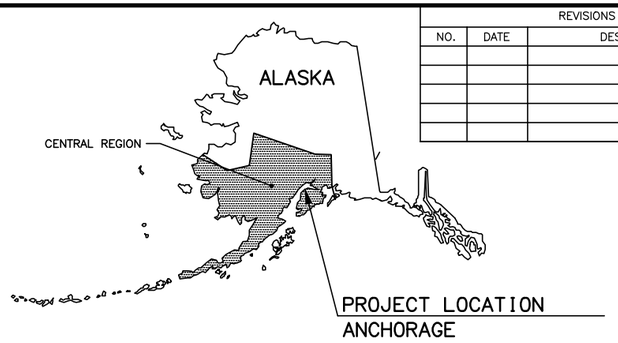
STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

REVISIONS		
NO.	DATE	DESCRIPTION

YEAR	STATE	PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
2011	ALASKA	HHE-0515(3)51924	A1	57
ROUTE: 133750		CDS MILEPOST: 2.01 - 2.99		



PROPOSED HIGHWAY SAFETY PROJECT

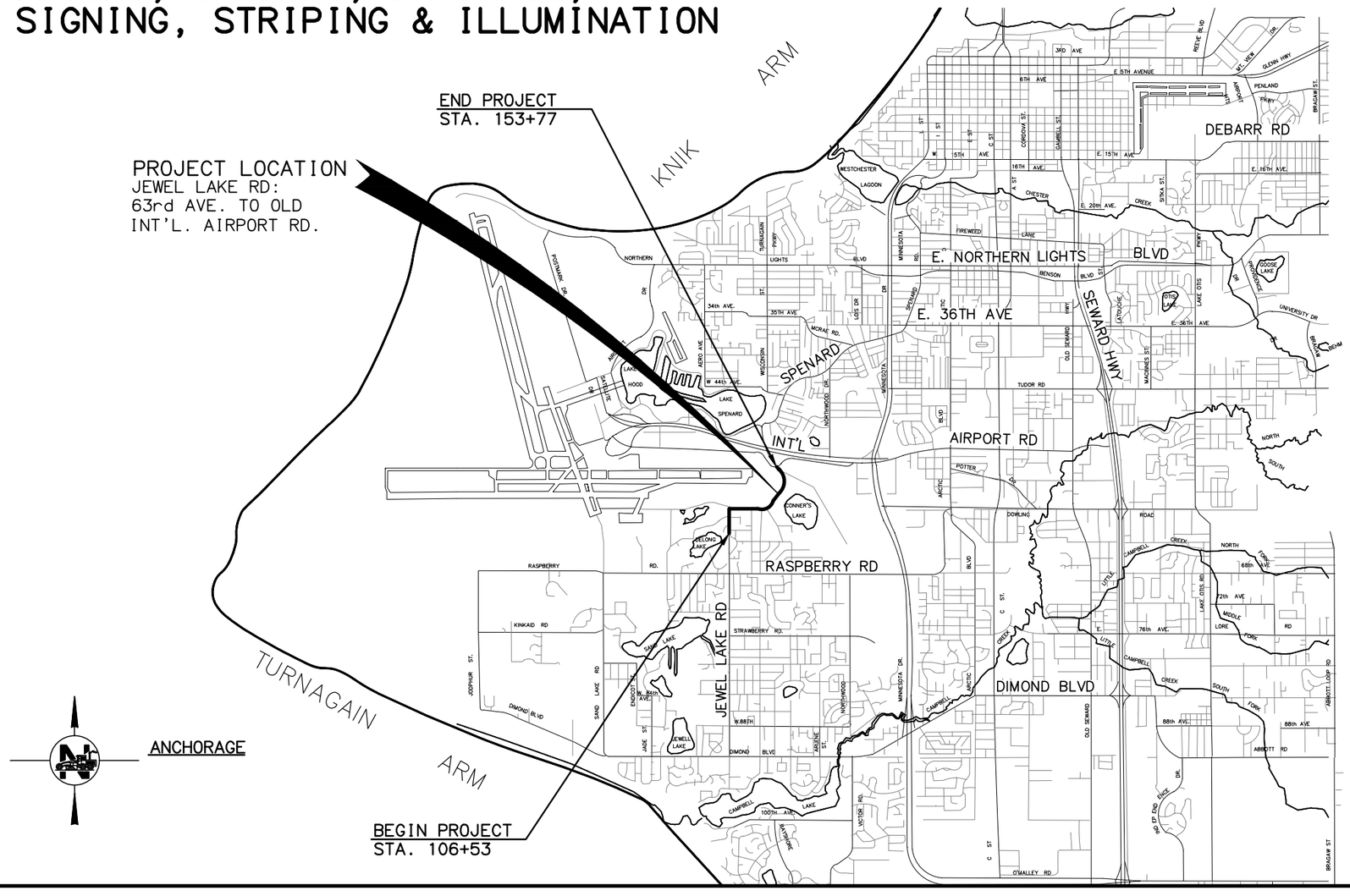
HHE-0515(3)/51924

HSIP: JEWEL LAKE ROAD: 63RD AVENUE TO OLD INTERNATIONAL AIRPORT ROAD

PAVING, GRADING, DRAINAGE,
SIGNING, STRIPING & ILLUMINATION

INDEX	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	LEGEND SHEET
A3	SURVEY CONTROL SHEET
B1 - B3	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1 - D2	SUMMARY TABLES
E1 - E5	DETAILS
F1 - F10	PLAN AND PROFILE
H1 - H19	SIGNING, STRIPING & ILLUMINATION
J1 - J4	TRAFFIC CONTROL SHEETS
Q1 - Q10	EROSION SEDIMENT CONTROL PLANS

PROJECT SUMMARY					
ROADWAY SECTION	WIDTH (FEET)	CDS MILEPOSTS	POSTED SPEED	FUNCTIONAL CLASS	AADT
JEWEL LAKE ROAD	46 - 48	2.01-2.52	40 MPH	MINOR ARTERIAL	12,209
	46 - 48	2.52-2.99	40 MPH	MINOR ARTERIAL	14,559



THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:
C-03.10, C-04.12, C-05.10
D01-02, D-04.21, D-06.10, D-10.02, D-20.03, D-22.01, D-23.01, D-24.00, D-26.02, D-35.00
G-00.01, G-04.06S, G-04.07W, G-10.01, G-13.00, G-20.10, G-25.20W, G-28.00
*I-20.13, I-21.01, I-81.00
*S-00.10, S-05.01, S-23.00, S-30.03, S-31.00
T-5.10, T-20.02, T-21.02, T-22.03

THE FOLLOWING REGIONAL STANDARD DRAWINGS APPLY TO THIS PROJECT:
CR-1.00, CR-2.00

* DENOTES "AS MODIFIED HEREIN"

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

PLANS DEVELOPED BY: USKH

STATE OF ALASKA
PROGRESS
4/5/11
REGISTERED PROFESSIONAL ENGINEER
CERTIFICATE NO. CE 12023

APPROVED:

REGIONAL PRE-CONSTRUCTION ENGINEER DATE

CONCUR:

DIRECTOR, DESIGN & CONSTRUCTION DATE
CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER DATE

Plotted: Tuesday, Apr 05, 2011, 7:55am
Plotted by: wwebb
DESIGNED BY WAW
CHECKED BY AJJ
DRAFTED BY MH
Apr 05, 2011
SPECIFICATIONS
SCALE 1=1
COMPUTER DESIGNATION I:\1078703\Data\Sheets\1078703_A01.dwg

	RECOVERED	TO BE SET THIS PROJECT
GOV'T SECTION CORNER	Sec. Cor.	
GOV'T 1/4 SECTION CORNER	1/4 Cor.	
GOV'T 1/16 SECTION CORNER	1/16 Cor.	
GOV'T SURVEY MONUMENT		
GOV'T CONTROL STA.		
PRIMARY MON. [BRASS/AL CAP]		
SECONDARY CORNER		
PRIMARY CENTERLINE MONUMENT		
SECONDARY CENTERLINE MONUMENT		
SURVEY CONTROL POINT	CP	
SECONDARY SURVEY CONT. POINT	SCP	
GPS CONTROL POINT	GPS	
BENCH MARK	BM	
TEMPORARY BENCH MARK	TBM	
ROCK MONUMENT		
INTERNATIONAL BOUNDARY LINE	ALASKA / CANADA	
TOWNSHIP & RANGE LINE	T. 13 N. / T. 12 N. — R. 2 W. / R. 3 W.	
SECTION LINE		
1/4 SECTION LINE		
1/16 SECTION LINE		
CORPORATE or CITY LIMITS		
EXISTING RIGHT-OF-WAY		
RIGHT-OF-WAY REQUIRED		
PROJECT RIGHT-OF-WAY LINE	ROW	
EXISTING PROPERTY LINE		
CONTROLLED ACCESS LINE	C/A	
PERMIT LINE		
EXISTING EASEMENT LINE		
STATION EQUATION	STA. 14+33.22 BK. = STA. 16+90.17 AHD.	
PROJECT CENTERLINE	27+00	
EXISTING CENTERLINE		
RAILROAD CENTERLINE		
HIGHWAY MILEPOST	6.5 / 23+12.56	
RAILROAD MILEPOST	R.R. 2580+60 / HWY. 126+33 — 842	

OBLITERATE ROADWAY	
LIMIT OF CUT SLOPE	
LIMIT OF FILL SLOPE	
PROPOSED ROADWAY	
EXISTING ROADWAY	
NOISE BARRIER	
FENCE	
STONE FENCE	
HEAD & WINGWALLS	
GUARD RAIL EXISTING	
PROPOSED	
RETAINING WALL	
TUNNEL	
INTERMITTENT DRAINAGE	
INTERCEPTOR DITCH	
MARSHLAND	
CREEK	
RIVER	
LAKE	LAKE
RESERVOIR	RES.
CHANNEL CHANGE	
PLANTER	P
VENT	
TANK VENT	
WELL	W
SEPTIC	S
TANKS	
Above Ground	
Below Ground	UG
SATELLITE DISH	
PRIVATE SIGN	
GAS PUMP	GP
POST	
BOULDER OR BOULDERS	
LANDSCAPE LIGHT	
DECIDUOUS TREE	
CONIFER TREE	
SHRUB OR SHRUBS	
EDGE OF EXISTING PAVEMENT TO REMAIN	

PIPELINES: (BELLS INDICATE DIRECTION OF FLOW)	EXISTING	PROPOSED
SANITARY SEWER	SS	SS
OIL	O	O
GAS	G	G
WATER	W	W
STORM DRAIN	SD	SD
SIDEWALK		
CONCRETE CURB		
CONCRETE CURB & GUTTER		
DRIVEWAY, APPROACH, & SIDEDRAIN		
BRIDGE		
RIPRAP		

		EXISTING
TELEPHONE	(OVERHEAD)	OT
	(DIRECT BURY)	UT
ELECTRIC	(OVERHEAD)	OE
	(DIRECT BURY)	UE
FIBER OPTIC		FO
CABLE TV	(OVERHEAD)	
	(DIRECT BURY)	
U.G. DUCT		
TELEPHONE MANHOLE		T
ELECTRIC MANHOLE		E
FOUNDATION		
BUILDING		

	EXISTING	PROPOSED
MANHOLE	M.H.	M.H.
FIRE HYDRANT		
METER		
VALVE		
PIPE CULVERT w/ END SECT.		
UTILITY POLE		
ELECTROLIER		
UTILITY POLE WITH LUMINAIRE		
POLE ANCHOR /w GUY		
TRANSMISSION TOWER [WOOD]		
TRANSMISSION TOWER [STEEL]		
ELECTRICAL OUTLET		
ELECTRICAL PEDESTAL	E	E
TELEPHONE PEDESTAL	T	T
CABLE T.V. PEDESTAL	V	V
FIBER OPTIC VAULT	FO	FO

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	A2	AA

	EXISTING	PROPOSED
MAILBOX		MB
SIGN (FACING →)		
DELINEATOR (FACING →)		

NOTE:
1. SEE SHEET H1 FOR TRAFFIC LEGEND

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

LEGEND

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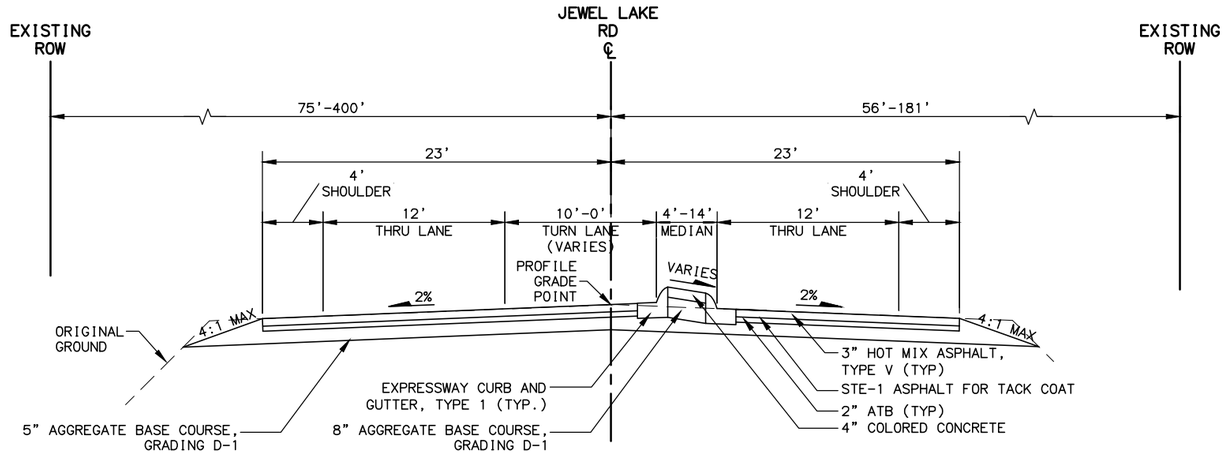
DESIGNED BY: USKH
CHECKED BY: AJJ
DRAFTED BY: MH
Apr 05, 2011
Plotted: Apr 05, 2011, 7:56am
Plotted by: wwebb

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	B1	B3

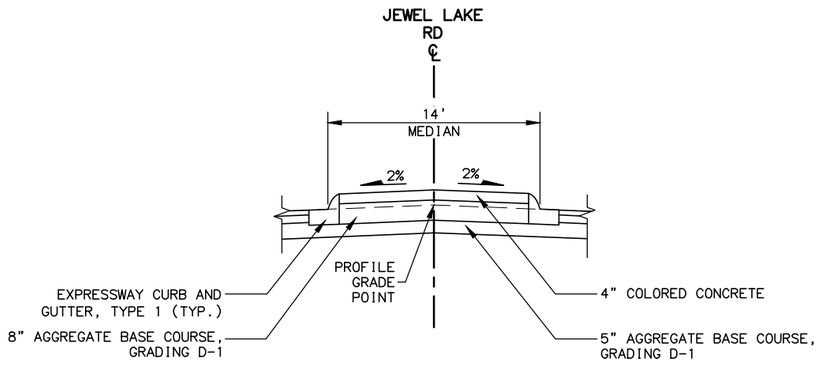


JEWEL LAKE RD

STA. 107+55 TO STA. 121+88

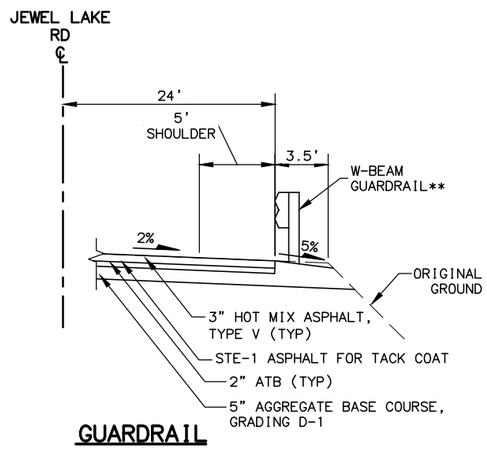
GENERAL NOTES:

1. PAVEMENT CUTS SHALL BE SAWCUT. SAWCUT EXISTING SURFACES WHEN MATCHING TO EXISTING.
2. THE CONTRACTOR SHALL PLACE 4" OF TOPSOIL AND SCHEDULE A SEED ON CONSTRUCTED SLOPES AND DISTURBED AREAS NOT OTHERWISE IMPROVED UNDER THIS CONTRACT.
3. SLOPES REFER TO RATIO OF HORIZONTAL TO VERTICAL (H:V).
4. GUARDRAIL INSTALLATION SHOWN ON TYPICAL SECTIONS BY STATION RANGE IS APPROXIMATE. SEE SUMMARY SHEETS FOR ACTUAL INSTALLATION LIMITS. WHERE GUARDRAIL IS LOCATED IN SUMMARY SECTIONS, EXTEND GRAVEL SHOULDER 3.5 FEET BEYOND FACE OF GUARDRAIL.
5. PROFILE GRADE POINT IS ALSO POINT OF ROTATION FOR SUPER ELEVATION ON ALL TYPICAL SECTIONS
6. AGGREGATE BASE COURSE TO CONTINUE 0.5' BEHIND ALL CURBS AND 1' BEYOND ASPHALT PATHWAYS.
7. USE 10' CURB TRANSITIONS WHEN MATCHING TO EXISTING CURB OF A DIFFERENT SHAPE.
8. SEE PLANS FOR ADDITIONAL INFORMATION ON GRADING, AND CURB AND PAVING TRANSITIONS.
9. PRIOR TO PLACING HOT MIX ASPHALT, APPLY STE-1 ASPHALT FOR TACK COAT BETWEEN ASPHALT LIFTS AND TO EXISTING SURFACES IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
10. PLACE, SHAPE, AND COMPACT MATERIAL FOR SHOULDER BUTTRESSING AT THE EDGE OF PAVEMENT WITHIN 48 HOURS AFTER PLACING PAVEMENT.
11. ALL IMPROVEMENTS SHALL BE CONTAINED WITHIN THE ROW UNLESS OTHERWISE NOTED.
12. EXISTING ASPHALT DEPTH HAS BEEN REPORTED AT 4", BUT MAY VARY THROUGHOUT THE PROJECT.



JEWEL LAKE RD FULL WIDTH MEDIAN

STA. 110+74 TO STA. 111+92
STA. 116+38 TO STA. 118+50
STA. 125+75 TO STA. 126+51
STA. 150+72 TO STA. 151+36



GUARDRAIL

STA. 112+49 TO STA. 115+36 LT. (MIRROR SECTION)
STA. 113+36 TO STA. 114+92 RT.

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

TYPICAL SECTIONS

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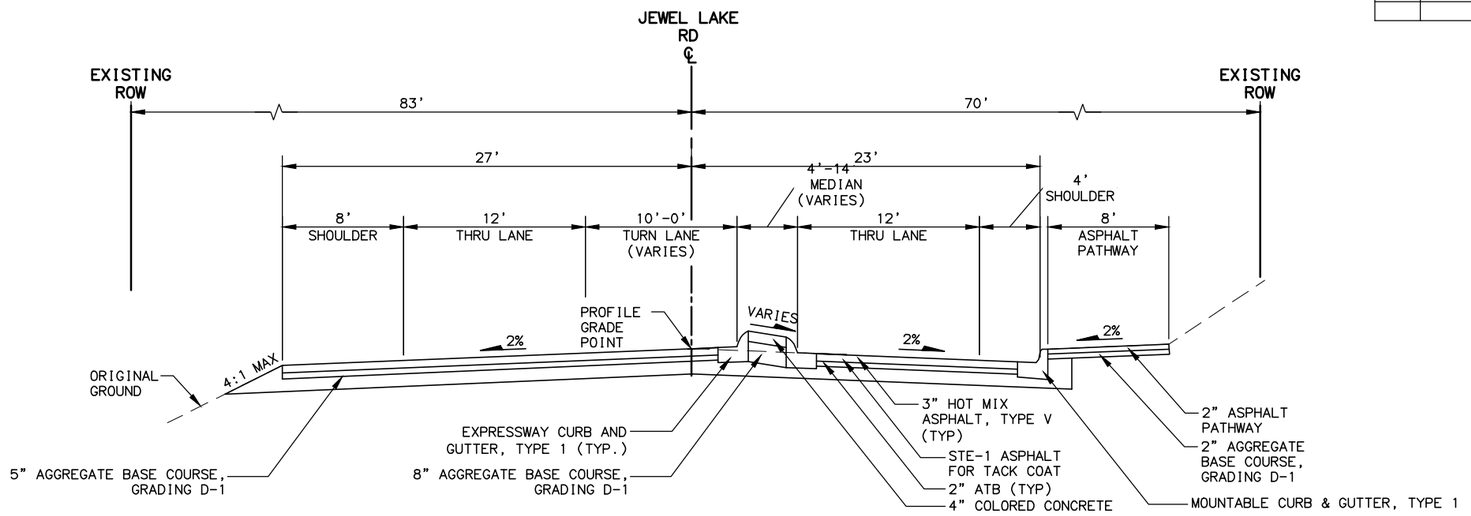
DESIGNED BY	USKH	
CHECKED BY	AJJ	Apr 05, 2011
DRAFTED BY	MH	

Plotted: Apr 05, 2011, 7:56am
Plotted by: wwebb

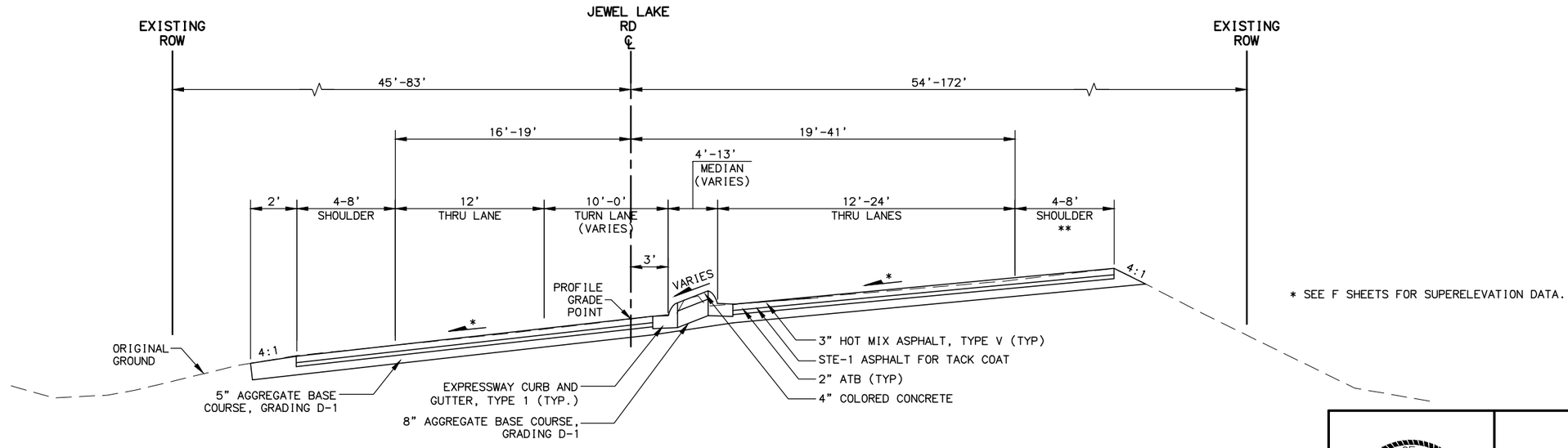
REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	B2	B3



JEWEL LAKE RD

STA. 121+88 TO STA. 126+94



* SEE F SHEETS FOR SUPERELEVATION DATA.

JEWEL LAKE RD

STA. 126+94 TO STA. 137+00

PROGRESS 4/5/11

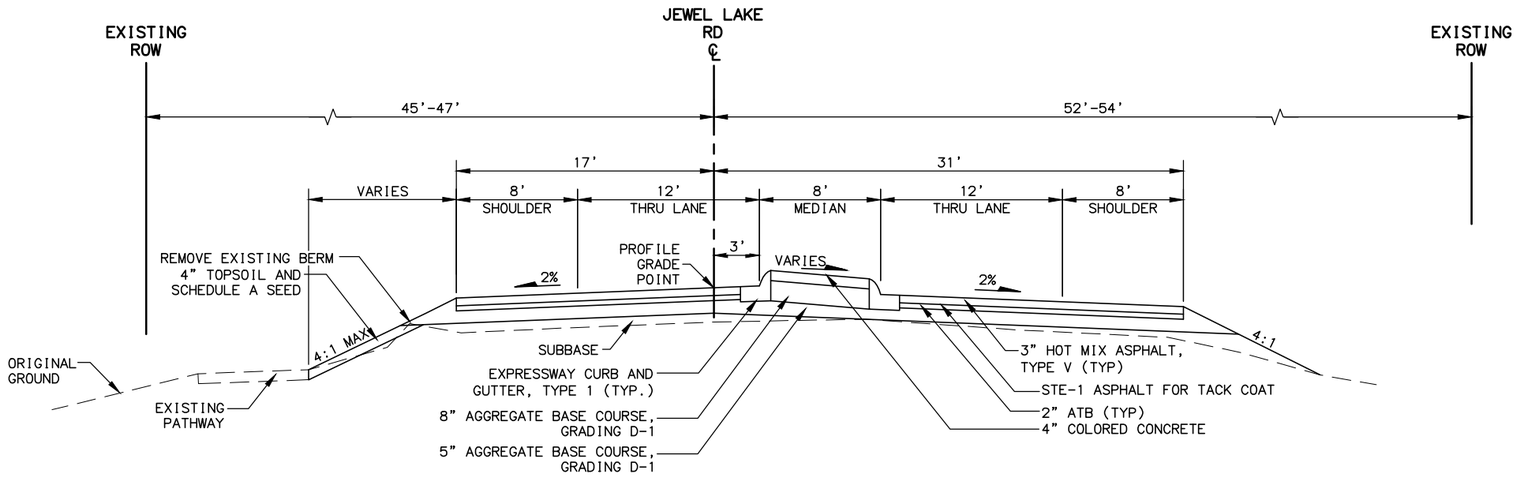
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

TYPICAL SECTIONS

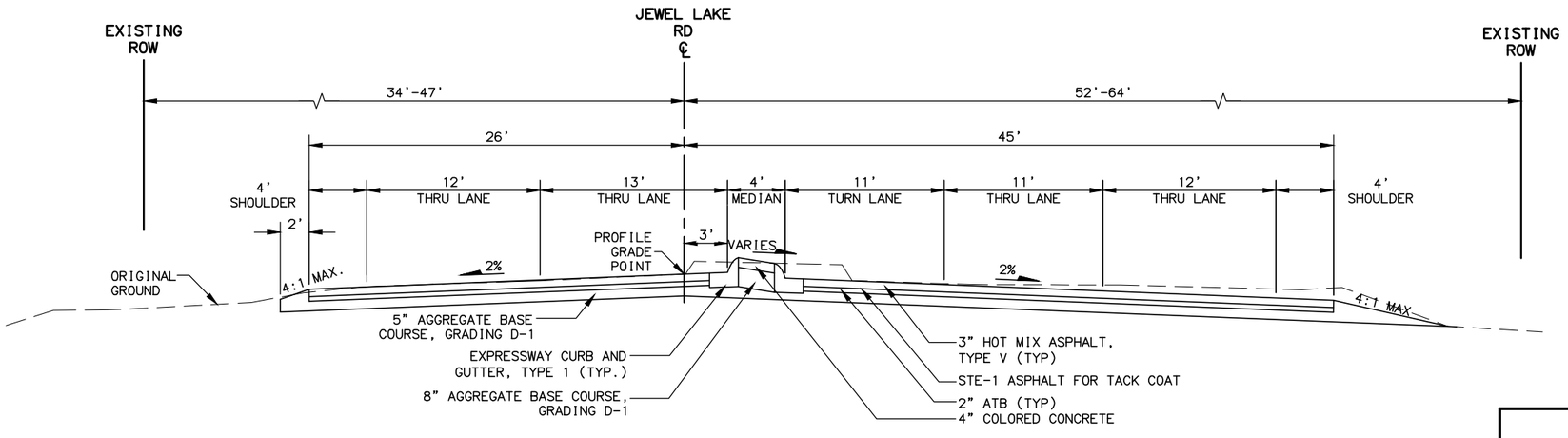
REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	B3	B3



JEWEL LAKE RD

STA. 133+80 TO STA 149+87



JEWEL LAKE RD

STA. 149+87 TO STA. 153+67

NOTES:

1. SUBBASE SHALL CONSIST OF UNCLASSIFIED EXCAVATION MEETING THE REQUIREMENTS OF AGGREGATE BASE COURSE, GRADING D-1 OR SELECTED MATERIAL, TYPE A. IF AN INSSUFICIENT QUANTITY OF MATERIAL MEETS THESE REQUIREMENTS, SUBBASE SHALL CONSIST OF AGGREGATE BASE COURSE, GRADING D-1.

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

TYPICAL SECTIONS

Plotted: Apr 05, 2011, 7:56am
Plotted by: wwebb

DESIGNED BY	USKH	Apr 05, 2011
CHECKED BY	USKH	
DRAFTED BY	USKH	

PAGE SETUP:	ADOTC-PDF-1117
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REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	C1	C1

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	TOTAL
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	28,000
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	52
202(6)	REMOVAL OF MANHOLE	EACH	1
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	3,115
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	2,725
301(1)	AGGREGATE BASE COURSE, GRADING D-1	TON	9,140
306(1)	ATB	TON	2,901
306(2)	ASPHALT CEMENT, TYPE PG 52-28	TON	15
408(1)	HOT MIX ASPHALT, TYPE V	TON	3,956
408(2)	ASPHALT CEMENT, TYPE PG 64-34	TON	218
408(6)	ASPHALT PRICE ADJUSTMENT - QUALITY	CONTINGENT SUM	ALL REQ'D
603(17-18)	18 INCH PIPE	LINEAR FOOT	210
603(17-24)	24 INCH PIPE	LINEAR FOOT	977
603(20-18)	END SECTION FOR 18 INCH PIPE	EACH	4
603(20-24)	END SECTION FOR 24 INCH PIPE	EACH	3
604(4)	ADJUST EXISTING MANHOLE	EACH	3
604(5)	INLET, TYPE A	EACH	5
604(8)	PETROLEUM SEPARATOR MANHOLE	EACH	6
604(13D)	REMOVE AND REPLACE WATER OR SEWER FRAME AND LID	EACH	2
606(1)	W-BEAM GUARDRAIL	LINEAR FOOT	555
606(6)	REMOVING AND DISPOSING OF GUARDRAIL	LINEAR FOOT	243
606(11)	EXTRUDER TERMINAL (ET-PLUS)	EACH	2
608(6)	CURB RAMP	EACH	4
608(7)	ASPHALT PATHWAY	TON	43
608(10)	DETECTABLE WARNING TILES	EACH	3
608(28)	COLORED CONCRETE, 4" THICK	SQUARE YARD	2,390
609(2)	CURB AND GUTTER, TYPE 1	LINEAR FOOT	8,504
615(1)	STANDARD SIGN	SQUARE FOOT	250
615(4)	DELINEATOR, RIGID	EACH	10
615(6)	SALVAGE SIGN	EACH	27
616(1)	1.5 INCH DIAMETER THAW PIPE	LINEAR FOOT	522
618(6)	TOPSOIL AND SEEDING	LUMP SUM	ALL REQ'D
635(2)	INSULATION BOARD, R=9	SQUARE FOOT	2,300
639(6)	APPROACH	EACH	11
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQ'D
641(1)	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQ'D
641(2)	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQ'D
641(5)	EROSION, SEDIMENT, AND POLLUTION CONTROL PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D
641(6)	SWPPP MANAGER	LUMP SUM	ALL REQ'D
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQ'D

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	TOTAL
642(3)	THREE PERSON SURVEY PARTY	HOUR	50
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQ'D
643(3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQ'D
643(15)	FLAGGING	CONTINGENT SUM	ALL REQ'D
643(23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D
643(25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQ'D
644(1)	FIELD OFFICE	LUMP SUM	ALL REQ'D
646(1)	CPM SCHEDULING	LUMP SUM	ALL REQ'D
647(5)	BACKHOE, 4WD, 1 CY BUCKET, 75 HP, 15 FT DEPTH	CONTINGENT SUM	ALL REQ'D
660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE	LUMP SUM	ALL REQ'D
660(13B)	ELECTROLIER AND FOUNDATION REMOVAL	EACH	7
660(14)	TEMPORARY ELECTROLIER	CONTINGENT SUM	ALL REQ'D
660(18)	ADJUST JUNCTION BOX	EACH	2
660(22)	ILLUMINATION PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D
670(10)	MMA PAVEMENT MARKINGS	LUMP SUM	ALL REQ'D
670(10E)	MMA PAVEMENT MARKINGS, SYMBOLS AND ARROW(S), INLAID	EACH	23

TABLE OF ESTIMATING FACTORS

ITEM NO.	ITEM DESCRIPTION	ESTIMATING FACTOR	
301(1)	AGGREGATE BASE COURSE, GRADING D-1	148	LB/CU FT
306(1)	ATB	150	LB/CU FT
306(2)	ASPHALT CEMENT, TYPE PG 52-28	0.5	% OF 306(1)
408(1)	HOT MIX ASPHALT, TYPE V	150	LB/CU FT
408(2)	ASPHALT CEMENT, GRADE PG 64-34	5.5	% OF 408(1)
608(7)	ASPHALT PATHWAY	150	LB/CU FT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

ESTIMATE OF QUANTITIES

STATE OF ALASKA
PROFESSIONAL ENGINEER
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER
PROGRESS
4/5/11

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	D1	D2

202(4) REMOVAL OF CULVERT PIPE - LINEAR FOOT

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F6	133+67	8 RT	52	
		TOTAL	52	

202(6) REMOVAL OF MANHOLE - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F6	133+67	8 RT	1	EXISTING SDMH
		TOTAL	1	

202(9) REMOVAL OF CURB AND GUTTER - LINEAR FOOT

SHEET	BEGIN	OFFSET	END	OFFSET	QUANTITY	REMARKS
F4	121+88	38 RT	122+81	43 RT	115	
F4	123+07	44 RT	124+99	23 RT	202	
F5	124+99	23 RT	129+88	27 RT	925	
F5	129+67	5 RT	133+83	0 RT	840	
F9	148+05	2 RT	150+12	4 RT	433	
F10	150+66	0 LT	153+62	5 RT	600	
				TOTAL	3,115	

603(17-18) 18 INCH PIPE - LINEAR FOOT

		INLET				OUTLET						
SHEET	PIPE #	END	STATION	OFFSET	INVERT	END	STATION	OFFSET	INVERT	GRADE	QUANTITY	REMARKS
F2	P2-2	S2-2	113+75	2.54 RT	87.17	DAYLIGHT	113+74	58.15 LT	85.68	0.024	61	
F7	P7-1	S7-1	138+48	11.47 RT	79.42	DAYLIGHT	138+48	48.59 RT	79.32	0.003	38	INSULATE W/ 2" BOARD & THAW PIPE
F8	P8-1	S8-1	143+09	11.44 RT	81.12	DAYLIGHT	143+09	49.82 RT	81.02	0.003	39	INSULATE W/ 2" BOARD & THAW PIPE
F9	P9-1	S9-1	148+51	11.63 RT	78.00	DAYLIGHT	148+98	42.00 LT	77.80	0.003	72	INSULATE W/ 2" BOARD & THAW PIPE
										TOTAL	210	

603(17-24) 24 INCH PIPE - LINEAR FOOT

		INLET				OUTLET						
SHEET	PIPE #	END	STATION	OFFSET	INVERT	END	STATION	OFFSET	INVERT	GRADE	QUANTITY	REMARKS
F1	P1-1	S1-1	109+53	2.55 RT	90.43	S2-1	111+90	7.45 LT	88.77	0.007	238	
F2	P2-1	S2-1	111+90	7.45 LT	88.52	DAYLIGHT	111+80	54.43 LT	87.85	0.014	49	
F5	P5-1	S5-2	126+85	7.48 RT	88.46	S5-3	129+08	7.46 RT	82.62	0.026	225	
F5	P5-2	S5-3	129+08	7.46 RT	82.37	DAYLIGHT	128+90	96.48 RT	80.70	0.018	92	
F6	P6-1	S6-1	131+49	7.44 RT	79.40	S6-2	133+67	7.65 RT	78.84	0.003	220	INSULATE W/ 2" BOARD & THAW PIPE
F6	P6-2	S6-3	134+69	10.34 RT	79.15	S6-2	133+67	7.65 RT	78.84	0.003	103	INSULATE W/ 2" BOARD & THAW PIPE
F6	P6-3	S6-2	133+67	7.65 RT	78.59	DAYLIGHT	133+66	57.03 RT	78.42	0.003	50	INSULATE W/ 2" BOARD & THAW PIPE
										TOTAL	977	

603(20-18) END SECTION FOR 18 INCH PIPE - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F2	113+74	58 LT	1	CONSTRUCT OUTFALL PROTECTION. SEE E SHEETS
F7	138+48	49 RT	1	CONSTRUCT OUTFALL PROTECTION. SEE E SHEETS
F8	143+09	50 RT	1	CONSTRUCT OUTFALL PROTECTION. SEE E SHEETS
F9	148+98	42 LT	1	CONSTRUCT OUTFALL PROTECTION. SEE E SHEETS
		TOTAL	4	

603(20-24) END SECTION FOR 24 INCH PIPE - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F2	111+80	54 LT	1	CONSTRUCT OUTFALL PROTECTION. SEE E SHEETS
F5	128+90	96 RT	1	CONSTRUCT OUTFALL PROTECTION. SEE E SHEETS
F6	133+66	57 RT	1	CONSTRUCT OUTFALL PROTECTION. SEE E SHEETS
		TOTAL	3	

604(4) ADJUST EXISTING MANHOLE - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F2	112+28	4.85 LT	1	SSMH
F3	117+78	15.46 RT	1	SSMH
F5	125+00	22.23 RT	1	SDMH - (S5-1) - REPLACE INLET FRAME AND GRATE
		TOTAL	3	

604(5) INLET, TYPE A - EACH

SHEET	STRUCTURE #	STATION	OFFSET	ELEV TOP OF CASTING	TYPE OF CASTING	QUANTITY	REMARKS
F1	S1-1	109+53.0	2.6 RT	96.05	MCIFG	1	
F5	S5-2	126+84.9	7.5 RT	93.97	MCIFG	1	
F6	S6-1	131+49.0	7.4 RT	84.38	MCIFG	1	
F6	S6-3	134+69.2	10.3 RT	82.25	MCIFG	1	
F9	S9-1	148+51.1	11.6 RT	83.72	MCIFG	1	
					TOTAL	5	

MCIFG = MOUNTABLE CURB INLET FRAME AND GRATE

604(8) PETROLEUM SEPARATOR MANHOLE - EACH

SHEET	STRUCTURE #	STATION	OFFSET	TOC ELEV	QUANTITY	REMARKS
F2	S2-1	111+90	7.45 LT	94.47	1	F&I CURB INLET FRAME AND GRATE
F2	S2-2	113+75	2.54 RT	92.85	1	F&I CURB INLET FRAME AND GRATE
F5	S5-3	129+08	7.46 RT	88.21	1	F&I CURB INLET FRAME AND GRATE
F6	S6-2	133+67	7.65 RT	83.28	1	F&I CURB INLET FRAME AND GRATE
F7	S7-1	138+48	11.47 RT	82.78	1	F&I CURB INLET FRAME AND GRATE
F8	S8-1	143+09	11.44 RT	83.47	1	F&I CURB INLET FRAME AND GRATE
				TOTAL	6	

604(13D) REMOVE AND REPLACE WATER OR SEWER FRAME AND LID - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F2	112+28	5 LT	1	SSMH
F3	117+78	16 RT	1	SSMH
		TOTAL	2	

606(1) W-BEAM GUARDRAIL - LINEAR FOOT

	BEGIN		END			
SHEET	STATION	OFFSET	STATION	OFFSET	QUANTITY	REMARKS
F2-F3	112+49	24 LT	115+35	84 LT	340	ET'S TO BE INSTALLED ON APPROACH ENDS
F2	113+36	88 RT	114+92	24 RT	215	ET'S TO BE INSTALLED ON APPROACH ENDS
				TOTAL	**555**	

STATE OF ALASKA
PROFESSIONAL ENGINEER
PROGRESS
4/5/11
No. CE 12023

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SUMMARY TABLES

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606(6) REMOVING AND DISPOSING OF GUARDRAIL - LINEAR FOOT

	BEGIN		END			
SHEET	STATION	OFFSET	STATION	OFFSET	QUANTITY	REMARKS
F2	113+47	24 RT	111+55	24 RT	108	
F2	113+50	26 LT	114+85	26 LT	135	
				TOTAL	243	

608(6) CURB RAMP - EACH

SHEET	STATION	OFFSET	TYPE	QUANTITY	REMARKS
F4	121+94	32 RT	UNIDIRECTIONAL	1	
F4	122+77	32 RT	UNIDIRECTIONAL	1	
F4	123+11	32 RT	UNIDIRECTIONAL	1	
F5	126+85	32 RT	UNIDIRECTIONAL	1	
			TOTAL	4	

608(7) ASPHALT PATHWAY - TON

	BEGIN		END			
SHEET	STATION	OFFSET	STATION	OFFSET	QUANTITY	REMARKS
F4-F5	122+15	32 RT	126+61	32 RT	39	
F5	128+89	65 RT	129+00	76 RT	2	
F9	148+77	26 LT	148+97	27 LT	2	
				TOTAL	43	

608(10) DETECTABLE WARNING TILES - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F2	113+26	93 RT	1	
F5	127+43	33 RT	1	
F5	129+28	105 RT	1	
		TOTAL	3	

609(2) CURB AND GUTTER, TYPE 1 - LINEAR FOOT

	BEGIN		END			
SHEET	STATION	OFFSET	STATION	OFFSET	QUANTITY	REMARKS
F1	107+59	5 RT	112+45	5 RT	977	63RD AVE
F2	113+34	5 RT	118+51	5 RT	1,015	61ST AVE
F4	123+26	7 RT	129+85	27 RT	1,227	CHEVIGNY TO COLLINS MEDIANS
F5	129+66	5 RT	150+03	5 RT	4,112	CHANNELIZING MEDIAN
F10	150+56	5 RT	153+63	5 RT	634	NORTH END
F4	121+88	38 RT	125+00	24 RT	324	RT SIDE
F5	125+00	24 RT	126+88	35 RT	215	RT SIDE
				TOTAL	8,504	

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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	D2	D2

615(6) SALVAGE SIGN - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F2	110+16	29 RT	1	R3-9B
F2	110+70	29 LT	1	R3-9B
F3	116+68	34 RT	1	R3-9B
F3	117+21	39 LT	1	R3-9B
F4	123+12	43 RT	4	R1-1, D3-1D(2), W14-2P
F4	123+52	40 LT	1	R3-9B
F5	125+85	0 RT	3	OM-1(2), R4-7
F5	127+35	42 RT	3	R1-1, D3-1D(2)
F5	129+83	27 RT	1	W4-3
F6	130+16	52 RT	1	W1-8
F6	130+63	51 RT	1	W1-8
F6	133+76	1 RT	3	OM-1(2), R4-7
F10	150+02	4 RT	3	OM-1(2), R3-2
F10	149+99	27 LT	1	R2-1-40
F10	150+77	27 LT	2	W6-100, R16-106
		TOTAL	27	

616(1) 1.5 INCH DIAMETER THAW PIPE - LINEAR FOOT

	BEGIN		END			
SHEET	STATION	OFFSET	STATION	OFFSET	QUANTITY	REMARKS
F6	131+49	7 RT	133+67	8 RT	220	
F6	134+69	10 RT	133+67	8 RT	103	
F6	133+67	8 RT	133+66	57 RT	50	
F7	138+48	11 RT	138+48	49 RT	38	
F8	143+09	11 RT	143+09	50 RT	39	
F9	148+51	12 RT	148+99	42 LT	72	
				TOTAL	**522**	

660(18) ADJUST JUNCTION BOX - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
F6	131+91	27 LT	1	
F6	133+98	21 LT	1	
		TOTAL	2	

660(13B) ELECTROLIER AND FOUNDATION REMOVAL - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
H4	130+80	49 RT	1	REMOVE JUNCTION BOX AND ABANDON FOUNDATION
H4	131+90	31 LT	1	REMOVE JUNCTION BOX AND ABANDON FOUNDATION
H4	132+93	47 RT	1	REMOVE JUNCTION BOX AND ABANDON FOUNDATION
H4	133+99	26 LT	1	REMOVE JUNCTION BOX AND ABANDON FOUNDATION
H5	138+12	25 LT	1	REMOVE JUNCTION BOX AND ABANDON FOUNDATION
H5	140+23	25 LT	1	REMOVE JUNCTION BOX AND ABANDON FOUNDATION
H6	145+45	39 LT	1	REMOVE JUNCTION BOX AND ABANDON FOUNDATION
		TOTAL	7	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
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HSIP: JEWEL LAKE RD: 63RD AVE TO
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SUMMARY TABLES

PROGRESS 4/5/11

STATE OF ALASKA
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

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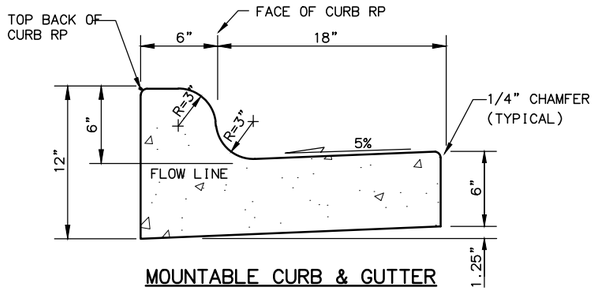
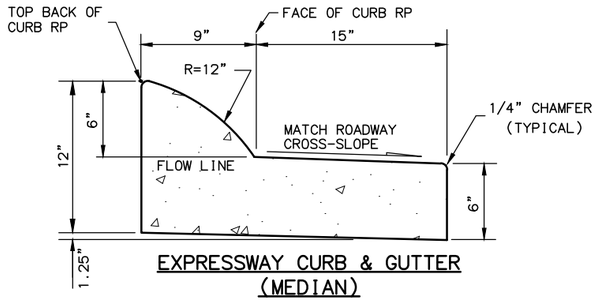
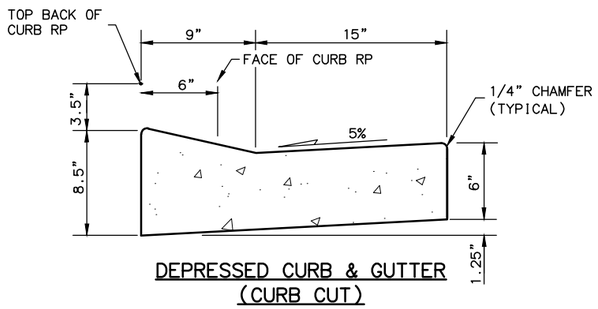


MOUNTABLE CURB & GUTTER

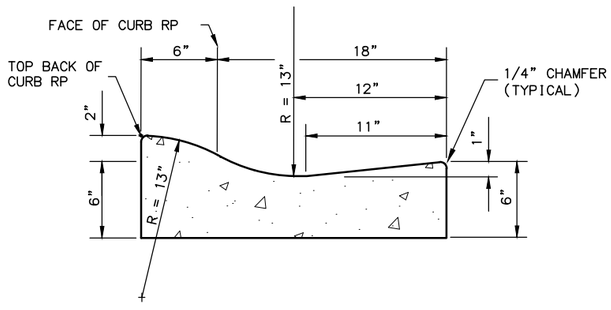


EXPRESSWAY CURB & GUTTER (MEDIAN)

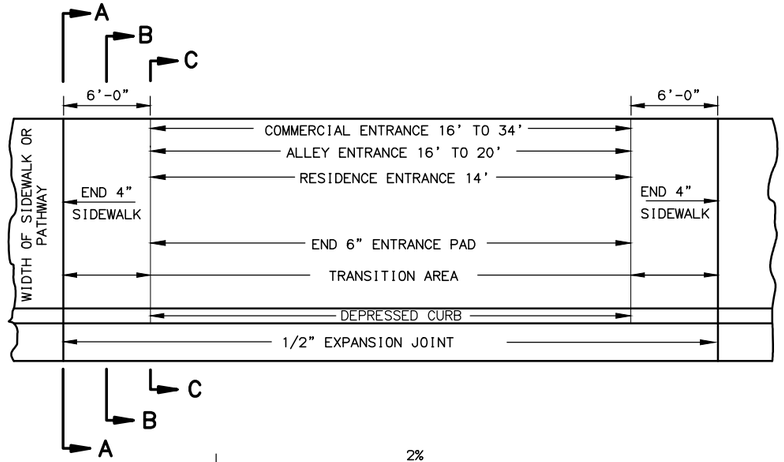


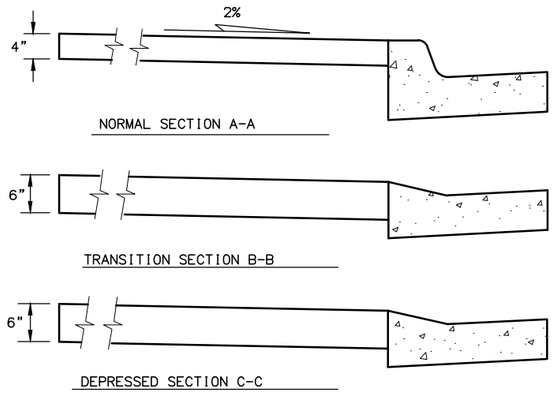
DEPRESSED CURB & GUTTER (CURB CUT)

+

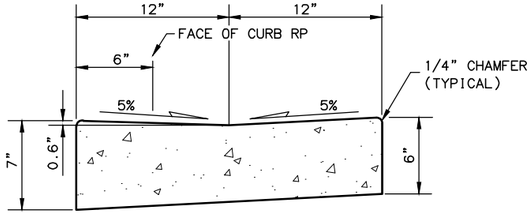


ROLLED CURB & GUTTER

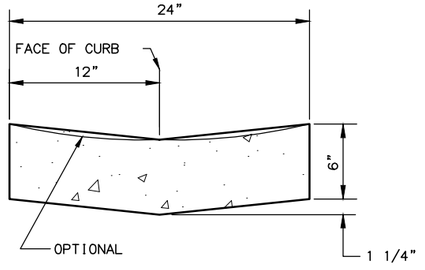




VEHICULAR CURB CUT DETAILS



ADA CURB & GUTTER
(USE AT ALL CURB RAMPS)



VALLEY GUTTER

REVISIONS		
NO.	DATE	DESCRIPTION

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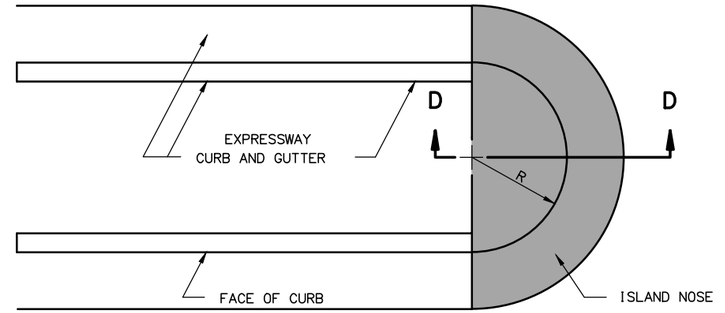
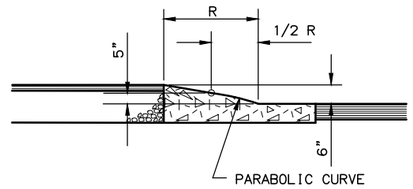


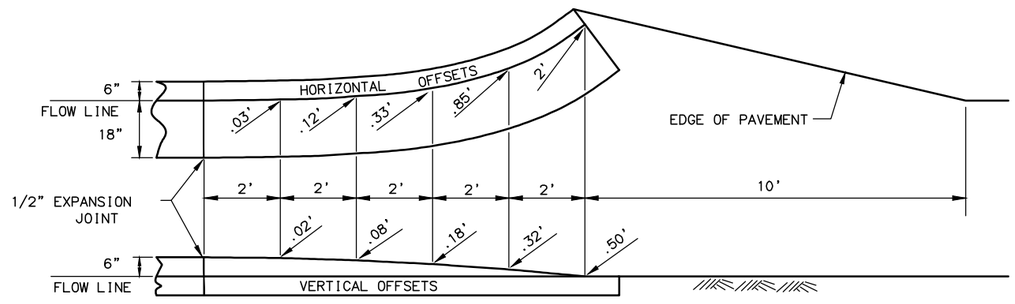
NOTES:

1. ISLAND NOSE SHALL BE PAINTED WITH YELLOW REFLECTORIZED PAINT. SHAPING AND PAINTING WILL BE SUBSIDIARY.



SECTION D-D

ISLAND NOSE DETAIL



CURB AND GUTTER
TERMINATION TRANSITIONS

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

CURB & GUTTER DETAIL

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	09/23/09	CENTRAL REGION DETAIL

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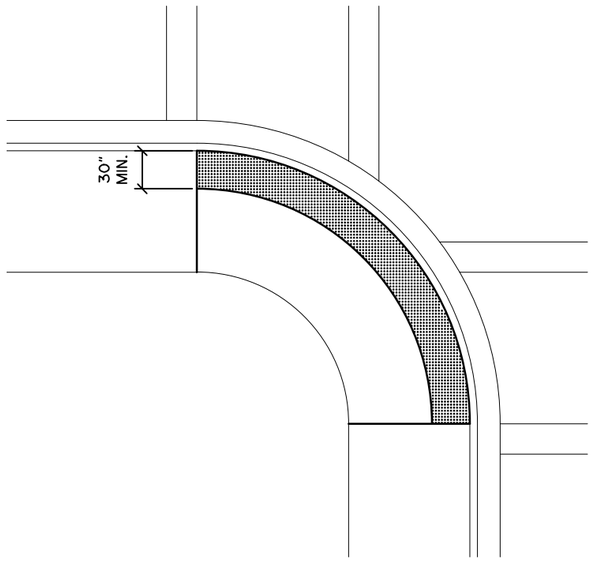
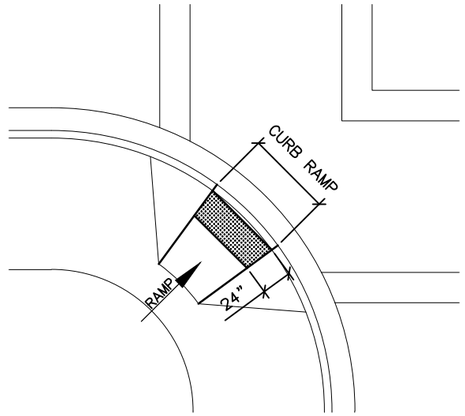
ALASKA	HHE-0515(3)/51924	2011	E2	E5



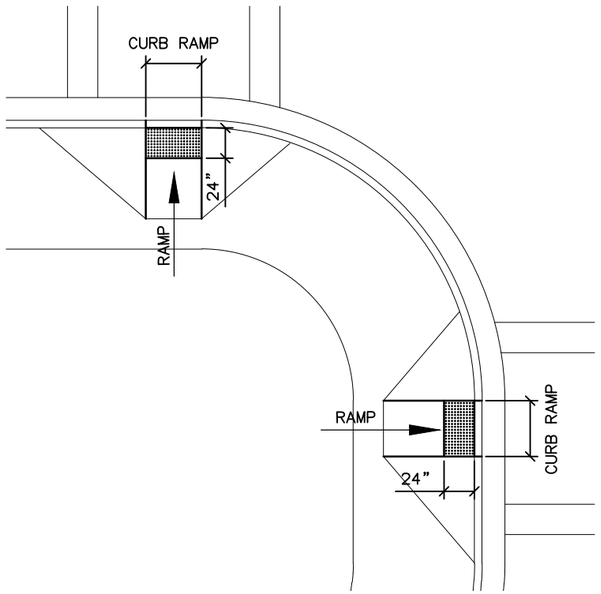
DETECTABLE WARNING AT BLENDED CURB



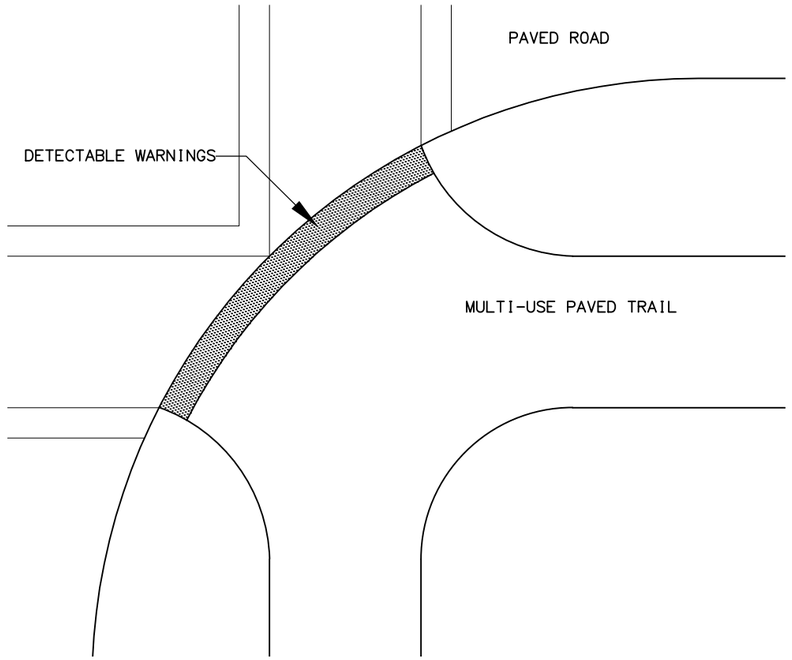
DETECTABLE WARNING AT SHARED CURB

DETECTABLE WARNING NOTES:

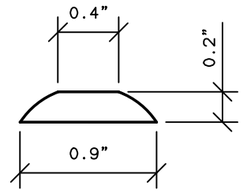
1. DETECTABLE WARNINGS SHALL BE 24 INCHES IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
2. THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES FROM THE CURB LINE OR OTHER POTENTIAL HAZARD, SUCH AS A RAIL CROSSING.
3. TRUNCATED DOMES SHALL HAVE A DIAMETER OF 0.9 INCH AT THE BOTTOM, A DIAMETER OF 0.4 INCH AT THE TOP, A HEIGHT OF 0.2 INCH AND A CENTER-TO-CENTER SPACING OF 2.35 INCHES MEASURED ALONG ONE SIDE OF A SQUARE ARRANGEMENT.
4. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
5. THERE SHALL BE A MINIMUM OF 70 PERCENT CONTRAST IN LIGHT REFLECTANCE BETWEEN THE DETECTABLE WARNING AND AN ADJOINING SURFACE, OR THE DETECTABLE WARNING SHALL BE "SAFETY YELLOW". THE MATERIAL USED TO PROVIDE VISUAL CONTRAST SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING SURFACE.
6. PROVIDE DETECTABLE WARNINGS AT ALL CURB RAMPS AND BLENDED CURBS.



DETECTABLE WARNING AT CURB RAMP



DETECTABLE WARNINGS AT MULTI-USE PATH



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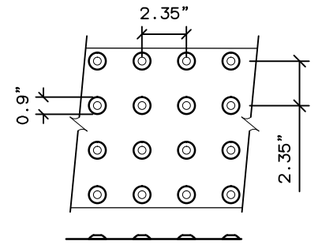

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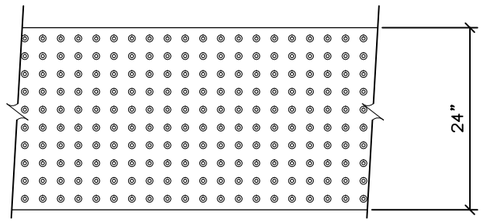

PLAN VIEW OF DETECTABLE WARNING SURFACE

DETECTABLE WARNING SURFACE DETAILS

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

DETECTABLE WARNING DETAILS

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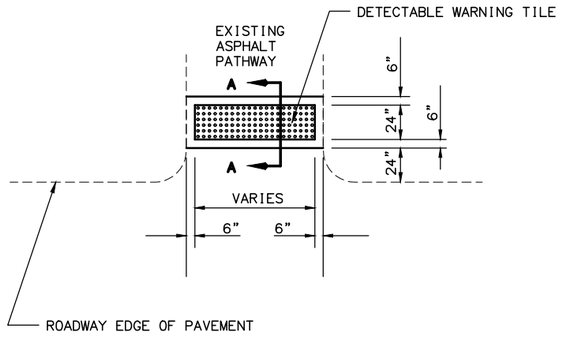
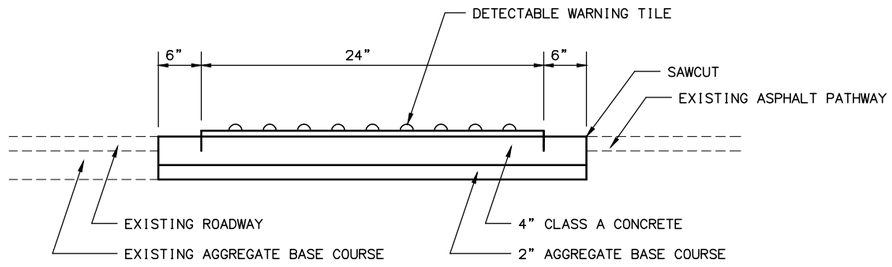


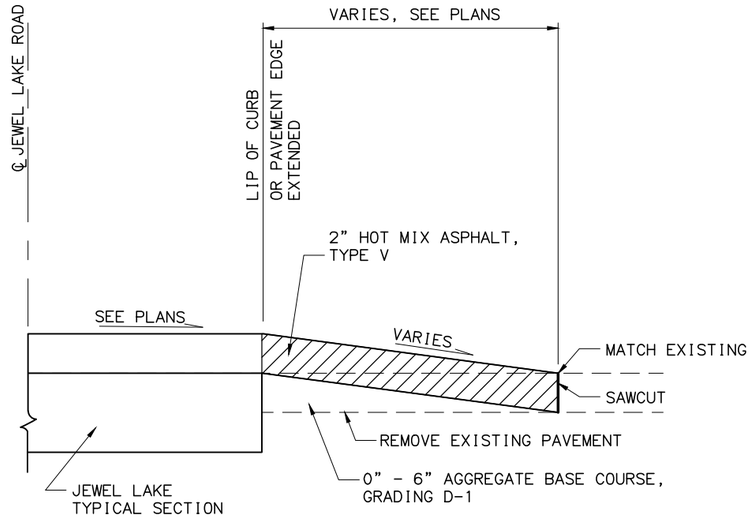


SECTION A-A

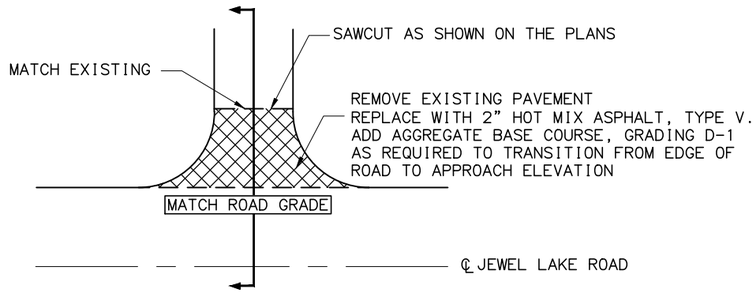
ASPHALT PATHWAY
DETECTABLE WARNING DETAIL

DETECTABLE WARNING NOTES

1. SEE SHEET E2 FOR ADDITIONAL REQUIREMENTS FOR INSTALLATION OF DETECTABLE WARNING TILES.
2. STATION/OFFSET REFERENCE POINT IS AT CENTER OF DETECTABLE WARNING TILE



CROSS SECTION



PLAN VIEW

TYPICAL PAVEMENT TRANSITION AT APPROACHES

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

DETECTABLE WARNING AND CROSS STREET TRANSITION DETAILS

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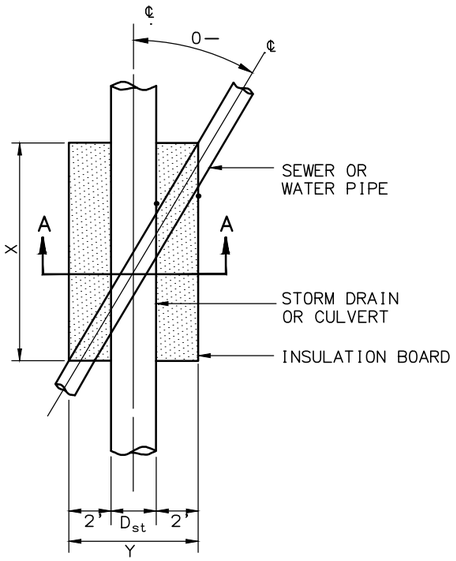


INSULATION BOARD DETAIL 1
PLAN VIEW

A. NOTES

1. FOR REQUIRED R VALUES SEE INSULATION BOARD TABLE IN SECTION 635 OF THE SPECIAL PROVISIONS.
2. V = DEPTH OF INSULATION BOARD BURIAL = 2-FOOT MINIMUM

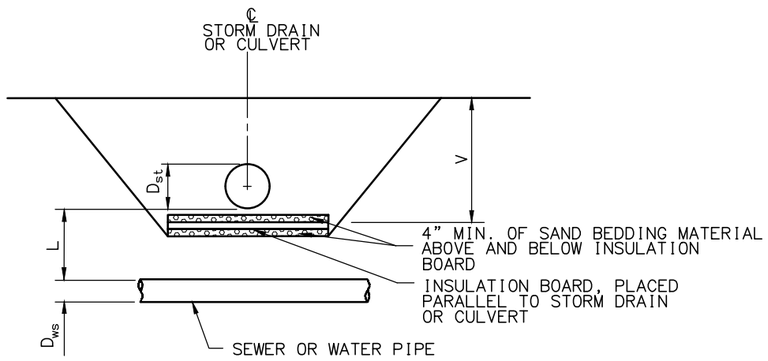
B. STORMDRAIN CONFLICTS (SEE DETAIL 1)

1. LENGTH OF CONFLICT IS DEFINED AS WHEN THE EDGES OF THE OUTER DIAMETER OF THE PIPES IN QUESTION ARE WITHIN 36-INCHES OF ONE ANOTHER.
2. L = REQUIRED MINIMUM VERTICAL SEPARATION
   A. 36-INCHES WITHOUT INSULATION
   B. 18-INCHES WITH INSULATION
3. INSULATION BOARD DIMENSIONS:

LENGTH OF CONFLICT (X)

X=	SKEW ANGLE			
D_{ws}	65° ≤ θ	45° ≤ θ < 65°	25° ≤ θ < 45°	θ < 25°
UP TO 12"	D_{st} +4'	D_{st} +7'	D_{st} +13'	EXTEND FULL LENGTH OF CONFLICT +4'
12"-24"		D_{st} +8'	D_{st} +15'	
24"-36"		D_{st} +10'	D_{st} +17'	
36"-48"		D_{st} +11'	D_{st} +19'	

$Y=D_{st}+4'$



INSULATION BOARD DETAIL 1
SECTION A-A

STORM DRAIN CONFLICTS
DETAIL 1

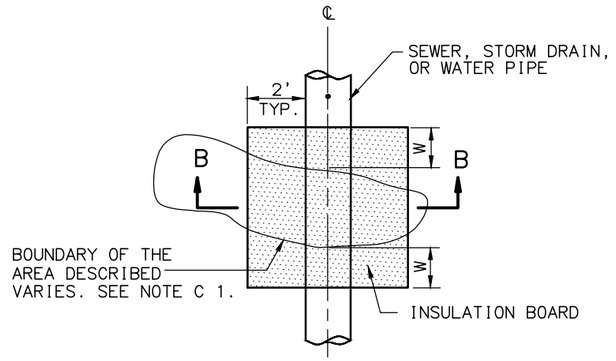
C. REDUCING COVER ON WATER AND SEWER PIPES (SEE DETAIL 2)

1. TO BE USED WHEN FINISHED GRADE COMES WITHIN 10-FEET OF SANITARY/PRESSURE SEWER OR WATER PIPES.
2. INSULATION BOARD DIMENSIONS:
   A. IF D ≤ 6-INCHES, W = 2-FEET.
   B. IF D > 6-INCHES AND 8-FEET ≤ L < 10-FEET, W = 2-FEET.
   C. IF D > 6-INCHES AND L < 8-FEET, W = 4-FEET.
3. REQUIREMENTS FOR BURIAL:

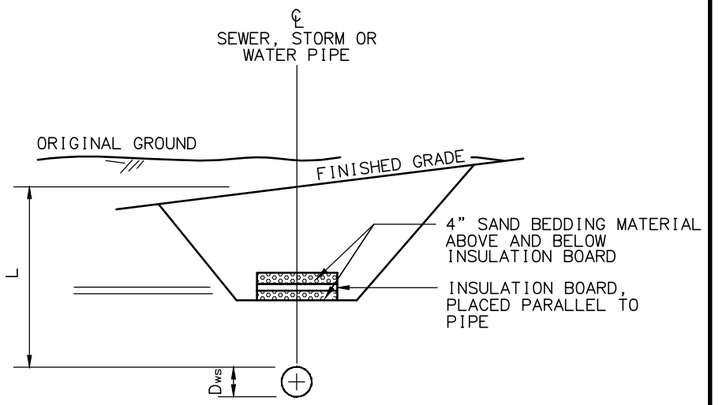
	DEPTH OF BURIAL				
UTILITY TYPE	L < 4.5'	4.5' ≤ L < 5.5'	5.5' ≤ L < 8'	8' ≤ L < 10'	L ≥ 10'
GRAVITY SEWER	NOT ALLOWED	ARCTIC PIPE REQ'D	NO INSULATION REQ'D	NO INSULATION REQ'D	NO INSULATION REQUIRED
PRESSURE SEWER		NOT ALLOWED	ARCTIC PIPE REQ'D	ARCTIC PIPE REQ'D	
WATER		NOT ALLOWED	ARCTIC PIPE REQ'D	INSULATION REQ'D	

D. REDUCING COVER ON STORM DRAIN PIPES (SEE DETAIL 2)

1. TO BE USED WHEN FINISHED GRADE IS LESS THAN 4-FEET OF STORM DRAIN PIPES.



INSULATION BOARD DETAIL 2
PLAN VIEW



INSULATION BOARD DETAIL 2
SECTION B-B

REDUCING COVER ON WATER, STORM DRAIN AND SEWER PIPES
DETAIL 2

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

INSULATION BOARD DETAILS

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CHECKED BY USKH
DRAFTED BY USKH
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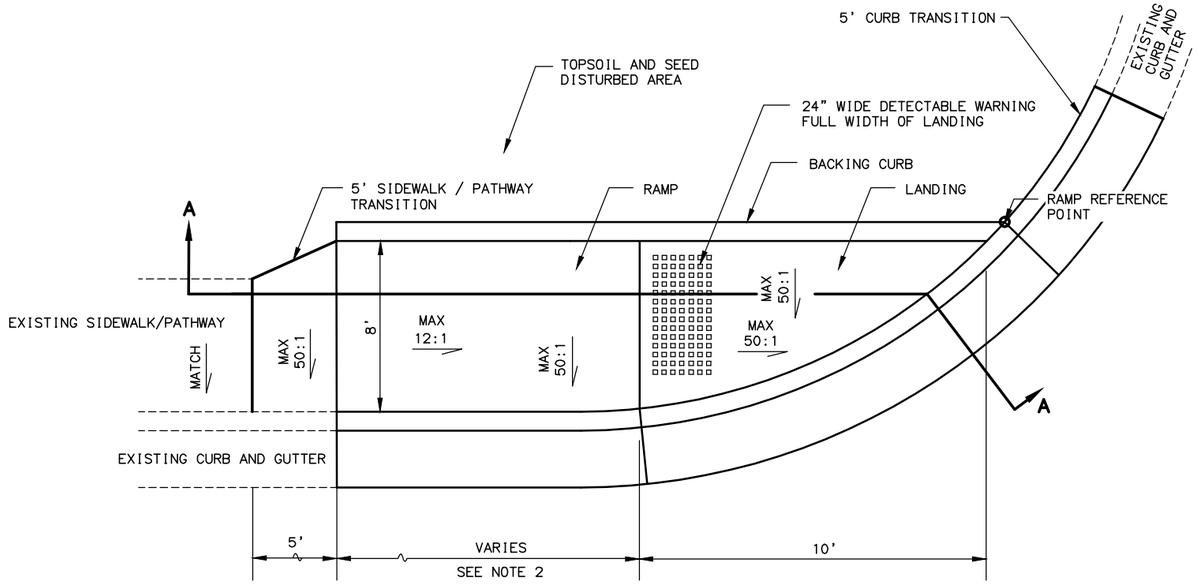
Plotted by: wwebb

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	E5	E5



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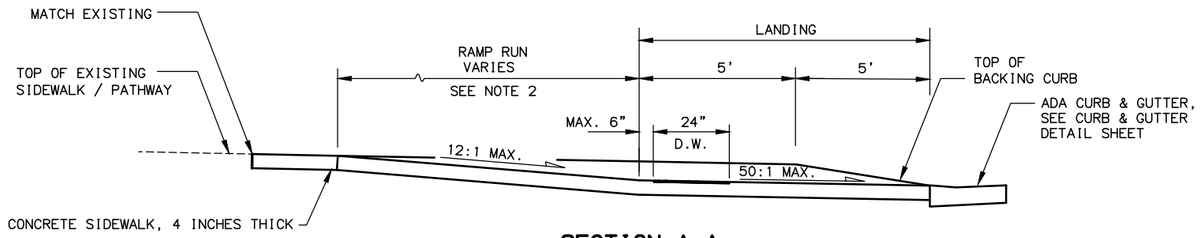
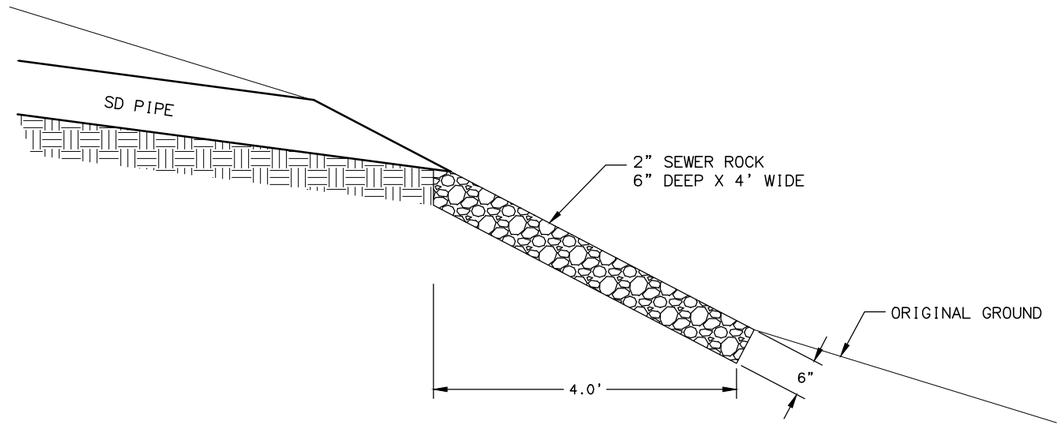


SECTION A-A

UNIDIRECTIONAL CURB RAMP

NOTES:

1. CONCRETE SHALL RECEIVE A COARSE BROOMED FINISH RUNNING PERPENDICULAR TO THE CURB ON RAMP RUNS AND UPPER LANDINGS AND PARALLEL TO THE DIRECTION OF TRAVEL ON LOWER LANDINGS.
2. WHERE SIDEWALK SLOPE MAKES IT NECESSARY TO LENGTHEN A RAMP RUN TO AVOID EXCEEDING THE ALLOWABLE SLOPE, IT SHOULD NOT BE MADE LONGER THAN 15 FEET FOR A 6" CURB HEIGHT OR, IN GENERAL, 30 TIMES THE CURB HEIGHT. SIMILARLY A FLARE SHOULD NOT BE MADE LONGER THAN 6 FEET FOR A 6" CURB HEIGHT OR, IN GENERAL, 12 TIMES THE CURB HEIGHT. THE SLOPES RESULTING FROM THOSE RUN OR FLARE LENGTHS ARE ACCEPTABLE, EVEN IF THEY EXCEED THE MAXIMUM SLOPES SHOWN.
3. SUMMARY TABLE STATION AND OFFSET FOR UNIDIRECTIONAL CURB RAMPS REFERENCES THE INTERSECTION OF THE BACKING CURB AND THE TOP BACK OF CURB.



STORM DRAIN OUTFALL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

UNIDIRECTIONAL CURB RAMP AND STORM DRAIN OUTFALL DETAILS

STATE OF ALASKA
PROGRESS
4/5/11
WILLIAM E. WEBB
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

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Apr 05, 2011
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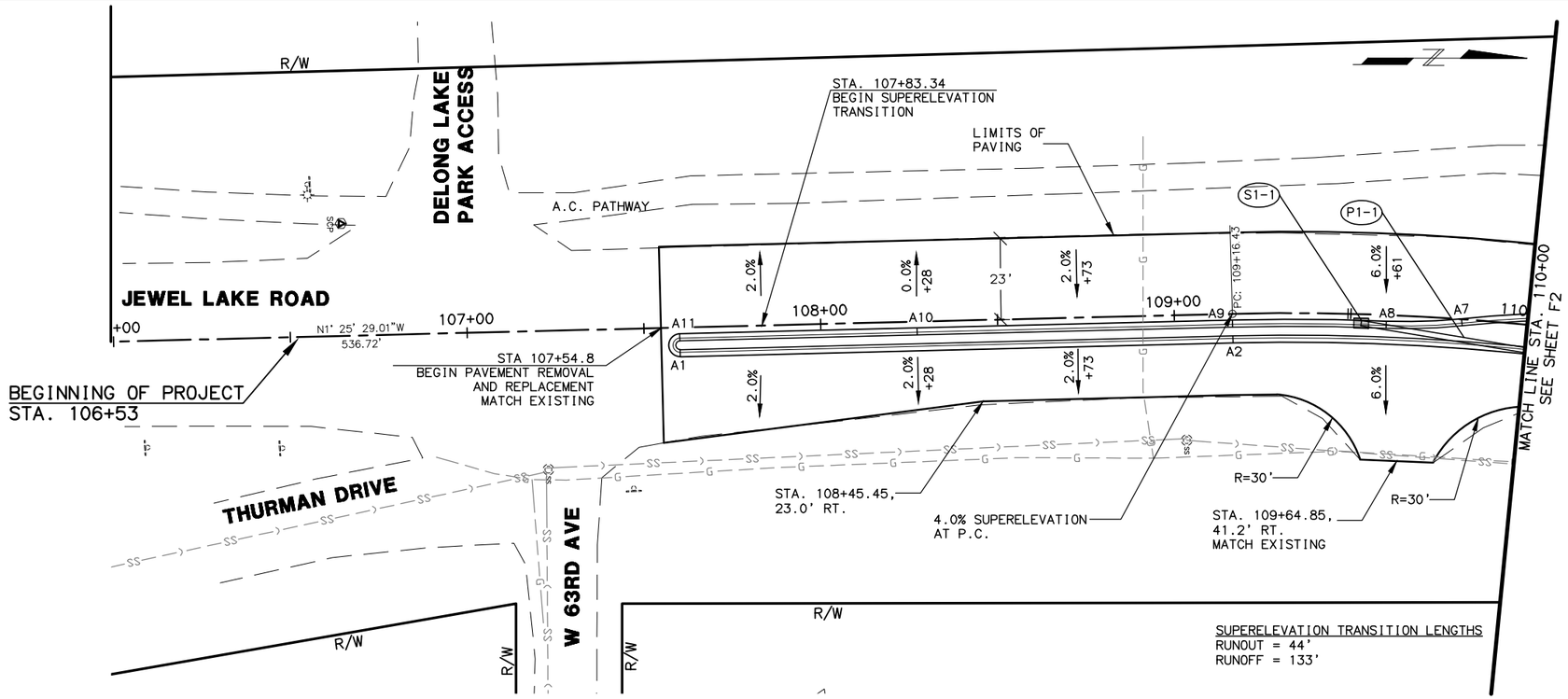
Plotted by: wwebb

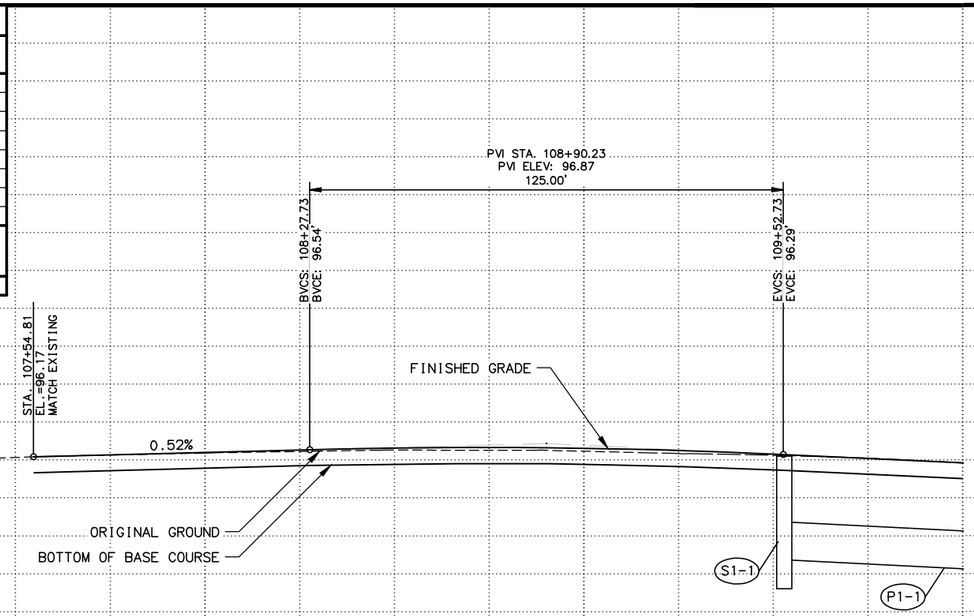


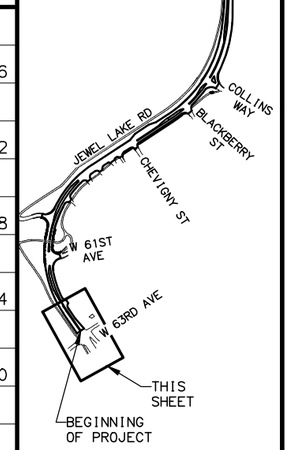
CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
A1	PT	107+60.09	7.00 RT	96.63	156.36			
A2	PC	109+16.45	7.00 RT	96.82	324.20	668.00	109+16.45	675.00 RT
CONTINUED TO/FROM SHEET F2								
A7	PRC	109+81.50	1.13 RT	96.42	21.43	150.00	109+60.09	147.00 LT
A8	PRC	109+60.09	3.00 RT	96.52	43.45	672.00	109+60.09	675.00 RT
A9	PT	109+16.45	3.00 RT	96.88	89.25			
A10	PI	108+27.20	3.00 RT	96.94	67.10			
A11	PC	107+60.09	3.00 RT	96.83	6.28	2.00	107+60.09	5.00 RT

PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE

CONSTRUCT CATCH TYPE EXPRESSWAY CURB BETWEEN POINTS A4 AND A10





SHEET NO.	TOTAL SHEETS
F1	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
B.O.P. TO
STA 110+00

PROGRESS 4/5/11

STATE OF ALASKA
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

106+00 107+00 108+00 109+00 110+00

116 112 108 104 100 96 92 88 84 80

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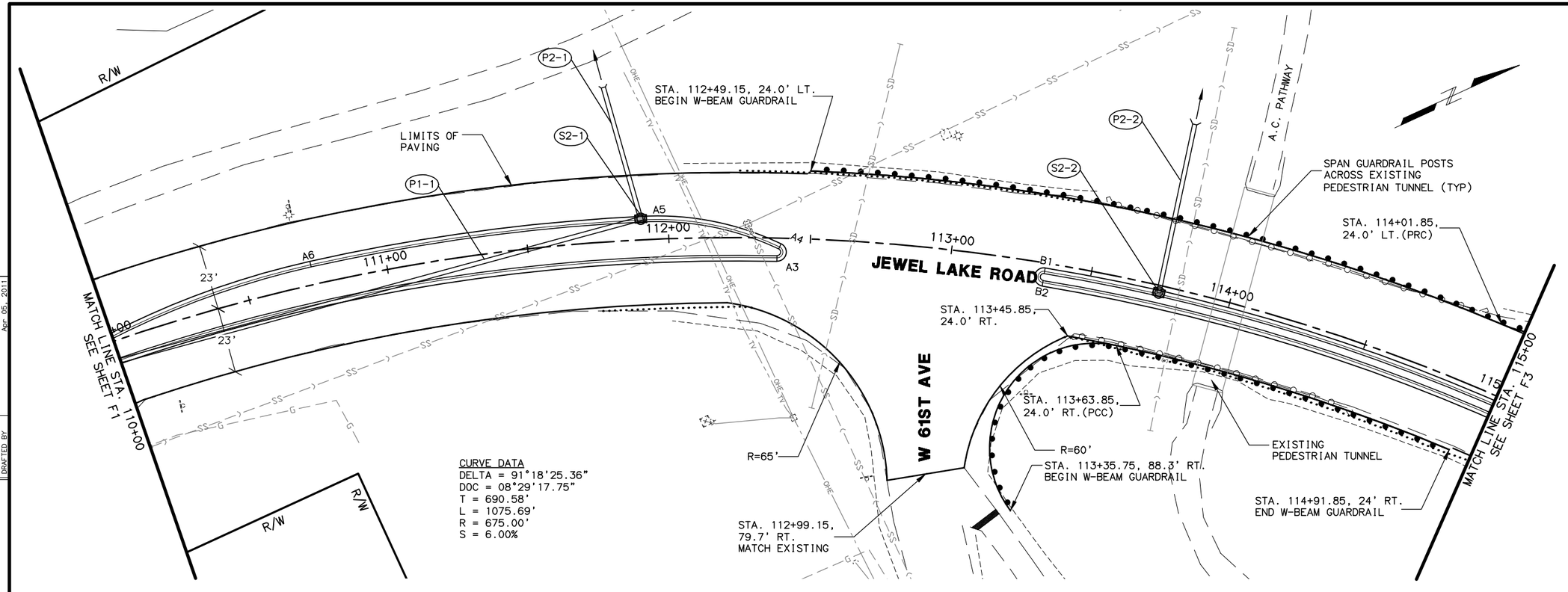
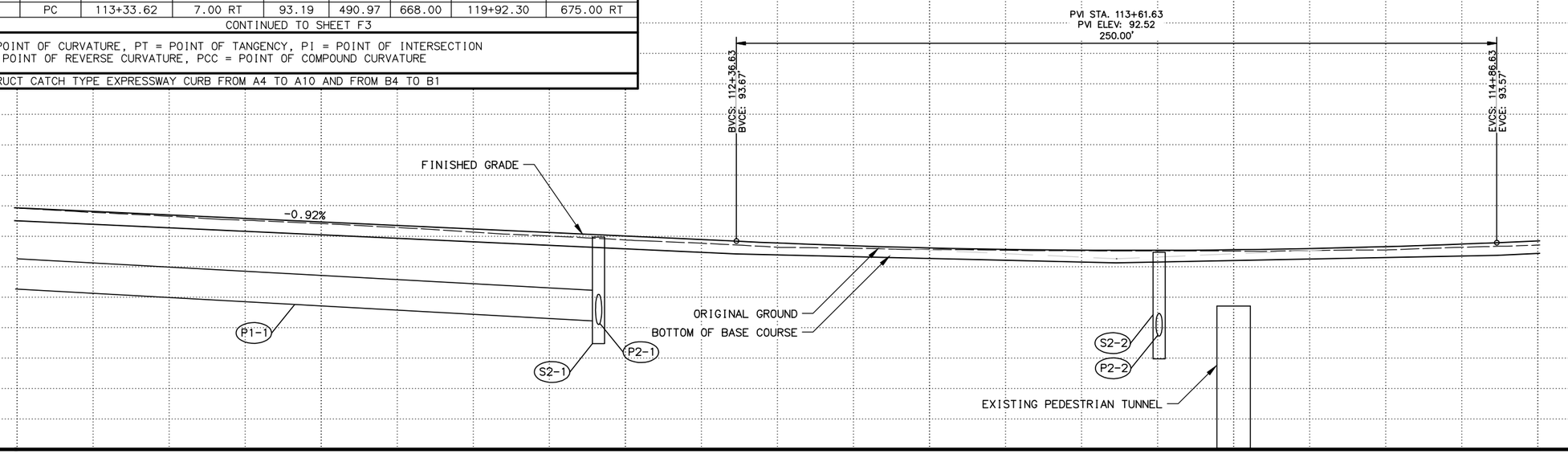


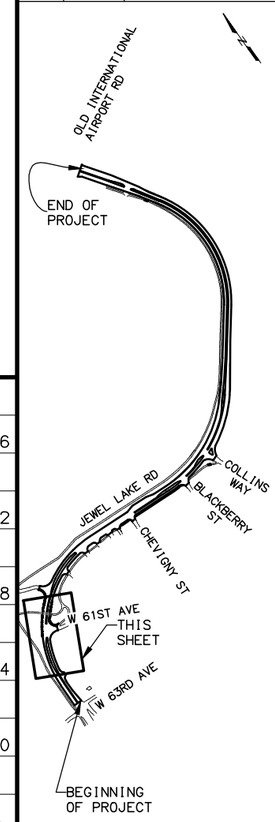
CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
CONTINUED FROM SHEET F1								
A3	PRC	112+38.33	7.00 RT	93.76	5.44	2.00	112+38.33	5.00 RT
A4	PCC	112+39.16	3.18 RT	93.93	49.14	100.00	111+91.71	93.00 RT
A5	PCC	111+91.71	7.00 LT	94.98	119.06	682.00	111+97.42	675.00 RT
A6	PCC	110+73.87	7.00 LT	96.07	93.44	300.00	112+73.87	293.00 RT
CONTINUED TO SHEET F1								
B1	PCC	113+33.62	3.00 RT	93.43	169.24	672.00	119+92.30	675+00 RT
B2	PC	113+33.62	7.00 RT	93.19	490.97	668.00	119+92.30	675.00 RT
CONTINUED TO SHEET F3								

PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE

CONSTRUCT CATCH TYPE EXPRESSWAY CURB FROM A4 TO A10 AND FROM B4 TO B1





SHEET NO.	TOTAL SHEETS
F2	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
PROGRESS
4/5/11
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 110+00 TO
STA 115+00

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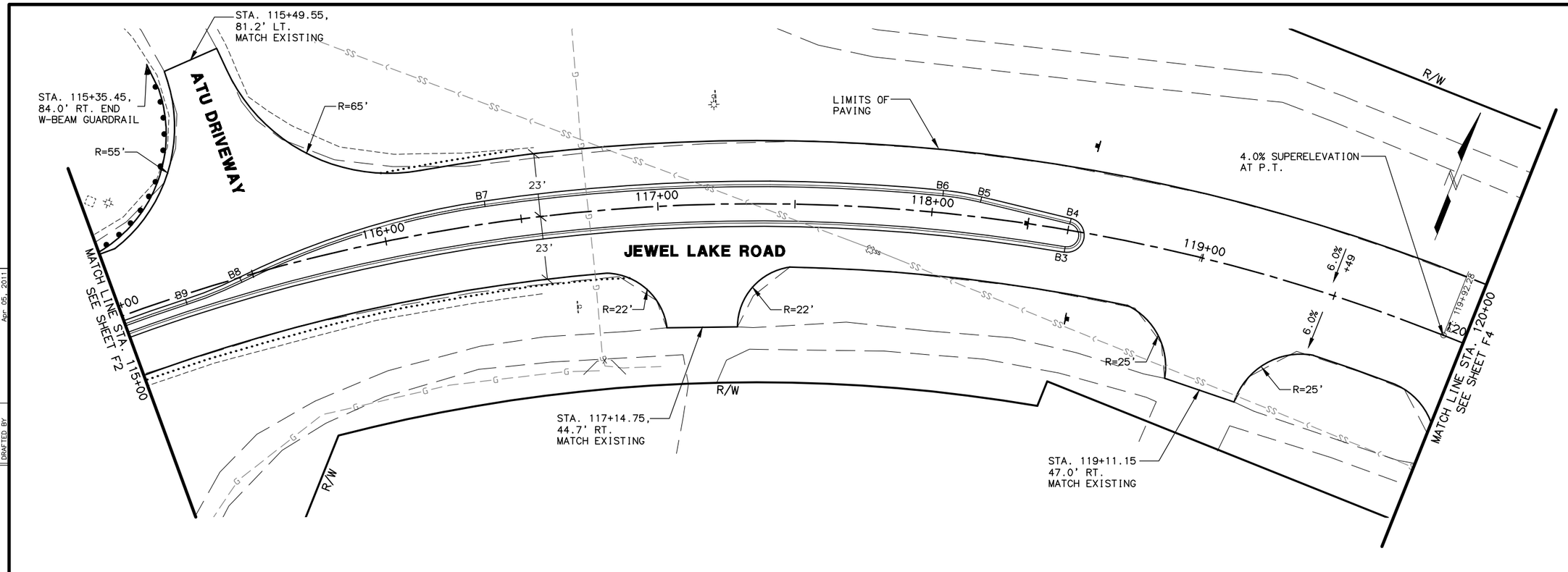
Apr 05, 2011

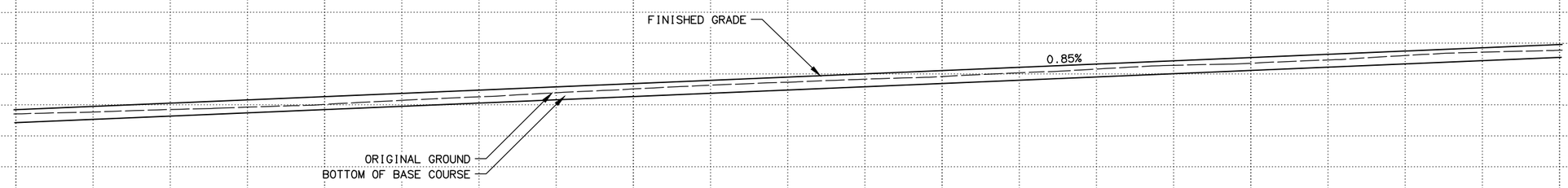


CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
CONTINUED FROM SHEET F2								
B3	PRC	118+49.98	7.00 RT	96.73	15.35	5.00	118+49.98	2.00 RT
B4	PT	118+50.34	2.99 LT	97.33	33.53			
B5	PC	118+17.18	6.17 LT	97.24	13.99	100.00	118+03.36	93.00 RT
B6	PCC	118+03.36	7.00 LT	97.17	63.12	682.00	119+92.30	675.00 RT
B7	PCC	116+37.65	7.00 LT	95.77	93.44	300.00	116+37.65	293.00 RT
B8	PRC	115+45.27	1.13 RT	94.50	21.43	150.00	115+23.87	147.00 LT
B9	PRC	115+23.87	3.00 RT	94.21	189.40	672.00	119+92.30	675.00 RT
CONTINUED TO SHEET F2								

PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE

CONSTRUCT CATCH TYPE EXPRESSWAY CURB FROM B4 TO B1



SHEET NO.	TOTAL SHEETS
F3	F10
STATE	YEAR
ALASKA	2011

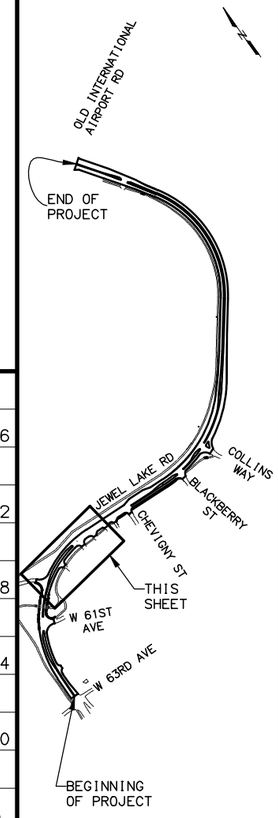
PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION



STATE OF ALASKA
PROFESSIONAL ENGINEER
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER
PROGRESS
4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 115+00 TO
STA 120+00

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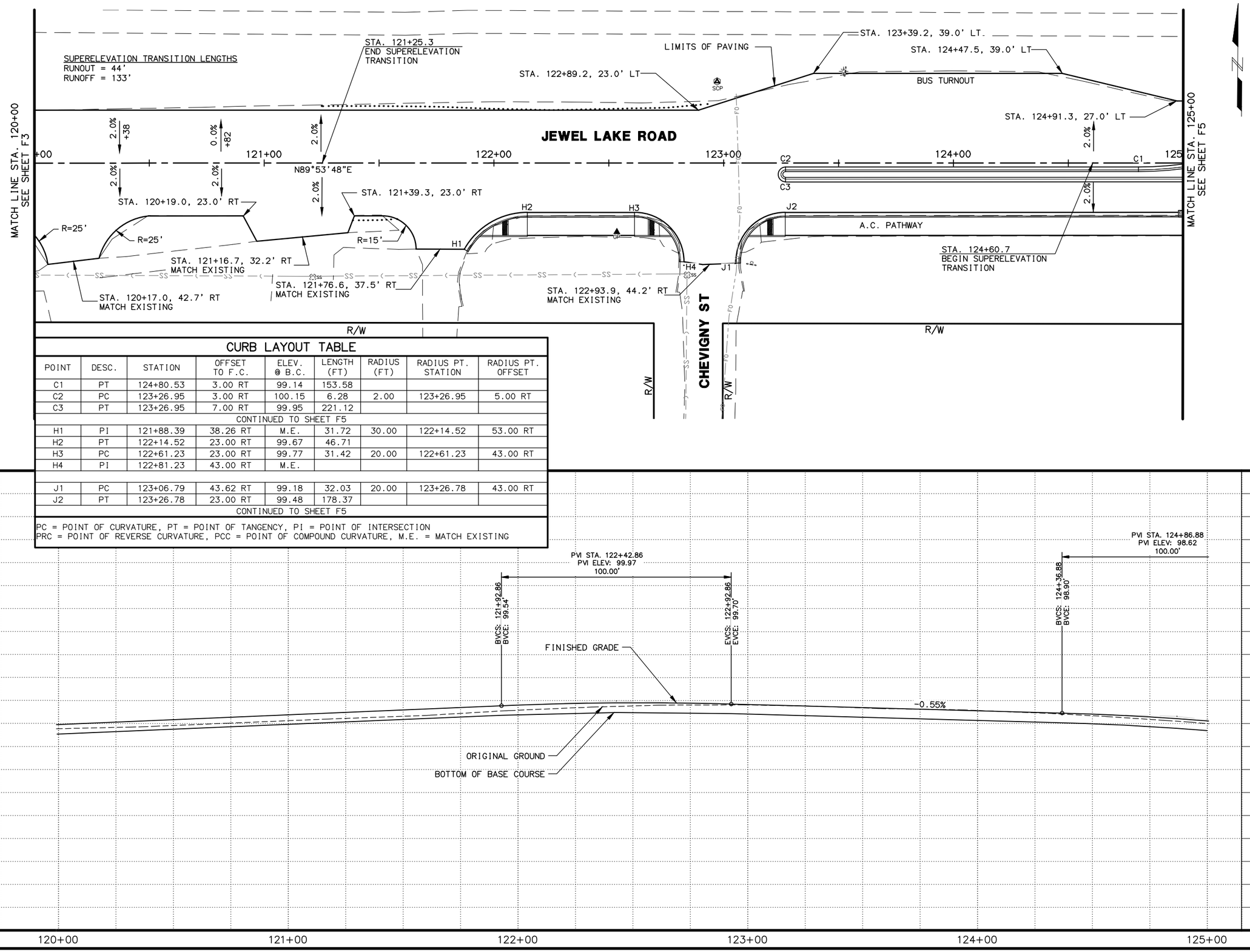
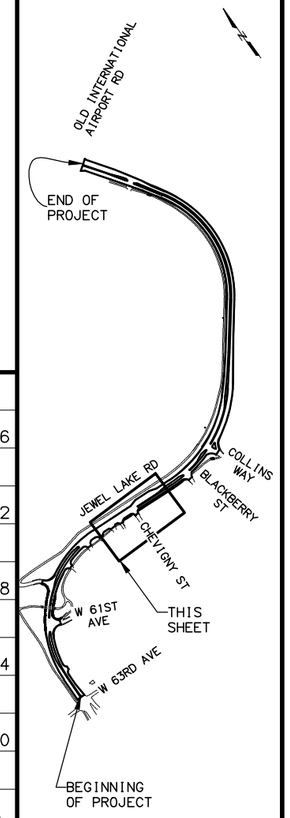


CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
C1	PT	124+80.53	3.00 RT	99.14	153.58			
C2	PC	123+26.95	3.00 RT	100.15	6.28	2.00	123+26.95	5.00 RT
C3	PT	123+26.95	7.00 RT	99.95	221.12			
CONTINUED TO SHEET F5								
H1	PI	121+88.39	38.26 RT	M.E.	31.72	30.00	122+14.52	53.00 RT
H2	PT	122+14.52	23.00 RT	99.67	46.71			
H3	PC	122+61.23	23.00 RT	99.77	31.42	20.00	122+61.23	43.00 RT
H4	PI	122+81.23	43.00 RT	M.E.				
J1	PC	123+06.79	43.62 RT	99.18	32.03	20.00	123+26.78	43.00 RT
J2	PT	123+26.78	23.00 RT	99.48	178.37			
CONTINUED TO SHEET F5								

PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE, M.E. = MATCH EXISTING



SHEET NO.	TOTAL SHEETS
F4	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
PROGRESS
4/5/11
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 120+00 TO
STA 125+00

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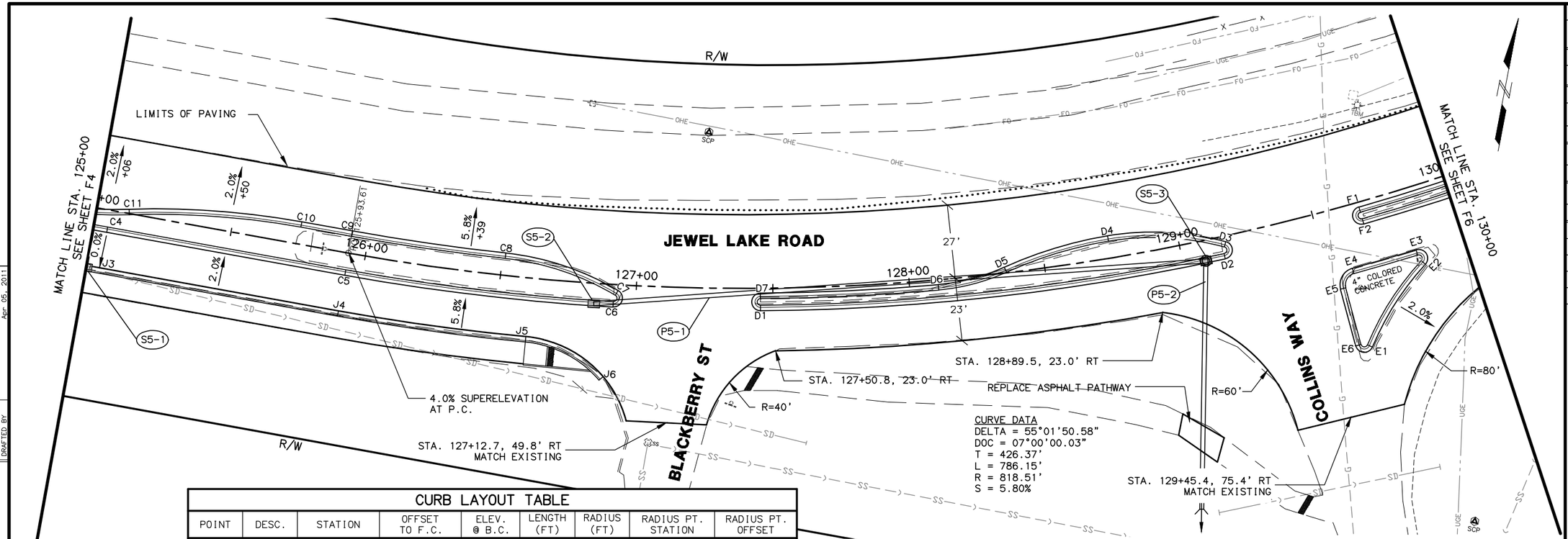


CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
CONTINUED FROM SHEET F4								
C4	PI	125+05.15	7.00 RT	98.54	88.67			
C5	PC	125+93.83	7.00 RT	96.93	98.87	825.51	125+93.63	818.51 LT
C6	PCC	126+91.85	7.00 RT	94.34	5.33	2.00	126+91.86	5.00 RT
C7	PCC	126+92.78	3.23 LT	94.14	43.14	100.00	126+51.11	93.00 RT
C8	PRC	126+51.11	7.00 LT	94.72	56.75	811.51	129+86.80	818.51 LT
C9	PT	125+93.83	7.00 LT	96.47	18.96			
C10	PC	125+74.87	7.00 LT	97.04	63.36	300.00	125+74.87	293.00 RT
C11	PRC	125+11.97	0.33 LT	98.59	31.68	150.00	124+80.53	147.00 LT
CONTINUED FROM SHEET F4								
J3	PI	125+05.15	23.00 RT	98.54	88.67			
J4	PC	125+93.83	23.00 RT	97.64	69.47	841.52	125+93.63	818.52 LT
J5	PRC	126+61.39	23.00 RT	96.16	31.61	40.00	126+61.95	63.09 RT
J6	PCC	126+88.81	34.98 RT	ME				

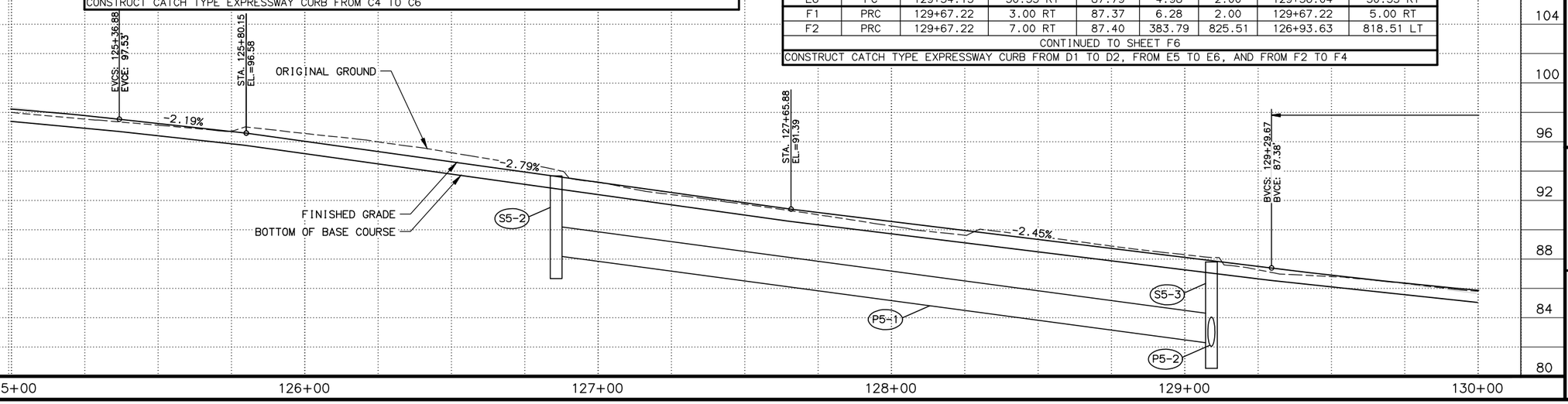
PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE, ME = MATCH EXISTING

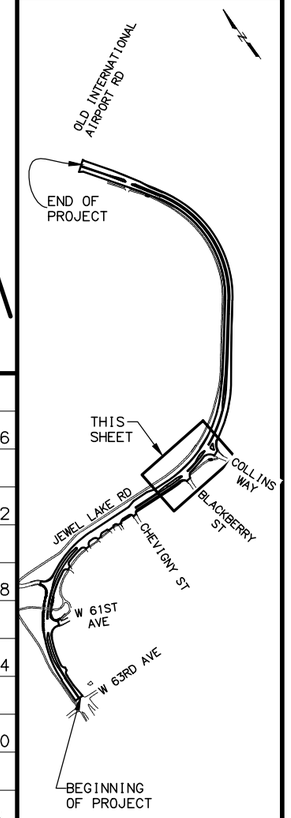
CONSTRUCT CATCH TYPE EXPRESSWAY CURB FROM C4 TO C6

CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT.)	RADIUS (FT.)	RADIUS PT. STATION	RADIUS PT. OFFSET
D1	PC	127+45.40	7.00 RT	92.84	171.46	825.51	125+93.63	818.51 LT
D2	PCC	129+15.40	7.00 RT	88.61	5.32	2.00	129+15.40	5.00 RT
D3	PCC	129+16.32	3.23 RT	88.42	43.14	100.00	128+74.65	93.30 RT
D4	PCC	128+74.65	7.00 LT	88.85	39.39	150.00	128+74.65	143.00 RT
D5	PRC	128+35.66	0.93 LT	90.15	25.57	75.00	128+40.55	72.00 LT
D6	PCC	128+10.55	3.00 RT	91.00	65.39	821.51	125+93.63	818.51 LT
D7	PRC	127+45.40	3.00 RT	92.66	6.28	2.00	127+45.40	5.00 RT
E1	PRC	129+57.53	51.75 RT	87.68	36.60	104.00	130+29.44	119.00 RT
E2	PRC	129+83.62	27.73 RT	87.51	5.22	2.00	129+82.64	26.00 RT
E3	PRC	129+82.64	24.00 RT	88.12	24.36	842.52	125+93.63	818.52 LT
E4	PRC	129+58.98	24.00 RT	88.62	7.82	5.00	125+59.98	29.00 RT
E5	PT	129+54.15	28.99 RT	88.54	21.54			
E6	PC	129+54.15	50.53 RT	87.79	4.98	2.00	129+56.04	50.53 RT
F1	PRC	129+67.22	3.00 RT	87.37	6.28	2.00	129+67.22	5.00 RT
F2	PRC	129+67.22	7.00 RT	87.40	383.79	825.51	126+93.63	818.51 LT
CONTINUED TO SHEET F6								

CONSTRUCT CATCH TYPE EXPRESSWAY CURB FROM D1 TO D2, FROM E5 TO E6, AND FROM F2 TO F4





SHEET NO.	TOTAL SHEETS
F5	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 130+00 TO
STA 135+00

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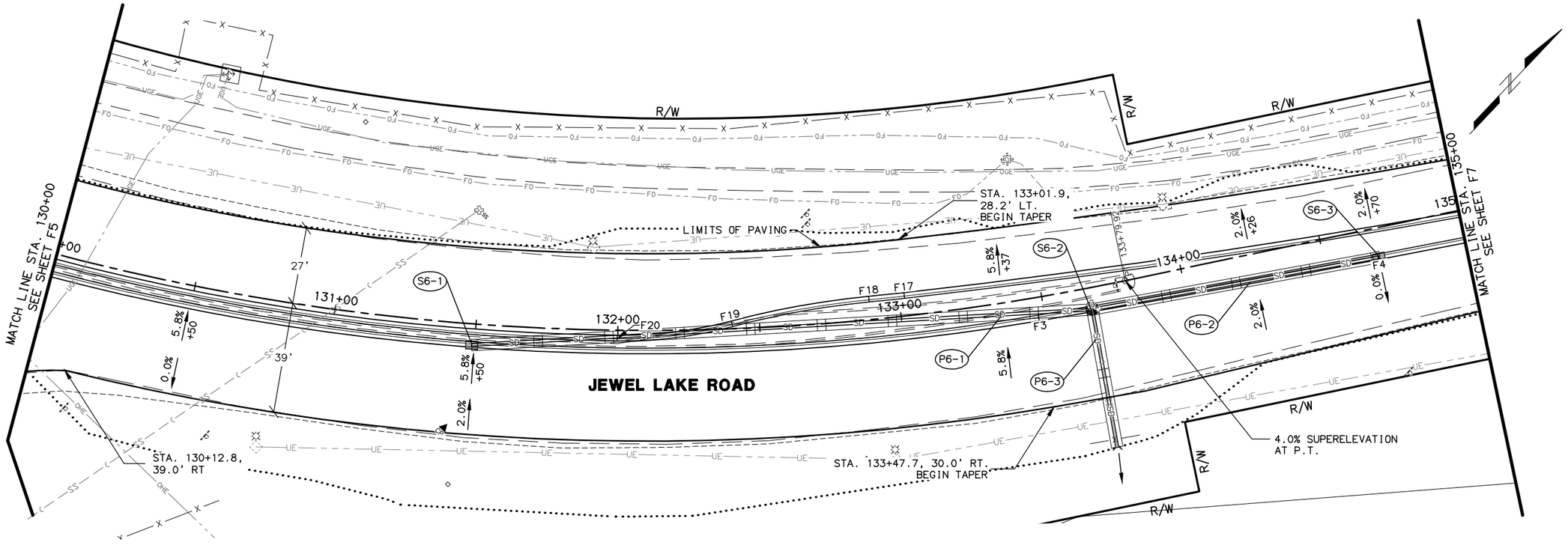
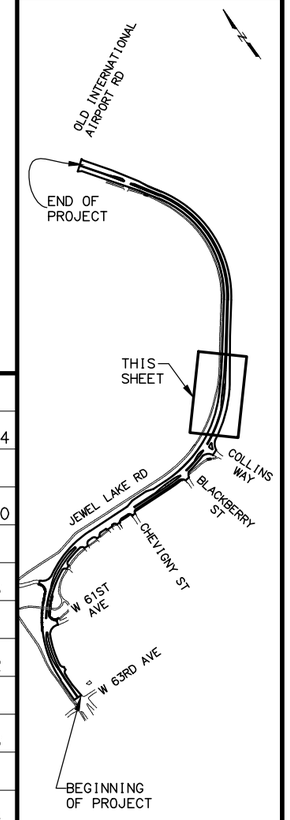


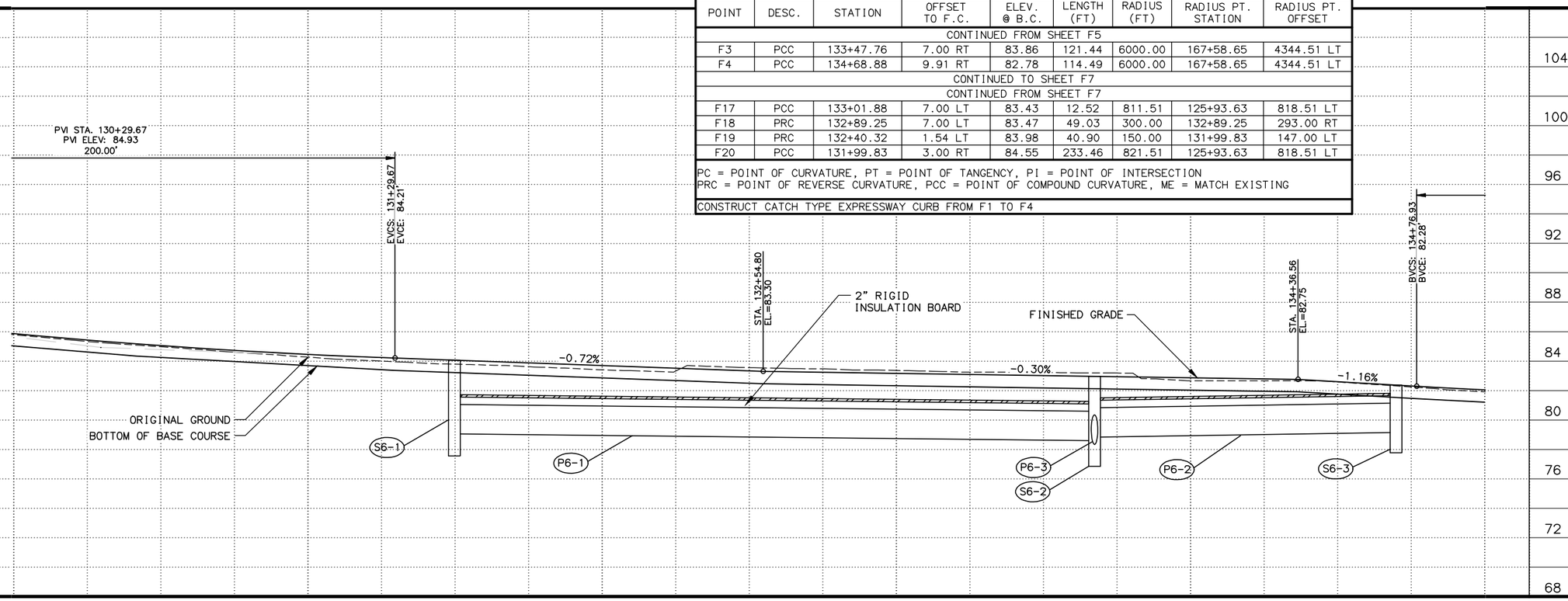


CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
CONTINUED FROM SHEET F5								
F3	PCC	133+47.76	7.00 RT	83.86	121.44	6000.00	167+58.65	4344.51 LT
F4	PCC	134+68.88	9.91 RT	82.78	114.49	6000.00	167+58.65	4344.51 LT
CONTINUED TO SHEET F7								
CONTINUED FROM SHEET F7								
F17	PCC	133+01.88	7.00 LT	83.43	12.52	811.51	125+93.63	818.51 LT
F18	PRC	132+89.25	7.00 LT	83.47	49.03	300.00	132+89.25	293.00 RT
F19	PRC	132+40.32	1.54 LT	83.98	40.90	150.00	131+99.83	147.00 LT
F20	PCC	131+99.83	3.00 RT	84.55	233.46	821.51	125+93.63	818.51 LT

PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE, ME = MATCH EXISTING

CONSTRUCT CATCH TYPE EXPRESSWAY CURB FROM F1 TO F4



SHEET NO.	TOTAL SHEETS
F6	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
PROGRESS
4/5/11
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 130+00 TO
STA 135+00

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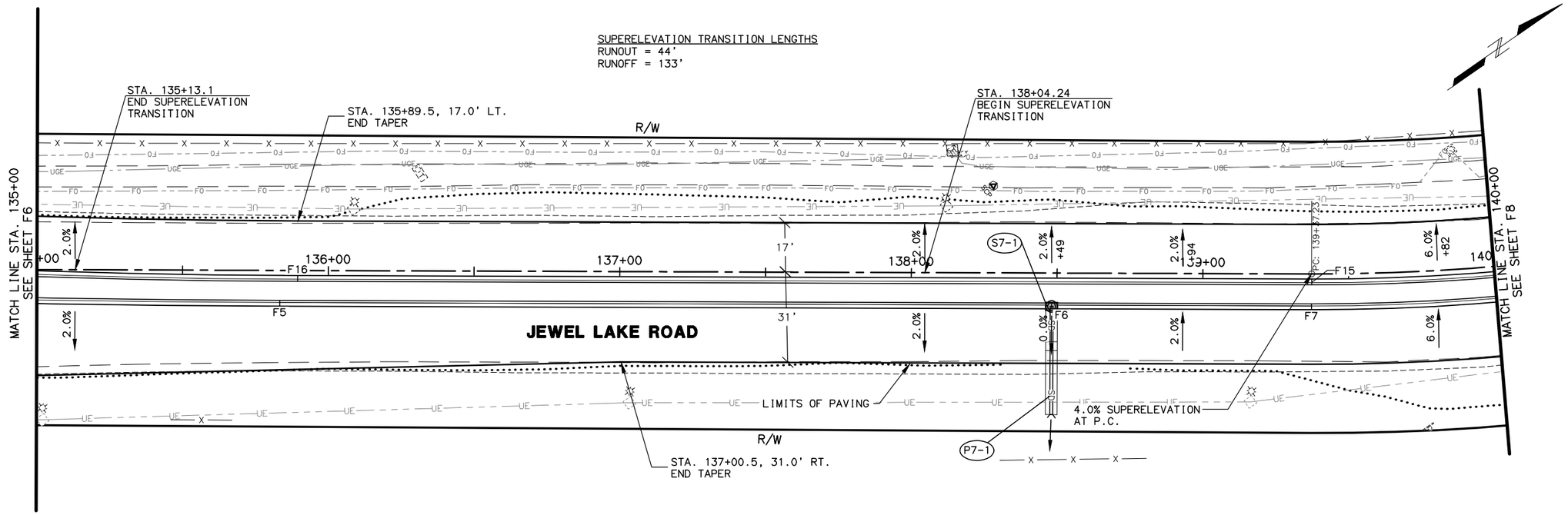
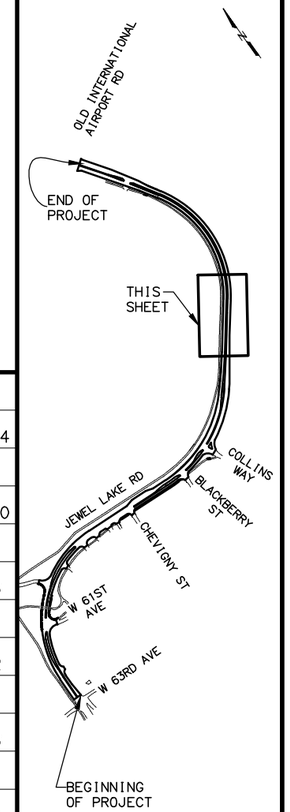
SUPERELEVATION TRANSITION LENGTHS
RUNOUT = 44'
RUNOFF = 133'





SHEET NO.	TOTAL SHEETS
F7	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

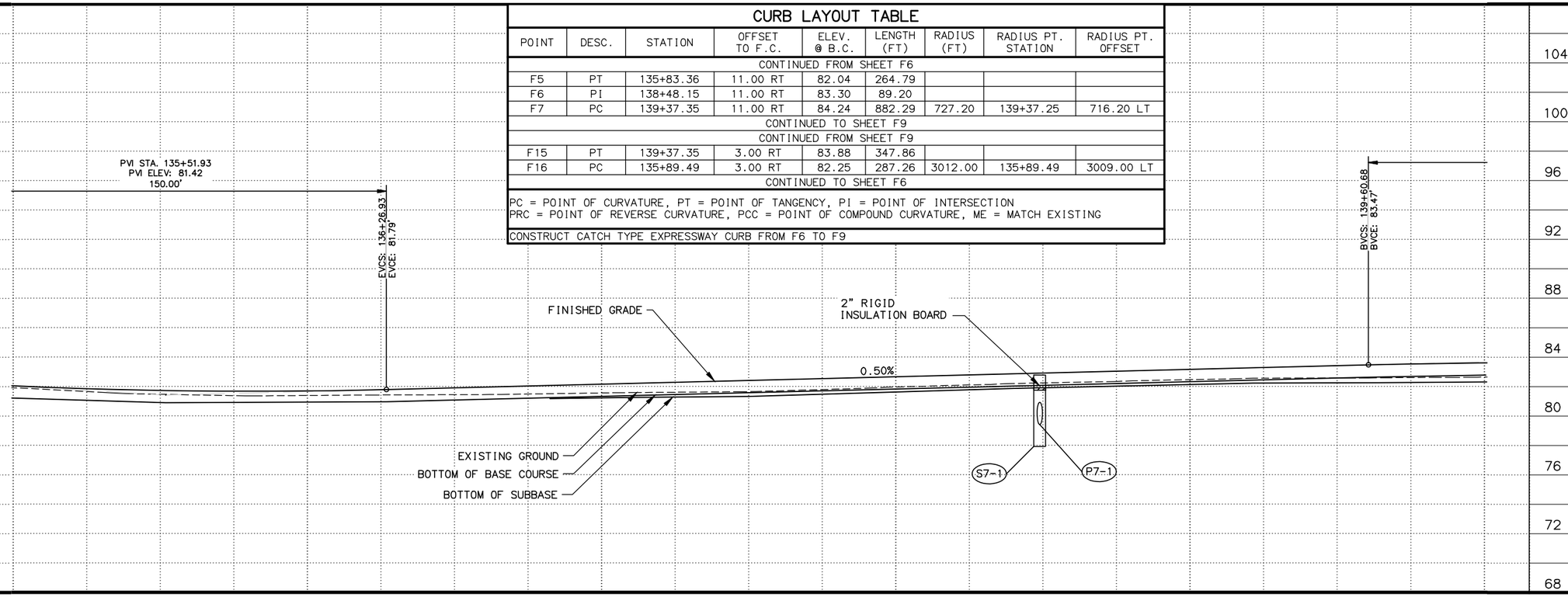
NO.	DATE	DESCRIPTION

CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
CONTINUED FROM SHEET F6								
F5	PT	135+83.36	11.00 RT	82.04	264.79			
F6	PI	138+48.15	11.00 RT	83.30	89.20			
F7	PC	139+37.35	11.00 RT	84.24	882.29	727.20	139+37.25	716.20 LT
CONTINUED TO SHEET F9								
CONTINUED FROM SHEET F9								
F15	PT	139+37.35	3.00 RT	83.88	347.86			
F16	PC	135+89.49	3.00 RT	82.25	287.26	3012.00	135+89.49	3009.00 LT
CONTINUED TO SHEET F6								

PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE, ME = MATCH EXISTING

CONSTRUCT CATCH TYPE EXPRESSWAY CURB FROM F6 TO F9

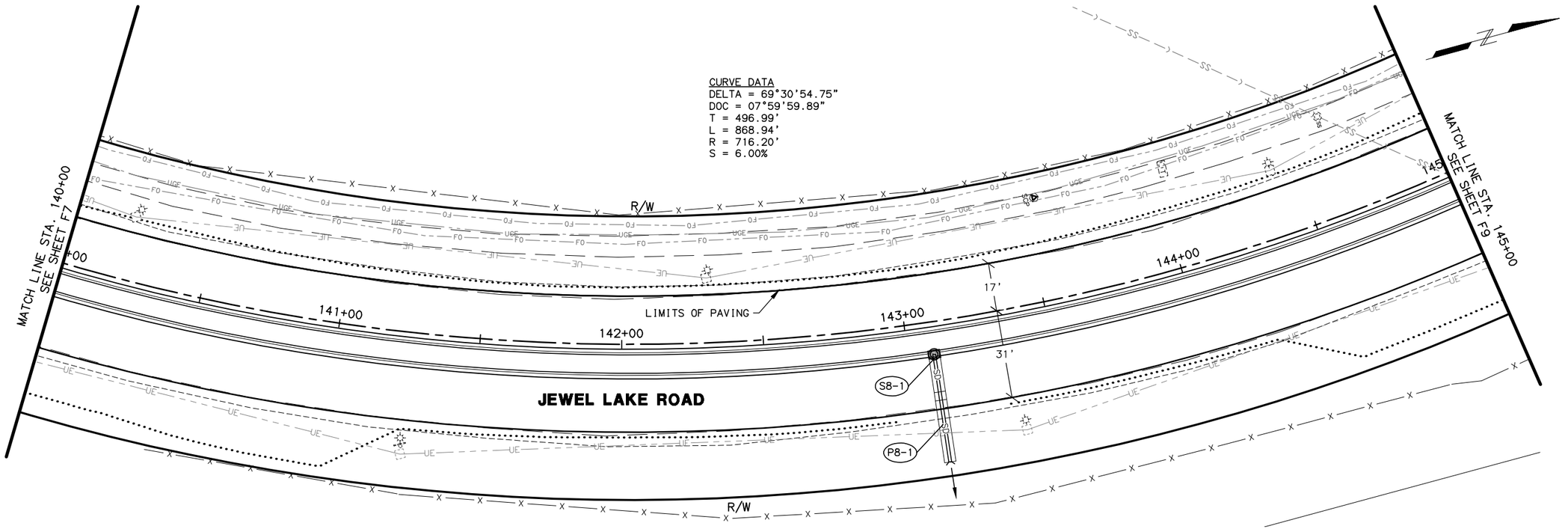


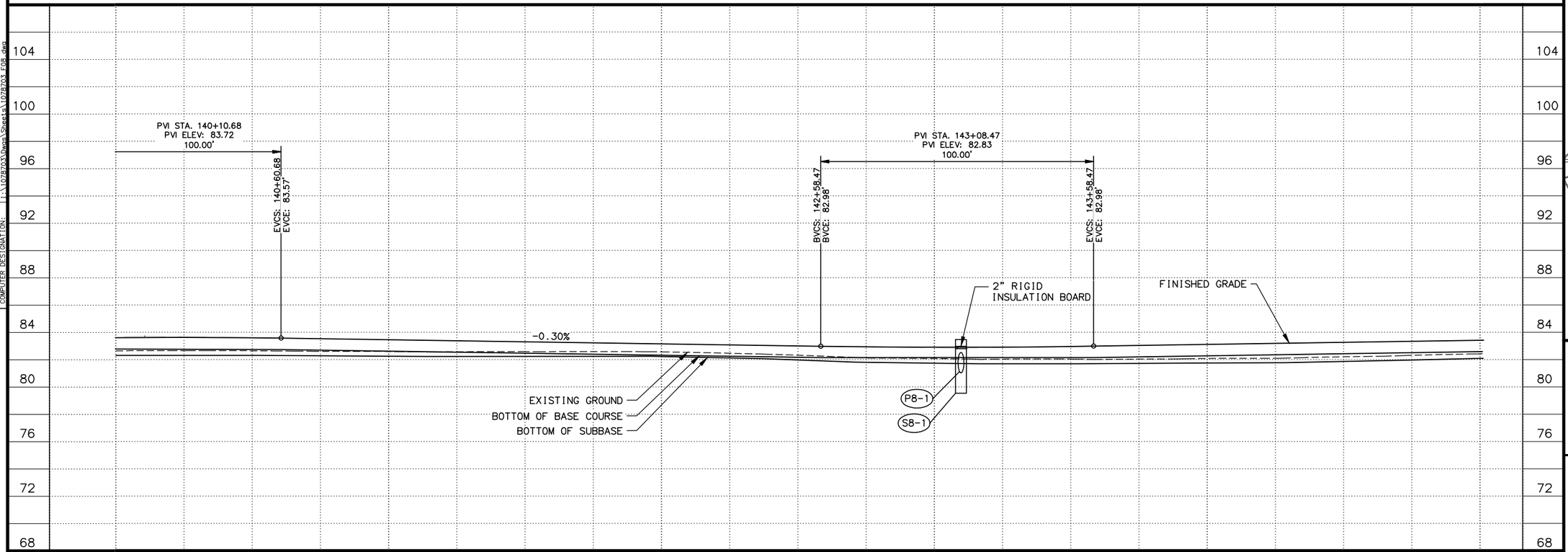
PROGRESS 4/5/11

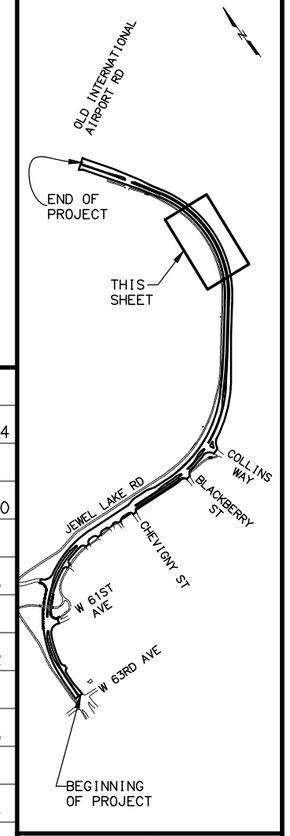
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 135+00 TO STA 140+00







SHEET NO.	TOTAL SHEETS
F8	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 140+00 TO
STA 145+00

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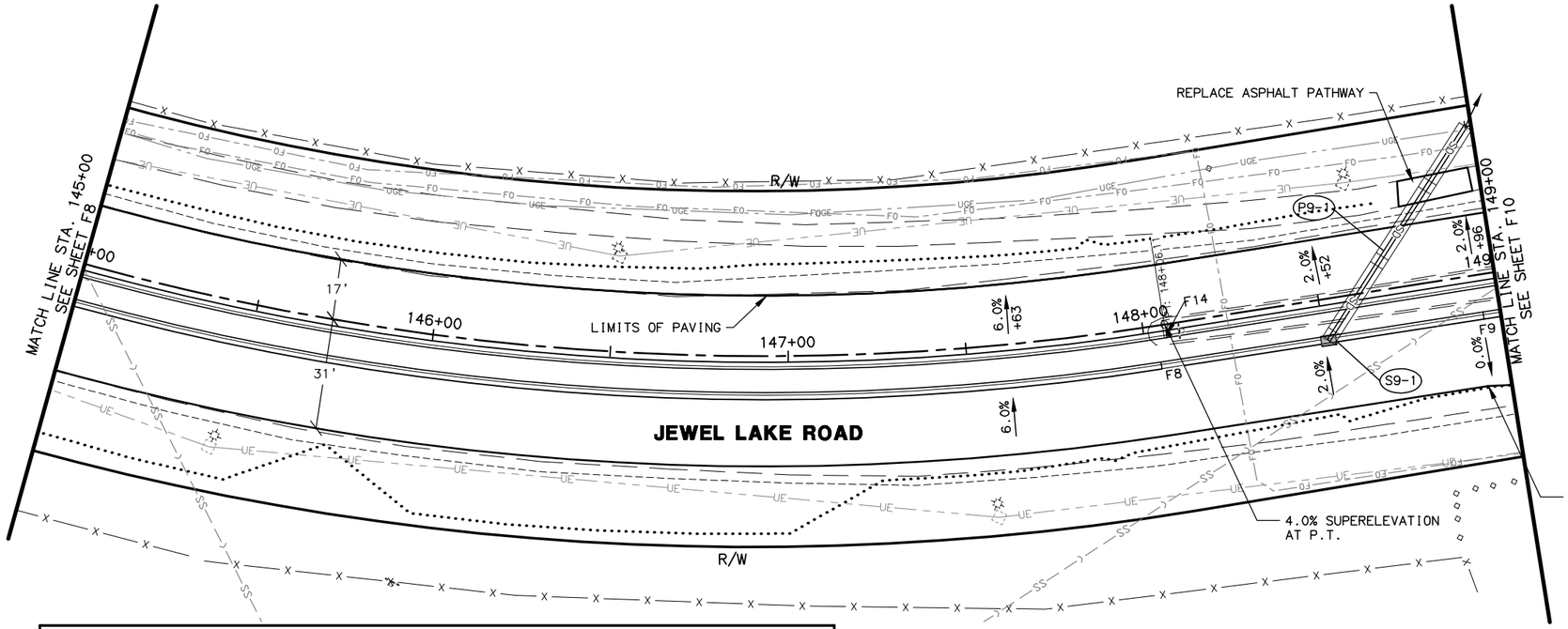
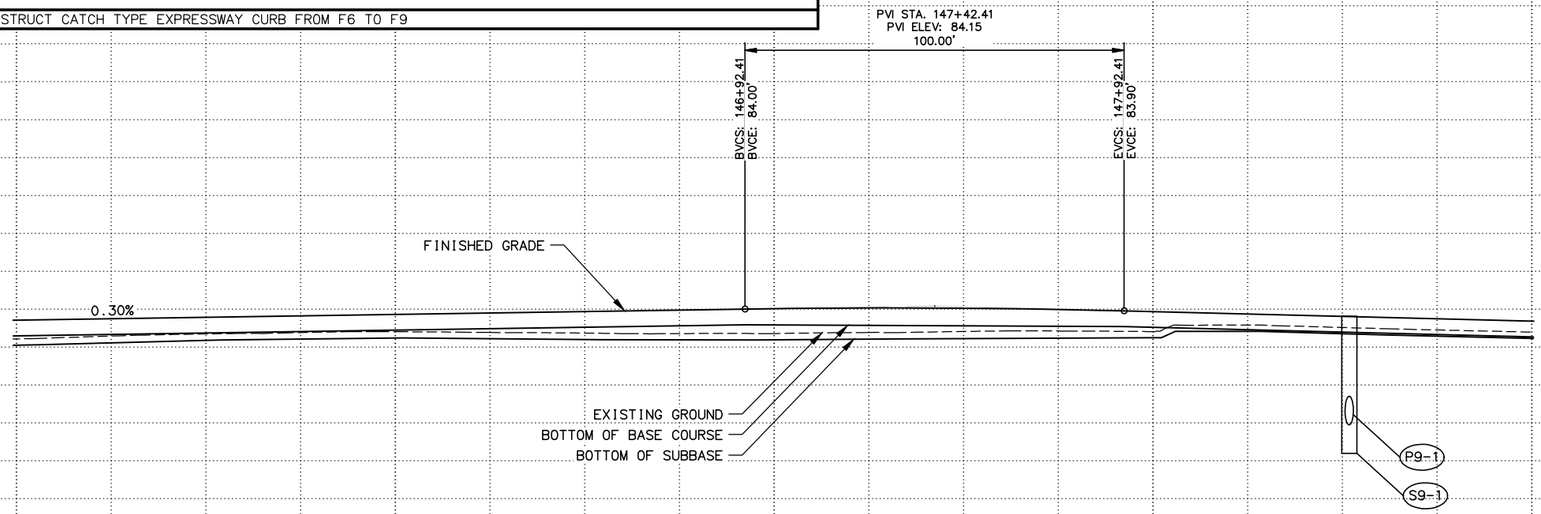


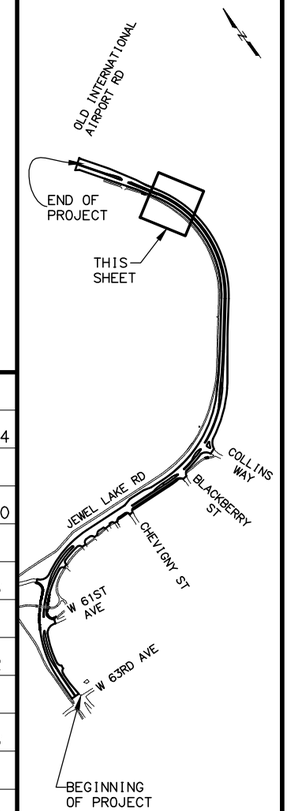
CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
CONTINUED FROM SHEET F7								
F8	PT	148+03.60	11.00 RT	84.74	91.55			
F9	PI	148+95.11	11.32 RT	83.79	91.98			
CONTINUED TO SHEET F10								
CONTINUED FROM SHEET F10								
F14	PC	148+06.29	3.00 RT	84.37	872.58	719.20	139+37.25	716.20 LT
CONTINUED TO SHEET F7								

PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE, ME = MATCH EXISTING

CONSTRUCT CATCH TYPE EXPRESSWAY CURB FROM F6 TO F9





SHEET NO.	TOTAL SHEETS
F9	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 145+00 TO
STA 149+00

STATE OF ALASKA
PROFESSIONAL ENGINEER
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

PROGRESS 4/5/11

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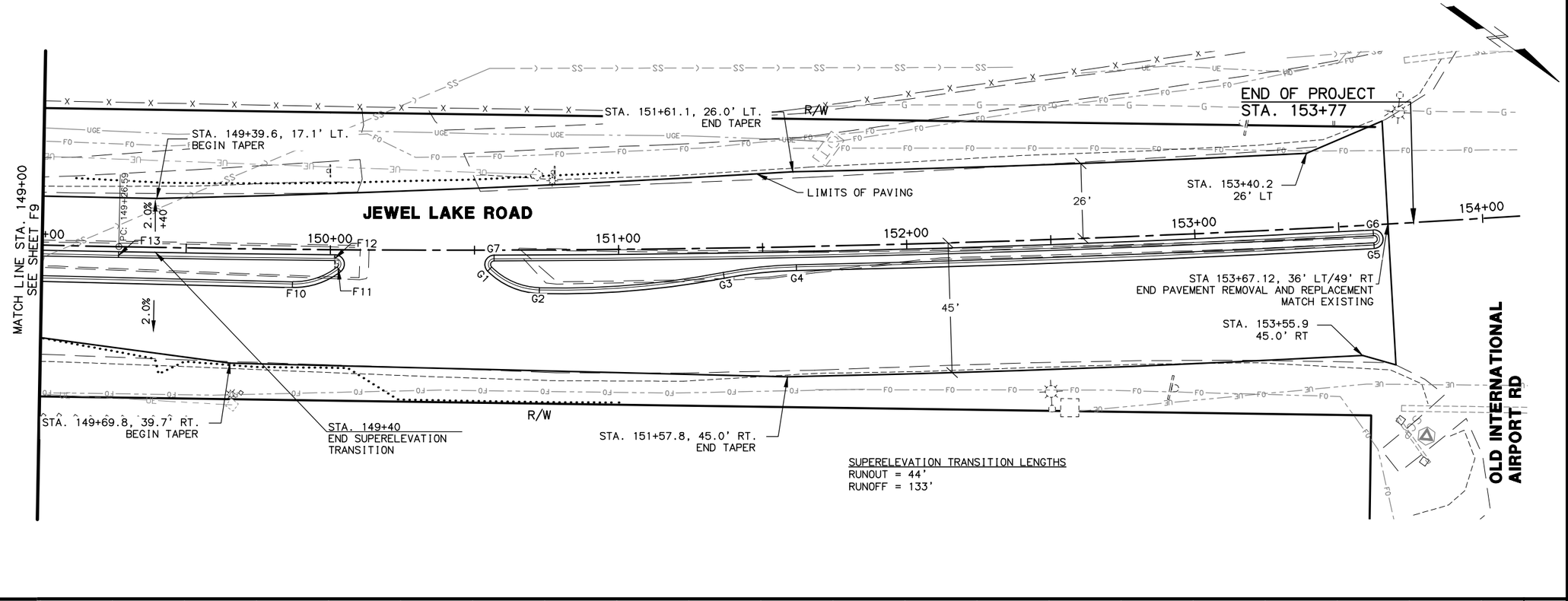
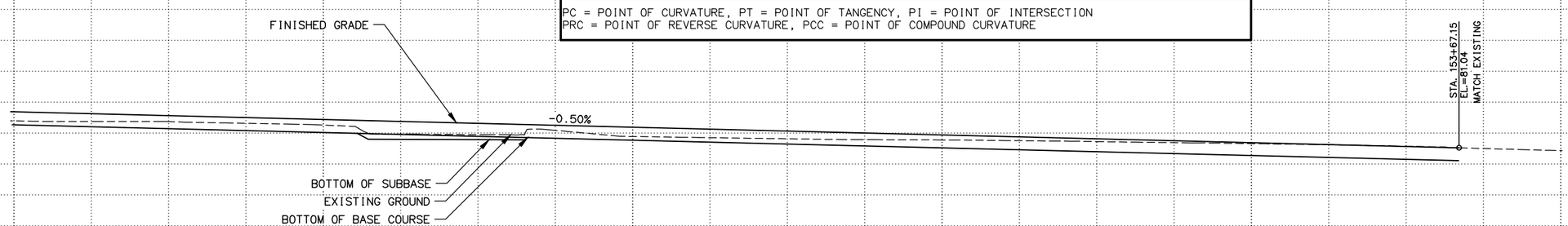
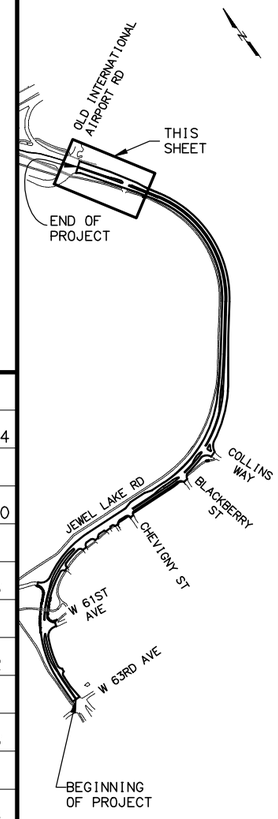


CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ B.C.	LENGTH (FT)	RADIUS (FT)	RADIUS PT. STATION	RADIUS PT. OFFSET
CONTINUED FROM SHEET F9								
F10	PCC	149+86.96	11.98 RT	83.28	16.51	25.00	149+87.32	13.01 LT
F11	PCC	150+02.87	6.57 RT	83.30	5.02	2.00	150+01.63	5.00 RT
F12	PRC	150+01.63	3.00 RT	83.50	75.06	5732.63	156+20.79	5729.63 LT
F13	PT	149+26.61	3.00 RT	83.81	120.32			
CONTINUED TO SHEET F9								
G1	PCC	150+55.39	6.41 RT	83.05	19.12	25.00	50+73.20	11.15 LT
G2	PCC	150+72.47	13.84 RT	82.81	64.26	300.00	150+81.67	286.02 LT
G3	PRC	151+36.30	9.21 RT	82.58	25.42	150.00	151+61.57	157.00 RT
G4	PRC	151+61.57	7.00 RT	82.51	200.56	5736.63	156+20.79	5729.63 LT
G5	PCC	153+61.88	7.00 RT	81.51	6.28	2.00	153+61.87	5.00 RT
G6	PRC	153+61.88	3.00 RT	81.71	150.39	5732.62	156+20.79	5729.62 LT
G7	PRC	150+56.81	3.00 RT	83.23	4.70	2.00	158+56.81	5.00 RT

PC = POINT OF CURVATURE, PT = POINT OF TANGENCY, PI = POINT OF INTERSECTION
PRC = POINT OF REVERSE CURVATURE, PCC = POINT OF COMPOUND CURVATURE





SHEET NO.	TOTAL SHEETS
F10	F10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
PROGRESS
4/5/11
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PLAN AND PROFILE
STA. 149+00 TO
E.O.P.

Plotted by: wwebb Plotted: Apr 05, 2011, 7:58am

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DRAFTED BY	Apr 05, 2011

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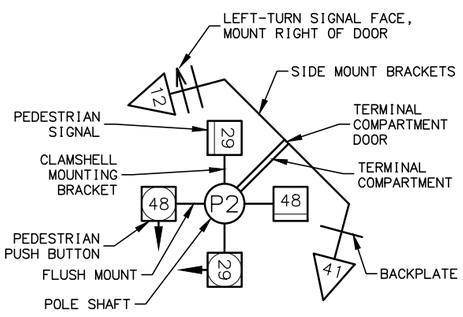
SYMBOL LEGEND

EXISTING	PROPOSED	
		LOAD CENTER
		UPS LOAD CENTER
		TRAFFIC CONTROLLER
		BEACON CONTROLLER
##	##	TYPE 1A JUNCTION BOX
##	##	TYPE 2 JUNCTION BOX
##	##	TYPE 3 JUNCTION BOX
##	##	TYPE 4 JUNCTION BOX
###	###	DETECTOR LOOP
		LOOP DETECTOR CONDUIT
		SIGNAL CONDUIT
		LIGHTING CONDUIT
		SIGNAL & LIGHTING CONDUIT
		CONDUIT BORING
2"	2"	RMC WITH SIZE IN INCHES
##	##	SIGNAL POLE
##	##	SIGNAL POLE WITH MASTARM
##	##	PEDESTRIAN PUSH BUTTON
##	##	PEDESTRIAN SIGNAL
##	##	VEHICULAR SIGNAL
##	##	VEHICULAR SIGNAL LEFT
##	##	VEHICULAR SIGNAL RIGHT
A	A	OPTICAL DETECTOR
CAM #	CAM #	CAMERA DETECTION
		ANTENNA, YAGI OR OMNI
		ELECTROLIER
		LUMINAIRE
		SCHOOL ZONE BEACON
		RURAL BEACON
		MASTARM BEACON
		DETECTABLE WARNING TILE

MARKING LEGEND

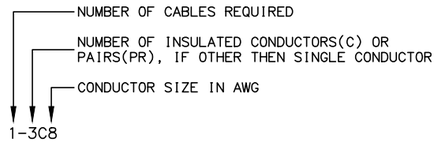
PROPOSED	
8"W	8" WHITE SOLID STRIPE
4"W	4" WHITE SOLID STRIPE
4"W SKIP	4" WHITE SKIP STRIPE 10' STRIPES AND 30' SPACES
8"W SKIP	8" WHITE LANE GUIDE SKIP LANE CONTINUATION OR TURN SKIP 1' STRIPES AND 3' SPACES
8"Y	8" YELLOW SOLID STRIPE
4"Y	4" YELLOW SOLID STRIPE
4"Y SKIP	4" YELLOW SKIP STRIPE 10' STRIPES AND 30' SPACES
+20	STRIPING CHANGE STATION INTERVAL
	2' CROSSWALK OR STOPBAR
10'	LADDER CROSSWALK LAYOUT 2' WIDE RUNGS WITH 2' SPACES ALIGNED TO AVOID TIRE PATHS
12' (2)-4"Y 3" APART; VARIES; 18"Y @ 45°	TYPICAL PAINTED MEDIAN



POLE SHAFT LEGEND

ABBREVIATIONS

SIG - SERVICE TO CONTROLLER
INTX - INTERSECTION
LTG - LIGHTING
PRE 2 - PREEMPTION #
PRE CON 2 - PREEMPTION CONTROLLER #
LC - LOAD CENTER
TC - TRAFFIC CONTROLLER
P1 - TRAFFIC SIGNAL POLE #
PEC - PHOTOELECTRIC CELL
YAGI - DIRECTIONAL ANTENNA
OMNI - OMNI DIRECTIONAL ANTENNA
HEAD - VEHICULAR SIGNAL HEAD
PED B 28 - PEDESTRIAN PUSH BUTTON #
PEDI - PEDESTRIAN SIGNAL HEAD
RMC - RIGID METAL CONDUIT
PE - POLYETHYLENE CONDUIT
LFNC - LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT
INTX L - INTERSECTION LIGHTING
NB - NORTH BOUND
EB - EAST BOUND
SB - SOUTH BOUND
WB - WEST BOUND



NOTES:

SIGNING AND STRIPING NOTES:

1. ALL PROPOSED SIGN POST LOCATIONS AND PERMANENT MARKINGS SHALL BE IN ACCORDANCE WITH STATE OF ALASKA STANDARD DRAWINGS S-05.01, T-20.02 AND T-21.02 OR AS DIRECTED BY THE ENGINEER.
2. LANE WIDTH DIMENSIONS REFERENCE FACE OF CURB, CENTER OF STRIPE OR EDGE OF PAVEMENT.
3. IF THE NEW AND EXISTING LONGITUDINAL PAVEMENT MARKINGS ARE NOT ALIGNED AT THE MATCH LINE TRANSITION BETWEEN THE TWO USING A 100:1 TAPER ON THE NEW PAVEMENT.
4. WITH THREE OR MORE ARROWS IN A LANE, SET THE ARROWS ON APPROXIMATELY EQUAL SPACING.
7. SEE INDIVIDUAL PROJECT PLANS FOR MARKING TYPE AND THICKNESS.

SIGNING NOTES

1. INSTALL STOP-SIGN POSTS AT THE LOCATIONS PROVIDED IN THE UNSIGNALIZED SIDE STREET INTERSECTION DETAIL SHEET.
2. USE THE FOLLOWING DEFINITIONS TO DECIPHER THE ABBREVIATED SIGNPOST TYPES IN THE SIGN SUMMARY SHEET.
   A. PT MEANS A PERFORATED STEEL TUBE.
   B. T MEANS A SQUARE STEEL TUBE.
   C. P MEANS A ROUND STEEL PIPE.
   D. W MEANS A WIDE FLANGE BEAM.
   E. POPL MEANS A POLE PLATE INSTALLED PER STANDARD DRAWING S-23.00.
3. 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.
4. FABRICATE SIGNPOSTS LONG ENOUGH TO PROVIDE ALL OF THE FOLLOWING MINIMUM CLEARANCES.
   A. SEVEN FEET BETWEEN THE BOTTOM OF SIGN OR HINGE ON W SHAPE POSTS AND THE EDGE OF THE SHOULDER.
   B. SEVEN FEET BETWEEN THE BOTTOM OF SIGN OR HINGE AND THE GROUND AT THE SHORTEST POST.
   C. THREE FEET BETWEEN THE BOTTOM OF SIGN OR HINGE AND THE GROUND AT THE SHORTEST POST IN A CUT SECTION.
   D. NINE FEET BETWEEN THE TOP OF SIGN AND THE GROUND AT THE SHORTEST POST.
   E. EIGHT FEET BETWEEN THE BOTTOM OF SIGN AND A PEDESTRIAN FACILITY, WHENEVER THE EDGE OF SIGN IS WITHIN TWO HORIZONTAL FEET OF THE ACILITY.
5. INSTALL THE TOP EDGE OF ALL SIGN PANELS ABOVE AND WITHIN 1" OF THE TOP(S) OF SIGN POST(S), EXCEPT WHEN D3-1 STREET NAME SIGNS ARE TO BE INSTALLED.
6. FOR SIGNS SUPPORTED BY MULTIPLE POSTS, FABRICATE THE POSTS WITH THEIR TOPS LEVEL WITH ONE ANOTHER.
7. FOR PERFORATED STEEL TUBE SIGNPOSTS, INSTALL THE CONCRETE FOUNDATION OPTION SHOWN ON STANDARD DRAWING S-30.03. TRIM EACH PT POST TO LIMIT THE LENGTH INSERTED INTO THE FOUNDATION TO 12 INCHES.
8. 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.
9. ATTACH SIGNS TO THEIR SUPPORT POSTS AT ALL LOCATIONS WHERE THE WIND BEAMS CROSS EACH POST.
10. WHERE CALLED FOR:
    A. D3-1 SHALL BE MOUNTED ON TOP OF POSTS.
    B. R6-1 SHALL BE NEXT.
    C. FOLLOWD BY STOP SIGNS.
    D. OBJECT MARKERS SHALL BE INSTALLED BELOW ALL OTHER SIGNS.
10. PROVIDE 2' OF CLEARANCE BETWEEN THE EDGE OF PATHWAYS AND EDGE OF SIGNS. FOR TRAPEZOIDAL SIGN ENDS OVER A PATHWAY, PROVIDE THE 2' OF CLEARANCE TO AT LEAST 8' ABOVE THE PATHWAY.
11. EXCEPT AS NOTED ABOVE, POST-MOUNTED SIGN HEIGHT SHALL BE IN ACCORDANCE WITH THE URBAN ROADWAY CLASSIFICATION GIVEN ON STANDARD DRAWING S-05.01.

REVISIONS		
NO.	DATE	DESCRIPTION
	09/23/09	CENTRAL REGION DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H1	H19

NOTES:

ILLUMINATION SYSTEM NOTES:

1. STATION & C.L. REFERENCE ARE TO THE CENTER OF THE STRUCTURE, EXCEPT ON LOOPS WHICH ARE TO THE CENTER OF THE TRAILING EDGE OF THE LOOP (EDGE NEAREST INTERSECTION).
2. JUNCTION BOX LOCATIONS APPROXIMATE. LOCATE J-BOXES SO THAT THEY ARE LOCATED OUT OF THE PATHWAY, SIDEWALK, CURB RAMPS, AND DRAINAGE COLLECTION AREAS.
3. INSTALL LOAD CENTER AND TRAFFIC CONTROLLER FOUNDATIONS WITHIN 1-DEGREE OF PLUMB.
4. INSTALL ANCHOR BOLTS IN CAST FOUNDATIONS TO BE WITHIN 1:40 OF PLUMB.
5. TOPSOIL AND SEED ANY DISTURBED AREAS.
6. EXISTING CIRCUITS LISTED ON THE PLAN SHEETS WERE OBTAINED FROM AS-BUILT INFORMATION AND MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO WORK INVOLVING THOSE CIRCUITS.

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
PROGRESS
4/5/11
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

TRAFFIC LEGEND AND NOTES

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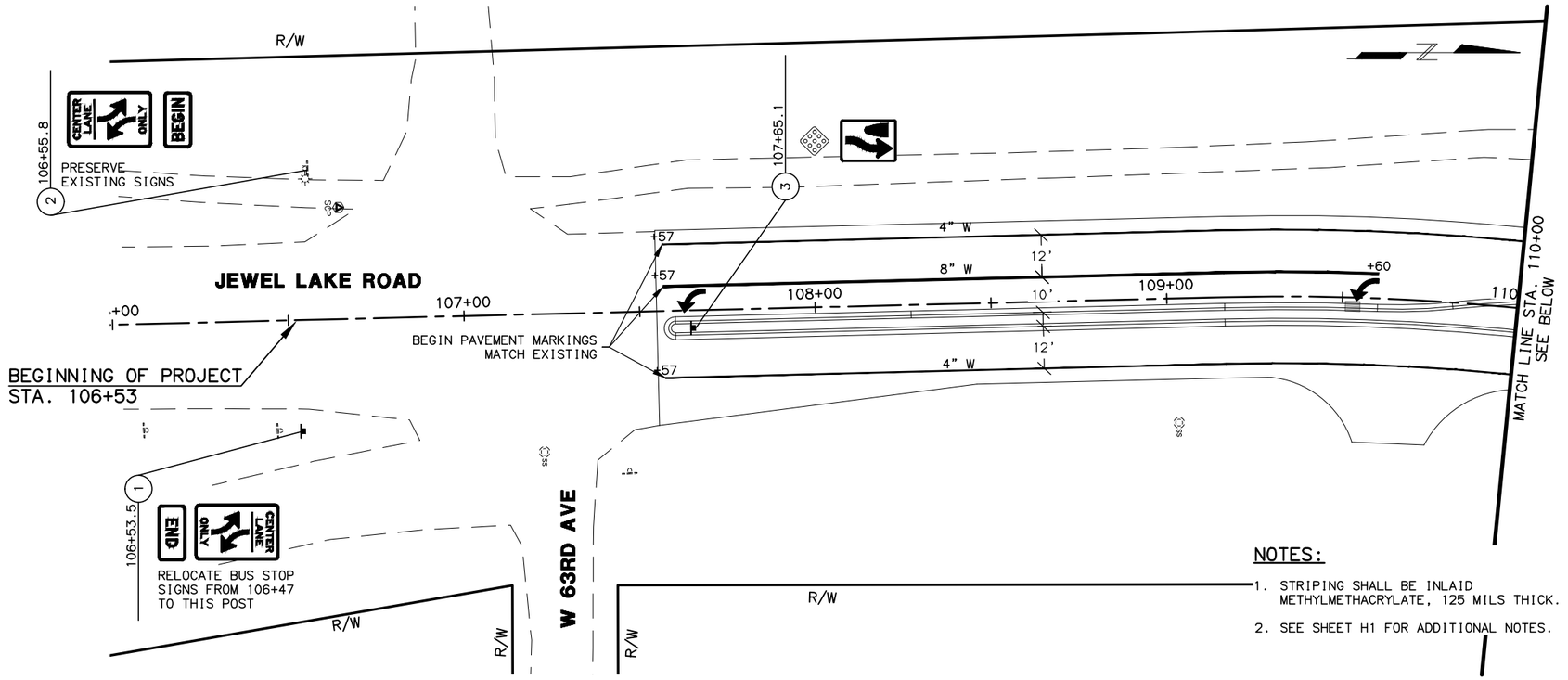

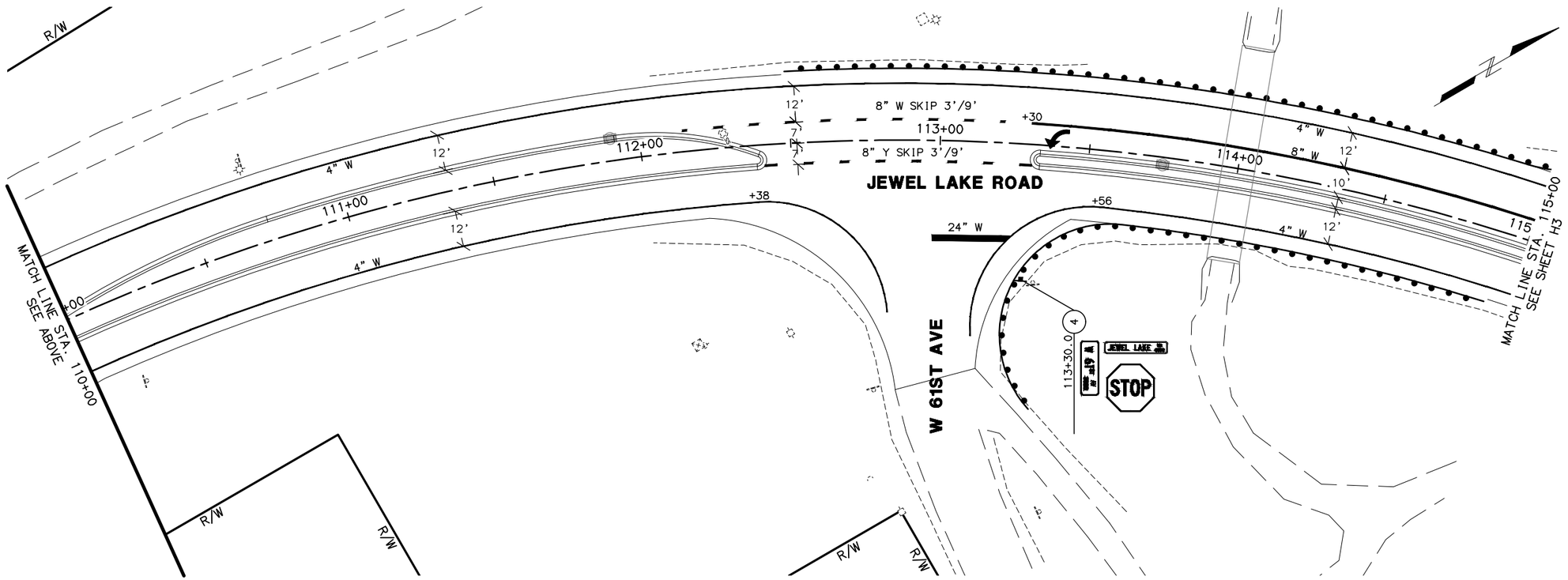

SHEET NO.	TOTAL SHEETS
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STATE	YEAR
ALASKA	2011

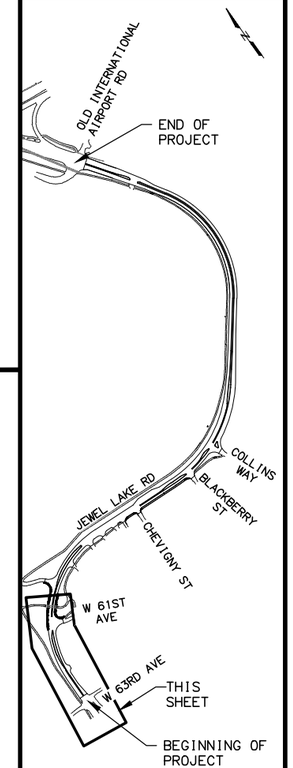
PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION



STATE OF ALASKA
PROFESSIONAL ENGINEER
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGNING, STRIPING & ILLUMINATION

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CHECKED BY
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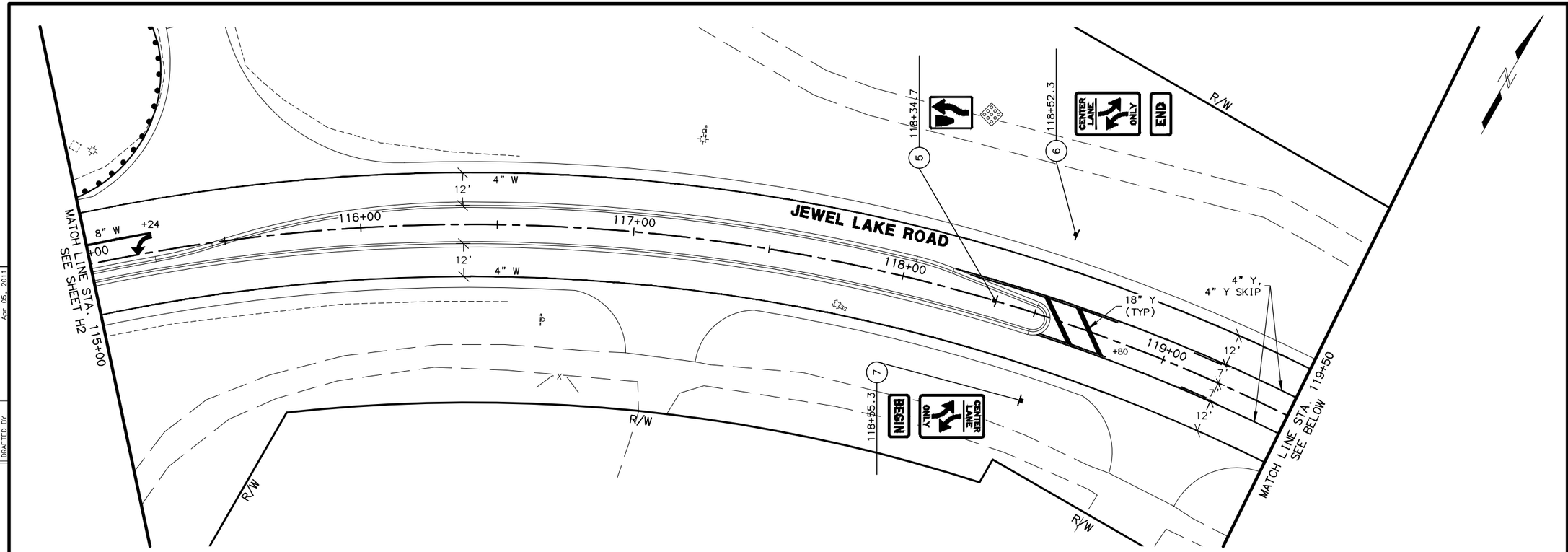

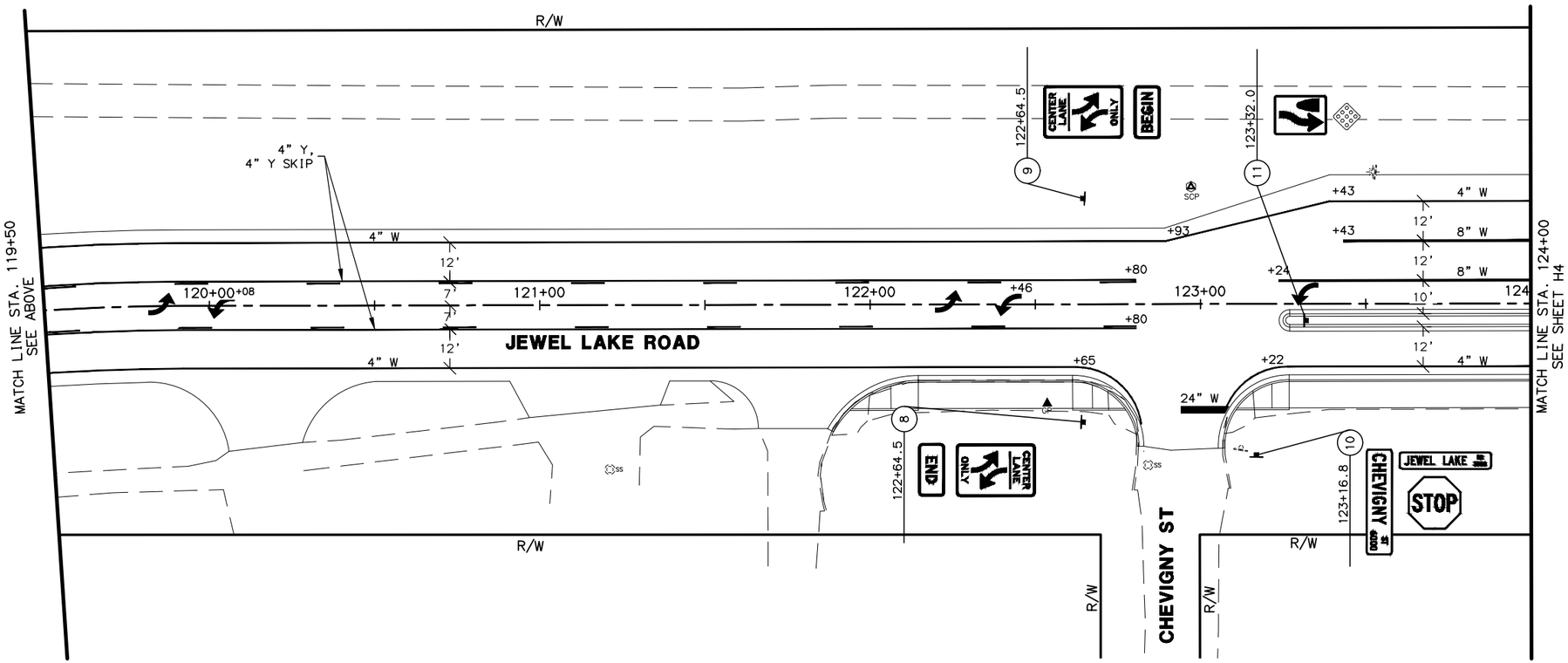

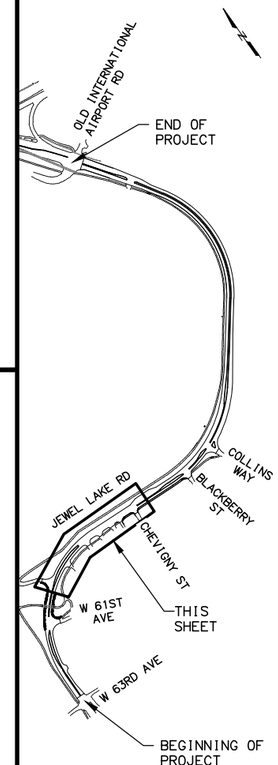

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STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
PROGRESS
4/5/11
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGNING, STRIPING & ILLUMINATION

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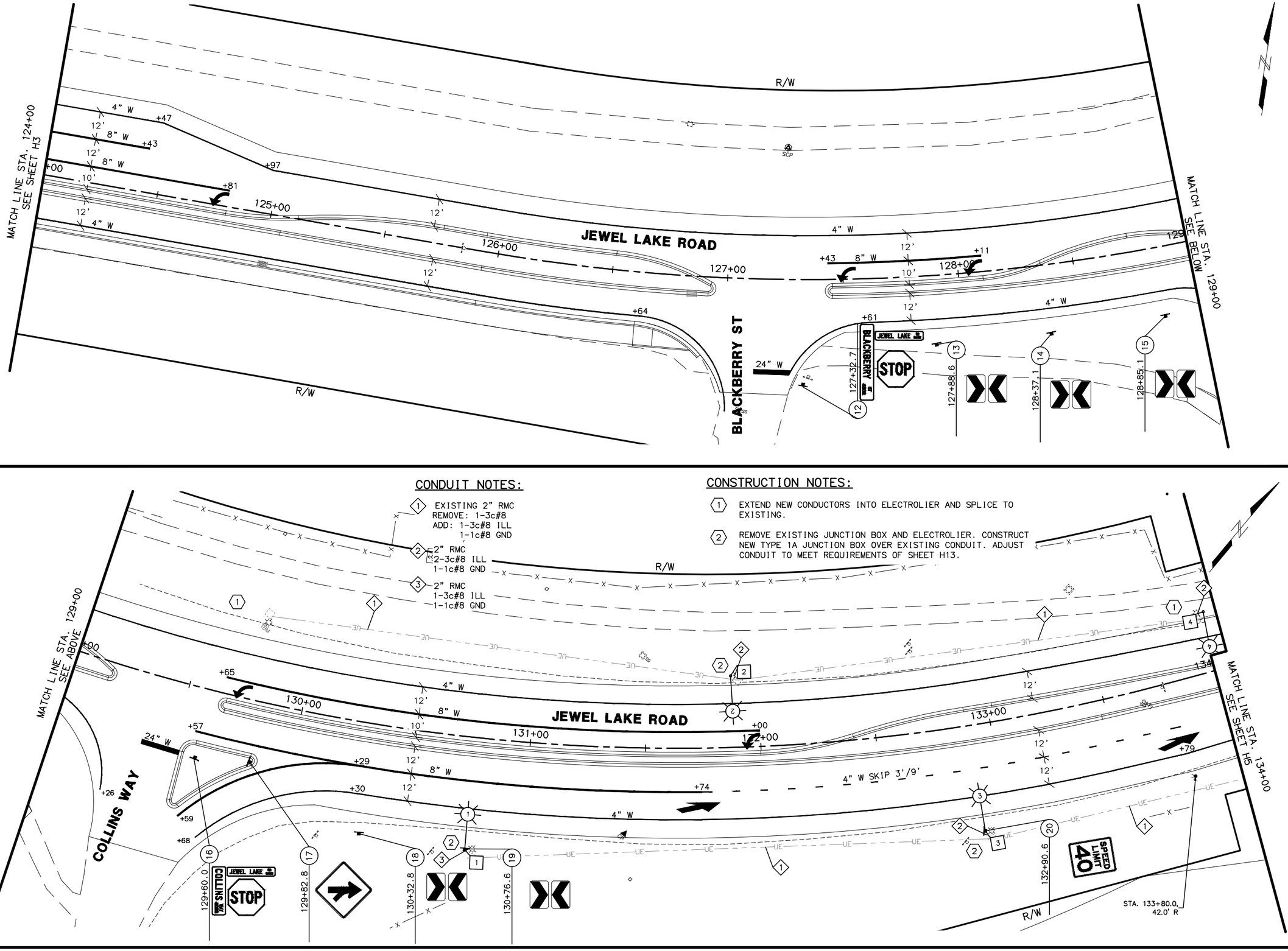

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H4	H19
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

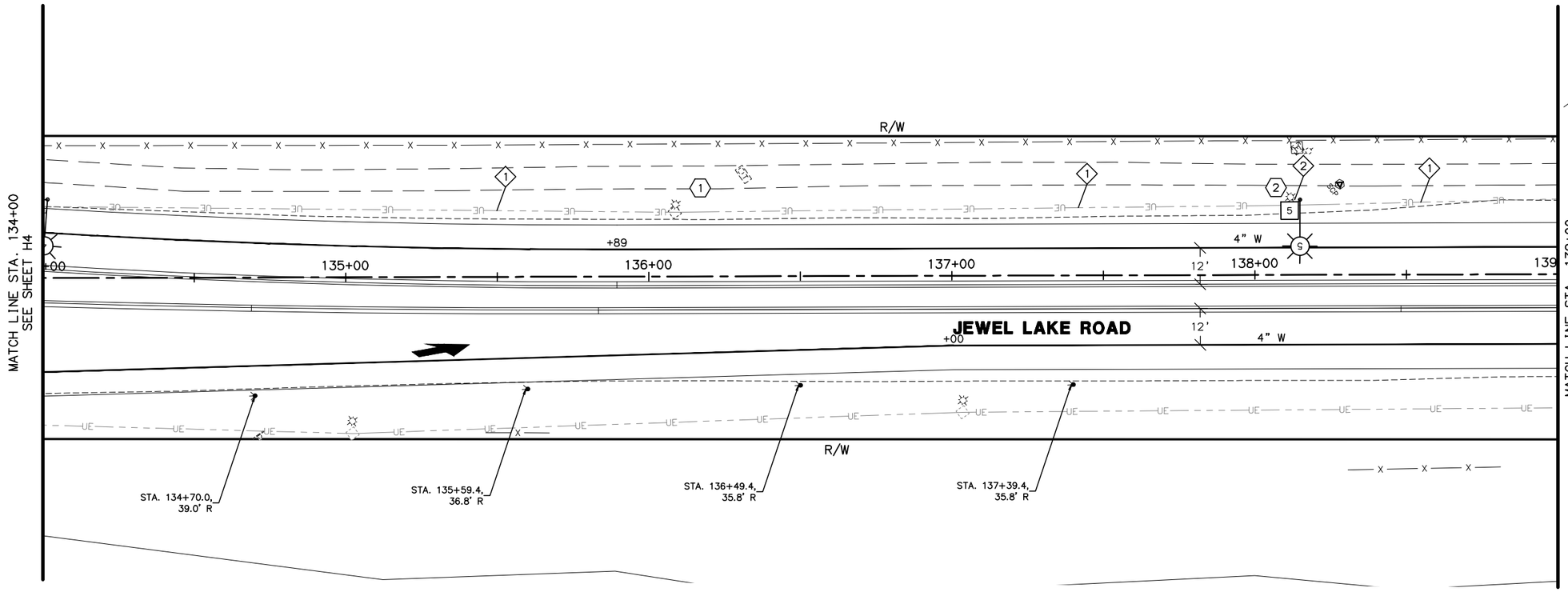
NO.	DATE	DESCRIPTION

STATE OF ALASKA
PROGRESS
4/5/11
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGNING, STRIPING & ILLUMINATION

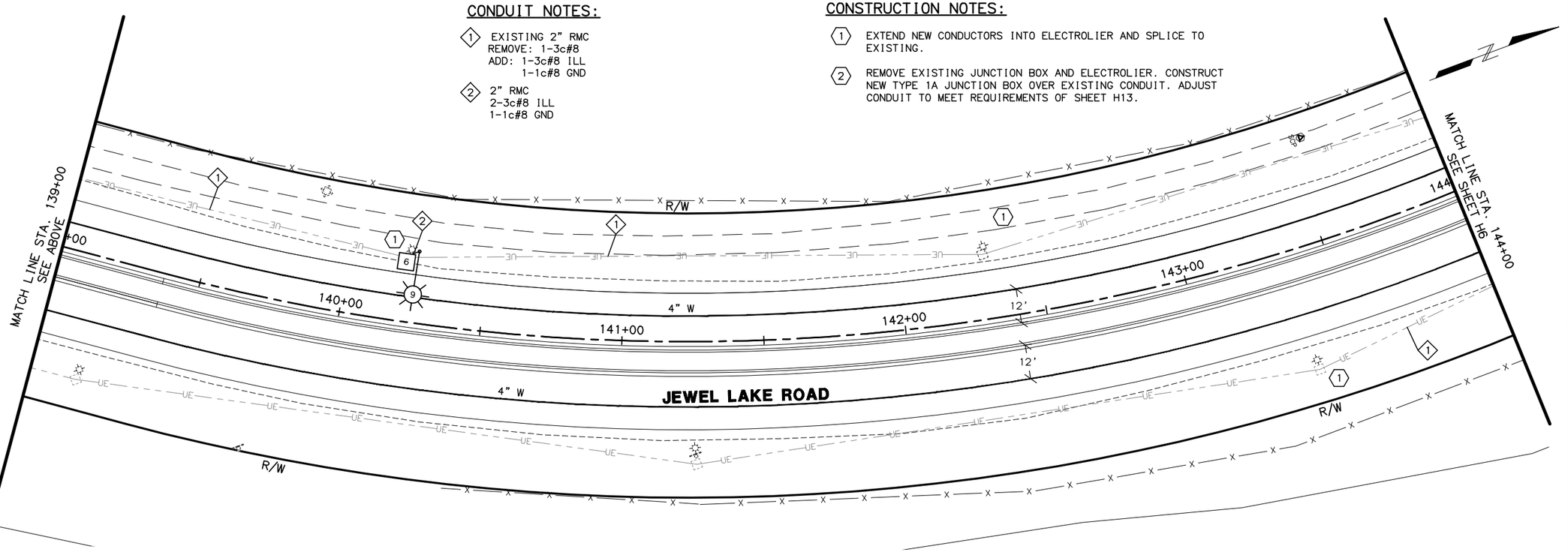


CONDUIT NOTES:

1. EXISTING 2" RMC
   REMOVE: 1-3c#8
   ADD: 1-3c#8 ILL
   1-1c#8 GND
2. 2" RMC
   2-3c#8 ILL
   1-1c#8 GND

CONSTRUCTION NOTES:

1. EXTEND NEW CONDUCTORS INTO ELECTROLIER AND SPLICE TO EXISTING.
2. REMOVE EXISTING JUNCTION BOX AND ELECTROLIER. CONSTRUCT NEW TYPE 1A JUNCTION BOX OVER EXISTING CONDUIT. ADJUST CONDUIT TO MEET REQUIREMENTS OF SHEET H13.



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H5	H19
STATE	YEAR
ALASKA	2011

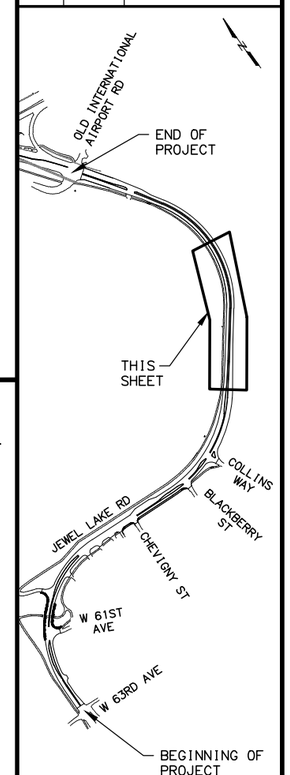
PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION



STATE OF ALASKA
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023
PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGNING, STRIPING & ILLUMINATION

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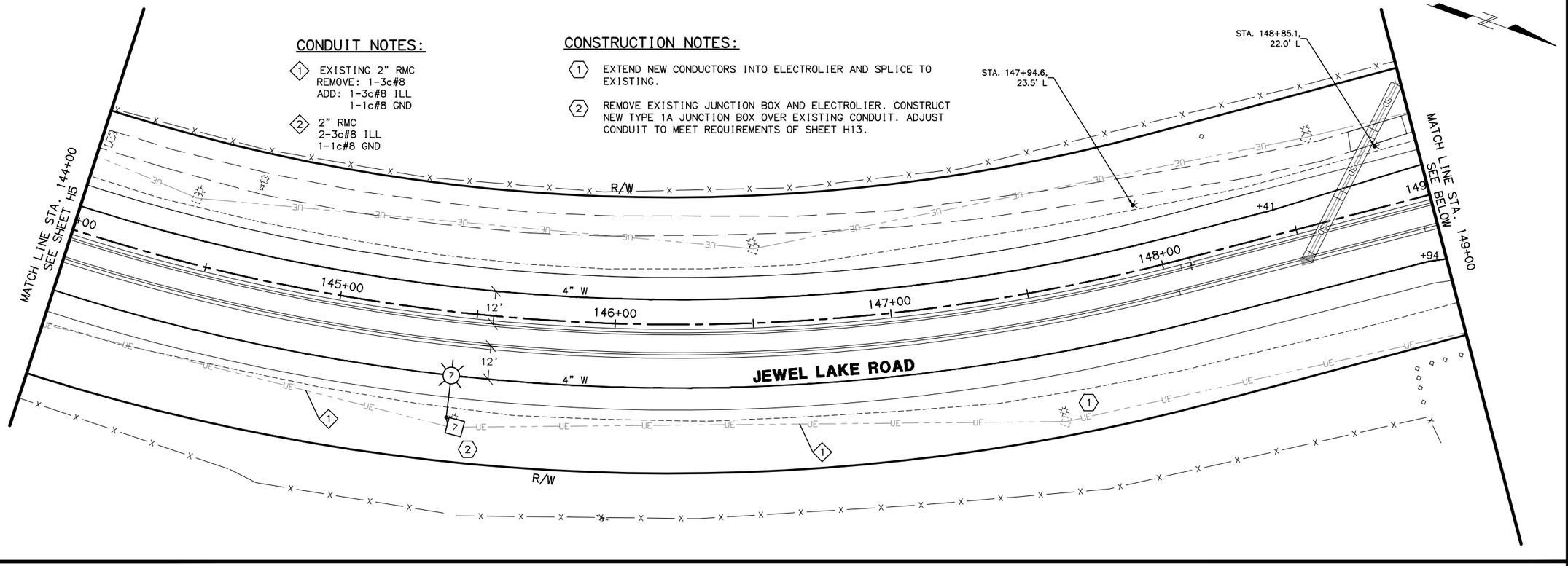
CHECKED BY
DRAFTED BY
Plotted: Apr 05, 2011, 7:59am
Plotted by: wwebb
Apr 05, 2011

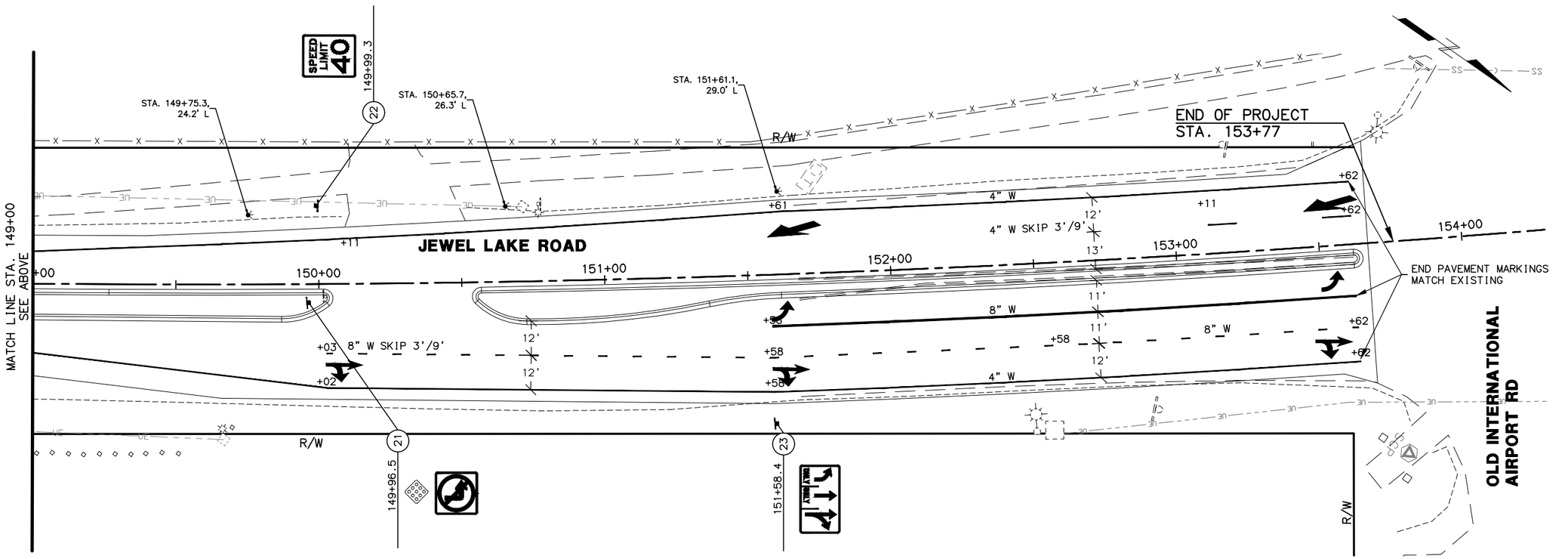
CONDUIT NOTES:

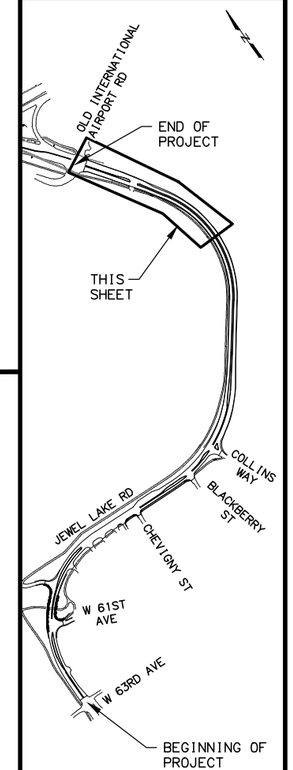
1. EXISTING 2" RMC
   REMOVE: 1-3c#8
   ADD: 1-3c#8 ILL
   1-1c#8 GND
2. 2" RMC
   2-3c#8 ILL
   1-1c#8 GND

CONSTRUCTION NOTES:

1. EXTEND NEW CONDUCTORS INTO ELECTROLIER AND SPLICE TO EXISTING.
2. REMOVE EXISTING JUNCTION BOX AND ELECTROLIER. CONSTRUCT NEW TYPE 1A JUNCTION BOX OVER EXISTING CONDUIT. ADJUST CONDUIT TO MEET REQUIREMENTS OF SHEET H13.







SHEET NO.	TOTAL SHEETS
H6	H19
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
PROGRESS
4/5/11
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGNING, STRIPING & ILLUMINATION

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DESIGNED BY
CHECKED BY
DRAFTED BY
Plotted: Apr 05, 2011, 7:59am
Plotted by: wwebb
Apr 05, 2011

SIGN SUMMARY

SHEET NO.	POST NO.	STATION	CL REF.	TYPE	LEGEND	SIZE (ft) WIDTH	SIZE (ft) HEIGHT	AREA SQ FT	SIGN FACES	POSTS NO., SIZE, & TYPE	THICKNESS (in) FRAMED YES	THICKNESS (in) NO	REMARKS
H2	1	106+53.5	RT	R3-9B	CENTER LANE ONLY	2.0	3.0	6.00	S	1-2.5" PT		0.125	MOVE EXISTING BUS STOP SIGNS TO NEW POST
				R7-202	END	2.0	1.0	2.00	S			0.125	BLACK TEXT ON WHITE BACKGROUND
H2	2	106+55.8	LT	R3-9B	CENTER LANE ONLY	2.0	3.0	6.00	N	-		0.125	MOUNT TO EXISTING ELECTROLIER
				R7-202	BEGIN	2.0	1.0	2.00	N			0.125	BLACK TEXT ON WHITE BACKGROUND
H2	3	107+65.1	RT	R4-7		2.5	3.0	7.50	S	1-2.5" PT		0.125	
				OM-1		1.5	1.5	4.50	N/S			0.125	MOUNT TWO SIGNS BACK TO BACK
H2	4	113+30.0	RT	D3-1D	JEWEL LAKE ST	3.5	0.67	2.35	E/W	1-2.5" PT		0.125	
				D3-1D	W 61ST AV	3.0	1.0	6.00	N/S		0.125		MOUNT TWO SIGNS BACK TO BACK
				R1-1	STOP	2.5	2.5	6.25	E			0.125	
H3	5	118+34.7	CL	R4-7		2.5	3.0	7.50	E	1-2.5" PT		0.125	
				OM-1		1.5	1.5	4.50	E/W			0.125	MOUNT TWO SIGNS BACK TO BACK
H3	6	118+52.3	LT	R3-9B	CENTER LANE ONLY	2.0	3.0	6.00	E	1-2.5" PT		0.125	
				R7-202	END	2.0	1.0	2.00	E			0.125	BLACK TEXT ON WHITE BACKGROUND
H3	7	118+55.3	RT	R3-9B	CENTER LANE ONLY	2.0	3.0	6.00	W	1-2.5" PT		0.125	
				R7-202	BEGIN	2.0	1.0	2.00	W			0.125	BLACK TEXT ON WHITE BACKGROUND
H3	8	122+64.5	RT	R3-9B	CENTER LANE ONLY	2.0	3.0	6.00	E	1-2.5" PT		0.125	
				R7-202	END	2.0	1.0	2.00	E			0.125	BLACK TEXT ON WHITE BACKGROUND
H3	9	122+64.5	LT	R3-9B	CENTER LANE ONLY	2.0	3.0	6.00	W	1-2.5" PT		0.125	
				R7-202	BEGIN	2.0	1.0	2.00	W			0.125	BLACK TEXT ON WHITE BACKGROUND
H3	10	123+16.8	RT	D3-1D	JEWEL LAKE ST	3.5	0.67	2.35	N/S	1-2.5" PT		0.125	
				D3-1D	CHEVIGNY ST	4.5	1.0	9.00	E/W		0.125		MOUNT TWO SIGNS BACK TO BACK
				R1-1	STOP	2.5	2.5	6.25	S			0.125	

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H7	H11

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGN SUMMARY

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Plotted by: wwebb
DESIGNED BY USKH
CHECKED BY USKH
DRAFTED BY USKH
Apr 05, 2011
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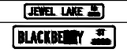
SIGN SUMMARY

SHEET NO.	POST NO.	STATION	CL REF.	TYPE	LEGEND	SIZE (ft) WIDTH	SIZE (ft) HEIGHT	AREA SQ FT	SIGN FACES	POSTS NO., SIZE, & TYPE	THICKNESS (in) FRAMED YES	THICKNESS (in) NO	REMARKS
H3	11	123+32.0	RT	R4-7		2.5	3.0	7.50	W	1-2.5" PT		0.125	
				OM-1		1.5	1.5	4.50	E/W			0.125	MOUNT TWO SIGNS BACK TO BACK
H4	12	127+32.7	RT	D3-1D		3.5	0.67	2.35	N/S	1-2.5" PT		0.125	
				D3-1D		4.5	1	9.00	E/W		0.125		MOUNT TWO SIGNS BACK TO BACK
				R1-1		2.5	2.5	2.25	S			0.125	
H4	13	127+88.6	RT	W1-8		2.0	2.5	10.00	N	1-2" P		0.125	MOUNT TWO SIGNS ON ADJACENT SIDES OF THE POST
H4	14	128+37.1	RT	W1-8		2.0	2.5	10.00	N	1-2" P		0.125	MOUNT TWO SIGNS ON ADJACENT SIDES OF THE POST
H4	15	128+85.1	RT	W1-8		2.0	2.5	10.00	N	1-2" P		0.125	MOUNT TWO SIGNS ON ADJACENT SIDES OF THE POST
H4	16	129+60.0	RT	D3-1D		3.5	0.67	2.35	N/S	1-2.5" PT		0.125	
				D3-1D		4.0	1	8.00	E/W		0.125		MOUNT TWO SIGNS BACK TO BACK
				R1-1		2.5	2.5	5.00	S			0.125	
H4	17	129+82.8	RT	W4-1		3.0	3.0	9.00	SE	1-2.5" PT	0.125		
H4	18	130+32.8	RT	W1-8		2.0	2.5	10.00	W	1-2" P		0.125	MOUNT TWO SIGNS ON ADJACENT SIDES OF THE POST
H4	19	130+76.6	RT	W1-8		2.0	2.5	10.00	W	1-2" P		0.125	MOUNT TWO SIGNS ON ADJACENT SIDES OF THE POST
H4	20	132+90.6	RT	R2-1		2.5	3.0	7.50	SE	-		0.125	MOUNT TO EXISTING ELECTROLIER
H6	21	149+96.5	RT	R3-2		2.5	2.5	6.25	SE	1-2.5" PT		0.125	
				OM-1		1.5	1.5	4.50	E/W			0.125	MOUNT TWO SIGNS BACK TO BACK
H6	22	149+99.3	LT	R2-1		2.5	3.0	7.50	NW	1-2.5" PT		0.125	
H6	23	151+58.4	RT	R3-8L/S/SR		2.5	4.0	20.00	W	1-2.5" PT			
							TOTAL SIGN AREA:	250 SF					

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H8	H11

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGN SUMMARY

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H9	H11

HIGHWAY LIGHTING SYSTEM - ELECTROLIER SUMMARY

POLE NO.	STATION	OFFSET	MOUNTING HEIGHT	MAST ARM LENGTH	CIRCUIT	VOLTAGE	WATTAGE	IES	LAMP	REMARKS
1	130+77	49 RT	30'	15'	EX. B2	480	200W	MC-3	HPS	
2	131+88	31 LT	30'	15'	EX. B2	480	200W	MC-3	HPS	
3	132+91	46 RT	30'	15'	EX. B2	480	200W	MC-3	HPS	
4	134+02	26 LT	30'	15'	EX. B2	480	200W	MC-3	HPS	
5	138+15	25 LT	30'	15'	EX. B2	480	200W	MC-3	HPS	
6	140+25	25 LT	30'	15'	EX. B2	480	200W	MC-3	HPS	
7	145+43	38 RT	30'	15'	EX. B2	480	200W	MC-3	HPS	

HIGHWAY LIGHTING SYSTEM - JUNCTION BOX SUMMARY

JUNCTION BOX NO.	STATION	OFFSET	TYPE	REMARKS
1	130+80	52 RT	1A	
2	131+92	29 LT	1A	
3	132+93	50 RT	1A	
4	133+98	24 LT	1A	
5	138+11	23 LT	1A	
6	140+21	23 LT	1A	
7	145+45	42 RT	1A	

HIGHWAY LIGHTING SYSTEM NOTES:

1. LIGHTING SYSTEM IS POWERED FROM LOAD CENTER AT SOUTHEAST CORNER OF INTERNATIONAL AIRPORT ROAD/JEWEL LAKE ROAD INTERSECTION. CIRCUIT INFORMATION IS BASED ON ASBUILT INFORMATION. CONTRACTOR SHALL VERIFY CIRCUITING PRIOR TO MODIFYING LIGHTING SYSTEM.

LUMINAIRE DESIGN CRITERIA	
LAMP TYPE	HIGH PRESSURE SODIUM
LAMP WATTAGE	200
IES CLASSIFICATION	MEDIUM FULL-CUTOFF TYPE 3
ROADWAY WIDTH	48'
MOUNTING HEIGHT	30'
ILLUMINANCE, AVERAGE	1.0
UNIFORMITY RATIO (MAX)	4:1

ILLUMINANCE IS MEASURED IN FOOTCANDLES

PROGRESS 4/5/11

STATE OF ALASKA
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SUMMARY TABLES

Plotted by: wwebb Plotted: Apr 05, 2011, 8:00am

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CHECKED BY	USKH	Apr 05, 2011
DRAFTED BY	USKH	

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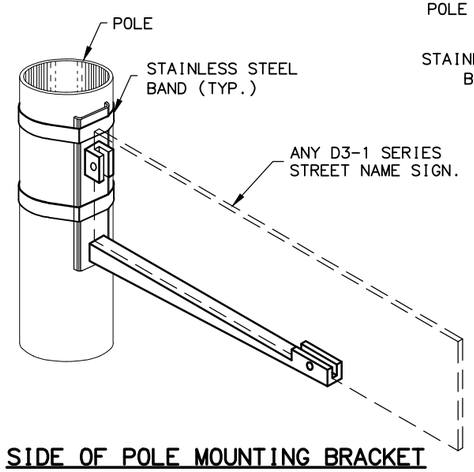
REVISIONS		
NO.	DATE	DESCRIPTION
	07/14/08	CENTRAL REGION DETAIL - REPLACES STD. DWG. S-20.10

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H10	H19



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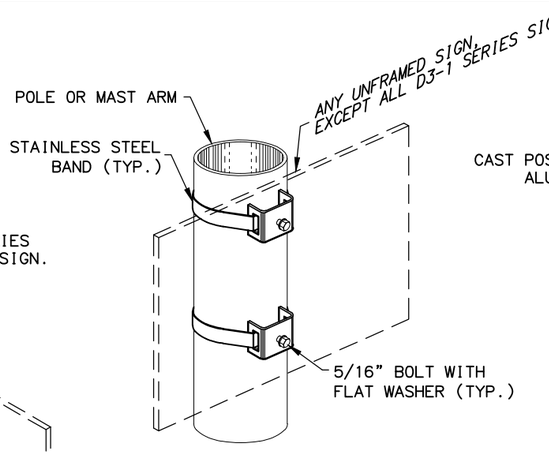

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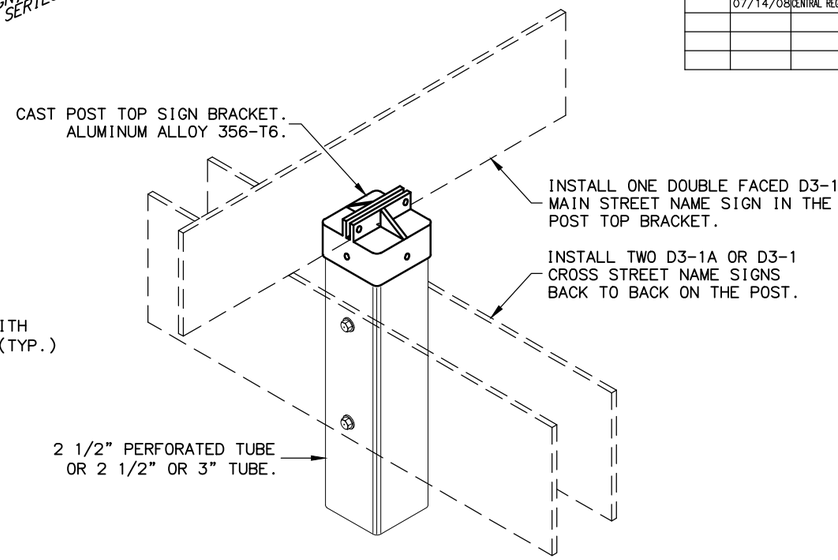
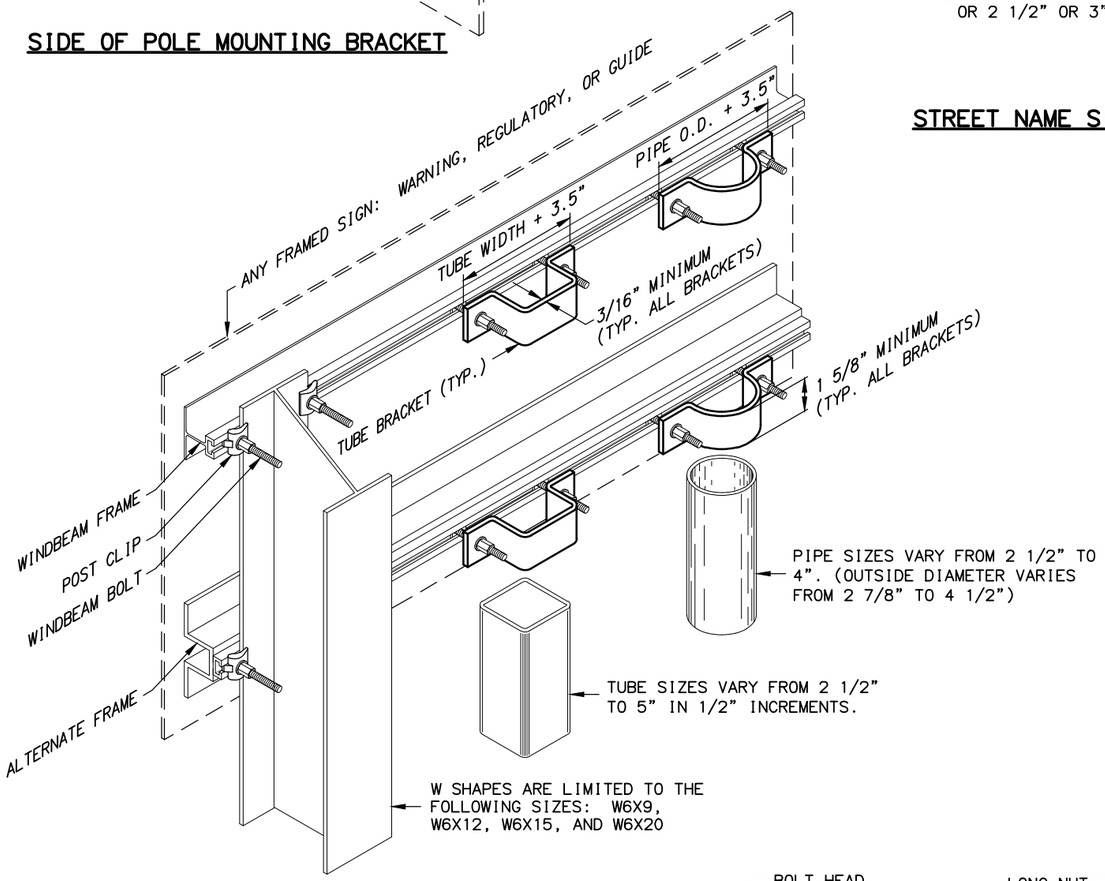


STREET NAME SIGN INSTALLATION WITH POST TOP BRACKET



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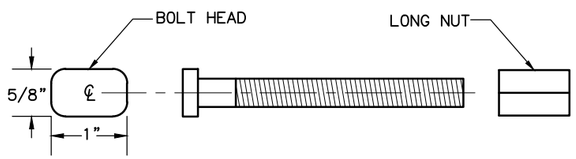
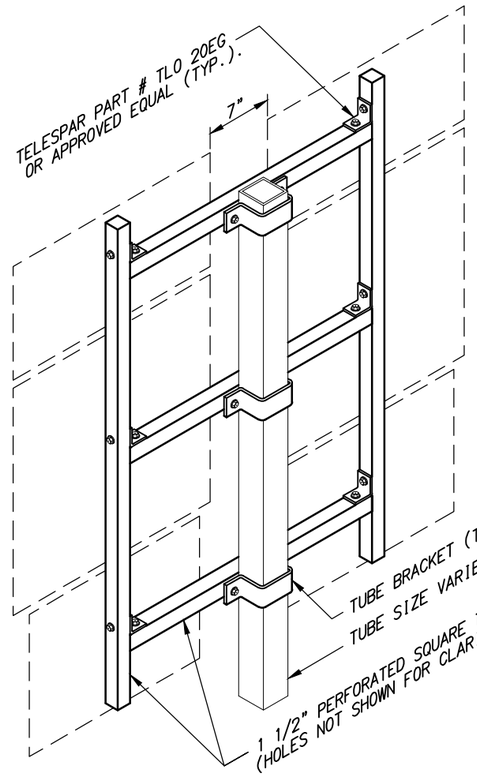


3/8" WINDBEAM BOLT AND LONG NUT



ROUTE MARKER TREE

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, AND 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 STANDARD DRAWING S-23.00
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	ASTM A 563	ASTM F 594
	LOCK		
WASHERS		ASTM A 36	ASTM A 480
POST CLIPS			

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGN ATTACHMENT DETAILS

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PLOT CTB:	DOT AK-CENTRAL TRANS 2009_FULL.CTB
COMPUTER DESIGNATION:	I:\10782703\Dwgs\Sheets\10782703_H10.dwg

DESIGNED BY	WAW
CHECKED BY	AJJ
DRAFTED BY	MH

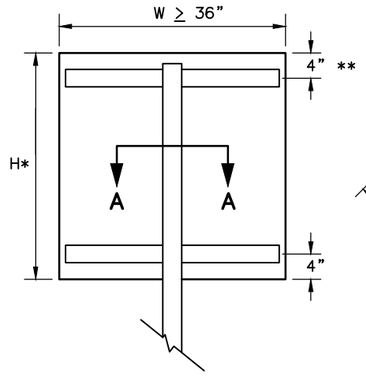
Apr 05, 2011

Plotted: Apr 05, 2011, 8:00am

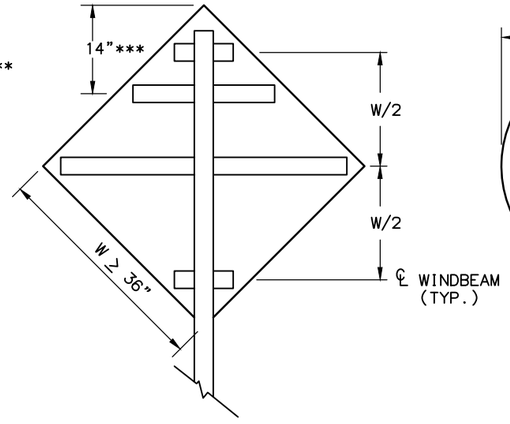
Plotted by: wwebb

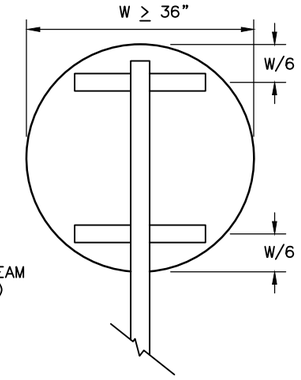
REVISIONS		
NO.	DATE	DESCRIPTION
	09/23/09	CENTRAL REGION DETAIL - THESE DETAILS SUPERSEDE ONLY THE LIGHT SIGN FRAMING DETAILS ON STD. DWG. S-00.10 AND ENTIRELY REPLACE STD. DWG. S-01.00

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H11	H19

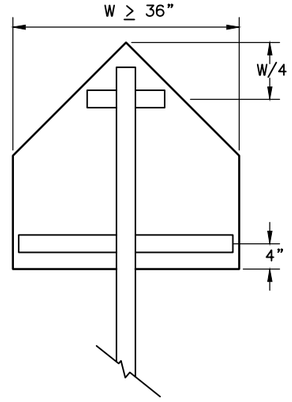


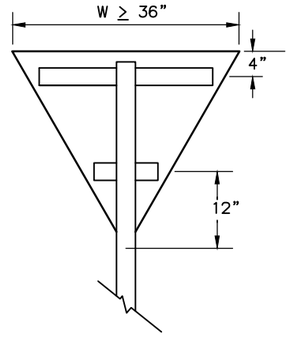
RECTANGLES AND TRAPEZOIDS





ROUNDS AND OCTAGONS





* 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".

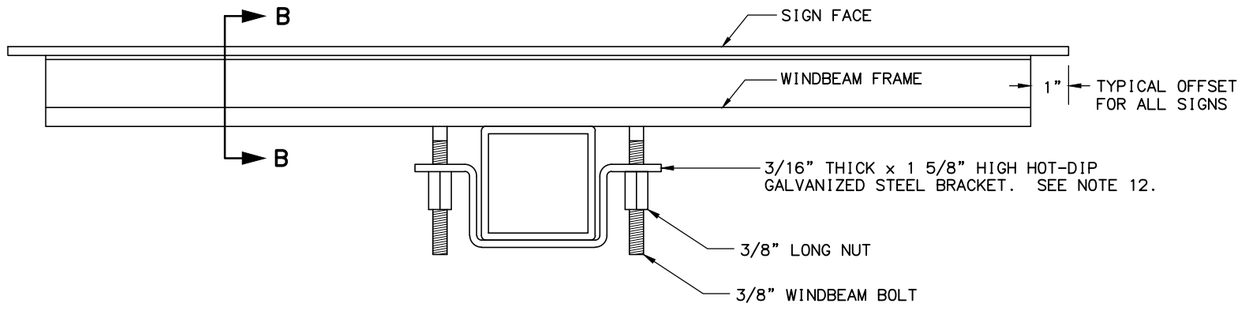
*** FOR WARNING SIGNS MOUNTED ON FLASHING BEACON POSTS, USE THE 14" OFFSET. OTHERWISE, USE W/2.

NOTES:

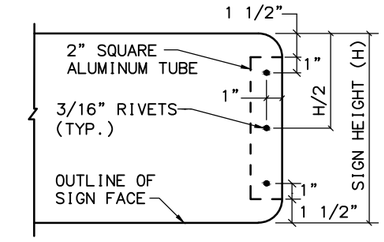
1. EXCEPT FOR POLES AND MAST ARMS, ONLY USE SQUARE STEEL TUBES TO SUPPORT SIGNS MOUNTED ON SINGLE POSTS.
2. INSTALL WINDBEAM SHAPED FRAMING MEMBERS ON DIAMOND SHAPED SIGNS 36 INCHES AND LONGER ON A SIDE AND ON OTHER SIGNS 36 INCHES WIDE AND WIDER.
3. IN HIGH WIND AREAS, THE PLANS MAY REQUIRE SIGNS SMALLER THAN THOSE LISTED IN NOTE 2 BE FRAMED AS SHOWN HEREON.
4. 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.
5. USE FRAMING MEMBERS MADE FROM ALUMINUM ALLOY 6061-T6.
6. EACH FRAMING MEMBER SHALL BE ONE CONTINUOUS PIECE.
7. ATTACH FRAMING MEMBERS TO THE SIGN PANELS WITH RIVETS OR AN ENGINEER APPROVED, DOUBLE SIDED, HIGH STRENGTH, ADHESIVE TAPE.
8. 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.
9. WHEN RIVETS ARE USED TO ATTACH FRAMING MEMBERS, INSTALL 2 RIVETS IN EACH END AND THE BALANCE ON 8" MAXIMUM CENTERS.
10. USE 3/16" DIAMETER RIVETS CONFORMING TO ALUMINUM ALLOY 6061-T6 FOR COLD DRIVEN RIVETS, OR ALUMINUM ALLOY 6061-T43 FOR HOT DRIVEN RIVETS.
11. THE BRACKETS USED ON EVEN INCH SIZE TUBES MAY ALSO BE USED ON TUBES 1/2" SMALLER IN SIZE.

WINDBEAM LOCATIONS FOR EACH SIGN SHAPE

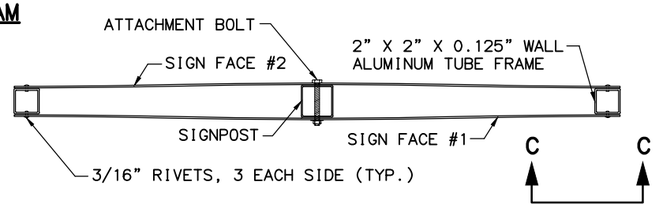
ELEVATION VIEW



SECTION A - A TYPICAL SIGN ATTACHMENT DETAILS AT EACH WINDBEAM



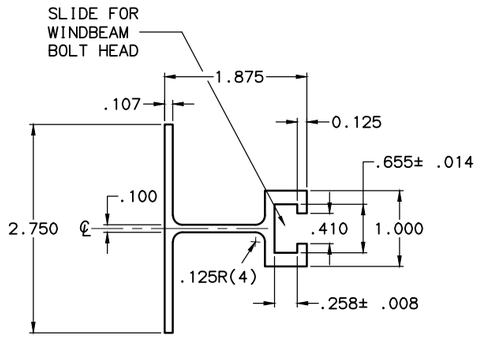
VIEW C - C



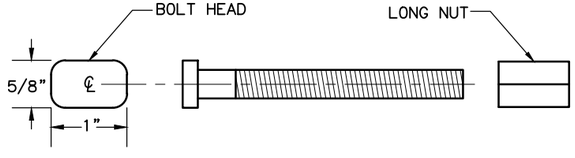
D3-1*, D3-1A, D3-1D* STREET NAME SIGN FRAMING DETAIL

*THOSE WITH 6-INCH LETTERING ONLY

PLAN VIEW



SECTION B - B WINDBEAM CROSS SECTION



3/8" WINDBEAM BOLT AND LONG NUT

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

LIGHT SIGN FRAMING AND ATTACHMENT DETAILS

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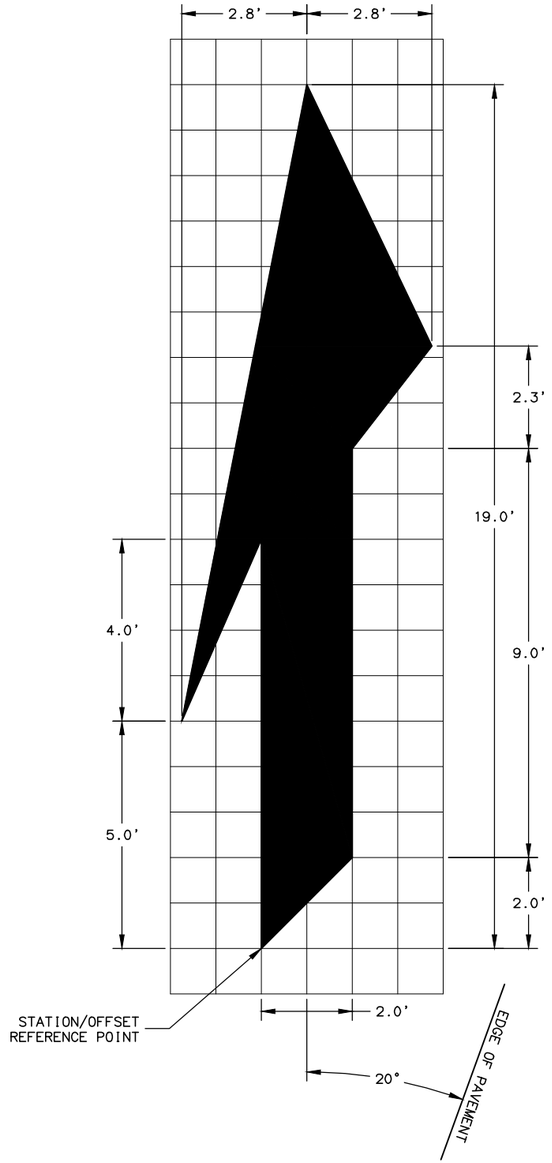
DESIGNED BY	USKH
CHECKED BY	AJJ
DRAFTED BY	MH

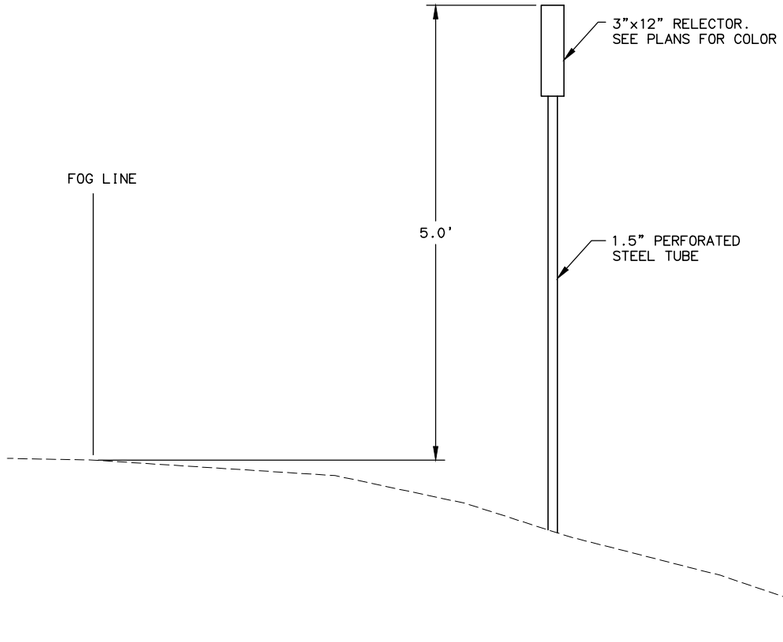
Plotted: Apr 05, 2011, 8:00am
Plotted by: wwebb
Apr 05, 2011

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H12	H19



RIGHT LANE DROP ARROW



DELINEATOR DETAIL

NOTES:

1. SEE PLANS FOR STATION/OFFSET AND REFLECTOR COLOR.
2. REFLECTOR COLORS ARE AS FOLLOWS (FRONT/BACK):
   W = WHITE
   Y = YELLOW
   R = RED
3. SEE STANDARD DRAWING S30.03 FOR EMBEDMENT. USE SOIL EMBEDMENT DETAIL.

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SIGNING AND STRIPING DETAILS

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DESIGNED BY	USKH	
CHECKED BY	AJJ	
DRAFTED BY	MH	Apr 05, 2011

Plotted by: wwebb Plotted: Apr 05, 2011, 8:00am

REVISIONS		
NO.	DATE	DESCRIPTION
	09/23/09	CENTRAL REGION DETAIL - REPLACES STD. DWG. L-23.01, T-34.01

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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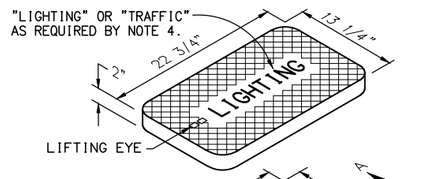
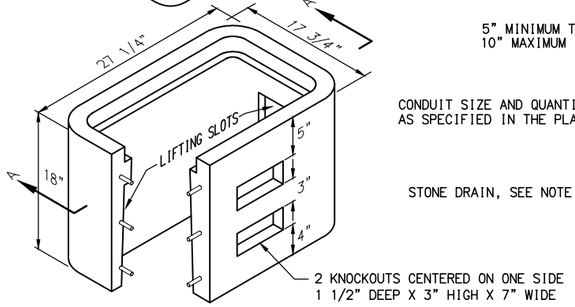
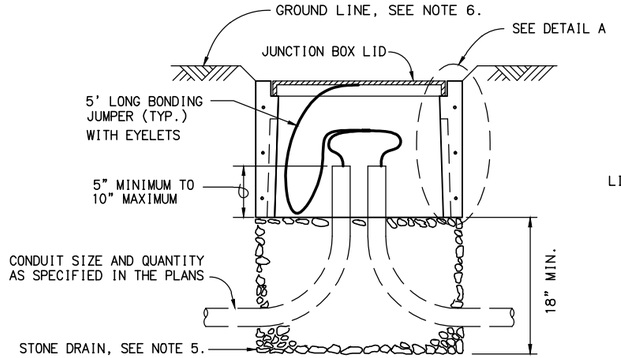
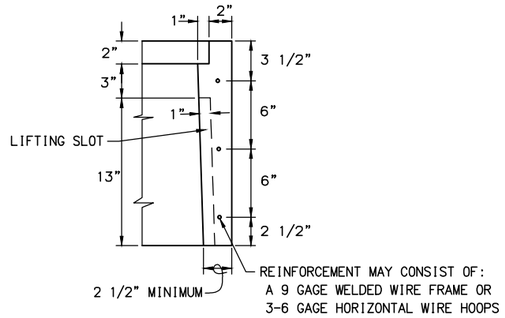






SECTION A-A

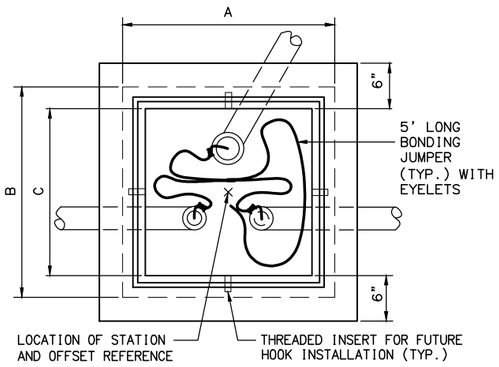


DETAIL A

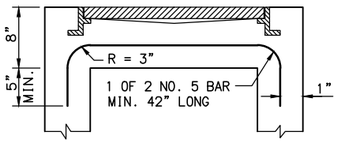
TYPE IA JUNCTION BOX

NOTES:

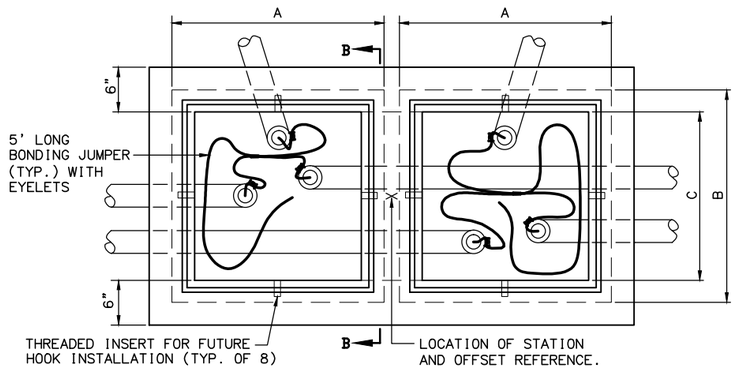
1. AVOID INSTALLING TYPE IA JUNCTION BOXES IN DRIVEWAYS OR IN LOCATIONS SUBJECT TO USE BY HEAVY TRUCKS. INSTALL JUNCTION BOXES ONLY AT THE LATERAL LOCATIONS ALLOWED IN SUBSECTION 660-3.04.
2. FURNISH TYPE II, III AND IV JUNCTION BOXES WITH CAST IRON FRAMES AND LIDS THAT WEIGH A MINIMUM OF 210 POUNDS AND ARE RATED FOR HEAVY TRAFFIC LOADS IN COMPLIANCE WITH AASHTO M306. FURNISH TYPE IA JUNCTION BOXES WITH CAST IRON LIDS THAT WEIGH A MINIMUM OF 50 POUNDS.
3. CONSTRUCT JUNCTION BOXES ACCORDING TO SECTION 501 USING CLASS A CONCRETE. REINFORCE TYPE IA JUNCTION BOXES AS SHOWN OR CONSTRUCT THEM WITH SYNTHETIC STRUCTURAL FIBER-REINFORCED CONCRETE THAT MEETS ASTM C 1116 AND CONTAINS FIBER IN PROPORTIONS AS RECOMMENDED BY THE FIBER MANUFACTURER.
4. FOR JUNCTION BOXES THAT CONTAIN ILLUMINATION CONDUCTORS EXCLUSIVELY, FURNISH LIDS WITH THE WORD LIGHTING INSCRIBED INTO THEM. FOR OTHER JUNCTION BOXES, FURNISH LIDS WITH THE WORD TRAFFIC INSCRIBED INTO THEM.
5. UNDER JUNCTION BOXES, INSTALL STONE DRAINS THAT CONSIST OF COARSE AGGREGATE FOR PORTLAND CEMENT CONCRETE CONFORMING TO SUBSECTION 703-2.02.
6. SET THE TOPS OF JUNCTION BOXES THE FOLLOWING DIMENSIONS BELOW THE FINISHED SURROUNDING SURFACE: 1" IN PAVED MEDIANS AND ADJACENT TO PEDESTRIAN FACILITIES, 1/4" IN PEDESTRIAN FACILITIES, AND 2" IN ALL OTHER AREAS.
7. BOND JUNCTION BOX LIDS TO THE SYSTEM OF EQUIPMENT GROUNDING CONDUCTORS ACCORDING TO SUBSECTION 660-3.06. ATTACH BONDING JUMPERS TO THE JUNCTION BOX LIDS WITH BRASS OR STAINLESS STEEL HARDWARE.
8. INSTALL LOOP DETECTOR TAILS THRU ONE OF THE KNOCKOUTS OF TYPE 1A JUNCTION BOXES. AFTER SETTING THE BOXES TO GRADE, INSTALL GROUT IN THE GAPS THAT REMAIN IN THE KNOCKOUT.
9. INSTALL A 1/2" THICK PREFORMED BITUMINOUS JOINT MATERIAL AROUND JUNCTION BOXES INSTALLED IN PORTLAND CEMENT CONCRETE WALKWAYS.
10. INSTALL AN ELECTRONIC MARKER BALL IN ALL JUNCTION BOXES PER SUBSECTION 660-3.04.



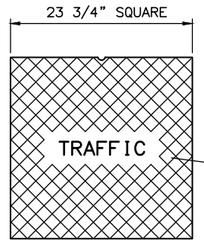
PLAN



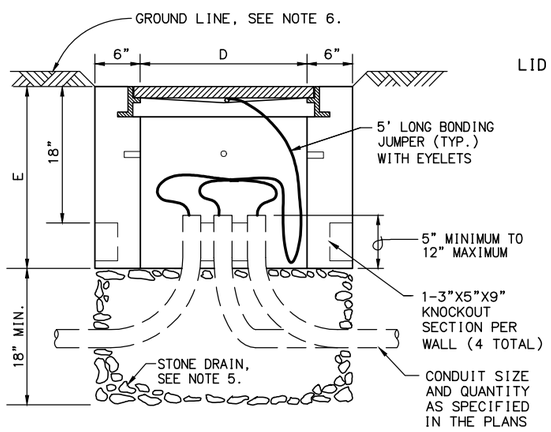
SECTION B-B



PLAN

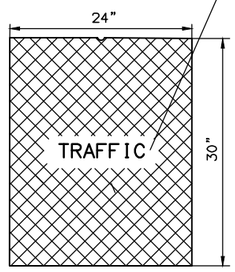


LID FOR TYPE II & III J-BOXES



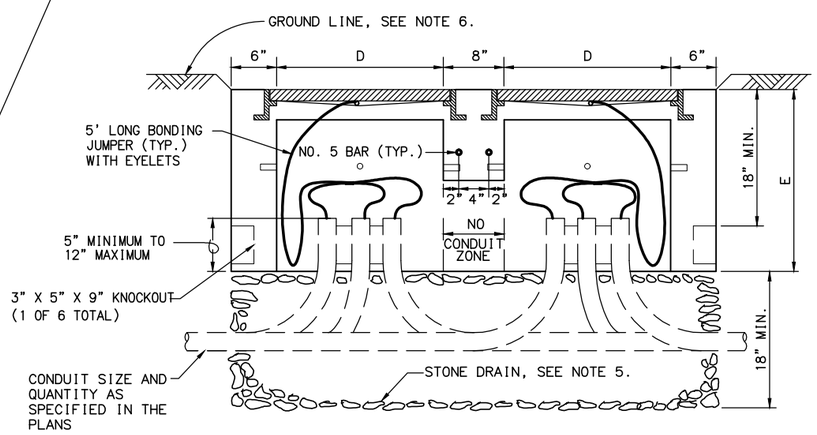
TYPE II JUNCTION BOX

ELEVATION



LID FOR TYPE IV J-BOXES

"LIGHTING" OR "TRAFFIC" AS REQUIRED BY NOTE 4.



TYPE III/IV JUNCTION BOX

ELEVATION (TYPE III LAYOUT DEPICTED)

J-BOX DIMENSIONS

J-BOX TYPE	DIMENSIONS				
	A (MAX.)	B (MAX.)	C (MIN.)	D (MIN.)	E (MIN.)
II	29 1/2"	29 1/2"	22"	22"	24"
III	29 1/2"	29 1/2"	22"	22"	24"
IV	30"	36"	30"	24"	30"

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

JUNCTION BOX DETAILS

Plotted: Apr 05, 2011, 8:00am
Plotted by: wwebb

DESIGNED BY	USKH
CHECKED BY	AJJ
DRAFTED BY	MH
Apr 05, 2011	

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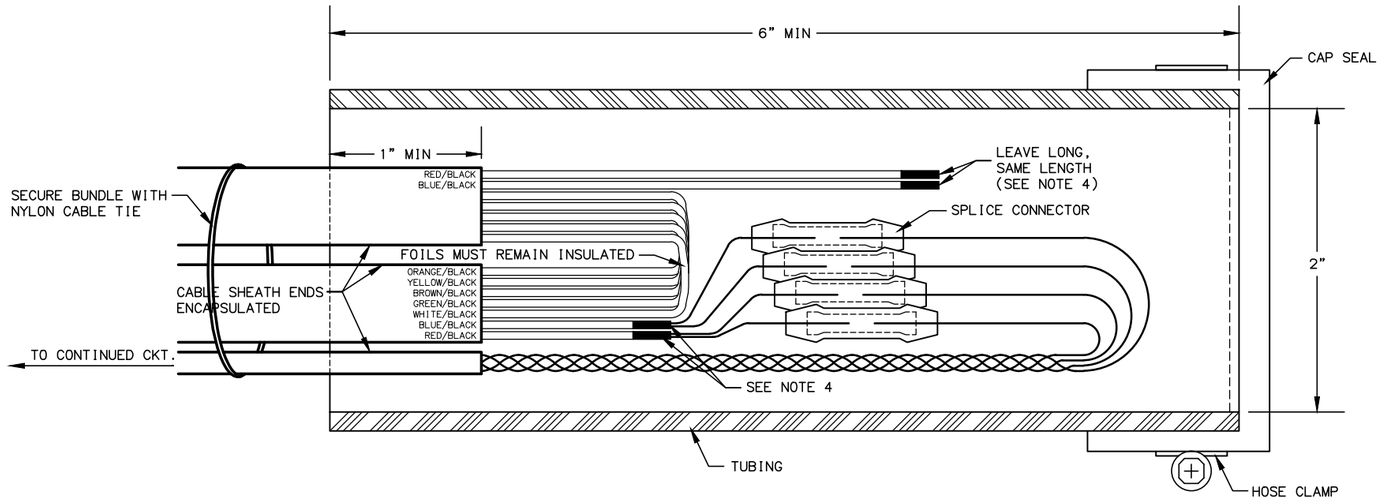
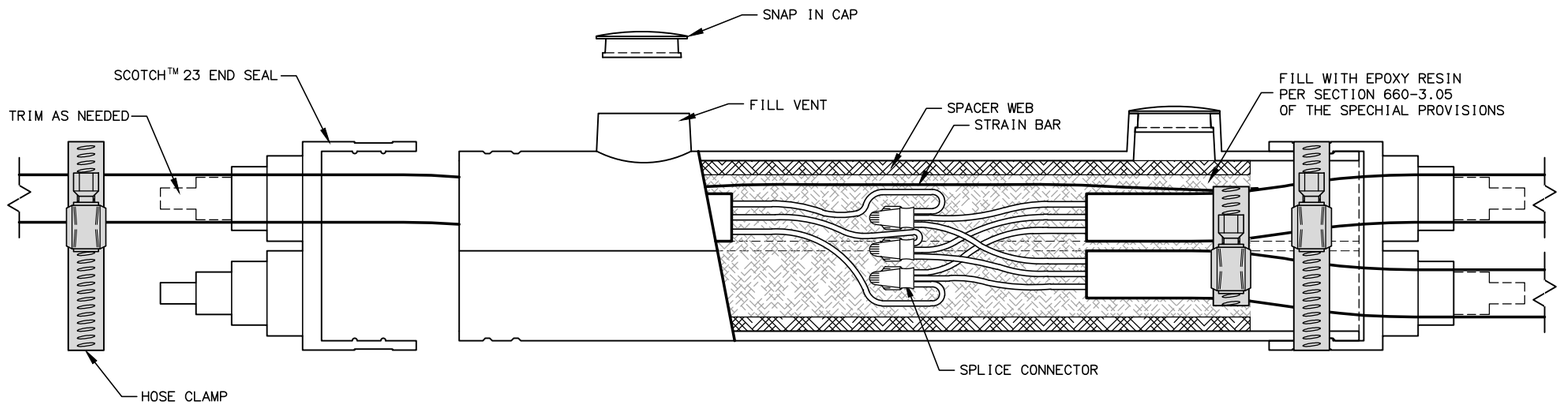
REVISIONS		
NO.	DATE	DESCRIPTION
	09/23/09	CENTRAL REGION DETAIL

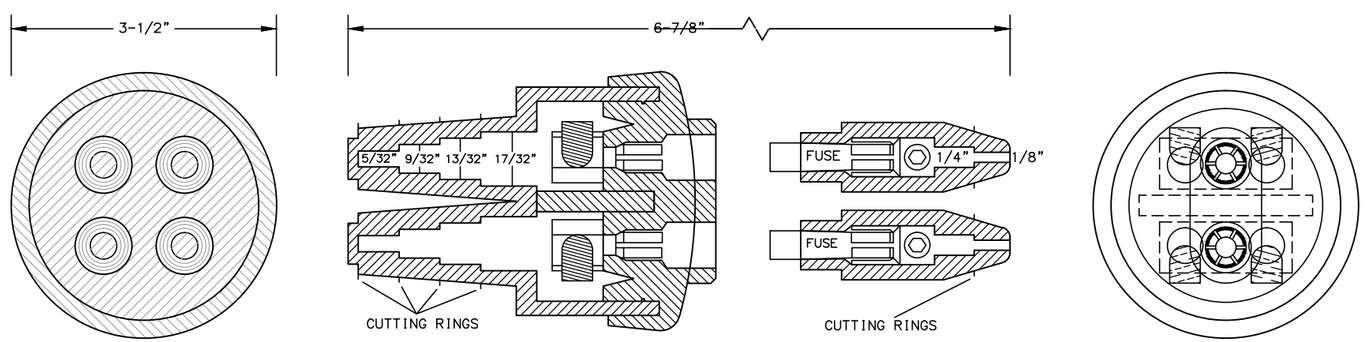
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H14	H19



LOOP LEAD-IN SPLICE



POWER CABLE SPLICE



DOUBLE FUSED CONNECTOR

NOTES:

LOOP LEAD-IN SPLICE

1. FABRICATE LOOP LEAD-IN SPLICE IN THE FIELD AS SHOWN.
2. CAP SEAL ONE END AND COMPLETELY FILL OPEN END WITH RE-ENTERABLE ENCAPSULATION COMPOUND TO EDGE OF CORE FLOW.
3. LEAVE A MINIMUM OF 1/2" CLEARANCE BETWEEN THE ENCLOSURE AND THE SPLICE AT BOTH ENDS OF THE CORE FLOW.
4. EXPOSE FOIL AND DRAIN WIRES, SEAL WITH HEAT SHRINK TUBING (TYP).
5. INSTALL SPLICE CONNECTORS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

POWER CABLE SPLICE

6. SECURE CABLE/CONNECTOR BUNDLE WITH HOSE CLAMPS AS SHOWN.

MATERIAL PROPERTIES	
LOOP LEAD-IN SPLICE	
TUBING	2" CORE FLOW
CAP SEAL	FERNCO QWIK CAP #QC-102
HOSE CLAMP	STAINLESS STEEL
SPLICE CONNECTOR	ML56-16 OR APPROVED EQUAL
COMPOUND	RE-ENTERABLE ENCAPSULATION
POWER CABLE SPLICE	
SPLICE KIT	3M MODEL 78R OR APPROVED EQUAL
SPLICE CONNECTOR	SCOTCHLOCK G, R, OR Y SPRING CONNECTOR
HOSE CLAMP	(4) - STAINLESS STEEL
EPOXY RESIN	PER SECTION 660-3.5 OF THE SPECIAL PROVISIONS
DOUBLE FUSED CONNECTOR	
DOUBLE FUSED CONNECTOR	SEC-1791-DF-1 OR APPROVED EQUAL
FUSES	(2) - COMPATIBLE 10-AMP

STATE OF ALASKA PROGRESS 4/5/11 WILLIAM J. WEBB No. CE 12023 REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

SPLICE DETAILS

Plotted by: wwebb Plotted: Apr 05, 2011, 8:00am

DESIGNED BY	USKH
CHECKED BY	AJJ
DRAFTED BY	MH
	Apr 05, 2011

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REVISIONS		
NO.	DATE	DESCRIPTION
	09/23/2009	CENTRAL REGION DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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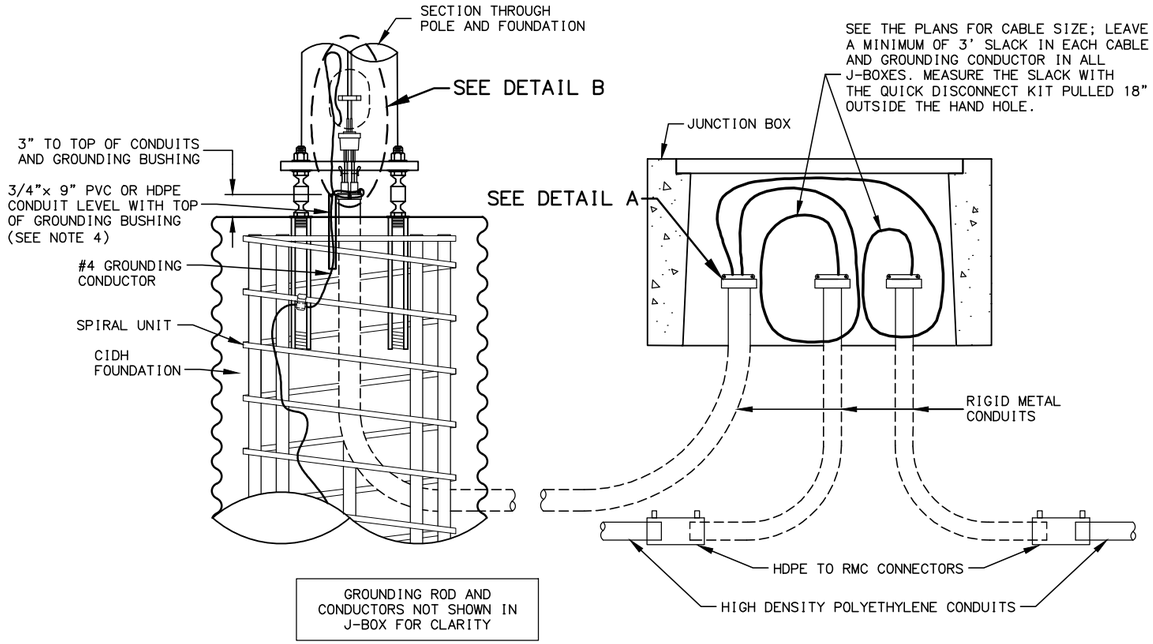
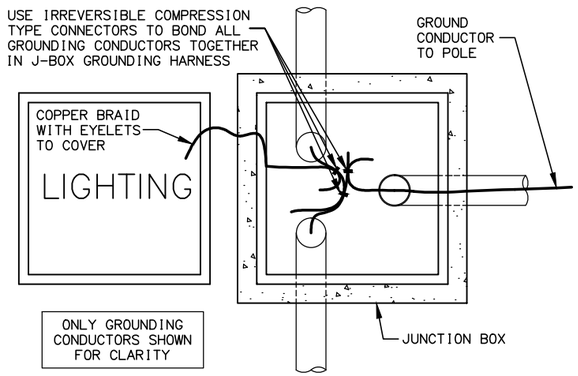
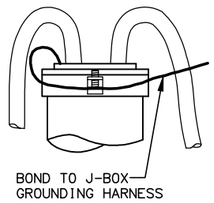


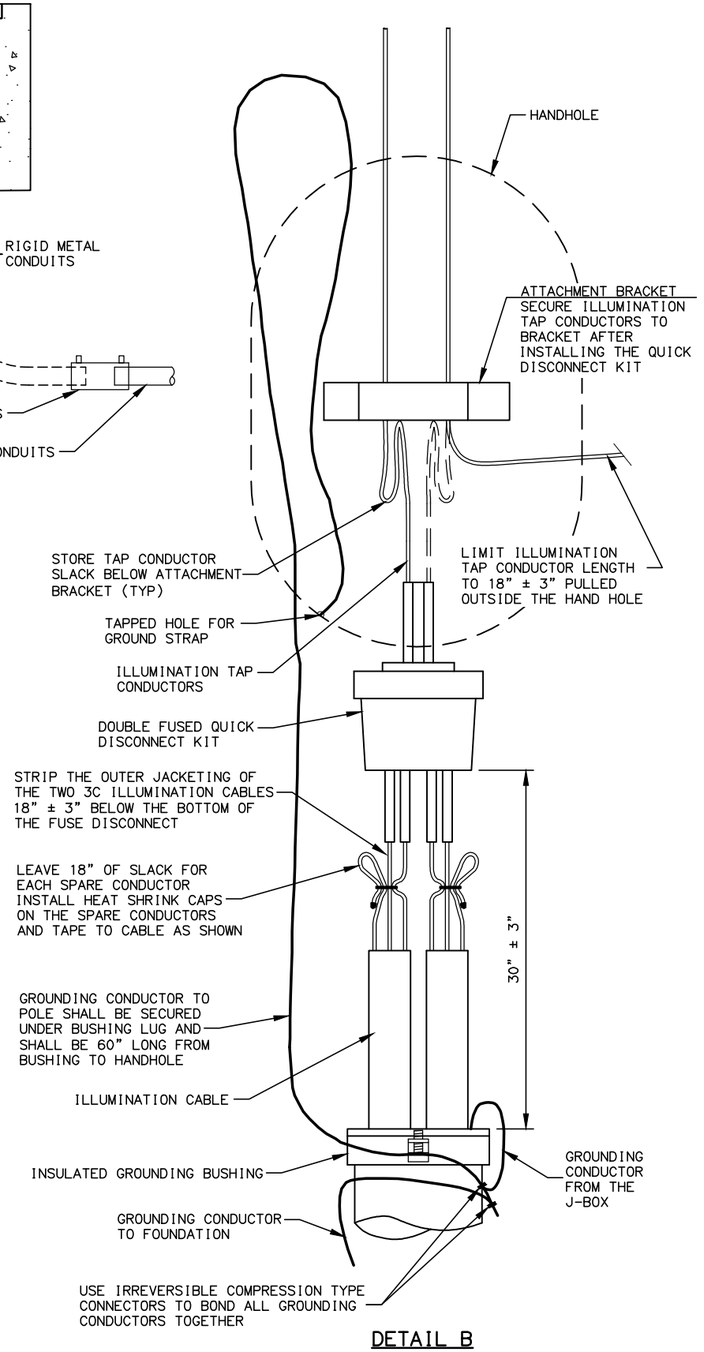
LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS



GROUNDING CONDUCTOR BONDING CONNECTIONS



DETAIL A



DETAIL B

NOTES:

1. APPLICATION FOR SLIP BASE IS THE SAME EXCEPT FOR BONDING. SEE SUBSECTION 660-3.06 FOR BONDING.
2. LABEL ALL CABLES AND CONDUCTORS IN POLE BASE AND J-BOX. SEE SUBSECTION 660-3.05.
3. MAKE ALL GROUNDING AND BONDING WIRE #8 AWG, EXCEPT IN THOSE CONDUITS THAT CONTAIN CIRCUIT CONDUCTORS LARGER THAN #8 AWG. IN THIS CASE USE WIRE EQUAL IN SIZE TO THE LARGEST CONDUCTOR. THE GROUNDING CONDUCTOR TO THE FOUNDATION SHALL BE #4 AWG.
4. USE LISTED IRREVERSIBLE COMPRESSION TYPE CONNECTORS SIZED FOR EACH APPLICATION AND INSTALLED PER MANUFACTURERS SPECIFICATIONS.
5. PROTECT GROUND WIRE WITH 3/4 INCH PVC OR HDPE CONDUIT TO 6 INCHES BELOW TOP OF FOUNDATION FILLED WITH SILICONE SEALANT.

STATE OF ALASKA
PROGRESS
4/5/11
WILLIAM J. WEBB
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

WIRING & GROUNDING CIDH FOUNDATION

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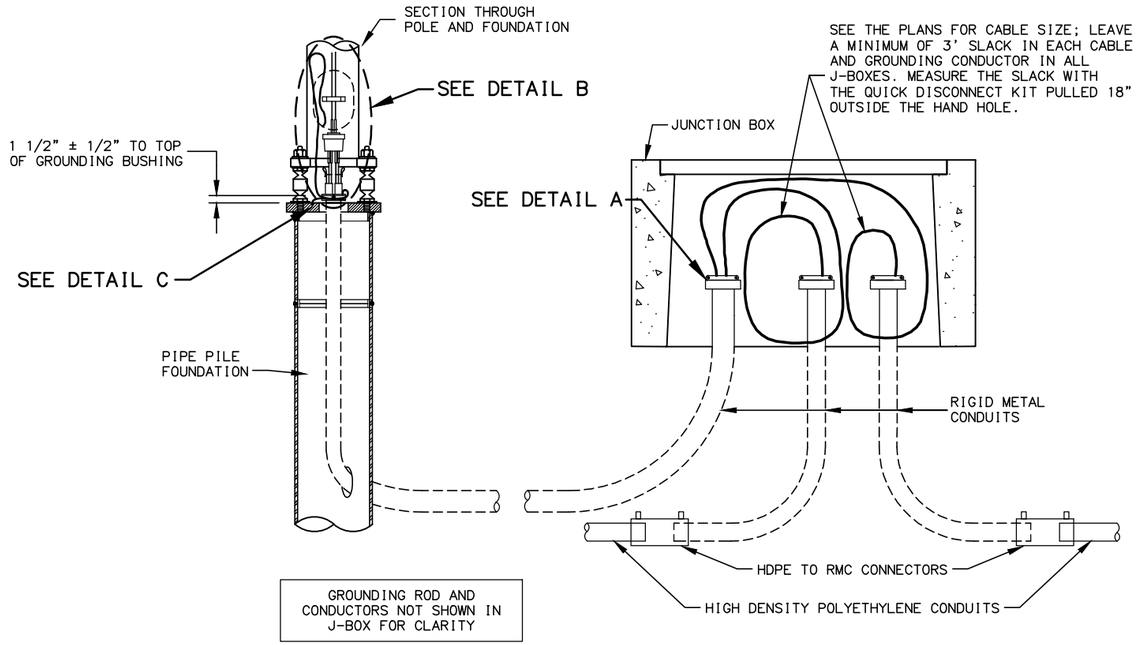
NO.	DATE	DESCRIPTION
	09/23/2009	CENTRAL REGION DETAIL

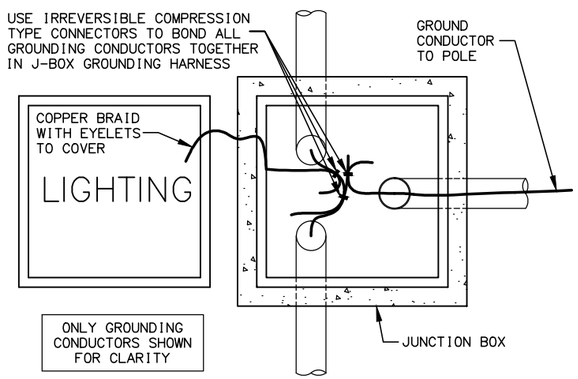
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H16	H19

NOTES:

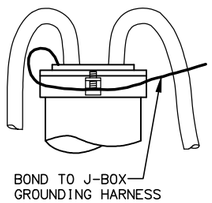
1. APPLICATION FOR SLIP BASE IS THE SAME EXCEPT FOR BONDING. SEE SUBSECTION 660-3.06 FOR BONDING.
2. LABEL ALL CABLES AND CONDUCTORS IN POLE BASE AND J-BOX. SEE SUBSECTION 660-3.05.
3. MAKE ALL GROUNDING AND BONDING WIRE #8 AWG, EXCEPT IN THOSE CONDUITS THAT CONTAIN CIRCUIT CONDUCTORS LARGER THAN #8 AWG. IN THIS CASE USE WIRE EQUAL IN SIZE TO THE LARGEST CONDUCTOR. THE GROUNDING CONDUCTOR TO THE FOUNDATION SHALL BE #4 AWG.
4. USE LISTED IRREVERSIBLE COMPRESSION TYPE CONNECTORS SIZED FOR EACH APPLICATION AND INSTALLED PER MANUFACTURERS SPECIFICATIONS.



LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS



GROUNDING CONDUCTOR BONDING CONNECTIONS



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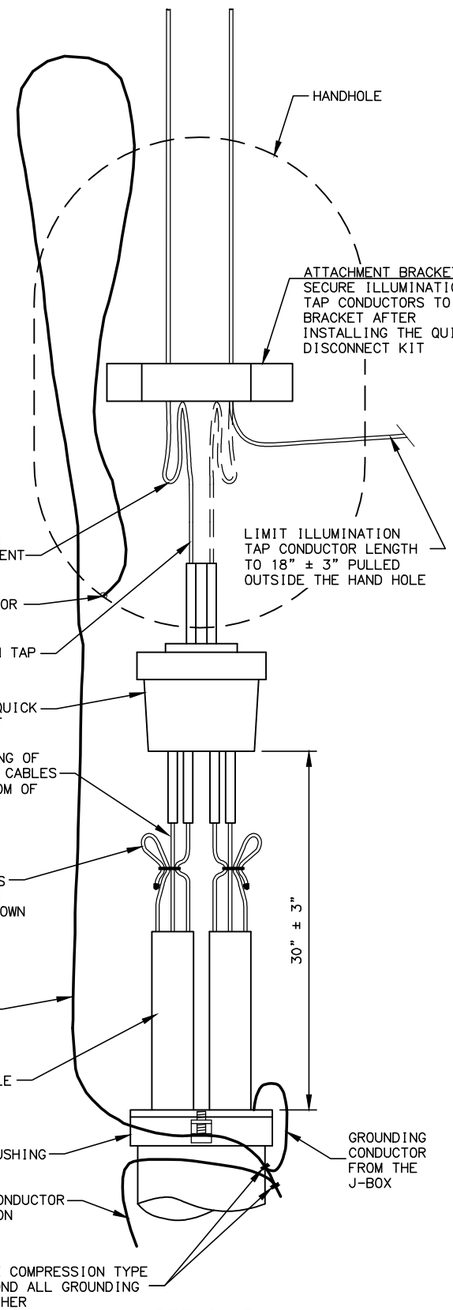
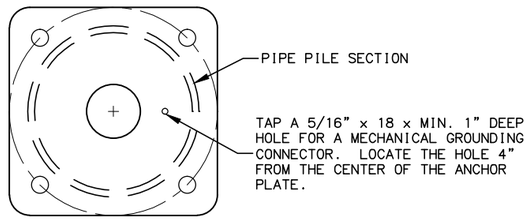


DETAIL B



DETAIL C

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

WIRING & GROUNDING PIPE PILE FOUNDATION

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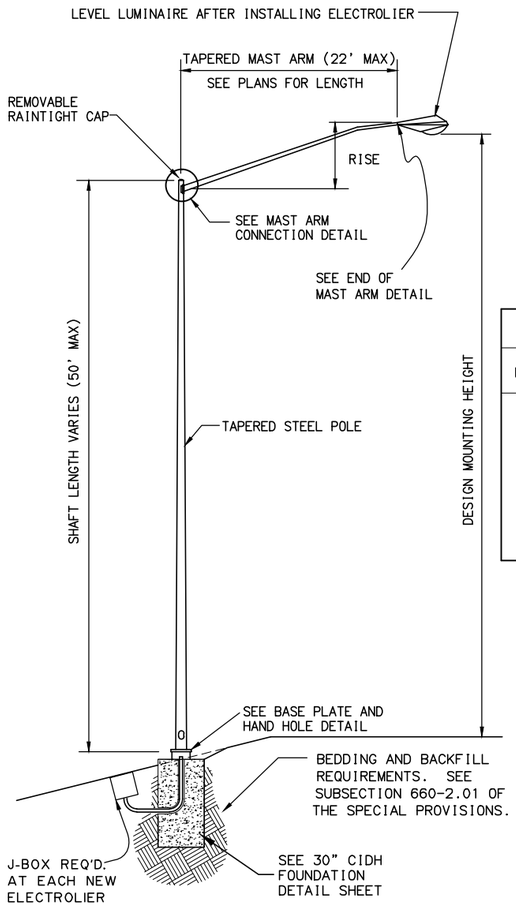
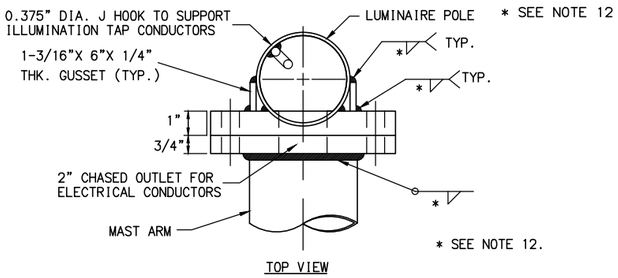
	10/02/09	CENTRAL REGION DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H17	H19

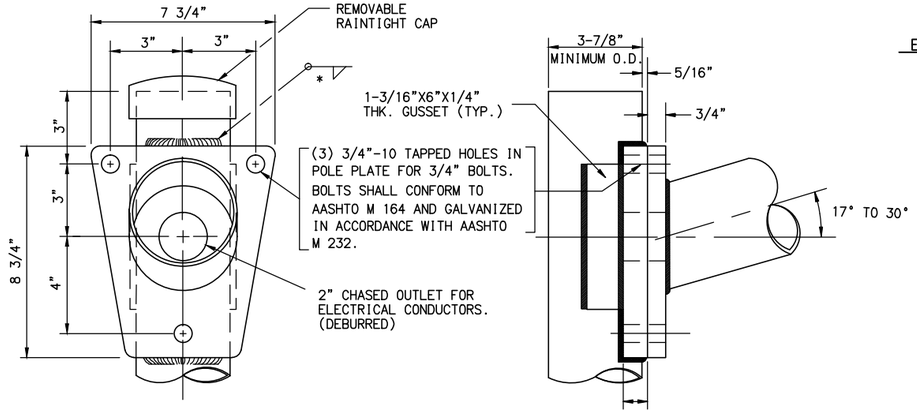


ELECTROLIER ELEVATION

MAST ARM DATA	
LENGTH	RISE
4'	1'-3"
6'	1'-9"
8'	2'-6"
10'	2'-9"
12'	3'-10"
15'	4'-6"
18'	5'-0"
20'	5'-10"
22'	6'-0"



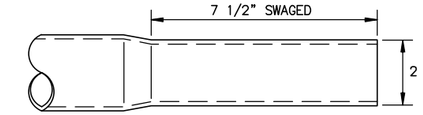
TOP VIEW



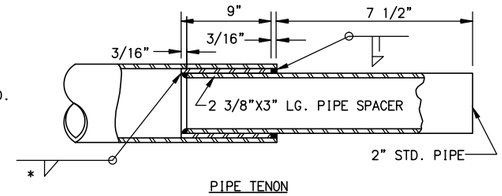
FRONT VIEW

SIDE VIEW

MAST ARM CONNECTION DETAIL



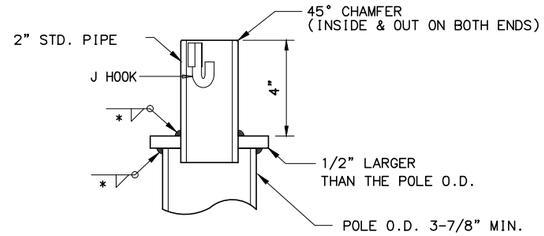
OPTIONAL SWAGED TENON



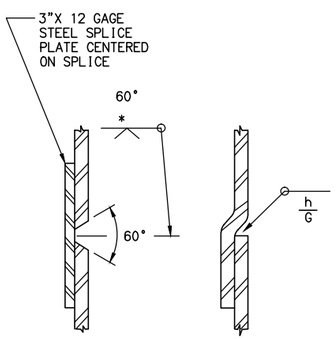
PIPE TENON

* SEE NOTE 12.

END OF MAST ARM DETAIL



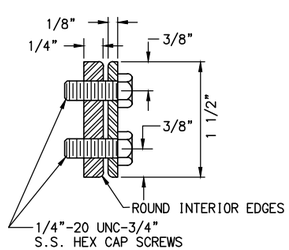
OFFSET LIGHTING STANDARD POLE TOP DETAIL
(CUTAWAY FOR CLARITY)



STANDARD SPLICE

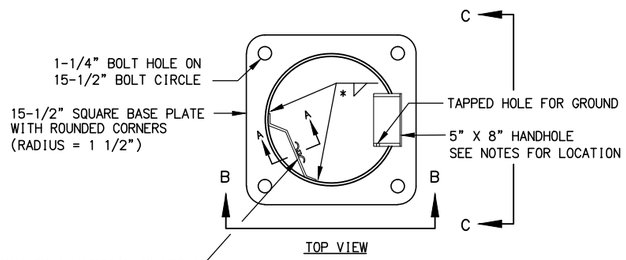
OPTIONAL JOGGLE JOINT SPLICE (FOR POLES > 35' ONLY)

SPILCE DETAIL
* SEE NOTE 12

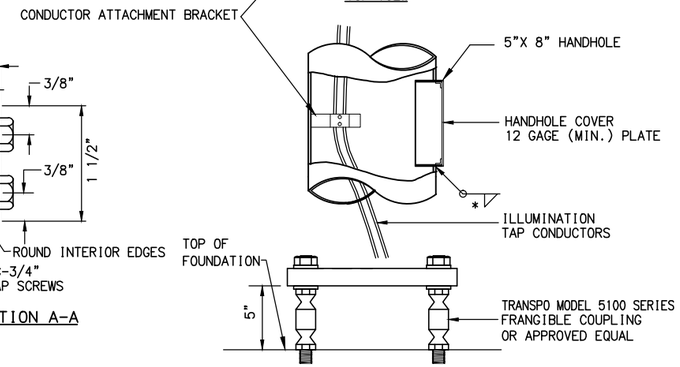


SECTION A-A

TRAFFIC FLOW

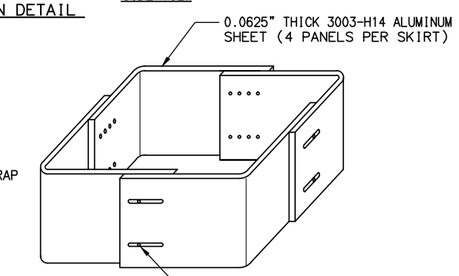


TOP VIEW

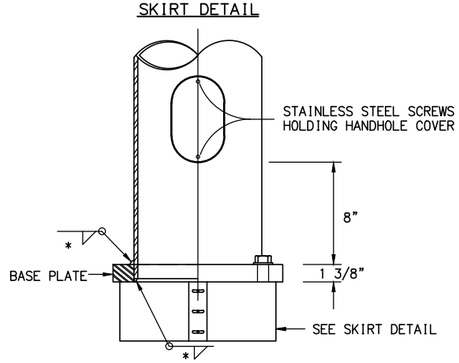


VIEW B-B

BASE PLATE AND HAND HOLE DETAIL



SKIRT DETAIL



VIEW C-C

* SEE NOTE 12

NOTES:

1. DESIGN AND FABRICATE ALL SHAFTS TO SUPPORT A MAST ARM 22 FEET LONG WITH LUMINAIRE. ASSUME EACH LUMINAIRE WEIGHS 55 POUNDS AND HAS AN EFFECTIVE PROJECTED AREA OF 1.2 SQUARE FEET. WITH THIS DEAD LOAD, LIMIT THE ANGULAR ROTATION TO THE POLE TOP 1° 40" MAXIMUM.
2. MOUNTING HEIGHT, IF SPECIFIED IN THE PLANS, REFERS TO THE HEIGHT OF LUMINAIRE ABOVE THE ROADWAY. ADJUST EACH POLE'S SHAFT LENGTH TO MAINTAIN THIS DIFFERENCE IN ELEVATION WHENEVER SLOPE AND/OR OFFSET VARIES.
3. MINIMUM OUTSIDE DIAMETER AT THE TOP OF POLE EQUALS 3.875". POLE DIAMETER SHALL THEN TAPER UNIFORMLY FROM THE TOP OF POLE TO THE BASE PLATE.
4. APPLY AN ANTI-SEIZING COMPOUND TO ALL THREADED SURFACES, INCLUDING THOSE IN THE ANCHOR PLATE AND ON THE COUPLINGS.
5. MAST ARM RISE MAY VARY ±0.5' FROM THE VALUES LISTED IN THE TABLE.
6. LOCATE THE HANDHOLE AT 90 DEGREES TO THE MAST ARM ON THE SIDE OF POLE DOWNSTREAM FROM TRAFFIC FLOW.
7. FURNISH ALL POLES WITH A J-HOOK TO SUPPORT THE ILLUMINATION TAP CONDUCTORS, AND ALL MAST ARM POLES WITH A REMOVABLE RAINTIGHT CAP.
8. MOUNT LIGHTING STANDARDS UPON TRANSPO MODEL NO. 5100 FRANGIBLE COUPLINGS AND TRANSPO TYPE B FEMALE ANCHORS, OR APPROVED EQUAL.
9. INSTALL ALL COMPONENTS OF THE BREAKAWAY SUPPORT SYSTEM IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS.
10. FABRICATE THE SKIRT FROM FOUR PIECES OF 0.0625 INCH THICK 3003 H-14 ALUMINUM SHEET. BEND EACH PLATE TO PROVIDE CORNERS WITH A 3/4" RADIUS. ASSEMBLE THE SKIRT WITH #10 X 5/8" SELF TAPPING STAINLESS SCREWS OR POP RIVETS. THE ASSEMBLED SKIRT MEASURES ABOUT 12-3/4" SQUARE.
11. INSTALL THE JUNCTION BOX ON THE LEFT SIDE OF THE FOUNDATION (WHEN VIEWED FROM ROADWAY CENTERLINE) AND IMMEDIATELY BEHIND THE FOUNDATION.
12. WELD SIZE TO BE DETERMINED BY MANUFACTURER.

REPLACES STANDARD DRAWIGN L-03.10

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

LIGHTING STANDARDS

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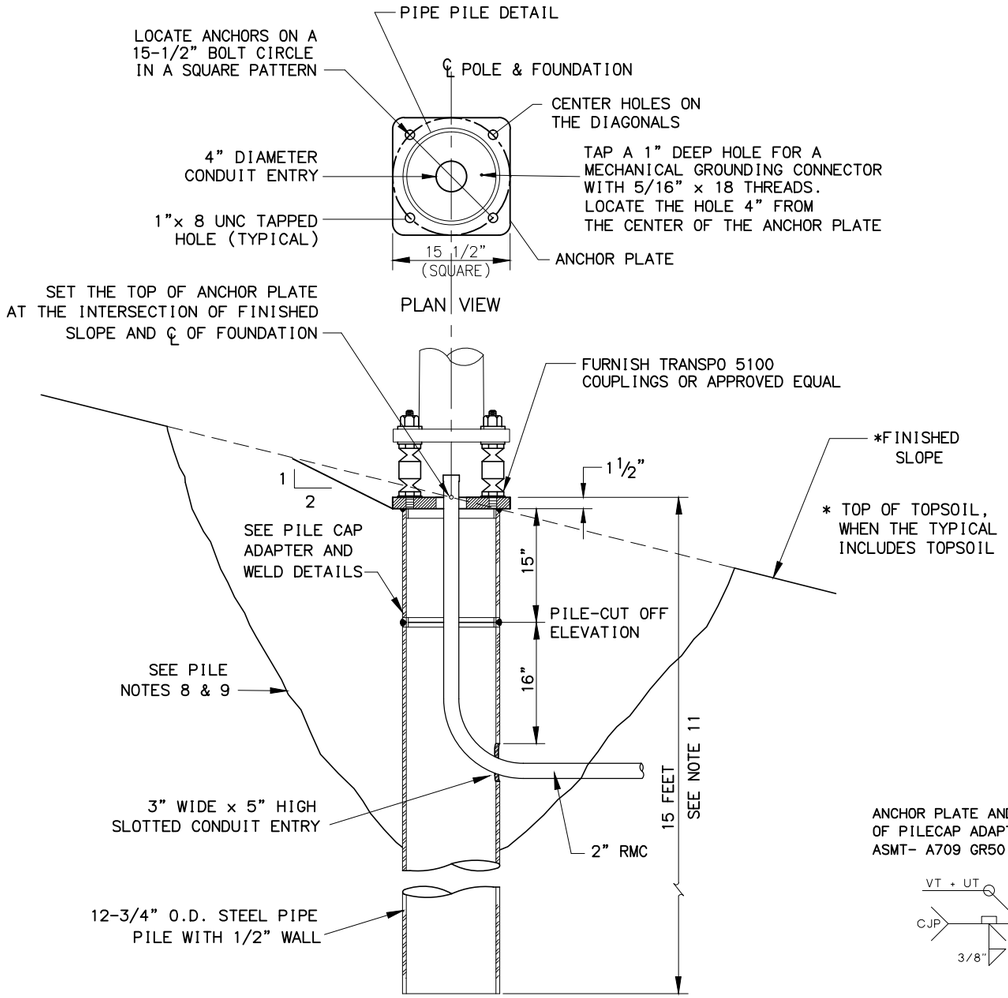
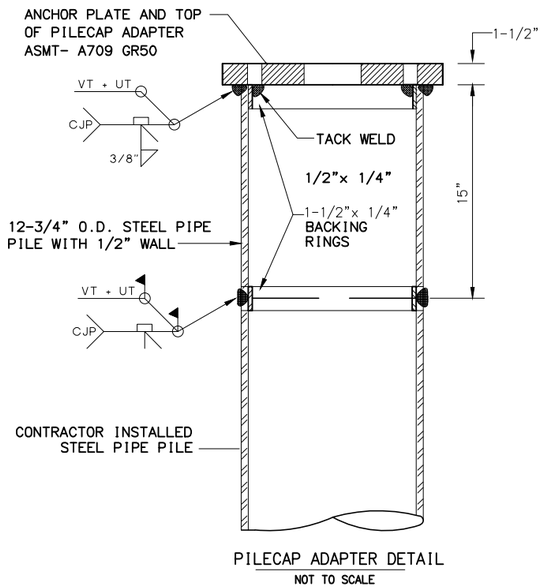
	09/23/2009	CENTRAL REGION DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H18	H19



PIPE PILE FOUNDATION

(SHOWN WITH FRANGIBLE COUPLINGS)



PILECAP ADAPTER DETAIL

NOT TO SCALE

PIPECAP ADAPTER AND WELD DETAILS

(FABRICATED BY THE POLE MANUFACTURER)

FOUNDATION NOTES:

DESIGN: AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION 2001 WITH 2006 INTERM.

CONSTRUCTION: STATE OF ALASKA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2004 EDITION WITH SPECIAL PROVISIONS.

WIND LOAD: 100 MPH

LIGHT SUPPORT DETAIL: FOUNDATION DESIGN BASED ON A MAXIMUM 55 FOOT SHAFT LENGTH AND A 22 FOOT LONG MAST ARM.

MATERIAL PROPERTIES		
STRUCTURAL STEEL PLATE	ASTM A709 GRADE 50	Fy = 50 ksi
STEEL PIPE PILE	ASTM A709, GRADE 50 T3	Fy = 50 ksi
	API 5L GRADE X 42	Fy = 42 ksi

PILE FOUNDATION NOTES:

1. FURNISH STEEL PIPE PILES AND PILECAP ADAPTERS THAT CONFORM TO SECTION 660, 715 AND 740 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS. INCLUDE STAMPED ENGINEERING CALCULATIONS, DRAWINGS, MILL CERTIFICATIONS AND WELDING PLANS FOR PILECAP ADAPTERS.
2. FURNISH SHOP FABRICATED PILECAP ADAPTERS.
3. DRIVE PILES OPEN ENDED. COMPLETE PILE WORK ACCORDING TO SECTIONS 505, 660 AND 715 OF THE STATE OF ALASKA STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
4. REMOVE AND REINSTALL PILES OUT OF PLUMB MORE THAN 1/8 INCH PER FOOT.
5. FRESH HEAD THE TOP OF PILES IN A LEVEL PLANE.
6. CUT THE CONDUIT ENTRANCE HOLE AFTER YOU INSTALL THE PILE.
7. WELDING SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF THE AWS D1.1, STRUCTURAL WELDING CODE-STEEL.
8. AT EACH FOUNDATION, EXCAVATE A CONE SHAPED WORK HOLE 6.5' DIAMETER AT THE SURFACE DOWN TO 1 FOOT BELOW THE CONDUIT HOLE. AFTER CUTTING THE CONDUIT ENTRANCE HOLE AND WELDING ON THE PILECAP ADAPTER, BACKFILL AND COMPACT THE WORK HOLE IN 8" LIFTS WITH A CEMENT-SOIL MIXTURE, CONSISTING OF 2 SACKS OF PORTLAND CEMENT PER CUBIC YARD OF SOIL. SUFFICIENT COMPACTIVE EFFORT WILL BE DETERMINED BY THE ENGINEER.
9. WAIT AT LEAST 3 DAYS AFTER BACKFILLING THE WORK HOLE BEFORE ERECTING THE LUMINAIRE POLE.
10. TERMINATE THE 2" CONDUIT 3" ABOVE THE TOP OF THE ANCHOR PLATE. INSTALL A GROUNDING BUSHING ON THE END OF THE RIGID METAL CONDUIT.
11. FOUNDATION DEPTH SUBJECT TO LOCAL CONDITIONS. APPROVAL OF THE FOUNDATION ENGINEER REQUIRED FOR DEPTHS LESS THAN 12 FEET.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PIPE PILE FOUNDATION DETAILS

PROGRESS 4/5/11

STATE OF ALASKA — JAMES WEBB — No. CE 12023 — REGISTERED PROFESSIONAL ENGINEER

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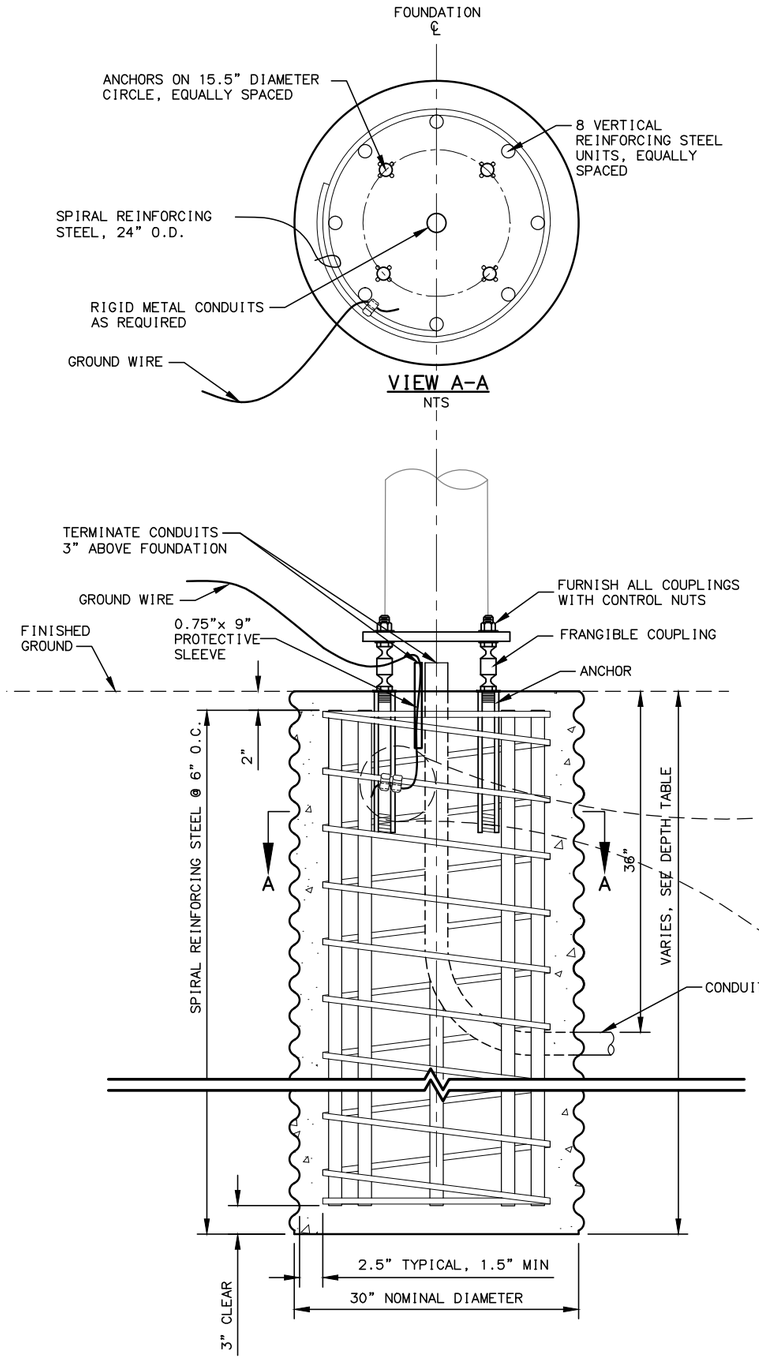


FOUNDATION DETAILS
NTS

REVISIONS		
NO.	DATE	DESCRIPTION
	07/14/2008	CENTRAL REGION DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	H19	H19

MATERIAL PROPERTIES

CONCRETE	CLASS A	f'c = 4000 PSI
CMP	AASHTO M218	14 GA.
VERTICAL REINFORCING STEEL	AASHTO M31 #11	GR 60
SPIRAL REINFORCING STEEL	AASHTO M31 #5	GR 60
GROUND WIRE		#4 AWG.
FRANGIBLE COUPLING	TRANSPO MODEL 5100 POLE SAFE OR APPROVED EQUAL	Vu = 5.5 KIPS Tu = 43.2 KIPS
FERULE ANCHOR	TRANSPO TYPE B OR APPROVED EQUAL	
CONDUIT	SCH 40	RMC
PROTECTIVE SLEEVE	SCH 40	PVC

DEPTH TABLE

GRADE	FOUNDATION DEPTH BY APPLICATION (FT)	
	ELECTROLIER	BREAKAWAY TRAFFIC SIGNAL
FLAT TO 6:1	8	6
>=6:1 TO 3:1	9	7
>=3:1 TO 1.5:1	10	8

SAND SLURRY MIX DESIGN

ITEM	BATCHING QUANTITIES (CUBIC YARD)	
	BY WEIGHT (LBS.)	BY VOLUME (C.F.)
PORTLAND CEMENT CONCRETE	188	0.96
WATER (52.1 GAL.)	435	6.97
FINE AGGREGATE SSD	3041	18.00
ADMIXTURE: MICROAIR	2.0 OZ.	1.08
TOTAL	3664	27.00

NOTES:

1. THIS FOUNDATION IS APPROVED FOR ELECTROLIER AND BREAKAWAY TRAFFIC SIGNAL APPLICATIONS IN COHESIONLESS SOILS WITH AN N1-60 VALUE OF 5 OR GREATER PER AASHTO T-206, "STANDARD PENETRATION TEST" (SPT). THIS FOUNDATION SHALL NOT BE USED IF ANY OF THE FOLLOWING ARE ENCOUNTERED; WATER TABLE ABOVE THE BOTTOM OF FOUNDATION, VERY LOOSE SOILS, ORGANIC SOILS OR, COHESIVE SOILS (CLAY). IF ANY OF THESE CONDITIONS ARE ENCOUNTERED, STOP DRILLING/EXCAVING AND CONTACT THE ENGINEER.
2. PLACE FOUNDATION IN DRILLED OR EXCAVATED HOLE WITH CENTERLINE OF FOUNDATION LOCATED AT THE STATION, OFFSET, AND ELEVATION SPECIFIED IN PLANS. GRADE TO DRAIN AWAY FROM FOUNDATION WITHOUT EXPOSING MORE THAN 4" OF THE FOUNDATION FROM THE SURROUNDING GROUND SURFACE.
3. FORM THE FOUNDATION IN CORRUGATED METAL PIPE CONFORMING TO SUBSECTION 707-2.01 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (SSHC).
4. FORM THE SPIRAL REINFORCING STEEL OF #5 REBAR. PROVIDE 1.5 EXTRA TURNS AT EACH END OF THE SPIRAL REINFORCING STEEL. REINFORCING STEEL SHALL NOT BE SPLICED. TIE VERTICAL REINFORCING STEEL TO EACH INTERSECTION OF THE SPIRAL REINFORCING STEEL.
5. CONNECT GROUND WIRE TO ONE OF THE TOP SPIRALS WITH TWO IRREVERSABLE, HYDRAULICALLY SWAGED CONNECTORS AS SHOWN. GROUND WIRE SHALL BE BARE SOLID, STRANDED, OR BRAIDED COPPER. PROTECT GROUND WIRE WITH CONDUIT AS SHOWN AND FILL CONDUIT WITH SILICON SEALANT.
6. COMPLETE ALL CONCRETE WORK IN CONFORMANCE WITH SECTIONS 501, 503, AND 660 OF THE SSHC. USE A TUBE WITH A HOPPER HEAD OR OTHER APPROVED DEVICE WHEN DROPPING CONCRETE MORE THAN 5 FEET PER SUBSECTION 501-3.08. VIBRATE CONCRETE DURING PLACEMENT BY MECHANICAL VIBRATION PER SUBSECTION 501-3.08. ENSURE ANCHOR ROD THREADS ARE PROTECTED FROM CONTACT WITH CONCRETE DURING CONCRETE WORK.
7. BACKFILL AND COMPACT ACCORDING TO SECTIONS 204 AND 205, AND SUBSECTIONS 203-3.04 AND 660-3.01 OF THE SSHC. USE SELECT MATERIAL, TYPE A OR SAND SLURRY AS BACKFILL MATERIAL. ENSURE AREA BELOW FOUNDATION MEETS COMPACTION REQUIREMENTS AND IS FREE OF LOOSE MATERIAL AND DEBRIS PRIOR TO CONCRETE WORK.
8. INSTALL ALL ANCHORS ACCORDING TO THE MANUFACTURER'S WRITTEN INSTALLATION INSTRUCTIONS.
9. WHEN USED FOR ELECTROLIER REDUCE THE FOUNDATION DEPTH 1 FOOT WHEN THERE IS NO LUMINAIRE ARM OR THE LUMINAIRE ARM IS LESS THAN OR EQUAL TO 12 FEET.
10. TO DETERMINE GRADE, USE THE MOST SEVERE GRADE FOUND WITHIN AN 8 FOOT RADIUS OF THE CENTER OF THE FOUNDATION.
11. SLOPES STEEPER THAN 1.5:1 REQUIRE ENGINEERED DEPTH CALCULATION.

PROGRESS 4/5/11

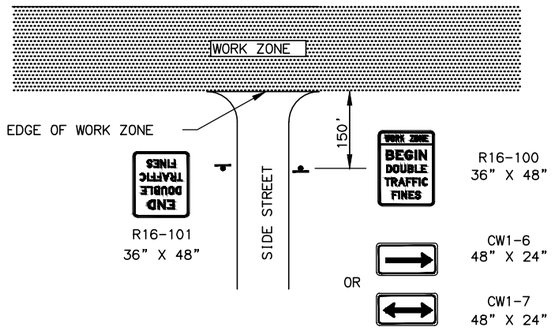
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

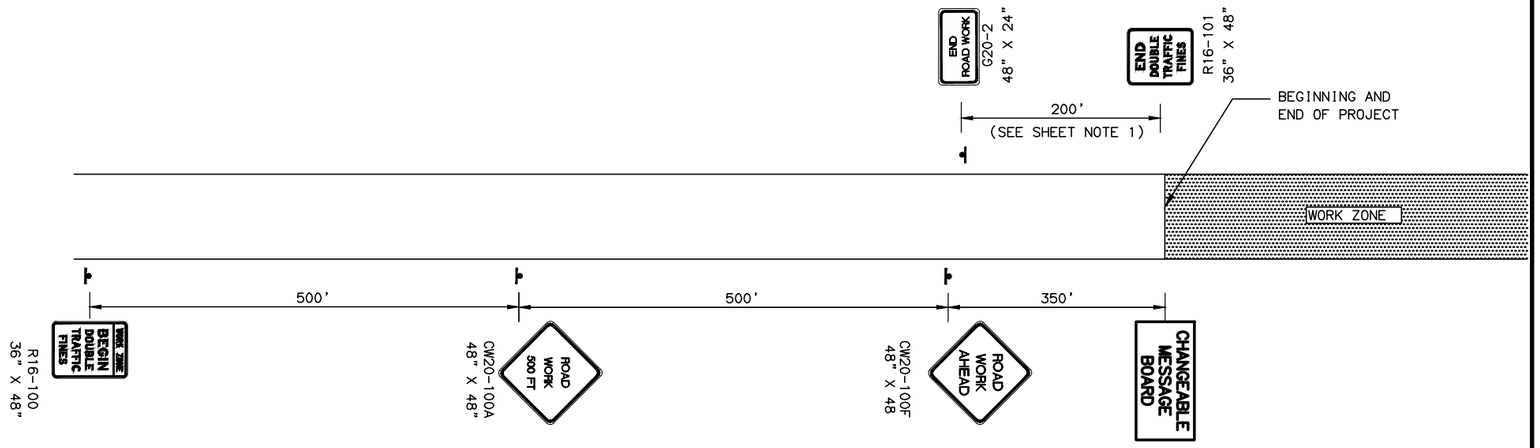
30 INCH FOUNDATION DEATIL

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	J1	J4



PERMANENT CONSTRUCTION SIGNING
SIDE STREET APPROACHES



PERMANENT CONSTRUCTION SIGNING

NOTES:

1. IN URBAN LOCATIONS, SIGN SPACING MAY BE LESS IF NECESSARY TO FIT BETWEEN BLOCKS.
2. SEE STANDARD DRAWING C-04.12 FOR ADDITIONAL CONSTRUCTION SIGNING REQUIREMENTS.

GENERAL TRAFFIC CONTROL NOTES:

1. WARNING LIGHTS SHOULD BE USED TO MARK CHANNELIZING DEVICES AT NIGHT AS NEEDED.
2. SEE ALASKA TRAFFIC MANUAL (MUTCD WITH ALASKA SUPPLEMENT) FOR ADDITIONAL INSTRUCTION AND/OR RESTRICTION ON THE USE OF TRAFFIC CONTROL DEVICES. REFER TO THE LATEST EDITION OF MUTCD, FOR ALL TYPICAL DRAWINGS.
3. FOR LONG TERM PROJECTS (LASTING LONGER THAN 3 DAYS), ANY CONFLICTING PAVEMENT MARKINGS NO LONGER APPLICABLE SHOULD BE REMOVED OR OBLITERATED AS SOON AS PRACTICABLE. TEMPORARY MARKINGS SHALL BE USED AS NECESSARY. (SEE SECTION 6D-1 OF ALASKA TRAFFIC MANUAL)
4. CONSTRUCTION SIGNS SHALL BE FABRICATED IN ACCORDANCE WITH THE ALASKA SIGN SPECIFICATIONS WITH MATERIAL IN ACCORDANCE WITH SECTION 615 OF THE ALASKA STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION.
5. FOR ROADWAYS WITH THREE OR MORE TRAFFIC LANES IN ONE DIRECTION, PLACE CONSTRUCTION SIGNS ADJACENT TO EACH SIDE OF ROADWAY.
6. ALL SIGNS SHOWN ON THIS PLAN SHALL BE CLASS "T" AS DESIGNATED IN THE ALASKA SIGN DESIGN SPECIFICATION.
7. ALL ADVANCE DETOUR AND ROAD CLOSURE SIGNING SHALL BE SUPPLEMENTED WITH HIGH LEVEL WARNING DEVICES.
8. MAINTAIN ACCESS TO BUSINESSES AND RESIDENCES WITHIN CLOSURE AREAS.

STATE OF ALASKA
PROGRESS
4/5/11
STATE OF ALASKA
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

PERMANENT CONSTRUCTION SIGNING

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Plotted by: wwebb

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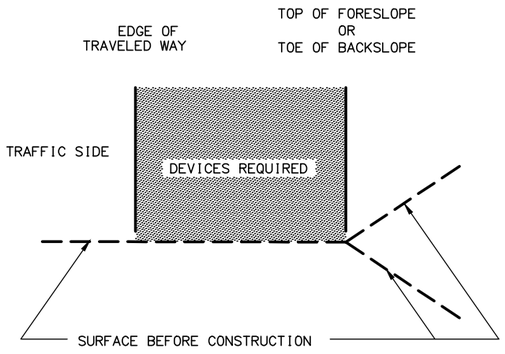
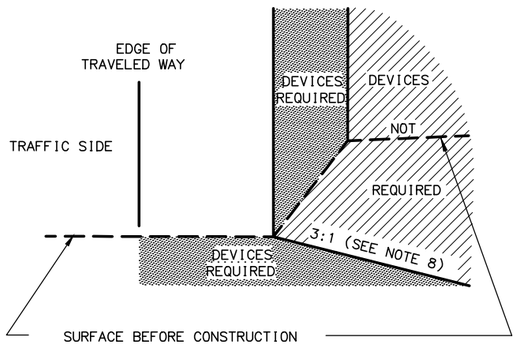
NO.	DATE	DESCRIPTION

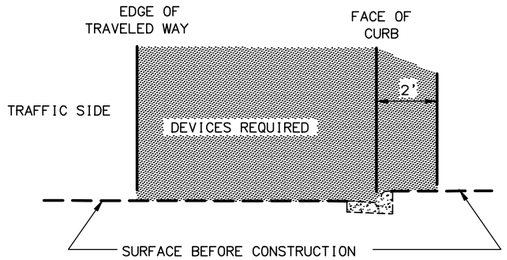
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	J2	J4



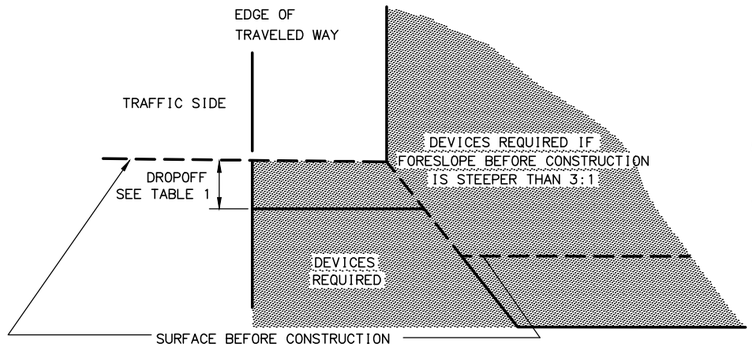
EMBANKMENT SECTION



BACKSLOPE SECTION



CURB AND GUTTER SECTION



FORESLOPE SECTION

LEGEND

- WORK AREA WHERE TRAFFIC CONTROL DEVICES ARE REQUIRED
- WORK AREA WHERE TRAFFIC CONTROL DEVICES ARE NOT REQUIRED
- SURFACE BEFORE CONSTRUCTION
- CONSTRUCTION AREA BOUNDARY

TABLE 1
TRAFFIC CONTROL DEVICES REQUIRED FOR VERTICAL DROPOFFS ≤ 4 FEET FROM TRAVELED WAY

ROADWAY TYPE	DROPOFF ≤ 2"	2" < DROPOFF < 12"	DROPOFF ≥ 12"
AVERAGE DAILY TRAFFIC > 4000 OR SPEED > 40 MPH	TAPER ASPHALT AT 1:1 OR ~45°	TYPE II BARRICADES OR DRUMS	TEMPORARY PORTABLE CONCRETE BARRIER OR TEMPORARY GUARDRAIL
ALL OTHER ROADWAYS	NONE REQUIRED	TUBULAR CANDLES OR DELINEATORS	TYPE II BARRICADES OR DRUMS

* SPACE THE DEVICES IN ACCORDANCE WITH REQUIREMENTS FOR SPACING TYPE II BARRICADES AND DRUMS SET FORTH IN THE ALASKA TRAFFIC MANUAL.

NOTES:

1. TRAFFIC CONTROL DEVICES REQUIRED BY THE GUIDELINES ON THIS SHEET ARE INTENDED FOR CONDITIONS WHICH WILL BE IN PLACE LONGER THAN ONE CONTINUOUS WORK SHIFT. AN APPROVED TRAFFIC CONTROL PLAN IS REQUIRED PRIOR TO BEGINNING WORK.
2. THE GROUND CROSS SECTION AT A LOCATION BEFORE CONSTRUCTION DETERMINES WHETHER TRAFFIC CONTROL DEVICES ARE NEEDED AT THE SAME LOCATION DURING CONSTRUCTION.
3. GUARDRAIL EXISTING AT A LOCATION BEFORE CONSTRUCTION SHALL REMAIN IN PLACE DURING CONSTRUCTION OR APPROVED ALTERNATE DEVICES INSTALLED.
4. INSTALL TRAFFIC CONTROL DEVICES BETWEEN THE EDGE OF TRAVELED WAY AND THE WORK AREA ON ANY ROADWAY OPENED TO TRAFFIC WHEN REQUIRED BY THIS DRAWING.
5. EXISTING ROADWAY ALIGNMENTS

   INSTALL TRAFFIC CONTROL DEVICES WHEN WORK OCCURS IN THE DEVICES REQUIRED AREAS SHOWN ON THIS DRAWING.
6. DETOURS, TEMPORARY ROADWAYS, OR NEW ROADWAYS NOT YET COMPLETE

   INSTALL TRAFFIC CONTROL DEVICES WHEN ANY OF THE FOLLOWING CONDITIONS EXIST:

   A. THE HORIZONTAL OR VERTICAL CURVATURE IS MORE SEVERE THAN BEFORE CONSTRUCTION BEGAN.

   B. THE ROADWAY OR SHOULDER WIDTH IS LESS THAN BEFORE CONSTRUCTION BEGAN.

   C. THE BACKSLOPE OR FORESLOPE IS STEEPER THAN BEFORE CONSTRUCTION BEGAN.

   D. THE HEIGHT OF THE FORESLOPE IS GREATER THAN BEFORE CONSTRUCTION BEGAN.
7. DROPOFFS:

   INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL AND TABLE 1.
8. ON ANY NEWLY CONSTRUCTED SLOPE STEEPER THAN 4:1 TO 3:1 PROVIDE A TEN FOOT FLAT RECOVERY AREA AT THE TOE OF SLOPE OR INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL.
9. TRAFFIC CONTROL DEVICE REQUIREMENTS:

   A. ON ROADWAYS WITH A SPEED LIMIT GREATER THAN 40 MILES PER HOUR OR AVERAGE DAILY TRAFFIC VOLUME GREATER THAN 4,000 VEHICLES PER DAY INSTALL TEMPORARY PORTABLE CONCRETE BARRIER OR TEMPORARY GUARDRAIL. ON MULTI-LANE ROADWAYS CLOSE THE LANE CLOSEST TO THE WORK AREA AND INSTALL DRUMS.

   TERMINATE RUNS OF TEMPORARY PORTABLE CONCRETE BARRIER USING ONE OF THE FOLLOWING THREE METHODS:

   I.) TEMPORARY CRASH ATTENUATOR.

   II.) RIGID TO SEMI-RIGID GUARDRAIL TRANSITION WITH SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT.

   III.) FLARE THE ENDS OF THE TEMPORARY BARRIER AWAY FROM THE ROADWAY AT A RATE OF 15:1 ON A TRANSVERSE SLOPE OF 10:1 OR FLATTER TO THE OUTSIDE EDGE OF THE CLEAR ZONE AND INSTALL A SLOPING END TREATMENT, PER STANDARD DRAWING G-46.10.

   TERMINATE RUNS OF TEMPORARY GUARDRAIL USING EITHER OF THE FOLLOWING TWO METHODS:

   I.) SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT.

   II.) FLARE THE ENDS OF THE TEMPORARY GUARDRAIL AWAY FROM THE ROADWAY AT A RATE OF 15:1 ON A TRANSVERSE SLOPE OF 10:1 OR FLATTER TO THE OUTSIDE EDGE OF THE CLEAR ZONE.

   B. ON ALL OTHER ROADWAYS INSTALL TYPE II BARRICADES, DRUMS OR DELINEATORS WHEN DEVICES ARE REQUIRED. SPACE THE DEVICES IN ACCORDANCE WITH THE REQUIREMENTS FOR SPACING TYPE II BARRICADES AND DRUMS SET FORTH IN THE ALASKA TRAFFIC MANUAL.
10. DO NOT CONSTRUCT VERTICAL DROPOFFS GREATER THAN 1.5" WITHIN THE TRAFFIC LANE OR ACTIVE WHEEL TRACK. PROVIDE 2' OF SHY DISTANCE FROM EDGE OF ALL TRAFFIC CONTROL DEVICES TO THE EDGE OF THE TRAVELED WAY.

PROGRESS 4/5/11

STATE OF ALASKA
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No. CE 12023

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

TRAFFIC CONTROL DEVICES FOR ROADSIDES

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REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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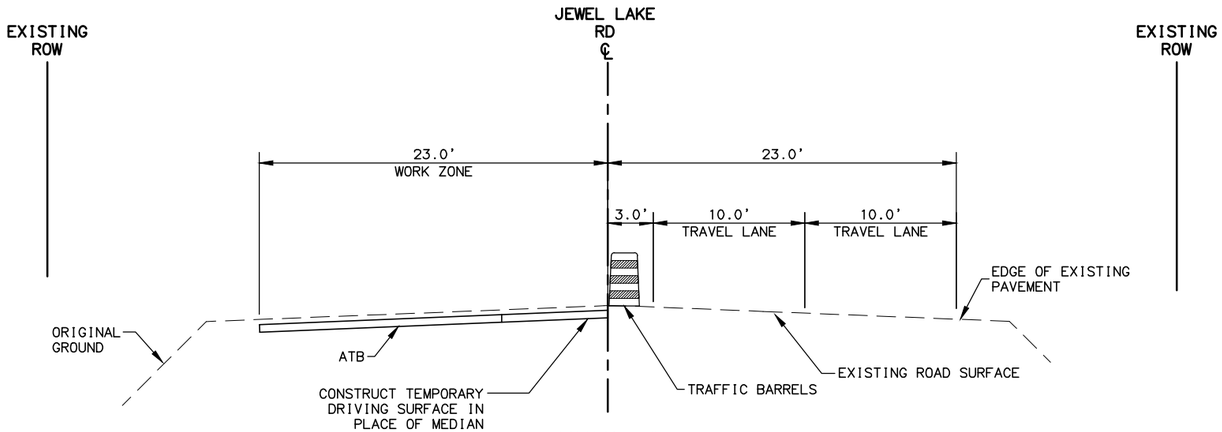
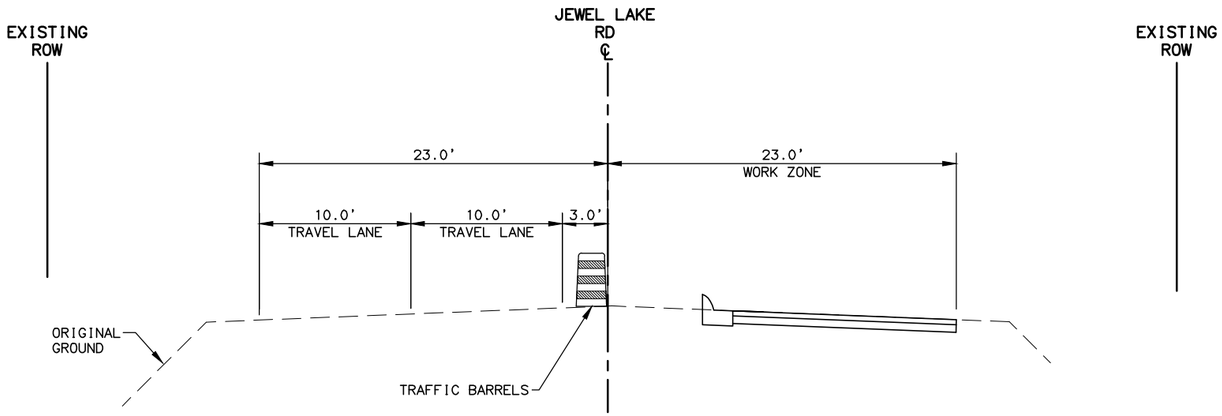


PHASE 1



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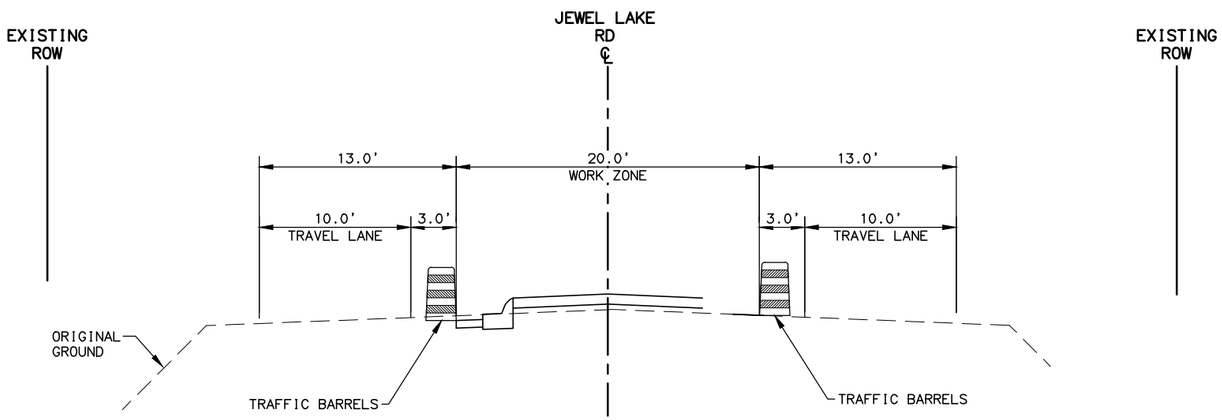

PHASE 3

NOTES:

1. CONSTRUCTION PHASING SHOWN IS CONCEPTUAL. THE CONTRACTOR MUST SUBMIT A CONSTRUCTION PHASING PLAN TO CONSTRUCT THE PROJECT.
2. PHASE 1 - SHIFT TRAFFIC TO EAST SIDE OF JEWEL LAKE ROAD. GRADE WEST SIDE, CONSTRUCT STORM DRAIN CROSSINGS AND INLETS. FOR STORM DRAIN WORK THAT ENCROACHES OUTSIDE OF WORK ZONE, FLAG ONE-WAY TRAFFIC AT TIMES PERMITTED IN THE SPECIAL PROVISIONS. CONSTRUCT ROAD SURFACE UP TO ATB LAYER.
3. PHASE 2 - SHIFT TRAFFIC TO NEW ATB SURFACE ON WEST SIDE OF JEWEL LAKE ROAD. GRADE EAST SIDE AND CONSTRUCT IMPROVEMENTS, INCLUDING MEDIAN CURB AND FINAL LIFT HMA.
4. PHASE 3 - SHIFT TRAFFIC TO SHOULDERS OF EACH SIDE OF JEWEL LAKE ROAD. CONSTRUCT MEDIANS. PAVE FINAL LIFT OF SOUTHBOUND LANE WHILE FLAGGING ONE-WAY TRAFFIC ON NORTHBOUND LANE AT TIMES PERMITTED IN THE SPECIAL PROVISIONS.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
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PROGRESS 4/5/11

STATE OF ALASKA
REGISTERED ENGINEER
No. CE 12023
REGISTERED PROFESSIONAL ENGINEER

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

JEWEL LAKE ROAD TRAFFIC CONTROL PHASING

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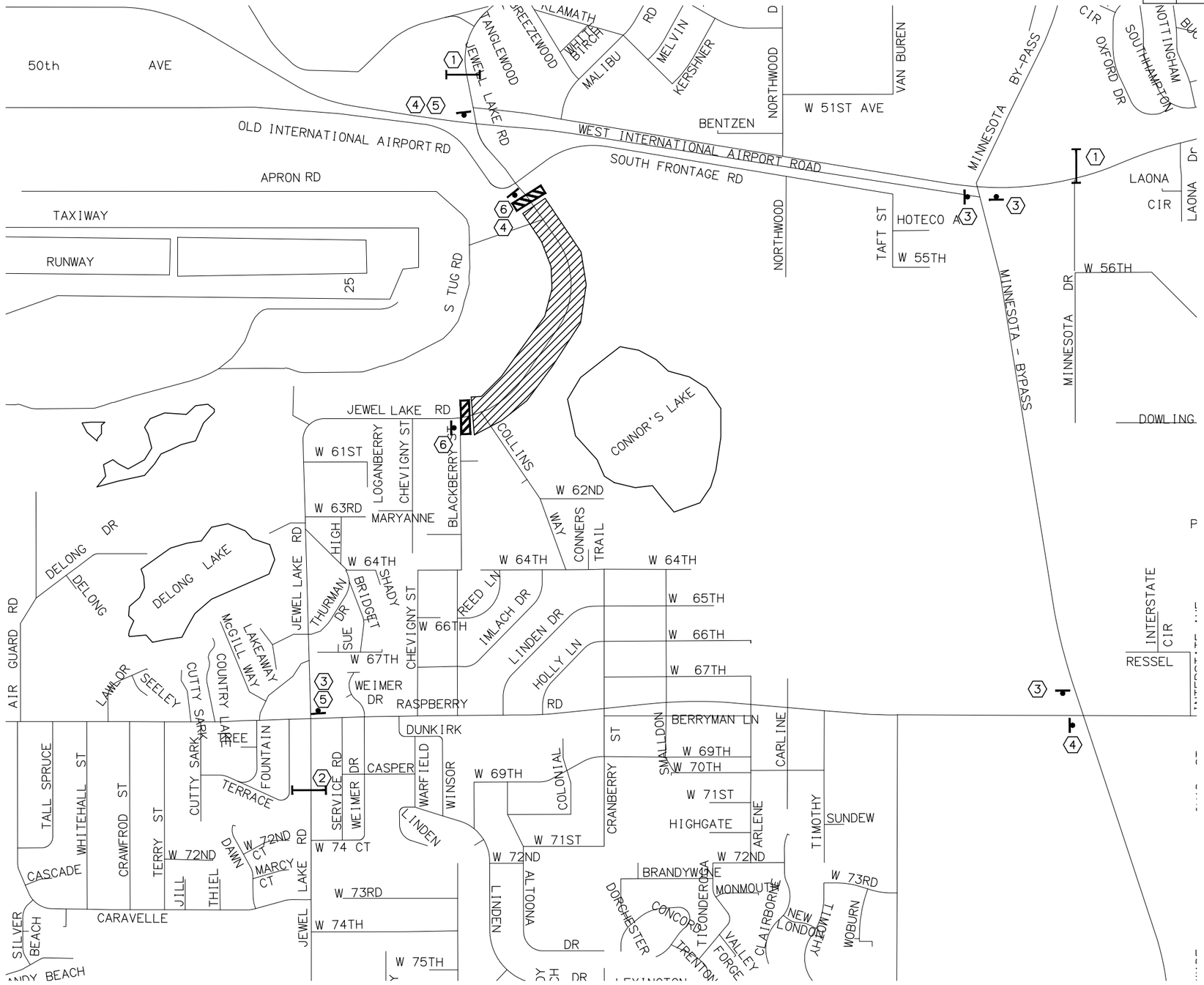
REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	J4	J4



SIGN SCHEDULE

NO.	SIGN TYPE	LEGEND	REMARKS
1	CHANGEABLE MESSAGE	A JEWEL LAKE CLOSED AT OLD INT'L B USE MINNESOTA	ALTERNATE MESSAGES
2	CHANGEABLE MESSAGE	A JEWEL LAKE CLOSED AT RASPBERRY B USE MINNESOTA	ALTERNATE MESSAGES
3	M4-9	DETOUR →	
4	M4-9	DETOUR ←	
5	R11-4	ROAD CLOSED TO THRU TRAFFIC	
6	R11-2	ROAD CLOSED	

LEGEND:

- WORK SPACE
- SIGN (SHOWN FACING LEFT)
- TYPE III BARRICADE
- CHANGABLE MESSAGE SIGN

NOTES:

1. SCHEMATIC DETOUR ROUTING SHOWN. CONTRACTOR IS REPONSIBLE FOR PROVIDING SIGNS, MARKINGS, AND BARRICADES NECESSARY TO MEET THE ALASKA TRAFFIC MANUAL.
2. SUBMIT A TRAFFIC CONTROL PLAN TO THE ENGINEER AND OBTAIN APPROVAL BEFORE IMPLEMENTING DETOURS OR ROAD CLOSURES.

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

DETOUR ROUTE

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REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	Q1	Q10

GENERAL ESCP NOTES:

1. THE CONTRACTOR SHALL DEVELOP A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR THIS PROJECT. THE PLAN SHALL COMPLY WITH THE ALASKA POLLUTANT DISCHARGE ELIMINATION SYSTEM (APDES) REQUIREMENTS FOR STORM WATER DISCHARGE FROM CONSTRUCTION SITES.
2. THE CONTRACTOR SHALL MINIMIZE THE AREA AND TIME PERIOD ERODIBLE SOILS ARE EXPOSED TO STORM WATER. PHASE CLEARING OPERATIONS TO TAKE ADVANTAGE OF THE EXISTING COVER ONSITE BEFORE CONSTRUCTION TO PROVIDE TEMPORARY COVER FOR DISTURBED AREAS NOT CURRENTLY BEING WORKED. DISTURBED AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE AFTER DISTURBANCE.
3. THE CONTRACTOR SHALL INSTALL SEDIMENT CONTROL DEVICES BEFORE ERODIBLE SOILS ARE EXPOSED AND MAY HAVE TO BE REMOVED AND REINSTALLED DAILY TO ALLOW CONSTRUCTION ACTIVITIES TO PROCEED. ALL DEVICES SHALL BE MAINTAINED ON A DAILY BASIS INCLUDING, BUT NOT LIMITED TO, REMOVAL AND DISPOSAL OF ACCUMULATED SOILS, CLEANING DEVICES, AND REPLACEMENT OF DAMAGED DEVICES WITH NEW.
4. THE CONTRACTOR SHALL MAINTAIN DEVICES AND CORRECT ANY PROBLEMS OCCURRING DUE TO INADEQUATE PROTECTION MEASURES. INSPECT AND REPAIR DEVICES AFTER EACH RAINFALL. REMOVE AND DISPOSE OF SEDIMENT CONTROL DEVICES AFTER STABILIZATION OF SLOPES.
5. THE CONTRACTOR SHALL USE WATER OR NON-TOXIC DUST CONTROL PALLATIVES TO CONTROL DUST.
6. THE CONTRACTOR SHALL PROVIDE EROSION CONTROL OR BLANKET OR OTHER BEST MANAGEMENT PRACTICE (BMP) ON ALL SLOPES GREATER THAN 3:1 OR STEEPER, WHERE IMMEDIATE SEEDING IS NOT PRACTICAL.
7. THE CONTRACTOR SHALL PROVIDE INLET PROTECTION ON ALL INLETS WITHIN 25 FEET OF DISTURBED GROUND. INLET PROTECTION SHALL BE SEQUENCED TO PROTECT EXISTING INLETS AND NEW INLETS AS PROJECT PHASING OCCURS.
8. THE CONTRACTOR SHALL NOT MAINTAIN EQUIPMENT OR PERFORM FUELING OPERATIONS WITHIN 200 FEET OF A WATER BODY.
9. THE CONTRACTOR SHALL DISPOSE OF UNCONTAMINATED GROUND WATER BY PUMPING THROUGH A FILTER BAG OR DEWATERING BASIN TO REMOVE SEDIMENT BEFORE WATER RE-ENTERS SYSTEM.
10. MATERIAL TRACKED BY CONSTRUCTION EQUIPMENT MUST BE SWEPT BACK INTO THE PROJECT AREA OR PICKED UP BY A VACUUM TRUCK.

ESCP LEGEND:

- FENCE
- GUARD RAIL
- SILT FENCE
- EDGE OF PAVEMENT
- INLET PROTECTION
- DRAINAGE PATTERN
- WATTLE SEDIMENT TRAP

PROJECT LOCATION
JEWEL LAKE RD:
63rd AVE TO OLD
INT'L AIRPORT RD

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

ESCP GENERAL NOTES AND LEGEND

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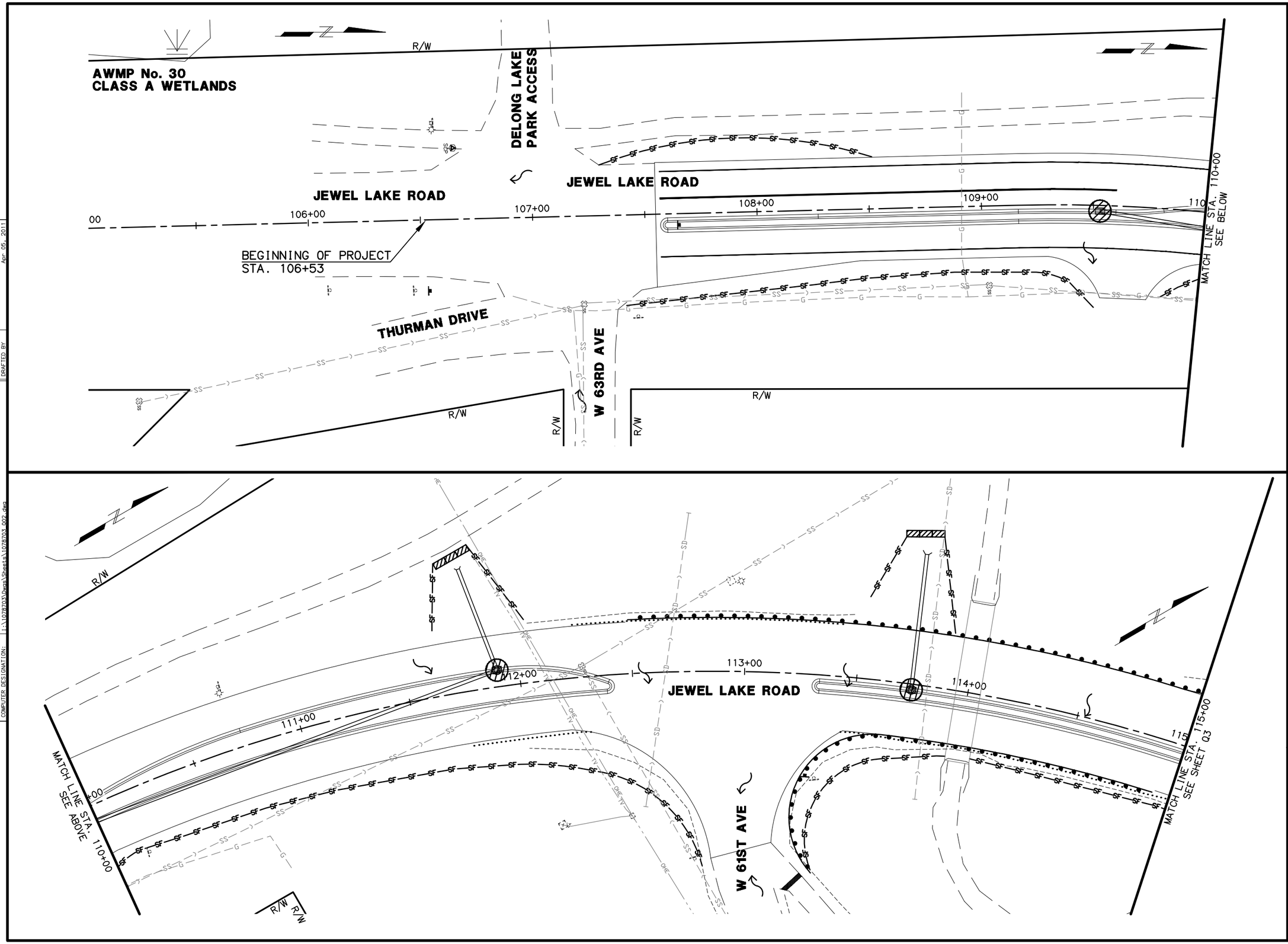

SHEET NO.	TOTAL SHEETS
Q2	Q10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

EROSION AND SEDIMENT CONTROL

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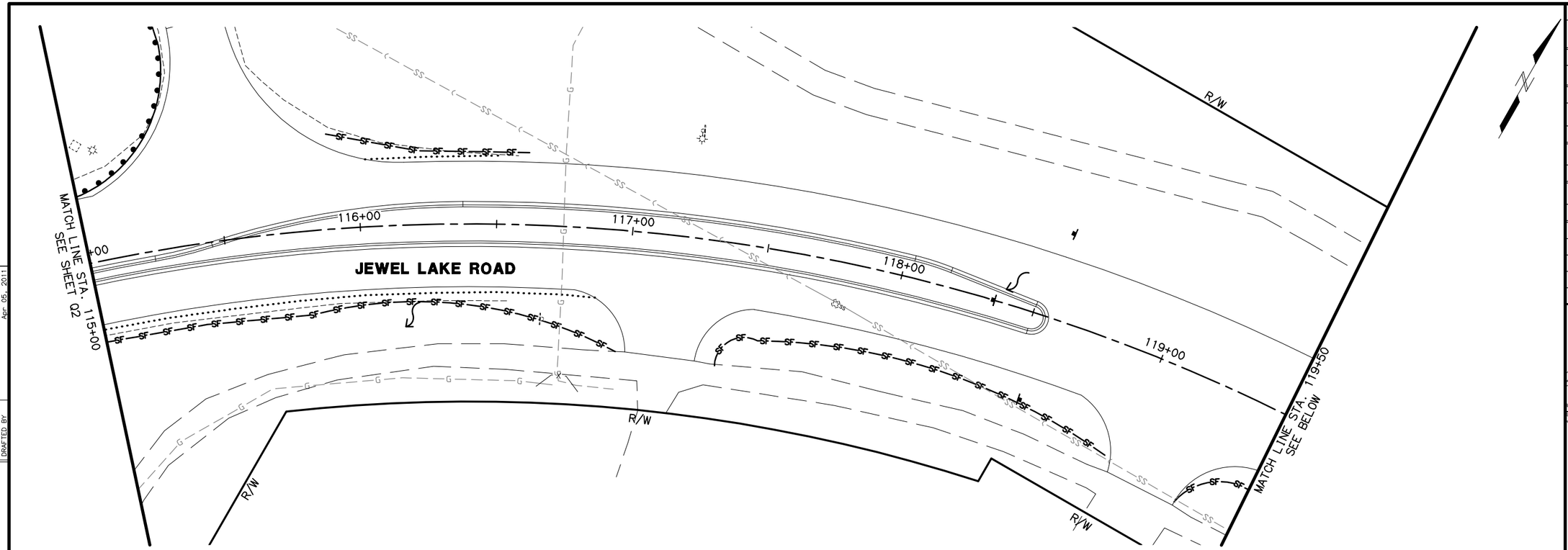

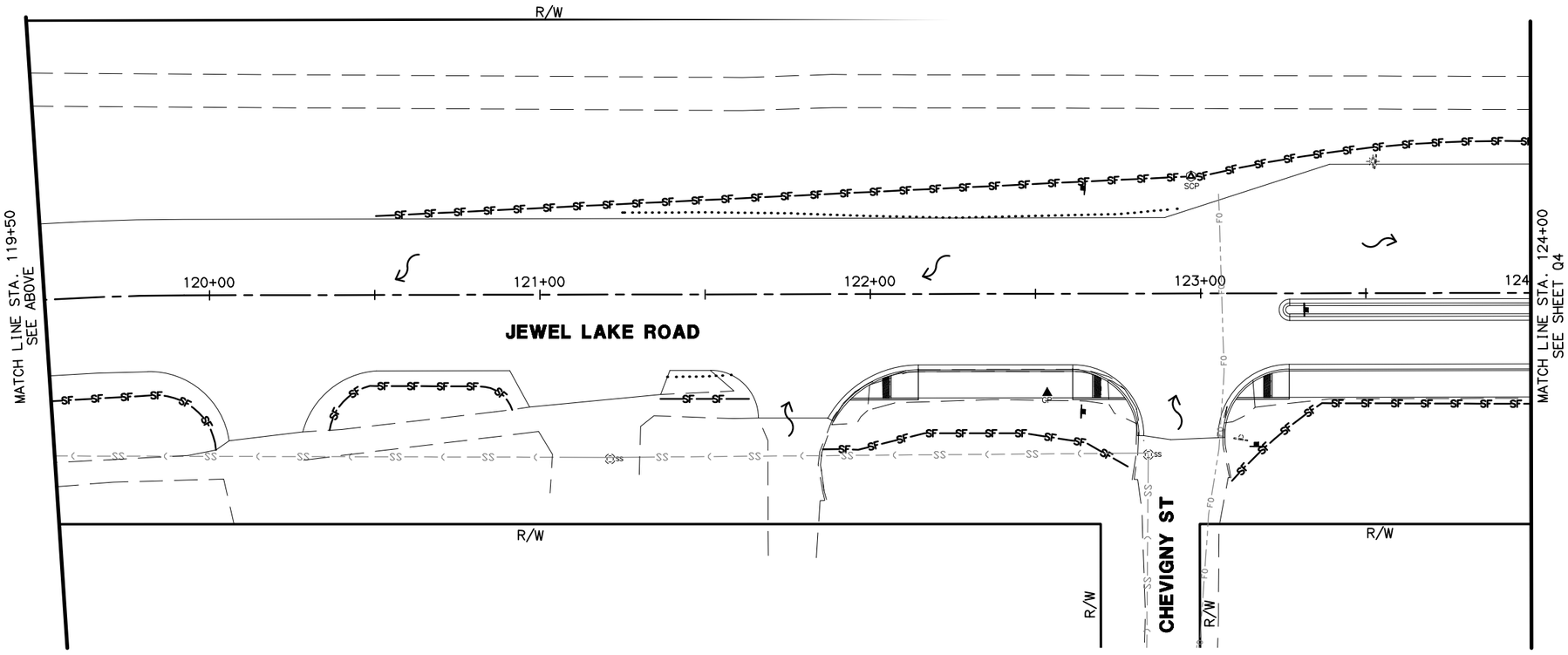

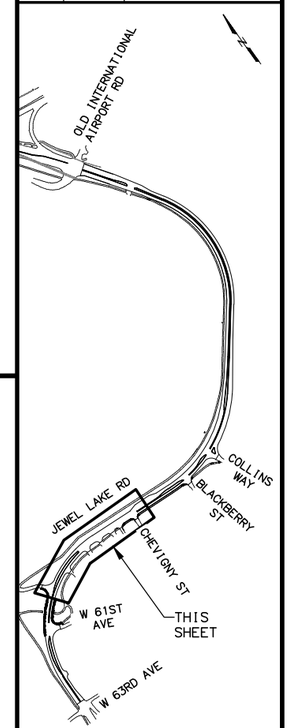

SHEET NO.	TOTAL SHEETS
Q3	Q10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

EROSION AND SEDIMENT CONTROL

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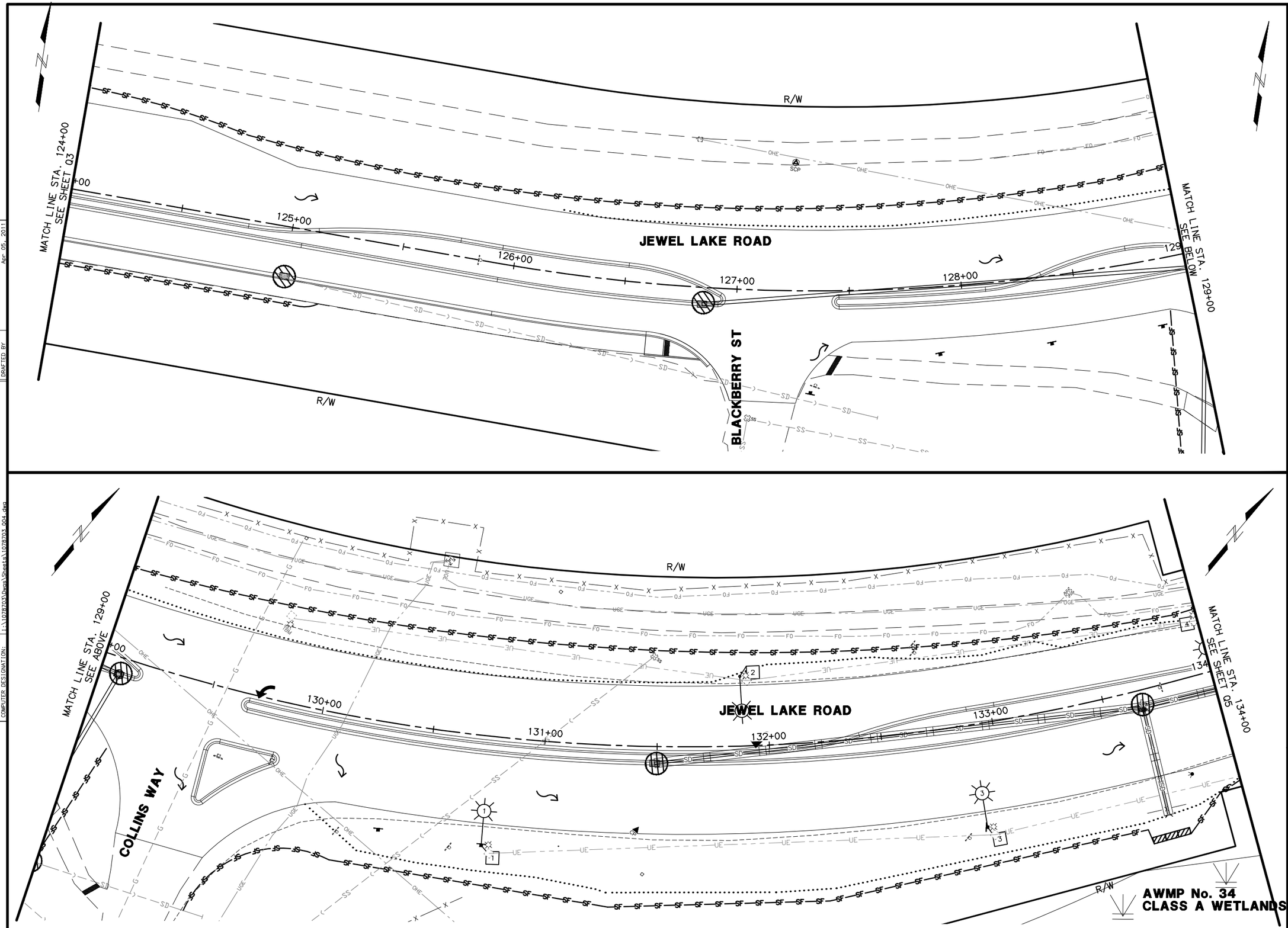

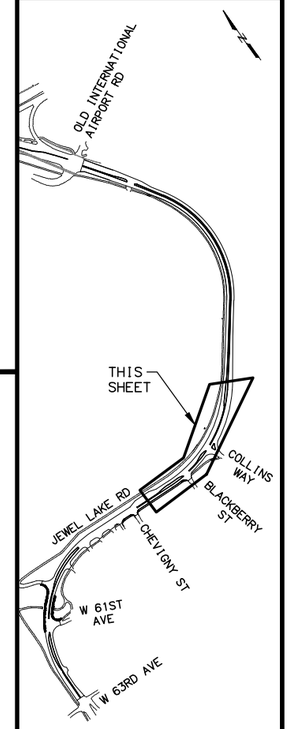

SHEET NO.	TOTAL SHEETS
Q4	Q10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ALASKA
REGISTERED PROFESSIONAL ENGINEER
No. CE 12023

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

EROSION AND SEDIMENT CONTROL

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SHEET NO.	TOTAL SHEETS
Q5	Q10
STATE	YEAR
ALASKA	2011

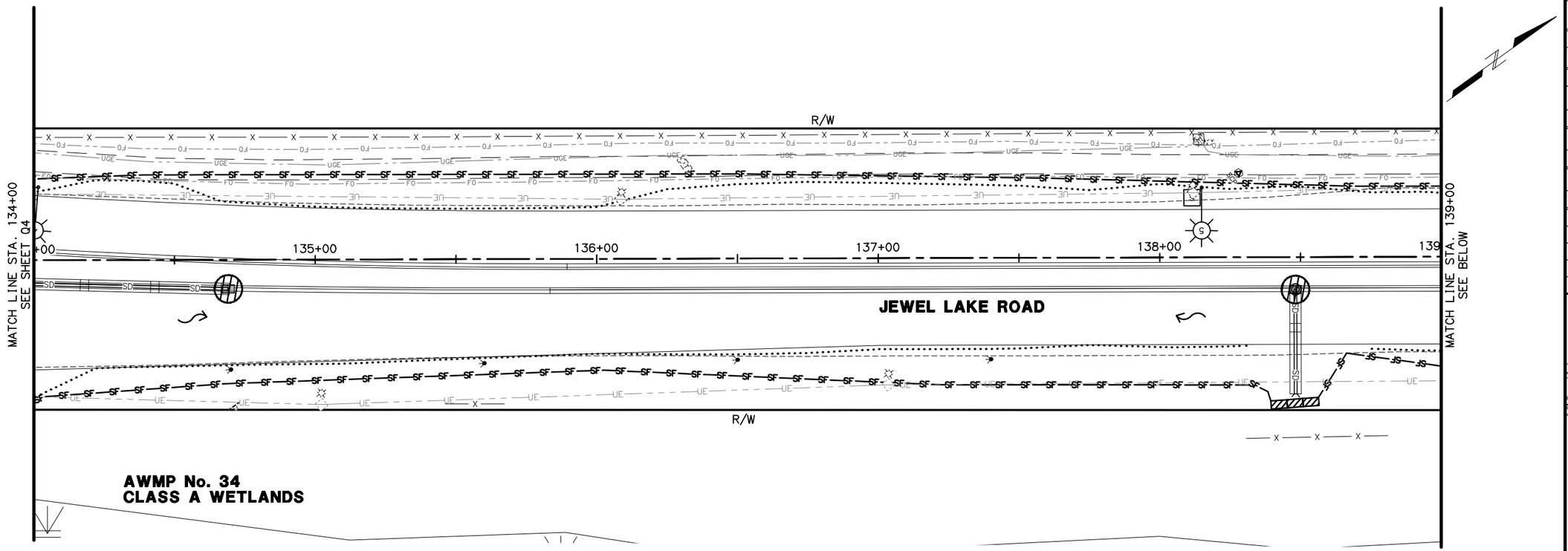
PROJECT DESIGNATION
HHE-0515(3)/51924

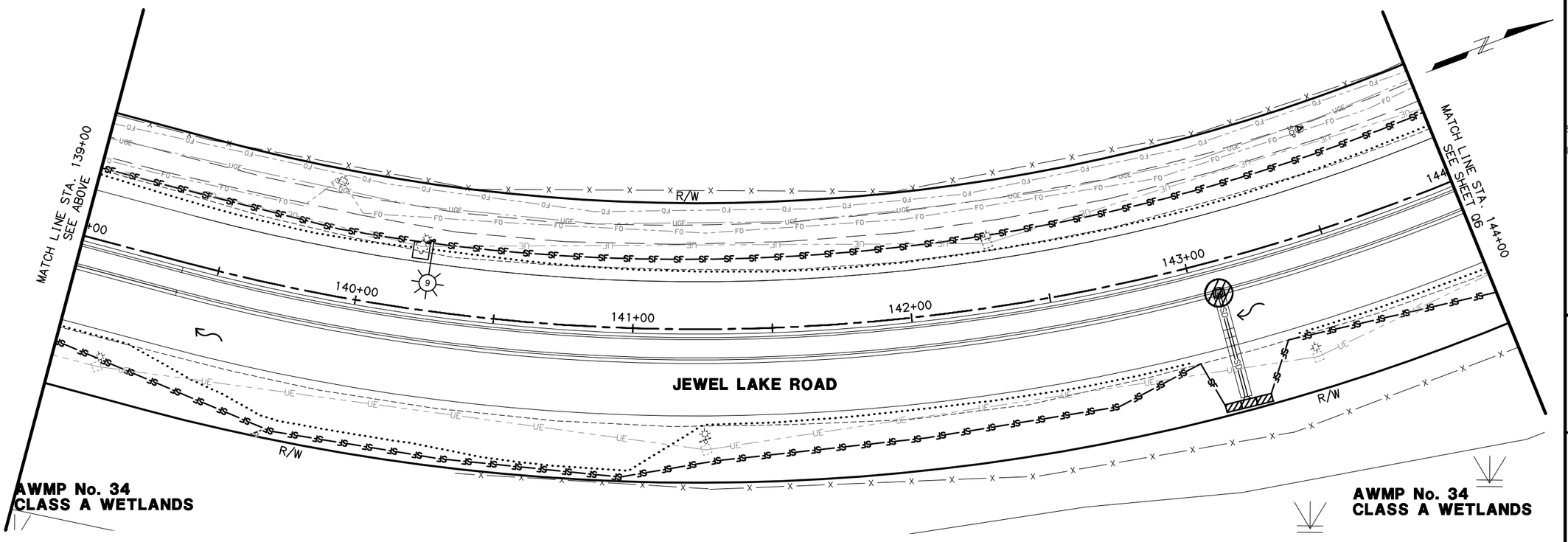
ADDENDUM NO.

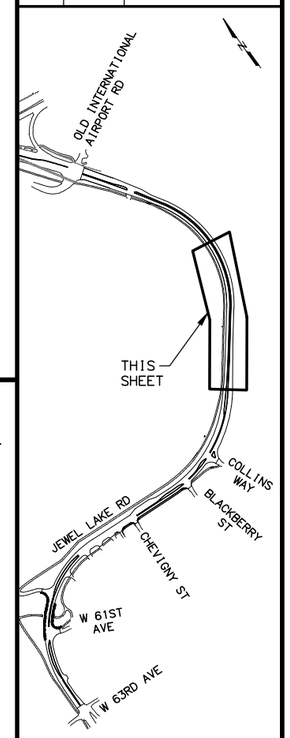
ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION







PROGRESS
4/5/11

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DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

EROSION AND SEDIMENT CONTROL

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DESIGNED BY
CHECKED BY
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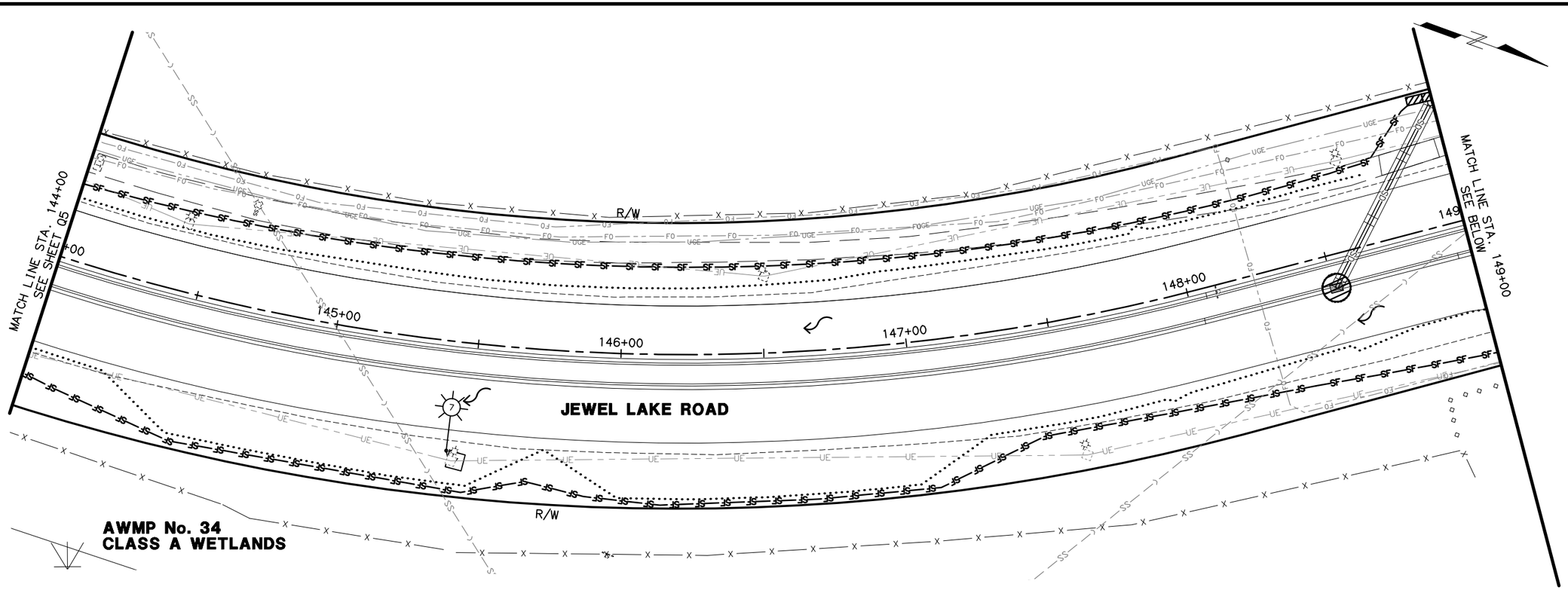
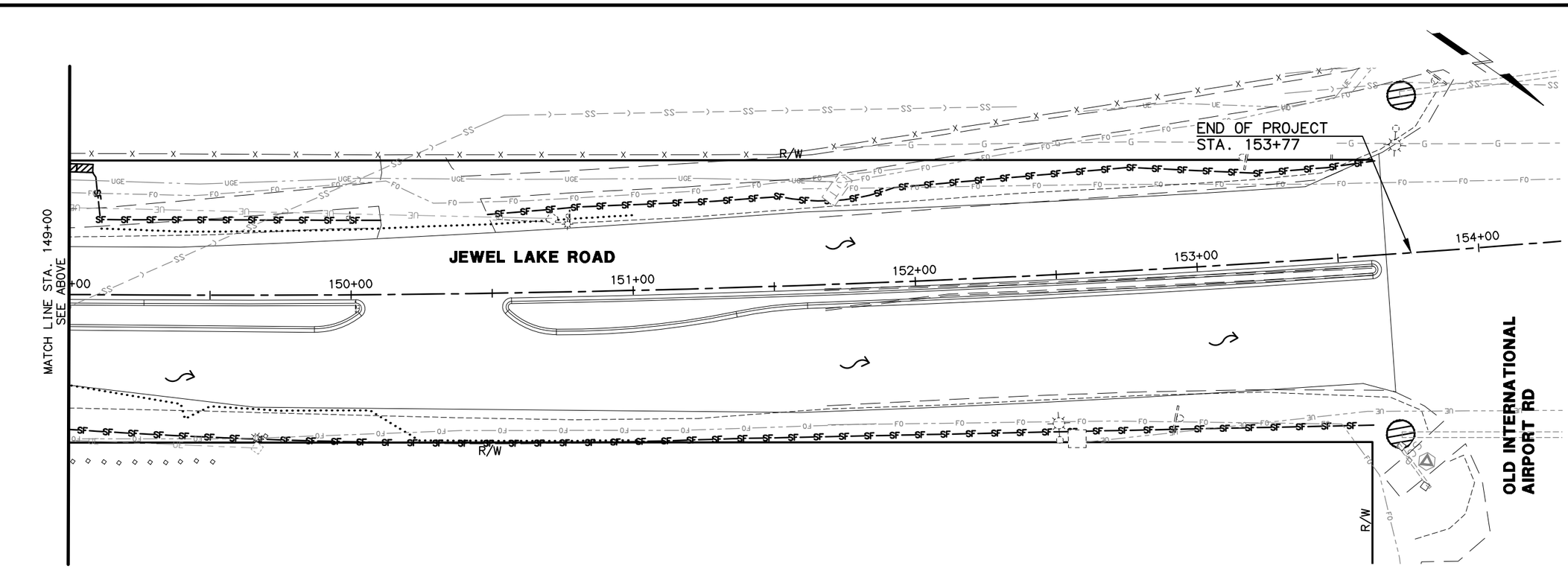
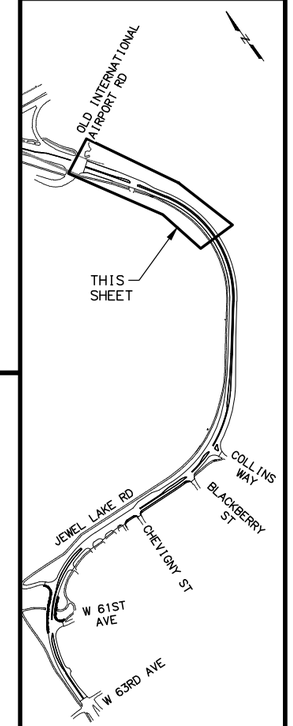
Plotted: Apr 05, 2011, 8:02am
Plotted by: wwebb
Apr 05, 2011







SHEET NO.	TOTAL SHEETS
Q6	Q10
STATE	YEAR
ALASKA	2011

PROJECT DESIGNATION
HHE-0515(3)/51924

ADDENDUM NO.

ATTACHMENT NO.

REVISIONS

NO.	DATE	DESCRIPTION

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

EROSION AND SEDIMENT CONTROL

Plotted by: wwebb Plotted: Apr 05, 2011, 8:02am

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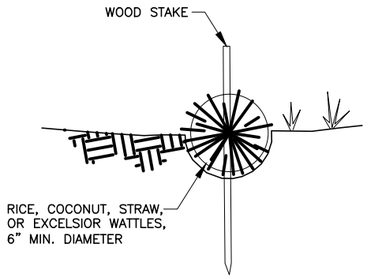
REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	Q7	Q10



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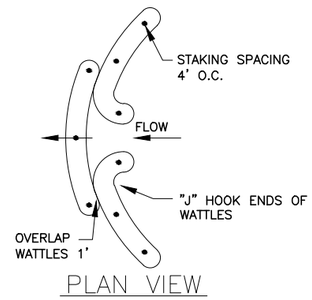


PLAN VIEW

NOTES:

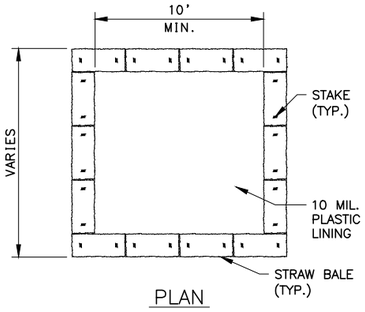
1. PROVIDE 1"X2" WOODEN STAKES EXTENDING A MINIMUM OF 12" INTO UNDISTURBED SOIL.
2. ADDITIONAL STAKES MAY BE INSTALLED ON DOWNHILL SIDE OF WATTLES, ON STEEP SLOPE, OR HIGHLY EROSIVE SOIL.
3. EMBED A MINIMUM OF HALF OF WATTLE DIAMETER.
4. WATTLES SHALL EXTEND TO TOP OF DITCH SLOPES.

MAINTENANCE NOTES:

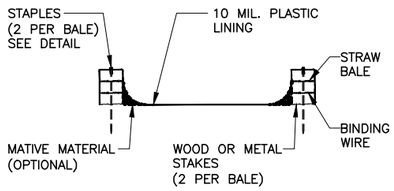
1. CHECK FOR SEDIMENT AND REMOVE ACCUMULATIONS.
2. CHECK THAT WATTLES ARE PROPERLY STAKED AND IN TIGHT CONTACT WITH SOIL BENEATH.
3. CHECK FOR EROSION AND UNDERMINING.
4. CHECK FOR DITCH OVERTOPPING.

WATTLE SEDIMENT TRAP

SCALE: N.T.S.



PLAN



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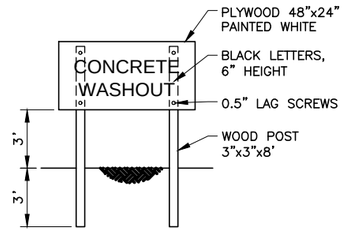
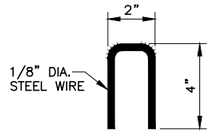


WASHOUT SIGN

NOTE2:
1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.



STAPLE

NOTES:
1. SIZE AS NECESSARY FOR EXPECTED VOLUME.
2. WOOD FRAME OR PORTABLE CONCRETE WASHOUTS MAY BE USED.

MAINTENANCE NOTES:
1. VERIFY THAT THAT LINING IS SECURE AND INTACT.
2. CHECK FOR STRAW BALES IN NEED OF REPLACEMENT.
3. CHECK FOR EVIDENCE OF OVERTOPPING. PUMP WASHOUT DRY AND PROPERLY DISPOSE OF SLURRY IF OVERTOPPING IS ANTICIPATED.
4. BREAK UP AND DISPOSE OF HARDENED CONCRETE.

CONCRETE WASHOUT

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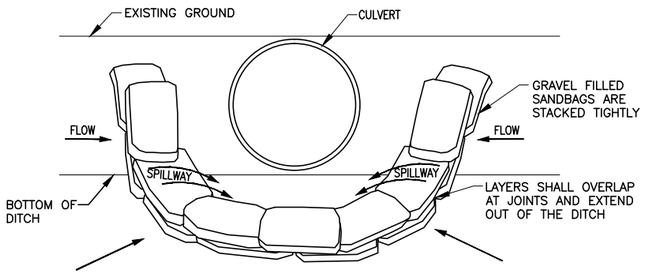

NOTES:

1. CULVERT COVERING OR OTHER INLET PROTECTION MAY BE USED; HOWEVER FLOW SHALL NOT BE BLOCKED.
2. SANDBAGS SHALL BE BRIGHTLY COLORED ORANGE AND MADE OF EITHER BURLAP OR WOVEN GEOTEXTILE FABRIC FILLED WITH WASHED GRAVEL.
3. LEAVE A ONE SANDBAG GAP IN TOP ROW IN LINE WITH FLOW DIRECTION TO PROVIDE SPILLWAY OF A MINIMUM 3".

MAINTENANCE NOTES:

1. CONFIRM THAT SANDBAGS ARE NOT PACKED WITH SEDIMENT AND REMOVE VISIBLE ACCUMULATIONS.
2. CONFIRM THAT SANDBAGS ARE IN FULL CONTACT WITH DITCH BOTTOM AND THAT BYPASS ROUTES ARE NOT PRESENT.
3. REPLACE DAMAGED SANDBAGS.

CULVERT INLET PROTECTION DETAIL

SCALE: N.T.S.

STATE OF ALASKA
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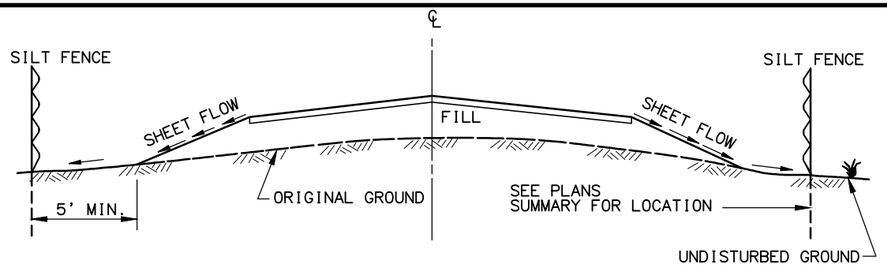
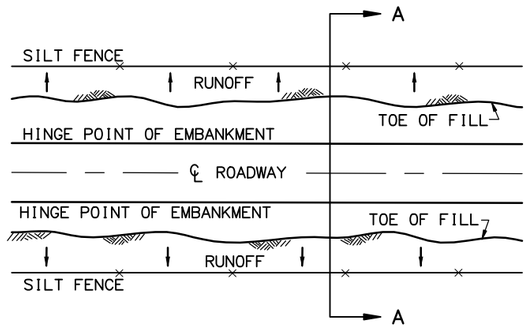
ESCP DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION

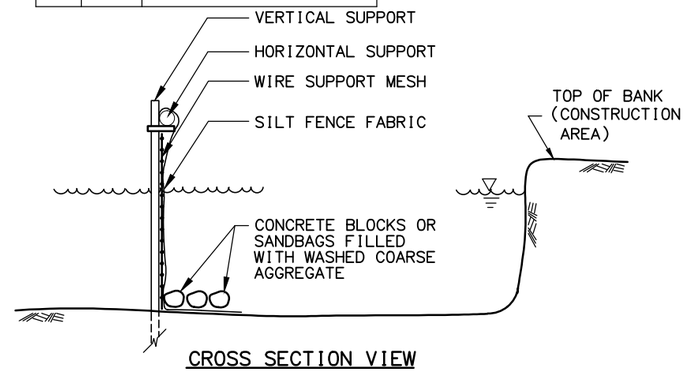
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0515(3)/51924	2011	Q8	Q10



SECTION A-A



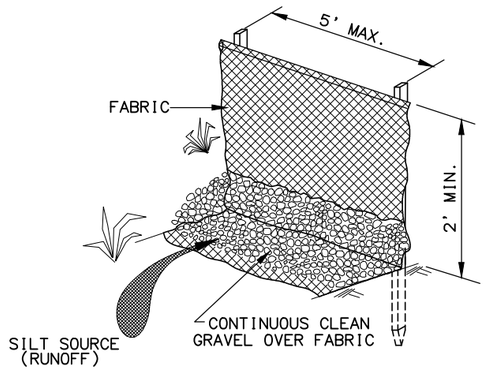
PLAN VIEW



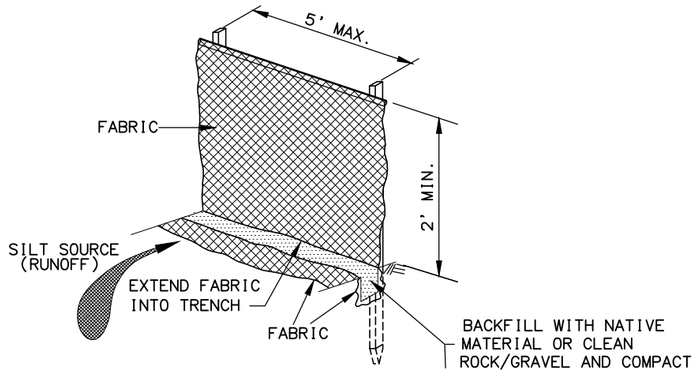
CROSS SECTION VIEW

NOTES:

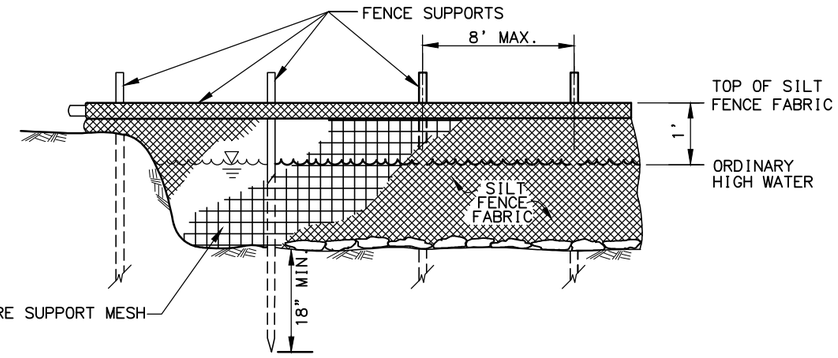
1. INSTALLATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE ADOT/PF SEDIMENT AND EROSION CONTROL MANUAL (http:\\www.dot.state.ak.us).
2. SILT FENCE FABRIC SHALL BE OVERLAPPED 6" AT FENCE SUPPORTS.
3. SILT FENCE FABRIC SHALL BE TAUT, NOT LOOSE OR FOLDED.
4. THE CONTRACTOR SHALL INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT.
5. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.



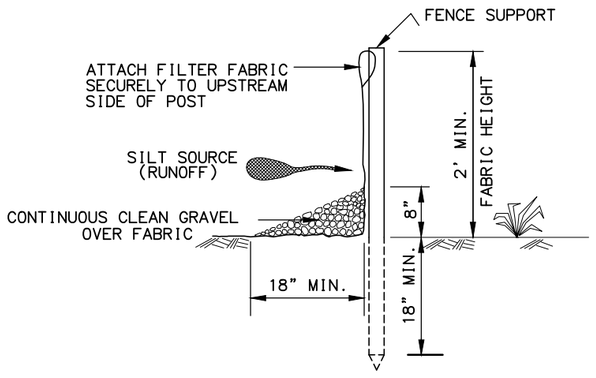
BACKFILL ALTERNATE



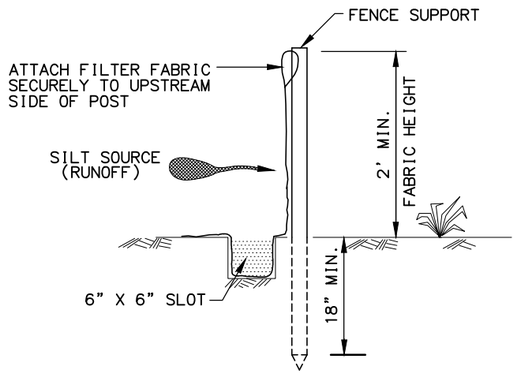
TRENCH ALTERNATE



TYPICAL



BACKFILL CROSS SECTION



TRENCH CROSS SECTION

NOTES FOR USE IN WATER:

1. SECURE THE ENDS OF SILT FENCE TO THE BANK.
2. SILT FENCE FRAMEWORK SHALL BE NOMINAL 2" X 2" WOOD, 3" DIAMETER WOOD, #6 REBAR WITH PVC SLEEVES, 3/4" IRON PIPE, OR OTHER POSTS CAPABLE OF SUPPORTING THE INSTALLATION, AS APPROVED BY THE ENGINEER.
3. THE WIRE MESH SUPPORT SHALL BE WWF 6" X 6", W1 X W1 OR AS APPROVED BY THE ENGINEER.
4. FENCE ANCHORED IN STANDING WATER SHALL HAVE THE BOTTOM ANCHORED WITH SANDBAGS OR CONCRETE BLOCKS AS DETAILED ABOVE.

NOTES FOR USE ON LAND:

1. FENCE SHALL BE PLACED AT LEAST 5' FROM THE TOE OF EMBANKMENT OR EXCAVATION AREAS, OR AS DIRECTED BY THE ENGINEER.
2. ACCUMULATION OF SEDIMENT BEHIND SILT FENCE SHALL BE REMOVED WHEN DEPTH REACHES 12". REMOVED SEDIMENT SHALL BE DEPOSITED IN AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

ESCP DETAILS

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Plotted by: wwebb

REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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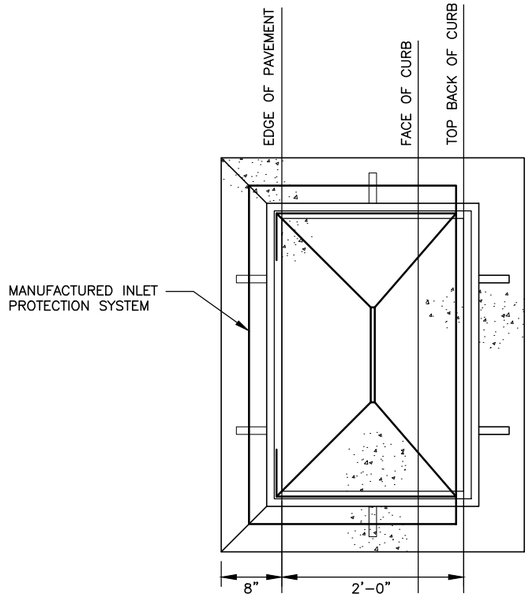

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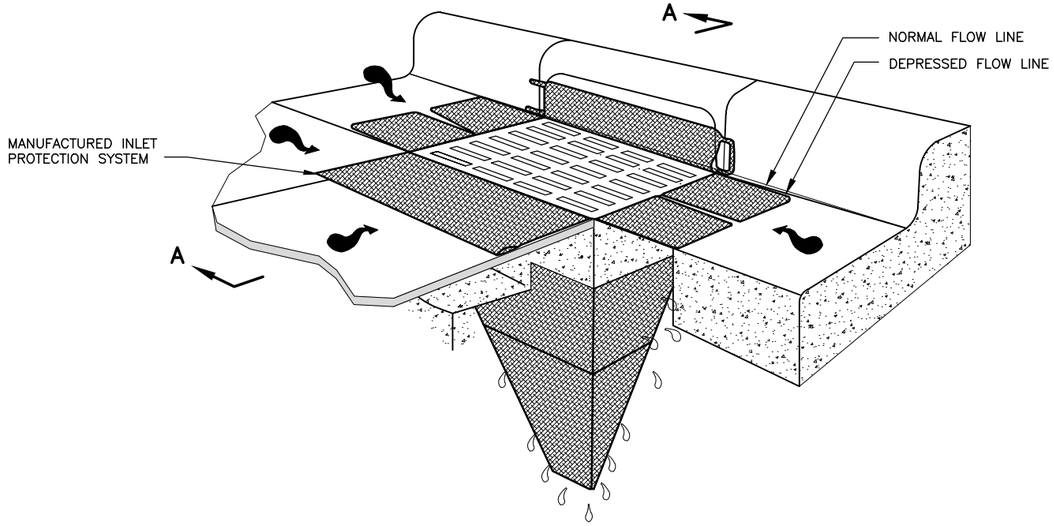
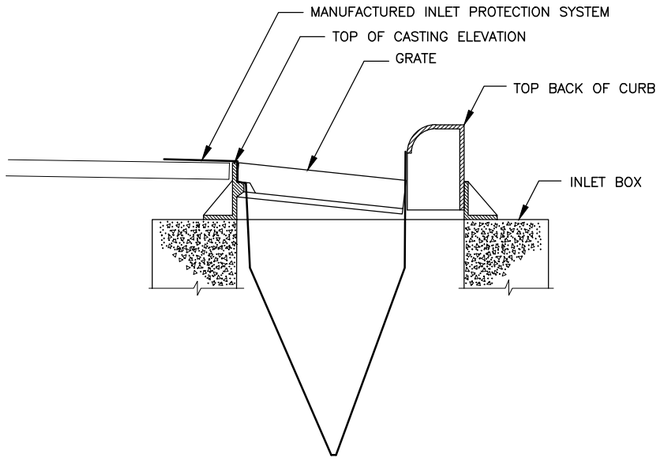


TYPE "A" INLET GRATE INSTALLATION WITH INLET PROTECTION



SECTION A-A

PROGRESS 4/5/11

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

HSIP: JEWEL LAKE RD: 63RD AVE TO OLD INTERNATIONAL AIRPORT RD

ESCP DETAILS

Plotted by: wwebb Plotted: Apr 05, 2011, 8:02cm

DESIGNED BY	USKH	Apr 05, 2011
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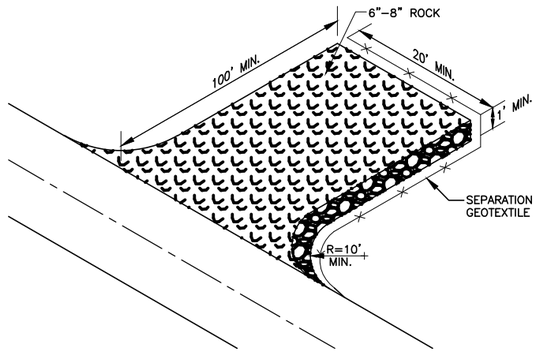
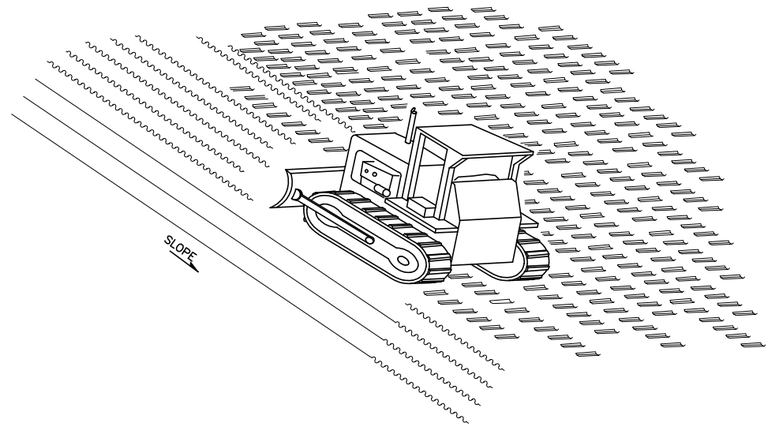


MAINTENANCE NOTES:

1. CHECK FOR DIRT ON PAVED SURFACES, AND SWEEP AS REQUIRED.
2. CONFIRM SURFACE IS ROUGH AND BUMPY.
3. CHECK FOR ACCUMULATED SEDIMENT IN ROCKS AND REPLACE AS REQUIRED.

GRAVEL CONSTRUCTION EXIT

SCALE: N.T.S.



SURFACE ROUGHENING INSPECTION AND MAINTENANCE:

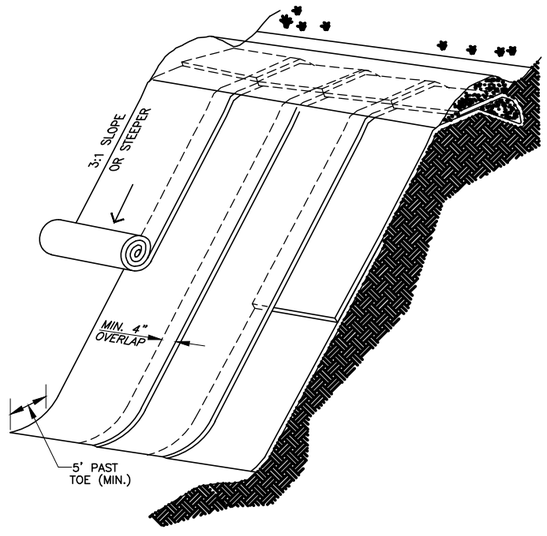
1. PERIODICALLY CHECK THE SEEDED SLOPES FOR RILLS AND WASHES. FILL THESE AREAS SLIGHTLY ABOVE THE ORIGINAL GRADE, THEN RESEED AND MULCH AS SOON AS POSSIBLE.

SURFACE ROUGHENING GENERAL NOTES:

1. LIMIT ROUGHENING WITH TRACKED MACHINERY TO SOILS WITH A SANDY TEXTURAL COMPONENT TO AVOID UNDUE COMPACTION OF THE SOIL SURFACE.
2. OPERATE TRACKED MACHINERY UP AND DOWN THE SLOPE TO LEAVE HORIZONTAL DEPRESSIONS IN THE SOIL. DO NOT BACKBLADE DURING THE FINAL GRADING OPERATION.
3. IMMEDIATELY SEED AND MULCH ROUGHENED AREAS TO OBTAIN OPTIMUM SEED GERMINATION AND GROWTH.

SURFACE ROUGHENING DETAIL

SCALE: N.T.S.



EROSION CONTROL BLANKET NOTES:

1. TOP OF BLANKET MUST BE ANCHORED PER MANUFACTURER'S RECOMENDATIONS.
2. BLANKET SHOULD BE INSTALLED VERTICALLY DOWN SLOPE.
3. SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICKS, AND GRASS.
4. LAY BLANKETS LOOSLEY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL. DO NOT STRETCH.

EROSION CONTROL BLANKETS

SCALE: N.T.S.

PROGRESS 4/5/11

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