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SCALE	N/A
DATE	11/19/2025
TIME	3:02 PM

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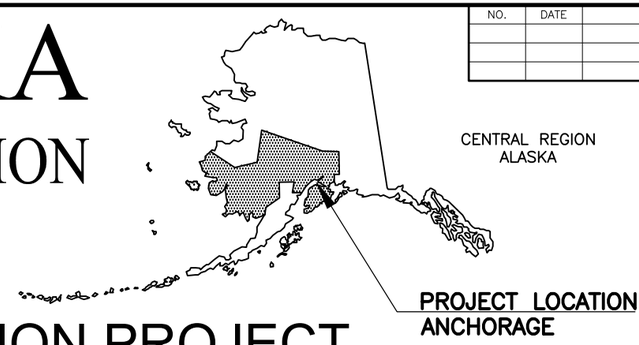
STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NO.	DATE	REVISION

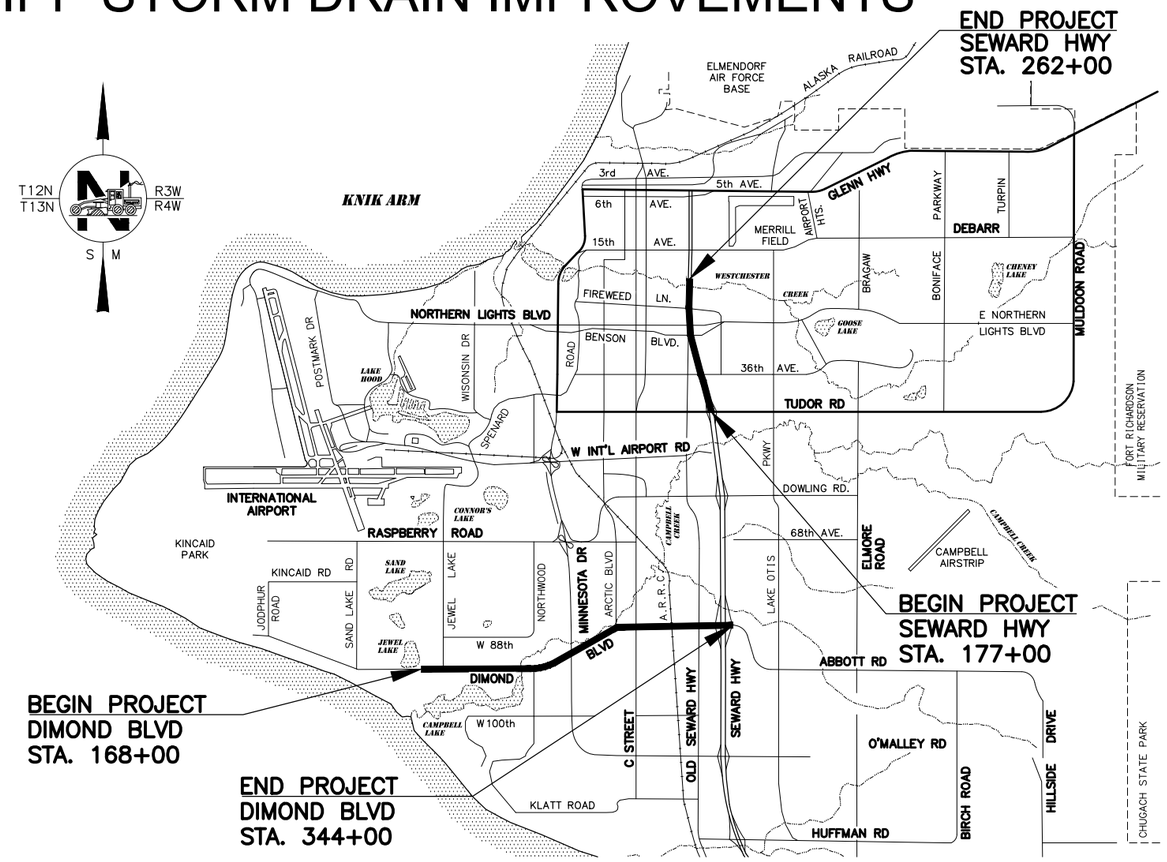
STATE	PROJECT DESIGNATION		YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389		2026	A1	A5
ROUTE ID	133700	MILEPOINT	0 TO 3.71		
LATITUDE	61.141183	LONGITUDE	-149.904694		
ROUTE ID	1020000X000	MILEPOINT	123.569 - 125.081		
LATITUDE	61.190342	LONGITUDE	-149.867508		



PROPOSED HIGHWAY PRESERVATION PROJECT

ANCHORAGE AREA DRAINAGE PRESERVATION: DIMOND BLVD - JEWEL LAKE RD TO SEWARD HWY SEWARD HWY - TUDOR RD TO 20TH AVE PROJECT NO. 0001822/CFHWY01389

CIPP STORM DRAIN IMPROVEMENTS



DESIGN DESIGNATIONS

ROADWAY SECTION	FUNCTIONAL CLASS	AADT 2024	DESIGN SPEED
DIMOND BLVD	PRINCIPAL ARTERIAL	18,000 - 36,400	40-45
SEWARD HWY	INTERSTATE	43,500 - 50,900	50-60

PROJECT SUMMARY

ROADWAY SECTION	WIDTH	LENGTH
	FEET	MILES
DIMOND BLVD	72 - 120	3.41
SEWARD HWY	100 - 150	1.47

PIH/PS&E REVIEW
NOVEMBER 2025

PLANS DEVELOPED BY: COFFMAN ENGINEERS, INC AND DOWL, LLC

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

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389	2026	A2	A5

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GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE CONTAINED WITHIN THE RIGHT-OF-WAY. 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. THE RIGHT-OF-WAY LINES SHOWN WERE CREATED FOR THIS PROJECT BY ALASKA DOT&PF ROW ENGINEERING AND ARE BASED ON RECORDED DOCUMENTS AND/OR PLATTED SUBDIVISIONS, AND SURVEYED MONUMENTS. THE RIGHT-OF-WAY LINES WERE INSERTED USING A COMMON COORDINATE SYSTEM.
3. THE EXISTING INFORMATION SHOWN IN THE PLANS IS FROM AS-BUILTS. FIELD CONDITIONS MAY NOT BE ACCURATELY REPRESENTED AND MAY HAVE CHANGED. ADJUST INSTALLATION AS DIRECTED BY THE ENGINEER.
4. SURVEY MONUMENTS ARE PRESENT IN THE ROADWAY SURFACE. ALL MONUMENTS HAVE BEEN REFERENCED BY OTHERS. THE CONTRACTOR SHALL NOT DISTURB EXISTING MONUMENTS, BUT SHALL ADJUST MONUMENT CASES AND REPLACE MONUMENT CASES IF NECESSARY. IF OTHER MONUMENTS ARE FOUND BY THE CONTRACTOR, THEY WILL BE REFERENCED BY THE CONTRACTOR PER SECTION 642 OF THE STANDARD SPECIFICATIONS.
5. PROJECT WILL NOT REQUIRE CLEARING OR GRUBBING.
6. PLACE 4" TOPSOIL AND SEED ON ANY AREAS DISTURBED BY CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.
7. CONTRACTOR SHALL CONDUCT WORK IN A MANNER SUCH AS TO CAUSE MINIMUM INCONVENIENCE TO PEDESTRIANS AND VEHICULAR TRAFFIC AND TO PERSONS CONDUCTING COMMERCIAL ENTERPRISES OR RESIDING ALONG THE ROUTE OF WORK.
8. CONTRACTOR SHALL PROTECT EXISTING VEGETATION (TREES, SHRUBS, AND GRASS) TO THE GREATEST EXTENT POSSIBLE.
9. CONTRACTOR SHALL INSTALL CIPP FROM EXISTING MANHOLE TO EXISTING MANHOLE OR OUTFALL, AS SHOWN IN THE DRAWINGS.
10. CONTRACTOR SHALL PERFORM VIDEO INSPECTION OF THE PRE-INSTALLATION AND POST-INSTALLATION OF THE ENTIRE PIPE LENGTH. IT IS ACCEPTABLE TO PERFORM THE INSPECTION FROM EITHER END OR COMBINATION OF BOTH ENDS OF THE ALIGNMENT.
11. CONTRACTOR SHALL ENSURE A SMOOTH TRANSITION BETWEEN THE CIPP LINER AND THE PIPE END. THE FINISHED LINER SHALL TIGHTLY CONFORM TO THE WALLS OF THE EXISTING HOST PIPE. NO GAP OR ANNULAR SPACE BETWEEN THE FINISHED LINER AND THE HOST PIPE SHALL BE VISIBLE AT THE PIPE ENDS. THE FINISHED LINER SHALL BE HOMOGENOUS THROUGHOUT AND FREE OF ANY DEFECTS WHICH WILL AFFECT THE LINER'S PERFORMANCE.
12. CONTRACTOR SHALL VERIFY AND RECORD EXISTING PIPE LENGTHS AND DIAMETERS FOR EACH SEGMENT SHOWN TO BE CLEANED AND LINED.
13. EXISTING PIPES SHOWN FOR LINING SHALL BE CONSIDERED FULLY DETERIORATED.
14. PRIOR TO INSTALLING THE CIPP, THE EXISTING STORM DRAIN PIPES SHALL BE CLEANED. CLEANING ACTIVITIES SHALL BE MONITORED FROM THE OPPOSITE FLOW DIRECTION FROM WHICH CLEANING IS OCCURRING, OR EVERY 5 TO 10 LINEAR FEET VIA CLOSED-CIRCUIT TELEVISION (CCTV) IF THE CCTV CAMERA IS UNABLE TO ACCESS THE PIPE FROM THE OPPOSITE FLOW DIRECTION. CONTRACTOR SHALL MONITOR AND ENSURE SOIL MIGRATION FROM THE STRUCTURAL SECTION SURROUNDING THE PIPE IS NOT WASHING AWAY.
15. CONTRACTOR SHALL INSTALL LINER FROM MANHOLES OR OUTFALL. NO EXCAVATION ACTIVITIES SHALL OCCUR AS PART OF THIS PROJECT.

INDEX

ABBREVIATIONS:

@	AT
&	AND
ADT	AVERAGE DAILY TRAFFIC
APPROX	APPROXIMATE
ASP	ALASKA STANDARD PLAN
BP	BEGINNING OF PROJECT
CAP	CONCRETE ASPHALT PIPE
CB	CATCH BASIN
C&G	CURB AND GUTTER
CCTV	CLOSED-CIRCUIT TELEVISION
CIPP	CURED-IN-PLACE PIPE
CIR	CIRCLE
℄	CENTERLINE
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
CONC	CONCRETE
CONT	CONTINUOUS, CONTINUATION
CPP	CORRUGATED POLYETHYLENE PIPE, TYPE S
CPM	CRITICAL PATH METHOD
CY	CUBIC YARD
DB	DIMOND BOULEVARD
DET	DETAIL
DI	DUCTILE IRON
DIA	DIAMETER
DOT&PF	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DR	DRIVE
E	EAST, EASTING
EG	EXISTING GRADE
EL, ELEV.	ELEVATION
EP	END OF PROJECT
ESCP	EROSION SEDIMENT CONTROL PLAN
ESMT	EASEMENT
FG	FINAL GRADE
FI	FIELD INLET
FL	FLOW LINE (ELEV)
FT, '	FOOT, FEET
H	HORIZONTAL
HDPE	HIGH-DENSITY POLYETHYLENE
HWY	HIGHWAY
IN, "	INCH, INCHES
INV	INVERT
J, JB	JUNCTION BOX
LF	LINEAR FEET
LT, (L)	LEFT
MAX	MAXIMUM
MH1	STORM DRAIN MANHOLE, TYPE 1
MH2	STORM DRAIN MANHOLE, TYPE 2
MIN	MINIMUM
MISC	MISCELLANEOUS
ML	MANHOLE LID
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
N	NORTH, NORTHING
NB	NORTHBOUND
NO., #	NUMBER
NTS, N.T.S.	NOT TO SCALE
O.C./OC	ON CENTER
OD	OUTSIDE DIAMETER
PL	PLACE
PVMT	PAVEMENT
R, RAD	RADIUS
RD	ROAD
RDWY	ROADWAY
REQD	REQUIRED
ROW, R/W	RIGHT-OF-WAY
RT, (RT)	RIGHT
S	SOUTH
SB	SOUTHBOUND
SD	STORM DRAIN
SH	SHEET
SHLD	SHOULDER
SPECS	SPECIFICATIONS
ST	STREET
STA.	STATION
STD	STANDARD
SWH	SEWARD HIGHWAY
SWPPP	STORMWATER POLLUTION PREVENTION PLAN
TCE	TEMPORARY CONSTRUCTION EASEMENT
TCP	TEMPORARY CONSTRUCTION PERMIT
TYP	TYPICAL
VBS	VEGETATED BUFFER STRIP
W	WEST

THE FOLLOWING ALASKA STANDARD PLANS APPLY TO THIS PROJECT:

C-03.30, C-04.12

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

SPECIFICATION:

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

STATE OF ALASKA PIH/PS&E REVIEW NOV 2025 REGIONAL ENGR.

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD, SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ANCHORAGE AREA DRAINAGE PRESERVATION

ABBREVIATIONS, INDEX, AND GENERAL NOTES

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389	2026	A3	A5

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DATE 11/19/2025 TIME 4:03 PM

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ROADWAY

	EXISTING	PROPOSED
EDGE OF PAVEMENT		
LIMIT OF CUT SLOPE & FILL SLOPE		CUT / FILL
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		
ROADWAY OBLITERATION		
FENCE	— — X — — X —	— — X — — X —
STONE FENCE		
NOISE BARRIER	====X====X	====X====X
RETAINING WALL		
HEADWALL & WINGWALL		
BOTTOM OF DITCH		
SPECIAL DITCH		
FLAT BOTTOM DITCH		
BERM		
RIPRAP OUTLET PROTECTION/DITCH		
BOULDER OR BOULDERS		
PRIVATE SIGN, MAILBOX	MB	MB
POST, BOLLARD		
ASPHALT PAVEMENT		
ASPHALT PATHWAY		
CONCRETE PATHWAY		
GRAVEL PAVEMENT		

UTILITIES

	EXISTING	PROPOSED
STORM DRAIN	SD	SD
STORM DRAIN MANHOLE, CLEANOUT	SD CO	SD CO
CURB INLET CATCH BASIN FIELD INLET CATCH BASIN	FI	FI
PIPE CULVERT WITH END SECTION		
SANITARY SEWER	SS	SS
SANITARY SEWER MANHOLE, CLEANOUT	SS CO	SS CO
SEPTIC VENT, SEWER SERVICE CONNECTION	S	
WATER	W	W
FIRE HYDRANT, VALVE OR RISER		
WELL, WATER SERVICE CONNECTION	W	
NATURAL GAS	G G	
OIL OR GASOLINE PIPELINE	OIL	
TANKS (ABOVE GROUND, UNDERGROUND)	U	
ELECTRIC	OE (OVERHEAD) UE (UNDERGROUND) OE|OT (OVERHEAD)	
UTILITY POLE, POLE WITH LUMINAIRE		
GUY POLE, GUY WIRE ANCHOR	GP	
TRANSMISSION TOWER (WOOD, STEEL)		
ELECTRIC PEDESTAL, TRANSFORMER	E	E
ELECTRIC MANHOLE, METER	E	
ELECTRIC OUTLET, LANDSCAPE LIGHT		
TELEPHONE	OT (OVERHEAD) UT (UNDERGROUND) UT|UTV (UNDERGROUND)	
TELEPHONE MANHOLE, PEDESTAL	T	
FIBER OPTIC	OFO (OVERHEAD) FO (UNDERGROUND)	
FIBER OPTIC MANHOLE	FO	
CABLE TV	OTV (OVERHEAD) UTV (UNDERGROUND)	
CABLE TV PEDESTAL, SATELLITE DISH		
UNDERGROUND DUCT, UTILIDOR (ELECTRIC, TELEPHONE, FIBER OPTIC)		
VENT		

TOPOGRAPHY

	EXISTING		EXISTING	PROPOSED
LAKE OR POND, WETLANDS	LAKE/POND		CONTOUR, MAJOR OR MINOR	520	520
TREE (CONIFER/DECIDUOUS) TREELINE (EDGE OF VEGETATION)			DRAINAGE FLOW		
PLANTER	P		CREEK (CENTERLINE)		
BUILDING OR FOUNDATION			RIVER (EDGE OF WATER)		

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	F/O	F/O ##
ELECTROLIER		
HIGHTOWER		HT#
SIGNAL POLE WITH MASTARM		14
PEDESTRIAN PUSH BUTTON & SIGNAL		
VEHICULAR SIGNAL		
VEHICULAR SIGNAL LEFT & RIGHT		
OPTICAL, CAMERA, RADAR, AND GPS DETECTOR		CAM RAD GPS
LOOP DETECTOR		###
COMMUNICATION ANTENNA		
MASTARM BEACON		
RURAL & SCHOOL ZONE BEACON		
LOOP DETECTOR CONDUIT		
SIGNAL CONDUIT	TR	TR
LIGHTING CONDUIT	LTG	LTG
SIGNAL & LIGHTING CONDUIT	T/L	T/L
CONDUIT BORING		
CONDUIT SIZE IN INCHES	2"-3C4	2" 1-3C4 CKT BA12 CKT BA13
INTERCONNECT	I/C	I/C
SIGN POST		##

PAVEMENT MARKINGS

	PROPOSED
TRAFFIC PROJECT CENTERLINE	
8" & 4" WHITE SOLID STRIPE	8"W 4"W
4" WHITE SKIP STRIPE 10' STRIPES AND 30' SPACES	4"W SKIP
8" WHITE LANE GUIDE SKIP LANE CONTINUATION OR TURN SKIP 1' STRIPES AND 3' SPACES	8"W GUIDE SKIP
8" & 4" YELLOW SOLID STRIPE	8"Y 4"Y
4" YELLOW SKIP STRIPE 10' STRIPES AND 30' SPACES	4"Y SKIP
STRIPING CHANGE STATION INTERVAL	+20
2' STOPBAR	24"W (TYP)
2' CROSSWALK LAYOUT	10'
TYPICAL PAINTED MEDIAN	12' (2)–4"Y 3" APART; VARIES; 18"Y @ 45°

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	RCM	
PRIMARY GPS CONTROL POINT	GPS	
HORIZONTAL CONTROL POINT	CP	
SECONDARY CONTROL POINT	SCP	
VERTICAL BENCHMARK	BM	
TEMPORARY BENCHMARK	TBM	
TOWNSHIP AND RANGE LINES	T13N / T12N, R2W / R3W	
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 ALASKA
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ANCHORAGE, AK 99503
(907) 276–6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA DRAINAGE PRESERVATION

LEGEND

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389	2026	A4	A5

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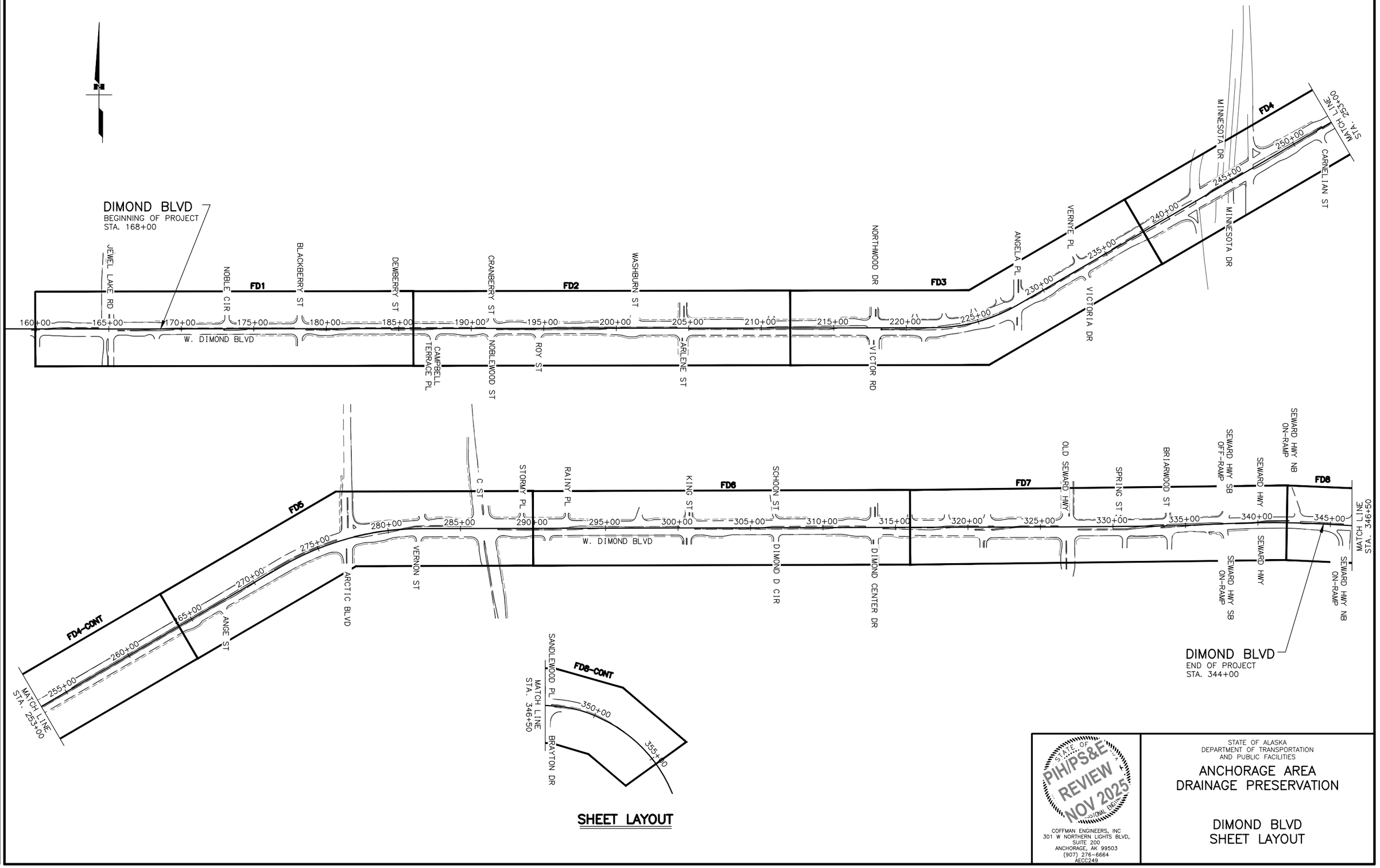

SHEET LAYOUT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA DRAINAGE PRESERVATION

DIMOND BLVD SHEET LAYOUT

STATE OF ALASKA
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NOV 2025
PROFESSIONAL ENGINEER

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD,
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NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389	2026	A5	A5

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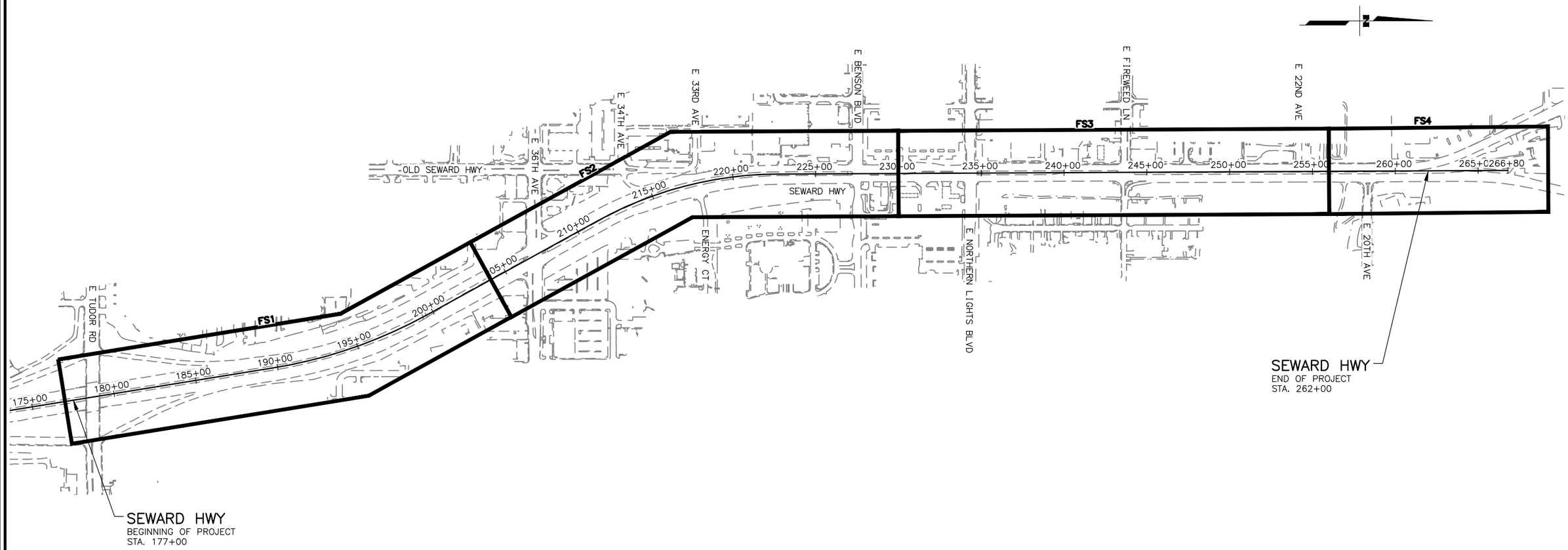

SHEET LAYOUT

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ANCHORAGE AREA DRAINAGE PRESERVATION

SEWARD HWY SHEET LAYOUT

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389	2026	C1	C1

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ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	PAY UNIT	QUANTITY
604.2015.0000	CLEAN DRAINAGE SYSTEM – STRUCTURES	EACH	96.00
604.2016.0000	CLEAN DRAINAGE SYSTEM – PIPES	LINEAR FOOT	7,250.00
640.0001.0000	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641.0001.0000	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
641.0005.0000	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE	CONTINGENT SUM	ALL REQUIRED
641.0006.0000	WITHHOLDING	CONTINGENT SUM	ALL REQUIRED
641.0007.0000	SWPPP MANAGER	LUMP SUM	ALL REQUIRED
641.0008.0000	SWPPPTRACK	CONTINGENT SUM	ALL REQUIRED
642.0001.0000	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
642.0003.0000	THREE PERSON SURVEY PARTY	HOUR	200.00
643.0002.0000	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643.0003.0000	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED
643.0023.0000	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
643.0025.0000	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED
644.0001.0000	FIELD OFFICE	LUMP SUM	ALL REQUIRED
644.2004.0000	ENGINEERING COMMUNICATIONS	CONTINGENT SUM	ALL REQUIRED
645.0001.0000	TRAINING PROGRAM, 1	LABOR HOUR	200.00
646.0001.0000	CPM SCHEDULING	LUMP SUM	ALL REQUIRED
656.2001.0012	CURED–IN–PLACE PIPE 12 INCH	LINEAR FOOT	2,625.00
656.2001.0015	CURED–IN–PLACE PIPE 15 INCH	LINEAR FOOT	83.00
656.2001.0018	CURED–IN–PLACE PIPE 18 INCH	LINEAR FOOT	3,550.00
656.2001.0024	CURED–IN–PLACE PIPE 24 INCH	LINEAR FOOT	1,975.00
656.2005.0000	CURED–IN–PLACE PIPE – HOST PIPE SPOT REPAIR	CONTINGENT SUM	ALL REQUIRED

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

ESTIMATE OF QUANTITIES

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ALASKA	0001822/CFHWY01389	2026	D1	D3

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604.2015.0000 – CLEAN DRAINAGE SYSTEM – STRUCTURES

SHEET	STRUCTURE ID	STATION	OFFSET	QTY (EACH)	REMARKS
FD1	SD1-1	"DB" 171+37	37.7 LT	1	CURB INLET
FD1	SD1-2	"DB" 171+38	35.5 RT	1	CURB INLET
FD2	SD2-1	"DB" 194+03	38.6 LT	1	CURB INLET
FD2	SD2-2	"DB" 197+47	46.1 LT	1	CURB INLET
FD2	SD2-3	"DB" 200+73	51.6 LT	1	CURB INLET
FD2	SD2-4	"DB" 199+97	43.5 RT	1	CURB INLET
FD2	SD2-5	"DB" 201+25	80.5 LT	1	MANHOLE
FD2	SD2-6	"DB" 201+79	51.3 LT	1	CURB INLET
FD2	SD2-7	"DB" 203+93	51.4 LT	1	CURB INLET
FD2	SD2-8	"DB" 204+16	81.8 LT	1	FIELD INLET
FD3	SD3-1	"DB" 212+96	54.0 LT	1	MANHOLE
FD3	SD3-2	"DB" 215+12	57.8 LT	1	MANHOLE
FD3	SD3-3	"DB" 218+33	57.2 LT	1	CURB INLET
FD3	SD3-4	"DB" 218+33	57.9 RT	1	CURB INLET
FD3	SD3-5	"DB" 222+01	11.9 RT	1	CURB INLET
FD3	SD3-6	"DB" 222+01	63.7 RT	1	CURB INLET
FD3	SD3-7	"DB" 222+93	57.8 LT	1	MANHOLE
FD3	SD3-8	"DB" 223+95	55.8 LT	1	CURB INLET
FD3	SD3-9	"DB" 230+39	52.0 LT	1	CURB INLET
FD3	SD3-10	"DB" 230+53	54.9 RT	1	CURB INLET
FD3	SD3-11	"DB" 232+59	67.7 RT	1	FIELD INLET
FD3	SD3-12	"DB" 234+95	62.7 RT	1	FIELD INLET
FD3	SD3-13	"DB" 237+26	52.5 RT	1	CURB INLET
FD3	SD3-14	"DB" 237+26	53.4 LT	1	CURB INLET
FD4	SD4-1	"DB" 248+80	88.9 RT	1	FIELD INLET
FD4	SD4-2	"DB" 249+16	97.2 RT	1	MANHOLE
FD4	SD4-3	"DB" 251+00	64.9 LT	1	CURB INLET
FD4	SD4-4	"DB" 251+00	46.8 RT	1	CURB INLET
FD4	SD4-5	"DB" 251+96	83.2 RT	1	CURB INLET
FD4	SD4-6	"DB" 252+36	47.1 RT	1	CURB INLET
FD4	SD4-7	"DB" 253+89	47.1 RT	1	CURB INLET
FD4	SD4-8	"DB" 253+90	52.0 LT	1	CURB INLET
FD4	SD4-9	"DB" 262+44	47.2 RT	1	CURB INLET
FD4	SD4-10	"DB" 262+45	51.1 LT	1	CURB INLET
FD5	SD5-1	"DB" 265+15	51.6 LT	1	CURB INLET
FD5	SD5-2	"DB" 265+14	56.9 RT	1	CURB INLET
FD5	SD5-3	"DB" 267+60	52.7 LT	1	CURB INLET

604.2015.0000 – CLEAN DRAINAGE SYSTEM – STRUCTURES (CONT.)

SHEET	STRUCTURE ID	STATION	OFFSET	QTY (EACH)	REMARKS
FD5	SD5-4	"DB" 267+62	47.8 RT	1	CURB INLET
FD5	SD5-5	"DB" 270+15	57.8 LT	1	CURB INLET
FD5	SD5-6	"DB" 270+16	53.1 RT	1	CURB INLET
FD5	SD5-7	"DB" 270+21	68.0 RT	1	MANHOLE
FD5	SD5-8	"DB" 273+30	16.8 LT	1	CURB INLET
FD5	SD5-9	"DB" 273+29	53.0 RT	1	CURB INLET
FD5	SD5-10	"DB" 277+98	54.0 RT	1	CURB INLET
FD5	SD5-11	"DB" 280+88	52.2 RT	1	MANHOLE
FD5	SD5-12	"DB" 284+01	52.3 RT	1	MANHOLE
FD5	SD5-13	"DB" 286+17	98.3 RT	1	CURB INLET
FD5	SD5-14	"DB" 287+03	108.3 LT	1	CURB INLET
FD5	SD5-15	"DB" 287+18	48.9 RT	1	MANHOLE
FD5	SD5-16	"DB" 289+74	68.0 LT	1	CURB INLET
FD5	SD5-17	"DB" 290+00	49.3 RT	1	CURB INLET
FD6	SD6-1	"DB" 298+39	47.4 RT	1	CURB INLET
FD6	SD6-2	"DB" 298+38	61.3 LT	1	CURB INLET
FD6	SD6-3	"DB" 309+77	92.7 LT	1	FIELD INLET
FD6	SD6-4	"DB" 310+12	51.5 LT	1	CURB INLET
FD6	SD6-5	"DB" 310+12	6.3 RT	1	CURB INLET
FD6	SD6-6	"DB" 309+77	71.5 RT	1	FIELD INLET
FD6	SD6-7	"DB" 310+11	47.2 RT	1	CURB INLET
FD6	SD6-8	"DB" 312+63	7.1 LT	1	MANHOLE
FD6	SD6-9	"DB" 312+89	51.5 LT	1	CURB INLET
FD7	SD7-1	"DB" 320+29	68.9 LT	1	CURB INLET
FD7	SD7-2	"DB" 320+29	49.7 LT	1	CURB INLET
FD7	SD7-3	"DB" 326+10	71.8 RT	1	CURB INLET
FD7	SD7-4	"DB" 326+12	49.6 LT	1	CURB INLET
FD7	SD7-5	"DB" 327+19	65.9 LT	1	MANHOLE
FD7	SD7-6	"DB" 327+35	112.6 RT	1	CURB INLET
FD7	SD7-7	"DB" 330+98	61.0 RT	1	MANHOLE
FD7	SD7-8	"DB" 330+99	46.9 LT	1	CURB INLET
FD7	SD7-9	"DB" 332+99	67.0 RT	1	CURB INLET
FD7	SD7-10	NOT ACCESSIBLE		1	VAULT?
FD7	SD7-11	"DB" 336+99	7.6 RT	1	MANHOLE
FD7	SD7-12	"DB" 339+00	3.0 RT	1	MANHOLE
FD7	SD7-13	"DB" 340+43	5.6 RT	1	MANHOLE
FD7	SD7-14	"DB" 340+43	40.9 RT	1	CURB INLET

604.2015.0000 – CLEAN DRAINAGE SYSTEM – STRUCTURES (CONT.)

SHEET	STRUCTURE ID	STATION	OFFSET	QTY (EACH)	REMARKS
FS1	SS1-1	"SH" 181+94	RT	1	FIELD INLET
FS1	SS1-2	"SH" 184+07	RT	1	FIELD INLET
FS1	SS1-3	"SH" 198+95	RT	1	MANHOLE
FS1	SS1-4	"SH" 202+94	LT	1	MANHOLE
FS2	SS2-1	"SH" 206+97	RT	1	MANHOLE
FS2	SS2-2	"SH" 207+94	LT	1	MANHOLE
FS2	SS2-3	"SH" 207+95	RT	1	MANHOLE W/ CURB INLET FRAME
FS2	SS2-4	"SH" 208+34	LT	1	MANHOLE
FS2	SS2-5	"SH" 211+51	RT	1	MANHOLE
FS2	SS2-6	"SH" 213+11	RT	1	MANHOLE W/ CURB INLET FRAME
FS2	SS2-7	"SH" 215+49	RT	1	MANHOLE
FS2	SS2-8	"SH" 226+90	RT	1	MANHOLE
FS2	SS2-9	"SH" 227+55	RT	1	MANHOLE
FS3	SS3-1	"SH" 321+50	RT	1	MANHOLE
FS3	SS3-2	"SH" 234+93	RT	1	MANHOLE
FS3	SS3-3	"SH" 237+25	LT	1	MANHOLE W/ CURB INLET FRAME
FS3	SS3-4	"SH" 237+71	RT	1	MANHOLE W/ CURB INLET FRAME
FS3	SS3-5	"SH" 237+24	LT	1	MANHOLE
FS3	SS3-6	"SH" 240+17	RT	1	CURB INLET
FS3	SS3-7	"SH" 240+18	RT	1	MANHOLE
FS3	SS3-8	"SH" 243+81	RT	1	MANHOLE
FS3	SS3-9	"SH" 243+95	RT	1	MANHOLE
TOTAL:				96	EACH
PAY ITEM QUANTITY:				96	EACH

STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
PROFESSIONAL ENGINEER

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD,
SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA DRAINAGE PRESERVATION

SUMMARY TABLES

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389	2026	D2	D3

DESIGNED BY
CHECKED BY
DRAFTED BY

SCALE N/A

DATE TIME 11/21/2025 1:45 PM

DRAWING LOCATION
C:\DOWL_PW\D0425704\00851_001_SUM-CIPP.DWG

604.2016.0000 – CLEAN DRAINAGE SYSTEM – PIPES

SHEET	PIPE ID	FROM		TO		LENGTH (LF)	SIZE (IN)	REMARKS
		STATION	OFFSET	STATION	OFFSET			
FD1	PD1–3	"DB" 177+79	43.12 LT	"DB" 177+60	35.41 RT	80.93	18	
FD1	PD1–4	"DB" 182+16	37.71 LT	NOT ABLE TO SURVEY		150.00	18	
FD1	PD1–5	NOT ABLE TO SURVEY		"DB" 182+16	37.71 LT	65.00	12	
FD1	PD1–6	"DB" 182+16	37.71 LT	"DB" 182+15	35.33 RT	73.05	18	
FD1–FD2	PD1–7	"DB" 187+89	38.01 LT	"DB" 184+96	37.81 LT	297.39	10	
FD2	PD2–1	"DB" 193+34	48.23 LT	"DB" 194+03	38.62 LT	69.43	18	
FD2	PD2–7	NOT ABLE TO SURVEY		"DB" 206+26	47.54 RT	110.00	12	CLEAN FROM STRUCTURE WITHIN ROW
FD2	PD2–8	"DB" 206+26	47.54 RT	"DB" 206+97	63.28 LT	131.43	18	
FD2	PD2–9	NOT ABLE TO SURVEY		"DB" 205+22	47.90 RT	100.28	12	CLEAN FROM STRUCTURE WITHIN ROW
FD2	PD2–10	"DB" 211+17	51.18 LT	"DB" 211+27	47.69 RT	99.33	18	
FD3	PD3–2	"DB" 214+54	49.71 RT	"DB" 212+96	47.84 RT	157.74	12	
FD3	PD3–5	"DB" 222+01	11.91 RT	"DB" 222+02	57.31 LT	69.22	12	
FD3	PD3–5B	"DB" 223+95	53.55 RT	"DB" 222+01	63.67 RT	203.62	12	
FD3	PD3–8	"DB" 230+57	74.27 RT	"DB" 232+59	67.67 RT	202.15	18	
FD3	PD3–9	"DB" 232+60	47.13 RT	"DB" 232+59	67.67 RT	20.54	12	
FD3	PD3–11	"DB" 234+95	47.05 RT	"DB" 234+95	62.74 RT	15.69	18	
FD3	PD3–12	"DB" 234+95	62.74 RT	"DB" 237+26	68.52 RT	231.27	18	
FD3	PD3–13	"DB" 237+26	68.52 RT	"DB" 237+26	52.49 RT	16.03	18	
FD4	PD4–1	"DB" 239+69	62.23 RT	END NOT LOCATED		50.00	18	
FD4	PD4–3	"DB" 248+80	88.90 RT	"DB" 248+79	106.05 LT	194.96	12	
FD4	PD4–4	"DB" 248+79	106.05 LT	"DB" 249+06	106.56 LT	26.73	12	
FD4	PD4–5	"DB" 249+04	78.48 RT	"DB" 249+06	106.56 LT	185.06	12	
FD4	PD4–6	"DB" 249+25	70.31 LT	"DB" 249+25	59.37 RT	129.68	18	
FD4	PD4–8	"DB" 251+15	76.40 RT	"DB" 251+00	46.85 RT	32.88	18	
FD4	PD4–9	"DB" 251+00	46.85 RT	"DB" 252+36	47.12 RT	136.00	18	
FD4	PD4–10	"DB" 251+96	83.35 RT	NOT ABLE TO SURVEY		30.00	18	
FD4	PD4–13	"DB" 257+29	51.32 LT	"DB" 257+28	47.08 RT	98.40	18	
FD4	PD4–14	NOT ABLE TO SURVEY		"DB" 257+28	47.08 RT	75.00	12	CLEAN FROM STRUCTURE WITHIN ROW
FD4	PD4–15	"DB" 260+00	51.02 RT	"DB" 259+99	46.95 RT	97.97	18	
FD5	PD5–2	"DB" 266+89	75.90 RT	"DB" 266+71	46.63 RT	34.26	18	
FD5	PD5–7	"DB" 275+78	55.70 RT	"DB" 273+29	53.01 RT	242.16	12	
FD5	PD5–8	"DB" 278+17	117.00 LT	"DB" 277+99	4.71 LT	113.86	18	
FD5	PD5–9	"DB" 277+99	4.71 LT	"DB" 277+98	54.03 RT	58.74	18	
FD6	PD6–1	"DB" 292+88	56.98 LT	"DB" 292+88	47.51 RT	104.49	18	
FD6	PD6–2	"DB" 295+64	52.83 LT	"DB" 295+64	47.48 RT	100.32	18	
FD6	PD6–4	"DB" 306+18	1.55 LT	"DB" 306+19	47.48 RT	49.05	18	
FD7	PD7–2	"DB" 323+16	121.31 RT	"DB" 323+20	71.53 RT	49.92	12	CLEAN FROM STRUCTURE WITHIN ROW
FD7	PD7–3	"DB" 323+20	59.50 LT	"DB" 323+20	71.53 RT	131.03	18	
FD7	PD7–9	"DB" 337+00	48.70 LT	"DB" 336+99	7.57 RT	56.28	18	
FD7	PD7–10	"DB" 337+07	54.34 RT	"DB" 336+99	7.57 RT	47.49	18	
FD7	PD7–12	"DB" 340+42.72	40.85 RT	"DB" 339+00	42.24 RT	142.31	12	
FD7	PD7–14	"DB" 340+43	5.60 RT	"DB" 339+00	3.01 RT	142.63	24	
FD7	PD7–15	"DB" 340+42	37.48 LT	"DB" 338+99	36.66 LT	143.96	12	
FD7	PD7–16	NOT ABLE TO SURVEY		"DB" 340+42	37.48 LT	100.00	12	
FD8	PD8–1	"DB" 343+44	47.08 LT	"DB" 343+55	37.05 RT	84.84	12	

604.2016.0000 – CLEAN DRAINAGE SYSTEM – PIPES (CONT.)

SHEET	PIPE ID	FROM		TO		LENGTH (LF)	SIZE (IN)	REMARKS
		STATION	OFFSET	STATION	OFFSET			
FS1	PS1–1	"SH" 177+97	118.32 LT	"SH" 179+83	111.38 LT	185.5	24	
FS1	PS1–2	NOT ABLE TO SURVEY		"SH" 180+09	17.12 RT	150	18	
FS1	PS1–3	"SH" 180+09	17.12 RT	"SH" 180+09	99.46 RT	82.34	18	
FS1	PS1–4	NOT ABLE TO SURVEY		"SH" 180+09	99.46 RT	130	18	
FS1	PS1–5	"SH" 179+13	85.89 RT	"SH" 177+36	109.70 RT	178.21	24	
FS1	PS1–7	186+29.12	112.00 LT	"SH" 185+77	72.51 LT	65.2	24	
FS1	PS1–8	NOT ABLE TO SURVEY		"SH" 198+95	1.47 RT	200	10	
FS2	PS2–8	"SH" 213+10	85.91 LT	"SH" 213+11	3.83 RT	89.75	18	
FS2	PS2–9	"SH" 215+59	12.46 LT	NOT ABLE TO SURVEY		27.57	12	
FS2	PS2–10	"SH" 206+97	1.69 RT	"SH" 205+53	262.99 RT	298.33	24	
FS2	PS2–11	"SH" 217+86	8.46 RT	"SH" 220+49	2.75 RT	262.51	18	
FS2	PS2–13	"SH" 227+55	63.71 RT	"SH" 228+30	66.39 RT	75.21		
FS2	PS2–14	"SH" 228+30	66.39 RT	"SH" 229+59	50.46 RT	130.27		
FS3	PS3–1	"SH" 231+50	64.34 LT	"SH" 231+50	0.72 RT	65.06	12	
FS3	PS3–4	"SH" 234+01	83.15 RT	"SH" 233+71	71.49 RT	32.56	15	
FS3	PS3–5	"SH" 235+14	58.73 LT	"SH" 234+69	4.40 RT	77.34	12	
FS3	PS3–8	"SH" 243+17	72.84 LT	"SH" 243+81	10.25 RT	105.361	12	
FS4	PS4–1	"SH" 257+12	67.45 RT	"SH" 257+11	12.78 RT	53.88	12	
FS4	PS4–2	"SH" 257+77	8.84 RT	"SH" 257+75	81.84 LT	90.69	24	
FS4	PS4–3	"SH" 259+36	44.73 LT	"SH" 259+22	71.04 LT	29.86	12	
FS4	PS4–4	"SH" 261+87	12.72 RT	NOT ABLE TO SURVEY		150	18	
					TOTAL:	7,231		LF
				PAY ITEM QUANTITY:		7,250		LF

STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
PROFESSIONAL ENGINEER

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA DRAINAGE PRESERVATION

SUMMARY TABLES

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389	2026	D3	D3

DESIGNED BY ---
CHECKED BY ---
DRAFTED BY ---

SCALE N/A

DATE 11/21/2025 TIME 1:45 PM

DRAWING LOCATION C:\DOWL_PW\D0425704\00851_001_SUM-CIPP.DWG

656.2001.0012 – CURED-IN-PLACE PIPE 12 INCH

SHEET	PIPE ID	FROM		TO		LENGTH (LF)	REMARKS
		STATION	OFFSET	STATION	OFFSET		INSPECTION ID*
FD3	PD3-4	"DB" 222+01	11.9 RT	"DB" 222+01	63.7 RT	74.8	17-14 TO 17-15
FD3	PD3-6	"DB" 223+95	55.8 LT	"DB" 222+93	57.8 LT	97.5	17-17 TO 17-DB2
FD3	PD3-7	"DB" 230+39	52.0 LT	"DB" 230+53	54.9 RT	107.7	1367-21 TO 1367-20
FD4	PD4-2	"DB" 249+16	97.2 RT	"DB" 248+80	88.9 RT	36.7	548-DB4 TO 548-DB1
FD5	PD5-4	"DB" 270+19	67.9 RT	"DB" 270+16	53.1 RT	47.4	548-30B to 548-30
FD6	PD6-7	"DB" 309+77	92.7 LT	"DB" 310+12	51.6 LT	54.4	1488-25 TO 1488-24
FD7	PD7-1	"DB" 320+29	49.7 LT	"DB" 320+29	68.9 LT	19.3	1488-192 TO 1488-193
FD7	PD7-8	UNKOWN VAULT		"DB" 332+99	67.0 RT	172.0	1488-DB7 TO 1488-215
FS1	PS1-9	"SH" 198+95	1.5 RT	"SH" 202+94	0.8 RT	399.3	SWH-4A TO SWH-4B
FS1/FS2	PS2-1	"SH" 202+94	0.8 LT	"SH" 207+95	6.6 RT	500.9	SWH-4B TO 31632084
FS2	PS2-4	"SH" 208+34	154.0 LT	"SH" 207+94	179.0 LT	47.1	31732020 TO 31732145
FS2	PS2-5	"SH" 207+95	6.6 RT	"SH" 211+51	25.6 RT	372.0	31632084 TO UNKNOWN
FS2	PS2-6	"SH" 211+51	25.6 RT	"SH" 215+49	13.0 RT	394.1	UNKNOWN TO SWH-4D
FS2	PS2-12	"SH" 226+90	48.8 RT	"SH" 227+55	63.7 RT	67.0	31632091 TO 31632067
FS3	PS3-3	"SH" 234+93	52.4 RT	"SH" 234+69	4.4 RT	53.9	86-20 TO 31632062
FS3	PS3-7	"SH" 240+17	51.8 RT	"SH" 240+18	10.1 RT	41.8	86-9 TO 31532076
FS3	PS3-9	"SH" 243+95	93.9 RT	"SH" 243+81	10.3 RT	133.6	31532172 TO 31532065
TOTAL:						2,619	LF
PAY ITEM QUANTITY:						2,625	LF

656.2001.0024 – CURED-IN-PLACE PIPE 24 INCH

SHEET	PIPE ID	FROM		TO		LENGTH (LF)	REMARKS
		STATION	OFFSET	STATION	OFFSET		INSPECTION ID*
FD2	PD2-5	"DB" 201+25	80.49 LT	"DB" 201+79	51.25 LT	61.7	585-16 TO 585-15
FD2	PD2-6	"DB" 201+79	51.25 LT	"DB" 203+93	51.35 LT	213.8	585-15 TO 585-14
FD2	PD2-7	"DB" 203+93	51.35 LT	"DB" 204+16	81.78 LT	38.5	585-14 TO 585-55
FD3	PD3-1	"DB" 215+12	57.78 LT	"DB" 212+96	54.04 LT	216.0	17-6 TO 17-3
FD7	PD7-4	"DB" 326+12	49.58 LT	"DB" 327+19	65.86 LT	108.1	1488-206 TO 1488-207
FD7	PD7-5	"DB" 326+10	71.76 RT	"DB" 326+12	49.58 LT	160.1	1488-196 TO 1488-206
FD7	PD7-6	"DB" 327+35	112.60 RT	"DB" 326+10	71.76 RT	131.6	585-16 TO 1488-196
FS1	PS1-6	"SH" 181+94	95.53 RT	"SH" 184+07	78.00 RT	214.1	SWH-1J TO SWH-1K
FS2	PS2-2	"SH" 207+94	178.98 LT	"SH" 206+97	1.69 RT	205.2	31732145 TO 31732114
FS2	PS2-3	"SH" 206+69	90.92 LT	"SH" 208+64	86.87 LT	195.2	SWH-5G INLET TO SWH-5G OUTLET
FS2	PS2-7	"SH" 213+11	3.83 RT	"SH" 213+07	100.08 RT	96.3	31632077 TO SWH-5B
FS2	PS3-2	"SH" 231+50	0.72 RT	"SH" 234+69	4.40 RT	332.8	SWH-15A TO 31632062
TOTAL:						1,973.4	LF
PAY ITEM QUANTITY:						1,975	LF

656.2001.0018 – CURED-IN-PLACE PIPE 18 INCH

SHEET	PIPE ID	FROM		TO		LENGTH (LF)	REMARKS
		STATION	OFFSET	STATION	OFFSET		INSPECTION ID*
FD1	PD1-1	"DB" 171+37	37.73 LT	"DB" 171+38	35.47 RT	102.8	1492-22 TO 1492-21
FD1	PD1-2	"DB" 171+37	37.73 LT	NOT LOCATED		123.4	1492-22 TO NORTH
FD2	PD2-2	"DB" 194+03	38.62 LT	"DB" 197+47	46.13 LT	344.1	585-50 TO 585-48
FD2	PD2-3	"DB" 197+47	46.13 LT	"DB" 200+73	51.61 LT	326.5	585-48 TO 585-36
FD2	PD2-4	"DB" 199+97	43.50 RT	"DB" 200+73	51.61 LT	121.8	585-37 TO 585-36
FD3	PD3-3	"DB" 218+33	57.23 LT	"DB" 218+32	57.92 RT	115.2	17-8 TO 17-9
FD3	PD3-10	"DB" 232+59	67.67 RT	"DB" 234+95	62.74 RT	235.7	1367-16 TO 1367-15
FD3	PD3-14	"DB" 237+26	53.36 LT	"DB" 237+26	52.49 RT	105.9	1367-25 TO 1367-24
FD4	PD4-7	"DB" 251+00	64.91 LT	"DB" 251+00	46.85 RT	122.7	548-19 TO 548-17
FD4	PD4-11	"DB" 251+96	83.25 RT	"DB" 252+36	47.12 RT	71.1	32329038 TO 548-15
FD4	PD4-12	"DB" 253+90	51.99 LT	"DB" 253+89	47.10 RT	99.1	548-22 TO 548-14
FD4	PD4-16	"DB" 262+45	51.12 LT	"DB" 262+44	47.19 RT	98.3	548-24 TO 548-23
FD5	PD5-1	"DB" 265+15	51.58 LT	"DB" 265+14	56.90 RT	117.4	548-26 TO 548-25
FD5	PD5-3	"DB" 267+60	52.70 LT	"DB" 267+62	47.80 RT	100.5	548-29 TO 548-28
FD5	PD5-5	"DB" 270+15	57.80 LT	"DB" 270+16	53.07 RT	121.3	548-264 TO 548-30
FD5	PD5-6	"DB" 273+30	16.82 LT	"DB" 273+29	53.01 RT	87.1	548-263 TO 548-31
FD5	PD5-10	"DB" 280+88	52.21 RT	"DB" 277+98	54.03 RT	281.6	548-258 TO 548-253
FD5	PD5-11	"DB" 286+17	98.30 RT	"DB" 284+01	52.28 RT	220.6	1488-45 TO 1488-44
FD5	PD5-12	"DB" 287+03	108.35 LT	"DB" 287+18	48.87 RT	158.0	1488-42 TO 1488-12
FD5	PD5-13	"DB" 289+74	68.02 LT	"DB" 290+00	49.30 RT	145.8	1488-41 TO 1488-13
FD6	PD6-3	"DB" 298+38	61.34 LT	"DB" 298+39	47.45 RT	140.8	1488-38 TO 1488-16
FD6	PD6-5	"DB" 310+11	47.15 RT	"DB" 309+79	71.53 RT	43.0	1488-19 TO 1488-20
FD6	PD6-6	"DB" 310+12	51.55 LT	"DB" 310+12	6.27 RT	57.8	1488-24 TO 1488-21
FD6	PD6-8	"DB" 312+89	51.51 LT	"DB" 312+63	7.07 LT	51.7	1488-26 TO 1488-1
FD7	PD7-7	"DB" 330+99	46.93 LT	"DB" 330+98	61.04 RT	108.0	1488-233 TO 1488-214
FD7	PD7-13	"DB" 340+43	5.60 RT	"DB" 340+43	40.85 RT	35.3	1488-221 TO 1488-225
TOTAL:						3,535.4	LF
PAY ITEM QUANTITY:						3,550	LF

656.2001.0015 – CURED-IN-PLACE PIPE 15 INCH

SHEET	PIPE ID	FROM		TO		LENGTH (LF)	REMARKS
		STATION	OFFSET	STATION	OFFSET		INSPECTION ID*
FS3	PS3-6	"SH" 237+25	60.22 LT	"SH" 237+71	7.55 RT	82.1	31531163 TO 31532050
TOTAL:						82.1	LF
PAY ITEM QUANTITY:						83	LF

* FOR REVIEW INFORMATION ONLY. INSPECTION IDENTIFIERS ARE REFERENCED TO THE CONDITION ASSESSMENT REPORT AND WILL BE REMOVED AT ADVERTISEMENT.

STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
PROFESSIONAL ENGINEER

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD, SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ANCHORAGE AREA DRAINAGE PRESERVATION

SUMMARY TABLES

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0001822/CFHWY01389	2026	E1	EXX

DESIGNED BY ---
CHECKED BY ---
DRAFTED BY ---

SCALE N/A

DATE 11/21/2025 TIME 1:49 PM

DRAWING LOCATION
C:\DOWL_PW\D0425704\00851_E01_DTL_CIPP.DWG

NOTE TO REVIEWERS: FOR THE FINAL PS&E, WE WILL INCLUDE PHOTOS OF THE EXISTING CONDITIONS, ALONG WITH INSPECTION DATES, TO DOCUMENT THE STATE OF EACH PIPE IDENTIFIED FOR CIPP. THIS DOCUMENTATION WILL ESTABLISH A CLEAR BASIS FOR EVALUATING ANY CHANGES IN CONDITIONS COMPARED TO THE ORIGINAL INSPECTION.

STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
REGIONAL ENGINEER

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD,
SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

CIPP EXISTING
CONDITION PHOTOS

DESIGNED BY
CHECKED BY
DRAFTED BY

SCALE 1" = 50'

DATE 11/19/2025 TIME 4:34 PM

DRAWING LOCATION
C:\DOWL_PW\D0425704\00851_FD01_PLN-CIPP.DWG

NOTE:

1. INLET/OUTLET LOCATION WAS UNABLE TO BE VERIFIED DURING CCTV INSPECTIONS. SEGMENT LENGTH AND INLET/OUTLET LOCATION ASSUMED.

JEWEL LAKE RD

W DIMOND BLVD

SD1-1
SD/CB.TOP 1492-22
TOP ELEV=80.17'
N INV=72.23'(18")
E INV=72.64'(12")
S INV=72.19'(18")
W INV=72.53'(12")
CONFIRM WITHIN DRAINAGE ESMT

PD1-2

PD1-1

SD1-2
SD/CB.TOP 1492-21
TOP ELEV=80.32'
N INV=UNKNOWN (18")
E INV=72.02'(12")
E INV=64.36'(30")
SW INV=63.40'(18")
W INV=71.78'(12")
W INV=64.24'(30")

BEGIN PROJECT
STA. 168+00
N 311078.3855
E 336897.2176

MATCH LINE STA. 173+00

160+00 "DB" 161+00 "DB" 162+00 "DB" 163+00 "DB" 164+00 "DB" 165+00 "DB" 166+00 "DB" 167+00 "DB" 168+00 "DB" 169+00 "DB" 170+00 "DB" 171+00 "DB" 172+00 "DB" 1

NOBLE CIR

BLACKBERRY ST

DEWBERRY ST

SEE NOTE 1

PD1-3

PD1-4

PD1-5

PD1-6

PD1-7

MATCH LINE STA. 173+00

173+00 "DB" 174+00 "DB" 175+00 "DB" 176+00 "DB" 177+00 "DB" 178+00 "DB" 179+00 "DB" 180+00 "DB" 181+00 "DB" 182+00 "DB" 183+00 "DB" 184+00 "DB" 185+00 "DB" 1

MATCH LINE STA. 186+00

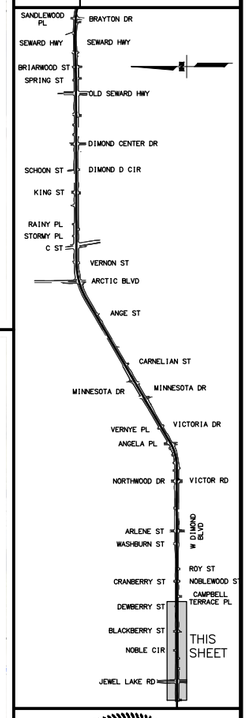
CLEAN DRAINAGE SYSTEM – PIPES

CURED-IN-PLACE PIPE

SHEET NO.	TOTAL SHEETS
FD1	FD8
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION
0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
PROFESSIONAL ENGINEER

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD,
SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

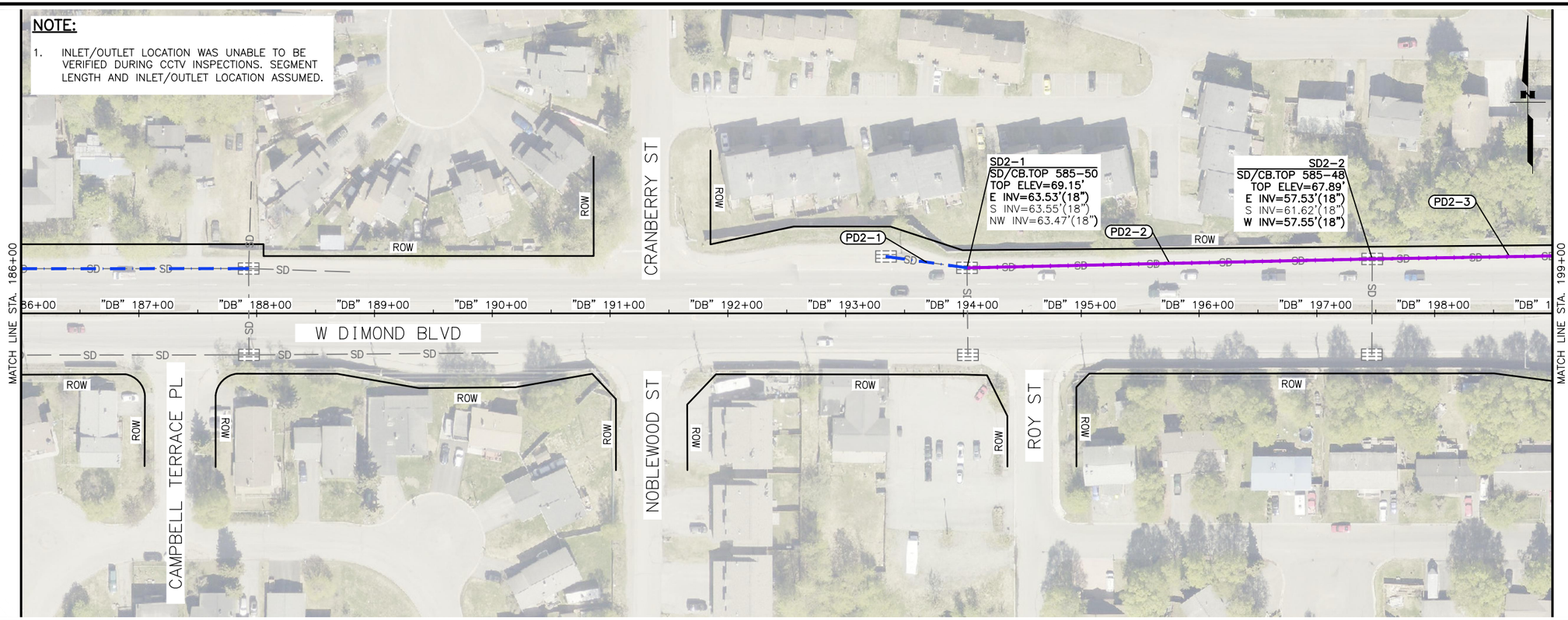
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

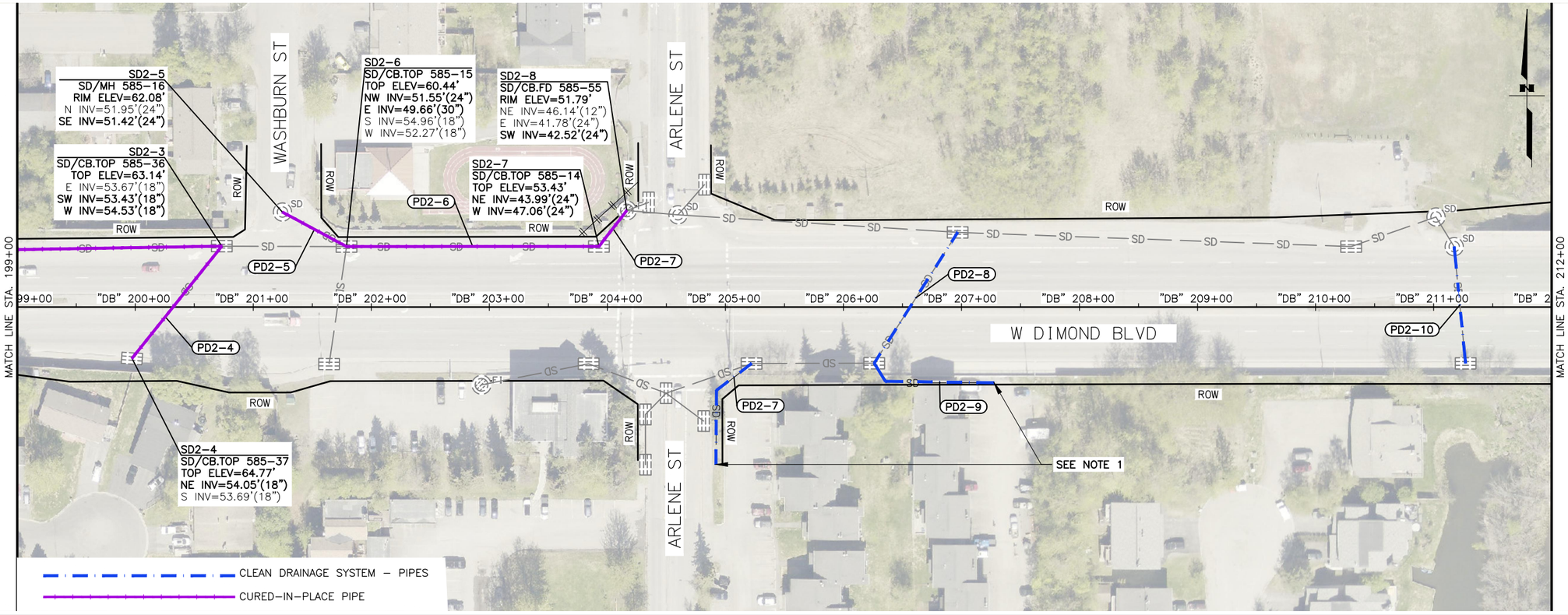
ANCHORAGE AREA
DRAINAGE PRESERVATION

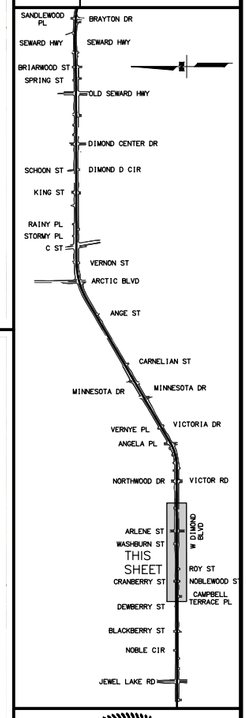
DIMOND BLVD CIPP PLAN

NOTE:

1. INLET/OUTLET LOCATION WAS UNABLE TO BE VERIFIED DURING CCTV INSPECTIONS. SEGMENT LENGTH AND INLET/OUTLET LOCATION ASSUMED.







SHEET NO.	TOTAL SHEETS
FD2	FD8
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION

0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	

PIH/PS&E REVIEW NOV 2025

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD,
SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

DIMOND BLVD CIPP PLAN

DESIGNED BY --
CHECKED BY --
DRAFTED BY --

SCALE 1" = 50'

DATE 11/19/2025 TIME 4:34 PM

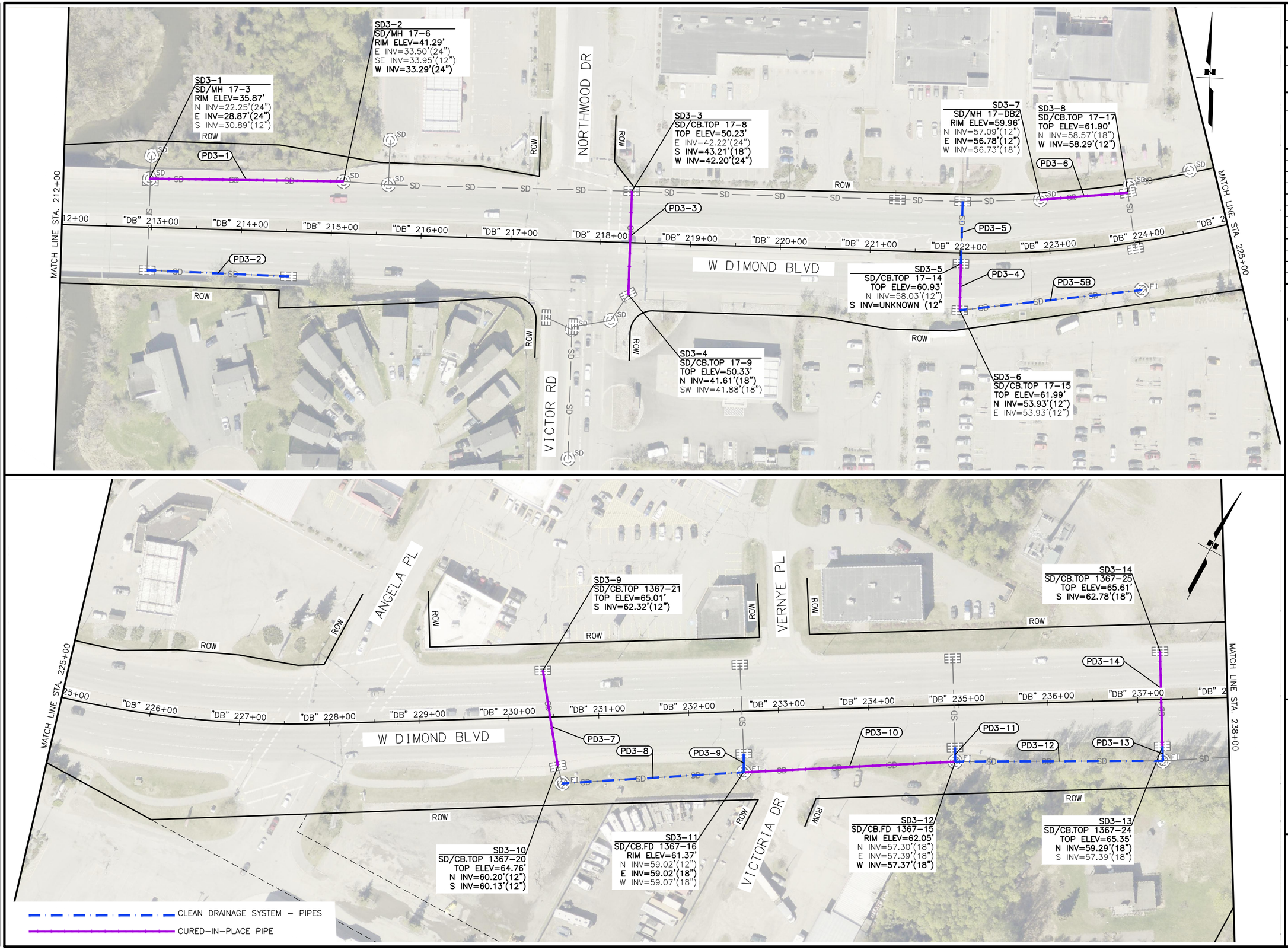
DRAWING LOCATION
C:\DOWL_PW\D0425704\00851_FD01_PLN-CIPP.DWG

DESIGNED BY --
CHECKED BY --
DRAFTED BY --

SCALE 1" = 50'

DATE TIME
11/19/2025 4:34 PM

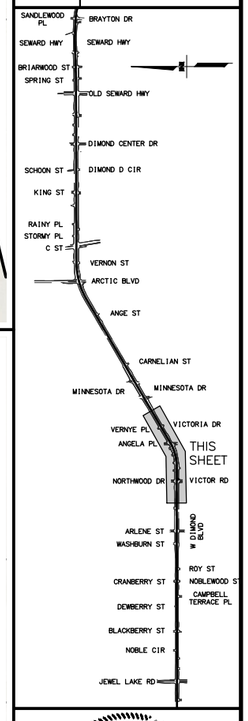
DRAWING LOCATION
C:\DOWL_PW\D0425704\00851_FD01_PLN-CIPP.DWG



SHEET NO.	TOTAL SHEETS
FD3	FD8
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION
0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
NOT FOR CONSTRUCTION

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD, SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

DIMOND BLVD CIPP PLAN

DESIGNED BY --
CHECKED BY --
DRAFTED BY --

SCALE 1" = 50'

DATE 11/21/2025 TIME 12:31 PM

DRAWING LOCATION
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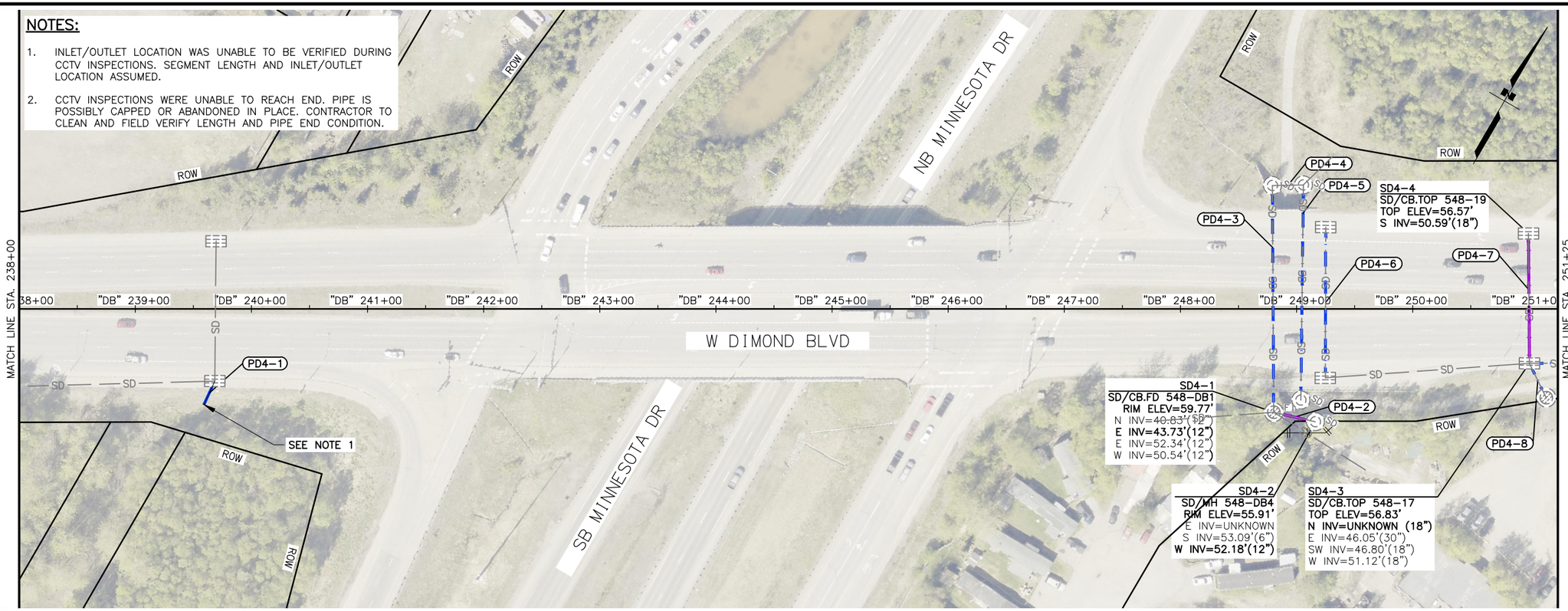
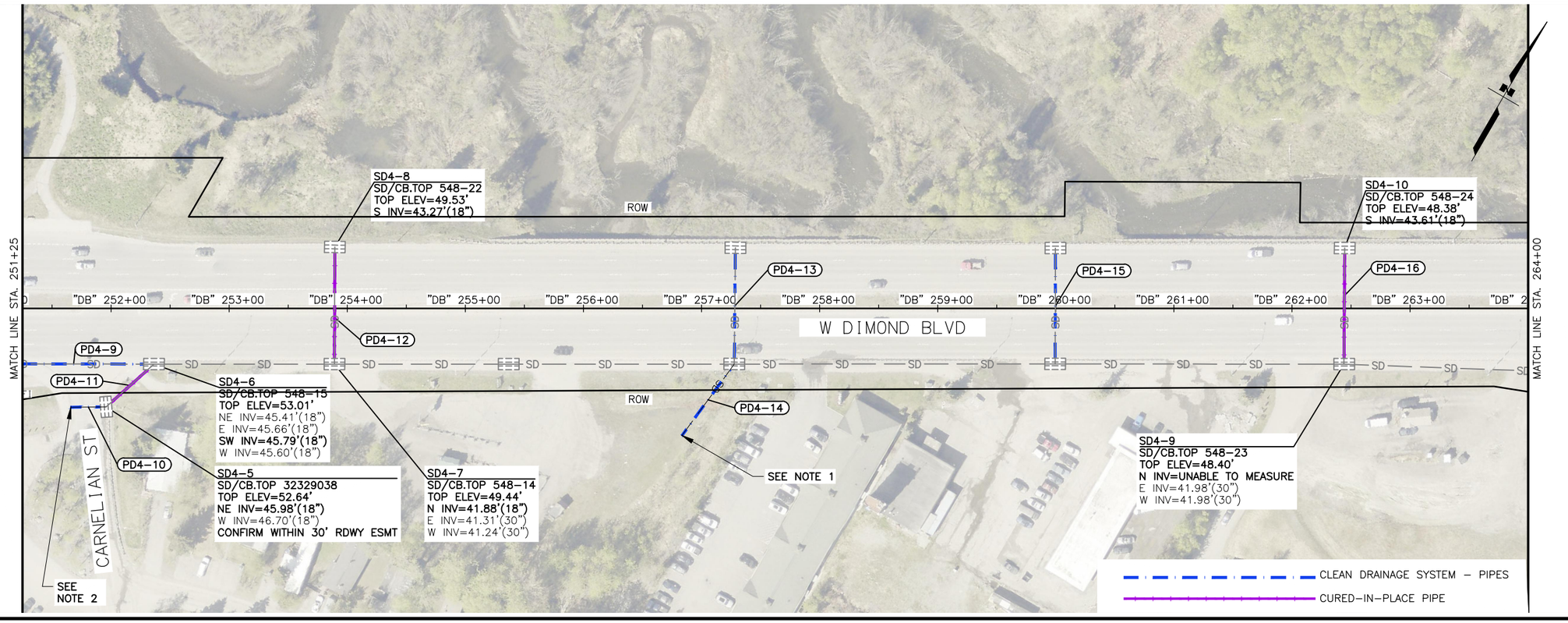
NOTES:

1. INLET/OUTLET LOCATION WAS UNABLE TO BE VERIFIED DURING CCTV INSPECTIONS. SEGMENT LENGTH AND INLET/OUTLET LOCATION ASSUMED.
2. CCTV INSPECTIONS WERE UNABLE TO REACH END. PIPE IS POSSIBLY CAPPED OR ABANDONED IN PLACE. CONTRACTOR TO CLEAN AND FIELD VERIFY LENGTH AND PIPE END CONDITION.

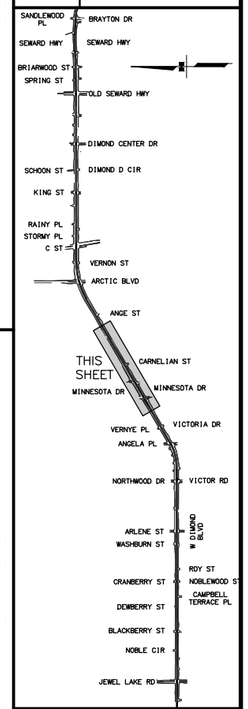




SHEET NO.	TOTAL SHEETS
FD4	FD8
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION
0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
PROFESSIONAL ENGINEER

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD,
SUITE 200
ANCHORAGE, AK 99503
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

DIMOND BLVD CIPP PLAN

DESIGNED BY --
CHECKED BY --
DRAFTED BY --

SCALE 1" = 50'

DATE 11/19/2025 TIME 4:35 PM

DRAWING LOCATION
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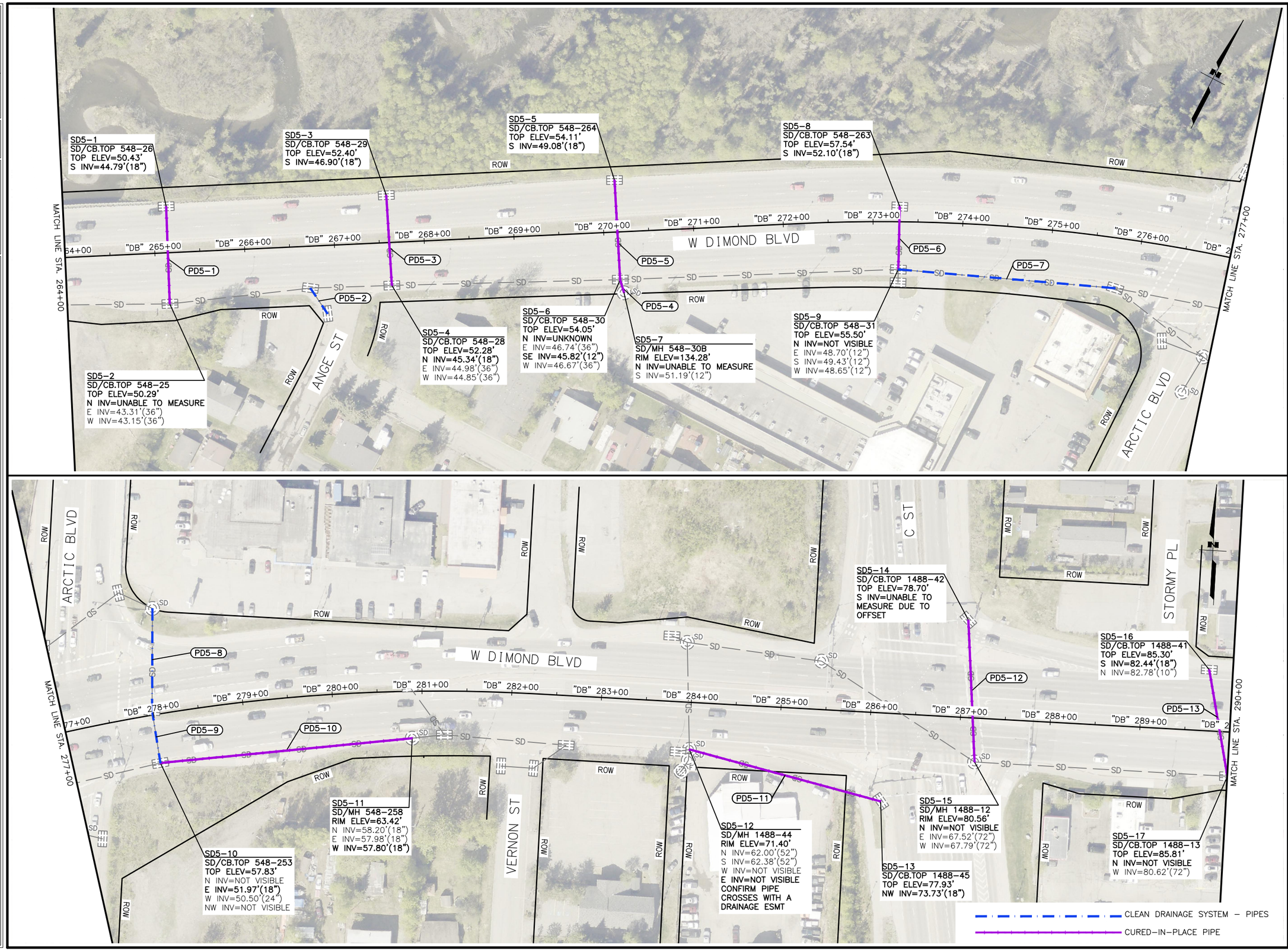
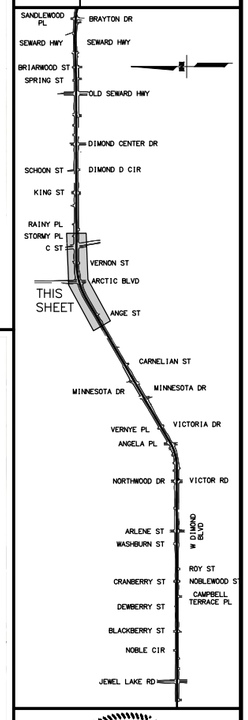
SHEET NO.	TOTAL SHEETS
FD5	FD8
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION
0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	





STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
DOWL ENGINEERS

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD,
SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

DIMOND BLVD CIPP PLAN

DESIGNED BY --
CHECKED BY --
DRAFTED BY --

SCALE 1" = 50'

DATE 11/19/2025 TIME 4:35 PM

DRAWING LOCATION
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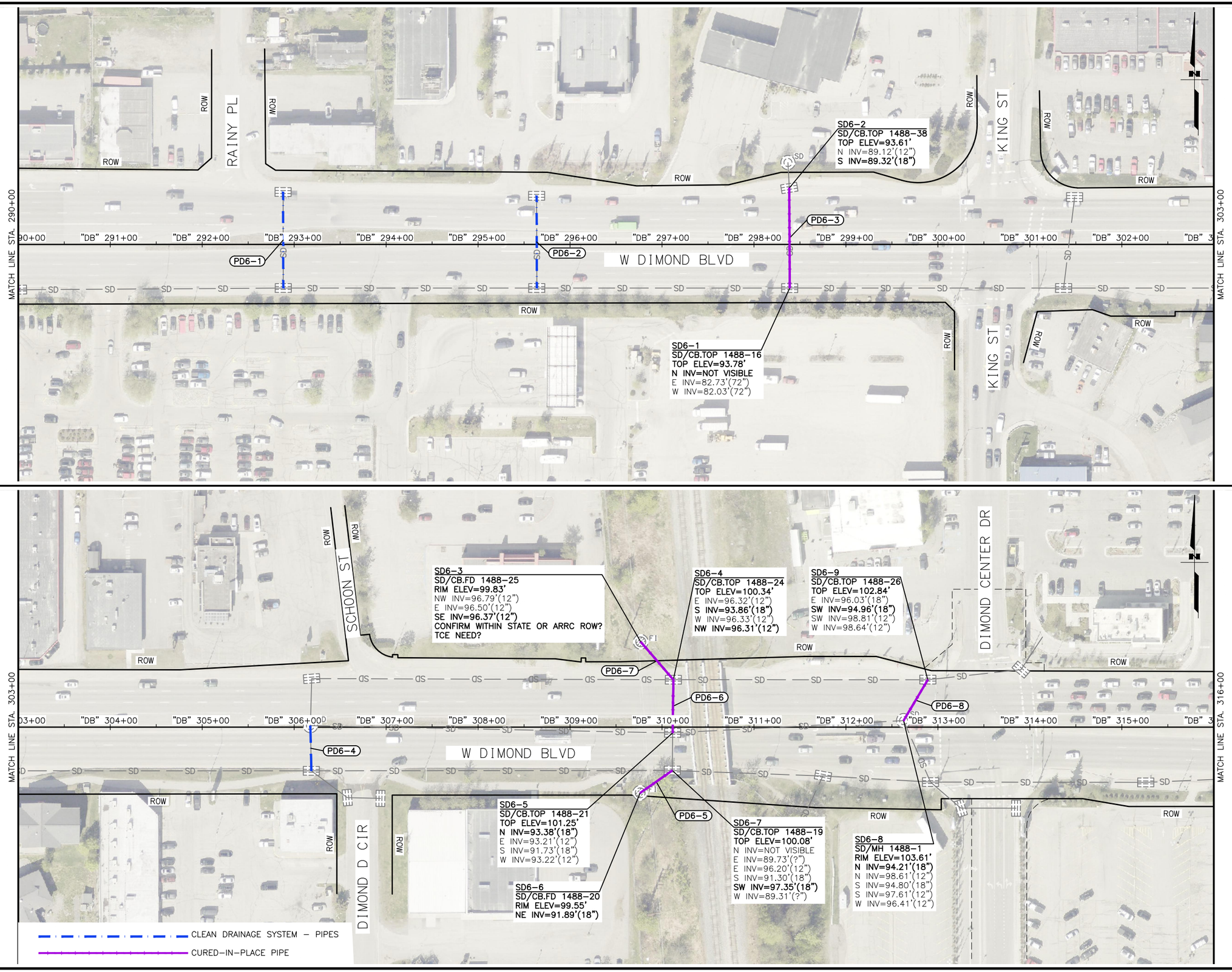
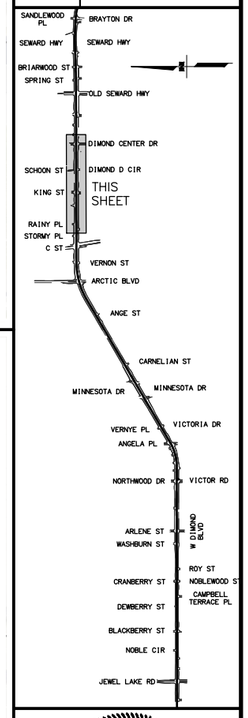
SHEET NO.	TOTAL SHEETS
FD6	FD8
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION
0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	





STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
FINAL SUBMITTAL

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD, SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

DIMOND BLVD CIPP PLAN

NOTES:

1. INLET/OUTLET LOCATION WAS UNABLE TO BE VERIFIED DURING CCTV INSPECTIONS. SEGMENT LENGTH AND INLET/OUTLET LOCATION ASSUMED.
2. INLET/OUTLET LOCATION WAS UNABLE TO BE VERIFIED DURING CCTV INSPECTIONS. CONTRACTOR TO FIELD VERIFY LOCATION OF INLET/OUTLET. IT IS ASSUMED THE STORM DRAIN PIPE LEADS TO THE VAULT NEAR THE STOP SIGN AT THE INTERSECTION WITH W DIMOND BLVD.

SD7-1
SD/CB.TOP 1488-193
TOP ELEV=106.16'
S INV=103.19'(12")
W INV=103.15'(12")

SD7-2
SD/CB.TOP 1488-192
TOP ELEV=108.17'
N INV=103.45'(12")
S INV=103.29'(18")

SD7-3
SD/CB.TOP 1488-196
TOP ELEV=112.67'
N INV=UNABLE TO MEASURE
E INV=UNABLE TO MEASURE 24")
SE INV=101.13'(24")
S INV=97.82'(60")
W INV=98.78'(60")

SD7-4
SD/CB.TOP 1488-206
TOP ELEV=113.13'
NE INV=104.44'(24")
S INV=104.50'(24")

SD7-5
SD/MH 1488-207
RIM ELEV=113.83'
N INV=106.40'(18")
W INV=106.13'(24")

SD7-6
SD/CB.TOP 100-585-16
TOP ELEV=113.08'
NW INV=107.13'(24")

SD7-7
SD/MH 1488-214
RIM ELEV=118.19'
N INV=112.78'(18")
E INV=113.62'(24")
W INV=110.91'(24")

SD7-8
SD/CB.TOP 1488-233
TOP ELEV=119.13'
S INV=114.82'(18")

SD7-9
SD/CB.TOP 1488-215
TOP ELEV=126.68'
N INV=115.21'(24")
E INV=121.10'(12")
W INV=115.27'(24")

SD7-10
VAULT 1488-DB7
APPROXIMATE LOCATION
NOT LOCATED
W INV=UNKNOWN (12")

SD7-11
SD/MH 1488-217
RIM ELEV=134.06'
N INV=NOT VISIBLE
E INV=118.78'(24")
S INV=124.49'(18")
S INV=127.25'(12")
W INV=118.81'(24")

SD7-12
SD/MH 1488-220
RIM ELEV=128.77'
N INV=124.23'(18")
E INV=121.07'(24")
S INV=123.13'(24")
W INV=120.63'(24")

SD7-13
SD/MH 1488-221
RIM ELEV=125.71'
N INV=121.34'(18")
S INV=122.21'(18")
W INV=122.01'(24")

SD7-14
SD/CB.TOP 1488-225
RIM ELEV=125.86'
N INV=122.88'(18")
E INV=122.88'(18")
W INV=123.07'(12")

SEE NOTE 1
SEE NOTE 2

W DIMOND BLVD
OLD SEWARD HWY
SEWARD HWY SB OFF-RAMP
SEWARD HWY SB ON-RAMP
SEWARD HWY
SPRING ST
BRIARWOOD ST

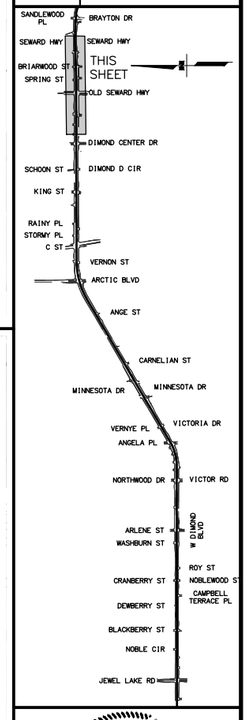
MATCH LINE STA. 316+00
MATCH LINE STA. 329+00
MATCH LINE STA. 329+00
MATCH LINE STA. 342+00

CLEAN DRAINAGE SYSTEM – PIPES
CURED-IN-PLACE PIPE

SHEET NO.	TOTAL SHEETS
FD7	FD8
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION
0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



PIH/PS&E REVIEW NOV 2025

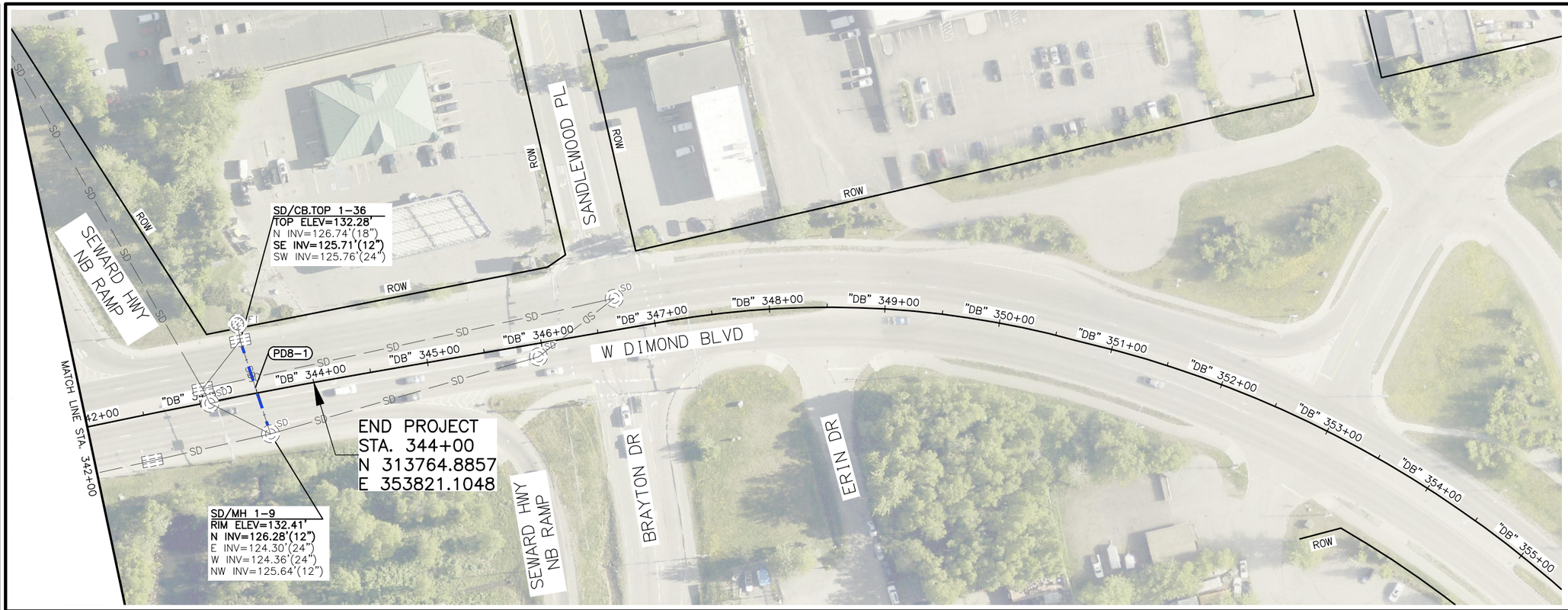
COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD, SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ANCHORAGE AREA DRAINAGE PRESERVATION

DIMOND BLVD CIPP PLAN

DESIGNED BY --
CHECKED BY --
DRAFTED BY --
SCALE 1" = 50'
DATE 11/19/2025 TIME 4:35 PM
DRAWING LOCATION C:\DOWL_PW\D0425704\00851_FD01_PLN-CIPP.DWG



CLEAN DRAINAGE SYSTEM – PIPES

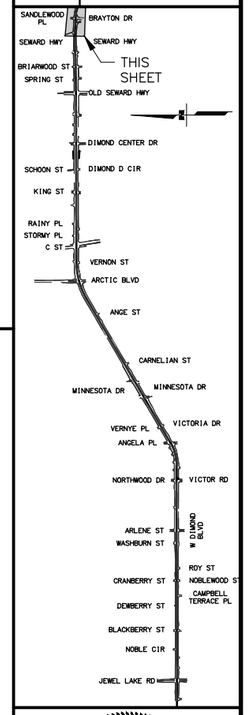
CURED-IN-PLACE PIPE

SHEET NO.	TOTAL SHEETS
FD8	FD8
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION

0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



STATE OF ALASKA
PIH/PS&E REVIEW
NOV 2025
NATIONAL ENGINEERING

COFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD.
SUITE 200
ANCHORAGE, AK 99503
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AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

DIMOND BLVD CIPP PLAN

DESIGNED BY --
CHECKED BY --
DRAFTED BY --

SCALE 1" = 50'

DATE 11/19/2025 TIME 5:11 PM

DRAWING LOCATION
C:\DOWL_PW\D0425704\D0851_FD01_PLN-CIPP.DWG

NOTE:

1. INLET/OUTLET LOCATION WAS UNABLE TO BE VERIFIED DURING CCTV INSPECTIONS. SEGMENT LENGTH AND INLET/OUTLET LOCATION ASSUMED.

BEGIN PROJECT
STA. 177+00
N 326764.8089
E 352739.2129

SEWARD HWY SB OFF-RAMP
E. TUDOR RD
SEWARD HWY SB
SEWARD HWY NB
SEWARD HWY NB ON-RAMP
ROW
MATCH LINE STA. 191+00
MATCH LINE STA. 204+00
E. 38TH AVE
HELVETIA DR

PS1-1
PS1-2
PS1-3
PS1-4
PS1-5
PS1-6
PS1-7
PS1-8
PS1-9
SEE NOTE 1

SS1-1
SD/CB.FD SWH-1J
N RIM ELEV=113.88
N INV=109.40(24")
S INV=109.56(15")

SS1-2
SD/CB.FD SWH-1K
N RIM ELEV=116.22
NE INV=108.21(24")
S INV=108.72(24")

SS1-3
SD/MH SWH-4A
N RIM ELEV=120.66
N INV=115.78(12")
S INV=115.57(8")

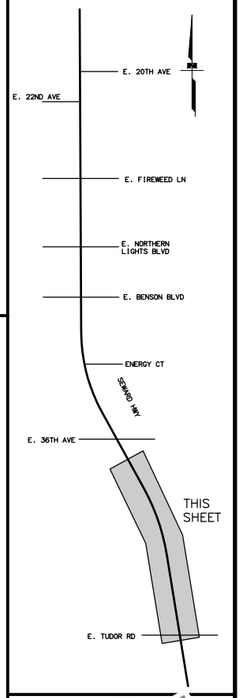
SS1-4
SD/MH SWH-4B
N RIM ELEV=117.21
NE INV=108.13(12")
E INV=108.15(10")
SE INV=108.03(12")

CLEAN DRAINAGE SYSTEM – PIPES
CURED-IN-PLACE PIPE

SHEET NO.	TOTAL SHEETS
FS1	FS4
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION
0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



PIH/PS&E REVIEW
STATE OF ALASKA PROFESSIONAL ENGINEER

OFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD.
SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

SEWARD HWY
CIPP PLAN

DESIGNED BY
CHECKED BY
DRAFTED BY

SCALE 1" = 50'

DATE 11/21/2025 TIME 12:35 PM

DRAWING LOCATION
C:\DOWL_PW\D0425897\00851_FS01_PLN-CIPP.DWG

NOTES:

1. MANHOLE UNDER PAVEMENT AND UNABLE TO BE LOCATED DURING SURVEY AND CCTV INSPECTIONS. LOCATION ASSUMED. ACTUAL LOCATION SHALL BE FIELD VERIFIED BY CONTRACTOR PRIOR TO CIPP INSTALLATION. IF NO MANHOLE EXISTS, CONTRACTOR SHALL NOTIFY ENGINEER.
2. MANHOLE WAS LOCATED DURING CCTV INSPECTIONS BUT WAS NOT SURVEYED. MANHOLE WAS BURIED BENEATH APPROXIMATELY 6 TO 12 INCHES OF SOIL AT THE TIME OF THE CCTV INSPECTION. LOCATION IS APPROXIMATE. CONTRACTOR SHALL LOCATE AND EXPOSE MANHOLE LID PRIOR TO CIPP INSTALLATION OR CLEANING.
3. OUTLET LOCATION WAS UNABLE TO BE VERIFIED DURING CCTV INSPECTIONS. LOCATION ASSUMED. ACTUAL LOCATION SHALL BE FIELD VERIFIED BY CONTRACTOR PRIOR TO CIPP INSTALLATION.

SS2-2
SD/MH 31732145
N RIM ELEV=110.67
N INV=104.90(12")
E INV=103.80(24")
S INV=104.93(12")
W INV=103.80(24")

SS2-3
SD/CB.MH 31732020
N RIM ELEV=110.04
S INV=106.94(12")

24" CMP
SWH-5G INLET TO
SWH-5G OUTLET
N INV=106.4'
S INV=107.4'

SS2-1
SD/MH 31732114
N RIM ELEV=112.72
E INV=102.97(24")
W INV=OFFSET
NW INV=PLATE

SS2-4
SD/MH 31632084
N RIM ELEV=112.73
N INV=105.75(12")
S INV=104.92(12")
OFFSET
*UNLABELED LID

SS2-5
SD/MH
UNDER PAVEMENT
NOT LOCATED
SEE NOTE 1

SS2-6
SD/CB.TOP 31632077
TOP ELEV=110.13
S INV=106.71(24")
W INV=108.12(18")
E INV=UNKNOWN

SS2-7
SD/MH SWH-4D
SEE NOTE 2

SEE NOTE 3

SS2-8
SD/MH 31632091
N RIM ELEV=109.47
N INV=103.30(12")
E INV=103.62(12")
W INV=103.37(12")

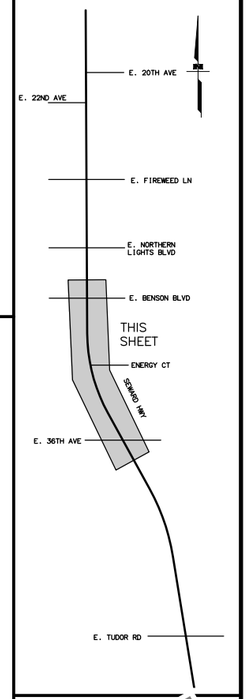
SS2-9
SD/MH 31632067
N RIM ELEV=109.42
N INV=99.56(OFFSET)
SE INV=99.87(36")
S INV=102.00(12")

CLEAN DRAINAGE SYSTEM – PIPES
CURED-IN-PLACE PIPE

SHEET NO.	TOTAL SHEETS
FS2	FS4
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION
0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



PIH/PS&E REVIEW
STATE OF ALASKA
PROFESSIONAL ENGINEER

OFFMAN ENGINEERS, INC
301 W NORTHERN LIGHTS BLVD.
SUITE 200
ANCHORAGE, AK 99503
(907) 276-6664
AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

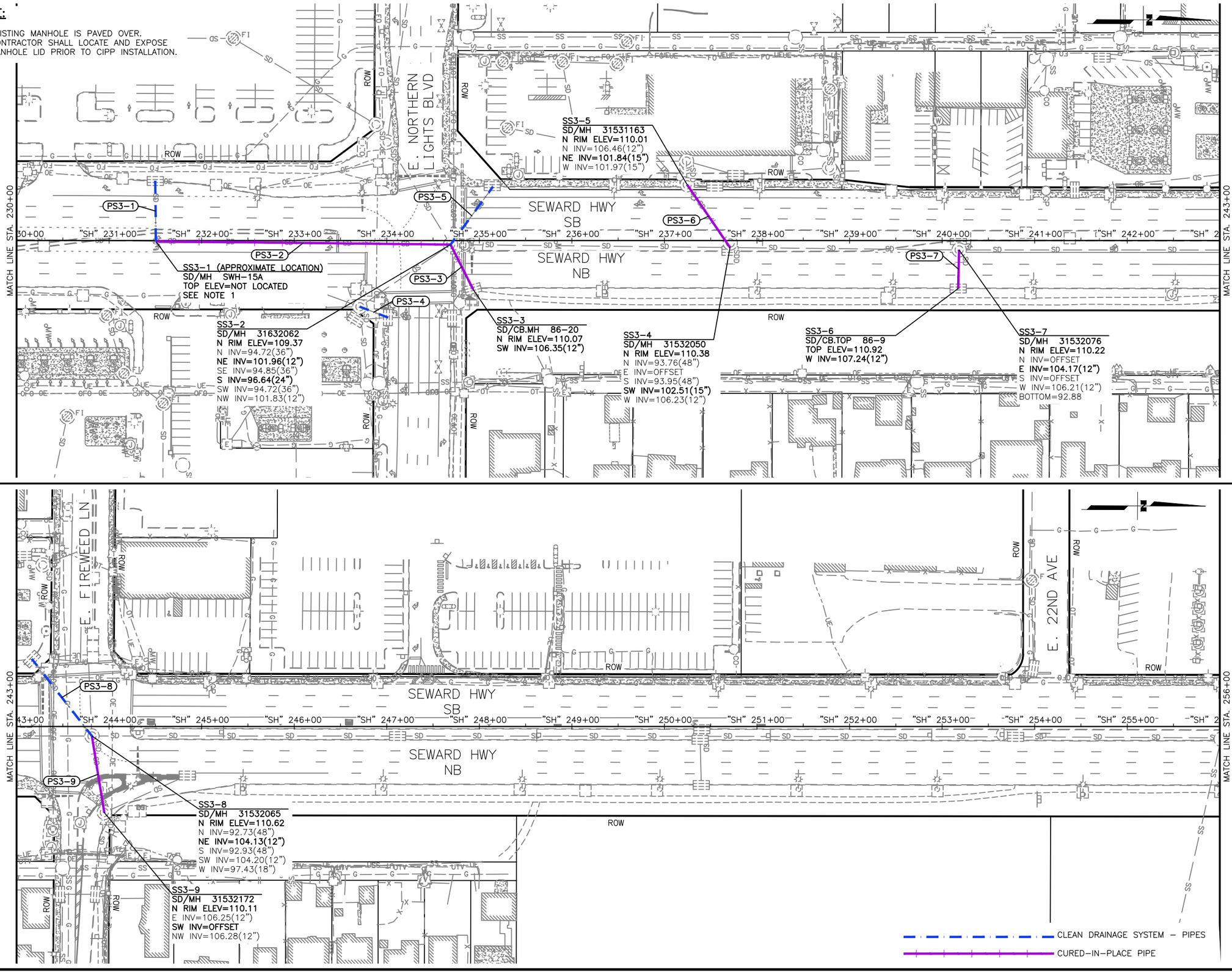
ANCHORAGE AREA
DRAINAGE PRESERVATION

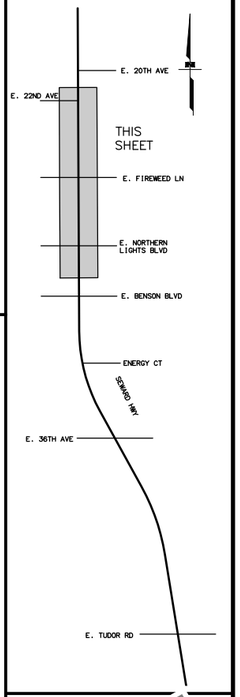
SEWARD HWY
CIPP PLAN

DESIGNED BY | CHECKED BY | DRAFTED BY
SCALE 1" = 50'
DATE 11/21/2025 TIME 12:35 PM
DRAWING LOCATION
C:\DOWL_PW\D0425897\00851_FS01_PLN-CIPP.DWG

NOTE:

1. EXISTING MANHOLE IS PAVED OVER. CONTRACTOR SHALL LOCATE AND EXPOSE MANHOLE LID PRIOR TO CIPP INSTALLATION.





SHEET NO.	TOTAL SHEETS
FS3	FS4
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION

0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	

PIH/PS&E REVIEW

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

**SEWARD HWY
CIPP PLAN**

DESIGNED BY
CHECKED BY
DRAFTED BY

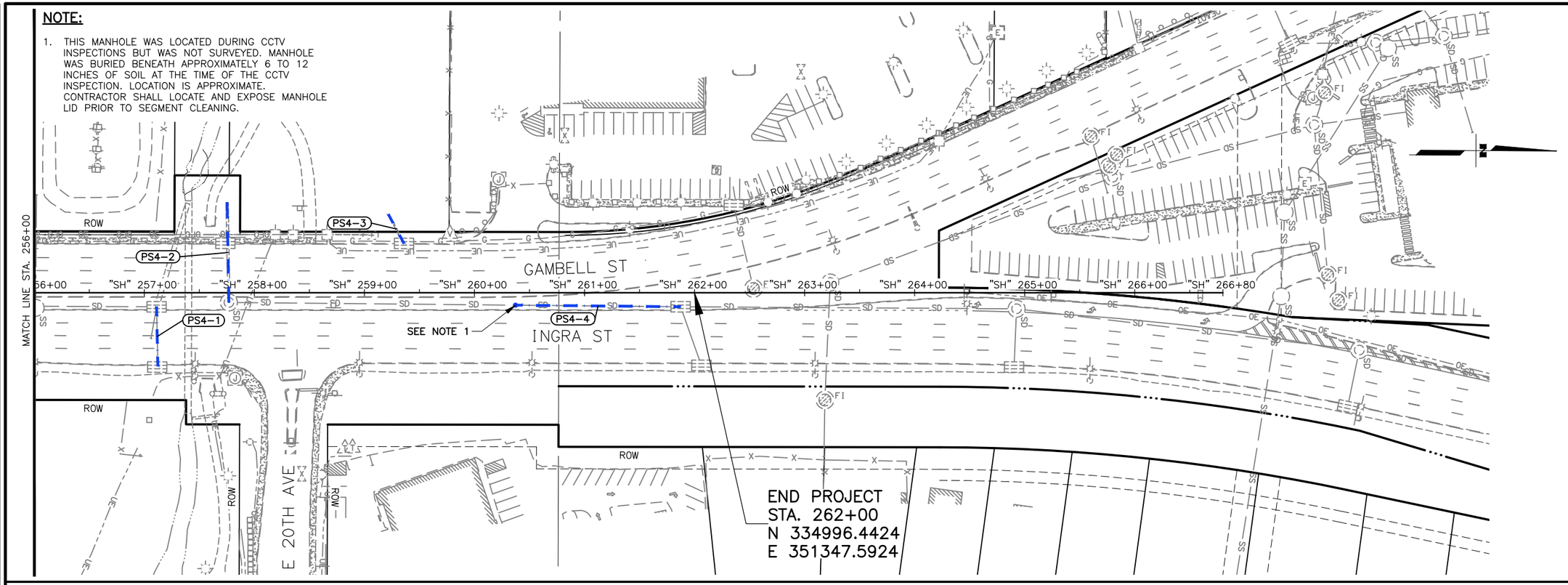
SCALE 1" = 50'

DATE 11/21/2025 TIME 12:35 PM

DRAWING LOCATION
C:\DOWL_PW\D0425897\00851_FS01_PLN-CIPP.DWG

NOTE:

1. THIS MANHOLE WAS LOCATED DURING CCTV INSPECTIONS BUT WAS NOT SURVEYED. MANHOLE WAS BURIED BENEATH APPROXIMATELY 6 TO 12 INCHES OF SOIL AT THE TIME OF THE CCTV INSPECTION. LOCATION IS APPROXIMATE. CONTRACTOR SHALL LOCATE AND EXPOSE MANHOLE LID PRIOR TO SEGMENT CLEANING.



CLEAN DRAINAGE SYSTEM – PIPES

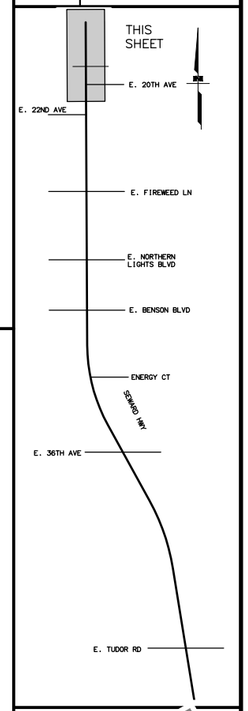
CURED-IN-PLACE PIPE

SHEET NO.	TOTAL SHEETS
FS4	FS4
STATE	YEAR
ALASKA	2026

PROJECT DESIGNATION

0001822/
CFHWY01389

NO.	REVISION
DATE	
NO.	REVISION
DATE	
NO.	REVISION
DATE	



PIH/PS&E REVIEW

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AECC249

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ANCHORAGE AREA
DRAINAGE PRESERVATION

SEWARD HWY CIPP PLAN

DESIGNED BY | CHECKED BY | DRAFTED BY

SCALE 1" = 50'

DATE TIME 11/21/2025 12:36 PM

DRAWING LOCATION
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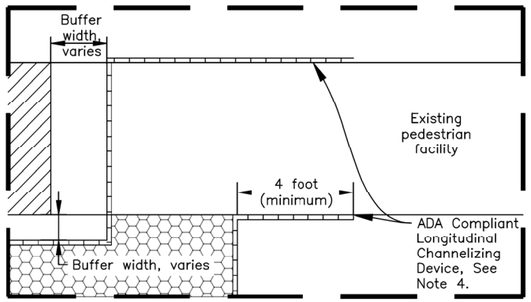

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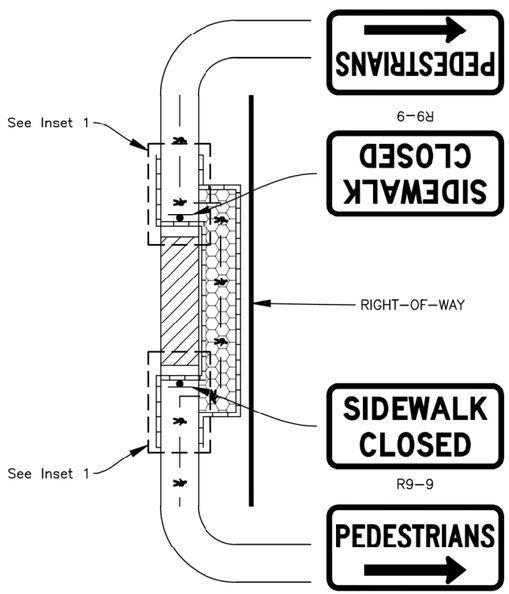

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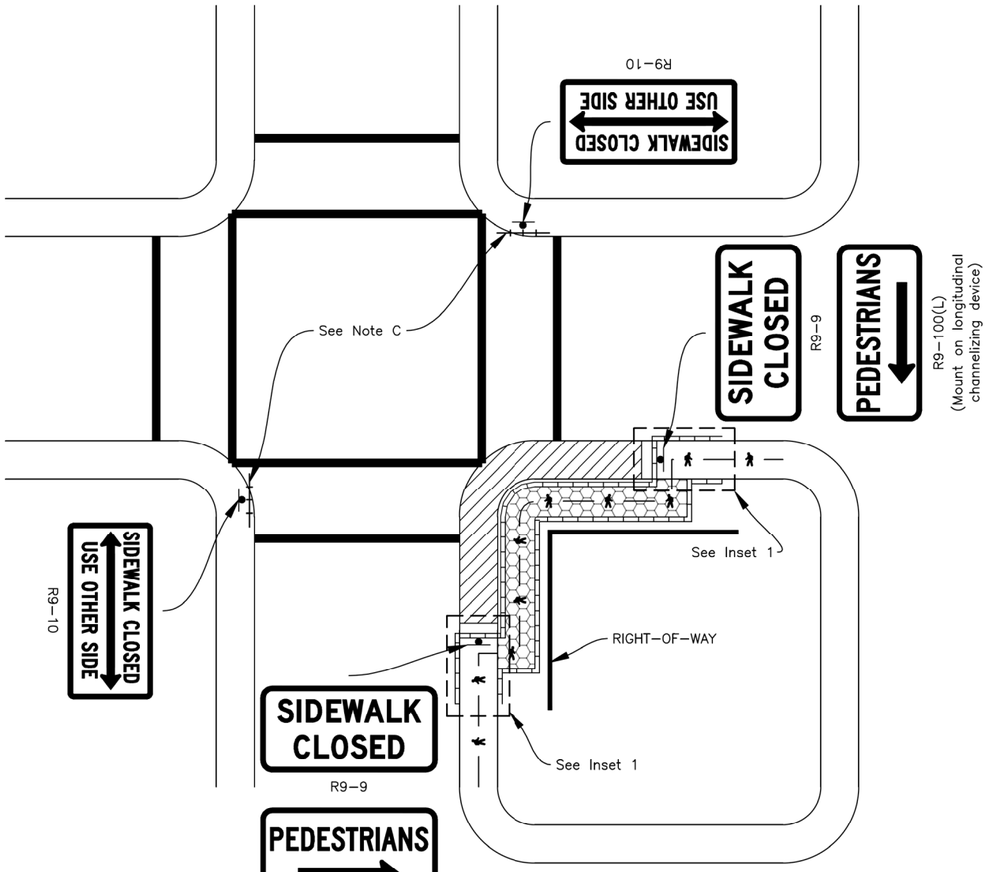


Corner

SIDEWALK, PATHWAY, OR SHOULDER CLOSURE:
DIVERSION AWAY FROM ROADWAY
TYPICAL APPLICATION DETAILS

(If RIGHT-OF-WAY space available)

GENERAL NOTES FOR TYPICAL APPLICATION DETAILS:

1. Only traffic control devices (TCD) for pedestrians are shown. Other TCD may be necessary to control vehicular traffic.
2. Provide longitudinal channelizing devices when sidewalks or pathways are closed to pedestrians and where required by the Plans or Specifications. When pre-construction project conditions are disrupted, closed, or relocated in a temporary traffic control zone, the temporary pedestrian accessible route (TPAR) shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
3. Typical applications details depicted on Sheets 1 through 3 are in order of preference. Avoid unnecessary pedestrian routing detours. Use Sheet 3 details only when it is not practical to use Sheet 1 or 2 details.
4. Place 4 feet (minimum) of longitudinal channelizing devices along each side of existing sidewalk prior to the work zone or pedestrian diversion.
5. Within the TPAR, existing and proposed TCD placements shall meet Standard Plan S-05. Existing and proposed TCD features mounted lower than 7 feet above the finished surface shall not project more than 4 inches for a length of 24 inches (maximum) into the TPAR. Reduced width of the TPAR shall be separated by 48 inches long (minimum) and 36 inches wide (minimum) segments. Construction materials shall not protrude into the useable width of the TPAR. When necessary to meet these requirements, use an approved temporary sign support.
6. Refer to sign size table on Sheet 4.

DIVERSION AWAY FROM ROADWAY TYPICAL APPLICATION DETAILS NOTES:

A. Throughout the entire length of the TPAR diversion, maintain a minimum usable width of:
   i) 48 inches when the existing pedestrian facility width is 48 inches or more.
   ii) 36 inches when the existing pedestrian facility width is less than 48 inches.

   If the TPAR diversion width is less than 60 inches, provide a 60 x 60-inch passing space at least every 200 feet to allow individuals in wheelchairs to pass. When it is not possible to maintain a minimum passing space, use an alternate route.

   If the TPAR diversion grade exceeds 5%, construct a ramp as needed meeting the requirements of Section 405 of the 2006 ADA Standards for Transportation Facilities. The TPAR diversion when contained within the roadway right-of-way may have a grade exceeding 5% but must be less than or equal to the adjacent roadway grade.

B. When a crosswalk is closed at signalized intersections, cover corresponding pedestrian traffic signal display(s).

C. Where noted, install pedestrian signs on Type III barricades or longitudinal channelizing devices.

LEGEND:

- ADA Compliant Longitudinal Channelizing Device
- Temporary Pedestrian Accessible Route Diversion
- Temporary Pedestrian Accessible Route
- Work Zone
- Sign
- Type III Barricade

State of Alaska DOT&PF
ALASKA STANDARD PLAN

TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

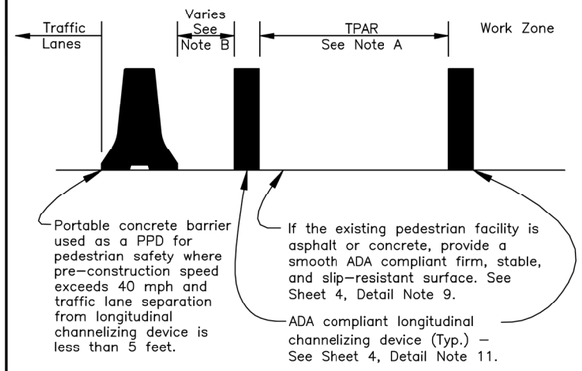
Adopted as an Alaska Standard Plan by:

Lauren Little, P.E.
Interim Chief Engineer

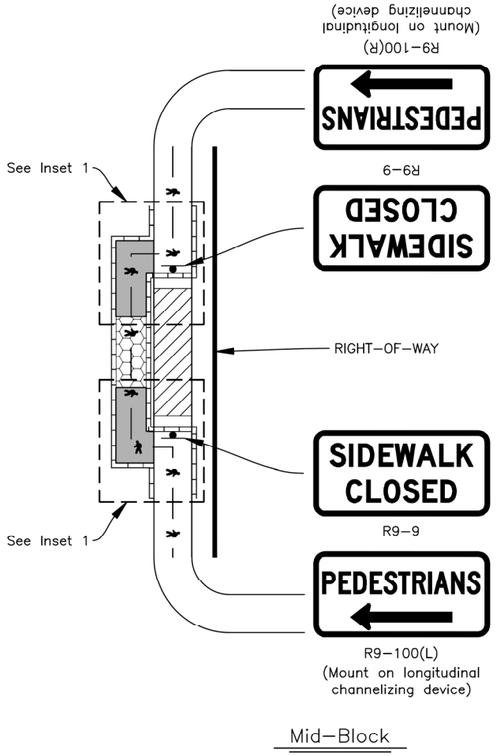
Adoption Date: 01/29/2024

Last Code and Stds. Review By: ZSH Date: 12/18/2023

Next Code and Standards Review Date: 12/18/2033



PEDESTRIAN DIVERSION TYPICAL SECTION



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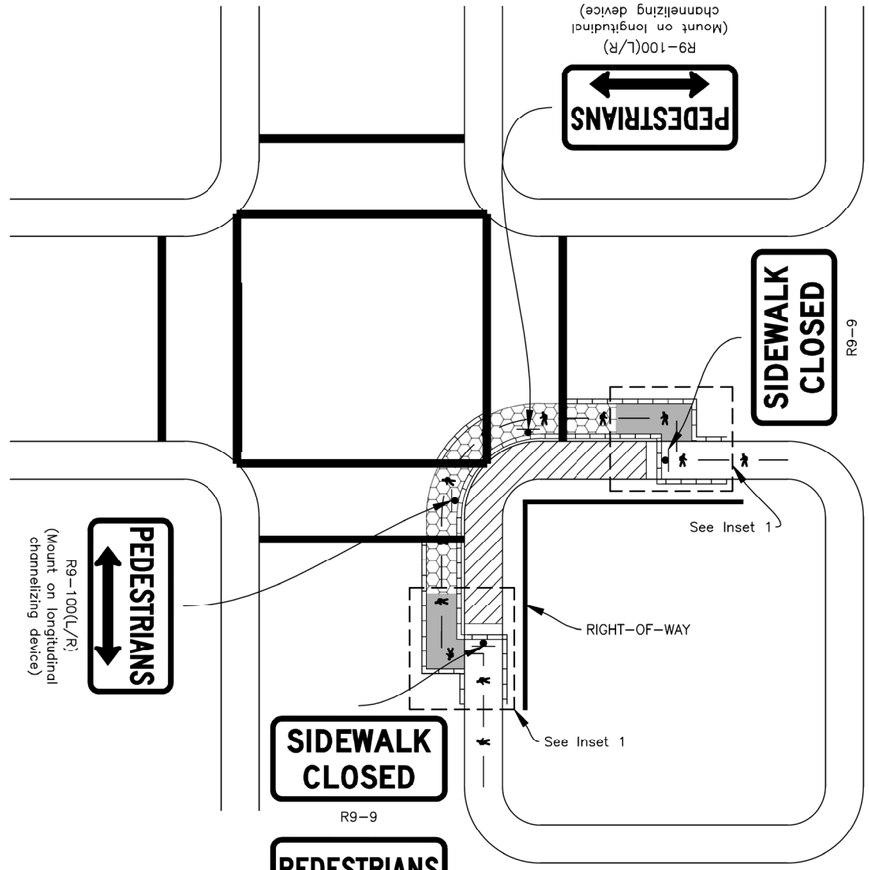

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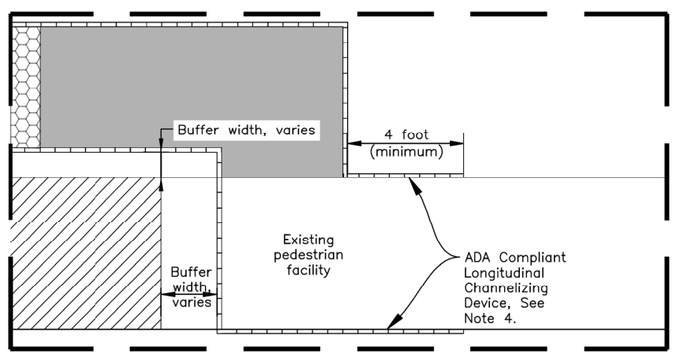

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SIDEWALK, PATHWAY, OR SHOULDER CLOSURE:
DIVERSION IN ROADWAY
TYPICAL APPLICATION DETAILS

GENERAL NOTES FOR TYPICAL APPLICATION DETAILS:

1. Only traffic control devices (TCD) for pedestrians are shown. Other TCD may be necessary to control vehicular traffic.
2. Provide longitudinal channelizing devices when sidewalks or pathways are closed to pedestrians and where required by the Plans or Specifications. When pre-construction project conditions are disrupted, closed, or relocated in a temporary traffic control zone, the temporary pedestrian accessible route (TPAR) shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
3. Typical applications details depicted on Sheets 1 through 3 are in order of preference. Avoid unnecessary pedestrian routing detours. Use Sheet 3 details only when it is not practical to use Sheet 1 or 2 details.
4. Place 4 feet (minimum) of longitudinal channelizing devices along each side of existing sidewalk prior to the work zone or pedestrian diversion.
5. Within the TPAR, existing and proposed TCD placements shall meet Standard Plan S-05. Existing and proposed TCD features mounted lower than 7 feet above the finished surface shall not project more than 4 inches for a length of 24 inches (maximum) into the TPAR. Reduced width of the TPAR shall be separated by 48 inches long (minimum) and 36 inches wide (minimum) segments. Construction materials shall not protrude into the useable width of the TPAR. When necessary to meet these requirements, use an approved temporary sign support.
6. Refer to sign size table on Sheet 4.

DIVERSION IN ROADWAY TYPICAL APPLICATION DETAILS NOTES:

A. Throughout the entire length of the TPAR diversion, maintain a minimum usable width of:
   i) 48 inches when the existing pedestrian facility width is 48 inches or more.
   ii) 36 inches when the existing pedestrian facility width is less than 48 inches.

   If the TPAR diversion width is less than 60 inches, provide a 60 x 60-inch passing space at least every 200 feet to allow individuals in wheelchairs to pass. When it is not possible to maintain a minimum passing space, use an alternate route.

   If the TPAR diversion grade exceeds 5%, construct a ramp as needed meeting the requirements of Section 405 of the 2006 ADA Standards for Transportation Facilities.

B. Where the pre-construction posted speed limit exceeds 40 mph, separate the longitudinal channelizing devices from the traffic lane by at least 5 feet. Where that is not feasible, install portable concrete barriers as a positive protection device (PPD) between the longitudinal channelizing devices and the traffic lane, meeting the deflection buffer requirements stated on Standard Plan G-47. See pedestrian diversion typical section.

C. Place or construct temporary curb ramp as needed. Curb ramp must meet ADA requirements, see Sheet 4.

LEGEND:

- ADA Compliant Longitudinal Channelizing Device
- Temporary Pedestrian Accessible Route Diversion
- Temporary Pedestrian Accessible Route
- Work Zone
- Sign
- Temporary Curb Ramp (See Note C)

State of Alaska DOT&PF
ALASKA STANDARD PLAN

TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

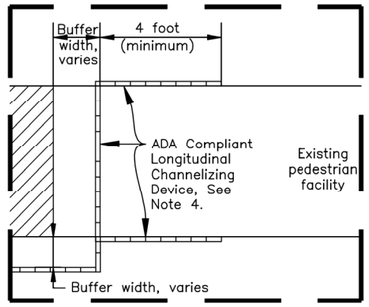
Adopted as an Alaska Standard Plan by:

Lauren Little, P.E.
Interim Chief Engineer

Adoption Date: 01/29/2024

Last Code and Stds. Review
By: ZSH Date: 12/18/2023

Next Code and Standards Review Date: 12/18/2033



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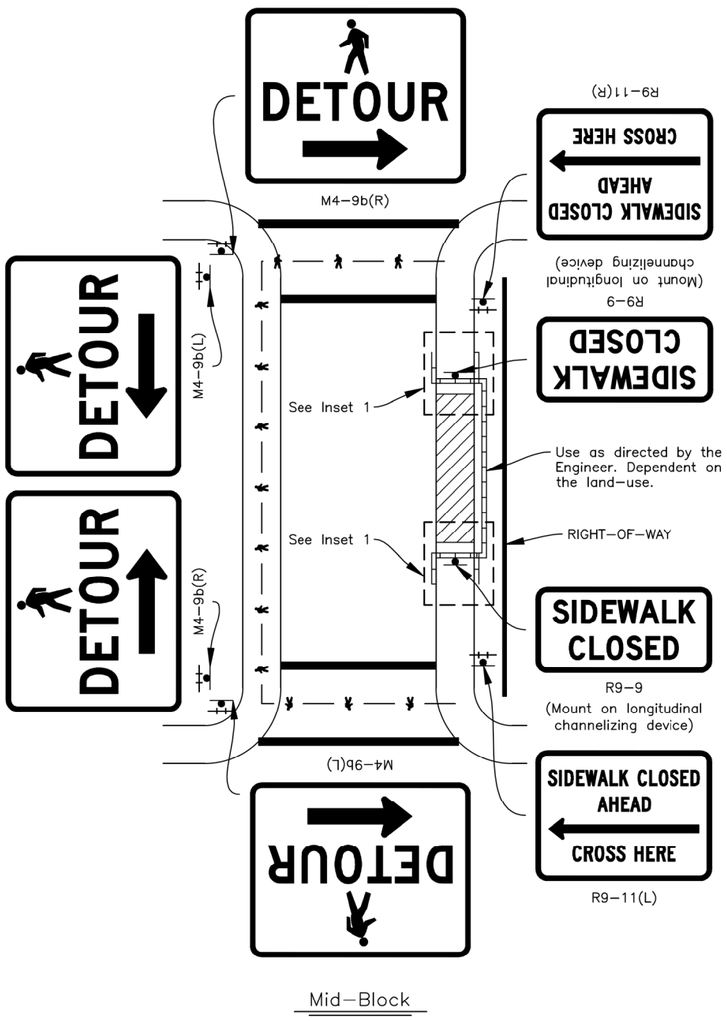

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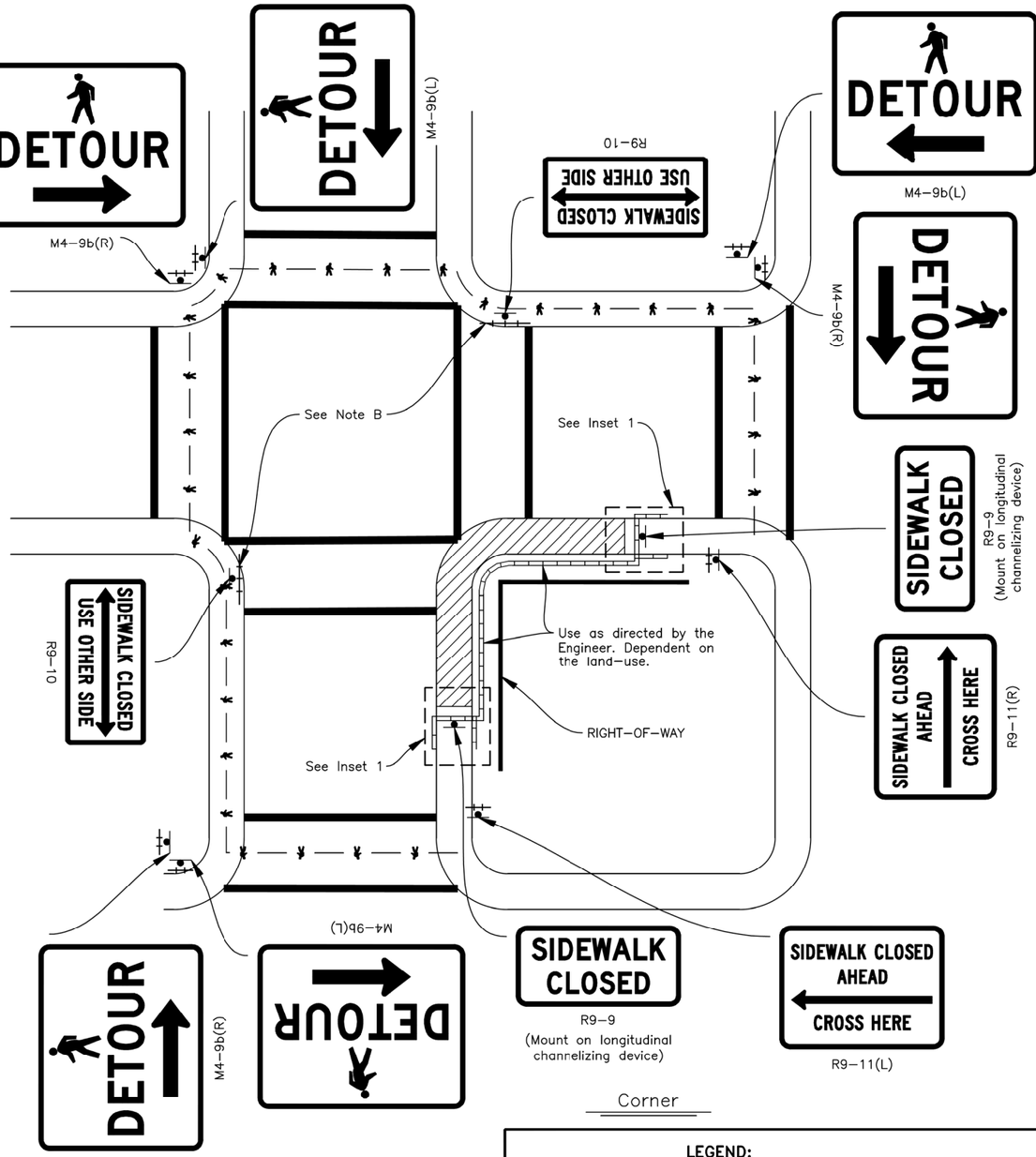


Corner

SIDEWALK, PATHWAY, OR SHOULDER CLOSURE:
DETOUR ACROSS ROADWAY
TYPICAL APPLICATION DETAILS

GENERAL NOTES FOR TYPICAL APPLICATION DETAILS:

1. Only traffic control devices (TCD) for pedestrians are shown. Other TCD may be necessary to control vehicular traffic.
2. Provide longitudinal channelizing devices when sidewalks or pathways are closed to pedestrians and where required by the Plans or Specifications. When pre-construction project conditions are disrupted, closed, or relocated in a temporary traffic control zone, the temporary pedestrian accessible route (TPAR) shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
3. Typical applications details depicted on Sheets 1 through 3 are in order of preference. Avoid unnecessary pedestrian routing detours. Use Sheet 3 details only when it is not practical to use Sheet 1 or 2 details.
4. Place 4 feet (minimum) of longitudinal channelizing devices along each side of existing sidewalk prior to the work zone or pedestrian diversion.
5. Within the TPAR, existing and proposed TCD placements shall meet Standard Plan S-05. Existing and proposed TCD features mounted lower than 7 feet above the finished surface shall not project more than 4 inches for a length of 24 inches (maximum) into the TPAR. Reduced width of the TPAR shall be separated by 48 inches long (minimum) and 36 inches wide (minimum) segments. Construction materials shall not protrude into the useable width of the TPAR. When necessary to meet these requirements, use an approved temporary sign support.
6. Refer to sign size table on Sheet 4.

DETOUR ACROSS ROADWAY TYPICAL APPLICATION DETAILS NOTES:

A. When a crosswalk is closed at signalized intersections, cover corresponding pedestrian traffic signal display(s).

B. Where noted, install pedestrian signs on Type III barricades or longitudinal channelizing devices.

C. Route pedestrians to the safest and closest crossing point near the work zone.

D. Limit work to one corner at a time to minimize pedestrian disruption and detour length.

LEGEND:

- ADA Compliant Longitudinal Channelizing Device
- Temporary Pedestrian Accessible Route Diversion
- Temporary Pedestrian Accessible Route
- Work Zone
- Sign
- Type II Barricade
- Type III Barricade

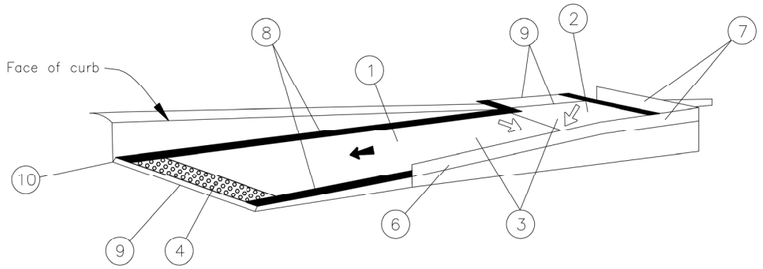
State of Alaska DOT&PF
ALASKA STANDARD PLAN
TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

Adopted as an Alaska Standard Plan by:
Lauren Little, P.E.
Interim Chief Engineer

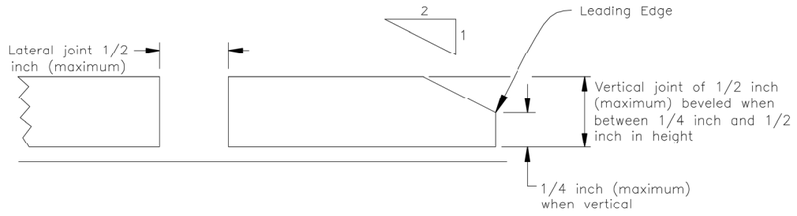
Adoption Date: 01/29/2024

Last Code and Stds. Review
By: ZSH Date: 12/18/2023

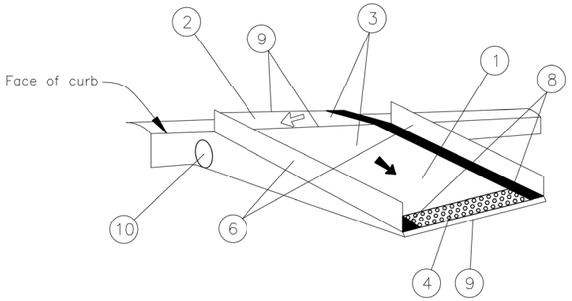
Next Code and Standards Review Date: 12/18/2033



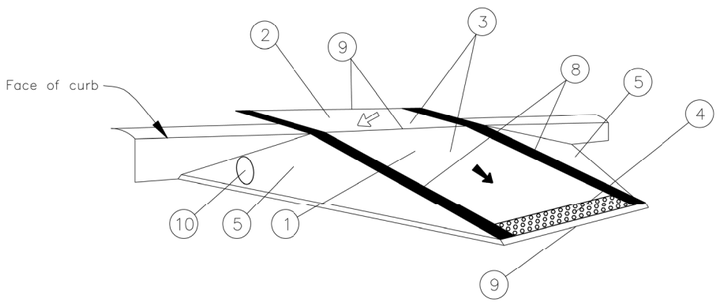
EXAMPLE TEMPORARY CURB RAMP, PARALLEL TO CURB



EDGE TREATMENT DETAIL



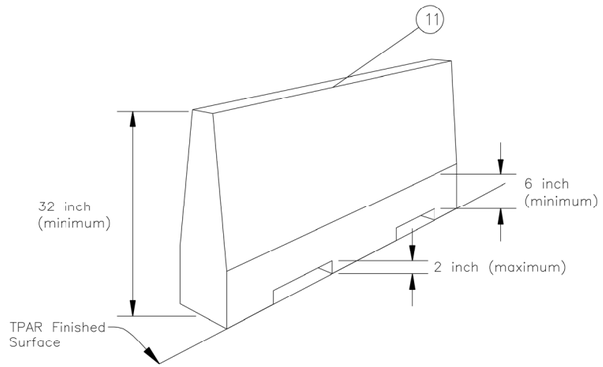
With Protective Edge



With Side Flares

Detectable edging are not required when meeting the requirements of Detail Note 6

EXAMPLE TEMPORARY CURB RAMP, PERPENDICULAR TO CURB



EXAMPLE LONGITUDINAL CHANNELIZING DEVICE DETAIL

GENERAL NOTES:

1. The curb ramp shall be either self–ballasting or include an anchoring system capable of keeping the platform stationary under pedestrian traffic, including motorized wheelchairs.
2. The curb ramp platform shall be free of sharp, rough edges, or abrasive elements that may harm pedestrians.

DETAIL NOTES:

(1) Clear width per requirements stated in sheets 1 and 2, Note A.

(2) Landing shall be provided at the top of curb ramps. The landing clear length shall be 36 inches minimum. The landing clear width shall be at least as wide as the curb ramp (excluding flared sides, leading to the landing).

(3) Ramps shall have a running slope of 8.3% maximum (7.7% nominal) and cross slope of 2.0% maximum (1.5% nominal). If the landing functions as a turning space, slope in any direction (including diagonal) of the turning space shall be 2.0% maximum (1.5% nominal).

(4) Install detectable warning surface at pedestrian street crossings. The detectable warning shall extend the full width of the curb ramp (excluding flared sides) and shall be 24 inches (minimum) deep measured from the back of the curb on the ramp surface. Omit detectable warning surfaces at end of sidewalk transitions that are not at a crosswalk.

(5) Curb ramp flares where provided shall have 10% maximum (8.3% nominal) slope.

(6) Detectable edging with 6 inch (minimum) height shall be placed along the ramp run when there is a vertical drop exceeding 6 inches or is adjacent to a side slope exceeding 1:3 (vertical:horizontal).

(7) Detectable edging with 6 inch (minimum) height and contrasting color shall be placed on all turning spaces where the walkway changes direction.

(8) The curb ramp walkway edge shall be marked with a contrasting color, 4 inch wide stripe. The marking is optional where a contrasting detectable edging is used.

(9) See edge treatment detail for requirements on lateral and vertical joints or gaps between surfaces. Surface slopes that meet at a grade break shall be flush.

(10) Provide an approved means to maintain water flow along existing curb flow line and to prevent water from accumulating at the bottom of the ramp, or overflowing onto the ramp surface.

(11) Where longitudinal channelizing devices are used to delineate a TPAR, continuous detectable top and bottom surfaces in compliance with the Alaska Traffic Manual shall be provided such that pedestrians using a long cane can follow it. The top of the top surface shall be at least 32 inches above the TPAR surface. The bottom surface shall be at least 6 inches in height with a gap no greater than 2 inches above the TPAR surface. Longitudinal channelizing devices shall be interlocked and not have gaps that allow pedestrians to stray from the channelizing path.

SIGN SIZE TABLE

ALASKA SIGN DESIGN SPECIFICATIONS CODE	SIZE H X V (INCHES)		
R9–9	24	X	12
R9–10	24	X	12
R9–100(L/R), R9–100(L), R9–100(R)	24	X	12
R9–11(L), R9–11(R)	24	X	18
M4–9b(L), M4–9b(R)	30	X	24

LEGEND:

Running slope

Cross slope

Detectable warning surface

State of Alaska DOT&PF
ALASKA STANDARD PLAN

TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

Adopted as an Alaska Standard Plan by:

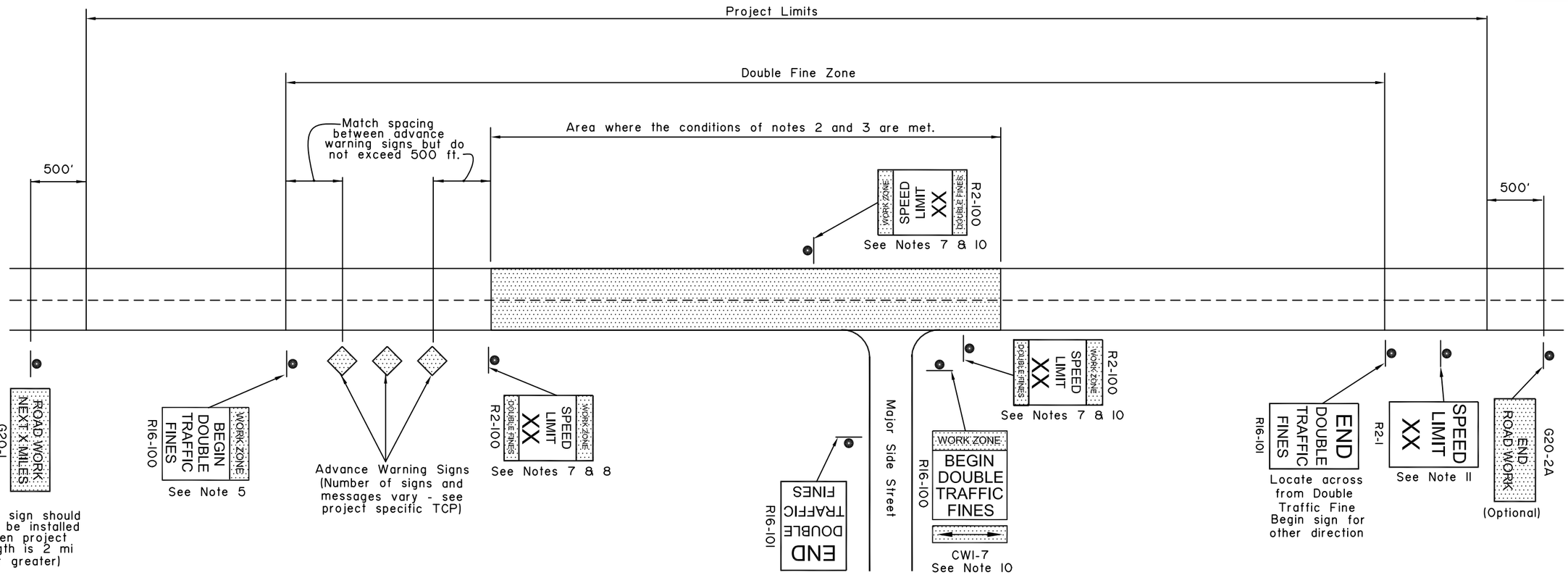
Lauren Little, P.E.
Interim Chief Engineer

Adoption Date: 01/29/2024

Last Code and Stds. Review
By: ZSH Date: 12/18/2023

Next Code and Standards Review Date: 12/18/2033

C-03.30



GENERAL NOTES

1. Signs are shown for one direction only (with one exception). Signs for the other direction mirror those shown.

2. Double fine signs shall be used only where one or more of the following conditions exist:
   a. Active work areas (where road workers and/or machines are presently working on or adjacent to a road)
   b. Detours on new temporary roads built for that purpose (this does not include detours on existing streets)
   c. Sections of paved roads where pavement has been removed.
   d. Roads being paved where unmatched asphalt lifts result in a vertical lip between lanes.

3. Double fine signs shall be confined to the areas where the above conditions exist, with the following exceptions:
   a. If the project is 2 miles or shorter in length, the entire project may be posted for double fines when the above conditions exist on any part of the project.
   b. When the above conditions exist at multiple locations separated by less than 2 miles, the locations and the intervening segments may be posted as a single double fine zone.

4. Double fine signs shall be removed or covered when work activity ceases for more than two days and conditions b, c, or d of note 2 are not met.

5. The R16-100 "BEGIN" sign may be used in place of the first advance warning sign. However, when this is done, the appropriate advance warning sign must be reinstalled when the double fine sign is taken down or covered.

6. When a double fine zone is longer than 2 miles, work zone speed limit signs shall be posted at spacings not greater than 2 miles within the double fine zone.

7. "Work zone speed limit signs", as used here, refer either to 1) R2-100 signs or 2) standard R2-1 regulatory speed limit signs with CW20-102 "DOUBLE FINES" plates mounted below.

8. The limit shown on work zone speed limit signs shall be either the existing limit before construction or, if a work zone speed limit order has been approved in accordance with ADOT&PF Procedure 05.05.020 PDR, a reduced limit.

9. All existing regulatory speed limit signs within double fine zones shall either be replaced with R2-100 signs or supplemented with CW20-102 plates.

10. Signs shall be installed at major intersections within the double fine zone to warn entering drivers of double fines. This may be done with a R16-100 sign with a CWI-7 arrow panel on the side street or with two work zone speed limit signs on the main street on either side of the intersection. Use of R16-100 signs on side streets eliminates the need for "Road Work Ahead" signs on those streets. If the speed limit has been reduced, the two work zone speed limit signs are mandatory.

11. At the end of each double fine zone, install an R2-1 sign showing the speed limit for the road beyond the double fine zone.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

LOCATION OF DOUBLE TRAFFIC FINE SIGNS

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

Adoption Date: 02/08/2019

Last Code and Stds. Review
By: Date:

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