

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

WRANGELL, ALASKA

ZIMOVIA HIGHWAY
BERGER STREET TO
THE LUMBER MILL

RESURFACING, GRADING, DRAINAGE &
RECONSTRUCTION

PROJECT NO. STP-0943(22) 70632

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	TYPICAL SECTIONS & DETAILS
4	ESTIMATE OF QUANTITIES
5	TRAFFIC CONTROL PLAN
6	DRIVEWAY/DRIVEWAY CULVERT SUMMARIES
7-8	DRIVEWAY DETAILS
9	APPROACH ROAD DETAILS
10	DRAINAGE SUMMARIES
11	DRAINAGE DETAILS
12	MISCELLANEOUS SUMMARIES
13-15	PLAN & PROFILE SHEETS - URBAN SECTION
16-20	PLAN SHEETS - RURAL SECTION
21-22	REALIGNMENT SECTIONS-ROADHOUSE & FIRE STATION AREAS
23	RECREATIONAL PATH/WATER LINE INSULATION DETAILS & SUMMARIES
24-26	RECREATIONAL PATH PLAN & PROFILE SHEETS
27	PIPE HANDRAIL DETAILS
28-31	MISCELLANEOUS CONSTRUCTION DETAILS
32	SIGNING AND STRIPING
33	INSTITUTE CREEK BRIDGE RAIL DETAILS

DESIGN DESIGNATION

CDS MILE 1.37 (BERGER ST. - B.O.P.) TO
CDS MILE 5.26 (SHOEMAKER BAY LOOP RD, 1ST ENTRANCE)

ADT (1994) = 2,160
ADT (2014) = 2,760
DHV (12%) = 331
% T = 5%
20 YEAR TOTAL EAL'S = 298,920

CDS MILE 5.26 (SHOEMAKER BAY LOOP ROAD N. ENTRANCE)
TO CDS MILE 6.35 (ALASKA WOOD PRODUCTS MILL ENTRANCE - E.O.P.)

ADT (1994) = 1,100
ADT (2014) = 1,140
DHV (12%) = 170
% T = 5%
20 YEAR TOTAL EAL'S = 147,400

PROJECT SUMMARY

WIDTH OF PAVEMENT = 28 FT.
LENGTH OF PROJECT = 27,825.46' (5.2700 MI.)

DESIGN SPEED

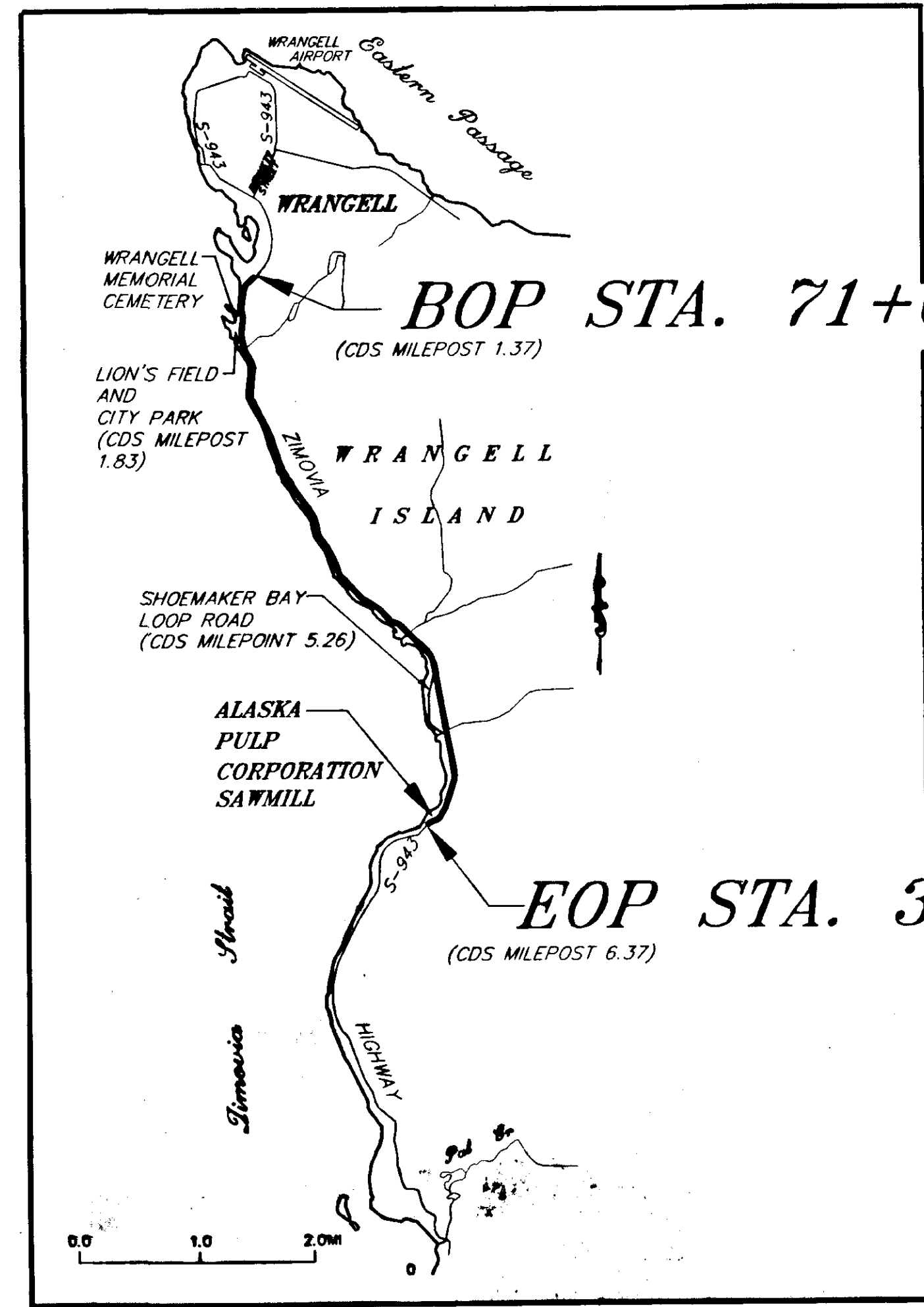
V = 40 MPH B.O.P. - BERGER ST. (CDS MILE 1.37) TO STA. 107+00 (CDS MILE 2.01)
V = 50 MPH STA. 107+00 (CDS MILE 2.01) TO STA. 349+00 (CDS MILE 6.62)

DESIGN EXCEPTIONS

- A) ROADWAY WIDTH 28 FT.
- B) HORIZONTAL CURVES ~ SUBSTANDARD
 - a. CURVE LENGTH
 - STATION: 91+31, 117+68, 197+00
 - b. SUPER ELEVATION RUNOFF DISTANCES
 - STATION: 89+53, 115+83, 192+01
 - c. DEGREE OF CURVE STATION
 - STATION: 213+14

C) VERTICAL CURVES ~ SUBSTANDARD

SAG STATION	CREST STATION
187+75	176+00
249+50	193+00
270+00	242+00
303+00	259+00
320+50	288+00
331+00	309+00
346+50	315+50
	325+00
	342+00



The following Standard Drawings apply to this project :
A-1, C-01.03, C-02.01, C-03.01, D-01.02, D-05.10, D-20.02, D-23.00, D-24.00, D-26.01, G-04.04S, G-04.05W, G-09.01S, G-09.02W, G-14.04S, G-14.04W, G-18.00S, G-18.00W, G-24.05S, G-24.05W, G-29.01S, G-29.01W, I-20.11, I-81.00, M-05.00, M-20.11, M-23.11, S-00.00, S-05.00, S-20.00, S-30.01, T-21.01

'AS - BUILTS'

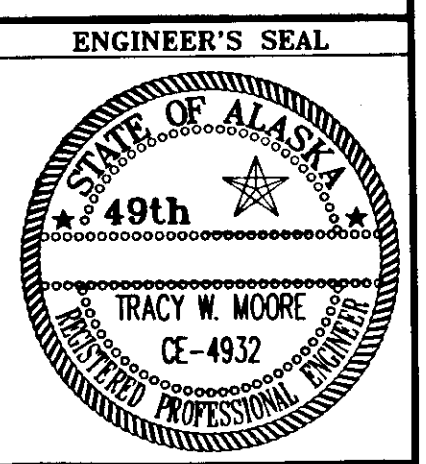
CONTRACTOR: **NORTHERN TIMBER CORPORATION**
PROJECT ENGINEER: **LARRY GEISE**
BEGIN DATE: **OCTOBER 2, 1994**
END DATE: **AUGUST 2, 1996**

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

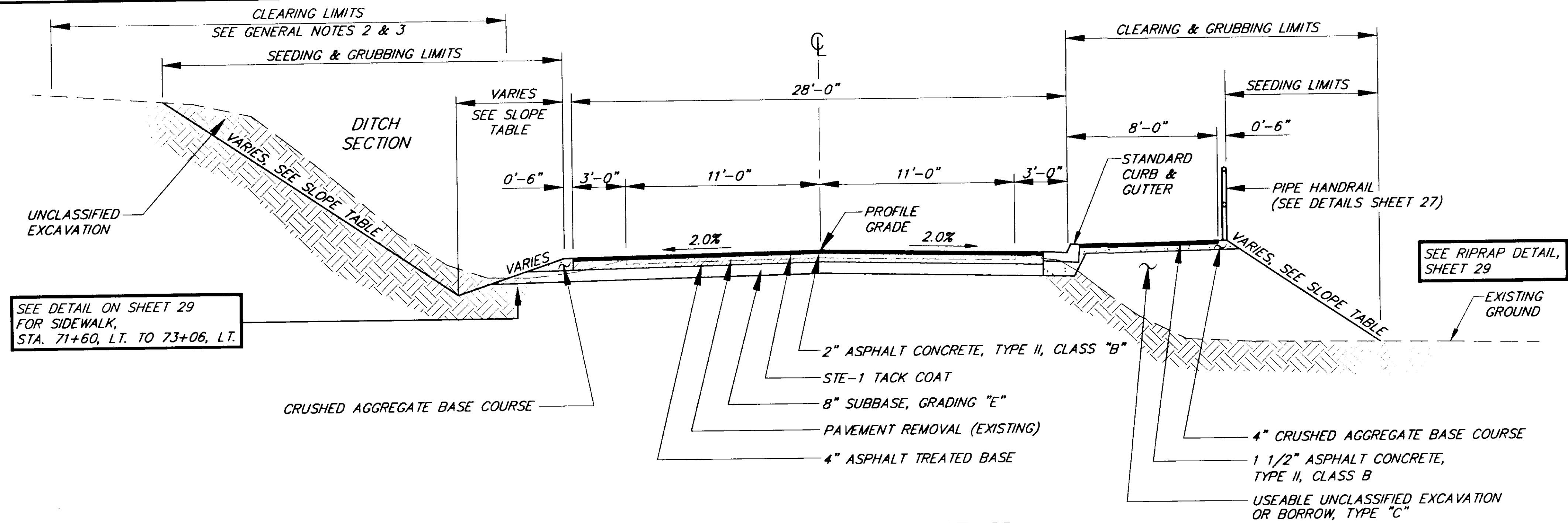
APPROVED _____ Date _____
Regional Reconstruction Engineer

APPROVED _____ Date _____
Director, S.E. Region Design & Construction

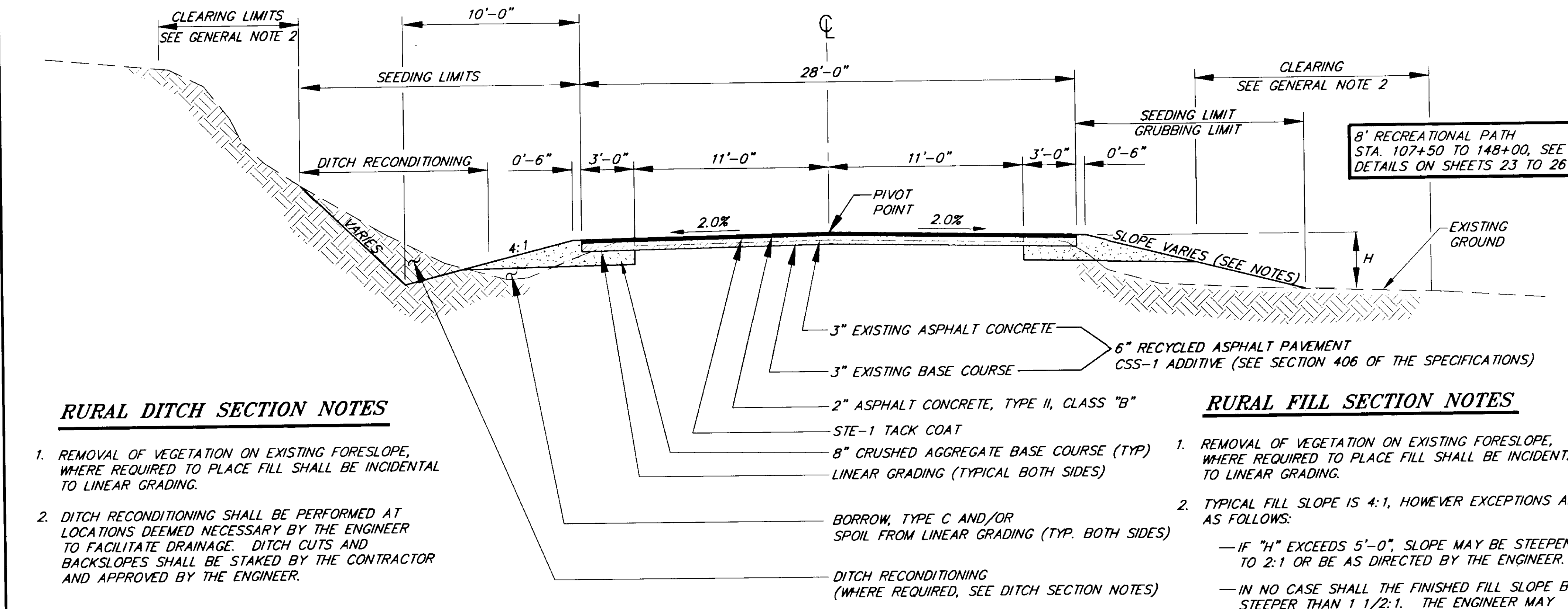
PROJECT NUMBER:	70632
DATE:	JUNE 1994
SHEET	1 OF 33



P: | WRG | ZIMBERG | DR | TSHEET 1=1



TYPICAL SECTION-URBAN
STA. 71+00 TO STA. 107+50



TYPICAL SECTION-RURAL

STA. 107+50 TO 218+00 / STA. 237+00 TO 281+00 / STA. 298+00 TO 349+25.46
(SEE SHEET 3 FOR STA. 218+00 TO 237+00 & STA. 281+00 TO 298+00)

GENERAL NOTES

1. THE SUPERELEVATION SHALL BE ROTATED ABOUT THE CENTERLINE. THE RATE OF SUPERELEVATION AND SUPERELEVATION TRANSITION LENGTHS ARE SHOWN ON THE PLAN AND PROFILE SHEETS.
2. CLEARING SHALL BE A MINIMUM OF 5' BEHIND SLOPE LIMIT OR DITCH RECONDITIONING, TO A MAXIMUM OF 30' FROM CENTERLINE OR TO THE ROW LINE, WHICHEVER IS LESS. THE CONTRACTOR SHALL LEAVE INTACT ALL GARDENS, TREES, SHRUBS AND ANY OTHER EFFORTS AT LANDSCAPING WHICH THE VARIOUS HOMEOWNERS HAVE ACCOMPLISHED ADJACENT TO RESIDENCES ALONG THE PROJECT.
3. CLEAR ALL BRUSH & TREES TO RIGHT OF WAY FROM STA. 79+00 LT. TO STA. 88+20 LT.
4. PIPE LENGTHS AND LOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO ADJUSTMENTS. MINOR ADJUSTMENTS IN THE GRADE AND ALIGNMENT MAY BE APPROVED BY THE ENGINEER.
5. CHANGES IN THE SLOPE TABLES SHALL TRANSITION SMOOTHLY BETWEEN STATIONS TO PROVIDE A UNIFORM APPEARANCE.

SLOPE TABLE-LEFT

STATION	FORE SLOPE	FILL SLOPE	BACK SLOPE	REMARKS
71+00 TO 73+00		2:1		
74+00	3.8:1, 7 FT.		1.5:1	CATCH AT BACK DITCH
74+50 TO 75+50	5:1, 10 FT.		2:1	CATCH AT BACK DITCH
76+00 TO 76+50	4:1, 8 FT.			CATCH AT BACK DITCH
77+00	3.5:1, 7 FT.			CATCH AT BACK DITCH
77+50 TO 80+00	4:1, 8 FT.	50:1	2:1	CATCH AT BACK DITCH
80+50	5:1, 10 FT.		2:1	
81+00	6.5:1, 13 FT.		1.5:1	
82+00	10:1, 20 FT.			CATCH AT BACK DITCH
82+50	11:1, 22 FT.			CATCH AT BACK DITCH
83+00	12:1, 24 FT.			CATCH AT BACK DITCH
83+50 TO 85+00	10:1, 20 FT.			CATCH AT BACK DITCH
85+50	6:1, 12 FT.			CATCH AT BACK DITCH
86+00 TO 88+00	3:1, 6 FT.			CATCH AT BACK DITCH
88+50 TO 93+00	3:1, 6 FT.		1.5:1	
89+00	3:1, 6 FT.		1.5:1	
89+50	3:1, 6 FT.		0.25:1	
90+00	3:1, 6 FT.		0.5:1	
90+50 TO 93+00	3:1, 6 FT.		1.5:1	
93+50 TO 96+00	4.5:1, 9 FT.		1.5:1	
96+50 TO 98+50	5:1, 10 FT.		1.5:1	
99+00	4:1, 12 FT.			
99+50	4:1, 16 FT.			
100+00 TO 101+00	4:1, 16 FT.	1.5:1		BARN ROOF
101+50	4:1, 10 FT.	1.5:1		BARN ROOF
103+00 TO 107+50	4:1, 8 FT.	50:1		

SLOPE TABLE-RIGHT

STATION	FORE SLOPE	FILL SLOPE	BACK SLOPE	REMARKS
71+00 TO 71+50		2:1		
72+00		50:1		DAYLIGHT
72+50 TO 75+00		2:1		
75+50 TO 77+00		1.5:1		
77+50		0.2:1		ROCK SLOPE PROTECTION
78+00 TO 81+00		2:1		
81+50 TO 85+00		1.5:1		
85+50 TO 86+50		2:1		
87+00 TO 88+00		-5%		DAYLIGHT
88+50		2:1		
89+00 TO 89+50		1.5:1		
90+00 TO 91+50		0.2:1		ROCK SLOPE PROTECTION
92+00 TO 93+00		1.5:1		
93+50 TO 95+50		2:1		
96+00		-20:1		DAYLIGHT
96+50		-50:1		DAYLIGHT
97+00		-50:1		DAYLIGHT
97+50		-20:1		DAYLIGHT
98+00 TO 98+50		2:1		
99+00		1.5:1		
99+50 TO 100+00		2:1		
100+50 TO 102+00	2:1, 4 FT.		1.5:1	
102+50 TO 103+50		-20:1		DAYLIGHT
104+00 TO 107+50		2:1		

RURAL DITCH SECTION NOTES

1. REMOVAL OF VEGETATION ON EXISTING FORESLOPE, WHERE REQUIRED TO PLACE FILL SHALL BE INCIDENTAL TO LINEAR GRADING.
2. DITCH RECONDITIONING SHALL BE PERFORMED AT LOCATIONS DEEMED NECESSARY BY THE ENGINEER TO FACILITATE DRAINAGE. DITCH CUTS AND BACKSLOPES SHALL BE STAKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

RURAL FILL SECTION NOTES

1. REMOVAL OF VEGETATION ON EXISTING FORESLOPE, WHERE REQUIRED TO PLACE FILL SHALL BE INCIDENTAL TO LINEAR GRADING.
2. TYPICAL FILL SLOPE IS 4:1, HOWEVER EXCEPTIONS ARE AS FOLLOWS:
 - IF "H" EXCEEDS 5'-0", SLOPE MAY BE STEEPENED TO 2:1 OR BE AS DIRECTED BY THE ENGINEER.
 - IN NO CASE SHALL THE FINISHED FILL SLOPE BE STEEPER THAN 1 1/2:1. THE ENGINEER MAY REQUIRE MINOR ADJUSTMENTS OF THE FILL SLOPE FOR AESTHETICS.

PATH: P:\WRG\ZIMBERG\DR\TYP 1=4

BY:	DATE:	DESCRIPTION OF CHANGE:

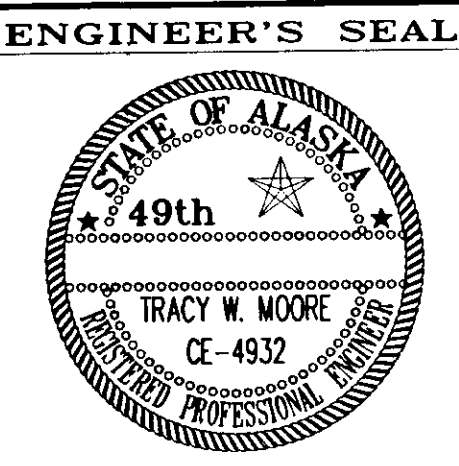
RECORD OF REVISIONS

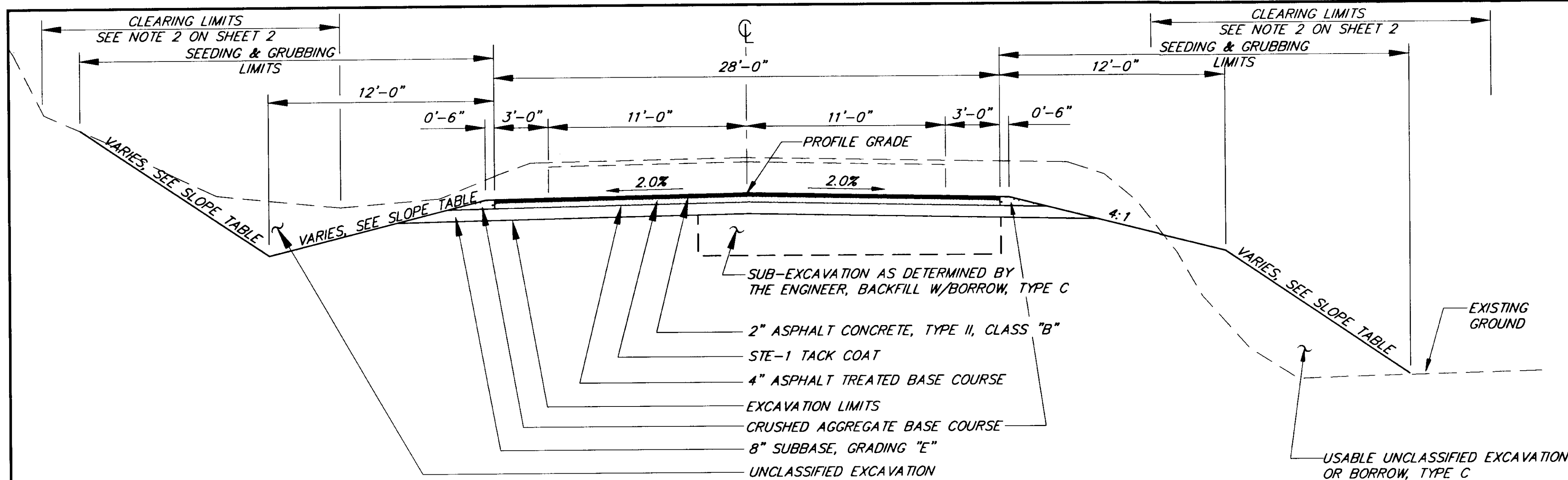
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION
ALASKA
ZIMOVIA HIGHWAY
TYPICAL SECTIONS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

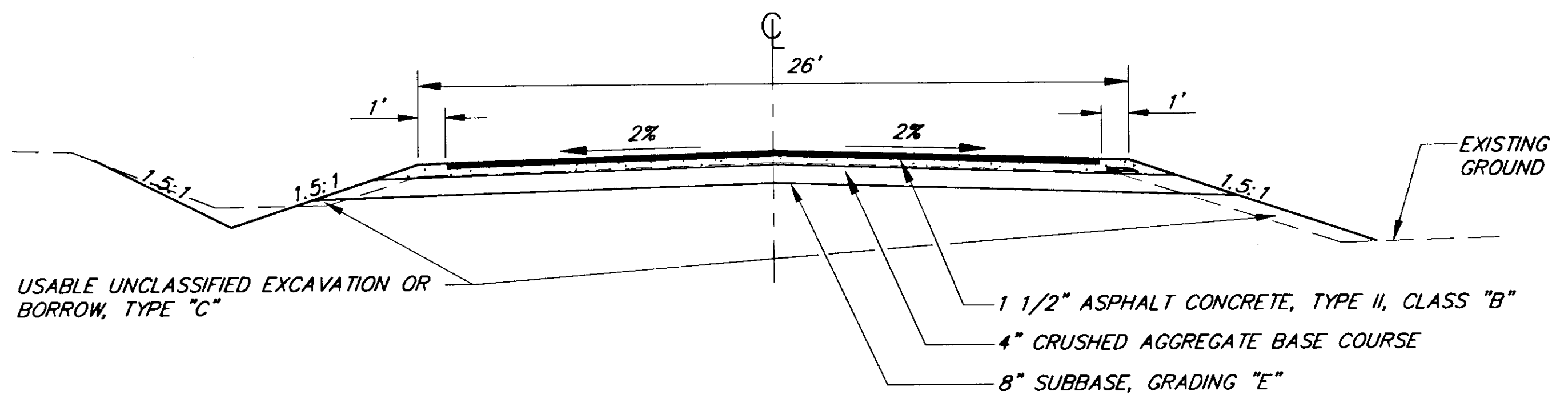
DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 2 OF 33



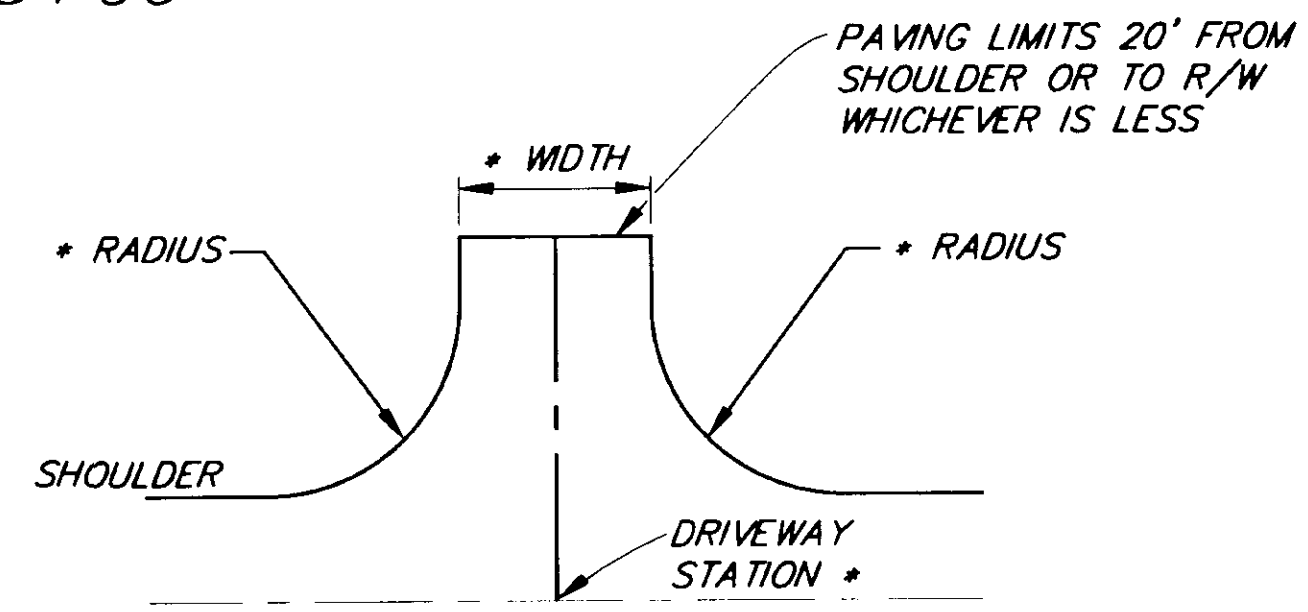


TYPICAL SECTION-ROADHOUSE & FIRE STATION RECONSTRUCTION AREA
 STA. 218+00 TO STA. 237+00 & STA. 281+00 TO STA. 298+00

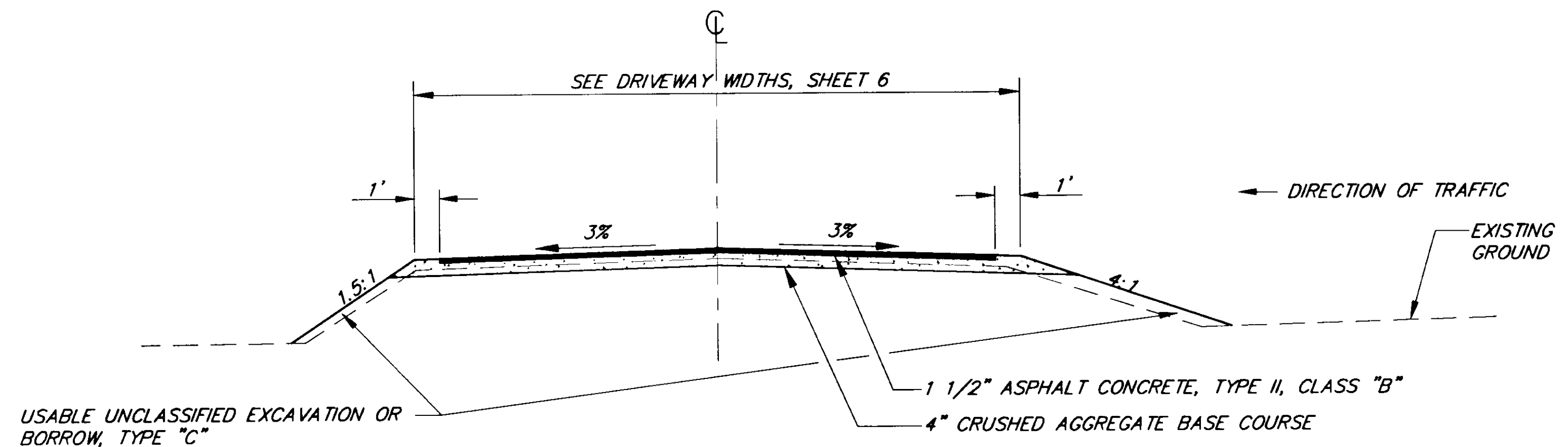
SLOPE TABLE-RECONSTRUCTION AREAS			
LEFT			
STATION	FILL SLOPE	BACK SLOPE	REMARKS
215+00 TO 216+00		1.5:1	"V" BOTTOM DITCH
216+00 TO 223+00	50:1		FLAT BOTTOM DITCH, CATCH BACK OF DITCH
223+00 TO 235+00		1.5:1	"V" BOTTOM DITCH
235+00 TO 237+00	50:1		FLAT BOTTOM DITCH, CATCH BACK OF DITCH
281+00 TO 282+50		-5%	DAYLIGHT
282+00 TO 282+50		1.5:1	"V" BOTTOM DITCH
291+00 TO 295+50	1.5:1		BARN ROOF
295+50 TO 298+00		1.5	"V" BOTTOM DITCH
RIGHT			
STATION	FILL SLOPE	BACK SLOPE	REMARKS
215+00 TO 224+50	1.5:1		BARN ROOF
224+50 TO 226+50		-5%	DAYLIGHT
226+50 TO 228+00		1.5:1	"V" BOTTOM DITCH
228+00 TO 231+50	1.5:1		BARN ROOF
231+50 TO 232+50		-5%	DAYLIGHT
232+50 TO 237+00	1.5:1		BARN ROOF
281+00 TO 281+50			"V" BOTTOM DITCH
281+50 TO 282+50	1.5:1	1.5:1	BARN ROOF
282+50 TO 283+50		-5%	DAYLIGHT
283+50 TO 289+50		1.5:1	"V" BOTTOM DITCH
289+50 TO 292+50		-5%	DAYLIGHT
294+00 TO 295+50	1.5:1		BARN ROOF
295+50 TO 298+00		1.5:1	"V" BOTTOM DITCH



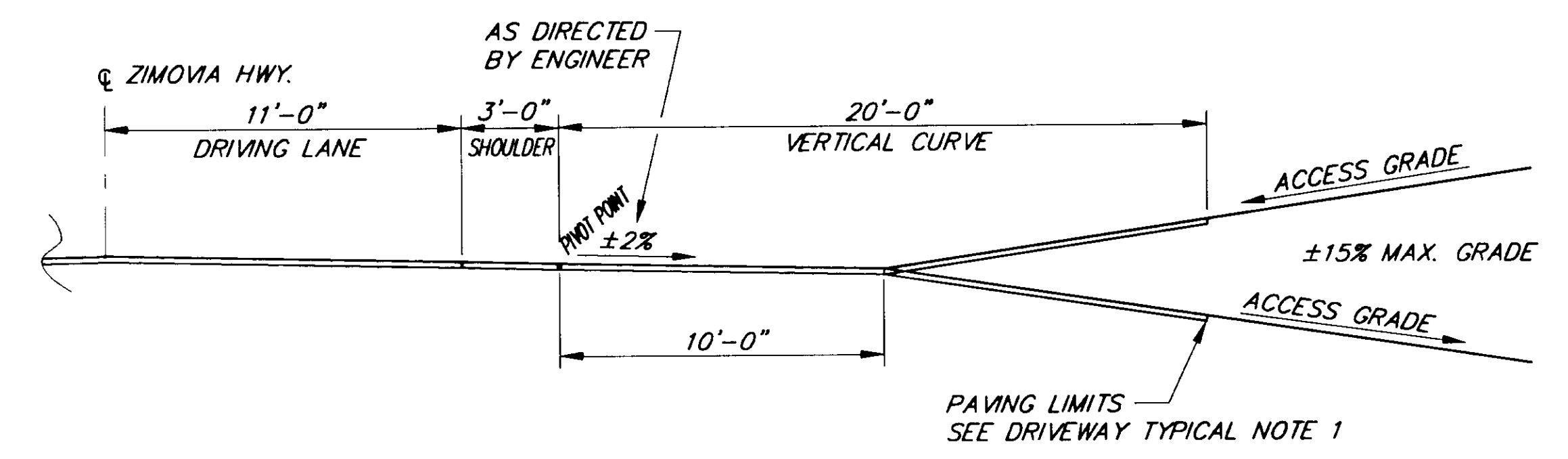
TYPICAL APPROACH ROAD SECTION
 NORTH & SOUTH SHOEMAKER BAY LOOP INTERSECTION



TYPICAL DRIVEWAY PLAN
 * SEE DRIVEWAY SUMMARY FOR LOCATION, WIDTH AND DRIVEWAY RADIUS INFORMATION (SHEET 6).



TYPICAL DRIVEWAY SECTION



TYPICAL DRIVEWAY PROFILE

DRIVEWAY TYPICAL NOTES:

1. THE PAVING LIMIT SHALL BE 20' FROM EDGE OF PAVEMENT OR TO THE ROW, WHICHEVER IS LESS, UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
2. SEE DRIVEWAY SUMMARY SHEET 6 FOR DRIVEWAY WIDTHS.

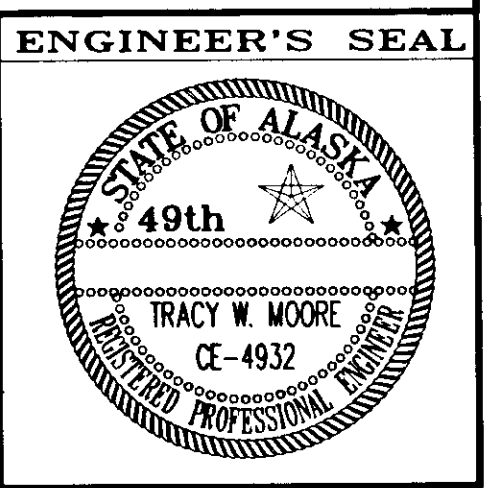
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\WRG\ZIMBERG\DR\TYPMISC 1=4	STATE OF ALASKA	WRANGELL	ALASKA
BY:	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES		DESIGNED BY: D. BLACKBURN
DATE:	SOUTHEAST REGION DESIGN & CONSTRUCTION		DRAWN BY: R. SNYDER
			CHECKED BY: T. MOORE
			PROJECT NO. 70632
			DATE: JUNE 1994
			SHEET 3 OF 33

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

WRANGELL
 ZIMOVIYA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
 ZIMOVIYA HIGHWAY
 TYPICAL SECTIONS & DETAILS

ALASKA
 DESIGNED BY: D. BLACKBURN
 DRAWN BY: R. SNYDER
 CHECKED BY: T. MOORE
 PROJECT NO. 70632
 DATE: JUNE 1994
 SHEET 3 OF 33



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
120(1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
201(3B)	CLEARING AND GRUBBING	LUMP SUM	ALL REQUIRED
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQUIRED
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	9000 20,103
202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	100 05.33
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	7853 8,720
202(9)	REMOVAL OF CURB & GUTTER	LINEAR FOOT	150 130
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	27,000 32,613
203(6)	BORROW, TYPE "C"	TON	23,000 69,000
203(11)	LINEAR GRADING	STATION	206
203(12)	DITCH RECONDITIONING	STATION	206 170.24
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	23,500 26,429
304(1)	SUBBASE, GRADING "E"	TON	11,300 23,043
306(4)	ASPHALT TREATED BASE COURSE	TON	5,200 4,681.42
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B	TON	11,500 12,601.97
401(2)	PBA-2 ASPHALT CEMENT	TON	690 717.34
402(2)	STE-1 ASPHALT FOR TACK COAT	TON	35 20.41
406(1)	RECYCLED PAVEMENT, 6" DEPTH	SQUARE YARD	64,020 64,013
406(2)	CSS-1 ASPHALT FOR RECYCLED PAVEMENT	TON	750 676.19
506(5)	STAIRWAY RECONSTRUCTION	LUMP SUM	ALL REQUIRED
509(1)	ROCK FACING	SQUARE FOOT	600 221
404(5)	FOG SEAL	LUMP SUM	ALL REQUIRED
603(2-57)	57 X 38 INCH CORRUGATED STEEL PIPE ARCH	LINEAR FOOT	20 0
603(17-18)	18 INCH PIPE	LINEAR FOOT	3,330 3,661
603(17-24)	24 INCH PIPE	LINEAR FOOT	5,340 5,825
603(17-36)	36 INCH PIPE	LINEAR FOOT	490 1,107
603(17-48)	48 INCH PIPE	LINEAR FOOT	280 375
604(3)	RECONSTRUCT EXISTING MANHOLE	EACH	4 5
604(4)	ADJUST EXISTING MANHOLE	EACH	3 5
604(5)	INLET, TYPE "A"	EACH	7 9
606(1)	W-BEAM GUARDRAIL	LINEAR FOOT	1425 1,412.9
606(2)	THRIE BEAM GUARDRAIL	LINEAR FOOT	75
606(5)	REMOVAL AND DISPOSAL OF GUARDRAIL	LINEAR FOOT	2625
606(6)	END ANCHORAGES	EACH	12
606(13)	BRIDGE RAIL RETROFIT	LINEAR FOOT	50
608(3)	ASPHALT SIDEWALK	SQUARE YARD	6,670 6,739.18
609(2)	CURB AND GUTTER, TYPE STANDARD	LINEAR FOOT	3,720 3,044
611(1A)	RIPRAP, CLASS I	CUBIC YARD	1,100 332.2
611(1B)	RIPRAP, CLASS II	CUBIC YARD	1,440 2,300.7
611(1C)	RIPRAP, CLASS III	CUBIC YARD	2,100 2,512.3
614(1)	SURVEY MONUMENTS	EACH	4 0
614(2)	MONUMENT CASES	EACH	4 0
615(1)	STANDARD SIGNS	SQUARE FOOT	247.55 264.3
618(1)	SEEDING	ACRE	7 3
618(3)	WATER FOR SEEDING	M. GAL	20 0
620(1)	TOPSOIL	SQUARE YARD	2,050 0
625(1)	PIPE HANDRAIL	LINEAR FOOT	2,805 0
626(2)	RECONSTRUCT DOMESTIC SEWER LINES	LINEAR FOOT	200 249.6
631(2)	GEOTEXTILE, RIPRAP LINER	SQUARE YARD	4,730 5,734
639(3)	DRIVEWAYS	EACH	159 162

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641(1)	EROSION AND POLLUTION CONTROL-ADMINISTRATION	LUMP SUM	ALL REQUIRED
641(2)	EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
642(2)	THREE PERSON SURVEY PARTY	hour	50 60
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNING	CAL DAY	365 441
643(4)	CONSTRUCTION SIGN	EACH/DAY	3,112 3907
643(5)	TYPE II BARRICADE	EACH/DAY	1,860 478
643(7)	TRAFFIC CONE	EACH/DAY	24,800 70,916
643(8)	DRUM	EACH/DAY	4,160 3,667
643(13)	TEMPORARY PAVEMENT MARKING	STATION	279
643(15)	FLAGGING	hour	3,500 9,047.5
644(1)	FIELD OFFICE	LUMP SUM	ALL REQUIRED
644(2)	FIELD LABORATORY	LUMP SUM	ALL REQUIRED
644(6)	ENGINEERING TRANSPORTATION	LUMP SUM	ALL REQUIRED
645(1)	TRAINING PROGRAM, 1 TRAINEE/APPRENTICE	LABOR HOURS	500 567.5
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED
670(8)	RECESSED PAVEMENT MARKERS	EACH	530

BASIS OF ESTIMATE

ITEM NO.	ITEM	ESTIMATING FACTOR
203 (6)	BORROW, TYPE "C"	1.85 TONS PER CUBIC YARD
301 (1)	CRUSHED AGGREGATE BASE COURSE	1.96 TONS PER CUBIC YARD
304 (1)	SUBBASE, GRADING "E"	1.87 TONS PER CUBIC YARD
306 (4)	ASPHALT TREATED BASE COURSE	118 LBS. PER SQUARE YARD PER INCH DEPTH
401 (1)	ASPHALT CONCRETE TYPE II, CLASS B	118 LBS. PER SQUARE YARD PER INCH DEPTH
401 (2)	PBA-2 ASPHALT CEMENT	6% OF ITEM 401 (1)
402 (2)	STE-1 ASPHALT FOR TACK COAT	APPLICATION RATE: 0.10 GALLON PER SQUARE YARD (253 GAL. PER TON)
406 (2)	CSS-1 ASPHALT CEMENT	3.0 GALLONS PER SQUARE YARD PER 6 INCH DEPTH (240 GAL. PER TON) 2.0 AS PER SPECS.

PATH: P:\WRG\ZIMBERG\DR\EST 1=1	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

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

WRANGELL

ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION

ESTIMATE OF QUANTITIES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ALASKA

DESIGNED BY:
T. HOPPER

DRAWN BY:
R. SNYDER

CHECKED BY:
T. MOORE

PROJECT NO.
70632

DATE:
JUNE 1994

SHEET 4 OF 33

ENGINEER'S SEAL

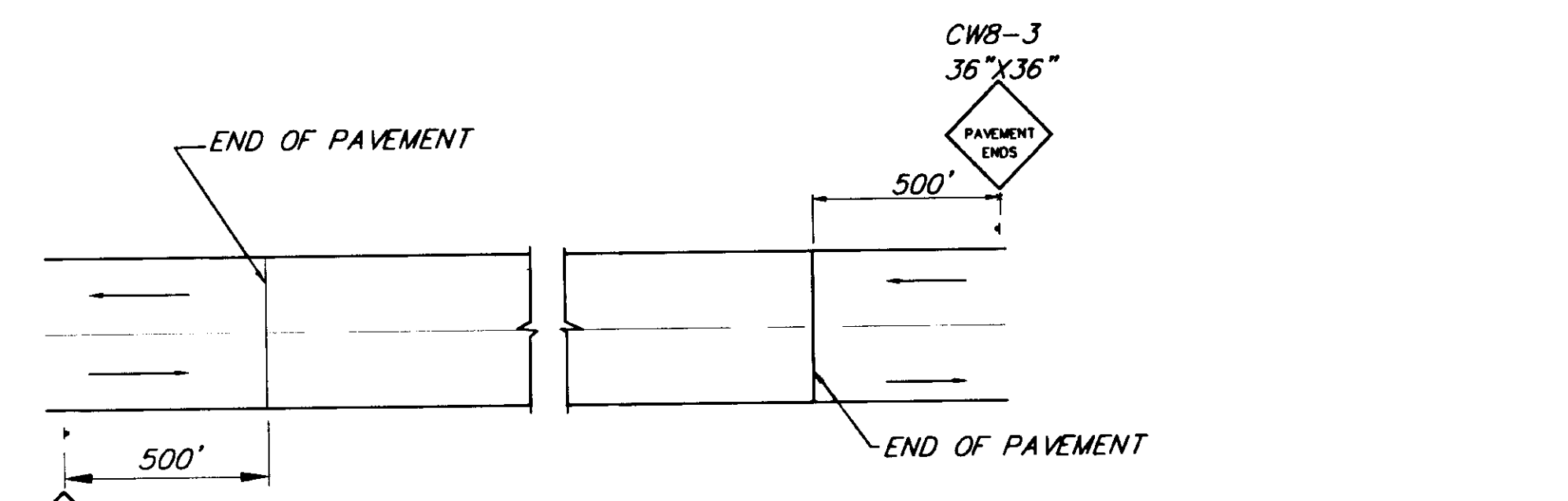
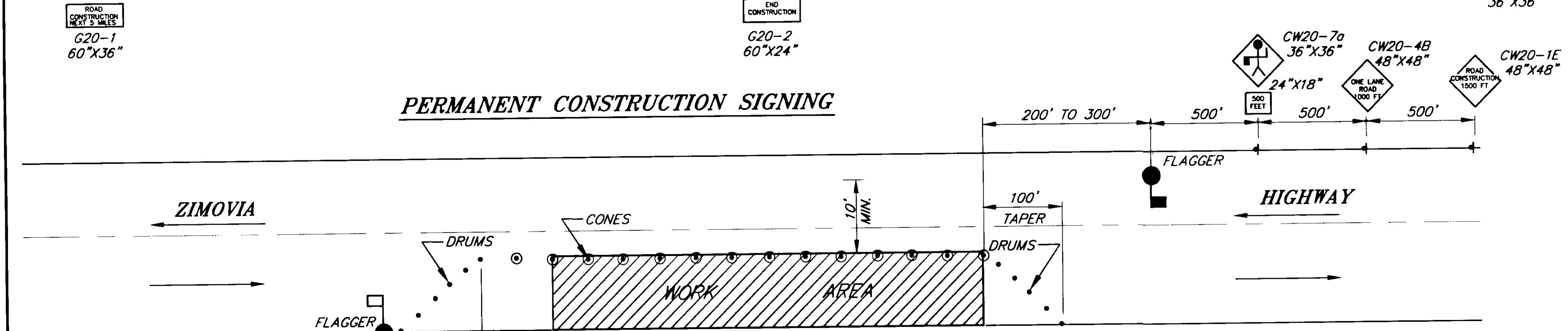
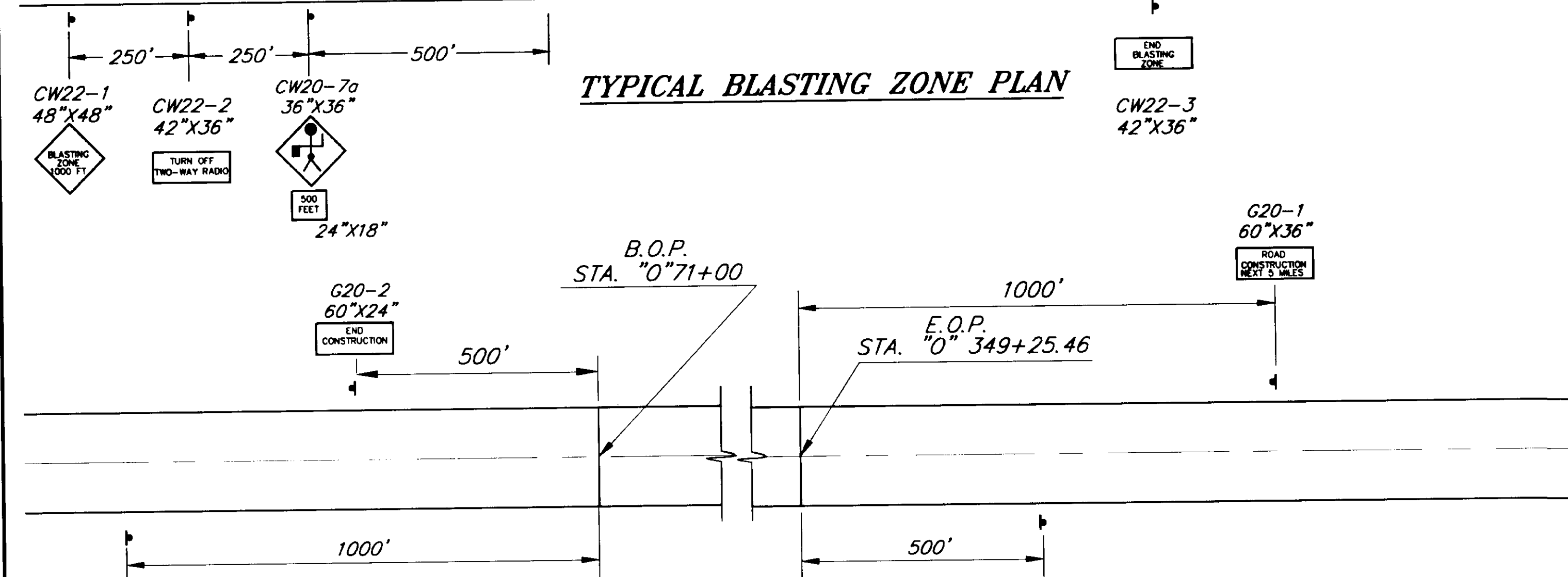
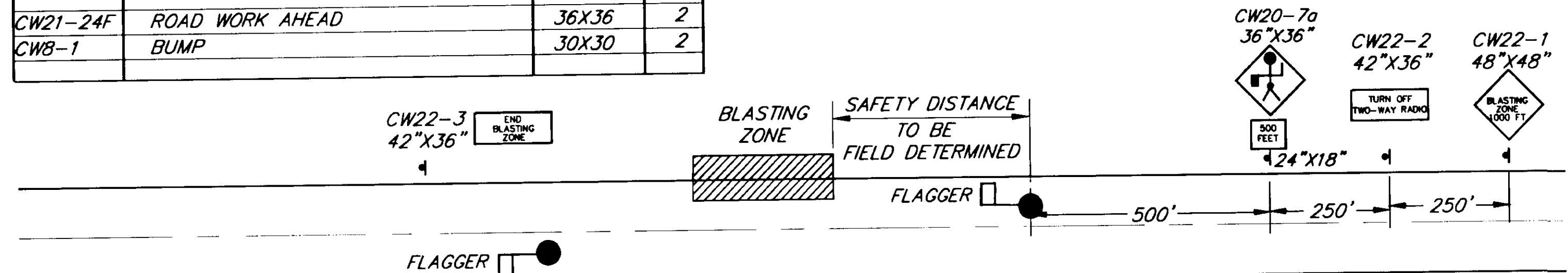


CONSTRUCTION SIGNS			
CODE	LEGEND	SIZE	QUANT.
CW5-1	ROAD NARROWS	36X36	2
CW8-3	PAVEMENT ENDS	36X36	4
CW20-1E	ROAD CONSTRUCTION 1500 FEET	48X48	4
CW20-1B	ROAD CONSTRUCTION 1000 FEET	48X48	2
CW20-1F	ROAD CONSTRUCTION AHEAD	48X48	2
CW20-4B	ONE LANE ROAD 1000 FEET	48X48	4
CW20-7a	FLAGGER SYMBOL WITH SUPPLEMENTAL PLATE-500 FEET	36X36	4
CW21-5	SHOULDER WORK	24X18	4
CW22-1	BLASTING ZONE - 1000 FEET	36X36	2
CW22-2	TURN OFF TWO-WAY RADIO	48X48	2
CW22-3	END BLASTING ZONE	42X36	2
CW21-24F	ROAD WORK AHEAD	36X36	2
CW8-1	BUMP	30X30	2

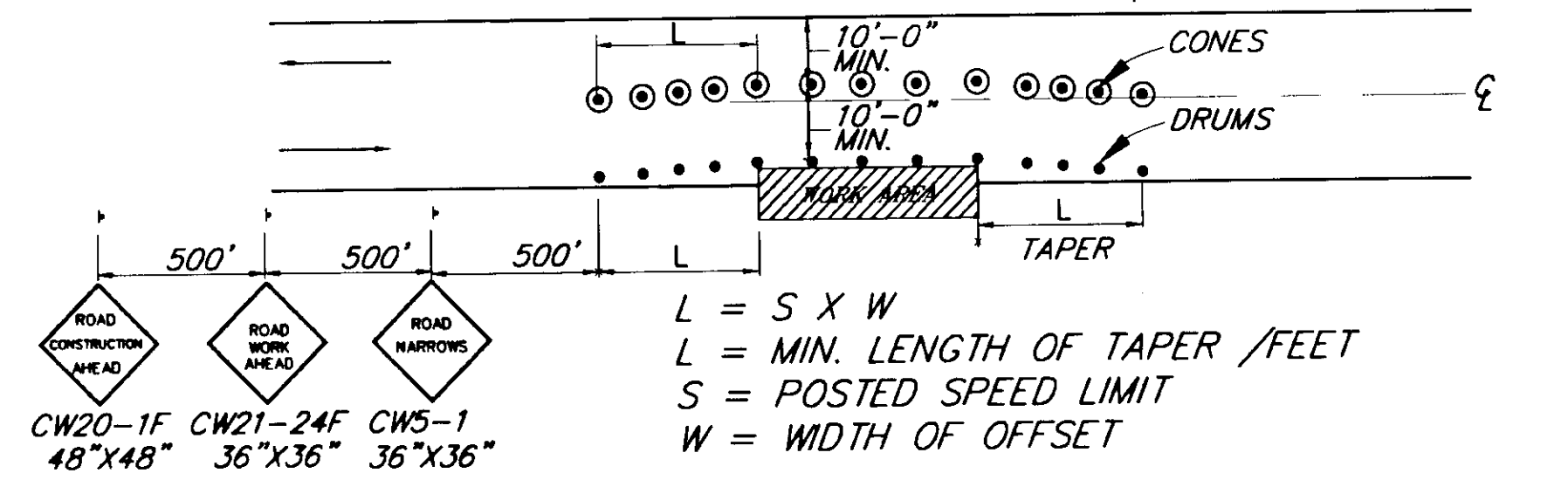
PERMANENT CONSTRUCTION SIGNS			
CODE	LEGEND	SIZE	QUANT.
G20-1	ROAD CONSTRUCTION NEXT 5 MILES	60X36	2
G20-2	END CONSTRUCTION	60X24	2

TRAFFIC CONTROL NOTES

- CONSTRUCTION SIGNING, FLAGGING, DETOURS AND GENERAL TRAFFIC CONTROL FEATURES SHALL CONFORM TO THE GUIDELINES SET FORTH IN THE "C" SERIES STANDARD DRAWINGS AND THE APPLICABLE PORTIONS OF SECTION 115 AND 643 OF THE SPECIFICATIONS, AND THE ALASKA TRAFFIC MANUAL.
- A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS.
- TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
- TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
- DRIVEWAYS MAY BE CLOSED DURING ACTUAL WORK ON A GIVEN DRIVEWAY, PROVIDED THAT THE CLOSURE DOES NOT EXCEED 8 HOURS AND THE AFFECTED RESIDENTS HAVE BEEN GIVEN 24 HOURS NOTICE OF THE CLOSURE.
- MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES SHALL BE EQUAL TO THE SPEED LIMIT IN FEET ON TANGENTS AND NO MORE THAN HALF THAT DISTANCE IN TAPERS.
- THE MAXIMUM LENGTH OF A ONE LANE, TWO-WAY WORK AREA SHALL BE 2500 FT. THE MINIMUM SEPARATION BETWEEN ONE LANE WORK AREAS SHALL BE 2000 FT.
- TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.04 OF THE SPECIFICATIONS.
- FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
- A SINGLE FLAGGER MAY BE APPROVED BY THE ENGINEER IF THE ENTIRE WORK AREA IS VISIBLE FROM THE FLAGGER STATION.
- THE CONSTRUCTION SIGN SUMMARY SHOWN IN THESE PLANS IS TO BE USED FOR COST ESTIMATING ONLY. ADDITIONAL SIGNS MAY BE REQUIRED BY THE ENGINEER.
- CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
- TYPE "C" STEADY BURN WARNING LIGHTS SHALL BE USED TO MARK CHANNELIZING DEVICES AT NIGHT AND FLASHING LIGHTS TO MARK POINT HAZARDS.
- WHERE SIGHT DISTANCE IS LIMITED CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.



SIGNING FOR UNPAVED AREA



ROADWAY ENCROACHMENT

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

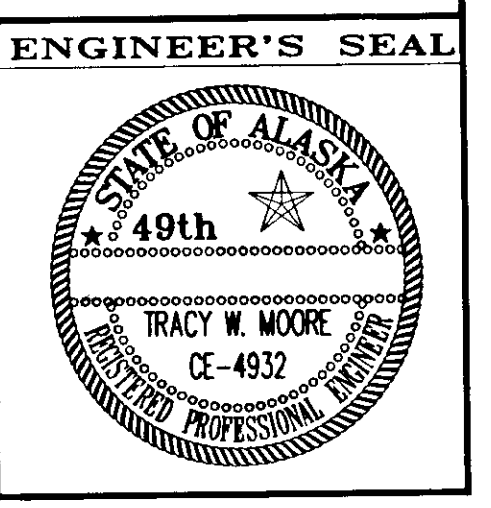
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
 ALASKA
TRAFFIC CONTROL PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: T. HOPPER	PROJECT NO. 70632
DRAWN BY: C. ANDERSON	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 5 OF 33

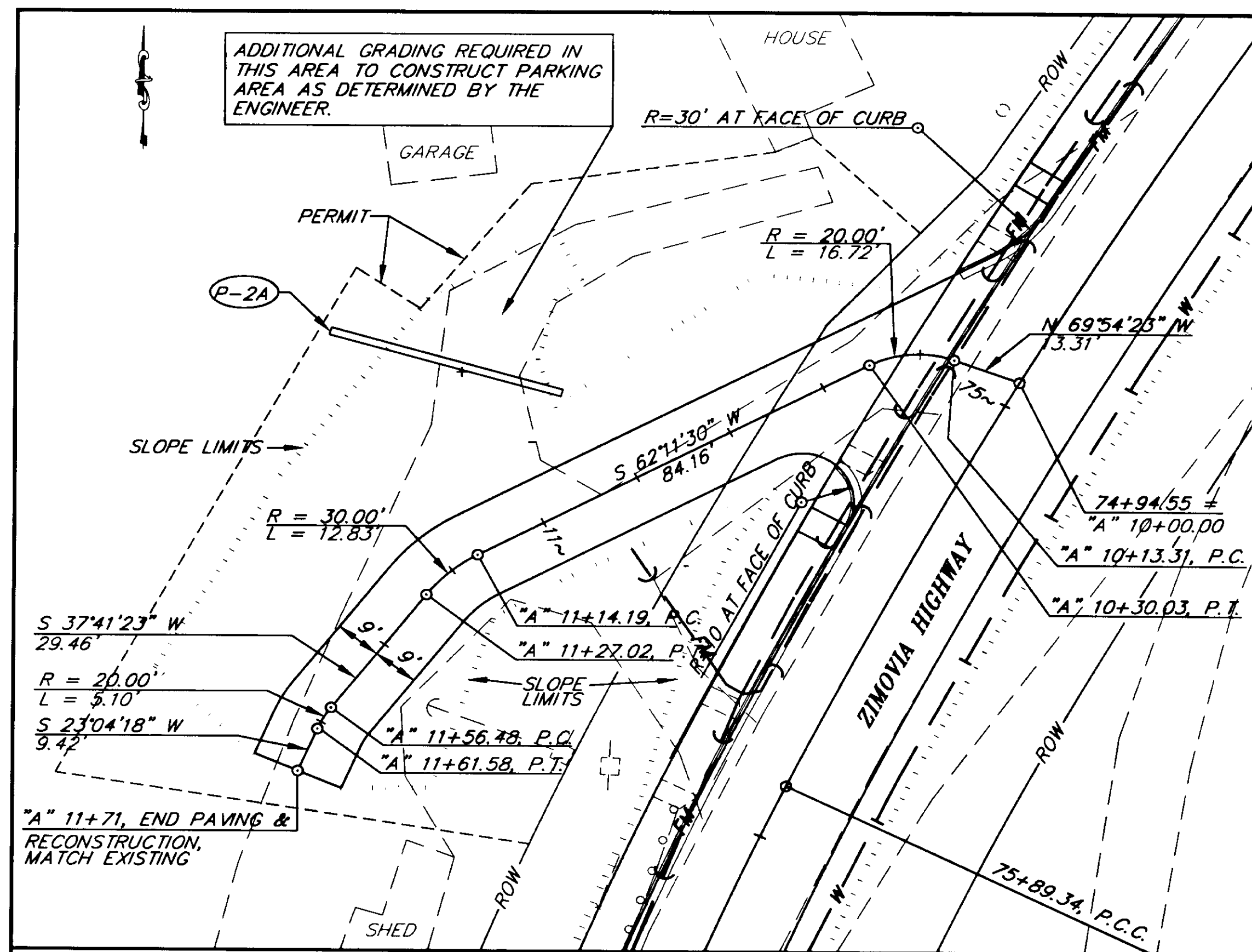


DRIVEWAY SUMMARY						
STATION	OFFSET		RADIUS		WIDTH	REMARKS
	LEFT	RIGHT	LEFT	RIGHT		
73+30	X		20'	20'	24'	
73+75		X			80'	CURB CUT
79+20	X		30'	15'	14'	
79+60		X			40'	CURB CUT
88+41	X		30'	15'	14'	
88+72		X			14'	CURB CUT
91+25	X		25'	25'	22'	
94+53		X			20'	CURB CUT
95+66		X	30'	30'	22'	CURB RETURNS
96+12	X		25'	25'	22'	
96+80		X			140'	CURB CUT
101+85	X		20'	20'	20'	
103+85		X			20'	CURB CUT
104+32	X		20'	20'	14'	
105+88		X			20'	CURB CUT, SEE DETAIL SHEET 7
106+18	X		20'	20'	16'	
106+60		X			16'	CURB CUT
107+02	X		20'	20'	16'	
109+70	X		20'	20'	14'	
111+20	X		20'	20'	20'	
112+80	X		20'	20'	14'	
113+95	X		20'	20'	14'	
114+58	X		20'	20'	20'	OPTIONAL DRIVEWAY CONSTRUCT IF DIRECTED BY ENGINEER.
116+55	X		30'	15'	16'	
126+05	X		15'	30'	14'	
127+07	X		20'	20'	10'	
127+50		X			70'	PAVED PARKING PAD
128+90		X			70'	PAVED PARKING PAD
129+17	X		30'	20'	14'	
134+31	X		20'	25'	12'	
134+80	X		25'	20'	16'	
136+62	X		20'	20'	14'	
138+22	X		20'	20'	16'	
139+50	X		20'	20'	20'	
141+05	X		20'	20'	28'	
141+60	X		20'	20'	14'	
143+85	X		20'	20'	20'	
144+60	X		20'	20'	22'	
145+10	X		20'	20'	22'	
147+15	X		20'	20'	14'	
148+35	X		20'	20'	22'	OPTIONAL DRIVEWAY CONSTRUCT IF DIRECTED BY ENGINEER.
148+41		X			20'	
149+44	X		20'	20'	12'	
151+10	X		20'	20'	16'	
152+14	X		20'	20'	14'	
152+64	X		20'	20'	14'	
154+40	X		20'	20'	14'	
154+54		X			20'	OPTIONAL DRIVEWAY CONSTRUCT IF DIRECTED BY ENGINEER.
155+16	X		20'	20'	14'	
155+62	X		30'	15'	14'	
158+60	X		20'	20'	14'	
159+20	X		20'	20'	14'	
161+60	X		20'	20'	14'	
163+60	X		15'	30'	14'	
165+38	X		20'	20'	14'	
166+30	X		20'	20'	14'	
167+40	X		20'	20'	14'	
169+00	X		20'	20'	14'	
170+05	X		20'	20'	14'	
171+54	X		20'	20'	14'	
174+10	X		20'	20'	20'	
175+60	X		20'	20'	14'	
177+14	X		20'	20'	14'	
177+66	X		20'	20'	14'	
178+52	X		30'	15'	14'	
183+00	X		15'	30'	14'	
186+84	X		20'	20'	14'	
187+94	X		20'	20'	20'	
188+78	X		20'	20'	14'	
190+30	X		20'	20'	14'	

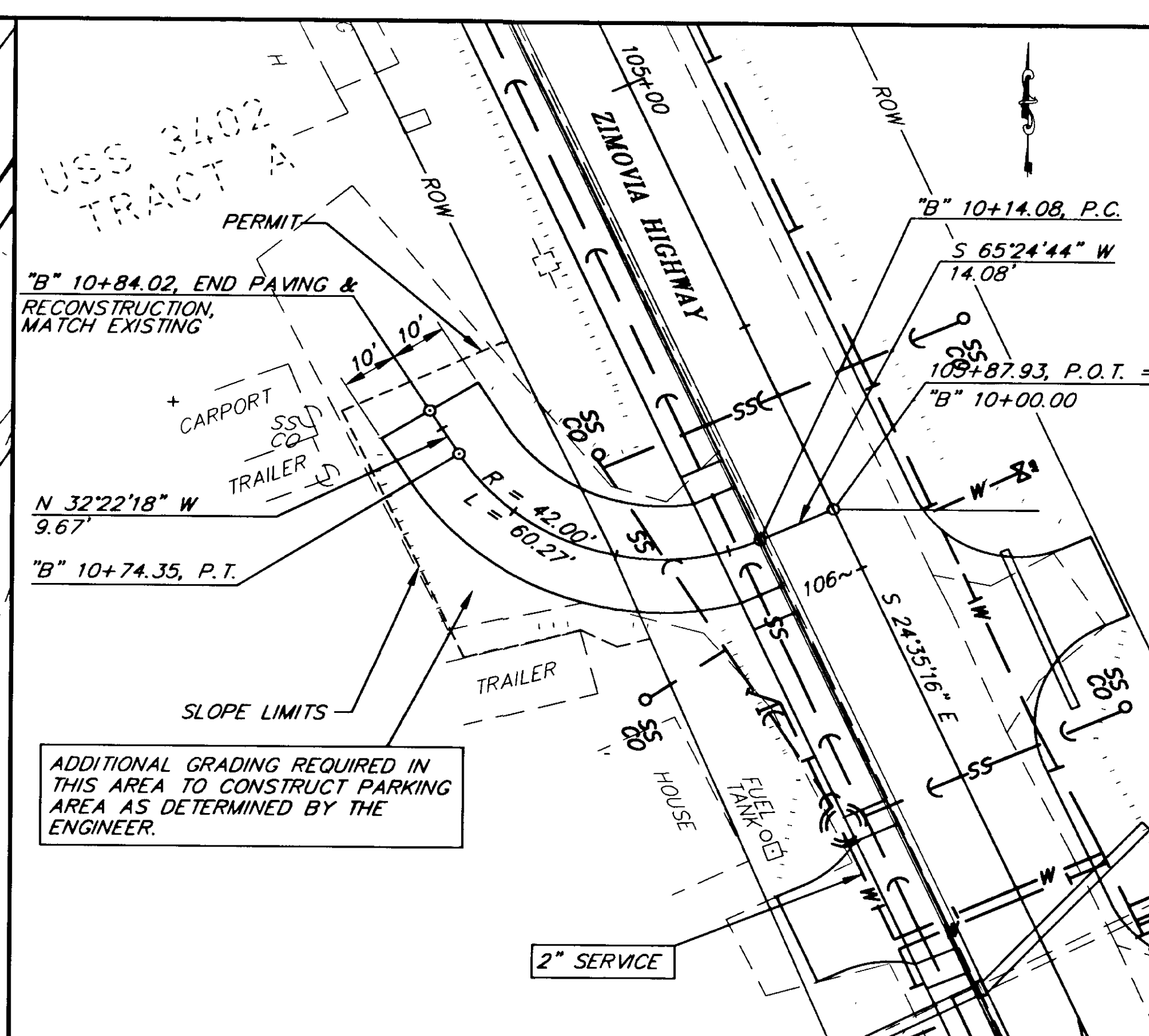
DRIVEWAY SUMMARY						
STATION	OFFSET		RADIUS		WIDTH	REMARKS
	LEFT	RIGHT	LEFT	RIGHT		
191+24	X		20'	20'	14'	
193+60	X		20'	20'	10'	
197+50	X		15'	30'	20'	
200+60	X		20'	20'	20'	
201+54		X			10'	
205+90	X		25'	25'	24'	
208+30	X		20'	20'	20'	
211+80	X		20'	20'	14'	
215+06	X		20'	20'	14'	
217+70	X		20'	20'	14'	
219+20	X		30'	15'	14'	
220+30	X		35'	15'	14'	
221+20	X		20'	20'	22'	
222+50	X		20'	20'	16'	
222+80	X		20'	20'	14'	
223+40	X		20'	20'	14'	
223+92	X		20'	20'	14'	
225+00	X		20'	20'	14'	
230+78	X		20'	20'	14'	
231+80	X		20'	20'	22'	
232+05		X			24'	
232+46	X		20'	20'	14'	
233+86	X		20'	20'	20'	
234+64	X		20'	20'	16'	
235+30	X		20'	20'	16'	
236+10	X		20'	20'	14'	
238+40	X		20'	20'	20'	
239+00		X			22'	
246+40	X		20'	20'	20'	
251+78		X			30'	
253+74		X			22'	
255+60		X			12'	NEW DRIVEWAY SHALL BE SHIFTED BACK ON LINE TO AVOID END OF GUARDRAIL.
257+25	X		10'	20'	12'	NEW DRIVEWAY SHALL BE SHIFTED AHEAD ON LINE TO AVOID END OF GUARDRAIL.
257+14		X			14'	
260+20		X			14'	
260+28	X		20'	20'	18'	
263+72	X		30'	15'	16'	
271+80		X			22'	
274+92		X			14'	
275+50		X			14'	
280+50		X			14'	
283+69	X		20'	20'	20'	SEE DETAILS SHEET 8
284+50	X		20'	20'	20'	
285+36		X			20'	
285+78	X		20'	20'	14'	SEE DETAILS SHEET 8
287+00		X			16'	
288+43	X		20'	20'	14'	SEE DETAILS SHEET 8
288+74		X			16'	
289+88		X			14'	
290+36	X		20'	20'	16'	
291+50	X		20'	20'	14'	
291+54		X			20'	
292+30	X		20'	20'	14'	
292+50		X			20'	
294+40	X		20'	20'	14'	
295+14	X		20'	20'	14'	
295+20		X			18'	
295+80	X		20'	20'	14'	
296+00		X			14'	
297+76	X		20'	20'	14'	
298+90	X		20'	20'	14'	
299+74	X		30'	15'	20'	
301+44		X			14'	
301+50	X		20'	20'	14'	
305+20	X		20'	20'	16'	
310+26		X			14'	
310+40	X		20'	20'	18'	
311+92		X			20'	

DRIVEWAY SUMMARY						
STATION	OFFSET		RADIUS		WIDTH	REMARKS
	LEFT	RIGHT	LEFT	RIGHT		
313+64	X		20'	20'	14'	
314+00		X			20'	
314+90	X		20'	20'	14'	
315+74	X		20'	20'	20'	
316+16		X			20'	
316+30	X		20'	20'	14'	
319+66	X		20'	20'	18'	
321+44		X			18'	
322+60	X		20'	20'	14'	
323+60	X		20'	20'	14'	
323+90		X			18'	
324+80	X		20'	20'	14'	
329+46	X		20'	20'	14'	
329+66		X			14'	
331+90	X		20'	20'	14'	OPTIONAL DRIVEWAY CONSTRUCT IF DIRECTED BY ENGINEER.
333+86		X			20'	
336+04		X			20'	
337+50		X			20'	
338+76	X		20'	20'	20'	
338+80		X			30'	
346+16		X			20'	

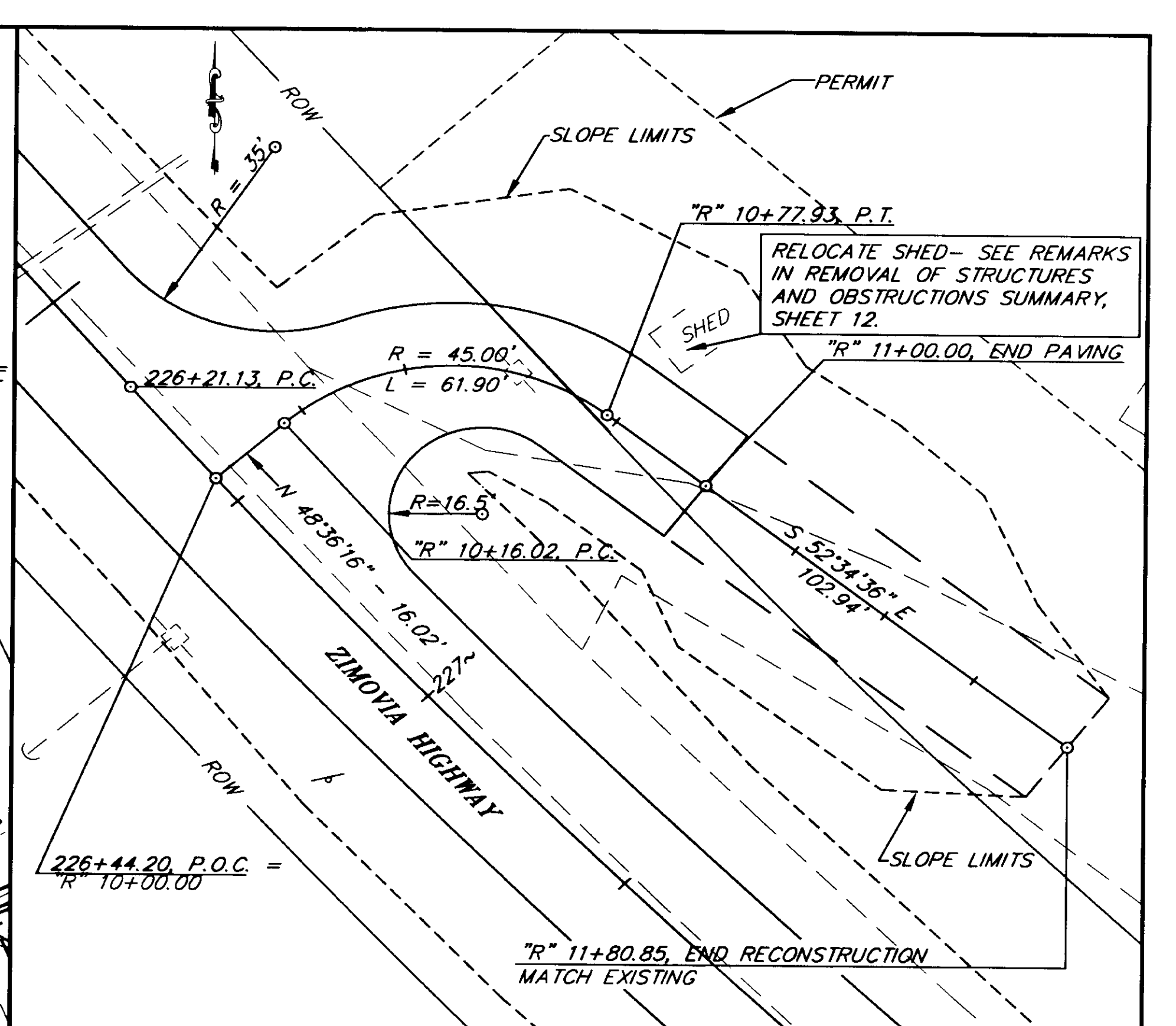
DRIVEWAY CULVERT SUMMARY																
STATION	CULVERT					CULVERT					CULVERT					
	LOCATION	REMOVAL	18"	24"		STATION	LOCATION	REMOVAL	18"	24"		STATION	LOCATION	REMOVAL	18"	24"
88+40	LEFT	30'	35'			177+66	LEFT	24'	30'			298+90	LEFT	26'	28'	
96+15	LEFT	80'	40'			185+38	LEFT	20'	20'			299+74	LEFT	56'	56'	
101+85	LEFT	38'	40'			186+84	LEFT	32'	32'			301+44	LEFT	26'	28'	
104+33	LEFT	30'	30'			187+94	LEFT	38'	38'			305+20	LEFT	32'	32'	
106+20	LEFT	32'	33'			188+78	LEFT	32'	32'			311+00	LEFT	6'	8'	
109+70	LEFT	25'	30'			190+38	LEFT	30'	34'			314+90	LEFT	48'	48'	
111+20	LEFT	38'	38'			191+24	LEFT	46'	50'			316+30	LEFT	28'	28'	
112+82	LEFT	32'		32'		193+60	LEFT	22'	30'			322+60	LEFT	20'	20'	
113+95	LEFT	18'	28'			197+50	LEFT	38'	38'			329+46	LEFT	20'	20'	
116+55	LEFT	35'	35'			205+90	LEFT	58'		60'		329+66	RIGHT	20'	20'	
126+10	LEFT	30'	35'			208+30	LEFT	38'	38'			331+90	LEFT	26'	28'	
129+18	LEFT	40'	40'			215+06	LEFT	22'	22'			336+04	RIGHT	30'	30'	
134+30	LEFT	25'	30'			217+70	LEFT	34'	34'			337+50	RIGHT	40'	40'	
134+85	LEFT	35'		35'		219+20	LEFT	34'	34'							
138+22	LEFT	30'	30'			220+30	LEFT	36'	40'							
139+45	LEFT	28'	32'			221+20	LEFT	32'	34'							
141+10	LEFT	32'	35'			222+50	LEFT	22'	28'			TOTALS:		2,982	2,887	205
141+60	LEFT	22'	28'			222+80	LEFT	28'	28'							
143+87	LEFT	25'	35'			223+40	LEFT	28'	28'							
144+60	LEFT	36'	38'			223+92	LEFT	46'	46'							
145+10	LEFT	28'	28'			224+55	LEFT	24'	24'							
147+18	LEFT	24'	26'			231+80	LEFT	30'	40'							
149+45	LEFT	25'	25'			232+46	LEFT	22'	28'							
151+10	LEFT	40'	40'			233+86	LEFT	34'	36'							
152+14	LEFT	24'	24'			234+64	LEFT	36'	38'							
152+64	LEFT	34'	34'			235+30	LEFT	34'	34'							
154+40	LEFT	24'	26'			236+10	LEFT	34'	34'							
155+16	LEFT	24'	26'			238+40	LEFT	42'	44'							
155+62	LEFT	48'		48'		246+40	LEFT	40'	40'	*						
158+60	LEFT	30'	30'			251+78	RIGHT	54'	54'							
159+20	LEFT	28'	28'			256+88	LEFT	30'	30'							
161+60	LEFT	26'	26'			260+20	LEFT	46'	46'							
163+60	LEFT	30'	30'			263+72	LEFT	40'	40'							
165+38	LEFT	32'	32'			285+80	LEFT	28'	28'							
166+30	LEFT	28'	28'			288+50	LEFT	22'	22							



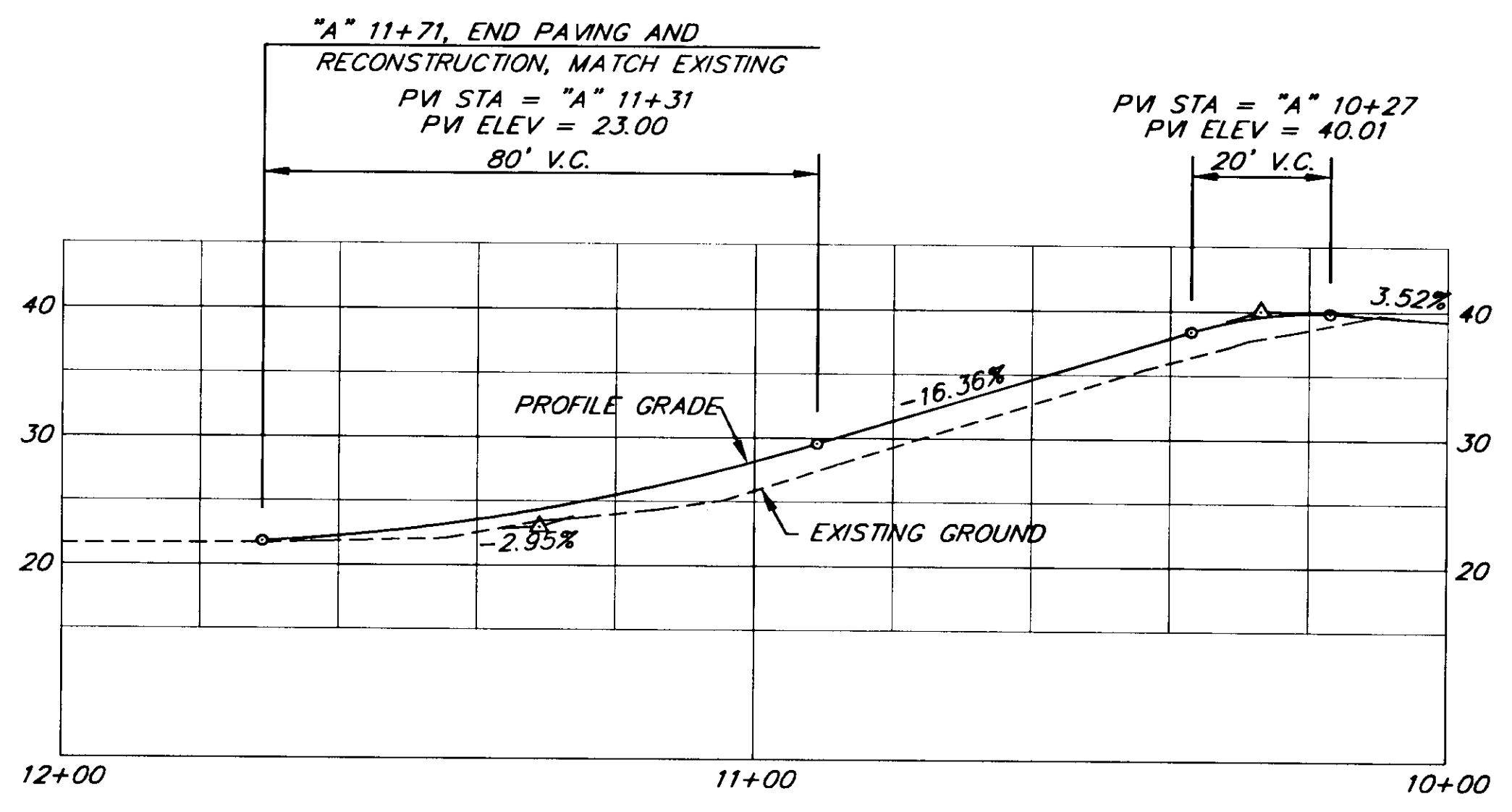
"A" LINE PLAN



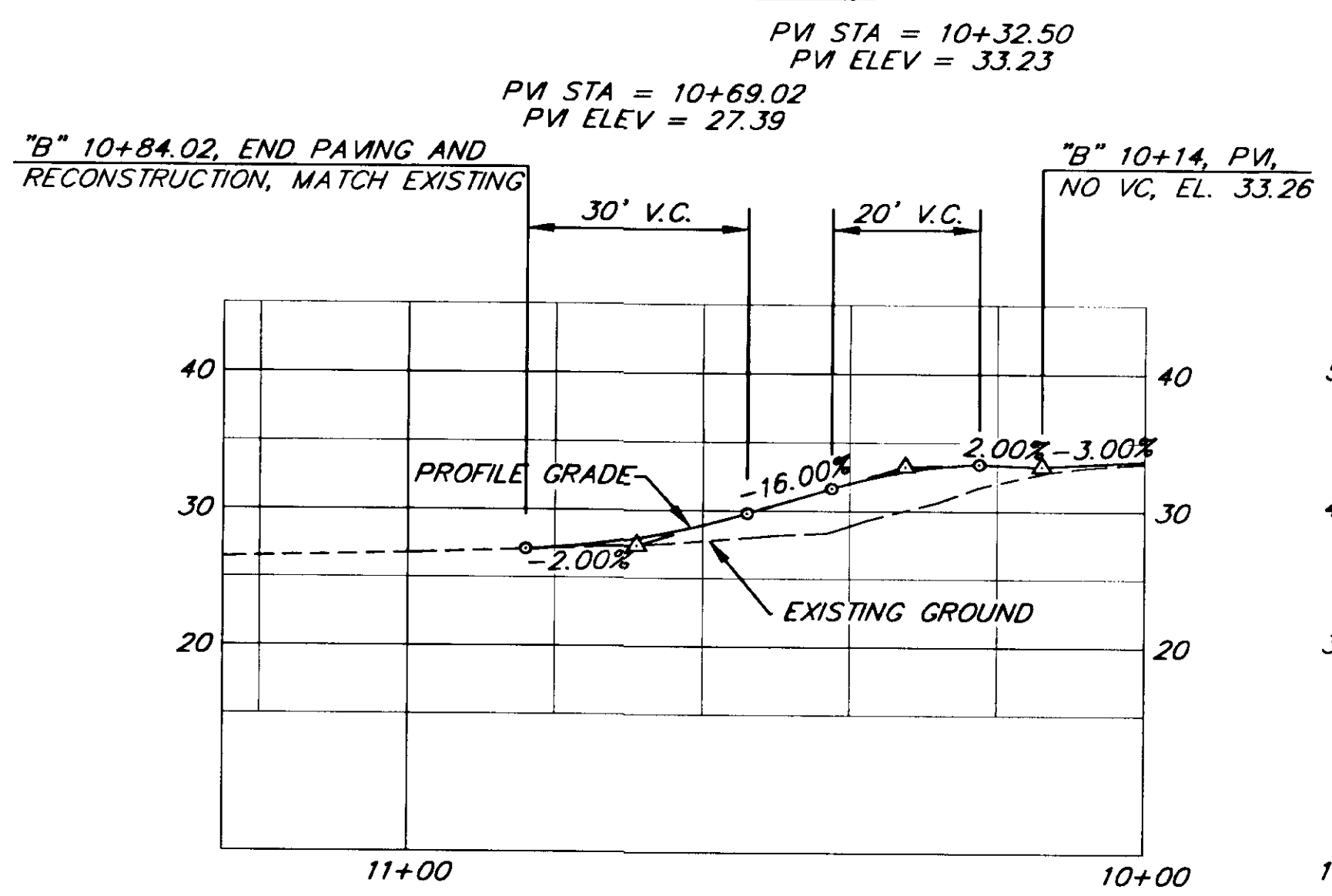
"B" LINE PLAN



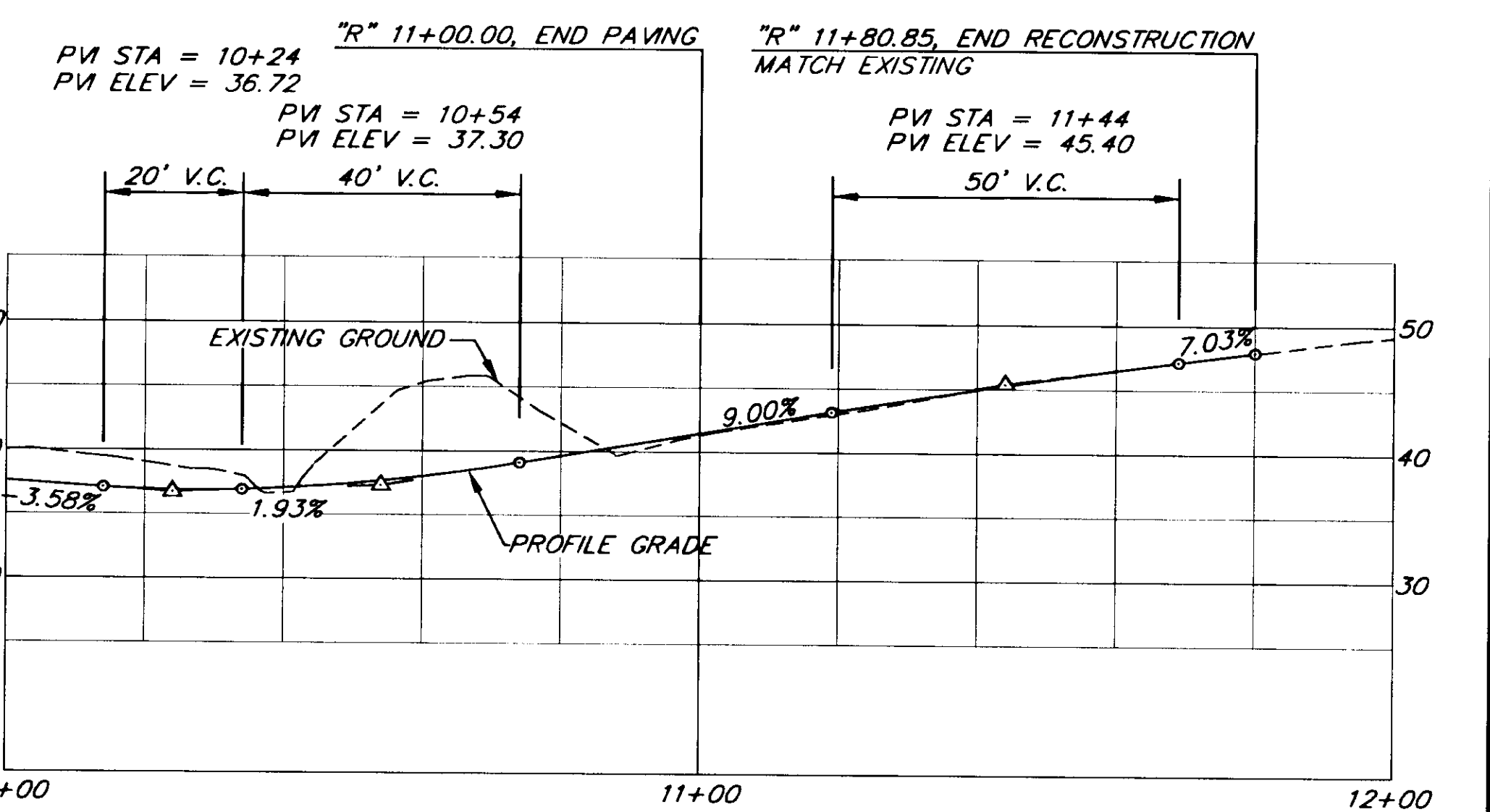
"R" LINE PLAN



"A" LINE PROFILE



"B" LINE PROFILE



"R" LINE PROFILE

SEALEVEL SEAFOODS APPROACH ("A" LINE)

BAKER DRIVEWAY ("B" LINE)

ROAD HOUSE ACCESS DRIVEWAY ("R" LINE)

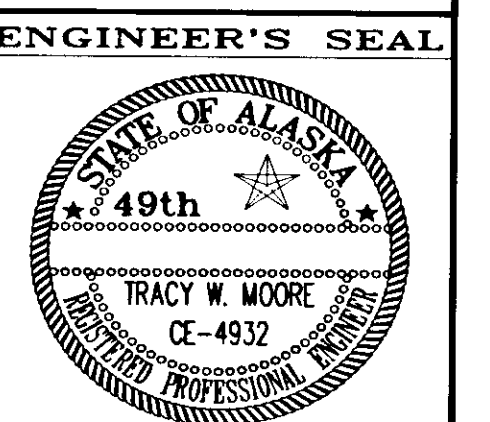
PATH: P:\WRG\ZIMBERG\DR\DRIVE3 1=20	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

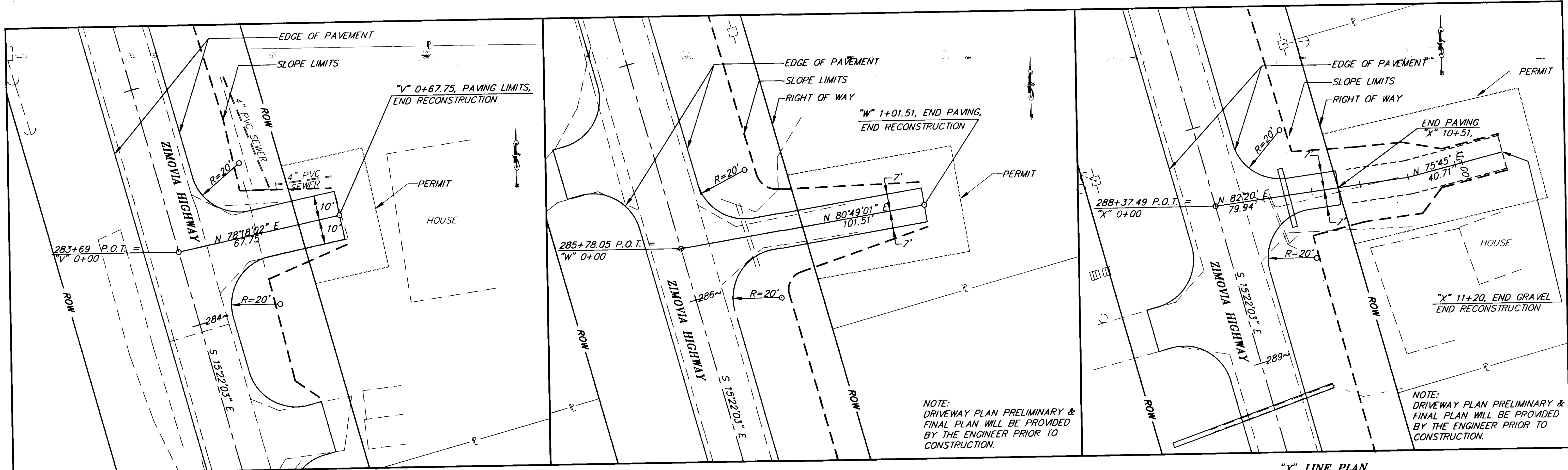
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION
DRIVEWAY DETAILS
PLAN & PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ALASKA	DESIGNED BY: J. MAYER	PROJECT NO. 70632
	DRAWN BY: J. MAYER R. SNYDER	DATE: JUNE 1994
	CHECKED BY: T. MOORE	SHEET 7 OF 33

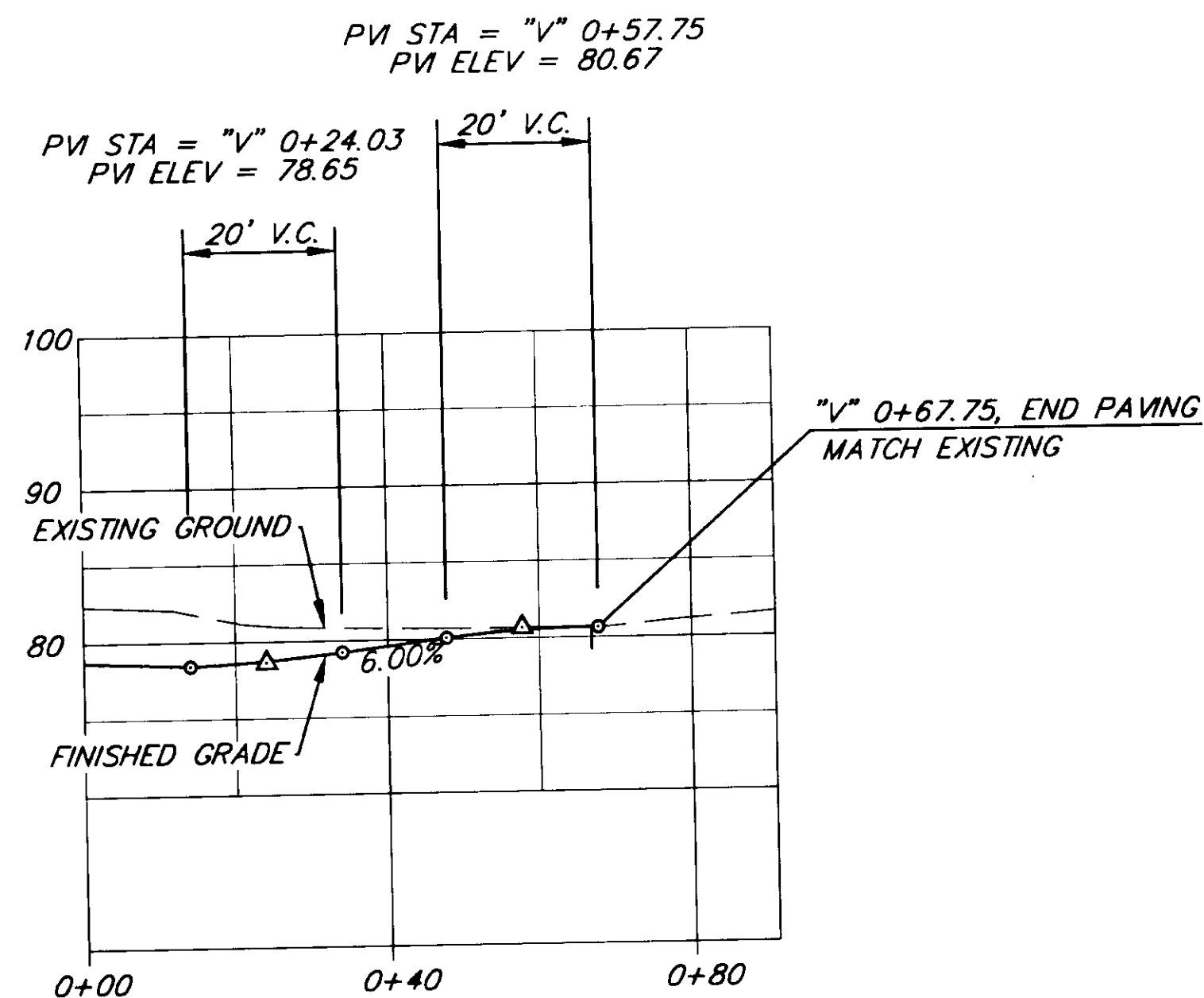




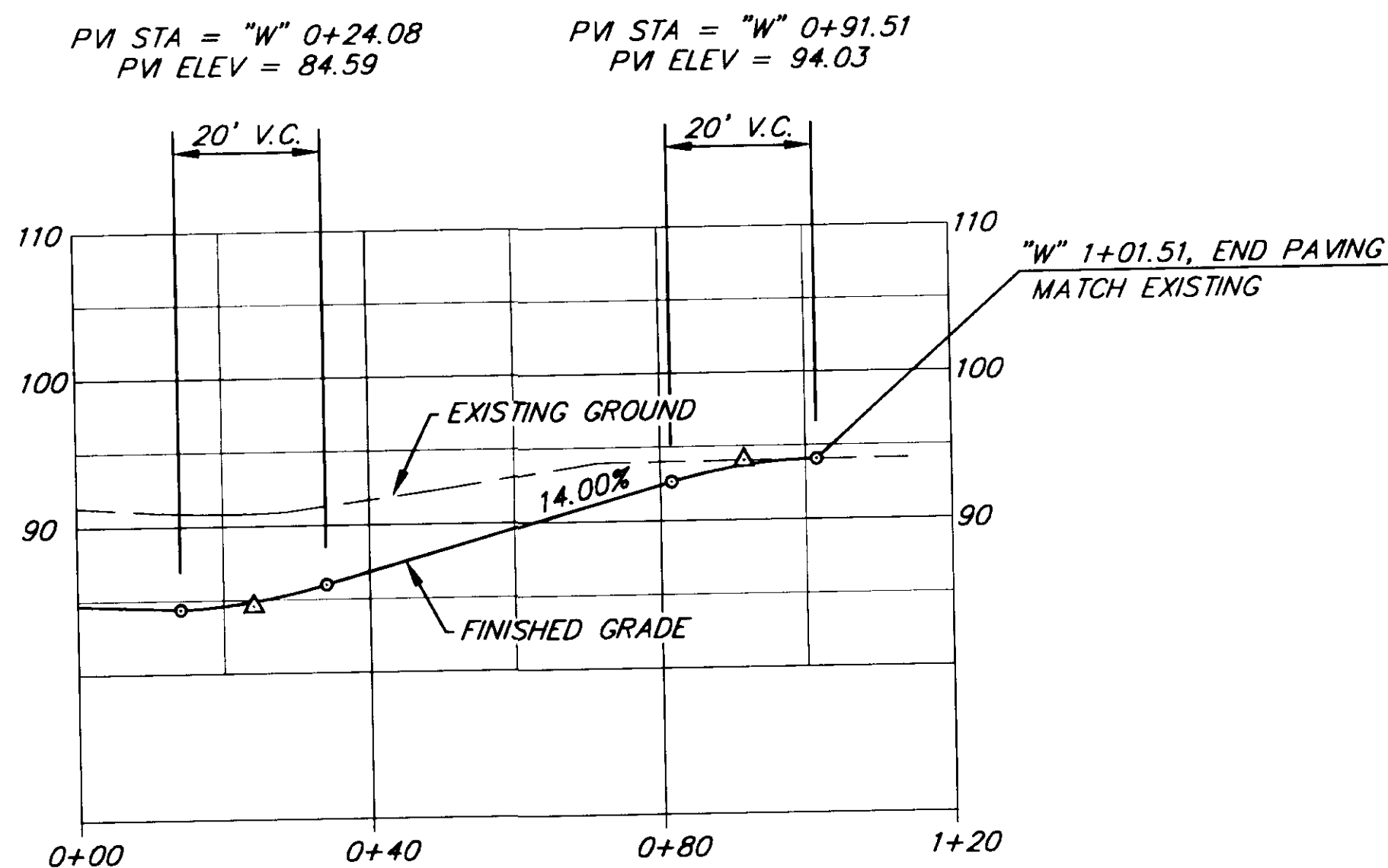
"V" LINE PLAN

"W" LINE PLAN

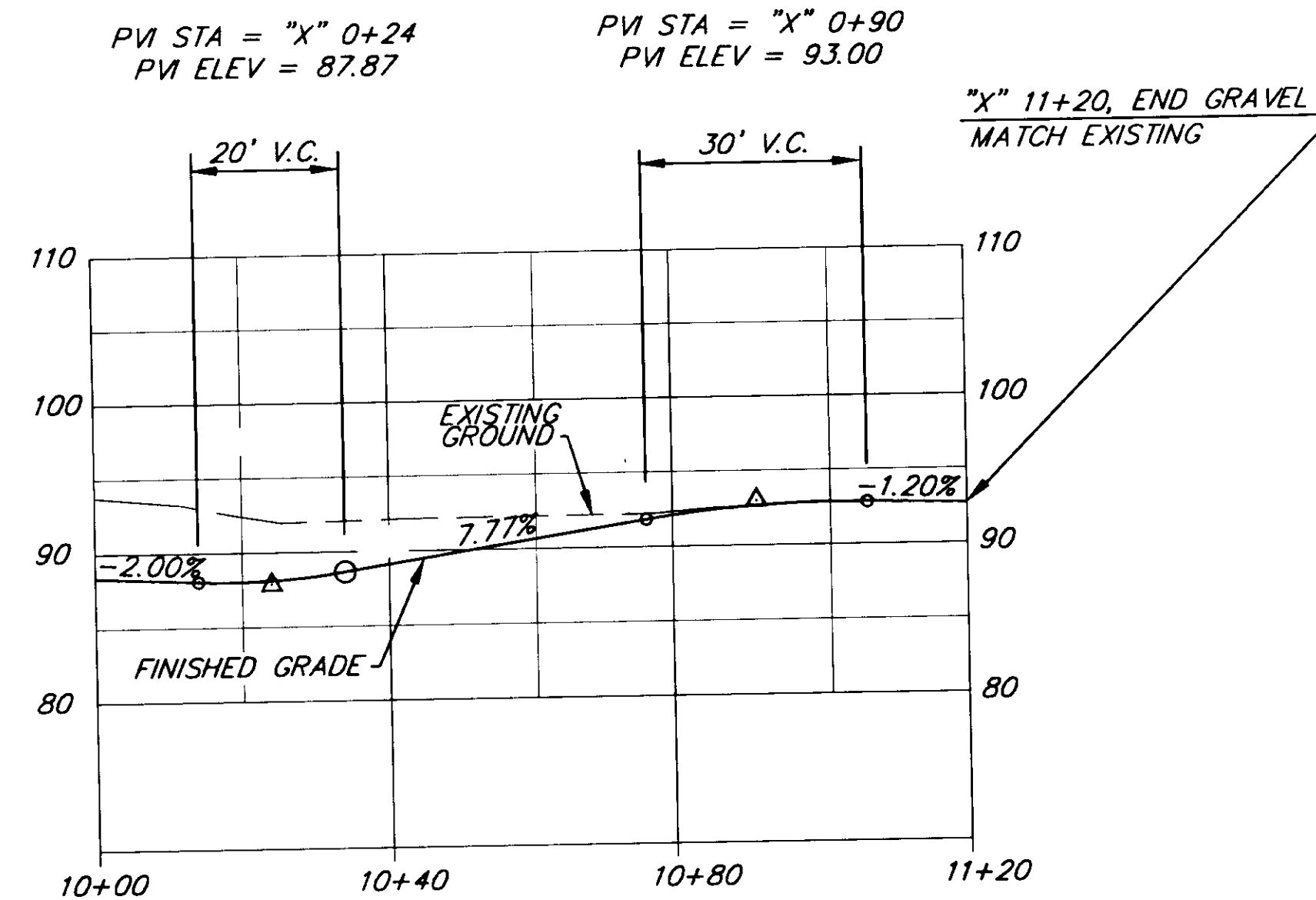
"X" LINE PLAN



"V" LINE PROFILE



"W" LINE PROFILE



"X" LINE PROFILE

DRIVEWAY AT 283+74, LEFT ("V" LINE)

DRIVEWAY AT 285+83, LEFT ("W" LINE)

DRIVEWAY AT 288+48, LEFT ("X" LINE)

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

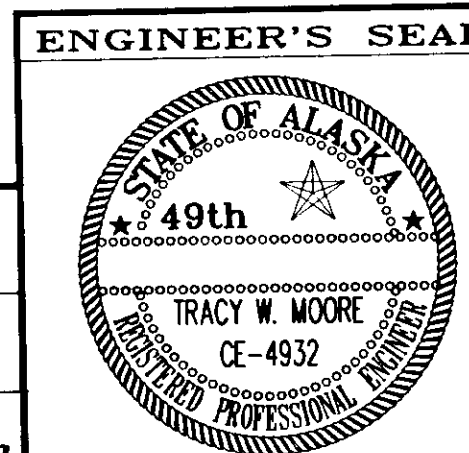
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

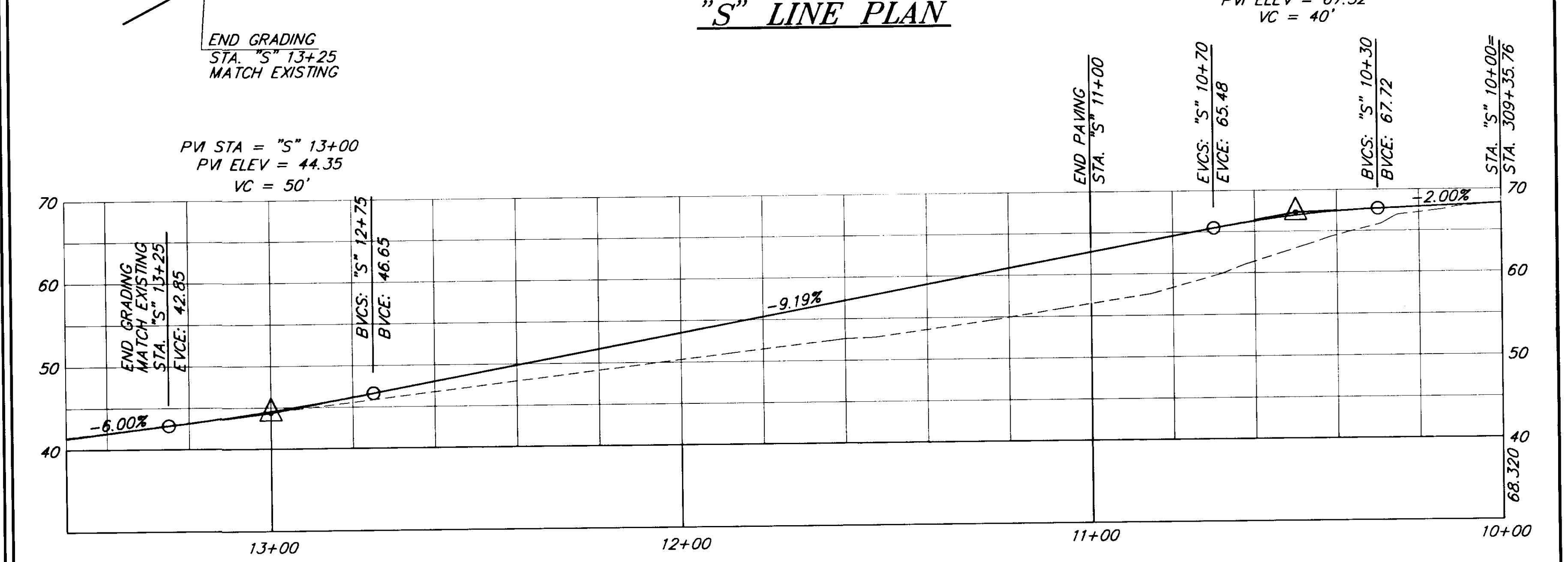
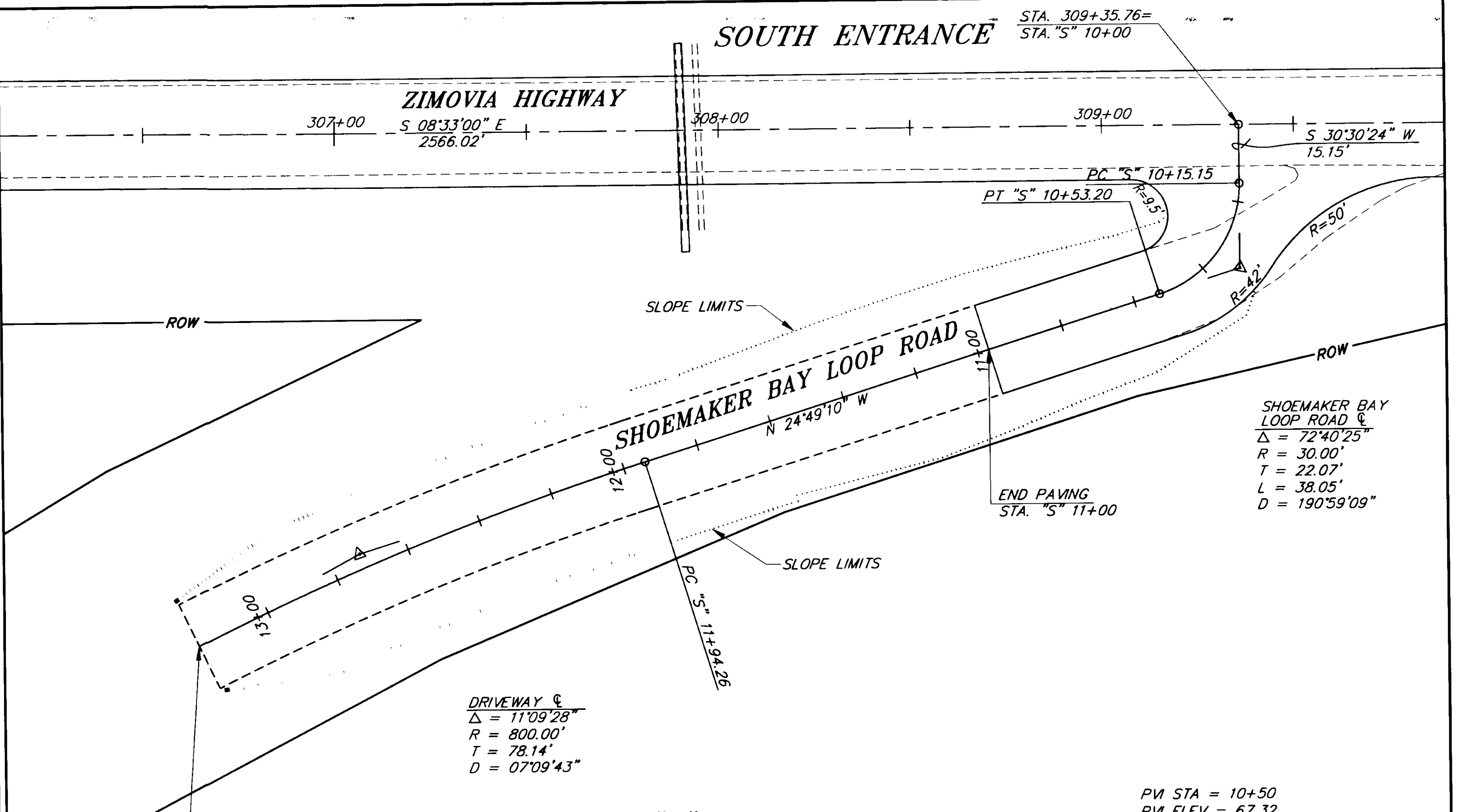
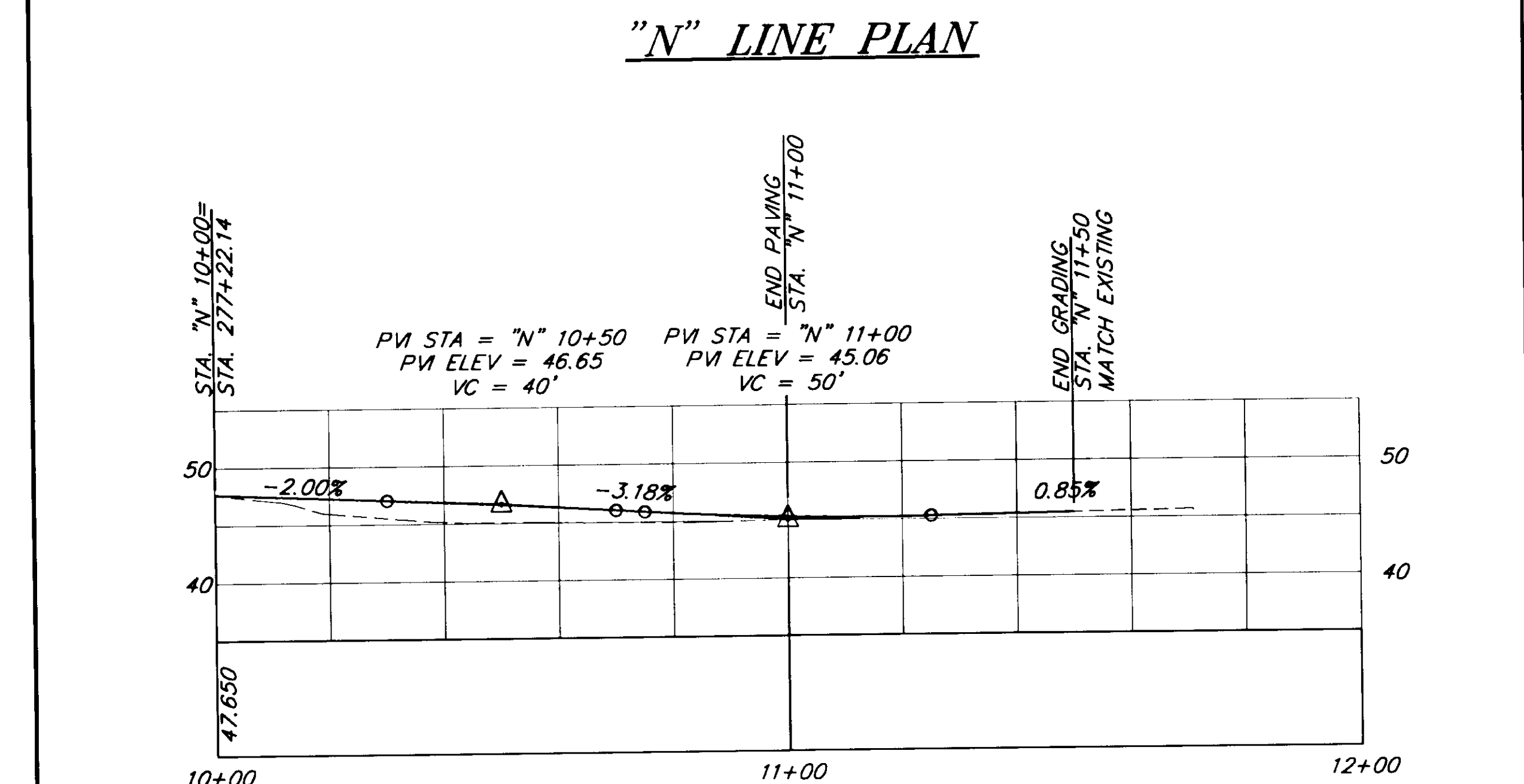
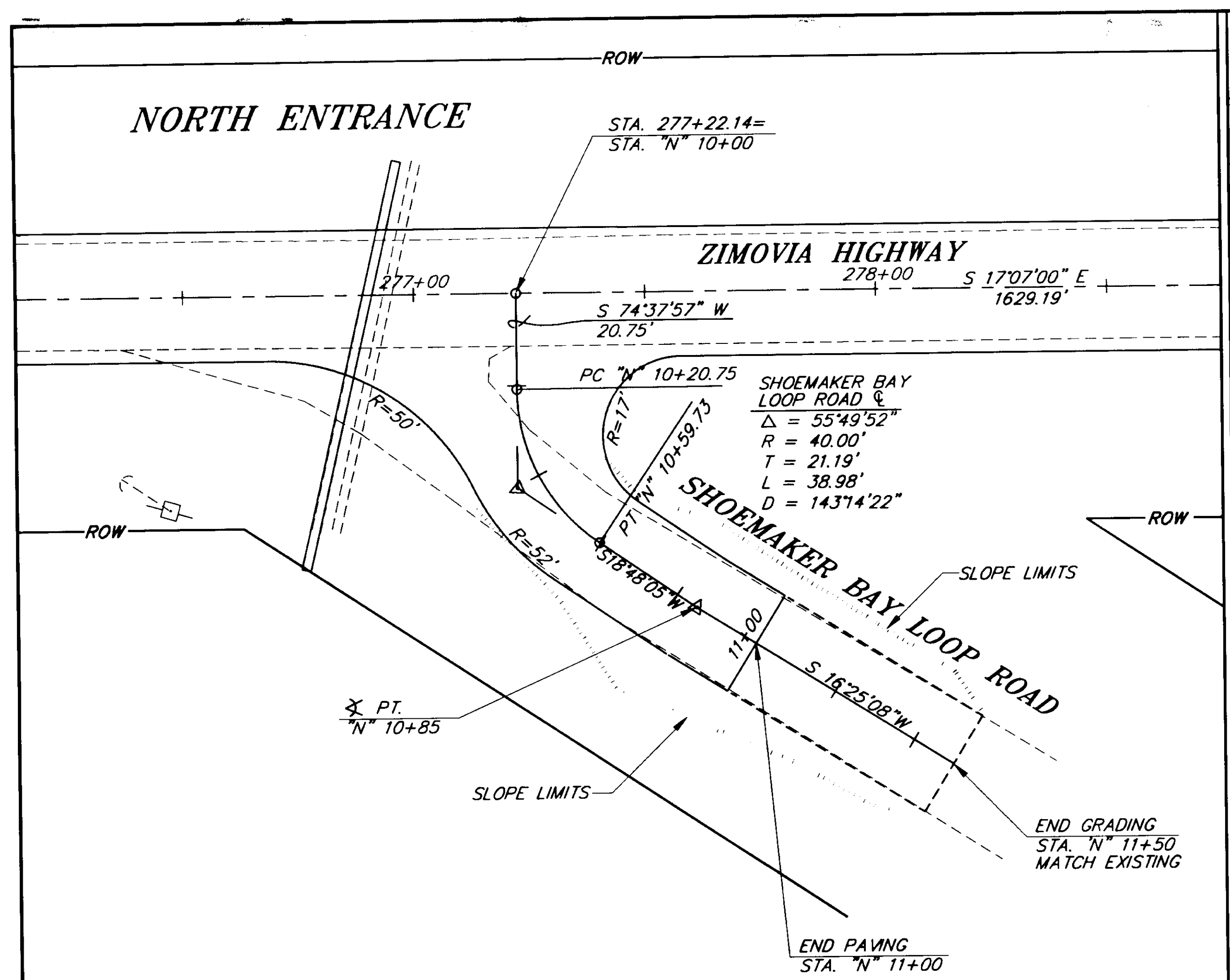
WRANGELL

ZIMOZIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
DRIVEWAY DETAILS
 PLAN & PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY:	J. MAYER	PROJECT NO.	70632
DRAWN BY:	J. MAYER R. SNYDER	DATE:	JUNE 1994
CHECKED BY:	T. MOORE	SHEET	8 OF 33





PATH: P:\WRG\ZIMBERG\DR\DRIVE2 1=20

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

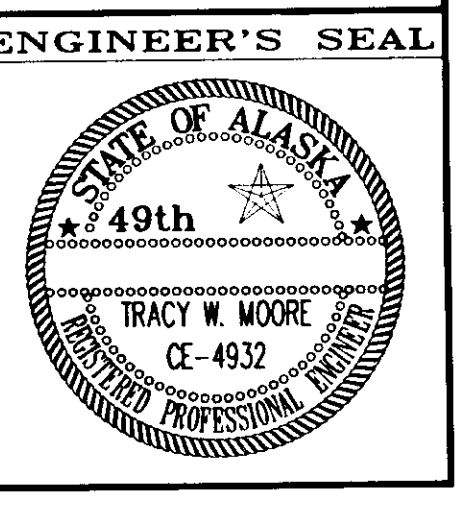
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
 ALASKA

APPROACH ROAD DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 9 OF 33



CULVERT SUMMARY

PIPE #	STATION	OFFSET	18"	24"	36"	48"	REMARKS
P-1	72+75	€		45'			SKEW TO INLET BOX S-1
P-2	72+80	€		50'			OUT OF INLET BOX S-1 TO S-1A
P-2A	75+40	76' RT.	46'				LOCATED DOWN BY SEALEVEL SEAFOODS
P-3	78+65	€		60'			DIA of S-1A, P-1A 24" x 30"
P-4	81+68	INVERT LT.		60'			SKEW TO INLET BOX S-2
P-5	81+84	€		20'			OUT OF INLET BOX S-2
P-6	82+70	€		70'			
P-7	84+50	€		45'			TO INLET BOX S-3
P-8	84+56	€		75'			OUT OF INLET BOX S-3
P-9	87+60	€		60'			
P-10	90+12	€		35'			TO INLET BOX S-4
P-11	90+12	€		78'			OUT OF INLET BOX S-4A
P-12	94+90	14' RT.	105'				OUT OF INLET BOX S-5 RUN UNDER RT. SHOULDER TO DITCH @ 95+95 RT. Between S-4 & S-4A, P-10A 24" x 144"
P-13	96+45	INVERT LT.			75'		SKEW BACK TO DITCH @ 95+95 RT.
P-13A	99+25	€			66'		PIPE TO BE PLACED ALONG SIDE EXISTING 7X5' MULTIPLATE INVERT OF NEW PIPE SHALL MATCH THE EXISTING OVERLAP CONNECTION
P-14	106+50	INVERT LT.		45'			SKEW TO INLET BOX S-6
P-14A	107+56	14' RT.	92'				FROM INLET S-7 TO INLET S-6
P-15	106+70	€		35'			SKEW OUT OF INLET BOX S-6
P-16	110+06	€		66'			
P-17	112+08	€		75'			
P-18	113+53	€		62'			
P-19	114+77	€		62'			
P-20	118+00	€		70'			
P-21	121+23	€		72'			
P-22	124+16	€		64'			
P-23	126+93	€		70'			
P-24	128+74	€		62'			
P-25	130+82	€		70'			
P-26	135+10	€		68'			
P-27	136+96	€		72'			
P-28	138+38	€		72'			
P-29	141+24	€		68'			
P-30	143+61	€		68'			
P-31	146+72	€		75'			
P-32	148+85	€		60'			
P-33	150+21	€		60'			
P-34	153+03	€		58'			
P-35	154+91	€		64'			
P-36	156+10	€		54'			
P-37	158+41	€		60'			
P-38	160+92	€		60'			
P-39	162+50	€		60'			
P-39A	165+83	€		66'			
P-40	169+20	€		80'			
P-41	171+80	€			56'		
P-42	173+46	€		60'			
P-43	173+56	€		60'			
P-44	175+44	€		56'			
P-45	178+20	€		56'			
P-46	180+10	€		60'			
P-47	183+90	€		56'			
P-48	185+50	€		60'			
P-49	186+65	€		66'			
P-50	188+38	€		68'			
P-51	189+70	€		60'			
P-52	193+28	€		60'			
P-53	194+92	€		60'			
P-54	197+10	€		60'			
P-55	198+64	€			63'		
P-56	201+02	€		67'			
P-57	202+16	€		60'			

CULVERT SUMMARY

PIPE #	STATION	OFFSET	18"	24"	36"	48"	REMARKS
P-58	203+26	€		60'			
P-59	206+38	€			72'		
P-60	208+56	€		60'			
P-61	209+52	€		58'			
P-62	210+63	€		58'			
P-63	212+82	€		68'			
P-64	215+64	€		60'			
P-65	219+04	€		58'			
P-66	221+50	€		60'			
P-67	223+08	€		62'			
P-67A	225+90	€		66'			
P-68	230+70	€			64'		
P-69	235+10	€		62'			
P-70	236+60	€		66'			
P-71	238+01	€		66'			
P-72	245+02	€		60'			
P-73	247+04	€		62'			
P-74	250+38	€		56'			
P-75	253+17	€			66'		
P-76	260+09	€		76'			
P-77	263+00	€		72'			
P-78	264+48	€		64'			
P-79	269+20	€		68'			
P-80	271+36	€			70'		
P-81	276+91	€		90'			
P-82	281+80	€				85'	
P-83	284+66	€		60'			
P-84	289+20	€		70'			
P-84A	293+95	€					EXTEND EXISTING PIPE 10 FEET EACH END, SIZE 67" X 38" ARCH PIPE. CONTRACTOR FIELD VERIFY SIZE.
P-85	300+28	€		54'			
P-86	303+40	€				63'	PIPE TO BE PLACED ALONGSIDE 6" MULTIPLATE INVERT PLACED 2" BELOW TOP OF MULTIPLATE
P-87	305+37	€		54'			
P-88	307+90	€		54'			
P-89	310+17	€		56'			
P-90	326+10	€		52'			
P-91	340+06	€			50'		
P-92	340+90	€		66'			
SUBTOTALS:			243'	4,973'	450'	280'	
DRIVEWAYS:			2,887'	205'	40'		
ALLOWANCE:			200'	162'			
TOTALS:			3,330'	5,340'	490'	280'	

CULVERT REMOVAL SUMMARY

STATION	LENGTH	STATION	LENGTH	STATION	LENGTH
72+89	55'	162+50	55'	236+60	61'
78+65	50'	169+20	77'	238+01	61'
81+68	60'	171+44	48'	245+02	51'
82+70	58'	173+46	47'	247+04	54'
84+56	56'	173+56	53'	250+38	51'
87+60	55'	175+44	55'	253+17	55'
90+12	54'	178+20	53'	260+09	71'
95+97	50'	180+10	56'	263+00	63'
106+75	63'	183+90	49'	264+48	58'
110+06	52'	185+50	55'	269+20	61'
112+08	45'	186+64	51'	271+36	63'
113+53	48'	188+38	63'	276+91	81'
114+77	45'	189+70	53'	281+80	81'
118+00	50'	193+28	54'	284+66	53'
121+23	53'	194+92	54'	289+20	53'
124+16	48'	197+10	51'	300+28	47'
126+93	56'	198+64	55'	305+37	46'
128+51	50'	201+02	61'	307+90	48'
130+82	57'	202+16	51'	310+17	48'
135+10	64'	203+26	55'	326+10	45'
136+96	68'	205+90	61'	332+70	58'
138+38	55'	208+56	54'	334+90	48'
141+24	56'	209+52	50'	336+22	47'
143+61	48'	210+63	51'	340+06	44'
146+72	55'	212+82	61'	340+90	61'
146+85	49'	215+64	53'		
150+21	49'	219+04	49'		
153+03	53'	221+50	55'		
154+91	51'	223+08	49'		
156+10	51'	225+90	50'		
158+41	57'	230+70	58'		
160+92	58'	235+10	56'		
TOTAL:					4,871'

TYPE "A" INLET SUMMARY

STRUCTURE	STATION	TOP CURB ELEV.	REMARKS
S-1	72+75 LT.	45.64	
S-2	81+84 RT.	26.04	
S-3	84+50 RT.	26.39	
S-4	90+12 RT.	30.30	
S-5	94+00 RT.	26.68	OPTIONAL INLET - VERIFY WITH ENGINEER BEFORE ORDERING.
S-6	106+65 RT.	31.99	
S-7	107+56 RT.	30.18	

NOTES:

- CULVERT LENGTHS AND TYPE "A" INLET ELEVATIONS ARE APPROXIMATE ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.
- RIP-RAP SPILLWAYS SHALL BE CONSTRUCTED AT THE OUTLET OF EACH CROSS-PIPE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SEE SPILLWAY DETAIL SHEET 31.
- CULVERT LENGTH QUANTITIES GIVEN IN THE ESTIMATE OF QUANTITIES ON SHEET 4 INCLUDE AN ADDITIONAL 200 LINEAR FEET OF 18" CMP AND 162 LF OF 24" CMP.

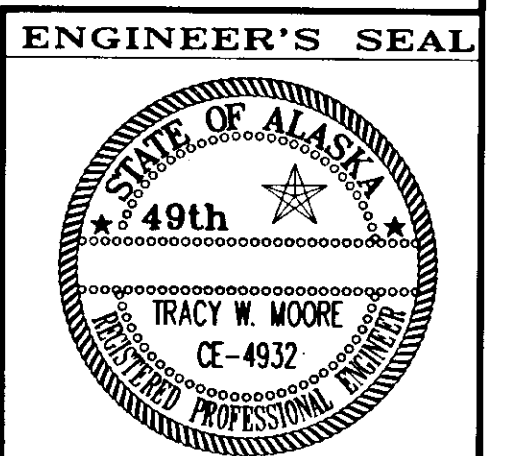
PATH: P:\WRG\ZIMBERG\DR\SUMMARY1 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

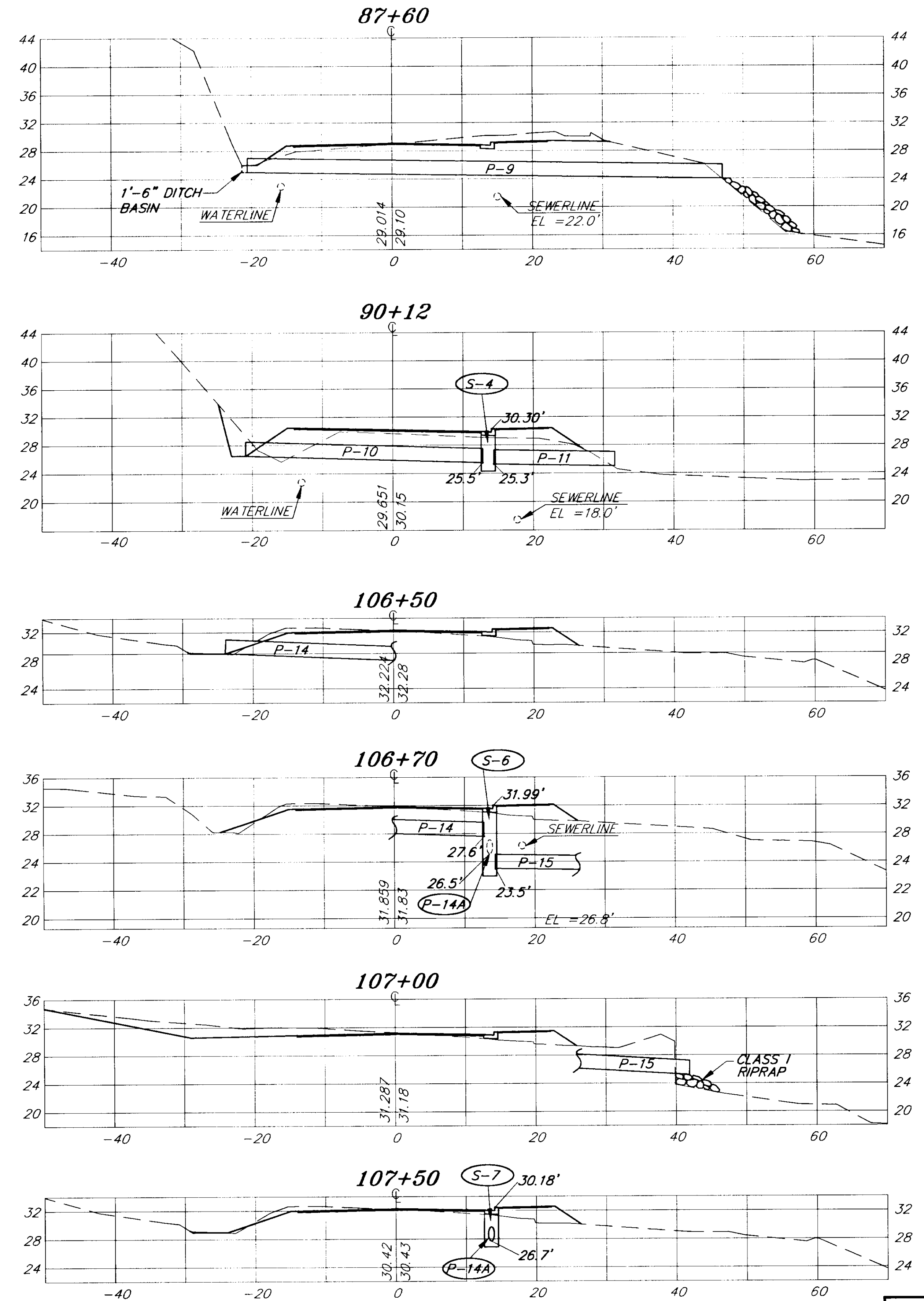
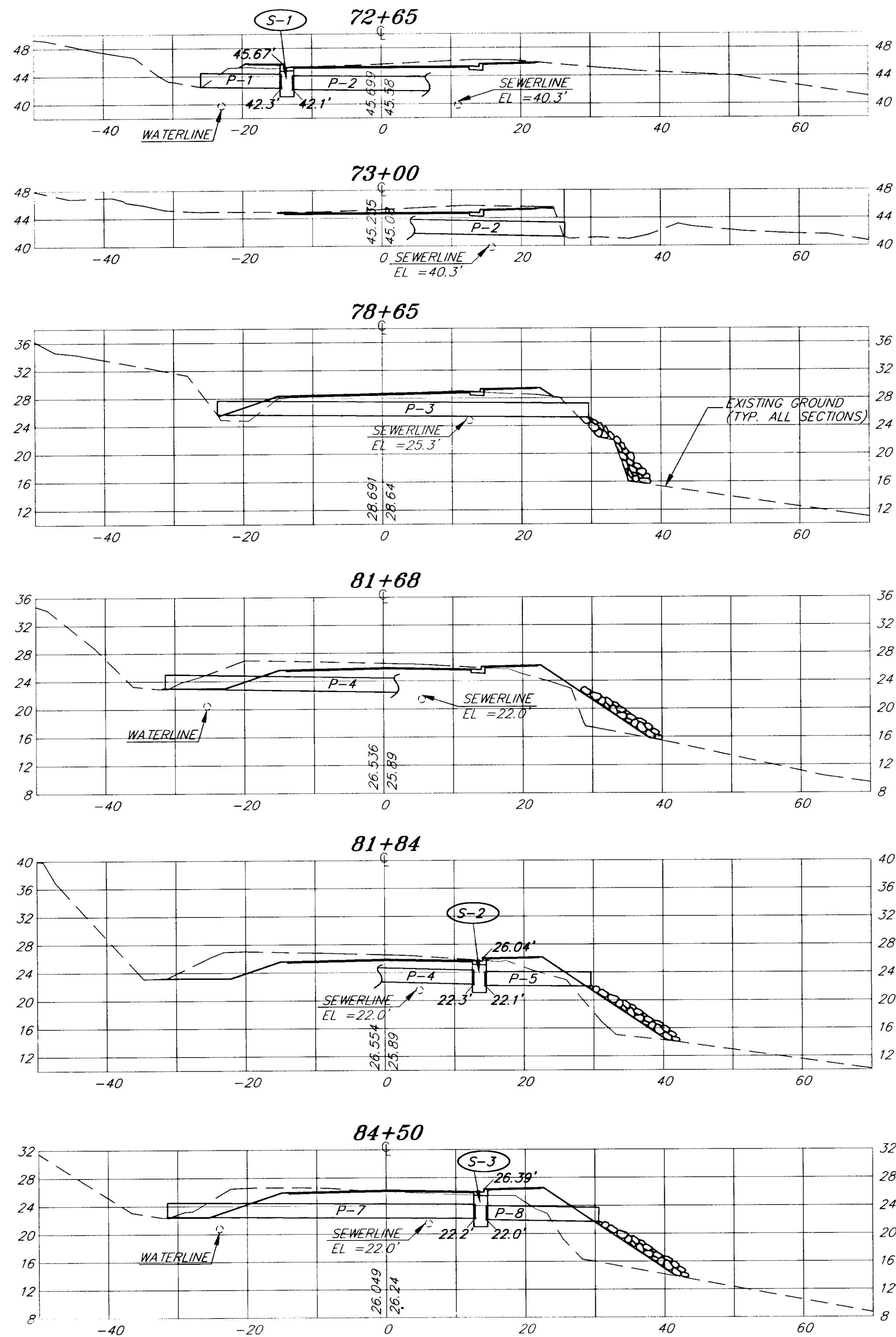
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION
DRAINAGE SUMMARIES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	T. HOPPER	PROJECT NO.	70632
DRAWN BY:	C. ANDERSON	DATE:	JUNE 1994
CHECKED BY:	T. MOORE	SHEET	10 OF 33





NOTE: ALL INLET STRUCTURES SHALL HAVE A 1.5' SUMP.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: P:\WRG\ZIMBERG\DR\DETAIL 4 1=10		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

WRANGELL

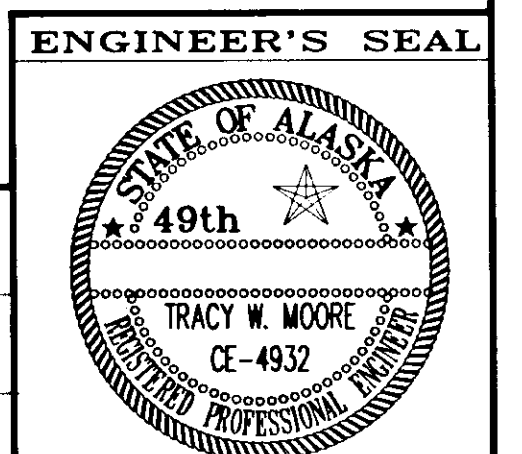
ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION

DRAINAGE DETAILS

ALASKA

DESIGNED BY: T. HOPPER
 DRAWN BY: R. SNYDER
 CHECKED BY: T. MOORE

PROJECT NO. 70632
 DATE: JUNE 1994
 SHEET 11 OF 33



REMOVAL OF STRUCTURES & OBSTRUCTIONS SUMMARY

DESCRIPTION	STATION	REMARKS
CONCRETE PAVEMENT CROSSINGS	THROUGHOUT PROJECT	AVERAGE SIZE 4' X 24' ESTIMATE: 40 EACH
SHED	221+20, RT.	RELOCATE ON ROAD HOUSE LODGE PROPERTY AS DIRECTED BY THE ENGINEER
SHED	"R" 10+80, LT.	1,180 FT. TO BE DISPOSED OF BY CONTRACTOR
CHAINLINK FENCE	76+00 TO 87+90, RT.	
LOGS ALONG BEACH	77+70 TO 88+80, RT.	MOVE LOGS BEYOND FILL LIMITS
LOGS ALONG BEACH	109+00 TO 148+00, RT.	MOVE LOGS BEYOND FILL LIMITS

GUARDRAIL REMOVAL AND DISPOSAL SUMMARY

STATION TO	STATION	OFFSET	QUANTITY
76+00	88+50	RIGHT	1250
120+05	121+05	RIGHT	100
301+50	304+25	LEFT	275
301+60	304+60	RIGHT	300
329+60	333+35	LEFT	375
329+80	333+05	RIGHT	325

W-BEAM GUARDRAIL INSTALLATION SUMMARY

STATION TO	STATION	OFFSET	QUANTITY
255+80	256+17.5	RIGHT	37.5
255+80	256+17.5	LEFT	37.5
256+73.5	257+11 264+99	RIGHT	37.5 25.0
256+73.5	257+11	LEFT	37.5
301+50	304+25 00	LEFT	275 250
301+60	304+60	RIGHT	300
329+60	333+35 10	LEFT	375 350
329+80	333+05 55	RIGHT	325 375

THRIE BEAM GUARDRAIL INSTALLATION SUMMARY

STATION TO	STATION	OFFSET	QUANTITY
256+17.5	256+35.25	RIGHT	18.75
256+17.5	256+36.25	LEFT	18.75
256+54.75	256+73.5	RIGHT	18.75
256+54.75	256+73.5	LEFT	18.75

MANHOLE SUMMARY

STATION	OFFSET	ELEV.	ADJUST/RECONST.	REMARKS
115+64	25.4' RT.	26.4	ADJUST	SANITARY SEWER
118+17	21.6' RT.	28.9	RECONSTRUCT	SANITARY SEWER
120+59	38.2' RT	27.7	RECONSTRUCT	SANITARY SEWER
122+15	19.9' RT	29.1	ADJUST Ø	SANITARY SEWER
124+97	35.2' RT	27.5	RECONSTRUCT	SANITARY SEWER
128+80	34.0' RT	27.7	RECONSTRUCT Ø	SANITARY SEWER
132+18	24.6' RT	28.2	ADJUST Reconstruct	SANITARY SEWER
136+09	26.8' RT	27.0	ADJUST	SANITARY SEWER
139+09	23.4' RT	27.5	ADJUST	SANITARY SEWER
140+90	24.3' RT	28.6	ADJUST Reconstruct	SANITARY SEWER
143+87	19.4' RT	29.6	ADJUST Ø	SANITARY SEWER
147+89	19.7' RT	30.0	ADJUST Ø	SANITARY SEWER

NOTE:
MANHOLE ELEVATIONS ARE APPROXIMATE ONLY AND SHOULD BE FIELD VERIFIED BY THE CONSTRUCTOR.

STAIRWAY RECONSTRUCTION SUMMARY

STATION
127+10, LF
137+70, LF

PATH: P:\WRG\ZIMBERG\DR\ -SUM2 1-1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

WRANGELL

ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION

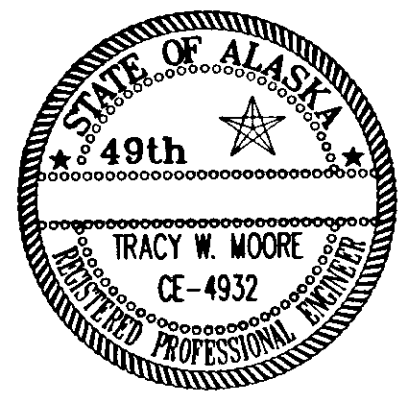
ALASKA

MISCELLANEOUS SUMMARIES

DESIGNED BY: T. HOPPER
DRAWN BY: B. ADAMS
CHECKED BY: T. MOORE

PROJECT NO. 70632
DATE: JUNE 1994
SHEET 12 OF 33

ENGINEER'S SEAL



CITY OF WRANGELL WATERLINE

VALVE LOCATION/SERVICE					
STATION	OFFSET/CL	SERVICE	STATION	OFFSET/CL	SERVICE
111+77	13.5 LT	12" MAIN	174+16	13.5 LT	8"
116+37	12.75LT	8"	174+20	32.7 LT	FH
116+37	29.0 LT	FH	178+68	10.0 LT	FH
121+90	12.0 LT	FH	183+20	11.5 LT	FH
125+41	12.5 LT	6"	183+21.5	10.0 LT	12" MAIN
125+78	11.2 LT	12" MAIN	187+90	15.5 LT	8"
125+86	13.2 LT	FH	187+90	35.0 LT	FH
132+00	18.5 RT	FH	191+06	11.7 LT	FH
134+14	14.5 LT	8"	196+51.5	12.2 LT	8"
136+00	16.0 LT	FH	196+82	11.5 LT	FH
137+49	14.0 LT	8"	196+83	10.0 LT	12" MAIN
141+37	14.5 LT	FH	200+38	35.0 LT	FH
141+38.5	14.0 LT	12" MAIN	200+39	14.0 LT	8"
145+11	27.0 LT	FH	208+11	48.0 LT	FH
145+10	13.5 LT	8"	208+12	16.0 LT	8"
148+86	15.0 LT	8"	208+25	15.0 LT	8"
148+86	35.5 LT	FH	211+14	13.5 LT	FH
151+40	14.0 LT	FH	211+16	12.0 LT	12" MAIN
151+41	13.0 LT	12" MAIN	211+65	14.0 LT	8"
155+38	14.5 LT	8"	216+00	14.0 LT	FH
155+38	30.0 LT	FH	216+30	13.8 LT	8"
161+45	13.5 LT	FH	220+81	16.0 LT	FH
165+16	13.5 LT	FH	220+92	16.0 LT	8"
165+17	12.5 LT	12" MAIN	224+06	18.5 LT	8"
169+92	12.5 LT	FH	226+15	17.5 LT	FH
171+28	14.5 LT	4"	227+80	16.0 LT	8"
173.19	40.5 LT	2"	227+95	19.0 LT	12" MAIN

AIR RELEASE VALVES	
STATION	OFFSET
189+85	31.0 LT
225+44	42.0 LT

2" SERVICE	
STATION	VALVE/CAP CL OFFSET
173+19	40.5 LT

12" MAINLINE GATE VALVES	
STATION	END CAP C/L OFFSET
111.77	
125+78	
141+38.5	
151+41.5	
165+17.5	
183+21.5	
196+83	
211+16	
227+95	

6" & 8" SEWERLINE CROSSINGS		
STATION FOR 6" D.I.	STATION FOR 6" D.I.	STATION FOR 8" D.I.
106+81	191+40	174+10
149+30	194+36	200+48
151+32	198+70	205+90
152+90	208+45	
155+33	210+75	
159+00	211+90	
161+78	215+50	
163+80	218+10	
167+20	219+00	
168+60	221+00	
170+20	222+75	
172+23	224+68	
176+37	230+50	
178+37	233+30	
183+10	236+25	
185+20	246+53	
188+00	251+47	

Comments: All installations begin at 30' LT and are 50.5' in length except 6" at 106+81 which is 52' in length.

12" MAINLINE LOCATION & DEPTH

STATION	C/L Offset	Depth of Cover	STATION	C/L Offset	Depth of Cover	STATION	C/L Offset	Depth of Cover
112+00	13.5	4.0	157+00	12.0	4.2	193+00	12.0	4.5
113+00	13.0	4.0	158+00	13.2	4.5	194+50	11.0	4.0
114+00	13.4	4.0	159+00	12.7	4.5	196+00	11.1	4.0
115+00	12.5	5.0	160+00	13.0	4.3	196+74	9.0	4.0
116+00	13.5	4.5	161+00	13.5	5.0	197+00	12.0	5.0
117+00	12.0	4.5	162+00	12.7	5.0	198+00	12.5	4.0
122+00	12.0	4.5	164+00	12.0	4.5	199+00	12.5	4.5
126+00	12.0	4.0	165+00	12.5	4.0	200+00	12.0	4.0
128+00	10.0	5.5	166+00	12.5	4.5	201+00	13.0	6.0
129+00	10.5	4.8	167+00	12.0	4.0	202+00	13.0	5.5
130+00	11.0	5.9	168+00	11.0	4.0	202+90	11.0	4.0
131+00	12.3	7.0	169+00	12.0	5.5	204+00	12.5	4.0
132+00	11.6	5.7	170+00	11.5	5.5	205+00	12.4	3.2 *
133+00	11.6	5.0	171+00	12.6	5.5	206+12	15.0	3.0 *
134+00	13.5	4.7	172+00	12.5	5.5	207+00	15.0	4.0
136+00	13.4	5.2	173+00	13.0	5.0	208+00	14.0	4.0
137+00	12.4	6.0	174+10	12.5	3.5 *	209+00	13.4	4.0
138+00	13.5	5.3	175+00	12.5	4.3	210+00	12.0	4.0
139+00	12.2	4.5	178+00	10.0	4.0	211+00	12.8	4.5
141+37	14.0	5.0	180.00	11.5	6.0	213+00	13.0	4.0
142+00	13.6	4.0	181+00	9.3	4.0	214+00	13.0	4.5
143+00	13.0	4.1	182+00	9.5	4.0	215+50	13.0	4.5
144+00	13.3	4.5	183+85	11.0	4.3	216+00	11.4	4.3
145+00	13.5	4.5	184+00	10.0	4.0	217+00	11.0	4.0
147+00	12.6	4.5	185+00	11.5	3.8 *	218+00	12.0	4.0
148+00	13.0	4.0	186+00	12.3	4.5	219+00	12.8	5.0
149+00	14.4	5.0	187+00	13.1	4.5	220+80	15.0	4.0
150+00	12.5	4.0	189+00	13.0	4.5	224+06	17.5	4.0
151+00	13.0	4.0	190+00	13.0	4.0	226+10	17.0	4.0
152+00	12.0	5.0	191+06	11.0	4.0	227+80	16.0	4.0
154+50	12.5	3.8 *	192+00	12.5	4.0	227+95	19.0	4.0
156+00	12.0	5.5						

* Note: Where depth of cover is less than 4.0', 12" Main is covered with insulation board as per specifications.

FIRE HYDRANT LOCATIONS		
STATION	OFFSET/CL	COMMENTS
116+53	29.0 LT	W/GUARD POST *
121+90	31.3 RT	W/GUARD POST
125+86	30.2 LT	W/GUARD POST
132+00	32.5 RT	W/GUARD POST
136+00	31.5 LT	
141+37	29.5 LT	W/GUARD POST
145+23	27.0 LT	W/GUARD POST *
148+81	35.5 LT	T OFF 8" SERVICE
151+40	29.5 LT	
155+43	29.5 LT	W/GUARD POST *
161+45	29.5 LT	
165+16	28.7 LT	W/GUARD POST
169+92	31.5 LT	W/GUARD POST
174+26	32.7 LT	W/GUARD POST *
178+68	23.5 LT	W/GUARD POST
183+20	25.0 LT	
187+80	35.0 LT	W/GUARD POST *
191+06	28.1 LT	
196+82	29.2 LT	
200+32	37.3 LT	W/GUARD POST *
206+19	46.5 LT	W/GUARD POST *
211+14	27.0 LT	
216+00	29.4 LT	
220+81	35.5 LT	
226+15	38.0 LT	

NOTE: * Denotes Fire Hydrant T's off 8" Service

1" SERVICES		WATERLINE		SERVICES	
STATION	LT	STATION	LOCATION	STATION	END CAP C/L OFFSET
113+00		116+37	TO FH LT	116+45	52 LT @ 116+78
114+00		121+90	TO FH RT	134+14	33.5 LT
114+86		125+41	SERVICE	137+49	26.5 LT
125+33		125+86	TO FH LT	145+10	30.0 LT
127+13		132+00	TOFH RT	148+86	30.0 LT
129+01		136+00	TO FH LT	155+38	34.5 LT
129+04		141+37	TO FH LT	174+16	38.0 LT
131+45		145+11	8" T TO FH LT	187+90	47.5 LT
134+00		148+86	8" T TO FH LT	196+52	35.0 LT
134+54		151+40	TO FH LT	200+39	43.0 LT
138+51		155+38	8" T TO FH LT	206+12	54.0 LT
139+90		161+45	TO FH LT	208+25	32.0 LT
141+00		165+16	TO FH LT	211+65	33.0 LT
141+48		169+92	TOFH LT	216+30	31.5 LT
142+93		174+20	8" T TO FH LT	220+92	36.0 LT
147+06		178+68	TO FH LT	224+06	38.0 LT
148+23		183+20	TO FH LT	227+80	32.0 LT
149+56		187+90	8" T TO FH LT	240+78	25 LT to 25 RT
150+97		191+06	TO FH LT		
152+23		196+82	TO FH LT		
152+37		200+38	8" T TO FH LT		
154+16		206+13	8" T TO FH LT		
158+70		211+14	TO FH LT		
159+25		216+00	TO FH LT		
159+42		220+81	TO FH LT		
161+88		226+15	TO FH LT		

1 1/2" FORCE MAIN			
STATION	PUMP	LENGTH	Comments:
78+46	30' LT	43' to Main	
85+03	None	50' to Main	End @ 50' LT
88+27	40' LT	54' to Main	
92+55	None	48' to Main	End @ 35' LT

* Note: 1" SERVICES ARE INSTALLED TO R/W ±

DATE	REVISIONS
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES RIGHT OF WAY MAP ALASKA PROJECT No.	
ZIMOVIA HIGHWAY STP-0943(BB)/TC	
DRAWN	DATE
CHECKED	DATE
SCALE	SHEET 12A

**BEGIN PROJECT
STA. 71+00**

N 96303.073
E 199605.378

**BASIS OF CONTROL
HORIZONTAL CONTROL**

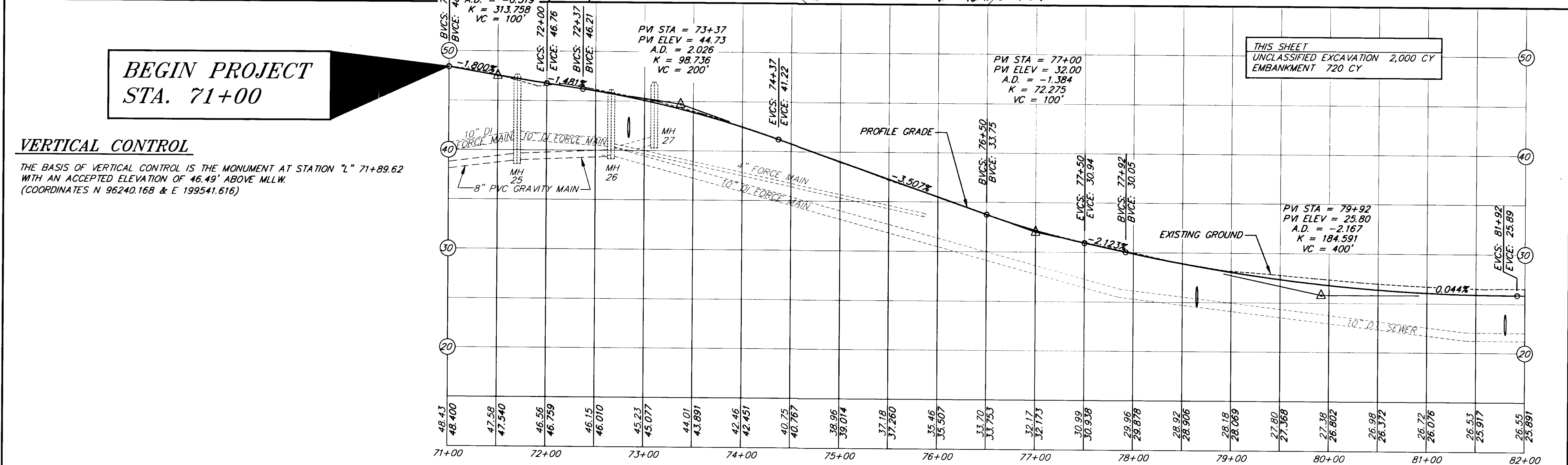
THE BASIS OF BEARING FOR THIS PROJECT IS THE BEARING OF N 46°47'37"E FROM THE RECOVERED CENTERLINE MONUMENT AT STATION "L" 71+89.62 TO THE CONTROL MONUMENT "ZH-6" AT 19.64 LT. STATION "O" 65+71.11. THE BASIS OF COORDINATES IS THE MONUMENT AT STATION "L" 71+89.62 WITH PROJECT COORDINATES OF N 96240.168, AND E 199541.616.

THERE ARE TWO CONTROL POINTS BEYOND THE EOP. ZH-30 WITH PROJECT COORDINATES OF N 72106.220, E 207541.114, AND "ZH-26" WITH PROJECT COORDINATES OF N 71559.734, E 206161.245. THE BEARING FROM "ZH-30" TO "ZH-26" IS S 68°23'40"W. BOTH POINTS ARE ALUMINUM CAPS GROUTED INTO THE PAVEMENT ON THE SHOULDER OF THE HIGHWAY, AND STAMPED AS APPROPRIATE.

**BEGIN PROJECT
STA. 71+00**

VERTICAL CONTROL

THE BASIS OF VERTICAL CONTROL IS THE MONUMENT AT STATION "L" 71+89.62 WITH AN ACCEPTED ELEVATION OF 46.49' ABOVE MLLW. (COORDINATES N 96240.168 & E 199541.616)



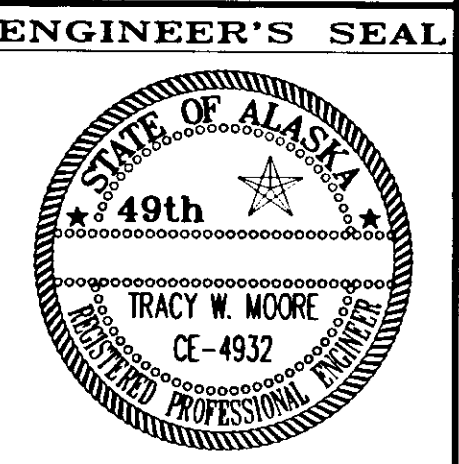
PATH: P:\WRG\ZIMBERG\DR\P70 1=50		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

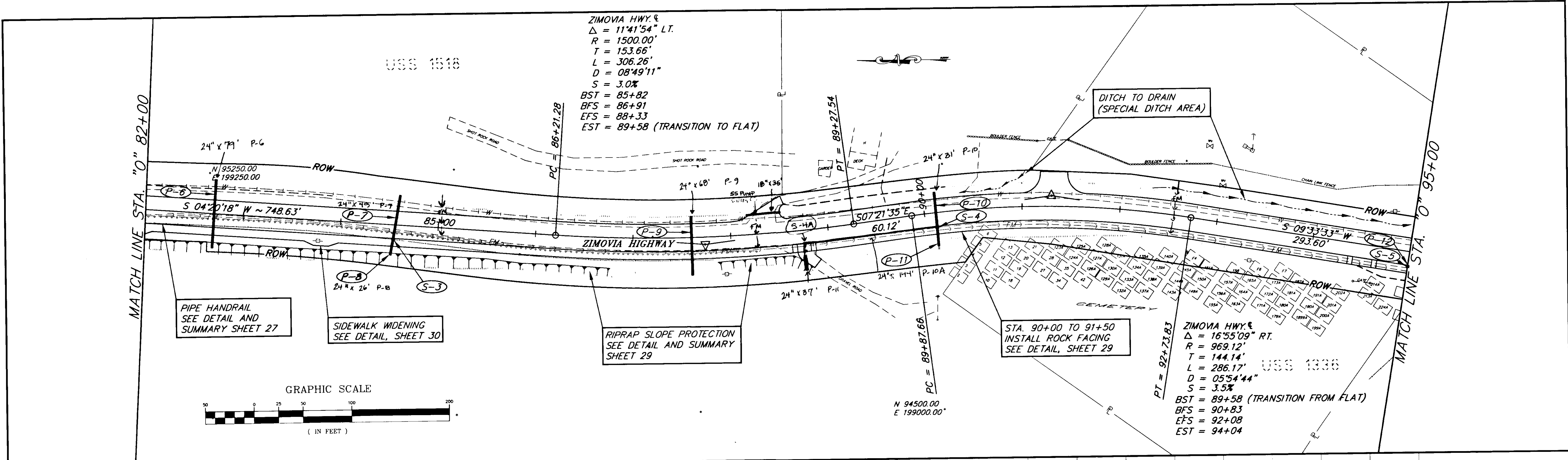
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION
ALASKA
B.O.P. STA. 71+00 TO STA. 82+00
PLAN & PROFILE - URBAN SECTION

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 13 OF 33



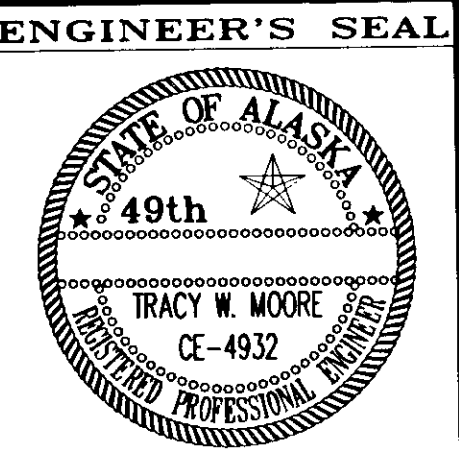


PATH: P:\WRG\ZIMBERG\DR\P82 1=50	
BY:	DESCRIPTION OF CHANGE:
DATE:	

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

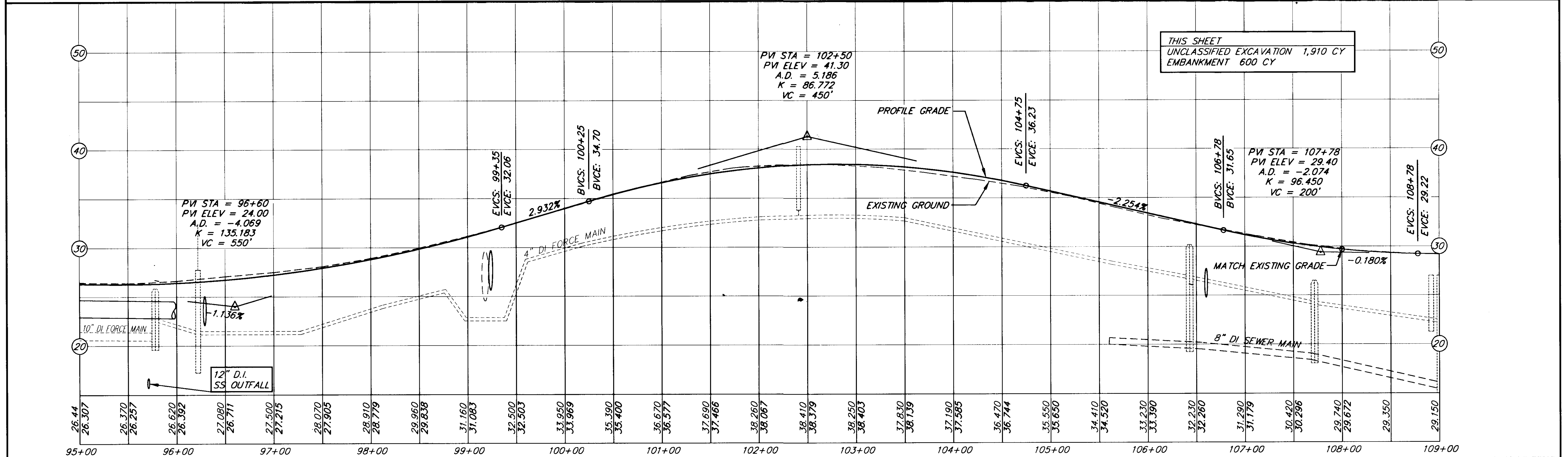
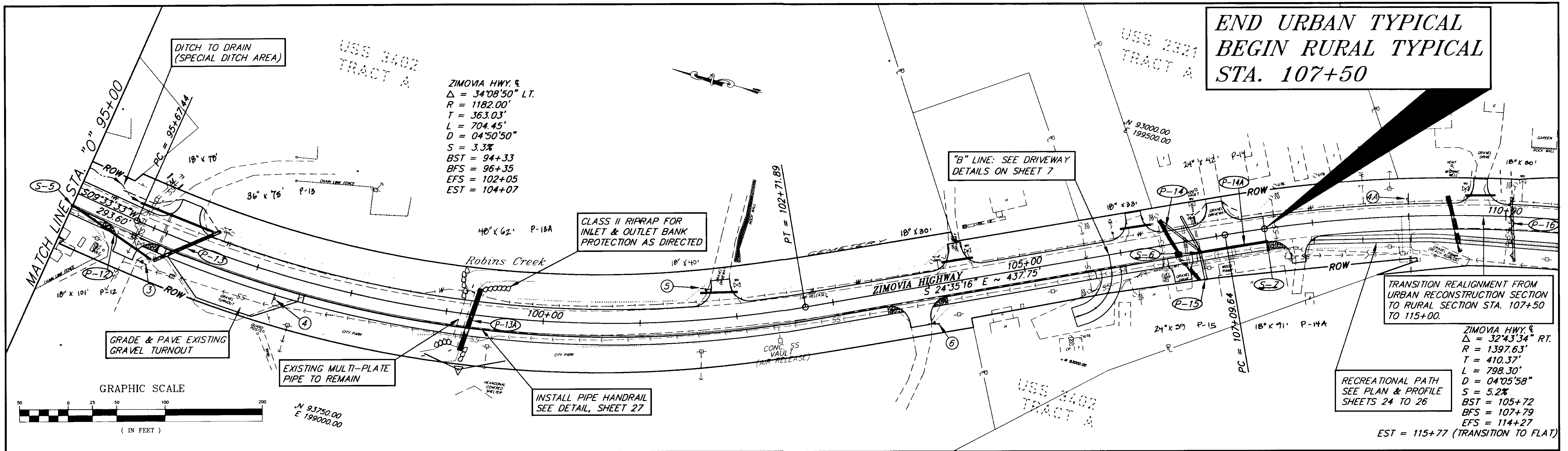
WRANGELL
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION
STA. 82+00 TO STA. 95+00
PLAN & PROFILE - URBAN SECTION

ALASKA	DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
	DRAWN BY: R. SNYDER	DATE: JUNE 1994
	CHECKED BY: T. MOORE	SHEET 14 OF 33



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS



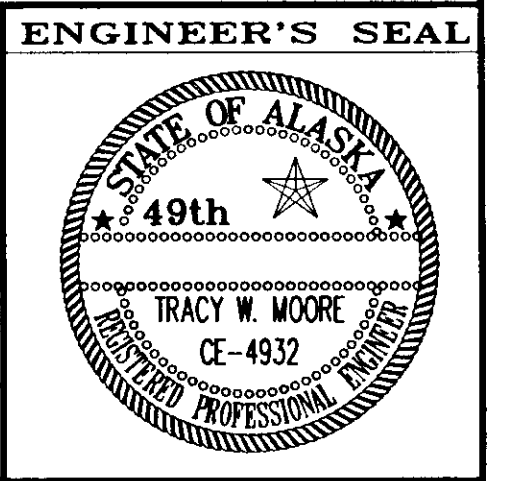
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

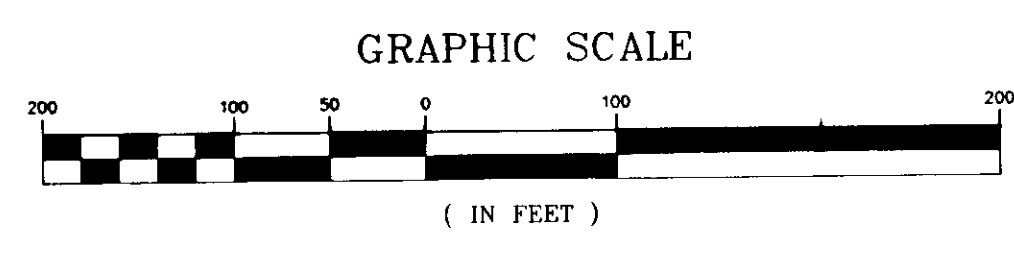
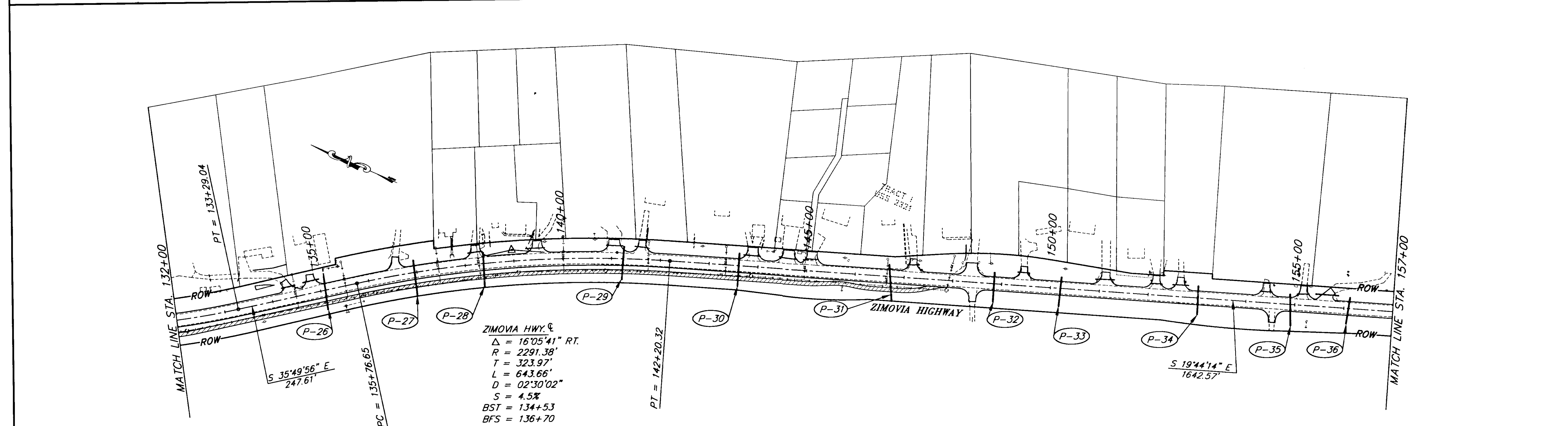
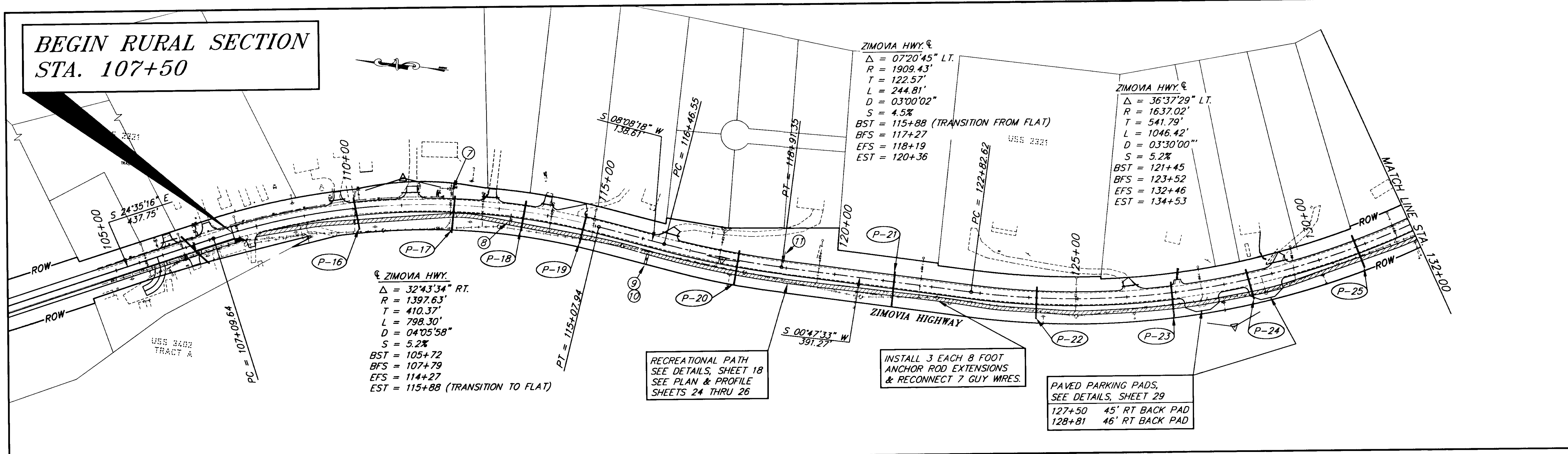
WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
 ALASKA
 STA. 95+00 TO STA. 109+00
 PLAN & PROFILE - URBAN SECTION

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 15 OF 33



**BEGIN RURAL SECTION
STA. 107+50**



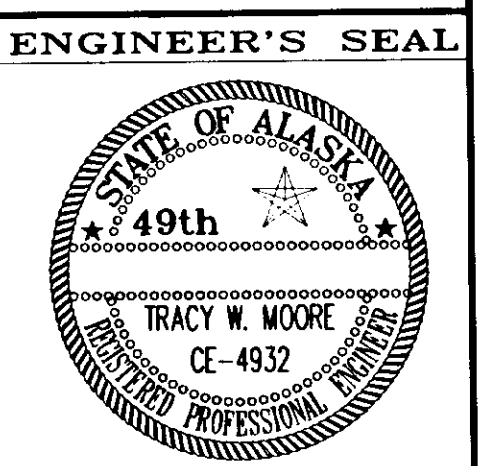
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

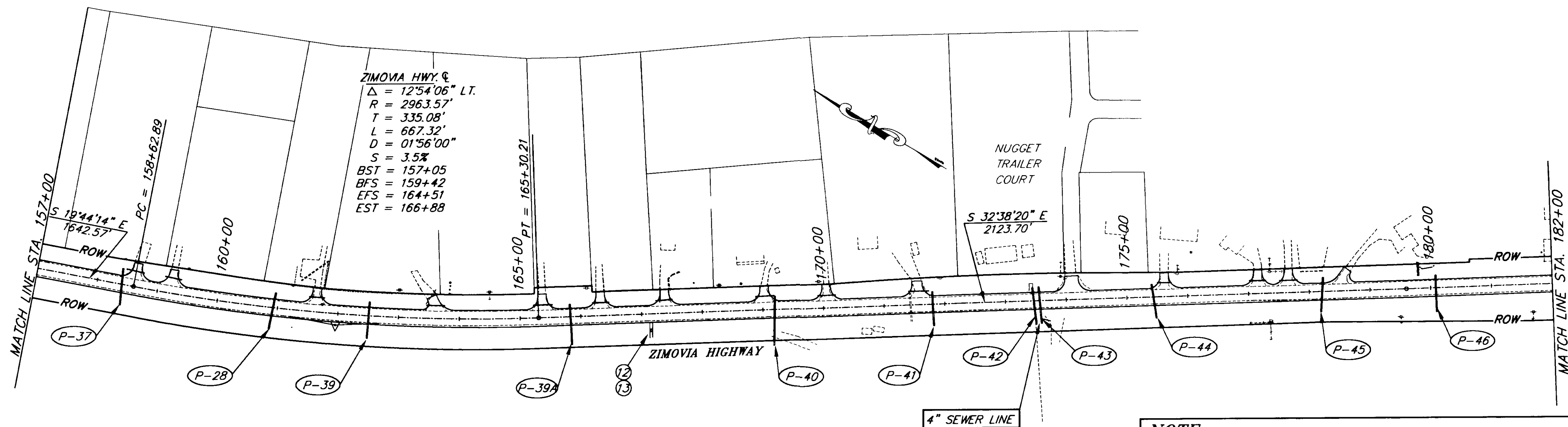
PATH:	P: \WRG\ZIMBERG\DR\P108	1=100
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

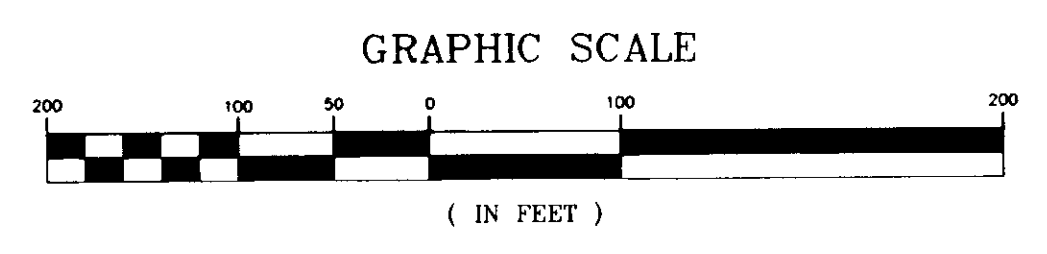
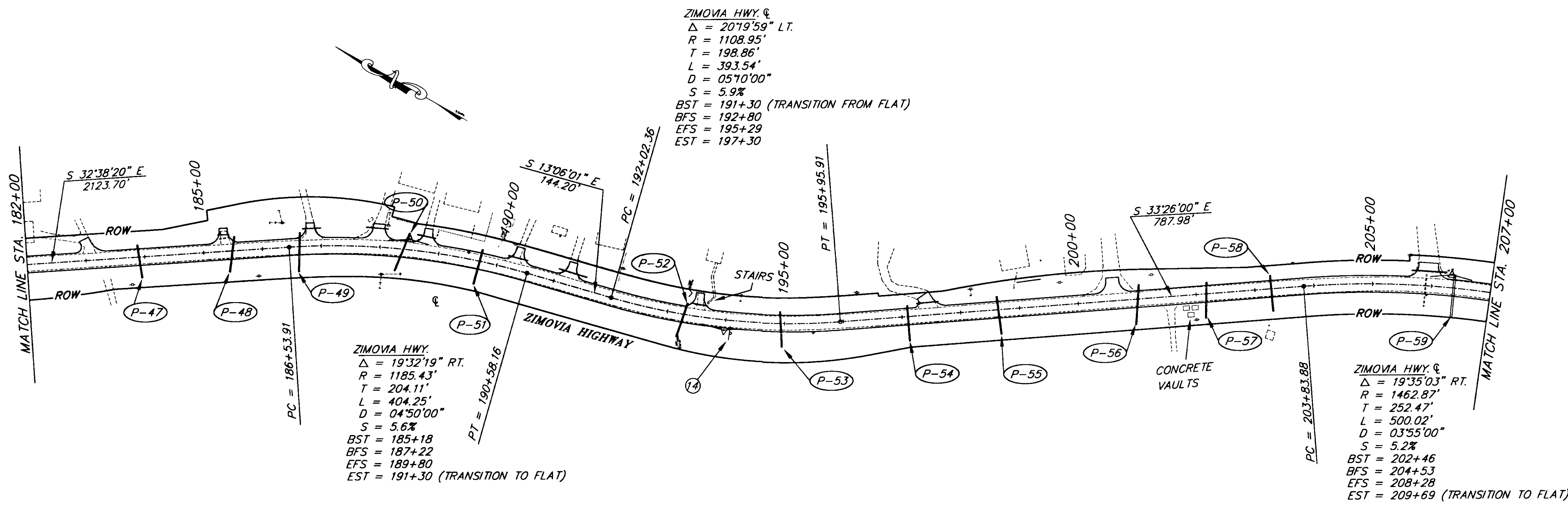
WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
STA. 109+00 TO STA. 157+00
 PLAN - RURAL SECTION

DESIGNED BY:	D. BLACKBURN	PROJECT NO.	70632
DRAWN BY:	R. SNYDER	DATE:	JUNE 1994
CHECKED BY:	T. MOORE	SHEET	16 OF 33





NOTE:
 STRAIGHTEN ALIGNMENT FROM STA. 165+30.21 P.T. TO STA. 186+53.91 P.C.
 EXISTING ROAD HAS TWO SMALL X POINTS THAT SHIFT THE SHOULDER
 6" TO 9" OUT OF A TRUE LINE.



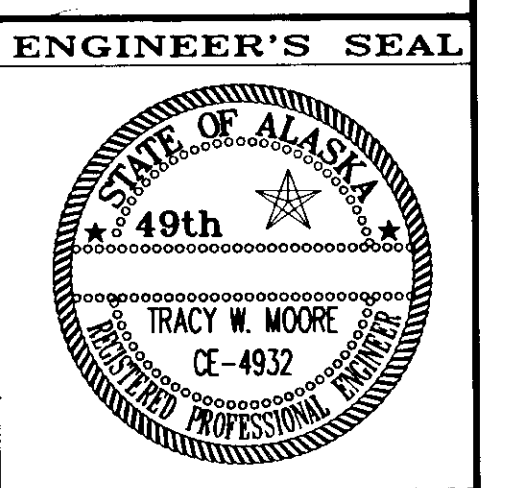
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

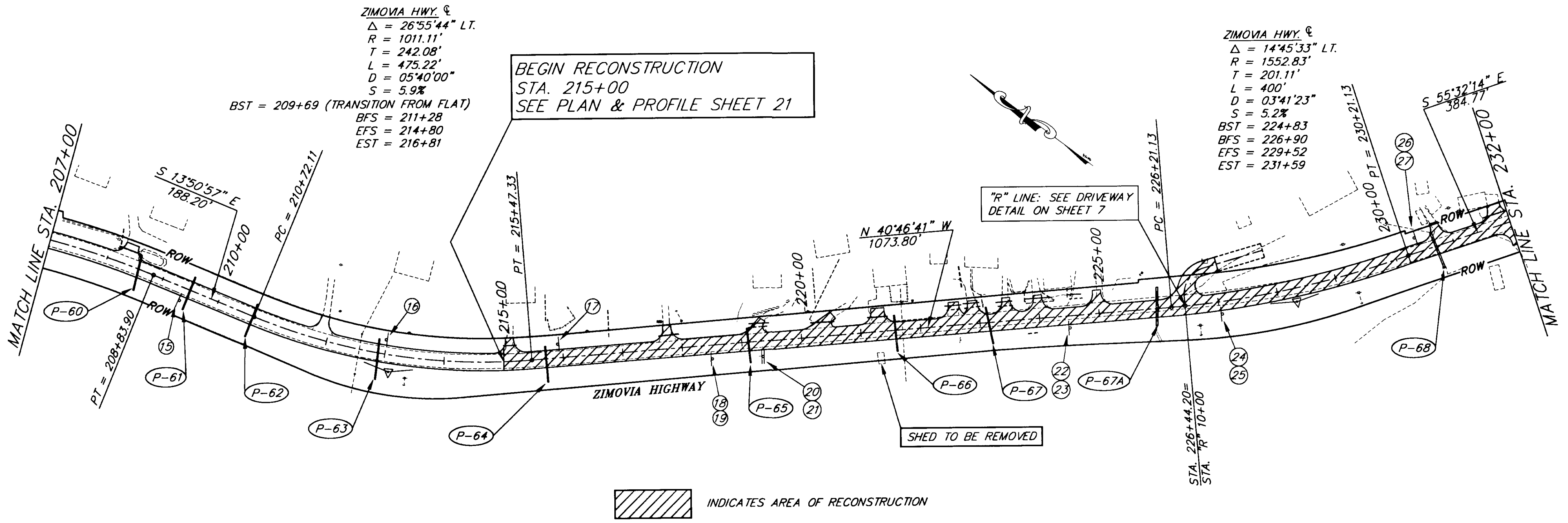
PATH: P:\WRG\ZIMBERG\DR\P157 1=100	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

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

WRANGELL ALASKA
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
 STA. 157+00 TO STA. 207+00
 PLAN - RURAL SECTION

DESIGNED BY:	D. BLACKBURN	PROJECT NO.	70632
DRAWN BY:	R. SNYDER	DATE:	JUNE 1994
CHECKED BY:	T. MOORE	SHEET	17 OF 33

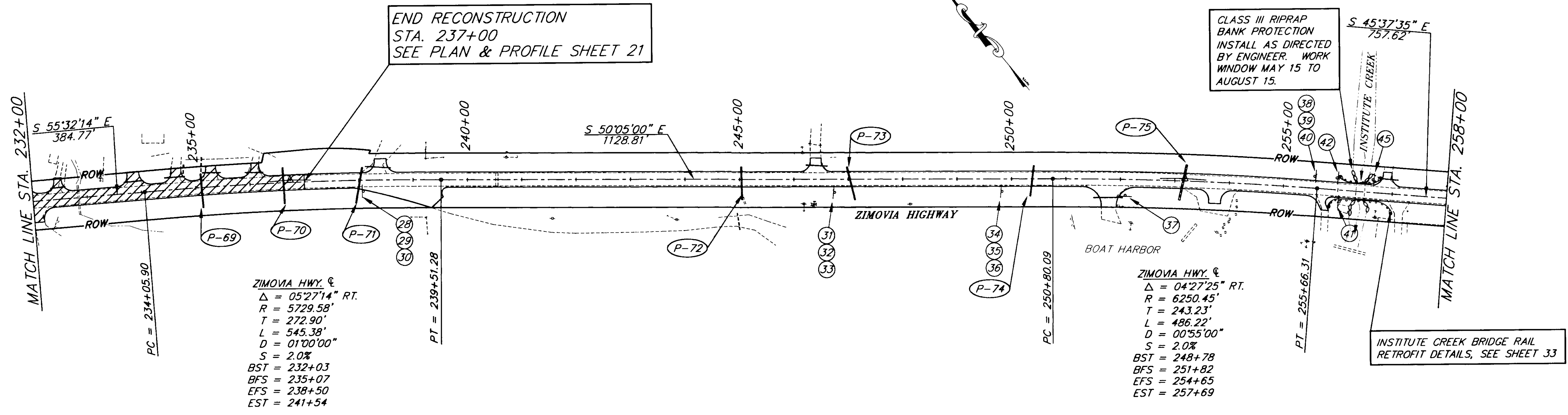




ZIMOVIA HWY. ϕ
 $\Delta = 26^{\circ}55'44''$ LT.
 $R = 1011.11'$
 $T = 242.08'$
 $L = 475.22'$
 $D = 05^{\circ}40'00''$
 $S = 5.9\%$
 BST = 209+69 (TRANSITION FROM FLAT)
 BFS = 211+28
 EFS = 214+80
 EST = 216+81

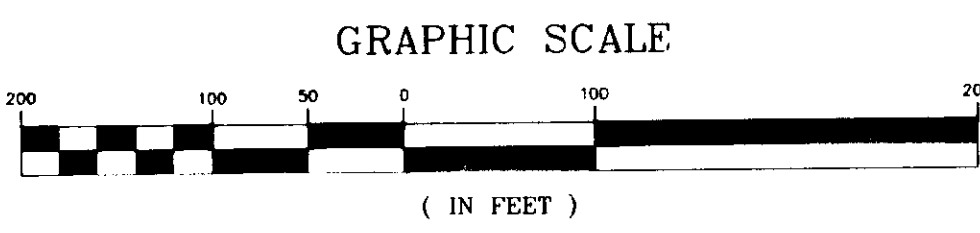
ZIMOVIA HWY. ϕ
 $\Delta = 14^{\circ}45'33''$ LT.
 $R = 1552.83'$
 $T = 201.11'$
 $L = 400'$
 $D = 03^{\circ}41'23''$
 $S = 5.2\%$
 BST = 224+83
 BFS = 226+90
 EFS = 229+52
 EST = 231+59

INDICATES AREA OF RECONSTRUCTION



ZIMOVIA HWY. ϕ
 $\Delta = 05^{\circ}27'14''$ RT.
 $R = 5729.58'$
 $T = 272.90'$
 $L = 545.38'$
 $D = 01^{\circ}00'00''$
 $S = 2.0\%$
 BST = 232+03
 BFS = 235+07
 EFS = 238+50
 EST = 241+54

ZIMOVIA HWY. ϕ
 $\Delta = 04^{\circ}27'25''$ RT.
 $R = 6250.45'$
 $T = 243.23'$
 $L = 486.22'$
 $D = 00^{\circ}55'00''$
 $S = 2.0\%$
 BST = 248+78
 BFS = 251+82
 EFS = 254+65
 EST = 257+69



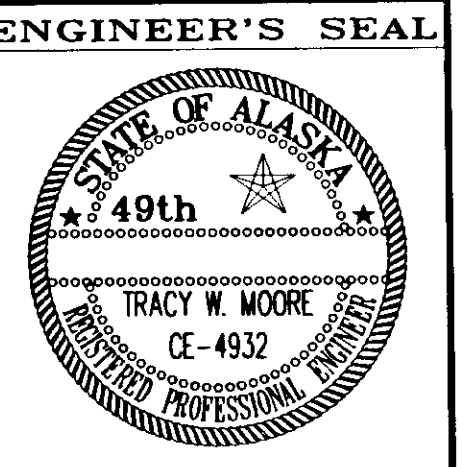
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

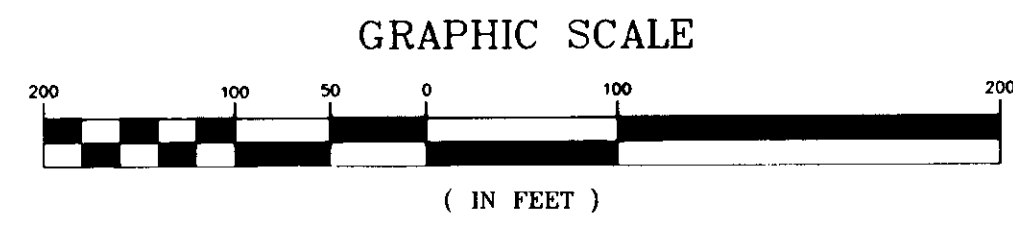
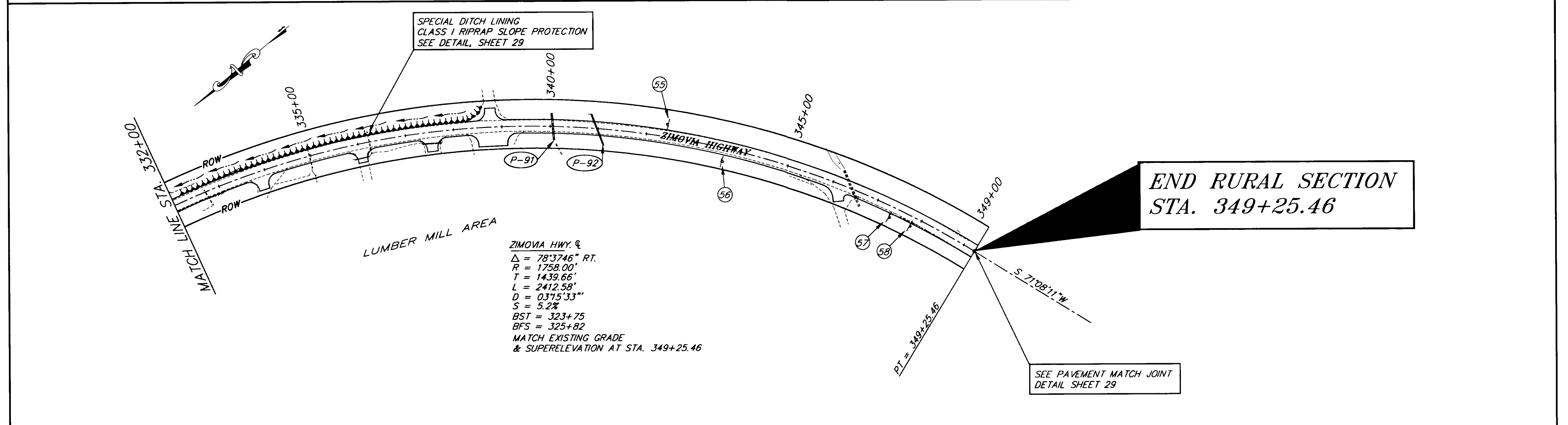
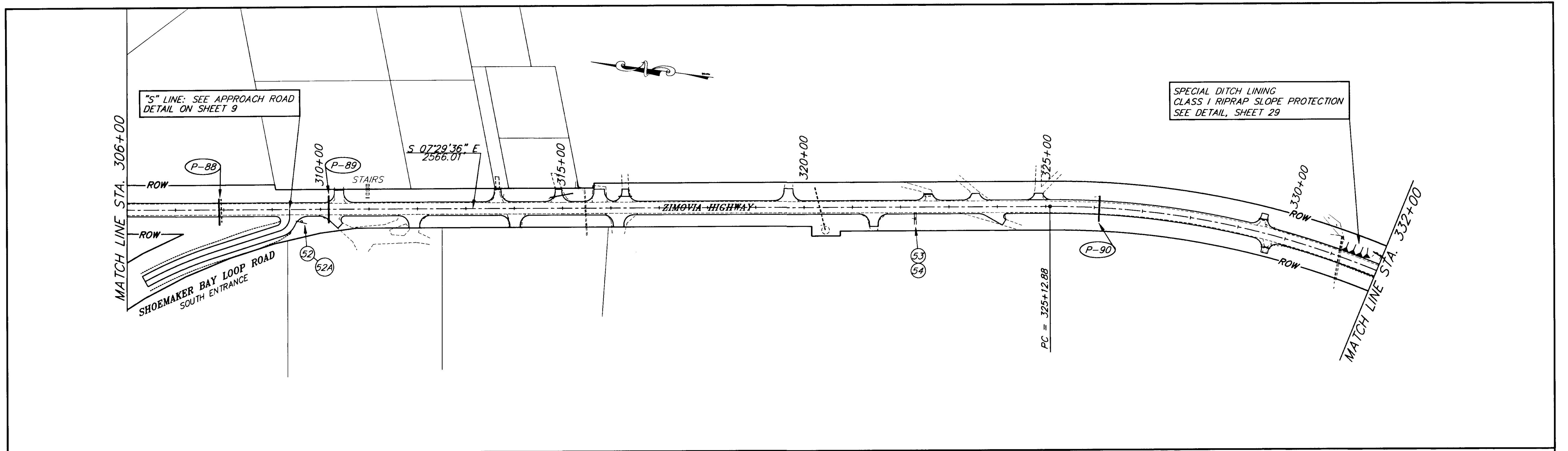
PATH: P:\WRG\ZIMBERG\DR\P207 1=100	
BY:	DESCRIPTION OF CHANGE:
DATE:	
RECORD OF REVISIONS	

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

WRANGELL ALASKA
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
STA. 207+00 TO STA. 257+00
 PLAN - RURAL SECTION

DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 18 OF 33





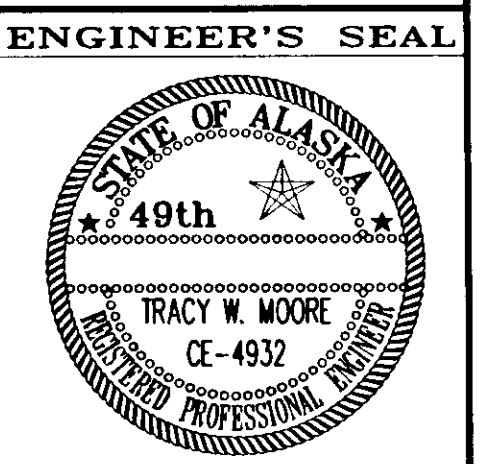
PATH: P:\WRG\ZIMBERG\DR\P307 1=100		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

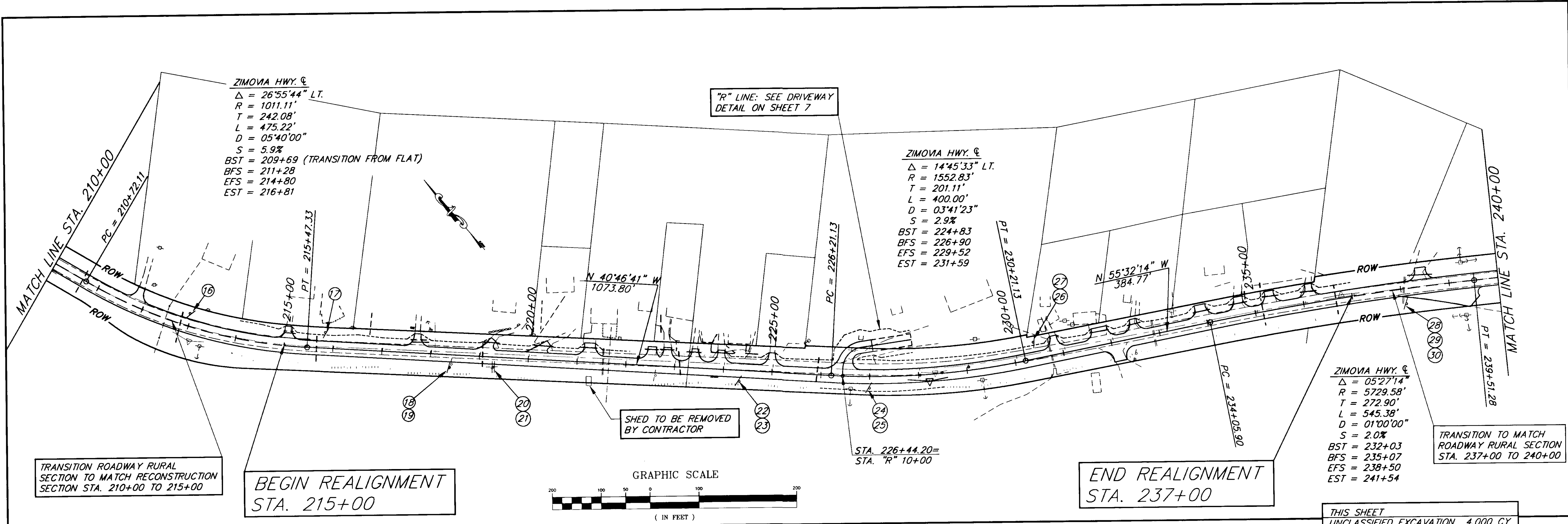
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL ALASKA
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
 STA. 306+00 TO STA. 349+25.46
 PLAN - RURAL SECTION

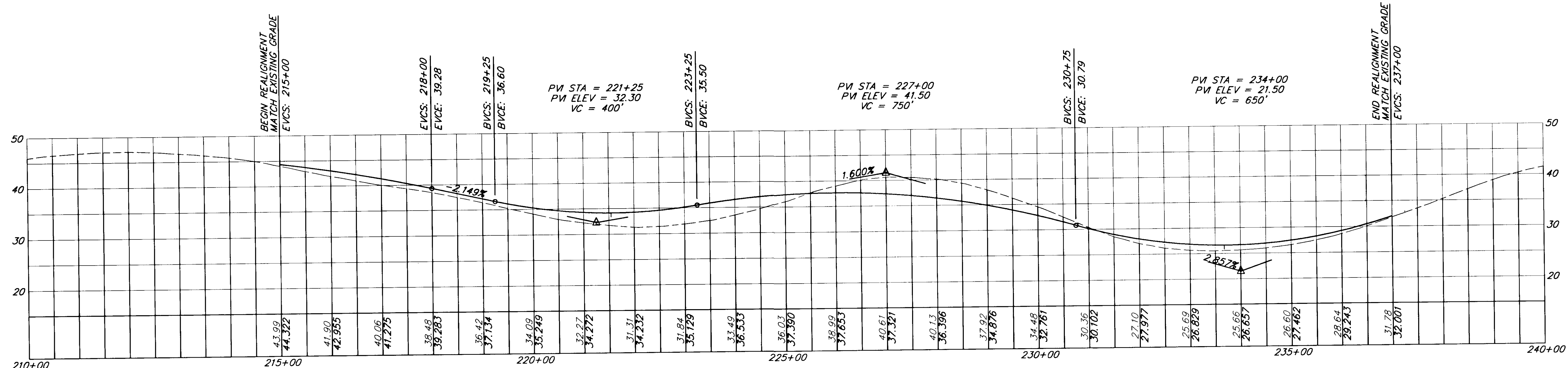
DESIGNED BY:	D. BLACKBURN	PROJECT NO.	70632
DRAWN BY:	R. SNYDER	DATE:	JUNE 1994
CHECKED BY:	T. MOORE	SHEET	20 OF 33

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS





THIS SHEET
 UNCLASSIFIED EXCAVATION 4,000 CY
 EMBANKMENT 5,400 CY



PATH: P:\WRG\ZIMBERG\DR\226ROAD 1=100

BY:	DATE:	DESCRIPTION OF CHANGE:

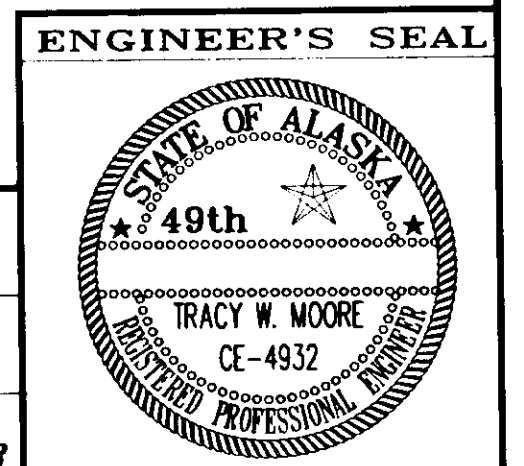
RECORD OF REVISIONS

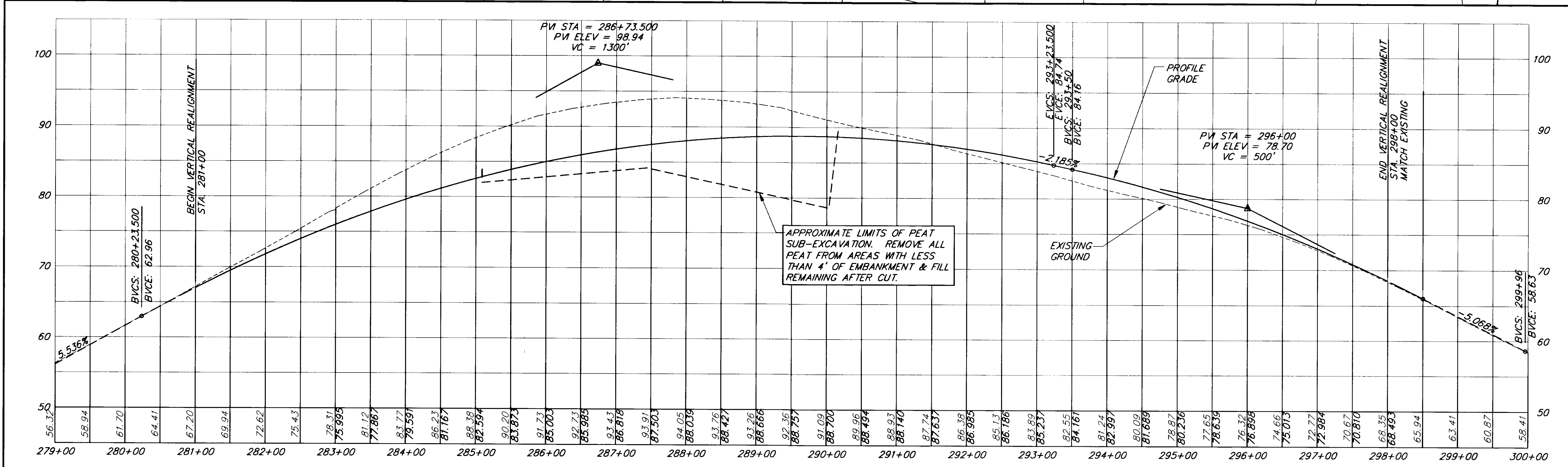
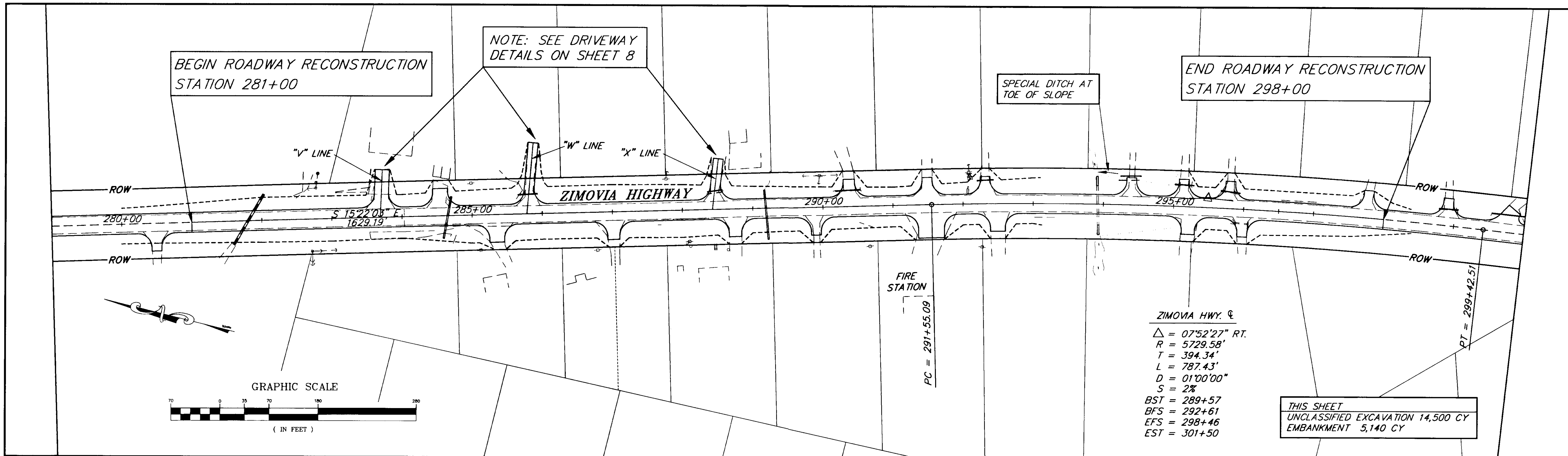
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
ROAD HOUSE AREA REALIGNMENT
 STA. 215+00 TO STA. 237+00
 PLAN & PROFILE

DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 21 OF 33





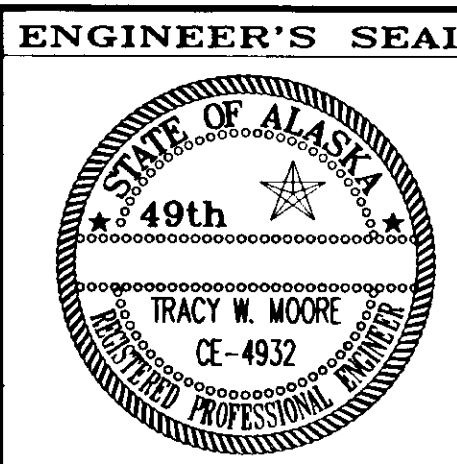
RECORD OF REVISIONS	
PATH: P: \WRG\ZIMBERG\DR\ALT1	1=70
BY:	DATE:
	DESCRIPTION OF CHANGE:

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

WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
FIRE STATION AREA VERTICAL REALIGNMENT
 STA. 281+00 TO STA. 298+00
 PLAN & PROFILE

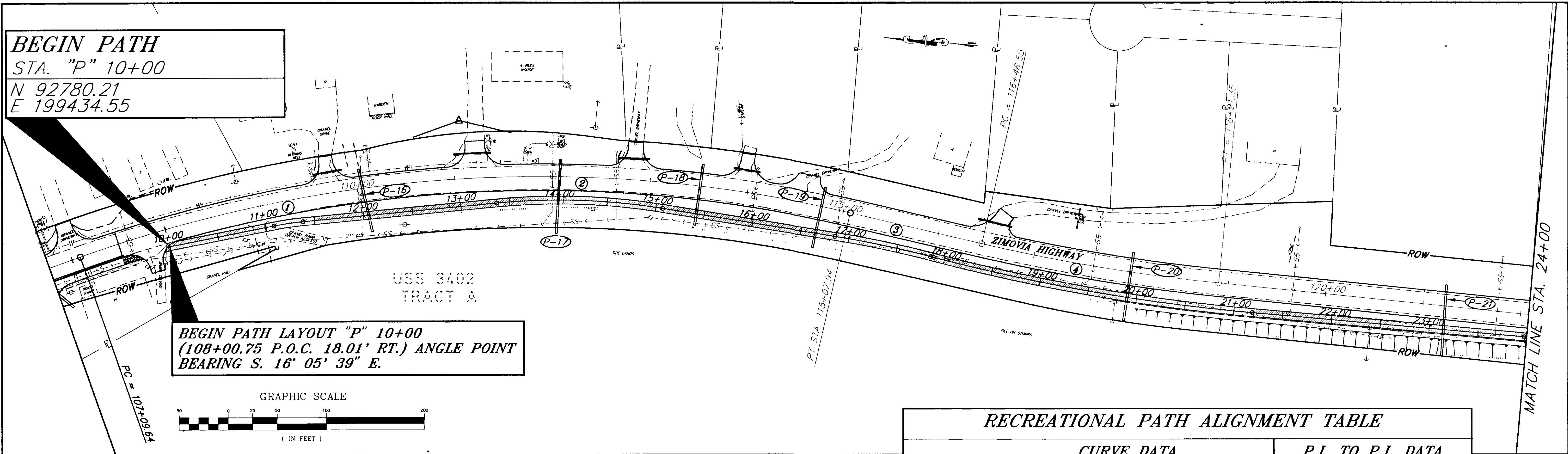
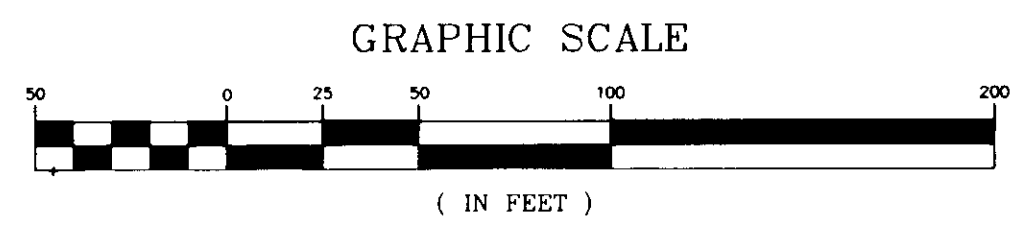
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 22 OF 33



BEGIN PATH
 STA. "P" 10+00
 N 92780.21
 E 199434.55

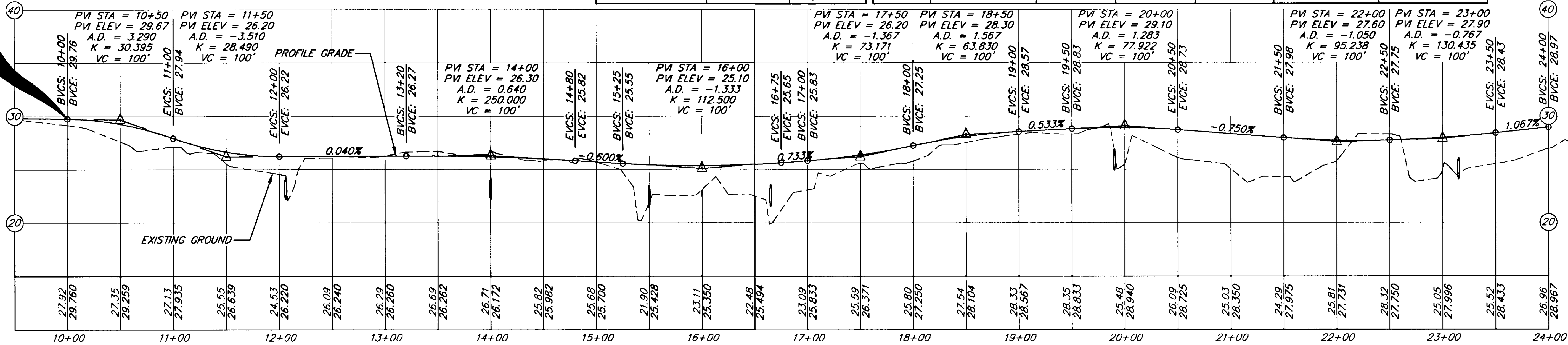
BEGIN PATH LAYOUT "P" 10+00
 (108+00.75 P.O.C. 18.01' RT.) ANGLE POINT
 BEARING S. 16° 05' 39" E.



BEGIN PATH
 STA. "P" 10+00
 (MATCH INTO DRIVEWAY)

PATH QUANTITIES		
STATION	CUT	FILL
10+00 TO 50+00	700 CY	6,384 CY
50+00 TO 141+00	1,900 CY	16,872 CY
TOTALS:	2,600 CY	23,256 CY

CURVE DATA				P.I. TO P.I. DATA		
CURVE #	Δ	R (FT.)	L (FT.)	T (FT.)	DISTANCE (FT.)	COURSE
①	05° 41' 34" RT.	300.00	29.81	14.92	123.15	S 16° 05' 39" E
②	14° 33' 10" RT.	670.06	170.19	85.56	299.04	S 10° 24' 06" E
③	05° 30' 24" RT.	1,040.48	100.00	50.04	314.21	S 04° 09' 04" W
④	09° 36' 26" LT.	1,968.07	330.00	165.39	218.66	S 09° 39' 28" W
					479.12	S 00° 03' 28" W



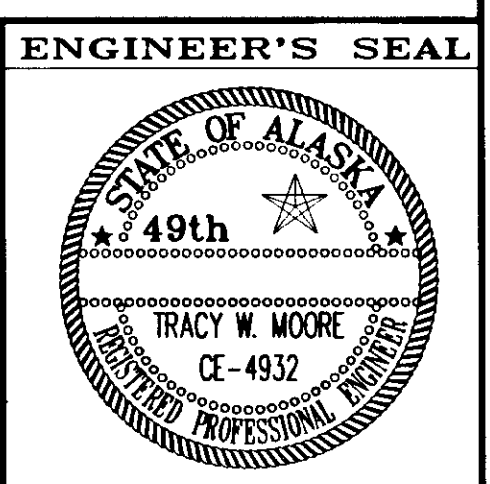
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

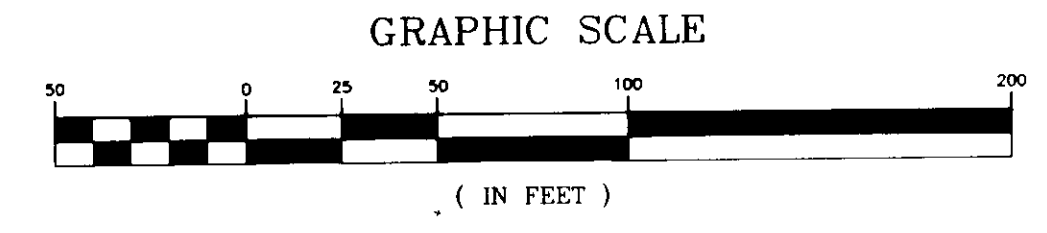
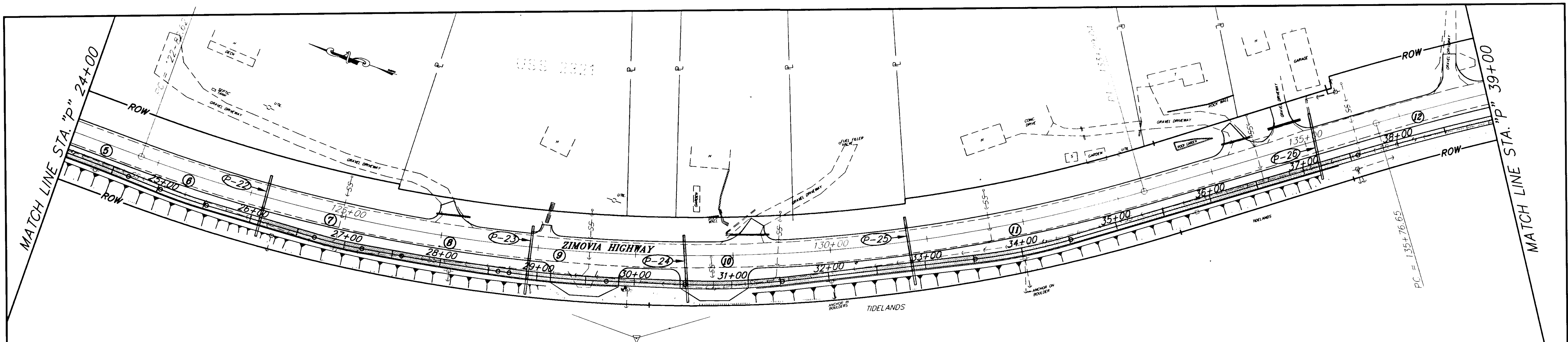
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
RECREATIONAL PATH
 STA. "P" 10+00 TO STA. "P" 24+00
 PLAN & PROFILE

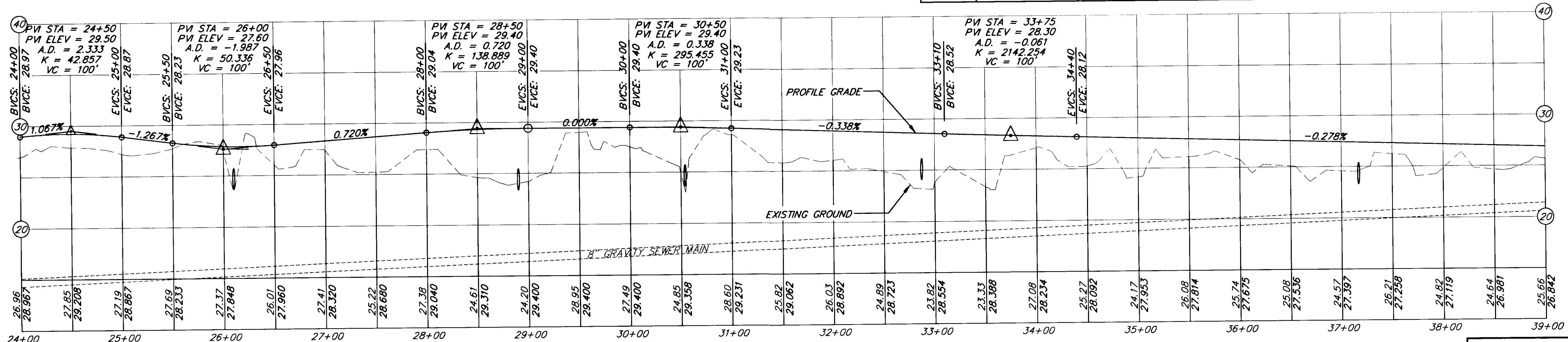
DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: NOV. 1, 1994
CHECKED BY: T. MOORE	SHEET 24 OF 33

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS





RECREATIONAL PATH ALIGNMENT TABLE						
CURVE DATA				P.I. TO P.I. DATA		
CURVE #	Δ	R (FT.)	L (FT.)	T (FT.)	DISTANCE (FT.)	COURSE
5	02° 27' 23" RT.	1,632.77	70.00	35.01	479.12	S 00° 03' 02" W
6	05° 26' 39" LT.	526.21	50.00	25.02	95.53	S 02° 30' 25" W
7	06° 12' 31" LT.	426.41	50.00	25.02	165.41	S 02° 56' 14" E
8	02° 45' 35" LT.	2,076.21	100.00	50.01	116.57	S 09° 08' 45" E
9	05° 14' 30" LT.	1,093.05	100.00	50.03	111.54	S 11° 54' 20" E
10	08° 51' 43" LT.	646.54	100.00	50.10	180.92	S 17° 08' 51" E
11	09° 53' 46" LT.	578.97	100.00	50.12	299.62	S 26° 00' 34" E
12	16° 35' 29" RT.	2,371.25	686.65	345.74	702.33	S 35° 54' 20" E
					612.95	S 19° 18' 51" E

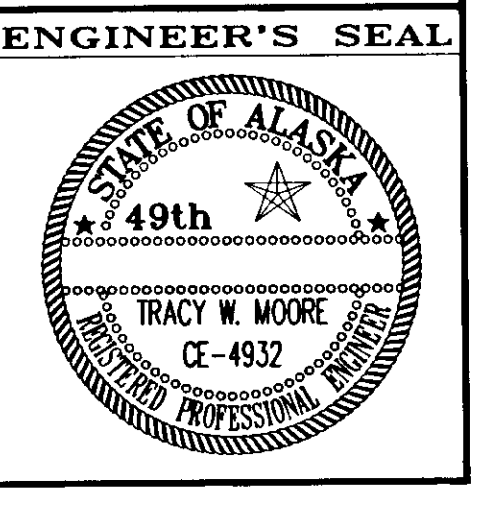


RECORD OF REVISIONS		
DATE:	DESCRIPTION OF CHANGE:	

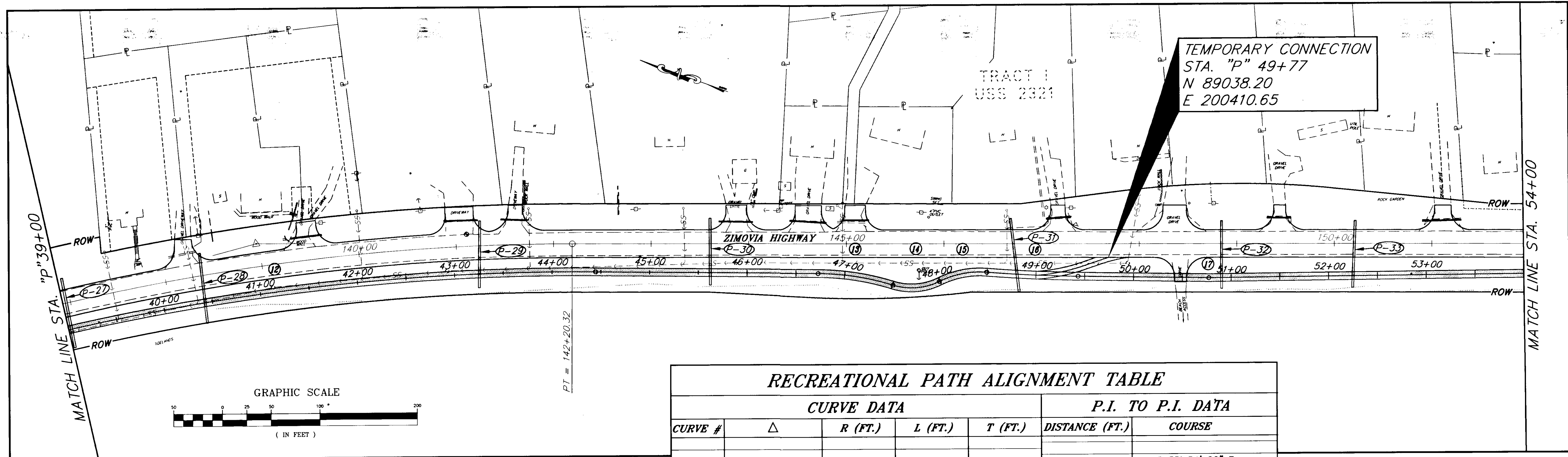
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
RECREATIONAL PATH
 STA. "P" 24+00 TO STA. "P" 39+00
 PLAN & PROFILE

DESIGNED BY:	D. BLACKBURN	PROJECT NO.	70632
DRAWN BY:	R. SNYDER	DATE:	NOV. 1, 1994
CHECKED BY:	T. MOORE	SHEET	25A OF 33

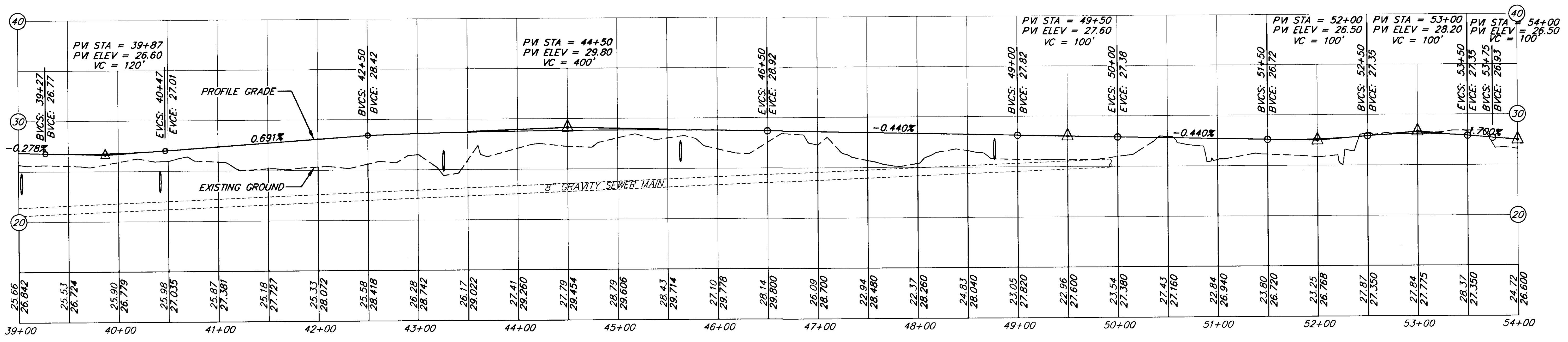


NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS



RECREATIONAL PATH ALIGNMENT TABLE

CURVE DATA					P.I. TO P.I. DATA	
CURVE #	Δ	R (FT.)	L (FT.)	T (FT.)	DISTANCE (FT.)	COURSE
12	16° 35' 29" RT.	2,371.25	686.65	345.74	702.33	S 35° 54' 20" E
13	16° 48' 24" RT.	265.49	77.88	39.22	612.95	S 19° 18' 51" E
14	43° 29' 56" LT.	64.44	48.93	25.71	64.94	S 02° 30' 27" E
15	30° 40' 51" RT.	93.72	50.19	25.71	51.43	S 46° 00' 24" E
16	03° 42' 59" LT.	1,441.95	93.53	46.78	72.49	S 15° 19' 33" E
17	01° 28' 57" LT.				180.84	S 19° 02' 31" E
					590.40	S 20° 31' 28" E



RECORD OF REVISIONS

NO.	DATE	DESCRIPTION OF CHANGE

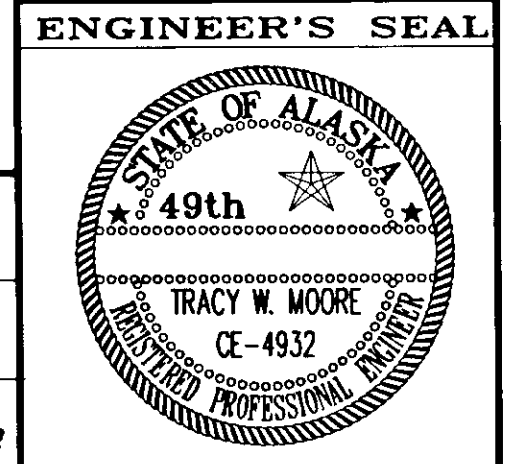
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 SOUTHEAST REGION DESIGN & CONSTRUCTION

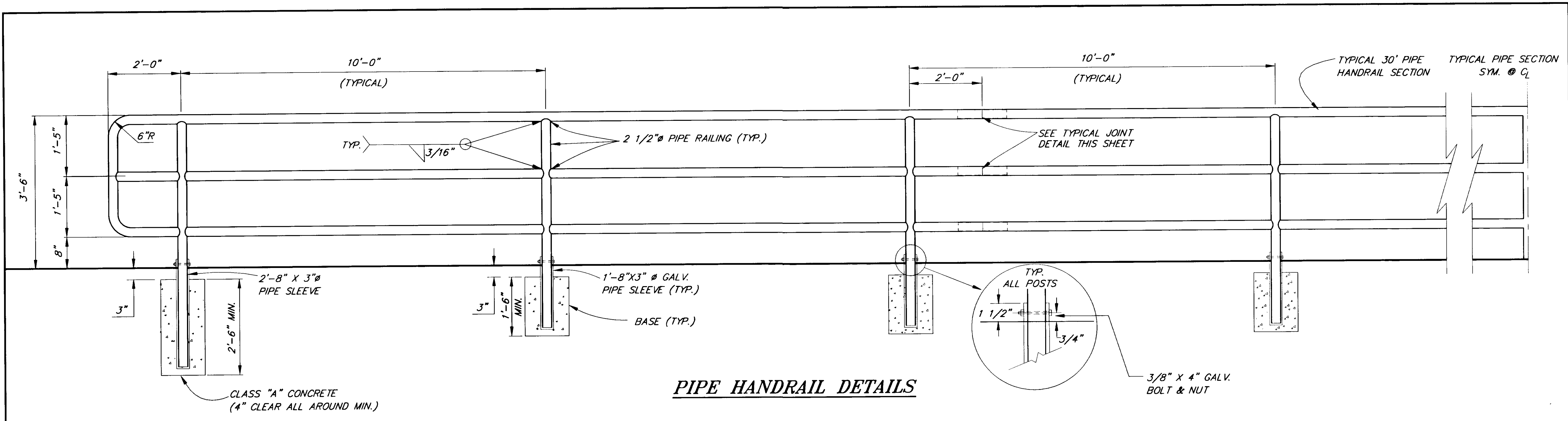
WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
RECREATIONAL PATH
 STA. "P" 39+00 TO STA. "P" 54+00
 PLAN & PROFILE

ALASKA
 DESIGNED BY: D. BLACKBURN
 DRAWN BY: R. SNYDER
 CHECKED BY: T. MOORE

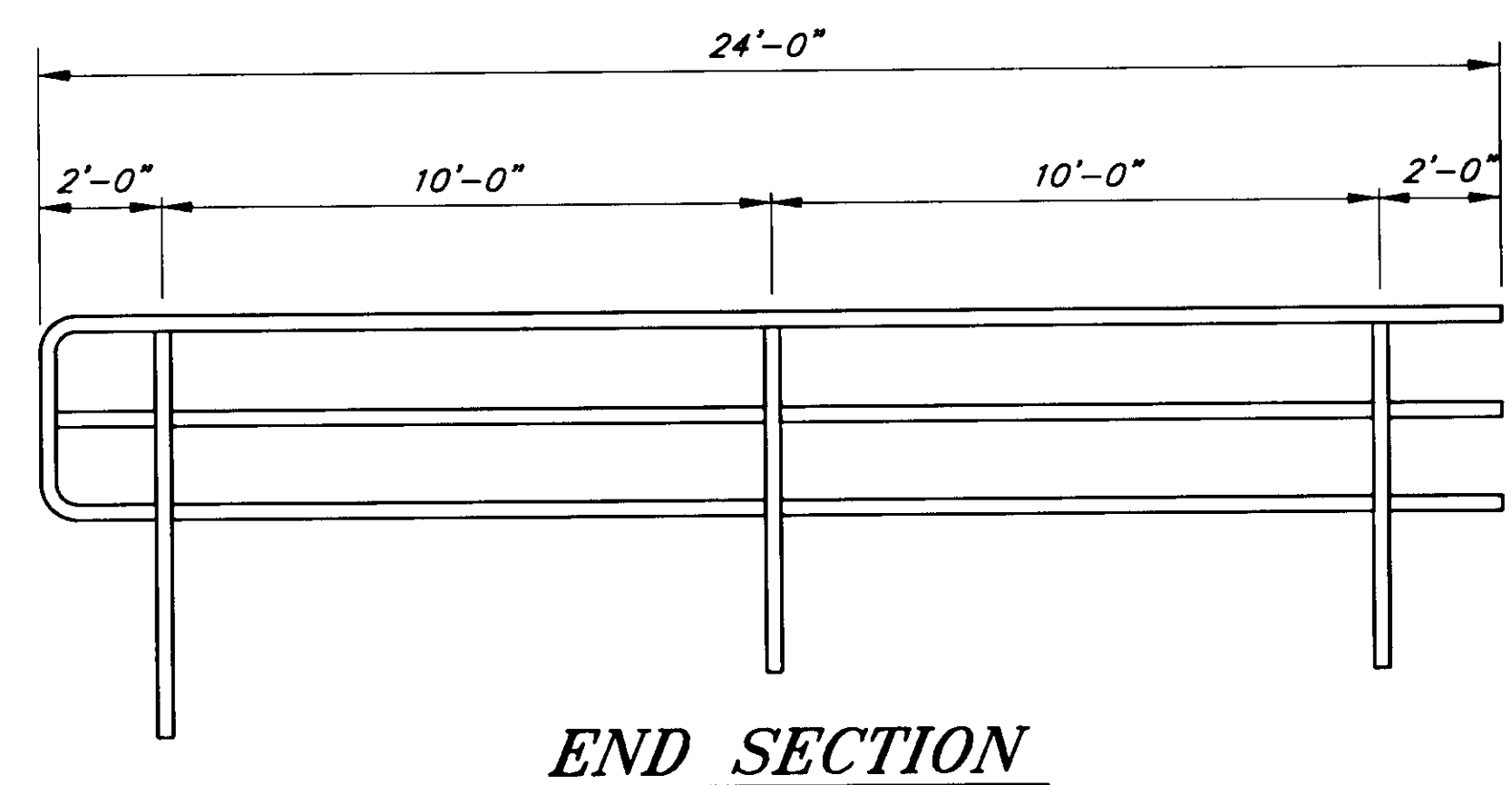
PROJECT NO.
70632
 DATE:
NOV. 1, 1994
 SHEET 26A OF 33

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

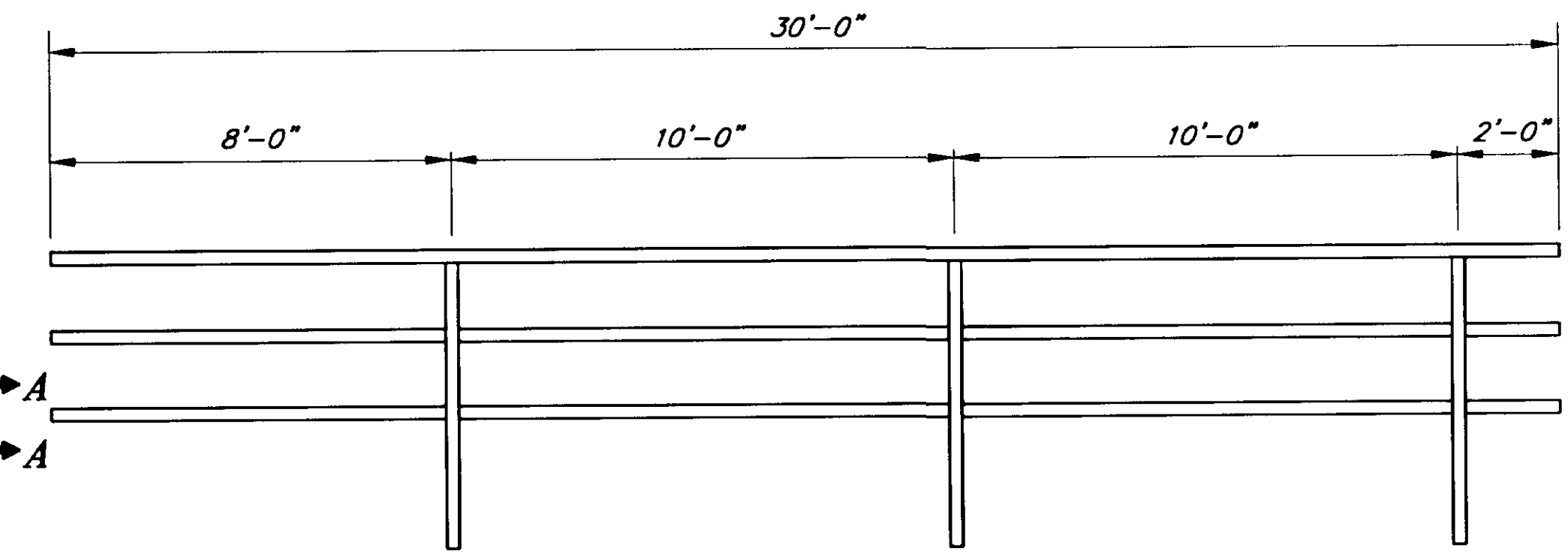




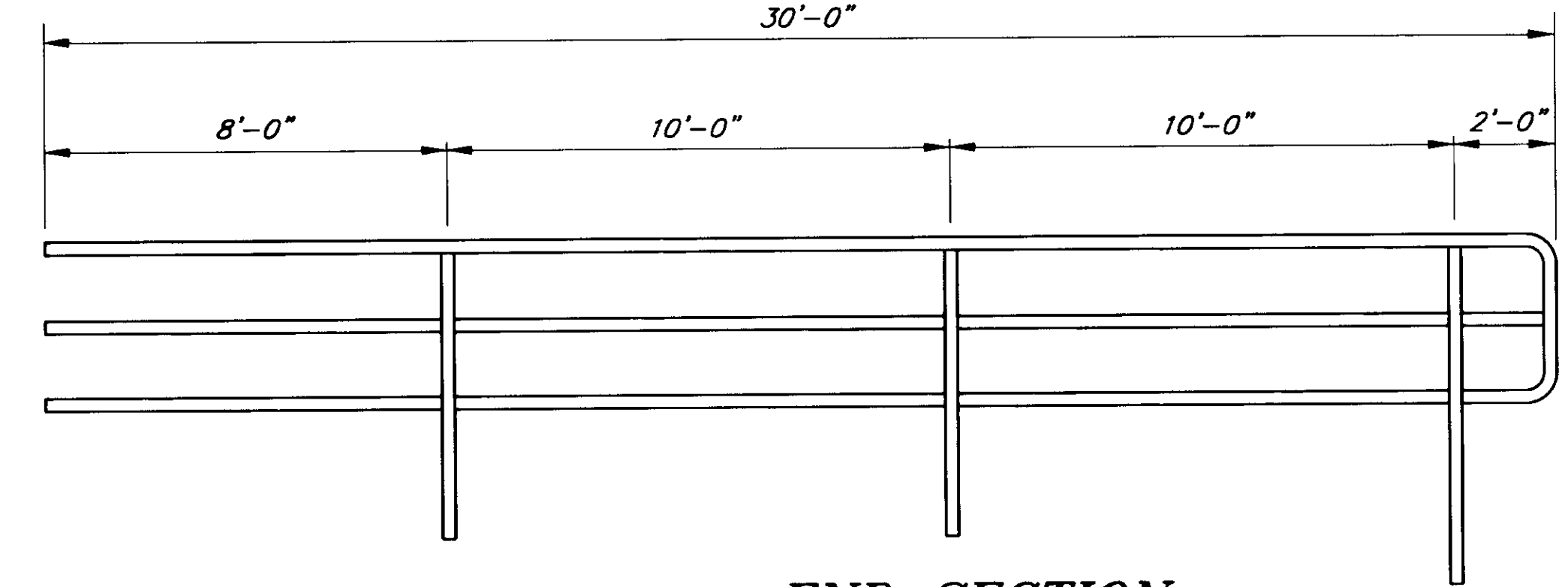
PIPE HANDRAIL DETAILS



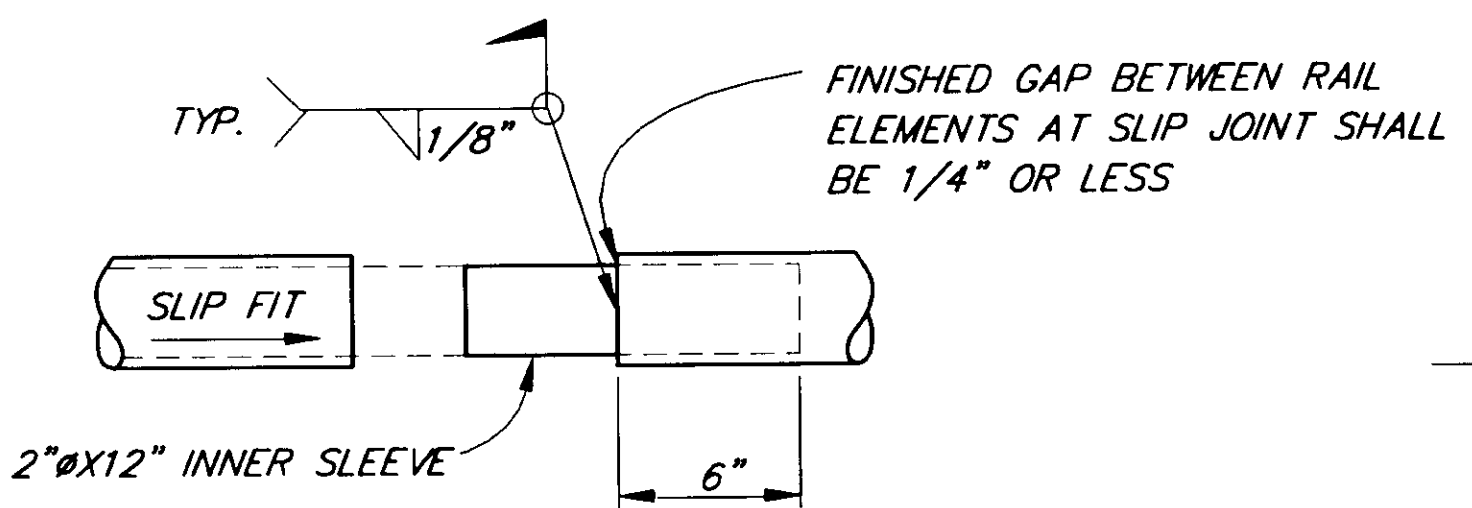
END SECTION



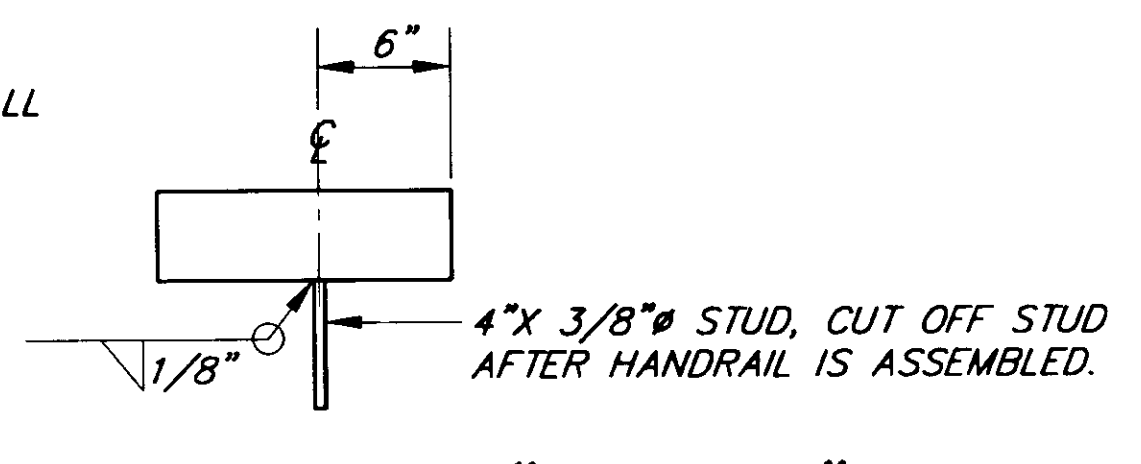
MID SECTION



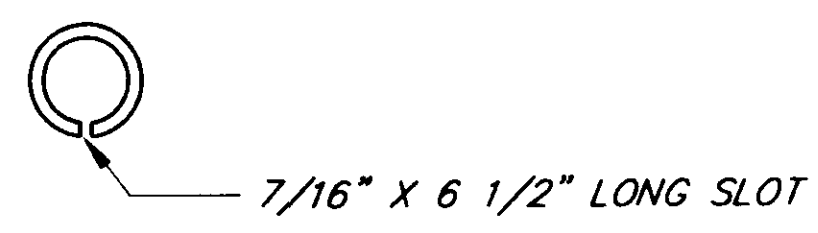
END SECTION



TYPICAL JOINT DETAIL



TYPICAL 2" X 12" INNER SLEEVE



**SECTION A-A
TYPICAL ENDS ON ALL MIDSECTIONS**

PIPE HANDRAIL STATIONS	
BEGIN	END
76+72 RT	88+60 RT
90+00 RT	91+50 RT
98+75 RT	99+25 RT
"P" 19+75 RT	"P" 29+30 RT
"P" 31+25 RT	"P" 37+25 RT

PIPE HANDRAIL NOTES:

- SLEEVE JOINT SHALL BE PROVIDED AFTER EVERY THIRD POST
- PIPE HANDRAIL SECTIONS MAY BE CUT AND POST SPACING MAY VARY AS DIRECTED BY THE ENGINEER.
- ALL RUNS OF PIPE HANDRAIL CONSIST OF TWO DIFFERENT END SECTIONS.
- ALL SPLICES IN THE HORIZONTAL RAILING SHALL BE GROUND SMOOTH.

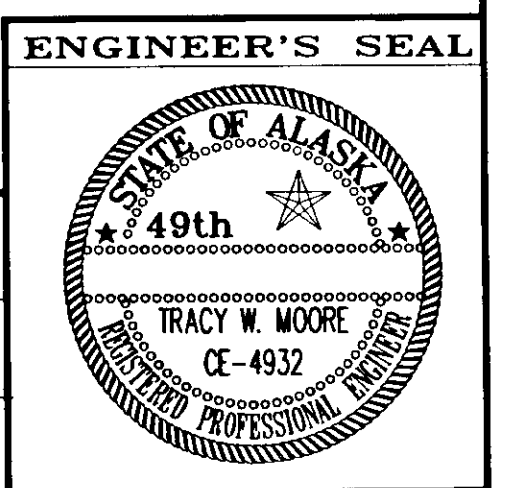
RECORD OF REVISIONS		
DATE	DESCRIPTION OF CHANGE	BY

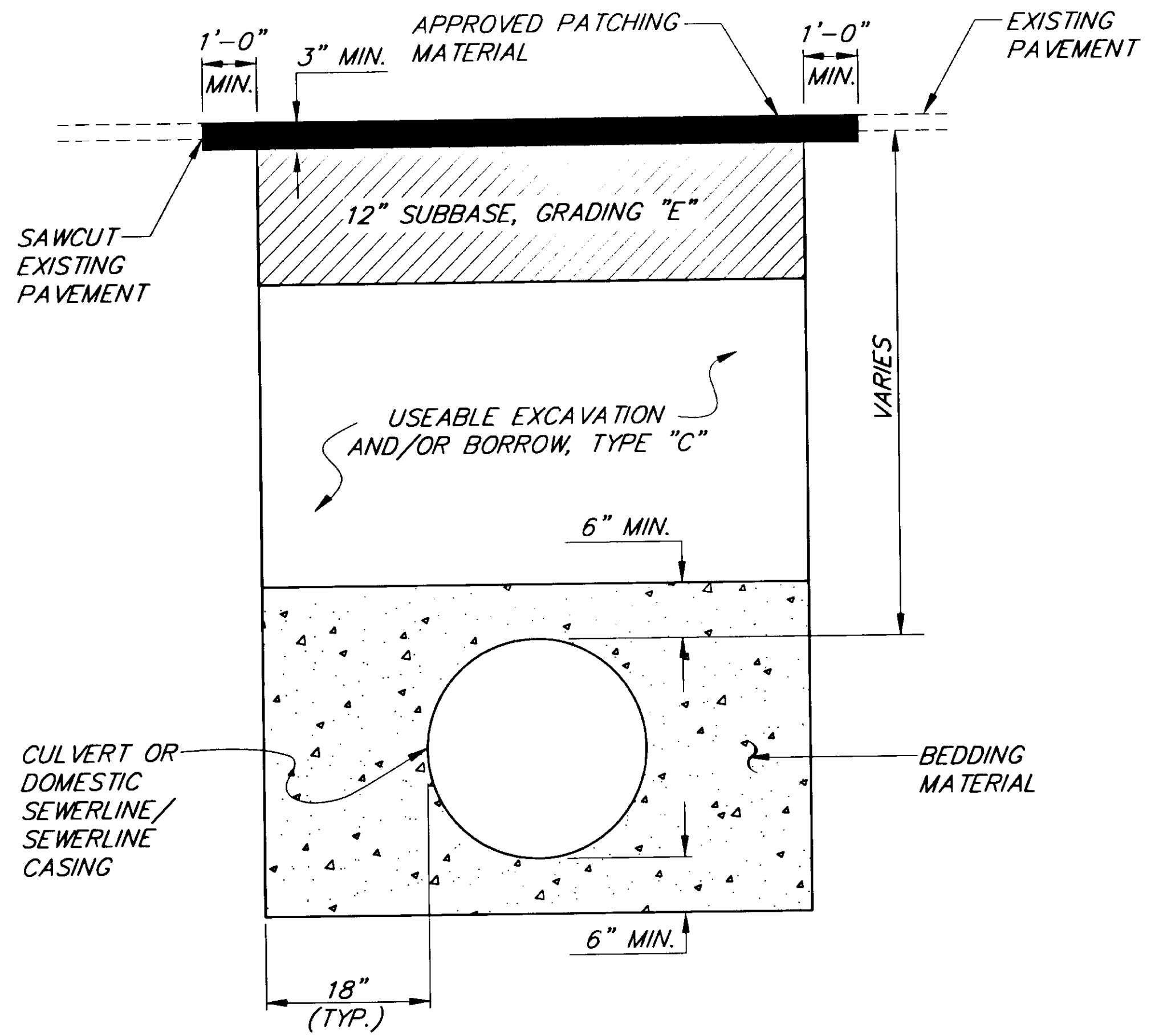
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
 ZIMOVIA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
 ALASKA
PIPE HANDRAIL DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

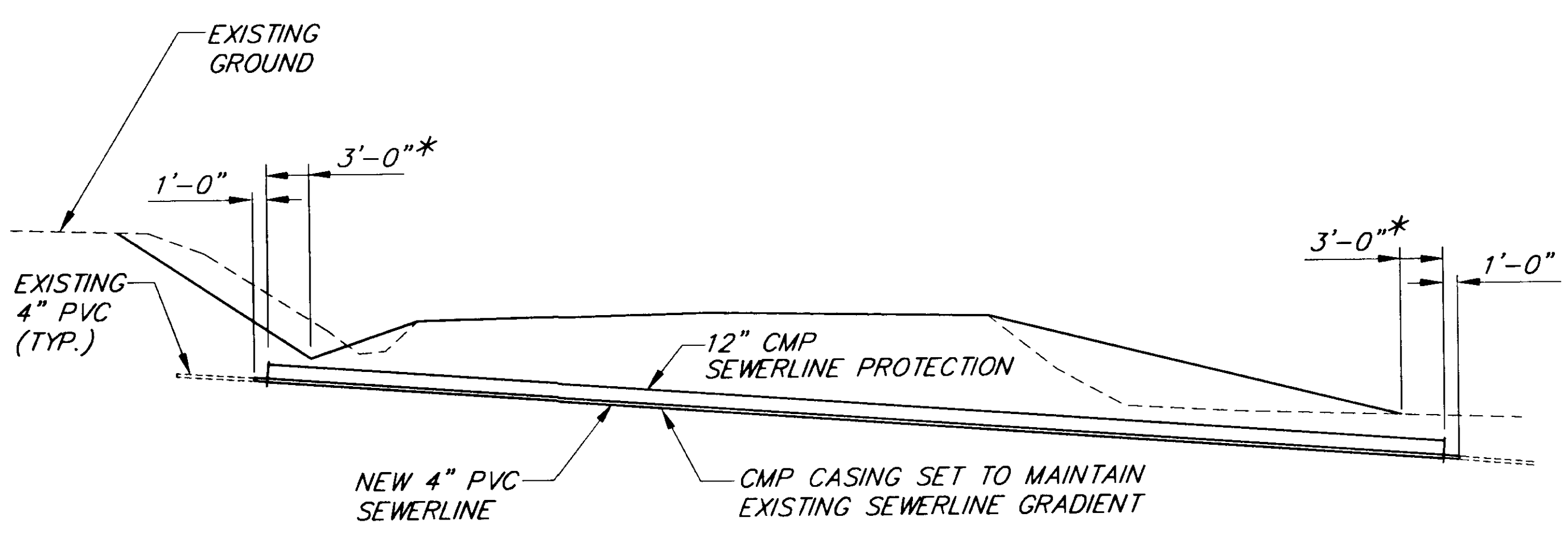
DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
DRAWN BY: C. ANDERSON	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 27 OF 33





TYPICAL TRENCHING & PAVEMENT PATCH DETAIL

NOTE:
 ALL TRENCHES CUT THROUGH EXISTING PAVEMENT SHALL BE PATCHED BY THE END OF THE FINAL SHIFT ON FRIDAY OF THE WEEK THE TRENCH WAS EXCAVATED. PAVEMENT PATCHES SHALL CONSIST OF CONCRETE ASPHALT PAVEMENT, ATB OR OTHER ACCEPTABLE BITUMINOUS SURFACE TREATMENT. ALTERNATIVE PATCHING METHODS AND MATERIALS MAY BE USED WITH PRIOR APPROVAL OF THE ENGINEER.



* TYPICAL OFFSET FOR OPTION 1 & 2 ENCASEMENT, AND OPTION 3 RECONSTRUCTION LIMITS

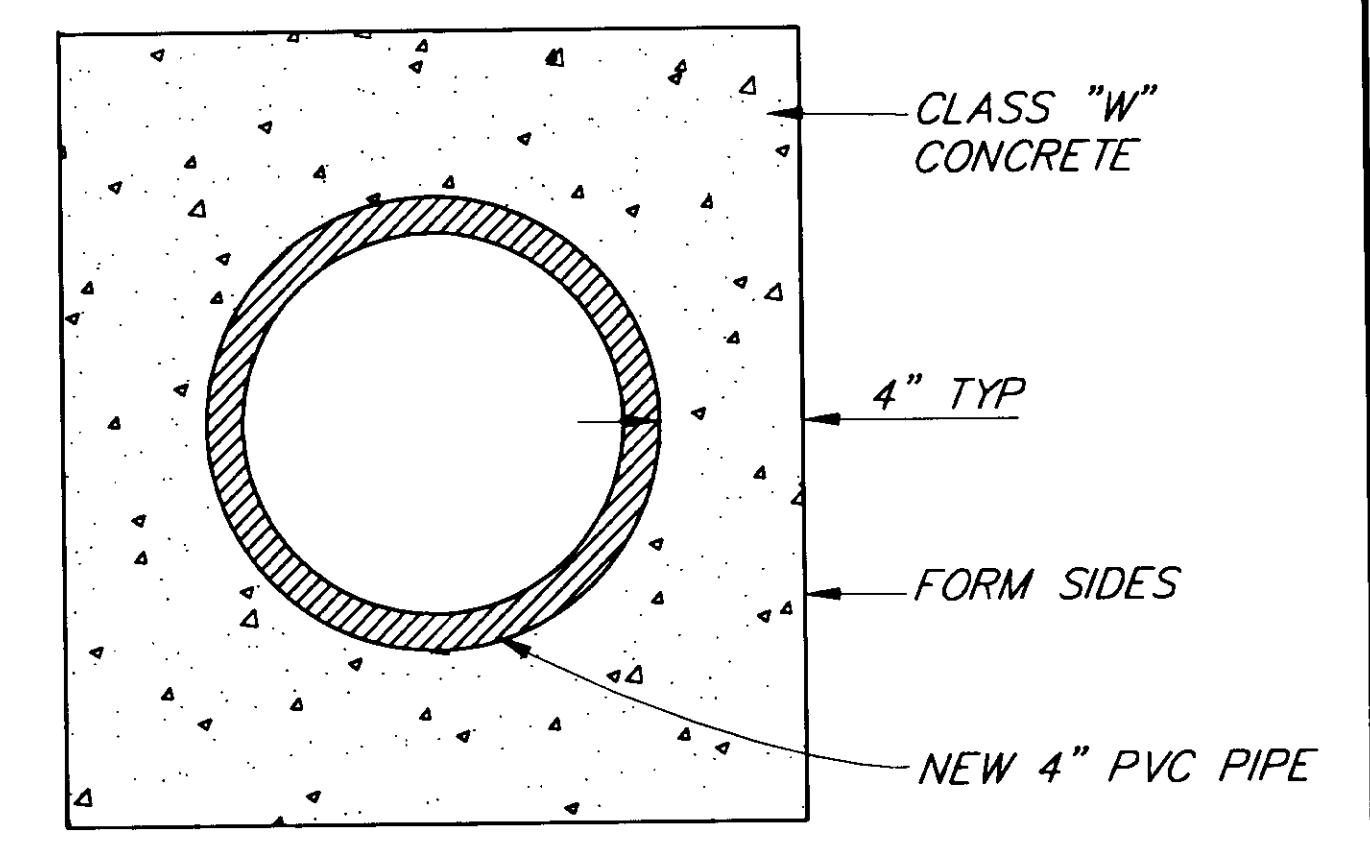
**OPTION 1
 CMP ENCASEMENT SEWERLINE PROTECTION DETAIL**

NOTE:

- EXISTING DOMESTIC SEWER LINES WHICH ARE DAMAGED DURING CONSTRUCTION ACTIVITIES MAY BE TEMPORARILY REPAIRED WITHIN 12 HOURS AND RETURNED TO SERVICE.
- PERMANENT REPAIRS AND PROTECTION OF THE SEWER LINE SHALL BE PERFORMED USING ONE OF THE METHODS DETAILED ON THIS SHEET.
- IN NO CASE SHALL SEWER SERVICE BE INTERRUPTED FOR MORE THAN 12 HOURS. UPON COMPLETION OF THE SEWER LINE RECONSTRUCTION, THE EXISTING ROADWAY PAVEMENT SHALL BE PATCHED AS REQUIRED FOR CULVERT INSTALLATIONS IN SECTION 603 OF THE SPECIFICATIONS.
- BEDDING AND BACKFILL FOR ALL OPTIONS SHALL CONFORM TO THE SPECIFICATIONS. AND DETAILS OUTLINED FOR CULVERTS.

OPTIONS:

- CMP ENCASEMENT (SEE DETAIL THIS SHEET)
- CONCRETE ENCASEMENT (SEE DETAIL THIS SHEET)
- 4" DUCTILE IRON, DIRECT BURY SEWERLINE



**OPTION 2
 CONCRETE ENCASED SEWER LINE PROTECTION DETAIL**

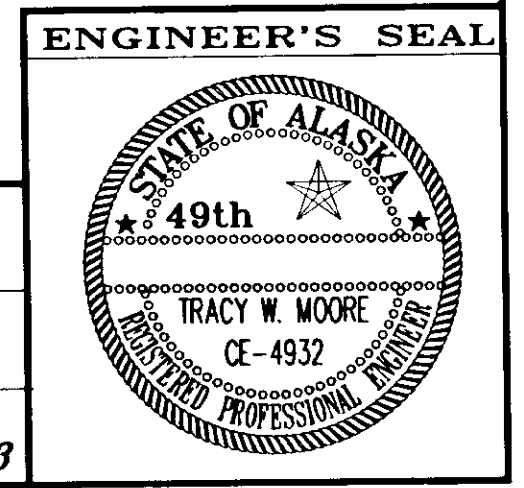
PATH: P:\WRG\ZIMBERG\DR\DETAIL6 1=1	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

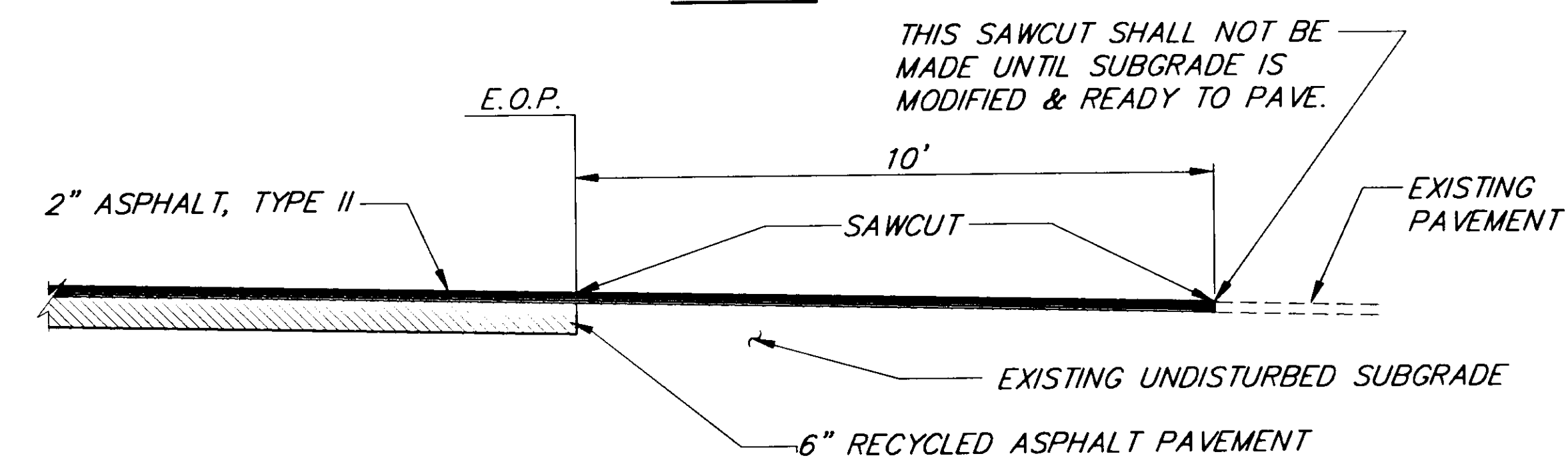
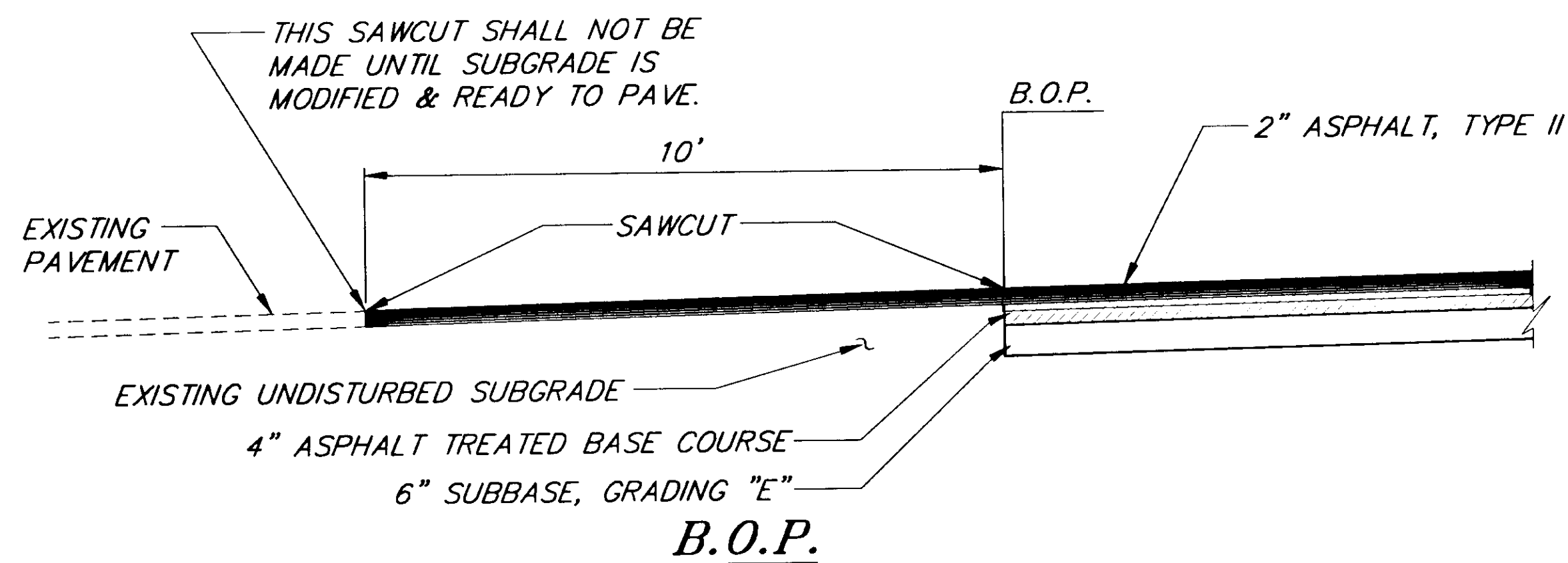
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
 ZIMOVIYA HIGHWAY
 BERGER STREET TO MILL RECONSTRUCTION
 ALASKA
 MISCELLANEOUS CONSTRUCTION DETAILS

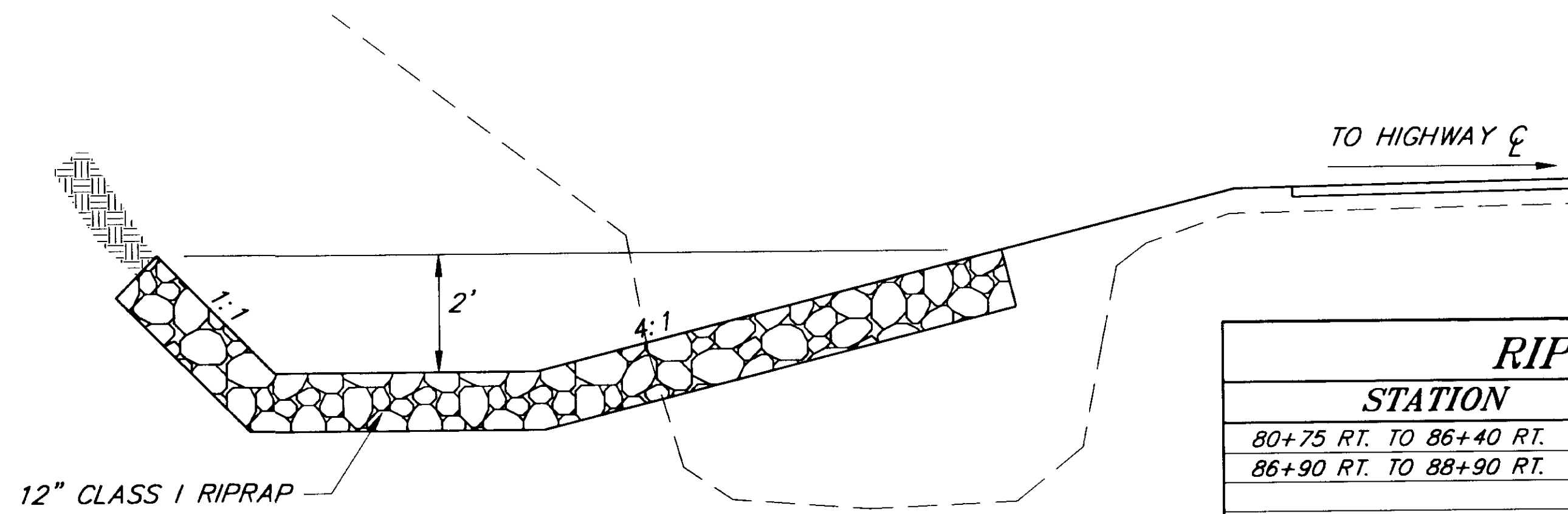
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: C. HAKARI	PROJECT NO. 70632
DRAWN BY: R. SNYDER	DATE: JUNE 1994
CHECKED BY: T. MOORE	SHEET 28 OF 33



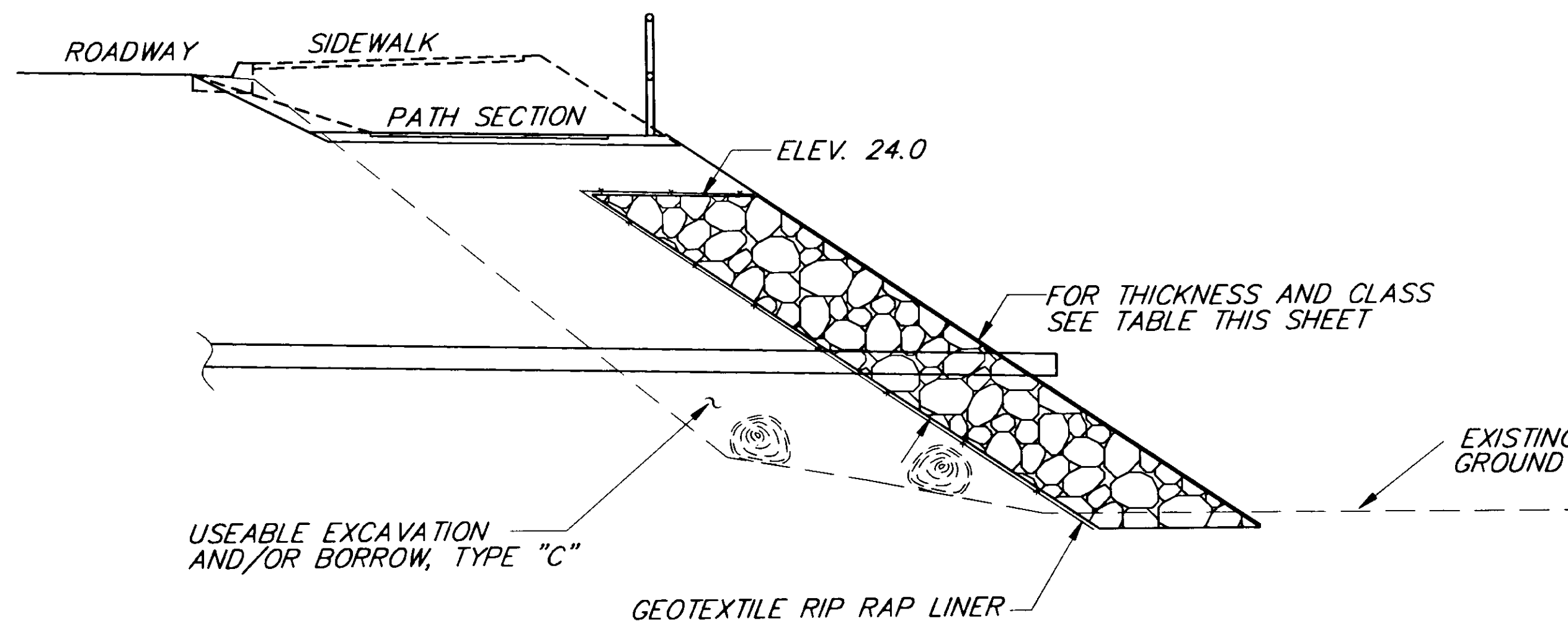


E.O.P.
PAVEMENT JOINT DETAILS

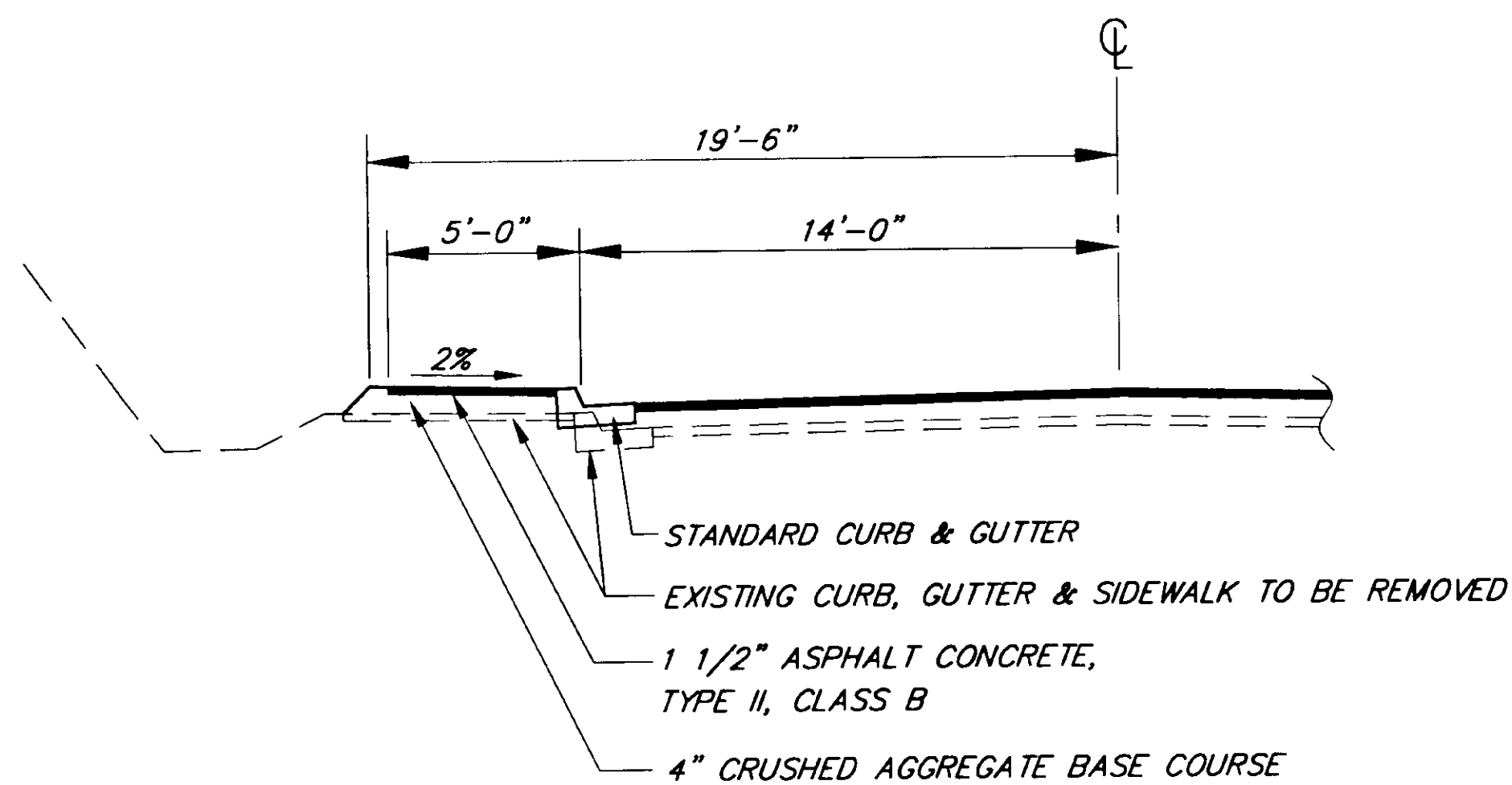


DITCH LINING DETAIL
STA. 331+00 TO STA. 338+80

RIPRAP TABLE		
STATION	THICKNESS	REMARKS
80+75 RT. TO 86+40 RT.	4'-0"	CLASS III
86+90 RT. TO 88+90 RT.	4'-0"	CLASS III
"P" 20+00 RT. TO "P" 21+50 RT.	2'-6"	CLASS II
"P" 21+50 RT. TO "P" 22+35 RT.	4'-0"	CLASS III
"P" 22+65 RT. TO "P" 23+50	4'-0"	CLASS III
"P" 23+50 RT. TO "P" 29+25 RT.	2'-6"	CLASS II
"P" 31+25 RT. TO "P" 37+00 RT.	2'-6"	CLASS II



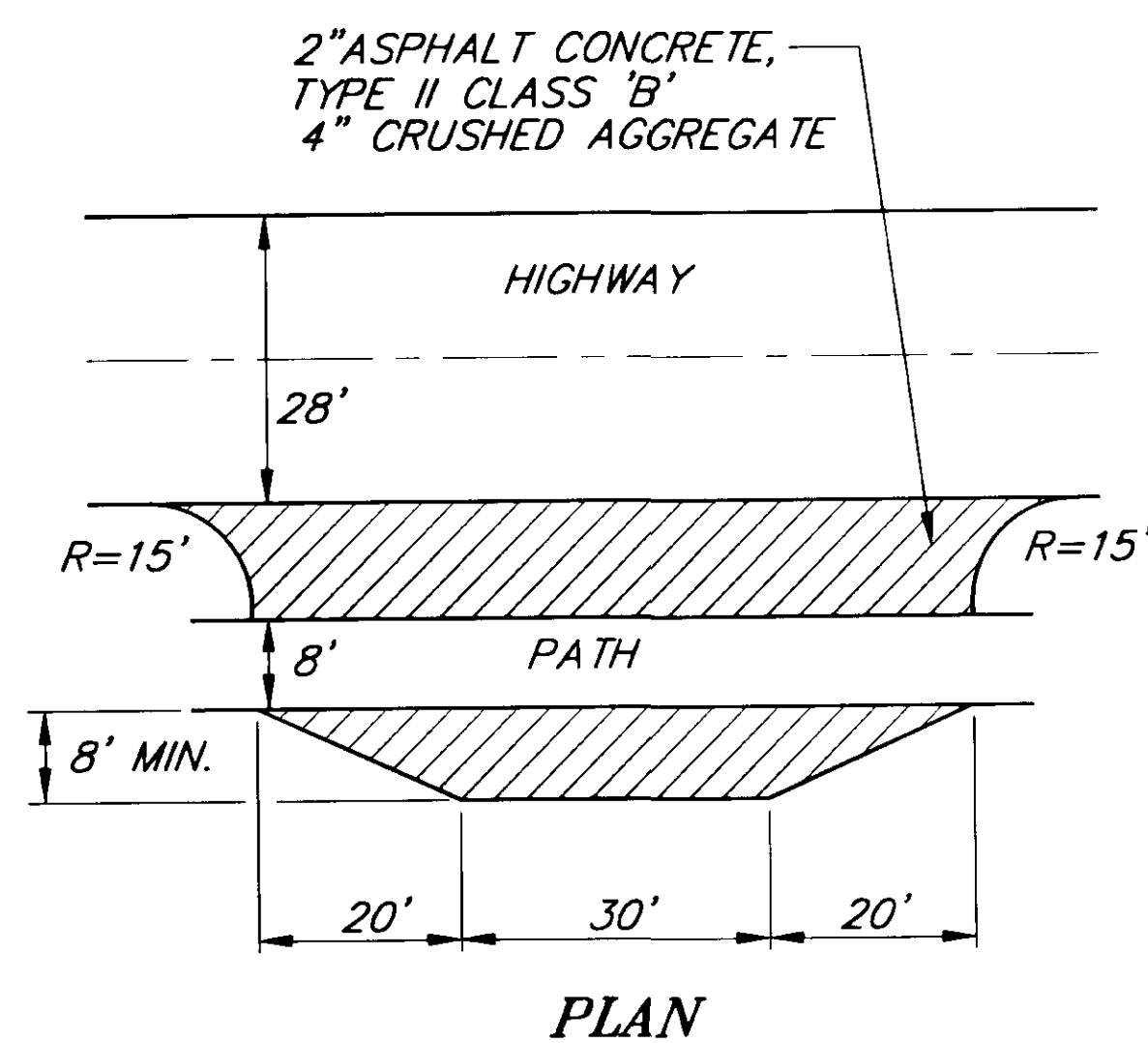
TYPICAL RIPRAP DETAIL



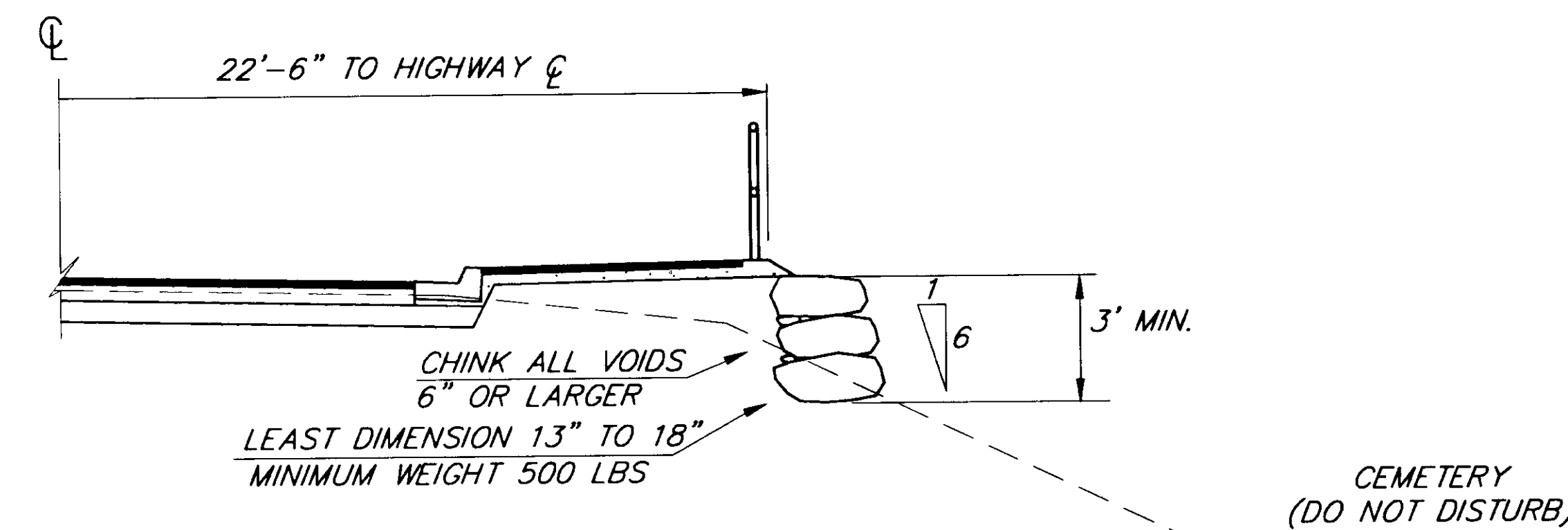
SIDEWALK DETAIL
STA. 71+60 LT. TO STA. 72+88 LT.

SIDEWALK NOTES:

1. STA. 71+60 BEGIN SIDEWALK TRANSITION. MATCH EXISTING SIDEWALK, CURB & GUTTER.
2. STA. 72+00 LT. END SIDEWALK TRANSITION.
3. STA. 72+00 LT. TO 73+06 LT. NEW CURB, GUTTER & SIDEWALK.



PAVED PARKING PADS
STA. 127+50, RT. AND STA. 128+90, RT.



ROCK SLOPE PROTECTION

STA. 77+25, RT. TO STA. 77+75, RT.
STA. 90+00, RT. TO STA. 91+50, RT.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

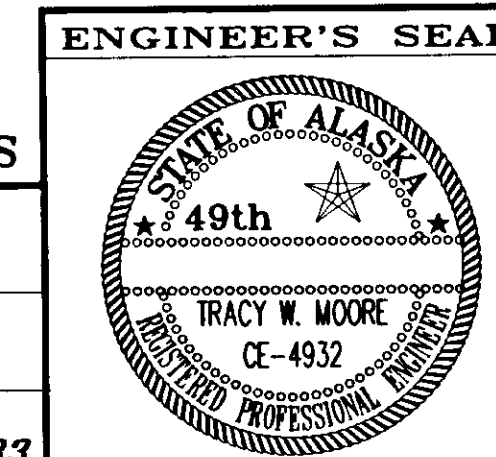
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
SOUTHEAST REGION DESIGN & CONSTRUCTION

WRANGELL
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION

MISCELLANEOUS CONSTRUCTION DETAILS

DESIGNED BY: T. HOPPER
DRAWN BY: R. SNYDER
CHECKED BY: T. MOORE

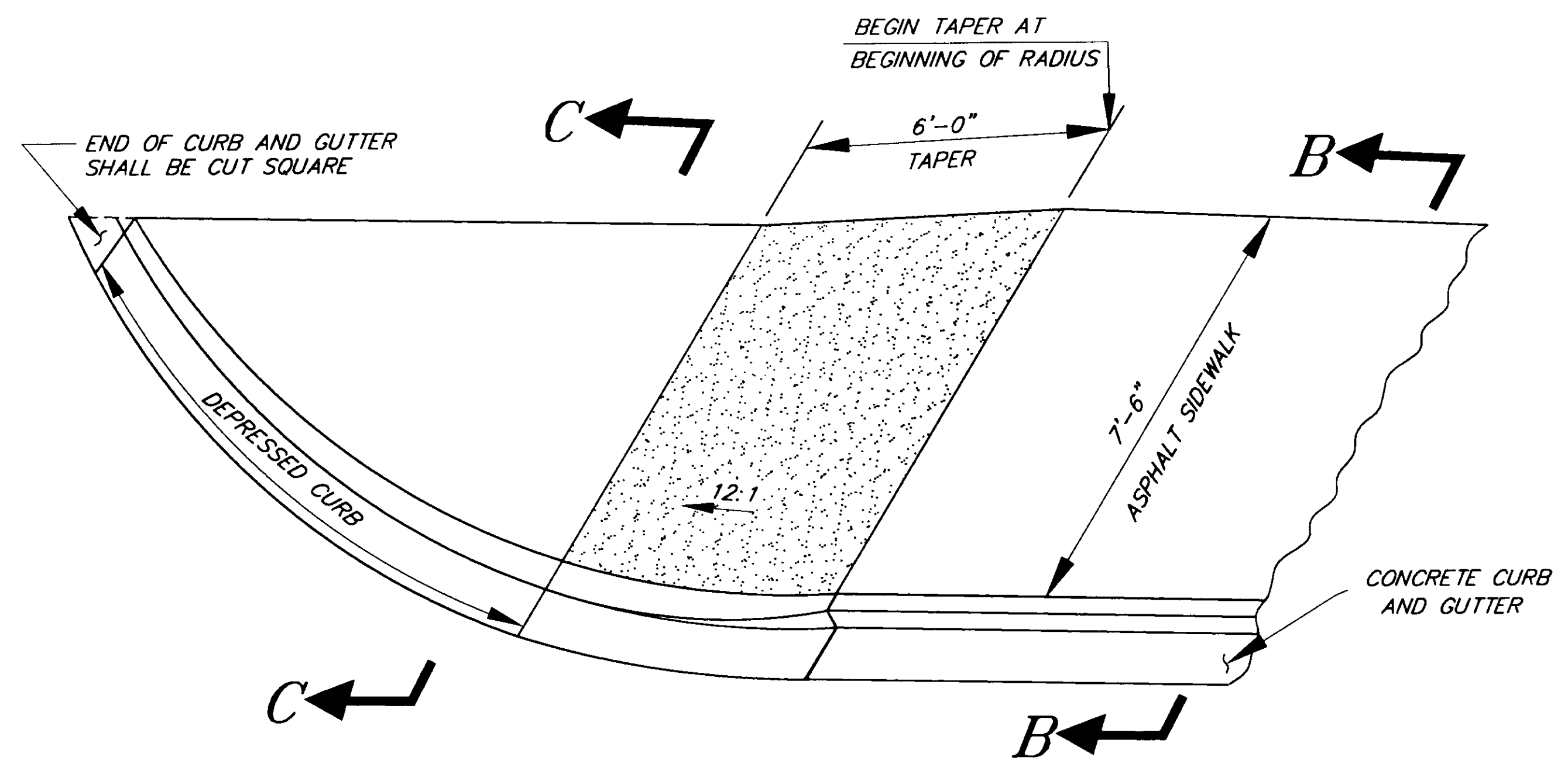
PROJECT NO. 70632
DATE: JUNE 1994
SHEET 29 OF 33



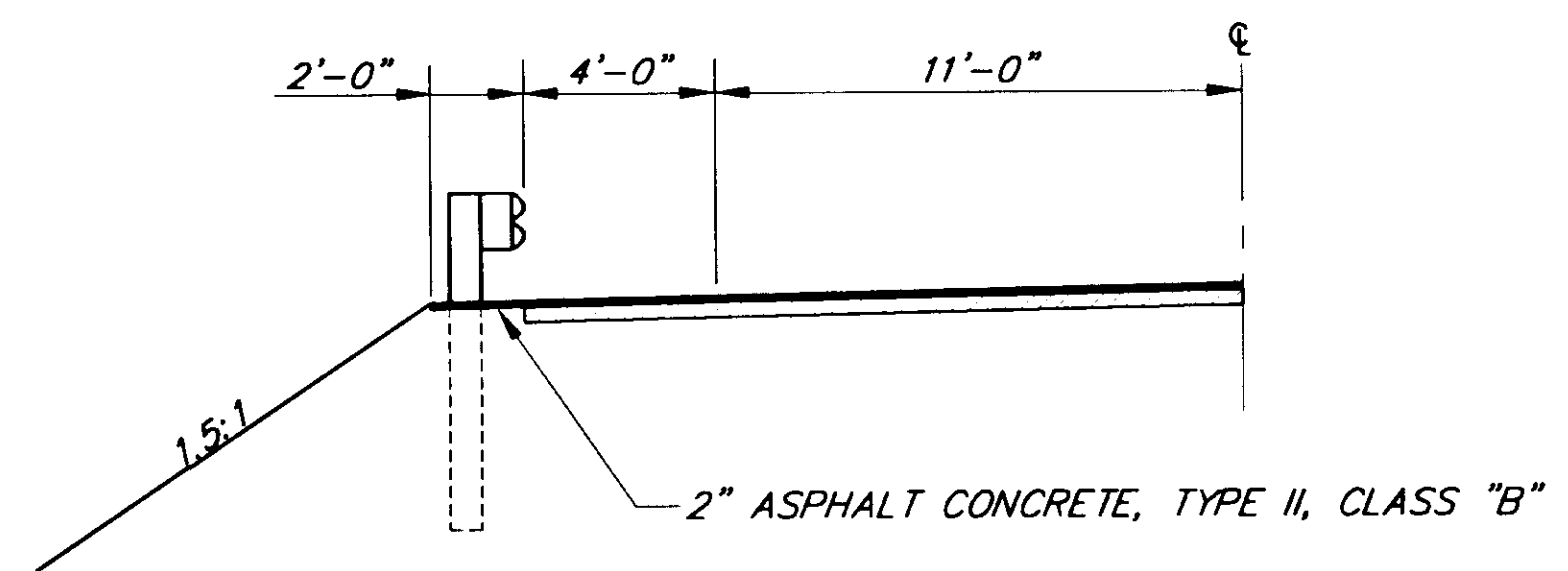
NOTES

SIDEWALK, CURB AND GUTTER

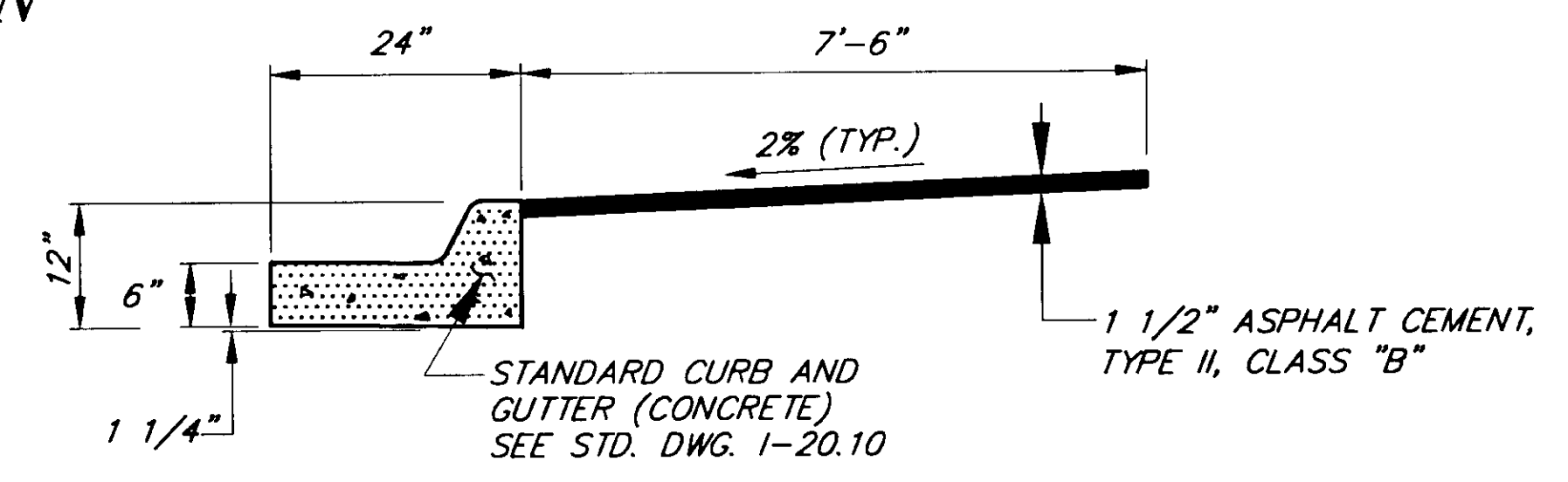
1. ALL CURB AND GUTTERS SHALL BE CLASS "A" CONCRETE WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF $f_c = 3,000$ psi.
2. CURB CUT FOR RESIDENTIAL DRIVEWAYS AND CURB RETURNS SHALL NOT EXCEED THE MAXIMUM ALLOWABLE SLOPE OF 12:1.
3. ALL CURB RETURNS AND CURB CUTS SHALL BE WHEELCHAIR ACCESSIBLE AS SHOWN ON THIS SHEET.
4. CURB AND GUTTER SHALL HAVE EXPANSION JOINTS EVERY 30 FEET OR LESS.



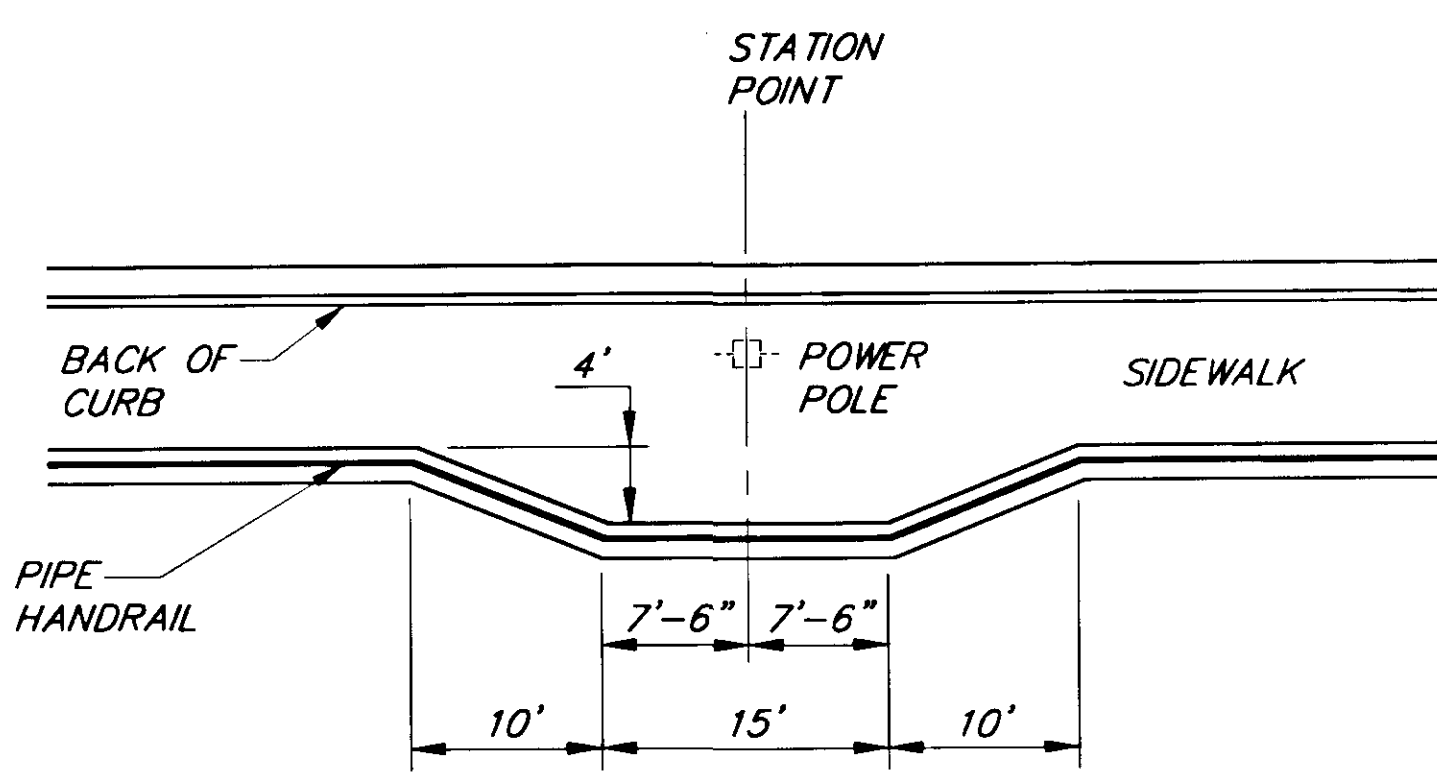
**HANDICAP CURB RETURN DETAIL
FOR ALL CURB RETURNS**



**GUARDRAIL INSTALLATION
TYPICAL SECTION**

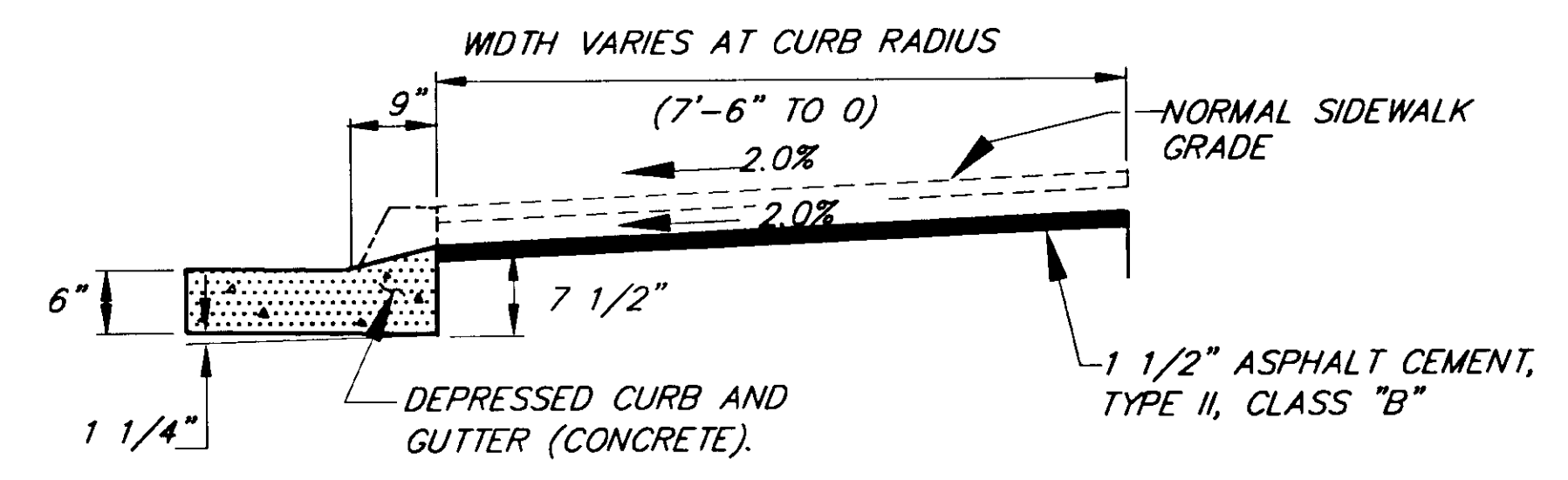


SECTION B-B

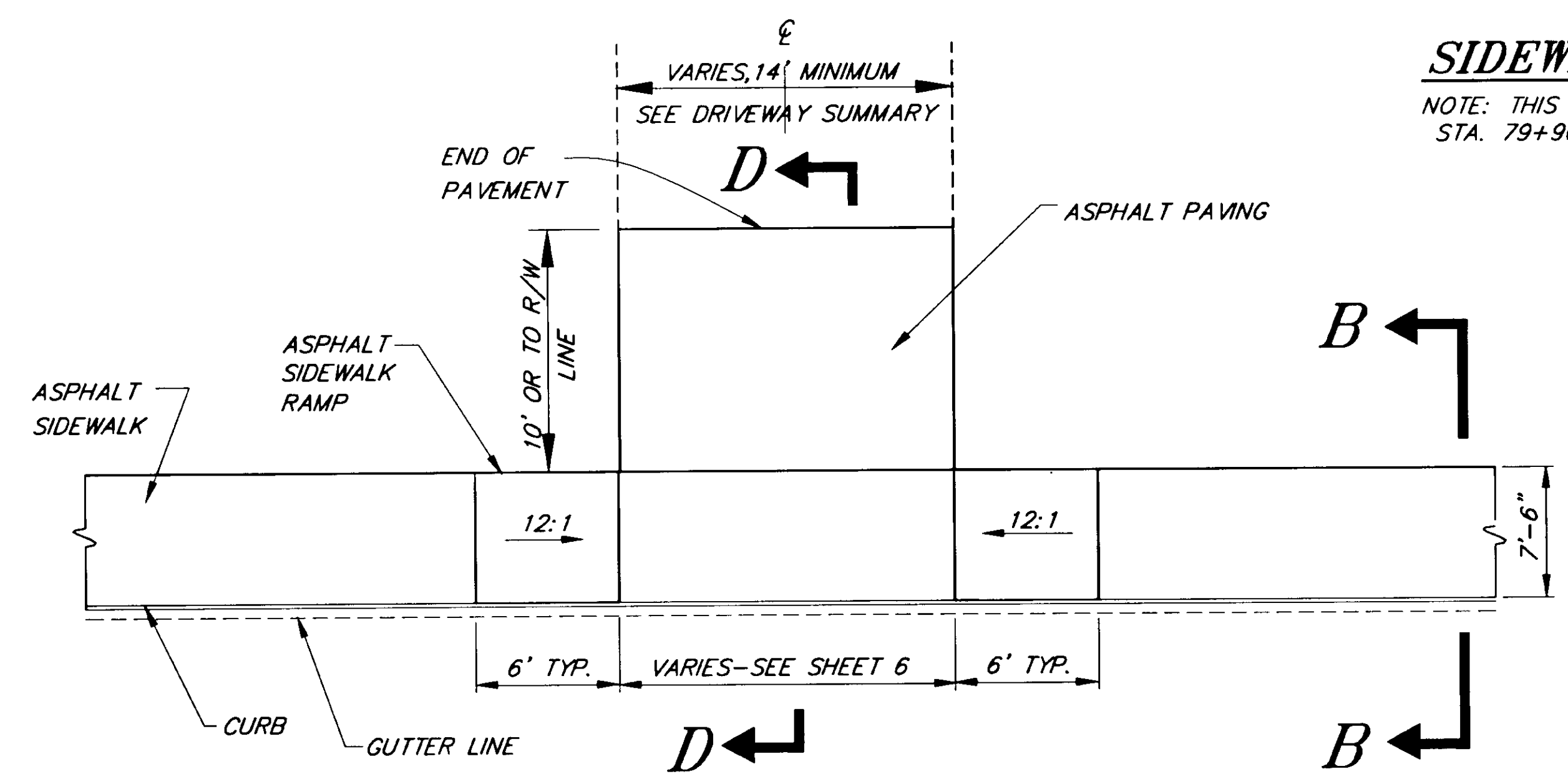


SIDEWALK WIDENING DETAIL

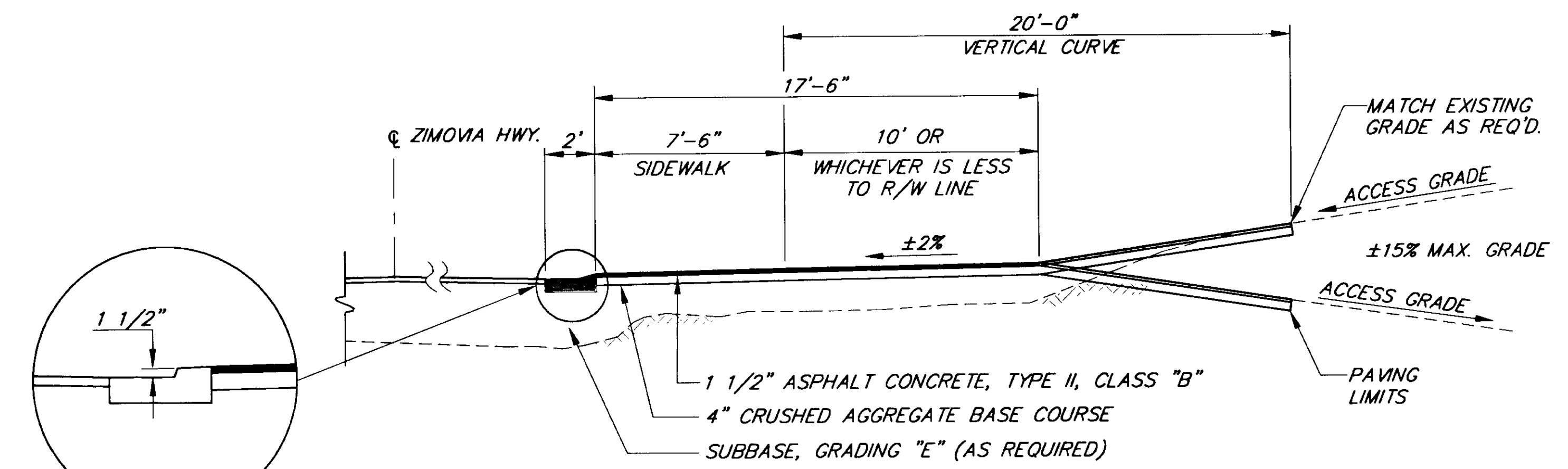
NOTE: THIS DETAIL APPLIES AT THE FOLLOWING LOCATIONS:
STA. 79+90, RT. - STA. 81+90, RT. - STA. 83+81, RT.



**SECTION C-C
DEPRESSED CURB**



**PLAN
CURB CUT DETAIL**



DRIVEWAY CURB DETAIL

SECTION D-D

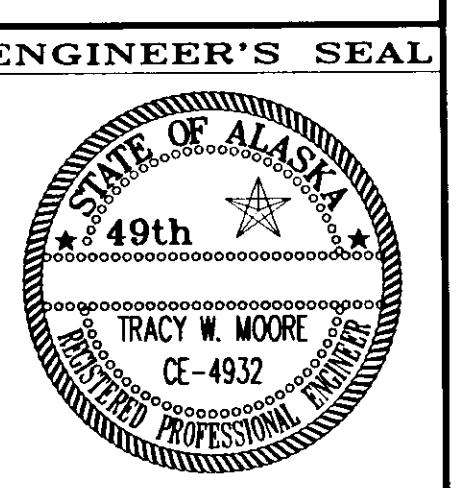
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

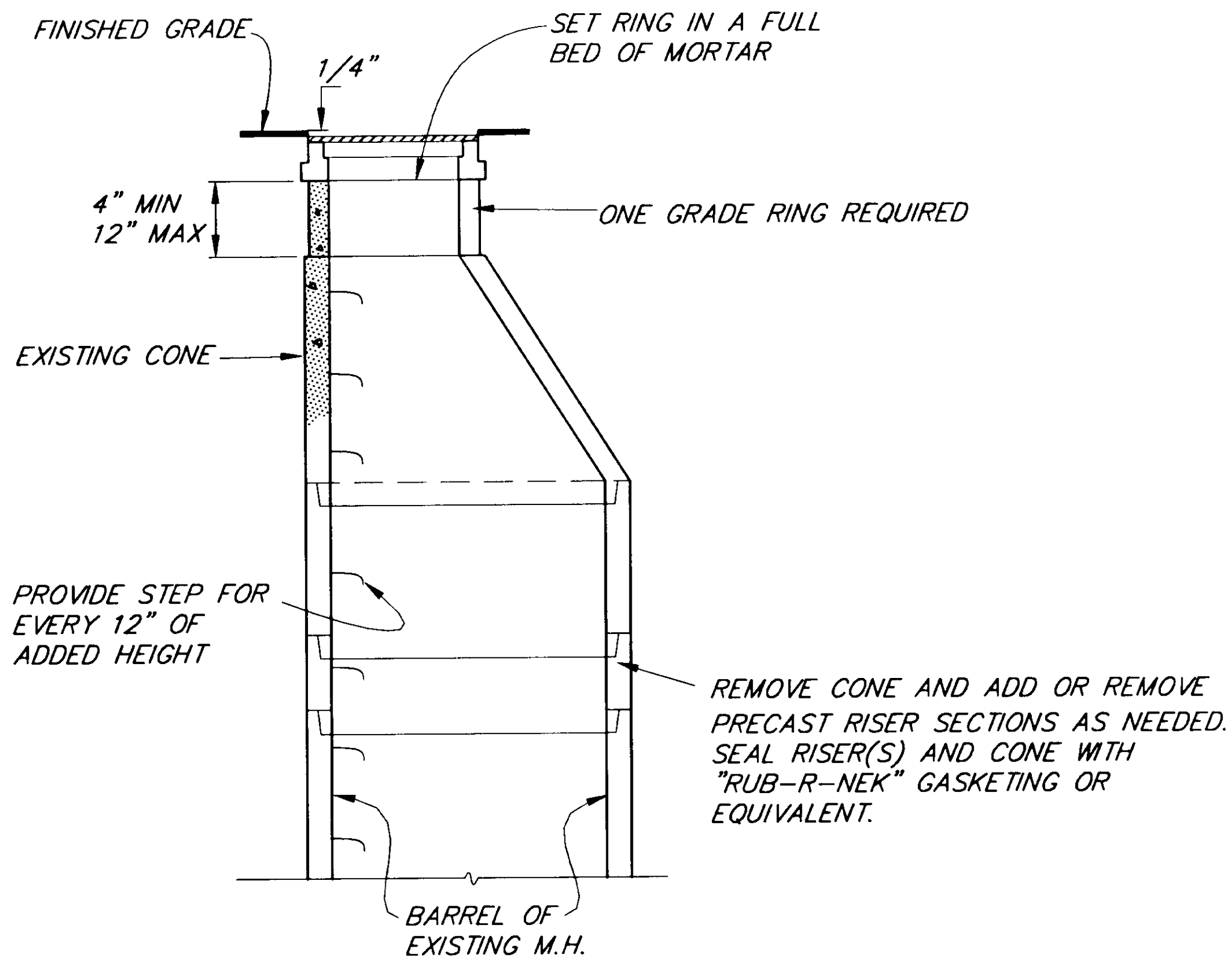
PATH: P:\WRG\ZIMBERG\DR\DETAILS 1=1	STATE OF ALASKA	WRANGELL	ZIMOVIA HIGHWAY	ALASKA	DESIGNED BY: D. BLACKBURN	PROJECT NO. 70632
BY:	DATE:	DESCRIPTION OF CHANGE:	BERGER STREET TO MILL RECONSTRUCTION		DRAWN BY: C. ANDERSON	DATE: JUNE 1994
RECORD OF REVISIONS			MISCELLANEOUS CONSTRUCTION DETAILS		CHECKED BY: T. MOORE	SHEET 30 OF 33

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

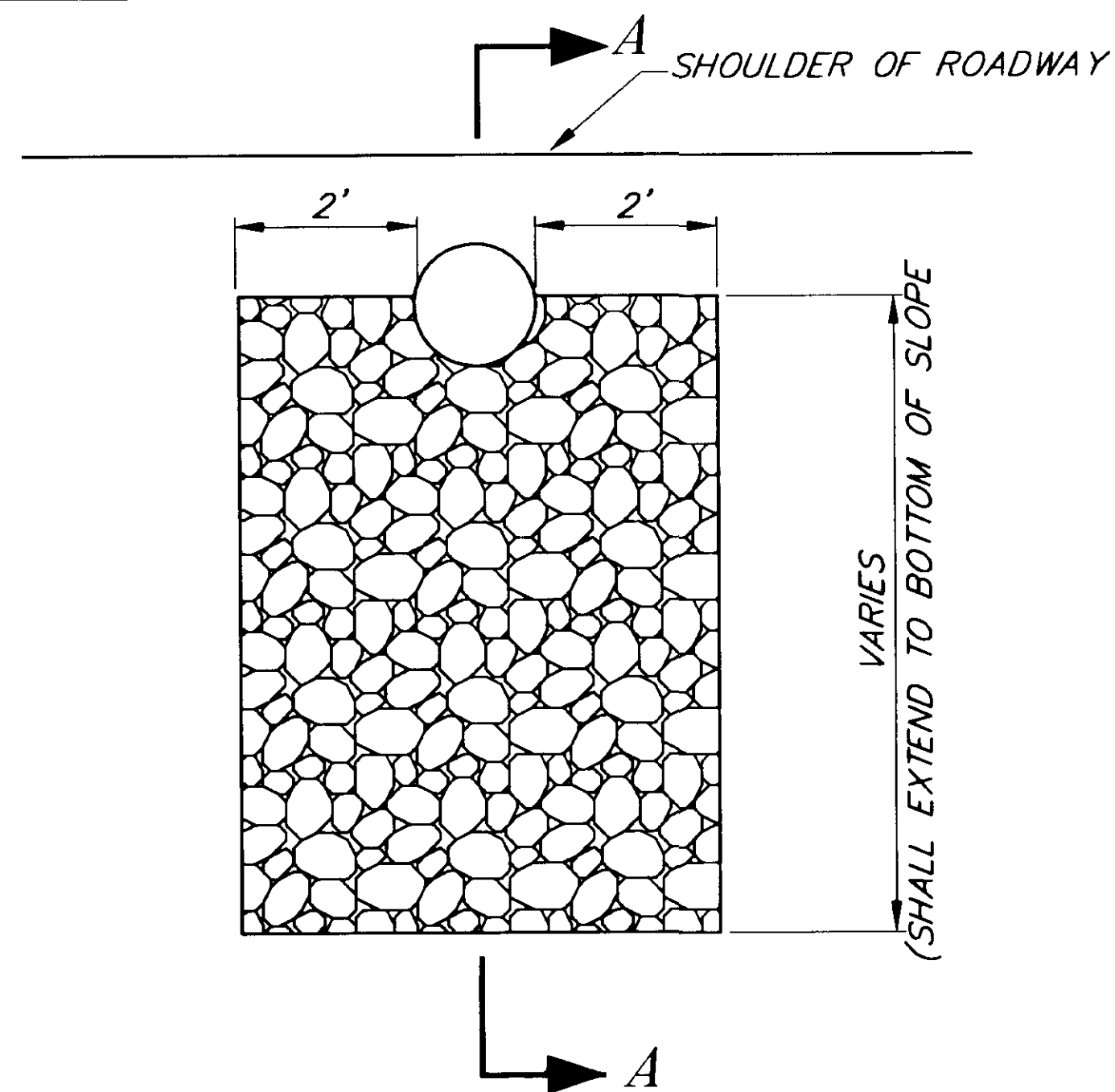
WRANGELL
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION
ALASKA
MISCELLANEOUS CONSTRUCTION DETAILS

DESIGNED BY: D. BLACKBURN
DRAWN BY: C. ANDERSON
CHECKED BY: T. MOORE
PROJECT NO. 70632
DATE: JUNE 1994
SHEET 30 OF 33

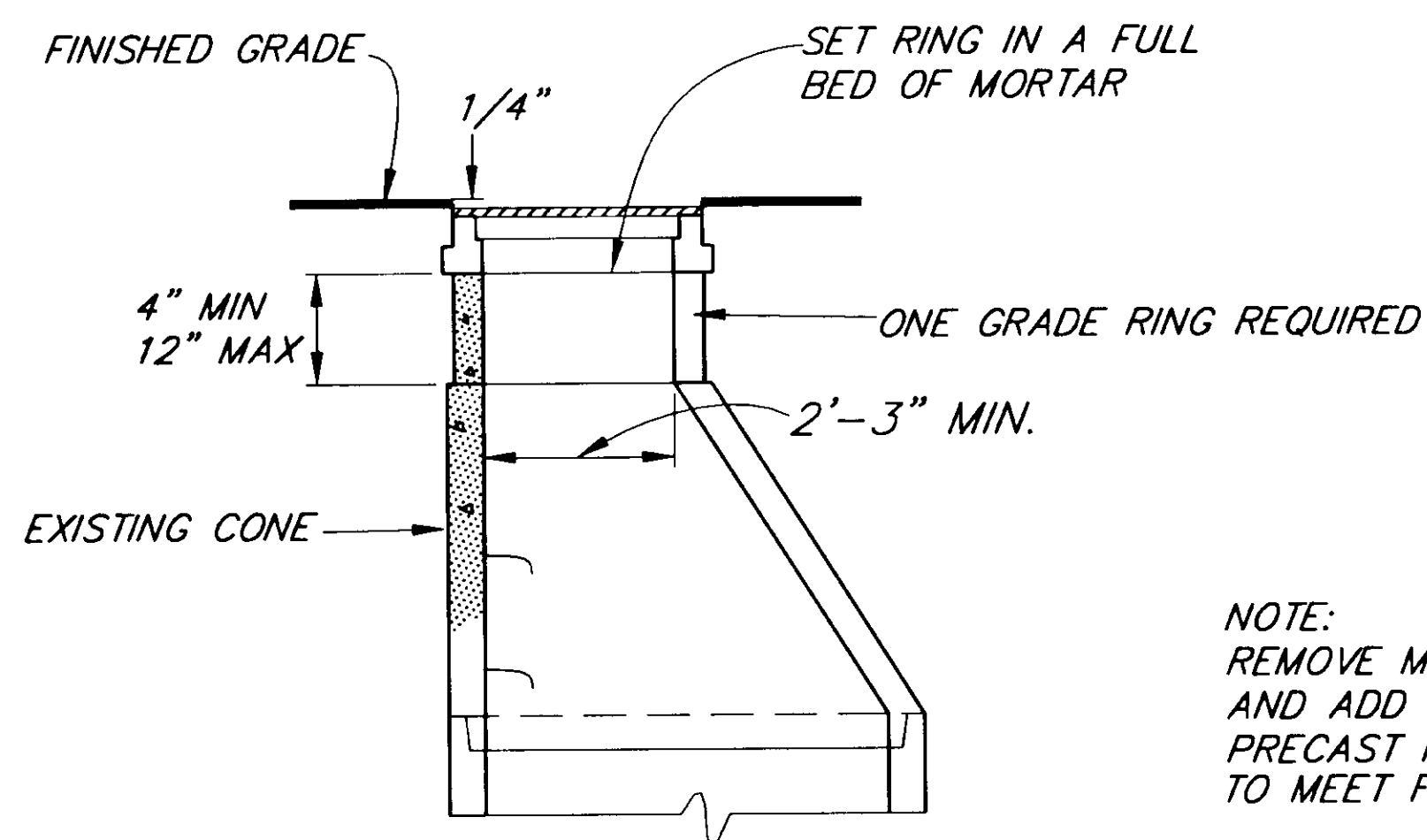




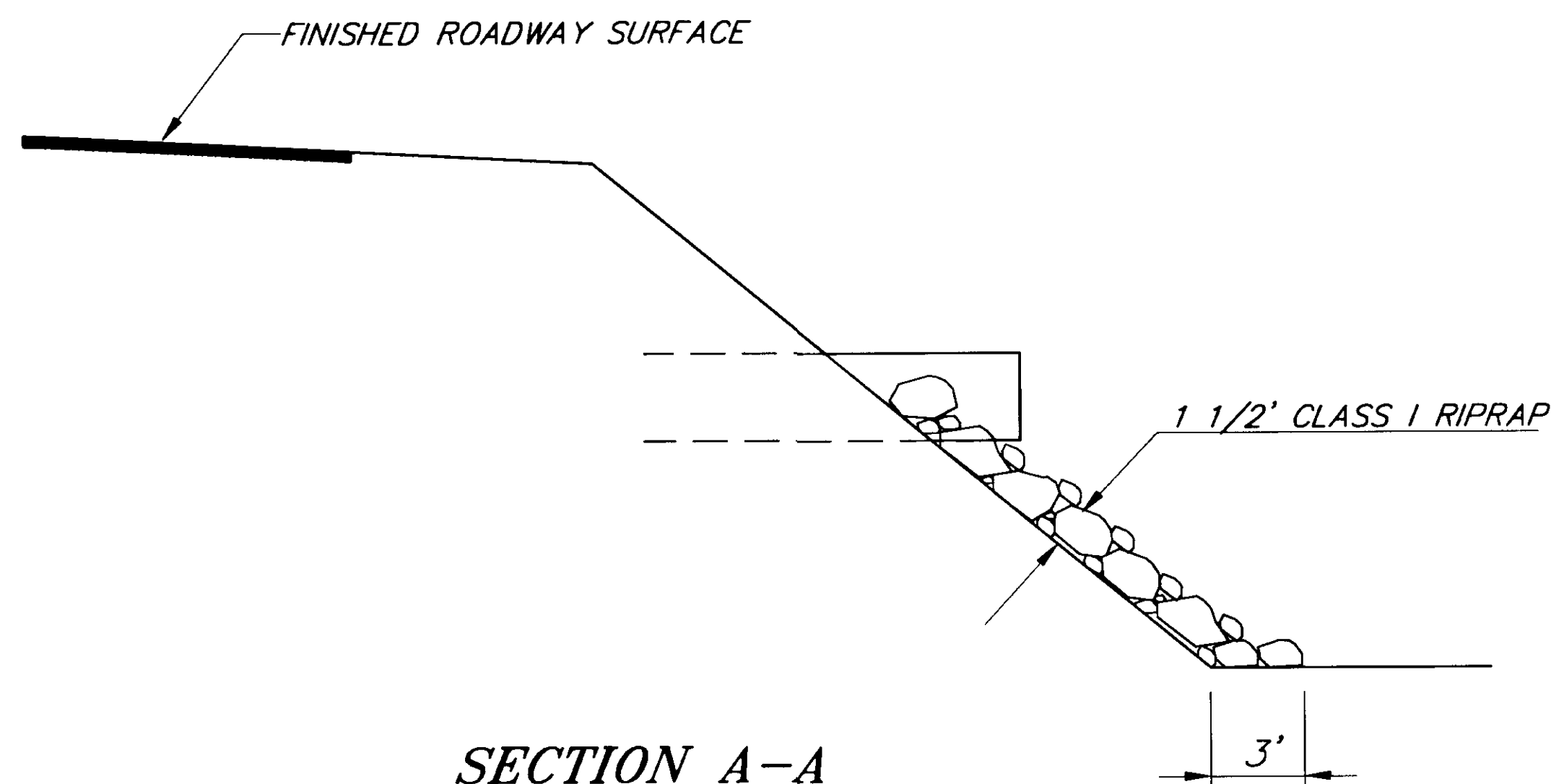
MANHOLE RECONSTRUCTION DETAIL



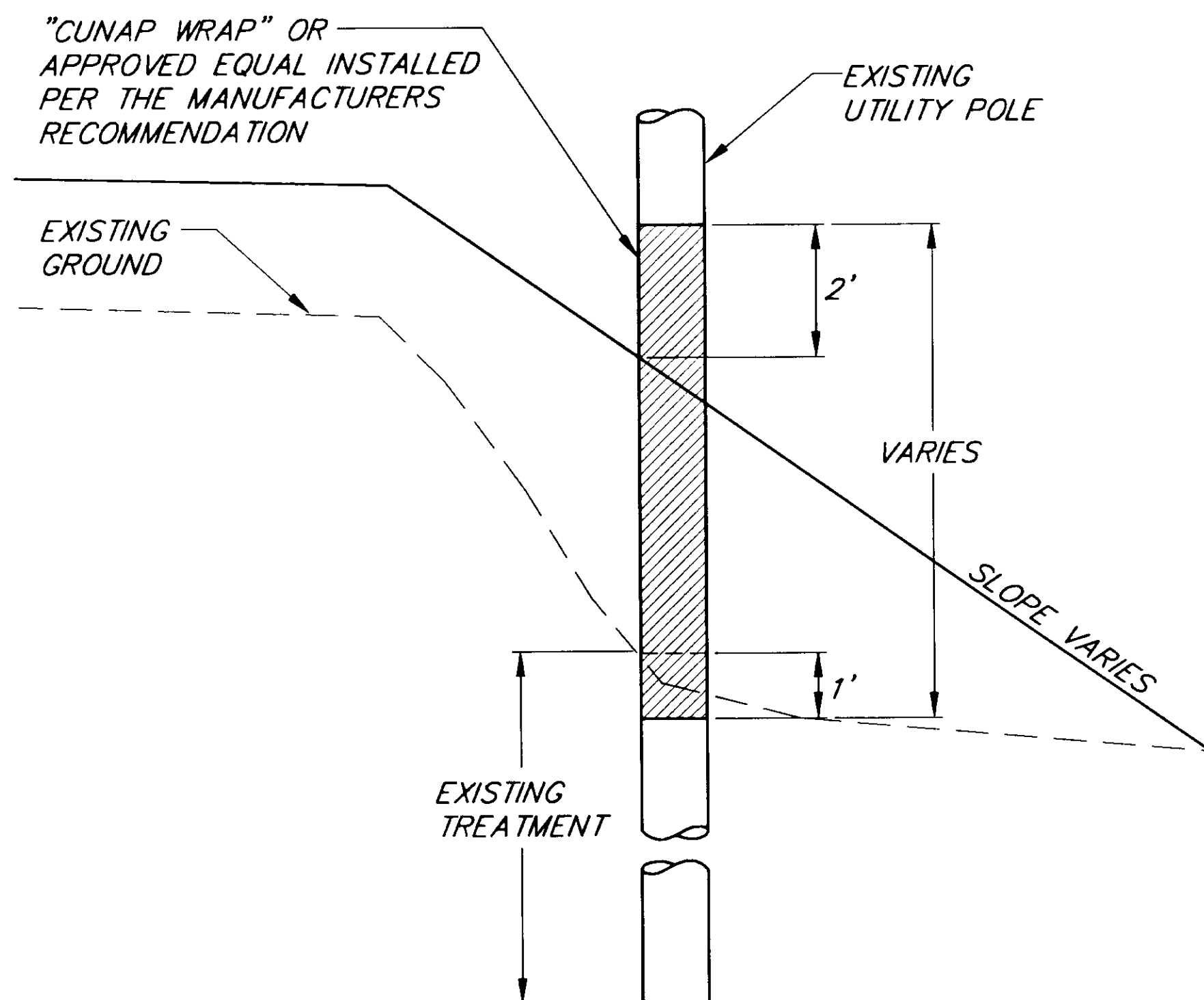
RIPRAP SPILLWAY DETAILS



MANHOLE ADJUSTMENT DETAIL



SECTION A-A



UTILITY POLE TREATMENT DETAIL

NOTE:
REMOVE MANHOLE RING
AND ADD OR REMOVE
PRECAST RINGS AS REQUIRED
TO MEET FINISH GRADE

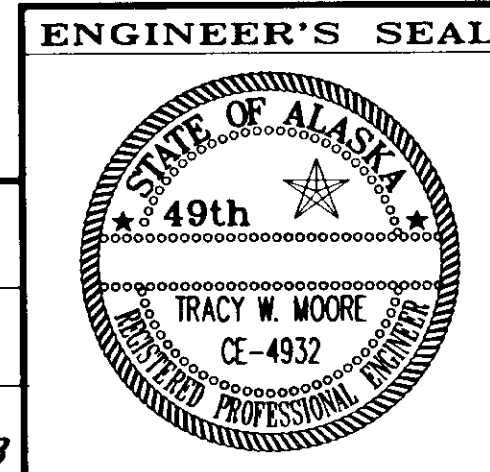
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\WRG\ZIMBERG\DR\DETAIL2 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

WRANGELL
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION
ALASKA
MISCELLANEOUS CONSTRUCTION DETAILS

DESIGNED BY:	T. HOPPER	PROJECT NO.	70632
DRAWN BY:	C. ANDERSON	DATE:	JUNE 1994
CHECKED BY:	T. MOORE	SHEET	31 OF 33

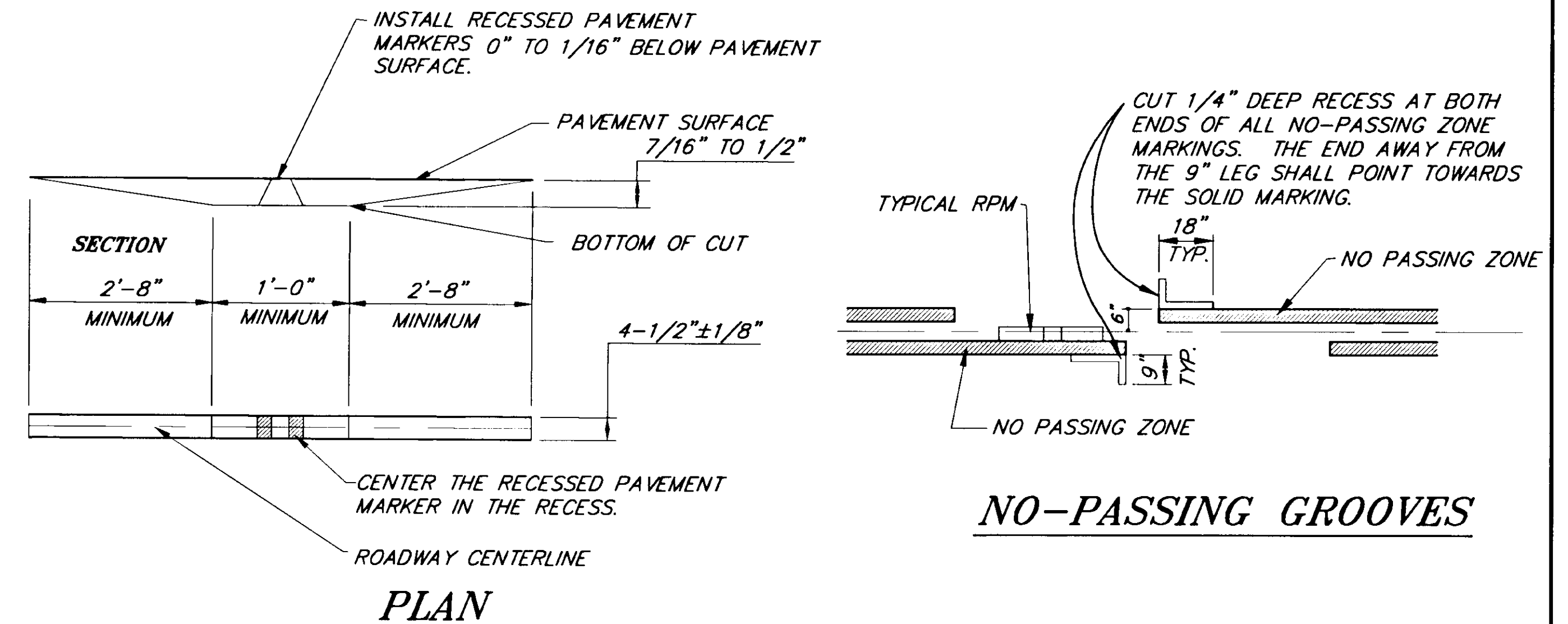


SIGNING SUMMARY

SIGN NO.	STATION	REF. C.L.	TYPE	LEGEND	POST SIZE (INCHES)	WIDTH (INCHES)	HEIGHT (INCHES)	AREA (SF)	REMARKS
1	71+78	RT.	R1-1	STOP	2.5	30	30	6.25	
1A	71+78	RT.	D3-1	CASE ST.	2.5	18	8	1.00	MOUNT ABOVE SIGN # 1
1B	73+00	LT.	R1-1	STOP	2.5	30	30	6.25	
2	80+20	RT.	R16-1	\$1000 FINE FOR LITTERING	2.5	42	42	12.25	
3	95+88	RT.	R1-1	STOP	2.5	30	30	6.25	
4	97+27	RT.	D5-5R	PICNIC TABLE/TREE SYMBOL	2	24	24	4.00	
4A	109+00	LT.	D5-5R	PICNIC TABLE/TREE SYMBOL	2	24	24	5.00	INCLUDES 6" X 12" ARROW
5	101+70	LT.	R1-1	STOP	2.5	30	30	6.25	
6	104+00	RT.	R1-1	STOP	2.5	30	30	6.25	
7	112+00	LT.	R2-1	SPEED LIMIT 35	2.5	30	36	7.50	
8	113+25	RT.	R2-1	SPEED LIMIT 50	2.5	30	36	7.50	
9	116+17	RT.	M10-1	2	2	6	8	.33	
10	116+17	RT.	M10-1	2	2	6	8	.33	MOUNT BACK TO BACK WITH SIGN # 9
11	118+90	LT.	R2-5	SPEED ZONE AHEAD	2.5	30	36	7.50	
12	167+10	RT.	M10-1	3	2	6	8	.33	
13	167+10	RT.	M10-1	3	2	6	8	.33	MOUNT BACK TO BACK WITH SIGN # 12
14	194+07	RT.	W8-6	TRUCK CROSSING	2.5	36	36	9.00	
15	209+40	RT.	S3-1	SCHOOL BUS STOP 500'	2.5	36	36	9.00	
16	212+90	LT.	W8-6	TRUCK CROSSING	2.5	36	36	9.00	
17	215+85	LT.	S3-1	SCHOOL BUS STOP 500'	2.5	36	36	9.00	
18	218+40	RT.	R8-1	NO PARKING ON PAVEMENT	2.5	24	30	5.00	
19	218+40	RT.	R8-1A	OR WITHIN 8'	2.5	24	12	2.00	MOUNT BELOW SIGN # 18
20	219+25	RT.	M10-1	4	2	6	8	.33	
21	219+25	RT.	M10-1	4	2	6	8	.33	MOUNT BACK TO BACK WITH SIGN # 20
22	224+40	RT.	R8-1	NO PARKING ON PAVEMENT	2.5	24	30	5.00	
23	224+40	RT.	R8-1A	OR WITHIN 8'	2.5	24	12	2.00	MOUNT BELOW SIGN # 22
24	227+00	RT.	R8-1	NO PARKING ON PAVEMENT	2.5	24	30	5.00	
25	227+00	RT.	R8-1A	OR WITHIN 8'	2.5	24	12	2.00	MOUNT BELOW SIGN # 24
26	230+35	LT.	R8-1	NO PARKING ON PAVEMENT	2.5	24	30	5.00	
27	230+35	LT.	R8-1A	OR WITHIN 8'	2.5	24	12	2.00	MOUNT BELOW SIGN # 26
28	238+10	RT.	D9-3A	TRAILER SYMBOL	2	24	24	4.00	
29	238+10	RT.	D9-3A	CAMPING	2	24	6	1.00	MOUNT BELOW SIGN # 28
30	238+10	RT.	D9-3A	ARROW SYMBOL	2	24	6	1.00	MOUNT BELOW SIGN # 29
31	246+74	RT.	D9-12	TRAILER DUMP STATION SYMBOL	2	24	24	4.00	
32	246+74	RT.	D9-12	DUMP STATION	2	24	6	1.00	MOUNT BELOW SIGN # 31
33	246+74	RT.	D9-9	ARROW SYMBOL	2	24	6	1.00	MOUNT BELOW SIGN # 32
34	249+80	RT.	RS-68	HIKER SYMBOL	2.5	18	18	4.00	
35	249+80	RT.	RS-43	SHELTER SYMBOL	2.5	18	18	2.25	MOUNT BELOW SIGN # 34
36	249+80	RT.	RS-13R	ARROW SYMBOL	2.5	18	4	.50	MOUNT BELOW SIGN # 35
37	252+10	RT.	R1-1	STOP	2.5	30	30	6.25	
38	255+58	LT.	RS-68	HIKER SYMBOL	2	18	18	2.25	
39	255+58	LT.	RS-43	SHELTER SYMBOL	2	18	18	2.25	MOUNT BELOW SIGN # 38
40	255+58	LT.	RS-13L	ARROW SYMBOL	2	18	4	.50	MOUNT BELOW SIGN # 39
41	256+02	RT.	R2-1	SPEED LIMIT 50	2.5	30	36	7.50	
42	256+02	LT.	R2-1	SPEED LIMIT 50	2.5	30	36	7.50	
43	256+63	LT.	D9-12	TRAILER DUMP STATION SYMBOL	2	24	24	4.00	
44	256+63	LT.	D9-12	DUMP STATION	2	24	6	1.00	MOUNT BELOW SIGN # 43
45	256+63	LT.	D9-L	ARROW SYMBOL	2	24	6	1.00	MOUNT BELOW SIGN # 44
46	268+50	RT.	R2-1	SPEED LIMIT 50	2.5	30	36	7.50	
47	269+57	RT.	M10-1	5	2	6	8	.33	
48	269+57	RT.	M10-1	5	2	6	8	.33	MOUNT BACK TO BACK WITH SIGN # 47
49	277+50	RT.	R1-1	STOP	2.5	30	30	6.25	
49A	277+50	RT.	D3-1	SHOEMAKER BAY LP.	2.5	45	8	2.50	MOUNT ABOVE SIGN # 49
50	291+30	LT.	R1-1	STOP	2.5	30	30	6.25	
51	292+15	LT.	R1-1	STOP	2.5	30	30	6.25	
52	309+65	RT.	R1-1	STOP	2.5	30	30	6.25	
52A	309+65	RT.	D3-1	SHOEMAKER BAY LP.	2.5	45	8	2.50	MOUNT ABOVE SIGN # 52
53	322+28	RT.	M10-1	6	2	6	8	.33	
54	322+28	RT.	M10-1	6	2	6	8	.33	MOUNT BACK TO BACK WITH SIGN # 53
55	342+42	LT.	R2-1	SPEED LIMIT 50	2.5	30	36	7.50	
56	343+62	RT.	R16-8	LOOSE ROCK SYMBOL	2.5	36	36	9.00	
57	347+35	RT.	R2-1	SPEED LIMIT 35	2.5	30	36	7.50	
58	347+82	LT.	W8-6	TRUCK CROSSING	2.5	36	36	9.00	
					TOTAL			247.54	

GENERAL SIGNING NOTES:

- ALL SIGNS SHALL BE INSTALLED USING "EXPRESSWAY" DIMENSIONS ON STANDARD DRAWING S-05.00.
- SEE STD. DWG. S-30.01 FOR POST SLEEVE TYPE SOIL EMBEDMENT.
- ALL SIGN POSTS SHALL BE TELESCOPING PERFORATED GALVANIZED SQUARE STEEL POSTS.
- REMOVAL AND SALVAGE OF EXISTING SIGNS SHALL BE INCIDENTAL TO 615(1) STANDARD SIGNS.



RECESSED PAVEMENT MARKER DETAIL

MARKING NOTES

- THE BEGIN AND END OF ALL NO PASSING ZONES SHALL BE REFERENCED BEFORE CONSTRUCTION BEGINS BY THE CONTRACTOR FOR TEMPORARY MARKING PLACEMENT. THE ENGINEER WILL MARK PERMANENT NO PASSING ZONES.
- LOCATIONS OF MARKERS IN SITUATIONS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE ENGINEER.
- LATERAL PLACEMENT OF RECESSED CENTERLINE MARKERS SHALL BE ON THE ROADWAY CENTERLINE.
- STRIPED LANE WIDTHS SHALL BE 11'.
- A 24 INCH WIDE STOP BAR SHALL BE INSTALLED AT ALL PUBLIC SIDE STREETS.
- INSTALL CROSSWALK STRIPING AT CASE ST. INTERSECTION.

RECESSED PAVEMENT MARKER SUMMARY

STATION	STATION	40'	80'
B.O.P.	71+60	X	
71+60	78+82		X
78+82	90+25	X	
90+25	92+73		X
92+73	95+65	X	
95+65	102+50		X
102+50	106+53	X	
106+53	115+16		X
115+16	122+50	X	
122+50	133+34		X
133+34	186+16	X	
186+16	195+86		X
195+86	203+80	X	
203+80	208+90		X
208+90	210+50	X	
210+50	215+80		X
215+80	226+28	X	
226+28	229+86		X
229+86	E.O.P.	X	

PATH: P:\WRG\ZIMBERG\DR\SUMMARY3 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

WRANGELL

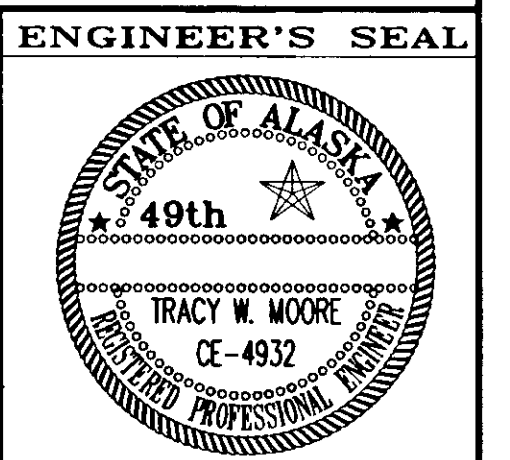
ZIMOVIA HIGHWAY
BERGER STREET TO MILL RECONSTRUCTION
SIGNING AND STRIPING

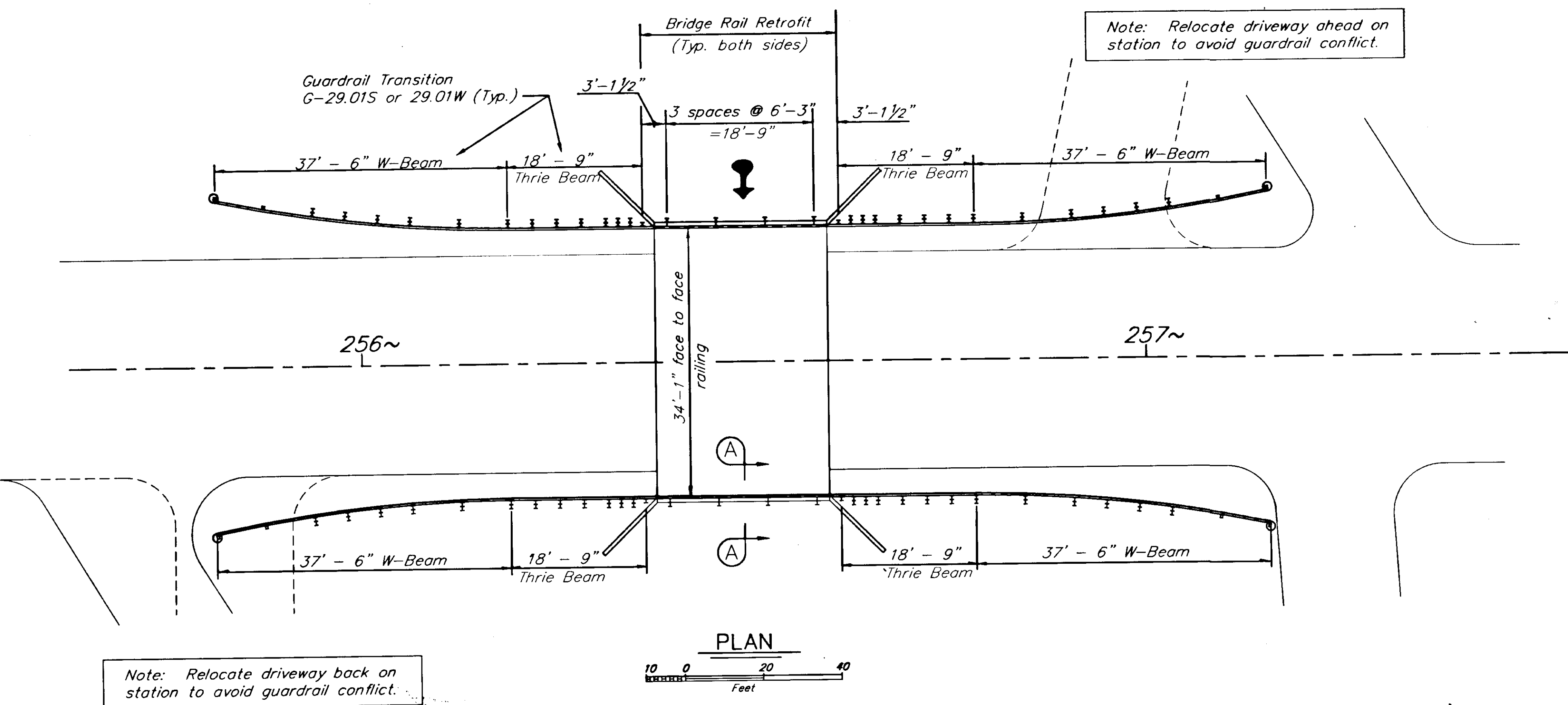
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ALASKA

DESIGNED BY: T. HOPPER
DRAWN BY: C. ANDERSON
CHECKED BY: T. MOORE

PROJECT NO. 70632
DATE: JUNE 1994
SHEET 32 OF 33

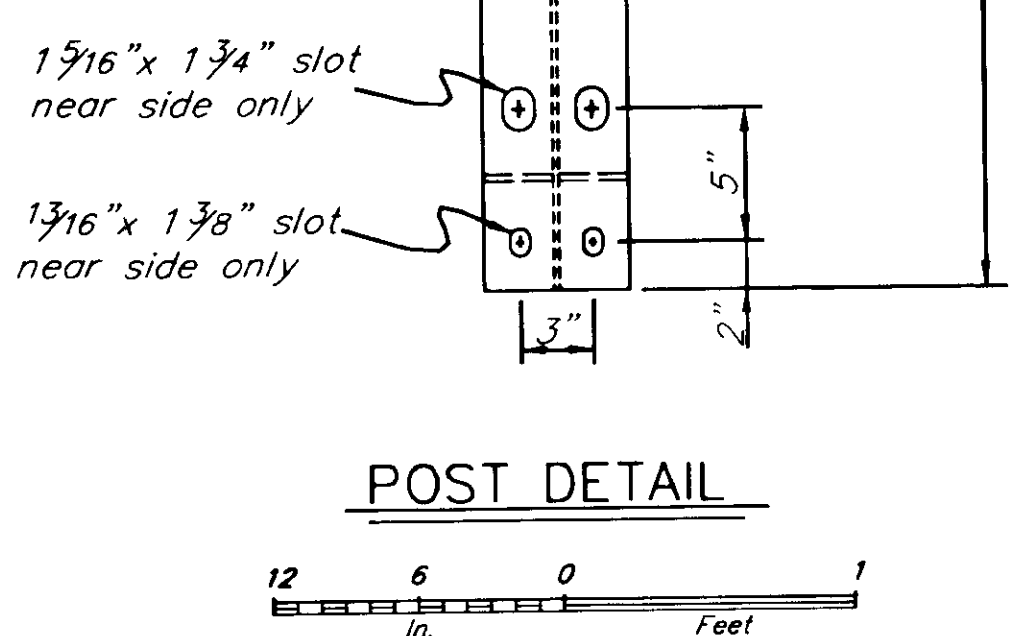
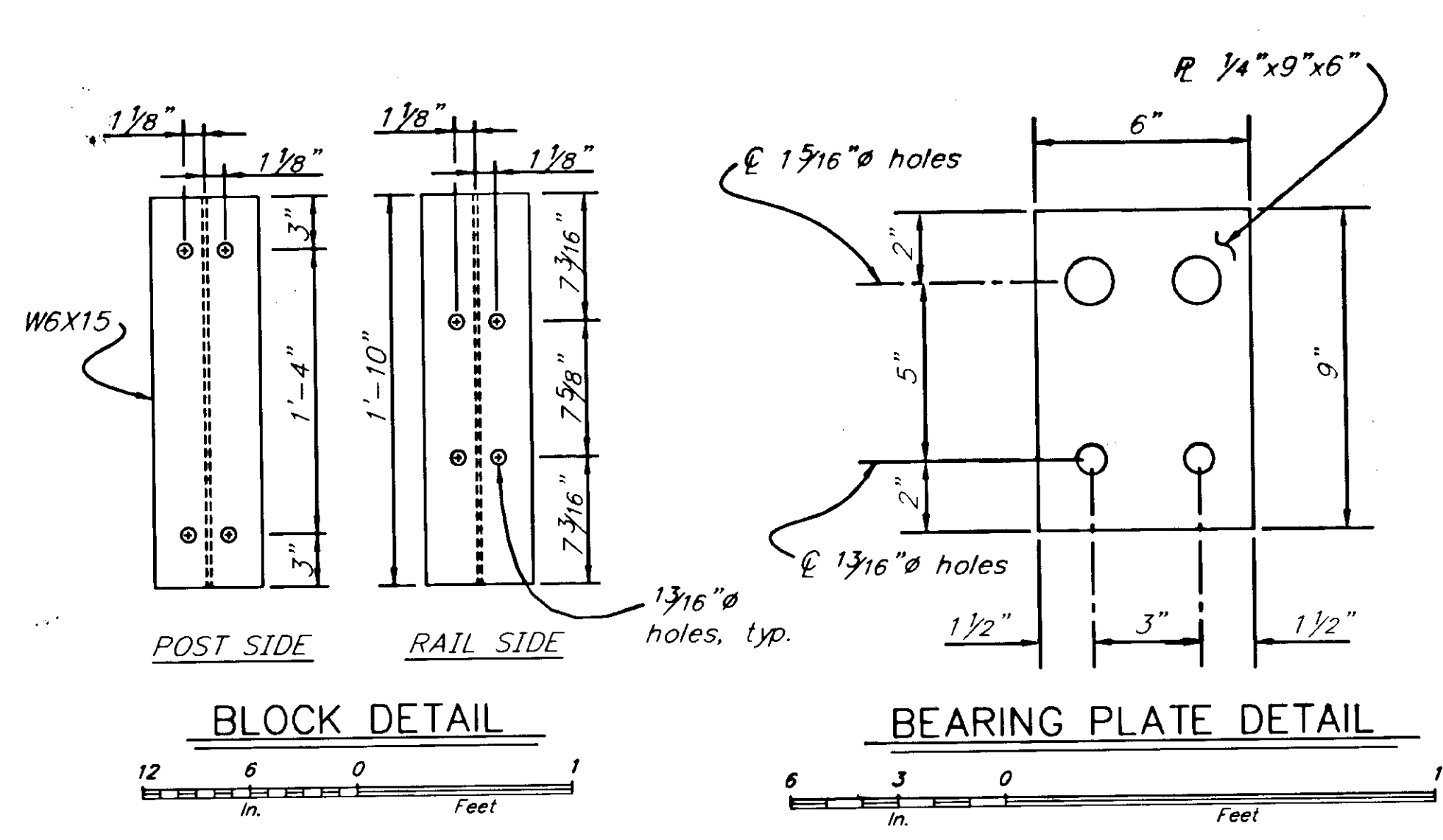
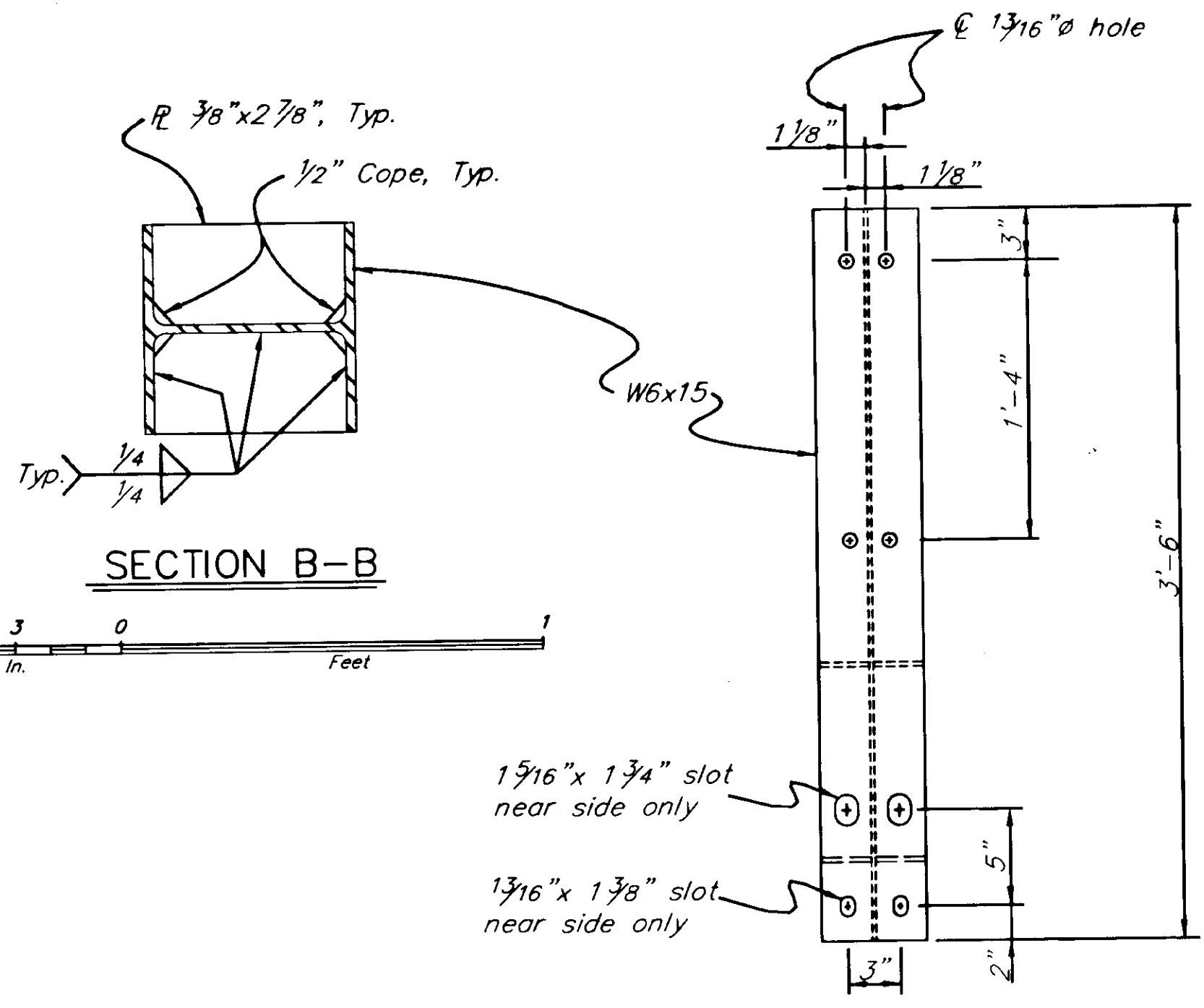
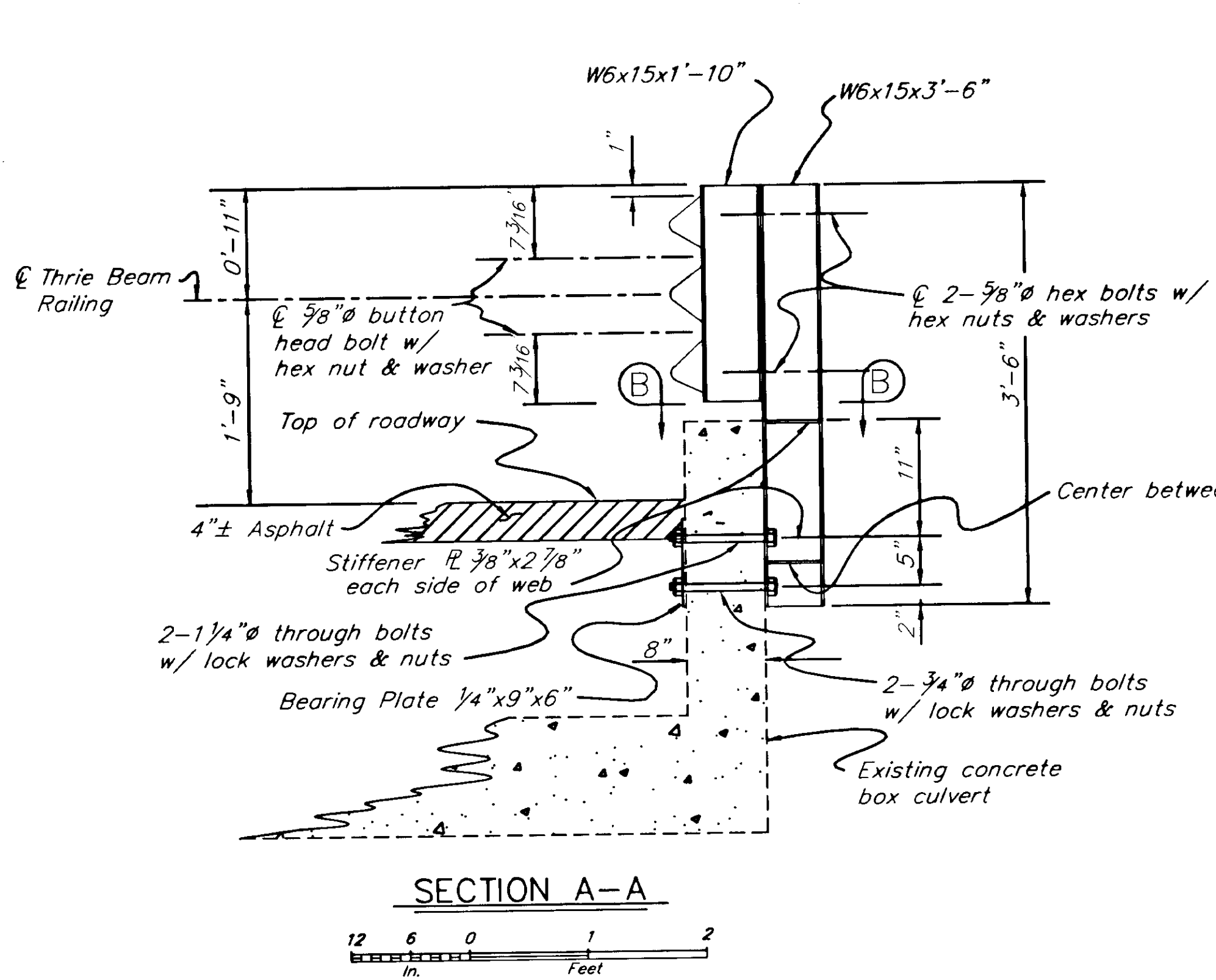




NOTES:

1. Structural steel shall conform to ASTM A-36 and be shop fabricated and galvanized in accordance with Standard Specification 722.
2. Galvanized steel damaged by handling shall be repaired in accordance with AASHTO Specification M-36.
3. Thrie Beam (10 gage) Assembly shall be in accordance with details on Standard Drawings G-09.015 or W and G-29.015 or W.
4. Thrie Beam Back-up Plates shall be used at all non-splice connections. Thrie Beam shall be lapped in direction of vehicle travel. Guardrail reflectors shall be continued across the Bridge, mounted at begin and end bridge (typical).
5. Attach thrie beam bridge rail, W6x15 spacers and W6x15 posts to anchor bolts with nuts, lock washers and flat washers.
6. The rail shall be continuous at the end of each shift. No gap in rail elements shall be allowed at the end of each working day.
7. Drill 1 1/2" holes through the existing concrete headwall to install 1 1/4" through bolts. Drill 1" holes through the existing concrete headwall to install 3/4" through bolts. Fill annulus with epoxy resin mortar conforming to AASHTO M-235, Type III, Grade 2, Class B.

Note: Relocate driveway back on station to avoid guardrail conflict.



WRANGELL RAIL RETROFIT
ZIMOVIYA HIGHWAY
INSTITUTE CREEK BRIDGE



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA

R. WRANGELL | WRANGELL
7/22/1994 10:7
Plot Scale = 1:00
Drawn or Revised By: CM