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3/17/2025

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DRAWING LOCATION
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STATE OF ALASKA

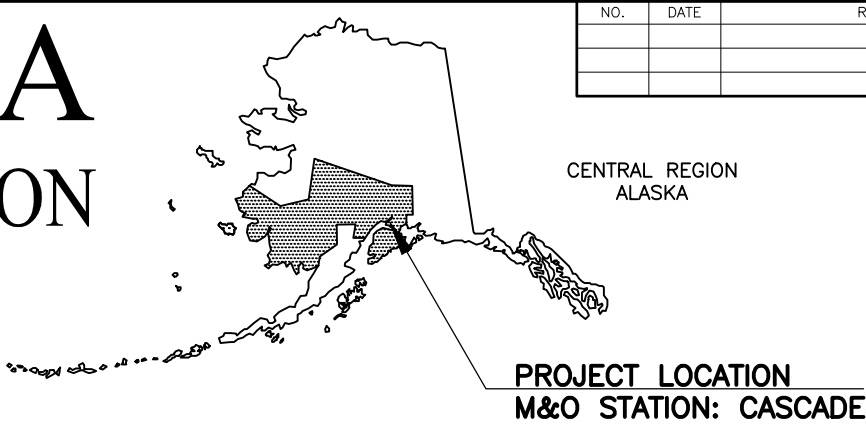
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT

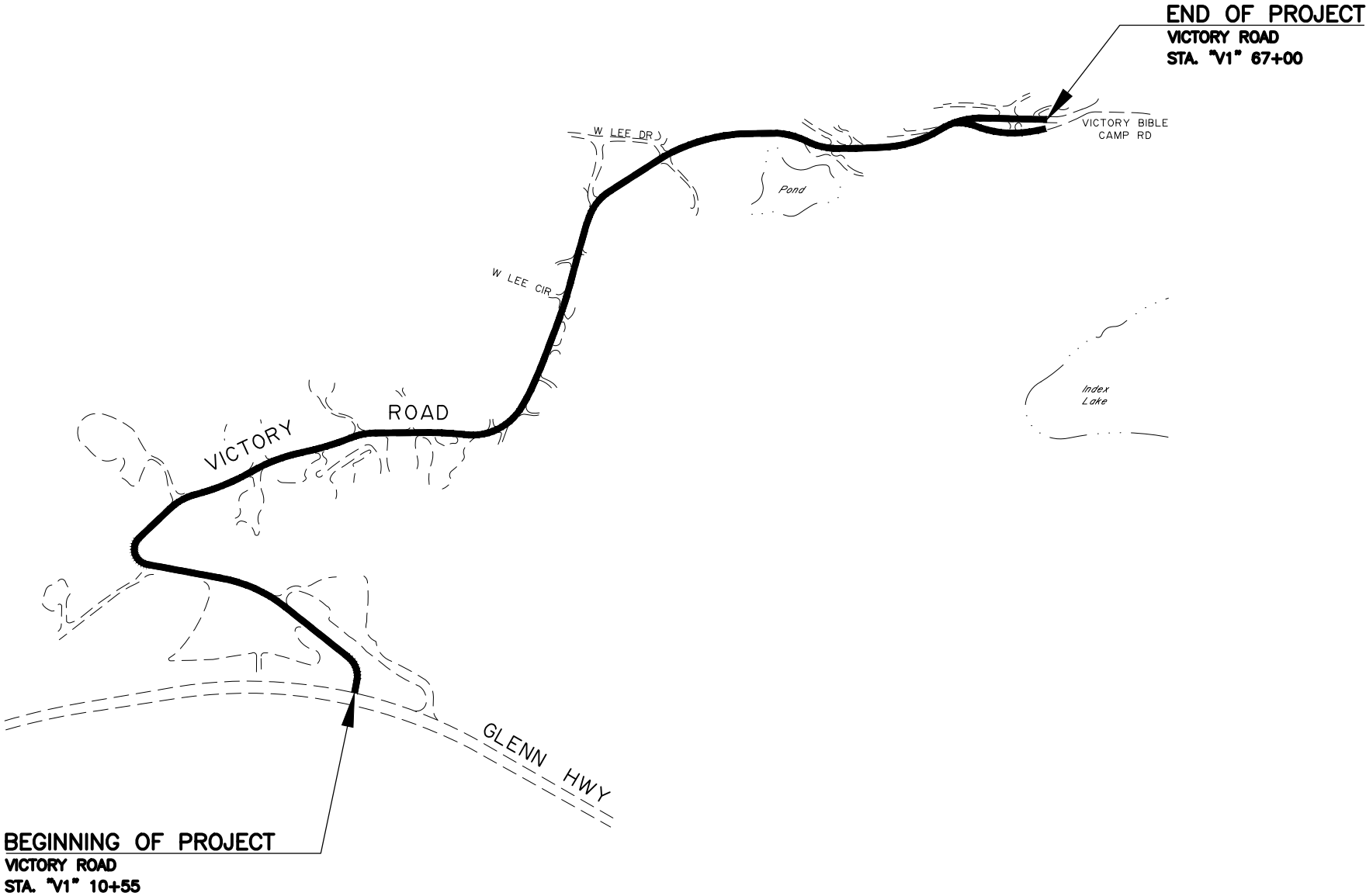
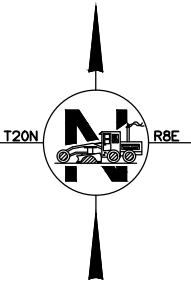
VICTORY ROAD PAVEMENT PRESERVATION

PROJECT NO. 0001726/CFHWY00672

DRAINAGE, PAVING, SIGNING, AND STRIPING



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	A1	31
ROUTE ID		138153	MILEPOINT		0-1.06		
LATITUDE		61.798	LONGITUDE		-147.982		



PROJECT SUMMARY		
ROADWAY	WIDTH	LENGTH
VICTORY ROAD	19-24 FEET	1.06 MILES

DESIGN DESIGNATIONS			
ROADWAY	FUNCTIONAL CLASS	AADT (2022)	DESIGN SPEED
VICTORY ROAD	MINOR COLLECTOR	110	30 MPH

PLANS DEVELOPED BY: KINNEY ENGINEERING LLC, AECL 1102

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
4111 AVIATION AVENUE, ANCHORAGE, AK 99502
(907)269-0590

APPROVED:

REGIONAL PRECONSTRUCTION ENGINEER DATE

CONCUR:

REGIONAL CONSTRUCTION ENGINEER DATE

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE CONTAINED WITHIN THE RIGHT-OF-WAY, TEMPORARY CONSTRUCTION EASEMENTS, AND TEMPORARY CONSTRUCTION PERMITS. NO EXCESS MATERIAL SHALL BE DISPOSED OF WITHIN THE RIGHT-OF-WAY, UNLESS SPECIFICALLY CALLED FOR IN THE PLANS OR DIRECTED BY THE ENGINEER.
2. ALL PAVEMENT CUTS SHALL BE MADE WITH A SAW OR ALTERNATE METHOD APPROVED BY THE ENGINEER.
3. CLEARING LIMITS SHALL BE 5 FEET BEYOND SLOPE CATCH POINTS OR 5 FEET INSIDE THE RIGHT-OF-WAY LINE, WHICHEVER IS LESS.
4. PLACE 4" TOPSOIL AND SEED IN AREAS DISTURBED BY CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.
5. THE EXISTING INFORMATION SHOWN IN THE PLANS IS FROM AS-BUILTS AND HAS BEEN PARTIALLY FIELD VERIFIED. FIELD CONDITIONS MAY NOT BE ACCURATELY REPRESENTED AND/OR MAY HAVE CHANGED. ADJUST INSTALLATIONS AS DIRECTED BY THE ENGINEER.
6. ADJUST ALL PAVEMENT PENETRATIONS TO FINAL GRADE PRIOR TO TOP LIFT OF PAVING.

IF ANY PAVEMENT PENETRATION REQUIRES GRADE ADJUSTMENT AFTER FINAL LIFT PAVING, AS DETERMINED BY THE ENGINEER, SAW CUT A NEAT LINE ALONG THE PAVEMENT TO BE REMOVED. USE AN INFRARED HEATER TO HEAT THE EXISTING PAVEMENT; EQUIPMENT AND MAXIMUM TEMPERATURE SHALL BE APPROVED BY THE ENGINEER. REPLACE THE REMOVED ASPHALT WITH NEW HOT MIX ASPHALT AND THOROUGHLY COMPACT. SEAL JOINTS, AT LEAST 12 INCHES WIDE CENTERED ON JOINT, USING ASPHALT SYSTEMS GSB-88, OR APPROVED EQUAL, WHILE THE HOT MIX ASPHALT IS CLEAN, FREE OF MOISTURE AND PRIOR TO STRIPING.

THERE SHALL BE NO PAYMENT FOR ADDITIONAL WORK CAUSED BY FAILURE TO ADJUST PAVEMENT PENETRATIONS TO FINAL GRADE.

7. ALL SURVEY MONUMENTS AND MONUMENT CASES SHOWN ON THE PLANS THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES ARE TO BE COMPLETELY REMOVED BY THE CONTRACTOR UNDER PAY ITEM 202.2032.0000 REMOVAL OF MONUMENT AND CASE. THE DEPARTMENT WILL REPLACE MONUMENTS SHOWN ON THE PLANS ONCE CONSTRUCTION IS COMPLETED. MONUMENT CASES REMOVED ARE TO BE RETAINED BY THE DEPARTMENT AT THE DIRECTION OF THE ENGINEER. DELIVER SALVAGED MONUMENTS AND CASES TO THE STATE MAINTENANCE AND OPERATIONS CASCADE STATION.
8. WHETHER OR NOT LISTED, ALL MONUMENTS OR PROPERTY MARKERS, CORNERS, OR ACCESSORIES, WHICH WILL BE DISTURBED OR BURIED, SHALL BE REFERENCED AND RE-ESTABLISHED IN THEIR ORIGINAL POSITION (A.S. 19.10.260) AND RECORDED (A.S. 34.65.040).
9. LOCATIONS DEPICTED FOR UTILITIES AND OTHER EXISTING FEATURES ARE APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH UNDERGROUND FACILITY OWNERS TO VERIFY UTILITY LOCATIONS AND IDENTIFY UTILITY CONFLICTS PRIOR TO CONSTRUCTION.

ABBREVIATIONS

4WD FOUR-WHEEL DRIVE

AADT AVERAGE ANNUAL DAILY TRAFFIC

AASHTO AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS

ADA AMERICANS WITH DISABILITIES ACT

A.S. ALASKA STATUTE

AL ALUMINUM

APPROX APPROXIMATE

ASTM AMERICAN SOCIETY FOR TESTING AND MATERIALS

AUTH AUTHORIZATION

AUX AUXILIARY

BOP BEGINNING OF PROJECT

CERT CERTIFICATION

CF CUBIC FOOT

CL or C CENTERLINE C

CONT CONTINUED

CMP CORRUGATED METAL PIPE

CPM CRITICAL PATH METHOD

CSP CORRUGATED STEEL PIPE

CY CUBIC YARD

D DIAMETER

DIP DUCTILE IRON PIPE

DOT&PF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DR DRIVE

E EASTING/EAST

EA EACH

ELEV ELEVATION

EOP END OF PROJECT

EX EXISTING

GA GAUGE

GAL GALLON

GPS GLOBAL POSITIONING SYSTEM

FT FOOT / FEET

HDPE HIGH DENSITY POLYETHYLENE

HMA HOT MIX ASPHALT

HP HORSEPOWER

I.A.W. IN ACCORDANCE WITH

INCH/" INCH

J-BOX JUNCTION BOX

L LENGTH OF CURVE

LB / LBS POUND / POUNDS

LF LINEAR FOOT

LN LANE

LT LEFT

LT/SUV LIGHT TRUCK/SPORT UTILITY VEHICLE

M&O MAINTENANCE AND OPERATIONS

MAX MAXIMUM

MIN MINIMUM

MISC MISCELLANEOUS

MMA METHYL METHACRYLATE

MPH MILES PER HOUR

N NORTHING/NORTH

NB NORTHBOUND

NCHRP NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

NIC NOT IN CONTRACT

NTS NOT TO SCALE

O.C. ON CENTER

O.D. OUTER DIAMETER

OFF OFFSET

PC POINT OF CURVATURE

PCHP PERFORATED CORRUGATED HDPE PIPE

PED PEDESTRIAN

PI POINT OF INTERSECTION

PL PLACE

PSI POUNDS PER SQUARE INCH

PT POINT OF TANGENCY

PVI POINT OF VERTICAL INTERSECTION

PVC POLYVINYL CHLORIDE

R RADIUS

RD ROAD

REQ'D REQUIRED

RMC RIGID METAL CONDUIT

ROW OR R/W RIGHT-OF-WAY

RT RIGHT

R&R REMOVE AND REPLACE

SCH SCHEDULE

SF SQUARE FOOT

SHLD SHOULDER

SPECS SPECIFICATIONS

SQ SQUARE

SSD SATURATED-SURFACE-DRY STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION

SSMH STORM SEWER MANHOLE

ST STREET

STA. STATION

SWPPP STORM WATER POLLUTION PREVENTION PLAN

SY SQUARE YARD

T TANGENT

TCE TEMPORARY CONSTRUCTION EASEMENT

TCP TEMPORARY CONSTRUCTION PERMIT

TERM TERMINAL

TRANS TRANSITION

TV TELEVISION

TYP TYPICAL

U.N.O. UNLESS NOTED OTHERWISE

UTV UNDERGROUND TELEVISION

W WEST

W.W.F. WELDED WIRE FABRIC



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

VICTORY ROAD PAVEMENT
PRESERVATION

INDEX, GENERAL NOTES
AND ABBREVIATIONS

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
3909 Arctic Blvd, Suite 400
ANCHORAGE, AK 99503
(907) 346-2373
CERT. OF AUTH. NO. AECL 1102

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	A2	A7

INDEX	
SHEET NO.	DESCRIPTION
A1	TITLE
A2	INDEX, GENERAL NOTES AND ABBREVIATIONS
A3	LEGEND
A4	VICTORY ROAD SHEET LAYOUT
A5-A7	SURVEY CONTROL SHEETS
B1	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1-D4	SUMMARY TABLES
E1-E8	DETAILS
F1-F3	PLAN VIEW & SIGNING
H1-H5	SIGNING & STRIPING DETAILS AND SUMMARIES
J1	TRAFFIC CONTROL

THE FOLLOWING CENTRAL REGION STANDARD
DETAILS APPLY TO THIS PROJECT:

CR-T-01.20

IN THE EVENT OF CONFLICT, CENTRAL REGION STANDARD DETAILS SUPERSEDE ALASKA STANDARD PLANS, STANDARD MODIFICATIONS, AND STANDARD SPECIFICATION. PLANS AND SPECIAL PROVISIONS SUPERSEDE CENTRAL REGION STANDARD DETAILS.

THE FOLLOWING ALASKA STANDARD PLANS
APPLY TO THIS PROJECT:

C-04.12
D-01.02, D-04.22, D-06.10
M-13.01, M-16.01, M-20.15
S-00.12, S-05.02, S-30.05

SPECIFICATION:

CONSTRUCT THE IMPROVEMENTS COVERED BY THESE PLANS IN ACCORDANCE WITH THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES 2020 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND THE PROJECT SPECIAL PROVISIONS.

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DRAWING LOCATION

ROADWAY

	EXISTING	PROPOSED
EDGE OF PAVEMENT		
LIMIT OF CUT SLOPE & FILL SLOPE		
GRAVEL EDGE		
SIDEWALK AND PATH/TRAIL		
CONCRETE CURB & GUTTER		
CONCRETE CURB CUT		
PARALLEL CURB RAMP		
PERPENDICULAR CURB RAMP		
UNIDIRECTIONAL CURB RAMP & MID-BLOCK CURB RAMP		
DETECTABLE WARNING TILE		
BRIDGE		
TUNNEL		
GUARDRAIL		
END & PARALLEL END SECTIONS		
HIGH TENSION CABLE GUARDRAIL		
REMOVAL OF PAVEMENT		
FENCE		
STONE FENCE		
NOISE BARRIER		
JERSEY BARRIER		
RETAINING WALL		
HEADWALL & WINGWALL		
BOTTOM OF DITCH		
SPECIAL DITCH		
FLAT BOTTOM DITCH		
BERM		
RIPRAP		
BOULDER OR BOULDERS		
PRIVATE SIGN, MAILBOX		
POST, BOLLARD		

TOPOGRAPHY

	EXISTING	
LAKE OR POND, WETLANDS		
TREE (CONIFER/DECIDUOUS)		
TREELINE (EDGE OF VEGETATION)		
PLANTER		
BUILDING OR FOUNDATION		

UTILITIES

	EXISTING	PROPOSED
STORM DRAIN		
STORM DRAIN MANHOLE, CLEANOUT		
CURB INLET CATCH BASIN		
FIELD INLET CATCH BASIN		
PIPE CULVERT WITH END SECTION		
SANITARY SEWER		
SANITARY SEWER MANHOLE, CLEANOUT		
SEPTIC VENT, SEWER SERVICE CONNECTION		
WATER		
FIRE HYDRANT, VALVE OR RISER		
WELL, WATER SERVICE CONNECTION		
NATURAL GAS		
OIL OR GASOLINE PIPELINE		
TANKS (ABOVE GROUND, UNDERGROUND)		
ELECTRIC		
UTILITY POLE, POLE WITH LUMINAIRE		
GUY POLE, GUY WIRE ANCHOR		
TRANSMISSION TOWER (WOOD, STEEL)		
ELECTRIC PEDESTAL, TRANSFORMER		
ELECTRIC MANHOLE, METER		
ELECTRIC OUTLET, LANDSCAPE LIGHT		
TELEPHONE		
TELEPHONE MANHOLE, PEDESTAL		
FIBER OPTIC		
FIBER OPTIC MANHOLE		
CABLE TV		
CABLE TV PEDESTAL, SATELLITE DISH		
UNDERGROUND DUCT, UTILIDOR (ELECTRIC, TELEPHONE, FIBER OPTIC)		
VENT		

TRAFFIC

	EXISTING	PROPOSED
LOAD CENTER		
STATE TRAFFIC, MOA TRAFFIC, & BEACON CONTROLLER		
ARROW INDICATES DOOR LOCATION		
TYPE 1A, II, III, IV JUNCTION BOX		
FIBER OPTIC VAULT		
ELECTROLIER		
HIGHTOWER		
SIGNAL POLE, WITH MASTARM		
PEDESTRIAN PUSH BUTTON & SIGNAL		
VEHICULAR SIGNAL		
VEHICULAR SIGNAL LEFT & RIGHT		
OPTICAL, CAMERA, RADAR, AND GPS DETECTOR		
LOOP DETECTOR		
COMMUNICATION ANTENNA		
MASTARM BEACON		
RURAL & SCHOOL ZONE BEACON		
LOOP DETECTOR CONDUIT		
SIGNAL CONDUIT		
LIGHTING CONDUIT		
SIGNAL & LIGHTING CONDUIT		
CONDUIT BORING		
CONDUIT SIZE IN INCHES		
INTERCONNECT		
SIGN POST		
DELINEATOR		

PAVEMENT MARKINGS

	PROPOSED
TRAFFIC PROJECT CENTERLINE	
8" & 4" WHITE SOLID STRIPE	
4" WHITE SKIP STRIPE 10' STRIPES AND 30' SPACES	
8" WHITE LANE GUIDE SKIP LANE CONTINUATION OR TURN SKIP 1" STRIPES AND 3' SPACES 8" & 4" YELLOW SOLID STRIPE	
4" YELLOW SKIP STRIPE 10' STRIPES AND 30' SPACES	
STRIPING CHANGE STATION INTERVAL	
2' CROSSWALK OR STOPBAR	
LADDER CROSSWALK LAYOUT 2' WIDE RUNGS WITH 2' SPACES ALIGNED TO AVOID TIRE PATHS	
TYPICAL PAINTED MEDIAN	

RIGHT-OF-WAY

	RECOVERED	SET THIS PROJECT
FEDERAL GOV'T SURVEY MONUMENT		
GOV'T CONTROL STATION		
PRIMARY MONUMENT (BRASS/AL CAP)		
MISC SECONDARY CORNER		
PRIMARY CENTERLINE MONUMENT		
SECONDARY CENTERLINE MONUMENT		
RANDOM CONTROL MONUMENT		
PRIMARY GPS CONTROL POINT		
HORIZONTAL CONTROL POINT		
SECONDARY CONTROL POINT		
VERTICAL BENCHMARK		
TEMPORARY BENCHMARK		
TOWNSHIP AND RANGE LINES		
SECTION LINE		
1/4 SECTION LINE		
1/16 SECTION LINE		
CORPORATE or CITY LIMITS		
EXISTING RIGHT-OF-WAY		
RIGHT-OF-WAY OR EASEMENT REQUIRED		
PROJECT RIGHT-OF-WAY LINE		
EXISTING RIGHT-OF-WAY EASEMENT		
EXISTING PROPERTY LINE		
CONTROLLED ACCESS LINE		
EXISTING UTILITY EASEMENT		
PROPOSED UTILITY EASEMENT		
EXISTING CENTERLINE		
RAILROAD CENTERLINE		
TEMPORARY CONSTRUCTION EASEMENT		
TEMPORARY CONSTRUCTION PERMIT		

STATE OF AL
3/17/25
PRE-PS&E
~11
PROFESSIONAL ENGINEER
PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
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ANCHORAGE, AK 99503
(907) 346-2373
CERT. OF AUTH. NO. AECL 1102

STATE OF ALASKA
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AND PUBLIC FACILITIES
VICTORY ROAD PAVEMENT
PRESERVATION

LEGEND

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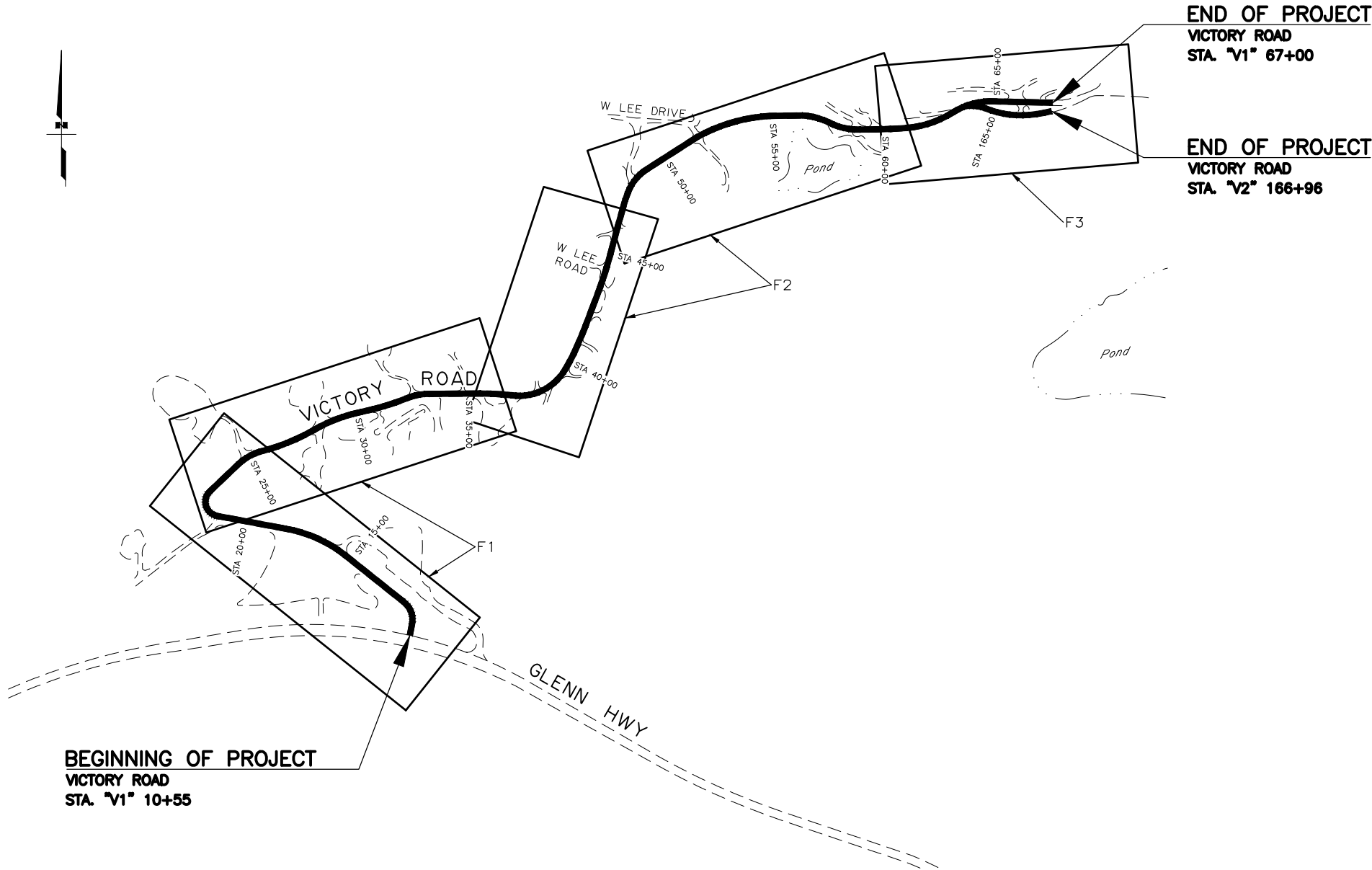
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			ALASKA	0001726/CFHWY00672	2025	A4	A7



STATE OF ALASKA
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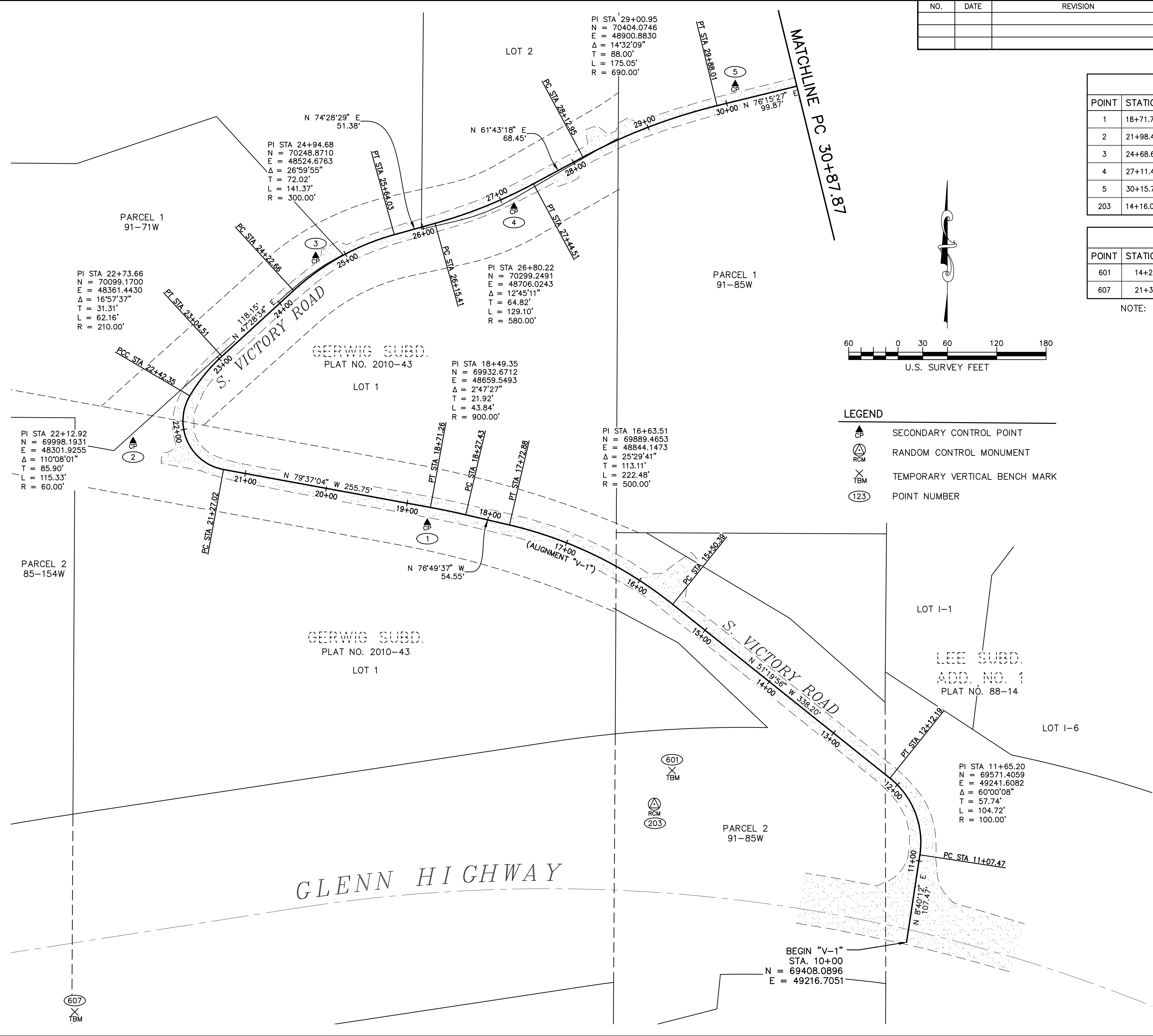
VICTORY ROAD
SHEET LAYOUT

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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	A5	A7

HORIZONTAL CONTROL — THIS SHEET						
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	18+71.71	18.90 Lt.	69918.1137	48634.1408	1598.21	Set Rbr/AC[11797-S]; CP 1
2	21+98.43	63.13 Lt.	70017.3436	48276.5399	1599.70	Set Rbr/AC[11797-S]; CP 2
3	24+68.66	16.67 Lt.	70242.4269	48498.4794	1619.31	Set Rbr/AC[11797-S]; CP 3
4	27+11.46	13.99 Rt.	70302.4572	48739.4887	1628.18	Set Rbr/AC[11797-S]; CP 4
5	30+15.70	20.22 Lt.	70451.2002	49008.4559	1662.54	Set Rbr/AC[11797-S]; CP 5
203	14+16.00	203.58 Lt.	69575.8687	48910.2028	1589.11	Fd AM[10393-S]; RCM MP 94.7

VERTICAL CONTROL — THIS SHEET						
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
601	14+25	158 Lt.	69617	48932	1595.71	Set RR Spike in 24" Spruce: TBM MP 94.7
607	21+32	683 Lt.	69323	48206	1548.06	Set Spike in 12" Cottonwood: TBM MP 94.55

NOTE: STATION AND OFFSET IN CONTROL TABLES ARE TO ALIGNMENT "V-1"

HORIZONTAL CONTROL STATEMENT

THIS PROJECT IS LOCATED ENTIRELY WITHIN THE "GLENN HIGHWAY: CASCADE TO EUREKA 2015" LOW DISTORTION PROJECTION (LDP), CREATED BY THE STATE OF ALASKA DOT&PF CENTRAL REGION SURVEY SECTION.

GLENN HIGHWAY: CASCADE TO EUREKA 2015 LDP DEFINITION:

LINEAR UNITS: U.S. SURVEY FEET

DATUM: NAD83

ELLIPSOID: GRS80

PROJECTION: LAMBERT CONFORMAL CONIC (SINGLE PARALLEL)

LATITUDE OF ORIGIN: 61°53'00" N

STANDARD PARALLEL: 61°53'00" N

CENTRAL MERIDIAN: 147°24'00" W

SCALE FACTOR: 1.0001 (EXACT)

FALSE NORTHING: 100,000.0'

FALSE EASTING: 150,000.0'

BASIS OF COORDINATES:

THE BASIS OF COORDINATES FOR THIS PROJECT IS THE AVERAGE OF THREE OPUS SOLUTIONS ON POINT NO. 203:

NAD83(2011)(EPOCH: 2010.0000) GEODETIC COORDINATES:

LATITUDE: 61°47'55.99541" NORTH

LONGITUDE: 147°59'02.90778" WEST

LDP GRID COORDINATES:

N = 69,575.8687 U.S. SURVEY FEET

E = 48,910.2028 U.S. SURVEY FEET

BASIS OF BEARINGS:

PROJECT BEARINGS ARE "GLENN HIGHWAY: EUREKA TO CASCADE 2015" GRID BEARINGS.

VERTICAL CONTROL STATEMENT

THE PROJECT VERTICAL DATUM IS NAVD88(GEOID12B). ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY (NGS) BENCHMARK "N 22" (PID: TT1819), HAVING AN NAVD88 ELEVATION OF 1850.53'. ALL ELEVATIONS SHOWN ARE BASED ON DIFFERENTIAL LEVEL LOOPS AND MEET OR EXCEED THIRD ORDER ACCURACY STANDARDS.

GENERAL NOTES

- FOR SURVEY NOTES, SEE PAGE 3.
- FOR ALIGNMENT "V-1" GEOMETRY TABLE, SEE PAGE 2.
- FOR ALIGNMENT "V-2" DETAIL AND GEOMETRY TABLE, SEE PAGE 3.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

VICTORY ROAD PAVEMENT
PRESERVATION

SURVEY CONTROL SHEET

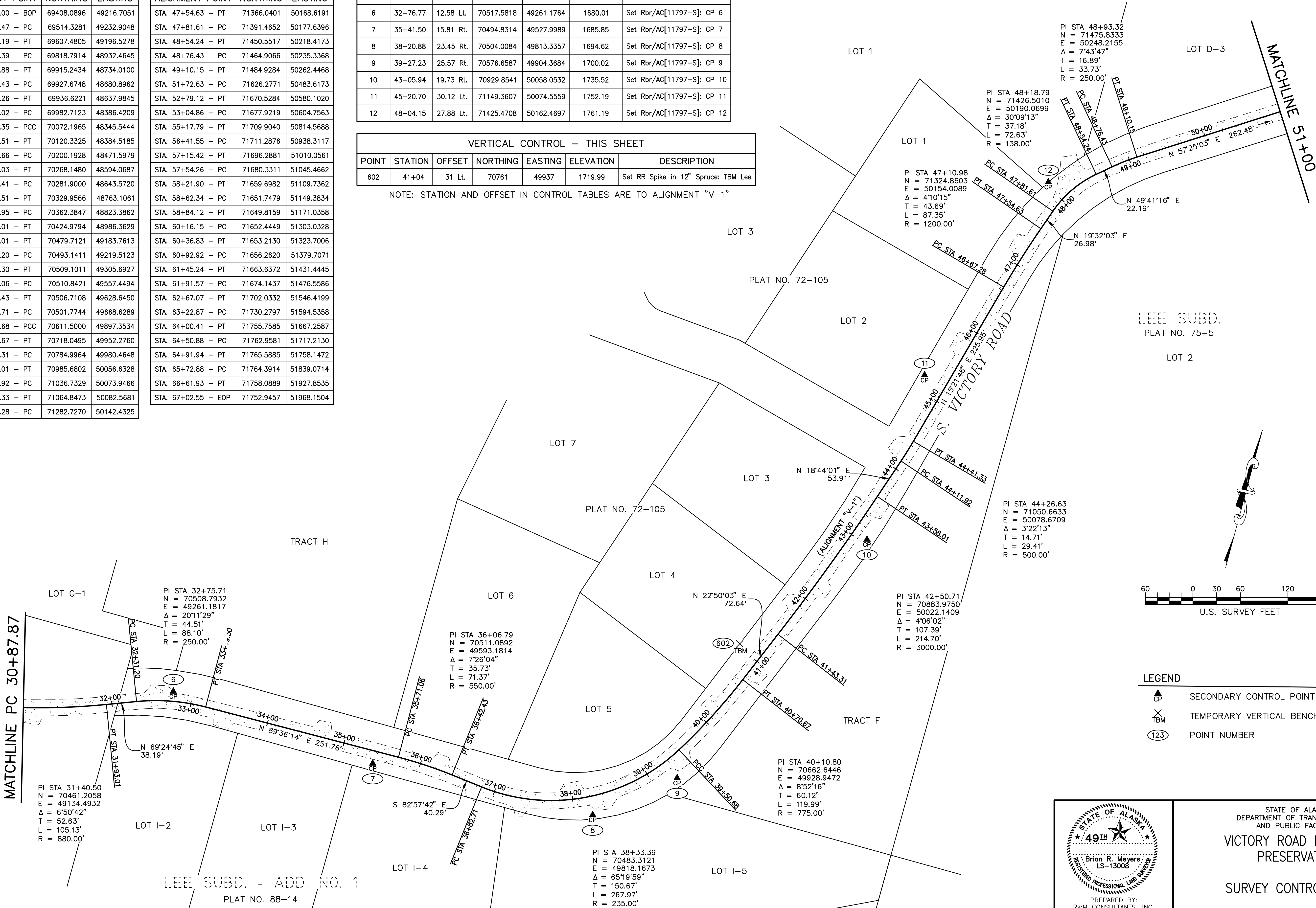
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ALIGNMENT "V1"			ALIGNMENT "V1"		
ALIGNMENT POINT	NORTHING	EASTING	ALIGNMENT POINT	NORTHING	EASTING
STA. 10+00.00 - BOP	69408.0896	49216.7051	STA. 47+54.63 - PT	71366.0401	50168.6191
STA. 11+07.47 - PC	69514.3281	49232.9048	STA. 47+81.61 - PC	71391.4652	50177.6396
STA. 12+12.19 - PT	69607.4805	49196.5278	STA. 48+54.24 - PT	71450.5517	50218.4173
STA. 15+50.39 - PC	69818.7914	48932.4645	STA. 48+76.43 - PC	71464.9066	50235.3368
STA. 17+72.88 - PT	69915.2434	48734.0100	STA. 49+10.15 - PT	71484.9284	50262.4468
STA. 18+27.43 - PC	69927.6748	48680.8962	STA. 51+72.63 - PC	71626.2771	50483.6173
STA. 18+71.26 - PT	69936.6221	48637.9845	STA. 52+79.12 - PT	71670.5284	50580.1020
STA. 21+27.02 - PC	69982.7123	48386.4209	STA. 53+04.86 - PC	71677.9219	50604.7563
STA. 22+42.35 - PCC	70072.1965	48345.5444	STA. 55+17.79 - PT	71709.9040	50814.5688
STA. 23+04.51 - PT	70120.3325	48384.5185	STA. 56+41.55 - PC	71711.2876	50938.3117
STA. 24+22.66 - PC	70200.1928	48471.5979	STA. 57+15.42 - PT	71696.2881	51010.0561
STA. 25+64.03 - PT	70268.1480	48594.0687	STA. 57+54.26 - PC	71680.3311	51045.4662
STA. 26+15.41 - PC	70281.9000	48643.5720	STA. 58+21.90 - PT	71659.6982	51109.7362
STA. 27+44.51 - PT	70329.9566	48763.1061	STA. 58+62.34 - PC	71651.7479	51149.3834
STA. 28+12.95 - PC	70362.3847	48823.3862	STA. 58+84.12 - PT	71649.8159	51171.0358
STA. 29+88.01 - PT	70424.9794	48986.3629	STA. 60+16.15 - PC	71652.4449	51303.0328
STA. 31+93.01 - PT	70479.7121	49183.7613	STA. 60+36.83 - PT	71653.2130	51323.7006
STA. 32+31.20 - PC	70493.1411	49219.5123	STA. 60+92.92 - PC	71656.2620	51379.7071
STA. 33+19.30 - PT	70509.1011	49305.6927	STA. 61+45.24 - PT	71663.6372	51431.4445
STA. 35+71.06 - PC	70510.8421	49557.4494	STA. 61+91.57 - PC	71674.1437	51476.5586
STA. 36+42.43 - PT	70506.7108	49628.6450	STA. 62+67.07 - PT	71702.0332	51546.4199
STA. 36+82.71 - PC	70501.7744	49668.6289	STA. 63+22.87 - PC	71730.2797	51594.5358
STA. 39+50.68 - PCC	70611.5000	49897.3534	STA. 64+00.41 - PT	71755.7585	51667.2587
STA. 40+70.67 - PT	70718.0495	49952.2760	STA. 64+50.88 - PC	71762.9581	51717.2130
STA. 41+43.31 - PC	70784.9964	49980.4648	STA. 64+91.94 - PT	71765.5885	51758.1472
STA. 43+58.01 - PT	70985.6802	50056.6328	STA. 65+72.88 - PC	71764.3914	51839.0714
STA. 44+11.92 - PC	71036.7329	50073.9466	STA. 66+61.93 - PT	71758.0889	51927.8535
STA. 44+41.33 - PT	71064.8473	50082.5681	STA. 67+02.55 - EOP	71752.9457	51968.1504
STA. 46+67.28 - PC	71282.7270	50142.4325			

HORIZONTAL CONTROL - THIS SHEET						
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
6	32+76.77	12.58 Lt.	70517.5818	49261.1764	1680.01	Set Rbr/AC[11797-S]: CP 6
7	35+41.50	15.81 Rt.	70494.8314	49527.9989	1685.85	Set Rbr/AC[11797-S]: CP 7
8	38+20.88	23.45 Rt.	70504.0084	49813.3357	1694.62	Set Rbr/AC[11797-S]: CP 8
9	39+27.23	25.57 Rt.	70576.6587	49904.3684	1700.02	Set Rbr/AC[11797-S]: CP 9
10	43+05.94	19.73 Rt.	70929.8541	50058.0532	1735.52	Set Rbr/AC[11797-S]: CP 10
11	45+20.70	30.12 Lt.	71149.3607	50074.5559	1752.19	Set Rbr/AC[11797-S]: CP 11
12	48+04.15	27.88 Lt.	71425.4708	50162.4697	1761.19	Set Rbr/AC[11797-S]: CP 12

VERTICAL CONTROL - THIS SHEET						
POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
602	41+04	31 Lt.	70761	49937	1719.99	Set RR Spike in 12" Spruce: TBM Lee

NOTE: STATION AND OFFSET IN CONTROL TABLES ARE TO ALIGNMENT "V-1"



STATE OF ALASKA

49TH

Brian R. Meyers

LS-13008

REGISTERED PROFESSIONAL LAND SURVEYOR

PREPARED BY:

R&M CONSULTANTS, INC.

9101 VANGUARD DRIVE

ANCHORAGE, AK 99507

(907) 522-1707

CERT. OF AUTHZ. AECC111

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION

AND PUBLIC FACILITIES

VICTORY ROAD PAVEMENT

PRESERVATION

SURVEY CONTROL SHEET

DESIGNED BY
CHECKED BY
DRAFTED BY

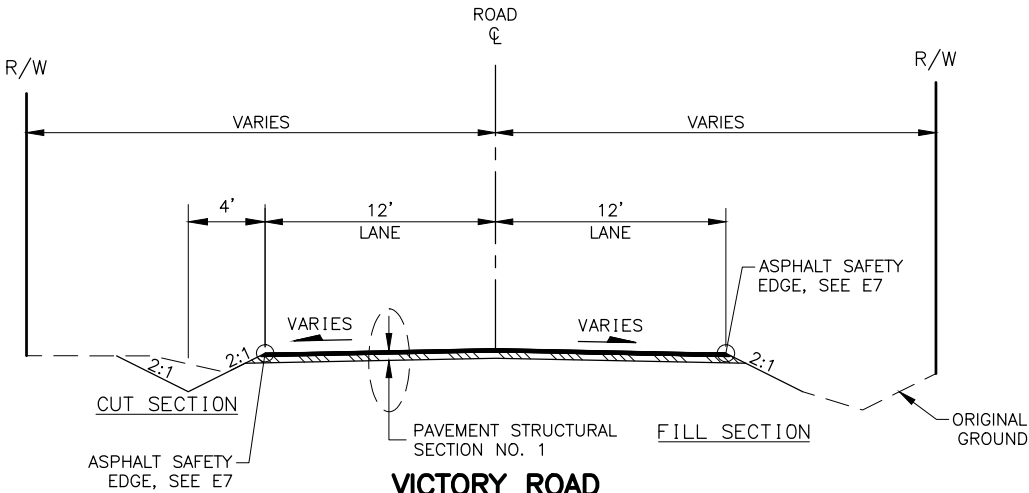
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DATE
3/17/2025

TIME
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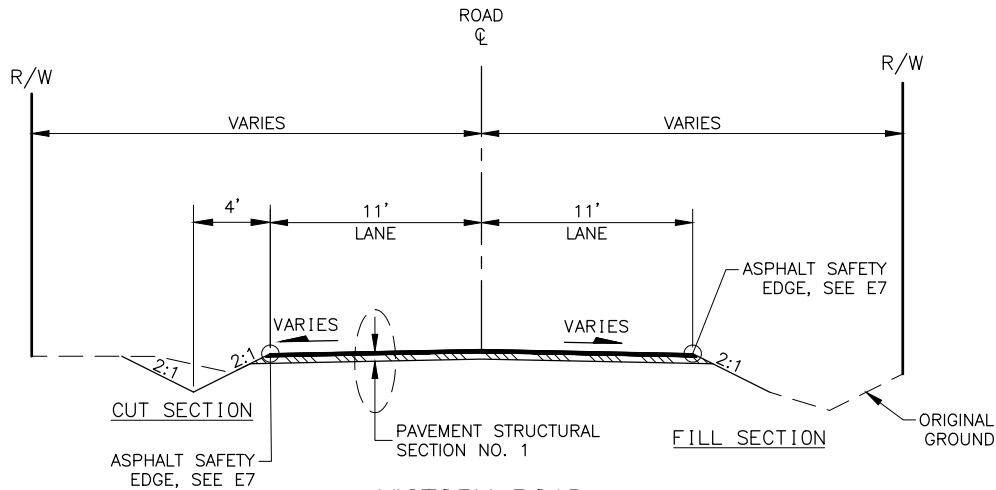
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Z:\PROJECTS\00572_GLENNHW66.5-92-VICTORYRD-PK DWGS-VR\C\SHEETS\00672_B1_TYP.DWG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	B1	B1



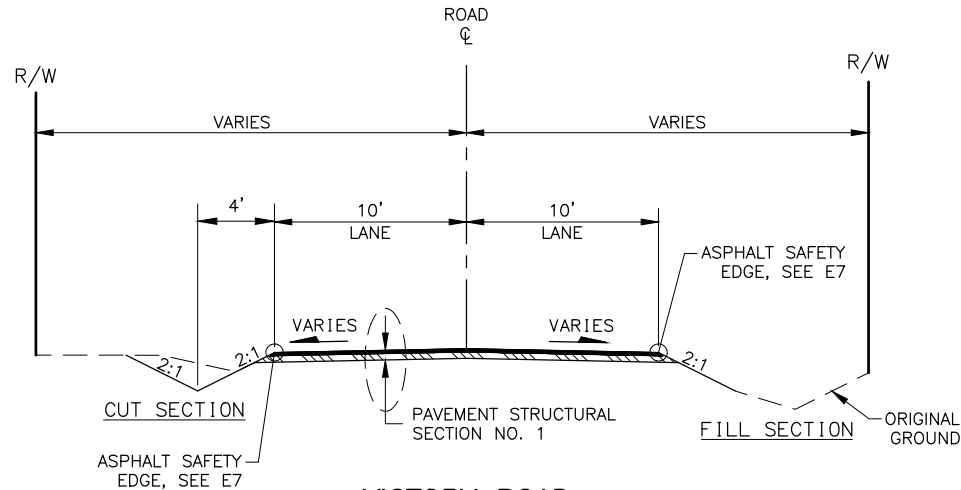
VICTORY ROAD

BOP TO STA. "V1" 20+30



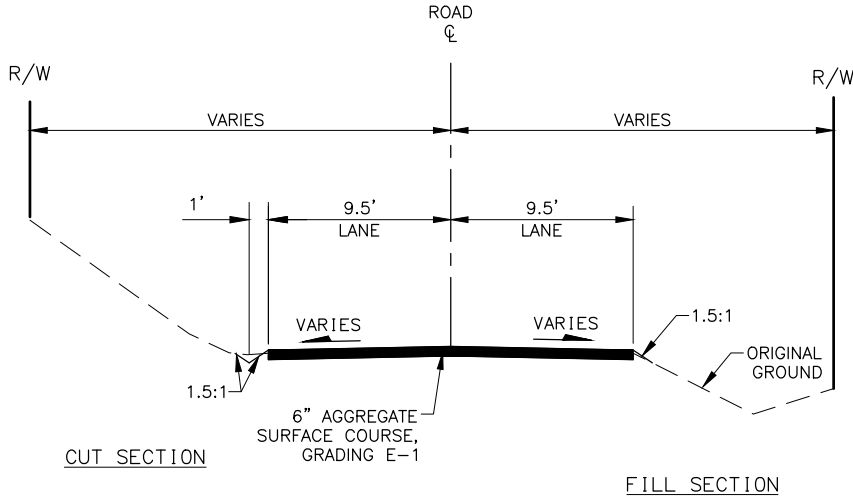
VICTORY ROAD

STA. "V1" 20+30 TO STA. "V1" 23+03



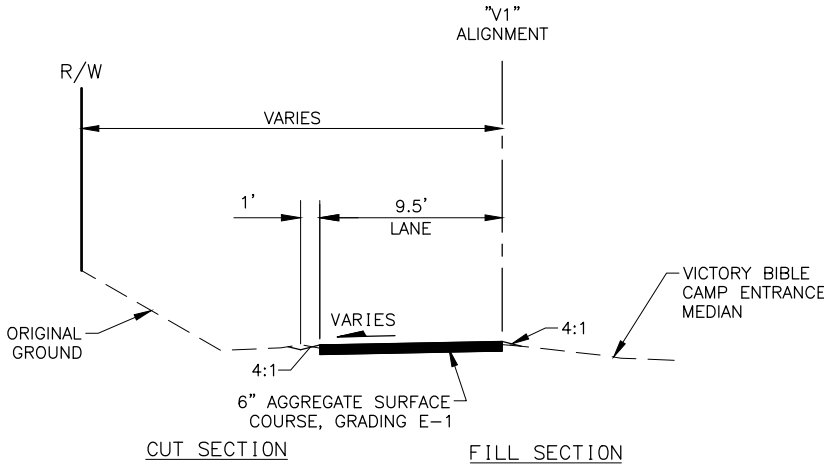
VICTORY ROAD

STA. "V1" 23+03 TO STA. "V1" 53+45



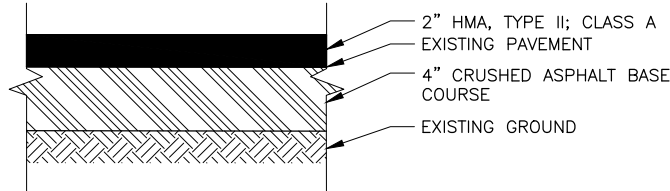
VICTORY ROAD

STA. "V1" 53+45 TO STA. "V1" 63+96



VICTORY ROAD

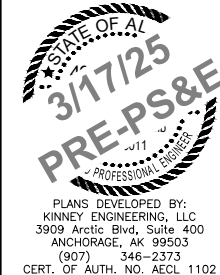
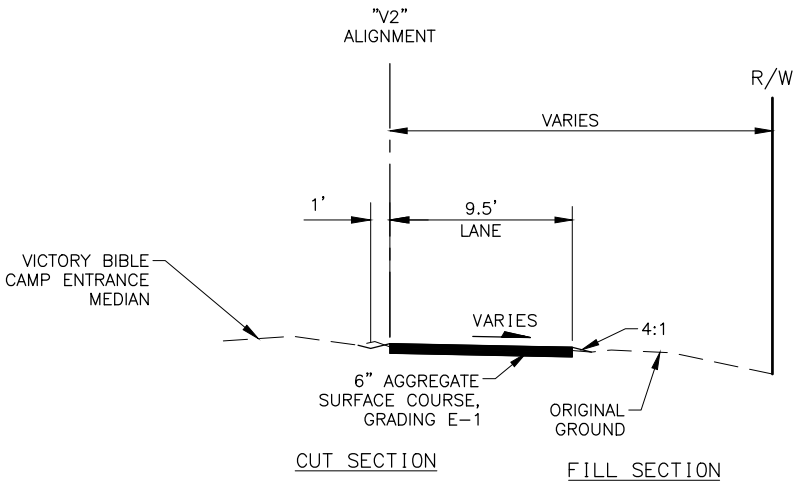
STA. "V1" 63+96 TO EOP (LEFT OF MEDIAN)
STA. "V2" 163+96 TO EOP (RIGHT OF MEDIAN)



PAVEMENT STRUCTURAL SECTION NO. 1

NOTES:

1. CONDUCT PRECONSTRUCTION SURVEY TO IDENTIFY EXISTING ROAD ELEVATION PRIOR TO DISTURBING ROADWAY TO CONSTRUCT TYPICAL SECTIONS AS SHOWN IN PLANS.
2. SHAPE CRUSHED ASPHALT BASE COURSE AT THE EDGE OF PAVEMENT TO ENSURE THERE IS NO DROPOFF AT THE PAVEMENT'S EDGE WITHIN 48 HOURS OF PLACING PAVEMENT.
3. WORK REQUIRED TO SHAPE AND COMPACT CRUSHED ASPHALT BASE COURSE IS SUBSIDIARY TO PAY ITEM 308.0001.0000.
4. ALL EXCESS CRUSHED ASPHALT BASE COURSE SHALL BE DELIVERED TO THE CASCADE M&O STATION.



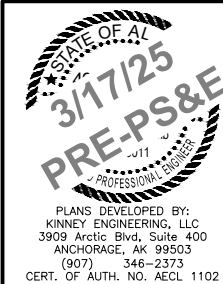
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
VICTORY ROAD PAVEMENT
PRESERVATION

TYPICAL SECTIONS

ESTIMATE OF QUANTITIES					
ITEM NO.	ITEM DESCRIPTION	PAY UNIT	REPLACEMENT QUANTITY	M&O QUANTITY	TOTAL QUANTITY
201.0003.0000	CLEARING AND GRUBBING	ACRE	1.5	0.3	1.8
202.0001.0000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
202.0002.0000	REMOVAL OF PAVEMENT	SQUARE YARD	869	0	869
202.0004.0000	REMOVAL OF CULVERT PIPE	LINEAR FOOT	847	0	847
203.0003.0000	UNCLASSIFIED EXCAVATION	CUBIC YARD	2,139	388	2,527
203.0006.000A	BORROW, TYPE A	TON	19	4	23
206.0001.0000	FILTER BLANKET	CUBIC YARD	51	0	51
301.0001.00D1	AGGREGATE BASE COURSE, GRADING D-1	TON	150	0	150
301.0003.00E1	AGGREGATE SURFACE COURSE, GRADING E-1	TON	0	829	829
308.0001.0000	CRUSHED ASPHALT BASE COURSE	SQUARE YARD	10,715	0	10,715
401.0001.002A	HMA, TYPE II; CLASS A	TON	1,098	0	1,098
401.0004.5240	ASPHALT BINDER, GRADE PG 52-40	TON	58	0	58
401.0015.0000	ASPHALT MATERIAL PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D	0	ALL REQ'D
401.0222.0000	COMBINED PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D	0	ALL REQ'D
501.2007.0002	HEADWALL, TYPE II	EACH	2	0	2
602.2001.0000	NIC ALUMINUM BOX CULVERT	NIC	LINEAR FOOT	38	NIC 38
603.0001.0018	CSP 18 INCH	LINEAR FOOT	832	0	832
603.0001.0024	CSP 24 INCH	LINEAR FOOT	38	0	38
603.0001.0036	CSP 36 INCH	LINEAR FOOT	34	0	34
603.0002.0083	83x57 INCH CSP ARCH	LINEAR FOOT	48	0	48
603.0003.0018	END SECTION FOR CSP 18 INCH	EACH	40	0	40
603.0003.0024	END SECTION FOR CSP 24 INCH	EACH	2	0	2
603.2017.0000	CULVERT CLEANING	LINEAR FOOT	80	0	80
611.0002.0003	RIPRAP, CLASS III	TON	365	0	365
615.0001.0000	STANDARD SIGN	SQUARE FOOT	100	0	100
615.0006.0000	SALVAGE SIGN	EACH	23	0	23
616.0002.0050	THAW PIPE 1/2 INCH DIAMETER	EACH	3	0	3
618.0002.0000	SEEDING	POUND	40	4	44
618.0003.0000	WATER FOR SEEDING	MGAL	26	3	29
620.0001.0000	TOPSOIL	SQUARE YARD	2,940	283	3,223
639.2000.0000	APPROACH	EACH	28	4	32
640.0001.0000	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
640.0004.0000	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
641.0001.0000	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
641.0005.0000	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE	CONTINGENT SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
641.0006.0000	WITHHOLDING	CONTINGENT SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
641.0007.0000	SWPPP MANAGER	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
642.0001.0000	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
642.0003.0000	THREE PERSON SURVEY PARTY	HOURL	80	20	100
643.0002.0000	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
643.0003.0000	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
643.0023.0000	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
643.0025.0000	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
643.0032.0000	FLAGGING	CONTINGENT SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D

ESTIMATE OF QUANTITIES					
ITEM NO.	ITEM DESCRIPTION	PAY UNIT	REPLACEMENT QUANTITY	M&O QUANTITY	TOTAL QUANTITY
644.0001.0000	FIELD OFFICE	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
644.2004.0000	ENGINEERING COMMUNICATIONS	CONTINGENT SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
644.2007.0000	VEHICLE (LT/SUV)	EACH	2	0	2
645.0001.0000	TRAINING PROGRAM, 2 TRAINEES/APPRENTICES	LABOR HOUR	750	250	1,000
646.0001.0000	CPM SCHEDULING	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
646.2000.0000	SCHEDULE PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
670.0001.0000	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQ'D	ALL REQ'D	ALL REQ'D
690.2001.0000	WATERWAY BED FILL	LINEAR FOOT	160	0	160
690.2003.0000	WATERWAY BANK REVEGETATION AND PROTECTION	LINEAR FOOT	160	0	160

TABLE OF ESTIMATING FACTORS		
ITEM NO.	ITEM DESCRIPTION	UNIT
203.0006.000A	BORROW, TYPE A	144 LB./CF
301.0001.00D1	AGGREGATE BASE COURSE, GRADING D-1	144 LB./CF
301.0003.00E1	AGGREGATE SURFACE COURSE, GRADING E-1	144 LB./CF
401.001.002A	HMA, TYPE II; CLASS A	151 LB./CF
401.0004.5240	ASPHALT BINDER, GRADE PG 52-40	5.3% OF TOTAL WEIGHT OF 401.0001.002A
611.0002.0001	RIPRAP, CLASS I	108 LB./CF
618.0003.0000	WATER FOR SEEDING	1.0 GAL./S.F



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

VICTORY ROAD PAVEMENT
PRESERVATION

ESTIMATE OF QUANTITIES

DESIGNED BY
CHECKED BY
DRAFTED BY

SCALE

DATE
TIME
3/17/2025 11:43 AM

DRAWING LOCATION
Z:\PROJECTS\00572_GLENNHW66.5-92-VICTORYRD-PW.DWGS-VR\C\SHEETS\00672_D_SUM.DWG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	D0	D4

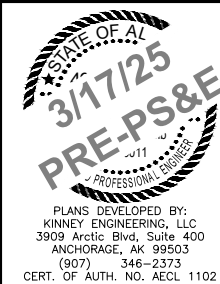
FOR REVIEW ONLY.

EARTHWORK SUMMARY								
SHEET	STATION		ESTIMATED EXCAVATION			ESTIMATED EMBANKMENT		REMARKS
			WASTE	UNCLASSIFIED EXCAVATION (USABLE)	UNCLASSIFIED EXCAVATION (TOTAL)	BORROW, TYPE A	TOTAL EMBANKMENT	
	FROM	TO	(CY)	(CY)	(CY)	(CY)	(CY)	
F1	"V1" 10+55	"V1" 18+75	452	45	407	1.7	1.7	REPLACEMENT SECTION
F1	"V1" 18+75	"V1" 19+00	12	1	10	0.02	0.02	CULVERT REPLACEMENT
F1	"V1" 19+00	"V1" 25+00	251	25	226	0.15	0.15	REPLACEMENT SECTION
F1	"V1" 25+00	NIC "V1" 25+25	5	1	NIC 5	0.01	0.01	NIC CULVERT REPLACEMENT
F1	"V1" 25+25	"V1" 25+65	22	2	20	0.01	0.01	REPLACEMENT SECTION
F1	"V1" 25+65	"V1" 25+90	9	1	8	0.03	0.03	CULVERT REPLACEMENT
F1-F2	"V1" 25+90	"V1" 52+90	1,180	118	1,062	6.8	6.8	REPLACEMENT SECTION
F2	"V1" 52+90	"V1" 53+20	13	1	11	0.01	0.01	CULVERT REPLACEMENT
F2	"V1" 53+20	"V1" 53+45	9	1	8	0.00	0.00	REPLACEMENT SECTION
F2	"V1" 53+45	"V1" 66+50	344	34	309	1.69	1.69	M&O SECTION
		SUBTOTAL (CY)	2,291	229	2,062	10	10	
		ITEM NUMBER	203.0003.0000	-	-	203.0006.000A	-	
		TOTAL PAY ITEM QUANTITY (CY)	2,291			10		
		TOTAL PAY ITEM QUANTITY+ 10% (CY)	2,520	-	-	12	-	
		ESTIMATING FACTOR	-	-	-	144 LB./CF	-	
		TOTAL PAY ITEM QUANTITY (TONS)	-	-	-	23		

NOTES:

1. WASTE = #.## X UNCLASSIFIED EXCAVATION
2. UNCLASSIFIED EXCAVATION (USABLE) = UNCLASSIFIED EXCAVATION - WASTE
3. TOTAL EMBANKMENT = BORROW, TYPE A

THIS SHEET WILL BE REMOVED FOR ADVERTISEMENT UNLESS THE CONSTRUCTION PROJECT MANAGER REQUIRES IT. IF IT'S REQUIRED, THE SHEET NUMBER WILL BECOME D1.



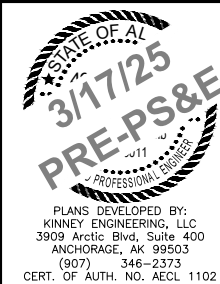
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
VICTORY ROAD PAVEMENT
PRESERVATION

SUMMARY TABLES

CLEARING AND GRUBBING - 201.0003.0000						
SHEET	STATION		OFFSET	REPLACEMENT QTY (ACRE)	M&O QTY (ACRE)	REMARKS
	FROM	TO				
F1	"V1" 10+55	"V1" 15+49	RT	0.11	0	
F1	"V1" 10+63	"V1" 21+63	LT	0.19	0	
F1	"V1" 15+82	"V1" 27+87	RT	0.24	0	
F1	"V1" 21+83	"V1" 24+77	LT	0.05	0	
F1	"V1" 24+98	"V1" 28+29	LT	0.07	0	
F1	"V1" 28+12	"V1" 30+83	RT	0.06	0	
F1	"V1" 28+44	"V1" 32+49	LT	0.06	0	
F1	"V1" 31+05	"V1" 33+32	RT	0.04	0	
F1	"V1" 32+68	"V1" 34+62	LT	0.04	0	
F1	"V1" 33+51	"V1" 33+94	RT	0.00	0	
F1-F2	"V1" 34+76	"V1" 36+15	LT	0.03	0	
F1-F2	"V1" 35+42	"V1" 36+85	RT	0.02	0	
F2	"V1" 36+30	"V1" 37+89	LT	0.03	0	
F2	"V1" 37+10	"V1" 37+27	RT	0.00	0	
F2	"V1" 37+41	"V1" 38+22	RT	0.02	0	
F2	"V1" 38+10	"V1" 40+11	LT	0.03	0	
F2	"V1" 38+41	"V1" 39+33	RT	0.02	0	
F2	"V1" 39+52	"V1" 40+77	RT	0.02	0	
F2	"V1" 40+26	"V1" 41+79	LT	0.02	0	
F2	"V1" 40+93	"V1" 42+14	RT	0.02	0	
F2	"V1" 41+91	"V1" 44+14	LT	0.04	0	
F2	"V1" 42+30	"V1" 43+35	RT	0.02	0	
F2	"V1" 43+55	"V1" 46+12	RT	0.04	0	
F2	"V1" 44+35	"V1" 45+65	LT	0.02	0	
F2	"V1" 45+88	"V1" 47+13	LT	0.02	0	
F2	"V1" 46+26	"V1" 51+48	RT	0.09	0	
F2	"V1" 47+32	"V1" 48+16	LT	0.02	0	
F2	"V1" 48+45	"V1" 51+47	LT	0.06	0	
F2	"V1" 51+73	"V1" 52+09	LT	0.01	0	
F2	"V1" 51+74	"V1" 53+45	RT	0.03	0	
F2	"V1" 52+37	"V1" 53+45	LT	0.02	0.00	
F2	"V1" 53+45	"V1" 57+32	RT	0	0.03	
F2	"V1" 53+45	"V1" 58+68	LT	0	0.05	
F2	"V1" 59+05	"V1" 59+40	LT	0	0.01	
F2-F3	"V1" 59+85	"V1" 62+83	LT	0	0.04	
F2-F3	"V1" 58+60	"V1" 66+53	RT	0	0.07	
F3	"V1" 62+95	"V1" 65+64	LT	0	0.02	
F3	"V1" 64+27	"V1" 66+50	RT	0	0.05	
			TOTAL :	1.5	0.3	

REMOVAL OF STRUCTURES AND OBSTRUCTIONS - 201.0001.0000						
SHEET	STATION		OFFSET	REPLACEMENT QTY (VARIES)	M&O QTY (VARIES)	REMARKS
	FROM	TO				
F1	"V1" 25+82	"V1" 27+10	20.0' LT	126 LF	0	REMOVE THAW PIPE
			TOTAL :	126 LF	0	

REMOVAL OF PAVEMENT - 202.0002.0000							
SHEET	STATION		OFFSET	AREA (SF)	REPLACEMENT QTY (SY)	M&O QTY (SY)	REMARKS
	FROM	TO					
F1	"V1" 15+41	"V1" 15+94	RT	526	58	0	
F1	"V1" 21+49	"V1" 21+86	LT	186	21	0	
F1	"V1" 24+70	"V1" 25+06	LT	263	29	0	
F1	"V1" 27+64	"V1" 28+02	RT	268	30	0	
F1	"V1" 28+23	"V1" 28+50	LT	309	34	0	
F1	"V1" 28+61	"V1" 28+89	LT	169	19	0	
F1	"V1" 30+81	"V1" 31+11	RT	249	28	0	
F1	"V1" 32+40	"V1" 32+76	LT	265	29	0	
F1	"V1" 33+31	"V1" 33+58	RT	196	22	0	
F1	"V1" 34+54	"V1" 34+80	LT	199	22	0	
F2	"V1" 36+08	"V1" 36+36	LT	200	22	0	
F2	"V1" 36+63	"V1" 36+90	RT	188	21	0	
F2	"V1" 37+25	"V1" 37+45	RT	150	17	0	
F2	"V1" 37+80	"V1" 38+15	LT	277	31	0	
F2	"V1" 38+19	"V1" 38+54	RT	257	29	0	
F2	"V1" 39+26	"V1" 39+57	RT	282	31	0	
F2	"V1" 40+02	"V1" 40+33	LT	197	22	0	
F2	"V1" 40+74	"V1" 40+98	RT	196	22	0	
F2	"V1" 41+75	"V1" 41+95	LT	169	19	0	
F2	"V1" 42+10	"V1" 42+35	RT	171	19	0	
F2	"V1" 43+31	"V1" 43+61	RT	206	23	0	
F2	"V1" 44+08	"V1" 44+42	LT	282	31	0	
F2	"V1" 45+61	"V1" 45+90	LT	263	29	0	
F2	"V1" 46+07	"V1" 46+32	RT	184	20	0	
F2	"V1" 47+07	"V1" 47+36	LT	249	28	0	
F2	"V1" 47+93	"V1" 48+48	LT	450	50	0	
F2	"V1" 51+28	"V1" 51+84	RT	500	56	0	
F2	"V1" 51+42	"V1" 51+83	LT	529	59	0	
F2	"V1" 51+99	"V1" 52+55	LT	441	49	0	
				TOTAL :	869		



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
VICTORY ROAD PAVEMENT
PRESERVATION

SUMMARY TABLES

DRAWING LOCATION	DATE	DESIGNED BY
Z:\PROJECTS\00572_GLENNHWY66.5-92-VICTORYRD-PW\DWGS-VR\C\ SHEETS\00672_D_SUM.DWG	3/17/2025 11:43 AM	CHECKED BY
		DRAFTED BY
		SCALE

CRUSHED ASPHALT BASE COURSE - 308.0001.0000								
SHEET	STATION		LENGTH (LF)	WIDTH (LF)	AREA (SF)	REPLACEMENT QTY (SY)	M&O QTY (SY)	REMARKS
	FROM	TO						
F1-F2	"V1" 10+55	"V1" 53+45	4,285	23	96,435	10,715	0	
					TOTAL	10,715	0	



PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
3909 Arctic Blvd., Suite 400
ANCHORAGE, AK 99503
(907) 346-2373
CERT. OF AUTH. NO. AECL 1102

SUMMARY TABLES

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	D3	D4

CSP 18 INCH – 603.0001.0018										
SHEET	PIPE	FROM			TO			SLOPE (%)	QUANTITY (LF)	REMARKS
		STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION			
F1	P1-4	"V1" 28+88	14.0' RT	1644.6'	"V1" 28+83	18.4' RT	1634.6'	124	0	DRIVEWAY CULVERT
F1	P1-5	"V1" 28+86	20.2' LT	1645.1'	"V1" 28+22	20.6' LT	1636.3'	67	0	DRIVEWAY CULVERT
F1	P1-6	"V1" 31+16	17.0' RT	1664.4'	"V1" 30+78	16.6' RT	1662.3'	39	0	DRIVEWAY CULVERT
F1	P1-7	"V1" 32+76	18.3' LT	1678.1'	"V1" 32+40	16.4' LT	1675.9'	38	0	DRIVEWAY CULVERT
F1	P1-8	"V1" 34+80	18.8' LT	1682.1'	"V1" 34+54	18.2' LT	1681.0'	26	0	DRIVEWAY CULVERT
F2	P2-1	"V1" 36+38	15.4' LT	1690.4'	"V1" 36+08	16.6' LT	1688.6'	30	0	DRIVEWAY CULVERT
F2	P2-2	"V1" 38+15	18.2' LT	1693.2'	"V1" 37+82	17.7' LT	1692.5'	30	0	DRIVEWAY CULVERT
F2	P2-3	"V1" 38+49	20.1' RT	1695.0'	"V1" 38+19	18.2' RT	1693.5'	32	0	DRIVEWAY CULVERT
F2	P2-4	"V1" 39+56	18.5' RT	1700.6'	"V1" 39+28	17.8' RT	1699.1'	30	0	DRIVEWAY CULVERT
F2	P2-5	"V1" 40+33	17.0' LT	1706.3'	"V1" 40+02	16.6' LT	1703.6'	30	0	DRIVEWAY CULVERT
F2	P2-6	"V1" 41+00	16.8' RT	1713.9'	"V1" 40+71	15.9' RT	1711.7'	29	0	DRIVEWAY CULVERT
F2	P2-7	"V1" 42+02	14.0' LT	1724.0'	"V1" 41+71	14.5' LT	1722.1'	31	0	DRIVEWAY CULVERT
F2	P2-8	"V1" 42+36	14.8' RT	1727.0'	"V1" 42+07	15.5' RT	1724.9'	29	0	DRIVEWAY CULVERT
F2	P2-9	"V1" 43+60	16.0' RT	1736.9'	"V1" 43+30	15.7' RT	1734.5'	30	0	DRIVEWAY CULVERT
F2	P2-10	"V1" 44+42	15.1' LT	1744.0'	"V1" 44+01	15.7' LT	1741.4'	40	0	W LEE CIR
F2	P2-11	"V1" 44+92	16.1' LT	1749.0'	"V1" 45+60	15.9' LT	1748.5'	32	0	DRIVEWAY CULVERT
F2	P2-12	"V1" 47+38	14.1' LT	1753.2'	"V1" 47+06	15.1' LT	1752.3'	32	0	DRIVEWAY CULVERT
F2	P2-13	"V1" 51+87	12.6' RT	1744.4'	"V1" 51+27	15.4' RT	1742.2'	59	0	DRIVEWAY CULVERT
F2	P2-14	"V1" 51+42	16.3' LT	1744.6'	"V1" 51+84	15.5' LT	1743.3'	42	0	W LEE DR
F2	P2-15	"V1" 52+01	15.1' LT	1742.4'	"V1" 52+59	17.8' LT	1741.6'	61	0	DRIVEWAY CULVERT
							TOTAL	832	0	

CSP 24 INCH – 603.0001.0024										
SHEET	PIPE	FROM			TO			SLOPE (%)	QUANTITY (LF)	REMARKS
		STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION			
F2	P2-16	"V1" 52+95	15.4' LT	1443.42	"V1" 53+14	17.8' RT	1741.6	38	0	
							TOTAL	38	0	

CSP 36 INCH – 603.0001.0036										
SHEET	PIPE	FROM			TO			SLOPE (%)	QUANTITY (LF)	REMARKS
		STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION			
F1	P1-3	"V1" 25+80	13.4' LT	1621.3	"V1" 25+75	19.6' RT	1617.6	34	0	
							TOTAL	34	0	

83"X57" INCH CSP ARCH – 603.0001.0083										
SHEET	PIPE	FROM			TO			SLOPE (%)	QUANTITY (LF)	REMARKS
		STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION			
F1	P1-1	"V1" 18+89	20.0' RT	1612.0	"V1" 18+88	28.1' LT	1616.0	48	0	SEE SHEET E1
							TOTAL	48	0	



STATE OF ALASKA
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VICTORY ROAD PAVEMENT
PRESERVATION

SUMMARY TABLES

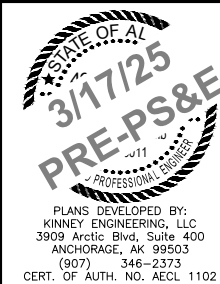
END SECTION FOR CSP 18 INCH – 603.0003.0018						
SHEET	PIPE	STATION	OFFSET	REPLACEMENT QTY (EA)	M&O QTY (EA)	REMARKS
F1	P1-4	"V1" 28+88	14.0' RT	2	0	
F1	P1-5	"V1" 28+86	20.2' LT	2	0	
F1	P1-6	"V1" 31+16	17.0' RT	2	0	
F1	P1-7	"V1" 32+76	18.3' LT	2	0	
F1	P1-8	"V1" 34+80	18.8' LT	2	0	
F2	P2-1	"V1" 36+38	15.4' LT	2	0	
F2	P2-2	"V1" 38+15	18.2' LT	2	0	
F2	P2-3	"V1" 38+49	20.1' RT	2	0	
F2	P2-4	"V1" 39+56	18.5' RT	2	0	
F2	P2-5	"V1" 40+33	17.0' LT	2	0	
F2	P2-6	"V1" 41+00	16.8' RT	2	0	
F2	P2-7	"V1" 42+02	14.0' LT	2	0	
F2	P2-8	"V1" 42+36	14.8' RT	2	0	
F2	P2-9	"V1" 43+60	16.0' RT	2	0	
F2	P2-10	"V1" 44+42	15.1' LT	2	0	
F2	P2-11	"V1" 44+92	16.1' LT	2	0	
F2	P2-12	"V1" 47+38	14.1' LT	2	0	
F2	P2-13	"V1" 51+87	12.6' RT	2	0	
F2	P2-14	"V1" 51+82	17.1' LT	2	0	
F2	P2-15	"V1" 52+59	20.6' LT	2	0	
			TOTAL	40		

END SECTION FOR CSP 24 INCH – 603.0003.0024						
SHEET	PIPE	STATION	OFFSET	REPLACEMENT QTY (EA)	M&O QTY (EA)	REMARKS
F2	P2-16	"V1" 53+13	16.3' RT	2	0	
			TOTAL	2	0	

CULVERT CLEANING – 603.2017.0000						
SHEET	FROM		SIZE (IN)	REPLACEMENT QTY (LF)	M&O QTY (LF)	REMARKS
	STATION	OFFSET				
F1	"V1" 10+85	CL	24	80	0	CLEAN AND GRADE
			TOTAL	80	0	

RIPRAP CLASS III, 611.0002.0003						
SHEET	STATION	OFFSET	LENGTH OF INSTALLATION (FT)	REPLACEMENT QTY (TON)	M&O QTY (TON)	REMARKS
F1	"V1" 18+88	RT	24	191	0	
F1	"V1" 18+88	LT	22	175	0	
F1-NIC	"V1" 25+13	LT	NIC 28	178	0	NIC
F1-NIC	"V1" 25+13	RT	NIC 29	241	0	NIC
			TOTAL	365	0	

APPROACH SUMMARY – 639.2000.0000										
SHEET	STATION	OFFSET	SKEW ANGLE	TYPE			RADIUS (LF)	WIDTH (LF)	LENGTH (FT)	REMARKS
				PUB	RES	COM.				
F1	"V1" 15+67	RT	84°		X		20	33	13	
F1	"V1" 21+74	LT	37°		X		20	27	7	
F1	"V1" 24+87	LT	93°		X		20	23	8	
F1	"V1" 27+99	RT	90°		X		20	24	12	
F1	"V1" 28+36	LT	93°		X		20	16	15	
F1	"V1" 30+96	RT	80°		X		20	24	10	
F1	"V1" 32+59	LT	87°		X		20	20	10	
F1	"V1" 33+43	RT	90°		X		20	19	11	
F1	"V1" 34+27	RT	90°			X	20	150	10	
F1	"V1" 34+69	LT	89°		X		20	15	11	
F2	"V1" 36+22	LT	103°		X		20	16	10	
F2	"V1" 36+99	RT	102°		X		10	35	4	
F2	"V1" 37+99	LT	105°		X		20	19	11	
F2	"V1" 38+32	RT	53°		X		10/20	20	12	
F2	"V1" 39+42	RT	106°		X		20/10	21	11	
F2	"V1" 40+18	LT	79°		X		20	15	10	
F2	"V1" 40+87	RT	83°		X		10	16	11	
F2	"V1" 41+86	LT	91°		X		20	12	12	
F2	"V1" 42+22	RT	91°		X		10	16	9	
F2	"V1" 43+45	RT	90°		X		10	19	9	
F2	"V1" 44+25	LT	79°	X			20	18	12	W LEE CIR
F2	"V1" 45+76	LT	66°		X		10	22	11	
F2	"V1" 46+18	RT	93°		X		10	12	11	
F2	"V1" 47+23	LT	92°		X		20	20	11	
F2	"V1" 48+37	LT	133°		X		20/10	36	10	
F2	"V1" 51+61	LT	90°	X			20/18	23	16	W LEE DR
F2	"V1" 51+61	RT	96°		X		20	40	10	
F2	"V1" 52+23	LT	90°		X		18/20	33	10	
F2	"V1" 58+40	RT	164°		X		10	24	2	
F2	"V1" 58+76	LT	43°		X		10	36	4	
F2	"V1" 59+50	LT	40°		X		10	55	3	
F3	"V1" 62+85	LT	31°		X		2/10	16	2	
			REPLACEMENT TOTAL	2	25	1	EACH			
			M&O TOTAL	0	4	0	EACH			



STATE OF ALASKA
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VICTORY ROAD PAVEMENT
PRESERVATION

SUMMARY TABLES

DESIGNED BY
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1" = 1'

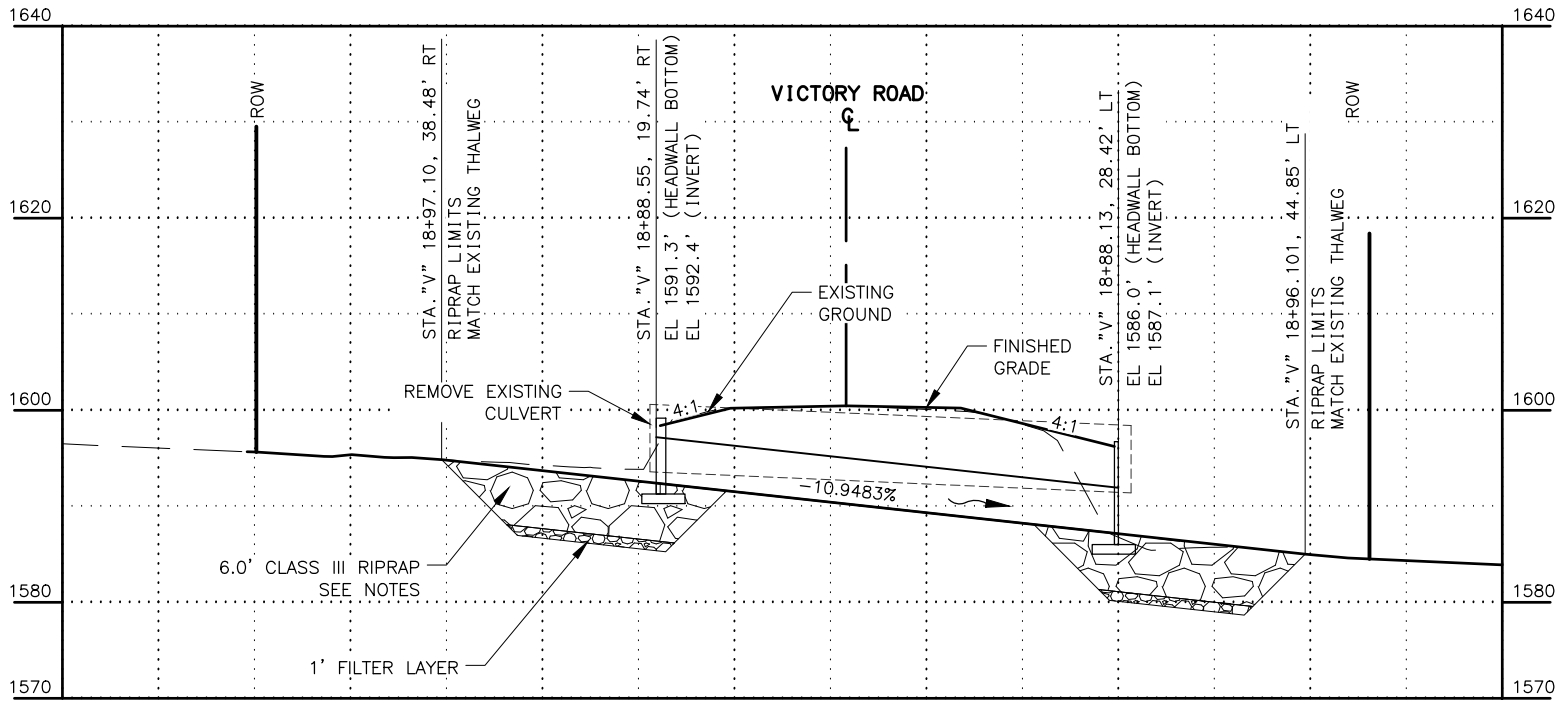
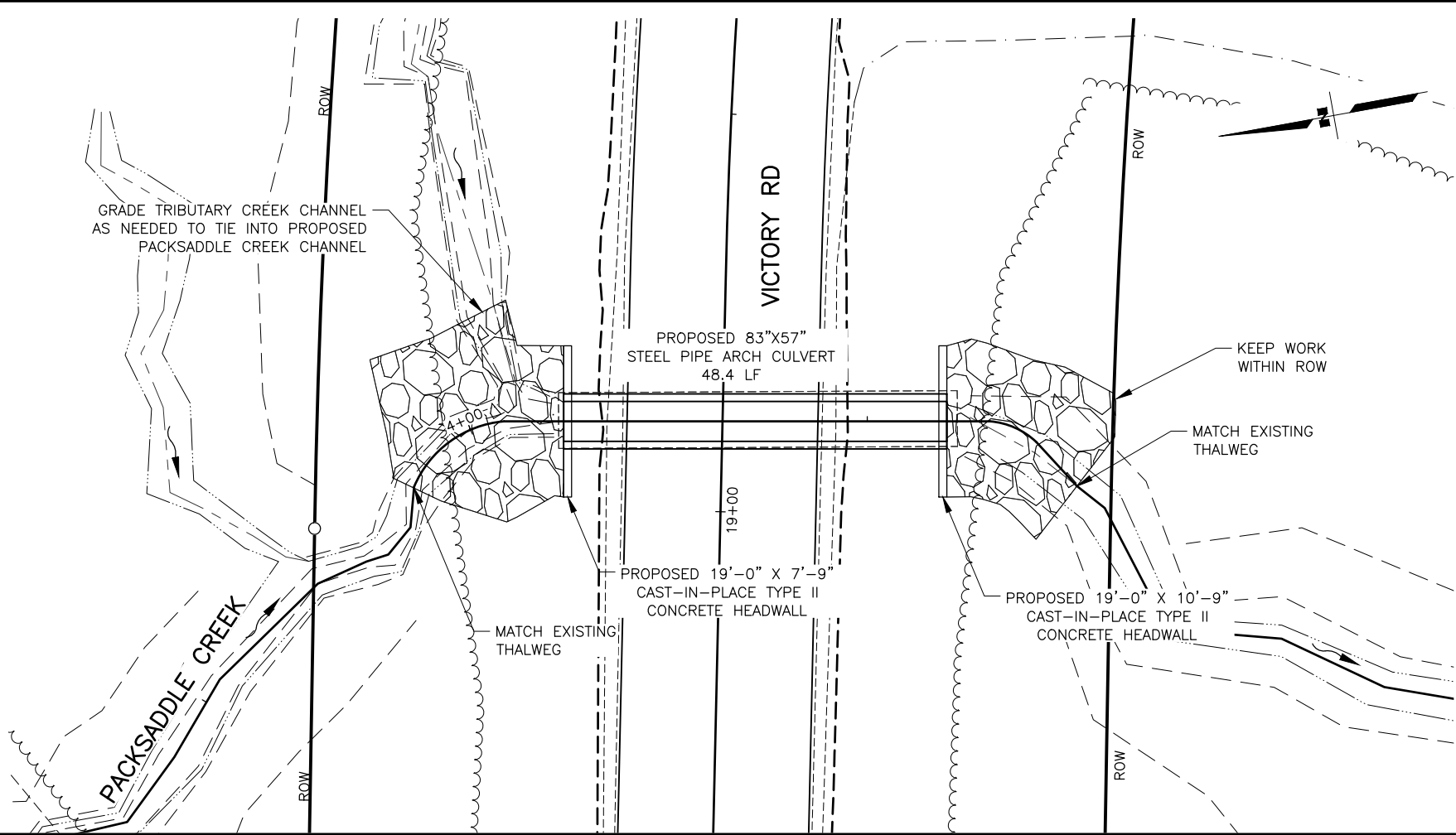
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	E1	E8

HYDRAULIC AND HYDROLOGIC SUMMARY			
DRAINAGE AREA = 2.92 SQUARE MILES			
EXCEEDANCE PROBABILITY	10%	1%	REGULATORY FLOOD
RETURN PERIOD	10 YEAR (Q ₁₀)	100 YEAR (Q ₁₀₀)	N/A
DESIGN DISCHARGE	110.0 CFS	223.7 CFS	N/A
DESIGN HIGH WATER ELEVATION	1594.4 FEET	1597.7 FEET	N/A
ANTICIPATED ADDITIONAL BACKWATER = 0.0 FEET AT Q ₁₀₀			



VICTORY ROAD MP 0.16 CULVERT
83" X 57" STEEL PIPE ARCH

NOTES

- ALL WORK IS PROHIBITED EXCEPT IN ACCORDANCE WITH PERMITS.
- SEE PERMITS FOR SUGGESTED STREAM DIVERSION PLAN AND DETAILS.
- WORK AROUND EXISTING UTILITIES.
- INLET: N61.799928, E147.985815
OUTLET: N61.799799, E147.985855
- STRUCTURE BASIS OF DESIGN IS STEEL PIPE ARCH OR-EQUAL SUBSTITUTIONS WILL BE CONSIDERED IF THEY MEET THE FOLLOWING DIMENSIONS:
SPAN: 83"
RISE: 57"
OPEN AREA: 26.0 SQ FT
LOADING: LFRD H-25, HS-25; MIN COVER = 1.0'
- CULVERT FOUNDATION DESIGN IS BASED ON 3,000 PSF SOIL BEARING CAPACITY AND HL-93 VEHICLE LOADING.
- CULVERT DEPTH OF COVER VARIES FROM 3.8' TO 6.5' UNDER TRAVELED WAY
- FILL VOIDS IN RIPRAP CHANNEL WITH SELECT MATERIAL, TYPE B.

3/17/25
PRE-PS&E

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
3909 Arctic Blvd, Suite 400
ANCHORAGE, AK 99503
(907) 346-2373
CERT. OF AUTH. NO. AECL 1102

STATE OF ALASKA
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VICTORY ROAD PAVEMENT
PRESERVATION

VICTORY ROAD MP 0.16
CULVERT DETAILS
(1 of 2)

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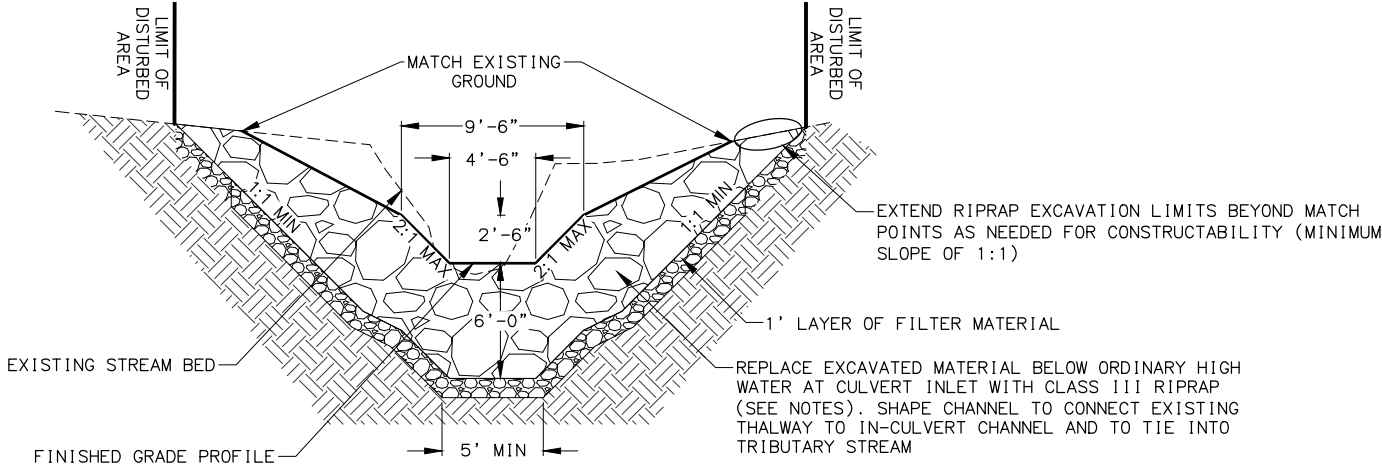
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	E2	E8

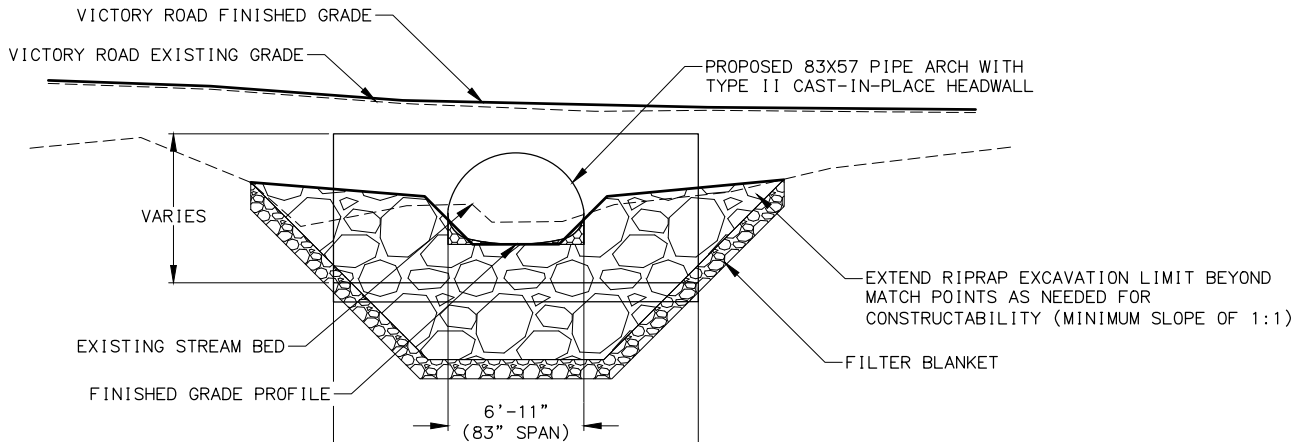
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1. FILL VOIDS IN RIPRAP CHANNEL WITH SELECT MATERIAL, TYPE B.



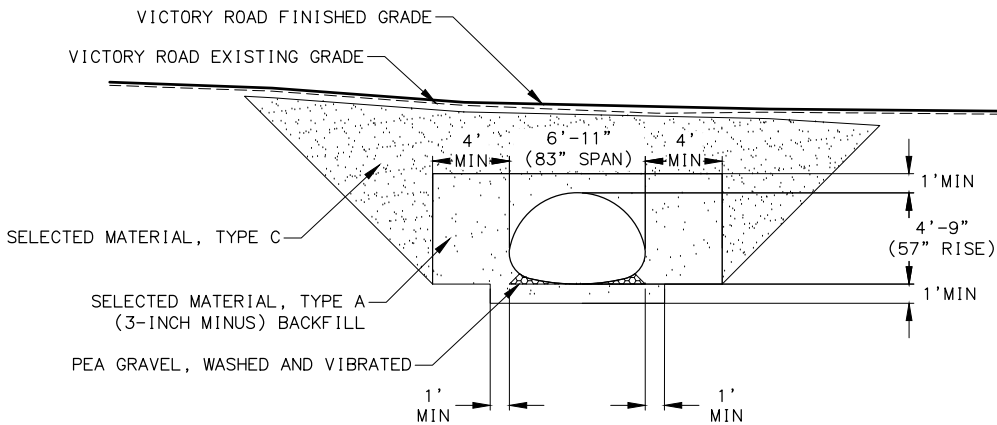
MP 0.16 CULVERT INLET AND OUTLET RIPRAP

NTS



MP 0.16 CULVERT INLET AND OUTLET SECTION

NTS



MP 0.16 CULVERT EMBANKMENT SECTION

NTS

3/17/25
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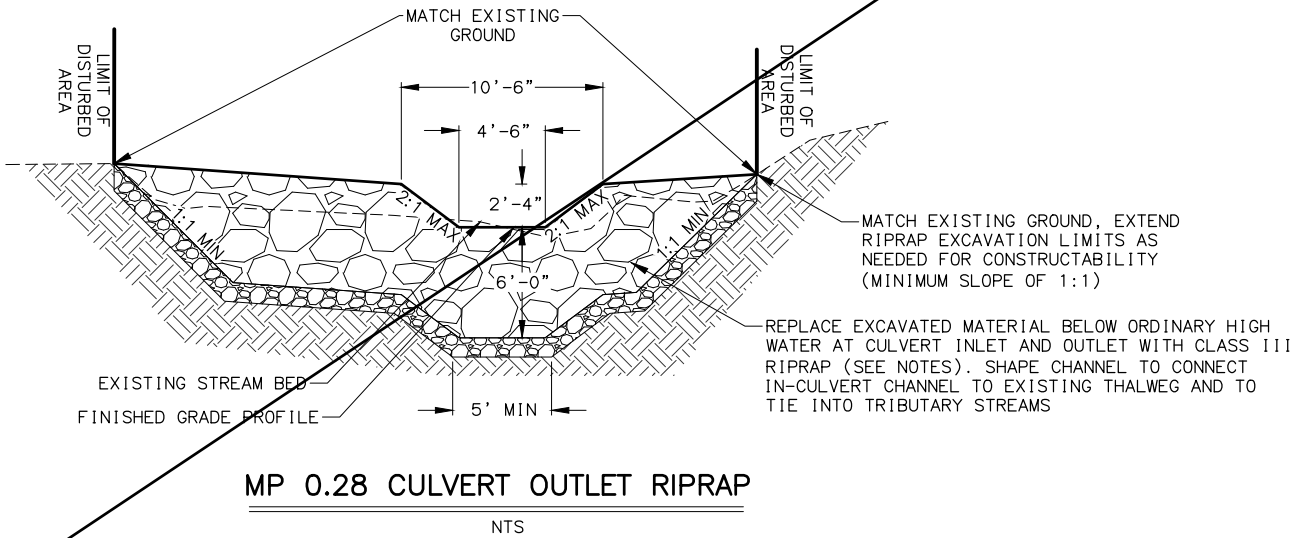
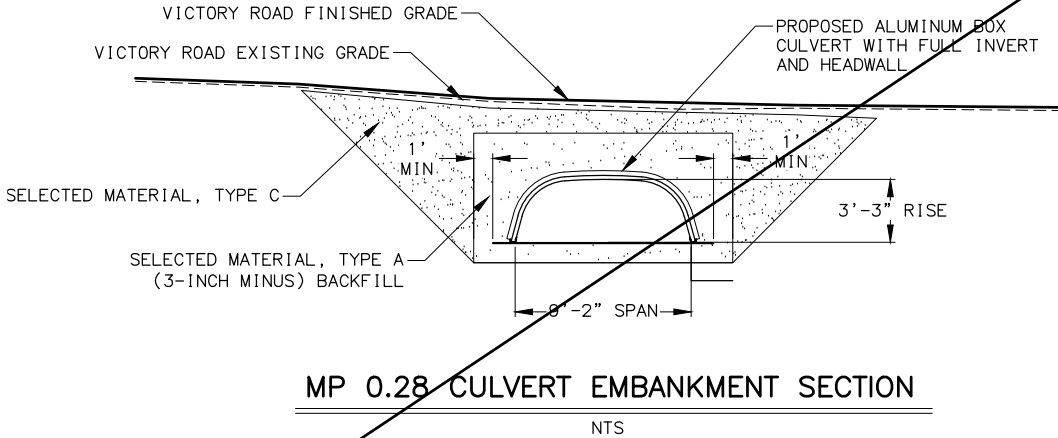
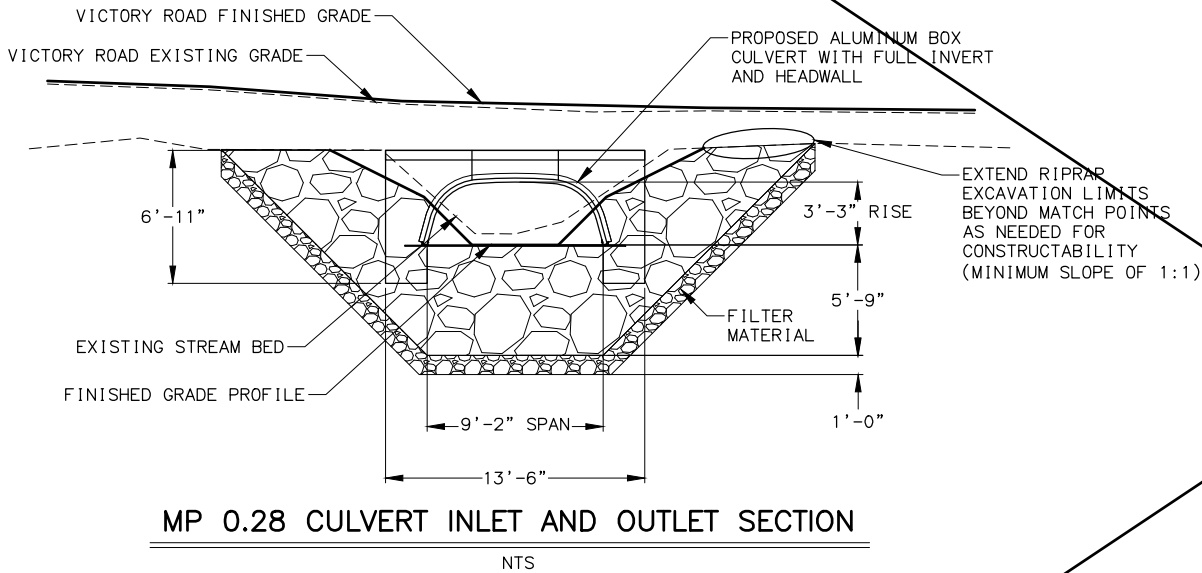
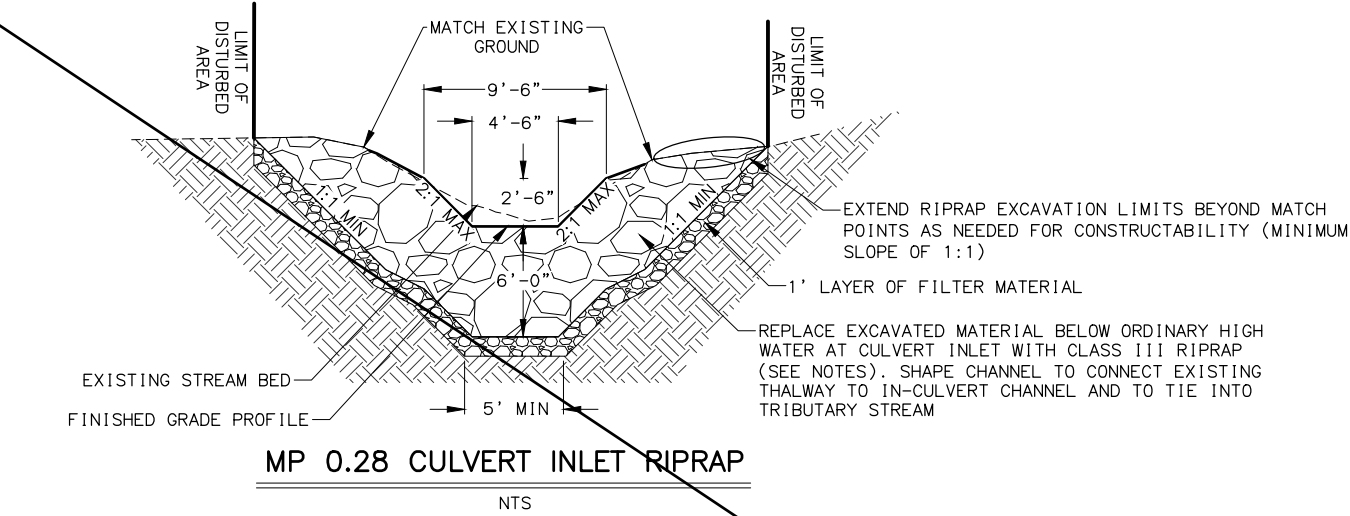
STATE OF ALASKA
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VICTORY ROAD PAVEMENT
PRESERVATION

VICTORY ROAD MP 0.16
CULVERT DETAILS
(2 of 2)

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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	E4	E8



NIC

NOTES

1. FILL VOIDS IN RIPRAP CHANNEL WITH SELECT MATERIAL, TYPE B.

3/17/25
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VICTORY ROAD PAVEMENT
PRESERVATION

VICTORY ROAD MP 0.28
CULVERT DETAILS
(2 of 2)

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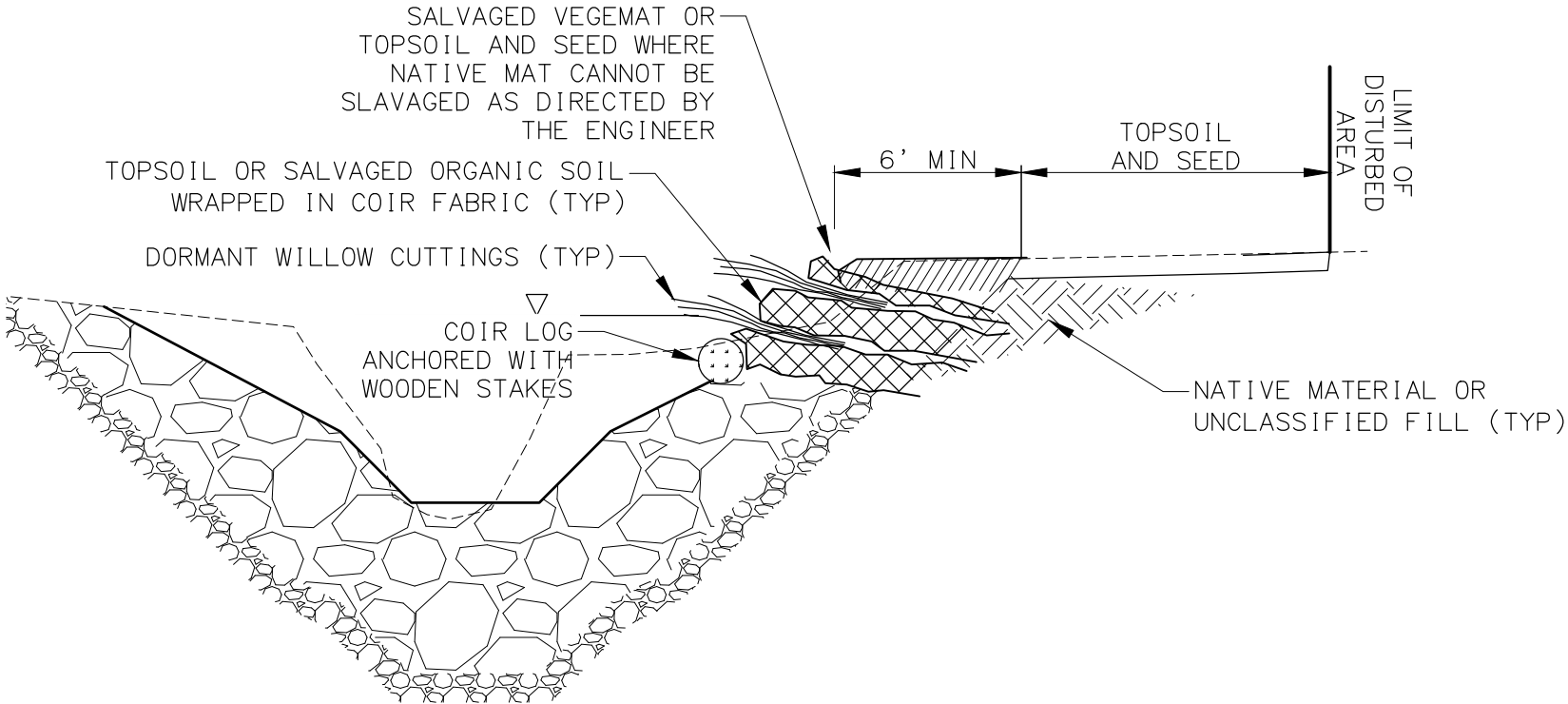
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			ALASKA	0001726/CFHWY00672	2025	E5	E8



WATERWAY BANK REVEGETATION AND PROTECTION

NOTES:

- MIX RIPRAP, SELECTED MATERIAL, TYPE A AND NATIVE SOIL FOR PLACEMENT AS WATERWAY BED FILL PER SECTION 690. PROJECT ENGINEER TO APPROVE STREAM SUBSTRATE MATERIAL BEFORE PLACEMENT IN CULVERT OR RECONSTRUCTED STREAM CHANNEL.
- HARVEST EXISTING VEGMAT TO BE DISTURBED. PROTECT HARVESTED VEGMAT BY PLACING IT ON AN IMPERMEABLE SURFACE (TARP, PLASTIC SHEETING, ETC.) AND WATERING IT DAILY.

NTS

- SALVAGED VEGMAT MUST HAVE A MINIMUM THICKNESS OF 12 INCHES OR ADDED TOPSOIL PRIOR TO TRANSPLANTING. VEGMAT MUST BE APPROVED BY THE PROJECT ENGINEER PRIOR TO TRANSPLANTING.
- BRUSH LAYERING DETAILS ADAPTED FROM: STREAMBANK REVEGETATION AND PROTECTION – A GUIDE FOR ALASKA. ALASKA DEPARTMENT OF FISH AND GAME, REVISED EDITION APRIL 2005.
- SILT FENCES AND OTHER EROSION AND SEDIMENT CONTROL TECHNIQUES TO BE USED DURING CONSTRUCTION WILL BE INCLUDED IN THE ESCP.
- PIPE BEDDING SIDEFILL SHALL BE PLACED AND COMPACTED WITH CARE UNDER HAUNCHES OF PIPE AND SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY ON BOTH SIDES OF PIPE TO 1 FOOT ABOVE THE TOP OF THE FULL-LENGTH PIPE.
- ALL WORK SHALL BE CONTAINED WITHIN THE ROW INCLUDING STREAM SIMULATION CHANNEL AND REVEGETATION.

3/17/25
PRE-PS&E

PLANS DEVELOPED BY:
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STATE OF ALASKA
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VICTORY ROAD PAVEMENT
PRESERVATION

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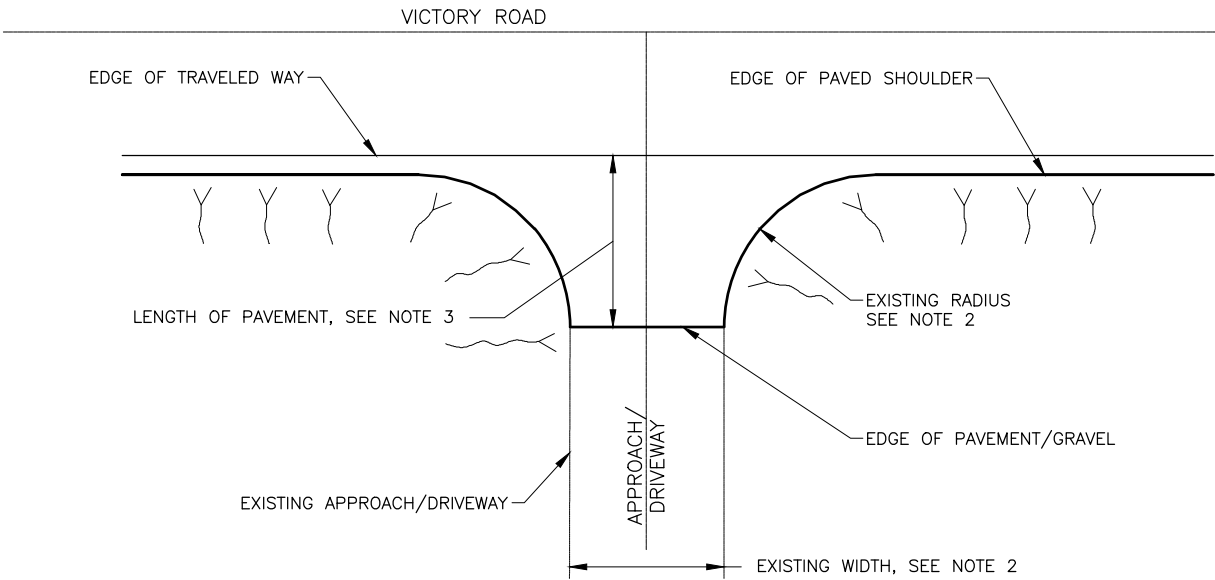
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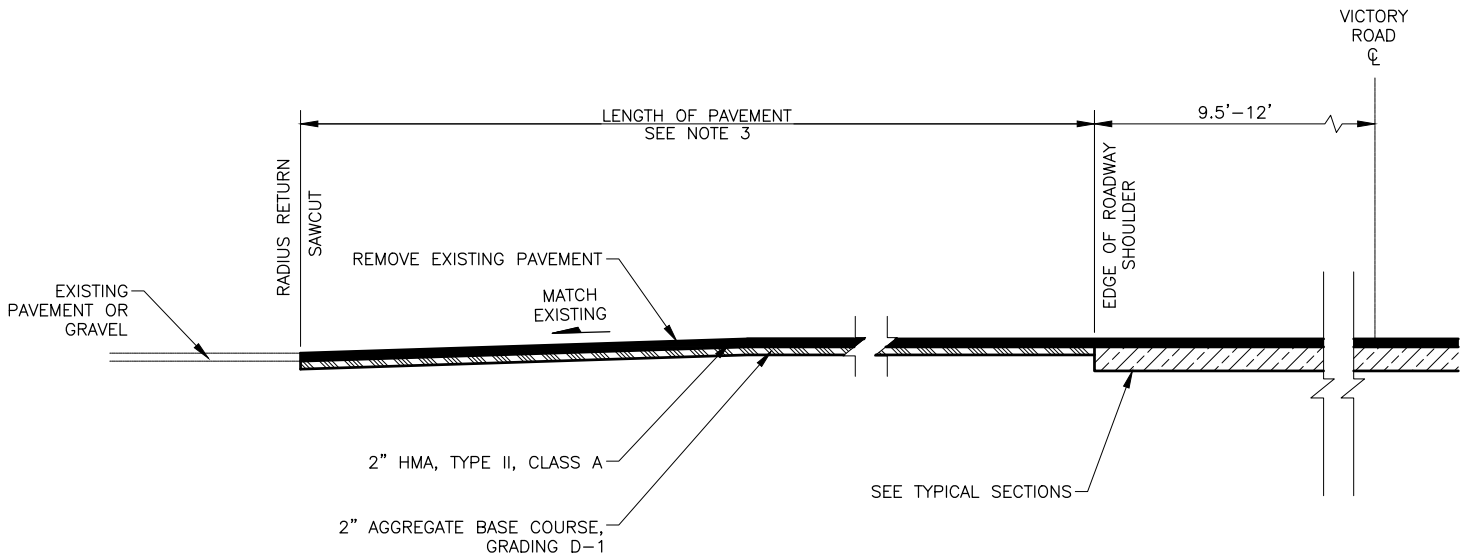
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	E6	E8

APPROACH/DRIVEWAY NOTES

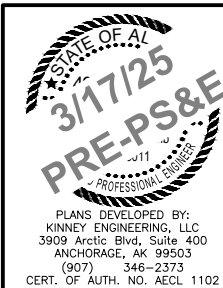
1. WHERE APPROACHES/DRIVEWAYS ARE EXCAVATED IN EXCAVATION SECTIONS, STEEPEN SLOPE OF EXCAVATION TO PRESERVE EXISTING CULVERT, IF APPLICABLE, OR AS DIRECTED BY THE ENGINEER.
2. MATCH EXISTING WIDTH AND RADIUS OF APPROACH/DRIVEWAY OR AS DIRECTED BY THE ENGINEER.
3. SEE APPROACH SUMMARY TABLE FOR LENGTH OF PAVEMENT. LENGTH VARIES WITH APPROACH/DRIVEWAY CULVERT REPLACEMENT AND SHALL BE AS DIRECTED BY THE ENGINEER.



PAVED APPROACH/DRIVEWAY DETAIL



PAVED APPROACH/DRIVEWAY TRANSITION



STATE OF ALASKA
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APPROACH DETAILS

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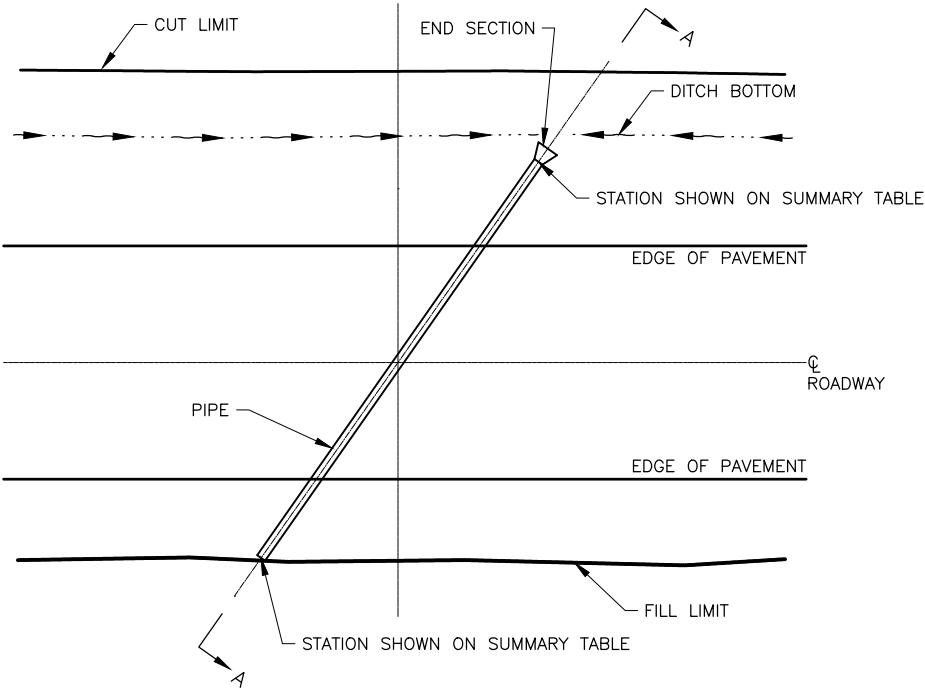
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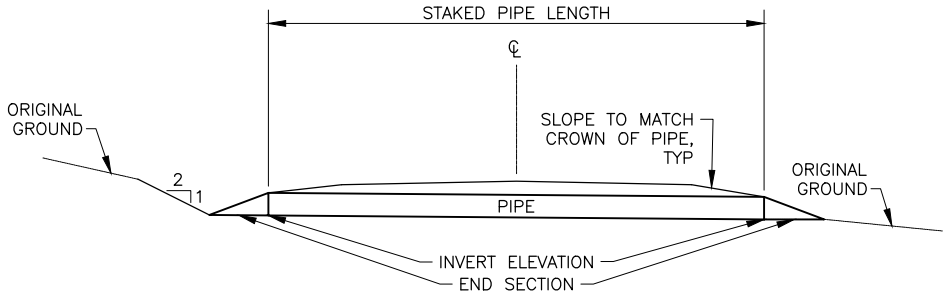
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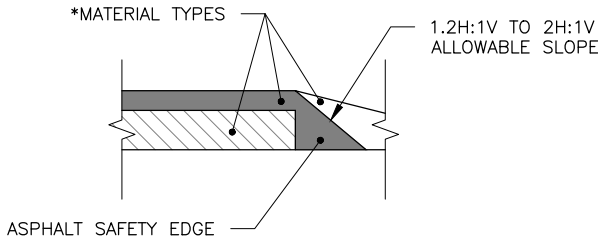


PLAN VIEW



SECTION A-A

CULVERT INSTALLATION DETAIL



ASPHALT SAFETY EDGE
N.T.S

ASPHALT SAFETY EDGE NOTES:

- DO NOT CONSTRUCT THE SAFETY EDGE ACROSS DRIVEWAYS, BRIDGE, OR BRIDGE SLABS.
- REFER TO TYPICAL SECTIONS FOR MATERIAL TYPES AND THICKNESS TO BE USED.
- MATERIAL WILL BE MEASURED AND PAID FOR UNDER THEIR RESPECTIVE PAY ITEMS.
- LABOR AND EQUIPMENT REQUIRED TO CONSTRUCT THE SAFETY EDGE IS SUBSIDIARY TO ITEM 401.001.002A.

CULVERT NOTES:

- UNLESS OTHERWISE NOTED, CONSTRUCT CULVERTS TO MATCH EXISTING INVERTS.
- LIMITS OF EXCAVATION AND BEDDING NOT SHOWN. SEE STD. PLAN D-01.02.
- SEE STD. PLAN D-04.22 FOR MINIMUM AND MAXIMUM COVER REQUIREMENTS.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
VICTORY ROAD PAVEMENT
PRESERVATION

DETAILS

DESIGNED BY
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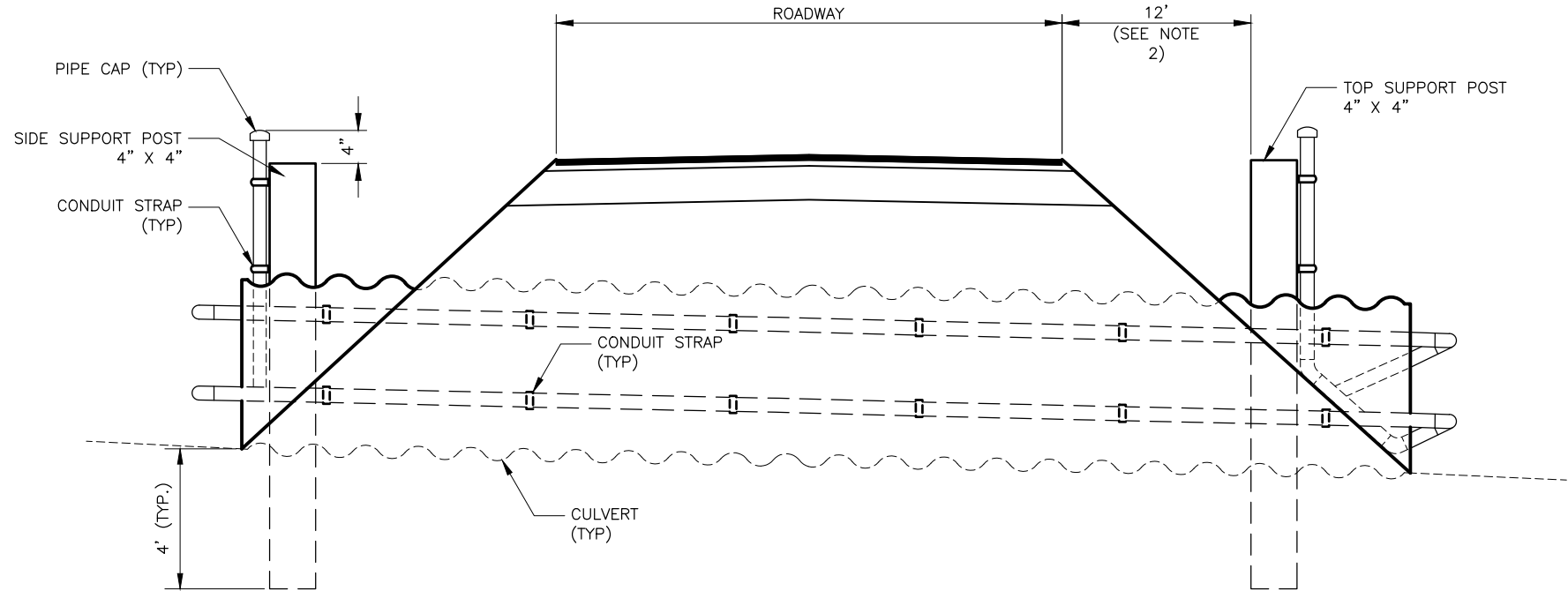
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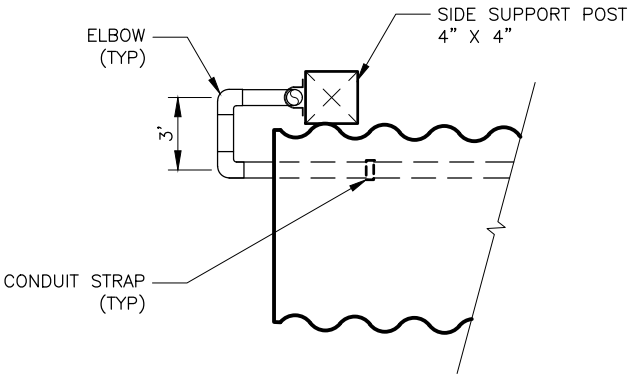
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DRAWING LOCATION
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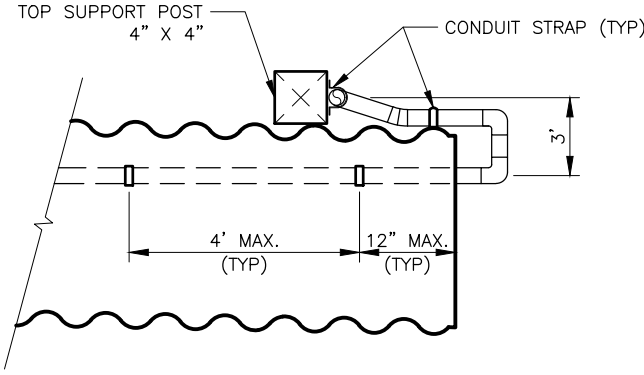
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			ALASKA	0001726/CFHWY00672	2025	E8	E8



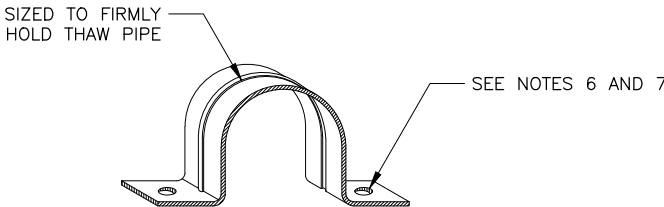
ELEVATION VIEW
NTS



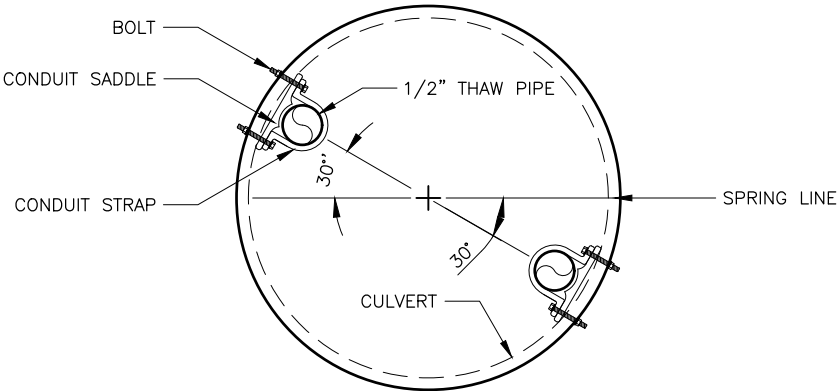
LOW FILL CONDITION PLAN VIEW
NTS



DEEP FILL CONDITION PLAN VIEW
NTS
SEE NOTE 3



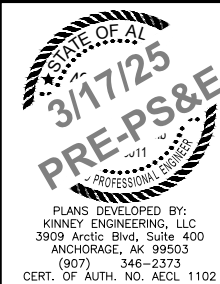
GALVANIZED RIGID CONDUIT STRAP



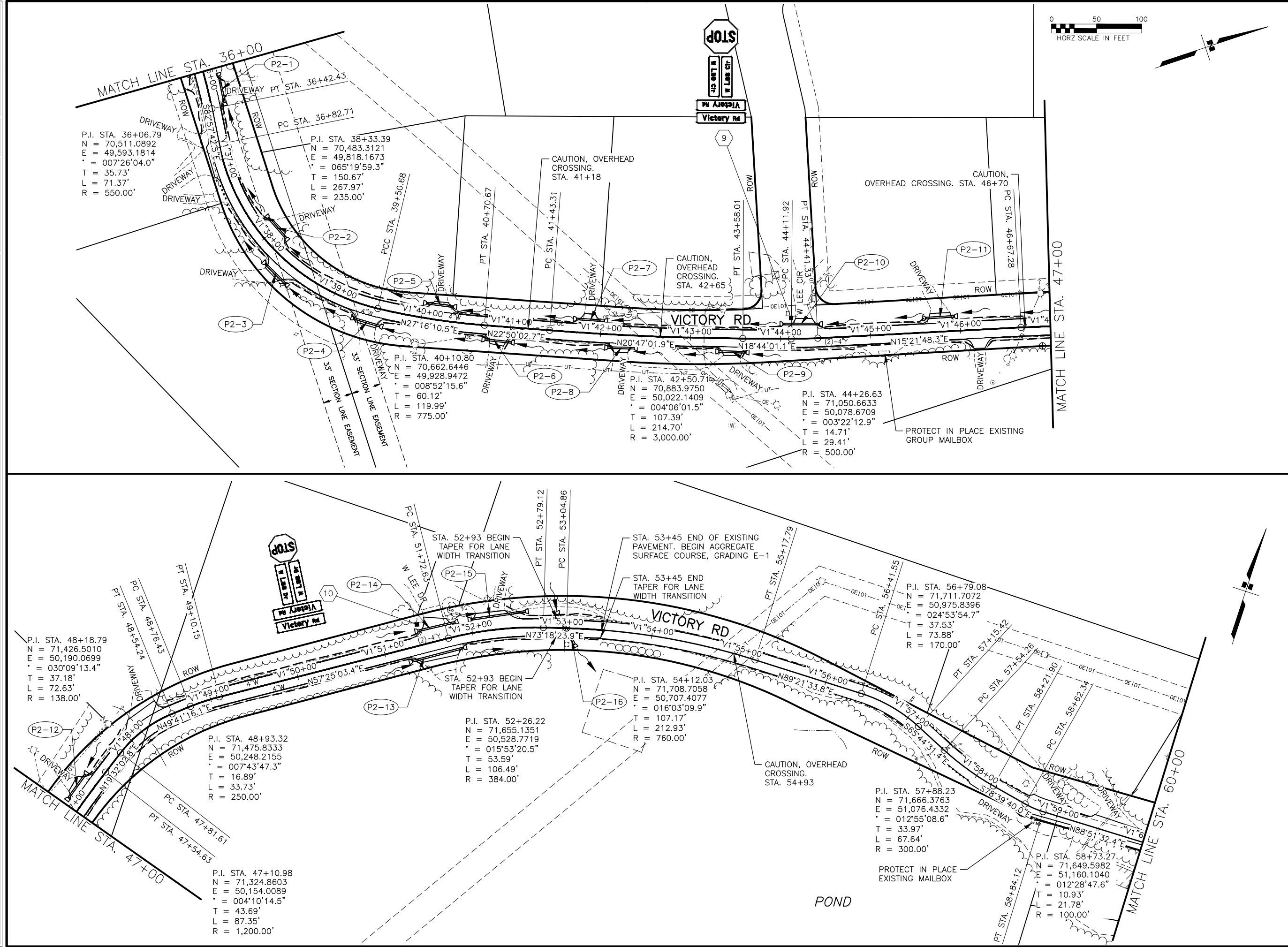
CULVERT CROSS SECTION
NTS

GENERAL NOTES:

- THESE THAW PIPES ARE INTENDED FOR USE IN STEAM THAWING.
- WHEN THE HEIGHT OF FILL EXCEEDS 5', LOCATE THE SUPPORT POST ON THE SIDE SLOPE 12' FROM THE SHOULDER.
- FASTEN THE THAW PIPE TO THE SIDE OF THE CULVERT WITH GALVANIZED RIGID CONDUIT STRAPS ON 4' CENTERS MAX. THE MAXIMUM DISTANCE FROM END OF CULVERT TO FIRST CONDUIT STRAPS IS 12 INCHES.
- USE PRESSURE TREATED SUPPORT POSTS OF HEM-FIR, NO. 2 OR BETTER. USE AMMONIACAL COPPER ZINC ARSENATE (ACZA) OR CHROMATED COPPER ARSENATE (CCA) PRESERVATIVES ON SUPPORT POSTS. PRESSURE TREAT IN ACCORDANCE WITH AASHTO M133.
- ALIGN TOP OF TOP SUPPORT POST WITH EDGE OF SHOULDER OR TO A MAXIMUM HEIGHT OF 5', WHICHEVER IS LESS.
- FOR CONDUIT STRAP ATTACHMENT TO POSTS, USE 2" MIN. LENGTH GALVANIZED LAG SCREWS WITH LOCK WASHERS. DIAMETER TO MATCH HOLES IN STRAP.
- FOR CONDUIT STRAP ATTACHMENT TO SIDE OF CULVERT, USE 2" GALVANIZED BOLTS, LOCK WASHERS, AND NUTS.



STATE OF ALASKA
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CULVERT THAW PIPE DETAIL



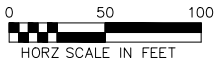
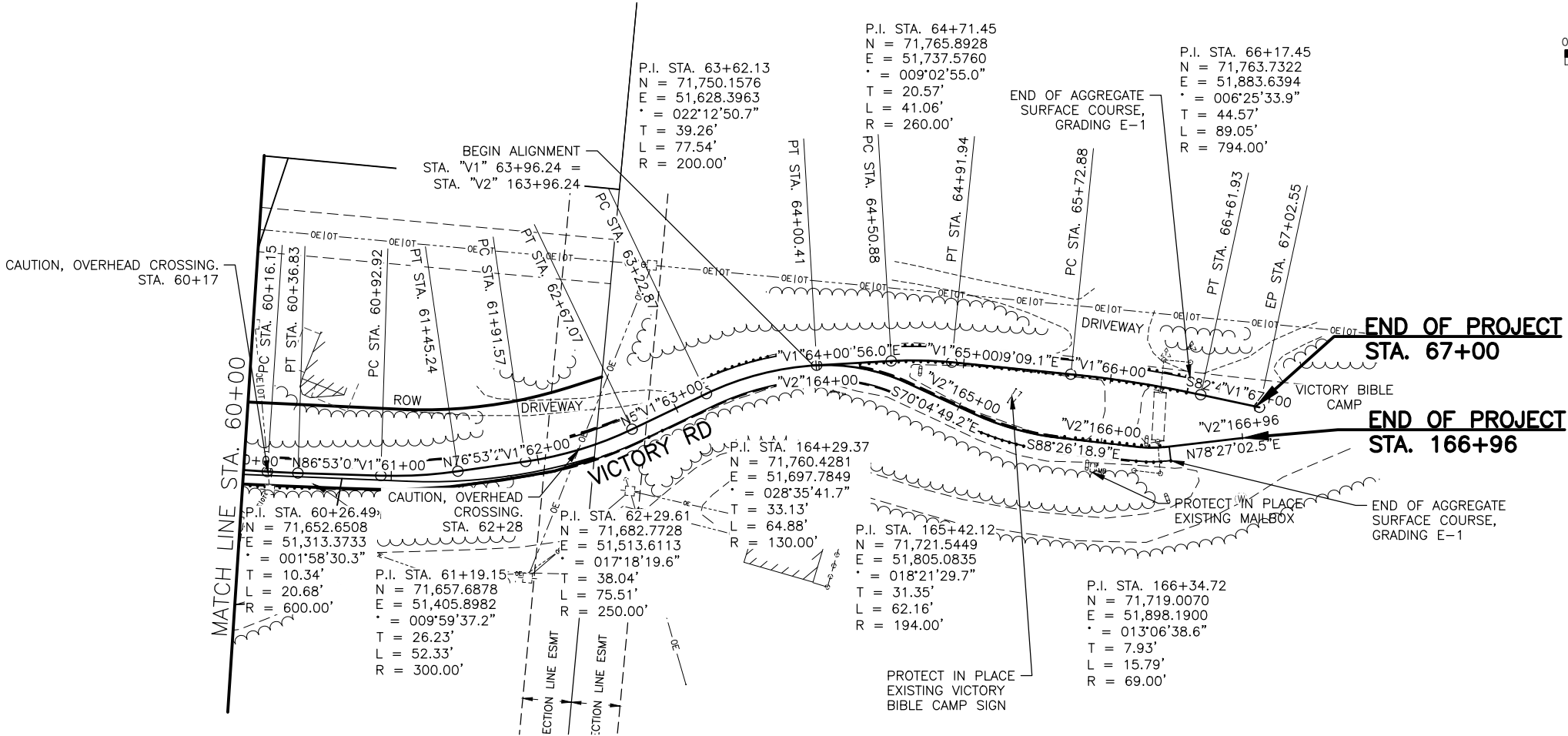
SHEET NO.	TOTAL SHEETS
F2	F3
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
0001726 /CFHWY00672	
NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	

PLANS DEVELOPED BY:
KINNEY ENGINEERING, LLC
3909 Arctic Blvd, Suite 400
ANCHORAGE, AK 99503
(907) 346-2373
CERT. OF AUTH. NO. AECL 1102

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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VICTORY ROAD PAVEMENT
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STA 36+00 TO STA
60+00



SHEET NO.	TOTAL SHEETS
F3	F3
STATE	YEAR
ALASKA	2025
PROJECT DESIGNATION	
0001726 /CFHWY00672	
NO.	REVISION
DATE	
NO.	REVISION
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NO.	REVISION
DATE	

THIS SHEET

STATE OF ALASKA
3/17/25
PRE-PS&E
PROFESSIONAL ENGINEER

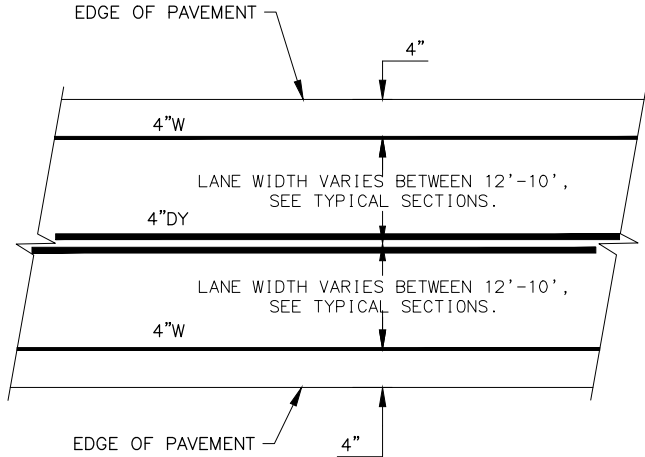
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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VICTORY ROAD PAVEMENT
PRESERVATION

STA 60+00 TO EOP

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	H1	H5



STRIPING DETAIL

NTS

SIGNING NOTES:

- ALL STATION LOCATIONS FOR SIGN INSTALLATION ARE APPROXIMATE. INSTALL SIGNS AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- IF THE ENGINEER DECIDES THAT AN EXISTING SIGN IS NEW, THEN IT CAN BE REMOVE/RELOCATE INSTEAD OF NEW/SALVAGE AT THE DIRECTION OF THE ENGINEER.
- USE THE FOLLOWING DEFINITIONS TO DECIPHER THE ABBREVIATED SIGN POST TYPES IN THE SIGN SUMMARY SHEETS.
 - PT MEANS A PERFORATED STEEL TUBE.
 - T MEANS A SQUARE STEEL TUBE.
 - P MEANS A ROUND STEEL PIPE.
 - W MEANS A WIDE FLANGE BEAM.
 - POPL MEANS A POLE PLATE INSTALLED PER ITS ALASKA STANDARD PLAN S-23.
- FABRICATE ALL SIGNS FROM 0.125" THICK ALUMINUM SHEETING, UNLESS STATED ELSEWHERE.
- FOR SIGNS SUPPORTED BY MULTIPLE POSTS, FABRICATE THE POSTS WITH THEIR TOPS LEVEL WITH ONE ANOTHER.
- FOR PERFORATED STEEL TUBE SIGNPOSTS, INSTALL THE CONCRETE FOUNDATION OPTION SHOWN ON STANDARD PLAN S-30.05 TRIM EACH PT POST TO LIMIT THE LENGTH INSERTED INTO THE FOUNDATION TO 12 INCHES.
- INSTALL SIGNS LOCATED BEHIND BARRIERS PER STANDARD PLAN S-32.02.
- FABRICATE GUIDE SIGNS ACCORDING TO THE SHOP DRAWINGS INCLUDED IN THE APPENDICES OF PART 4, CONTRACT PROVISIONS AND SPECIAL PROVISIONS. TRIM THE CORNERS OF ALL SIGNS TO THE RADIUS SHOWN ON EACH SHOP DRAWING.
- ERECT NEW SIGNS BEFORE REMOVAL OF EXISTING SIGNS WITH SIMILAR MESSAGE. NOTIFY THE ENGINEER A MINIMUM OF 14 DAYS PRIOR TO BEGINNING SIGN REMOVAL AND SALVAGE OR DISPOSAL ACTIVITIES.
- FOR SIGNS SUPPORTED BY MULTIPLE TUBES OR PIPES, LOCATE THE OUTER POSTS ON MAXIMUM SIX FEET CENTERS. INSTALL ADJACENT WIDE FLANGE POSTS ON MINIMUM EIGHT FEET CENTERS.
- SELECTIVE AND HAND CLEARING SHALL BE PERFORMED AT THE DISCRETION OF THE ENGINEER, IN ACCORDANCE WITH SECTION 201, UPSTREAM OF ALL SIGN INSTALLATION LOCATIONS TO ACHIEVE MINIMUM SIGN VISIBILITY REQUIREMENTS. IF NOT INCLUDED AS A SEPARATE ITEM, THIS WORK SHALL BE SUBSIDIARY TO THE SIGN INSTALLATION ITEMS AND WORK.

SIGNING & STRIPING NOTES:

- PAVEMENT MARKINGS SHALL BE SURFACE APPLIED PAINT.
- PASSING ZONES ARE APPROXIMATE BASED ON EXISTING PAVEMENT MARKINGS.
- IF LANE WIDTHS RESULT IN WHITE STRIPES GOING OFF OF PAVEMENT, INSTALL MARKINGS AS DIRECTED BY THE ENGINEER.
- IF THE NEW AND EXISTING PAVEMENT MARKINGS ARE NOT ALIGNED AT MATCH LINE, TRANSITION BETWEEN THE TWO USING A 100:1 TAPER ON THE NEW PAVEMENT.
- FOR ALL FINAL LONGITUDINAL PAVEMENT MARKINGS AND STOP BARS, USE PAINTED TRAFFIC MARKINGS (APPLIED AT RATE OF 80 SF/GAL, APPROXIMATELY 20 MILS WET THICKNESS). ALL MARKINGS SHALL BE AS SPECIFIED IN SECTION 670 OF THE SPECIFICATIONS.
- DIMENSIONS REFER TO THE CENTER OF STRIPE AND THE EDGE OF PAVEMENT OR FACE OF CURB WHEN PRESENT.
- IF THE NEW AND EXISTING PAVEMENT MARKINGS ARE NOT ALIGNED AT MATCH LINE, TRANSITION BETWEEN THE TWO USING A 100:1 TAPER ON THE NEW PAVEMENT.
- WHERE NEW STRIPING IS TO EXTEND BEYOND PAVING LIMITS, REMOVE EXISTING STRIPING IN ACCORDANCE WITH SUBSECTION 670-3.04 TO THE EXTENT OF STRIPING LIMITS.
- SEE CR-T-01.20 FOR LOCATION OF STOP BARS ON APPROACHES. ADJUST STOP BAR LOCATION AT DIRECTION OF ENGINEER IF NECESSARY TO AVOID PLACEMENT ON GRAVEL SURFACE.

CALL BEFORE YOU DIG!

CONTRACTOR SHALL CALL A MINIMUM OF 3 DAYS IN ADVANCE OF CONSTRUCTION

ALASKA DIGLINE....907-278-3121 OR 800-478-3121

CALL OR GO TO WWW.AKONECALL.COM/STATEWIDE.HTM FOR MEMBER LIST OF WHO WILL BE NOTIFIED



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

VICTORY ROAD PAVEMENT
PRESERVATION

TRAFFIC NOTES

DESIGNED BY
CHECKED BY
DRAFTED BY

SCALE
1" = 1'

DATE
3/17/2025

TIME
11:45 AM

DRAWING LOCATION
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	H2	H5

NOTES

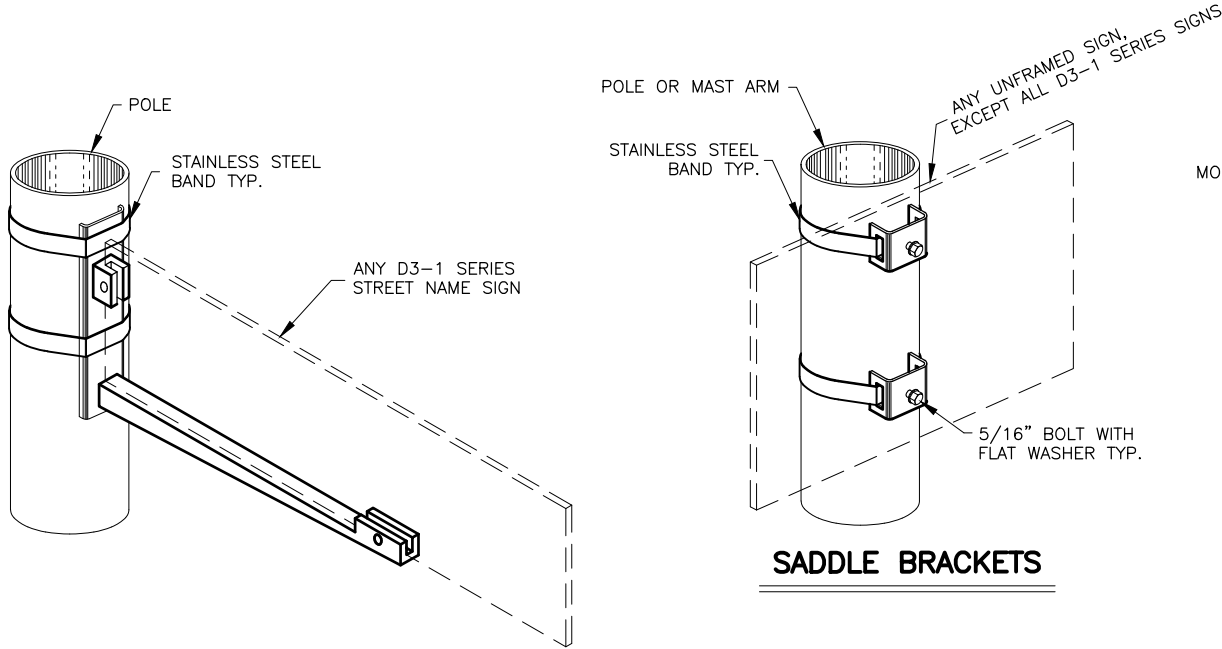
1. EXCEPT FOR POLES AND MAST ARMS, ONLY USE TUBES TO SUPPORT SIGNS MOUNTED ON ONE POST.
2. ATTACH SIGNS, FRAMED AND UNFRAMED TO THEIR SUPPORTS WITH ZINC PLATED 3/8" BOLTS, EXCEPT ATTACH UNFRAMED SIGNS TO PERFORATED TUBES WITH ACCESSORY DRIVE RIVETS AND TO SADDLES WITH 5/16" BOLTS.
3. BOLT UNFRAMED SIGNS DIRECTLY TO TUBES IN TWO LOCATIONS, NEAR TOP AND NEAR BOTTOM OF MATING SURFACE. ATTACH THEM TO POLES AND MAST ARMS WITH TWO SADDLES.
4. ATTACH BRACKETS TO POLES AND MAST ARMS WITH DOUBLE WRAPS OF 3/4" WIDE BY 0.020" THICK STAINLESS STEEL BANDING MATERIAL. TIGHTEN EACH BAND UNTIL IT STOPS MOVING THROUGH THE BUCKLE.
5. ATTACH FRAMED SIGNS TO POSTS WHEREVER THE FRAMES CROSS THE POSTS. AT EACH CROSSING, ATTACH THE SIGN USING TWO POST CLIPS ON W-SHAPE POSTS, A U-SHAPED BRACKET ON PIPES, AND A BRACKET WITH SQUARE CORNERS ON TUBES.
6. THE TUBE BRACKETS USED ON EVEN INCH SIZE TUBES MAY ALSO BE USED ON TUBES 1/2" SMALLER IN SIZE.
7. ONLY USE THE SPECIAL WINDBEAM BOLTS TO ATTACH SIGNS FRAMED WITH THE WINDBEAM FRAMING MATERIAL.
8. ATTACH FRAMED SIGNS TO POLES AND MAST ARMS USING POLE PLATES INSTALLED ACCORDING TO ALASKA STANDARD PLAN S-23.
9. FOR ROUTE MARKER TREES, CUT PERFORATED TUBES TO ENSURE TIGHT FITTING JOINTS. ASSEMBLE THE PIECES WITH ACCESSORY ELL-SHAPED ANGLE BRACKETS.
10. INSTALL THE TOP EDGE OF SIGNS 1" ABOVE THE TOPS OF POSTS, EXCEPT FOR THE D3-1 STREET NAME SIGNS.
11. INSTALL THE TOP EDGE OF SIGNS 3" BELOW THE TOP OF POST, WHENEVER THEY ARE MOUNTED BELOW SIGNS SECURED BY POST TOP MOUNTING BRACKETS.
12. THE BRACKET DETAILS SHOWN INDICATE GENERAL DESIGNS ONLY. DESIGNS MAY VARY BY MANUFACTURER.
13. INSTALL WEATHER TIGHT CAPS ON ALL PIPE AND TUBE POSTS, EXCEPT PERFORATED TUBING.

FASTENER SPECIFICATION TABLE			
FASTENERS		STEEL	STAINLESS STEEL
BOLTS		ASTM A 307	ASTM F 593
NUTS	REGULAR LOCK	ASTM A 563	ASTM F 594
WASHERS			
POST CLIPS		ASTM A 36	ASTM A 480

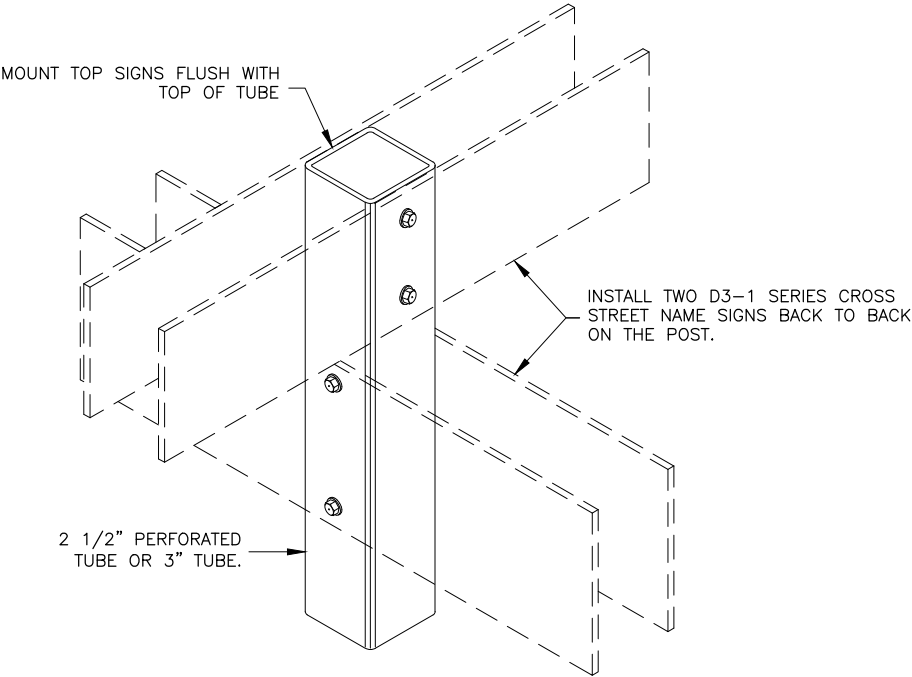


STATE OF ALASKA
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AND PUBLIC FACILITIES
VICTORY ROAD PAVEMENT
PRESERVATION

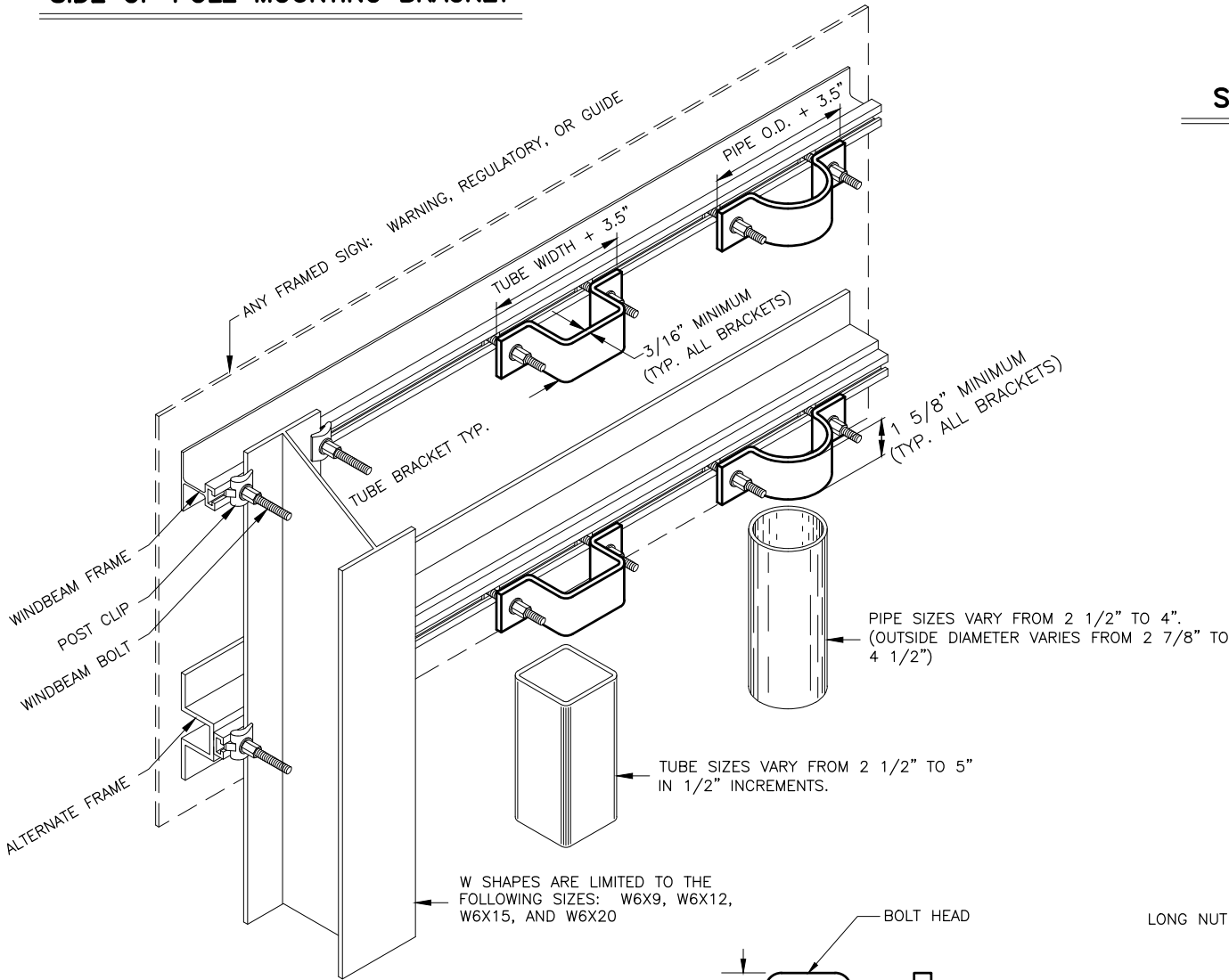
SIGN ATTACHMENT



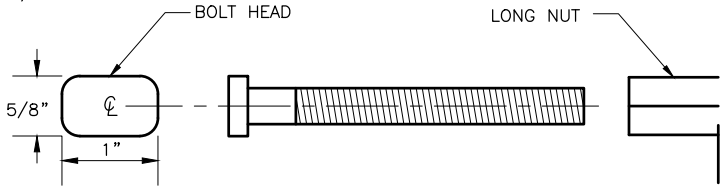
SIDE OF POLE MOUNTING BRACKET



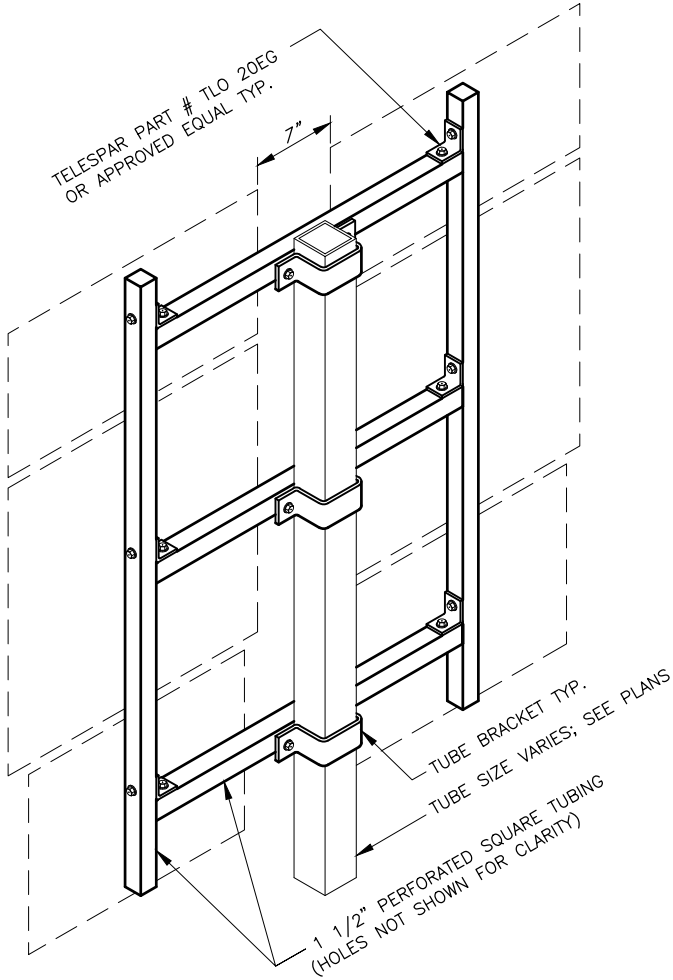
STREET NAME SIGN INSTALATION



FRAME SIGN ATTACHMENT BRACKET



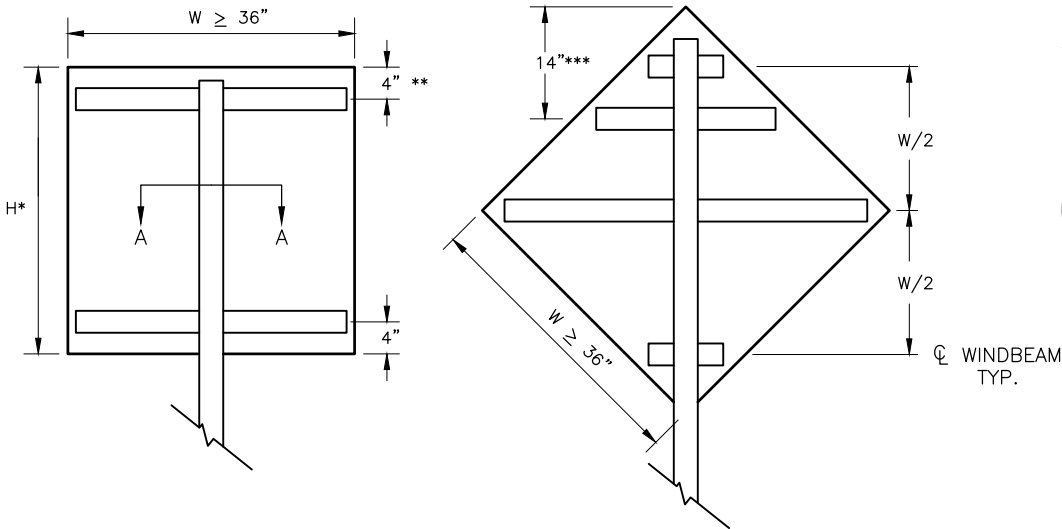
3/8" WINDBEAM BOLT AND LONG NUT



ROUTE MARKER TREE

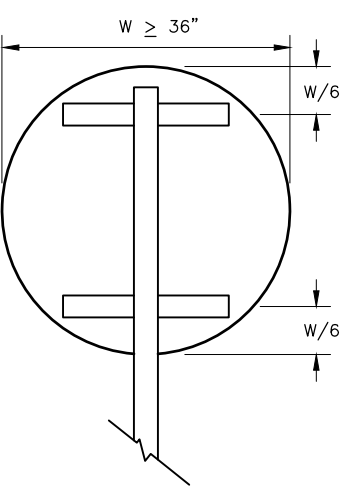
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	H3	H5



RECTANGLES AND PRAPEZOIDS

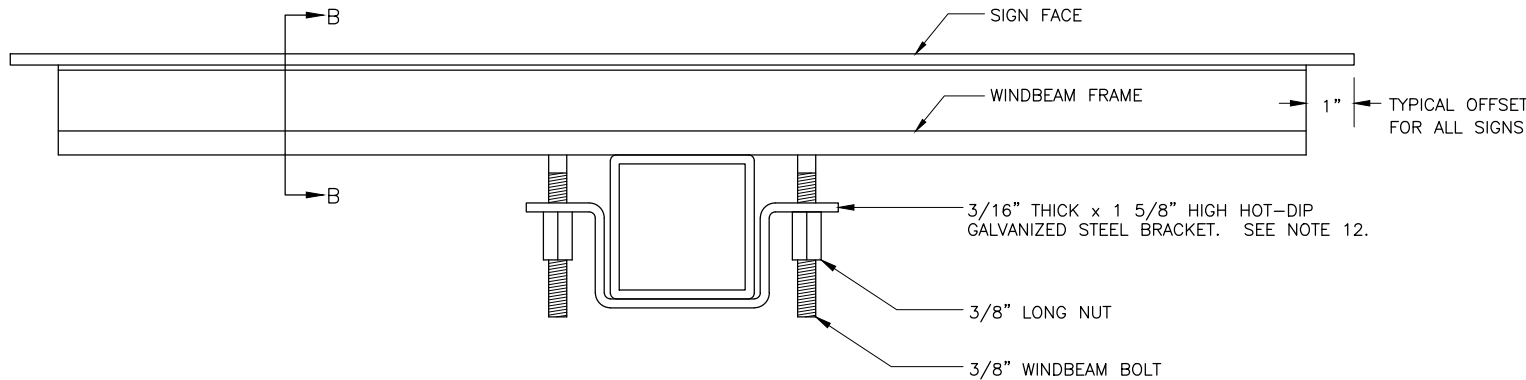
- * WHEN H > 42 INCHES, INSTALL A 3RD WINDBEAM CENTERED ON THE SIGN.
- ** FOR S5-1 SIGNS MOUNTED ON FLASHING BEACON POSTS, USE A 10" OFFSET. OTHERWISE, USE 4".
- *** FOR WARNING SIGNS MOUNTED ON FLASHING BEACON POSTS, USE THE 14" OFFSET. OTHERWISE, USE W/2.



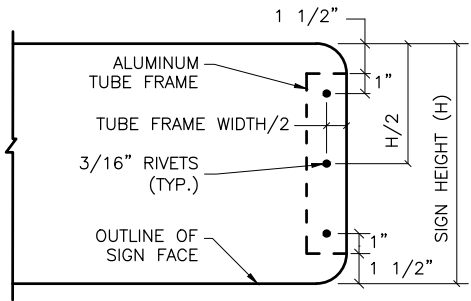
ROUNDS AND OCTAGONS

WINDBEAM LOCATIONS FOR EACH SIGN SHAPE

ELEVATION VIEW



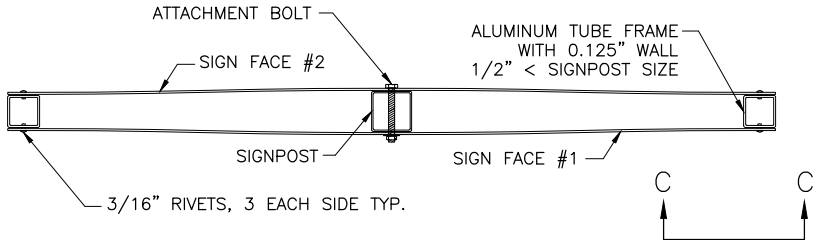
SECTION A-A TYPICAL SIGN ATTACHMENT DETAILS AT EACH WINDBEAM



VIEW C-C

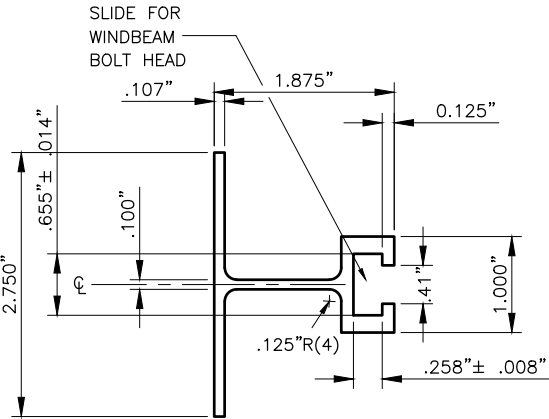
NOTES

- EXCEPT FOR POLES AND MAST ARMS, ONLY USE SQUARE STEEL TUBES TO SUPPORT SIGNS MOUNTED ON SINGLE POSTS.
- INSTALL WINDBEAM OR ZEE SHAPED FRAMING MEMBERS ON DIAMOND SHAPED SIGNS 36 INCHES AND LONGER ON A SIDE AND ON OTHER SIGNS 36 INCHES WIDE AND WIDER.
- IN HIGH WIND AREAS, THE PLANS MAY REQUIRE SIGNS SMALLER THAN THOSE LISTED IN NOTE 2 BE FRAMED AS SHOWN HERE IN.
- THIS DRAWING DEPICTS THE WINDBEAM FRAMING AND ATTACHMENT SYSTEM. ATTACH SIGNS FRAMED WITH ZEE SHAPED FRAMING ACCORDING TO REGIONAL DRAWING "SIGN ATTACHMENT DETAILS", USING "U" SHAPED BRACKETS AND TWO BOLTS WITH NUTS.
- THE ENGINEER MAY APPROVE OTHER FRAMING MEMBERS. SUBMIT DOCUMENTS THAT DETAIL THE FRAME'S CROSS SECTION AND STRENGTH, AND METHOD OF ATTACHING THE FRAME TO A POST.
- USE FRAMING MEMBERS MADE FROM ALUMINUM ALLOY 6061-T6.
- EACH FRAMING MEMBER SHALL BE ONE CONTINUOUS PIECE.
- ATTACH FRAMING MEMBERS TO THE SIGN PANELS WITH RIVETS OR AN ENGINEER APPROVED, DOUBLE SIDED, HIGH STRENGTH, ADHESIVE TAPE.
- WITH THE ADHESIVE TAPE, INSTALL TWO RIVETS IN BOTH ENDS OF EACH FRAMING MEMBER, AND ATTACH THE FRAMING MEMBERS TO THE SIGN PANELS ACCORDING TO THE TAPE MANUFACTURER'S WRITTEN INSTRUCTIONS, INCLUDING:
 - A. THE CLEANING AND HANDLING OF THE SIGN PANELS AND FRAMING MEMBERS.
 - B. THE APPLICATION OF THE ADHESIVE TAPE.
- WHEN RIVETS ARE USED TO ATTACH FRAMING MEMBERS, INSTALL 2 RIVETS IN EACH END AND THE BALANCE ON 8" MAXIMUM CENTERS.
- USE 3/16" DIAMETER RIVETS CONFORMING TO ALUMINUM ALLOY 6061-T6 FOR COLD DRIVEN RIVETS, OR ALUMINUM ALLOY 6061-T43 FOR HOT DRIVEN RIVETS.
- THE BRACKETS USED ON EVEN INCH SIZE TUBES MAY ALSO BE USED ON TUBES 1/2" SMALLER IN SIZE.

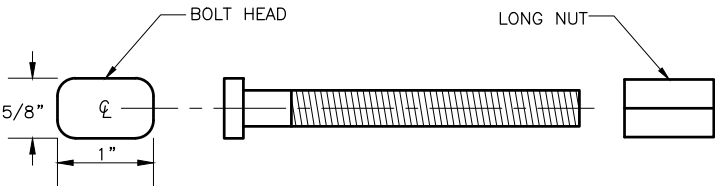


D3-1 STREET NAME SIGN FRAMING DETAIL

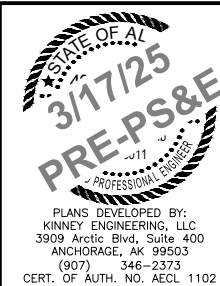
PLAN VIEW



SECTION B-B WINDBEAM CROSS SECTION



3/8" WINDBEAM BOLT AND LONG NUT



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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VICTORY ROAD PAVEMENT
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LIGHT SIGN FRAMING

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DRAFTED BY

SCALE
1" = 1'

DATE
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TIME
11:45 AM

DRAWING LOCATION
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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	H4	H5

SIGN SUMMARY													
SHEET NO.	SIGN NO.	STATION ALIGNMENT	CL REF	TYPE	LEGEND	SIZE (IN)		AREA (SQ FT)	SIGN FACES	POSTS NO., SIZE, & TYPE	FRAMED?		REMARKS
						WIDTH	HEIGHT				YES	NO	
F1	1	10+80	LT	D3-1		32	8	3.56	N/S	1- 2.5 IN PT		X	TWO PANELS BACK TO BACK
				D3-1		50	12	8.33	E/W		X		TWO PANELS BACK TO BACK
				R1-1		30	30	6.25	N			X	
F1	2	14+13	RT	R2-1		30	36	7.50	SE	1- 2.5 IN T		X	
F1	3	14+32	LT	W3-1A		36	36	9.00	NW	1- 2.5 IN T	X		
F1	4	20+16	RT	W1-1R		30	30	6.25	E	1- 3.0 IN T	X		
				W13-1		18	18	2.25	E			X	
F1	5	22+87	RT	W5-1		36	36	9.00	SW	1- 2.5 IN T	X		
F1	6	23+87	RT	W1-5R		30	30	6.25	SW	1- 2.5 IN T		X	
F1	7	24+35	LT	W1-1L		30	30	6.25	NE	1- 3.0 IN T	X		
				W13-1		18	18	2.25	NE			X	
F1	8	34+01	LT	W1-5L		30	30	6.25	E	1- 2.5 IN T		X	
F2	9	44+10	LT	D3-1		30	8	3.33	N/S	1-2.5 IN PT		X	TWO PANELS BACK TO BACK
				D3-1		36	8	4.00	E/W		X		TWO PANELS BACK TO BACK
				R1-1		30	30	6.25	W			X	



STATE OF ALASKA
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DRAFTED BY

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1" = 1'

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3/17/2025

TIME
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DRAWING LOCATION

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	H5	H5

SIGN SUMMARY (CONT.)													
SHEET NO.	SIGN NO.	STATION ALIGNMENT	CL REF	TYPE	LEGEND	SIZE (IN)		AREA (SF)	SIGN FACES	POST	FRAMED?		REMARKS
						NO., SIZE, & TYPE	YES			NO			
F2	10	51+41	LT	D3-1		30	8	3.33	E/W	1-2.5 IN PT		X	TWO PANELS BACK TO BACK
				D3-1		36	8	4.00	N/S		X		TWO PANELS BACK TO BACK
				R1-1		30	30	6.25	N			X	
							TOTAL :	100.31					

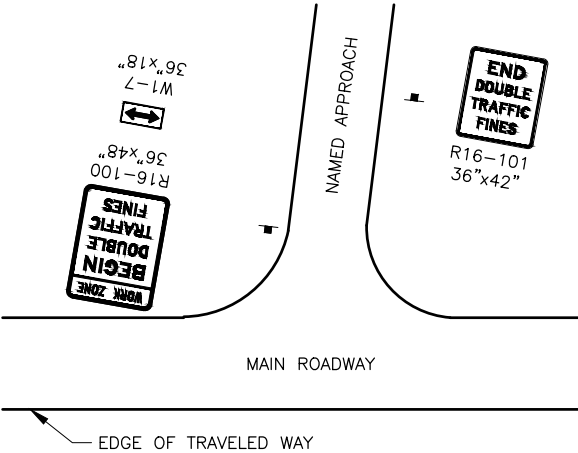
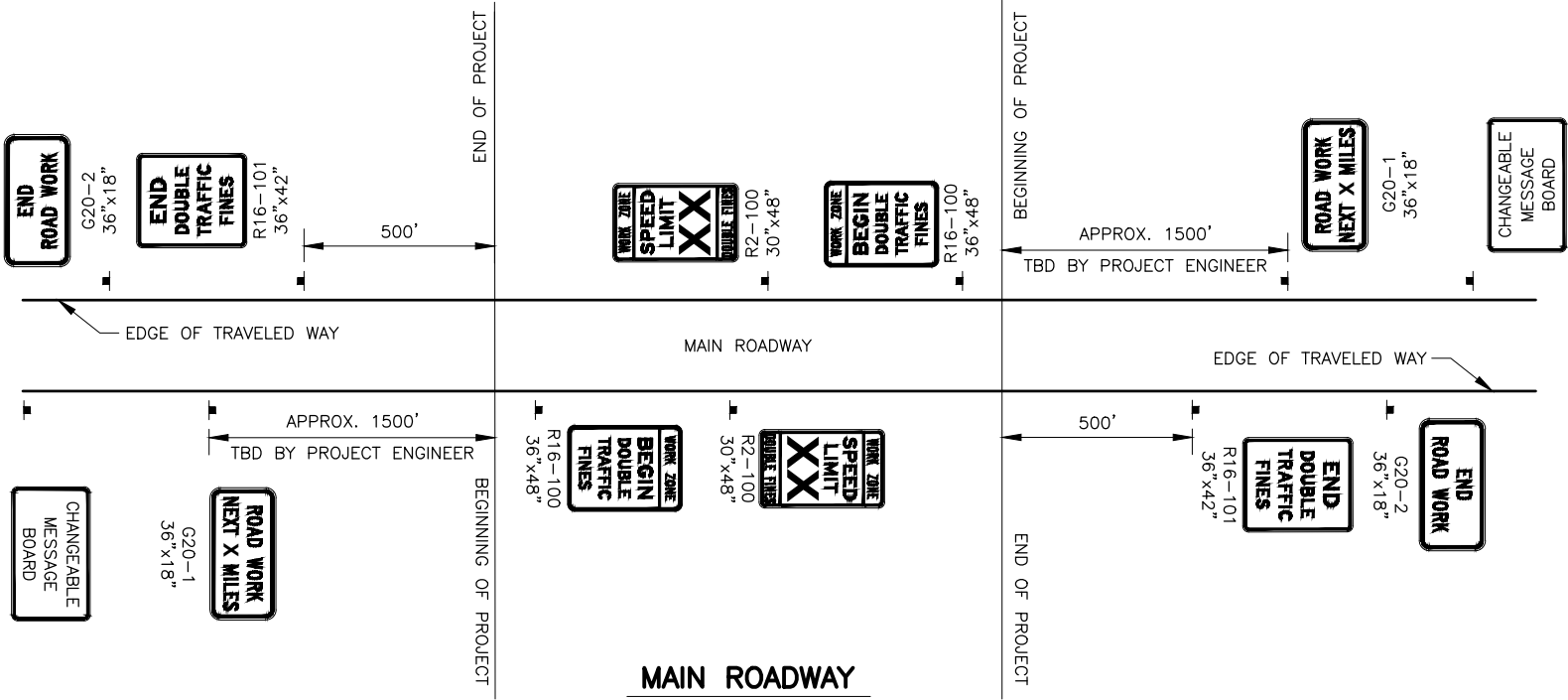
SALVAGE SIGN SUMMARY					
SHEET NO.	STATION ALIGNMENT	CL REF	TYPE	LEGEND	REMARKS
F1	10+80	LT	D3-1	GLENN HWY	TWO PANELS BACK TO BACK
			D3-1	VICTORY RD	TWO PANELS BACK TO BACK
			R1-1	STOP	
F1	14+13	RT	R2-1	SPEED LIMIT 25	
			SPECIAL	CHILDREN AT PLAY	
F1	14+32	LT	W3-1A	STOP AHEAD	
F1	20+16	RT	W1-1R	TURN (RIGHT)	
			W13-1P	15 MPH	
F1	22+87	RT	W5-1	ROAD NARROWS	
F1	23+87	RT	W1-5R	WINDING ROAD (RIGHT)	
F1	24+35	LT	W1-1L	TURN (LEFT)	
			W13-1	15 MPH	
F1	34+01	LT	W1-5L	WINDING ROAD (LEFT)	
F2	44+35	LT	D3-1	W LEE CIRCLE	MOUNTED ON UTILITY POLE
F2	51+77	LT	R1-1	STOP	
			D3-1	LEE DR	
			D3-1	VICTORY RD	TWO PANELS BACK TO BACK
F2	52+20	LT	D3-1	VICTORY ROAD	
			D3-1	LEE DRIVE	
F2	53+04	RT	W8-3	PAVEMENT ENDS	
TOTAL QUANTITY (EA):				23	



STATE OF ALASKA
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AND PUBLIC FACILITIES
VICTORY ROAD PAVEMENT
PRESERVATION

SIGN SUMMARY

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001726/CFHWY00672	2025	J1	J1



CONSTRUCTION SIGN NOTES:

1. SPEED LIMIT TO BE DETERMINED BY THE PROJECT ENGINEER.
2. SEE ALASKA STANDARD PLAN C-04.12 FOR SPACING OF DOUBLE FINE SIGNS AND SPEED LIMIT SIGNS.
3. CHANGEABLE MESSAGE BOARD SHALL BE USED FOR ADVANCED NOTIFICATION. LOCATION OF CHANGEABLE MESSAGE BOARDS SHALL BE DETERMINED BY THE ENGINEER.
4. CHANGEABLE MESSAGE BOARDS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER PAY ITEM 643.0003.0000.
5. FOR W1-7 SIGNS SHOWN ON THIS SHEET, BACKGROUND SHALL BE ORANGE.



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PERMANENT
CONSTRUCTION SIGNS
LAYOUT