

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

RS-0558(1)
EAGLE RIVER URBAN

GRADING, DRAINAGE, PAVING,
SIGNING, STRIPING & ILLUMINATION
AS — BUILTS

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558(1)	1	48
ROUTE 135200		M.P. 0.0-2.1	

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
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44-48	SANITARY SEWER & WATER

The following STANDARD DRAWINGS apply to this project:

A-1, C-00.04, C-10.04, C-11.04
D-01.00, D-04.00, D-05.00, D-23.02, D-24.13, D-26.03*, D-30.10, F-01.21*,
G-04.15*, G-04.34, G-13.15, G-14.07, G-15.00*, G-18.12, G-24.00*, G-24.10*,
I-20.01, I-80.00*
L-03.12, L-10.13, L-20.03, L-23.03, L-30.01
M-16.03, M-20.02, M-23.02
S-00.11, S-05.00, S-20.10, S-21.00, S-30.12, S-34.11
T-20.03, T-21.03, T-22.00, T-31.01, T-34.03, T-52.01

* With modifications as shown on plans.

PROJECT SUMMARY

LENGTH OF PROJECT	10,091.53' = 1.91 MI.
LENGTH OF PAVING	10,863.46' = 2.06 MI.
WIDTH OF PAVING	SEE TYPICAL SECTIONS
LENGTH OF GRADING	10,863.46' = 2.06 MI.
WIDTH OF SUBBASE	SEE TYPICAL SECTIONS

DESIGN DESIGNATION

ADT 1980	8100
ADT 2000	21800
DHV	2398
T	5%
V	45
T. I.	8.3

CONTRACTOR: WILDER CONSTRUCTION
COMPANY, INC.
PROJECT ENGINEER: PATRICK WITTROCK
WORK BEGAN: JULY 20, 1981
WORK COMPLETED: JUNE 17, 1983

RECOMMENDED FOR APPROVAL

David R. Smith DATE 2/11/81

CENTRAL REGIONAL ENGINEER

HIGHWAY DESIGN AND CONSTRUCTION

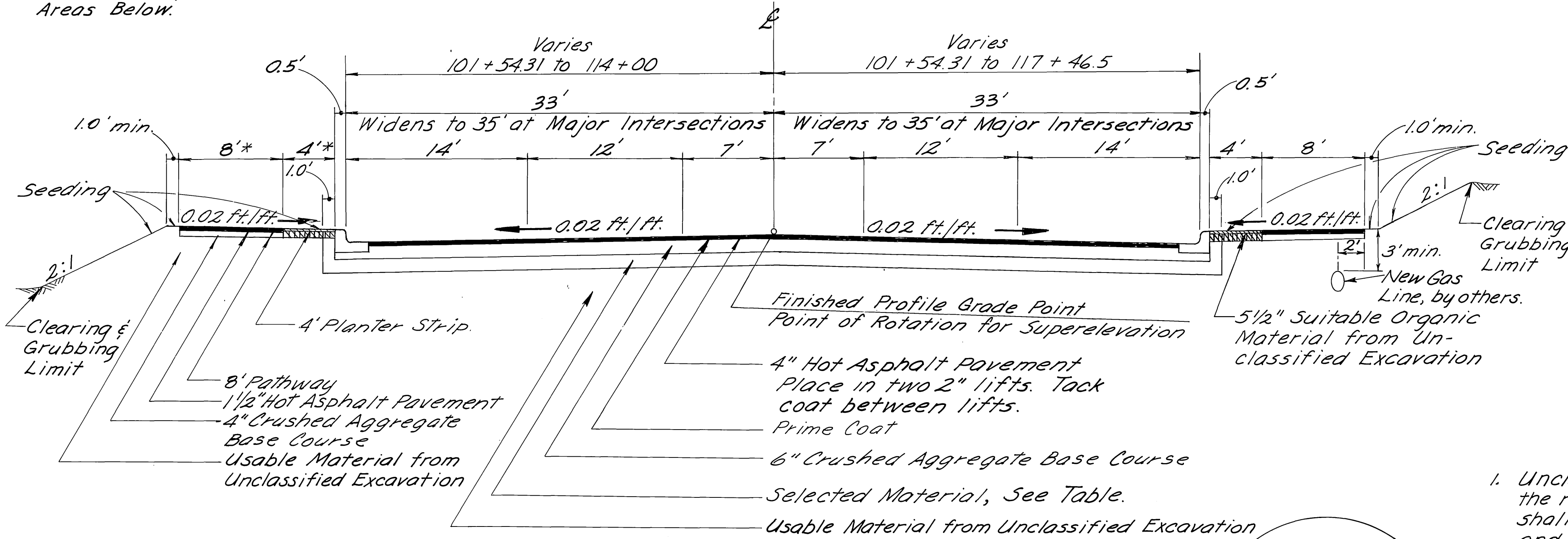
STATE OF ALASKA
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APPROVED

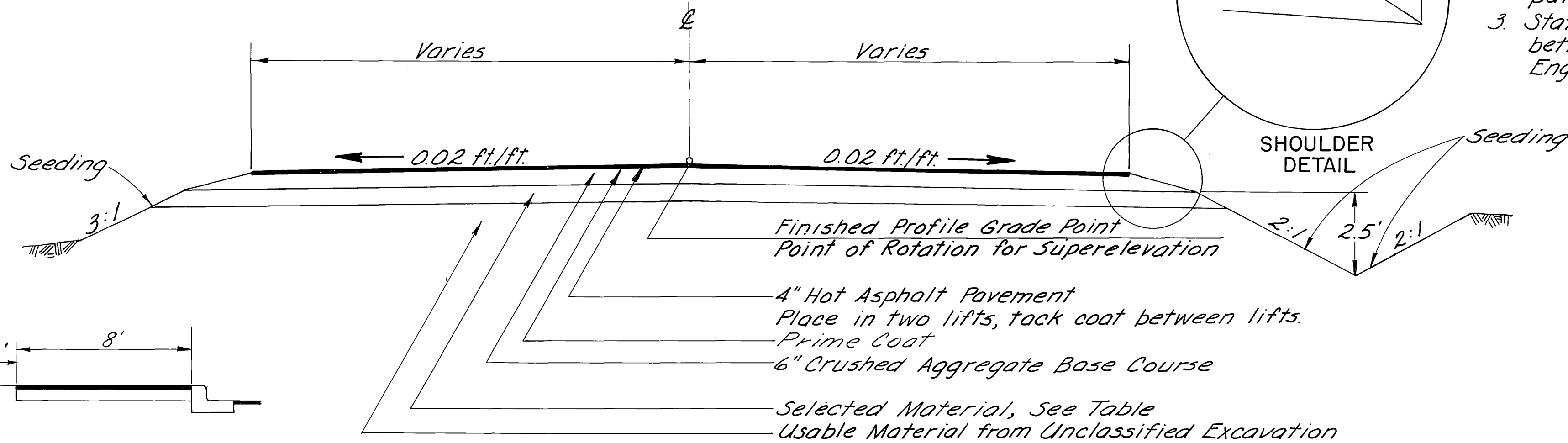
Charles S. Smith DATE 3-23-81
DIRECTOR, HIGHWAY DESIGN & CONSTRUCTION

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558(/)	1981	2	48

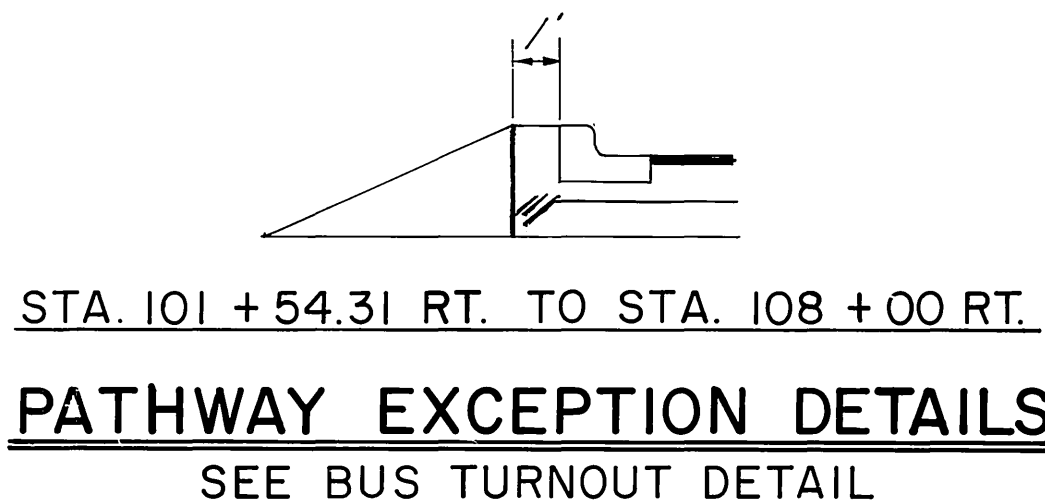
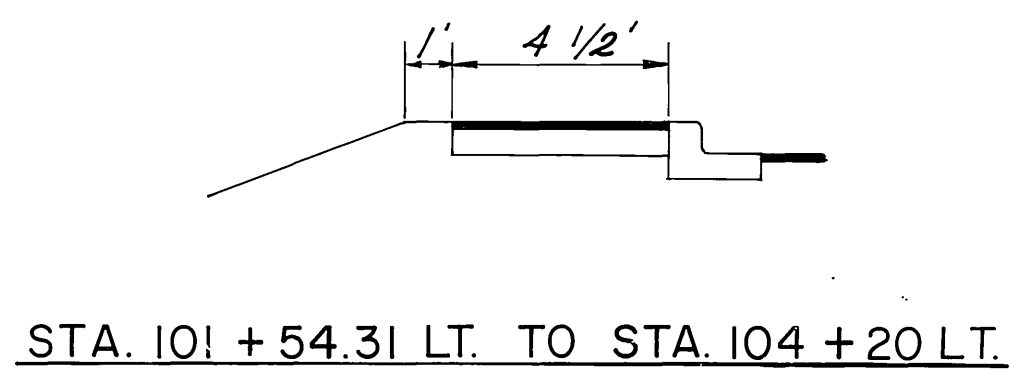
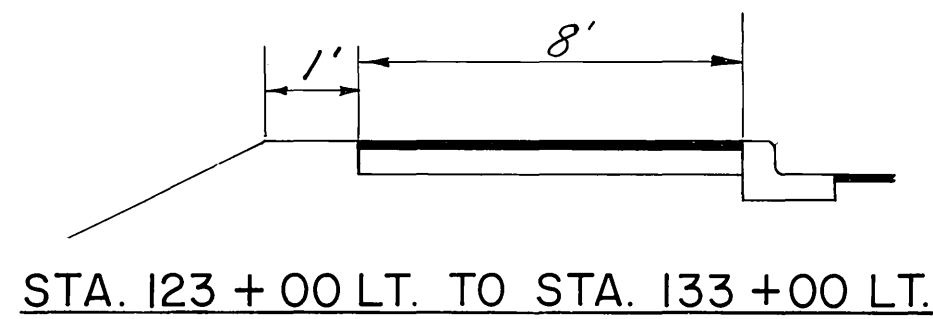
* See Pathway Exception Areas Below.



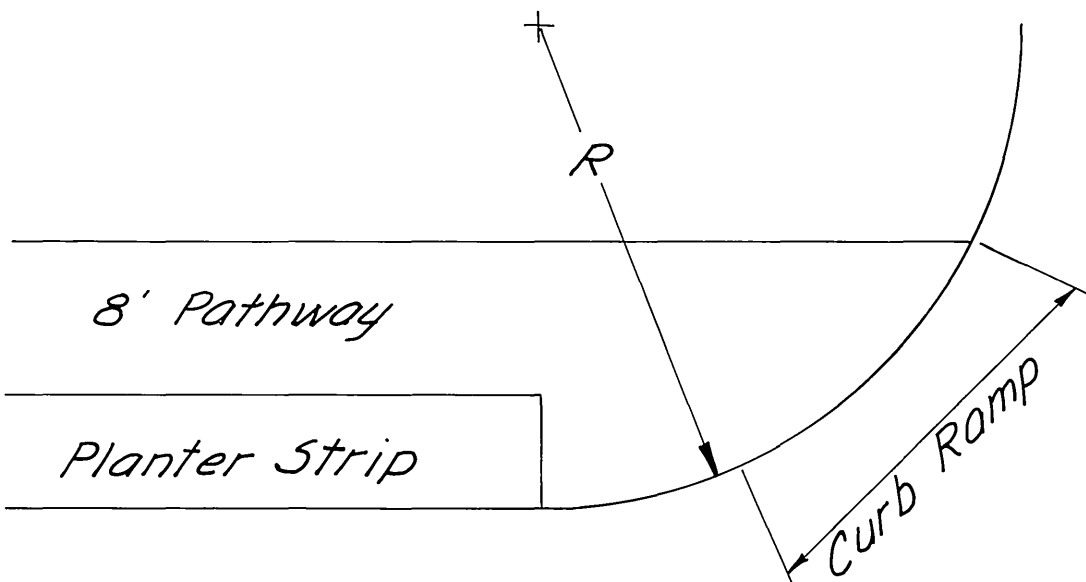
TYPICAL SECTION
STA. 101 + 54.31 TO STA. 187 + 95.83



TYPICAL SECTION
STA. 187 + 95.83 TO STA. 202 + 45.83



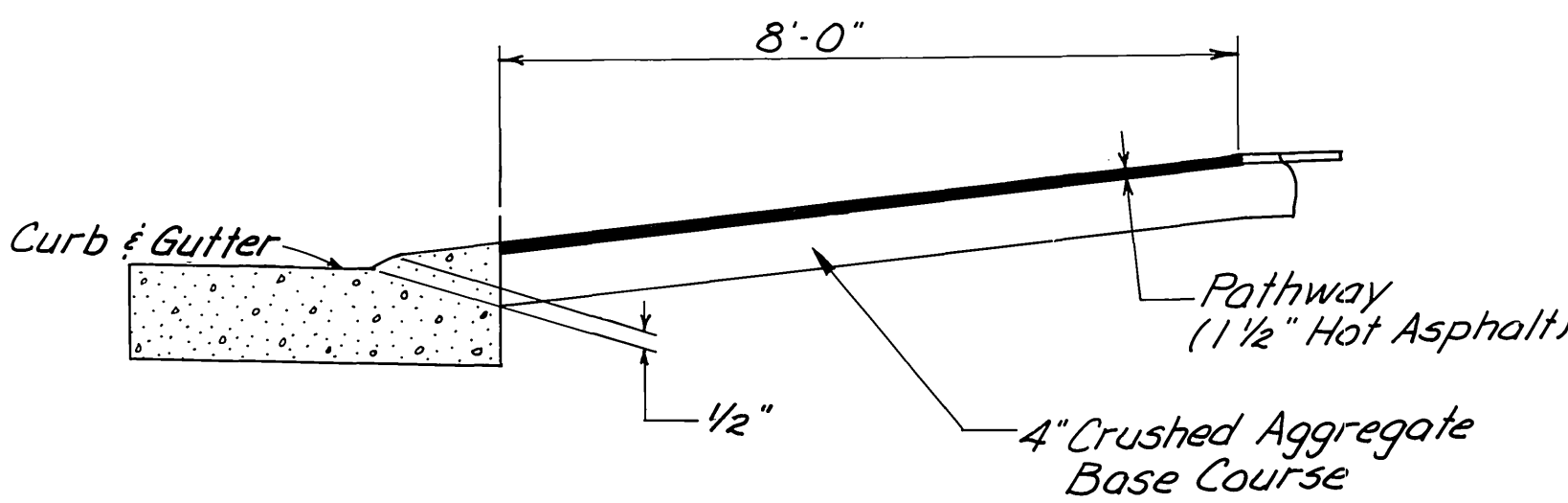
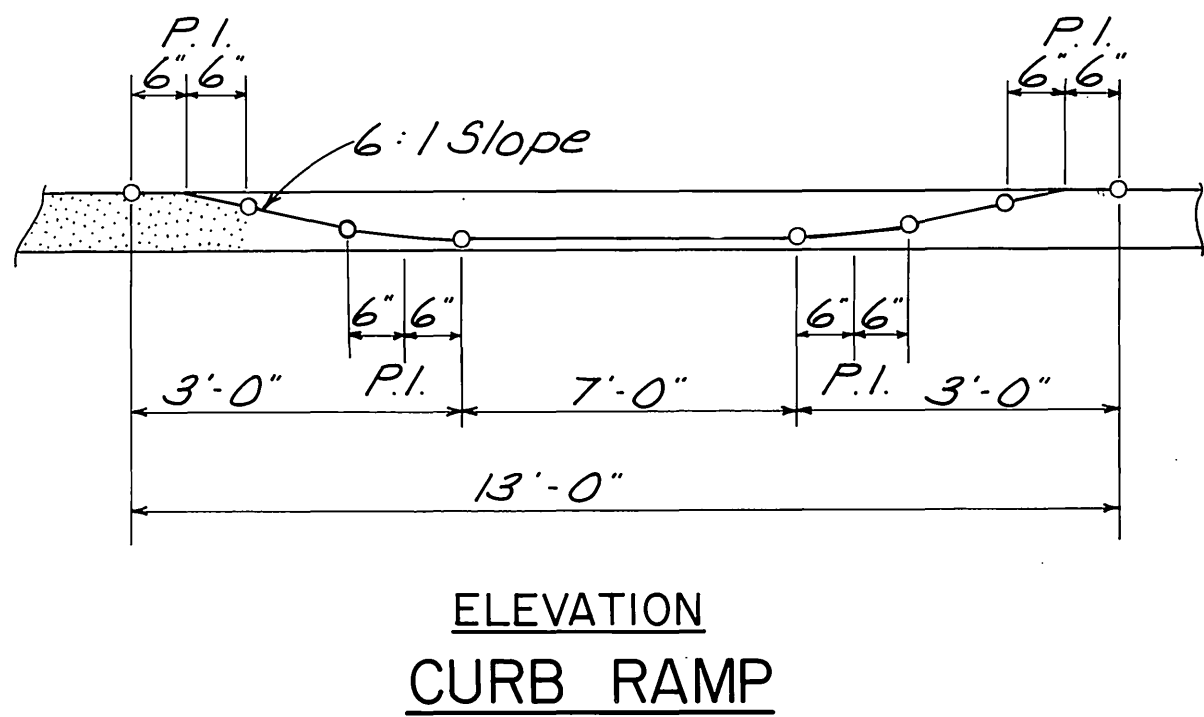
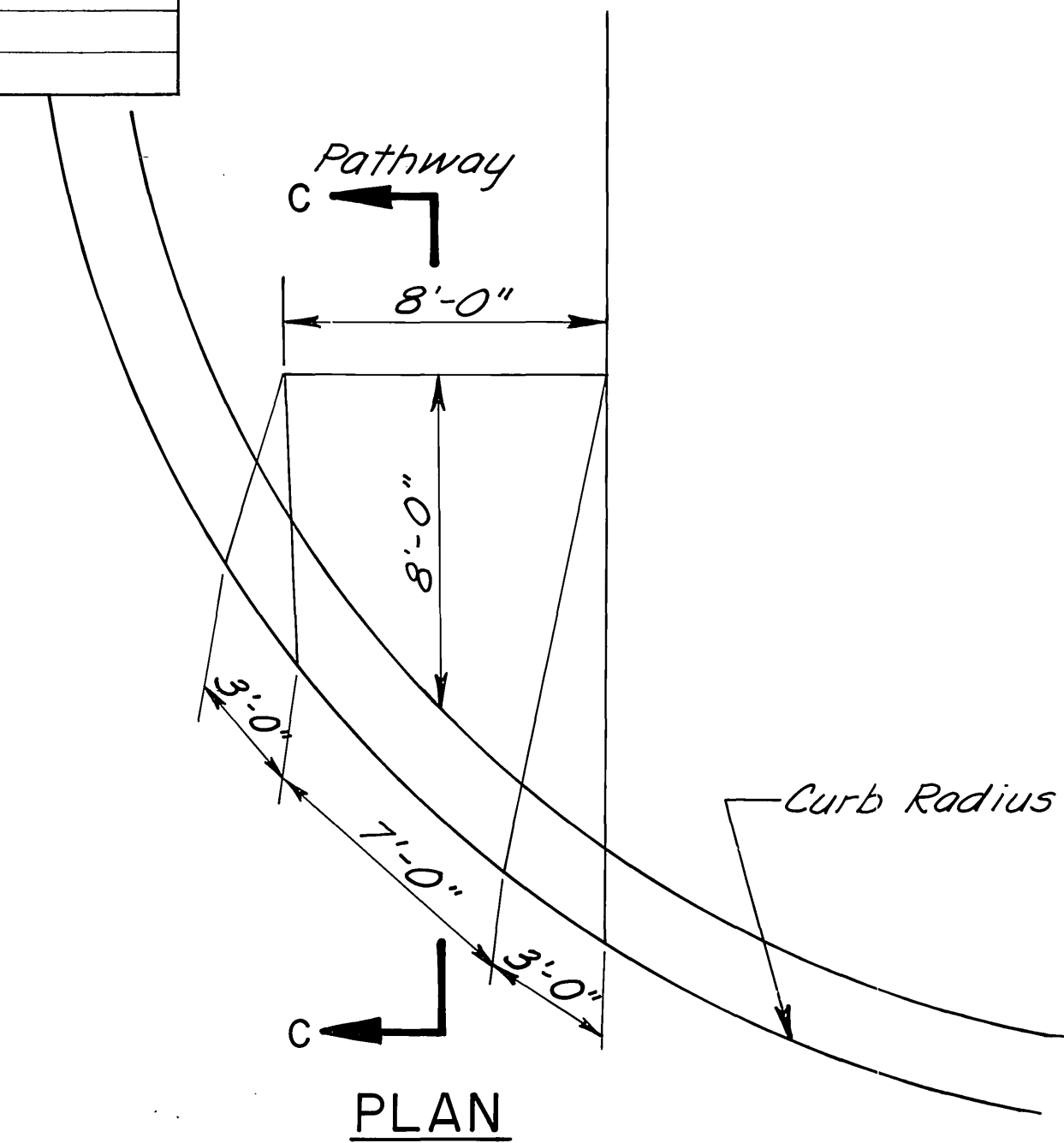
Organics from Unclassified Excavation which the Engineer determines to be suitable for use as topsoil shall be placed on the backslopes as directed by the Engineer. This work shall be incidental to 203(3).



PATHWAY AT INTERSECTION & CURB RAMP LOCATION DETAIL
Construct as shown at all intersections

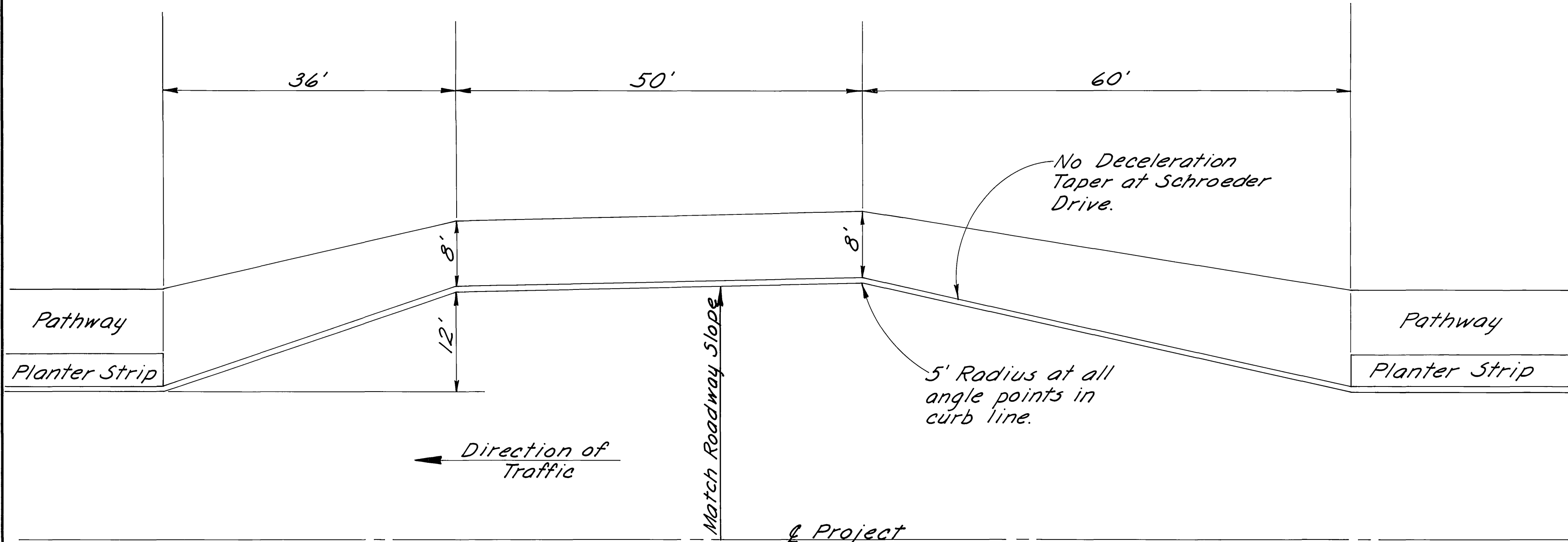
TABLE OF SELECTED MATERIAL	
STATION TO STATION	DEPTH
101 + 54.31 to 105 + 50	6"
105 + 50 to 107 + 50	29"
107 + 50 to 116 + 00	6"
116 + 00 to 134 + 00	29"
134 + 00 to 187 + 00	6"
187 + 00 to 195 + 00	29"
195 + 00 to EOP	6"
108 + 00 to 116 + RT	29"
139 + 50 to 149 + LT	29"

- Unclassified excavation which meets the requirements of Selected Material shall be used as Selected Material and will be paid for as Item 203(3) only.
- If the Engineer determines that Bedding Material for pipes or structures is required, it will be paid for as Item 203(6B).
- Stations are approximate. Transition between depths as directed by the Engineer.

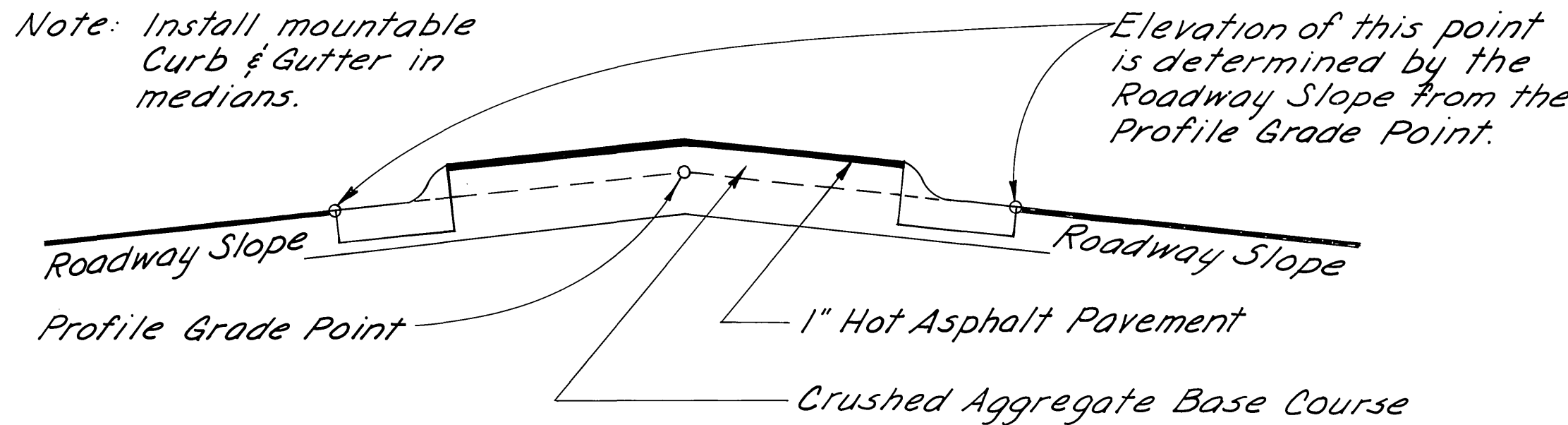
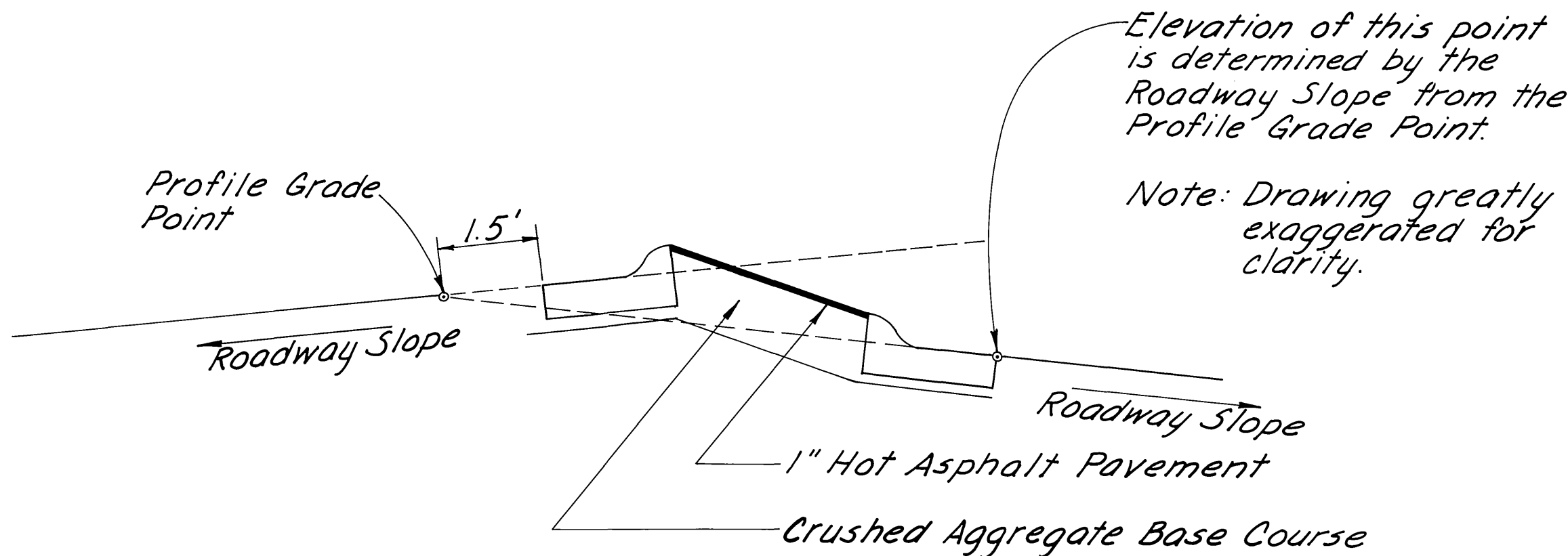


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EAGLE RIVER URBAN
TYPICAL SECTION

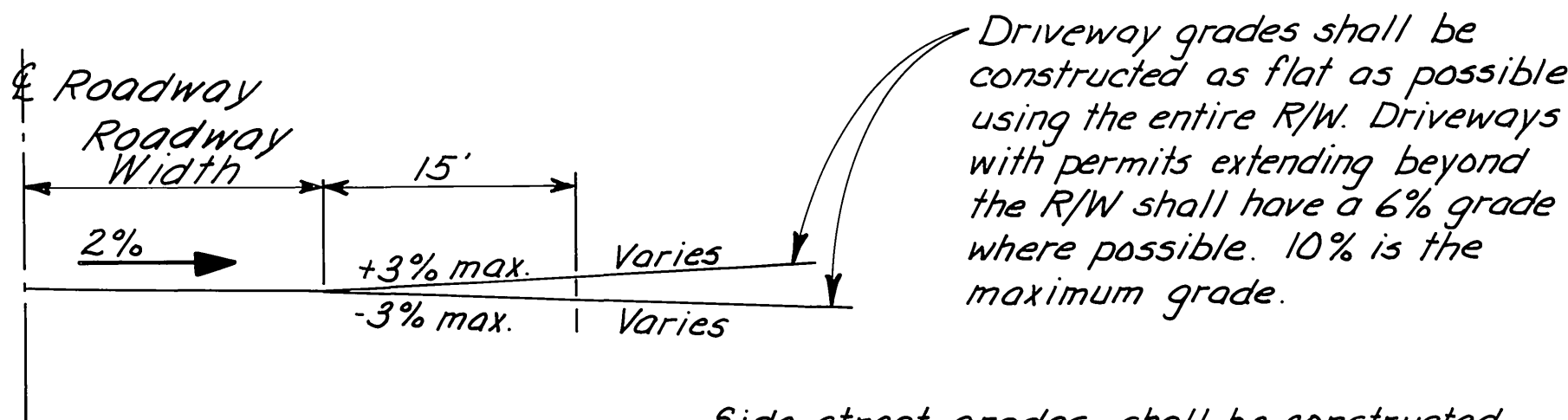
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558(/)	1981	3	48



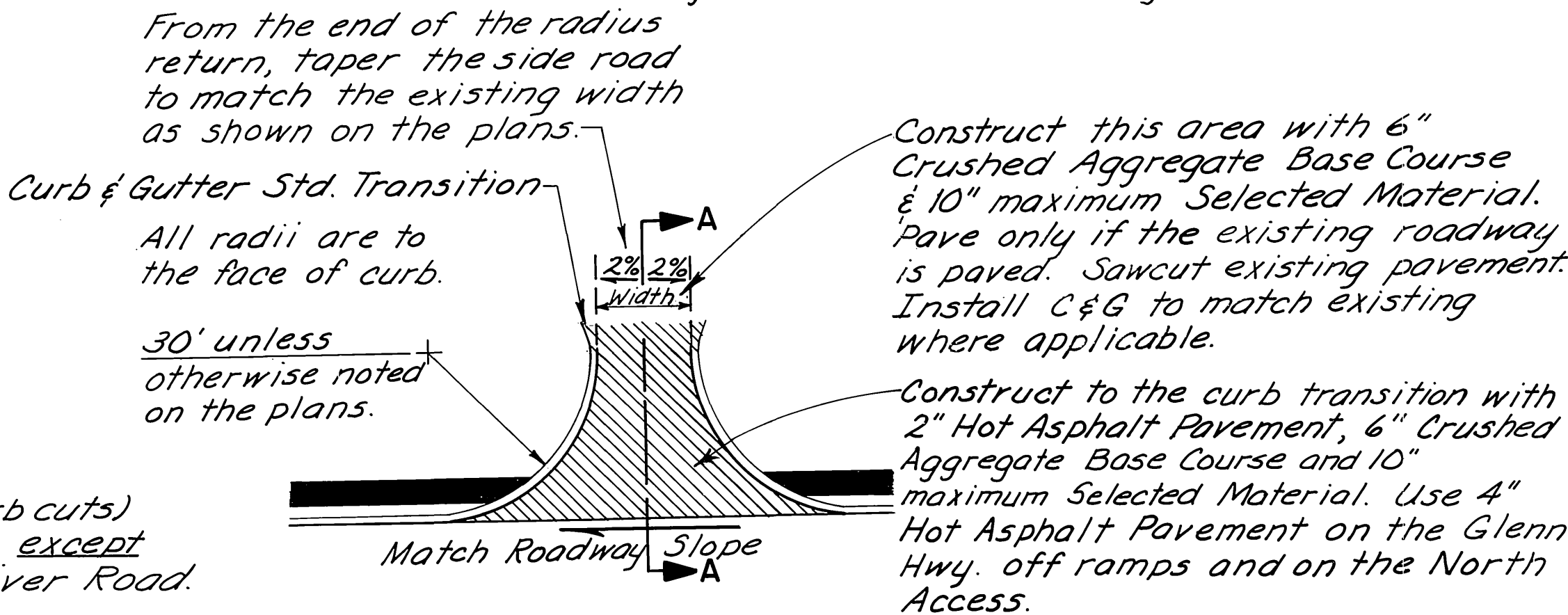
BUS TURNOUT DETAIL



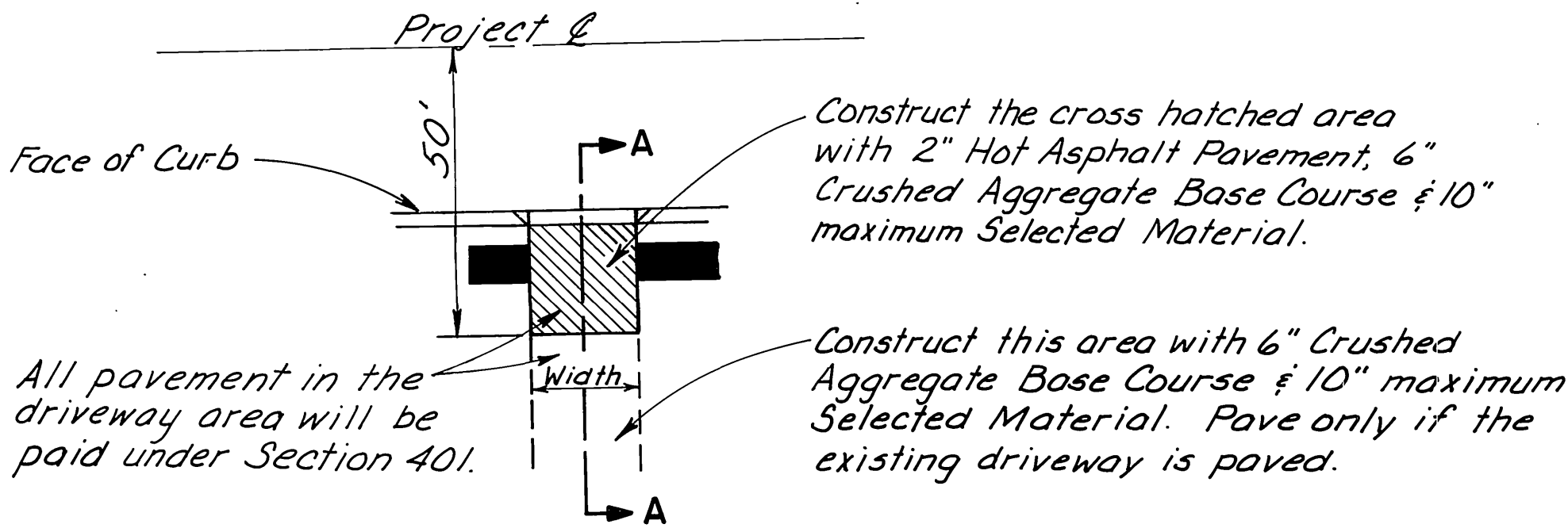
MEDIAN



SECTION A-A



SIDE STREETS



CURB CUTS

TABLE FOR ESTIMATING QUANTITIES		
ITEM NO.	DESCRIPTION	ESTIMATING BASIS
203(6B)	Select Material	150 lbs./cu. ft.
301(1)	Crushed Agg. Base Course	153 lbs./cu. ft.
401(1)	Hot Asphalt Pavement	112 lbs./sq. yd./in.
402(2)	Emul. Asphalt for Tack Coat	8.45 lbs./gal. Diluted with 50% H ₂ O
	C55-1	@ 0.15 gal./sq. yd.
403(1)	Prime Coat	7.77 #/gal. at 0.3 gal./sq. yd.
401(2)	AC-5 Asphalt Cement	6.0% by wt. of Hot Asphalt Pavement

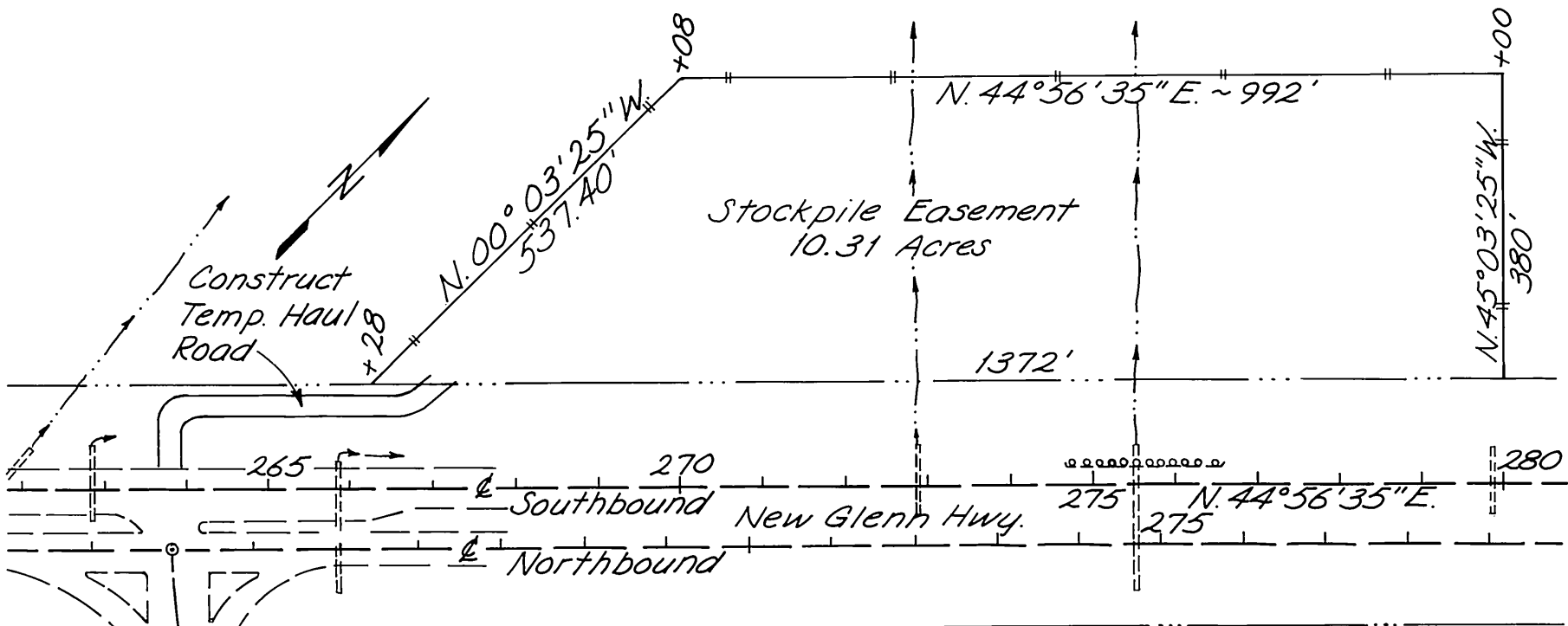
STATE OF ALASKA
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EAGLE RIVER URBAN
TYPICAL SECTION

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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GENERAL NOTES:

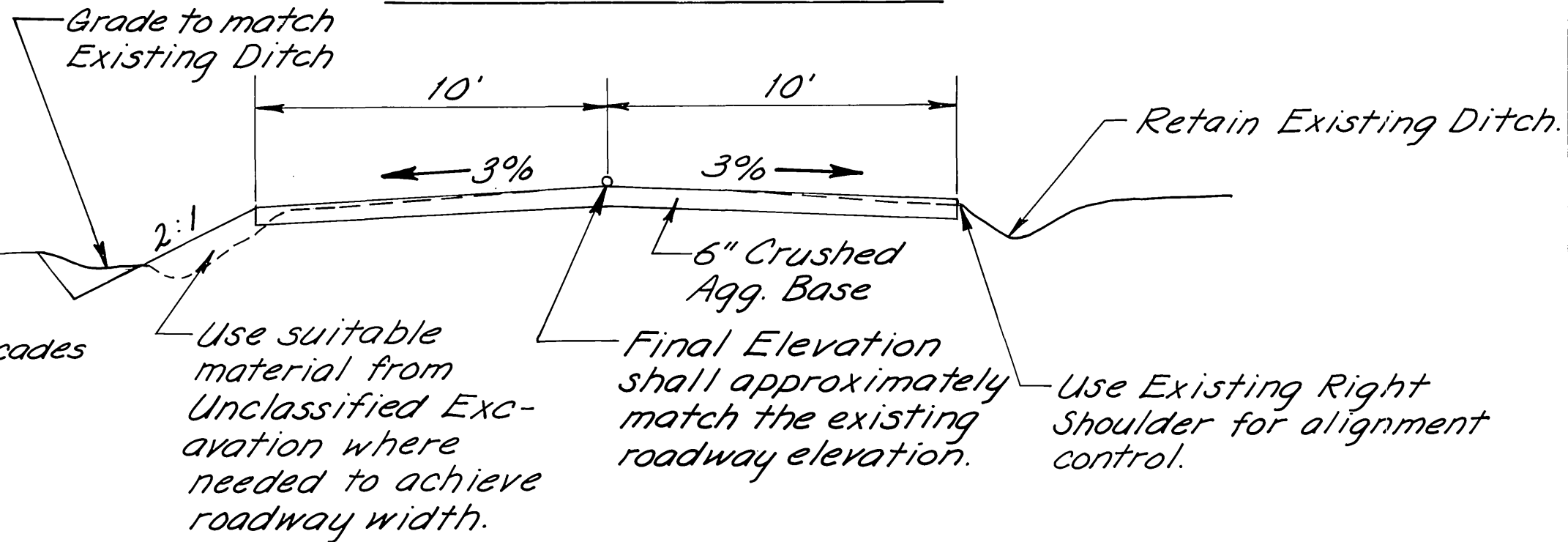
- CONSTRUCTION SIGNING OF ALL EFFECTED TRAVELLED WAYS FOR BOTH LONG AND SHORT TERM OPERATIONS SHALL BE PROVIDED IN ADDITION TO ADVANCE CONSTRUCTION SIGNING AND TYPICALS SHOWN.
- ALL PROPOSED CONSTRUCTION SIGNING, STRIPING AND CHANNELIZATION PLANS SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL CONSTRUCTION AND DETOUR SIGNING AND STRIPING SHALL CONFORM TO THE ALASKA TRAFFIC MANUAL, STANDARD DRAWINGS, AND SPECIFICATIONS.
- TEMPORARY STRIPING SHALL BE REQUIRED WHEN THE FIRST LIFT OF THE FINAL PAVEMENT IS USED FOR DRIVING LANES. THE STRIPING SHALL INCLUDE 4" SOLID WHITE EDGE LINES AND A 4" DOUBLE YELLOW CENTERLINE.
- EXISTING STRIPING IN CONFLICT WITH TEMPORARY STRIPING SHALL BE REMOVED.



Notes:

- All excess non-organic unclassified excavation shall be stockpiled in this easement. Construction of haul road and stockpiling is incidental to unclassified excavation.
- The Engineer shall define the area of stockpiling within the easement and/or Right-of-Way to remain out of drainage & swamp areas. The Engineer may require that two stockpiles be constructed according to the frost susceptibility of the material.
- Clearing & grubbing shall only be in the area that stockpiled material will be placed and an additional surrounding 10 ft. strip.
- The Contractor shall seed the stockpile after completion.

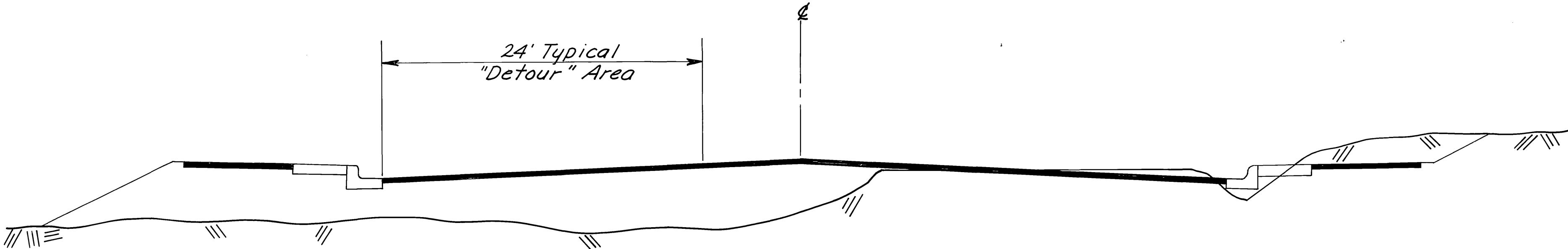
STOCKPILE AREA FOR EXCESS MATERIALS



FARM AVE.
STA. 10+65 to 26+51.80

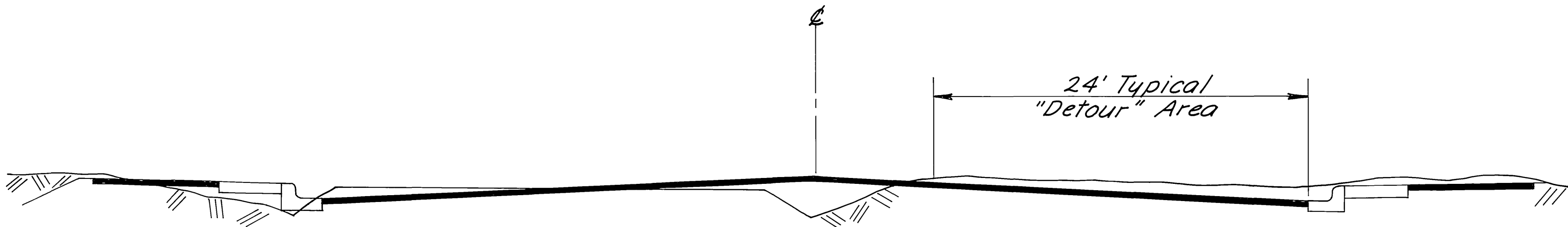
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EAGLE RIVER URBAN
TRAFFIC CONTROL PLAN
& TYPICAL SECTION



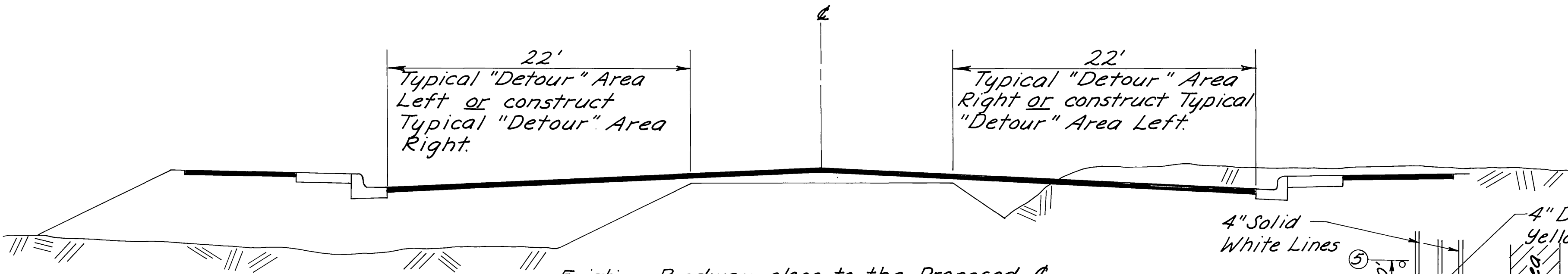
Existing Roadway to the right of Proposed Roadway

TYPICAL SITUATION ①



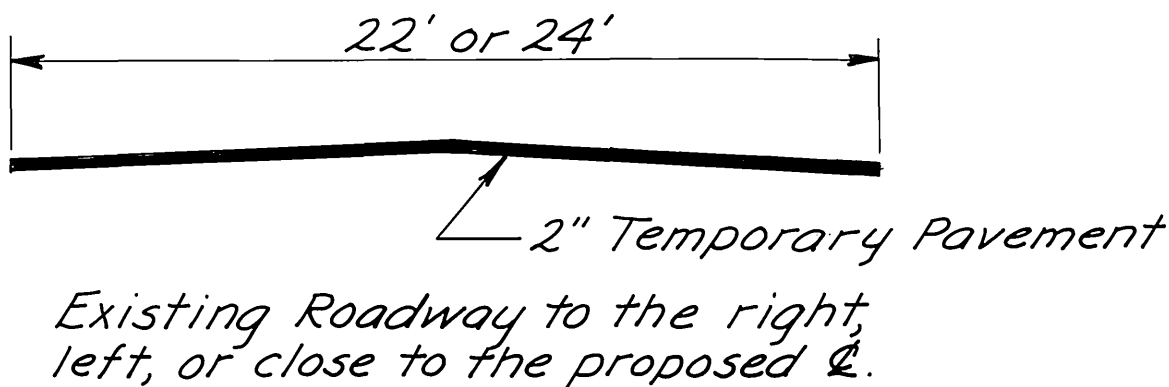
Existing Roadway to the left of Proposed Roadway

TYPICAL SITUATION ②



Existing Roadway close to the Proposed Roadway

TYPICAL SITUATION ③



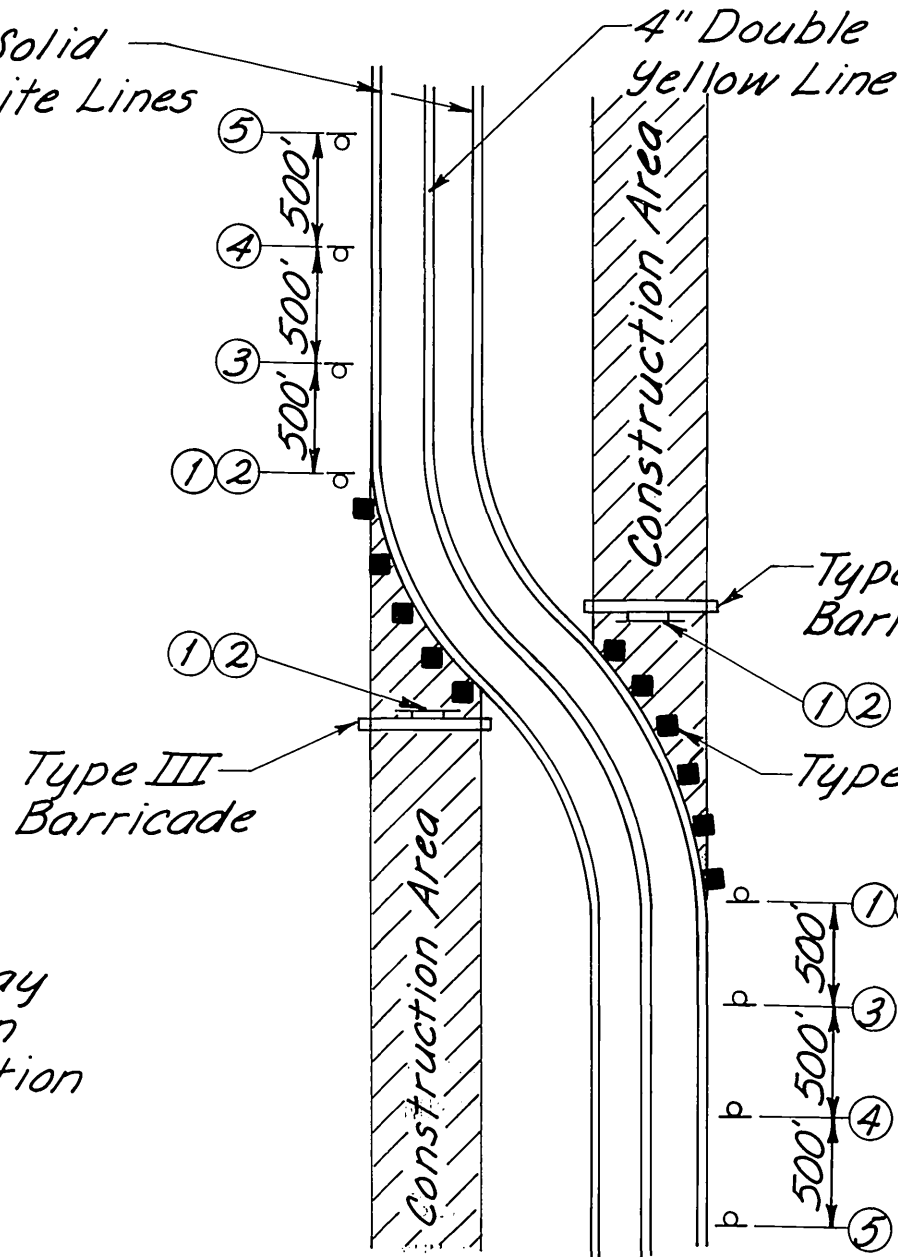
TYPICAL SITUATION ④

Note:

Typical Situations ①, ②, & ③ all apply to Sections A, B & C of the roadway (115-3.01). The situation used at individual stations depends on the position of the existing roadway relative to the new roadway at those stations. Situation ④ may be used in lieu of any of the other three situations.

PAVED TRAFFIC AREAS DURING CONSTRUCTION

JERSEY BARRIER MAY BE REQUIRED
SEE SECTION 115.301 OF THE SPECIAL PROVISIONS



DETOUR SIGNING	
NO.	LEGEND
1	Road Closed
2	Detour
3	(Curve Symbol) *
4	Detour 1000' Ft.
5	Detour 1500' Ft.

Note: Warning lights should be used to mark Type II Barricades at night.

* Advisory speed determined at site.

TYPICAL BY-PASS DETOUR PLAN

ESTIMATE OF QUANTITIES																	REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
																	No.	Date	Description	ALASKA	RS-0558(1)	1981	6	48
																	Estimate of Quantities							
ITEM NO.	ITEM	UNIT	S H E E T N U M B E R																					
			14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	TOTAL
1	FURNISHING AND MAINTAINING ENGINEERING FACILITIES	L.S.																						ALL REQUIRED
109(1)	PETROLEUM ESCALATION	C.S.																						ALL REQUIRED
110(1)	MOBILIZATION	L.S.																						ALL REQUIRED
111(1)	TEMPORARY EROSION AND POLLUTION CONTROL	C.S.																						ALL REQUIRED
112(1)	TRAINING PROGRAM	C.S.																						ALL REQUIRED
113(1)	FLAGGING	C.S.																						ALL REQUIRED
114(1)	CONSTRUCTION ENGINEERING BY THE CONTRACTOR	L.S.																						ALL REQUIRED
114(2)	THREE PERSON SURVEY PARTY	HOURL																						50
115(1)	TRAFFIC MAINTENANCE	L.S.																						ALL REQUIRED
201(3B)	CLEARING AND GRUBBING	ACRE					0.3		0.2	0.4	1.1	0.2	0.1		1.8									4.1
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.																						ALL REQUIRED
202(4)	REMOVAL AND DISPOSAL OF CULVERT PIPE	L.F.		100											62		229	545	100	370	123	65	95	1,689
202(8)	REMOVAL OF CURB AND GUTTER	L.F.				350	488	160		132														1,130
203(3)	UNCLASSIFIED EXCAVATION	C.Y.	1,163	1,086		2,677	9,176	11,112	6,882	5,950	9,755	7,099	11,028											65,928
203(6B)	SELECTED MATERIAL	TON	615	1,052		2,635	10,449	21,380	4,451	4,349	4,324	1,675	7,680											58,510
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	615	1,611	150	1,723	4,944	5,839	5,191	4,893	4,797	4,572	2,383		1,275									37,993
401(1)	HOT ASPHALT PAVEMENT	TON	361.2	272.4		665.2	2,011.5	2,483.9	2,495.4	2,383.2	2,335.7	2,096.6	1,266.6											16,371.7
401(2)	AC-5 ASPHALT CEMENT	TON	21.7	16.3		39.9	120.7	149.0	149.7	142.9	140.1	125.8	76.0											982.1
401(4)	ANTI-STRIPPING ADDITIVE	C.S.																						ALL REQUIRED
402(2)	EMULSIFIED ASPHALT FOR TACK COAT, CSS-1	TON	1.0			1.7	5.3	6.3	6.6	6.5	6.3	5.7	3.6											43
403(1)	PRIME COAT	TON																						100
501(3)	CLASS W CONCRETE	C.Y.																			11			11
509(1)	STEEL BIN WALLS	S.F.						4,411																4,411
603(22C)	12" PIPE CONDUIT	L.F.														71		86	36		24			217
603(22E)	18" PIPE CONDUIT	L.F.		292												40	604	821	940	506	851	733	96	4,883
603(22F)	21" PIPE CONDUIT	L.F.															140			952	269			1,361
603(22G)	24" PIPE CONDUIT	L.F.			44												587		1,031	480		178		2,382
603(22H)	30" PIPE CONDUIT	L.F.												783			163	664			137	26		1,821
603(22I)	36" PIPE CONDUIT	L.F.			48									368	1,495									2,189
603(22J)	42" PIPE CONDUIT	L.F.			326									254	1,286									1,540
603(22K)	48" PIPE CONDUIT	L.F.																			162			162
603(32B)	42" PIPE END SECTION, TYPE B	EACH												1	1									2
636(2)	DITCH LINING	TON			30																			30
604(1A)	MANHOLE, TYPE "X"	EACH												1				4			1			6
604(1B)	MANHOLE, TYPE "Y-1"	EACH													5		1				1			7
604(1C)	MANHOLE, TYPE "X-1"	EACH														1	2		4	1				8
604(1D)	MANHOLE, TYPE "Y"	EACH												2	1									3
604(3)	RECONSTRUCT EXISTING MANHOLE	EACH															1	1		1				3
604(4)	ADJUST EXISTING MANHOLE	EACH		2													1	1		2	1			7
604(5A)	INLET, TYPE "X"	EACH															3	2	1	3	2	3		14
604(5B)	INLET, TYPE "X-1"	EACH															3	4	4	6	1		1	19
604(5C)	INLET, TYPE "Y-1"	EACH																	1					1
604(5D)	INLET, TYPE "A"	EACH														2	1		2		2	1		8
604(5E)	INLET, FIELD TYPE "A"	EACH															2	2		2	1			7
604(5F)	INLET, FIELD TYPE "X"	EACH															1	1	1	2				5
604(5G)	INLET, FIELD TYPE "X-1"	EACH															1				1			2
604(7)	WATERTIGHT MANHOLE COVER AND FRAME	EACH																		1				1
606(1)	BEAM TYPE GUARDRAIL, TYPE I POST	L.F.						375																375
606(3)	REMOVAL AND RECONSTRUCTION OF GUARDRAIL	L.F.				125																		125
607(3)	CHAIN LINK FENCE	L.F.						362.5																362.5
608(2)	ASPHALTIC SIDEWALK	TON			32.8	24.7	165.9	172.6	196.2	178.3	198.0	141.1												1,109.6
609(1A)	CURB TYPE 1	L.F.						329		364														693
609(1B)	CURB TYPE 5	L.F.				151	459	165	86	513														1,374
609(2)	CURB AND GUTTER, TYPE 1	L.F.				1,731	4,027	2,812	2,806	2,808	2,842	2,991	698											20,715
614(1)	SURVEY MONUMENTS	EACH	2	2		3	3	2	2	2	3	3	1											23
614(2)	MONUMENT CASES	EACH	2	2		3	3	2	2	2	3	3	1											23
614(3)	ADJUST EXISTING MONUMENTS AND CASES	EACH										1												

SUMMARY SHEET

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558(1)	1981	7	48

CURB CUTS & CULVERT REMOVAL ①②						RURAL DRIVES & CULVERT REMOVAL ②						STRUCTURES & OBSTRUCTIONS REMOVAL ④					
SHEET	LOCATION	WIDTH	APPROXIMATE MAX. DIST. FROM EAGLE RIVER URBAN CL TO EDGE OF DRIVE RECONSTRUCTION	REMOVE CULVERT		SHEET	LOCATION	WIDTH	APPROXIMATE MAX. DIST. FROM CL TO FAR EDGE OF DRIVE	REMOVE CULVERT		SHEET	APPROX. STA.	OFFSET	DESCRIPTION		
17 & 27	105+87 LT.	34'	66'			24	STA. 191+15 RT. MAINLINE	30' 25'	55'			18-19	136+50	45' LT.	52.0'X30.2'X11" CONCRETE BLOCK SERVICE STA.		
17 & 27	106+77 LT.	14'	50'			15	STA. 5+65 RT. OLD EAGLE RIVER RD.	30'	36'	30'		20	117+10	50' RT.	APPROX. 10' of 2' HIGH CONCRETE BLOCK WALL		
17 & 27	106+96 RT.	34'	53'			15	STA. 7+16 RT. OLD EAGLE RIVER RD.	14'	47'	20'		20	136+80	20' LT.	31.9' X 3' X 0.6' CONCRETE PUMP ISLAND		
18 & 28	116+22 RT.	34'	58'			15	STA. 8+24 RT. OLD EAGLE RIVER RD.	34'	32'	50'		20	138+10	22' LT.	UNDERGROUND TANK		
18 & 28	117+47 RT.	20'	60'			15	STA. 9+02 RT. OLD EAGLE RIVER RD.	34'	49'			20	138+10	30' LT.	UNDERGROUND TANK		
18 & 28	118+38 RT. NO CURB CUT	34'	60'			20	E.R. LOOP RD. - 8+51 RT. - 7+97 LT			75'		20	138+10	42' LT.	UNDERGROUND TANK		
19 & 29	121+70 RT. NO CURB CUT	34'	60'									20	138+15	50' LT.	UNDERGROUND TANKS VENT PIPES		
19 & 29	122+80 RT.	30'	59'									17	101+54	23' LT.	108 S.Y. SIDEWALK		
19 & 29	123+25 RT.	24'	60'									21	155+50	35' LT.	3' DIAM. X 1.5' CONCRETE FILLED CMP SIGN BASE		
19 & 29	123+90 RT. NO CURB CUT	24'	50'	NOT REMOVED 45'								21	156+60	50' LT.	1.5" DIAM. X 0.6' CONCRETE FILLED CMP		
19 & 29	124+55 RT. NO CURB CUT	24'	49'												LIGHT POLE BASE WITH 4" DIAM. X 15' STEEL PIPE LIGHT POLE ATTACHED		
19 & 29	125+05 RT.	24'	50'	80'								19	124+67	50' LT.	SIGN AND CONCRETE BASE		
19 & 29	126+05 RT.	24'	53'	42'		CURB & GUTTER REMOVAL ③						GUARDRAIL REMOVAL & INSTALLATION ⑨⑩					
19 & 29	126+57 Rt.	24'	71'	38'		SHEET	STATION	TO STATION	LINEAL FT.	REMARKS		SHEET	APPROX. STA.	LENGTH	REMARKS		
19 & 29	127+11 RT.	24'	54'	40'		17	101+54 LT.	104+02 LT.	248 263'			17	101+80	50'	REMOVE AND RECONSTRUCT AS DIRECTED BY		
19 & 29	128+25 LT.	34'	SEE DETAIL SHEET			17	104+25 RT.	104+29 RT.	20	MEDIAN NOSE-GLENN HIGHWAY OFF RAMP		17	101+92	75'	THE ENGINEER. IF THE CONTRACTOR ELECTS		
19 & 29	130+12 RT.	34'	65'	45'		17	104+45 RT.	104+77 RT.	82	ISLAND-GLENN HIGHWAY OFF RAMP					TO USE NEW GUARDRAIL, IT SHALL BE		
19 & 29	132+83 LT.	24'	180'						180'	5					INSTALLED WITH A BREAKAWAY CABLE		
19 & 29	133+31 RT.	34'	60'			18	115+24 RT.	116+00 RT.	76	NOT REMOVED					TERMINAL.		
18 & 28	116+78 RT.	34'	60'			18	116+40 RT.	116+90 RT.	67	NOT REMOVED							
	114+80 RT. MONTE ST.	34'				18	117+20 RT.	118+25 RT.	105	NOT REMOVED							
20 & 30	139+87 RT.	34'	60'	NOT REMOVED 50'		18	117+65 LT.	117+77 LT.	86 83'	MEDIAN NOSE-CENTERFIELD DRIVE							
20 & 30	147+62 RT.	20'	78'			18	119+00 RT.	120+55 RT.	155 156'								
21 & 31	150+53 LT.	34'	48'			19	121+10 RT.	121+82 RT.	72 65'								
21 & 31	150+87 RT.	34'	69'	NOT REMOVED 5'		19	122+30 LT.	122+47 LT.	88 70'	MEDIAN NOSE-BUSINESS BOULEVARD		19	124+77	375" 462.5"	INSTALL WITH BURIED ANCHOR TERMINALS.		
21 & 31	151+62 LT.	34'	46'						60'			19	122+96.45 - 126+58.95	350'	SEE ALSO SHEET 9.		
21 & 31	153+20 LT.	30'	48'			21	150+97 LT.	151+34 LT.	37 38'						CHAIN LINK FENCE ⑤		
21 & 31	153+80 LT. NO CURB CUT	30'	50'			21	151+00 LT.		15								
21 & 31	155+13 LT.	34'	52'			21	151+73 LT.	152+53 LT.	80								
21 & 31	155+47 RT.	20'	58'	68" 48'		20	138+75 43' RT. CL	138+75 63' RT. CL	20 44'								
21 & 31	156+27 LT.	34'	50'			21	151+00 LT.	151+80 LT.	30 44'	PLAZA ?							
21 & 31	156+57 RT.	14'	63'			18	MONTE STREET INTERIAN		28 44'								
21 & 31	157+73 LT.	34'	52'			SIDE STREETS & ADDITIONAL CULVERT REMOVAL ②						ADDITIONAL CULVERT REMOVAL ②					
22 & 32	164+86 LT.	14'	77'			SHEET	STREET	APPROXIMATE MAX. DIST. FROM CL TO FAR EDGE OF SIDE STREET	REMOVE CULVERT	②		SHEET	LOCATION	REMOVE			
22 & 32	165+78 LT.	14'	53'														
22 & 32	169+30 LT.	30'	69'			17	CROSS DRIVE	53'				28	107+40	58' 42'			
23 & 33	177+70 RT.	20'	50'			18 & 28	BROOKS STREET	63'	40' 38'			28	114+38	55' 46'			
23 & 33	178+30 LT. BIDDLE ST.	34'	79'			18	CENTERFIELD DRIVE	67'				28	114+44	40'	NOT REMOVED		
23 & 33	181+35 RT.	20' 34'	92'			19 & 29	BUSINESS BOULEVARD	77'	110'			28	119+17	44'			
23 & 33	181+75 LT.	20'	58'			19 & 29	CORONADO ROAD	70'	50' 43'			29	124+50	40'			
23 & 33	182+24 LT.	34'	59'			19 & 29	PARK WAY	65'	NOT REMOVED 55'			30	146+25	50" 44'			
23 & 33	182+93 LT.	34'	67'			20	EASY STREET	63'				31	149+02 149+86	60' 12'			
23 & 33	183+09 RT.	34'	65'			20	LACEY DRIVE	180'				31	156+75	40' 42'			
23	179+66 5 LT	34'				20	EAGLE RIVER LOOP	75'				32	176+93	85' 80'			
23	181+25 LT.	34'				20	FARM AVENUE	66'				33	184+12	66' 63'			
23	178+94 RT.	?				20						34	193+25	45' 62'			
23	180+49 RT.	?				21 & 31	BOWEN CIRCLE	63'	67" 52'			34	202+25	50' 56'			
23	184+00 RT.	?				21 & 31	SANTA MARIA DRIVE	71'	40'			26	16+05 FARM AVENUE	62'			
21	149+50 LT.	34'				21 & 31	SCHROEDER DRIVE	63'	50'				122	45'			
22	172+96 LT.	34'				22	JUANITA LOOP SOUTH 170+90	63'					124	20'			
21	161+29 LT.	34'				22	ELEONORA STREET	77'					128+50	35'			
21	160+55 LT.	34'				22 & 32	JUANITA LOOP NORTH	63'	38' 33'				148+70	40'			
20	137+00 RT	34'				22	MERCY DRIVE	102'					158-158 42	40'			
20	135+75 LT.	34'				17	GLENN HIGHWAY RAMP	120'					148+50	40'			
19	134+25 LT.	34'				23	NORTH EAGLE RIVER ACCESS	171'									
20	136+75 LT.	34'														STATE OF ALASKA	
20	137+25 LT.	34'														DEPARTMENT OF TRANSPORTATION	
20	138+30 LT.	34'														AND	
21	163+00 RT.	34'														PUBLIC FACILITIES	
22	165+00 RT	?														EAGLE RIVER URBAN	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
EAGLE RIVER URBAN
SUMMARY SHEET

SUMMARY SHEET

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS - 0558(1)	1981	8	48

BARRIER CURB ⑬ ⑦				
SHEET	STATION TO	STATION	ASPHALT	CONCRETE
17	104+75 LT.	105+70 LT.	95' ←	NOT INSTALLED
17	106+04 LT.	106+60 LT.	56' ←	NOT INSTALLED
18	115+39 RT.	116+05 RT.	66' ←	NOT INSTALLED
18	116+39 RT.	116+86 RT.	47' ←	NOT INSTALLED
18	117+20 RT. 117+06	118+21 RT. 118+13Z	101+107.7'	
18	118+55 RT. 118+64Z	120+55 RT. 120+00	200+135.7'	
18	120+89 RT. 120+04	121+80 RT. 121+50.5	11+146.5'	
19	121+80 RT. 121+60.5	122+65 RT. 122+47.9	105+103.9'	
19	122+96 RT. DELETED	123+12 RT.		14'
19	123+40 RT.	123+74 RT. DELETED		28'
19	124+05 RT.	124+39 RT. DELETED		28'
19	124+67 RT.	124+92 RT. DELETED		21'
19	125+20 RT.	125+90 RT. DELETED		56'
19	126+19 RT.	126+44 RT. DELETED		21'
19	126+71 RT.	126+96 RT. DELETED		21'
19	127+24 RT. 127+39	127+94 RT.		56+42'
19	130+29 RT.	131+35 RT. DELETED		84'
19	134+20 RT. 133+49	134+54 RT. 134+60	34+111'	
20	139+00 RT.	139+70 RT.	70' ←	NOT INSTALLED
20	140+04 RT.	140+20 RT.	16' ←	NOT INSTALLED
21	149+30 LT.	150+36 LT.	106' ←	NOT INSTALLED
21	150+80 RT. 150+02	150+70 RT. 150+37Z		56+35'
21	150+70 LT.	151+45 LT.	75' ←	NOT INSTALLED
21	151+04 RT. 151+09	152+55 RT.		119+112'
21	151+79 LT. 152+80	153+05 LT. 151+87	120+91.5'	
21	153+35 LT.	153+65 LT.	30' ←	NOT INSTALLED
21	153+95 LT.	154+70 LT.	75' ←	NOT INSTALLED
21	155+21 RT.	155+37 RT. DELETED		14'
21	155+59 RT.	156+49 RT. DELETED		70'
21	156+55 LT.	157+56 LT.	101' ←	NOT INSTALLED
21	156+65 RT.	156+90 RT. DELETED		21'
21	157+92 LT.	158+98 LT. DELETED		84'
? 19	123+45.3 RT	124+52.5	107.2'	
19	132 + 38.5 RT	132+50	11.5'	

COORDINATES AND MONUMENTS ⑥					
SHEETS	STATION	NORTHINGS	EASTINGS	REMARKS	BRASS CAP MONUMENT WITH MONUMENT CASE
14	6+50.00	2,674,537.240	575,708.251	BEGIN CONST. NEW EAGLE RV RD	
14	7+50.23 PC	2,674,596.819	575,703.598	NEW EAGLE RIVER ROAD	1
14	8+32.26 PI	2,674,725.951	575,693.515	NEW EAGLE RIVER ROAD	
14	9+64.53 PT	2,674,838.188	575,628.867	NEW EAGLE RIVER ROAD	1
15	4+70.84	2,674,941.190	576,108.203	BEGIN CONST. OLD EAGLE RV RD	
15	6+48.91 PC	2,675,114.796	576,068.556	OLD EAGLE RIVER ROAD	1
15	7+32.56 PI	2,675,196.342	576,049.933	OLD EAGLE RIVER ROAD	
15	8+15.78 PT	2,675,279.885	576,045.771	OLD EAGLE RIVER ROAD	1
15	10+00.00	2,675,463.880	576,036.604	INTERSECTION: OLD EAGLE RV RD = 11+22.47 MONTE STREET	
15	11+68.40	2,675,464.122	576,082.517	END CONST. MONTE STREET	
17	101+54.31	2,674,646.510	575,021.830	BEGIN PROJECT, MAINLINE	
17	102+89.96 PC	2,674,698.706	575,147.036		1
17	103+67.90 PI	2,674,728.696	575,218.974		
17	104+45.75 PT	2,674,752.724	575,293.116		1
17	106+65.15 PC	2,674,820.365	575,501.830		1
17	109+97.81 PI	2,674,922.924	575,818.287		
18	107+85.00	2,674,868.927	575,611.162	INTERSECTION: EAGLE RIVER URBAN = 10+00 EAGLE RV RD	1
18	112+67.94 PT	2,675,248.598	575,886.111		
18	112+68.16 PC	2,675,248.812	575,886.155		
18	114+84.61	2,675,463.234	575,914.134	INTERSECTION: EAGLE RIVER URBAN = 10+00 MONTE STREET	
18	115+76.22 PI	2,675,550.400	575,948.963		
18	118+75.04 PT	2,675,851.144	575,882.230		1
19	125+52.08 PC	2,676,512.108	575,735.567		1
19	128+19.27	2,676,776.826	575,702.280	INTERSECTION: EAGLE RIVER URBAN = 100+00 CORONADO RD.	
19	130+17.98 PI	2,676,966.946	575,634.641		
19	134+52.96 PT	2,677,394.126	575,820.601		1
20	141+71.77 PC	2,678,053.195	576,107.507		1
20	144+42.16 PI	2,678,301.119	576,215.433		
20	147+12.54 PT	2,678,546.428	576,329.179		1
21	149+24.78	2,678,738.976	576,418.460	INTERSECTION: EAGLE RIVER URBAN = 10+00 FARM AVENUE	
21	154+04.67 PC	2,679,174.341	576,620.332		1
21	156+73.42 PI	2,679,418.155	576,733.384		
21	159+40.60 PT	2,679,678.741	576,799.118		1
22	167+43.13 PC	2,680,456.902	576,995.413		1
22	169+92.09 PI	2,680,698.297	577,056.306		
22	172+39.80 PT	2,680,946.577	577,074.645		1
22	175+44.66 PC	2,681,250.610	577,097.102		1
23	178+35.00 PI	2,681,540.160	577,118.490		
23	181+17.58 PT	2,681,798.529	577,250.938		1
23	187+34.42	2,682,347.449	577,532.332	INTERSECTION: EAGLE RIVER URBAN = 10+00 NORTH EAGLE RIVER ACCESS	1
23	184+02.54	2,682,047.008	577,390.831	1/16 CORNER OFFSET 11.14 RT. ADJ. EXIST. MONUMENT & CASE	
23	187+96.23 PC	2,682,402.454	577,560.529		1
24	190+46.71 PI	2,682,625.348	577,674.792		
24	192+95.91 PT	2,682,825.031	577,826.001		1
24	202+45.85	2,683,582.337	578,399.469	END PROJECT, MAINLINE	

ADJUST OR RECONSTRUCT MANHOLE ⑤ ⑭ INSTALL WATERTIGHT COVER & FRAME ⑮				
SHEET	STATION	OFFSET	NEW TOP OF CASTING ELEVATION	REMARKS
29	128+07.8	40.3' RT.	296.26	SANITARY - RECONSTRUCT
29	131+69.4	37.8' RT.	298.42	SANITARY - ADJUST
30	138+19.6	45' RT.	300.16	TELE - ADJUST
30	145+62.8	49' RT.	285.87	TELE - RECONSTRUCT
31	151+16.4	32.6' RT.	278.52	TELE - ADJUST & INSTALL WATERTIGHT MANHOLE COVER AND FRAME
31	157+58.5	9.6' RT.	281.61	TELE - ADJUST
32	163+46.3	1.8' RT.		TELE - RECONSTRUCT
32	170+15.8	19.7' RT.	288.92	TELE - ADJUST
15	APPR 5+55 NOT LOCATED	APPR 7' RT.	FIELD DETERMINE	SANITARY ADJUST
15	APPR 5+55 NOT LOCATED	APPR 25' RT.	FIELD DETERMINE	SANITARY ADJUST
	RECONSTRUCTION OF TELEPHONE MANHOLES		INVOLVES GRADE RING WORK ONLY.	

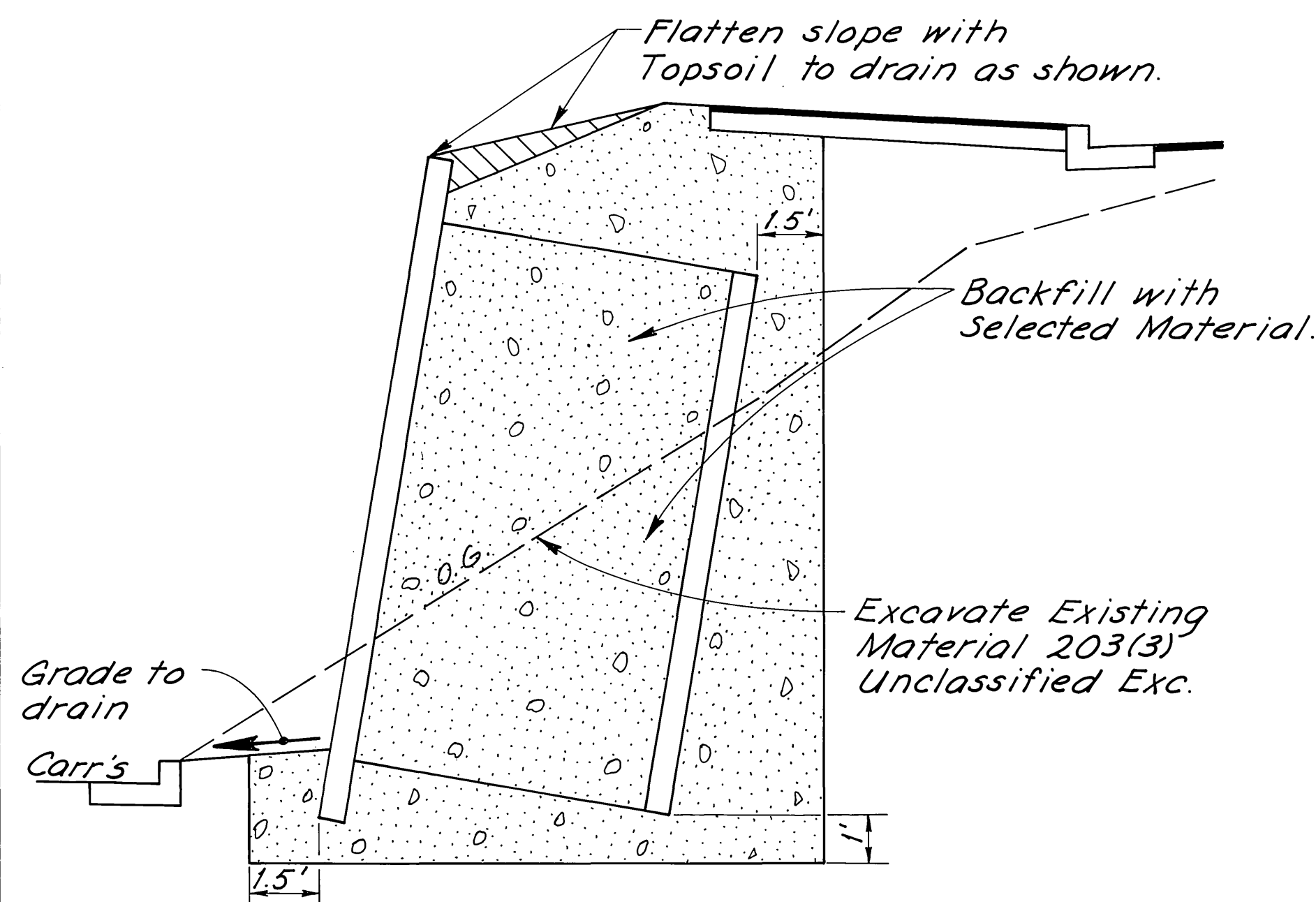
FLEXIBLE THAW CABLE WITH LOAD CENTERS ⑫						
SHEET	LOCATION	OFFSET TO LOAD CENTER	PANEL RATING (MINIMUM)	VOLTAGE	SUB BREAKERS	THAW CABLE
26	15+50 FARM AVENUE	20' RT.	120 AMP	240	60 AMP	500'
26	25+50 FARM AVENUE	20' RT	120 AMP	240	60 AMP	500'
26	35+50 FARM AVENUE	8' RT	100 AMP	240	60 AMP	500'
30	145+55 MAINLINE	55' RT.	75 AMP	240	40 AMP	310'
33	177+08 MAINLINE	85' LT.	USE EXIST. LOAD CNT.	240	15 AMP	120'
23	184+~ (CARD CR.) MAINLINE			480	60 AMP	500'
	GLENN HWY. DITCH LINE				40 AMP	300'
	FARM AVE NORTH					1320'

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
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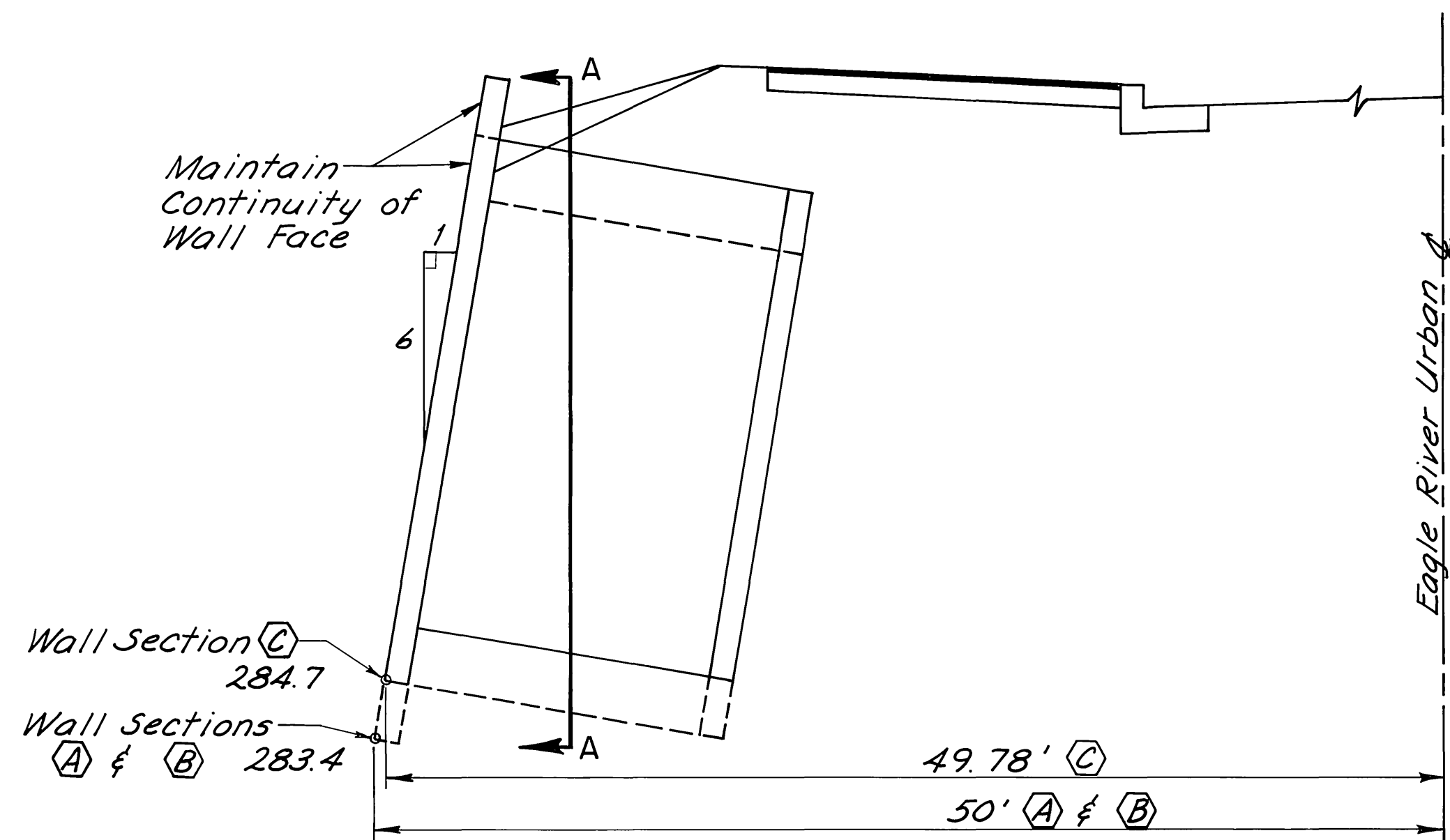
EAGLE RIVER URBAN

SUMMARY SHEET

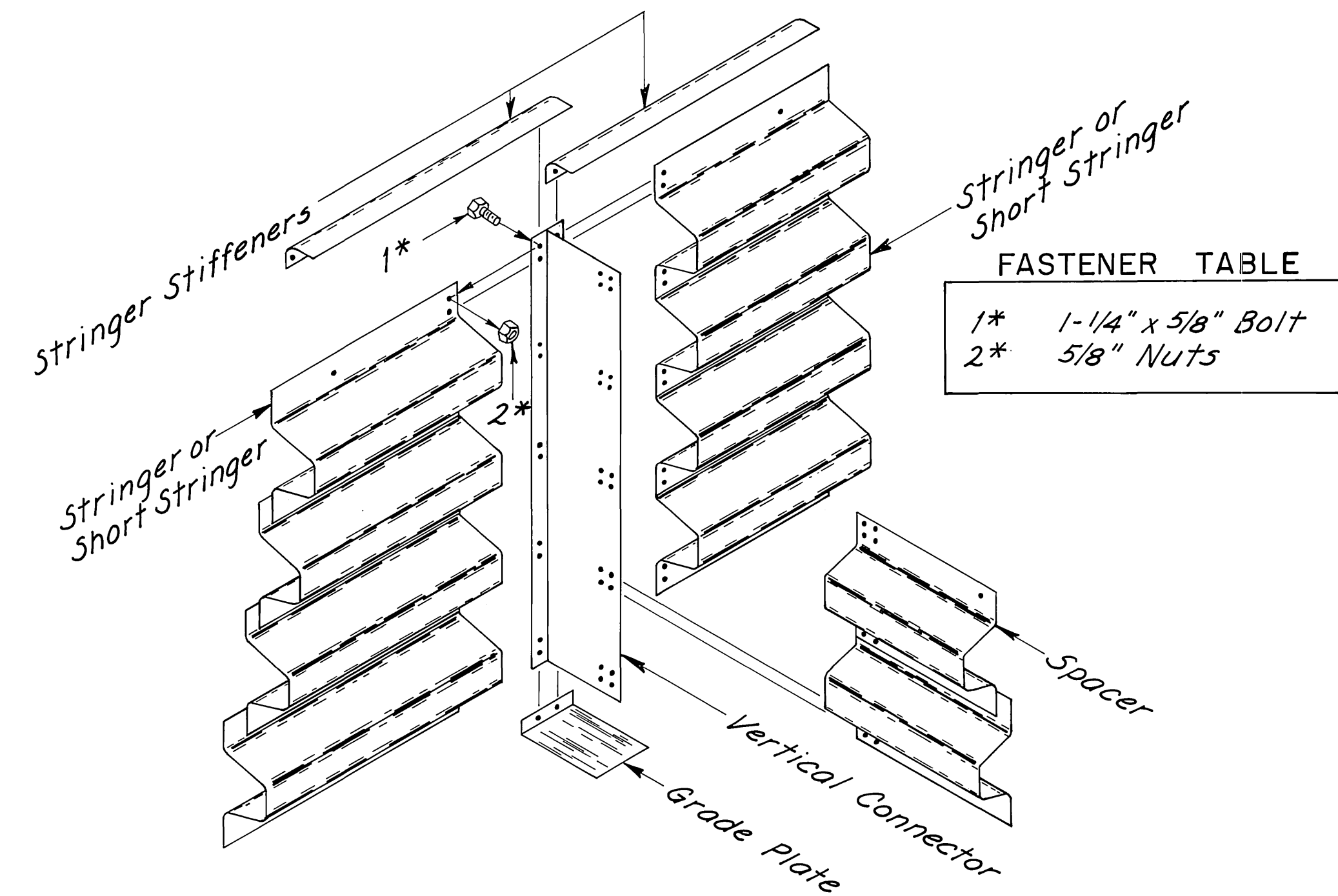
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558(1)	1981	9	48



STEEL BIN-WALL BACKFILL DETAIL



BIN-WALL PLACEMENT



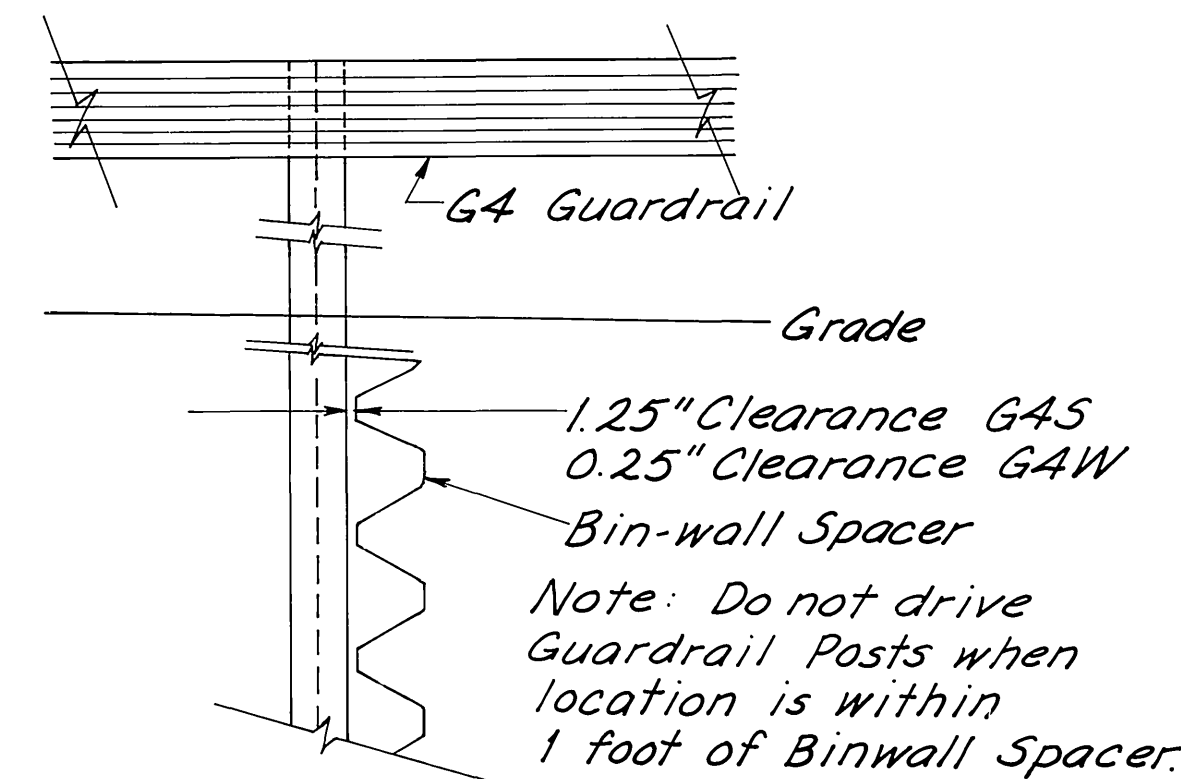
BIN-WALL NOTES:

1. Installation procedure shall follow manufacturers' recommendations for erecting bin-walls including the manufacturers' recommendation for construction in the curved portion of this wall.
2. Units shall be fabricated to the requirements of AASHTO M-36 or M-218.

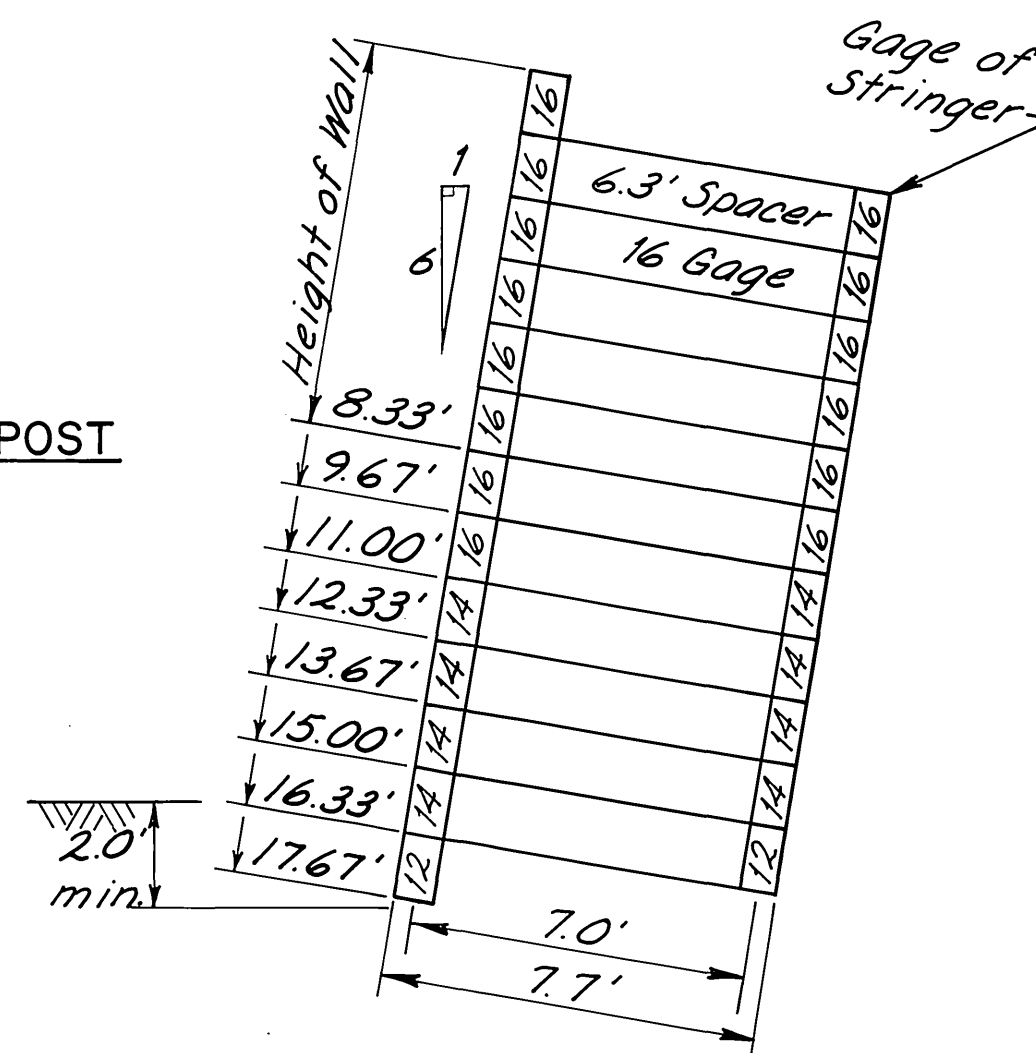
GUARDRAIL & FENCE NOTES:

1. Install the 4th Guardrail Post as shown next to the Bin-wall Spacer at 123+22.08. Every 50' the situation will repeat. Make adjustments as necessary to avoid hitting the Bin-wall Spacers.
2. Install a fence post on every guardrail post. The length of fence shall be 362.5' from the first guardrail post to the last.

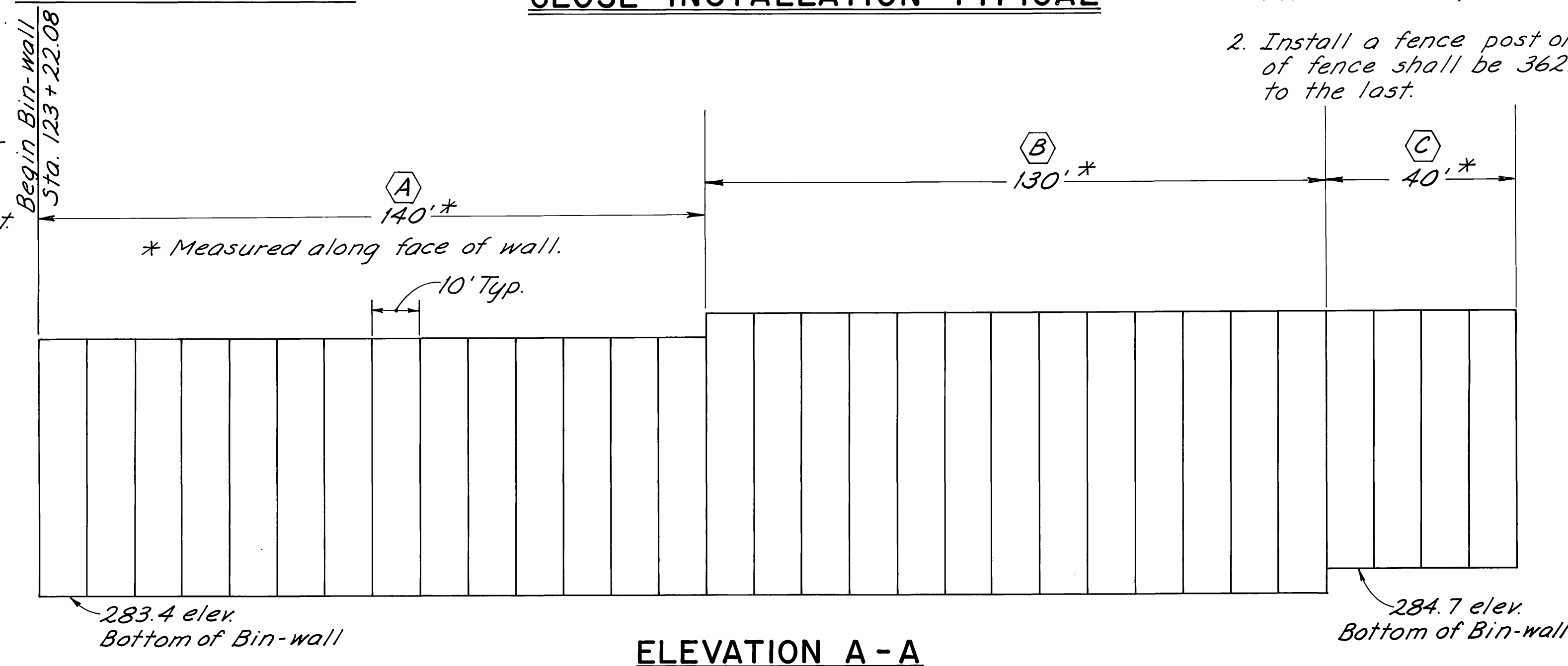
ELEVATION VIEW GUARDRAIL POST & BIN-WALL CLOSE INSTALLATION TYPICAL



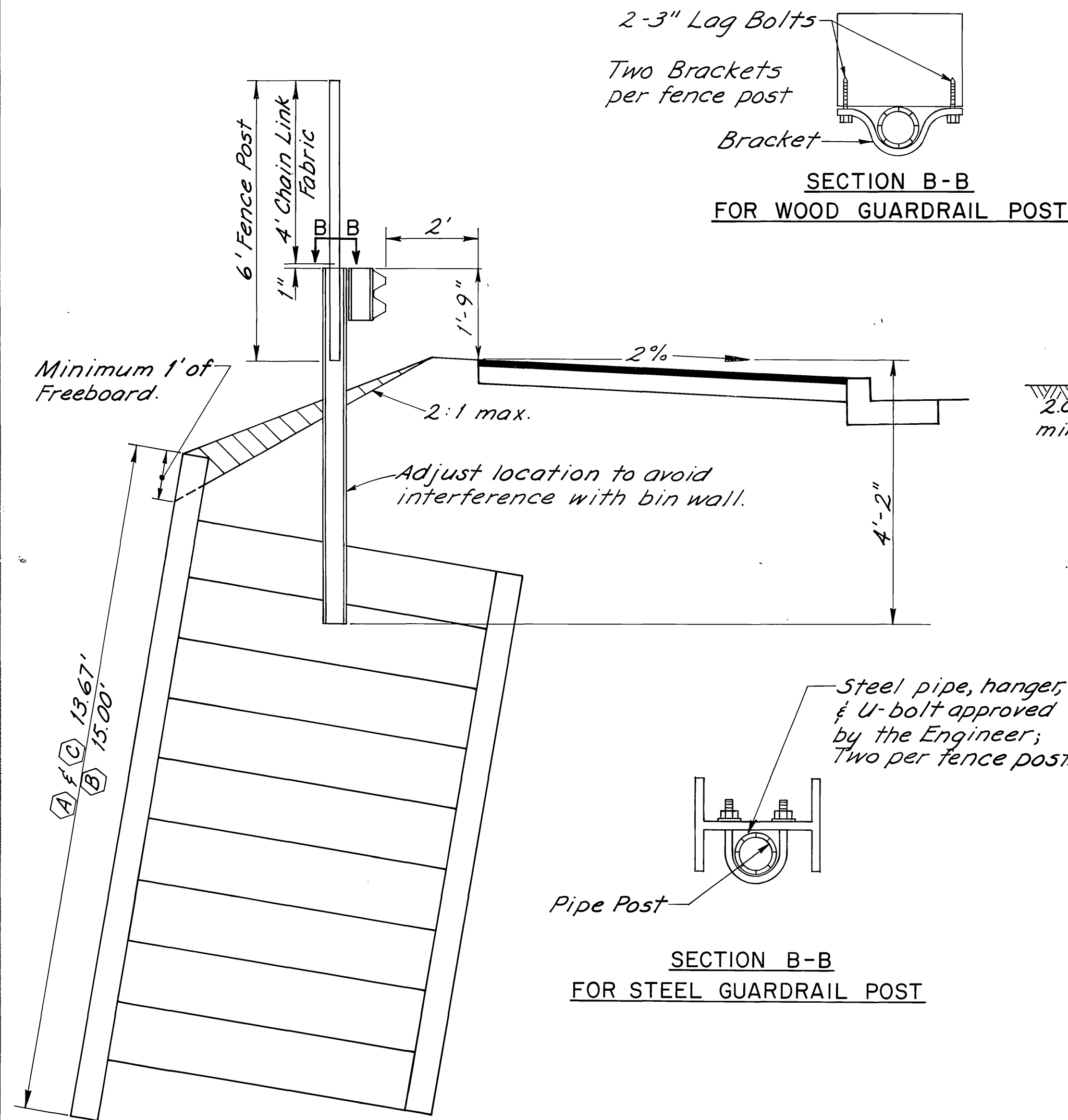
BIN-WALL TYPICAL



BIN-WALL TYPICAL

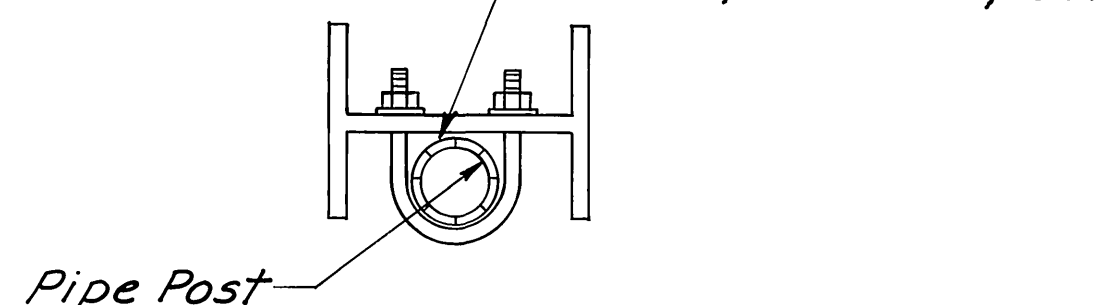


ELEVATION A-A

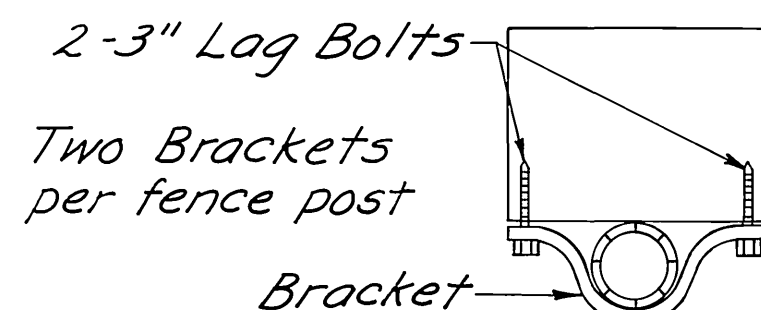


BIN-WALL DETAIL WITH
GUARDRAIL & FENCE PLACEMENT

SECTION B-B
FOR STEEL GUARDRAIL POST



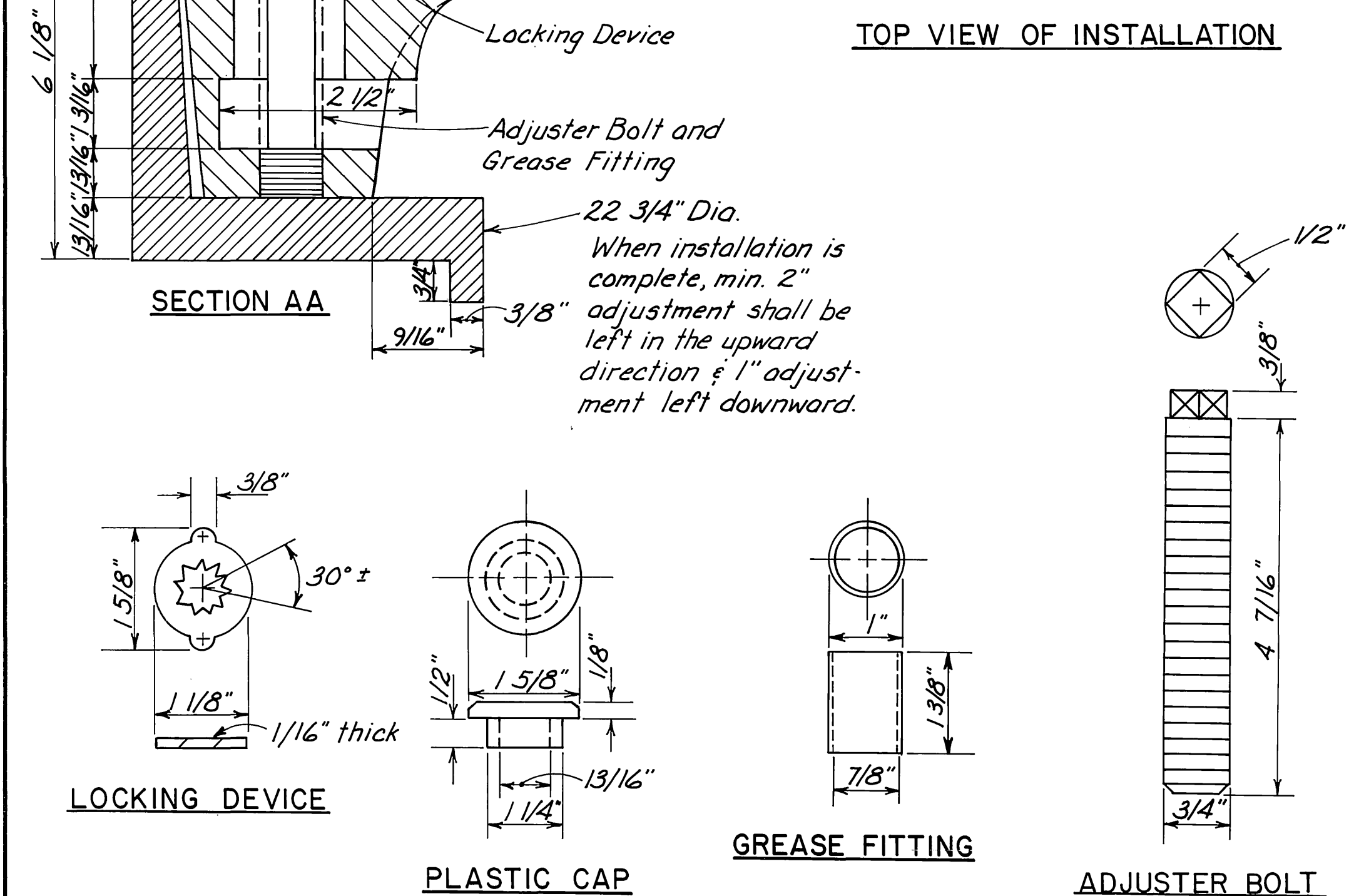
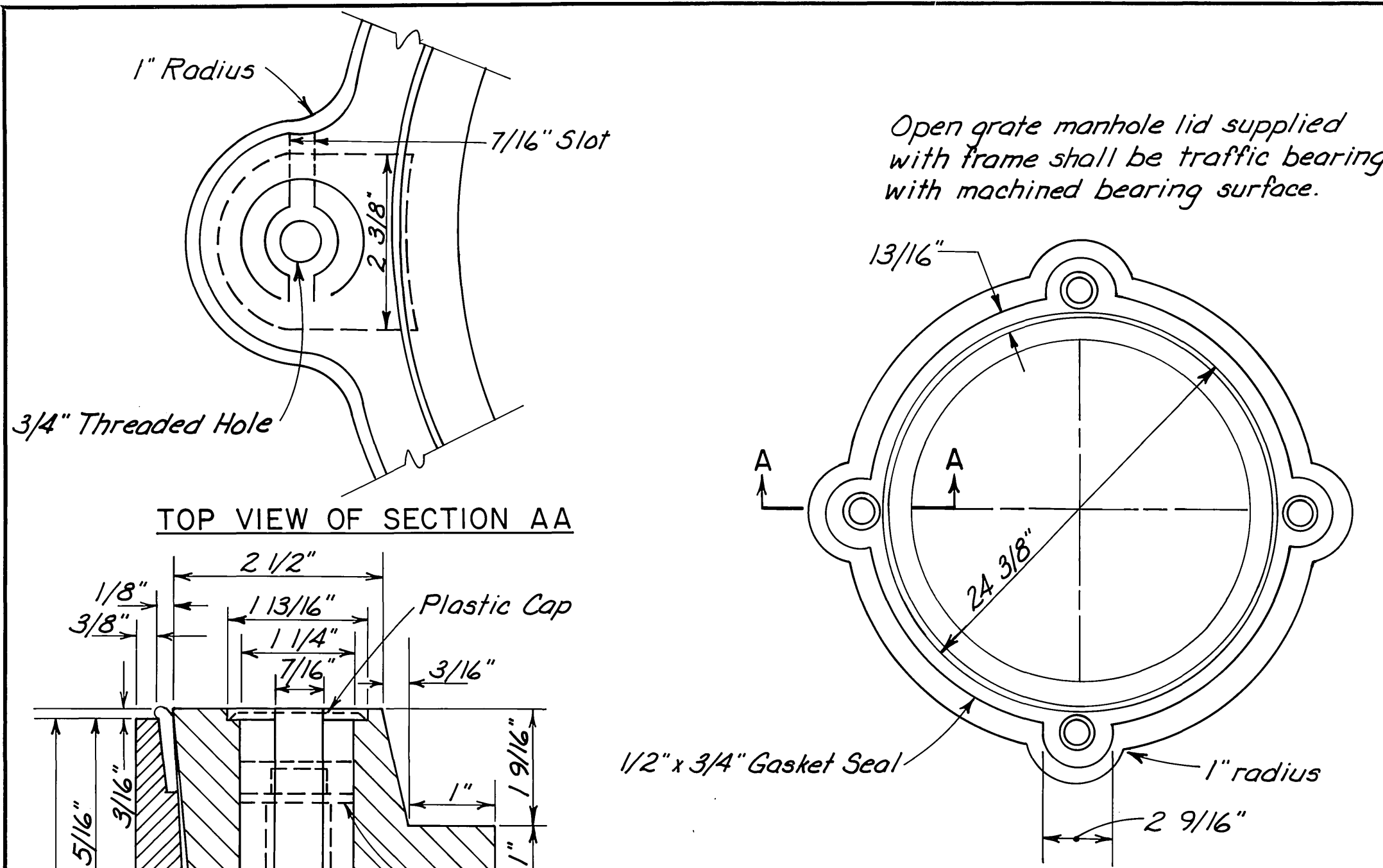
SECTION B-B
FOR WOOD GUARDRAIL POST



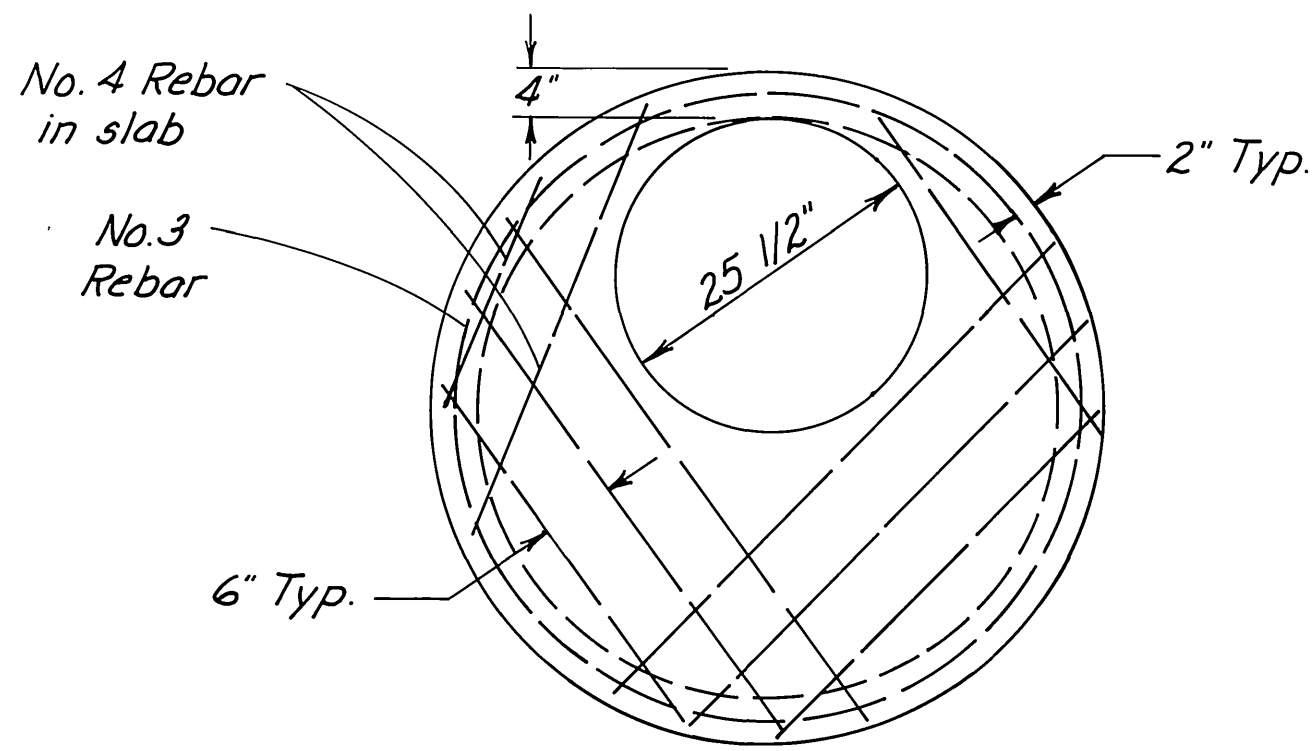
STATE OF ALASKA
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STEEL BIN RETAINING WALL

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558(/)	1981	10	48

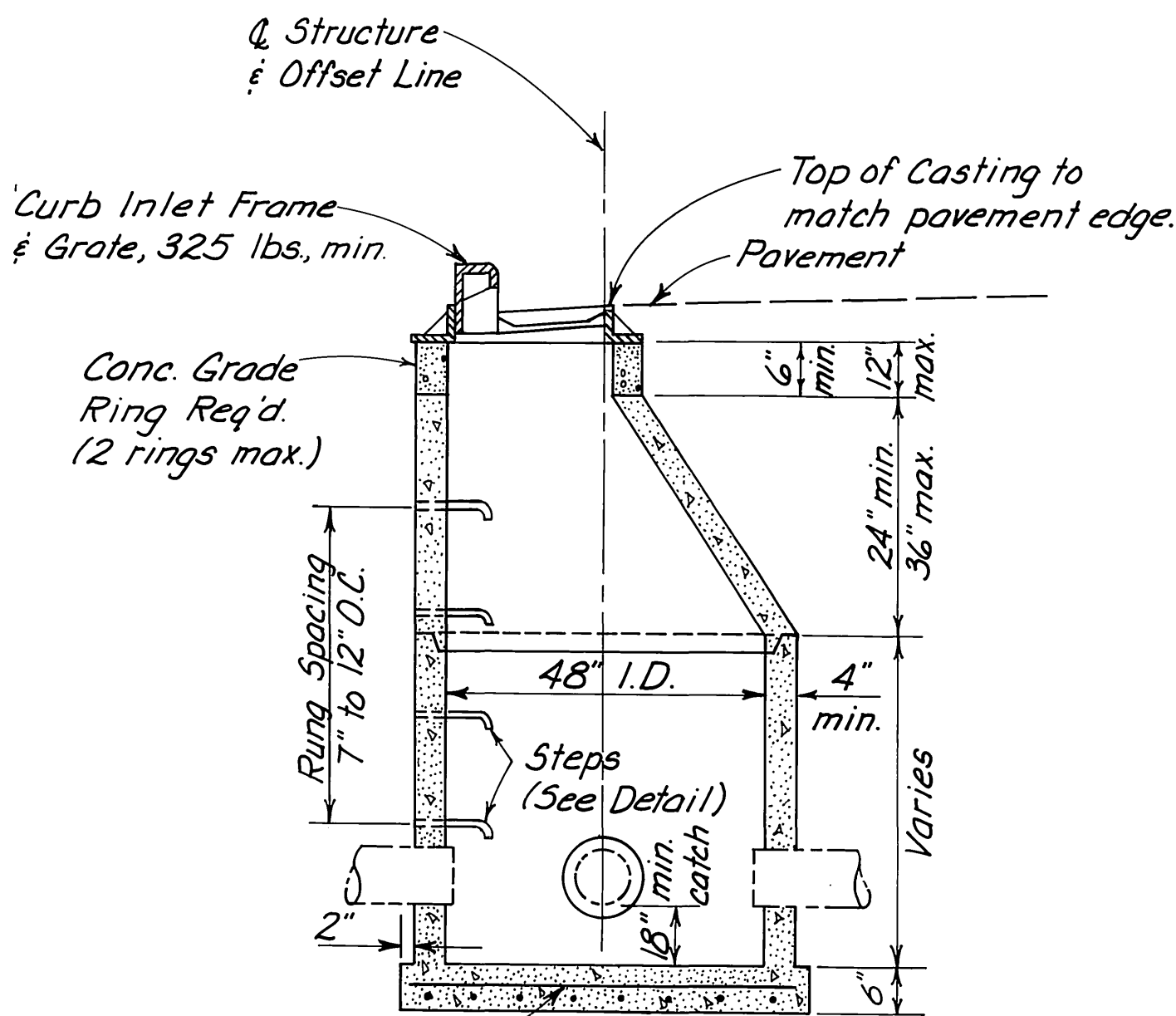


MANHOLE FRAME



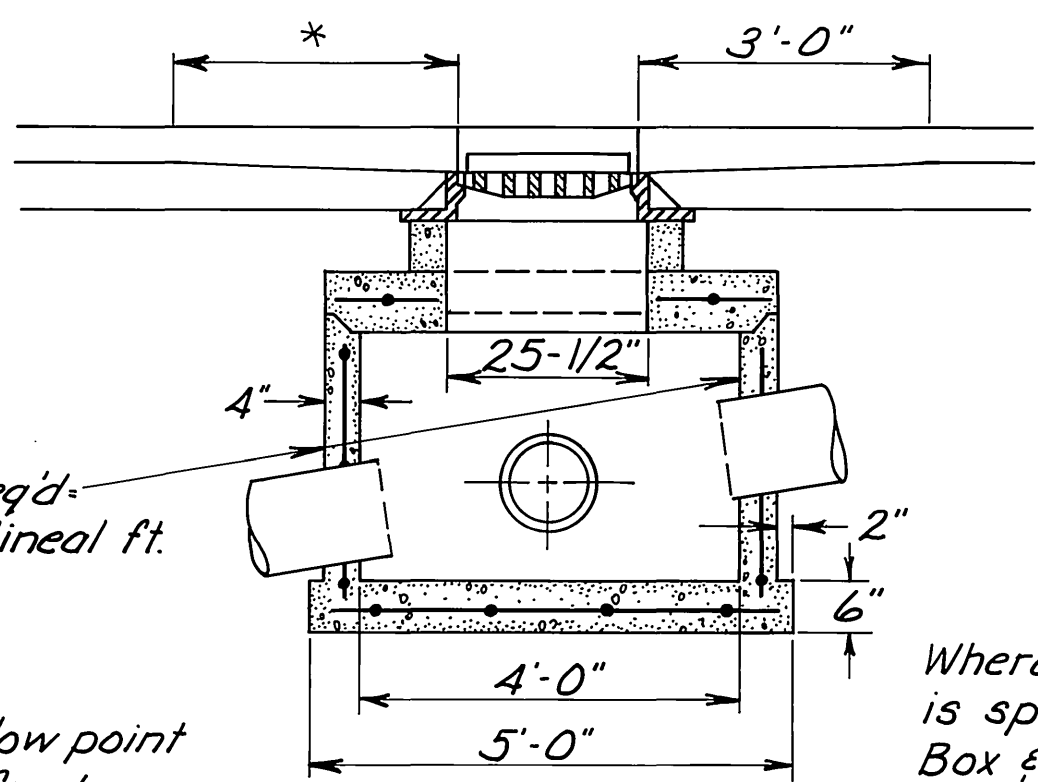
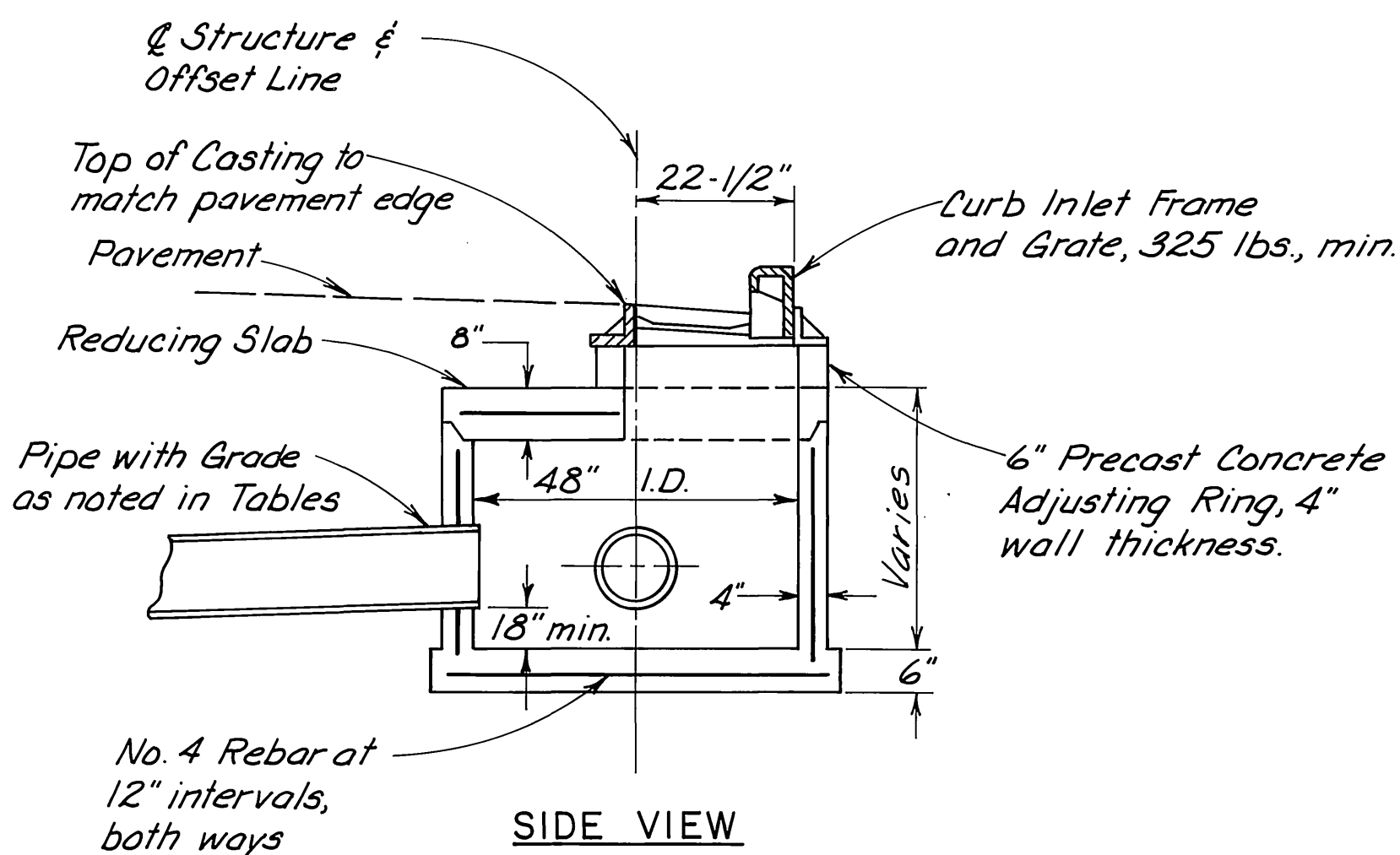
PRECAST CONCRETE REDUCING SLAB

48" TO 25 1/2"



No. 4 Rebar @ 12" intervals both ways in 6"x60" round base.

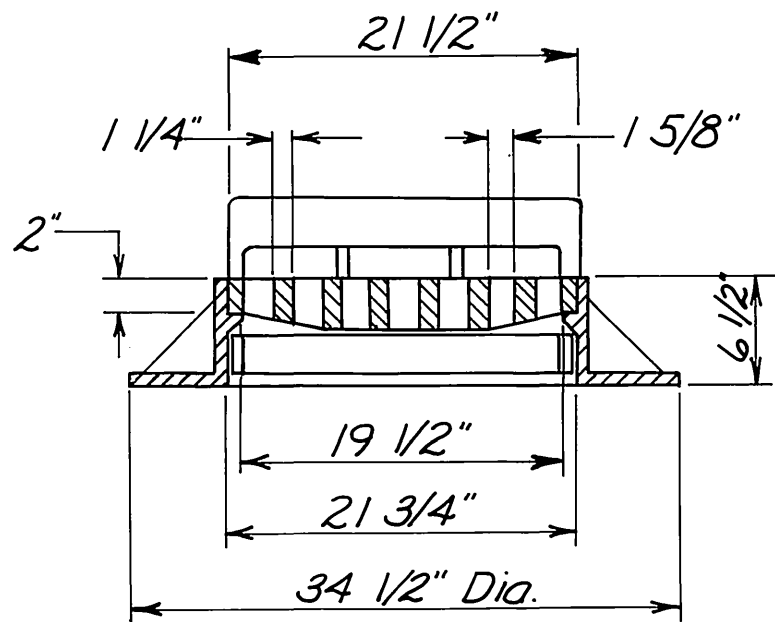
TYPE "X-1" INLET



FRONT VIEW

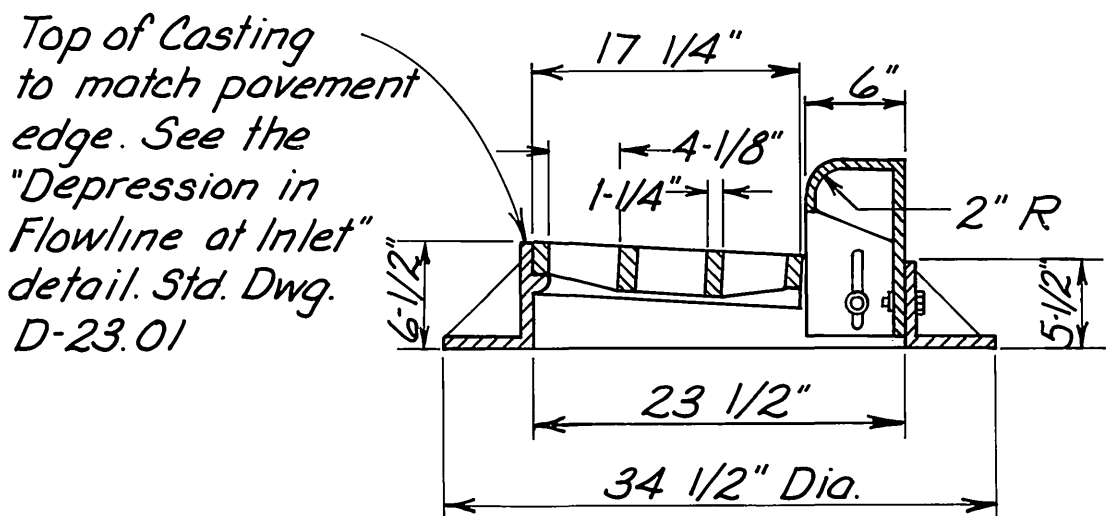
TYPE "X" INLET

Where a Type "X" Manhole is specified, a Type "X" Inlet Box & Adjusting Ring with a Manhole Frame & Lid shall be supplied.



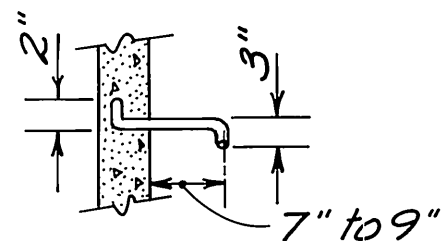
See Detail of Depression in Flow Line at Inlet, D-23.01.

CURB INTAKE FRAME

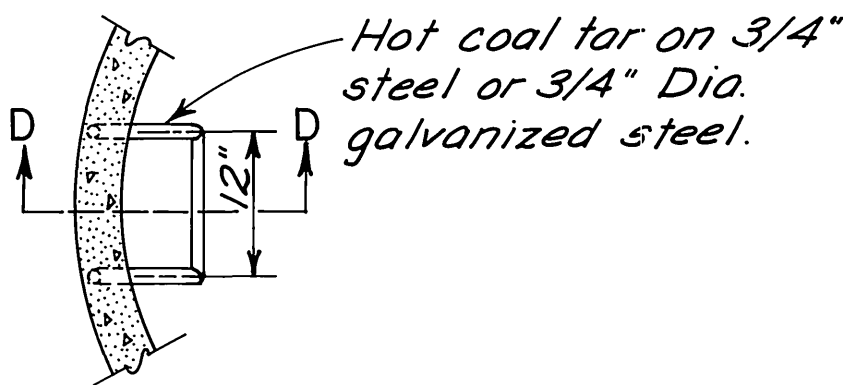


NOTES

- Compressive strength of concrete shall be 4000 p.s.i. base & barrel shall be connected by continuous steel.
- See A.S.T.M. C-478-73 for design requirements.
- Min. steel req'd for barrel as per A.S.T.M. C-478-73 shall be imbedded in base so that the first barrel section is connected to the base.
- Blockouts to be formed.
- Steps to be placed 7" to 12" o.c. on unobstructed side of structure 18" max. from bottom of structure. If unobstructed side unavailable, bottom rung to be placed 6" over smallest pipe.
- If structures supplied by the Contractor are not perfectly perpendicular and vertical, but still accepted by the Engineer, it shall be the Contractor's responsibility to adjust structure offsets to insure proper alignment of castings flush with curb faces & set as shown on inlet structures.
- Type "X-1" Inlet is the same as "X" Inlet with cone as shown.
- Rebar in precast concrete drainage structures may be tack welded.
- All frames and lids are incidental to inlets and manholes.
- Adjustable manhole frames shall be installed so that a minimum of 1" adjustment is possible in the downward direction.
- On type "X" & "X-1" structures, primary leads not to exceed 30" P.C. or 27" R.C.P. with included angle between leads no less than 135° or primary leads not to exceed 24" P.C. or 21" R.C.P. with included angle less than 135°.
- On type "Y" structures, primary leads not to exceed 42" P.C. or 36" R.C.P.



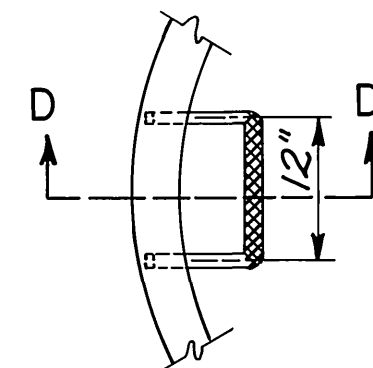
SECTION D-D



DRAINAGE STRUCTURE STEP (ALTERNATE)

Note: Cast iron steps must be installed during drainage structure pour or before concrete sets.

SECTION D-D



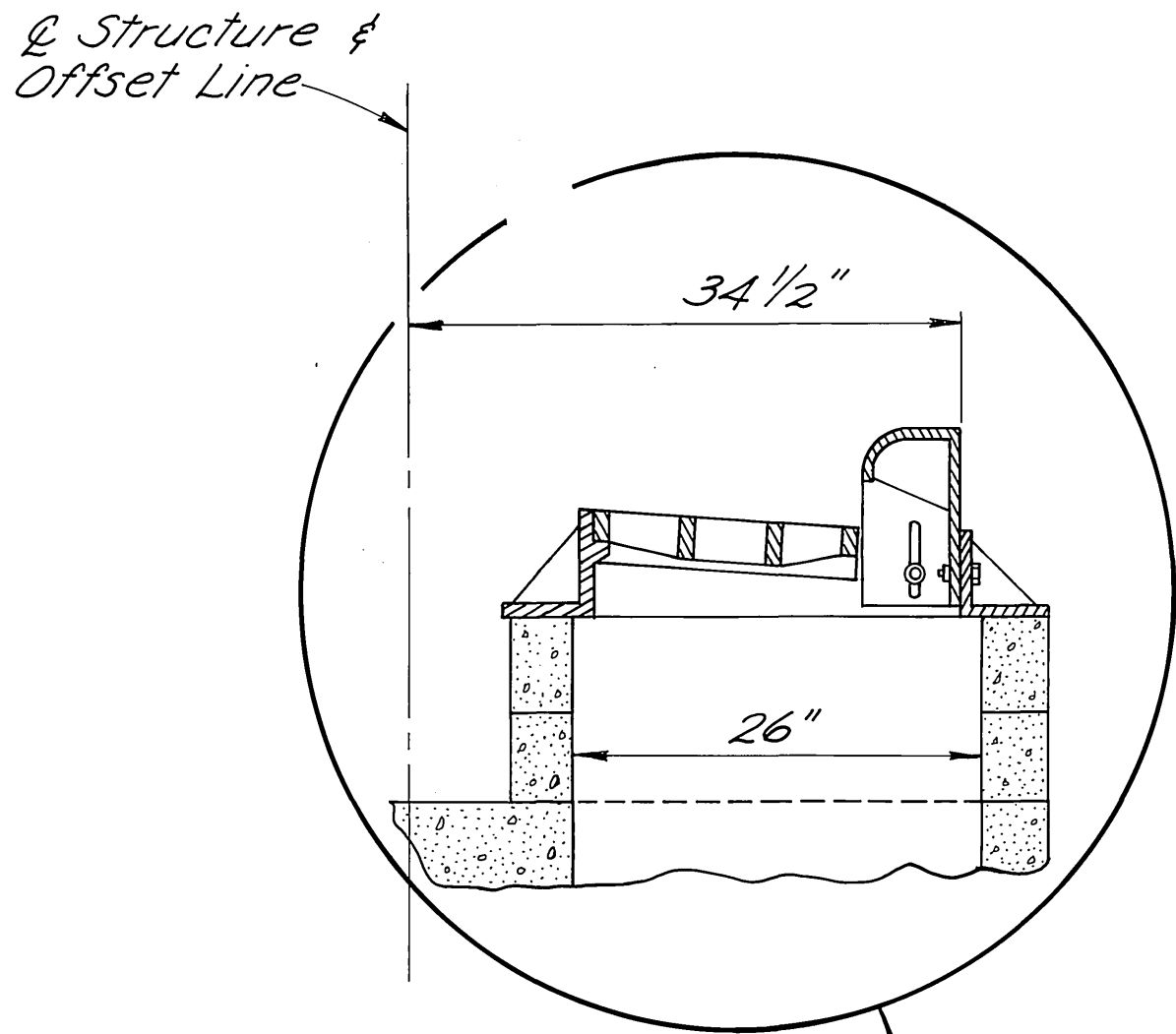
Note: Standard drainage structure steps shall be cast iron, AASHTO M105 Class 35, with nonskid tread.

DRAINAGE STRUCTURE STEP

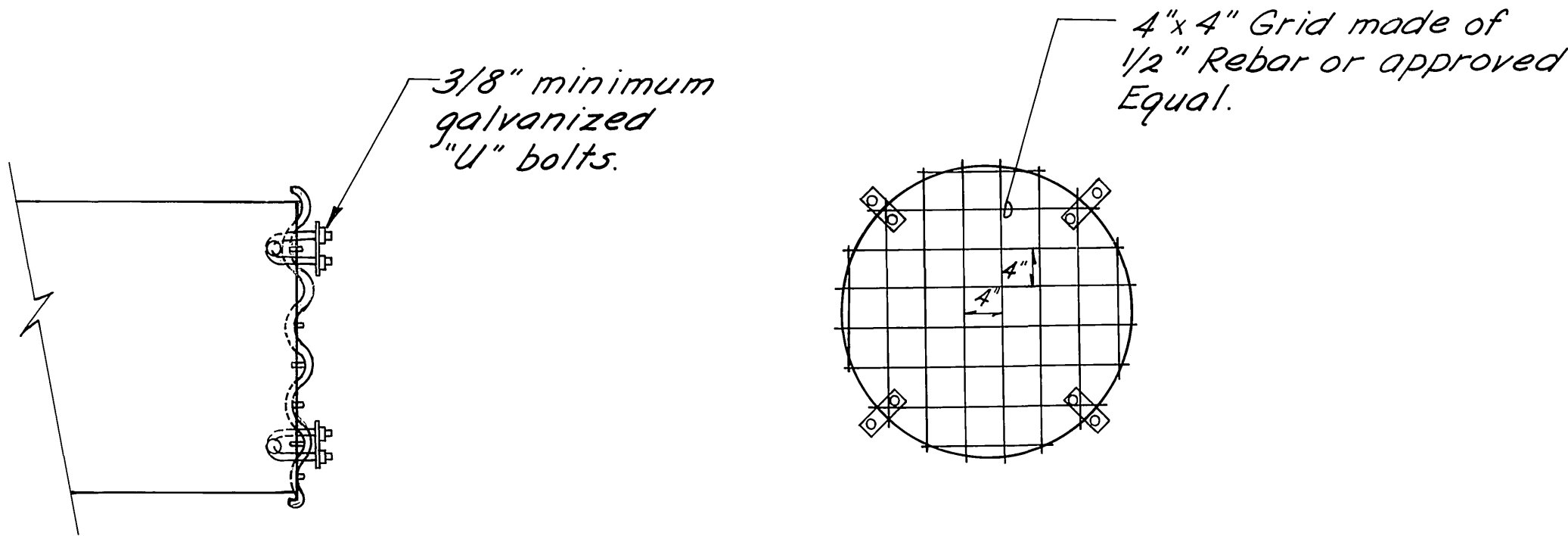
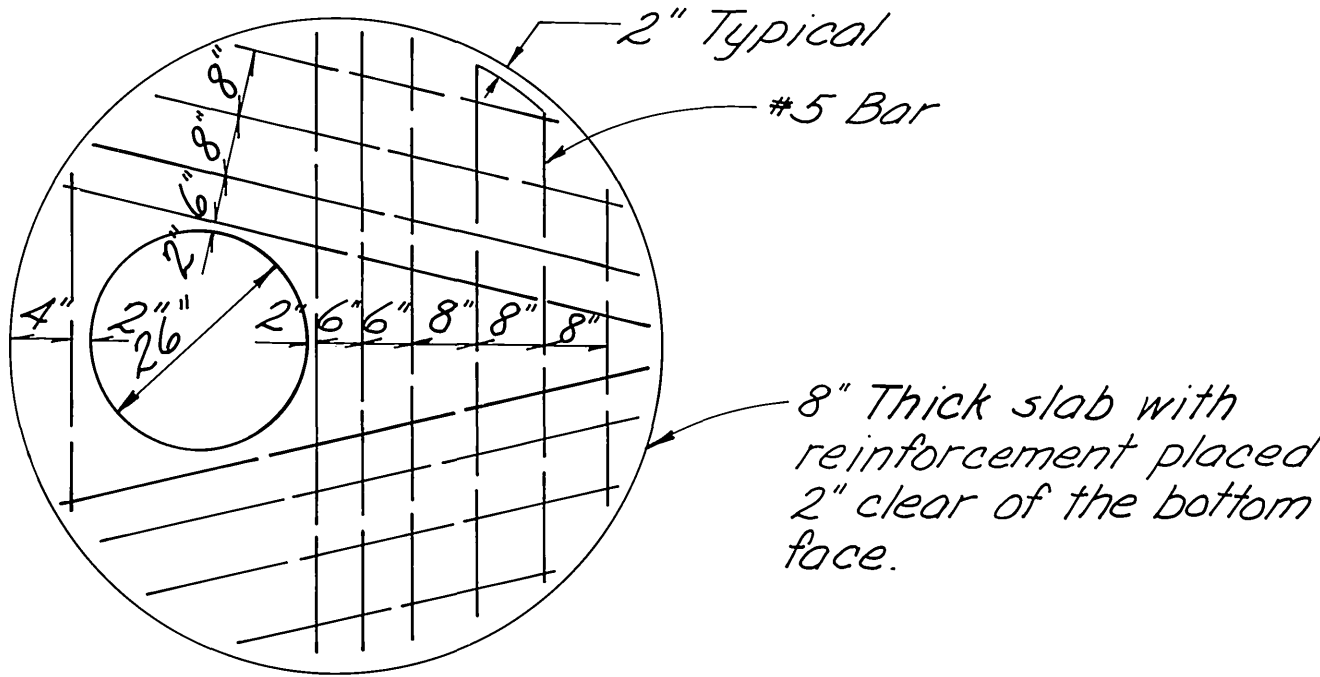
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

EAGLE RIVER URBAN
STORM DRAIN DETAILS

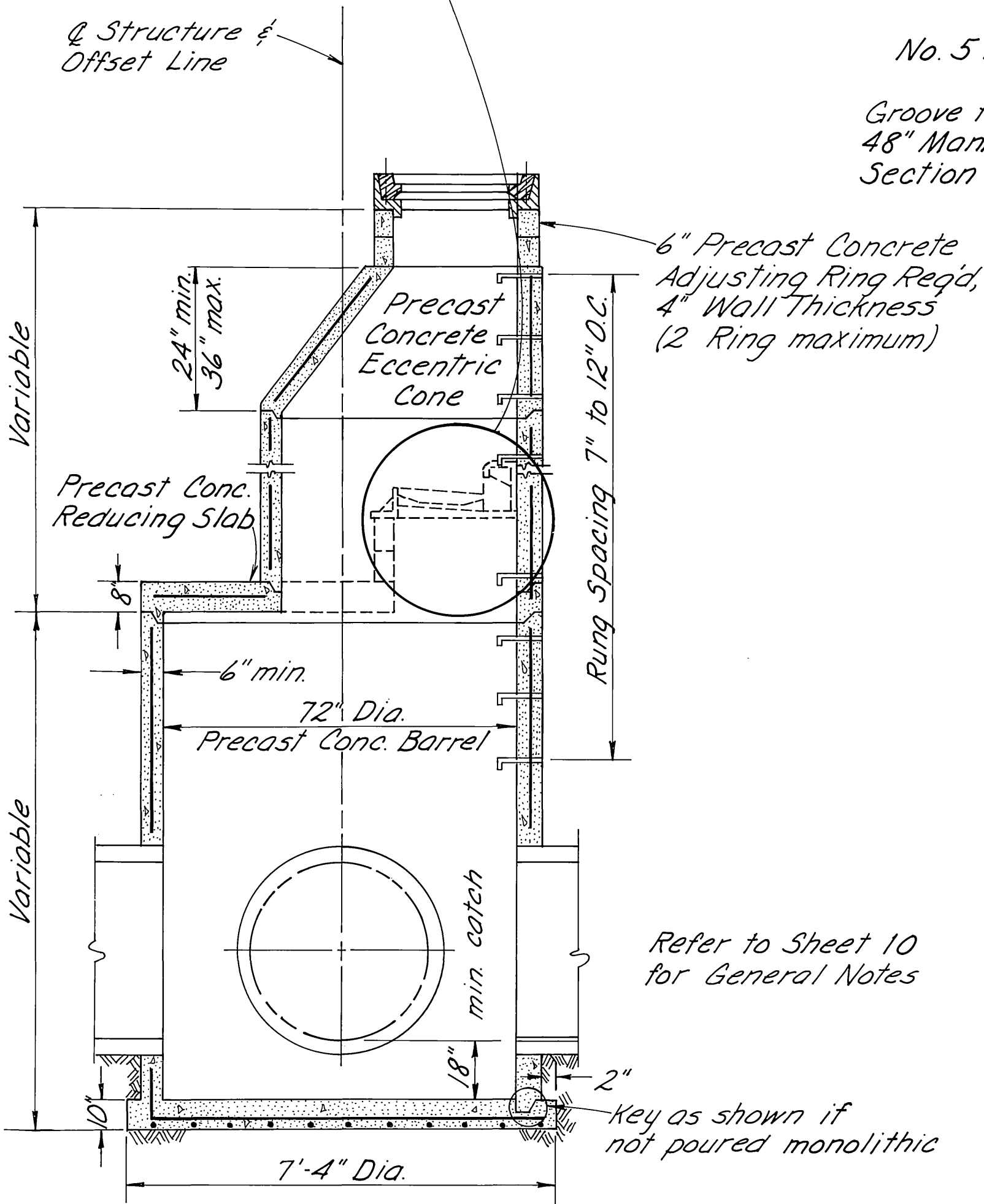
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558()	1981	11	48



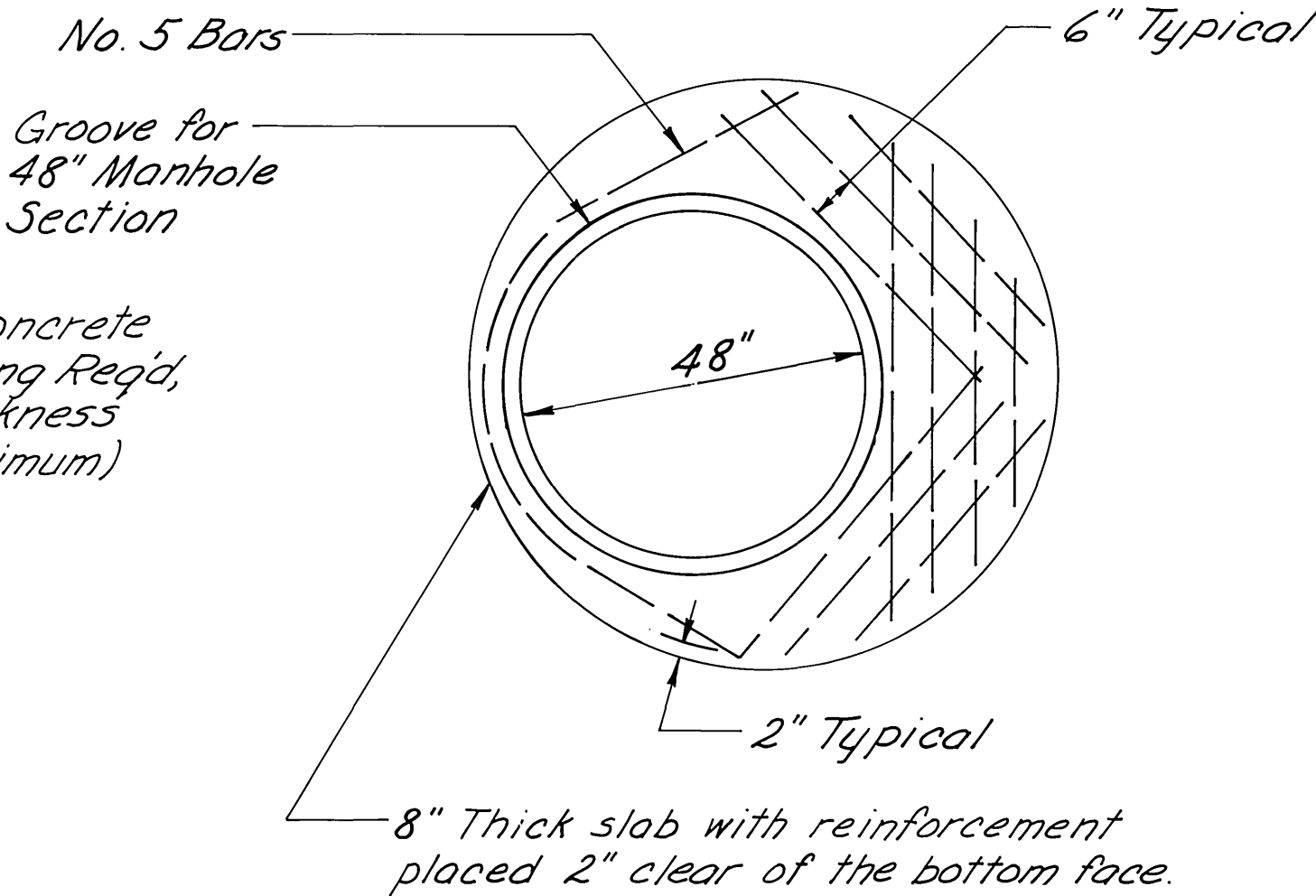
PRECAST CONCRETE REDUCING SLAB
72" TO 26"



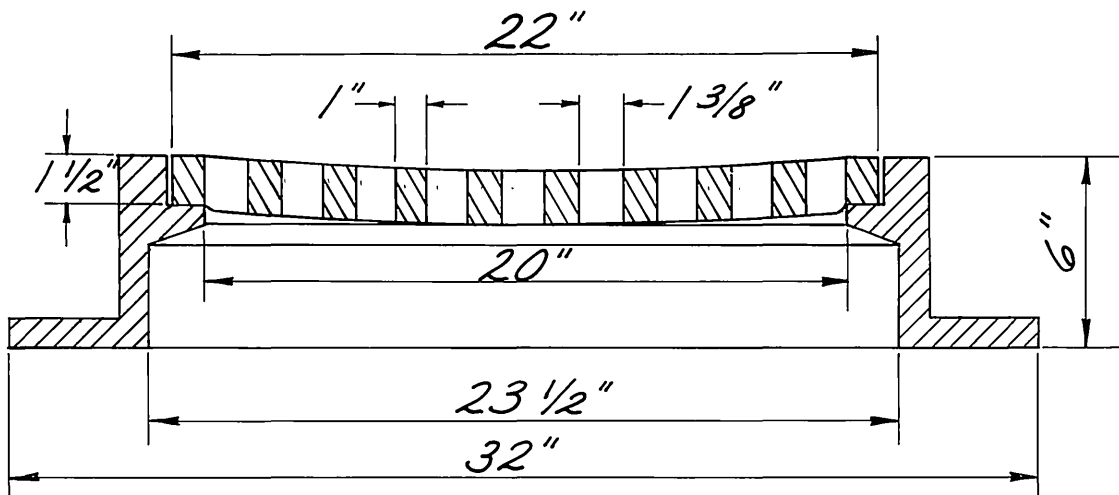
DEBRIS RACK
FOR 30" P.C.



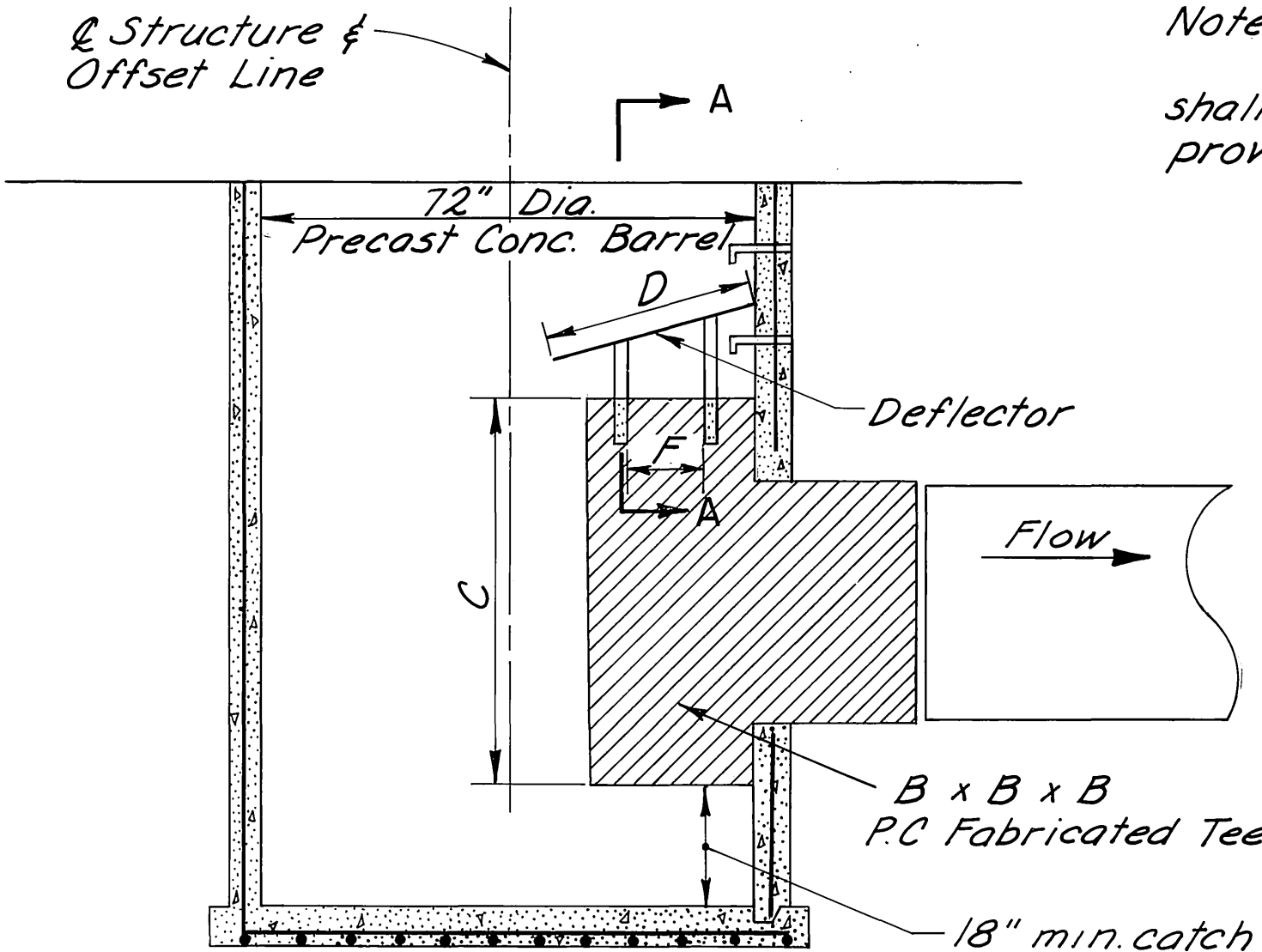
TYPE "Y" INLET
TYPE "Y-1" MANHOLE



PRECAST CONCRETE REDUCING SLAB
72" TO 48"



Top Intake to be used where
Type X or Type X-1 Field Inlet
is specified. Set top of casting
1" below ground surface.
Min. weight; 270 lbs.
TOP INTAKE



OIL TRAP

STA. 177 +25 EAGLE RIVER URBAN (MEF-1)
STA. 112 +00 CORONADO (MA-12)
STA. 35 +50 FARM AVE. (MFA-5)

TYPE "A" INLET & TYPE "A" FIELD INLET

SEE STANDARD DRAWING D-26.03

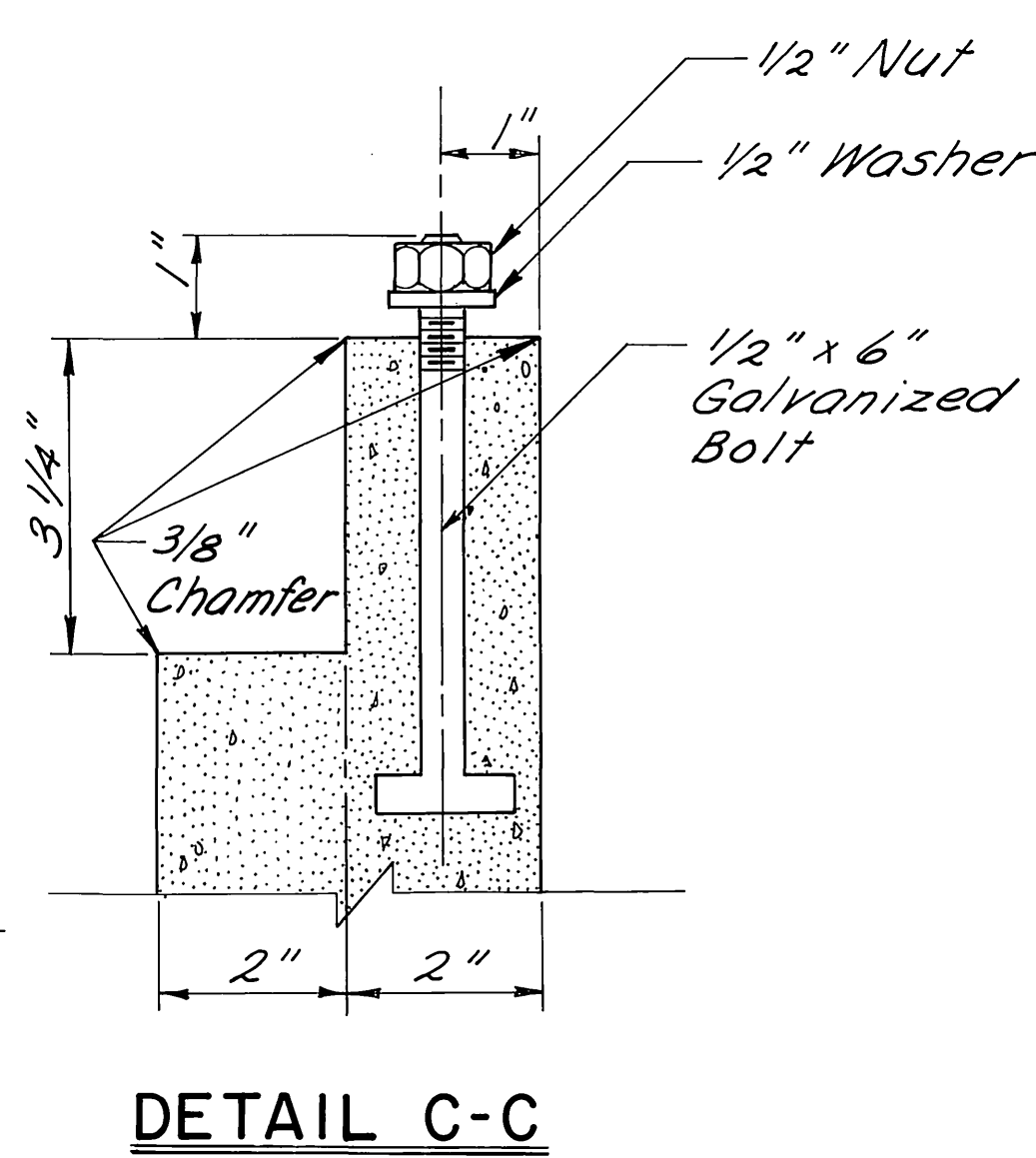
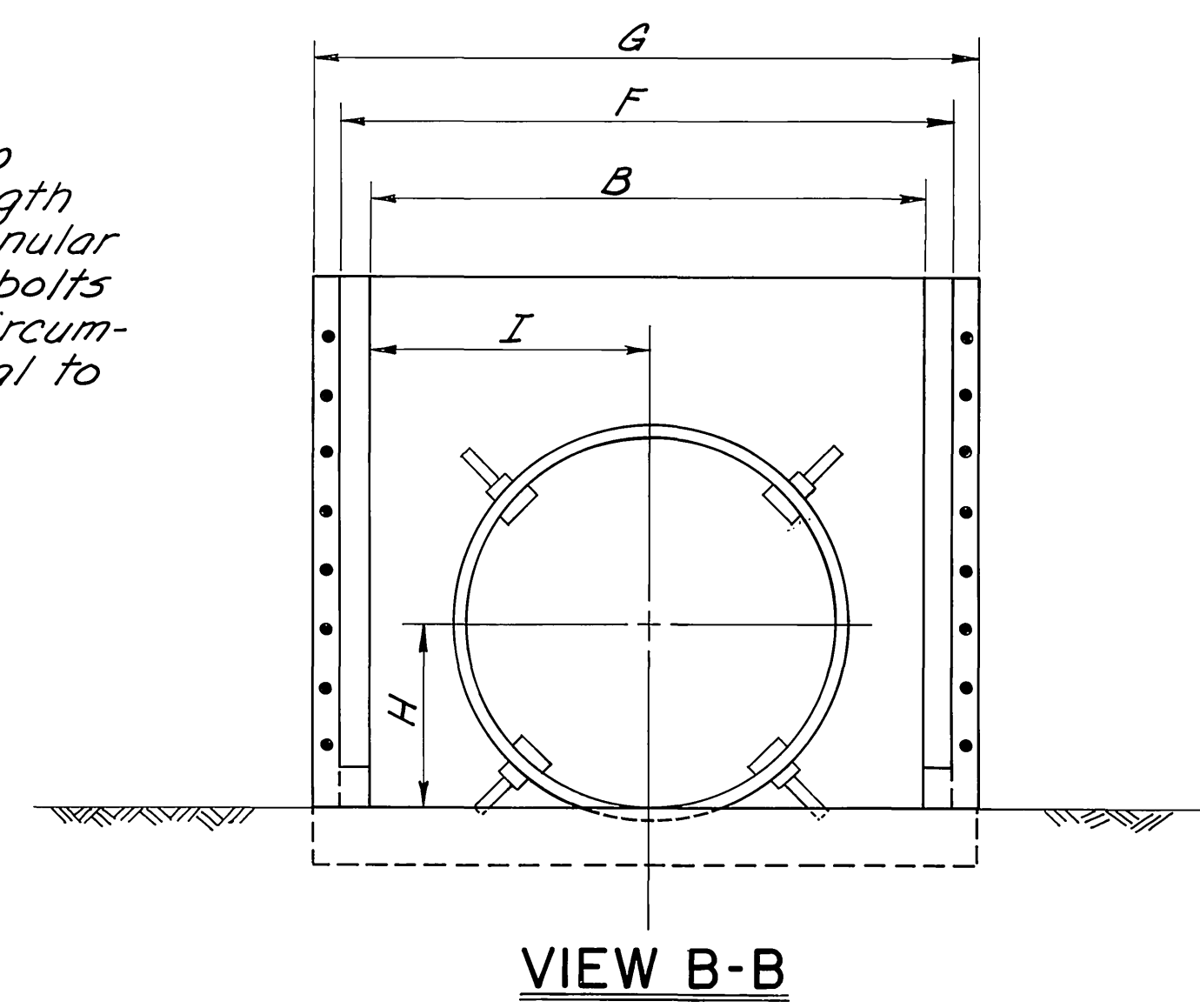
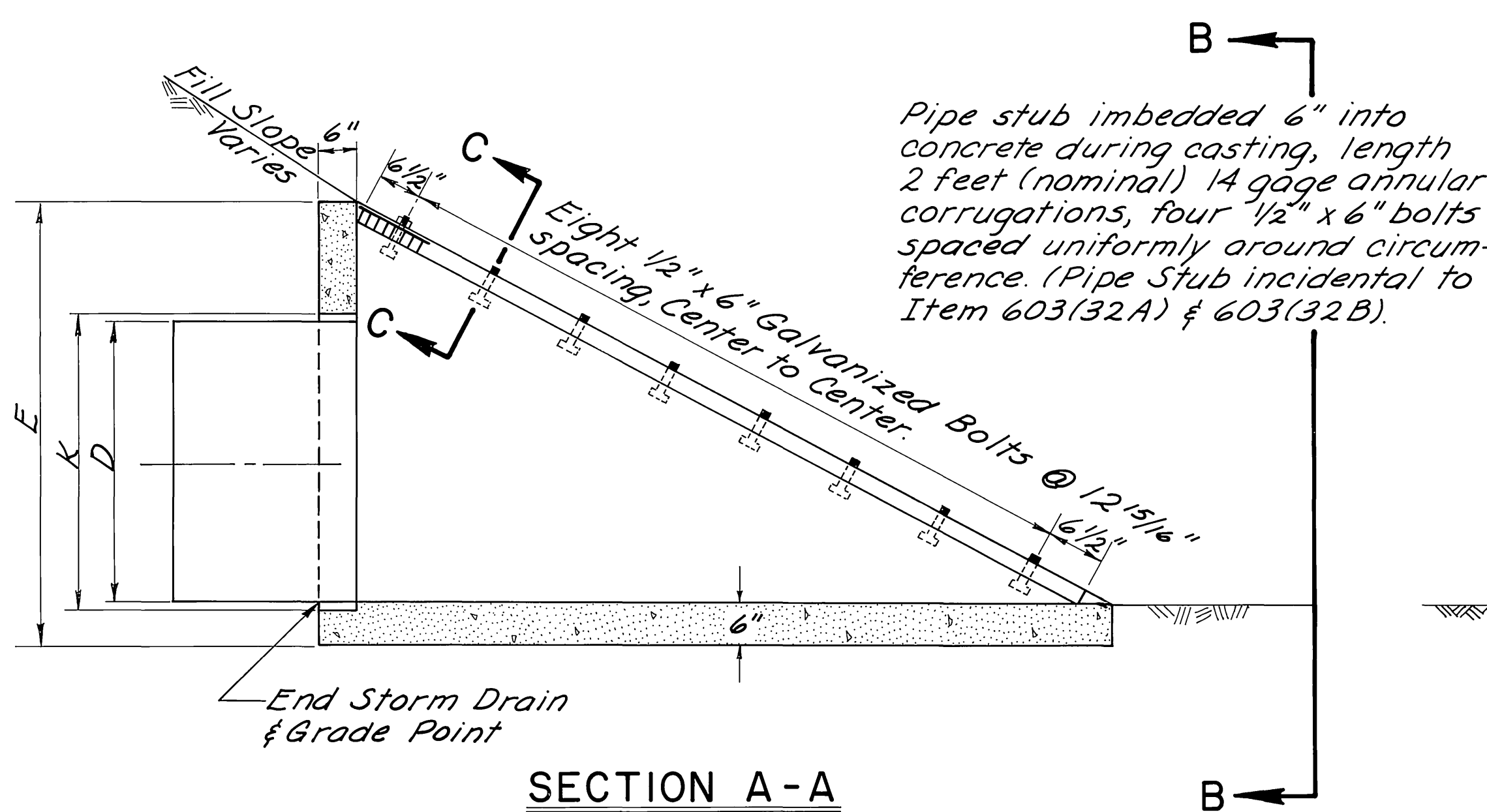
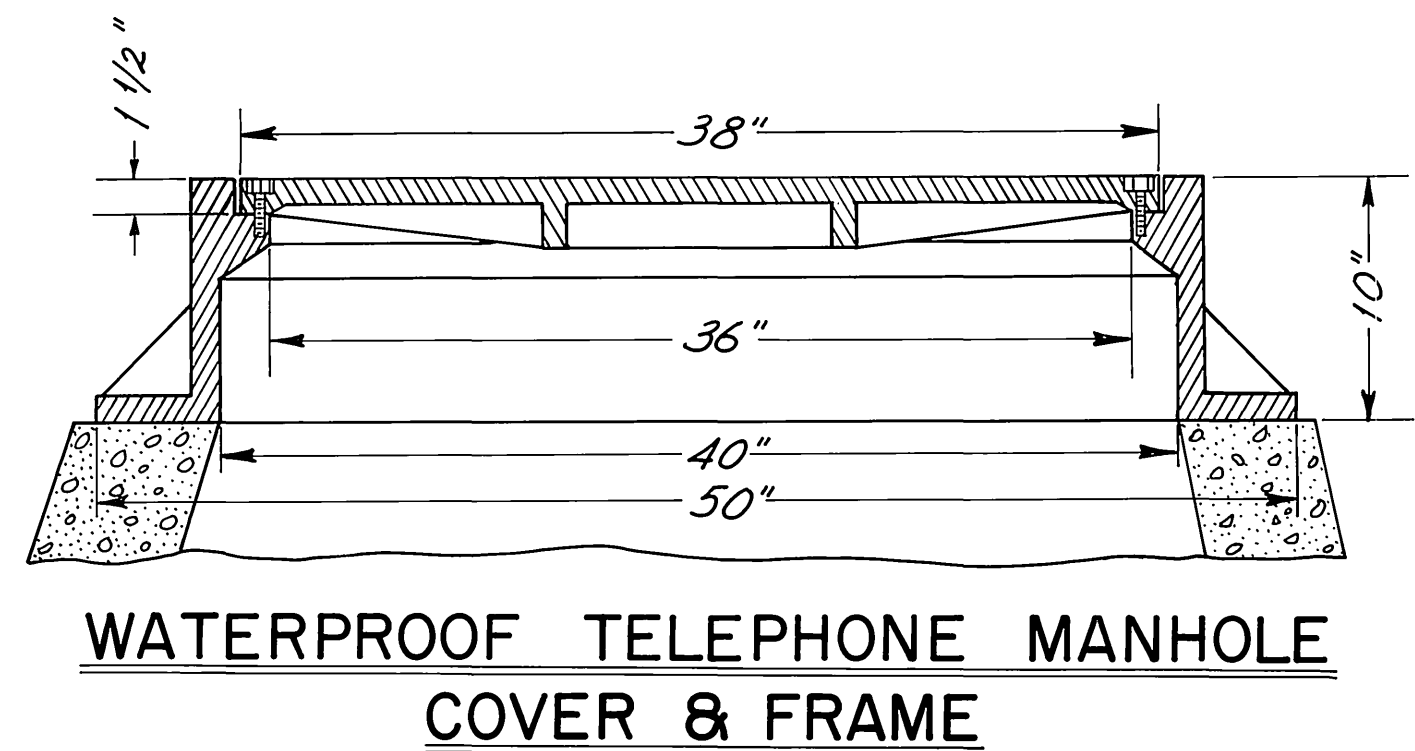
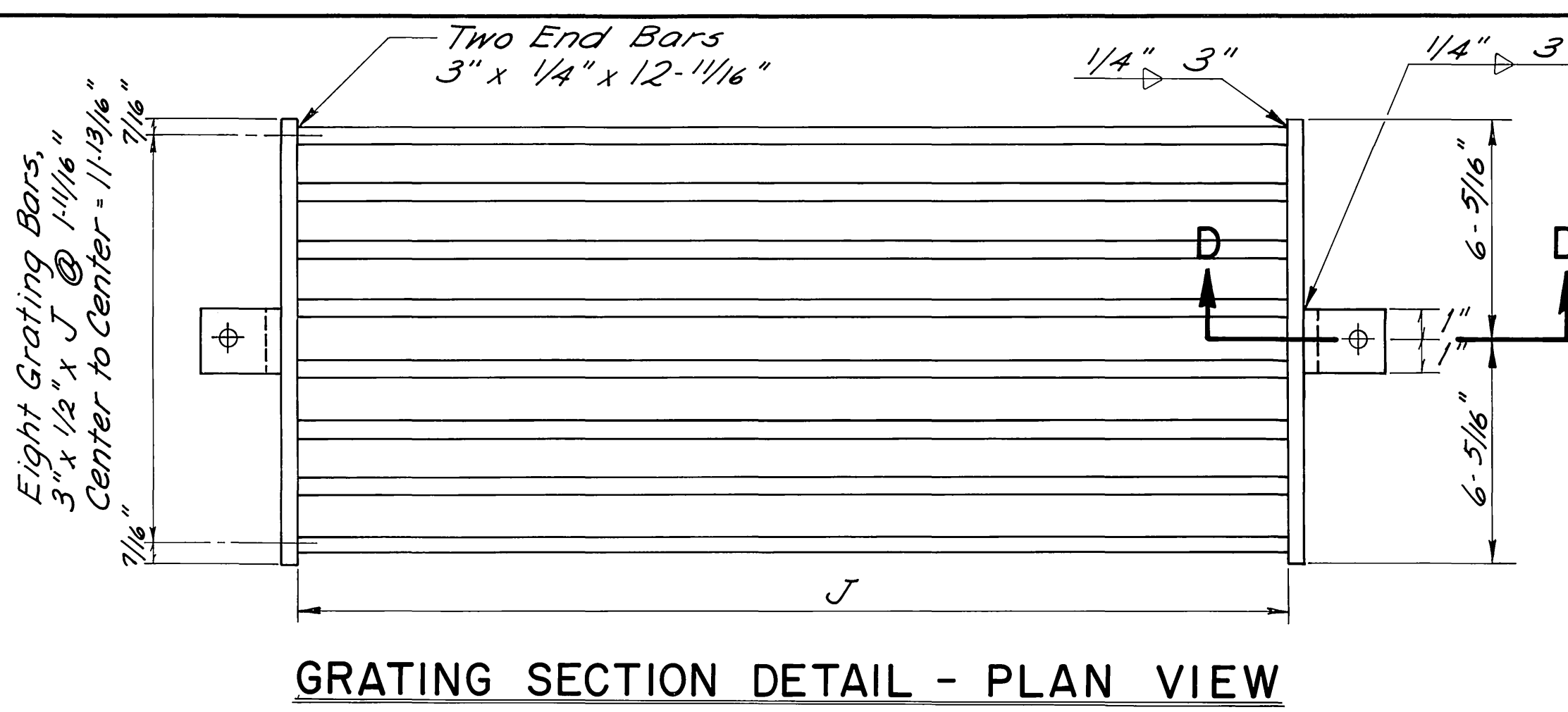
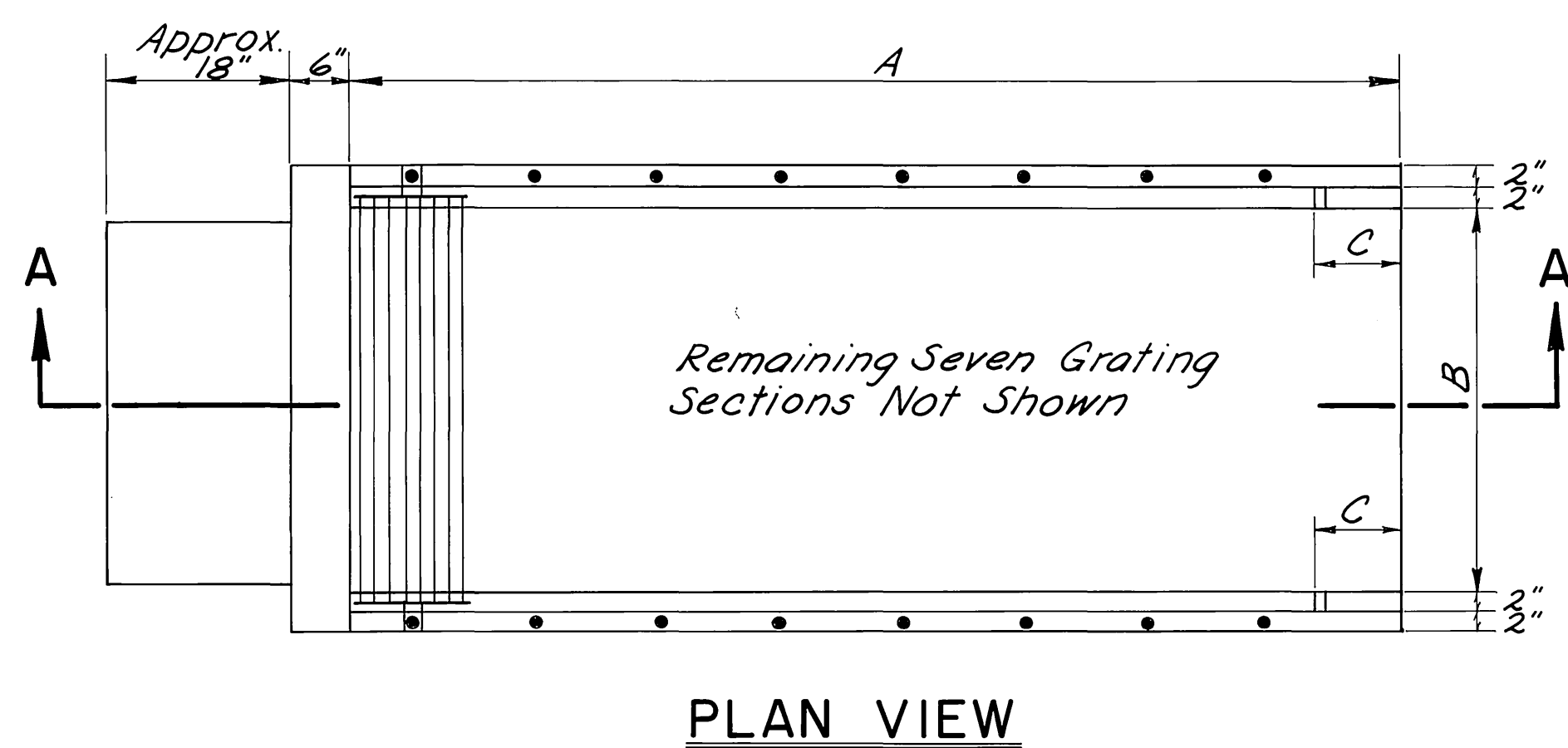
Modify D-26.03 as follows:
All Type "A" boxes shall be constructed with an 18" drop space below the elevation of the lowest pipe.
"A" Inlet Grates shall be G-3 on grades and G-4 in sag locations in the roadway.

DIMENSION TABLE			
PIPE DIAMETER	30" P.C.	36" P.C.	42" P.C.
B	30"	36"	42"
C	42"	48"	54"
D	33"	39"	45"
E	32"	38"	44"
F	24"	30"	36"

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

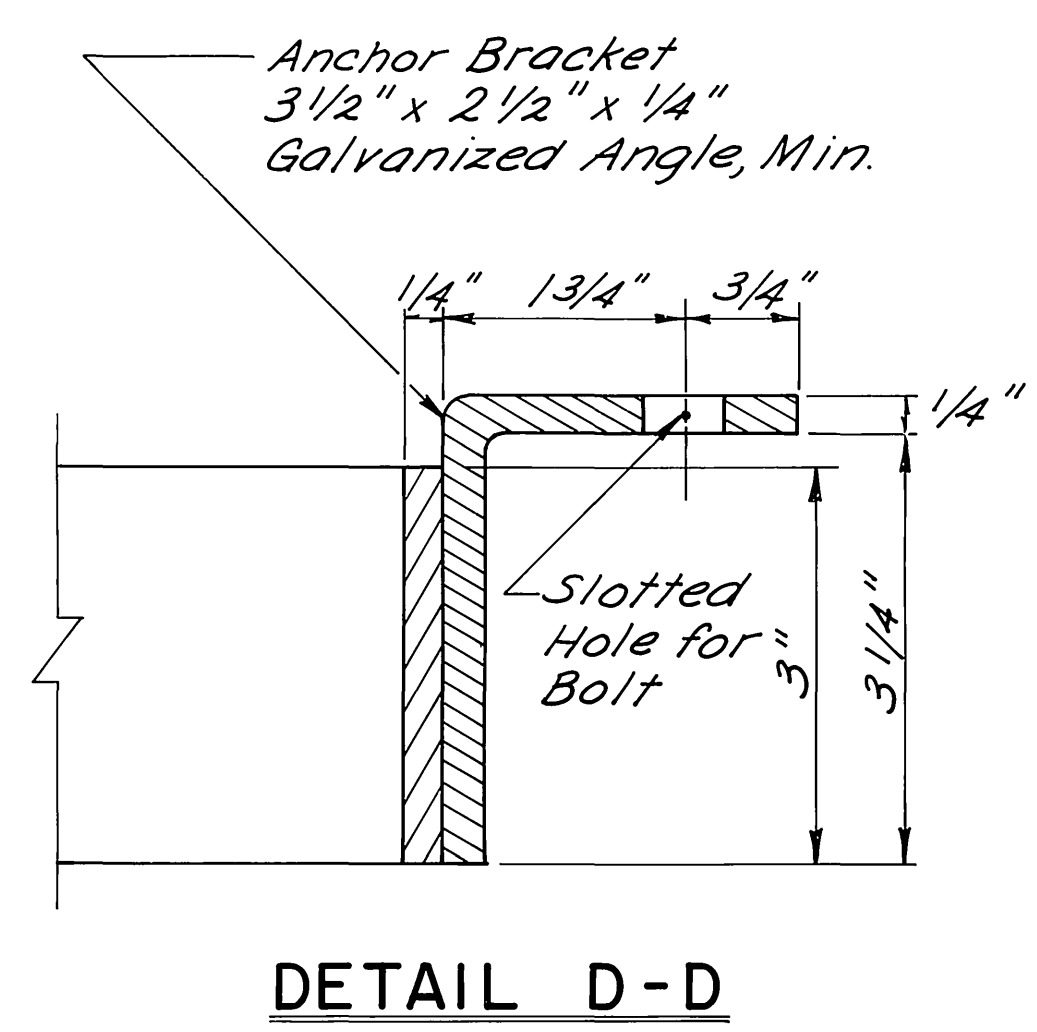
EAGLE RIVER URBAN
STORM DRAIN DETAILS

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558(I)	1981	12	48



- GENERAL NOTES**
- Detail reinforcing steel as required. If precast concrete units are used, reinforce for handling.
 - Concrete shall conform to Class "W" concrete or stronger.
 - Reinforcing steel shall be deformed bars of intermediate hardness conforming to ASTM A-615, Grade 40 or Railsteel conforming to ASTM A-500, Grade 50.
 - All steel grid grating material shall conform to ASTM A-36.
 - Anchor bolt & nut material shall conform to ASTM A-307. Bolts & nuts shall be galvanized in accordance with ASTM A-513. Bolts & nuts shall be cleaned after galvanizing to provide a free running fit.
 - The grating shall be galvanized after fabrication in accordance with ASTM A-123.
 - Steel placement shall be in the center of the concrete & shall extend to within 2" of the edge of the concrete.
 - All exposed corners shall be chamfered 3/4" or as stated on the plans.

DIMENSION TABLE		
PIPE DIAMETER		42" P.C.
A		101-1/8"
B		46"
C		79/16"
D		42"
E		54"
F		50"
G		54"
H		21"
I		23"
J		48"
K		46"

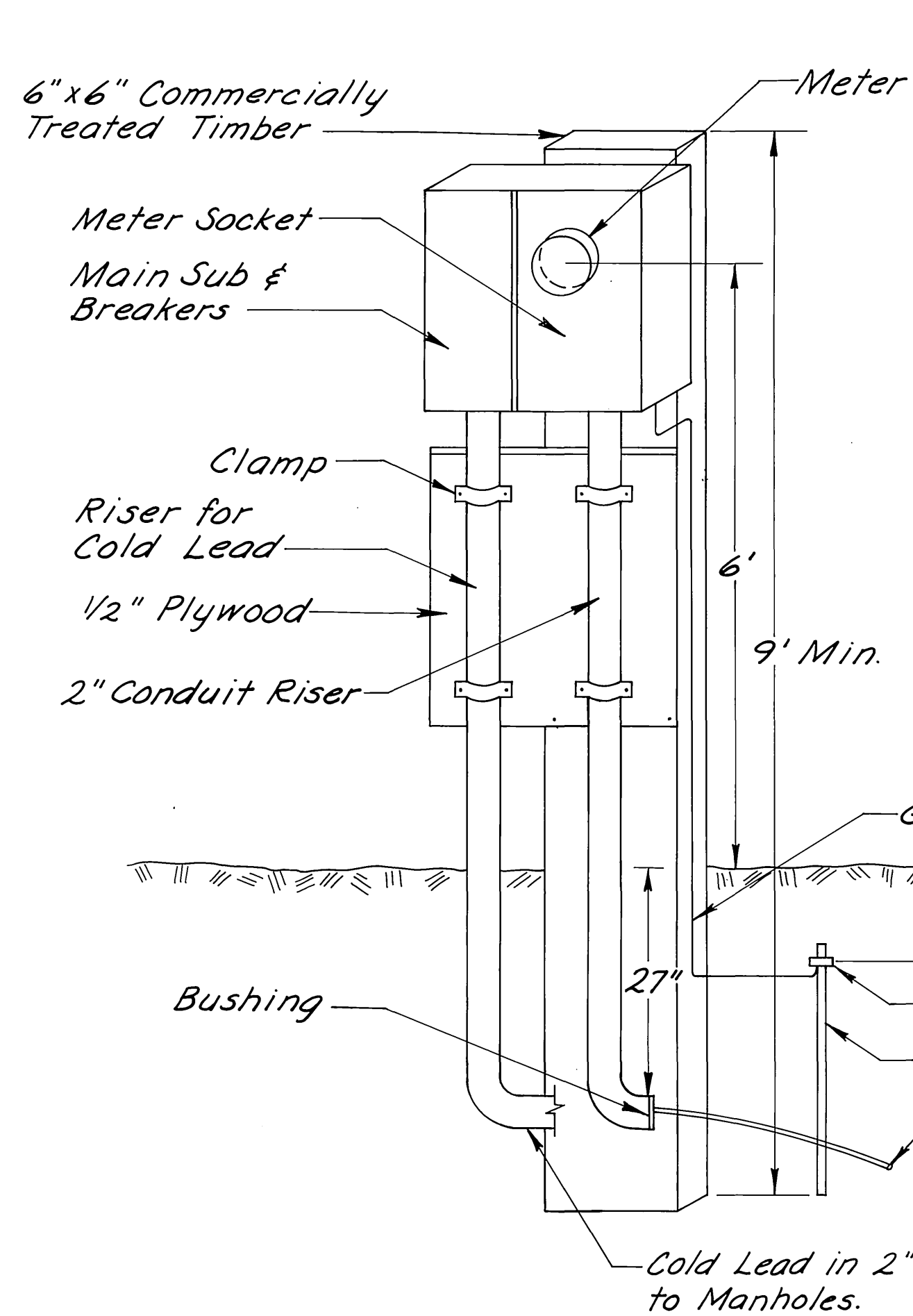


CULVERT END SECTION - 42" P.C., TYPE B

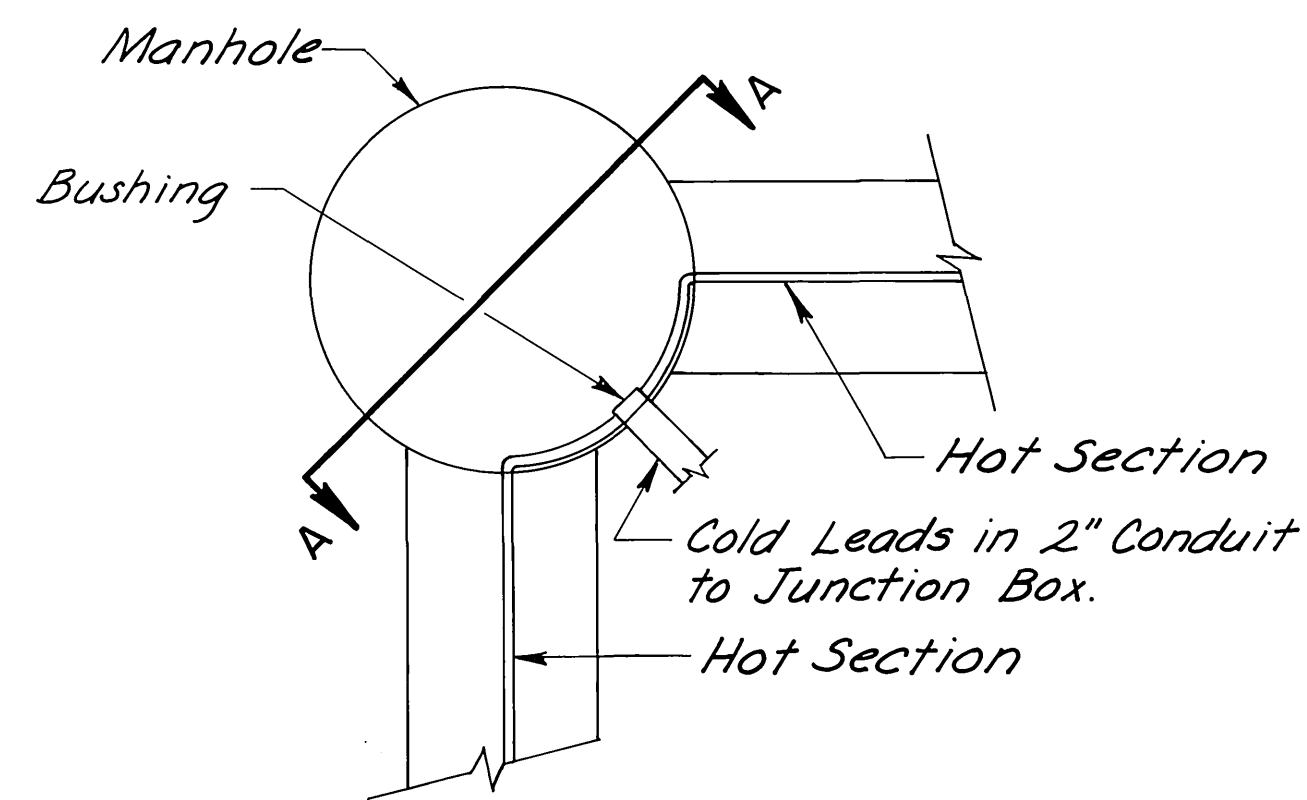
Grade fill around Type "B" End Section to match the Structure

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

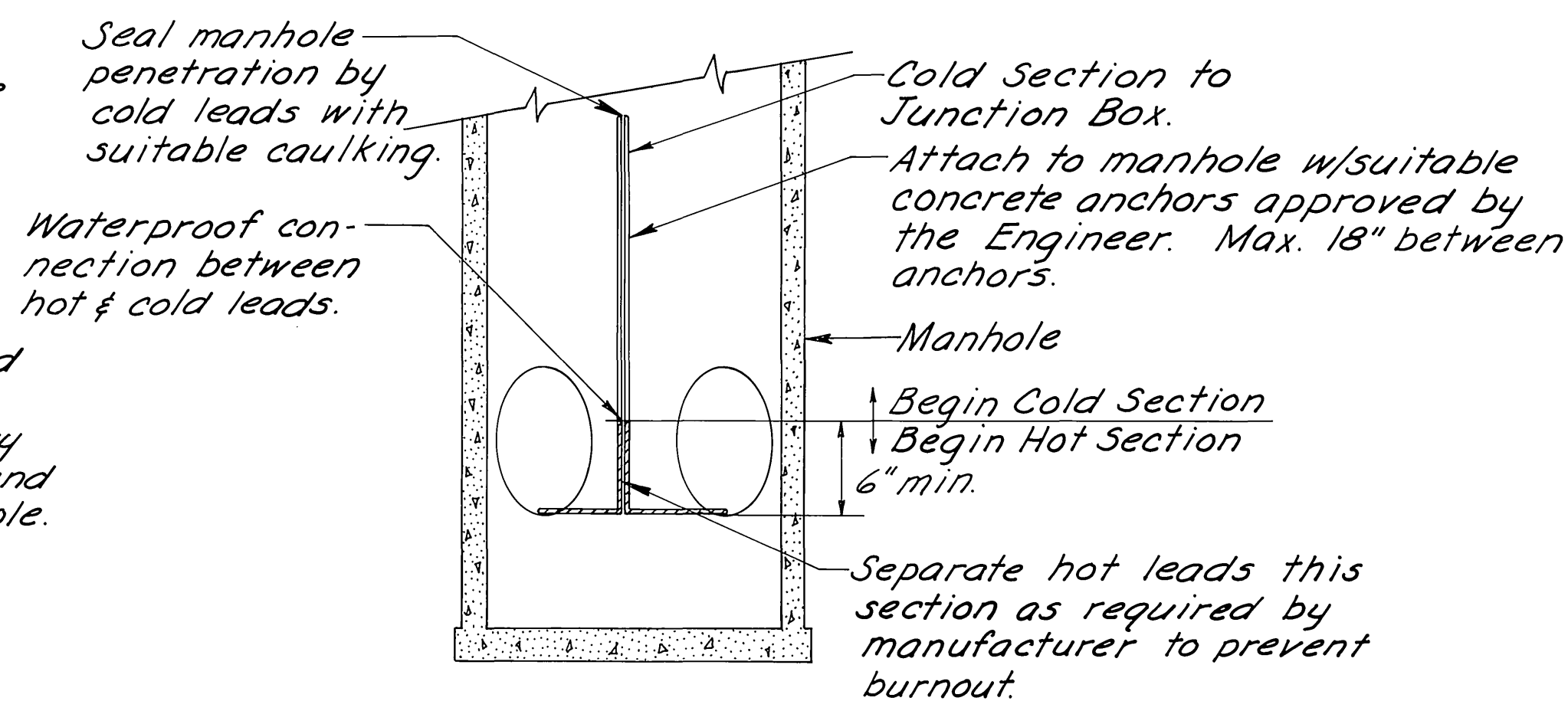
**EAGLE RIVER URBAN
STORM DRAIN DETAILS**



LOAD CENTER



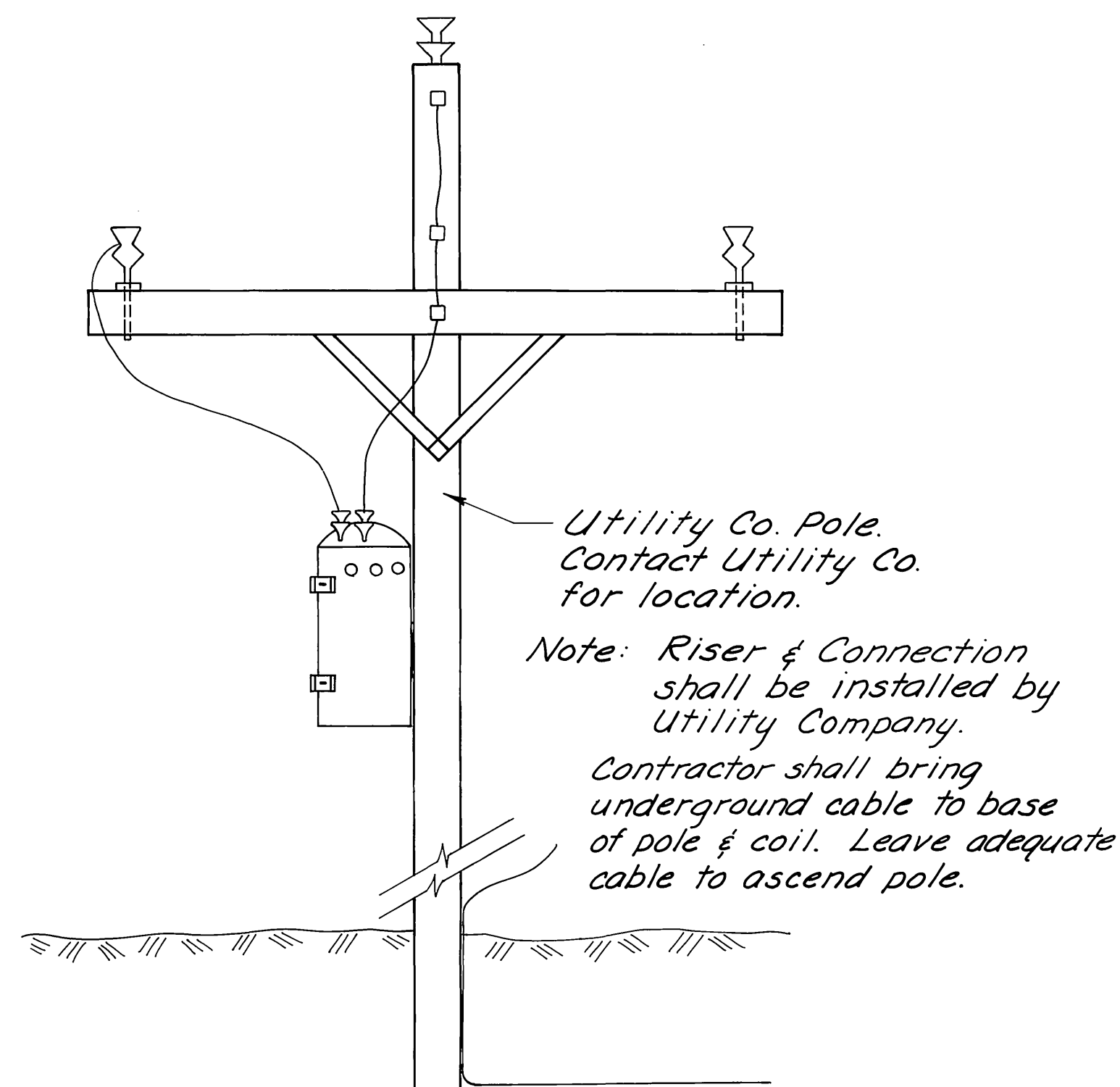
PLAN VIEW - MLF-2



SECTION A-A MLF-2

NOTES:

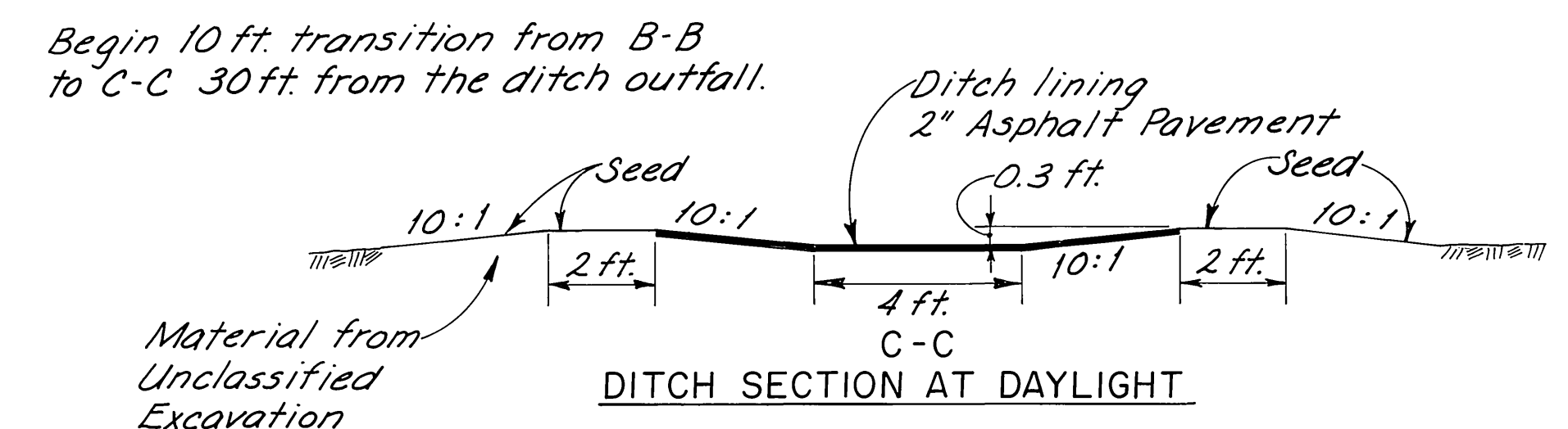
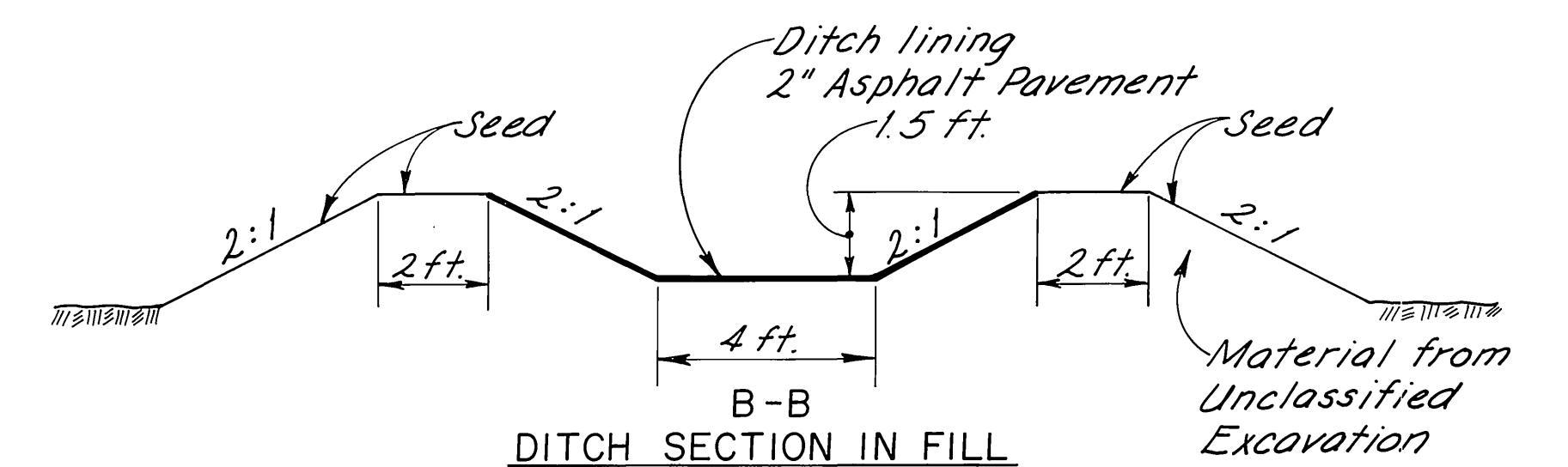
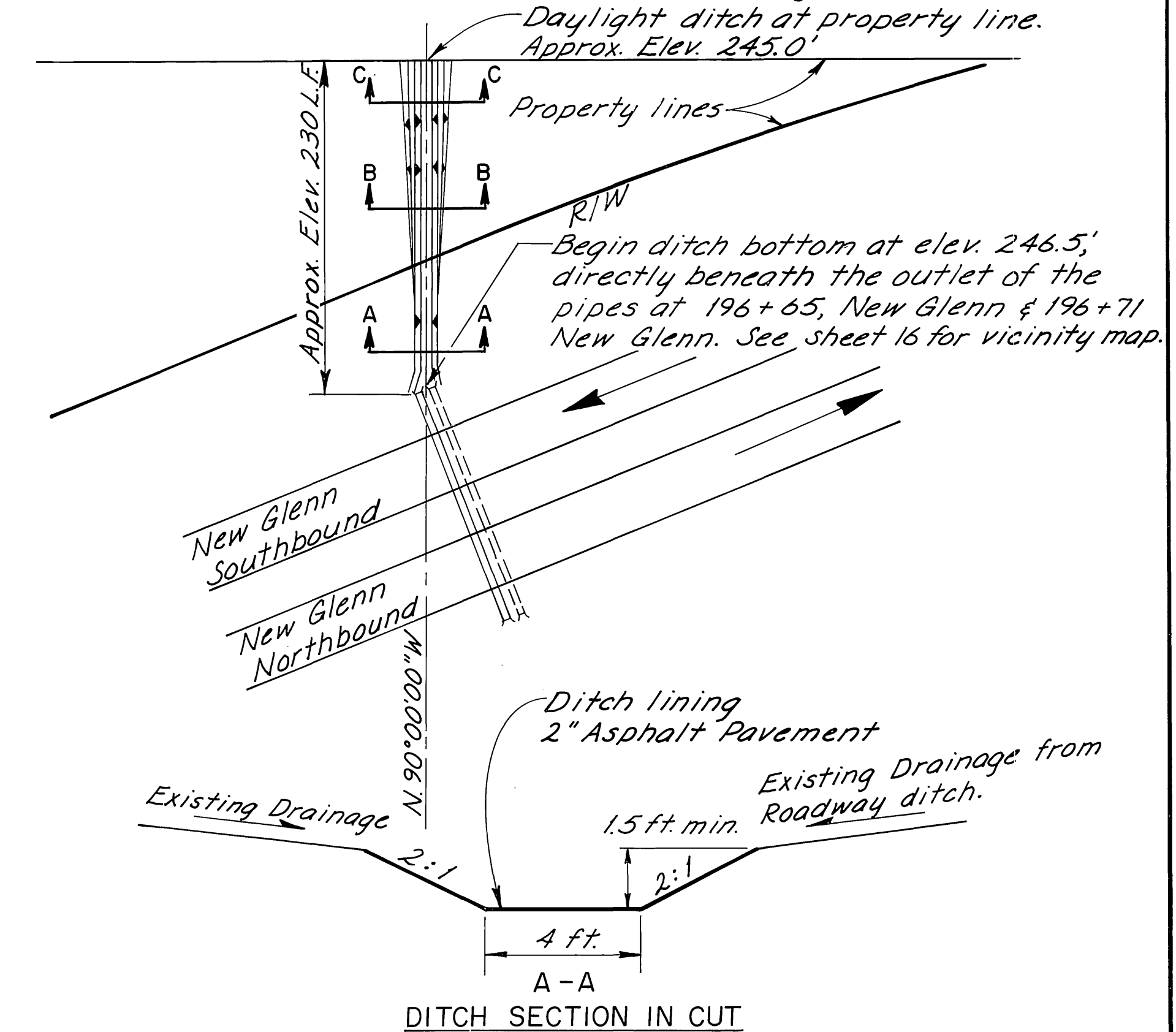
1. All work to be done in accordance with the National Electrical Code and construction practice of the Rural Electrification Administration & Serving Utility.
2. The watts hour meter to be furnished and installed by others.
3. Any clearing & grubbing necessary to complete the installation shall be incidental to other items in the contract and will not be measured for payment.
4. See specification for operating voltage & watts/lineal foot rating of heat cable.
5. See plan & summary sheets for length of cables.
6. The transformer to be furnished and installed by others unless otherwise noted on the plans.
7. Anchor thaw cable at manholes & ends with suitable anchors approved by the Engineer.
8. Thaw cables shall be a dark color such as brown, gray, etc.
9. Load centers shall face toward the street.
10. Thaw cable lengths shown on plans are for furnished & installed cable.



POLE RISER DETAIL

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558(1)	1981	13	48

Fill material for this ditch is to come from unclassified excavation on other sheets and will be paid as 203(3) only. Grading work for this ditch is incidental to 636(2) ditch lining.



LINED DITCH OUTLET
NEW GLENN STA. 196+68

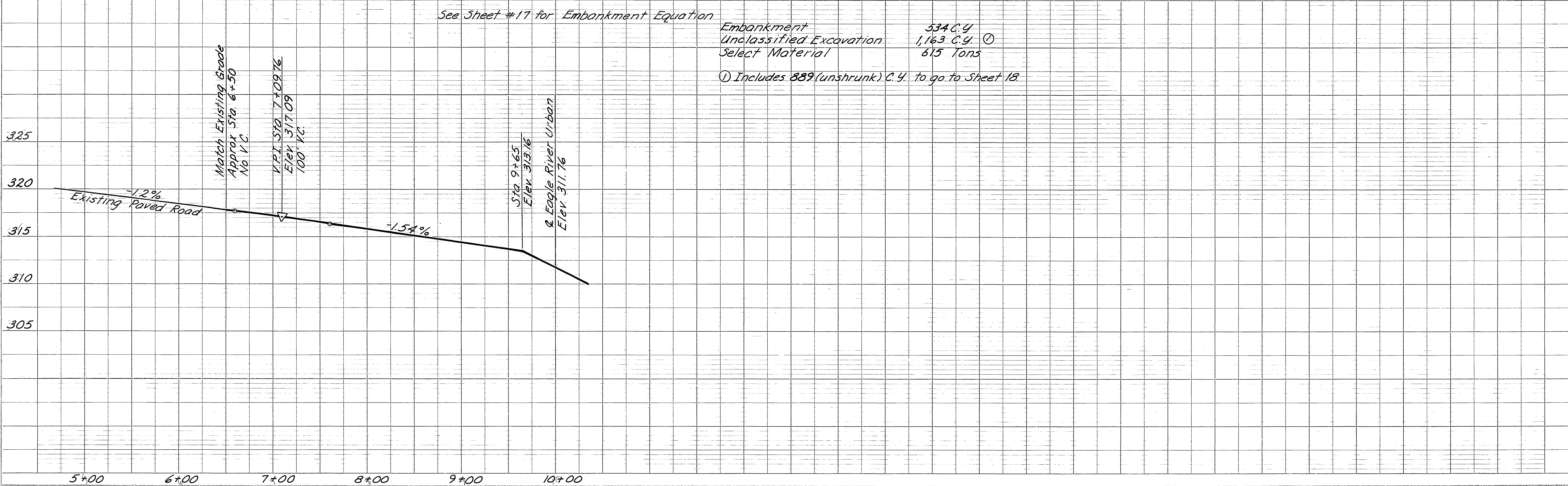
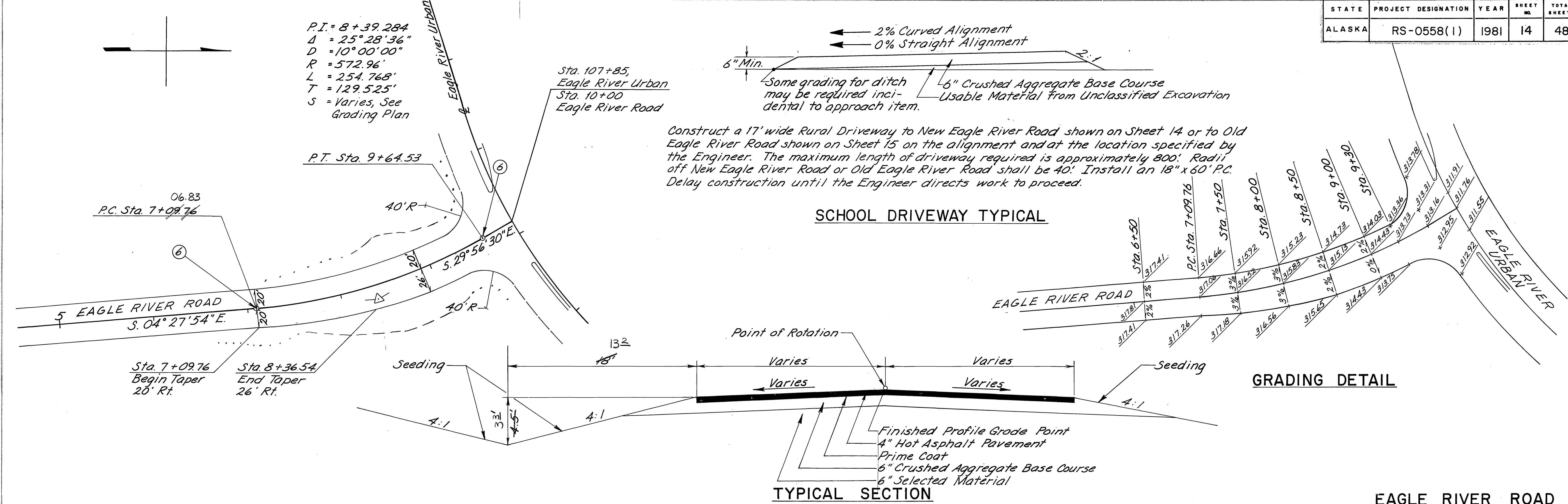
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

**EAGLE RIVER URBAN
STORM DRAIN DETAILS**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558(1)	1981	14	48

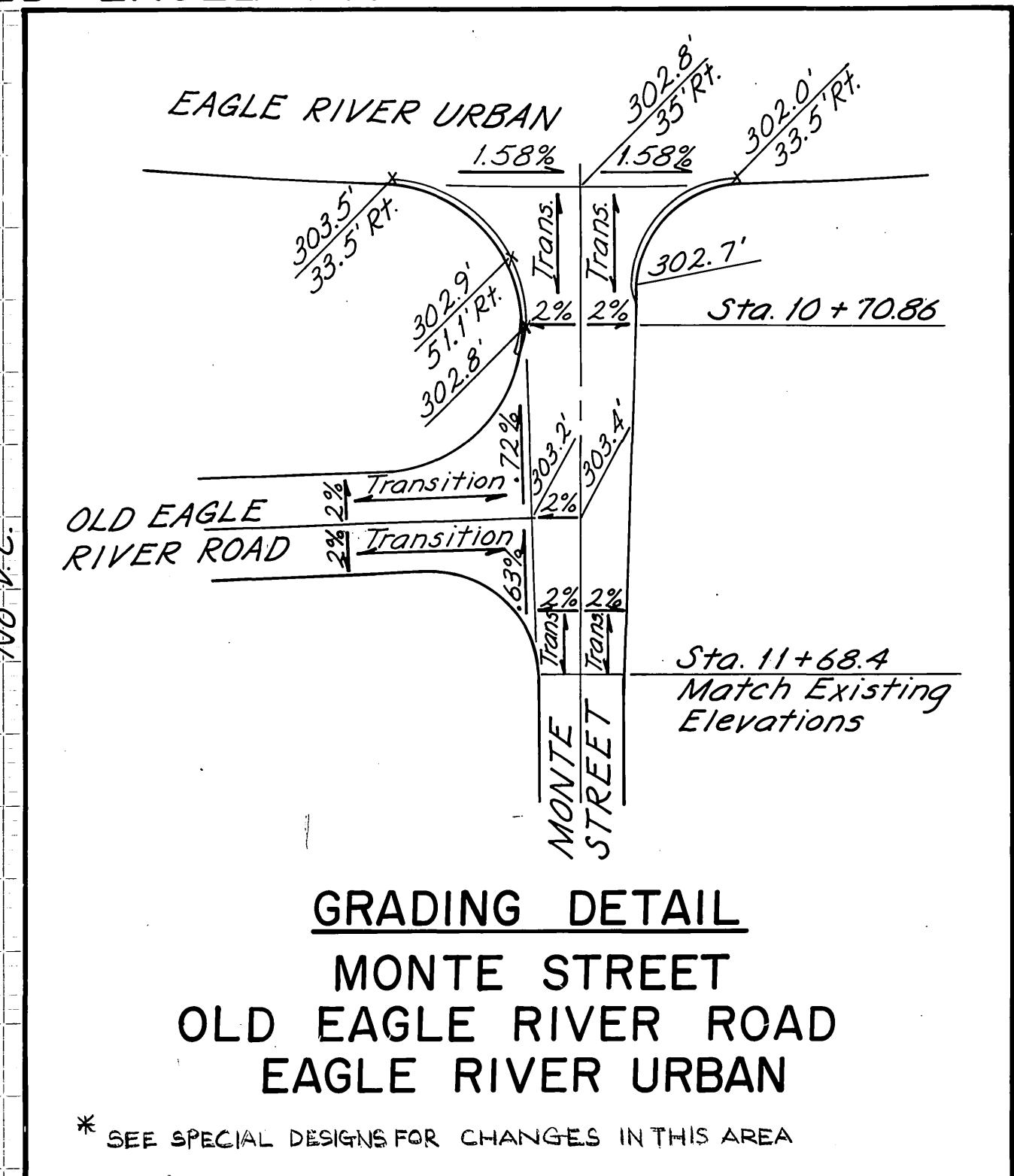
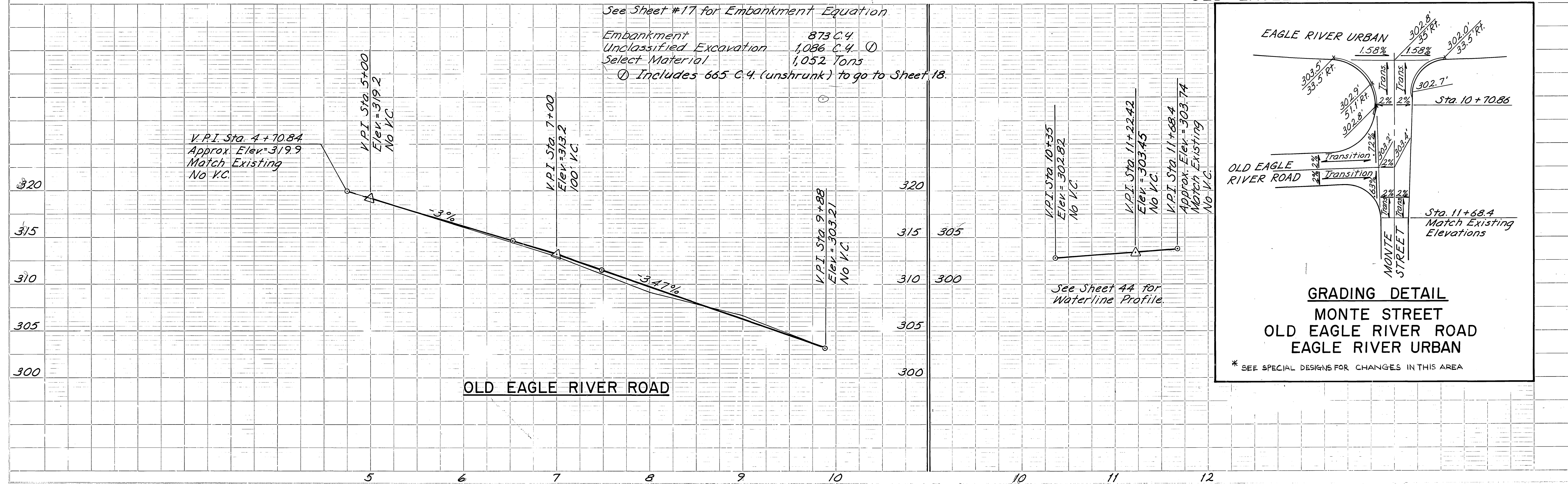
PLAN	SURVEYED	DATE
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PROFILE	SURVEYED	DATE
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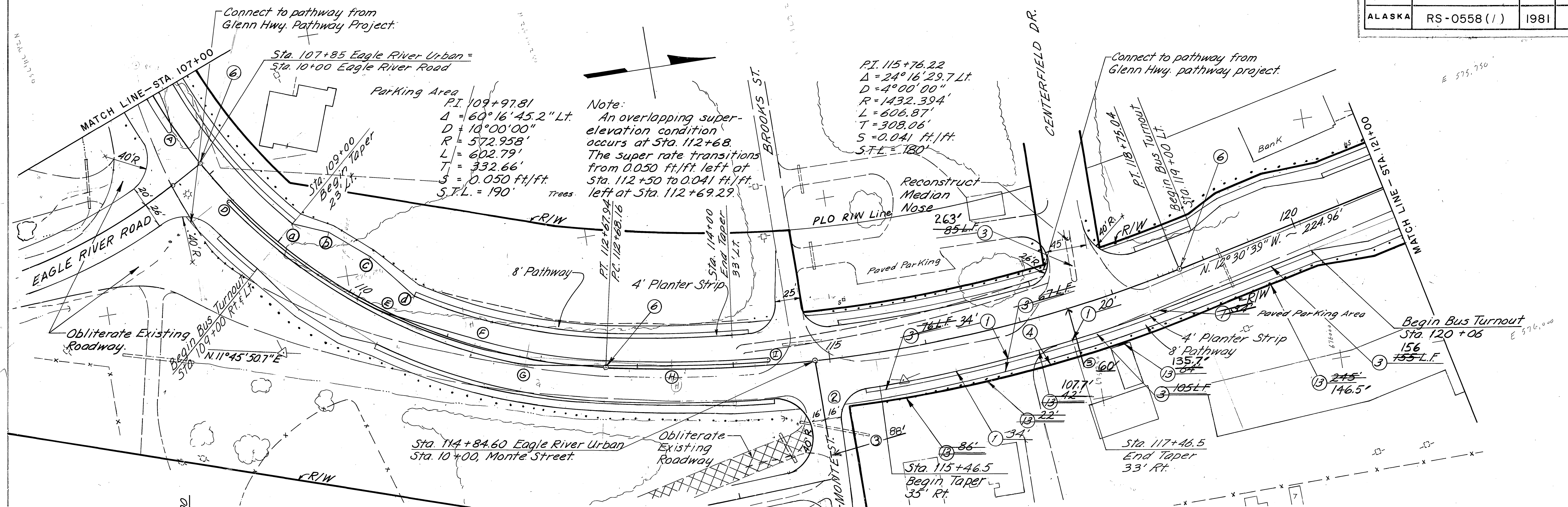
PROFILE NOTE BOOK No. _____	SURVEYED _____	BY _____	DATE _____
	PICTURE _____		
	GRADES CHECKED _____		
	B. M.'s NOTED _____		
	STRUCTURE NOTATIONS CHECKED _____		

DRIVEWAY PIPE SUMMARY	
STATION	SIZE & TYPE
5 + 65	18" x 60' P.C.
7 + 16	18" x 44' P.C.
8 + 24	18" x 64' P.C.
9 + 02	18" x 64' P.C.
School Drive	18" x 60' P.C.



PLAN
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BY
SURVEYED
NOTE BOOK
GRADES CHECKED
RT. OF WAY CHECKED
No.

PROFILE
DATE
BY
SURVEYED
NOTE BOOK
GRADES CHECKED
E. M. S. NOTED
STRUCTURE NOTATIONS CHECKED
No.



STATION	C. TO PT.	OFFSET
109+00	a	23.00
109+36.24	b	39.32
109+90.00	c	41.53
110+52.95	d	26.06

RADIUS POINTS			
POINT	STATION	RADIUS	LOCATION
A	107+40.00	2'R.	5.0' Rt.
D	108+36.00	2'R.	5.0' Rt.
E	110+30.00	150'R~P.I.	3.0' Rt.
F	111+35.00	150'R~P.I.	7.0' Lt. (L)
G	112+30.00	150'R~P.I.	7.0' Rt. (L)
H	113+35.00	150'R~P.I.	3.0' Lt.
I	114+35.00	2'R.	5.0' Lt.

Embankment 8,071 C.Y. ①
Unclassified Excavation 9,176 C.Y. ②
Select Material 10,449 tons

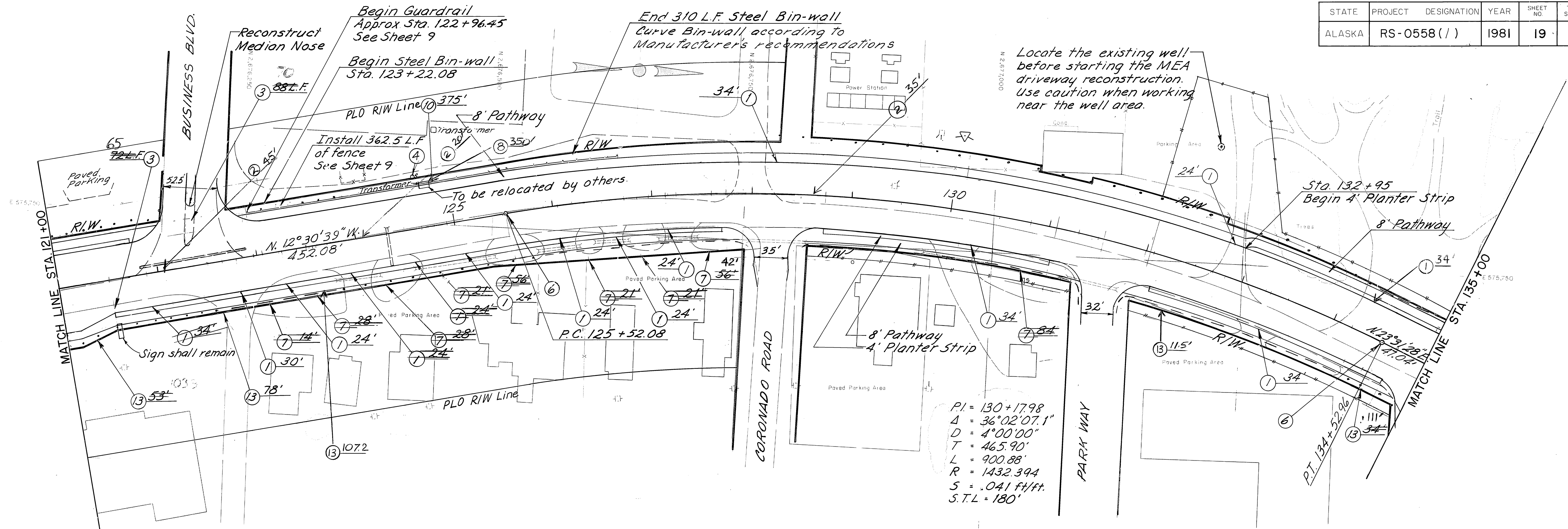
① Includes 747 C.Y. from Sheet 14, 559 C.Y. from Sheet 15 and 1,604 C.Y. from Sheet 17 (shrunk quantities).

② Includes 6,812 C.Y. (unshrunk) to be stockpiled for a future pedestrian overpass and 2,363 C.Y. Organics.

Stockpile within the R/W at approximately Sta. 112+50, 2,800 C.Y. unshrunk, Rt. side & 4,000 C.Y. unshrunk, Lt. side, material from Unclassified Excavation as directed by the Engineer. Note that the Embankment quantity, 8,071 does not include the stockpile material. Stockpiling is incidental to 203(3).

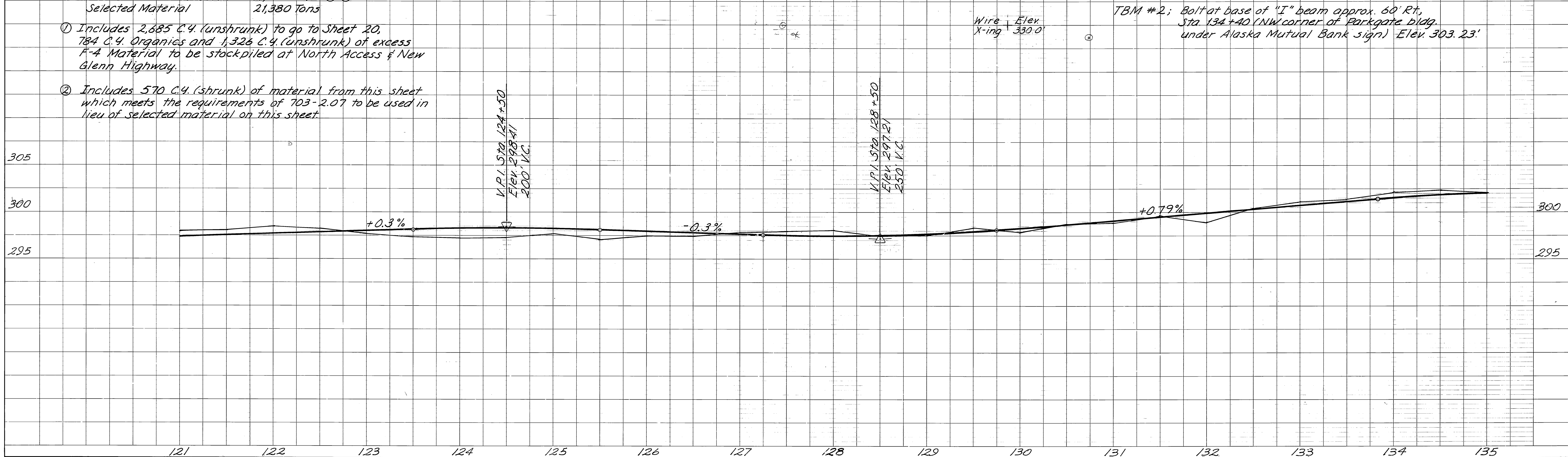
STATE	PROJECT	DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	RS-0558 ()		1981	19	48

PLAN	DATE	BY
SURVEYED		
PLOTTED		
NOTE BOOK		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
NO.		



PROFILE	DATE	BY
SURVEYED		
PLOTTED		
NOTE BOOK		
GRADES CHECKED		
STRUCTURE NOTAT NSCH-42		
NO.		

- Embankment 15,863 C.Y.
Unclassified Excavation 11,112 C.Y. ① ②
Selected Material 21,380 Tons
- ① Includes 2,685 C.Y. (unshrunk) to go to Sheet 20, 784 C.Y. Organics and 1,326 C.Y. (unshrunk) of excess F-4 Material to be stockpiled at North Access & New Glenn Highway.
- ② Includes 570 C.Y. (shrunk) of material from this sheet which meets the requirements of 703-2.07 to be used in lieu of selected material on this sheet.

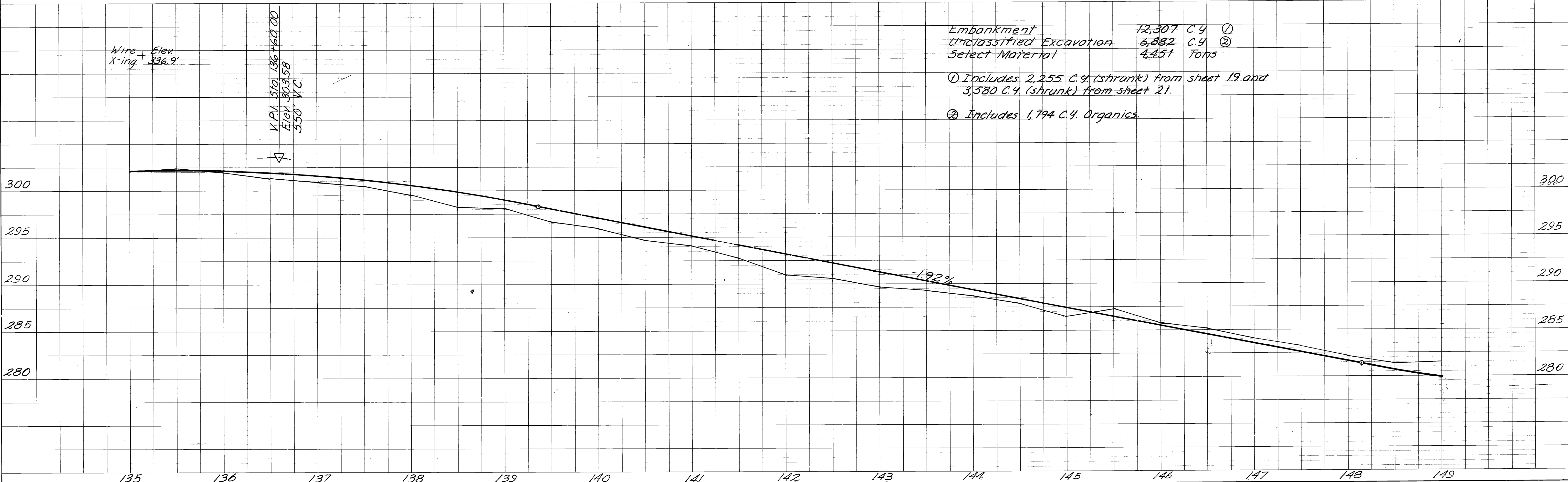
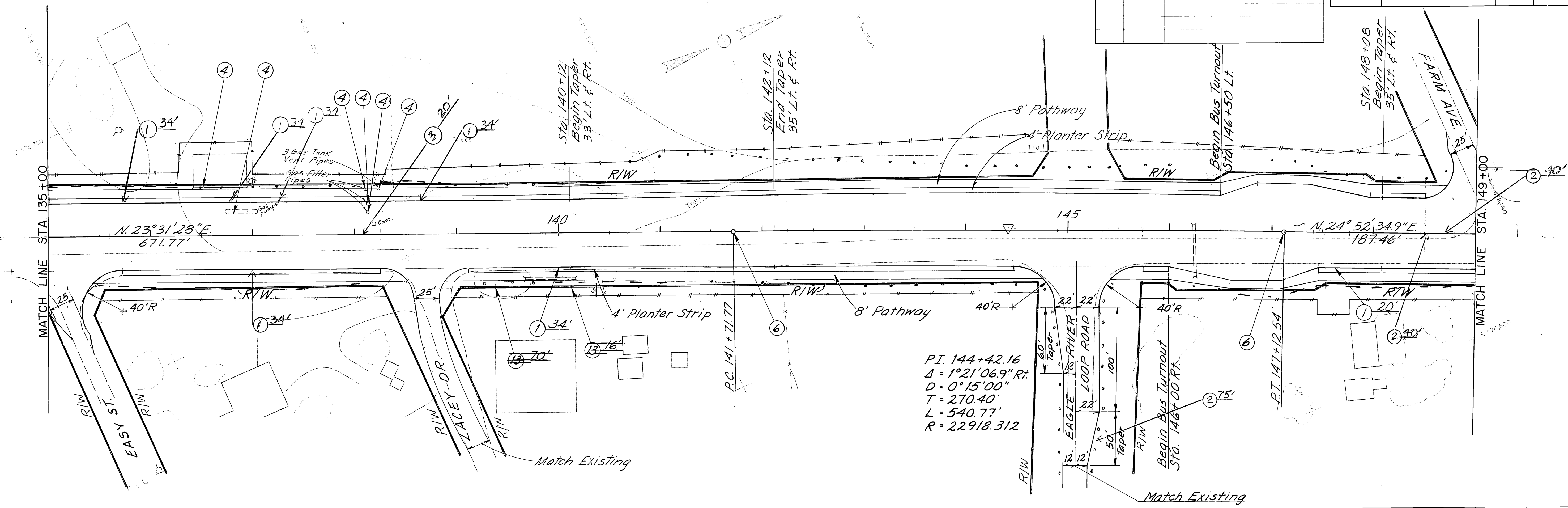


PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	RT. OR WAY CHECKED		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	GRADES CHECKED		
NO.	STRUCTURE NOTED		

REVISIONS		
No.	DATE	DESCRIPTION

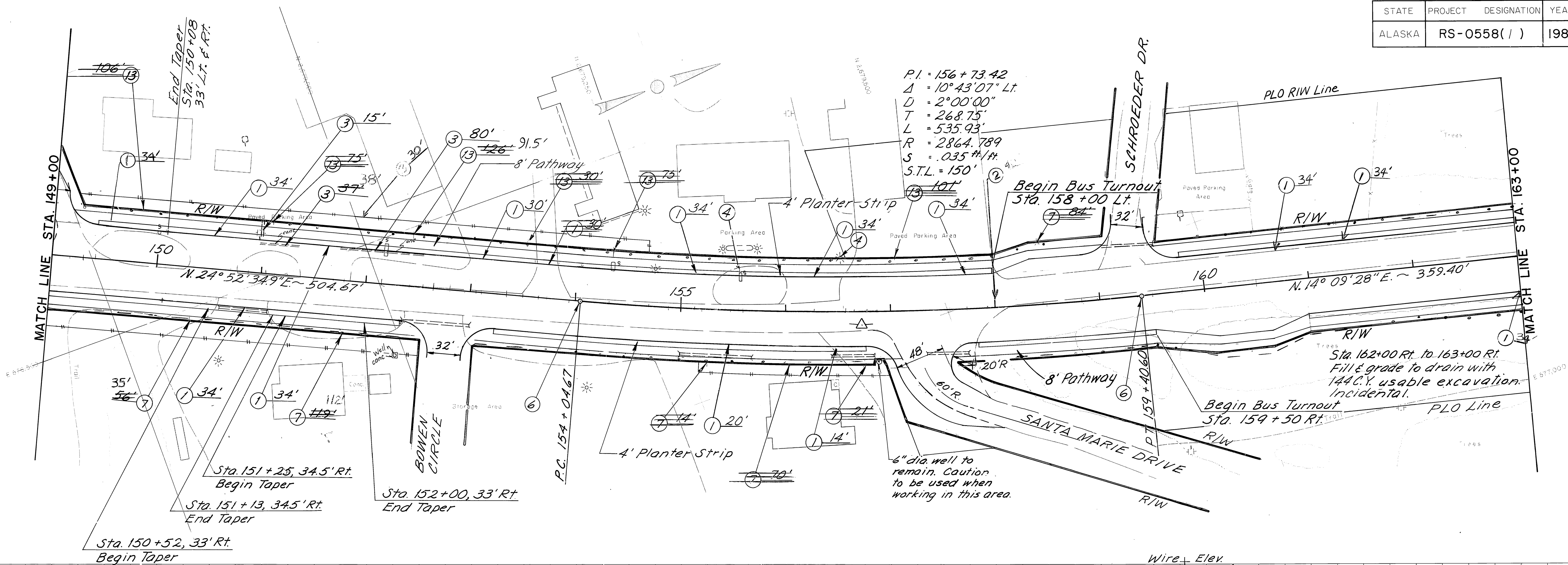
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ALASKA	RS - 0558 (/)		1981	20	48



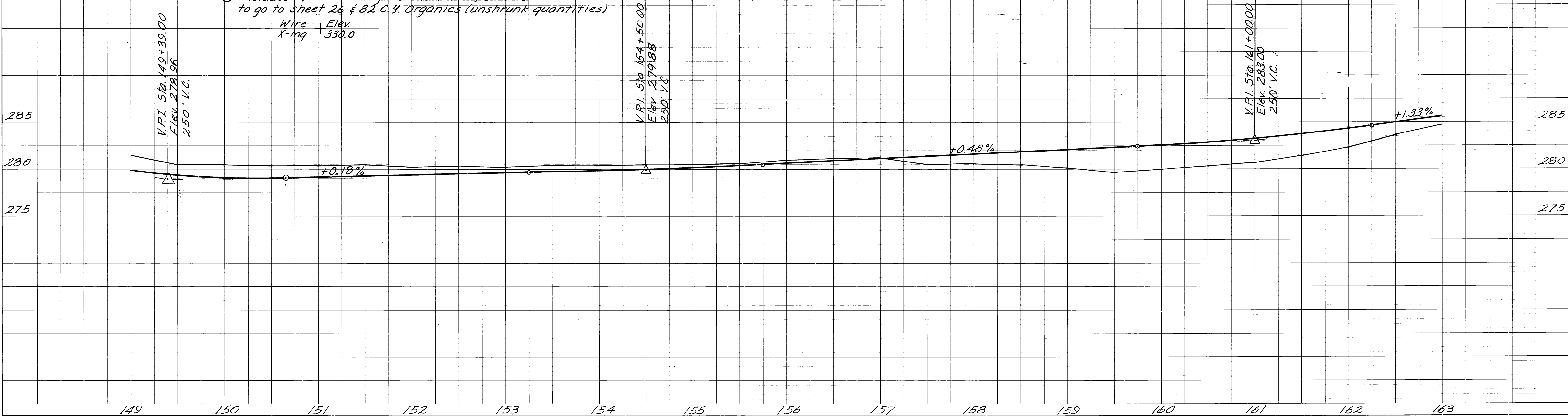
STATE	PROJECT	DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558()		1981	21	48

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	RT. OR WAY CHECKED		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	GRADES CHECKED		
	STRUCTURE NOTAT NSCHMO		



Embankment 3,244 C.Y.
Unclassified Excavation 5,950 C.Y. ①
Selected Material 4,349 Tons
① Includes 4,262 C.Y. to go to Sheet #20, 301 C.Y.
to go to Sheet 26 & 82 C.Y. Organics (unshrunk quantities)
Wire Elev. 330.0
X-ing 305.3

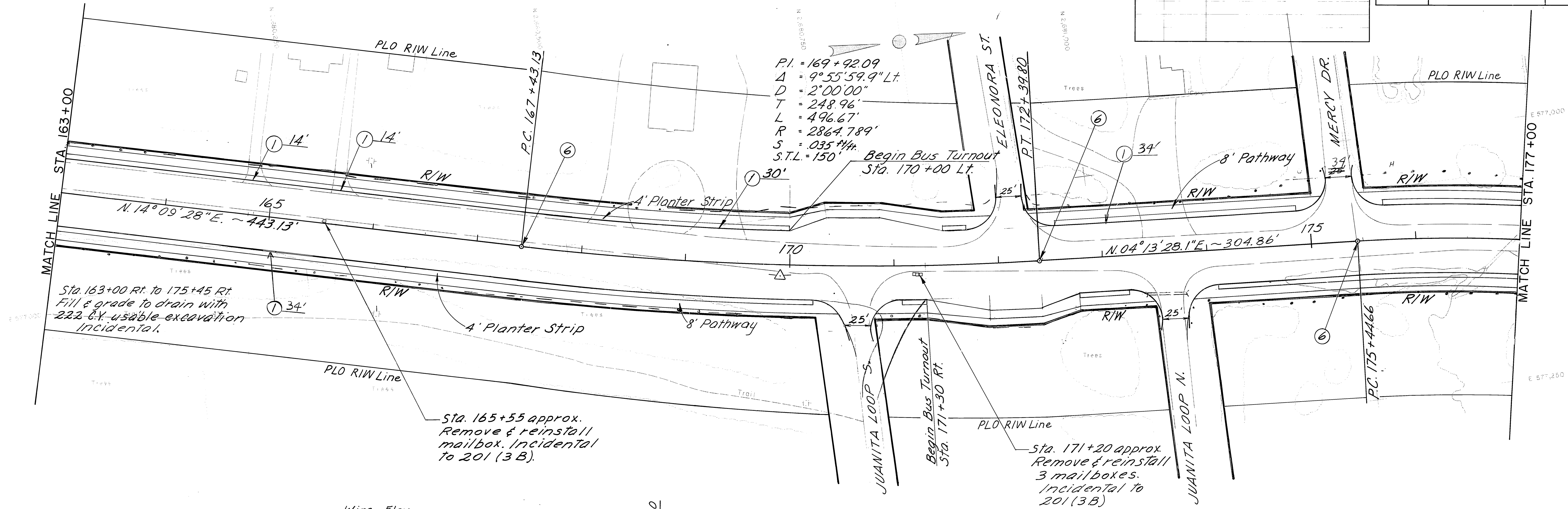


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	NOTE BOOK	
	GRADES CHECKED	
	STRUCTURE NOTAT	
	NO.	

REVISIONS		
No.	DATE	DESCRIPTION

STATE	PROJECT	DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558(/)		1981	22	48

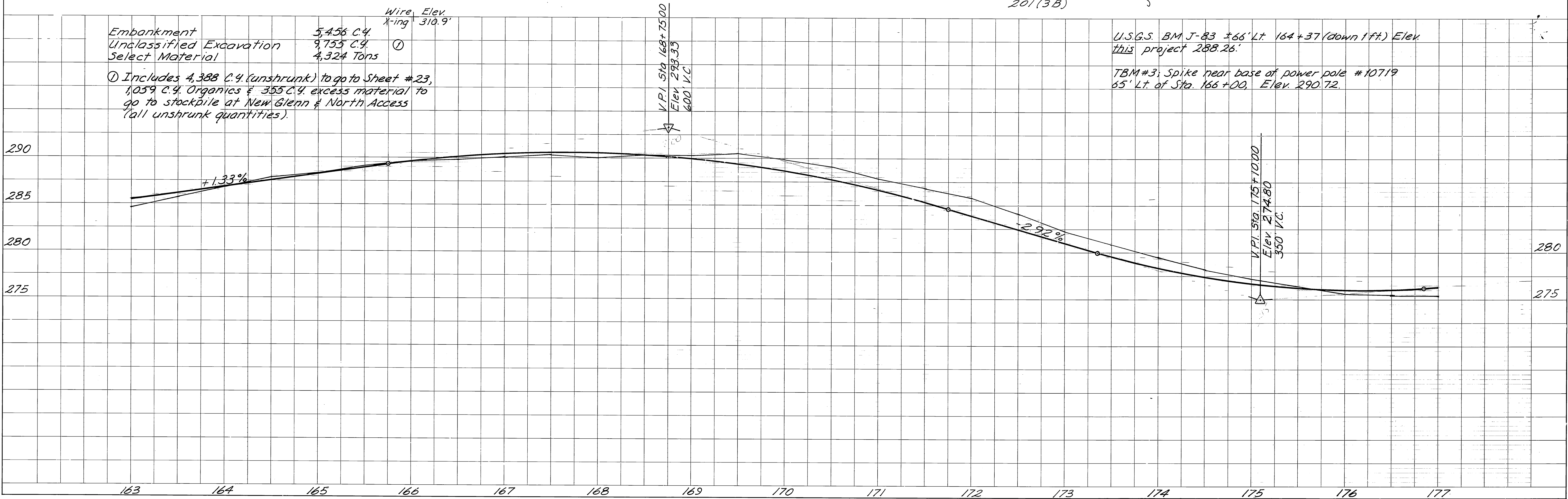


Wire Elev. 310.9'
 Embankment 5,456 C.Y.
 Unclassified Excavation 9,755 C.Y.
 Select Material 4,324 Tons

① Includes 4,388 C.Y. (unshrunk) to go to Sheet #23, 1,059 C.Y. Organics & 355 C.Y. excess material to go to stockpile at New Glenn & North Access (all unshrunk quantities).

U.S.G.S. BM J-83 ±66' Lt. 164+37 (down 1 ft.) Elev. this project 288.26'

TBM #3; Spike near base of power pole #10719 65' Lt. of Sta. 166+00, Elev. 290.72.

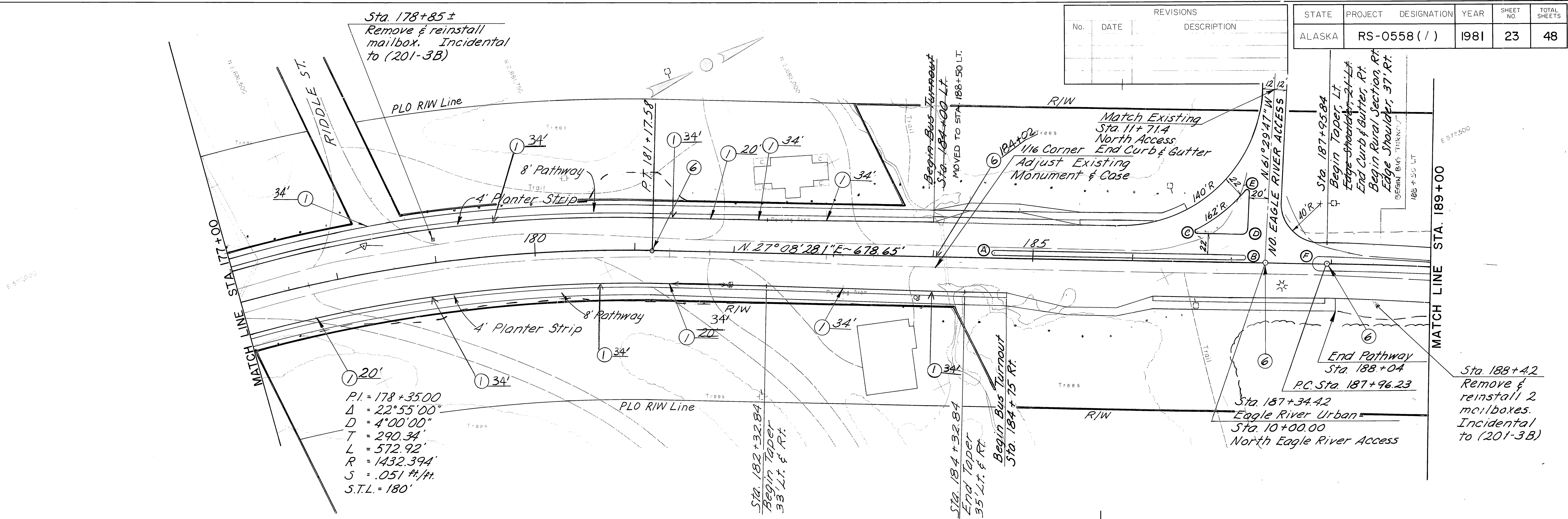


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NOTE BOOK		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
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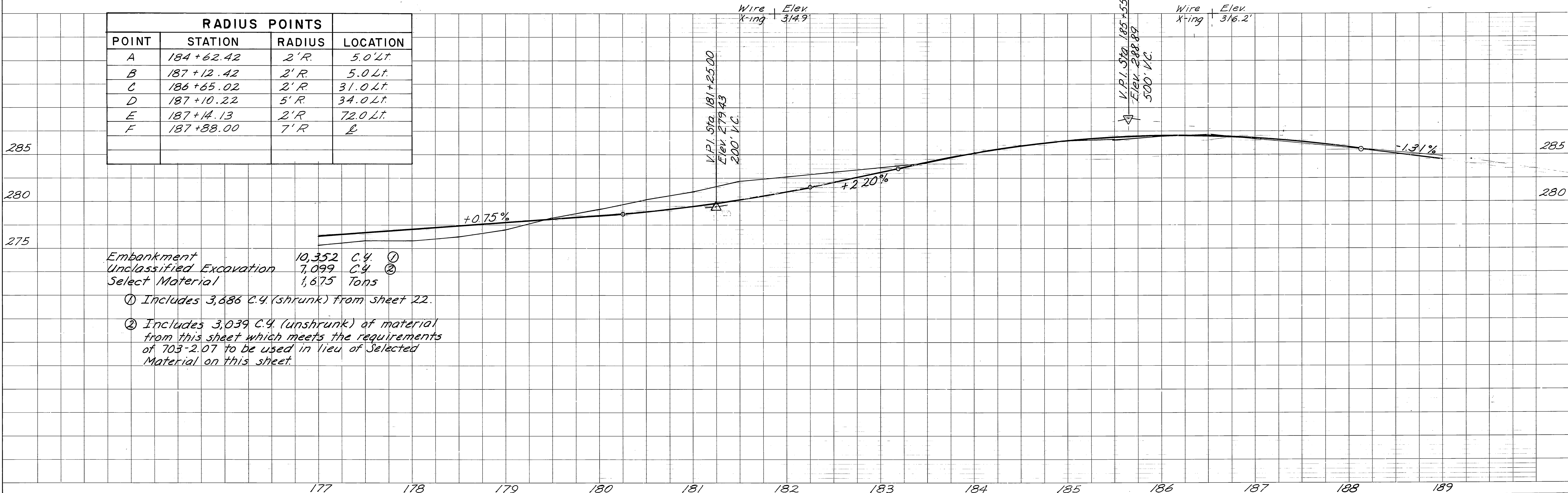
PROFILE	DATE	BY
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NOTE BOOK		
GRADES CHECKED		
STRUCTURE NOTATION		
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REVISIONS	DESCRIPTION
No.	DATE

STATE	PROJECT	DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558 (/)		1981	23	48



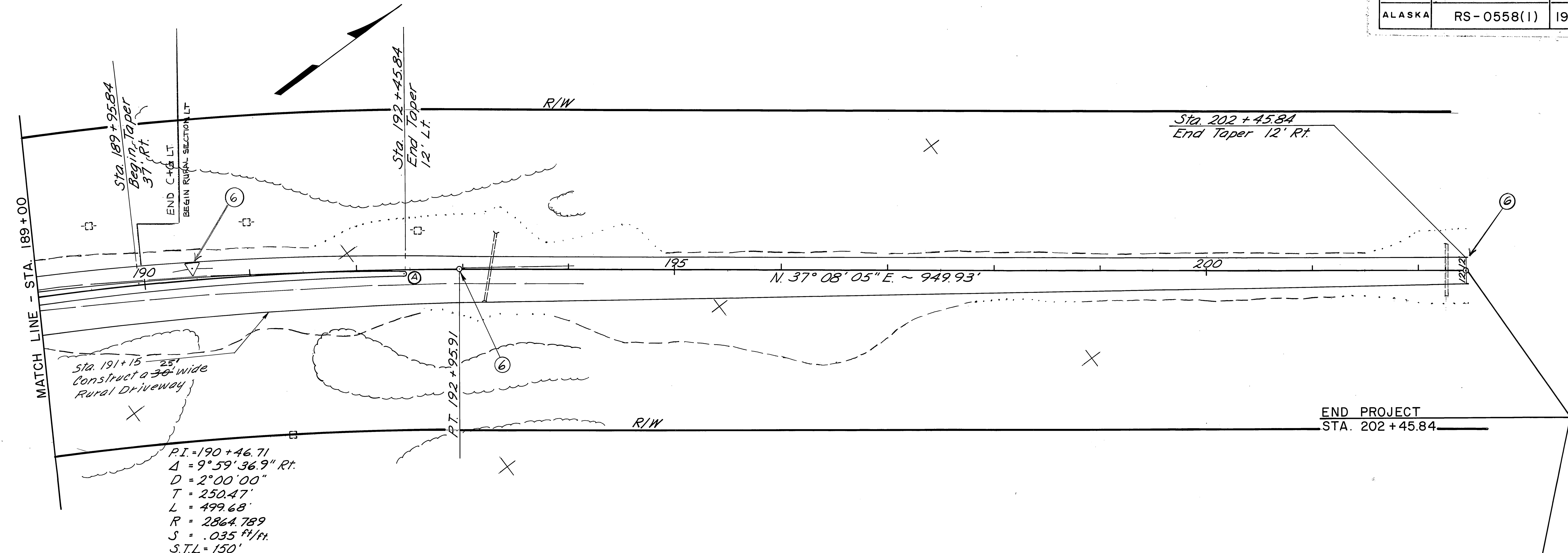
RADIUS POINTS			
POINT	STATION	RADIUS	LOCATION
A	184+62.42	2' R.	5.0' Lt.
B	187+12.42	2' R.	5.0' Lt.
C	186+65.02	2' R.	31.0' Lt.
D	187+10.22	5' R.	34.0' Lt.
E	187+14.13	2' R.	72.0' Lt.
F	187+88.00	7' R.	E



Embankment 10,352 C.Y. ①
 Unclassified Excavation 7,099 C.Y. ②
 Select Material 1,675 tons
 ① Includes 3,686 C.Y. (shrunk) from sheet 22.
 ② Includes 3,039 C.Y. (unshrunk) of material from this sheet which meets the requirements of 703-2.07 to be used in lieu of Selected Material on this sheet.

PLAN
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DATE

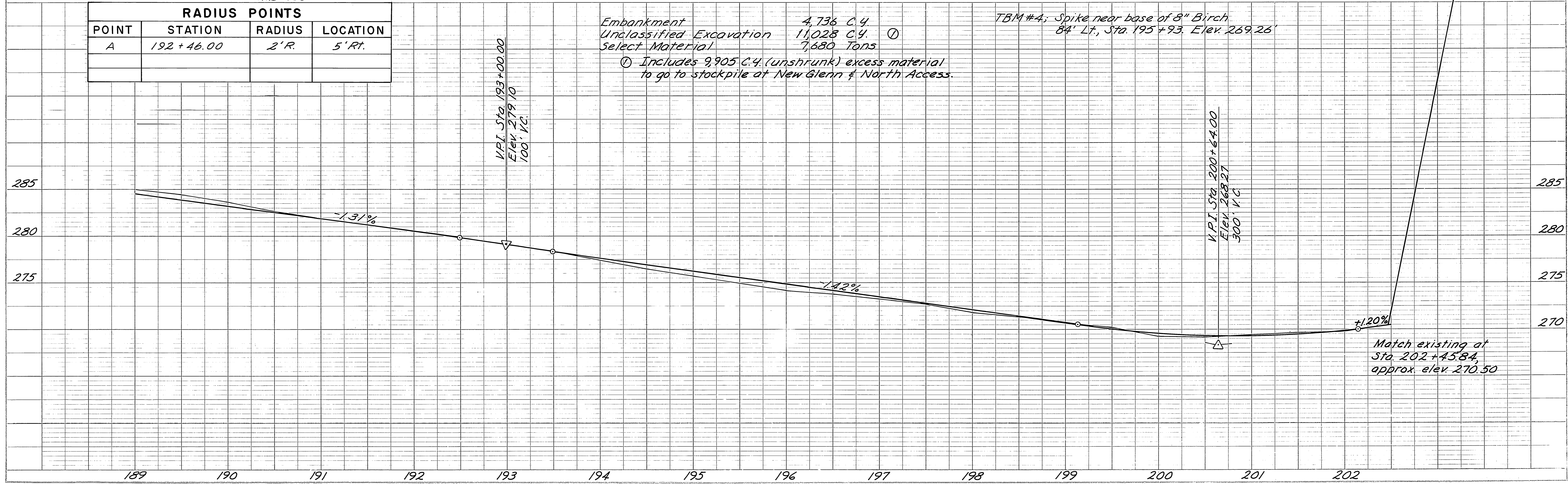
PROFILE
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RADIUS POINTS			
POINT	STATION	RADIUS	LOCATION
A	192 + 46.00	2' R.	5' Rt.

Embankment 4,736 C.Y.
Unclassified Excavation 11,028 C.Y. ①
Select Material 7,680 Tons
① Includes 9,905 C.Y. (unshrunk) excess material to go to stockpile at New Glenn & North Access.

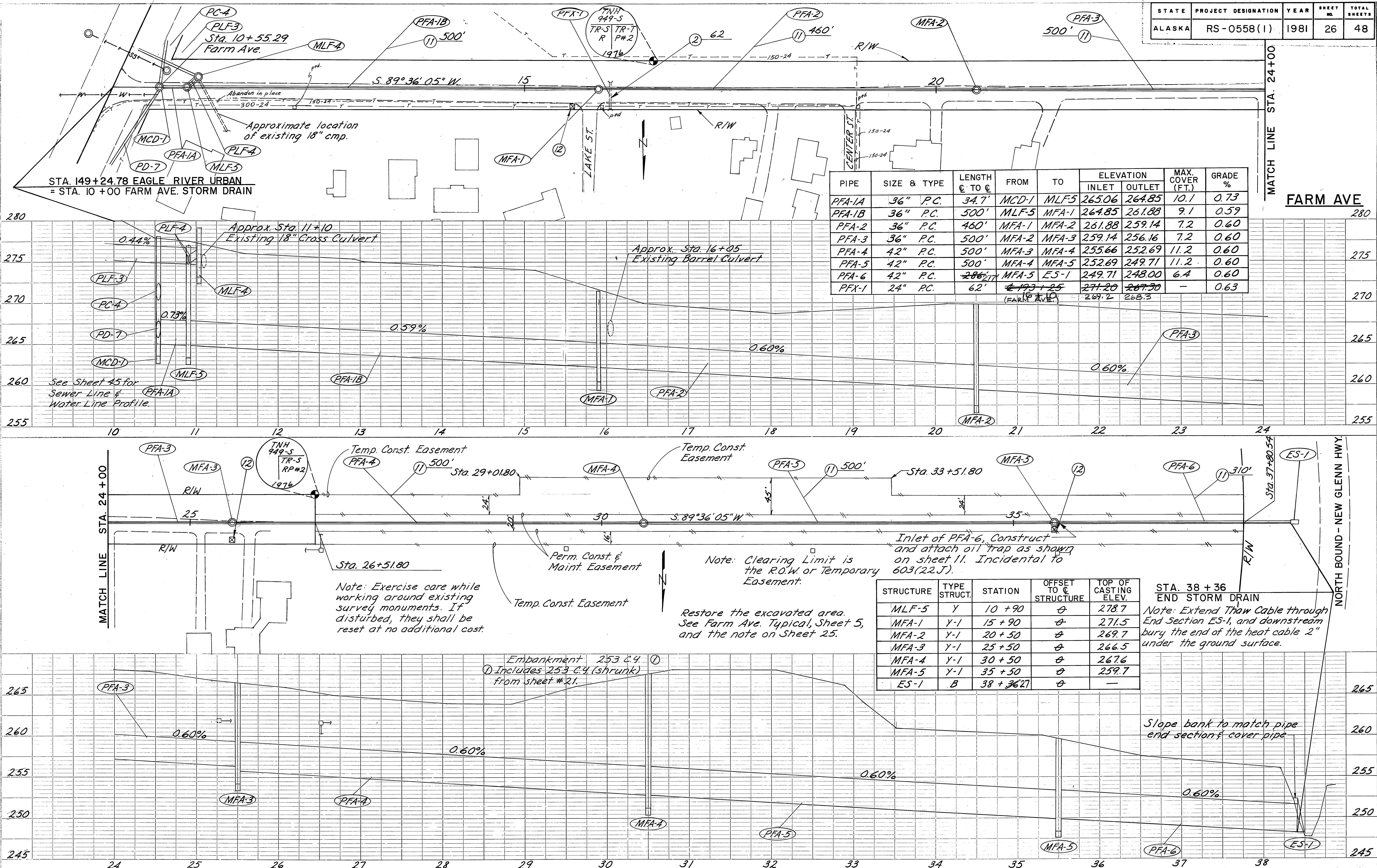
TBM #4; Spike near base of 8" Birch
84' Lt., Sta. 195+93. Elev. 269.26'



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558(1)	1981	26	48

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PLOTTED			
GRANES CHECKED			
B. M. I. NOTED			

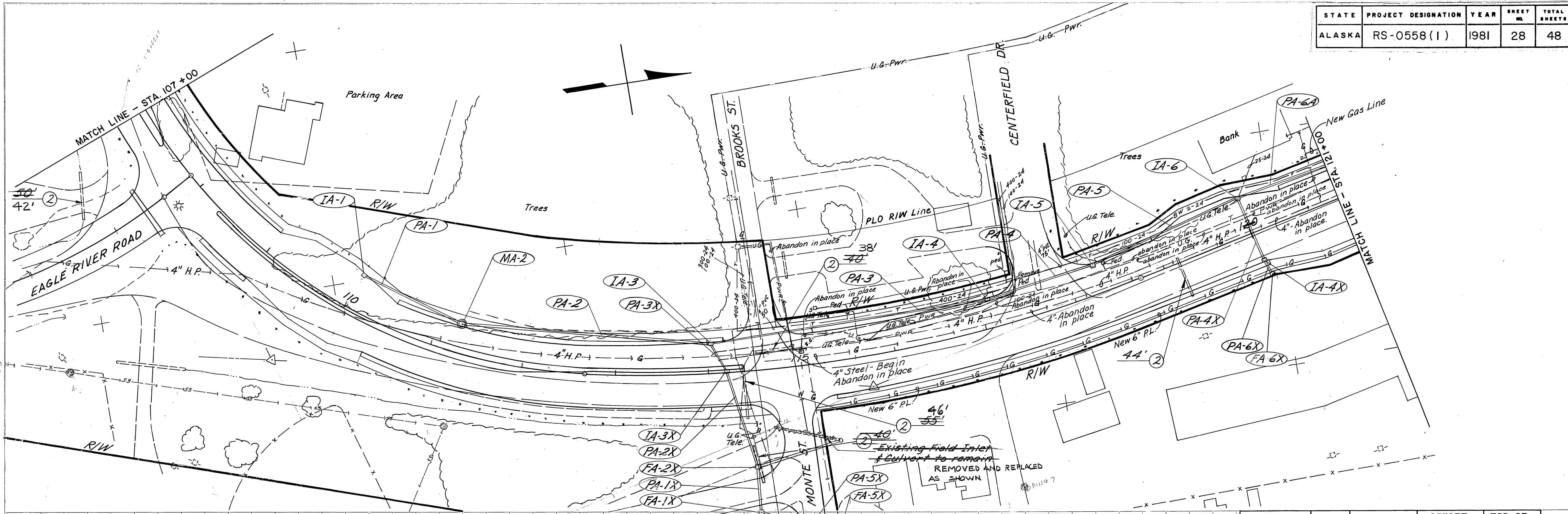
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558(1)	1981	27	48



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558 (1)	1981	28	48

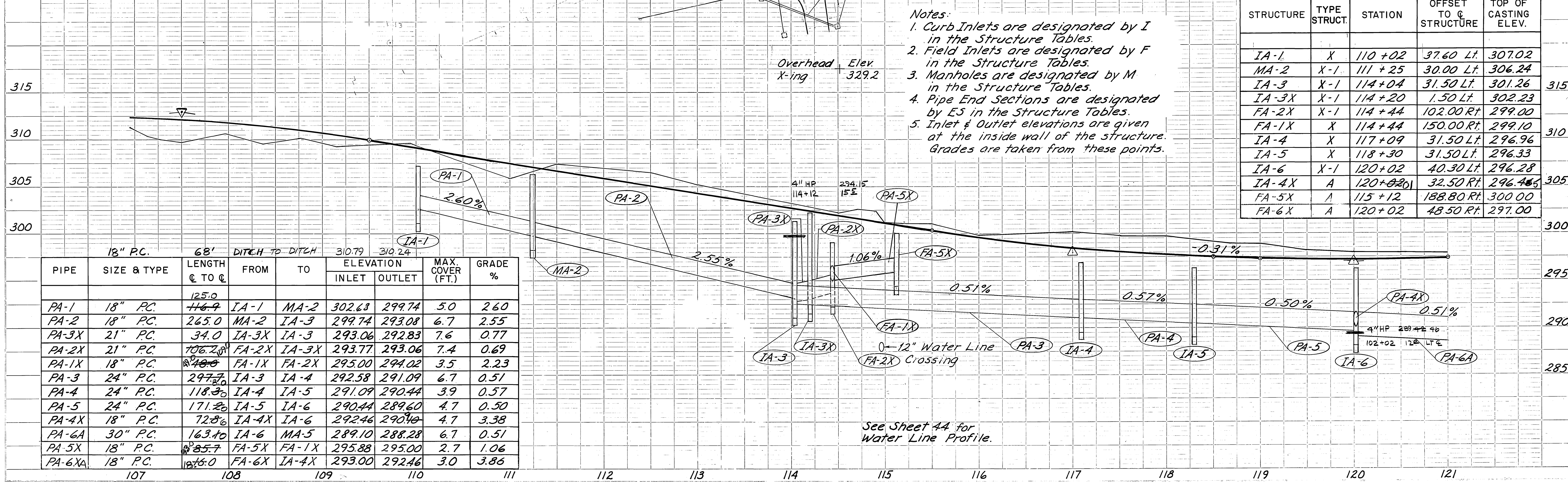
PLAN	DATE	BY	CHECKED
NOTE BOOK			
NO.			

PROFILE	DATE	BY	CHECKED
NOTE BOOK			
NO.			



- Notes:
1. Curb Inlets are designated by I in the Structure Tables.
 2. Field Inlets are designated by F in the Structure Tables.
 3. Manholes are designated by M in the Structure Tables.
 4. Pipe End Sections are designated by ES in the Structure Tables.
 5. Inlet & Outlet elevations are given at the inside wall of the structure. Grades are taken from these points.

STRUCTURE	TYPE STRUCT.	STATION	OFFSET TO C. STRUCTURE	TOP OF CASTING ELEV.
IA-1	X	110+02	37.60 Lt.	307.02
MA-2	X-1	111+25	30.00 Lt.	306.24
IA-3	X-1	114+04	31.50 Lt.	301.26
IA-3X	X-1	114+20	1.50 Lt.	302.23
FA-2X	X-1	114+44	102.00 Rt.	299.00
FA-1X	X	114+44	150.00 Rt.	299.10
IA-4	X	117+09	31.50 Lt.	296.96
IA-5	X	118+30	31.50 Lt.	296.33
IA-6	X-1	120+02	40.30 Lt.	296.28
IA-4X	A	120+02	32.50 Rt.	296.46
FA-5X	A	115+12	188.80 Rt.	300.00
FA-6X	A	120+02	48.50 Rt.	297.00

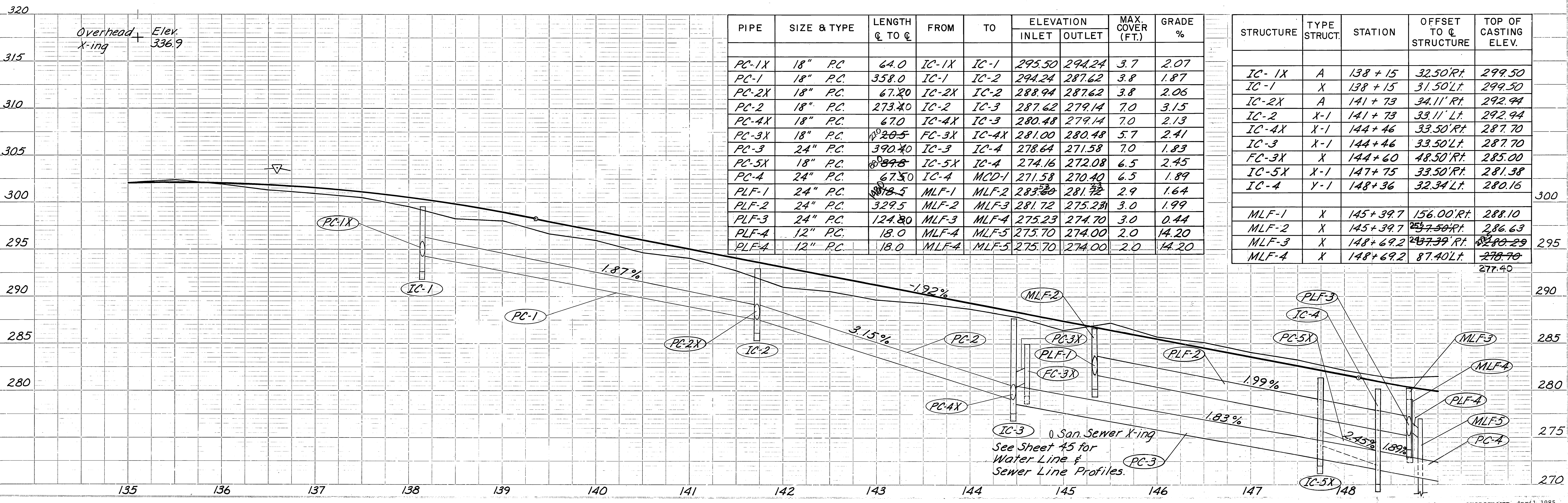
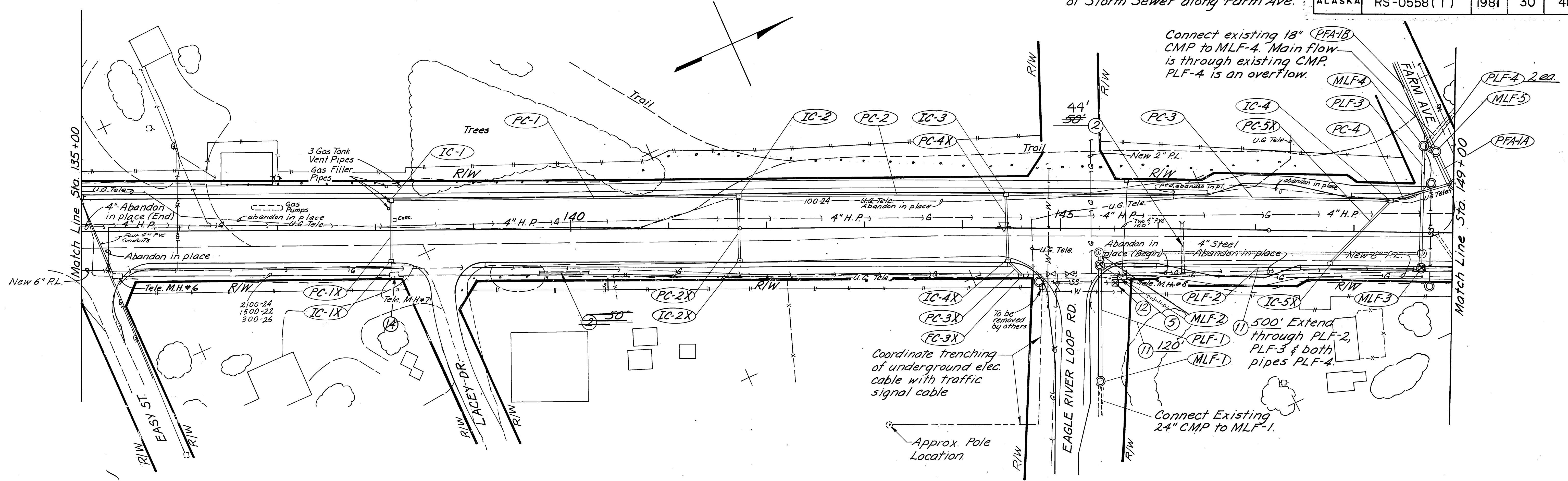


PIPE	SIZE & TYPE	LENGTH C. TO C.	DITCH TO DITCH FROM TO	ELEVATION INLET OUTLET	MAX. COVER (FT.)	GRADE %
PA-1	18" P.C.	125.0	IA-1 MA-2	302.63 299.74	5.0	2.60
PA-2	18" P.C.	265.0	MA-2 IA-3	299.74 293.08	6.7	2.55
PA-3X	21" P.C.	34.0	IA-3X IA-3	293.06 292.83	7.6	0.77
PA-2X	21" P.C.	106.2	FA-2X IA-3X	293.77 293.06	7.4	0.69
PA-1X	18" P.C.	140.0	FA-1X FA-2X	295.00 294.02	3.5	2.23
PA-3	24" P.C.	297.7	IA-3 IA-4	292.58 291.09	6.7	0.51
PA-4	24" P.C.	118.3	IA-4 IA-5	291.09 290.44	3.9	0.57
PA-5	24" P.C.	171.2	IA-5 IA-6	290.44 289.60	4.7	0.50
PA-4X	18" P.C.	72.8	IA-4X IA-6	292.46 290.46	4.7	3.38
PA-6A	30" P.C.	163.1	IA-6 MA-5	289.10 288.28	6.7	0.51
PA-5X	18" P.C.	85.7	FA-5X FA-1X	295.88 295.00	2.7	1.06
PA-6XA	18" P.C.	126.0	FA-6X IA-4X	293.00 292.46	3.0	3.86

See Sheet 44 for Water Line Profile.

Note:
See Sheet 26 for continuation
of Storm Sewer along Farm Ave.

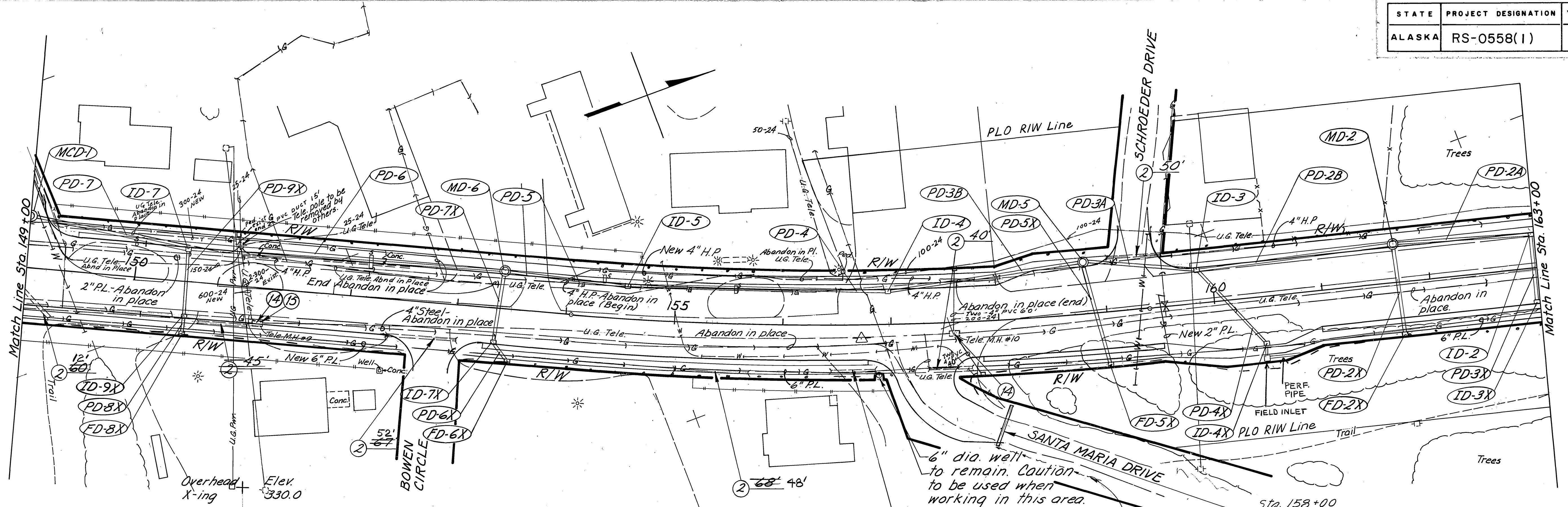
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558(1)	1981	30	48



PIPE	SIZE & TYPE	LENGTH ft. TO ft.	FROM	TO	ELEVATION		MAX. COVER (FT.)	GRADE %
					INLET	OUTLET		
PC-1X	18" P.C.	64.0	IC-1X	IC-1	295.50	294.24	3.7	2.07
PC-1	18" P.C.	358.0	IC-1	IC-2	294.24	287.62	3.8	1.87
PC-2X	18" P.C.	67.20	IC-2X	IC-2	288.94	287.62	3.8	2.06
PC-2	18" P.C.	273.40	IC-2	IC-3	287.62	279.14	7.0	3.15
PC-4X	18" P.C.	67.0	IC-4X	IC-3	280.48	279.14	7.0	2.13
PC-3X	18" P.C.	20.5	FC-3X	IC-4X	281.00	280.48	5.7	2.41
PC-3	24" P.C.	390.40	IC-3	IC-4	278.64	271.58	7.0	1.83
PC-5X	18" P.C.	89.8	IC-5X	IC-4	274.16	272.08	6.5	2.45
PC-4	24" P.C.	67.50	IC-4	MCD-1	271.58	270.40	6.5	1.89
PLF-1	24" P.C.	278.5	MLF-1	MLF-2	283.20	281.72	2.9	1.64
PLF-2	24" P.C.	329.5	MLF-2	MLF-3	281.72	275.23	3.0	1.99
PLF-3	24" P.C.	124.80	MLF-3	MLF-4	275.23	274.70	3.0	0.44
PLF-4	12" P.C.	18.0	MLF-4	MLF-5	275.70	274.00	2.0	14.20
PLF-4	12" P.C.	18.0	MLF-4	MLF-5	275.70	274.00	2.0	14.20

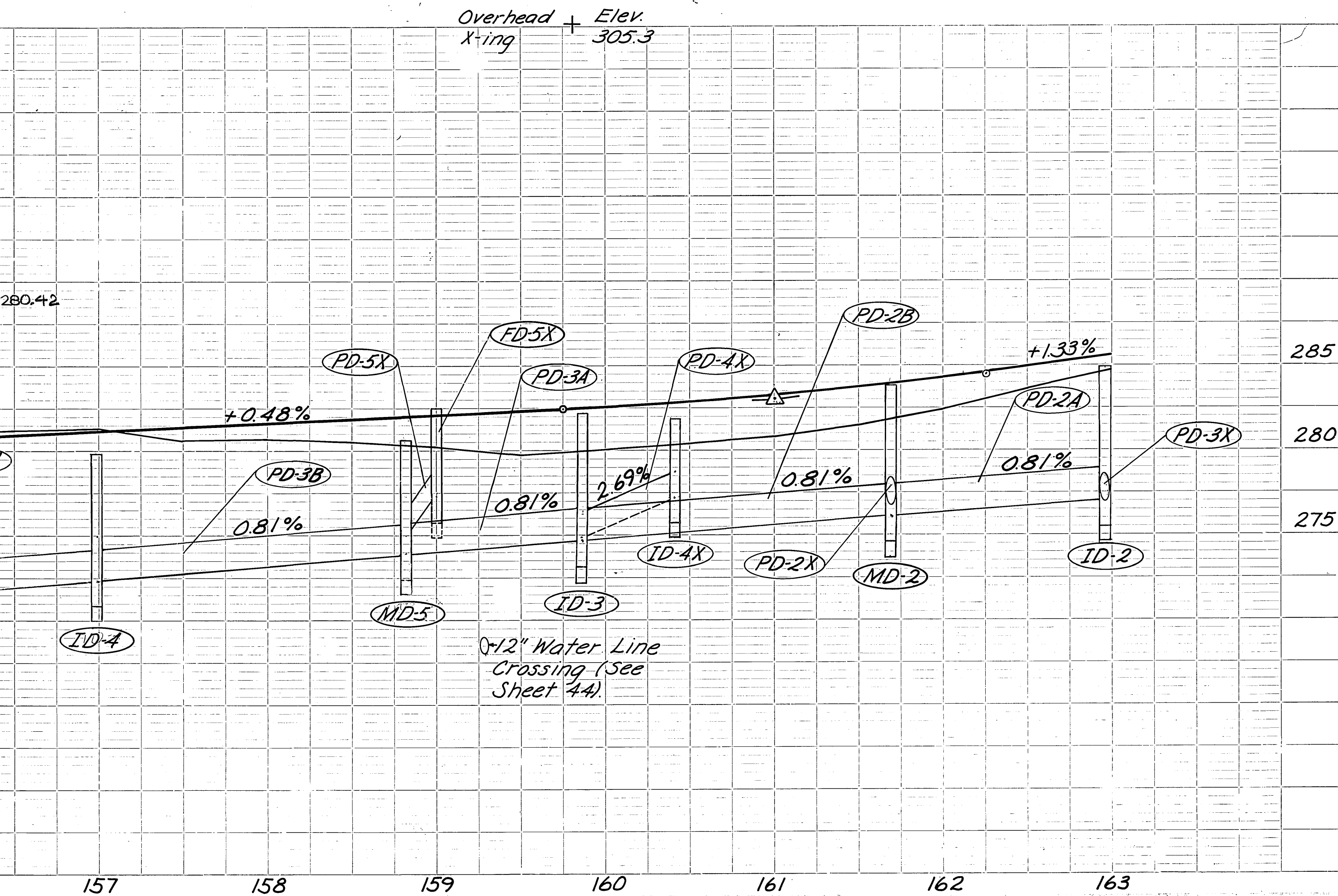
STRUCTURE	TYPE STRUCT.	STATION	OFFSET TO C. STRUCTURE	TOP OF CASTING ELEV.
IC-1X	A	138+15	32.50' Rt.	299.50
IC-1	X	138+15	31.50' Lt.	299.50
IC-2X	A	141+73	34.11' Rt.	292.94
IC-2	X-1	141+73	33.11' Lt.	292.94
IC-4X	X-1	144+46	33.50' Rt.	287.70
IC-3	X-1	144+46	33.50' Lt.	287.70
FC-3X	X	144+60	48.50' Rt.	285.00
IC-5X	X-1	147+75	33.50' Rt.	281.38
IC-4	Y-1	148+36	32.34' Lt.	280.16
MLF-1	X	145+39.7	156.00' Rt.	288.10
MLF-2	X	145+39.7	253.75' Rt.	286.63
MLF-3	X	148+69.2	237.39' Rt.	280.29
MLF-4	X	148+69.2	87.40' Lt.	278.70

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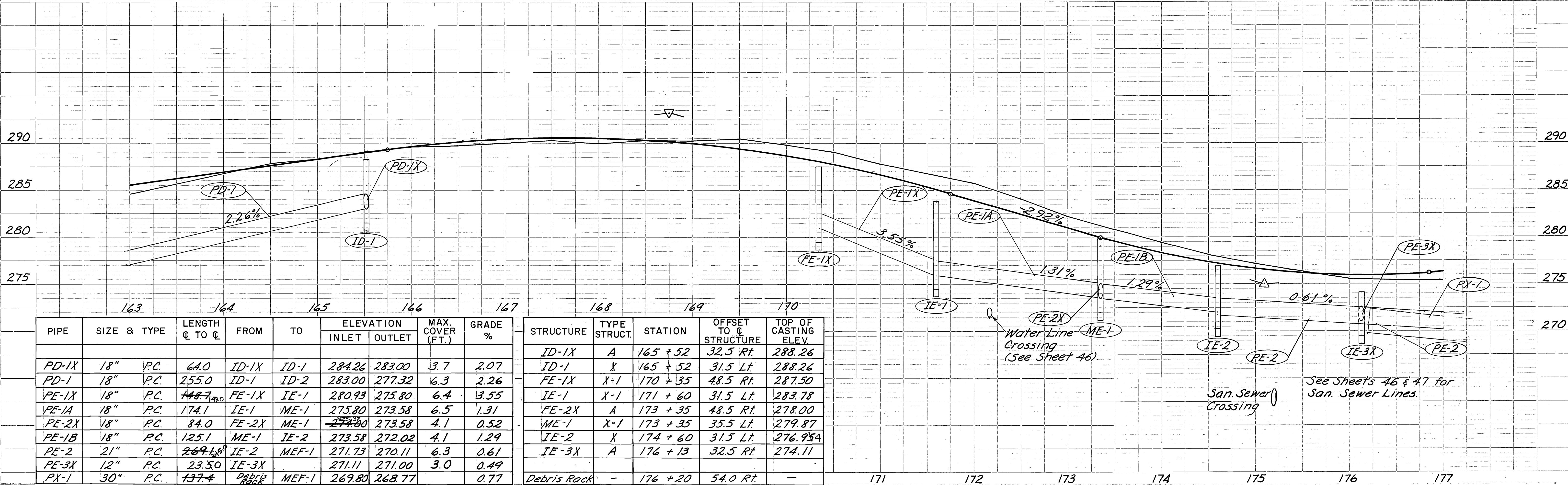
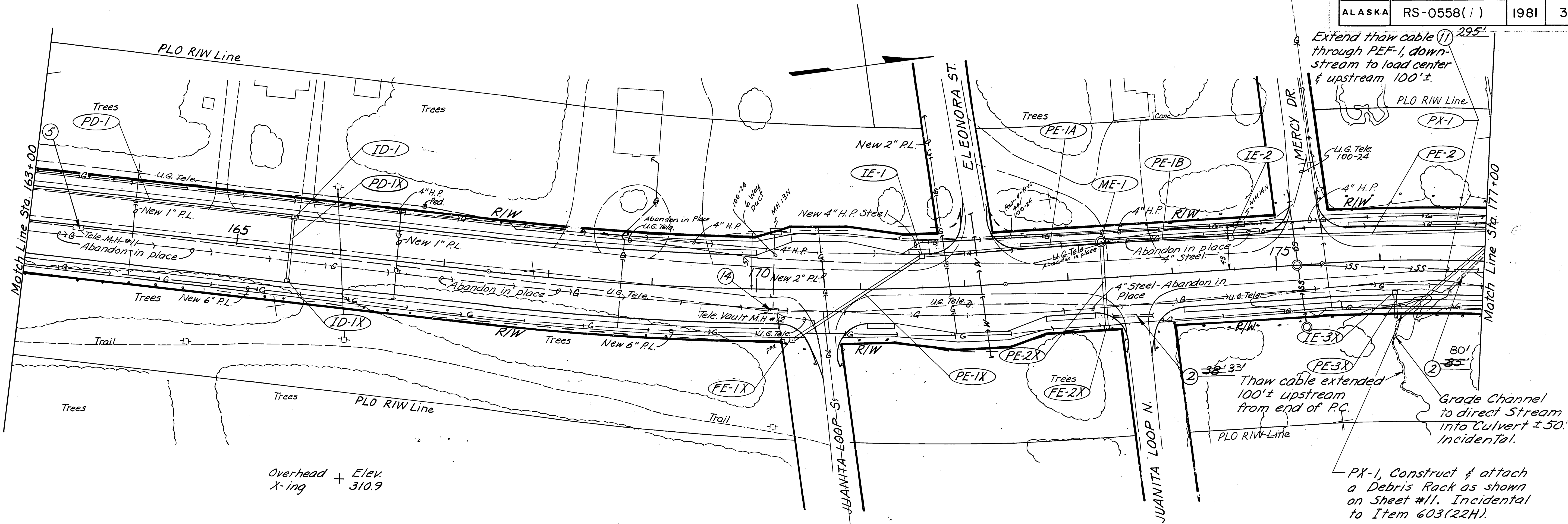


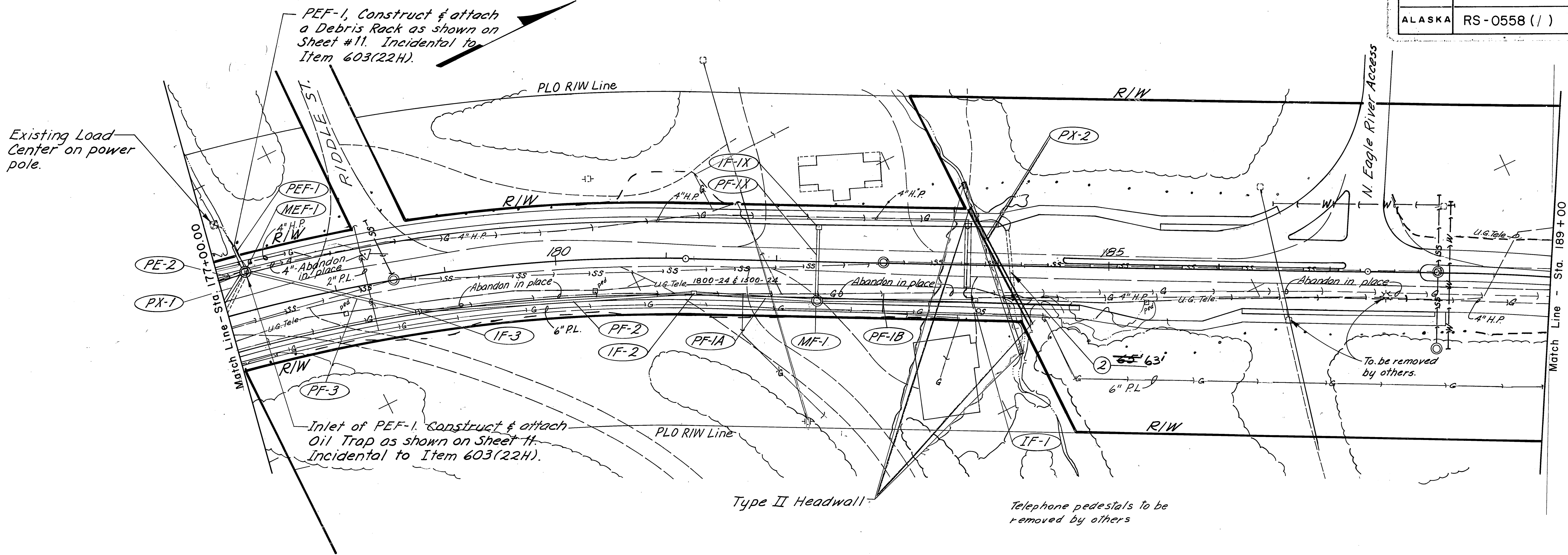
PIPE	SIZE & TYPE	LENGTH L TO L	FROM	TO	ELEVATION		MAX. COVER (FT.)	GRADE %
					INLET	OUTLET		
PD-7	24" P.C.	143.0	ID-7	MCD-1	266.98	265.86	10.3	0.81
PD-8X	18" P.C.	17.0	FD-8X	ID-9X	274.00	273.58	3.1	3.00
PD-9X	18" P.C.	63.0	ID-9X	ID-7	273.58	271.81	4.9	3.00
PD-6	24" P.C.	297.0	MD-6	ID-7	269.33	266.98	9.4	0.81
PD-7X	18" P.C.	67.5	ID-7X	MD-6	274.56	272.71	5.3	3.00
PD-6X	18" P.C.	23.20	FD-6X	ID-7X	274.75	274.56	3.2	1.00
PD-5	21" P.C.	114.50	ID-5	MD-6	270.48	269.58	8.2	0.81
PD-4	21" P.C.	240.30	ID-4	ID-5	272.38	270.48	6.5	0.81
PD-3B	21" P.C.	182.20	MD-5	ID-4	273.81	272.38	5.7	0.80
PD-5X	18" P.C.	98.20	FD-5X	MD-5	277.50	274.94	4.7	2.72
PD-3A	21" P.C.	105.20	ID-3	MD-5	274.63	273.81	4.9	0.81
PD-4X	18" P.C.	92.20	ID-4X	ID-3	277.26	274.88	5.8	2.69
PD-2B	21" P.C.	183.0	MD-2	ID-3	276.07	274.63	5.8	0.81
PD-2A	21" P.C.	127.0	ID-2	MD-2	277.07	276.07	6.0	0.81
PD-2X	18" P.C.	84.0	FD-2X	MD-2	277.63	276.32	6.0	1.64
PD-3X	18" P.C.	63.0	ID-3X	ID-2	279.09	277.32	6.0	3.00
PD-3	24" P.C.	40.0	Sta. 158+00, approx. 100' Rt.					

STRUCTURE	TYPE STRUCT.	STATION	OFFSET TO C STRUCTURE	TOP OF CASTING ELEV.
ID-7	X-1	150+43	31.5' Lt	278.42
ID-9X	X	150+43	31.5' Rt	278.42
FD-8X	A	150+43	48.5' Rt	278.00
ID-7X	X	153+36	31.5' Rt	279.32
MD-6	X-1	153+40	35.5' Lt	279.53
FD-6X	X	153+50	48.5' Rt	280.00
ID-5	X-1	154+55	31.5' Lt	278.76
ID-4	X-1	156+98	31.5' Lt	279.84
MD-5	X-1	158+82	48.0' Lt	280.78
FD-5X	X	159+00	48.5' Rt	282.50
ID-3	X-1	159+87	31.5' Lt	282.21
ID-4X	X	160+41	43.5' Rt	281.80
FD-2X	A	161+70	48.5' Rt	284.00
MD-2	X-1	161+70	35.5' Lt	283.88
ID-3X	X-1	162+97	31.5' Rt	284.87
ID-2	X-1	162+97	31.5' Lt	284.87
MCD-1	X-1	149+01.2	50.0' Lt	278.27

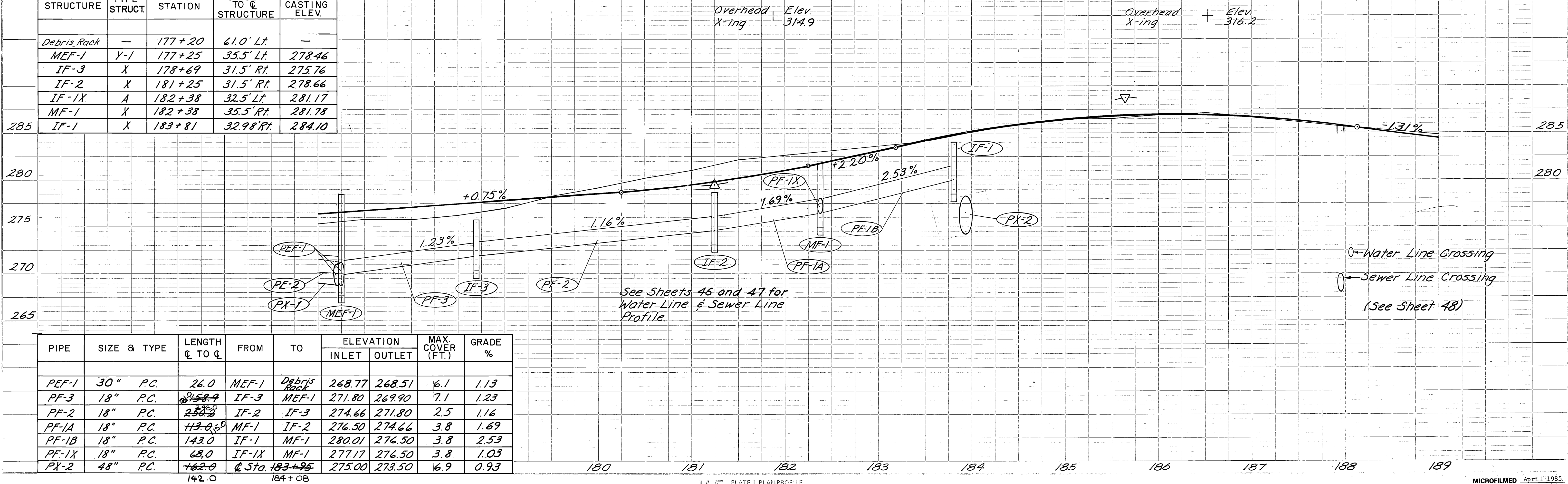


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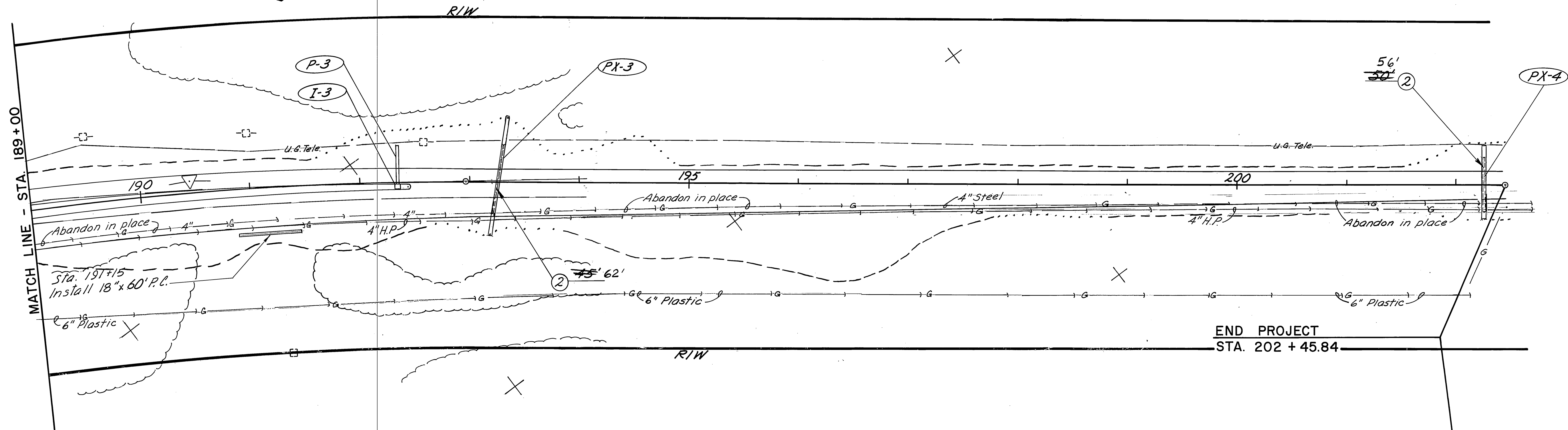




STRUCTURE	TYPE STRUCT.	STATION	OFFSET TO C. STRUCTURE	TOP OF CASTING ELEV.
Debris Rack	-	177+20	61.0' Lt.	-
MEF-1	Y-1	177+25	35.5' Lt.	278.46
IF-3	X	178+69	31.5' Rt.	275.76
IF-2	X	181+25	31.5' Rt.	278.66
IF-1X	A	182+38	32.5' Lt.	281.17
MF-1	X	182+38	35.5' Rt.	281.78
IF-1	X	183+81	32.98' Rt.	284.10

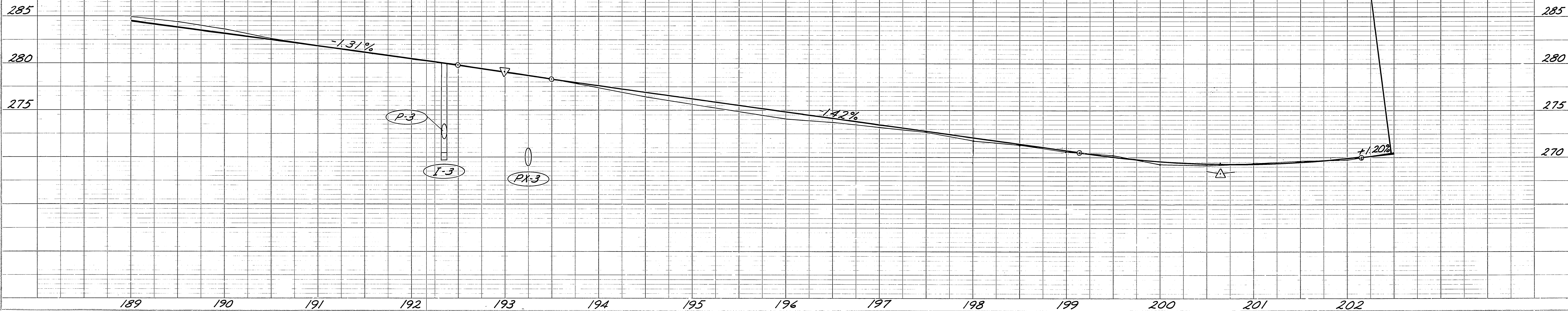


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PIPE	SIZE & TYPE	LENGTH ¢ TO ¢	FROM	TO	ELEVATION		MAX COVER (FT.)	GRADE %	STRUCTURE	TYPE STRUCT.	STATION	OFFSET TO ¢ STRUCTURE	TOP OF CASTING ELEV.
					INLET	OUTLET							
P-3	18" P.C.	36.00	I-3		271.95	271.61	6.37	1.00	I-3	X-1	192+35	1.26' Rt.	279.82'
PX-3	24" P.C.	110.00	Sta. 193+25		274.00	267.10	7.70	4.87					
	18" P.C.	60.00	191+15 Rt.		272.30	268.60							
PX-4	24" P.C.	68.00	Sta. 202+26										
		69.00											

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 STRUCTURE NOTATIONS CHECKED



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558 (/)	81	35	48

LUMINAIRE SCHEDULE

Sheet No.	Lum. No.	Station	℄ Ref.	Mast Arm Length	Lamp Wattage
35	1	105+05	38' Lt.	15'	250
	2	106+26	50' Rt.	15'	250
	3	109+49	47' Lt.	18'	250
	4	110+64	50' Rt.	15'	250
	5	111+78	44' Lt.	15'	250
	6	112+93	50' Rt.	15'	250
	7	114+07	48' Lt.	15'	250
	8	115+22	48' Rt.	12'	250
	9	116+32	48' Lt.	15'	250
	10	117+41	48' Rt.	15'	250
	11	118+51	48' Lt.	15'	250
	12	119+61	48' Rt.	15'	250
35	13	120+71	48' Lt.	15'	250
36	14	121+80	55' Rt.	18'	250
	15	122+92	48' Lt.	15'	250
	16	124+04	48' Rt.	15'	250
	17	125+14	53' Lt.	20'	250
	18	126+26	48' Rt.	15'	250
	19	127+39	48' Lt.	15'	250
	20	128+52	48' Rt.	15'	250
	21	129+61	48' Lt.	15'	250
	22	130+70	48' Rt.	15'	250
	23	131+79	48' Lt.	15'	250
	24	132+87	48' Rt.	15'	250
	25	133+96	48' Lt.	15'	250
	26	134+87	48' Rt.	15'	250
	27	135+98	48' Lt.	15'	250
	28	137+09	48' Rt.	15'	250
	29	138+20	48' Lt.	15'	250
	30	139+30	48' Rt.	15'	250
	31	140+41	48' Lt.	15'	250
	32	141+52	49' Rt.	15'	250
	33	142+63	49' Lt.	15'	250
	34	143+74	49' Rt.	15'	250
	35	146+57	51' Lt.	16'	250
	36	147+71	49' Rt.	15'	250
36	37	148+62	48' Lt.	15'	250
37	38	149+86	48' Rt.	15'	250
	39	151+02	48' Lt.	15'	250
	40	152+19	48' Rt.	15'	250
	41	153+35	48' Lt.	15'	250
	42	154+51	48' Rt.	15'	250
	43	155+67	48' Lt.	15'	250
	44	156+78	48' Rt.	15'	250
	45	158+00	48' Lt.	15'	250
	46	159+12	48' Rt.	15'	250
37	47	160+23	48' Lt.	15'	250

Sheet No.	Lum. No.	Station	℄ Ref.	Mast Arm Length	Lamp Wattage
37	48	161+35	48' Rt.	15'	250
	49	162+47	48' Lt.	15'	250
	50	163+59	48' Rt.	15'	250
	51	164+70	48' Lt.	15'	250
	52	165+82	48' Rt.	15'	250
	53	166+94	48' Lt.	15'	250
	54	168+04	48' Rt.	15'	250
	55	169+14	48' Lt.	15'	250
	56	170+26	48' Rt.	15'	250
	57	171+38	49' Lt.	16'	250
	58	172+50	51' Rt.	18'	250
	59	173+62	48' Lt.	15'	250
	60	174+74	48' Rt.	15'	250
	61	175+86	48' Lt.	15'	250
37	62	176+98	48' Rt.	15'	250
38	63	178+09	48' Lt.	15'	250
	64	179+21	48' Rt.	15'	250
	65	180+33	48' Lt.	15'	250
	66	181+45	48' Rt.	15'	250
	67	182+57	49' Lt.	15'	250
	68	183+69	49' Rt.	15'	250
	69	184+81	57' Lt.	18'	250
	70	185+93	57' Rt.	18'	250
	71	187+05	37' Lt.	15'	250
	72	188+25	Rt.(15'off T.W.)	15'	250
	73	189+53	Lt.(15'off T.W.)	15'	250
	74	190+89	Rt.(15'off T.W.)	15'	250
	75	192+28	Lt.(15'off T.W.)	15'	250
	76	193+85	Rt.(15'off T.W.)	15'	250
	77	11+05	Lt.(15'off T.W.)	15'	400
35	78	8+38	Rt.(15'off T.W.)	15'	400

T.W. Indicates Travelled Way

ILLUMINATION NOTES:

- All luminaire poles & mastarms shall be designed for 90 MPH winds with gusts to 117 MPH.
- Underground & overhead utilities should be located before placing luminaire poles, foundations, conduit & junction boxes.
- Junction boxes shall be placed adjacent to back of curb or edge of pavement, as directed by the Engineer.
- Main breakers shall have an interrupting capacity as required by the serving utility.
- All luminaire poles shall have shear bases.
- luminaires shall have 40' mounting heights.
- Luminaire footings shall be Type II, 2'x9', Std. Dwg. L-30.01, except # 20 and 22 shall be 3'x6'.
- Lamp ballasts shall be the regulator type.
- Luminaires shall be 480 V 1Ø, designed for medium semi-cutoff Type II distribution with 250 W high pressure sodium lights.
- Illumination conductors shall be 3C-#8 installed in 2" galvanized rigid metal conduit.
- Contractor shall install 2-#00, 1-#0 URD cable from the Load Centers to the Power Sources with 30' of excess cable at the power pole as required by MEA.
- Illumination conductors shall have Type XHHW polyethylene insulation with a polyethylene outer jacket as specified, (Section 660-2.08).
- Removal and delivery of existing luminaire pole assemblies to the Traffic Operations Center, 5700 Tudor Rd. shall be incidental. Obliterate foundations as specified.

- All splices shall be in pole bases. Splices in junction boxes will not be allowed.

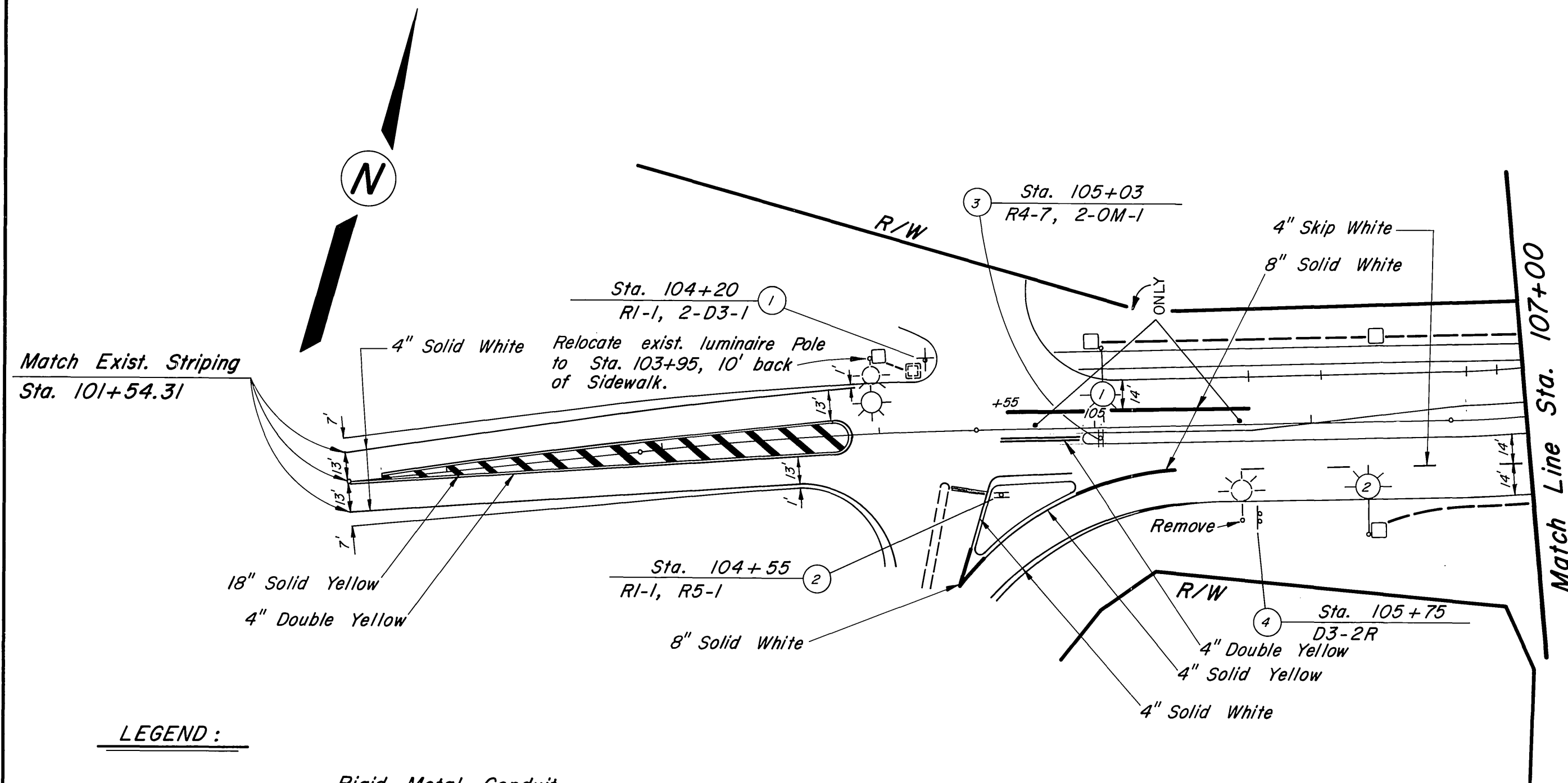
- Load centers shall have:
 - Breakaway bases
 - Minimum ground clearance of 3 ft. and a meter height not to exceed 7 ft.

- Photocell temperature by-pass switches will not be required.

LOAD CENTER "A" (STA. 108+50, 65' RT.)

Mount on 6" Metal Pole With Type "A" Foundation (T-31.01)				
Circuit	Brkr. Amps	Volts	Control	Remarks
A1	10	480	RE. Cell	Intersection Lights (See Sht. #39)
A2	20	480	RE. Cell	Street Lights (1, 2, 78)
A3	20	480	RE. Cell	Street Lights (3-18)
A4	50	120		Future Signal (Not Wired)
A5	20	480	RE. Cell	Future Street Lighting

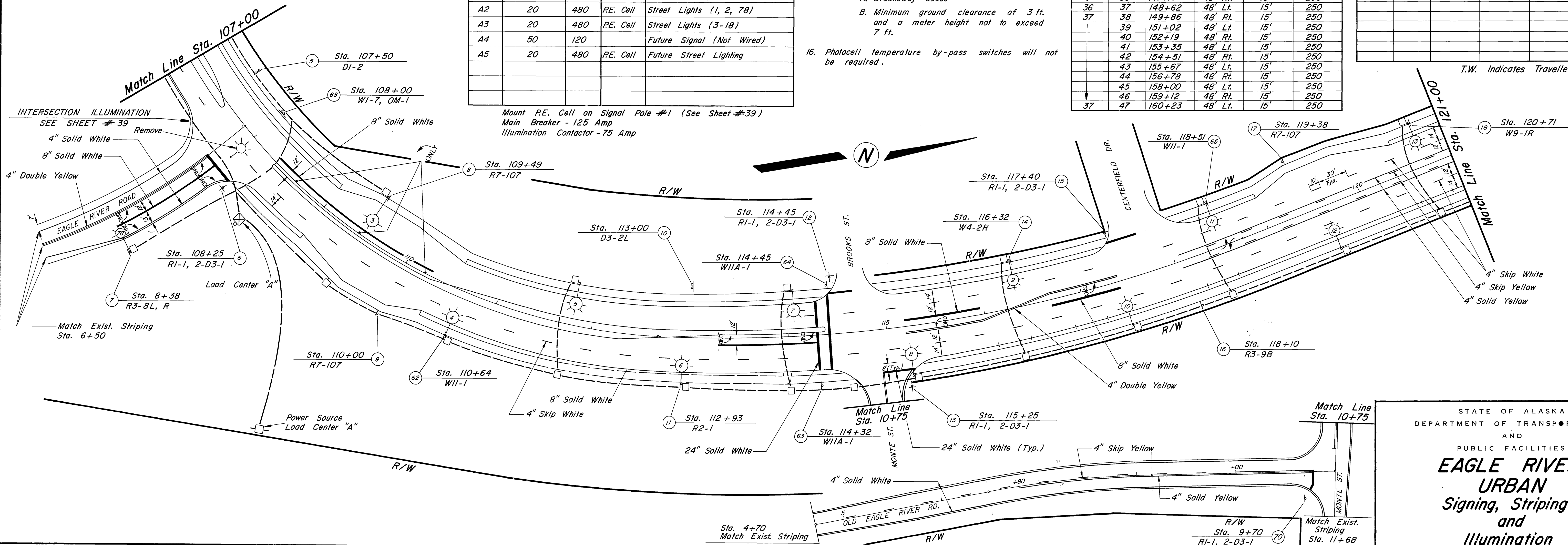
Mount RE. Cell on Signal Pole #1 (See Sheet #39)
Main Breaker - 125 Amp
Illumination Contactor - 75 Amp



LEGEND:

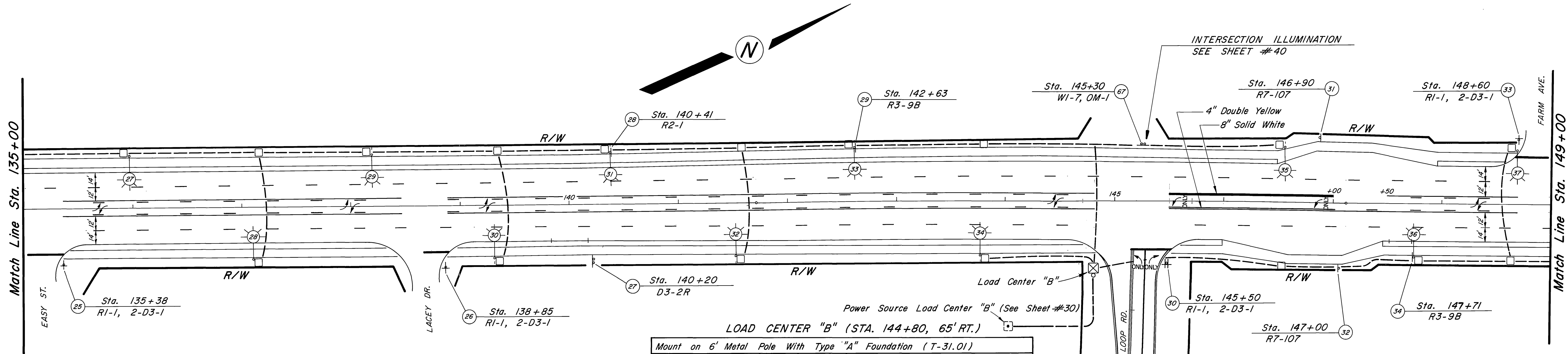
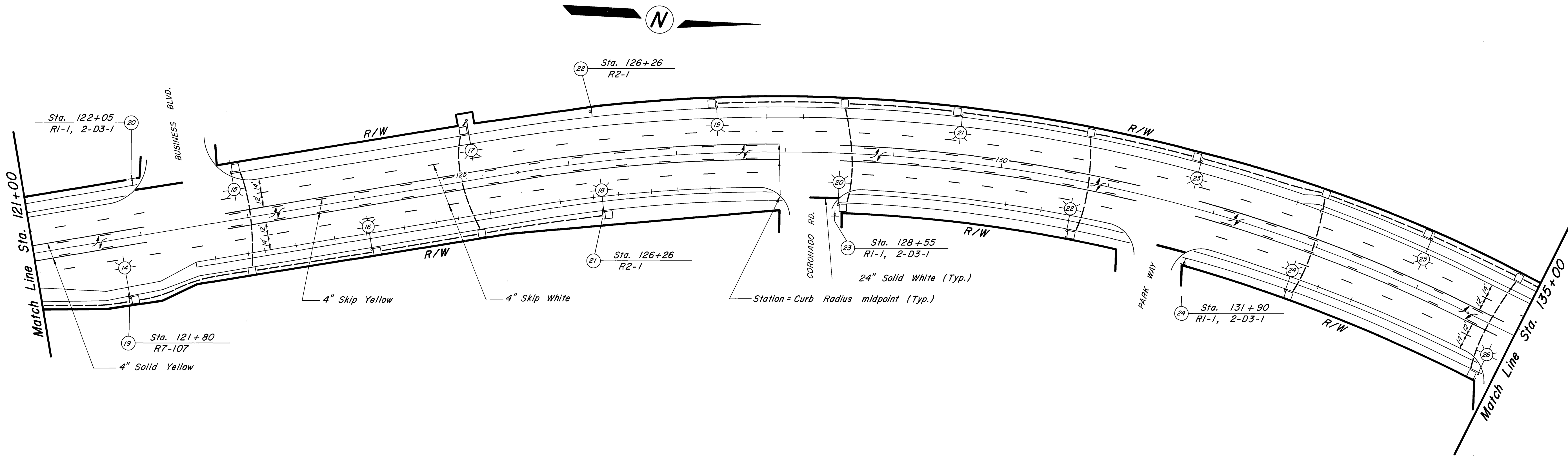
----- Rigid Metal Conduit

----- Direct Burial Conduit



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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EAGLE RIVER
URBAN
Signing, Striping
and
Illumination

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558 (/)	81	36	48



STRIPING NOTES:

1. All striping shall be thermoplastic and shall conform to the Alaska Traffic Manual, Standard Drawings and Specifications unless otherwise noted.
2. Removal of existing traffic markings in conflict with plan markings, as directed by the Engineer, shall be incidental.

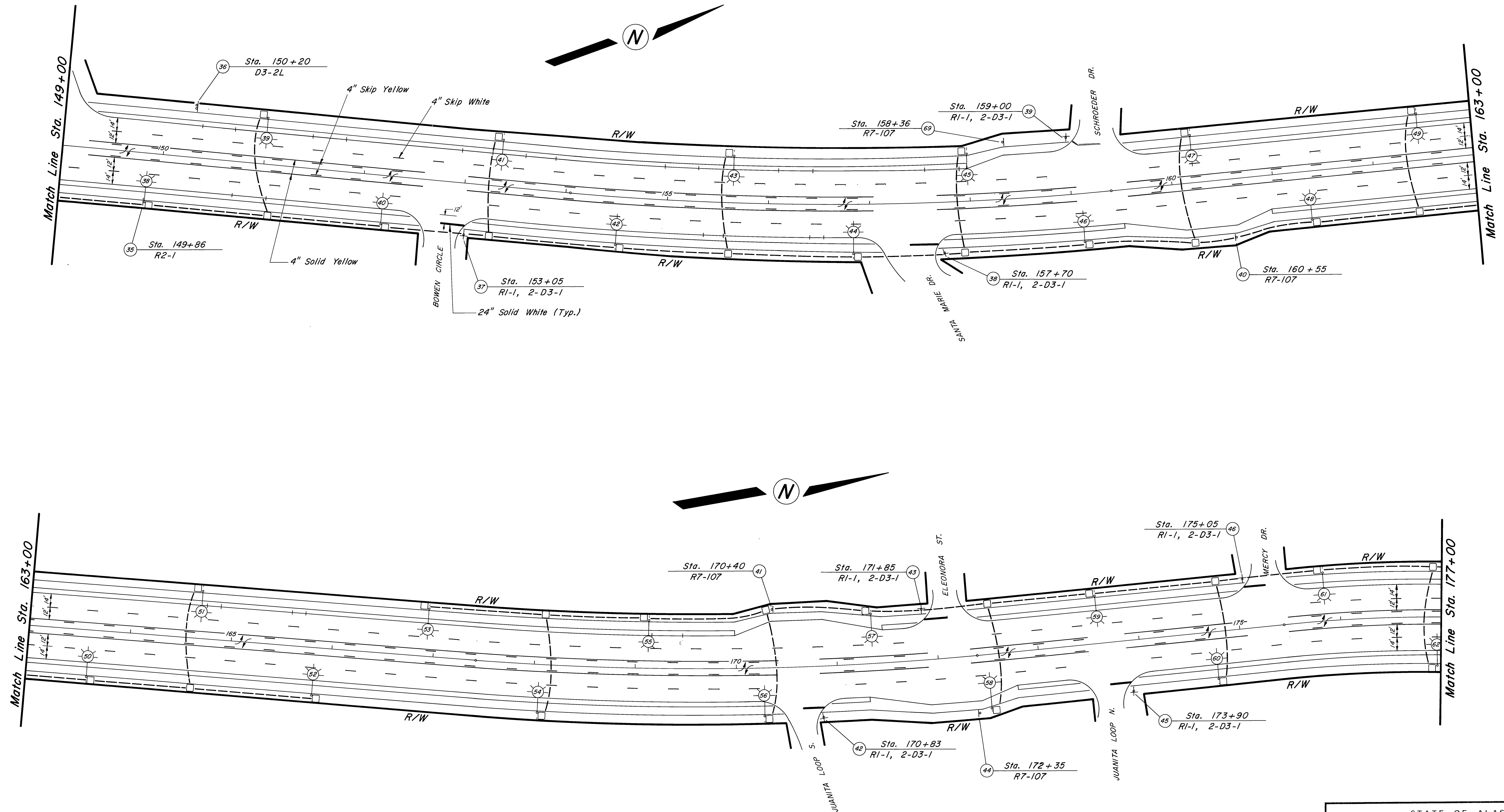
LOAD CENTER "B" (STA. 144+80, 65' RT.)				
Mount on 6' Metal Pole With Type "A" Foundation (T-31.01)	Circuit	Brkr. Amps	Volts	Control
Mount P.E. Cell on Signal Pole #1 (See Sheet #40) Illumination Contactor - 75 Amp Main Breaker - 120	B1	10	480	P.E. Cell
	B2	20	480	P.E. Cell
	B3	20	480	P.E. Cell
	B4	50	120	P.E. Cell
	B5	20	480	P.E. Cell

Mount P.E. Cell on Signal Pole #1 (See Sheet #40)
Illumination Contactor - 75 Amp
Main Breaker - 120

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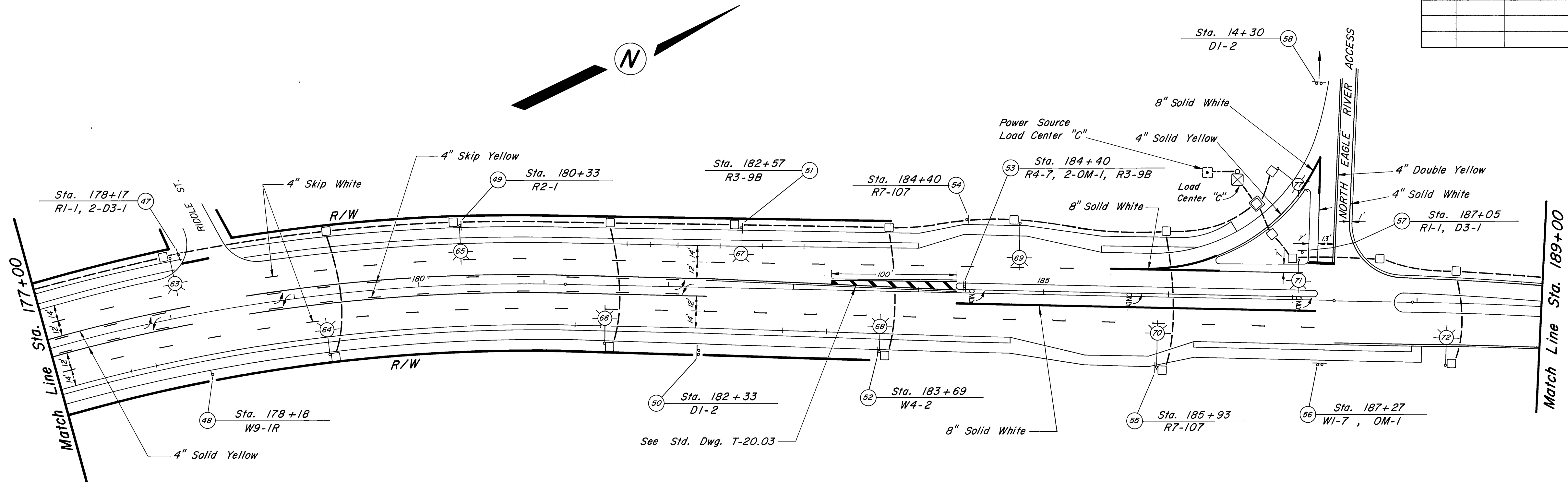
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REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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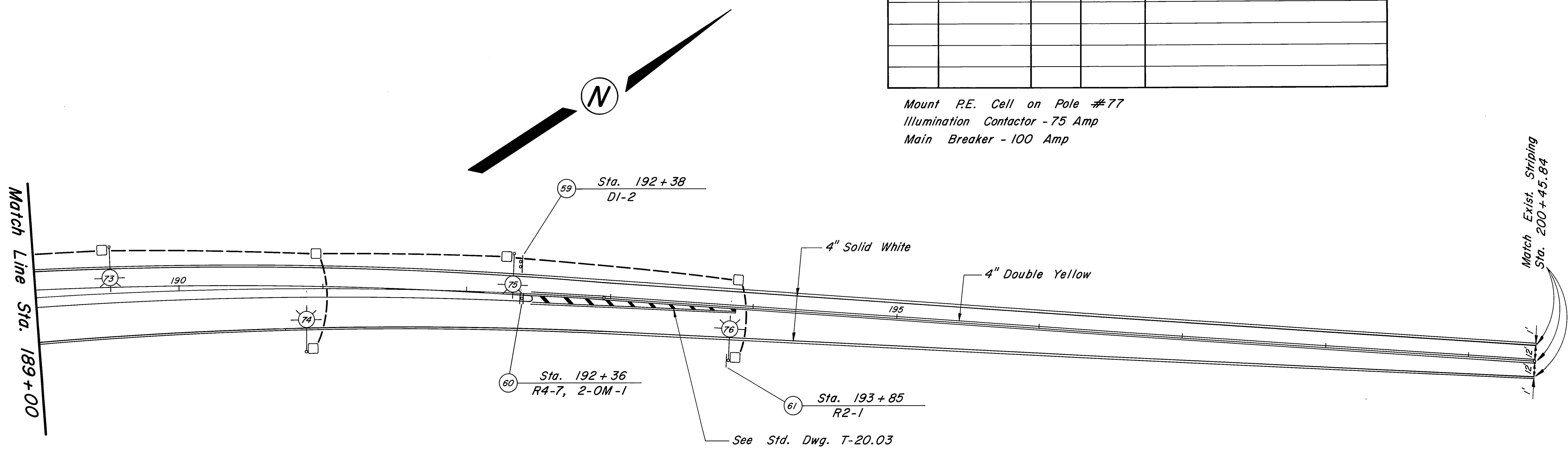
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	RS-0558 (/)	81	38	48



LOAD CENTER "C" (STA. 186+55, 95' LT.)


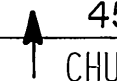
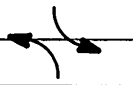



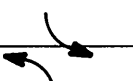
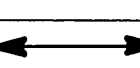
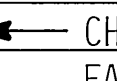


Mount on 6' Metal Pole With Type "A" Foundation (T-31.01)				
Circuit	Brkr. Amps	Volts	Control	Remarks
C1	20	480	RE. Cell	Street Lights (53-70)
C2	20	480	PE. Cell	Street Lights (71-77)
C3	20	480	RE. Cell	Future Street Lighting
C4	10	480	RE. Cell	Future Street Lighting

Mount RE. Cell on Pole #77
Illumination Contactor - 75 Amp
Main Breaker - 100 Amp



Match Exist. Striping
Sta. 200+45.84

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											REVISIONS				STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS					
											No.	Date	Description		ALASKA	RS-0558 (1)	81	42	48					
SHEET NO.	POST NO.	STATION	REF. Q	TYPE	LEGEND	SIZE	AREA	SIGN FACES	POST SIZE		REMARKS	SHEET NO.	POST NO.	STATION	REF. Q	TYPE	LEGEND	SIZE	AREA	SIGN FACES	POST SIZE		REMARKS	
36	31	146+90	Lt.	R7-107	NO PARKING BUS STOP	12 x 18	1.5	N	1-2 1/2" P.T.															
36	32	147+00	Rt.	R7-107	NO PARKING BUS STOP	12 X 18	1.5	S	1-2 1/2" P.T.			38	47	178+17	Lt.	R1-1 D3-1 D3-1	STOP RIDDLE ST OLD GLENN HWY	30 X 30 (30 X 8)2 (42 X 8)2	6.25 3.33 4.67	W N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. LEGEND ON BOTH SIDES.	
36	33	148+60	Lt.	R1-1 D3-1 D3-1	STOP FARM AVE OLD GLENN HWY	30 X 30 (30 X 8)2 (42 X 8)2	6.25 3.33 4.67	E N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. LEGEND ON BOTH SIDES.	38	48	178+18	Rt.	W9-1R	RIGHT LANE ENDS	36 X 36	9.00	S	1-2 1/2" P.T.			
												38	49	180+33	Lt.	R2-1	SPEED LIMIT 45	36 X 48	12.00	N			MOUNT ON LUMINAIRE POLE.	
36	34	147+71	Rt.	R3-9B	CENTER LANE  ONLY	36 X 48	12.00	S		MOUNT ON LUMINAIRE POLE; Encapsulated Lens Sheeting	38	50	182+33	Rt.	D1-2	 CHUGIAK GLENN HWY	114 x 42	33.25	S	2-2 1/2" P.T.				
												38	51	182+57	Lt.	R3-9B	CENTER LANE  ONLY	36 X 48	12.00	N			Mount on Luminaire Pole; Encapsulated Lens Sheeting	
37	35	149+86	Rt.	R2-1	SPEED LIMIT 45	36 X 48	12.00	S		MOUNT ON LUMINAIRE POLE.														
												38	52	183+69	Rt.	W4-2R		36 X 36	9.00	S			MOUNT ON LUMINAIRE POLE.	
37	36	150+20	Lt.	D3-2L	 Eagle River Loop Rd.	132 X 18	16.50	N	2-2 1/2" P.T.															
37	37	153+05	Rt.	R1-1 D3-1 D3-1	STOP BOWEN CIR OLD GLENN HWY	30 X 30 (30 X 8)2 (42 X 8)2	6.25 3.33 4.57	E N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. Legend on Both Sides	38	53	184+40	Lt.	R4-7 B3-9B	 CENTER LANE	36 X 48 36 X 48	12.00 12.00	S N	1-2 1/2" P.T.		Encapsulated Lens Sheeting " " "	
37	38	157+70	Rt.	R1-1 D3-1 D3-1	STOP SANTA MARIE DR OLD GLENN HWY	30 X 30 (42 X 8)2 (42 X 8)2	6.25 4.67 4.67	E N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. LEGEND ON BOTH SIDES.						 ONLY	(18 X 18)2	4.50	N,S			TYPE I MARKERS.	
												38	54	184+40	Lt.	R7-107	NO PARKING BUS STOP	12 X 18	1.5	N	1-2 1/2" P.T.			
37	39	159+00	Lt.	R1-1 D3-1 D3-1	STOP SCHROEDER DR OLD GLENN HWY	30 X 30 (42 X 8)2 (42 X 8)2	6.25 4.67 4.67	W N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. LEGEND ON BOTH SIDES.	38	55	185+93	Rt.	R7-107	NO PARKING BUS STOP	12 X 18	1.5	S				MOUNT ON LUMINAIRE POLE.
37	40	160+55	Rt.	R7-107	NO PARKING BUS STOP	12 X 18	1.5	S	1-2 1/2" P.T.			38	56	187+27	Rt.	W1-7 OM-1		48 X 24 18 X 18	8.00 2.25	W W	2-2 1/2" P.T.		TYPE I MARKER.	
37	41	170+40	Lt.	R7-107	NO PARKING BUS STOP	12 X 18	1.5	N	1-2 1/2" P.T.			38	57	187+05	Lt.	R1-1 D3-1	STOP OLD GLENN HWY	30 X 30 (42 X 8)2	6.25 4.67	W N,S	1-2 1/2" P.T.		LEGEND ON BOTH SIDES.	
												38	58	187+30	Rt.	D1-2	 CHUGIAK EAGLE RIVER	114 x 42	33.25	W	2-2 1/2" P.T.			
37	42	170+83	Rt.	R1-1 D3-1 D3-1	STOP JUANITA LP S OLD GLENN HWY	30 X 30 (36 X 8)2 (42 X 8)2	6.25 4.00 4.67	E N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. LEGEND ON BOTH SIDES.	38	59	192+38	Lt.	D1-2	 EAGLE RIVER GLENN HWY	114 x 42	33.25	N	2-2 1/2" P.T.			
												38	60	192+36	Rt.	R4-7 2-OM-1	 ONLY	36 X 48 (18 X 18)2	12.00 4.50	N N,S	1-2 1/2" P.T.		Encapsulated Lens Sheeting TYPE I MARKERS	
37	43	171+85	Lt.	R1-1 D3-1 D3-1	STOP ELEONORA ST OLD GLENN HWY	30 X 30 (42 X 8)2 (42 X 8)2	6.25 4.67 4.67	W N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. LEGEND ON BOTH SIDES.	38	61	193+85	Rt.	R2-1	SPEED LIMIT 50	36 X 48	12.00	S				Mount on Luminaire Pole
37	44	172+35	Rt.	R7-107	NO PARKING BUS STOP	12 X 18	1.5	S	1-2 1/2" P.T.															
37	45	173+90	Rt.	R1-1 D3-1 D3-1	STOP JUANITA LP N OLD GLENN HWY	30 X 30 (36 X 8)2 (42 X 8)2	6.25 4.00 4.67	E N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. LEGEND ON BOTH SIDES.													
37	46	175+05	Lt.	R1-1	STOP MERCY DR OLD GLENN HWY	30 X 30 (30 X 8)2 (42 X 8)2	6.25 3.33 4.67	W N,S E,W	1-2 1/2" P.T.		LEGEND ON BOTH SIDES. Legend on Both Sides													

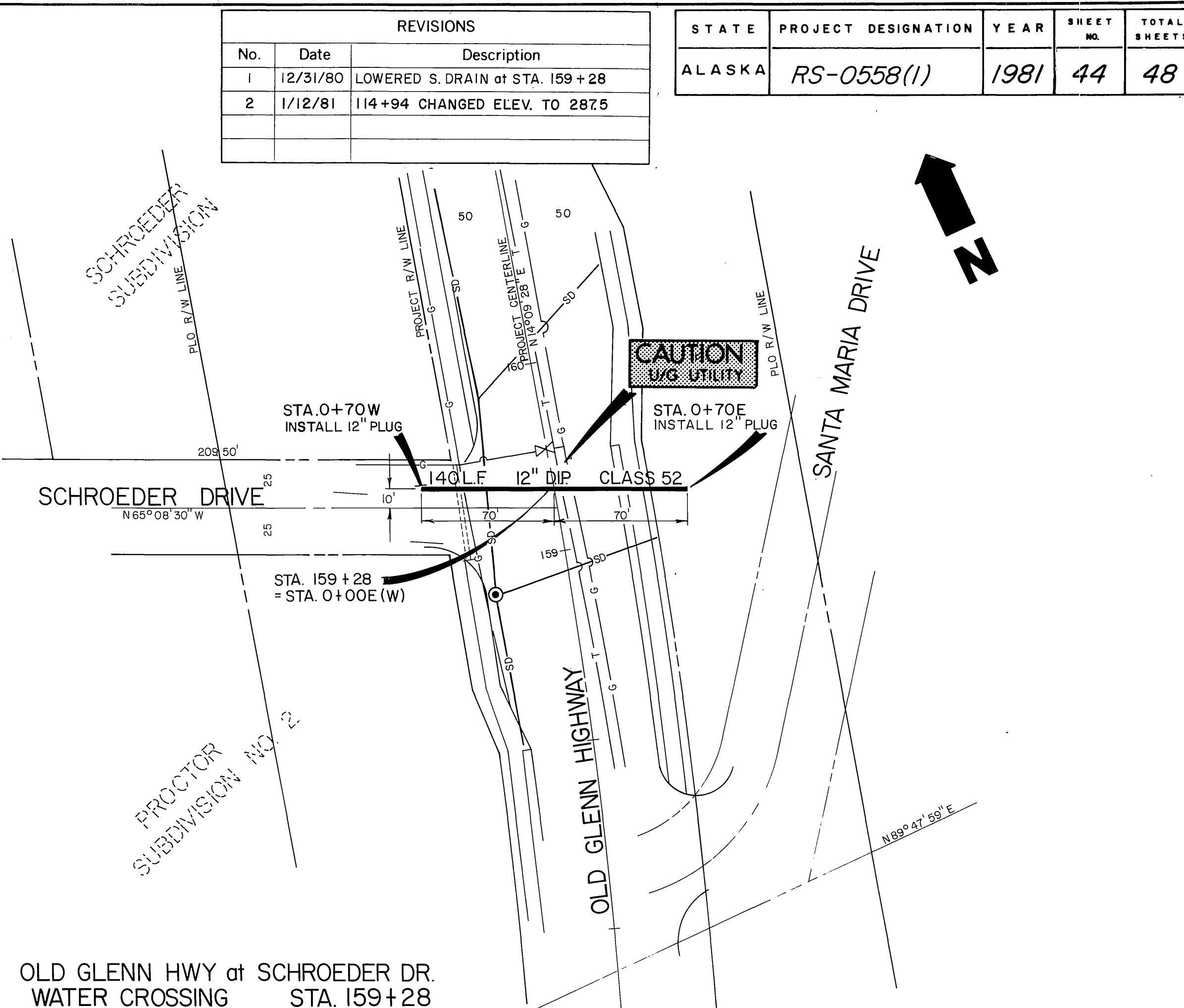
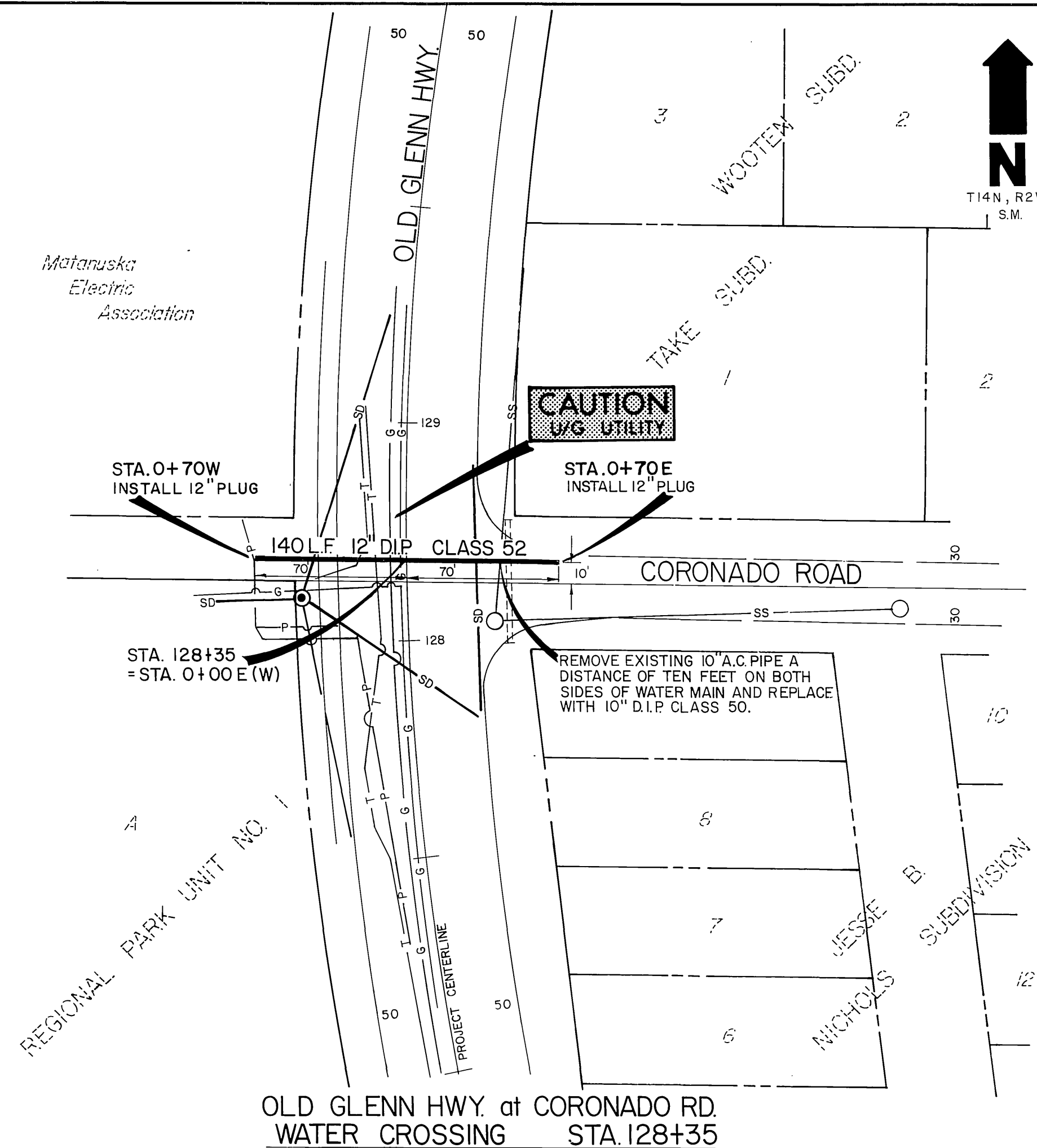
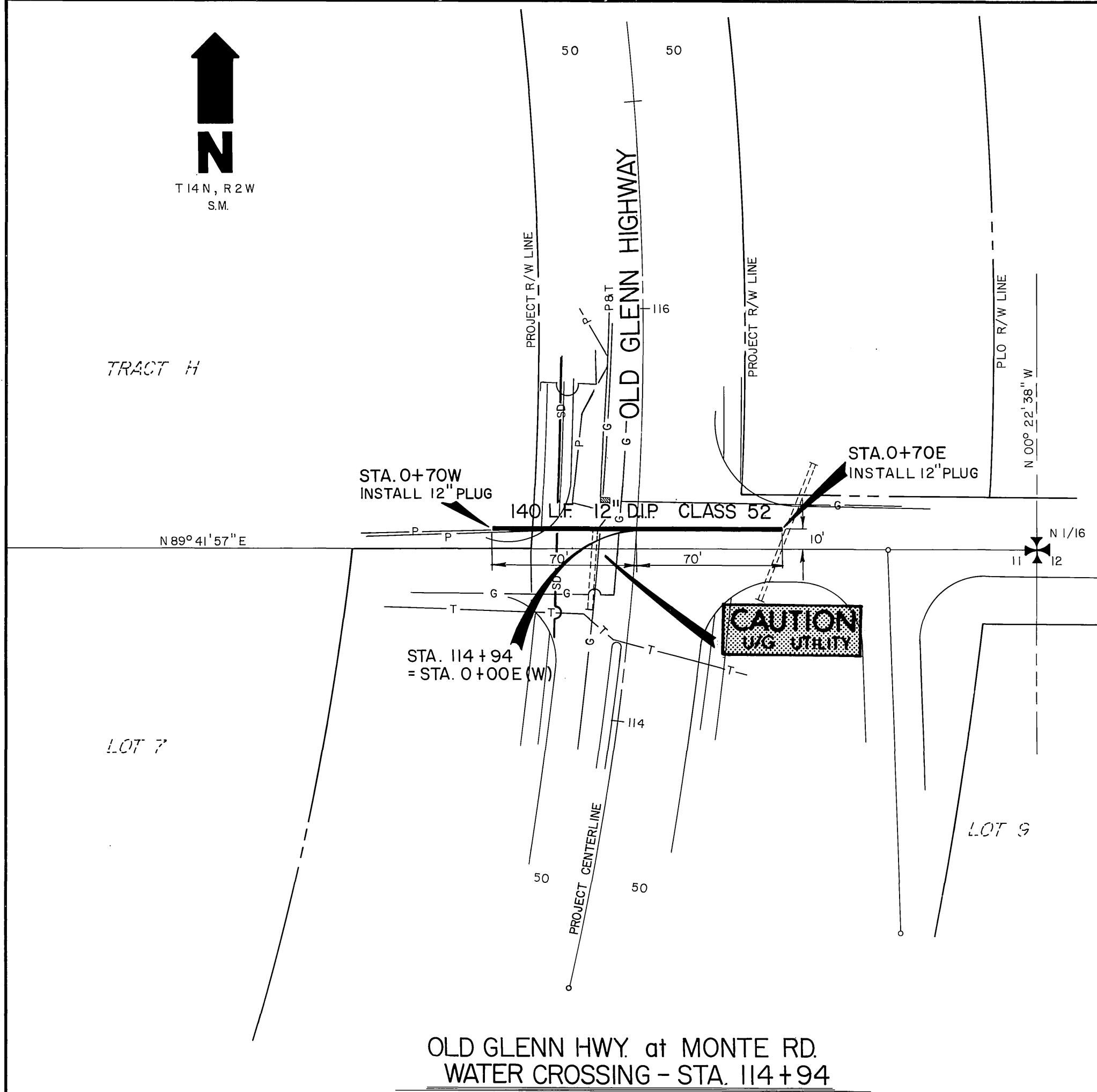
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

EAGLE RIVER
URBAN

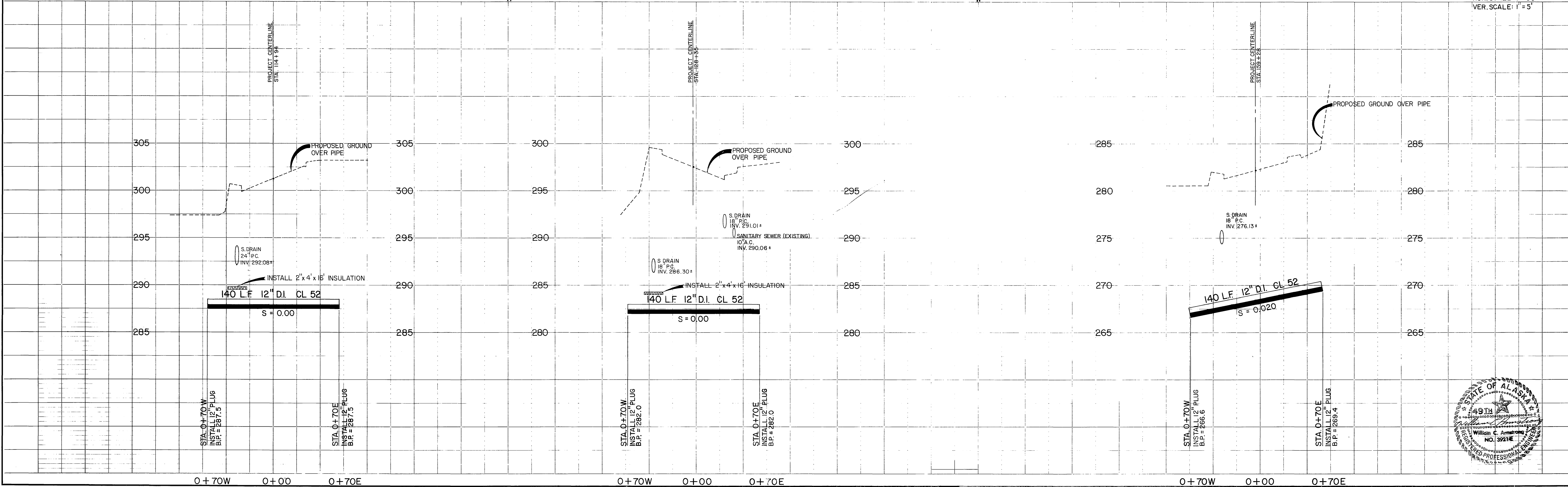
Sign Summary

MICROFILMED April 1985

PLAN	DATE	BY
SURVEYED		
NOTED		
NOTE BOOK		
No.		



PROFILE	DATE	BY
SURVEYED		
NOTED		
NOTE BOOK		
No.		

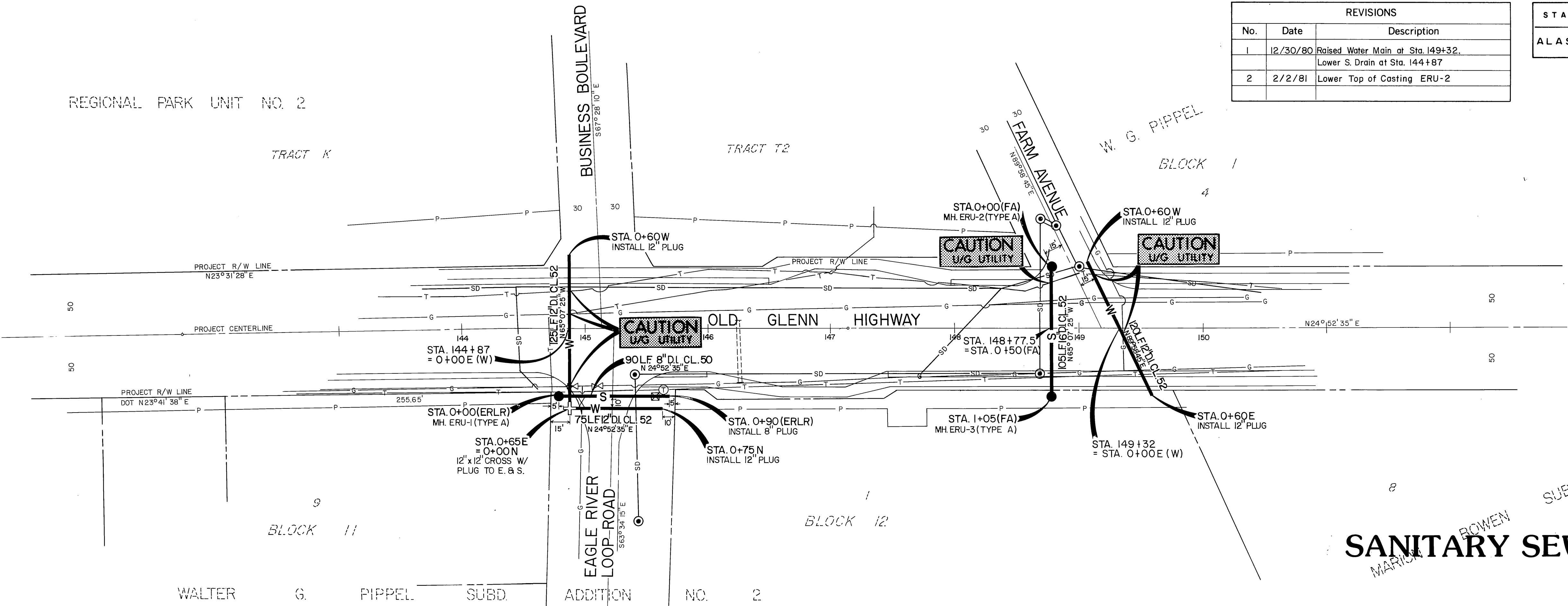


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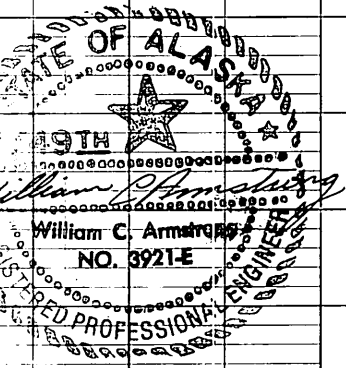
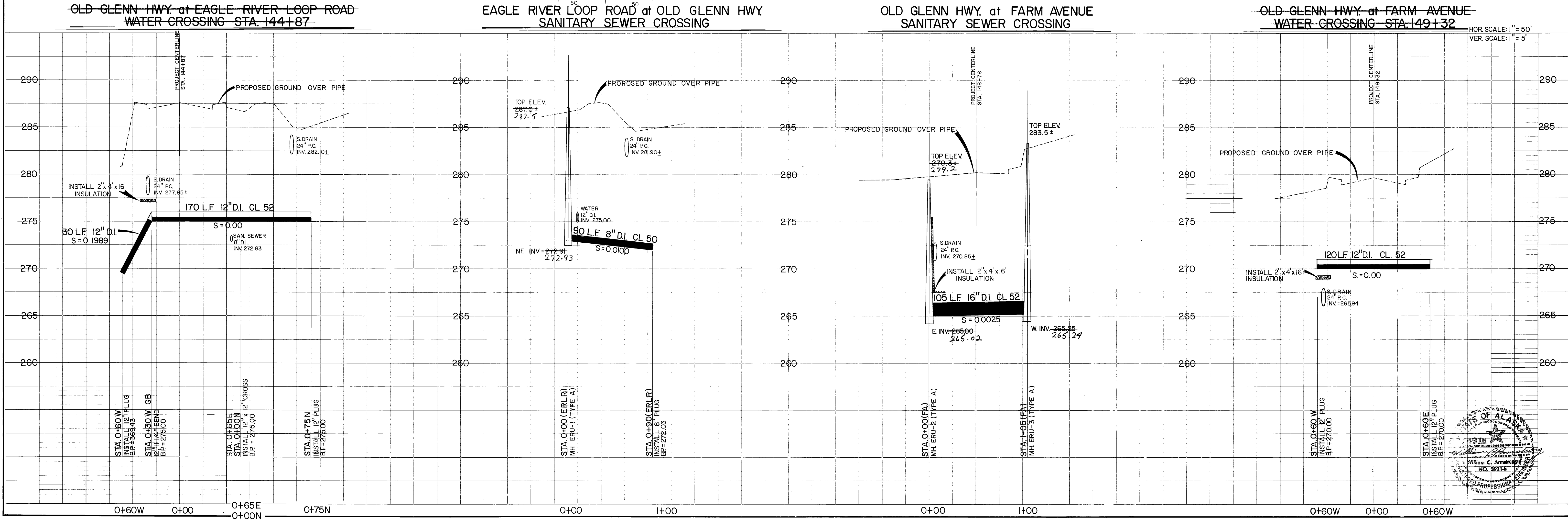
PROFILE	DATE	BY	DATE	BY
SURVEYED				
NOTED				
NOTE BOOK				
NO.				

REVISIONS		
No.	Date	Description
1	12/30/80	Raised Water Main at Sta. 149+32. Lower S. Drain at Sta. 144+87
2	2/2/81	Lower Top of Casting ERU-2

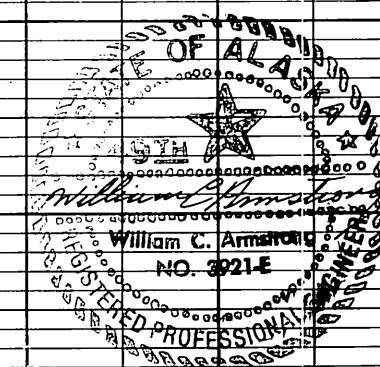
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558 (1)	1981	45	48



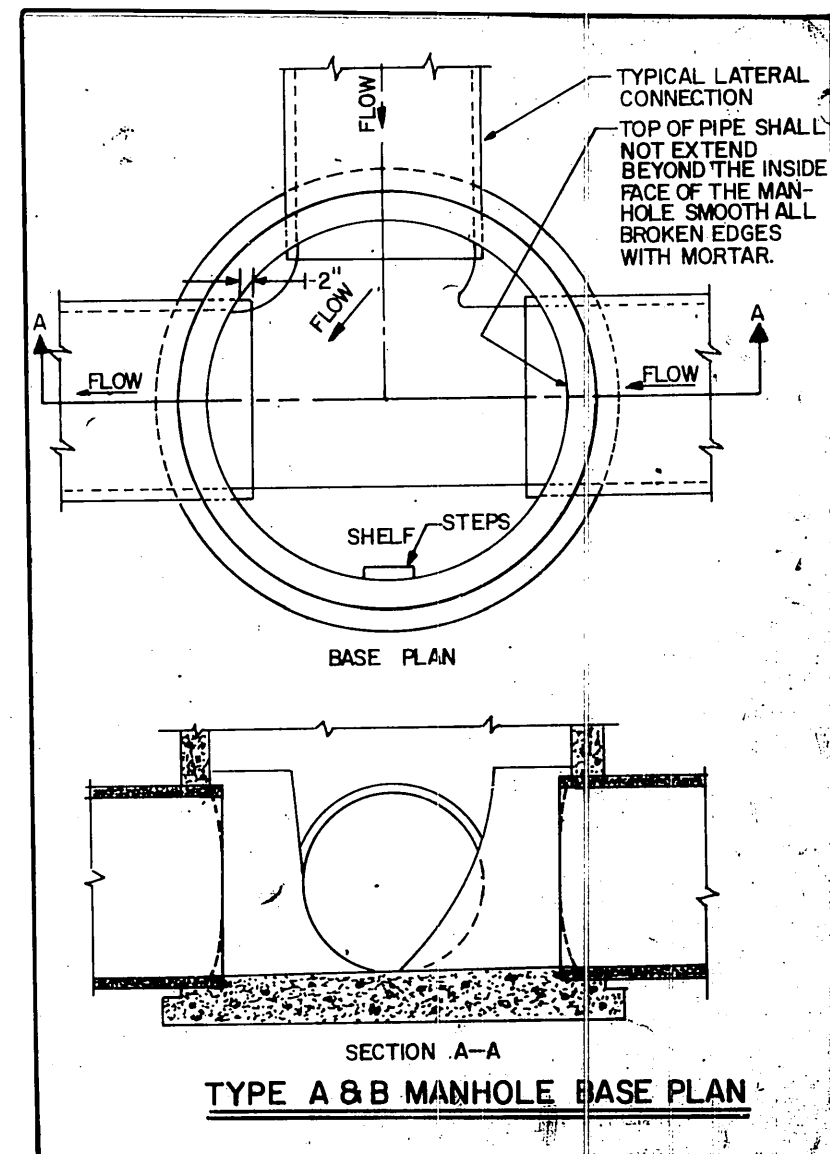
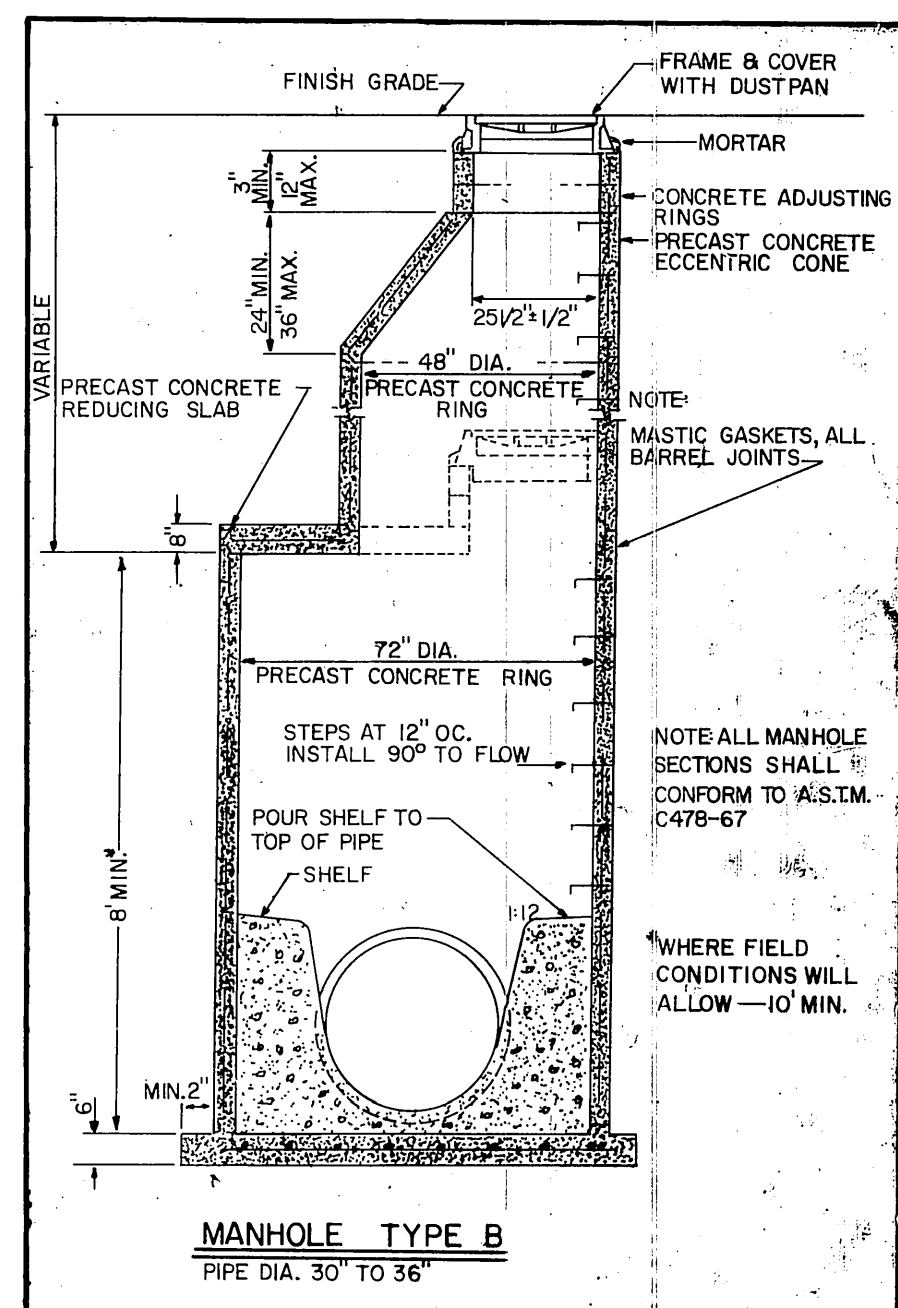
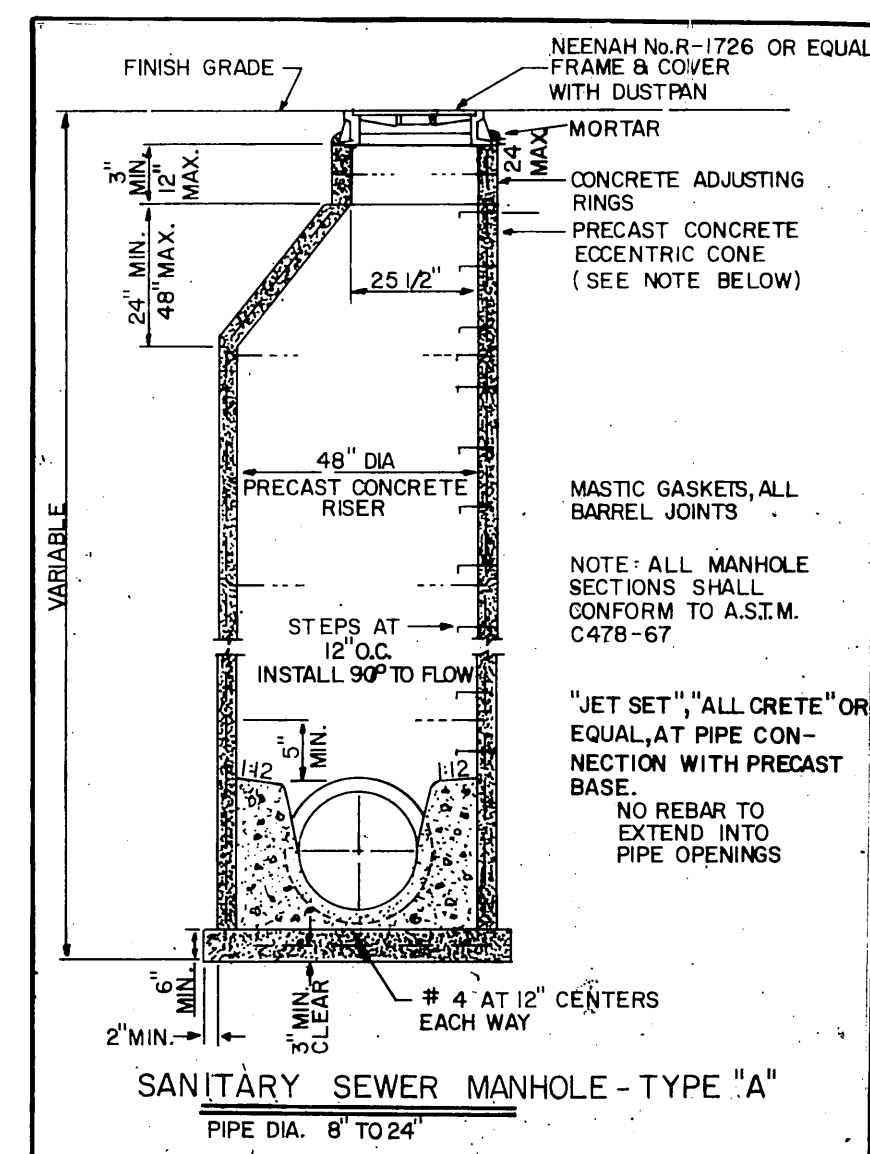
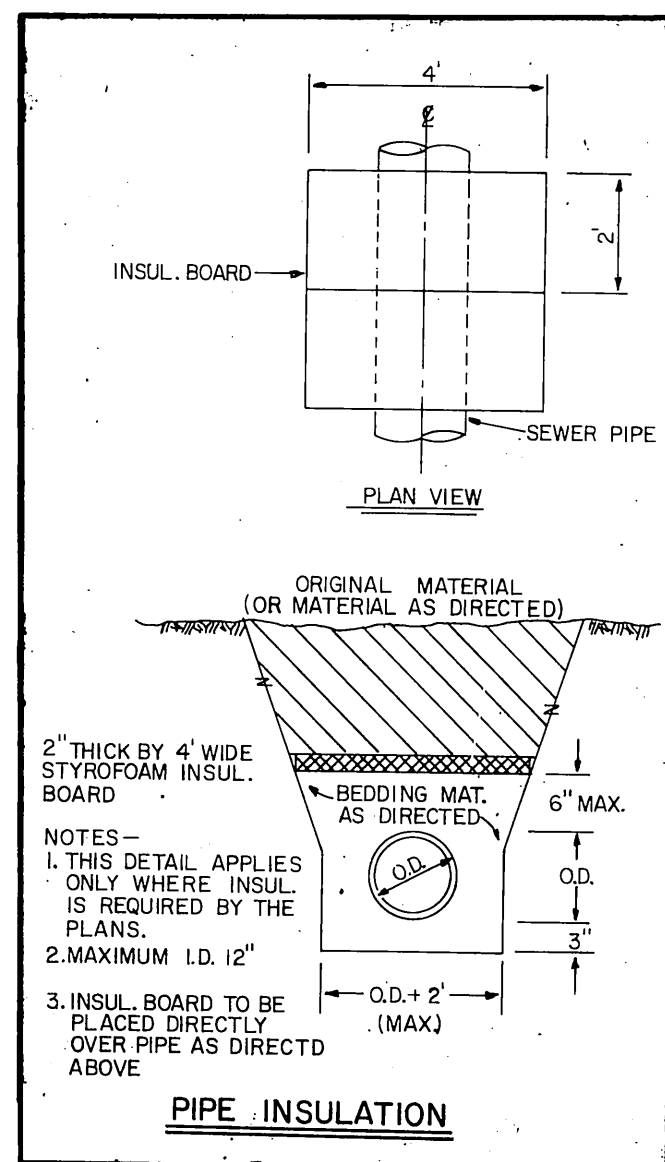
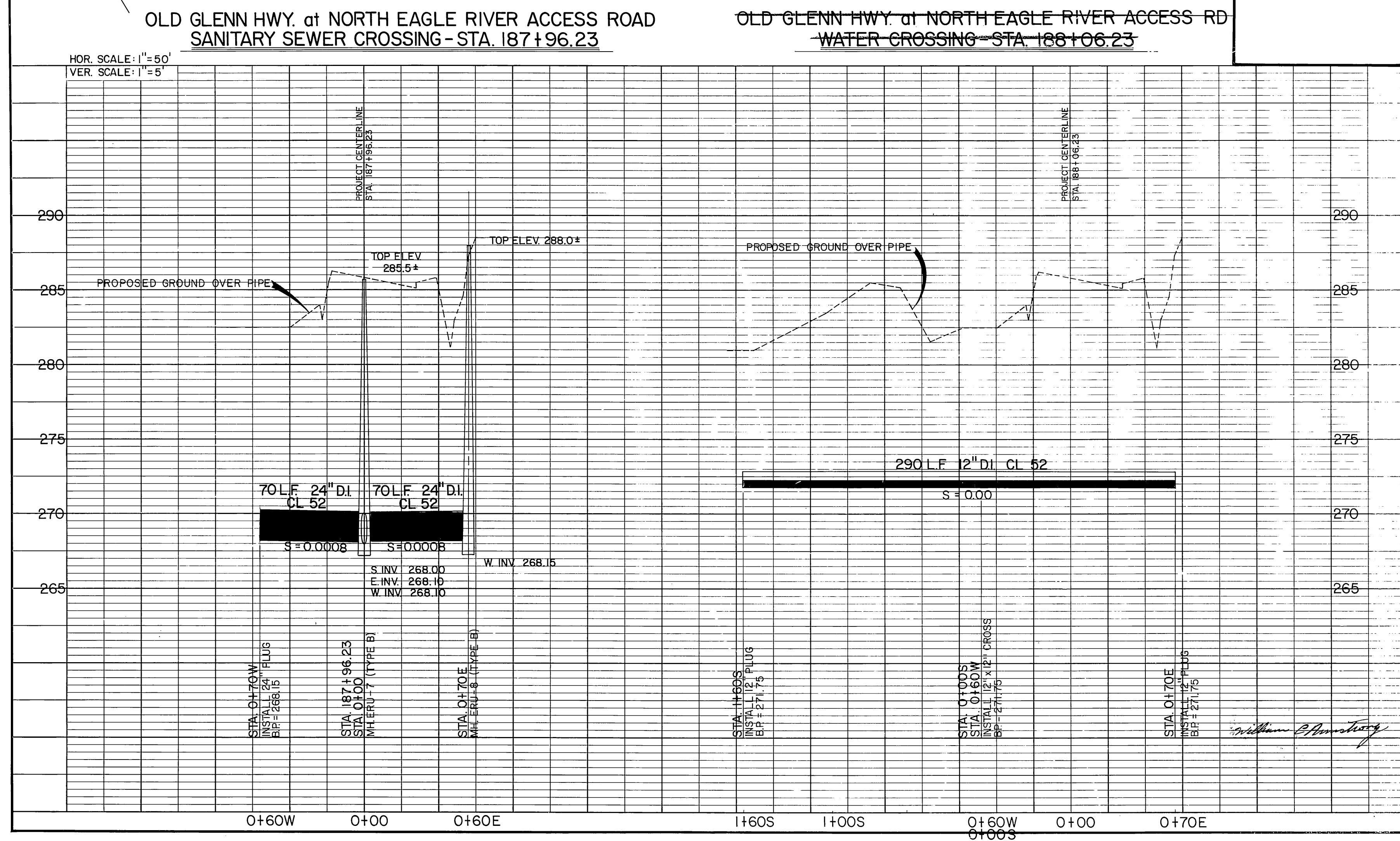
SANITARY SEWER AS - BUILT



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0558(1)	1981	47	48



PROFILE	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	GRADES CHECKED _____		
	B. M.'S NOTED _____		



STANDARD DETAILS (not to scale)