

FILE: H:\jobs\02-046 Parks Highway MP 72-83 Rehab\06-Plans and Specs\cad\Drawings\02046_00_D01-007_1=1_02/16/09 at 11:23 by nry

LAYOUT: Model
VIEW: D01_F_D0800, D01_LL5000, D01_LH_X7700, D01_SF_X7700
XREF: 02046_00_B001

SCALE: 1"=

COMPUTER DESIGNATION

XREFS:

PLOT QTB: adot_ls.adot_fs
PLOT SCALE: 1:1
PLOT VIEW:

DESIGNED BY CAB
CHECKED BY DRL
DRAFTED BY NRY

REMOVAL OF STRUCTURES AND OBSTRUCTIONS - BY OTHERS			
SHEET	STATION	OFFSET	REMARKS
F3	178+88.0	83.8 RT	PRIVATE SIGN (DOG TEAM CROSSING)
F3	181+49.5	90.0 RT	PRIVATE SIGN (POSTED KEEP OUT)
F5	220+00.0	RT	SLED DOG SIGN & BOUY
F5	225+00.0	RT	PRIVATE PROPERTY SIGN & 73.7 SIGN
F5	232+29.1	57.7 RT	FLAG
F6	253+50.0	RT	JUNK VEHICLE
F6	258+22 TO 258+35	85.0 LT	(2) POSTS & GATE
F6	261+41.3	83.7 RT	WELL
F6	261+49.3	97.0 RT	SATELLITE DISH
F6	266+98.0	152.4 LT	QUONSET HUT
F8	304+00.0	RT	2 GREEN METAL POSTS, SIGN & PARKING AREA
F8	304+05.8	52.0 LT	FLAGPOLE
F8	304+50.0	LT	TRUCK & FOR SALE SIGN
F8	304+50.5	53.3 LT	FLAGPOLE
F8	322+52.7 TO 322+69.3	100.0 LT	(2) POSTS & CABLE GATE
F10	379+00.0	LT	CABLE & BARRELS
F11	381+50.0	LT	PILE OF WOOD
F11	384+00.0	LT	BARRELS
F11	394+50.0	LT	GATE & SIGN
F11	396+50.0	LT	GATE & POSTS
F12	424+00.0	LT	VEHICLE
F14	480+00.0	RT	GATE & FENCE
F15	507+00.0	LT	CABLE GATE
F15	526+00.0	LT	VAN & TREEHOUSE
F15	534+55.4	46.2	CHAIN GATE, PRIVATE SIGN & NEWSPAPER BOX
F17	548+25.2 TO 548+37.4	94.2 LT	(2) POSTS & GATE
F17	557+90.2	31.5 LT	POST & LOG CACHE
F17	563+24.8	130.8 LT	CABINS & LOG OUTHUSE
F17	565+30.0	RT	(4) POSTS WITH CHAINS ACROSS DRIVEWAYS
F17	568+00.0	LT	DOG SLED SIGN, BUCKET, WOODEN AK FLAG
F18	574+52.6 TO 585+29.5	100.0 RT	1066 LF FENCE W/2 POSTS & GATE
F18	577+24.5 TO 577+40.2	71.0 LT	(2) POSTS, GATE & SIGN
F18	580+00.0	RT	CAR WITH FOR SALE SIGN
F18	580+22.5 TO 580+37.0	71.0 LT	(2) POSTS & GATE
F18	582+38.7	82.7 RT	21.4 LF FENCE
F18	598+00.0	90.0 LT	LOGS & SIGNS ON TREES
F18	599+36.6 TO 599+51.8	90.0 LT	(2) POSTS & GATE
F19	603+08.0 TO 603+96.7	83.0 LT	88.7 LF FENCE & GATE
F20	648+00.0	RT	METAL RUST CONTAINER WITH TIRES
F20	651+00.0	RT	HEAVY CONSTRUCTION EQUIPMENT

202(1)

REMOVAL OF STRUCTURES AND OBSTRUCTIONS			
SHEET	STATION	OFFSET	REMARKS
F3	179+11.9	73.1 RT	NEWSPAPER BOX
F3	179+17.0 TO 179+20.4	84.1 RT	(2) POSTS
F4	192+00.0	37.0 RT	(9) MAIL BOXES
F6	259+30.1	29.8 RT	POST
F6	259+56.0	44.9 RT	MAIL BOX
F6	259+58.2	49.8 RT	POST
F7	274+73.2 TO 274+82.5	80.0 LT	(2) METAL POSTS
F7	290+38.2	36.2 RT	WOOD POST
F8	304+36.0	124.0 LT	(12) MAIL BOXES
F12	425+00	LT	(4) MAILBOXES
F13	469+23.7 TO 469+39.0	98.0 RT	(2) POSTS
F14	480+00.4 TO 480+24.3	80.0 RT	(6) POSTS, FENCE W/GATE & SIGN
F14	480+69.1	58.0 LT	POST
F15	507+12.3	38.4 RT	POST
F15	508+00 TO 510+00	RT	(6) GREEN METAL STAKES
F16	534+55.4	46.2 LT	(2) POSTS & WOODEN BARRICADE
F16	535+97.0	93.0 RT	(10) MAIL BOX
F17	548+00	RT	POST
F17	557+61.0	75.0 LT	(22) MAIL BOXES
F17	565+08.5 TO 565+55.8	70.0 RT	(2) POSTS
F23	711+08.8	43.6 LT	NEWSPAPER BOX
F23	712+00.2	74.9 RT	NEWSPAPER BOX
F23	714.05.0	65.0 RT	MAIL BOX

WEB REVIEW
NOT FOR CONSTRUCTION

HATTENBURG DILLEY & LINNELL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITY

PARKS HIGHWAY M.P. 72-83
WILLOW TO KASHWITNA

SUMMARY SHEET

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202(2)

REMOVAL OF PAVEMENT				
SHEET	STATION	OFFSET	AREA (SQ YD)	REMARKS
F1	119+34.8 TO 135+00	LT/RT	5,833.6	
F2	135+00 TO 162+00	LT/RT	9,546.5	
F3	162+00 TO 190+50	LT/RT	10,130.7	
F4	190+50 TO 217+50	LT/RT	9,776.0	
F5	217+50 TO 244+00	LT/RT	9,455.6	
F6	244+00 TO 271+00	LT/RT	9,813.7	
F7	271+00 TO 300+00	LT/RT	10,114.0	
F8	300+00 TO 326+00	LT/RT	9,517.7	
F9	326+00 TO 352+00	LT/RT	9,320.0	
F10	352+00 TO 380+00	LT/RT	13,087.4	
F11	380+00 TO 407+00	LT/RT	9,928.2	
F12	407+00 TO 434+00	LT/RT	9,841.5	
F13	434+00 TO 462+00	LT/RT	10,248.7	
F14	462+00 TO 490+00	LT/RT	10,110.0	
F15	490+00 TO 517+00	LT/RT	9,615.7	
F16	517+00 TO 545+00	LT/RT	10,109.1	
F17	545+00 TO 572+00	LT/RT	10,149.4	
F18	572+00 TO 600+00	LT/RT	10,042.3	
F19	600+00 TO 627+00	LT/RT	9,459.8	
F20	627+00 TO 654+00	LT/RT	9,567.1	
F21	654+00 TO 681+00	LT/RT	9,588.1	
F22	681+00 TO 708+00	LT/RT	9,827.0	
F23	708+00 TO 724+69.3	LT/RT	6,090.8	

202(4)

REMOVAL OF CULVERT PIPE				
SHEET	STATION	OFFSET	LENGTH	REMARKS
F1	123+03.3	0.0	69.8	
F1	130+70.9	50.5 RT	20.0	
F2	136+10.8	0.0	80.8	
F3	181+50.7	51.0 RT	29.9	
F3	184+19.2	0.0	54.7	
F4	207+99.0	0.0	56.6	
F5	218+01.7	0.0	50.5	
F5	219+58.5	44.3 RT	28.7	
F5	236+21.3	0.0	54.8	
F6	269+15.8	35.3 RT	27.0	
F7	271+46.0	0.0	70.6	
F8	304+89.5	32.9 RT	29.1	
F8	322+41.3	0.0	52.9	
F8	322+80.9	36.5 RT	40.7	
F10	359+71.0	35.1 RT	60.0	
F10	365+49.3	0.0	54.8	
F10	373+98.8	0.0	55.4	
F10	378+89.7	51.1 LT	31.8	
F11	381+20.8	37.3 LT	32.2	
F11	383.79.7	35.1 LT	32.2	
F11	393+22.3	0.0	56.4	
F11	396+64.4	35.9 LT	25.5	
F13	446+71.6	58.5 RT	19.2	
F13	454+76.8	46.1 LT	29.9	
F13	460+74.4	49.2 LT	30.5	
F14	468+40.4	0.0	79.0	
F14	479+61.8	30.2 RT	34.3	
F14	480+49.7	24.1 LT	18.0	
F15	495+20.5	0.0	97.4	
F15	506+97.6	37.4 RT	30.3	
F15	508+26.6	0.0	62.8	
F15	508+56.0	39.2 RT	39.5	
F15	509+93.9	35.6 RT	36.6	
F15	512+76.7	0.0	78.6	
F16	517+46.0	36.5 RT	44.3	
F16	519+77.0	0.0	58.9	
F16	522+76.7	0.0	97.2	
F16	526+27.0	29.3 LT	32.6	
F16	530+68.4	37.7 RT	29.9	
F16	534+72.0	30.6 LT	38.0	
F16	535+76.1	37.8 RT	30.4	

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	IM 0A4-1(22)/54985	2009	D2	D8

202(4)

REMOVAL OF CULVERT PIPE				
SHEET	STATION	OFFSET	LENGTH	REMARKS
F17	546+01.4	0.0	56.9	
F17	548+11.9	80.9 RT	31.1	
F17	557+38.2	22.7 LT	97.1	
F17	560+69.2	21.0 LT	28.7	
F17	565+32.0	31.3 RT	23.5	
F18	575+66.7	35.5 RT	27.5	
F18	576+04.4	0.0	59.1	
F18	577+33.3	30.3 LT	28.2	
F19	603+53.6	26.0 LT	24.8	
F19	607+69.4	30.8 LT	31.4	
F19	615+37.9	50.7 LT	49.0	
F19	618+29.0	0.0	92.3	
F19	623+61.0	0.0	92.5	
F20	641+98.4	0.0	44.6	
F21	658+65.0	35.7 LT	31.5	
F21	671+50.3	0.0	59.3	
F22	689+25.3	37.3 LT	23.9	
F22	694+65.3	39.6 LT	40.4	
F22	696+63.3	36.0 LT	27.9	
F22	699+63.6	77.8 LT	24.3	
F22	700+50.7	36.8 LT	23.9	
F23	711+87.6	36.4 RT	27.0	
F23	712+75.0	0.0	72.0	
F23	713+97.6	50.6 RT	49.2	
F23	719+91.9	0.0	112.0	

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WILLOW TO KASHWITNA

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SCALE 1=

COMPUTER DESIGNATION

LAYOUT: Model

VIEW: D03_F_D0800

XREF: 02046_00_B001

D03_H_L5000

D03_H_X7700

QPO_F_X7700

202(10), 202(12)

MAIL BOX INSTALLATION							
SHEET	EXISTING LOCATION		PROPOSED LOCATION		SINGLE 202(10)	DOUBLE 202(12)	REMARKS
	STATION	OFFSET	STATION	OFFSET			
F4	192+00	37'RT	191+96	34'RT		3	
F6	259+56	45'RT	259+29	45'RT	1		
F8	304+36	124'LT	304+74	128'LT		5	
F12	425+17	90'RT	425+55	85'RT		2	
F16	535+97	94'RT	534+75	123'RT		5	
F17	557+61	75'LT	557+87	171'LT		10	
F23	714+05	65'RT	713+71	128'RT		3	

202(20)

REMOVAL OF UNDERDRAIN				
SHEET	STATION TO STATION	OFFSET	LENGTH	REMARKS
F7	288+99.8 TO 293+99.9	RT	496.5	

203(9)

OBLITERATION OF ROADWAY				
SHEET	STATION TO STATION	OFFSET	AREA (SQ YD)	REMARKS
F2	146+00 TO 152+23	LT	879	
F2	155+66	LT	78	
F2	157+64	LT	54	
F3	181+50	RT	52	
F4	195+60	LT	38	
F4	199+95	LT	26	
F4	212+14	LT	43	
F6	253+60	RT	56	
F6	258+14	LT	37	
F6	269+17	RT	80	
F8	322+14	LT	180	
F9	340+68	RT	34	
F10	365+87 TO 369+69	LT	2972	

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION					
			ALASKA	IM 0A4-1(22)/54985	2009	D3	D8

203(9)

OBLITERATION OF ROADWAY				
SHEET	STATION TO STATION	OFFSET	AREA (SQ YD)	REMARKS
F11	383+81	LT	67	
F12	407+48	LT	37	
F12	424+16	RT	45	
F12	424+24	LT	289	
F12	430+75 TO 431+30	RT	210	
F12	431+70 TO 432+34	RT	212	
F13	446+56	LT	30	
F13	454+77	LT	375	
F14	479+60	RT	13	
F14	480+17	RT	179	
F15	512+11	RT	234	
F16	535+76	RT	231	
F17	557+52 TO 558+08	LT	253	
F17	558+60 TO 560+64	LT	504	
F18	578+87	RT	34	
F20	640+78	LT	56	
F22	699+59	LT	186	

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602(1), 603(1), 603(3)

STRUCTURAL PLATE PIPE, CORRUGATED STEEL PIPE (CSP), END SECTIONS & HEADWALLS													
SHEET	TYPE	STATION	OFFSET	LENGTH OF CSP					SKEW	END SECTION	HEADWALL		REMARKS
				18"	24"	36"	48"	OTHER			TYPE I	TYPE II	
F1	CC	122+90.0	0.0					72"x122'			2		∞
F1	CC	130+00.0	0.0			90				2			
F1	DC	130+70.0	52.2 RT	22						2			
F2	CC	136+10.8	0.0			96				2			
F2	CC	139+00.0	0.0			78				2			
F2	CC	144+00.0	0.0			86				2			
F2	DC	150+81.0	54.0 RT	58						2			
F3	DC	167+30.0	54.0 RT	60						2			
F3	CC	184+12.0	0.0			100			7	2			
F4	DC	192+00.0	42.0 LT	56						2			
F4	CC	207+99.0	0.0			104				2			
F5	CC	218+01.8	0.0			96				2			
F5	SC	219+57.3	62.0 RT		70					2			
F5	CC	236+21.3	0.0			94				2			
F6	DC	259+42.8	42.1 RT	56						2			
F7	CC	271+46.0	0.0					42"x96'		2			
F8	DC	304+85.0	42.7 RT	64						2			
F8	CC	322+41.3	0.0			94				2			
F8	DC	322+80.0	58.8 LT	54						2			
F8	DC	322+80.5	48.4 RT	56						2			
F10	DC	359+71.0	43.0 RT	60						2			
F10	CC	365+49.3	0.0				76			2			
F10	CC	374+00.0	0.0				66			2			
F10	DC	378+93.5	42.8 LT	56						2			
F11	DC	381+19.9	42.0 LT	54						2			
F11	DC	387+99.2	42.1 LT	54						2			
F11	CC	393+22.3	0.0			104				2			
F11	DC	394+00.1	42.1 LT	54						2			
F11	DC	396+63.9	44.7 LT	54						2			
F11	SC	398+87.0	45.1 LT		70					2			
F12	SC	425+28.0	42.0 LT		74					2			
F12	SC	431+50.0	54.0 RT		80					2			
F13	DC	439+81.9	54.0 RT	54						2			
F13	DC	446+73.3	54.0 RT	56						2			
F13	SC	460+75.0	44.5 LT		70					2			
F14	DC	465+75.0	54.0 RT	72						2			
F14	CC	468+40.4	0.0			126				2			
F14	DC	479+79.6	52.5 RT		70					2			
F14	SC	480+26.0	42.0 LT		70					2			

REVISIONS		
No.	DATE	DESCRIPTION

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ALASKA	IM 0A4-1(22)/54985	2009	D4	D8

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DC = DRIVEWAY CULVERT
SC = SIDE STREET CULVERT
⚡ = ANADROMOUS FISH STREAM

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602(1), 603(1), 603(3)

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SHEET	TYPE	STATION	OFFSET	LENGTH OF CSP					SKEW	END SECTION	HEADWALL		REMARKS
				18"	24"	36"	48"	OTHER			TYPE I	TYPE II	
F15	CC	495+07.0	0.0			142			11	2			
F15	DC	506+93.0	42.0 RT	72						2			
F15	CC	508+26.6	0.0			112				2			
F15	DC	509+94.0	42.1 RT	54						2			
F15	CC	512+76.7	0.0			132				2			
F15	DC	514+50.6	42.0 RT	54						2			
F16	DC	517+42.0	42.0 RT		58					2			
F16	CC	519+77.0	0.0			100				2			
F16	CC	522+76.7	0.0			140				2			
F16	DC	526+33.5	54.0 LT	54						2			
F16	DC	530+68.0	42.0 RT	58						2			
F16	DC	534+73.0	54.0 LT	54						2			
F16	SC	534+91.0	44.7 RT		68					2			
F17	CC	546+20.0	0.0					54"x106'				2	
F17	DC	548+08.5	65.0 RT					42"x34'		2			
F17	CC	548+11.4	0.0					54"x148'	43			2	
F17	DC	548+31.0	54.0 LT	54						2			
F17	SC	557+40.0	54.0 LT		70					2			
F17	DC	561+06.0	42.0 RT	54						2			
F17	DC	565+33.0	42.0 RT	56						2			
F17	DC	568+06.0	54.0 LT	54						2			
										2			
F18	DC	575+69.3	47.1 RT	54						2			
F18	CC	576+04.4	0.0			102				2			
F18	DC	577+32.0	59.6 LT	54						2			
F18	DC	580+31.7	57.0 LT	54						2			
F18	SC	587+93.0	58.0 LT		70					2			
F18	DC	597+96.2	54.0 LT	56						2			
F18	DC	599+49.8	54.0 LT	54						2			
F19	DC	603+54.1	54.0 LT	54						2			
F19	DC	607+67.0	54.0 LT	54						2			
F19	DC	615+40.0	42.0 LT	70						2			
F19	SC	617+37.4	42.0 LT		74					2			
F19	CC	618+29.0	0.0					144"x106'			2		∞
F19	CC	623+61.0	0.0					144"x106'			2		∞
F20	CC	641+98.4	0.0			94				2			
F21	DC	658+66.3	47.2 LT	54						2			
F21	CC	673+70.0	0.0			92				2			
F22	SC	686+91.0	42.0 LT		70					2			
F22	DC	689+26.1	42.0 LT	54						2			
F22	DC	694+63.5	50.1 LT	54						2			
F22	DC	696+58.9	44.0 LT	54						2			
F22	SC	700+54.0	42.0 LT		70					2			
F22	DC	701+75.8	57.8 RT	54						2			
F23	DC	711+24.0	42.0 LT	54						2			
F23	CC	711+93.1	0.0			124			50	2			
F23	SC	713+95.0	50.0 RT		64					2			
F23	CC	719+91.9	0.0			144				2			

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No.	DATE	DESCRIPTION	ALASKA	IM 0A4-1(22)/54985	2009	D5	D8

CC = CROSSING CULVERT
DC = DRIVEWAY CULVERT
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HATTENBURG DILLEY & LINNELL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITY
PARKS HIGHWAY M.P. 72-83
WILLOW TO KASHWITNA

SUMMARY SHEET

Hi:\jobs\02-046 Parks Highway MP 72-83 Rehab\06-Plans and Specs\cd\Drawings\02046_00_D01-D07_1=1_02/16/09 at 11:23 by nry

DESIGNED BY
CAB

CHECKED BY
DRL

DRAFTED BY
NRY

PLOT QTB: adot_ha.adot_fs

PLOT SCALE: 1:1

PLOT VIEW:

XREFS:

SCALE 1=

COMPUTER DESIGNATION

LAYOUT: Model

VIEW: D06_F_D0800, D06_H_L5000, D06_H_X7700, QP05_F_X7700

XREF: 02046_00_B001

606(1), 606(9), 606(11), 606(12)

W-BEAM GUARDRAIL AND END TREATMENT							
SHEET	STATION TO STATION	OFFSET	LENGTH	CONTROLLED RELEASE TERMINAL	EXTRUDER TERMINAL (ET-2000)	GUARDRAIL/ BRIDGE RAIL CONNECTION	REMARKS
			G4 STD. (FT)				
F7	275+91.2 TO 279+03.6	RT	312.5		1	1	
F7	277+53.7 TO 279+03.6	LT	150.0		1	1	
F7	280+90.9 TO 282+40.8	RT	150.0		1	1	
F7	280+90.9 TO 282+40.8	LT	150.0	1, R=36'		1	
F10	364+44.8 TO 365+82.3	LT	137.5	1, R=36'	1		
F10	369+41.5 TO 378+54.0	LT	912.5	2, R=36'/20'			
F10	362+50.0 TO 381+12.5	RT	1862.5		2		
F19	612+80.0 TO 629+67.5	RT	1687.5		2		
F19	618+00.9 TO 620+25.9	LT	225.0	2, R=36'/36'			
F19	623+60.2 TO 628+10.2	LT	450.0	1, R=36'	1		
F23	721+28.2 TO 724+40.7	RT	312.5		1	1	
F23	722+90.8 TO 724+40.7	LT	150.0		1	1	

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	IM 0A4-1(22)/54985	2009	D6	D8

606(6)

REMOVING AND DISPOSING OF GUARDRAIL				
SHEET	STATION TO STATION	OFFSET	LENGTH (FT)	REMARKS
F7	278+38 TO 279+29	RT	91	
F7	280+66 TO 281+31	RT	65	
F7	278+64 TO 279+29	LT	66	
F7	280+66 TO 281+11	LT	45	
F23	724+00 TO 724+64	RT	64	
F23	724+01 TO 724+64	LT	64	

611(2A), 611(2B), 631(2)

RIPRAP AND GEOTEXTILE, EROSION CONTROL						
SHEET	STATION TO STATION	OFFSET	RIPRAP CLASS I (TON)	RIPRAP CLASS II (TON)	GEOTEXTILE EROSION CONTROL, CLASS I (SY)	REMARKS
F1	122+93 TO 123+11	LT	15		21	
F1	122+65 TO 122+99	RT	20		28	
F15	512+70 TO 512+84	LT	15		21	
F16	544+63 TO 545+00	LT	33		45	
F17	545+00 TO 546+20	LT	135		188	
F17	546+00 TO 547+64	LT	122		169	
F17	546+14 TO 546+25	RT	29		40	
F17	548+51 TO 548+63	RT	5		7	
F17	547+81 TO 547+86	RT	4		6	
F17	548+31 TO 548+36	RT	4		5	
F19	617+88 TO 618+71	LT		398	275	
F19	618+17 TO 618+40	RT		33	23	
F19	618+29	CL	26		-	PIPE LINING
F19	623+37 TO 623+83	LT		230	159	
F19	623+52 TO 623+70	RT		24	17	
F19	623+61	CL	26		-	PIPE LINING

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Hi:\jobs\02-046 Parks Highway MP 72-83 Rehab\06-Plans and Specs\CadDrawings\02046_00_D01-D07_1=1_02/16/09 at 11:23 by nry

DESIGNED BY: CAB

CHECKED BY: DRL

DRAFTED BY: NRY

PLOT CTE: adot_ha.adot_fs

PLOT SCALE: 1:1

PLOT VIEW:

XREFS:

SCALE: 1=

COMPUTER DESIGNATION

LAYOUT: Model

VIEW: D07_F_D0800, D07_LL5000, D07_L_X7700

XREF: 02046_00_B001

639(6)

APPROACH SUMMARY							
SHEET	STATION	OFFSET	WIDTH (FT)	LENGTH (FT)	DESIGN RADIUS	SKEW ANGLE	REMARKS
F1	123+70.0	RT	16	77.4	20	-	
	129+15.0	RT	24	107.6	40	-	W. STINSON ROAD
F2	150+81.0	RT	18	61.7	20	-	
F3	167+30.0	RT	20	56.8	20	-	
	179+01.0	RT	18	74.9	20	-	
	184+50.0	RT	24	131.2	40	-	W. TEEKA RUN CIR
	188+05.0	RT	20	86.7	20	-	
	189+44.0	LT	24	126.8	40	-	W. GRATIOT DRIVE
F4	192+00.0	LT	16	76.3	20	-	
	195+30.0	RT	18	44.8	20	-	
	204+88.0	RT	14	67.1	20	-	
	208+76.0	LT	24	78.6	40	-	N. DELL M ROAD
	211+97.0	RT	20	60.1	20	-	
F5	219+57.3	RT	24	118.6	40	-	W. TUCKER CIRCLE
	225+22.0	RT	18	84.6	20	-	
F6	250+20.0	LT	24	139.7	40	-	W. SHAREN DRIVE
	254+98.0	RT	24	106.5	40	-	W. POLIS CIRCLE
	259+43.0	RT	16	25.3	20	-	
F7	283+01.4	LT	24	278.0	36		LITTLE WILLOW CREEK ACCESS
	283+01.4	RT	14	221.5	20		LITTLE WILLOW CREEK ACCESS
F8	304+00.0	LT	32	135.1	40	-	W. SPEEDWAY ROAD
	304+85.0	RT	24	71.7	20	-	
	313+09.0	LT	24	94.3	20	-	
	322+80.0	LT	14	125.2	20	-	
	322+80.0	RT	16	70.2	20	-	
F9	336+46.0	RT	14	72.0	20	-	
F10	359+71.0	RT	20	65.1	20	-	
	378+93.5	LT	14	79.4	20	-	
F11	381+20.0	LT	14	96.6	20	-	
	387+99.0	LT	14	63.5	20	-	
	394+00.0	LT	14	69.4	20	-	
	396+64.0	LT	14	51.6	20	-	
	398+87.0	LT	24	137.9	40	-	W. FIELD AVENUE
F12	425+18.0	LT	24	62.1	40	76°	SOCKEYE AVENUE
	431+50.0	RT	34	51.9	40	-	
F13	439+82.0	RT	14	59.1	20	-	
	446+65.0	RT	14	67.3	20	70°	
	460+75.0	LT	24	95.6	40	-	W. SHEEP CREEK DRIVE
F14	465+75.0	RT	24	71.3	40	-	
	479+80.0	RT	24	137.9	40	-	
	480+26.0	LT	24	134.1	40	-	E. WHISPERING BIRCH CIRCLE
F15	506+93.0	RT	24	61.2	40	-	
	507+04.0	LT	14	90.3	20	-	
	509+94.0	RT	14	63.9	20	-	
	514+50.6	RT	14	36.6	20	-	

639(6)

APPROACH SUMMARY							
SHEET	STATION	OFFSET	WIDTH (FT)	LENGTH (FT)	DESIGN RADIUS	SKEW ANGLE	REMARKS
F16	517+42.0	RT	20	39.8	20	-	
	526+33.0	LT	14	52.1	20	-	
	530+68.0	RT	18	41.8	20	-	
	534+73.0	LT	14	65.6	20	-	
	534+91.0	RT	24	164.8	40	-	E. POPE ROAD
F17	548+10.0	RT	16	79.0	20	-	
	548+31.0	LT	14	76.0	20	-	
	557+40.0	LT	24	85.0	40	-	WILDERNESS RIM ROAD
	561+06.0	RT	14	52.8	20	-	
	565+33.0	RT	14	44.4	20	-	
	568+06.0	LT	14	85.6	20	-	
F18	575+68.0	RT	14	68.3	20	-	
	577+32.0	LT	14	84.5	20	-	
	580+32.0	LT	14	74.5	20	-	
	586+25.0	RT	14	79.2	20	-	
	587+93.0	LT	24	87.8	40	-	DENALI ESTATES AVENUE
	589+10.0	RT	24	119.4	40	-	
	597+96.0	LT	16	59.4	20	-	
	599+50.0	LT	14	46.0	20	-	
F19	603+54.0	LT	14	44.6	20	-	
	607+67.0	LT	14	20.0	20	-	
	615+40.0	LT	24	59.3	40	-	
	617+37.4	LT	30	164.7	36	-	
F20	649+11.0	RT	24	69.3	40	-	
F21	658+66.0	LT	14	73.0	20	-	
	659+00.0	RT	14	98.7	20	-	
F22	686+91.0	LT	24	139.4	40	-	E. SUSITNA LANDING ROAD
	689+26.0	LT	14	53.9	20	-	
	694+63.0	LT	14	86.4	20	-	
	696+59.0	LT	14	89.1	20	-	
	700+54.0	LT	24	121.5	40	-	E. SISSON ROAD
	701+76.0	RT	14	54.4	20	-	
F23	711+24.0	LT	14	49.2	20	-	
	711+91.0	RT	14	56.7	20	-	
	713+95.0	RT	24	77.5	40	-	E. TALACHULITNA DRIVE
	720+63.0	RT	14	129.0	20	-	

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H:\Jobs\02-046 Parks Highway MP 72-83 Rehab\06-Plans and Specs\cad\drawings\02046_00_D08_1.mxd02/09/09 at 16:08 by nry
XREFS: PLOT QTB: addt_hrs addt_fs DESIGNED BY CAB
SCALE: 1"= PLOT SCALE: 1:1 DRL
COMPUTER DESIGNATION PLOT VIEW: DRAFTED BY NRY

LAYOUT: Model
VIEW: D08_F_D0800, D08_H_L5000, D08_H_X7700
XREF: 02046_00_B001

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	IM 0A4-1(22)/54985	2009	D8	D8

		EXCAVATION SUMMARY				EMBANKMENT				MISC SUMMARY			
SHEET	STATION TO STATION	COMMON EXCAVATION (CY)	MUCK EXCAVATION (CY)	WASTE (CY)	USABLE EXCAVATION (SHRUNK) (CY)	SELECTED MATERIAL TYPE "A" (CY)	SELECTED MATERIAL TYPE "B" (CY)	SELECTED MATERIAL TYPE "C" (CY)	TOTAL EMBANKMENT (CY)	AGGREGATE BASE COURSE GRADING D-1 (CY)	ATB (CY)	HOT MIX ASPHALT TYPE II (CY)	SHEET
F1	119+34.8 TO 135+00	3,641	614	1,160	2,786	8,211	1,201	4,813	14,225	544	777	388	F1
F2	135+00 TO 162+00	12,457	4,187	6,056	9,529	19,090	2,615	5,201	26,906	1,069	1,601	801	F2
F3	162+00 TO 190+50	8,603	0	1,290	6,582	15,025	4,413	9,325	28,763	1,199	1,831	916	F3
F4	190+50 TO 217+50	4,200	0	630	3,213	14,222	3,629	7,576	25,427	1,135	1,734	867	F4
F5	217+50 TO 244+00	3,881	0	582	2,969	13,523	3,555	7,499	24,577	1,078	1,629	814	F5
F6	244+00 TO 271+00	18,326	0	2,749	14,019	18,493	1,906	5,119	25,518	935	1,333	667	F6
F7	271+00 TO 300+00	27,742	2,999	7,160	21,223	28,713	13,677	5,835	48,225	990	1,338	690	F7
F8	300+00 TO 326+00	4,128	0	619	3,158	12,637	3,196	6,273	22,106	1,005	1,493	746	F8
F9	326+00 TO 352+00	2,716	0	407	2,078	13,681	3,870	12,202	29,753	1,092	1,667	834	F9
F10	352+00 TO 380+00	10,873	0	1,631	8,318	14,291	1,794	5,941	22,026	1,382	1,815	908	F10
F11	380+00 TO 407+00	5,992	0	899	4,584	13,862	3,411	7,648	24,921	1,115	1,677	839	F11
F12	407+00 TO 434+00	6,816	0	1,022	5,215	14,222	3,712	3,603	21,537	1,135	1,733	867	F12
F13	434+00 TO 462+00	4,205	0	631	3,217	14,750	4,101	9,098	27,949	1,177	1,798	899	F13
F14	462+00 TO 490+00	6,008	0	901	4,596	14,121	3,886	7,627	25,634	1,125	1,693	846	F14
F15	490+00 TO 517+00	10,060	0	1,509	7,696	13,513	3,813	11,500	28,826	1,076	1,615	807	F15
F16	517+00 TO 545+00	12,901	0	1,935	9,869	14,749	4,608	11,651	31,008	1,177	1,798	899	F16
F17	545+00 TO 572+00	14,658	0	2,199	11,213	16,313	3,698	5,227	25,238	1,136	1,734	867	F17
F18	572+00 TO 600+00	3,303	0	495	2,527	14,758	4,364	9,239	28,361	1,178	1,799	899	F18
F19	600+00 TO 627+00	12,046	0	1,807	9,215	13,514	3,109	8,527	25,150	1,263	1,678	839	F19
F20	627+00 TO 654+00	11,354	0	1,703	8,686	13,904	3,950	7,743	25,597	1,139	1,692	846	F20
F21	654+00 TO 681+00	4,333	0	650	3,315	14,234	4,201	10,527	28,962	1,136	1,735	867	F21
F22	681+00 TO 707+00	5,605	0	841	4,288	13,613	3,749	6,359	23,721	1,086	1,655	828	F22
F23	707+00 TO 724+69.3	3,066	0	460	2,345	9,156	1,654	6,810	17,620	642	869	435	F23
G1-G10	PATHWAYS AND APPROACHES	0	0	0	0	16,504	0	0	16,504	3,630	0	501	G1-G10
SUBTOTALS		196,914 (CY)	7,800 (CY)	37,336 (CY)	150,640 (CY)	355,099 (CY)	88,112 (CY)	175,343 (CY)	618,554 (CY)	28,444 (CY)	36,694 (CY)	18,870 (CY)	
LESS USABLE EXCAVATION						0 (CY)	0 (CY)	150,640 (CY)	150,640 (CY)				
TOTALS		196,914 (CY)	7,800 (CY)			355,099 (CY)	88,112 (CY)	24,703 (CY)	467,914 (CY)	28,444 (CY)	36,694 (CY)	18,870 (CY)	
BID QUANTITIES		196,914 (CY)	7,800 (CY)			695,106 (TON)	168,911 (TON)	45,021 (TON)		56,831 (TON)	75,296 (TON)	38,721 (TON)	

EARTHWORK NOTES:

1. COMMON EXCAVATION SHRINKAGE FACTOR = 10%.
2. EMBANKMENT EQUATION = SELECTED MATERIAL TYPE A + SELECTED MATERIAL TYPE B + SELECTED MATERIAL TYPE C
3. BORROW = EMBANKMENT - USABLE EXCAVATION (SHRUNK)

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EARTHWORK SUMMARY