

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

PARKS HIGHWAY
F-035-6(11)

PEGER ROAD TO RICHARDSON HWY.
PAVING, GRADING, DRAINAGE, ILLUMINATION, SIGNING, BRIDGES,
UTILITY RELOCATION, SEWER & SIGNALIZATION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	1	148

UNWIN - SCHEBEN - KORYNTA - HUETTL
FAIRBANKS ANCHORAGE

The following STANDARD DRAWINGS apply to this project:

A-1
C-01.02, C-02.00, C-03.01, C-04.00, C-05.00, C-06.00
D-01.00, D-04.10, D-05.10, D-09.00, D-23.00, D-24.00
D-26.01, D-27.01, D-06.01
F-01.01, F-03.01
G-04.02S, G-04.02W, G-14.03S, G-14.03W, G-15.00, G-18.01
G-24.03S, G-24.03W, G-45.00
I-20.01, I-40.00
L-03.00, L-20.01, L-23.00, L-30.00
M-13.00, M-16.00
S-00.00, S-05.00, S-20.00, S-30.01, S-34.00
T-20.00, T-21.01, T-22.01, T-30.00, T-31.00, T-32.00
T-34.00, T-52.01

PROJECT SUMMARY

	NEW RICH. HWY. R-LINE	PARKS HIGHWAY LL-LINE	LATHROP STREET N-LINE	CUSHMAN STREET C-LINE	30th AVENUE T-LINE	OLD RICHARDSON OR-LINE	RAMPS	MISC.
LENGTH OF PROJECT	1.94 MI.	0.30 MI.	0.47 MI.	1.01 MI.	0.36 MI.	2.76 MI.	0.21 MI.	
LENGTH OF PAVING	10,248 FT.	1,575 FT.	2,480 FT.	5,350 FT.	1,921 FT.	14,567 FT.	1,135 FT.	
WIDTH OF PAVING	40 FT.	VARIES	VARIES	VARIES	50 FT.	22 FT.	24 FT.	
WIDTH OF SUBGRADE	VARIES	VARIES	VARIES	VARIES	VARIES	VARIES	VARIES	

DESIGN DESIGNATION

	PARKS HIGHWAY	LATHROP STREET	CUSHMAN STREET	OLD RICHARDSON
AOT 1995	14,300	6,200	12,500	10,900
ADT 2005	29,925	10,025	14,675	14,675
DHV %	10	10	10	10
T	6	6	6	6
V (MPH)	60	50	40	30

LEGEND

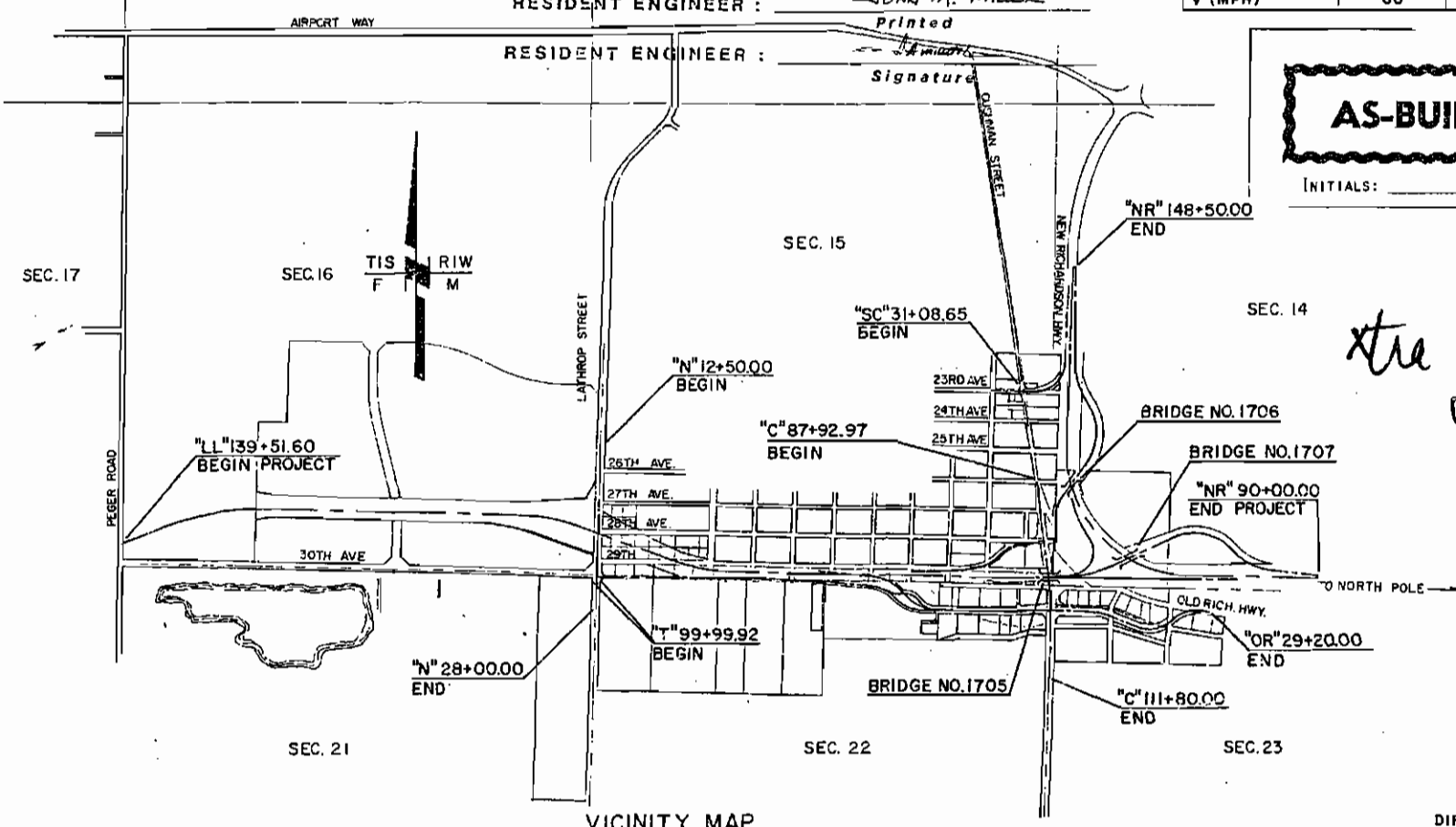
- ① -S7 SIDEWALK RAMP
- ② -S5 APPROACH
- ③ -S1 REMOVAL OF LIGHT STANDARD AND FOOTING
- ④ -S1 REMOVAL OF PAVEMENT
- ⑤ -S2 ROCK DRAINS
- ⑥ -S13 FIRE HYDRANT ASSEMBLY REMOVAL
- ⑦ -S1 REMOVAL AND DISPOSAL OF FENCE
- ⑧ -S13 INLET
- ⑨ -S2 BEAM TYPE GUARD RAIL & G.R. MTD. CURB
- ⑩ CONSTRUCTION NOTES
- ⑪ -S6 CHAIN LINK FENCE
- ⑫ -S2 OBLITERATION OF ROADWAY
- ⑬ -S2 CURB
- ⑭ -S3,4,5 C.M.P.
- ⑮ -S12 VALVE BOX REMOVAL
- ⑯ -S13 DUAL WATER SERVICE WITHOUT PITORIFICES
- ⑰ -S7 CURB AND GUTTER
- ⑱ -S2 RECONDITIONING
- ⑲ -S12 ADJUSTMENT OF VALVE BOX
- ⑳ -S6 CONCRETE BARRIER
- ㉑ -S7 ADJUST EXISTING MONUMENT AND CASE
- ㉒ -S8 SURVEY MONUMENT AND MONUMENT CASE
- ㉓ -S1 REMOVAL OF STRUCTURE AND OBSTRUCTION
- ㉔ -S7 VALLEY GUTTER
- ㉕ -S2 RECONSTRUCT EXISTING MANHOLE
- ㉖ -S2 ADJUST EXISTING MANHOLE
- ㉗ -S7 CONCRETE SIDEWALK
- ㉘ -S1 REMOVAL OF MANHOLE OR FLUSHWELL
- ㉙ -S13 ADJUST EXISTING FIRE HYDRANT
- ㉚ -S10 SEWER SERVICE
- ㉛ -S13 DUAL WATER SERVICE WITH PITORIFICES

AS-BUILT

60233 CONTRACTOR: SVERDRUP CORP.
R20129 RES. ENG: JOHN A. MILLER
R20164 CONTRACT BEGAN: JUNE 9, 1987
R20162 CONTRACT COMP'D: JUNE 15, 1989

RESIDENT ENGINEER: John A. Miller
Printed

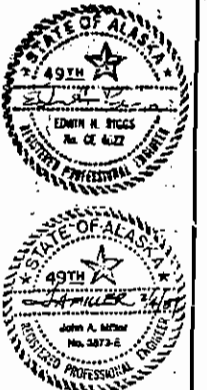
RESIDENT ENGINEER: [Signature]
Signature



AS-BUILT PLANS

INITIALS: _____ DATE: _____

9/02
stra
60233
A-9



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
[Signature] Date 10/24/84
DIRECTOR, NORTHERN REGION DESIGN AND CONSTRUCTION

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	2	167
			USK UNWIN · SCHEBEN · KORYNTA · HUETTLE FAIRBANKS ANCHORAGE				

GENERAL NOTES

- CULVERT LENGTHS AND LOCATIONS ARE SUBJECT TO MINOR REVISIONS.
- SUPERELEVATION TRANSITIONS SHALL BE STAKED AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
- THE "L" LINE (RIGHT-OF-WAY ϕ) IS STAKED IN THE FIELD. THE RELATIONSHIP OF THE "L" LINE TO THE "LL" LINE (CONSTRUCTION ϕ) IS SHOWN ON THE PLANS.
- SUITABLE EXCAVATED MATERIAL FROM STRIPPING SHALL BE USED FOR CONSTRUCTION OF FINISHED SLOPES AS DETAILED ON THE TYPICAL SECTION. HANDLING AND STOCKPILING OF THIS MATERIAL, AS MAY BE REQUIRED, SHALL BE IN A MANNER AND AT LOCATIONS APPROVED BY THE ENGINEER. THE CONTRACTOR WILL RECEIVE NO PAYMENT FOR DOUBLE HANDLING OF THIS MATERIAL.
- QUANTITIES SHOWN AS 'TO' AND 'FROM' ON INDIVIDUAL PLAN SHEETS ARE FOR ESTIMATING PURPOSES ONLY AND REPRESENT ONLY ONE POSSIBLE METHOD OF BALANCING EARTHWORK QUANTITIES.
- EXISTING DITCHES AND ORIGINAL GROUND AT THE TOE OF FILL SLOPES SHALL BE GRADED TO ENSURE PROPER DRAINAGE. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCIDENTAL TO ITEM 203(3).
- SEED ALL AREAS OF DISTURBED GROUND AND NEWLY CONSTRUCTED SLOPES THAT ARE WITHIN THE RIGHT-OF-WAY.
- 1-1/2" FINAL FILL SLOPES SHALL HAVE A TOP 6" LAYER OF SILT PLACED PRIOR TO SEEDING. THE MATERIAL MAY BE OBTAINED FROM THE UNCLASSIFIED EXC. AND WILL BE PAID FOR AS SUCH. ALL WORK REQUIRED FOR PLACEMENT SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.

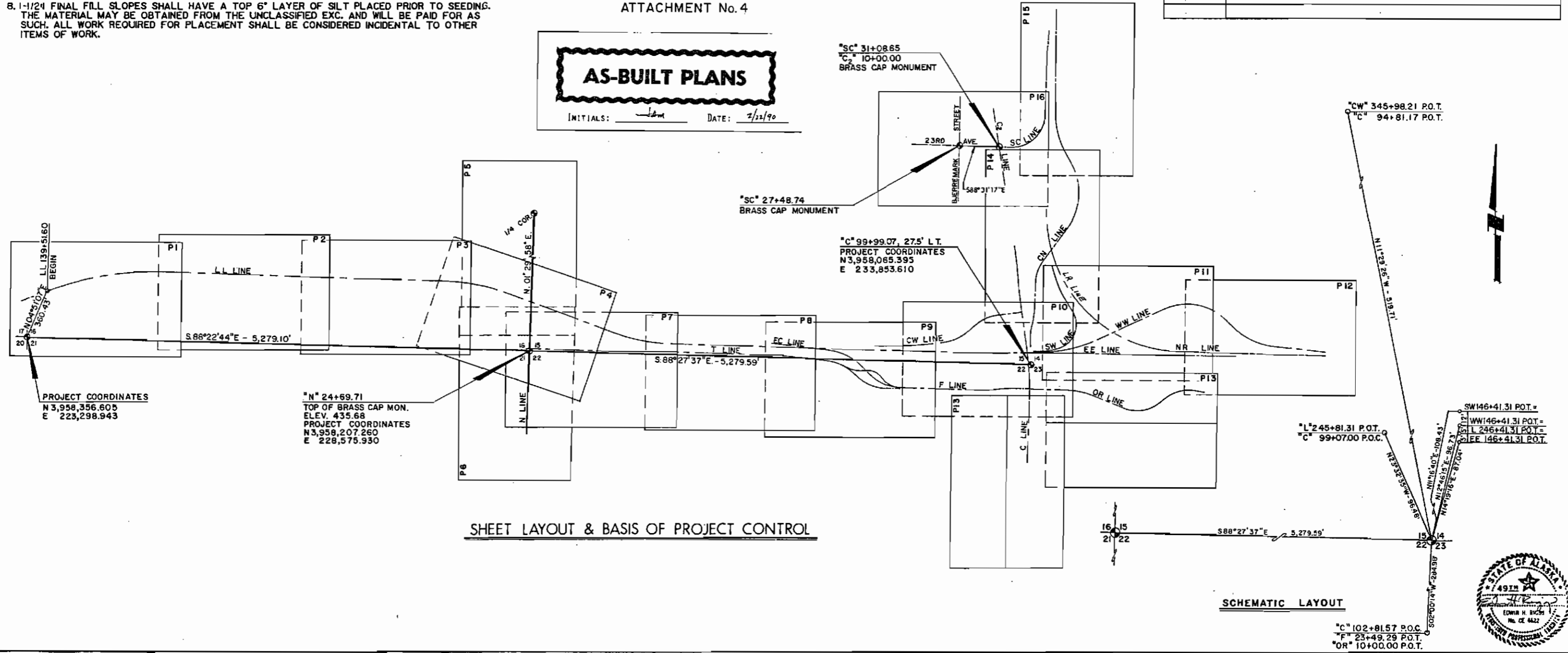
ESTIMATING FACTORS		
ITEM NO.	ITEM DESCRIPTION	ESTIMATING FACTOR
203 (1)	UNCLASSIFIED EXCAVATION	0.85 SHRINKAGE
203 (5)	BORROW	145 LBS./CUBIC FOOT
301 (1)	CRUSHED AGGREGATE BASE	147 LBS./CUBIC FOOT
401 (1)	ASPHALT CONCRETE PAVEMENT	113 LBS./ SQUARE YARD/INCH
401(2)	ASPHALT CEMENT	6% OF 401(1) QUANTITY
402(1)	TACK COAT CSS-1	0.10 GAL./SQUARE YARD AND 8.3 LBS./GAL.
403(1)	PRIME COAT; MC-30 OPTION	0.20 GAL./SQUARE YARD AND 7.8 LBS./GAL.
403(1)	CSS-1 OPTION 50% WATER - 50% CSS-1	0.40 GAL./SQUARE YARD AND 8.3 LBS./GAL. FOR CSS-1

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX, CONTROL, LAYOUT, ESTIMATING FACTORS & GENERAL NOTES
TS1 - TS6	TYPICAL SECTIONS
E1 - E4	ESTIMATE OF QUANTITIES
S1 - S14	SUMMARY SHEETS
D1 - D6	DETAILS
C1 & C2	CONSTRUCTION PHASING, SIGNING, & ROAD CLOSURES
P1 - P25	PLAN AND PROFILE
T1 - T10	SIGNING, STRIPING, AND ILLUMINATION
T11 - T14	SIGN SCHEDULES
T15 - T24	SIGNALIZATION
U1 - U4	UTILITY PLAN & PROFILE
U5 - U9	U15 DELETED
U8 - U14	UTILITY PLAN & PROFILE
U16 - U29	UTILITY DETAILS
B1 - B39	BRIDGE PLANS, PROFILES & DETAILS

ADDENDUM No. 1
ATTACHMENT No. 4

AS-BUILT PLANS

INITIALS: *Edm* DATE: 2/22/90

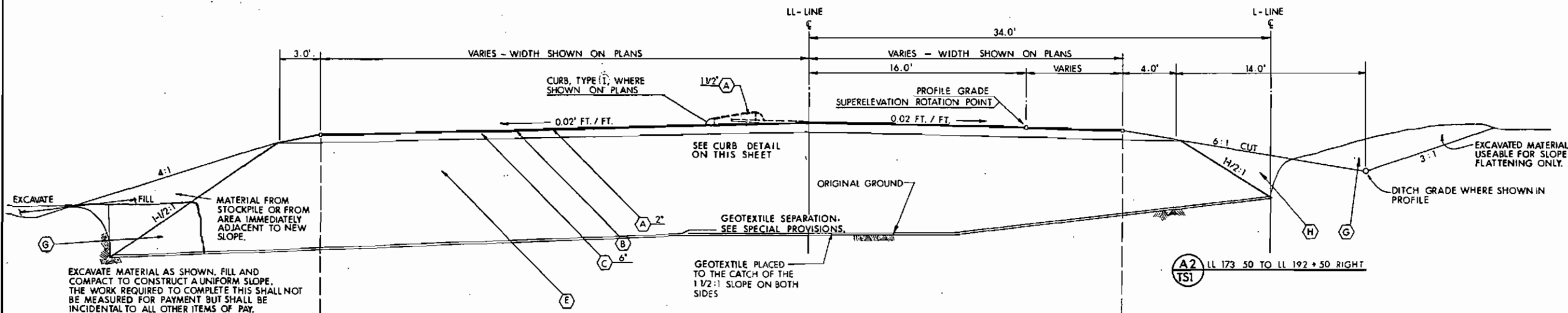


SCHEMATIC LAYOUT

NOTE: THE CONTRACTOR SHALL GRADE, TO AN EVEN SURFACE, THE EXISTING DRAINAGE DITCH WITHIN THE R.O.W. LEFT OF STA. 139+50 TO 192+50. THIS WORK WILL NOT REQUIRE THE INTRODUCTION OF NEW MATERIAL, AND SHALL BE PERFORMED PRIOR TO SEEDING. THE DITCH IS APPROXIMATELY 60 FT. WIDE. THE WORK REQUIRED TO PERFORM THE GRADING SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCIDENTAL TO ALL OTHER ITEMS OF PAY.

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	TS1	119 167

UNWIN - SCHEBEN - KORYNTA - HUETTLE
FAIRBANKS ANCHORAGE



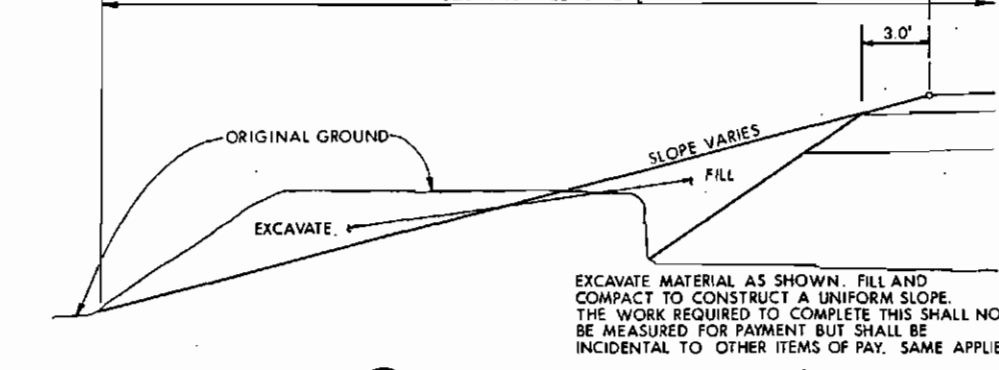
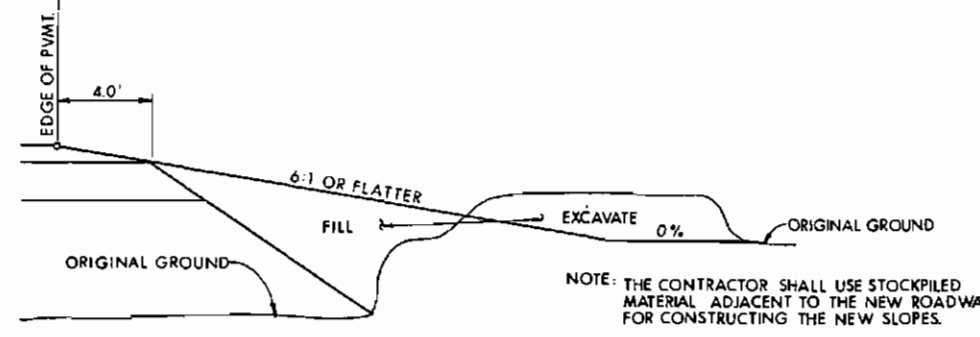
A1 TSI LL 140+75 TO LL 154+00 LEFT

A TSI LL LINE TYPICAL SECTION STA LL 140+75 TO STA LL 192+50.00

A2 TSI LL 173+50 TO LL 192+50 RIGHT

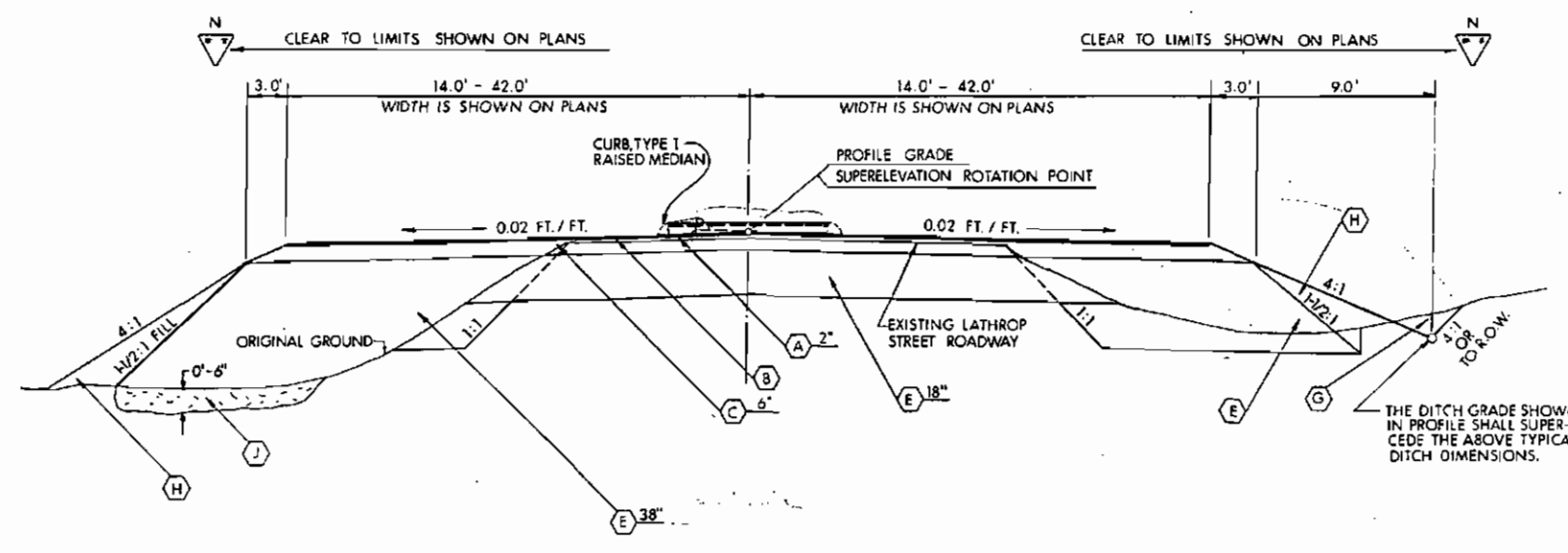
AS-BUILT PLANS

INITIALS: JL DATE: 2/23/80

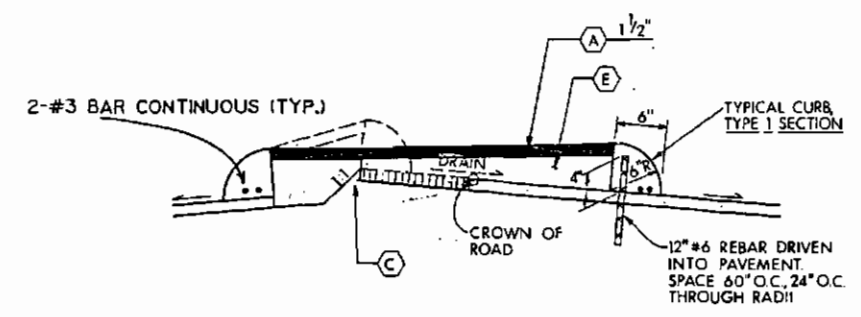


A3 TSI STA. LL 154+00 TO LL 183+50 LT.

A4 TSI STA LL 140+75 TO LL 173+50 RT.



B TSI N - LINE TYPICAL SECTION (LATHROP STREET) STA. "N" 12+50.00 TO STA. "N" 28+50.00 LL LINE SECTION SHALL CONTROL MATERIAL DEPTH AT THE INTERSECTION.



CURB, TYPE 1, RAISED MEDIAN DETAIL

USE WHERE SHOWN ON PLANS
LL 185+72.50 TO LL 192+13.90
N 16+67.00 TO N 18+96.50
N 20+34.00 TO N 22+00.00

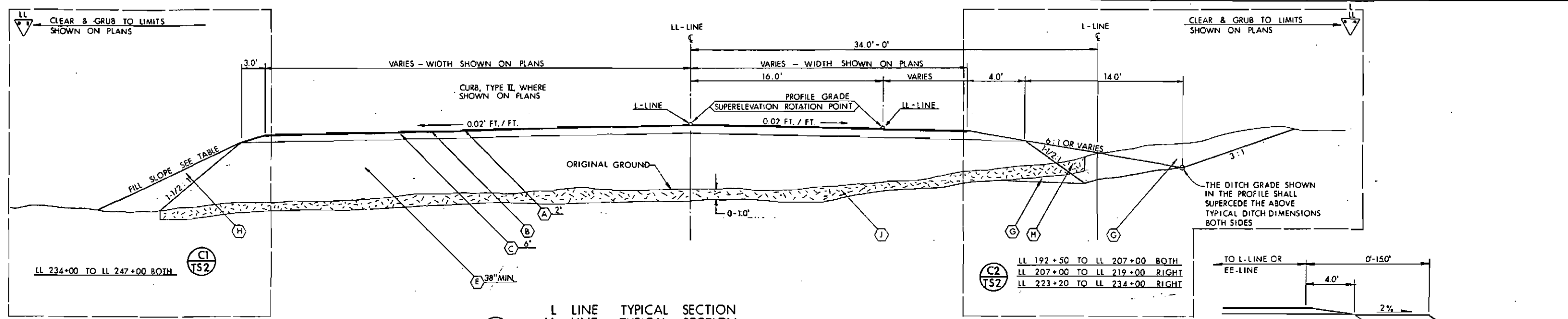
MATERIAL LEGEND:

- (A) ASPHALT CONCRETE-TACK COAT BETWEEN LAYERS
- (B) PRIME COAT
- (C) CRUSHED AGGREGATE BASE
- (E) BORROW
- (G) UNCLASSIFIED EXCAVATION
- (H) MATERIAL FROM STRIP, 1.0" MIN. THICK
- (J) STRIPPING-UNCLASSIFIED EXCAVATION

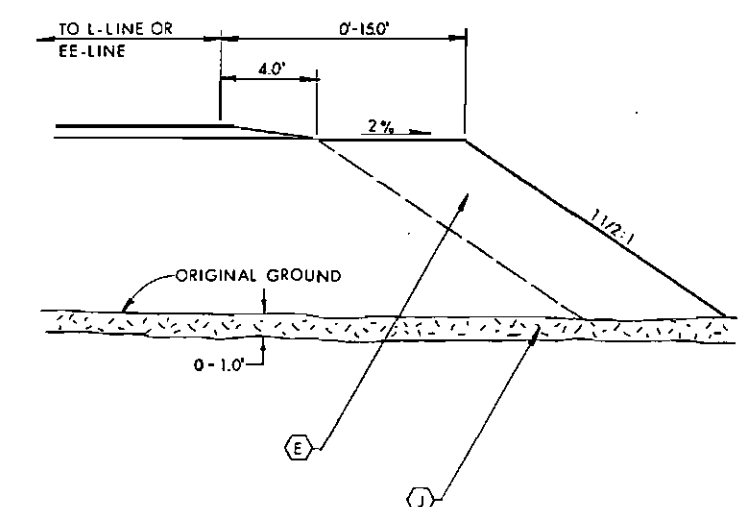
FILL SLOPE TABLE	
SLOPE HEIGHT	SLOPE
2.3' - 5.0'	6:1
5.0' - 10.0'	4:1
10.0' - 15.0'	3:1
15.0' - 20.0'	2:1
OVER 20'	1 1/2:1



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
TYPICAL SECTIONS
LL 140+75.00 TO LL 192+50.00
N 12+50.00 TO N 28+50.00



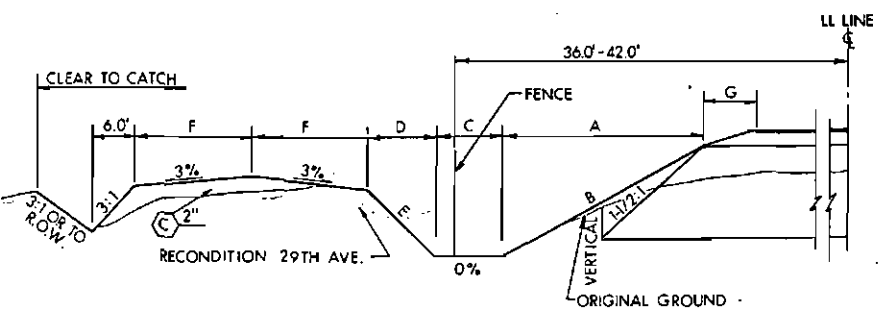
L LINE TYPICAL SECTION
LL LINE TYPICAL SECTION
 STA LL 192+50.00 TO STA LL 242+67.60
 STA L 242+66.84 TO STA L 246+41.31
 (EXCEPT BRIDGE STATIONS)



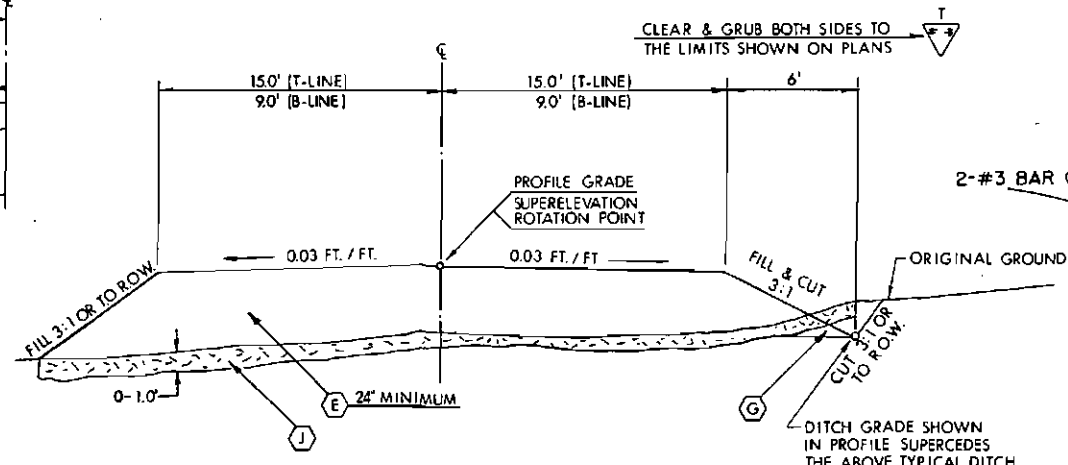
EE-LINE & L-LINE RIGHT SIDE WIDENING TYPICAL
 L 244+00 TO EARTH RETENTION WALL
 EARTH RETENTION WALL TO EE 147+80

AS-BUILT PLANS

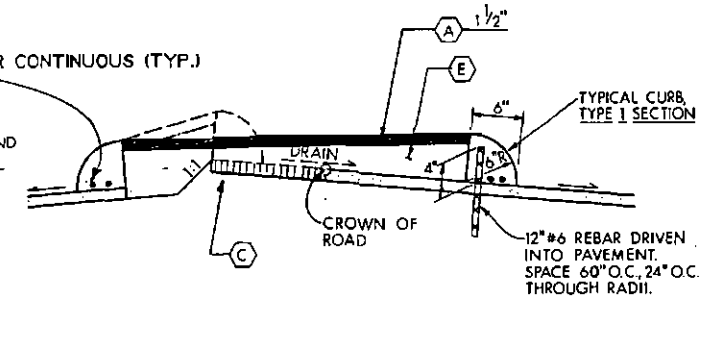
INITIALS: *JJW* DATE: *1/22/85*



LL-LINE LEFT SLOPE TYPICAL
 STA LL 207+00.00 LT TO CWA 33+60.00 LT



B-LINE TYPICAL SECTION
T-LINE TYPICAL SECTION
 STA B 20+30 TO STA. B 22+84
 STA. T 100+30 TO STA. T 130+70



CURB, TYPE 1, RAISED MEDIAN DETAIL
 USE WHERE SHOWN ON PLANS
 LL 193+50.00 TO LL 199+27.50

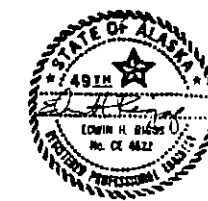
MATERIAL LEGEND:


- (A) ASPHALT CONCRETE-TACK COAT BETWEEN LAYERS
- (B) PRIME COAT
- (C) CRUSHED AGGREGATE BASE
- (E) BORROW AND/OR MATERIAL FROM UNCLASSIFIED EXCAVATION MEETING THE REQUIREMENTS OF BORROW
- (G) UNCLASSIFIED EXCAVATION
- (H) MATERIAL FROM STRIP-1.0" MIN. THICK
- (J) STRIPPING- UNCLASSIFIED EXCAVATION

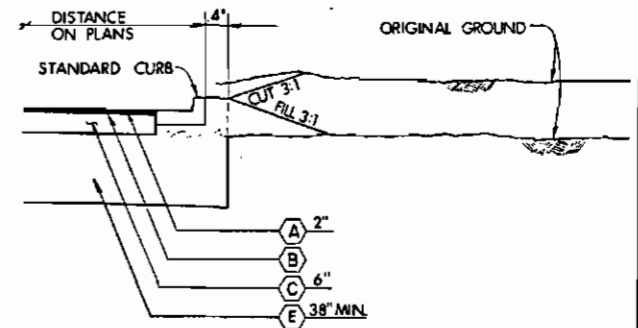
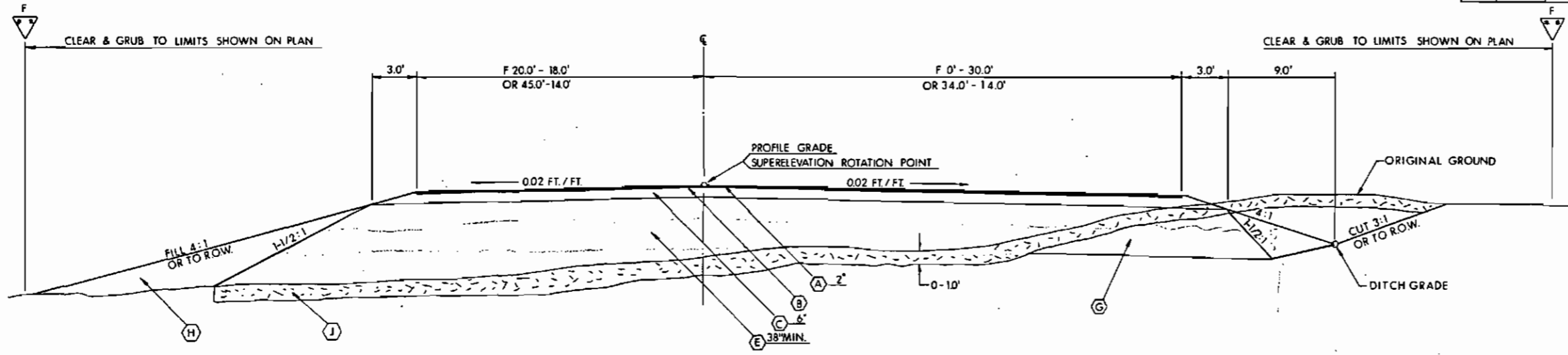
LL STATION TO STATION	SLOPE SEGMENTS						
	DIST	SLOPE	DIST	SLOPE	DIST	SLOPE	
LL 207+00 - 208+00	13.0	4:1	4.0	8.0	2:1	13.0	3.0
LL 208+01 - 209+50	13.0	4:1	4.0	7.0	2:1	13.0	3.0
LL 209+51 - 210+50	13.0	4:1	4.0	6.0	2:1	13.0	3.0
LL 210+51 - 222+00	13.0	4:1	4.0	6.0	3:1	13.0	3.0
TAPER							
LL 223+00	13.0	4:1	3.0	4.0	2:1	13.0	3.0
TAPER							
LL 224+00	10.0	3:1	2.0	4.0	2:1	13.0	2.0
TAPER							
LL 225+00 - CWA 33+60	10.0	3:1	0	4.0	2:1	12.0	2.0

FILL SLOPE TABLE	
SLOPE HEIGHT	SLOPE
2.3' - 5.0'	6:1
5.0' - 10.0'	4:1
10.0' - 15.0'	3:1
15.0' - 20.0'	2:1
OVER 20'	1 1/2:1

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
TYPICAL SECTIONS
 LL 192+50.00 TO LL 242+67.60
 L 242+66.84 TO L 246+41.31
 B 20+30.00 TO B 22+84.00
 T 130+00.00 TO T 130+70.00



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No.	Date	Description	ALASKA	F-035-6(11)	1985	TS3	148 167
			 UNWIN · SCHEEBEN · KOPYNYA · HUETTLE FAIRBANKS ANCHORAGE				



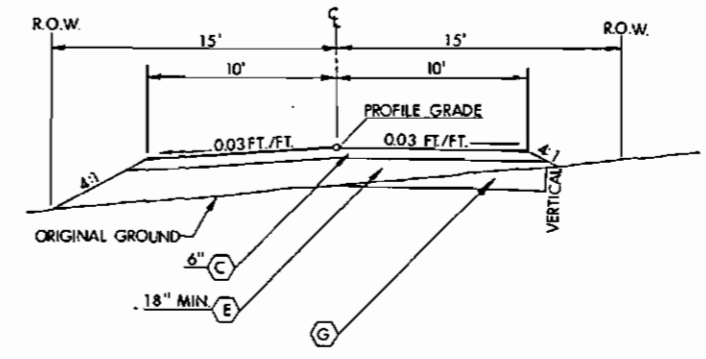
**F-LINE TYPICAL SECTION
OR-LINE TYPICAL SECTION
SC-LINE TYPICAL SECTION**

TS3

F 3+00.00 TO F 23+15±
OR 10+40± TO OR 29+20.00
SC 31+25± TO SC 32+48.8

AS-BUILT PLANS

INITIALS: Am DATE: 2/22/90



D-LINE TYPICAL SECTION

TS3

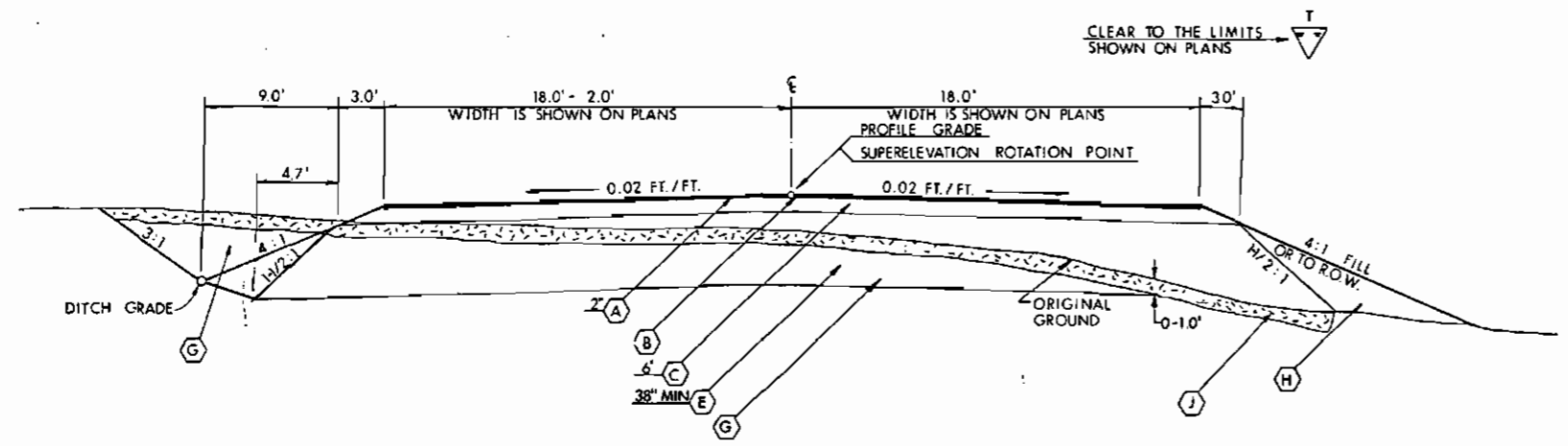
D 10+30.00 TO D 13+00.00

F CURB SECTION DETAIL

TO BE USED WHERE CURB IS CONSTRUCTED ON OUTSIDE EDGE OF THE ROADBED. SPECIFICALLY:

F 4+20 RT. TO F 4+85 RT. EC 131+80. TO EC 132+43
F 5+12 LT. TO F 5+37 LT. SC 31+52.9 TO SC 33+57.5
F 5+58 LT. TO F 5+80 LT.
F 8+00 RT. TO F 8+61 RT.
T 134+20 LT. TO T 134+85 LT.
F 21+00 RT. TO F 23+00 RT.
F 22+45 LT. TO F 23+10 LT.
EC 129+00 LT. TO EC 129+40 LT.
EC 128+90 RT. TO F 5+37 LT.

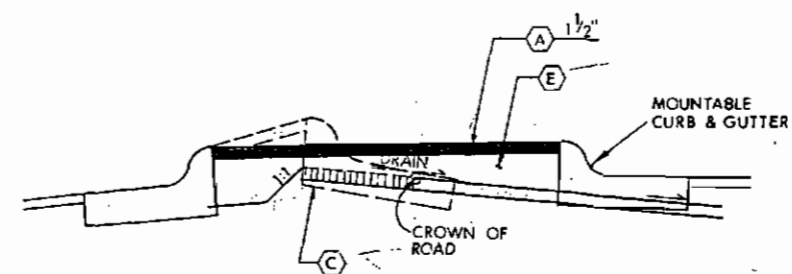
SLOPE HEIGHT	SLOPE
2.3' - 5.0'	6:1
5.0' - 10.0'	4:1
10.0' - 15.0'	3:1
15.0' - 20.0'	2:1
OVER 20'	1 1/2:1



T-LINE TYPICAL SECTION

TS3

-T 130+70.00 TO -T 139+92.02



CURB & GUTTER, TYPE 1, RAISED MEDIAN DETAIL

USE WHERE SHOWN ON PLANS
F 19+93.0 TO F 22+87.0
OR 10+58.5 TO OR 14+35.0
SC 31+47.0 TO SC 33+50.0

- MATERIAL LEGEND:**
- (A) ASPHALT CONCRETE-TACK COAT BETWEEN LAYERS
 - (B) PRIME COAT
 - (C) CRUSHED AGGREGATE BASE
 - (E) BORROW AND/OR MATERIAL FROM UNCLASSIFIED EXCAVATION MEETING THE REQUIREMENTS OF BORROW
 - (G) UNCLASSIFIED EXCAVATION
 - (H) MATERIAL FROM STRIP, 1.0' MIN. THICK
 - (J) STRIPPING - UNCLASSIFIED EXCAVATION



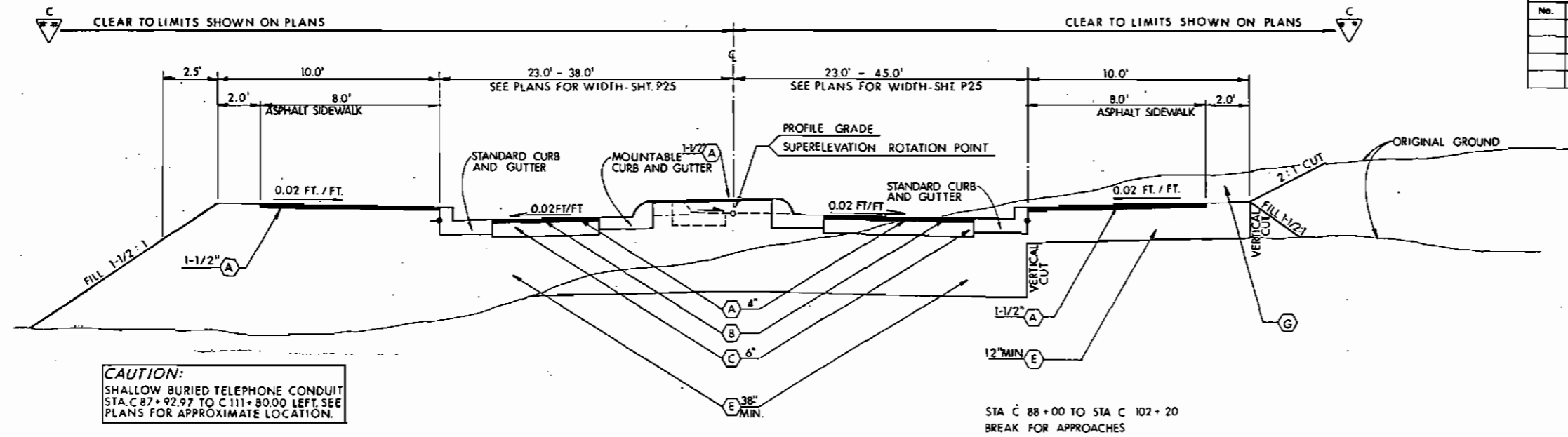
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

TYPICAL SECTIONS

D 10+30.00 TO D 13+00.00
F 3+00.00 TO F 23+15±
OR 10+40± TO OR 29+20.00
SC 31+25± TO SC 33+50.00
T 130+70.00 TO T 139+92.02

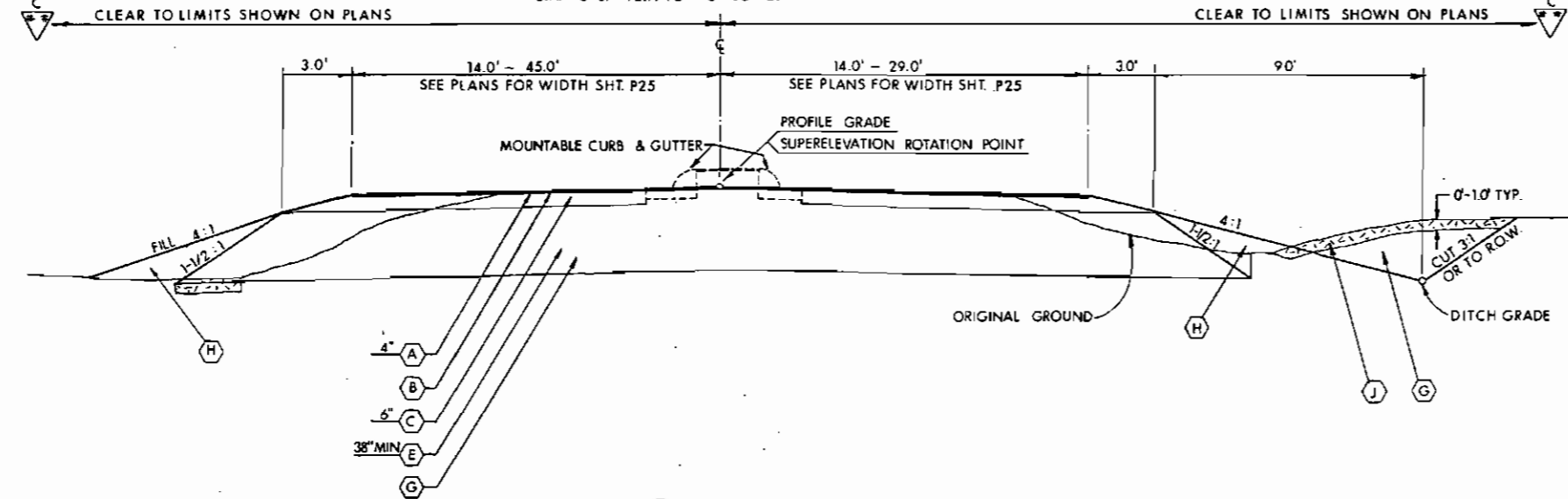
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	TS 4	148
							147

UNWIN - SCHEBEN - KORYNTA - HUETTL
FAIRBANKS ANCHORAGE



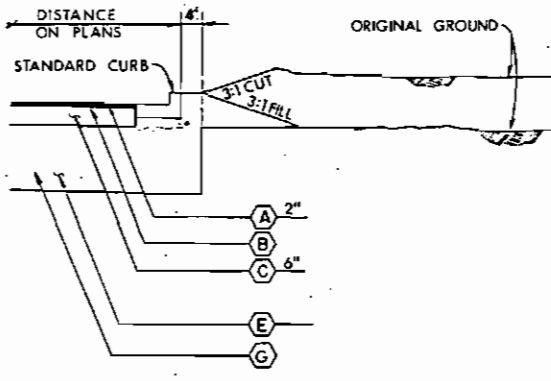
CAUTION:
SHALLOW BURIED TELEPHONE CONDUIT
STA. C 87+92.97 TO C 111+80.00 LEFT. SEE
PLANS FOR APPROXIMATE LOCATION.

I C - LINE CURB AND MEDIAN TYPICAL SECTION
TS4

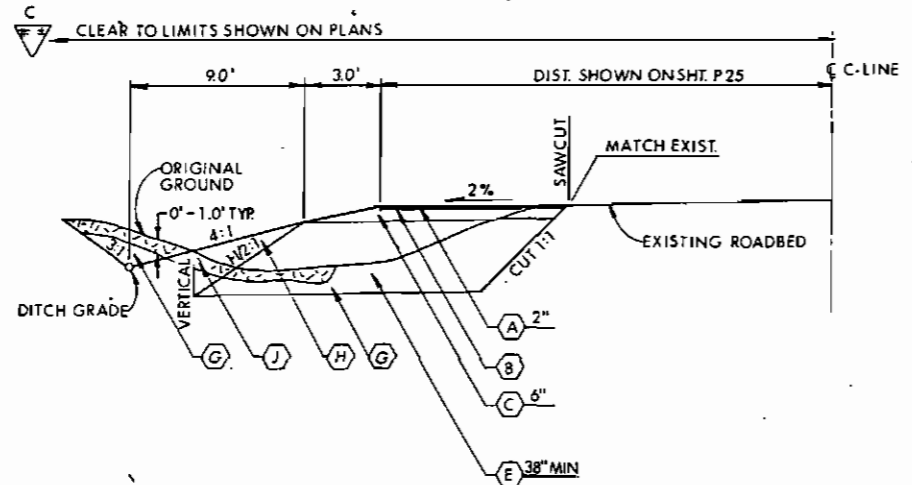


J C - LINE TYPICAL SECTION
TS4

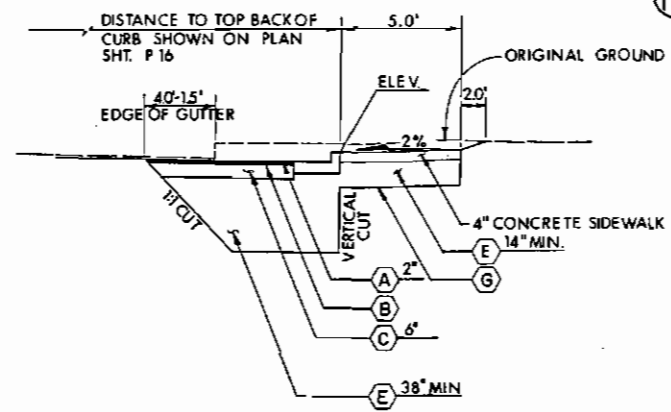
AS-BUILT PLANS
INITIALS: *JAM* DATE: 2/22/90



- MATERIAL LEGEND:**
- (A) ASPHALT CONCRETE-TACK COAT BETWEEN LAYERS
 - (B) PRIME COAT
 - (C) CRUSHED AGGREGATE BASE
 - (E) BORROW AND/OR MATERIAL FROM UNCLASSIFIED EXCAVATION MEETING THE REQUIREMENTS OF BORROW
 - (G) UNCLASSIFIED EXCAVATION
 - (H) MATERIAL FROM STRIP. 1.0' MIN. THICK.
 - (J) STRIPPING - UNCLASSIFIED EXCAVATION



K C - LINE TYPICAL SECTION
TS4



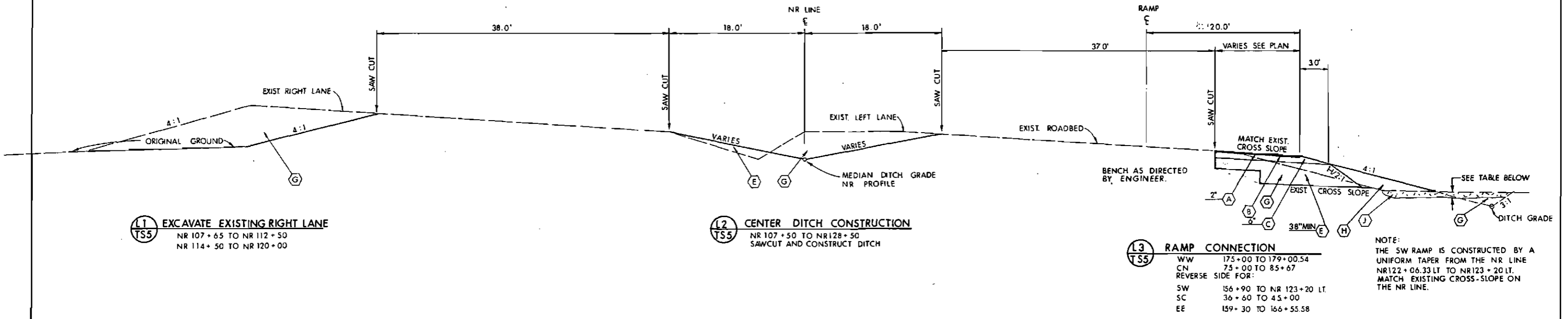
C2 LINE SC LINE TYPICAL SECTION
STASC 30+53.50 RT TO C2 9+12.40 LT.
STA. SC 31+67.05 LT TO C2 10+89.1 RT



FILL SLOPE TABLE

SLOPE HEIGHT	SLOPE
2.3' - 5.0'	6:1
5.0' - 10.0'	4:1
10.0' - 15.0'	3:1
15.0' - 20.0'	2:1
OVER 20'	1 1/2:1

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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TYPICAL SECTIONS
C 87+92.97 TO C 102+20.00
C 102+20.00 TO C 107+80.00
C 107+80.00 TO C 111+80.00



L1
TS5 EXCAVATE EXISTING RIGHT LANE
NR 107+65 TO NR 112+50
NR 114+50 TO NR 120+00

L2
TS5 CENTER DITCH CONSTRUCTION
NR 107+50 TO NR 128+50
SAWCUT AND CONSTRUCT DITCH

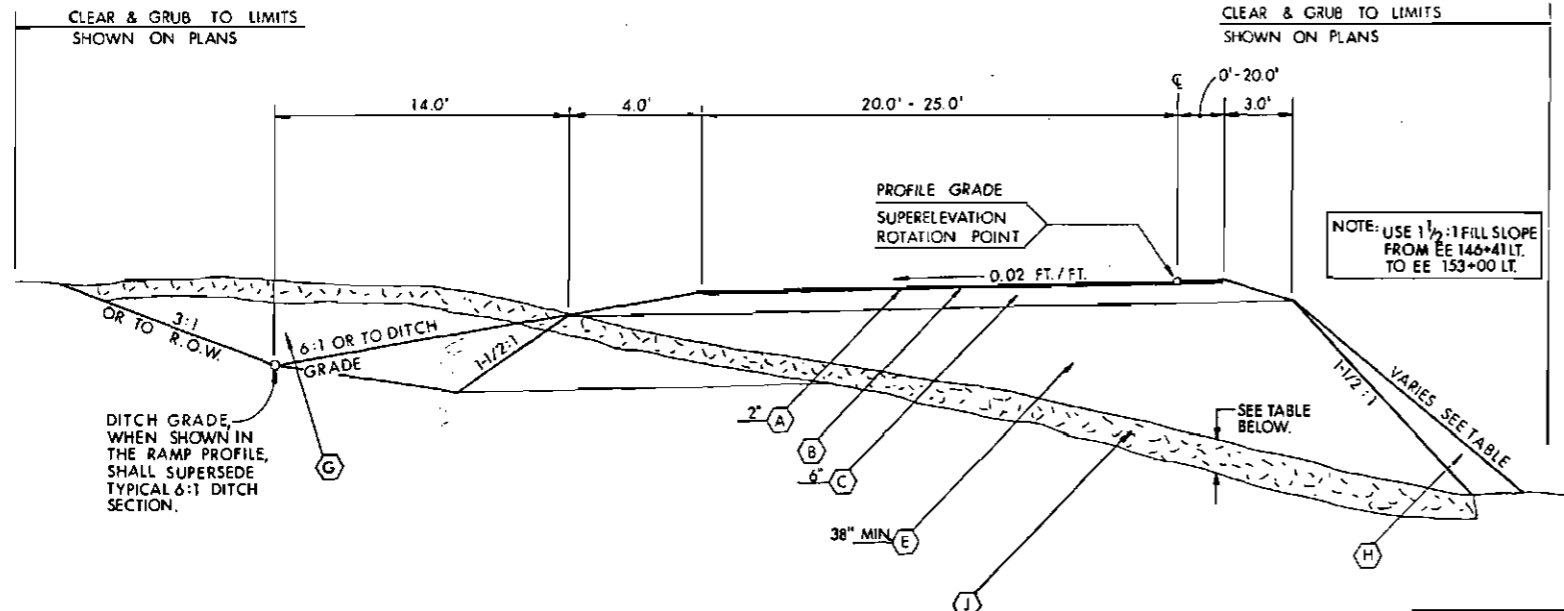
L3
TS5 RAMP CONNECTION
WW 175+00 TO 179+00.54
CN 75+00 TO 85+67
REVERSE SIDE FOR:
SW 156+90 TO NR 123+20 LT.
SC 36+60 TO 45+00
EE 159+30 TO 166+55.58

NOTE:
THE SW RAMP IS CONSTRUCTED BY A
UNIFORM TAPER FROM THE NR LINE
NR122+06.33 LT TO NR123+20 LT.
MATCH EXISTING CROSS-SLOPE ON
THE NR LINE.

L
TS5 NR LINE TYPICAL SECTION W/ RAMP CONNECTIONS
NR 90+00.00 TO NR 147+50.00

AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 2/22/90



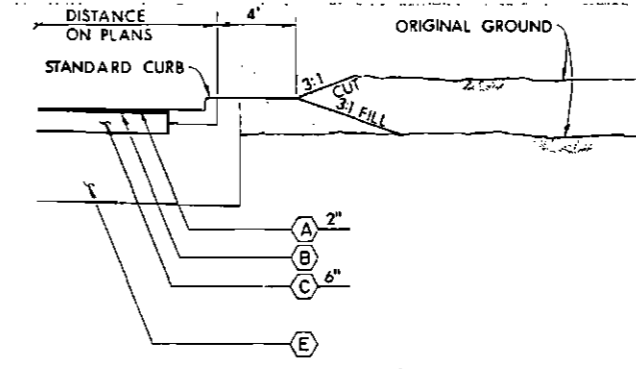
M
TS5 RAMP TYPICAL SECTION

CW 329+78.74 TO 345+70 ±	EE 146+41.31 TO 159+30.00
SC 32+48.8 TO 36+60.00	CN 50+00.21 TO 75+00.00
WW 146+41.31 TO 175+00.00	EC 123+20.00 TO 133+74.15
SW 146+41.31 TO 156+90.00	

SEE CN, WW, & EE PROFILES FOR MODIFICATION TO BORROW AT THE EARTH RETENTION SYSTEM WALLS.

RAMP STRIP TABLE

STATION	DEPTH
CW 329+78-345+70	1'
SC 33+00-45+00	1'
WW 146+41-154+00	1'
WW 156+50-177+00	3'
CN 50+00-59+00	1'
CN 61+50-85+00	2'
SW 146+41-156+90	1'
EE 146+41-166+00	1'
EC 123+20-133+74	1'

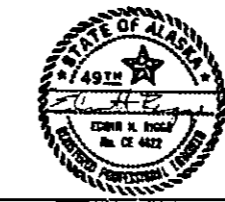


F
TS5 CURB SECTION DETAIL
TO BE USED WHERE CURB IS CONSTRUCTED ON OUTSIDE EDGE OF THE ROADBED. SPECIFICALLY:
EC 128+90 RT. TO EC 129+25 RT.
EC 129+00 LT. TO EC 129+38 LT.
EC 131+80 LT. TO EC 132+50 LT.
CW 342+00 RT. TO CW 345+20 RT.
CW 344+00 LT. TO CW 345+20 LT.

- MATERIAL LEGEND:**
- (A) ASPHALT CONCRETE-TACK COAT BETWEEN LAYERS
 - (B) PRIME COAT
 - (C) CRUSHED AGGREGATE BASE
 - (E) BORROW AND/OR MATERIAL FROM UNCLASSIFIED EXCAVATION MEETING THE REQUIREMENTS OF BORROW
 - (G) UNCLASSIFIED EXCAVATION
 - (H) MATERIAL FROM STRIP, 1.0' MIN. THICK
 - (J) STRIPPING - UNCLASSIFIED EXCAVATION

FILL SLOPE TABLE

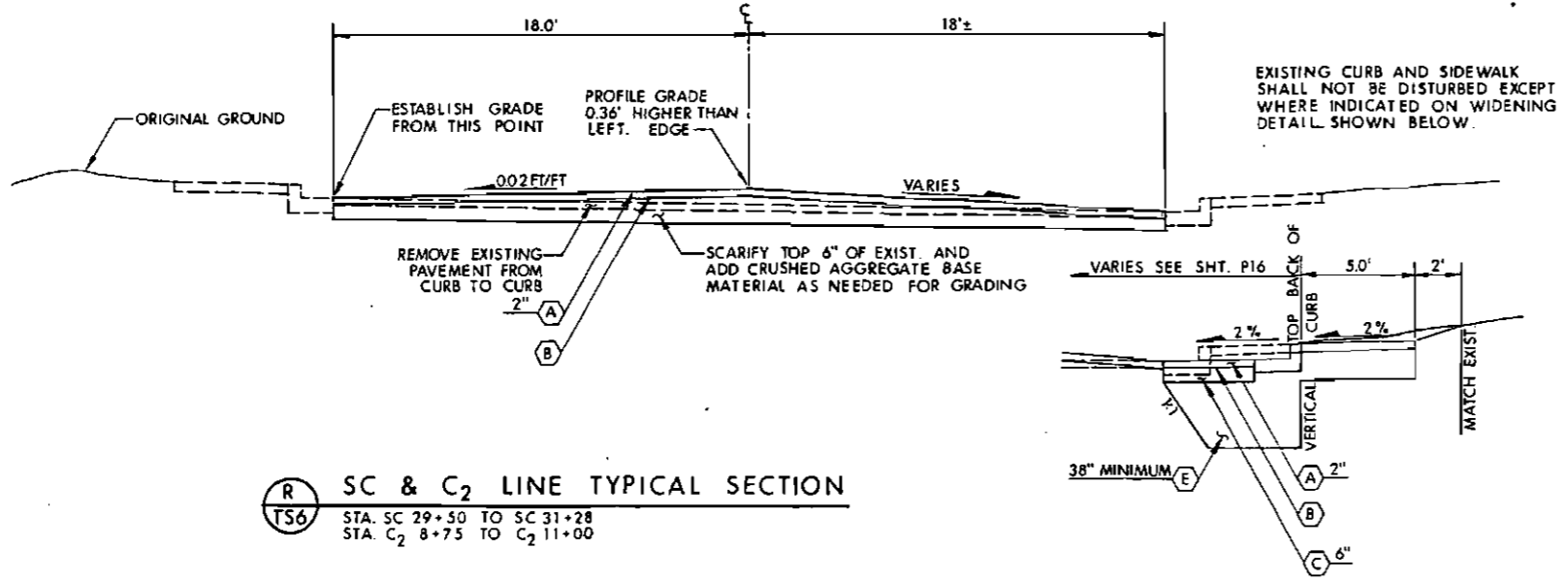
SLOPE HEIGHT	SLOPE
2.5' - 5.0'	6:1
5.0' - 10.0'	4:1
10.0' - 15.0'	3:1
15.0' - 20.0'	2:1
OVER 20'	1 1/2:1



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(II)	1985	TS6	148 167

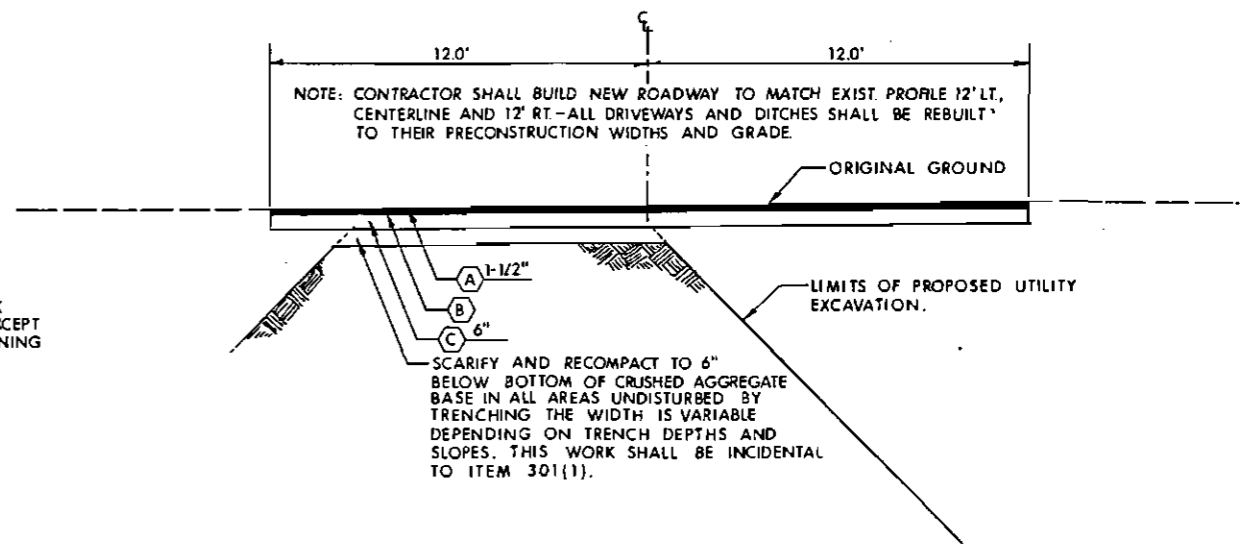
USKH Architecture • Engineering
Land Surveying • Planning

ADDENDUM No. 1
ATTACHMENT No. 5



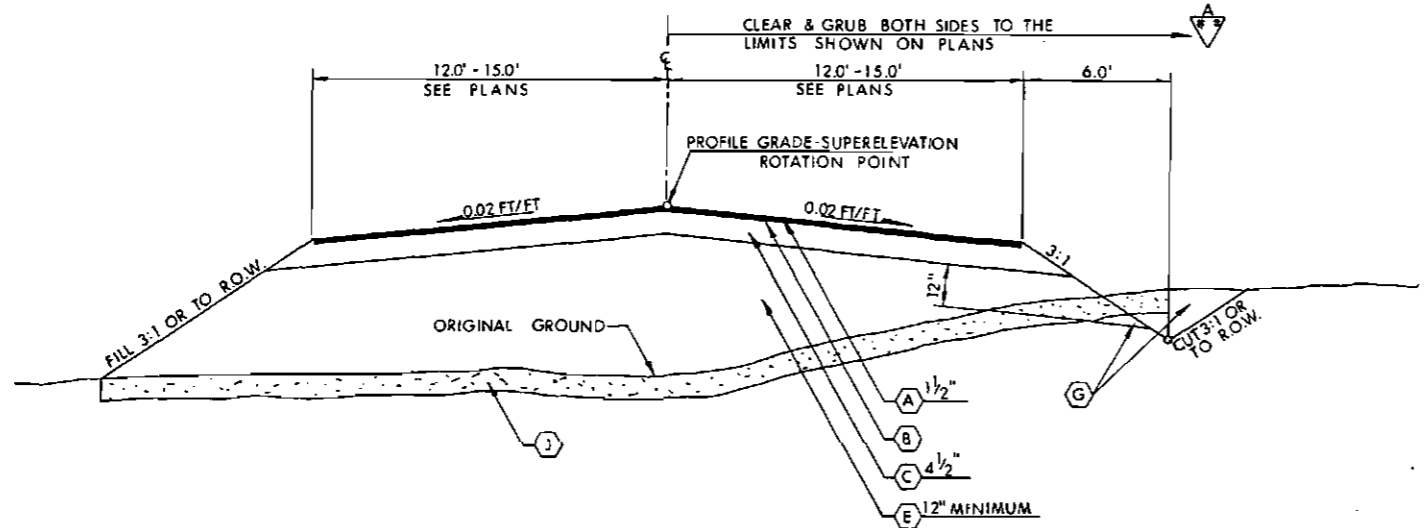
R SC & C₂ LINE TYPICAL SECTION
TS6 STA. SC 29+50 TO SC 31+28
STA. C₂ 8+75 TO C₂ 11+00

R WIDENING DETAIL
TS6 STA. SC 30+53.50 RT. TO C₂ 9+12.40 LT.
STA. SC 31+67.05 LT. TO C₂ 10+89.10 RT.



N AA LINE TYPICAL SECTION
TS6 AA 11+00 TO AA 17+50

AS-BUILT PLANS
INITIALS: *John* DATE: 2/22/90



P A-LINE TYPICAL SECTION
TS6 STA. A20+00 TO A28+50

- MATERIAL LEGEND:**
- (A) ASPHALT CONCRETE-TACK COAT BETWEEN LAYERS
 - (B) PRIME COAT
 - (C) CRUSHED AGGREGATE BASE
 - (E) BORROW AND/OR MATERIAL FROM UNCLASSIFIED EXCAVATION MEETING THE REQUIREMENTS OF BORROW
 - (G) UNCLASSIFIED EXCAVATION
 - (H) MATERIAL FROM STRIP, 1.0' MIN. THICK.
 - (J) STRIPPING - UNCLASSIFIED EXCAVATION

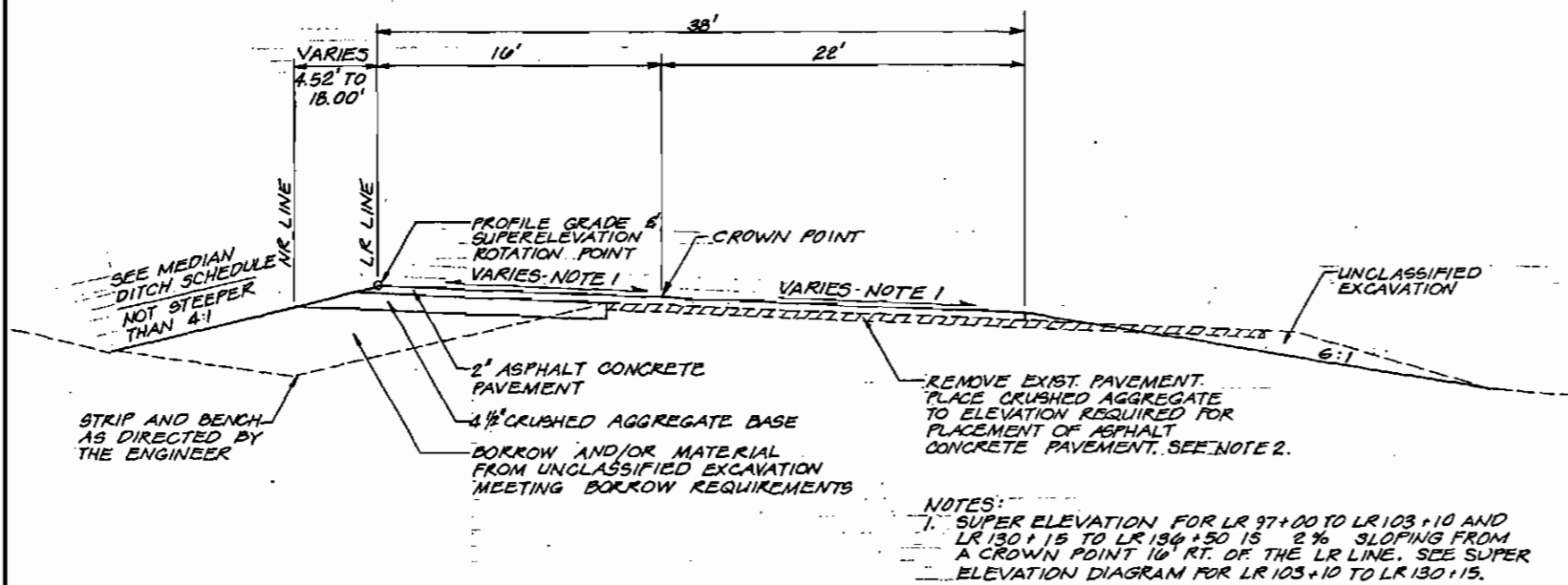


SLOPE HEIGHT	SLOPE
2.3' - 5.0'	6:1
5.0' - 10.0'	4:1
10.0' - 15.0'	3:1
15.0' - 20.0'	2:1
OVER 20'	1 1/2:1

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

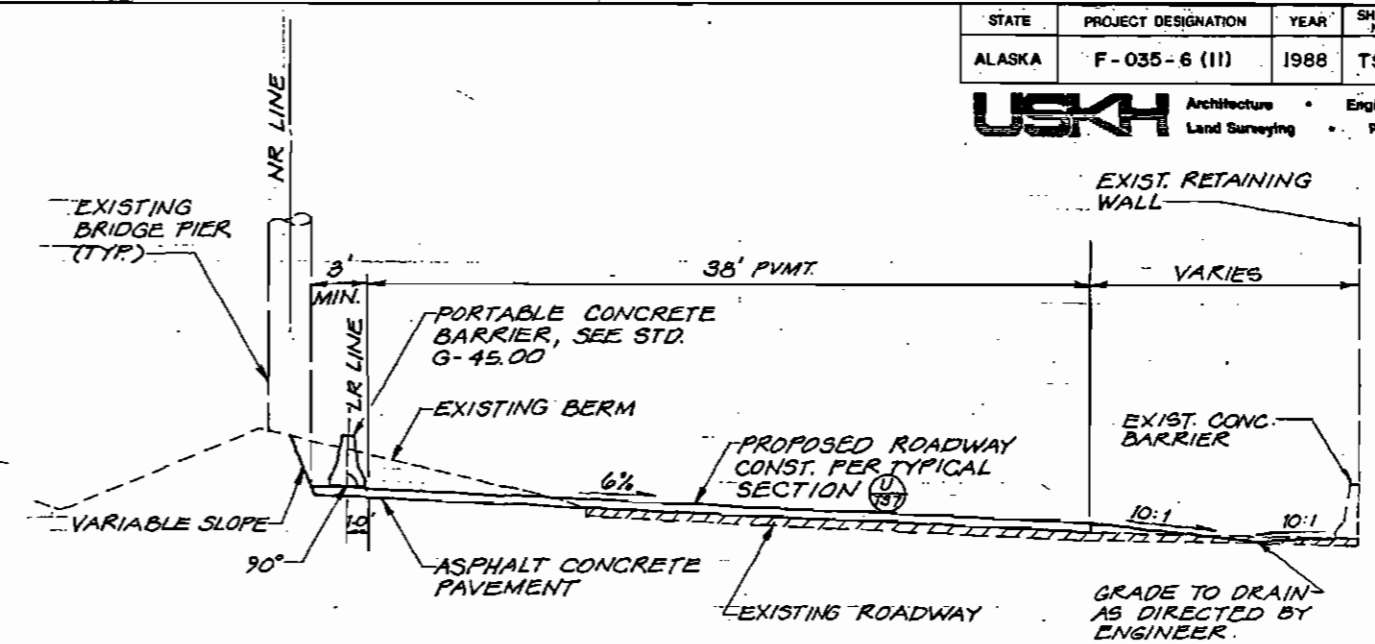
TYPICAL SECTIONS
A20+00.00 TO A28+50.00
SC29+50.00 TO SC31+67.05
C₂ 8+75.00 TO C₂ 11+00.00

AA 11+00 to AA 17+50

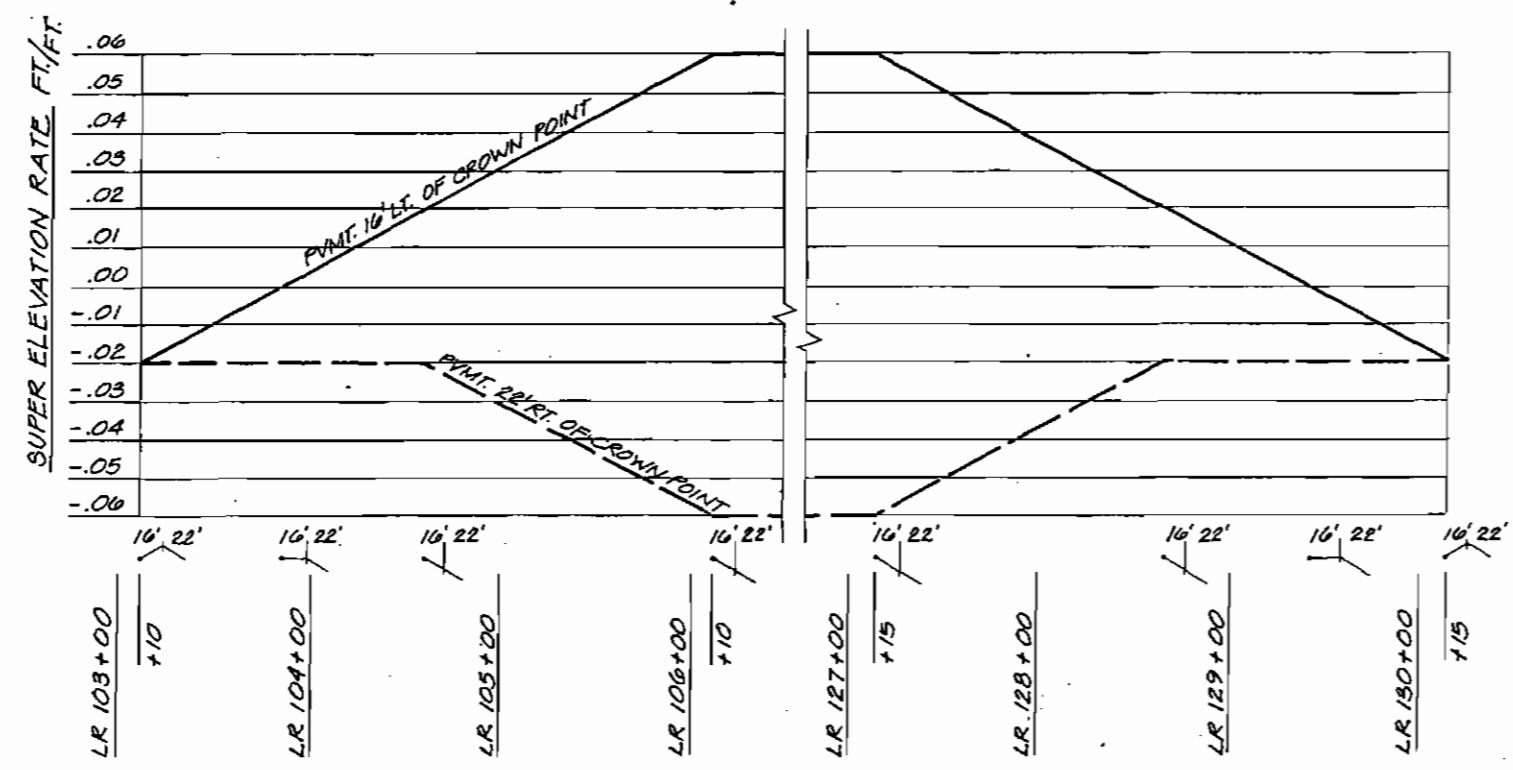


U TYPICAL SECTION
TS-7 LR 97+00 TO LR 136+50

NOTES:
1. SUPER ELEVATION FOR LR 97+00 TO LR 103+10 AND LR 130+15 TO LR 136+50 IS 2% SLOPING FROM A CROWN POINT 16' RT. OF THE LR LINE. SEE SUPER ELEVATION DIAGRAM FOR LR 103+10 TO LR 130+15.
2. WHERE THE ELEVATION OF THE NEW PAVEMENT IS BELOW EXISTING, THE ROADBED SHALL BE EXCAVATED TO ALLOW FOR CONSTRUCTION OF A MINIMUM 4 1/2" CRUSHED AGGREGATE BASE UNDER THE NEW PAVEMENT.



V TYPICAL SECTION
TS-7 LR 111+60 TO LR 113+02
LR 123+02 TO LR 124+23



SUPER ELEVATION DIAGRAM
LR 103+10 TO LR 130+15

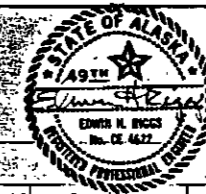
AS-BUILT PLANS

INITIALS: *JM* DATE: 2/21/90

MEDIAN DITCH SCHEDULE		
LR LINE STATION	DISTANCE LEFT OF LR LINE	DITCH ELEVATION
97+00	15.0	439.9
98+00	15.0	440.1
99+00	15.0	440.3
100+00	16.5	440.5
101+00	14.0	440.7
102+00	13.5	440.9
103+00	12.3	441.1
104+00	12.5	441.3
105+00	13.2	442.0
106+00	14.0	442.5
107+00	14.0	441.8
107+50	14.5	441.4
108+00	14.5	441.8
109+00	14.5	442.0
110+00	11.5	442.2
111+00	7.0	442.4
112+00	19.8	442.7
112+50	21.1	442.8
113+00	19.6	442.7
114+00	15.0	441.4
115+00	12.5	440.7
116+00	12.5	440.5
117+00	13.3	440.3
118+00	14.0	440.0
119+00	13.5	439.8
119+50	12.7	439.3
119+60	13.0	439.1
120+00	13.5	439.6
121+00	13.5	439.8
122+00	13.5	440.2
123+00	20.5	441.6
123+50	21.3	441.7
124+00	20.8	441.6
125+00	11.4	441.1
126+00	10.9	440.1
127+00	12.4	439.7
128+00	12.8	438.9
129+00	13.3	438.0
130+00	12.2	437.4
131+00	12.0	436.9
132+00	12.5	437.1
133+00	14.8	437.3
134+00	15.0	437.5
135+00	16.2	437.3
136+00	17.4	437.1
136+50	18.0	436.9



ESTIMATE OF QUANTITIES

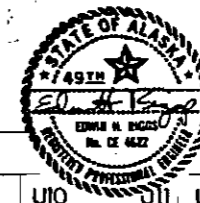


ITEM NO.	ITEM	UNIT	PI P2 P3 P4 P5 P6 P7 P8 P9 P10 P11 P12 P13 P14 P15 P16 P25																				T1-T8 BRIDGE					U1 U2 U3 U4 U10					TOTAL	UNIT	ITEM NO.
			PI	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16	P25	T1-T8	BRIDGE	U1	U2	U3	U4	U10									
109.1	PETROLEUM PRICE ADJUSTMENT	CONTINGENT SUM																										ALL REQUIRED	CONTINGENT SUM	109.1					
109.2	DBE and WBE Adjustments	Contingent Sum																										All Required	Contingent Sum	109.2					
110.2	Mobilization & Demobilization	Lump Sum																										All Required	Lump Sum	110.1					
111.1	Temporary Erosion and Pollution Control	Contingent Sum																										All Required	Contingent Sum	111.1					
112.1	Training Program	Man Hours																										3000.00	Man Hours	112.1					
114.1	Construction Surveying by the Contractor	Lump Sum																										All Required	Lump Sum	114.1					
114.2	Three Person Survey Party	Hour																										40.00 59.22	Hour	114.2					
115.1	Traffic Maintenance	Lump Sum																										All Required	Lump Sum	115.1					
115.2	Traffic Control	Lump Sum																										All Required	Lump Sum	115.2					
116.1	Furnishing and Maintaining Field Office	Lump Sum																										All Required	Lump Sum	116.1					
116.2	Furnishing & Maintaining Field Laboratory	Lump Sum																										All Required	Lump Sum	116.2					
115.3	Permanent Construction Signing	Lump Sum																										All Required	Lump Sum	115.3					
201.2B	Clearing and Grubbing	Lump Sum																										All Required	Lump Sum	201.2B					
202.1	Removal of Structures and Obstructions	Lump Sum																										All Required	Lump Sum	202.1					
115.4	Traffic Control Devices	Contingent Sum																										All Required	Contingent Sum	115.4					
202.2A	Removal of Pavement	Lump Sum																										All Required	Lump Sum	202.2A					
202.11	Removal of Light Standards and Footings	Each																										8.00	Each	202.11					
115.5	Flagging	Man Hours																										1500.00 6517.10	Each	115.5					
202.12	Removal of Fence	Lump Sum																										All Required	Lump Sum	202.12					
202.13	Removal of Manhole or Flushwell	Each																										26.00	Each	202.13					
203.3	Unclassified Excavation	Cubic Yard				796	13,103	6,191	5,561	12,471	8,312	15,394	60,031	18,331	5,054	26,526	22,211	8,281	2,388									204,650.00 191,944.2	Cubic Yard	203.3					
203.5B	Borrow	Ton	44,455	36,762	31,262	48,424	12,438	8,432	18,342	24,216	53,847	126,589	148,904	27,842	41,517	115,124	11,876	4,542										754,570.00 846,535.25	Ton	203.5B					
203.7	Obliteration of Roadway	Station				3					11	2	1															12.8 17.00	Station	203.7					
115.8	Portable Concrete Barrier	Lump Sum																										All Required	Lump Sum	115.8					
301.1	Crushed Aggregate Base Course	Ton	2,823	2,638	2,734	3,902	2,291	1,450	1,444	2,127	6,610	8,304	3,848	2,329	5,178	3,283	1,627	682										51,270.00 56,188.02	Ton	301.1					
303.1	Reconditioning	Station								2.5	12	17.5																32.00 -0-	Station	303.1					
401.1	Asphalt Concrete, Type I	Ton	833	768	800	1,190	728	456	422	620	1,880	4,719	1,279	648	1,892	1,467	504	214										18,420.00 19,380.39	Ton	401.1					
401.2	Asphalt Cement, A.C.-2.5	Ton	49.98	46.09	47.97	71.41	43.67	27.35	25.30	37.19	112.78	283.13	76.72	38.84	113.50	87.98	30.26	12.83										1,105.00 1,111.99	Ton	401.2					
402.1	CSS-1 Asphalt for Tack Coat	Ton									3.55				1.31	1.54												6.40 0.46	Ton	402.1					
403.1	Prime Coat	Ton	5.71	5.27	5.48	8.17	5.38	3.07	2.89	4.26	13.81	19.03	9.25	4.44	11.41	6.89	3.47	1.47										110.00 91.15	Ton	403.1					
501.1	Class A Concrete	Lump Sum																										All Required	Lump Sum	501.1					
502.1A	Prestressed Concrete Structural Members 104'-8" Bulb Tee Girders	Each																										11.00	Each	502.1A					
502.1B	Prestressed Concrete Structural Members 79'-2 1/4" Bulb Tee Girders	Each																										8.00	Each	502.1B					
502.1C	Prestressed Concrete Structural Members 80'-0 1/2" Bulb Tee Girders	Each																										4.00	Each	502.1C					
502.1D	Prestressed Concrete Structural Members 92'-6" Bulb Tee Girders	Each																										4.00	Each	502.1D					
503.1	REINFORCING STEEL	LUMP SUM																										ALL REQUIRED	LUMP SUM	503.1					

AS-BUILT PLANS
 INITIALS: ABM DATE: 2/21/90

ESTIMATE OF QUANTITIES

ADDENDUM No. 1
ATTACHMENT No. 6



STATE OF ALASKA PROJECT IDENTIFICATION NUMBER F-035-6(11) YEAR 1985 E2

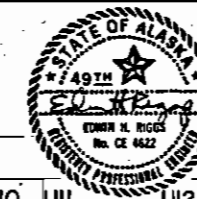
Architecture Engineering Land Surveying Planning

ITEM NO.	ITEM	UNIT	PI												T1-T8 BRIDGE								UI				TOTAL	UNIT	ITEM NO.	
			P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16	P25	U1	U2	U3	U4	U9	U10	U11				U12
507 1	Metal Bridge Railing	Linear Foot																								090		690.00 844.8	Linear Foot	507 1
508 1	Membrane Waterproofing	Lump Sum																										All Required	Lump Sum	508 1
511 1	Earth Retention System Walls	Lump Sum																										All Required	Lump Sum	511 1
600 1	Rock Drain	Ton													60		141											364.61 264.00	Ton	600 1
603 22-12	12 Inch Pipe	Linear Foot													80													922 511.00	Linear Foot	603 22-12
603 22-15	15 Inch Pipe	Linear Foot																										837 452.00	Linear Foot	603 22-15
603 22-18	18 Inch Pipe	Linear Foot																										2029 1461.00	Linear Foot	603 22-18
603 22-24	24 Inch Pipe	Linear Foot																										2861 2707.00	Linear Foot	603 22-24
603 22-30	30 Inch Pipe	Linear Foot																										116 116.00	Linear Foot	603 22-30
603 22-36	36 Inch Pipe	Linear Foot																										948 936.00	Linear Foot	603 22-36
603 28-18	End Section for 18 Inch Pipe	Each																										47 52.00	Each	603 28-18
603 28-24	End Section for 24 Inch Pipe	Each																										65 67.00	Each	603 28-24
603 28-36	End Section for 36 Inch Pipe	Each																										12.00	Each	603 28-36
604 3	Reconstruct Existing Manhole or Inlet	Each																										11 15.00	Each	604 3
604 4	Adjust Existing Manholes	Each																										1 5.00	Each	604 4
604 5A	Inlets, Type A	Each																										9.00	Each	604 5A
604 5B 604.5C	Inlets, Type B Inlets, Type C	Each																										1.00 2.00	Each	604 5B 604 5C
606 1	Beam Type Guard Rail, Type I Posts	Linear Foot																										7106.25 6,005.00	Linear Foot	606 1
607 3-6	Chain Link Fence, 6 Feet High	Linear Foot																										26,673.8 26,503.00	Linear Foot	607 3-6
608 1	Concrete Sidewalk, 4 Inch Depth	Square Yard																										127.2 102.00	Square Yard	608 1
608 4	Sidewalk Ramp	Each																										34 33.00	Each	608 4
609 1	Curb, Type I	Linear Foot																										4,668.00	Linear Foot	609 1
609 2	Curb and Gutter, Type I	Linear Foot																										8223 8,110.00	Linear Foot	609 2
609 4	Concrete Barrier	Linear Foot																										760 455.00	Linear Foot	609 4
609 5	Concrete Valley Gutter	Linear Foot																										115.6 151.00	Linear Foot	609 5
609 6	Guard Rail Mounted Wood Curb	Linear Foot																										3511 3,270.00	Linear Foot	609 6
613 2	Culvert Marker Posts	Each																										85 88.00	Each	613 2
614 1	Survey Monuments	Each																										78 63.00	Each	614 1
614 3	Adjust Existing Monuments and Cases	Each																										0 2.00	Each	614 3
614 4	Adjust Existing Monument Cases	Each																										0 8.00	Each	614 4
615 1	Standard Sign	Square Foot																										4941.76 4,891	Square Foot	615 1
615 6A	Bridge Mounted Sign Assembly, Cushman Street Overcrossing	Lump Sum																										All Required	Lump Sum	615 6A
615 6B	Bridge Mounted Sign Assembly, CN Ramp Overcrossing	Lump Sum																										All Required	Lump Sum	615 6B
615 6C	Bridge Mounted Sign Assembly, WW Ramp Overcrossing	Lump Sum																										All Required	Lump Sum	615 6C
618 3	Seeding	Pound																										2595 3,600.00	Pound	618 3

AS-BUILT PLANS

INITIALS: DATE: 2/22/90

ESTIMATE OF QUANTITIES



STATE: ALASKA PROJECT: F-035-6(11) YEAR: 1985 SHEET: E3 OF 167
 UAH Architecture Engineering
 Land Surveying Planning

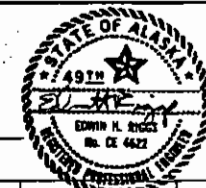
ITEM NO.	ITEM	UNIT																									TOTAL	UNIT	ITEM NO.									
			P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16	TI-T8	BRIDGE	U1	U2	U3	U4	U10	U11				U12	U13							
626 1-04	4 Inch Ductile Iron Sewer Pipe	Linear Foot																									30				64	Linear Foot	626 1-04					
626 1-06	6 Inch Ductile Iron Sewer Pipe	Linear Foot																									25			20	11	Linear Foot	626 1-06					
626 1-08	8 Inch Ductile Iron Sewer Pipe	Linear Foot																				425	390	125			810		160	1944	Linear Foot	626 1-08						
626 1-10	10 Inch Ductile Iron Sewer Pipe	Linear Foot																										1495	47	1375	Linear Foot	626 1-10						
626 1-16	16 Inch Ductile Iron Sewer Pipe	Linear Foot																									30				38	Linear Foot	626 1-16					
626 1-18	18 Inch Ductile Iron Sewer Pipe	Linear Foot																									177				174	Linear Foot	626 1-18					
626 1-20	20 Inch Ductile Iron Sewer Pipe	Linear Foot																									1,338				1,338	Linear Foot	626 1-20					
626 1-24	24 Inch Ductile Iron Sewer Pipe	Linear Foot																											1,259	1,259	Linear Foot	626 1-24						
626 1-30	30 Inch Ductile Iron Sewer Pipe	Linear Foot																											728	728	Linear Foot	626 1-30						
626 2	Sewer Service	Each																								1		4		20	1	26.00	Each	626 2				
626 3	Flushwell	Each																														6.00	Each	626 3				
626 4	Adjust Existing Flushwell	Each																														3.00	Each	626 4				
626 5-48	Sanitary Sewer Manhole, 48 Inch Diameter	Each																								7		1		3	5	1	17.00	Each	626 5-48			
626 5-72	Sanitary Sewer Manhole, 72 Inch Diameter	Each																															8	Each	626 5-72			
626 9	Sewerline Insulation Waterproofing	Linear Foot SI																								1497	455	390	1341	810	1,655	48	6,186.00	Linear Foot	626 9			
626 10	Construct Sanitary Sewer Service Collector	Each																									5					7	13.00	Each	626 10			
627 1	Watering	M. Gal.																															469.9	M. Gal.	627 1			
* CHANGED TOTALS ONLY																																						
628 1-06	6 Inch Ductile Iron Water Pipe	Linear Foot																										5	1,110	462		1,528	80	289	3,185.00	Linear Foot	628 1-06	
628 1-08	8 Inch Ductile Iron Water Pipe	Linear Foot																										1,195		215					1,410.00	Linear Foot	628 1-08	
628 1-10	10 Inch Ductile Iron Water Pipe	Linear Foot																											860						860.00	Linear Foot	628 1-10	
628 1-14	14 Inch Ductile Iron Water Pipe	Linear Foot																										340		793	460		1,527	80	1011	3,140.00	Linear Foot	628 1-14
628 1-16	16 Inch Ductile Iron Water Pipe	Linear Foot																												302	288					668	Linear Foot	628 1-16
628 3-6	Install 6 Inch Gate Valve	Each																																	10	Each	628 3-6	
628 3-8	Install 8 Inch Gate Valve	Each																																		1.00	Each	628 3-8
628 3-10	Install 10 Inch Gate Valve	Each																																		1.00	Each	628 3-10
628 14-14	Install 14 Inch Butterfly Valve	Each																																		5	Each	628 14-14
628 14-16	Install 16 Inch Butterfly Valve	Each																																		3.00	Each	628 14-16
628 4	Fire Hydrant Assembly Installation	Each																										3	1	5	2		1	5	1	18.00	Each	628 4
628 5	Dual Water Service Connection With Pitorifices	Each																																		12	Each	628 5
628 6	Dual Water Service Connection Without Pitorifices	Each																																		6	Each	628 6
628 7	Fire Hydrant Assembly Removal	Each																																		14.00	Each	628 7
628 8	Fire Hydrant Adjustment	Each																																		2	Each	628 8
628 10	Adjust Valve Box	Each SI2																																		4	Each	628 10
628 11	Waterline Insulation Waterproofing	Linear Foot																																		1,033	Linear Foot	628 11
628 12	10 Inch Post Indicator Valve	Each																																		1	Each	628 12
628 13	Valve Box Removal	Each																																		6	Each	628 13

AS-BUILT PLANS

INITIALS: JAM DATE: 2/21/78

ESTIMATE OF QUANTITIES

ADDENDUM No. 1
ATTACHMENT No. 7



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6 (11)	1985	E4	145 167

USM Architecture Engineering
Land Surveying Planning

ITEM NO.	ITEM	UNIT																									TOTAL	UNIT	ITEM NO.			
			P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16	T1-T8	U1	U2	U3	U4	U8	U9	U10				U11	U12	U13
630 1-245	24 INCH UTILITY SLEEVE	LINEAR FOOT																		625	667	80				125			1100	LINEAR FOOT	630 1-245	
630 1-305	30 INCH UTILITY SLEEVE	LINEAR FOOT																				170							170.00	LINEAR FOOT	630 1-305	
630 1-365	36 INCH UTILITY SLEEVE	LINEAR FOOT																		345		527							863	LINEAR FOOT	630 1-365	
630 1-485	48 INCH UTILITY SLEEVE	LINEAR FOOT																				240				419			648	LINEAR FOOT	630 1-485	
638 1	Geotextile, Separation	Square Yard	11,763	10,511	10,261	7,063						140	564																77,914	Square Yard	638 1	
639 1	Approaches	Each						3	2	5	2	4	21	1		14	4					1							52.00	Each	639 1	
660 1A	Traffic Signal System Complete Lathrop Street/Parks Highway	Lump Sum																											All Required	Lump Sum	660 1A	
660 1B	Traffic Signal System Complete Cushman St./Old Richardson Hwy	Lump Sum																											All Required	Lump Sum	660 1B	
660 1C	Traffic Signal System Complete Cushman Street/23rd Avenue	Lump Sum																											All Required	Lump Sum	660 1C	
660 1D	Loop Detector System Complete Peger Road/Parks Highway	Lump Sum																											All Required	Lump Sum	660 1D	
660 3	Highway Lighting System Complete	Lump Sum																											All Required	Lump Sum	660 3	
660 6	Traffic Count Station Complete	Lump Sum																											All Required	Lump Sum	660 6	
661 1	Single Meter Load Center	Each																											-5.00	Each	661 1	
662 1B	1-4 INCH GALVANIZED RIGID CONDUIT	Linear Foot																									74		74.00	Linear Foot	662 1B	
662 1A	2-4 Inch Conduit	Linear Foot																									400		-0-	Linear Foot	662 1A	
662 1C	2-4 Inch Galvanized Rigid Conduit	Linear Foot																									763		616	Linear Foot	662 1C	
662 1D	3-4 INCH CONDUIT	Linear Foot																									350		580.00	Linear Foot	662 1D	
662 2	6 Way Duct Bank	Linear Foot																									878		921	Linear Foot	662 2	
662 3	Telephone Manhole	Each																										2		2.00	Each	662 3
662 4	Reconstruct Existing Telephone Manhole	Each																										1		1.00	Each	662 4
664 1	Telephone Cable	Linear Foot																											2512	Linear Foot	664 1	
664 2	TELEPHONE CABLE T SCREEN	L.F.																											2512	L.F.	664 2	
664 3	Type II Junction Box for Telephone Cable	Each																											2.00	Each	664 3	
670 1	Painted Traffic Markings	Lump Sum																											All Required	Lump Sum	670 1	
670 6	Thermoplastic Pavement Markings	Lump Sum																											All Required	Lump Sum	670 6	
670 8	Removal of Pavement Markings	Lump Sum																											All Required	Lump Sum	670 8	

*** CHANGED TOTALS ONLY ***

AS-BUILT PLANS

INITIALS: JKM DATE: 3/20/70

SUMMARY



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S1	167
Description						

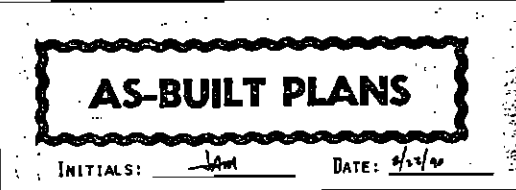
ADDENDUM No. 1
ATTACHMENT No. 8

20 202 1 Removal of Structures and Obstructions Lump Sum
 7 202 12 Removal of Fence Lump Sum
4 202 2A Removal of Pavement Lump Sum
25 202 13 Removal of Manhole or Flushwell Each

202 1 Removal of Structures and Obstructions Lump Sum						202 12 Removal of Fence Lump Sum						202 2A Removal of Pavement Lump Sum						202 13 Removal of Manhole or Flushwell Each					
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	SHT	BEGIN	END	DIST	QUANTITY	REMARKS	SHT	BEGIN	END	DIST	QUANTITY	REMARKS	SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 1 LL	139+40				230 L.F. CURB FROM EASTBOUND LEFT TURN LANE ON PARKS HWY	P 6 N	23+50			50L	REMOVE 10 L.F. CHICKWIRE AND POST FENCE TO THE R.O.W. LINE	P 6 C2	8+75	11+00			1530 S.Y. - INCLUDES SC 29+50 TO SC 31+00	U 1 N	23+00			22R	
P 1 LL	139+40	L			250 FT CURB FROM SOUTHBOUND LEFT TURN LANE ON PEGER ROAD	P 9 D	11+40				REMOVE 45 L.F. CHAINLINK FENCE FROM R.O.W.	P 10 C	100+00		L		250 S.Y.	U 1 LL	194+00			30L	
P 1 LL	139+50	L			60 L.F. TYPE 2 CURB	P 9 F	9+97				REMOVE 102 L.F. CHAINLINK FENCE 55' L TO 47' R	P 10 CN	53+00		R		867 S.Y.	U 1 LL	196+80			225R	
P 4 LL	195+00	R		2 EA.	30'X185'. FOUR FOOT HIGH BLOCK WALLS	P 9 T	127+00	EC128+50	R		REMOVE APPROX. 800 L.F. CHAINLINK FENCE TO R.O.W. LT OF EC	P 11 A	24+10		R		65 S.Y.	U 1 LL	199+90			120R	
P 5 N	15+75	C			40 L.F. CULVERT PIPE	P 10 C	94+00	94+55	30R		REMOVE 55 L.F. CHAINLINK FENCE	P 11 A	27+20		R		180 S.Y.	U 1 LL	203+10			15R	
P 7 LL	202+50	L			OLD FRAME SHED W/ MISC. DEBRIS ABANDONED TRUCK APPROXIMATELY 50 L.F. CULVERT PIPE	P 10 F	12+55	15+02	1-50R		REMOVE 340 L.F. OF CHAINLINK FENCE	P 11 NR	114+00		L		300 S.Y.	U 2 LL	229+30			100R	
P 5 N	15+50	C			70 L.F. CULVERT PIPE	P 10 F	18+40	19+10	30L		REMOVE APPROXIMATELY 70 L.F. OF CHAINLINK FENCE FROM R.O.W.	P 11 SW	150+00		L		417 S.Y.	U 3 C	98+45			15L	
P 5 N	18+70	C			46 L.F. CULVERT PIPE	P 10 F	18+40		30-45L		REMOVE APPROXIMATELY 15 L.F. OF CHAINLINK FENCE FROM R.O.W.	P 11 MW	153+00		L		250 S.Y.	U 3 C	99+75			10L	
P 6 N	24+30	C			36 L.F. CULVERT PIPE	P 10 F	19+50	20+70	L		REMOVE APPROXIMATELY 50 L.F. OF CHAINLINK FENCE FROM R.O.W.	P 13 DR	26+50		L		135 S.Y.	U 3 CN	345+45			10R	
P 7 LL	202+60	L			39' X 20'. FOUR FOOT HIGH BLOCK WALL.	P 10 F	19+50	20+30	20-10L		REMOVE APPROXIMATELY 85 L.F. OF CHAINLINK FENCE FROM R.O.W.	P 14 C	90+10	93+00	VARY L		695 S.Y.	U 3 LL	234+00			60L	
P 7 LL	204+25	L			BURNED OUT STRUCTURE WITH MISC. FURNISHINGS	P 10 F	20+30		10-45L		REMOVE APPROXIMATELY 35 L.F. OF CHAINLINK FENCE FROM R.O.W.	P 14 CN	54+50		R		180 S.Y.	U 3 LL	236+00			70L	
P 9 T	133+80	15R			14'X14' INCINERATOR/CONC. PAD WOOD AWNING/ AND FUEL TANK REMOVE FOUNDATION	P 10 CW	341+00				REMOVE 90 L.F. CHAINLINK FENCE					0		U 3 LL	234+00			280L	
P 9 EC	128+00		40R		HOUSE FOUNDATION	P 10 CW	341+73	C 95+55	L		REMOVE 450 L.F. CHAINLINK FENCE							U 3 LL	238+20			85L	
P 10 L	242+70	R			HOUSE FOUNDATION	P 10 CW	342+00		R		REMOVE 15 L.F. CHAINLINK FENCE							U 3 LL	242+10			85L	
P 10 L	245+30	C			HOUSE FOUNDATION	P 10 CW	342+50		L		REMOVE 55 L.F. CHAINLINK FENCE							U 4 A	29+50			45L	
P 10 LL	242+50	L			HOUSE FOUNDATION													U 4 C	100+80			75L	
P 9 T	139+00	L			SEPTIC TANK / LEACH FIELD													U 4 C	103+80			85L	
P 11 A	24+50L	25+10R			60 L.F. WOOD RETAINING WALL	P 10 CW	344+15	345+65	L		REMOVE 150 L.F. CHAINLINK FENCE							U 4 C	101+45			55L	
P 13 C	108+60		C		REMOVE APPROXIMATELY 75 L.F. OF 36 INCH DIA. CULVERT PIPE SEPTIC TANK W/RISER	P 10 CW	345+00	C 94+00	R		REMOVE 120 L.F. CHAINLINK FENCE							U 4 C	104+05			45L	
P 13 OR	20+95		5L		SEPTIC TANK WITH RISER AND LEACH FIELD	P 10 DR	11+52	C100+60			REMOVE APPROXIMATELY 300 L.F. OF CHAINLINK FENCE FROM R.O.W.							U 4 C	108+00			50L	
P 13 OR	21+75		15R		SEPTIC TANK WITH RISER AND LEACH FIELD	P 10 OR	11+70		L		REMOVE APPROXIMATELY 45 L.F. CHAINLINK FENCE							U 10 SC	31+80			17L	
P 13 OR	22+05		C		SEPTIC TANK WITH RISER AND LEACH FIELD	P 10 OR	11+70		R		REMOVE APPROXIMATELY 10 L.F. CHAINLINK FENCE							U 10 SC	32+40			17L	
P 9 F	9+40		L		COLLAPSED QUONSET HUT & MISC DEBRIS													U 10 SC	34+90			100R	
P 13 OR	27+35		35L		GATE	P 10 OR	11+70	12+75	45L		REMOVE APPROXIMATELY 105 L.F. CHAINLINK FENCE	P 11 NR	111+65			60L		U 10 SC	36+10			5L	
P 13 OR	27+75		25L		GATE	P 11 SW	152+00	156+00			REMOVE 460 L.F. CHAINLINK FENCE, 70'R TO 80'L	P 11 NR	113+70			70L		U 10 SC	38+65			20L	
P 14 CN	57+25		L		REMOVE TWO TANKS	P 13 OR	24+60				REMOVE 190 L.F. OF LOG FENCE					60L		U 10 SC	37+30			30L	
P 16 SC	31+43 C2 10+89.1				50 S.Y. OF 4" PCC SIDEWALK	P 13 OR	25+40	26+70	L		180 L.F.												
P 16 SC	31+43 C2 10+89.1				92 L.F. OF PCC CURB AND GUTTER	P 14 C	91+62		35-55R		REMOVE 20 L.F. FENCE FROM WITHIN R.O.W.	P 11 NR	115+65			65R							
P 10 L	243+00	244+50	L & R		ABANDONED CARS & MISC DEBRIS							P 11 NR	117+20			55R							
P 16 SC	30+53.5	C2 9+12.4			56 S.Y. OF 4" PCC SIDEWALK	P 14 C	91+62	94+00	35-30R		REMOVE APPROXIMATELY 238 L.F. FENCE FROM WITHIN R.O.W.	P 11 WW	151+05			35L							
P 16 SC	30+53.5	C2 9+12.4			105 L.F. OF PCC CURB AND GUTTER	P 14 NR	119+00	124+10	155L		REMOVE 545 L.F. CHAINLINK FENCE	P 11 WW	152+80			95L							
U 2 T	126+65	126+75	20R		10 L.F. OF 10" WATER LINE	P 15 CN	72+85	74+60	R		REMOVE 175 L.F. FENCE WITHIN CONTROLLED ACCESS LINE												
U 2 T	132+58	EC 128+18			48L-24R 208 L.F. OF 10" WATER LINE	P 15 SC	34+75	36+60			235 L.F. CENTERLINE 23RD AVE TO SC 36+60 LEFT.						8						
U 2 LL	229+25				65L-100R 165 L.F. OF 8" S.S.																		
U 3 C	98+08	99+90			19R-16R 182 L.F. OF 16" WATER LINE																		
P 10 F	15+50		L		LEACHFIELD																		
P 10 L	245+55		R		UNDERGROUND FUEL TANK																		
P 10 F	20+50	22+50	L & R		SEPTIC TANKS/LEACHFIELDS																		
P 10 F	21+75		R		UNDERGROUND FUEL TANK																		

AS-BUILT PLANS

INITIALS: *[Signature]* DATE: *1/22/91*



SUMMARY



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	S 2	167

USKH Architecture • Engineering
Land Surveying • Planning

⑫ 203 7 Obliteration of Roadway Station

22 ⑫ 604 3 Reconstruct Existing Manhole Each or Inlet

⑨ 606 1 Beam Type Guard Rail, Linear Foot Type I Posts

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 4 LL	195+00	197+50	L	3.0	28TH AVENUE FROM SLOPE CATCH TO CUL-DE-SAC
P 7 T	100+80 109+00 <i>29th AVE</i>	109+00 113+00	L	1.3 0.7	29TH AVENUE FROM CUT SLOPE ON LATHROP TO CUT SLOPE ON LL FROM T-LINE CUT SLOPE TO LL-LINE CUT SLOPE
P 7 T	108+90		L	1.8	FROM T-LINE CUT SLOPE TO EXISTING 29TH AVENUE
P 8 T	118+00		40L		1.0' OUTSIDE OF SLOPE LIMITS MEASURE NORTH TO SOUTH
P 8 T	122+50		40L		1.0' OUTSIDE OF SLOPE LIMITS MEASURE NORTH TO SOUTH
P 9 EC	127+75		30L		1.0 30TH AVENUE. MEASURE EAST TO WEST

12.8 AT

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 6 N	28+00		22R	1	S.S. FROM 434.0 TO 435.5
P16 C2	9+74		20L	1	REMOVE GRATE. INSTALL IFCO 396F FRAME WITH 396 G-B GRATE DELETED
P16 C2	10+27		19R	1	REMOVE GRATE. INSTALL IFCO 396F FRAME WITH 396 G-B GRATE
P14 C	91+45		R	1	S.S. FROM 439.66 TO 440.90
U1 LL	197+40		145L	1	PLUG OLD
U1 LL	206+45		55L	1	S.S. FROM 434.3 TO 433.5 CONNECT NEW, PLUG OLD
U2 LL	229+30		65L	1	RAISE 0.5', CONNECT NEW
U3 CW	334+55		365L	1	CONNECT TO EXIST MANHOLE
U3 CW	341+75		100L	1	S.S. FROM 435.9 TO 439.0
U3 CW	343+75		25L	1	S.S. FROM 436.75 TO 439.7
UH NR	113+25		226R	1	CONNECT NEW LINE DELETED
U12 A	25+80		19L	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U12 A	26+00		68L	1	S.S. CONNECT NEW LINE PLUG OLD

11 1/8

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 4 LL	197+73		150L	25	
P 9 LL	228+25		110R	25	
P10 CWA	38+75	39+10	40L	25	
P10 C	98+00	98+50	34R	50	ATTACH TO CONCRETE BARRIER WIDEN NEXT TO SIDEWALK
P10 C	99+60	100+10	L	50	ATTACH TO CONCRETE BARRIER
P10 L	245+30		100R	25	
P10 L	246+40	SW 149+00	L	260	ATTACH TO BRIDGE RAILING
P10 CN	53+50	54+00	L	50	SEE BELOW "SW" 146 SEE BRIDGE PLANS FOR DETAIL
P10 EE	146+45	149+00	R	255	ATTACH TO BRIDGE RAILING
P10 EE	148+10		95R	25	SEE BELOW "EE" 146+63 SEE BRIDGE PLANS FOR DETAIL
P10 LL	241+35	L 245+35	L	400	ATTACH TO BRIDGE RAILING
P10 LL	241+39	L 245+39	R	340.75	ATTACH TO BRIDGE RAILING
P11 EE	149+00 146+63	152+95	R	309 775	ATTACH TO BRIDGE RAILING
P11 NR	111+00	112+50	18R	750	DELETED
P11 NR	110+99.5	111+62	R	625	ATTACH TO CONCRETE BARRIER ADD 12.5' CHANGE "11"
P11 NR	113+35	113+85	L	875.50	ATTACH TO CONCRETE BARRIER
P11 SW	149+00 146+58	151+95	L	295 500	
P11 SW	150+50	153+00	R	250	
P11 WW	150+42	154+21	L	375	ATTACH TO BRIDGE RAILING
P11 WW	150+60	154+35	R	331.25	ATTACH TO BRIDGE RAILING
P11 WW	155+08 79	160+08	L	425 389.25	ATTACH TO BRIDGE RAILING
P11 WW	155+97 78	159+97	R	400 368.75	ATTACH TO BRIDGE RAILING
P14 CN	54+00	59+23	L	525	ATTACH TO BRIDGE RAILING
P14 CN	56+87	59+57	R	250	ATTACH TO BRIDGE RAILING
P14 CN	61+17	65+85	R	438	ATTACH TO BRIDGE RAILING
SC	37+87	NR 144+24		637.5	
P14 CN	61+31	65+06	L	375	ATTACH TO BRIDGE RAILING
P14 NR	122+00	123+50	18R	450	DELETED
P14 NR	123+14	123+64	R	50	ATTACH TO CONCRETE BARRIER
P14 NR	123+28	124+03	L	75	ATTACH TO CONCRETE BARRIER
P15 SC	38+75	44+00	20L	525	ATTACH TO BRIDGE RAILING
AA	17+75			25	

7106.25 8005

⑮ 303 1 Reconditioning Station

⑬ 604 4 Adjust Existing Manholes Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 7 LL	206+00	LL208+00	L	2.0	29TH AVE. - COMLES ST. CONSTRUCT CURVE AND CONNECT.
P 8 LL	208+00	LL220+00	60L		29TH AVENUE SEE TYPICAL SECTION, SHT. TS2
P 9 LL	220+00	CWA 34+00	60L		SEE TYPICAL SECTION, SHT. TS2 EXTEND TO RICKERT @ 28TH AVE.

320-0-

* THIS WORK WAS DELETED

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 5 N	12+65		30L	1	S.S. FROM 435.35 TO 435.45
P8 LL	210+15		62L	1	S.S. FROM 434.0 TO 434.5 DELETED
P8 LL	213+90		63L	1	S.S. ADJUST TO FIT DELETED
P8 LL	217+50		65L	1	S.S. FROM 434.5 TO 435.0 DELETED
U2 LL	221+16		65L	1	ADJUST TO FIT DELETED
U2 LL	225+15		65L	1	ADJUST TO FIT DELETED

1 X

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P11 WW	155+08 79	160+08	L	425 389.25	ATTACH TO BRIDGE RAILING
P11 WW	155+97 78	159+97	R	400 368.75	ATTACH TO BRIDGE RAILING
P14 CN	54+00	59+23	L	525	ATTACH TO BRIDGE RAILING
P14 CN	56+87	59+57	R	250	ATTACH TO BRIDGE RAILING
P14 CN	61+17	65+85	R	438	ATTACH TO BRIDGE RAILING
P14 CN	61+31	65+06	L	375	ATTACH TO BRIDGE RAILING
P14 NR	122+00	123+50	18R	450	DELETED
P14 NR	123+14	123+64	R	50	ATTACH TO CONCRETE BARRIER
P14 NR	123+28	124+03	L	75	ATTACH TO CONCRETE BARRIER
P15 SC	38+75	44+00	20L	525	ATTACH TO BRIDGE RAILING

⑤ 600 1 Rock Drain Ton

⑬ 609 1 Curb, Type 1 Linear Foot

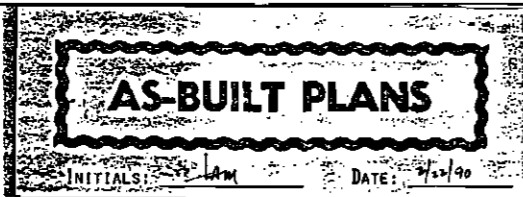
SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P10 LL	241+44		L	25	
P10 LL	242+50		R	37	
P11 EE	152+86		R	39	
P11 SW	151+86		L	34	
P11 WW	150+51		L	37	
P11 WW	159+99		L	37	
P14 CN	56+96		R	35	
P14 CN	64+97		L	35	

364 269

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 1 LL	139+40	DELETED	L		NEW RADIUS ON SECTION WHERE CURB IS BEING REMOVED
P 1 LL	140+30	144+81	C	926	
P 4 LL	185+72	192+13	C	1299	
P 4 LL	193+50	199+29	C	1170.9	
P 5 N	16+67	18+96	C	465.8	
P 5 N	20+32	22+00	6R	335	
P 6 N	22+00	24+31.50	C	472.3	

4669

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P14 CN	54+00	59+23	L	525	ATTACH TO BRIDGE RAILING
P14 CN	56+87	59+57	R	250	ATTACH TO BRIDGE RAILING
P14 CN	61+17	65+85	R	438	ATTACH TO BRIDGE RAILING
P14 CN	61+31	65+06	L	375	ATTACH TO BRIDGE RAILING
P14 NR	122+00	123+50	18R	450	DELETED
P14 NR	123+14	123+64	R	50	ATTACH TO CONCRETE BARRIER
P14 NR	123+28	124+03	L	75	ATTACH TO CONCRETE BARRIER
P15 SC	38+75	44+00	20L	525	ATTACH TO BRIDGE RAILING



SUMMARY

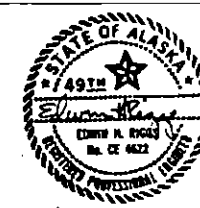


REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S4	167
Description		Architecture • Engineering Land Surveying • Planning				

603 22-24 24 Inch Pipe Linear Foot 603 28-24 End Section for 24 Inch Pipe Each

SHT P #	BEGIN	END	DIST	QUANTITY	REMARKS	INLET	OUTLET	COVER	SHT P #	BEGIN	END	DIST	QUANTITY	REMARKS	INLET	OUTLET	COVER	SHT P #	BEGIN	END	DIST	QUANTITY		
P 1 01 LL	148+00			84	2 END SECTIONS	429.3	428.7	4.0	P14 03 CN	58+40			114	17 DEG. SKEW RIGHT 2 END SECTIONS	435.0	433.0	25.0	P 1 1 LL	148+00			B	2	
P 2 01 LL	156+00			76	2 END SECTIONS	429.6	429.0	4.0	P14 04 SW	156+46			44	MATCH EXISTING PIPE 1 END SECTION				P 2 1 LL	156+00			B	2	
P 2 02 LL	164+00			78	2 END SECTIONS	429.7	429.1	4.0	P15 01 CN	78+76			12	MATCH EXISTING PIPE 1 END SECTION				P 2 2 LL	164+00			B	2	
P 2 04 LL	169+05	169+12		116	36 L TO 80 R. CAP ENDS	427.7	427.7	6.0	P15 02 CN	83+15			4	MATCH EXISTING PIPE 1 END SECTION				P 2 3 LL	169+55			B	2	
P 2 03 LL	169+55			82	2 END SECTIONS. SKEW LEFT.	429.8	429.2	5.0	P15 03 SC	36+20	DELETED	-6	66	SKEW 45 DEG. RIGHT 2 END SECTIONS	436.5	436.0	3.0	P 3 01 LL	178+00			B	2	
P 3 01 LL	178+00			80	2 END SECTIONS	430.0	429.4	5.0	P15 04 SC	40+20			9	1 END SECTION MATCH TO EXISTING				P 4 1 LL	188+87			B	2	
P 4 01 LL	188+87			48	1 END SECTION	428.7	428.3	4.0	U 4 01 C	103+65	103+95	60L	DELETED	30	IN MANHOLE PAD, 2 END SECTIONS				P 4 2 LL	197+20			B	2
P 4 03 LL	188+87			54	1 END SECTION	429.0	428.7	4.0										P 7 8 LL	203+00			B	2	
P 4 02 LL	197+20			90	2 END SECTIONS	430.3	429.2	3.0										P 8 4 LL	216+00			B	2	
P 7 08 LL	203+00			68	2 END SECTIONS	430.3	429.8	3.0										P 9 08 F	4+95			B	2	
P 8 04 LL	216+00			60	2 END SECTIONS	432.7	432.5	2.0	630 I-24S 24 Inch Utility Sleeve Linear Foot															
P 9 08 F	4+95			66	45 DEG. SKEW LEFT 2 END SECTIONS	433.5	433.3	1.5	SHT P #	BEGIN	END	DIST	QUANTITY	REMARKS	INLET	OUTLET	COVER	P 9 09 F	7+80			B	2	
P 9 09 F	7+80			62	45 DEG. SKEW RIGHT 2 END SECTIONS	434.0	433.9	1.5	U 2 04 T	132+60			72	28R-46L SANITARY SEWER SLEEVE FOR WATER MAIN		3		P 9 10 T	137+95			B	2	
P 9 10 T	137+95			124	SKEW 65 DEGREES LEFT 2 END SECTIONS	433.7	433.5	3.0	U 2 05 T	132+61	EC 128+10		160	48L-24L SANITARY SEWER SLEEVE FOR WATER MAIN		3		P 9 11 EC	130+50			B	2	
P 9 11 EC	130+50			54	25 DEG. SKEW RIGHT 2 END SECTIONS	433.8	433.6	1.5	U 2 03 LL	228+07	228+85	DELETED	175	362R-205R CHANGE ORDER * 9 SANITARY SEWER SLEEVE				P10 17 C	99+95			B	2	
P10 17 C	99+95			122	2 END SECTIONS NOTE LOCATION OF SECTION COR.	434.5	434.0	4.5	U 2 02 LL	229+30			180	62L-120R SANITARY SEWER SLEEVE		SS-2		P10 18 CN	52+50			B	2	
P10 18 CN	52+50			58	2 END SECTIONS	433.8	433.2	3.5	U 3 08 C	100+22	100+40		97	4GR-51L SANITARY SEWER SS-8 SLEEVE				P11 06 EE	154+10			B	2	
P11 06 EE	154+10			102	2 END SECTIONS	436.2	436.2	1.7	U 3 09 L	245+65	246+55		90	105R-107R WATER MAIN W-0-B SLEEVE				P11 01 EE	159+30			B	2	
P11 01 EE	159+30			24	MATCH EXISTING PIPE 1 END SECTION				U 3 05 CN	343+78	DELETED		60	19L-41R CHANGE ORDER * 9 SANITARY SLEEVE SS-4 SLEEVE				P11 04 NR	174+35			B	2	
P11 04 NR	174+35			180	PLACE IN NEW SEWER TRENCH. 2 END SECTIONS.	435.5	435.0	3.0	U 3 03 LL	233+66			209	92L-120R WATER MAIN W-4 SLEEVE				P11 03 WW	177+75			L	1	
P12 01 WW	177+75			20	MATCH EXISTING PIPE 1 END SECTION				U 3 02 LL	233+78			212	105L-105R WATER MAIN W-5 SLEEVE				P11 05 WW	153+35			B	2	
P11 03 WW	153+35			138	20 DEG. SKEW LEFT C.O.*13 2 END SECTIONS	436.0	436.0	25.0	U 4 03 C	105+36			80	28L-52R SANITARY SEWER SS-9 SLEEVE				P13 05 A	20+50			B	2	
P11 05 WW	156+25			146	SKEW LEFT. C.O.*13 2 END SECTIONS.	436.0	436.0	20.0	U10 01 SC	35+52	36+65	DELETED	126	30R-29L CHANGE ORDER * 6 SS-7 SLEEVE				P13 10 C	105+43			R	2	
P13 05 A	20+50			64	2 END SECTIONS	434.2	434.1	3.0										P13 06 C	105+90			L	2	
P13 10 C	105+43			66	IN DITCH LINE. 2 END SECTIONS	436.9	436.7	1.0										P13 04 NR	114+35			B	2	
P13 06 C	105+90			68	IN DITCH LINE 2 END SECTIONS	435.1	434.9	1.5										P13 03 WW	153+35			B	2	
P13 07 C	107+50			52	IN DITCH LINE 2 END SECTIONS	435.7	435.5	1.5										P13 05 A	20+50			B	2	
P13 11 C	108+49			76	2 END SECTIONS SKEW LEFT	435.8	435.7	2.0	630 I-30S 30 Inch Utility Sleeve Linear Foot															
P13 08 C	108+92			105	IN DITCH LINE C.O.*000 2 END SECTIONS	436.3	435.9	1.5	SHT P #	BEGIN	END	DIST	QUANTITY	REMARKS	INLET	OUTLET	COVER	P13 09 OR	14+68			B	2	
P13 09 OR	14+68			98	SKEW 20 DEG. RIGHT 2 END SECTIONS	434.0	434.0	5.0	U 4 02 F	23+15			170	85R-85L WATER MAIN W-10 SLEEVE				P13 02 OR	24+26			B	2	
P13 02 OR	24+26			86	42 DEG. SKEW LEFT 2 END SECTIONS	435.7	435.5	2.5										P14 03 CN	58+40			B	2	
P13 13 OR	15+20			48	2 END SECTIONS	434.0	434.0											P14 4 SW	156+46			L	1	
LR	198+90			18.8	(EWO.#30)													P28	LR	131+00				1
LR	131+00			60.0	(EWO.#30) 1 END SECTION													P15 1 CN	78+16			R	1	
																		P15 2 CN	83+15			R	1	
																		P15 3 SC	36+20	DELETED	48	-2		
																		P15 4 SC	40+20			L	1	
																		U 4 4 C	103+65	103+95	60L	DELETED	2	

SUMMARY



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S5	167

USKH Architecture • Engineering
Land Surveying • Planning

(2)

603 28-18 End Section Each
for 18 Inch Pipe

639 1 Approaches Each

SHT P #	BEGIN	END	DIST	QUANTITY	SHT L	BEGIN	DIST.	QUANTITY	PAY UNIT	WIDTH	RAD	REMARKS	SHT L	BEGIN	DIST.	QUANTITY	PAY UNIT	WIDTH	RAD	REMARKS		
P 5 1 N	12+80		L	2	P 5 N	12+79	L	1	Each	24	30	26TH AVENUE	P10 CW	343+85.00	R	1	Each	24	30			
P 5 2 N	16+30		L	2	P 5 N	16+30	L	1	Each	24	30	27TH AVENUE	P10 CW	343+85.00	L	1	Each	24	25	JESSE STREET		
P 5 4 N	16+55	DELETED	140L	2	P 5 N	16+40	140L	DELETED	1 Each	14	25	EXTEND TO R.O.W.	P10 LL	236+20	120R	DELETED	1 Each	C.O.#	20			
P 6 1 N	24+92		R	2	P 6 N	24+92.72	R	1	Each	30	50	30TH AVENUE	P10 LL	239+05	106R	DELETED	1 Each	C.O.#	20			
P 7 1 T	101+00		B	2	P 6 N	24+94.72	L	1	Each	30	50	30TH AVENUE (T-LINE)	P10 LL	240+35	105R	DELETED	1 Each	C.O.#	20			
P 5 N	16+75		R	1	P 7 T	111+30.00	R	1	Each	W.O.#	20	30	30TH AVE. (T-LINE)	P11 A	26+50	L	1	Each	W.O.#	24	30	
P 7 2 T	102+42		21R	2	P 7 T	102+30.00	R	1	Each	W.O.#	20	30	WESTVIEW STREET	P10 LL	243+95	115R	DELETED	1 Each	C.O.#	20		
P 7 3 T	102+95		21L	2	P 7 T	102+95.00	L	1	Each	14	25		P10 LL	245+05	120R	DELETED	1 Each	C.O.#	20			
P 7 4 T	104+60		21L	2	P 7 T	104+55.00	L	1	Each	14	25		P11 AA	12+40	R	DELETED	1 Each	C.O.#	25	20	25	CONSTRUCT TO R.O.W.
P 7 5 T	105+37		21L	2	P 7 T	105+35.00	L	1	Each	14	25		P12 C	109+00	60L	DELETED	1 Each	C.O.#	25	14	25	
P 7 6 T	108+60		21R	2	P 7 T	108+60.00	R	1	Each	20	30		P13 C	105+43.00	R	1	Each		30	50	HUGHES AVENUE	
P 7 9 T	111+30		B	2	P 8 T	115+75.00	R	1	Each	C.O.#	20	30		P13 AA	17+33	L	1	Each	C.O.#	25	24	30
P 7 7 LL	207+00	DELETED	+	2	P 8 T	121+70.00	R	1	Each	16	30	SPRING STREET	P13 C	105+87.00	L	1	Each		24	30		
P 8 1 T	116+25		B	2	P 8 T	124+67.00	R	1	Each	16	30	ARCTIC STREET	P13 C	107+49.00	L	1	Each		24	30		
P 8 2 T	121+73		21R	2	P 9	CWA 32+60	70L	DELETED	1 Each	C.O.#	14	25		P13 C	108+87.00	L	1	Each		30	32ND AVENUE	
P 9 3 LL	212+20	DELETED	+	2	P 9 F	10+00	L	1	Each	24	30		P13 AA	13+10	R	DELETED	1 Each	C.O.#	25	20	20	CONSTRUCT TO R.O.W.
P 9 5 LL	216+15	DELETED	+	2	P 9 F	10+15.00	30 R	1	Each	20	30		P13 AA	13+70	R	DELETED	1 Each	C.O.#	25	20	20	CONSTRUCT TO R.O.W.
					P 9 F	18+45	R	1	Each	C.O.#	5	24	30	P13 OR	27+50	L	1	Each	C.O.#	25	24	30
P 9 05 F	10+15		R	2	P 9 LL	233+60	130R	DELETED	1 Each	C.O.#	20		P13 AA	14+30	R	DELETED	1 Each	C.O.#	25	30	50	CONSTRUCT TO R.O.W.
P 9 06 T	132+00		B	2	P10 A	28+20.75	L	1	Each		30		P13 OR	16+93.44	R	1	Each		24	50	LEASURE STREET	
P 9 07 EC	127+95		B	2	P10 B	22+84.52	C	DELETED	1 Each	C.O.#	20	20	30	P13 OR	16+93.44	L	1	Each		30	50	LEASURE STREET
P10 15	CWA 30+80		B	2	P10 F	11+39	R	1	Each	24	30		P13 OR	23+87.00	R	1	Each		18	50	ADAMS AVENUE	
P10 12 C	95+00		L	1	P10 F	11+60	L	1	Each	24	30		P13 OR	25+50.00	L	1	Each		30		OLD RICHARDSON HIGHWAY SEE DETAIL SHEET CONSTRUCT TO R.O.W.	
P14 07 CN	55+20		B	2									P13 OR	15+20.00	L	1	Each		24	30		
P10 11 C	98+30		L	1	P10 F	12+41	L	1	Each	24	30		P13 OR	26+90.00	R	1	Each		30	30		
P10 14 F	20+80		B	2	P10 F	13+11	R	1	Each	24	30		P14 C	87+92.98	R	1	Each		28	35	26TH AVE	
P13 01 OR	17+50		B	2	P10 F	13+78	L	1	Each	W.O.#	24	30		P14 C	87+92.98	L	1	Each		28	35	
P13 03 OR	25+50		L	2	P10 F	15+85	L	1	Each	24	30		P14 C	91+37.73	R	1	Each		30	25	27TH AVENUE	
P13 04 OR	27+00		R	2	P10 F	17+00	R	1	Each	24	30		P14 C	91+37.73	L	1	Each		30	25		
603 28-36 End Section Each for 36 Inch Pipe					P10 A	28+90	L	DELETED	1 Each	W.O.#	24	30		P16 SC	33+00.00	R	1	Each		26	22	
					P10 F	18+10	L	DELETED	1 Each		24	30		P13 C	109+45.00	L	1	Each	C.O.#	25	24	30
					P10 F	19+60	R	DELETED	1 Each		24	30		P13 C	110+50.00	L	1	Each	C.O.#	25	24	30
					P15 03 SC	36+20	B	2						P13 A	22+00.00	L	1	Each	W.O.#	27	27	
SHT P #	BEGIN	END	DIST	QUANTITY																		
P 5 3 N	18+70		B	2																		
P10 19 OR	11+25		B	2																		
P10 20 WW	147+20		B	2																		
P14 5 CN	61+75		B	2																		
P14 6 NR	121+95		B	2																		
P15 5 CN	73+25		B	2																		

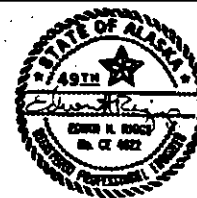
52 EACH

AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 2/22/90

SUMMARY

607 3-6 Chain Link Fence, 6 Feet High Linear Foot



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S6	1245 147
Description		Architecture • Engineering Land Surveying • Planning				

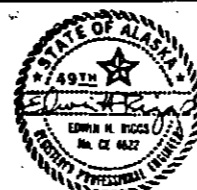
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	SHT	BEGIN	END	DIST	QUANTITY	REMARKS	SHT	BEGIN	END	DIST	QUANTITY	REMARKS		
P 1 LL	139+26	141+66	R	240	ALONG CLEARING LIMITS	P 9 EC	127+22	129+02	45L	183		P10 LL	234+00	L 246+25	L	1130	ALONG CONTROLLED ACCESS		
P 1 LL	140+70	141+66	L	96	ALONG CLEARING LIMITS	P 9 EG	127+30L	LL234+00R		670	ALONG CONTROLLED ACCESS	P10 LL	238+56	C 98+00R		655	ALONG CONTROLLED ACCESS ATTACH TO C-LINE FENCE		
P 1 LL	141+66	154+81	L	1366	ALONG CLEARING LIMITS	P 9 LL	220+00	222+00	36L	200		P10 LL	245+25	LL 245+25 75-88R		13	INSTALL POST AT THE BASE OF THE WINGWALL		
P 1 LL	141+66	154+81	R	1263	ALONG CLEARING LIMITS	P 9 LL	222+00	225+00	L	300		P10 OR	11+00	12+00	70R	106	ALONG R.O.W.		
P 1 LL	154+81	155+00	L	19	ON CONTROLLED ACCESS LINE	P 9 LL	225+00	231+00	42L	553		P10 OR	11+23	C102+00	L	44	CONNECT TO EXISTING CHAIN LINK FENCE AT POINT OF REMOVAL		
						P9-PI0 EC	127+22	L 245+50	30L-80R	1789	CONTINUOUS RUN	PI1-PI2 EE	149+00	166+40	R	1663	CONTINUOUS RUN		
P 1 LL	154+81	155+00	R	19	ON CONTROLLED ACCESS LINE	P10	CWA 34+00	CW 340+98	30L	700		PI1 EE	149+00	164+00	R	1510			
P 2 LL	155+00	170+00	L	1500	ON CONTROLLED ACCESS LINE	P10	CWA 38+68	CW 343+50	25R	469		P12 EE	164+00	166+40	R	270	CONNECT TO EXISTING FENCE		
P 2 LL	155+00	170+00	R	1500	ON CONTROLLED ACCESS LINE	P10	CWA 38+68	LL 238+56	114L	20		P13 C	104+00	104+30	L	30	ALONG R.O.W.		
P 3 LL	170+00	184+06	L	1406	ON CONTROLLED ACCESS LINE	P10	A	28+00	28+50	25R	50	P13 OR	13+00	15+81.3	R	282	ALONG R.O.W.		
P 3 LL	170+00	179+50	R	950	ON CONTROLLED ACCESS LINE	P10	C	94+00	CW 345+00	46	ALONG R.O.W.	P13 OR	16+50	16+81	50R	31	ALONG R.O.W.		
PI-P5 LL	140+70	191+00	L	5341	CONTINUOUS RUN	P9-PI0 CWA	30+98	CW 341+75		1053	CONTINUOUS RUN	P12 EE	164+40	NR 93+00	L	760			
N	14+25	16+25	R			P10	C	94+57	94+65	46L	-8	DELETED	P13 OR	15+81.3	16+60	50R	66	ALONG R.O.W.	
P 3 LL	179+50	184+06	R	456	ALONG CLEARING LIMITS	P10	C	94+65	95+00	L	45		P14 C	91+57	91+80	59-40R	32	ALONG R.O.W. CONNECT TO EXISTING WITH CORNER.	
P 3 LL	184+06	185+00	L	94	ON CONTROLLED ACCESS LINE	P10	C	95+00	95+70	75L	70		P14 C	91+80	94+00	R	220	ALONG R.O.W.	
P 3 LL	184+06	185+00	R	94	ALONG CLEARING LIMITS	P10	C	95+25	98+00	44R	256	INSTALL ONE FOOT INSIDE OF RIGHT-OF-WAY LINE	P14 CN	58+10	60+41		295	35-140L CONNECT TO EXISTING FENCE	
P 4 LL	185+00	190+29	R	495	ALONG CLEARING LIMITS	P10	C	95+70	CN52+50	L	15		P15 SC	34+50	36+50	L	180.6	CONNECT TO EXISTING FENCE ALONG R.O.W.	
P 4 LL	185+00	191+00	L	555	ON CONTROLLED ACCESS LINE	PI0	C	94+65	CN53+50		181	CONTINUOUS RUN	P15 SC	34+50	35+00	R	50	ALONG CENTERLINE 23RD AVE CONNECT TO EXISTING FENCE	
PI-P4 LL	139+26	192+42	R	5329	CONTINUOUS RUN	P10	C	99+55	102+00	38R	228		P16 SC	31+67	34+50	L	283	ALONG R.O.W.	
P 4 LL	190+29	192+42	R	213	ALONG CLEARING LIMITS	P10	C	99+80	100+00	L	DELETED	20	INSTALL POST AT THE BASE OF THE WINGWALL	P16 SC	33+20	34+50	R	1632	ALONG CENTERLINE OF 23RD AVE
P 4 LL	196+41	198+90	L	253	ON CONTROLLED ACCESS LINE	P10	C	100+70	101+70	58L-97L	80	PROPOSED TELEPHONE DUCT CROSSING							
P 4 LL	198+90	200+00	L	110	ON CONTROLLED ACCESS LINE	P10	C	101+10	102+00	L	90 72								
P 5 N	14+25	16+12	R	220	ON CONTROLLED ACCESS LINE	P10	C	103+75	104+00	L	25	ALONG R.O.W.							
P 5 N	16+25	16+16	R	35	ON CONTROLLED ACCESS LINE														
P 7 LL	200+00	202+47	L	248	ON CONTROLLED ACCESS LINE	P10	C	99+80L	A29+00R	180 230									
P 7 LL	198+70	203+00	R	450		P10	C	103+75L	OR11+00R	38	ALONG R.O.W.								
P 7 LL	203+00	208+00	80R	525		P10	F	12+55	12+88	50R	DELETED	23	CONNECT FROM EXISTING FENCE TO GATE AT R.O.W.						
P 7 LL	202+47	206+00	L	348	ON CONTROLLED ACCESS LINE	P10	F	13+12	15+00	50R	DELETED	108	CONNECT FROM GATE TO EXISTING FENCE AT R.O.W.						
P 7 LL	206+00	206+00	76-36L	40		P10	F	19+40	19+35	45L	DELETED	95							
P8+P9 LL	208+00	F 3+85	80R-38L	1900	CONTINUOUS RUN	PI0	F	20+30	C102+00	45R	285	CONTINUOUS RUN							
P 7 LL	206+00	208+00	36L	196		P10	F	19+35	19+50	40-70L	35	CONNECT TO EXISTING FENCE AT R.O.W.							
P 8 T	125+39	127+00	38L	163		P10	F	20+20	21+40	L	123								
P 8 LL	208+00	208+51	36L	50		P10	F	21+40	22+55	55L	118								
P 8 LL	208+00	208+51	80R	53		P10	F	22+55L	C102+00R	50									
P 8 LL	208+51	220+00	36L	1149		P10	CN	52+80	53+50	L	72	INSTALL POST AT THE TERMINAL GUARDRAIL ANCHOR							
P 8 LL	208+51	218+00	80R	949		PI0	CW	344+05	C95+25	24R-44R	150								
P 8 LL	218+00	2125+39	L	80		P10	CW	340+98	341+50	30L	55								
P 9	CWA 30+98	34+00	30L	302		P10	CW	341+50	341+73	75L	55	CONNECT TO EXISTING WITH CORNER							
P 9	F	3+00	3+85	38L	86	P10	CW	344+05	345+25	24R	120	CONNECT TO C-LINE FENCE							
P 9	T	127+00	133+00	38L	613	P10	CW	344+55	345+00	42-45L	45	ALONG R.O.W. CONNECT TO EXISTING WITH CORNER.							
						P10	CW	345+25	C-95+25	38									

①7 609 4 Concrete Barrier Linear Foot

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P10	C	98+50	99+40	R	90 CONSTRUCT ALONG BOTTOM OF WAL SEE DETAIL FOR RAIL CONNECTIO
P10	C	98+70	99+60	L	90 CONSTRUCT ALONG BOTTOM OF WAL SEE DETAIL FOR RAIL CONNECTIO
P11	NR	111+64	112+49	R	85 CONSTRUCT ALONG BOTTOM OF WAL SEE DETAIL FOR RAIL CONNECTIO
P11	NR	112+57	113+37	L	80 CONSTRUCT ALONG BOTTOM OF WAL SEE DETAIL FOR RAIL CONNECTIO
P14	NR	122+73	123+28	L	55 CONSTRUCT ALONG BOTTOM OF WAL SEE DETAIL FOR RAIL CONNECTIO
P14	NR	123+64	124+19	R	55 CONSTRUCT ALONG BOTTOM OF WAL SEE DETAIL FOR RAIL CONNECTIO
P16	SC	31+67	32+82	L	115
P27	LR	123+02	123+97		456 95
P27	LR	112+12	113+07		95
					760

AS-BUILT PLANS
 INITIALS: *SM* DATE: 4/22/90

SUMMARY



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	S7	446 447

USKH Architecture • Engineering
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24
② 608 1 Concrete Sidewalk, 4 Inch Square Yard
Depth

14 ④ 609 2 Curb and Gutter, Type I Linear Foot

② 609 5 Concrete Valley Gutter Linear Foot

SHT	BEGIN	END	DIST	QUANTITY
P16 SC	30+53.5	C2 9+12.4 8+75		65
P16 SC	31+66.3	C2 10+35		56.2
26th Ave / Cushman NE Quad				6
				127.2

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 4 LL	192+30			30L	86.2 STANDARD CURB. SEE SHT. P24 FOR INTERSECTION DETAIL.
P 4 LL	192+55			30R	66.1 STANDARD CURB. SEE SHT. P24 FOR INTERSECTION DETAIL.
P 4 LL	193+11			30L	68.0 STANDARD CURB. SEE SHT. P24 FOR INTERSECTION DETAIL.
P 4 LL	193+30			30R	86.2 STANDARD CURB. SEE SHT. P24 FOR INTERSECTION DETAIL.
P 9 F	4+25			10R	137.5 MOUNTABLE CURB SEE DETAIL ON SHT. D 4

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P16 C2	9+12	9+75	18.5L	54.4	CONNECT TO EXISTING INLET
P16 C2	10+27	10+85	18.5R	58	DELETED 58 CONNECT TO EXISTING INLET
P16 SC	31+20	31+60	25L	33	CONNECT TO EXISTING INLET
P16 SC	30+60	30+95	25R	28.2	CONNECT TO EXISTING INLET
				115.6	

① 608 4 Sidewalk Ramp Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 4 LL	192+30			L	3 CONSTRUCT ON ISLANDS TO LINE UP WITH CROSSWALKS. SEE DETAIL
P 4 LL	192+55			R	3 CONSTRUCT ON ISLANDS TO LINE UP WITH CROSSWALKS. SEE DETAIL
P 4 LL	193+10			L	3 CONSTRUCT ON ISLANDS TO LINE UP WITH CROSSWALKS. SEE DETAIL
P 4 LL	193+30			R	3 CONSTRUCT ON ISLANDS TO LINE UP WITH CROSSWALKS. SEE DETAIL
P16 SC	30+70			R	1 SEE SIDEWALK-CURB RAMP DETAIL
P16 SC	31+33.65			R	1
P16 SC	31+45			L	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	88+17			R	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	88+40			L	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	90+95			R	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	91+16			L	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	91+65			R	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	91+75			L	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	94+25			R	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	95+20			R	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	102+10			R	1 SEE SIDEWALK-CURB RAMP DETAIL
P25 C	102+40			L	3 CONSTRUCT ON ISLANDS TO LINE UP WITH CROSSWALKS. SEE DETAIL
P25 C	103+10			R	3 CONSTRUCT ON ISLANDS TO LINE UP WITH CROSSWALKS. SEE DETAIL
P25 C	103+25			L	3 CONSTRUCT ON ISLANDS TO LINE UP WITH CROSSWALKS. SEE DETAIL
P25 C	103+30			R	1 SEE SIDEWALK-CURB RAMP DETAIL.

⑨ 609 6 Guard Rail Mounted Wood Curb Linear Foot

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P10 EE	146+45	EE 149+00	R	255	
P10 LL	241+51.6	L 245+35	L	383.4	CONSTRUCT FROM ROCK DRAIN
P10 LL	241+55.4	L 245+39	R	383.6	CONSTRUCT FROM ROCK DRAIN
P10 SW	146+40	SW 149+00	L	260	
P11 EE	149+00	153+84	R	484	WO "XXXX"
P11 SW	146+40	151+75	L	492	
P11 WW	150+62	154+21	L	325	
P11 WW	155+83	159+88	L	397	
P14 CN	57+07	59+57	R	230	
P14 CN	61+31	64+86	L	355	
P14 CN	61+17	63+20	R	206	
				3511	

⑩ 614 3 Adjust Existing Monuments and Cases Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 7	T 104+28.42		25.14L	1	SOUTH CORNER OF LOT 184 & LOT 185
P 7	T 113+20.08		16.44L	1	1/16th CORNER. ADJUST MONUMENT CASE TO ELEVATION 433.4

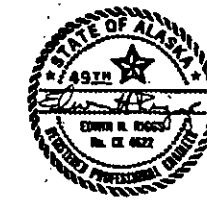
⑪ 614 4 Adjust Existing Monument Cases Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 6	N 24+69.71		-E	1	MONUMENT CASE FROM 435.68 TO 436.00. SECTION CORNER MON.
P10	C 99+99.07		-27.5L	1	MONUMENT CASE FROM 440.0 TO 441.1. SECTION CORNER MON.

AS-BUILT PLANS

INITIALS: *JHM* DATE: 2/17/90

SUMMARY



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S8-	167

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Land Surveying • Planning

613 2 Culvert Marker Posts Each

614 1 Survey Monuments Each

SHT P #	BEGIN	END	DIST	QUANTITY	SHT P #	BEGIN	END	DIST	QUANTITY	SHT	BEGIN	END	DIST	QUANTITY	REMARKS	SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 1	1 LL	140+00		2	P11	4 NR	114+35		2	P 1	LL	141+65.93		C	1 P.C.	P10	SW	148+42.56		C	1 P.I.
P 2	1 LL	156+00		2	P11	2 SW	155+40 NOT SHOWN ON PLANS		1	P 1	LL	154+80.57		C	1 P.T.	P11	A	23+50.06		C	1 P.I.
P 2	2 LL	164+00		2	P11	3 WW	153+35		2	P 2	LL	169+76.35		C	1 P.I.	P11	A	25+81.87		C	1 P.I.
P 2	3 LL	169+55		2	P11	5 WW	156+25		2	P 3	LL	184+06.19		C	1 P.C.	P11	A	27+50.37		C	1 P.I.
P 2	3 LL	169+55		2	P13	5 A	20+50		2	P 4	LL	190+29.48		C	1 P.T.	P11	AA	10+54.70		C	1 P.I.
P 3	1 LL	170+00		2	P13	11 C	108+49		2	P 4	LL	192+81.95		C	1 P.O.T. LATHROP-PARKS INTERSECTION	P11	EE	150+82.52		C	1 P.I.
P 4	1/3 LL	108+07		2	P13	9 OR	14+68		2	P 6	N	24+67.71		C	1 P.C.	P11	EE	157+64.54		C	1 P.I.
P 4	2 LL	197+20		2	P13	1 OR	17+50		2	P 7	LL	202+42.31		C	1 P.C.	P11	SW	149+41.31		C	1 P.C.C.
P 5	3 N	18+70		2	P13	2 OR	24+26		2	P 8	T	126+39.53		C	1 P.I.	P11	SW	153+79.85		C	1 P.T.
P 6	1 N	24+92		2	P14	3 CN	58+40		2	P 8	LL	219+00		C	1 P.O.T. (LL-EC)	P11	SW	153+79.85		C	1 P.T.
P 7	1 T	101+00		2	P14	5 CN	61+75		2	P 9	F	4+55.00		C	1 P.I.	P11	MW	153+26.63		C	1 P.T.
P 7	8 LL	203+00		2	P14	6 NR	121+95		2	P 9	F	6+71.79		C	1 P.I.	P11	MW	160+99.56		C	1 P.C.
P 8	1 T	116+25		2	P14	4 SW	156+46		1	P 9	F	8+93.69		C	1 P.I.	P11	MW	164+91.82		C	1 P.I.
P 8	4 LL	216+00		2	P15	5 CN	73+25		2	P 9	F	9+90.46		C	1 P.T.	P12	EE	167+55.58		C	1 P.O.T.
P 9	8 F	4+95		2	P15	1 CN	78+16		1	P 9	T	10+30.46		C	1 P.I.	P12	NR	90+00.00		C	1 P.O.T.
P 9	9 F	7+80		2	P15	2 CN	83+15		1	P 9	T	132+99.36		C	1 T 132+99.36 = F 3+00.00	P12	MW	171+37.85		C	1 P.I.
P 9	6 T	132+00		2	P15	3 SC	36+20		2	P 9	T	136+85.90		C	1 P.I.	P13	A	21+09.50		C	1 P.I.
P 9	10 T	137+95		2	P15	4 SC	40+20		1	P 9	CW	333+78.84		C	1 P.I. (R.O.W.)	P13	C	104+11.95		C	1 P.T.
P 9	7 EC	127+95		2	P28	LR	131+00		1	P 9	EC	127+09.49		C	1 P.I.	P13	AA	13+53.94		C	1 P.I.
P 9	11 EC	130+50		2					1	P 9	EC	132+06.64		C	1 P.I.	P13	OR	14+05.36		C	1 P.C.
P10	15 CWA	38+80		2					1	P 9	LL	231+00.00		C	1 P.C.	P13	OR	16+52.17		C	1 P.T.
P10	1 C	95+00		1					1	P 9	LL	233+66		C	1 P.I.	P13	OR	20+21.40		C	1 P.C.
P10	11 C	98+30		1					1	P10	C	94+81.17		C	1 INTERSECTION C & CW LINES C 94+81.17 = CW 345+98.21	P13	OR	24+22.30		C	1 P.T.
P10	17 C	99+95		2					1	P10	C	98+50.91		C	1 P.C.	P13	OR	26+69.24		C	1 P.I.
P10	14 F	20+00		2					1	P10	C	100+00.00		C	1 SECT. CORNER	P13	OR	28+20.61		C	1 P.T.
P10	18 CN	52+50		2					1	P10	C	102+81.57		C	1 INTERSECTION C & F LINES C 102+81.57 = F 23+49.29	P14	C	89+86.03		C	1 P.I.
P10	19 OR	11+25		2					1	P10	F	18+84.65		C	1 P.I.	P14	CN	54+12.27		C	1 P.T.
P10	20 MW	147+20		2					1	P10	F	21+34.47		C	1 P.I.	P14	CN	56+68.34		C	1 P.C.
P11	6 EE	154+10		1					1	P10	L	242+66.84		C	1 STATION EQUATION	P14	CN	59+03.52		C	1 P.T.
P11	1 EE	159+30		1					1	P10	LL	240+02.09		C	1 P.I.	P14	CN	67+27.39		C	1 P.I.
										P26	NR	47+09.56		C	1 P.C.	P16	SC	32+38.17		C	1 P.C.
										P26	LR	103+09.56		C	1 P.T.	P14	SW	156+44.43		C	1 P.I.
										P26	LR	105+05.79		C	1 P.C.	P15	CN	73+55.90		C	1 P.I.
										P28	LR	128+21.29		C	1 P.T.	P15	CN	73+55.90		C	1 P.I.
										P28	LR	130+17.52		C	1 P.C.	P15	CN	76+81.55		C	1 P.I.
										P28	NR	136+24.81		C	1 P.O.T.	P16	SC	37+80.00		C	1 P.T.
																P16	SC	44+00.00		C	1 P.T.

AS-BUILT PLANS

INITIALS: *JHW* DATE: 2/22/90

AS-BUILT PLANS

INITIALS: AM DATE: 4/22/90

SUMMARY



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S9	148 147
Description		Architecture - Engineering Land Surveying - Planning				

27

27

626 1-04 4 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U10	SC 32+40	32+60		28	20L-17R
U12	SS-6 23+05			18	EXTEND PIZZA HUT SERVICE C.O.# 12
U13	SS-6 25+35			18	EXTEND BL.2 LOT 6A SERVICE C.O.# 12

64					

626 1-06 6 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 4	C 108+02			6	
U10	SC 32+50	12-37L		5	

11					

626 1-08 8 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 2	LL 228+07	229+30		455	365R-68L
U 3	CWA 34+10	CWA 34+55		215	153L-375L
U 3	C 100+22	100+40		110	58R-48.5L
U 3	CW 343+78			67	25L-40R
U 4	C 104+34	34-64L		33	

98					62R-32.5L

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U10	SC 32+40	34+98		295	15R-83R
U10	SC 34+98	37+12		252	83R-36L
U10	SC 37+12	39+85		266	36L-40L
U12	23+75	0-160R		153	SS-6 STATIONING

1944					

626 1-30A Dunnage For 30 Inch Each D.I.P. Sewer

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U11	A 25+95		90'	5 EACH	E.W.O.# 3

5 EACH					

626 1-10 10 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U12	10+00	24+95		1495	SS-6 STATIONING
U13	SS-6 24+95	25+42		44	

1539					

626 11 SS-6 Extension Lump Sum

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
3/3	ORX 31+24	ORX 34+15		291	L.S. E.W.O.# 10
	ORX 33+90	SEWER SERVICE		1	SS-6-1 LODGE E.W.O.# 10
	ORX 34+00	SEWER SERVICE		1	SS-6-1 6" TO P/L FRONTIER LODGE E.W.O.# 10
	ORX 27+42.5	SEWER SERVICE		1	SS-6-1 4" TO P/L QUIET TIME E.W.O.# 10

626 1-16 16 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	N 24+90	27-57R		38	

38					

626 1-18 18 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	T 113+15			174	8-185 LEFT

174					

626 1-20 20 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	N 24+90-27R	1113+15	10L	1336	

1336					

626 1-24 24 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 4	A 26+16	26+08		23	55L-65L
U 4	A 26+16	28+36		220	55L-36L
U 4	A 28+36	C 100+40		229	36L-52L
U 4	C 100+40	104+34		394	52L-36L
U 4	C 104+34	105+36	36L	102	
U 4	C 105+36	107+95	36L	259	
U 4	C 108+02	108+22		22	36L-46L

1227					

626 1-30 30 Inch Ductile Iron Linear Foot
Sewer Pipe

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U11	A 25+80	25+95	19-2L	18	
U11	A 25+95	WW 152+37	2-120L	302	
U11	NR 113+17	NR 113+40	230R	75	
U11	WW 152+37	NR 113+40		432	120L-230R

752					

626 10 Construct Sanitary Sewer Each
Service Collector

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	T 100+54		8L	1	8" DIAMETER STANDPIPE
U 1	T 102+82		8L	1	8" DIAMETER STANDPIPE
U 1	T 105+62		8L	1	8" DIAMETER STANDPIPE
U 1	T 108+42		8L	1	8" DIAMETER STANDPIPE
U 1	T 111+22		8L	1	8" DIAMETER STANDPIPE
U 3	CW 343+78		40R	1	8" DIAMETER STANDPIPE
U12	1+53			1	SS-6-T STATIONING
U12	SS-6 14+18		C	1	
U12	SS-6 14+86		C	1	
U12	SS-6 16+34		C	1	
U12	SS-6 17+52		C	1	
U12	SS-6 21+68		C	1	
U12	SS-6 21+68		C	1	

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SUMMARY



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S10	167

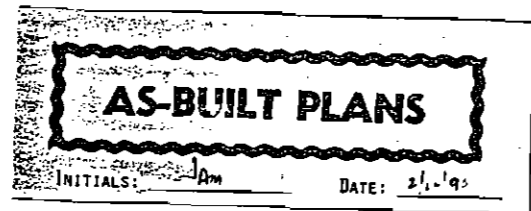
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626 2 Sewer Service Each

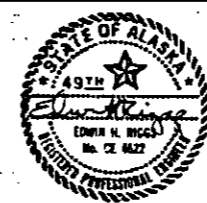
626 5-48 Sanitary Sewer Manhole, 48 Inch Diameter Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS	SHT	BEGIN	END	DIST	QUANTITY	REMARKS	SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	Y 105+40		8L	1	140 L.F. 4" DIAMETER D.I.P. <i>Gibler</i>							U 1	N 24+90		27R	1	M.H. 1-1
U 3	CWA 34+12		170L	1	40 L.F. 4" DIAMETER D.I.P. <i>Rickert St.</i>							U 1	T 101+42		8L	1	M.H. 1-2
U 3	CWA 34+23		220L	1	35 L.F. 4" DIAMETER D.I.P. <i>Rickert St.</i>							U 1	T 104+22		8L	1	M.H. 1-3
U 3	C 100+22		56R	1	115 L.F. 4" DIAMETER D.I.P. <i>Gas Station</i>							U 1	T 107+02		8L	1	M.H. 1-4
U 3	CW 343+78		40R	1	90 L.F. 8" DIAMETER D.I.P. <i>Amtac</i>							U 1	T 109+82		8L	1	M.H. 1-5
U12	0+85			1	SS-6-1 STATIONING, 40 L.F. 6" DIAMETER D.I.P. <i>Sunset Inn</i>							U 1	T 112+67		8L	1	M.H. 1-6
U12	1+53			1	SS-6-1 STATIONING, 50 L.F. 6" DIAMETER D.I.P. <i>Kosnick</i>	626 3	Flushwell				Each	U 1	T 113+15		8L	1	M.H. 1-7
U12	1+53			1	SS-6-1 STATIONING, 55 L.F. 6" DIAMETER D.I.P. <i>Kosnick</i>							U 2	LL 229+19		134R	1	M.H. 2-1
U12	1+53			1	SS-6-1 STATIONING, 50 L.F. 4" DIAMETER D.I.P. <i>Kosnick</i>							U10	SC 34+98		83R	1	M.H. 7-1.
U12	SS-6 10+10			1	18 L.F. 4" DIAMETER D.I.P. <i>To P/L Only</i>							U10	SC 37+12		36L	1	M.H. 7-2.
U12	SS-6 11+10			1	85 L.F. 4" DIAMETER D.I.P. <i>To Bldg. Line</i>							U10	SC 39+85		40L	1	M.H. 7-3.
U12	SS-6 14+18			1	27 L.F. 6" DIAMETER D.I.P. <i>To P/L Only</i>							U12	SS-6 11+77		C	1	M.H. 6-1.
U12	SS-6 14+18			1	27 L.F. 6" DIAMETER D.I.P. <i>To P/L Only</i>												
U12	SS-6 14+86			1	42 L.F. 6" DIAMETER D.I.P. <i>To P/L Only</i>							U12	SS-6 14+71		C	1	M.H. 6-2.
U12	SS-6 14+92			1	42 L.F. 4" DIAMETER D.I.P. <i>To P/L Only</i>												
U12	SS-6 16+32			1	38 L.F. 4" DIAMETER D.I.P. <i>To P/L Only</i>							U12	SS-6 17+92		C	1	M.H. 6-3.
U12	SS-6 16+34			1	180 L.F. 6" DIAMETER D.I.P. <i>Alaska Cleaners</i>							U12	SS-6 20+175		C	1	M.H. 6-4.
U12	SS-6 16+37			1	38 L.F. 4" DIAMETER D.I.P. <i>To P/L Only</i>							U12	SS-6 23+75		C	1	M.H. 6-5.
U12	SS-6 17+00			1	240 L.F. 6" DIAMETER D.I.P. <i>Feed & Fuel</i>	626 4	Adjust Existing Flushwell				Each						
U12	SS-6 17+47			1	42 L.F. 4" DIAMETER D.I.P. <i>To P/L Only</i>												
U12	SS-6 17+53			1	42 L.F. 4" DIAMETER D.I.P. <i>To P/L Only</i>												
U12	SS-6 20+35			1	45 L.F. 6" DIAMETER D.I.P. <i>To P/L Only</i>												
U12	SS-6 21+70			1	139 L.F. 4" DIAMETER D.I.P. <i>Sunset Inn</i>												
U12	SS-6 21+68			1	51 L.F. 6" DIAMETER D.I.P. <i>To P/L Only</i>												
U12	SS-6 23+05			1	48 L.F. 4" DIAMETER D.I.P. <i>To P/L Only</i>												
U13	SS-6 25+35			1	6" DIAMETER. PLUG AND BURY.												

626 1-30B SSIQ BUOYANCY REPAIR 58' PIPE NORTH OF MANHOLE #10-1 E.W.O.# 18 WORK ORDER # HH LUMP SUM	626 5-72A SANITARY SEWER MANHOLE 72" PURCHASE (2) TWO PRECAST 72" MANHOLES E.W.O.# 24 LUMP SUM	<div style="border: 2px dashed black; padding: 5px; text-align: center;"> AS-BUILT PLANS </div> <p>INITIALS: <i>JH</i> DATE: <i>2/22/90</i></p>
626 1-30C TIMBER SUPPORT SYSTEM SUPPORT 30" D.I.P. SEWER PIPE INSIDE 48" PIPE SLEEVE EXTRA WORK ORDER # 32 LUMP SUM	628 1-16 DUCTILE IRON WATER PIPE PREMIUM MATERIAL MATERIALS FOR RELOCATION OF HYDANT CUSHMAN/23RD AVE SW QUADRANT EXTRA WORK ORDER # 17 LUMP SUM	



SUMMARY



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S11	167

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626 5-72 Sanitary Sewer Manhole, 72 Inch Diameter						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Each
U 3	C	100+40	52L	1	M.H. 5-5 SEE SECTION 626-2.01B OF SPEC. PROV.	
U 4	A	26+16 DELETED	55L	1	M.H. 5-7 SEE SECTION 626-2.01B OF SPEC. PROV.	
U 4	A	28+36	36L	1	M.H. 5-6 SEE SECTION 626-2.01B OF SPEC. PROV.	
U 4	C	104+34	36L	1	M.H. 5-4 SEE SECTION 626-2.01B OF SPEC. PROV.	
U 4	C	105+42	36L	1	M.H. 5-3 SEE SECTION 626-2.01B OF SPEC. PROV.	
U 4	C	108+02 DELETED	36L	1	M.H. 5-2 SEE SECTION 626-2.01B OF SPEC. PROV.	
U 4	C	108+00	50L	1	M.H. 5-1A SEE SECTION 626-2.01B OF SPEC. PROV.	
U11	A	25+95	2L	1	M.H. 10-1 SEE SECTION 626-2.01B OF SPEC. PROV.	
U11	NR	113+40	230R	1	M.H. 10-3 SEE SECTION 626-2.01B OF SPEC. PROV.	
U11	WV	152+37	120L	1	M.H. 10-2 SEE SECTION 626-2.01B OF SPEC. PROV.	
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626 9 Sewerline Insulation Waterproofing						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Linear Foot
SSI U1	N	24+90	113+15 DELETED	1497	27R-185L 18" & 20"	
SS2 U 2	LL	228+07	229+30	449	365R-68L 8"	
SS4 U 3	CW	343+78		65	25L-40R 8"	
SS3 U 3	CWA	34+10	34+55	213	153L-375L 8"	
SS8 U 3	C	100+22	100+40	107	58R-48.5L 8"	
SS9 U 4	C	105+36		95	62R-32.5L 8"	
SS5 U4	C	108+22	A26+08 DELETED	1246	36L-55L 24"	
SS7 U10	SC	32+40	39+85	803	15-40R 8"	
SS6 U12	SS-6	10+00	24+95	1475		10"
SS6-U12	SS-6	23+75	1-160R	151		8"
SS6 U13	SS-6	24+95	25+42.5	42		10"
SSI U1	N	24+90		36		16"
SS5 U4	C	104+34		30	34L-64L 8"	
----- 3466						

628 14-16 Install 16 Inch Butterfly Valve						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Each
U 3	C	97+80	27R	1		
U 4	C	101+35	38R	1		
U10	C2	8+90	27L	1		
----- 3						

628 1-06 6 Inch Ductile Iron Water Pipe Linear Foot						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Linear Foot
U 3	CW	343+90		35L	47	
U 3	LL	233+78			226	110 R - 110L WATER MAIN W-5
U 3	LL	237+80	L 246+65	109R		894 WATER MAIN W-8-B.
U 4	L	246+65	W8B 23+42		452	
U12	W8B	23+42	38+70		1528	
U13	W8B	38+70	39+50		97	
U 2	T	132+33	132+38	45 R	16	SEE DETAIL "A"
----- 3315						

628 1-08 8 Inch Ductile Iron Water Pipe						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Linear Foot
U 1	LL	198+20	207+09		1229	180-70 LEFT
U 3	LL	233+66			224	82L-128R WATER MAIN W-4
----- 1453						

628 1-10 10 Inch Ductile Iron Water Pipe						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Linear Foot
U 2	T	126+65	EC 128+18		857	20R-24L
----- 857						

628 1-14 14 Inch Ductile Iron Water Pipe						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Linear Foot
U 1	N	18+32	21+35	40L	356	SEE DETAIL "A" SHEET U 2
U 3	CWA	38+55	39+10		130	42R-67L
U 3	L	243+05	246+70		369	117R-102R WATER MAIN W-8-A
U 3	L	244+70	245+63		226	93L-98R
3/3	ORX	31+58	32+08		50	EXTRA WORK ORDER # 7
U 4	W8A	53+60	58+20		460	
U12	W8A	58+20	73+47		1536	
U13	W8A	73+47	74+27		80	
----- 3247						

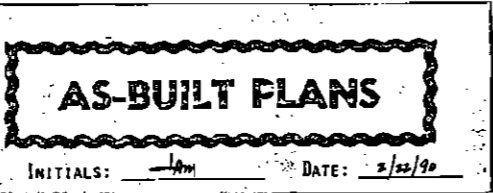
628 1-16 16 Inch Ductile Iron Water Pipe						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Linear Foot
U 3	C	95+17	55R		101	LOOP
U 3	C	97+80	35R		30	
U 3	C	98+08	99+90		202	19R-16R
U 4	F	23+15			288	163L-115R
U10	C2	8+75	9+10		47	CHANGE ORDER # 8
----- 668						

628 11 Water Line Insulation Waterproofing						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Linear Foot
W2 U 1	LL	192+65	193+75		356	160L-160R 14"
W1 U 1	LL	198+20	207+09		1229	180-70L 8"
W4 U 3	LL	233+66			224	82L-128R 8"
W5 U 3	LL	233+78			226	108R-110L 6"
W6 U 3	CW	338+55			95	42R-67L 14"
W8A U 3	W-8-A	50+00	53+80		380	14"
W8B U 3	W-8-B	10+00	19+86		986	6"
W8B U 4	W-8-B	22+09	24+12		203	6"
W10 U 4	F	23+15			288	163L-115R 10"
W3 U 2	T	126+65	EC 128+18		857	20R-24L 10"
DETAIL "A"	U 2	T	132+50	32R	16	6"
W8A U 4		53+80	54+38		58	W.O. # T 14"
A		27+38	26+84		54	14"
----- 4971						

628 12 10 Inch Post Indicator Valve						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Each
U 2	T	132+50	32R		1	
----- 1						

628 14-14 Install 14 Inch Butterfly Valve						
SHT	BEGIN	END	DIST	QUANTITY	REMARKS	Each
U 1	N	18+34		40L	1	
U12	A	23+79		13R	1	
U12	A	28+85		13R	1	
U12	AA	16+90		25L	1	
3/3	ORX	32+07		45L	1	
----- 5						

628 12A POST INDICATOR VALVE RELOCATION
MOVE POST INDICATOR VALVE 6' T132+50 E.W.O. # 16 LUMP SUM



SUMMARY



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S12	148 167
Description		Architecture • Engineering Land Surveying • Planning				

29 628 13 Valve Box Removal Each

16 628 10 Adjust Valve Box Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	N 19+40		40L	1	
U 1	N 19+50		45L	1	
U 1	LL 197+15		159L	1	
U 1	LL 198+58		149R	1	
U 1	LL 201+95		35R	1	
U 1	LL 207+05		78L	1	
U 2	T 131+15		15L	1	
U 3	CWA 38+05		20R	1	
U 3	L 244+05 DELETED		97L	1	W7 VALVE NEEDED
U 3	C 345+10		20L	1	
U 3	C 97+95		18R	1	INSTEAD OF BEING ADJUSTED
U10	SC 30+90		30R	1	

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 5	N 13+00		40L	1	435.5
P 5	N 13+00		45L	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
P 5	N 15+90		40L	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
P 5	N 16+00		55L	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
P 8	LL 217+95 DELETED		75L C.O.# 21	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
P 8	LL 216+40 DELETED		78L C.O.# 21	1	LOWER 1.0'
P14	C 89+65		35R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
P14	C 89+75		30R	1	440.30
P14	C 93+75		10R	1	440.15
U 1	N 22+05		35L	1	FROM 433.0 TO 434.5
U 1	N 23+00 DELETED		35L NO VALVE	1	FROM 435.0 TO 434.0
U 1	N 24+25		35L	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 1	N 24+30		35L	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 1	T 100+75		12R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 1	T 100+73		10R	1	LOWER 0.5'
T	118+45		18R	1	
U 1	T 104+90		14R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 1	T 104+95		15R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 1	T 108+25		15R	1	RAISE 1.0'
U 1	T 108+40		15R	1	RAISE 1.0'
U 1	T 113+70		30R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
T	122+05		20R	1	
U 1	T 113+80		25R	1	LOWER 1.0'
U 2	T 126+50		22R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 2	T 126+65		20R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 2	LL 220+95 DELETED		80L C.O.# 21	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 2	LL 225+45 DELETED		80L C.O.# 21	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	C 97+95 DELETED		10R	1	RAISE 1.0' VALVE WAS REMOVED
U 3	LL 233+45 DELETED		85L C.O.# 21	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 234+90 DELETED		135R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 234+95 DELETED		135R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 237+80 DELETED		112R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 237+85 DELETED		110R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 237+95 DELETED		75R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
C	91+50		20R	1	
C	91+75		25R	1	
C	98+15		165R	1	

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 3	LL 238+05 DELETED		111R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 242+40 DELETED		116R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 242+50 DELETED		115R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	CW 333+55 DELETED		52L C.O.# 21	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 4	C 105+45		38R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 4	C 105+50		53R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 4	C 105+55		38R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 4	C 105+70		38R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 4	C 107+40		37R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
					CUSHMAN/26th AVE 2 VALVE FOR RETURN & SUPPLY MAINS

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628 3-06 Install 6 Inch Gate Valve Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	LL 198+18		200L	1	
U 2	T 132+50		32R	2	
U 3	L 245+17		105R	1	
U 3	CW 344+15		62L	1	
3/3	ORX 32+00		47L	2	EXTRA WORK ORDER # 7
1/3	A 28+95		8R	1	
2/3	A 23+83		8R	1	
2/3	AA 16+90		20R	1	

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SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	T 104+90		14R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 1	T 104+95		15R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 1	T 108+25		15R	1	RAISE 1.0'
U 1	T 108+40		15R	1	RAISE 1.0'
U 1	T 113+70		30R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
T	122+05		20R	1	
U 1	T 113+80		25R	1	LOWER 1.0'
U 2	T 126+50		22R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 2	T 126+65		20R	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 2	LL 220+95 DELETED		80L C.O.# 21	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 2	LL 225+45 DELETED		80L C.O.# 21	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	C 97+95 DELETED		10R	1	RAISE 1.0' VALVE WAS REMOVED
U 3	LL 233+45 DELETED		85L C.O.# 21	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 234+90 DELETED		135R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 234+95 DELETED		135R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 237+80 DELETED		112R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 237+85 DELETED		110R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING
U 3	LL 237+95 DELETED		75R C.O.# 20	1	DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING

628 3-08 Install 8 Inch Gate Valve Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	LL 207+18		76L	1	

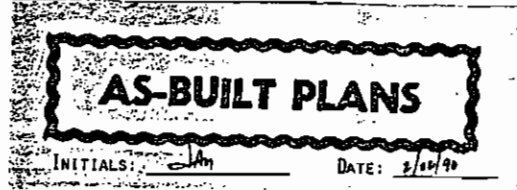
628 3-10 Install 10 Inch Gate Valve Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 2	T 132+50		32R	1	

628 4 Fire Hydrant Assembly Installation Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	N 21+10		70L	1	TYPE I HYDRANT.
U 1	LL 198+18		200L	1	TYPE II HYDRANT.
U 1	LL 207+05		78L	1	TYPE II HYDRANT.
U 2	T 132+50		32R	1	TYPE I HYDRANT.
U 3	CW 339+08		55L	1	TYPE I HYDRANT.
U 3	C 95+17		55R	1	TYPE I HYDRANT.
U 3	C 97+90		27R	1	TYPE I HYDRANT.
U 3	L 245+18		92R	1	TYPE I HYDRANT.
U 3	CW 344+15		62L	1	TYPE II HYDRANT.
U 4	A 28+95		17R	1	TYPE I HYDRANT.
U 4	C 101+50		31.5R	1	TYPE I HYDRANT.
U10	C2 8+90		27L	1	TYPE I HYDRANT.
2/3	A 26+30		17R	1	TYPE I HYDRANT.
2/3	A 23+80		17L	1	TYPE I HYDRANT.
U12	AA 13+30		29L	1	TYPE I HYDRANT.
2/3	AA 16+93		29L	1	TYPE I HYDRANT.
U12	OR 28+40		49L	1	TYPE I HYDRANT.
U13	ORX 31+50		50L	1	TYPE I HYDRANT.

18
628 10-1 VALVE BOX RELOCATION
LOCATE VALVE BOX 26th/LATHROP E.W.O.#40 LUMP SUM



SUMMARY



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	S13	167

USKH Architecture - Engineering
Land Surveying - Planning

28 628 5 Dual Water Service Connection Each With Pitorifices

6 628 7 Fire Hydrant Assembly Removal Each

638 1 Geotextile Separation Square Yard

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	T 101+20			1	38 L.F. 3/4" DUAL LINE.
U 1	T 105+40	C		1	
U 4	C 101+75	R		1	
U 4	C 104+00	R		1	
U12	W88 25+28 E.W.O.# 4 NOW 628 6			1	78 L.F. 1-1/4" DUAL LINE.
U12	W88 27+38 E.W.O.# 4 NOW 15" CSP SLEEVE			60	L.F. 3/4" DUAL LINE.
U12	W88 27+83			1	20 L.F. 3/4" DUAL LINE.
U12	W88 28+83			1	47 L.F. 3/4" DUAL LINE.
U12	W88 29+05			1	18 L.F. 3/4" DUAL LINE.
U12	W88 29+83			1	18 L.F. 3/4" DUAL LINE.
U12	W88 29+93 E.W.O.# 4 NOW 628 6			1	48 L.F. 1-1/4" DUAL LINE.
U12	W88 30+46			1	18 L.F. 3/4" DUAL LINE.
U12	W88 31+03			1	18 L.F. 3/4" DUAL LINE.
U12	W88 31+57			1	18 L.F. 3/4" DUAL LINE.
U12	W88 34+83 E.W.O.# 4 NOW 15" CSP SLEEVE			95	L.F. 3/4" DUAL LINE.
U12	W88 37+65			1	46 L.F. 1-1/4" DUAL LINE.
U13	W88 39+01 E.W.O.# 4 NOT INSTALLED			1	18 L.F. 3/4" DUAL LINE.

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U 1	LL 193+40			40L	1
U 1	LL 194+55			280R	1
U 1	LL 197+30			175L	1
U 1	LL 198+45			150R	1
U 1	LL 201+70			35R	1
U 1	LL 207+05			78L	1
U 2	T 131+00			10L	1
U 3	CWA 38+05			10R	1
U 3	C 95+25			30R	1
U 3	C 98+55			15R	1
U 3	CM 345+20			20L	1
U 3	LL 244+20			105L	1
U 4	C 102+75			35R	1
U10	SC 30+90			35R	1

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P 1	LL 141+50	155+50			10,967.5'
P 2	LL 155+50	170+00			10,154.0'
P 3	LL 170+00	185+00			9,918.3'
P 4	LL 185+00	192+50			7,239.6'
		191+91			
-P10	LL 241+53				78
	206+80	227+15			4782.7'
P10	LL 232+50	235+50	R		1600.0'
P10	LL 219+00	222+00			2369.4'
-P10	LL 241+57				68
P11	EE 152+97	154+23	157+00	R	1,108'
-P11	SW 151+77				95
P11	WM 150+60				274
P11	WM 159+90				95
F	10+65	22+86			3013.3
CN	62+70	73+00			6223.0
-P14	CN 56+96				82
	C 95+27	96+72			580.0
-P14	CN 64+97				87
SC	32+17	35+00			1446.8
WW	157+00	175+00			5748.4
OR	14+50	28+75			5058.9
T	100+68	107+00			1649.2
T	118+00	121+50			1640.0
N	13+44	28+25			2095.6
T	134+90	135+90			400.0

77,914.7 S.Y.

30 628 6 Dual Water Service Connection Each Without Pitorifices

26 628 8 Fire Hydrant Adjustment Each

8 604 5A Inlets, Type A Each

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
U12	W8A 66+12			1	52 L.F. 6" AND 1" LINES.
U12	W8A 68+05			1	18 L.F. 6" AND 1" LINES.
U12	W8A 72+02			1	51 L.F. 6" AND 1" LINES.
U12	W8A 72+30			1	18 L.F. 6" AND 1" LINES.
2/3	W8A 59+60			1	68 L.F. 6" AND 1" LINES.
2/3	W8A 64+72			1	55 L.F. 6" AND 1" LINES.

SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P14	C 91+75			R	1 440.4
-U 2	T 126+50	DELETED	30R		1 RAISE 1.0'
U 4	C 107+35			40R	1 DETERMINE AFTER COMPLETION OF SIDESLOPES OR SURFACING

SHT P #	BEGIN	END	DIST	QUANTITY	REMARKS
PTU 01	C 94+09		35.0R		1 TOP OF CASTING 439.42 STANDARD CURB GRATE
PTU 05	C 95+00		C		1 TOP OF CASTING 439.80 IFCO 396F OR EQUAL
PTU 04	C 95+48		24.0R		1 TOP OF CASTING 439.42 STANDARD CURB GRATE
PTU 06	C 99+10		26.0R		1 TOP OF CASTING 439.39 STANDARD CURB GRATE
PTU 07	C 99+10		16.8L		1 TOP OF CASTING 440.40 MOUNTABLE CURB GRATE
P10 03	CW 345+25		31.8L		1 TOP OF CASTING 438.30 STANDARD CURB GRATE
P10 02	CW 345+25		17R		1 TOP OF CASTING 438.68 STANDARD CURB GRATE
P14 01	C 88+37		22.0R		1 TOP OF CASTING 439.04 STANDARD CURB INLET
P14 02	C 88+65		22.6L		1 TOP OF CASTING 439.03 STANDARD CURB INLET

8 604 5B Inlets, Type B Each

628 7A FIRE HYDRANT RELOCATION
C97+80 27'R-C98+38 45'R E.W.O.# 25 LUMP SUM

628 7B FIRE HYDRANT MODIFICATION
ADD 3' PIPE GET F.H. OFF CENTER OF SIDEWALK 27th& CUSHMAN
EXTRA WORK ORDER# 37 LUMP SUM

SHT P #	BEGIN	END	DIST	QUANTITY	REMARKS
P 4 01	LL 100+07			0.3L	1 TOP OF CASTING 436.30 STANDARD CURB GRATE

628 5-1 WATER SERVICE CIRCULATION PUMP
PROVIDE CIRCULATION PUMP AND BRING UP TO STANDARD TO LES GIBLER'S RESIDENCE
ON 30th AVE E.W.O.# 13 LUMP SUM

SUMMARY



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	S14	147
Description						

USKH Architecture • Engineering
Land Surveying • Planning

ADDENDUM No. 1
ATTACHMENT No. 10

662 1A 2-4 Inch Conduit Linear Foot	662 2 6 Way Duct Bank Linear Foot	670 8 Removal of Pavement Markings Lump Sum																																																																																																																																																																																										
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AS BUILT PLANS

INITIALS: *John* DATE: 2/22/90

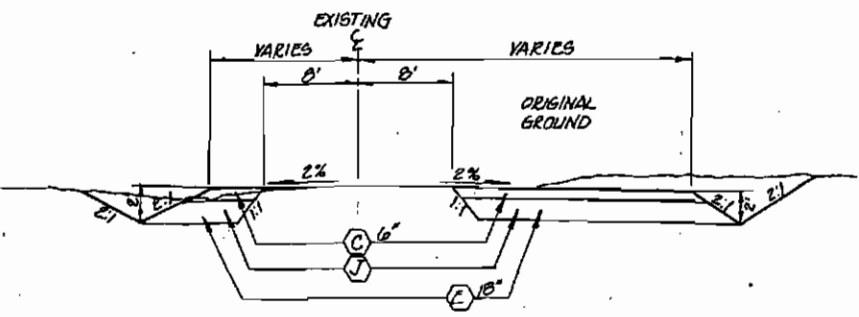
628 15 W8A & W8B RELOCATION
 RELOCATE LINES 5' TO THE NORTH E.W.O.#4 LUMP SUM
 3 SHEETS CITY OF FAIRBANKS

SHT	STATION	QUANTITY	REMARKS
P10	A 28+00 C100+25	160 LF	E.W.O.#8
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2512			

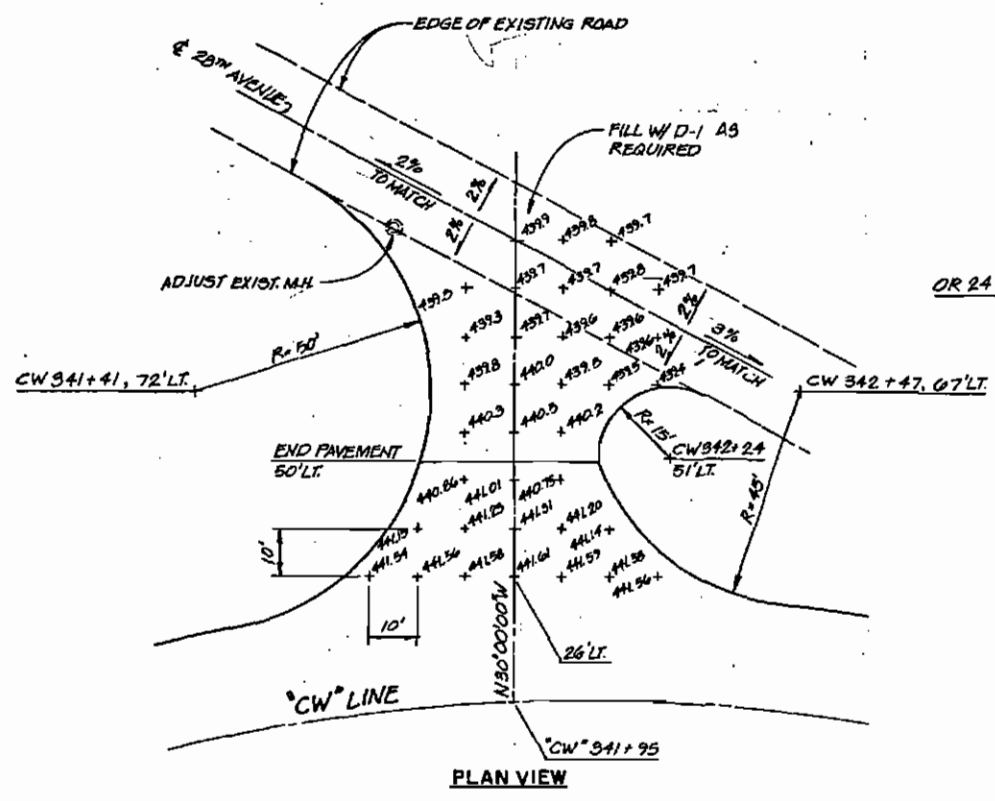
SHT	BEGIN	END	DIST	QUANTITY	REMARKS
P11	NR	110+00	L	1	HOUSES TELEPHONE CABLE SPLICE
P14	NR	125+00	L	1	HOUSES TELEPHONE CABLE SPLICE
2					

MATERIAL LEGEND:

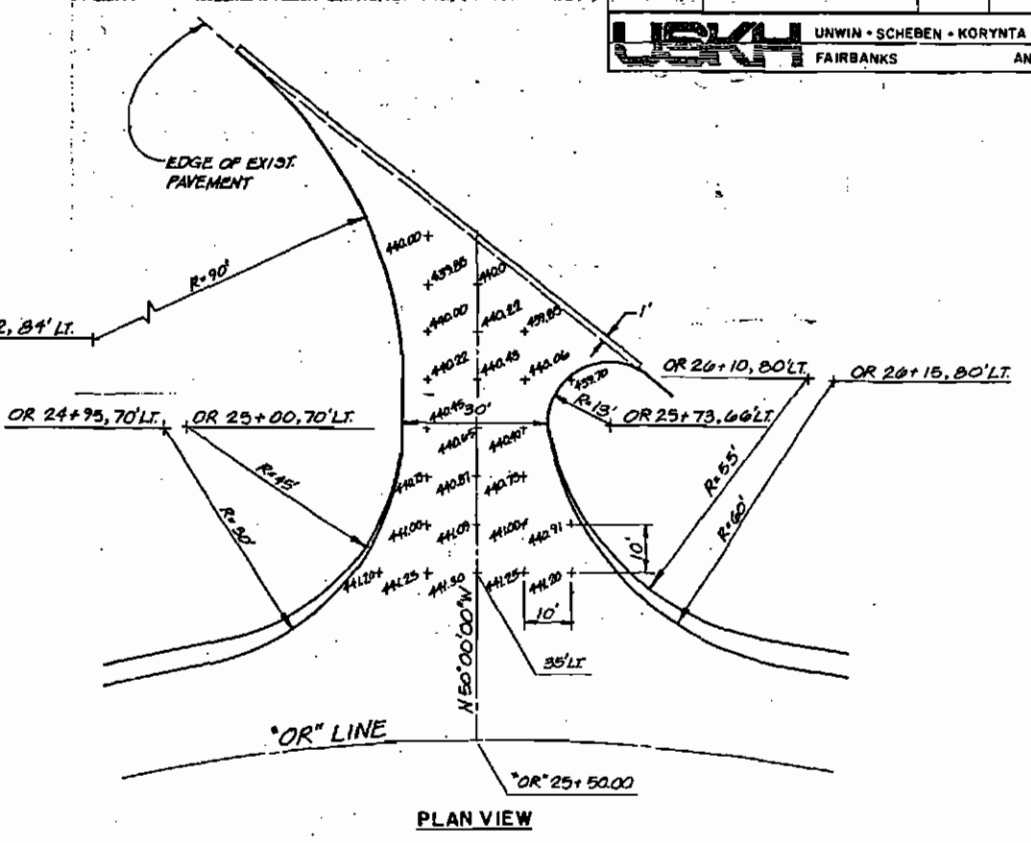
- (C) CRUSHED AGGREGATE BASE
- (E) BORROW
- (S) STRIPPING - UNCLASSIFIED EXCAVATION



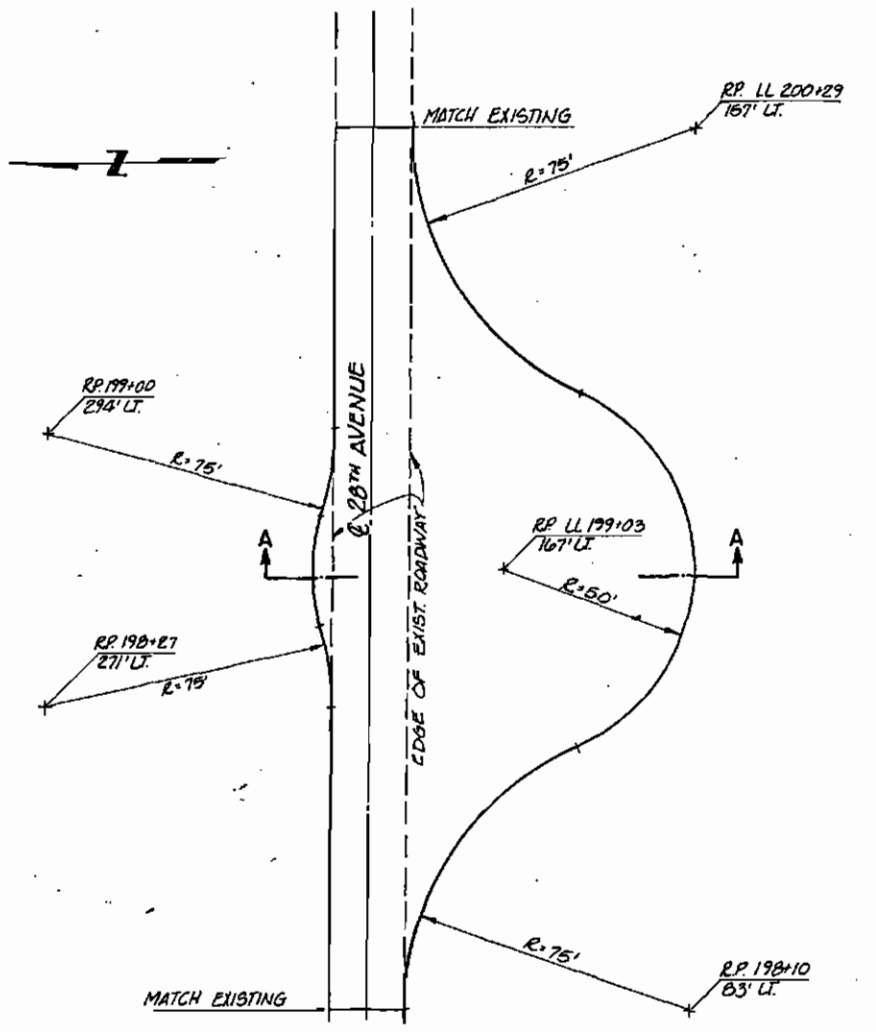
SECTION A-A



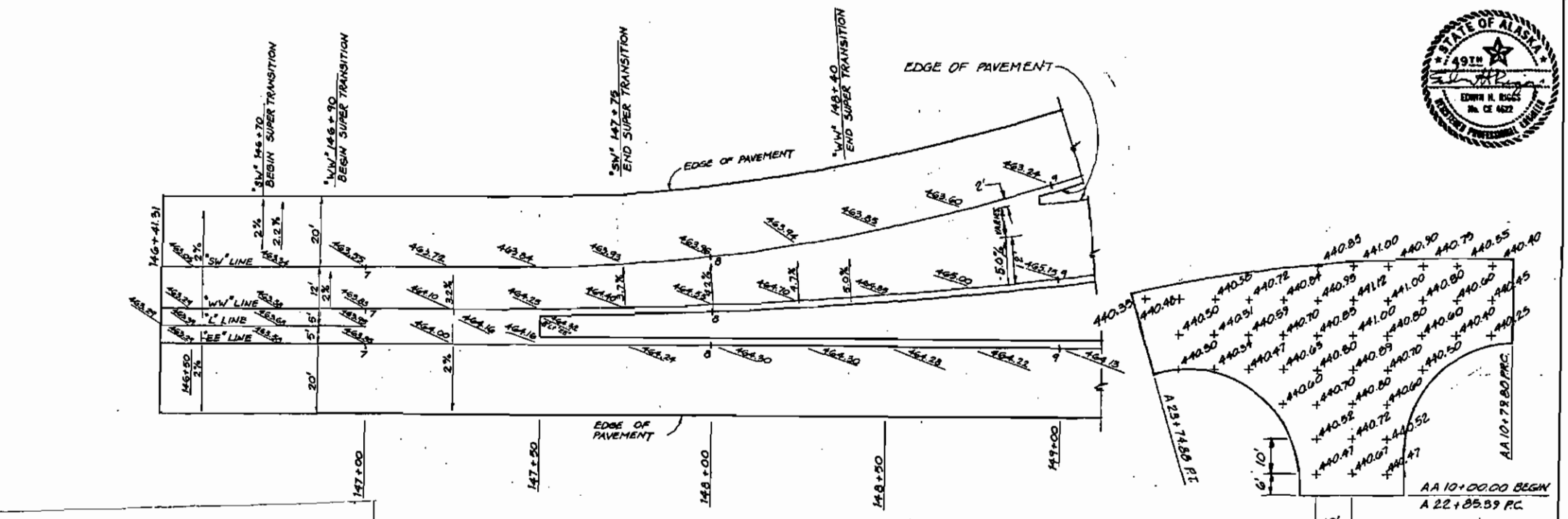
PLAN VIEW
APPROACH "A" GRADING DETAIL
N.T.S.
SEE SHEET P10



PLAN VIEW
APPROACH "B" GRADING DETAIL
N.T.S.
SEE SHEET P13



PLAN VIEW
CUL-DE-SAC DETAIL
N.T.S.
NOTE: SEE SHEET P4



AS-BUILT PLANS
INITIALS: *[Signature]* DATE: 2/24/90

PAVING DETAIL
L 246+41.31 TO 247+00
EE 146+41.31 TO 149+00
WW 146+41.31 TO 149+00
SW 146+41.31 TO 149+00
SEE SHEET P10

NOTE: SEE STRIPING DETAIL SHT. D6.

APPROACH "C" GRADING DETAIL
N.T.S.
SEE SHEET P11

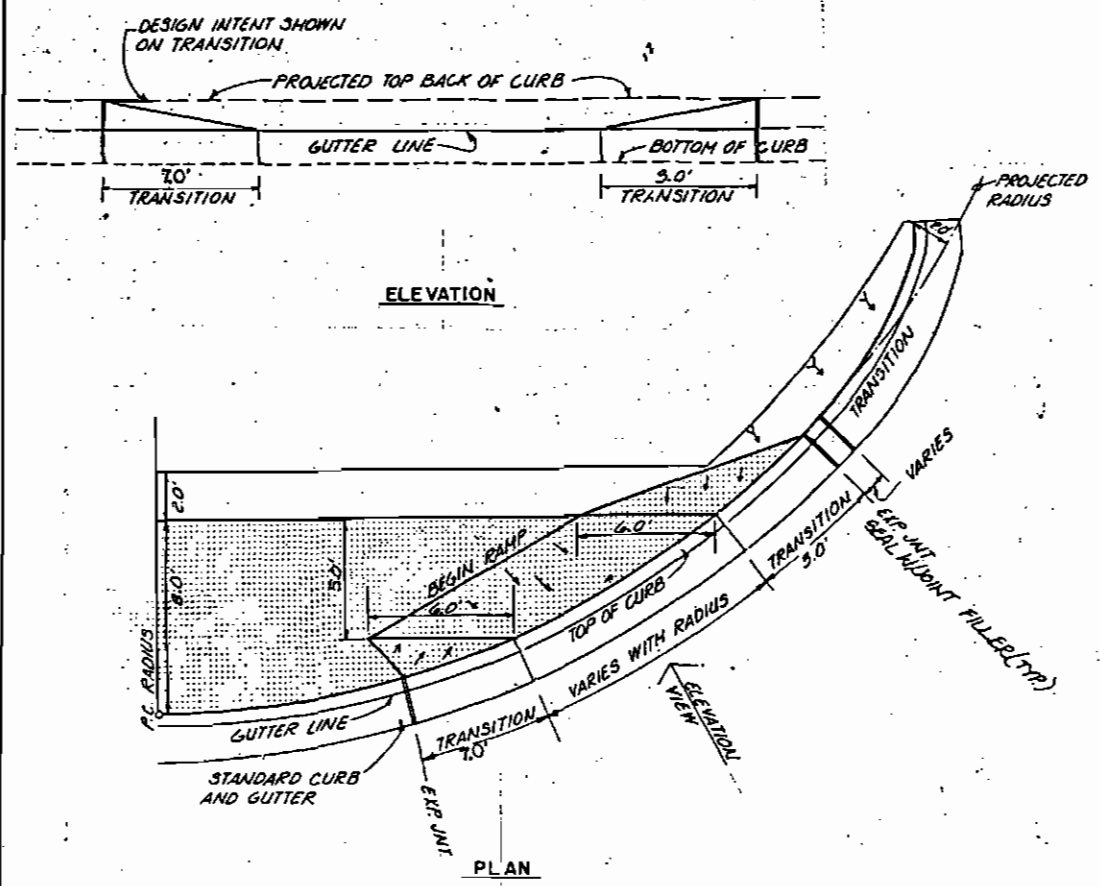


STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	02	167

UNWIN • SCHEBEN • KORYNTA • HUETTL
FAIRBANKS ANCHORAGE

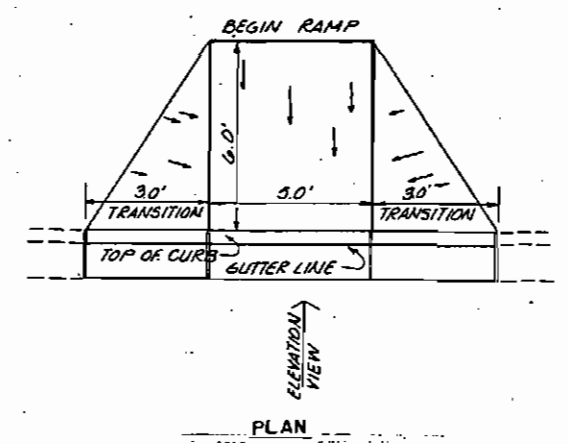
MATERIAL LEGEND:

- (A) ASPHALT CONCRETE-TACK COAT BETWEEN LAYERS
- (B) PRIME COAT
- (C) CRUSHED AGGREGATE BASE
- (E) BORROW AND/OR MATERIAL FROM UNCLASSIFIED EXCAVATION MEETING THE REQUIREMENTS OF BORROW.

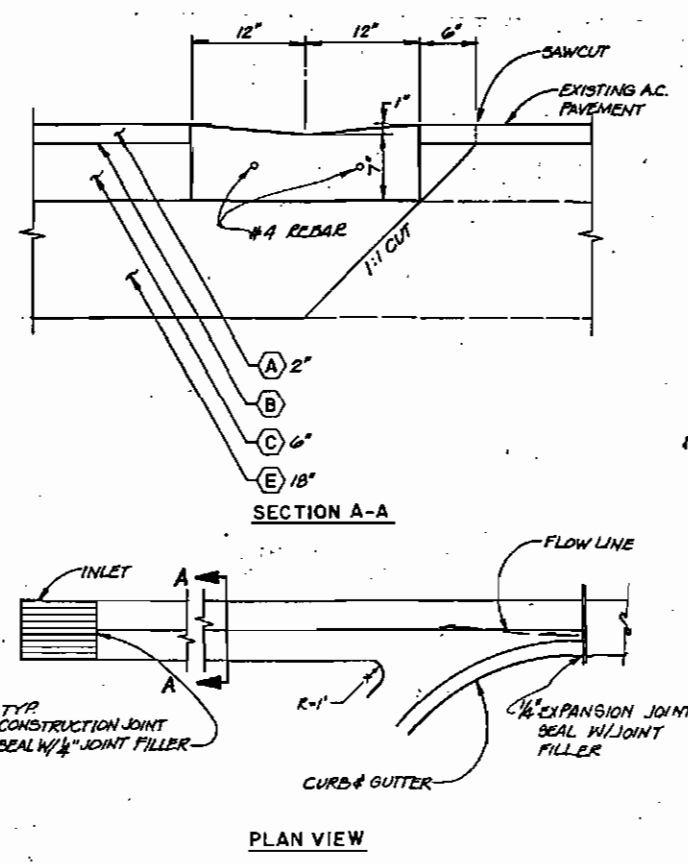


SIDEWALK - CURB RAMP DETAIL
USE WHERE SHOWN ON THE PLANS

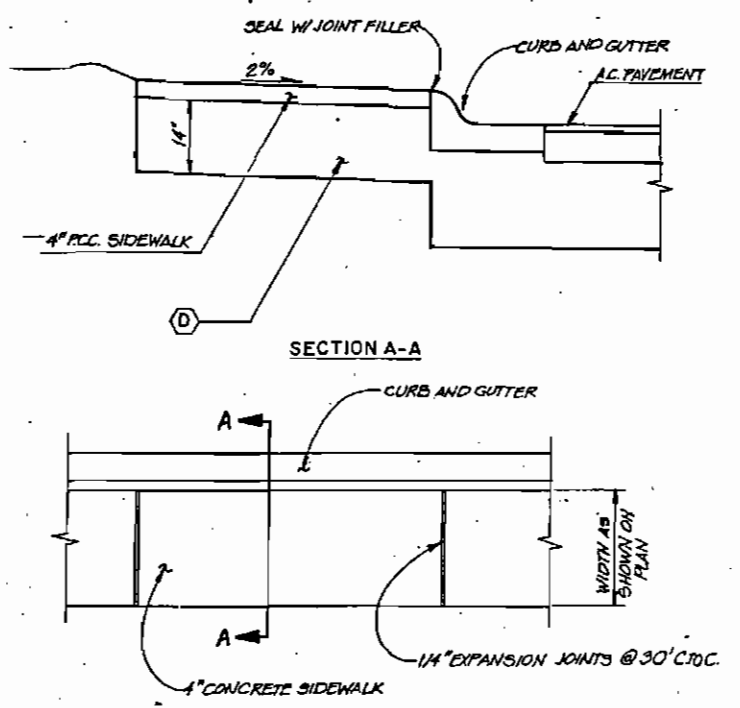
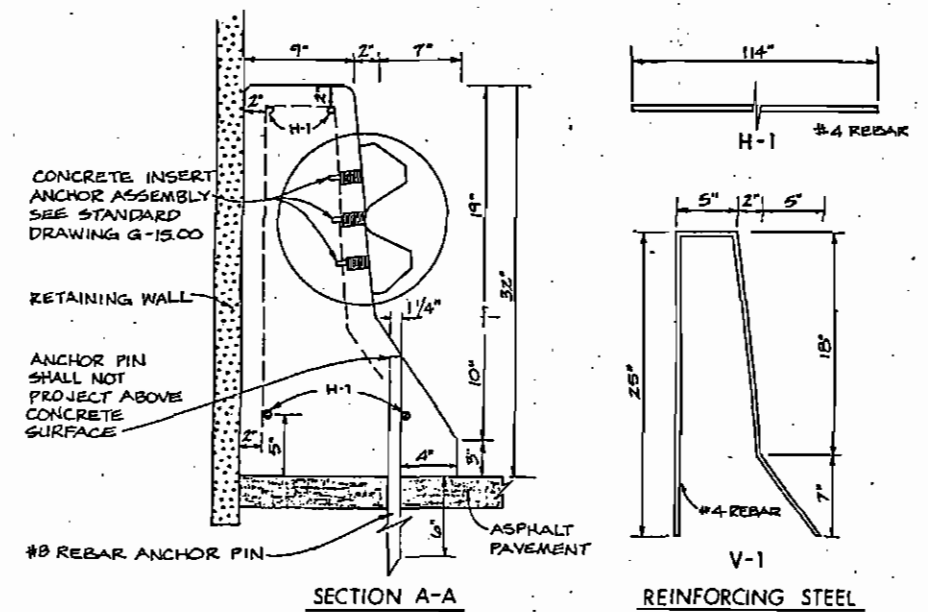
RAMP SLOPES SHALL BE 12:1 OR FLATTER. RAMP DIMENSIONS SHALL BE INCREASED AS DIRECTED BY THE ENGINEER WHERE NECESSARY.



RAISED ISLAND - CURB RAMP DETAIL
USE WHERE SHOWN ON PLANS



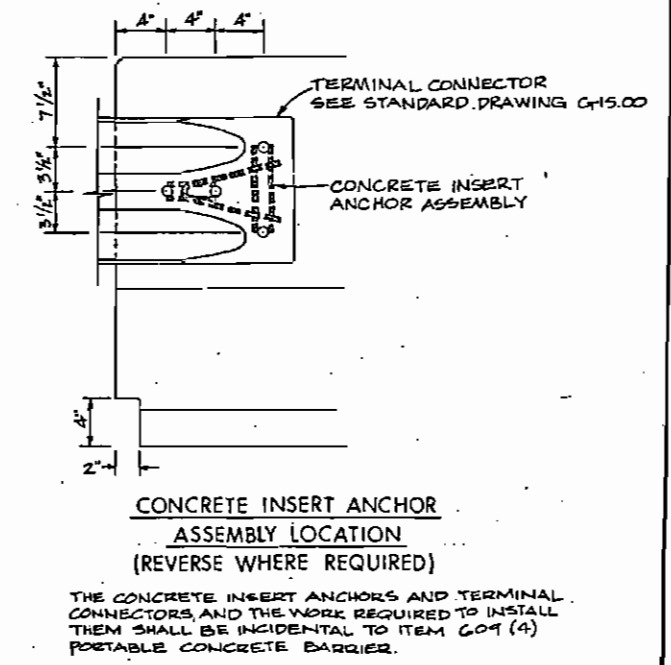
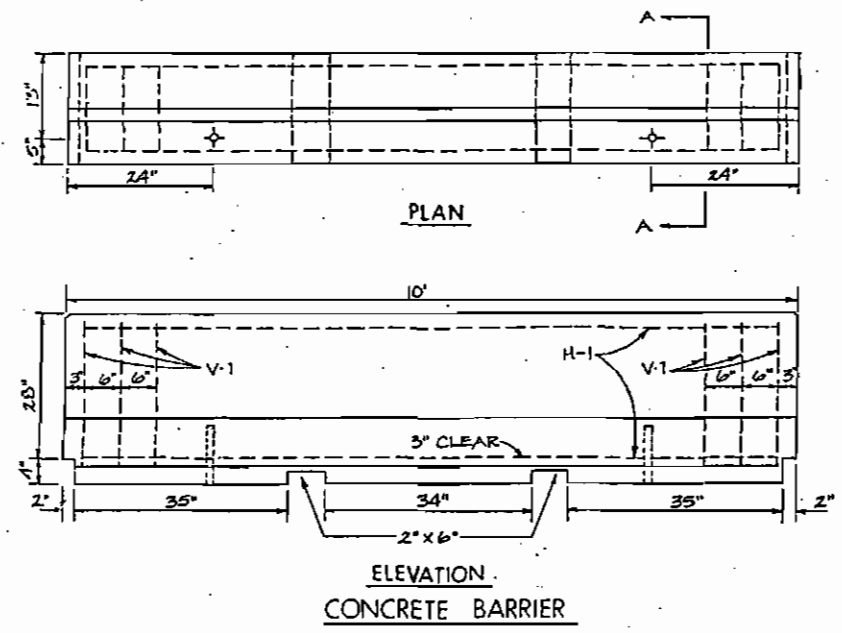
PCC VALLEY GUTTER DETAIL
N.T.S.



PCC SIDEWALK DETAIL
N.T.S.

AS-BUILT PLANS

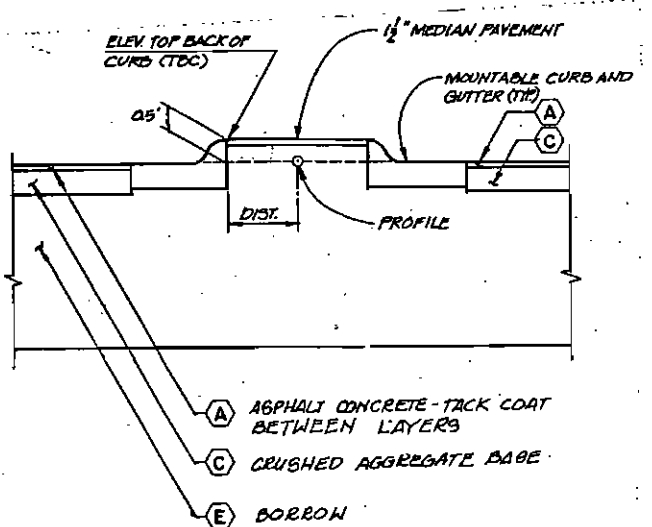
INITIALS: *JAM* DATE: 2/22/90



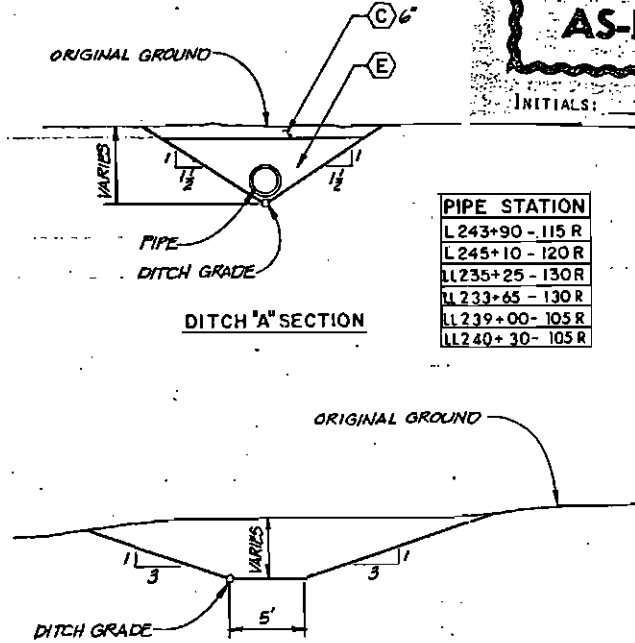
AS-BUILT PLANS

INITIALS: *AKM* DATE: 8/22/90

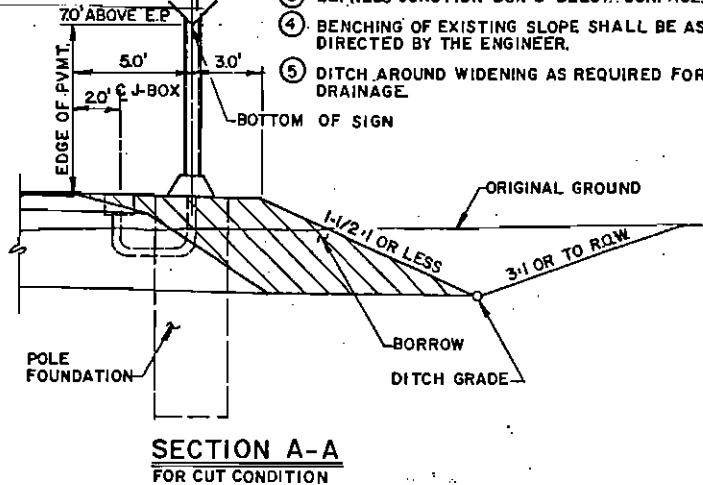
- NOTES FOR EMBANKMENT WIDENING FOR LUMINAIRE DETAIL:
- GRADE TO MATCH CROWN OR SUPERELEVATION.
 - ALL EMBANKMENT REQUIRED SHALL BE BORROW PLACED AND COMPACTED PER SECTION 203. ALL WORK AND MATERIALS SHALL BE INCIDENTAL TO EXISTING SECTION 660 CONTRACT PAY ITEMS.
 - DEPRESS JUNCTION BOX 2" BELOW SURFACE.
 - BENCHING OF EXISTING SLOPE SHALL BE AS DIRECTED BY THE ENGINEER.
 - DITCH AROUND WIDENING AS REQUIRED FOR DRAINAGE.



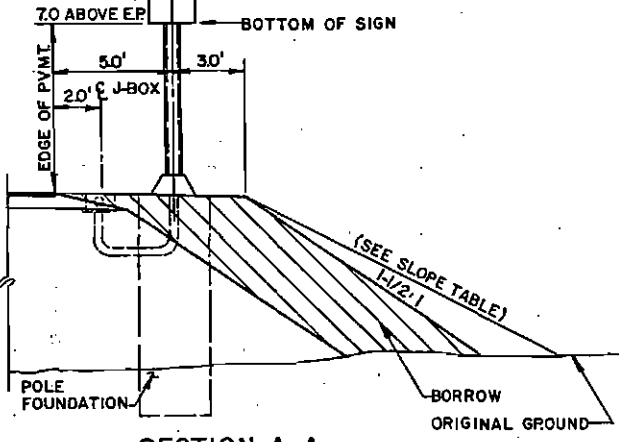
SECTION
CAST IN PLACE CURB ISLAND
SUPPLEMENTAL TYPICAL SECTION
USE IN CONJUNCTION WITH NORMAL TYP. SECTION
N.T.S.



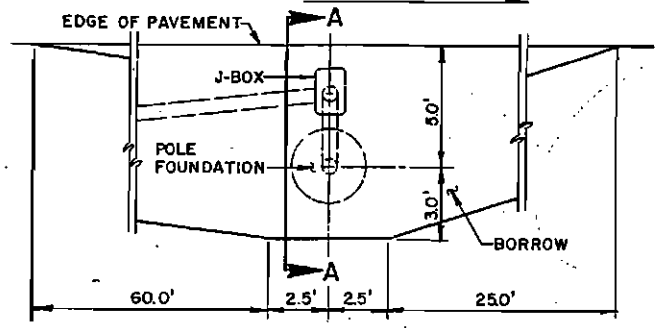
DITCH 'A' SECTION
DITCH 'B' SECTION
DITCH DETAILS
N.T.S.



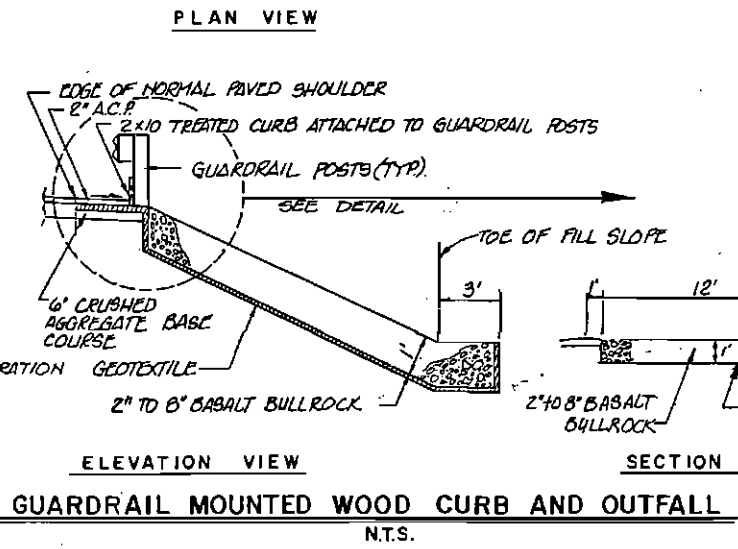
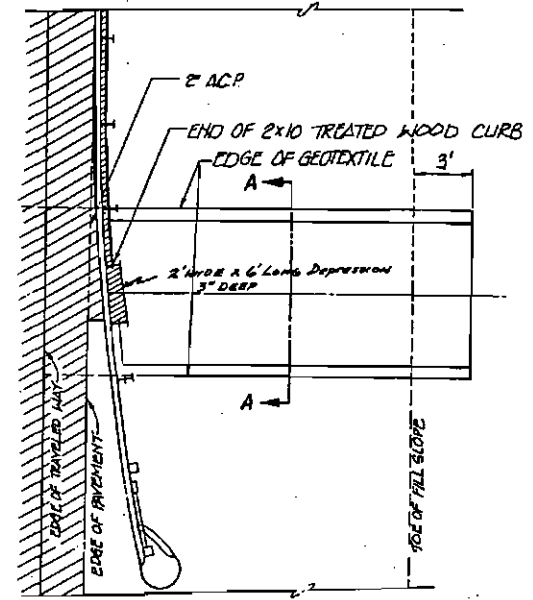
SECTION A-A
FOR CUT CONDITION



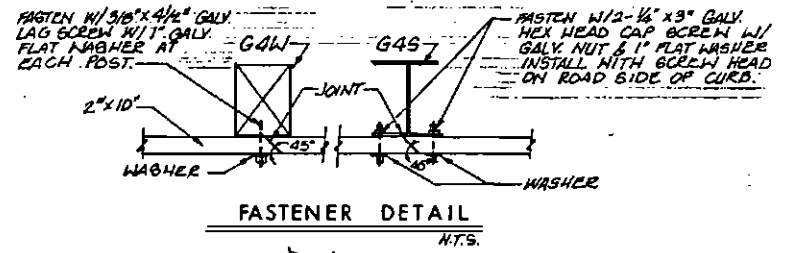
SECTION A-A
FOR FILL CONDITION



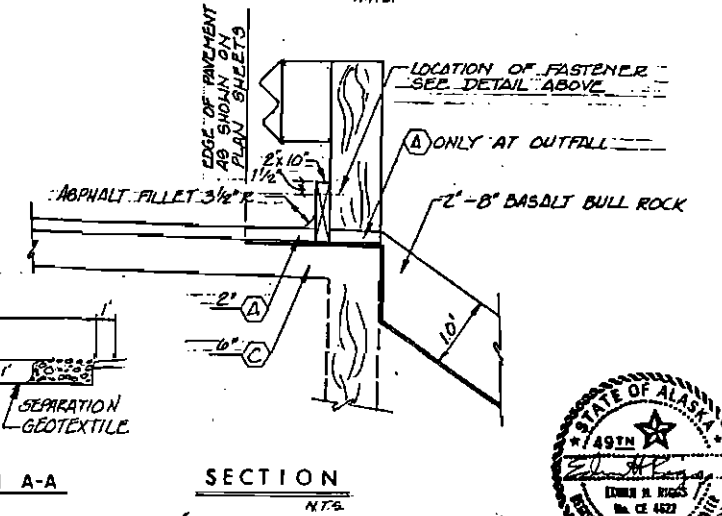
PLAN VIEW
EMBANKMENT WIDENING FOR LUMINAIRE DETAIL
N.T.S.



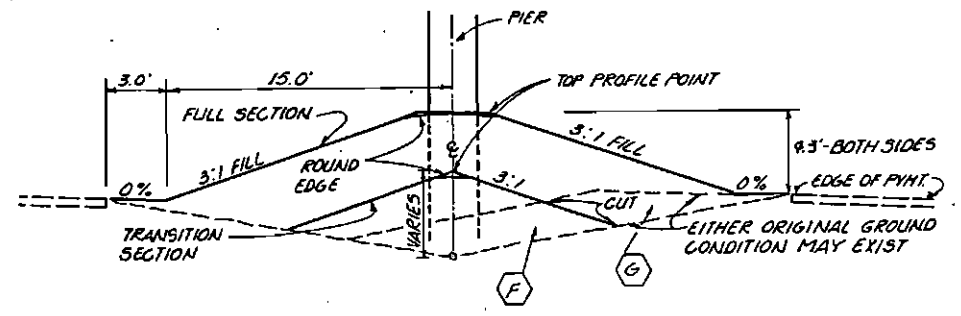
PLAN VIEW
ELEVATION VIEW
GUARDRAIL MOUNTED WOOD CURB AND OUTFALL
N.T.S.



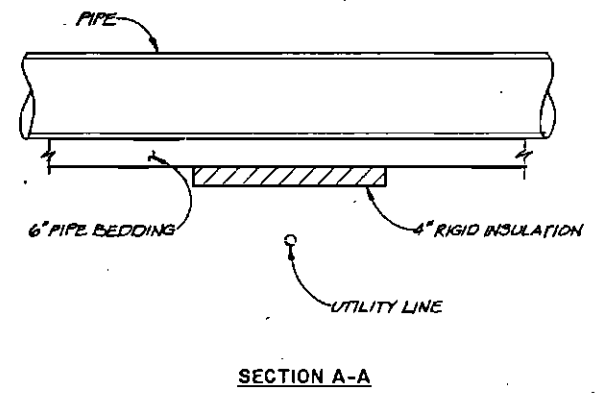
FASTENER DETAIL
N.T.S.



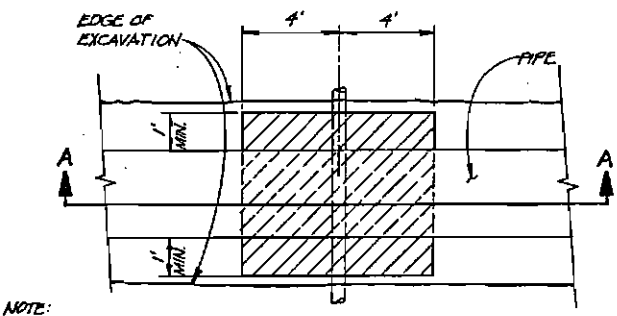
SECTION
N.T.S.



SECTION
TRANSITION AND FULL

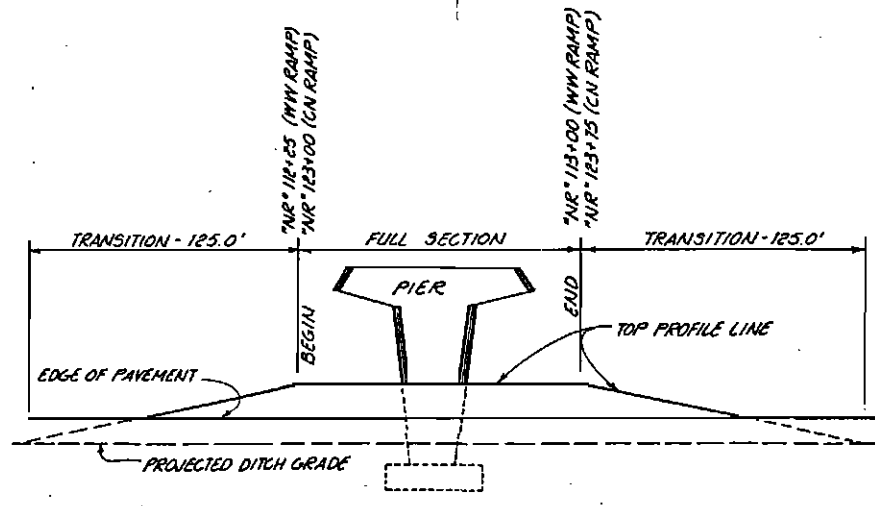


SECTION A-A
PIPE INSULATION DETAIL
N.T.S.



NOTE:
1) NO SEPARATE PAYMENT WILL BE MADE FOR PROCUREMENT OR INSTALLATION OF INSULATION, IT WILL BE CONSIDERED INCIDENTAL TO THE CORRESPONDING 603 (22) ITEM.

PLAN VIEW
PIPE INSULATION DETAIL
N.T.S.



PROFILE
DIRT EMBANKMENT PIER PROTECTION DETAIL
NR 114+00 TO NR 114+25 AND NR 121+75 TO NR 125+00
N.T.S.



T 130+00 BEGIN TAPER
BEGIN SUPER TRANS.

END TAPER
T 130+70 END GRAVEL
ROAD-BEGIN 36' PAVED
ROAD

EC 124+30
BEGIN SUPER TRANS.

EC 125+35
BEGIN FULL SUPER

T 131+50
BEGIN FULL SUPER

T 132+99.36 P.O.C. =
F 9+00.00 BEGIN SUPER TRANS.

T 133+65
END FULL SUPER

F 4+25 BEGIN FULL SUPER
BEGIN TAPER

EC 128+50 END FULL SUPER
BEGIN SUPER TRANS.

F 5+21.93 FT. END FULL
SUPER, BEGIN SUPER TRANS.

F 5+85.06 P.C. END FULL SUPER
BEGIN SUPER TRANSITION
NOTE: TRANS. SUPER RATE
TO MATCH PROFILE GRADE
OF EC LINE

T 136+00

MATCH LINE SHEET D5

F 6+50



AS-BUILT PLANS
INITIALS: *AM*
DATE: 1/4/90

REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	04	148

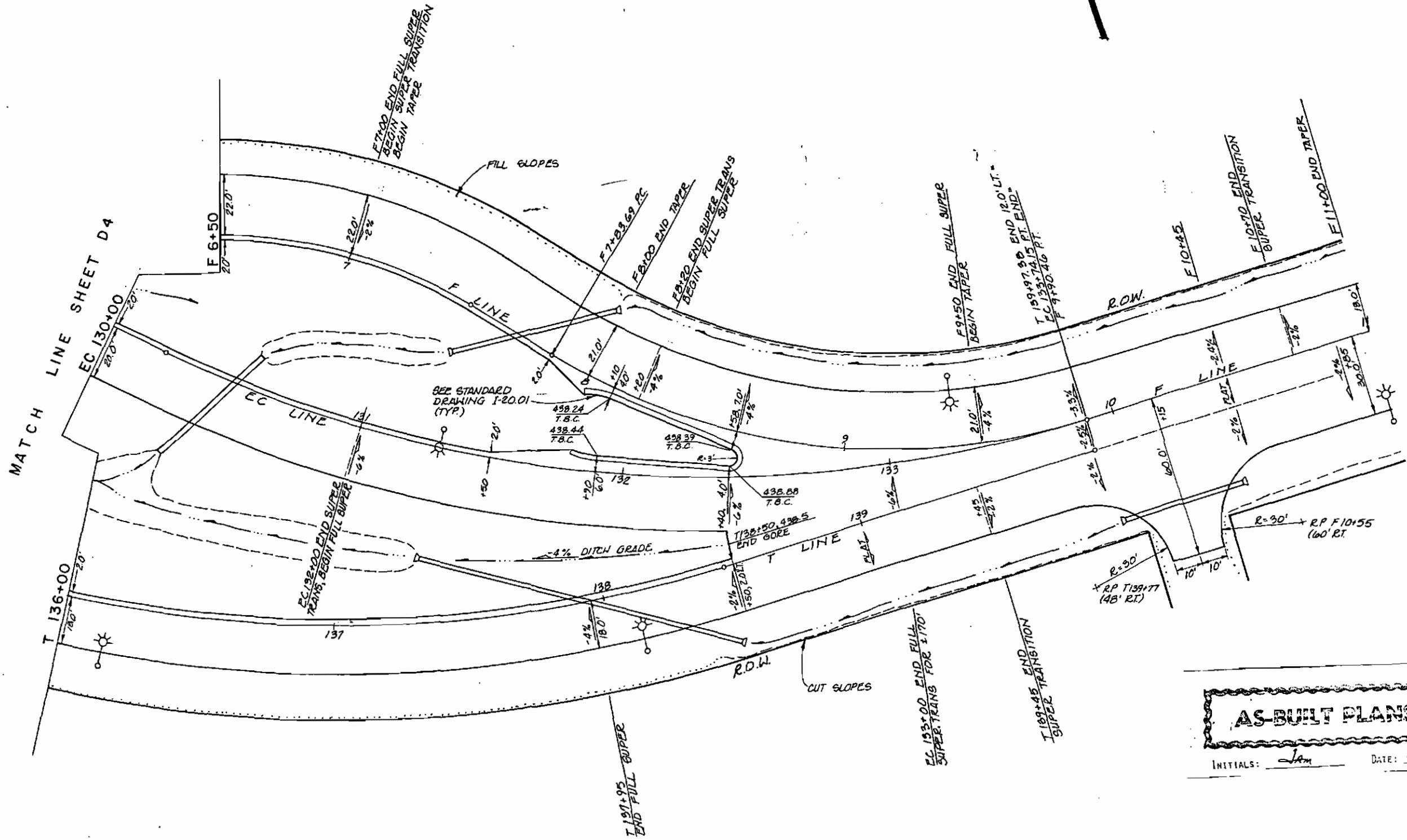
USK&H
Architects
Land Surveying
Engineering
Planning





REVISIONS		
No.	Date	Description

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	D5	245 167
USKH Architecture		Engineering		
Land Surveying		Planning		



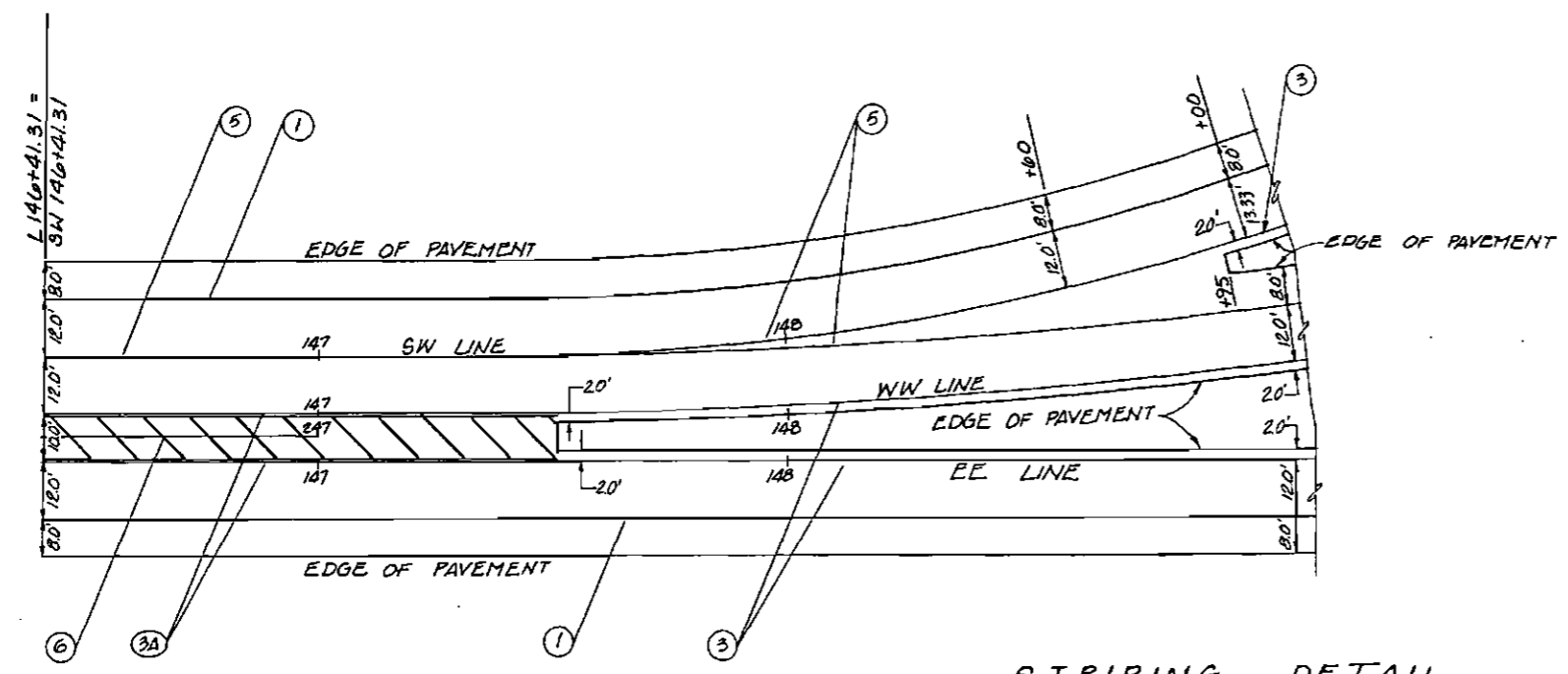
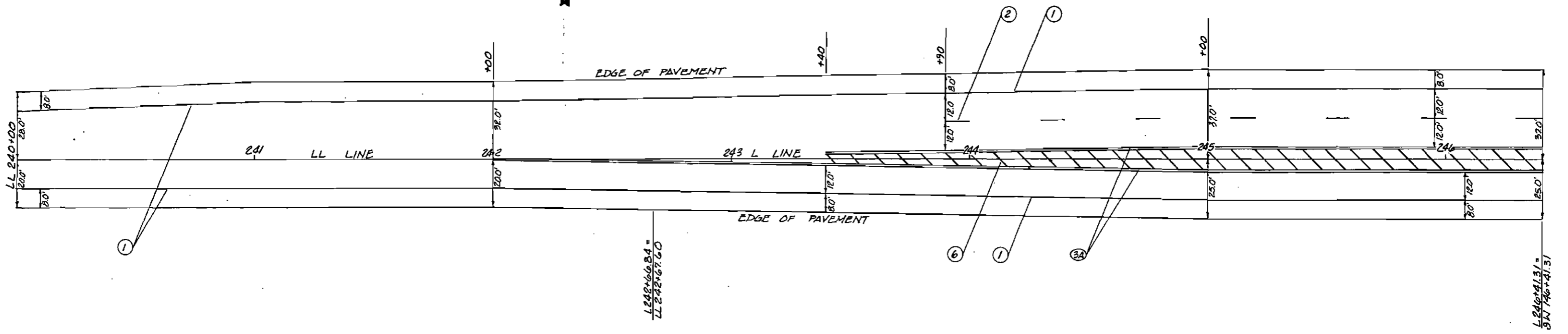
AS-BUILT PLANS
 INITIALS: *Jam* DATE: 2/22/90





REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	D6	167

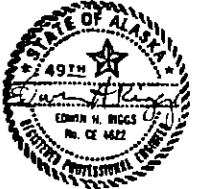
USKH Architecture • Engineering
Land Surveying • Planning



STRIPING DETAIL
LL 240+00 TO SW, WW, EE 149+00

AS-BUILT PLANS

INITIALS: *JM* DATE: *Mar/90*



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	C1	167
1	12/86	UPDATE					

USK UNWIN · SCHEBEN · KORYNTA · HJEYTL
FAIRBANKS ANCHORAGE

LEGEND

- ⌘ - PERMANENT ROAD CLOSURE WITH GUARDRAIL AND SIGNING.
- ⌘ TYPE III BARRICADES WITH R-11-2 SIGNS (ROAD CLOSED) (SUFFICIENT NUMBER TO EFFECTIVELY CLOSE THE ROAD) OBLITERATE, DITCH AND BERM. SEE SPEC. PROV.
- ▨ PHASE I - ROADWAYS TO BE OPEN TO TRAFFIC PRIOR TO BEGINNING OF PHASE II CONSTRUCTION.
- ▨ PHASE II CONSTRUCTION
- UNMARKED WORK THAT CAN BE DONE IN CONJUNCTION WITH PHASE I AND PHASE II CONSTRUCTION
- ▨ WORK THAT MUST BE COMPLETE AND OPEN TO TRAFFIC BY SEPTEMBER 15, 1987. SEE SPEC. PROV. SEC. 115-3.10
- ⌘ TYPE II BARRICADE

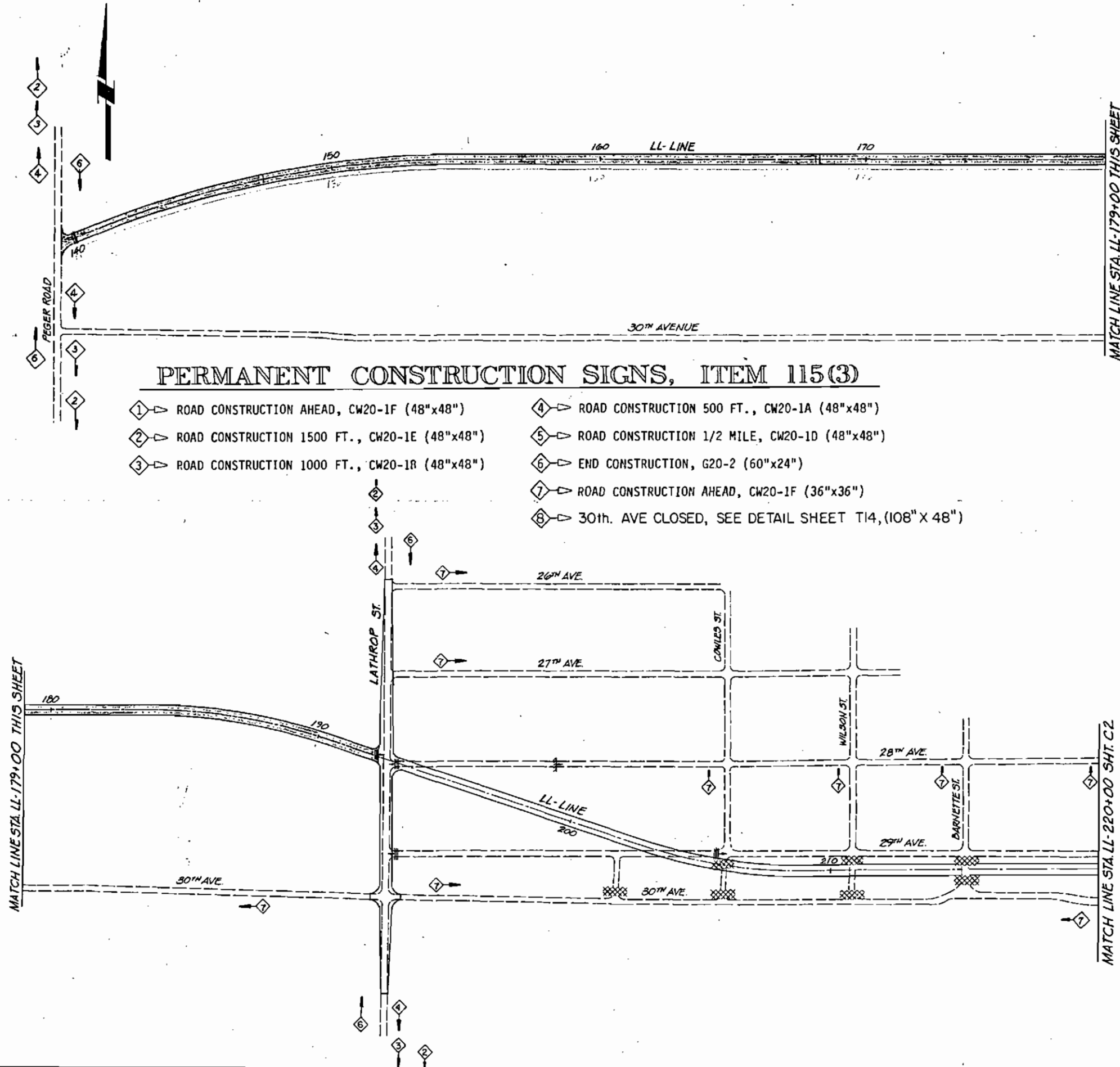
NOTES

- (1) SEWER LINE SHALL BE INSTALLED AND OPERATING BEFORE CONSTRUCTION CAN PROCEED ACROSS SEPTIC TANKS ALONG THE OR LINE.
- (2) THE OLD RICHARDSON BETWEEN CUSHMAN STREET AND THE 30TH AVENUE CONNECTOR TO THE NEW RICHARDSON HIGHWAY MAY BE PERMANENTLY CLOSED AT THE START OF CONSTRUCTION OF THE CN LINE.
- (3) INSTALL REQUIRED SIGNS, BARRICADES AND PERMANENT ROAD CLOSURES AS NOTED AFTER PHASE I IS COMPLETE AND PRIOR TO BEGINNING OF PHASE II.
- (4) SIGNING AND STRIPING SHALL BE COMPLETE FOR THE PHASE I PORTION OF THE PROJECT PRIOR TO OPENING TO TRAFFIC. THE SIGNALIZED INTERSECTIONS SHALL BE OPERATED WITH 4-WAY STOPS UNTIL SIGNALS ARE IN OPERATION. SIGNS SHALL BE INSTALLED AT APPROPRIATE LOCATIONS AND REMOVED WHEN NO LONGER REQUIRED. SEE SPECIAL PROVISIONS, SECTION 115-3.10
- (5) PERMANENT CONSTRUCTION SIGNS ⌘ SHALL BE INSTALLED ON THE LEFT AND RIGHT SIDES OF THE WEST BOUND PRISM OF THE NEW RICHARDSON HIGHWAY MIDWAY BETWEEN THE 3-MILE GATE AND THE RIFLE RANGE ACCESS ROAD.

AS-BUILT PLANS
INITIALS: *John* DATE: 2/22/90



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
GENERAL TRAFFIC CONTROL
PLAN



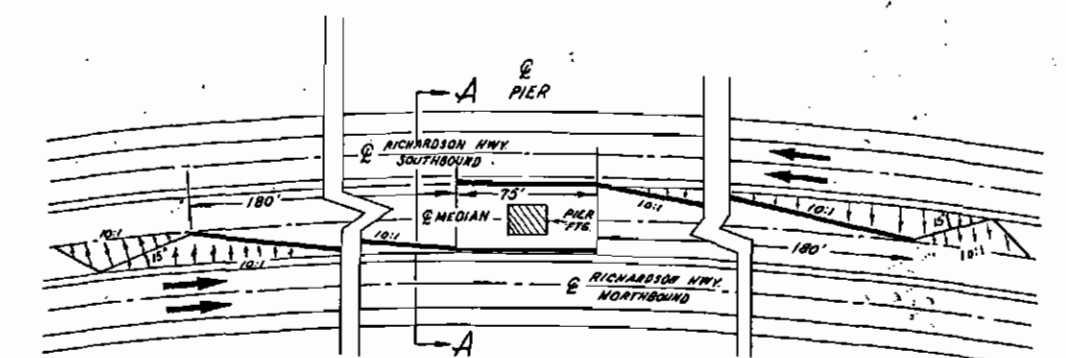
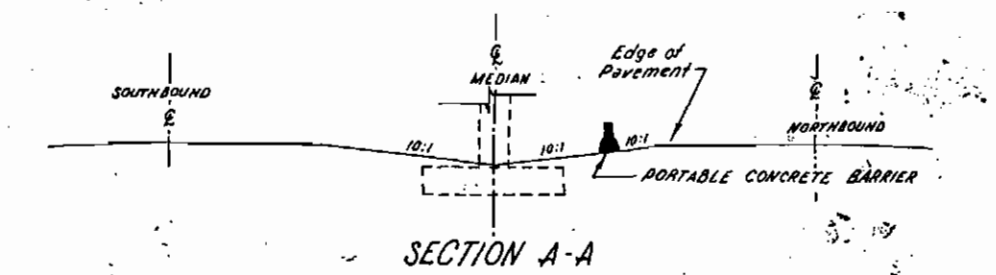
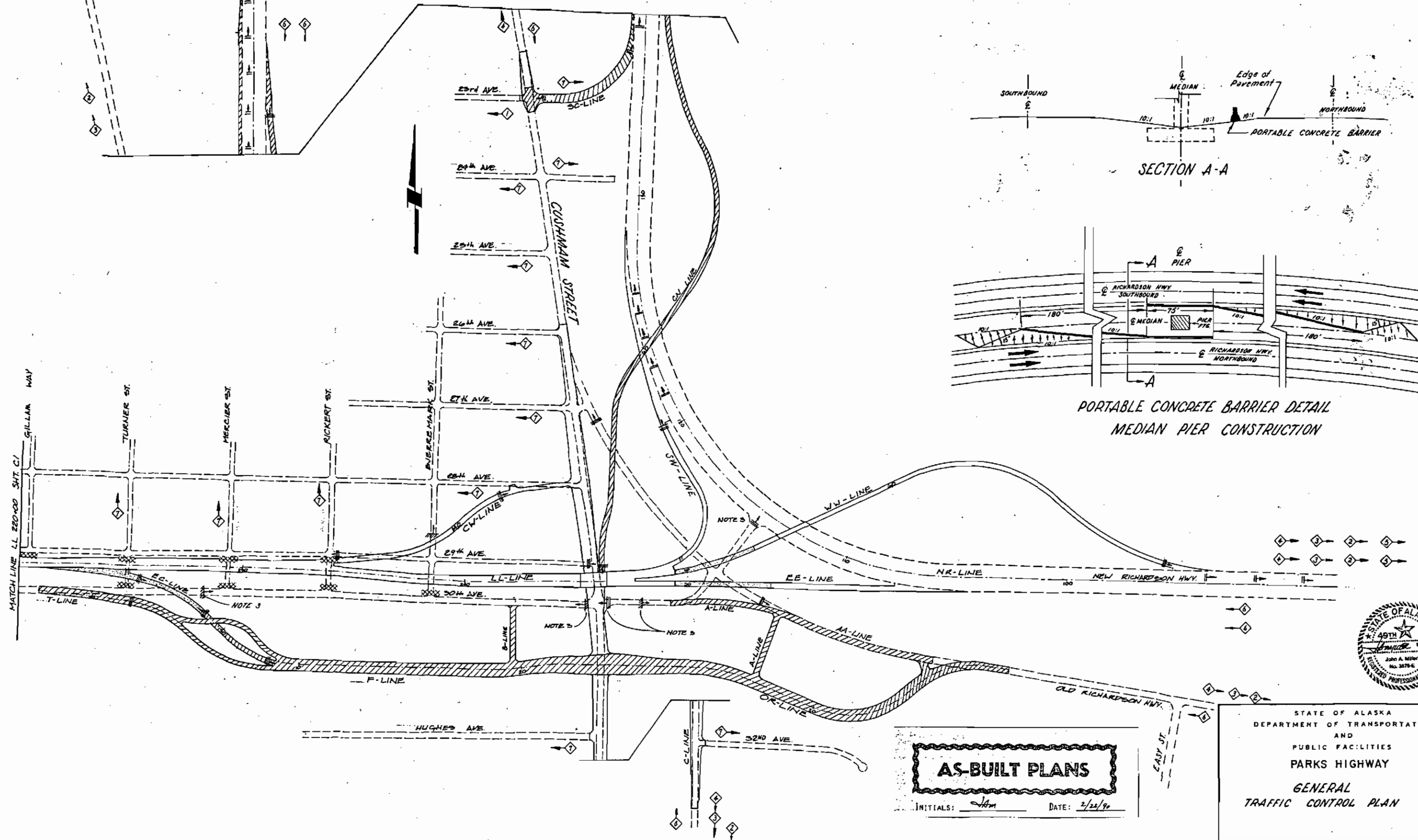
PERMANENT CONSTRUCTION SIGNS, ITEM 115(3)

- ⌘ ROAD CONSTRUCTION AHEAD, CW20-1F (48"x48")
- ⌘ ROAD CONSTRUCTION 1500 FT., CW20-1E (48"x48")
- ⌘ ROAD CONSTRUCTION 1000 FT., CW20-1R (48"x48")
- ⌘ ROAD CONSTRUCTION 500 FT., CW20-1A (48"x48")
- ⌘ ROAD CONSTRUCTION 1/2 MILE, CW20-1D (48"x48")
- ⌘ END CONSTRUCTION, G20-2 (60"x24")
- ⌘ ROAD CONSTRUCTION AHEAD, CW20-1F (36"x36")
- ⌘ 30th. AVE CLOSED, SEE DETAIL SHEET T14, (108"x48")

... for Legend & Notes, See Sheet C1

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	C2	148 167
1	12/86	UPDATE					

USKH UNWIN · SCHEBEN · KORYNTA · HUETTL
FAIRBANKS ANCHORAGE



AS-BUILT PLANS
INITIALS: *John* DATE: 2/22/90



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
GENERAL
TRAFFIC CONTROL PLAN

T15. R/W
SECTION 16

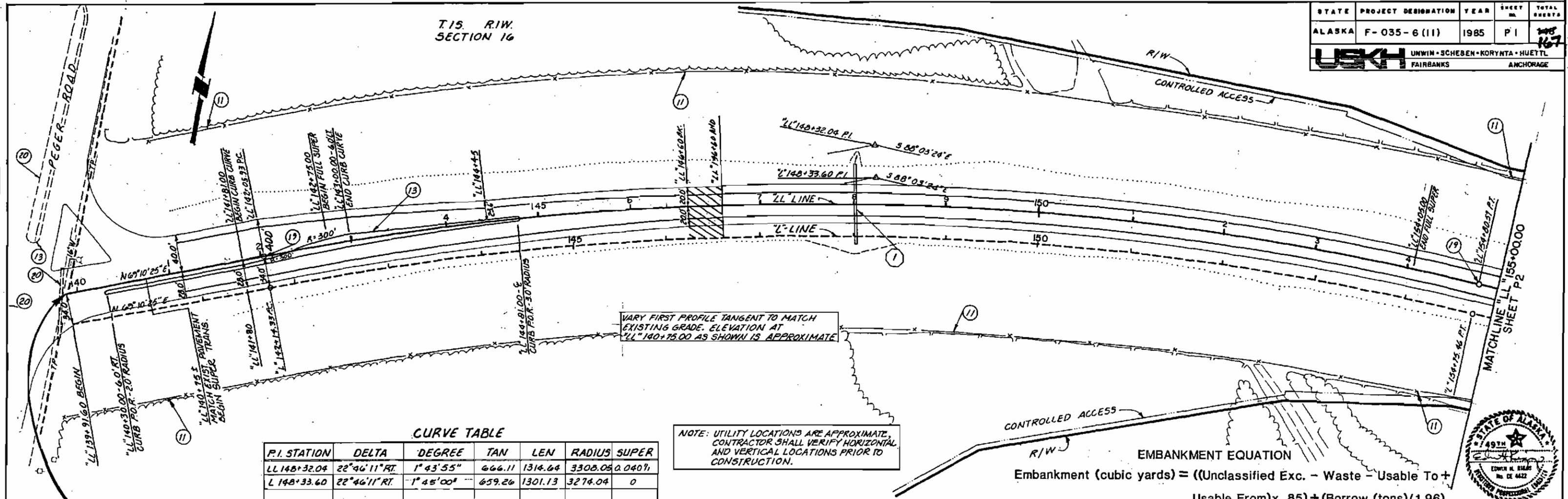
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	PI	167

USK UNWIN • SCHEBEN • KORYNTA • HUETT
FAIRBANKS ANCHORAGE

PLAN

DATE	
BY	
NO.	

SURVEYED
P. OTTER
NOTE BOOK
GRADES CHECKED
ALIGNED CHECKED
RT. OF WAY CHECKED
SIGNATURE NOTARY PUBLIC



CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LL 148+32.04	22°46'11" RT.	1°43'55"	666.11	1314.64	3308.05	0.04071
L 148+33.60	22°46'11" RT.	1°45'00"	659.26	1301.13	3274.04	0

NOTE: UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATIONS PRIOR TO CONSTRUCTION.

EMBANKMENT EQUATION

Embankment (cubic yards) = ((Unclassified Exc. - Waste - Usable To + Usable From) x .85) + (Borrow (tons) / 1.96)

Embankment	27681 cy	Borrow	11455 ton
Unclass. Exc.	0 cy	Material from Waste	
Waste	0 cy	for Slopes	0 cy
Usable Exc. from	0 cy	Waste from	0 cy
Usable Exc. to	0 cy	Waste to	0 cy
		Clearing & Grubbing	0 acre
Borrow includes	20,249 tons	for top 36 inches	

BEGIN PROJECT F-035-6(II)
"LL" STA. 139+91.60 (34.0' RT.) =
"L" STA. 140+00.00

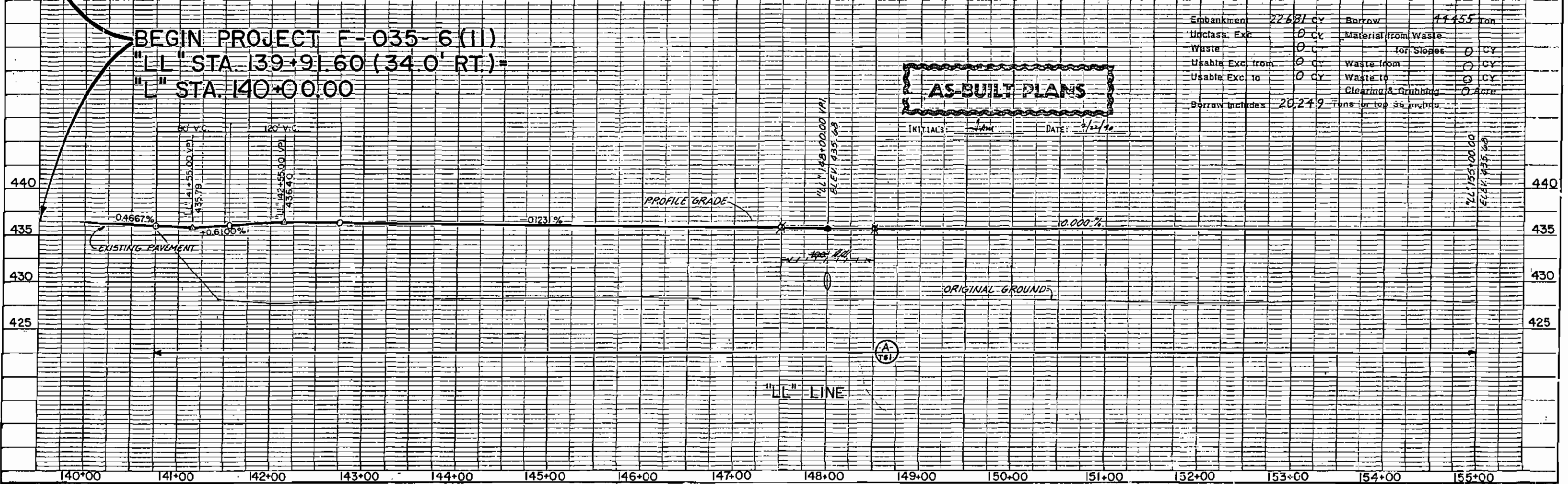
AS-BUILT PLANS

INITIALS: *Lam* DATE: 2/12/90

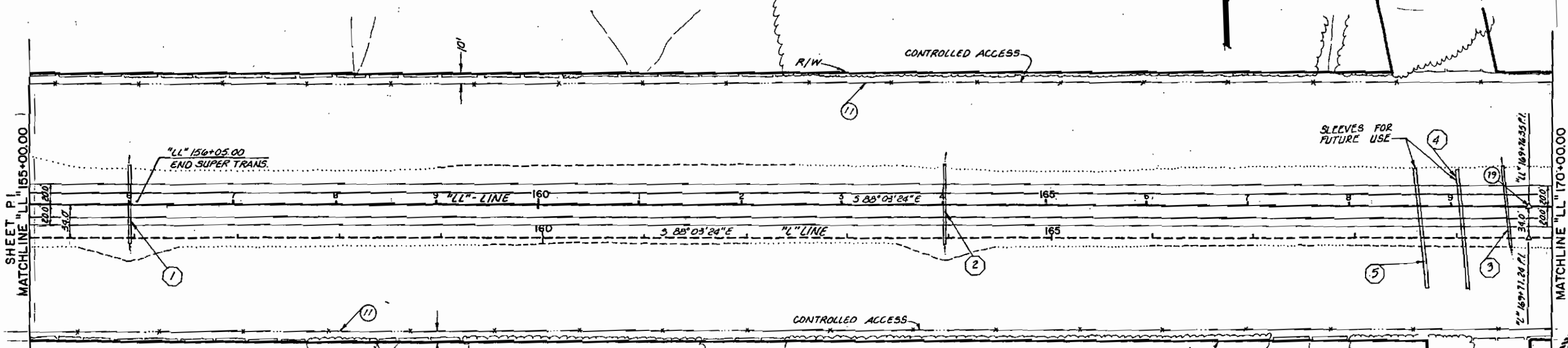
PROFILE

DATE	
BY	
NO.	

SURVEYED
P. OTTER
NOTE BOOK
GRADES CHECKED
ALIGNED CHECKED
SIGNATURE NOTARY PUBLIC



T.15. R.I.W. SECTION 16

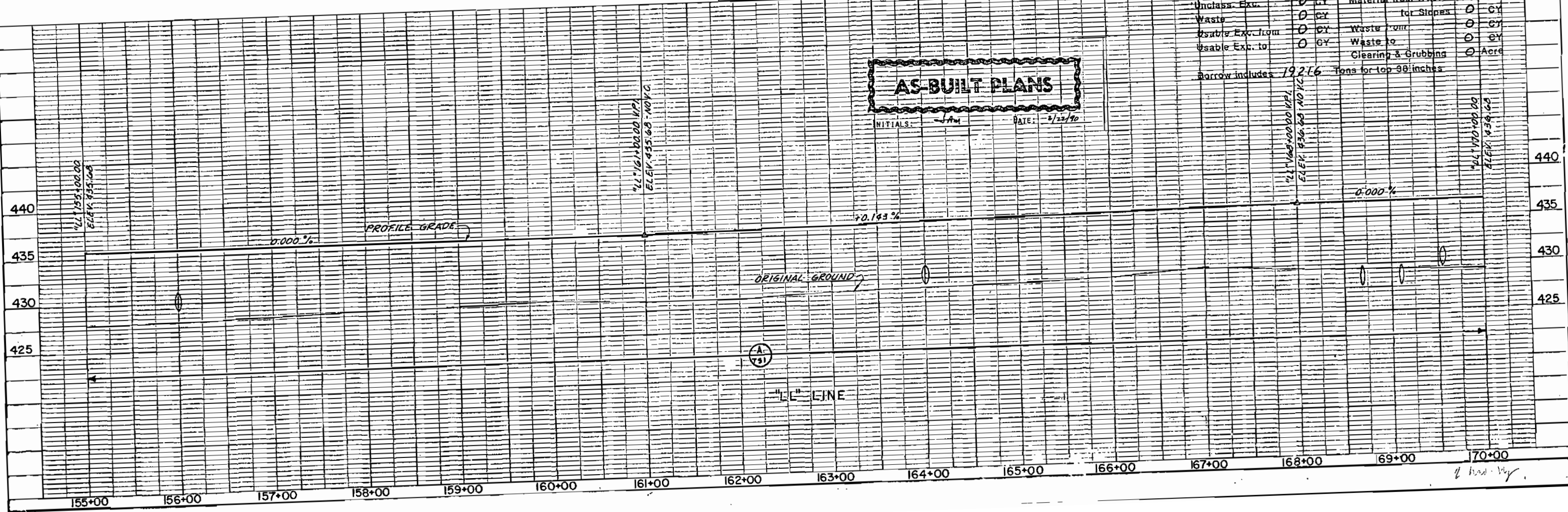


CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LL 169+76.35	0° 19' 49" LT.	0	0	0	0	0
L 169+71.24	0° 19' 49" LT.	0	0	0	0	0

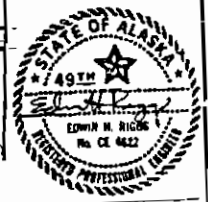
Embankment	18736	CY	Borrow	36762	Ton
Unclass. Exc.	0	CY	Material from Waste		
Waste	0	CY	for Slopes	0	CY
Usable Exc. from	0	CY	Waste from	0	CY
Usable Exc. to	0	CY	Waste to	0	CY
			Clearing & Grubbing	0	Acre
Borrow includes		19216	Tons for top 98 inches		

AS-BUILT PLANS
 INITIALS: JAM DATE: 8/23/90



PLAN
 SURVEYED BY: _____
 PLOTTED BY: _____
 ALIGNED BY: _____
 CHECKED BY: _____
 DATE: _____

PROFILE
 SURVEYED BY: _____
 PLOTTED BY: _____
 GRADE CHECKED BY: _____
 DATE: _____



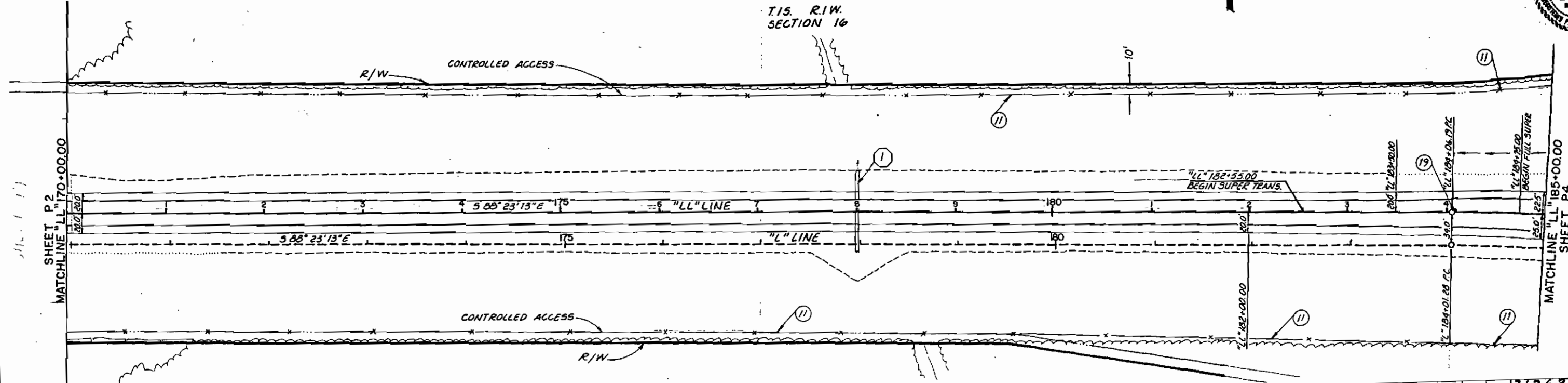
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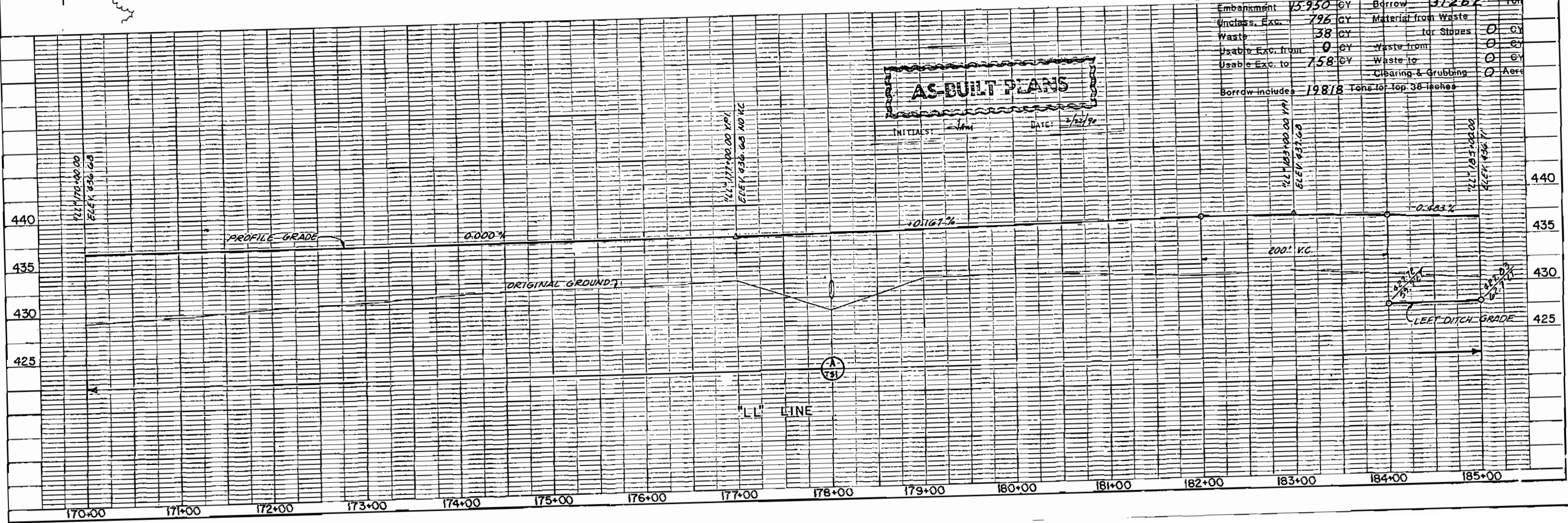
P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LL 187+20.53	18°22'18" RT.	2°56'51"	314.34	623.29	1943.86	0.054 %
L 187+10.13	18°22'18" RT.	3°00'00"	308.85	612.39	1907.86	0

T15. R.I.W.
SECTION 16

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



DATE _____ BY _____
PROFILE
SURVEYED _____
NOTE BOOK _____
GRADES CHECKED _____
S. M. I. NOTED _____
STRUCTURE ROOFING CHECKED _____
NO. _____



Embankment	15,950	CY	Borrow	3,126.2	For
Unclass. Exc.	796	CY	Material from Waste		
Waste	38	CY	for Slopes	0	CY
Usable Exc. from	0	CY	Waste from	0	CY
Usable Exc. to	758	CY	Waste to	0	CY
			Clearing & Grubbing	0	Acre
Borrow includes 19818 tons for top 38 inches					

T15. R.I.W. SECTION 16

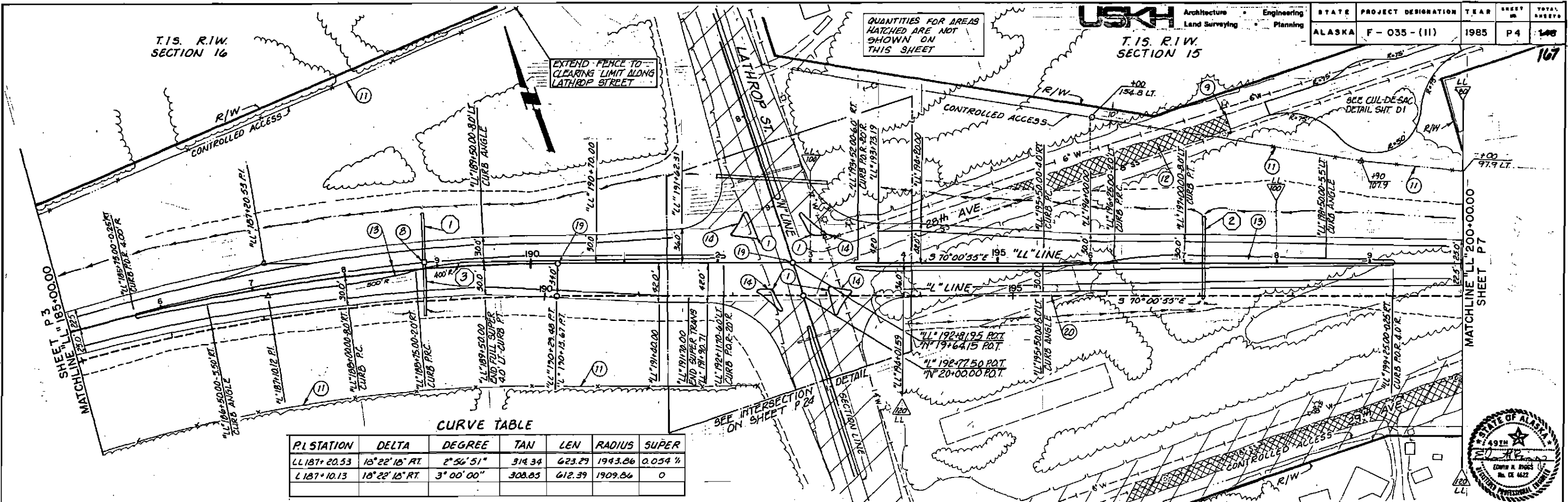
T15. R.I.W. SECTION 15

QUANTITIES FOR AREAS HATCHED ARE NOT SHOWN ON THIS SHEET

USKH Architecture Engineering
Land Surveying Planning

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-(11)	1985	P4	148

PLAN	DATE
SURVEYED	
PLOTTED	
ALIGNED CHECKED	
NOTE BOOK	
NO. OF WAYS CHECKED	
NO.	

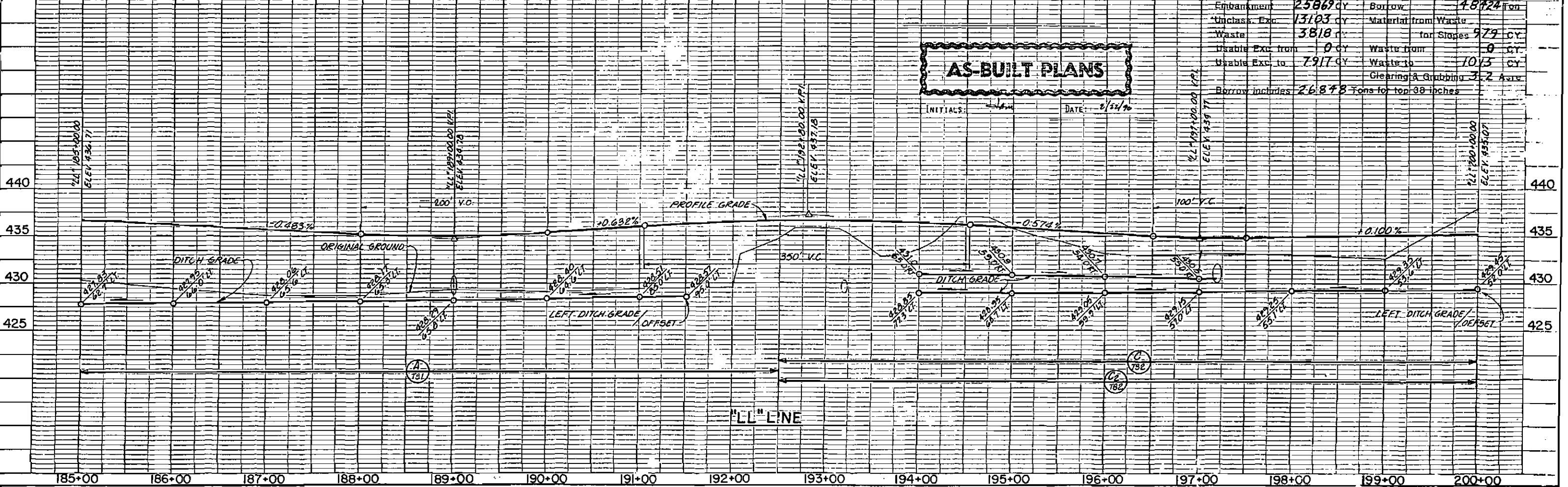


CURVE TABLE

PI STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LL 187+20.53	18° 22' 15" RT.	2° 56' 51"	314.34	623.29	1943.86	0.054 1/4
L 187+10.13	18° 22' 15" RT.	3° 00' 00"	308.85	612.39	1909.86	0



PROFILE	DATE
SURVEYED	
GRADES CHECKED	
NOTE BOOK	
NO. OF WAYS CHECKED	
NO.	



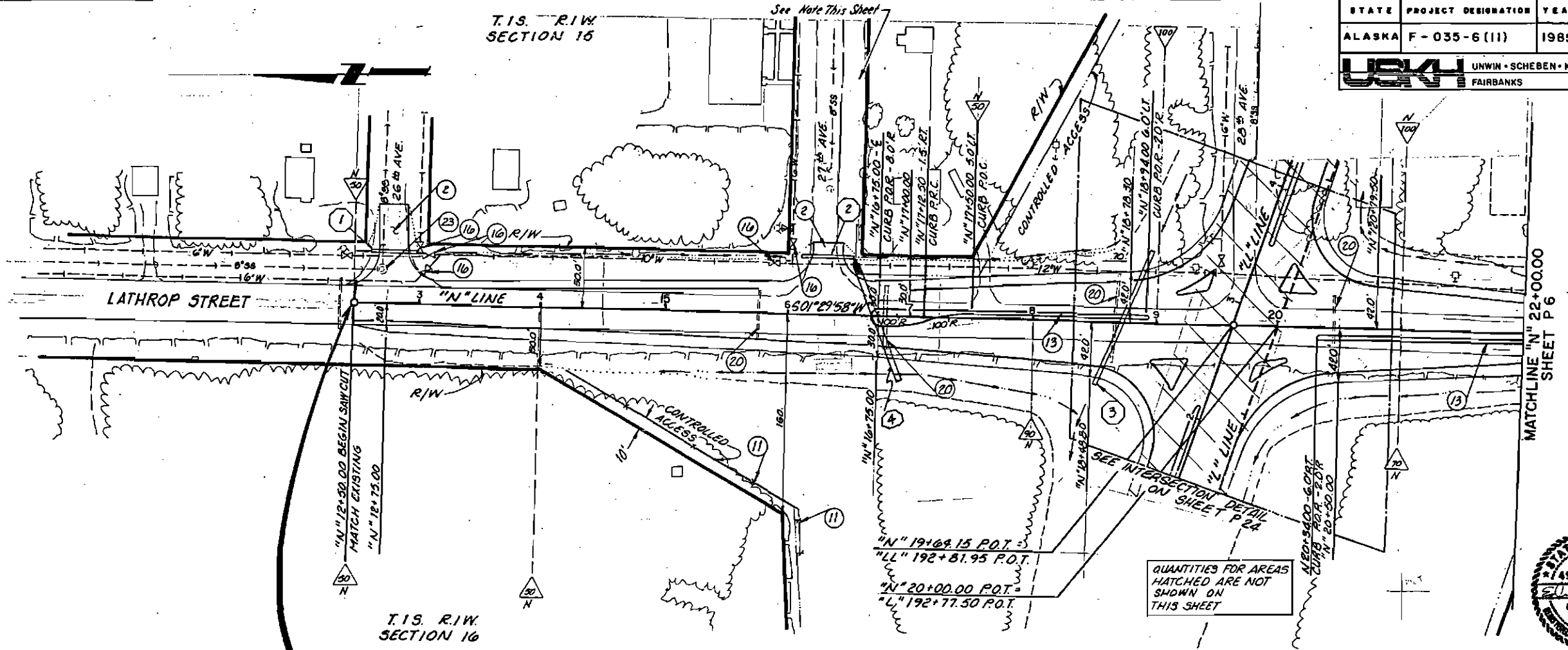
Embankment	25869 CY	Borrow	48724 Ton
Unclass. Exc.	13103 CY	Material from Waste	
Waste	3818 CY	for Slopes	979 CY
Usable Exc. from	0 CY	Waste from	0 CY
Usable Exc. to	7917 CY	Waste to	1013 CY
		Clearing & Grubbing	3.2 Acre
Borrow includes	26878 Tons	for top 38 inches	

AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 2/24/76

6.5 hrs. 2/76

Note:
Construct gravel access driveway from 27th Ave to provide equal utility as existing direct access to Lathrop St. as directed by the Engineer. This work shall be incidental to item 639(1), Approaches.



PLAN	DATE
BY	
DATE	
BY	
DATE	
BY	
DATE	

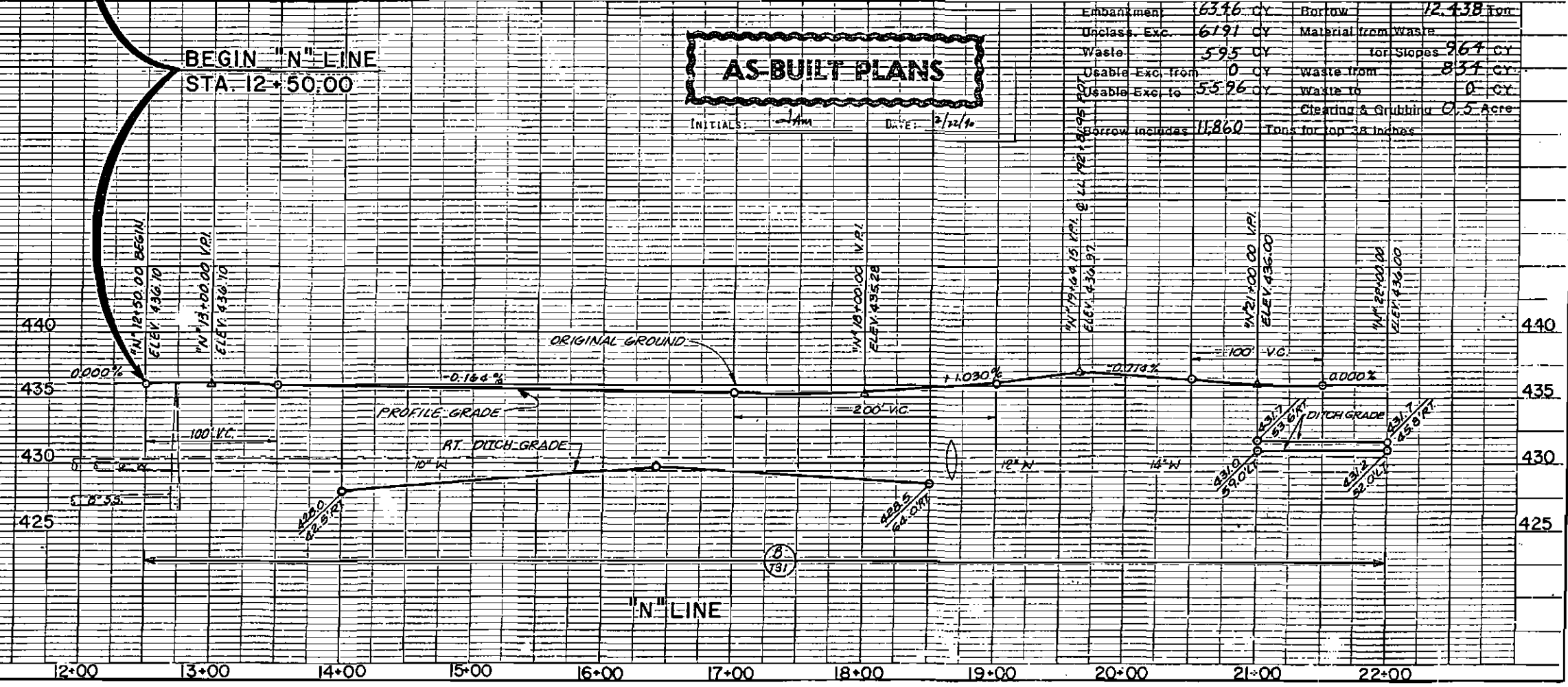
PROFILE	DATE
BY	
DATE	
BY	
DATE	
BY	
DATE	

BEGIN "N" LINE
STA. 12+50.00

AS-BUILT PLANS

INITIALS: *lm* DATE: 2/22/85

Embankment	63.16 CY	Borrow	12.438 Ton
Unclass. Exc.	6.191 CY	Material from Waste	
Waste	5.95 CY	for Slopes	9.64 CY
Usable Exc. from	0 CY	waste from	8.34 CY
Usable Exc. to	5.596 CY	waste to	0 CY
		Clearing & Grubbing	0.5 Acre
Borrow includes	11,860	Tons for top 38 inches	



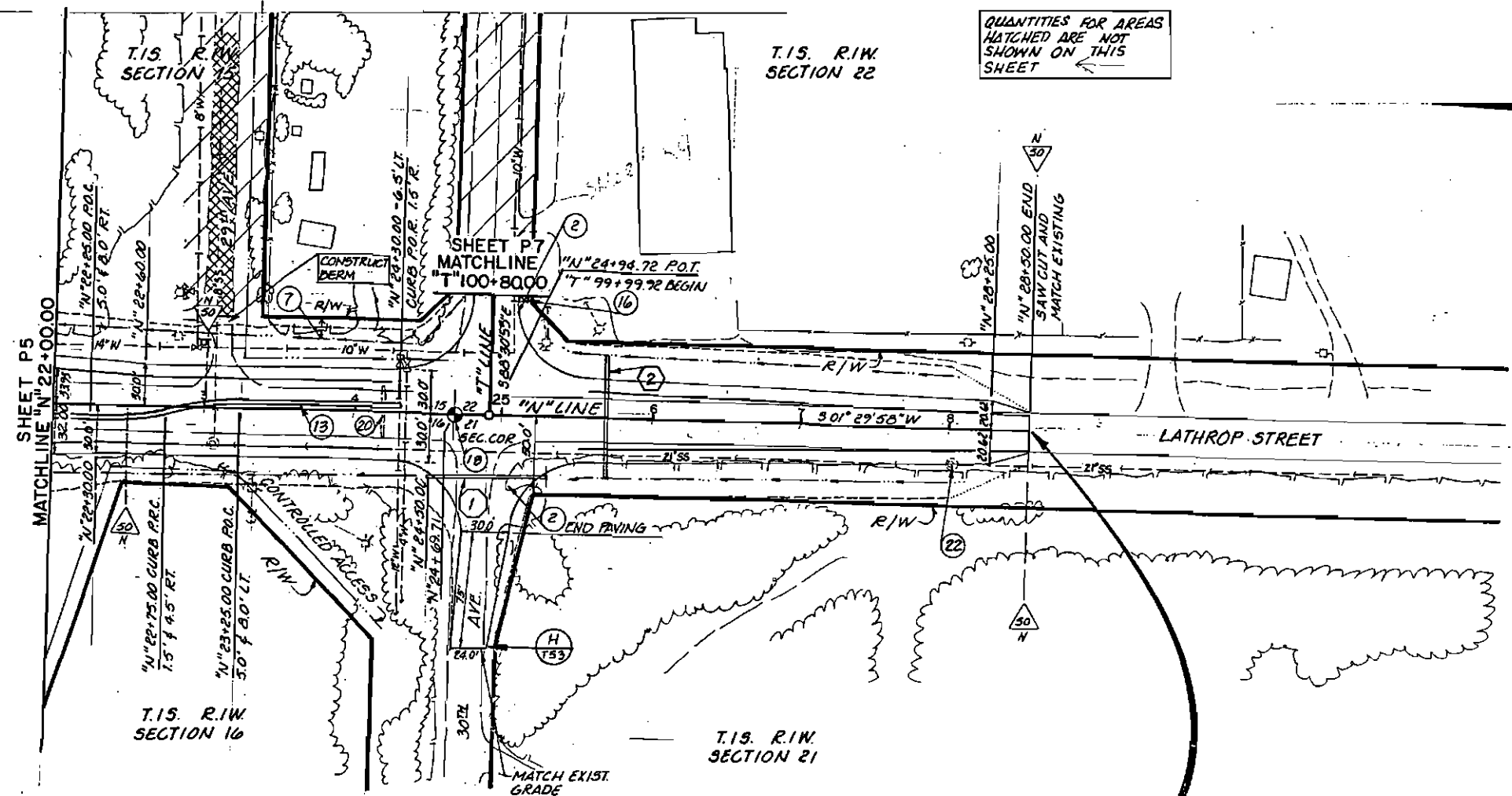
11 11 11 5 12 11

ADDENDUM No. I
ATTACHMENT No. II

QUANTITIES FOR AREAS
HATCHED ARE NOT
SHOWN ON THIS
SHEET

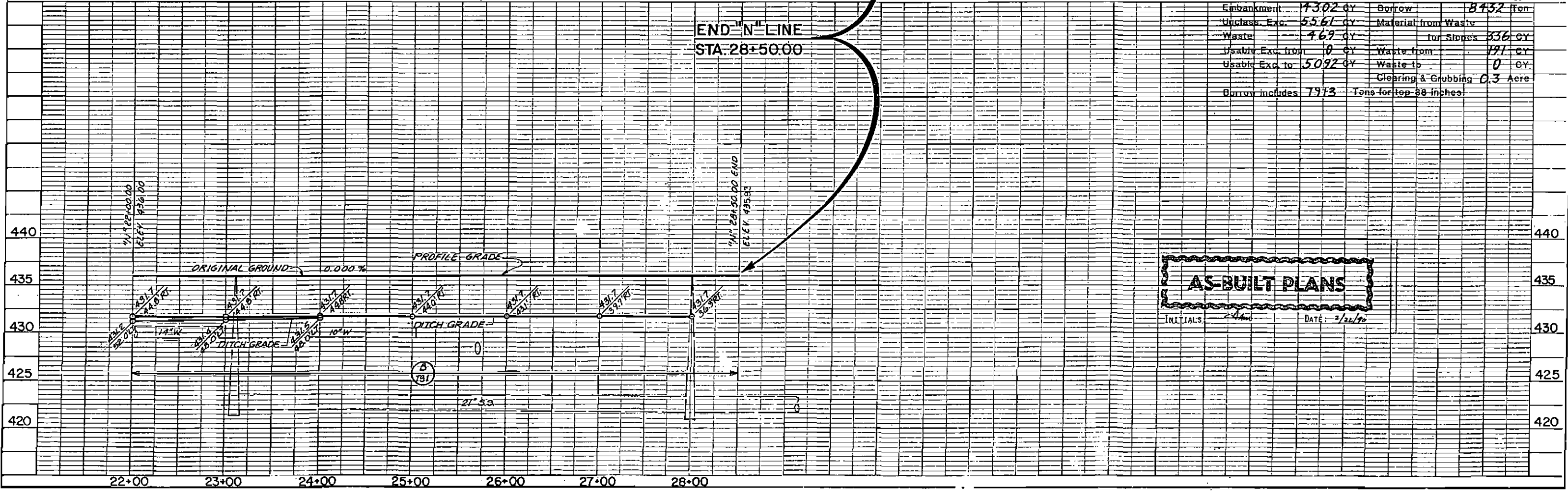
PLAN	DATE
REVISIONS	
NOTED	
CHECKED	
BY	
DATE	

PROFILE	DATE
REVISIONS	
NOTED	
CHECKED	
BY	
DATE	



Embankment	1302 CY	Borrow	8432 Ton
Unclass. Exc.	5561 CY	Material from Waste	
Waste	469 CY	for Slopes	336 CY
Usable Exc. from	0 CY	Waste from	191 CY
Usable Exc. to	5092 CY	Waste to	0 CY
		Clearing & Grubbing	0.3 Acre
Borrow includes	7713	Tons for top 38 inches	

END "N" LINE
STA. 28+50.00



AS-BUILT PLANS

INITIALS: [Signature] DATE: 2/22/90

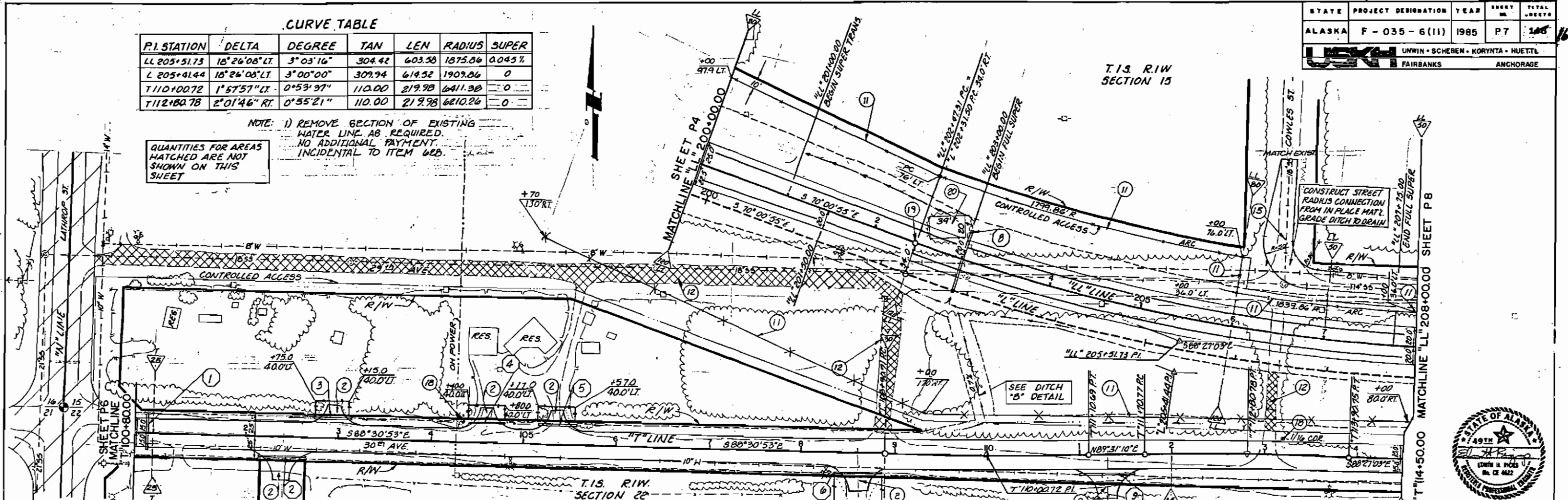
3 1/2 in

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LL 205+51.75	18°26'08" LT.	3°03'16"	304.42	603.58	1875.86	0.045%
L 205+41.44	18°26'08" LT.	3°00'00"	309.94	614.52	1909.06	0
T 110+00.72	1°57'57" LT.	0°53'37"	110.00	219.98	6411.38	0
T 112+80.78	2°01'46" RT.	0°55'21"	110.00	219.98	6210.26	0

NOTE: 1) REMOVE SECTION OF EXISTING WATER LINE AS REQUIRED. NO ADDITIONAL PAYMENT INCIDENTAL TO ITEM 62B.

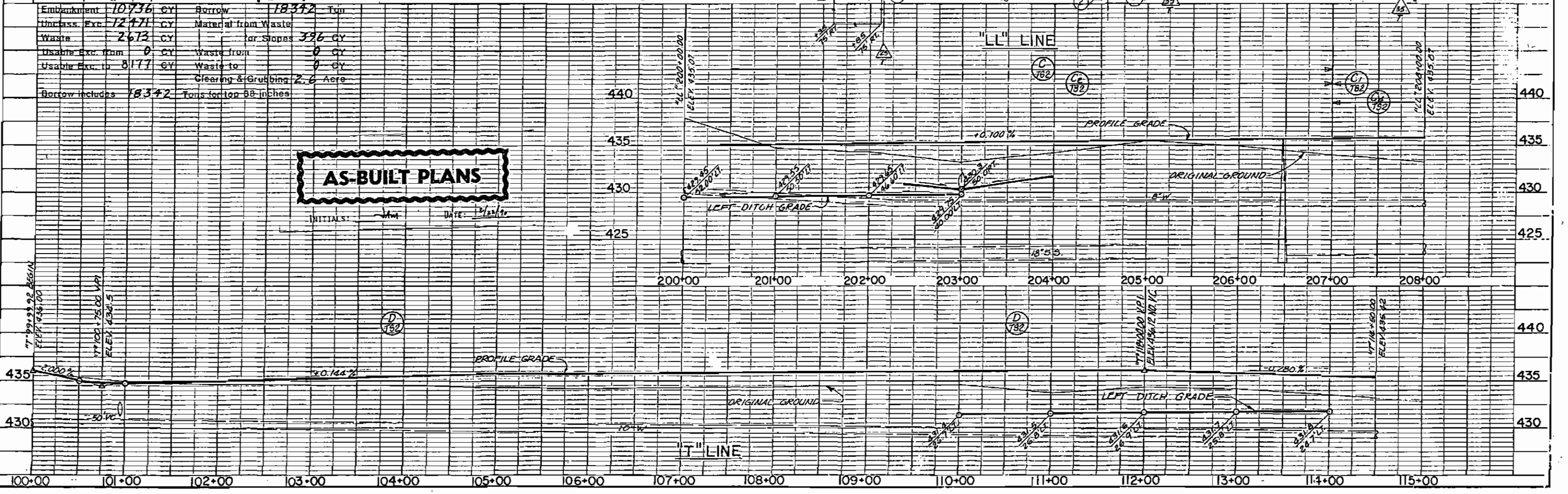
QUANTITIES FOR AREAS HATCHED ARE NOT SHOWN ON THIS SHEET



Embankment	10736	CY	Borrow	18342	Tons
Unclass. Exc.	12471	CY	Material from Waste		
Waste	2673	CY	for Slopes	326	CY
Usable Exc. from	0	CY	Waste from	0	CY
Usable Exc. to	8177	CY	Waste to	0	CY
			Clearing & Grubbing	2.6	Acre
Borrow includes	18342	Tons for top 98 inches			

AS-BUILT PLANS

INITIALS: *MM* DATE: *3/21/72*



DATE: _____
BY: _____
CHECKED: _____
NO. _____

DATE: _____
BY: _____
CHECKED: _____
NO. _____

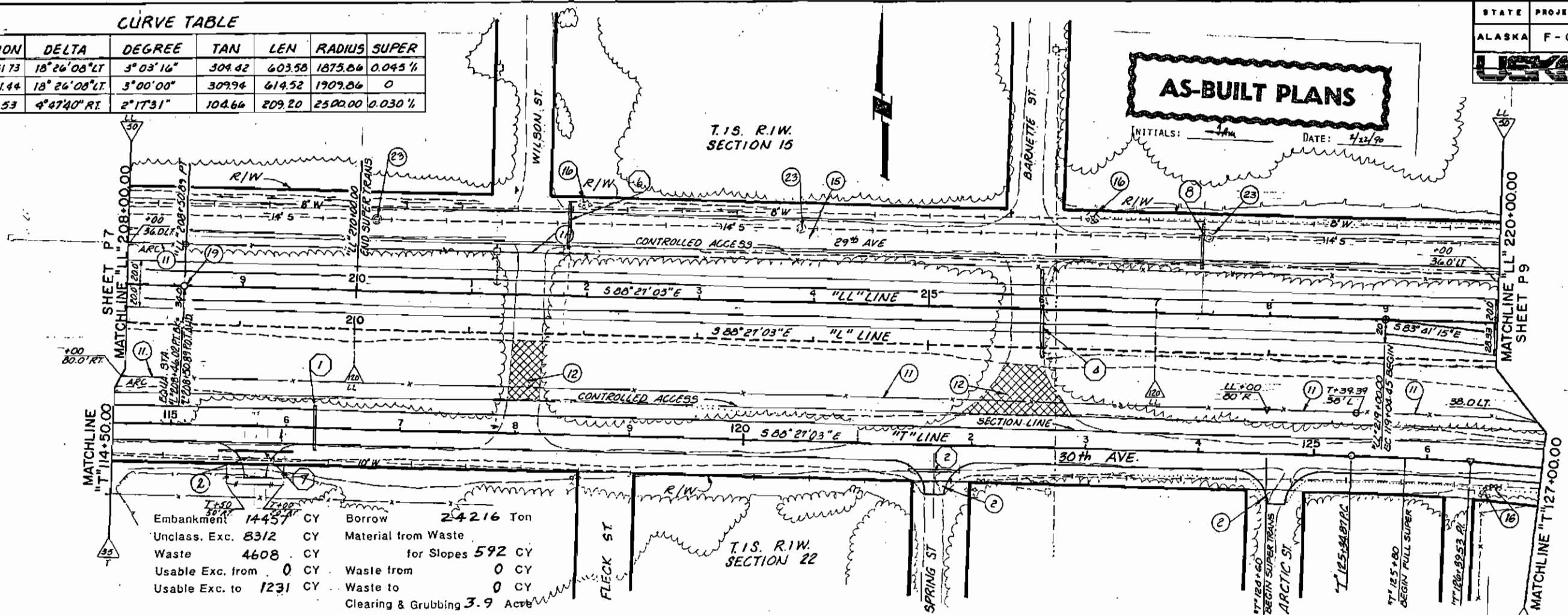
CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LL 205+51.73	18° 26' 08" LT	3° 03' 16"	309.42	603.58	1875.86	0.045 %
L 205+41.44	18° 26' 08" LT	3° 00' 00"	309.94	614.52	1909.86	0
T126+39.53	4° 47' 40" RT	2° 17' 31"	104.66	209.20	2502.00	0.030 %

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	P8	167

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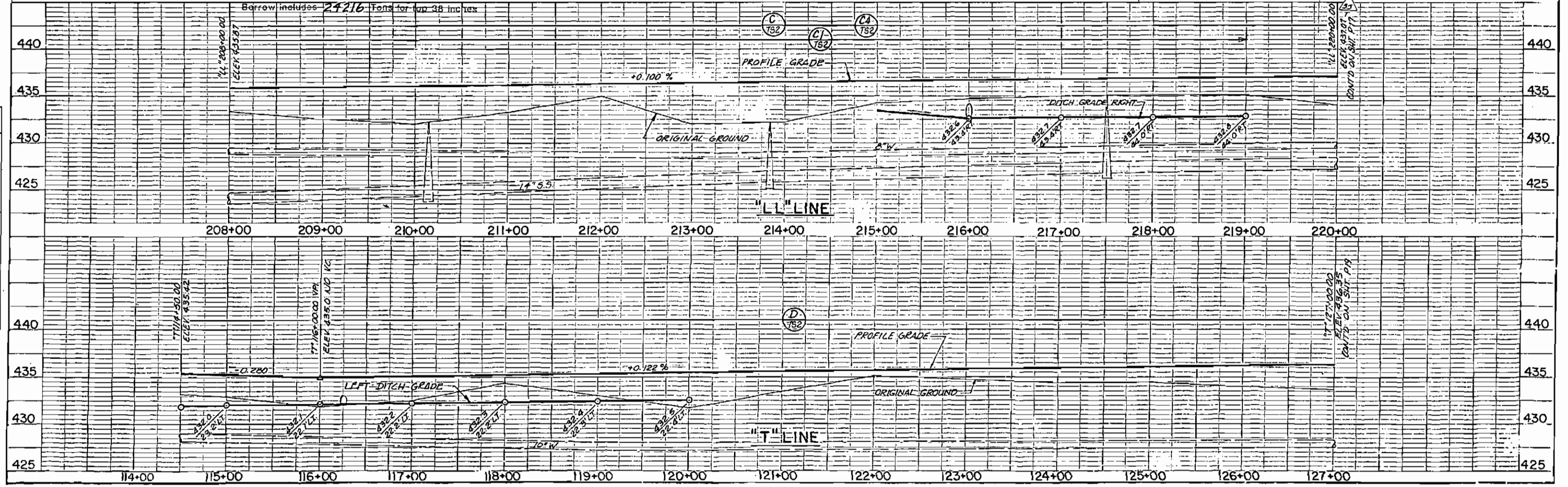
AS-BUILT PLANS
INITIALS: *JM* DATE: 4/22/90



Embankment	14457	CY	Borrow	24216	Ton
Unclass. Exc.	8312	CY	Material from Waste		
Waste	4608	CY	for Slopes	592	CY
Usable Exc. from	0	CY	Waste from	0	CY
Usable Exc. to	1231	CY	Waste to	0	CY
			Clearing & Grubbing	3.9	Acres



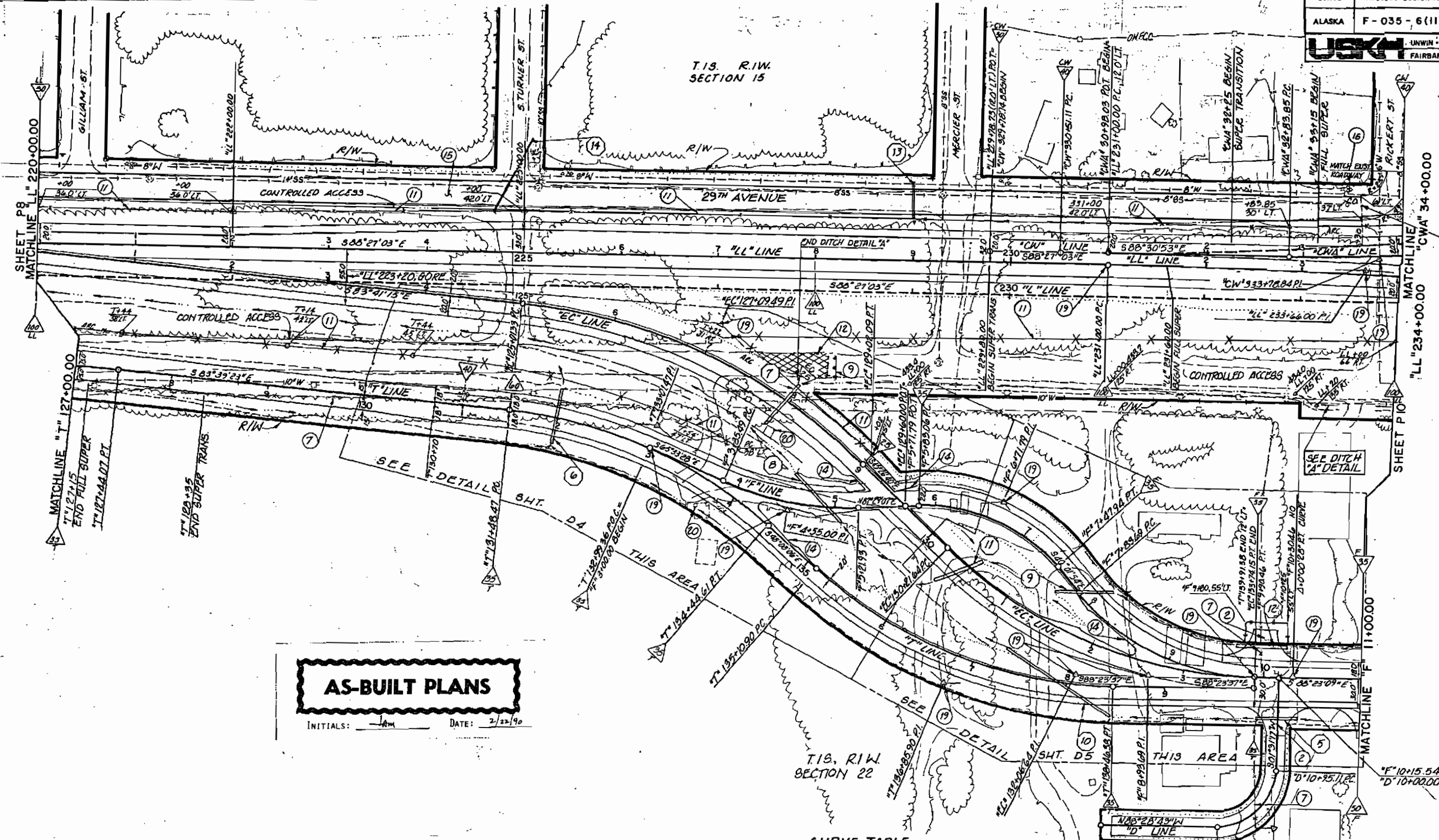
Borrow includes 24216 Tons for top 38 inches



DATE: _____ BY: _____
SURVEYED, PLOTTED, CHECKED, AND CALCULATED BY: _____
NOTE BOOK NO. _____
STRUCTURE NO. _____

DATE: _____ BY: _____
SURVEYED, PLOTTED, CHECKED, AND CALCULATED BY: _____
NOTE BOOK NO. _____
STRUCTURE NO. _____

Handwritten note or signature



AS-BUILT PLANS

INITIALS: *JAM* DATE: 2/22/90

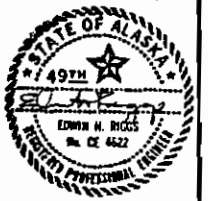
PROFILE SUMMARY TABLE

LINE	STA.	TO	STA.	SHT.
T	127+00.00	-	139+91.38	P19
LL	220+00.00	-	242+67.60	P17
CWA	30+89.05	-	CW 345+98.21	P19
EC	119+04.45	-	133+74.15	P18
F	3+00.00	-	23+49.29	P18
D	10+30.00	-	13+00.00	P18

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LL 233+64.00	3°36'26" RT	0°40'42"	266.00	531.82	8446.98	0.020 %
CW 333+78.84	9°49'42" LT	1°30'11"	327.73	653.86	3811.75	0.025 %
EC 127+09.49	38°14'35" RT	9°32'33"	208.17	400.76	600.83	0.060 %
EC 132+06.64	42°56'37" LT	12°11'02"	183.00	352.51	470.26	0.060 %
T 133+01.47	35°31'14" RT	11°59'41"	153.00	296.14	477.67	0.040 %
T 136+85.90	40°15'28" LT	12°00'00"	175.00	335.48	477.46	0.040 %
F 4+55.00	26°37'26" LT	19°43'26"	67.51	136.44	290.00	-0-
F 6+71.79	52°28'59" RT	31°49'52"	88.73	164.88	180.00	0.020 %
F 8+93.69	48°21'43" LT	23°23'17"	110.00	206.78	244.98	0.040 %
D 11+55.11	90°00'00" RT	95°29'35"	60.00	94.25	60.00	-0-
CWA 35+26.85	16°45'21" LT	3°28'21"	243.00	482.54	1650.00	0.045 %

Embankment 30594 CY
 Unclass. Exc. 15394 CY
 Waste 6006 CY
 Usable Exc. from 0 CY
 Usable Exc. to 5716 CY
 Borrow 53847 Ton
 Material from Waste for Slopes 3154 CY
 Waste from 0 CY
 Waste to 0 CY
 Clearing & Grubbing 5.6 Acre
 Borrow includes 53847 Tons for top 38 inches



PROFILE
 DATE: 2/22/90
 BY: JAM
 CHECKED: [Signature]

NOTICE
 THIS PLAN IS THE PROPERTY OF UNWIN SCHEBEN KORYNTA HUETTL
 AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS
 WITHOUT THE WRITTEN PERMISSION OF UNWIN SCHEBEN KORYNTA HUETTL

CURVE TABLE

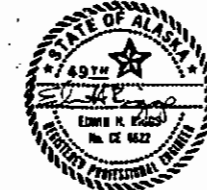
PI STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LL 233+66.00	3°36'26" RT	0°40'42"	266.00	531.82	8446.78	0.020%
LL 240+02.09	6°00'11" LT	1°01'46"	266.00	531.51	5072.78	0.030%
L 241+45.20	2°23'45" RT	0°59'05"	121.68	243.32	5819.24	0
CW 333+78.84	9°49'42" LT	1°30'11"	327.73	653.80	3611.75	0.025%
CW 338+57.49	33°25'21" LT	11°16'43"	152.52	296.33	508.00	0.060%
CW 342+17.21	34°51'18" RT	15°04'40"	119.28	231.17	380.00	0.060%
F 18+84.65	6°55'57" LT	4°37'38"	75.00	149.82	1238.21	0.035%
F 21+34.67	6°55'57" RT	4°37'38"	75.00	149.82	1238.21	0.035%
C 101+32.19	10°18'11" RT	1°50'11"	281.28	561.04	3120.00	0.025%
CN 51+20.82	19°39'36" RT	10°07'26"	98.06	194.19	565.94	0.060%
CN 53+15.01	12°38'44" LT	6°28'27"	98.06	195.32	884.99	0.035%
SW 148+42.56	22°00'00" LT	11°00'00"	101.25	200.00	520.81	0.060%
WW 150+38.24	23°45'22" LT	4°03'31"	296.73	585.32	1411.67	0.030%
EE 150+02.52	2°49'45" RT	0°24'53"	341.21	682.29	13,213.02	0.020%
CWA 35+26.85	16°45'21" LT	3°28'21"	243.00	482.54	1650.00	0.045%
CWA 38+85.98	26°29'42" LT	11°16'45"	119.59	234.91	508.00	0.060%

T.15. R.I.W SECTION 15

MATCHLINE "C" 94+00.00 SHEET P14

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F - 035 - 6 (11)	1985	P 10	11

UNWIN - SCHEBEN - KORYNTA - HUETTL
FAIRBANKS ANCHORAGE



AS-BUILT PLANS

PROFILE SUMMARY TABLE

LINE	STATION TO	STATION	SHT.
LL	220+00.00	242+67.60	P17
L	242+66.84	247+00.00	P17
F	3+00.00	23+49.29	P18
B	20+00.00	22+84.52	P19
CWA	30+98.03	CW 345+98.21	P19
OR	10+00.00	29+20.00	P20
C	87+92.98	111+80.00	P20
EE	146+41.31	167+55.58	P21
CN	50+00.86	64+00.00	P21
CN	64+00.00	71+00.00	P22
BW	146+40.00	159+06.88	P22
WW	147+25.00	177+84.75	P23

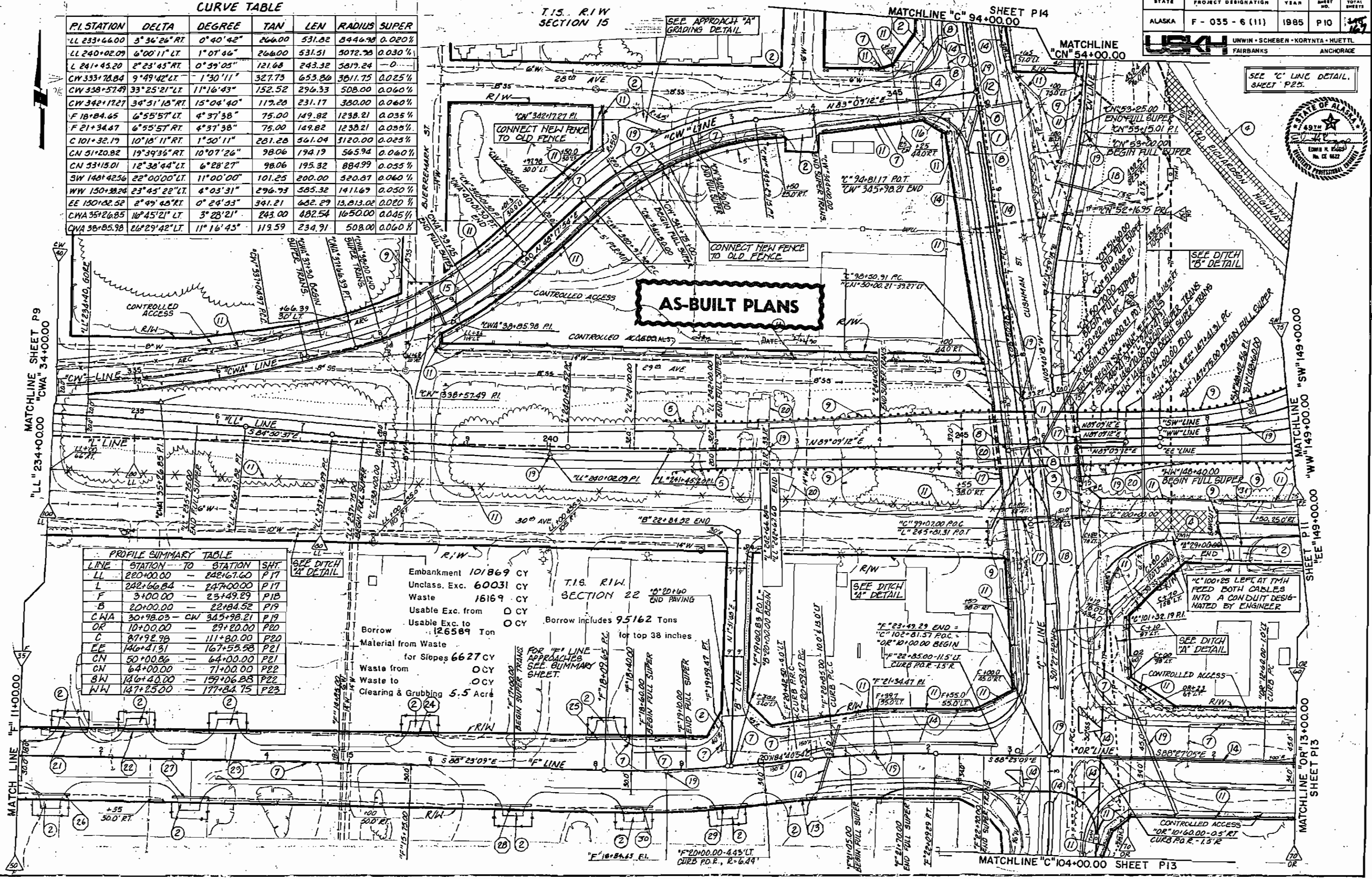
SEE DITCH "A" DETAIL

Embankment 101869 CY
 Unclass. Exc. 60031 CY
 Waste 16169 CY
 Usable Exc. from 0 CY
 Usable Exc. to 0 CY
 Borrow 126589 Ton
 Material from Waste for Slopes 6627 CY
 Waste from 0 CY
 Waste to 0 CY
 Clearing & Grubbing 5.5 Acres

T.16. R.I.W SECTION 22
 5°20'160 END PAVING

Borrow includes 95162 Tons for top 38 inches

FOR "F" LINE APPROACHES SEE SUMMARY SHEET.



MATCHLINE SHEET P9
"LL" 234+00.00 "CWA" 34+00.00

MATCHLINE "C" 94+00.00 SHEET P14

MATCHLINE "F" 11+00.00

MATCHLINE "OR" 13+00.00 SHEET P13

MATCHLINE "C" 104+00.00 SHEET P13

CURVE TABLE

PI. STATION	DELTA	DEGREE	TAN	LEN.	RADIUS	SUPER
SW 148+42.56	22°00'00" LT.	11°00'00"	101.25	200.00	520.87	0.050 %
SW 152+41.94	100°30'23" LT.	22°55'06"	300.62	438.54	250.00	0.060 %
SW 156+44.43	16°11'17" RT.	05°06'22"	159.58	317.03	1122.08	0.034 %
WW 150+38.24	23°45'22" LT.	04°03'31"	296.93	585.32	1411.67	0.050 %
WW 164+71.82	68°47'35" RT.	10°00'00"	392.26	687.93	572.96	0.060 %
NR 119+73.51	89°54'31" RT.	04°00'00"	1430.25	2247.85	1432.99	0
EE 150+82.52	02°49'48" RT.	00°24'53"	341.21	682.29	13,813.02	0.020 %
EE 157+64.58	01°34'30" LT.	00°13'55"	340.94	681.84	28,715.13	0.020 %
A 25+50.06	106°50'26" LT.	119°23'10"	64.67	89.49	47.99	0
A 25+81.87	18°36'24" LT.	7°13'12"	190.00	257.71	793.57	0
A 27+50.37	9°40'15" RT.	11°52'57"	40.79	81.39	482.18	0
AA 10+54.70	68°22'35" RT.	130°42'04"	4301	68.11	43.99	0
AA 13+53.94	16°20'10" LT.	3°00'00"	274.14	544.55	1909.86	0

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	P 11	148

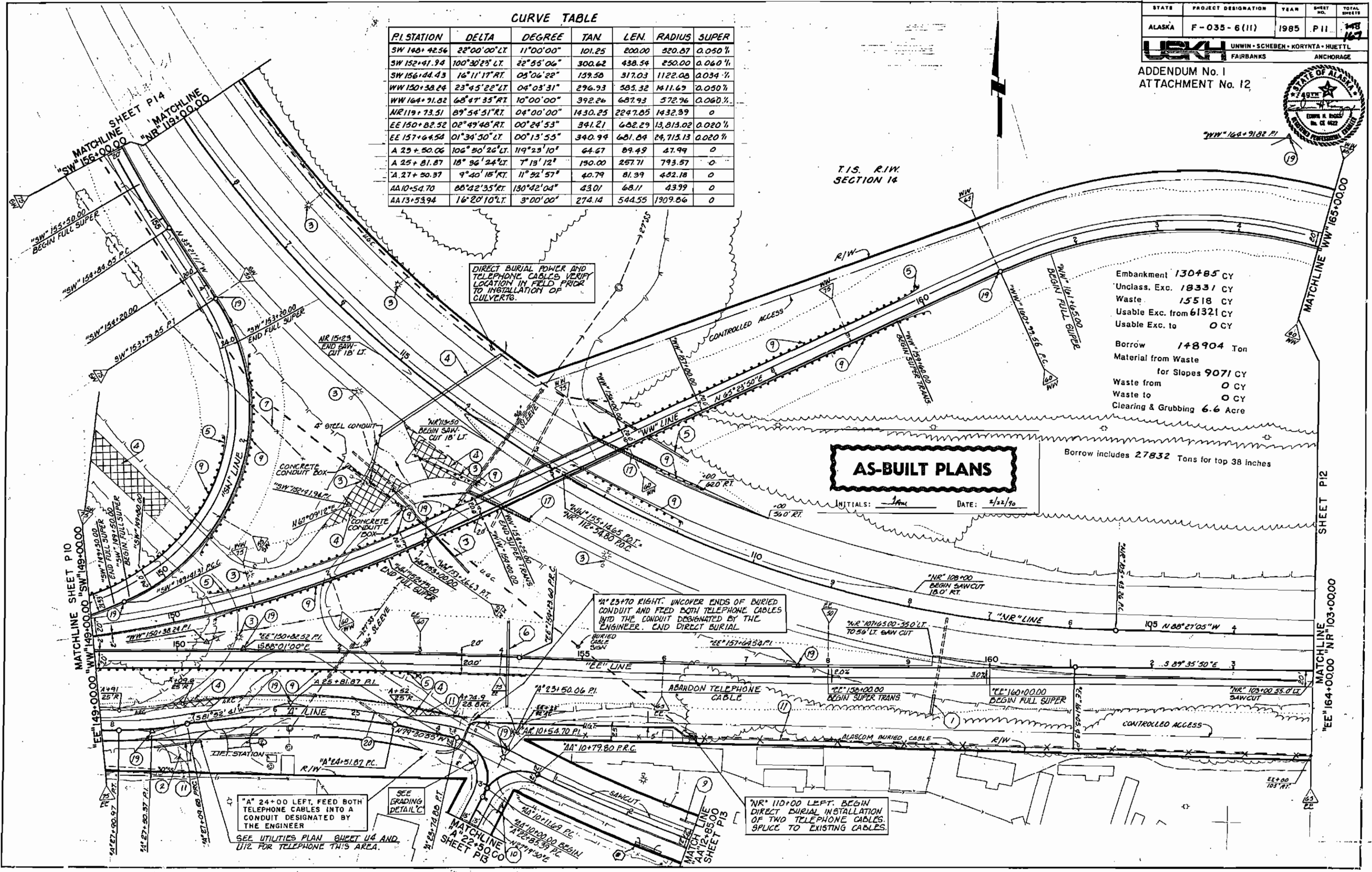
UNWIN - SCHEBEN - KORYNTA - HUETT
FAIRBANKS ANCHORAGE

ADDENDUM No. 1
ATTACHMENT No. 12



NO.	REVISION
1	ISSUED FOR PERMIT
2	REVISED PER PERMIT COMMENTS
3	REVISED PER PERMIT COMMENTS
4	REVISED PER PERMIT COMMENTS

NO.	REVISION
1	ISSUED FOR PERMIT
2	REVISED PER PERMIT COMMENTS
3	REVISED PER PERMIT COMMENTS
4	REVISED PER PERMIT COMMENTS



DIRECT BURIAL POWER AND TELEPHONE CABLES. VERIFY LOCATION IN FIELD PRIOR TO INSTALLATION OF CULVERTS.

AS-BUILT PLANS

INITIALS: JAM DATE: 2/22/90

Embankment 130485 CY
Unclass. Exc. 18331 CY
Waste 15518 CY
Usable Exc. from 61321 CY
Usable Exc. to 0 CY

Borrow 148904 Ton
Material from Waste for Slopes 9071 CY
Waste from 0 CY
Waste to 0 CY
Clearing & Grubbing 6.6 Acre

Borrow includes 27832 Tons for top 38 inches

"A" 23+70 RIGHT. UNCOVER ENDS OF BURIED CONDUIT AND FEED BOTH TELEPHONE CABLES INTO THE CONDUIT DESIGNATED BY THE ENGINEER. END DIRECT BURIAL.

"NR" 110+00 LEFT. BEGIN DIRECT BURIAL INSTALLATION OF TWO TELEPHONE CABLES. SPLICE TO EXISTING CABLES.

"A" 24+00 LEFT. FEED BOTH TELEPHONE CABLES INTO A CONDUIT DESIGNATED BY THE ENGINEER

SEE UTILITIES PLAN SHEET U4 AND U12 FOR TELEPHONE THIS AREA.

SEE GRADING DETAIL C

MATCHLINE SHEET P13
"AA" 10+54.70 P.I.
"AA" 13+53.94 P.I.

MATCHLINE SHEET P12
"EE" 164+00.00 "NR" 103+00.00

MATCHLINE SHEET P14
"SW" 156+00.00
"NR" 119+00.00

MATCHLINE SHEET P10
"WW" 149+00.00 "SW" 149+00.00

"NW" 164+91.82 P.I.

MATCHLINE "WW" 165+00.00

MATCHLINE SHEET P12
"EE" 164+00.00 "NR" 103+00.00

MATCHLINE SHEET P13
"AA" 10+54.70 P.I.
"AA" 13+53.94 P.I.

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
WW 164+91.82	68° 47' 35" RT	10° 00' 00"	392.26	682.93	572.96	0.060 %
WW 171+37.85	37° 52' 41" LT	07° 51' 51"	250.00	481.66	728.57	0.060 %

Embankment 14727 CY Borrow 27842 Ton
 Unclass. Exc. 5054 CY Material from Waste
 Waste 4440 CY for Slopes 2525 CY
 Usable Exc. from 0 CY Waste from 0 CY
 Usable Exc. to 0 CY Waste to 595 CY
 Clearing & Grubbing 2.8 Acre
 Borrow includes 18046 Tons for top 38 inches

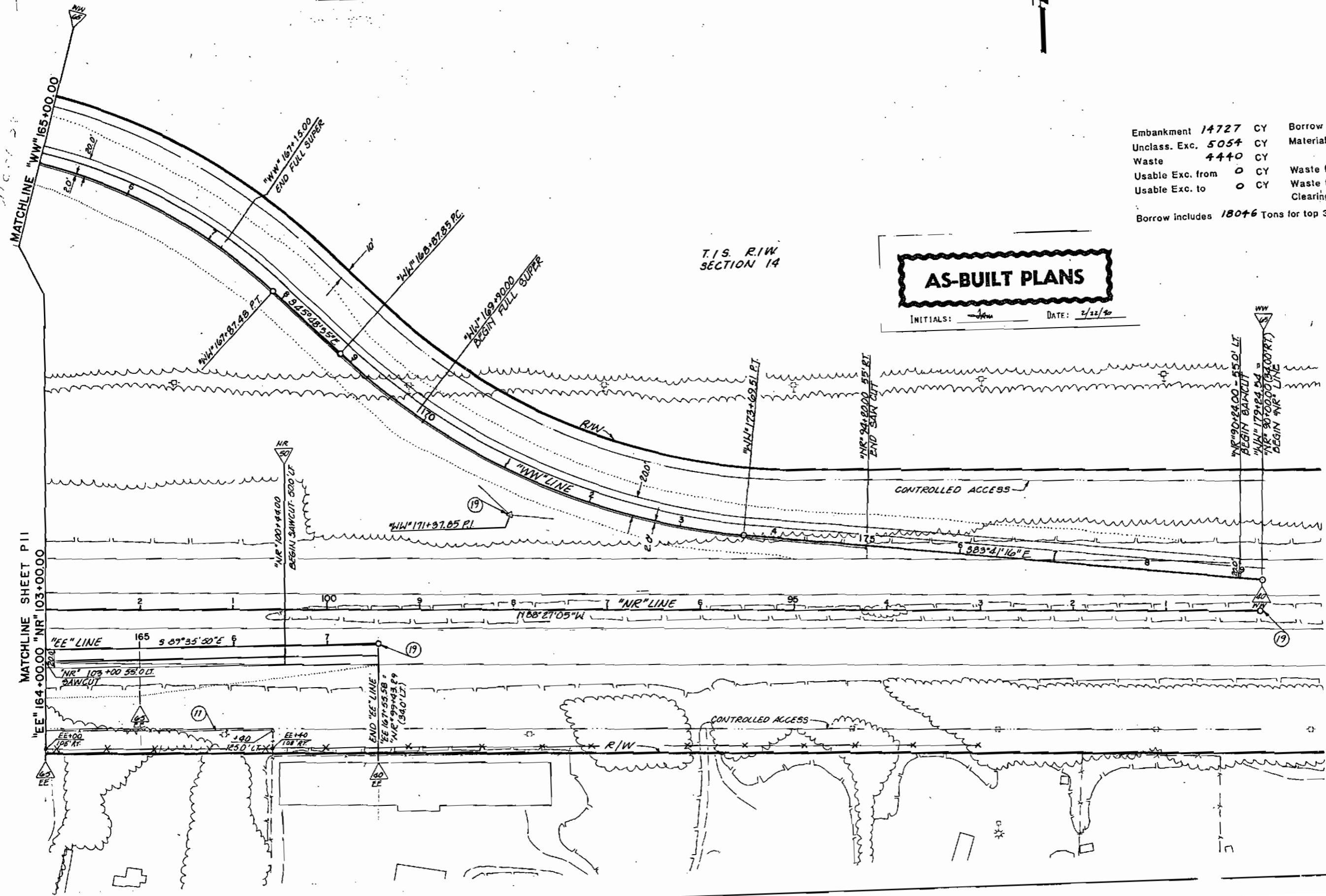
AS-BUILT PLANS

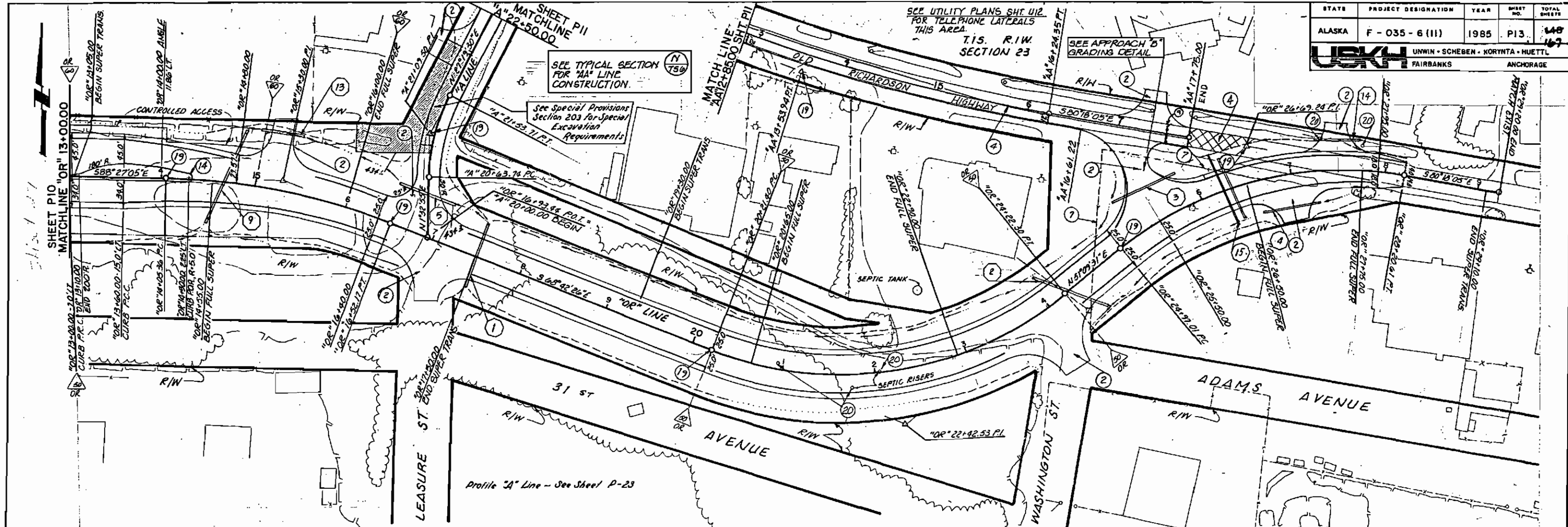
INITIALS: *Jhu* DATE: 2/22/90



PROFILE
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 CHECKED: _____
 NOTE BOOK: _____
 NO. _____

PROFILE
 DATE: _____ BY: _____
 CHECKED: _____
 NOTE BOOK: _____
 NO. _____





PROFILE

NOTE: SEE SHEET P-23 FOR PROFILE DATA.

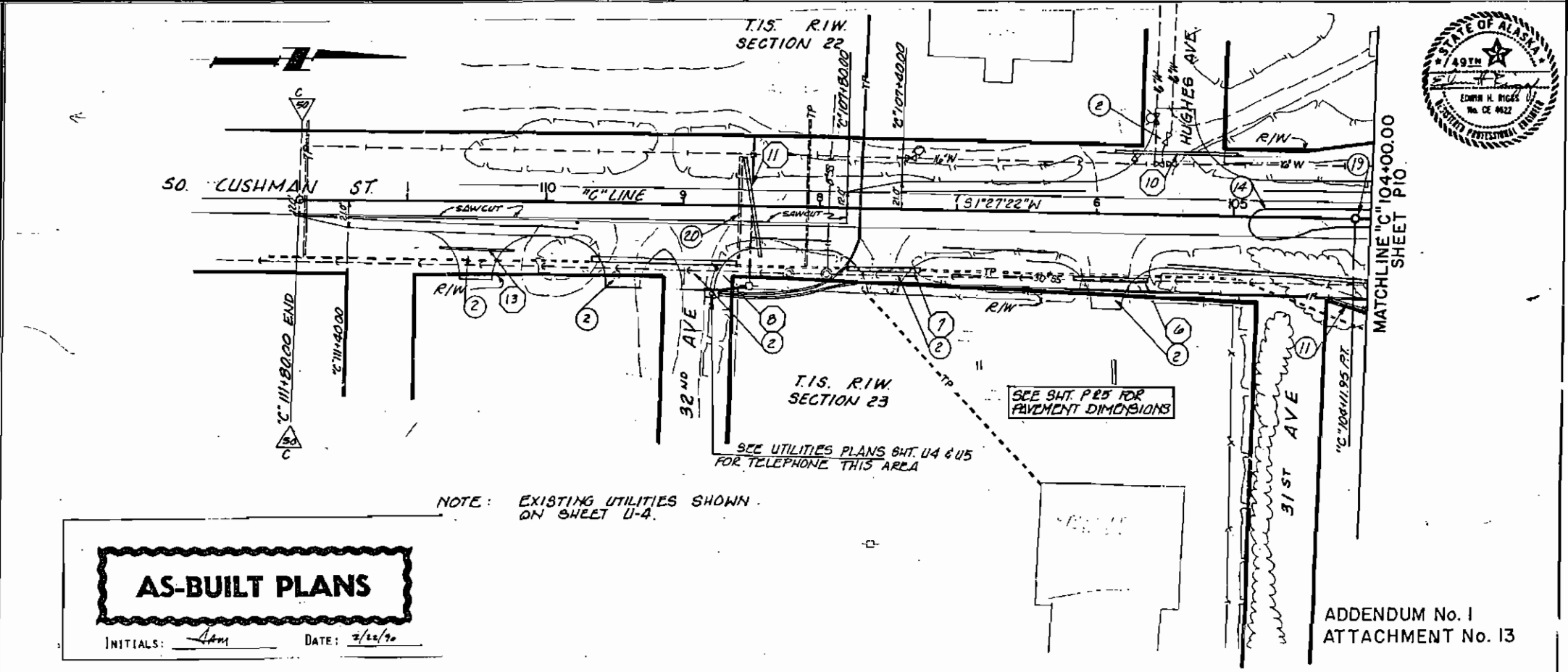
CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
OR 13+30.00	19°44'37" RT	8°00'00"	124.64	244.00	716.18	0.056 1/4
OR 22+42.53	60°08'03" LT	15°00'00"	221.13	400.89	381.97	0.058 1/4
OR 26+69.24	48°32'24" RT	15°00'00"	172.23	323.60	381.97	0.058 1/4
C 101+32.19	10°18'11" RT	1°30'11"	281.28	561.04	3120.00	0.025 1/4
A 21+09.50	25°46'35" RT	28°38'32"	45.76	89.98	200.00	0.000 1/4

Embankment	23364 CY	Borrow	41517 Ton
Unclass. Exc.	26526 CY	Material from Waste	
Waste	2170 CY	for Slopes	1277 CY
Usable Exc. from	0 CY	Waste from	595 CY
Usable Exc. to	21789 CY	Waste to	0 CY
		Clearing & Grubbing	1.8 Acre
Borrow includes 41517 Tons for top 38 inches			

PROFILE

NOTE: SEE SHEET P-23 FOR PROFILE DATA.



AS-BUILT PLANS

INITIALS: *Lam* DATE: 2/22/90

ADDENDUM No. 1
ATTACHMENT No. 13

Embankment 64701 CY Borrow 115124 Ton
 Unclass. Exc. 22211 CY Material from Waste
 Waste 15194 CY for Slopes 5302 CY
 Usable Exc. from 0 CY Waste from 0 CY
 Usable Exc. to 0 CY Waste to 0 CY
 Clearing & Grubbing 4.2 Acre
 Borrow includes 25176 Tons for top 38 inches

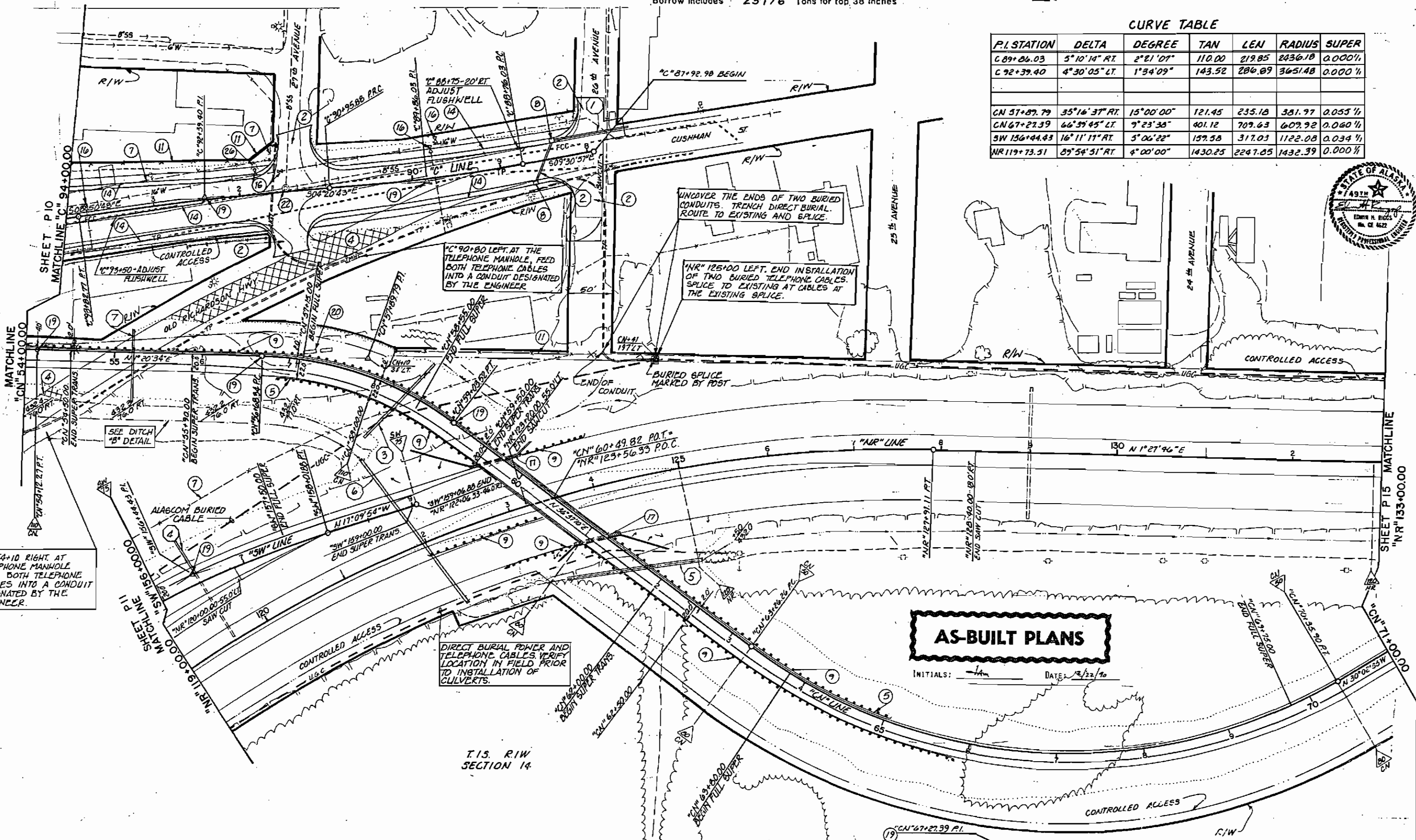
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	P14	149

UNWIN - SCHEBEN - KORYNTA - HUETTL
 FAIRBANKS ANCHORAGE

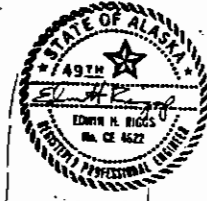
T.15. R/W. SECTION 15

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
C 89+86.03	5°10'14" RT	2°21'07"	110.00	219.85	2436.18	0.000' / 1'
C 92+39.40	4°30'05" LT	1°34'09"	143.52	286.09	3651.48	0.000' / 1'
CN 51+87.79	35°16'37" RT	15°00'00"	121.45	235.18	381.97	0.055' / 1'
CN 67+27.39	66°59'45" LT	9°23'38"	401.12	709.63	609.92	0.060' / 1'
SW 156+44.43	16°11'17" RT	5°06'22"	157.58	317.03	1122.08	0.034' / 1'
NR 119+73.51	89°54'51" RT	4°00'00"	1430.25	2247.85	1432.39	0.000' / 1'



AS-BUILT PLANS
 INITIALS: *LM* DATE: 2/22/80



T.15. R/W. SECTION 14

PROFILE
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 IN CHARGE: _____
 PROJECT: _____

PROFILE
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 DRAWN BY: _____
 CHECKED BY: _____
 IN CHARGE: _____
 PROJECT: _____

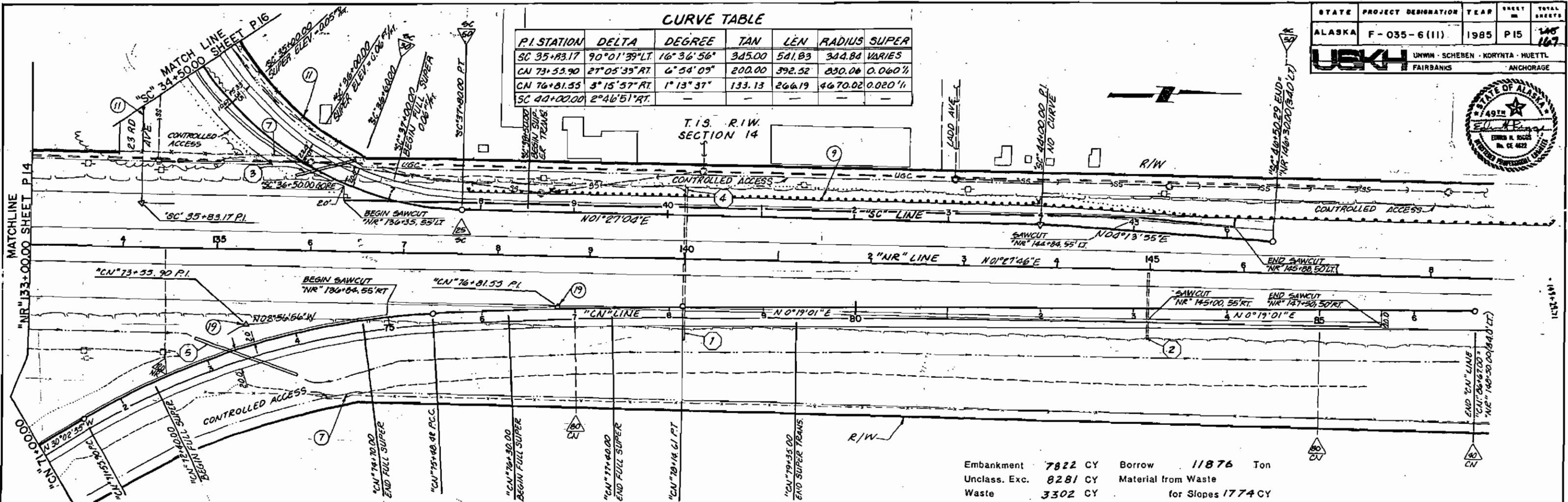
STATE	PROJECT DESIGNATION	YEAR	SHEET #	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	P15	148 167

UNWIN · SCHEBEN · KORYNTA · HUETTL
FAIRBANKS ANCHORAGE



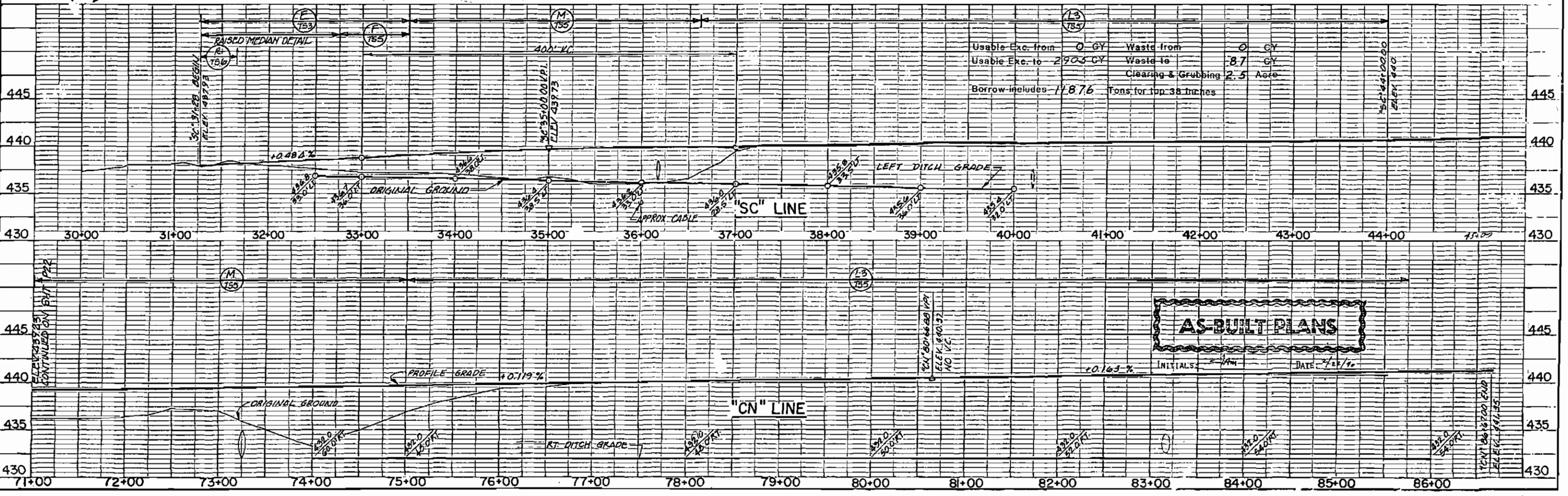
CURVE TABLE

PI STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
SC 35+83.17	90°01'39"LT	16°36'56"	345.00	541.83	344.84	VARIES
CN 73+53.90	27°05'39"RT	6°54'09"	200.00	392.52	830.06	0.060%
CN 76+81.55	3°15'57"RT	1°13'37"	133.13	266.19	4670.02	0.020%
SC 40+00.00	2°46'51"RT					



Embankment 7822 CY Borrow 11876 Ton
 Unclass. Exc. 8281 CY Material from Waste
 Waste 3302 CY for Slopes 1774 CY

Usable Exc. from 0 CY Waste from 0 CY
 Usable Exc. to 2903 CY Waste to 87 CY
 Borrow includes 11876 Tons for top 38 inches
 Clearing & Grubbing 2.5 Acre



PL
 SURVEYED, PLOTTED, ALIGNED, CHECKED, REVISIONS, DATE, BY

PROFILE
 SURVEYED, GRADES CHECKED, S. M. I. NOTED, STRUCTURE NOTATION CHECKED, DATE, BY

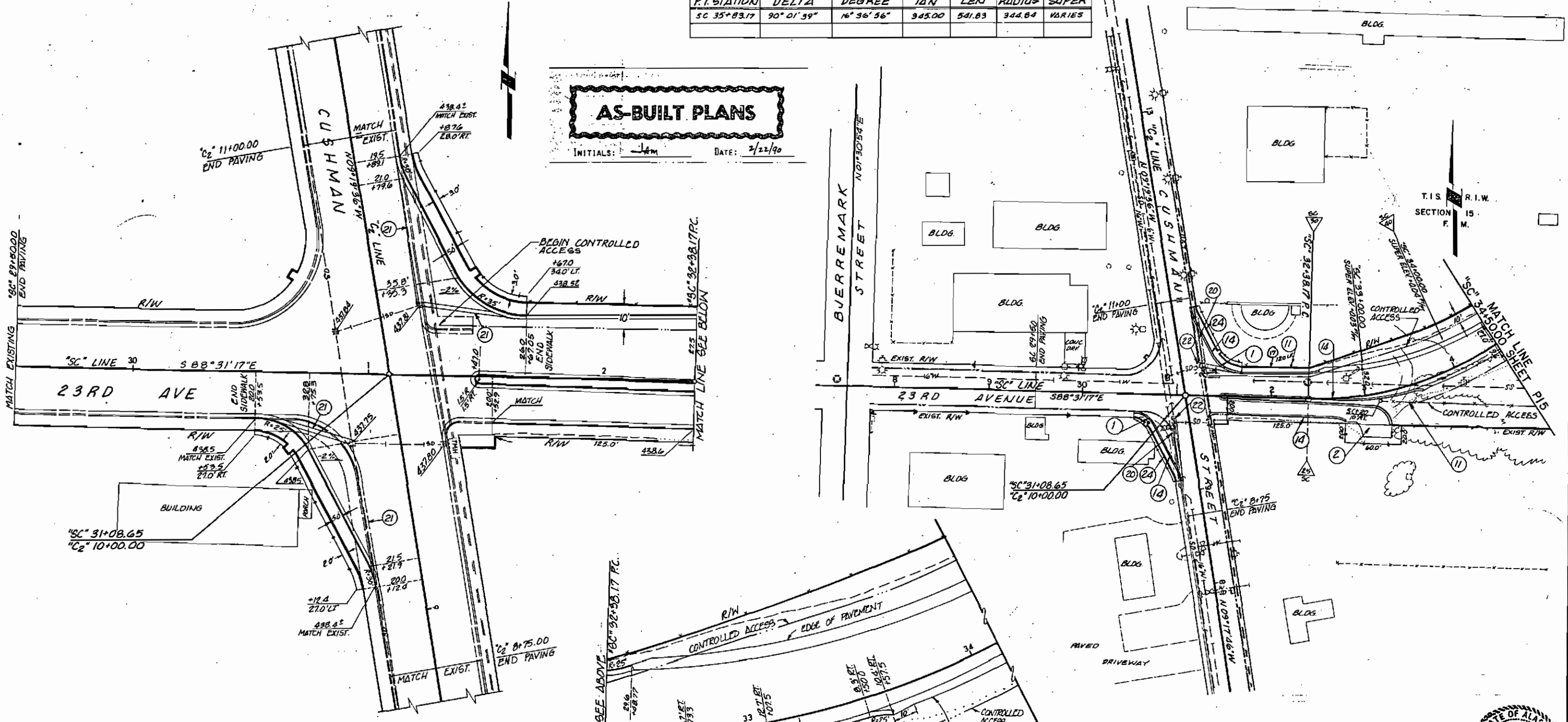
REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	P 16	167
		USKH UNWIN · SCHEBEN · KORYNTA · HUETTLE				
		FAIRBANKS ANCHORAGE				

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
SC 35+83.17	90° 01' 39"	16° 36' 56"	345.00	541.83	344.64	VARIES

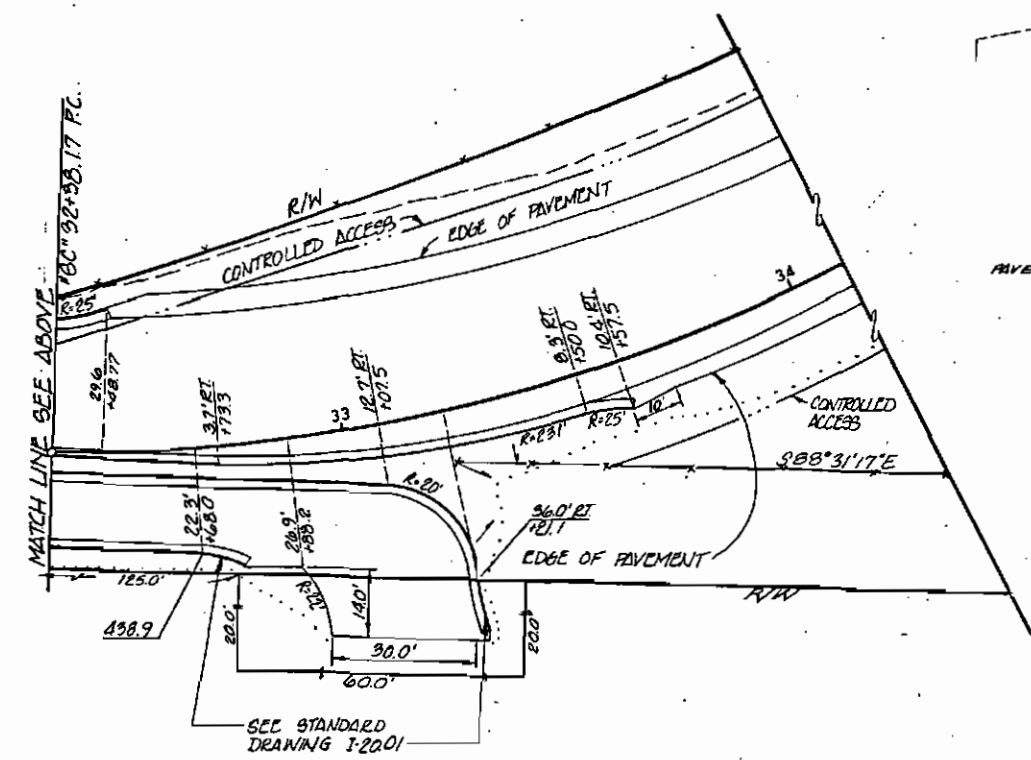
AS-BUILT PLANS

INITIALS: *JAM* DATE: 2/22/90



INTERSECTION DETAIL

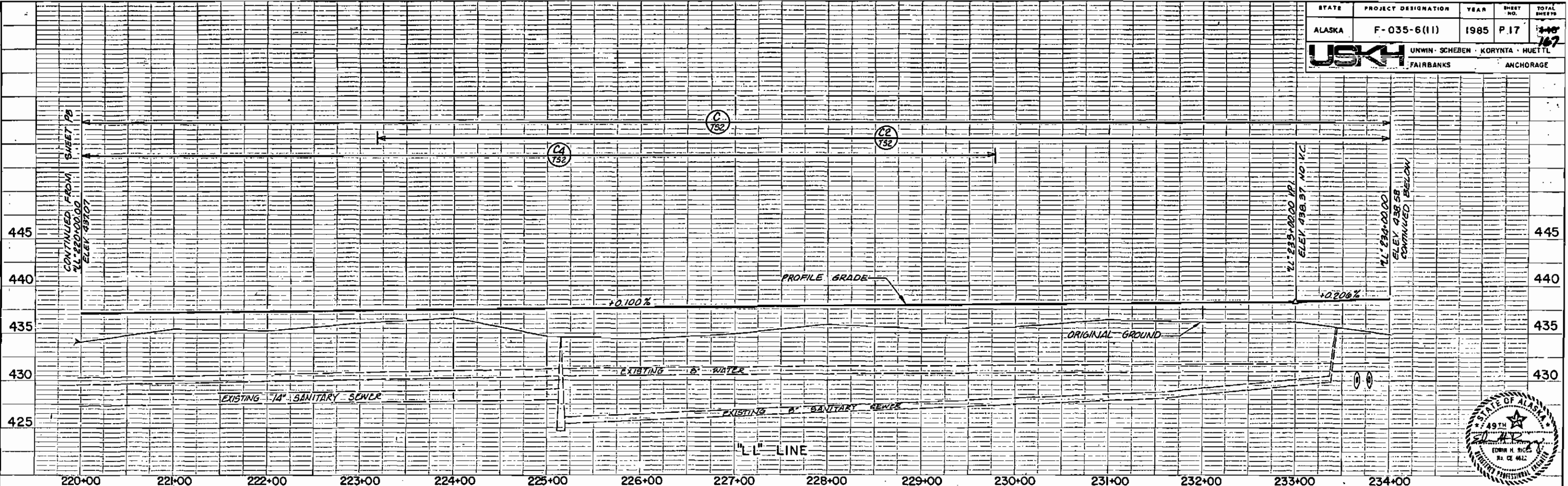
NOTE: DETERMINE C₂ PROFILE FROM DETAIL R 156



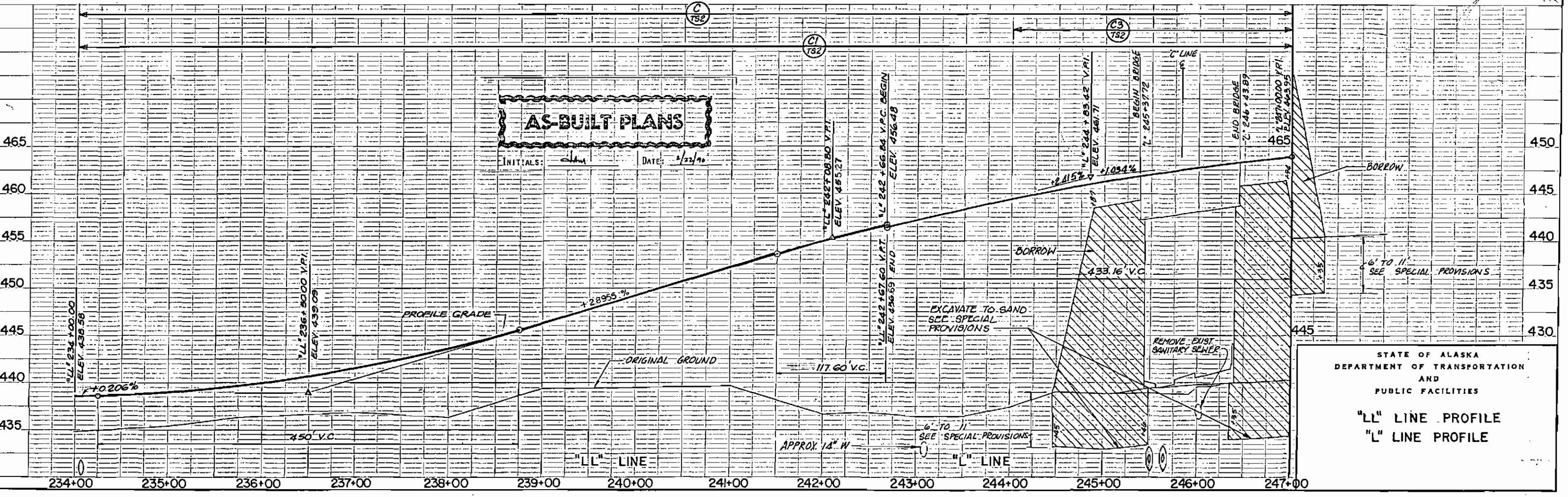
Embankment	2431 CY	Borrow	4541 Ton
Unclass. Exc.	2388 CY	Material from Waste	
Waste	114 CY	for Slopes	74 CY
Usable Exc. from	0 CY	Waste from	87 CY
Usable Exc. to	2140 CY	Waste to	0 CY
		Clearing & Grubbing	0.1 Acre
Borrow includes	4541	Tons for top 38 inches	



PROFILE
SHEET NO. _____
DATE _____
BY _____



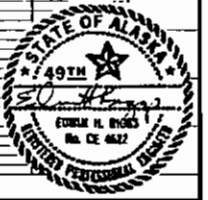
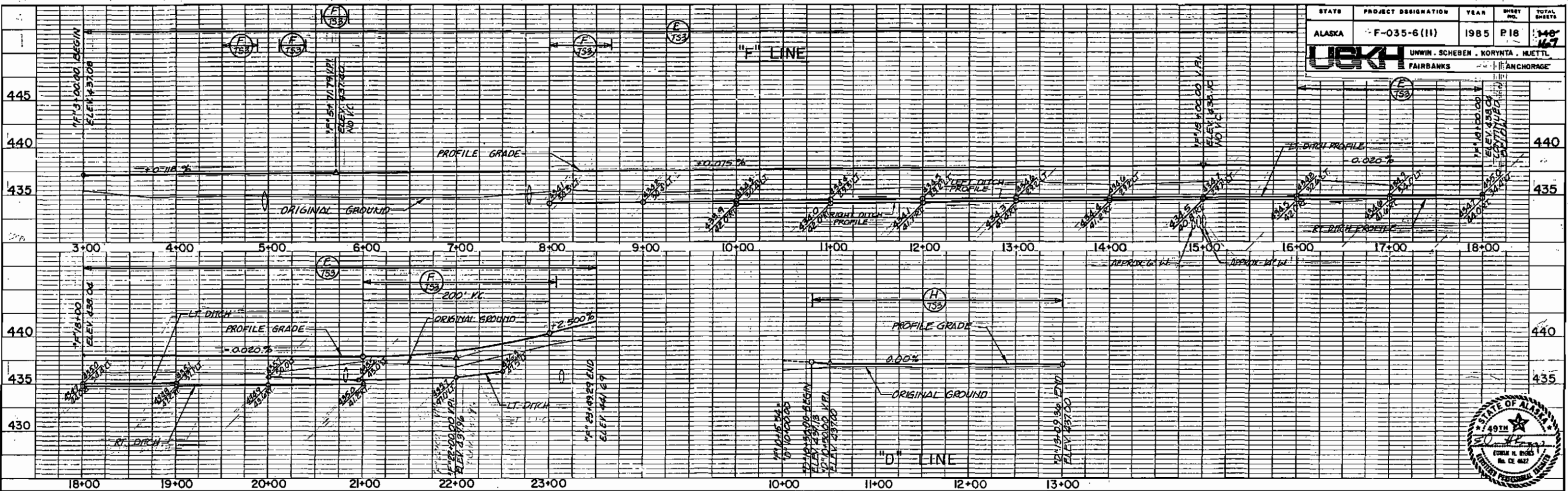
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DATE _____
BY _____



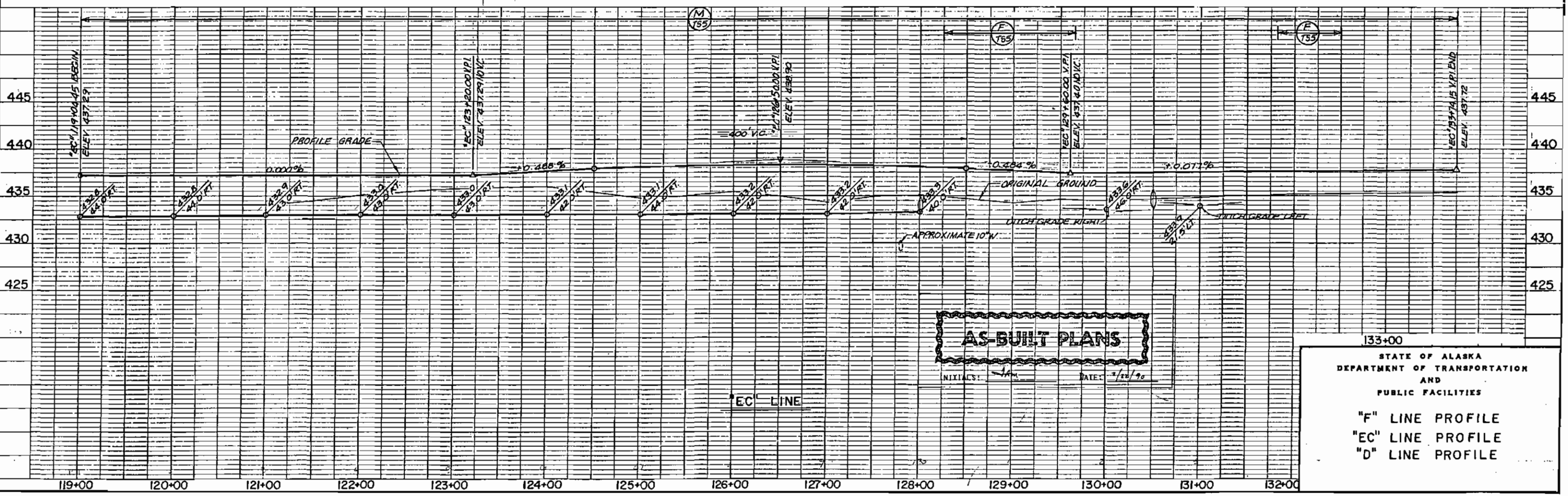
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

"LL" LINE PROFILE
"L" LINE PROFILE

DATE: _____
BY: _____
CHECKED BY: _____
DATE: _____



DATE: _____
BY: _____
CHECKED BY: _____
DATE: _____



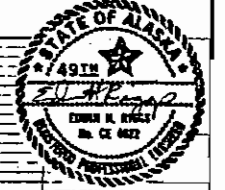
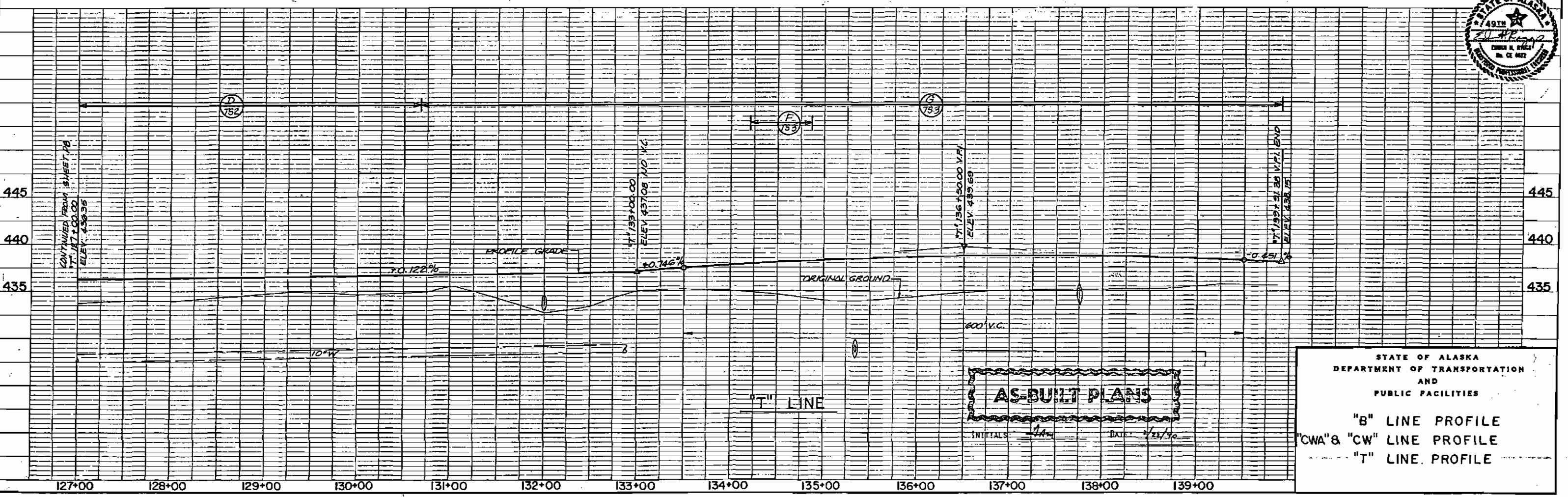
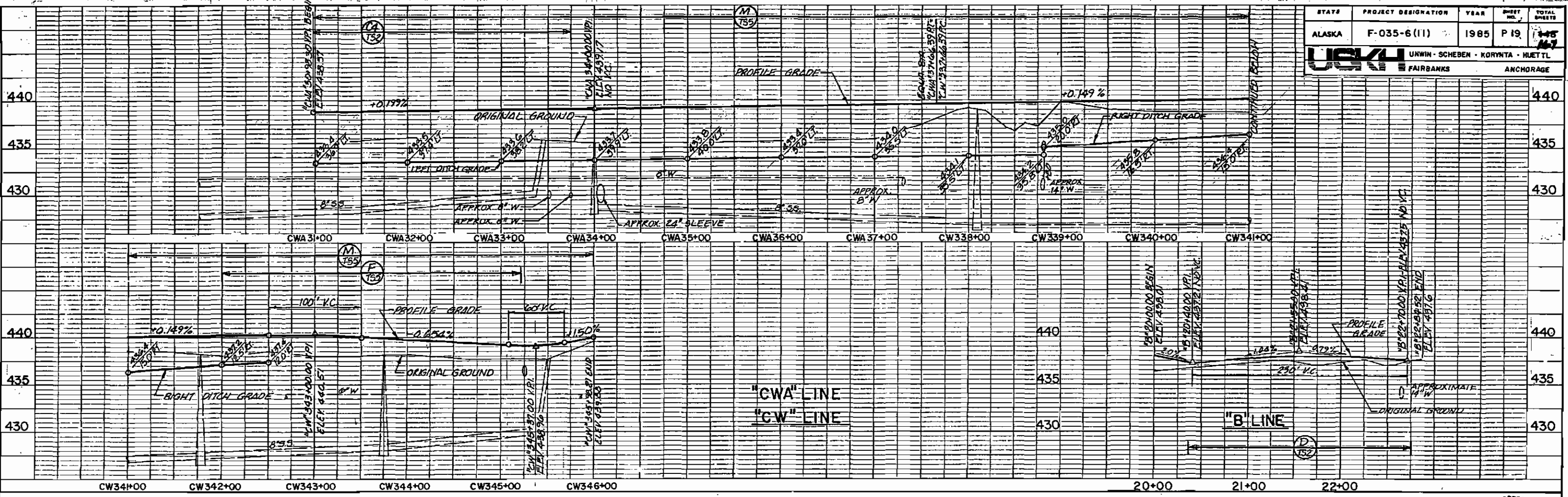
AS-BUILT PLANS

INITIALS: JAM DATE: 2/12/90

133+00

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

"F" LINE PROFILE
"EC" LINE PROFILE
"D" LINE PROFILE



AS-BUILT PLANS

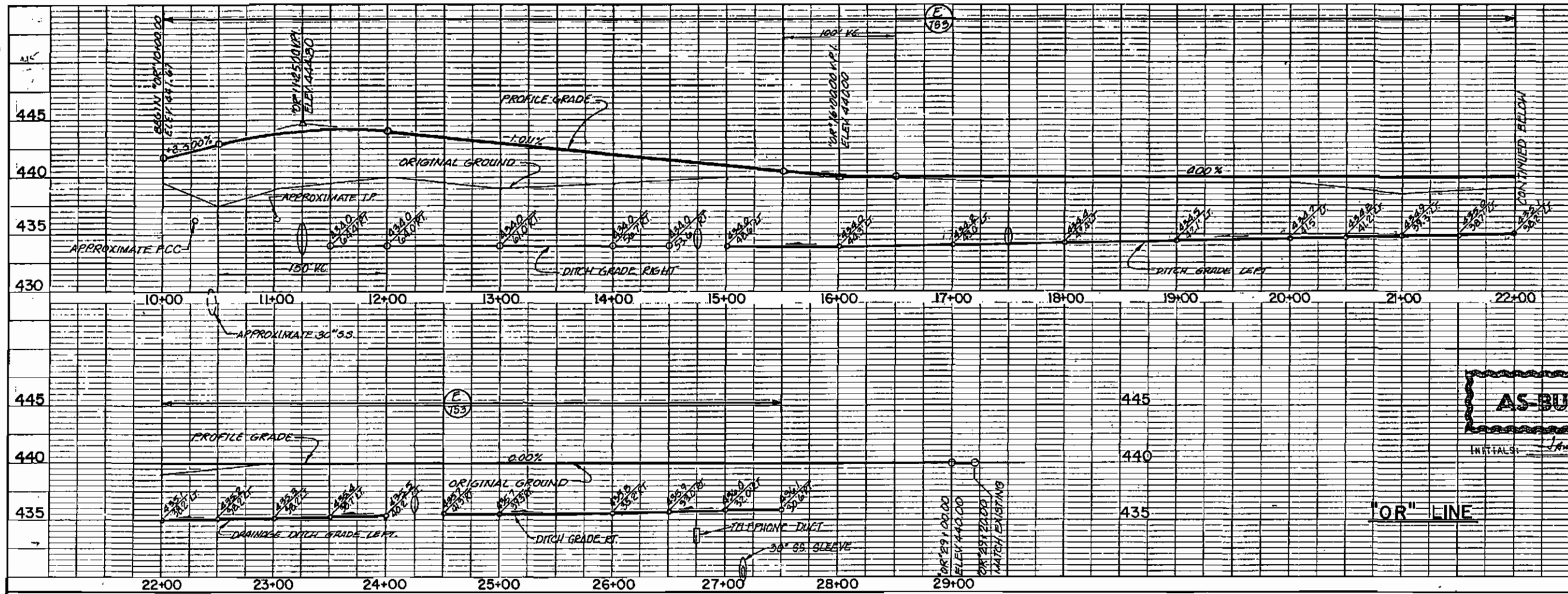
INITIALS: *AK* DATE: 7/25/76

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

"B" LINE PROFILE
"CWA" & "CW" LINE PROFILE
"T" LINE PROFILE

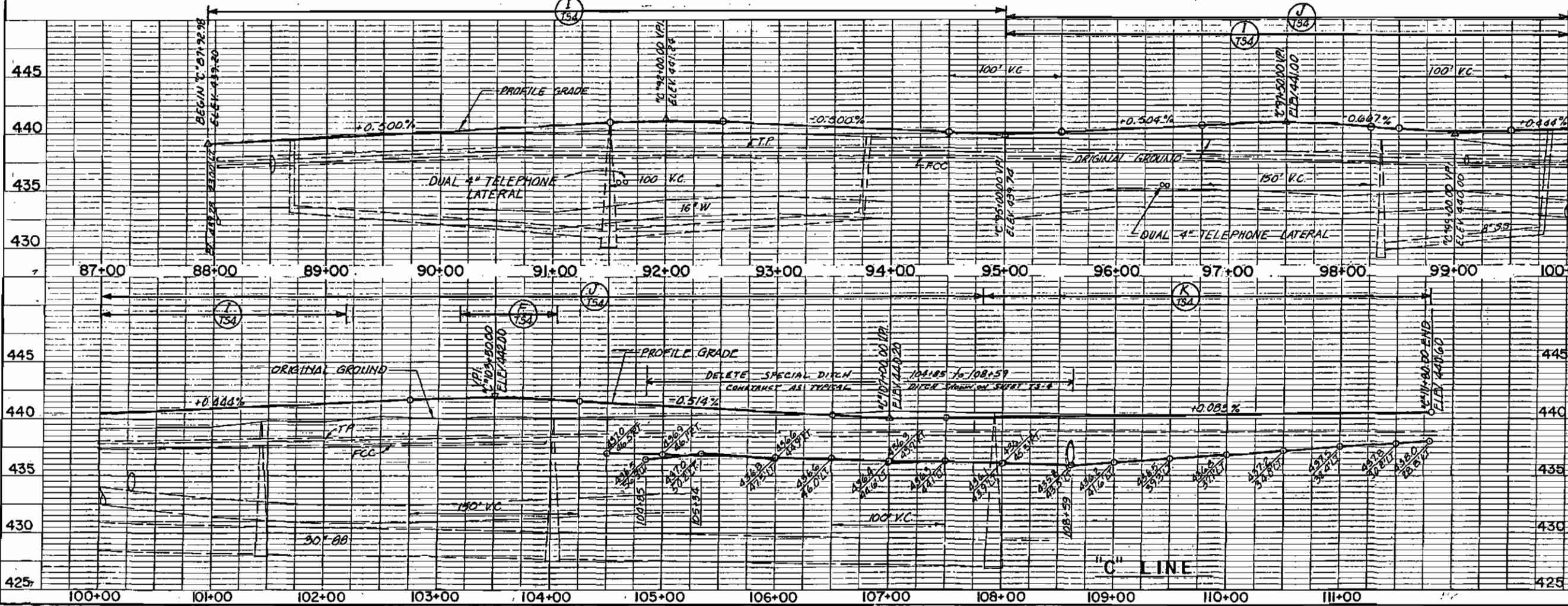
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NO. 100
DATE: 7/25/76
BY: *AK*

PROFILE
NO. 100
DATE: 7/25/76
BY: *AK*



AS-BUILT PLANS

INITIALS: *JAM* DATE: *1/22/90*



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

"OR" LINE PROFILE
"C" LINE PROFILE

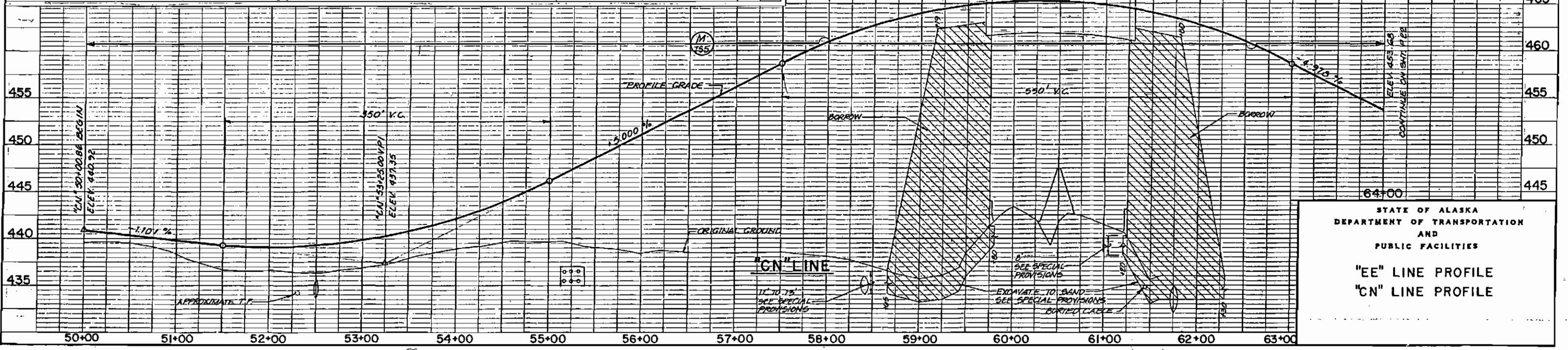
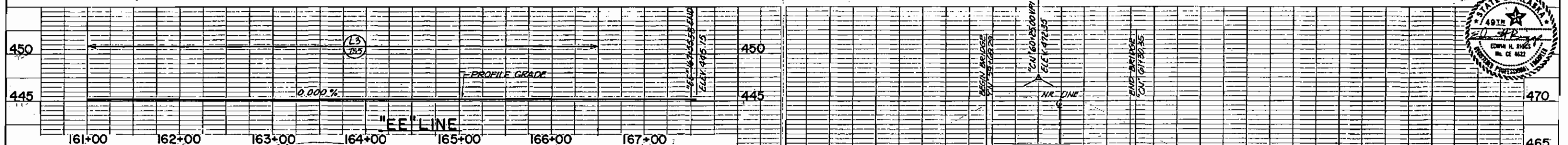
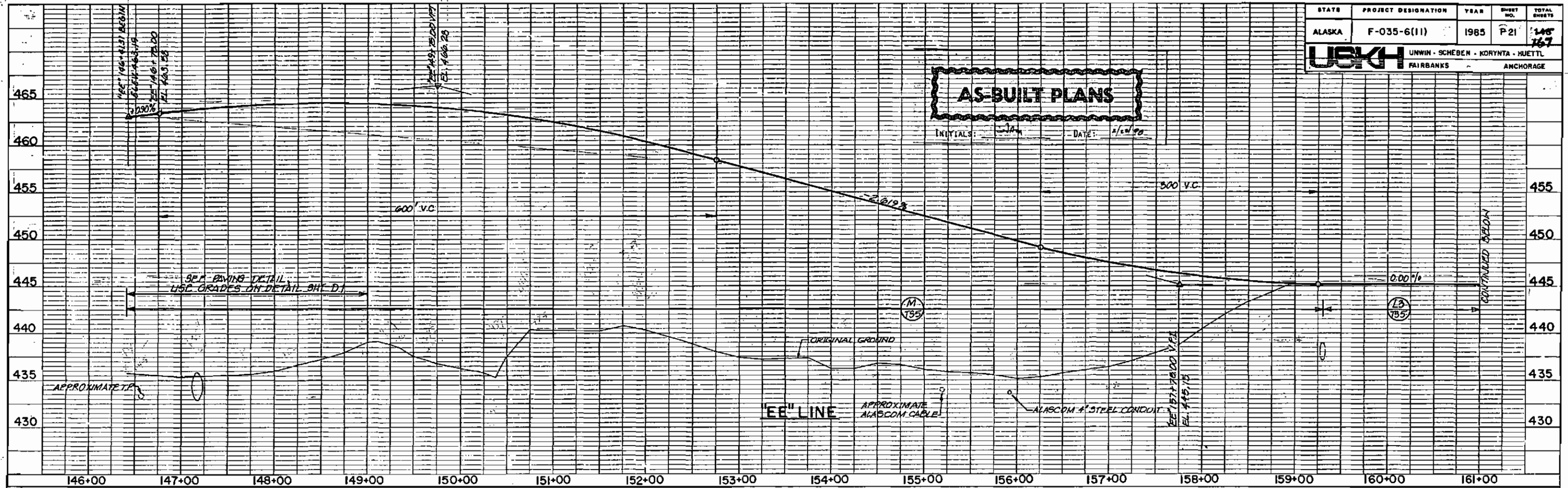
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NOTE BOOK
NO.

PROFILE
NOTE BOOK
NO.

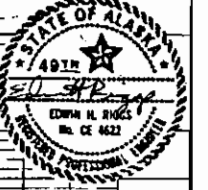
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	P 21	148 167

USKH UNWIN - SCHEEN - KORYNTA - HUETTL
FAIRBANKS ANCHORAGE

AS-BUILT PLANS
INITIALS: *JJA* DATE: 1/20/85

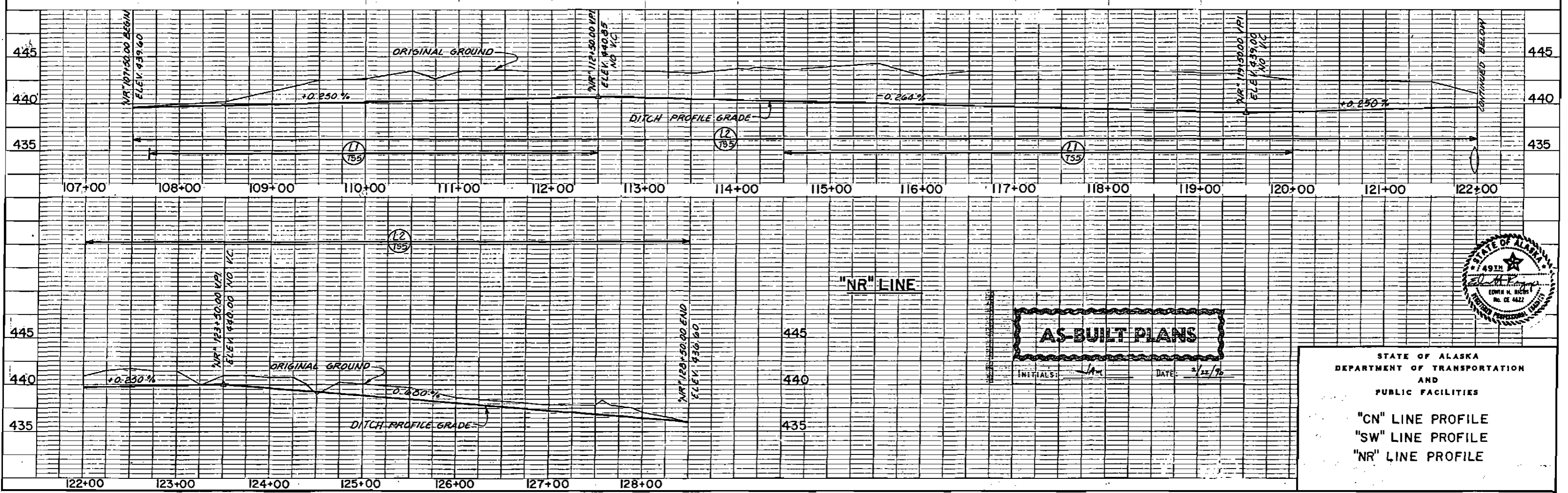
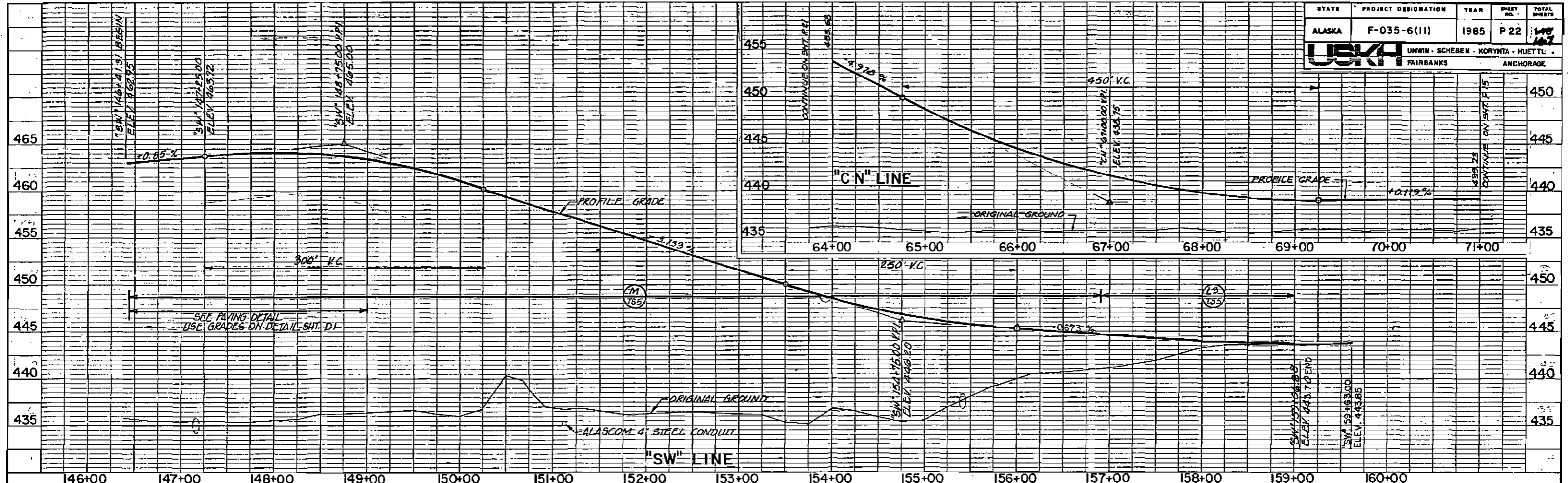


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
"EE" LINE PROFILE
"CN" LINE PROFILE



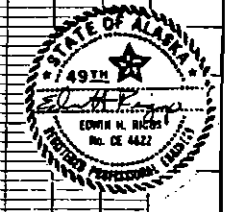
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DATE
BY
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DATE
BY
REVISIONS

PROFILE
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BY
CHECKED
DATE
BY
REVISIONS



AS-BUILT PLANS

INITIALS: *Am* DATE: 3/22/85



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

"CN" LINE PROFILE
"SW" LINE PROFILE
"NR" LINE PROFILE

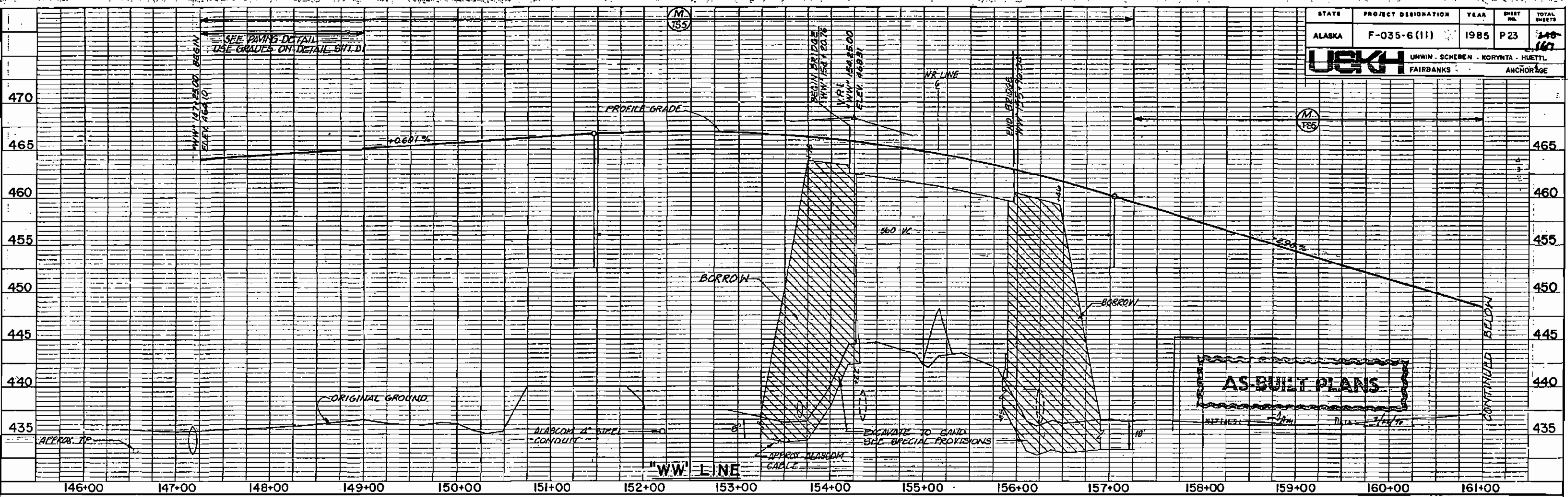
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CHECKED BY: _____
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SCALE: _____

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SCALE: _____

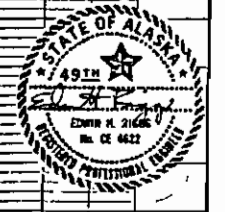
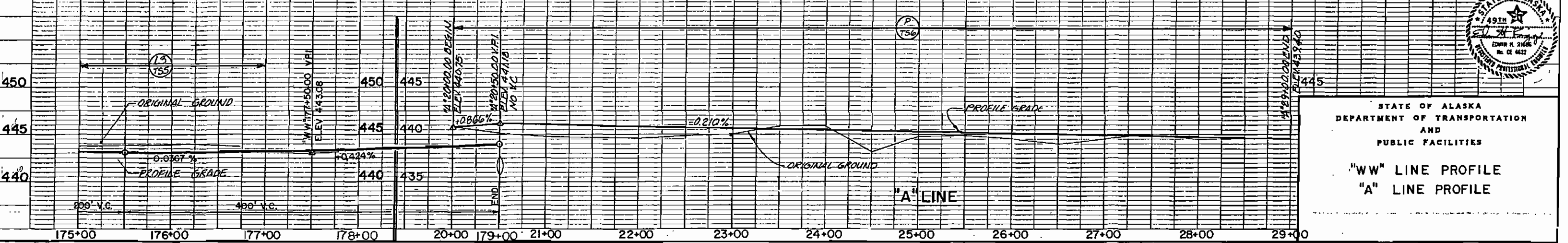
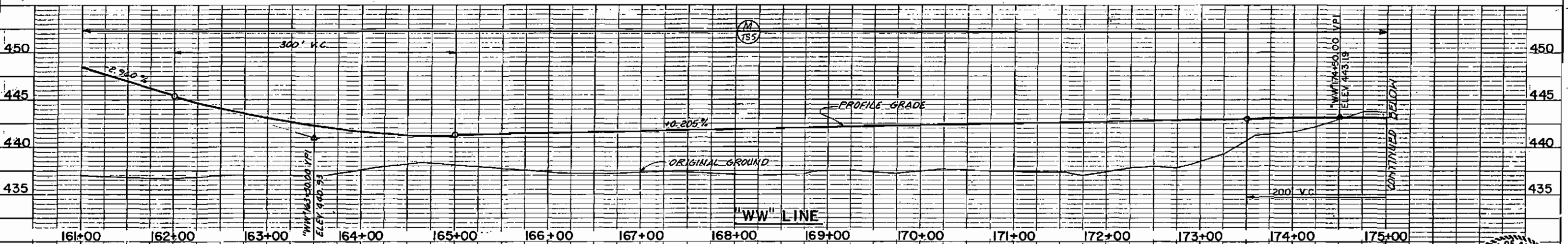
DATE: _____ BY: _____
 PROFILE
 NOTE BOOK
 NO. _____

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	P23	148-167

UNWIN - SCHEBEN - KORYNIA - HUETTL
 FAIRBANKS ANCHORAGE



DATE: _____ BY: _____
 PROFILE
 NOTE BOOK
 NO. _____



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

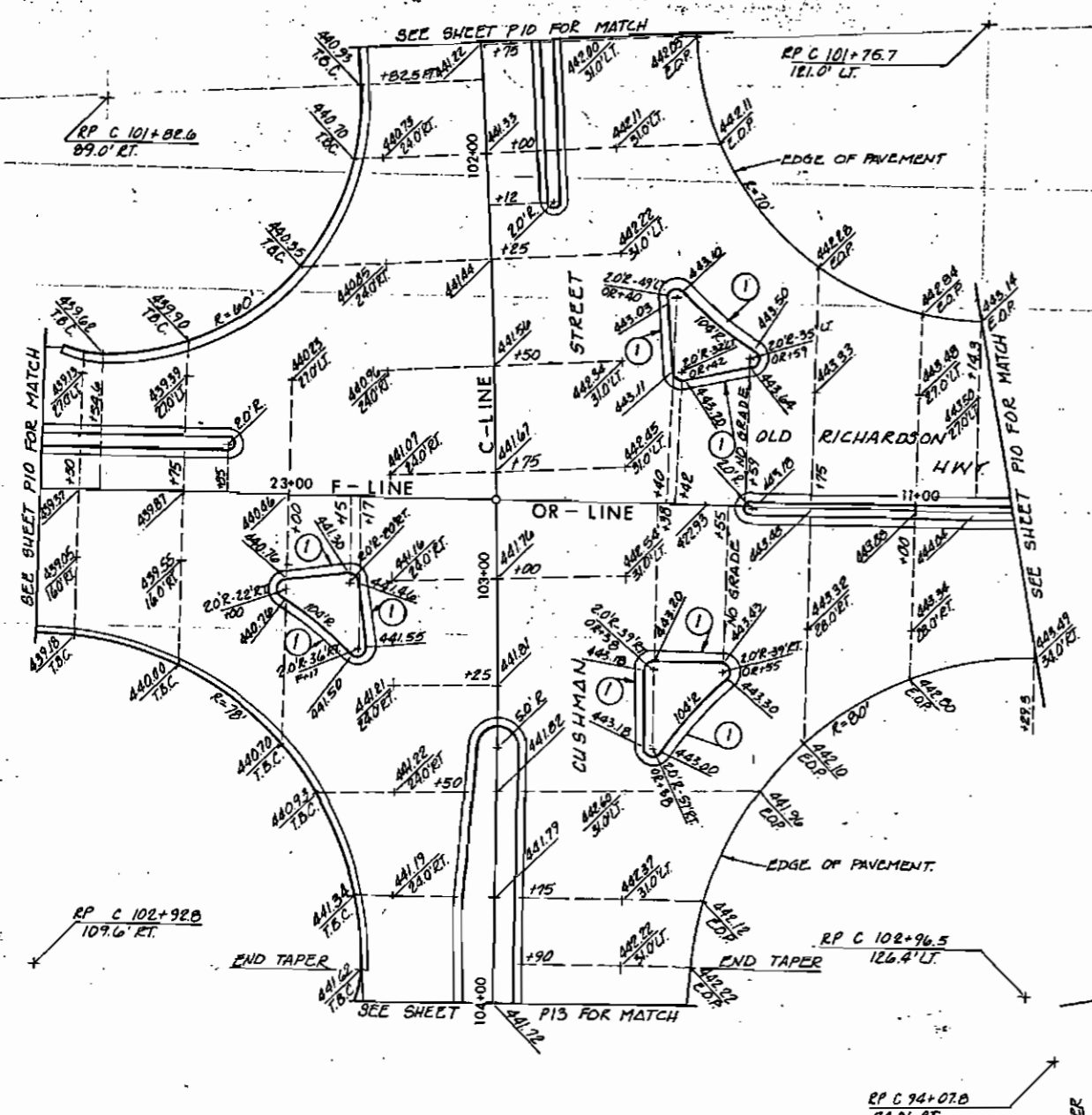
"WW" LINE PROFILE
 "A" LINE PROFILE

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	P24	148

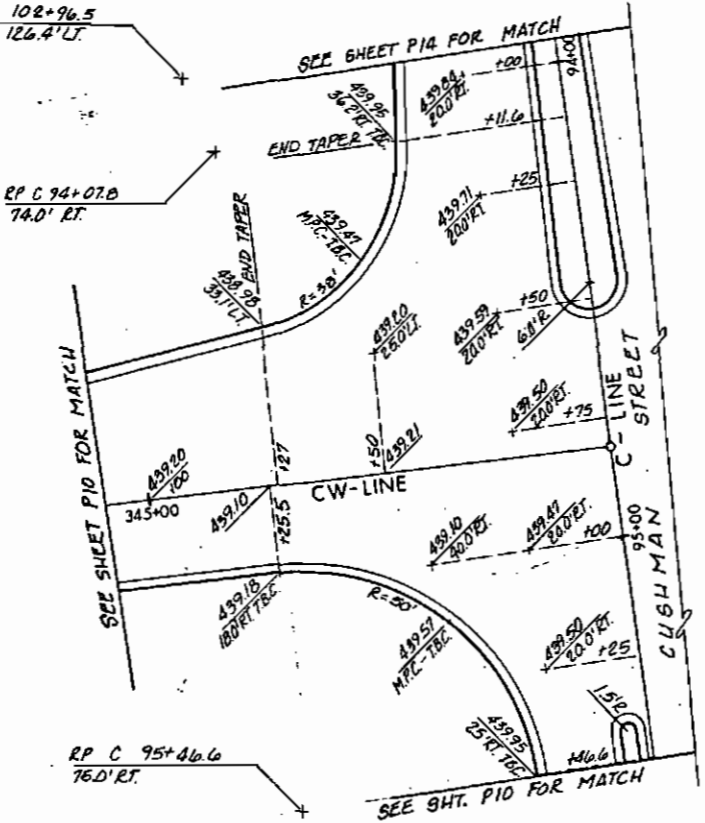
USKH Architecture • Engineering • Land Surveying • Planning

AS-BUILT PLANS

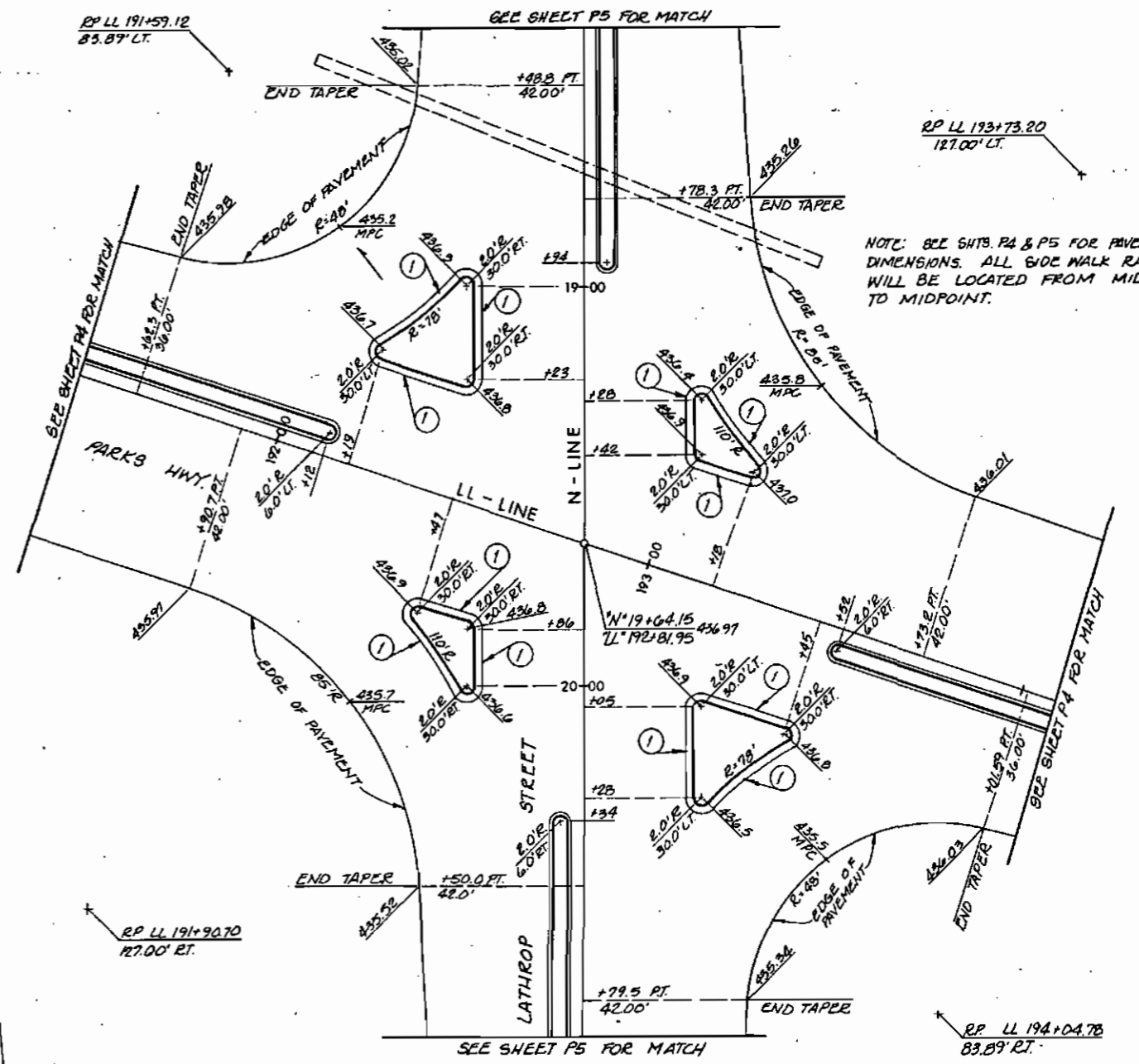
INITIALS: LAM DATE: 2/2/90



"C" LINE/"OR" LINE/"F" LINE INTERSECTION DETAIL
SEE SHEET P25 FOR ADDITIONAL INFORMATION.



"C" LINE/"CW" LINE INTERSECTION DETAIL



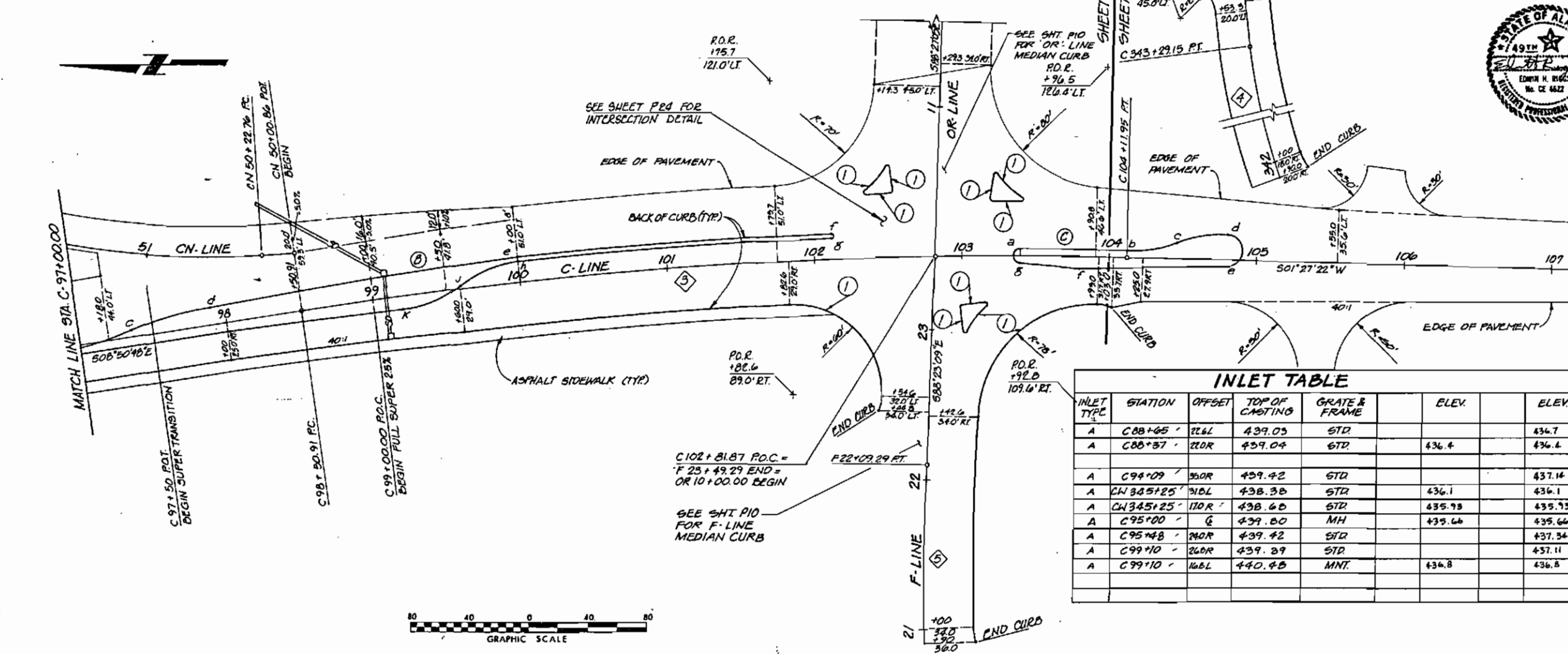
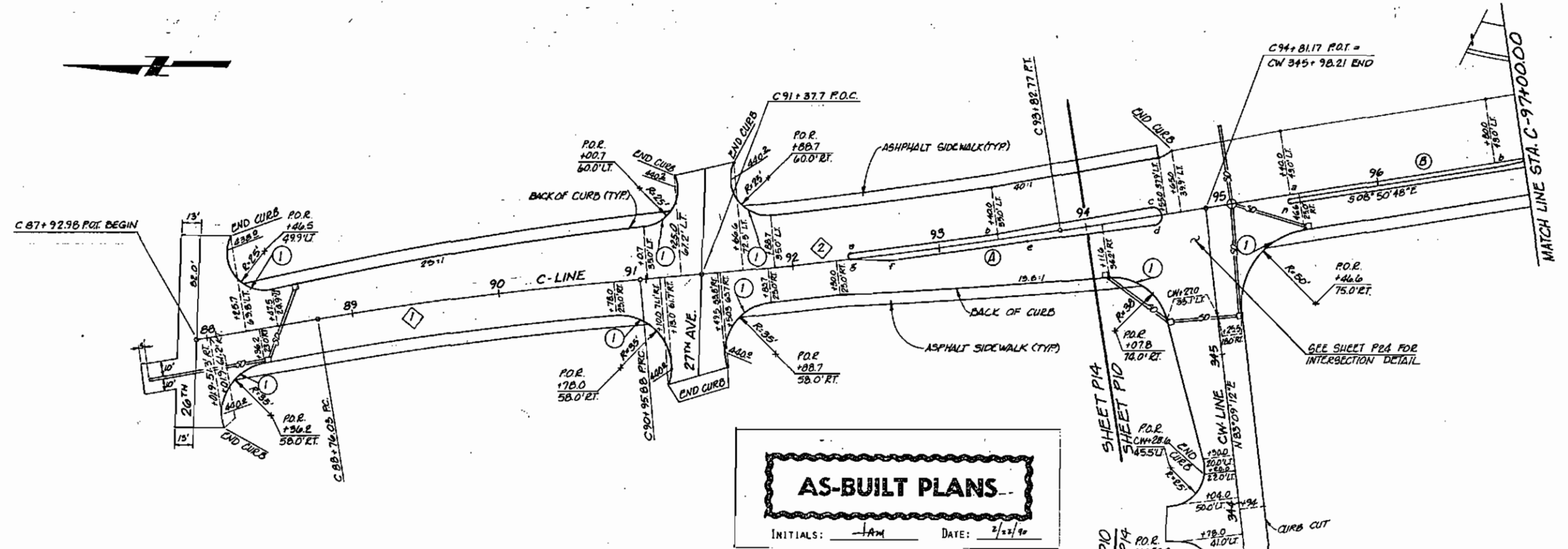
"N" LINE/"LL" LINE INTERSECTION DETAIL

NOTE: SEE SHTS. P4 & P5 FOR PAVEMENT DIMENSIONS. ALL SIDE WALK RAMPs WILL BE LOCATED FROM MIDPOINT TO MIDPOINT.



MEDIAN CURB SCHEDULE

PT.	STATION	OFF-SET	RADIUS	LENGTH	COMMENT
TAC.					
A	C92+40.0	40'L		99'	
B	C93+40.0	40'L		105.6'	TAPER
C	C94+45.9	60'R	6.0'	20.7'	
D	C94+45.9	60'R		85.9'	TAPER
E	C93+60.0	40'R		95.2'	
F	C92+65.0	40'R		25.7'	
G	C92+39.7	0'L	20'	75'	
H	C92+40.0	40'L			
C					
A	C95+40.0	30'R		140.0'	
B	C96+80.0	30'R	210.0'	55.6'	
C	C97+38.0	45'L	210.0'	55.7'	
D	C97+90.0	118'L		210.6'	TAPER
E	C100+00.0	17.0'L		215.5'	
F	C102+12.0	17.0'L	15'	6.3'	
G	C102+12.0	14.0'L		213.0'	
H	C100+00.0	14.0'L			
J	C99+60.0	20'L	75.0'	42.1'	
K	C99+20.0	20'R	75.0'	42.3'	TAPER
M	C98+00.0	60'R		260.0'	
N	C95+40.0	60'R			
O	C95+40.0	30'R	1.5'	4.7'	
D					
A	C103+40.0	50'L		70.0'	
B	C104+10.0	50'L	78.0'	34.7'	
C	C104+46.0	110'L	78.0'	35.0'	
D	C104+80.0	17.1'L	10.5'	34.1'	
E	C104+80.0	39'R		100.1'	TAPER
F	C103+80.0	80'R		40.5'	TAPER
G	C103+39.6	50'R	5.0'	16.7'	
H	C103+40.0	50'L			



AS-BUILT PLANS

INITIALS: JAW DATE: 2/23/90



INLET TABLE

INLET TYPE	STATION	OFFSET	TOP OF CASTING	GRATE & FRAME	ELEV.	ELEV.
A	C88+65	22.6L	439.03	STD		436.7
A	C88+57	22.0R	439.04	STD	436.4	436.4
A	C94+09	36.0R	439.42	STD		437.14
A	CN 345+25	31.0L	438.38	STD	436.1	436.1
A	CN 345+25	11.0R	438.60	STD	435.73	435.73
A	C95+00	6	439.80	MH	435.66	435.66
A	C95+48	24.0R	439.42	STD		437.34
A	C99+10	26.0R	439.39	STD		437.11
A	C99+10	16.6L	440.48	MNT.	436.8	436.8

CURVE DATA

PT.	RADIUS	ARC	DC	TANGENT	P.I. STA.
1	5°10'14"	2836.18	219.85	2°21'07"	110.00 C89+86.03
2	4°30'06"	3624.48	286.89	1°34'09"	143.51 C92+39.40
3	10°18'11"	3120.00	561.04	1°50'11"	281.28 C101+32.19
4	34°51'18"	380.00	231.17	15°04'40"	119.28 CN342+11.27
5	6°55'32"	1245.46	149.82	4°36'01"	73.00 F21+34.47

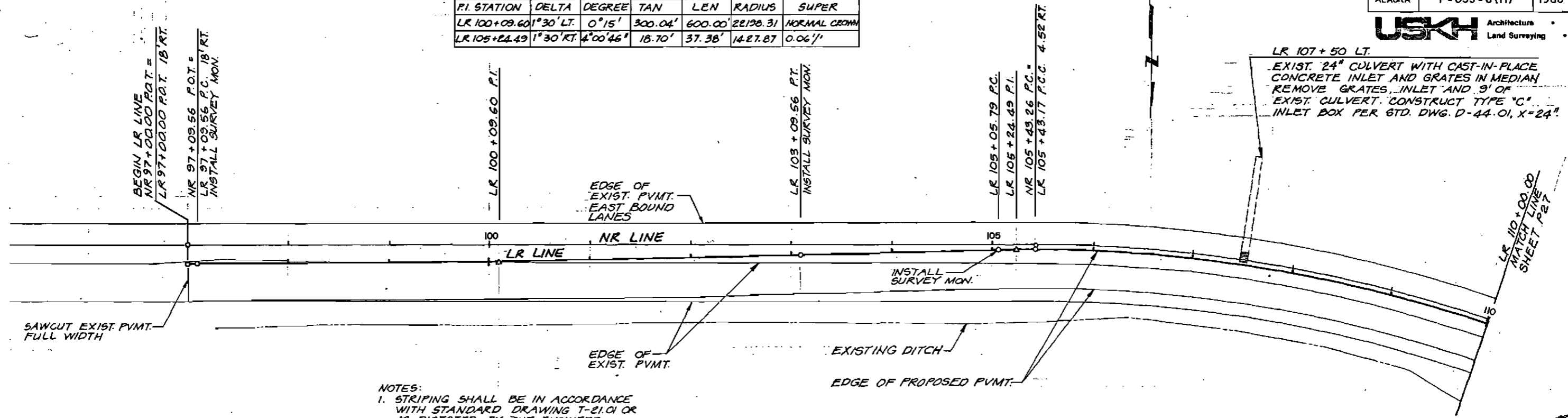
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

C-LINE DETAIL



CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LR 100+09.60	1°30' LT.	0°15'	300.04'	600.00'	22198.31'	NORMAL CROWN
LR 105+24.49	1°30' RT.	4°00'46"	18.70'	37.38'	1427.87'	0.06'/'

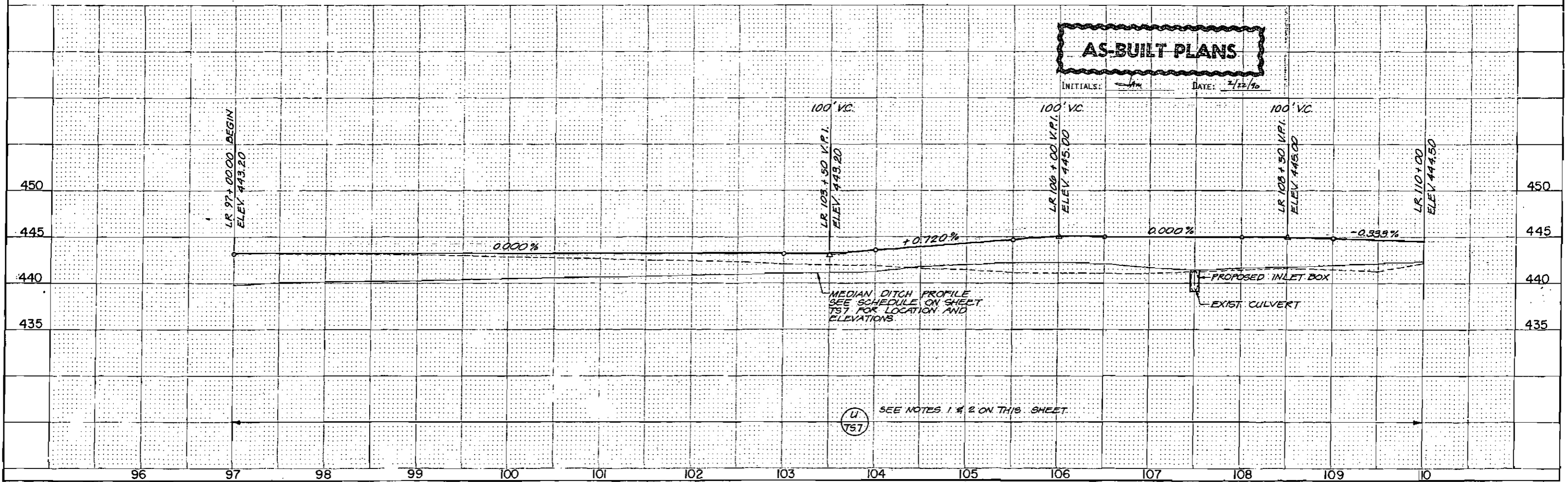


- NOTES:**
1. STRIPING SHALL BE IN ACCORDANCE WITH STANDARD DRAWING T-21.01 OR AS DIRECTED BY THE ENGINEER.
 2. EXISTING ASPHALT PAVEMENT THAT IS REMOVED SHALL BE PULVERIZED AND USED IN EMBANKMENT CONSTRUCTION ELSEWHERE ON THE PROJECT.



AS-BUILT PLANS

INITIALS: *Am* DATE: 2/22/90



P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LR 119+68.90	89°54'51" RT	4°00'46"	1425.73	2240.74	1427.87	0.06 %

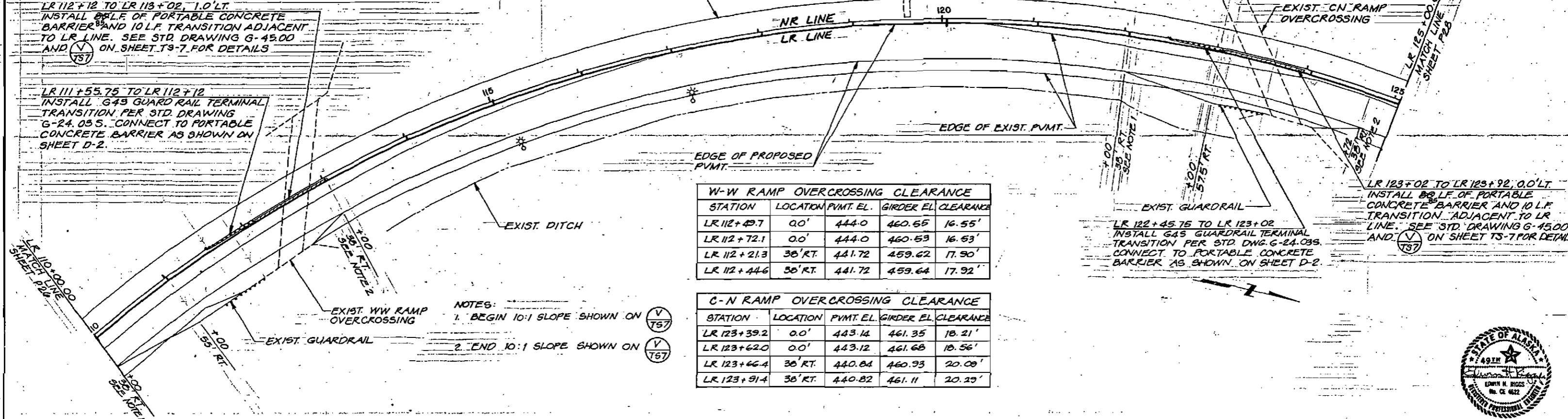
LR 112+12 TO LR 113+02, 1.0' LT.
INSTALL 88 L.F. OF PORTABLE CONCRETE BARRIER AND 10 L.F. TRANSITION ADJACENT TO LR LINE. SEE STD. DRAWING G-45.00 AND (V) T57 ON SHEET T9-7 FOR DETAILS

LR 111+55.75 TO LR 112+12
INSTALL 645 GUARD RAIL TERMINAL TRANSITION PER STD. DRAWING G-24.035. CONNECT TO PORTABLE CONCRETE BARRIER AS SHOWN ON SHEET D-2.

LR 123+02 TO LR 123+92, 0.0' LT.
INSTALL 88 L.F. OF PORTABLE CONCRETE BARRIER AND 10 L.F. TRANSITION ADJACENT TO LR LINE. SEE STD. DRAWING G-45.00 AND (V) T57 ON SHEET T9-7 FOR DETAIL

LR 110+00.00
MATCH LINE
SHEET P26

LR 125+00.00
MATCH LINE
SHEET P28



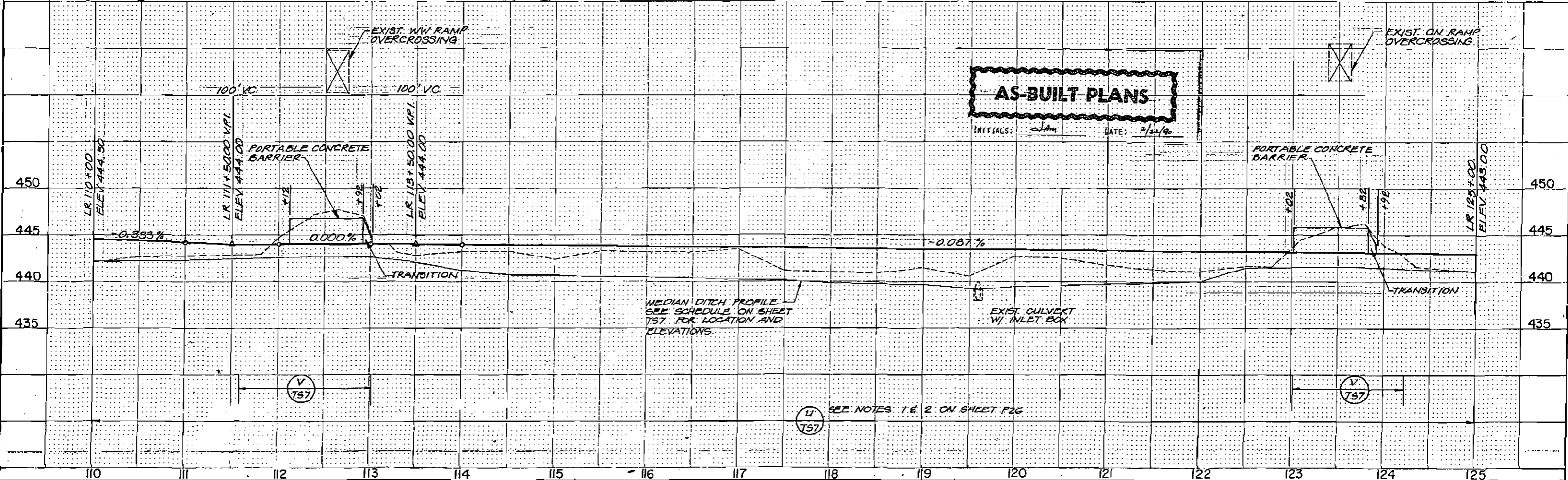
STATION	LOCATION	PVMT. EL.	GIRDER EL.	CLEARANCE
LR 112+49.7	0.0'	444.0	460.55	16.55'
LR 112+72.1	0.0'	444.0	460.53	16.53'
LR 112+21.3	38' RT.	441.72	459.62	17.90'
LR 112+44.6	35' RT.	441.72	459.64	17.92'

STATION	LOCATION	PVMT. EL.	GIRDER EL.	CLEARANCE
LR 123+39.2	0.0'	443.14	461.35	18.21'
LR 123+62.0	0.0'	443.12	461.68	18.56'
LR 123+66.4	30' RT.	440.84	460.93	20.09'
LR 123+91.4	38' RT.	440.82	461.11	20.29'

NOTES:
1. BEGIN 10:1 SLOPE SHOWN ON (V) T57
2. END 10:1 SLOPE SHOWN ON (V) T57

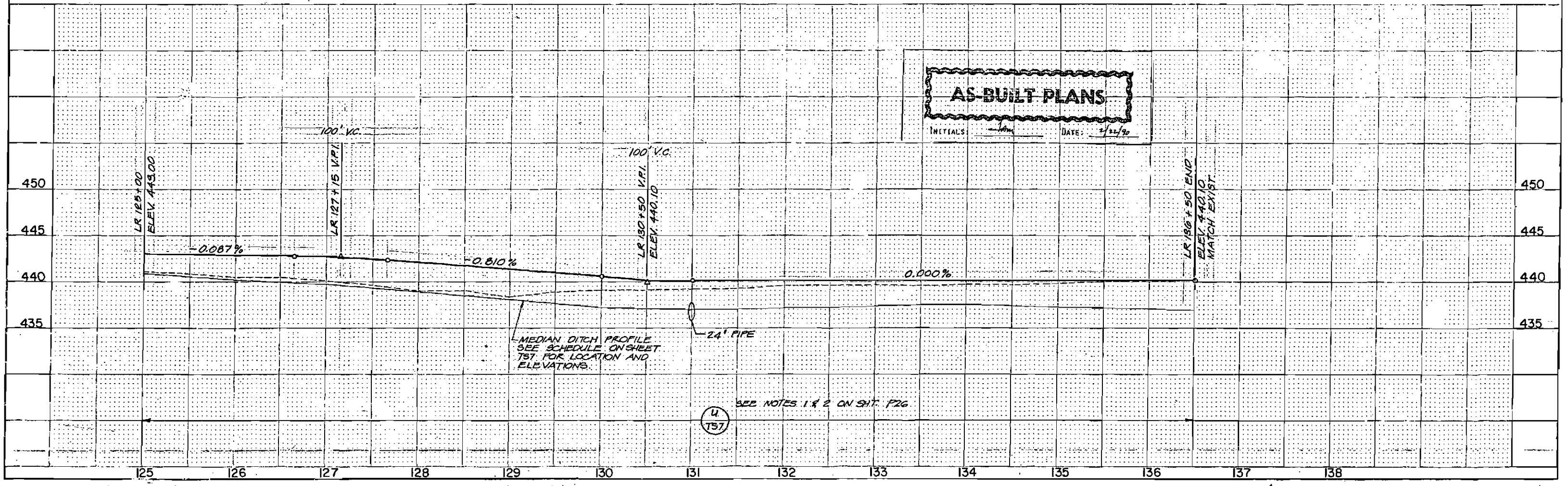
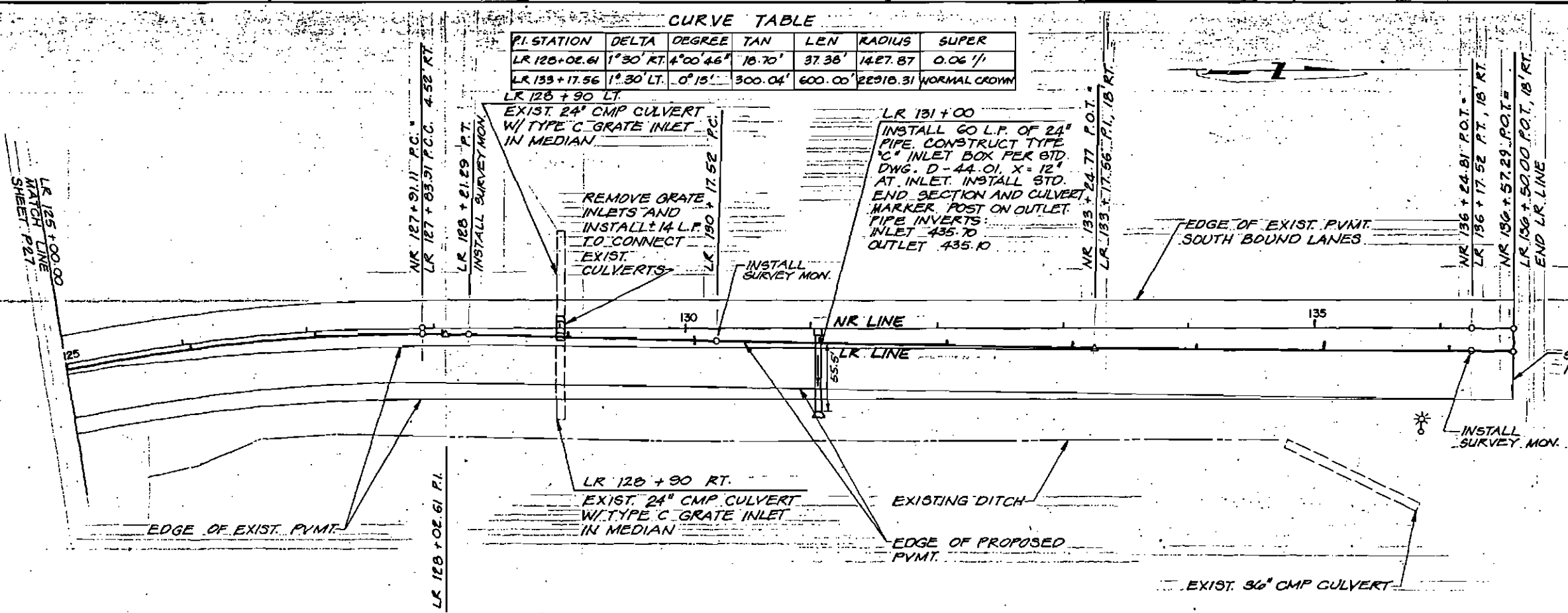
AS-BUILT PLANS

INITIALS: [Signature] DATE: 2/22/96



CURVE TABLE

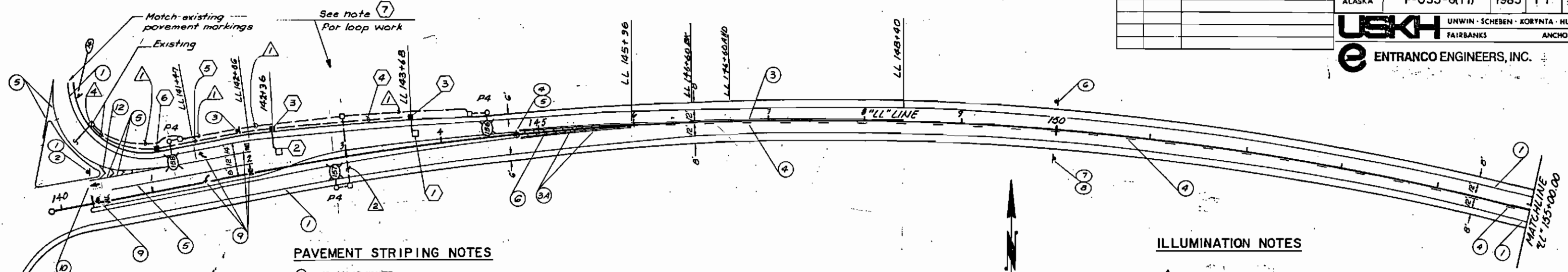
P.I. STATION	DELTA	DEGREE	TAN	LEN	RADIUS	SUPER
LR 125+02.61	1° 30' RT.	4° 00' 46"	18.70'	37.38'	1427.87	0.06 1/1
LR 133+17.56	1° 30' LT.	0° 15'	300.04'	600.00'	22918.31	NORMAL CROWN



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 1	148

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FAIRBANKS ANCHORAGE

ENTRANCO ENGINEERS, INC.

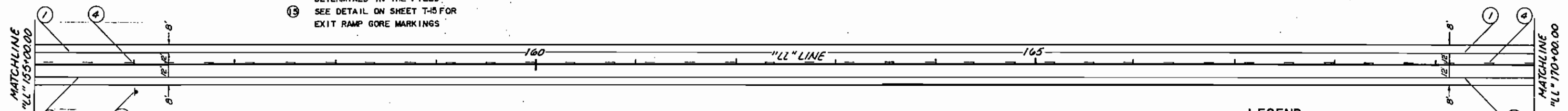
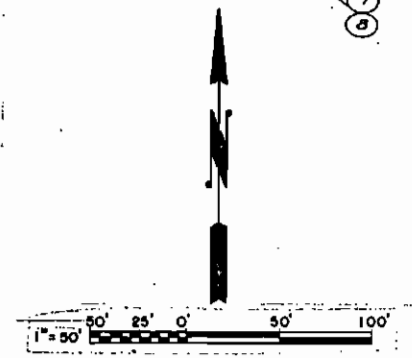


PAVEMENT STRIPING NOTES

- ① 4" SOLID WHITE
- ② 4" BROKEN WHITE
- ③ 4" SOLID YELLOW
- ④ 4" DOUBLE YELLOW
- ⑤ 4" BROKEN YELLOW
- ⑥ 8" SOLID WHITE
- ⑦ 18" SOLID YELLOW
- ⑧ 12" SOLID WHITE
- ⑨ 24" SOLID WHITE
- ⑩ TURN ARROW / "ONLY" ASSEMBLY
- ⑪ STRAIGHT ARROW HEAD
- ⑫ COMBINATION ARROW
- ⑬ 18" SOLID WHITE
- ⑭ TWO WAY LEFT TURN LANE ARROWS
- ⑮ ACTUAL NO PASSING ZONES TO BE DETERMINED IN THE FIELD
- ⑯ SEE DETAIL ON SHEET T-5 FOR EXIT RAMP GORE MARKINGS

ILLUMINATION NOTES

- ① 2" RMC, 1-3C #8
- ② 2" RMC, 1-3C #8
- ③ 2" RMC, 2-3C #8
- ④ SPLICE 3C #8 CABLE INTO EXISTING ILLUMINATION CIRCUIT.

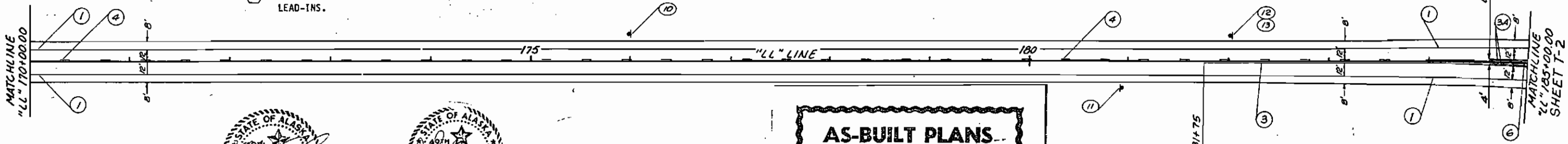


LOOP DETECTOR NOTES

- ① INSTALL 6'x6' INDUCTION LOOP WITH 3 TURNS AT STA. LL 143+68 (EDGE CLOSEST TO INTERSECTION).
- ② INSTALL TWO 6'x6' INDUCTION LOOPS WITH 3 TURNS AT STA. LL 142+36 (EDGE CLOSEST TO INTERSECTION).
- ③ INSTALL TYPE IA JUNCTION BOX. SPLICE DETECTOR LOOP TO LEAD-IN CABLE.
- ④ INSTALL 1-2" RMC CONDUIT AND 1-2C #12 DETECTOR LEAD-IN.
- ⑤ INSTALL 1-2" RMC CONDUIT AND 2-2C #12 DETECTOR LEAD-INS.
- ⑥ SPLICE THE TWO NEW DETECTOR LEAD-IN CABLES WITH THE TWO EXISTING LEAD-IN CABLES COILED IN THE EXISTING JUNCTION BOX (STA. LL 141+00).
- ⑦ ALL LOOP WORK SHOWN ON THIS SHEET SHALL BE INCLUDED AS PART OF THE 660 (1D) TRAFFIC SIGNAL SYSTEM PAY ITEM.

LEGEND

- A2 250 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2)
- A2 400 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2) ON SIGNAL POLE
- IA I II III JUNCTION BOX
- JUNCTION BOX SHARED WITH TRAFFIC SIGNAL
- JUNCTION BOX, TRAFFIC SIGNAL
- ⊗ LOAD CENTER



AS-BUILT PLANS

INITIALS: *alam* DATE: 2/22/90

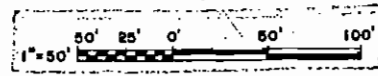
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 2	13

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FAIRBANKS ANCHORAGE

CENTRANCO ENGINEERS, INC.
OM-2 delineator on PST post
See S-30.01

PAVEMENT STRIPING NOTES

- ① 4" SOLID WHITE
- ② 4" BROKEN WHITE
- ③ 4" SOLID YELLOW
- ④ 4" DOUBLE YELLOW
- ⑤ 4" BROKEN YELLOW
- ⑥ 8" SOLID WHITE
- ⑦ 18" SOLID YELLOW
- ⑧ 12" SOLID WHITE
- ⑨ 24" SOLID WHITE
- ⑩ TURN ARROW / "ONLY" ASSEMBLY
- ⑪ STRAIGHT ARROW HEAD
- ⑫ COMBINATION ARROW
- ⑬ 18" SOLID WHITE
- ⑭ TWO WAY LEFT TURN LANE ARROWS
- ⑮ ACTUAL NO PASSING ZONES TO BE DETERMINED IN THE FIELD
- ⑯ SEE DETAIL ON SHEET T-15 FOR EXIT RAMP GORE MARKINGS

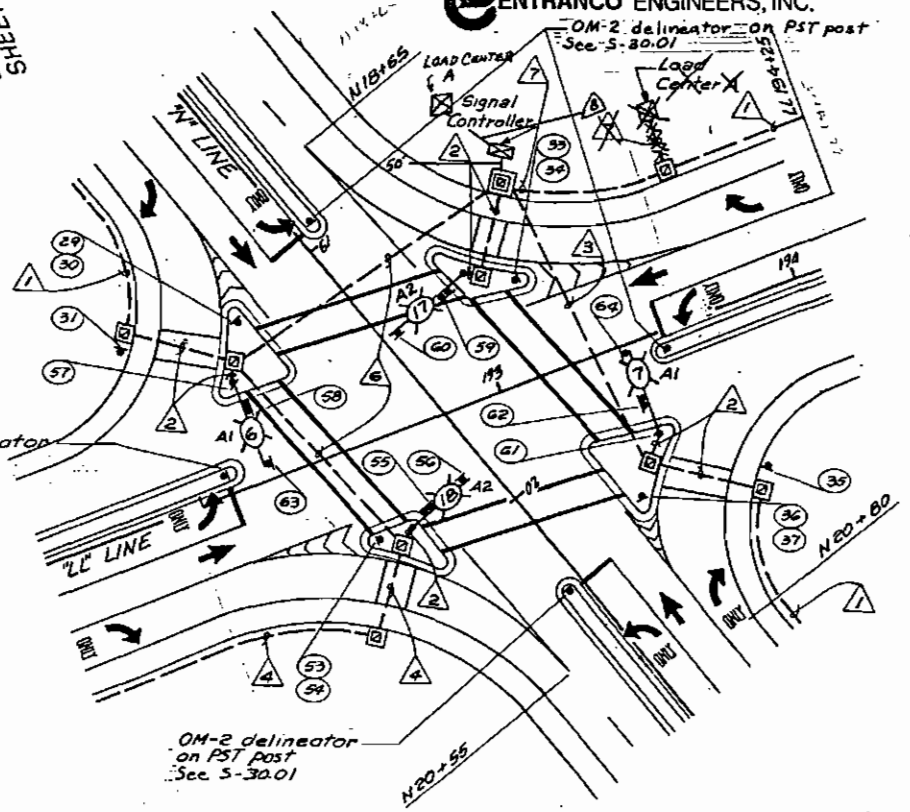


INSTALL TRAFFIC COUNT STATION AND LOOPS ACCORDING TO REQUIREMENTS SHOWN ON DETAIL SHEET T-24. THIS WORK SHALL BE INCLUDED AS PART OF THE 660(6) TRAFFIC COUNT STATION PAY ITEM. SEE SPECIAL PROVISIONS.

ILLUMINATION NOTES

- ① 2" RMC, 1-3C #8
- ② 2" RMC, 1-3C #8
- ③ 2" RMC, 2-3C #8
- ④ 2" RMC, 1-3C #8, 3-1C #4 (COUNT STATION)
- ⑤ 2" RMC, 3-1C #4
- ⑥ 2-1/2" RMC, 2-3C #8, 3-1C #4 (COUNT STATION)
- ⑦ * 3 RMC, 2-3C #8, 3-1C #4 (COUNT STATION), * 1-2C #4 (SIGNAL), 4-3C #14 (IIS)

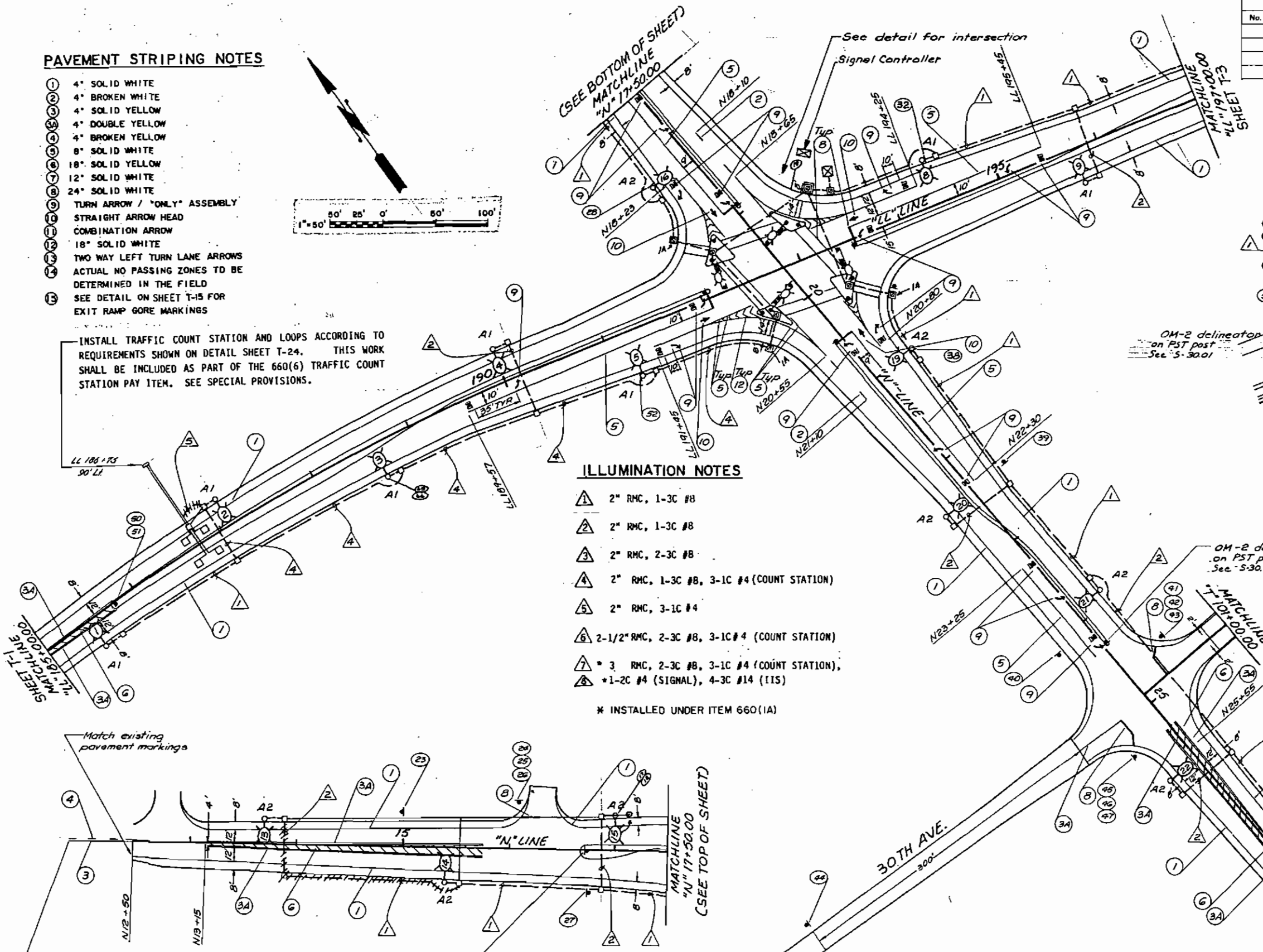
* INSTALLED UNDER ITEM 660(1A)



PARKS HWY. & LATHROP STREET INTERSECTION DETAIL
Not to Scale

LEGEND

- A2 ○ 250 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2)
- A2 ○ 400 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2) ON SIGNAL POLE
- IA □ JUNCTION BOX
- II □ JUNCTION BOX SHARED WITH TRAFFIC SIGNAL
- III □ JUNCTION BOX, TRAFFIC SIGNAL
- ⊗ LOAD CENTER



AS-BUILT PLANS
INITIALS: JAM DATE: 2/22/90

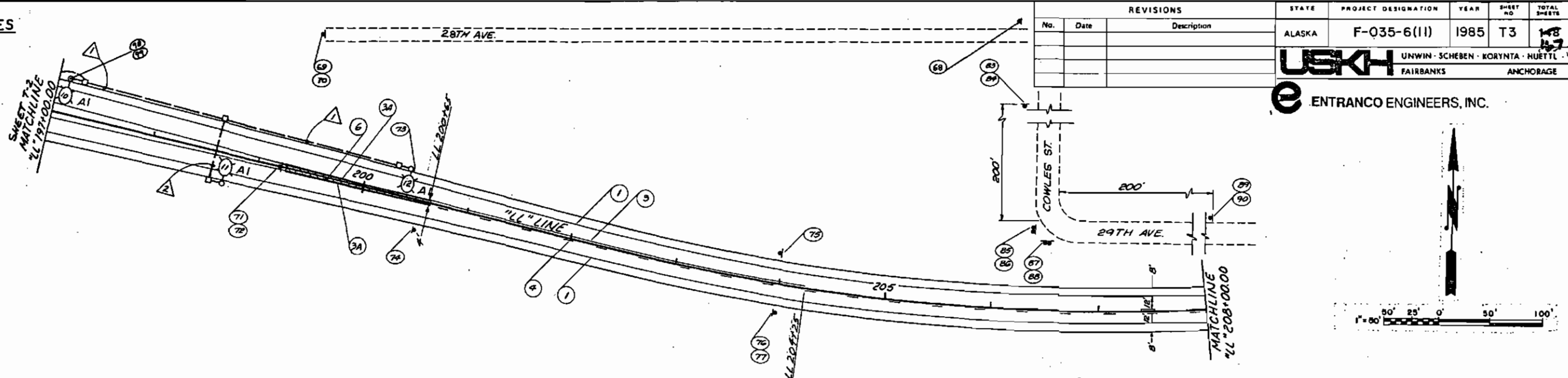
Length to be determined in the field (to approx. N1965)

Length to be determined in the field (to approx. N3140)



PAVEMENT STRIPING NOTES

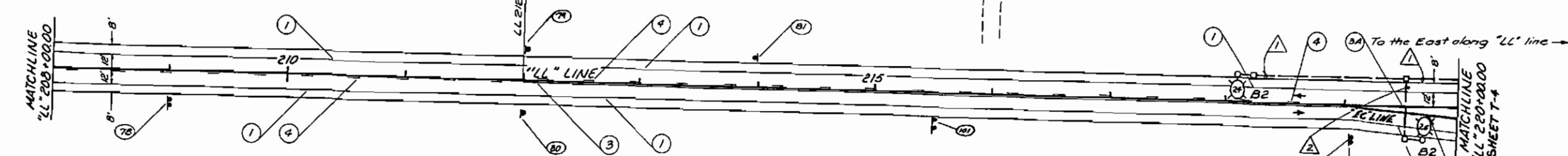
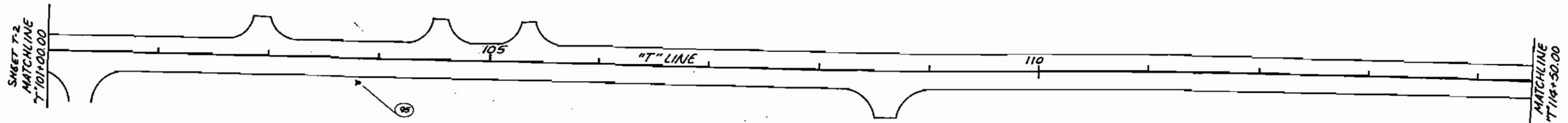
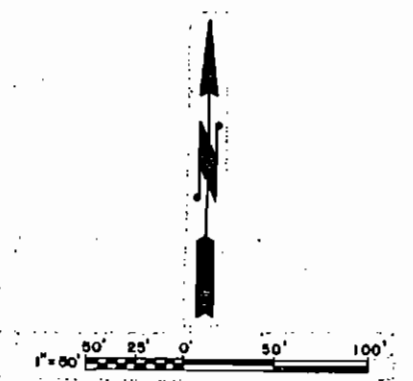
- ① 4" SOLID WHITE
- ② 4" BROKEN WHITE
- ③ 4" SOLID YELLOW
- ④ 4" DOUBLE YELLOW
- ⑤ 4" BROKEN YELLOW
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- ⑫ COMBINATION ARROW
- ⑬ 18" SOLID WHITE
- ⑭ TWO WAY LEFT TURN LANE ARROWS
- ⑮ ACTUAL NO PASSING ZONES TO BE DETERMINED IN THE FIELD
- ⑯ SEE DETAIL ON SHEET T-15 FOR EXIT RAMP GORE MARKINGS



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T3	143

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FAIRBANKS ANCHORAGE

ENTRANCO ENGINEERS, INC.



ILLUMINATION NOTES

- ① 2" RMC, 1-3C #8
- ② 2" RMC, 1-3C #8
- ③ 2" RMC, 2-3C #8

LEGEND

- A2 250 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2)
- A2 400 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2) ON SIGNAL POLE
- I A II III
- JUNCTION BOX
- JUNCTION BOX SHARED WITH TRAFFIC SIGNAL

LEGEND

- I A II III
- JUNCTION BOX, TRAFFIC SIGNAL
- LOAD CENTER

AS-BUILT PLANS

INITIALS: JAM DATE: 2/22/90



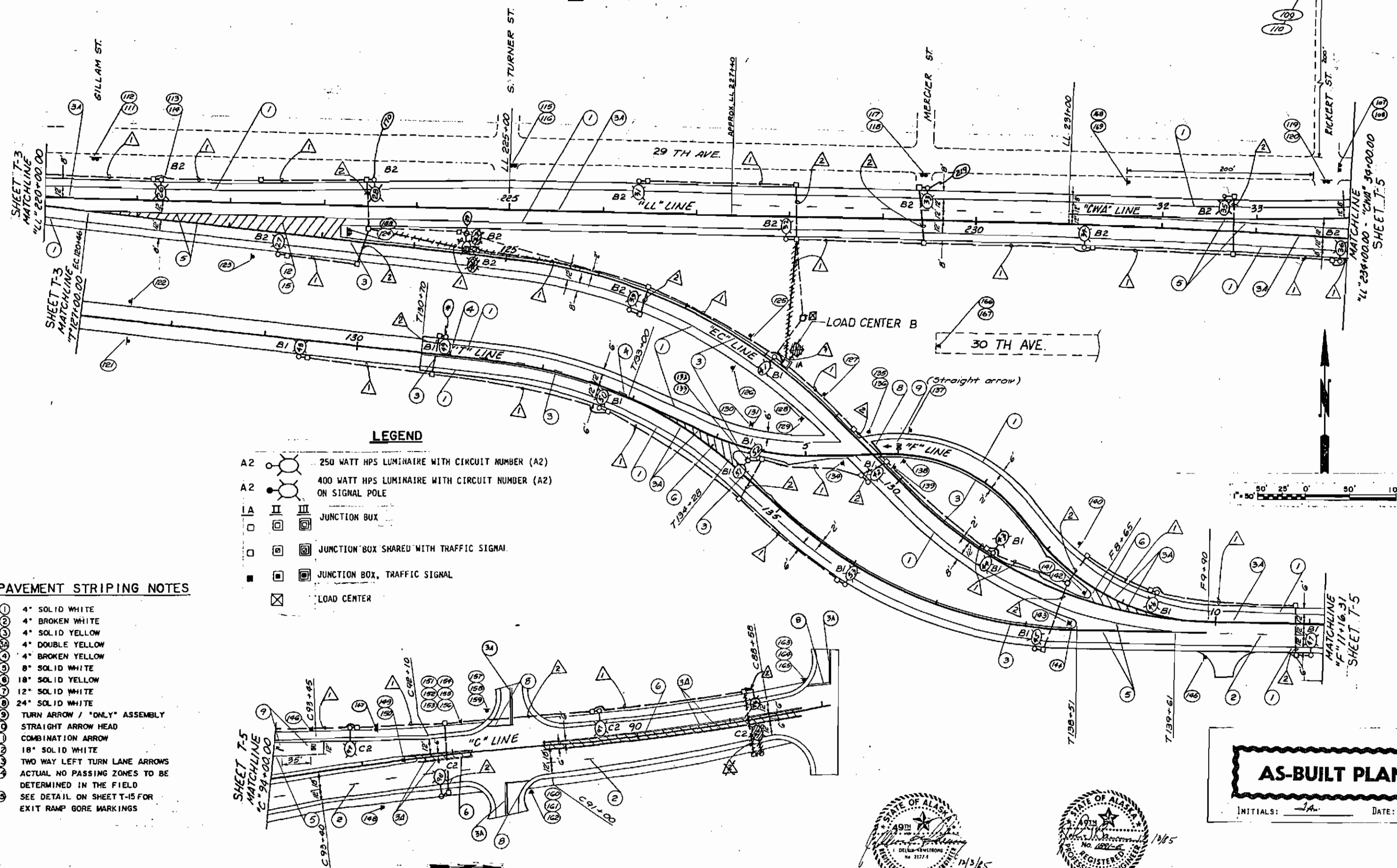
ILLUMINATION NOTES

- △ 2" RMC, 1-3C #8
- △ 2" RMC, 1-3C #8
- △ 2" RMC, 2-3C #8

ENTRANCO ENGINEERS, INC.

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 4	148
							147

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FAIRBANKS ANCHORAGE

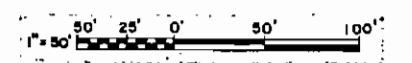


LEGEND

- A2 ○ 250 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2)
- A2 ○ 400 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2) ON SIGNAL POLE
- IA □ JUNCTION BOX
- JUNCTION BOX SHARED WITH TRAFFIC SIGNAL
- JUNCTION BOX, TRAFFIC SIGNAL
- ⊗ LOAD CENTER

PAVEMENT STRIPING NOTES

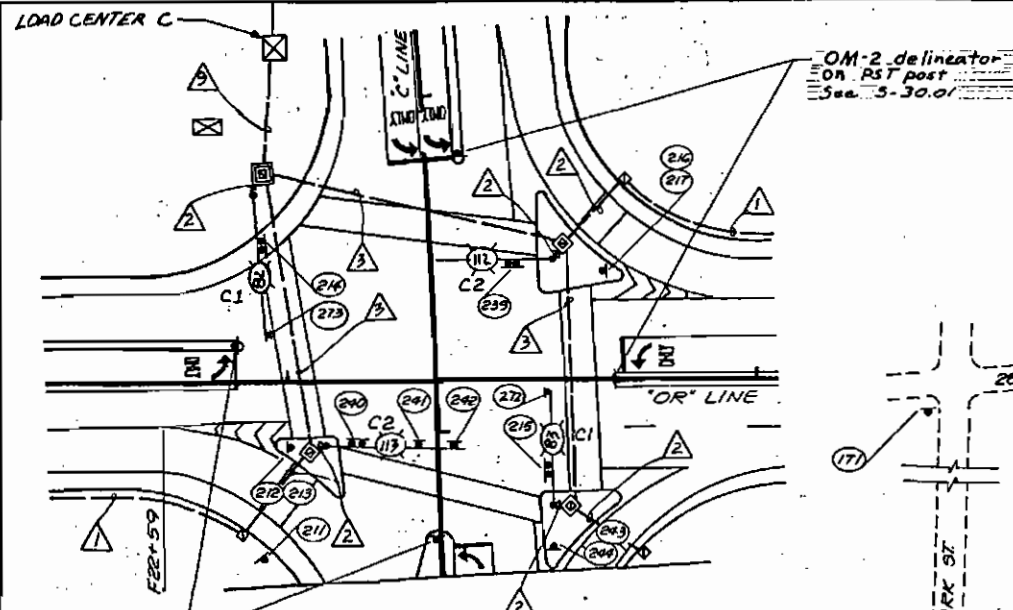
- ① 4" SOLID WHITE
- ② 4" BROKEN WHITE
- ③ 4" SOLID YELLOW
- ④ 4" DOUBLE YELLOW
- ⑤ 4" BROKEN YELLOW
- ⑥ 8" SOLID WHITE
- ⑦ 18" SOLID YELLOW
- ⑧ 12" SOLID WHITE
- ⑨ 24" SOLID WHITE
- ⑩ TURN ARROW / "ONLY" ASSEMBLY
- ⑪ STRAIGHT ARROW HEAD
- ⑫ COMBINATION ARROW
- ⑬ 18" SOLID WHITE
- ⑭ TWO WAY LEFT TURN LANE ARROWS
- ⑮ ACTUAL NO PASSING ZONES TO BE DETERMINED IN THE FIELD
- ⑯ SEE DETAIL ON SHEET T-5 FOR EXIT RAMP GORE MARKINGS



AS-BUILT PLANS

INITIALS: *JA* DATE: 2/22/85





- ### ILLUMINATION NOTES
- 1 2" RMC, 1-3C #8
 - 2 2" RMC, 1-3C #8
 - 3 2" RMC, 2-3C #8
 - 4 2" RMC, 1-OPTICOM CABLE*
 - 5 2" RMC, 1-3C #8, 1-OPTICOM CABLE*
 - 6 SEE NOTE 5 ON SHEET T-9 * INSTALLED UNDER ITEM 660(1B)
 - 7 SEE NOTE 6 ON SHEET T-9
 - 8 SEE NOTE 7 ON SHEET T-9
 - 9 2" RMC, 2-3C #8

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 5	145

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FAIRBANKS ANCHORAGE

ENTRANCO ENGINEERS, INC.

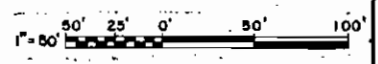
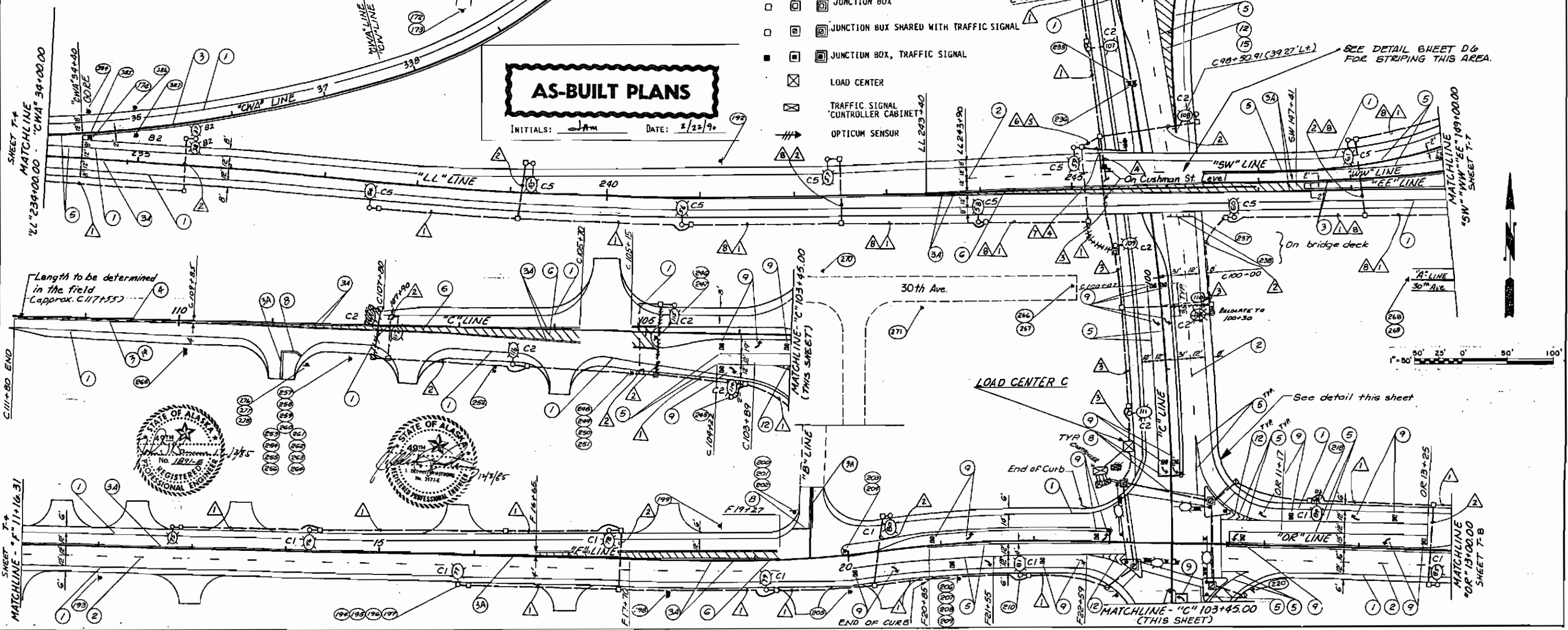
- ### PAVEMENT STRIPING NOTES
- 1 4" SOLID WHITE
 - 2 4" BROKEN WHITE
 - 3 4" SOLID YELLOW
 - 4 4" DOUBLE YELLOW
 - 5 4" BROKEN YELLOW
 - 6 8" SOLID WHITE
 - 7 18" SOLID YELLOW
 - 8 12" SOLID WHITE
 - 9 24" SOLID WHITE
 - 10 TURN ARROW / "ONLY" ASSEMBLY
 - 11 STRAIGHT ARROW HEAD
 - 12 COMBINATION ARROW
 - 13 18" SOLID WHITE
 - 14 TWO WAY LEFT TURN LANE ARROWS
 - 15 ACTUAL NO PASSING ZONES TO BE DETERMINED IN THE FIELD
 - 16 SEE DETAIL ON SHEET T-15 FOR EXIT RAMP GORE MARKINGS

- ### LEGEND
- A2 250 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2)
 - A2 400 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2) ON SIGNAL POLE
 - I A II III JUNCTION BOX
 - □ □ JUNCTION BOX SHARED WITH TRAFFIC SIGNAL
 - □ □ JUNCTION BOX, TRAFFIC SIGNAL
 - ⊗ LOAD CENTER
 - ⊗ TRAFFIC SIGNAL CONTROLLER CABINET
 - ⊗ OPTICUM SENSOR

AS-BUILT PLANS

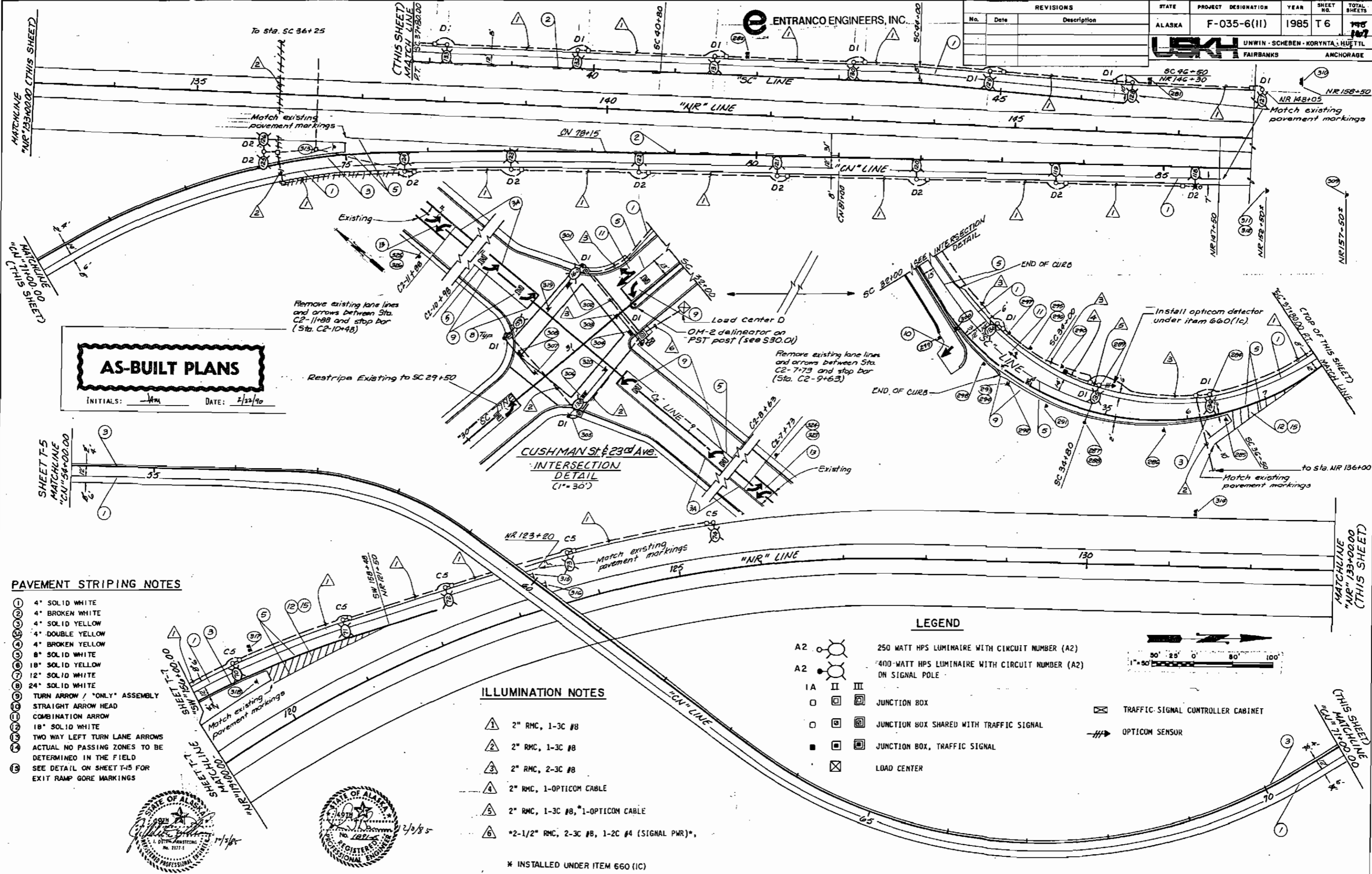
INITIALS: *JAM* DATE: 2/22/94

OM-2 delineator on PST post See 5-30.01
CUSHMAN ST. OLD RICHARDSON HWY INTERSECTION DETAIL
(NOT TO SCALE)



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 6	107

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FAIRBANKS ANCHORAGE



AS-BUILT PLANS

INITIALS: MM DATE: 2/22/90

PAVEMENT STRIPING NOTES

- ① 4" SOLID WHITE
- ② 4" BROKEN WHITE
- ③ 4" SOLID YELLOW
- ④ 4" DOUBLE YELLOW
- ⑤ 4" BROKEN YELLOW
- ⑥ 8" SOLID WHITE
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- ⑮ ACTUAL NO PASSING ZONES TO BE DETERMINED IN THE FIELD
- ⑯ SEE DETAIL ON SHEET T-5 FOR EXIT RAMP GORE MARKINGS

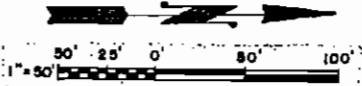
ILLUMINATION NOTES

- ① 2" RMC, 1-3C #8
- ② 2" RMC, 1-3C #8
- ③ 2" RMC, 2-3C #8
- ④ 2" RMC, 1-OPTICOM CABLE
- ⑤ 2" RMC, 1-3C #8, 1-OPTICOM CABLE
- ⑥ *2-1/2" RMC, 2-3C #8, 1-2C #4 (SIGNAL PWR)*

* INSTALLED UNDER ITEM 660 (IC)

LEGEND

- A2 250 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2)
- A2 400 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2) ON SIGNAL POLE
- I A JUNCTION BOX
- II JUNCTION BOX SHARED WITH TRAFFIC SIGNAL
- III JUNCTION BOX, TRAFFIC SIGNAL
- LOAD CENTER
- TRAFFIC SIGNAL CONTROLLER CABINET
- OPTICOM SENSOR



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 7	146

USK UNWIN · SCHEBEN · KORYNTA · HUETTL
FAIRBANKS ANCHORAGE

e ENTRANCO ENGINEERS, INC.

PAVEMENT STRIPING NOTES

- ① 4" SOLID WHITE
- ② 4" BROKEN WHITE
- ③ 4" SOLID YELLOW
- ④ 4" DOUBLE YELLOW
- ⑤ 4" BROKEN YELLOW
- ⑥ 8" SOLID WHITE
- ⑦ 18" SOLID YELLOW
- ⑧ 12" SOLID WHITE
- ⑨ 24" SOLID WHITE
- ⑩ TURN ARROW / "ONLY" ASSEMBLY
- ⑪ STRAIGHT ARROW HEAD
- ⑫ COMBINATION ARROW
- ⑬ 18" SOLID WHITE
- ⑭ TWO WAY LEFT TURN LANE ARROWS
- ⑮ ACTUAL NO PASSING ZONES TO BE DETERMINED IN THE FIELD
- ⑯ SEE DETAIL ON SHEET T-15 FOR EXIT RAMP GORE MARKINGS

LEGEND

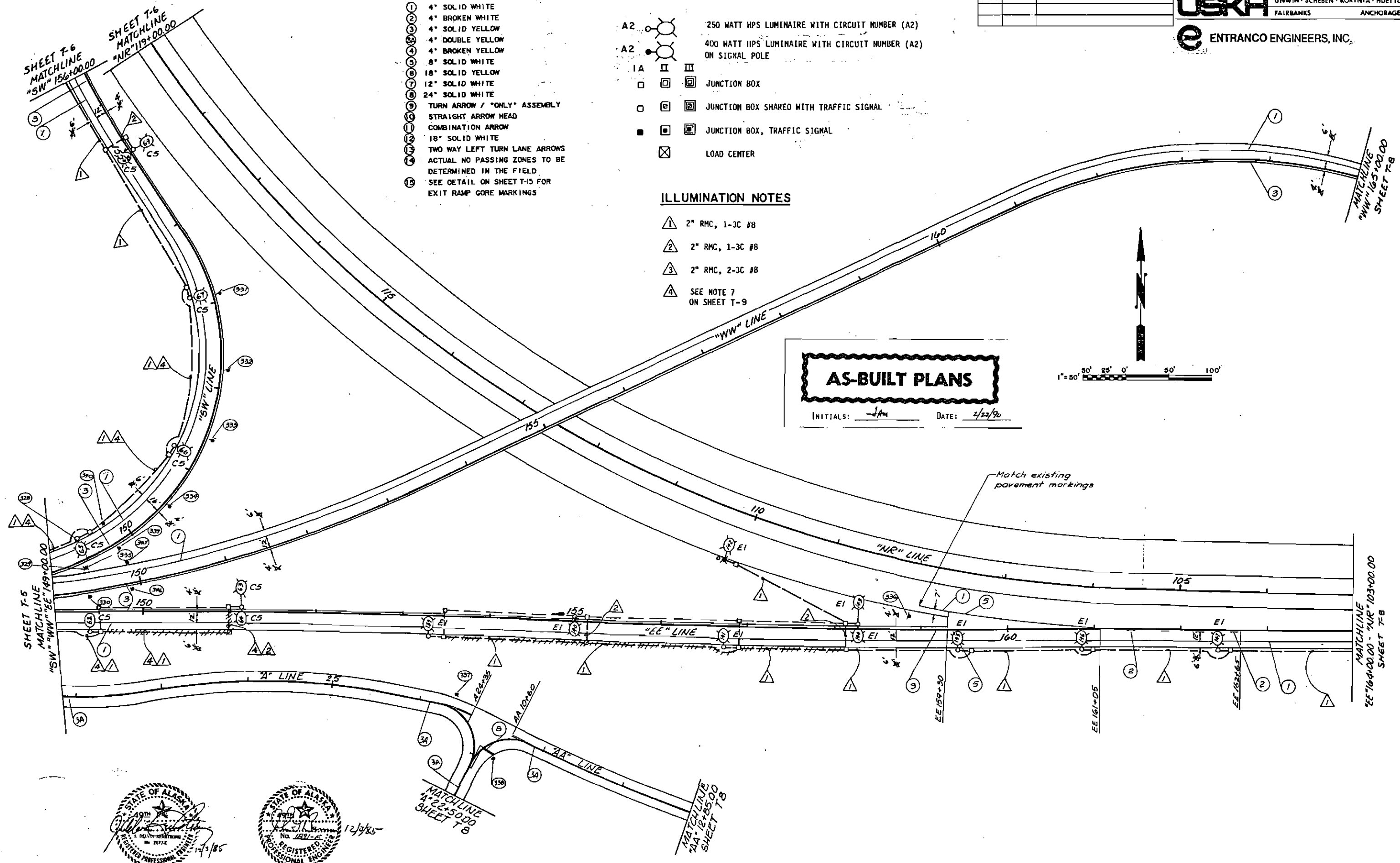
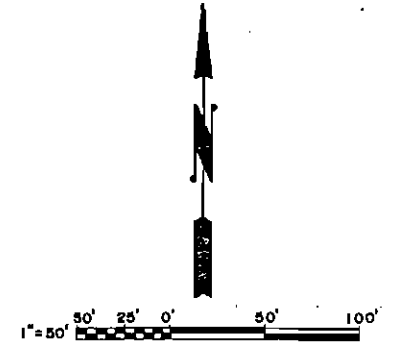
- A2 250 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2)
- A2 400 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2) ON SIGNAL POLE
- I A JUNCTION BOX
- JUNCTION BOX SHARED WITH TRAFFIC SIGNAL
- JUNCTION BOX, TRAFFIC SIGNAL
- LOAD CENTER

ILLUMINATION NOTES

- △ 1 2" RMC, 1-3C #8
- △ 2 2" RMC, 1-3C #8
- △ 3 2" RMC, 2-3C #8
- △ 4 SEE NOTE 7 ON SHEET T-9

AS-BUILT PLANS

INITIALS: JAM DATE: 2/22/90



STATE OF ALASKA
REGISTERED PROFESSIONAL ENGINEER
12/3/85

STATE OF ALASKA
REGISTERED PROFESSIONAL ENGINEER
12/3/85

MATCHLINE
"A" 22+50.00
SHEET T-8

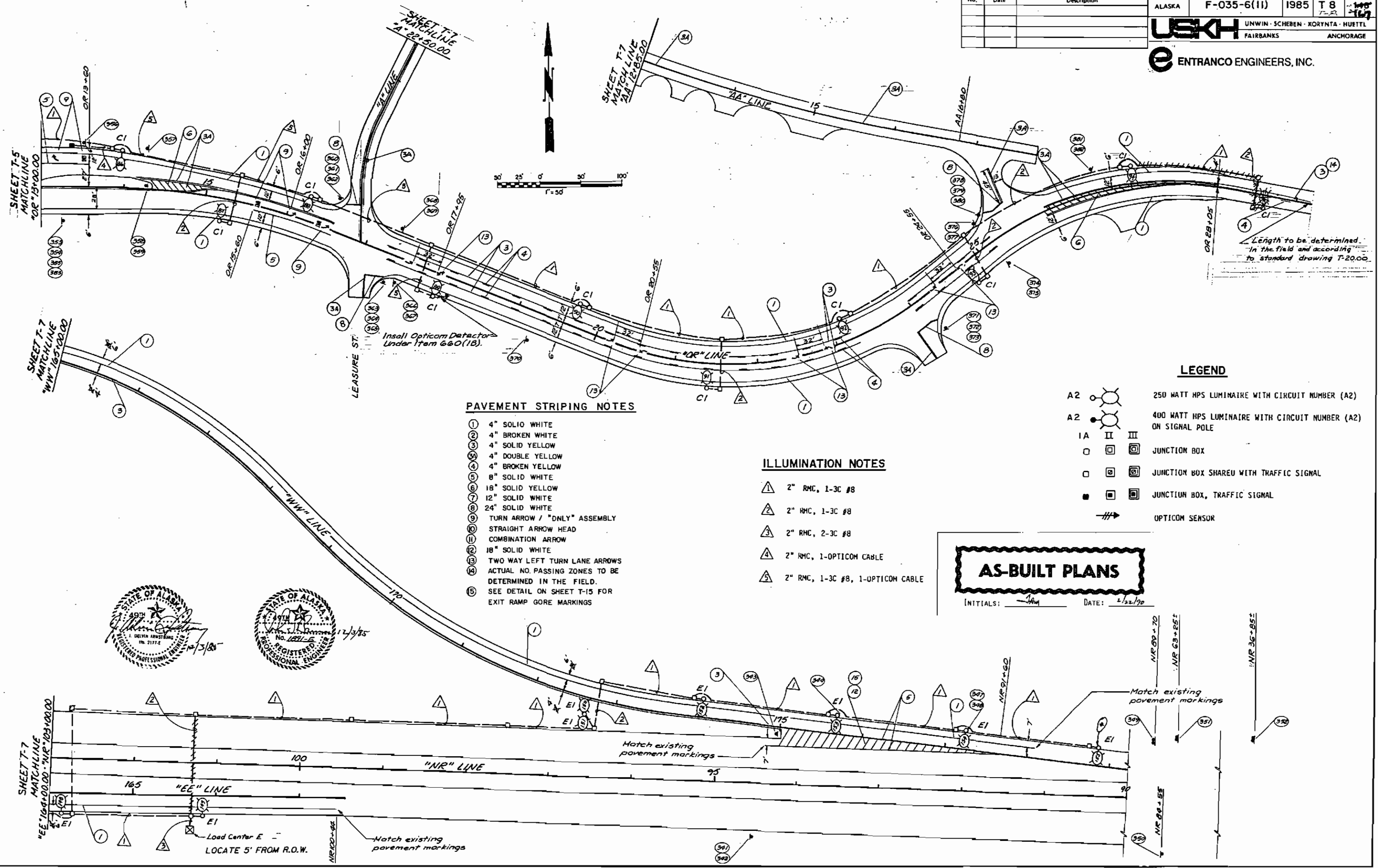
MATCHLINE
"AA" 12+85.00
SHEET T-8

MATCHLINE
"EE" 164+00.00 - "NR" 103+00.00
SHEET T-8

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 8	117

USKH UNWIN · SCHEBEN · KORYNTA · HUETTL
FAIRBANKS ANCHORAGE

e ENTRANCO ENGINEERS, INC.



Length to be determined in the field and according to standard drawing T-20.00.

PAVEMENT STRIPING NOTES

- ① 4" SOLID WHITE
- ② 4" BROKEN WHITE
- ③ 4" SOLID YELLOW
- ④ 4" DOUBLE YELLOW
- ⑤ 4" BROKEN YELLOW
- ⑥ 8" SOLID WHITE
- ⑦ 18" SOLID YELLOW
- ⑧ 12" SOLID WHITE
- ⑨ 24" SOLID WHITE
- ⑩ TURN ARROW / "ONLY" ASSEMBLY
- ⑪ STRAIGHT ARROW HEAD
- ⑫ COMBINATION ARROW
- ⑬ 18" SOLID WHITE
- ⑭ TWO WAY LEFT TURN LANE ARROWS
- ⑮ ACTUAL NO. PASSING ZONES TO BE DETERMINED IN THE FIELD. SEE DETAIL ON SHEET T-15 FOR EXIT RAMP GORE MARKINGS

ILLUMINATION NOTES

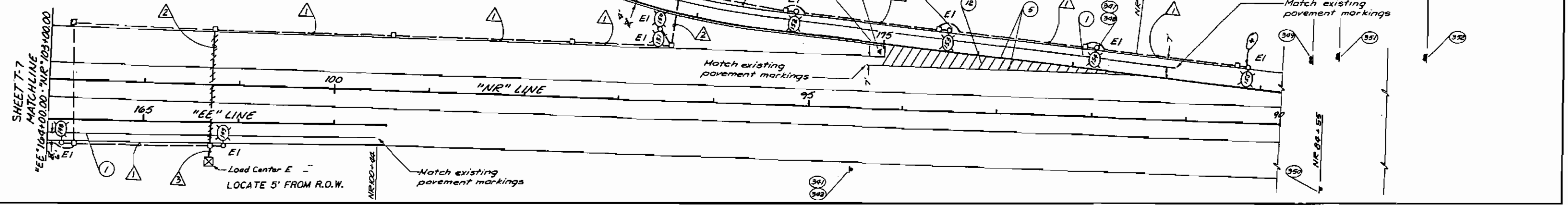
- △ 2" RMC, 1-3C #8
- △ 2" RMC, 1-3C #8
- △ 2" RMC, 2-3C #8
- △ 2" RMC, 1-OPTICOM CABLE
- △ 2" RMC, 1-3C #8, 1-OPTICOM CABLE

LEGEND

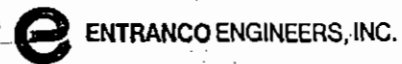
- A2 ○ 250 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2)
- A2 ○ 400 WATT HPS LUMINAIRE WITH CIRCUIT NUMBER (A2) ON SIGNAL POLE
- I A □ II □ III □ JUNCTION BOX
- □ □ JUNCTION BOX SHARE WITH TRAFFIC SIGNAL
- □ □ JUNCTION BOX, TRAFFIC SIGNAL
- ||— OPTICOM SENSOR

AS-BUILT PLANS

INITIALS: Jan DATE: 1/22/90



LUMINAIRE SCHEDULE



REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(II)	1985	T 9	148

UNWIN · SCHEREN · KORTINTA · HUETTL
FAIRBANKS ANCHORAGE

LUM. NO.	SHEET NO.	STATION	OFF SET	WATTS	VOLTS	CIRCUIT NO.	COMMENTS	LUM. NO.	SHEET NO.	STATION	OFF SET	WATTS	VOLTS	CIRCUIT NO.	COMMENTS
1	T-2	LL 185+50	31 RT	250	240	A1		74	T-6	NR 125+50	61 LT	250	480	C5	
2	T-2	LL 187+10	31 LT	250	240	A1		75	T-5	F 12+80	23 LT	250	480	C1	
3	T-2	LL 188+80	35 RT	250	240	A1		76	T-5	F 14+20	24 LT	250	480	C1	
4	T-2	LL 190+00	35 LT	250	240	A1		77	T-5	F 15+80	35 RT	250	480	C1	
5	T-2	LL 191+20	46 RT	250	240	A1		78	T-5	F 17+40	30 LT	250	480	C1	
6	T-2	LL 192+28	34 LT	400	240	A1	ON SIGNAL POLE	79	T-5	F 19+10	37 RT	250	480	C1	
7	T-2	LL 193+37	34 RT	400	240	A1	ON SIGNAL POLE	80	T-5	F 20+50	37 LT	250	480	C1	
8	T-2	LL 194+40	46 LT	250	240	A1		81	T-5	F 21+80	39 RT	250	480	C1	
9	T-2	LL 195+70	35 RT	250	240	A1		82	T-5	F 22+90	50 LT	400	480	C1	ON SIGNAL POLE
10	T-3	LL 197+19	35 LT	250	240	A1	WORK ORDER # JJ (MOVED 9' WEST OF PLAN LOCATION & AVOID OVERHEAD POWER LINE)	83	T-5	OR 10+48	41 RT	400	480	C1	ON SIGNAL POLE
11	T-3	LL 198+70	30 RT	250	240	A1		84	T-5	OR 11+60	50 LT	250	480	C1	
12	T-3	LL 200+40	29 LT	250	240	A1		85	T-5	OR 12+80	39 RT	250	480	C1	
13	T-2	N 13+70	25 LT	250	240	A2		86	T-8	OR 14+00	44 LT	250	480	C1	
14	T-2	N 15+40	32 RT	250	240	A2		87	T-8	OR 15+20	34 RT	250	480	C1	
15	T-2	N 17+15	37 LT	250	240	A2	WORK ORDER # JJ (MOVED 15' SOUTH EAST OF PLAN TO CLEAR WATERLINE)	88	T-8	OR 16+25	30 LT	250	480	C1	
16	T-2	N 18+30	46 RT	250	240	A2		89	T-8	OR 18+00	30 RT	250	480	C1	
17	T-2	N 19+37	34 LT	400	240	A2	ON SIGNAL POLE	90	T-8	OR 19+70	30 LT	250	480	C1	
18	T-2	N 19+90	34 RT	400	240	A2	ON SIGNAL POLE	91	T-8	OR 21+40	30 RT	250	480	C1	
19	T-2	N 21+00	46 LT	250	240	A2		92	T-8	OR 23+10	30 LT	250	480	C1	
20	T-2	N 22+40	35 RT	250	240	A2		93	T-8	OR 24+80	30 RT	250	480	C1	
21	T-2	N 23+90	35 LT	250	240	A2		94	T-8	OR 27+00	32 LT	250	480	C1	WORK ORDER # ECC
22	T-2	N 25+75	32 RT	250	240	A2		96	T-8	OR 28+60	19 RT	250	480	C1	DELETED WORK ORDER # CCC
23	T-2	N 27+00	29 LT	250	240	A2		98	T-4	C 88+70	32 RT	250	480	C2	CAUTION - TELEPHONE DUCT.
24	T-3	LL 218+10	25 LT	250	480	B2		97	T-4	C 90+40	32 RT	250	480	C2	SEE NOTE 8.
25	T-3	EC 219+70	25 RT	250	480	B2		98	T-4	C 92+10	42.5 LT	250	480	C2	
26	T-4	LL 221+30	25 LT	250	480	B2		99	T-4	C 93+10	38 RT	250	480	C2	
27	T-4	EC 122+50	25 RT	250	480	B2		100	T-5	C 94+11.5	44.5 LT	250	480	C2	WORK ORDER # LLLL
28	T-4	LL 223+60	31 LT	250	480	B2		101	T-5	CW 344+80	33 LT	250	480	C2	SEE NOTE 8.
29	T-4	LL 224+70	25 RT	250	480	B2		102	T-5	CW 343+40	23 RT	250	480	C2	
30	T-4	LL 224+70	25 RT	250	480	B2	AT 180 DEG. TO #29	103	T-5	CW 341+30	27 LT	250	480	C2	
31	T-4	LL 226+30	37 LT	250	480	B2		104	T-5	C 95+65	40 RT	250	480	C2	
32	T-4	LL 227+90	25 RT	250	480	B2		105	T-5	C 96+40	48 LT	250	480	C2	
33	T-4	LL 229+50	37 LT	250	480	B2		106	T-5	C 96+40	48 LT	250	480	C2	AT 180 DEG. TO #105
34	T-4	LL 231+10	25 RT	250	480	B2		107	T-5	C 97+55	34 RT	250	480	C2	
35	T-4	CWA 32+65	24 LT	250	480	B2		108	T-5	C 98+35	66 LT	250	480	C2	
36	T-4	LL 233+94	25 RT	250	480	B2		109	T-5	C 99+80	38 RT	250	480	C2	
37	T-5	LL 235+60	25 LT	250	480	B2	AT 180 DEG. TO #38	110	T-5	C 100+30	56 LT	250	480	C2	RELOCATE BACK, 12' HORIZ. CLEAR. W/POWER W.O. # LLLL
38	T-5	LL 235+60	25 LT	250	480	B2		111	T-5	C 101+49	39.5 RT	250	480	C2	WORK ORDER # FFF
39	T-4	EC 126+40	25 RT	250	480	B2		112	T-5	C 102+42	47 LT	400	480	C2	ON SIGNAL POLE
40		NOT USED						113	T-5	C 103+09	36 RT	400	480	C2	ON SIGNAL POLE
41	T-4	EC 128+10	7 LT	250	480	B1	RELOCATE AHEAD, 12' HORIZ. CLEAR. W/POWER W.O. # MM	114	T-5	C 104+05	50 LT	250	480	C2	CAUTION - TELEPHONE DUCT.
42	T-4	EC 129+70	25 RT	250	480	B1		115	T-5	C 104+70	33 RT	250	480	C2	
43	T-4	EC 131+30	7 LT	250	480	B1	AT 180 DEG. TO #44	116	T-5	C 106+40	42 LT	250	480	C2	
44	T-4	EC 131+30	7 LT	250	480	B1		117	T-5	C 108+70	17 RT	250	480	C2	
45	T-4	T 138+10	23 RT	250	480	B1		118	T-6	CN 85+40	25 RT	250	240	D2	
46	T-4	F 9+40	26 LT	250	480	B1		119	T-6	CN 83+70	25 RT	250	240	D2	
47	T-4	F 11+00	35 RT	250	480	B1		120	T-6	CN 82+00	25 RT	250	240	D2	
48	T-4	T 129+30	20 RT	250	480	B1		121	T-6	CN 80+25	25 RT	250	240	D2	
49	T-4	T 131+00	23 LT	250	480	B1		122	T-6	CN 78+55	25 RT	250	240	D2	
50	T-4	T 132+70	23 RT	250	480	B1	RELOCATE AHEAD, 10' HORIZ. CLEAR. W/POWER W.O. # NN	123	T-6	CN 77+00	25 RT	250	240	D2	
51	T-4	T 134+50	7 LT	250	480	B1		124	T-6	CN 75+70	25 RT	250	240	D2	
52	T-4	T 134+50	7 LT	250	480	B1	AT 180 DEG. TO #51	125	T-6	CN 74+00	7 LT	250	240	D2	
53	T-4	T 136+15	23 RT	250	480	B1		126	T-6	CN 74+00	7 LT	250	240	D2	AT 180 DEG. TO #125
54	T-5	LL 237+50	25 RT	250	480	C5		127	T-6	NR 148+05	61 LT	250	240	D1	
55	T-5	LL 239+25	30 LT	250	480	C5		128	T-6	NR 146+35	61 LT	250	240	D1	
56	T-5	LL 240+80	25 RT	250	480	C5		129	T-6	SC 44+85	23.5 LT	250	240	D1	WORK ORDER # RR
57	T-5	LL 242+40	38 LT	250	480	C5		130	T-6	SC 43+15	23.5 LT	250	240	D1	WORK ORDER # RR
58	T-5	LL 244+00	28 RT	250	480	C5		131	T-6	SC 41+45	23.5 LT	250	240	D1	WORK ORDER # RR
59	T-5	LL 245+05	42 LT	250	480	C5		132	T-6	SC 39+80	23.5 LT	250	240	D1	WORK ORDER # RR
60	T-5	EE 146+75	25 RT	250	480	C5		133	T-6	SC 38+20	23.5 LT	250	240	D1	WORK ORDER # RR
61	T-5	SW 148+00	25 LT	250	480	C5		134	T-6	SC 36+30	27 LT	250	240	D1	RELOCATE BACK, 12' HORIZ. CLEAR. W/POWER W.O. # RR
62	T-7	EE 149	25 RT	250	480	C5		135	T-6	SC 34+80	31 LT	250	240	D1	
63	T-7	EE 151+10	7 LT	250	480	C5	AT 180 DEG. TO #64	136	T-6	SC 33+10	37 LT	250	240	D1	RELOCATE AHEAD, 12' HORIZ. CLEAR. W/POWER W.O. # RR
64	T-7	EE 151+10	7 LT	250	480	C5		137	T-6	SC 31+90	23 RT	250	240	D1	
65	T-7	SW 149+50	28 LT	250	480	C5		138	T-6	C2 9+76	47 LT	400	240	D1	ON SIGNAL POLE
66	T-7	SW 151+20	29 LT	250	480	C5		139	T-7	EE 152+90	25 RT	250	480	E1	WORK ORDER # XX
67	T-7	SW 153+10	29 LT	250	480	C5		140	T-7	EE 154+70	7 LT	250	480	E1	WORK ORDER # XX
68	T-7	SW 155+00	7 RT	250	480	C5		141	T-7	EE 156+60	25 RT	250	480	E1	WORK ORDER # XX
69	T-7	SW 155+00	7 RT	250	480	C5	AT 180 DEG. TO #68	142	T-7	NR 110+20	61 LT	250	480	E1	
70	T-6	SW 156+60	25 LT	250	480	C5		143	T-7	EE 158+30	7 LT	250	480	E1	
71	T-6	SW 158+00	25 LT	250	480	C5		144	T-7	EE 158+30	7 LT	250	480	E1	AT 180 DEG. TO #143
72	T-6	NR 122+20	65 LT	250	480	C5		145	T-7	EE 160+00	25 RT	250	480	E1	WORK ORDER # XX
73	T-6	NR 123+75	61 LT	250	480	C5		146	T-7	EE 161+70	25 RT	250	480	E1	WORK ORDER # XX

GENERAL ILLUMINATION NOTES

- LUMINAIRES SHALL BE FLAT LENS HIGH PRESSURE SODIUM WITH SHORT, CUT-OFF, TYPE II LIGHT DISTRIBUTION. WATTAGE AND VOLTAGE SHALL BE AS SPECIFIED IN THE LUMINAIRE SCHEDULE.
- LUMINAIRE MOUNTING HEIGHTS SHALL BE 40 FEET. LUMINAIRE ARMS SHALL BE 4 FEET, UNLESS NOTED OTHERWISE. SEE SIGNAL PLANS FOR LUMINAIRE ARM LENGTHS ON SIGNAL POLES.
- ILLUMINATION CONDUCTORS SHALL BE INSTALLED IN A 2" RMC BETWEEN THE LUMINAIRE FOUNDATION AND ITS ADJACENT JUNCTION BOX.
- LUMINAIRE FOUNDATIONS SHALL BE INSTALLED AT THE STATION AND OFFSET SHOWN IN THE LUMINAIRE SCHEDULE. THE JUNCTION BOX SHALL BE INSTALLED BETWEEN THE FOUNDATION AND THE EDGE OF PAVEMENT (SEE DETAIL ON SHEET T-10). WHERE SIDEWALKS EXIST, THE JUNCTION BOX SHOULD BE INSTALLED IN BACK OF THE SIDEWALK.
- NOT USED
- INSTALLATION OF THE CONDUIT, CABLE AND OPTICOM DETECTOR SHALL BE INCLUDED AS PART OF THE 660(1) TRAFFIC SIGNAL SYSTEM PAY ITEM. SEE CONSTRUCTION NOTE #2 ON SHEET T-5 FOR INSTALLATION DETAILS.
- WHERE GUARDRAIL IS BEING INSTALLED, LUMINAIRE JUNCTION BOXES AND CONDUIT SHALL BE INSTALLED 3 FEET FROM THE EDGE OF PAVEMENT. THE CONTRACTOR SHALL COORDINATE THE ILLUMINATION WORK IN THESE AREAS WITH OTHER CONTRACTORS TO MINIMIZE POTENTIAL CONFLICTS WITH GUARDRAIL INSTALLATION AND SHOULDER CONSTRUCTION.
- CAUTION - WATER LINE IN VICINITY. EXCAVATE TO WATER LINE BY HAND AND INSTALL FOUNDATION 2 FEET FROM OUTSIDE WALL OF PIPE.

AS-BUILT PLANS

INITIALS: *JSM* DATE: 3/22/80



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
LUMINAIRE SCHEDULE
AND NOTES

PANEL SCHEDULE							
NO. A		LOCATION LATHROP ST./PARKS HWY. SERVING ILLUMINATION/TRAFFIC SIGNALS		120/240 VOLTS 1 PHASE 3 WIRE		100 AMP WITH MAIN BREAKER	
CKT NO.	LOAD DESCRIPTION	KVA	TRIP AMPS	TRIP AMPS	KVA	LOAD DESCRIPTION	CKT NO.
1	LL-LINE LUMINAIRES #1-#12	3.4	30	30	3.1	LATHROP ST LUMINAIRES #15-#23	2
3	TRAFFIC COUNT STATION	2.5	20				4
5	SPARE		30	20		SPARE CONTROL	8
7	SIGNAL CONTROLLER	3.0	50	20	0.1		10
9							12
11							14
13							16
15							
REMARKS		CONNECTED LOAD 12.1 KVA		50.4 AMPS			
		DEMAND LOAD 100%		AMPS			

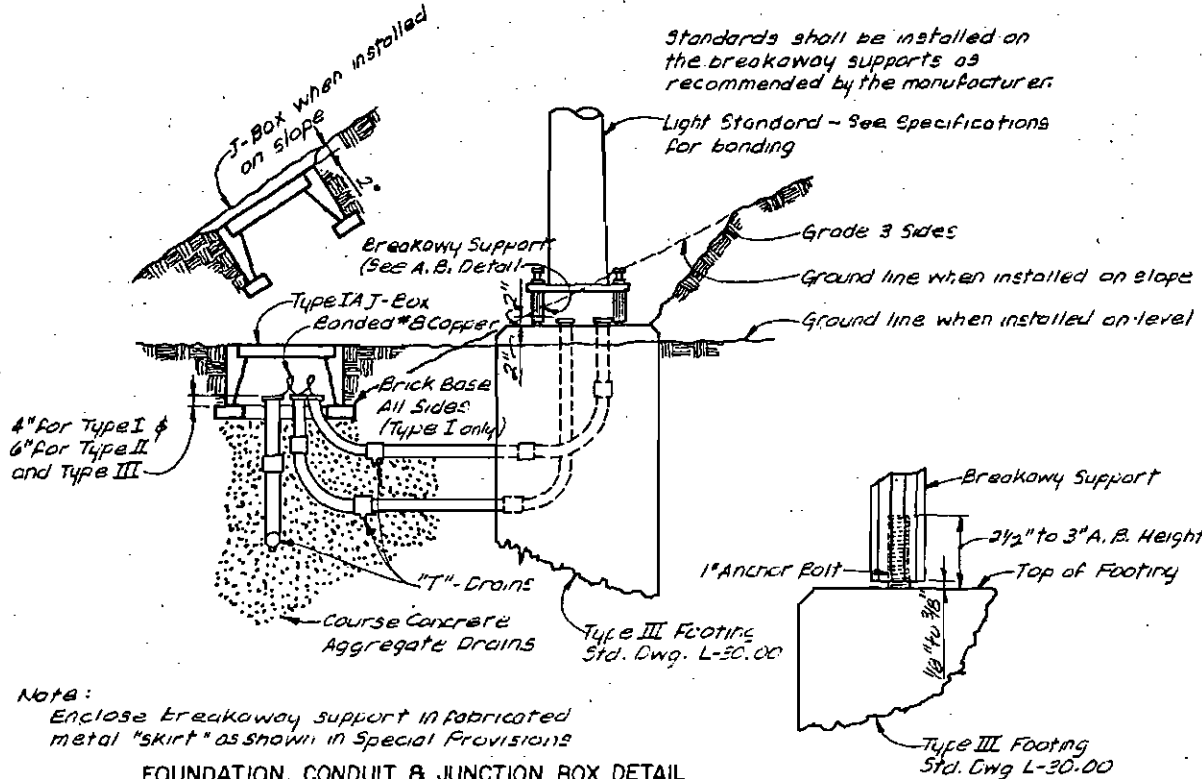
PANEL SCHEDULE							
NO. D		LOCATION CUSHMAN ST./23 RD. AVE. SERVING ILLUMINATION/TRAFFIC SIGNALS		120/240 VOLTS 1 PHASE 3 WIRE		100 AMP WITH MAIN BREAKER	
CKT NO.	LOAD DESCRIPTION	KVA	TRIP AMPS	TRIP AMPS	KVA	LOAD DESCRIPTION	CKT NO.
1	SC LINE LUMINAIRES #127-#136, & 159-160	3.5	30	30	2.4	CN LINE LUMINAIRES #118-#126	2
3							4
5							6
7							8
9	SPARE SIGNAL CONTROLLER	3.0	50	20	0.1	SPARE CONTROL	10
11							12
13							14
15							16
REMARKS		CONNECTED LOAD 9.0 KVA		37.5 AMPS			
		DEMAND LOAD 100%		AMPS			

PANEL SCHEDULE							
NO. B		LOCATION EC 228 +10 SERVING ILLUMINATION		240/480 VOLTS 1 PHASE 3 WIRE		50 AMP WITH MAIN BREAKER	
CKT NO.	LOAD DESCRIPTION	KVA	TRIP AMPS	TRIP AMPS	KVA	LOAD DESCRIPTION	CKT NO.
1	E.C.F.E. LINE LUMINAIRES #41-#53	3.9	30	30	4.1	LL-LINE LUMINAIRES #24-#39	2
3							4
5							6
7	SPARE		30	20	0.1	SPARE CONTROL	8
9							10
11							12
13							14
15							16
REMARKS		CONNECTED LOAD 8.1 KVA		17 AMPS			
		DEMAND LOAD 100%		AMPS			

PANEL SCHEDULE							
NO. E		LOCATION NR 101 +80 SERVING ILLUMINATION		240/480 VOLTS 1 PHASE 3 WIRE		50 AMP WITH MAIN BREAKER	
CKT NO.	LOAD DESCRIPTION	KVA	TRIP AMPS	TRIP AMPS	KVA	LOAD DESCRIPTION	CKT NO.
1	EE 1/2 W LINE LUMINAIRES #139-#155	4.4	30	30		SPARE	2
3							4
5							6
7							8
9							10
11					0.1	SPARE CONTROL	12
13							14
15							16
REMARKS		CONNECTED LOAD 4.5 KVA		9.7 AMPS			
		DEMAND LOAD 100%		AMPS			

PANEL SCHEDULE							
NO. C		LOCATION CUSHMAN ST./OLD RICHARDSON SERVING ILLUMINATION/TRAFFIC SIGNALS		240/480 VOLTS 1 PHASE 3 WIRE		100 AMP WITH MAIN BREAKER	
CKT NO.	LOAD DESCRIPTION	KVA	TRIP AMPS	TRIP AMPS	KVA	LOAD DESCRIPTION	CKT NO.
1	OR LINE LUMINAIRES #75-#95	5.8	30	30	5.9	C LINE LUMINAIRES #96-#117	2
3	SMALL LINE LUMINAIRES #34-#74	5.6	30				4
5	SPARE		30	20			6
7							8
9							10
11							12
13	10.0 KVA TRANSFORMER TO SIGNAL CONTROLLER 120 VOLT	4.0	30	20	0.1	SPARE CONTROL	14
15							16
REMARKS		CONNECTED LOAD 21.4 KVA		44.6 AMPS			
		DEMAND LOAD 100%		AMPS			

PANEL SCHEDULE							
NO.		LOCATION SERVING		VOLTS		PHASE WIRE	
CKT NO.	LOAD DESCRIPTION	KVA	TRIP AMPS	TRIP AMPS	KVA	LOAD DESCRIPTION	CKT NO.
1							2
3							4
5							6
7							8
9							10
11							12
13							14
15							16
17							18
19							20
21							22
23							24
25							26
27							28
29							30
31							32
33							34
35							36
37							38
39							40
41							42
REMARKS		CONNECTED LOAD		KVA		AMPS	
		DEMAND LOAD		KVA		AMPS	



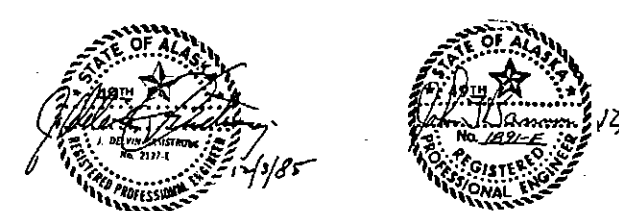
ILLUMINATION STANDARD

- NOTES:
- FOR PANELS A, B, & D, PROVIDE (2) EACH 2P 30 A ELECTRICALLY HELD LIGHTING CONTACTORS. CONNECT TO CIRCUITS #1 AND #2.
 - FOR PANEL C, PROVIDE (3) EACH 2P 30A ELECTRICALLY HELD LIGHTING CONTACTORS. CONNECT TO CIRCUITS #1, #2 AND #5.
 - FOR PANEL E, PROVIDE (1) EACH 2P 30 A ELECTRICALLY HELD LIGHTING CONTACTOR. CONNECT TO CIRCUIT #1.
 - CONTROL ALL LIGHTING CONTACTORS FROM P.E. CELLS INSTALLED AT EACH PANEL. CONNECT PER STANDARD DRAWING L-20.01.

NOTE: ALL PANELS TO BE 16 CIRCUITS

AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 2/22/90



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 PARKS HIGHWAY
 ILLUMINATION NOTES AND
 SCHEDULE

SIGN SCHEDULE

ENTRANCO ENGINEERS, INC.

REVISONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 11	113

USKH UNWIN - SCHEREN - KORYNTA - HULLIL FAIRBANKS ANCHORAGE

SHEET	SIGN	STATION	OFFSET	SIGN CODE	LEGEND	WIDTH	HEIGHT	AREA	POST TYPE	NUMBER OF POSTS	REMARKS	SHEET	SIGN	STATION	OFFSET	SIGN CODE	LEGEND	WIDTH	HEIGHT	AREA	POST TYPE	NUMBER OF POSTS	REMARKS	
T-1	1	LL 139+94	LT	W12-1	DOUBLE ARROWS (DOWNWARD)	30	30	6.25	3" ST	1		T-3	78	LL 209+00	RT	E3-22 MOD	ROUTE "2" NORTH - Steese Expy/ S. Cushman St.	210	144	210.00	W8-12	4	** REPLACE ARROW ON BOTTOM LINE WITH 12" UC "NEXT RIGHT".	
T-1	2	LL 139+94	LT	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 1.	T-3	79	LL 212+03	LT	W14-3	NO PASSING ZONE PENNANT	64	48	21.33	2.5" PST	2		
T-1	3	LL 141+55	LT	R3-7R	RIGHT LANE MUST TURN RIGHT	48	48	18.00	3" ST	1		T-3	80	LL 212+03	RT	R4-1	DO NOT PASS	36	48	12.00	3" ST	1		
T-1	4	LL 144+35	LT	R4-7	KEEP RIGHT SYMBOL	36	48	12.00	3" ST	1	LOCATE IN MEDIAN.	T-3	81	LL 214+00	LT	R2-1	SPEED LIMIT 55	36	48	12.00	3" ST	1	C.O. 16	
T-1	5	LL 144+35	LT	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 4.	T-3	82	LL 219+10	RT	E3-22	ROUTE 2 NORTH - Steese Expy. S. Cushman St.	210	150	218.75	W8-12	5	**	
T-1	6	LL 149+97	LT	D3-1B	Peger Rd.	120	36	30.00	3" ST	2	** 13.3" UC/10" LC.													
T-1	7	LL 150+00	RT	M3-1	NORTH	30	15	3.13	3" ST	1														
T-1	8	LL 150+00	RT	M1-6	ROUTE MARKER "3"	36	36	9.00		0	MOUNT BELOW SIGN NO. 7.	T-3	83	COWLES ST	W1-1L	CURVE (90 DEGREES)	30	30	6.25	3" ST	1			
T-1	9	LL 150+00	RT	R2-1	SPEED LIMIT 55	36	48	12.00	3" ST	1	C.O. 16	T-3	84	COWLES ST	W13-1	10 MPH	18	18	2.25		0	MOUNT BELOW SIGN NO. 83.		
T-1	10	LL 178+00	LT	R2-1	SPEED LIMIT 55	36	48	12.00	3" ST	1	C.O. 16	T-3	85	COWLES ST	W1-6R	LARGE ARROW (RIGHT)	36	18	4.50	3" ST	1			
T-1	11	LL 180+95	RT	D3-1B	Lathrop St.	138	36	34.50	3" ST	2	** 13.3" UC/10" LC.	T-3	86	COWLES ST	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 85.		
T-1	12	LL 182+03	LT	M3-3	SOUTH	30	15	3.13	3" ST	1		T-3	87	29TH AVE	W1-6L	LARGE ARROW (LEFT)	36	18	4.50	3" ST	1			
T-1	13	LL 182+03	LT	M1-6	ROUTE MARKER "3"	36	36	9.00		0	MOUNT BELOW SIGN NO. 12.	T-3	88	29TH AVE	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 87.		
T-1	14	LL 140+00	LT	R1-2	YIELD	36	0	3.90		0	MOUNT ON EXISTING LUMINAIRE POLE C.O. 16	T-3	89	29TH AVE	W1-1R	CURVE (90 DEGREES)	30	30	6.25	3" ST	1			
T-1	15				NOT USED							T-3	90	29TH AVE	W13-1	10 MPH	18	18	2.25		0	MOUNT BELOW SIGN NO. 89.		
T-1	16				NOT USED							T-3	91	WILSON ST	W1-7	LARGE DOUBLE ARROW	36	18	4.50	2.5" PST	1			
T-2	17	N 16+80	LT	R5-2	NO TRUCKS SYMBOL	30	30	6.25	2.5" PST	1	C.O. 16	T-3	92	WILSON ST	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 91.		
T-2	18	N 16+80	LT	R5-2	LOCAL TRUCKS ONLY	30	18	3.75		0	MOUNT BELOW SIGN NO. 17 C.O. 16	T-3	93	BARNETTE S	W1-7	LARGE DOUBLE ARROW	36	18	4.50	2.5" PST	1			
T-2	19	N 19+15	LT	R1-2	YIELD	36	0	3.90	2.5" PST	1	C.O. 16	T-3	94	BARNETTE S	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 93.		
T-2	20											T-3	95	T 103+80	RT	R2-1	SPEED LIMIT 30	24	30	5.00	2.5" PST	1		
T-2	21	N 144+56	CL	R4-7	KEEP RIGHT SYMBOL	24	30	5.00	3" ST	1	LOCATE IN MEDIAN.	T-3	96	T 123+53	LT	W14-3	NO PASSING ZONE PENNANT	40	30	8.33	2.5" PST	2		
T-2	22	N 144+56	CL	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 21.	T-3	97	T 123+53	RT	R4-1	DO NOT PASS	24	30	5.00	2.5" PST	1		
T-2	23	N 15+00	LT	R2-1	SPEED LIMIT 30	30	36	7.50	3" ST	1		T-3	98	LL 197+10	LT	D9-2	HOSPITAL SYMBOL	30	30	6.25		0	MOUNT ON LUMINAIRE NO. IO. C.O. 31	
T-2	24	N 18+10	LT	D3-1	Lathrop St.	30	8	1.67	2.5" PST	1	MOUNT ABOVE SIGN NO. 25 AND AT SAME ANGLE AS NO. 28.	T-3	99	LL 197+10	LT	D9-R	ARRROW	24	6	1.00		0	MOUNT BELOW HOSPITAL SYMBOL C.O. 31	
T-2	25	N 18+10	LT	D3-1	27th Ave.	30	8	1.67		0	MOUNT ABOVE AND AT 90 DEGREES TO SIGN NO. 28.	T-3	101	LL 215+50	RT	D1-1	NOT USED OLD RICHARDSON HWY →	162	24	27.00	2.5" PST	2		
T-2	26	N 18+10	LT	R1-1	STOP	30	30	6.25		0		T-3	102											
T-2	27	N 18+77	RT	D3-1B	Parks Hwy.	84	18	10.50	3" ST	2	8" UC/6" LC.	T-3	103											
T-2	28	N 18+30	RT	R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00		0	MOUNT ON LUMINAIRE POLE NO. 18.	T-3	104											
T-2	29	N 19+00	RT	W12-1	DOUBLE ARROWS (DOWNWARD)	24	24	4.00	2.5" PST	1	LOCATE IN SW ISLAND.	T-4	105		RT	R7-202M	END DELETED	24	12	-2-06	3" ST	1	BLACK LETTERS ON A WHITE BACKGROUND	
T-2	30	N 19+00	RT	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 29.	T-4	106		RT	R3-98	TWO WAY LEFT TURN LANE SYMBOL DELETED	24	36	-6-06		0	MOUNT BELOW SIGN NO. 105	
T-2	31	N 18+80	RT	R1-2	YIELD	36	0	3.90	2.5" PST	1		T-4	107	29TH AVE	W1-6L	LARGE ARROW (LEFT)	36	18	4.50	3" ST	1			
T-2	32	LL 194+40	LT	R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00		0	MOUNT ON LUMINAIRE POLE NO. 8.	T-4	108	29TH AVE	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 107.		
T-2	33	LL 193+12	LT	W12-1	DOUBLE ARROWS (DOWNWARD)	30	30	6.25	2.5" PST	1	LOCATE IN NE ISLAND.	T-4	109	RICKERT ST	W1-1R	CURVE (90 DEGREES)	30	30	6.25	3" ST	1	SEE DIMENSIONS ON PLAN SHEET FOR LOCATION.		
T-2	34	LL 193+12	LT	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 33.	T-4	110	RICKERT ST	W13-1	10 MPH	18	18	2.25		0	MOUNT BELOW SIGN NO. 109.		
T-2	35	N 20+45	LT	R1-2	YIELD	36	0	3.90	2.5" PST	1		T-4	111	GILLIAM ST	W1-7	LARGE DOUBLE ARROW ← →	36	18	4.50	2.5" PST	1			
T-2	36	N 20+25	LT	W12-1	DOUBLE ARROW (DOWNWARD)	24	24	4.00	2.5" PST	1	LOCATE IN SE ISLAND.	T-4	112	GILLIAM ST	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 111.		
T-2	37	N 20+25	LT	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 36.	T-4	113	LL 220+88	LT	M1-6	ROUTE MARKER "3"	36	36	9.00	3" ST	1		
T-2	38	N 21+00	LT	R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00		0	MOUNT ON LUMINAIRE POLE NO. 19.	T-4	114	LL 220+88	LT	M3-3	SOUTH	30	15	3.13		0	MOUNT ABOVE SIGN NO. 113.	
T-2	39	N 22+38	LT	D3-1B	Parks Hwy.	84	18	10.50	3" ST	2	8" UC/6" LC.	T-4	115	TURNER ST	W1-7	LARGE DOUBLE ARROW	36	18	4.50	2.5" PST	1			
T-2	40	N 24+10	RT	R2-1	SPEED LIMIT 30	30	36	7.50	3" ST	1		T-4	116	TURNER ST	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 115.		
T-2	41	N 24+80	LT	D3-1	LATHROP ST.	30	8	1.67	3" ST	1	MOUNT ABOVE SIGN NO. 42 AND AT SAME ANGLE AS SIGN NO. 43.	T-4	117	MERCIER ST	W1-7	LARGE DOUBLE ARROW	36	18	4.50	2.5" PST	1			
T-2	42	N 24+80	LT	D3-1	30TH AVE.	30	8	1.67		0	MOUNT ABOVE AND AT 90 DEGREES TO SIGN NO. 43.	T-4	118	MERCIER ST	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 117.		
T-2	43	N 24+80	LT	R1-1	STOP	30	30	6.25		0		T-4	119	RICKERT ST	W1-6R	LARGE ARROW (RIGHT)	36	18	4.50	3" ST	1			
T-2	44	30TH AVE	RT	R2-1	SPEED LIMIT 30	24	30	5.00	2.5" PST	1	SEE DIMENSIONS ON PLAN SHEET FOR LOCATION.	T-4	120	RICKERT ST	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 119.		
T-2	45	N 25+17	RT	D3-1	LATHROP ST.	30	8	1.67	3" ST	1	MOUNT ABOVE SIGN NO. 48 AND AT SAME ANGLE AS SIGN NO. 47.	T-4	121	T 127+53	LT	R4-1	DO NOT PASS	30	36	7.50	3" ST	1		
T-2	46	N 25+17	RT	D3-1	30TH AVE.	30	8	1.67		0	MOUNT ABOVE AND AT 90 DEGREES TO SIGN NO. 47.	T-4	122	T 127+53	RT	R2-1	SPEED LIMIT 30	30	36	7.50	3" ST	1		
T-2	47	N 25+17	RT	R1-1	STOP	30	30	6.25		0														
T-2	48	N 26+88	CL	R4-7	KEEP RIGHT SYMBOL DELETED	24	30	5-00	2.5" PST	1	LOCATE IN MEDIAN.													
T-2	49	N 26+88	CL	OM-1	OBJECT MARKER DELETED	18	18	2-25		0	MOUNT BELOW SIGN NO. 48.													
T-2	50	LL 185+77	CL	R4-7	KEEP RIGHT SYMBOL	36	48	12.00	3" ST	1	LOCATE IN MEDIAN.													
T-2	51	LL 185+77	CL	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 50.													
T-2	52	LL 191+20	RT	R3-7R	RIGHT LANE MUST TURN RIGHT	48	48	18.00		0	MOUNT ON LUMINAIRE POLE NO. 5.													
T-2	53	LL 192+50	RT	W12-1	DOUBLE ARROWS (DOWNWARD)	30	30	6.25	2.5" PST	1	LOCATE IN SW ISLAND.													
T-2	54	LL 192+50	RT	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 53.													
T-2	55	N 19+90	RT	D3-1B	Parks Hwy.	84	18	10.50		0	MOUNT ON SW MAST ARM. 8" UC/6" LC. SEE SIGNAL PLAN SHEET.													
T-2	56	N 19+90	RT	R10-13	LANE CONTROL - LEFT ARROW YIELD ON GREEN BALL	30	36	7.50		0	MOUNT ON SW MAST ARM. SEE SIGNAL PLAN SHEET.													
T-2	57	LL 192+28	LT	R10-12	LEFT TURN MUST YIELD ON GREEN BALL	36	30	7.50		0	MOUNT ON NW MAST ARM POLE. SEE SIGNAL PLAN SHEET.													
T-2	58	LL 192+28	LT	D3-1B	Lathrop St.																			

SIGN SCHEDULE

ENTRANCO ENGINEERS, INC.

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 12	108

UNWIN - SCHEELEN - KORYNTA - HUETTE
FAIRBANKS ANCHORAGE

SHEET	STATION	OFFSET	SIGN CODE	LEGEND	WIDTH	HEIGHT	AREA	POST TYPE	NUMBER OF POSTS	REMARKS	SHEET	STATION	OFFSET	SIGN CODE	LEGEND	WIDTH	HEIGHT	AREA	POST TYPE	NUMBER OF POSTS	REMARKS	
T-4	123	EC 122+25	RT W13-2	EXIT SPEED LIMIT 35 MPH	48	60	20.00	3" ST	2		T-5	203	F 19+97	CL R4-7	KEEP RIGHT SYMBOL	24	30	5.00	2.5" PST	1	LOCATE IN MEDIAN.	
T-4	124	LL 225+18	RT E5-1	EXIT	60	60	25.00	3" ST	2		T-5	204	F 19+97	CL OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 203.	
T-4	125	EC 127+80	LT R5-1A	WRONG WAY	42	30	8.75	3" ST	1		T-5	205	F 20+00	RT R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00	3" ST	1		
T-4	126	EC 127+78	RT R5-1A	WRONG WAY	42	30	8.75	3" ST	1		T-5	206	F 21+17	RT M4-5	TO (ROUTE MARKER)	24	12	2.00	3" ST	1		
T-4	127	EC 127+80	LT R5-1	DO NOT ENTER	48	48	16.00	3" ST	2		T-5	207	F 21+17	RT M3-1	NORTH	24	12	2.00		0	MOUNT BELOW SIGN NO. 206.	
T-4	128	EC 127+80	RT R3-3	NO TURNS	36	36	9.00	3" ST	2		T-5	208	F 21+17	RT M1-6	ROUTE MARKER "2"	24	24	4.00		0	MOUNT BELOW SIGN NO. 207.	
T-4	129	EC 127+80	RT R5-1	DO NOT ENTER	48	48	16.00		0	MOUNT ON BACK OF SIGN NO. 128.	T-5	209	F 21+17	RT M8-1L	LEFT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO. 208.	
T-4	130	F 4+38	LT R5-1	DO NOT ENTER	48	48	16.00	3" ST	2		T-5	210	F 21+80	RT R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00		0	MOUNT ON LUMINAIRE POLE NO. 81.	
T-4	131	F 4+38	LT W6-3	TWO WAY TRAFFIC SYMBOL	48	48	16.00		0	MOUNT ON BACK OF SIGN NO. 130.	T-5	211	F 22+91	RT R1-2	YIELD	36	0	3.90	2.5" PST	1		
T-4	132	T 134+50	LT R4-7	KEEP RIGHT SYMBOL	36	48	12.00		0	MOUNT ON LUMINAIRE POLE NO. 51.	T-5	212	F 22+99	RT W12-1	DOUBLE ARROWS (DOWNWARD)	24	24	4.00	2.5" PST	1		
T-4	133	T 134+50	LT OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 132.	T-5	213	F 22+99	RT OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 212.	
T-4	134	F 5+40	RT R3-3	NO TURNS	30	30	8.25	2.5" PST	1		T-5	214	F 22+91	LT D3-1B	S. Cushman St.	108	18	13.50		0	MOUNT ON NW MAST ARM. 8" UC/6" LC. SEE SIGNAL PLAN SHEETS.	
T-4	135	F 5+67	LT R3-3	NO TURNS	30	30	8.25	3" ST	1		T-5	215	OR 10+36	RT O3-1B	S. Cushman St.	108	18	13.50		0	MOUNT ON SE MAST ARM. 8" UC/6" LC. SEE SIGNAL PLAN SHEETS.	
T-4	136	F 5+67	LT R1-1	STOP	30	30	6.25		0	MOUNT ABOVE SIGN NO. 135.	T-5	216	OR 10+52	LT W12-1	DOUBLE ARROWS (DOWNWARD)	24	24	4.00	2.5" PST	1		
T-4	137	F 6+12	LT R5-1	DO NOT ENTER	36	36	9.00	3" ST	1		T-5	217	OR 10+52	CL OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 216.	
T-4	138	F 6+06	RT R5-1	DO NOT ENTER	36	36	9.00	3" ST	1		T-5	218	OR 11+80	LT R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00		0	MOUNT ON LUMINAIRE POLE NO. 84.	
T-4	139	EC 129+87	LT R3-3	NO TURNS	36	36	9.00	3" ST	1		T-4	219	LL 223+80	LT R3-2	NO LEFT TURN SYMBOL	48	48	16.00		0	MOUNT ON LUMINAIRE POLE NO. 33 C.O. 31	
T-4	140	F 8+20	LT W3-1	STOP AHEAD SYMBOL	36	36	9.00	3" ST	1		T-5	220	C 103+40	LT R1-2	YIELD	36	0	3.90	2.5" PST	1	C.O. 16	
T-4	141	F 8+51	RT R4-7	KEEP RIGHT SYMBOL	30	36	7.50	3" ST	1		T-5	221	C 94+48	CL M3-3	SOUTH	21	15	2.19	3" ST	1	LOCATE IN MEDIAN.	
T-4	142	F 8+51	RT OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 141.	T-5	222	C 94+48	CL M1-6	ROUTE MARKER "3"	24	24	4.00		0	MOUNT BELOW SIGN NO. 221.	
T-4	143	T 138+38	LT W4-3 MUTCD	MERGE (INTO OWN LANE)	48	48	16.00	3" ST	2		T-5	223	C 94+48	CL M6-1L	LEFT ARROW	24	12	2.00		0	MOUNT BELOW SIGN NO. 222.	
T-4	144	T 138+38	LT R5-1	DO NOT ENTER	48	48	16.00		0	MOUNT ON BACK OF SIGN NO. 143.	T-5	224	C 96+55	RT M4-5	TO (ROUTE MARKER)	24	12	2.00	3" ST	1		
T-4	145	T 139+60	RT W6-3	TWO WAY TRAFFIC SYMBOL	48	48	16.00	3" ST	2		T-5	225	C 96+55	RT M3-3	SOUTH	24	12	2.00		0	MOUNT BELOW SIGN NO. 224.	
T-4	146	C 93+48	RT R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00	2.5" PST	1		T-5	226	C 96+55	RT M1-6	ROUTE MARKER "2"	24	24	4.00		0	MOUNT BELOW SIGN NO. 225.	
T-4	147	C 92+78	RT D1-1	ANCHORAGE	102	24	17.00	5" ST	2	** 8" UC/6" LC.	T-5	227	C 96+55	RT M5-1L	LEFT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO. 226.	
T-4	148	C 92+80	LT W4-2R	LANE REDUCTION SYMBOL	36	36	9.00	3" ST	1		T-5	228	C 97+03	LT SPECIAL	EXPRESSWAY ENTRANCE	42	24	7.00	3" ST	1	SEE DETAIL SHEET FOR LAYOUT.	
T-4	149	C 92+50	CL R4-7	KEEP RIGHT SYMBOL	24	30	5.00		0	LOCATE IN MEDIAN.	T-5	229	CN5788+8840	LT R5-8	NO BICYCLES SYMBOL	30	30	6.25	3" ST	1		
T-4	150	C 92+50	CL OM-1	OBJECT MARKER	18	18	2.25	2.5" PST	1	MOUNT BELOW SIGN NO. 149.	T-5	230	CN6288+8840	LT R8-3A	NO PEDESTRIAN SYMBOL	30	30	6.25		0	MOUNT BELOW SIGN NO. 229.	
T-4	151	C 91+88	RT M3-3	SOUTH	24	12	2.00	3" ST	1	MOUNT OFFSET ON LEFT SIDE OF POST.	T-5	231	CN5788+8840	LT SPECIAL	EXPRESSWAY ENTRANCE	42	24	7.00	3.5" ST	1	SEE DETAIL SHEET FOR LAYOUT.	
T-4	152	C 91+88	RT M1-6	ROUTE MARKER - ROUTE "2"	24	24	4.00		0	MOUNT BELOW SIGN NO. 151.	T-5	232	CN5788+8840	LT M3-1	NORTH	30	15	3.13		0	MOUNT BELOW SIGN NO. 231.	
T-4	153	C 91+88	RT M5-1L	OFFSET LEFT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO. 152.	T-5	233	CN5788+8840	LT M1-6	ROUTE MARKER "2"	36	36	9.00		0	MOUNT BELOW SIGN NO. 232.	
T-4	154	C 91+88	RT M3-3	SOUTH	24	12	2.00		0	MOUNT OFFSET ON RIGHT SIDE OF POST - ADJACENT TO SIGN NO. 151.	T-5	234	CN5788+8840	LT M6-2R	ARROW (UPWARD DIAGONAL RIGHT)	21	15	2.19		0	MOUNT BELOW SIGN NO. 233.	
T-4	155	C 91+88	RT M1-6	ROUTE MARKER - ROUTE "3"	24	24	4.00		0	MOUNT BELOW SIGN NO. 154.	T-5	235	C 97+98	CL D3-1C	← Old Rich. Hwy./30th Ave. →	132	48	44.00	3" ST	2	** 8" UC/6" LC.	
T-4	156	C 91+88	RT M3-1R	RIGHT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO. 155.	T-5	236	C 97+98	CL D1-1	← Anchorage	102	24	17.00		0	MOUNT ON BACK OF SIGN NO. 235. 8" UC/6" LC.	
T-4	157	C 91+57	RT D3-1	27TH AVE.	30	8	1.67	2.5" PST	1	MOUNT ABOVE SIGN NO. 158 AND AT 90 DEGREES TO SIGN NO. 159.	T-5	237	C 99+40	LT E4-21 MOD	ROUTE "2" NORTH, Steese Expwy.	174	78	94.25		0	MOUNT ON FACE OF OVERPASS. PLACE ARROW UNDERNEATH "Steese Expwy".	
T-4	158	C 91+57	RT D3-1	S. CUSHMAN ST.	42	8	2.33		0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO. 159.											SEE DETAIL SHEET FOR LAYOUT.	
T-4	159	C 91+57	RT R1-1	STOP	30	30	6.25		0												MOUNT ON FACE OF OVERPASS. REPLACE ARROW WITH 12" UC "NEXT LEFT".	
T-4	160	C 91+17	LT D3-1	27TH AVE.	30	8	1.67	2.5" PST	1	MOUNT ABOVE SIGN NO. 161 AND AT 90 DEGREES TO SIGN NO. 162.											SEE DETAIL SHEET FOR LAYOUT.	
T-4	161	C 91+17	LT D3-1	S. CUSHMAN ST.	42	8	2.33		0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO. 162.	T-4	*	T 130+90	LT W6-3	PAVEMENT ENDS	30	30	6.25				MOUNT ON LUMINAIRE POLE NO. 49 C.O. 31
T-4	162	C 91+17	LT R1-1	STOP	30	30	6.25		0		T-5	*	F 12+60	LT W3-1A	STOP AHEAD	36	36	9.00				MOUNT ON LUMINAIRE POLE NO. 75 C.O. 31
T-4	163	C 88+15	RT D3-1	28TH AVE.	30	8	1.67	2.5" PST	1	MOUNT ABOVE SIGN NO. 164 AND AT 90 DEGREES TO SIGN NO. 165.												
T-4	164	C 88+15	RT D3-1	S. CUSHMAN ST.	42	8	2.33		0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO. 165.												
T-4	165	C 88+15	RT R1-1	STOP	30	30	6.25		0													
T-4	166	30TH AVE	CL W14-2A	END	30	30	6.25	2.5" PST	1													
T-4	167	30TH AVE	CL OM-4	OBJECT MARKER (RED)	18	18	2.25		0	MOUNT BELOW SIGN NO. 166.												
T-4	168	29TH AVE	RT W1-1L	CURVE (90 DEGREES)	30	30	6.25	2.5" PST	1													
T-4	169	29TH AVE	RT W13-1	10 MPH	18	18	2.25		0	MOUNT BELOW SIGN NO. 168. SEE DIMENSIONS ON PLAN SHEET FOR LOCATION.												
T-4	170	LL 223+60	LT R3-2	NO LEFT TURN SYMBOL	48	48	16.00		0	MOUNT ON LUMINAIRE POLE NO. 28 C.O. 31												
T-5	171	BJERREMARK	W14-1	DEAD END	30	30	6.25	2.5" PST	1	LOCATE ON SW CORNER OF 28TH & BJERREMARK ST.												
T-5	172	BJERREMARK	W14-2A	END	24	24	4.00	2.5" PST	1	LOCATE AT SOUTH END OF BJERREMARK ST.												
T-5	173	BJERREMARK	OM-4	OBJECT MARKER (RED)	18	18	2.25		0	MOUNT BELOW SIGN NO. 172.												
T-5	174	CWA 34+45	RT W4-1	MERGE SYMBOL	48	48	16.00	3" ST	2													
T-5	175	CW 340+85	LT R5-8	NO BICYCLES SYMBOL	30	30	6.25	3" ST	1													
T-5	176	CW 340+85	LT R9-3A	NO PEDESTRIAN SYMBOL	30	30	6.25		0	MOUNT BELOW SIGN NO. 175.												
T-5	177	CW 341+50	RT SPECIAL	EXPRESSWAY ENTRANCE	42	24	7.00	3" ST	1	SEE DETAIL SHEET FOR LAYOUT.												
T-5	178	CW 341+30	LT SPECIAL	EXPRESSWAY ENTRANCE	42	24	7.00		0	SEE DETAIL SHEET FOR LAYOUT. MOUNT ON LUMINAIRE POLE NO. 103.												
T-5	179	CW 341+75	LT D3-1	28TH AVE.	30	8	1.67	2.5" PST	1	MOUNT ABOVE AND AT 90 DEGREES TO SIGN NO. 180.												
T-5	180	CW 341+75	LT R1-1	STOP	30	30	6.25		0													
T-5	181	CW 343+66	LT D3-1	28TH AVE.	30	8	1.67	3" ST	1	MOUNT ABOVE SIGN NO. 182 AND AT SAME ANGLE AS SIGN NO. 183.												
T-5	182	CW 343+66	LT D3-1	JESSE ST.	30	8	1.67		0	MOUNT ABOVE AND AT 90 DEGREES TO SIGN NO. 183.												
T-5	183	CW 343+66	LT R1-1	STOP	30	30	6.25		0													
T-5	184	CW 344+45	LT M3-3	SOUTH	24	12	2.00	3" ST	1													
T-5	185	CW 344+45	LT M1-6	ROUTE MARKER "3"	24	24	4.00		0	MOUNT BELOW SIGN NO. 184.												
T-5	186	CW 344+45	LT M6-3	STRAIGHT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO. 185.												
T-5	187	CW 345+28	LT R1-2	YIELD	36	0	3.90	2.5" PST	1													
T-4	188	LL 225+18	RT R3-3	NO TURNS	48	48	16.00		0	MOUNT ON BACK OF SIGN NO. 124 C.O. 31												
T-5	189	CW 345+55	RT D3-1	28TH AVE.	30	8	1.67	2.5" PST	1	MOUNT ABOVE SIGN NO. 190 AND AT 90 DEGREES TO SIGN NO. 191.												
T-5	190	CW 345+55	RT D3-1	CUSHMAN ST.	42	8	2.33		0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO. 191.												
T-5	191	CW 345+55	RT R1-1	STOP	30	30	6.25															

SIGN SCHEDULE

ENTRANCO ENGINEERS, INC.

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 13	146
			 UNWIN - SCHEBEN - KORYNTA - HUEJIC FAIRBANKS ANCHORAGE				

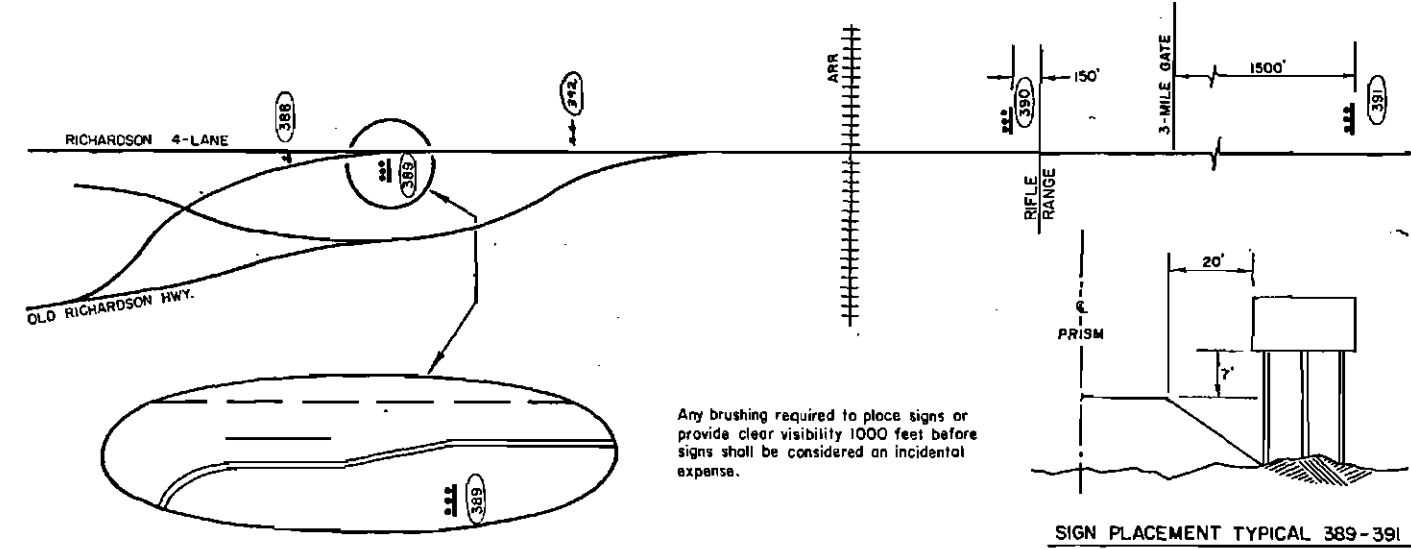
SHEET	STATION	OFFSET	SIGN CODE	LEGEND	WIDTH	HEIGHT	AREA	POST TYPE	NUMBER OF POSTS	REMARKS	SHEET	STATION	OFFSET	SIGN CODE	LEGEND	WIDTH	HEIGHT	AREA	POST TYPE	NUMBER OF POSTS	REMARKS	
T-5	239	C 102+44	LT D3-1C	<-30th Ave./Old Rich. Hwy.-->	102	36	25.50		0	MOUNT ON NE MAST ARM. 8" UC/4" LC. SEE DETAIL SHEET FOR LAYOUT.	T-8	311	NR 152+50	RT M3-1	NORTH	30	15	3.13	3" ST	1		
T-5	240	C 103+03	RT D3-1C	<-Old Rich. Hwy./30th Ave.-->	102	36	25.50		0	MOUNT ON SW MAST ARM. 8" UC/4" LC. SEE DETAIL SHEET FOR LAYOUT.	T-8	312	NR 152+50	RT M1-6	ROUTE MARKER - "2"	36	36	9.00		0	MOUNT BELOW SIGN NO. 311.	
T-5	241	C 103+03	RT R3-5L	LANE USE CONTROL - LEFT ARROW ONLY	30	36	7.50		0	MOUNT ON SW MAST ARM. SEE SIGNAL PLAN SHEET.	T-8	313	NR 136+70	RT W4-1	MERGE SYMBOL	48	48	16.00	3" ST	1		
T-5	242	C 103+03	RT R3-5L	LANE USE CONTROL - LEFT ARROW ONLY	30	36	7.50		0	MOUNT ON SW MAST ARM. SEE SIGNAL PLAN SHEET.	T-8	314	NR 131+30	LT E3-21 MOD	ROUTE "3" SOUTH - Anchorage	188	108	126.00	W6-12	3	** REPLACE ARROW IN BOTTOM LINE WITH 12" UC "NEXT RIGHT"	
T-5	243	C 103+40	LT W12-1	DOUBLE ARROWS (DOWNWARD)	24	24	4.00	2.5" PST	1	LOCATE IN SE ISLAND.	T-8	315	NR 123+28	LT E3-21	ROUTE "3" SOUTH - Anchorage	188	120	140.00		0	MOUNT ON FACE OF OVERPASS. HIGH INTENSITY LEGEND & BACKGROUND BOARD	
T-5	244	C 103+40	LT OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 243.	T-8	316	NR 123+40	LT E3-21 MOD	ROUTE "2" SOUTH - Delta Jct.	144	120	120.00		0	MOUNT ON FACE OF OVERPASS. HIGH INTENSITY LEGEND AND BACKGROUND BOARD SEE DETAIL SHEET FOR LAYOUT.	
T-5	245	C 104+05	LT R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00		0	MOUNT ON LUMINAIRE POLE NO. 114.	T-8	317	SW 156+85	LT W13-2	EXIT 30 MPH	48	60	20.00	3" ST	2		
T-5	246	C 104+88	CL R4-7	KEEP RIGHT SYMBOL	30	36	7.50	3" ST	1	LOCATE IN MEDIAN.	T-8	318	NR 119+83	LT E5-1	EXIT	60	60	25.00	3.5" ST	2		
T-5	247	C 104+88	CL OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO. 246.	T-8	319	C 104+35	RT R3-5L	LANE CONTROL - LEFT ARROW - ONLY	30	36	7.50		0	MOUNT ON NE MAST ARM. SEE SIGNAL PLAN SHEET.	
T-5	248	C 105+12	LT M4-5	TO (ROUTE MARKER)	24	12	2.00	3" ST	1		T-8	320	C 94+76	LT R3-5L	LANE CONTROL - LEFT ARROW - ONLY	30	36	7.50		0	MOUNT ON SW MAST ARM. SEE SIGNAL PLAN SHEET.	
T-5	249	C 105+12	LT M3-3 X 3	SOUTH	24	12	2.00		0	MOUNT BELOW SIGN NO. 248.	T-8	321			NOT USED							
T-5	250	C 105+12	LT M1-6	ROUTE MARKER "2"	24	24	4.00		0	MOUNT BELOW SIGN NO. 249.	T-8	322			NOT USED							
T-5	251	C 105+12	LT M6-1R	RIGHT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO. 250.	T-8	323	C2 74+70	RT R7-202M	END	24	12	2.00	3" PST 2.5"	1	BLACK LETTERS ON WHITE BACKGROUND.	
T-5	252	C 106+60	LT D1-3	* Steese Expwy, Anchorage/ Delta Jct. -->	96	54	36.00	3.5" ST	2	8" UC/8" LC.	T-8	324	C2 74+70	RT R3-9B	TWO WAY LEFT TURN SYMBOL	24	36	6.00		0	MOUNT BELOW SIGN NO. 323.	
T-5	253	C 108+15	LT M4-5	TO (ROUTE MARKER)	24	12	2.00	5" ST	1	MOUNT ON LEFT SIDE OF POLE, ADJACENT TO SIGN NO. 261.	T-8	325	C2 11+90	LT R7-202M	END	24	12	2.00	3" PST 2.5"	1	BLACK LETTERS ON WHITE BACKGROUND.	
T-5	254	C 108+15	LT M3-1	NORTH	24	12	2.00		0	MOUNT BELOW SIGN NO. 253 AND ADJACENT TO SIGN NO. 262.	T-8	326	C2 11+90	LT R3-9B	TWO WAY LEFT TURN SYMBOL	24	36	6.00		0	MOUNT BELOW SIGN NO. 325.	
T-5	255	C 108+15	LT M1-6	ROUTE MARKER "2"	24	24	4.00		0	MOUNT BELOW SIGN NO. 254 AND ADJACENT TO SIGN NO. 263.	T-8	327			NOT USED							
T-5	256	C 108+15	LT M6-3	STRAIGHT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO. 255 AND ADJACENT TO SIGN NO. 264.	T-7	328	SW 149+50	LT R5-1	DO NOT ENTER	36	36	9.00		0	MOUNT ON LUMINAIRE POLE NO. 65.	
T-5	257	C 108+15	LT M4-5	TO (ROUTE MARKER)	24	12	2.00		0	MOUNT ABOVE SIGN NO. 256.	T-7	329	WW 149+40	LT R5-1	DO NOT ENTER	36	36	9.00	3" ST	1	MOUNT ON BACK OF SIGN NO. 335.	
T-5	258	C 108+15	LT M3-3	SOUTH	24	12	2.00		0	MOUNT ABOVE SIGN NO. 257.	T-7	330	WW 149+40	RT R5-1	DO NOT ENTER	36	36	9.00	3" ST	1		
T-5	259	C 108+15	LT M1-6	ROUTE MARKER "3"	24	24	4.00		0	MOUNT ABOVE SIGN NO. 260.	T-7	331	SW 153+20	RT W1-8	CHEVRON	36	48	12.00	3" ST	1		
T-5	260	C 108+15	LT M6-3	STRAIGHT ARROW	21	15	2.19		0	MOUNT ABOVE SIGN NO. 'S 253 & 261.	T-7	332	SW 152+65	RT W1-8	CHEVRON	36	48	12.00	3" ST	1		
T-5	261	C 108+15	LT M4-5	TO (ROUTE MARKER)	24	12	2.00		0	MOUNT ON RIGHT SIDE OF POLE AND ADJACENT TO SIGN NO. 253.	T-7	333	SW 151+68	RT W1-8	CHEVRON	36	48	12.00	3" ST	1		
T-5	262	C 108+15	LT M3-3	SOUTH	24	12	2.00		0	MOUNT BELOW SIGN NO. 261 AND ADJACENT TO SIGN NO. 254.	T-7	334	SW 150+63	RT W1-8	CHEVRON	36	48	12.00	3" ST	1		
T-5	263	C 108+15	LT M1-6	ROUTE MARKER "2"	24	24	4.00		0	MOUNT BELOW SIGN NO. 262 AND ADJACENT TO SIGN NO. 255.	T-7	335	WW 149+40	LT W4-1	MERGE SYMBOL	48	48	16.00	3" ST	1		
T-5	264	C 108+15	LT M5-1R	RIGHT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO. 263 AND ADJACENT TO SIGN NO. 256.	T-7	336	NR 108+40	LT W4-1	MERGE SYMBOL	48	48	16.00	3" ST	1		
T-5	265	C 109+92	LT D3-1C	<-30th Ave./Old Richardson Hwy.-->	168	48	56.00	3.5" ST	3	** 8" UC/6" LC.	T-7	337	A 24+80	RT W14-1	DEAD END	30	30	8.25	3" ST	1		
T-5	266	30TH AVE	CL W14-2A	END	30	30	6.25	2.5" PST	1		T-7	338	A 23+10	RT R1-1	STOP	30	30	8.25	3" ST	1		
T-5	267	30TH AVE	CL OM-4	OBJECT MARKER (RED)	18	18	2.25		0	MOUNT BELOW SIGN NO. 266.	T-7	339	SW 149+80	RT R5-1A	WRONG WAY	36	24	6.00	3" ST	1		
T-5	268	30TH AVE	CL W14-2A	END	30	30	6.25	2.5" PST	1		T-7	340	SW 149+80	LT R5-1A	WRONG WAY	36	24	6.00	2.5" PST	1		
T-5	269	30TH AVE	CL OM-4	OBJECT MARKER (RED)	18	18	2.25		0	MOUNT BELOW SIGN NO. 268.	T-8	341	NR 94+55	LT M3-3	SOUTH	30	15	3.13	3" ST	1		
T-5	270	30TH AVE	LT W14-1	DEAD END	30	30	6.25	2.5" PST	1		T-8	342	NR 94+55	LT M1-6	ROUTE MARKER "2"	36	36	9.00		0	MOUNT BELOW SIGN NO. 341.	
T-5	271	30TH AVE	LT W14-1	DEAD END	30	30	6.25	2.5" PST	1		T-8	343	NR 94+23	LT E5-1	EXIT	60	60	25.00	3" ST	2		
T-5	272	OR 10+48	RT R3-5L	LANE CONTROL - LEFT ARROW - ONLY	30	36	7.50		0	MOUNT ON SE MAST ARM. SEE SIGNAL PLAN SHEET.	T-8	344	WW 174+00	LT W13-2	EXIT SPEED LIMIT 40 MPH	48	60	20.00	3" ST	2	MOUNT ON LUMINAIRE POLE NO. 153	
T-5	273	F 22+90	LT R3-5L	LANE CONTROL - LEFT ARROW - ONLY	30	36	7.50		0	MOUNT ON NW MAST ARM. SEE SIGNAL PLAN SHEET.	T-7	345	WW 149+80	LT R5-1A	WRONG WAY	36	24	6.00	2.5" PST	1		
T-5	274	OW 342+20	LT W1-6R	LARGE ARROW (RIGHT) DELETED	36	18	4.50	3" ST	1	C.O. 31	T-7	346	WW 149+90	RT R5-1A	WRONG WAY	36	24	6.00	3" ST	1		
T-5	275	OW 342+20	LT OM-1	OBJECT MARKER DELETED	18	18	2.25		0	MOUNT BELOW SIGN NO. 274. C.O. 31	T-8	347	WW 175+80	LT R5-6	NO BICYCLES SYMBOL	30	30	6.25	3" ST	1	MOUNT ON LUMINAIRE POLE NO. 154	
T-5	276	C 108+60	LT D3-1	32nd Ave.	30	8	1.67	2.5" PST	1	MOUNT ABOVE SIGN NO. 277 AND AT 90 DEGREES TO SIGN NO. 278	T-8	348	WW 175+80	LT R9-3A	NO PEDESTRIAN SYMBOL	30	30	6.25		0	MOUNT BELOW SIGN NO. 347.	
T-5	277	C 108+60	LT D3-1	S. Cushman	42	8	2.33		0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO. 278	T-8	349	NR 89+70	LT E4-21	ROUTE "3" SOUTH - Anchorage	258	72	129.00	W6-12	3	** REPLACE ARROW IN BOTTOM LINE WITH 12" UC "NEXT RIGHT"	
T-5	278	C 108+60	LT R1-1	STOP	30	30	8.25		0		T-8	350	NR 84+55	LT R2-1	SPEED LIMIT 55	36	48	12.00	3" ST	1	C.O. 16	
T-8	279	AA 17+50	CL W14-2A	END	30	30	6.25	2.5" PST	1	C.O. 26	T-8	351	NR 63+25	LT E3-21 MOD	ROUTE "3" SOUTH - Anchorage	188	108	126.00	W6-12	3	** REPLACE ARROW IN BOTTOM LINE WITH 12" UC "NEXT RIGHT"	
T-8	280	AA 17+50	CL OM-4	OBJECT MARKER (RED)	18	18	2.25		0	MOUNT UNDER SIGN NO. 279 C.O. 26	T-8	352	NR 36+85	LT E3-21 MOD	ROUTE "3" SOUTH - Anchorage	188	108	126.00	W6-12	3	** REPLACE ARROW IN BOTTOM LINE WITH 12" UC "EXIT 1 MILE"	
T-8	281	NR 146+25	LT E4-11	S. Cushman St. -->	24x52	42	70.00	5" ST	3	18" UC/12" LC.	T-5				STOP	30	30	6.25	2.5" PST	1	C.O. 31	
T-8	282	SC 41+85	LT W13-2	EXIT 25 MPH	48	60	20.00	3" ST	2		T-5				S. CUSHMAN ST.	36	8	2.00			MOUNT ABOVE & 90° TO STOP SIGN C.O. 31	
T-8	283	SC 36+50	RT W3-3	SIGNAL AHEAD SYMBOL	36	36	9.00		0	MOUNT ON LUMINAIRE POLE NO. 134.	T-5				HUGHES AVE	36	8	2.00			MOUNT ABOVE S. CUSHMAN ST SIGN & SAME ANGLE AS STOP C.O. 31	
T-8	284	SC 36+50	RT E5-1	EXIT	60	60	25.00	3.5" ST	2		T-5				HOSPITAL SYMBOL	30	30	6.25			MOUNT ON LUMINAIRE POLE NO. 155 C.O. 31	
T-8	285	SC 35+75	RT W1-8	CHEVRON	24	30	5.00	3" ST	1		T-5				ARROW (45°)	21	15	2.19			MOUNT BELOW HOSPITAL SYMBOL C.O. 31	
T-8	286	SC 34+80	RT W1-8	CHEVRON	24	30	5.00	5" ST	1		T-5				N. POLE	120	48	40.00			E.W.O. 38 C.O.	
T-8	287	SC 34+80	RT R3-8L/SR	LANE USE CONTROL ARROWS - LEFT/STRAIGHT & RIGHT	48	36	12.00	3" ST	1	MOUNT ABOVE SIGN NO. 287.					DELTA JCT.	98						
T-8	288	SC 34+80	LT R3-8L/SR	LANE USE CONTROL ARROWS - LEFT/STRAIGHT & RIGHT	48	36	12.00	3" ST	1						TKC JCT.	205						
T-8	289	SC 34+80	LT R3-8L/SR	LANE USE CONTROL ARROWS - LEFT/STRAIGHT & RIGHT	48	36	12.00	3" ST	1						ANCHORAGE	440						
T-8	290	SC 34+30	LT R5-1A	WRONG WAY	36	24	6.00	2.5" PST	1													
T-8	291	SC 34+30	RT R5-1A	WRONG WAY	36	24	6.00	3" ST	1													
T-8	292	SC 33+80	RT W1-8	CHEVRON	24	30	5.00	3.5" ST	1													
T-8	293	SC 33+80	RT R9-3A	NO PEDESTRIAN SYMBOL	30	30	6.25		0	MOUNT ON BACK OF SIGN NO. 292.												
T-8	294	SC 33+80	RT R5-8	NO BICYCLES SYMBOL	30	30	6.25		0	MOUNT ABOVE SIGN												

SIGN SCHEDULE

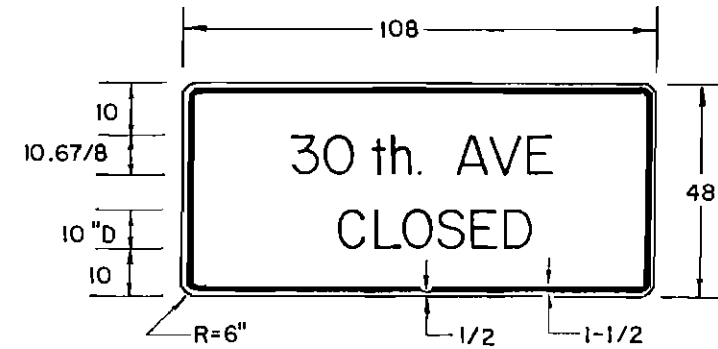
ENTRANCO ENGINEERS, INC.

REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	T14	148
		UNWIN - SCHEEN - KORYNTA - HUETTL		FAIRBANKS ANCHORAGE		

SHEET	SIGN	STATION	OFFSET	SIGN CODE	LEGEND	WIDTH	HEIGHT	AREA	POST TYPE	NUMBER OF POSTS	REMARKS
T-8	353	OR 13+27	RT	M4-5	TO(ROUTE MARKER)	24	12	2.00	3" ST	1	
T-8	354	OR 13+27	RT	M3-1	SOUTH	24	12	2.00		0	MOUNT BELOW SIGN NO.353.
T-8	355	OR 13+27	RT	M1-6	ROUTE MARKER "2"	24	24	4.00		0	MOUNT BELOW SIGN NO.354.
T-8	356	OR 13+50	LT	R3-7R	RIGHT LANE MUST TURN RIGHT	36	36	9.00	3" ST	1	
T-8	357	OR 14+26	LT	D3-1B	S. Cushman St.	96	18	12.00	3" ST	2	** 8" UC/6" LC.
T-8	358	OR 14+26	LT	R4-7	KEEP RIGHT SYMBOL	24	30	5.00	2.5" PST	1	LOCATE IN MEDIAN.
T-8	359	OR 14+26	LT	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO.358.
T-8	360	OR 16+50	LT	D3-1	LEASURE ST.	36	8	2.00	3" ST	1	MOUNT ABOVE SIGN NO.363 AND AT 90 DEGREES TO SIGN NO.363.
T-8	361	OR 16+50	LT	D3-1	OLD RICH. HWY	42	8	2.33	3" ST	0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO.363.
T-8	362	OR 16+50	LT	R1-1	STOP	30	30	6.25		0	
T-8	363	OR 17+35	RT	D3-1	LEASURE ST.	36	8	2.00	3" ST	1	MOUNT ABOVE SIGN NO.364 AND AT 90 DEGREES TO SIGN NO.365.
T-8	364	OR 17+35	RT	D3-1	OLD RICH. HWY	42	8	2.33	3" ST	0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO.365.
T-8	365	OR 17+35	RT	R1-1	STOP	30	30	6.25		0	
T-8	366	OR 17+48	RT	R7-202K	BEGIN	24	12	2.00	3" ST	1	BLACK LETTERS ON A WHITE BACKGROUND.
T-8	367	OR 17+48	RT	R3-9B	TWO WAY LEFT TURN LANE SYMBOL	24	36	6.00		0	MOUNT BELOW SIGN NO.366.
T-8	368	OR 17+35	LT	R7-202M	END	24	12	2.00	3" ST	1	BLACK LETTERS ON WHITE BACKGROUND.
T-8	369	OR 17+35	LT	R3-9B	TWO WAY LEFT TURN LANE SYMBOL	24	36	6.00		0	MOUNT BELOW SIGN NO.368.
T-8	370	OR 19+20	RT	R2-1	SPEED LIMIT 35	30	36	7.50	3" ST	1	
T-8	371	OR 24+13	RT	D3-1	WASHINGTON ST	42	8	2.33	3" ST	1	MOUNT ABOVE SIGN NO.372 AND AT 90 DEGREES TO SIGN NO.373. C.O. 16
T-8	372	OR 24+13	RT	D3-1	OLD RICH. HWY	42	8	2.33	3" ST	0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO.373.
T-8	373	OR 24+13	RT	R1-1	STOP	30	30	6.25		0	
T-8	374	OR 25+20	RT	R7-202M	END	24	12	2.00	3" ST	1	BLACK LETTERS ON A WHITE BACKGROUND.
T-8	375	OR 25+20	RT	R3-9B	TWO WAY LEFT TURN LANE SYMBOL	24	36	6.00		0	MOUNT BELOW SIGN NO.374.
T-8	376	OR 25+13	LT	R7-202K	BEGIN	24	12	2.00	3" ST	1	BLACK LETTERS ON A WHITE BACKGROUND.
T-8	377	OR 25+13	LT	R3-9B	TWO WAY LEFT TURN LANE SYMBOL	24	36	6.00		0	MOUNT BELOW SIGN NO.376.
T-8	378	OR 25+25	LT	D3-1	N. OLD RICH HWY	42	8	2.33	3" ST	1	MOUNT ABOVE SIGN NO.379 AND AT 90 DEGREES TO SIGN NO.380. C.O. 16
T-8	379	OR 25+25	LT	D3-1	OLD RICH. HWY	42	8	2.33	3" ST	0	MOUNT ABOVE AND AT SAME ANGLE AS SIGN NO.380.
T-8	380	OR 25+25	LT	R1-1	STOP	30	30	6.25		0	
T-8	381	OR 26+57	LT	W1-6	LARGE ARROW	48	24	8.00	3" ST	1	
T-8	382	OR 26+57	LT	OM-1	OBJECT MARKER	18	18	2.25		0	MOUNT BELOW SIGN NO.381.
T-8	383	OR 13+27	RT	M6-3	STRAIGHT ARROW	21	15	2.19		0	MOUNT BELOW SIGN NO.355.
T-5	384	CWA 34+45	LT	R5-1	DO NOT ENTER	36	36	9.00	3" ST	1	
T-5	385	CWA 34+45	RT	R5-1	DO NOT ENTER	36	36	9.00		0	MOUNT ON BACK OF SIGN NO.174.
T-5	386	CWA 35+00	LT	R5-1A	WRONG WAY	36	24	8.00	2.5" PST	1	
T-5	387	CWA 35+00	RT	R5-1A	WRONG WAY	36	24	8.00	3" ST	1	
T-14	388	K**		E5-1M	EXIT	60	60	25.00	3" ST	2	* NOTE ARROW LEFT
T-14	389	K**		DI-2	OLD RICHARDSON HWY CUSHMAN BUSINESS AREA	384	66	176.00	W6-12	3	16UC/12LC ARROW 45° LEFT
		ORX 36+30	LT	R2-1	SPEED LIMIT 35	30	36	7.50			C.O. 16
T-14	390	K**		E2-12	OLD RICHARDSON HWY CUSHMAN BUSINESS AREA NEXT LEFT	342	90	213.75	W6-12	3	16UC/12LC
T-14	391	K**		E1-32	OLD RICHARDSON HWY CUSHMAN BUSINESS AREA 1 MILE	342	90	213.75	W6-12	3	16UC/12LC
T-14	392	K**		D2-1	FAIRBANKS 3	96	18	12.00	2.5" PST	2	



SPECIAL PERMANENT CONSTRUCTION SIGN (on Sht. C-2)

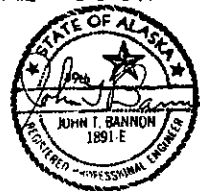


COLORS: LEGEND - BLACK, BACKGROUND - ORANGE
MOUNT: 3 @ 2-1/2" PT (DRIVEN POSTS, MIN. EMBEDMENT 4')

AS-BUILT PLANS

INITIALS: *LAH* DATE: 2/22/90

** SEE NOTE 16 ON SHEET T-15
*** SEE DETAIL THIS SHEET



QUANTITIES

SIGNS	4691	SQ. FT.
2.5" PST	55	EA.
3" ST	133	EA.
3.5" ST	13	EA.
5" ST	8	EA.
W6-12	34	EA.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
SIGN SCHEDULE
AND NOTES

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(II)	1985	T15	117

USKH Architecture Engineering
Land Surveying Planning
ENTRANCO ENGINEERS, INC.

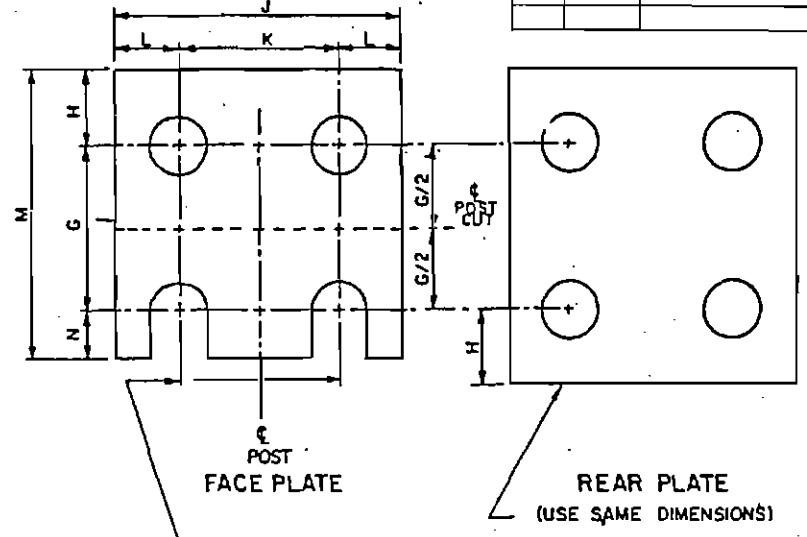
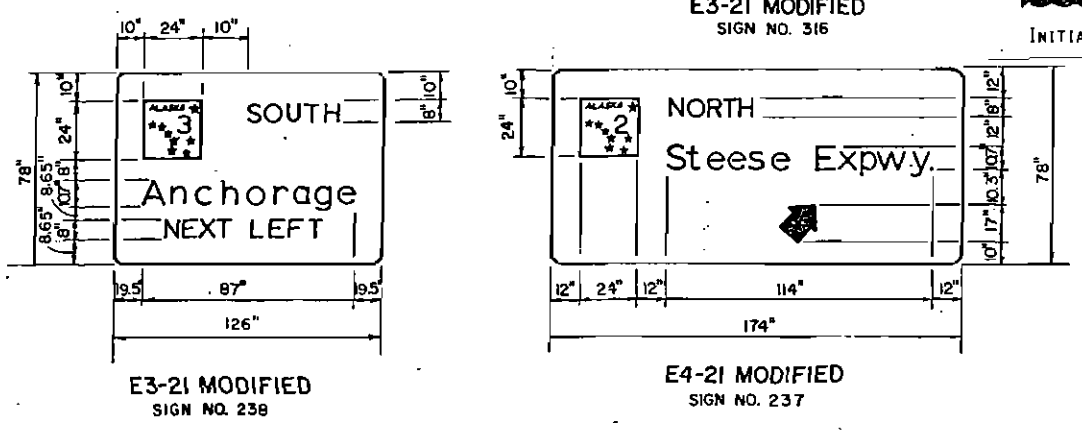
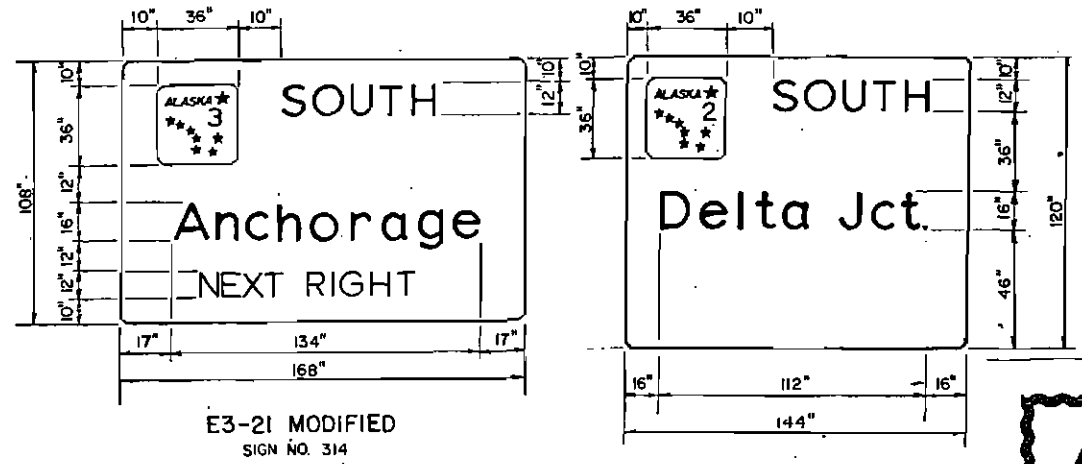
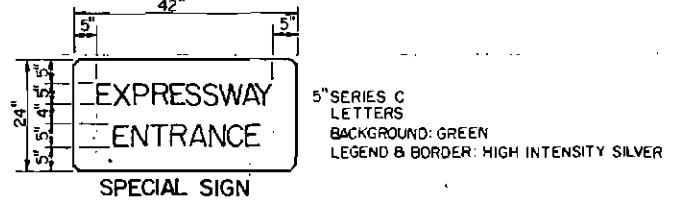
SIGNING NOTES

- SIGN LOCATIONS ARE APPROXIMATE AND SUBJECT TO ADJUSTMENT BY THE ENGINEER.
- POST TYPES:
2-1/2" X 2-1/2" = PERFORATED STEEL SQUARE TUBE (PST)
3" X 3" = STEEL SQUARE TUBE (ST)
3-1/2" X 3-1/2" = STEEL SQUARE TUBE (ST)
5" X 5" = STEEL SQUARE TUBE (ST)
W6-12 = WIDE FLANGE (WF)
- PST EMBEDMENT SHALL BE SLEEVE TYPE WITH CONCRETE FOUNDATION. SEE STANDARD PLAN S-30.00.
- ALL OTHER EMBEDMENT SHALL CONFORM TO STANDARD PLAN S-34.00 AS MODIFIED ON THESE DETAIL SHEETS.
- NOT USED.
- FIFTEEN (15) EACH OH-2 DELINEATORS (6" X 12", 3-BUTTON) ON PST POSTS ARE REQUIRED. LOCATE AS INDICATED ON THE PLANS. THESE SHALL BE INCIDENTAL TO THE CONTRACT. (SEE SECTION 615-3.01 OF THE SPECIAL PROVISIONS).
- LOCATE ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGN POSTS.
- EXISTING SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL NEW SIGNS ARE INSTALLED. THE CONTRACTOR'S OPERATION SHALL AT NO TIME LEAVE DUPLICATE OR CONFLICTING SIGNING.
- POST LENGTHS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR USING CRITERIA FOR EXPRESSWAYS. ALL POSTS AND HARDWARE SHALL BE INCIDENTAL TO THE SIGNING BID ITEM.
- EXISTING PROJECT SIGNS AND POSTS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, SEPARATED AND DELIVERED TO THE HIGHWAY MAINTENANCE YARD AT 2301 PEGER ROAD. THE REMOVAL AND SALVAGE OF THESE SIGNS SHALL NOT BE PAID FOR BUT SHALL BE CONSIDERED INCIDENTAL TO THE SIGNING BID ITEM.
- THE D3-1 SIGN BRACKETS AND POST CAPS SHOWN ON STANDARD DRAWING S-20.11 SHALL PROVIDE A BLADE SLOT NOT LESS THAN 5 INCHES LONG.
- ALL D3-1 SIGNS SHALL HAVE THE MESSAGE ON BOTH SIDES OF THE PLATE AND BE MOUNTED SUCH THAT NEITHER LEGEND IS OBSTRUCTED. THE MEASUREMENT FOR PAYMENT SHALL BE THE SQUARE FEET OF SIGN FOR ONE SIDE ONLY. THE REFLECTIVE SHEETING SHALL BE TYPE 1.
- THE D3-1 SIGNS SHALL USE 4 INCH UPPERCASE - 3 INCH LOWER CASE SERIES "C" LETTERS UNLESS OTHERWISE NOTED.
- WHEN TWO D3-1 SIGNS ARE TO BE LOCATED ON THE SAME POST, THE LONGEST PANEL SHALL BE INSTALLED IN THE LOWER POSITION.
- ALL STEEL SQUARE TUBE (ST) AND WIDE FLANGE (WF) MULTIPLE POST SUPPORTS FOR SIGNS GREATER THAN 9 FEET IN LENGTH SHALL HAVE HINGE CONNECTORS LOCATED 4 INCHES BELOW THE BOTTOM SIGN ON EACH POST. THE CONNECTORS AND BASE SHALL CONFORM TO TRANSP SAFETY "BREAKSAFE TYPE AS3, AS4, AS5 OR B-650-LP. AN EQUIVALENT UNIT WILL BE ACCEPTABLE. APPROVED SHOP DRAWINGS OF THE UNIT WILL BE REQUIRED BEFORE INCORPORATION INTO THE PROJECT.
- A DOUBLE ASTERISK (**) IN THE REMARKS COLUMN OF THE SIGN SCHEDULE INDICATES THE POSTS REQUIRE HINGE CONNECTORS.
- SIGNS LONGER THAN 8 FEET (NOT LOCATED IN THE MEDIAN OR BEHIND GUARDRAIL) SHALL BE LOCATED SO THAT THE NEAR EDGE OF THE SIGN IS 30 FEET FROM THE EDGE OF TRAVELED WAY. FOR SIGN INSTALLATION ANGLES SEE FIGURE 2A-26 OF THE SUPPLEMENT TO THE ALASKA TRAFFIC MANUAL.
- SIGNS LOCATED BEHIND GUARDRAIL WILL NOT REQUIRE BREAKAWAY DESIGN.
- SIGN MOUNTING BRACKET FOR D3-1B SIGNS ON SIGNAL MAST ARMS SHALL BE AS DETAILED ON STANDARD DRAWING S-21.00. TWO VERSA-BRAC CLAMP KITS WITH 5/8" STAINLESS STEEL BAND, USING 1-1/2" PST ATTACHED VERTICALLY AT A DISTANCE 0.2 TIMES THE SIGN LENGTH, SHALL BE USED AT EITHER END OF THE D3-1B SIGN. THE LENGTH OF THE STAINLESS STEEL BAND SHALL BE VERIFIED TO DETERMINE THAT THE BANDS ARE LONG ENOUGH FOR THE DIAMETER OF THE SIGNAL MAST ARM AT THE POINT OF ATTACHMENT.

PAVEMENT MARKING QUANTITIES*

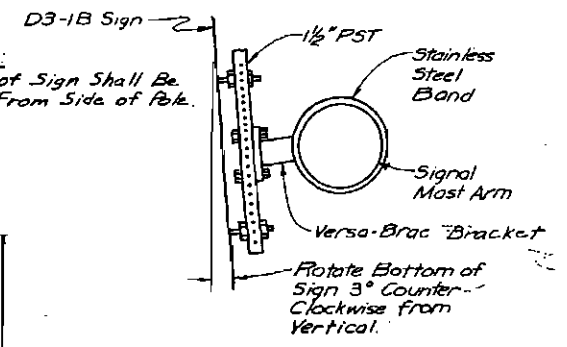
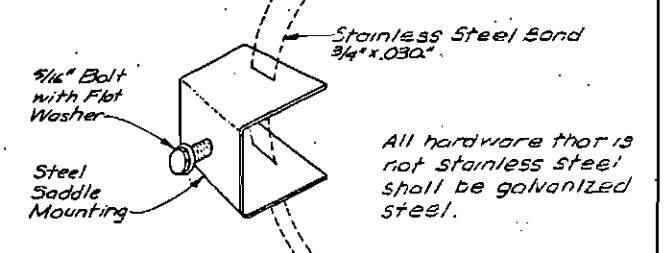
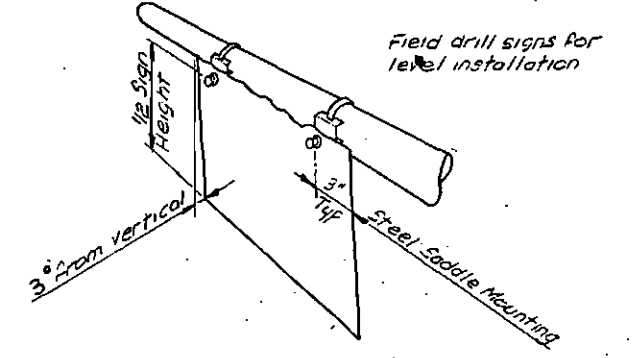
4" SOLID WHITE	51,500 LIN. FT.
4" BROKEN WHITE	5,000 LIN. FT.
4" SOLID YELLOW	13,000 LIN. FT.
4" DOUBLE YELLOW	9,750 LIN. FT.
4" BROKEN YELLOW	6,750 LIN. FT.
8" SOLID WHITE	8,750 LIN. FT.
18" SOLID YELLOW	2,000 LIN. FT.
18" SOLID WHITE	1,750 LIN. FT.
24" SOLID WHITE - THERMOPLASTIC	2,250 LIN. FT.
TURN ARROW/ "ONLY" ASSEMBLY	46 EACH
STRAIGHT ARROW	6 EACH
COMBINATION ARROW	2 EACH
TWO-WAY LEFT TURN ARROW	12 EACH
PAVEMENT MARKING REMOVAL (PAINT) - 4"	900 LIN. FT.
PAVEMENT MARKING REMOVAL (THERMOPLASTIC ARROWS)	4 EACH

*THESE QUANTITIES ARE APPROXIMATE ONLY.



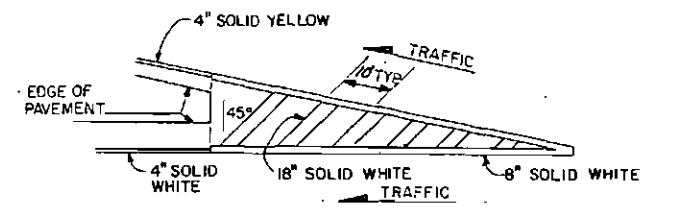
HOLE DIA. = d₁ USE H.S. BOLTS W/HEX HD. AND NUT, ONE FLAT WASHER UNDER EACH BOLT HEAD AND BEVEL WASHER UNDER NUTS

FUSE PLATE DETAIL
SIGN POST SLIP BASE DETAIL
MODIFICATION TO S-34.00



OVERHEAD SIGN MOUNTING
(D3-1B Signs Only)

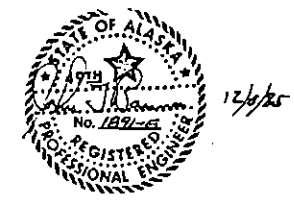
OVERHEAD SIGN MOUNTING
(FOR "R" SERIES ONLY)



TYPICAL EXIT RAMP GORE MARKINGS

AS-BUILT PLANS

INITIALS: *JAN* DATE: *2/22/90*



- PAVEMENT MARKING NOTES**
- THE PASS - NO PASS ZONES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
 - SEE STANDARD DRAWING T-20.00 FOR TRANSVERSE MARKING DETAILS.
 - ALL MARKINGS SHALL BE PAINTED WITH THE EXCEPTION OF CROSSWALKS, DIRECTIONAL ARROWS, TRAFFIC LETTERS AND STOP BARS WHICH SHALL BE THERMOPLASTIC.
 - STRIPE SKIP RATIO FOR THIS PROJECT IS 10-30

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY

SIGNING NOTES AND DETAILS

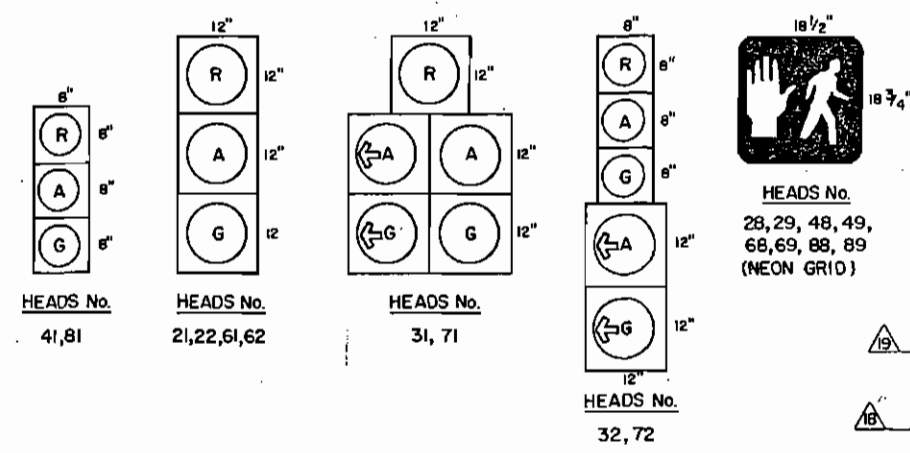
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T16	148
							147

USKH UNWIN - SCHEBEN - KORYNTA - HUETTL
FAIRBANKS ANCHORAGE

LEGEND:

- VEHICLE SIGNAL HEAD
- ⇄ PEDESTRIAN SIGNAL HEAD
- OPTICOM SENSOR
- CONDUIT
- JUNCTION BOX TYPE I-A
- JUNCTION BOX TYPE II
- JUNCTION BOX TYPE III
- SIGNAL CONTROLLER CABINET
- SIGNS
- PPB/SIGN
- ELECTRICAL LOAD CENTER
- LUMINAIRE
- POLE NUMBER
- SIGN (# IN SIGN SCHEDULE)
- △ CONDUIT RUN NUMBER
- CONSTRUCTION NOTE

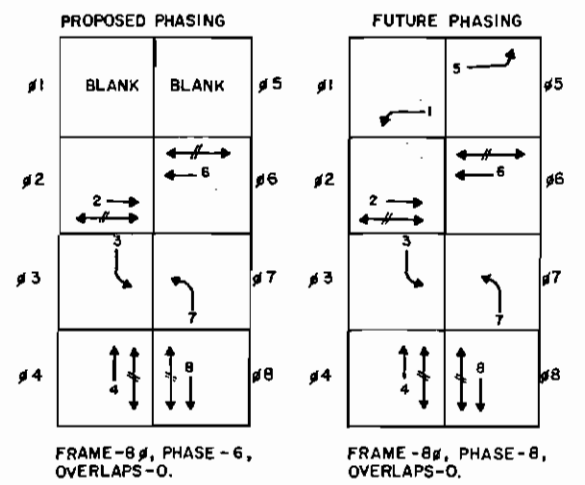
SIGNAL DISPLAYS



CONDUIT SCHEDULE

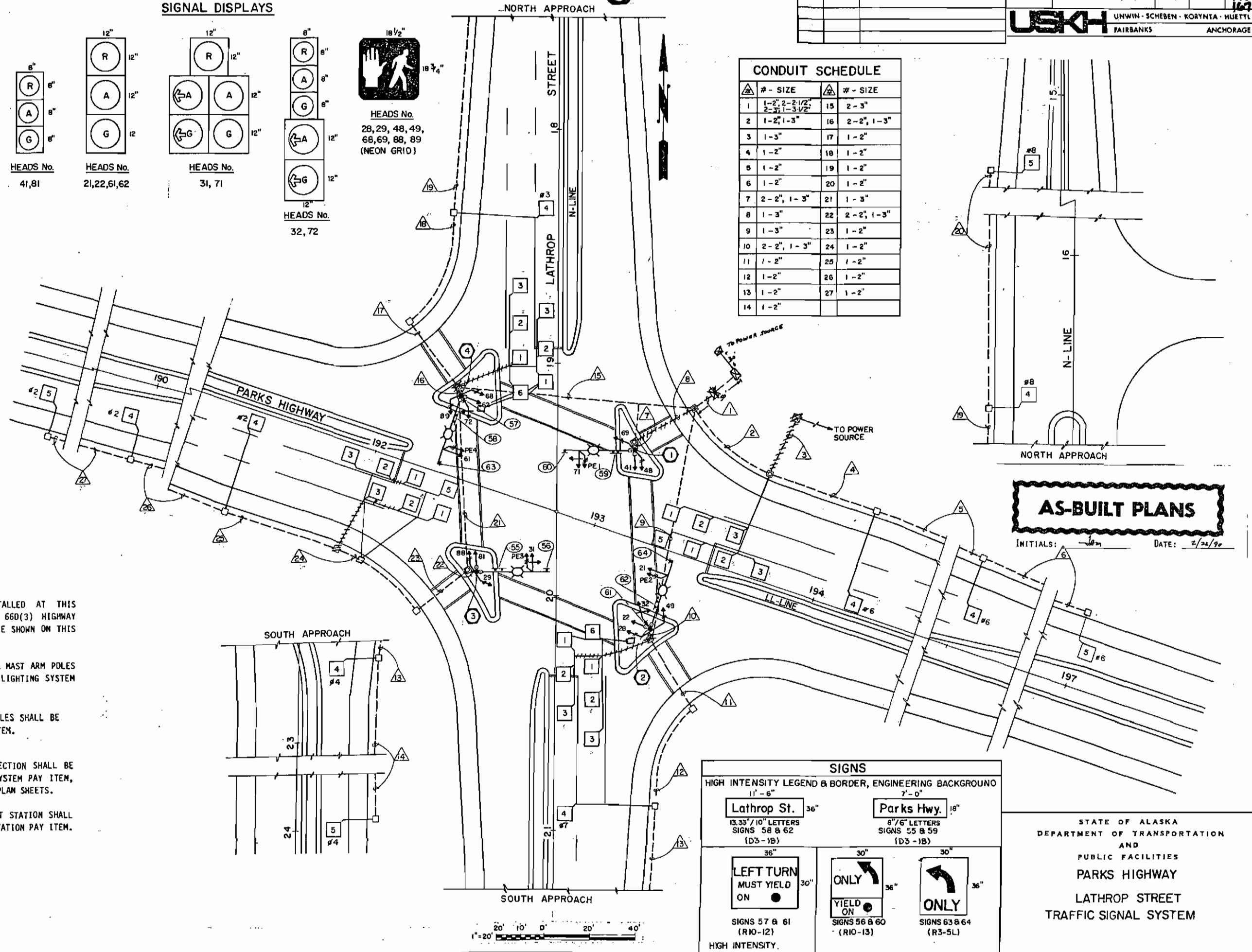
△ # - SIZE	△ # - SIZE
1 1-2", 2-2 1/2", 2-3 1/2", 1-3 1/2"	15 2-3"
2 1-2", 1-3"	16 2-2", 1-3"
3 1-3"	17 1-2"
4 1-2"	18 1-2"
5 1-2"	19 1-2"
6 1-2"	20 1-2"
7 2-2", 1-3"	21 1-3"
8 1-3"	22 2-2", 1-3"
9 1-3"	23 1-2"
10 2-2", 1-3"	24 1-2"
11 1-2"	25 1-2"
12 1-2"	26 1-2"
13 1-2"	27 1-2"
14 1-2"	

PHASE SEQUENCE DIAGRAM
(NEMA STANDARDS)



GENERAL NOTES:

- ILLUMINATION CONDUIT AND CABLE WILL BE INSTALLED AT THIS INTERSECTION AND BE INCLUDED AS PART OF THE 660(3) HIGHWAY LIGHTING SYSTEM PAY ITEM. THE CONDUIT MAY NOT BE SHOWN ON THIS PLAN SHEET. SEE ILLUMINATION PLANS FOR DETAILS.
- INSTALLATION OF LUMINAIRE FIXTURES ON COMBINATION MAST ARM POLES SHALL BE INCLUDED AS PART OF THE 660(3) HIGHWAY LIGHTING SYSTEM PAY ITEM.
- ALL SIGNS SHOWN ON THE MAST ARMS OR MAST ARM POLES SHALL BE INCLUDED AS PART OF THE 615 STANDARD SIGNS PAY ITEM.
- CONDUIT, CABLE, AND INSTALLATION OF OPTICOM DETECTION SHALL BE INCLUDED AS PART OF THE 660(1) TRAFFIC SIGNAL SYSTEM PAY ITEM, INCLUDING THE PORTIONS SHOWN ON THE ILLUMINATION PLAN SHEETS.
- CONDUIT, CABLE, AND INSTALLATION OF TRAFFIC COUNT STATION SHALL BE INCLUDED AS PART OF THE 660(6) TRAFFIC COUNT STATION PAY ITEM.



AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 2/25/90

SIGNS

HIGH INTENSITY LEGEND & BORDER, ENGINEERING BACKGROUND

Lathrop St. 36" 13.33"/10" LETTERS SIGNS 58 & 62 (D3-1B)

Parks Hwy. 18" 8"/6" LETTERS SIGNS 55 & 59 (D3-1B)

LEFT TURN MUST YIELD ON 36" SIGNS 57 & 61 (R10-12) HIGH INTENSITY.

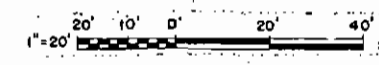
ONLY 30" YIELD ON 36" SIGNS 56 & 60 (R10-13)

ONLY 36" SIGNS 63 & 64 (R3-5L)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
LATHROP STREET
TRAFFIC SIGNAL SYSTEM



12/3/85



REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date		Description			
		ALASKA	F-035-6(11)	1985	T17	167

UNWIN - SCHEBEN - KORTYTA - HUETTL
FAIRBANKS ANCHORAGE

APPROACH / LANE	LOOP STATIONING						CHANNELS
	1	2	3	4	5	6	
NORTH APPROACH - LATHROP							
THRU LANE	19+01	18+86	18+71	16+63	15+33	19+16	3
LEFT TURN LANE	19+11	18+96	18+81	18+37	-	-	2
SOUTH APPROACH - LATHROP							
THRU LANE	20+27	20+42	20+57	22+66	23196	20H2	3
LEFT TURN LANE	20+15	20+30	20+45	20+89	-	-	2
EAST APPROACH - PARKS HWY.							
THRU LANE	193+27	193+42	193+57	195+71	197+01	-	3
LEFT TURN LANE	193+42	193+57	193+72	194+16	193+27	-	2
WEST APPROACH - PARKS HWY.							
THRU LANE	192+39	192+24	192+09	189+95	188+65	-	3
LEFT TURN LANE	192+24	192+09	191+94	191+50	192+39	-	2

INDUCTION LOOP NOTES:

- ALL LOOPS ARE 6' x 6' WITH 3 TURNS.
- LOOP STATIONS REFER TO THE EDGE CLOSEST TO THE INTERSECTION.
- CHANNELS USED FOR LOOPS 1-3 OF THRU LANES AND LOOPS 1-4 OF THE LEFT TURN LANES SHALL HAVE DELAY AND EXTENSION TIMING CAPABILITY AS DESCRIBED IN THE SPECIAL PROVISIONS.
- CHANNEL ASSIGNMENTS:
LEFT TURN LANES - CH.#1 LOOPS 1-3,5 (IN SERIES)
CH.#2 LOOP 4
THRU LANES - CH.#1 LOOPS 1-3,5 (IN SERIES)
CH.#2 LOOP 4
CH.#3 LOOP 5

CONDUCTOR QUANTITIES*

CONDUCTOR SIZE	DESCRIPTION	LINEAR FEET
5c #14	SIGNAL	1,000
7c #14	SIGNAL, PED. SIGNAL	1,500
2c #14	PED. PUSH BUTTON	1,000
OPTICOM CABLE	PRE-EMP. SENSORS	500
2c #12	LOOP DETECTOR/ LEAD-IN	5,640
2c #4	SERVICE	80

*DOES NOT INCLUDE SLACK CABLE IN STRUCTURES, VERTICAL RUNS IN STRUCTURES, OR HORIZONTAL RUNS IN MAST ARMS.

CONDUIT QUANTITIES*

CONDUIT SIZE	DESCRIPTION	LINEAR FEET
	RIGID METAL CONDUIT	
2"	RIGID METAL CONDUIT	1710
2 1/2"	RIGID METAL CONDUIT	30
3"	RIGID METAL CONDUIT	520
3 1/2"	RIGID METAL CONDUIT	10

*DOES NOT INCLUDE SWEEPS INTO J-BOX

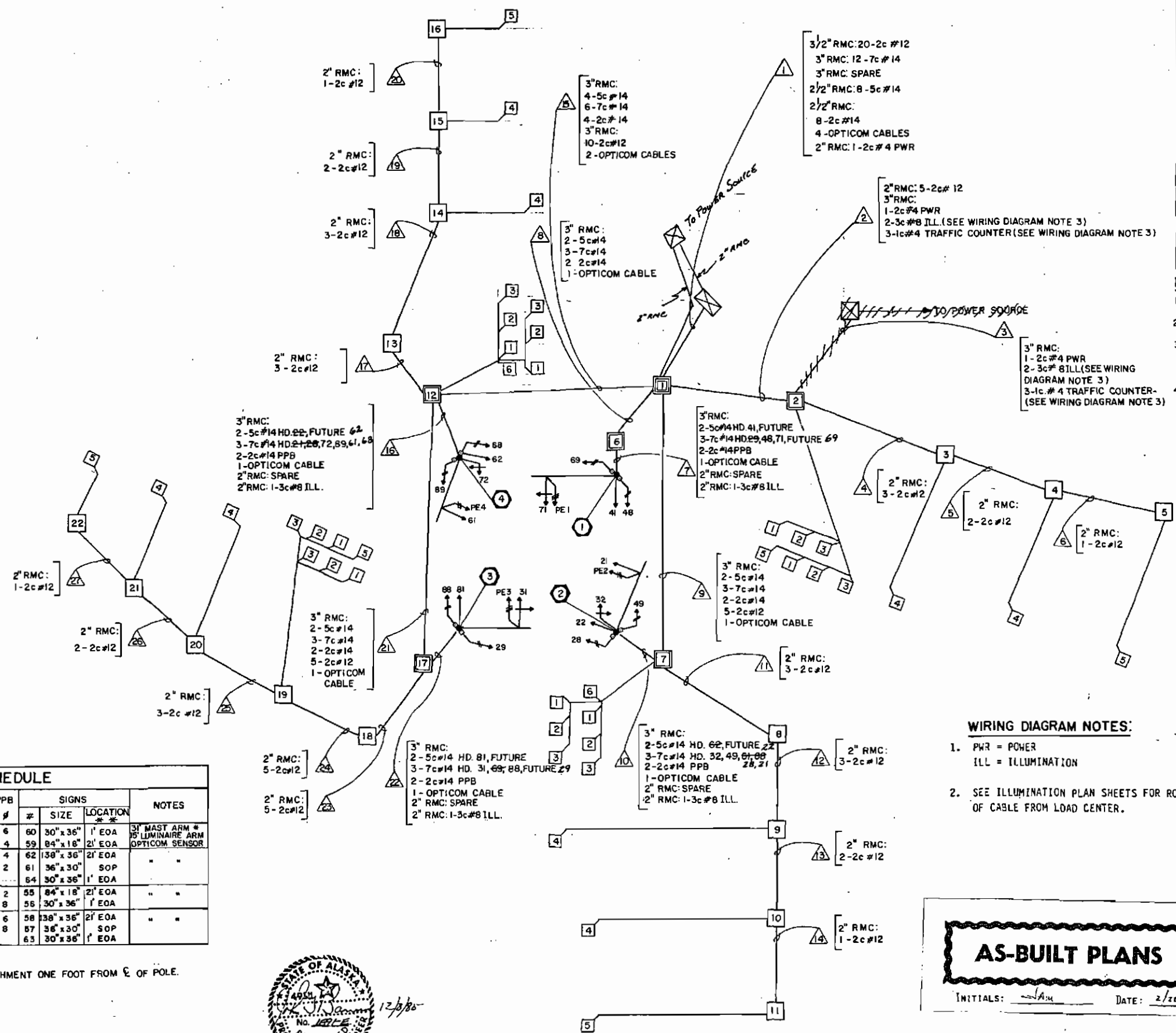
PREEMPTION NOTES:

THE FOLLOWING NOTES SHALL DETERMINE THE SIGNAL INDICATIONS DURING PREEMPTION CLEARANCE INTERVALS:

- ALL MOVEMENTS WILL BE DISPLAYED ALONE UNLESS NON-CONFLICTING MOVEMENT HAS DEMAND.
- IF A SIGNAL IS "G" OR "G", AND WILL REMAIN "G" OR "G" DURING THE NEXT PHASE, IT SHALL BE "G" OR "G" DURING THE CLEARANCE INTERVAL.
- IF A SIGNAL IS "G" OR "G" AND WILL BECOME "R" DURING THE NEXT PHASE, IT SHALL BE "A" OR "A" DURING THE CLEARANCE INTERVAL.
- IF A SIGNAL IS "R", AND WILL REMAIN "R" OR BECOME "G" OR "G" DURING THE NEXT PHASE, IT SHALL BE "R" DURING THE CLEARANCE INTERVAL.
- IF A PEDESTRIAN IS "W" AND WILL REMAIN "W" DURING THE NEXT PHASE, IT SHALL BE "W" DURING THE CLEARANCE INTERVAL.
- IF A PEDESTRIAN SIGNAL IS "W" AND WILL BECOME "DW" DURING THE NEXT PHASE, IT SHALL BE "FDW" DURING THE CLEARANCE INTERVAL.
- IF A PEDESTRIAN SIGNAL IS "DW" AND WILL REMAIN "DW" OR BECOME "W" DURING THE NEXT PHASE, IT SHALL BE "DW" DURING THE CLEARANCE INTERVAL.

POLE SCHEDULE										
POLE No.	STATION	SIGNALS		PED. SIGNALS		PPB	SIGNS			NOTES
		HEAD	MOUNTING	HEAD	MOUNTING		#	SIZE	LOCATION	
1	N 19+37 34' LT.	41	S-1	59	SW2	6	30" x 36"	1' EOA	31' MAST ARM #15 LUMINAIRE ARM OPTICOM SENSOR	
		71	PLUMBIZER	46	SW2	4	59" x 18"	21' EOA		
2	LL 193+37 34' RT.	32	S-2	49	SW2	4	62" x 36"	21' EOA	"	
		21	PLUMBIZER	28	SW2	2	61" x 30"	SOP		
3	N 19+90 34' RT.	81	S-1	29	SW2	2	55" x 18"	21' EOA	"	
		81	PLUMBIZER	88	SW2	8	55" x 36"	1' EOA		
4	LL 192+ 34' LT.	61	S-2	56	SW2	6	58" x 36"	21' EOA	"	
		72	PLUMBIZER	89	SW2	8	57" x 30"	SOP		
		62	S-2	56	SW2	6	58" x 36"	21' EOA		
		72	PLUMBIZER	89	SW2	8	57" x 30"	SOP		

*SIGNAL MAST ARM LENGTHS ASSUME SIMPLEX ATTACHMENT ONE FOOT FROM E OF POLE. TENONS SHALL BE PROVIDED AS FOLLOWS:
POLE #1 1' EOA, 7' EOA, 13' EOA
POLE #2 1' EOA, 7' EOA, 13' EOA
POLE #3 1' EOA, 7' EOA, 13' EOA
POLE #4 1' EOA, 7' EOA, 13' EOA
*EOA = DISTANCE FROM END OF ARM
SOP = SIDE OF POLE
*EDGE OF D3-18 SIGNS SHALL BE 1' FROM SOP.



WIRING DIAGRAM NOTES:

- PWR = POWER
ILL = ILLUMINATION
- SEE ILLUMINATION PLAN SHEETS FOR ROUTING OF CABLE FROM LOAD CENTER.

AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 2/21/90

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
LATHROP STREET
TRAFFIC SIGNAL SYSTEM

LEGEND:

- VEHICLE SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- OPTICOM SENSOR
- CONDUIT
- JUNCTION BOX TYPE I-A
- JUNCTION BOX TYPE II
- JUNCTION BOX TYPE III
- ⊠ SIGNAL CONTROLLER CABINET
- 1 SIGNS
- a PPB/SIGN
- ⊗ ELECTRICAL LOAD CENTER
- LUMINAIRE
- POLE NUMBER
- CONDUIT RUN NUMBER
- SIGN (# IN SIGN SCHEDULE)
- CONSTRUCTION NOTE

CONDUIT SCHEDULE

#	SIZE	#	SIZE
1	1-2"	15	2-3"
2	3-3", 1-3/4"	16	1-2"
3	1-3"	17	1-2"
4	2-2", 1-3"	18	1-2"
5	1-2"	19	1-2"
6	1-2"	20	1-2"
7	1-2"	21	2-2", 1-3"
8	1-2"	22	1 3"
9	1-2 1/2"	23	2-2", 1-3"
10	1-2"	24	1-2"
11	1-2"	25	1-2"
12	1-2"	26	1-2"
13	1-2"	27	1-2"
14	2-2", 1-3"	28	1-2 1/2"

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 18	118

USKH UNWIN - SCHEBEN - KORYNIA - HUETTL
FAIRBANKS ANCHORAGE

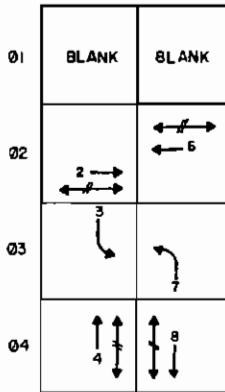
SIGNS ENTRANCO ENGINEERS, INC.

HIGH INTENSITY LEGEND & BORDER, ENGINEERING BACKGROUND

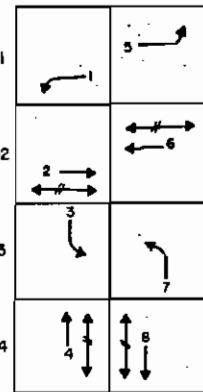
18" S. Cushman St. 9'-0"	36" ← 30th Ave. Old Rich. Hwy. →	36" ← Old Rich. Hwy. 30th Ave. →	36" ONLY
8"/6" LETTERS	6"/4.5" LETTERS	6"/4.5" LETTERS	30"
SIGNS 214 & 215 (D3-1B)	SIGN 239 (D3-1C)	SIGN 240 (D3-1C)	SIGNS 241, 242, 272 & 273 (R3-5L)

PHASE SEQUENCE DIAGRAM
(NEMA STANDARDS)

PROPOSED PHASING



FUTURE PHASING



FRAME - 8
PHASE - 6
OVERLAP - 0

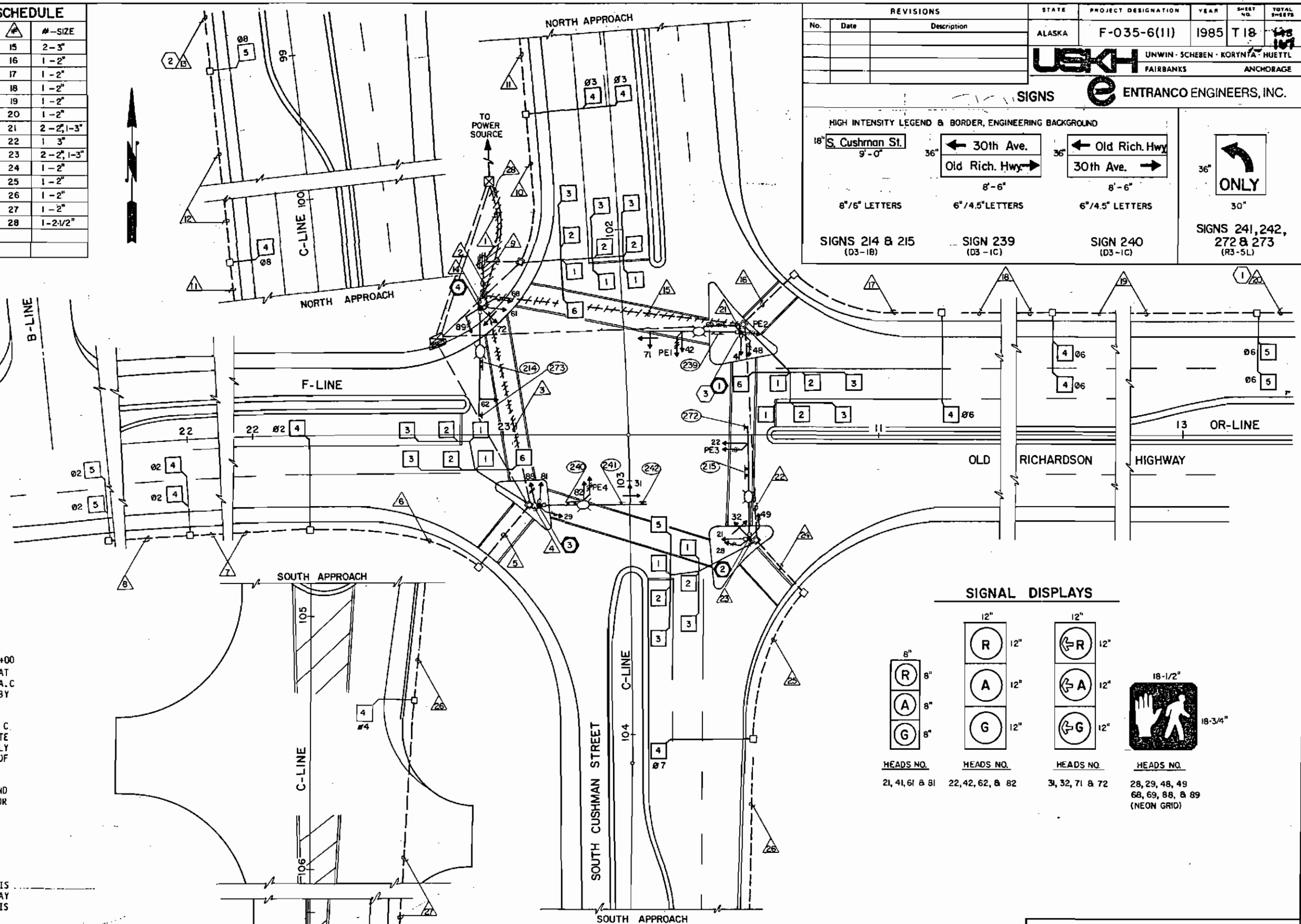
FRAME - 8
PHASE - 8
OVERLAP - 0

CONSTRUCTION NOTES:

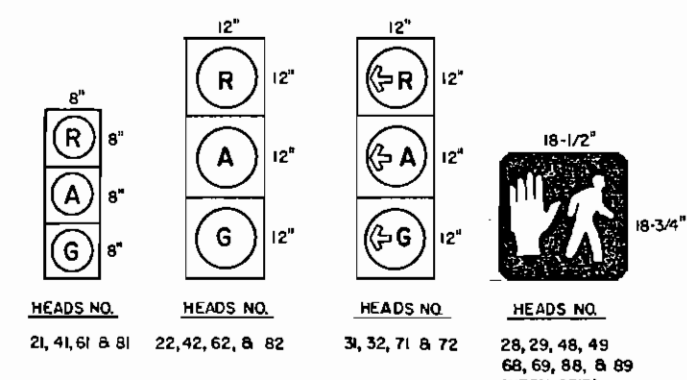
- EXTEND CONDUIT AND OPTICOM CABLE TO LUMINAIRE POLE AT STA. OR 18+00. INSTALL AUXILIARY OPTICOM DETECTOR ON TOP OF LUMINAIRE POLE AT NOMINAL MOUNTING HEIGHT OF 20 FEET AND AIMED AT APPROXIMATE STA. C 23+70. DETECTOR AIMING SHALL BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER. SEE ILLUMINATION PLANS FOR ROUTING OF CONDUIT.
- EXTEND CONDUIT AND OPTICOM CABLE TO OVERPASS STRUCTURE AT STA. C 98+65. INSTALL DETECTOR ON NORTH SIDE OF STRUCTURE AT APPROXIMATE MOUNTING HEIGHT 20 FEET AND CENTERED ON THE LANE LINE. SECURELY MOUNT DETECTOR TO THE END OF 2" INCH RMC ATTACHED TO FACE OF STRUCTURE. SEE SHEET T-5 FOR ROUTING OF CONDUIT.
- INSTALL OPTICOM DETECTOR ON TOP OF COMBINATION MAST ARM POLE AND AIM AT STA. "OR" 17+00 (INTERSECTION WITH "A" LINE). DETECTOR AIMING SHALL BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER.

GENERAL NOTES

- ILLUMINATION CONDUIT AND CABLE WILL BE INSTALLED AT THIS INTERSECTION AND BE INCLUDED AS PART OF THE 660(3) HIGHWAY LIGHTING SYSTEM PAY ITEM. THE CONDUIT MAY NOT BE SHOWN ON THIS PLAN SHEET. SEE ILLUMINATION PLANS FOR DETAILS.
- INSTALLATION OF LUMINAIRE FIXTURES ON COMBINATION MAST ARM POLES SHALL BE INCLUDED AS PART OF THE 660(3) HIGHWAY LIGHTING SYSTEM PAY ITEM.
- ALL SIGNS SHOWN ON THE MAST ARMS OR MAST ARM POLES SHALL BE INCLUDED AS PART OF THE 615 STANDARD SIGNS PAY ITEM.
- CONDUIT, CABLE, AND INSTALLATION OF OPTICOM DETECTION SHALL BE INCLUDED AS PART OF THE 660(1) TRAFFIC SIGNAL SYSTEM PAY ITEM, INCLUDING THE PORTIONS SHOWN ON THE ILLUMINATION PLAN SHEETS.



SIGNAL DISPLAYS



AS-BUILT PLANS

INITIALS: JAM DATE: 2/22/90



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
CUSHMAN STREET & OLD RICHARDSON HWY
TRAFFIC SIGNAL SYSTEM

INDUCTION LOOP SCHEDULE							CHANNELS
APPROACH / LANE	LOOP STATIONING						
	1	2	3	4	5	6	
NORTH APPROACH - CUSHMAN							
THRU LANE	102+19	102+03	101+88	100+20	99+00	102+33	3
LEFT TURN LANES	102+23	102+08	101+93	101+49	---	---	2
SOUTH APPROACH - CUSHMAN							
THRU LANE	103+23	103+38	103+53	105+35	106+55	---	3
LEFT TURN LANE	103+28	103+43	103+58	104+02	103+13	---	2
EAST APPROACH - Q RICHARDSON							
THRU LANE	10457	10472	10487	12136	13+31	10142	3
LEFT TURN LANE	10452	10467	10482	---	---	---	2
WEST APPROACH - 30TH AVE.							
THRU LANE	22+96	22+81	22+66	20+97	19+77	23+11	3
LEFT TURN LANE	22+94	22+79	22+64	22+20	---	---	2

- INDUCTION LOOP NOTES:**
- ALL LOOPS ARE 6' x 6' WITH 3 TURNS.
 - LOOP STATIONS REFER TO THE EDGE CLOSEST TO THE INTERSECTION.
 - CHANNELS USED FOR LOOPS 1-3 OF THRU LANES AND LOOPS 1-4 OF THE LEFT TURN LANES SHALL HAVE DELAY AND EXTENSION TIMING CAPABILITY AS DESCRIBED IN THE SPECIAL PROVISIONS.
 - CHANNEL ASSIGNMENTS:
 LEFT TURN LANES - CH.#1 LOOPS 1-3,5 (IN SERIES)
 CH.#2 LOOP 4
 THRU LANES - CH.#1 LOOPS 1-3,6 (IN SERIES)
 CH.#2 LOOP 4 (IN SERIES IF TWO LOOPS)
 CH.#3 LOOP 5 (IN SERIES IF TWO LOOPS)

- WIRING DIAGRAM NOTES:**
- PWR = POWER
ILL = ILLUMINATION
 - SEE ILLUMINATION PLAN SHEETS FOR ROUTING OF CABLE FROM LOAD CENTER.



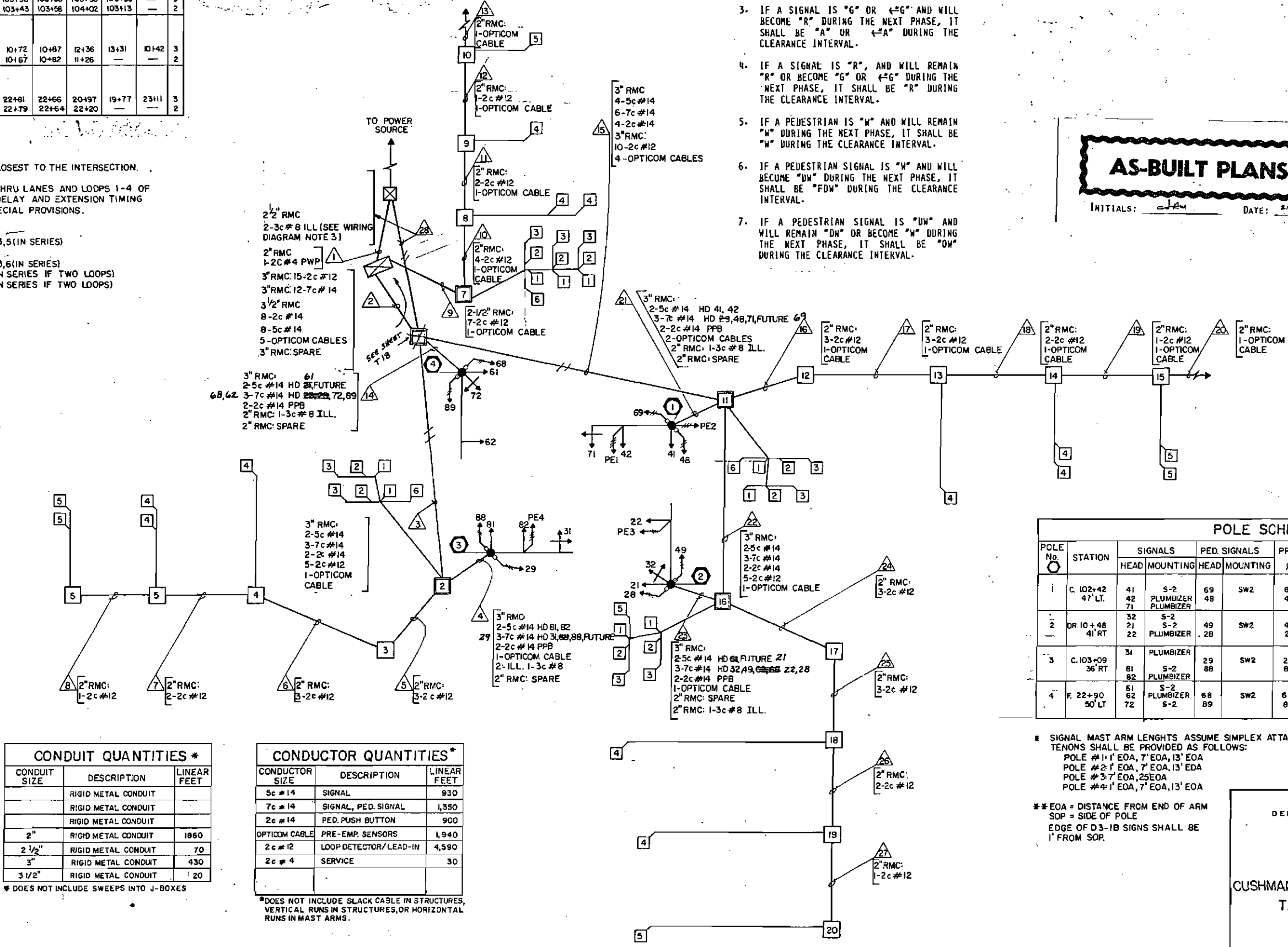
PREEMPTION NOTES:

- THE FOLLOWING NOTES SHALL DETERMINE THE SIGNAL INDICATIONS DURING PREEMPTION CLEARANCE INTERVALS:
- ALL MOVEMENTS WILL BE DISPLAYED ALONE UNLESS NON-CONFLICTING MOVEMENT HAS DEMAND.
 - IF A SIGNAL IS "G" OR "←G", AND WILL REMAIN "G" OR "←G" DURING THE NEXT PHASE, IT SHALL BE "G" OR "←G" DURING THE CLEARANCE INTERVAL.
 - IF A SIGNAL IS "G" OR "←G" AND WILL BECOME "R" DURING THE NEXT PHASE, IT SHALL BE "A" OR "←A" DURING THE CLEARANCE INTERVAL.
 - IF A SIGNAL IS "R", AND WILL REMAIN "R" OR BECOME "G" OR "←G" DURING THE NEXT PHASE, IT SHALL BE "R" DURING THE CLEARANCE INTERVAL.
 - IF A PEDESTRIAN IS "W" AND WILL REMAIN "W" DURING THE NEXT PHASE, IT SHALL BE "W" DURING THE CLEARANCE INTERVAL.
 - IF A PEDESTRIAN SIGNAL IS "W" AND WILL BECOME "DW" DURING THE NEXT PHASE, IT SHALL BE "DW" DURING THE CLEARANCE INTERVAL.

REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	ALASKA	F-035-6(11)	1985	T19	116



AS-BUILT PLANS
 INITIALS: *JAM* DATE: 2/2/90



POLE SCHEDULE

POLE No.	STATION	SIGNALS		PED. SIGNALS		PPB #	SIGNS		NOTES
		HEAD	MOUNTING	HEAD	MOUNTING		#	LOCATION	
1	C. 102+42 47' LT.	41 42 71	S-2 PLUMBIZER	69 48	SW2	6 4	239 102' x 36"	26' EOA	37' MAST ARM 15' LUMINAIRE ARM 2 OPTICOM SENSORS
2	DR. 10+48 41' RT.	32 21 22	S-2 PLUMBIZER	49 28	SW2	4 2	215 108' x 18" 30' x 36"	18' EOA 1' EOA	45' MAST ARM 15' LUMINAIRE ARM OPTICOM SENSOR
3	C. 103+09 36' RT.	31 81 82	PLUMBIZER	29 88	SW2	2 8	240 102' x 36" 30' x 36"	26' EOA 11' EOA	43' MAST ARM 15' LUMINAIRE ARM OPTICOM SENSOR
4	E. 22+90 50' LT.	51 62 72	S-2 PLUMBIZER	68 89	SW2	6 8	214 108' x 18" 30' x 36"	18' EOA 1' EOA	43' MAST ARM 15' LUMINAIRE ARM

SIGNAL MAST ARM LENGTHS ASSUME SIMPLEX ATTACHMENT ONE FOOT FROM E OF POLE. TENONS SHALL BE PROVIDED AS FOLLOWS:
 POLE #1-1' EOA, 7' EOA, 13' EOA
 POLE #2-1' EOA, 7' EOA, 13' EOA
 POLE #3-7' EOA, 25' EOA
 POLE #4-1' EOA, 7' EOA, 13' EOA

***EOA = DISTANCE FROM END OF ARM
 SOP = SIDE OF POLE
 EDGE OF D3-1B SIGNS SHALL BE 1' FROM SOP.

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
PARKS HIGHWAY
 CUSHMAN STREET & OLD RICHARDSON HWY.
 TRAFFIC SIGNAL SYSTEM

CONDUIT QUANTITIES *

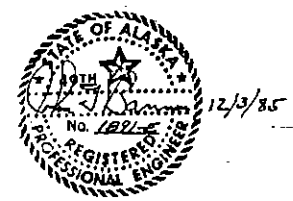
CONDUIT SIZE	DESCRIPTION	LINEAR FEET
	RIGID METAL CONDUIT	
	RIGID METAL CONDUIT	
	RIGID METAL CONDUIT	
2"	RIGID METAL CONDUIT	1860
2 1/2"	RIGID METAL CONDUIT	70
3"	RIGID METAL CONDUIT	430
3 1/2"	RIGID METAL CONDUIT	20

* DOES NOT INCLUDE SWEEPS INTO J-BOXES

CONDUCTOR QUANTITIES *

CONDUCTOR SIZE	DESCRIPTION	LINEAR FEET
5c #14	SIGNAL	930
7c #14	SIGNAL, PED. SIGNAL	1,350
2c #14	PED. PUSH BUTTON	900
	OPTICOM CABLE	
2c #12	PRE-EMP. SENSORS	1,940
2c #12	LOOP DETECTOR/LEAD-IN	4,590
2c #4	SERVICE	30

* DOES NOT INCLUDE SLACK CABLE IN STRUCTURES, VERTICAL RUNS IN STRUCTURES, OR HORIZONTAL RUNS IN MAST ARMS.



LEGEND:

- VEHICLE SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- OPTICOM SENSOR
- CONDUIT
- JUNCTION BOX TYPE I-A
- JUNCTION BOX TYPE II
- JUNCTION BOX TYPE III
- ⊠ SIGNAL CONTROLLER CABINET
- SIGNS
- ⊙ PPB / SIGN
- ⊙ ELECTRICAL LOAD CENTER
- ⊙ LUMINAIRE
- ⊙ POLE NUMBER
- SIGN (# IN SIGN SCHEDULE)
- △ CONDUIT RUN NUMBER
- ⬡ CONSTRUCTION NOTE

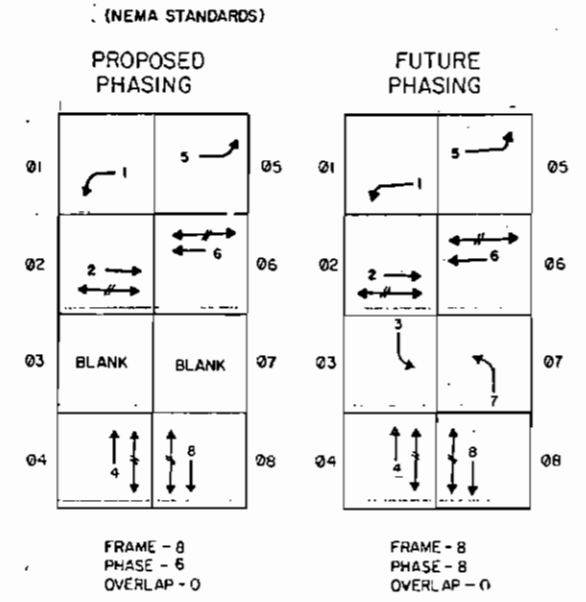
--CONDUIT-SCHEDULE

#-SIZE	#-SIZE	#-SIZE	#-SIZE
1 1-2 1/2"	11 1-2"		
2 2-3", 2-3 1/2"	12 1-2"		
3 1-3"	13 1-2"		
4 2-2", 1-3"	14 1-2 1/2", 1-3"		
5 1-2"	15 2-2", 1-3"		
6 1-2"	16 1-2"		
7 1-2"	17 1-3"		
8 1-2"	18 2-2", 1-3"		
9 3-2", 1-3"	19 1-2"		
10 1-2"	20 1-2"		

AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 7/22/90

PHASE SEQUENCE DIAGRAM



GENERAL NOTES

- ILLUMINATION CONDUIT AND CABLE WILL BE INSTALLED AT THIS INTERSECTION AND BE INCLUDED AS PART OF THE 660(3) HIGHWAY LIGHTING SYSTEM PAY ITEM. THE CONDUIT MAY NOT BE SHOWN ON THIS PLAN SHEET. SEE ILLUMINATION PLANS FOR DETAILS.
- INSTALLATION OF LUMINAIRE FIXTURES ON COMBINATION MAST ARM POLES SHALL BE INCLUDED AS PART OF THE 660(3) HIGHWAY LIGHTING SYSTEM PAY ITEM.
- ALL SIGNS SHOWN ON THE MAST ARMS OR MAST ARM POLES SHALL BE INCLUDED AS PART OF THE 615 STANDARD SIGNS PAY ITEM.
- CONDUIT, CABLE, AND INSTALLATION OF OPTICOM DETECTION SHALL BE INCLUDED AS PART OF THE 660(1) TRAFFIC SIGNAL SYSTEM PAY ITEM, INCLUDING THE PORTIONS SHOWN ON THE ILLUMINATION PLAN SHEETS.
- CONDUIT ALONG CUSHMAN STREET AND ALONG 23RD AVENUE SHALL BE INSTALLED UNDER THE EXISTING SIDEWALK. THE RIGHT-OF-WAY LINE IS AT THE BACK OF SIDEWALK, EXCEPT WHERE THE SIGNAL POLES ARE LOCATED.

CONSTRUCTION NOTES

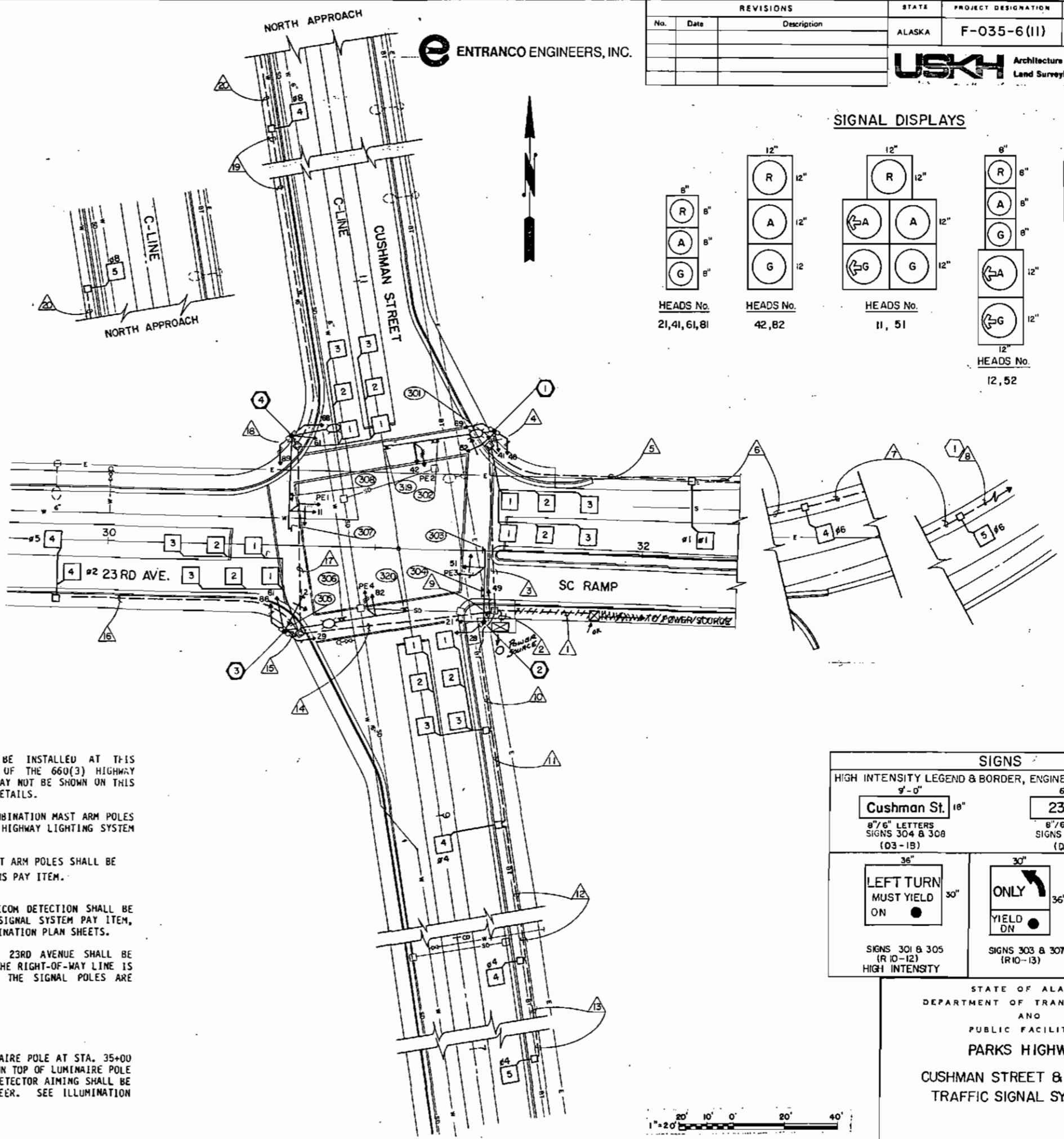
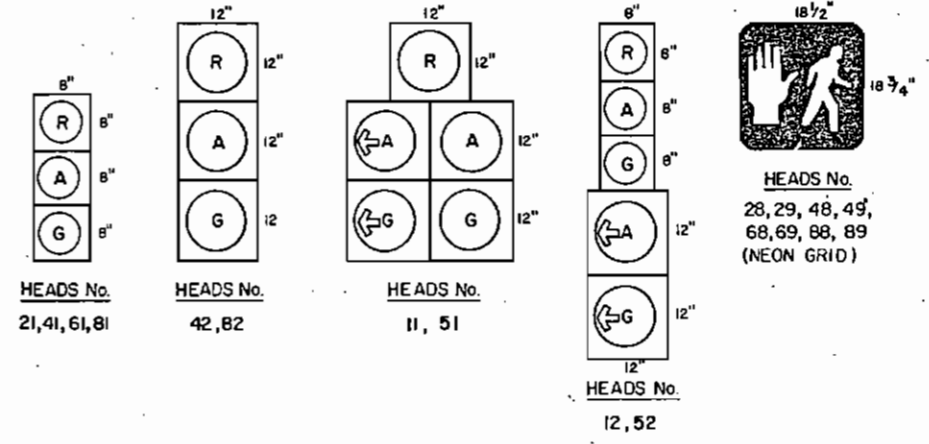
- EXTEND CONDUIT AND OPTICOM CABLE TO LUMINAIRE POLE AT STA. 35+00 RT. INSTALL AUXILIARY OPTICOM DETECTOR ON TOP OF LUMINAIRE POLE AT NOMINAL MOUNTING HEIGHT OF 20 FEET. DETECTOR AIMING SHALL BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER. SEE ILLUMINATION PLANS FOR ROUTING OF CONDUIT.

ENTRANCO ENGINEERS, INC.

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T20	148

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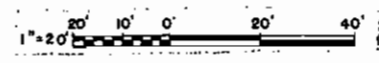
SIGNAL DISPLAYS



SIGNS

HIGH INTENSITY LEGEND & BORDER, ENGINEERING BACKGROUND	
Cushman St. 18"	23rd Ave. 18"
8"/6" LETTERS SIGNS 304 & 308 (Q3-1B)	8"/6" LETTERS SIGNS 302 & 306 (Q3-1B)
LEFT TURN MUST YIELD ON	ONLY YIELD ON ONLY
SIGNS 301 & 305 (R10-12) HIGH INTENSITY	SIGNS 303 & 307 (R10-13)
	SIGNS 309 & 320 (R3-5L)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
CUSHMAN STREET & 23RD AVE.
TRAFFIC SIGNAL SYSTEM



WIRING DIAGRAM NOTES:

- PWR = POWER
ILL = ILLUMINATION
- SEE ILLUMINATION PLAN SHEETS FOR ROUTING OF CABLE FROM LOAD-CENTER.

CONDUCTOR QUANTITIES*

CONDUCTOR SIZE	DESCRIPTION	LINEAR FEET
5c #14	SIGNAL	680
7c #14	SIGNAL, PED. SIGNAL	1010
2c #14	PED. PUSH BUTTON	870
OPTICOM CABLE	PRE-EMP. SENSORS	800
2c #12	LOOP DETECTOR/ LEAD-IN	3190
2c #4	SERVICE	.40

*DOES NOT INCLUDE SLACK CABLE IN STRUCTURES. VERTICAL RUNS IN STRUCTURES, OR HORIZONTAL RUNS IN MAST ARMS.

CONDUIT QUANTITIES*

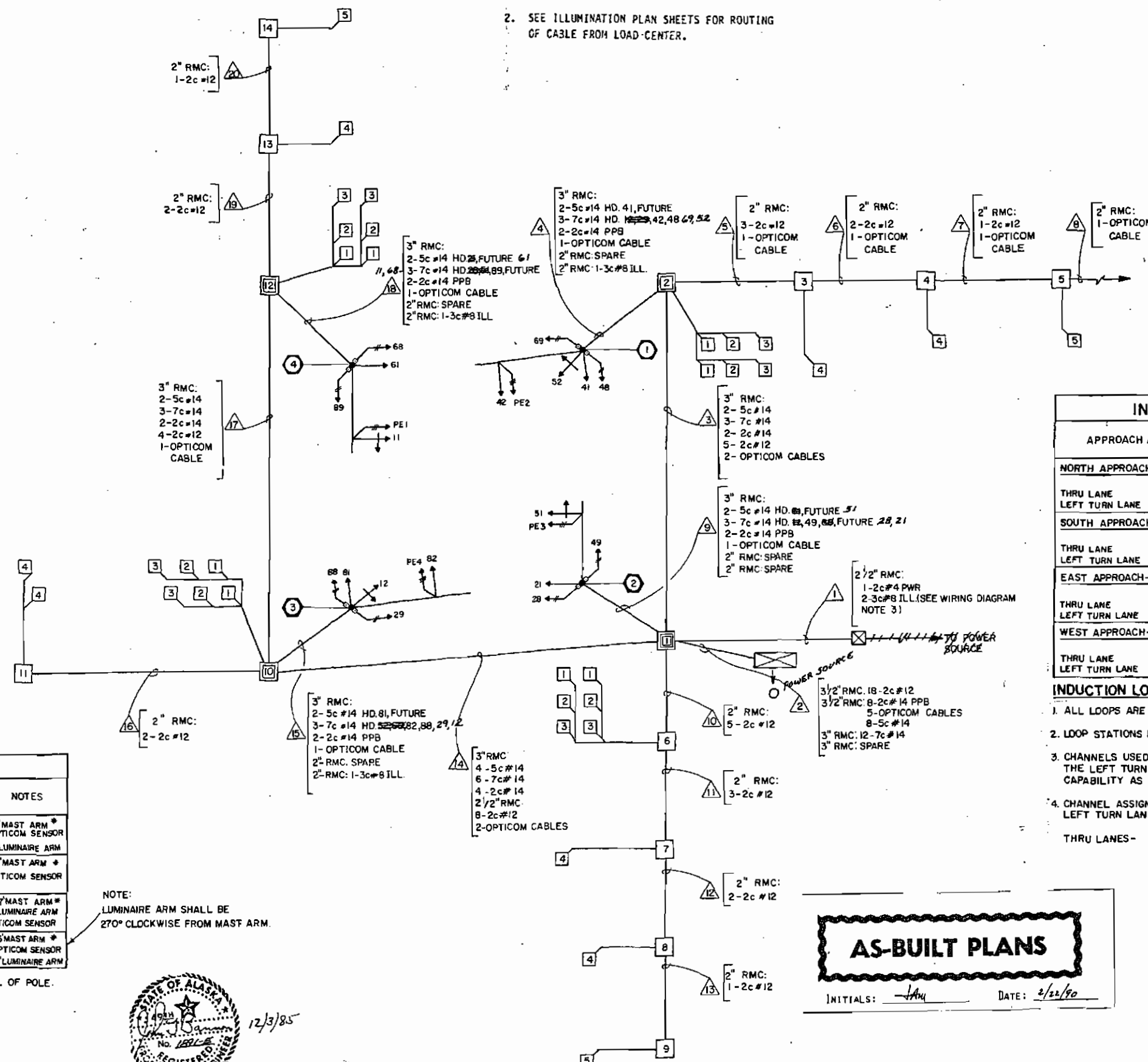
CONDUIT SIZE	DESCRIPTION	LINEAR FEET
	RIGID METAL CONDUIT	
	RIGID METAL CONDUIT	
	RIGID METAL CONDUIT	
2"	RIGID METAL CONDUIT	1110
2 1/2"	RIGID METAL CONDUIT	110
3"	RIGID METAL CONDUIT	270
3 1/2"	RIGID METAL CONDUIT	20

*DOES NOT INCLUDE SWEEPS INTO J-BOX

PREEMPTION NOTES:

THE FOLLOWING NOTES SHALL DETERMINE THE SIGNAL INDICATIONS DURING PREEMPTION CLEARANCE INTERVALS.

- ALL MOVEMENTS WILL BE DISPLAYED ALONE UNLESS NON-CONFLICTING MOVEMENT HAS DEMAND.
- IF A SIGNAL IS "G" OR "G", AND WILL REMAIN "G" OR "G" DURING THE NEXT PHASE, IT SHALL BE "G" OR "G" DURING THE CLEARANCE INTERVAL.
- IF A SIGNAL IS "G" OR "G" AND WILL BECOME "R" DURING THE NEXT PHASE, IT SHALL BE "A" OR "A" DURING THE CLEARANCE INTERVAL.
- IF A SIGNAL IS "R", AND WILL REMAIN "R" OR BECOME "G" OR "G" DURING THE NEXT PHASE, IT SHALL BE "R" DURING THE CLEARANCE INTERVAL.
- IF A PEDESTRIAN IS "W" AND WILL REMAIN "W" DURING THE NEXT PHASE, IT SHALL BE "W" DURING THE CLEARANCE INTERVAL.
- IF A PEDESTRIAN SIGNAL IS "W" AND WILL BECOME "DW" DURING THE NEXT PHASE, IT SHALL BE "FDW" DURING THE CLEARANCE INTERVAL.
- IF A PEDESTRIAN SIGNAL IS "DW" AND WILL REMAIN "DW" OR BECOME "W" DURING THE NEXT PHASE, IT SHALL BE "DW" DURING THE CLEARANCE INTERVAL.



INDUCTION LOOP SCHEDULE

APPROACH / LANE	LOOP STATIONING					NO. CHANNELS
	1	2	3	4	5	
NORTH APPROACH - CUSHMAN						
THRU LANE	10+43	10+58	10+73	12+24	13+19	3
LEFT TURN LANE	10+43	10+58	10+73	-	-	1
SOUTH APPROACH - CUSHMAN						
THRU LANE	9+67	9+52	9+37	7+86	6+91	3
LEFT TURN LANE	9+67	9+52	9+37	8+93	-	2
EAST APPROACH - 23RD AVE.						
THRU LANE	31+46	31+61	31+76	33+27	34+22	3
LEFT TURN LANE	31+46	31+61	31+76	32+20	-	2
WEST APPROACH - 23RD AVE.						
THRU LANE	30+64	30+50	30+34	29+90	-	2
LEFT TURN LANE	30+67	30+42	30+27	29+83	-	2

INDUCTION LOOP NOTES:

- ALL LOOPS ARE 6' x 6' WITH 3 TURNS.
- LOOP STATIONS REFER TO THE EDGE CLOSEST TO THE INTERSECTION.
- CHANNELS USED FOR LOOPS 1-3 OF THRU LANES AND LOOPS 1-4 OF THE LEFT TURN LANES SHALL HAVE DELAY AND EXTENSION TIMING CAPABILITY AS DESCRIBED IN THE SPECIAL PROVISIONS.
- CHANNEL ASSIGNMENTS:
LEFT TURN LANES - CH.#1 LOOPS 1-3 (IN SERIES)
CH.#2 LOOP 4
THRU LANES - CH.#1 LOOPS 1-3 (IN SERIES)
CH.#2 LOOP 4
CH.#3 LOOP 5

POLE SCHEDULE

POLE No.	STATION	SIGNALS		PED. SIGNALS		PPB #	SIGNS			NOTES
		HEAD	MOUNTING	HEAD	MOUNTING		#	SIZE	LOCATION	
1	C.10+35 42' RT.	52	S-2	69	SW2	6	302	72" x 18"	24' EOA	42' MAST ARM * OPTICOM SENSOR 6' LUMINAIRE ARM
		41	PLUMBIZER	48	SW2	4	301	36" x 30"	SOP	
		42					319	30" x 36"	1' EOA	
2	SC31+41 26' RT.	51	PLUMBIZER	49	SW2	4	303	30" x 36"	1' EOA	27' MAST ARM * OPTICOM SENSOR
		21		28	SW2	2	304	108" x 18"	15' EOA	
3	C.9+76 47' LT.	81	S-2	29	SW2	2	306	72" x 18"	24' EOA	47' MAST ARM * 15' LUMINAIRE ARM OPTICOM SENSOR
		82	PLUMBIZER	86	SW2	8	308	36" x 30"	SOP	
		12					320	30" x 36"	1' EOA	
4	SC30+67 41' LT.	61	S-1	68	SW2	6	307	30" x 36"	1' EOA	35' MAST ARM * OPTICOM SENSOR 15' LUMINAIRE ARM
		11	PLUMBIZER	89	SW2	8	308	108" x 18"	13' EOA	

NOTE: LUMINAIRE ARM SHALL BE 270° CLOCKWISE FROM MAST ARM.

* SIGNAL MAST ARM LENGTHS ASSUME SIMPLEX ATTACHMENT ONE FOOT FROM C OF POLE. TENONS SHALL BE PROVIDED AS FOLLOWS:
POLE # 1: 1' EOA, 7' EOA, 13' EOA
POLE # 2: 1' EOA, 7' EOA, 13' EOA
POLE # 3: 1' EOA, 7' EOA, 13' EOA
POLE # 4: 1' EOA, 7' EOA, 13' EOA

** EOA = DISTANCE FROM END OF ARM; SOP = SIDE OF POLE
EDGE OF D2-18 SIGNS SHALL BE 1' FROM SOP



AS-BUILT PLANS

INITIALS: *JAY* DATE: 2/22/90

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
CUSHMAN STREET & 23RD AVE.
TRAFFIC SIGNAL SYSTEM

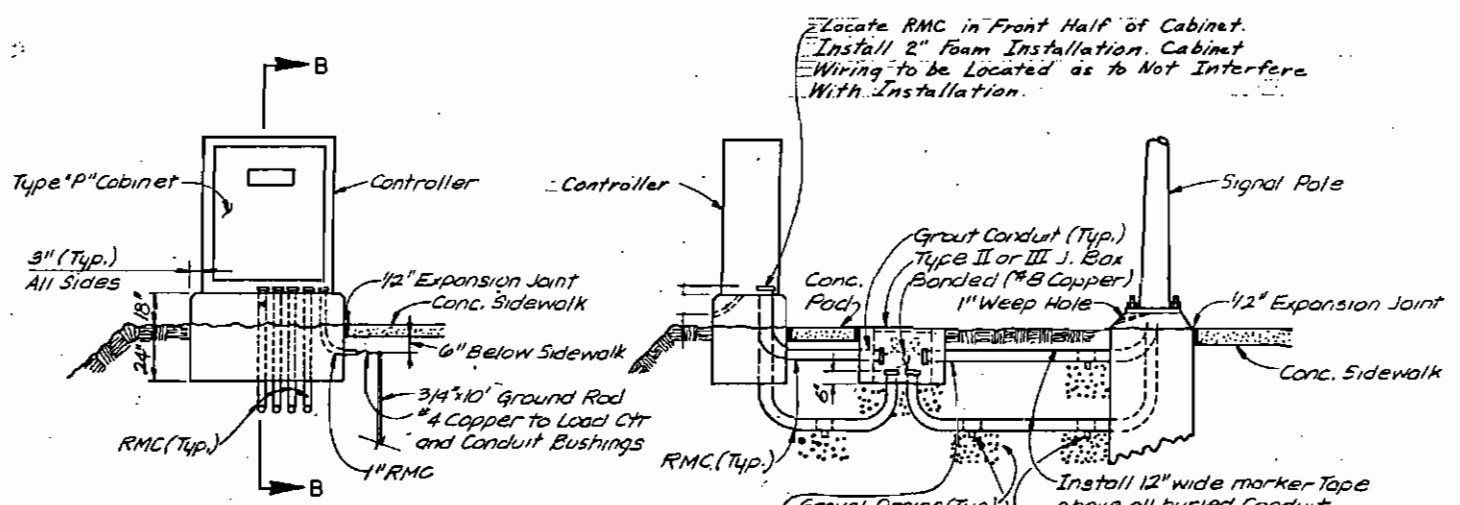
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	T 22	165

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e ENTRANCO ENGINEERS, INC.

AS-BUILT PLANS

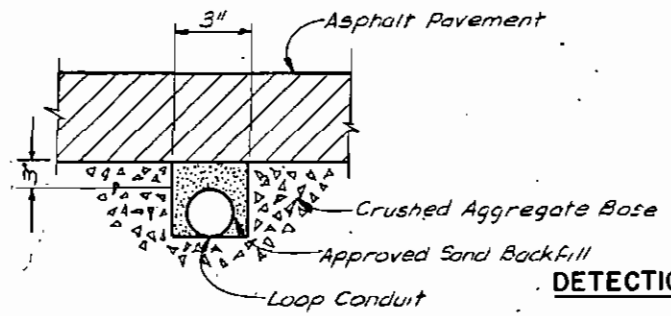
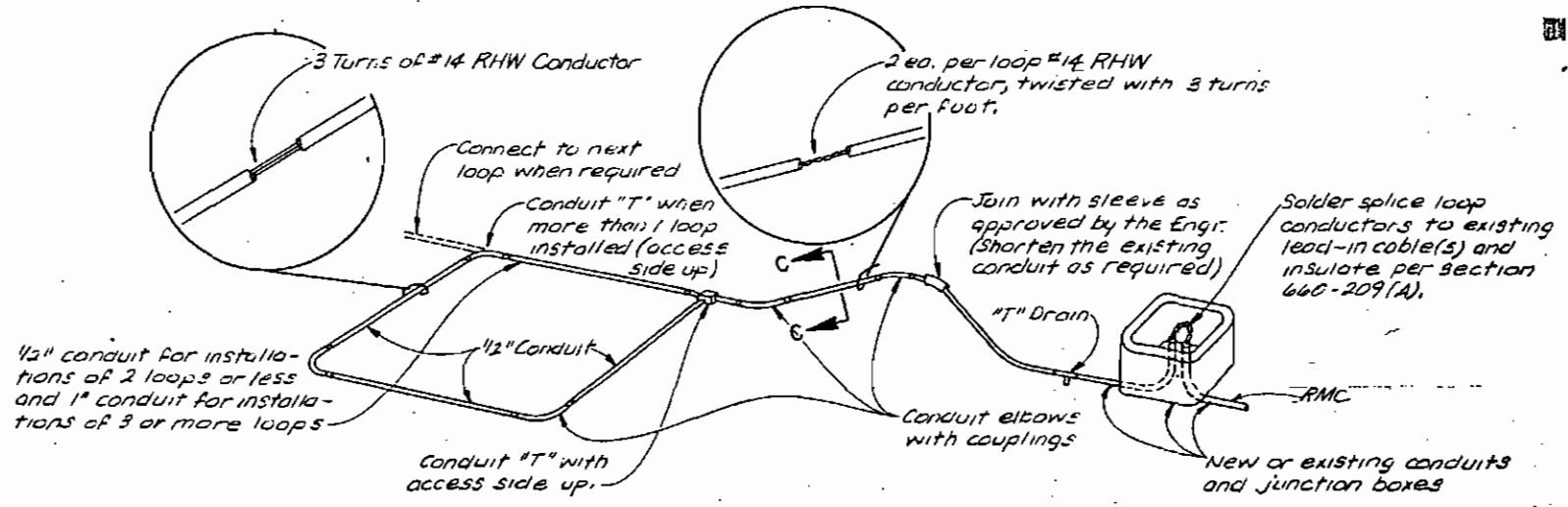
INITIALS: *JFM* DATE: 2/24/90



Notes:
 1. Depress J-Boxes 1/4" in sidewalks, 1" in original ground, and 1/2" in paved areas.
 2. All exposed foundation edges shall have 3/4" chamfer

TRAFFIC SIGNAL CONTROLLER

SECTION B-B



DETECTION LOOP DETAILS

SECTION C-C

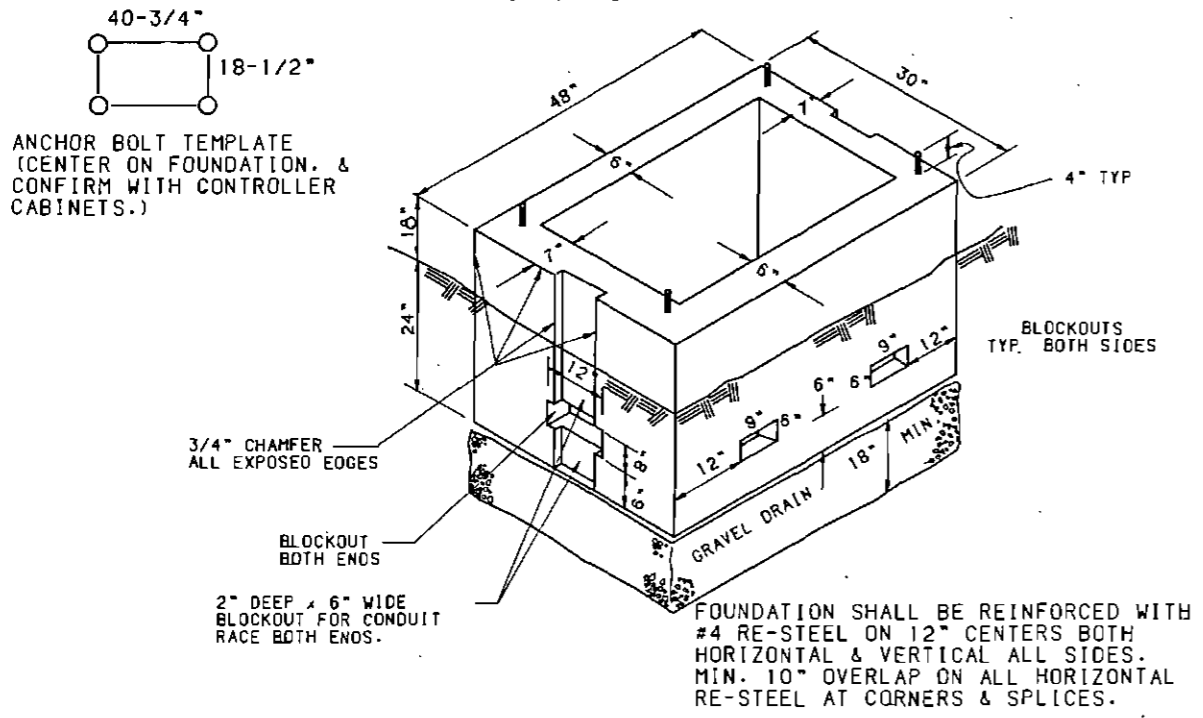
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 PARKS HIGHWAY
 TRAFFIC LOOPS/CONTROLLER

REVISIONS			STATE	PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	T 23	48

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ENTRANCO ENGINEERS, INC.

PRECAST CONTROLLER FOUNDATION

NOT TO SCALE (FOR TYPE "P" CABINET)



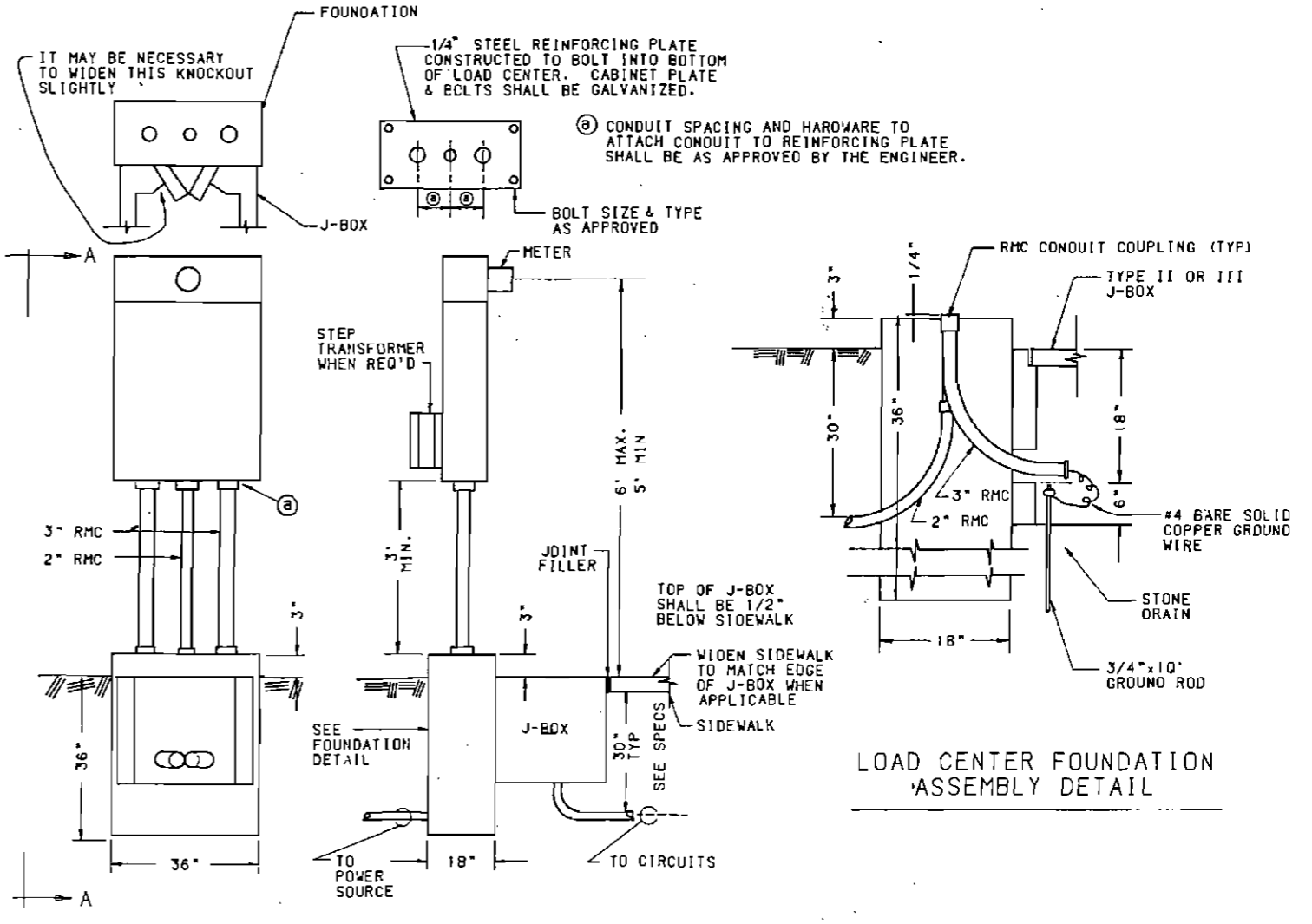
- COMPACT GRAVEL DRAIN PRIOR TO INSTALLING FOUNDATION. INSTALL FOUNDATION LEVEL & COMPACT BACKFILL AS APPROVED BY THE ENGINEER.
1. THERE SHALL BE A MINIMUM OF 2" OF CONCRETE COVER FOR ALL REBAR & ANCHOR BOLTS.
 2. ANCHOR BOLTS SHALL BE 3/4"x12"x4" GALVANIZED, TOP 6" THREADED & AS APPROVED BY THE ENGINEER. THEY SHALL BE HELD IN PLACE DURING CASTING WITH AN APPROVED TEMPLATE. EACH BOLT SHALL BE FURNISHED WITH A NUT & FLAT WASHER.
 3. ALL CONCRETE SHALL BE CLASS A.
 4. ALL BLOCKOUTS, EXCEPT FOR THE VERTICAL CONDUIT RACES SHALL BE GROUTED FULL INCLUDING THOSE USED FOR CONDUIT.
 5. ALL CONDUITS SHALL EXTEND 4" ABOVE THE TOP OF FOUNDATION.



LOAD CENTER

NOT TO SCALE

THESE DETAILS MODIFY STANDARD DRAWINGS L-20.00 & T-33.00



SECTION A-A

LOAD CENTER ON CONDUIT WITH UNDERGROUND SERVICE

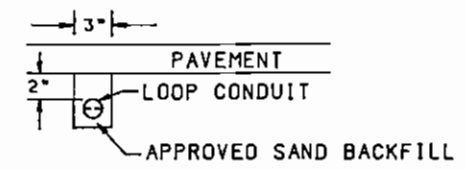
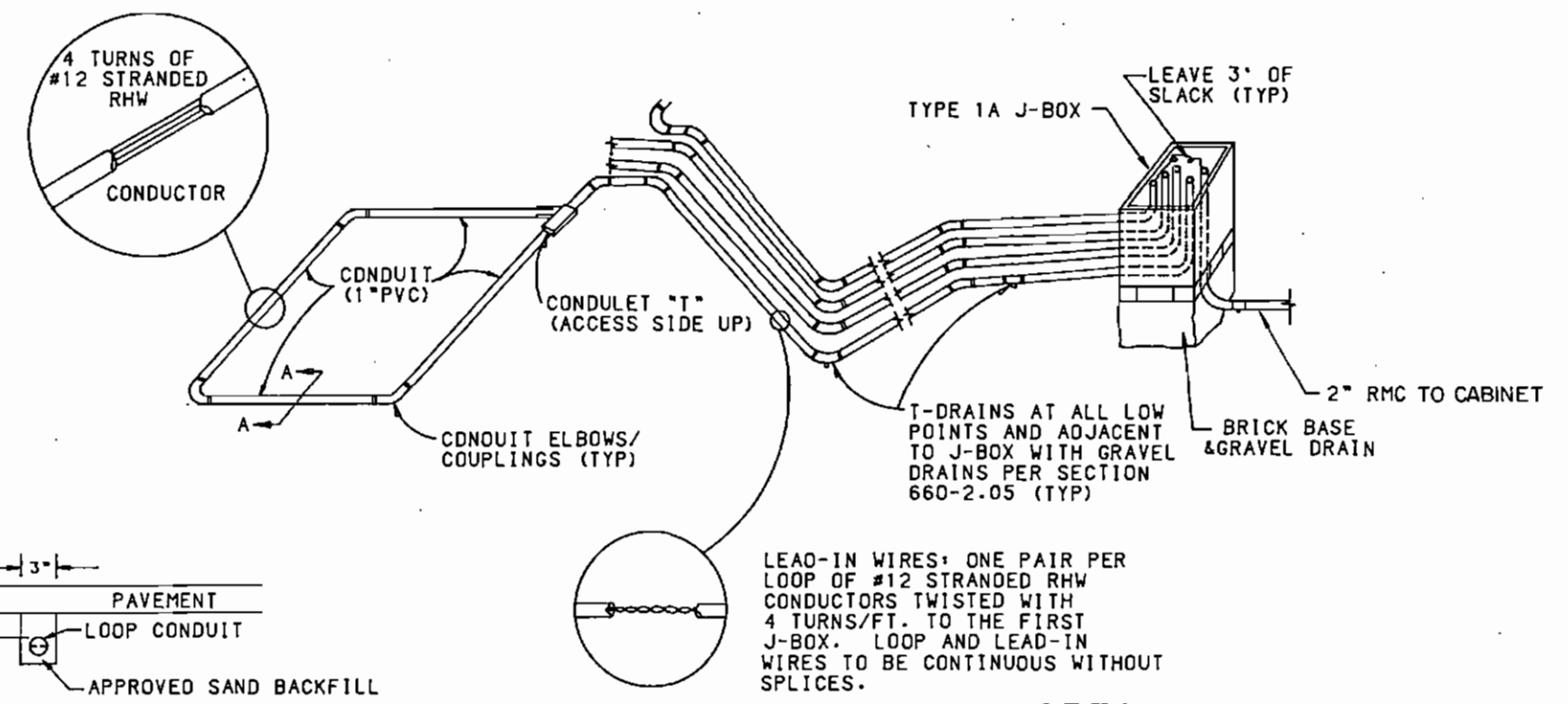
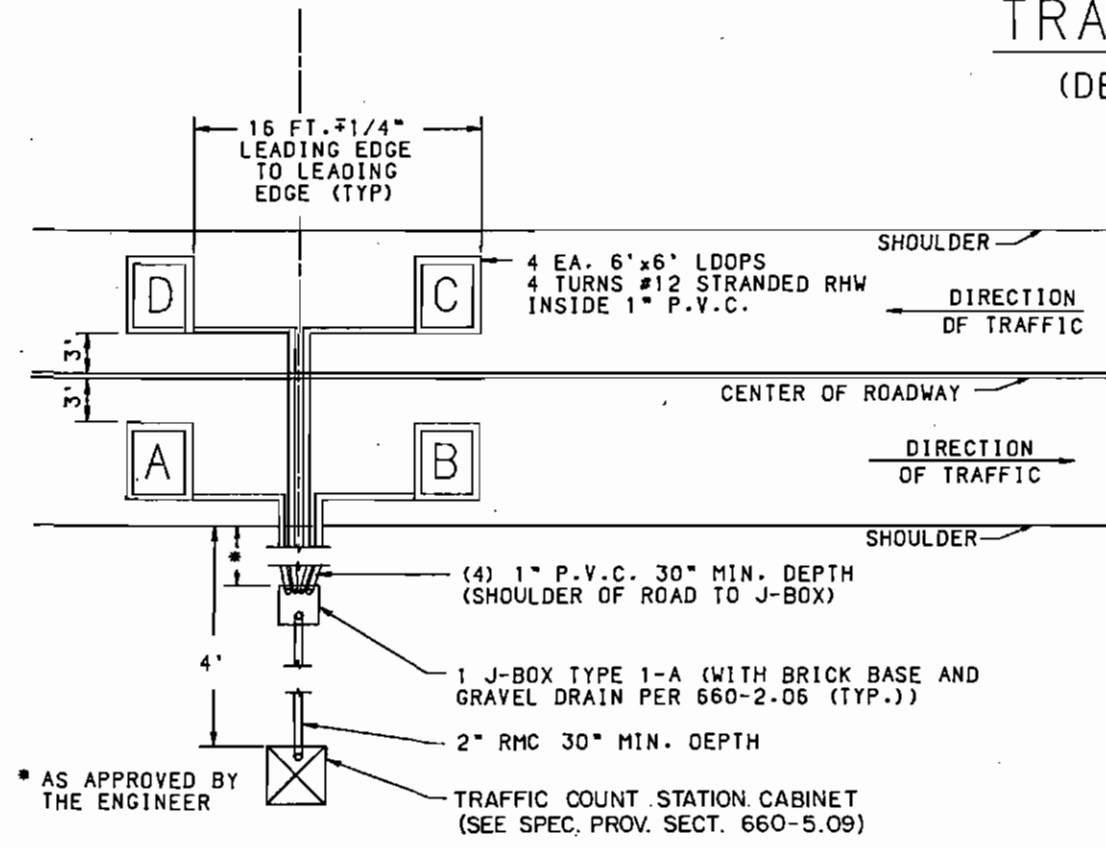
AS-BUILT PLANS
INITIALS: *John* DATE: 2/22/90

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
LOAD CENTER
AND
CONTROLLER FOUNDATION DETAILS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6-(111)	1986	T24	140/167
CAOD REFERENCE NUMBER		86078, MASTER34		

TRAFFIC COUNT STATION

(DETECTION FOR CONTROL SITE)



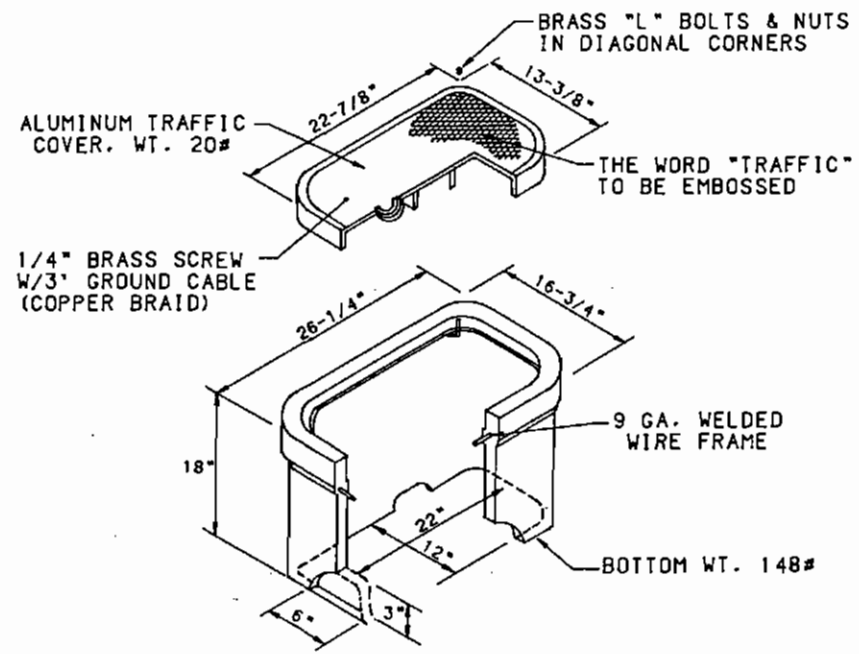
SECTION A-A

NOTES

1. LEAD-IN WIRES FOR EACH LOOP SHALL BE IN SEPARATE CONDUITS TO THE FIRST J-BOX. THESE CONDUITS SHALL BE SEPARATED BY A MINIMUM OF 6 INCHES.
2. INSTALL 6" WIDE MARKER TAPE 1 FT. BELOW SURFACE OVER EACH CONDUIT NOT LOCATED UNDER PAVEMENT.
3. LOCATE ALL UNDERGROUND UTILITIES, INCLUDING FUEL LINES, GAS TANKS, CABLES, ETC. PRIOR TO INSTALLATION OF SYSTEM.
4. ALL LOOP CONDUIT & FITTINGS SHALL BE RIGID PVC WITH SOLVENT WELDED CONNECTIONS, INCLUDING ALL CONDUIT TO THE FIRST J-BOX.
5. J-BOXES SHALL BE LOCATED AWAY FROM DRAINAGE COLLECTION POINTS SUCH AS DITCHES. THE TOP OF J-BOXES SHALL BE DEPRESSED 2" BELOW THE SURROUNDING GROUND.

TYPE I-A JUNCTION BOX DETAIL

FOG TITE OR APPROVED EQUAL NDT TO SCALE



NOTES

1. THE LEAD-IN CABLES SHALL BE SOLDER SPLICED TO THE LOOP LEAD-IN WIRES AT THE 1ST J-BOX. THE SPLICES SHALL BE WATERPROOF AS PER SPECIFICATIONS 660-2.09 (A) AFTER SPLICING AND BEFORE INSTALLING THE CABLES IN CONDUITS, THE CONTRACTOR SHALL ALLOW THE ENGINEER TO VERIFY THAT THE FOUR LEAD-IN CABLES ARE OF THE SAME LENGTH. AFTER THE LEAD-IN CABLES HAVE BEEN INSTALLED IN THE CONDUITS WITH 3 FT. OF SLACK IN THE J-BOX, THE FOUR CABLES SHALL BE SHORTENED TO THE SAME AMOUNT, AS REQUIRED TO LEAVE 5 FT. OF SLACK IN THE CABINET, WHERE THEY SHALL BE BANDOED AND CONNECTED TO THE STATE FURNISHED CONNECTOR. THE LEAD-IN CABLES SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE FIRST J-BOX TO THE CONNECTOR.
2. LOOPS SHALL BE INSTALLED IMMEDIATELY PRIOR TO PAVING THIS SECTION OF ROADWAY. THE LOOPS SHALL BE INSTALLED CAREFULLY TO MEET THE SEPARATION REQUIREMENTS AS SHOWN. THE CONTRACTOR SHALL TEST ALL LOOPS AND LEAD-INS BY MEGGERING AND CONTINUITY TESTS PER SECTION 660-2.14. FIELD TESTS 1 AND 3 WITH WRITTEN RESULTS FURNISHED TO THE ENGINEER.
3. ALL LOOPS SHALL BE WOUND IN THE SAME DIRECTION WITH THE STARTING LEAD MARKED "S" PER SECTION 660-2.08.
4. EACH PAIR OF LEAD-IN CONDUCTORS FROM LOOPS TO JUNCTION BOXES SHALL HAVE IDENTIFICATION BANDS PER SECTION 660-2.08. THE LEAD-IN CABLES SHALL ALSO BE BANDOED AT THE CABINET WITH THE LOOP LETTERS.
5. GRAVEL DRAIN MATERIAL SHALL BE COARSE CONCRETE AGGREGATE OR AS APPROVED BY THE ENGINEER.
6. BOLT THE CABINET TO THE POST USING 4-3/8"x3" LAG SCREWS WITH FLAT WASHERS. THE HOLES SHALL BE PREDRILLED. THE BOLTS AND WASHERS SHALL BE GALVANIZED.

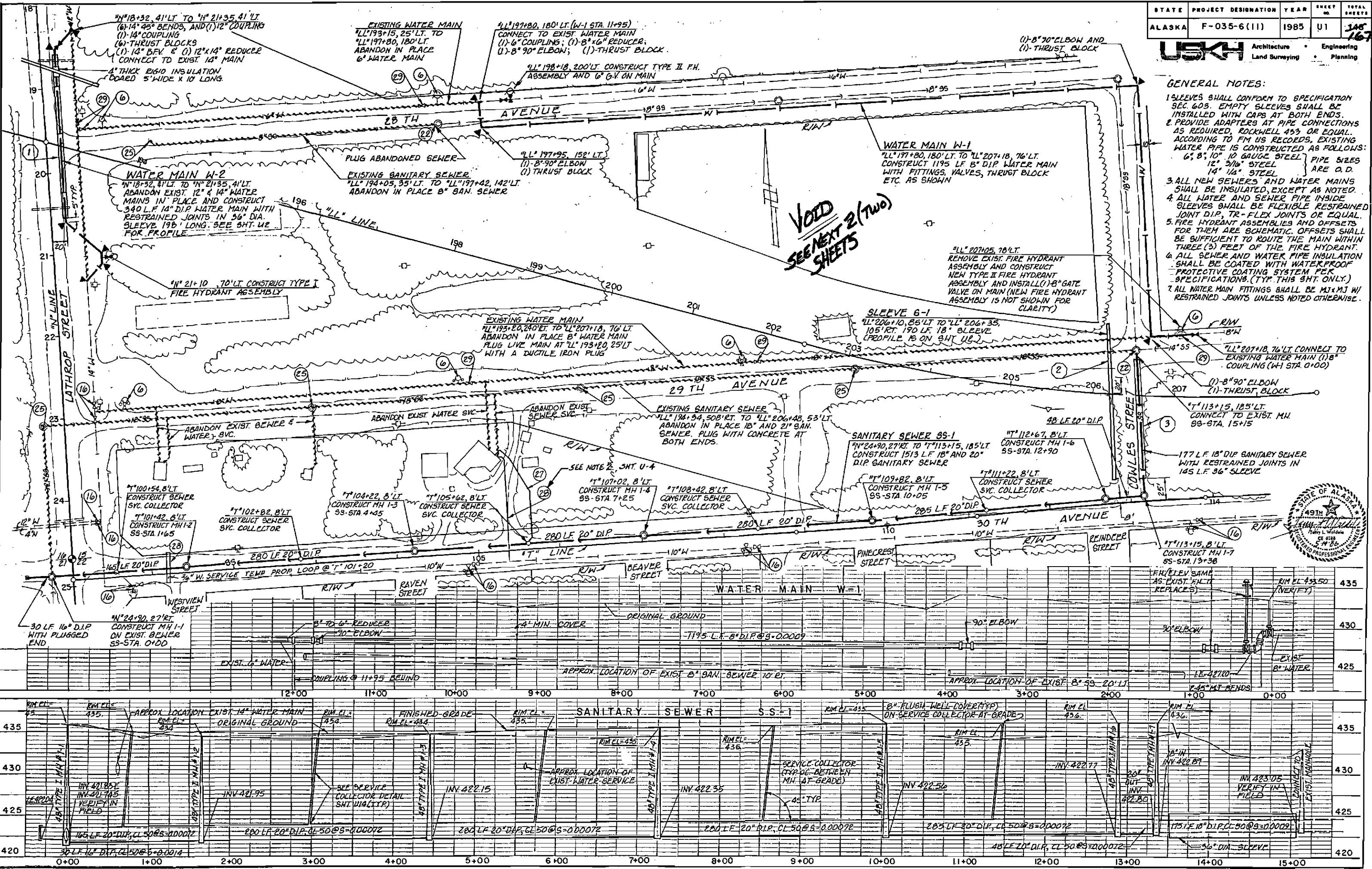
AS-BUILT PLANS

INITIALS: *JAM* DATE: 2/22/90



- GENERAL NOTES:**
1. SLEEVES SHALL CONFORM TO SPECIFICATION SEC. 603. EMPTY SLEEVES SHALL BE INSTALLED WITH CAPS AT BOTH ENDS.
 2. PROVIDE ADAPTERS AT PIPE CONNECTIONS AS REQUIRED. ROCKWELL 453 OR EQUAL. ACCORDING TO FM US RECORDS, EXISTING WATER PIPE IS CONSTRUCTED AS FOLLOWS:
6", 8", 10" 10 GAUGE STEEL PIPE SIZES
12" 3/16" STEEL
14" 1/4" STEEL
 3. ALL NEW SEWERS AND WATER MAINS SHALL BE INSULATED, EXCEPT AS NOTED.
 4. ALL WATER AND SEWER PIPE INSIDE SLEEVES SHALL BE FLEXIBLE RESTRAINED JOINT D.I.P. TR-FLEX JOINTS OR EQUAL.
 5. FIRE HYDRANT ASSEMBLIES AND OFFSETS FOR THEM ARE SCHEMATIC. OFFSETS SHALL BE SUFFICIENT TO ROUTE THE MAIN WITHIN THREE (3) FEET OF THE FIRE HYDRANT.
 6. ALL SEWER AND WATER PIPE INSULATION SHALL BE COATED WITH WATERPROOF PROTECTIVE COATING SYSTEM PER SPECIFICATIONS (TYP. THIS SHT. ONLY).
 7. ALL WATER MAIN FITTINGS SHALL BE M.J. W/ RESTRAINED JOINTS UNLESS NOTED OTHERWISE.

**VOID
SEE NEXT 2 (TWO)
SHEETS**

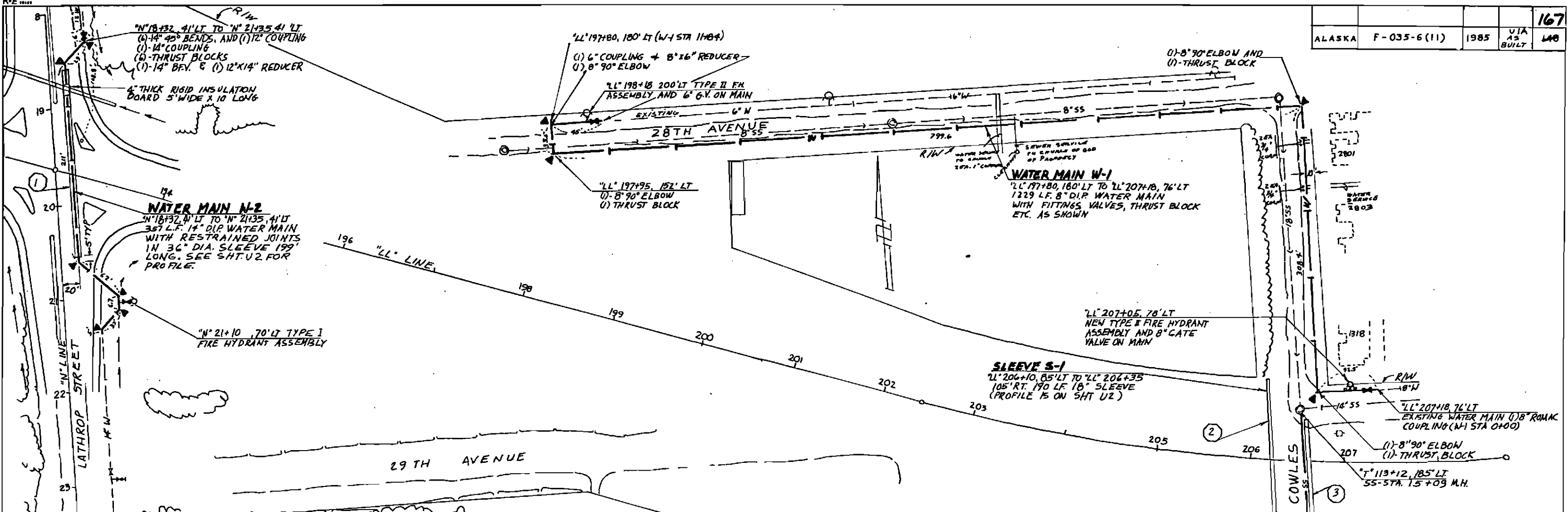


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PROFILE	DATE
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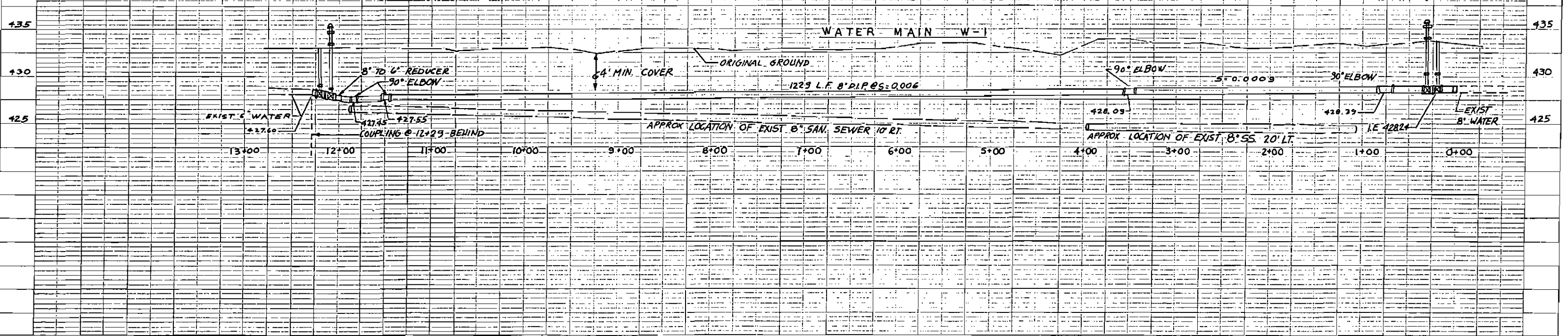


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AS-BUILT PLANS
 INITIALS: JAM DATE: 2/22/90



- GENERAL NOTES:**
1. SLEEVES CONFORM TO SPECIFICATION SEC 603. EMPTY SLEEVES INSTALLED WITH CAPS AT BOTH ENDS.
 2. ADAPTERS PROVIDED AT PIPE CONNECTIONS AS REQUIRED. ROCKWELL 433 OR EQUAL. ACCORDING TO FM US RECORDS, EXISTING WATER PIPE IS CONSTRUCTED AS FOLLOWS:
 6" 8" 10" 10 GAUGE STEEL PIPE SIZES
 12" 3/16" STEEL ARE O.D.
 14" 1/4" STEEL
 3. ALL NEW SEWERS AND WATER MAINS ARE INSULATED, EXCEPT AS NOTED.
 4. ALL WATER AND SEWER PIPE INSIDE SLEEVES ARE FLEXIBLE RESTRAINED JOINT D.I.P. TR-FLEX JOINTS.
 5. FIRE HYDRANT ASSEMBLIES AND OFFSETS FOR THEM ARE SCHEMATIC. OFFSETS SHALL BE SUFFICIENT TO ROUTE THE MAIN WITHIN THREE (3) FEET OF THE FIRE HYDRANT.
 6. ALL SEWER AND WATER PIPE INSULATION ARE COATED WITH WATER PROOF PROTECTIVE COATING SYSTEM PER SPECIFICATIONS. (TYP THIS SHT. ONLY)
 7. ALL WATER MAIN FITTINGS ARE M.J. X.M.J. W/ RESTRAINED JOINTS UNLESS NOTED OTHERWISE.
 8. ALL VALVE ENDS ARE FLANGED.

WATER MAIN W-2
 N°10132, 4' LT TO N°21+35, 4' LT.
 357 L.F. 14" DIP WATER MAIN WITH RESTRAINED JOINTS IN 36" DIA. SLEEVE 199' LONG. SEE SHT U2 FOR PROFILE.

WATER MAIN W-1

SLEEVE S-1
 LL°206+10, 85' LT TO LL°206+35, 105' RT 190 LF 18" SLEEVE (PROFILE B ON SHT U2.)

SANITARY SEWER SS-1
 N°124+90, 27 RT TO T°113+12, 185' LT 1509 LF 18" AND 20" D.I.P. SANITARY SEWER

T°112+69, 8' LT
 MH 1-6
 SS-STA 12+87

T°111+34, 8' LT
 SEWER SVC COLLECTOR

T°113+12, 185' LT
 MH SS STA. 12+90
 174 LF 18" DIP SANITARY SEWER WITH RESTRAINED JOINTS 2 FT. AWAY FROM 140 LF 36" SLEEVE

T°100+65, 8' LT
 SEWER SVC COLLECTOR

T°101+39, 8' LT
 MH 1-2
 SS-STA 14+62

T°102+90, 8' LT
 SEWER SVC COLLECTOR

T°104+19, 8' LT
 MH 1-3
 SS-STA 4+42

T°105+71, 8' LT
 SEWER SVC COLLECTOR

T°106+99, 8' LT
 MH 1-4
 SS-STA 7+22

T°108+50, 8' LT
 SEWER SVC COLLECTOR

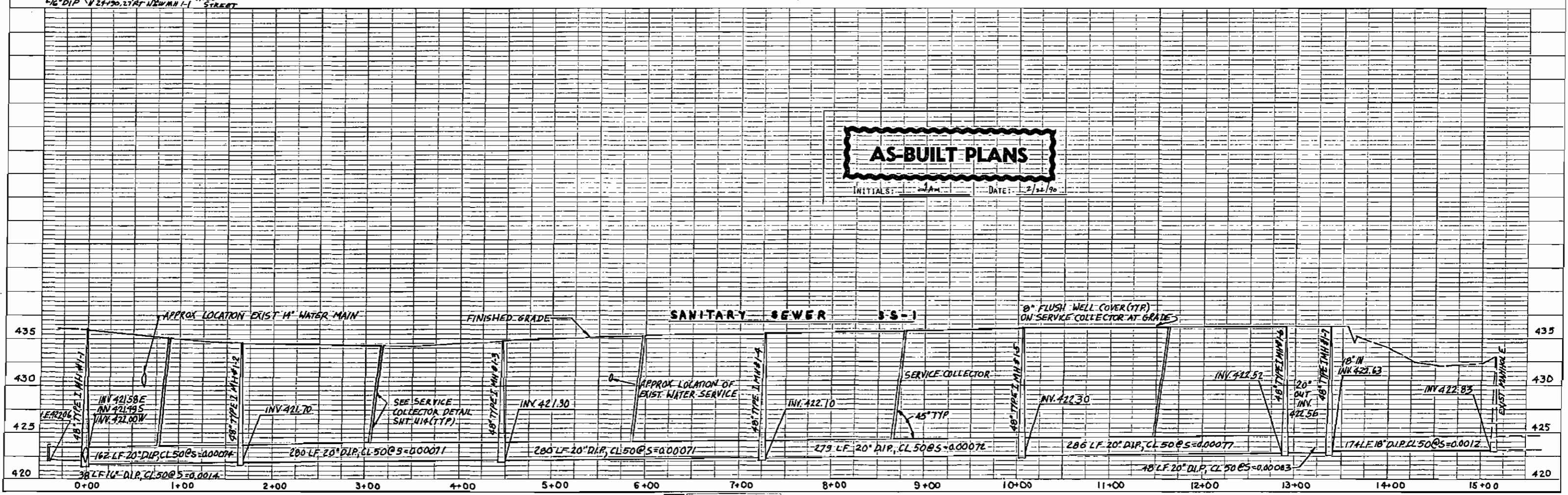
T°109+78, 8' LT
 MH 1-5
 SS-STA 10+01

T°111+34, 8' LT
 SEWER SVC COLLECTOR

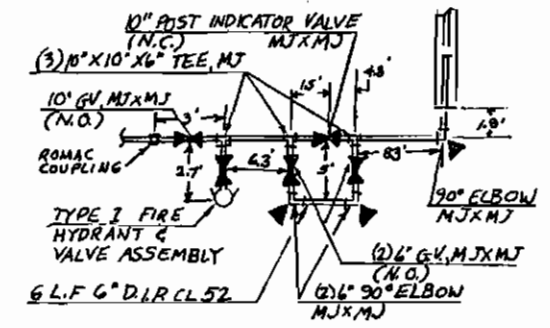
T°113+12, 8' LT
 MH 1-7
 SS-STA 13+35

AS-BUILT PLANS

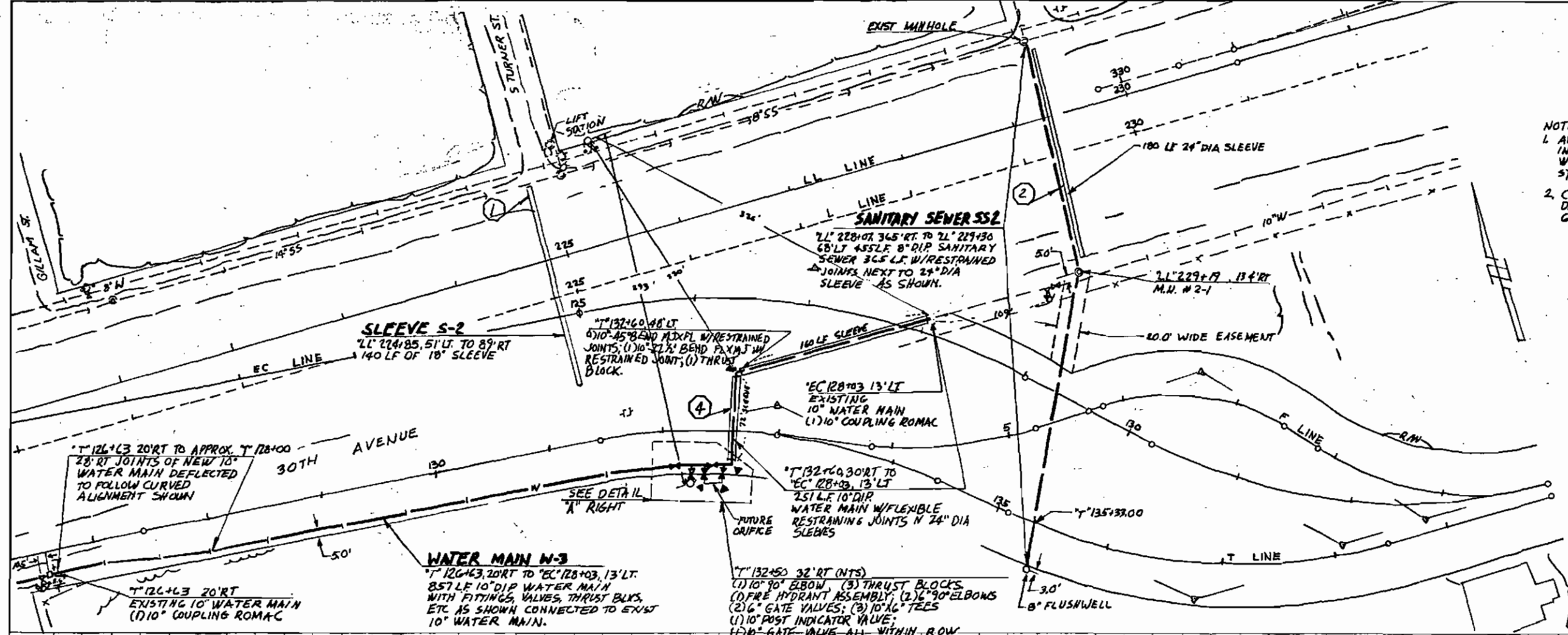
INITIALS: JAM DATE: 2/22/90



NOTES THIS SHEET:
 1. ALL WATER AND SEWER PIPE INSULATION COATED WITH WATERPROOF PROTECTIVE COATING SYSTEM PER SPECIFICATIONS
 2. CONTRACTOR SUBMITTED SHOP DRAWINGS IN ACCORDANCE WITH G28-1.03 FOR DETAIL "A"

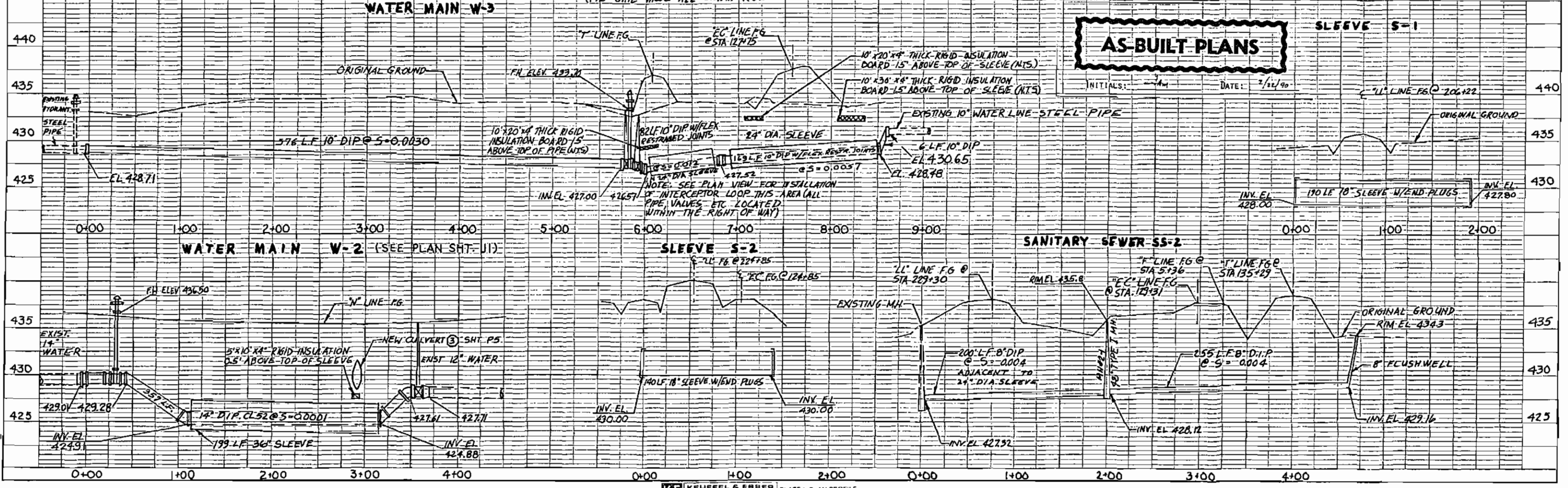


NOTE: ALL MECHANICAL JOINTS HAVE JOINT RESTRAINTS.
 NO = NORMALLY OPEN
 NC = NORMALLY CLOSED
 DETAIL "A"
 NTS.



AS-BUILT PLANS

INITIALS: [Signature] DATE: 2/22/90



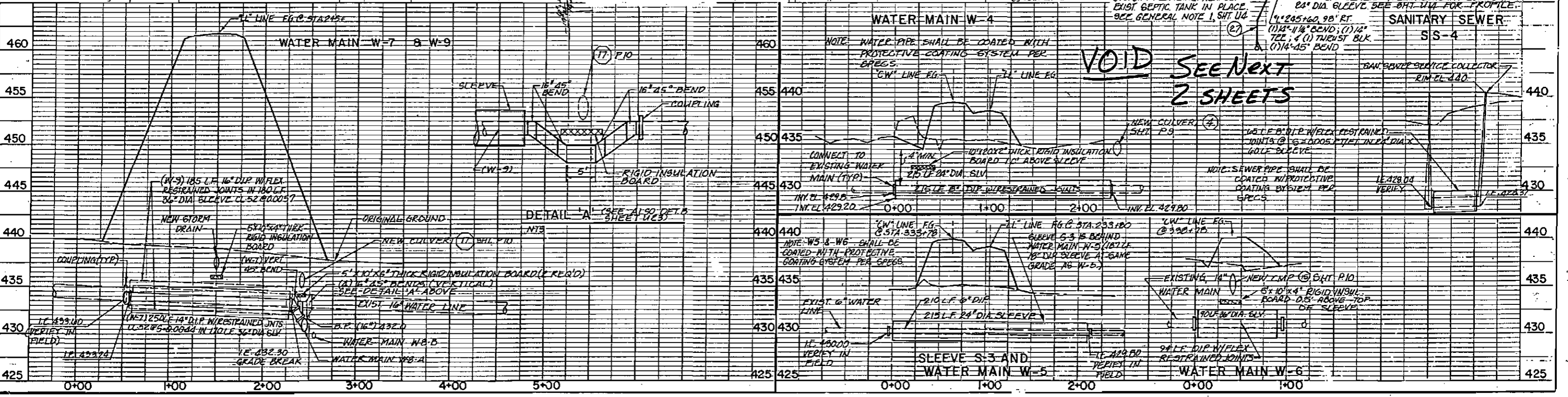
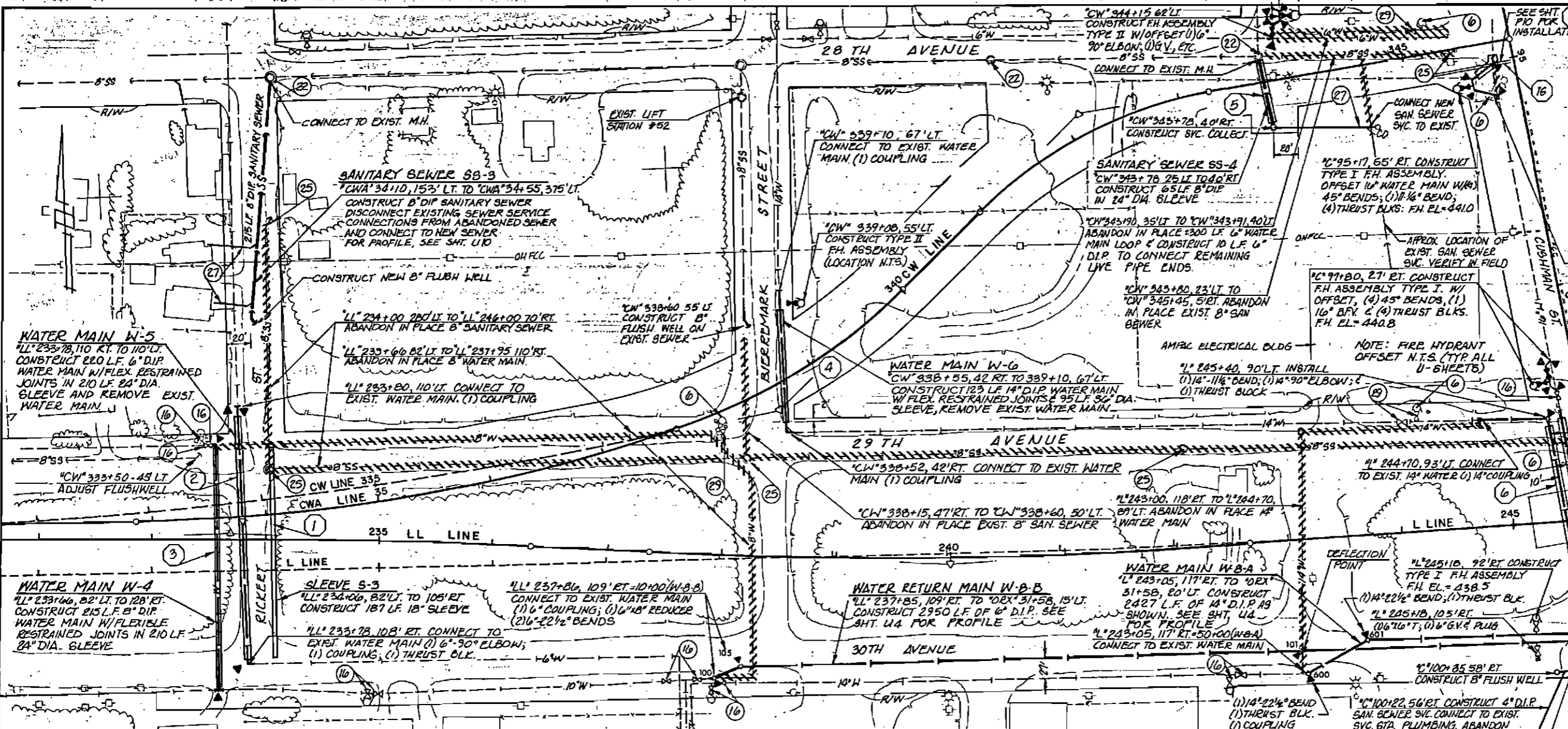


WATER LINE "4-8" COORDINATE TABLE

POINT	STATION	NORTHING	EASTING
600	50+00	3,958,033.55	233,547.53
601	50+55.14	3,958,051.06	233,600.04
602	53+59.19	3,958,053.82	233,914.05
603	54+02.10	3,958,055.25	233,933.27
605	56+34.55	3,958,078.56	234,165.74
606	57+12.33	3,958,083.41	234,243.20
607	59+77.18	3,958,077.98	234,506.83
608	60+03.08	3,958,073.26	234,533.30
609	61+55.27	3,958,022.00	234,655.25
610	62+03.55	3,957,955.01	235,156.43
611	74+27.73	3,957,734.04	235,909.92

WATER MAIN W-11

POINT	STATION	NORTHING	EASTING
100	10+00	3,958,055.63	233,023.04
101	15+25.37	3,958,050.04	233,581.11
102	19+53.53	3,958,048.87	233,905.29
103	19+55.31	3,958,050.19	233,925.40
104	21+56.61	3,958,073.97	234,165.61
105	20+24.51	3,958,064.95	233,047.45
107	22+35.13	3,958,076.45	234,243.90
108	24+98.36	3,958,073.05	234,505.92
109	25+24.66	3,958,068.35	234,531.39
110	26+58.10	3,958,018.11	234,683.66
111	28+24.80	3,957,853.08	235,156.58
112	30+48.96	3,957,729.11	235,909.07



VOID SEE NEXT 2 SHEETS

DATE: _____
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 APPROVED: _____

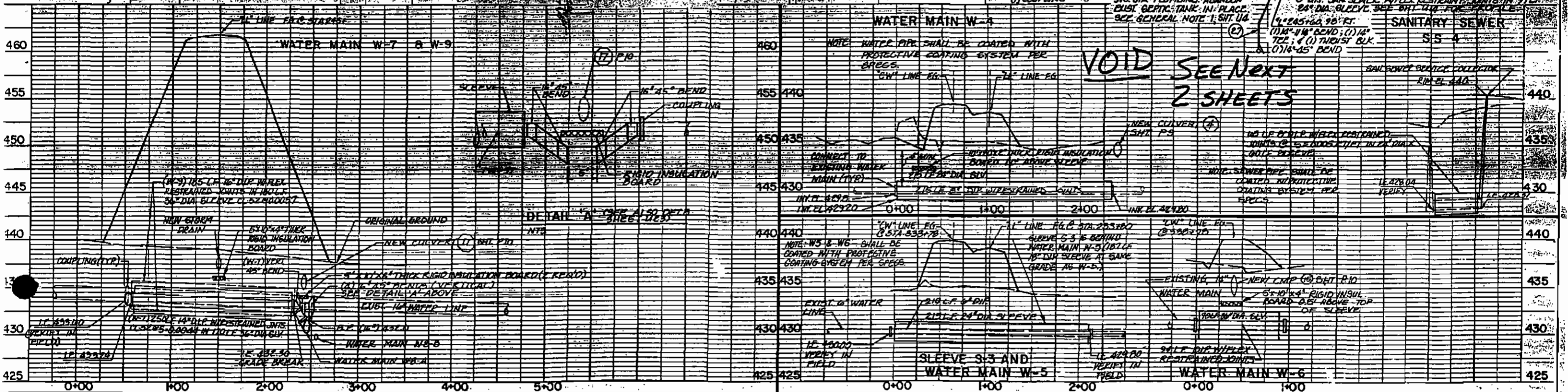
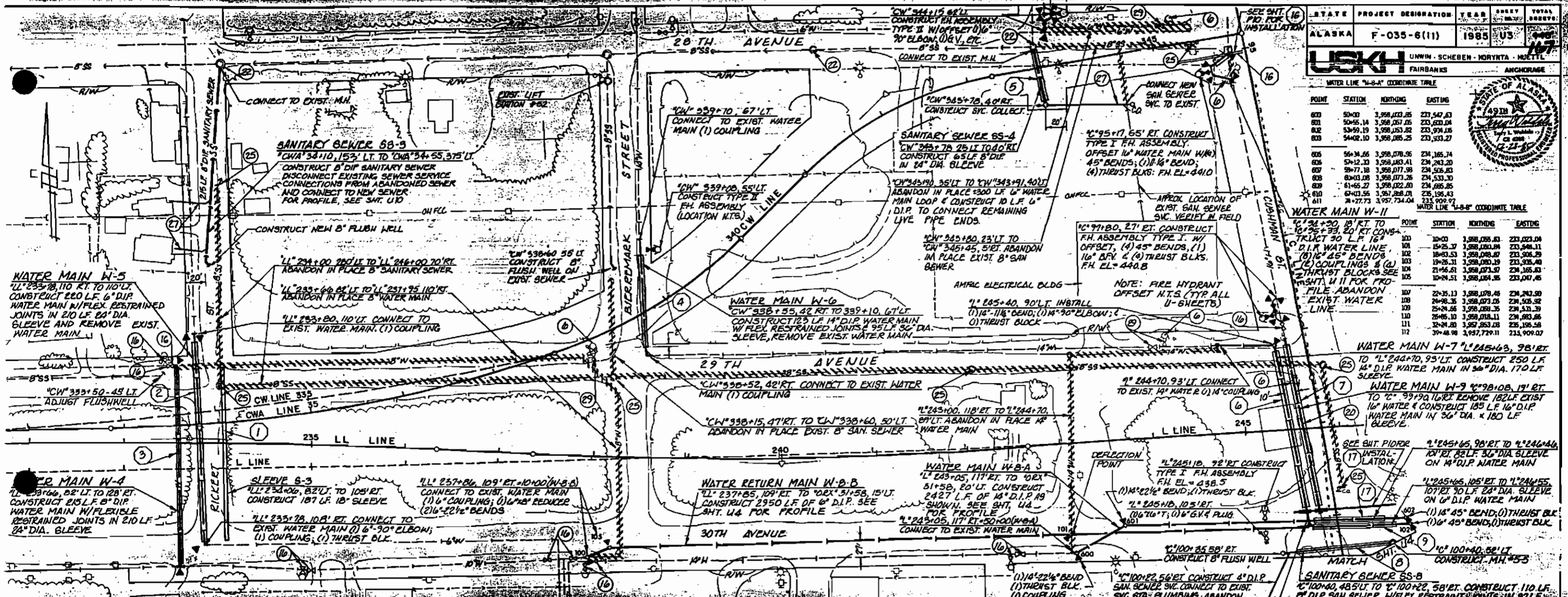
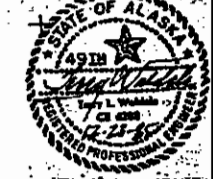
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WATER LINE "A-B" COORDINATE TABLE

POINT	STATION	NORTHING	EASTING
800	50+00	3,958,183.85	233,547.63
801	50+55.14	3,958,057.05	233,600.04
802	53+59.19	3,958,153.82	233,974.05
803	54+02.10	3,958,085.25	233,333.27
805	56+34.65	3,958,078.95	234,165.74
806	57+12.33	3,958,183.41	234,243.20
807	59+17.18	3,958,077.98	234,506.83
808	60+03.08	3,958,071.26	234,533.30
809	61+65.27	3,958,022.80	234,885.85
810	61+03.55	3,957,988.01	235,196.43
811	61+77.73	3,957,734.04	235,909.97

WATER LINE "L-S" COORDINATE TABLE

POINT	STATION	NORTHING	EASTING
100	10+00	3,958,085.83	233,023.04
101	15+25.37	3,958,180.04	233,548.11
102	18+03.53	3,958,088.07	233,906.29
103	19+25.31	3,958,080.19	233,935.40
104	21+56.61	3,958,073.97	234,165.80
105	10+24.51	3,958,064.35	233,047.45
107	22+25.13	3,958,078.46	234,243.30
108	24+08.35	3,958,073.05	234,505.92
109	25+24.65	3,958,081.75	234,533.39
110	25+05.10	3,958,078.11	234,883.65
111	32+24.80	3,957,983.08	235,195.58
112	37+48.98	3,957,729.11	235,909.07

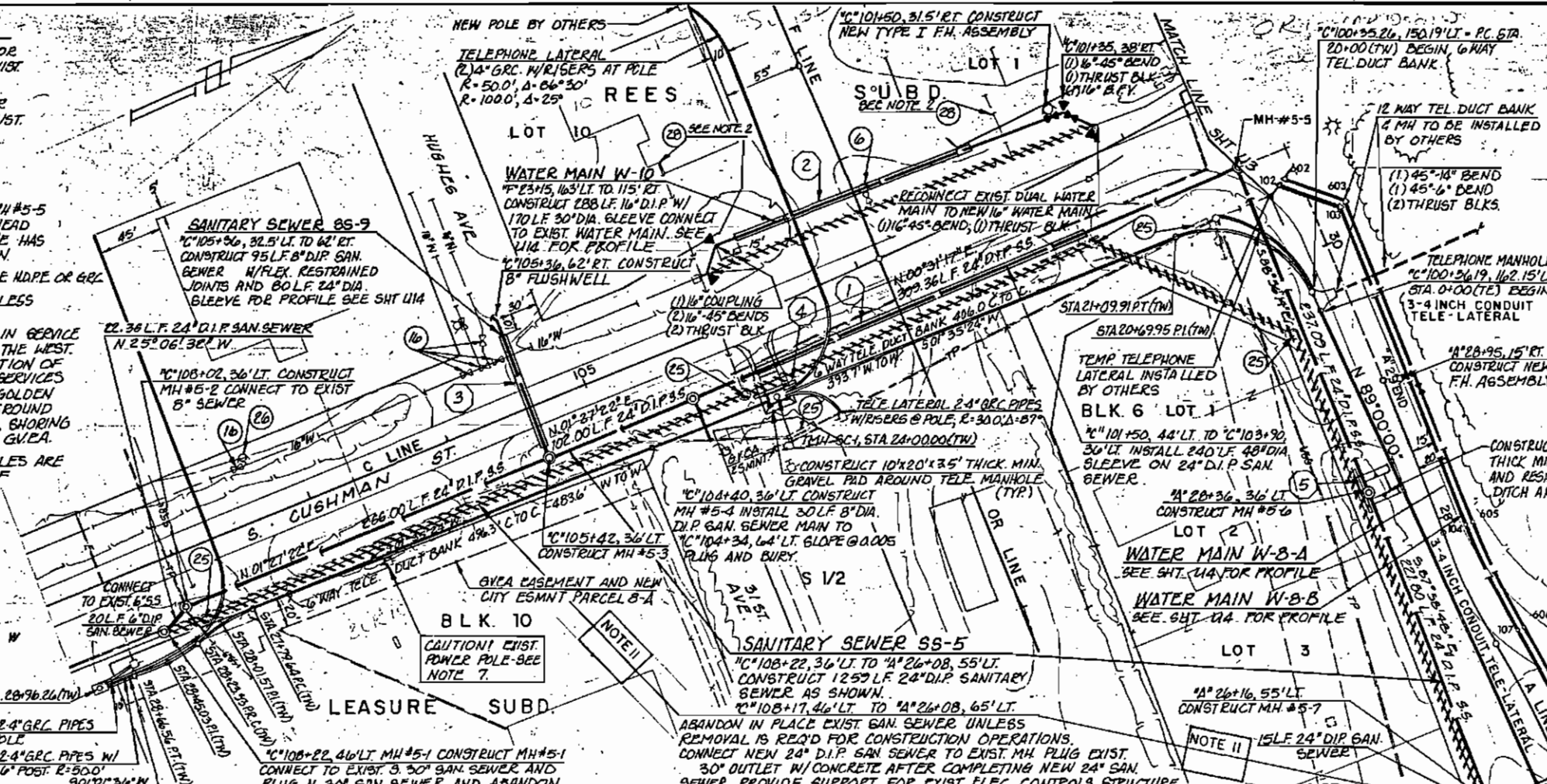


UTILITY NOTES

1. LOCATION OF EXIST. SAN. SEWER SERVICE IS UNKNOWN. CONTRACTOR SHALL LOCATE EXIST. SAN. SEWER SVC., DISCONNECT IT FROM EXIST. SEPTIC TANK AND RECONNECT TO NEW BANITARY SEWER.
2. LOCATION OF EXIST. WATER SERVICE IS UNKNOWN. CONTRACTOR SHALL LOCATE EXIST. WATER SVC., DISCONNECT IT FROM EXIST. WATER MAIN AND RECONNECT TO NEW WATER SERVICE.
3. REMOVE FIRE HYDRANT ASSEMBLY FROM ABANDONED WATER LINES PER SPECIFICATIONS.
4. THERE IS EXIST. U.G. TELEPHONE CABLE FROM THE VICINITY OF MH#5-5 TO MH#5-2. THIS MUST BE REPLACED BY TEMPORARY OVERHEAD SERVICE. CONTRACTOR SHALL VERIFY THAT FMUS TELEPHONE HAS INSTALLED TEMPORARY SVC. PRIOR TO BEGINNING EXCAVATION.
5. ALL CONDUIT FOR MAIN TELE-DUCT BANK INSTALLATION SHALL BE HDPE OR GEL.
6. ALL EXIST. CONDUITS SHALL BE SALVAGED AND REPLACED UNLESS CALLED FOR REMOVAL.
7. THIS POWER POLE AND CONNECTED LINES SHALL REMAIN IN SERVICE AT ALL TIMES, INCLUDING THE UNDERGROUND SERVICE TO THE WEST. PROVIDE TEMPORARY SHORING FOR POLE DURING CONSTRUCTION OF SEWER AND UNDERGROUND TELE-DUCT BANK. PROVIDE SERVICES OF QUALIFIED ELECTRICAL CONTRACTOR ACCEPTABLE TO GOLDEN VALLEY ELECTRIC ASSOC. (G.V.E.A.) ON SITE DURING UNDERGROUND CONSTRUCTION OPERATIONS ADJACENT TO POWER POLE, SHORING AND ANCHOR REPLACEMENT MUST BE ACCEPTABLE TO G.V.E.A.
8. THE FIRE HYDRANT ELEVATIONS SHOWN ON THE PROFILES ARE APPROXIMATE. CONTRACTOR SHALL VERIFY ELEVATION OF HYDRANTS IN THE FIELD.
9. MAINTAIN ACCESS TO ALL BUSINESSES THAT ARE ADJACENT TO CONSTRUCTION, AT ALL TIMES. IF A SECURITY FENCE IS DAMAGED OR MOVED, IT SHALL BE REPAIRED THE SAME DAY.
10. ALL SEWER PIPE INSULATION SHALL BE COATED WITH WATERPROOF COATING SYSTEM PER THE SPECIFICATIONS (TYR THIS SHEET ONLY)
11. Fill Abandoned Techtie Sewer With Sand Slurry or Class W Concrete. See Spec. Prov. Sect 202-3.07

PLAN	SURVEYED	DATE
NOTE BOOK	ALIGNED	
	CHECKED	
	BY	

PROFILE	SURVEYED	DATE
NOTE BOOK	ALIGNED	
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	BY	



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	U4	107

USKH Architecture Engineering
Land Surveying Planning

NOTE: FOR WATER LINE POINT COORDINATES, SEE SHEET U3.

CURVE TABLE FOR WATER LINE W-8-A

P.I.	R	Δ	L	T	Ord
56+73.59	460.130	9°40'15"	77.673	35.929	77.981
58+45.93	815.570	18°36'24"	263.231	132.503	263.692
60+04.68	597.596	15°33'02"	162.187	81.595	161.690
64+36.25	1887.860	16°20'11"	538.275	270.576	536.453

CURVE TABLE FOR WATER LINE W-8-B

P.I.	R	Δ	L	T	Ord
21+95.36	465.180	9°40'15"	76.517	39.352	76.424
23+67.91	810.570	18°36'24"	263.231	132.794	262.075
26+05.18	592.596	15°33'02"	161.836	80.915	160.342
29+56.79	1892.860	16°20'11"	539.695	271.690	537.968

CURVE TABLE FOR TELEPHONE DUCT BANK (TD)

P.I.	R	Δ	L	T	C
20+69.95(TM)	70.00	89°57'32"	109.91	69.95	98.96
28+01.57(TM)	200.00	12°31'02"	43.69	21.93	43.51
28+56.03(TM)	200.00	12°23'00"	43.23	21.70	43.14

COORDINATE TABLE

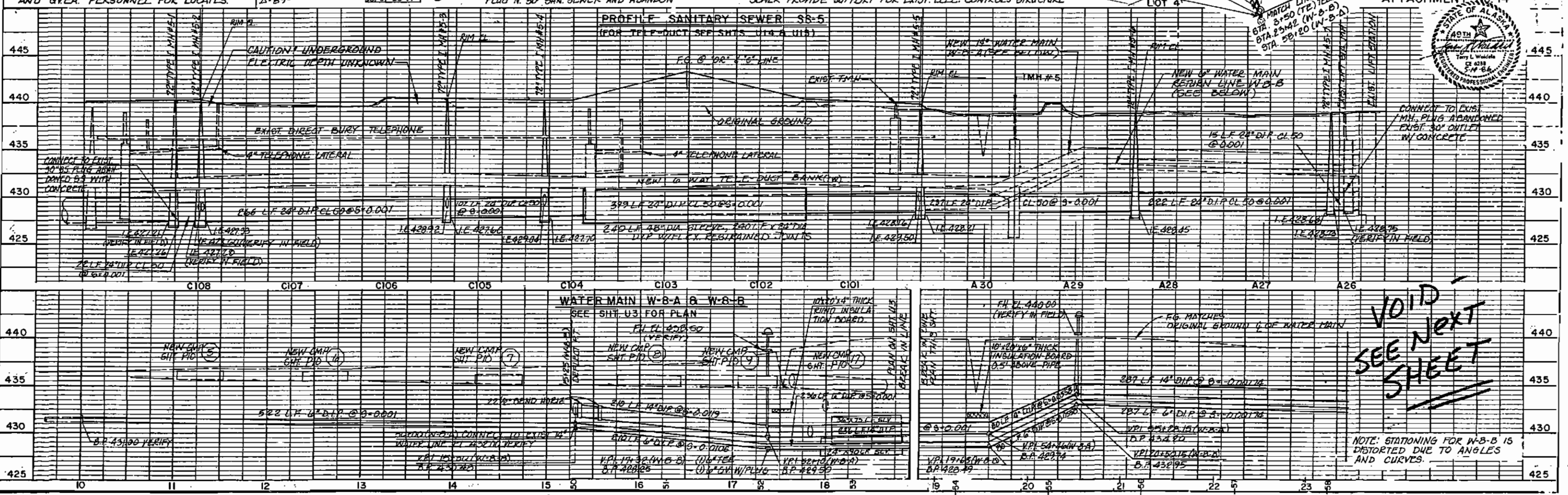
LOCATION	NORTHING	EASTING
MH #5-7(S-5)	3,958,014.390	234,340.831
MH #5-5(S-5)	3,958,026.606	233,882.119
MH #5-2(S-5)	3,957,258.384	233,889.132
Begin 0+00(TE)	3,958,040.739	233,901.404
Begin 20+00(TM)	3,958,040.739	233,901.405
P.T. 21+09.91(TM)	3,957,972.707	233,907.540
MH SC-2(TM)	3,957,187.121	233,895.305
P.T. 27+90.97(A)	3,958,066.973	234,165.149
P.T. 10+11.95(C)	3,957,650.223	233,843.966
P.O.T. 10+07.00(C)	3,957,262.288	233,833.060
MH Sect. Corner at 30th & Cushman	3,958,075.355	233,853.609
MH SC-3(TM)	3,956,791.250	233,885.243

CAUTION! LOCATIONS OF SEWERS AND UNDERGROUND ELECTRIC AND TELEPHONE LINES ARE UNCERTAIN. OBTAIN ASSISTANCE OF FMUS AND G.V.E.A. PERSONNEL FOR LOCATES.

TELE LATERAL 2" GRC PIPES W/ RIGERS @ POLE
TELE LATERAL 2" GRC PIPES W/ RISERS @ POLE, R=300, Δ=87°

CAUTION! EXIST. POWER POLE-SEE NOTE 7.

ABANDON IN PLACE EXIST. SAN. SEWER UNLESS REMOVAL IS REQ'D FOR CONSTRUCTION OPERATIONS. CONNECT NEW 24" D.I.P. SAN. SEWER TO EXIST. MH. PLUG EXIST. 30" OUTLET W/ CONCRETE AFTER COMPLETING NEW 24" SAN. SEWER. PROVIDE SUPPORT FOR EXIST. ELEC. CONTROLS STRUCTURE

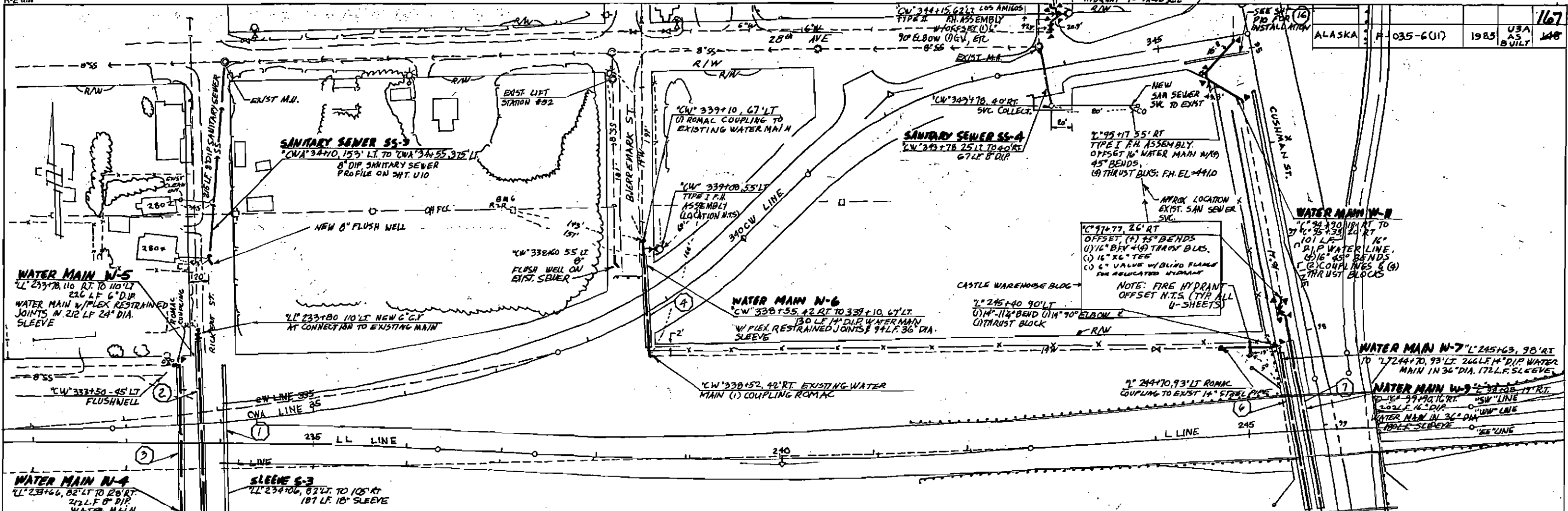


VOID SEE NEXT SHEET

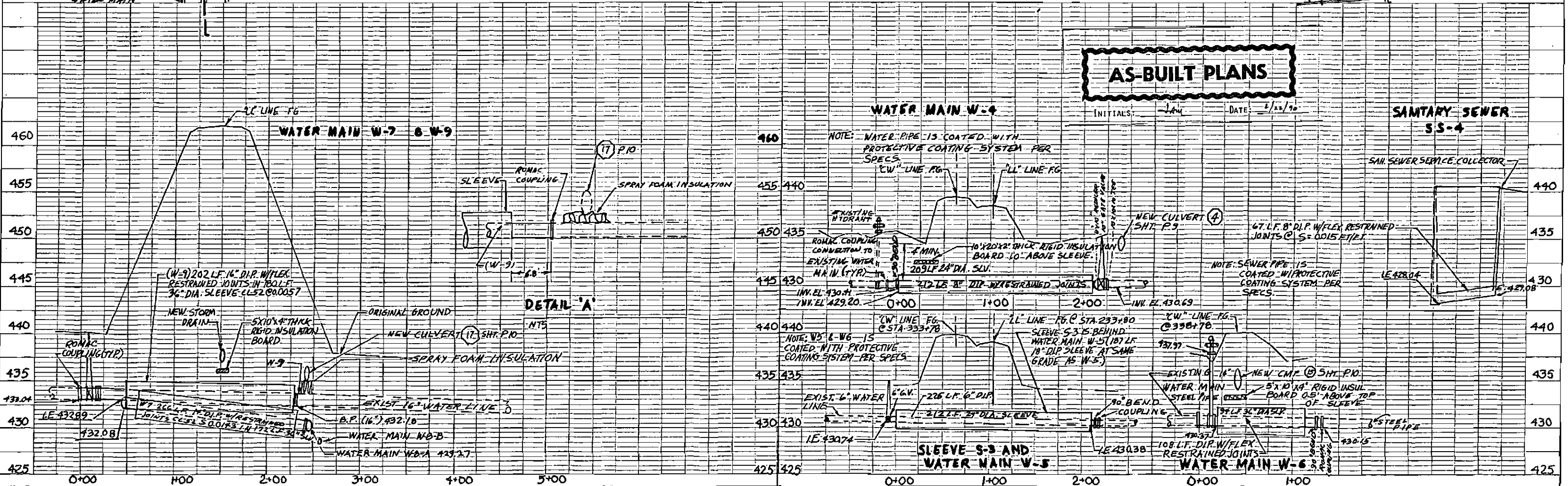
NOTE: STATIONING FOR W-8-B IS DISTORTED DUE TO ANGLES AND CURVES.

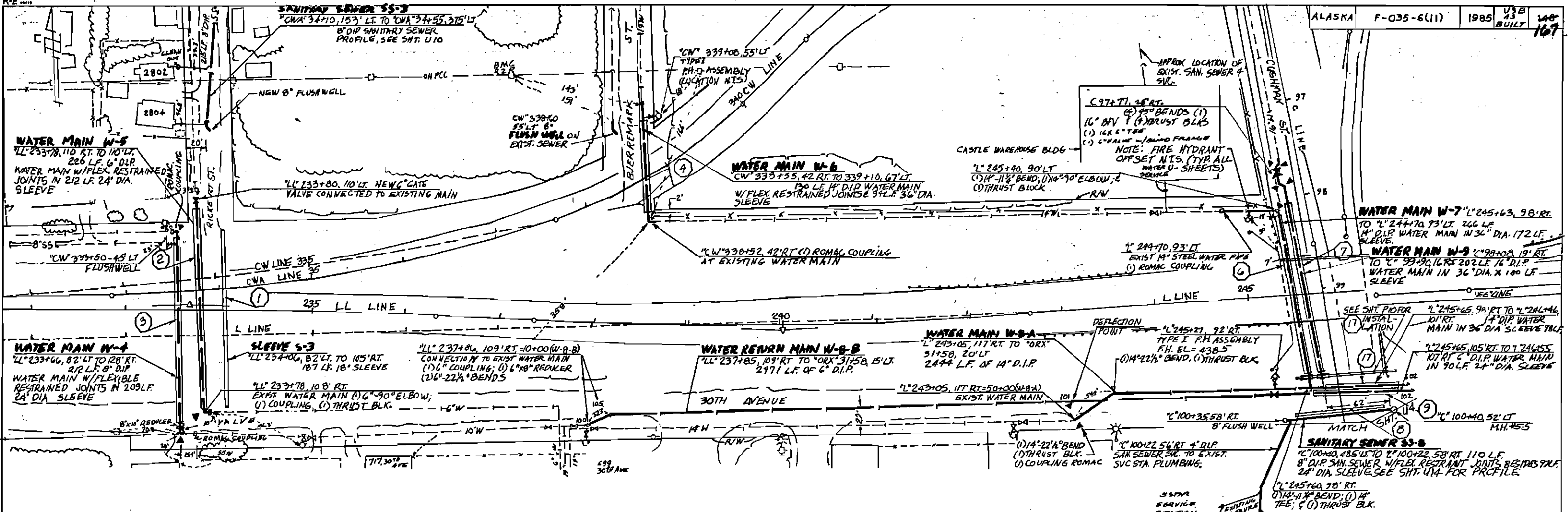


PLAN
 SURVEYED, PLOTTED, CHECKED, BY: [] DATE: []
 NOTE BOOK, ALIGNED, NO. []
 NO. []



PROFILE
 SURVEYED, PLOTTED, CHECKED, BY: [] DATE: []
 NOTE BOOK, ALIGNED, NO. []
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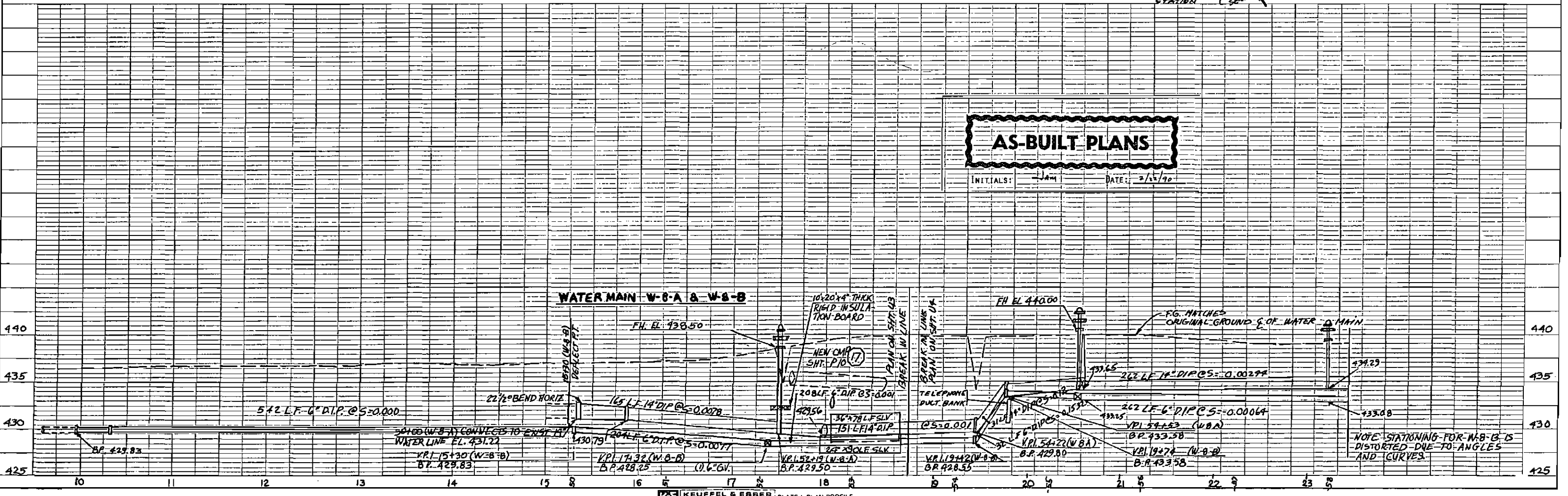


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APPROVED	
NO.	

AS-BUILT PLANS

INITIALS: Jam DATE: 2/12/90

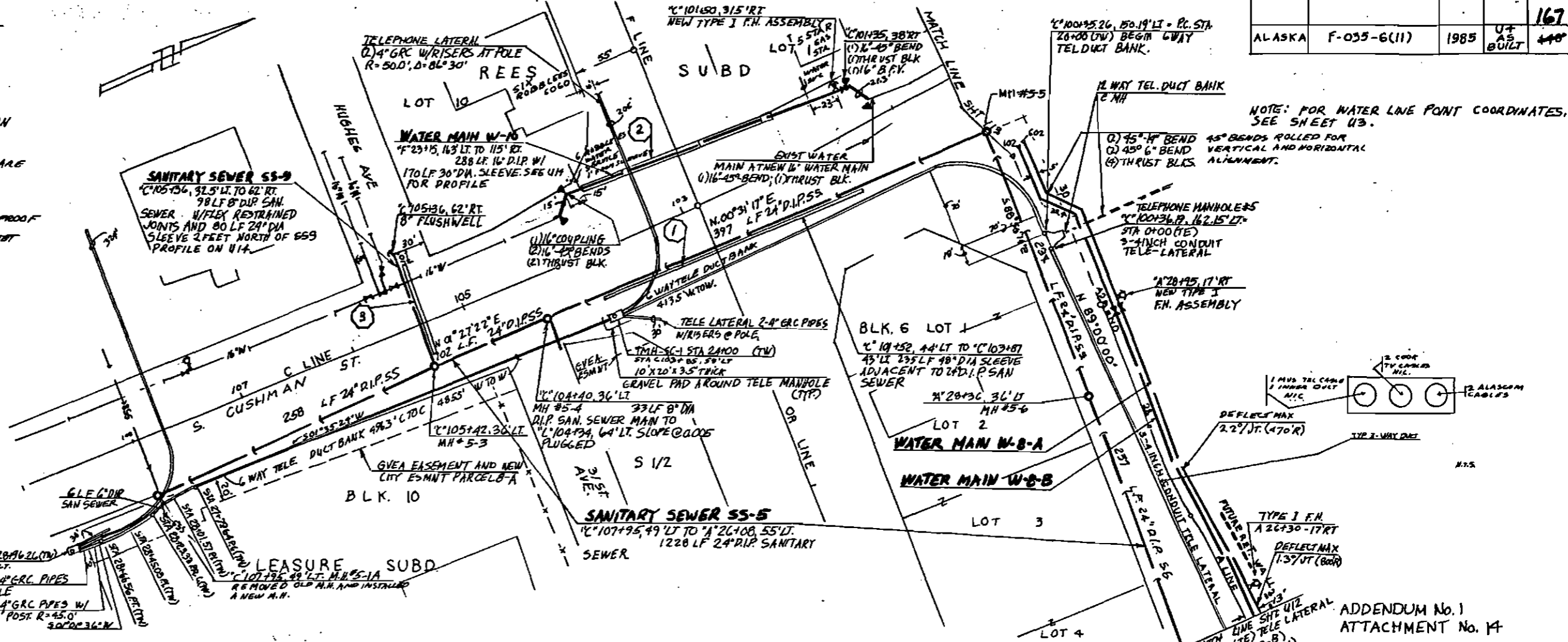


UTILITY NOTES

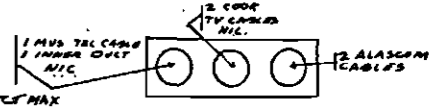
1. LOCATION OF EXIST. SAN SEWER SERVICES IS UNKNOWN.
2. LOCATIONS OF EXISTING WATER SERVICES ARE UNKNOWN.
3. ALL CONDUIT FOR MAIN TELE-DUCT BANK INSTALLATION IS HDPE OR GRC.
4. THE FIRE HYDRANT ELEVATIONS SHOWN ON THE PROFILES ARE APPROXIMATE.
5. ALL SEWER PIPE INSULATION WAS COATED WITH WATERPROOF COATING SYSTEM PER THE SPECIFIC CONTRS. (TYP. THIS SHEET ONLY)

DATE	
BY	
PROJECT	
NOTED	
NOTE BOOK	
NO.	
DATE	
BY	
PROJECT	
NOTED	
NOTE BOOK	
NO.	

DATE	
BY	
PROJECT	
NOTED	
NOTE BOOK	
NO.	
DATE	
BY	
PROJECT	
NOTED	
NOTE BOOK	
NO.	



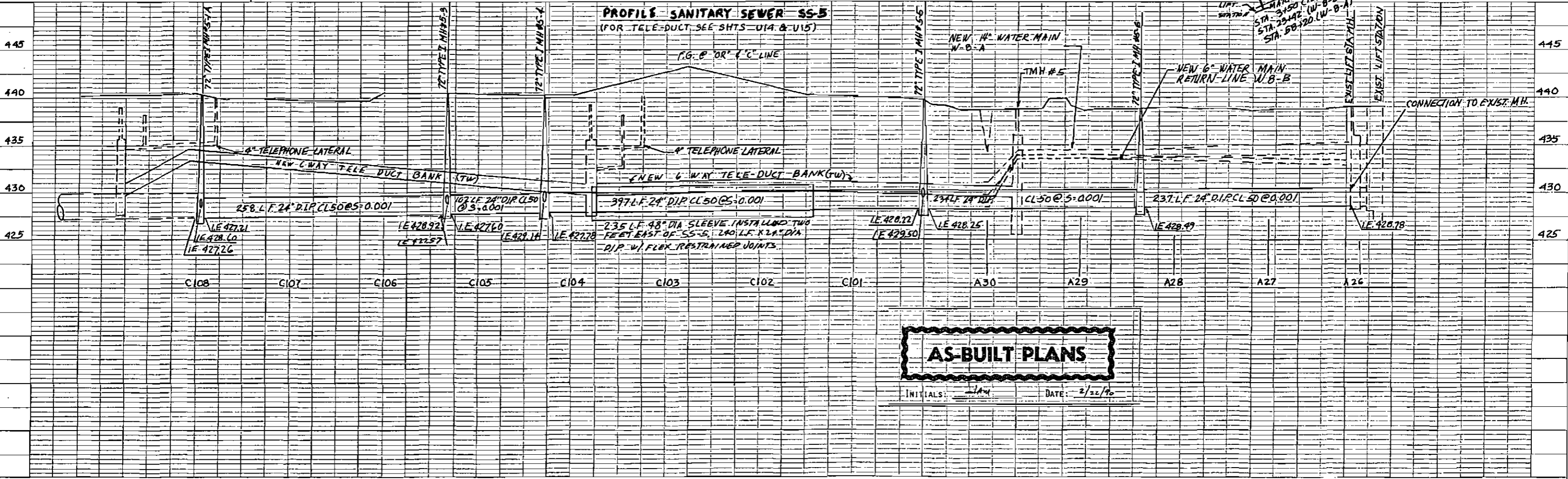
NOTE: FOR WATER LINE POINT COORDINATES, SEE SHEET U3.



CAUTION! LOCATIONS OF SEWERS AND UNDERGROUND ELECTRIC AND TELEPHONE LINES ARE UNCERTAIN. OBTAIN ASSISTANCE OF FMUS AND GVEA PERSONNEL FOR LOCATES

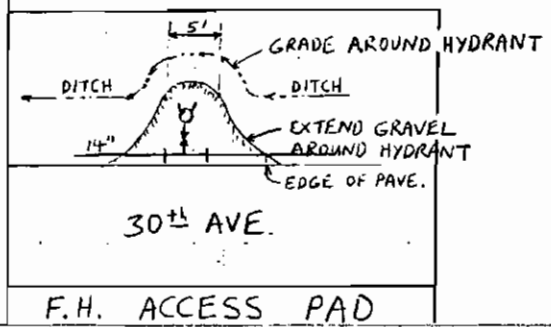
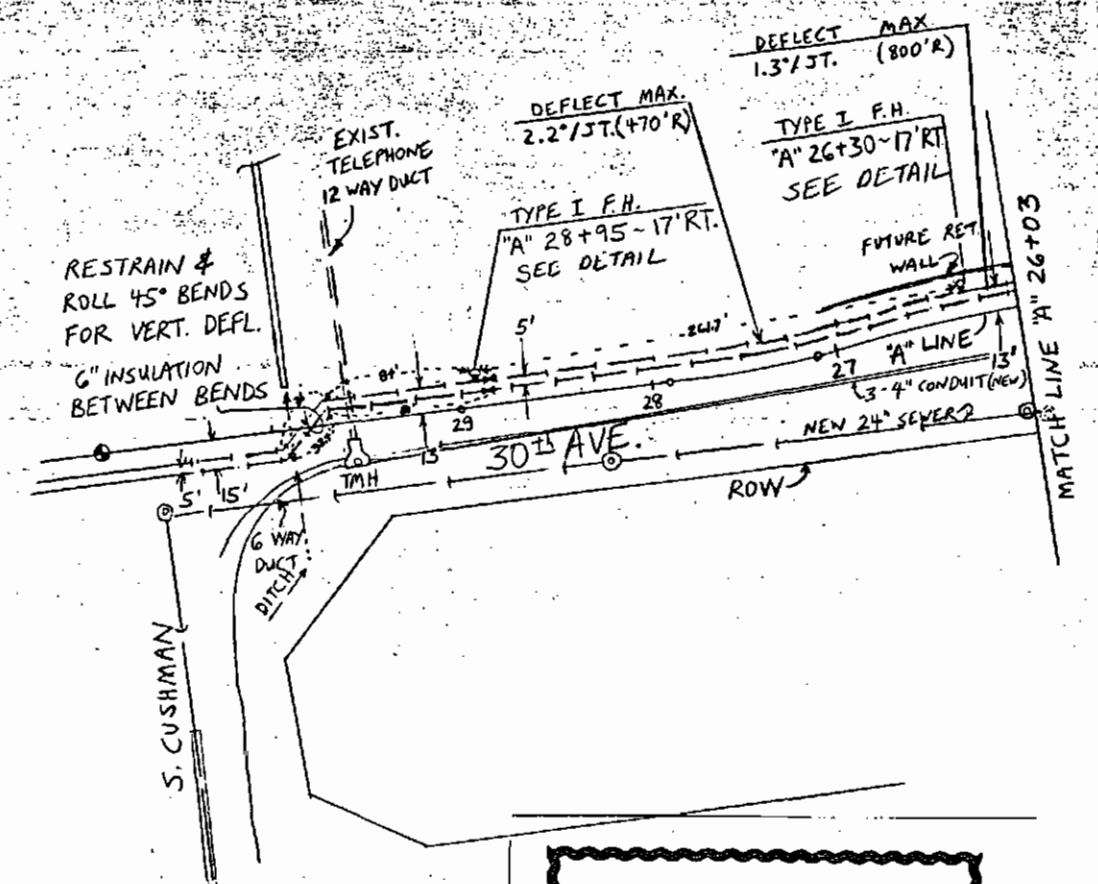
TMH SC-2 STA 2046.26 (TW)
STA 100+00, 15' LT.
TELE LATERAL 2" GRC PIPES
W/ RISERS @ POLE
TELE LATERAL 4" GRC PIPES W/
RISERS ON 6x6 POST R=45.0'
Δ=89°

ADDENDUM No. 1
ATTACHMENT No. 14



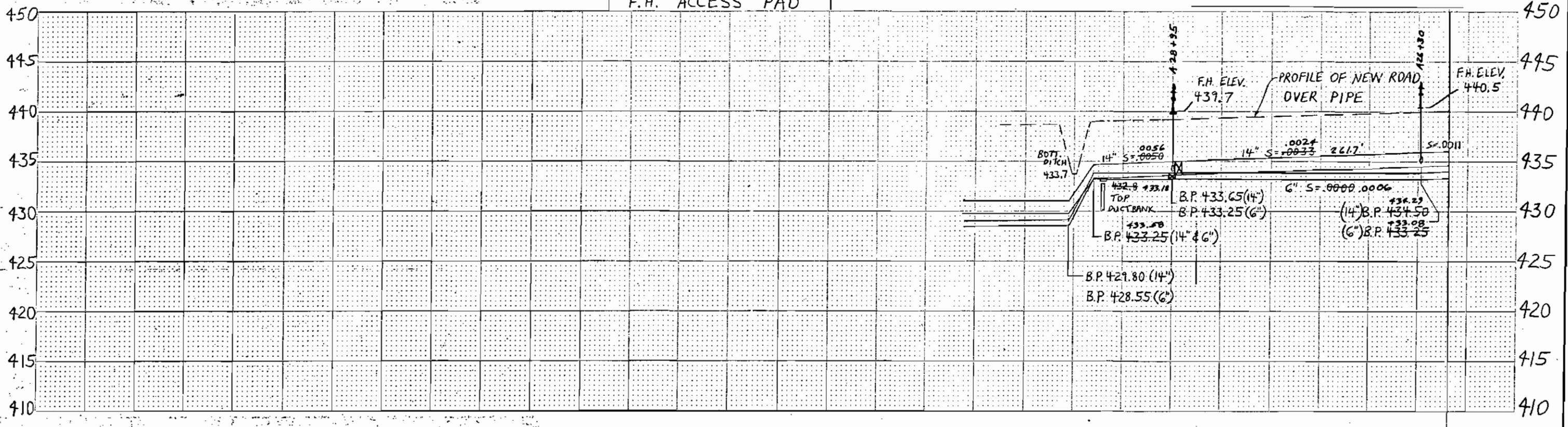
AS-BUILT PLANS

INITIALS: Jan DATE: 2/22/90

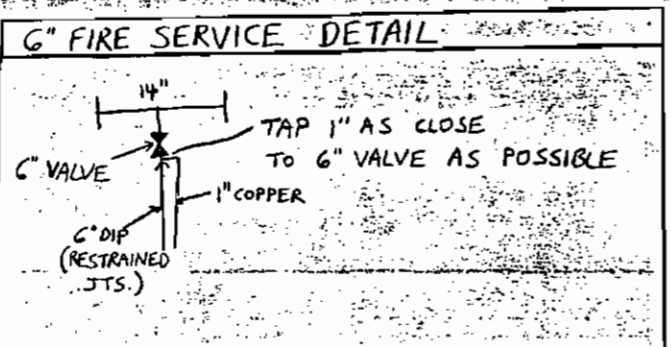
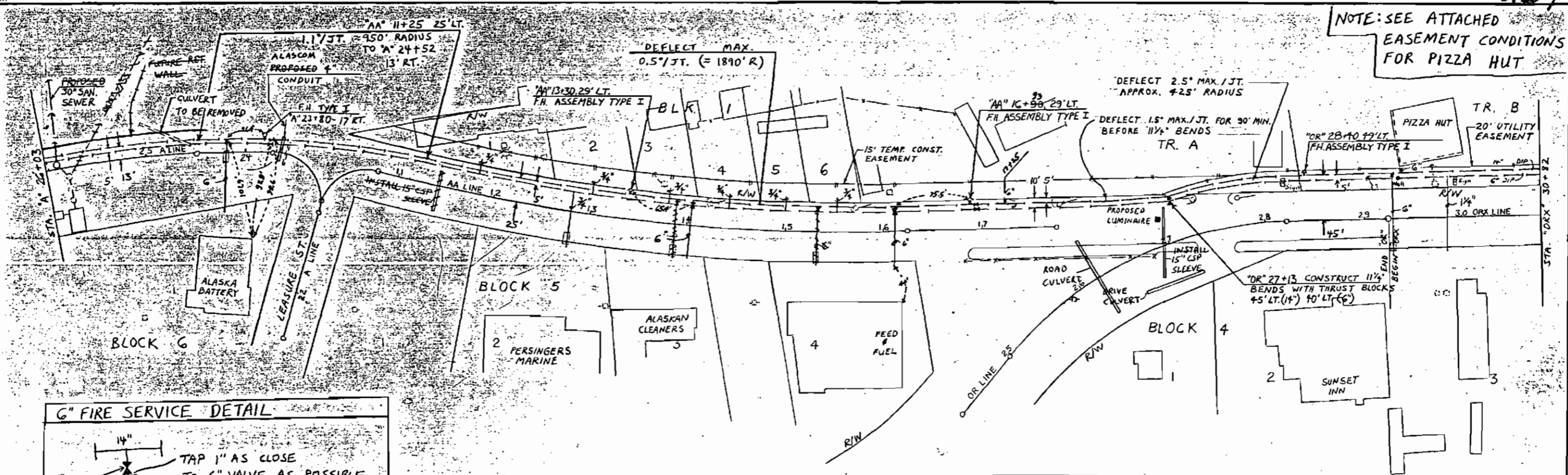


AS-BUILT PLANS

INITIALS: *JAW* DATE: 2/12/90

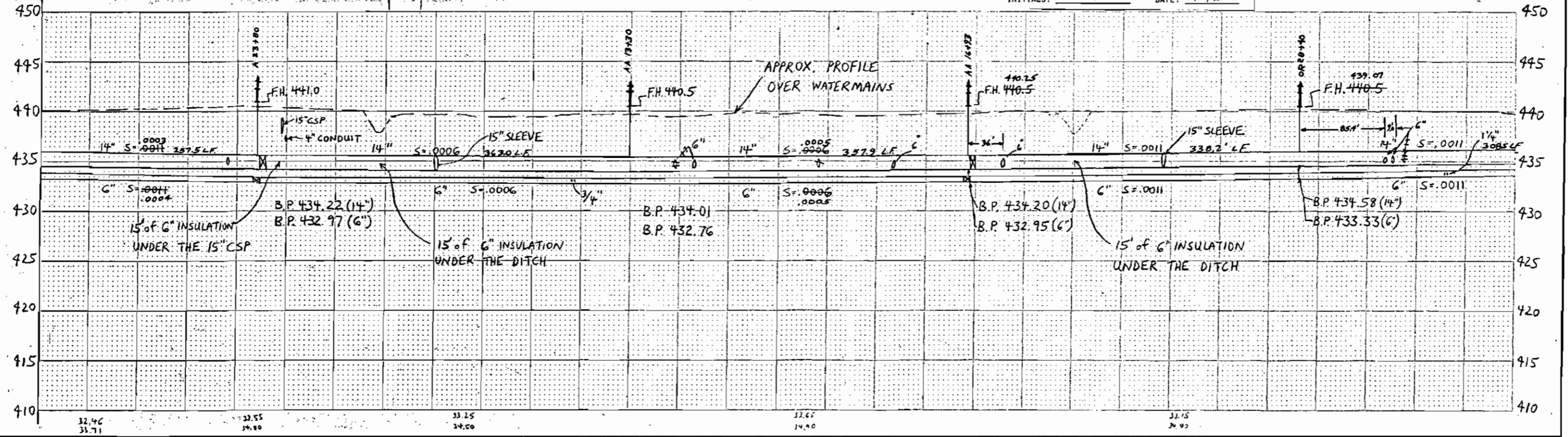


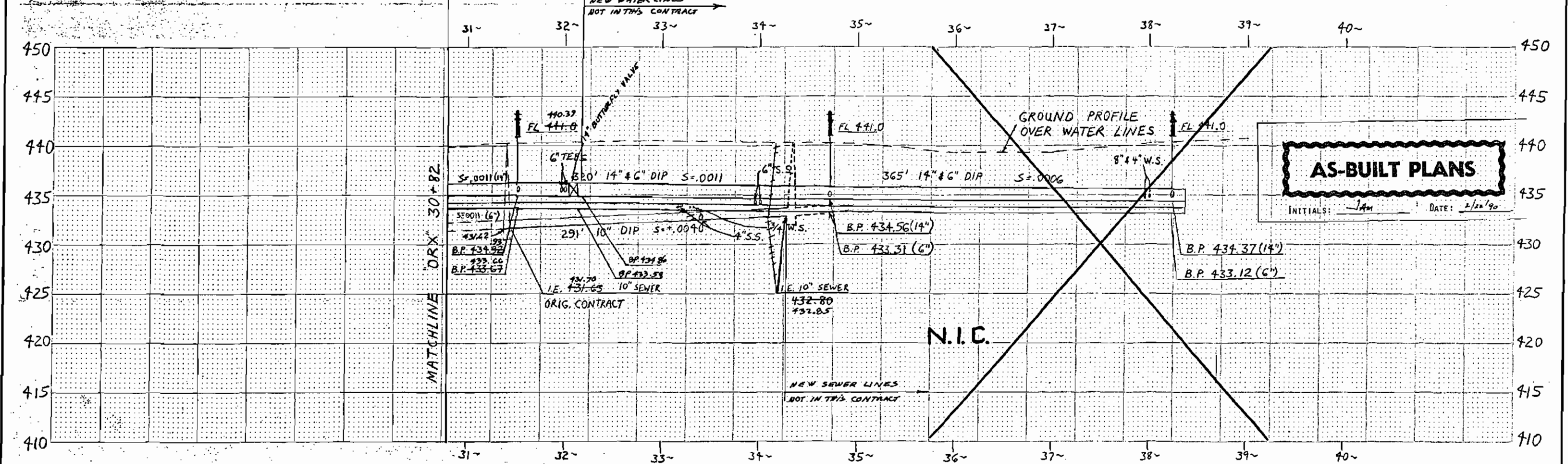
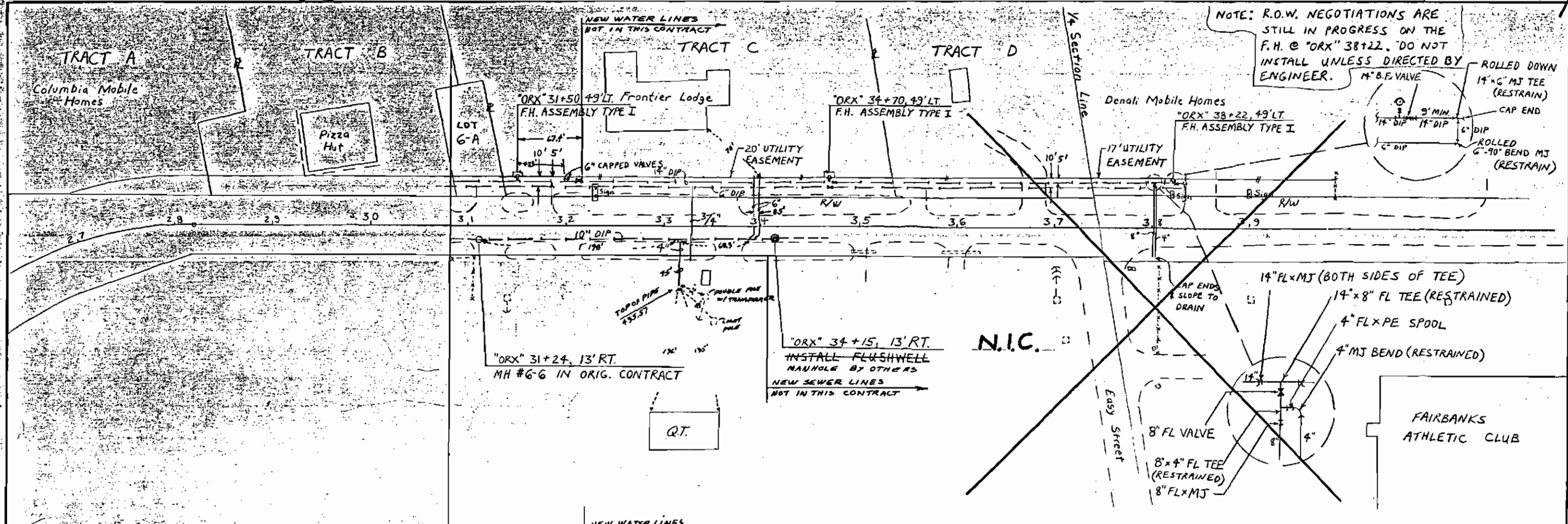
NOTE: SEE ATTACHED EASEMENT CONDITIONS FOR PIZZA HUT



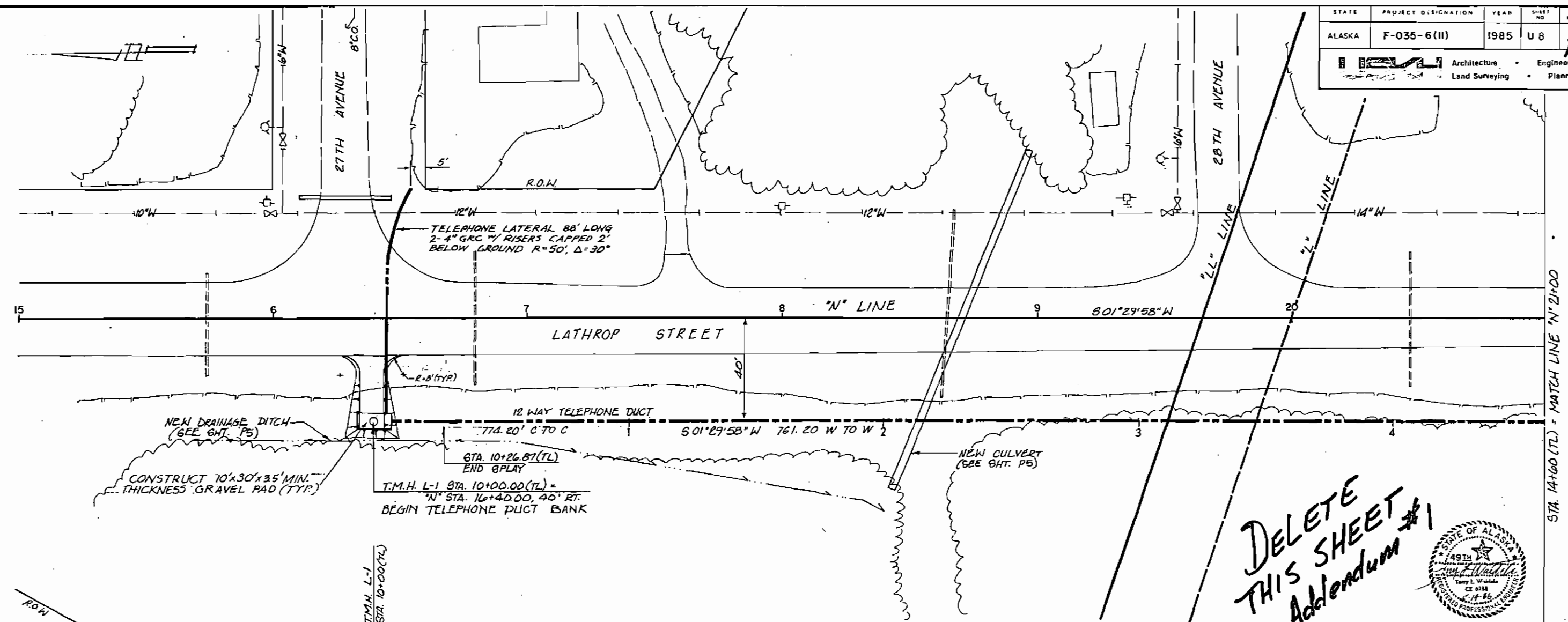
AS-BUILT PLANS

INITIALS: ADD DATE: 2/22/90

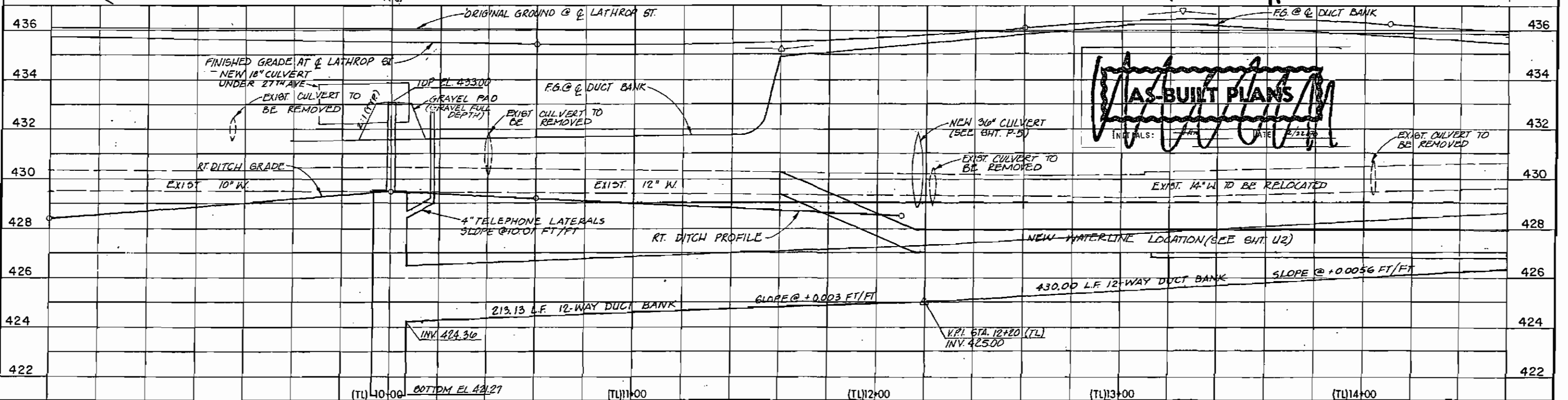




AS-BUILT PLANS
 INITIALS: *JAM* DATE: *2/22/90*




DELETE THIS SHEET Addendum #1

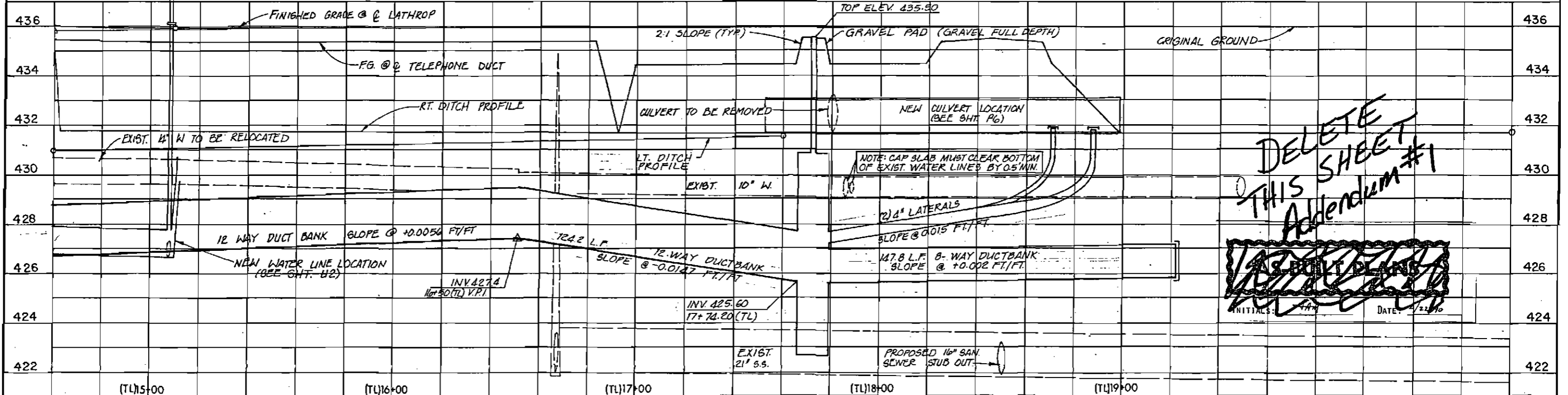
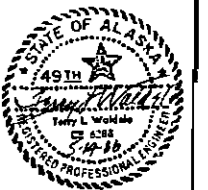
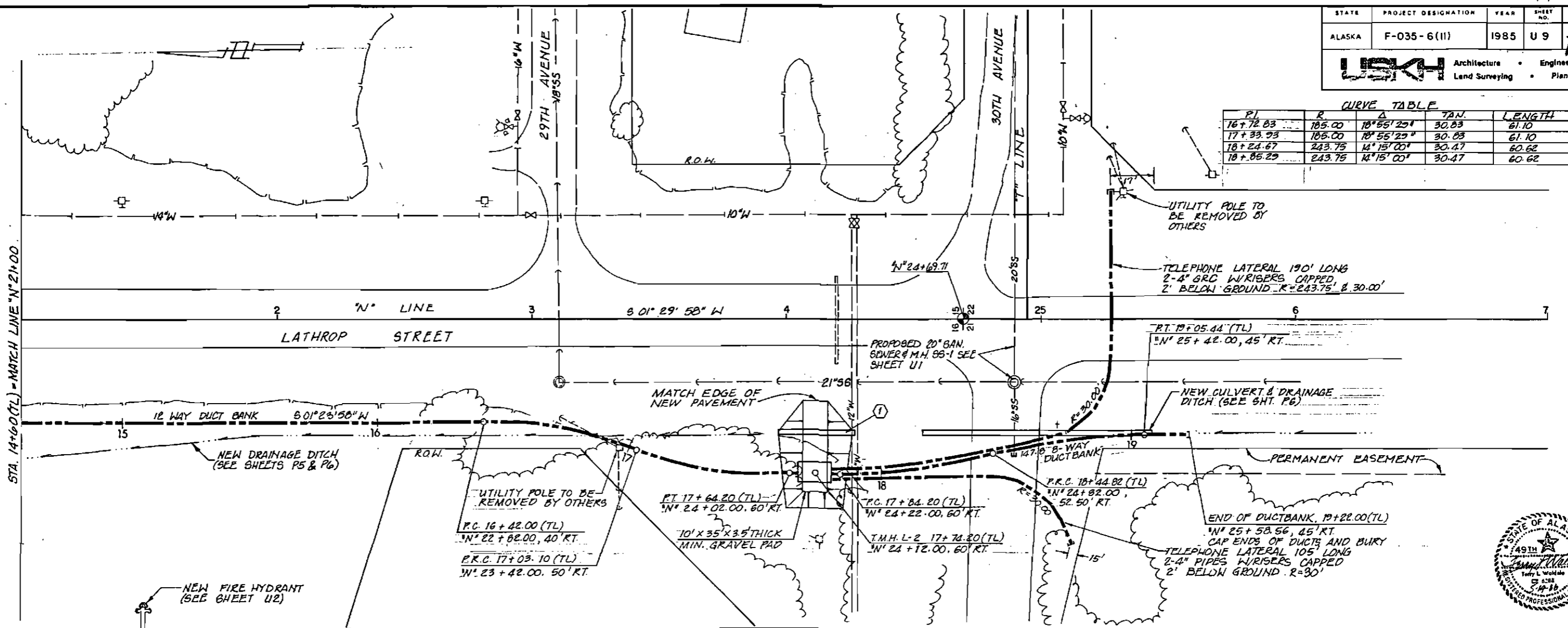


AS-BUILT PLANS

INITIALS: [Signature] DATE: 2/22/86

DATE	REVISION	BY	 Architecture Land Surveying	DESIGNED EWW DRAWN DJR CHECKED TLW DATE 01/1986	APPROVED CITY ENGINEER FILE NO.	CITY OF FAIRBANKS, ALASKA ENGINEERING DEPARTMENT	LATHROP STREET TELEPHONE DUCT BANK
------	----------	----	---	--	---------------------------------------	---	---------------------------------------

P.I.	R	Δ	TAN.	LENGTH
16+72.03	185.00	18°55'25"	30.83	61.10
17+33.93	185.00	18°55'25"	30.83	61.10
18+24.67	243.75	14°15'00"	30.47	60.62
18+85.23	243.75	14°15'00"	30.47	60.62



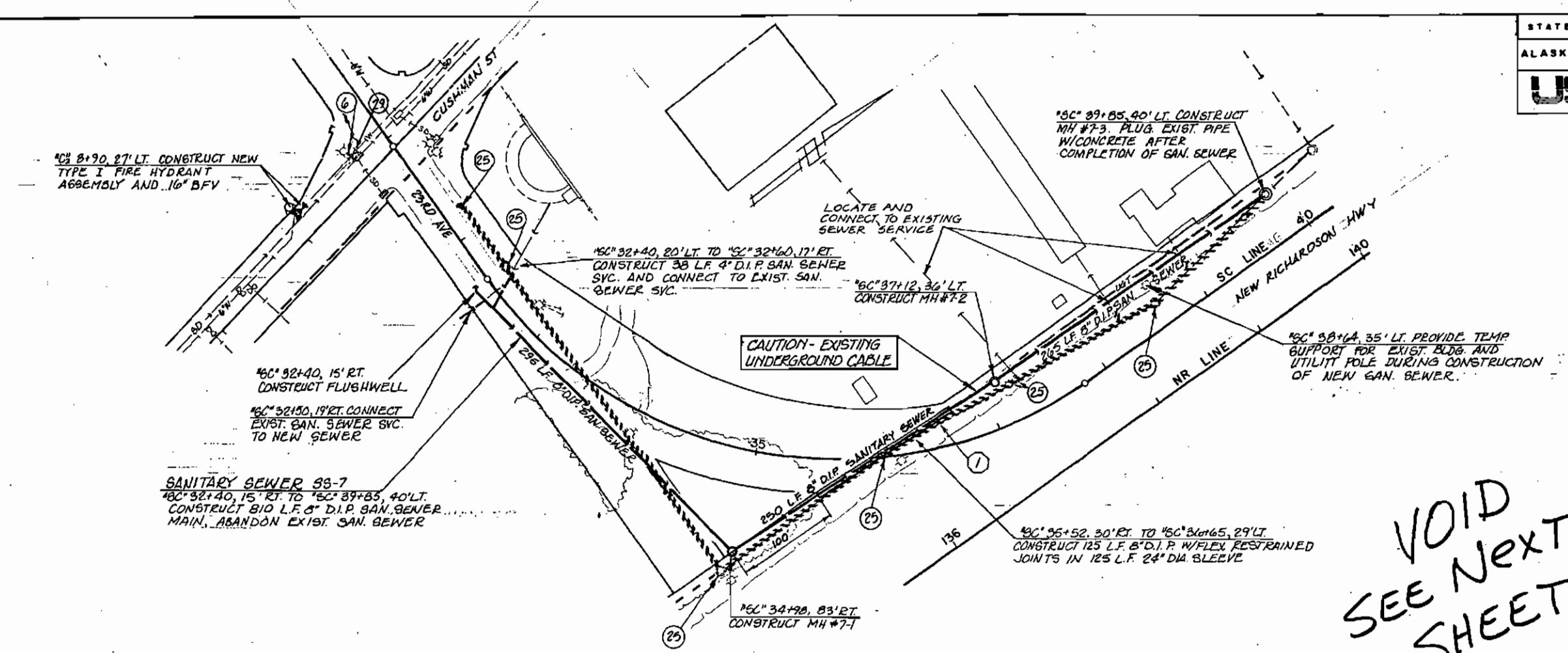
DELETE SHEET #1
THIS Addendum #1
 AS BUILT PLANS
 INITIALS: *YHM* DATE: *7/22/90*

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	U10	167

US&A Architecture • Engineering
 Land Surveying • Planning

DATE	BY	REVISION

PLAN
 SURVEYED, PLOTTED, ALIGNED, CHECKED, NOTE BOOK, BY, OF, WAY, CHECKED, NO.

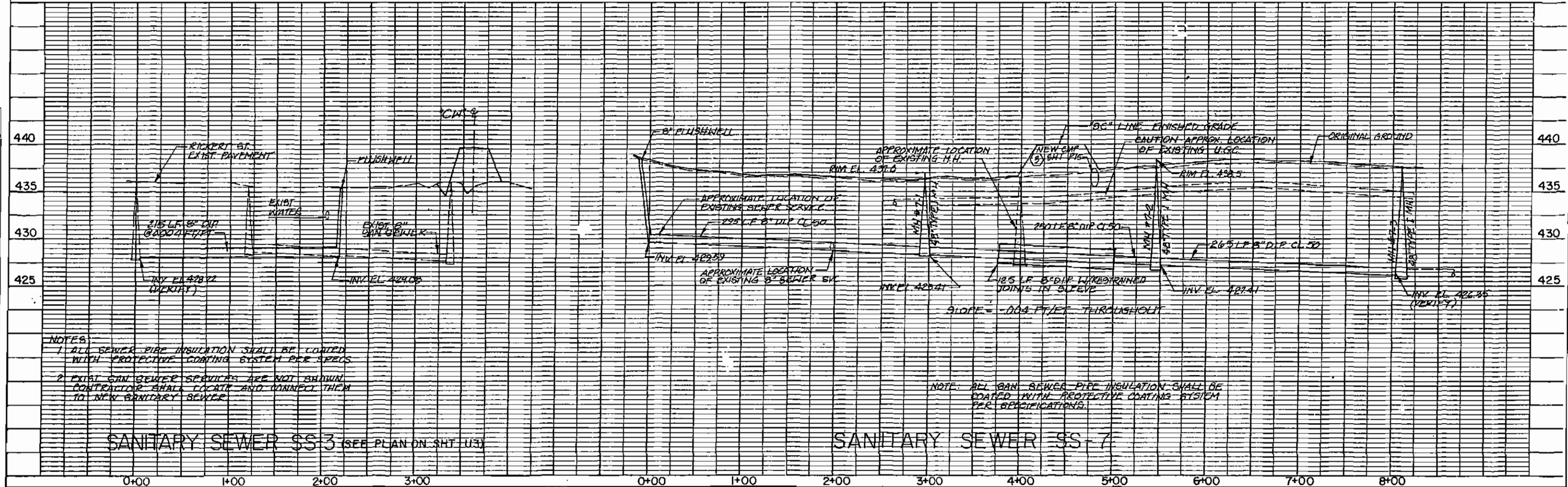


VOID
SEE NEXT
SHEET

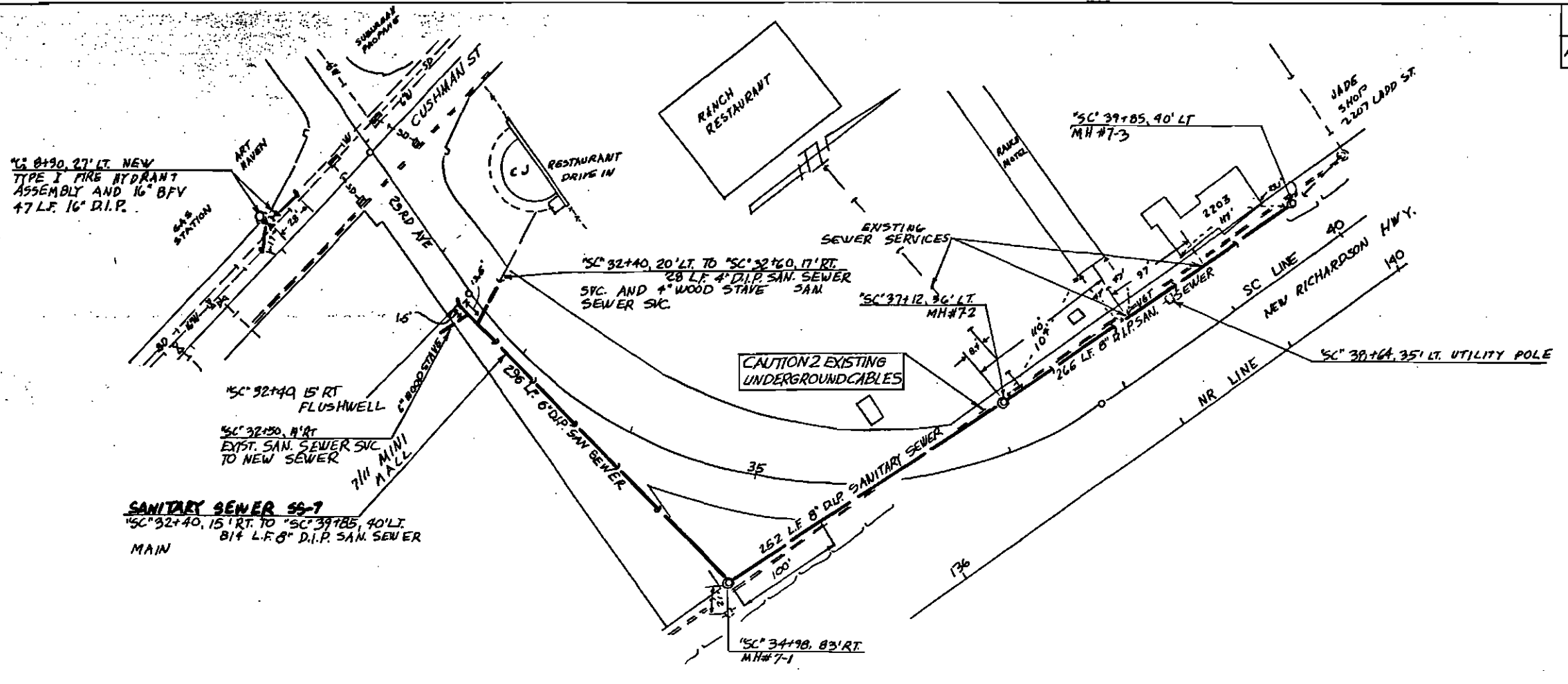


DATE	BY	REVISION

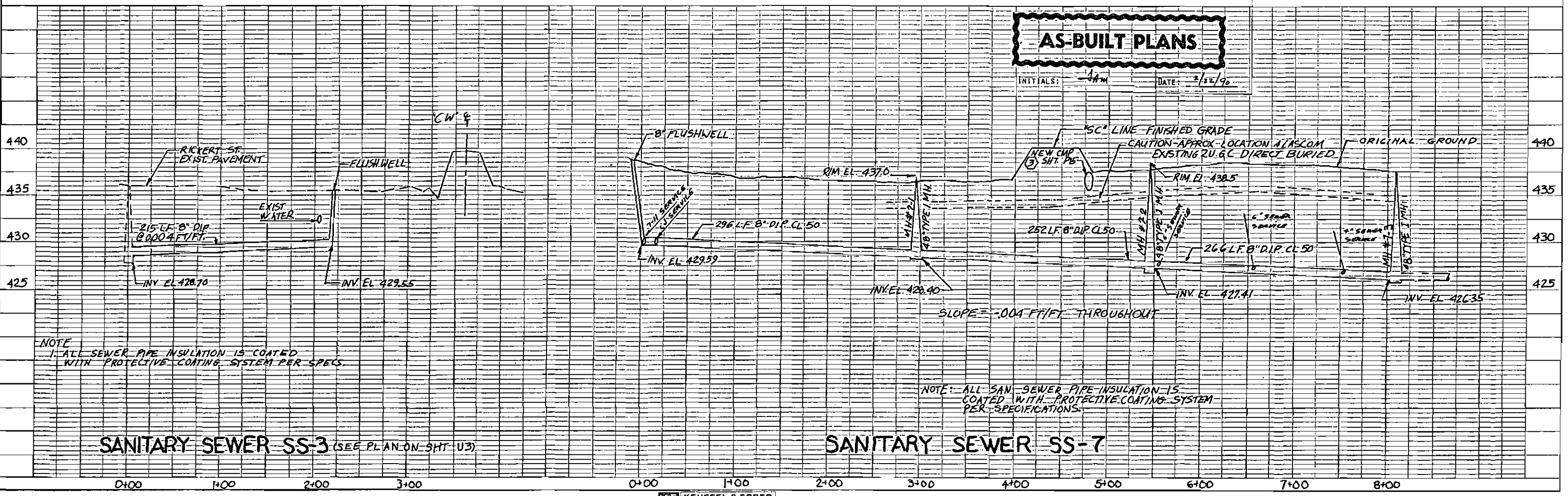
PROFILE
 SURVEYED, PLOTTED, CHECKED, NOTE BOOK, BY, OF, WAY, CHECKED, NO.



DATE	
REV	
BY	
CHKD	
NO.	
PLAN	QUANTITY PLOTTED NOTE BOOK NO.
NO.	REVISIONS DATE BY CHKD



DATE	
REV	
BY	
CHKD	
NO.	
PROFILE	QUANTITY PLOTTED NOTE BOOK NO.
NO.	REVISIONS DATE BY CHKD



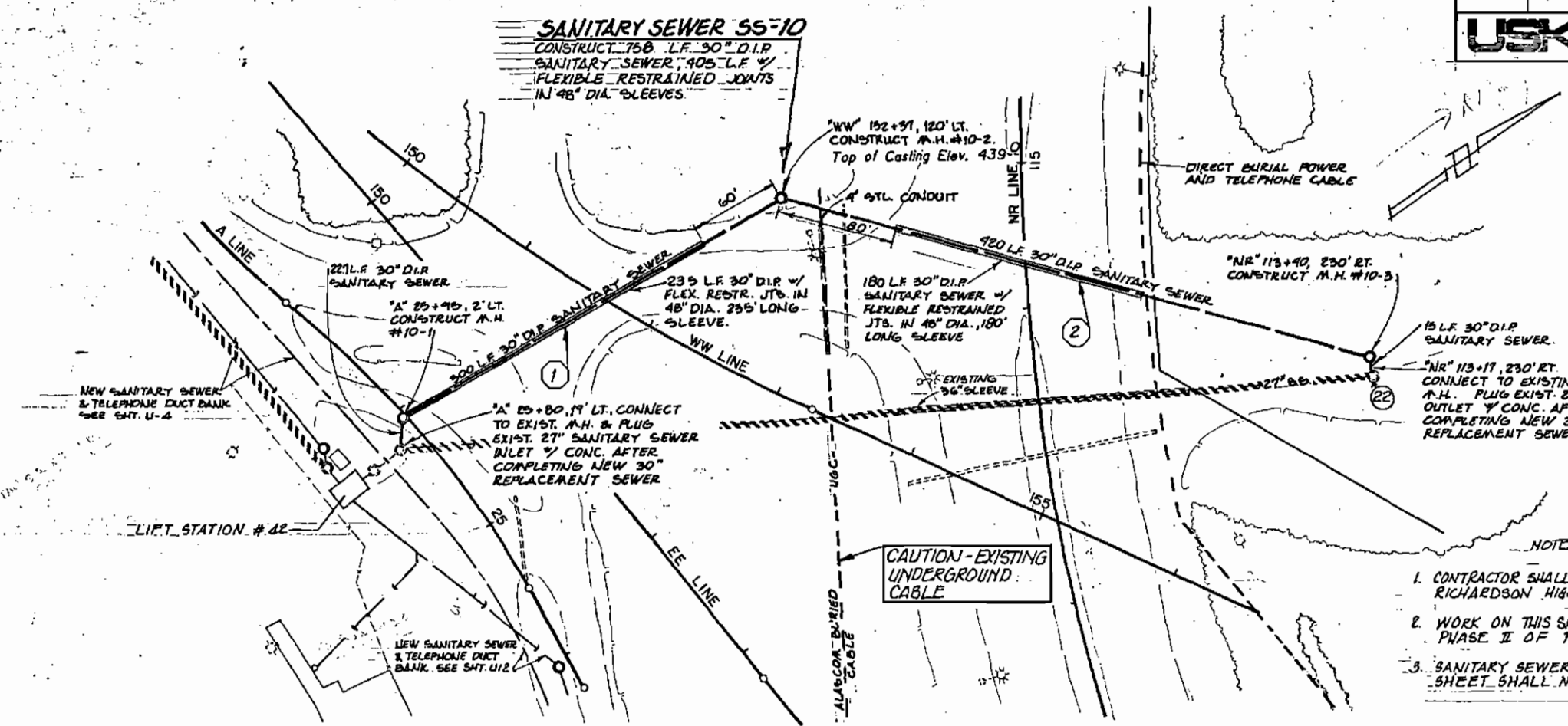
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	U11	246

USKH Architecture • Engineering
Land Surveying • Planning

DATE	BY	REVISION

DATE	BY	REVISION

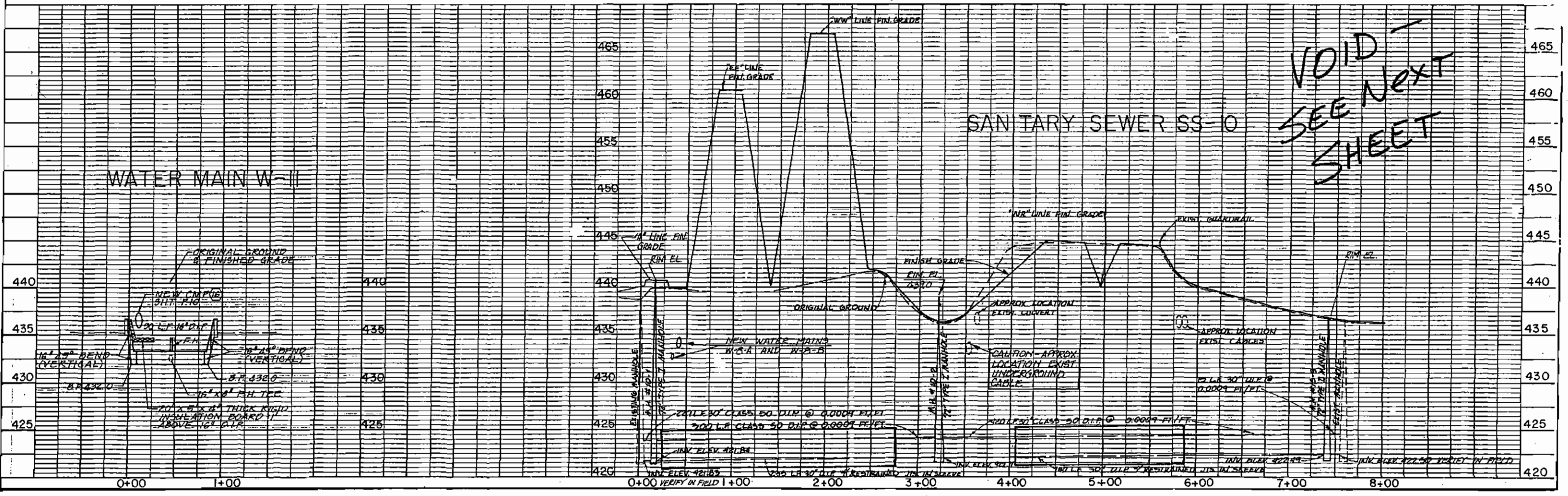
SANITARY SEWER SS-10
CONSTRUCT 750' L.F. 30" D.I.P.
SANITARY SEWER, 405' L.F. ✓
FLEXIBLE RESTRAINED JOINTS
IN 48" DIA. SLEEVES



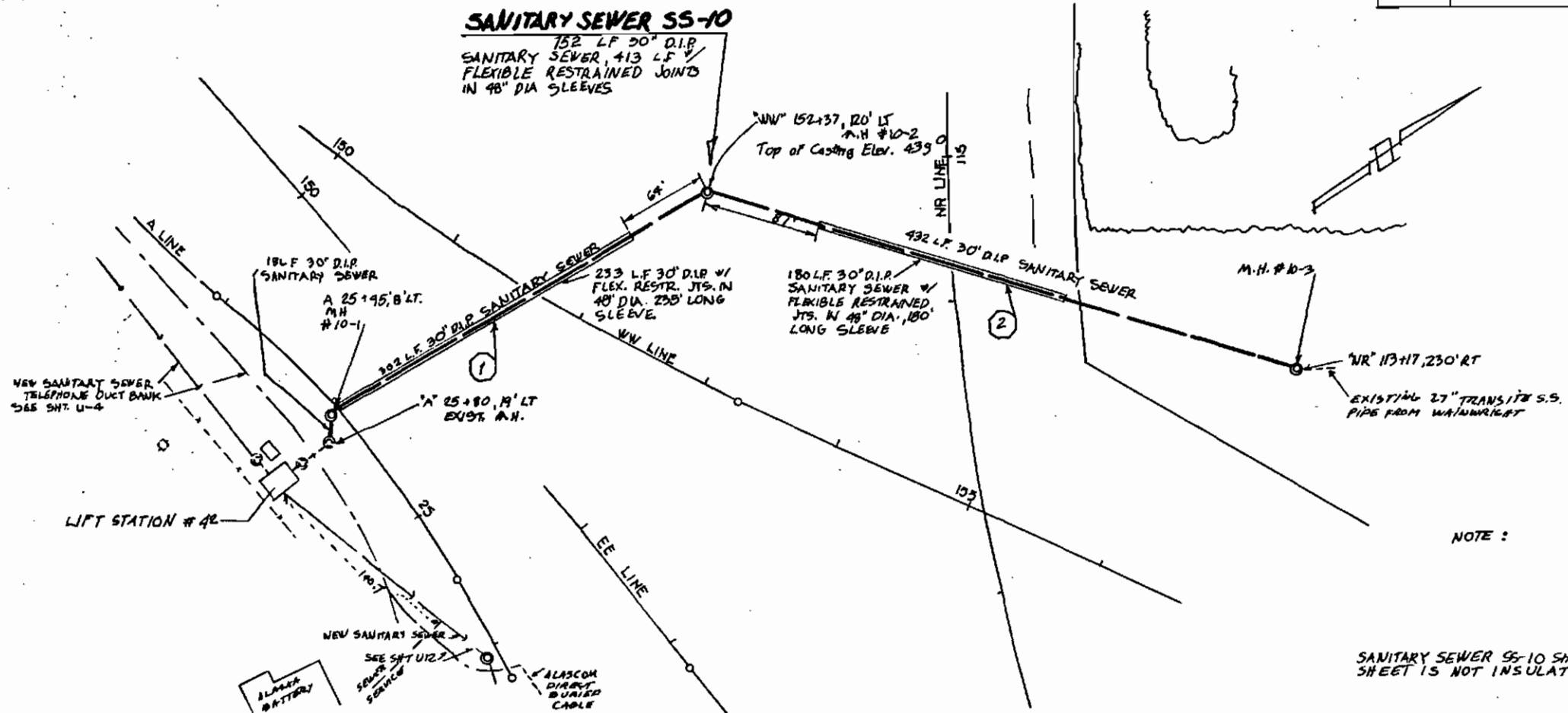
- NOTES:
1. CONTRACTOR SHALL KEEP TWO LANES OF OLD RICHARDSON HIGHWAY OPEN AT ALL TIMES
 2. WORK ON THIS SHEET SHALL COMMENCE IN PHASE II OF PROJECT
 3. SANITARY SEWER SS-10 SHOWN ON THIS SHEET SHALL NOT BE INSULATED

SANITARY SEWER SS-10

**VOID
SEE NEXT
SHEET**



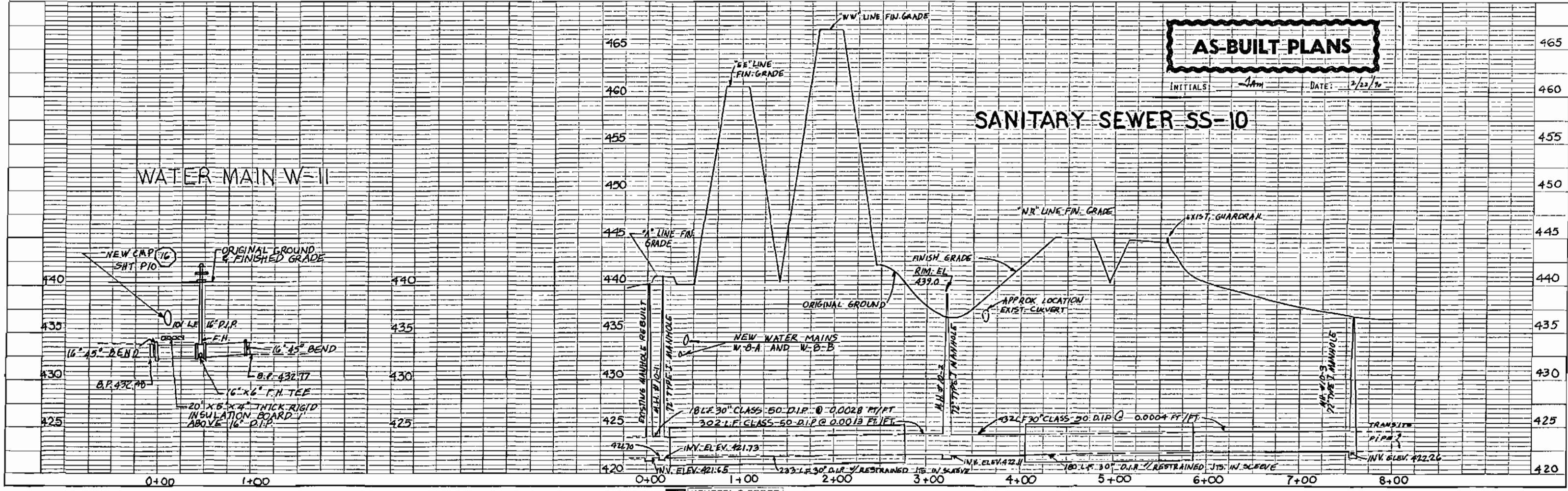
DATE	
BY	
NO.	
PLAN	
NOTE BOOK	
NO.	

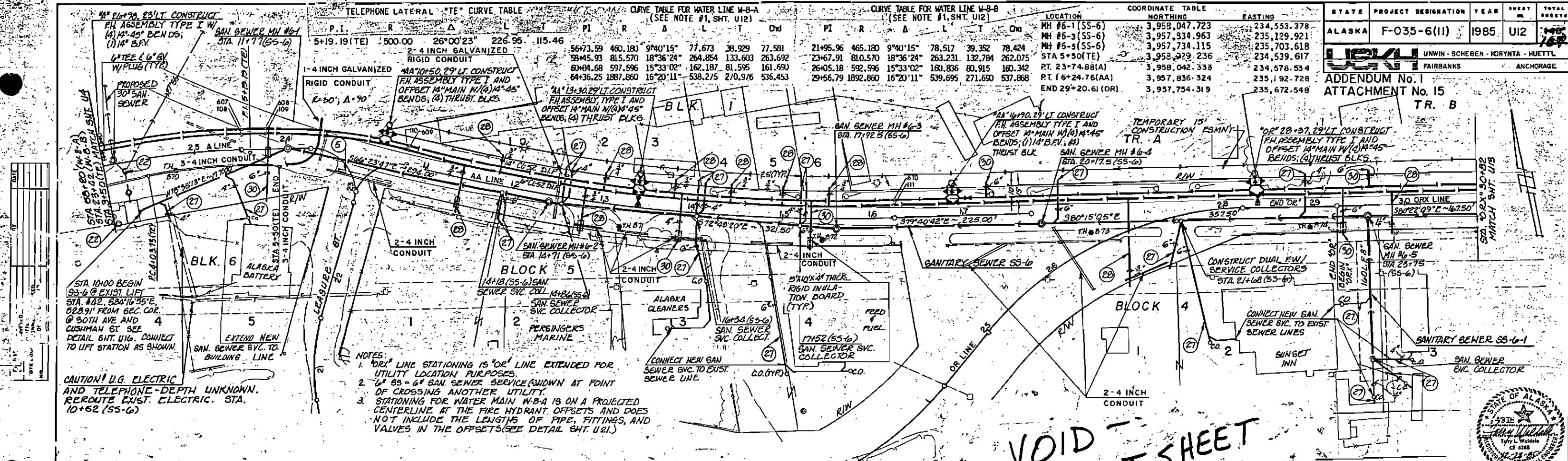


NOTE:
 SANITARY SEWER SS-10 SHOWN ON THIS SHEET IS NOT INSULATED.

DATE	
BY	
NO.	
PROFILE	
NOTE BOOK	
NO.	

AS-BUILT PLANS
 INITIALS: JAM DATE: 2/22/70





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	U12	165

UNWIN - SCHEBEN - KORYNTA - HUETTL
FAIRBANKS ANCHORAGE

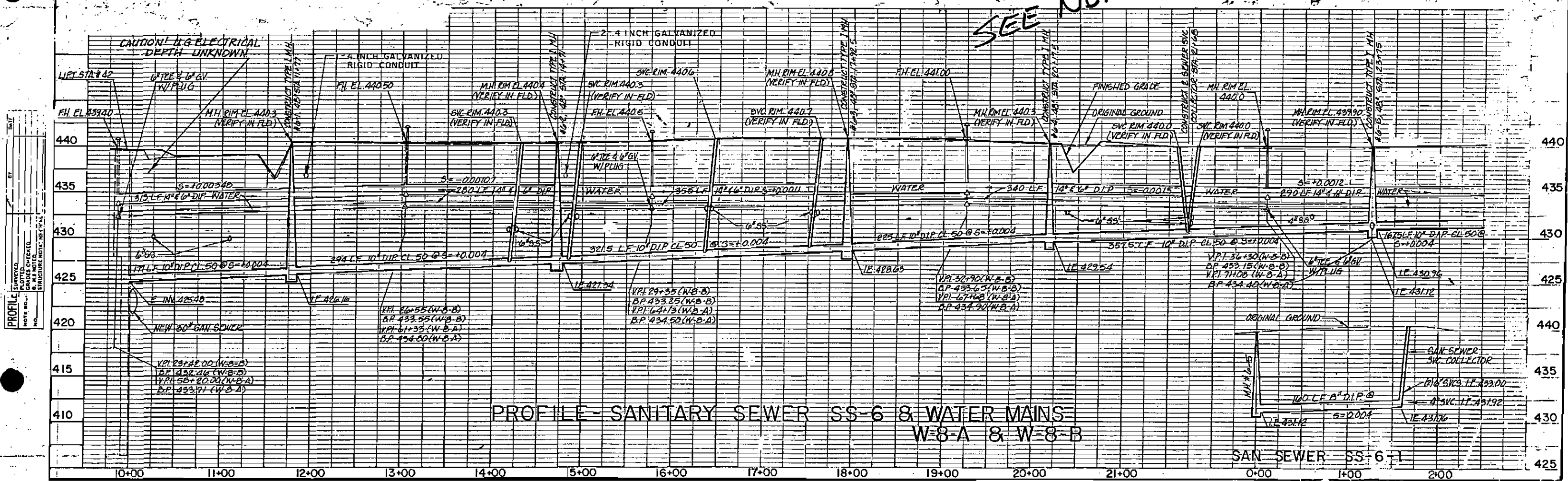
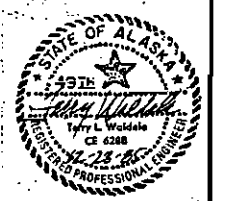
ADDENDUM No. 1
ATTACHMENT No. 15
TR. B

DATE	BY	REVISION

CAUTION! U.G. ELECTRIC AND TELEPHONE DEPTH UNKNOWN. REROUTE EXIST. ELECTRIC. STA. 10+62 (SS-6)

- NOTES:
1. OR LINE STATIONING IS OR LINE EXTENDED FOR UTILITY LOCATION PURPOSES.
 2. 6" 89-6" SAN. SEWER SERVICE (SHOWN AT POINT OF CROSSING ANOTHER UTILITY).
 3. STATIONING FOR WATER MAIN W-8-A IS ON A PROJECTED CENTERLINE AT THE FIRE HYDRANT OFFSETS AND DOES NOT INCLUDE THE LENGTHS OF PIPE, FITTINGS, AND VALVES IN THE OFFSETS (SEE DETAIL SHT. U21.)

VOID - SEE NEXT SHEET

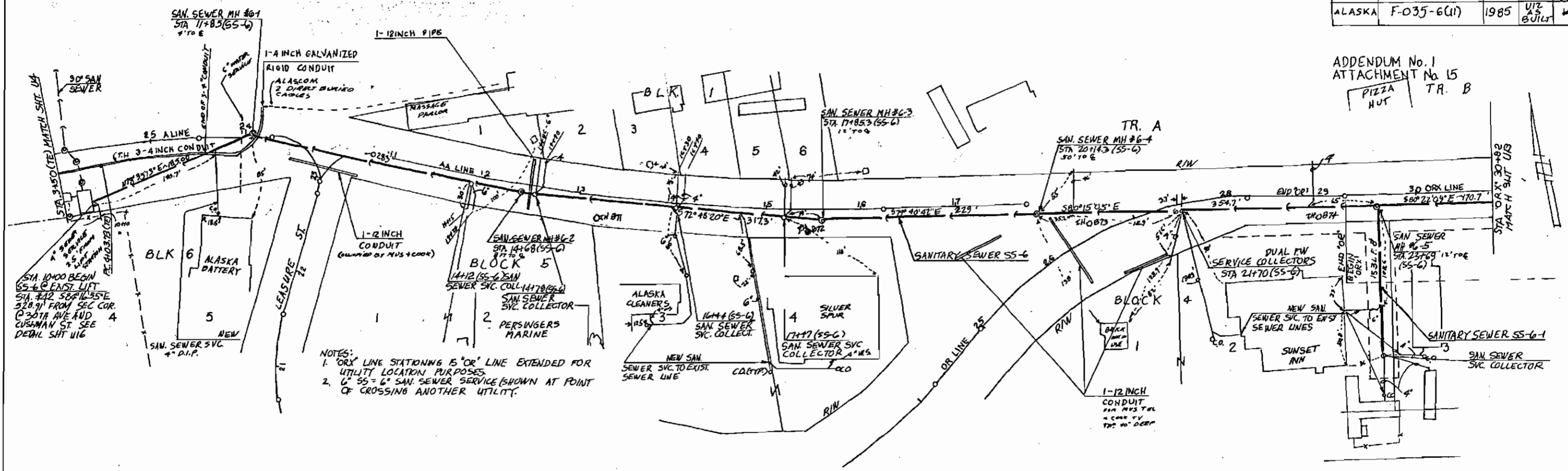


DATE	BY	REVISION

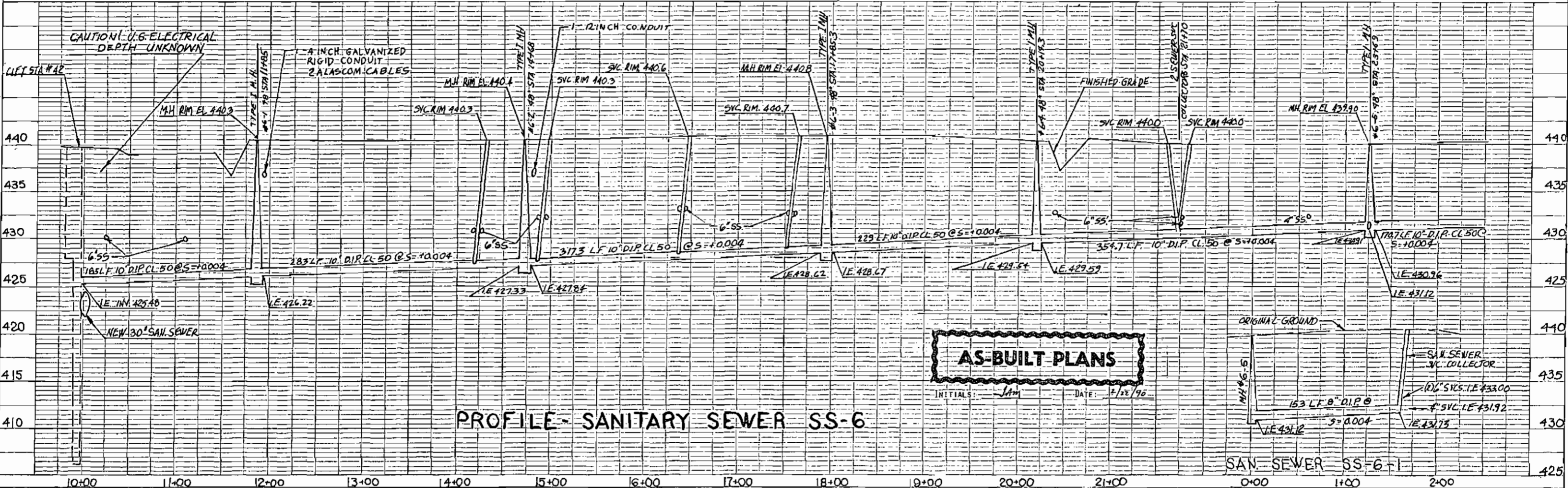
CAUTION! U.G. ELECTRICAL DEPTH UNKNOWN

ADDENDUM No. 1
ATTACHMENT No. 15
PIZZA HUT TR. B

PLAN	DATE	BY



PROFILE	DATE	BY



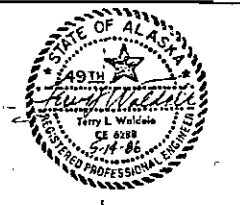
AS-BUILT PLANS

INITIALS: JAM DATE: 2/22/90

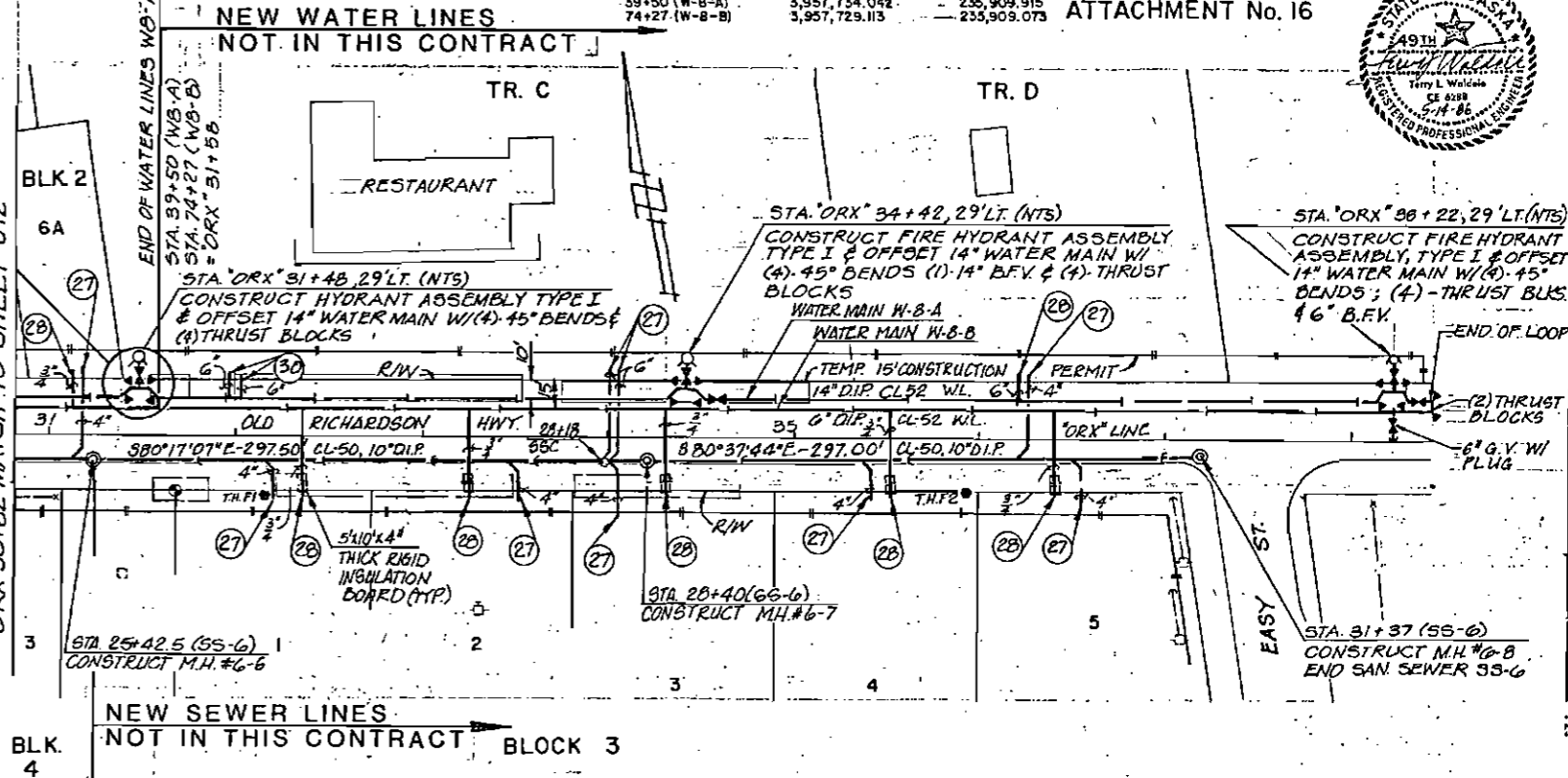
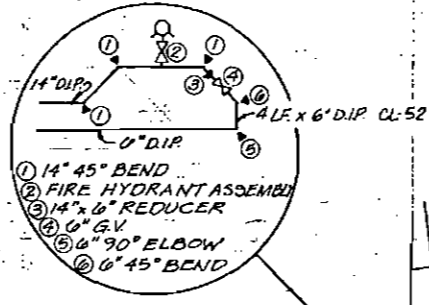
PROFILE - SANITARY SEWER SS-6

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	U13	167

ADDENDUM No. 1
ATTACHMENT No. 16



LOCATION	COORDINATE TABLE	
	NORTHING	EASTING
MH #6-7(SS-6)	3,957,706.093	235,868.757
MH #6-9(SS-6)	3,957,607.646	236,455.075
39+50 (W-8-A)	3,957,734.042	235,909.915
74+27 (W-8-B)	3,957,729.113	235,909.073

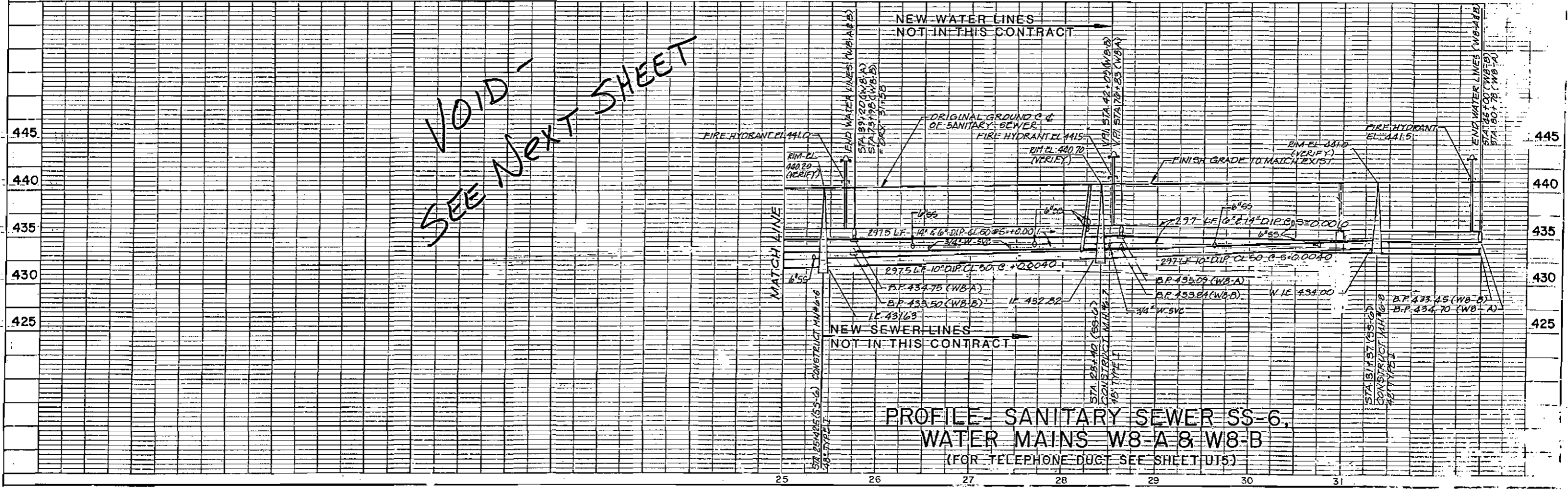


- NOTES:
1. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESSES AT ALL TIMES.
 2. 6\"/>

DATE	BY

DATE	BY

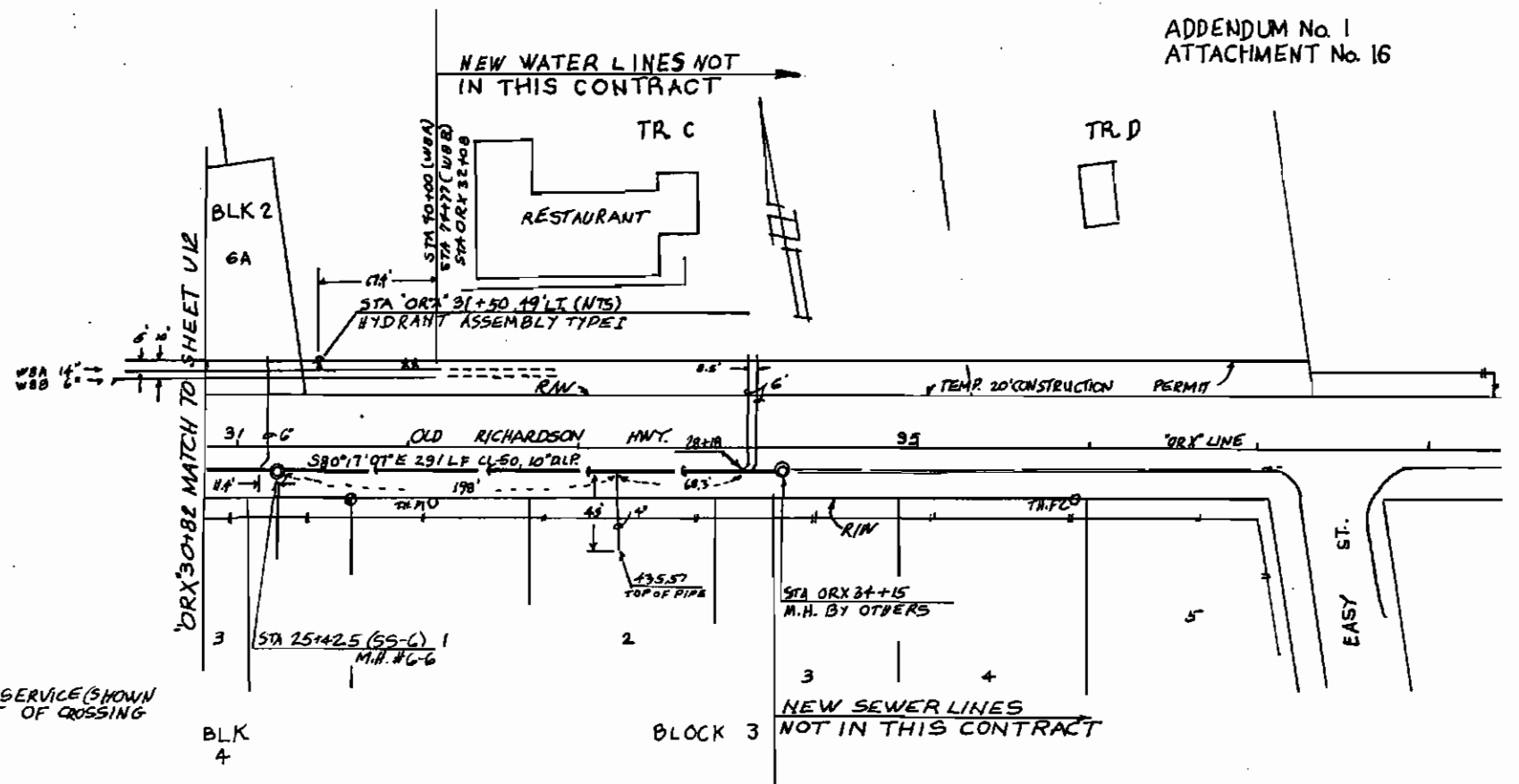
VOID -
SEE NEXT SHEET



PROFILE - SANITARY SEWER SS-6,
WATER MAINS W8-A & W8-B
(FOR TELEPHONE DUCT SEE SHEET U15)

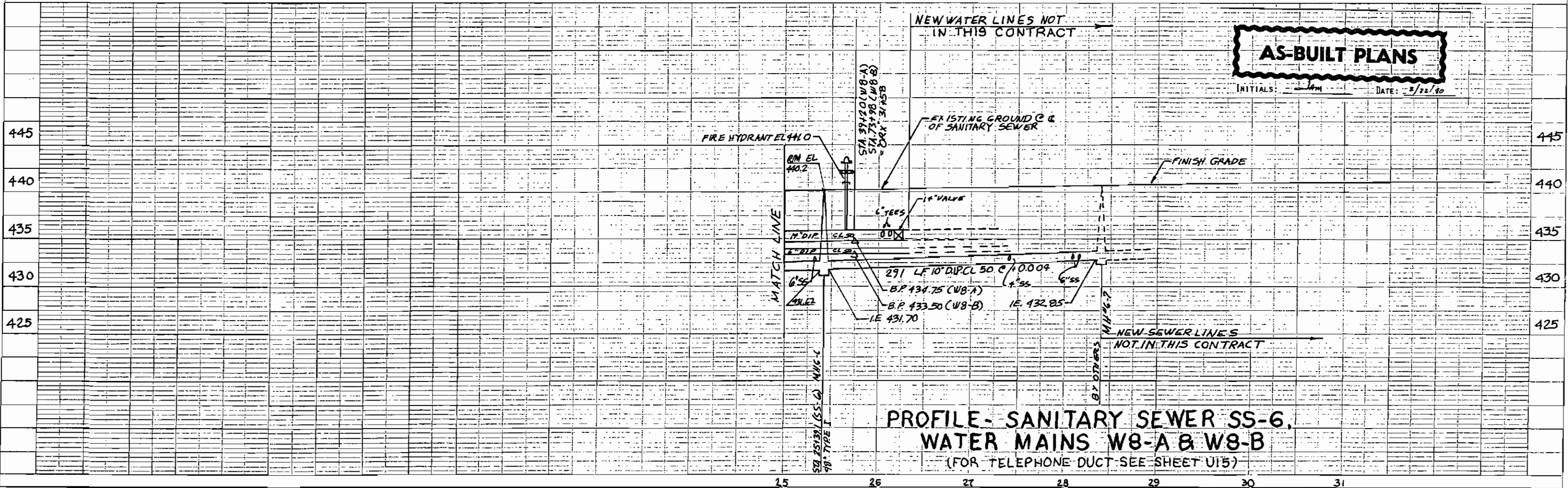
ADDENDUM No. 1
ATTACHMENT No. 16

PLAN	DATE
NO.	
BY	
CHECKED	
DATE	
NO.	
BY	
CHECKED	
DATE	
NO.	



NOTE
6"SS = 6" SAN. SEWER SERVICE (SHOWN ON PROFILE AT POINT OF CROSSING ANOTHER UTILITY).

PROFILE	DATE
NO.	
BY	
CHECKED	
DATE	
NO.	
BY	
CHECKED	
DATE	
NO.	

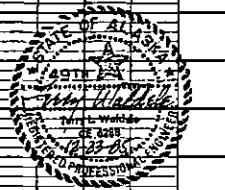
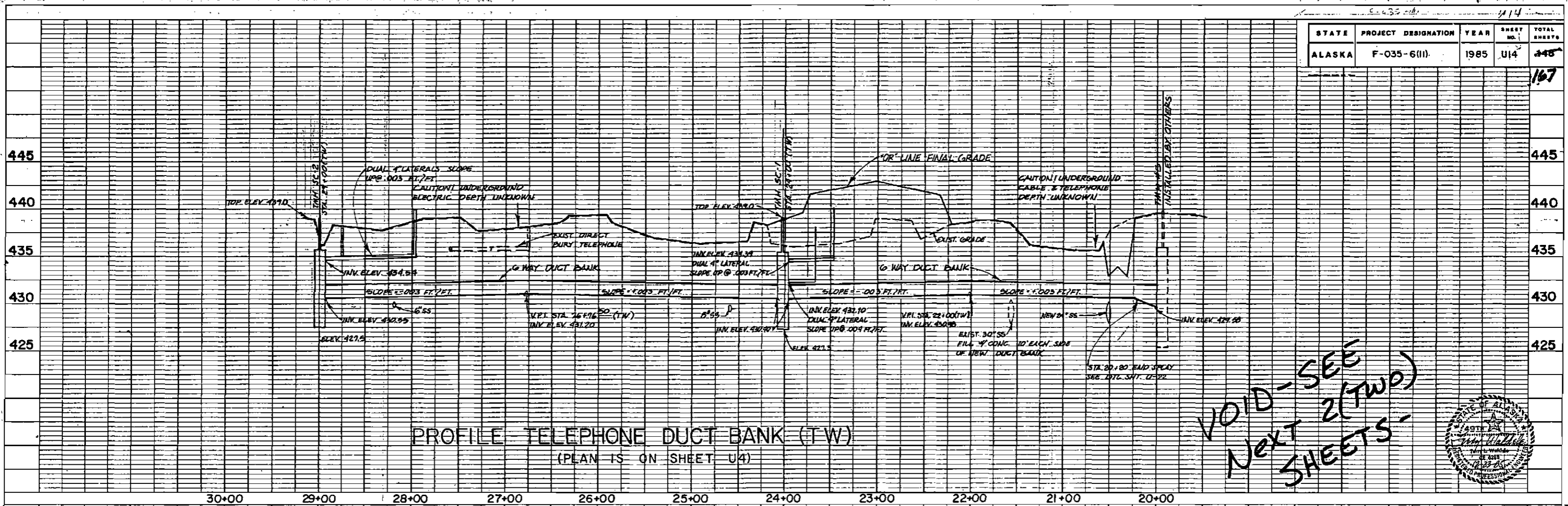


PROFILE - SANITARY SEWER SS-6,
WATER MAINS W8-A & W8-B
(FOR TELEPHONE DUCT SEE SHEET U15)

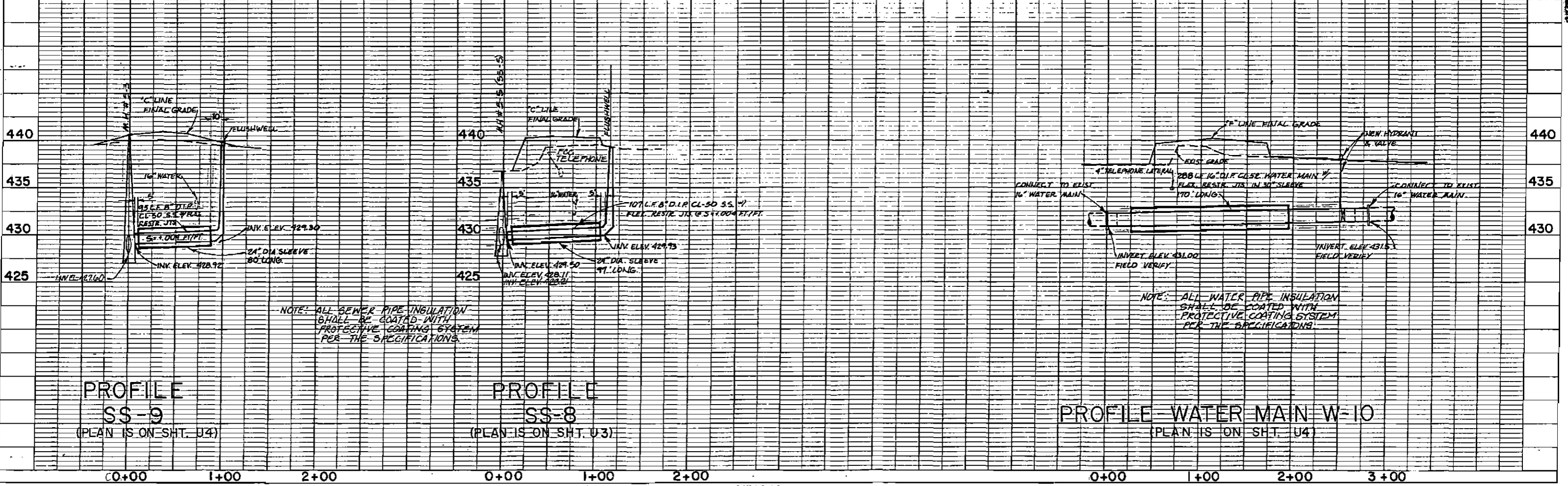
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	U14	448

167

DATE _____
BY _____
SURVEILED _____
PLOTTED _____
CHECKED _____
NOTE BOOK NO. _____
STRUCTURE NO. _____



DATE _____
BY _____
SURVEILED _____
PLOTTED _____
CHECKED _____
NOTE BOOK NO. _____
STRUCTURE NO. _____

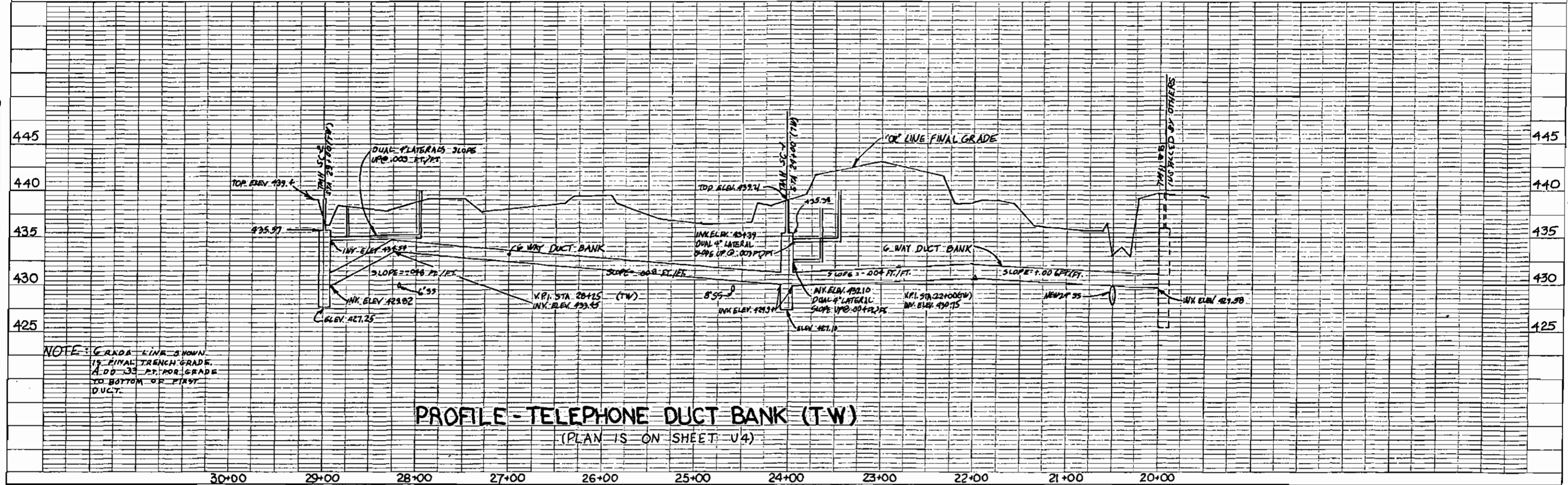


PLAN	SURVEYED	DATE
	PLOTTED	
	NOTE BOOK	
	ALIGNED	
	CHECKED	
	BY	
	NO.	

AS-BUILT PLANS

INITIALS: *lmw* DATE: 2/22/80

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTE BOOK	
	CHECKED	
	BY	
	NO.	



NOTE: GRADE LINE SHOWN IS FINAL TRENCH GRADE. ADD .35 FT. FOR GRADE TO BOTTOM OF FIRST DUCT.

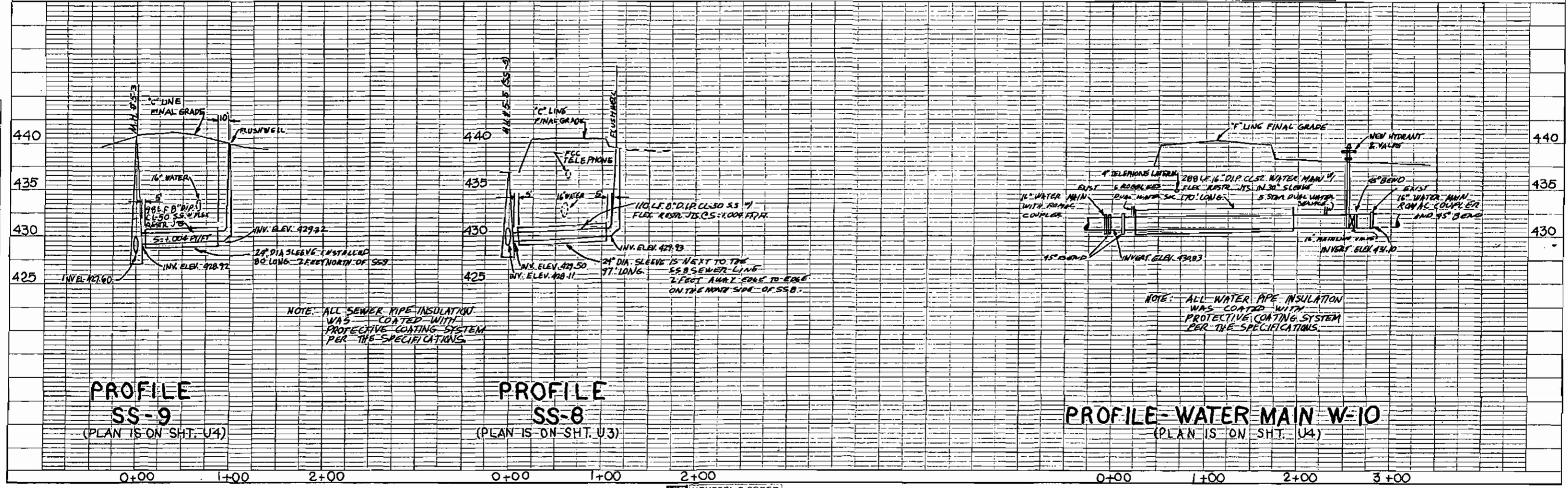
PROFILE - TELEPHONE DUCT BANK (TW)
(PLAN IS ON SHEET U4)

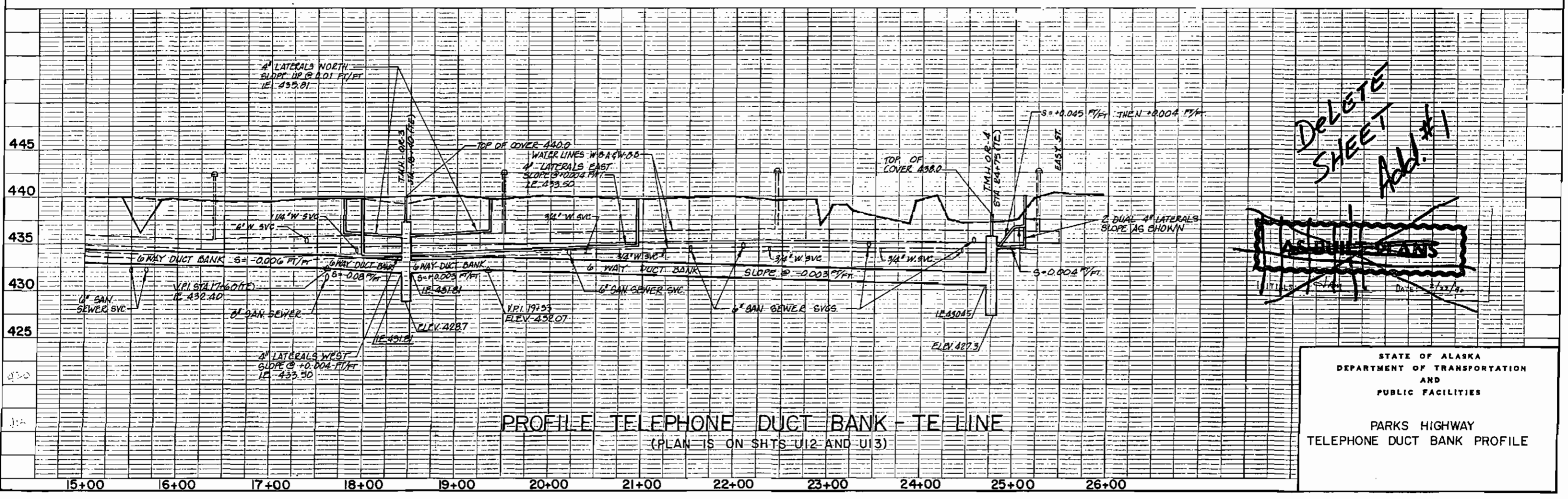
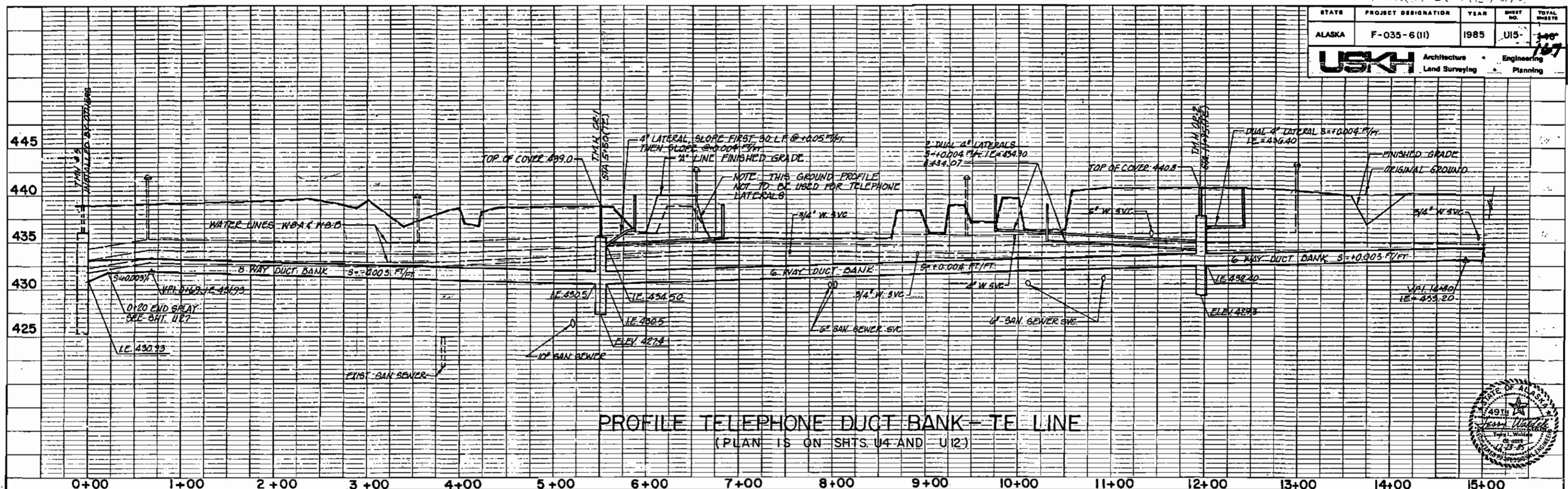
PLAN	SURVEYED	DATE
	PROFITED	
	NOTE BOOK	
	ALIGNMENT CHECKED	
	BY: DT	
	NO. 1	

PROFILE	SURVEYED	DATE
	PROFITED	
	NOTE BOOK	
	ALIGNMENT CHECKED	
	BY: DT	
	NO. 1	

AS-BUILT PLANS

INITIALS: *Am* DATE: 2/22/90



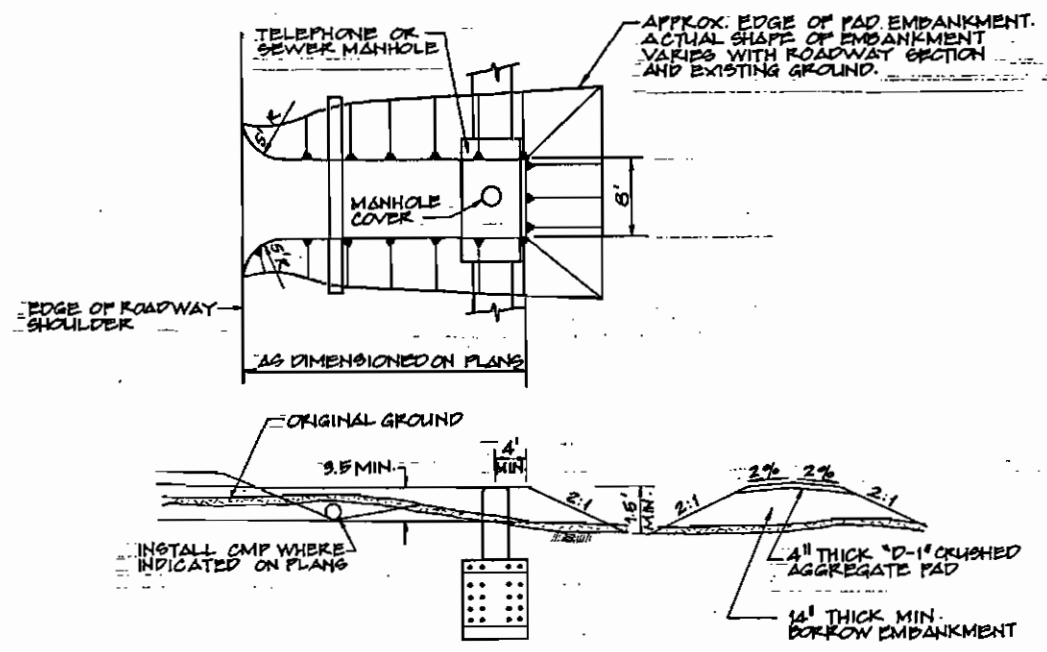


DELETE
 SHEET
 Add. #1



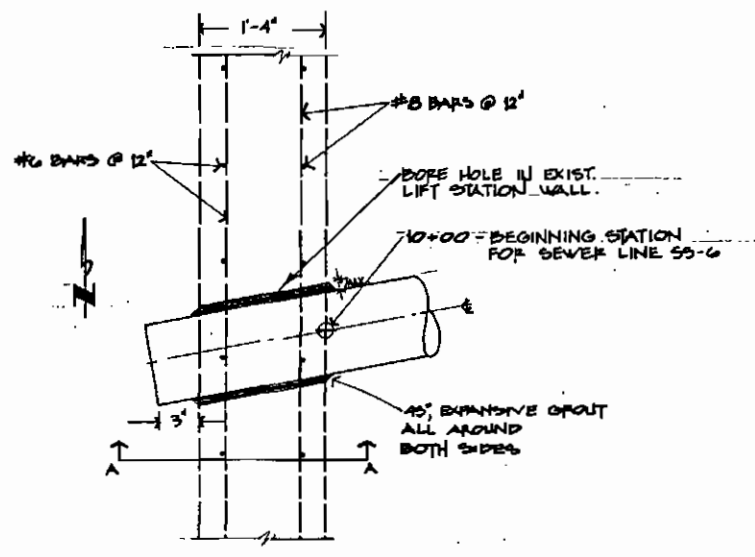
STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	UI6	167

UNWIN · SCHEBEN · KORYNTA · HUETTL
FAIRBANKS ANCHORAGE

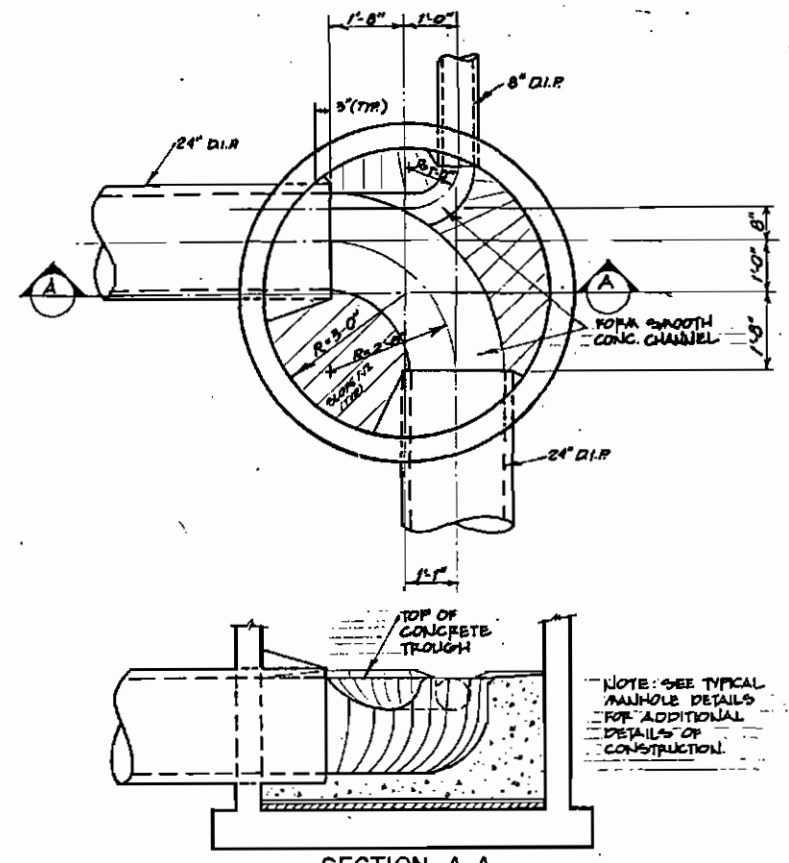


NOTE:
EMBANKMENT AND CRUSHED AGGREGATE PAD
SHALL BE COMPACTED TO 95% OF MAX.
DENSITY

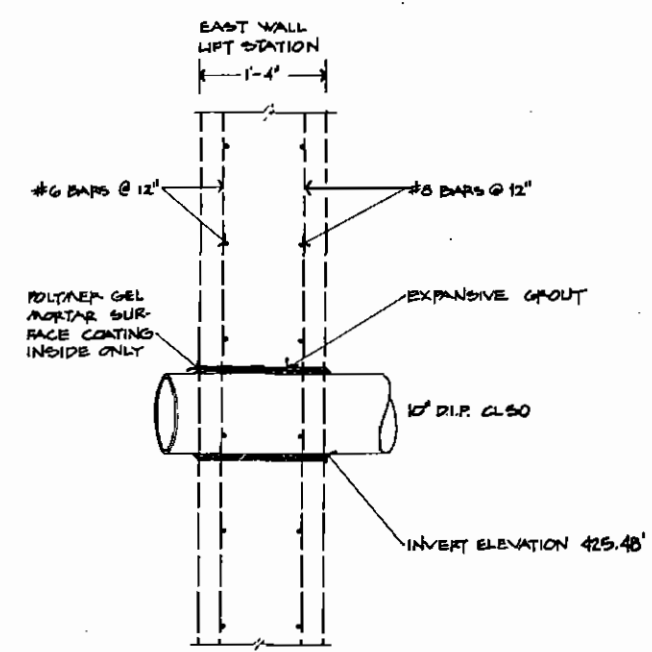
TYPICAL GRAVEL PAD AT MANHOLE
N.T.S.



PLAN: SEWER LINE TIE TO LIFT STATION #42 N.T.S.



SECTION A-A CONSTRUCTION DETAILS MANHOLE #5-5
N.T.S.



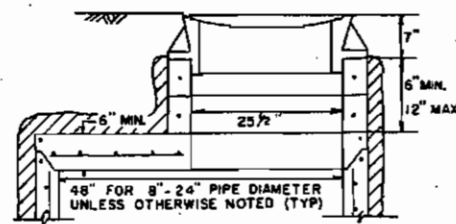
SECTION A-A: SEWER LINE TIE TO LIFT STATION #42 N.T.S.

AS-BUILT PLANS
INITIALS: Jay DATE: 2/22/90

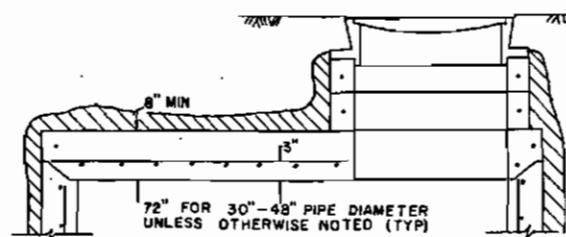


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

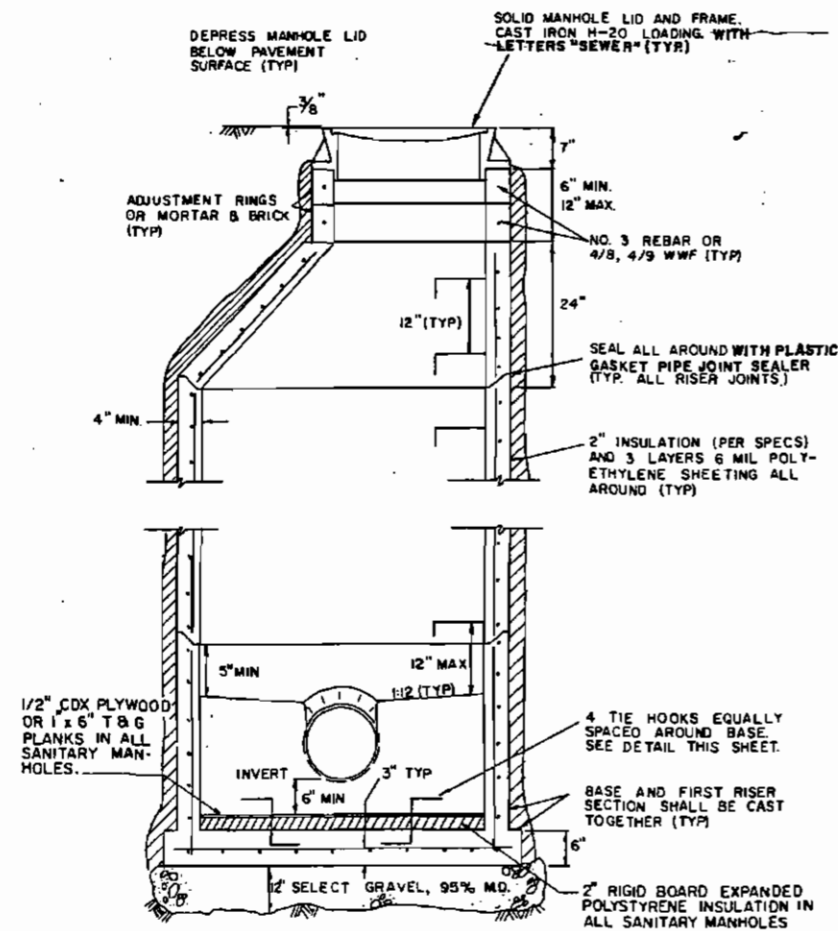
PARKS HIGHWAY
DETAIL SHEET



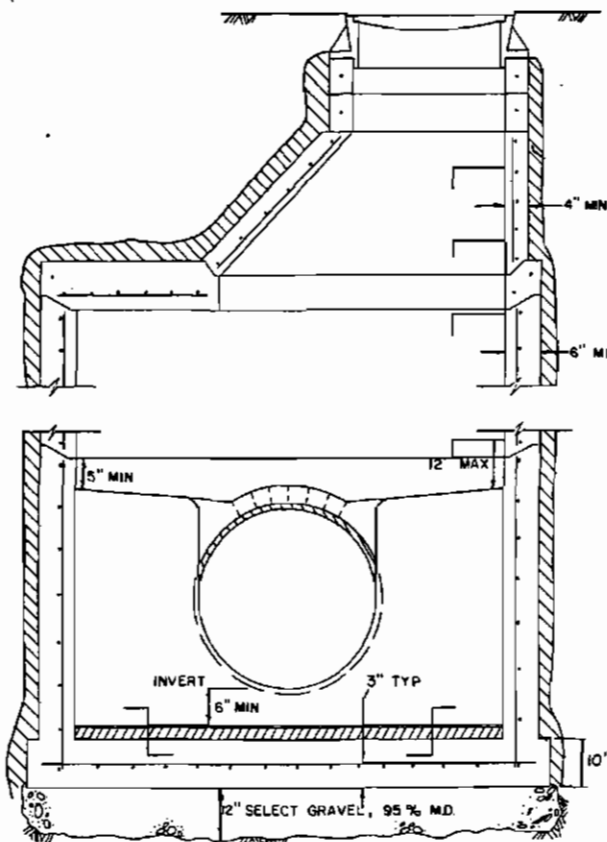
48" TYPE II



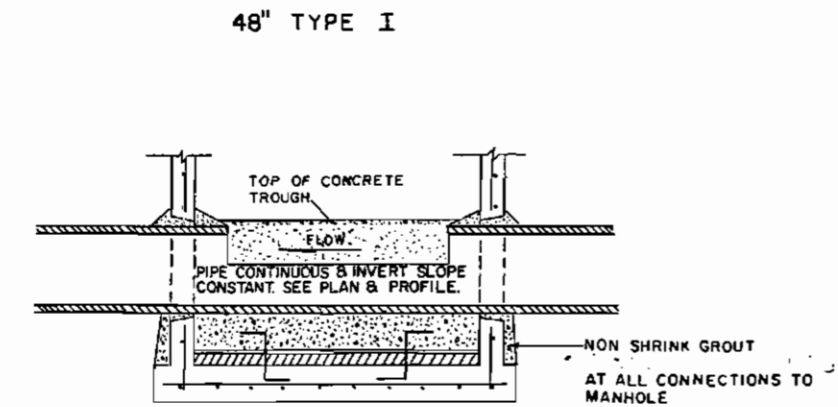
72" TYPE II



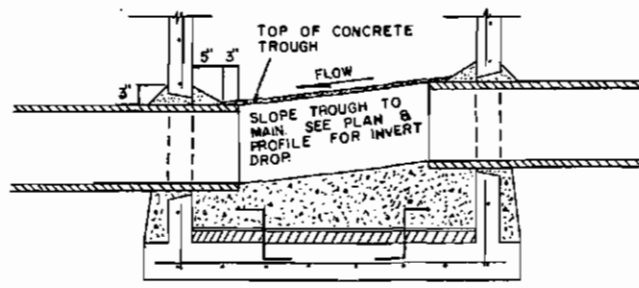
48" TYPE I



72" TYPE I

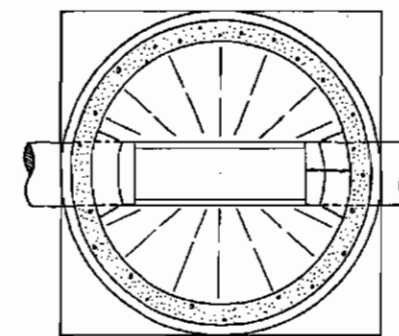


TYPICAL THROUGH SECTION

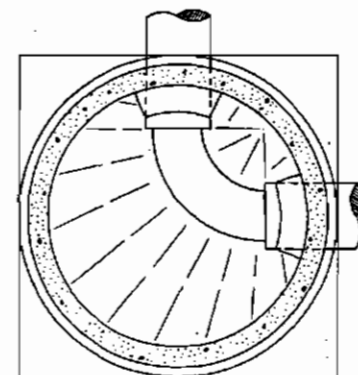


TYPICAL DROP SECTION

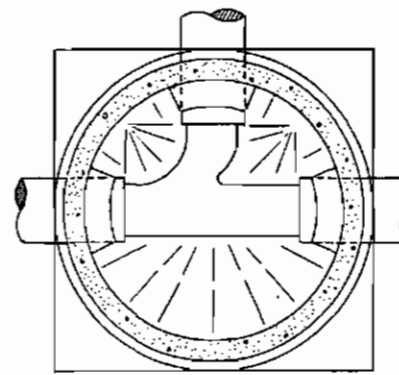
(A) TYPICAL MANHOLES



THROUGH SECTION



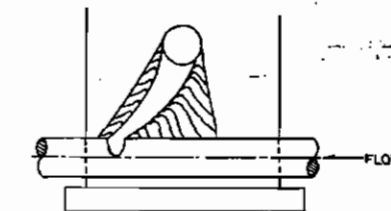
90° BEND



"1" SECTION

CONCRETE BASE MAY BE: 8'4" SQUARE OR 6'4" DIAMETER FOR 48" MANHOLES, 9'2" SQUARE OR 9'2" DIAMETER FOR 72" MANHOLES.

TYPICAL PLAN SECTIONS

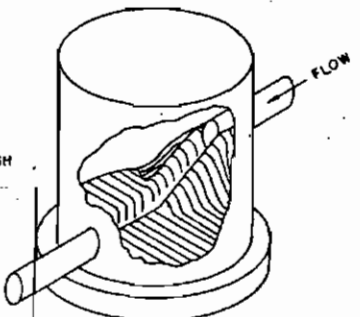


WHEN INSTALLING A BEAVER SLIDE THAT INTERCEPTS AN EXISTING SEWER AT A RIGHT ANGLE, THE CONNECTING INVERT OF THE BEAVER SLIDE IS TO INTERCEPT THE EXISTING SEWER SLIGHTLY ABOVE THE SPRINGLINE AS SHOWN.

MAX VERT DROP FOR BEAVER SLIDE (MEASURED CROWN TO CROWN):

- 32" FOR 12" PIPE
- 30" FOR 10" PIPE
- 28" FOR 8" PIPE

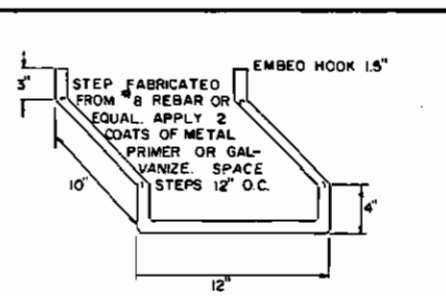
WHEN INSTALLING A BEAVER SLIDE WHERE THE FLOW IS STRAIGHT THROUGH THE MANHOLE, THE BEAVER SLIDE IS TO MATCH THE INVERT OF THE EXISTING LINE AND NOT EXTEND MORE THAN HALFWAY THROUGH THE MANHOLE.



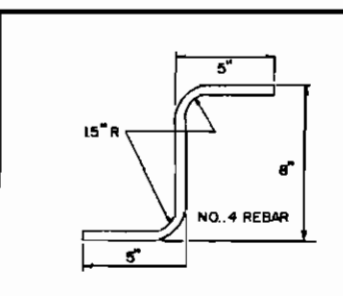
AS-BUILT PLANS

INITIALS: *AM* DATE: 2/22/90

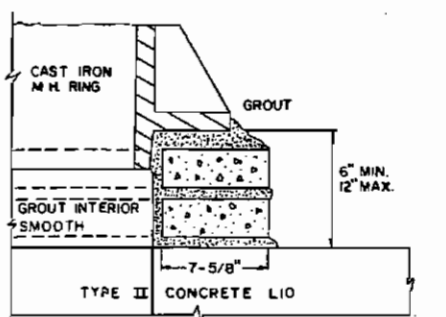
(B) TYPICAL BEAVER SLIDES



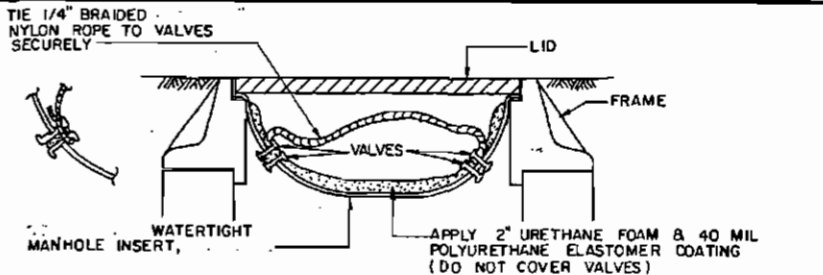
(C) MANHOLE STEP



(D) TIE HOOK



(E) GROUT AND CONCRETE BRICK ALTERNATIVE



(F) WATERTIGHT MANHOLE INSERT

MANHOLE REINFORCEMENT SCHEDULE
(SHALL COMPLY WITH AASHTO M-199-ASTM 478)

SECTION	MANHOLE SIZE	48"	72"
FLAT BASE		0.39 SQ. IN./FT. EACH WAY	0.39 SQ. IN./FT. EACH WAY
RISER SECTION		0.12 SQ. IN./FT.	0.18 SQ. IN./FT.
CONE SECTION		0.12 SQ. IN./FT.	0.18 SQ. IN./FT.
FLAT LID*		0.12 SQ. IN./FT. EACH WAY	0.12 SQ. IN./FT. EACH WAY
ADJUSTING RING		0.024 SQ. IN.	0.024 SQ. IN.

*CIRCUMFERENTIAL REINFORCING
ALL AREAS ARE MINIMUM CROSS-SECTIONAL AREA OF REINFORCEMENT PER FOOT OF SECTION.
*OPENINGS IN FLAT LIDS SHALL BE ADDITIONALLY REINFORCED WITH A MINIMUM OF THE EQUIVALENT OF 0.2 IN.² OF STEEL AT 90 DEGREES.

DEC. 1983	DETAIL A-ADD INSUL., CHANGE SECTIONS, ADD NOTES TO M.H. REINFORCE. SCHED., NEW	JEV
JAN. 1985	DETAIL A- DELETED PIPE JOINTS AT M.H.	JEV
DATE	REVISION	BY

DESIGNED	JEV/DFS	APPROVED
DRAWN	DFS	CITY ENGINEER
CHECKED		FILE NO.
DATE		

PLAN SCALE	NO SCALE
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CITY OF FAIRBANKS, ALASKA
ENGINEERING DEPARTMENT

SANITARY SEWER SYSTEM
MANHOLES

U17

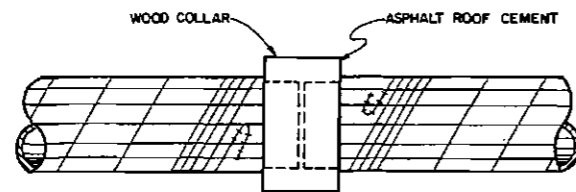
RPM PIPE PARAMETERS			
DIA. IN.	O.D. IN.	I.D. IN.	MIN. THICK. IN.
8	8.34	8	0.17
10	10.34	10	0.17
12	12.36	12	0.18
14	14.38	14	0.19
15	15.38	15	0.19
16	16.40	16	0.20
18	18.42	18	0.21
20	20.42	20	0.21
21	21.42	21	0.21
24	24.48	24	0.24

WSP PIPE PARAMETERS			
DIA. IN.	O.D. IN.	I.D. IN.	MIN. THICK. IN.
4	6.50	4	1.25
6	8.50	6	1.25
8	10.50	8	1.25
10	12.75	10	1.375
12	14.75	12	1.375
14	16.75	14	1.375
16	18.88	16	1.438
18	20.88	18	1.438
20	22.88	20	1.438
22	24.98	22	1.438
24	27.00	24	1.50
26	29.00	26	1.50
28	31.00	28	1.50
30	33.00	30	1.50

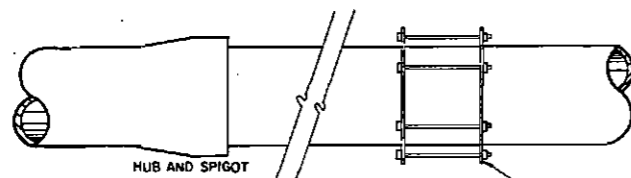
DIP PIPE PARAMETERS			
DIA. IN.	O.D. IN.	I.D. IN.	MIN. THICK. IN.
4	4.80	4.03	0.26
6	6.90	6.15	0.25
8	9.05	8.26	0.27
10	11.10	10.27	0.29
12	13.20	12.33	0.31
14	15.30	14.39	0.33
16	17.40	16.47	0.33
18	19.50	18.55	0.35
20	21.60	20.63	0.36
24	25.80	24.79	0.38
30	32.00	30.97	0.39
36	38.30	37.19	0.43
42	44.50	43.31	0.47
48	50.80	49.53	0.51

PIPE PARAMETERS

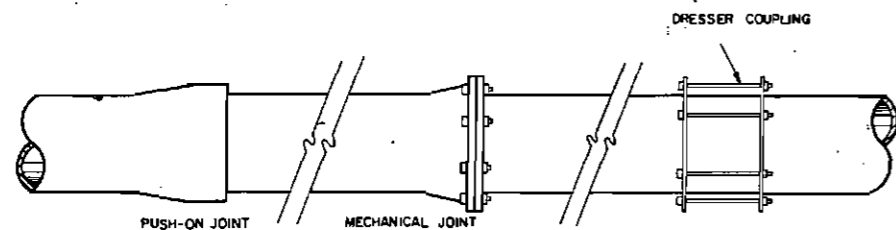
NOTES:
1. SEE SHEETS U22 FOR SEWER SLEEVE PLUG DETAIL F 22



WSP WITH WOOD COLLAR



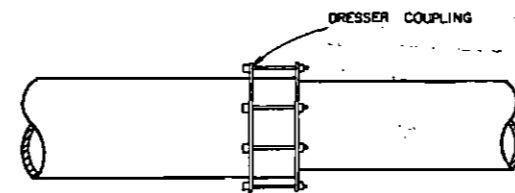
RPM PIPE



DUCTILE IRON PIPE

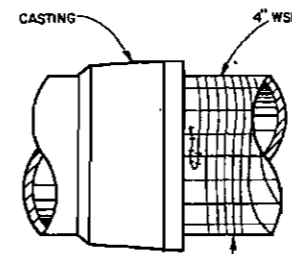
NOTE: ALL PIPE SHALL BE COATED WITH A MINIMUM OF 2 1/4" INSULATION. DUCTILE IRON SEWER SERVICES SHALL BE COATED WITH A MINIMUM 3" OF INSULATION. FITTINGS SHALL BE COATED WITH A MINIMUM OF 3" OF INSULATION

TYPICAL PIPE CONNECTIONS



NOTE: WHEN ADAPTING PIPES OF DIFFERENT INSIDE DIAMETER USE TRANSITION COUPLING.

PIPE ADAPTATION DETAIL

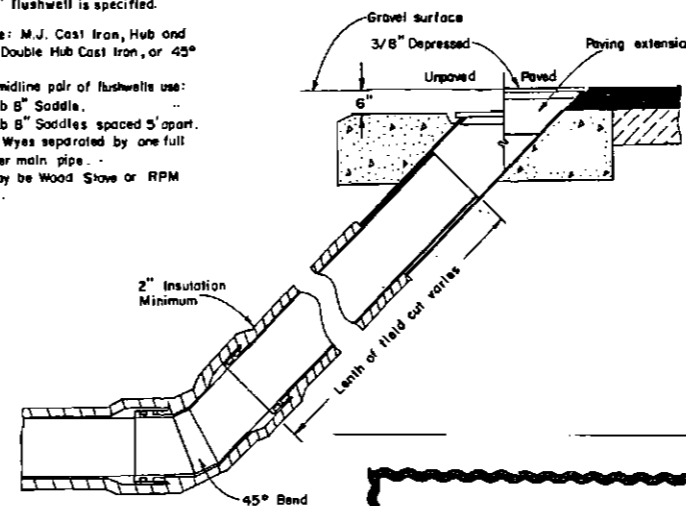


NOTES:
1. Type 45° and 60° WSP house service lines shall be stapled on top of pipe.
2. Six galvanized staples to be used at each wire ending.
3. Staples not to penetrate inner surface of pipe.
4. Staples every 18" throughout the length of the pipe section

MINIMUM 3 TIGHT WRAPS
1/4" APART AT ENDS

TYPICAL W.S.P. STAPLE DETAIL

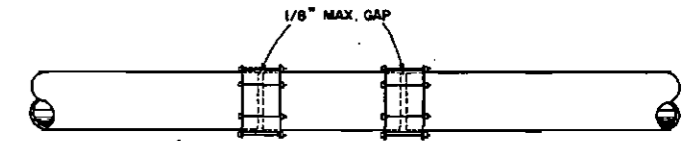
NOTES:
1. Flushwell fitting is 8" Cast Iron. Adapt to a 6" pipe when a 6" flushwell is specified.
2. 45° Fitting may be: M.J. Cast Iron, Hub and Spigot Cast Iron, Double Hub Cast Iron, or 45° RPM Fitting.
3. When installing a midline pair of flushwells use:
a) A Double Hub 8" Saddles.
b) Two Single Hub 8" Saddles spaced 5' apart.
c) Two Cast Iron Wyes separated by one full length of sewer main pipe.
4. Flushwell pipe may be Wood Stave or RPM pipe as specified.



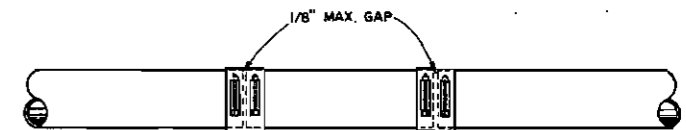
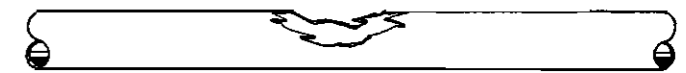
AS-BUILT PLANS

INITIALS: JAM DATE: 2/22/90

TYPICAL FLUSHWELL DETAIL



FOR PIPE SECTIONS DAMAGED CLOSE TO PUSH-ON OR HUB AND SPIGOT TYPE JOINT CUT OFF DAMAGED SECTION AND BELL OF UNDAMAGED PIPE PERPENDICULAR TO PIPE AXIS. INSERT SAME TYPE AND DIAMETER OF PIPE LEAVING A MAXIMUM 1/8" GAP BETWEEN PIPES. USE FULL CIRCLE CLAMP OR FLEXIBLE COUPLING. (FLEXIBLE COUPLING SHOWN)



FOR PIPE DAMAGED NEAR THE MIDDLE OF THE SECTION REMOVE THE DAMAGED SECTION MAKING CUTS PERPENDICULAR TO THE PIPE AXIS. INSERT SAME TYPE AND DIAMETER OF PIPE LEAVING A MAXIMUM GAP BETWEEN PIPES OF 1/8". USE FULL CIRCLE CLAMP OR FLEXIBLE COUPLING. (FULL CIRCLE CLAMP SHOWN.)



WHEN REPAIRING WOOD STAVE PIPE CUT AND REMOVE THE DAMAGED SECTION, MAKING CUTS PERPENDICULAR TO THE PIPE AXIS. STAPLE BANDING TO ALLOW A MINIMUM OF THREE WRAPS OF THE WIRE AT EACH END. STAPLE ACCORDING TO DETAIL THIS SHEET. CUT NEW WSP TO LENGTH ALLOWING A MAXIMUM OF 1/8" GAP AT EACH END. CREOSOTE SHALL BE APPLIED TO ALL FRESHLY CUT ENDS OF PIPE. INSTALL FLEXIBLE COUPLING OR FULL CIRCLE CLAMP. (FULL CIRCLE CLAMP SHOWN)

AFTER BEING ACCEPTED BY THE ENGINEER ALL PIPE INSTALLED AND EXPOSED DURING THE WORK SHALL BE COATED WITH A MINIMUM 2" OF INSULATION.

PIPE REPAIR

DEC.1993	CHANGE NOTE ON TYP. WSP STAPLE DETAIL	JEV
DATE	REVISION	BY

PLAN SCALE: NONE

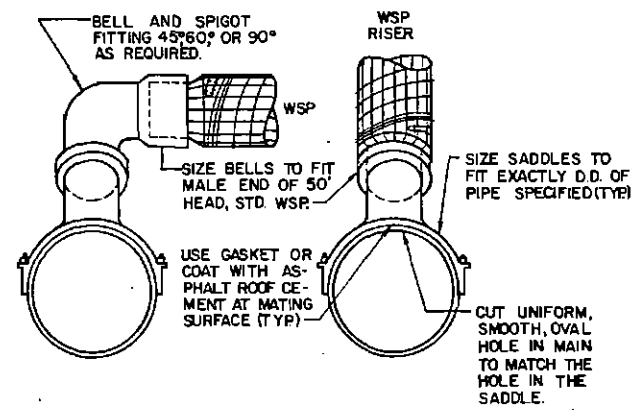
DESIGNED JEV, DS, AC, DD, CC	APPROVED
DRAWN GDR	CITY ENGINEER
CHECKED	FILE NO.
DATE 3-83	

CITY OF FAIRBANKS, ALASKA
ENGINEERING DEPARTMENT

SANITARY SEWER SYSTEM
PARAMETERS, CONNECTIONS, ADAPTATION, FLUSHWELL, REPAIR

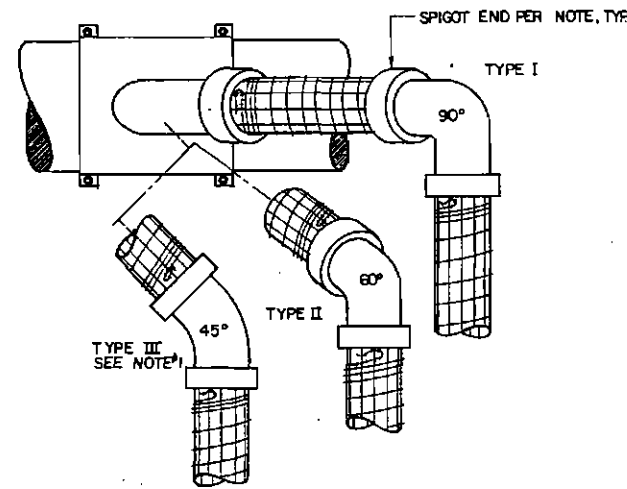
PACK JOINTS IN CAST IRON FITTINGS PER SPECIFICATIONS.

ALL FITTINGS TO HAVE 5/8" HUB THICKNESS.



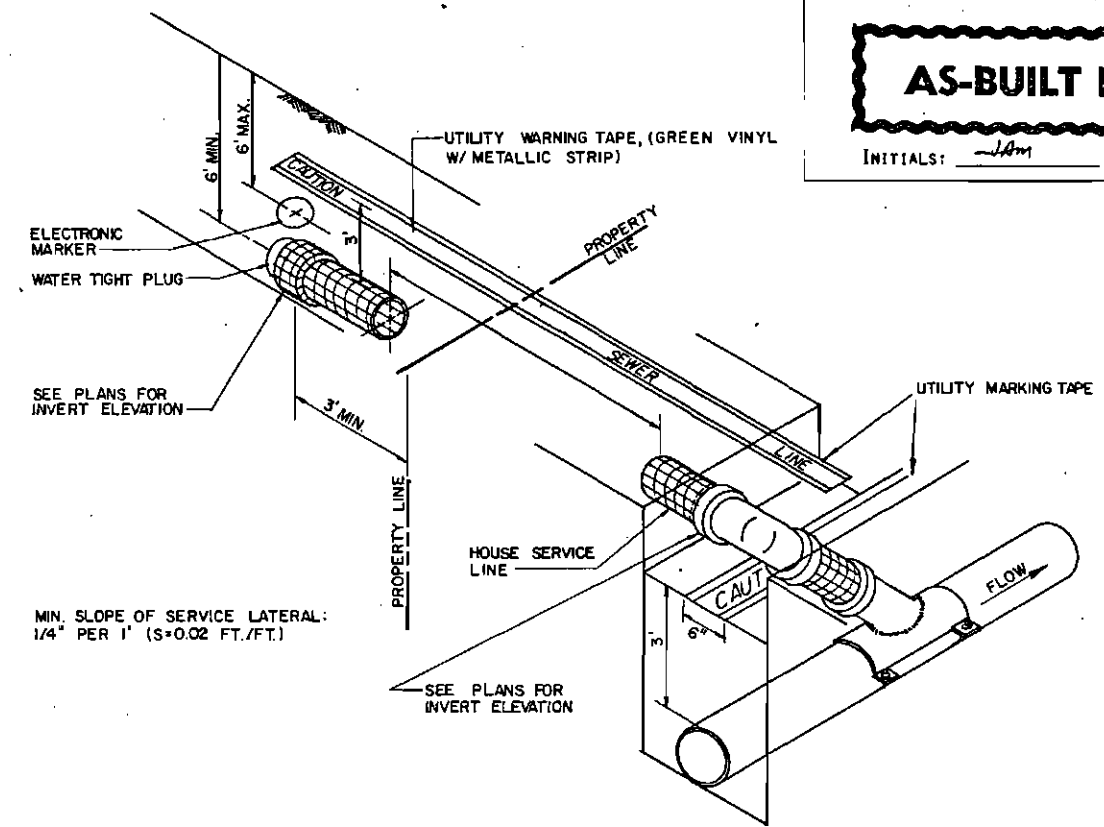
USE BELL AND SPIGOT FITTING AT SADDLE WHEN NECESSARY TO ACHIEVE REQUIRED SEWER SERVICE ELEVATIONS.

END VIEW

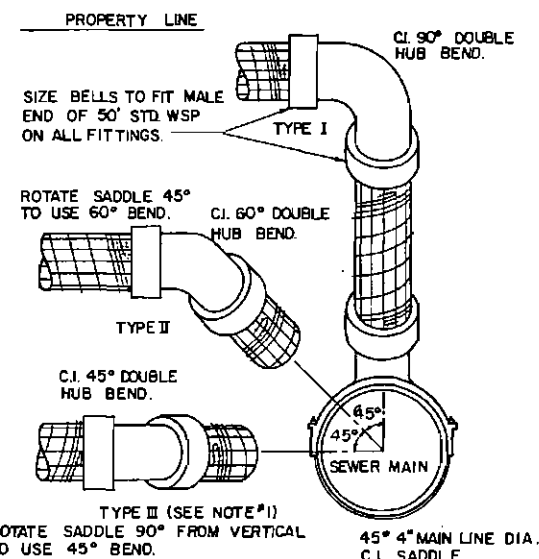


TOP VIEW

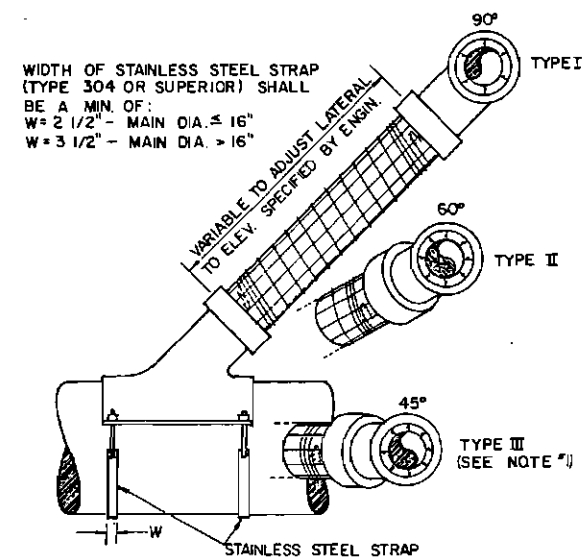
AS-BUILT PLANS
INITIALS: JAM DATE: 2/27/90



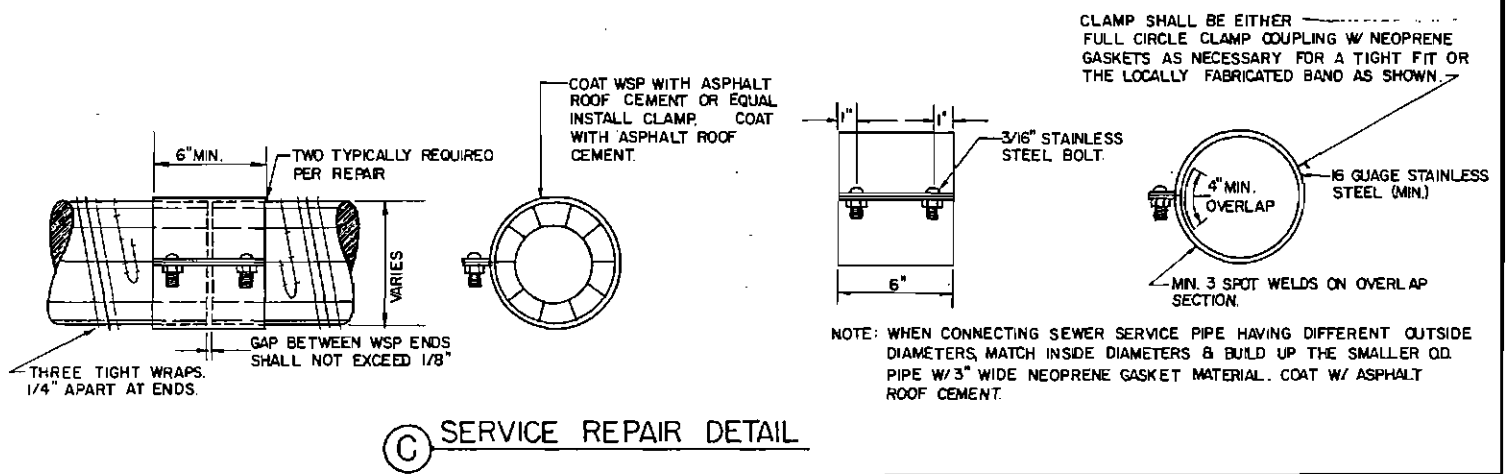
(B) TYPICAL APPLICATION OF UTILITY MARKING TAPE



END VIEW



SIDE VIEW



(C) SERVICE REPAIR DETAIL

GENERAL NOTES:

1. TYPE III NOT TO BE USED EXCEPT UPON WRITTEN APPROVAL FROM THE ENGINEER.
2. WHEN SERVICE PIPING IS WOODSTAVE, ALL FITTINGS, SADDLES, AND BENDS SHALL BE GRAY IRON CASTINGS, SHALL BE OF APPROVED DESIGN AND SHALL MEET ASTM A48 CLASS 30 FOR GRAY IRON.
3. WHEN SERVICE PIPING IS O.I.P., ALL FITTING AND BENDS (EXCLUSIVE OF THE SADDLE CASTINGS) SHALL BE OF DUCTILE IRON, CLASS 50 MIN.
4. WOODSTAVE SERVICE PIPING SHALL BE COATED WITH A MIN. TWO AND ONE QUARTER INCHES (2 1/4") INSULATION; DUCTILE IRON SERVICE PIPING SHALL BE COATED WITH A MIN. THREE INCHES (3") INSULATION.
5. COAT ALL BOLTS WITH BITUMASTIC BEFORE INSULATING.
6. ALL FITTINGS SHALL BE COATED WITH A MIN THREE INCHES (3") INSULATION.

(D) GENERAL NOTES—SERVICES

(A) HOUSE SERVICE LATERAL DETAIL

DEC. 1983	DETAIL C-ADD NOTE	JEV	DESIGNED	APPROVED	CITY OF FAIRBANKS, ALASKA ENGINEERING DEPARTMENT	SANITARY SEWER SYSTEM SERVICES	U19
			DRAWN	CITY ENGINEER			
			CHECKED	FILE NO.			
DATE	REVISION	BY					

D.I.P. PARAMETERS-CLASS 52				(ALL DIMENSIONS IN INCHES)			
NOM. DIA.	O.D.	I.D.	MIN. THICKNESS	NOM. DIA.	O.D.	I.D.	MIN. THICKNESS
4	4.80	3.97	.29	18	19.50	18.43	0.41
6	6.90	6.03	0.31	20	21.60	20.51	0.42
8	9.05	8.14	0.33	24	25.80	24.67	0.44
10	11.10	10.15	0.35	30	32.00	30.81	0.47
12	13.20	12.21	0.37	36	38.30	36.99	0.53
14	15.30	14.27	0.39	42	44.50	43.07	0.59
16	17.40	16.35	0.40	48	50.80	49.25	0.65

*METAL THICKNESS ONLY; DOES NOT INCLUDE 1/8" MORTAR LINING.

STEEL PIPE PARAMETERS			
NOM. DIA.	O.D.	I.D.	MIN. THICKNESS
4	4.500	4.13	.188
6	6.000	5.73	.134
8	8.000	7.73	.134
10	10.000	9.73	.134
12	12.000	11.62	.188
14	14.000	13.500	.250

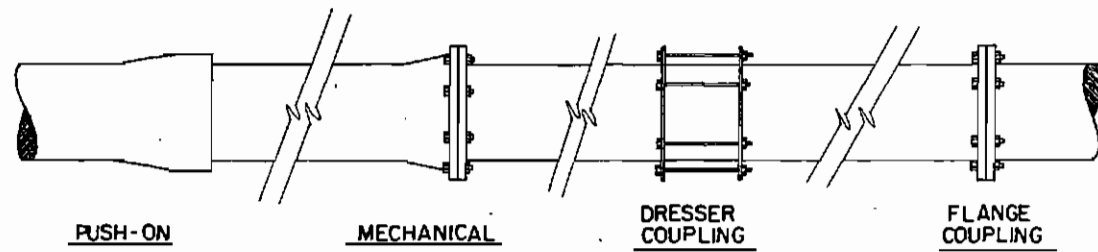
*DOES NOT INCLUDE COAL TAR LINING.

DUCTILE IRON

NOTE: MINIMUM DEPTH OF BURIAL FOR ALL WATER MAINS SHALL BE 4'-0".

STEEL PIPE

(A) PIPE PARAMETERS



PUSH-ON

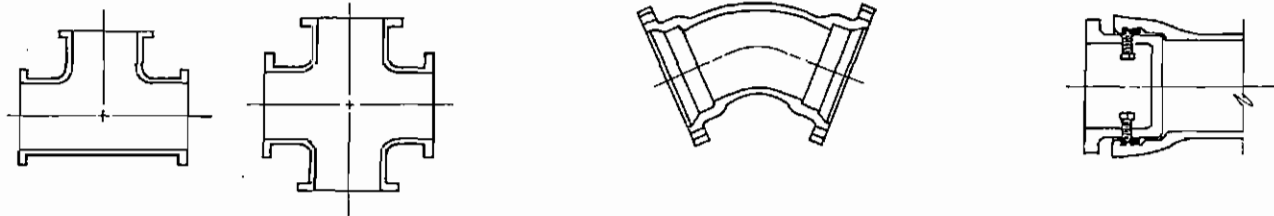
MECHANICAL

DRESSER COUPLING

FLANGE COUPLING

WHEN USING D.I.P. ONLY PUSH-ON AND MECHANICAL JOINTS SHALL BE ALLOWED UNLESS NOTED OTHERWISE. WHEN USING STEEL PIPE DRESSER AND FLANGE FITTINGS ONLY WILL BE ALLOWED. ALL WATER MAIN INSULATION SHALL BE A MINIMUM OF 2".

(B) WATER PIPE JOINTS



D.I.P. CROSSES AND TEES SHALL BE FLANGED FITTINGS UNLESS OTHERWISE SPECIFIED. (FLANGE SHOWN)

D.I.P. ELBOWS SHALL BE MECHANICAL JOINT, PUSH-ON JOINT OR FLANGED AS SPECIFIED (M.J. SHOWN).

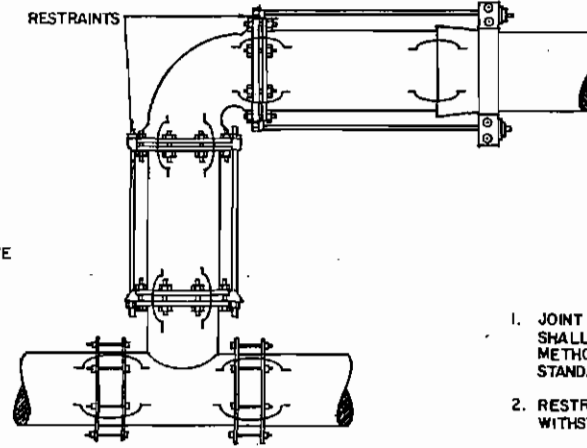
D.I.P. END CAPS SHALL BE PUSH-ON JOINT OR BLIND FLANGE AS SPECIFIED. (PUSH-ON JOINT SHOWN)

NOTE: STEEL PIPE BENDS AND FITTINGS SHALL BE WELDED OR FLANGED AS SPECIFIED IN THE PLANS.

(C) PIPE FITTINGS

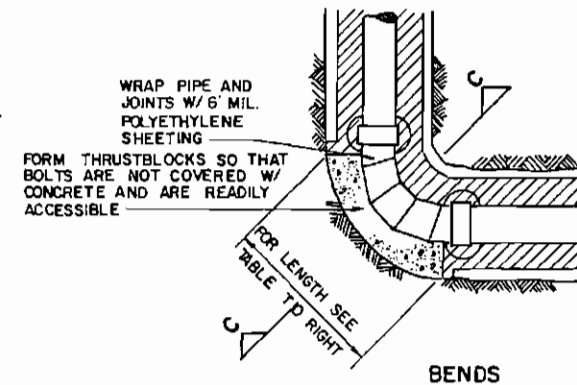
AS-BUILT PLANS

INITIALS: *JAM* DATE: 2/22/90

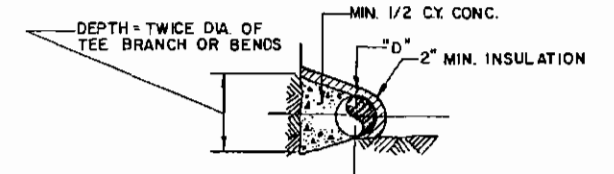


(D) TYPICAL JOINT RESTRAINTS

1. JOINT HARNESSES SHOWN ARE EXAMPLES ONLY. CONTRACTOR SHALL USE PIPE MANUFACTURER'S JOINT RESTRAINT METHOD OR OTHER CERTIFIED METHOD MEETING AWWA STANDARDS.
2. RESTRAIN JOINTS FAR ENOUGH FROM BEND TO ADEQUATELY WITHSTAND THRUST FORCES.
3. FOR VERTICAL BENDS, CONTRACTOR SHALL USE A MECHANICAL JOINT RESTRAINT METHOD.
4. IN ACCORDANCE WITH SPECIAL PROVISIONS SPECIFICATION 628-1-03, THE CONTRACTOR SHALL SUBMIT CATALOG CUTS AND DESIGN CALCULATIONS FOR THE PROPOSED JOINT RESTRAINT SYSTEM FOR REVIEW BY THE ENGINEER.



BENDS



SECTION C-C

BEND DEGREES	LENGTH OF BEARING AREA							
	"D"=4"	"D"=6"	"D"=8"	"D"=10"	"D"=12"	"D"=14"	"D"=16"	"D"=18"
22° 30' ‡	0'-10"	0'-10"	1'-2"	1'-4"	1'-8"	2'-0"	2'-4"	3'-0"
45°	1'-8"	1'-8"	2'-2"	2'-9"	3'-3"	3'-9"	4'-3"	5'-6"
60° *	2'-2"	2'-2"	2'-10"	3'-6"	4'-3"	5'-0"	5'-9"	7'-6"
90°	3'-0"	3'-0"	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	10'-4"

* FOR DEAD END, TEE, OR CROSS USE LENGTH FOR A 60° BEND.

‡ FOR BENDS GREATER THAN 5° BUT LESS THAN 22° 30' USE LENGTH FOR A 22° 30'

(E) THRUST BLOCK DETAILS

JAN. 1985	DETAIL A- CHANGED STEEL PIPE PARAMETERS	JEV
DATE	REVISION	BY

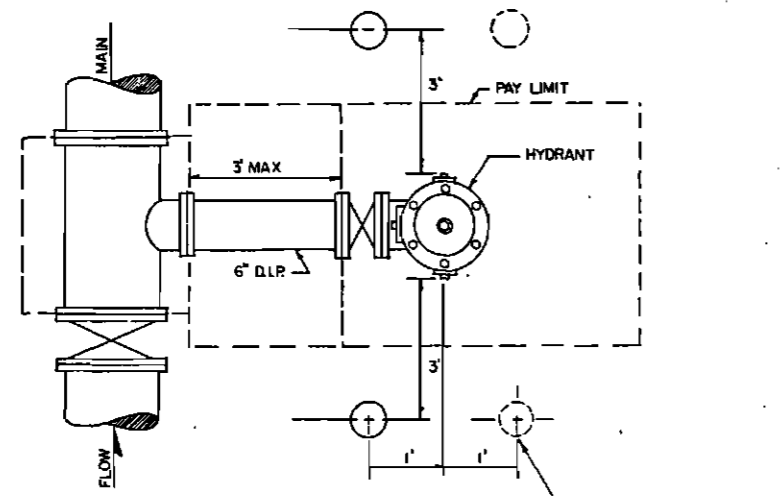
PLAN SCALE: NO SCALE

DESIGNED	JEV	APPROVED
DRAWN	DAL	
CHECKED		CITY ENGINEER
DATE		FILE NO.

CITY OF FAIRBANKS, ALASKA
ENGINEERING DEPARTMENT

WATER SYSTEM DETAILS
PIPE, JOINTS, THRUST RESTRAINT.

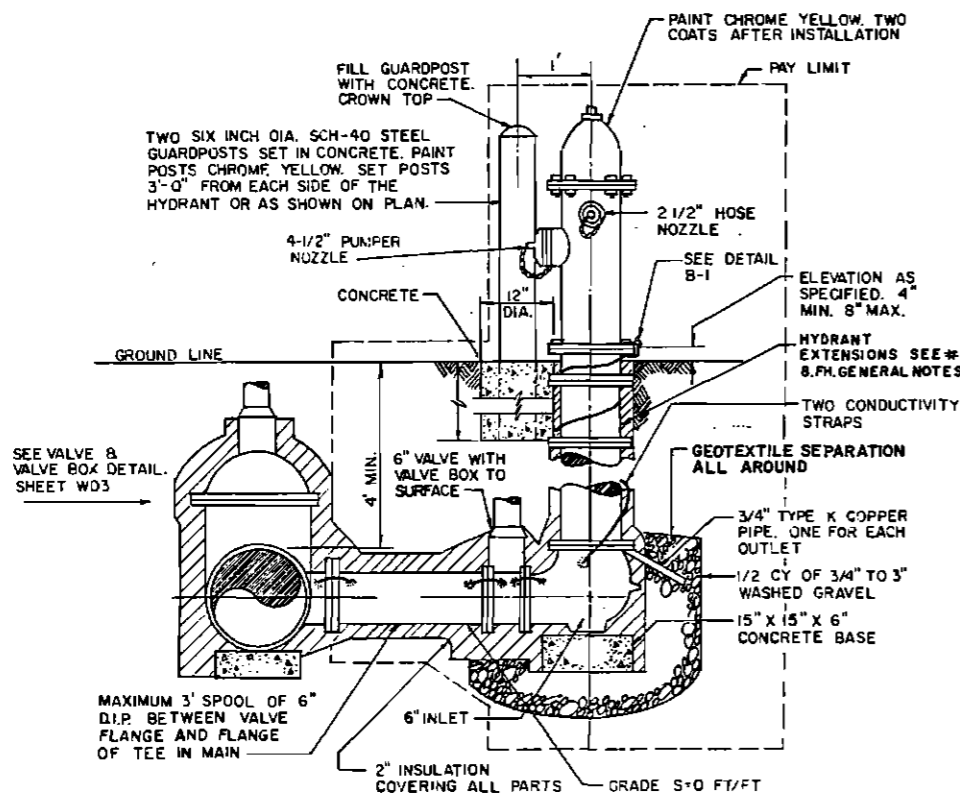
U20



PLAN

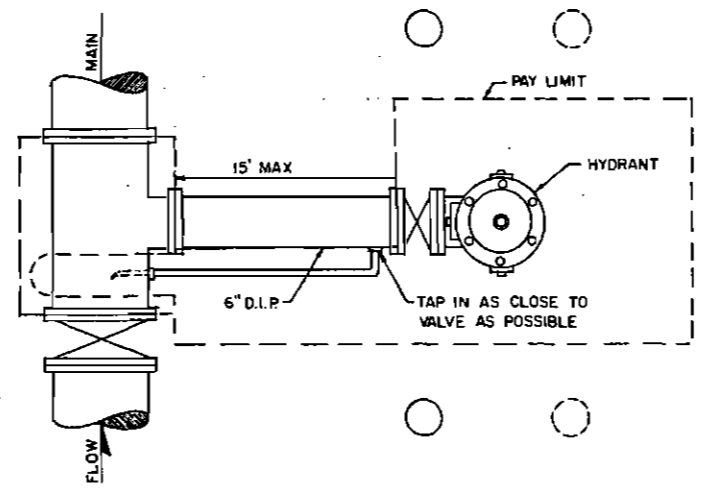
A BREAKAWAY FLANGE IS REQUIRED ON ALL FIRE HYDRANTS.

LOCATION FOR ADDITIONAL GUARDPOSTS IF REQUIRED FOR PROTECTION, TYP.

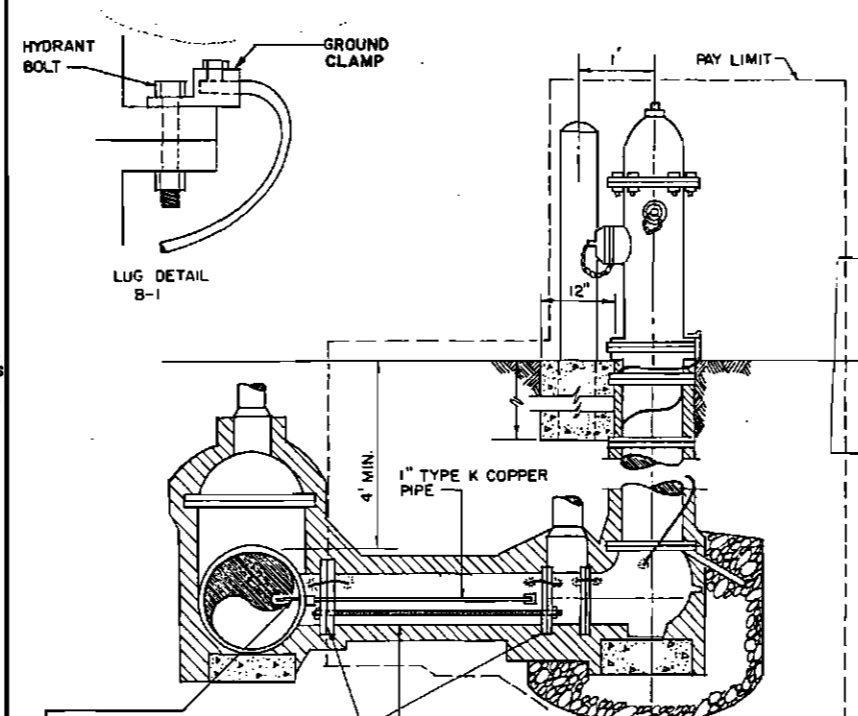


ELEVATION

(A) TYPE I F.H. (N.T.S.)



PLAN

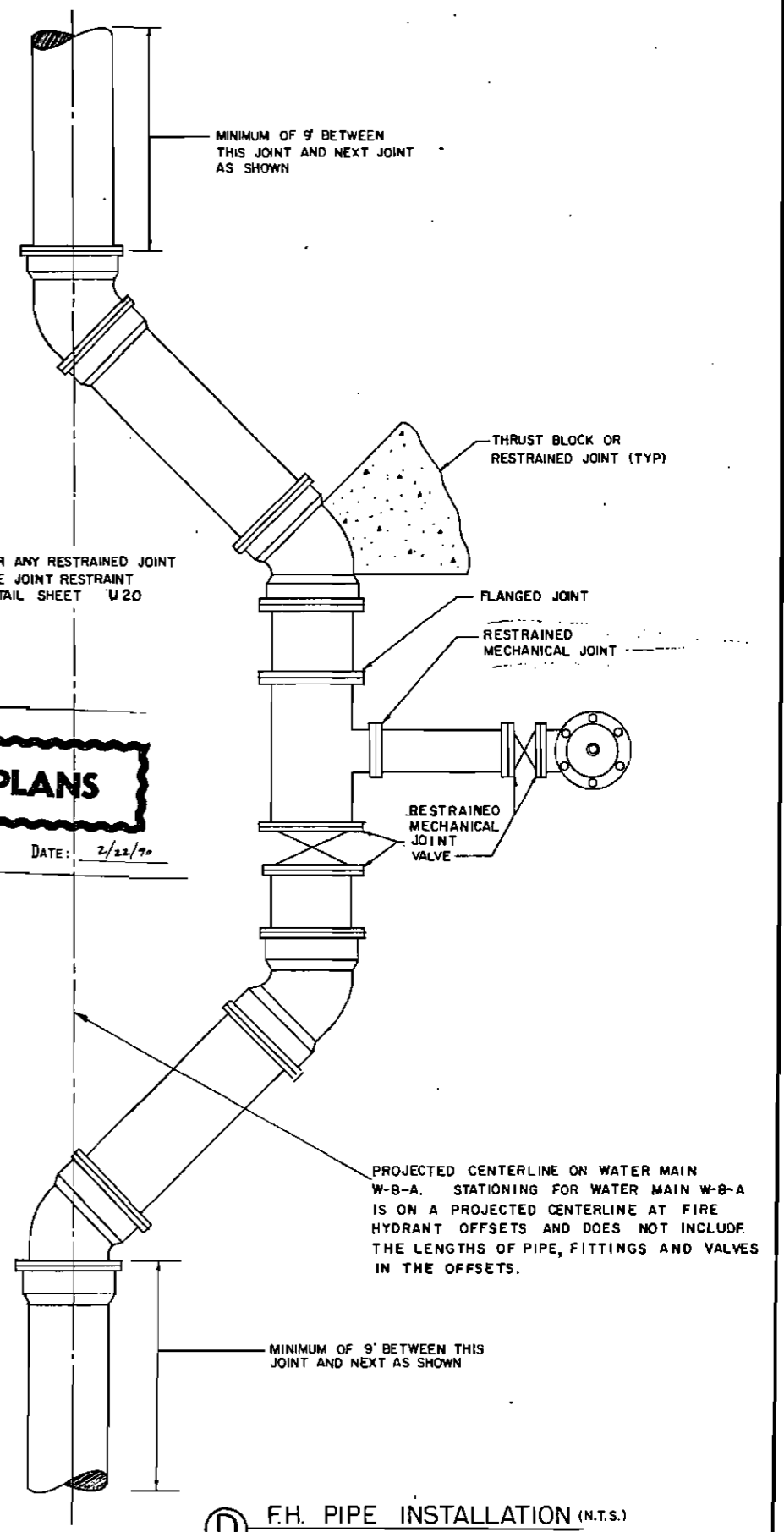


ELEVATION

(B) TYPE II F.H. (N.T.S.)

AS-BUILT PLANS

INITIALS: *JAM* DATE: 2/22/70



(D) F.H. PIPE INSTALLATION (N.T.S.)

- ALL JOINTS FROM THE MAIN TO THE HYDRANT SHALL BE RESTRAINED MECHANICAL JOINTS.
- ALL NOTES SHOWN ON DETAIL "A" APPLY TO DETAIL "B". NOTES SHOWN ON DETAIL "B" APPLY TO THE TYPE II FIRE HYDRANT ONLY.
- ALL VALVES WILL BE FLANGED.
- FIRE HYDRANT LOCATIONS AS SPECIFIED ON PLAN SHEETS.
- STRUCTURAL EXCAVATION SHALL BE 18" FROM THE HORIZONTAL PROJECTION OF THE INSULATED STRUCTURE AND SHALL CONFORM TO OSHA STANDARDS.
- ALL FIRE HYDRANTS SHALL BE INSTALLED PLUMB.
- PAY LIMIT INCLUDES STRUCTURAL EXCAVATION AND ALL ITEMS WITHIN THE PAY LIMIT LINES.
- FOR HYDRANTS ON EXISTING MAINS ONE SIX INCH AND ONE TWELVE INCH EXTENSION WILL BE PROVIDED AS SHOWN IN THE DETAIL ABOVE. FOR HYDRANTS ON A NEW MAIN ONE TWELVE INCH EXTENSION WILL BE PROVIDED.
- ALL FIRE HYDRANTS SHALL RECEIVE 3 LAYERS 6 MIL POLYETHYLENE SHEETING ALL AROUND.

(C) F.H. GENERAL NOTES

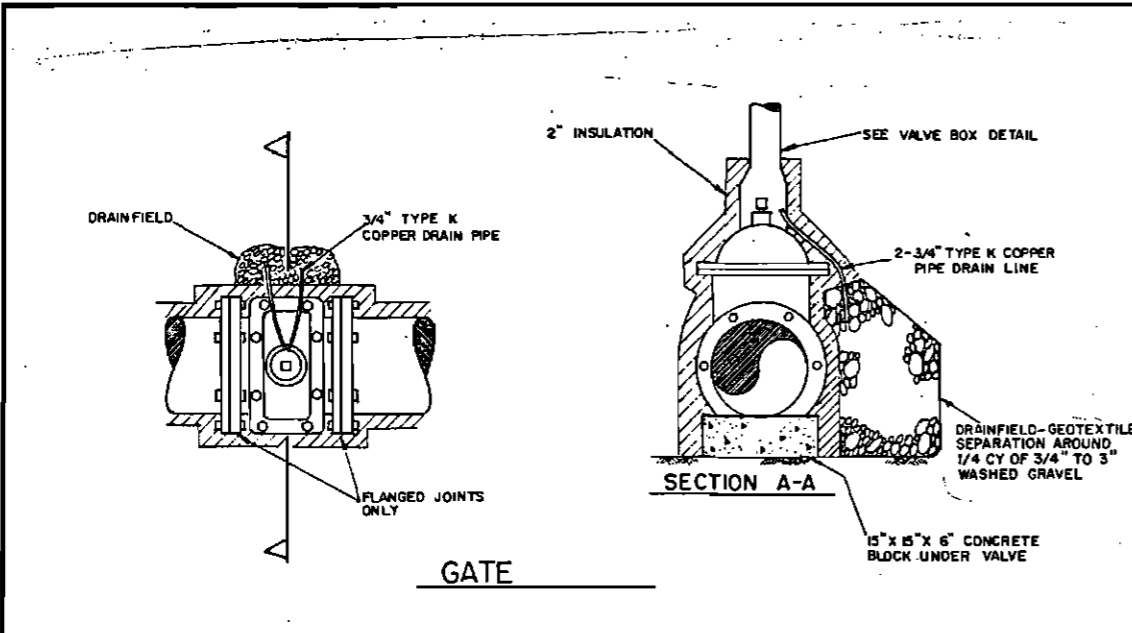
DEC. 1983	DETAIL B - ADD TO NOTE	JEV
APRIL 1984	GENERAL NOTES C - ADD NOTES 9 & 10	DAD
JAN. 1985	DETAIL A - GUARDPOSTS, B - FLEXIBLE JOINTS	JEV
DATE	REVISION	BY

PLAN SCALE: NDT TO SCALE

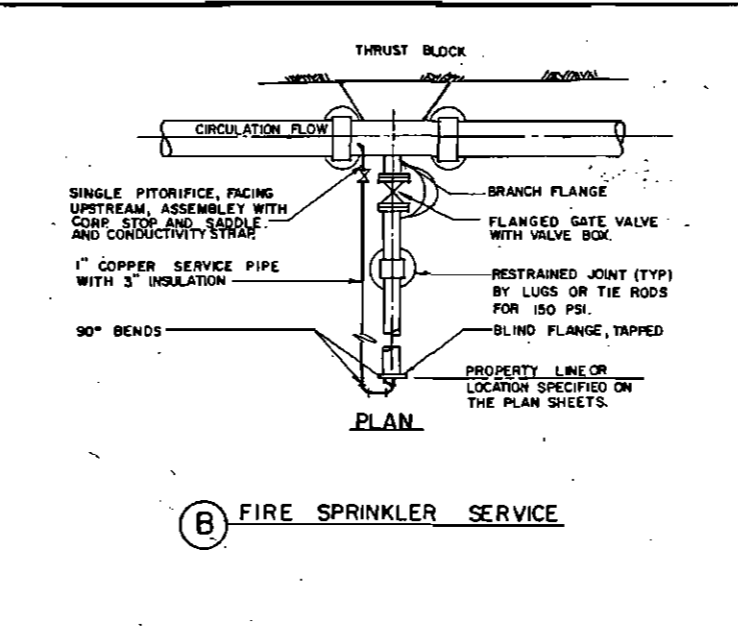
DESIGNED	JEV	APPROVED
DRAWN	DAL	
CHECKED	DAD	CITY ENGINEER
DATE	3/15/83	FILE NO.

CITY OF FAIRBANKS, ALASKA
ENGINEERING DEPARTMENT

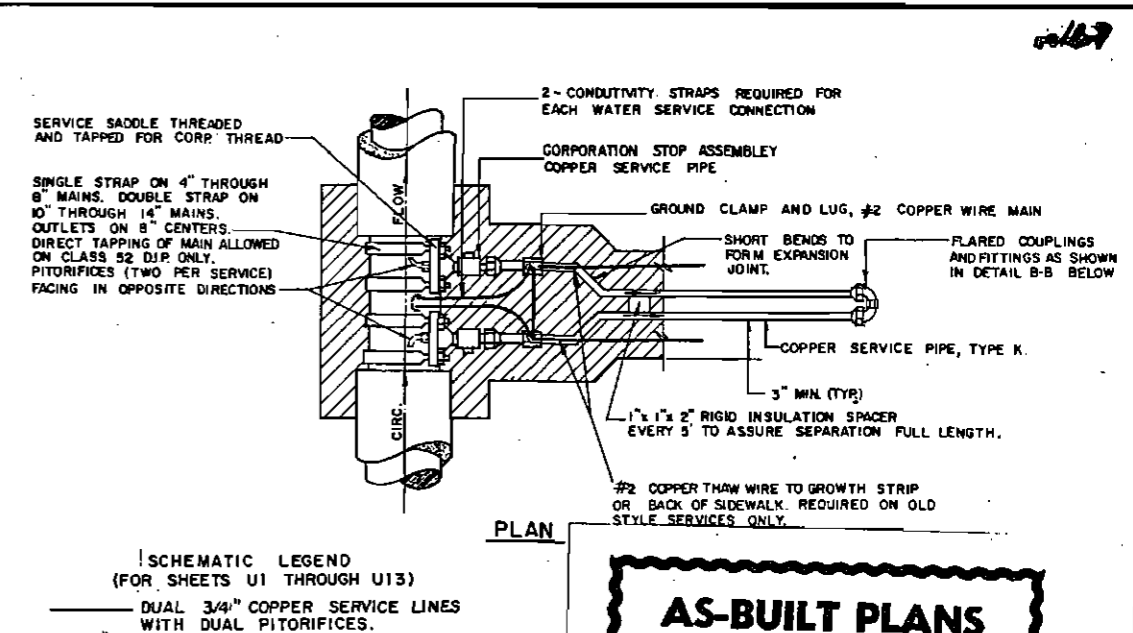
WATER SYSTEM DETAILS
FIRE HYDRANT INSTALLATION



GATE



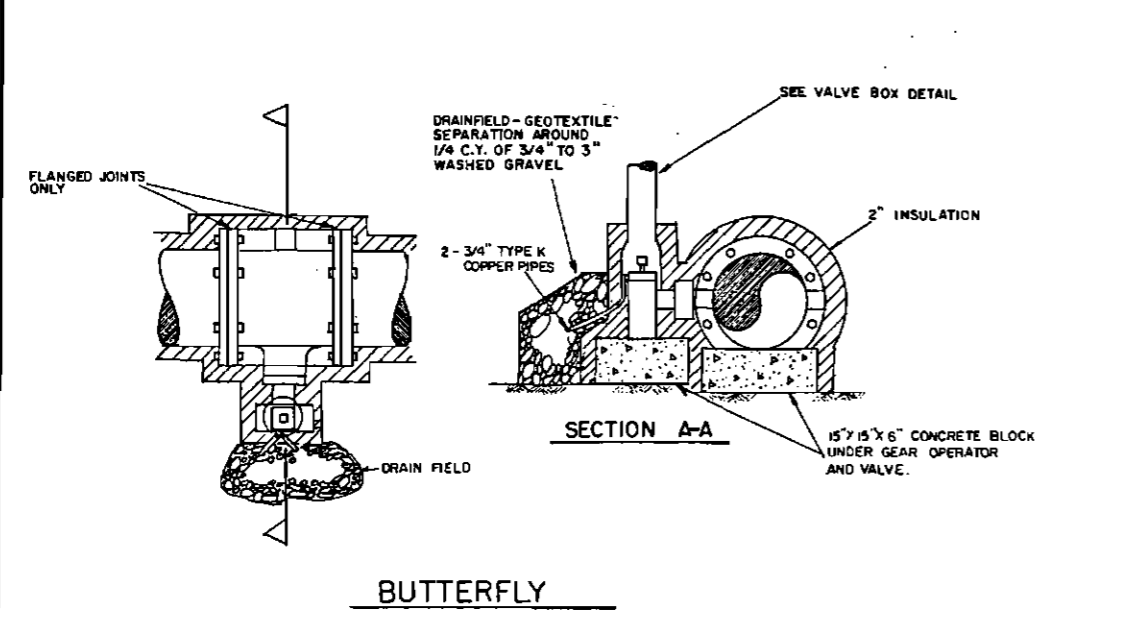
(B) FIRE SPRINKLER SERVICE



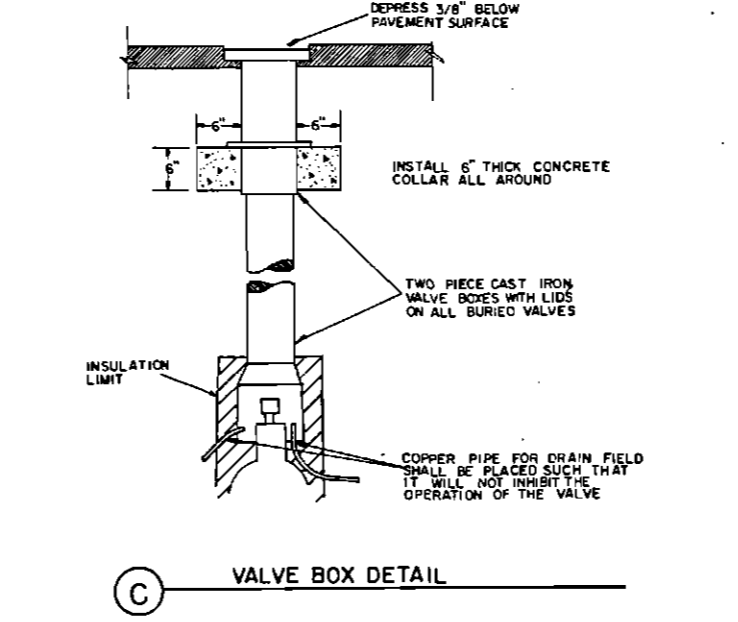
AS-BUILT PLANS

INITIALS: JAM DATE: 2/22/90

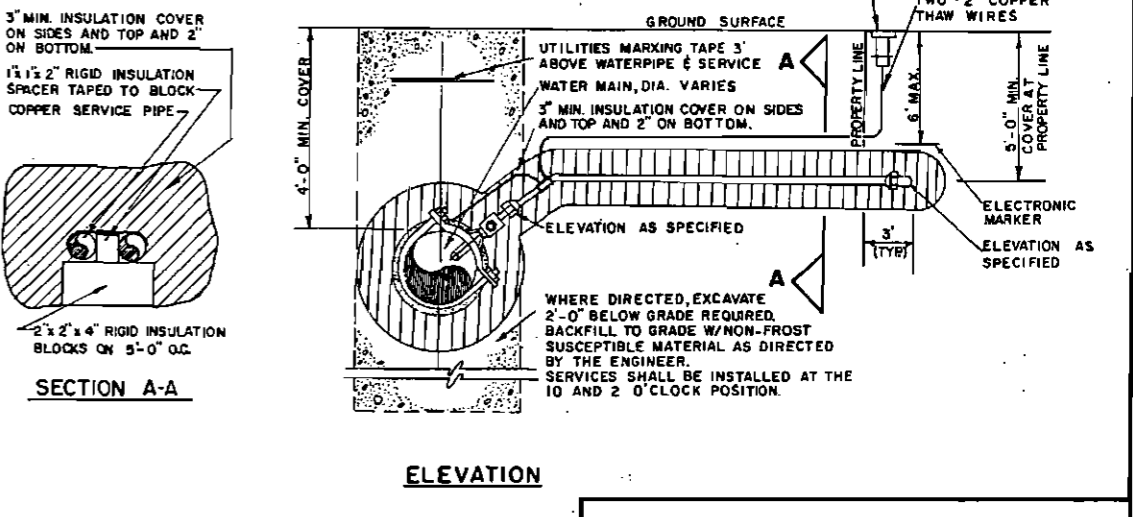
- SCHEMATIC LEGEND (FOR SHEETS U1 THROUGH U13)
- DUAL 3/4" COPPER SERVICE LINES WITH DUAL PITORIFICES.
 - 1" DUAL 1" COPPER SERVICE LINES WITH DUAL PITORIFICES.
 - 4" SUPPLY LINE WITH 1" RETURN LINE.



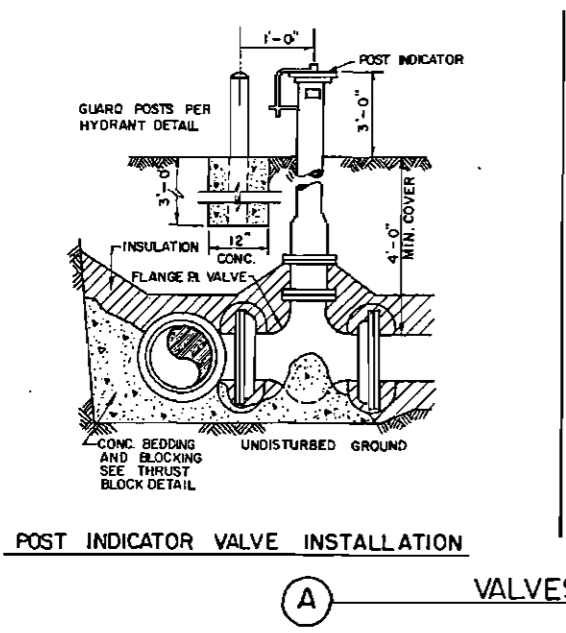
BUTTERFLY



(C) VALVE BOX DETAIL

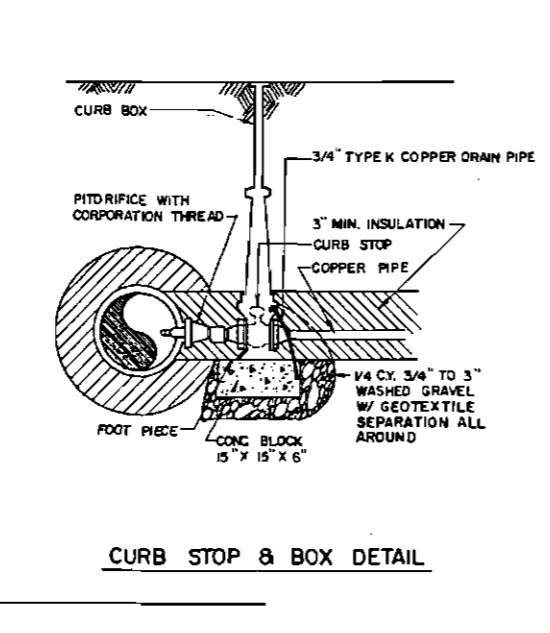


ELEVATION



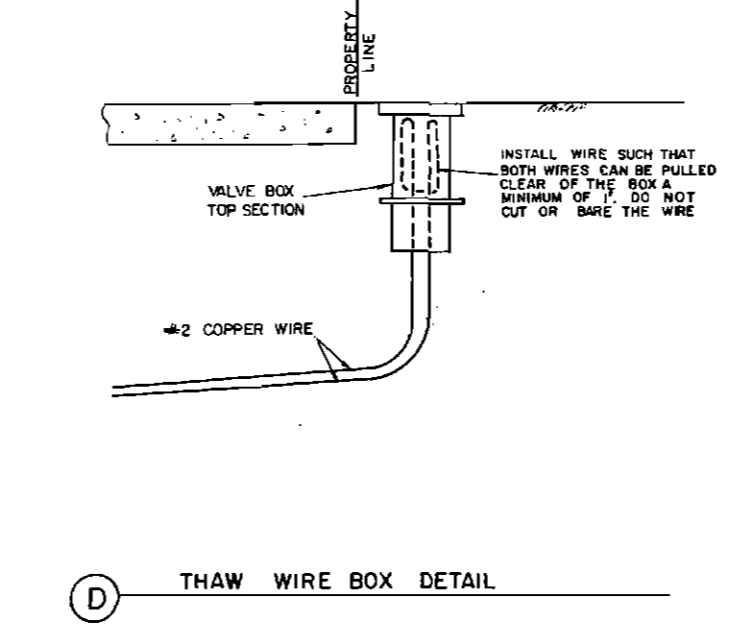
POST INDICATOR VALVE INSTALLATION

(A)

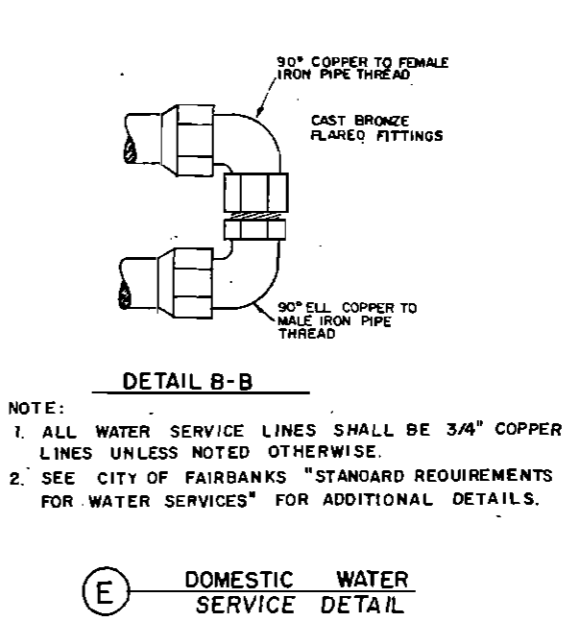


CURB STOP & BOX DETAIL

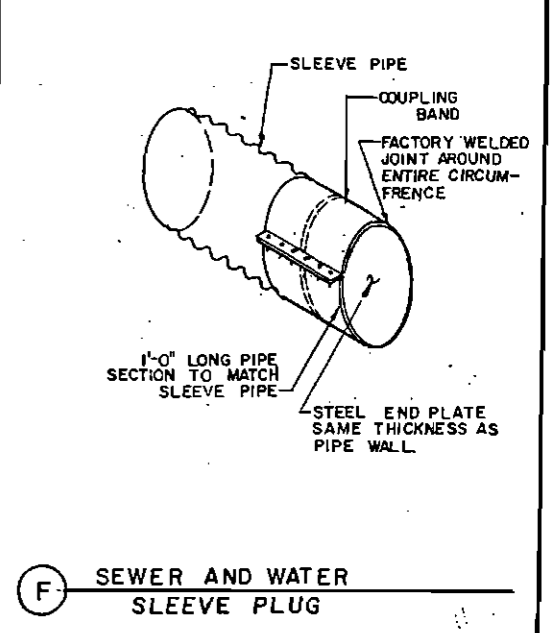
VALVES



(D) THAW WIRE BOX DETAIL



(E) DOMESTIC WATER SERVICE DETAIL



(F) SEWER AND WATER SLEEVE PLUG

DEC. 1983	DETAIL B-B, PLAN - CHANGE NOTE	JEV
JAN. 1985	ADD "PITORIFICE LENGTH" TABLE	JEV
	DETAIL A - ADDED 15x15x6" BLOCKS, ADDED ONE MORE DRAIN TUBE. DETAIL B - REMOVED PITORIFICE TABLE.	JEV
DATE	REVISION	BY

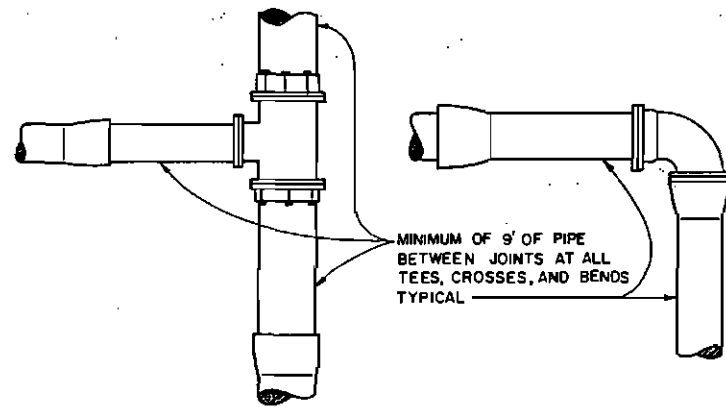
PLAN SCALE: NO SCALE

DESIGNED	JEV	APPROVED
DRAWN	DAL	CITY ENGINEER
CHECKED		FILE NO.
DATE		

CITY OF FAIRBANKS, ALASKA
ENGINEERING DEPARTMENT

WATER SYSTEM DETAILS
VALVES AND SERVICES

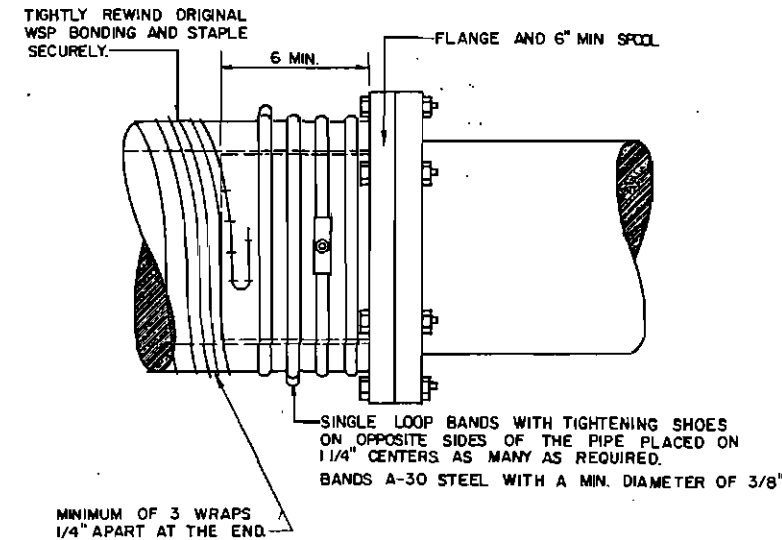
- GENERAL NOTES**
- ALTHOUGH SOME DETAILS ON THESE SHEETS DO NOT SHOW INSULATION, ALL BURIED WATER LINES AND FITTINGS ARE TO BE INSULATED PER SPECIFICATIONS.
 - ALL HYDRANTS, GATE VALVES, BUTTERFLY VALVES, AND CURB STOPS SHALL BE INSTALLED WITH A DRAIN FIELD AND DRAIN LINES.



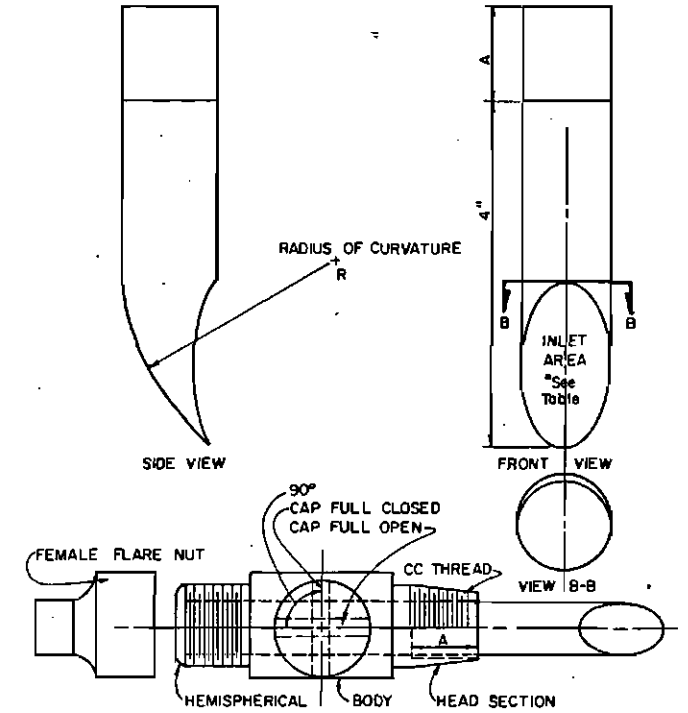
A PIPE LENGTHS REQUIRED AT TEES, CROSSES, & BENDS

AS-BUILT PLANS

INITIALS: _____ DATE: 2/22/90

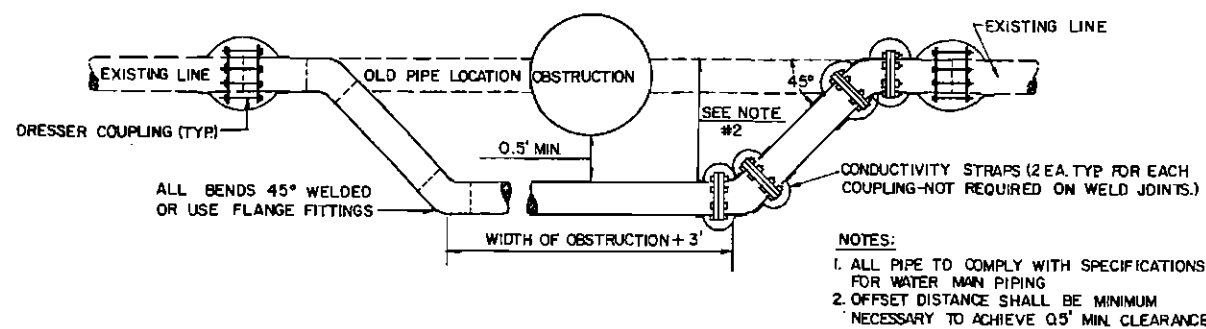


D ADAPTATION-WSP TO DUCTILE IRON PIPE

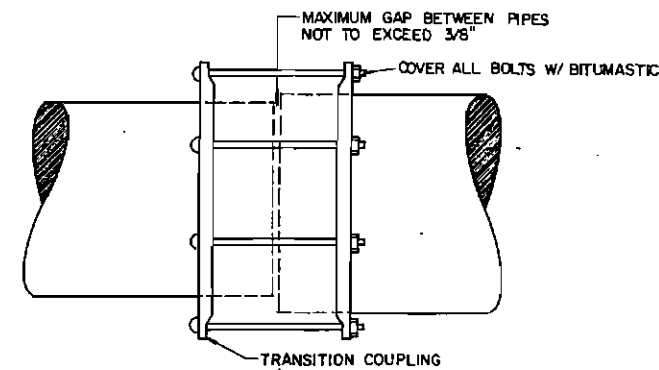


PITORIFACE BASIC DIMENSIONS			
NOMINAL SIZE	A (IN.)	R (IN.)	AREA INLET (IN.)
3/4	3/4	2	0.75
1	1	2 1/4	1.34
1 1/2	1 1/4	2 3/4	3.00
2	1 1/2	3 1/4	5.80

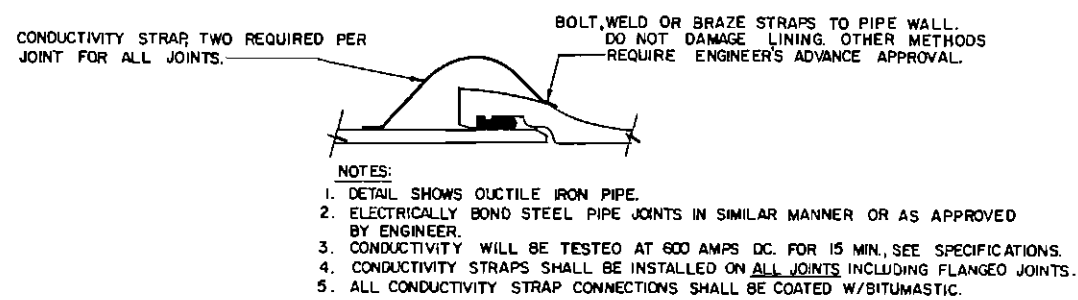
F STANDARD REQUIREMENTS FOR PITORIFACE TYPE CORPORATION STOPS



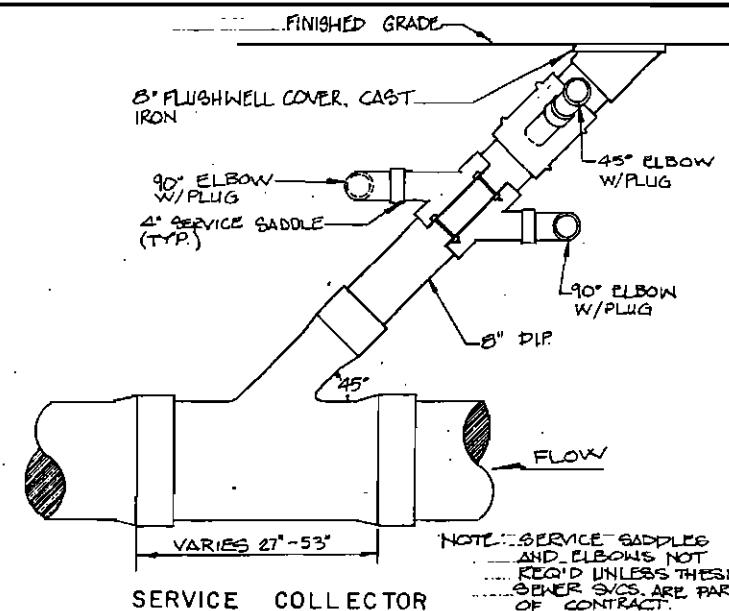
B TYPICAL RELOCATION DETAIL



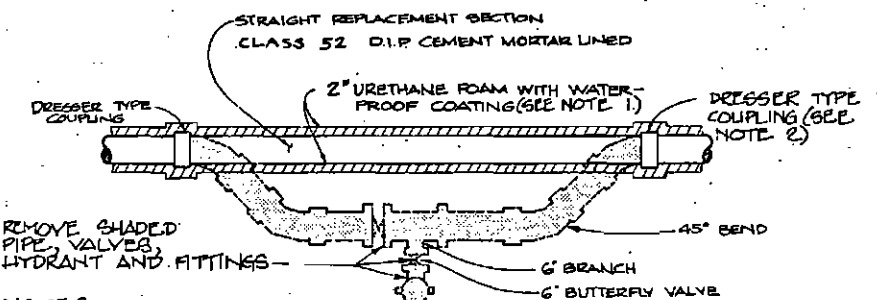
E ADAPTATION-STEEL TO DUCTILE IRON PIPE



C CONDUCTIVITY STRAP DETAIL

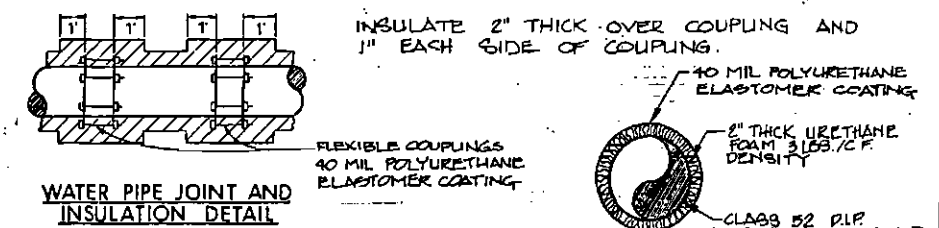


SERVICE COLLECTOR



- NOTES:**
- WATERPROOFING IS NOT REQUIRED IF EXISTING PIPE WAS NOT WATERPROOFED.
 - TRANSITION COUPLING FOR STEEL PIPE TO D.I.P. IS REQUIRED.

WATER PIPE REPLACEMENT SECTION



FIRE HYDRANT REMOVAL DETAILS

WATER PIPE TYPICAL SECTION

DEC. 1983	DETAIL A-DELETE	DETAIL D-ADD NOTE	J E V
JAN. 1985	DETAIL A-PIPE LENGTHS AT TEE'S, CROSSES, BENDS.		J E V
JAN. 1985	DETAIL F-PITORIFACE ASSEMBLY		J E V
DATE	REVISION	BY	

PLAN SCALE: NO SCALE

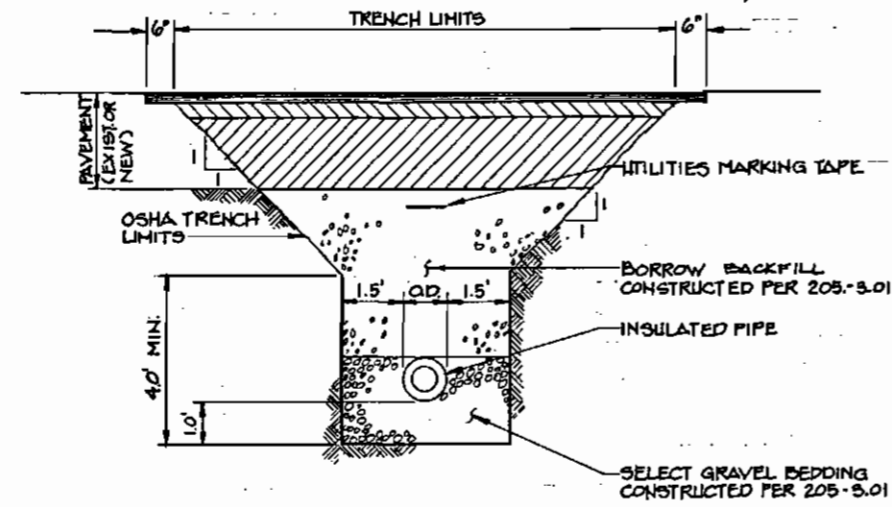
DESIGNED	J E V	APPROVED	
DRAWN	DAL	CITY ENGINEER	
CHECKED		FILE NO.	
DATE			

CITY OF FAIRBANKS, ALASKA
ENGINEERING DEPARTMENT

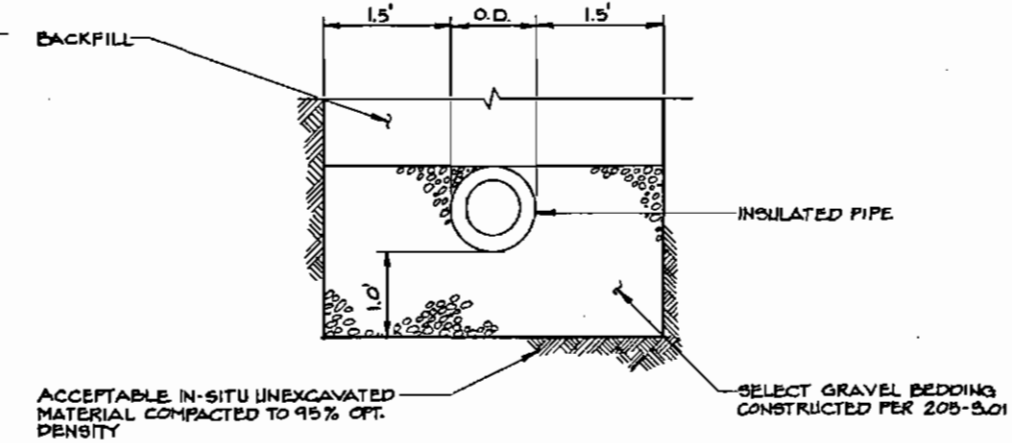
WATER SYSTEM DETAILS
SEWER CROSSING, RELOCATION, ADAPTATIONS, CONDUCTIVITY

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	U24	145 167

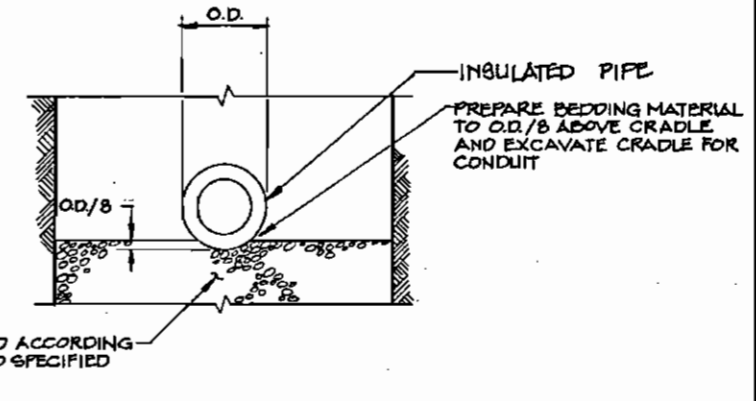
USM UNWIN - SCHEBEN - KORYNTA - HUETTLE
FAIRBANKS ANCHORAGE



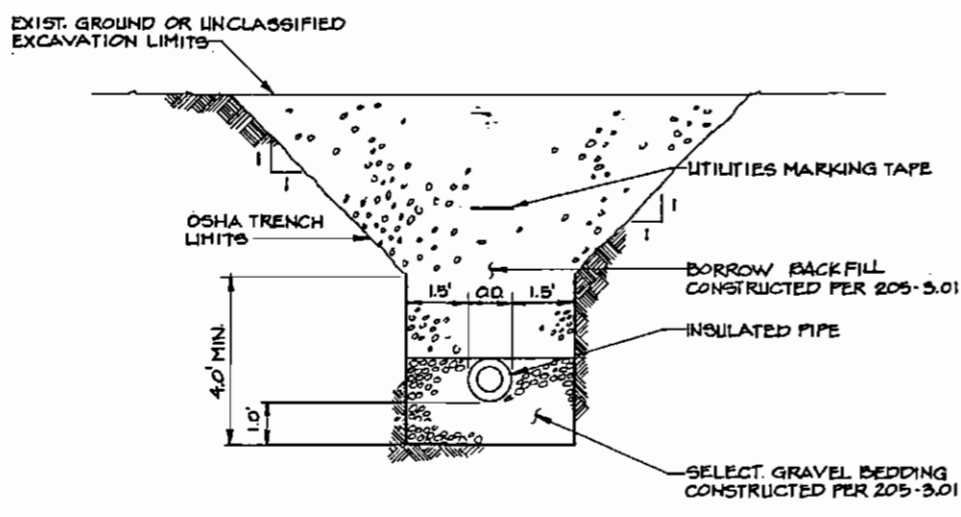
1 SECTION - TYPICAL TRENCH IN PAVED AREA
U19 NTS



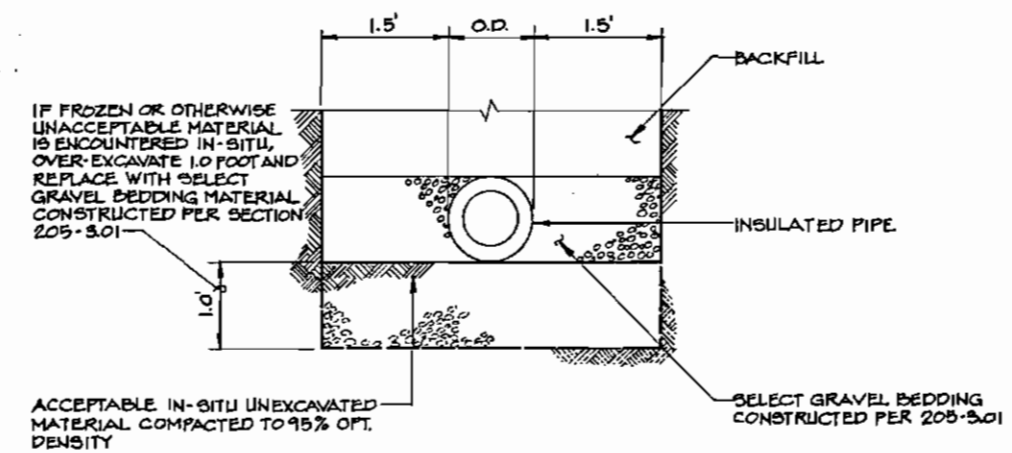
3 SECTION - TYPE I PIPE BEDDING
U19 NTS



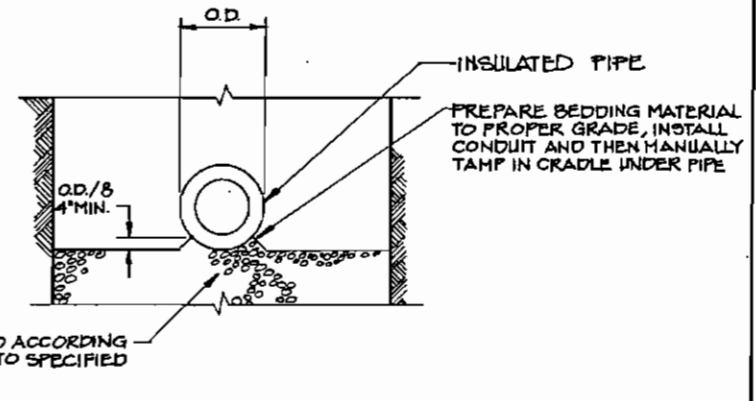
6 SECTION - ALTERNATE "A" PIPE CRADLE
U19 NTS



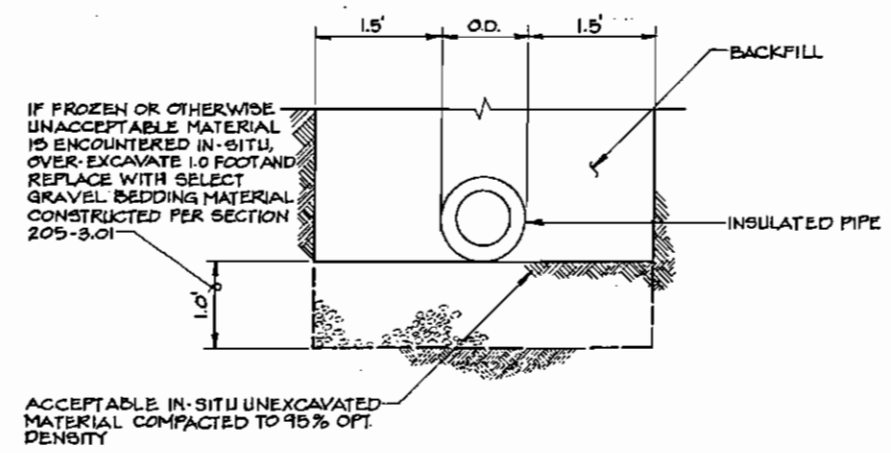
2 SECTION - TYPICAL TRENCH IN UNPAVED AREA
U19 NTS



4 SECTION - TYPE II PIPE BEDDING
U19 NTS



7 SECTION - ALTERNATE "B" CRADLE
U19 NTS



5 SECTION - TYPE III PIPE BEDDING
U19 NTS

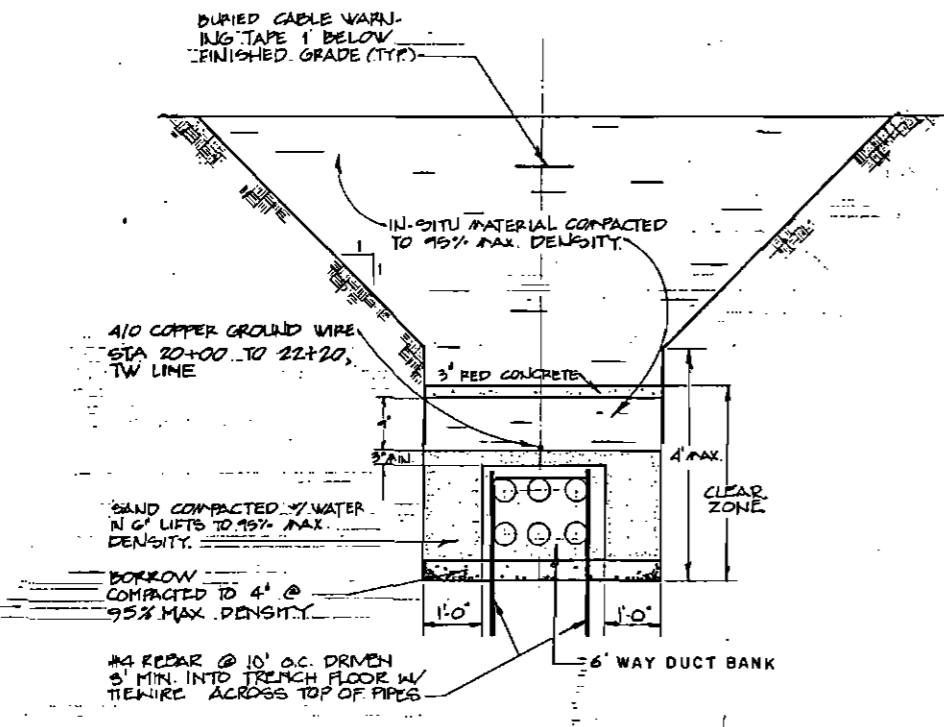
AS-BUILT PLANS
INITIALS: lam DATE: 2/21/90



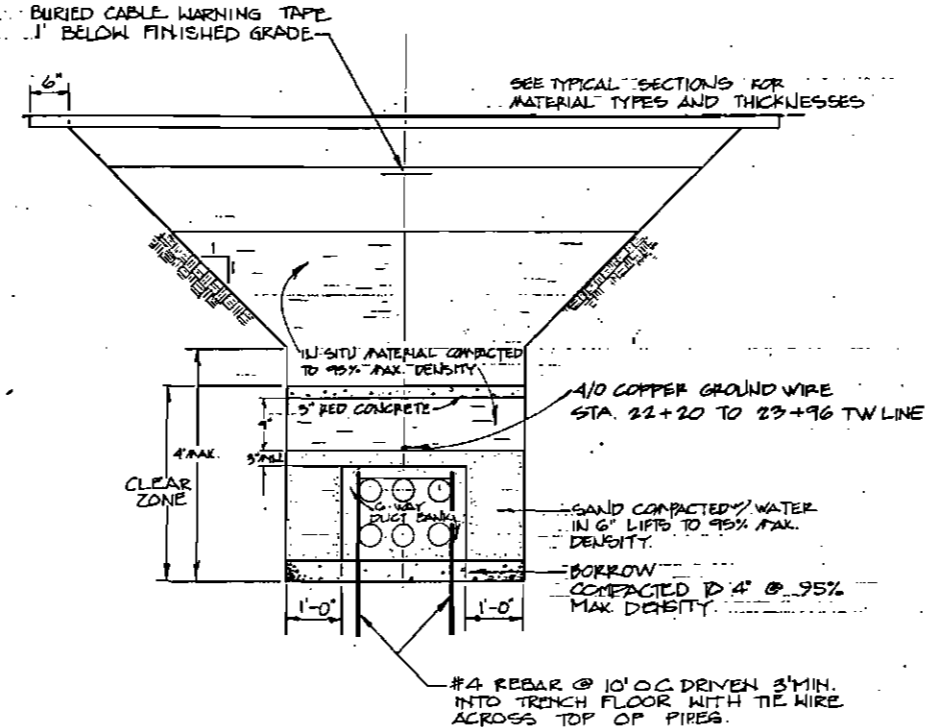
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
DETAIL SHEET
WATER & SEWER

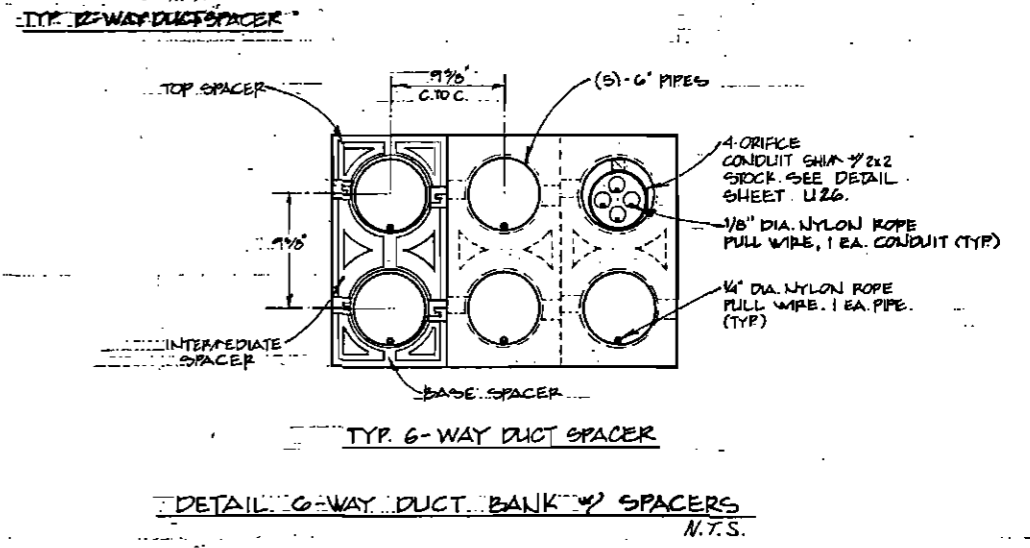
ADDENDUM No. 1
ATTACHMENT No. 17



SECTION - DUCT BANK TRENCH AND BACKFILL
STA. 20+00 TO 22+20; 24+20 TO 29+00 TW LINE N.T.S.

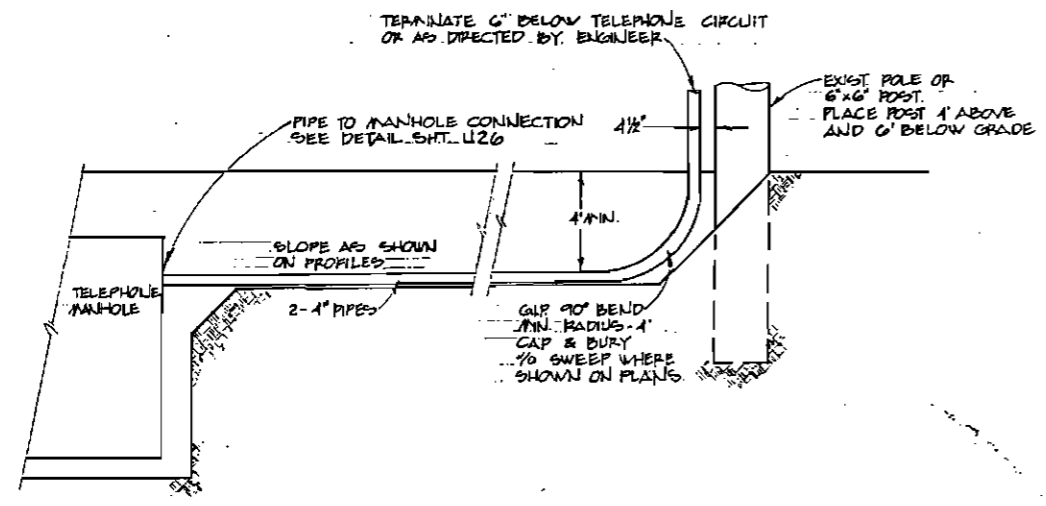


SECTION - DUCT BANK TRENCH AND BACKFILL
AT PAVED ROADWAY SECTION (C-LINE, A-LINE, AA-LINE, T-LINE, OR LINE) STA. 22+20 TO 24+20 TW LINE N.T.S.

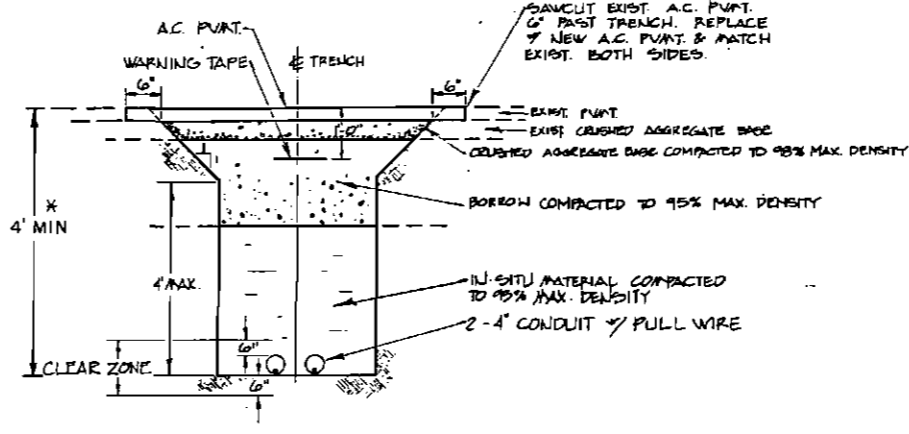


NOTE: SPACERS @ 5'-0" OC

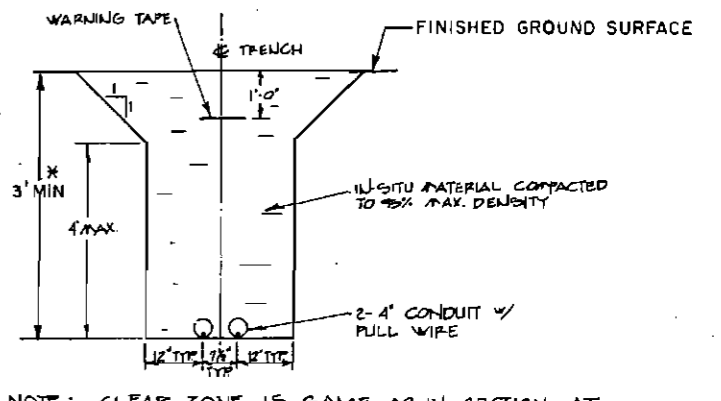
AS-BUILT PLANS
INITIALS: Jam DATE: 2/22/90



PROFILE - TYPICAL LATERAL TRENCH N.T.S.



SECTION - LATERAL TRENCH AND BACKFILL (SIMILAR 1-WAY & 3-WAY) AT A.C. PAVEMENT N.T.S.



SECTION - LATERAL TRENCH AND BACKFILL (SIMILAR 1-WAY & 3-WAY) N.T.S.

* UNLESS A SPECIFIC ELEVATION LISTED

GENERAL NOTES
1. DUCT BANK AND LATERAL CLEAR ZONES SHALL NOT BE PENETRATED BY ANOTHER UTILITY LINE WITHOUT THE ENGINEER'S PRIOR APPROVAL.

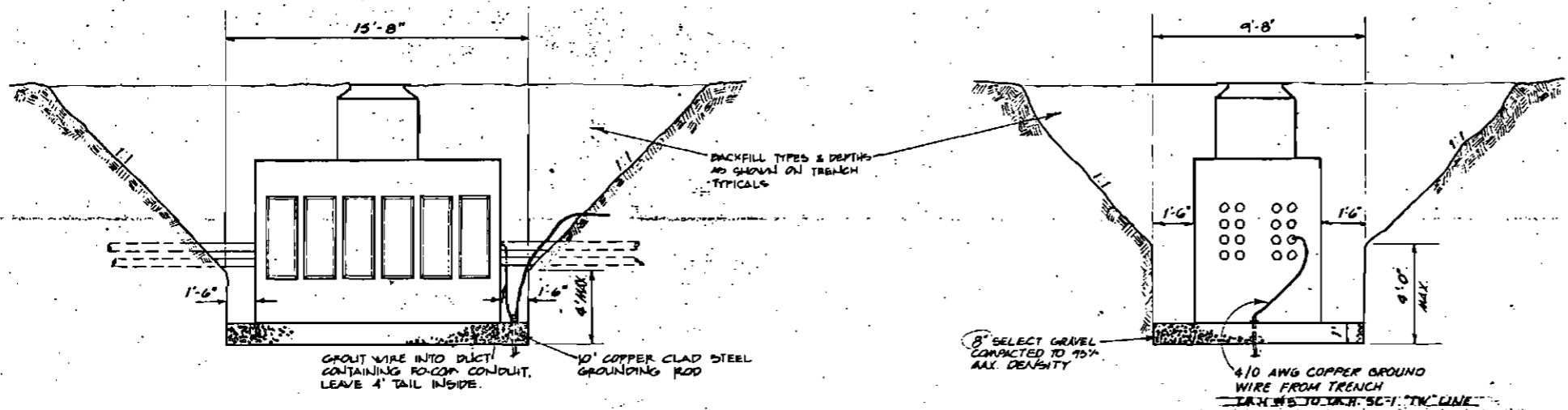


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
DETAIL SHEET
TELEPHONE DUCT

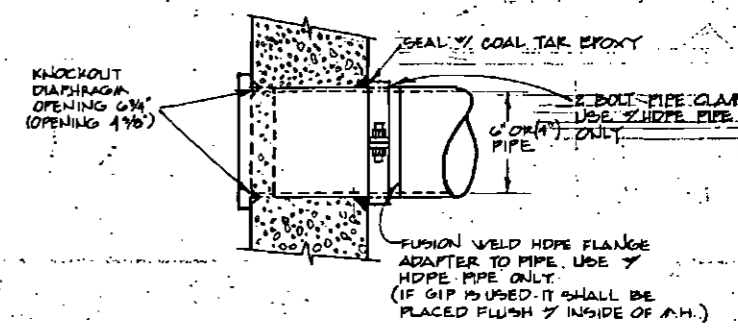
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	U26	145

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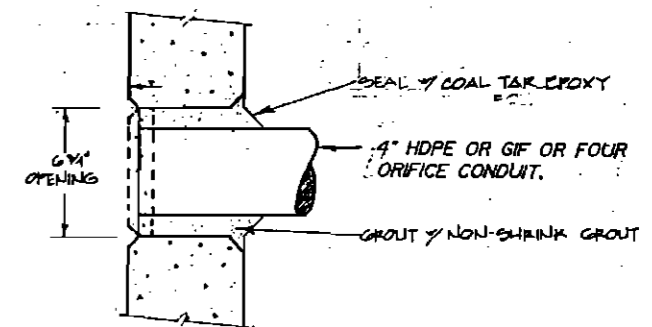


TELEPHONE MANHOLE EXCAVATION
PROFILE ELEVATION 1/4" = 1'-0"

TELEPHONE MANHOLE EXCAVATION
SECTION N.T.S.



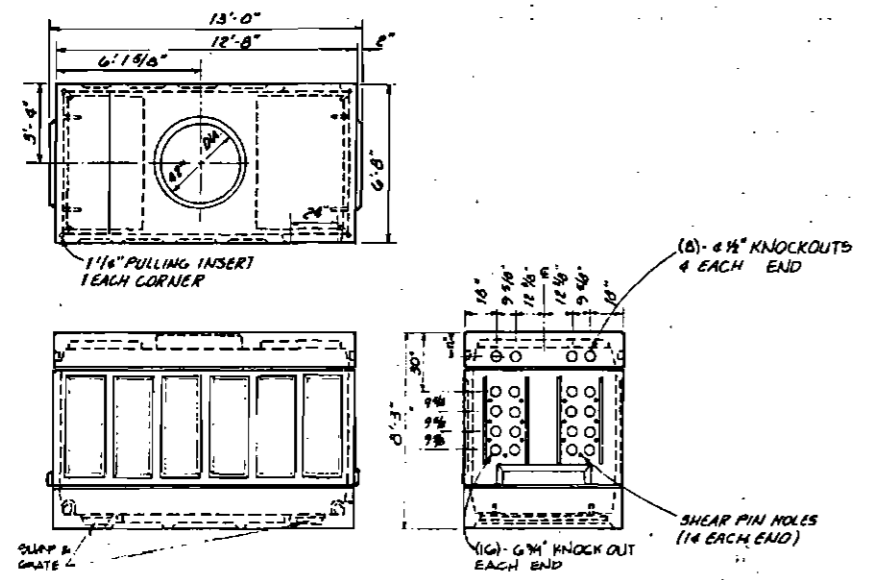
PIPE TO MANHOLE CONNECTION
N.T.S.



CONDUIT TO OVERSIZE KNOCKOUT CONNECTION
N.T.S.

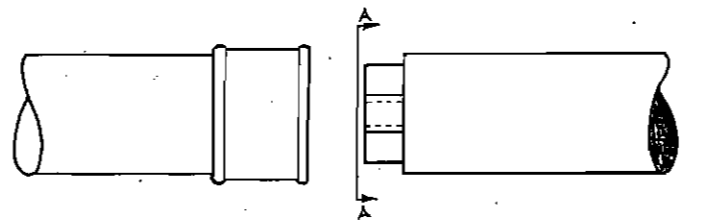
AS-BUILT PLANS

INITIALS: Jan DATE: 2/22/90

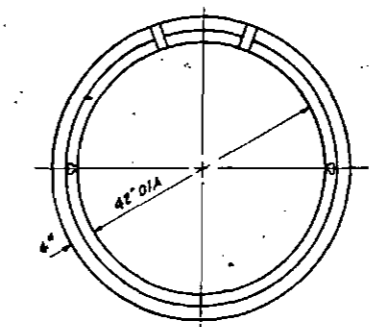


MANHOLE DETAILS
1/4" = 1'-0"

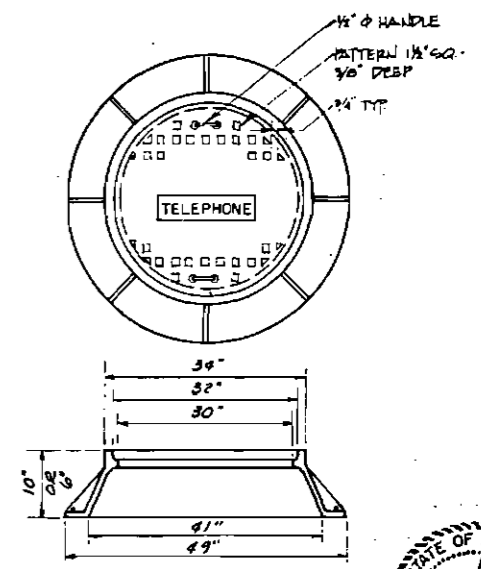
MODEL 612-7-TA (MODIFIED)
OR EQUAL
AS MANUFACTURED BY
UTILITY VAULT CO.
OR PRE-CAST COMPANY
OF ANCHORAGE, AK.



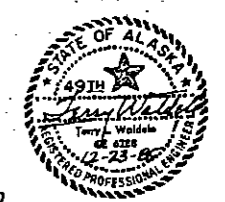
TYPICAL FIBER OPTIC MULTI-DUCT
N.T.S.



MANHOLE RISERS
N.T.S.

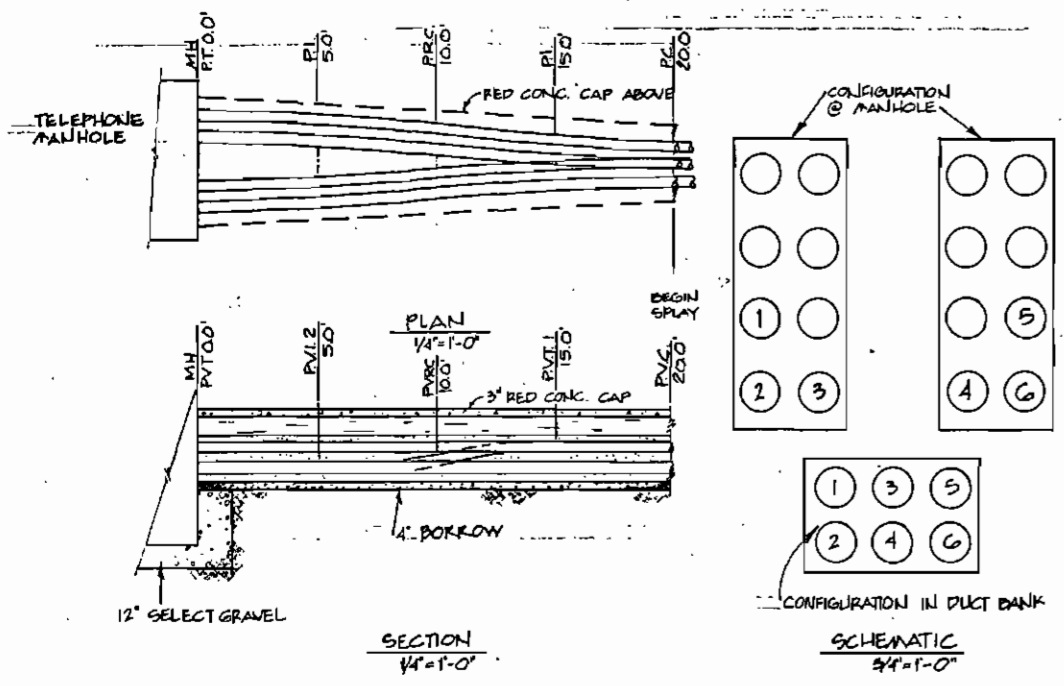


MANHOLE FRAME AND LID
N.T.S.



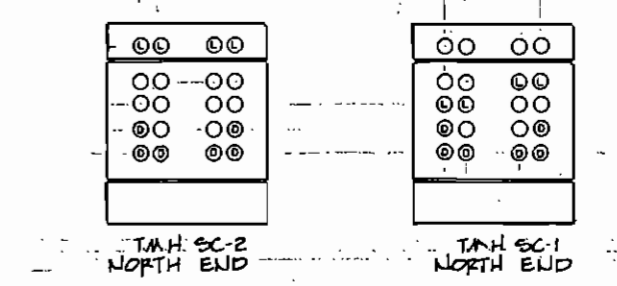
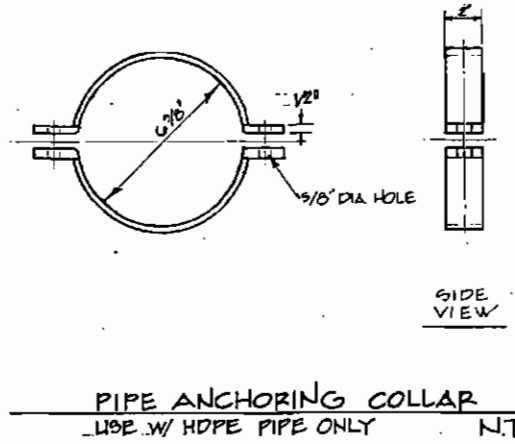
ADDENDUM No. 1
ATTACHMENT No. 19

- ① - CONDUIT LOCATION - LATERALS
- ② - CONDUIT LOCATION - DUCT BANK



6-WAY DUCT TO MANHOLE - PLAN, SECTION & CONFIGURATION SCHEMATIC

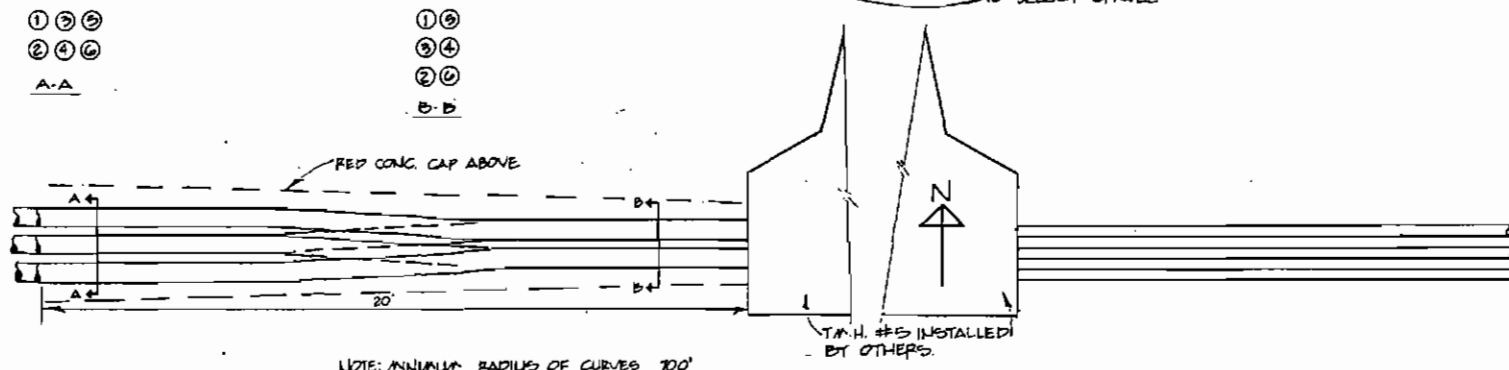
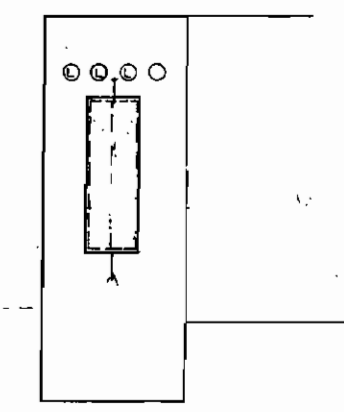
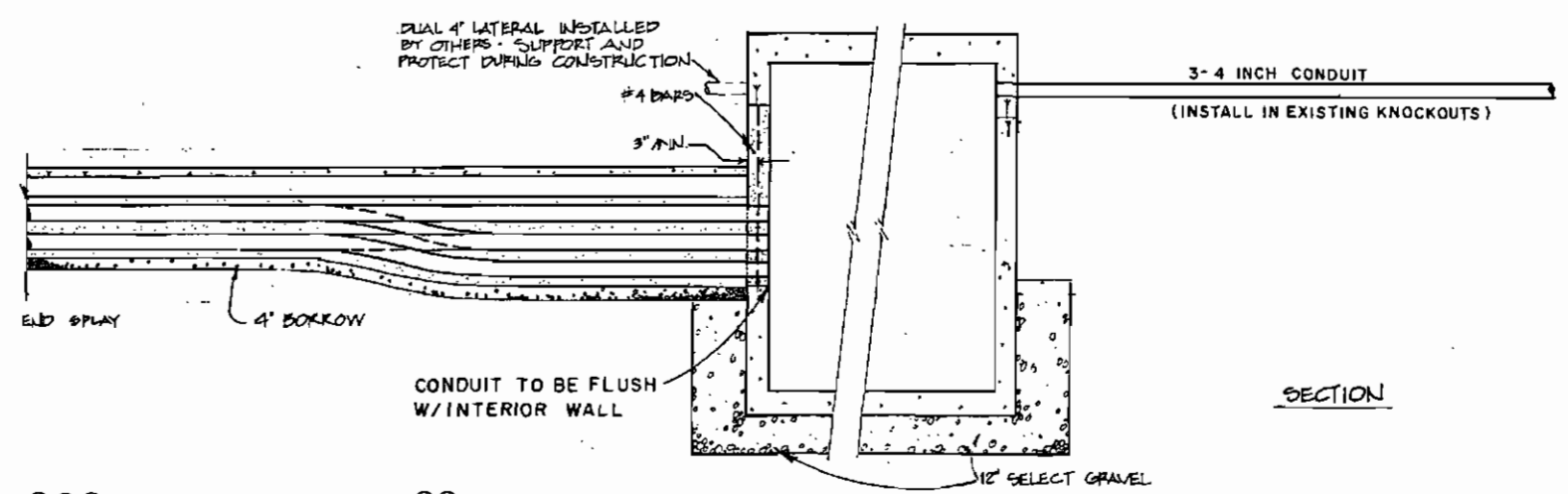
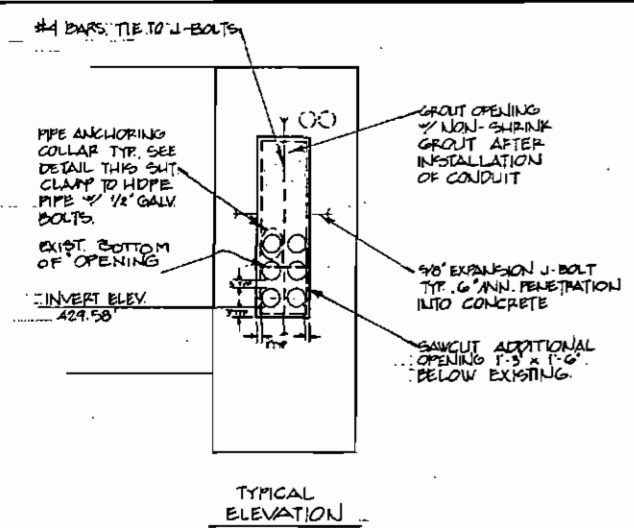
SEE CONNECTION DETAIL FOR EXISTING MANHOLE BELOW RIGHT FOR CONFIGURATION SCHEMATICS



CONDUIT CONFIGURATION AT TELEPHONE MANHOLES WITH BOTH DUCT BANK AND LATERALS

AS-BUILT PLANS

INITIALS: *JAM* DATE: 2/22/90



DETAILS - DUCTBANK TO EXISTING MANHOLE CONNECTION



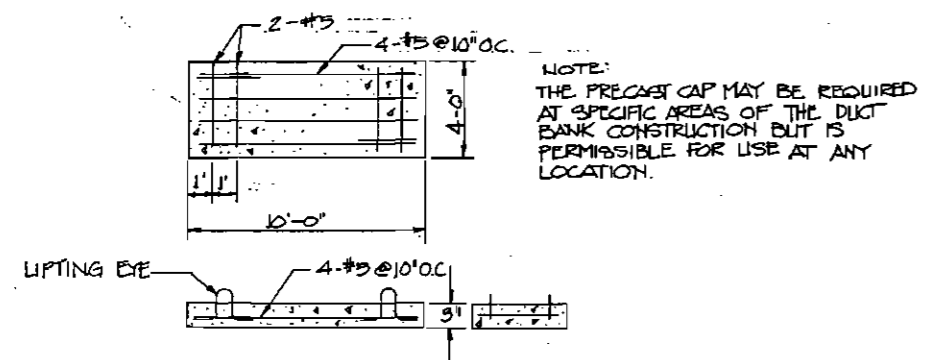
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
DETAIL SHEET
TELEPHONE DUCT

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	Date	Description	ALASKA	F-035-6(11)	1985	U28	248 167

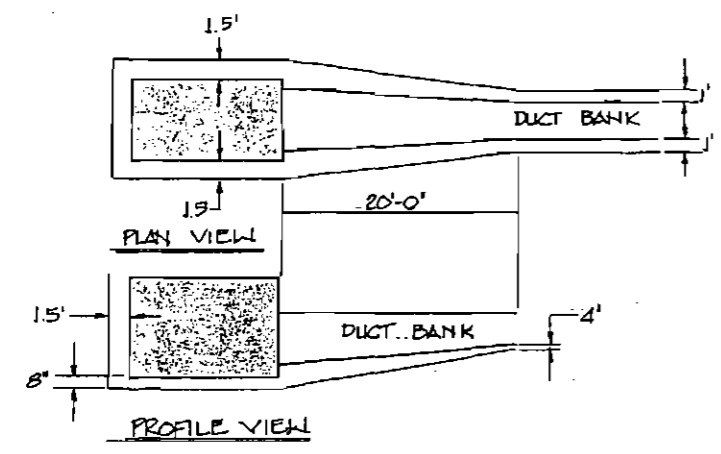
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ADDENDUM No. 1
ATTACHMENT No. 20



PRECAST RED CONCRETE CAP
NTA

AS-BUILT PLANS
INITIALS: DATE: 2/22/90



MANHOLE STRUCTURAL EXCAVATION
NTB

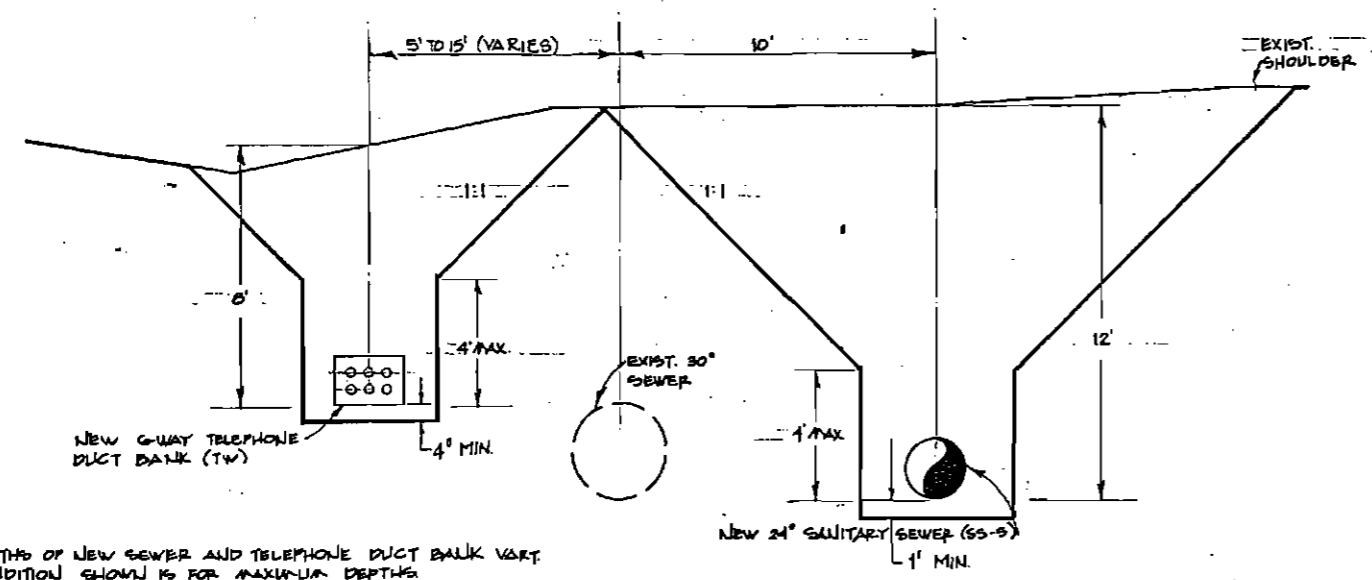


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
DETAIL SHEET
TELEPHONE DUCT

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	U29	167

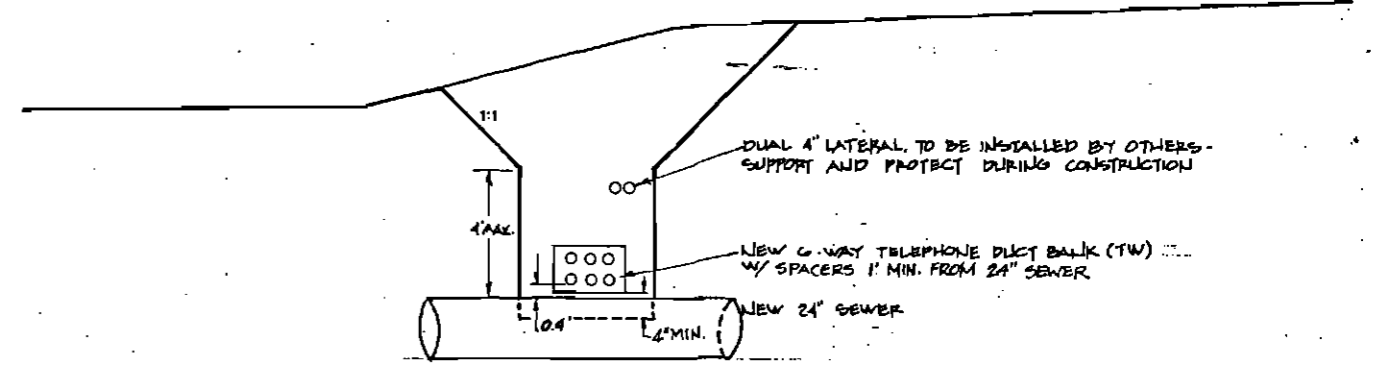
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ADDENDUM No. 1
ATTACHMENT No. 21



*NOTE: DEPTHS OF NEW SEWER AND TELEPHONE DUCT BANK VARY. CONDITION SHOWN IS FOR MAXIMUM DEPTHS.

TYPICAL TRENCH SECTION ~ APPLIES 21+70(TW) TO 28+20(TW) N.T.S.



TELEPHONE TRENCH SECTION APPROXIMATE "TW" STATION 20+50 N.T.S.

AS-BUILT PLANS
INITIALS: Jem DATE: 2/22/90

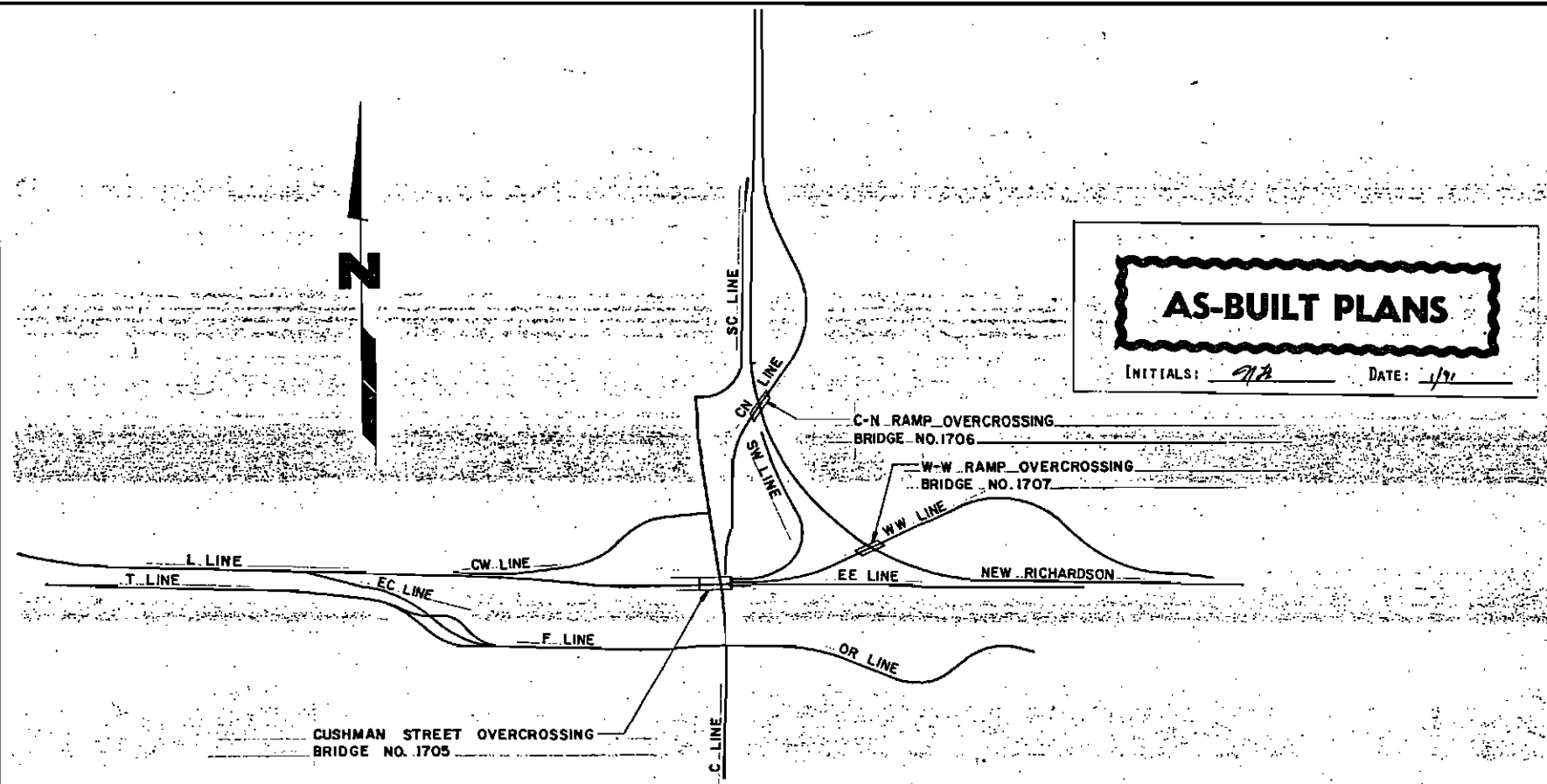


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
DETAIL SHEET

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F - 035 - 6(II)	1985	B1	168

167



BRIDGE STRUCTURE LOCATION
(NOT TO SCALE)

INDEX OF SHEETS		
DRAWING NO.	BRIDGE NO.	DESCRIPTION
1		GENERAL LAYOUT
2	1705	GENERAL LAYOUT
3	1705	VSL PLAN AND ELEVATIONS
4	1705	REINFORCED EARTH PLAN AND NOTES
5	1705	REINFORCED EARTH ELEVATIONS AND SECTIONS
6	1705	ABUTMENT No. 1
7	1705	ABUTMENT No. 2
8	1705	FRAMING PLAN AND DIAPHRAGM DETAILS
9	1705	PRESTRESSED GIRDERS
10	1705	BRIDGE SIGNS AND SECTIONS
11	1705	BRIDGE SIGN DETAILS
12	1705	BRIDGE RAILING
13	1706	GENERAL LAYOUT
14	1706	VSL PLAN AND ELEVATIONS
15	1706	REINFORCED EARTH PLAN, ELEVATION & SECTION
16	1706	REINFORCED EARTH ELEVATIONS, SECTIONS & DETAILS
17	1706	ABUTMENT No. 1
18	1706	ABUTMENT No. 2
19	1706	PIER
20	1706	FRAMING PLAN AND DIAPHRAGM DETAILS
21	1706	PRESTRESSED GIRDERS
22	1706	BRIDGE SIGNS AND SECTIONS
23	1706	BRIDGE SIGN DETAILS
24	1706	BRIDGE RAILING
25	1707	GENERAL LAYOUT
26	1707	VSL PLAN AND ELEVATIONS
27	1707	REINFORCED EARTH PLAN, ELEVATION & SECTIONS
28	1707	REINFORCED EARTH ELEVATION & SECTIONS
29	1707	ABUTMENT No. 1
30	1707	ABUTMENT No. 2
31	1707	PIER
32	1707	FRAMING PLAN AND DIAPHRAGM DETAILS
33	1707	PRESTRESSED GIRDERS SPAN No. 1
34	1707	PRESTRESSED GIRDERS SPAN No. 2
35	1707	FUTURE BRIDGE SIGN AND SECTIONS
36	1707	FUTURE BRIDGE SIGN DETAILS
37	1707	BRIDGE RAILING
38		VSL STANDARD DETAILS
39		REINFORCED EARTH STANDARD DETAILS

CUSHMAN STREET BRIDGE NO. 1705
SUMMARY OF ESTIMATED QUANTITIES *

ITEM NO.	ITEM	UNIT	TOTAL
501 (I)	CLASS "A" CONCRETE	C.Y.	132
502 (IA)	PRESTRESSED CONCRETE GIRDERS	EACH	11
503 (I)	REINFORCING STEEL	LBS.	14,400
507 (I)	METAL BRIDGE RAILING	LIN. FT.	215
511 (I)	ALTERNATE 'A' RETAINED EARTH WALLS	SQ. FT.	5,445
511 (I)	ALTERNATE 'B' REINFORCED EARTH WALLS	SQ. FT.	5,195
609 (4)	CONCRETE BARRIER (SINGLE FACE)	LIN. FT.	180
603 (I)	REINFORCING STEEL (EPOXY COATED)	LBS.	1,555
508 (I)	DECK PROTECTION (MEMBRANE)	SQ. FT.	1,592

C-N RAMP BRIDGE NO. 1706
SUMMARY OF ESTIMATED QUANTITIES *

ITEM NO.	ITEM	UNIT	TOTAL
501 (I)	CLASS "A" CONCRETE	C.Y.	145
502 (IB)	PRESTRESSED CONCRETE GIRDERS	EACH	8
503 (I)	REINFORCING STEEL	LBS.	21,010
507 (I)	METAL BRIDGE RAILING	LIN. FT.	325
511 (I)	ALTERNATE 'A' RETAINED EARTH WALLS	SQ. FT.	4,950
511 (I)	ALTERNATE 'B' REINFORCED EARTH WALLS	SQ. FT.	5,055
609 (4)	CONCRETE BARRIER (SINGLE FACE)	LIN. FT.	110
503 (I)	REINFORCING STEEL (EPOXY COATED)	LBS.	1,560
508 (I)	DECK PROTECTION (MEMBRANE)	SQ. FT.	1,725

W-W RAMP BRIDGE NO. 1707
SUMMARY OF ESTIMATED QUANTITIES *

ITEM NO.	ITEM	UNIT	TOTAL
501 (I)	CLASS "A" CONCRETE	C.Y.	141
502 (IC)	PRESTRESSED CONCRETE GIRDERS	EACH	8
503 (I)	REINFORCING STEEL	LBS.	21,190
507 (I)	METAL BRIDGE RAILING	LIN. FT.	350
511 (I)	ALTERNATE 'A' RETAINED EARTH WALLS	SQ. FT.	4,085
511 (I)	ALTERNATE 'B' REINFORCED EARTH WALLS	SQ. FT.	4,000
609 (4)	CONCRETE BARRIER (SINGLE FACE)	LIN. FT.	165
503 (I)	REINFORCING STEEL (EPOXY COATED)	LBS.	1,560
508 (I)	DECK PROTECTION (MEMBRANE)	SQ. FT.	789

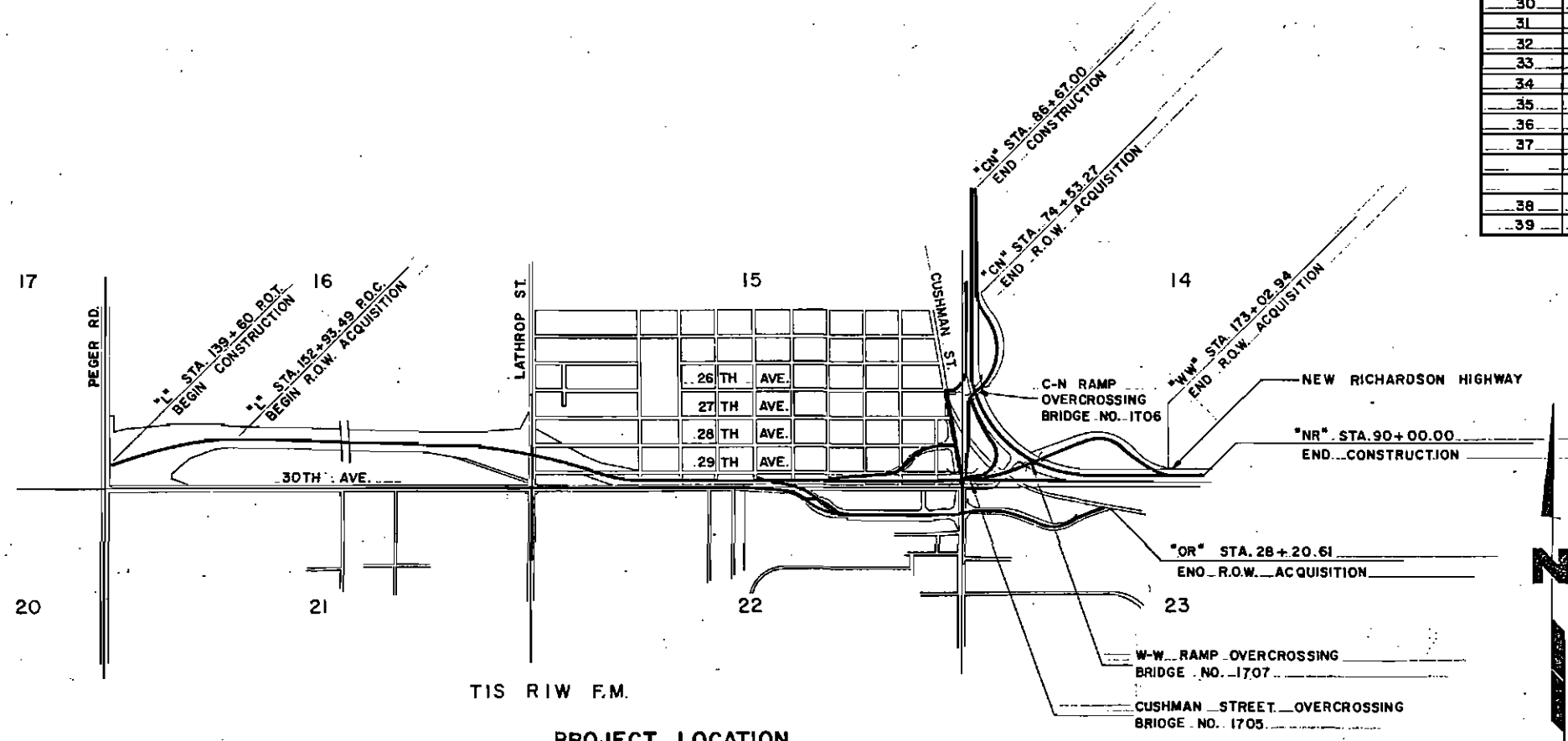
EARTH RETENTION SYSTEM WALLS
SUMMARY OF ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	PROJECT TOTAL
511 (I)	ALTERNATE 'A' VSL RETAINED EARTH	SQ. FT.	14,480
511 (I)	ALTERNATE 'B' REINFORCED EARTH	SQ. FT.	14,250

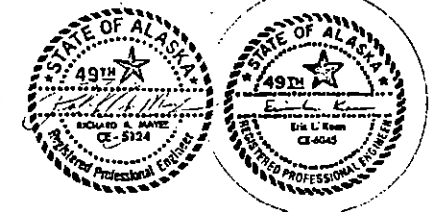
* ESTIMATE OF ASPHALT OVERLAY QUANTITIES IS INCLUDED IN ITEM 401 (I)

BASIS OF VERTICAL CONTROL

- TOP OF BRASS CAP AT SECTION CORNER 16 | 15 AT THE INTERSECTION OF LATHROP
- 21 | 22 STREET AND 30TH AVENUE. ELEV. 435.68'
- PLAN CONTOURS DEVELOPED FROM AERIAL PHOTO CROSS SECTIONS TAKEN AT 25 FOOT INTERVALS.

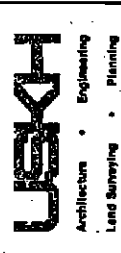


PROJECT LOCATION
(NOT TO SCALE)



BRIDGE STRUCTURES
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
GENERAL LAYOUT

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska

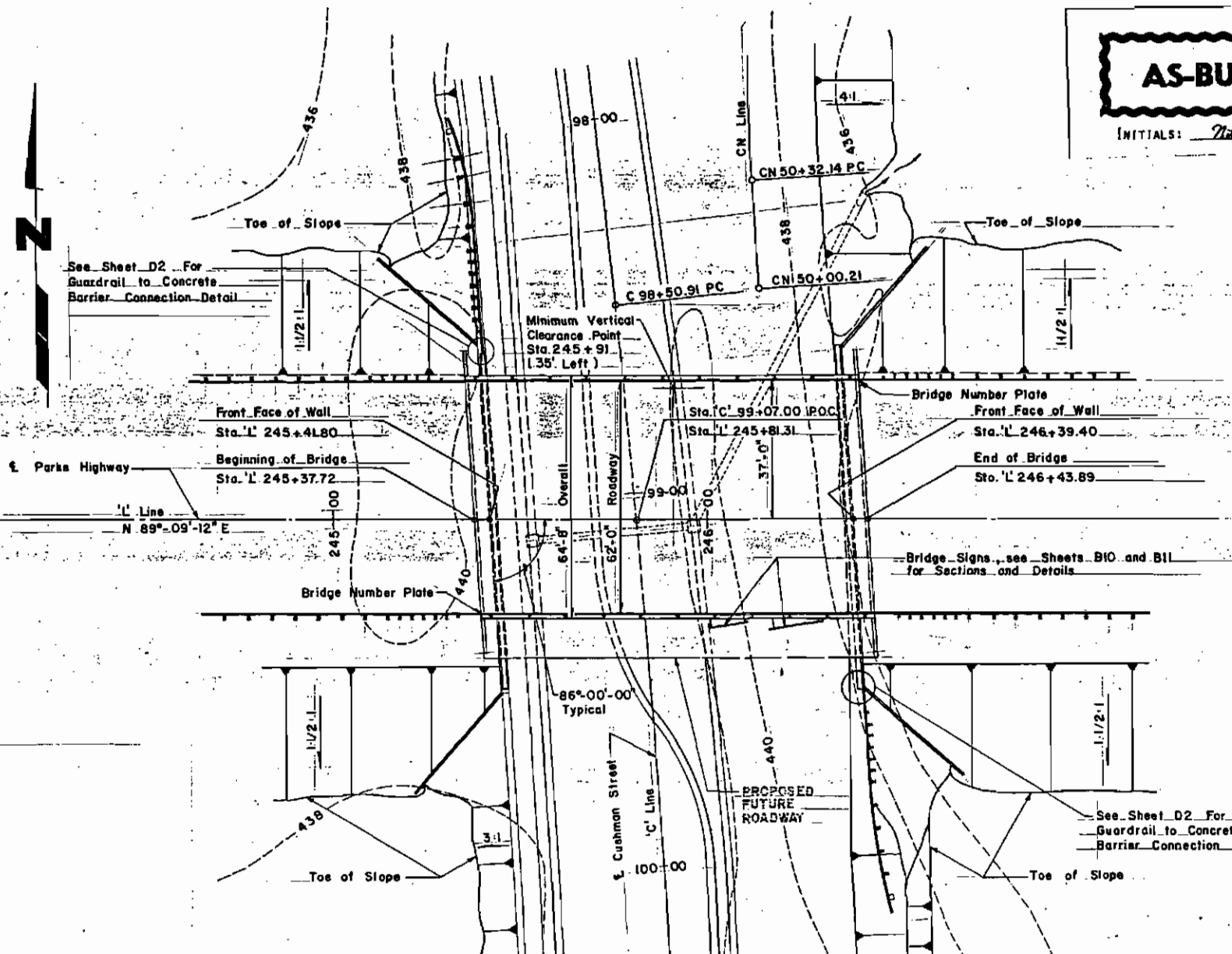


Designed by: E.L.K. Date: 12/24/84
Checked by: D.C. Date: 1/10/85
Drawn by: E.L.K. Date: 12/24/84
Checked by: E.L.K. Date: 12/24/84
Inset by: _____ Date: _____

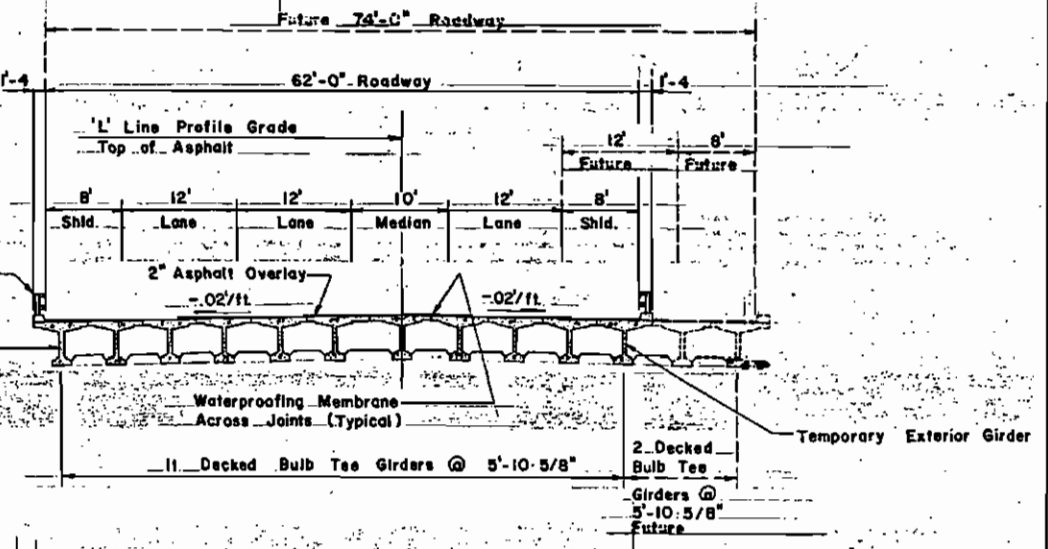
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	B.2	167

AS-BUILT PLANS

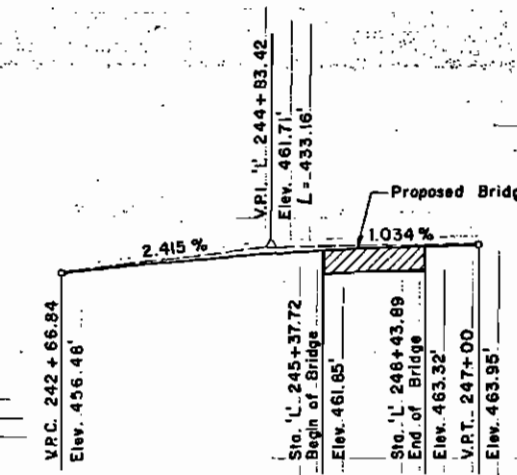
INITIALS: *WLA* DATE: *1/91*



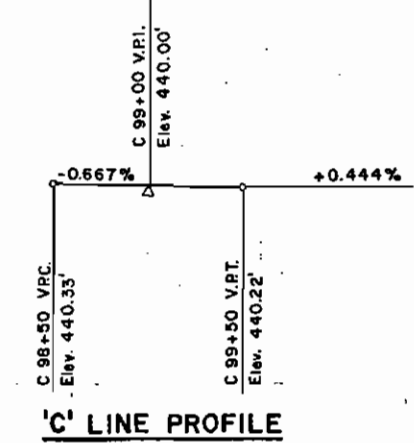
PLAN
20' 0 20' 40'



TYPICAL SECTION
10' 0 10' 20'



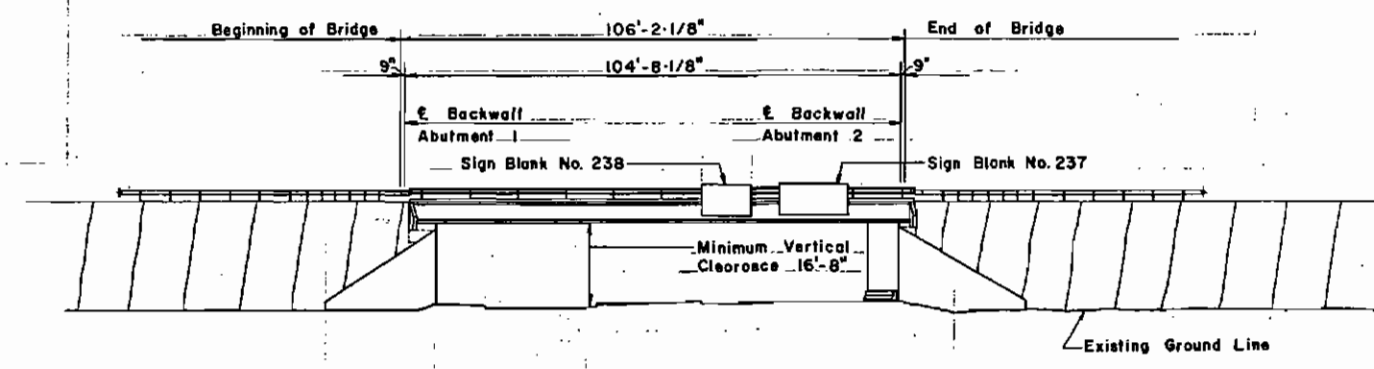
'L' PROFILE GRADE DATA



'C' LINE PROFILE

CURVE DATA 'C' LINE

- RI = Sta. 'C' 101+32.19
- Δ = 10°-18'-11" RI
- D = 1°-50'-11"
- T = 281.28'
- L = 561.04'
- R = 3120.0'
- S = 0.025'/ft.
- TL = 150'



ELEVATION
20' 0 20' 40'

CUSHMAN GENERAL NOTES

Design Specifications: AASHTO Standard Specifications for Bridges, 1977 Edition plus current Interims.

Construction Specifications: State of Alaska Standard Specifications for Highway Construction, 1981, and Special Provisions.

Design Loads:

- Live Load: HS-20(44)
- Dead Load: Includes 25 p.s.f. for future wearing surface.
- Seismic Load: Zone III
- Maximum Soil Bearing Load from Abutment: 4,500 p.s.f.

Materials:

Concrete

- Cast-in-place f'c = 3,500 psi
- Precast f'c = 5,400 psi
- f'ci = 5,000 psi

Reinforcing Steel ASTM - A615, Grade 60
fs = 24,000 psi

Prestressing Steel 270 Ksi - 1/2" diameter
Seven-wire, Stress-relieved strand.

Structural Steel shall conform to ASTM A36 and shall be galvanized after fabrication.

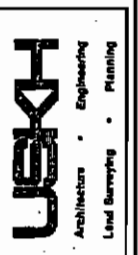
Standard drawings G-04.01S, G-14.01S, and G-24.0S apply.

CUSHMAN STREET OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
GENERAL LAYOUT

State of Alaska
**DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES**
Juneau, Alaska

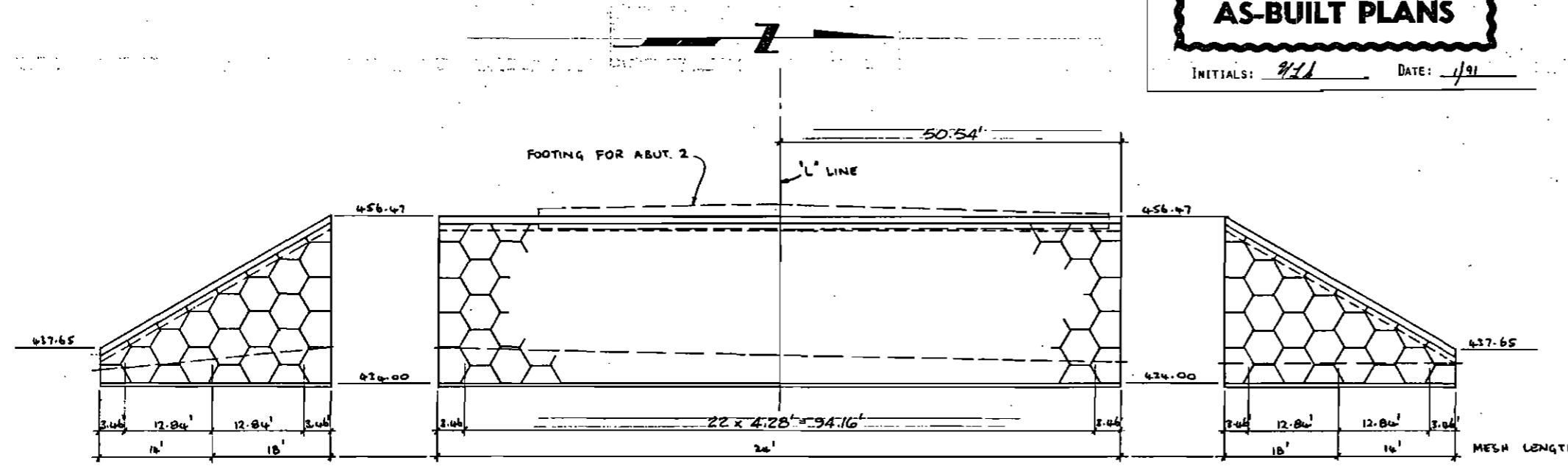
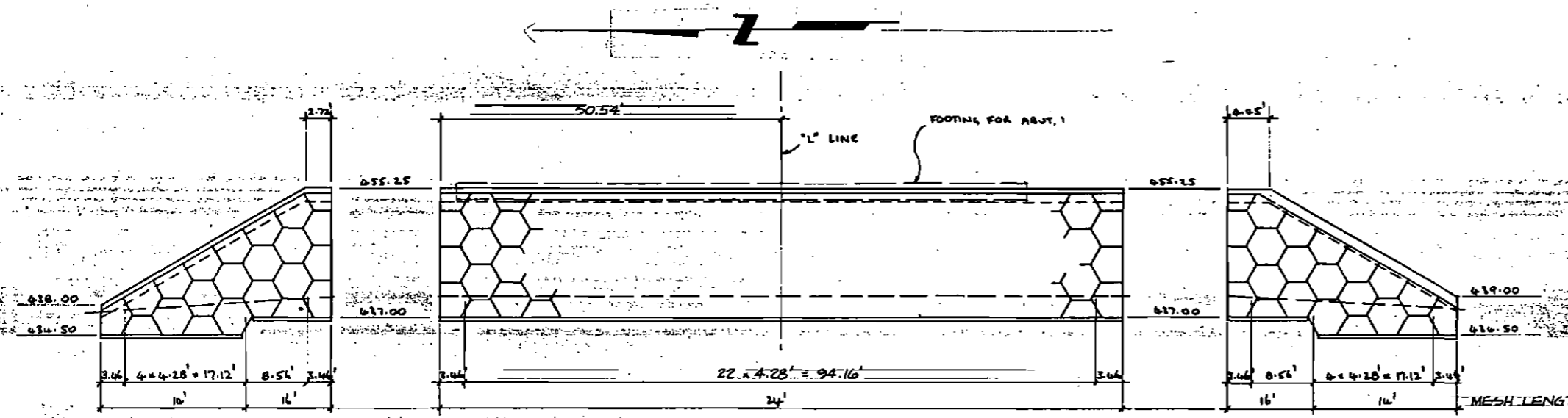


BRIDGE NO. 1705
DWG. NO. 2 of 39



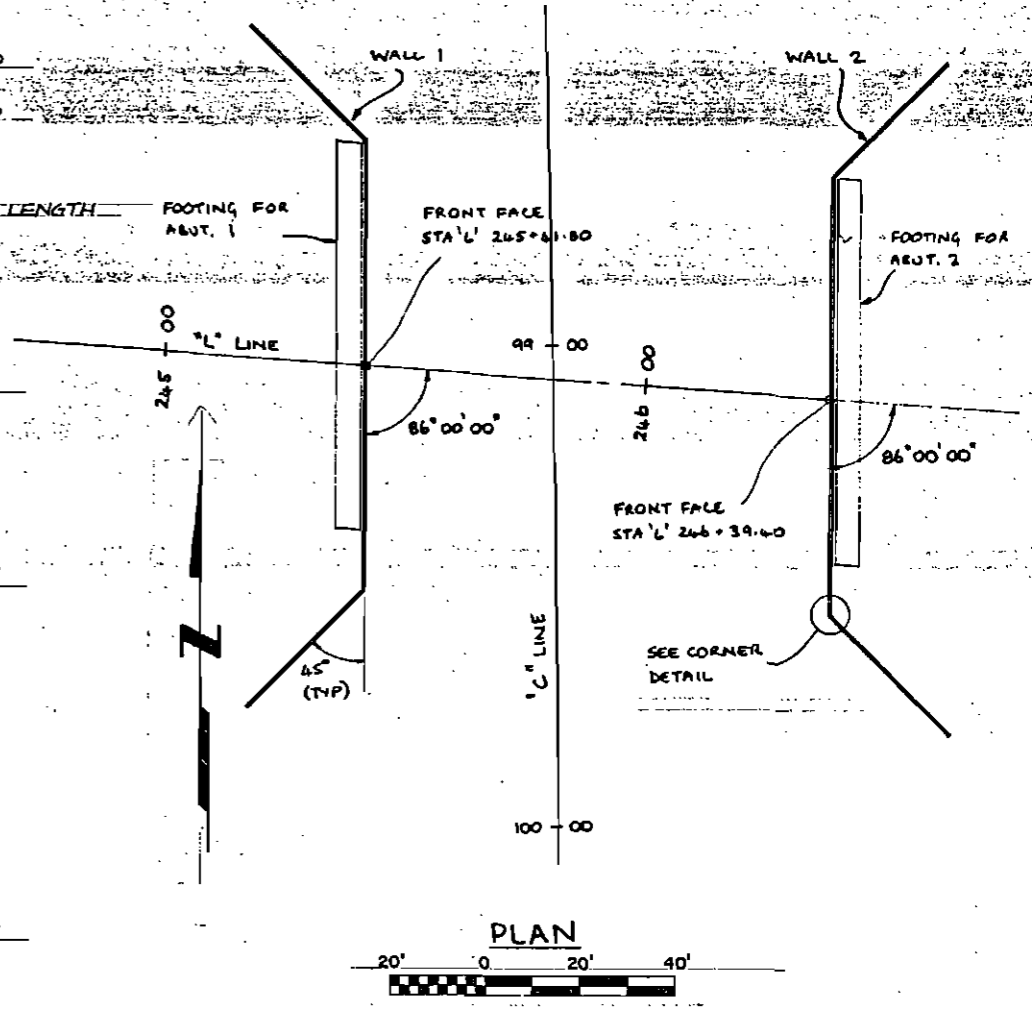
Designed by: ELK
 Checked by: DGC
 Drawn by: DGC
 Checked by: ELK
 Traced by: DGC

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B.3	148 167



AS-BUILT PLANS

INITIALS: 9/11 DATE: 1/91



CUSHMAN ABUTMENT LOADS

EQUIVALENT TRAFFIC LOAD = 250 PSF
 VERTICAL DEAD LOAD = 15200 LBS/FT
 VERTICAL LIVE LOAD = 4320 LBS/FT
 HORIZONTAL FORCE = 0 LBS/FT

NOTE:
 SEE SHEET B4 DE 39 EDR CAST-IN-PLACE CORNER DETAIL.



ALTERNATE 'A' Not Used
 VSL RETAINED EARTH WALLS

CUSHMAN STREET OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
PLAN & ELEVATIONS

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

BRIDGE NO. 1705
 DWG. NO. 3 of 39

JOHN W. PARKIN
 VSL CORPORATION
 1800 N. S. POMA AVENUE
 BATTLE CREEK, WA 98902

VSL Corporation

Designed By
 Checked By
 Drawn By
 Checked By
 Printed By

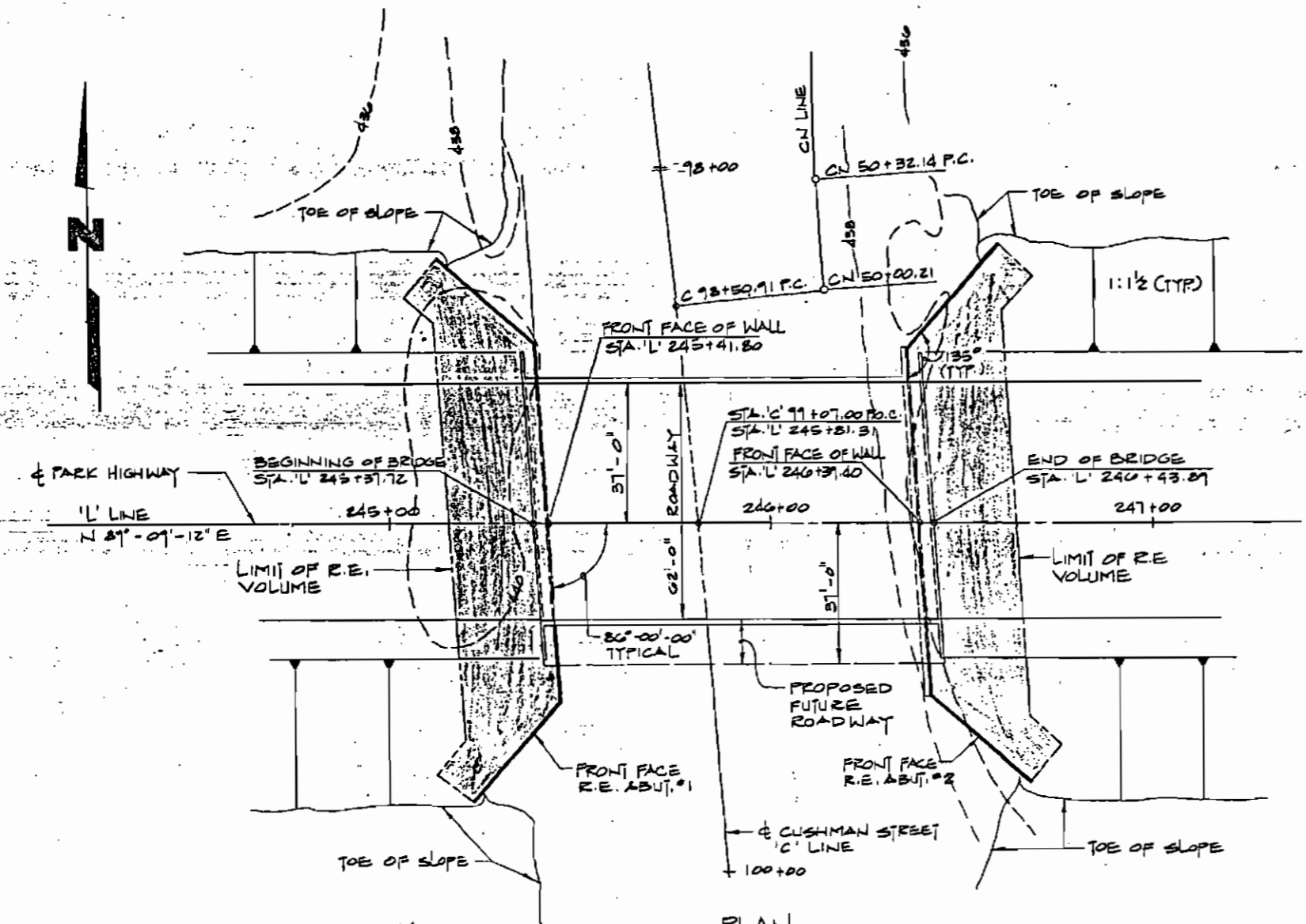
GENERAL NOTES:

- FOR LOCATION AND ALIGNMENT OF R.E. ABUTMENTS SEE ROADWAY PLANS.
- IN THE AREAS WHERE STRUCTURES MAY BE WITHIN THE REINFORCED EARTH VOLUME, REINFORCING STRIPS MAY BE SHIFTED TO CLEAR STRUCTURES.
- ALL PANELS ARE TYPE 'A' UNLESS OTHERWISE NOTED.
- DESIGN IS BASED ON THE ASSUMPTION THAT THE MATERIAL WITHIN THE REINFORCED EARTH VOLUME, METHODS OF CONSTRUCTION AND QUALITY OF PREFABRICATED MATERIALS SHALL CONFORM TO THE MANUFACTURER'S SPECIFICATIONS.
- FOR STANDARD PANEL DETAILS SEE SHEET B39 OF 39.
- SYMBOLS:

TYPE OF PANEL CHANGE IN TIE STRIP ARRANGEMENT. NO. OF TIE STRIPS

Ⓢ INDICATES LIMITS OF REINFORCING STRIPS DENSITY IN PANEL TYPE 'A'.

- REINFORCING STRIPS FOR REINFORCED EARTH® WALLS SHALL CONFORM TO THE PHYSICAL AND MECHANICAL PROPERTIES OF ASTM A-572, GRADE 65.
- ALL PANELS ARE 7 1/16" THICK.
- BRIDGE ABUTMENT SEAT IS SHOWN FOR INFORMATION ONLY FOR DETAILS. SEE INDIVIDUAL BRIDGE PLANS.

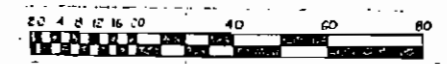


PLAN

AS-BUILT PLANS

INITIALS: 9/24 DATE: 1/91

SURFACE AREA SUMMARY	
LOCATION	AREA
CUSHMAN OVERCROSSING	5,195.25 SQ. FT.
'C'N' LINE OVERCROSSING	5,053.5 SQ. FT.
'W' LINE OVERCROSSING	4,075.68 FT.
TOTAL	14,324.43 FT.



**ALTERNATE 'B'
REINFORCED EARTH WALLS**

CUSHMAN STREET OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY

PLAN & NOTES

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska

Do to _____ Approved _____

BRIDGE NO. 1705
DWNG. NO. 4 of 39

"REINFORCED EARTH" IS THE REGISTERED TRADEMARK OF THE REINFORCED EARTH COMPANY.

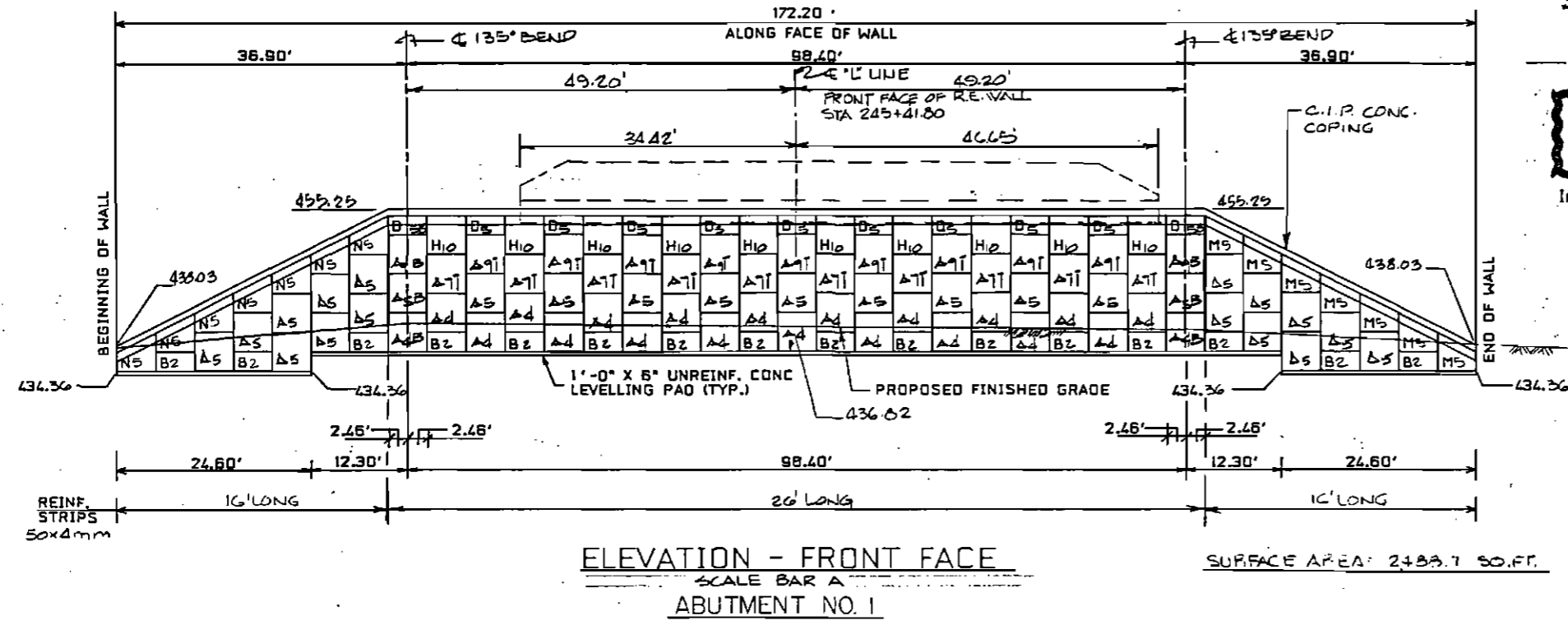
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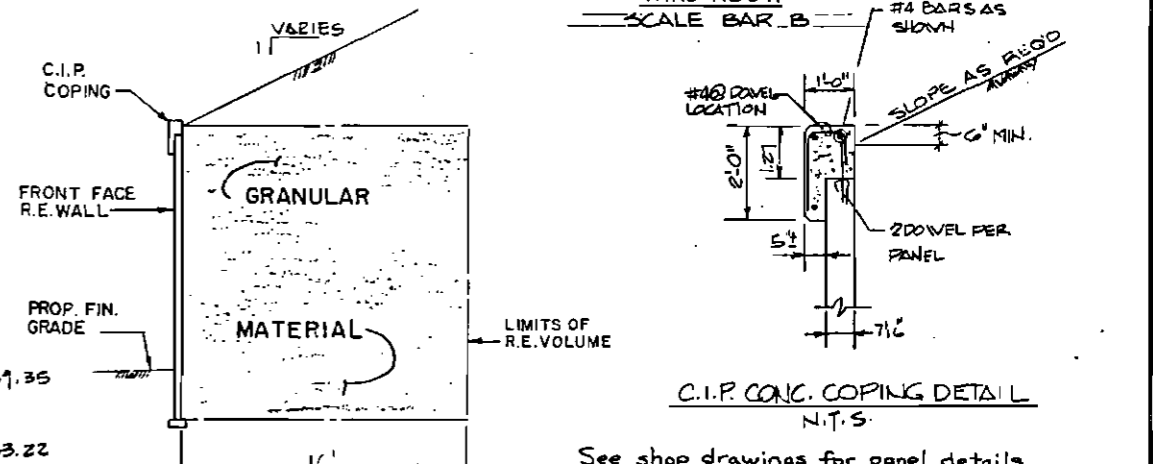
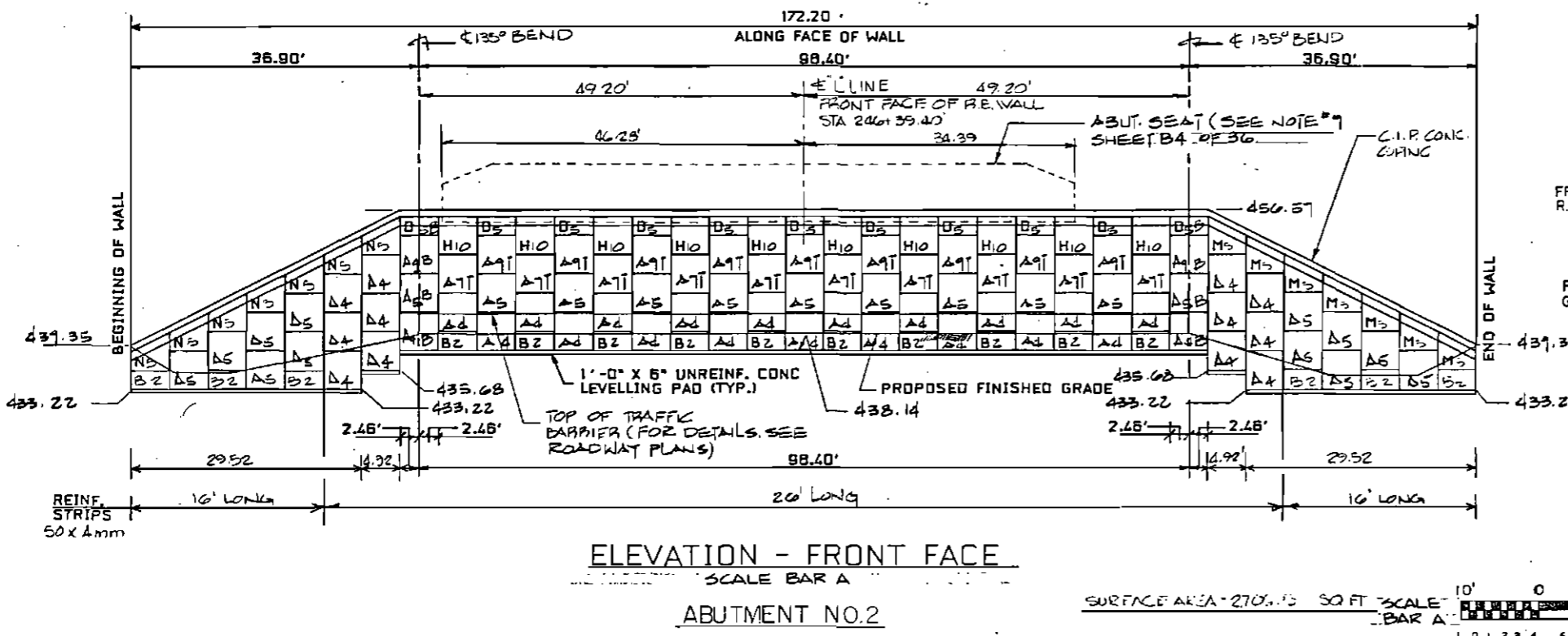
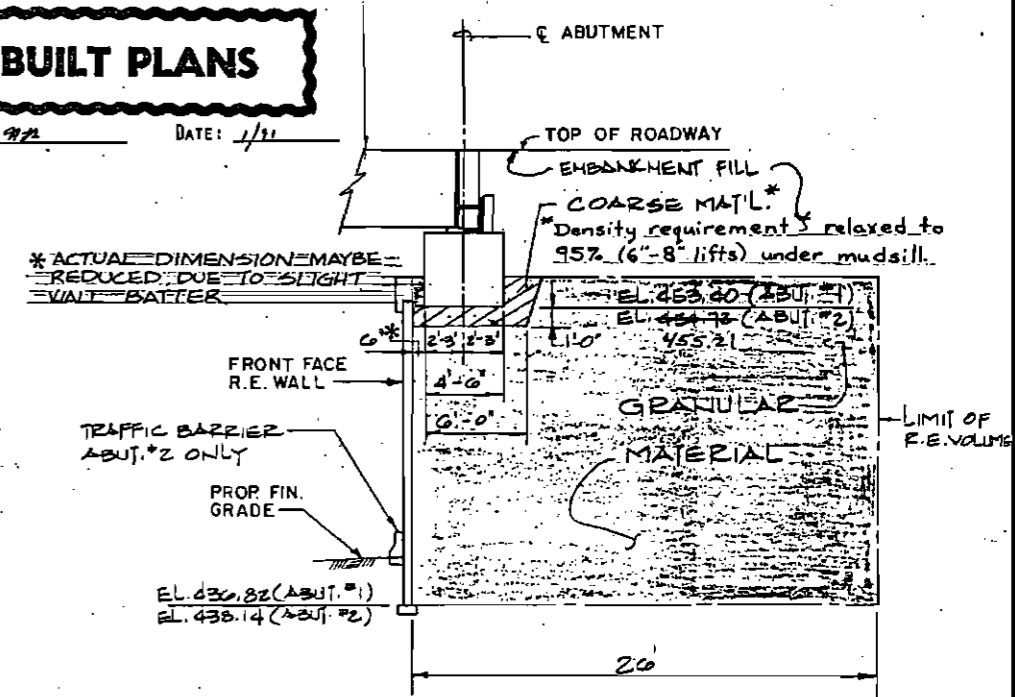
The Reinforced Earth Company
Reinforced Earth
Reese Center, 1700 North Moore Street, Arlington, Virginia 22209
(703) 527-2434

DESIGNED BY: V.S. DATE: 7/23/85
PROJ. ENGR: V.S.
CHECKED BY: ASW

NOTE: FOR STEP IN THE LEVELLING PADS SEE SHEET NO. 28 OF 39.



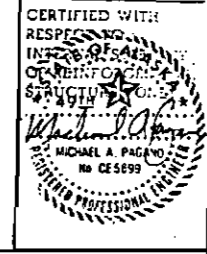
AS-BUILT PLANS
INITIALS: 9/2 DATE: 1/11



ALTERNATE 'B' REINFORCED EARTH WALLS

CUSHMAN STREET OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
ABUTMENT 1&2
ELEVATIONS & SECTIONS

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska



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The Reinforced Earth Company
Rosedale Center, 1700 North Moore Street, Arlington, Virginia 22209
(703) 527-3434

DESIGNED BY: V.S.
PROJ. ENGR: V.S.
CHECKED BY: ALW

DATE: 7/23/85

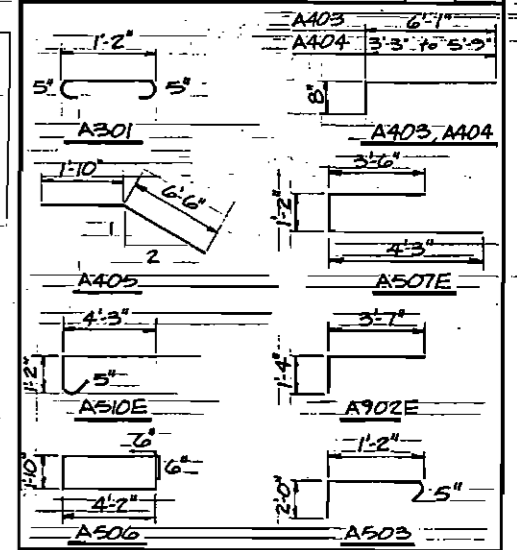
Date: _____
Approved: _____

BRIDGE NO. 1705
DWG. NO. 5 of 39

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6 (II)	1985	B.6	148 147

REINFORCING SCHEDULE (ABUT. No. 1)

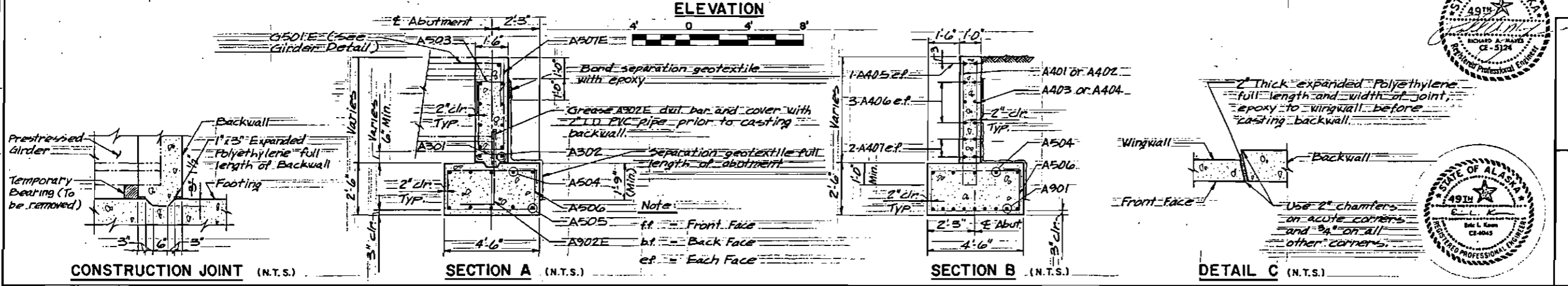
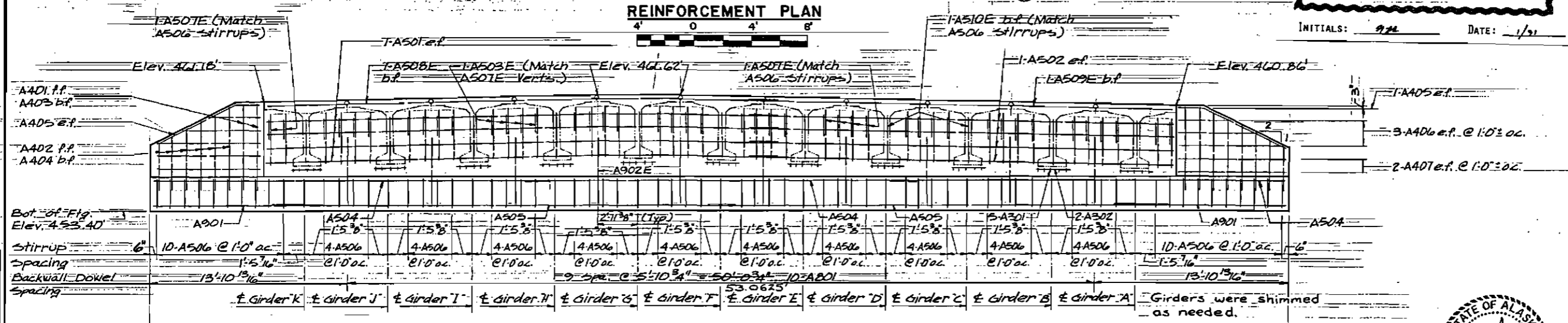
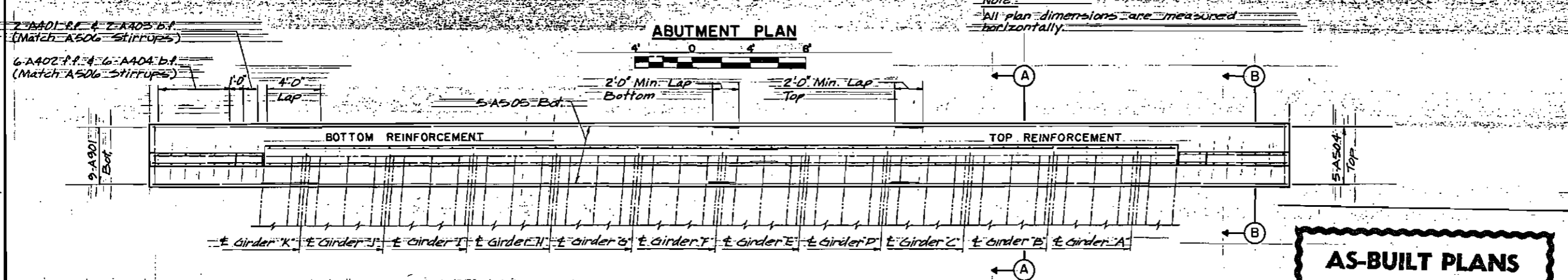
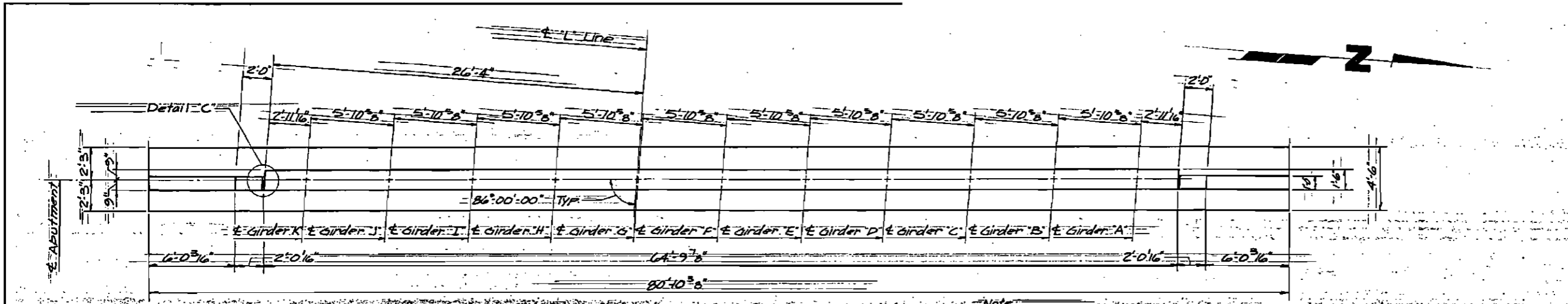
Mark	Size	Number	Length	St.	Bent
A301	3	55	2'-0"		
A302	3	22	2'-9"		
A401	4	4	6'-1"		
A402	4	2	3'-3" to 5'-9"		
A403	4	4	6'-9"		
A404	4	2	3'-1" to 6'-5"		
A405	4	4	8'-4"		
A406	4	4	3'-3" to 7'-3"		
A407	4	8	7'-8"		
A501	5	8	36'-3"		
A502	5	8	30'-5"		
A503	5	44	3'-1"		
A504	5	15	28'-2"		
A505	5	10	33'-4"		
A506	5	71	13'-0"		
A507E	5	44	8'-11"		
A508E	5	1	36'-3"		
A509E	5	1	30'-5"		
A510E	5	11	5'-10"		
A901	9	18	12'-0"		
A902E	9	10	4'-11"		



All reinforcing steel bends to be in accordance with A.C.I. standards. Bars marked with "E" suffix indicates epoxy coated.

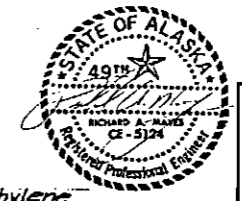
**CUSHMAN STREET OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
ABUTMENT No. 1**

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska



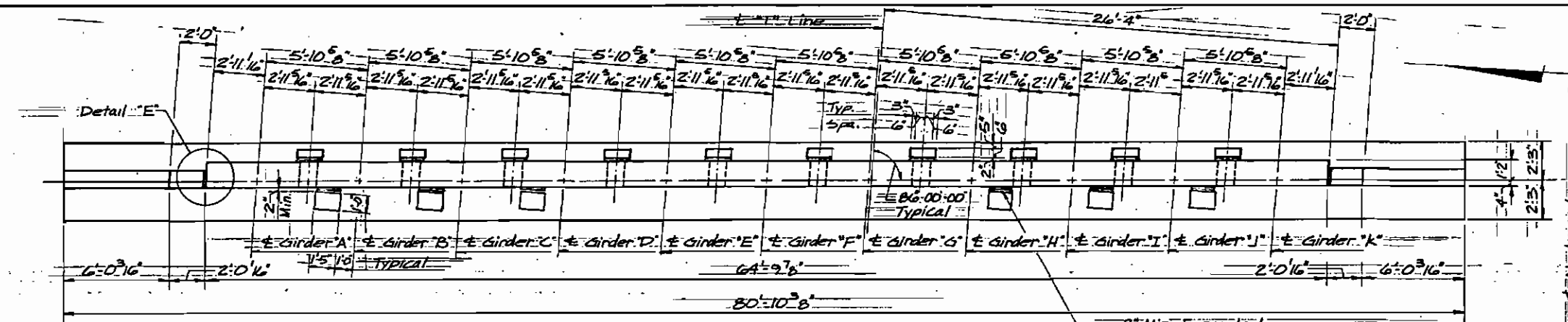
USCA
Architecture
Land Surveying
Engineering
Planning

Designed by: ELK
Checked by: D.S.B.
Drawn by: G.P.S.
Checked by: ELK
Traced by: [blank]
Date: 12/5/84

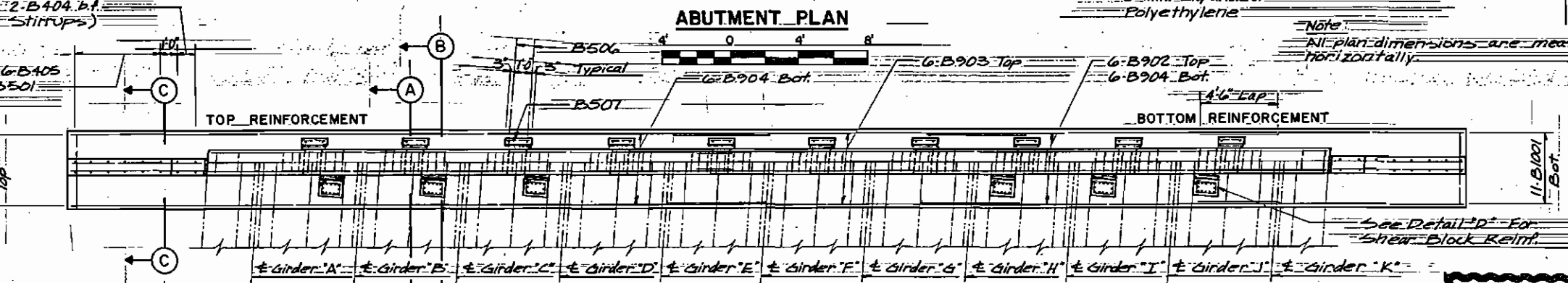


2" Thick expanded Polyethylene full length and width of joint epoxy to wingwall before casting backwall.

Use 2" chamfers on acute corners and 3/4" on all other corners.



ABUTMENT PLAN



REINFORCEMENT PLAN

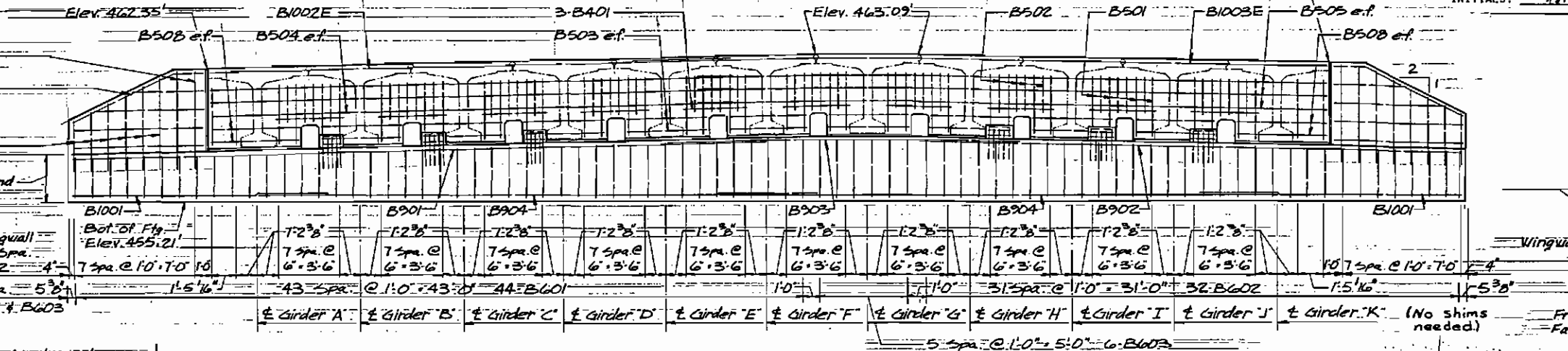
AS-BUILT PLANS

INITIALS: JK DATE: 1/81

REINFORCING SCHEDULE (ABUT. No.2)

Mark	Size	Number	Length	St. Bent
B401	4	30	3'-10"	.
B402	4	4	5'-5"	.
B403	4	2 series of 6 Bars	2'-1 1/2" x 5'-2"	.
B404	4	4	6'-1"	.
B405	4	2 series of 6 Bars	3'-3 1/2" x 5'-10"	.
B406	4	4	8'-4"	.
B407	4	4	3'-11"	.
B408	4	4	5'-11"	.
B409	4	8	1'-8"	.
BA10E	4	18	4'-8"	.
B501	5	44	9'-8"	.
B502	5	40	7'-2"	.
B503	5	36	4'-6"	.
B504	5	6	30'-4"	.
B505	5	6	36'-3"	.
B506	5	20	3'-8"	.
B507	5	30	1'-7"	.
B508	5	8	5'-0"	.
B509E	5	12	2'-5"	.
B601	6	1 series of 44 Bars	15'-10 1/2" x 15'-4"	.
B602	6	2 series of 52 Bars	14'-4 1/2" x 15'-4"	.
B603	6	6	15'-4"	.
B901	9	6	40'-0"	.
B902	9	6	31'-5"	.
B903	9	6	20'-8"	.
B904	9	12	32'-5"	.
B1001	10	22	15'-6"	.
B1002E	10	2	30'-3"	.
B1003E	10	2	40'-0"	.

Note:
Alternate spike locations for bars B1002 and B1003.

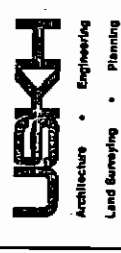
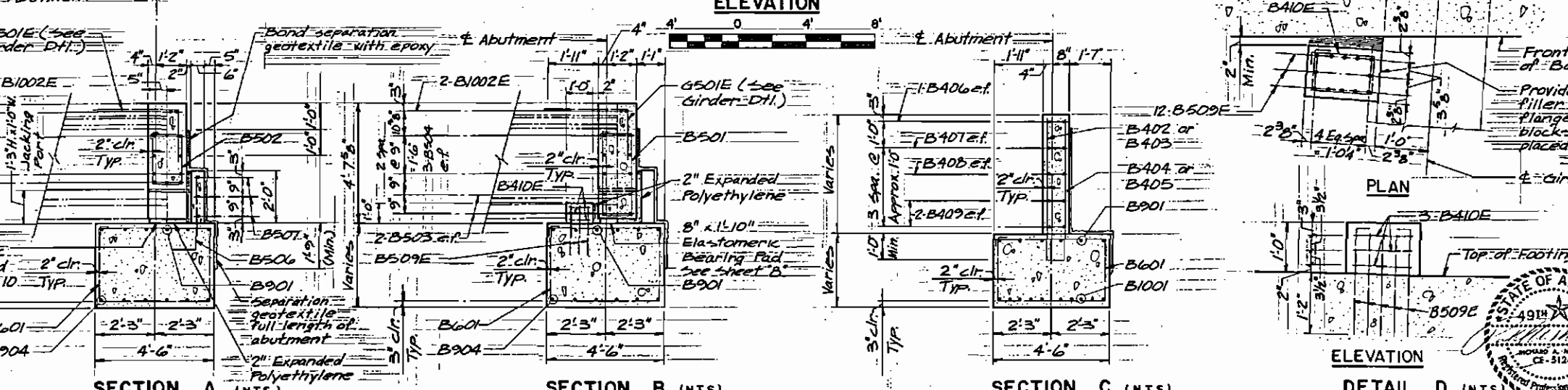
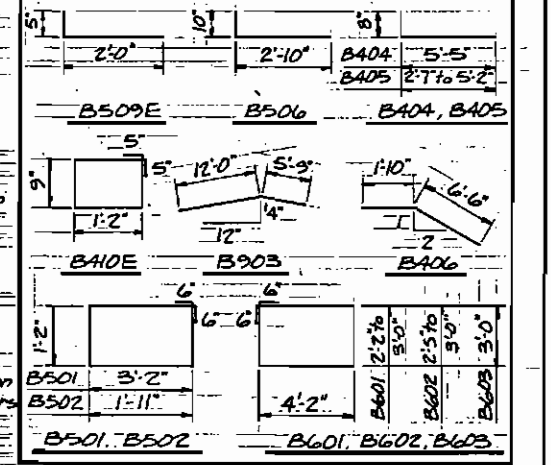


ELEVATION

Note:
f.f. = Front Face
b.f. = Back Face
e.f. = Each Face

Note:
2" Thick expanded Polyethylene full length and width of joint; epoxy to wingwall before casting backwall.

Note:
Use 2" chamfers on acute corners and 3/4" on all other corners.

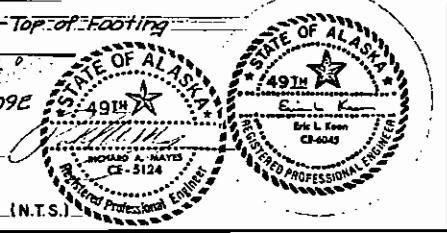


Designed by: ELK
Checked by: ELK
Drawn by: ELK
Checked by: ELK
Traced by: ELK

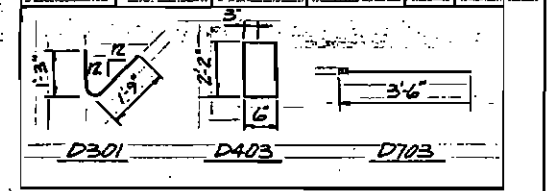
CUSHMAN STREET OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
ABUTMENT No.2

State of Alaska
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
Juneau, Alaska

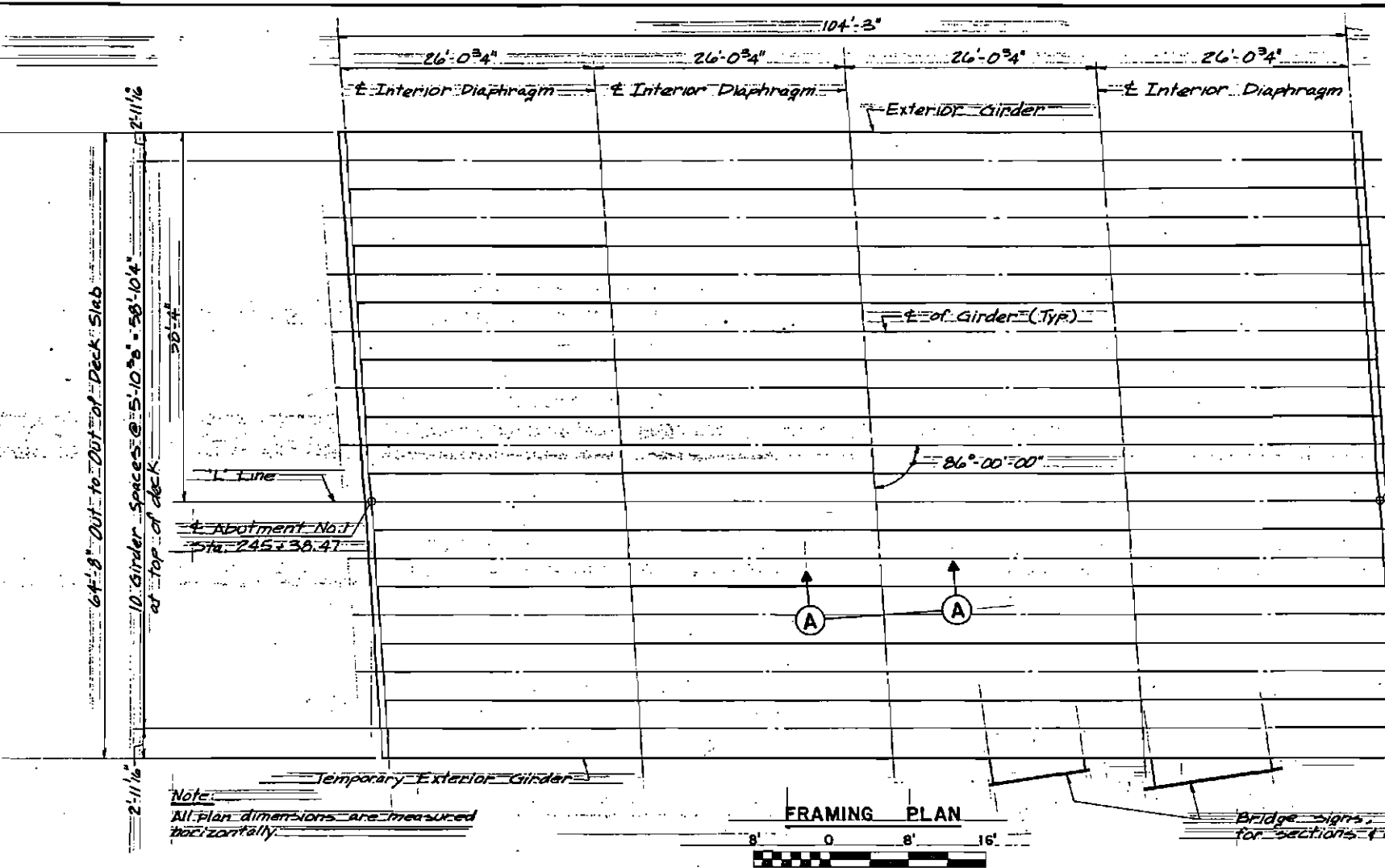
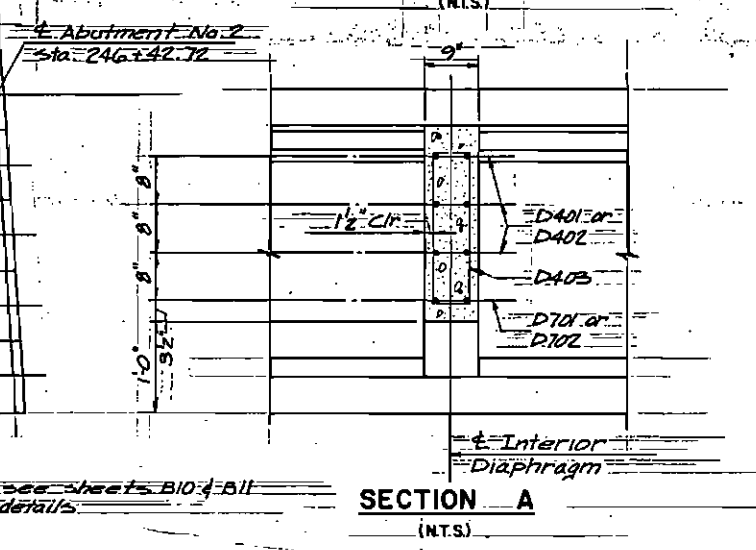
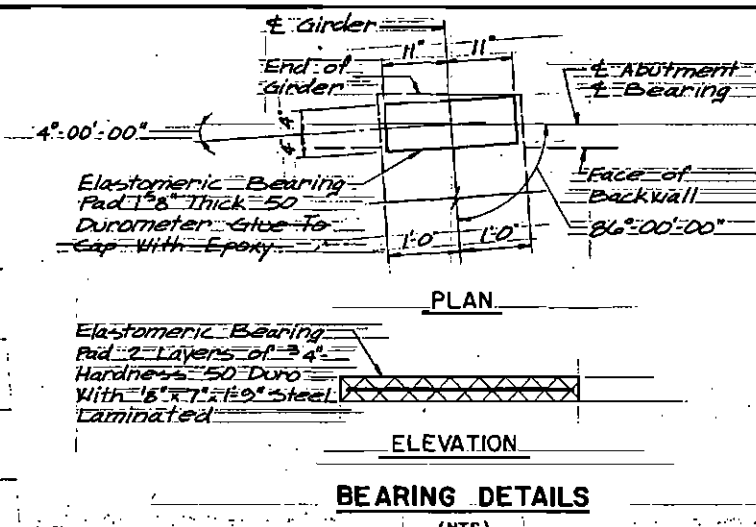
BRIDGE NO. 1705
DWNG. NO. 7 of 39



Mark	Size	Number	Length	St. Bent
D301	3	40	3'-0"	*
D401	4	6	32'-9"	*
D402	4	6	26'-9"	*
D403	4	50	5'-4"	*
D701	7	2	33'-6"	*
D702	7	2	27'-6"	*
D703	7	4	3'-6"	*



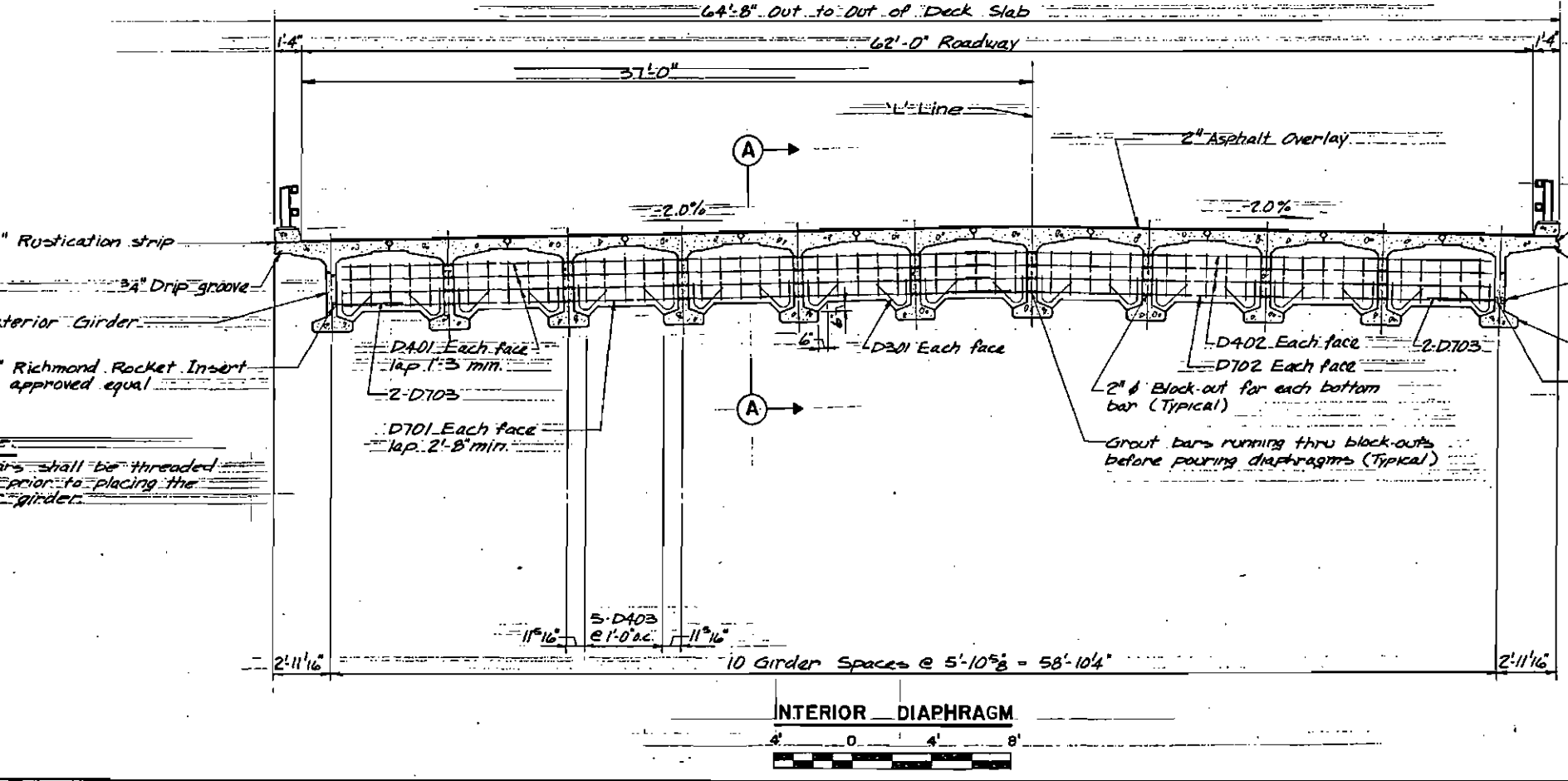
Note: All reinforcing steel bends to be in accordance with A.C.I. standards.



Note: All plan dimensions are measured horizontally.

Bridge signs, see sheets B10-4-B11 for sections & details.

AS-BUILT PLANS
 INITIALS: JK DATE: 1/81

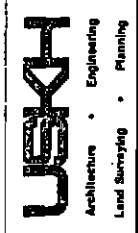
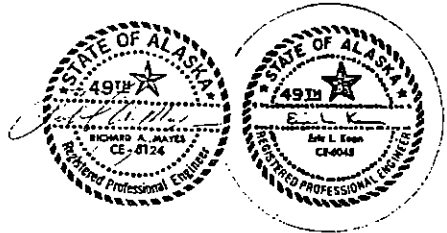


- Grout key at temporary exterior girder for placement of future girders. See detail C sheet 'B9'.
- 3/4" Drip groove
- Provide 76" Richmond Rocket Insert or approved equal for future placement of diaphragm reinf., plug with bolt until used.
- Temporary Exterior Girder
- 76" Richmond Rocket Insert or approved equal

Diaphragm Note:
 Reinforcing bars shall be threaded through holes prior to placing the final exterior girder.

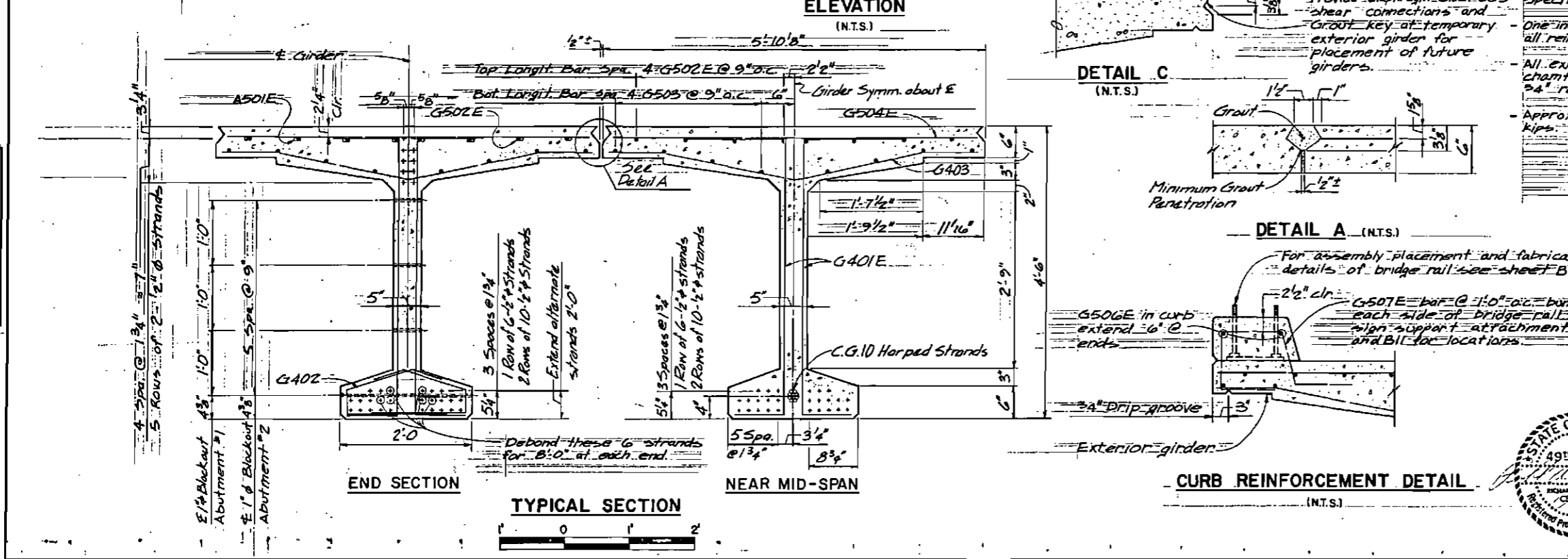
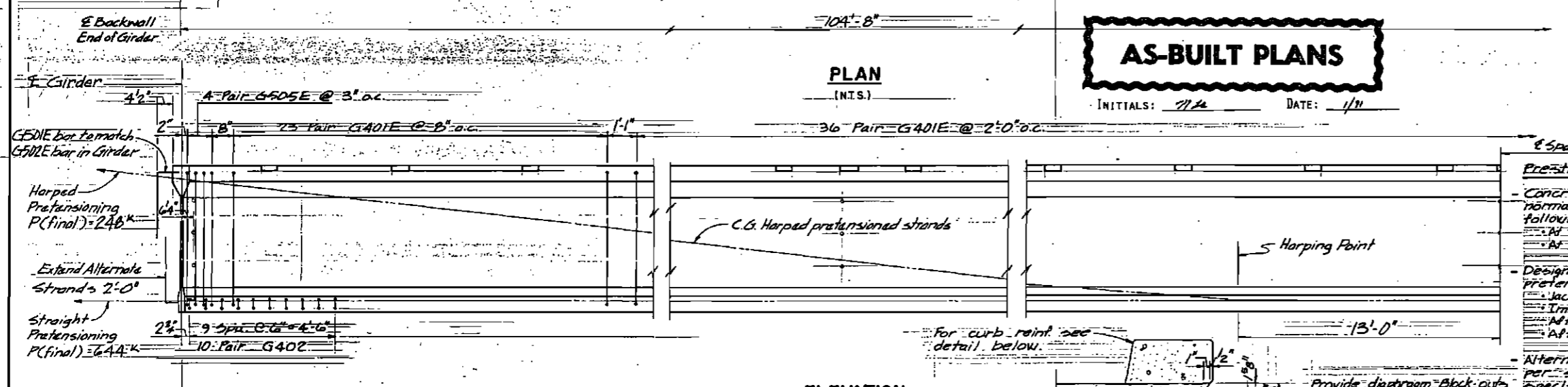
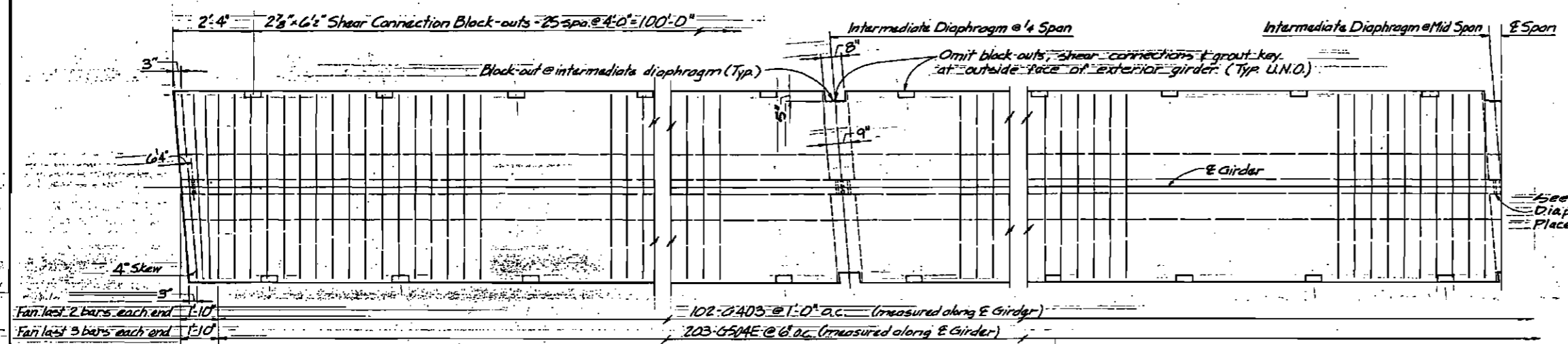
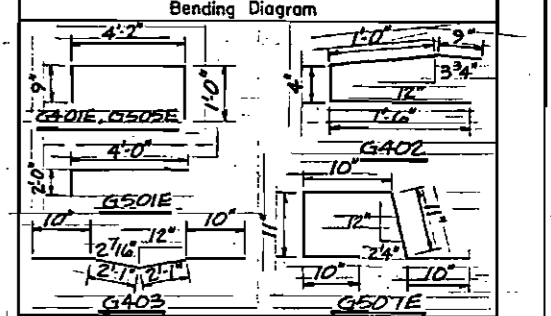
CUSHMAN STREET OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
FRAMING PLAN AND DIAPHRAGM DETAILS

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska



Designed by: ELK
 Checked by: JKH
 Drawn by: JKH
 Date: 1/81

REINFORCING SCHEDULE (EACH GIRDER)					
Mark	Size	Number	Length	St.	Bent
G401E	4	164	5'-11"		
G402	4	40	3'-7"		
G403	4	126	5'-10"		
G501E	5	16	6'-0"		
G502E	5	24	3'-2"		
G503	5	24	3'-2"		
G504E	5	209	5'-2"		
G505E	5	16	5'-11"		
* G506E	5	6	3'-6"		
* G507E	5	129	4'-4"		



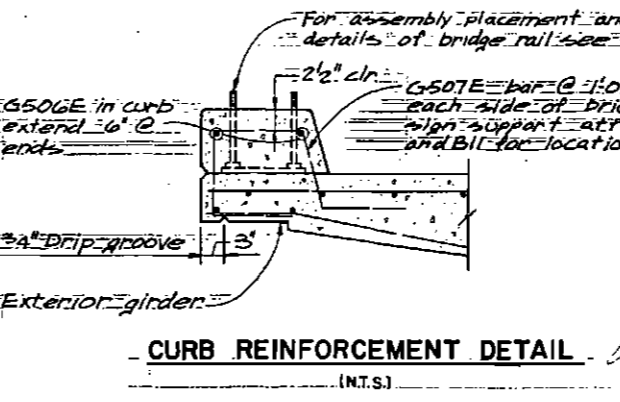
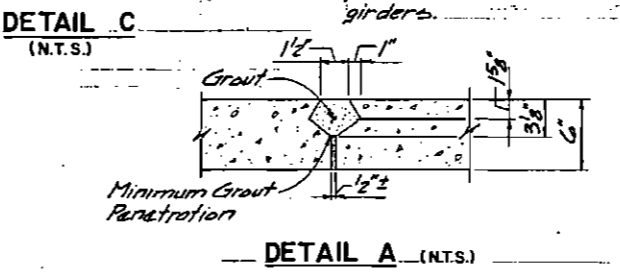
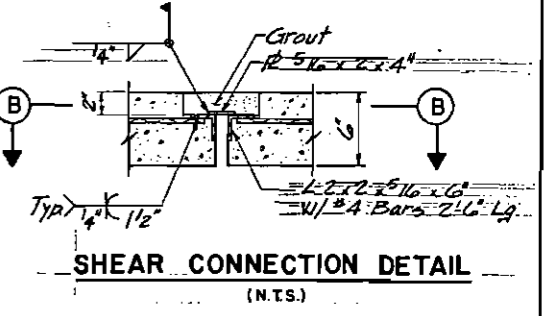
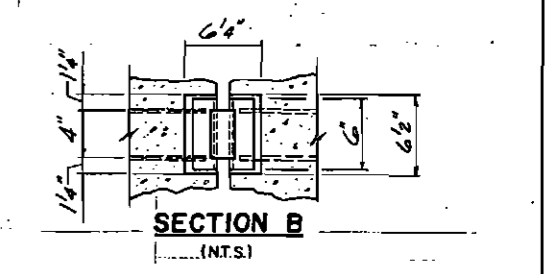
AS-BUILT PLANS

INITIALS: *ML* DATE: *1/11*

Prestressed Girder Notes:

- Concrete for girders shall be normal weight having the following strengths:
 - At Transfer Stress $f_c = 5000$ psi
 - At 28 Days $f_c = 5600$ psi
- Design is based on the following pretensioned steel stresses:
 - Jacking 207 ksi
 - Immediately After Transfer 189 ksi
 - After Losses 162 ksi
- Alternate designs are allowed as per section 502 of the standard specifications.
- One inch clear shall be provided on all reinforcement except as noted.
- All exposed corners shall be chamfered $\frac{3}{4}$ " or rounded to a $\frac{3}{4}$ " radius.
- Approximate girder weight is 111 kips.

All reinforcing steel bends to be in accordance with A.C.I. standards. Bars marked with 'R' suffix are epoxy coated. * indicates steel in exterior girder only.



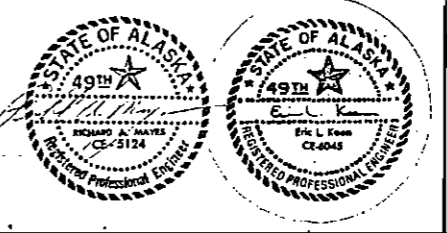
CUSHMAN STREET OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
PRESTRESSED GIRDERS

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska

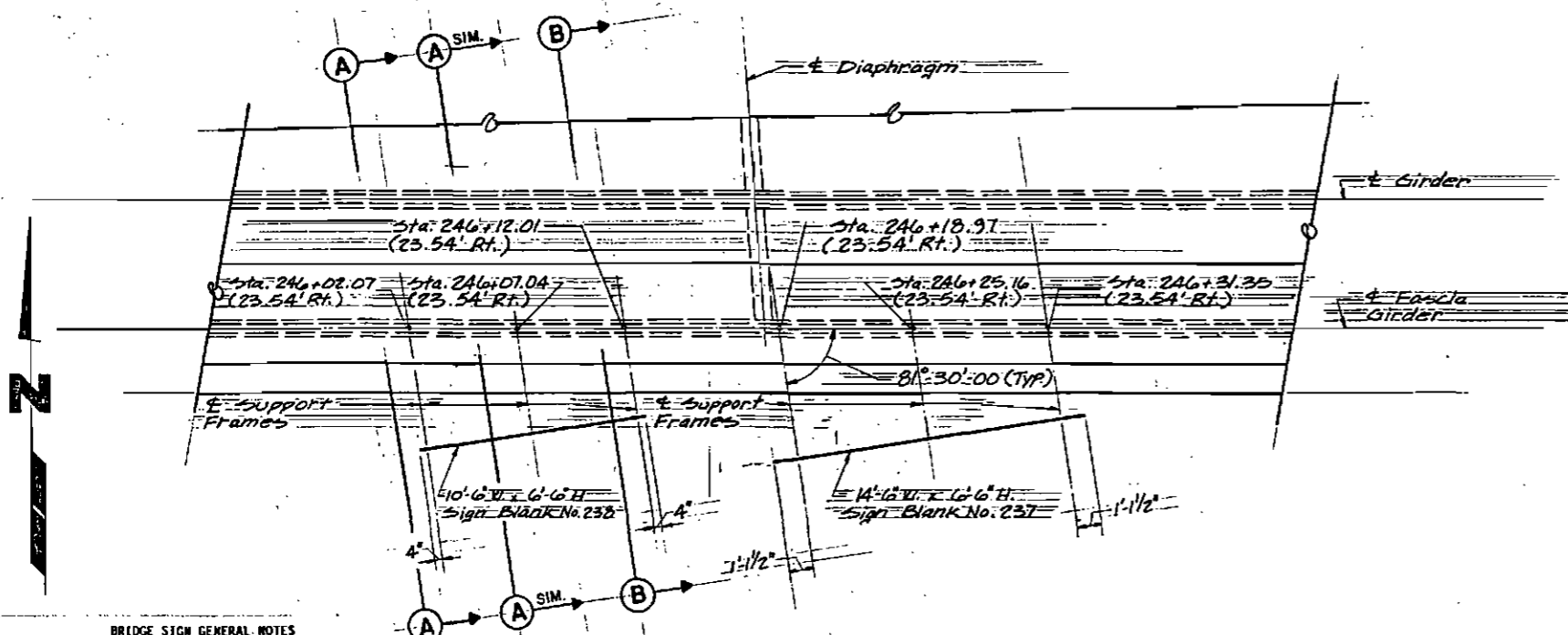
BRIDGE NO. 1705
DWG. NO. 9 of 39

USAR
Architectural Engineering
Land Surveying Planning

Designed by: ELK
Checked by: DPC
Drawn by: DPC
Checked by: ELK
Traced by: DPC



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	B10	145 167



BRIDGE SIGN GENERAL NOTES

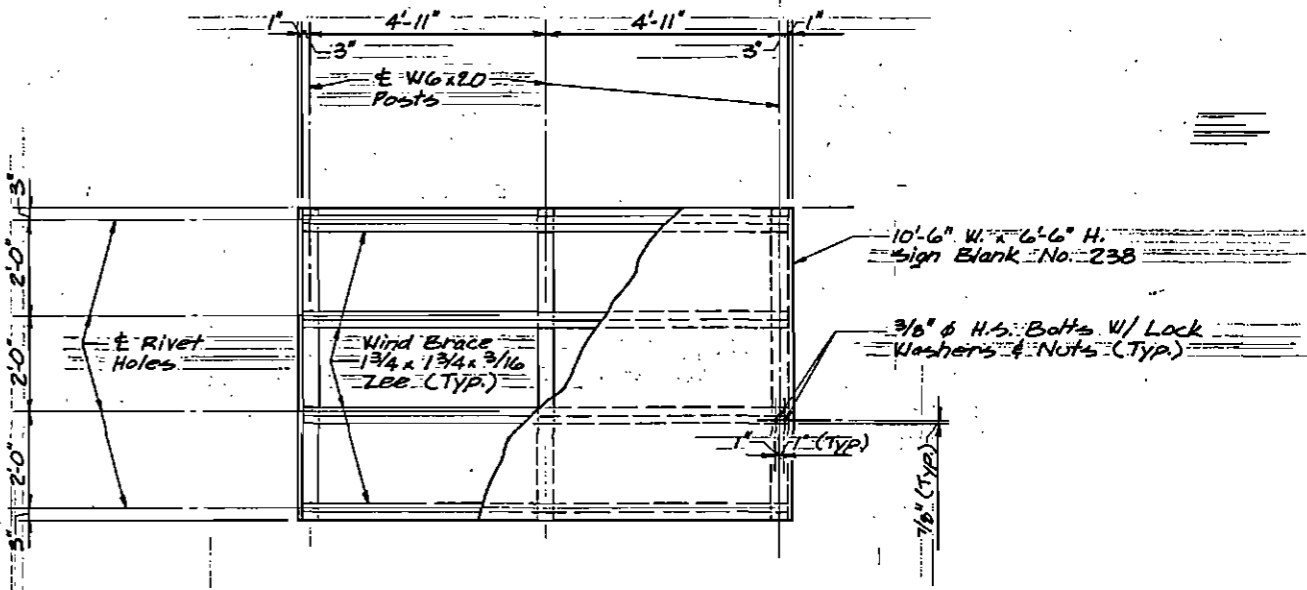
- See Standard Drawing S-00.00 for sign blank construction and details.
- All rolled shapes, plates, and bars shall be ASTM A36 steel.
- Aluminum alloy 6061-T6 shall be used for sign blanks and extruded ZEE's.
- All ferrous metals shall be galvanized after fabrication in accordance with ASTM 123 and ASTM 153. Aluminum placed in contact with dissimilar metal shall be painted to ASCE specification 6061 Part II, Section 1-6.
- Paint field welded joints with high zinc dust content galvanized repair paint. Color to match galvanizing.
- All connections are to be 3/4" ϕ A325 bolts except as noted. Holes to be 13/16" ϕ . Minimum edge distance to centerline bolt hole to be 1 1/4" U.W.O.
- Provide 3" (Long) x Depth + 1/2" (Wide) spacer plates welded between DBL angles and DBL channels at 4'-0" o.c. maximum.
- Mount signs so that bottom of signs are level.
- See sheet 11 of 39 for details "A" thru "H".

PARTIAL PLAN - BRIDGE SIGN LOCATIONS

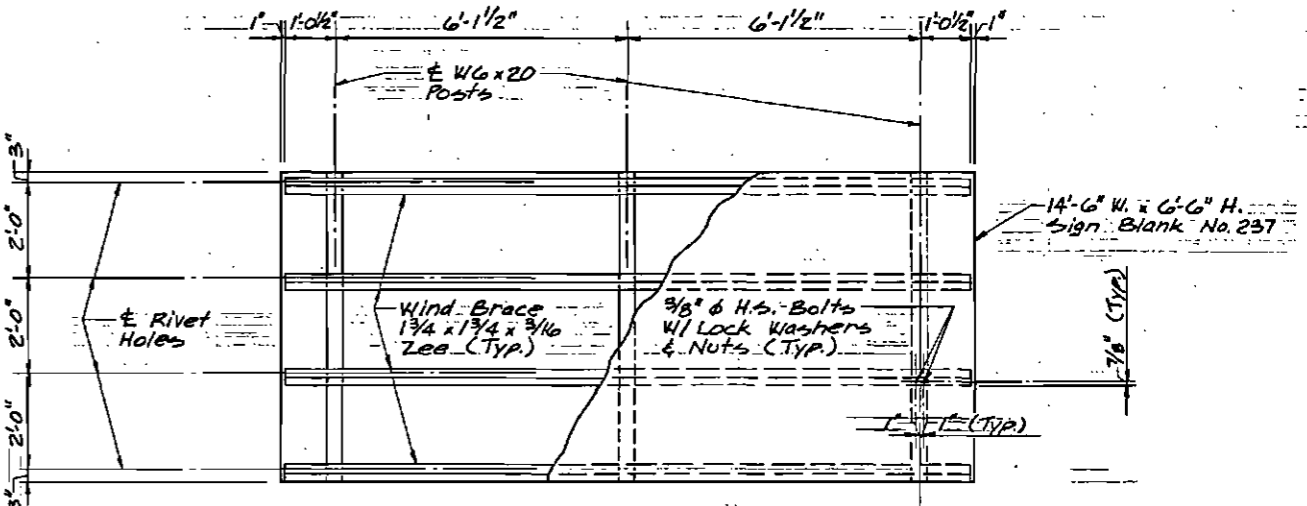


AS-BUILT PLANS

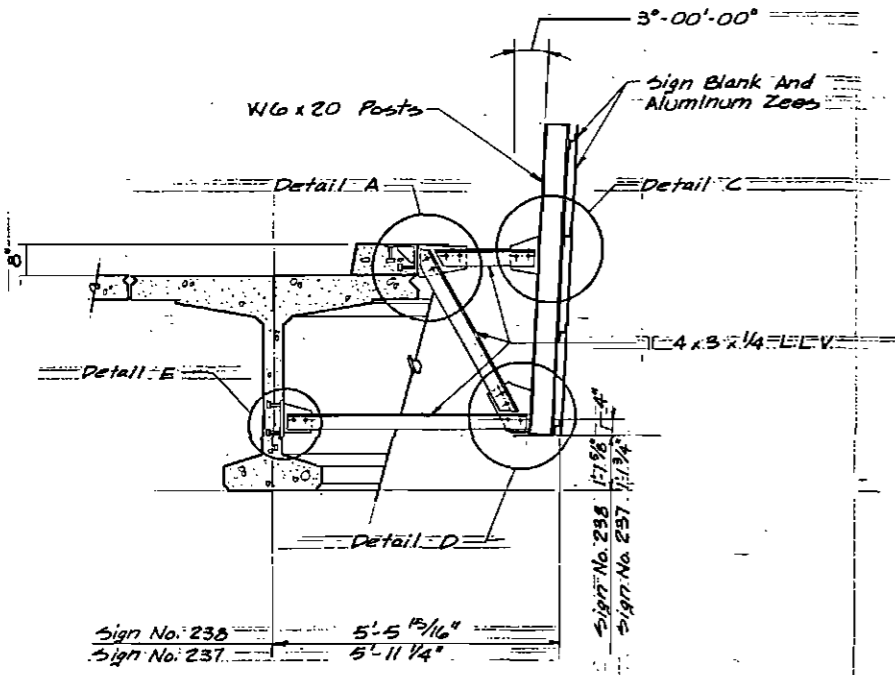
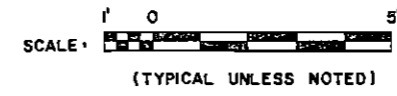
INITIALS: *gjs* DATE: *4/1*



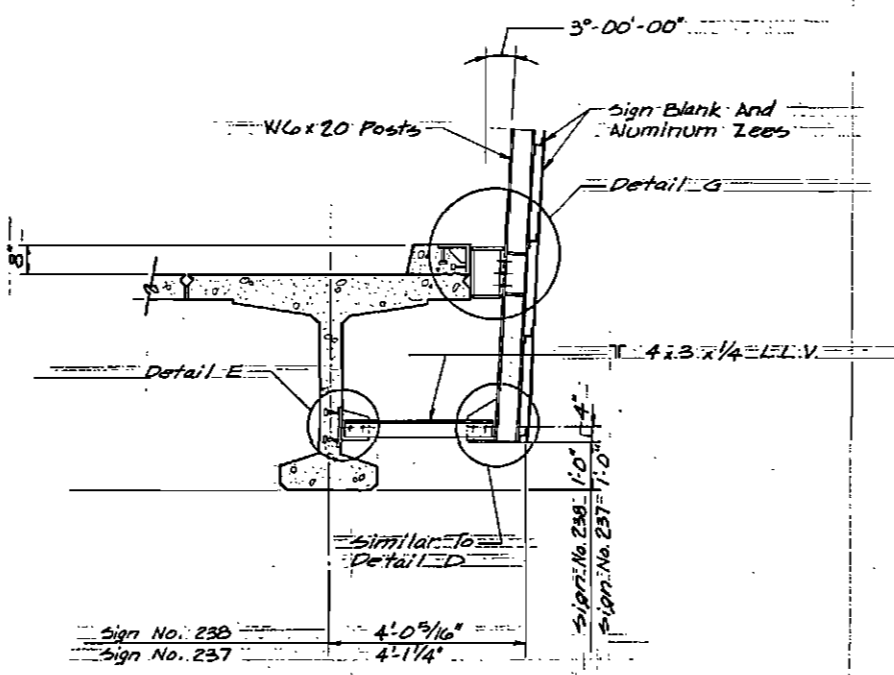
ELEVATION SIGN NO. 238



ELEVATION SIGN NO. 237



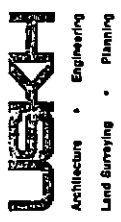
SECTION A



SECTION B

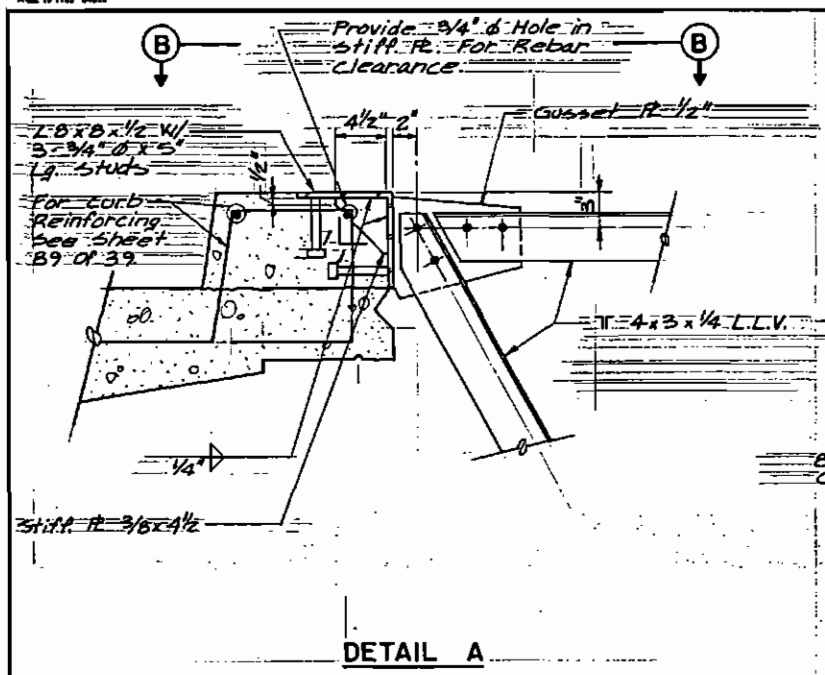
CUSHMAN STREET OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
BRIDGE SIGNS AND SECTIONS

State of Alaska
DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

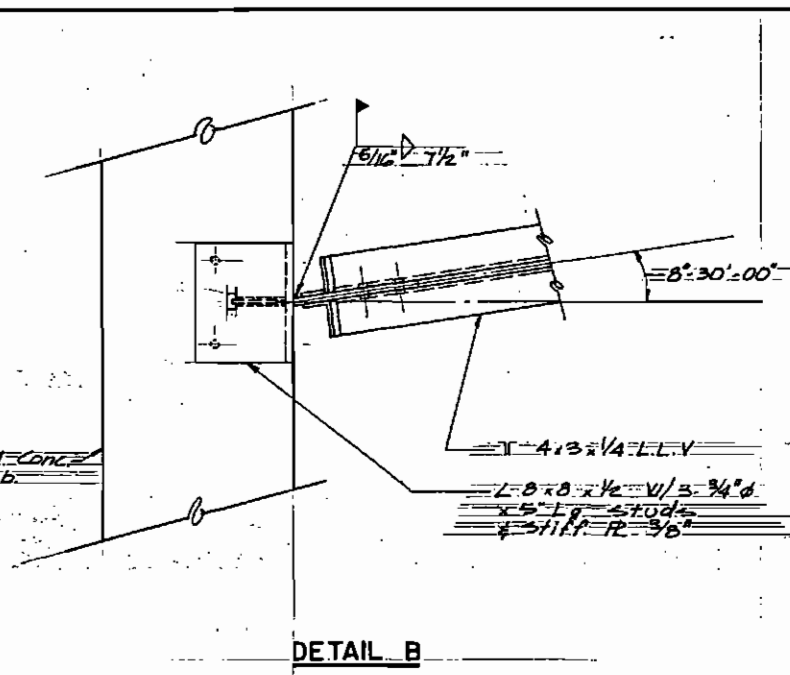


Designed by: *[Signature]*
 Checked by: *[Signature]*
 Drawn by: *[Signature]*
 Title: *[Signature]*

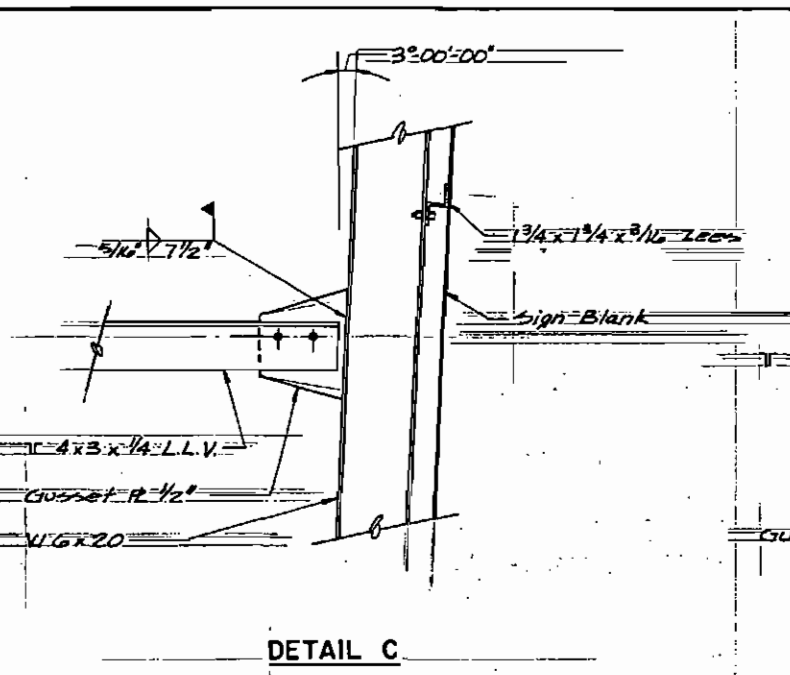
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	811	148 167



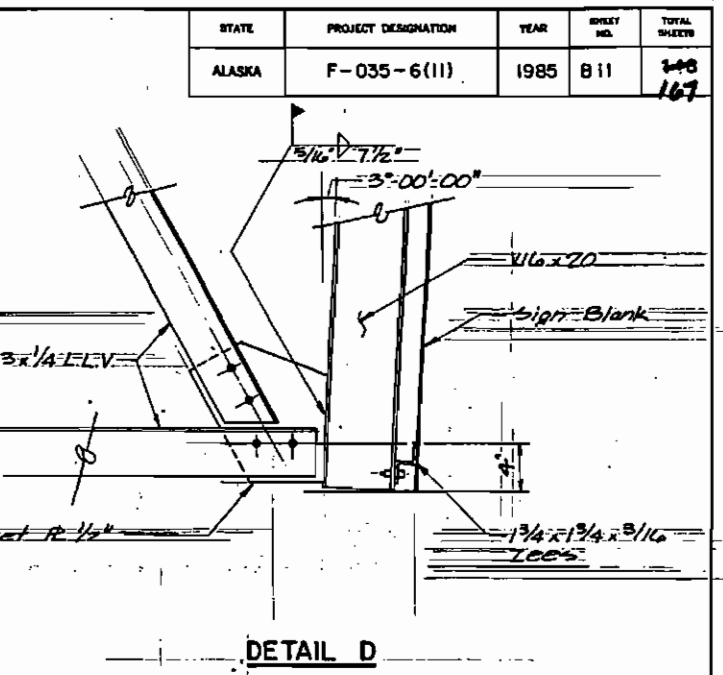
DETAIL A



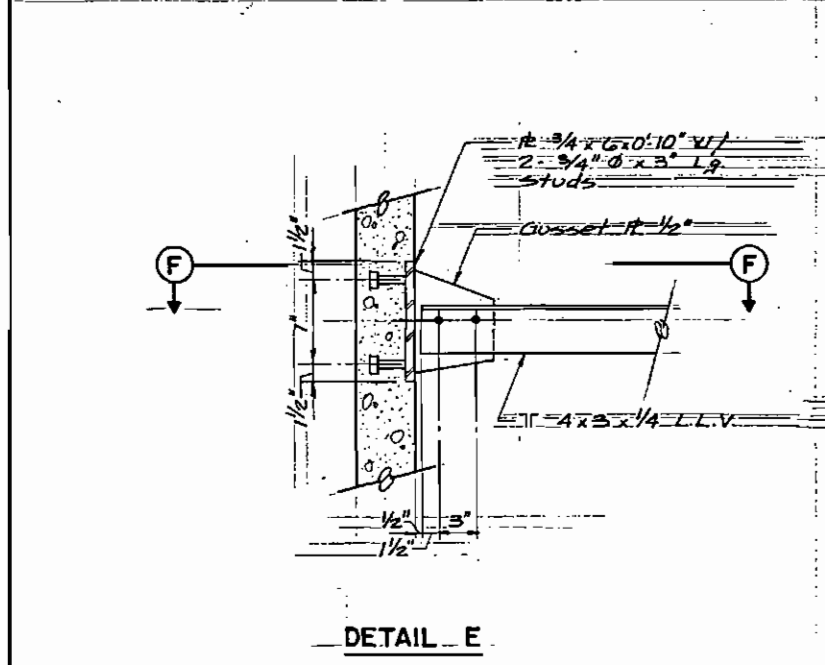
DETAIL B



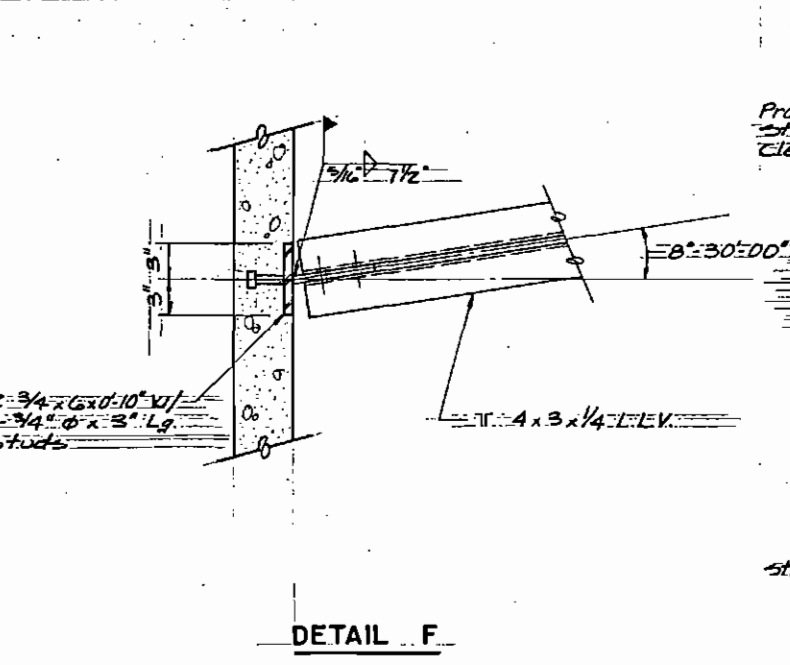
DETAIL C



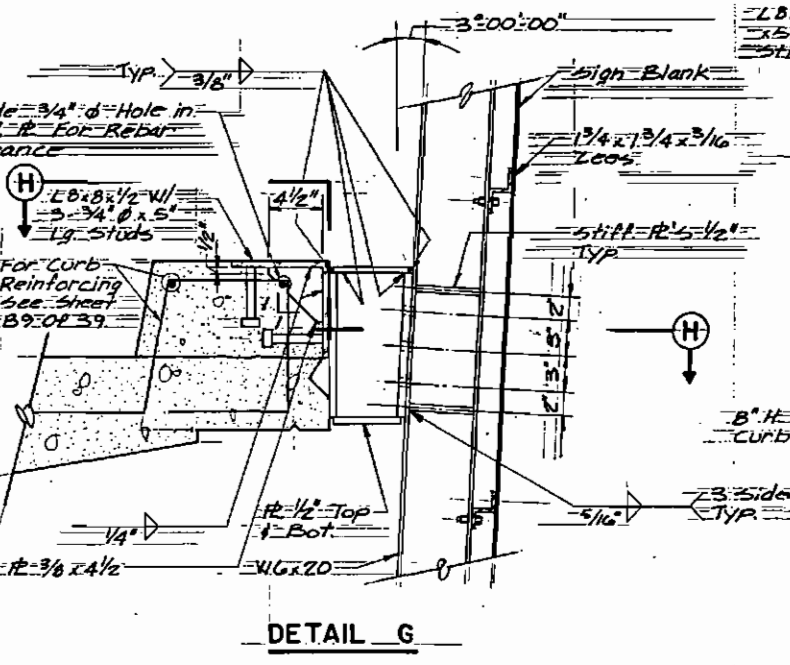
DETAIL D



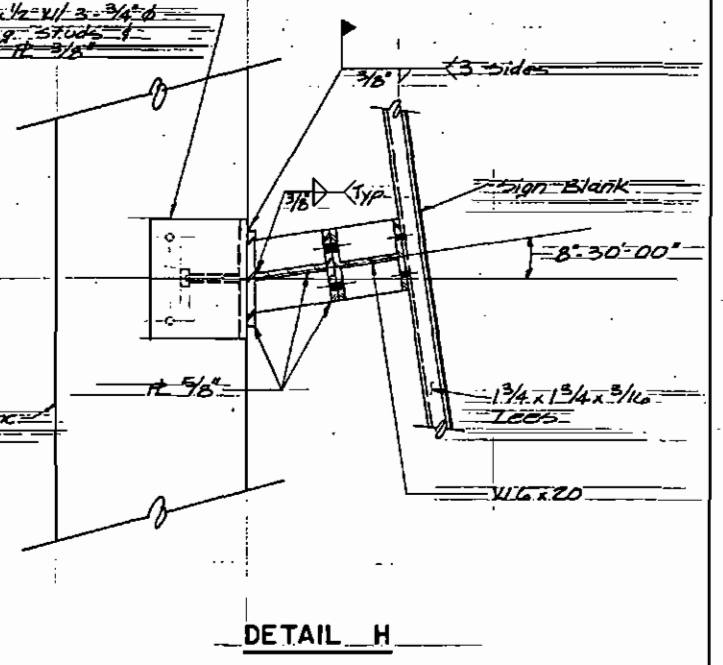
DETAIL E



DETAIL F



DETAIL G



DETAIL H



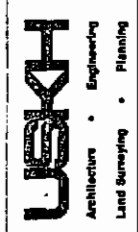
AS-BUILT PLANS

INITIALS: RM DATE: 1/81



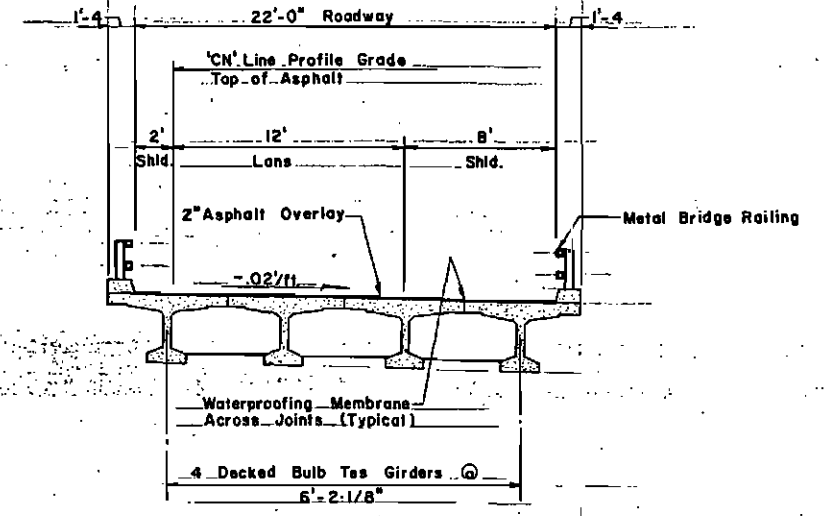
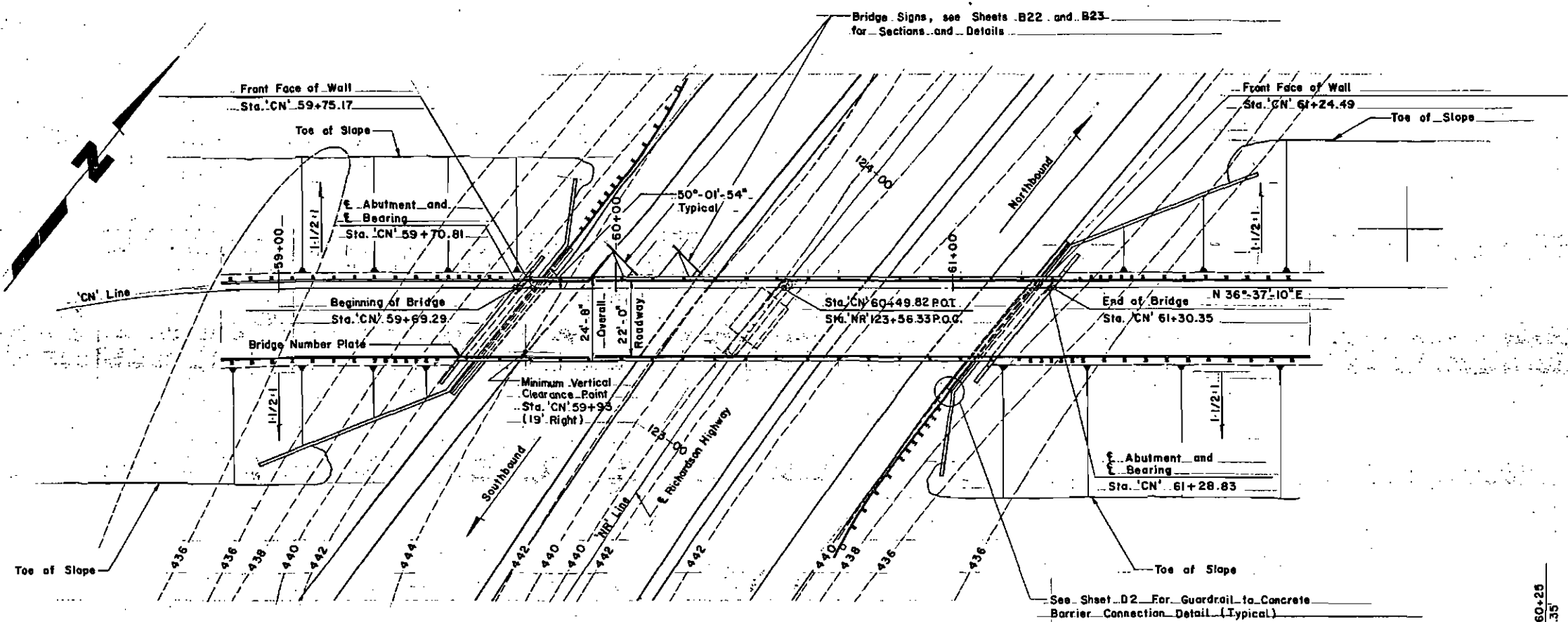
CUSHMAN STREET OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
BRIDGE SIGN DETAILS

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska



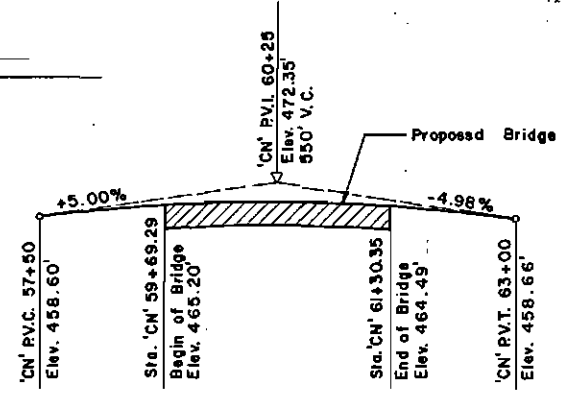
Designed by: RM
 Checked by: CPB
 Drawn by: LEL
 Traced by: ...

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	B-13	148 167



TYPICAL SECTION
5' 0 5' 10'

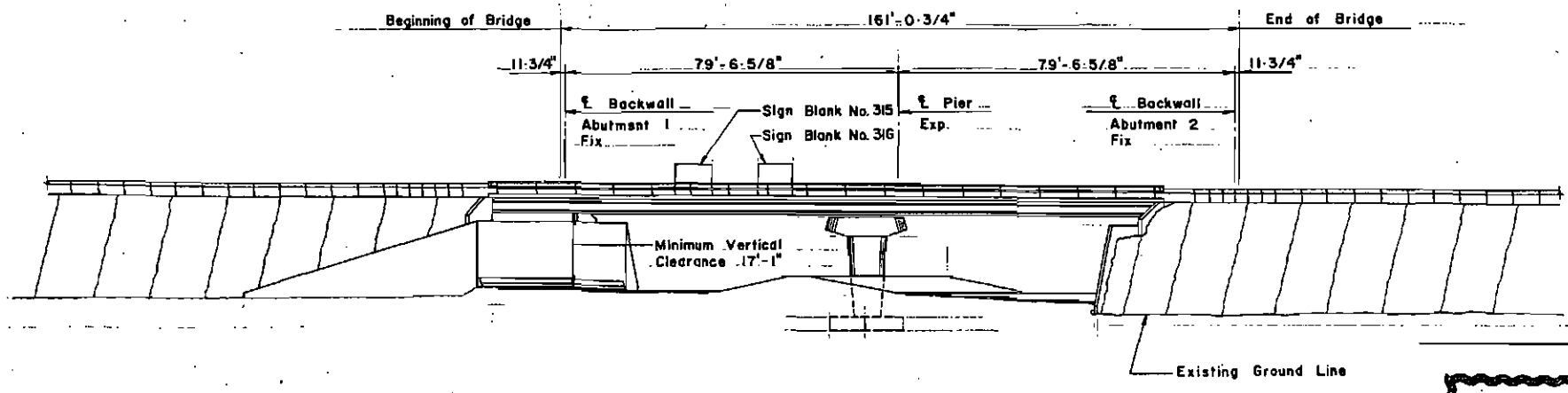
PLAN
20' 0 20' 40'



'CN' PROFILE GRADE DATA

C-N RAMP GENERAL NOTES

Design Specifications: AASHTO Standard Specifications for Bridges, 1977 Edition plus current Interims.
 Construction Specifications: State of Alaska Standard Specifications for Highway Construction, 1981, and Special Provisions.
 Design Loads:
 Live Load: HS-20(44)
 Dead Load: Includes 25 psf for future wearing surface.
 Seismic Load: Zone III
 Maximum Soil Bearing:
 Load: From abutments - 4,500 psf
 Load: From pier - 5,000 psf
 Materials:
 Concrete:
 Cast-in-place f'c = 3,500 psi
 Precast f'c = 6,400 psi
 f'ct = 6,000 psi
 Reinforcing Steel ASTM - A615, Grade 60
 fy = 24,000 psi
 Prestressing Steel 270 Ksi - 1/2" # Seven-wire, Stress-relieved strand.
 Structural Steel shall conform to ASTM A36.
 Standard drawings G-04.015, G-14.015, and G-24.05 apply.



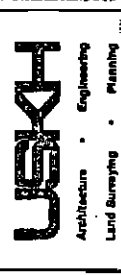
ELEVATION
20' 0 20' 40'

AS-BUILT PLANS
INITIALS: 7/2 DATE: 1/91



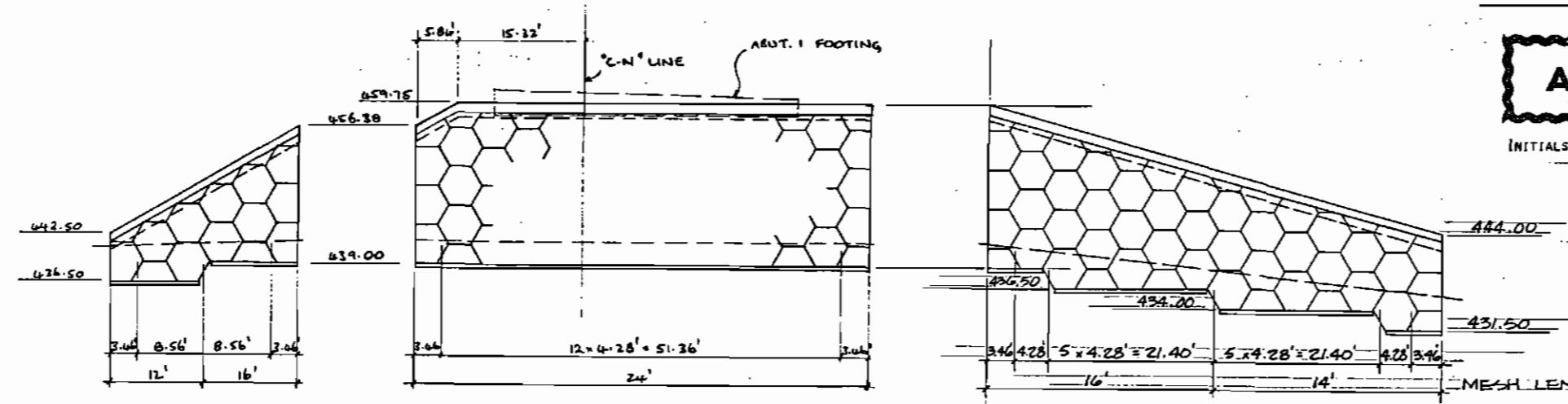
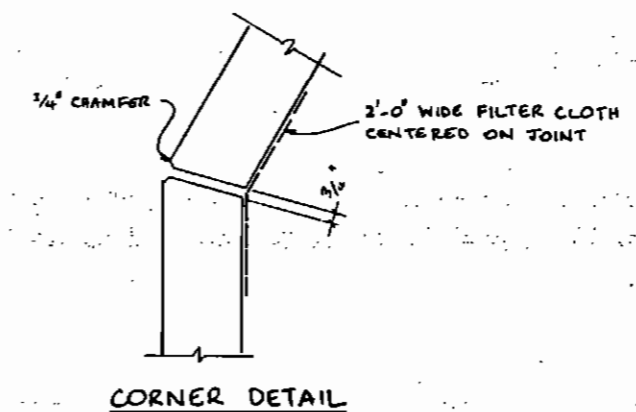
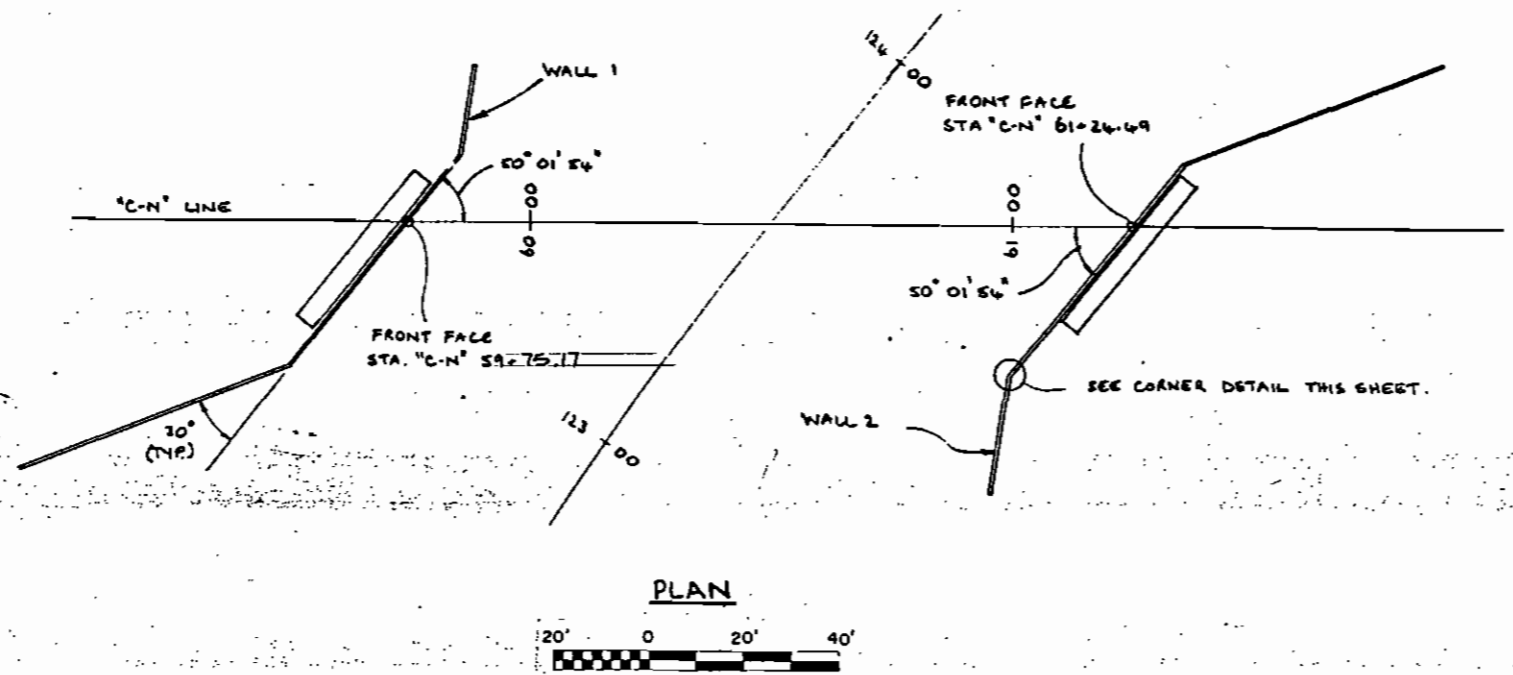
**C-N RAMP OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
GENERAL LAYOUT**

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska



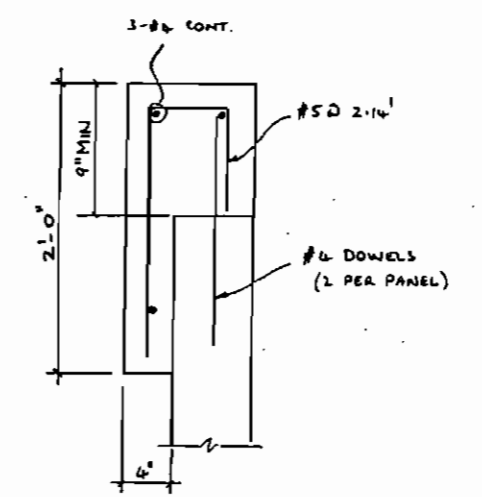
Designed By: ELK
 Checked By: [Signature]
 Drawn By: [Signature]
 Checked By: [Signature]
 Plotted By: [Signature]

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B14	148



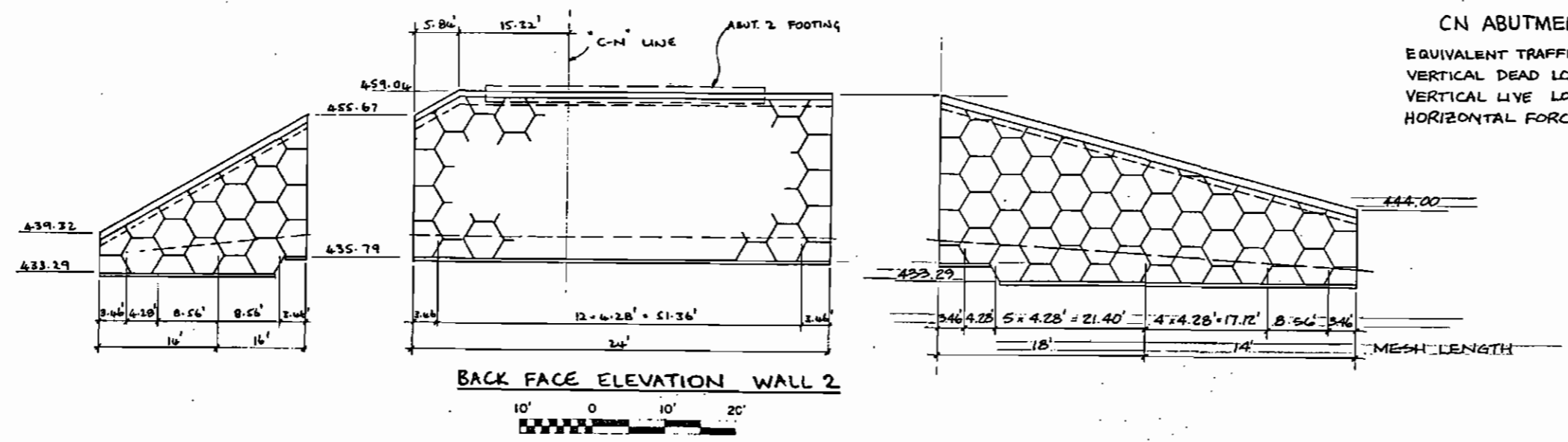
AS-BUILT PLANS

INITIALS: 7/11 DATE: 1/81



CN ABUTMENT LOADS

EQUIVALENT TRAFFIC LOAD = 250 PSF
 VERTICAL DEAD LOAD = 13680 LBS/FT
 VERTICAL LIVE LOAD = 4320 LBS/FT
 HORIZONTAL FORCE = 0 LBS/FT



ALTERNATE 'A' - Not Used
VSL RETAINED EARTH WALLS

C-N RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY

PLAN & ELEVATIONS



State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

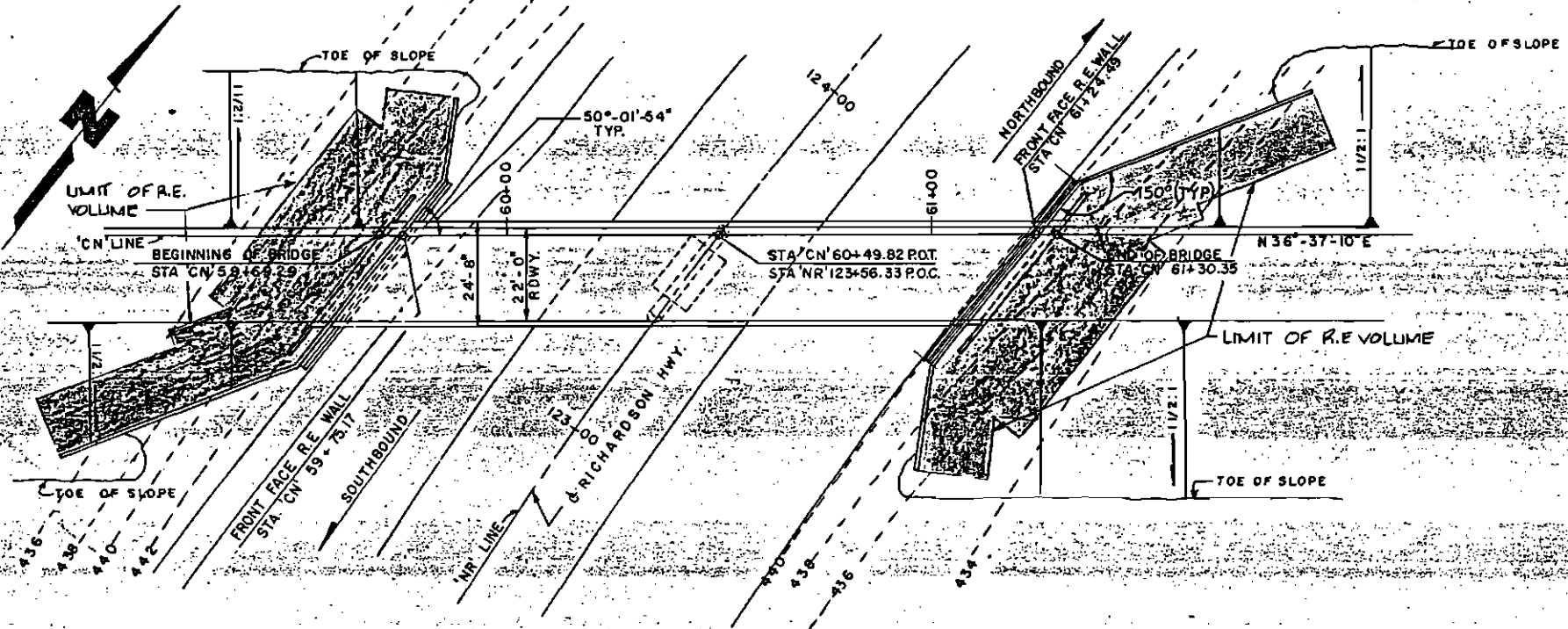


BRIDGE NO. 1706
 DWG. NO. 14 of 39

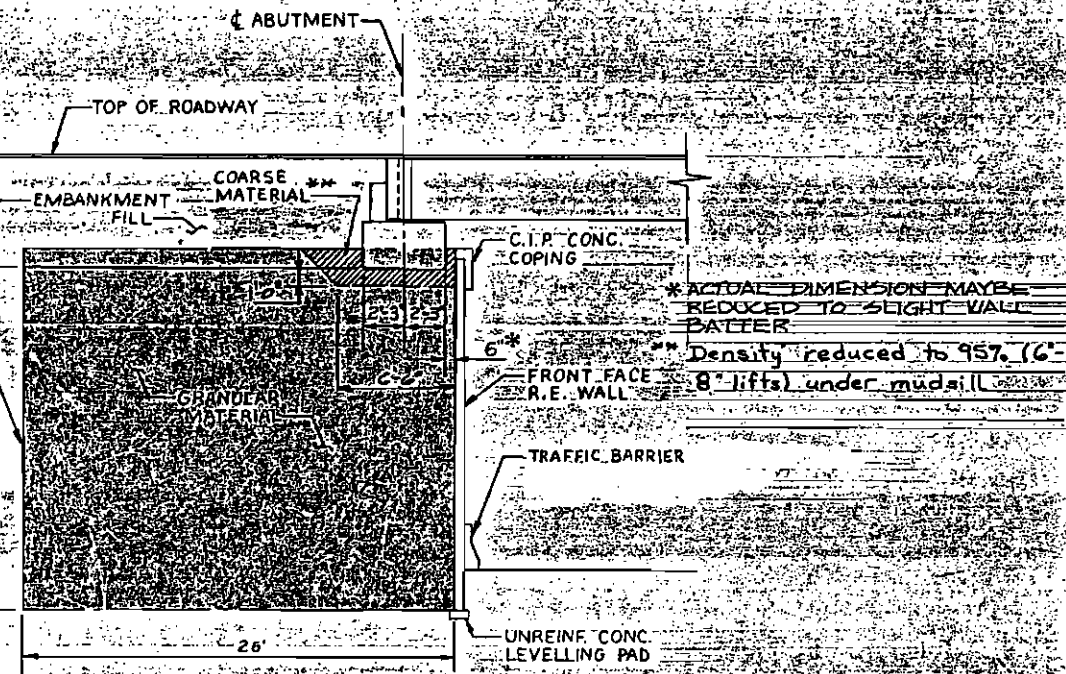
JOHN W. PARKIN
 CONSULTING ENGINEER
 1000 W. 7TH AVENUE
 BATTLE CREEK, WA 98902 (509) 887-7979

VSL Corporation

Designed By _____
 Checked By _____
 Drawn By _____
 Checked By _____
 Traced By _____



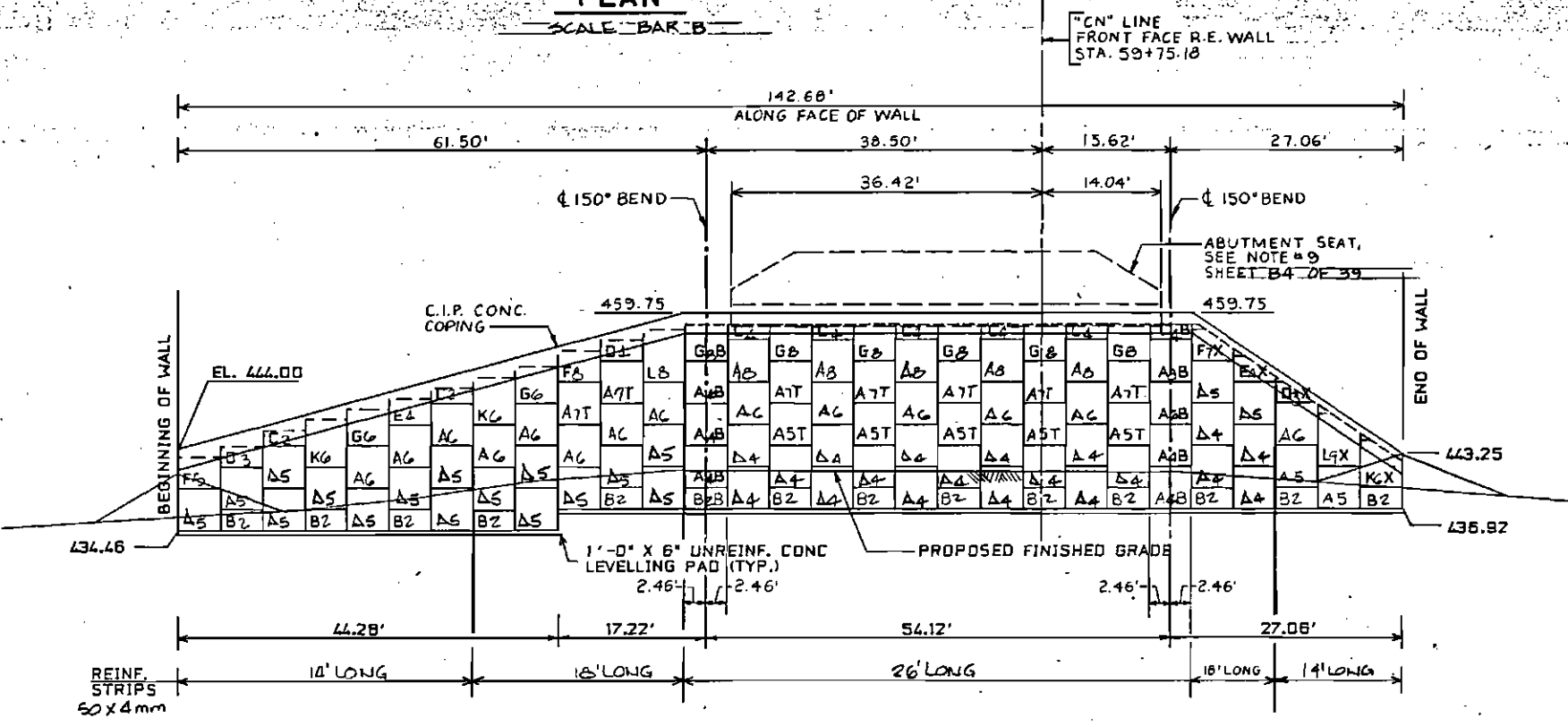
PLAN
SCALE BAR B



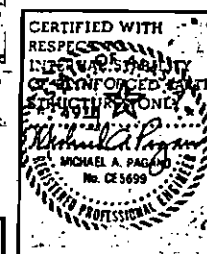
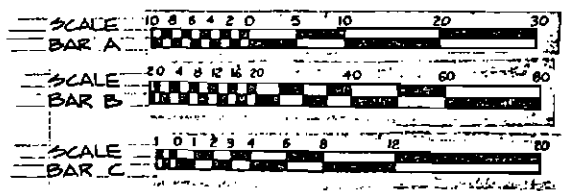
SECTION THRU ABUTMENT
SCALE BAR C

- NOTES:
1. FOR ELEVATION OF ABUTMENT NO. 2 AND C.I.P. CONC. COPING DETAIL, SEE SHEET NO. B16 OF 39.
 2. FOR GENERAL NOTES SEE SHEET NO. B4 OF 39.
 3. FOR STEPS IN THE LEVELLING PAD, SEE SHEET NO. B28 OF 39.

AS-BUILT PLANS
INITIALS: *RLA* DATE: *1/1*



ABUTMENT NO. 1
ELEVATION - FRONT FACE (See Shop Drawings for panel details.)
SCALE BAR A



ALTERNATE 'B' REINFORCED EARTH WALLS

C-N RAMP OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
PLAN, ELEVATION & SECTION

State of Alaska
DEPARTMENT OF TRANSPORTATION and PUBLIC FACILITIES
Juneau, Alaska

Date: _____ Approved: _____ BRIDGE NO. 1706 DWG. NO. 15 OF 39

The Reinforced Earth Company
Renaissance Center, 1700 North Moore Street, Arlington, Virginia 22209 (703) 537-3434

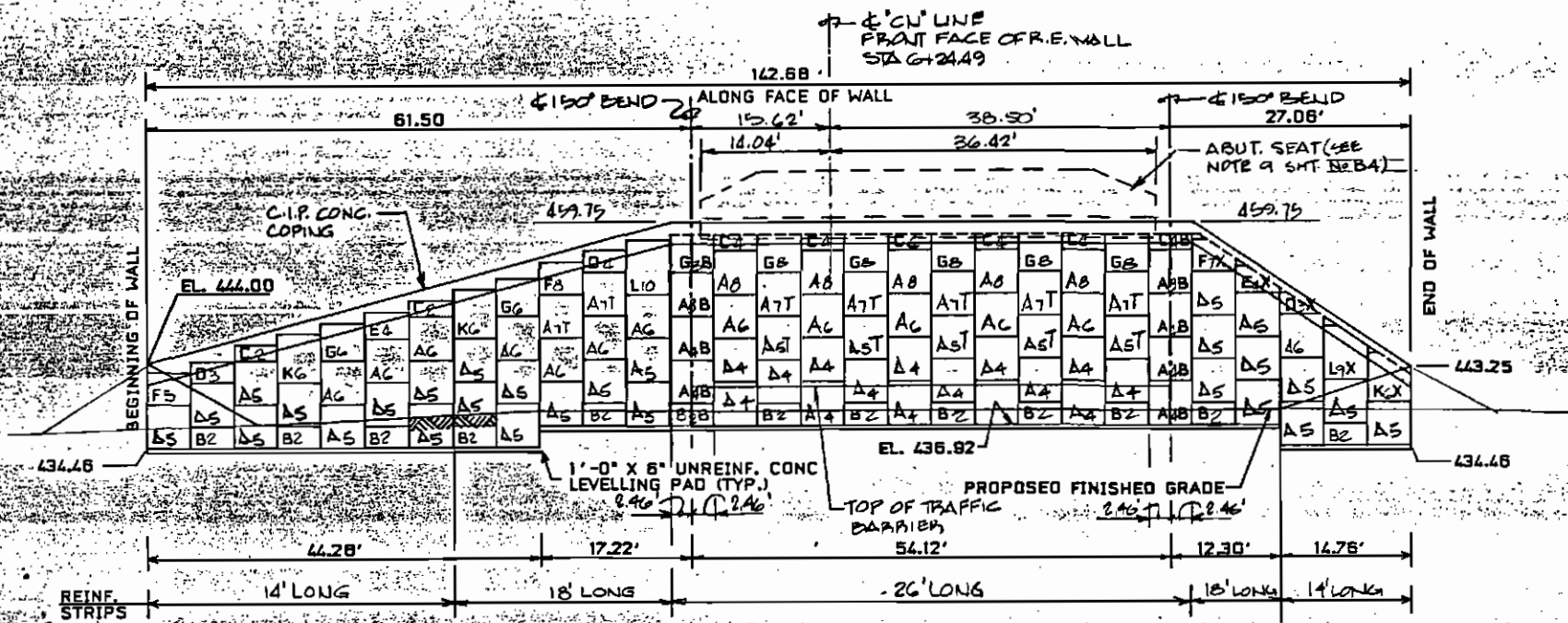
DESIGNED BY: *R.S.* DATE: 7/19/85
CHECKED BY: *R.S.*
APPROVED BY: *R.S.*

THE DESIGN CONTAINED ON THESE DRAWINGS IS BASED ON INFORMATION PROVIDED BY THE OWNER. ON THE BASIS OF THIS INFORMATION, THE REINFORCED EARTH COMPANY HAS DESIGNED, AND IS RESPONSIBLE FOR, THE INTERNAL STABILITY OF THE STRUCTURE ONLY. EXTERNAL STABILITY, INCLUDING FOUNDATION AND SLOPE STABILITY, IS THE RESPONSIBILITY OF THE OWNER.

"REINFORCED EARTH" IS THE REGISTERED TRADEMARK OF THE REINFORCED EARTH COMPANY.

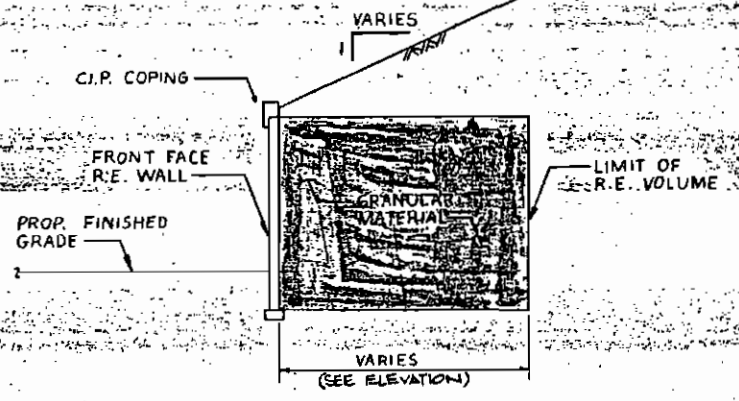
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(II)	1985	B16	169



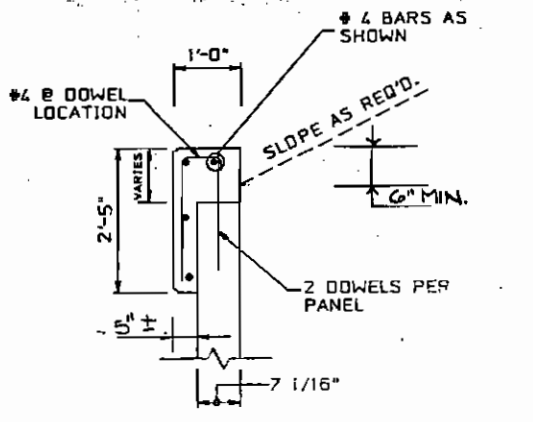
ABUTMENT NO. 2
 ELEVATION - FRONT FACE (See Shop Drawings for panel details.)
 SCALE BAR A

SURFACE AREA = 25449 SQ. FT.

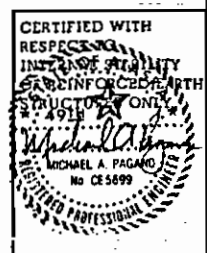
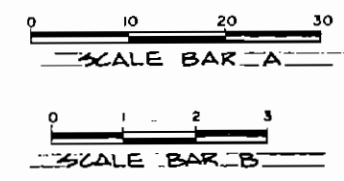


TYPICAL SECTION THROUGH
 WING WALL
 SCALE BAR A

AS-BUILT PLANS
 INITIALS: *JS* DATE: 7/91



C.I.P. CONC. COPING DETAIL
 SCALE BAR B



ALTERNATE 'B'
REINFORCED EARTH WALLS
C-N RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
**ELEVATIONS,
 SECTIONS & DETAILS**

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

The Reinforced Earth Company
 1700 North Moore Street, Arlington, Virginia 22209
 (703) 527-3434

DESIGNED BY: *E.S.* DATE: 7/23/85
 PROJ. ENGR: *R.S.*
 CHECKED BY: *JS*

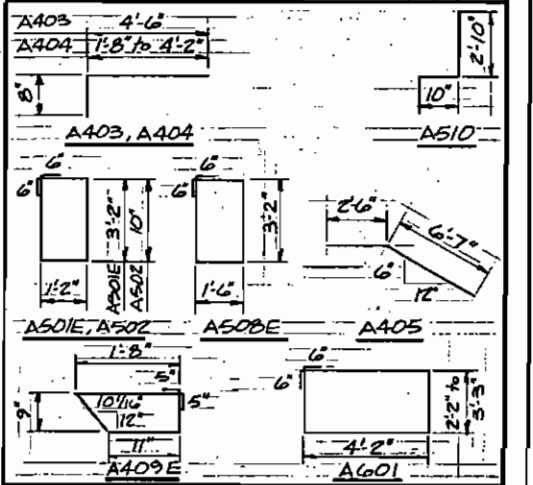
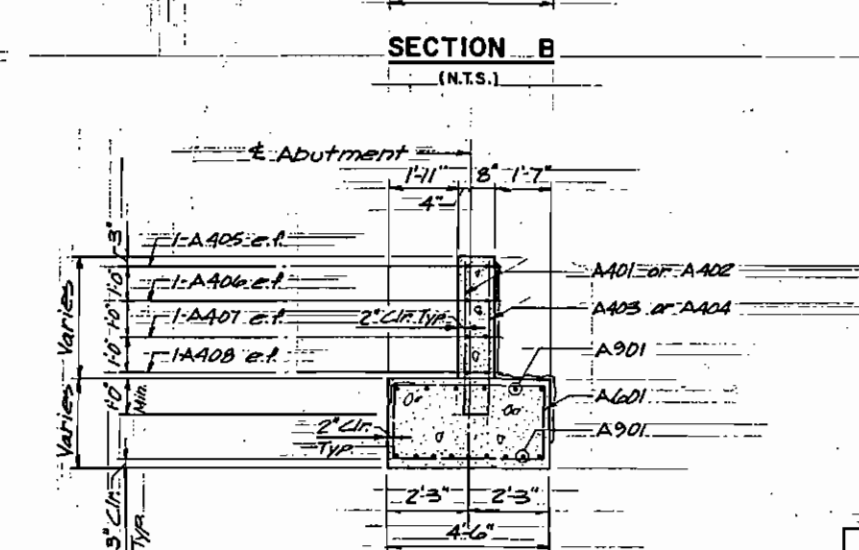
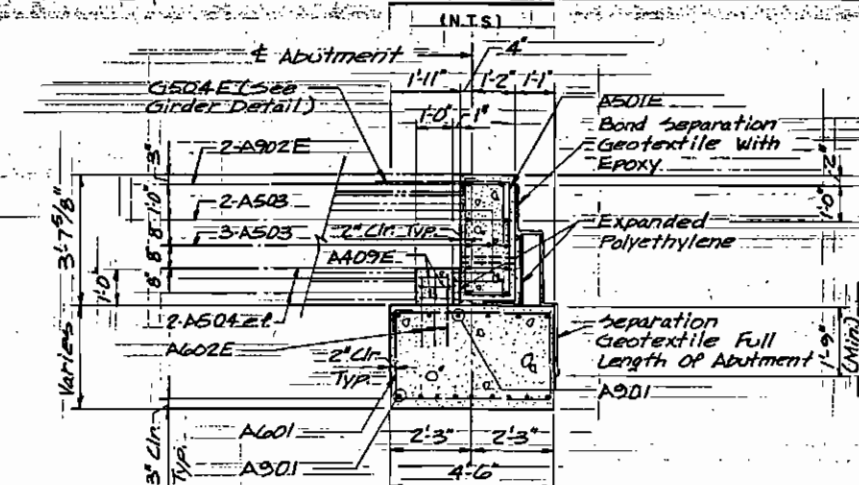
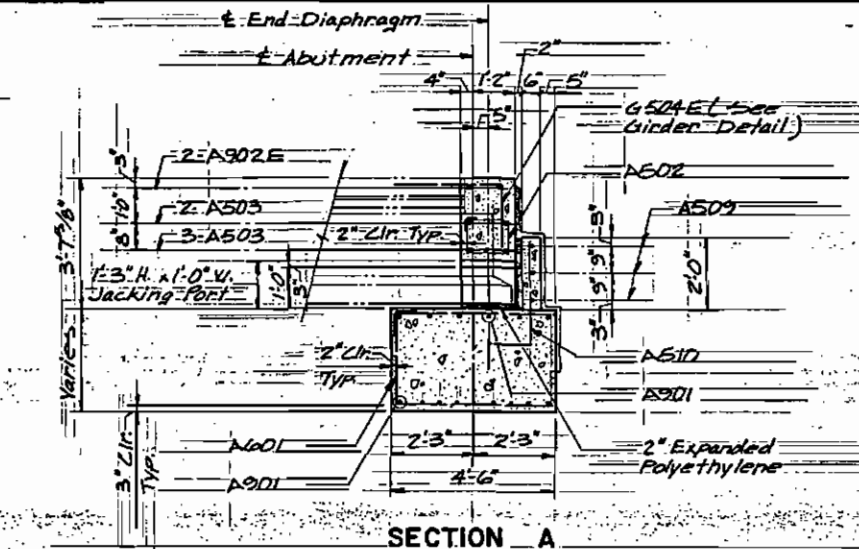
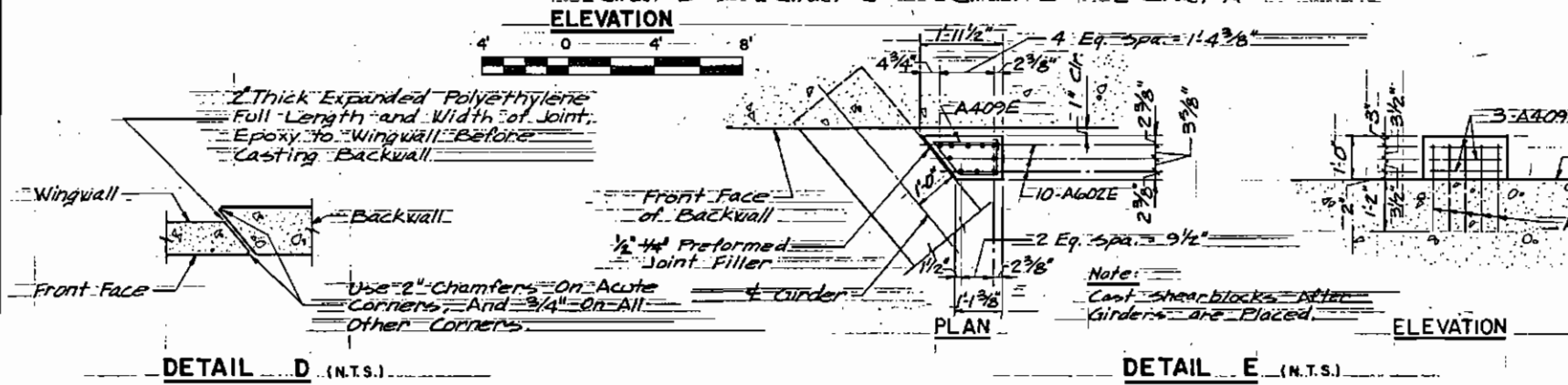
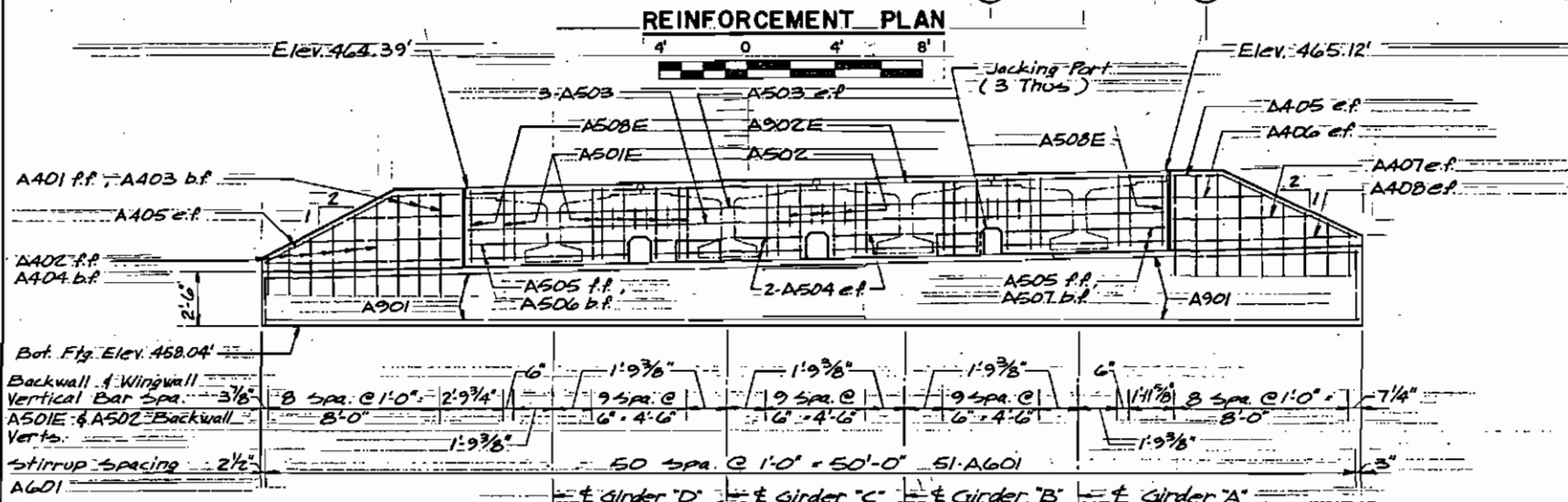
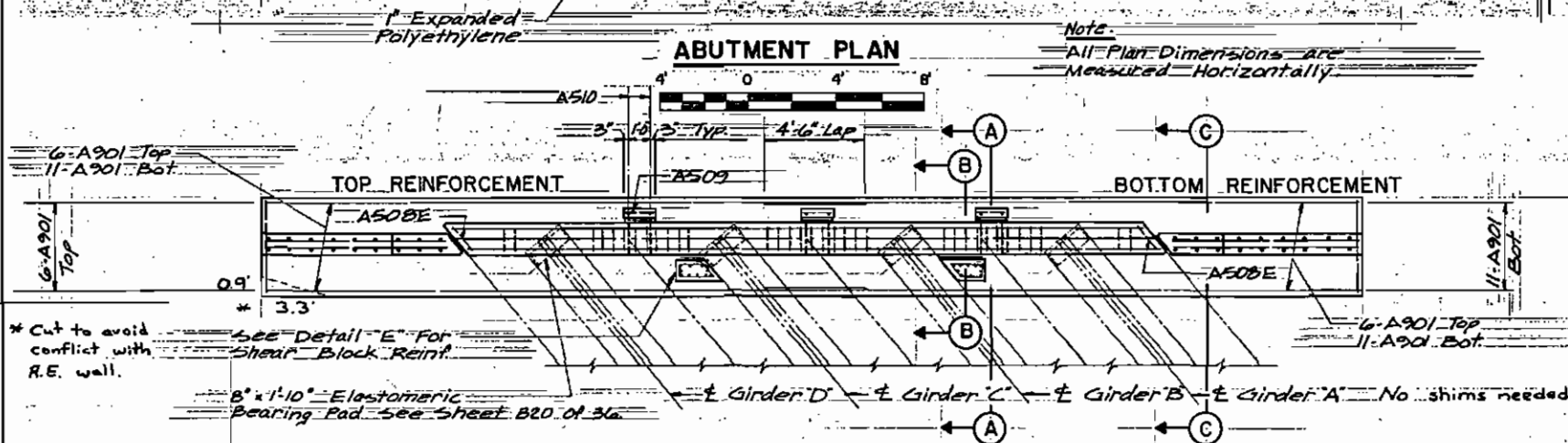
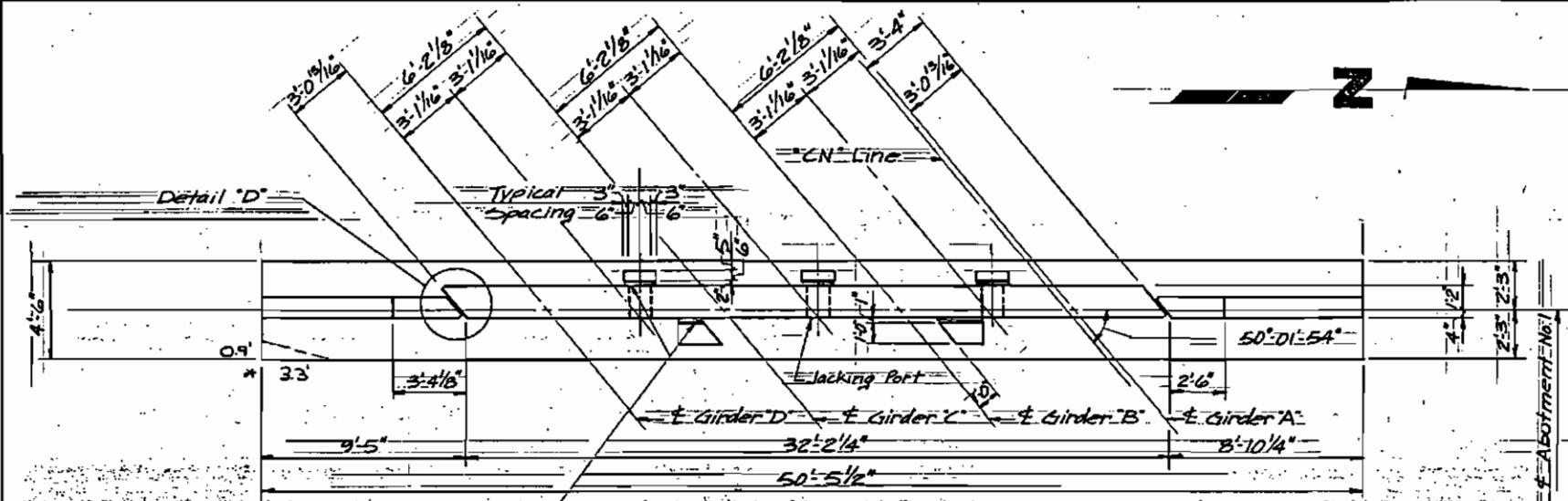
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Date: _____ Approved: _____ BRIDGE NO. 1706
 DWNG. NO. 16 of 39

REINFORCING SCHEDULE (ABUT. No. 1)				
Mark	Size	Number	Length	St. Bent
A401	4	6	4'-6"	
A402	4	2 Series of 6 Bars	1'-8" to 4'-2"	
A403	4	6	5'-2"	
A404	4	2 Series of 6 Bars	2'-4" to 4'-10"	
A405	4	4	9'-1"	
A406	4	4	4'-7"	
A407	4	4	6'-7"	
A408	4	4	8'-7"	
A409E	4	6	5'-4"	
A501E	5	22	9'-8"	
A502	5	12	5'-0"	
A503	5	5	3'-10"	
A504	5	8	6'-8"	
A505	5	4	1'-2"	
A506	5	2	8'-5"	
A507	5	2	5'-9"	
A508E	5	2	10'-4"	
A509	5	9	1'-2"	
A510	5	6	3'-8"	
A601	6	1 Series of 6 Bars	1'-8" to 1'-10"	
A602E	6	20	2'-0"	
A901	9	34	21'-6"	
A902E	9	2	31'-10"	



All Reinforcing Steel Bonds To Be In Accordance with A.C.I. Standards. Bars Marked with "E" suffix are Epoxy Coated.

AS-BUILT PLANS

INITIALS: JAL DATE: 1/1

Note:
 p.f. = Front Face
 b.f. = Back Face
 e.f. = Each Face



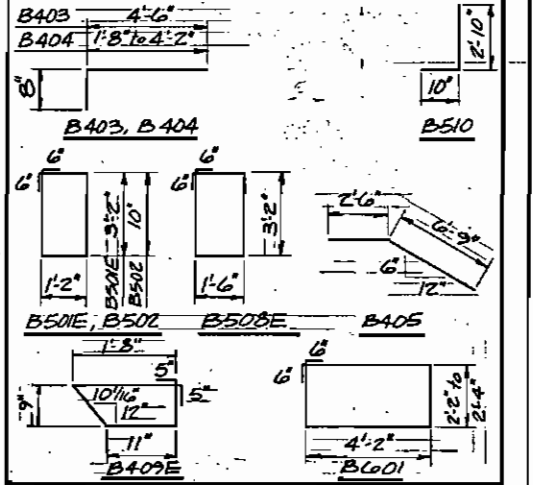
C-N RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
ABUTMENT No. 1

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska



DESIGNED BY: ELK
 CHECKED BY: JAL
 DRAWN BY: JAL
 DATE: 1/1/85
 TRACED BY: JAL

REINFORCING SCHEDULE (ABUT. No.2)				
Mark	Size	Number	Length	Sl. Bent
B401	4	6	4'-6"	•
B402	4	2 Series of 6 Bars	15'-8" to 2'-2"	•
B403	4	6	5'-2"	•
B404	4	2 Series of 6 Bars	2'-4" to 4'-10"	•
B405	4	4	9'-3"	•
B406	4	4	4'-7"	•
B407	4	4	6'-7"	•
B408	4	4	8'-7"	•
B409E	4	6	5'-4"	•
B501E	5	22	9'-8"	•
B502	5	12	5'-0"	•
B503	5	5	3'-10"	•
B504	5	8	6'-8"	•
B505	5	4	7'-2"	•
B506	5	2	8'-5"	•
B507	5	2	5'-9"	•
B508E	5	2	10'-4"	•
B509	5	9	1'-2"	•
B510	5	6	3'-8"	•
B601	6	1 Series of 51 Bars	15'-8" to 15'-0"	•
B602E	6	20	2'-0"	•
B901	9	34	27'-6"	•
B902E	9	2	31'-10"	•

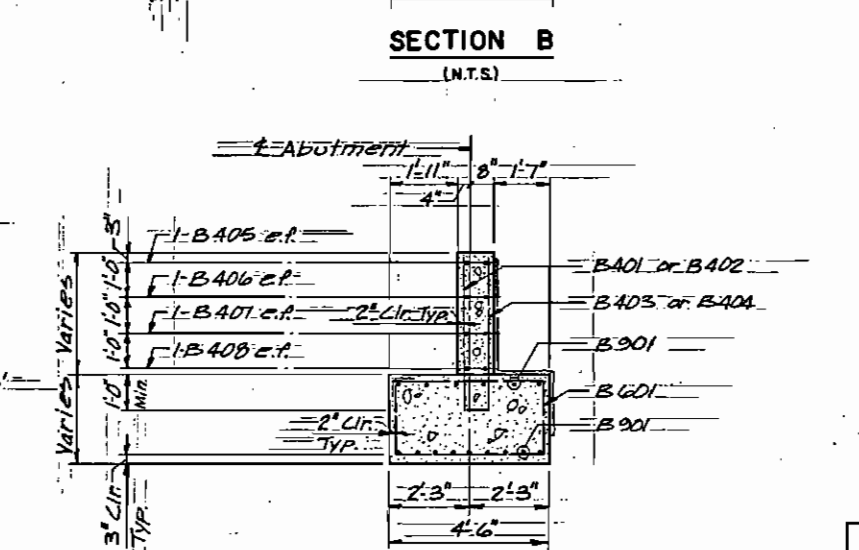
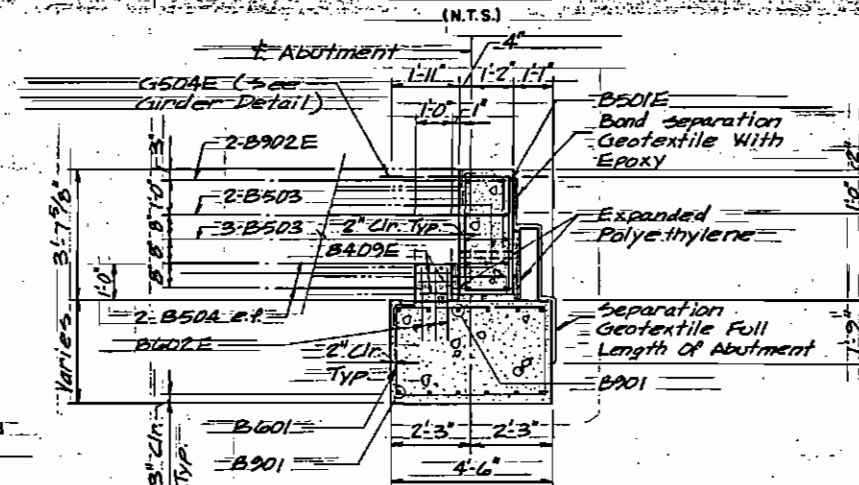
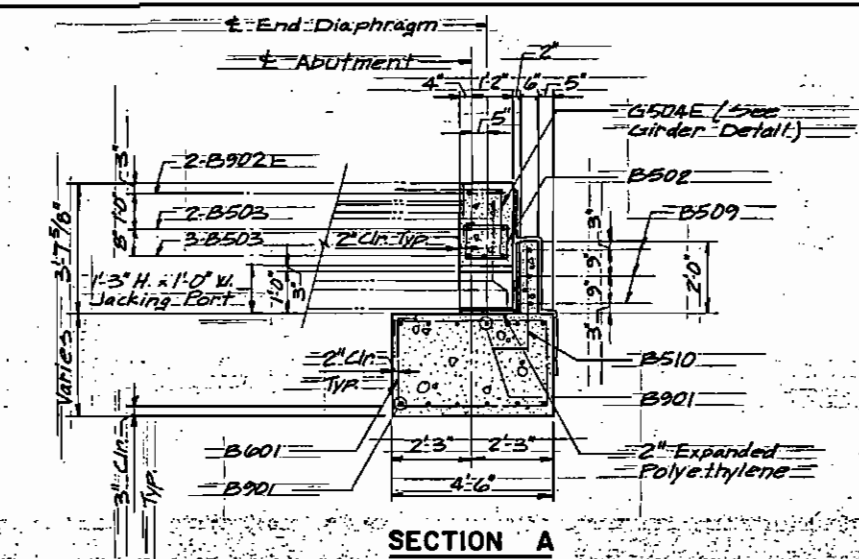
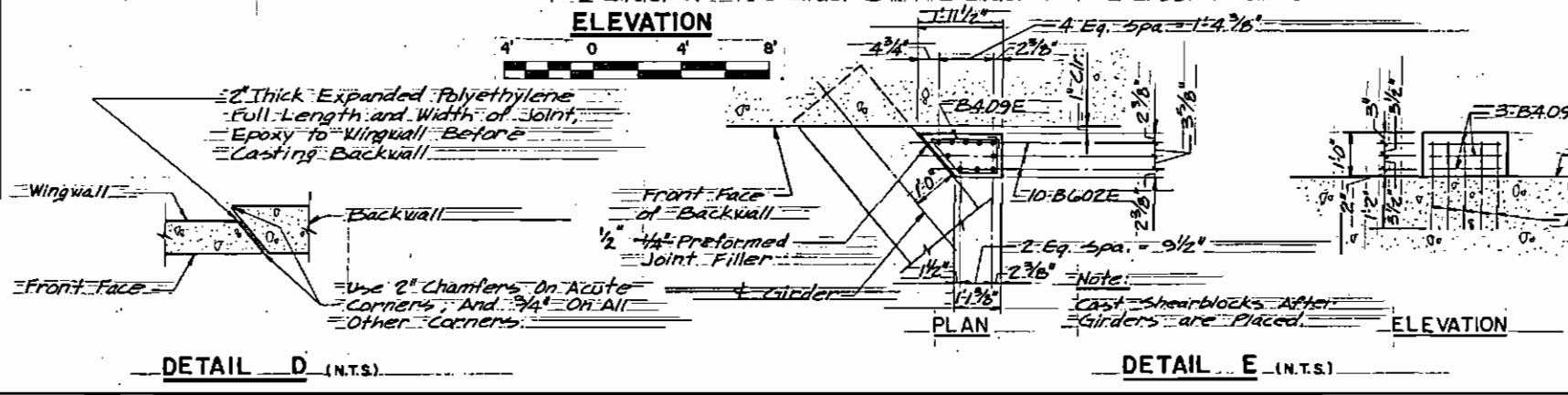
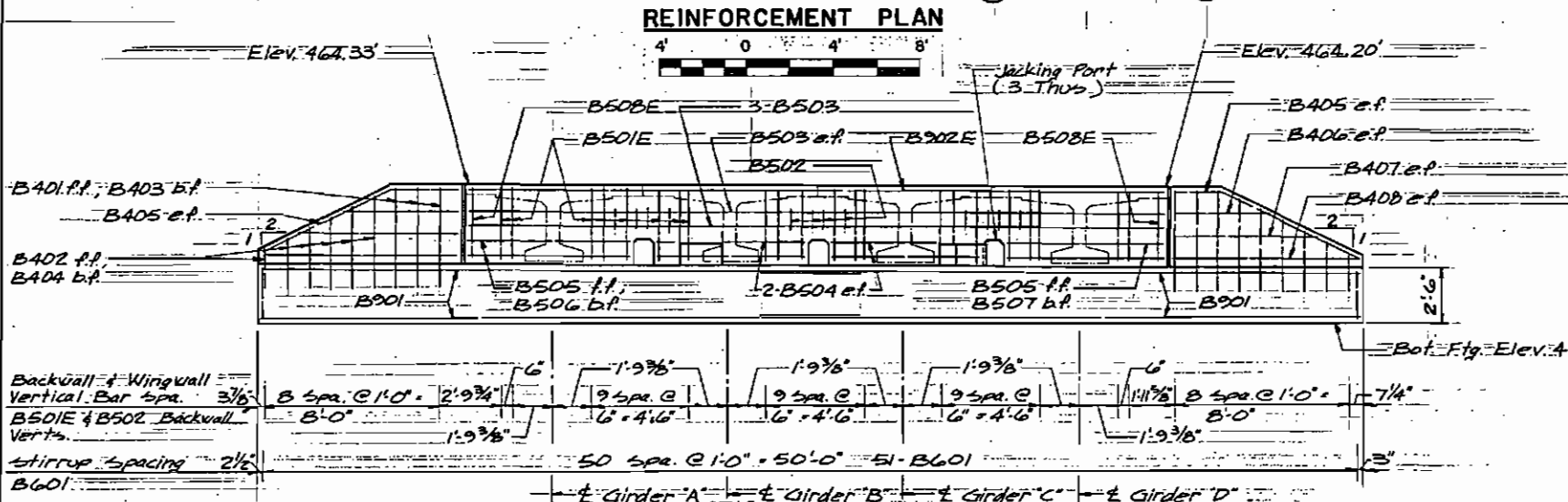
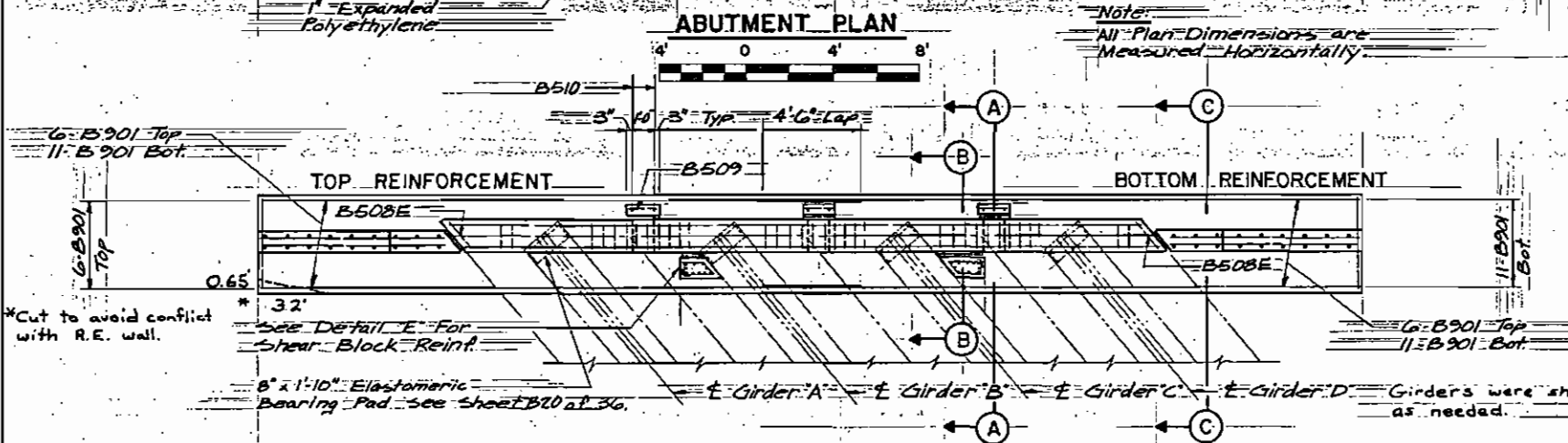
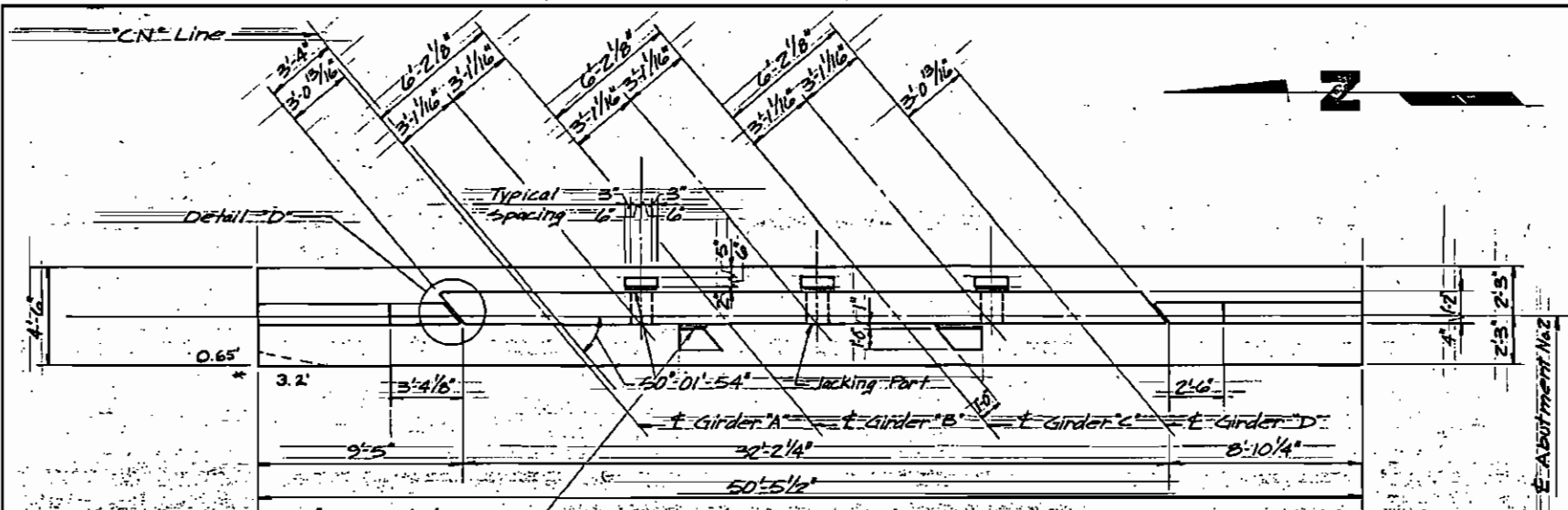


All Reinforcing steel Bends To Be In Accordance With A.C.I. Standards. Bars Marked With "E" Suffix Are Epoxy Coated.

C-N RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
ABUTMENT No. 2

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

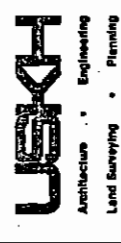
BRIDGE NO. 1706
 DWNG. NO. B of 39



AS-BUILT PLANS

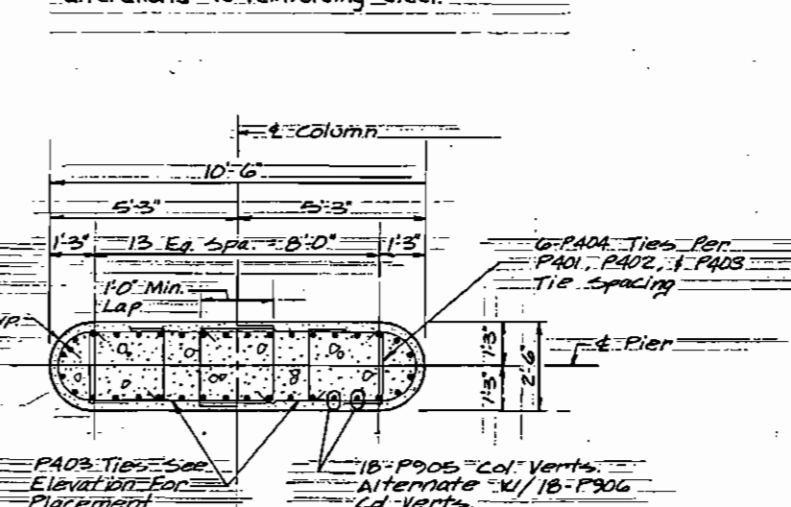
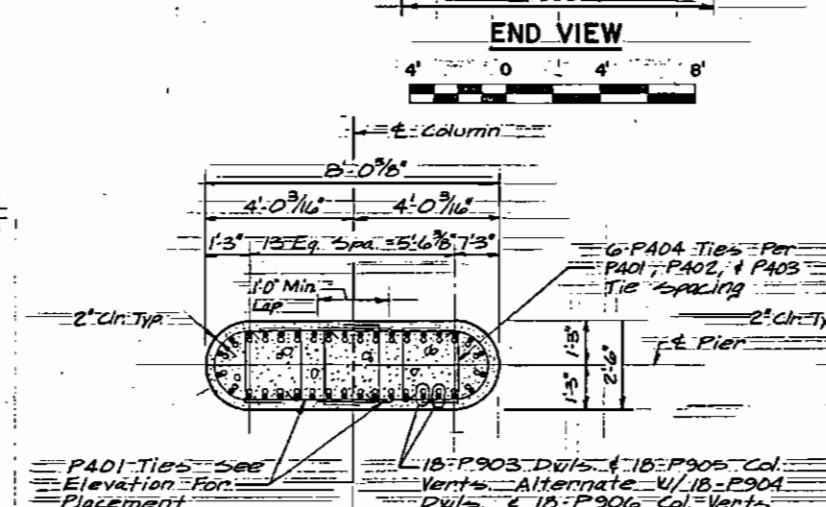
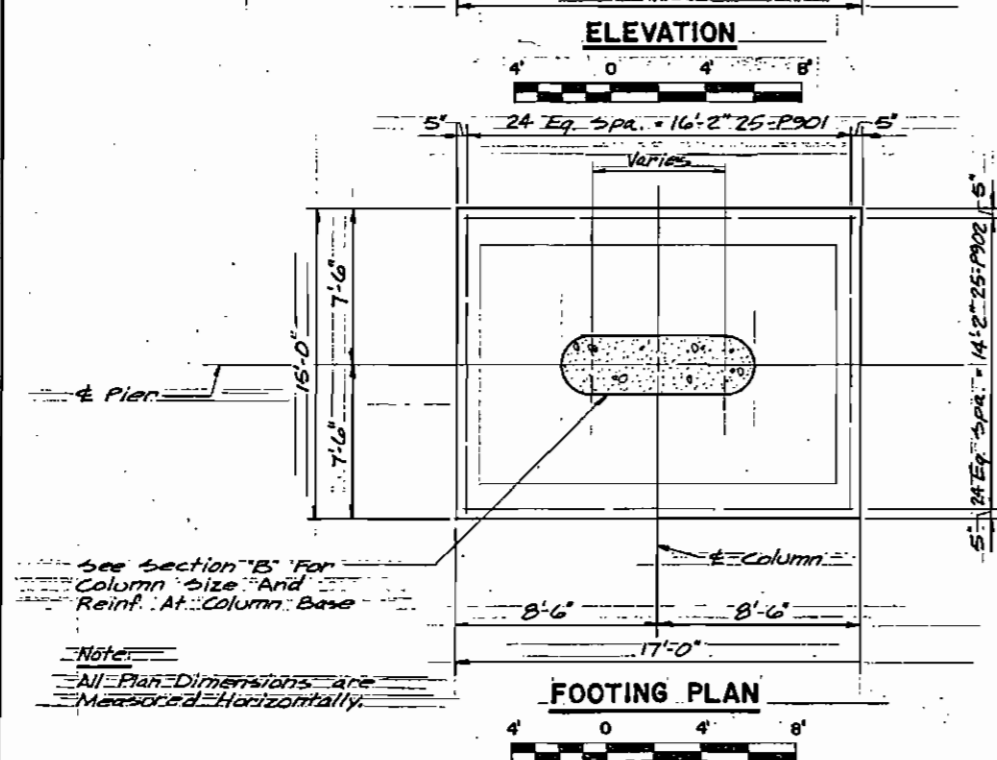
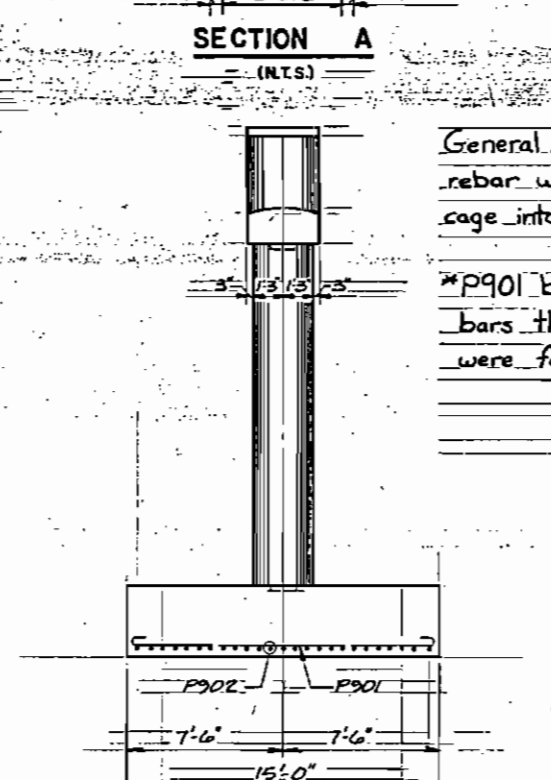
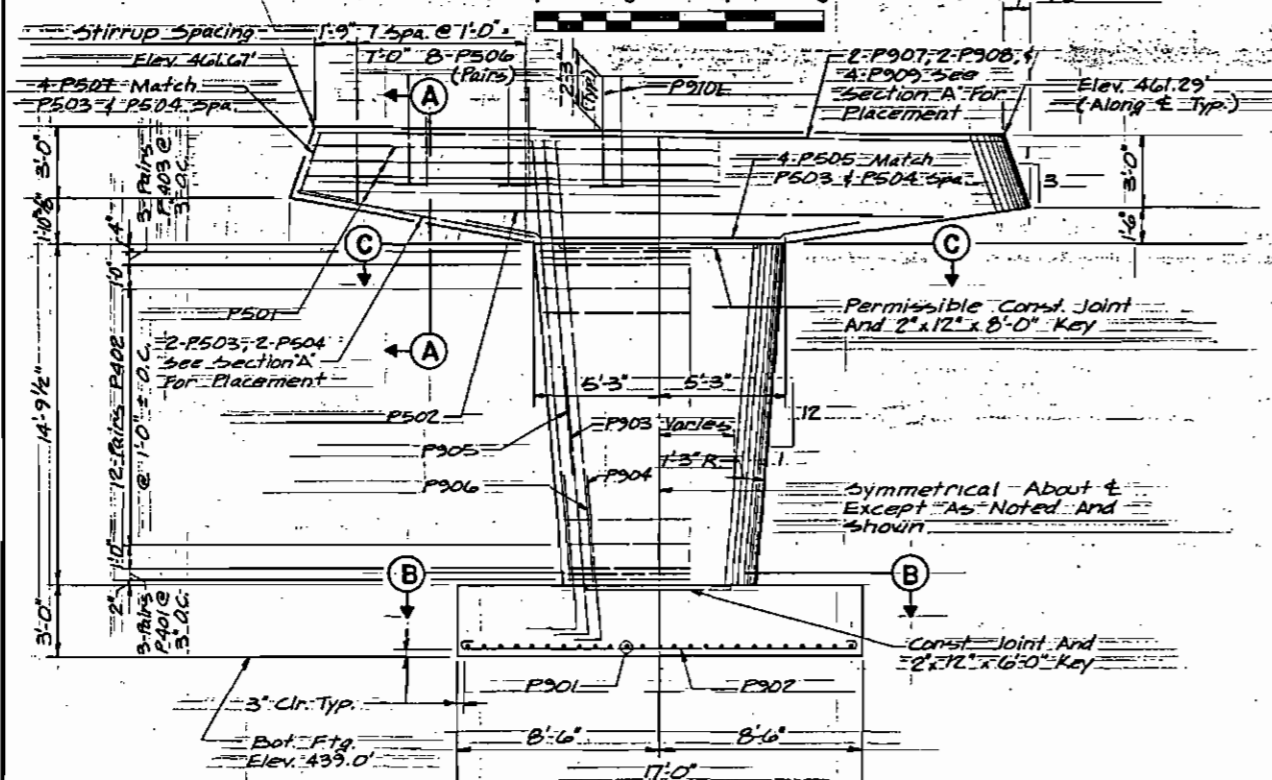
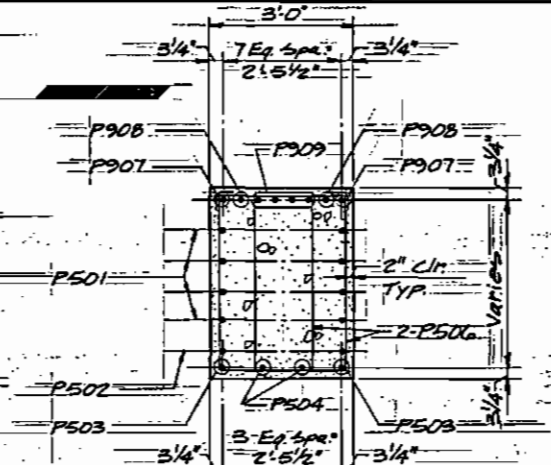
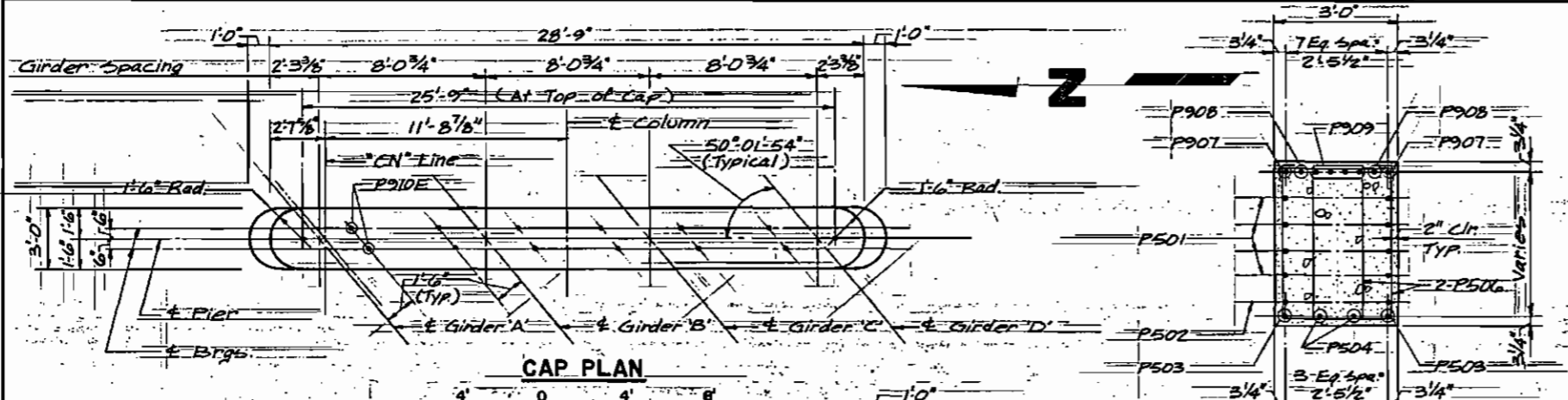
INITIALS: *hjk* DATE: *1/11*

Note:
 f.f. = Front Face
 b.f. = Back Face
 e.f. = Each Face



Designed by: *ELK*
 Checked by: *ELK*
 Drawn by: *ELK*
 Date: *12-23-84*

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B19	147



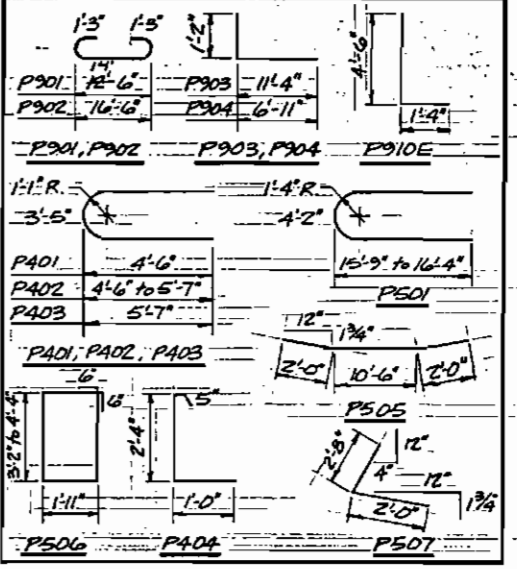
General Note on column cage: Br.#1706 + Br.#1707 column cage rebar were switched. The Contractor was able to bring each cage into conformance by cutting and splicing where needed.

*P901 bars were taken to Br.#1707 and spliced with the P901 bars there. New bars with an internal measurement of 14'-6" were fabricated for this bridge by C.O. #14.

AS-BUILT PLANS
INITIALS: JZL DATE: 1/1

See King Steel shop drawings for minor alterations to reinforcing steel.

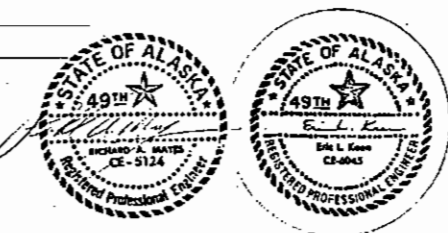
REINFORCING SCHEDULE (PIER)					
Mark	Size	Number	Length	St.	Bent
PA01	4	6	10'-3"		
PA02	4	2	10'-3 1/2" RS		
PA03	4	6	12'-5"		
PA04	4	10B	3'-9"		
P501	5	2	33'-0" to 34'-2"		
P502	5	2	22'-8"		
P503	5	2	9'-3"		
P504	5	2	9'-10"		
P505	5	4	14'-6"		
P506	5	2	11'-2" to 13'-6"		
P507	5	8	4'-8"		
P901*	9	25	17'		
P902	9	25	19'-0"		
P903	9	18	12'-6"		
P904	9	18	8'-1 1/2"		
P905	9	18	14'-7"		
P906	9	18	19'-0"		
P907	9	2	26'-0"		
P908	9	2	27'-2"		
P909	9	4	27'-8"		
P910E	9	12	5'-10"		



All Reinforcing Steel Bends to be in accordance with A.C.I. standards.

C-N RAMP OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
PIER

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska



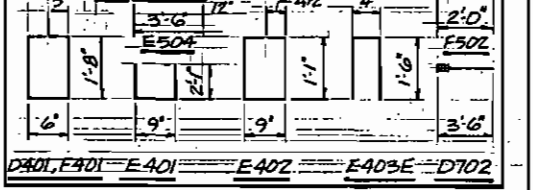
Designed by: DSK
Checked by: ELP
Drawn by: GFD
Checked by: ELP
Traced by: [blank]
Date: 7/23/85

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B 20	148

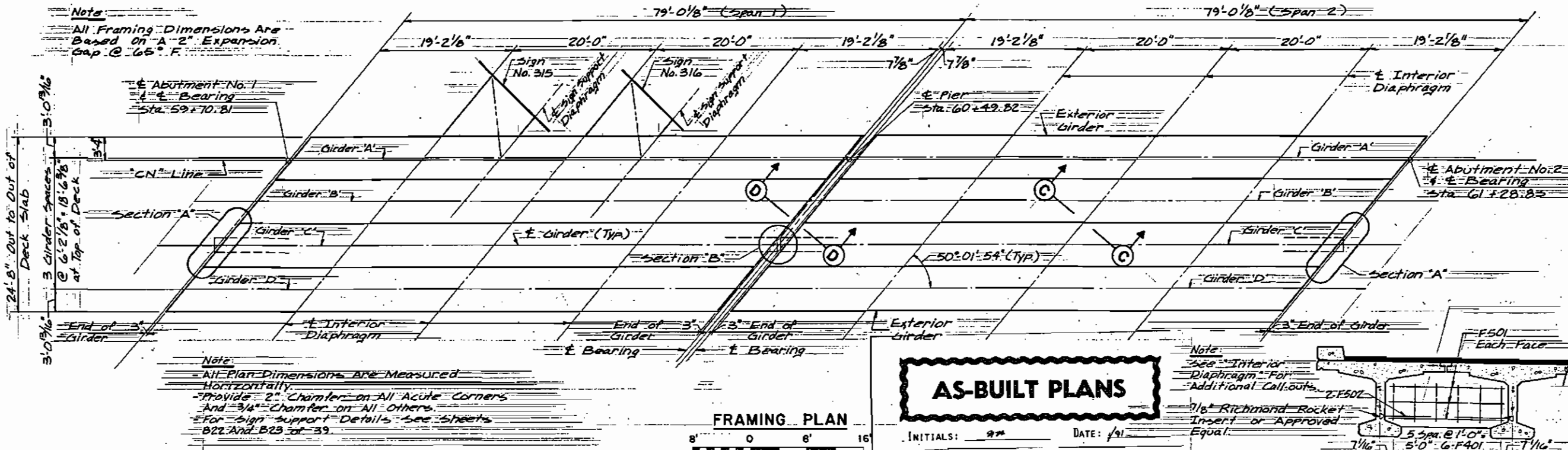
REINFORCING SCHEDULE					
Each Interior Diaphragm					
Mark	Size	Number	Length	St.	Bent
D401	4	18	4'-4"		
D501	5	4	23'-3"		
D701	7	2	23'-3"		
D702	7	4	3'-6"		

Each Pier Diaphragm					
Mark	Size	Number	Length	St.	Bent
E401	4	12	4'-11"		
E402	4	10	3'-5"		
E403E	4	24	3'-4"		
E501E	5	2	41'-10"		
E502	5	2	30'-10"		
E503	5	2	30'-1"		
E504	5	6	5'-8"		

Each Sign Support Diaphragm					
Mark	Size	Number	Length	St.	Bent
F401	4	6	4'-11"		
F501	5	6	7'-2"		
F502	5	4	2'-0"		



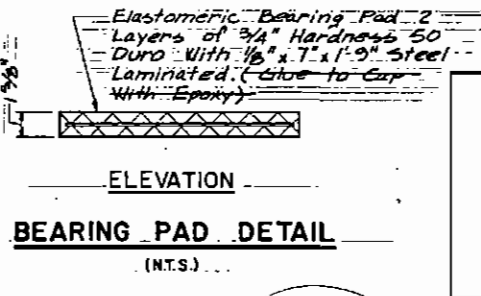
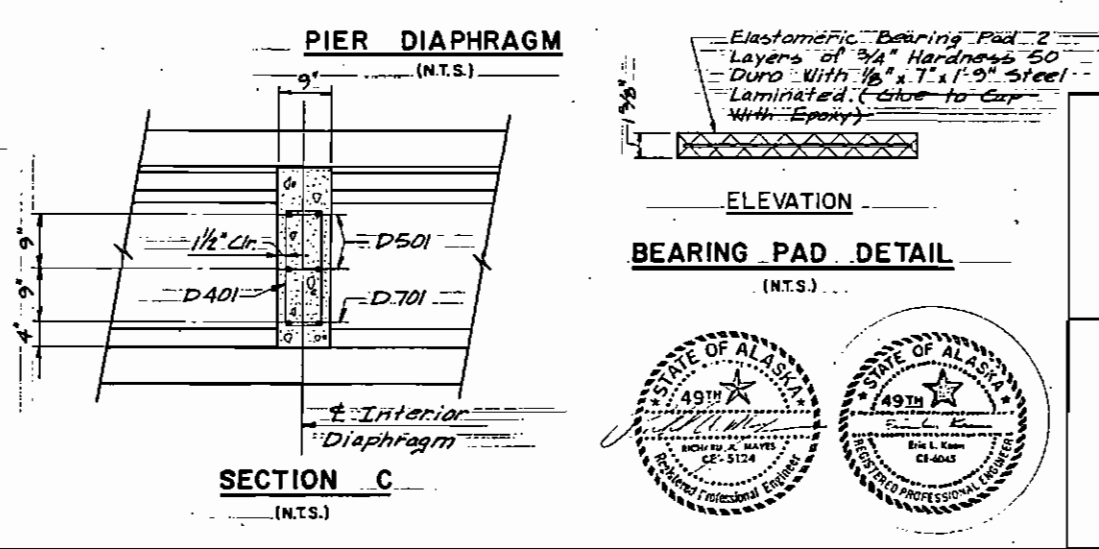
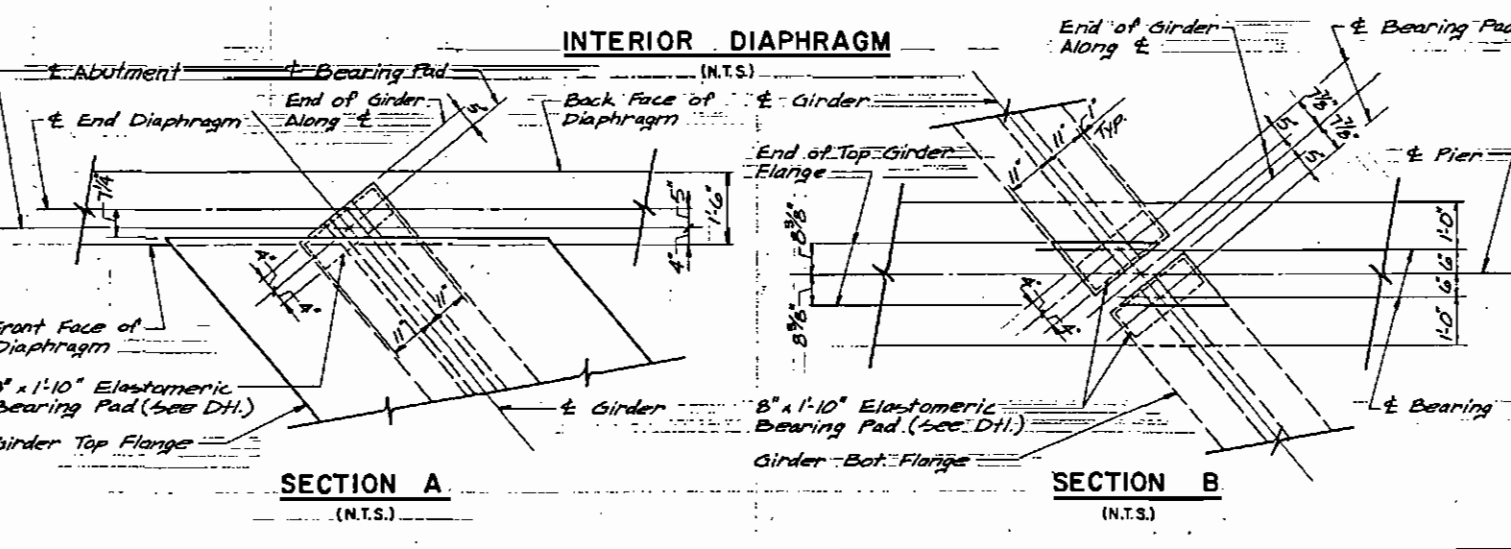
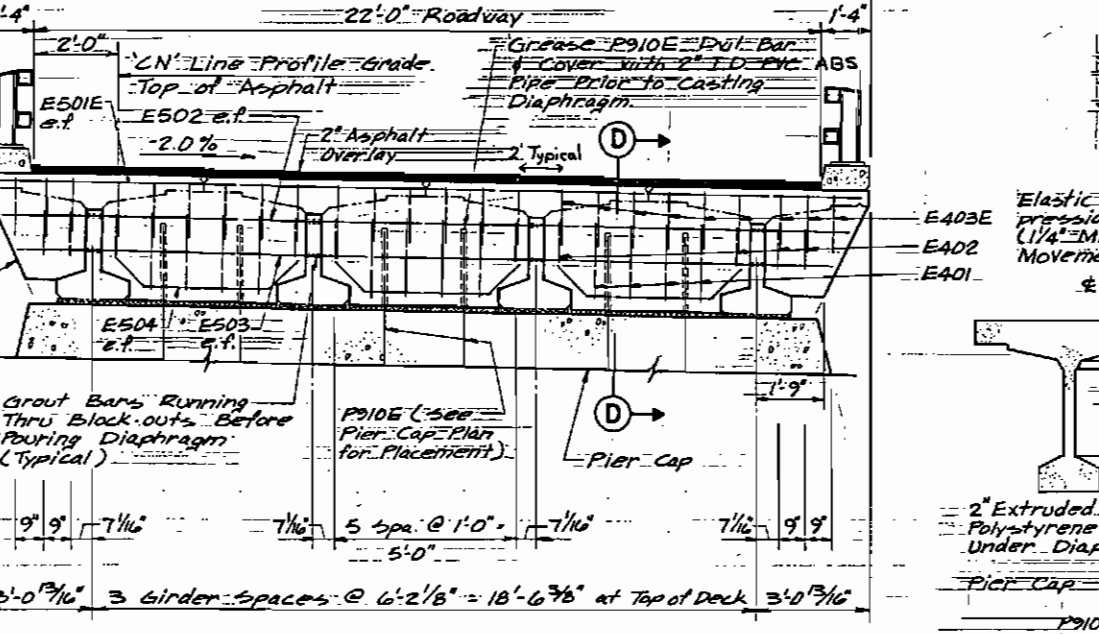
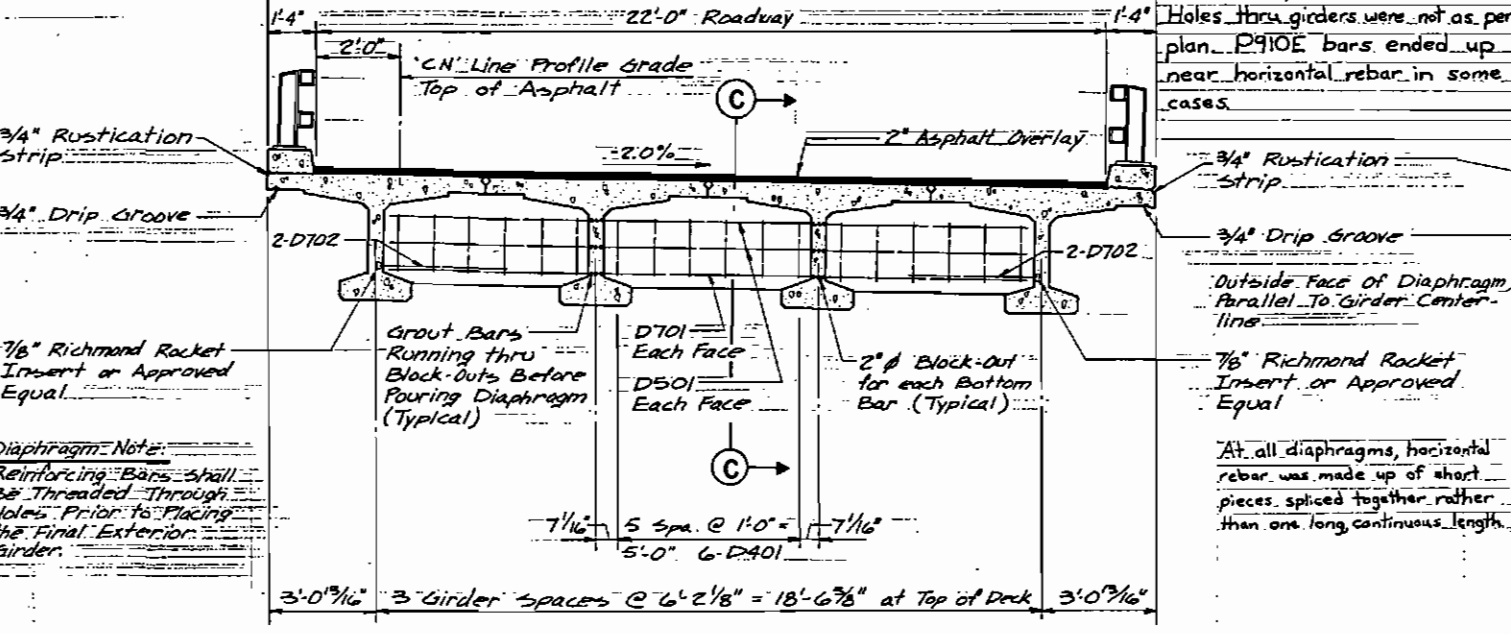
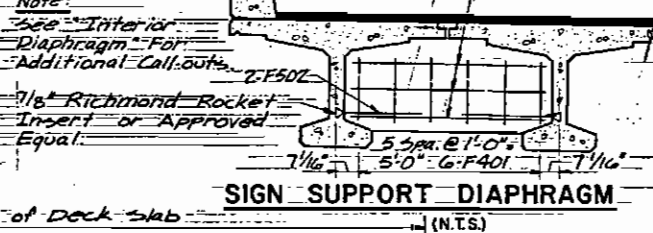
All Reinforcing steel Bends To Be In Accordance With A.C.I. Standards. Bars Marked With "E" Suffix Indicates Epoxy Coated.



Note: All Plan Dimensions Are Measured Horizontally. Provide 2" Chamfer on All Acute Corners and 3/4" Chamfer on All Others. For Sign Support Details See Sheets B22 And B23 of 39.

AS-BUILT PLANS

INITIALS: DATE: 1/91



SECTION D
(N.T.S.)

C-N RAMP OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY

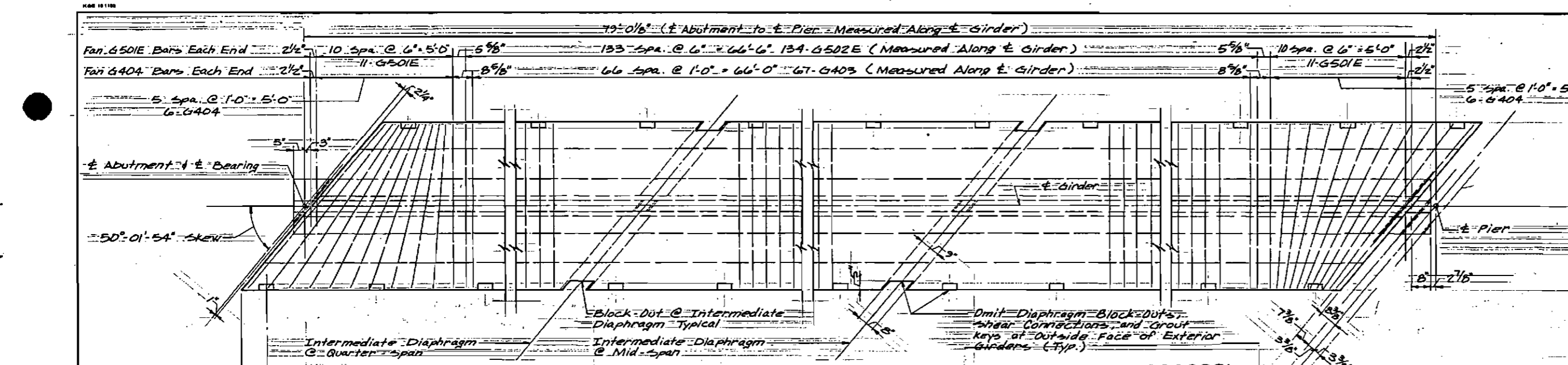
**FRAMING PLAN AND
DIAPHRAGM DETAILS**

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska

BRIDGE NO. 1706
DWG. NO. 20 of 39

Designed By: ELK
Checked By:
Drawn By:
Checked By:
Title:
Date:
Traced By:





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B 21	149 163

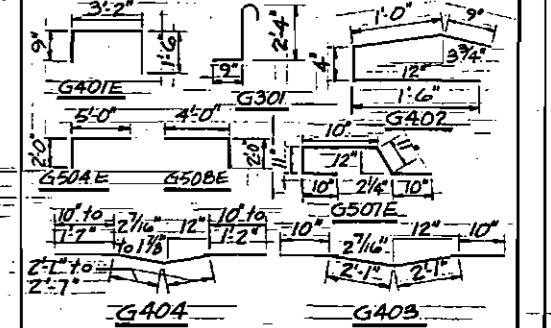
REINFORCING SCHEDULE (EACH GIRDER)					
Mark	Size	Number	Length	St.	Bent
G401E	A	226	5'-5"		
G402	A	32	3'-7"		
G403	A	61	5'-10"		
G404	A	25	5'-0" to 1'-6"		
G501E	5	2	5'-5 1/2" x 1'-4"		
G502E	5	134	5'-5"		
G503E	5	24	27'-4"		
G504E	5	12	7'-0"		
G505	5	24	27'-4"		
G506E	5	6	28'-6"		
G507E	5	89	4'-4"		
G508E	5	8	6'-0"		
G301	3	12	3'-6"		

AS-BUILT PLANS

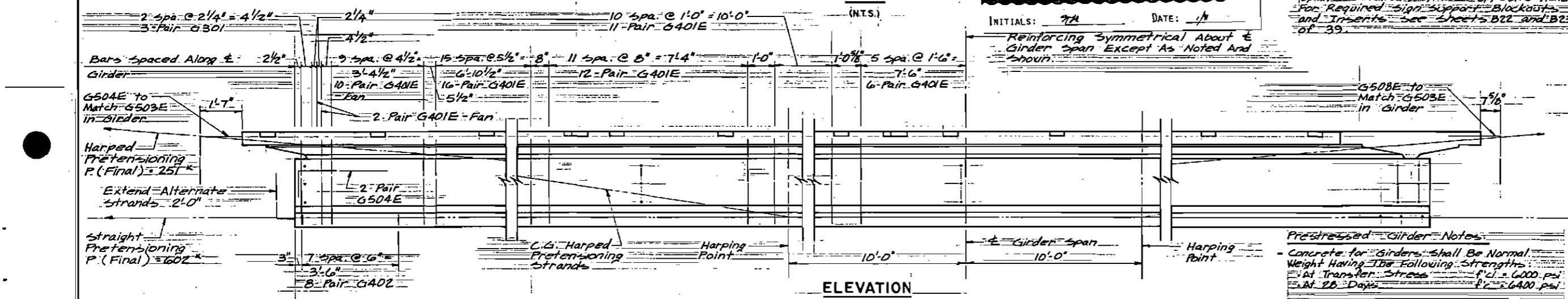
INITIALS: *JK* DATE: *1/8*

Reinforcing symmetrical about ± girder span except as noted and shown.

Note: Span 1 Detailed - Span 2 Opposite Hand - For Required Sign Support Blockouts and Inserts see sheets B22 and B23 of 39.

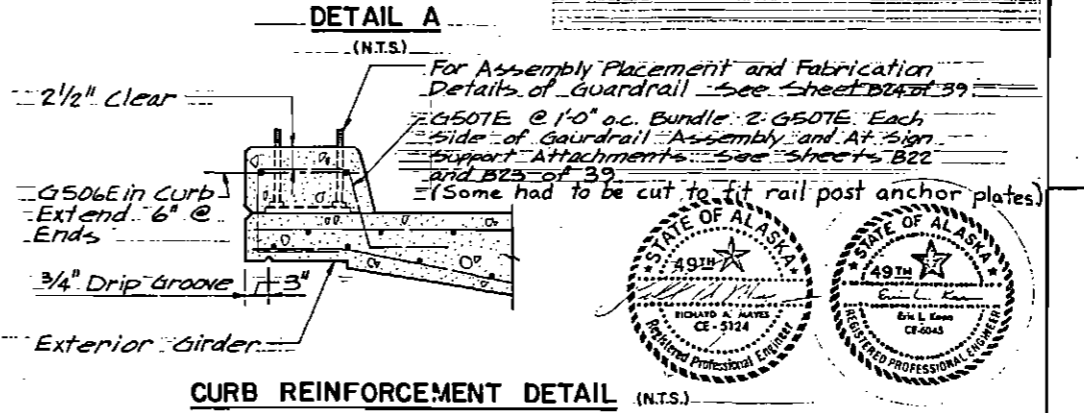
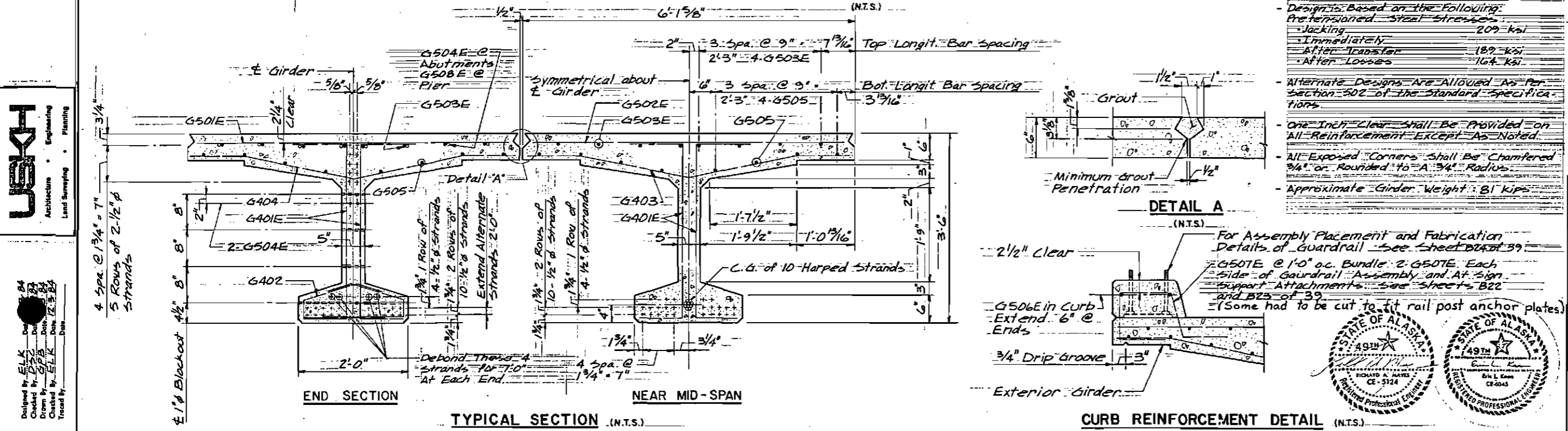
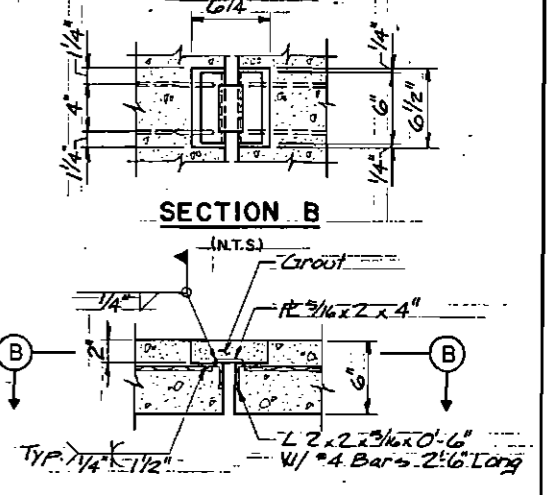


All Reinforcing Steel Bends to be in accordance with A.C.I. standards. Bars marked with 'E' suffix are epoxy coated. * Indicates steel in exterior girder only.



Prestressed Girder Notes:

- Concrete for Girders shall be Normal Weight Having the Following Strengths:
 - At Transfer: Stress = f'ci = 6000 psi
 - At 28 Days: f'c = 6400 psi
- Designs Based on the Following:
 - Prestressing Steel Strengths:
 - Jacking: 209 ksi
 - Immediately After Transfer: 189 ksi
 - After Losses: 164 ksi
- Alternate Designs are Allowed as per Section 502 of the Standard Specifications.
- One Inch Clear shall be provided on all reinforcement except as noted.
- All Exposed Corners shall be Chamfered 3/4" or Rounded to a 3/4" Radius.
- Approximate Girder Weight: 81 kips.



C-N RAMP OVERCROSSING

PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
PRESTRESSED GIRDERS

USK
Architecture • Engineering • Planning
Land Surveying

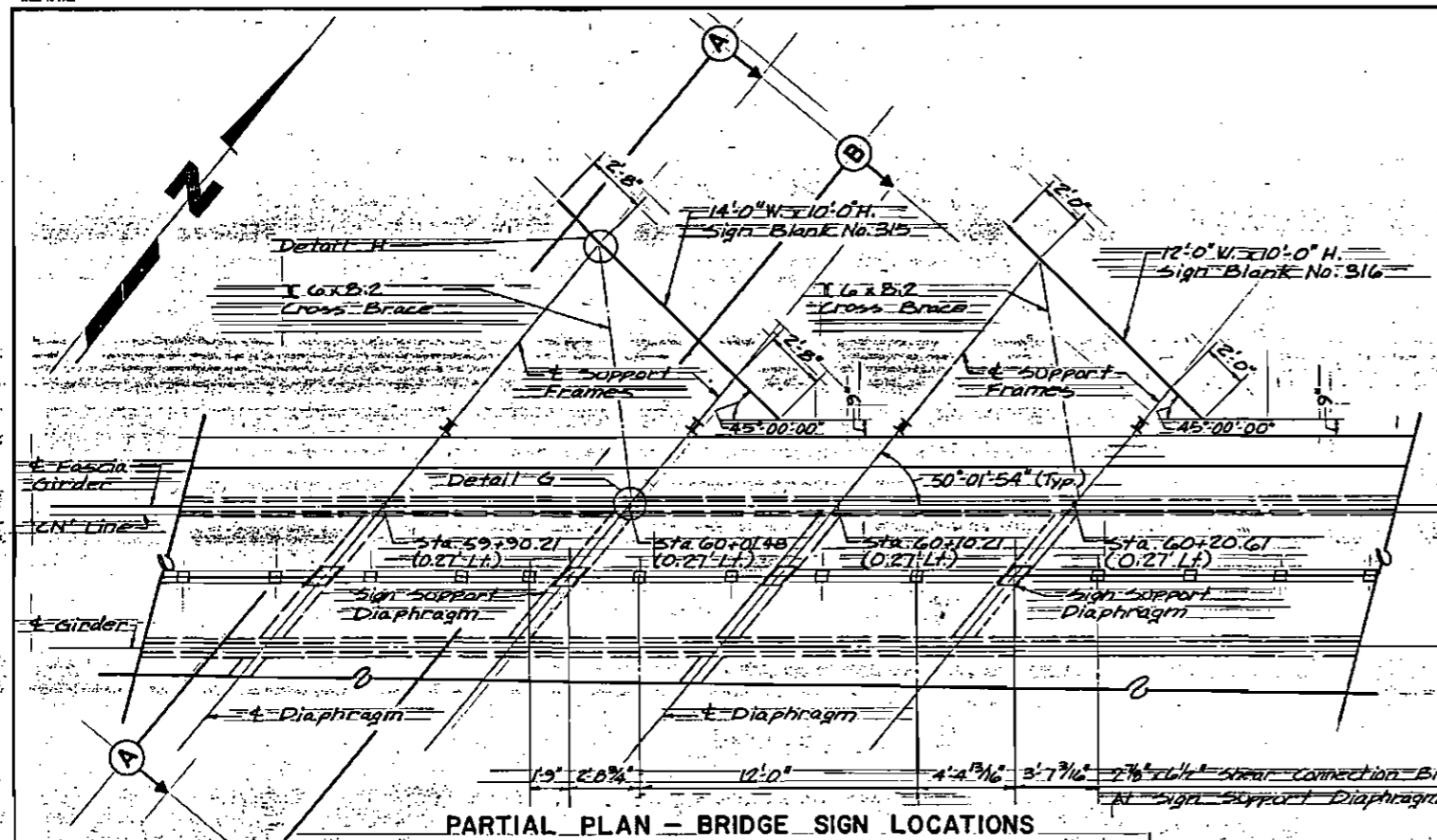
Designed by: *ELK*
Checked by: *ELK*
Drawn by: *ELK*
Custody by: *ELK*
Traced by: *ELK*

Date: *12-84*

STATE OF ALASKA
49TH
REGISTERED PROFESSIONAL ENGINEER
RICHARD A. HATES
CE-312

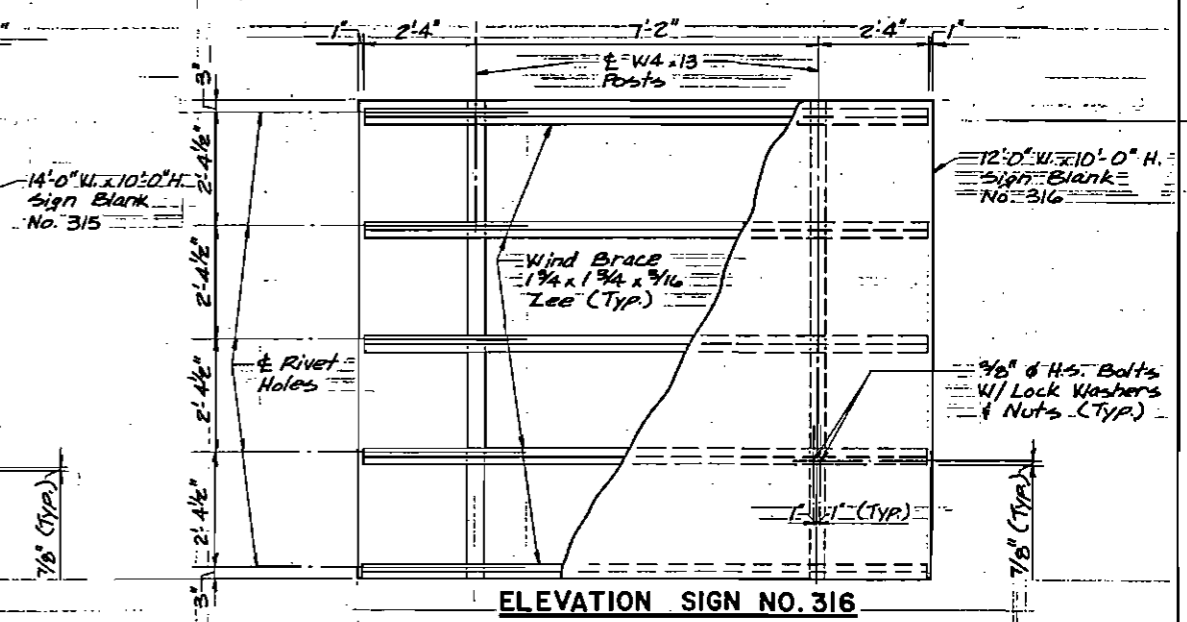
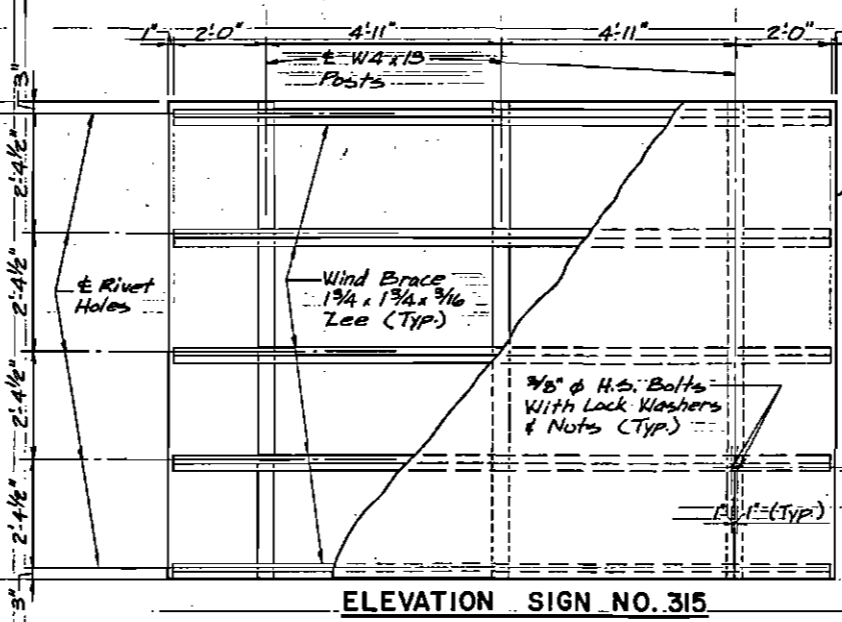
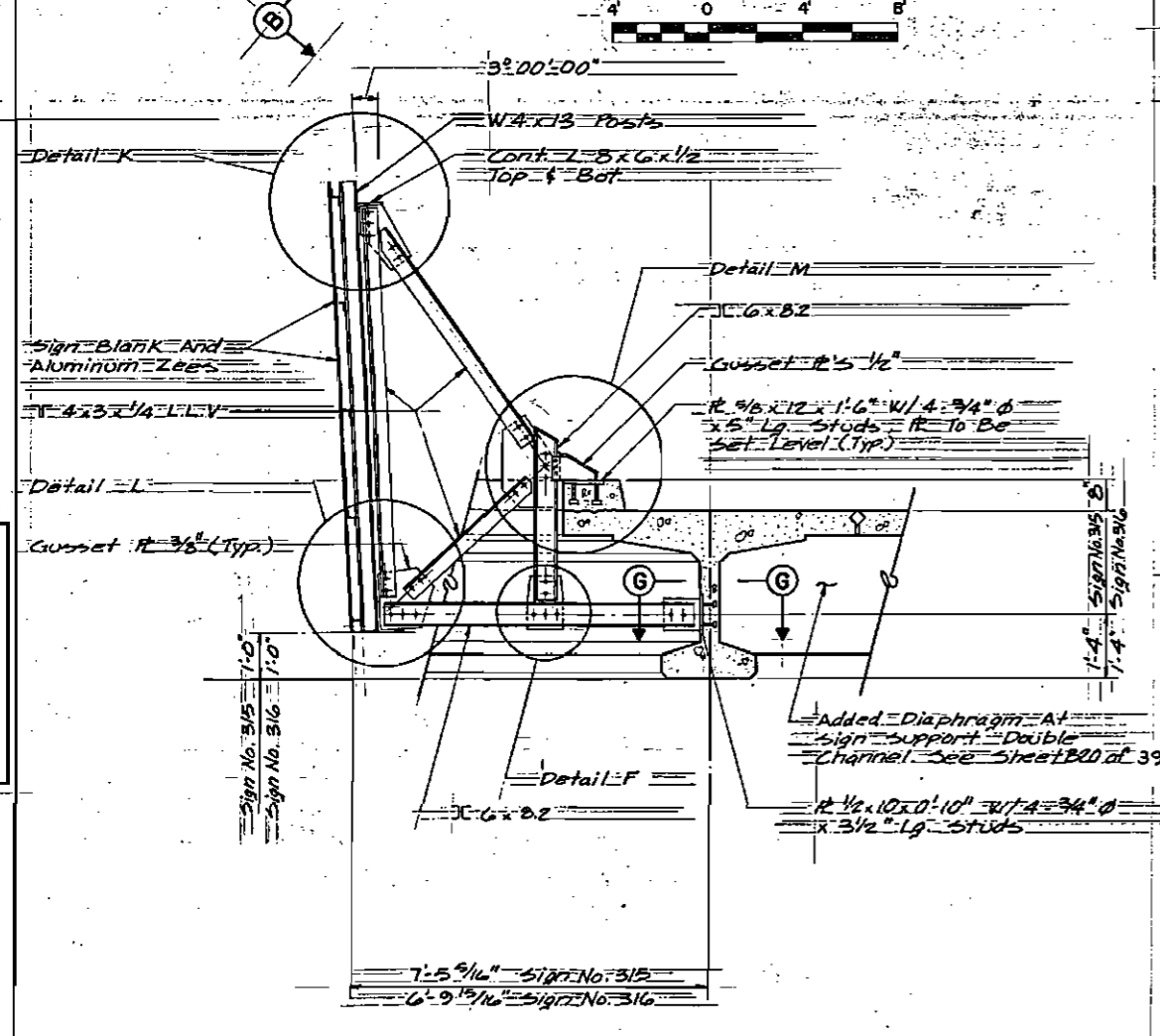
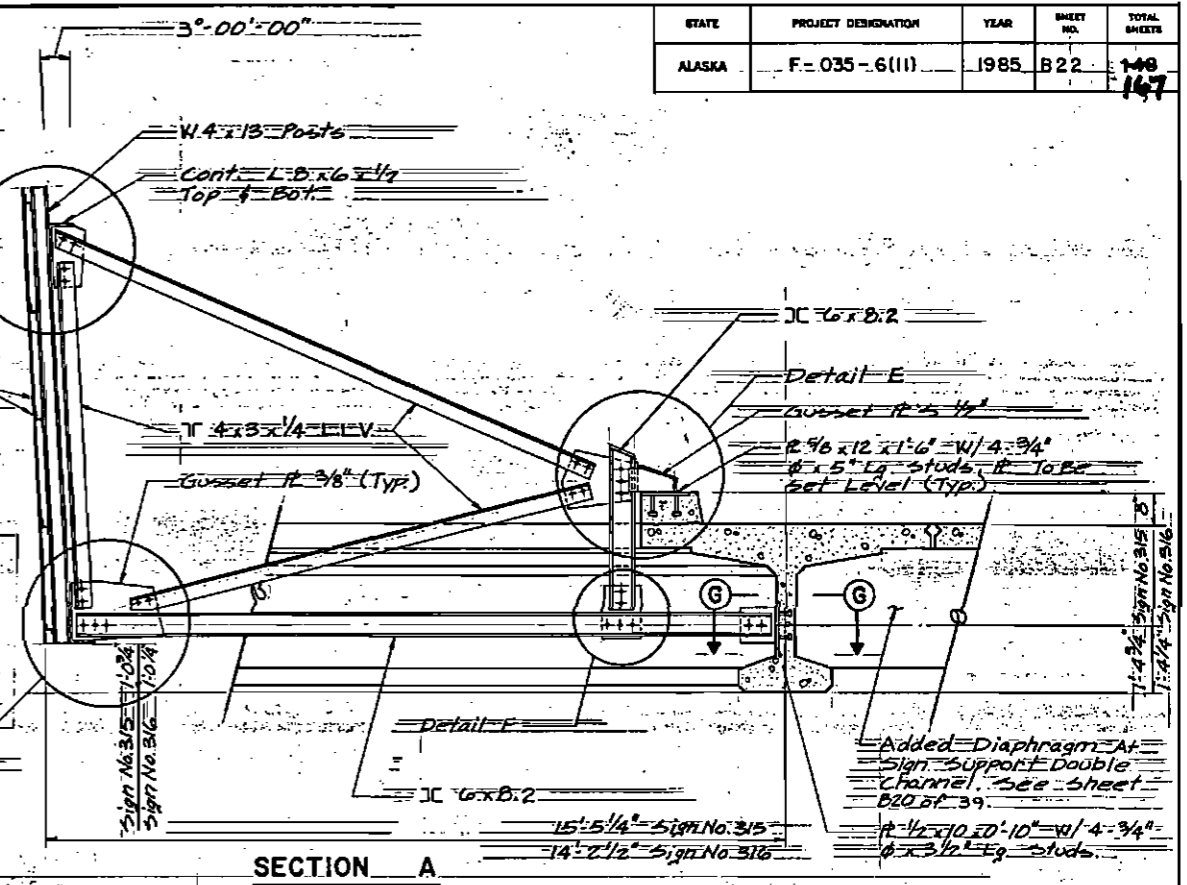
STATE OF ALASKA
49TH
REGISTERED PROFESSIONAL ENGINEER
BILLY L. KANE
CE-4045

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B 22	148 147

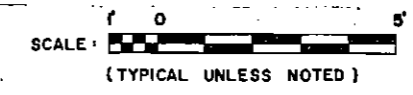


AS-BUILT PLANS

INITIALS: *JLA* DATE: *1/91*



- BRIDGE SIGN GENERAL NOTES**
- See Standard Drawing 5-00.00 for sign blank construction and details.
 - All rolled shapes, plates, and bars shall be ASTM A36 steel.
 - Aluminum alloy 6061-T6 shall be used for sign blanks and extruded ZEE's.
 - All ferrous metals shall be galvanized after fabrication in accordance with ASTM 123 and ASTM 153. Aluminum placed in contact with dissimilar metal shall be painted to ASCE specification 6061 Part II, Section 1-6.
 - Paint field welded joints with high zinc dust content galvanized repair paint. Color to match galvanizing.
 - All connections are to be 3/4" # A325 bolts except as noted. Holes to be 13/16" Ø. Minimum edge distance to centerline bolt hole to be 1 1/4" U.N.O.
 - Provide 3" (Long) x Depth + 1/2" (Wide) spacer plates welded between DBL angles and DBL channels at 4'-0" o.c. maximum.
 - Mount signs so that bottom of signs are level.
 - See sheet 23 of 39 for details "C" thru "N".



C-N RAMP OVERCROSSING

PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
BRIDGE SIGNS AND SECTIONS

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska

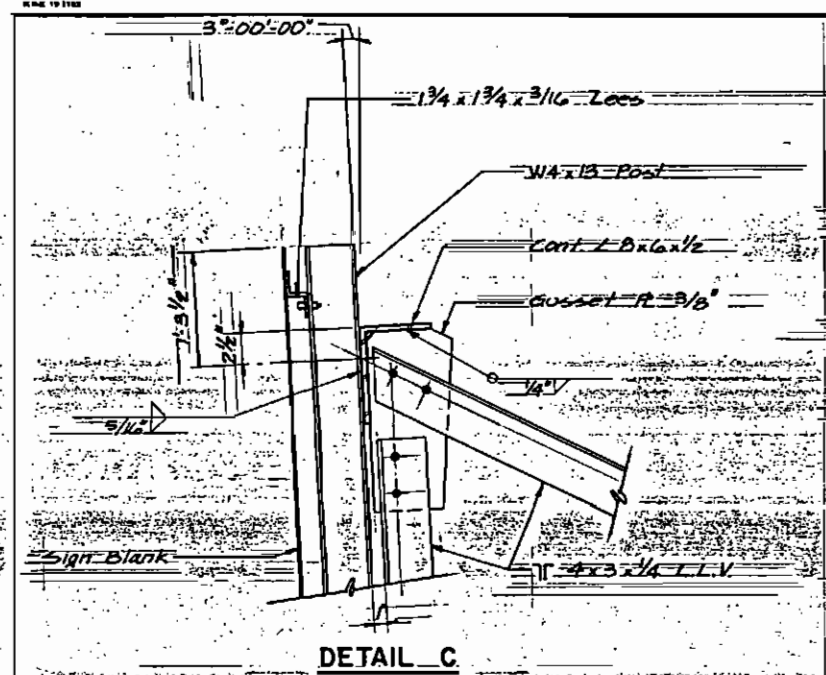
BRIDGE NO. 1706
DWG. NO. 22 of 39



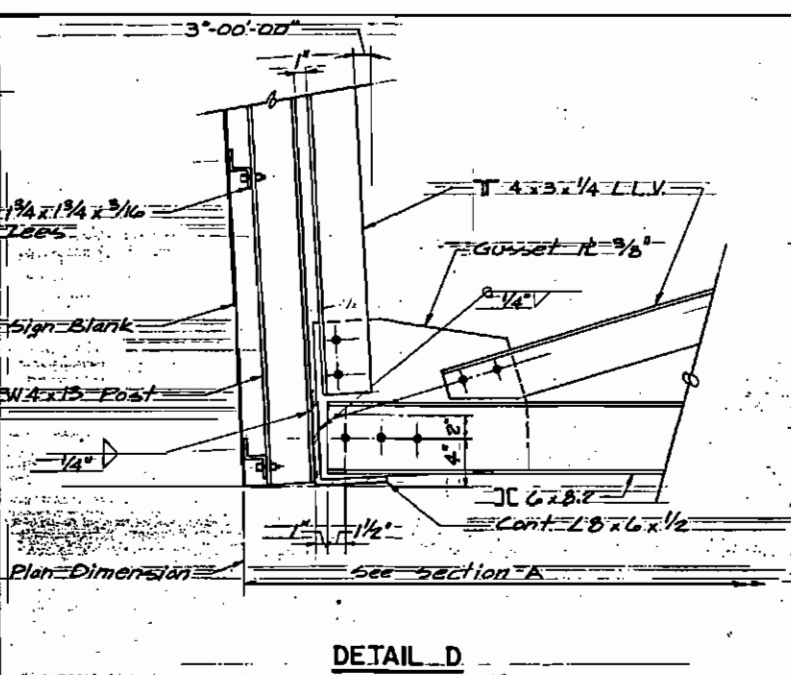
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Checked by: *[Signature]*
Drawn by: *[Signature]*
Checked by: *[Signature]*
Title: *[Signature]*



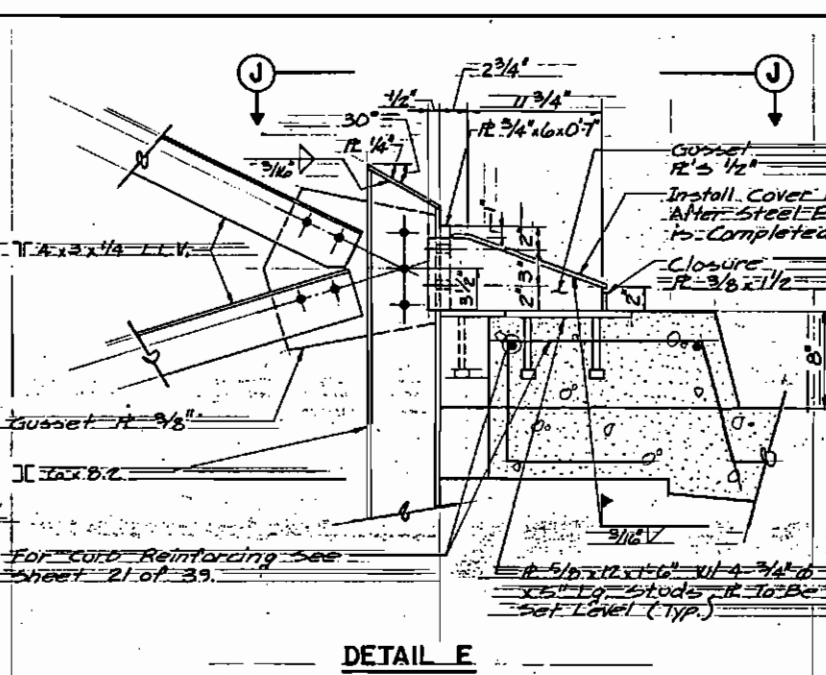
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	823	1487



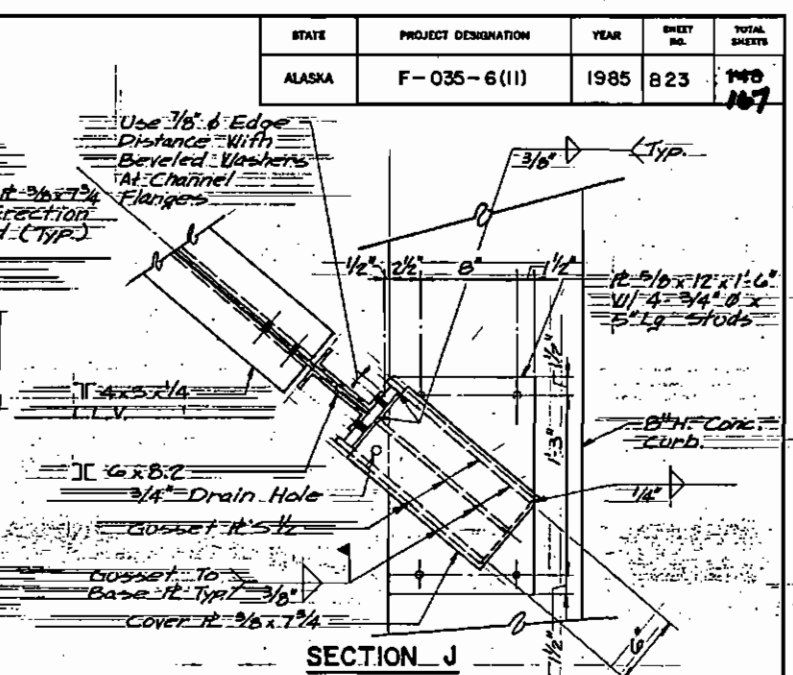
DETAIL C



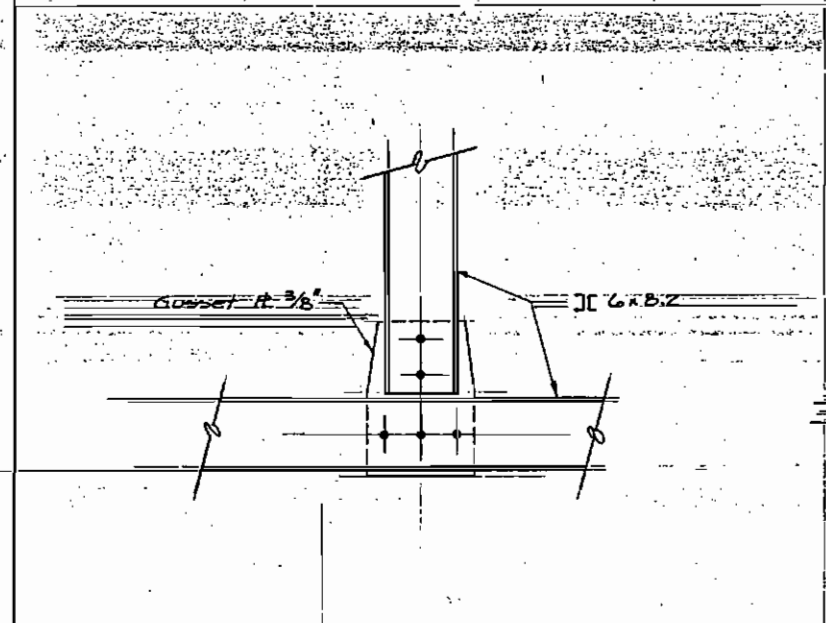
DETAIL D



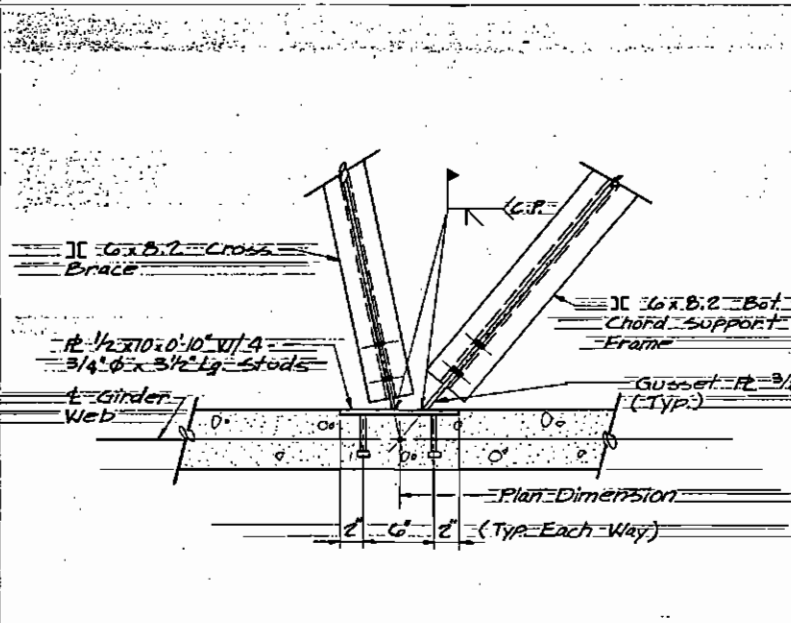
DETAIL E



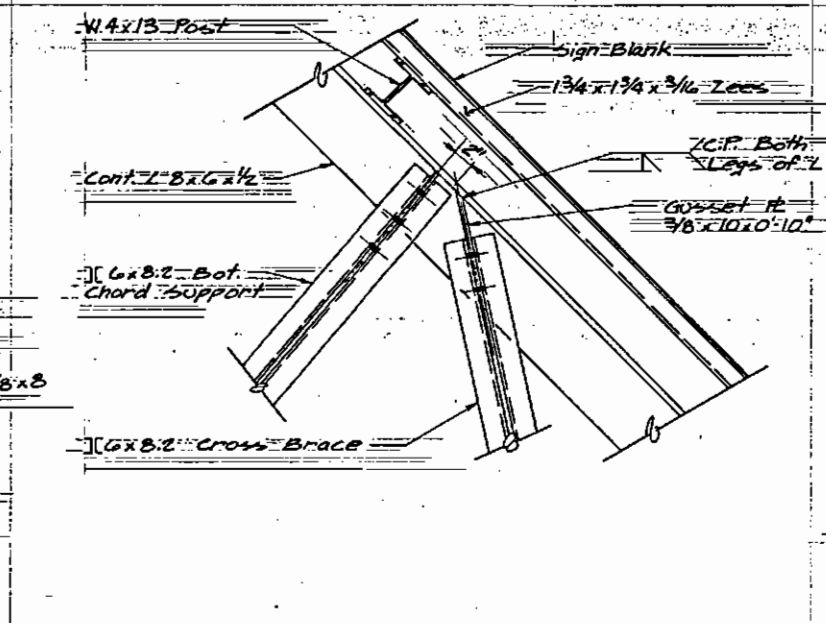
SECTION J



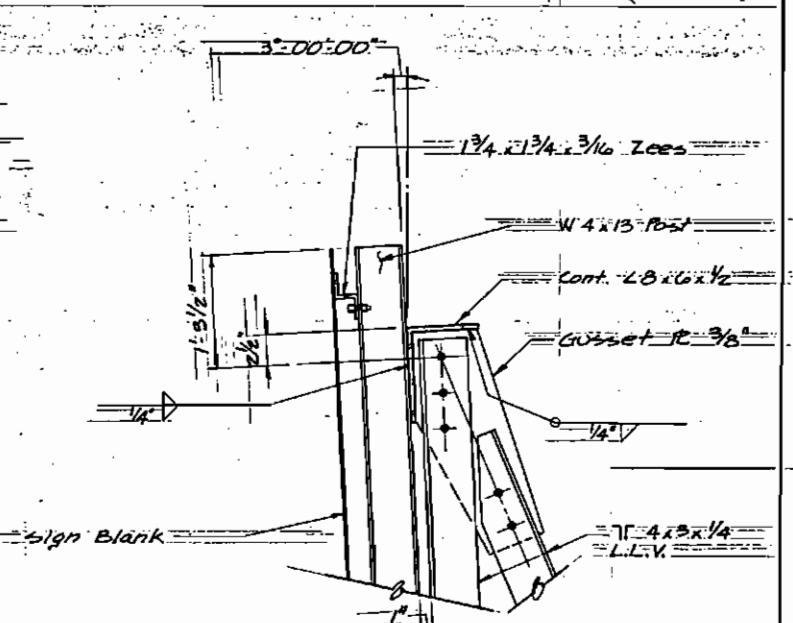
DETAIL F



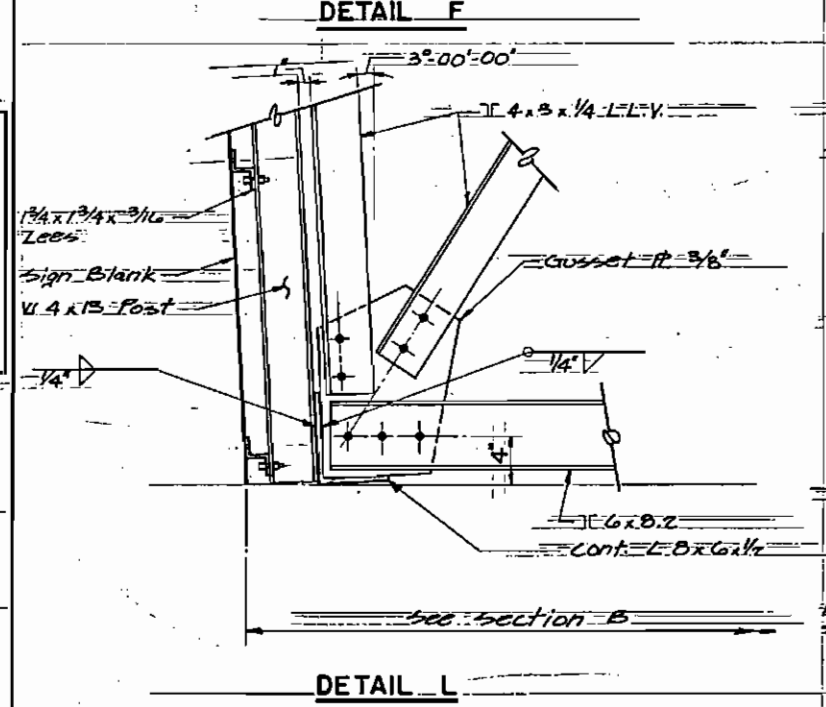
DETAIL G



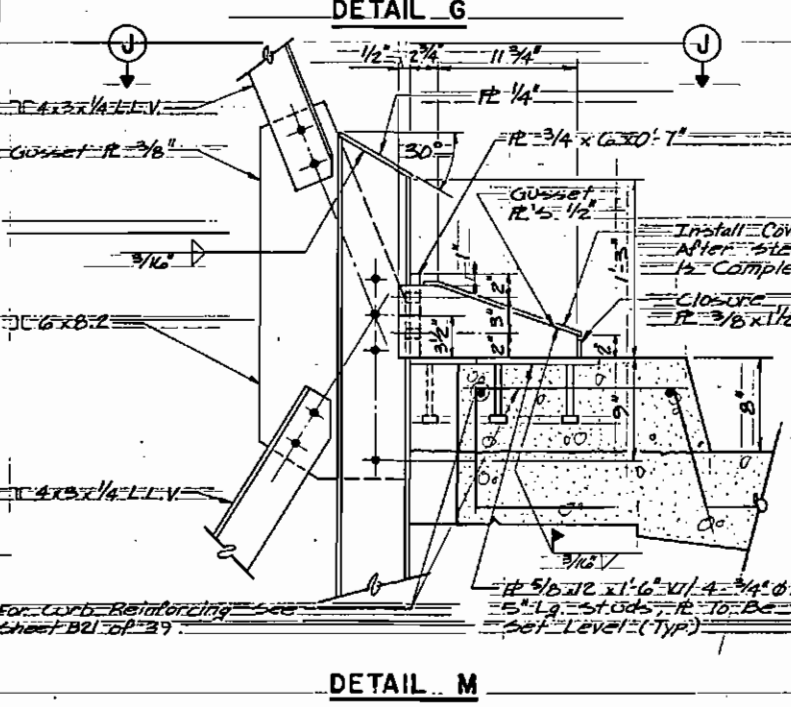
DETAIL H



DETAIL K



DETAIL L



DETAIL M

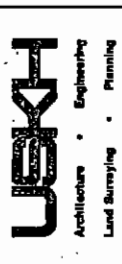
AS-BUILT PLANS

INITIALS: *JHJ* DATE: *1/11*



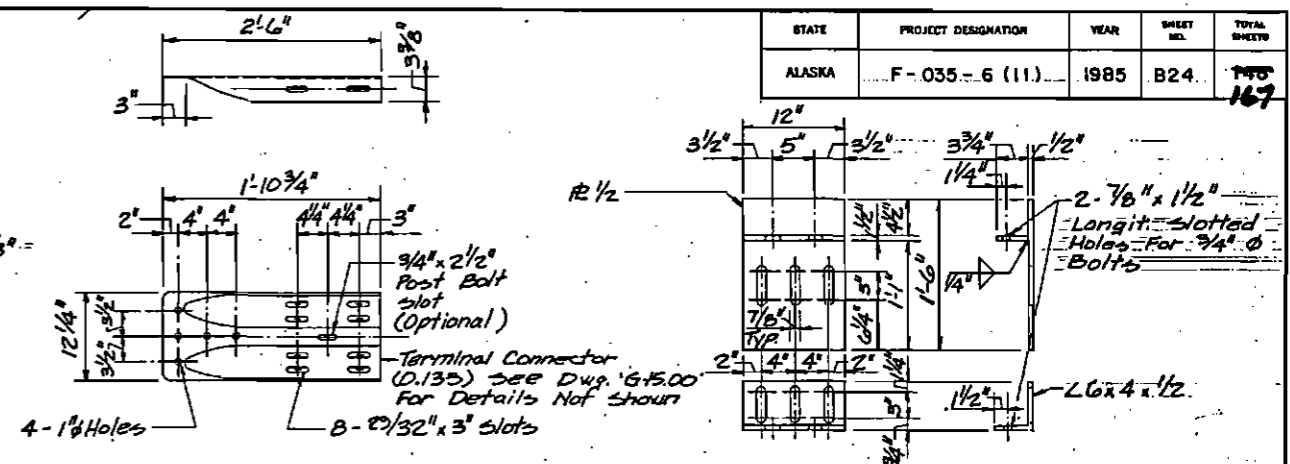
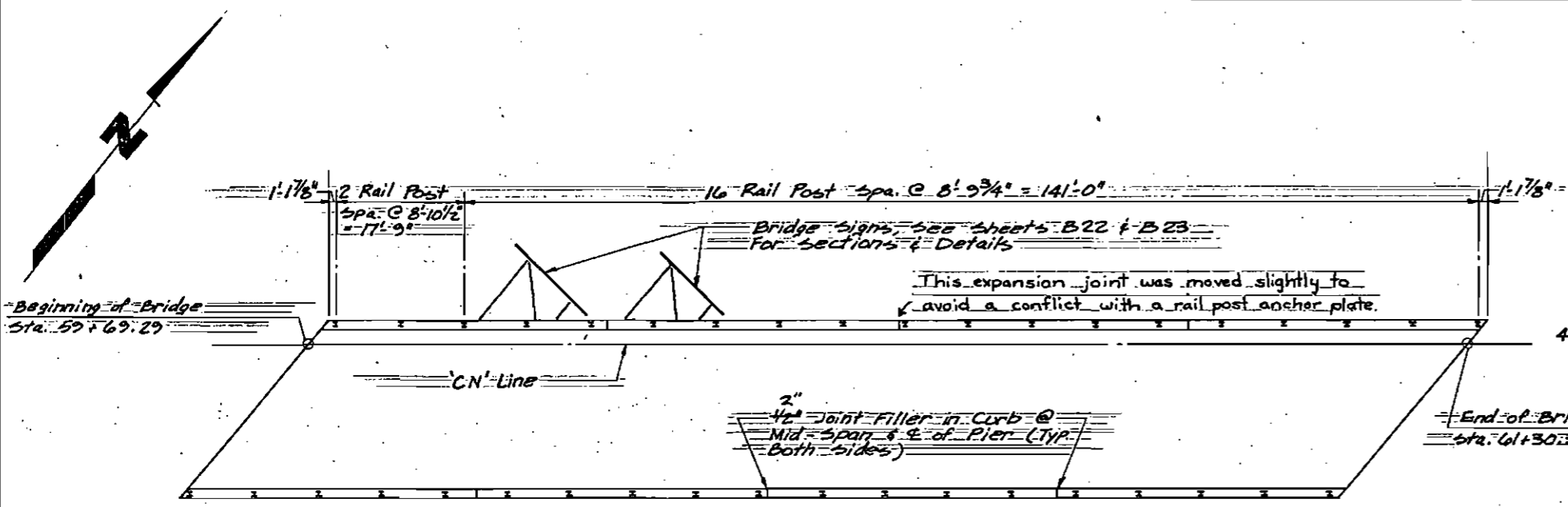
C-N RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
BRIDGE SIGN DETAILS

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska



Designed by: *JHJ*
 Checked by: *JHJ*
 Drawn by: *JHJ*
 Date: *1/11*

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6 (11)	1985	B24	167

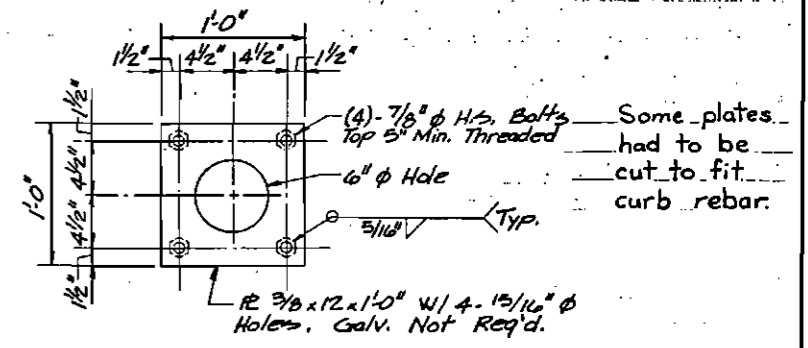
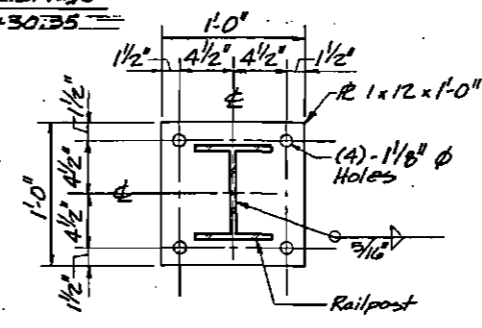


***Note:**
 1/2" Expansion Joint Unless Noted Otherwise on Detail Plans. Expansion Joint Will Be Needed in Panel That Has A Deck Expansion Joint.

RAIL POST LAYOUT
(N.T.S.)

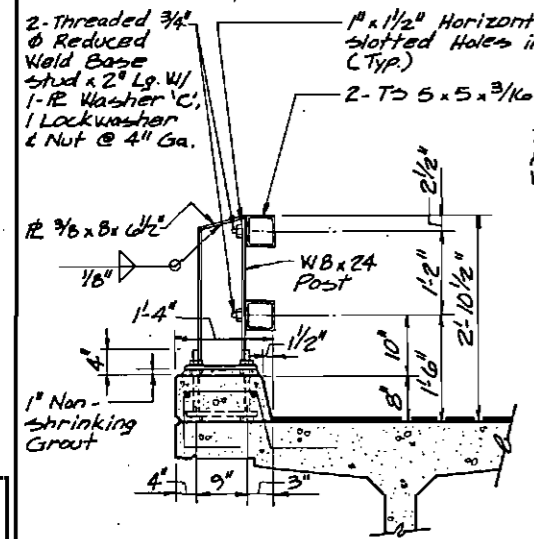
TERMINAL CONNECTOR
(N.T.S.)

GUARDRAIL CONNECTION PLATE
(N.T.S.)

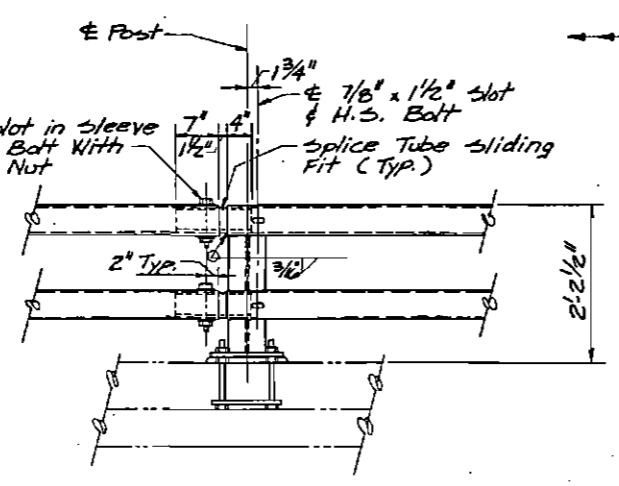


BASE PLATE DETAIL
(N.T.S.)

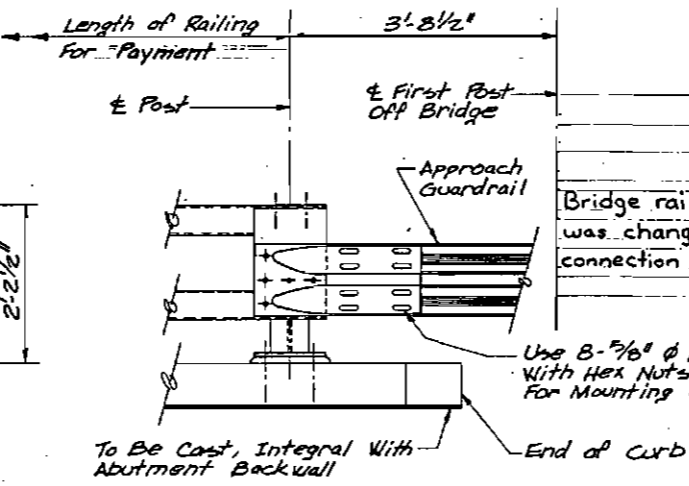
ANCHOR PLATE DETAIL
(N.T.S.)



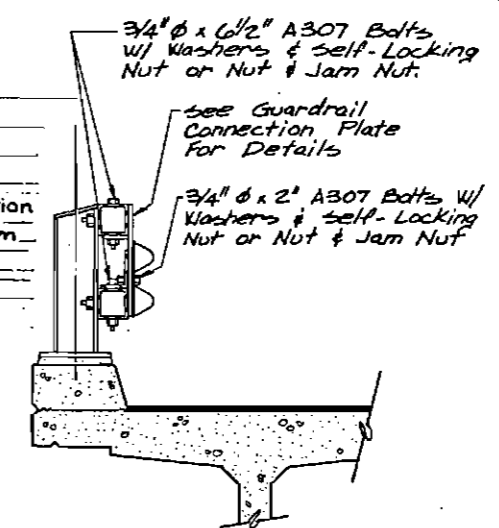
TYPICAL SECTION
(N.T.S.)



EXPANSION JOINT
(N.T.S.)

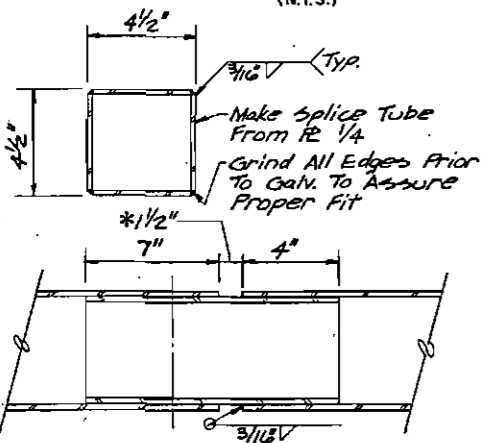


STEEL RAILING & POST
(N.T.S.)

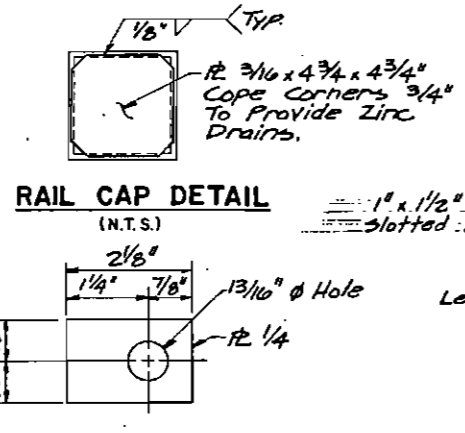


GUARDRAIL CONNECTION DETAIL
(N.T.S.)

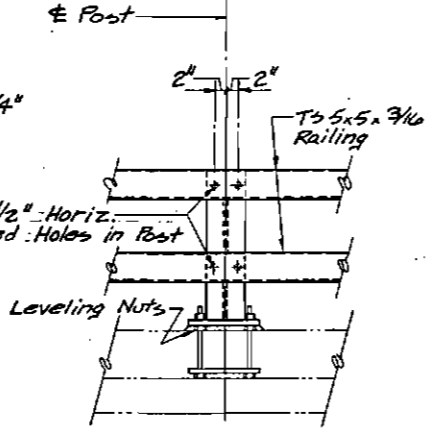
- BRIDGE RAILING NOTES**
- All railing, posts, anchor assemblies and other components shall be galvanized after fabrication. Galvanized steel shims shall be furnished by the contractor as required.
 - Locate the bridge number plate on the right side of approaching traffic at each end of the bridge as shown. Bridge number plate will be furnished by the State.
 - Railing expansion joints must be provided at 40' - 0" maximum intervals and be located immediately adjacent to a rail post.
 - All machine bolts and cap screws shall have locking nuts or lock washers.
 - Railing shall be continuous across a minimum of four rail posts, unless shown otherwise.
 - Rail elements shall be square structural tubing in accordance with ASTM, Specification A500 grade B, A618 or A501.
 - Steel posts and plates shall conform to ASTM Specification A36 unless otherwise noted.
 - Railing shall be fabricated to the horizontal and vertical alignment of the structure. Posts to be normal to grade.
 - Payment for the railing shall include compensation for furnishing and installing the necessary guardrail connection plates and terminal connectors.



RAIL SPLICE DETAILS
(N.T.S.)



RAIL CAP DETAIL
(N.T.S.)



TYPICAL POST ELEVATION
(N.T.S.)

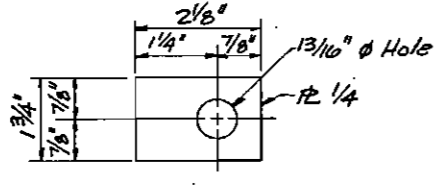


PLATE WASHER 'C'
(N.T.S.)

AS-BUILT PLANS
 INITIALS: TT DATE: 1/31



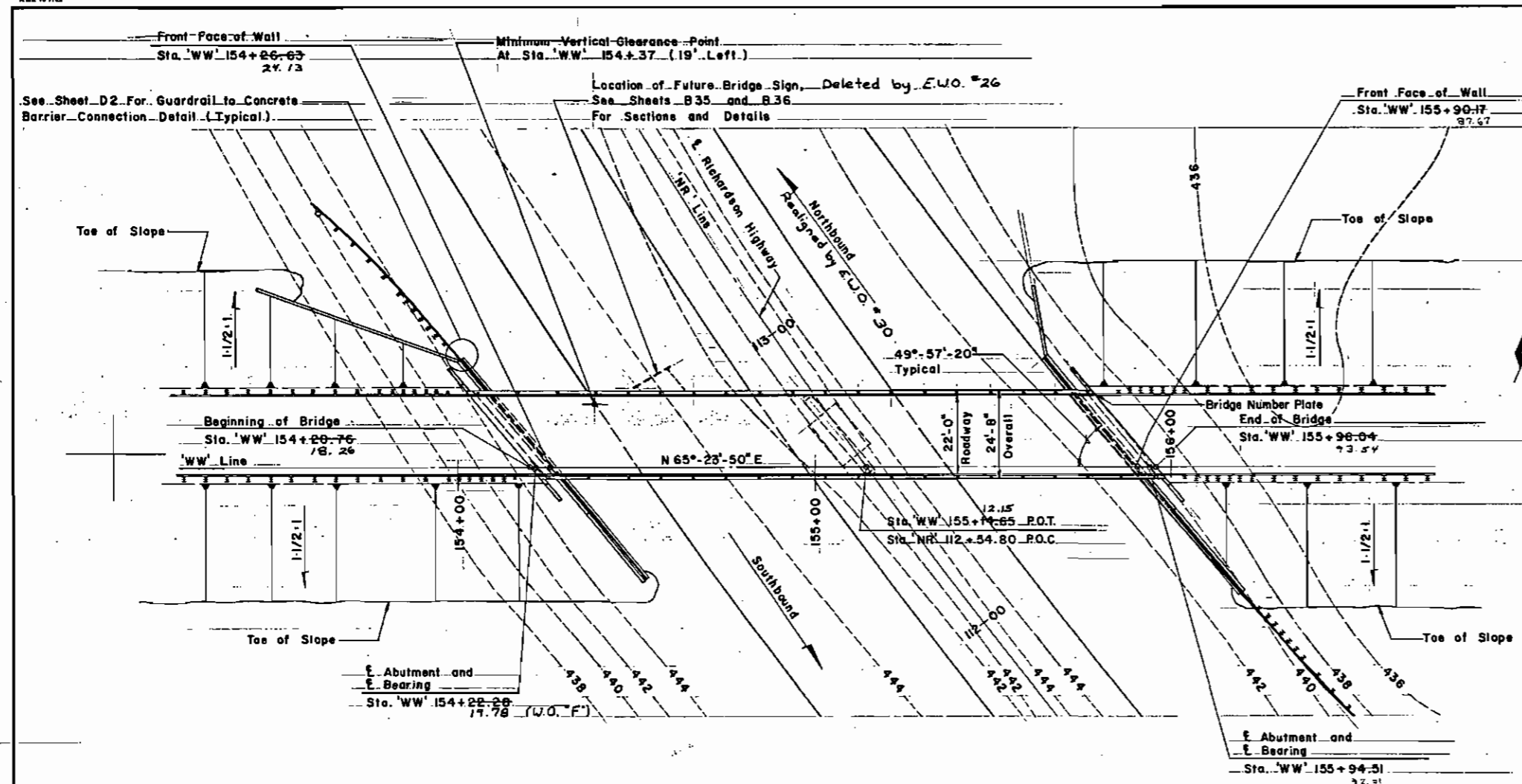
C-N RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
 BRIDGE RAILING

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

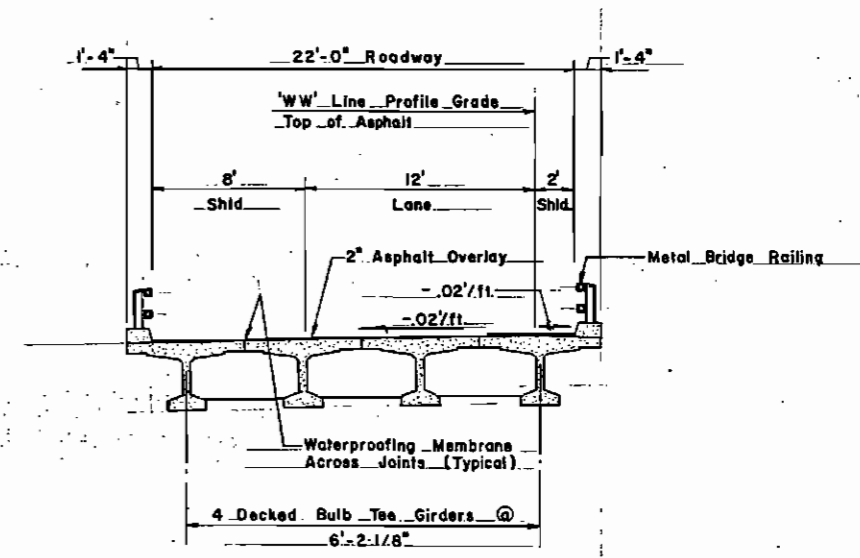
BRIDGE NO. 1706
 DWNG. NO. 24 of 39

DESIGNED BY: L.S. B...
 CHECKED BY: J.P. B...
 DRAWN BY: J.P. B...
 DATE: 11/22/85

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B 25	148



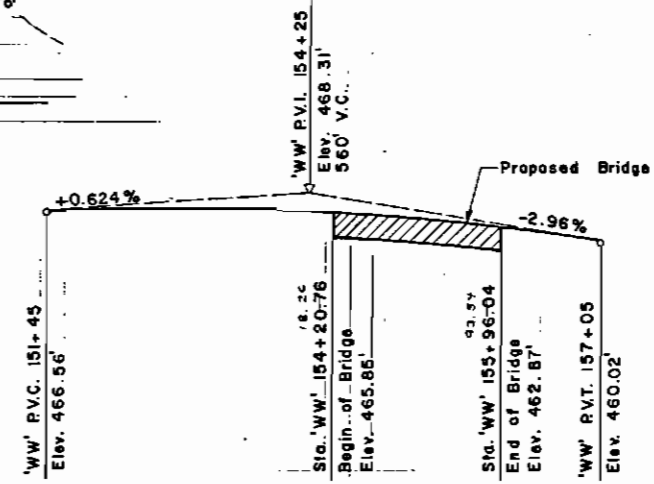
PLAN
20' 0 20' 40'



TYPICAL SECTION
5' 0 5' 10'

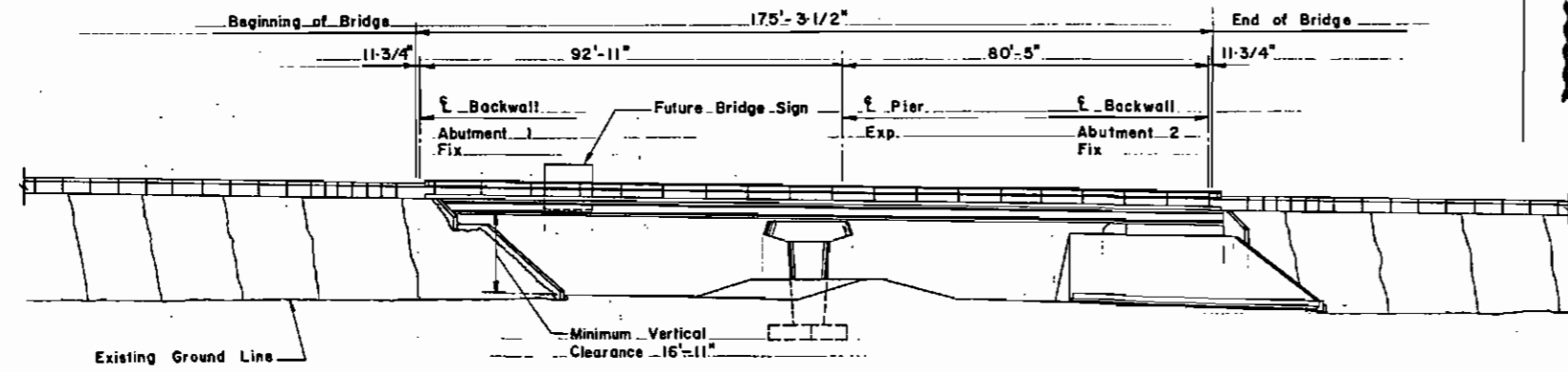
W-W RAMP GENERAL NOTES

Design Specifications: AASHTO Standard Specifications for Bridges, 1977 Edition plus current Interims.
 Construction Specifications: State of Alaska Standard Specifications for Highway Construction, 1981, and Special Provisions.
 Design Loads:
 Live Load: HS-20(44)
 Dead Load: Includes 25 psf for future wearing surface.
 Seismic Load: Zone III
 Maximum Soil Bearing:
 Load: From abutments - 4,500 psf
 Load: From pier - 5,000 psf
 Materials:
 Concrete
 Cast-in-place f'c = 3,500 psi
 Precast f'c = 7,000 psi
 f'c1 = 6,000 psi
 Reinforcing Steel ASTM - A615, Grade 60
 fs = 24,000 psi
 Prestressing Steel 270 Ksi - 1/2" # Seven-wire, Stress-relieved strand.
 Structural Steel shall conform to ASTM A36.
 Standard drawings G-04.015, G-14.015, and G-24.05 apply.

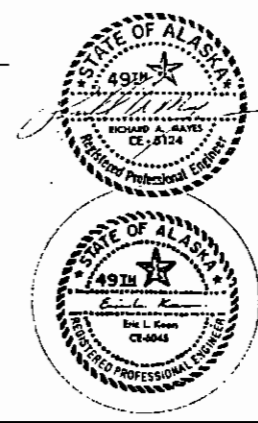


'WW' PROFILE GRADE DATA

AS-BUILT PLANS
INITIALS: *7/2* DATE: *4/1*



ELEVATION
20' 0 20' 40'



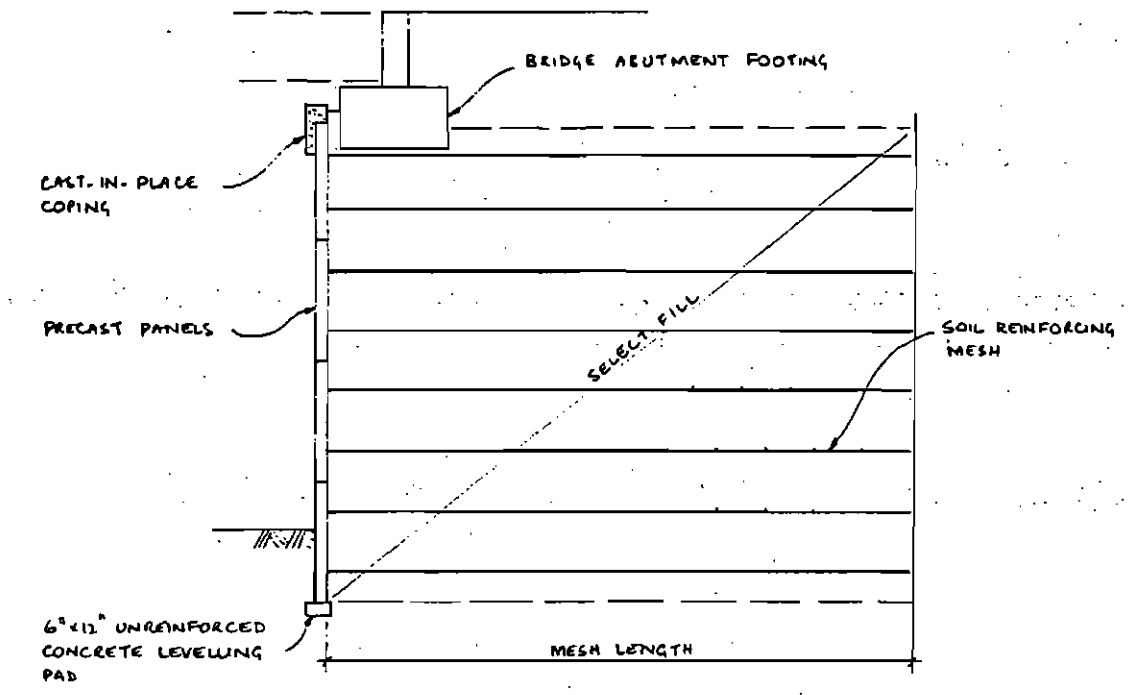
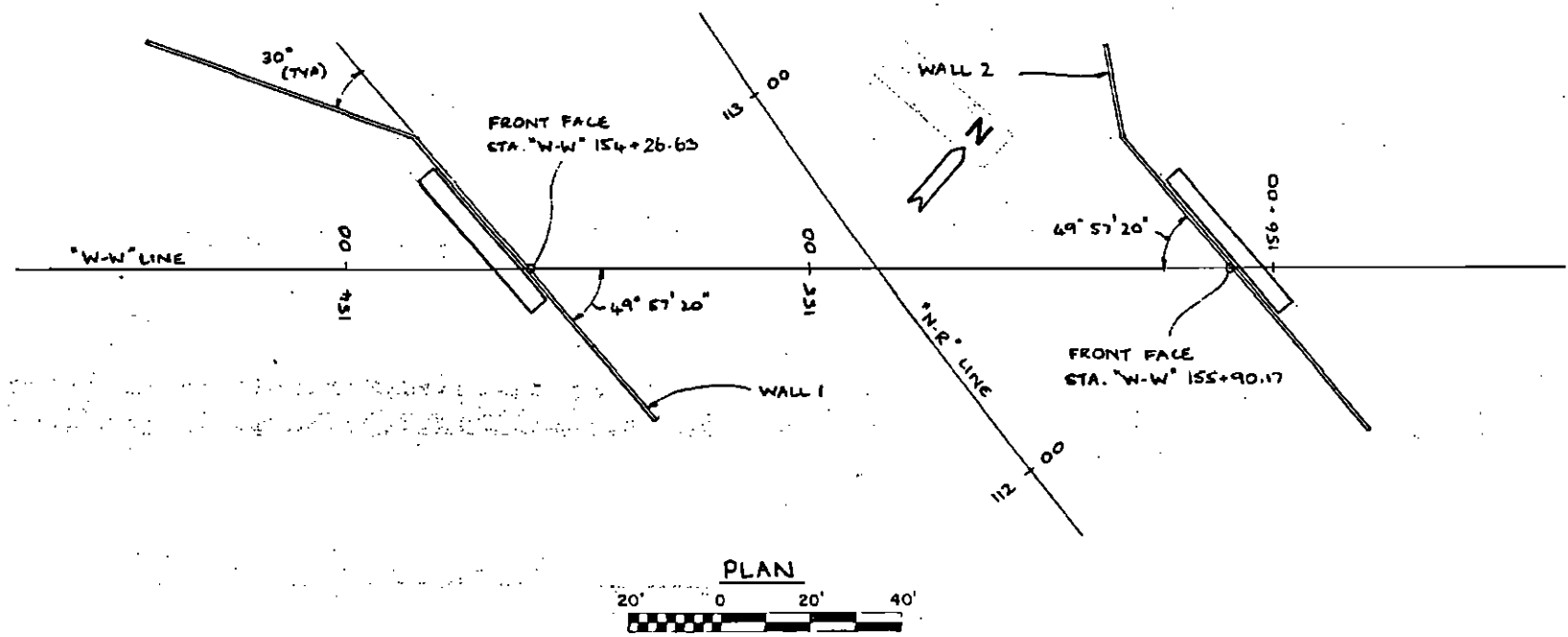
W-W RAMP OVERCROSSING
PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
GENERAL LAYOUT

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska



Designed By: ELK
 Checked By: ELK
 Drawn By: ELK
 Traced By: ELK
 Date: 12/85

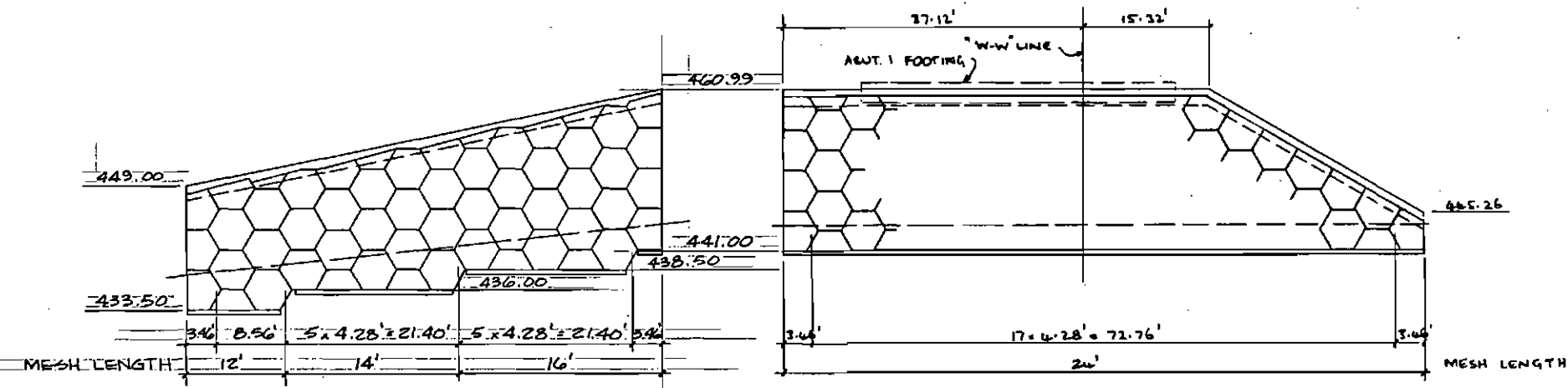
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B26	145 167



TYPICAL WALL SECTION

ITEM	UNIT	QUANTITY
PRECAST WALL PANELS	SQ. FT.	14478
SOIL REINFORCING MESH 6W 20	L.F.	2140
" " " 5W 20	L.F.	912
" " " 6W 11	L.F.	3696
" " " 5W 11	L.F.	2288
SELECT FILL	CUB. YDS.	11470

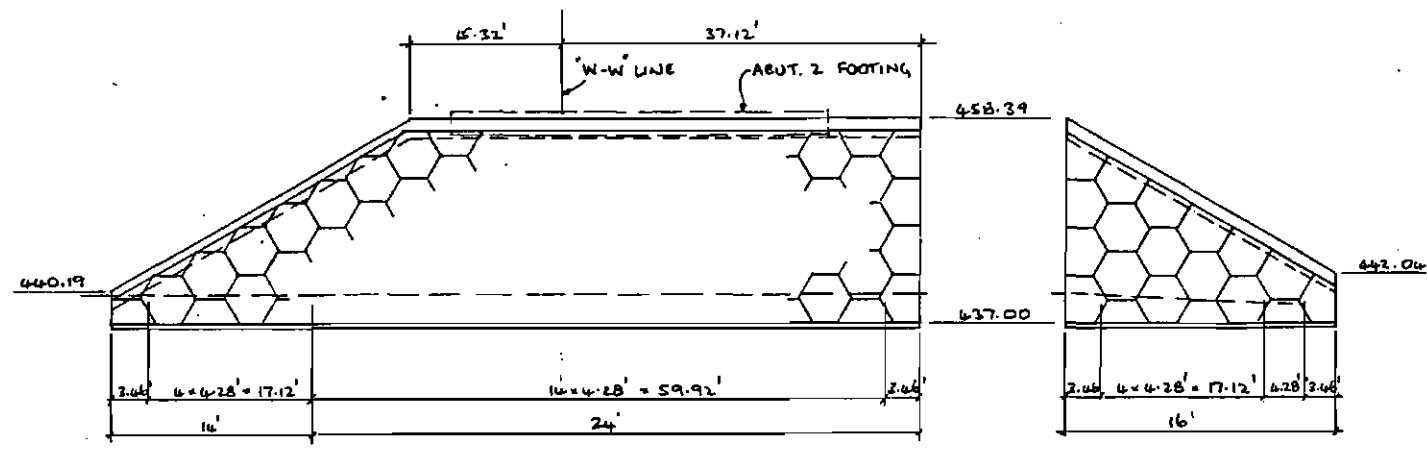
ESTIMATE OF QUANTITIES
(INCLUDES 6 WALLS)



BACK FACE ELEVATION WALL 1

AS-BUILT PLANS

INITIALS: 9/72 DATE: 1/91



BACK FACE ELEVATION WALL 2

W-W ABUTMENT LOADS
 EQUIVALENT TRAFFIC LOAD = 250 PSF
 VERTICAL DEAD LOAD = 13680 LBS/FT
 VERTICAL LIVE LOAD = 4320 LBS/FT
 HORIZONTAL FORCE = 0 LBS/FT



ALTERNATE 'A' - Not used
 VSL RETAINED EARTH WALLS

W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
 PLAN & ELEVATIONS

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

BRIDGE NO. 1707
 DWG. NO. 26 of 39

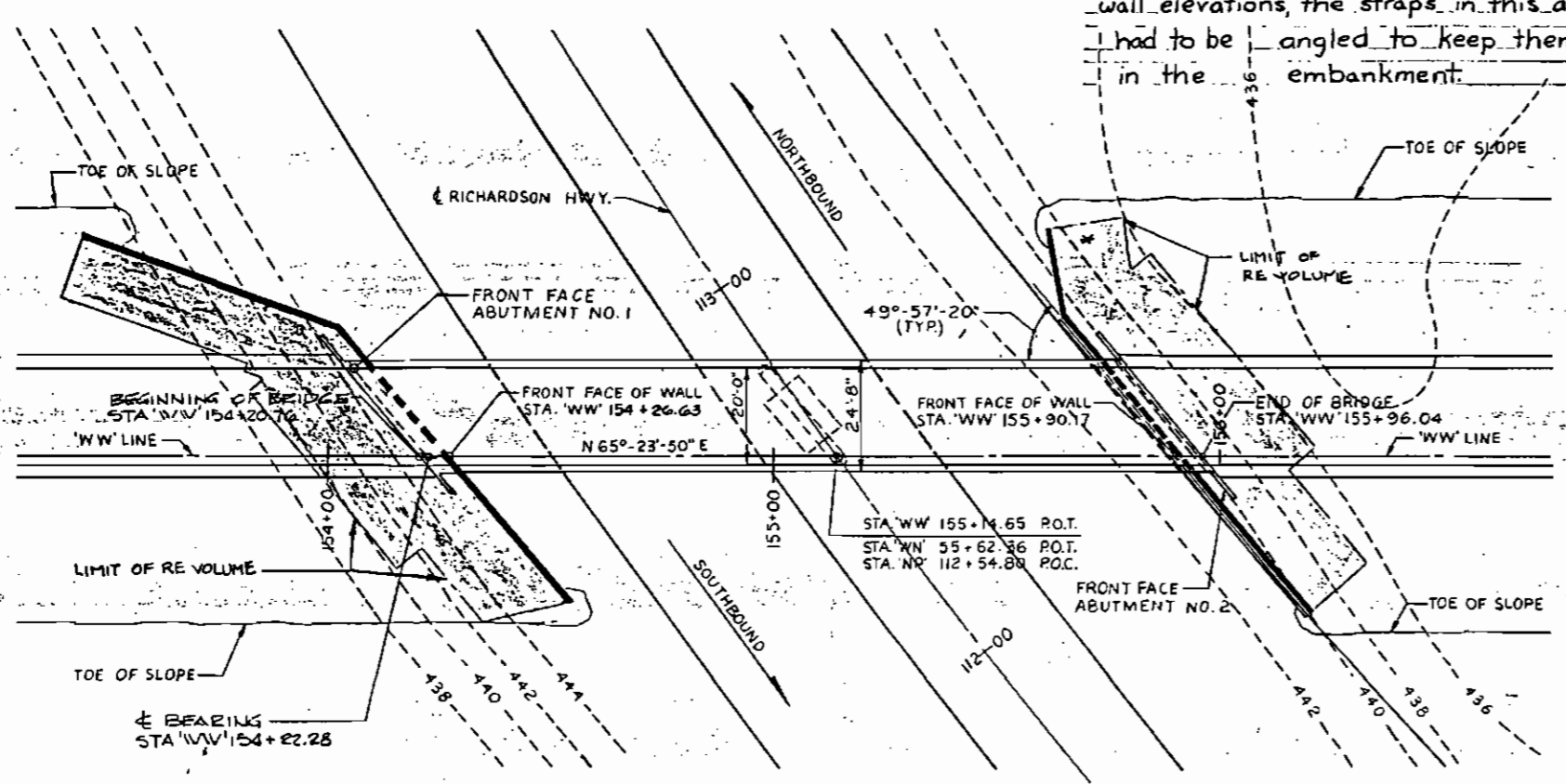
JOHN W. PARKIN
 ENGINEERING CONSULTANT
 8200 N.E. 78th AVENUE
 BATTLE GROUND, WA 98048 (206) 887-7274



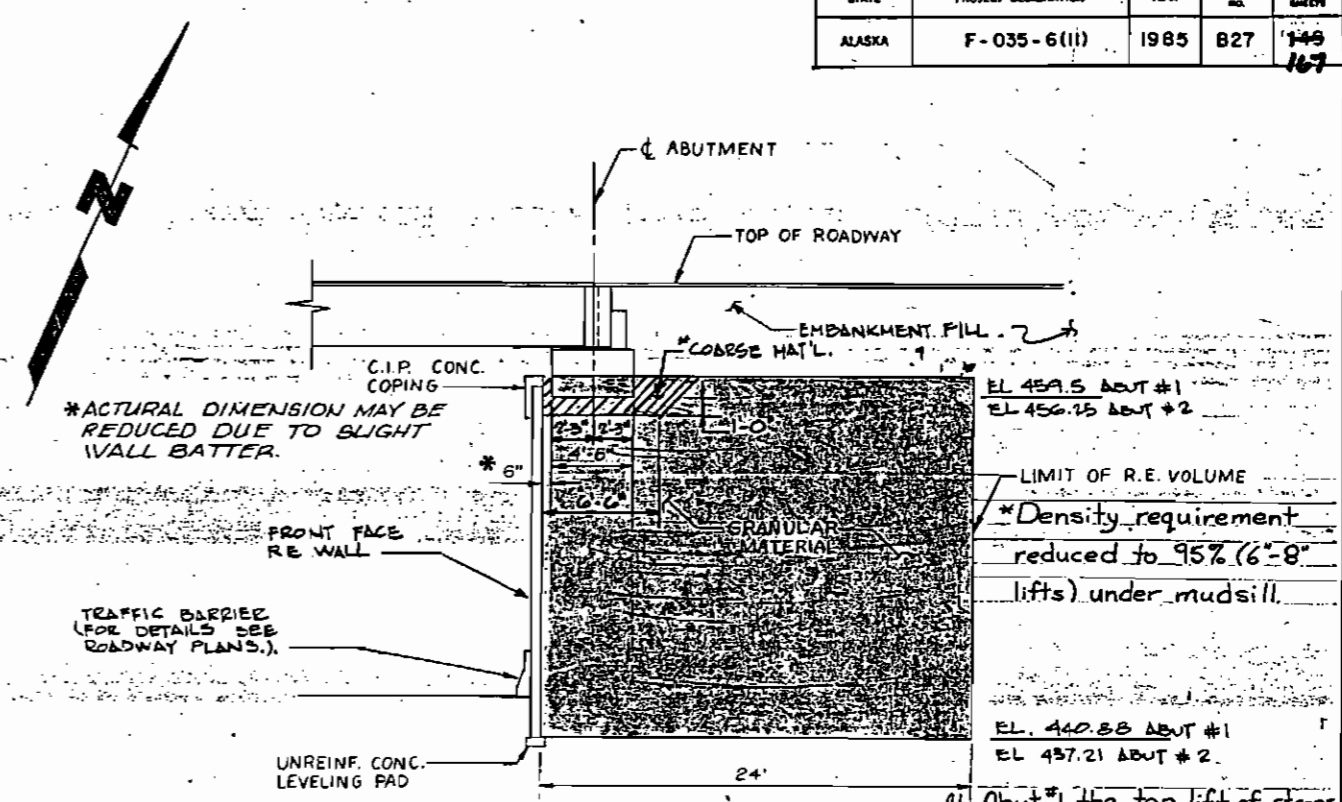
Designed by: _____
 Checked by: _____
 Drawn by: _____
 Checked by: _____
 Traced by: _____

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(ii)	1985	B27	149 167

*As the embankment reached top of wall elevations, the straps in this area had to be angled to keep them in the embankment.



PLAN
SCALE BAR 'A'



SECTION THRU ABUTMENT
SCALE BAR C

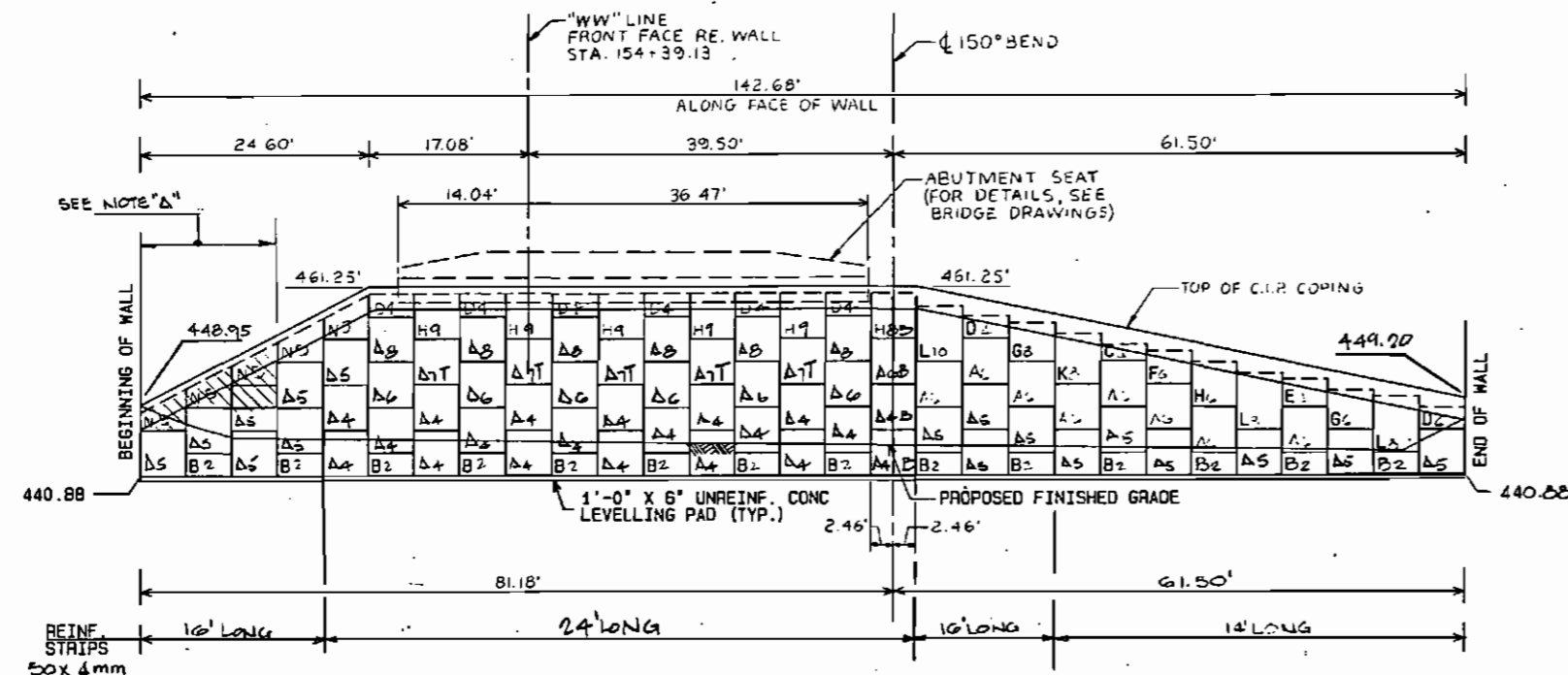
At Abut #1 the top lift of straps conflicted with the bottom of the mudsill. To solve the problem, the straps were bent down into the embankment and separated from the bottom of the mudsill by a layer of visquine and ~1' of backfill material.

- NOTES:
- 1.) FOR ELEVATION OF ABUT. #2 AND C.I.P. CONC COPING DETAIL SEE SHIT B28 OF 39.
 - 2.) FOR GENERAL NOTES SEE SHIT. B4 OF 39.
 - 3.) FOR STEPS IN THE LEVELLING PAD SEE SHIT. B28 OF 39.

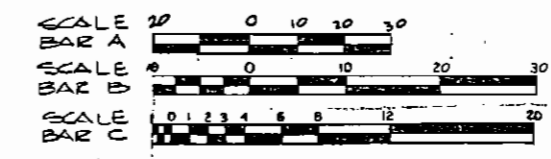
AS-BUILT PLANS

INITIALS: RS DATE: 1/11

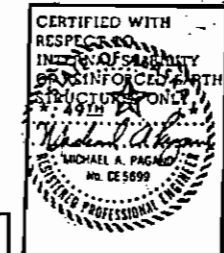
NOTE "A":
HATCHED AREA INDICATES LIMIT WHERE REINFORCING STRIPS SHALL BE PLACED PARALLEL TO 'WW' LINE.



ELEVATION - FRONT FACE
SCALE BAR B
ABUTMENT NO. 1
See Shop Drawings for panel details.



SURFACE AREA = 2210.2 SQ. FT.



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10-3-86 REV AS REQ'D.

ALTERNATE 'B'
REINFORCED EARTH WALLS

W-W RAMP OVERCROSSING

PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
PLAN,
ELEVATION & SECTIONS

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska

Date _____ Approved _____

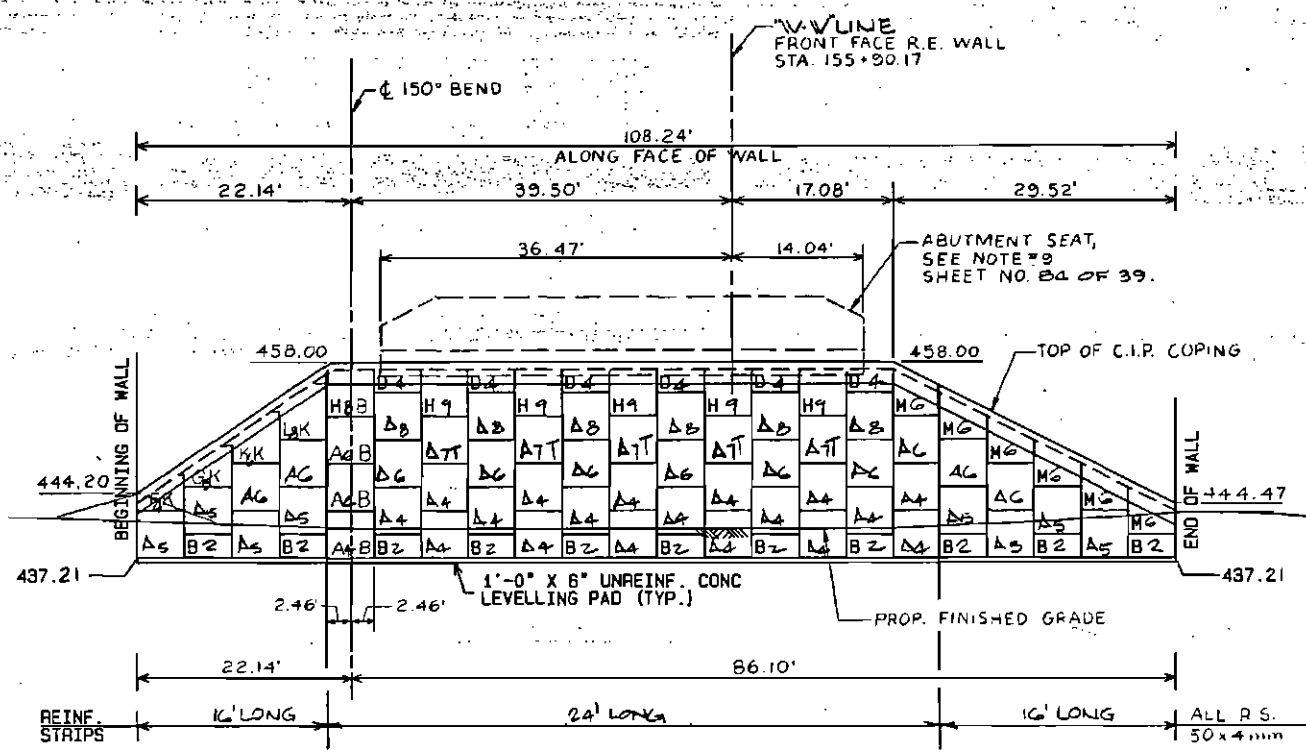
BRIDGE NO. 1707
DWG. NO. 27 of 39

The Reinforced Earth Company
Design Center, 1720 North Moore Street, Arlington, Virginia 22209
(703) 527-3434

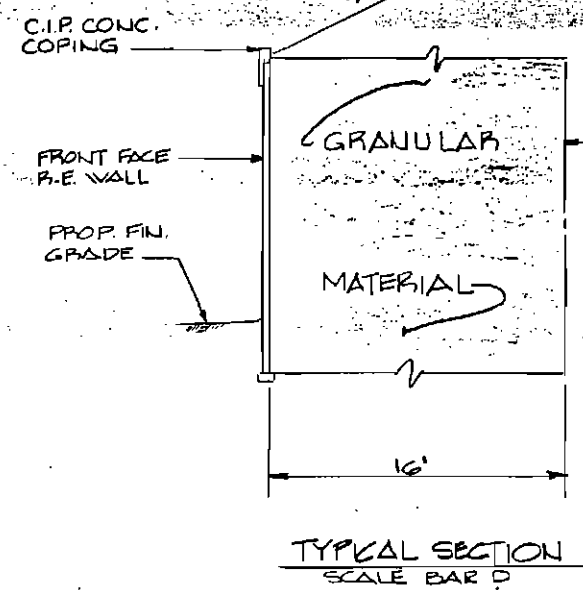
DESIGNED BY: <u>RS</u>	DATE: <u>7/25/85</u>
PROJ. ENGR: <u>RS</u>	
CHECKED BY: <u>L.J.W.</u>	

THE DESIGN CONTAINED ON THESE DRAWINGS IS BASED ON INFORMATION PROVIDED BY THE OWNER. ON THE BASIS OF THIS INFORMATION, THE REINFORCED EARTH COMPANY HAS DESIGNED, AND IS RESPONSIBLE FOR THE INTERNAL STABILITY OF THE STRUCTURE ONLY. EXTERNAL STABILITY, INCLUDING FOUNDATION AND SLOPE STABILITY, IS THE RESPONSIBILITY OF THE OWNER.

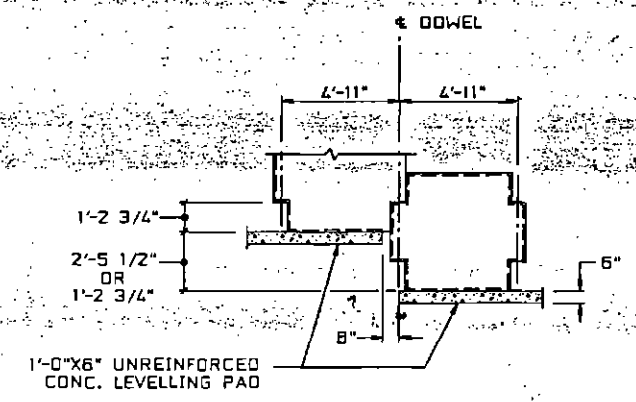
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1965	B28	148 147



ELEVATION - FRONT FACE See Shop Drawings for panel details.
 SCALE BAR A
 ABUTMENT NO. 2 SURFACE AREA - 1792.2 SQ. FT.

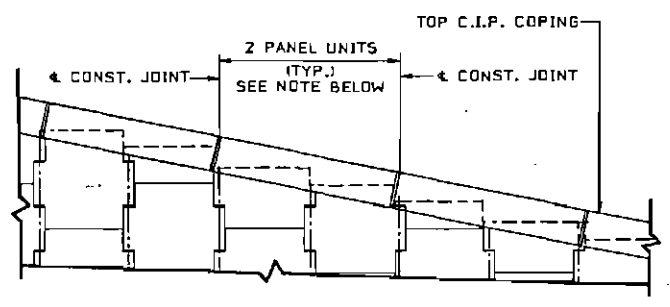


TYPICAL SECTION
 SCALE BAR D



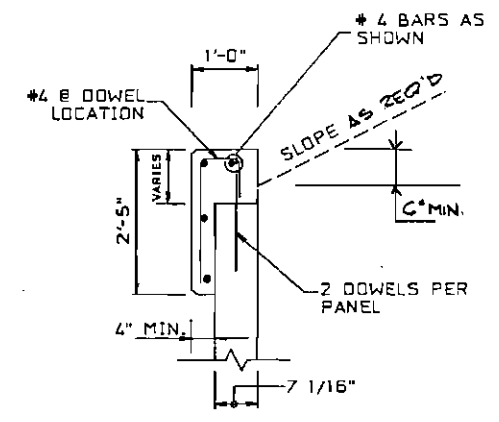
STEP ARRANGEMENT DETAIL
 SCALE BAR C

AS-BUILT PLANS
 INITIALS: *97L* DATE: *1/91*

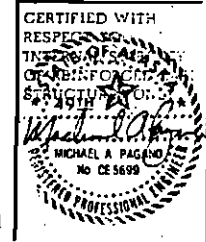
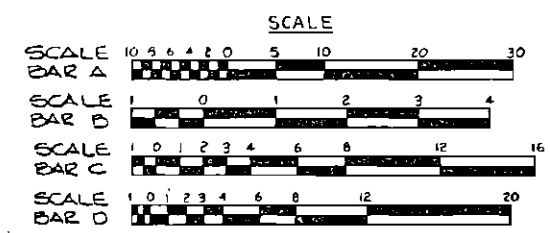


NOTE: JOINTS IN C.I.P. COPING SHALL BE AT 2 PANEL INTERVALS. JOINTS MUST COINCIDE WITH PANEL JOINTS ON FRONT FACE WHERE BOTTOM OF 1" LIP INTERSECTS WITH PANEL JOINT. REINFORCING STEEL IS NOT CONTINUOUS.

C.I.P. COPING
 PARTIAL ELEVATION
 SCALE BAR D



C.I.P. CONC. COPING DETAIL
 SCALE BAR D



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10-386 REV AS REQ'D.

ALTERNATE 'B' REINFORCED EARTH WALLS

W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY

ELEVATION & SECTIONS

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

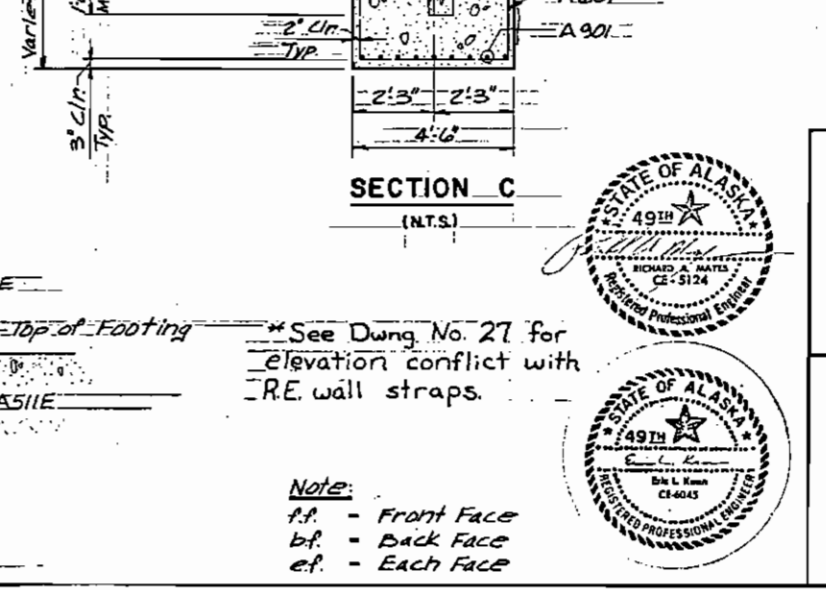
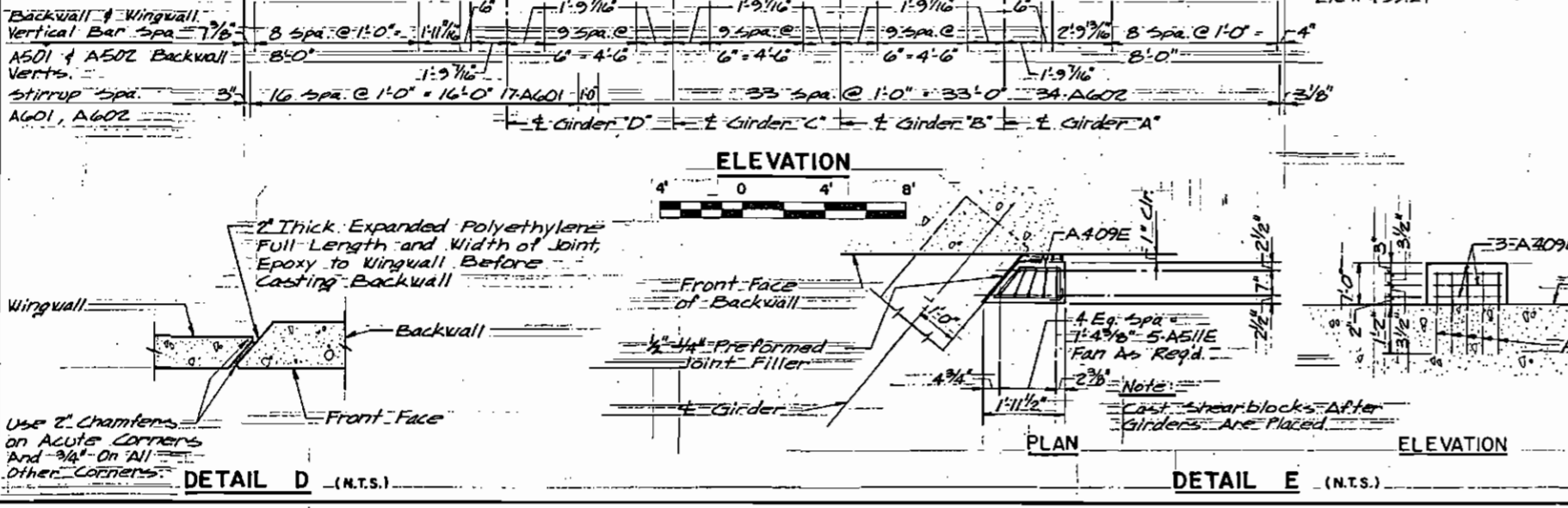
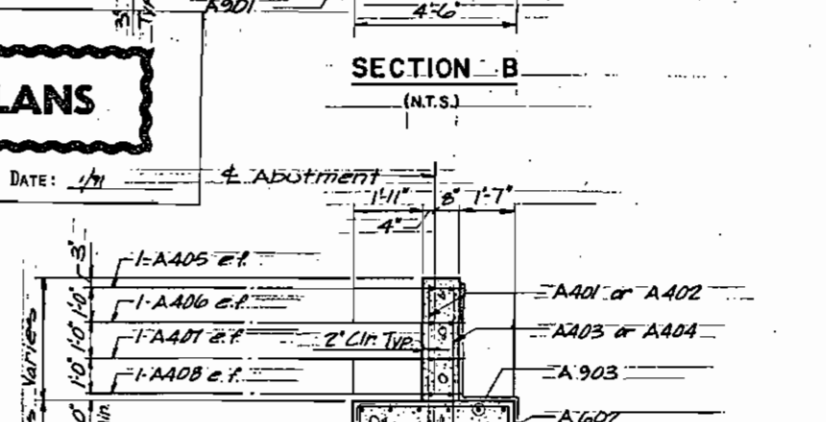
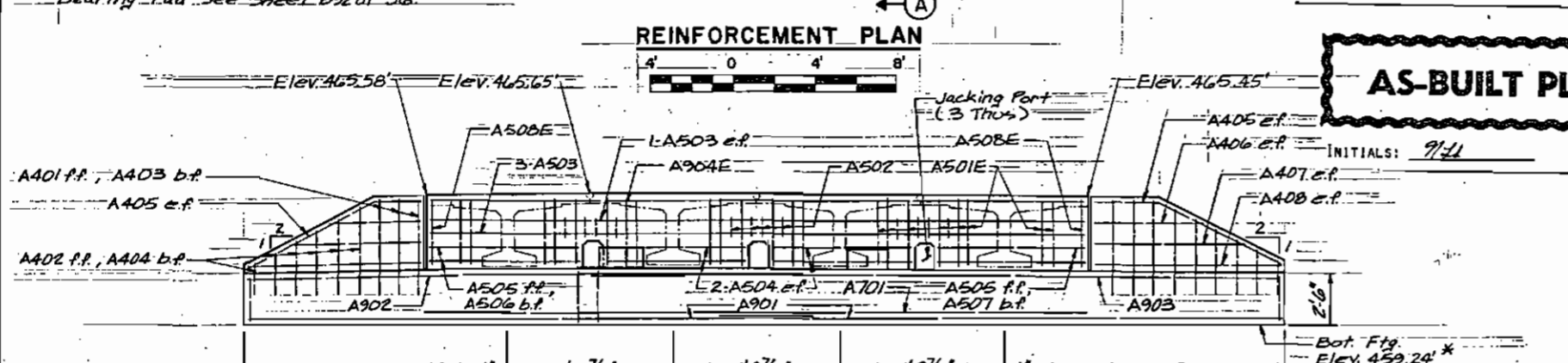
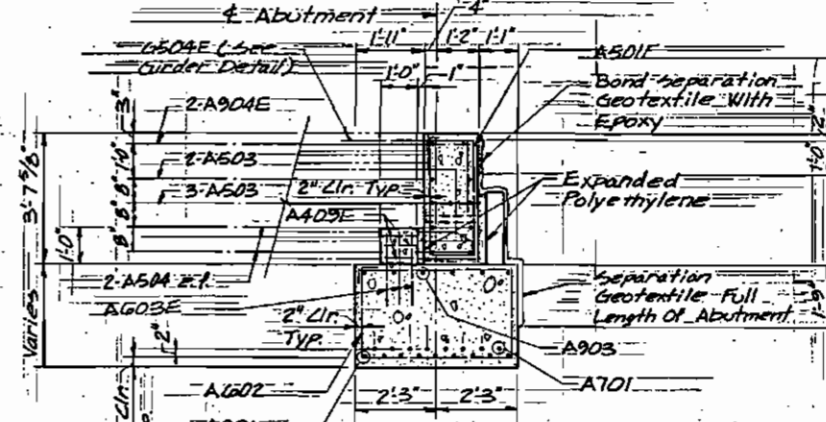
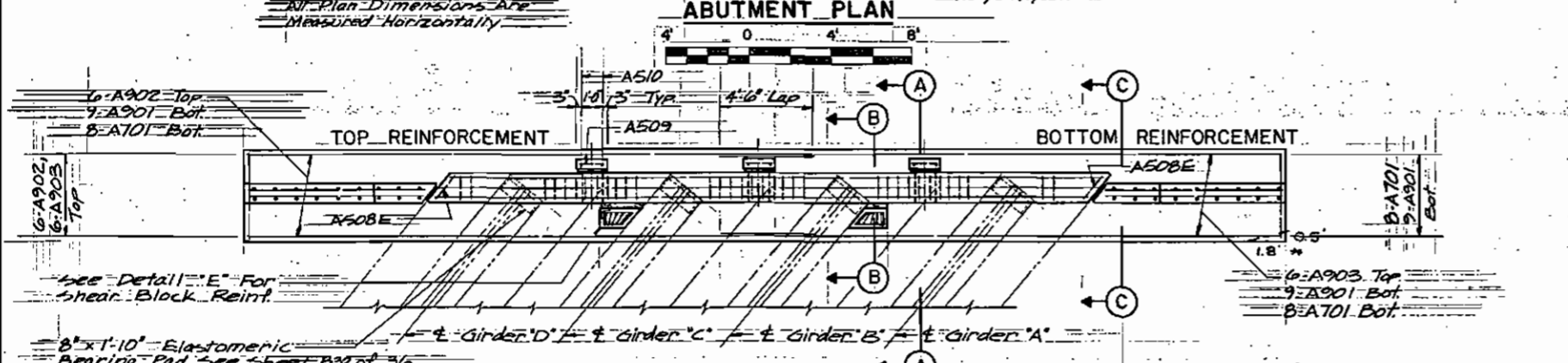
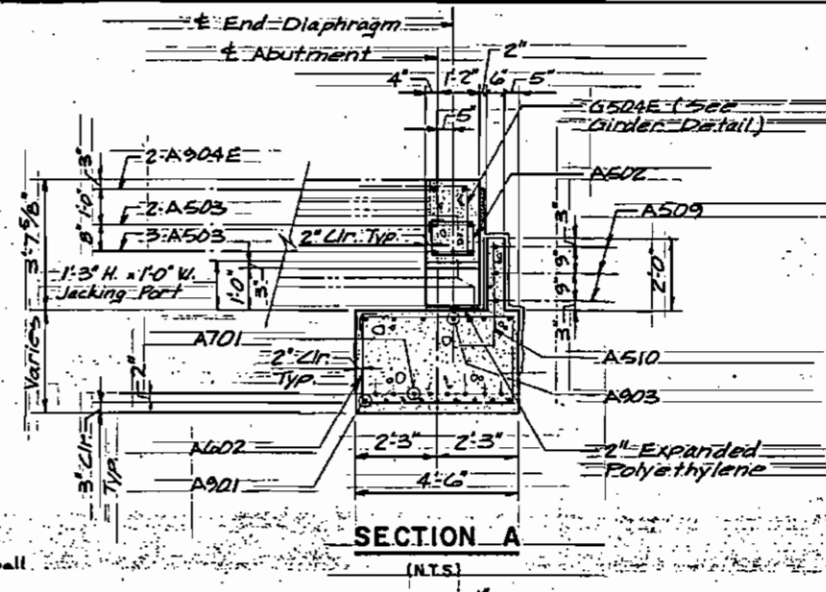
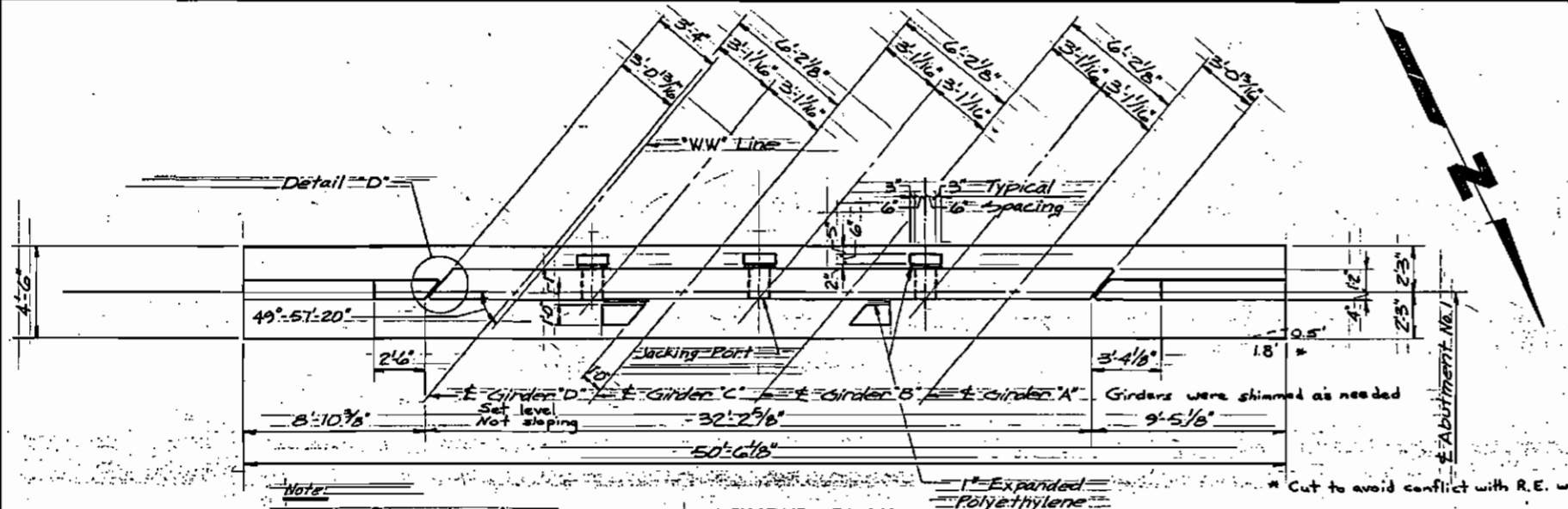
BRIDGE NO. 1707
 DWG. NO. 28 OF 39

The Reinforced Earth Company
 Ready Center, 1700 North Moore Street, Arlington, Virginia 22209
 (703) 527-3434

DESIGNED BY: *PS*
 PROJ. ENGR: *PS*
 CHECKED BY: *PS/LL*
 DATE: 7/23/85

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REINFORCING SCHEDULE (ABUT. No. 1)					
Mark	Size	Number	Length	St.	Bent
A401	4	6	4'-6"		
A402	4	2	1'-5" to 4'-2"		
A403	4	6	5'-2"		
A404	4	2	2'-4" to 4'-10"		
A405	4	4	9'-1"		
A406	4	4	4'-7"		
A407	4	4	6'-7"		
A408	4	4	8'-7"		
A409E	4	6	5'-4"		
A501E	5	22	9'-8"		
A502	5	12	5'-0"		
A503	5	5	3'-10"		
A504	5	8	6'-8"		
A505	5	4	7'-2"		
A506	5	2	5'-11"		
A507	5	2	8'-5"		
A508E	5	7	10'-4"		
A509	5	9	1'-2"		
A510	5	6	3'-8"		
A511E	5	10	4'-7"		
A601	6	17	13'-10" to 14'-2"		
A602	6	17	13'-8" to 14'-2"		
A701	7	8	33'-0"		
A901	9	22	27'-6"		
A902	9	6	21'-2"		
A903	9	6	33'-5"		
A904E	9	2	3'-10"		



W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
ABUTMENT No. 1

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

BRIDGE NO. 1707
 DWG. NO. 29 of 39

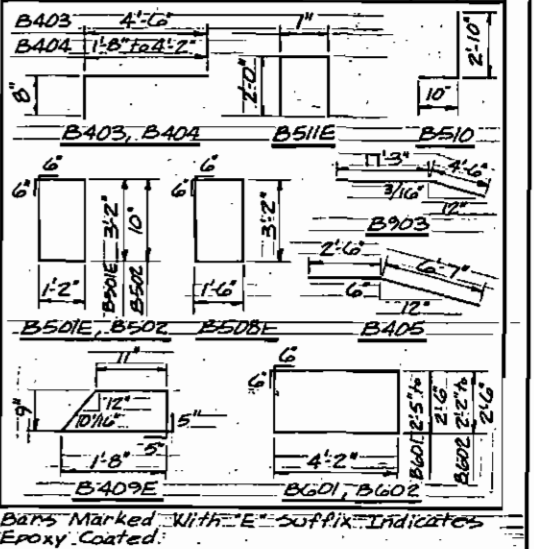
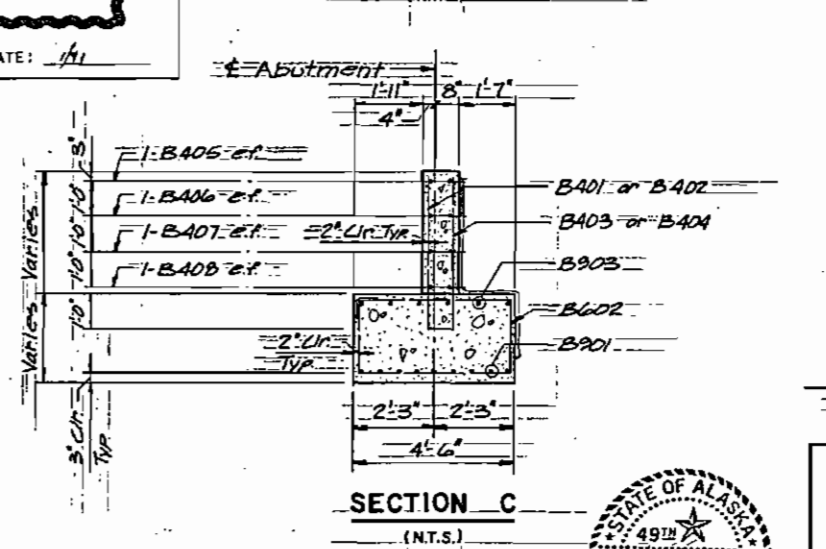
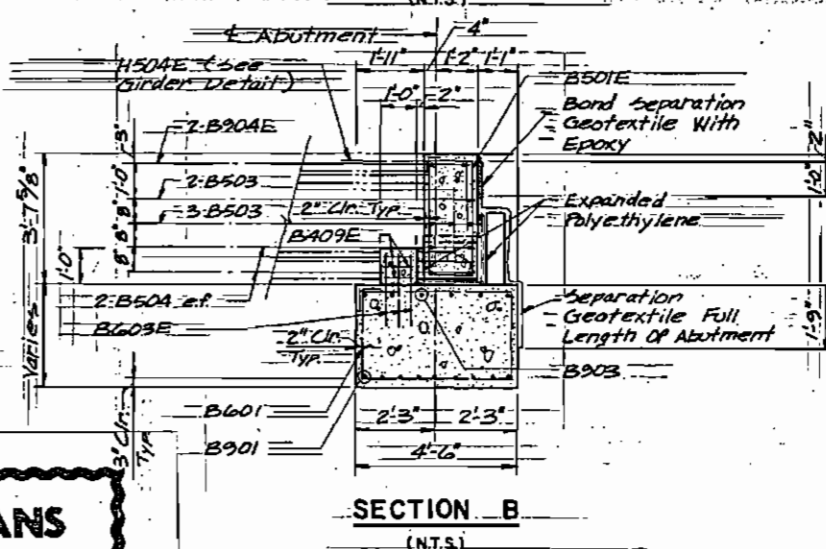
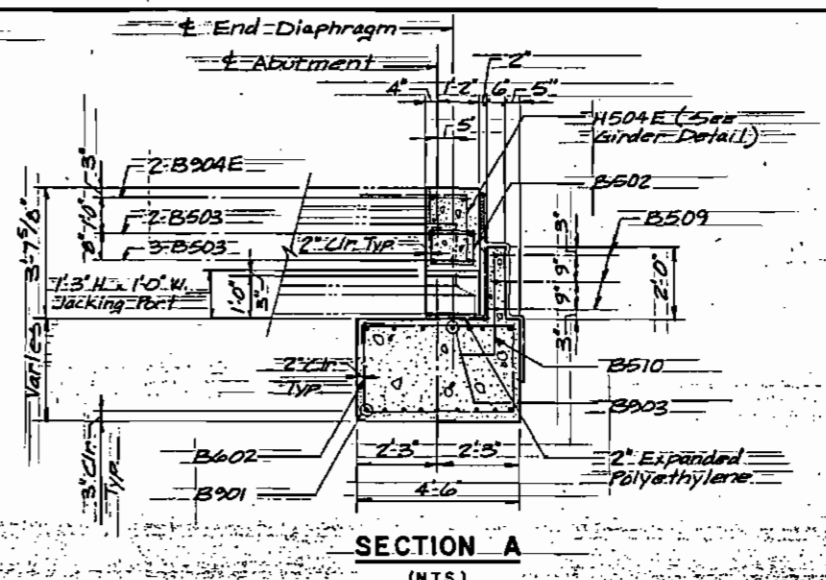
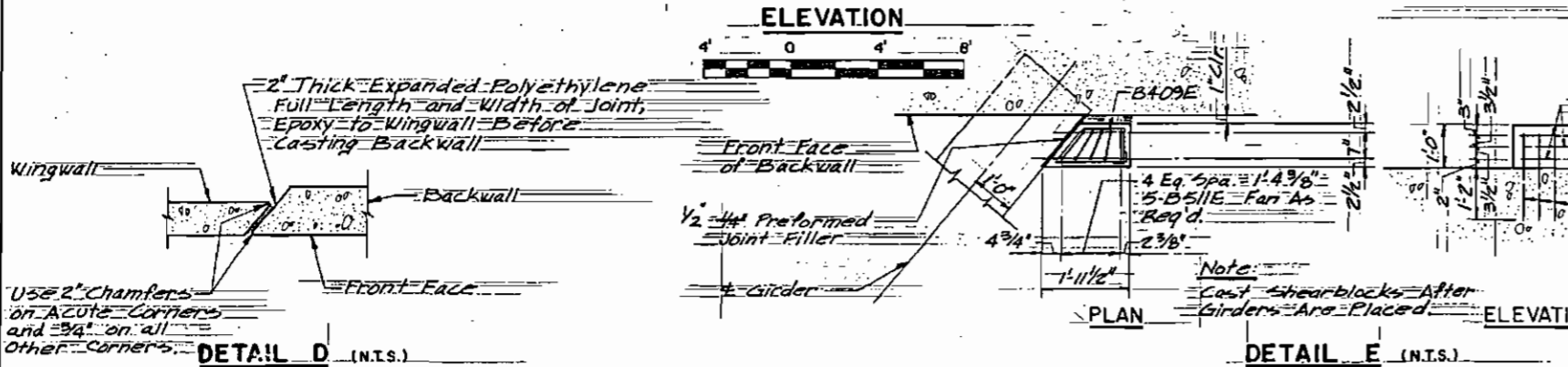
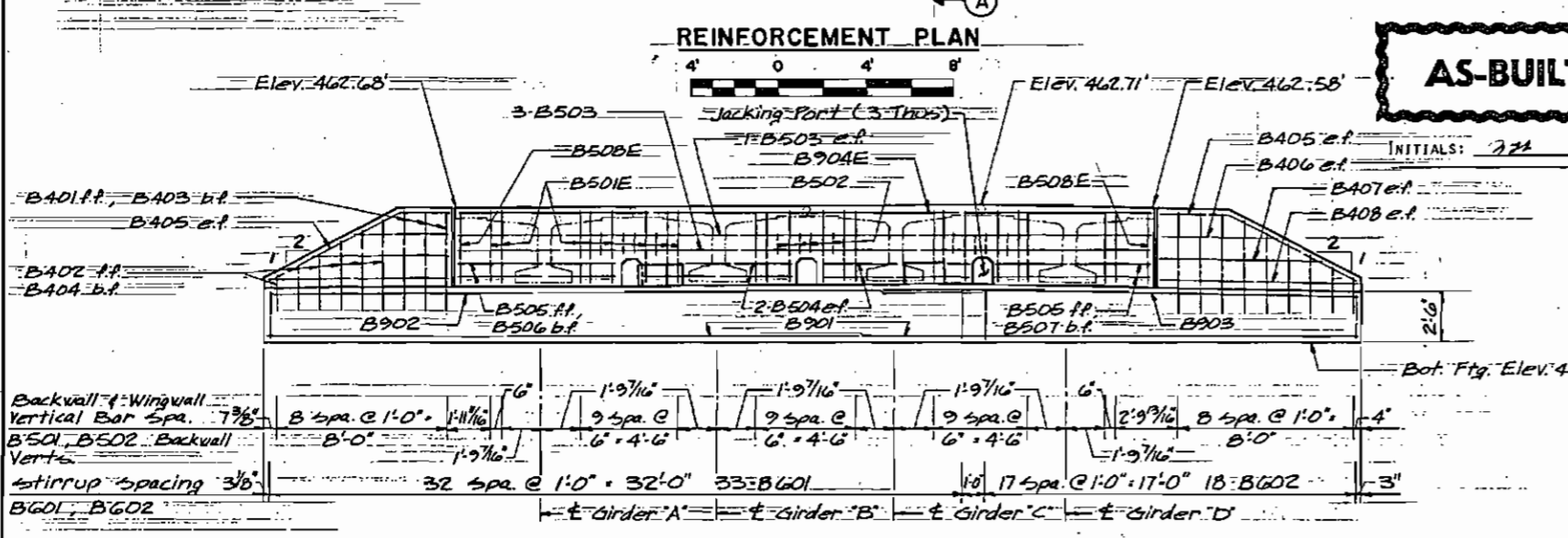
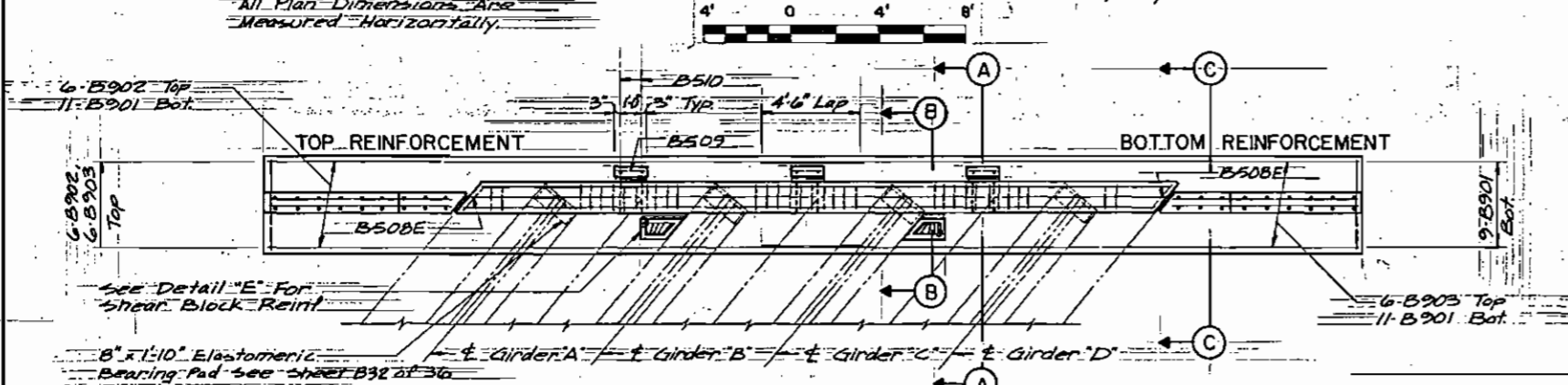
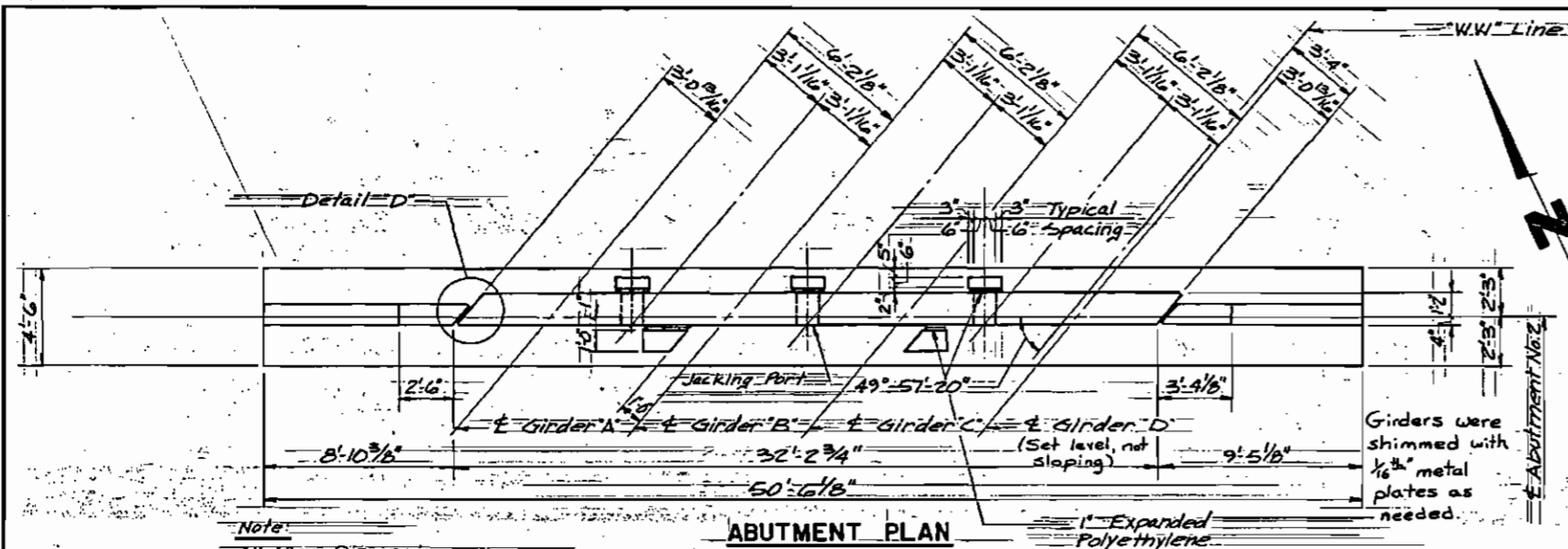
USKH
 Engineering
 Architecture
 Land Surveying
 Planning

Designed by: ELK
 Drawn by: DSC
 Checked by: ELK
 Titled by: [blank]
 Date: 12-3-84



Note:
 f.f. - Front Face
 b.f. - Back Face
 e.f. - Each Face

REINFORCING SCHEDULE (ABUT. No.2)				
Mark	Size	Number	Length	St. Bent
B401	4	6	4'-6"	.
B402	4	2	1'-8" to 4'-2"	.
B403	4	6	5'-2"	.
B404	4	2	2'-4" to 4'-10"	.
B405	4	4	9'-1"	.
B406	4	4	4'-7"	.
B407	4	4	4'-7"	.
B408	4	4	8'-7"	.
B409E	4	6	5'-4"	.
B501E	5	22	9'-8"	.
B502	5	12	5'-0"	.
B503	5	5	3'-10"	.
B504	5	8	6'-8"	.
B505	5	4	7'-2"	.
B506	5	2	5'-11"	.
B507	5	2	8'-5"	.
B508E	5	2	10'-8"	.
B509	5	9	1'-2"	.
B510	5	6	3'-8"	.
B511E	5	10	4'-7"	.
B601	6	12	14'-2" to 14'-4"	.
B602	6	12	13'-8" to 14'-4"	.
B901	9	22	27'-6"	.
B902	9	6	32'-10"	.
B903	9	6	21'-9"	.
B904E	9	2	31'-10"	.



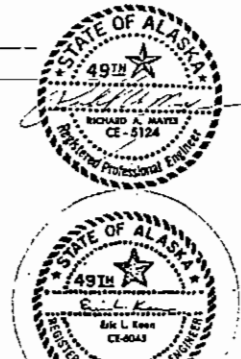
W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
ABUTMENT No. 2

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

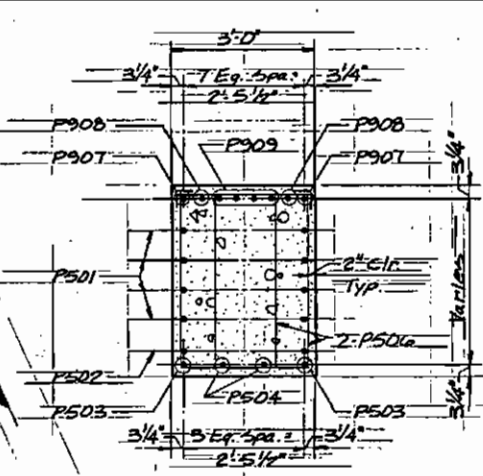
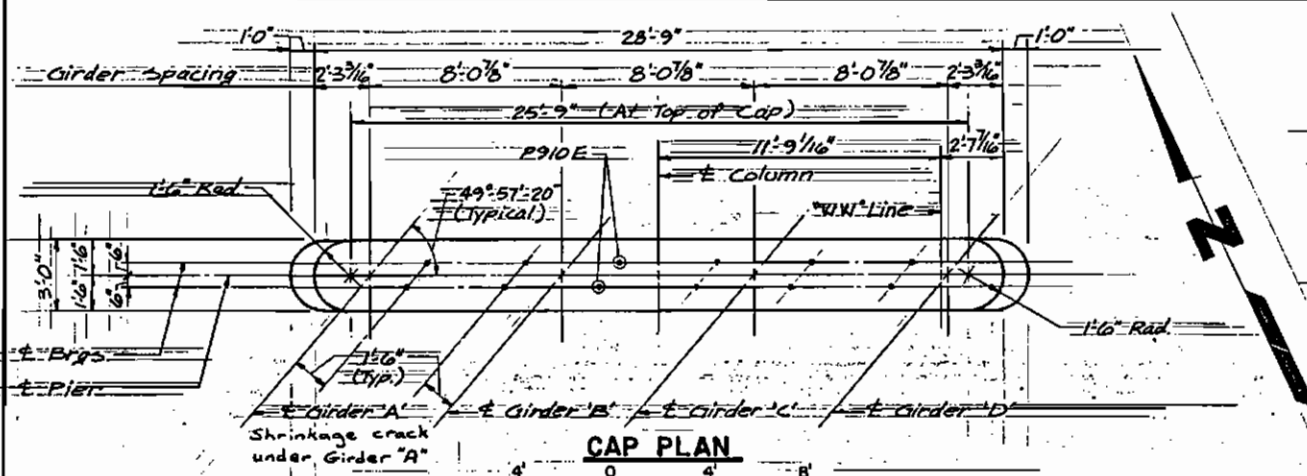
BRIDGE NO. 1707
 DWG. NO. 30 of 39

USK
 Engineering
 Architecture
 Land Surveying
 Planning

Designed by: ELK
 Checked by: GFB
 Drawn by: GFB
 Checked by: ELK
 Traced by: GFB
 Date: 12.3.85



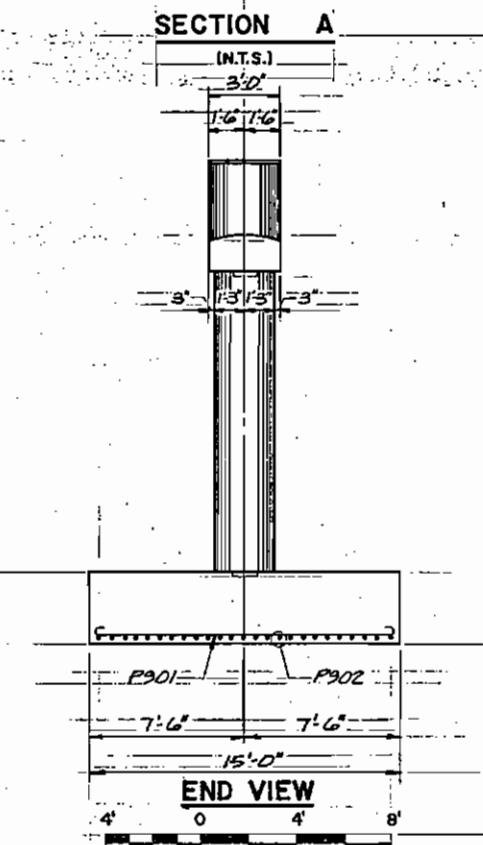
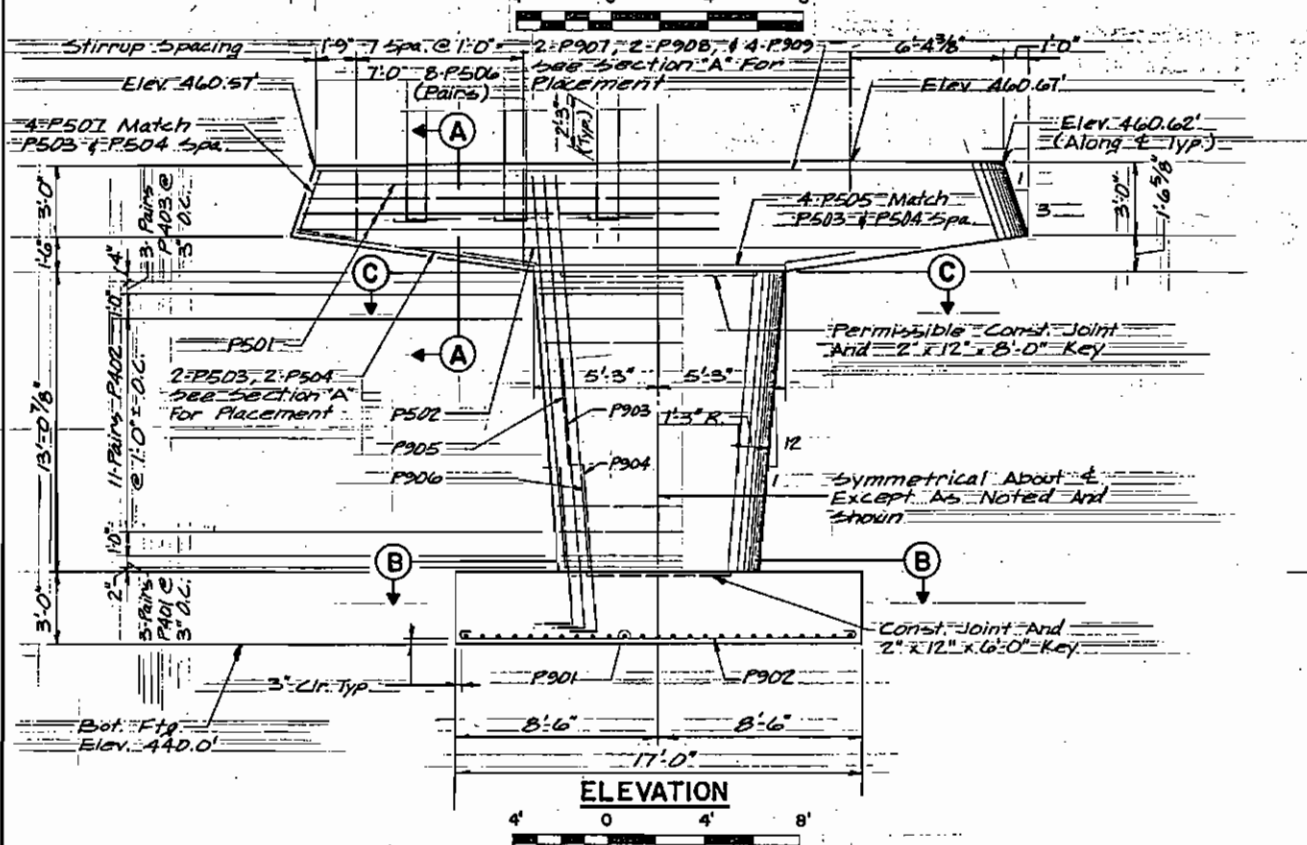
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B.31	167



General Note on pier column cage rebar:
 Br.#1707 and Br.#1706 rebar cages were switched.
 The Contractor was able to bring them into substantial conformance by cutting & splicing etc. where needed.

General Note: See King Steel shop drawings for alterations to reinforcing steel.

These P901 bars and the P901 bars from Br.#1706 were spliced together to form bars that fit the footing. New bars were made up for Br.#1706 by C.O.#14.

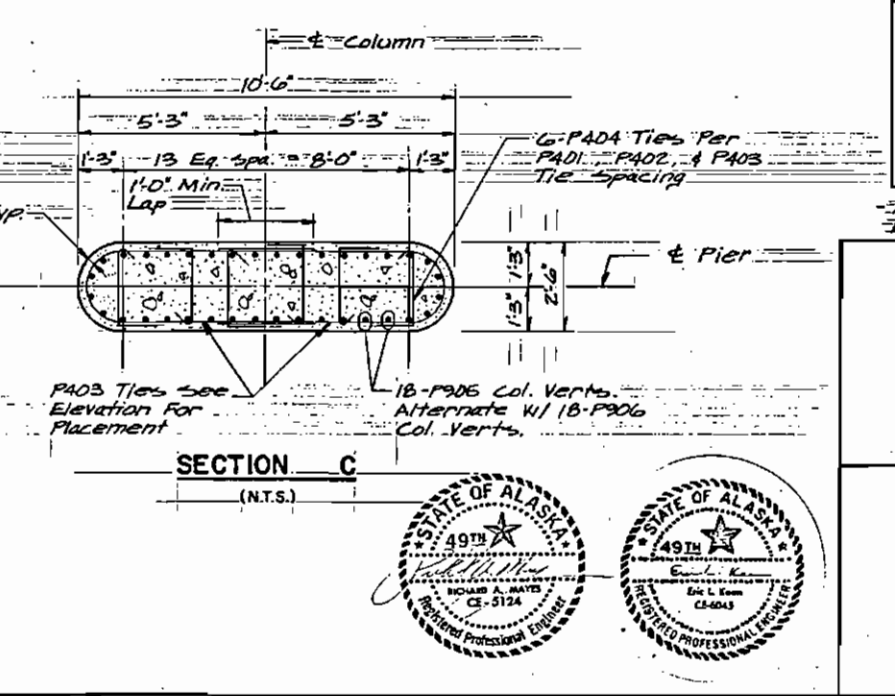
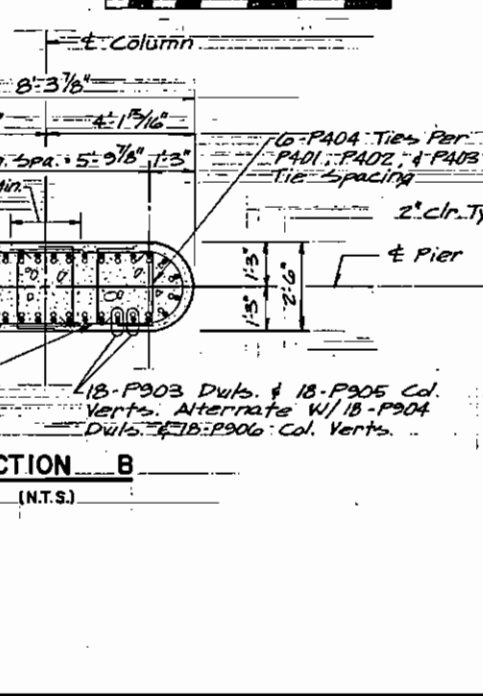
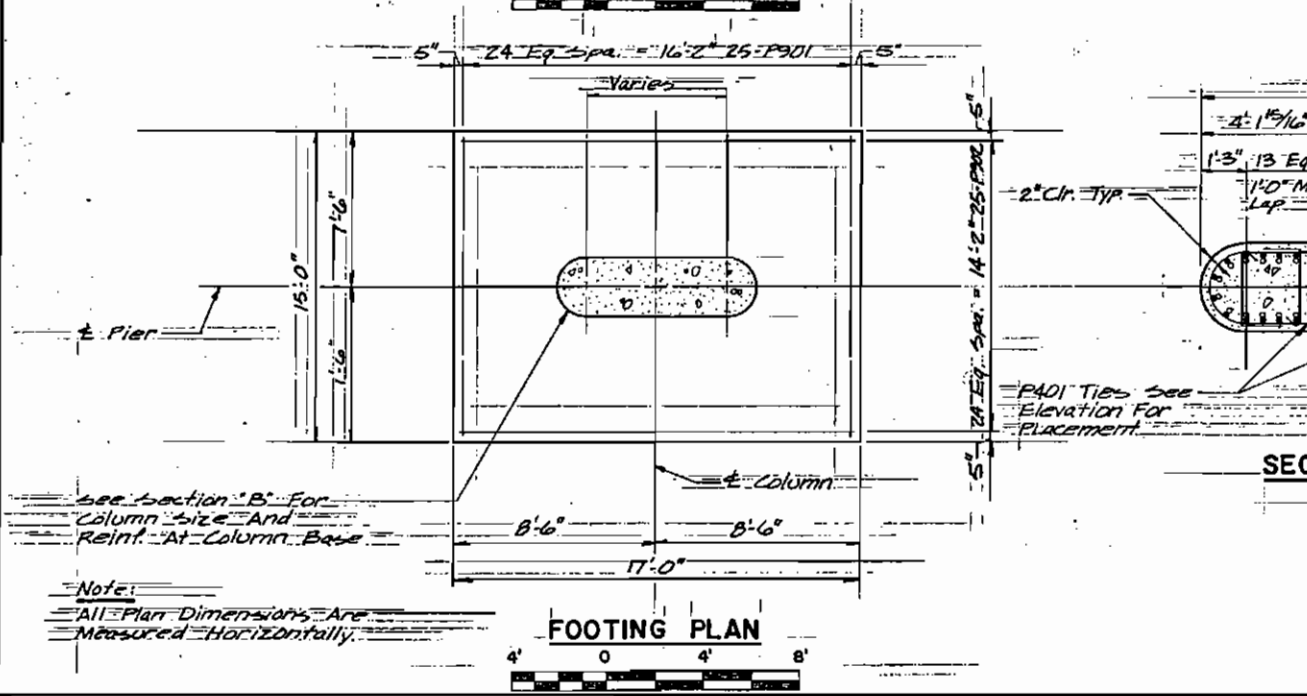
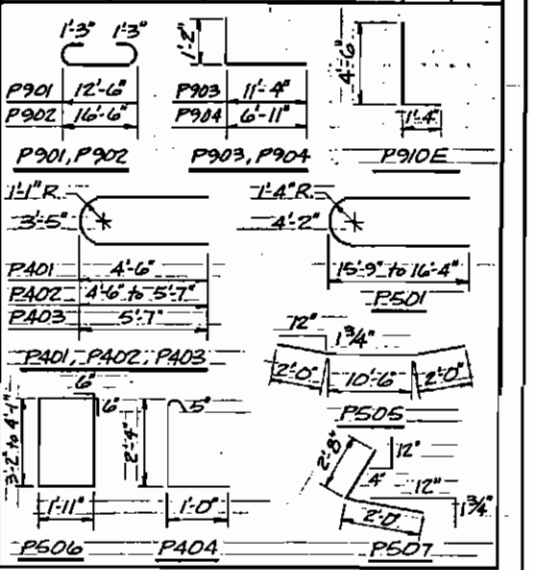


AS-BUILT PLANS

INITIALS: MLJ DATE: 1/31

See King Steel shop drawings for minor alterations to reinforcing steel.

REINFORCING SCHEDULE (PIER)				
Mark	Size	Number	Length	St. Bent
P401	4	6	10'-3"	•
P402	4	2	10'-3" to 12'-5"	•
P403	4	6	12'-5"	•
P404	4	102	3'-9"	•
P501	5	2	33'-0" to 34'-2"	•
P502	5	2	21'-6"	•
P503	5	7	9'-3"	•
P504	5	2	9'-10"	•
P505	5	4	14'-6"	•
P506	5	2	11'-2" to 13'-0"	•
P507	5	8	4'-8"	•
P508	5	18	1'-10"	•
P901	9	25	15'-0"	•
P902	9	25	19'-0"	•
P903	9	18	12'-6"	•
P904	9	18	8'-1"	•
P905	9	18	12'-8"	•
P906	9	18	17'-1"	•
P907	9	4	26'-0"	•
P908	9	2	27'-2"	•
P909	9	4	27'-8"	•
P90E	9	12	5'-10"	•



All reinforcing steel bands to be in accordance with A.C.I. Standards.

W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
PIER

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

BRIDGE NO. 1707
 DWNG. NO. 31 of 39



Designed By: MLJ
 Checked By: MLJ
 Drawn By: MLJ
 Checked By: MLJ
 Title: PIER

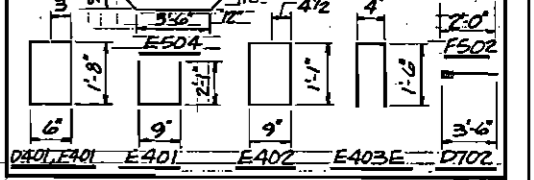


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	832	167

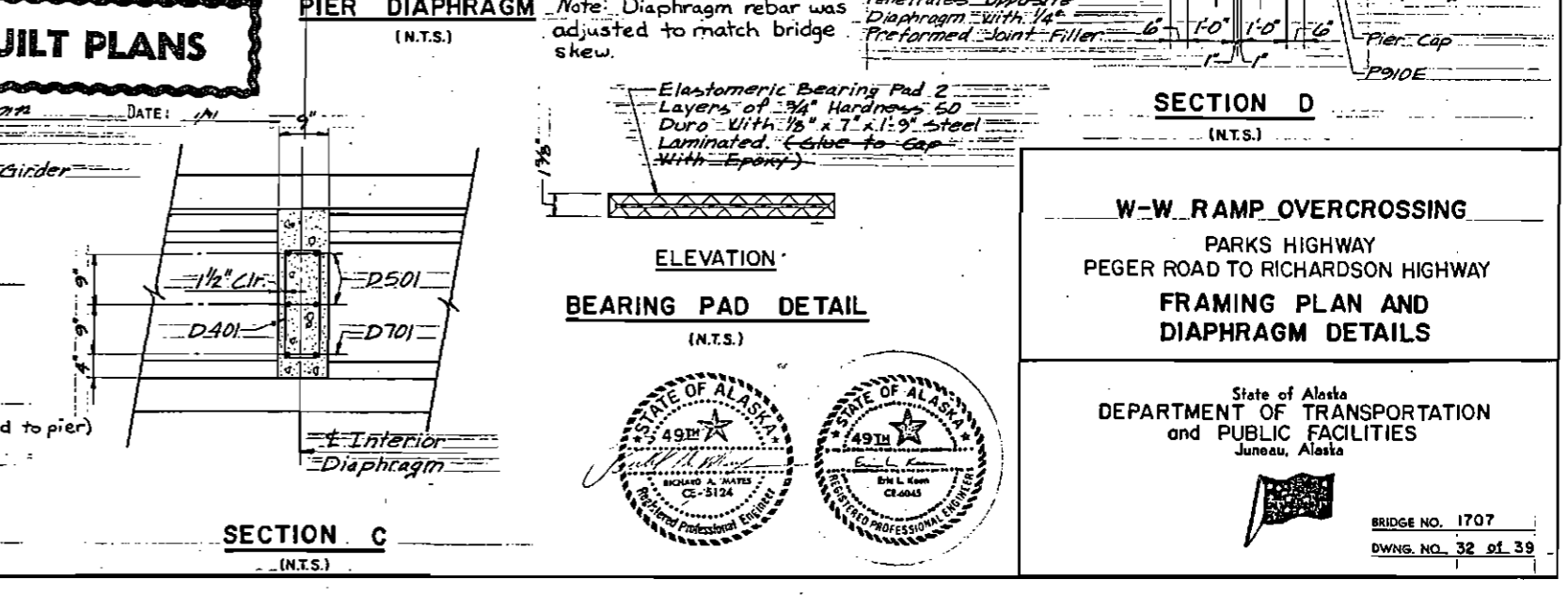
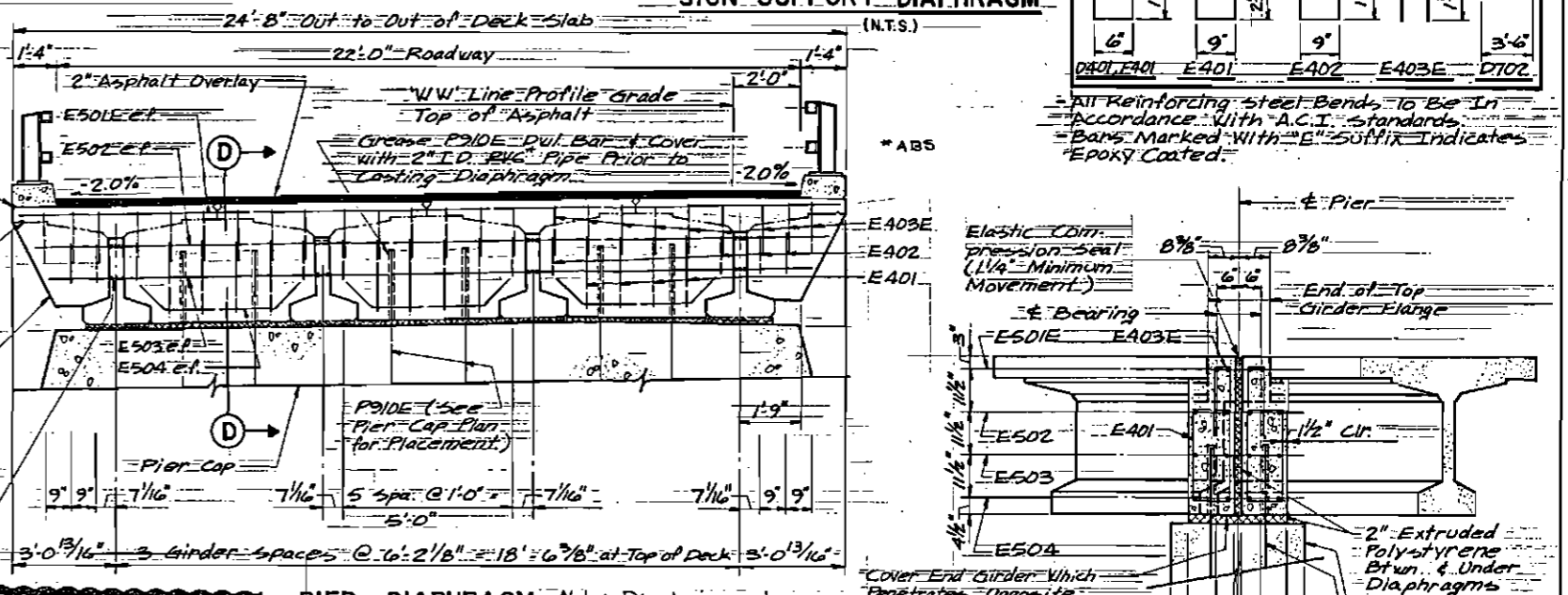
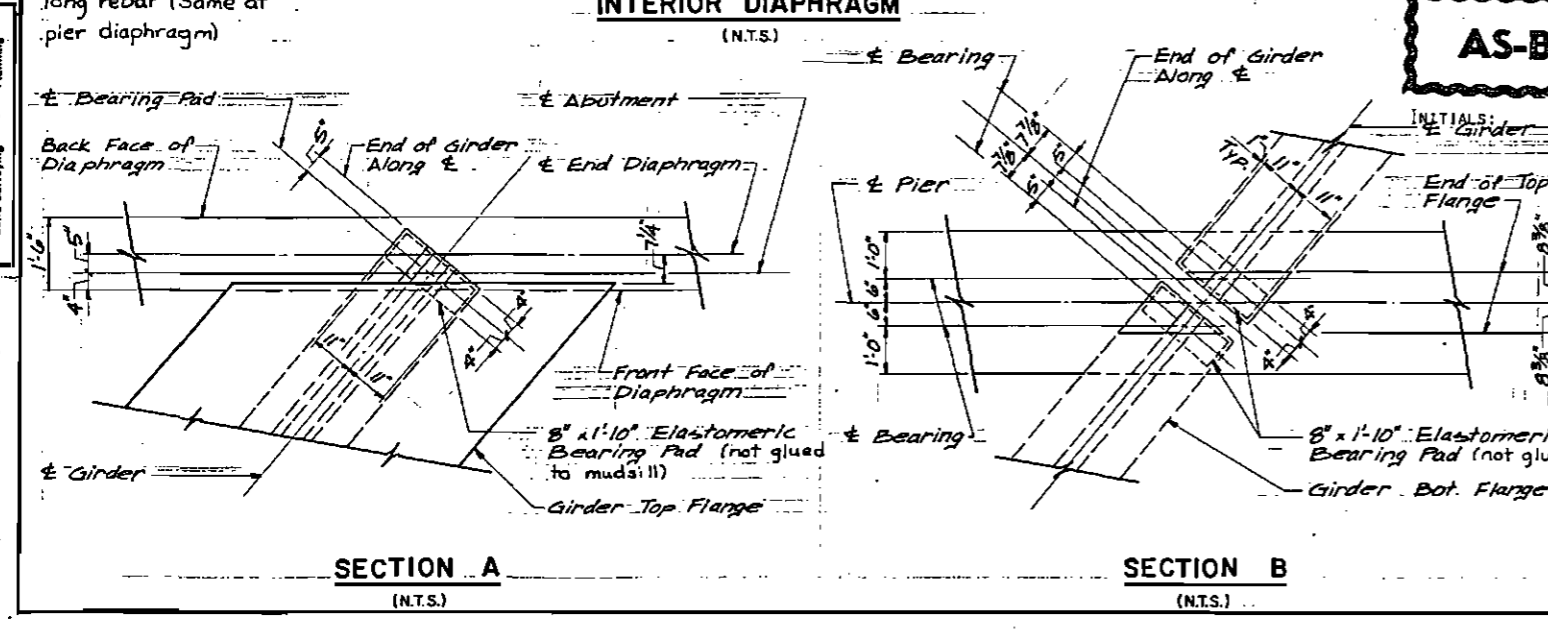
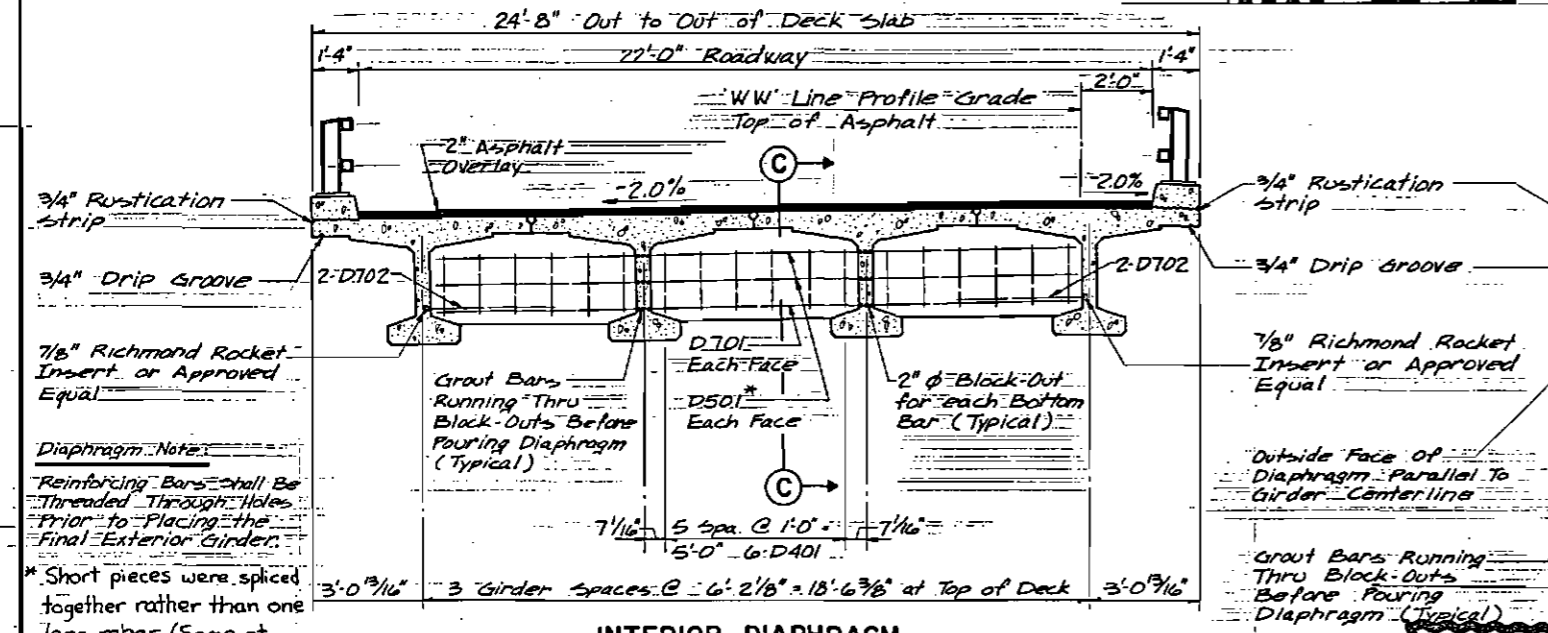
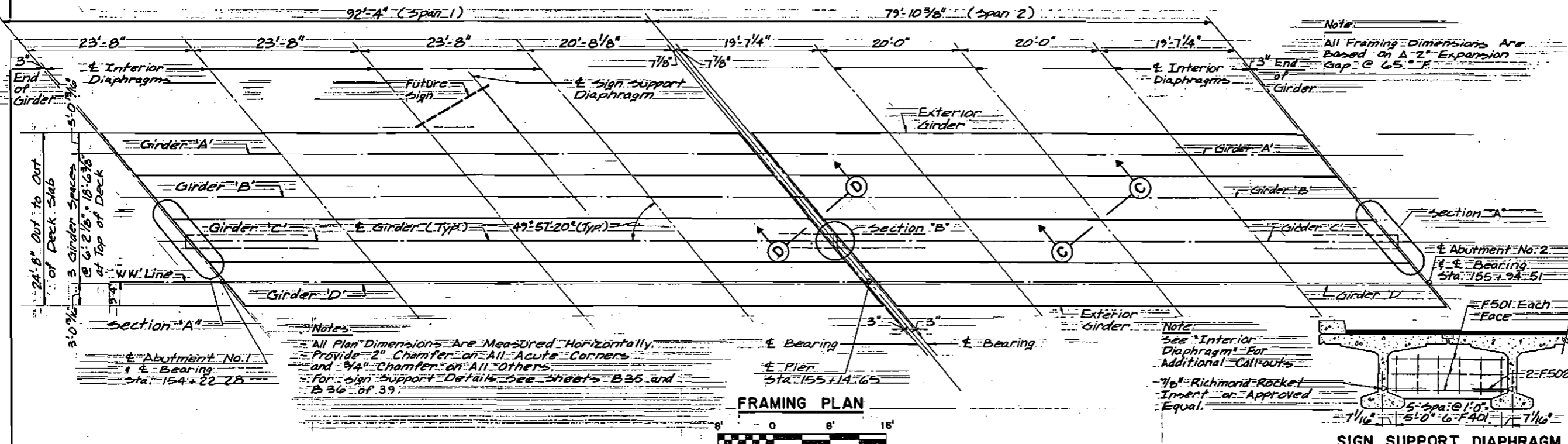
REINFORCING SCHEDULE					
Each Interior Diaphragm					
Mark	Size	Number	Length	St.	Bent
D401	4	18	4'-4"		
D501	5	4	23'-3"		
D701	7	2	23'-3"		
D702	7	4	3'-6"		

Each Pier Diaphragm					
Mark	Size	Number	Length	St.	Bent
E401	4	12	4'-11"		
E402	4	10	3'-8"		
E403E	4	24	3'-4"		
E501E	5	2	3'-10"		
E502	5	2	30'-10"		
E503	5	2	30'-1"		
E504	5	6	5'-8"		

Each Sign Support Diaphragm					
Mark	Size	Number	Length	St.	Bent
F401	4	6	4'-11"		
F501	5	6	7'-2"		
F502	5	4	2'-0"		

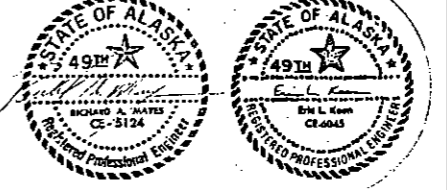


All Reinforcing steel bends to be in accordance with A.C.I. standards. Bars marked with "E" suffix indicates Epoxy Coated.



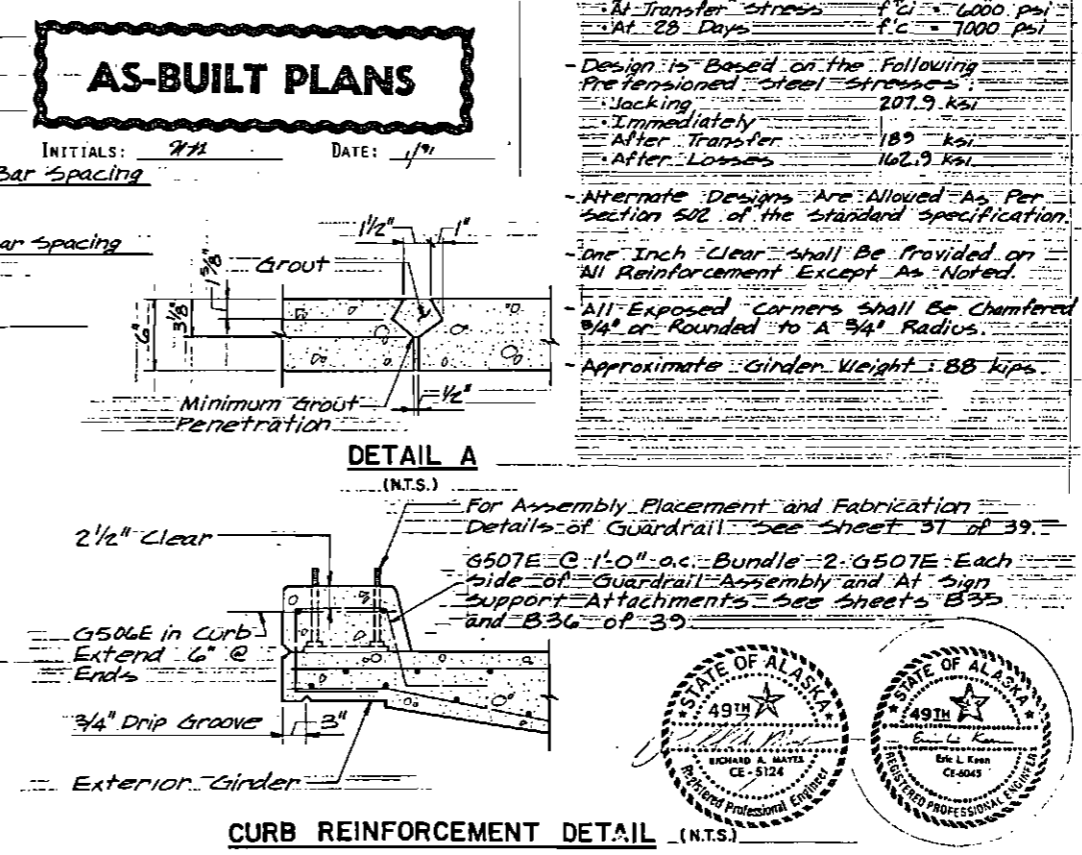
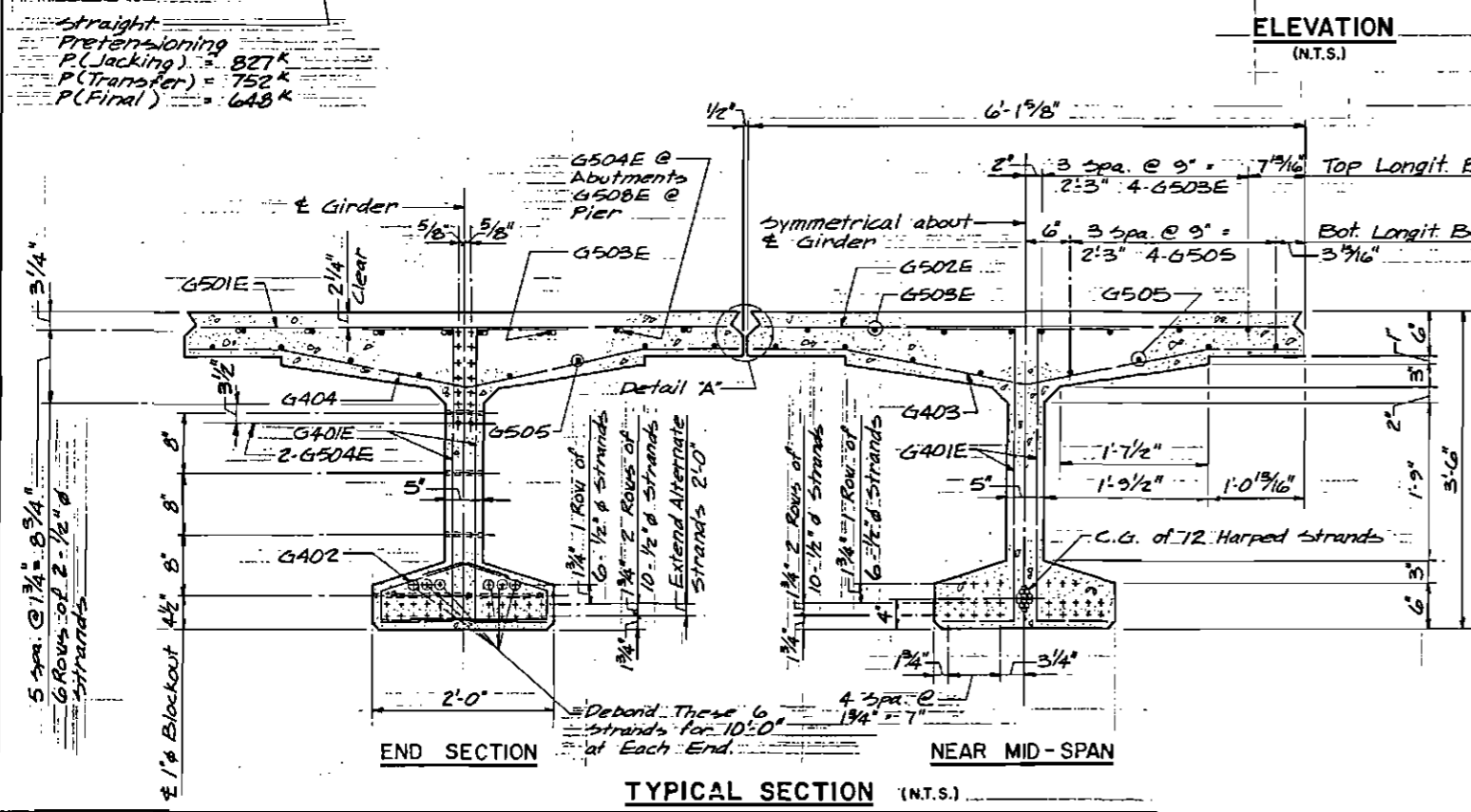
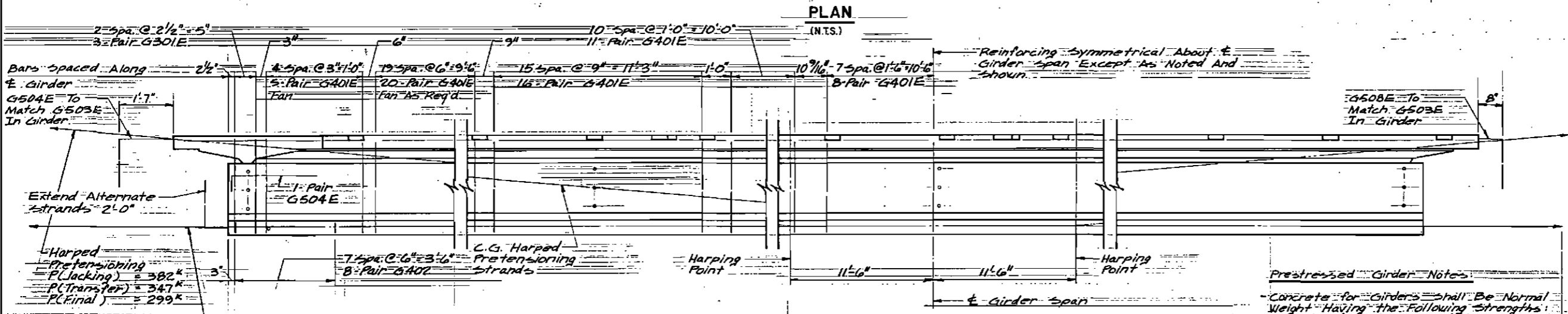
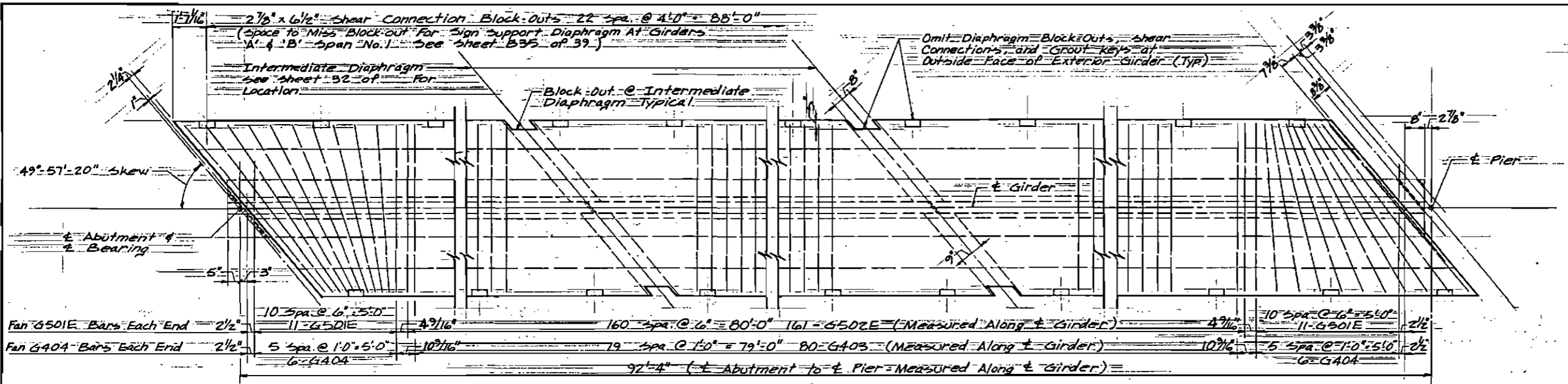
W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
FRAMING PLAN AND DIAPHRAGM DETAILS

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska



USPX
 Engineering Planning
 Architecture Land Surveying

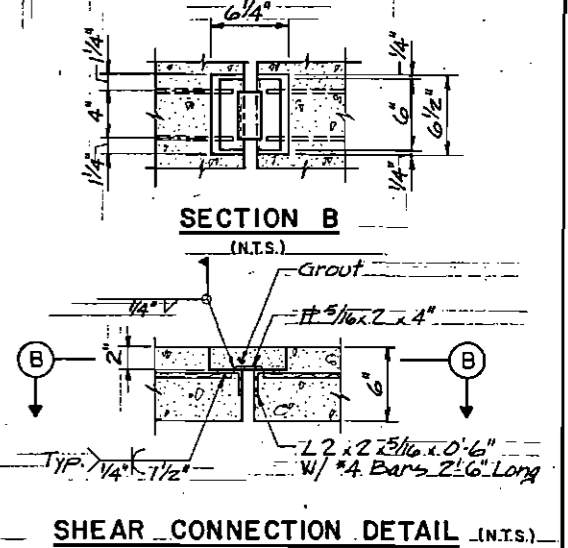
REINFORCING SCHEDULE (EACH GIRDER)					
Mark	Size	Number	Length	St.	Bent
G401E	4	238	5'-5"	.	.
G402	4	37	3'-7"	.	.
G403	4	80	5'-10"	.	.
G404	4	2	5'-10" (5'-10" 157/16)	.	.
G501E	5	37	5'-5" (5'-5" 1/4)	.	.
G502E	5	161	5'-5"	.	.
G503E	5	24	3'-10"	.	.
G504E	5	12	7'-0"	.	.
G505	5	24	3'-10"	.	.
G506E	5	6	33'-1"	.	.
G507E	5	113	4'-4"	.	.
G508E	5	8	6'-0"	.	.
G301	3	12	3'-6"	.	.



Prestressed Girder Notes

- Concrete for Girders shall be Normal Weight Having the Following Strengths:
 - At Transfer: $f_c = 6000$ psi
 - At 28 Days: $f_c = 7000$ psi
- Design is Based on the Following Prestressed Steel Stresses:
 - Jacking: 207.9 ksi
 - Immediately After Transfer: 189 ksi
 - After Losses: 162.9 ksi
- Alternate Designs are Allowed as Per Section 502 of the Standard Specification.
- One Inch Clear shall be Provided on All Reinforcement Except as Noted.
- All Exposed Corners shall be Chamfered 3/4" or Rounded to a 3/4" Radius.
- Approximate Girder Weight: 88 kips.

All Reinforcing Steel Bends to be in Accordance with A.C.I. Standards.
 Bars Marked with 'E' Suffix are Epoxy Coated.
 * Indicates Steel in Exterior Girder Only.



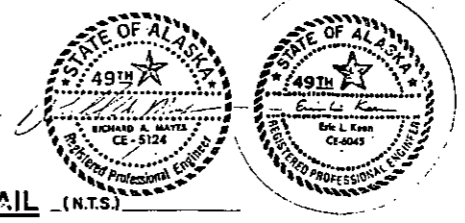
W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
PRESTRESSED GIRDERS
 SPAN No. 1

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

BRIDGE NO. 1707
 DWG. NO. 33 of 39

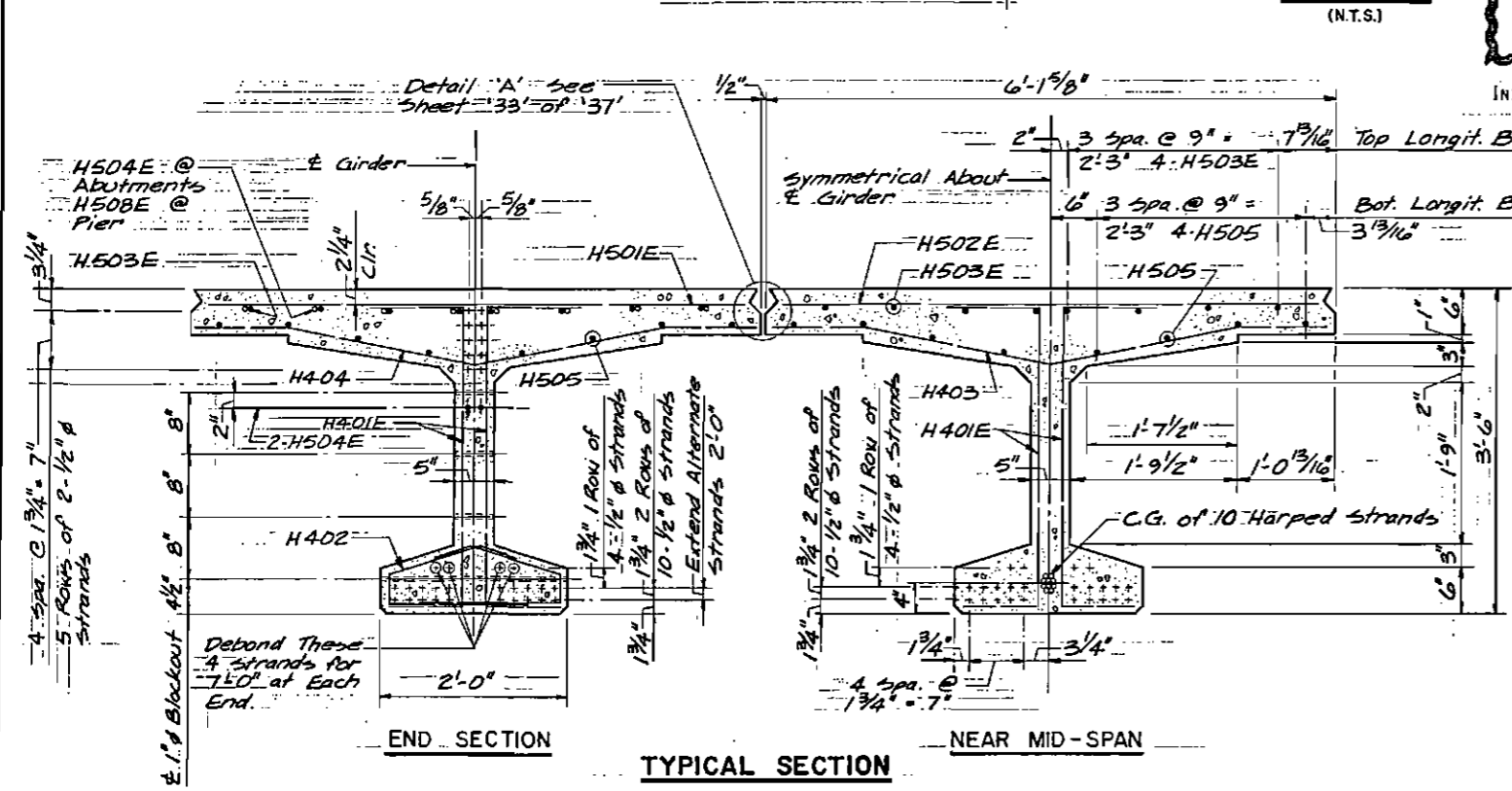
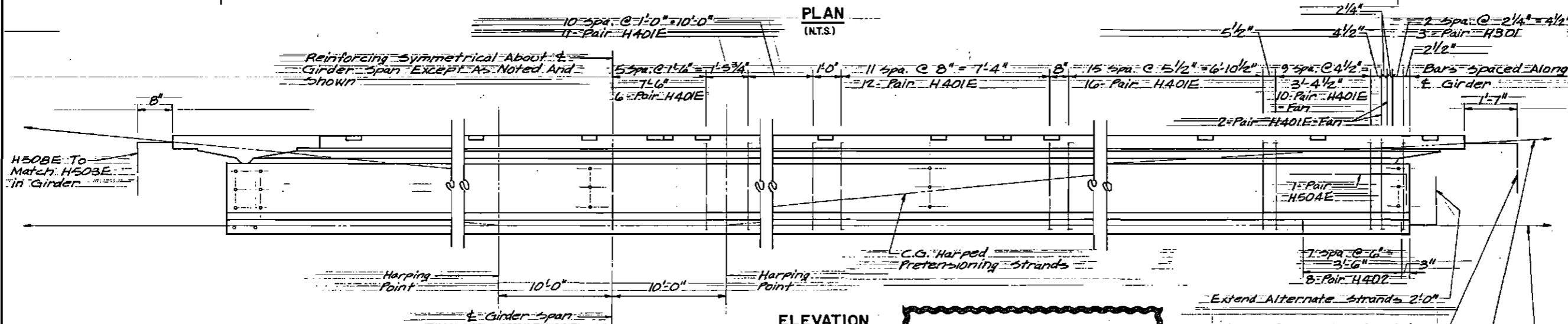
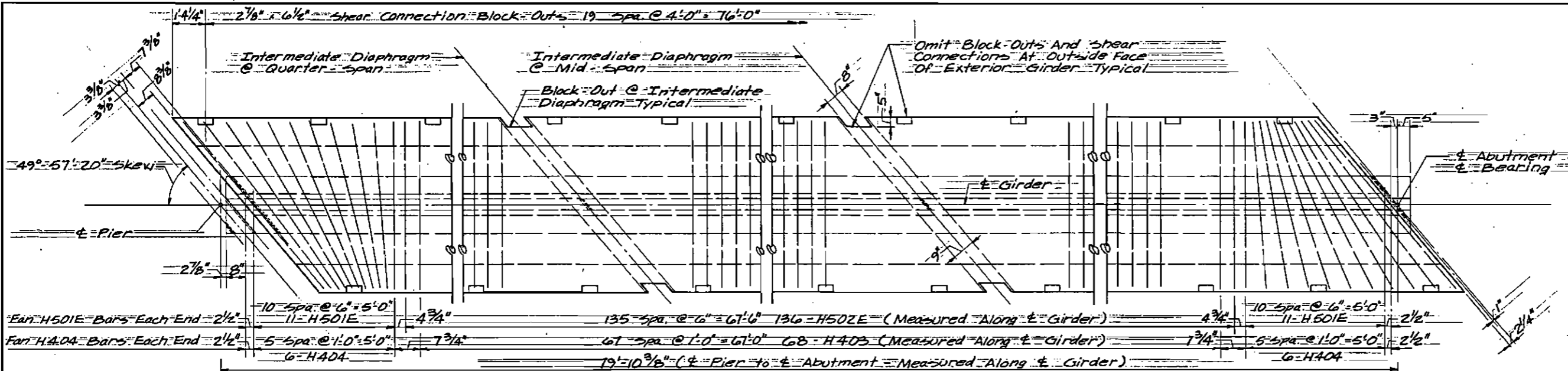
USKH
 Engineering Planning
 Architectural Land Surveying

Designed by: CRN
 Checked by: L.B.
 Drawn by: G.F.
 Checked by: CRN
 Traced by: CRN



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B34	148

REINFORCING SCHEDULE (EACH GIRDER)					
Mark	Size	Number	Length	St.	Bent
H401E	4	226	5'-5"		
H402	4	32	3'-7"		
H403	4	68	5'-10"		
H404	4	2 of 6 Bars	5'-10" to 7'-6"		
H501E	5	2 series of 11 Bars	5'-5" to 7'-4"		
H502E	5	136	5'-5"		
H503E	5	24	27'-8"		
H504E	5	12	7'-0"		
H505	5	24	27'-8"		
*H506E	5	6	28'-10"		
*H507E	5	90	4'-4"		
*H508E	5	8	6'-0"		
*H509E	5	3	3'-0"		
H301	3	12	3'-6"		



AS-BUILT PLANS

INITIALS: JHLL DATE: 1/1

- Prestressed Girder Notes:**
- Concrete for girders shall be Normal Weight Having the Following Strengths:
 - At Transfer stress $f'_{ci} = 6000$ psi
 - At 28 Days $f'_{c} = 10000$ psi
 - Design is Based on the Following Prestressed steel stresses:
 - Jacking 209 ksi
 - Immediately After Transfer 189 ksi
 - After Losses 164 ksi
 - Alternate Designs Are Allowed As Per section 502 of the standard specification.
 - One Inch Clear shall Be Provided on All Reinforcement Except As Noted.
 - All Exposed Corners shall Be Chamfered 3/4" or Rounded to a 3/4" Radius.
 - Approximate Girder Weight: 81 kips.

All Reinforcing steel Bends to be in Accordance With A.C.I. Standards. Bars Marked With "E" suffix are Epoxy Coated.
 * Indicates steel in Exterior Girder Only.
 See sheet 37 of 39 For Placement of H509E Bars.

Note:
 See sheet 33 of 39 For Shear Connection Detail and Curb Reinforcement Detail.

W-W RAMP OVERCROSSING

PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
PRESTRESSED GIRDERS
 SPAN No. 2

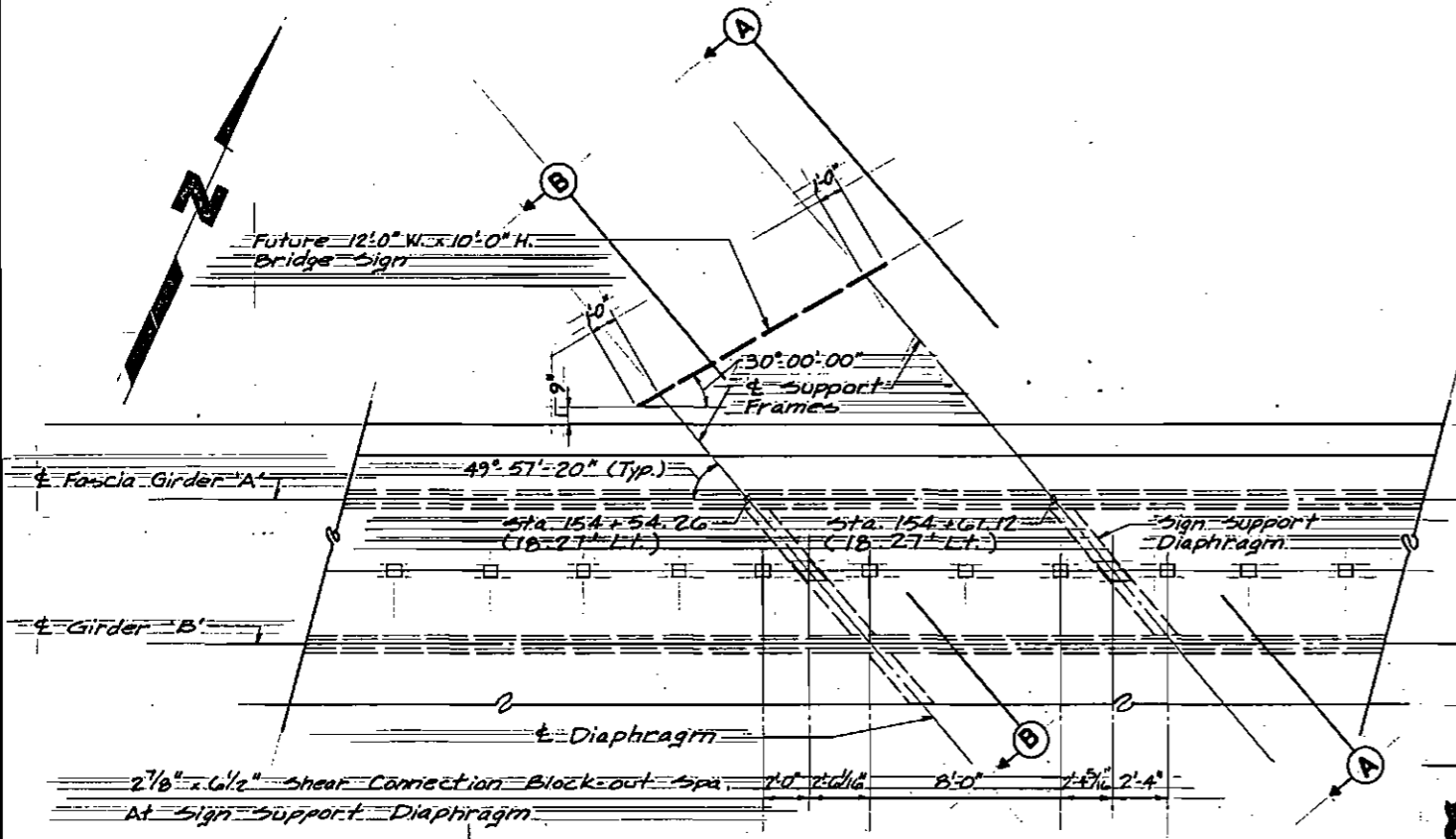
State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska



USAR
 Architecture • Engineering • Planning
 Land Surveying

Designed by: ELK
 Checked by: GSB
 Checked by: CRN
 Traced by: [unclear]

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B35	148 167

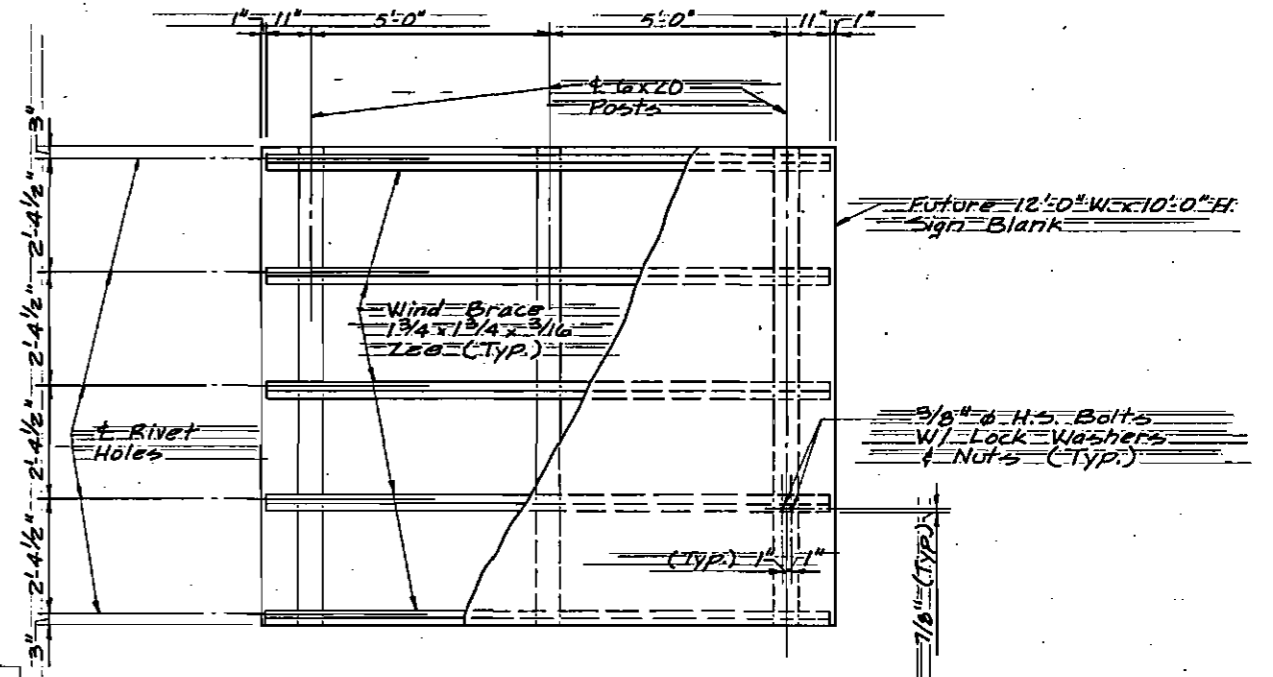


PARTIAL PLAN - FUTURE BRIDGE SIGN LOCATION



AS-BUILT PLANS

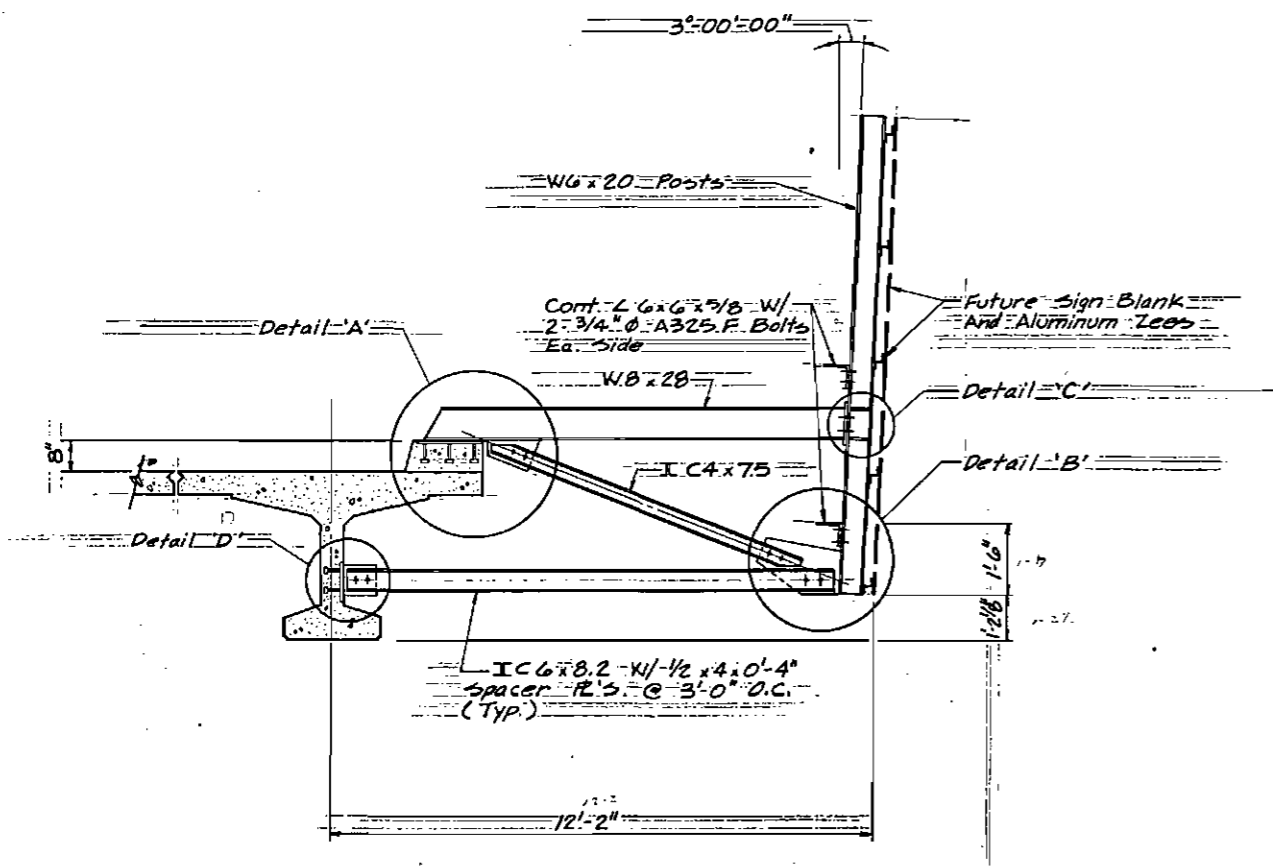
INITIALS: RL DATE: 1/11



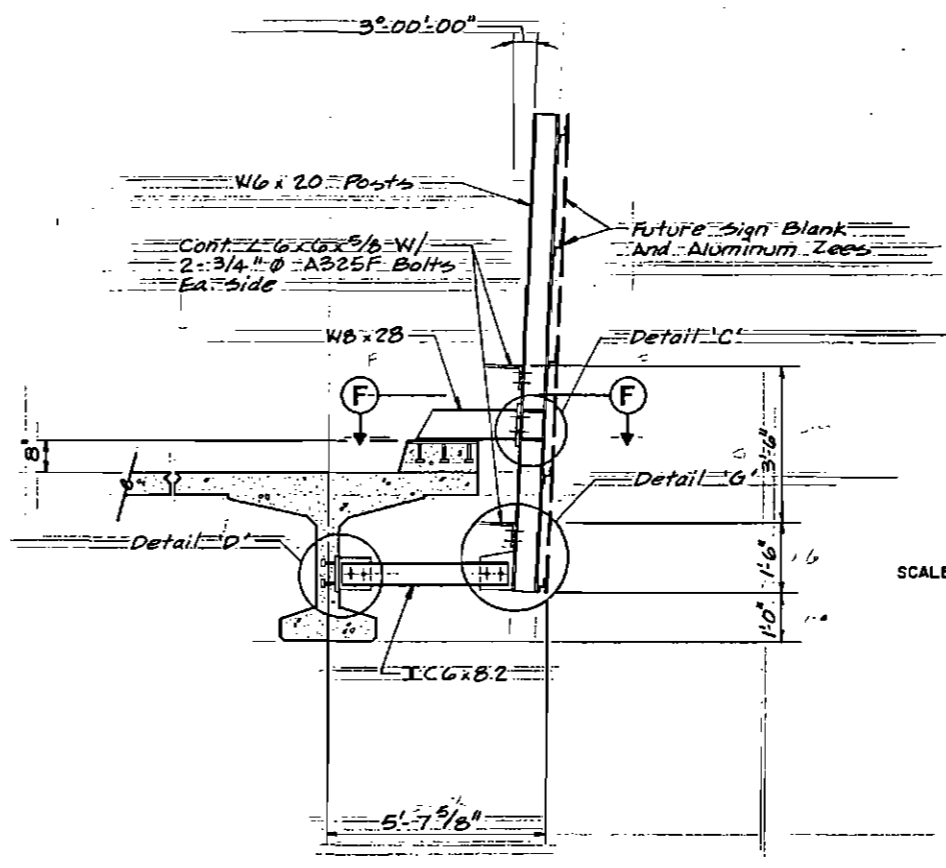
ELEVATION FUTURE SIGN BLANK

BRIDGE SIGN GENERAL NOTES

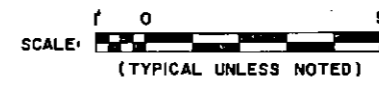
- See Standard Drawing S-00.00 for sign blank construction and details.
- All rolled shapes, plates, and bars shall be ASTM A36 steel.
- Aluminum alloy 6061-T6 shall be used for sign blanks and extruded ZEE'S.
- All ferrous metals shall be galvanized after fabrication in accordance with ASTM 123 and ASTM 153. Aluminum placed in contact with dissimilar metal shall be painted to ASCE specification 6061 Part 11, Section 1-6.
- Paint field welded joints with high zinc dust content galvanized repair paint. Color to match galvanizing.
- All connections are to be 3/4" # A325 bolts except as noted. Holes to be 13/16" dia. Minimum edge distance to centerline bolt hole to be 1 1/4" U.N.O.
- Mount signs so that bottom of signs are level.
- See sheet 36 of 39 for additional details.



SECTION A



SECTION B



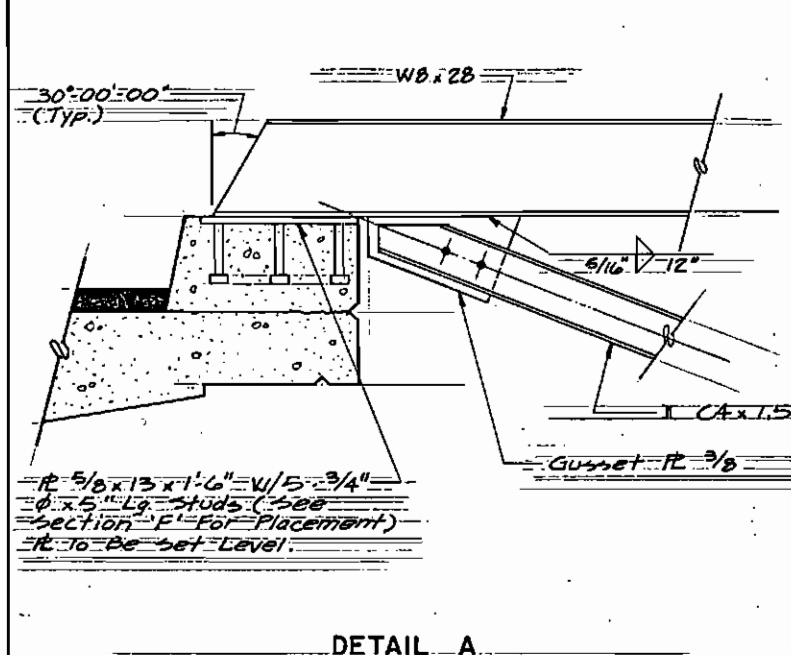
W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
FUTURE BRIDGE SIGN AND SECTIONS

State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

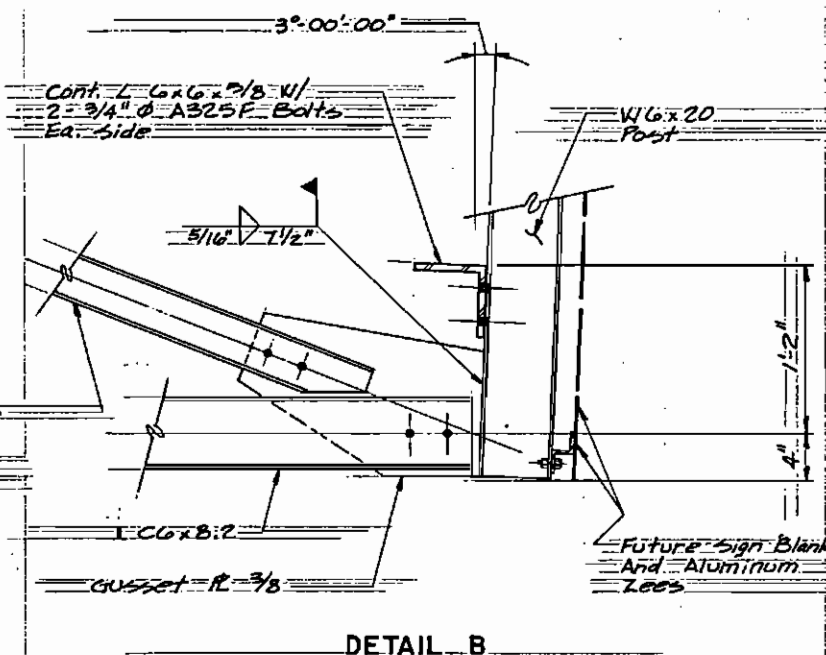


Designed by: L.A.L. Date: 1/15/85
 Checked by: R.A.V. Date: 1/15/85
 Drawn by: C.P.B. Date: 1/15/85
 Title: Planning
 U.S.G.S. Engineering
 Architecture
 Land Surveying

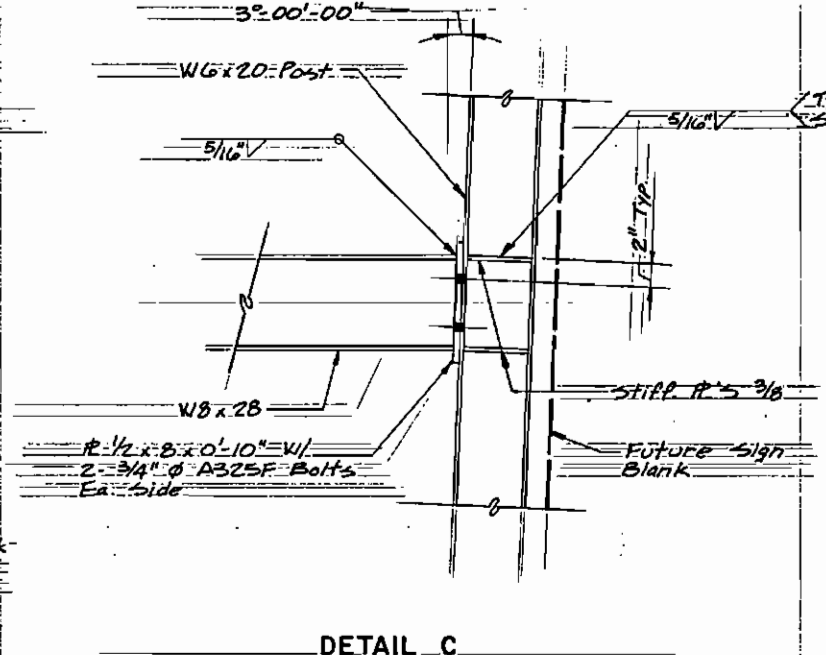
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	B36	167



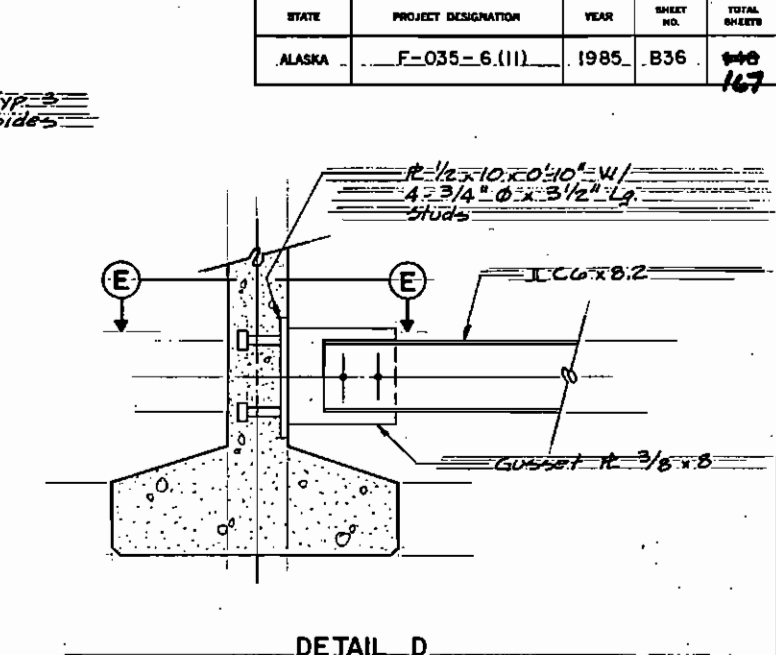
DETAIL A



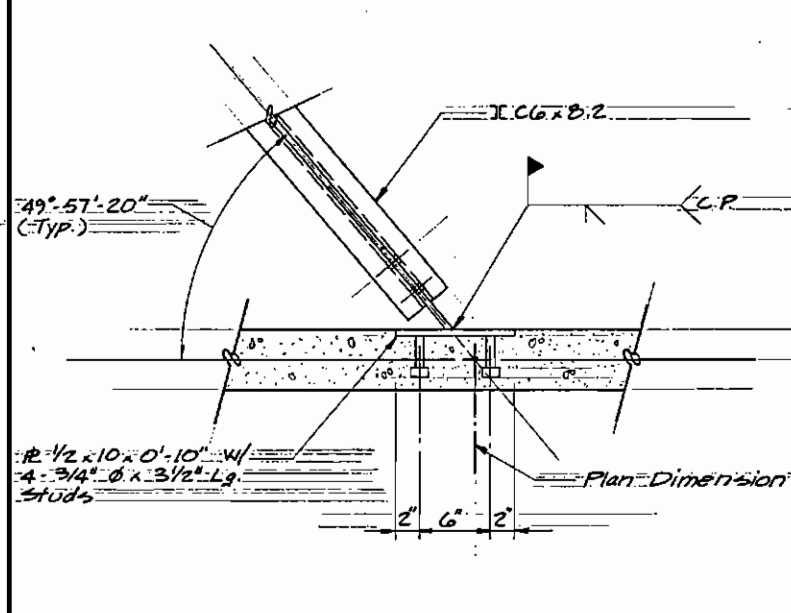
DETAIL B



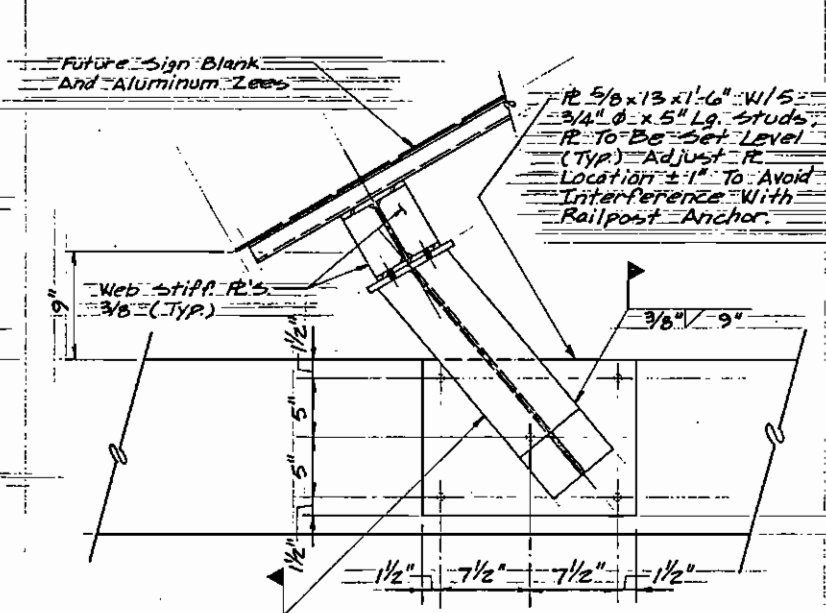
DETAIL C



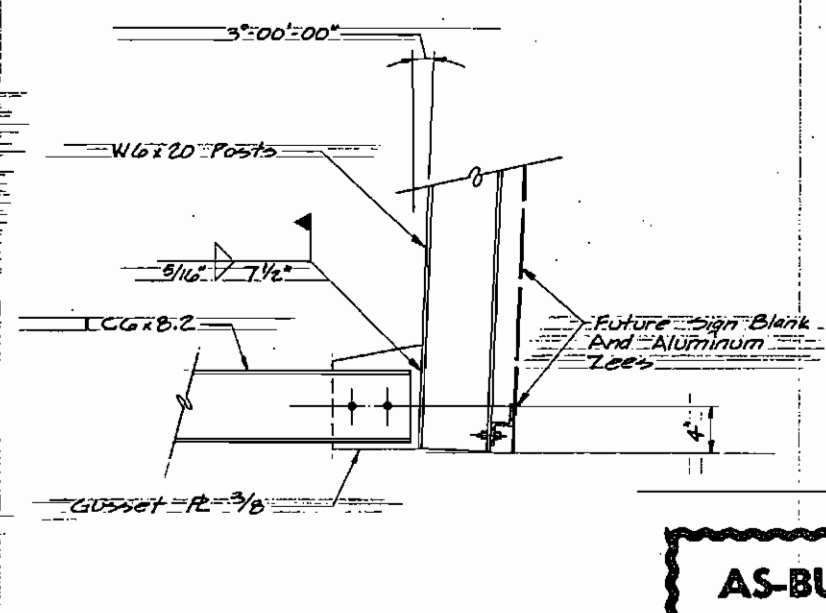
DETAIL D



SECTION E



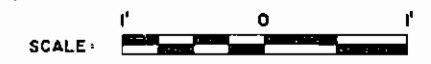
SECTION F



DETAIL G

AS-BUILT PLANS

INITIALS: 7/8 DATE: 1/91
Future sign was deleted by E.W.O. #26.



W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
FUTURE BRIDGE SIGN DETAILS

State of Alaska
**DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES**
 Juneau, Alaska

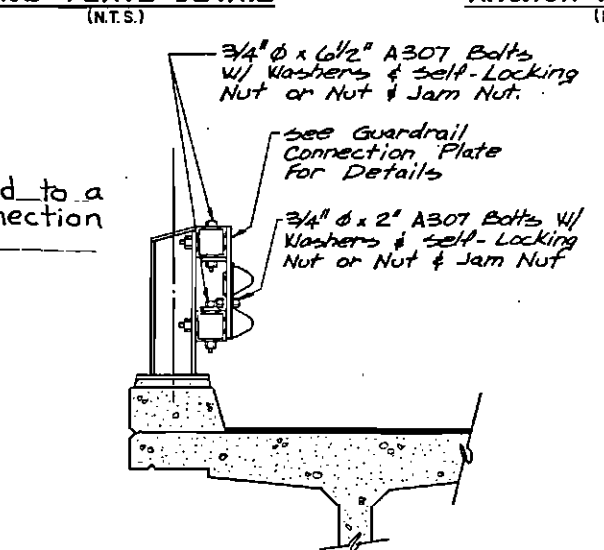
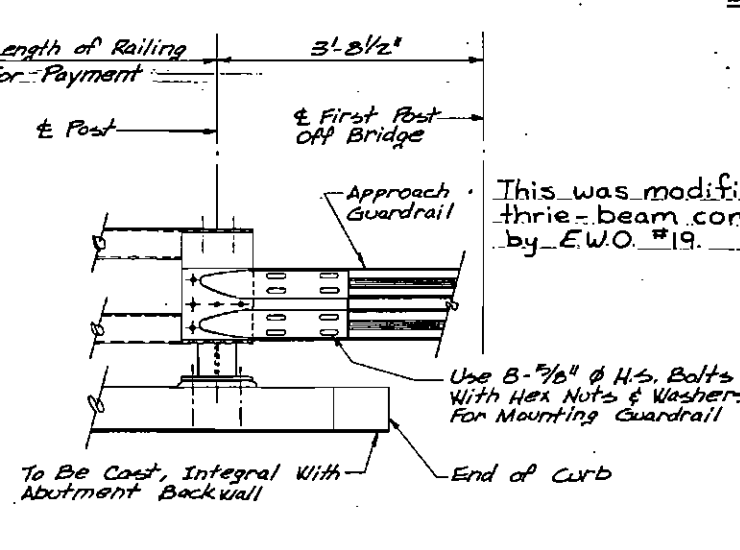
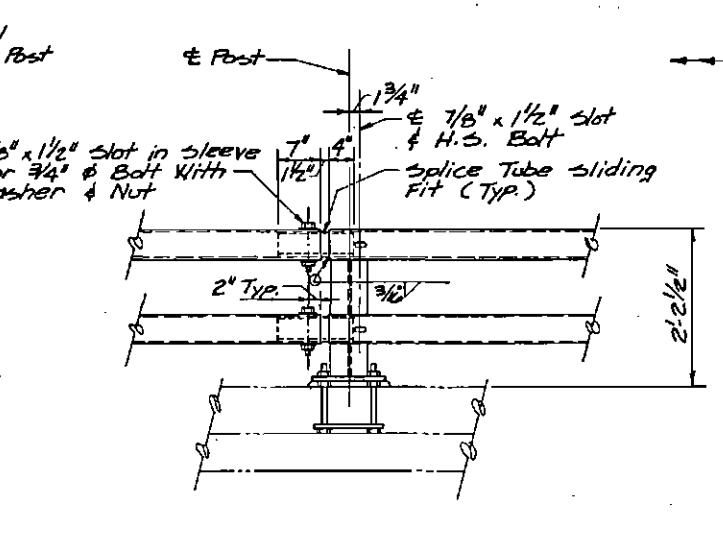
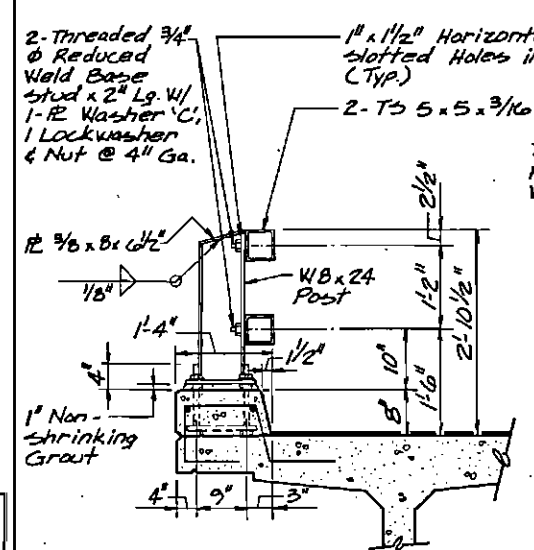
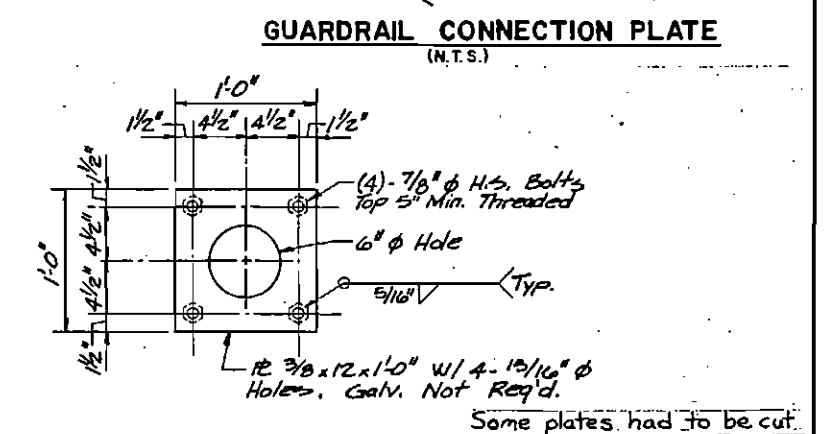
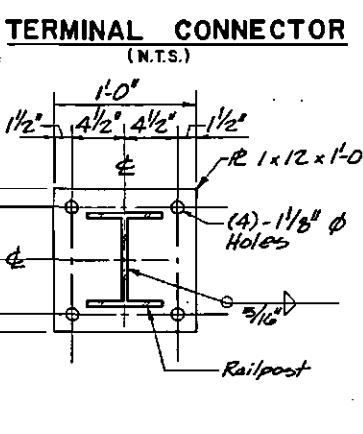
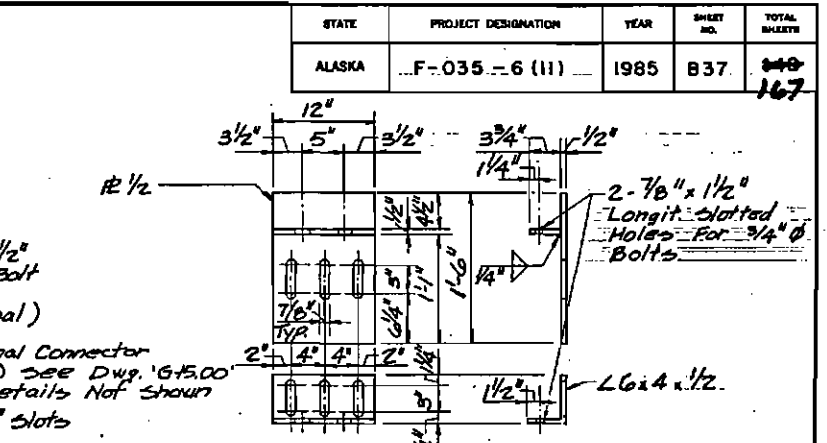
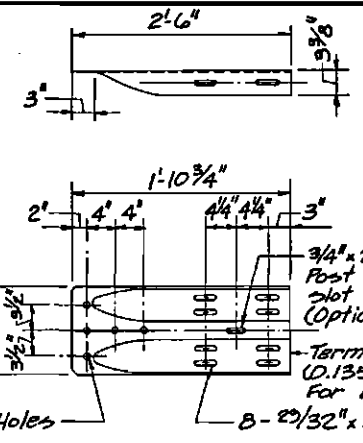
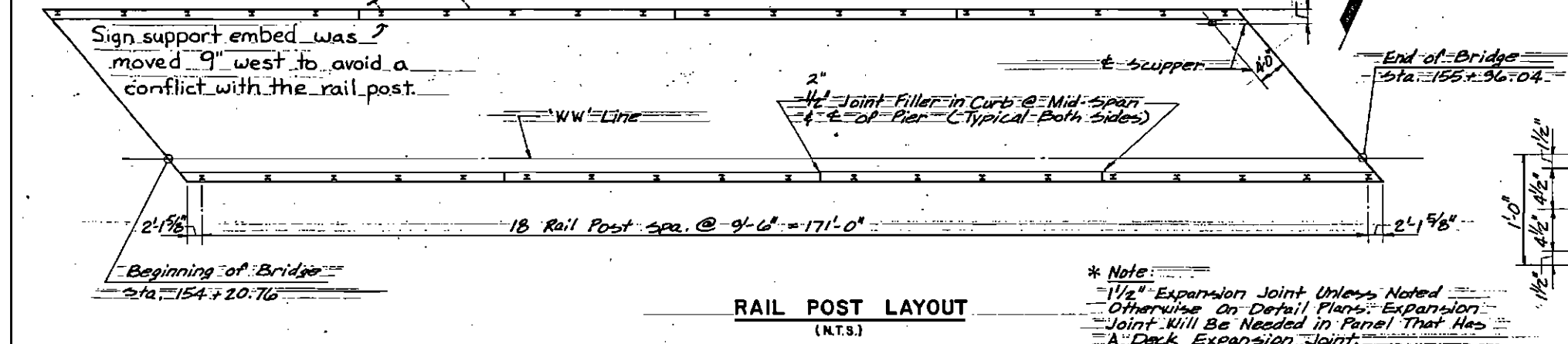
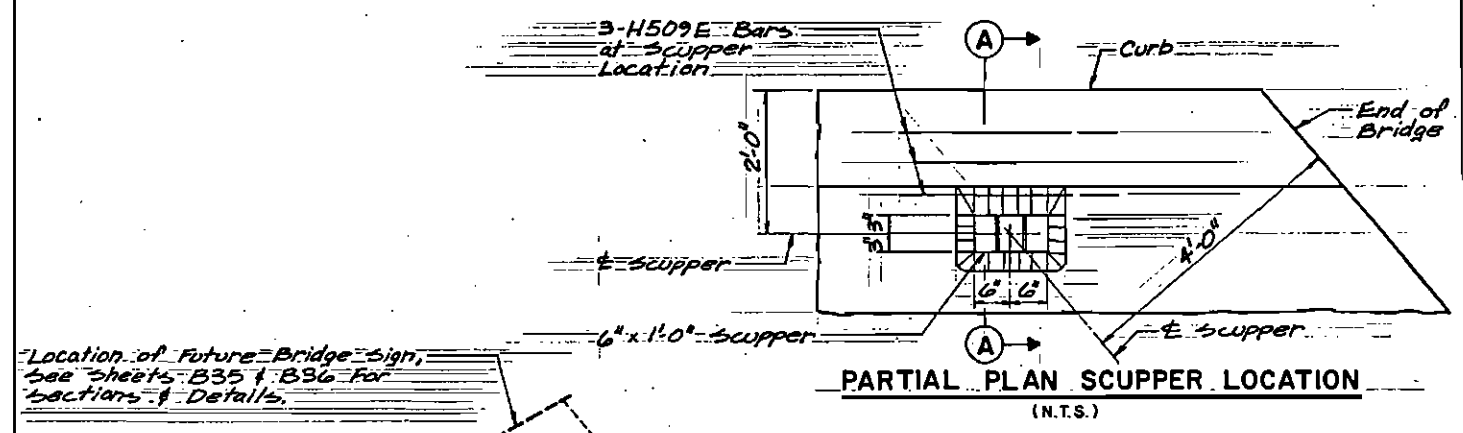


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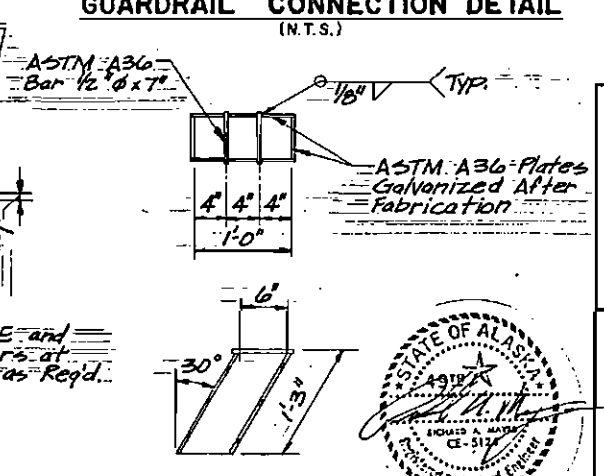
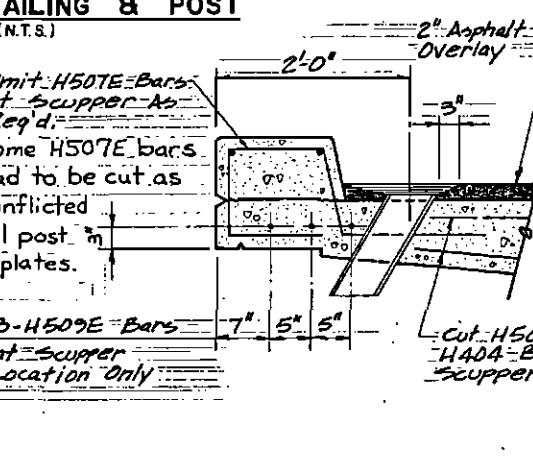
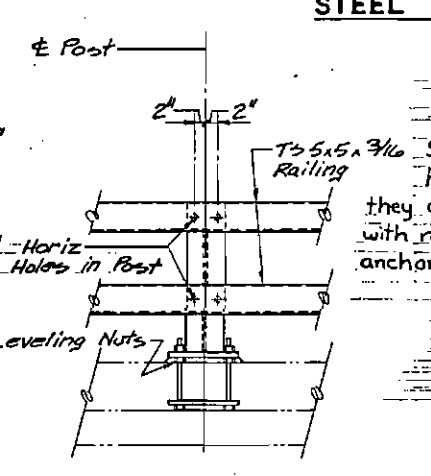
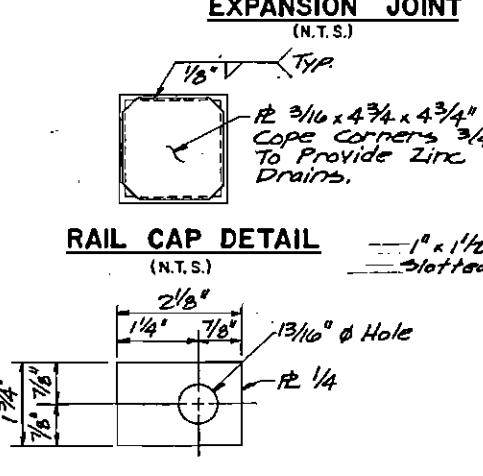
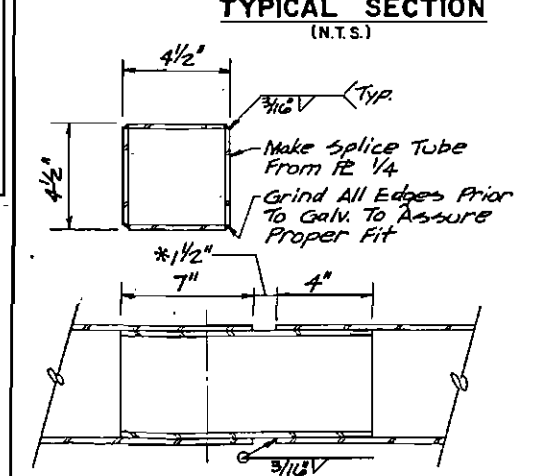
AS-BUILT PLANS

INITIALS: YH DATE: 1/31

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6 (11)	1985	837	167



- BRIDGE RAILING NOTES**
- All railing, posts, anchor assemblies and other components shall be galvanized after fabrication. Galvanized steel shims shall be furnished by the contractor as required.
 - Locate the bridge number plate on the right side of approaching traffic at each end of the bridge as shown. Bridge number plate will be furnished by the State.
 - Railing expansion joints must be provided at 40' - 0" maximum intervals and be located immediately adjacent to a rail post.
 - All machine bolts and cap screws shall have locking nuts or lock washers.
 - Railing shall be continuous across a minimum of four rail posts, unless shown otherwise.
 - Rail elements shall be square structural tubing in accordance with ASTM, Specification A500 grade B, A618 or A501.
 - Steel posts and plates shall conform to ASTM Specification A36 unless otherwise noted.
 - Railing shall be fabricated to the horizontal and vertical alignment of the structure. Posts to be normal to grade.
 - Payment for the railing shall include compensation for furnishing and installing the necessary guardrail connection plates and terminal connectors.



W-W RAMP OVERCROSSING
 PARKS HIGHWAY
 PEGER ROAD TO RICHARDSON HIGHWAY
 BRIDGE RAILING

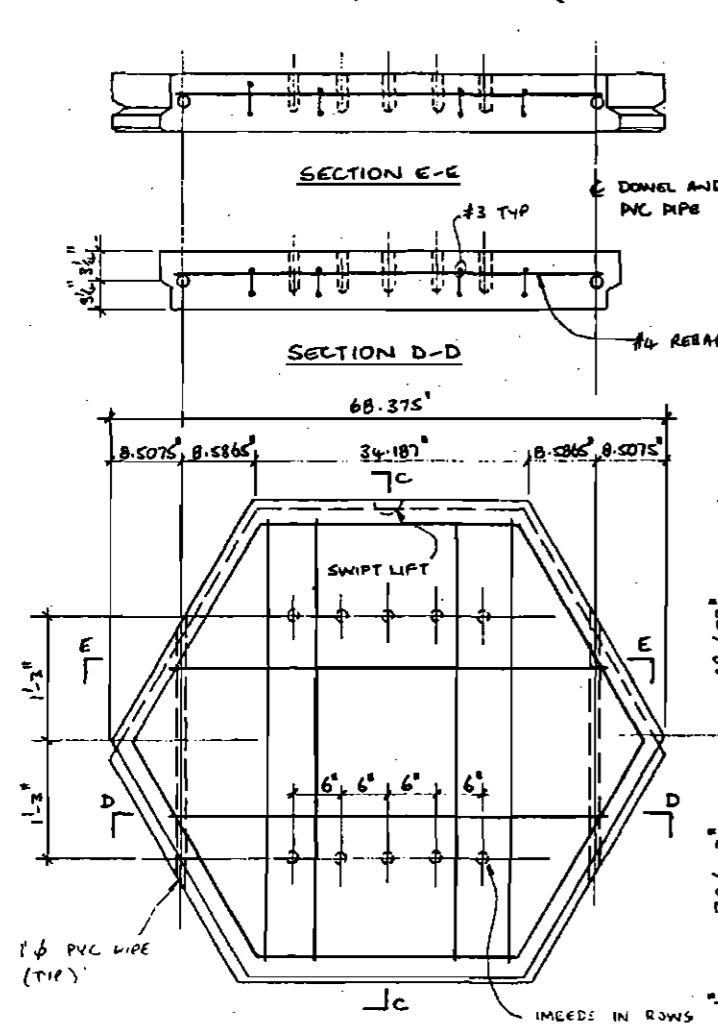
State of Alaska
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 Juneau, Alaska

BRIDGE NO. 1707
 DWG. NO. 37 of 39

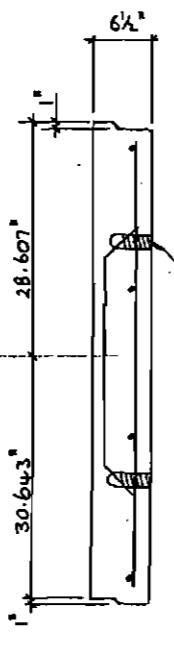
Designed by: YH
 Checked by: YH
 Drawn by: YH
 Title: AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-035-6(11)	1985	838	140 167

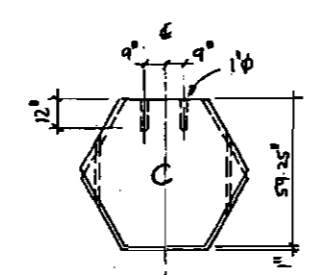
NUMBER OF LONGITUDINAL WIRES VARIES - SEE COMPUTER ANALYSIS, REF-III BY J. PARKIN, DATED 8/1/84, FOR NUMBER IN EACH PANEL AND WIRE SIZES. 5W11 MESH SHOWN.



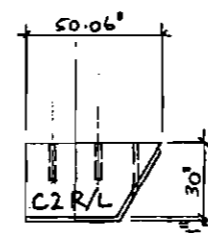
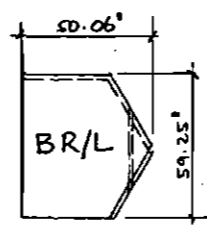
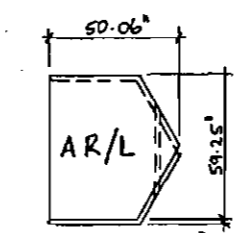
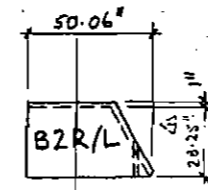
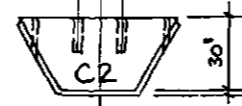
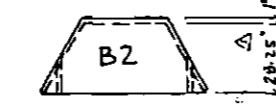
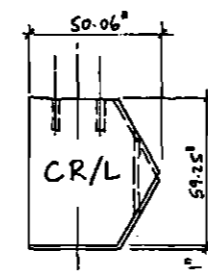
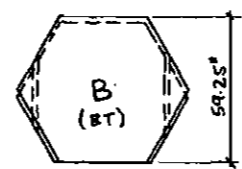
TYPE A PANEL FRONT VIEW



SECTION C-C

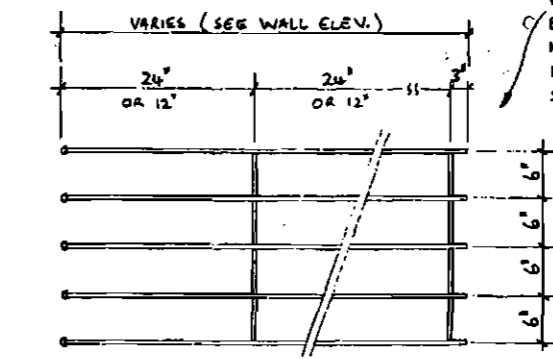


NOTE: BT PANEL TO HAVE FLAT TOP AS FOR C PANEL, PLUS DOWEL SOCKETS

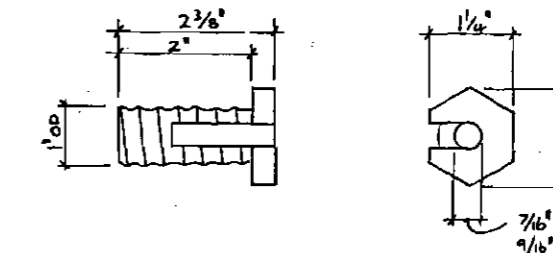


AS-BUILT PLANS

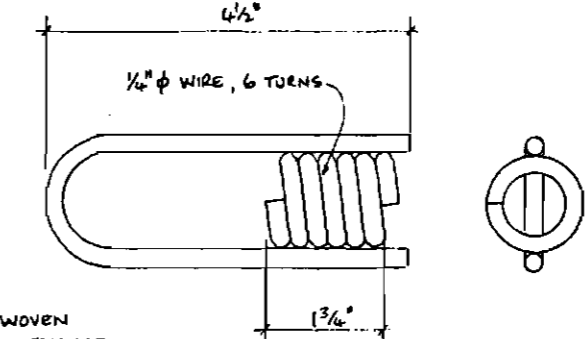
INITIALS: 9/28 DATE: 1/31



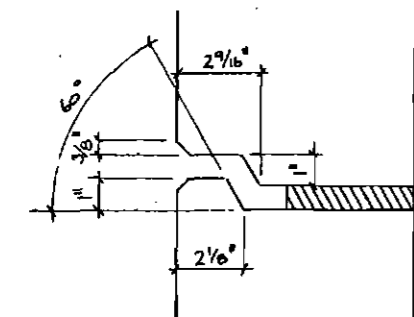
COIL IMBED
3/8" φ W11 WIRE OR 1/2" φ W20 WIRE
SOIL REINFORCING MESH UNIT DETAIL



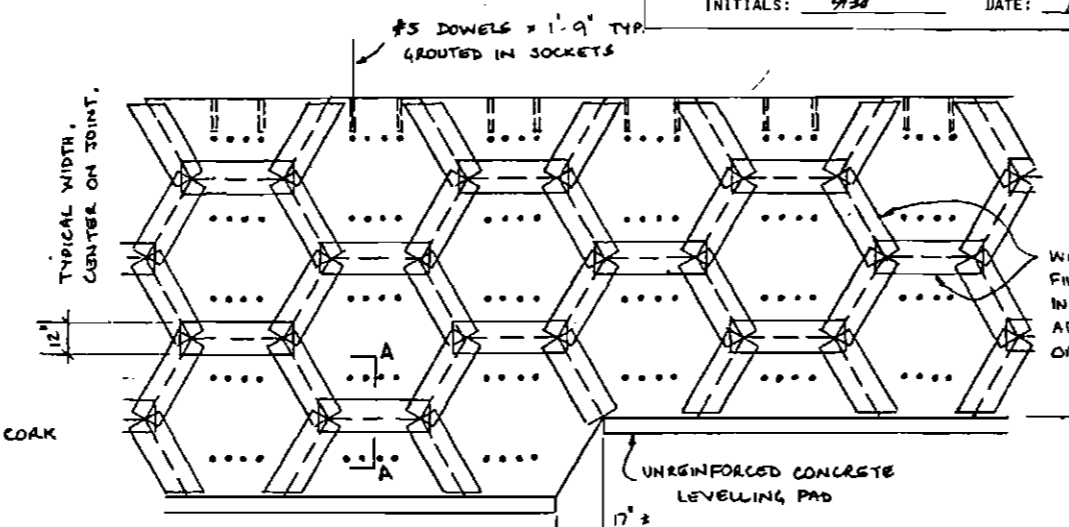
COIL BOLT DETAIL



COIL IMBED DETAIL



SECTION A-A



PARTIAL WALL ELEVATION (BACK FACE)

WOVEN OR NON WOVEN FILTER CLOTH AS DESIGNATED IN VSL SPECIFICATION. ADHERS WITH PLUGBOND SOOI OR EQUAL

LEVELLING PAD VERTICAL TOLERANCE ± 1/4" IN 10 FEET.

ALTERNATE 'A' - Not used.
VSL RETAINED EARTH WALLS

PARKS HIGHWAY
PEGER ROAD TO RICHARDSON HIGHWAY
STANDARD DETAILS

State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska



JOHN W. PARKIN
SEVEN 1/2 E. 36th AVENUE
BATTLE BOUND, ALASKA (907) 487-7279

VSL Corporation

Designed By: _____
Checked By: _____
Drawn By: _____
Reviewed By: _____