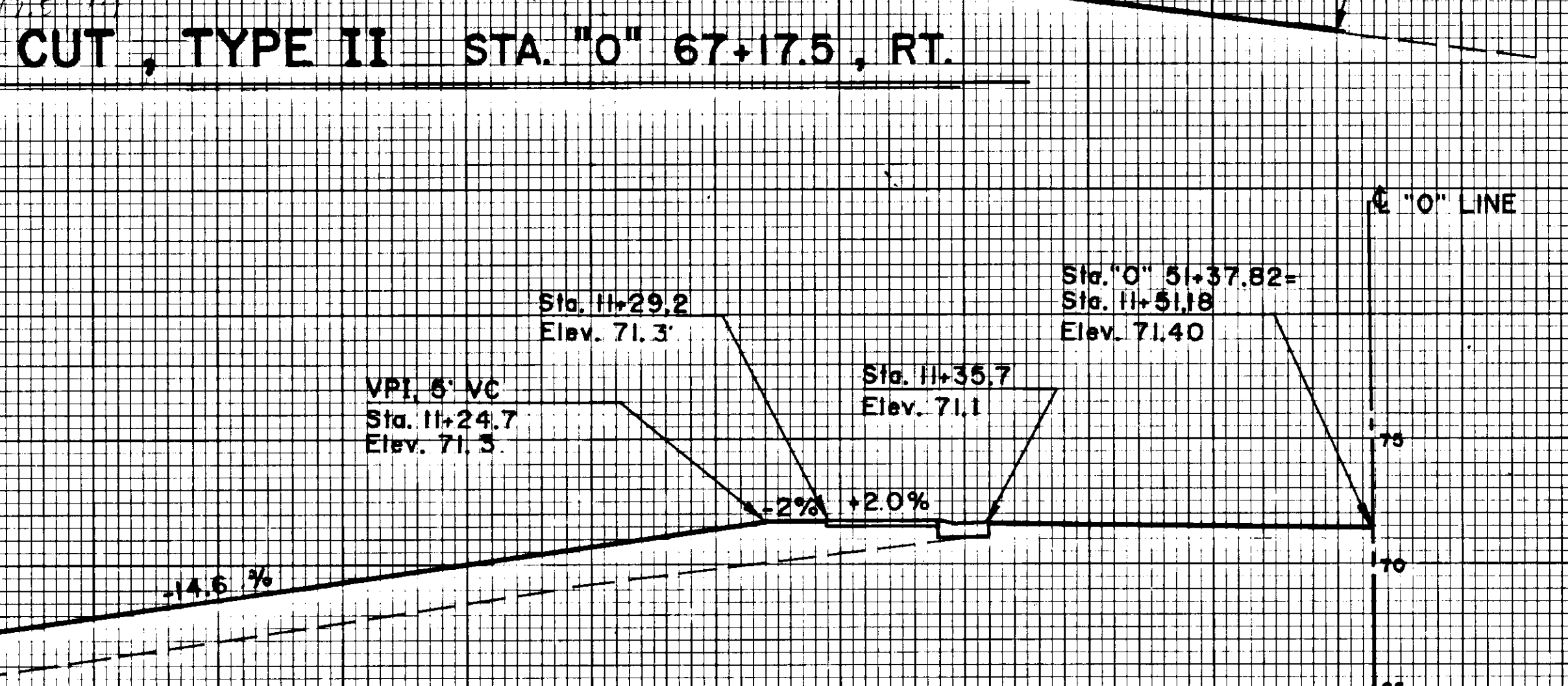
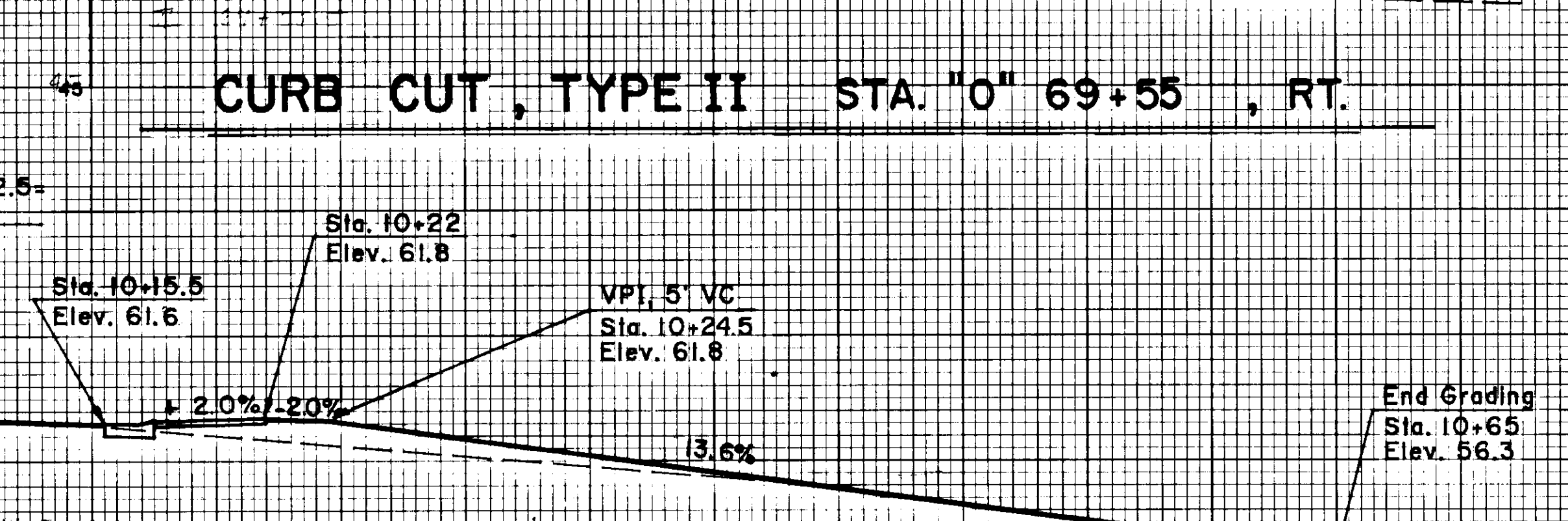
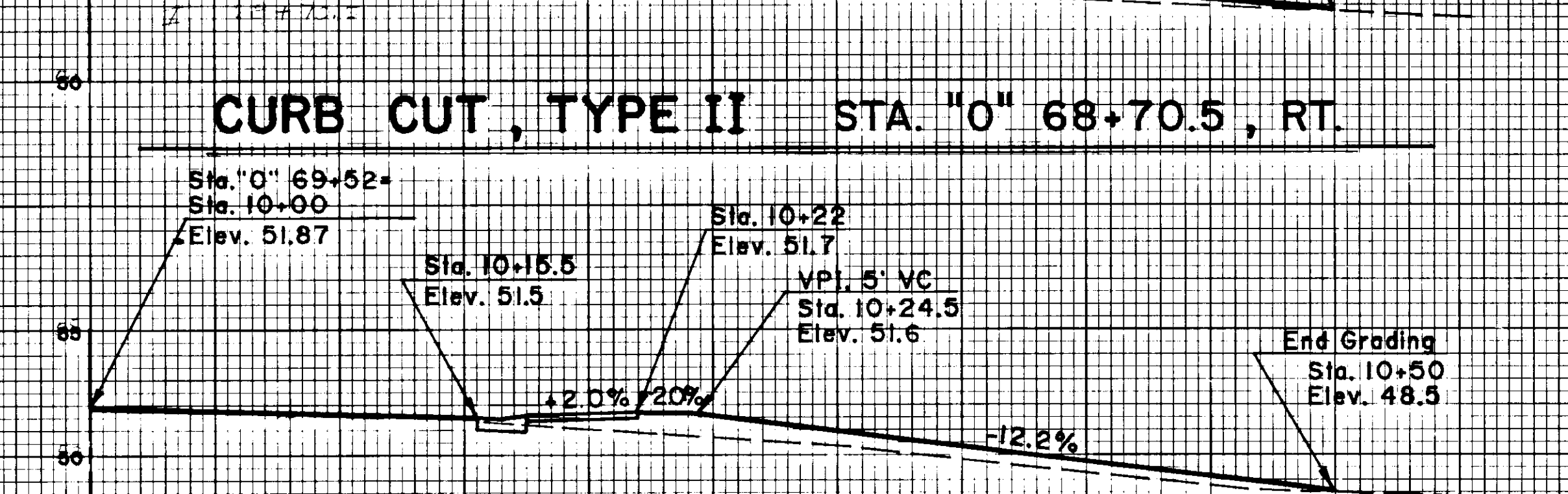
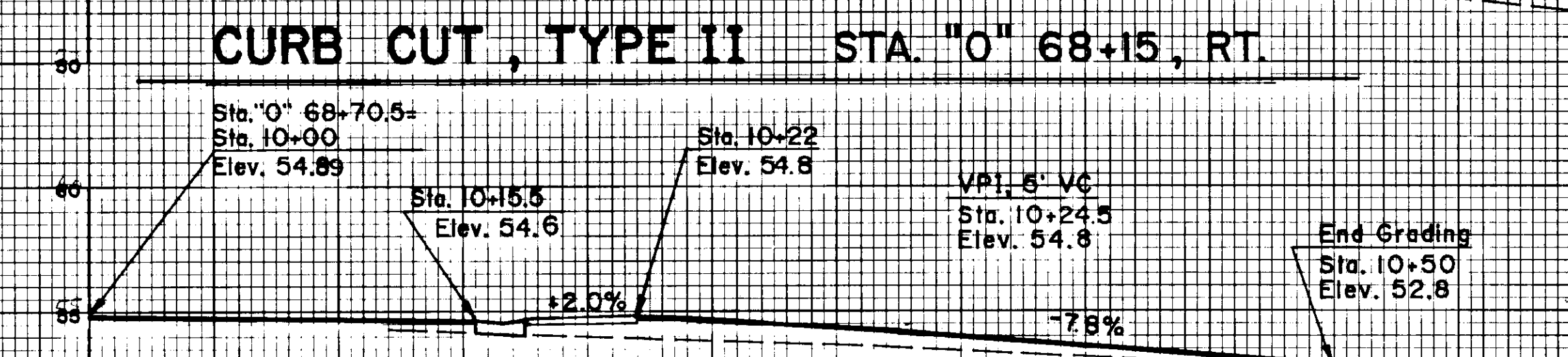
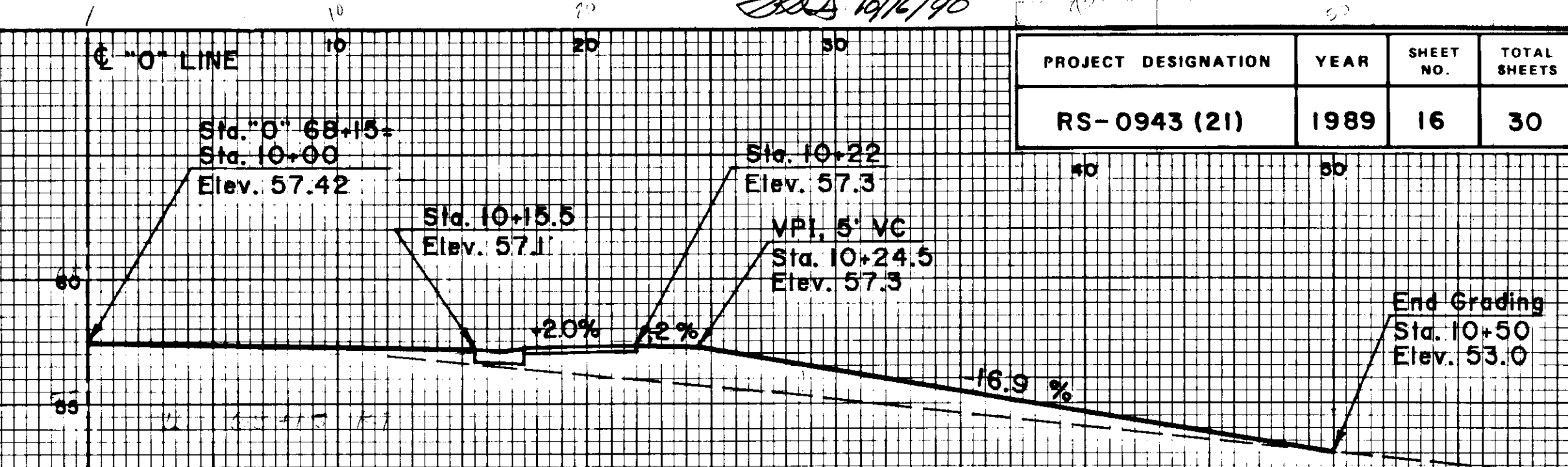
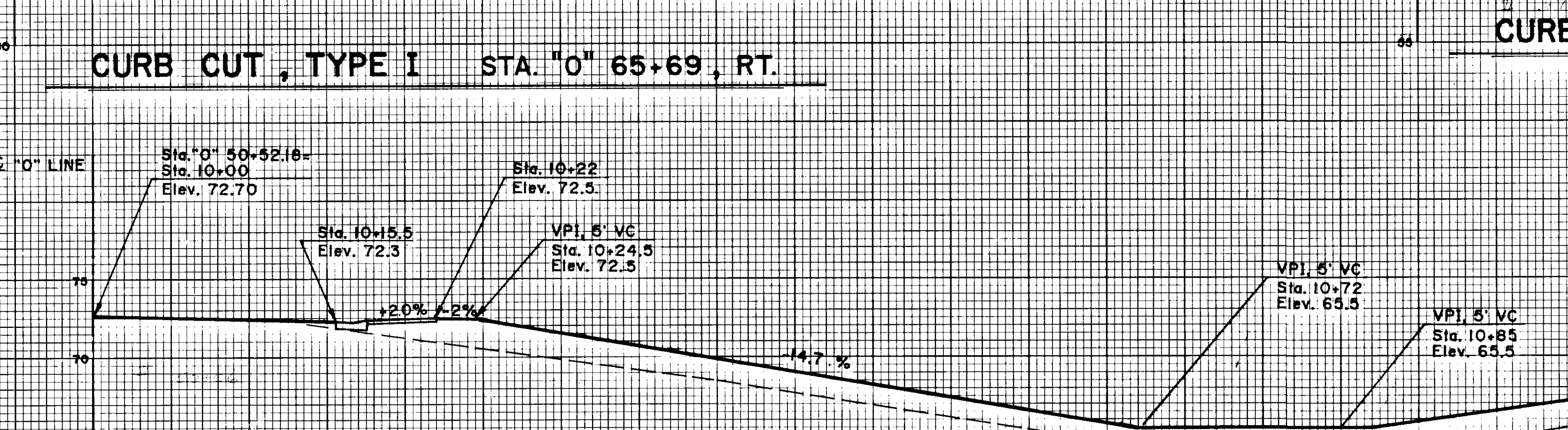
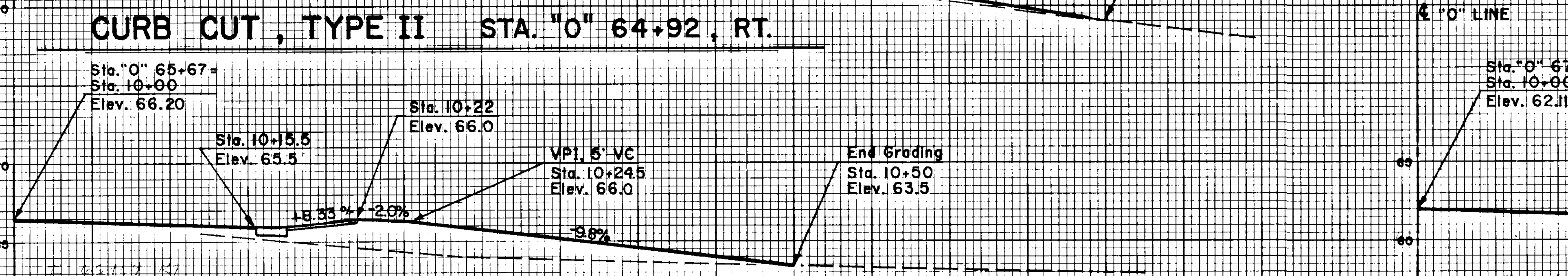
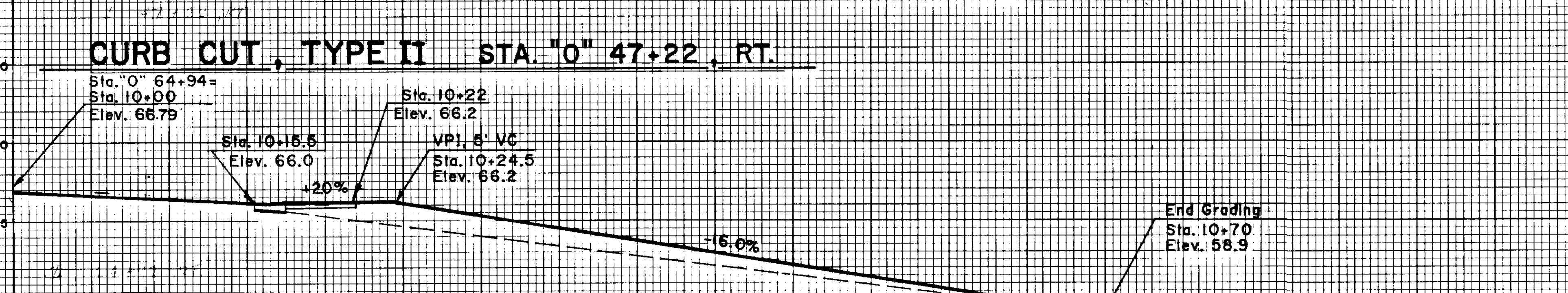
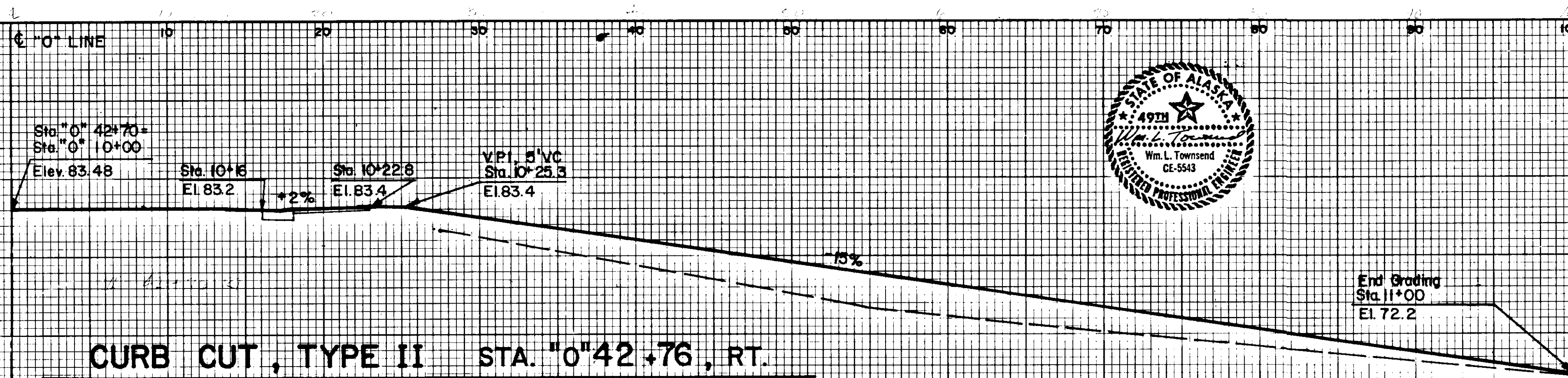


CURB CUT, TYPE II STA. "O" 62+13.0, RT.



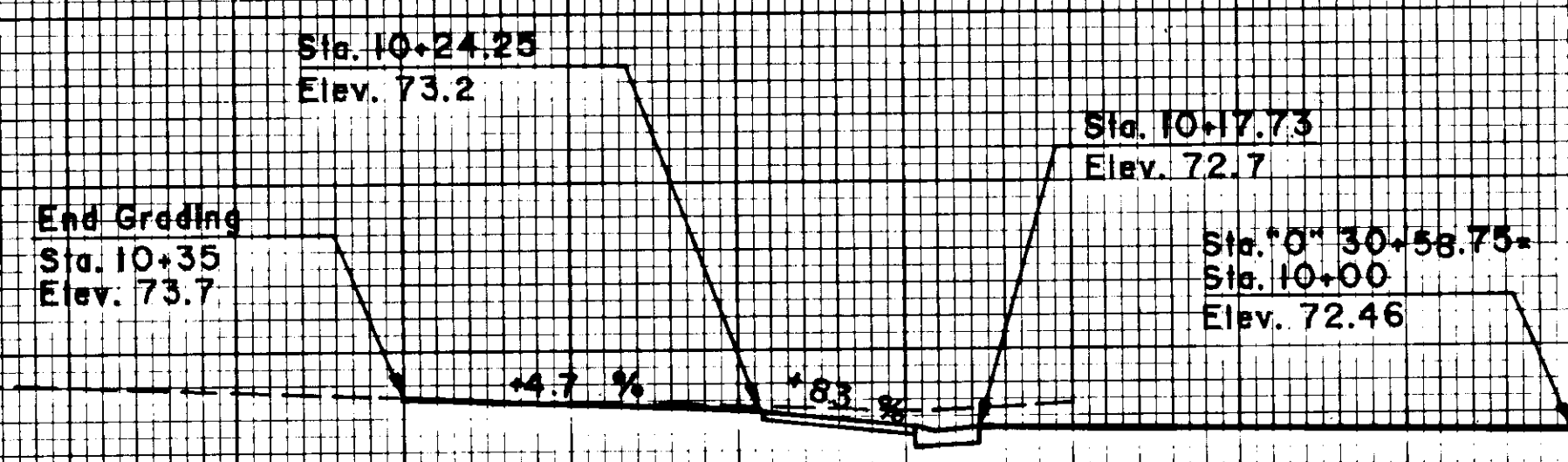


| PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|------|-----------|--------------|
| RS-0943 (21)        | 1989 | 16        | 30           |

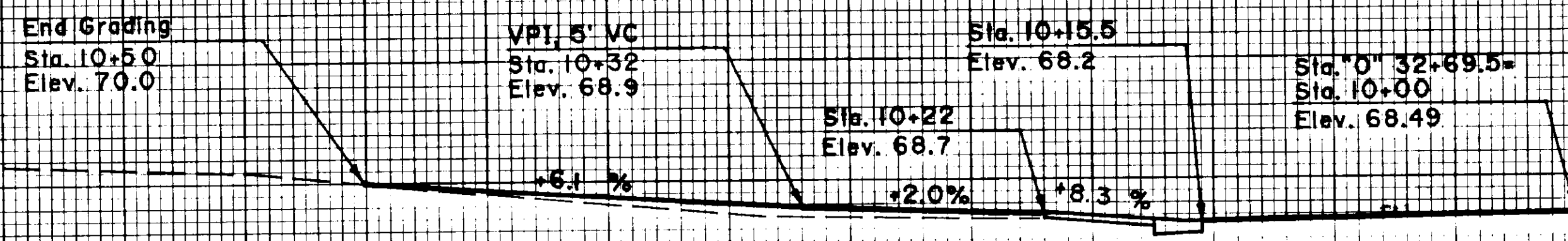


| PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|------|-----------|--------------|
| RS-0943 (21)        | 1989 | 17        | 30           |

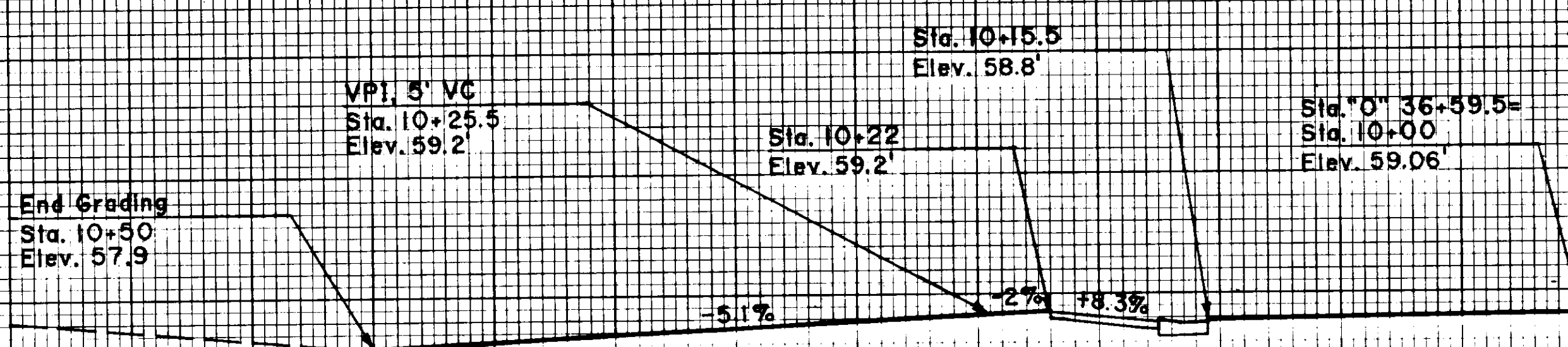
← "O" LINE →



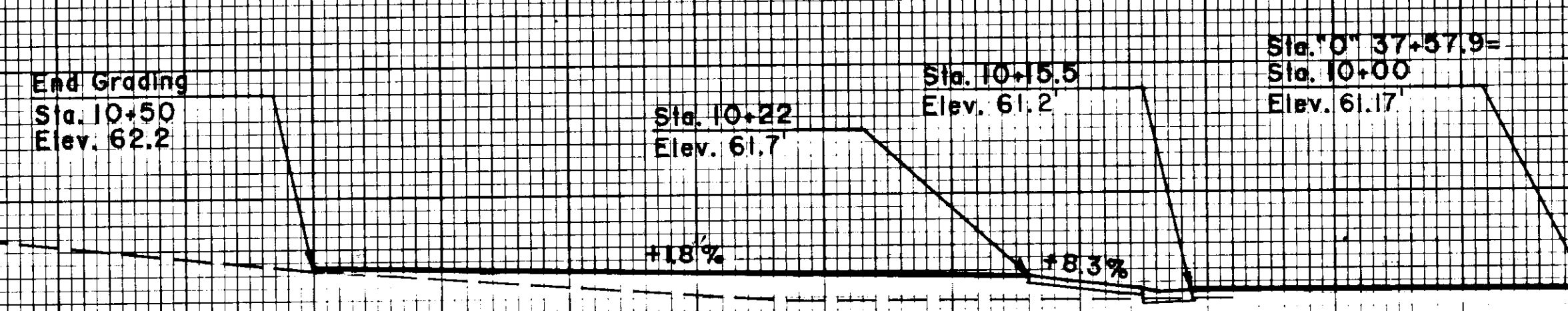
CURB CUT, TYPE I STA. "O" 30+58.75, LT.



CURB CUT, TYPE I STA. "O" 32+69.5, LT.

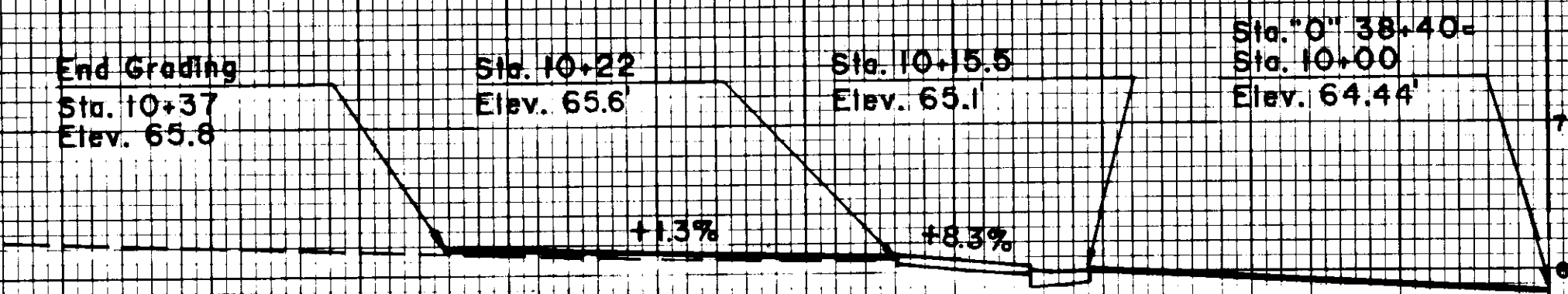


CURB CUT, TYPE I STA. "O" 36+63, LT.

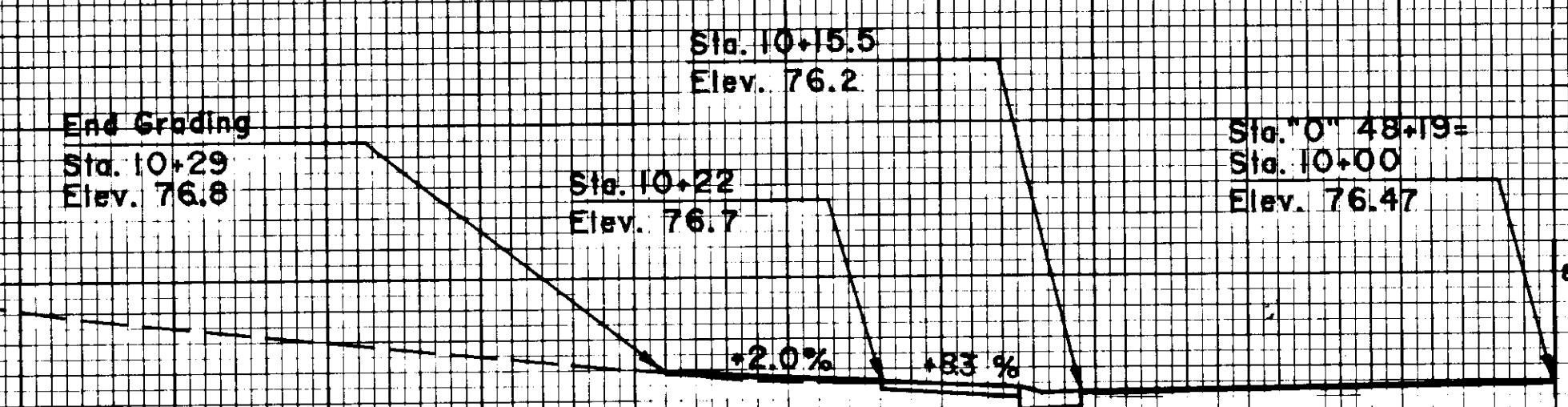


CURB CUT, TYPE I STA. "O" 37+57.9, LT.

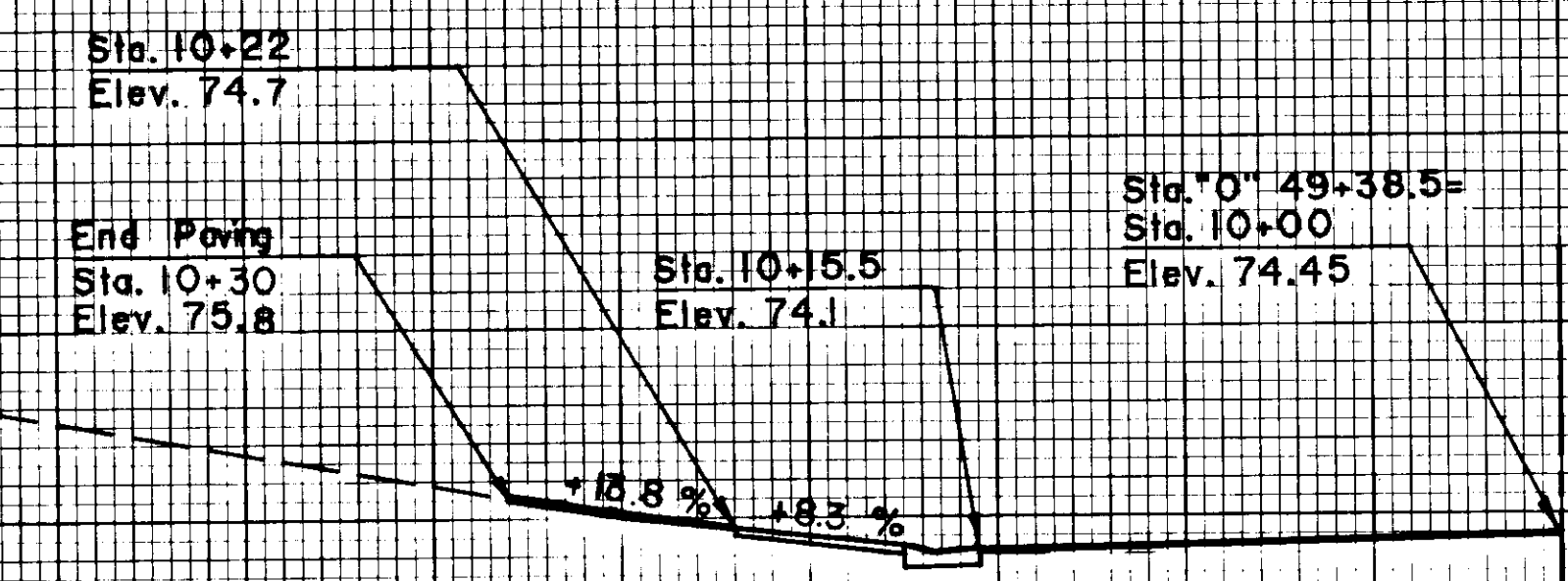
← "O" LINE →



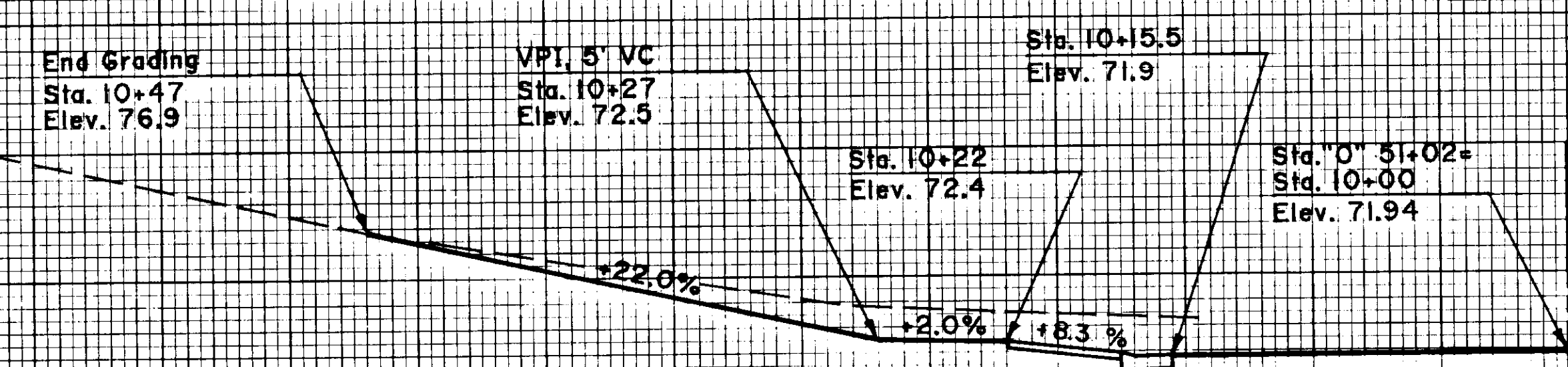
CURB CUT, TYPE I STA. "O" 38+40, LT.



CURB CUT, TYPE I STA. "O" 48+19, LT.



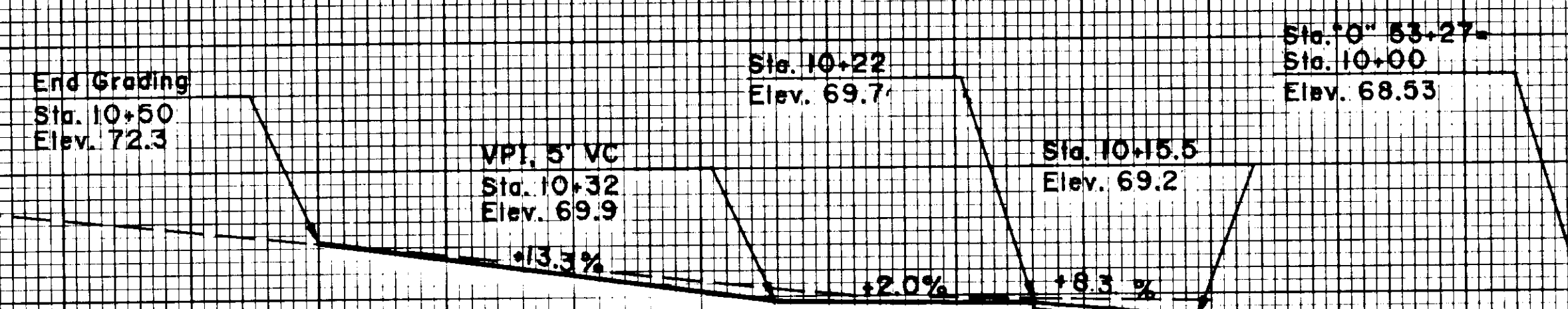
CURB CUT, TYPE I STA. "O" 49+38.5, LT.



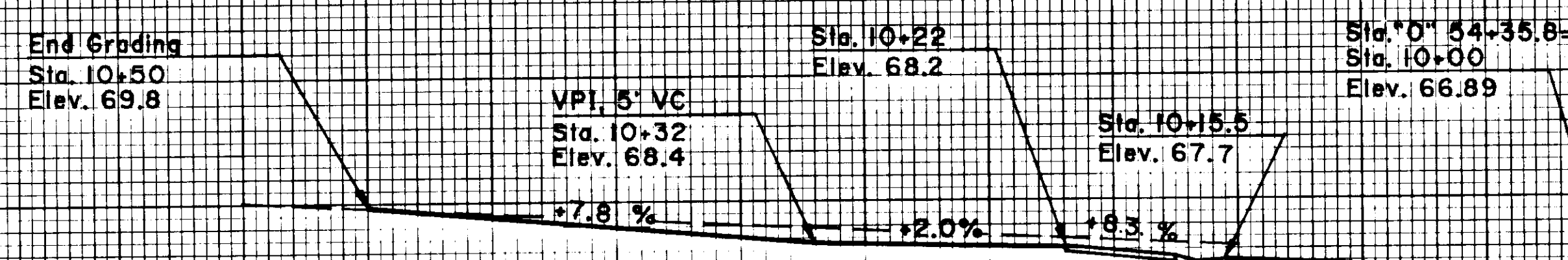
CURB CUT, TYPE I STA. "O" 51+02, LT.



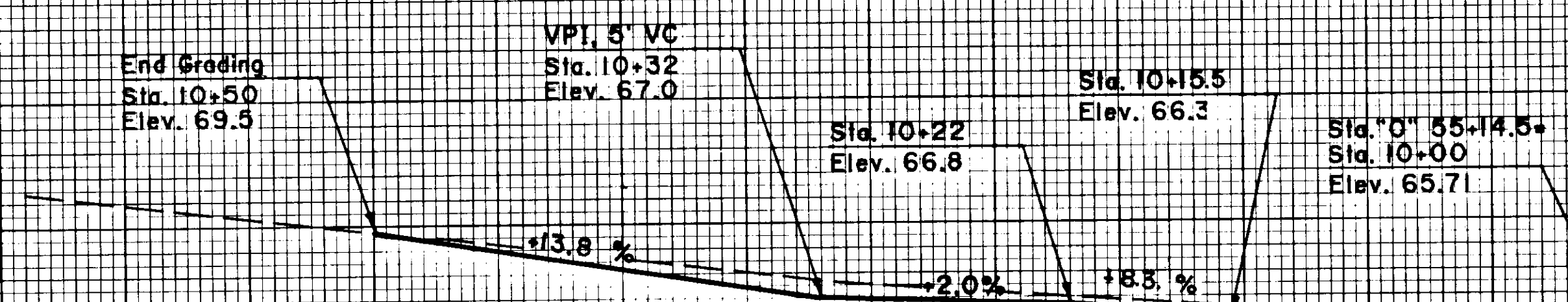
| PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------|------|-----------|--------------|
| RS-0943 (21)        | 1989 | 18        | 30           |



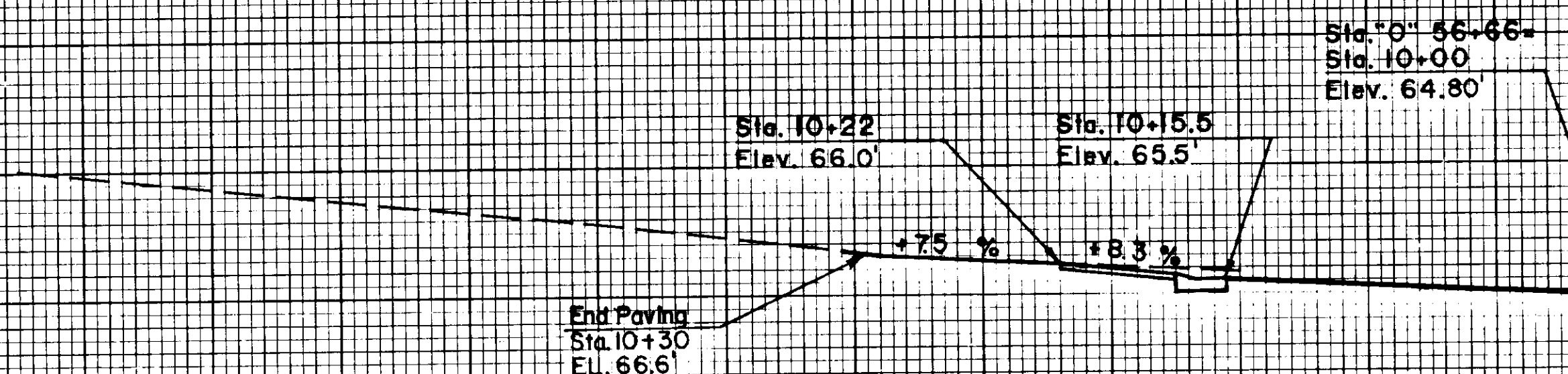
CURB CUT, TYPE I STA. "0" 53+27, LT.



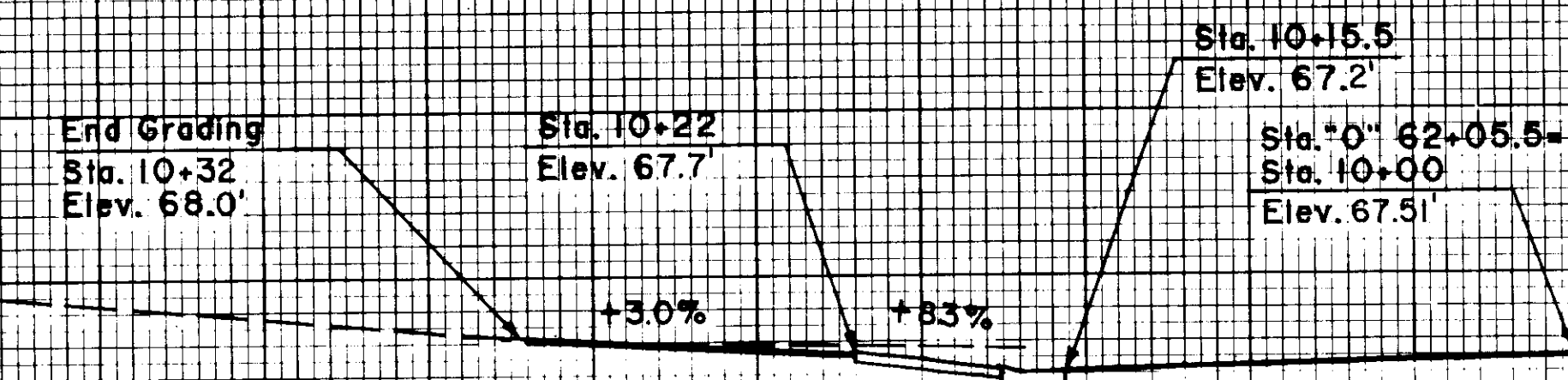
CURB CUT, TYPE I STA. "0" 54+31, LT.



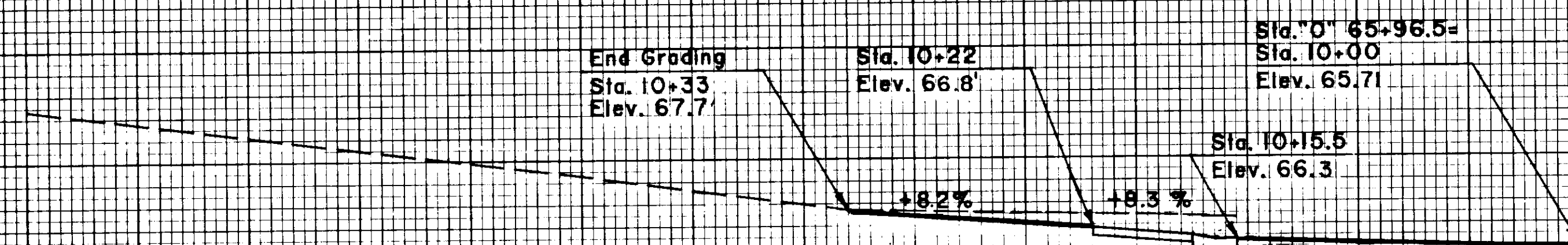
CURB CUT, TYPE I STA. "0" 55+22, LT.



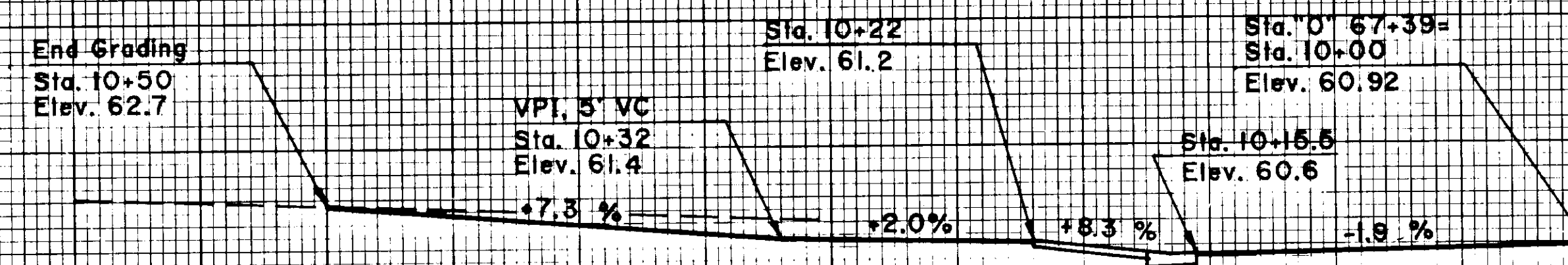
CURB CUT, TYPE I STA. "0" 56+66, LT.



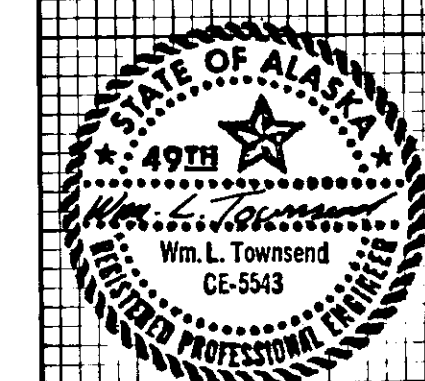
CURB CUT, TYPE I STA. "0" 62+05.5, LT.

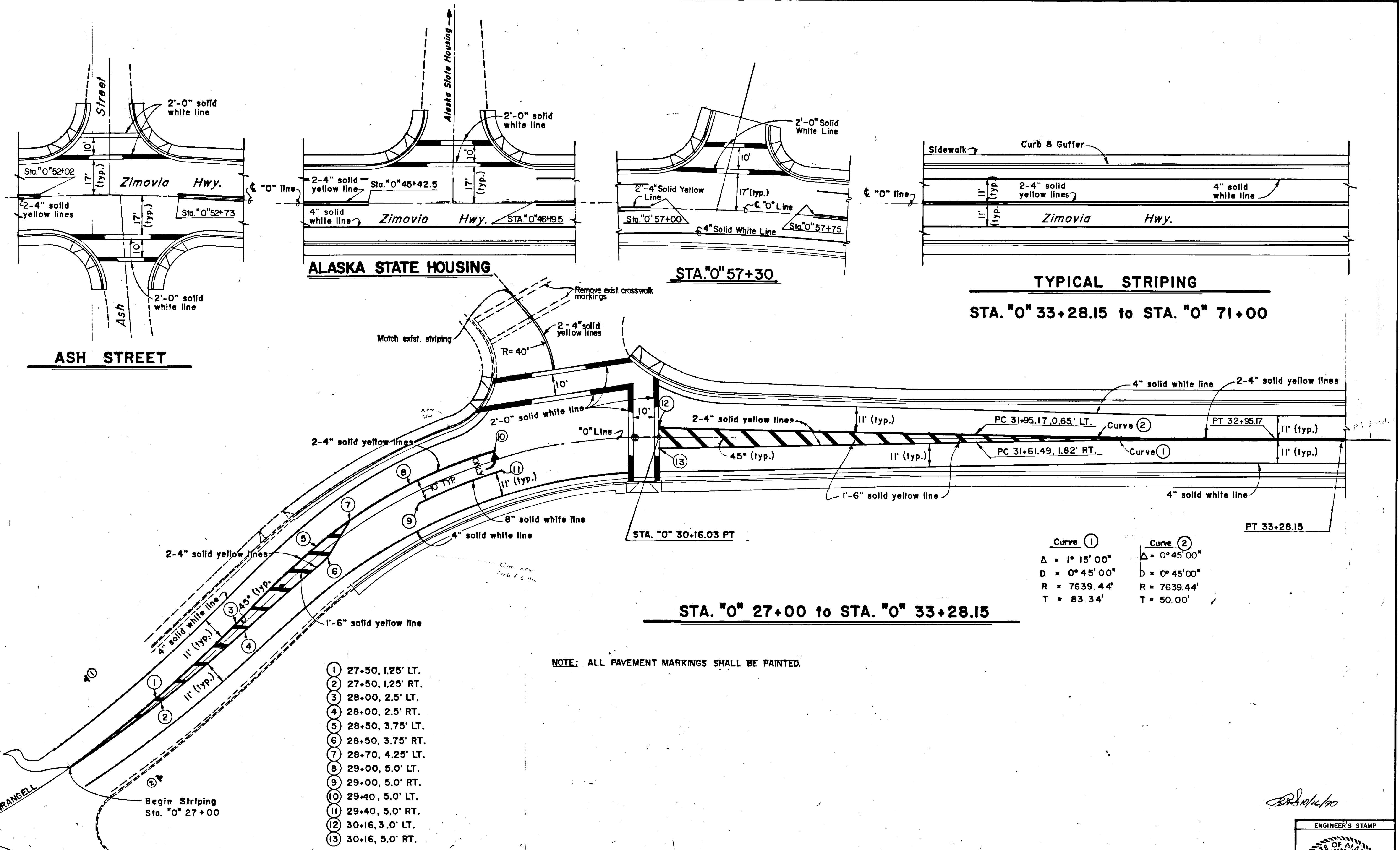


CURB CUT, TYPE I STA. "0" 66+00, LT.



CURB CUT, TYPE I STA. "0" 67+39, LT.





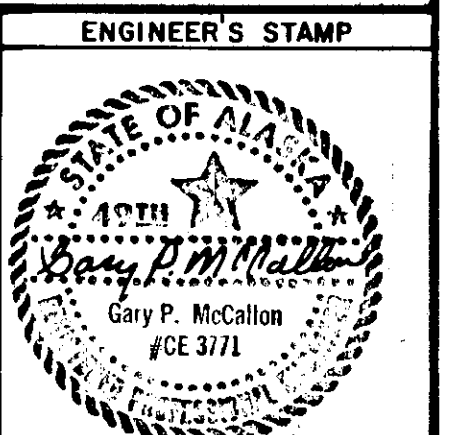
| BY | DATE | DESCRIPTION OF CHANGE |
|----|------|-----------------------|
|    |      |                       |
|    |      |                       |
|    |      |                       |

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

BENNETT STREET TO BERGER STREET  
ZIMOVIA HIGHWAY WRANGELL ALASKA  
STRIPING PLAN

APPROVED BY: \_\_\_\_\_  
DESIGNED BY: \_\_\_\_\_  
RECOMMENDED BY: \_\_\_\_\_  
DESIGN ENGINEER, GROUP \_\_\_\_\_  
PREPARED BY: \_\_\_\_\_  
PROJECT MANAGER \_\_\_\_\_

SCALE: NOT TO SCALE  
DRAWN BY: B.W.B.  
DATE: 8/89  
CHECKED BY: \_\_\_\_\_  
SHEET 19 OF 30



| PERMANENT CONSTRUCTION SIGNING |         |              |                             |  |
|--------------------------------|---------|--------------|-----------------------------|--|
| No.                            | Size    | *Designation | Legend                      |  |
| 1                              | 48"x48" | CW20-1F      | Road Construction Ahead     |  |
| 2                              | 60"x24" | G20-2        | End Construction            |  |
| 3                              | 60"x30" | R11-4        | Road Closed to Thru Traffic |  |
| 4                              | 30"x24" | M4-9L        | Detour ←                    |  |
| 5                              | 30"x24" | M4-9R        | Detour →                    |  |
| 6                              | 48"x48" | CW20-2F      | Detour Ahead                |  |

\* From Alaska Sign Specification (ASDS), additional signs may be necessary as conditions dictate.

## TRAFFIC CONTROL NOTES

1. A construction detour will be allowed as detailed on this sheet. Notice of construction detour shall be published in the local newspaper and broadcast on all local radio stations. The newspaper notice shall include a map of the proposed route. Notices shall be aired for at least five (5) working days immediately preceding the dates on which the foregoing construction detour is put into effect.
2. A minimum of one (1) lane shall be maintained at all times at work areas except as described on note 5 and Note 10.
3. Driveway access shall remain accessible at all times except as described on note no. 4 and note no. 5.
4. Driveway may be closed during installation of driveway culverts. Affected residents shall be given a written notice 24 hours prior to the closure of driveway access.
5. Roadway closure will be allowed up to a maximum of 6 hours at a time during the installation of the 60 inch culvert at Station "0" 36+25 and the 36 inch culvert at Station "0" 57+35.

The Contractor shall give the Engineer, surrounding residents, businesses and the following agencies listed below a written notice 48 hours prior to the roadway closure:

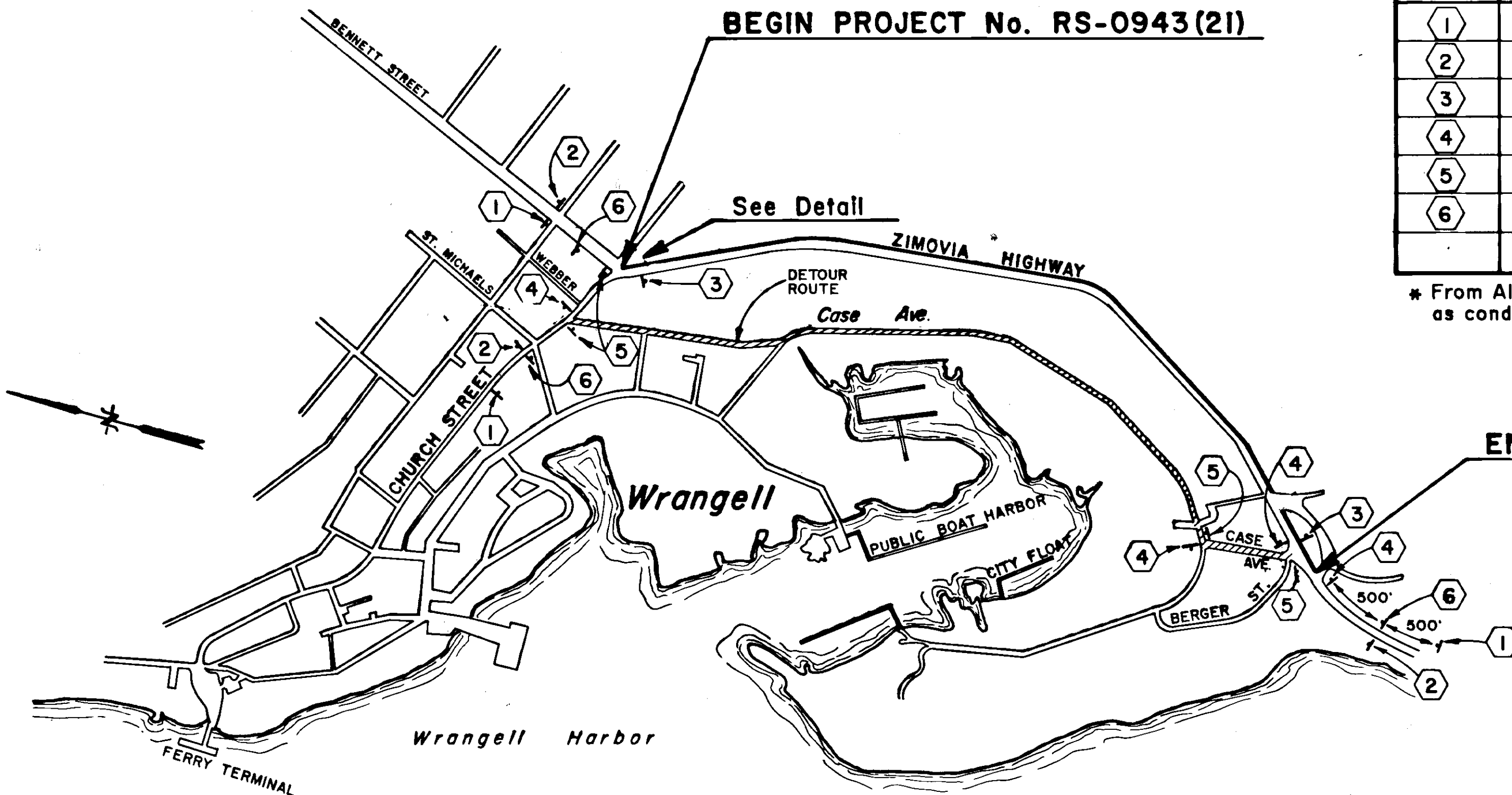
- a) Chief of Police
- b) Coordinating Fire Chief
- c) Director of Public Works
- d) School Bus Contractor (if school is in session)

Notice of roadway closure shall be published in the local newspaper and broadcast on all local radio stations. Such notices shall be aired for at least two (2) days immediately preceding the dates on which the foregoing traffic restrictions are put into effect.

6. Maximum spacing between channelizing devices shall be equal to the construction speed limit in feet.
7. Cones shall be used for channeling traffic thru construction area. Cones shall be a minimum height of 28 inches.
8. Two (2) lanes shall be maintained at all times within the project limits on Zimovia Highway in non-work areas and during non-work hours.
9. Temporary pavement markings will be required as described in paragraph no. 4 in Section 643-304.
10. Roadway closure will be allowed up to a maximum of 30 minutes at a time during blasting.

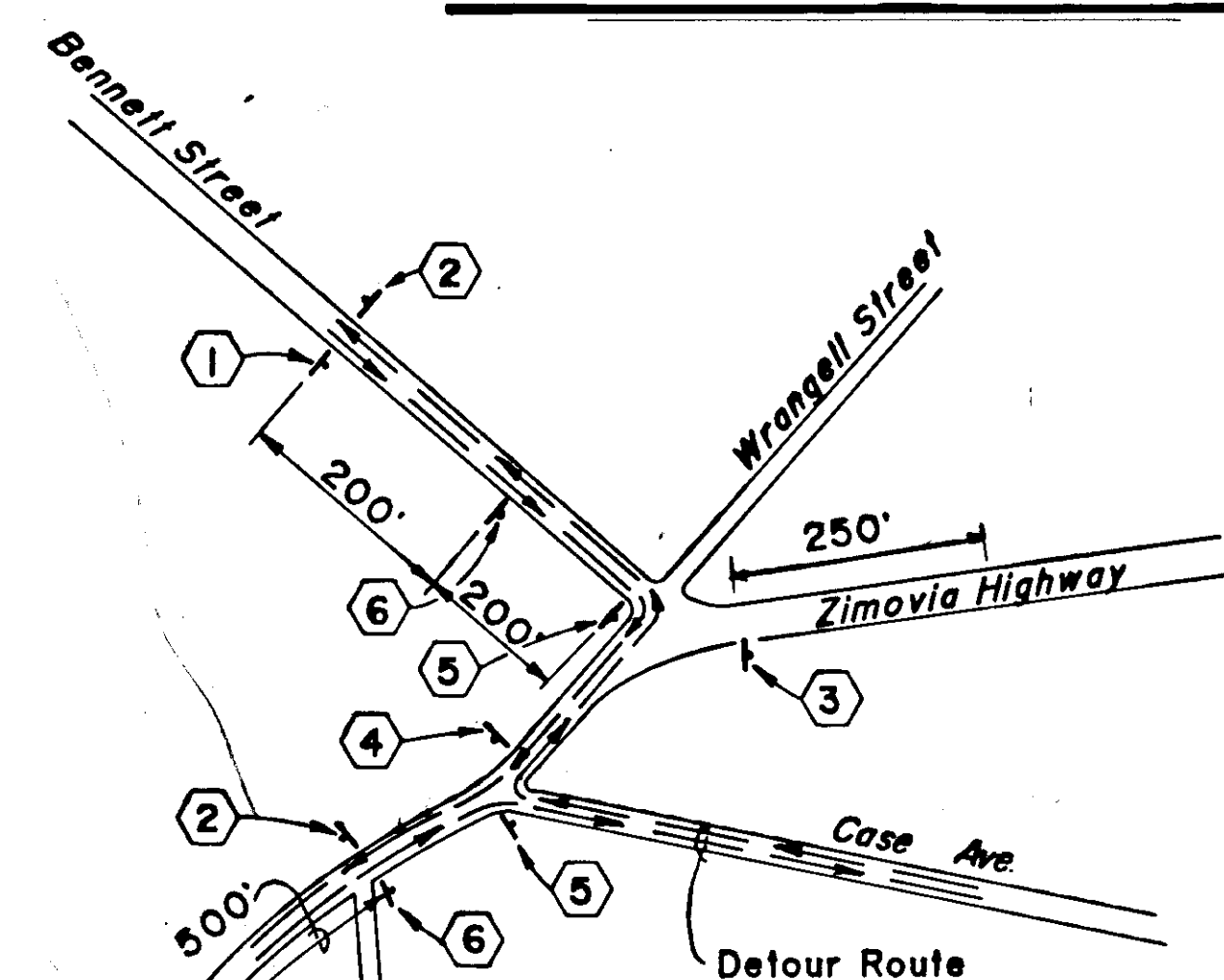
The contractor shall give the engineer, surrounding residents and businesses a verbal warning 30 minutes prior to blasting. Broadcasting and publishing of roadway closure due to blasting work is not required.

BEGIN PROJECT No. RS-0943(21)

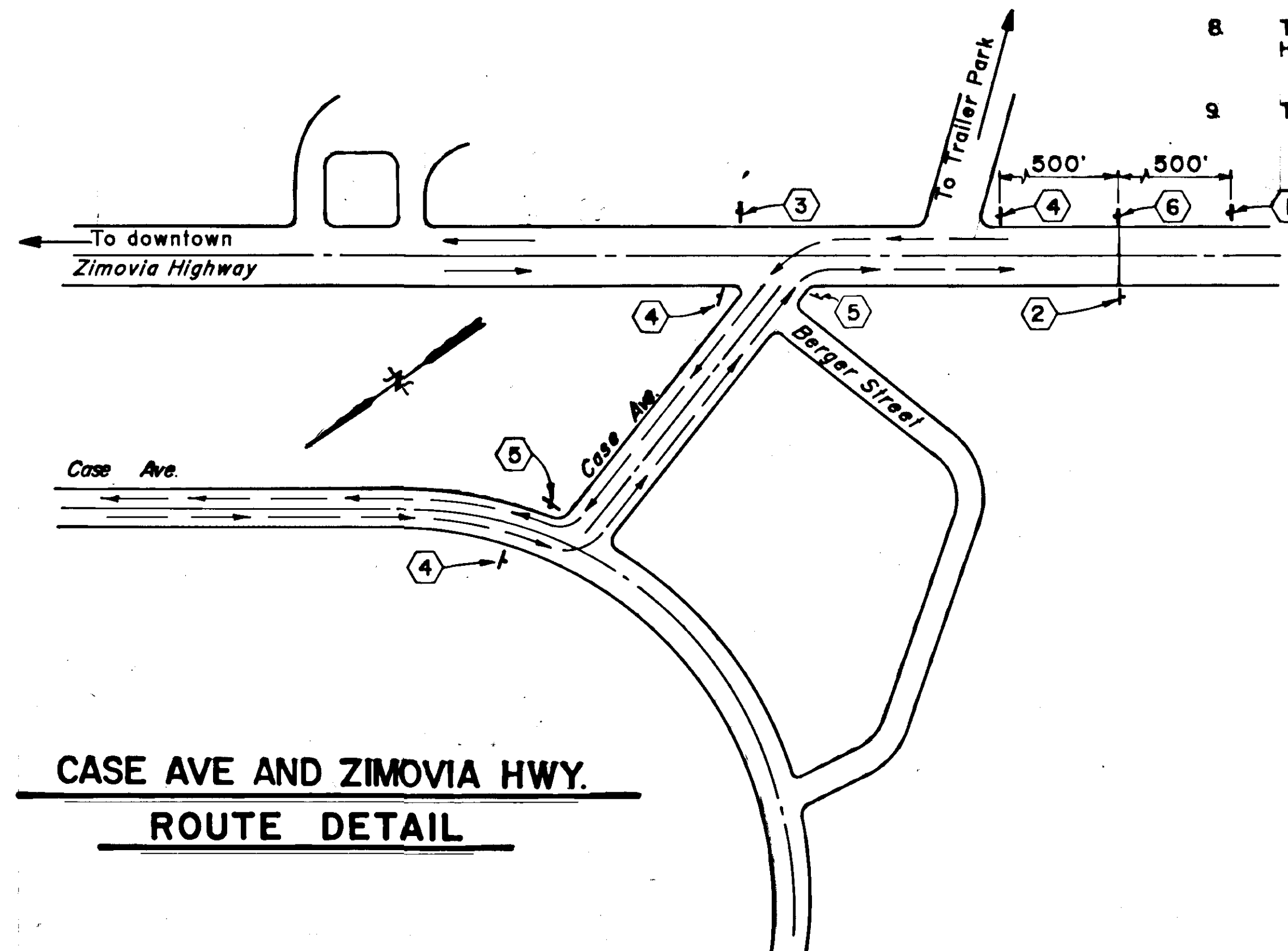


END PROJECT No. RS-0943(21)

## DETOUR ROUTE



## BENNETT & CASE AVE. ROUTE DETAIL



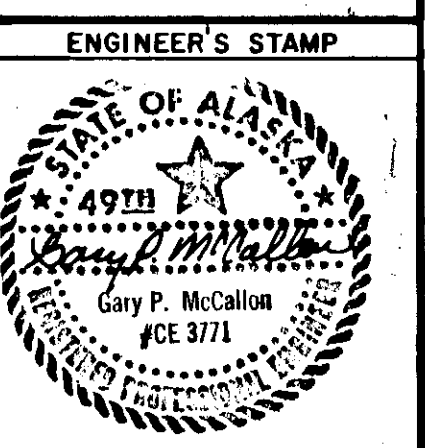
## CASE AVE AND ZIMOVIA HWY. ROUTE DETAIL

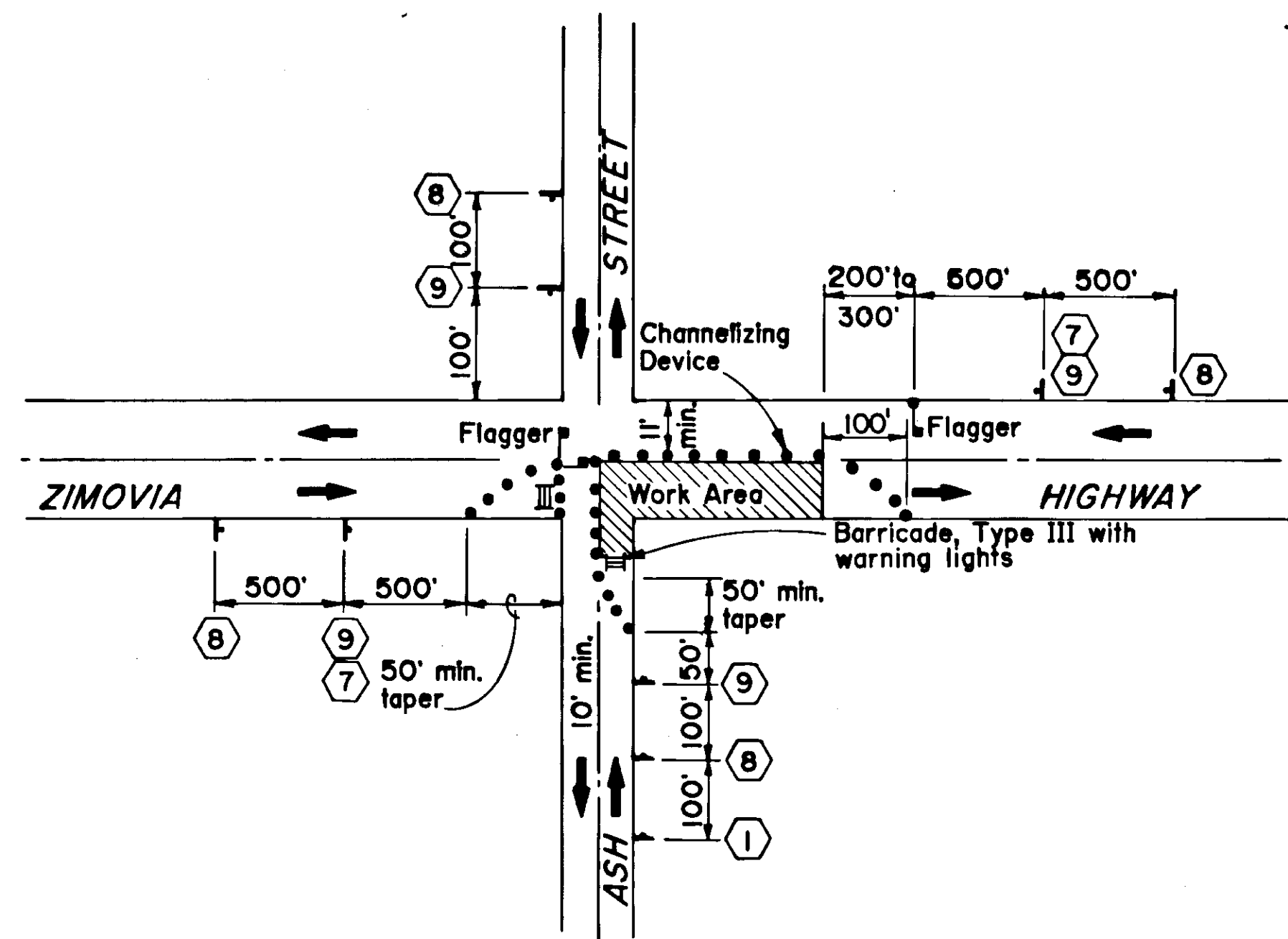
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

BENNETT STREET TO BERGER STREET  
ZIMOVIA HIGHWAY WRANGELL ALASKA  
Traffic Control Plan

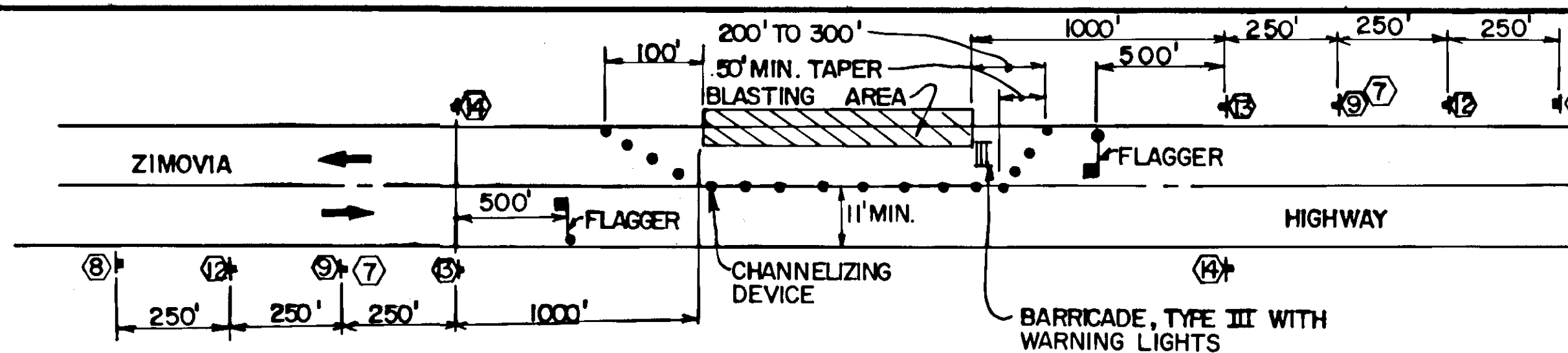
APPROVED BY: \_\_\_\_\_  
DESIGNED BY: K.L.M.  
RECOMMENDED BY: \_\_\_\_\_  
DESIGN ENGINEER, GROUP  
PREPARED BY: \_\_\_\_\_  
PROJECT MANAGER

SCALE: NOT TO SCALE  
DATE: 8/89  
SHEET 20 OF 30

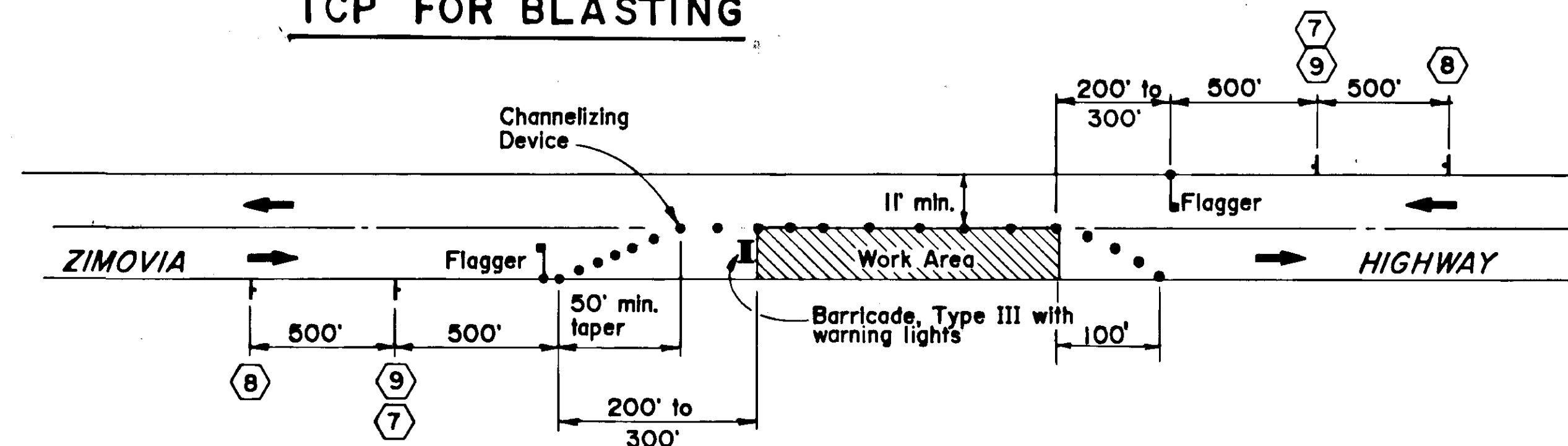




**ZIMOZIA HIGHWAY & ASH STREET INTERSECTION**



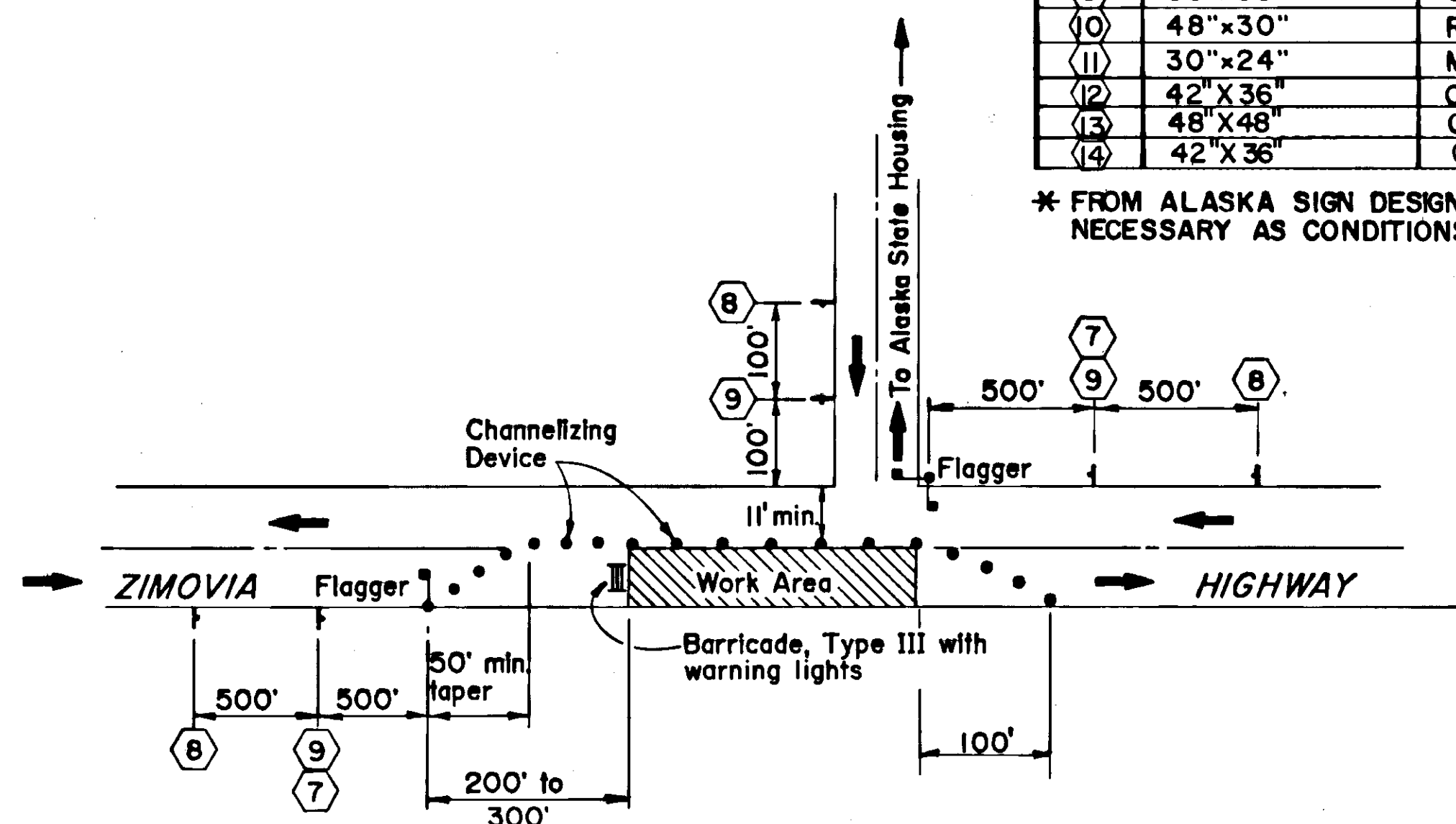
**TCP FOR BLASTING**



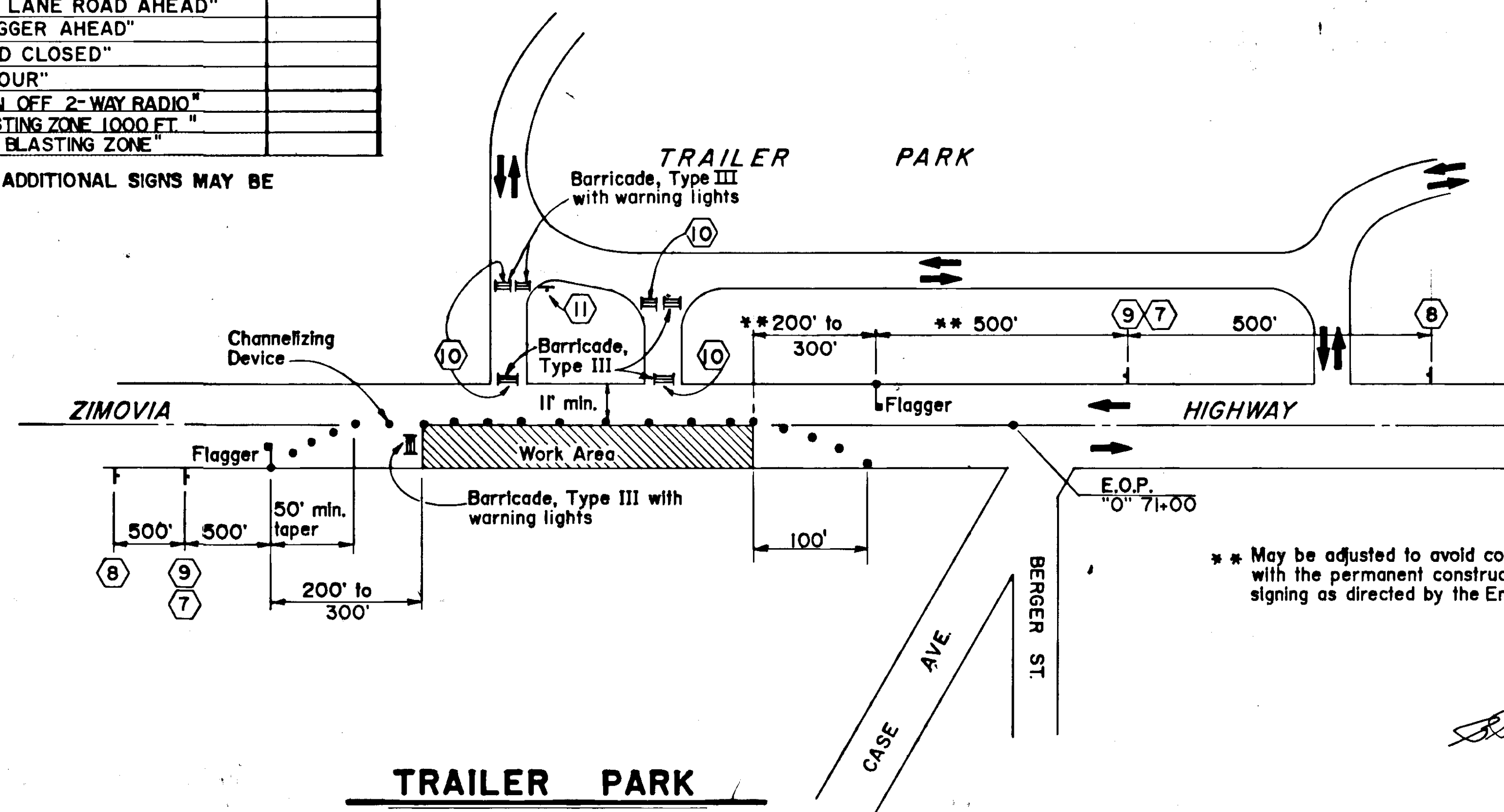
**TYPICAL CONSTRUCTION FLAGGING**

| CONSTRUCTION SIGNS |         |               |                          |  |
|--------------------|---------|---------------|--------------------------|--|
| NO.                | SIZE    | * DESIGNATION | LEGEND                   |  |
| (7)                | 24"x24" | CW13-1        | 20 M.P.H.                |  |
| (8)                | 48"x48" | CW20-4F       | "ONE LANE ROAD AHEAD"    |  |
| (9)                | 36"x36" | CW20-7F       | "FLAGGER AHEAD"          |  |
| (10)               | 48"x30" | R11-2         | "ROAD CLOSED"            |  |
| (11)               | 30"x24" | M4-9L         | "DETOUR"                 |  |
| (12)               | 42"x36" | CW22-2        | "TURN OFF 2-WAY RADIO"   |  |
| (13)               | 48"x48" | CW22-1        | "BLASTING ZONE 1000 FT." |  |
| (14)               | 42"x36" | CW22-3        | "END BLASTING ZONE"      |  |

\* FROM ALASKA SIGN DESIGN SPECIFICATION (ASDS). ADDITIONAL SIGNS MAY BE NECESSARY AS CONDITIONS DICTATE.



**ZIMOZIA HIGHWAY & ALASKA STATE HOUSING INTERSECTION**



**TRAILER PARK**

\*\* May be adjusted to avoid conflict with the permanent construction signing as directed by the Engineer.

10/16/90

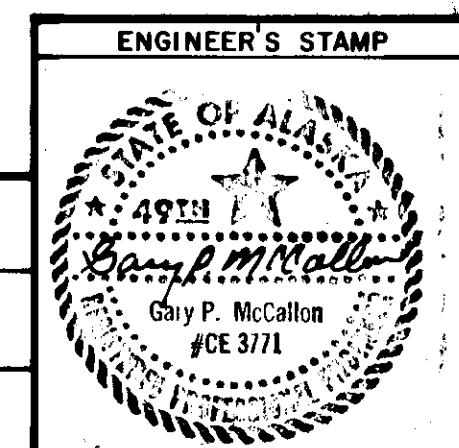
| BY | DATE | DESCRIPTION OF CHANGE |
|----|------|-----------------------|
|    |      |                       |
|    |      |                       |
|    |      |                       |

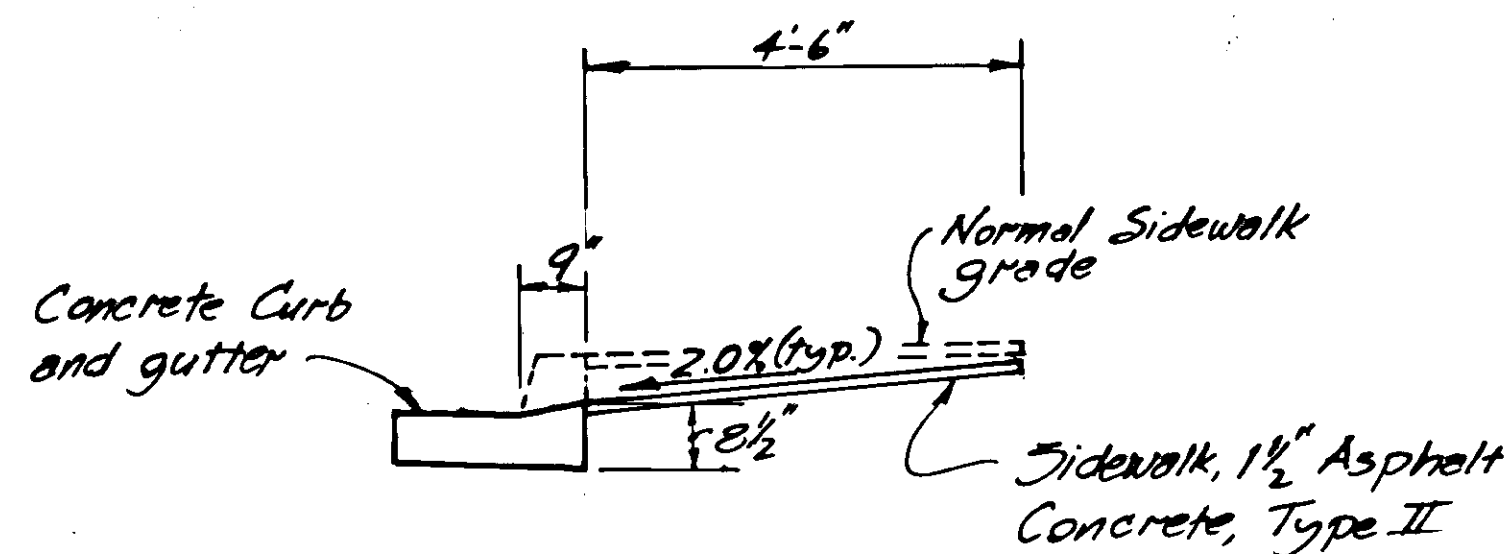
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

BENNETT STREET TO BERGER STREET  
ZIMOZIA HIGHWAY WRANGELL ALASKA

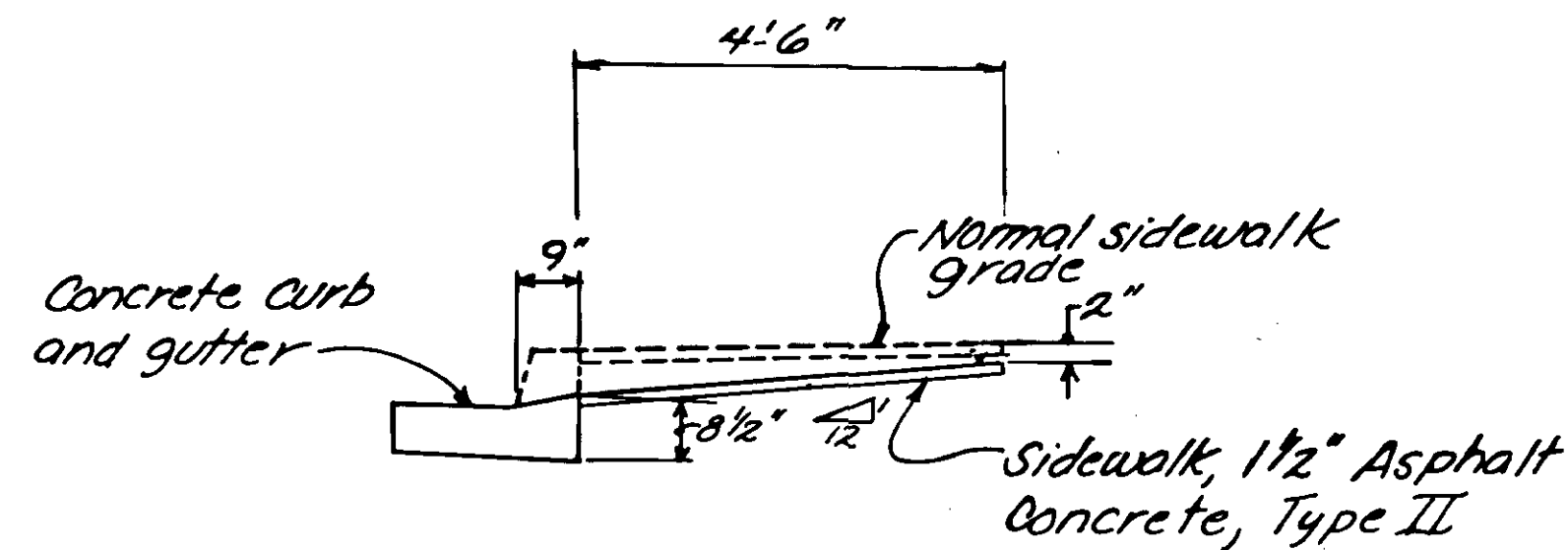
**Traffic Control Plan**

|                 |              |                |
|-----------------|--------------|----------------|
| APPROVED BY:    | DESIGNED BY: | SCALE:         |
| RECOMMENDED BY: | DRAWN BY:    | DATE:          |
| PREPARED BY:    | CHECKED BY:  | SHEET 21 OF 30 |



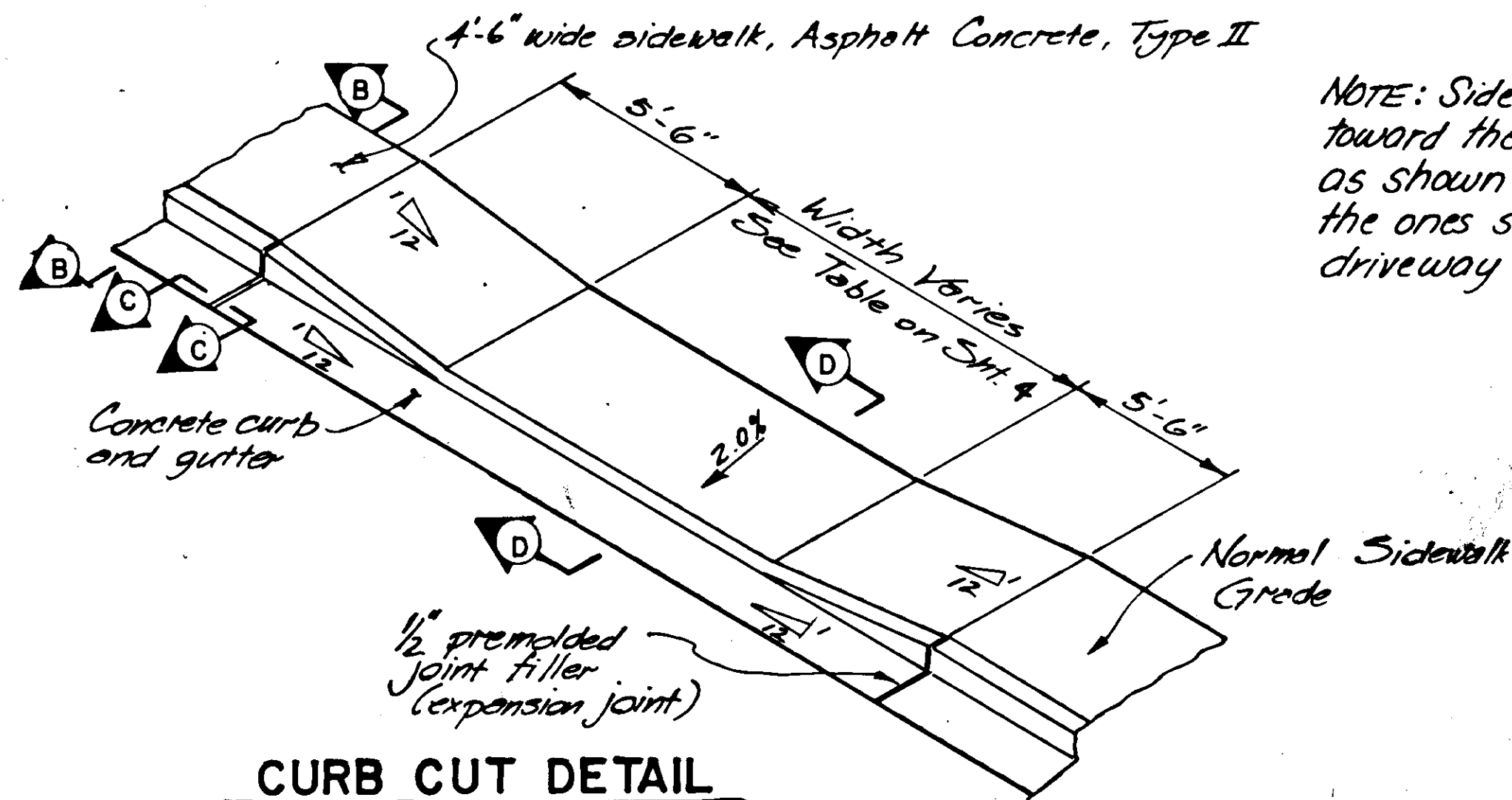


SECTION "D-D"

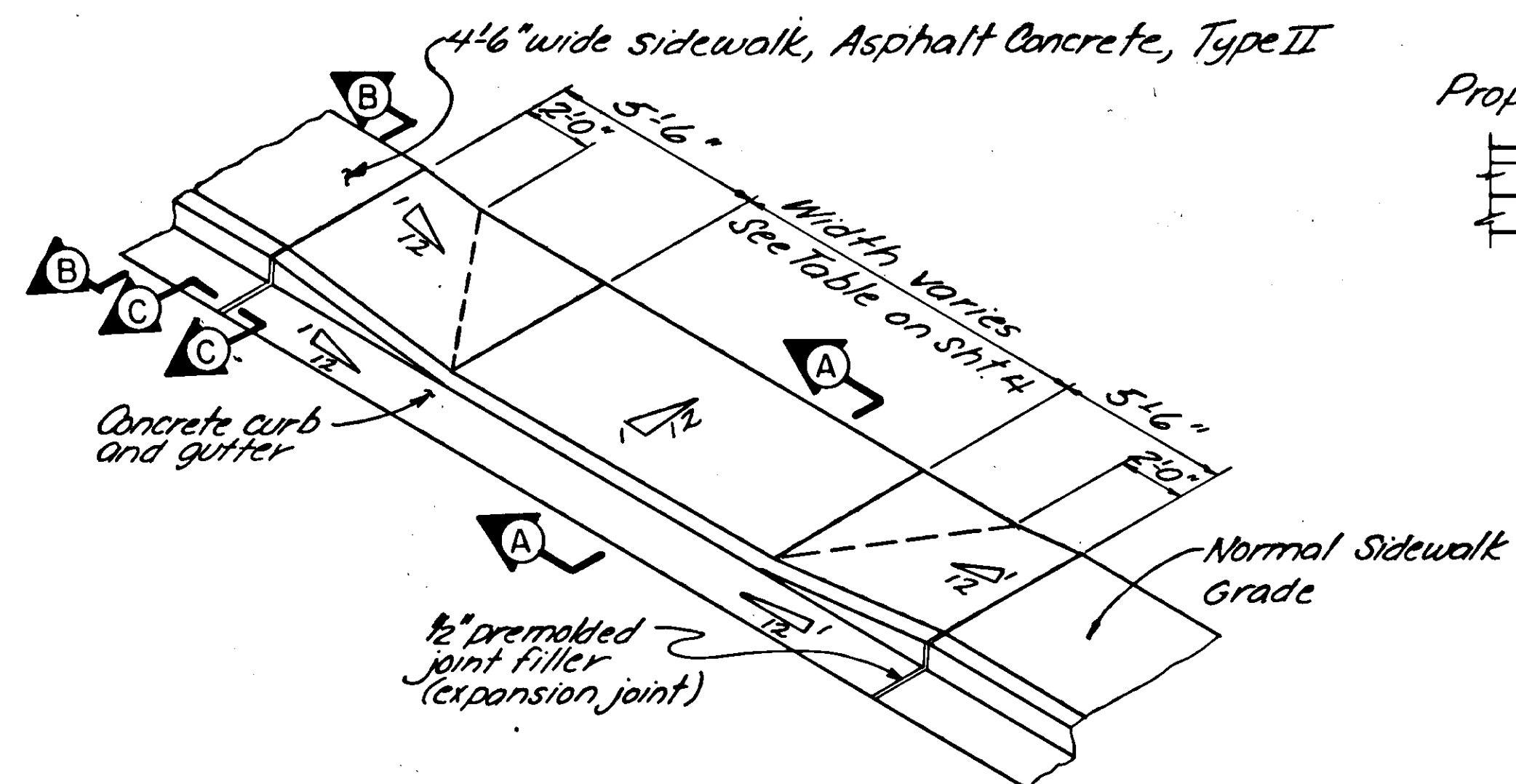


SECTION "A-A"

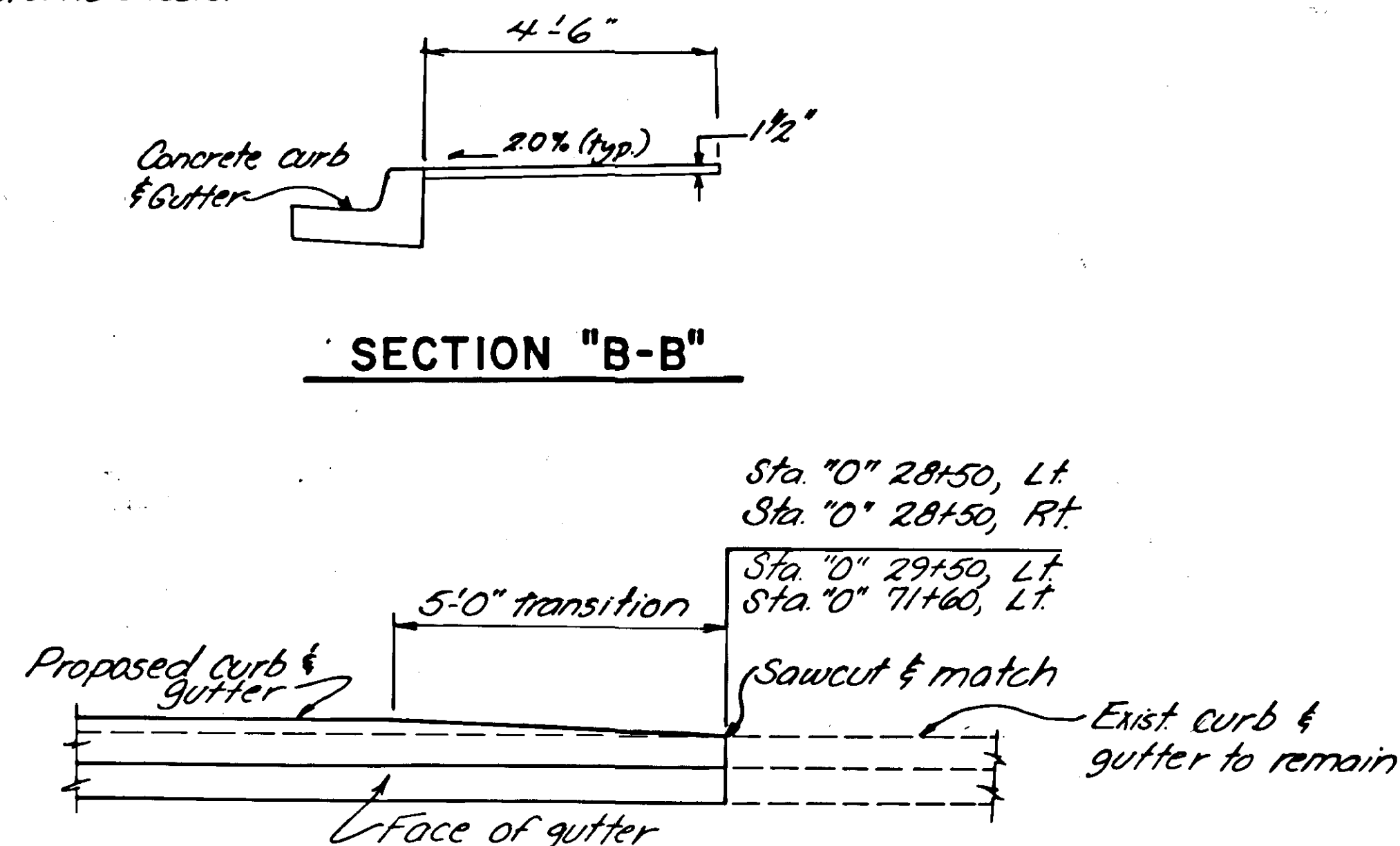
NOTE: Sidewalks shall drain toward the roadway centerline as shown on this sheet, except the ones shown on the driveway profile sheets.



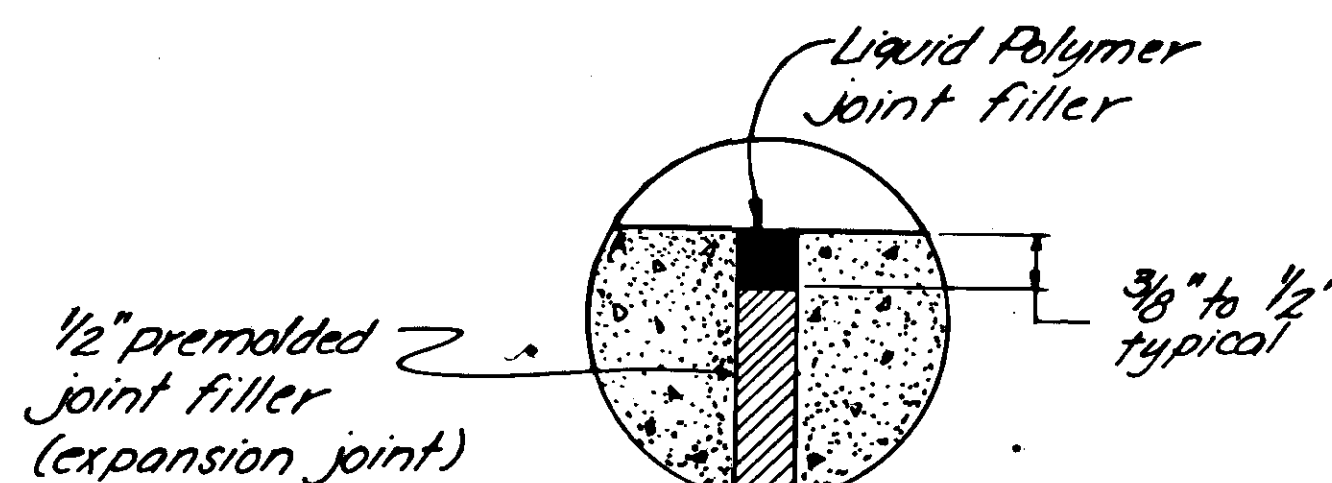
CURB CUT DETAIL  
TYPE II



CURB CUT DETAIL  
TYPE I



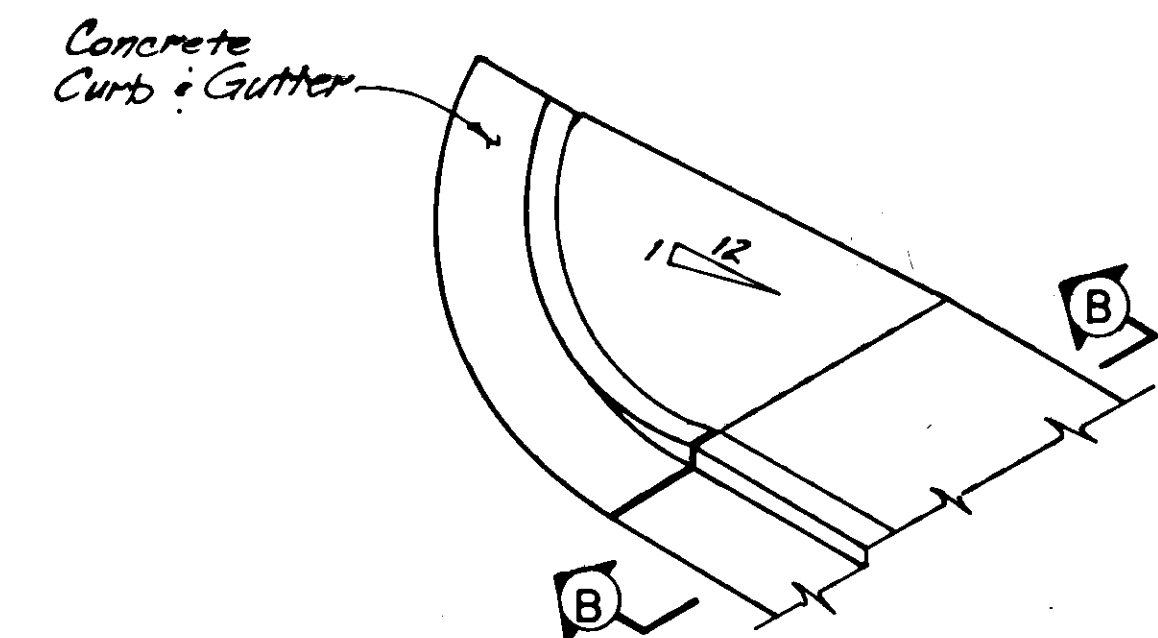
CURB AND GUTTER  
TRANSITION DETAIL



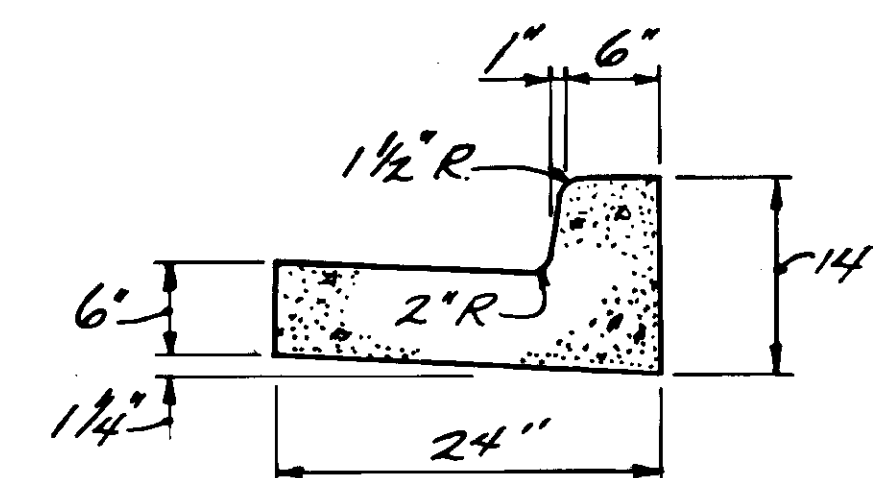
SECTION "C-C"

## NOTES SIDEWALK, CURB & GUTTER

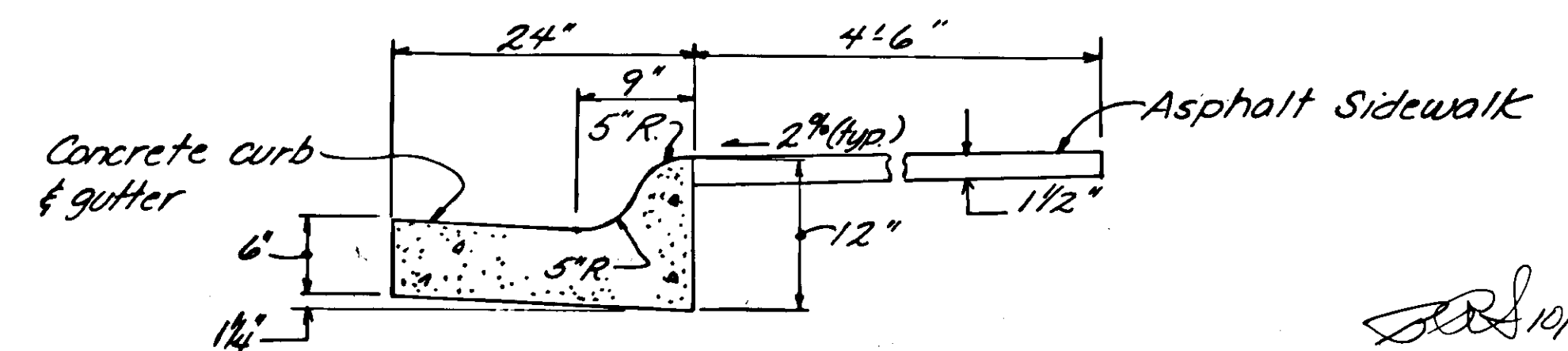
1. All concrete curb & gutter shall be Type I except for the mountable curb between "0" 32+35 Rt. & "0" 33+55 Rt.
2. Curb & gutter expansion joints shall be at each end of the curb returns & immediately preceding & following all curb cuts. Thereafter, they shall be placed at 30'-0".
3. Sidewalk & curb cut slope shall not exceed the maximum allowable slope of 1:12.
4. All curb & gutters shall be Class "A" concrete with a minimum 28-day compressive strength of  $f'_c = 3,000 \text{ psi}$ .
5. Curb return at "0" 71+00, Rt. shall have a curb cut as detailed on this sheet.



CURB CUT DETAIL  
FOR CURB RETURN



CURB & GUTTER DETAIL  
TYPE I



MOUNTABLE CURB & GUTTER DETAIL  
STA. "0" 32+35, RT. TO STA. "0" 33+55, RT.

| BY | DATE | DESCRIPTION OF CHANGE |
|----|------|-----------------------|
|    |      |                       |
|    |      |                       |
|    |      |                       |

|                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------|
| STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |
|------------------------------------------------------------------------------------------------------------------|

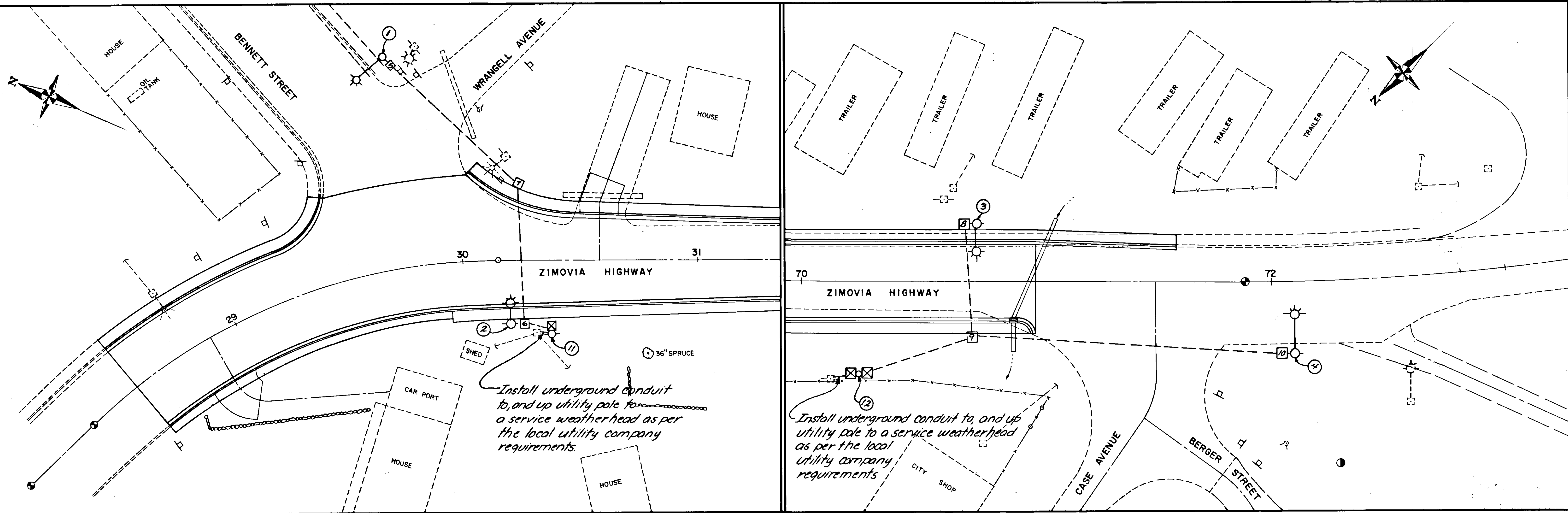
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| BENNETT STREET TO BERGER STREET<br>ZIMOVIA HIGHWAY WRANGELL ALASKA<br>Sidewalk & Miscellaneous Detail |
|-------------------------------------------------------------------------------------------------------|

|                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------|
| APPROVED BY: _____<br>DESIGNED BY: _____<br>RECOMMENDED BY: _____<br>DESIGN ENGINEER, GROUP "A"<br>PREPARED BY: _____<br>PROJECT MANAGER |
|------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                             |
|-----------------------------------------------------------------------------|
| DESIGNED BY: _____<br>DRAWN BY: _____<br>CHECKED BY: _____<br>LEAD DESIGNER |
|-----------------------------------------------------------------------------|

|                                                                                                               |
|---------------------------------------------------------------------------------------------------------------|
| ENGINEER'S STAMP<br>STATE OF ALASKA<br>49TH<br>Wm. L. Townsend<br>CE-5543<br>REGISTERED PROFESSIONAL ENGINEER |
|---------------------------------------------------------------------------------------------------------------|

BRD 10/16/90



| ILLUMINATION SCHEDULE |          |         |             |          |             |
|-----------------------|----------|---------|-------------|----------|-------------|
| NO                    | STATION  | OFFSET  | DESCRIPTION | MAST ARM | REMARKS     |
| 1                     | "0"29+89 | 90' Lt. | Electrolier | 12'      |             |
| 2                     | "0"30+20 | 27' Rt. | Electrolier | 5'       |             |
| 3                     | "0"70+75 | 24' Lt. | Electrolier | 8'       |             |
| 4                     | "0"72+10 | 30' Rt. | Electrolier | 15'      |             |
| 5                     | "0"29+80 | 87' Lt. | J-Box       |          | Type I      |
| 6                     | "0"30+25 | 26' Rt. | J-Box       |          | Type I      |
| 7                     | "0"30+25 | 32' Lt. | J-Box       |          | Type I      |
| 8                     | "0"70+71 | 23' Lt. | J-Box       |          | Type I      |
| 9                     | "0"70+71 | 24' Rt. | J-Box       |          | Type I      |
| 10                    | "0"72+04 | 30' Rt. | J-Box       |          | Type I      |
| 11                    | "0"30+37 | 31' Rt. | Load Center |          | ** See Note |
| 12                    | "0"70+25 | 40' Rt. | Load Center |          | ** See Note |

\*\*NOTE  
Contractor shall install load center & service pole as per std. Dwg. L-20.01 & requirements of the local utility company.

GENERAL NOTES

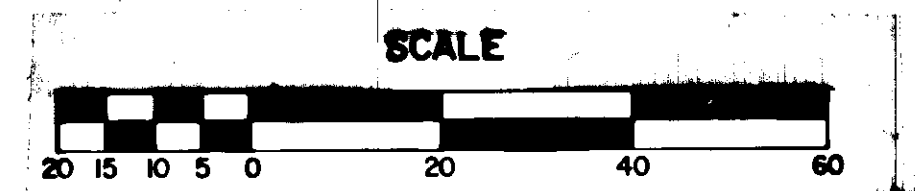
1. All new luminaires shall be 250 watt, High Pressure Sodium, ANSI/IES Type Medium - Cut off - Type II, and 240 volt.
2. All luminaire poles shall have slip bases as per Std. Dwg. L-10.01.
3. All wiring shall be in 2" Rigid Metal Conduit.
4. Load center main circuit breakers shall be 100 amps.
5. Load center main contactors shall be rated 100 amps.
6. Each load center, as per Std. Dwg. L-20.01, shall have one 20 amp lighting circuit. The load center at "0"70+25, 40' Rt, shall also have one 120 volt, 20 amp circuit breaker for the traffic counter.
7. Photo cells shall be mounted on top of the service poles.
8. The contractor shall locate all underground utilities prior to any excavation.
9. Payment for sawcut and pavement/concrete repair for conduit installation shall be incidental to 660 (3).
10. All new luminaires shall be mounted 35' feet above the roadway.

(Addendum No.1)



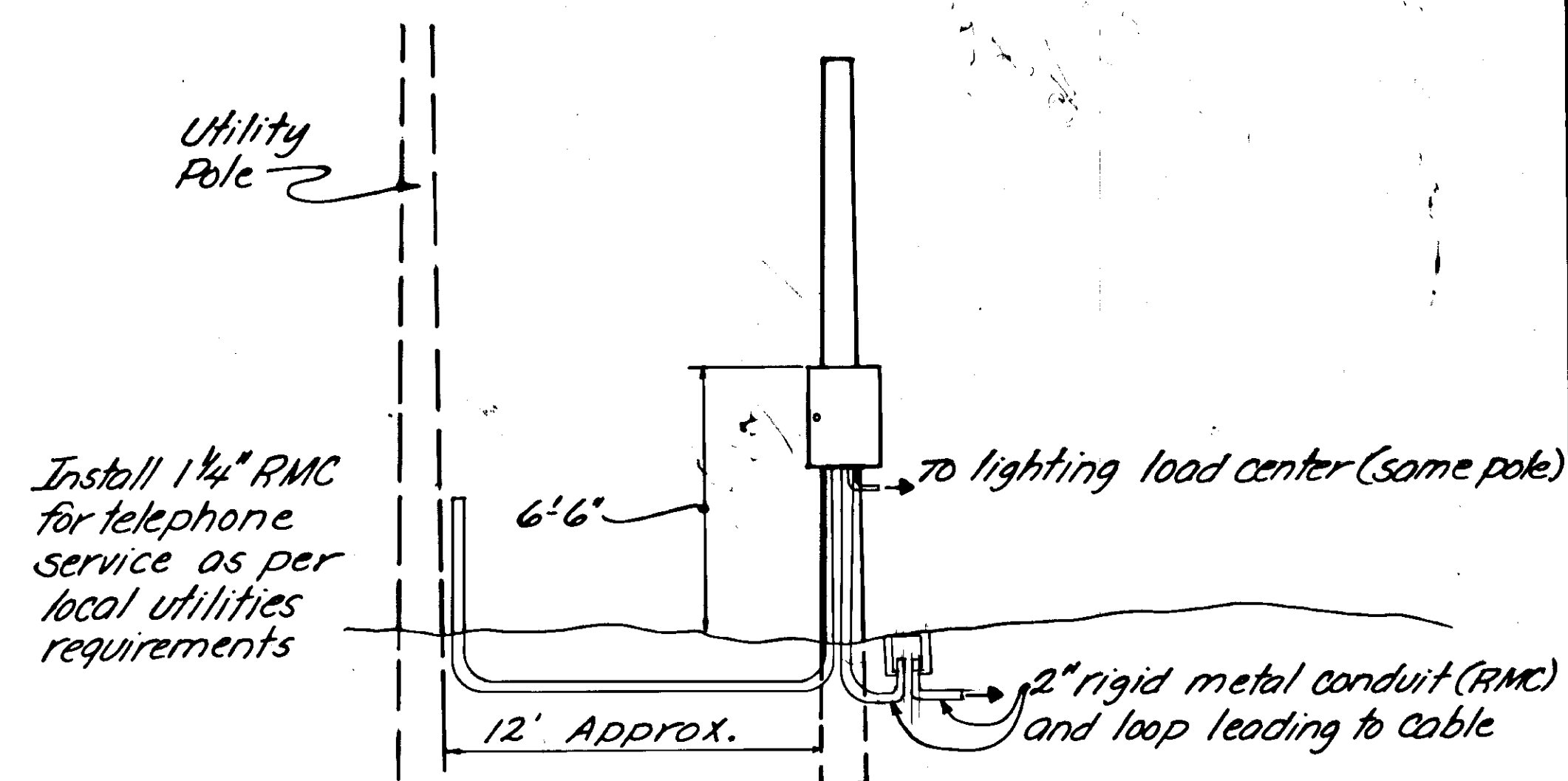
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| RECORD OF REVISIONS |  |  | STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION | BENNETT STREET TO BERGER STREET<br>ZIMOVIA HIGHWAY WRANGELL ALASKA<br>Lighting Details | APPROVED BY:    | DESIGNED BY: | SCALE:         |
|                     |  |  |                                                                                                                  |                                                                                        | RECOMMENDED BY: | DRAWN BY:    | DATE:          |
|                     |  |  |                                                                                                                  |                                                                                        | PREPARED BY:    | CHECKED BY:  | SHEET 23 OF 30 |
|                     |  |  |                                                                                                                  |                                                                                        | PROJECT MANAGER |              |                |

Hand-drawn site plan for a proposed 70 Highway interchange. The plan shows a north arrow pointing towards the top-left. A '70 HIGHWAY' runs horizontally across the middle. To the north of the highway are several 'TRAILER' units and a 'BLOG'. A 'ZIMOVIA' road crosses the highway. To the south of the highway is a 'CITY SHOP' and a 'Lighting pole and Load Center' marked with a circled '1'. A 'CASE AVE.' road curves to the right, and a 'BERGER ST.' road is also shown. Dimensions for the interchange area are given as 16', 6', 5', and 6'. A note indicates 'Install 4 Loop Detectors' near the highway. The plan is labeled 'Sheet 23'.



| TRAFFIC COUNTER INSTALLATION SUMMARY |           |         |                 |                                  |
|--------------------------------------|-----------|---------|-----------------|----------------------------------|
| NO.                                  | STATION   | OFFSET  | ITEM            | REMARKS                          |
| 1                                    | "0" 70+20 | 40' Rt. | Traffic Counter | Install on lighting service pole |
| 2                                    | "0" 70+21 | 19' Lt. | J-Box, Type I   | Install flush with sidewalk      |
| 3                                    | "0" 70+21 | 19' Rt. | " " " "         | " " " "                          |
| 4                                    | "0" 70+21 | 37' Rt. | " " " "         |                                  |

1. J-Box covers shall be labeled "TRAFFIC".
2. Traffic counter equipment and installation shall conform to the Standard Drawings and the construction specifications.
3. Install one duplex 120 VAC Ground Fault Receptacle in the traffic counter cabinet.
4. Each loop shall have its own home run cable.
5. Each loop shall be 4 turns.



## TRAFFIC COUNTER INTALATION DETAIL

|                                                                                                                                                                                                                                                                                                             |      |                            |  |                |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------------|--|----------------|--|--|--|--|--|--|--|--|--|--|----|------|-----------------------|------------------------------------------------------------------------------------------------------------------|--|--|-----------------------------------------------------------------------------------------------------------|--|--|-----------------------------------------------------------------|--|-----------------------------|--|--------------|--|---------------------------------------------------------------------------------------|
| <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr> <td>BY</td><td>DATE</td><td>DESCRIPTION OF CHANGE</td></tr> </table> |      |                            |  |                |  |  |  |  |  |  |  |  |  |  | BY | DATE | DESCRIPTION OF CHANGE | STATE OF ALASKA<br>DEPARTMENT OF TRANSPORTATION<br>& PUBLIC FACILITIES<br>SOUTHEAST REGION DESIGN & CONSTRUCTION |  |  | BENNETT STREET TO BERGER STREET<br>ZIMOVIYA HIGHWAY WRANGELL ALASKA<br>TRAFFIC COUNTER LAYOUT AND DETAILS |  |  | APPROVED BY: _____<br>_____ DESIGN GROUP CHIEF _____ DATE _____ |  | DESIGNED BY: _____<br>_____ |  | SCALE: _____ |  |  |
|                                                                                                                                                                                                                                                                                                             |      |                            |  |                |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |
|                                                                                                                                                                                                                                                                                                             |      |                            |  |                |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |
|                                                                                                                                                                                                                                                                                                             |      |                            |  |                |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |
|                                                                                                                                                                                                                                                                                                             |      |                            |  |                |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |
| BY                                                                                                                                                                                                                                                                                                          | DATE | DESCRIPTION OF CHANGE      |  |                |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |
| RECOMMENDED BY: _____<br>_____ DESIGN ENGINEER, GROUP _____ DATE _____                                                                                                                                                                                                                                      |      | DRAWN BY: _____<br>_____   |  | DATE: 8/89     |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |
| PREPARED BY: _____<br>_____ PROJECT MANAGER _____ LEAD DESIGNER _____                                                                                                                                                                                                                                       |      | CHECKED BY: _____<br>_____ |  | SHEET 24 OF 30 |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |
| RECORD OF REVISIONS                                                                                                                                                                                                                                                                                         |      |                            |  |                |  |  |  |  |  |  |  |  |  |  |    |      |                       |                                                                                                                  |  |  |                                                                                                           |  |  |                                                                 |  |                             |  |              |  |                                                                                       |