PARKING LOT EXTENSION DETAIL

LEGEND
1. 1 1/2" ASPHALT CONCRETE PAVEMENT
2. 2" ASPHALT CONCRETE PAVEMENT
3. EXISTING PAVEMENT
4. PRIME COAT
5. 6" CRUSHED AGGREGATE BASE COURSE
6. 8" CRUSHED AGGREGATE BASE COURSE
7. BORROW, TYPE "B" ON USEABLE EXCAVATION
8. 8" CRUSHED AGGREGATE BASE COURSE
9. 12" SUBBASE GRADE "B"
10. NEW TREATED TIMBER CURB (SEE DETAIL SHEET 23)

SECTION A-A
NEW APPROACH ROAD TO BROTHERHOOD PARK

SECTION B-B

SECTION C-C
PARKING LOT EXTENSION SECTIONS

TYPICAL SECTION
MAJOR APPROACH ROAD
MAJOR APPROACHES INCLUDE:
- SHERWOOD LANE
- ENGINEER'S CUTOFF ROAD
- INDUSTRIAL BOULEVARD
- JENSEN STREET

TYPICAL SECTION
MINOR APPROACH/DRIVEWAY

APPROACH NOTES
1. FOR EXISTING APPROACHES AND DRIVEWAYS WITHOUT VERTICAL GRADE RECONSTRUCTION, THE WORKING SHALL BE CONSTRUCTED USING THE TYPICAL SECTIONS SHOWN ON THIS SHEET. THE EXISTING PAVEMENT AREAS SHALL HAVE ONLY THE PAVEMENT REPLACED TO THE DEPTH SHOWN IN THE TYPICAL SECTIONS. THE LIMITS OF PAVERMENT REMOVAL AND SHOWS ON THE PLAN SHEETS.
2. CONTRACTOR SHALL SMOOTHLY TRANSITION 6:1 MOWING SLOPES INTO 2:1 APPROACH SLOPES.

NOTE: DO NOT SCALE FROM THESE PLAN-USE DIMENSIONS.

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

RECORD OF REVISIONS

DESIGNED BY: L.P. CARROLL
DRAWN BY: AutoCAD/R. SNYDER
CHECKED BY: T.W. MOORE

PROJECT NO. 79057
DRAWN: JUNE 1994
SHEET 5 OF 20

STANDARD BROTHERHOOD BRIDGE TO ENGINEER'S CUTOFF
MSS-003-315-79057
TYPICAL SECTIONS
PARKING LOT AND APPROACHES
### ESTIMATE OF QUANTITIES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item</th>
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<tbody>
<tr>
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<td>OBE Adjustment</td>
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<tr>
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<td>201 (1)</td>
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<tr>
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<td>100</td>
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<td>506 (5)</td>
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<td>6443 inch Corrugated Steel Pipe Arch</td>
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<td>604 (5F)</td>
<td>Insalt, Type F</td>
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<td>Curb &amp; Gutter, Type Standard</td>
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<td>609 (7)</td>
<td>Precast Concrete Wheelstops</td>
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### ESTIMATE OF QUANTITIES

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<th>Item</th>
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<th>Total</th>
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<tr>
<td>610 (1)</td>
<td>Ditch Lining</td>
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<td>611 (4)</td>
<td>Survey Monuments</td>
<td>Each</td>
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<tr>
<td>612 (4)</td>
<td>Monument Cases</td>
<td>Each</td>
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<td>614 (4)</td>
<td>Adjust Existing Monument Cases</td>
<td>Each</td>
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<td>615 ( )</td>
<td>Standard Signs</td>
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<td>Remove and Replace Existing Signs</td>
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<td>615 (4)</td>
<td>Object Markers</td>
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<td>618 ( )</td>
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<td>M.C.</td>
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<td>619 ( )</td>
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<td>Straw Bound</td>
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<td>Treated Timber Curb</td>
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<td>627 (4)</td>
<td>Fire Hydrant Adjustment</td>
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<td>Adjustment of Valve Box</td>
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<td>630 (1)</td>
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<td>635 (1)</td>
<td>Insulation Board</td>
<td>M.M.</td>
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<td>639 (1)</td>
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<td>Each</td>
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<td>640 (1)</td>
<td>Mobilization and Demobilization</td>
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<td>All Req'd</td>
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<td>641 (1)</td>
<td>Erosion and Pollution Control</td>
<td>L.S.</td>
<td>All Req'd</td>
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<td>642 (1)</td>
<td>Construction Surveying</td>
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<td>All Req'd</td>
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<td>642 (2)</td>
<td>Three Person Survey Party</td>
<td>Hour</td>
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<td>643 (2)</td>
<td>Traffic Maintenance</td>
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<td>645 (2)</td>
<td>Construction Sign</td>
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<td>645 (1)</td>
<td>Drums</td>
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<td>645 (15)</td>
<td>Plugging</td>
<td>Hour</td>
<td>200</td>
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### BASIS OF ESTIMATE

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<thead>
<tr>
<th>Item No.</th>
<th>Item</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>201 (1)</td>
<td>Barren, Type &quot;B&quot;</td>
<td>1,85 Ton/Cubic Yard</td>
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<tr>
<td>201 (30)</td>
<td>Barren, Type &quot;D&quot;</td>
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<td>301 (1)</td>
<td>Crushed Aggregate Base Course</td>
<td>1,85 Ton/Cubic Yard</td>
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<tr>
<td>304 (2)</td>
<td>Steel Grating &quot;E&quot;</td>
<td>1,85 Ton/Cubic Yard</td>
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<td>401 (1)</td>
<td>Asphalt Concrete, Type &quot;C&quot;</td>
<td>1,500 sq ft/mil.</td>
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<td>401 (2)</td>
<td>PBA-2, Asphalt Cement</td>
<td>6.00 sq ft/mil.</td>
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<tr>
<td>403 (1)</td>
<td>STE-1, Asphalt for Tax Course</td>
<td>3.00 sq ft/mil.</td>
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</table>

**NOTE:** DO NOT SCALE FROM THESE TRADE USE DIMENSIONS.
### Culvert Summary

<table>
<thead>
<tr>
<th>Station</th>
<th>Offset</th>
<th>12'</th>
<th>18'</th>
<th>24'</th>
<th>30'</th>
<th>36'</th>
<th>42'</th>
<th>48'</th>
<th>54'</th>
<th>60'</th>
<th>72'</th>
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<td></td>
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<td>CONC. INLET BOX 5 &amp; BOX 6</td>
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### Culvert Removal Summary

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<tr>
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<td>20+09</td>
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### Driveway Summary

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<tr>
<td>14+40</td>
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<td>25</td>
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<td>16+46</td>
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<td>20+09</td>
<td>48'</td>
<td>25</td>
<td>25</td>
<td>25</td>
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</table>

### Inlet Summary

<table>
<thead>
<tr>
<th>Structure</th>
<th>Station</th>
<th>Elevation</th>
<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td>S-1</td>
<td>7+65</td>
<td>36.42</td>
<td>TYPE 31 (PACIFIC GUTT)</td>
</tr>
<tr>
<td>S-2</td>
<td>13+61</td>
<td>38.02</td>
<td>TYPE 31 (PACIFIC GUTT)</td>
</tr>
<tr>
<td>S-3</td>
<td>18+32</td>
<td>35.65</td>
<td>FIELD INLET CMP (33.RT)</td>
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<tr>
<td>S-4</td>
<td>24+50</td>
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<td>FIELD INLET CMP (33.RT)</td>
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### Adjust Valve Box Summary

<table>
<thead>
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<th>Offset</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>10+28</td>
<td>35'</td>
<td>MATCH EXISTING</td>
</tr>
<tr>
<td>10+37</td>
<td>39'</td>
<td>MATCH EXISTING</td>
</tr>
<tr>
<td>10+42</td>
<td>46'</td>
<td>MATCH EXISTING</td>
</tr>
<tr>
<td>10+50</td>
<td>49'</td>
<td>MATCH EXISTING</td>
</tr>
<tr>
<td>10+59</td>
<td>53'</td>
<td>MATCH EXISTING</td>
</tr>
<tr>
<td>11+02</td>
<td>58'</td>
<td>MATCH EXISTING</td>
</tr>
<tr>
<td>11+08</td>
<td>61'</td>
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</tr>
<tr>
<td>11+15</td>
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</tr>
<tr>
<td>11+20</td>
<td>67'</td>
<td>MATCH EXISTING</td>
</tr>
<tr>
<td>11+29</td>
<td>70'</td>
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</tr>
<tr>
<td>11+33</td>
<td>73'</td>
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</tr>
<tr>
<td>11+37</td>
<td>76'</td>
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<tr>
<td>11+40</td>
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</tr>
<tr>
<td>11+44</td>
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### Mailbox Summary

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<tr>
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<th>Station</th>
<th>Offset</th>
<th>Proposed</th>
<th>Station</th>
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<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>14+28</td>
<td>38'</td>
<td>39'</td>
<td>41+29</td>
<td>39'</td>
<td>39'</td>
<td>NEWSPAPER TUBE ONLY</td>
</tr>
<tr>
<td>14+37</td>
<td>24'</td>
<td>24'</td>
<td>41+62</td>
<td>26'</td>
<td>26'</td>
<td>RELOCATE SIGNS FROM EXISTING MAILBOX TO NEW MAILBOX</td>
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### Monument Summary

<table>
<thead>
<tr>
<th>Station</th>
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<tr>
<td>14+10</td>
<td>11'</td>
<td>10'</td>
<td>X</td>
</tr>
<tr>
<td>14+12</td>
<td>13'</td>
<td>13'</td>
<td>X</td>
</tr>
<tr>
<td>14+12</td>
<td>13'</td>
<td>13'</td>
<td>X</td>
</tr>
<tr>
<td>14+12</td>
<td>13'</td>
<td>13'</td>
<td>X</td>
</tr>
</tbody>
</table>

### Miscellaneous Summaries

1. MONUMENTS AND CASES ARE DETAILED IN STD. DWG. M-16.01.
2. ALL NEW MONUMENTS SHALL RETAIN THE MARKINGS OF THE MONUMENT BEING REPLACED.

<table>
<thead>
<tr>
<th>Mailbox Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>AS-BUILT</td>
<td>6/22/93</td>
</tr>
</tbody>
</table>

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS.
CONSTRUCTION SIGNS

CODE   | LEGEND               | SIZE | QUANTITY
-------|----------------------|------|---------
C89-1  | PAVEMENT TIES        | 60/8"| 2       
C89-2B | ROAD CONSTRUCTION 1000 FEET | 60/8" | 2       
C90-4B | ONE LANE ROAD 1000 FEET | 60/8" | 2       
C90-7A | FALCON SYMBOL 250 FT | 60/8" | 2       
C90-10B| ROAD CONSTRUCTION 500 FT | 60/8" | 2       
C91-1B | ROAD CONSTRUCTION AHEAD | 60/8" | 2       
C92-1  | ROAD WORK AHEAD      | 60/8" | 2       
C92-7  | ROAD NARROWS         | 60/8" | 2       

TRAFFIC CONTROL NOTES

1. CONSTRUCTION SIGN, PLACARDS, DETOURS AND GENERAL TRAFFIC CONTROL FEATURES SHALL CONFORM TO THE GUIDELINES SET FORTH IN THE "C" SERIES STANDARD DRAWINGS, THE APPLICABLE PORTIONS OF SECTIONS 115 AND 115.3 OF THE SPECIFICATIONS AND THE ALASKA TRAFFIC MANUAL.

2. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS. SEE SECTION 83.45 OF THE SPECIAL PROMULGATIONS FOR LANE CLOSURE LIMITATIONS.

3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 12'-0".

4. NO DRIVEWAY CLOSURES WILL BE ALLOWED WITHOUT THE CONSENT OF THE PROPERTY OWNER. THE CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS.

5. MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES SHALL BE EQUALED TO THE SPEED LIMIT IN FEET ON TANGENT CLOSURES AND 25' IN TAPER AREAS.

6. TEMPORARY PERFORMANCE WARNINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 433.4.10 OF THE SPECIFICATIONS.

7. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGED STATIONS DURING NIGHT OPERATIONS.

8. THE CONSTRUCTION SIGN SUMMARY SHOWN IN THESE PLANS IS TO BE USED FOR COST ESTIMATING ONLY. ADDED SIGNS MAY BE REQUIRED BY THE ENGINEER AS MAY BE USED BY THE CONTRACTOR WITH PRIOR APPROVAL OF THE ENGINEER.

9. CONSTRUCTION SIGN SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.

10. CHANNELIZING DEVICES IN USE AT NIGHT SHALL BE LIGHTED IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.

11. THE CONTRACTOR SHALL KEEP THE PUBLIC INFORMED OF HIS CONSTRUCTION ACTIVITIES THROUGH THE USE OF THE LOCAL NEWS MEDIA. ADVANCE NOTICE OF PARTIAL ROAD CLOSURES AND DETOURS SHALL BE PUBLISHED IN THE LOCAL NEWSPAPER(S) AND BROADCAST OVER THE LOCAL RADIO AND TV STATIONS AT LEAST ONE DAY PRIOR TO EACH ACTIVITY. THE MEDIA NOTICE SHALL BE APPROVED BY THE ENGINEER PRIOR TO ITS USE.

12. THE SEQUENTIAL ARROW PANEL SHALL BE IN OPERATION 24 HOURS PER DAY AND BE SET IN THE CAUTION MODE WHILE CONSTRUCTION IS WITHIN 500 FT OF BROWER BRIDGE.

TYPICAL INTERSECTION WORK ZONE

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

ROADWAY ENCROACHMENT

NOTE: IF ONLY ONE LANE IS EFFECTED BY ROAD WORK (THAT IS, THE DRUMS ALONG THE WORK AREA ARE NO CLOSER THAN 12' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.

JUNEAU BROTHERHOOD BRIDGE TO ENGINEERS CUTOFF PROJECT NO. HES-069-3(6), 70857
TRAFFIC CONTROL PLAN

DESIGNED BY: C. MAKAR
DRAWN BY: C. ANDERSON
CHECKED BY: T.W. MOORE

PROJECT NO. 70857
DATE: JUNE 1994
SHEET 8 OF 20

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION
<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>STATION</th>
<th>OFFSET</th>
<th>CODE</th>
<th>NO. OF POSTS</th>
<th>POST SIZE</th>
<th>EMBOSSMENT TYPE</th>
<th>REMARKS</th>
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<td>1</td>
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<td>0</td>
<td>B-13</td>
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<td>2.5 x 2.5</td>
<td>MOUNT ON ELECTRICAL POLE</td>
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<tr>
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<td>0+00</td>
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<td>2</td>
<td>2.5 x 2.5</td>
<td>MOUNT BELOW #28</td>
</tr>
</tbody>
</table>

**GENERAL SIGNING NOTES**

1. Sign locations are approximate only and are subject to change.
2. See Std. Dim. 5x10/1 for post sleeve type and soil embedment.
3. All sign posts shall be telescoping, perforated, galvanized square steel posts.
4. All signs shall be 0.0625" thick except as noted in the standard sign schedule.
5. All new signs shall be unframed except as noted in the standard sign schedule.
6. All existing signs not being relocated shall be dismantled by contractor and stored at the State of Alaska D.O.T./P.F. Maintenance Station as directed by the engineer.

**GENERAL STRIPING NOTES**

1. All islands, turn bays, two-way left turn lane striping, and mainline centerline striping to be performed pavement marking tape. The remainder of the striping will be painted pavement markings.

**STATE OF ALASKA**

**DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

**SOUTHEAST REGION DESIGN & CONSTRUCTION**

**ASSIGNED TO:**

**DESIGNED BY:** L.P. Carroll

**DRAWN BY:** AutoCad/R. Snyder

**CHECKED BY:** T.W. Moore

**DATE:** June 1991

**PROJECT NO.:** 20667

**SHEET:** 18

**RECORD OF REVISIONS**

**STANDARD SIGNING SCHEDULE**

**AS-BUILT**
**SECTION X-X**

**RECESSsed PAVEMENT MARKER**

**PLAN**

**RECESSsed PAVEMENT MARKER**

**TWO LANE, TWO WAY DETAIL**

**RECESSsed PAVEMENT MARKER**

**INTERSECTION APPROACH DETAIL**

**RECESSsed PAVEMENT MARKER**

**INSTALLATION DETAILS**

**RECESSsed PAVEMENT MARKER**

---

**R.P.M. SUMMARY TABLE**

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<thead>
<tr>
<th>REG. STA.</th>
<th>END STA.</th>
<th>SPACING</th>
<th>QUANTITY</th>
<th>COMMENTS</th>
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<tbody>
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<td>1</td>
<td>2</td>
<td>x</td>
<td>33</td>
<td>15</td>
</tr>
</tbody>
</table>

**NOTES:**

1. INSTALL PAVEMENT MARKERS ALONG EVERY PROJECT.
2. RPM'S SHALL NOT BE PLACED IN INTERSECTIONS WITH PUBLIC ROADS.
3. RPM SPACING SHALL START OVER AT INTERSECTION-BOUNDARY.
4. ONLY PUBLIC ROADS WILL BE MARKED AS INTERSECTION APPROACHES.
5. RECESSsed PAVEMENT MARKERS SHALL HAVE DUAL-YELLOW REFLECTIVE SURFACES FOR TWO-WAY LEFT TURN LANE AND TWO-LANE MODIFIED AREAS.
6. THE REFLECTIVE SURFACE SHALL BE RED/WHITE IN THE LEFT TURN BAY AREAS.
7. THE RED SURFACE FACING OPPOSING TRAFFIC.

---

**PAINTED ISLAND RPM PLACEMENT DETAIL**

**TURN BAY RPM PLACEMENT DETAIL**

**TWO WAY LEFT TURN LANE DETAIL**

---

**STATE OF ALASKA**

**DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

**SOUTHEAST REGION DESIGN & CONSTRUCTION**

**RECESSED PAVEMENT MARKER & DETAILS**

**DESIGNED BY:** L.P. CARROLL

**DRAWN BY:** Autocad/R. SYNDER

**CHECKED BY:** T.W. MOORER

**RECORD OF REVISIONS**

**PROJECT NO.:** 70657

**DATE:** JUNE 1994

**BROTHERHOOD BRIDGE TO ENGINER'S CUTOFF**

**HES-PROJ-3.81(1)**
# SIGN RELOCATION SCHEDULE

<table>
<thead>
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<th>SIGN NO.</th>
<th>EXISTING</th>
<th>PROPOSED</th>
<th>FACING TRAFFIC</th>
<th>LEGEND</th>
<th>POST</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td></td>
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<td>OFFSET</td>
<td>STATION</td>
<td>OFFSET</td>
<td></td>
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</tr>
<tr>
<td>0</td>
<td>5+95</td>
<td>RT</td>
<td>6+75</td>
<td>170 RT</td>
<td>SB</td>
<td>MENDENWALL RIVER W/MAN, BIRDS &amp; LOGO</td>
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<tr>
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<td>8+100</td>
<td>RT</td>
<td>8+10</td>
<td>78 RT</td>
<td>E</td>
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<td>LT</td>
<td>11+62</td>
<td>47 RT</td>
<td>R</td>
<td>BUS STOP</td>
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<td>2</td>
<td>14+60</td>
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<td>SEE NOTE 2</td>
<td>45 LT</td>
<td>E</td>
<td>BUS STOP</td>
</tr>
<tr>
<td>3</td>
<td>17+50</td>
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<td>36+62</td>
<td>27 LT</td>
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<td>DRIVeway MARKER W/REFLECTORS</td>
</tr>
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<td>4</td>
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<td>SEE NOTE 2</td>
<td>67 LT</td>
<td>E</td>
<td>DRIVeway MARKER W/REFLECTORS</td>
</tr>
<tr>
<td>5</td>
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<td>6</td>
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<td>83 LT</td>
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<td>20+45</td>
<td>32+47</td>
<td>R</td>
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<tr>
<td>8</td>
<td>21+00</td>
<td>RT</td>
<td>21+00</td>
<td>32+07</td>
<td>R</td>
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<td>40+00</td>
<td>30+41</td>
<td>R</td>
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</tr>
</tbody>
</table>

**NOTES:**
1. REMOVE BUS STOP SIGNS FROM EXISTING POSTS AND REINSTALL THEM BY FASTENING DIRECTLY TO NEW BUS STOP SHELTERS.
2. RELOCATE DRIVeway MARKERS TO LOCATIONS DESIGNATED BY THE ENGINEER.

---

**DRAINAGE DETAILS**

**NOTE:** DO NOTSCALE FROM THESE PLANS—USE DIMENSIONS