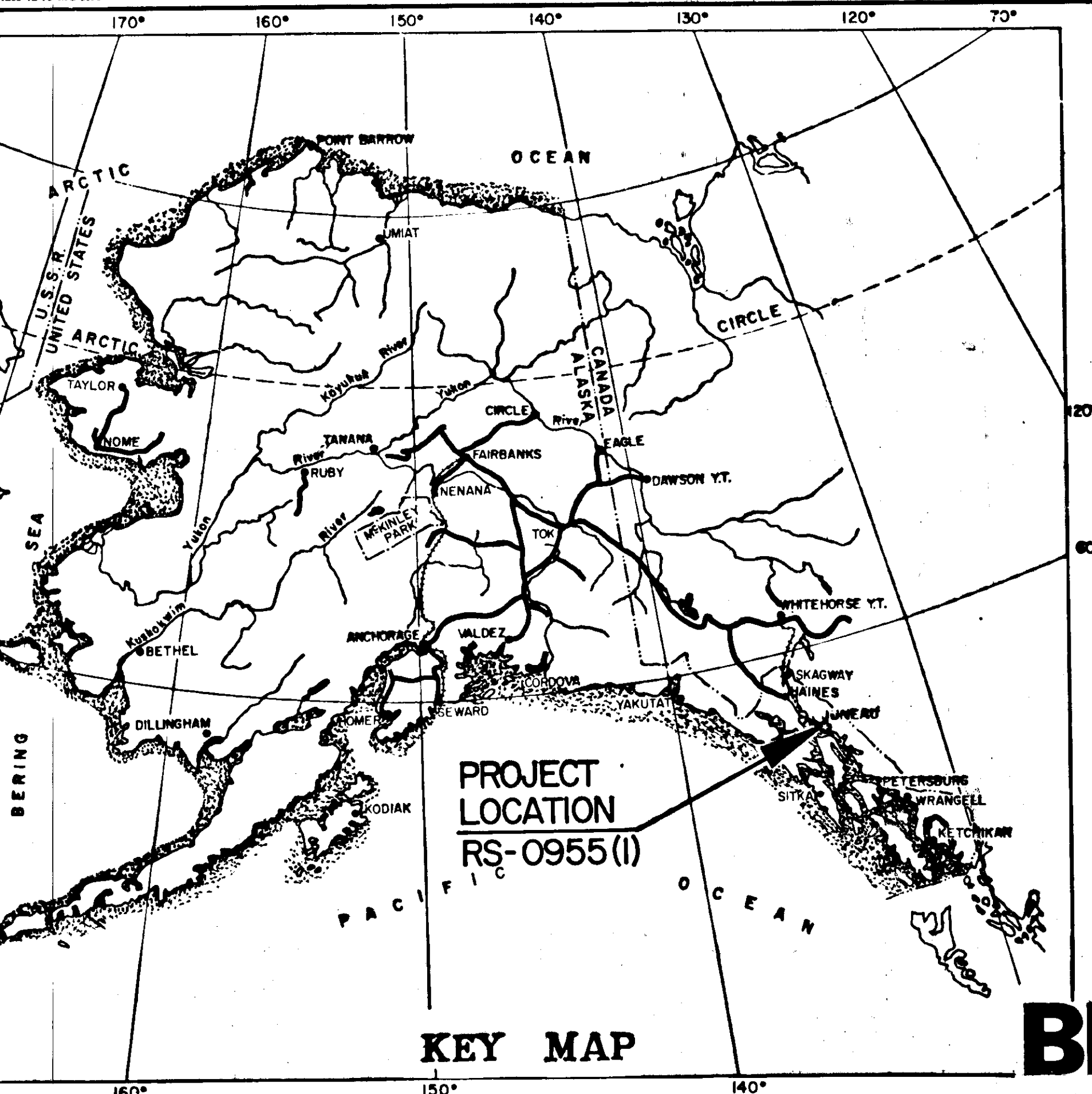




STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

PLAN AND PROFILE PROPOSED HIGHWAY PROJECT LEMON ROAD

RS-0955(I) & R-30671
(B-59572)

GRADING, DRAINAGE, PAVING, BRIDGES, SIGNING AND STRIPING

"AS-BUILT PLANS"
TRI-STATE CONSTRUCTION
PROJ. ENG.: PAT KEMP, P.E.
AUG. 82 -

NOTICE TO PROCEED: 8-17-82
COMPLETION DATE:

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(I) & R-30671	1	73

INDEX OF SHEETS	
1	TITLE SHEET
2	TYPICAL SECTION OF IMPROVEMENT
3	PROJECT GENERAL NOTE
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19-22	STATE FURNISHED MATERIALS SITE
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42	VANDERBILT SLOUGH CROSSING DETAILS
43-45a	VANDERBILT CREEK CROSSING DETAILS
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54-55	SWITZER CREEK CROSSING DETAILS
56-62	INTERSECTION DETAILS
63	SIGNING SCHEDULE
64-73	SIGNING & STRIPING PLANS

THE FOLLOWING STANDARD DRAWINGS ARE INCLUDED IN THIS PROJECT:

- A-1, B-04.00, B-05.00, C-00.04, C-10.04, C-11.04
- D-01.00, D-04.00, D-05.00, D-07.00, D-20.10, D-23.02, D-24.13, D-26.03, D-27.10, D-30.10
- F-01.21, F-03.00
- G-04.15, G-04.34, G-13.16, G-14.08, G-18.12, G-24.01, G-24.11, G-45.00, G-15.00
- I-20.01, I-40.21, I-80.00
- M-16.03, M-20.02, M-23.02, M-13.01
- S-00.11, S-05.00, S-20.10, S-30.12
- T-20.03, T-21.03, T-22.00, U-03.00

PROJECT SUMMARY

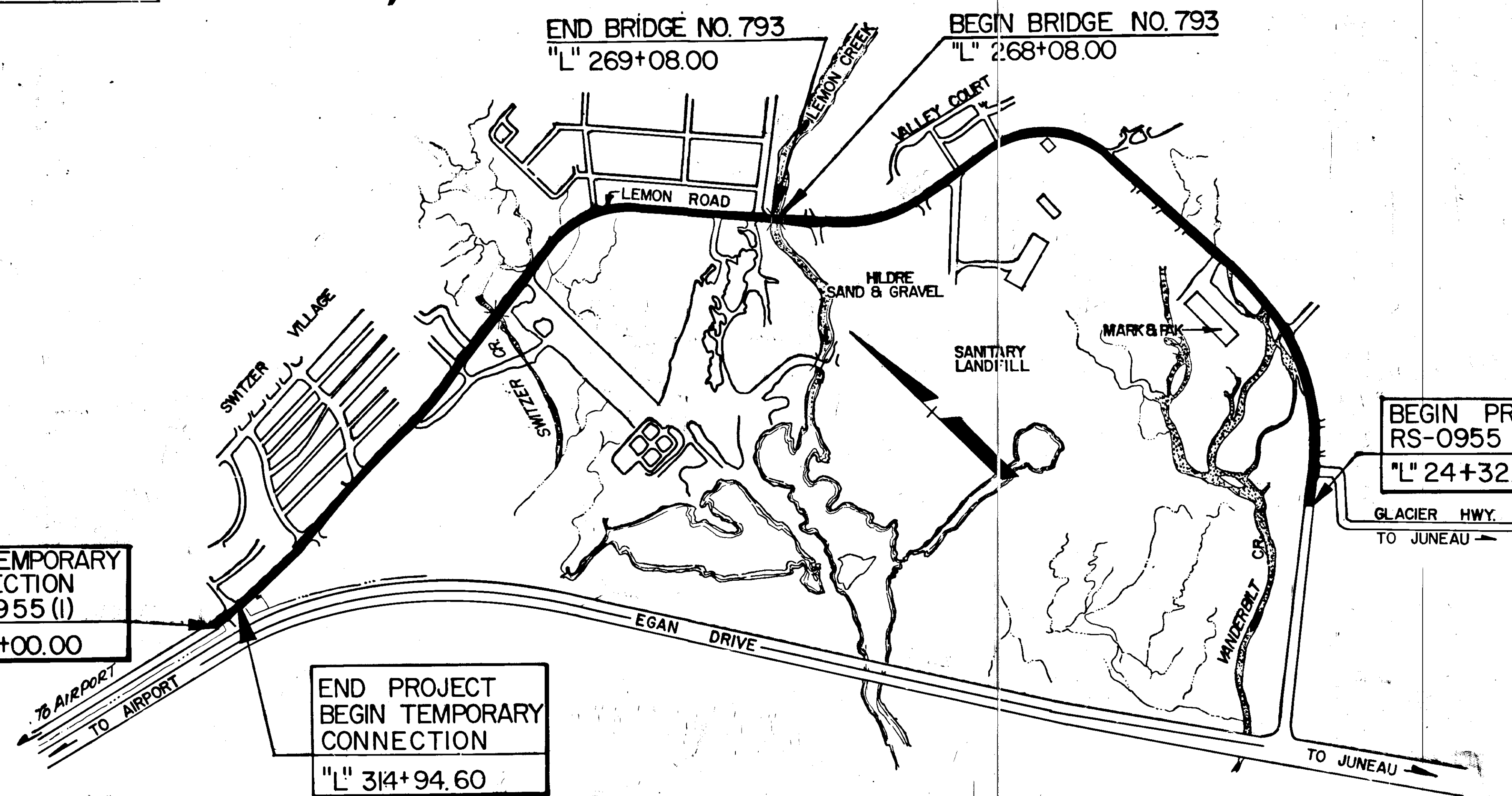
	Feet	Miles
WIDTH OF PAVING	= 48'	
LENGTH OF PROJECT	= 9285.89'	= 1.759
LENGTH OF BRIDGE	= 100.00'	= 0.018
LENGTH OF TEMPORARY CONNECTION	= 205.40'	= 0.039
TOTAL LENGTH OF PROJECT	= 9591.21'	= 1.816

DESIGN DESIGNATION

ADT (1980)	= 4,229
ADT (2001)	= 6,936
DHV (14%)	= 971
D	= 60-40
T	= 7.7%
V	= 40 M.P.H.
T.I.	= 8.5

END TEMPORARY CONNECTION
RS-0955 (I)
"L" 317+00.00

END PROJECT BEGIN TEMPORARY CONNECTION
"L" 314+94.60



BEGIN PROJECT
RS-0955 (I)
"L" 24+32.00 P.O.T.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

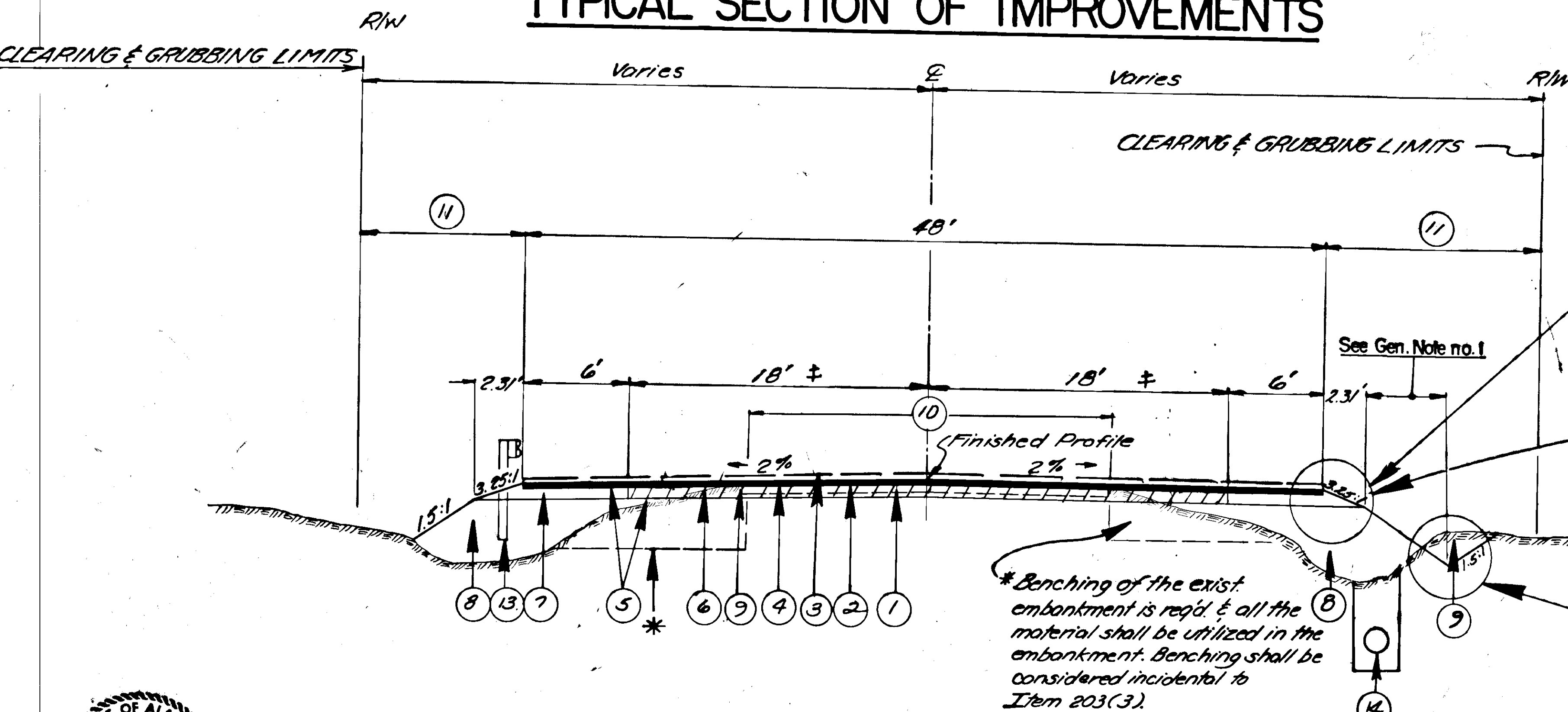
APPROVED
Walter K. Williams Date 5-11-82
SOUTHEASTERN REGION
DESIGN/CONSTRUCTION ENGINEER
As ADVERTISE 8-19-82

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Charles E. Madach Date 5-11-82

NOTE: EQUATIONS ARE SHOWN ON THE PLAN & PROFILE SHEETS.

TYPICAL SECTION OF IMPROVEMENTS



"L" 24+32.00 BOP TO "L" 317+00.00 E.O.P.

AT LOCATIONS SHOWN ON SHEET 56. THE WIDTH OF ASPHALT TREATED BASE COURSE WILL VARY BUT THE DEPTH SHALL BE AS INDICATED BELOW.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	2	73

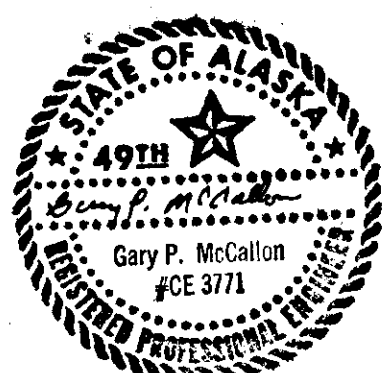
TYPICAL SECTION

TYPICAL SECTION GENERAL NOTES

- When special ditching is required (See Plan & Profile sheets) the slope & offset for these areas will vary. Most of the material excavated from the special ditches will be waste material. All waste material shall be disposed of outside the R/W limits shown on the plans.
- The superelevation shall be revolved about the inside shoulder. The rate of superelevation & transition lengths are shown on the Plan & Profile sheets.
- Approximate width of the existing asphalt = 22 feet & approx. depth = 6 inches.
- If the exist. asphalt is utilized in the embankment it shall be broken to 8 inch minus material & mixed with useable und. exc. prior to being utilized in the embankment. Payment for removal & fracturing shall be considered incidental to Item 203.
- Straight, clean pavement cuts shall be used at the following stations to form butt joints between exist. & proposed pavements: "L" 24+32, "GH" 10+6, "D" 10+6.5, "L" 25+10+70, "G" 10+55, "M" 10+52, "L" 10+49, "D" 10+16, "W" 10+49, "W" 11+06.3, "D" 10+54, Sunny Point Intersection (See Sht. 62), "S" 10+70.
At the following locations the proposed pavement structure shall be constructed full depth, transitioning of the pavement structure for paving considerations will not be allowed: "L" 24+32, "GH" 10+6, "D" 10+7, Sunny Pt. Intersect. & "L" 317+00.
- All reqd. bedding & backfill material that's not obtained from struct. exc. shall be obtained from Useable Unclassified Excavation and/or borrow.
- During any phase of reconstruction, shoulder drop-offs greater than 1 1/2 inches will not be allowed during non-working hours.

"L" 292+50 to "L" 304+50 R.T.

- The following construction activities shall be completed prior to beginning any work on the proposed pavement structure.
 - Reconstruction of the areas from "D" 32+20 to "L" 237+00, from "L" 286+50 to "L" 291+00 shall be completed as listed in Note No. 9 & 11 of the Traffic Control Plan.
 - Excavation of all proposed special ditches shall be complete. This material shall be wasted outside the project limits unless otherwise directed.
 - Removal and/or installation of all culverts, relocated sanitary sewer conduits (including appurtenances), extensions of sanitary sewer services, D.I. Water Conduits & appurtenances, storm drain system and curb & gutter shall be complete.
During removal, installation, or reconstruction of the above items the contractor shall maintain one-way traffic during working hours & two-way traffic during non-working hours unless an approved by-pass detour is being provided.
- All portions of the existing & proposed embankments will be covered with the required base course layers within 10 days after the existing asphalt has been removed. Each phase of work noted below & being worked on shall be completed full width prior to ending each working day. However, half-width construction techniques may be utilized during working hours.
 - Removal of the existing pavement.
 - Construction of the embankment.
 - Placement of the proposed base course (Minimum depth of ATB exposed to traffic for more than 4 hours shall be three (3) inches).
 - Interim lifts of ATB to be used by the traveling public shall be temporarily striped. See Temporary Delineation & Striping Detail, in the Traffic Control Plan.
- Any Type II Curb & Gutter utilized on the project shall require reinforcing steel.

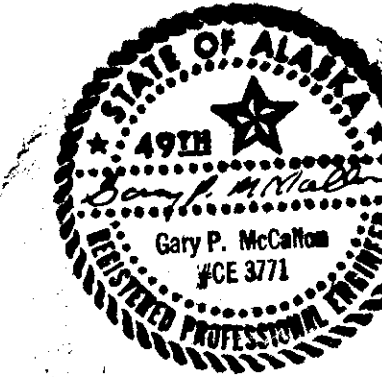


LABELING	INDEX	LABELING	INDEX (continued)
①	Existing Asphalt - See General Note No. 3 & 4	⑪	Seeding - See Section 618 of Special Provisions & Standard Specifications.
②	"L" 24+32.00 to "L" 260+75.00 & "L" 311+50 to "L" 317+00.00 1 1/2" (Interim) Asphalt Conc., Type I - 48' Wide. "L" 260+75.00 to "L" 311+50 - 1 1/2" (Interim) Rubberized Asphalt Concrete - 48' wide. Test strips for the rubberized asphalt concrete shall be installed between "L" 292+00 & "L" 301+00.00. See subsection 409-3.17 of the Special Provisions.	⑫	Mountable Curb & Gutter, Type I or Type II. See Note 10.
③	Future Paving - Not included in this contract.	⑬	Standard Curb & Gutter, Type I or Type II. See Note 10.
④	CSS-1 Asphalt for tack coat - 36' Wide - Tack Coat between layers for Asphalt Treated Base Course shall be as directed.	⑭	Guardrail, Type I Posts - See Sheet 8 for Guardrail Summary.
⑤	MC-30 Liquid Asphalt for Prime Coat - 48' Wide.	⑮	Supplemental Work - Section 103 of the Special Provisions & Water Conduit Details on Sheets 12-15a.
⑥	7" Asphalt Treated Base Course - See Sections 306 of the Special Provisions and Standard Specifications.	BASIS OF ESTIMATE	
⑦	7" Crushed Aggregate Base Course - See Sections 301 of the Standard Specifications.		
⑧	Embankment. See Sect. 203 of the Special Provisions & Standard Specifications.	ITEM NO.	ESTIMATING FACTOR
⑨	Unclassified Excavation - See Section 203 of Special Provisions & Standard Specifications.	301(1)	1.96 tons/c.y.
⑩	Scarification - See Sect. 203-3.03 of Standard Specifications.	306(1)	107 lbs./sq. yd. per inch of depth
		401(1)	114 lbs./sq. yd. per inch of depth.
		401(2)	9% of 409(1), 6% of 401(1) & 4% of 306(1)
		402(1)	0.10 Gal./sq. yd. **, 240 Gal./ton @ 60° F.
		403(2)	0.25 Gal./sq. yd.; 253 Gal./ton @ 60° F.
		409(1)	114 lbs./sq. yd. per inch of depth

** Diluted Mixture

PROJECT GENERAL NOTES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	3	73



1. Grade & Alignment shown on these plans are subject to minor revisions.
2. Storm Inlet locations & elevations shown are subject to minor revisions.
3. Culvert lengths & locations shown on these plans are subject to minor revisions.
4. The locations of all utilities shown on these plans are approximate only and shall be verified by the contractor.
5. The installation, adjustment or removal of utility poles & all appurtenances shall be performed by others.
6. Proposed utility pole locations are shown & are to be considered informational only.
7. Reconstruction, as referred to in this contract assembly, is any work called for under this contract.
8. At the Pre-Construction Conference the contractor shall submit the following:
 - A. Submit By-Pass Detour plans for each location the contractor intends to by-pass. Sufficient time for review & correction shall be allowed & no proposed detour plan shall be implemented until written approval has been received from the engineer. Approval is also contingent upon the contractor obtaining & submitting the necessary permits & written permission for each affected land owner stating that the contractor has the right of entry to construct and utilize the proposed detours. The Department permits (i.e. Corps Permit, Fish & Game Approvals, R/W Agreements, etc.) do not cover construction of By-Pass Detours. The By-Pass Detours Plans shall contain but are not limited to the following:
 1. Typical Section
 2. Horizontal Alignment
 3. Existing & proposed vertical alignments
 4. Rates of tapers at the beginning & ending of each detour.
 5. Type, Size, and distance between construction signing to be utilized
 6. Temporary striping as recommended in Chapter VI of the MUTCD will be required. All by-pass detours to be utilized by the public during dark to dawn hours will require temporary lighting with a min. level of illumination of 20 foot candles on the roadway.
 - B. Submit Sewer By-Pass & Relocation Plan for the Vanderbilt Creek, Lemon Creek & Switzer Creek Crossings. Sufficient time for review & correction shall be allowed & no By-Pass or relocation shall be implemented until written approval has been received from the engineer. However, written approval & suggestions offered to these plans shall not relieve the contractor from his liability under Subsection 107-1.11 of the Standard Specifications. These plans shall contain but are not limited to the following:
 1. Vanderbilt Creek Crossing
 - a. The method & time of day for connecting the relocated sewer conduit. Testing on the relocated sewer conduits shall be complete prior to connecting the relocated conduits into the existing system. See Section 626 of the Special Provisions.
 2. Lemon Creek Crossing
 - a. The location of the existing pressure sewer conduit, the temporary by-pass sewer conduit, and the relocated sewer conduit. (Size of the existing & relocated conduits are shown on Sheet 31).
 - b. The temporary by-pass conduit shall be a minimum of 4 inches in diameter, (I.D.) & have minimum pressure rating of 30 p.s.i.
 - c. The method & time of day for connecting the temporary by-pass & relocated conduits, testing required on these conduits shall be complete prior to connecting them into the existing system. See Section 626 of the Special Provisions.
 3. Switzer Creek Crossing
 - a. The method & time of day for connecting the relocated sewer conduit. Testing on the relocated sewer conduits shall be complete prior to connecting the relocated conduits into the existing system. See Section 626 of the Special Provisions.
 - C. Notify the Department (in writing) as to approximately when the contractor intends to close these areas and how he intends to provide constant pedestrian access across Lemon & Switzer Creeks.
 1. At Lemon Creek the contractor may utilize a separate temporary pedestrian structure (outlined below) or stage construction of the new bridge. See Shits. 46-54.
 2. At Switzer Creek the contractor may utilize a separate temporary pedestrian structure or stage removal of the existing bridge. If portions of the existing bridge are to be utilized temporary pedestrian access shall meet the applicable sections listed in note 3 below.
 3. If a temporary structure is to be utilized at either of the above crossings it shall conform to the following requirements:

- a. Be designed in accordance with AASHTO Standard Specifications for Highway Bridges, 1977 Edition, with the latest Interim Specifications and shall be provided with pedestrian railings.
 - b. Have a minimum length of 70 feet.
 - c. Have a minimum width of 6 feet. The minimum width will be measured between the inside face of the railings.
 - d. Approach grades to the structure shall not exceed 6%.
 - e. The structure shall be designed for and installed within the limits of work outlined on sheets 31 and 36 as the Department's Corps of Engineers Permit does not cover work outside this area.
 - f. Prior to implementing any ~~permanently~~ or temporary pedestrian structure the design shall be submitted to and written approval obtained from the engineer. Sufficient time for review & corrections shall be allowed.
 - g. When temporary pedestrian way is no longer required, it shall be removed & the approaches obliterated as directed.
 - h. Payment for designing, installing, maintaining & removing the temporary pedestrian way is defined in Section 113 of the Special Provisions.
9. All instream work in the following areas shall be accomplished between June 15 & August 31. They shall also be reopened to traffic prior to any seasonal suspension of work.
 - A. "0"31+75 to "0"34+00 - Vanderbilt Slough Bridge (Bridge No. 790)
 - B. "0"36+30 to "L"237+35 - Vanderbilt Creek Bridge (Bridge No. 792)
 - C. "L"286+50 to "L"291+00 - Switzer Creek Bridge (Bridge No. 733)
 - D. Replacement of the culverts at "L"310+29.
 - E. All instream work in Lemon Creek shall be accomplished between June 16 to April 14 & shall be limited to 18 hours or less per day.
 10. The plans indicate that all known sanitary service connections. All services are to be extended to the R/W line or the edge of pavement, whichever is farthest from centerline. However, it shall be the Contractor's responsibility to determine which service connections will actually require extension or additional depth of burial. Minimum depth of burial shall be 3.5 feet unless otherwise directed. If it is determined by the engineer that the service connection has adequate depth of burial everywhere except under the required ditch line, the service conduit shall be encased in 3 inches of concrete 5' either side of ditch centerline to protect it from further maintenance operations. All services requiring extension shall be extended with plastic conduit, shall match the existing conduit size, & the plastic conduit conform to Section 706-2.08 of the Standard Specifications. Payment for all labor & materials required to accomplish the above work shall be considered incidental to Section 626.
 11. The Department has secured all necessary R/W for this project save one parcel. See Shit. 23 for details.

TRAFFIC CONTROL PLAN



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	4	73

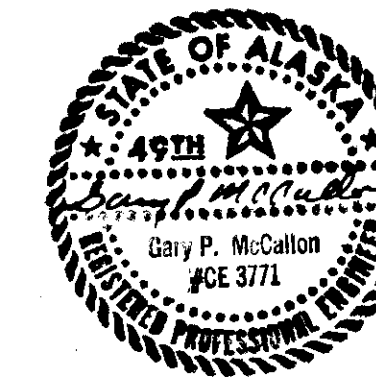
1. The contractor shall assign one of his employees the sole duty and responsibility of installing & maintaining the required traffic control elements for this project.
2. Project identification & construction signing for this project shall be as shown on Standard Drawing C-11.04.
3. All detours required on this project shall be constructed & maintained to the following minimum widths at all times:
One-Way Traffic-12'
Two-Way Traffic-20'
4. One-lane Closures shall be controlled by the following stipulations:
 - A. Standard Drawing C-11.04 shall be adhered to during daylight working hours with the exception that a pilot car will not be required.
 - B. One-Lane Closures between dusk and dawn will require temporary lighting with a minimum level of illumination of 20 foot candles on the roadway. Dusk to Dawn closures will also require flagging or one-way traffic signals with control equipment. Traffic signals & control equipment shall meet the applicable standards & specifications prescribed in Part IV of the M.U.T.C.D.
5. Two-Way By-Pass Detours around any area of work will be controlled by an approved By-Pass Detour Plan. See Project General Note 8 A, Sheet 3. Payment for this work is outlined in Subsection 115-5.01 of the Special Provisions.
6. All Portable Concrete Barriers shall conform to Standard Drawing 6-45.00 and the following stipulations.
 - A. All barrier sections utilized shall be fastened together at all times.
 - B. Ends of barrier sections shall be protected with a high level warning device, as detailed in Figure 6-14 of M.U.T.C.D.
7. All flagging required within these project limits shall be paid for under Item 113(1) FLAGGING.
8. The contractor shall keep the public advised of his construction activities through use of the local news media. Advance notice of all road closures & detours shall be published in the local newspaper & broadcast over all local radio & TV stations for 5 days prior to beginning each closure or detour.
9. Vanderbilt Slough & Vanderbilt Creek Crossings
Vanderbilt Slough ("0"31+75 to "0"34+00) and Vanderbilt Creek ("0"36+30 to "2"237+35) may not be totally closed to traffic nor may they be worked on simultaneously unless the contractor secures a Two-Way By-Pass Detour around the entire area. Requirements for By-Pass detours are shown in Note No. 8A Sheet 3. No one-lane closures through these areas will be allowed until the contractor has all the equipment & material required to complete these areas (to within one foot of finished grade) stockpiled in the Juneau Borough.
 - A. Relocation of the existing sewer main, between "0"36+85 & "2"236+98 and installation of required Water Conduit between "0"36+85 & "2"237+50 including testing and the upstream headwall shall be complete prior to beginning any other reconstruction between "0"36+30 & "2"237+35. See Note No. 8B, Sht. 43. Also see Shts. 42, 45, & 45a.
 - B. All construction activities in the proximity of the existing Vanderbilt Slough & Vanderbilt Creek Bridges shall be conducted in such a manner as not to endanger the structural integrity of the existing bridges until their use is no longer required by the traveling public.
 - C. The contractor shall complete these areas to within 1 1/2" of finished grade, have temporary pavement markings installed (as indicated in the Temporary Delineation and Striping Detail) and have portable concrete barriers installed prior to reopening this area to uncontrolled traffic.
 1. Lengths of barriers shall match the guardrail lengths. See Guardrail Summary.
10. Lemon Creek Crossing
During the reconstruction of the Lemon Creek Bridge, the contractor may close the area between "2"267+50 and "2"269+50 to all vehicular traffic. However, he will be required to provide

a 6' wide pedestrian way through the above area at all times. See Note No. 8c, Sht. 3. Prior to any closure of the above area to vehicular traffic the contractor shall have met the following requirements:

1. Have an approved pedestrian way plan-See Note No. 8c, Sht. 3.
 2. Have an approved Sewer by-pass & relocation plan, See Note No. 8B, Sht. 43.
 3. Notified the engineer and following agencies as to the day & time that the Lemon Creek (and Switzer Creek) closure(s) will begin and end. Notification shall be by letter and shall be delivered 15 days prior to beginning either closure.
 - a. State Troopers- "A" Detachment Commander and the Juneau Post Commander.
 - b. Chief of Police - City and Borough of Juneau.
 - c. Coordinating Fire Chief - City and Borough of Juneau.
 - d. Manager - City and Borough of Juneau
 - e. School Bus Coordinator - Auke Bay Garage, Box 195, Auke Bay, Alaska - 99821 (only if school is in session).
 - f. Manager of City and Borough Transit System.
 4. Once the contractor disrupts vehicular traffic in this area, he shall have 60 consecutive days to complete the area to finished grade (including bridge and approach railings) or liquidated damages in the amount specified in Subsection 108-1.07 of the Special Provisions will be charged.
 - a. Portable Concrete barriers may be utilized for temporary approach railings. Barrier lengths shall match guardrail lengths. See Guardrail Summary.
 - b. Temporary striping may be utilized until final striping on either side of the area is complete.
 5. Have the required water conduit between "2"267+50 & "2"269+90 installed & tested.
 6. All construction activities in the proximity of the existing Lemon Creek Bridge shall be conducted in such a manner so as not to endanger structural integrity of the existing bridge until its use is no longer required by the traveling public.
11. Switzer Creek Crossing ("2"286+50 to "2"291+00)
- A. Unless the Notice to Proceed conflicts with Note No. 9 on Sht. 3, this area shall be completed to within (one foot of finished grade) in the first 60 days of contract time. Since it is anticipated that the underlying soils will subside approximately 1.5 feet, approximately 1.5' of Notice to Proceed conflicts with Note No. 9 reconstruction of this area shall be completed during the stated time frame in the following construction year. Once the contractor disrupts traffic in this area, he shall have 20 consecutive days to complete this area or liquidated damages in the amount specified in Subsection 108-1.01 of the Special Provisions will be charged.
 - B. The contractor may close this area to all vehicular traffic after he has completed as much work as he can without endangering the structural integrity of the existing bridge, and provided this closure does not coincide with the allowable closures of Vanderbilt Slough and Vanderbilt Creek, or Lemon Creek. However, if the contractor provides a by-pass detour around Vanderbilt Slough & Creek the two areas may be reconstructed simultaneously. Prior to closing this area the contractor shall have also completed the following:
 1. Relocation of existing sewer conduit and installation of the required water conduit between "2"286+50 & "2"291+00 including testing, shall be complete. See Note No. 8C-3, Sht. 3 and Shts. 36, 55 & 56.
 2. The requirements of Note No. 10-A-3, this sht. shall have been complied with.
 - C. All construction activities in the proximity of the existing Switzer Creek Bridge shall be conducted in such a manner so as not to endanger structural integrity of the existing bridge until its use is no longer required by the traveling public.

TRAFFIC CONTROL PLAN cont.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	5	73



D. Prior to reopening this area to vehicular traffic the contractor shall have the work completed to within 8 1/2 inches of the finished grade and have portable concrete barriers installed.

1. Length of barrier shall match guardrail lengths. See Guardrail Summary.

E. Except for Winter Maintenance Paving, no asphaltic material may be placed over this area until the last 60 days of the project.

1. Prior to seasonal suspension of work this area shall be paved with 3 inches of Asphalt Treated Base Course.

12. During removal of existing pavement construction of the embankment and construction of the proposed pavement structure the contractor shall maintain one-way traffic during working hours. However, during non-working hours the roadway shall be re-opened for two-way traffic.

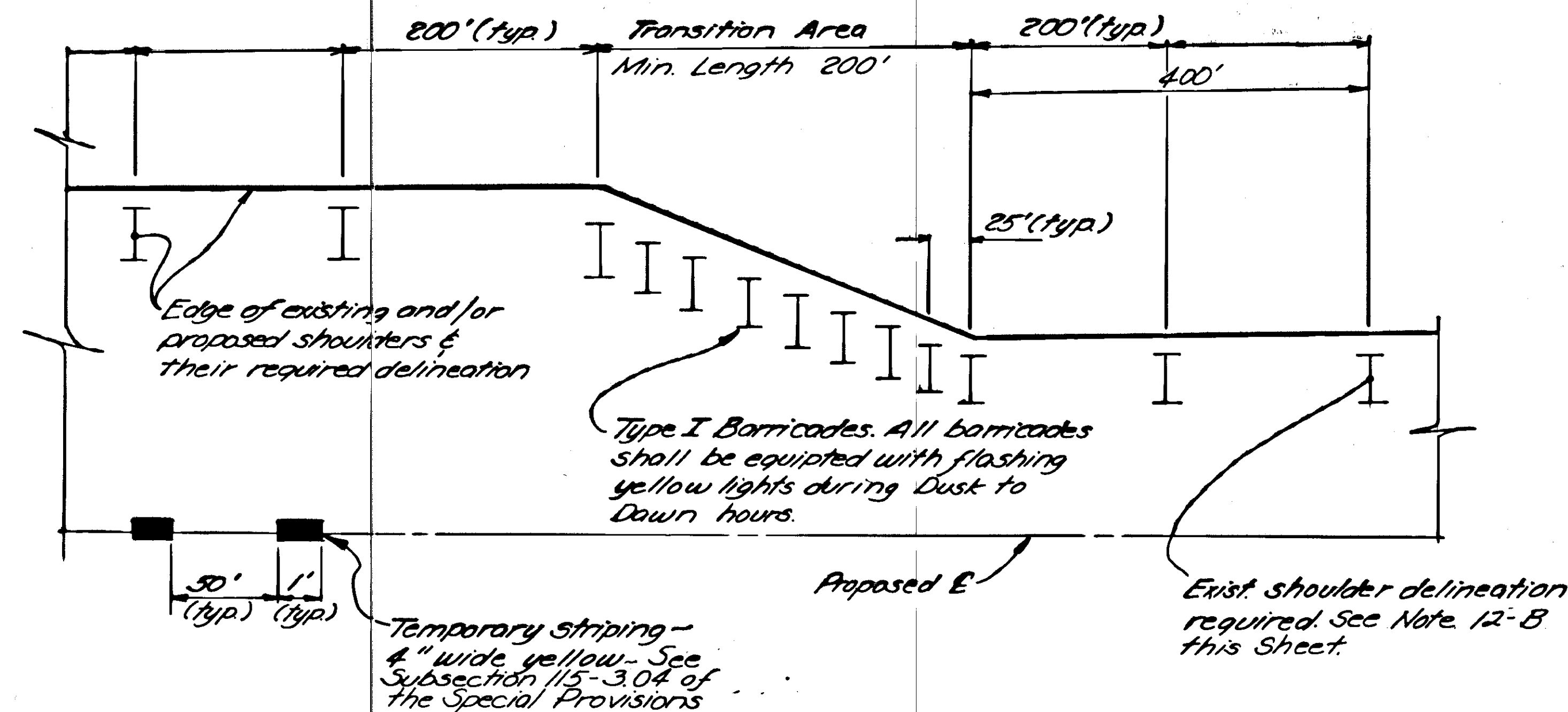
A. At no time shall the contractor require the traveling public to drive over broken or fractured pavement.

B. After removing the existing pavement, the existing & proposed shoulders shall be delineated with Type I Barricades (See Temporary Delineation and Striping Detail) until Note No. 9c, Sheet 2 has been completed.

C. During non-working hours, any transition(s) between widened embankment and the existing shoulder shall be constructed and delineated as detailed in temporary delineation & striping detail.

1. During non-working hours, grades of one percent or less shall be used throughout any transition(s) & Algebraic Differences in grades of more than one percent shall require the use of vertical curves. Length of vertical curves will be as directed.

13. Existing pavement destroyed during the removal or installation of any existing or proposed pipe or conduit shall be repaired with 2" of Asphalt Treated Base Course prior to any succeeding weekend and/or Federal or State Holiday. Payment for these patches (See Sheet 9) shall be made incidental to Items 306 (1) and 401 (2).



-PLAN-
TEMPORARY DELINEATION & STRIPING DETAIL
Detail may be utilized sym. about the proposed $\mathcal{C}$

T.C.P. SIGNING SCHEDULE					
NO.	QTY.	30 FT.	TYPE	SIZE	LEGEND
1	4	40	CI-2	60x24	End Construction
2	2	30	CI-1	60x36	Road Construction Next 2 Miles
3	4	64	CW20-IE	48x48	Road Construction Ahead
4	4	64	CW20-IE	48x48	Road Construction 1500 Feet
5	4	64	CW20-4B	48x48	1 Lane Road 1000 Feet
6	4	64	CW20-7A	48x48	Flagman 500 Feet
7	52	ea.	I		Barricade
8	77	770L	Jersey		Barricade
9	3	48	CW20-3F	48x48	Road Closed Ahead
10	3	48	CW20-3B	48x48	Road Closed 1000 Feet
11	3	48	CW20-3A	48x48	Road Closed 500 Feet
12	3	30	R11-2	48x30	Road Closed
13	2		III		Barricade
14	2	25	R-11-3A	60x30	BRIDGE OUT 1 mi. Local Traffic Only
Temporary Striping 190' of 4" Wide Yellow.					

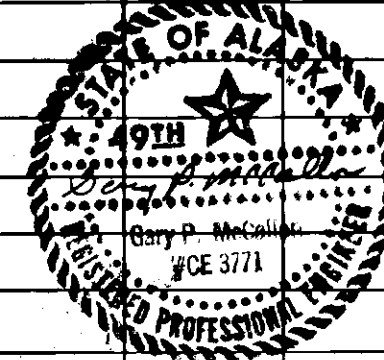
* Other signs may be required by the Engineer or used at the Contractor's option. This schedule is to be used for cost estimating only.

† Install these signs at 70'±±100-30'±± & 2'±±12+00-30'±± during construction of areas listed in Note

ESTIMATE OF QUANTITIES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	6	73

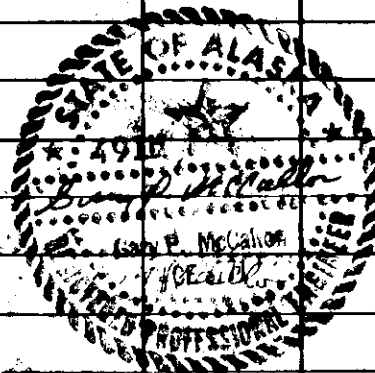
ITEM NO.	ITEM	UNIT	S H E E T																N U M B E R																TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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ESTIMATE OF QUANTITIES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	7	13

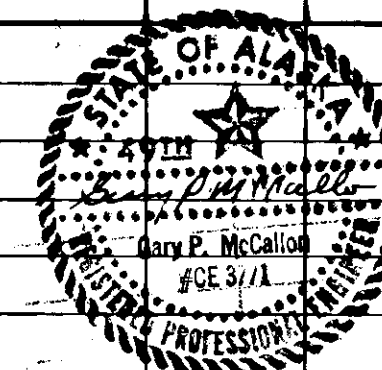
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ESTIMATE OF QUANTITIES (SUPPLEMENTAL WORK)

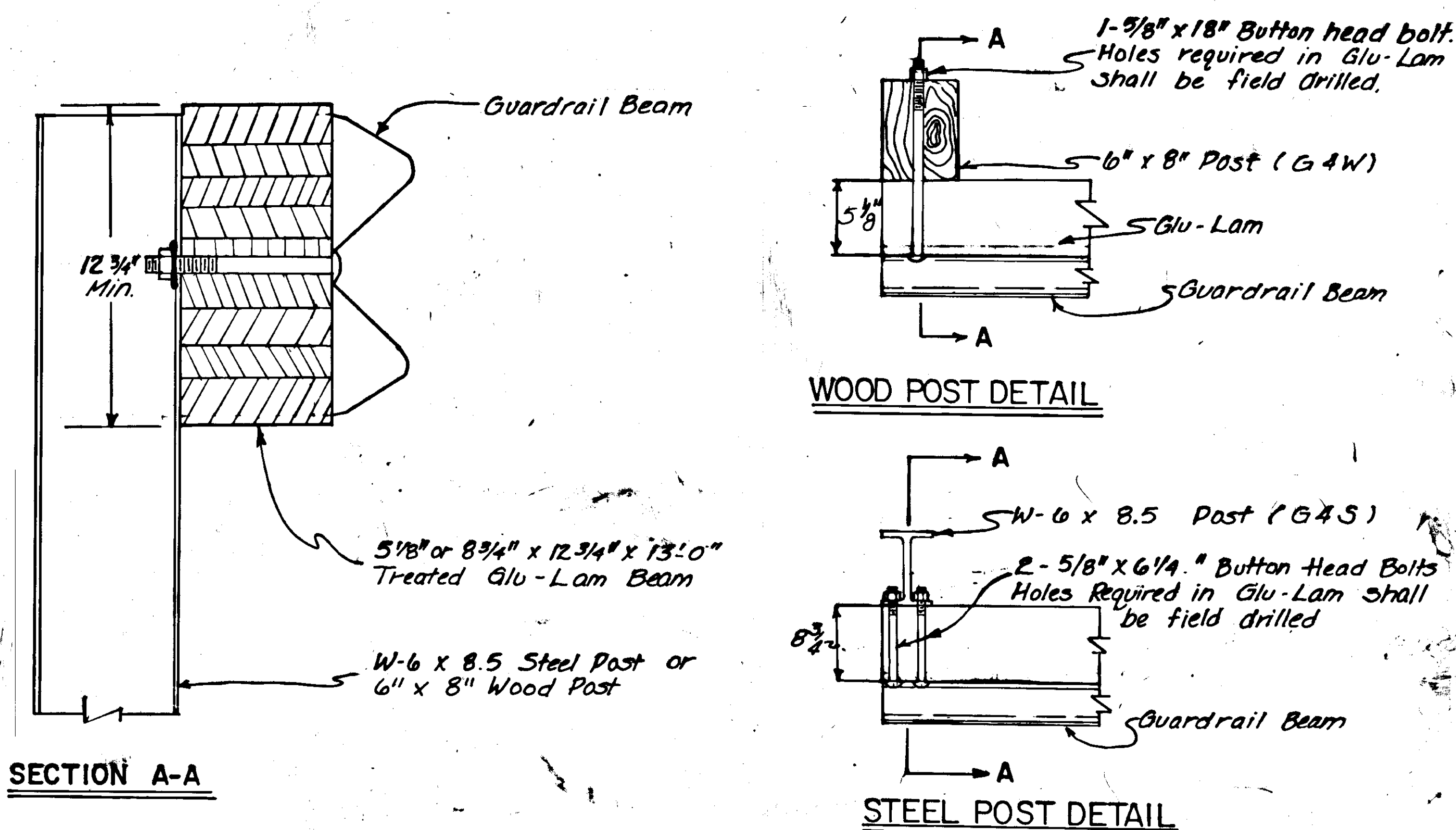
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	7a	73

ITEM NO.	ITEM	UNIT	S H E E T														N U M B E R										TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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REMOVAL OF STRUCTURES AND OBSTRUCTIONS				
FROM STATION	TO STATION	OFFSET		REMARKS
		LT.	RT.	
0+32+32			X	Remove & Reconstruct exist. planter as directed.
0+32+73	0+33+43	X	X	Remove & dispose of exist. Bridge No. 790 & approach guardrails.
0+34+85			X	Remove & reconstruct sign as directed.
0+35+00			X	Remove Bus Stop.
0+39+48	0+39+70	X	X	Remove & dispose of Bridge No. 752 & approach guardrails.
2+239+50		X		Remove & Reconst. exist. sign as directed by the engineer & Mr. THIBODEAU.
2+241+50		X		Remove & Reconst. exist. sign as directed.
2+245+30	2+246+20		X	Remove & dispose of 95' of exist. barbed wire fence.
2+250+82	2+251+93	X		Remove exist. fence & reconst. 87' LF of damaged 6' chain link fence & gate.
2+255+62		X		Remove & Replace exist. sign, as directed.
2+257+58			X	Remove & Reconst. end of fence as directed.
2+258+25		X		Remove & Replace exist. sign as directed.
2+268+28	2+269+16	X	X	Remove & dispose of exist. Bridge No. 793 & approach guardrail.
2+269+05		X		Remove & Reconstruct 30' LF of exist. 3' high chain link fence as directed. (See Sht. 31)
2+269+37			X	Remove & Replace exist. sign as directed.
2+273+17	2+274+21		X	Remove 105' of exist. 4' high chainlink fence.*
2+274+22	2+275+27		X	Remove 105' of 3' high wooden fence. See Note on Sht. 33.
2+276+30	2+276+94		X	Remove 63' of 3' high wooden fence.
2+288+42	2+289+52	X		Remove & dispose of exist. Bridge No. 733 & approach guardrails.
2+296+85				Remove & Reconstruct exist. Ret. Wall as indicated on Sht. 37 & as directed.
2+308+58	2+308+98		X	Remove & Reconstruct 40' of exist. 6' high wooden fence.
2+309+82	2+310+12		X	Remove & Reconstruct 34' of exist. 6' high wooden fence.
* Install new 4' high vinyl coated chain link fences on R/W prior to removing existing fences. See Note Sht. 33.				
Locations of removal & disposal of guardrail varies - See Guardrail Sum. this Sht.		X	X	Removal & disposal of guardrail incidental to Item 202(1).

POST DELETION DETAILS



GUARDRAIL SUMMARY

FROM STATION	TO STATION	OFFSET		REMOVE/DISPOSE	INSTALL	END SECT.	REMARKS
		LT.	RT.				
0+31+10	0+33+35	X			225'	2	++
0+32+29	0+33+60		X	13'			
0+32+39	0+33+64		X		125'	2	
0+32+63	0+33+57	X		94'			
0+37+67	0+38+23.29**	X			68.75	1	The North end of the concrete barrier. See Sht. 44.
0+38+95	2+236+70		X	94'			
0+38+87	2+236+88.7		X		125'	2	
0+39+23	2+237+03	X		100'			
2+236+58.5	2+237+30	X			106.25	1	875' R-20' the south end of rail to concrete barrier. See Sht. 44.
2+267+51.75	2+268+08**	X		25'	56.25	1	The North end to Bridge
2+266+73	2+268+08**		X	50'	53.75		139' R-12' the North end to Bridge.
2+269+08**	2+269+64.25	X		50'	56.25	1	The South end to Bridge
2+269+08**	0+10+80.50		X	25'	56.25	1	The South end to Bridge
2+278+65	2+280+23	X			150'	2	
2+287+90	2+288+40		X	50'			
2+287+98	2+289+73		X		175'	2	
2+289+15	2+288+40	X		25'			
2+288+22	2+289+97	X			175'	2	
2+289+52	2+289+77		X	25'			
2+289+52	2+290+02	X		50'			
2+292+94.75	2+293+51*	X			56.25	1	
2+293+28	2+293+78	X		50'			
2+293+63*	2+294+19.25	X			56.25	1	
TOTAL				769	1,575	20	

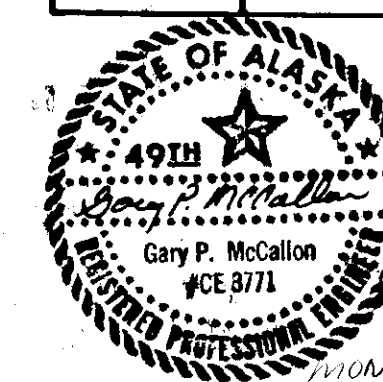
POST DELETION NOTES

- All timber products shall be treated per general note 3 on Standard Drawing G-04.34.
- Metal guardrail beam shall be bolted to glu-lam beam at midspan with a 5/8" diameter button head bolt.
- Payment for furnishing and installing the components required in the post deletion detail shall be considered incidental to item no. 606(1).

GUARDRAIL NOTES

- * Tie ends to existing concrete block building using terminal connector (as shown on Standard Dwg. G-15.00) using 2-7/8 inch bolts per end. Bolts shall be grouted into existing structure.
- ** Post spacing shall be as shown on Standard Drawing G-24.01 or G-24.11.
- ++ Delete guardrail posts in the vicinity of 0+32+55, 0+33+20 & 2+237+00 Lt. Span missing post areas w/ Glu-lam beam. See Post Deletion Detail this sheet.
- ⊕ All guardrail radii of 150' or less shall be shop fabricated.
- The contractor has his choice of furnishing wood or steel posts, but the same type of post shall be furnished throughout the project.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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SURVEY MONUMENT SUMMARY			
* SEE NOTE BELOW			
STATION	POINT	MONUMENT	CASE
0+25+73.25	P.C.	X	X
0+33+52.75 P.T. BR =	P.T.	X	X
2+236+23.58 PATAH			
2+245+56.91	P.T.S.	X	X
2+248+56.91	P.S.C.	X	X
2+253+61.95	P.C.S.	X	X
2+256+61.95	P.S.T.	X	X
2+258+63.71	P.T.S.	X	X
2+261+63.71	P.S.C.	X	X
2+269+09.7	P.O.T.		
2+264+33.50	P.C.S.	X	X
2+267+33.50	P.S.T.	X	X
2+276+46.57	P.T.S.	X	X
2+278+46.57	P.S.C.	X	X
2+282+01.40	P.C.S.	X	X
2+284+01.40	P.S.T.	X	X
2+300+27.02	P.C.	X	X
2+302+65.42	P.I.	X	X
2+305+03.50	P.T.	X	X
2+309+43.08	P.T.S.	X	X
2+310+72.08	P.S.C.	X	X
2+311+33.35	P.I.	X	X
2+311+67.11	P.C.S.	X	X
2+313+17.11	P.S.T.	X	X

*NOTE-

The contractor shall install the new monuments in accordance with the plans & specifications. This work shall be accomplished under the direct supervision of a registered land surveyor, furnished by the contractor, who will furnish the Department with a document certifying their accuracy. The standard accuracy shall be Third-Order, Class II as specified in "Classification, Standards of Accuracy & General Specifications of Geodetic Control Surveys," U.S. Dept. of Commerce - N.T.I.S. # PB 261037.

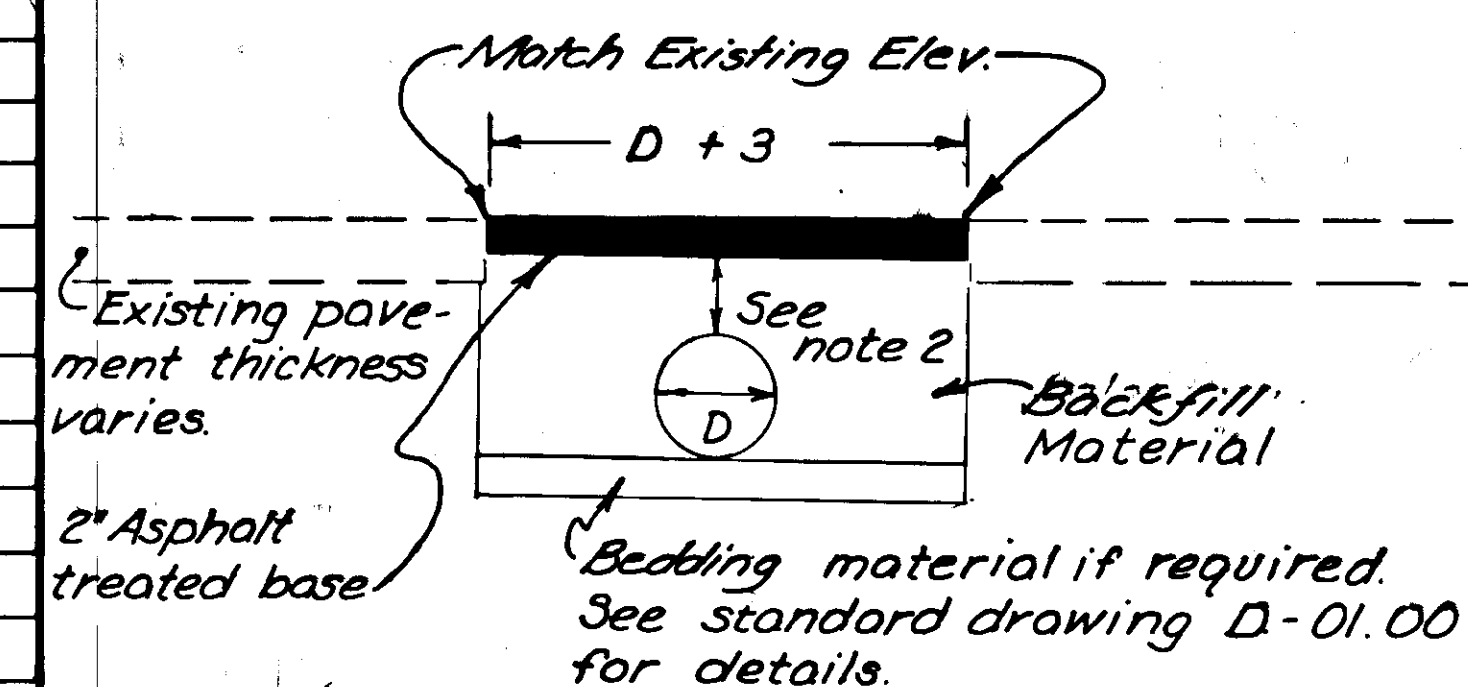
† See Standard Drawing M-13.01 for details. Monument shall be stamped with Bridge No. & elevation.

CULVERT SUMMARY

STATE OF ALASKA
49TH
Gary P. McCallon
Gary P. McCallon
#CE 3771
TEACHER PROFESSIONAL LICENSE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1981	9	73

ASPHALT PATCH DETAIL



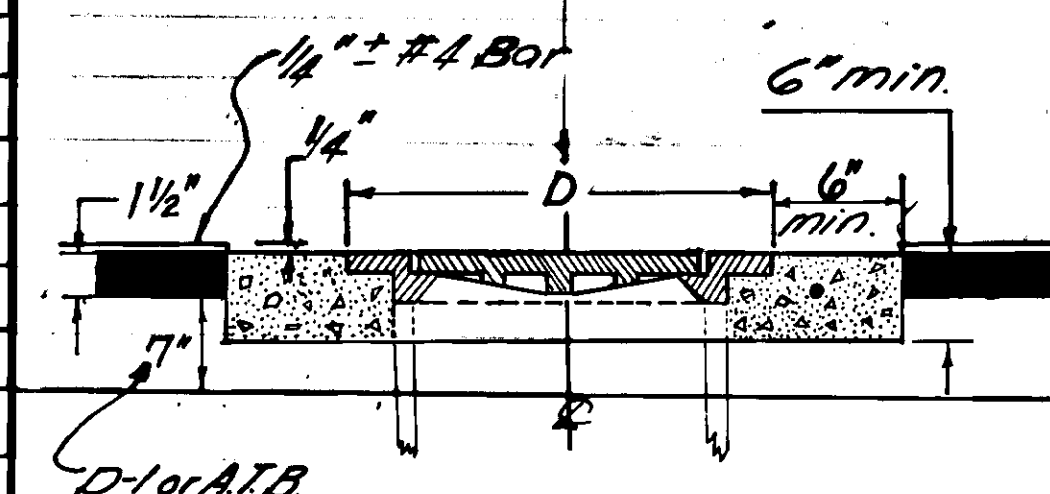
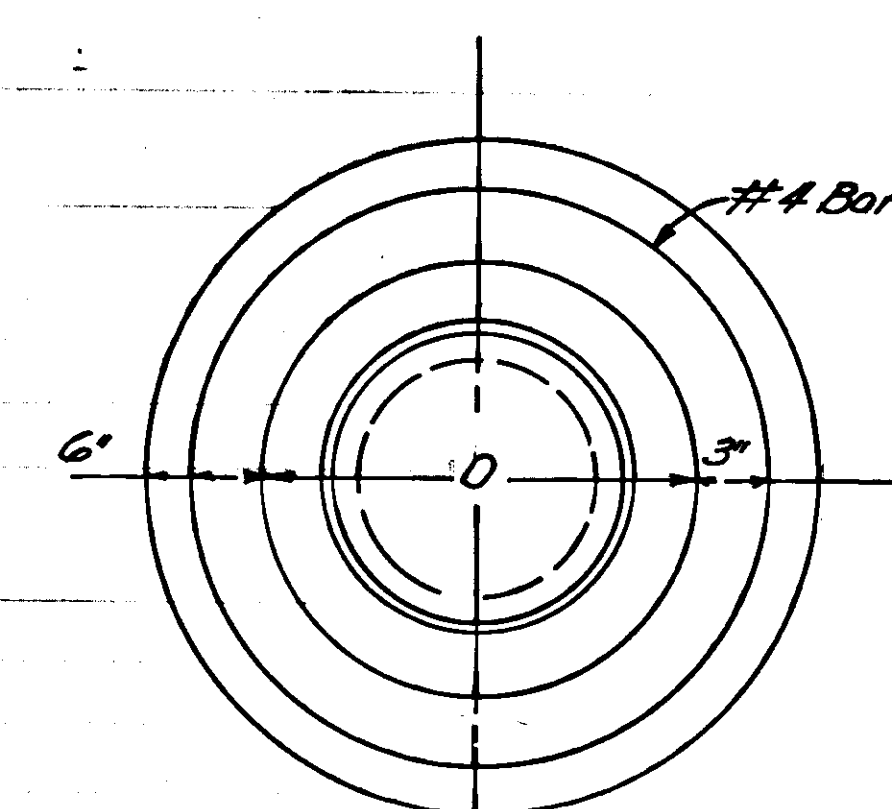
-NOTES-

1. *Indicates installation of Asphalt Patch Cures shall be installed for the width of existing pavement only.*
2. *Depth varies. See Culvert Summary, Storm Drain Details & Water Conduit Table for most locations.*
3. *Prior to paving the culvert patch, the existing pavement shall be cut back over undisturbed earth as directed by the engineer.*
4. *Asphalt patches will not be required over culverts at Vanderbilt Slough, Vanderbilt Creek and Switzer Creek.*

MANHOLE SUMMARY						
STATION	OFFSET TO C.O.F.M.H. COVER		EXIST. COVER ELEV.	PROP. COVER ELEV.	ADJUST	RECONSTR.
"0" 29+93 *		17.8	26.33	26.18	X	
"0" 32+60.29		25.8	23.33	25.00		X
"0" 33+19.79		26.5	23.45	24.75		X
"0" 36+87.79		4.6	24.86	24.92	X	
"0" 39+22.39		24.5	23.54	—		
"0" 39+25		10.2	—	—		
"2" 236+72.0		25.6	—	—		
"2" 236+96		26.2	—	24.03		
"2" 237+69		21.0	24.31	24.43	X	
"2" 250+86.5		9.3	28.74	28.81	X	
"2" 253+41		47.6	29.52	—		
"2" 253+54.6		8.0	30.33	30.32		
"2" 257+23.5		15.5	31.42	31.53	X	
"2" 257+42		28.0	31.25	—		
"2" 261+07.5		21.8	33.20	34.22		X
"2" 262+65		24.0	31.38	34.74		X
"2" 264+62.5		16.0	32.64	34.13		X
"2" 266+10.5		16.2	32.97	33.15	X	
"2" 266+42		32.0	—	—	X	
"2" 270+34.5		25.0	30.82	32.75		X
"2" 272+29.0		24.0	28.97	31.06		X
"2" 276+27		10.4	27.03	27.20	X	
"2" 276+27.5		24.0	25.49	26.94		X
"2" 279+73		10.0	25.31	25.49	X	
"2" 281+94		12.0	25.52	25.59	X	
"2" 285+95		24.8	23.99	24.79	X	
"2" 288+25		35.3	—	18.50		
"2" 288+76		33.0	—	18.50		
"2" 289+32.5		40.2	—	—		
"2" 289+70		39.6	20.26	—		
"2" 292+50		49.3	25.10	—		
"2" 292+61.2		20.0	24.47	24.61	X	
"2" 293+26		41.5	24.41	—		
"2" 293+29.5		33.5	24.80	—		
"2" 293+34		40.7	27.18	—		
"2" 296+55		16.0	26.04	26.68	X	
"2" 298+15 *		20.0	28.65	29.60	X	

*Exist. M.H.'s that require more than 1' of precast conc. adjusting rings shall be reconstructed. If adjustment is called for above & reconstruction is required the contractor shall be paid for as reconstruction.

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ALASKA	R5-0955(1)	1981	10	73



All S.S. manholes, water conduit, sewer cleanouts, valve boxes & manhole covers falling within the paving limits shall be adjusted to grade & encased in Class "A" concrete, as detailed above. This work shall be considered incidental to other items of work appearing in the bid schedule.

CONCRETE ENCASEMENT DETAIL

MAILBOX SUMMARY				
STATION	LT.	RT.	NO. OF BOXES	REMARKS
"0" 26+84		X	1	
"0" 29+11		X	1	
"0" 38+25.29		X	1	
"2" 247+17		X		2.3 L.F.
"2" 250+85		X	1	
"2" 259+24		X	1	
"2" 266+92		X	3	4.5 L.F.
"2" 270+53		X	15	22 L.F.
"2" 293+20		X	11	5.5 L.F.
"2" 295+07		X	12	6 L.F.
"2" 296+67		X	6	5 L.F.
"2" 298+46		X	1	

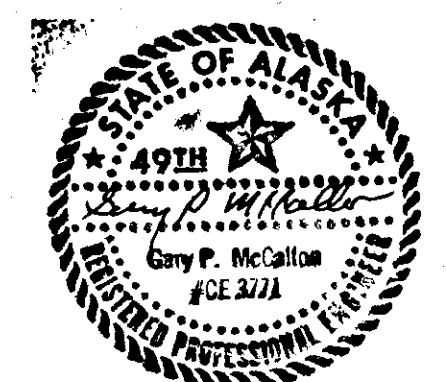


Diagram illustrating a proposed road cross-section. The diagram shows the proposed road profile (solid line) and the existing ground profile (dashed line). The proposed road is shown with a 18' width and a 6' shoulder. The existing ground is shown with a 12' width. The proposed road is labeled "Proposed Road" and the existing ground is labeled "Existing Ground". The proposed road is shown with a "Main Line Paving structure" and a "Culvert Pipe, if required". The diagram also shows a "Begin approach" point and a "Match Existing Ground" point. The distance between the "Begin approach" and "Match Existing Ground" points is labeled "Distance = 25'". The diagram also shows a "Grade shall be as directed" note and a "See Note No. 1" reference.

-NOTES-

1. Unless otherwise directed by the engineer, this area shall be surfaced with crushed aggregate base course.
2. Foreslopes & Backslopes from begin approach to match existing, shall be as shown on the mainline typical.

APPROACH	DETAIL
----------	--------

APRON PAVING SUMMARY			
Station (rt.)	Width		Remarks
"L" 257+66	28'		
"L" 256+20	24'		
"L" 256+64	24'		
"L" 258+63	24'		
"L" 259+20	24'		
"L" 259+65	24'		
"L" 260+22	24'		
"L" 260+67	24'		
"L" 261+40	24'		

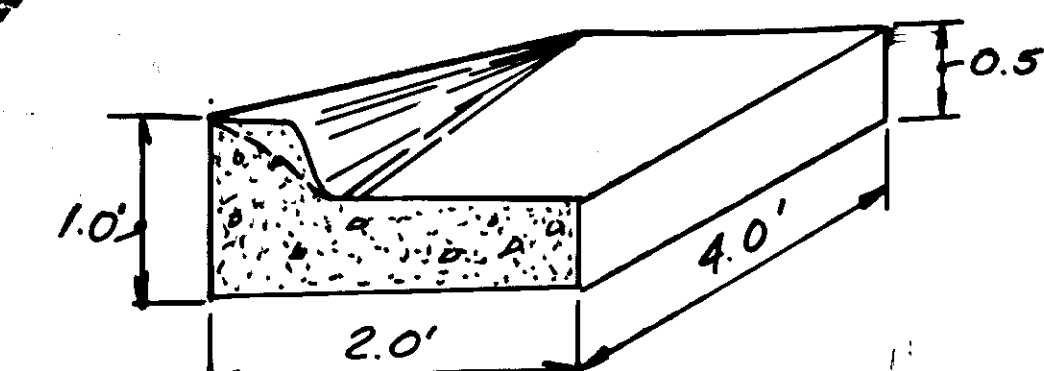
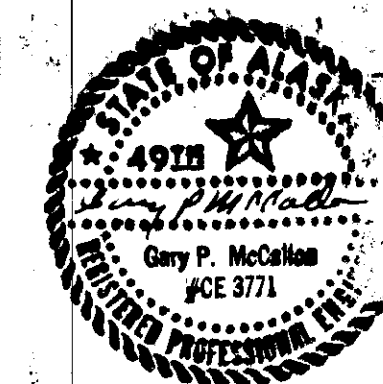
-NOTES-

1.  Indicates area to be constructed with the same pavement structure indicated in approach detail. Payment for this area shall be paid in accordance with Section 639(1) APPROACHES.
2. Premixed expansion joint filler & liquid polymer joint sealer (See Specifications) or AC-5 Asphalt Cement for joint sealer shall be considered incidental to Item 609(2) CURB & GUTTER.
3. Expansion joints for Type I Curb & Gutter shall be placed at 30'(foot) $\pm$ intervals, at the end of each curb return & on each side of the paved aprons. Expansion Joints for Type II Curb & Gutter shall be placed at the end of each curb return, on each side of the paved aprons & at the end of each precast section.

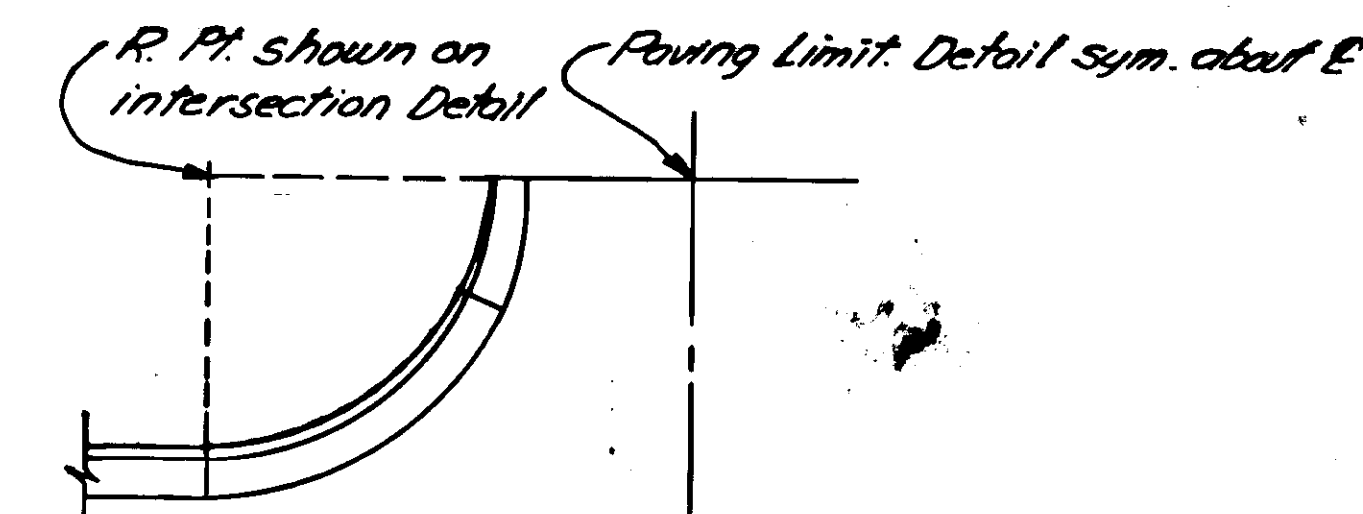
APRON PAVING DETAILS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS- 0955 (1)	1982	11	73

APPROACH SUMMARY

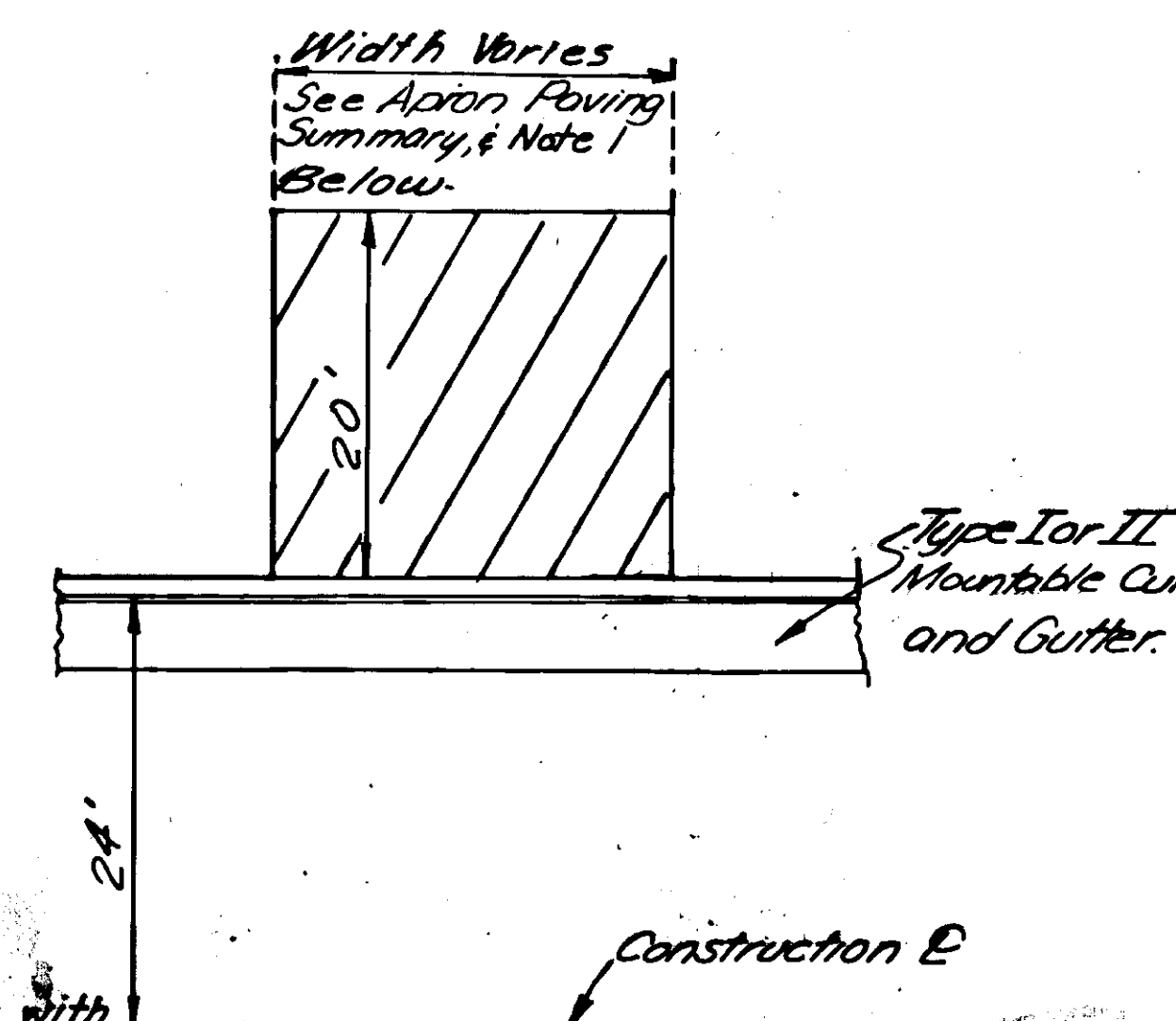


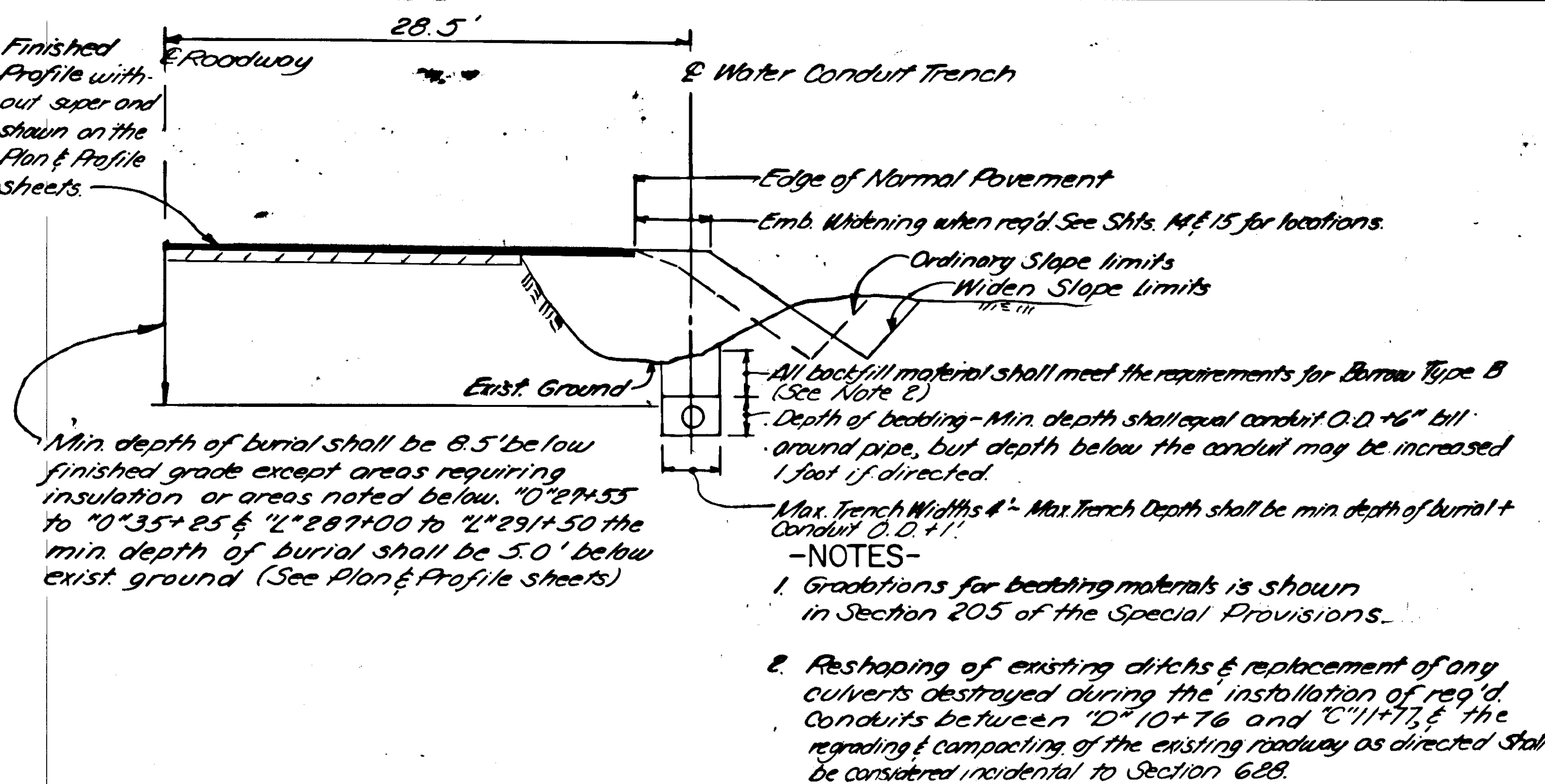
-NOTE-
This detail shall be used at all terminal points
of curb & gutter, unless otherwise noted

ISOMETRIC

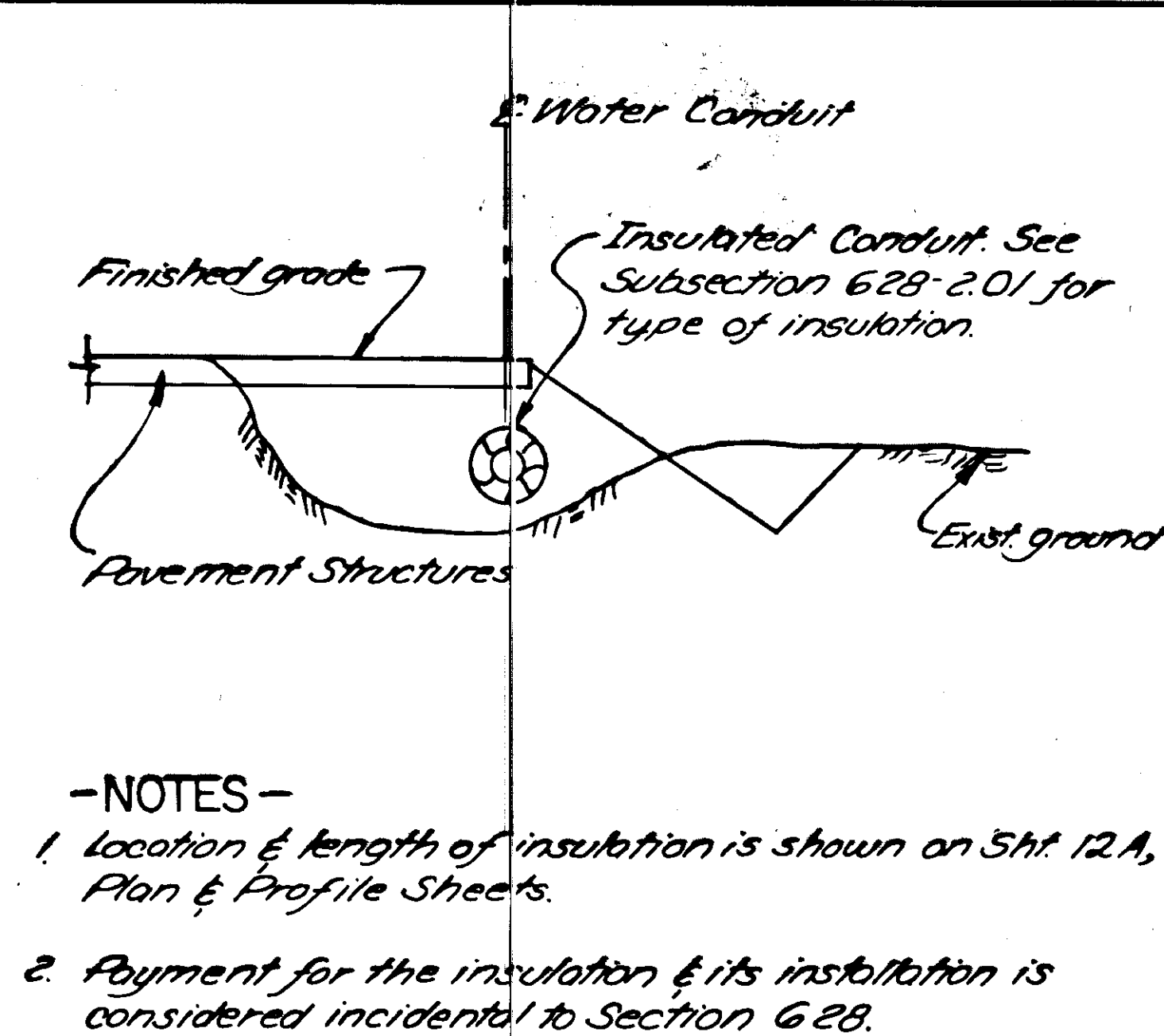
PLAN

CURB END SECTION



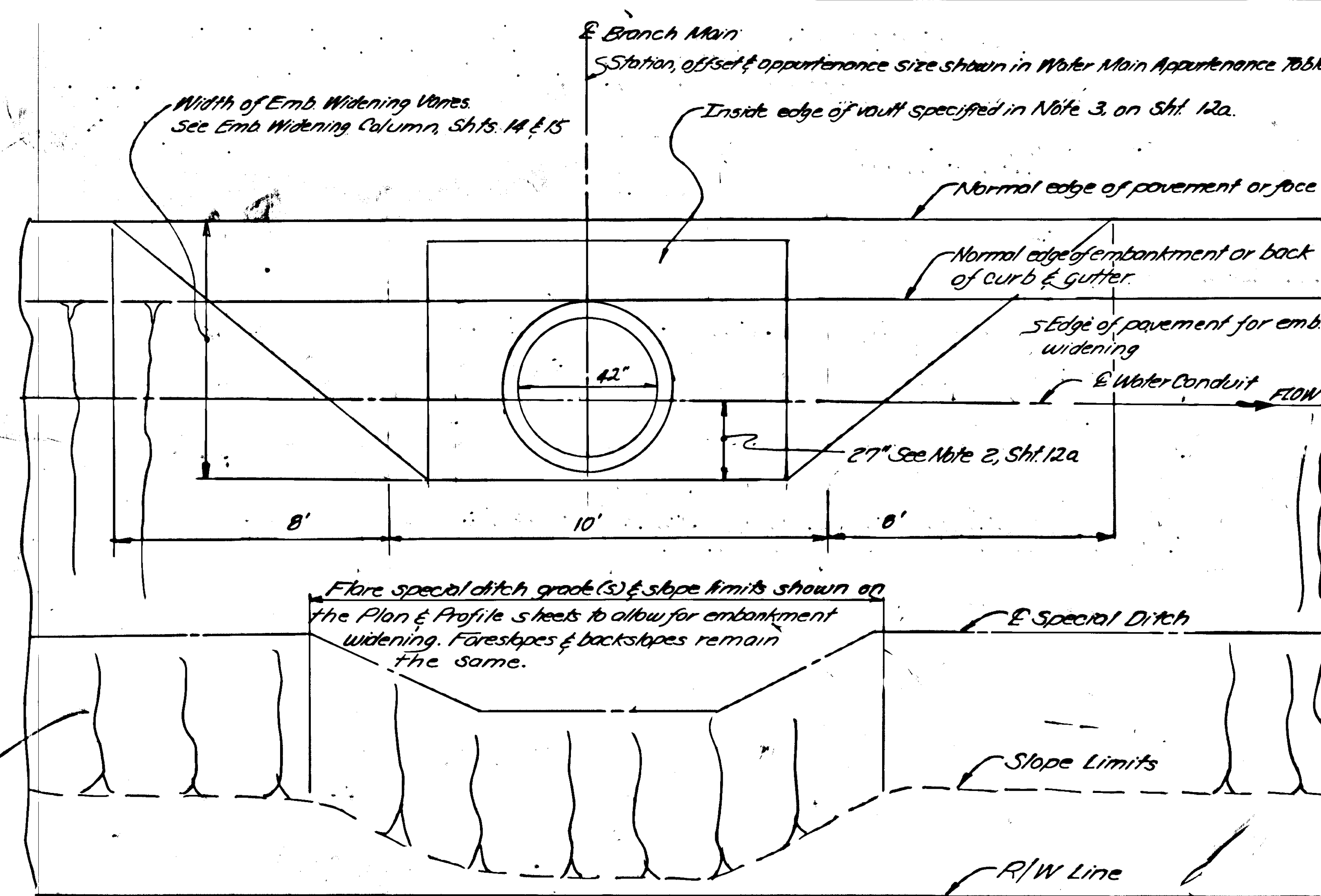


WATER CONDUIT TRENCH DETAILS

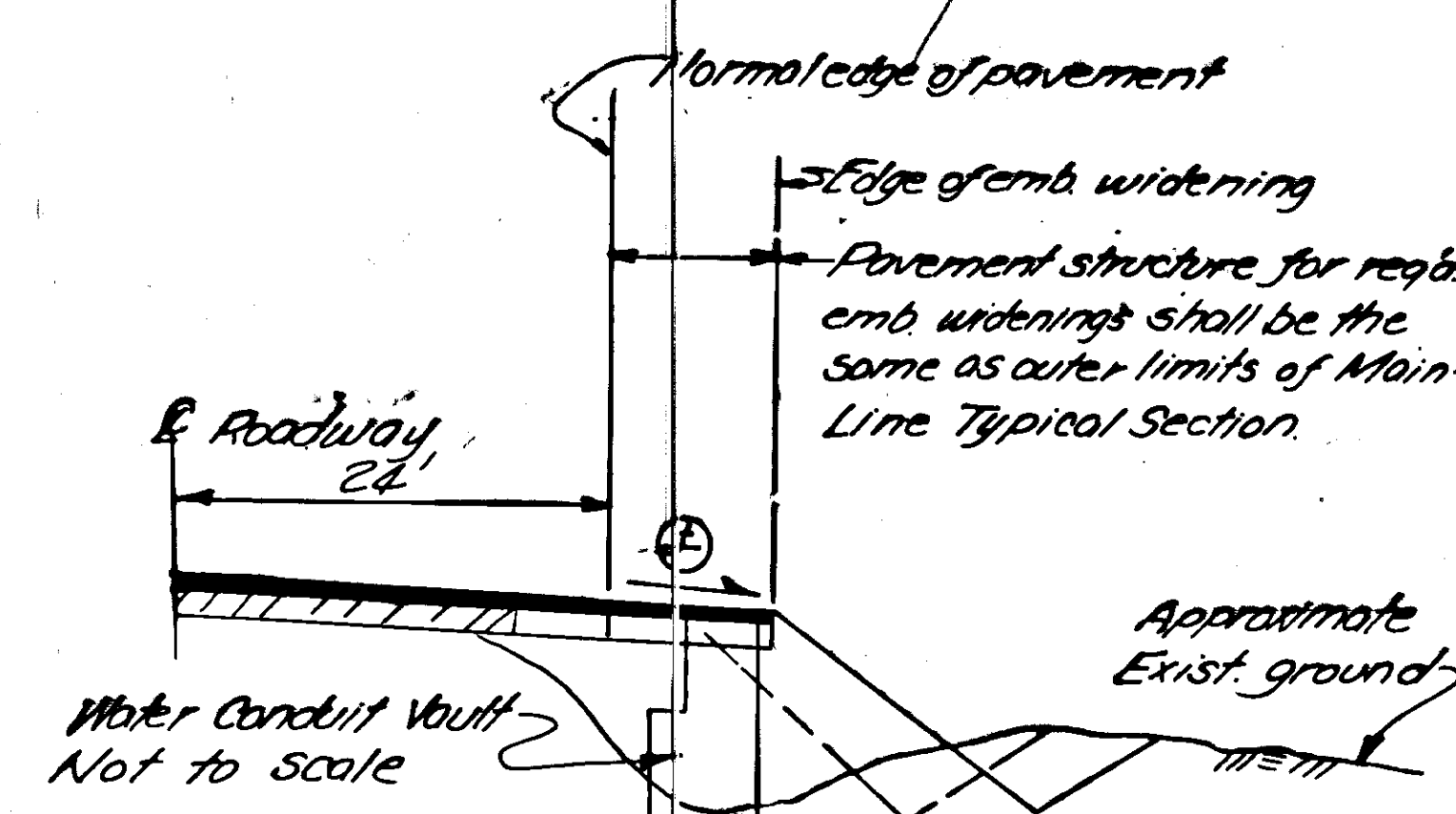


- NOTES-
1. Location & length of insulation is shown on Shit. 12A, Plan & Profile Sheets.
 2. Payment for the insulation & its installation is considered incidental to Section 628.

INSULATION DETAILS



EMBANKMENT WIDENING DETAIL



- ⊗ All excavation & embankment material req'd to complete the embankment widening shall be considered incidental to Section 628.
- ⊕ Slope shall be normal crown unless in superelevation transition or full super, then slope shall be -1.0% from normal edge of pavement.

SECTION A-A

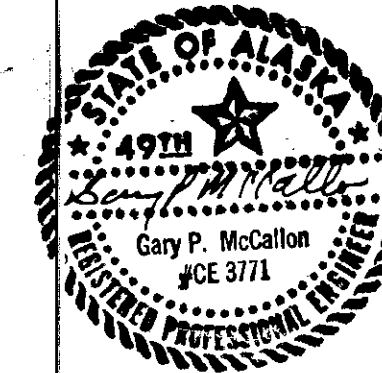


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	ES-0955C1)	1982	12	73

WATER CONDUIT DETAILS
"SUPPLEMENTAL WORK"

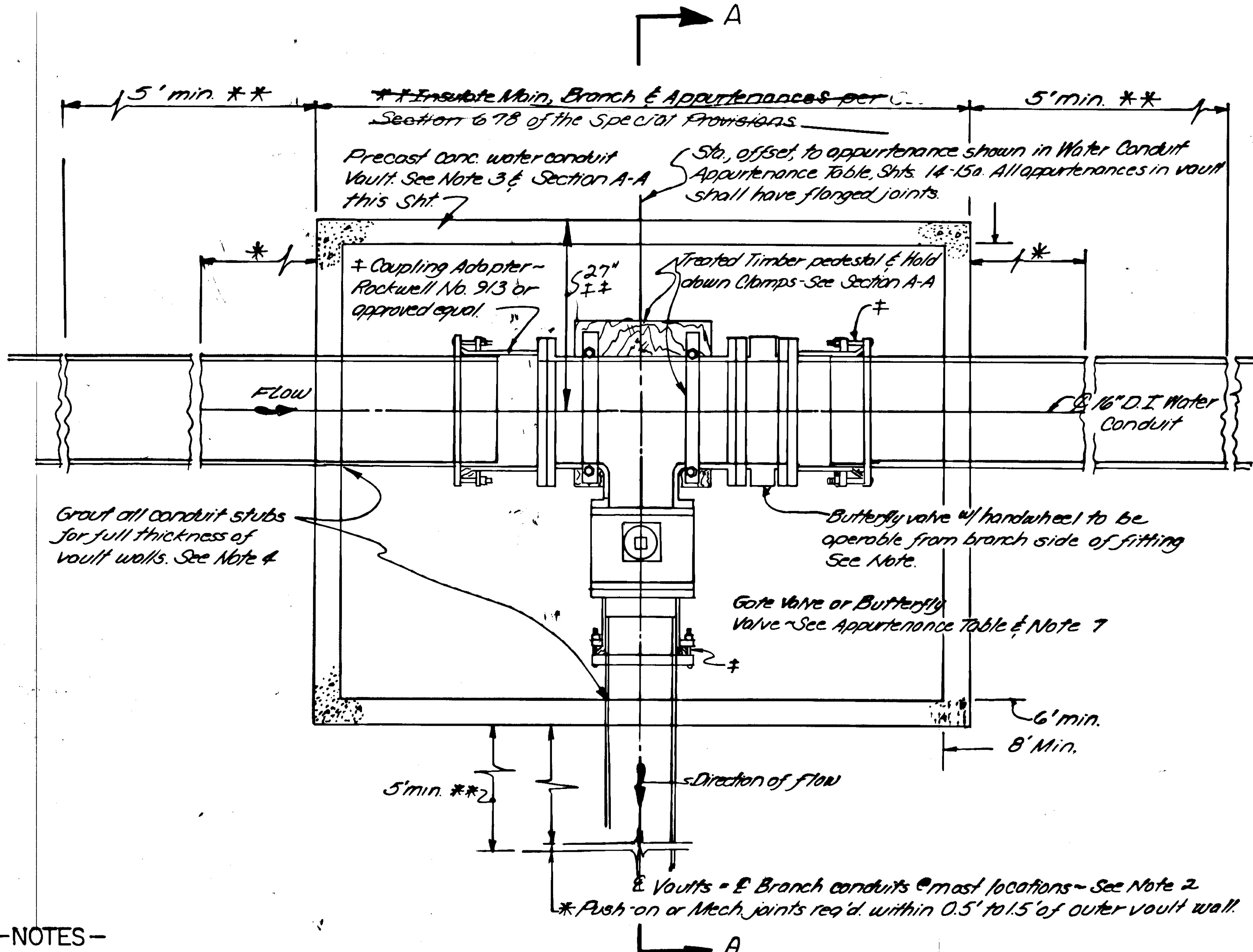
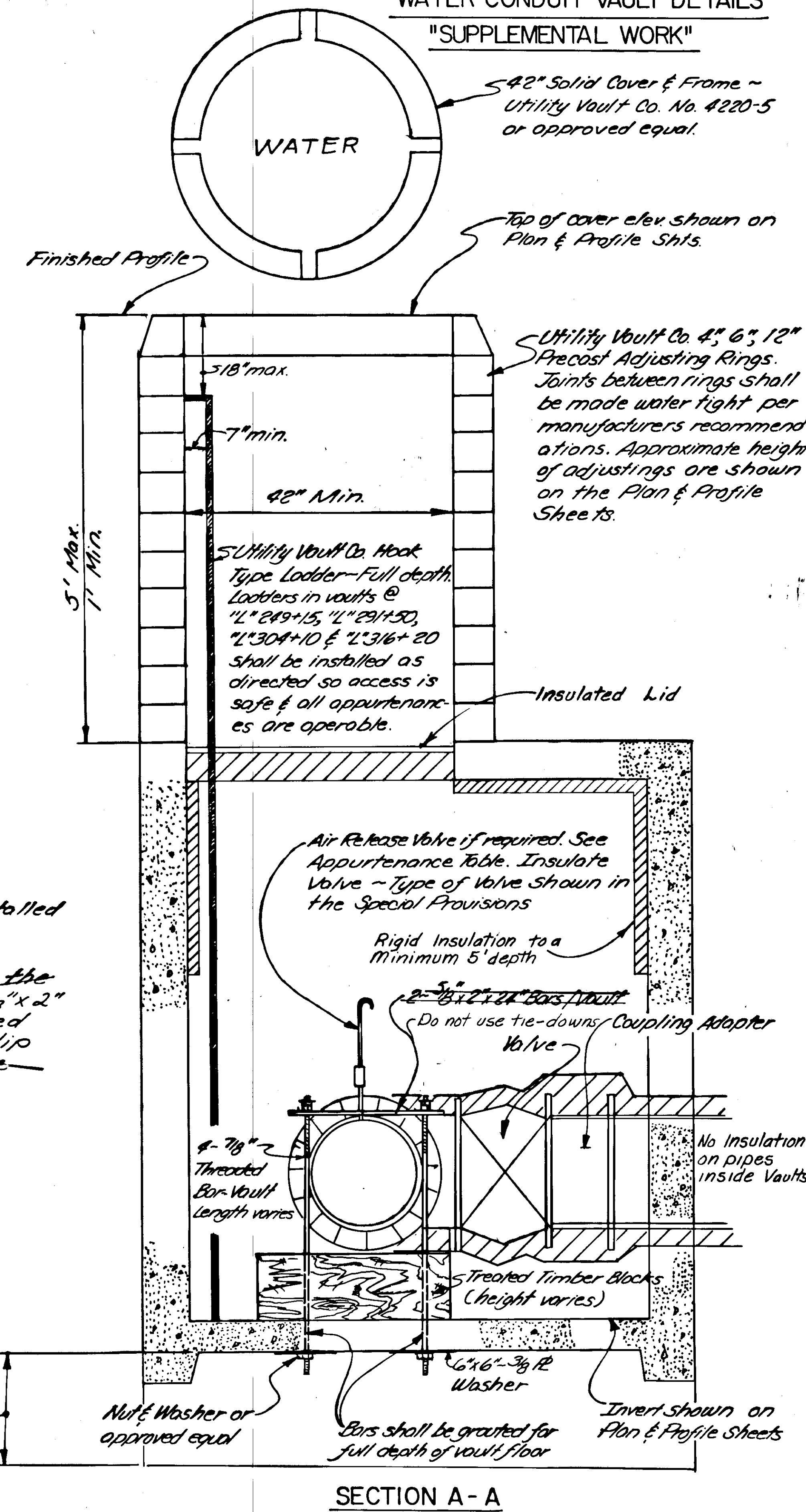
GENERAL WATER CONDUIT NOTES

- I. All information shown in the Water Conduit Appurtenance Table is approximate only & is subject to field adjustments.
- II. The working pressure of this main & its appurtenances is 100 psi.
- III. Size of thrust blocks for this conduit & its appurtenances shall be as indicated in the Thrust Block Minimum Size Table for water pressure in the pipe of 150 psi. - Table is shown on Standard Dwg. U-03.00.
No thrust blocks or valve anchorages (other than those detailed on 12a) shall be req'd within Water Conduit Vaults. The Horizontal & Vertical Alignments, shown on the Plan & Profile Shits, indicates that some changes in line & grade may be accomplished utilizing the recommended maximum deflection per joint per 18' length of conduit. If the specified or required alignments require deflections in excess of these limits the contractor shall, as approved either provide special bends or sufficient number of shorter length of conduit to provide the specified or required alignment within the limits recommended by the pipe manufacturer.
- IV. All Curb Stops & capped mains shall be referenced with Horizontal & Vertical Ties.
A. Horizontal ties may be accomplished with swing ties from permanent objects to remain in place after construction is complete all horizontal ties shall be indicated to the nearest tenth of a foot.
B. Vertical ties shall also be indicated to the nearest tenth of a foot & be on the project datum.
C. All ties shall be shown on the project "As built".
D. Payment for this work shall be considered incidental to Item 114(1).
- V. All treated & untreated timber req'd to complete the water system shall be considered incidental to Section 628.
- VI. There are approximately 25 sewer main encasements - 20' in length & 3" thick.
- VII. The contractor shall block all capped conduit ends prior to testing any section of conduit.
- VIII. The contractor shall furnish 3-16" & 3-10" blind flanges. If the 12" main is awarded then 3-12" blind flanges shall be furnished instead of the 3-16". Payment for the blind flanges shall be considered incidental to Section 628.



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WATER CONDUIT VAULT DETAILS
"SUPPLEMENTAL WORK"



NOTES -

This detail may be utilized sym. about E of 16" D.I. W.C. except as noted in Note 2.

± This dimension applies to all vaults except those located at "L" 294+52 & "L" 304+10. Rt. Vaults required at "L" 294+52 & "L" 304+10 Rt. shall be centered both ways over the cross - the access hole shall be placed as shown on the Plan & Profile Sheets.

All Valve vaults shall be precast concrete vaults as produced by the Utility Vault Co. Auburn, Washington. Dimensions shall be those shown for Utility Vault Co. Catalog # 687 WA 42. An approved equal may be substituted. Each vault shall be equipped with a Manhole Step & Hook Type Ladder extending to the floor. A 42" dia. Cast iron frame & solid lid marked "WATER" shall also be required.

Grinnell Style 162 pipe covering protection saddles of the appropriate size shall be provided for fittings resting on pedestals.

All conduits passing through vault walls shall be grouted in place so as to provide a rigid, water tight seal. Insulation will not be required for the thickness of the walls.

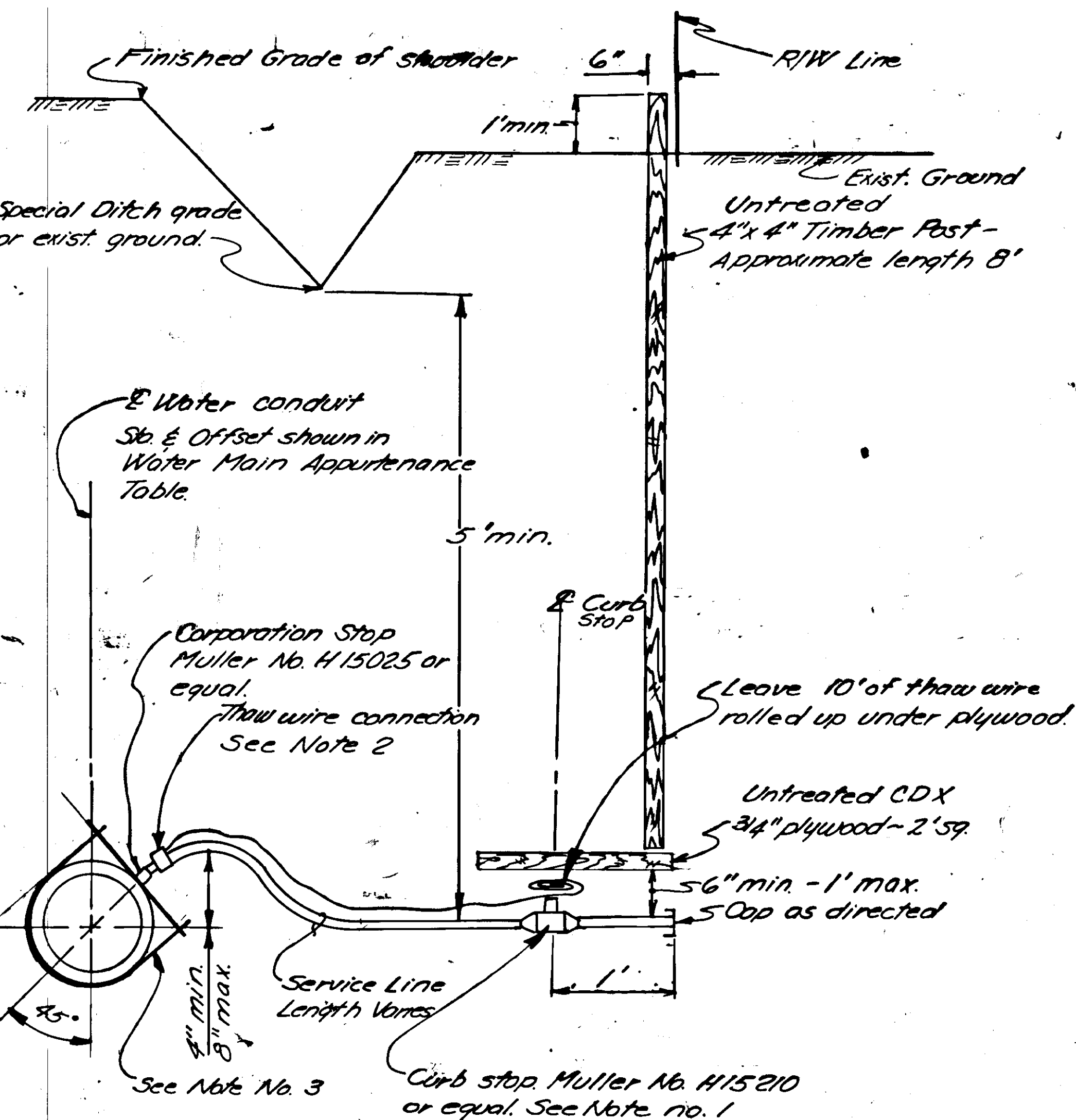
Coupling adapters shall be Rockwell Style 913 with factory installed anchor bosses & studs or an approved equal.

Butterfly valves shall be Mueller Line Seal III of the appropriate diameter. Butterfly valves shall be installed with the axis of operation in the vertical plane and shall be equipped with a handwheel. The direction of operation shall be such that the rubber seal is facing back on stationing when the valve is in the closed position. Installations at a Tee fitting shall be such that the handwheel faces the branch side of the fitting.

VALVE VAULT DETAILS

8 All vaults, fittings, valves, couplings & insulation shall be installed in accordance with the manufacturers recommendations.

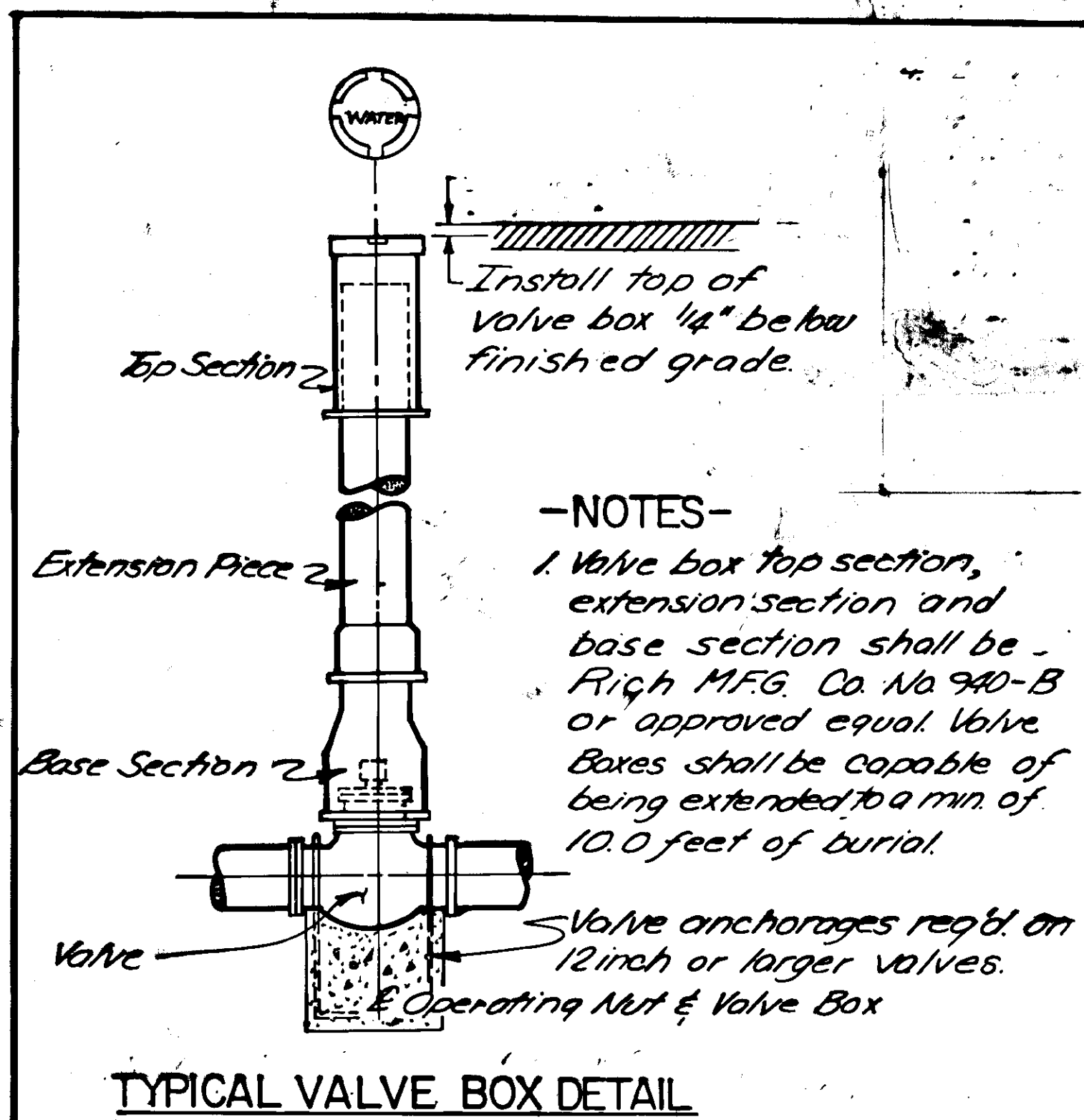
9 Hold down clamps for fittings shall be grouted in place for the full thickness of the vault floor. The 7/8" threaded rod & 5/8" x 2" bar shall be A-36 Steel. The 5/8" x 2" bar shall be secured with a double nut type assembly. All parts shall be hot dip galvanized after fabrication. Grout shall be cured to the satisfaction of the Engineer prior to final assembly.



-NOTES-

- Reference Corporation & Curb Stops as indicated in General Water Conduit Note No. IV.
- No. 2 Copper Wire shall be connected to service pipe directly behind Corporation Stop with Muller 220 pipe saver clamp or equal. Remove coating from thaw wire full length of clamp.
- Rockwell No. 313 Double strap saddle w/epoxy coating & Stainless Straps or approved equal, will be required on all services up to 2 inch.

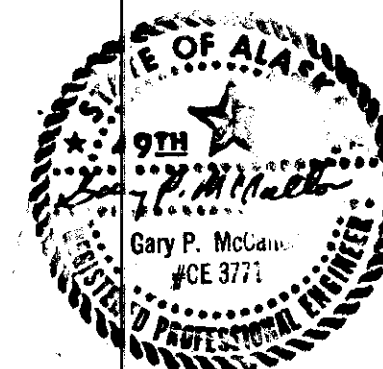
WATER SERVICE CONNECTION DETAIL



-NOTES-

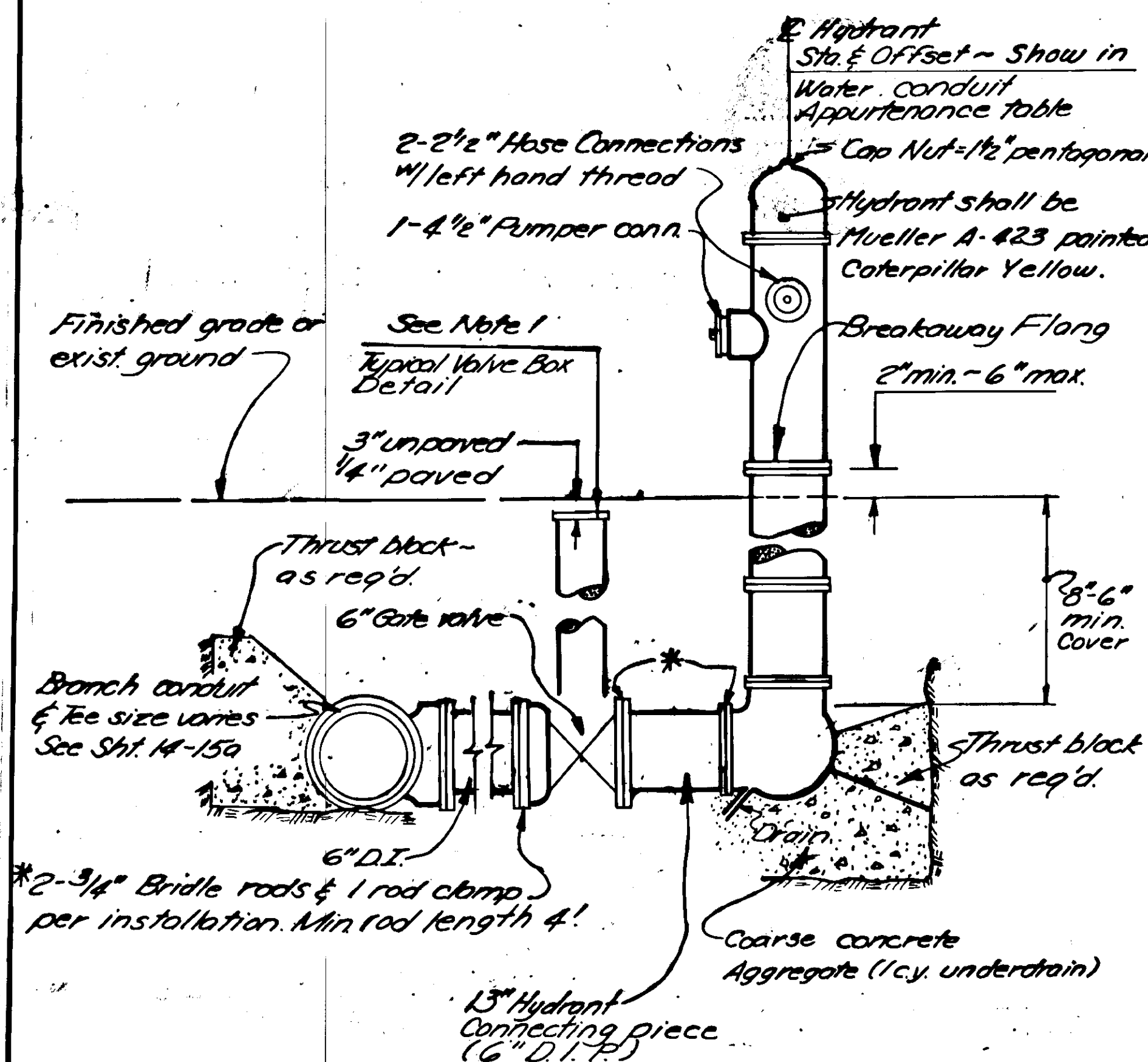
- Valve box top section, extension section and base section shall be Rich MFG. Co. No. 940-B or approved equal. Valve Boxes shall be capable of being extended to a min. of 10.0 feet of burial.

TYPICAL VALVE BOX DETAIL



WATER MAIN DETAILS
"SUPPLEMENTAL WORK"

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	13	73



-NOTES-

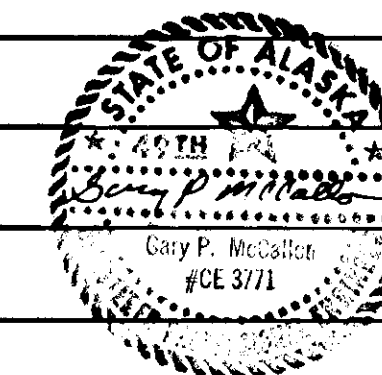
- Hydrant barrel must be plumb.
- The hydrant tee, gate valve, connecting piece, valve box & hydrant shall be paid for as a unit, complete & in place.
- No horizontal or vertical deflection of more than 1/4" shall be allowed between the main &/or branch main & the hydrant.
- * Indicates the use of Mech. Joints & 3/4" inch bridle rods.

FIRE HYDRANT DETAIL

WATER CONDUIT AND APPURTENANCE TABLE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	R5-0955(1)	1982	14	73

STATION	OFFSET	APPROX. LENGTH OF DI. WATER CONDUIT			AIR RELEASE VALVE	WATER SERVICE	APPROX. LENGTH OF SERVICE LINE	VALVE BOXES	16" BUTTERFLY VALVE	10" GATE VALVE	6" GATE VALVE	FIRE HYDRANT ASSEMBLY	VAULT EMB. WIDEN.	REMARKS	"SUPPLEMENTAL WORK"
		CONDUIT 16"	BRANCH 10"	BRANCH 6"											
														INDICATES OFFSET (SEE SHT. 13) SIZE OF CONDUIT, SIZE OF BUTTERFLY VALVES & SOME APPURTENANCES MAY BE DECREASED TO 12" IF SCHEDULE A IS AWARDED.	
														INDICATES INSTALLATION OF ASPHALT PATCH. SEE SHT. 9.	
0+27+60	74' Rt.							1	1					Begin Water Conduit - Cap open end w/ 16" Valve -	- 12" Gate Valve
0+28+00	64' Rt.	42'				3/4"	32'							Install Corporation Stop. See Sht. 13	
0+30+40	28.5' Rt.	240'				3/4"	30'							Install Corporation Stop. See Sht. 13	
0+30+61	28.5' Rt.	22'		8'		6"					1			Install 16" x 16" x 6" Tee Rt. - Cap service conduit @ 36' Rt. with 6" Gate Valve @ 12" x 12" x 6" Tee.	
0+34+28	37' Rt.			4								1		Install Fire Hydrant - See Sheet 13.	
0+34+34	26' Rt.	374'	12'		1				1	1			X	Install 16" x 16" x 10" Tee. Install 10" x 10" x 6" Tee @ 36' Rt. Cap branch main @ 38' Rt. @ 12" x 12" x 10" Tee	▼
0+38+93	28.5' Rt.	470'												Install 22 1/2" elbow - See Shts. 25, 43 & 45a	
0+39+45	50' Rt.	58'												Install 22 1/2" elbow w/ flanged joints. See Shts. 25, 43 & 45a	
1+23+52	50' Rt.	26'												Install 22 1/2" elbow w/ flanged joints. See Shts. 25, 43 & 45a	
2+23+08	28.5' Rt.	60'												Install 22 1/2" elbow - See Shts. 25, 43 & 45a	
2+23+32	28.5' Rt.	28'	84'						1	1			X	Install 16" x 16" x 10" Tee Rt. Install 10" x 10" x 6" Tee @ 46' Lt. Cap end of branch main @ 55' Lt. - @ 12" x 12" x 10" Tee	▼
2+23+92	44' Lt.	Sec 2 Remarks		48								1		Install Fire Hydrant. See Sht. 13	
2+24+16	28.5' Rt.	1192'	8'						1	1			X	Install 16" x 16" x 10" Tee Rt. Cap branch main @ 35' Rt. @ 12" x 12" x 10" Tee	
2+25+25	28.5' Rt.	116'				2"	6'							Install Corporation Stop. See Sht. 13.	
2+25+58	26' Rt.	348'	74'						1	1			X	Install 16" x 16" x 10" Tee - 36' Rt. Install 22 1/2" elbow. 2+25+48, 60' Rt. Install 10" x 10" x 6" Tee Cap end of branch main @ 100' Rt. @ 12" x 12" x 10" Tee.	
2+25+28	37' Rt.		60									1		Install Fire Hydrant. See Sht. 13	
2+25+58	28.5' Rt.	418'	78'						1	1			X	Install 16" x 16" x 10" Tee. Cap end of branch main @ 50' Lt. @ 12" x 12" x 10" Tee	▼
2+25+10	26' Rt.	50'				3/4"	10'							Install Corporation Stop. See Sht. 13	
2+25+00	26' Rt.	92'				2"	6'							Install Corporation Stop. See Sht. 13.	
2+25+93	26' Rt.	92'				2"	8'							Install Corporation Stop. See Sht. 13.	
2+26+10	26' Rt.	114'				2"	8'							Install Corporation Stop. See Sht. 13	
2+26+00	26' Rt.	86'				2"	8'							Install Corporation Stop. See Sht. 13	
2+26+27	26' Rt.	120'	14'						1	1			X	Install 16" x 16" x 10" Tee - Cap end of branch main @ 40' Rt. Install 10" x 10" x 6" Tee 38' Rt. @ 12" x 12" x 10" Tee.	
2+26+58	38' Rt.		28'									1		Install Fire Hydrant - See Sht. 13.	
2+26+97	28.5' Rt.	262'	66'						1	1			X	Install 16" x 16" x 10" Tee - Cap end of branch main @ 38' Lt. @ 12" x 12" x 10" Tee.	
2+26+60	28.5' Rt.	60				2"	26'							Install Corporation Stop. See Sht. 13	
2+26+00	Sec 2 Remarks													Begin Lemon Creek Bridge Crossing. See Sheet 46 for exact offset & details.	
2+26+16	Sec 2 Remarks	156'			1									Install air release valve. Insulate as directed. See Sht. 13 for details.	
2+26+00	Sec 2 Remarks													End Lemon Creek Bridge Crossing. See Sheet 46 for exact offset & details.	
2+26+33	30' Rt.	248'							2				X	Install 16" x 16" x 16" Tee - Install 16" x 16" x 6" Tee @ 40' Lt. - Cap branch main @ 42' Lt. @ 12" x 12" x 12" Tee	▼
2+27+00	40' Lt.	Sec 2 Remarks		4								1		Install Fire Hydrant. See Sht. 13 for details.	

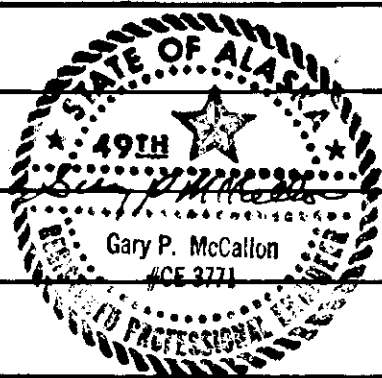


STATE OF ALASKA
JUL 7 1957

WATER CONDUIT AND APPURTENANCE TABLE

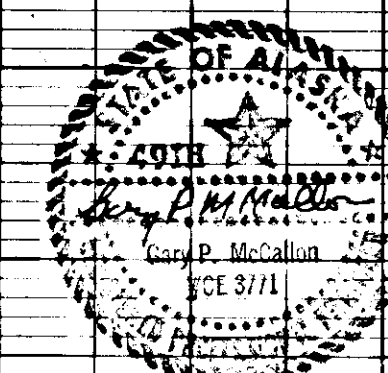
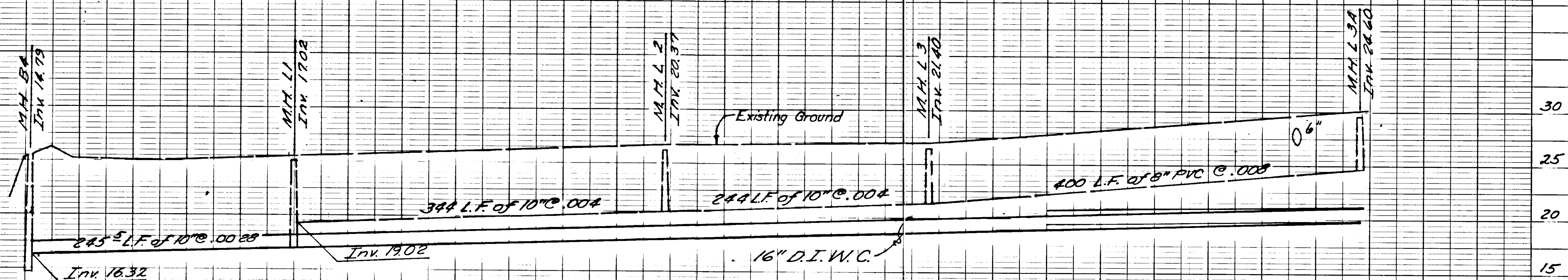
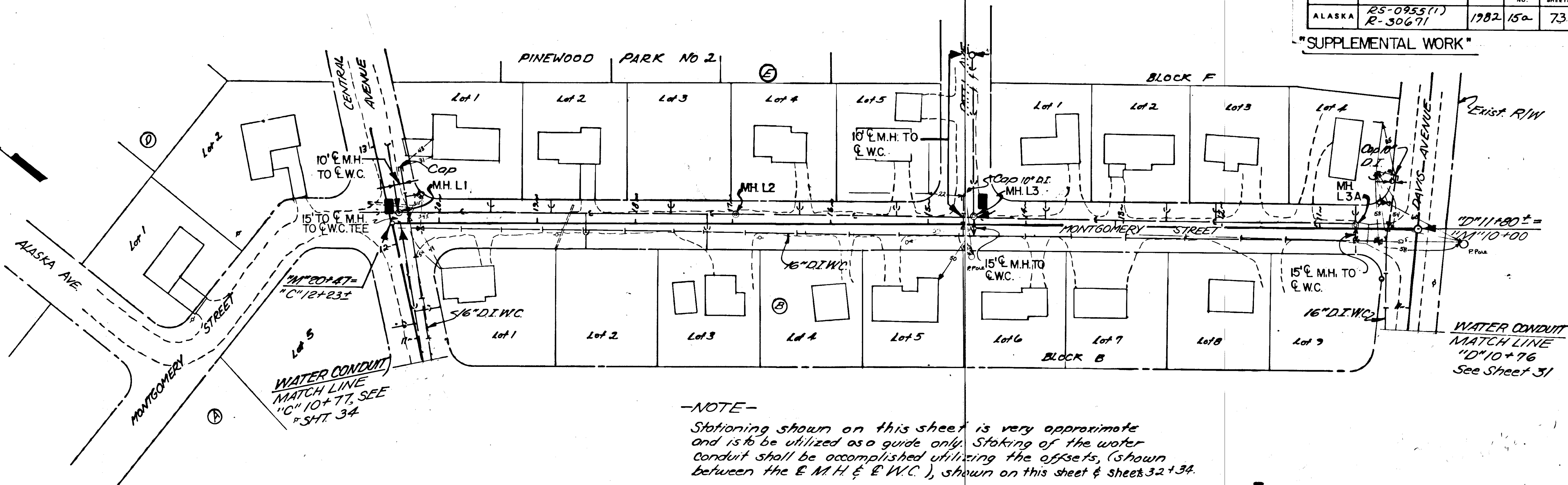
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	15	73

STATION	OFFSET	APPROX. LENGTH OF D.I. WATER CONDUIT			AIR RELEASE VALVE	WATER SERVICE	APPROX. LENGTH OF SERVICE LINE	VALVE BOXES	16" BUTTERFLY VALVE	10" GATE VALVE	6" GATE VALVE	FIRE HYDRANT ASSEMBLY	VULT EMB. WIDEN.	REMARKS	"SUPPLEMENTAL WORK"
		CONDUIT 16"	BRANCH 10"	BRANCH 6"											
1"277+65	28.5' Rt.	8'												Install 45° elbow	
1"285+00	28.5' Rt.	554'		2								1		Install 16"x16"x6" Tee - 32' Rt. Install Fire Hydrant - See Sht. 13 for details	12"x12"x6" Tee
1"285+82	28.5' Rt.	82'	78'						1	1			X	Install 16"x16"x10" Tee - Cap end of branch main @ 50' Lt.	12"x12"x10" Tee. ▼
1"285+86	28.5' Rt.	2												Install 11 1/4" elbow	
1"286+68	45' Rt.	82'												Install 11 1/4" elbow	
1"288+05	45' Rt.	138'												Install 11 1/4" elbow	
1"288+76	60' Rt.	74'												Install 11 1/4" elbow	
1"289+18	60' Rt.	44'												Install 11 1/4" elbow	
1"289+90	45' Rt.	74'												Install 11 1/4" elbow	
1"291+52	45' Rt.	164'	20' (34' Lt.)						1	2			X	Install 16"x10" Cross - Install 10"x10"x6" Tee @ 50' Rt. Cap branch main @ 70' Rt. & 50' Lt. - 12"x10" cross. ▼	
1"291+58	50' Rt.			2								1		Install Fire Hydrant - See Sht. 13 for details.	
1"293+90				4								1		Install Fire Hydrant - See Sht. 13 for details.	
1"293+98	45' Rt.	244'		6							1			Install 16"x16"x6" Tee - Install 6"x6"x6" Tee @ 48' Rt. - Cap Service w/6" Gate Valve @ 50' Rt. 12"x12"x6" Tee.	
1"294+00	45' Rt.	2'												Install 11 1/4" elbow.	
1"295+00	27' Rt.	102'												Install 11 1/4" elbow	
1"296+26	28.5' Rt.	126'			2"		8'							Install Corporation Stop. See Sht. 13	
1"297+60	28.5' Rt.	134'			2"		8'							Install Corporation Stop. See Sht. 13	
1"298+40	27' Rt.	80'			2"		8'							Install Corporation Stop. See Sht. 13	
1"304+10	28.5' Rt.	572'	28' (12' Lt.)						1	2			X	Install 16"x10" Cross - Install 10"x10"x6" Tee @ 36' Rt. - Cap branch main @ 45' Lt. 12"x10" cross. ▼	
1"304+17	35' Rt.	6'		4								1		Install Fire Hydrant - See Sht. 13 for details.	
1"306+00	28.5' Rt.	192'			1								X	Install vault w/air release valve. See Sht. 13 for details.	
1"309+66	28' Rt.	366'												Install 16"x16"x6" Tee - 12"x12"x6" Tee.	
1"309+66	38' Rt.	See Remarks		5'								1		Install Fire Hydrant - See Sht. 13 for details	
1"313+43	28.5' Rt.	436' (62' Lt.)							2				X	Install 16"x16"x16" Tee - Cap branch main @ 35' Lt. 12"x12"x12" Tee. ▼	
1"316+20	28.5' Rt.	276'	24'						1	1			X	Install 16"x16"x10" Tee - Install 10"x10"x6" Tee @ 45' Rt. Cap branch main @ 50' Rt. 12"x12"x10" Tee.	
1"316+27	28' Rt.	8'												Cap end of 16" Conduit @ El. 17.00.	
1"316+27	45' Rt.	0'		4'								1		Install Fire Hydrant - See Sht. 13 for details.	
		9760	816	195	3	12		6	18	16	2	13	14	TOTALS - SCHEDULE "A"	
		9760	816	195	3	12		6	18	16	2	13	14	TOTALS - SCHEDULE "B"	



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1) R-30671	1982	15a	73

"SUPPLEMENTAL WORK"



Hand-drawn floor plan of a rectangular building. The overall dimensions are 12'-5" Out to Out (width) and 11'-2" (height). The plan shows two benches, each labeled "Benches - See Bench & Bench Bracket Details". There are two "Entry Way"s, one at the top and one at the bottom. The roof outline is indicated. Dimensions for the benches and entry ways are provided: 7'-2" Out to Out for the benches, 6'-10 1/2" for the bench brackets, and 16'-3" for the entry way width. The roof outline is 11'-2" high. The overall width is 12'-5" Out to Out. The overall height is 11'-2". The plan also shows a "Roof outline" and "Entry Way" labels.

3-ply built-up roofing

2" cont.

Galv. flashing

3/8" c.d. Plywood

2" x 6" roof joist

2" x 8" fascia board

4"x4" post

9/16" hole (14p)

2-1/4"x4 1/2" Galv. bolt,
Nut & lock washer
per post

1" 2"

1/8"

1"Ø pipe 12" long

12"x12"x 1/4" Pl set on
well compacted fill

Hand-drawn elevation drawing of a building facade. The drawing shows a series of vertical panels, likely polycarbonate, framed by aluminum angles and supported by a base. The overall width is 16'-3". The height of the panels is 8'-0" (typical). The drawing includes various dimensions and callouts for materials and construction details.

Dimensions:

- Overall width: 16'-3"
- Panel height: 8'-0" (typical)
- Panel width: 3'-9" (typical, both sides)
- Base height: 5 1/2"
- Base width: 4" (typical)
- Base material: 16" sq. max. (typical)
- Panel spacing: 8" (typical)
- Panel thickness: 1/2" : 1

Materials and Construction Details:

- 1" x 5/8" Alum. angles around each panel. See Panel Framing Detail.
- 2" x 4" fillers Front & back
- 2' x 8' x 1/4" Polycarbonate Panels front only - all others cut to fit
- Outside & Inside corner connector plates - Top & Bottom (typical). See Sht. 17 for details.
- All roof joists shall be 2" x 6" ~ 16" o.c. Toe nail each joist w/ 2-16d nails (per end) to fasten the joists to the top R. Pre bore nail holes if necessary. Every other joist (each end) shall be strapped to the top R w/ galv. plumbers tape. Tape shall be nailed to R with 2-8d nails per side.

2.3 @ 3.25:1 (typ.)

4'-0" (typ.)

8'-0" (typ.)

12

2

2'-x 4" Continuous R

5 * 4'-x 4" cont. R

4'-x 4" Filters, Sides only

9'-0" (typ.)

* Notch ends of 4'-x 4" R to receive 2'-x 4" R's

18'-0"

5 1/2"

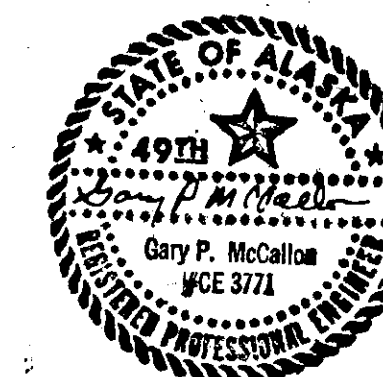
4"

4'-x 4" Filters all around

Midspan Connector R. In & Out, Top & Bottom. See Sht. 17 for details.

Edge of Pavement 24' Rt. or Lt.

BENCH DETAIL



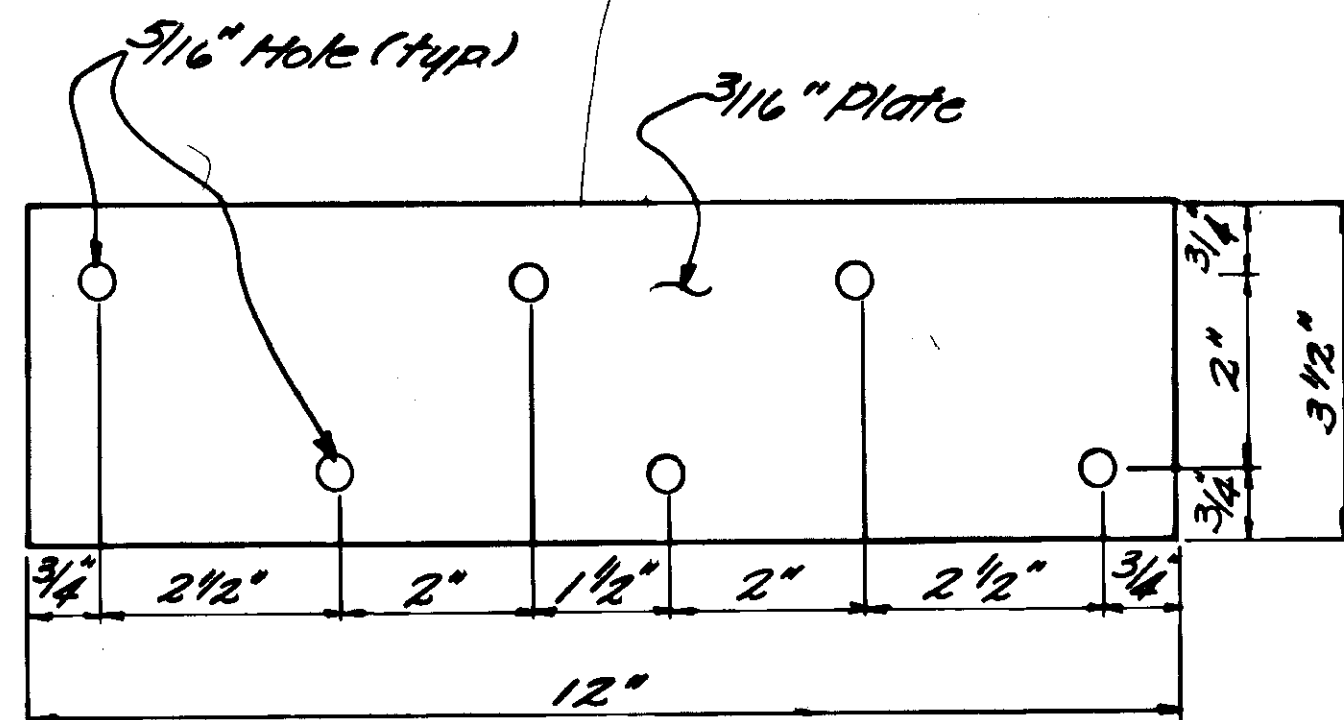
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	17	73

BUS STOP SHELTER

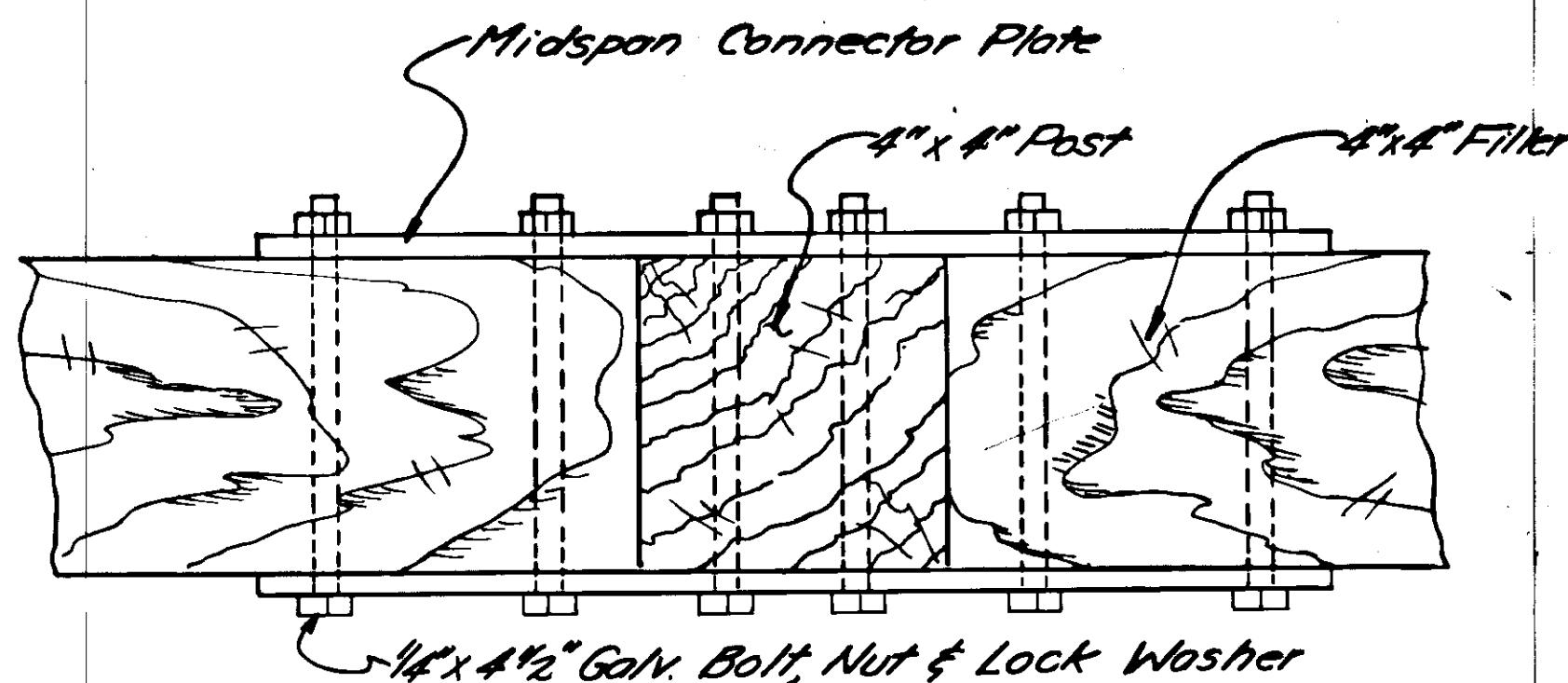
ESTIMATE OF QUANTITIES	LDS CHURCH	ANKA ST.	LEMON MANOR	NORTHWOOD DR.	SWITZER VILLAGE	APPROXIMATE QUANTITY
ITEM	"L" 231+75 RT.	"L" 254+40 LT.	"L" 272+08 LT.	"L" 291+75 LT.	"L" 306+95 LT.	
Post Supports	16 ea	16 ea	16 ea	16 ea	16 ea	80
1/4" x 4 1/2" Gal. Bolts, Nuts & Washers	192 ea	192 ea	192 ea	192 ea	192 ea	960
4" x 4"	272 B.M.	272 B.M.	272 B.M.	272 B.M.	272 B.M.	1360 B.M.
2" x 4"	40 B.M.	40 B.M.	40 B.M.	40 B.M.	40 B.M.	200 B.M.
2" x 6"	150 B.M.	150 B.M.	150 B.M.	150 B.M.	150 B.M.	750 B.M.
2" x 8"	154 B.M.	154 B.M.	154 B.M.	154 B.M.	154 B.M.	770 B.M.
4' x 8' x 5/8" CDX Plywood	6 shts.	6 shts.	6 shts.	6 shts.	6 shts.	30 shts.
15 lbs. Roof Felt	1-600 sq. roll	1-600 sq. roll	1-600 sq. roll	1-600 sq. roll	1-600 sq. roll	5-600 sq. roll
Tar	2-100# Blocks	2-100# Blocks	2-100# Blocks	2-100# Blocks	2-100# Blocks	10-100# Blocks
Galv. Flashing	60 L.F.	60 L.F.	60 L.F.	60 L.F.	60 L.F.	300 L.F.
4' x 8' x 1/4" Clear Polycarbonate Panels	7 shts.	7 shts.	7 shts.	7 shts.	7 shts.	35 shts.
1" x 5/8" x 1/4" Alum. Angle	560 L.F.	560 L.F.	560 L.F.	560 L.F.	560 L.F.	2800 L.F.
3 1/2" x 12" Mid-Span Connector Plates	32 ea.	32 ea.	32 ea.	32 ea.	32 ea.	160
3 1/2" x 8" Outside Corner Connector Plates	32 ea.	32 ea.	32 ea.	32 ea.	32 ea.	160
Inside Corner Connector Brackets	8 ea.	8 ea.	8 ea.	8 ea.	8 ea.	40
Bench Brackets	8 ea.	8 ea.	8 ea.	8 ea.	8 ea.	40
1/4" x 2" Galv. Lag Bolts	48 ea.	48 ea.	48 ea.	48 ea.	48 ea.	240
1/4" x 2 1/4" Galv. Carriage Bolts, Nuts & Lock Washers	32 ea.	32 ea.	32 ea.	32 ea.	32 ea.	160
#7 x 1 1/2" Wood Screws	672 ea.	672 ea.	672 ea.	672 ea.	672 ea.	3360
1 1/2" Roof Drain	1 ea.	1 ea.	1 ea.	1 ea.	1 ea.	5
16 d Galvanized Nails	104	104	104	104	104	520
Culvert - 24"		28 L.F.	38 L.F.			66 L.F.
Embankment	0	5 C.Y.	63 C.Y.	0	293 C.Y.	361 C.Y.

GENERAL NOTES

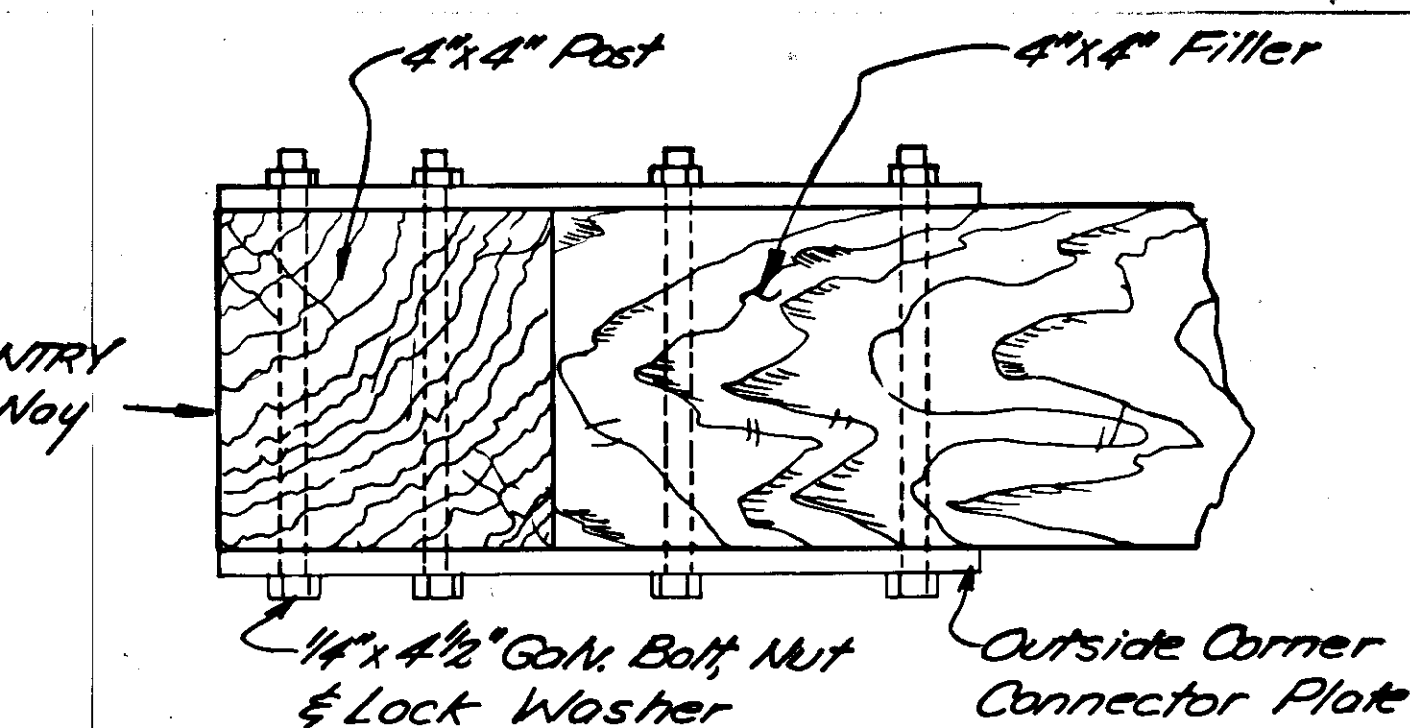
1. Post Supports, Bench Brackets & Connector Plates shall be shop fabricated and receive two coats of metal paint prior to installation.
2. All lumber shall be S-4-S, Douglas Fir or Hemlock, Construction Grade No. 1 or better.
3. Sizing of the Polycarbonate panel for expansion, shall be in accordance with the manufacturer's Specification.
4. All wood shall be stained with linseed oil base Semi-transparent stain. Stain specifications, manufacturer's application recommendations and color samples shall be submitted for approval by the engineer prior to application of any stain.



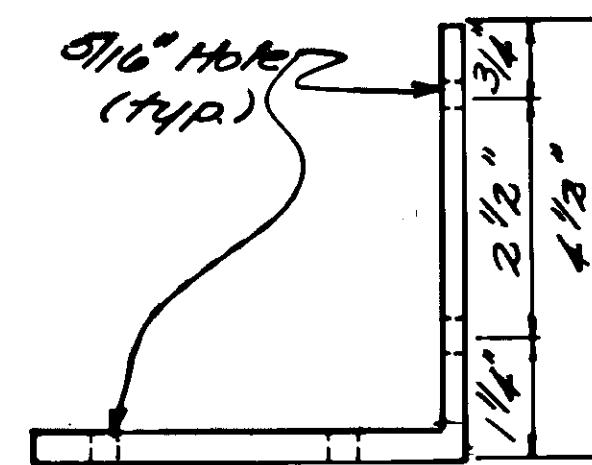
MIDSPAN



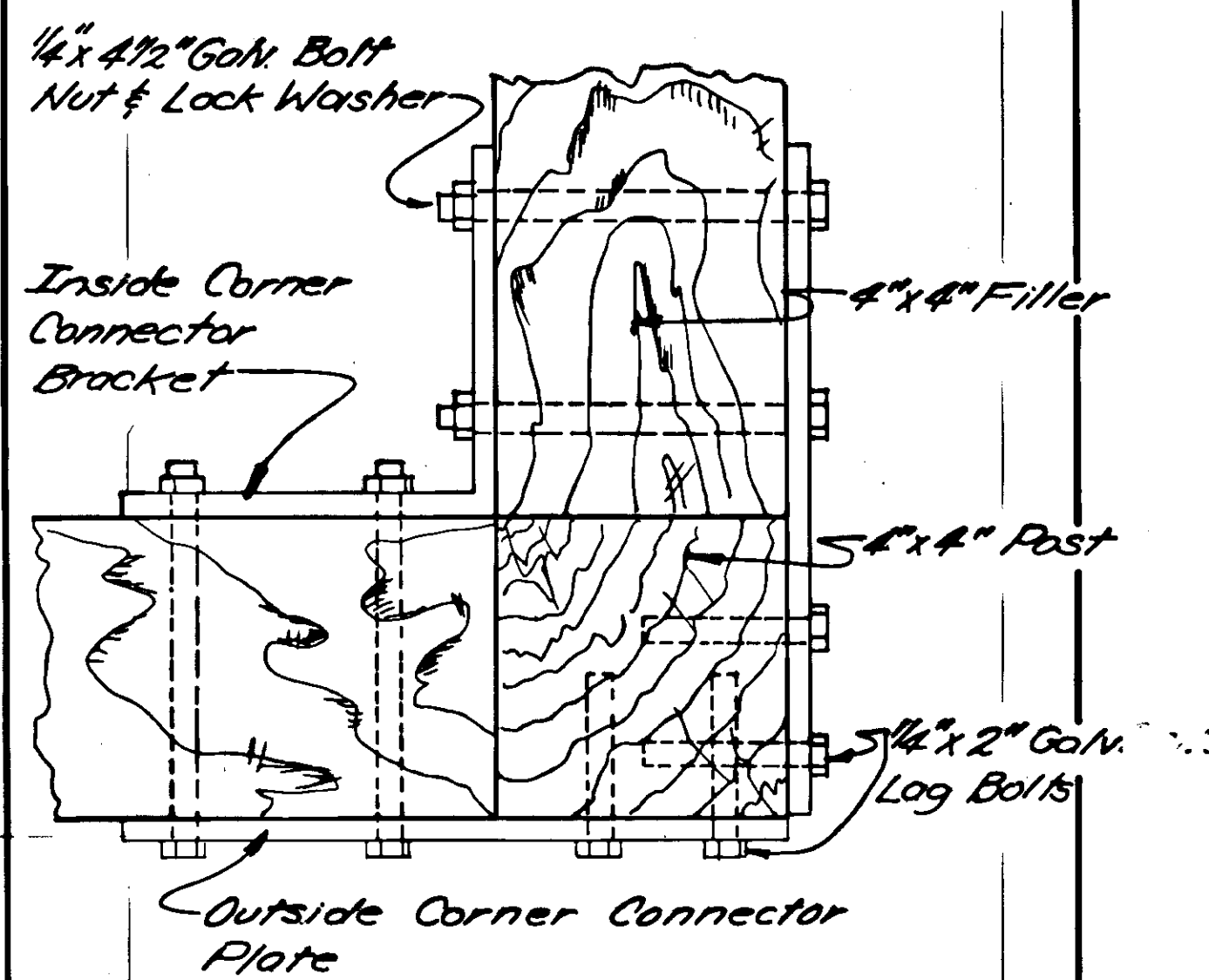
OUTSIDE CORNER AND ENTRY WAY

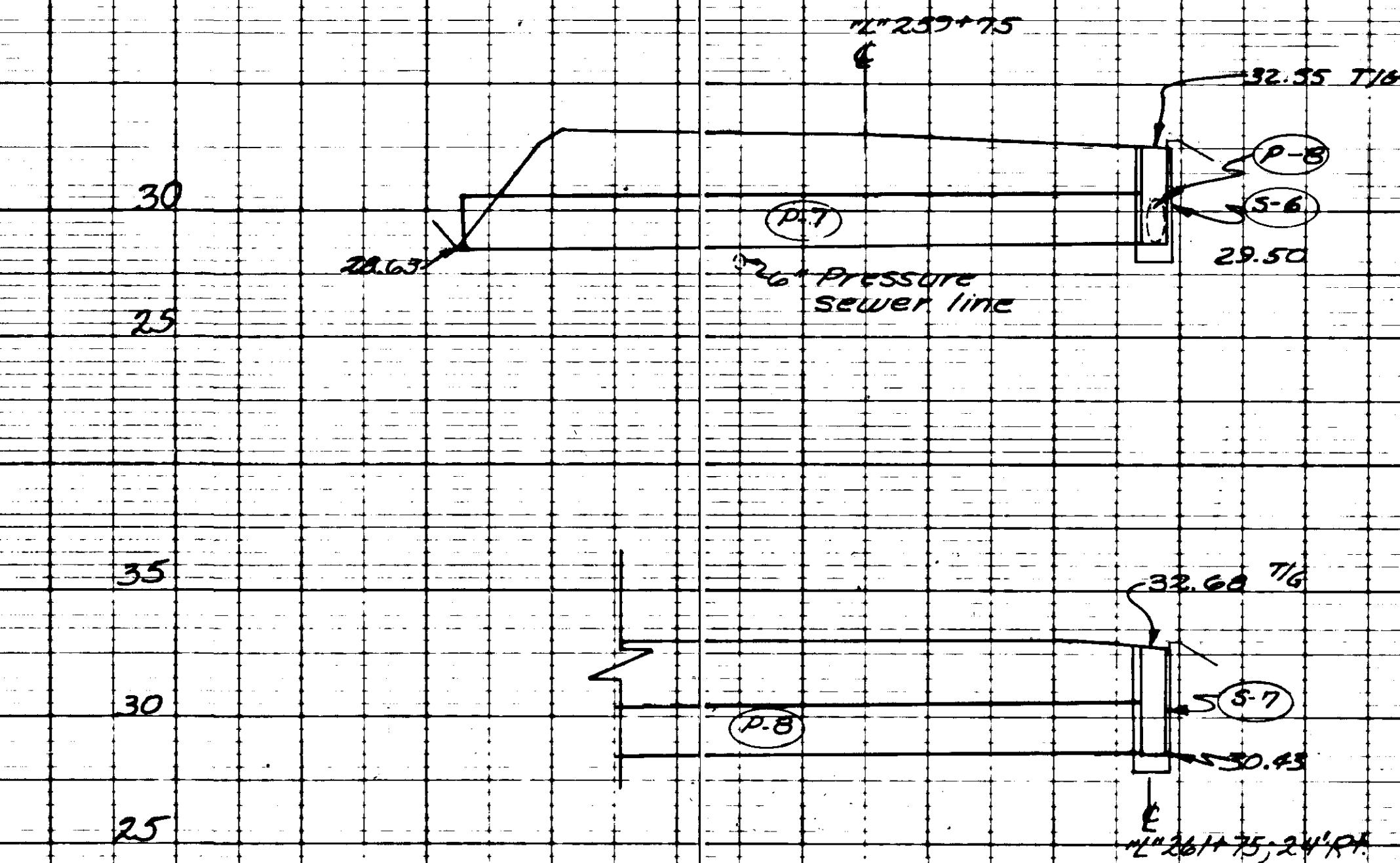


CONNECTOR PLATE DETAILS



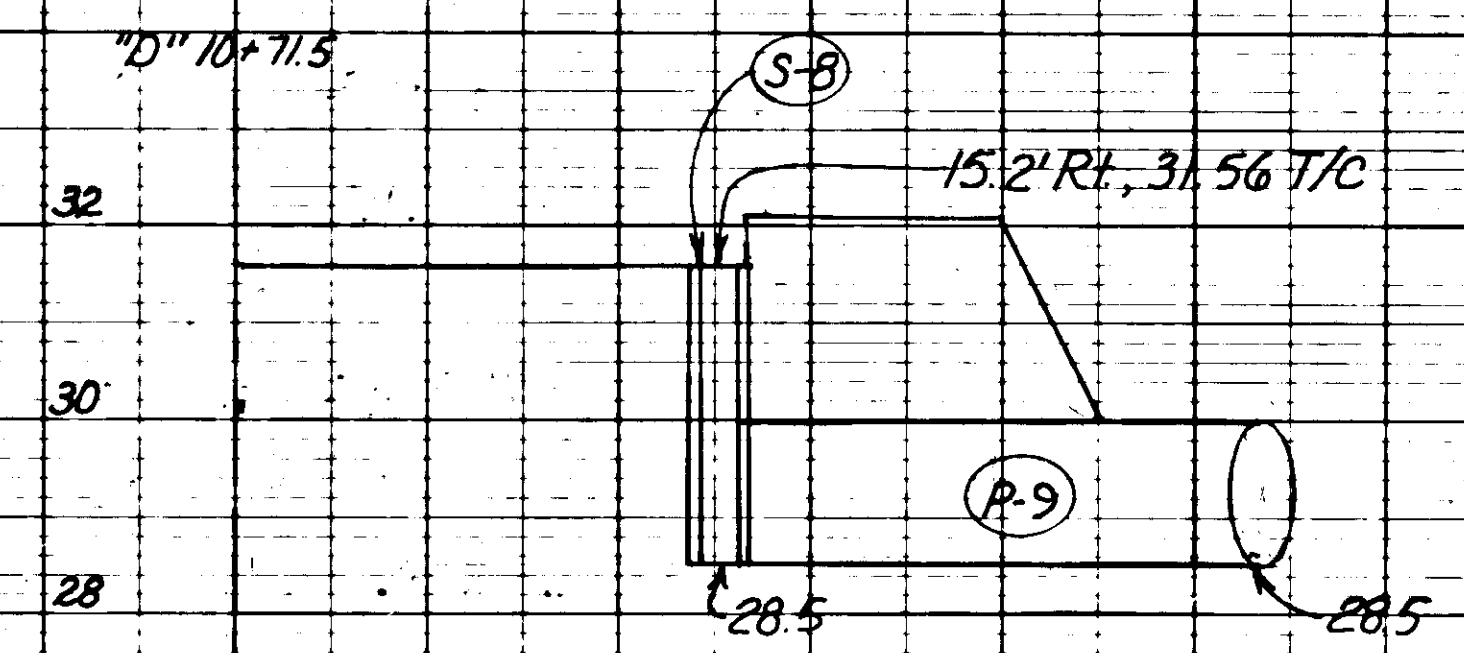
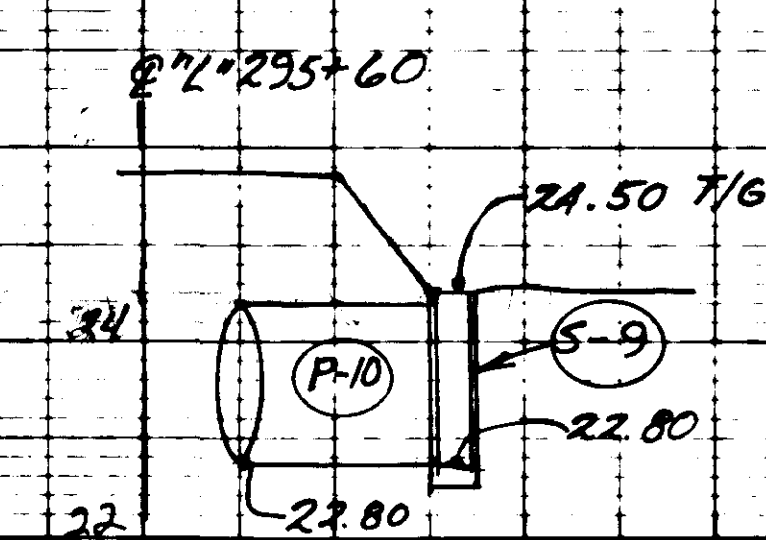
INSIDE CORNER





PIPE SUMMARY						
Pipe	Dia	Length	From		To	
			Structure	El.	Structure	El.
P-1	18"	12'	S-1	18.00	Outfall	18.00
P-1A	18"	10'	S-1A	19.00	Outfall	19.00
P-2	18"	12'	S-2	18.21	Outfall	18.18
P-3	18"	55'	SPECIAL DITCH	18.35	S-2	18.21
P-4 ▼	24"	62'	S-3	27.40	Outfall	26.70
P-4A	18"	9'	SPECIAL DITCH	27.40	S-3	27.40
P-5 ▼	24"	53'	S-4	29.07	Outfall	27.53
P-6	18"	91'	S-5	30.04	S-4	29.07
P-6A	18"	10'	S-5A	30.04	S-5	30.04
P-7 ▼	24"	55'	S-6	29.50	Outfall	28.63
P-8	18"	191'	S-7	30.43	S-6	29.50
P-9	18"	28'	S-8	28.50	Outfall	28.50
P-10	18"	14'	S-8	22.80	Culvert	22.80

1. 00.00 T/C indicates elev. is given to top of curb.
2. * 00.00 T/G indicates elev. is given to top of grate.
3. ▼ Indicates installation of Asphalt Patch.
See Sht. 9.
4. All type A & B inlets shall be installed with type G-3R grates unless otherwise noted. See Standard Drawg. D-23.01.
5. All field inlets shall be installed with the Field Inlet Frame & Grate detailed on Standard Drawg. D-24.13.
6. Storm Drain details R/R of "L" 30'x30' are shown on Sheet #2 for clarity.
7. Standard Drawing D-24.13 shall apply to all inlet frames & grates used between "L" 25'x00 to "L" 26'x00. The structures involved are S-3, S-4-S, S-6 & S-7.

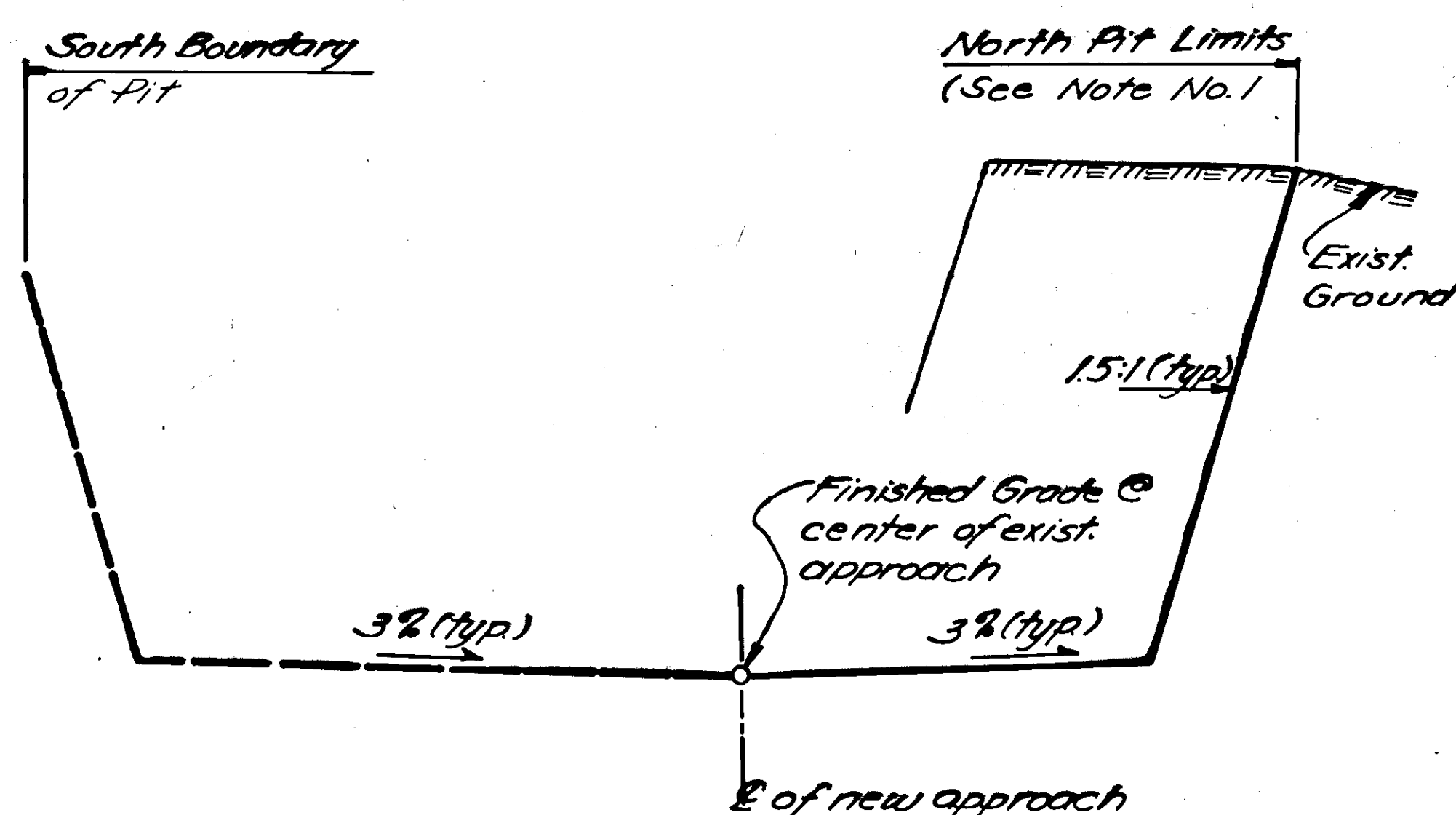


USMS-961-008-3
(located at approx. 18 mi.
Glacier Highway)

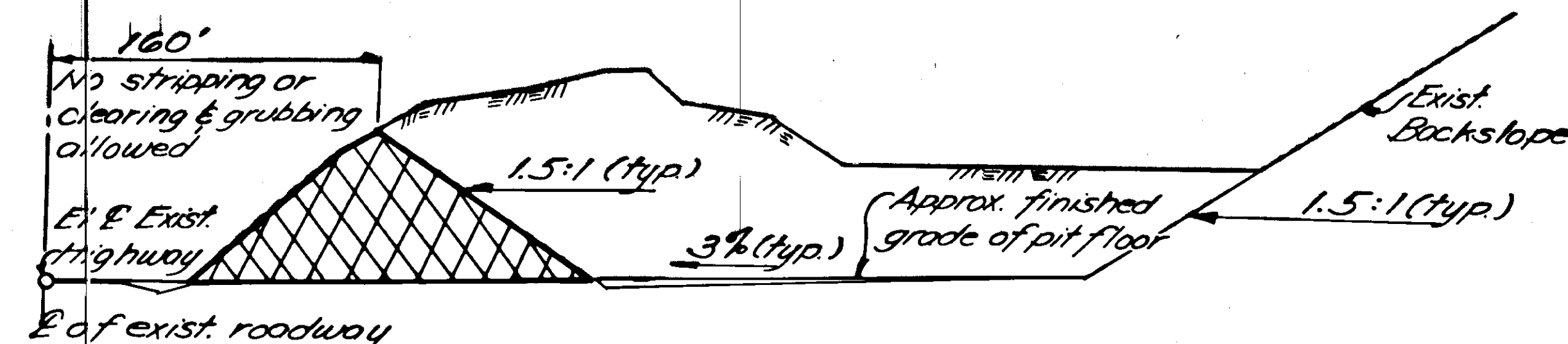


1. Indicates the area of this material site that is available for the production of aggregates to be utilized on this project. The production of these materials may require blending of material from other sites to meet specifications.

2. The shaded area of this borrow site contains approximately 21,000 bank cubic yards of material
3. T.B.M. #T-H2 is a spike set in a 36" Spruce tree located 36.5' Lt. of "As Built" 499+58.
4. Plant & stockpile sites may not be located within the pit limits shown below.
5. All waste material encountered within shaded area shall be disposed of outside the pit shown on this sheet.
6. See Section 106 of the Special Provisions for additional stipulations applying on the use of this pit.
7. ⊕ This existing approach shall be utilized for access on this project. A security gate, as detailed on Sht. E1 shall be installed when and where directed.



SECTION B-B

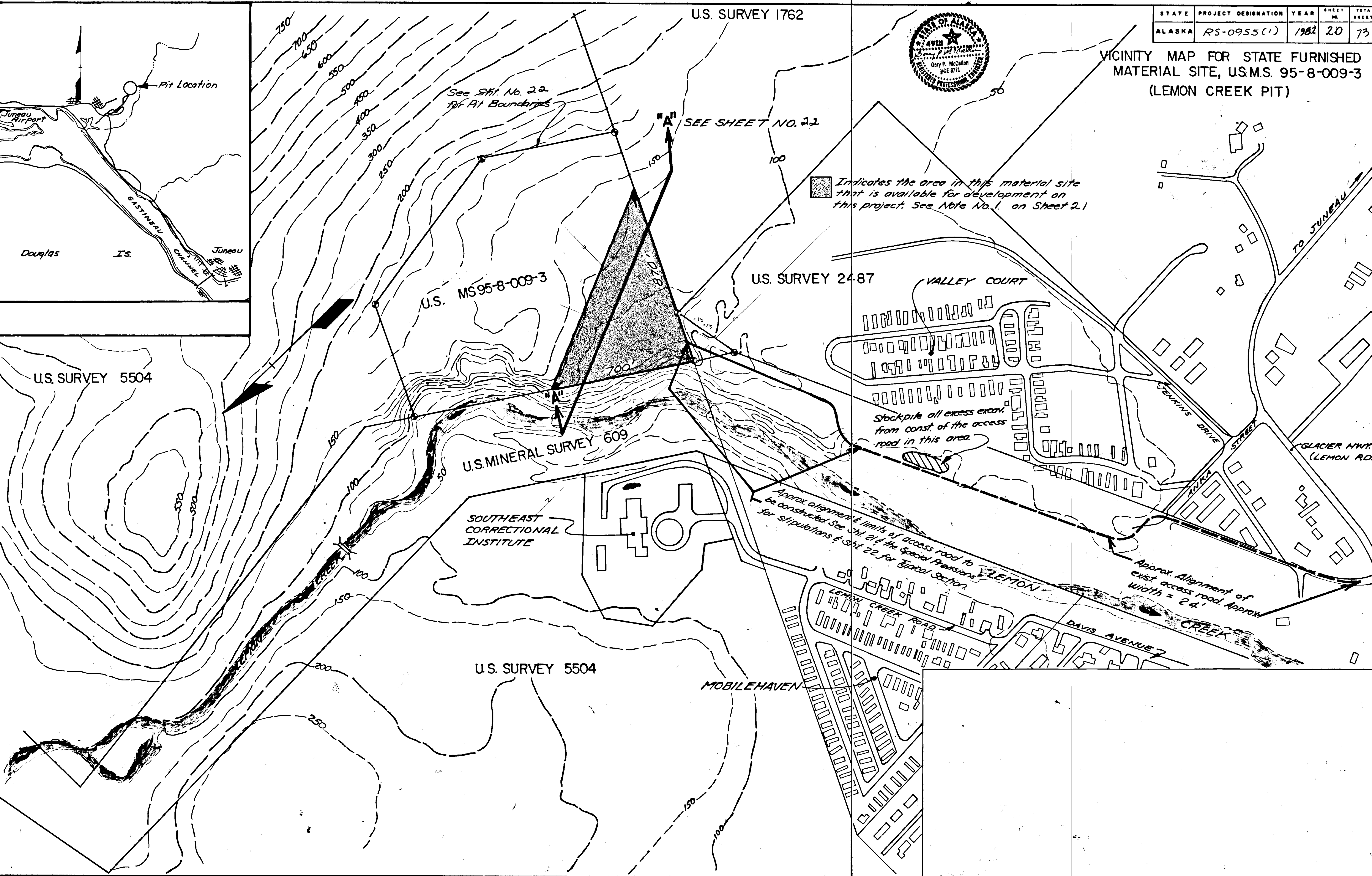


SECTION A-A

1. Indicates existing material to remain in place.

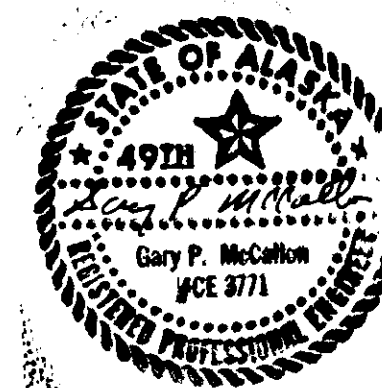
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	20	73

VICINITY MAP FOR STATE FURNISHED MATERIAL SITE, US.M.S. 95-8-009-3 (LEMON CREEK PIT)



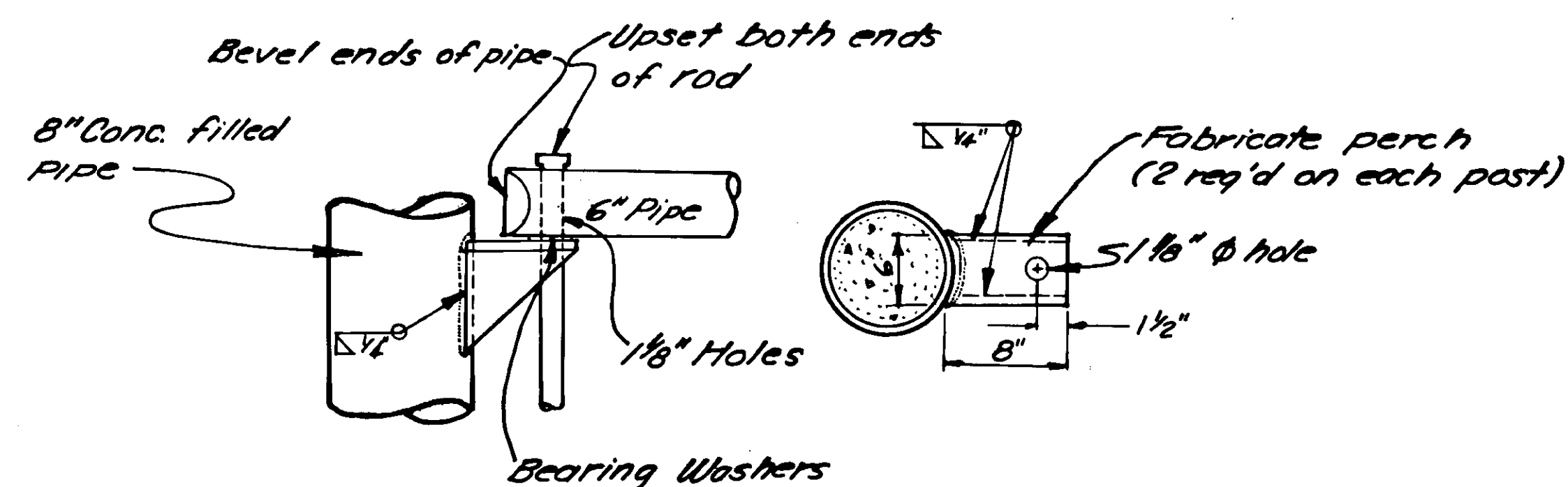
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	21	73

GENERAL NOTES & SECURITY GATE
DETAILS FOR STATE FURNISHED MATERIAL
SITE U.S.M.S. 95-8-009-3
(LEMON CR. PIT)

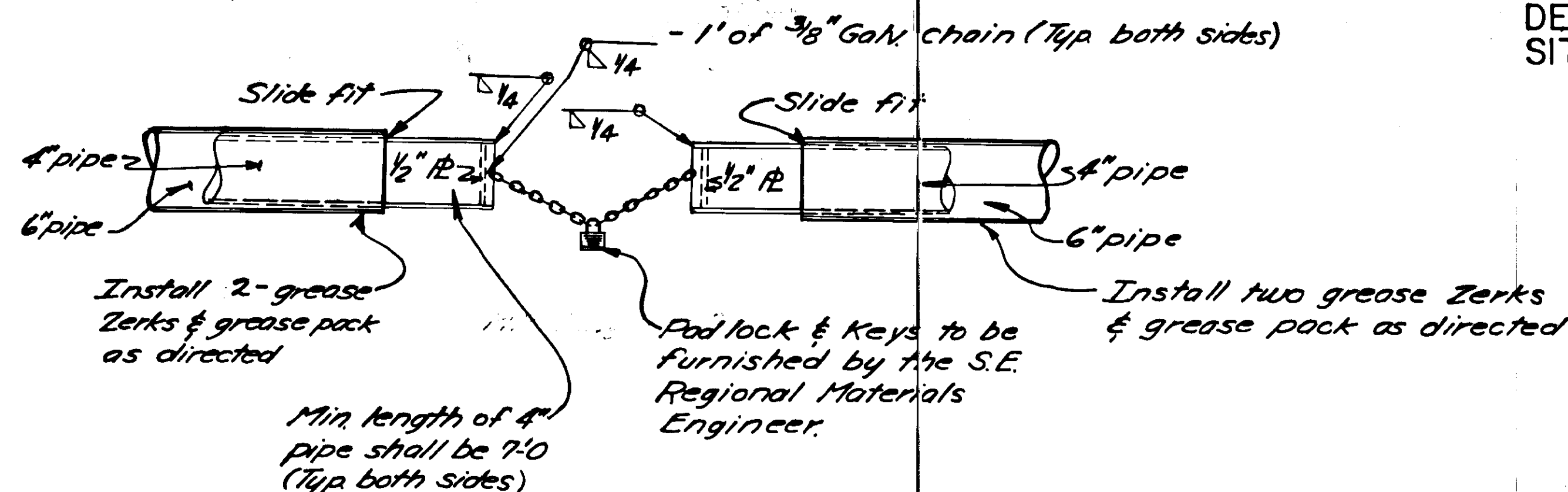


GENERAL NOTES

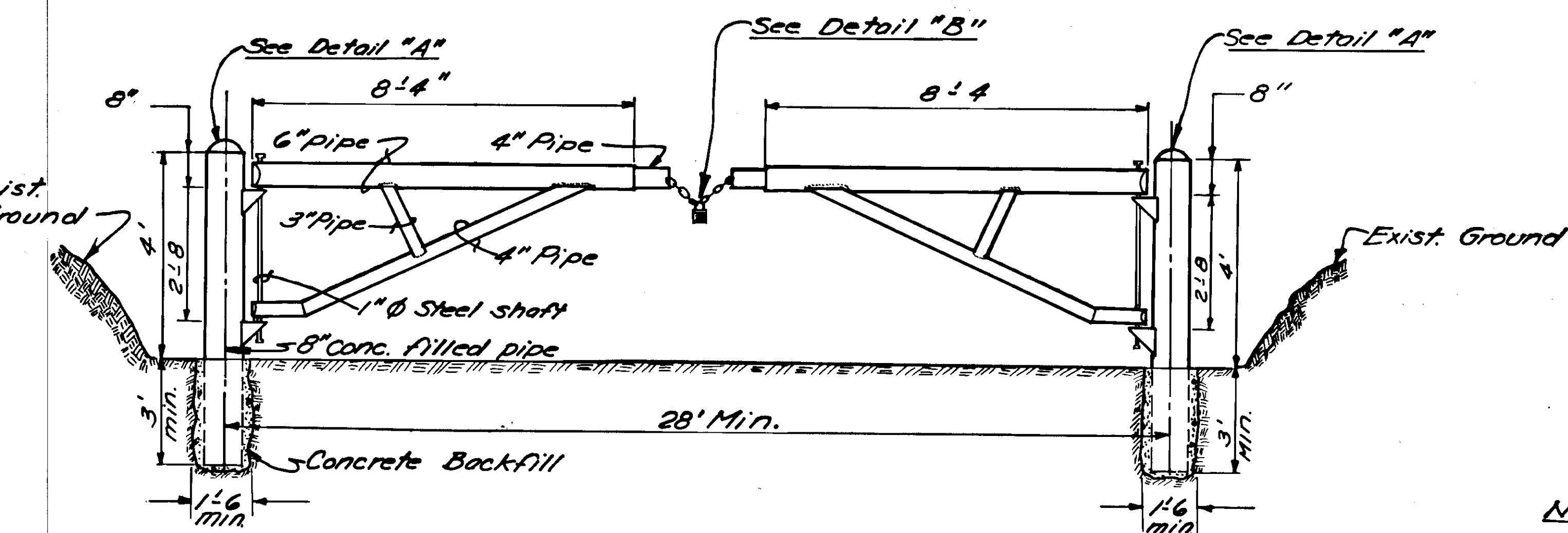
1. [Shaded Area Symbol] Indicates the area of this borrow site that is available for the production of aggregates to be utilized on this project. The production of these materials may require selective excavation &/or blending of additional material from other sites to meet specifications.
2. The shaded area of this borrow site contains approx. 26,000 bank cubic yards of material.
3. Construction & utilization of the access road across U.S.S. 609 to the material site, by the contractor and/or his agents, is covered by an Access Agreement between the private land owners, the City & Borough of Juneau, & D.O.T./P.F. The temporary access road may not be utilized to remove material from this source after December 31, 1982. Copies of these agreements may be obtained from the S.E. Regional Design & Const. Engineer during regular working hours.
4. All organic material encountered in this source shall be disposed of outside the pit limits. All A-2 thru A-4 material shall be stockpiled within the pit limits for future use.
5. Plant & stockpile sites may be located within available pit limits. However, the contractor shall obtain all required permits.
6. Working hours within this borrow site are limited to 7:00 a.m. to 10:00 p.m. Monday thru Friday, 8:00 a.m. to 5:00 p.m. on Saturday & no work will be allowed on Sunday.
7. The proposed security gate & dikes called for on Sheet 2 shall be installed upon completion of access road. The security gate shall be closed & locked during all non-working hours.
8. After clearing the interim area the contractor shall salvage & stockpile all timber, 8" or more in dia., within the pit limits.
9. At no time shall unbenched faces greater than 20' in height be allowed in this pit.
10. If benched faces are req'd. they shall be accessible from the pit floor & distance between faces shall be 25' or more.
11. At no time shall the pit floor be left in a condition that would impede drainage.
12. See Section 106 of the Special Provisions for additional stipulation applying to the use of this pit.



DETAIL "A"



DETAIL "B"



SECURITY GATE DETAIL

DETAILS NOT TO SCALE

NOTES

1. All pipe shall be Schedule 40.
2. All items to be fabricated shall be made of 1/2" mild steel plate or flat bar.
3. Prior to erecting the gate it shall be painted with one coat of Zinc Chromate primer & one coat of international orange paint.

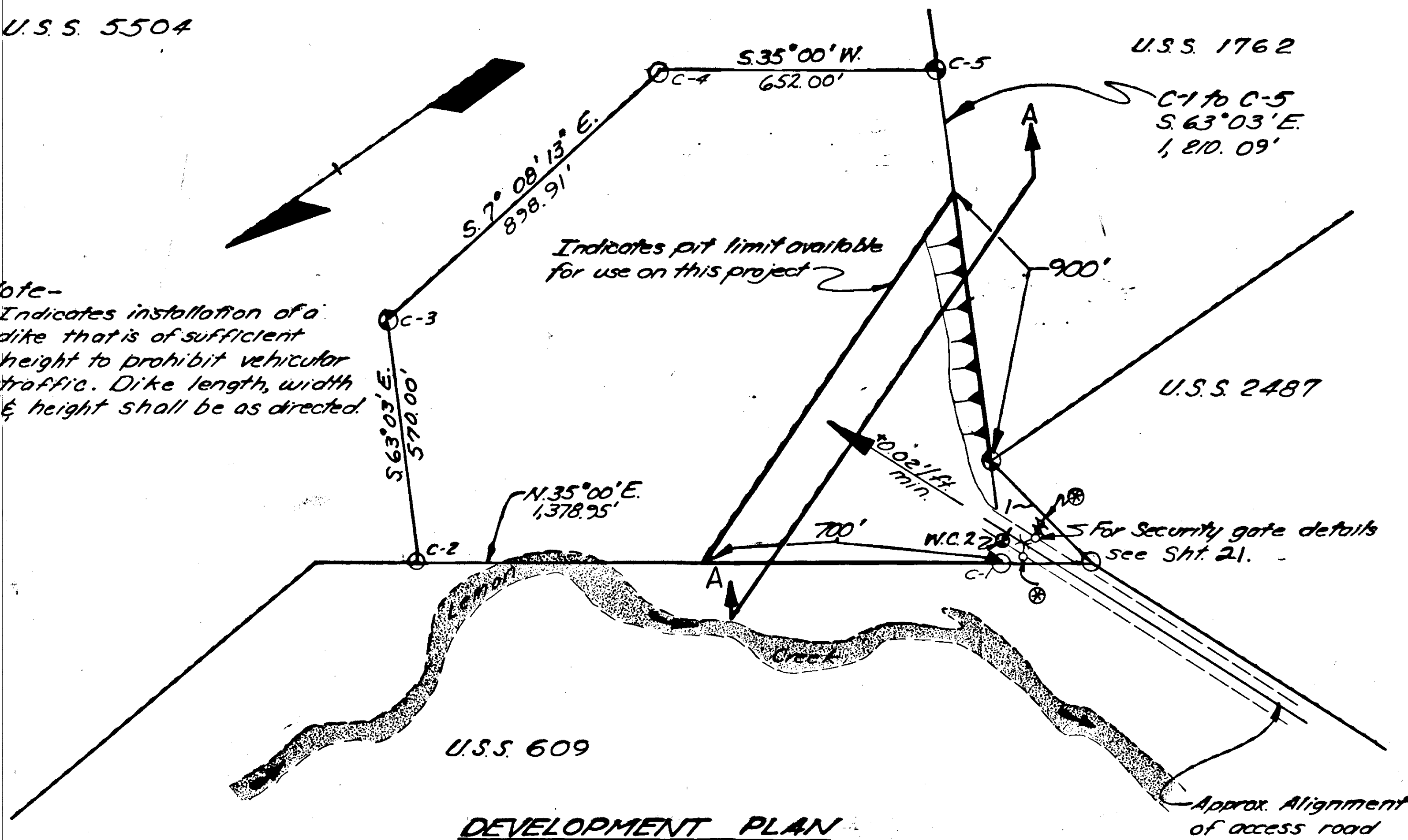
U.S.S. 5504

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	22	73

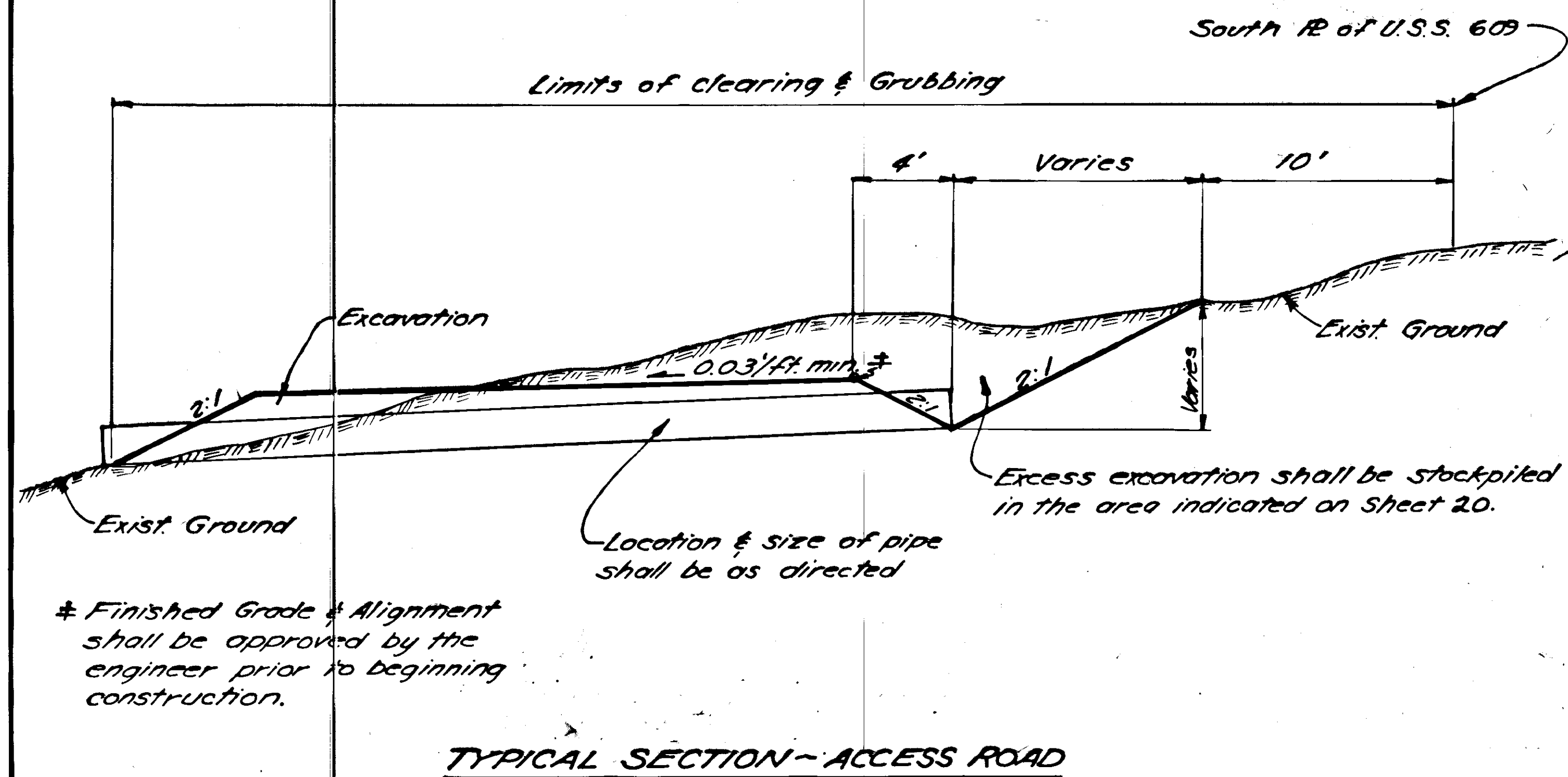
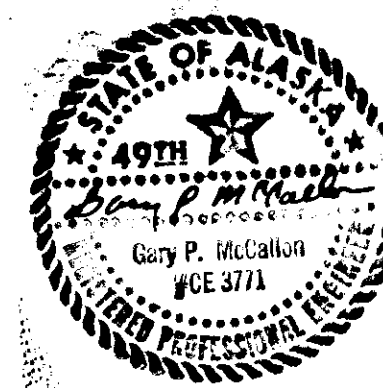
SITE DEVELOPMENT PLAN & TYPICAL SECTION OF ACCESS ROAD TO U.S.M.S. 958-009-3

Note-

⊗ Indicates installation of a dike that is of sufficient height to prohibit vehicular traffic. Dike length, width & height shall be as directed.

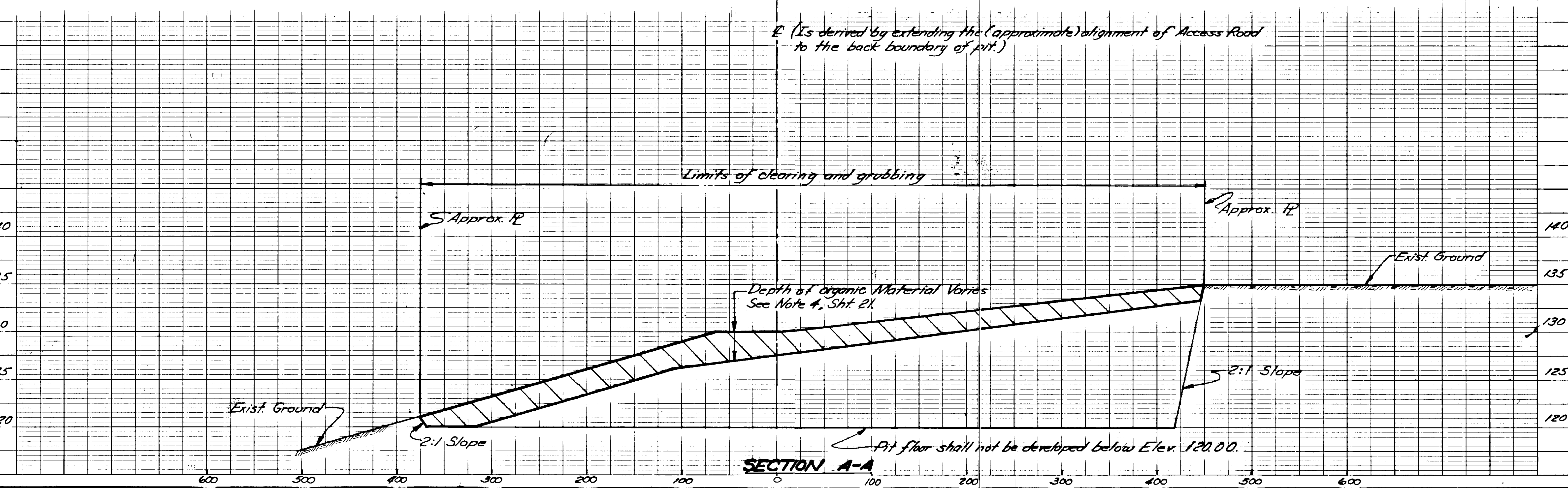


DEVELOPMENT PLAN

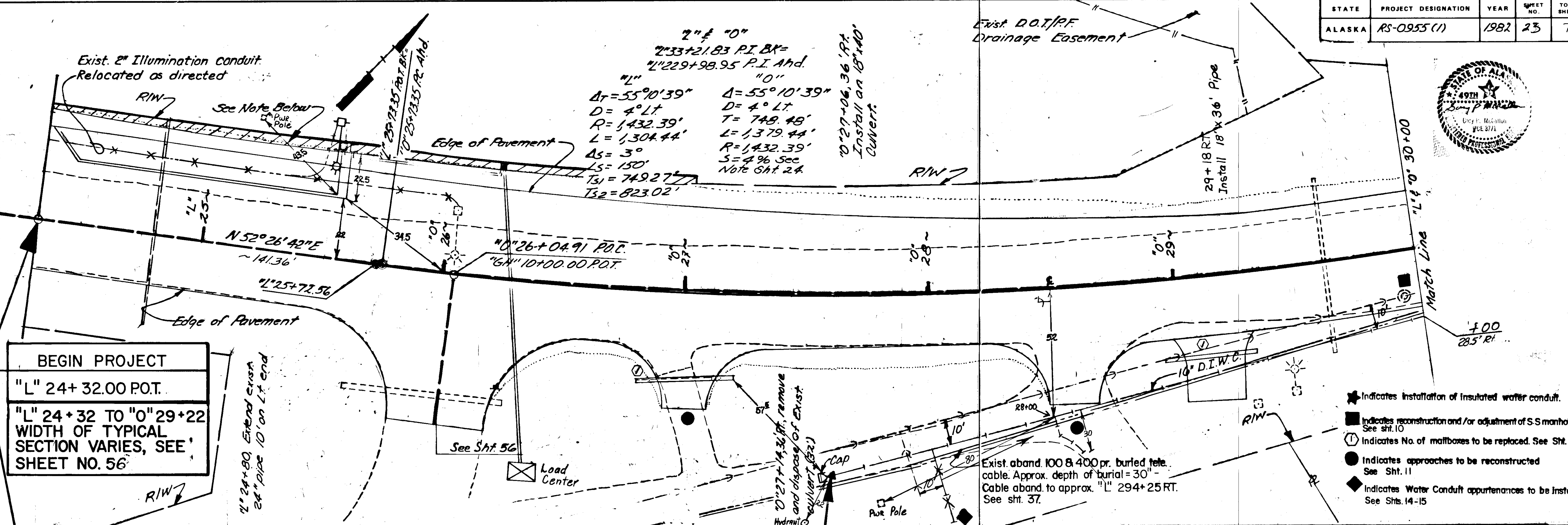
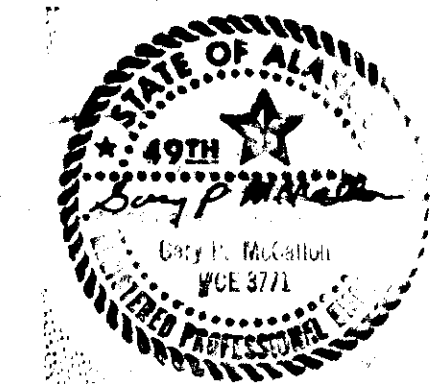


TYPICAL SECTION - ACCESS ROAD

R (Is derived by extending the (approximate) alignment of Access Road to the back boundary of pit.)



SECTION A-A



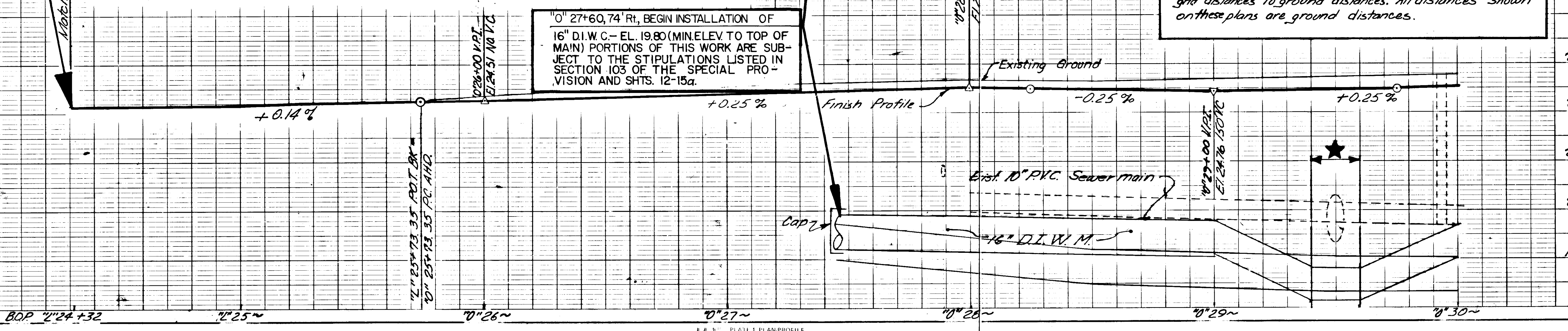
T.B.M. LR-1 8" spike in top of piling surrounded by a 55gal. drum filled with concrete 87' Lt. "L" 25+37. El. 21.21

NOTE
 The Department will not be able to obtain Right of Entry and/or Right-of-Way acquisition in this area until Sept. 1, 1982. Therefore, the contractor shall not work in this area until so directed.

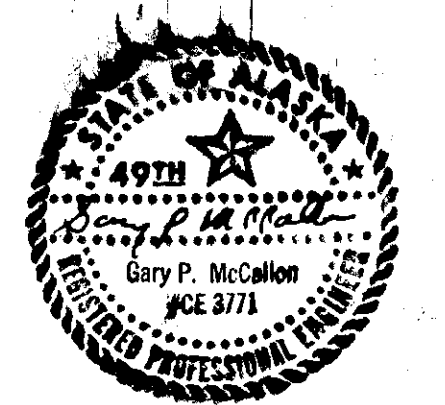
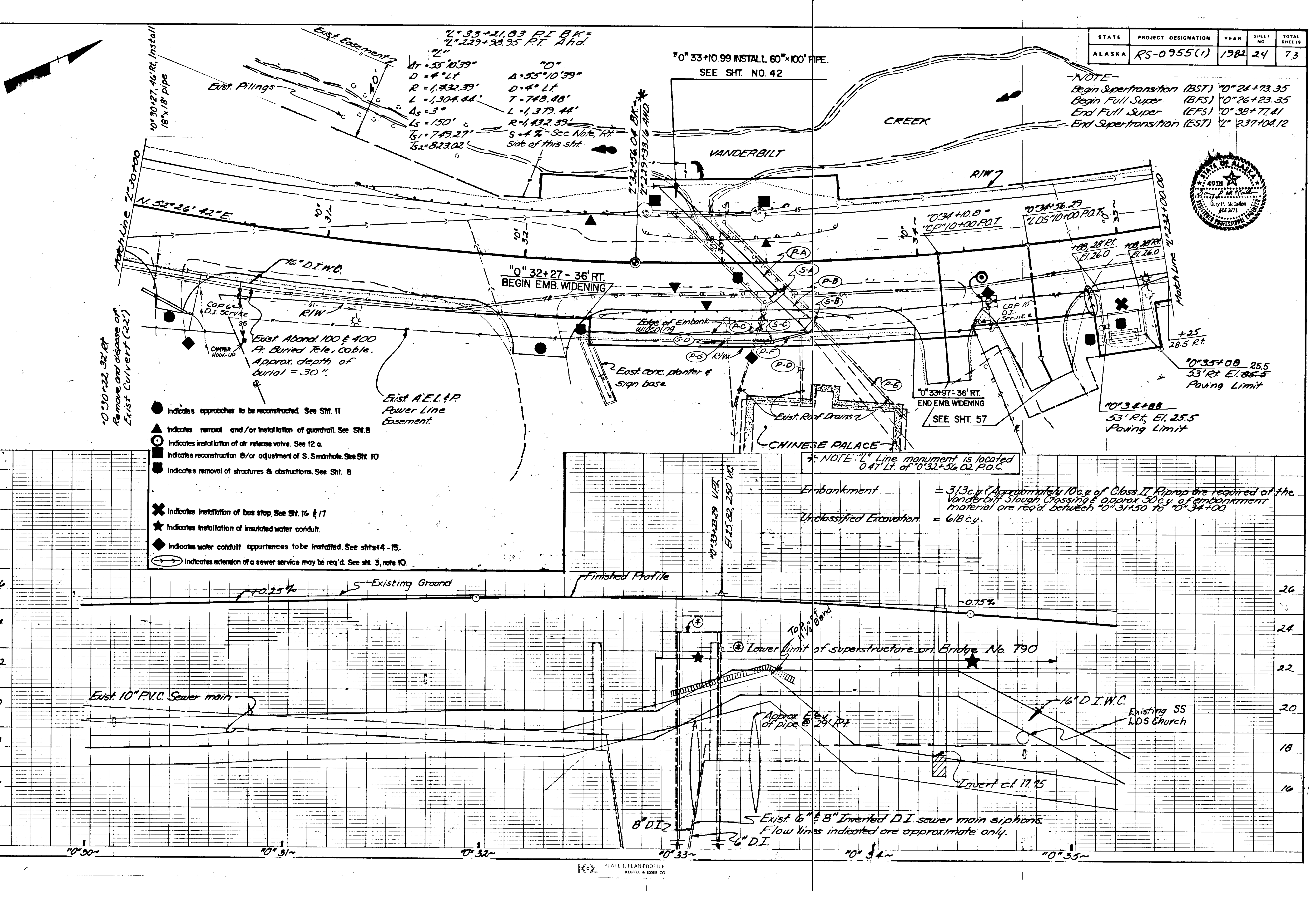
VERTICAL CONTROL
 The Vertical Control for this project was derived from a City and Borough of Juneau Temporary Bench Mark. The T.B.M. is a standard disc stamped LCPP3-C set in the NW corner of a concrete driveway pad and is located at #5597 Lemon St. at the corner of Fatti St. Given elevation is on the 1960 U.S.C. & G.S. datum and = 36.09. All T.B.M.'s listed herein are to be considered informational only and it shall be the contractors responsibility to verify the stated information prior to beginning any work.

Embankment = 221 C.Y.
 Unclassified Excavation = 719 C.Y.

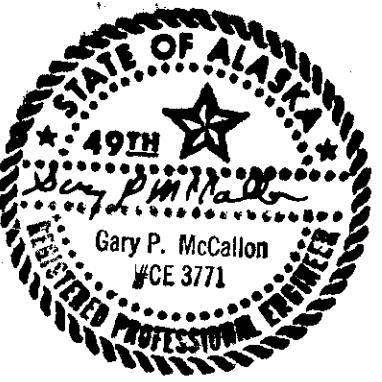
HORIZONTAL CONTROL
 The horizontal control for this project is based on a bearing between Department of Transportation & Public Facilities triangulation monuments "Sidney" and "Pete". Base line bearing is N 2° 20' 21.5" W. State Plane Coordinates for "Sidney" are as follows:
 $N = 2,379,639.221$
 $S = 2,520,731.997$
 Bearings shown on these plans are Grid Bearings; however, a scale factor of 0.99992323 was used to convert grid distances to ground distances. All distances shown on these plans are ground distances.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	24	73

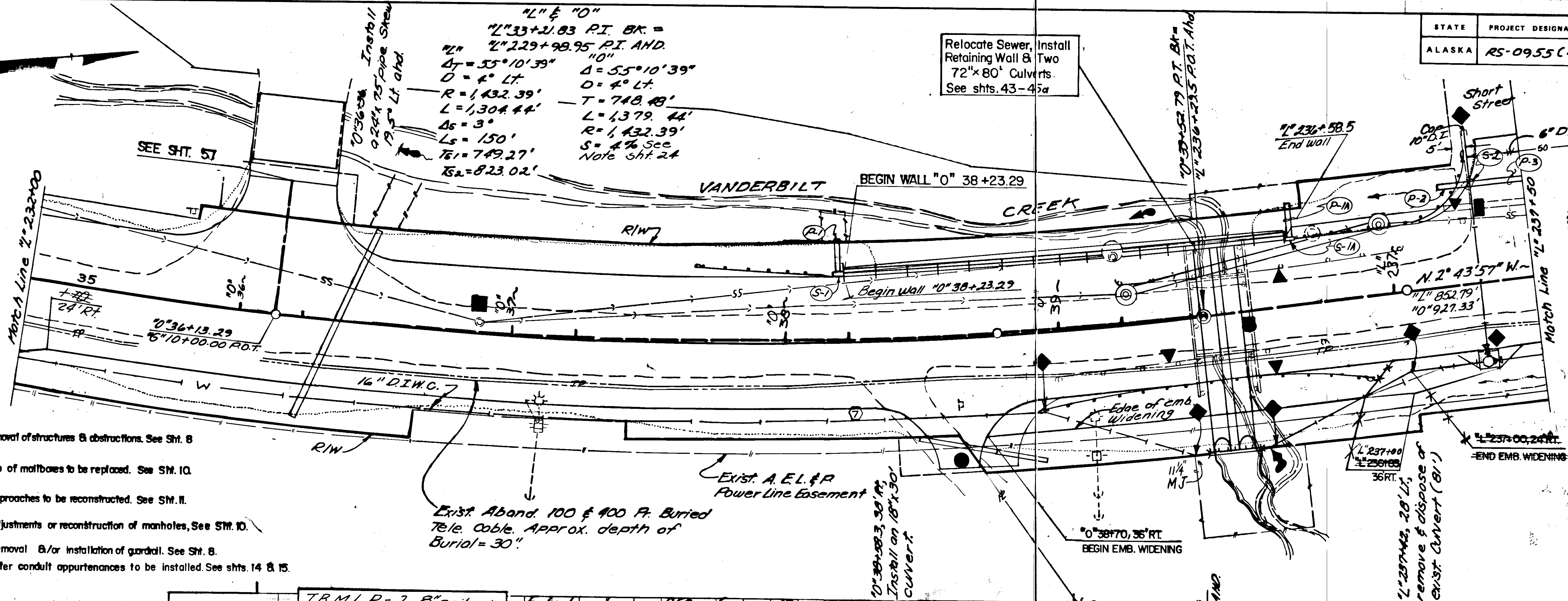


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	25	73



Relocate Sewer, Install Retaining Wall & Two 72"x80" Culverts. See shfs. 43-45a

"L" & "O"
 "L" 33+21.83 P.I. BK. =
 "L" 229+98.95 P.I. AND
 "O"
 $\Delta = 55^\circ 10' 39"$ $\Delta = 55^\circ 10' 39"$
 $D = 4^\circ$ Lt. $D = 4^\circ$ Lt.
 $R = 1,432.39'$ $T = 748.48'$
 $L = 1,304.44'$ $L = 1,379.44'$
 $\Delta s = 3'$ $R = 1,432.39'$
 $L_s = 150'$ $S = 4\%$ See Note shft. 24
 $T_e = 749.27'$
 $T_s = 823.02'$

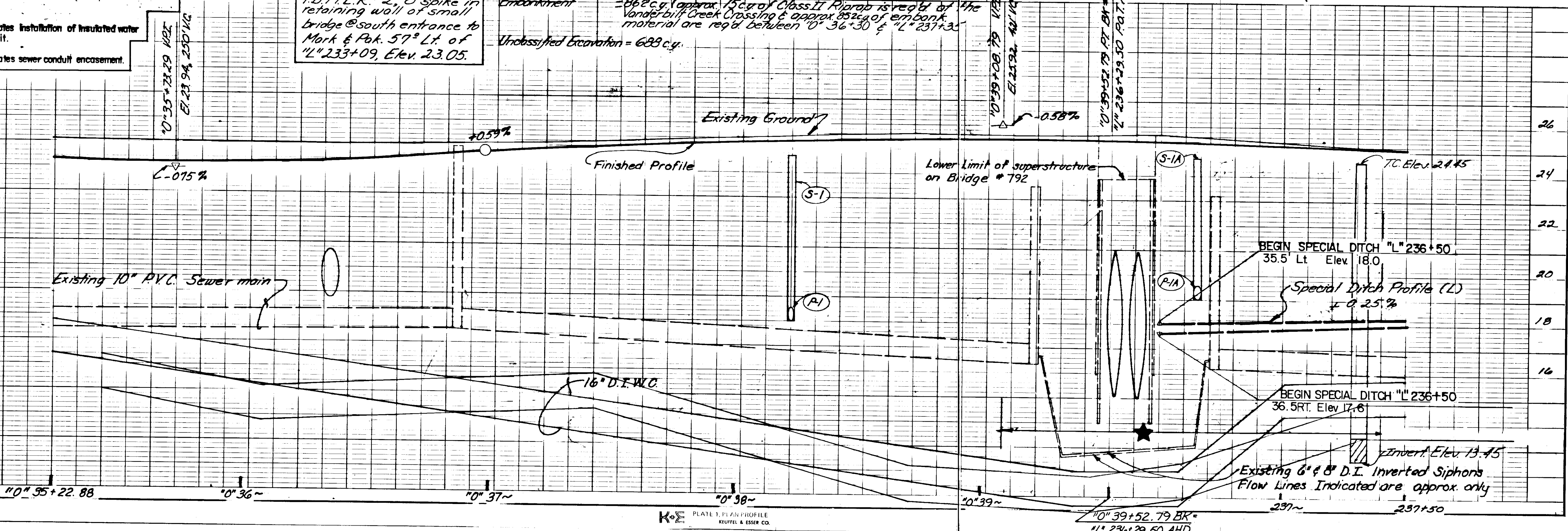


- Indicates removal of structures & obstructions. See Shft. 8
- ① Indicates no. of manholes to be replaced. See SM. 10.
- Indicates approaches to be reconstructed. See SM. 11.
- Indicates adjustments or reconstruction of manholes. See SM. 10.
- ▲ Indicates removal &/or installation of guardrail. See Shft. 8.
- ◆ Indicates water conduit appurtenances to be installed. See shfts. 14 & 15.

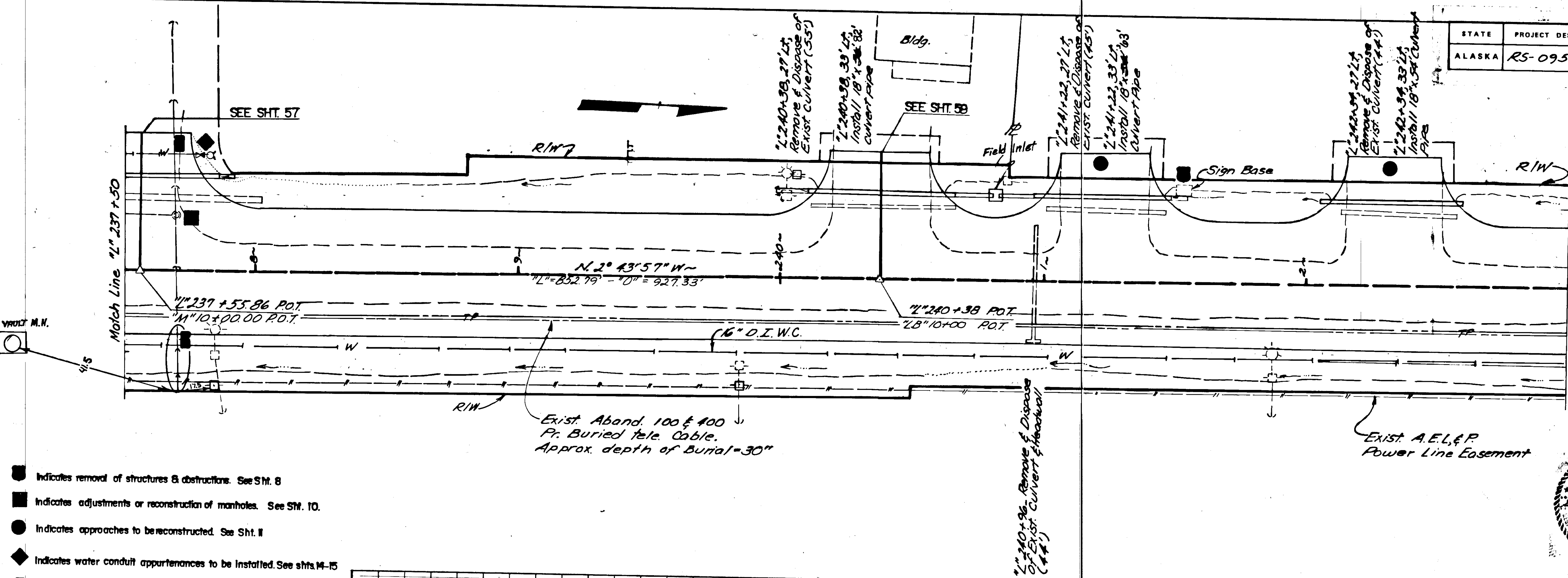
- ★ Indicates installation of insulated water conduit.
- Indicates sewer conduit encasement.

T.B.M.L.R.-2, 8" spike in retaining wall of small bridge @ south entrance to Mark & Pak. 57° Lt. of "L" 233+09, Elev. 23.05.

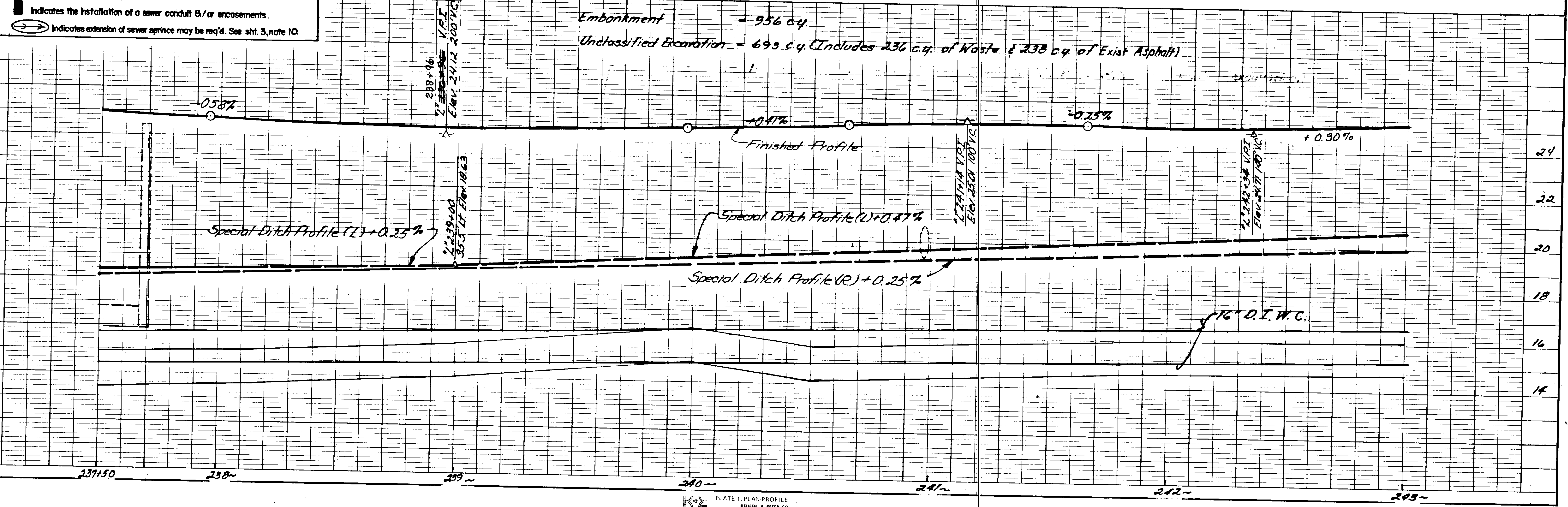
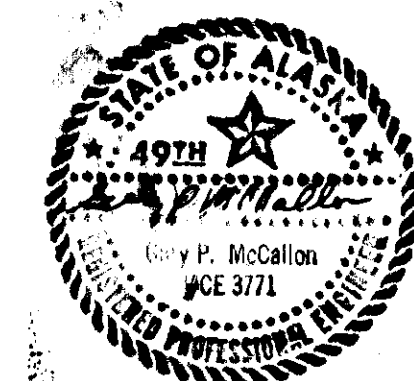
Embankment = 862 c.y. (approx. 15 c.y. of Class II Riprap is req'd. at the Vanderbilt Creek Crossing & approx. 852 c.y. of embankment material are req'd. between "O" 36+30 & "L" 237+35)
 Unclassified Excavation = 688 c.y.



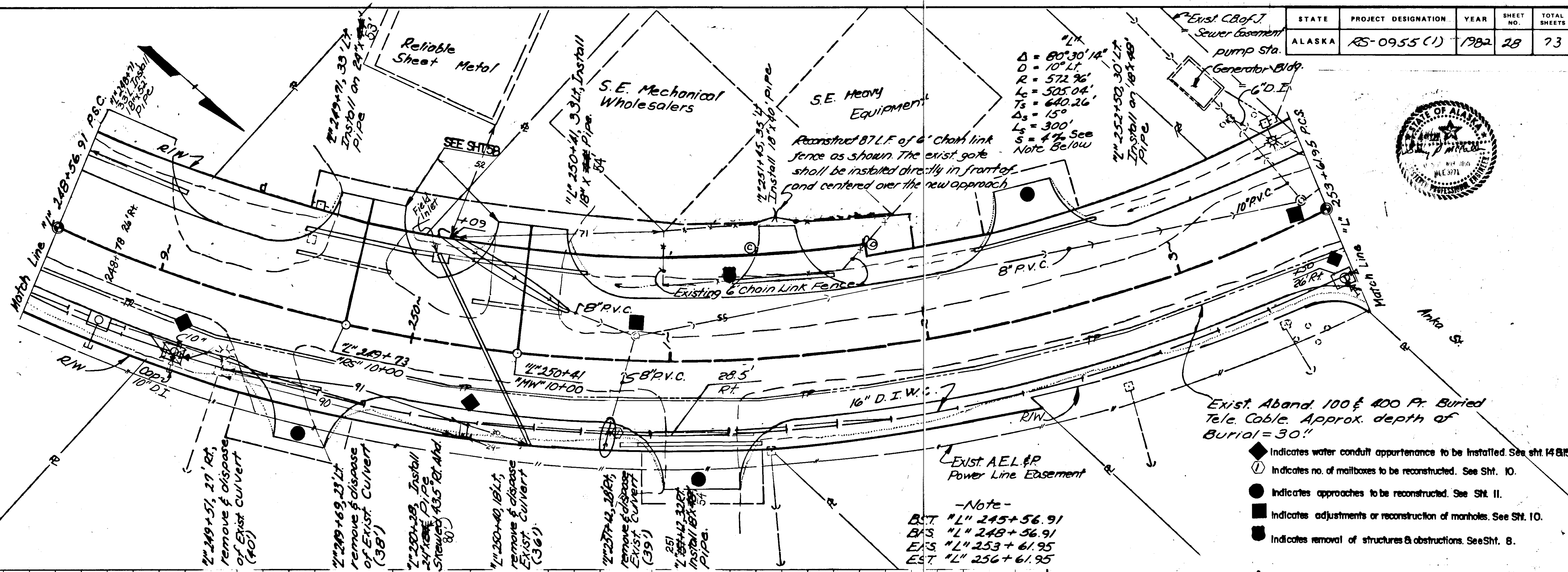
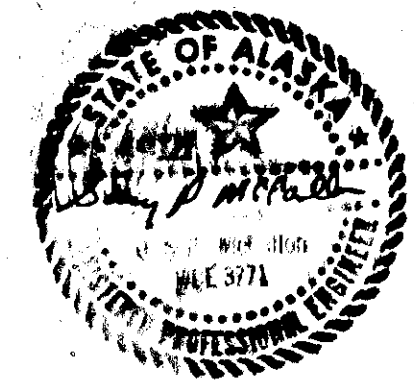
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	26	73



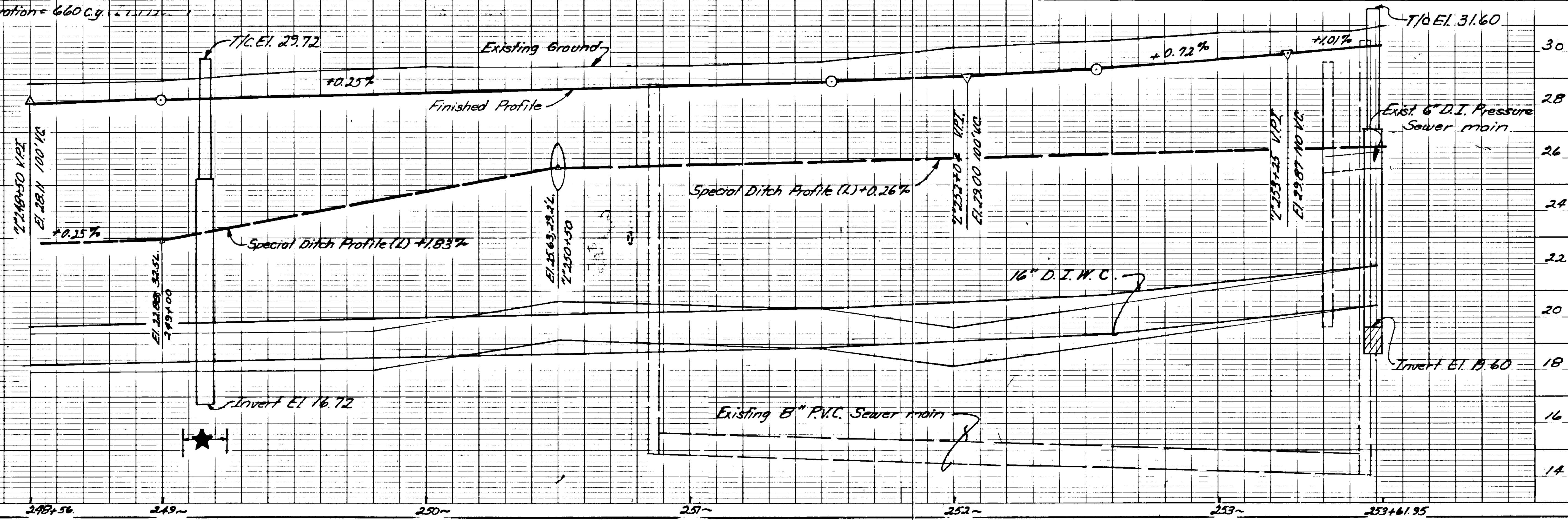
- Indicates removal of structures & obstructions. See SM. 8
- Indicates adjustments or reconstruction of manholes. See SM. 10.
- Indicates approaches to be reconstructed. See Sht. II
- ◆ Indicates water conduit appurtenances to be installed. See Shts. M-15
- Indicates the installation of a sewer conduit &/or encasements.
- Indicates extension of sewer service may be req'd. See Sht. 3, note 10.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	28	73

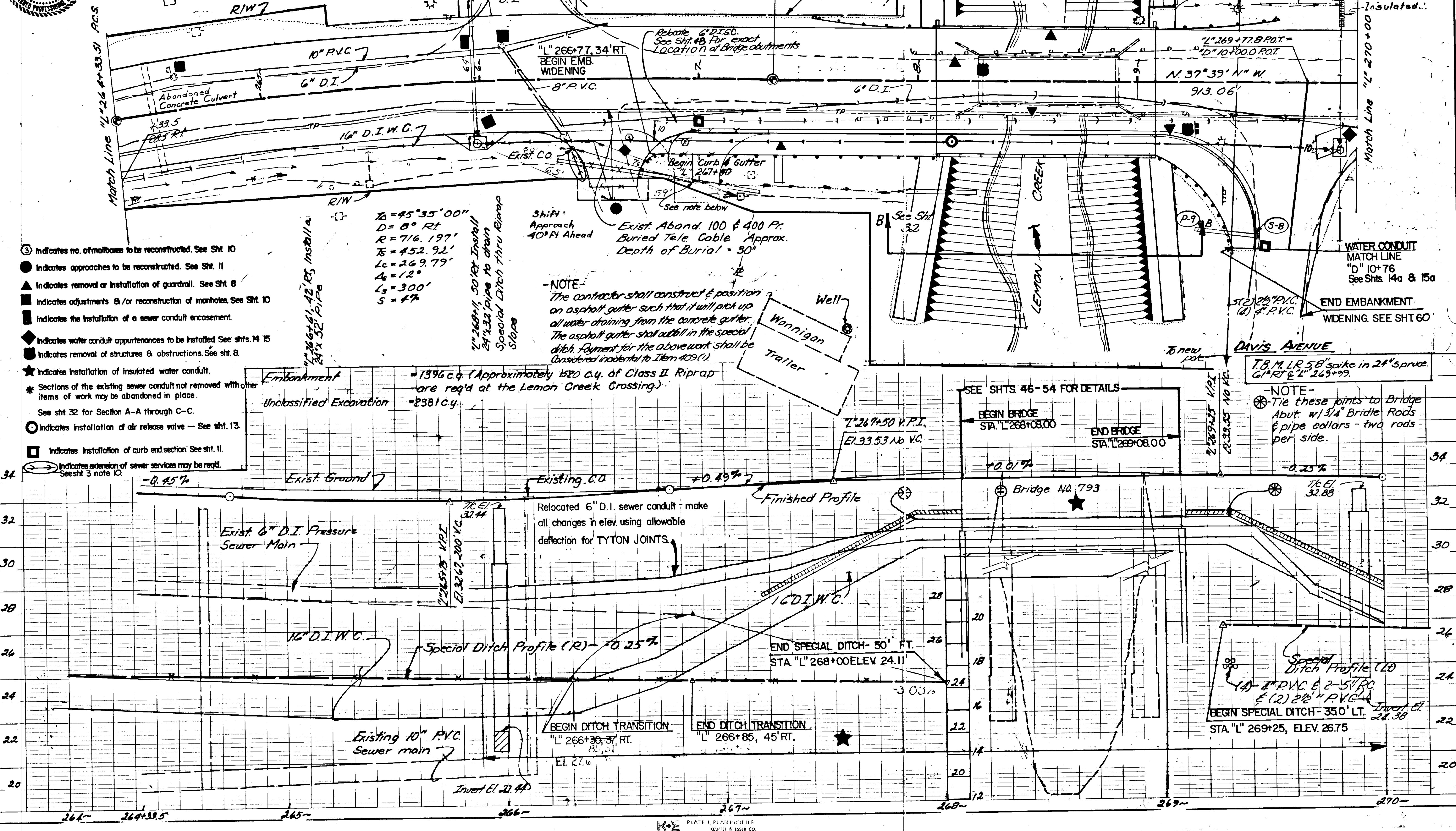


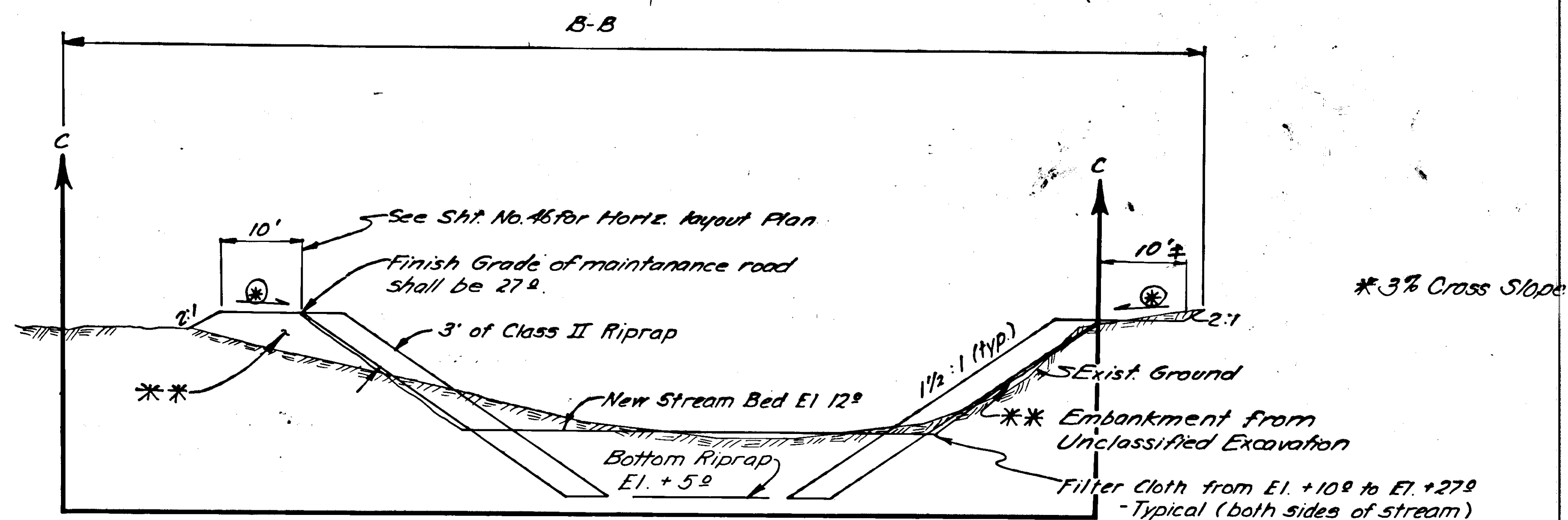
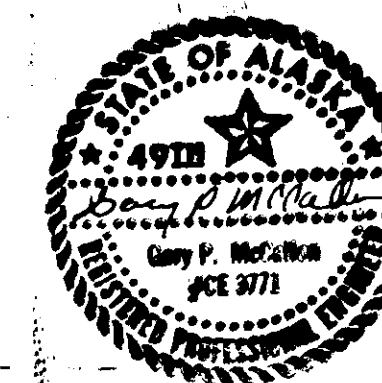
Embankment = 467 c.y.
 Unclassified Excavation = 660 c.y.





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	31	73



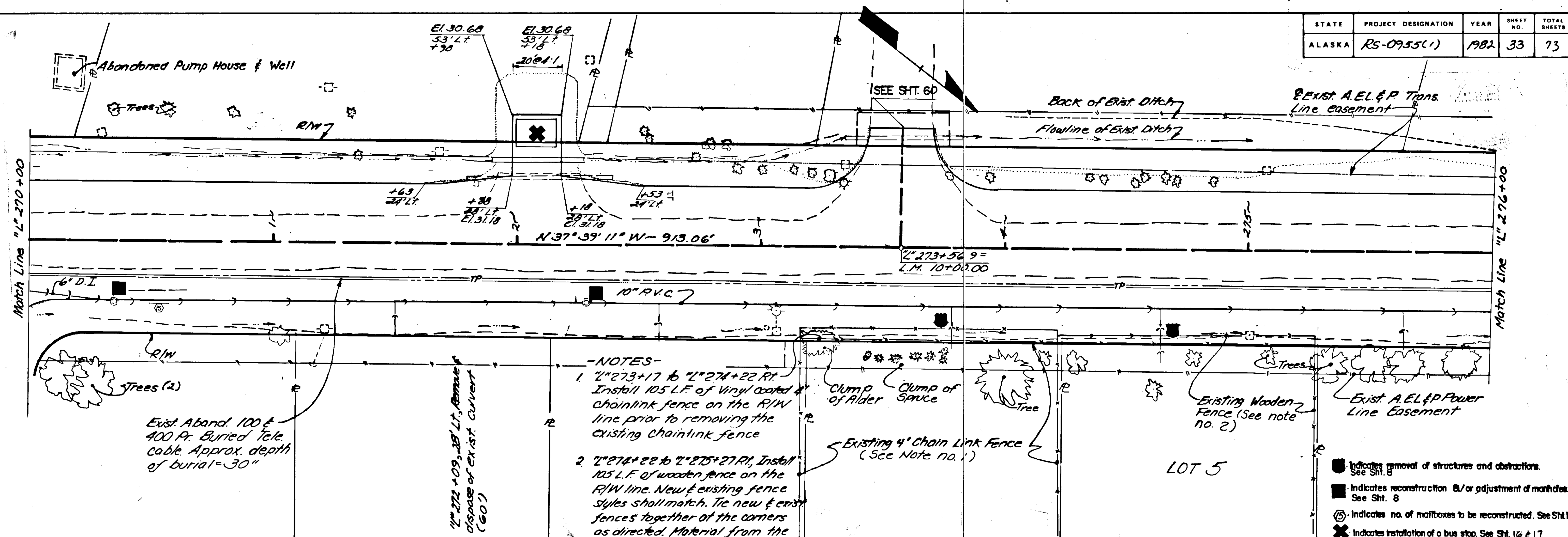


NOTES

1. Prior to placing any Riprap Left of "L" 269+00± the contractor shall field verify the structural condition of the existing well and its appurtenances shown on Sht. No. 31
2. If the contractors operation causes any damages or disruptions to the exist. well and/or its appurtenances the total cost of repairing the well or its appurtenances shall be as described in Subsection 107-1.11 & 1.16
3. Material excavated from Lemon Creek so riprap may be installed shall be utilized to backfill the stream bed to the required elevation, construct maintenance road, or utilize in the embankment.

SECTION B-B & C-C

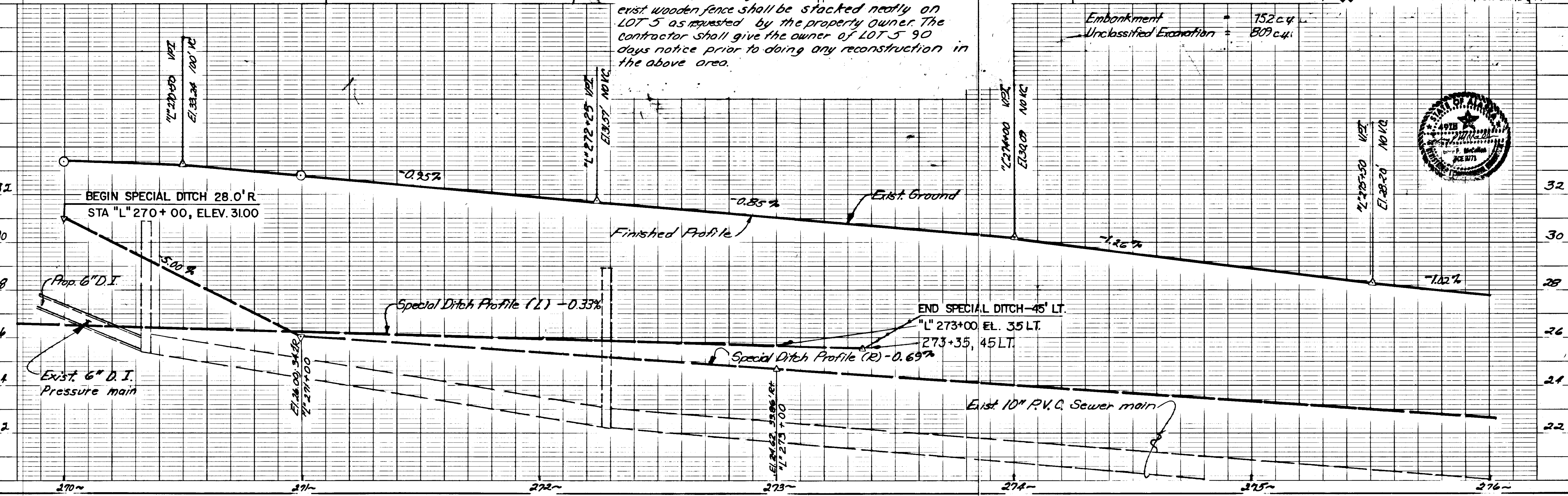
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	33	73



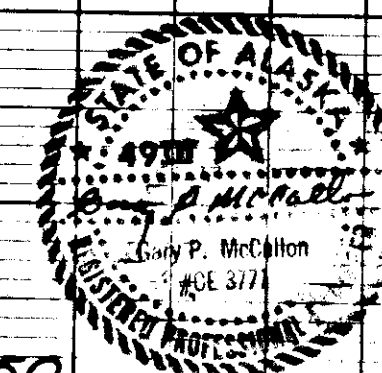
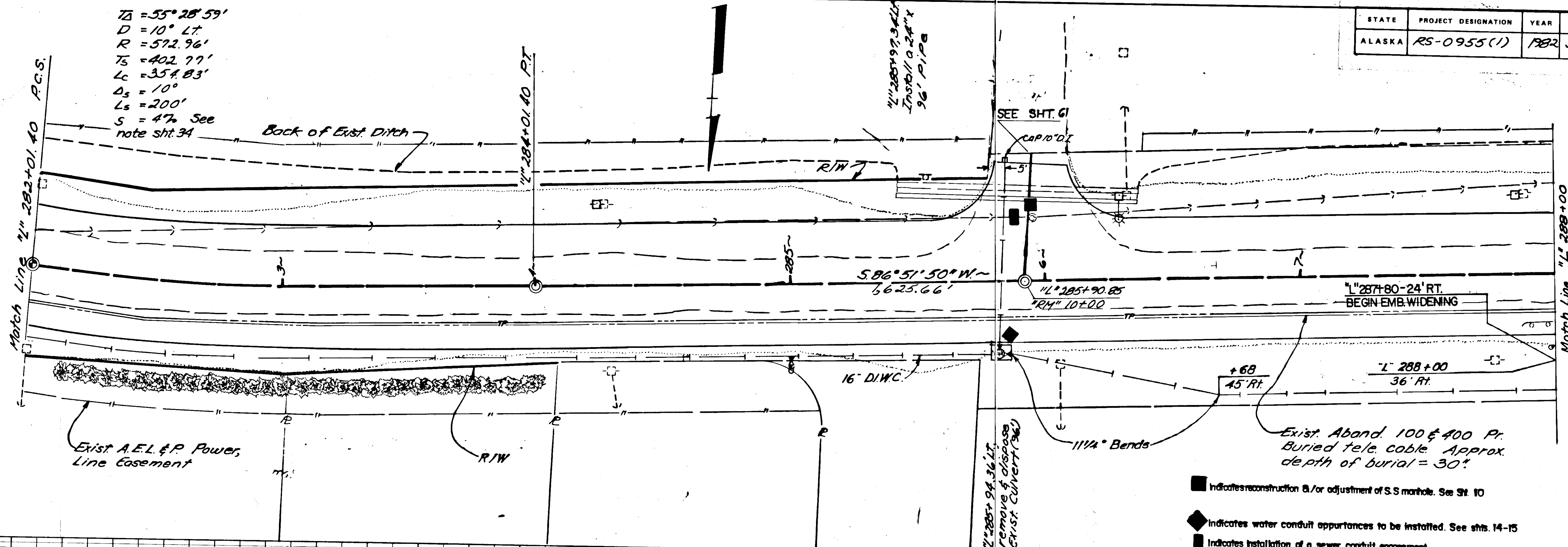
-NOTES-

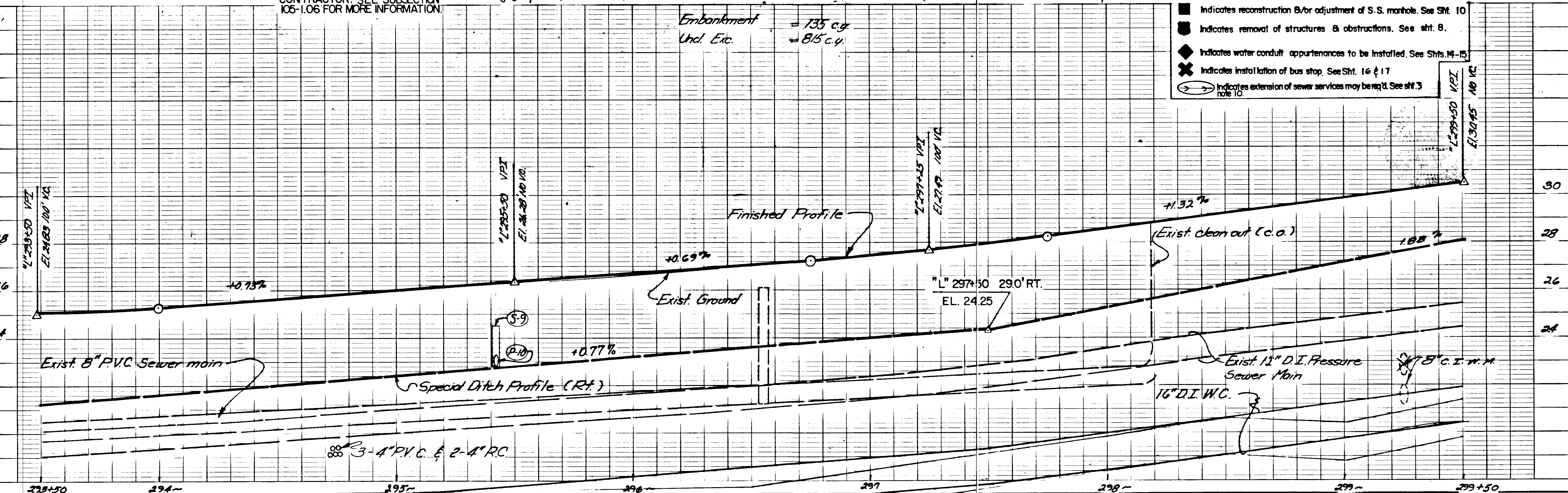
1. "L" 273+17 to "L" 274+22 RT. Install 105 L.F. of Vinyl coated 4" chainlink fence on the R/W line prior to removing the existing chainlink fence
2. "L" 274+22 to "L" 275+27 RT. Install 105 L.F. of wooden fence on the R/W line. New & existing fence styles shall match. Tie new & exist fences together at the corners as directed. Material from the exist wooden fence shall be stacked neatly on LOT 5 as requested by the property owner. The contractor shall give the owner of LOT 5 90 days notice prior to doing any reconstruction in the above area.

- Indicates removal of structures and obstructions. See Sht. 8
- Indicates reconstruction &/or adjustment of manholes. See Sht. 8
- Ⓢ Indicates no. of manholes to be reconstructed. See Sht. 10
- ✕ Indicates installation of a bus stop. See Sht. 16 & 17



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	35	23



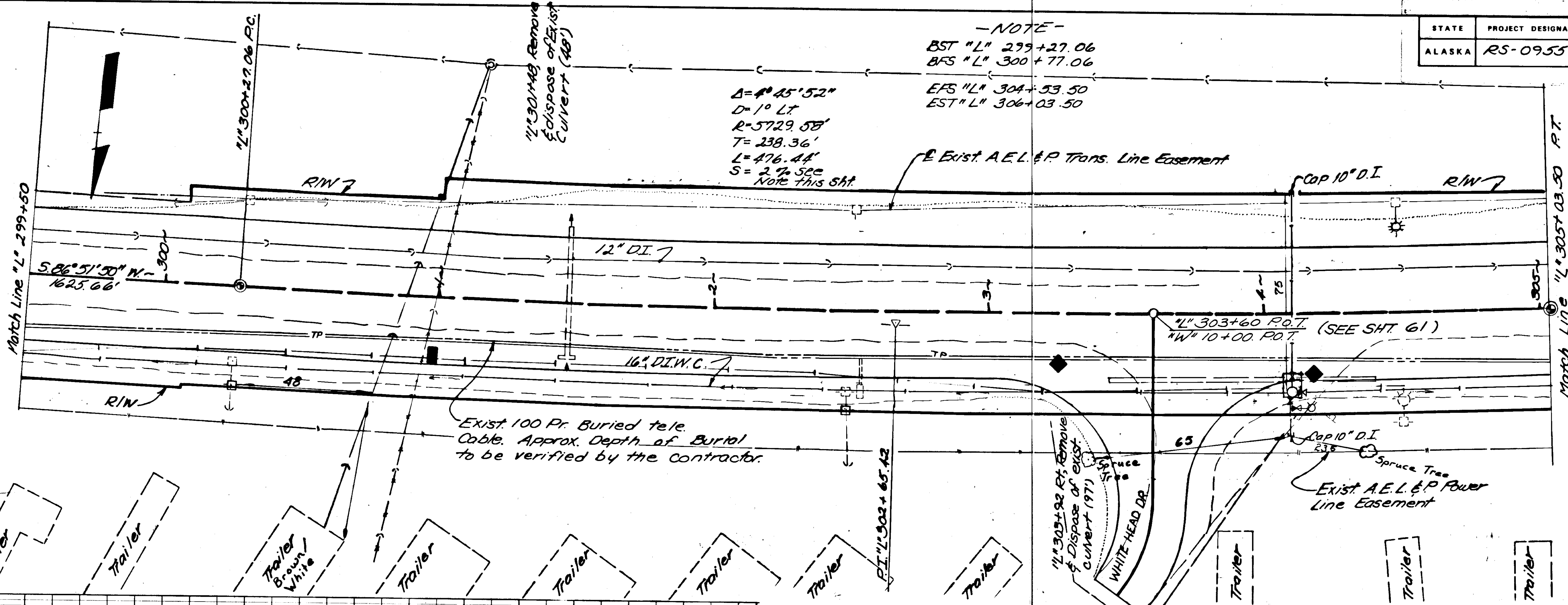


48 7024 Made in U.S.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	38	73

-NOTE-
 BST "L" 299+27.06
 BFS "L" 300+77.06
 EFS "L" 304+53.50
 EST "L" 306+03.50

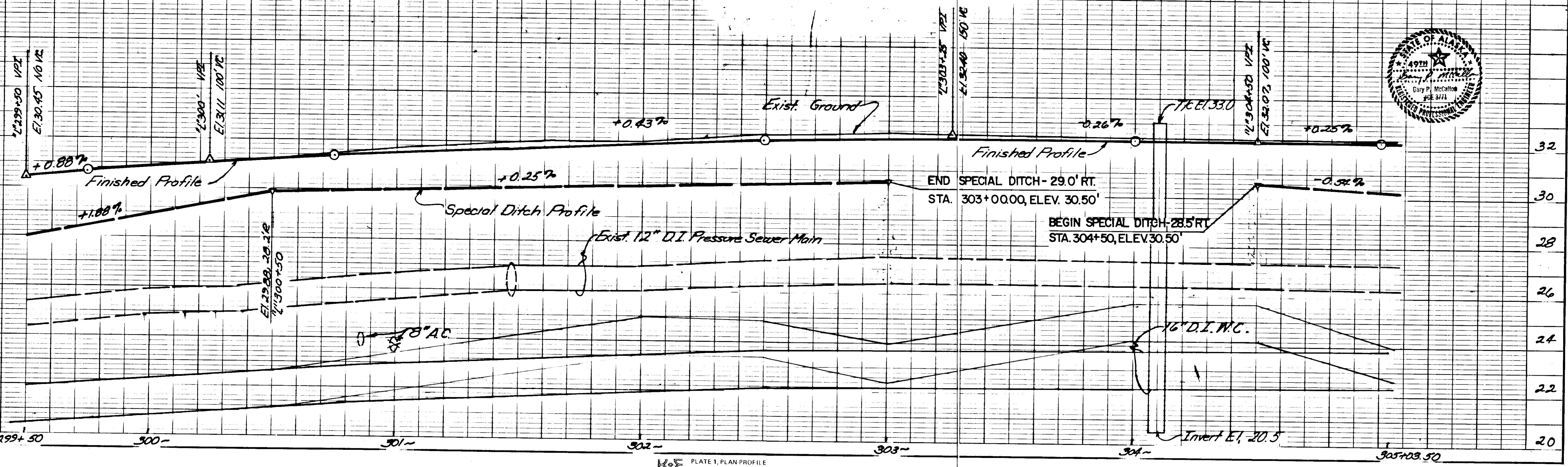
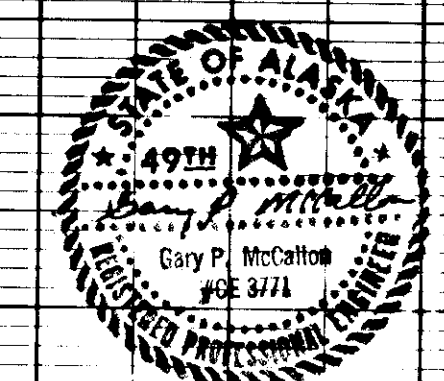
$\Delta = 40^\circ 45' 52''$
 $D = 1^\circ \text{ LT}$
 $R = 5729.58'$
 $T = 238.36'$
 $L = 476.44'$
 $S = 2\% \text{ See Note this Sht.}$



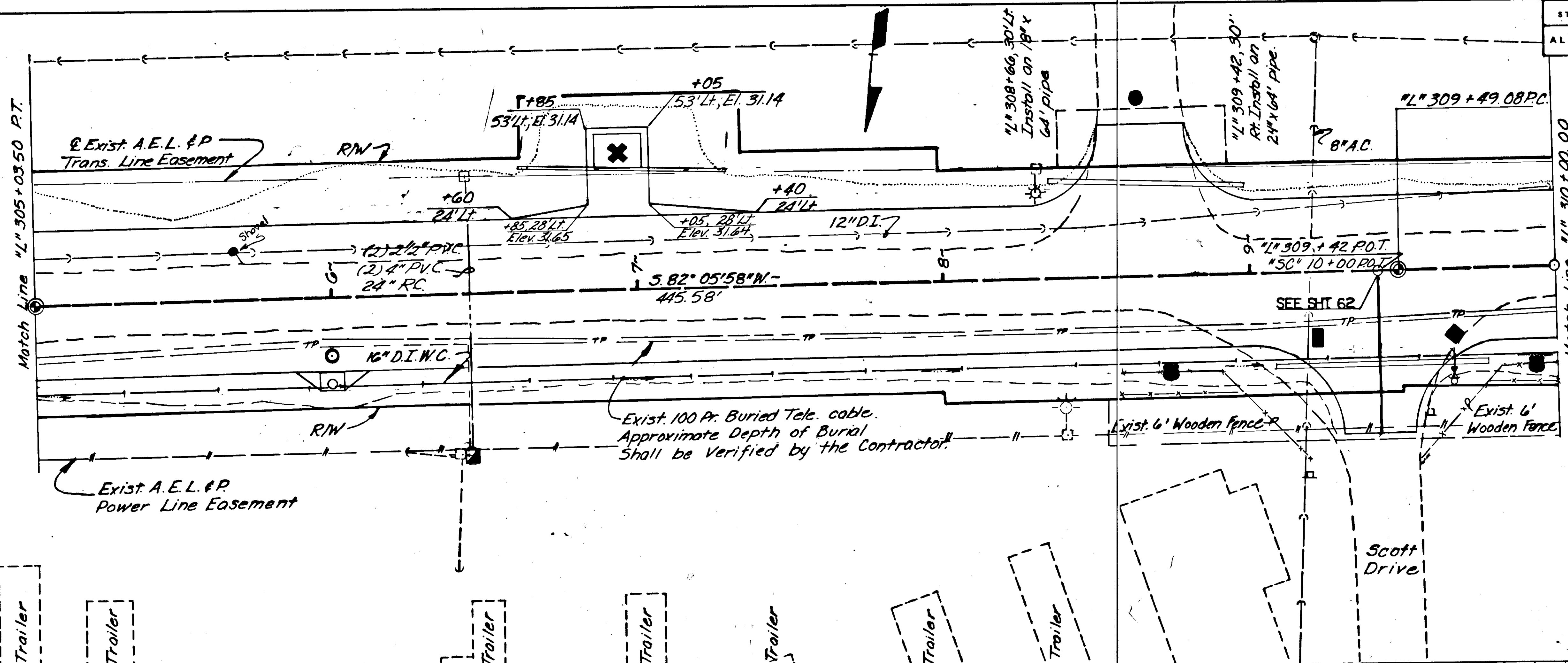
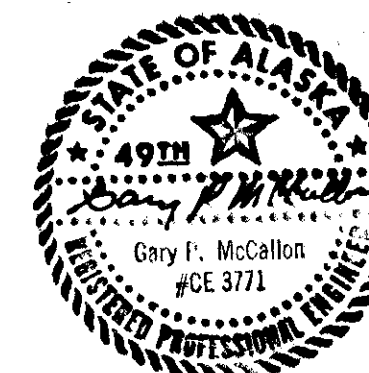
Embankment = 349 c.y.
 Unclassified Excavation = 740 c.y.

■ Indicates the installation of a sewer conduit &/or service encasement.
 ◆ Indicates water main appurtenance to be installed. See Shts. 14-15

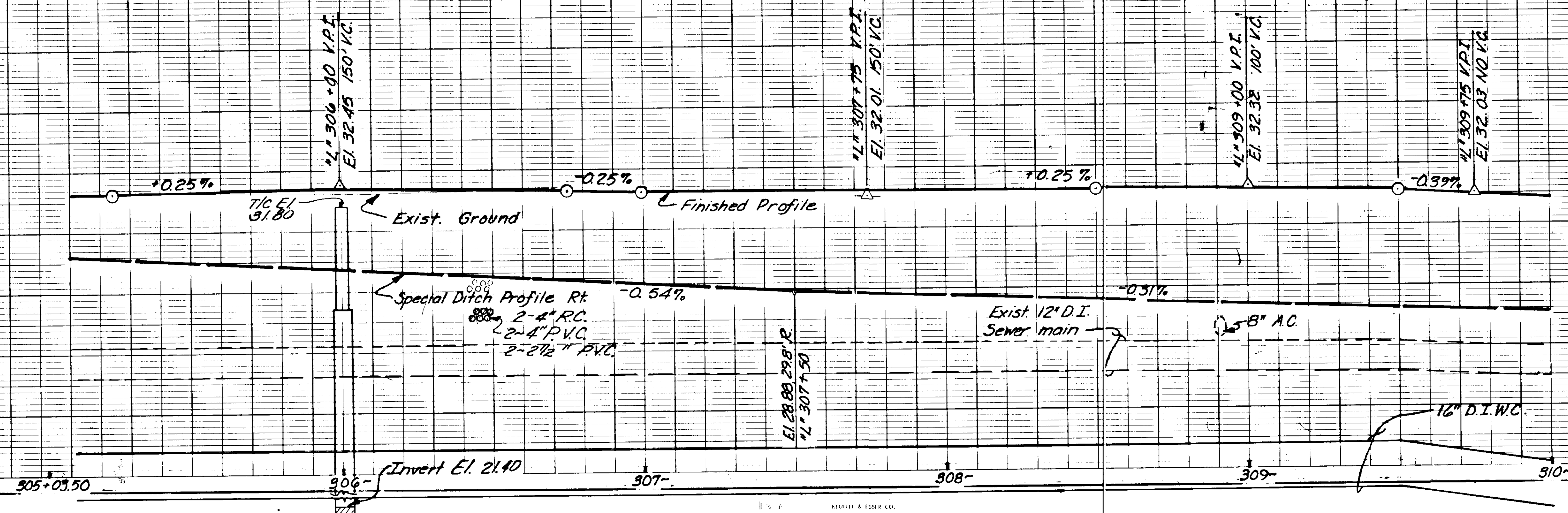
T.B.M. L.R-8 8" Spike in 30" Spruce
 66° RT. "L" 304+20 Elev. 35.44.



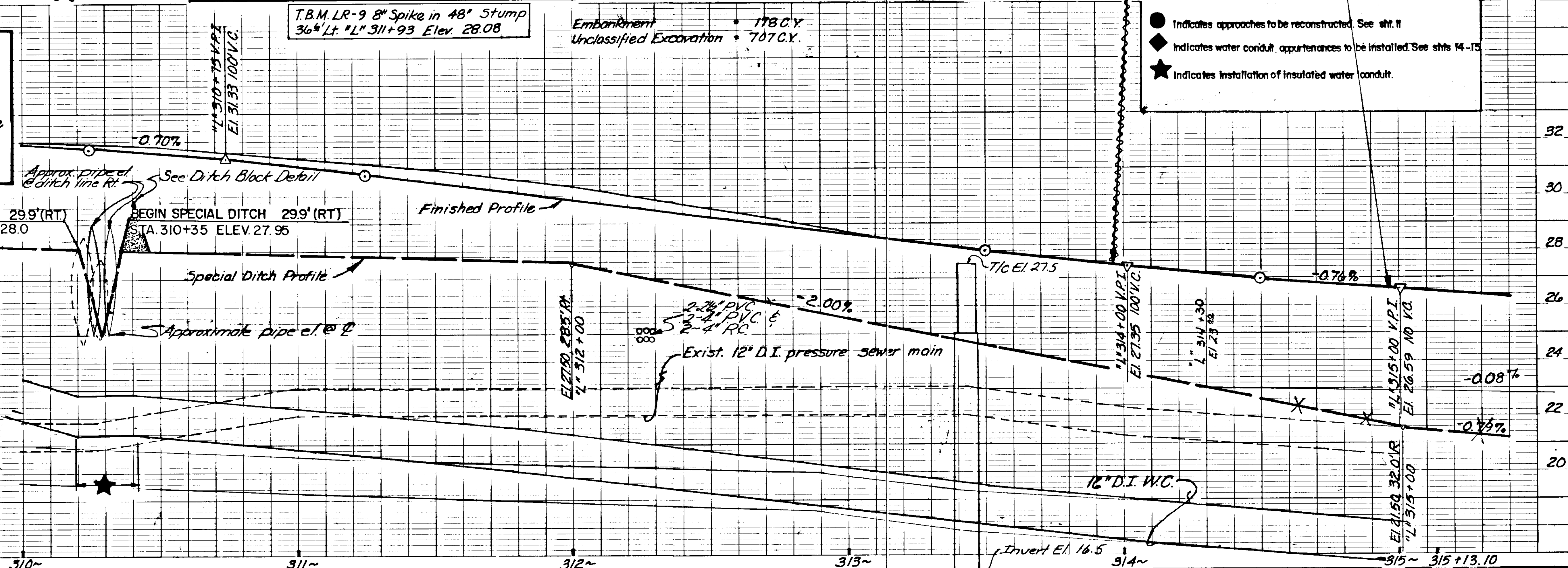
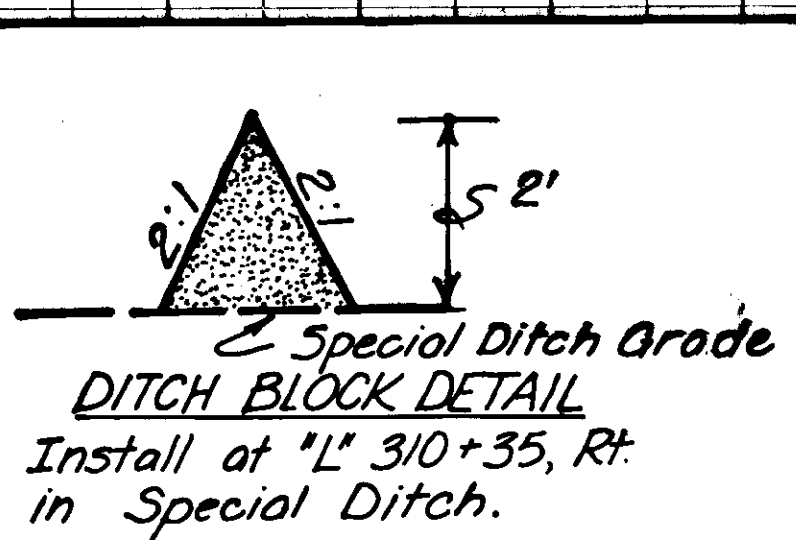
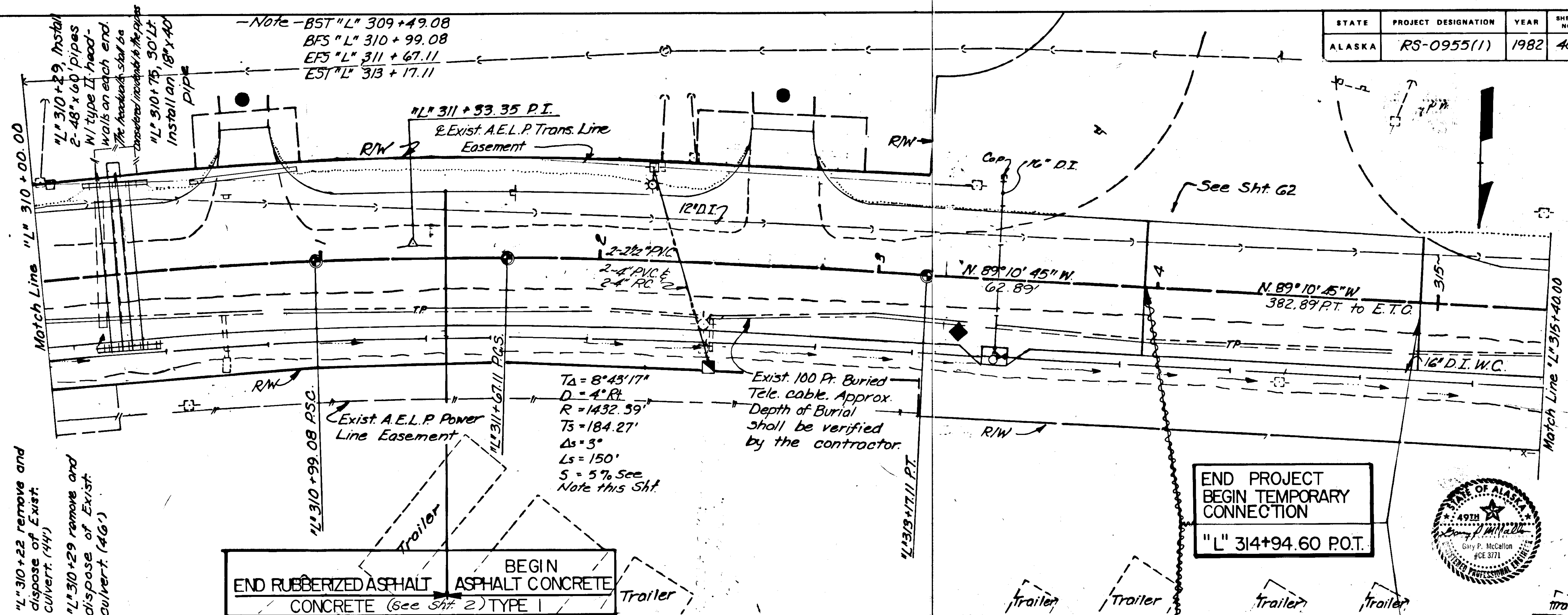
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(11)	1982	39	73



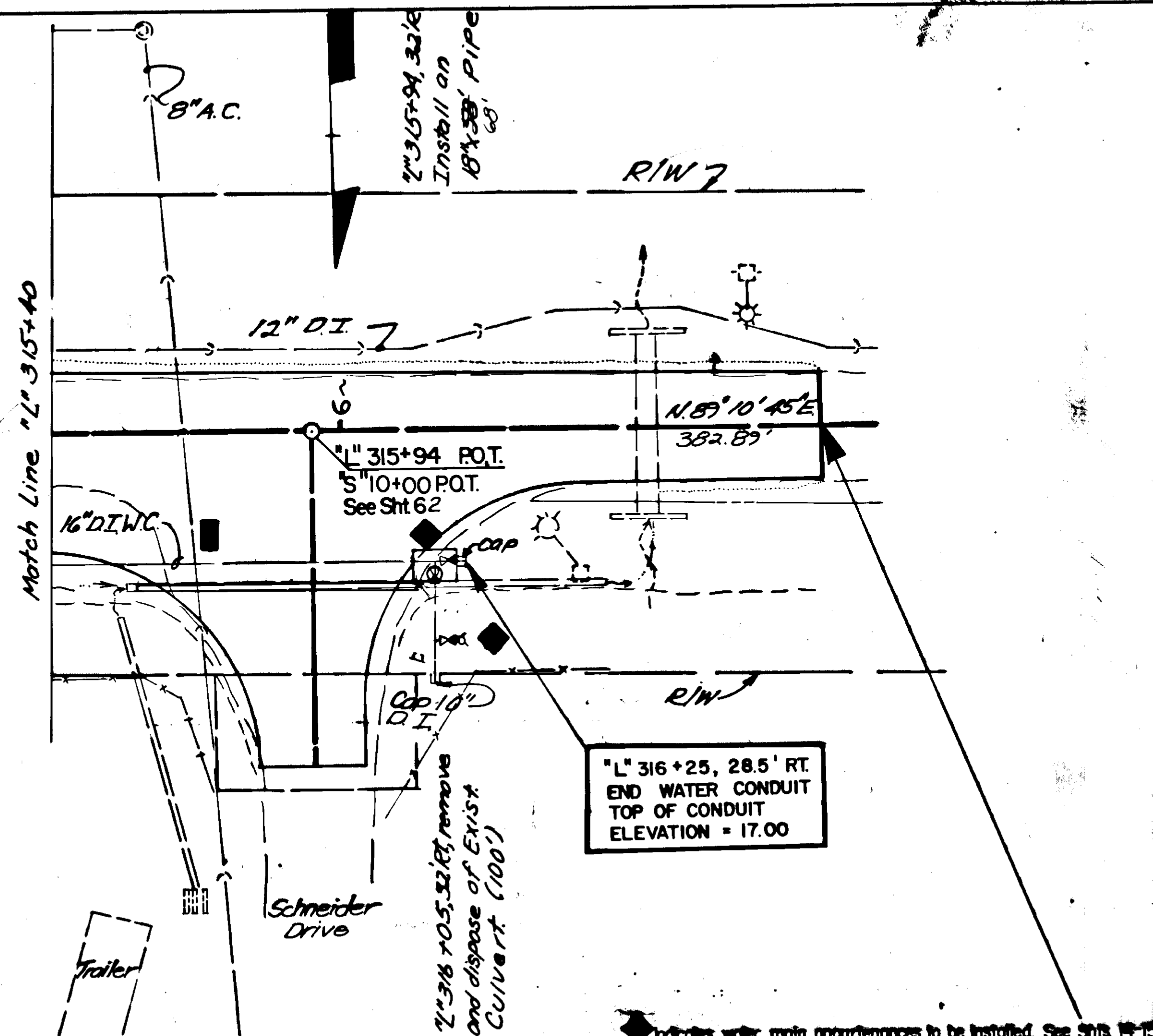
Embankment = 569 c.y.
Unclassified Excavation = 669 c.y.



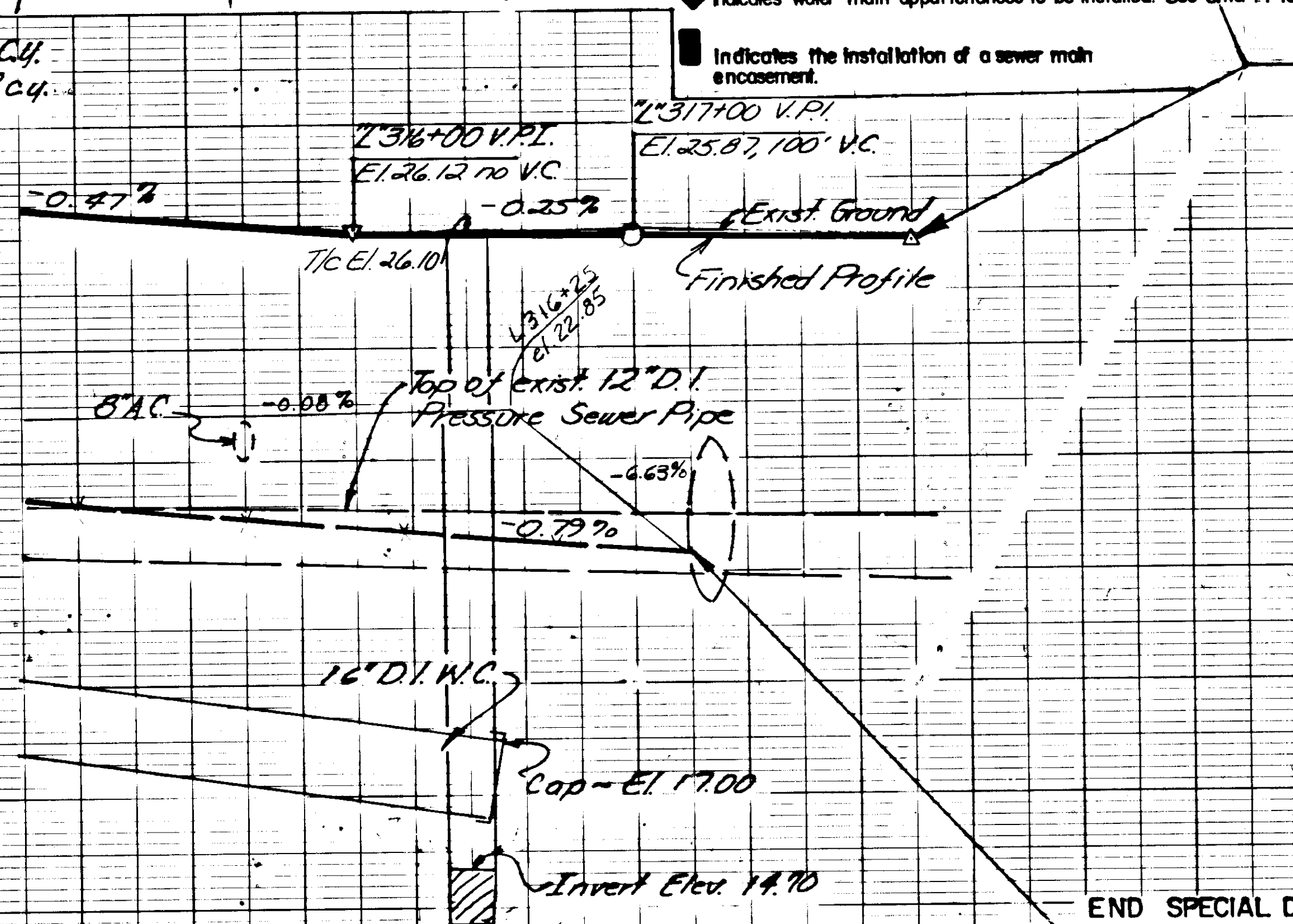
- ⊙ Indicates installation of air release valve. See sht. 12a
- Indicates approaches to be reconstructed. See sht. 11
- Indicates removal of structures & obstructions. See sht. 8
- ◆ Indicates watermain appurtenances to be installed. See shts. 14-15
- ✕ Indicates installation of bus stop. Sht. 16 & 17
- Indicates installation of sewer conduit encasement.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	41	73



Embankment = 0 cu.
Unclassified Excavation = 188 cu.



END TEMPORARY CONNECTION
"L" 317+00.00 P.O.T.

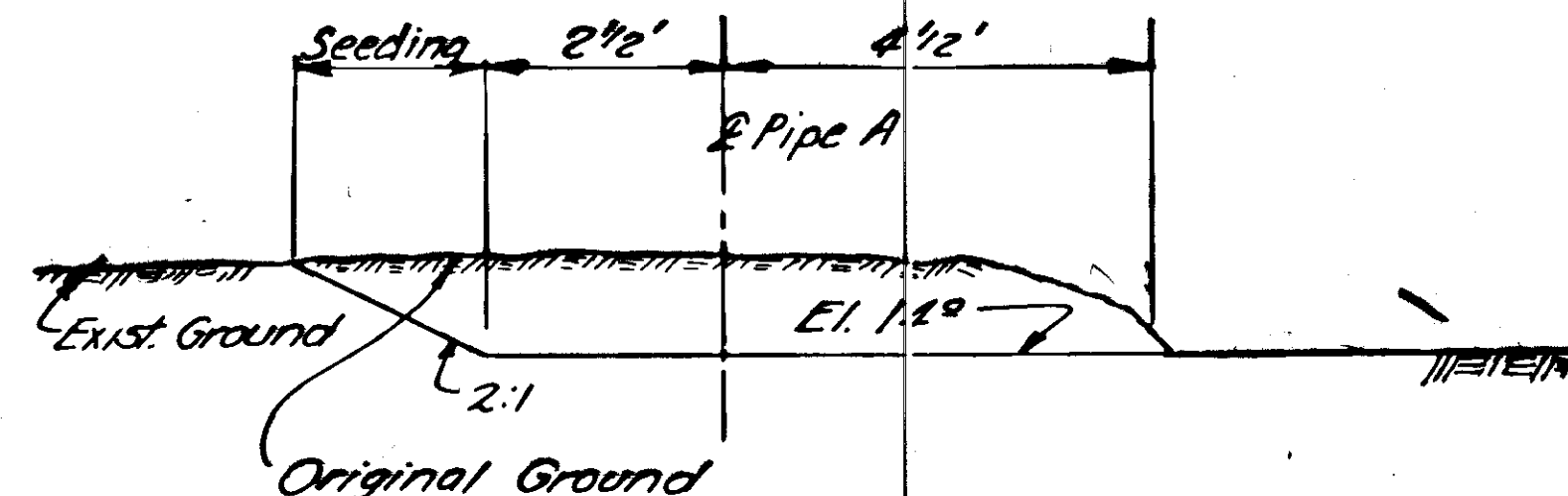
END SPECIAL DITCH- 33.5' RT.
STA. 316+ 65.00, ELEV. 20.20

VANDERBILT SLOUGH SITE PLAN

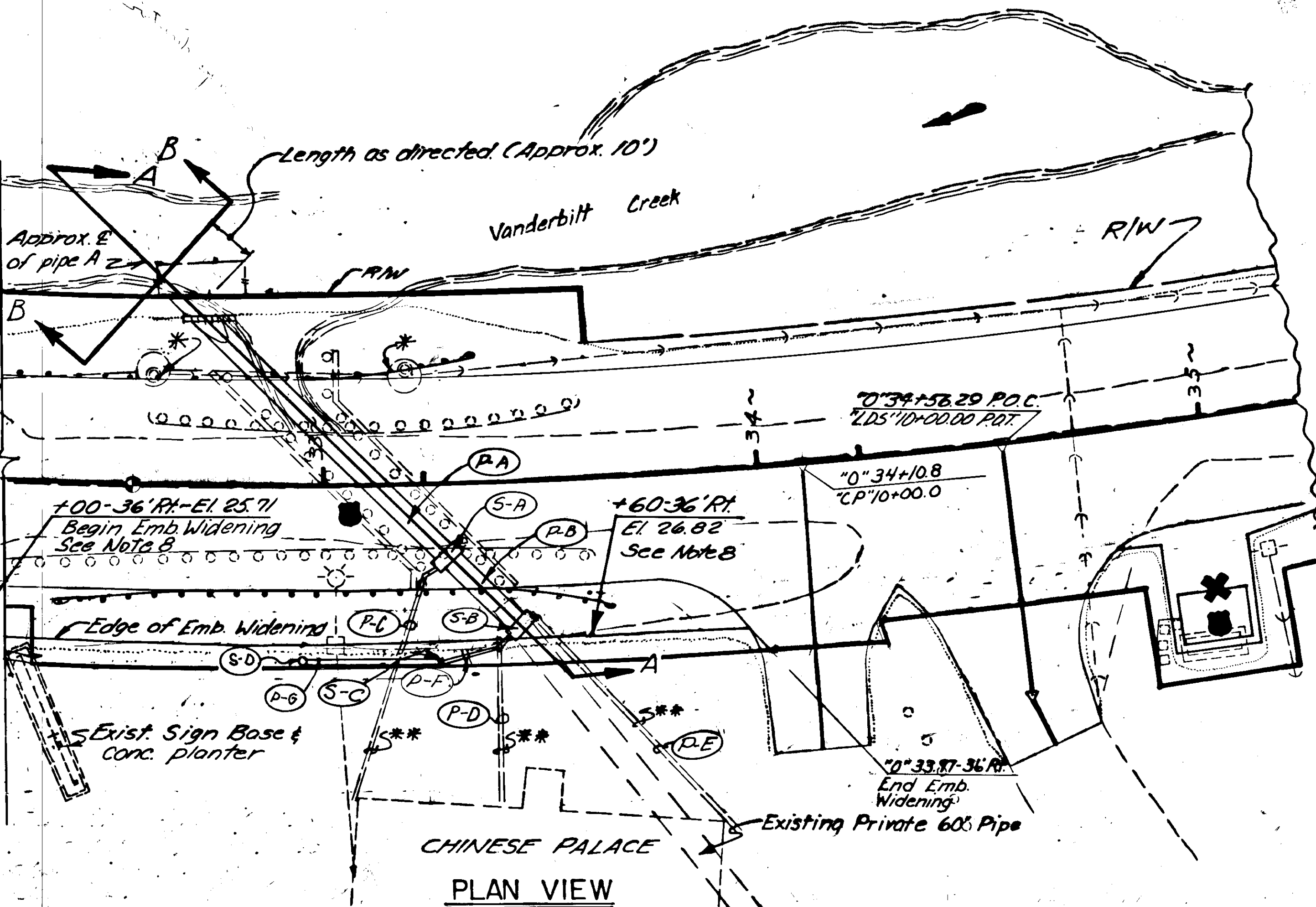


HYDRAULIC DATA		
Design Frequency (yrs)	50	100
Design Area (mi ²)	125	125
Design Discharge (cfs)	350	475

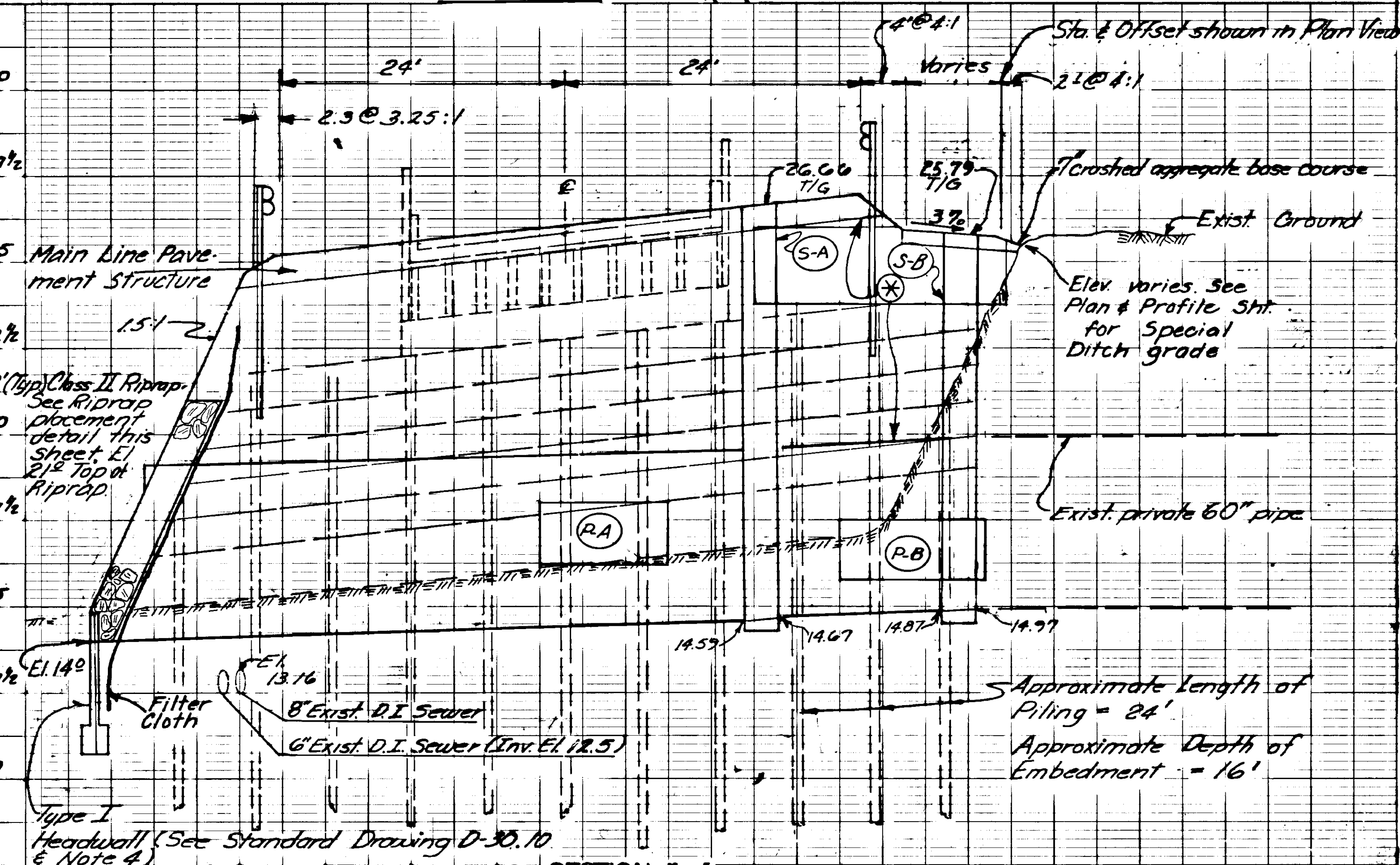
ESTIMATE OF QUANTITIES FOR TYPE I HEADWALLS	
ITEM	QUANTITY
Class A Concrete	2.4 CY
Rebar (FY=60 KSI)	584 Lbs
Structural Exc.	36 cy



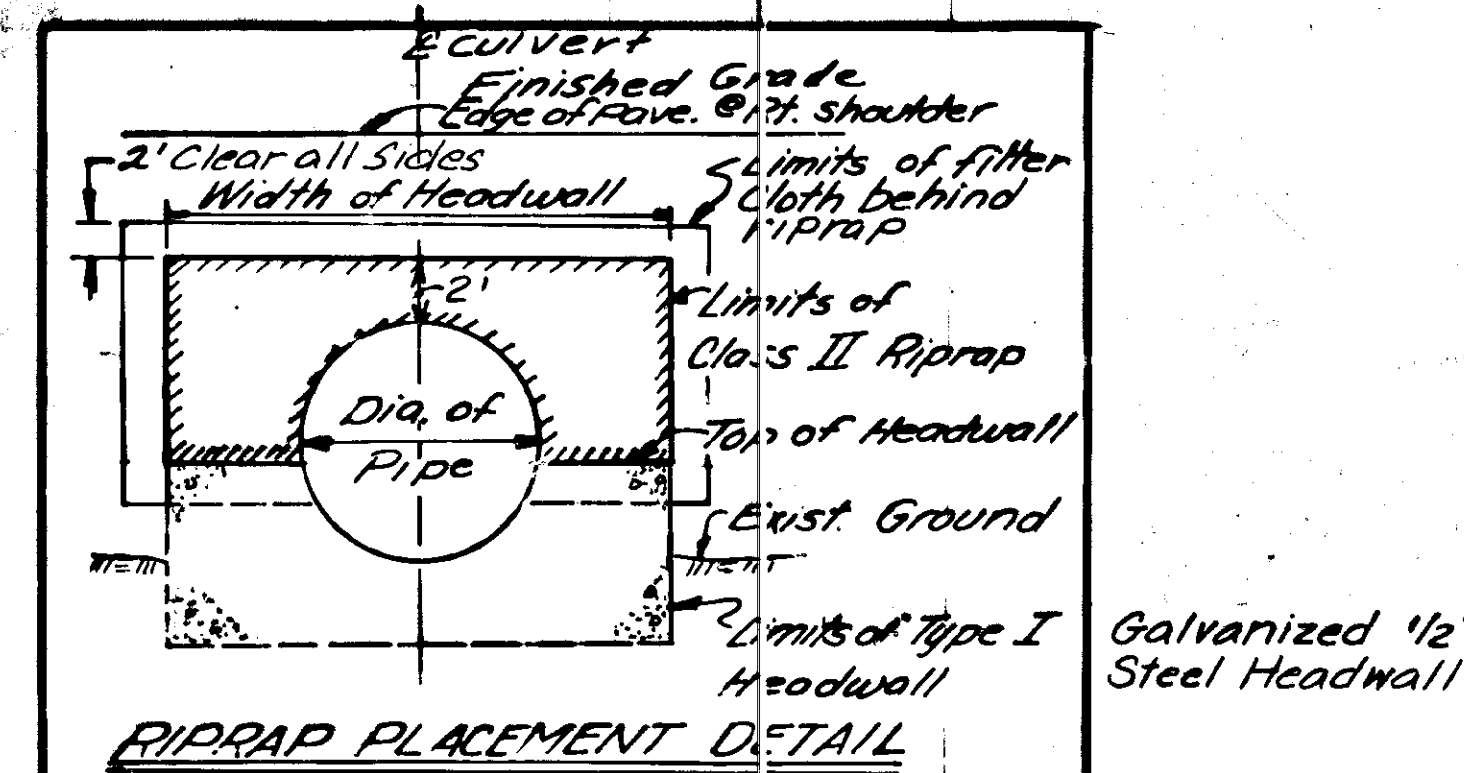
SECTION B-B



PLAN VIEW



SECTION A-A



STRUCTURE SUMMARY

STRUCTURE	TYPE	LOCATION	OFFSET		TOP GRADE ELEV.	INVERT ELEV.
			LEFT	RIGHT		
S-A	B (+)	"0"33+26.49		17.45	26.66	14.59
S-B	B (+)	"0"33+44.29		31.00	25.79	14.87
S-C	Field	"0"33+23.3		40.50	24.50	20.50
S-D	Field	"0"32+96		40.50	24.50	20.50

PIPE SUMMARY

PIPE	DIA.	LENGTH	FROM	TO	STRUCTURE ELEV.	STRUCTURE ELEV.
P-A	60"	80'	S-A	Outfall	14.59	14.00
P-B	60"	20'	S-B	S-A	14.87	14.67
P-C	4"***	8'	Exist. Outlet	S-A	22.27	22.11
P-D	4"***	5'	Exist. Outlet	S-B	23.35	23.25
P-E	4"***	2'	Exist. Outlet	S-B	22.33	22.29
P-F	18"	18'	S-C	S-B	20.50	19.58
P-G	18"	30'	S-D	S-C	20.50	20.50

* Connect exist. 4" PVC private roof drains to indicated structures & place a cleanout in each drain at the R/W line. Payment for this work shall be incidental to other items of work.

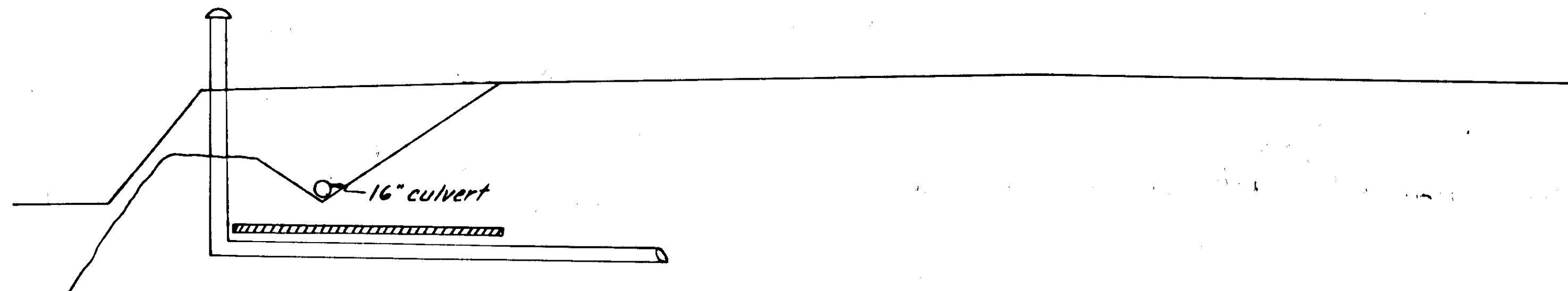
(+) Indicates that the frames & grates for these structures shall be Neenah R-3455-B or equal.
 (*) Embankment and/or Backfill material.

NOTES-

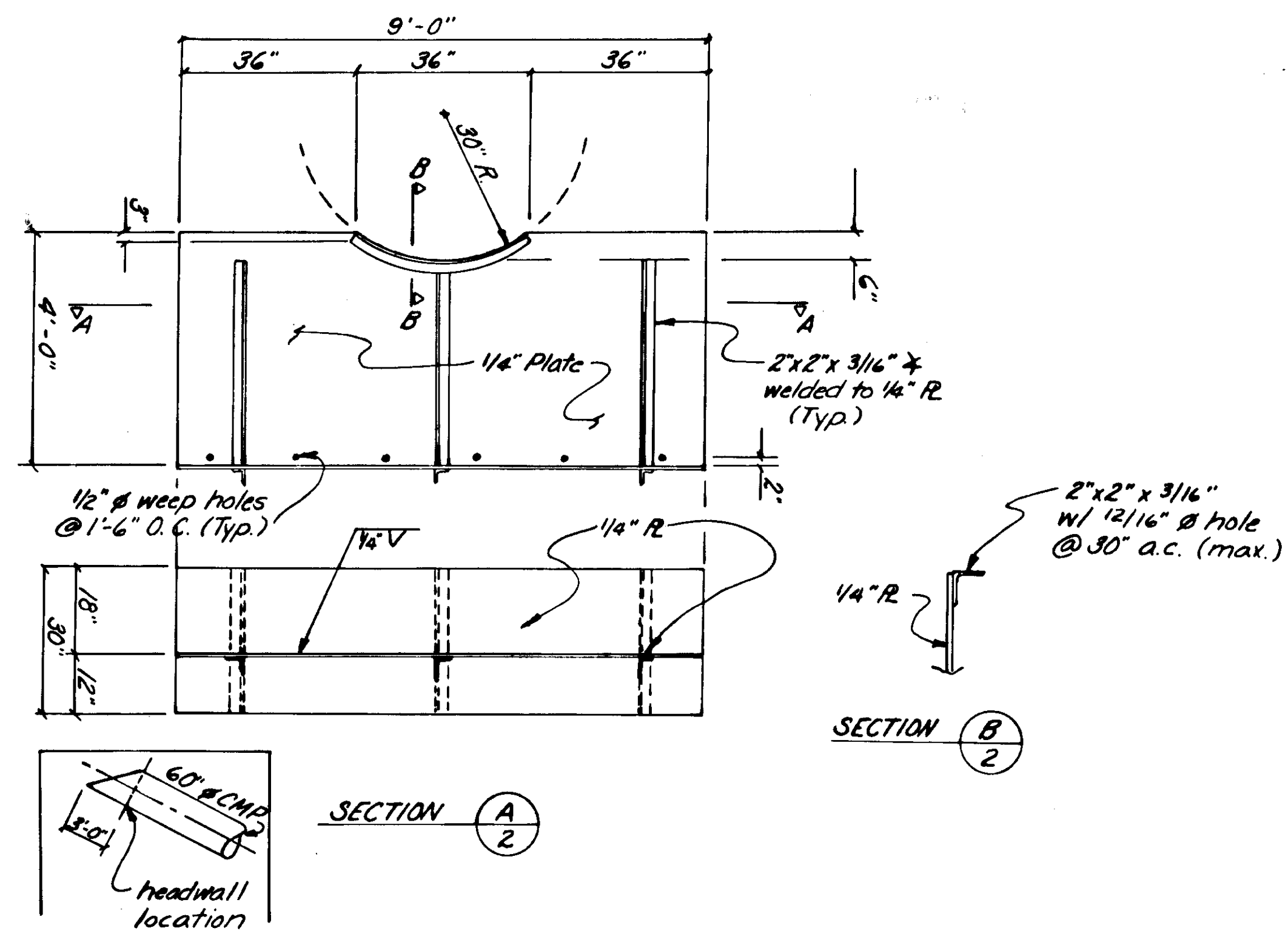
- Partial As-built plans of exist. Vanderbilt Slough Bridge (Bridge No. 790) are available for review in the office of the Bridge Design Engineer during normal working hours. The Bridge Design Office is located in the Supportive Service Building at 7 mile Glacier Highway.
- Unless the contractor provides a by-pass detour (meeting the requirements listed in the P&N) he shall not remove Bridge No. 790 until the Special Ditch between "0"32+35 Rt. & "0"33+23 Rt. and all the structures & pipes required (listed in the summaries below) have been installed & traffic can be detoured over the outer portions of the embankment. See Notes 6 & 7.
- The substructure of the exist. bridge shall be removed a minimum of 4 feet below finished grade.
- "0"33+10. Install Pipe A (pipe length shown in Pipe Summary below) skewed 43° Rt. Ahd., step bevel the downstream end on the given skew angle for a 1 1/2:1 slope. The contractor may furnish pipes A & B in steel or aluminum. The gauge of these pipes shall be as recommended by the manufacturer for HS-20 loading & a height of cover of 7 feet.
- The Type I Headwall called for on the outlet end of pipe A shall be constructed parallel to centerline and as detailed on Standard Dwg. D-30.10 for a structural plate pipe of equal diameter. The "W" dimension listed on the Standard Dwg. shall be increased from 9 feet to 15 feet and shall be distributed symmetrically about the centerline of the pipe.
- No traffic or construction equipment will be allowed to cross over pipes A or B until the placement of backfill and/or embankment meets the minimum height of cover requirements recommended by the pipe manufacturer.
- During the reconstruction of this crossing all exist. drainage systems shall remain free draining at all times. The Type I Headwall, Outlet channel shall be completed prior to allowing any water flow through pipe A & any temporary relocation of Vanderbilt Slough during the installation of the required pipes & structures shall be completed within the limits of the exist. bridge or the Right-of-Way.
- The vertical alignment of the emb. widening between "0"31+15 to "0"32+00 & "0"33+60 to "0"33+85 shall transition from proposed approach grade elevations to elev. shown in plan view.
- Payment for the Type I Headwall & any structural excavation required for pipes & structures shall be considered incidental to Item 603 (22-60).
- All construction activities in & around Vanderbilt Creek & Slough shall be conducted so that turbidity & siltation are held to a minimum.
- Construction activities required below elev. 15.5 shall be conducted so that tidal influence on these activities is held to a minimum.
- * See Post Deletion Details, Sheet 8.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0903 (1) R-30671	1982	42a	

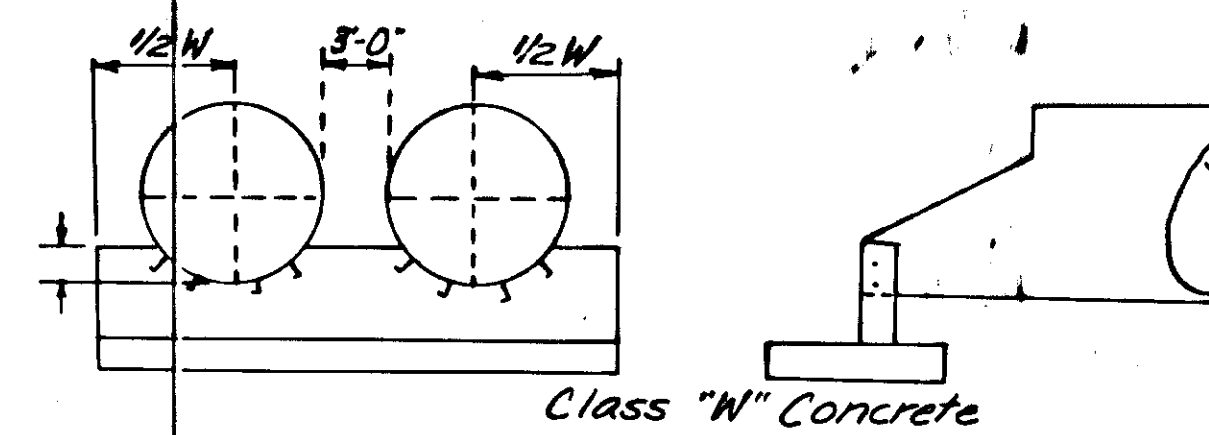
INSULATED FIRE HYDRANT
270~
(see sheet 31)



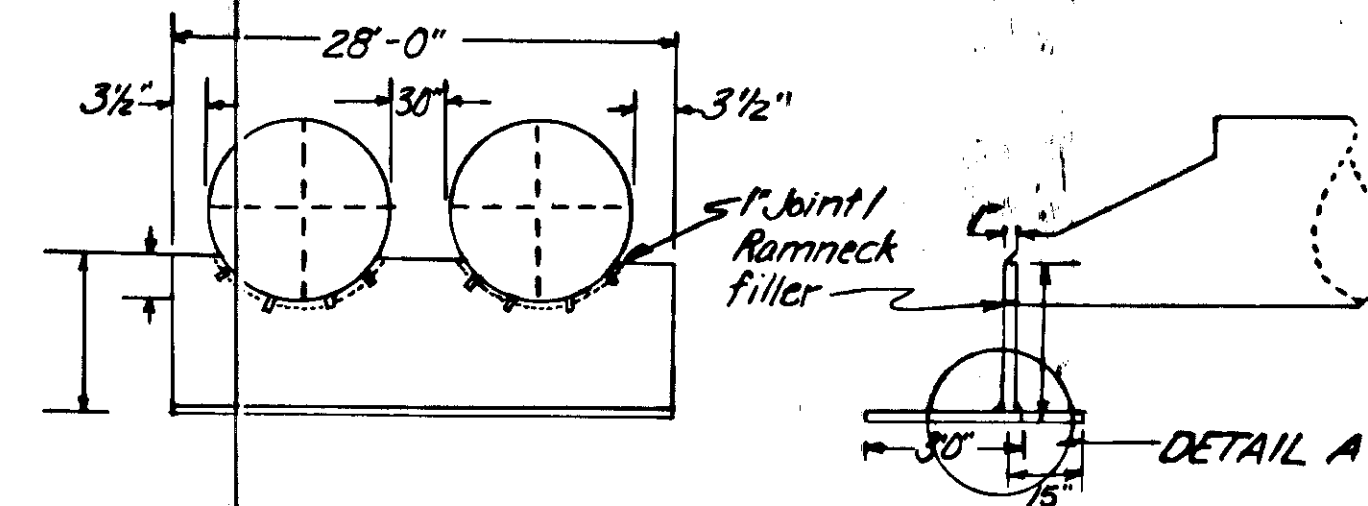
HEADWALL DETAIL 2
(see sheet 42)



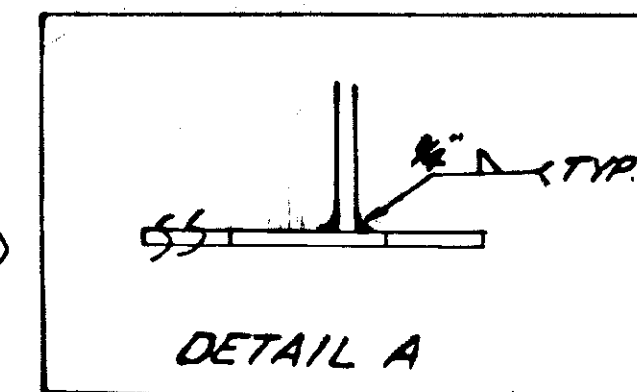
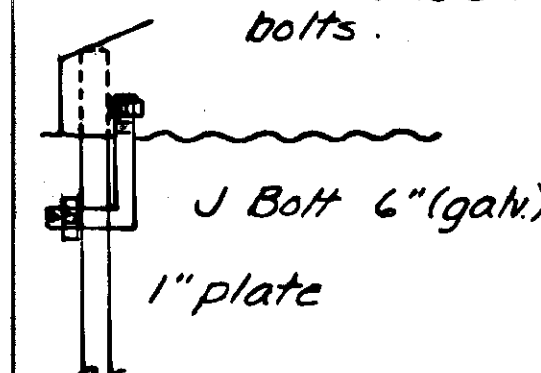
TYPE I HEADWALLS AS DESIGNED:
from Plates D-30.10 & D-07.00
(see sheet 54)



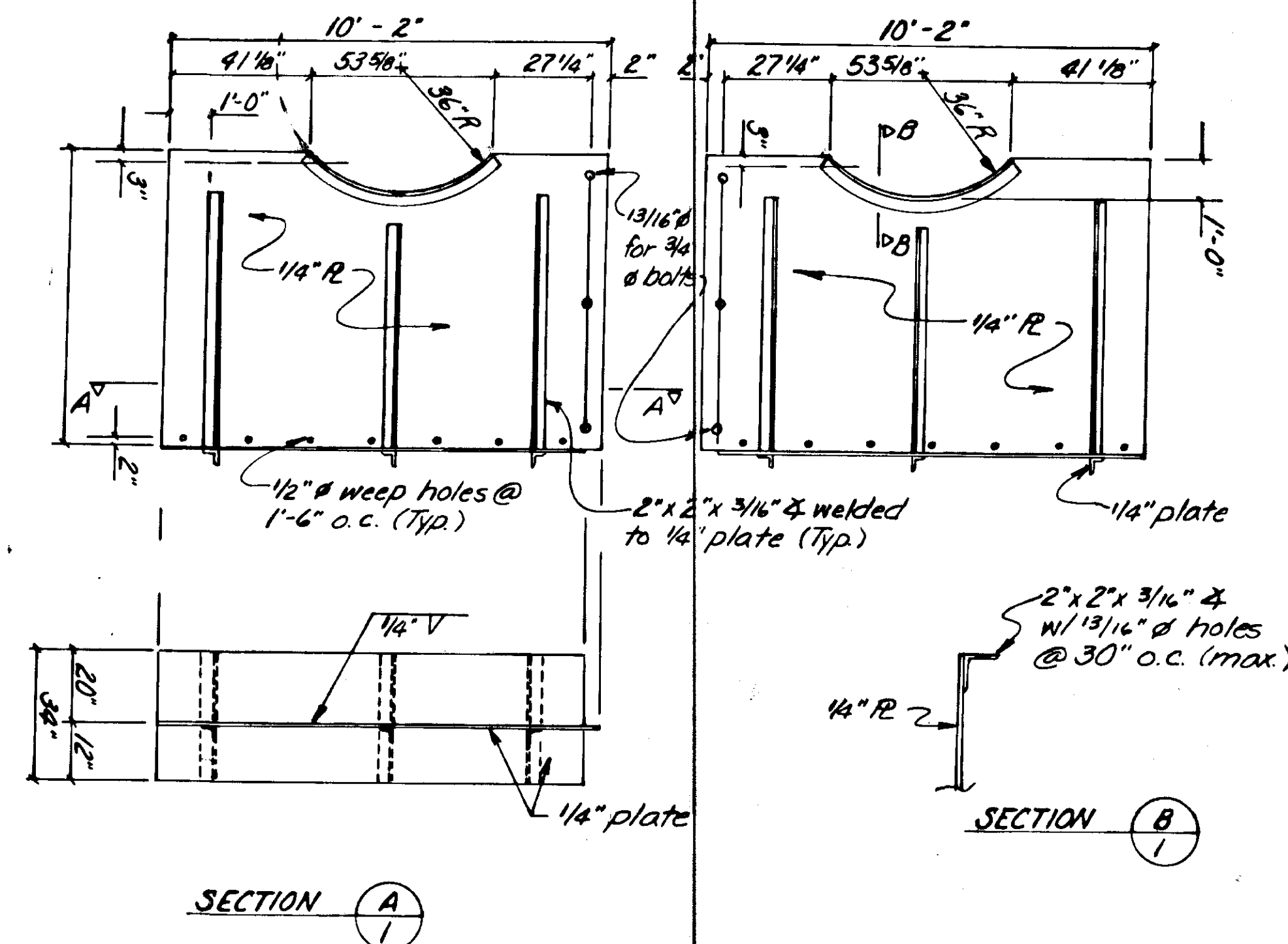
AS CONSTRUCTED HEADWALLS
USING 1" STEEL PLATES
(see sheet 54)



Pipes to be anchored to
1" plates with 1" x 3" washers &
bolts.

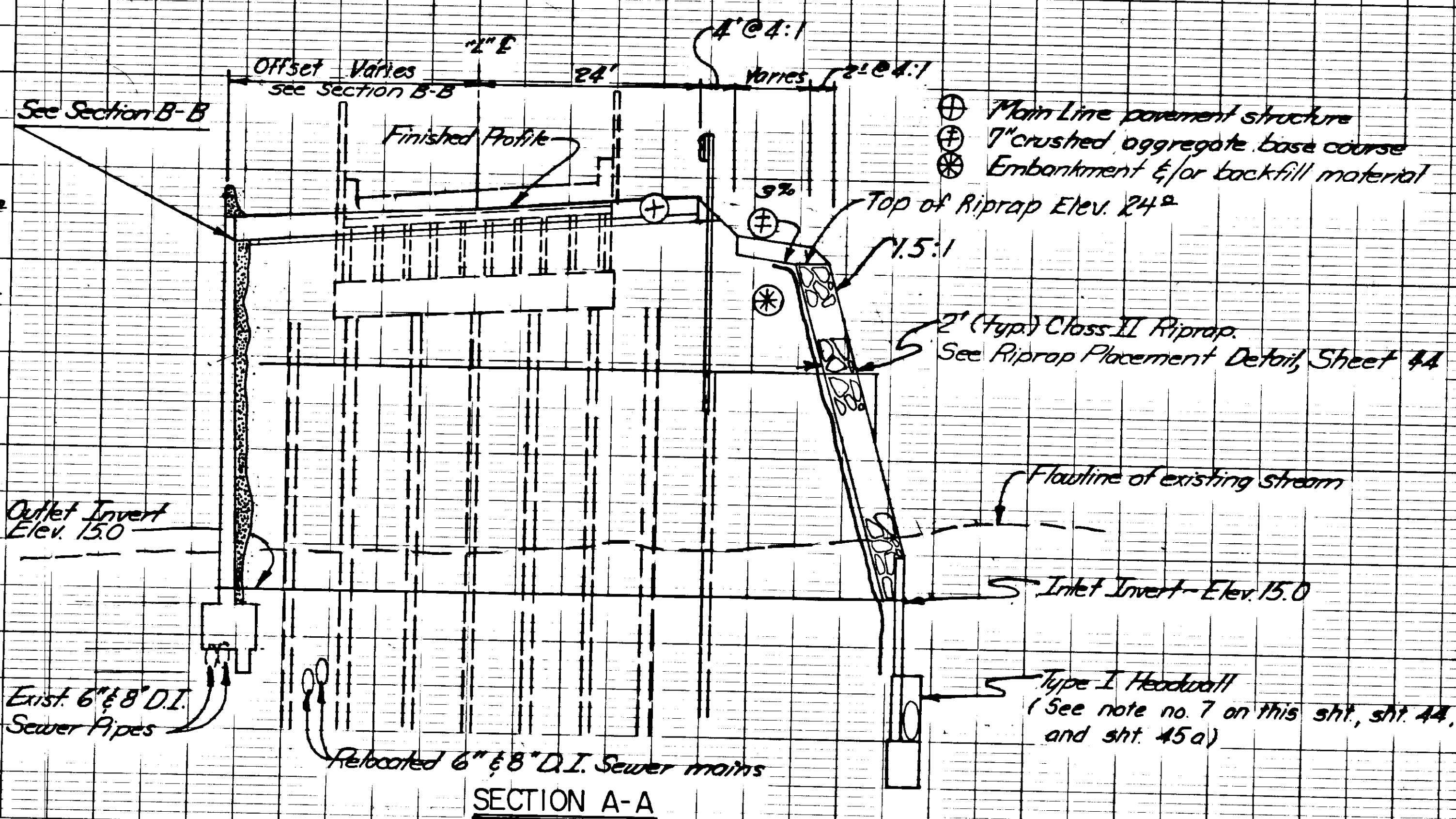
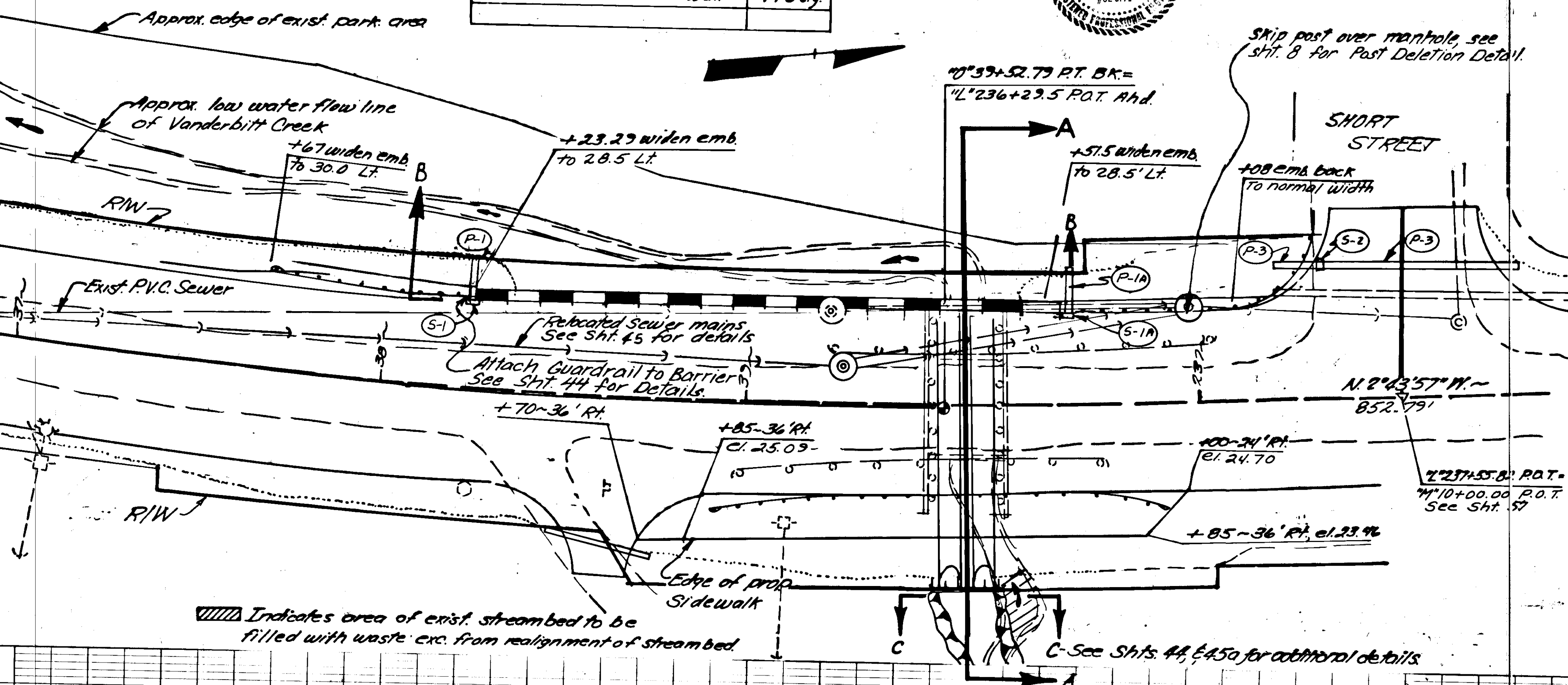


HEADWALL DETAIL 1
(see sheet 42)



HYDRAULIC DATA		
Design Frequency (yr)	0.50	0.100
Design Area (mi ²)	1.01	1.01
Design Discharge (cfs)	458	506

EST. OF QUANT. FOR TYPE I HEADWALL, JERSEY BARRIER & CANTILEVER RETAINING WALL	
ITEM	QUANTITY
Class A Concrete	83.1cy
Rebar (FY=60 K.S.I.)	7389 LB.
Structural Exc. for Ret. Wall	476 C.Y.

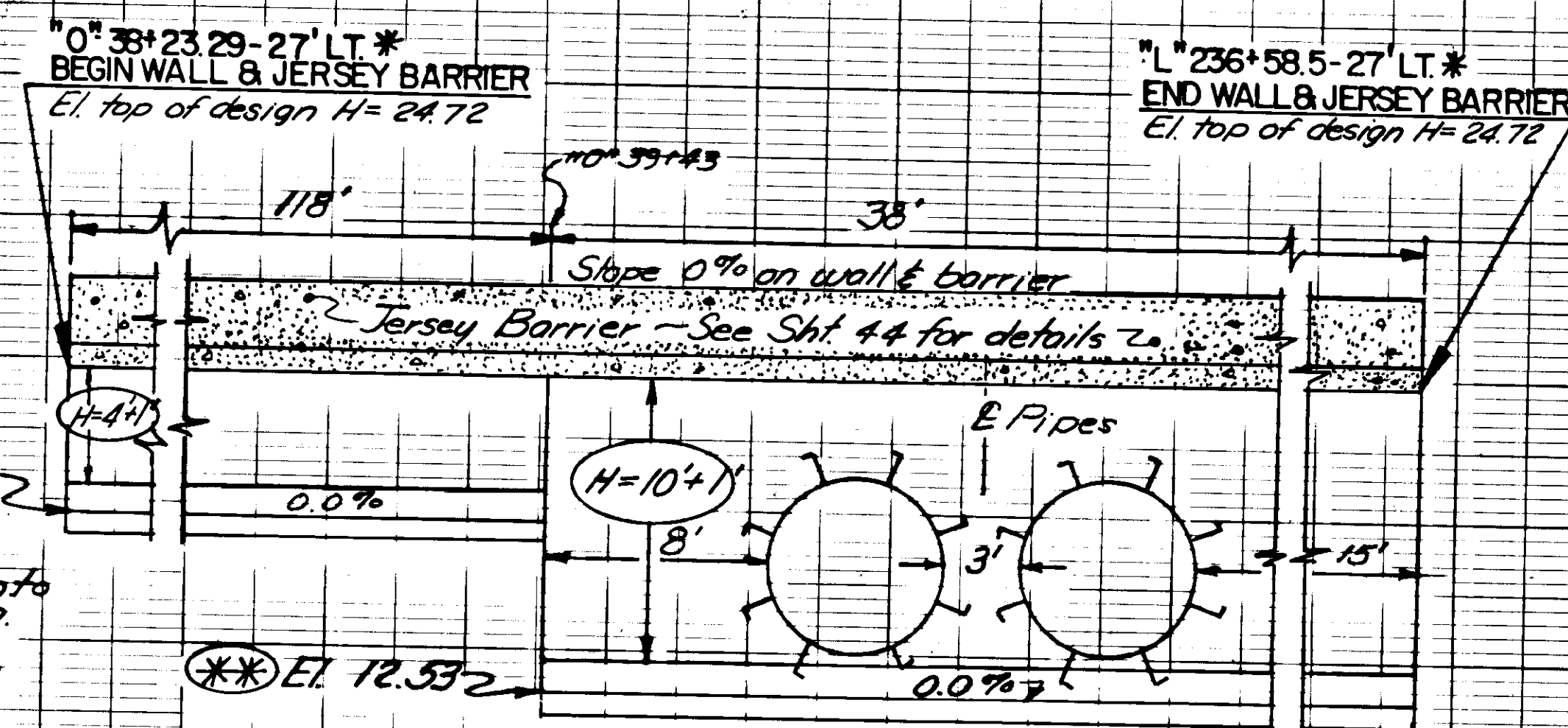


VANDERBILT CREEK SITE PLAN

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	43	73

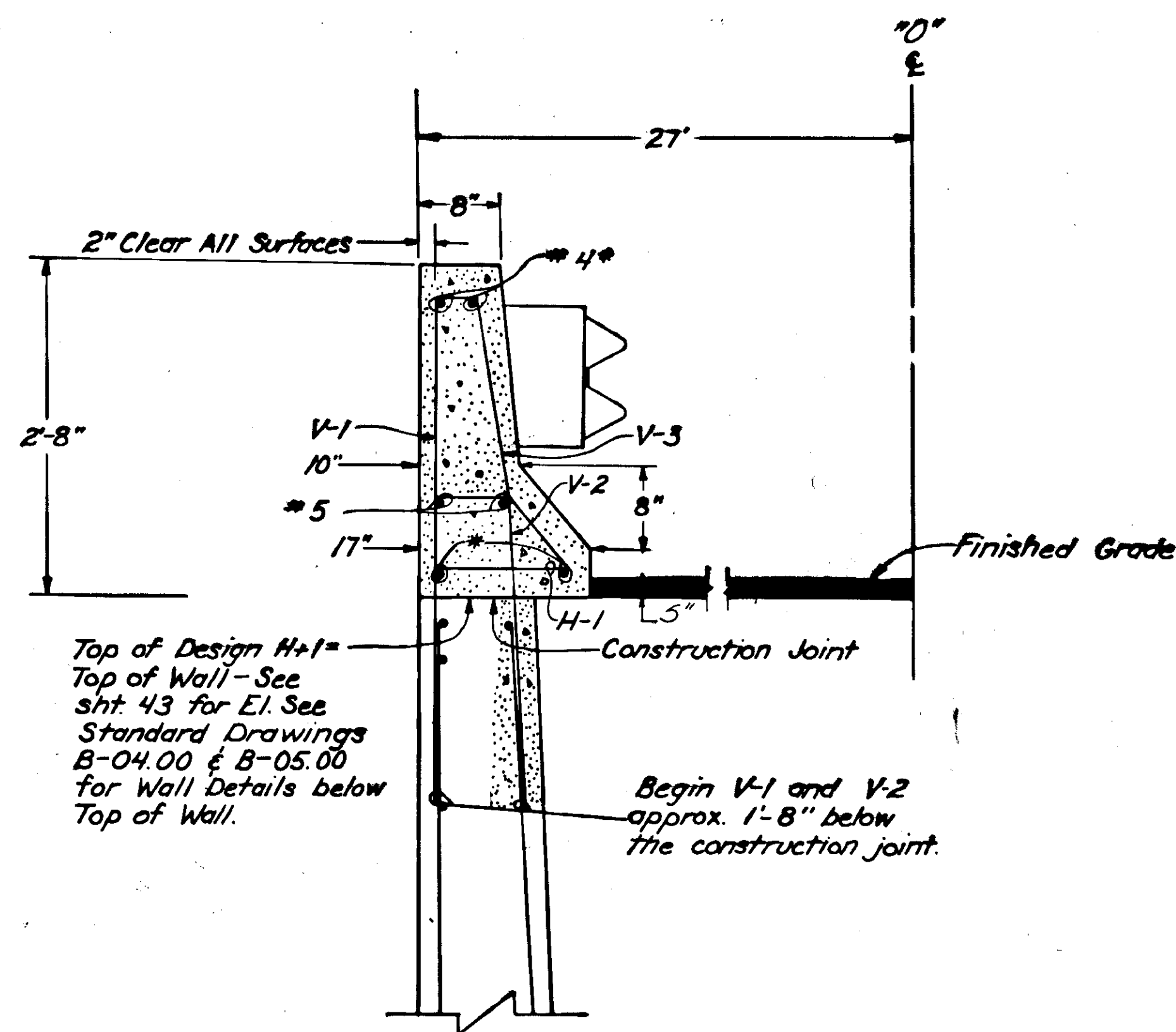
NOTES

- Partial As-built plans of exist. Vanderbilt Cr. Bridge (Bridge No. 792) are available for review in the office of the Bridge Design Engineer during normal working hours. The Bridge Design Office is located in the Supportive Service Bldg. at 7 mile, Glacier Highway.
- No reconstruction of the area between 0+36+30 & 2+23+30 (except the Type I headwall) may begin until the relocated sewer mains have been installed & accepted for service by the engineer.
- All construction activities in & around Vanderbilt Cr. shall be conducted so that turbidity & siltation are held to absolute minimum.
- Construction activities required below elev. 15.5 shall be conducted so that tidal influence on these activities is held to the absolute minimum.
- Unless the contractor provides a By-Pass Detour (meeting the requirements listed on sht. 2b) he shall not remove bridge no. 792 until all other construction required between 0+36+50 and 2+23+00 Rt. have been completed within one foot of finished grade. No traffic or construction equipment shall be allowed to cross over the 72 inch pipes until placement of backfill and/or embankment meets the min. height of cover requirement recommended by the pipe manufacture.
- The substructure of existing bridge shall be removed per subsection 202-302 of Standard Specifications.
- Install 2-72"x82" pipes. The upstream end shall be step beveled for a 1 1/2:1 slope & the downstream end shall be cut flush w/ the face of the retaining wall. The contractor may furnish pipe or structure plate pipe in steel or aluminum. The gauge of these pipes shall be recommended by the manufacturer for H520 loading and a height of cover of 5 feet. The Type I headwall, called for on the inlet end of these pipes, shall be constructed parallel to centerline and as detailed on Standard Drawing D-30.10 & sht. 45a for a structural plate pipe of equal diameter.
- The vertical alignment of the embankment widening between 0+38+70 and 0+38+85 shall be a transition from proposed approach grade elevations to elevations shown in plan view.
- Payment of Type I headwall, cantilever retaining wall, jersey barrier, and all structural excavation for the retaining wall, pipes, and headwall shall be considered incidental to Item 603(22-72).
- Vanderbilt Creek shall remain flowing at all times.
 - After the relocated sewer conduits and the required water conduits have been installed and accepted for service, the twin 72" pipes shall be installed and Vanderbilt Creek diverted through the proposed pipes before construction of the retaining wall may begin.
 - The Type I headwall, section C-C, and either pipe shall be complete prior to letting water flow through the 72" pipes.
 - Any temporary relocation of Vanderbilt Creek or the construction of temporary dikes to elevation of 18.2 shall be completed within the limits of the existing bridge and the right of way.
 - No impoundment of water shall be allowed above elevation of 18.2.
 - Release of impounded water shall be done in the presence of and under the direction of the engineer.

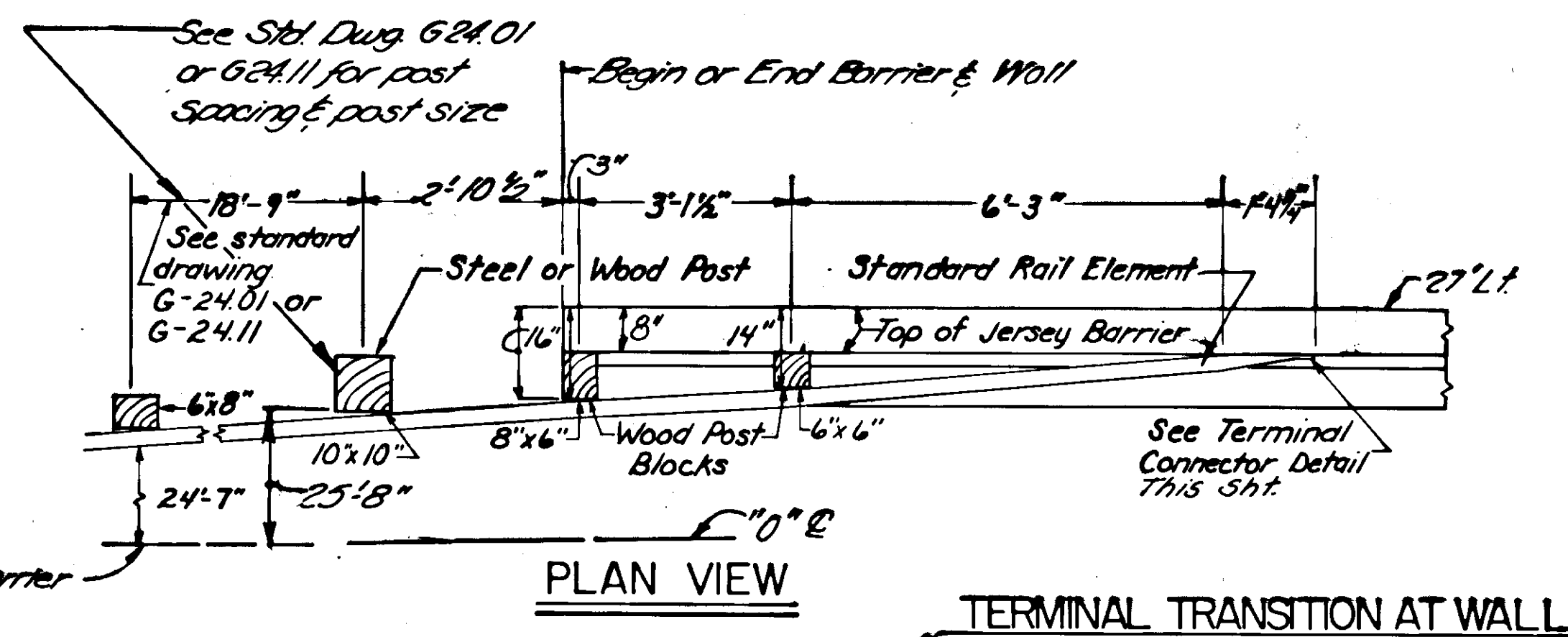


- (**) Indicates Elev. are given to bottom of spread footing.
 (H=?) See Standard Drawing B-04.00 & B-05.00 for wall details.
 * The 27' offset is only for the stations shown and will vary at all other intermediate points.

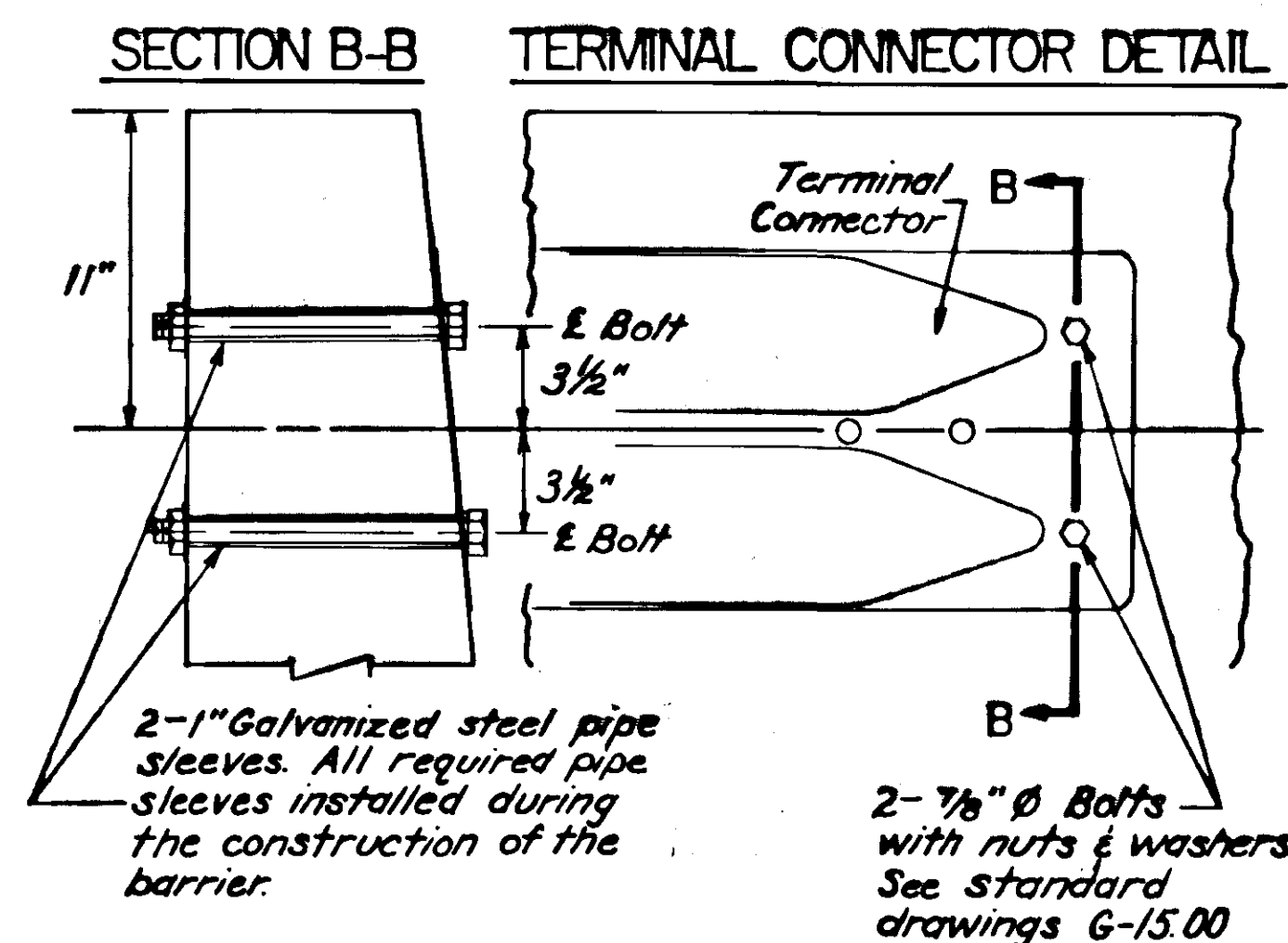
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	44	73



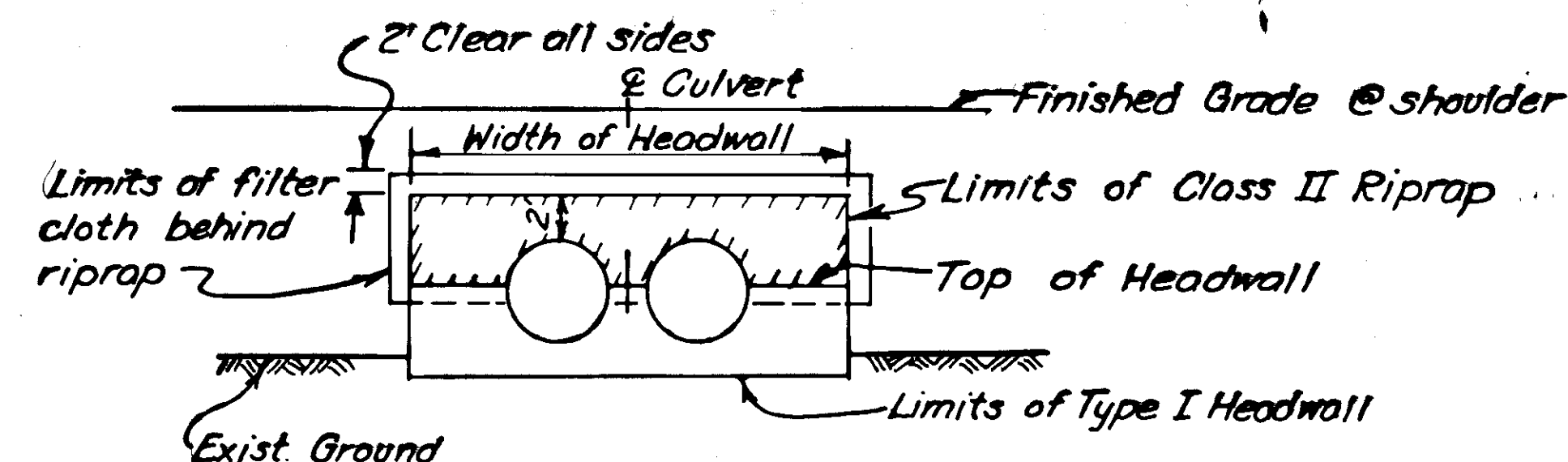
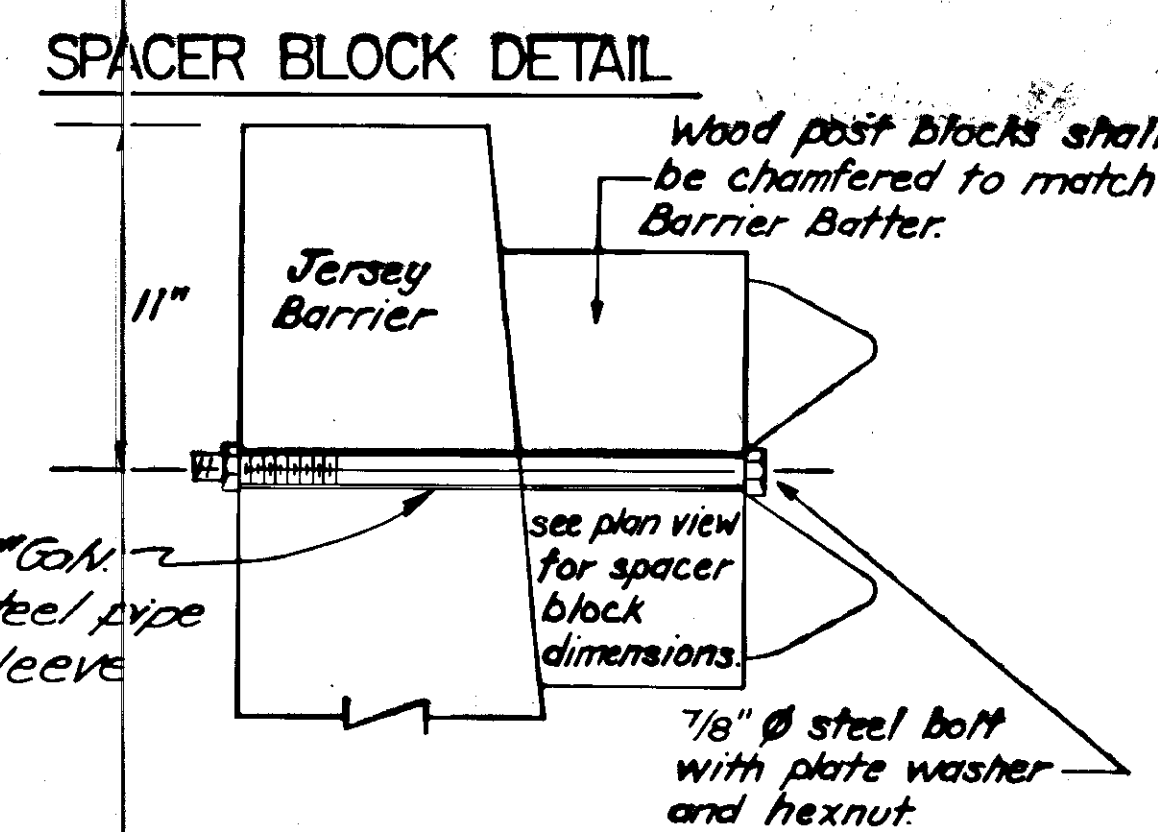
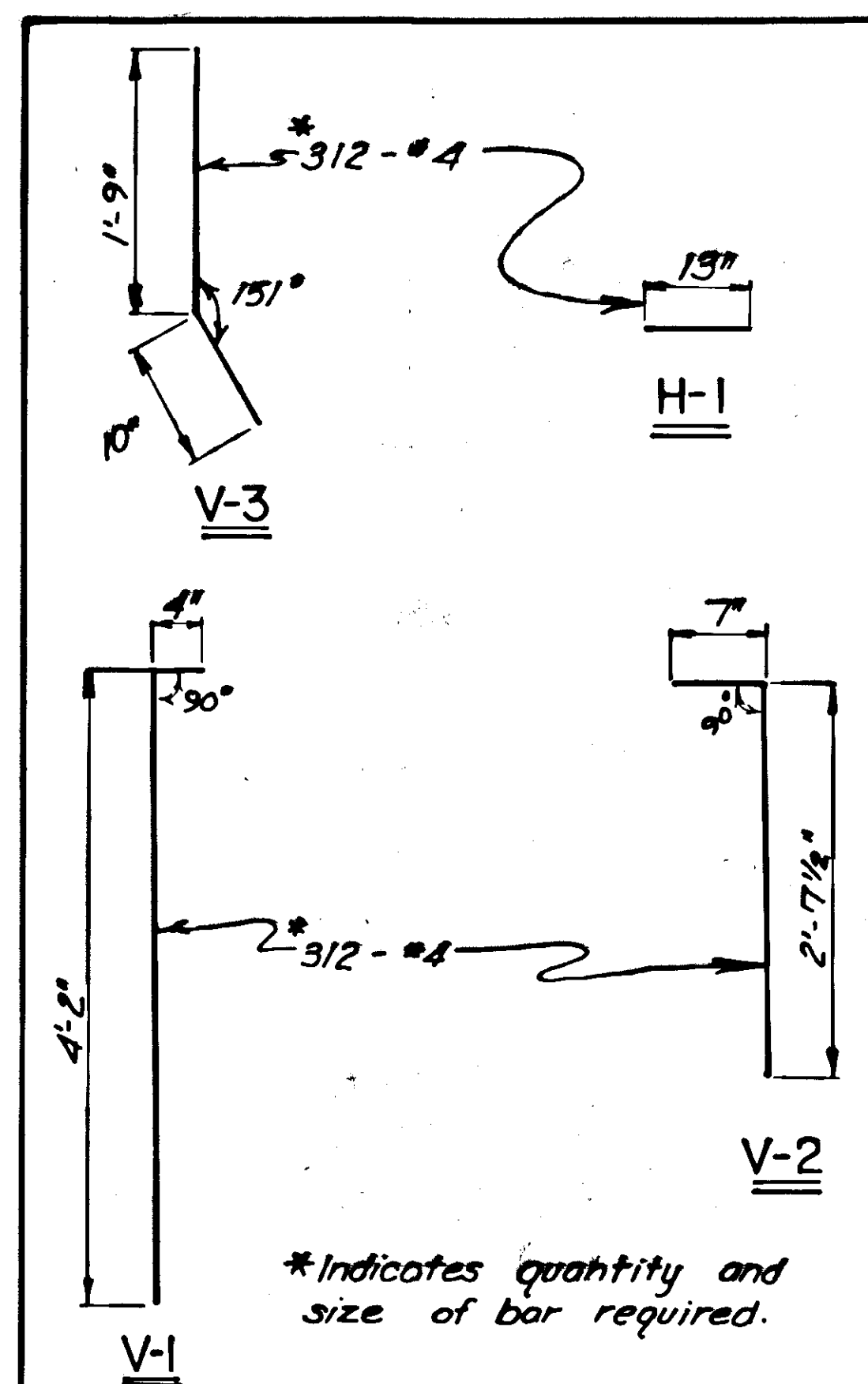
JERSEY BARRIER CANTILEVER WALL DETAIL



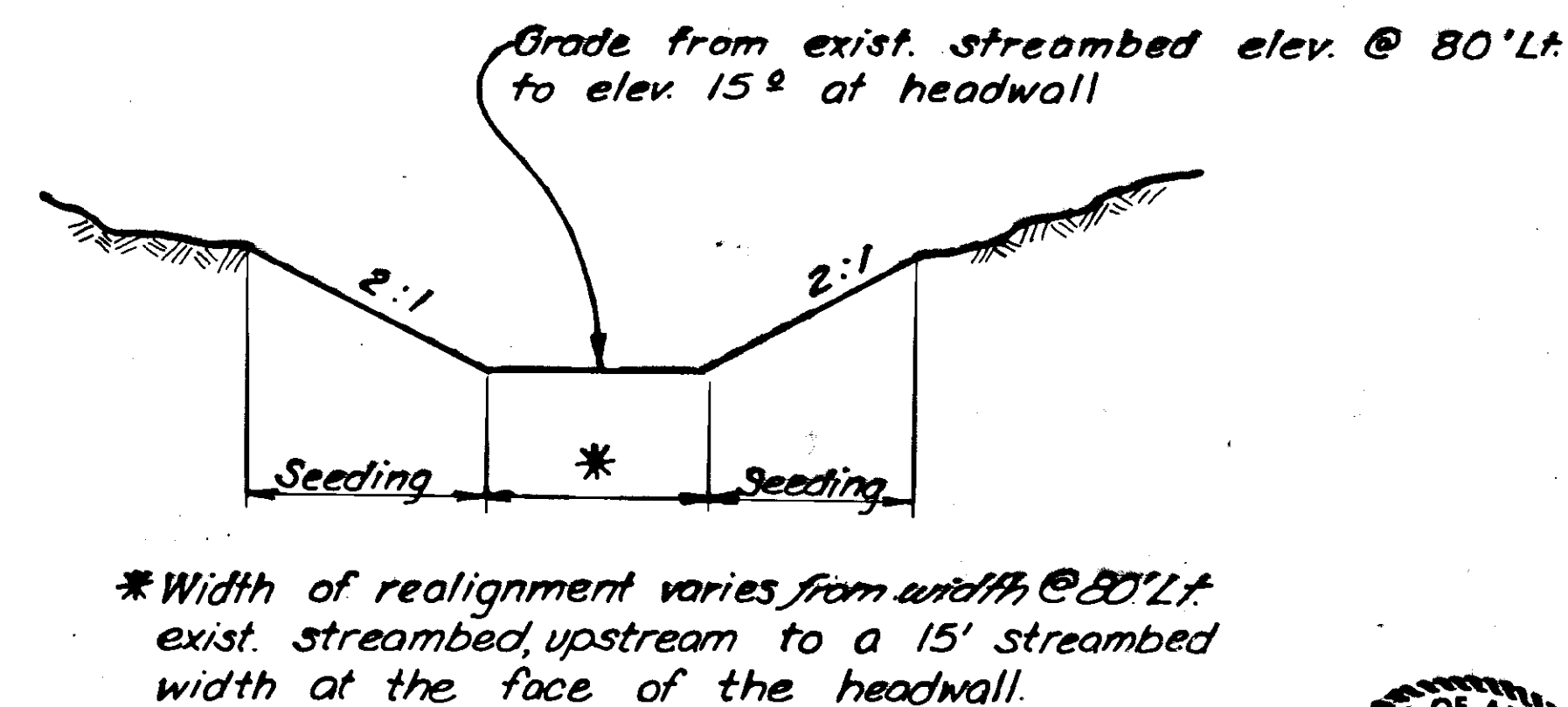
REBAR DETAIL FOR JERSEY BARRIER



BAR BENDING DIAGRAM



RIPRAP PLACEMENT DETAIL

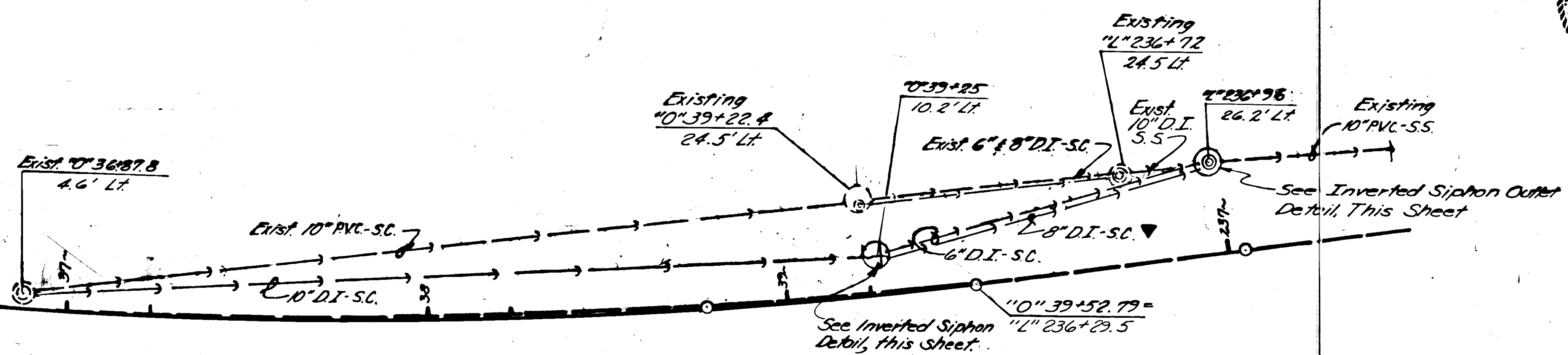


SECTION C-C

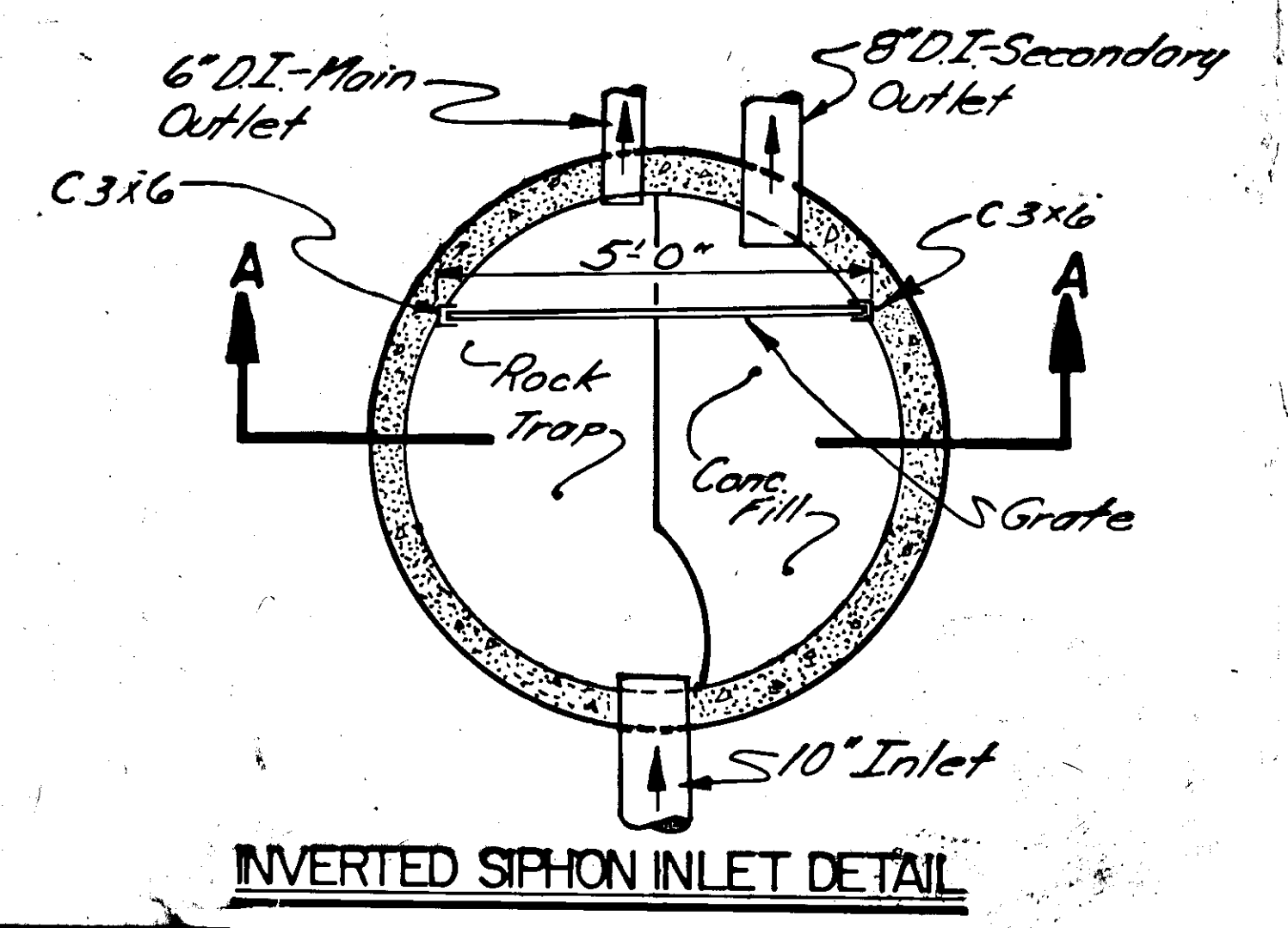
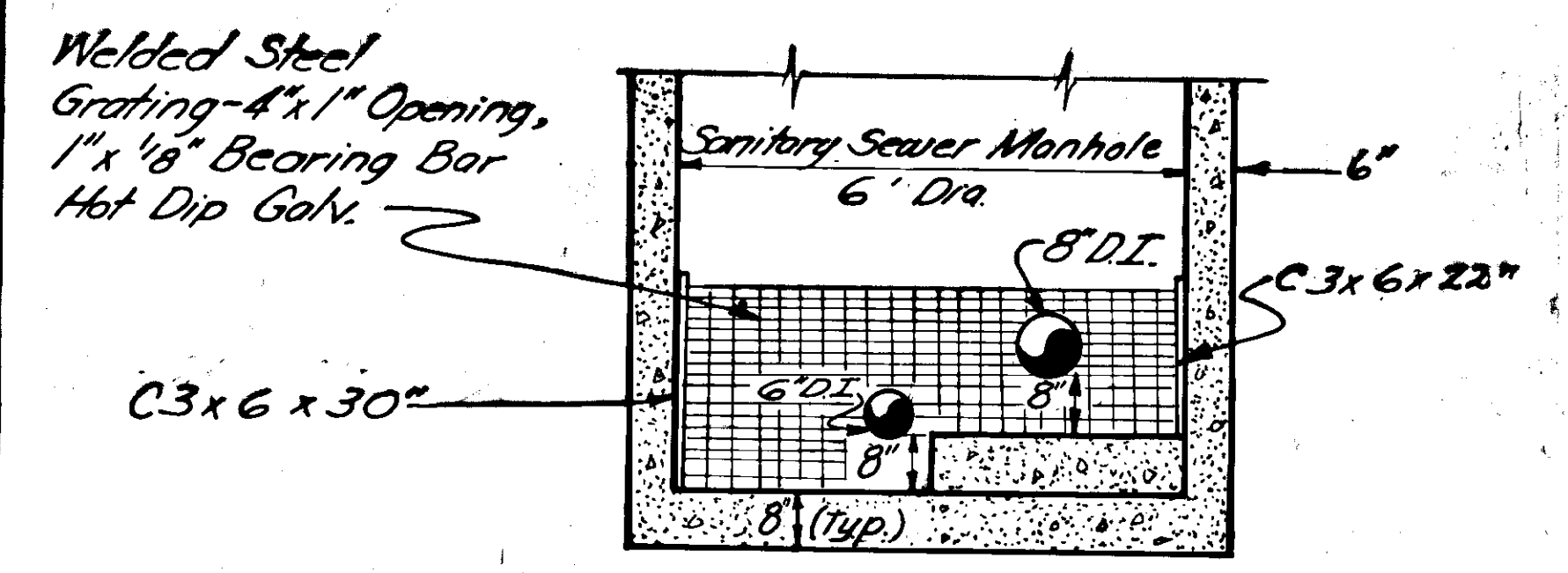
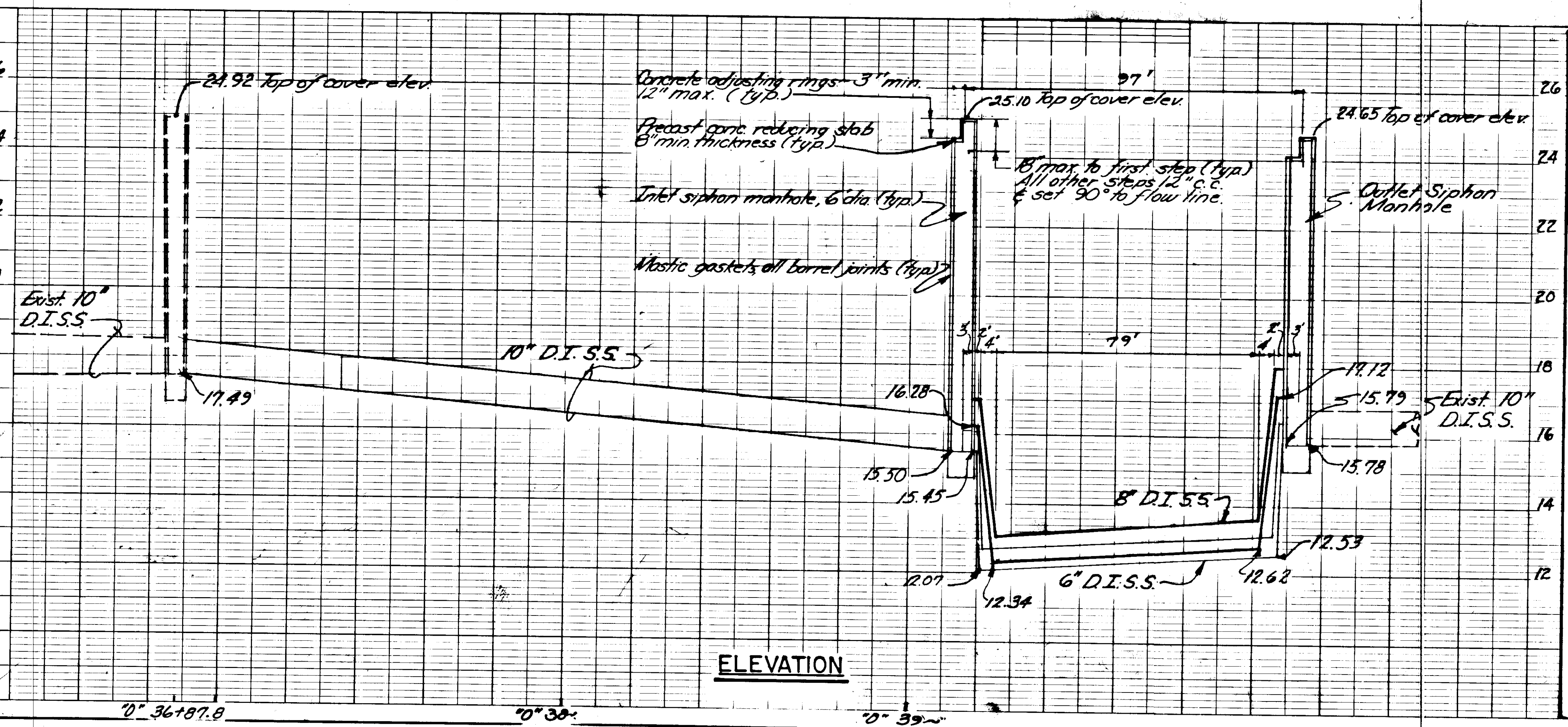
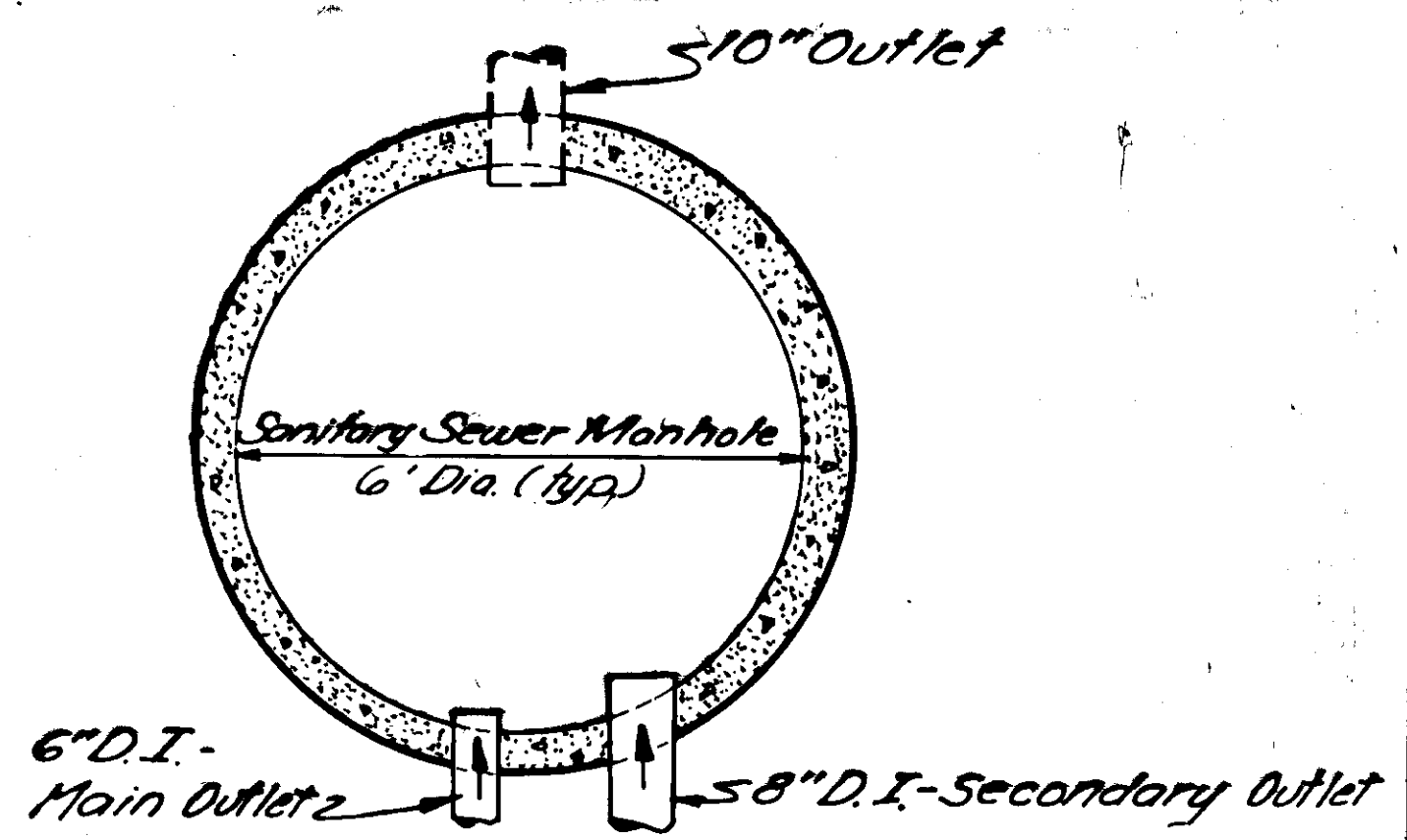


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1981	45	73

RELOCATED SEWER LINE DETAILS
(Vanderbilt Creek)

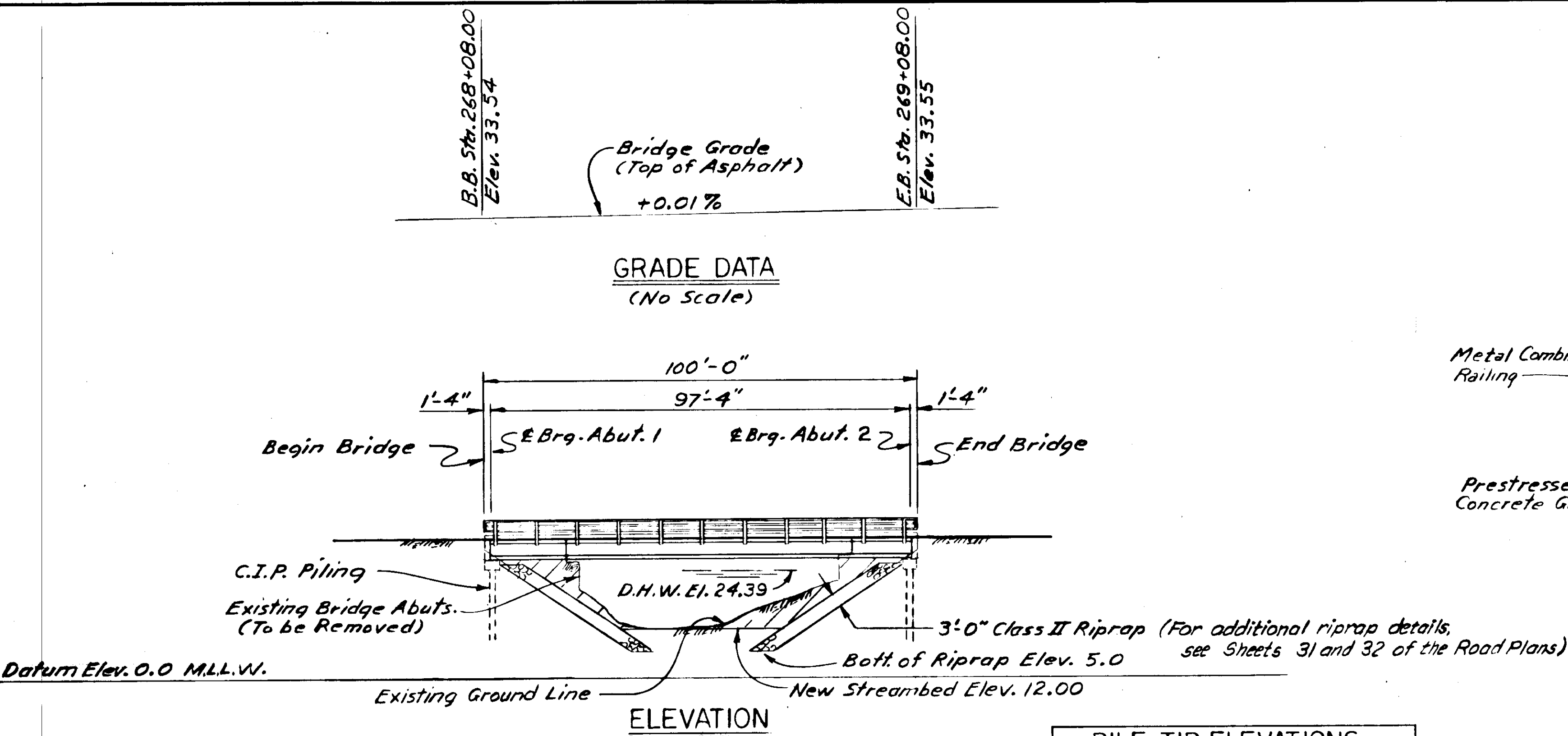


- NOTES-**
1. The exist. sewer system shall remain intact and operable until all proposed work & testing has been completed.
 2. During removal of the existing sewer lines & manholes, the contractor shall not allow any of the contents from the pipes or manholes to contaminate the surrounding wet lands.
 3. The manhole @ "L" 236+96 shall have it's lid placed as close as possible to the "L" centerline.
 4. See Note 1, Page 9.

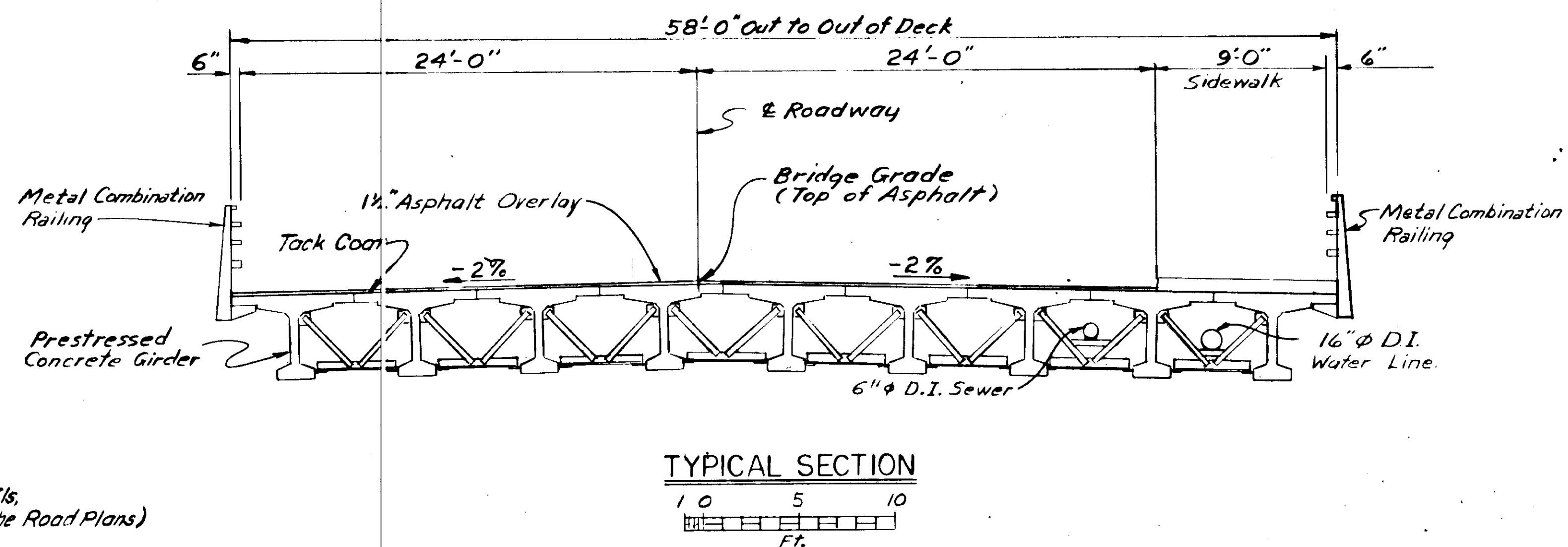
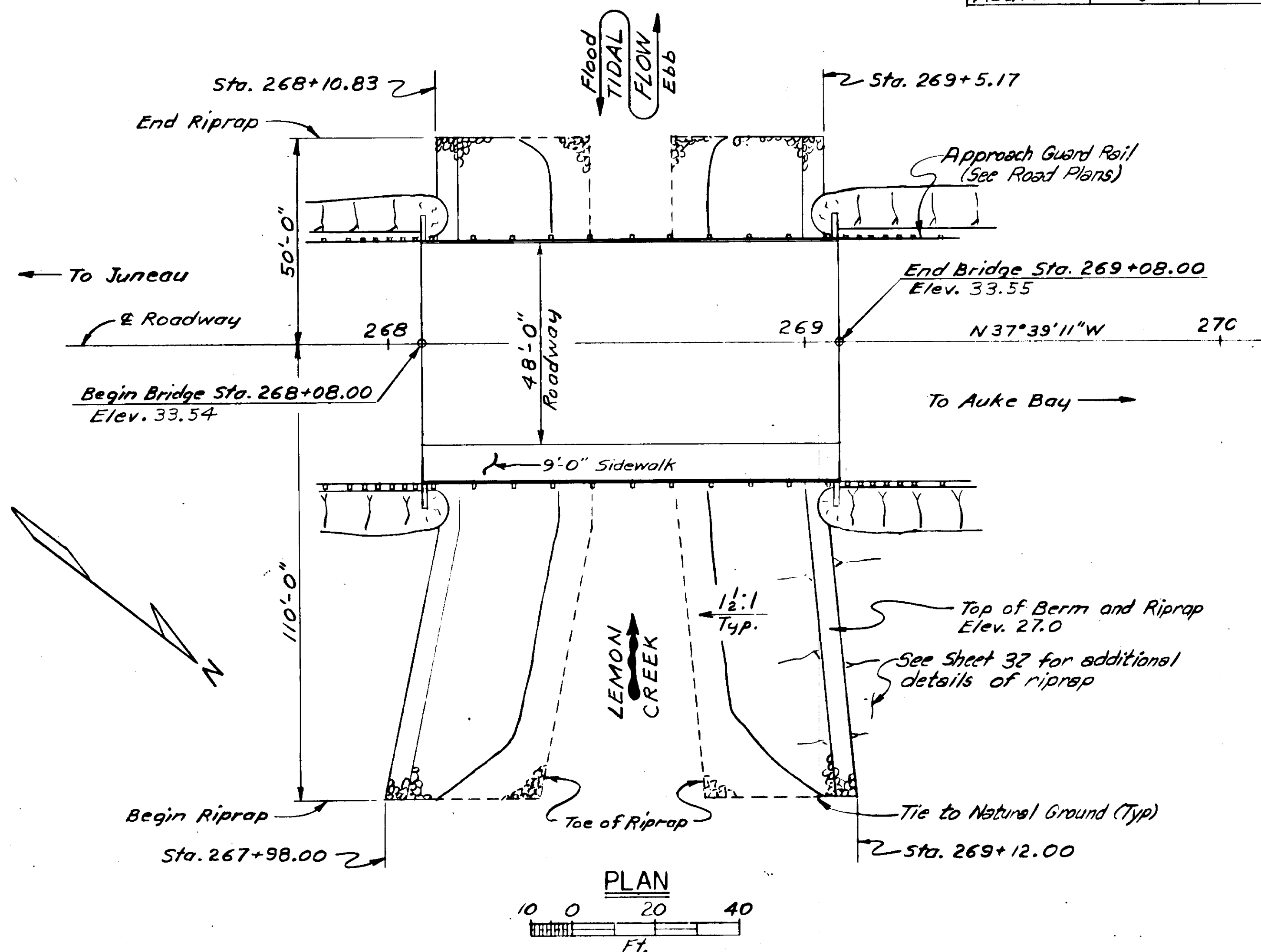


T.B.M. LP-5 8" spike in 24" spruce
61' Rr. of Sta. 269+99

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	46	73



PILE TIP ELEVATIONS		
	Desirable	Estimated
Abut. 1	-15	-45
Abut. 2	-15	-45



ESTIMATED QUANTITIES					
Item	Unit	Substr.	Super	Total	
① Removal of Structure Obstructions	L.S.	—	—	—	All Reg'd
Excavation for Structure	C.Y.	1,000	—	1,000	
Class "A" Concrete	C.Y.	25.9	42.7	68.6	
Prestressed Concrete Structural Members (Length 98'-6")	Each	—	9	9	
② Reinforcing Steel	Lb.	4090	7170	11260	
Cast-in-Place Concrete Piles, furnished	L.F.	1232	—	1232	
Cast-in-Place Concrete Piles, Driven	Each	18	—	18	
Bridge Railing (Left Side)	L.F.	—	100	100	
Bridge Railing (Right Side)	L.F.	—	100	100	
③ Deck Protection	Lb.	—	36880	36880	
Riprap, Class II	Ton	2560	—	2560	

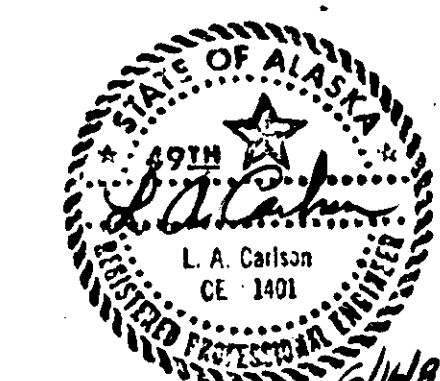
- ① Incidental to Class "A" Concrete (See Special Provisions)
- ② Includes 4127 lb. of Epoxy Coated bars.
- ③ Deck Protection quantity shown is the total weight of epoxy coated reinforcing bars.
- Note: Asphalt Quantities shown in Road Plans.

DRAWING INDEX

TITLE	DWG. NO.
GENERAL LAYOUT	4495
SITE PLAN	4496
ABUTMENTS	4497
GIRDERS	4498
TYPICAL SECTION	4499
BRIDGE RAILING (LEFT SIDE)	4500
BRIDGE RAILING (RIGHT SIDE)	4501
LOG OF TEST BORINGS	4502

The following Standard Drawings apply:
G-13.16, G-14.08, G-18.12, G-24.01 & G-24.11.
G-04.15, G-04.34, M-13.01

Design Live Load: HS-20
Dead Load includes future paving allowance of 25 lb. per sq. ft.



LEMON CREEK BRIDGE
ROUTE NO. S-955
GENERAL LAYOUT

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

Date
Approved

BRIDGE NO. 793
DWG. NO. 4495

GENERAL NOTES:

Specifications:

Design: AASHTO Standard Specifications for Highway Bridges, 1977 Edition, with latest Interim Specifications.
Construction: State of Alaska Standard Specifications for Highway Construction, 1981, The Standard Modifications, and The Special Provisions.

Live Loads: HS20

Dead Loads: Include 25 psf for future paving.

Design Unit Stresses:

Cast-in-Place Concrete: $f'_c = 3500$ psi, $f_y = 60,000$ psi
Prestressed Concrete: see Girder Details
Structural Steel: $f_y = 20,000$ psi

Concrete: All Cast-in-Place concrete shall be Class "A".

Reinforcing Steel: All reinforcing steel shall conform to ASTM A615 Grade 60.

Structural Steel: All structural steel shall be galvanized A36.

Piling:

All piles shall be 8" thick walled 18" O.D. steel pipe piles driven closed ended and filled with class "A" concrete, design load of 65 Tons.

All piles shall conform to the physical and chemical requirements of ASTM A36, ASTM A53 Grade B, Type E or S or ASTM A252 Gr. 2.

Special Note:

Pedestrian access across Lemon Creek shall be maintained by a separate structure or stage construction - See Roadway Plans.

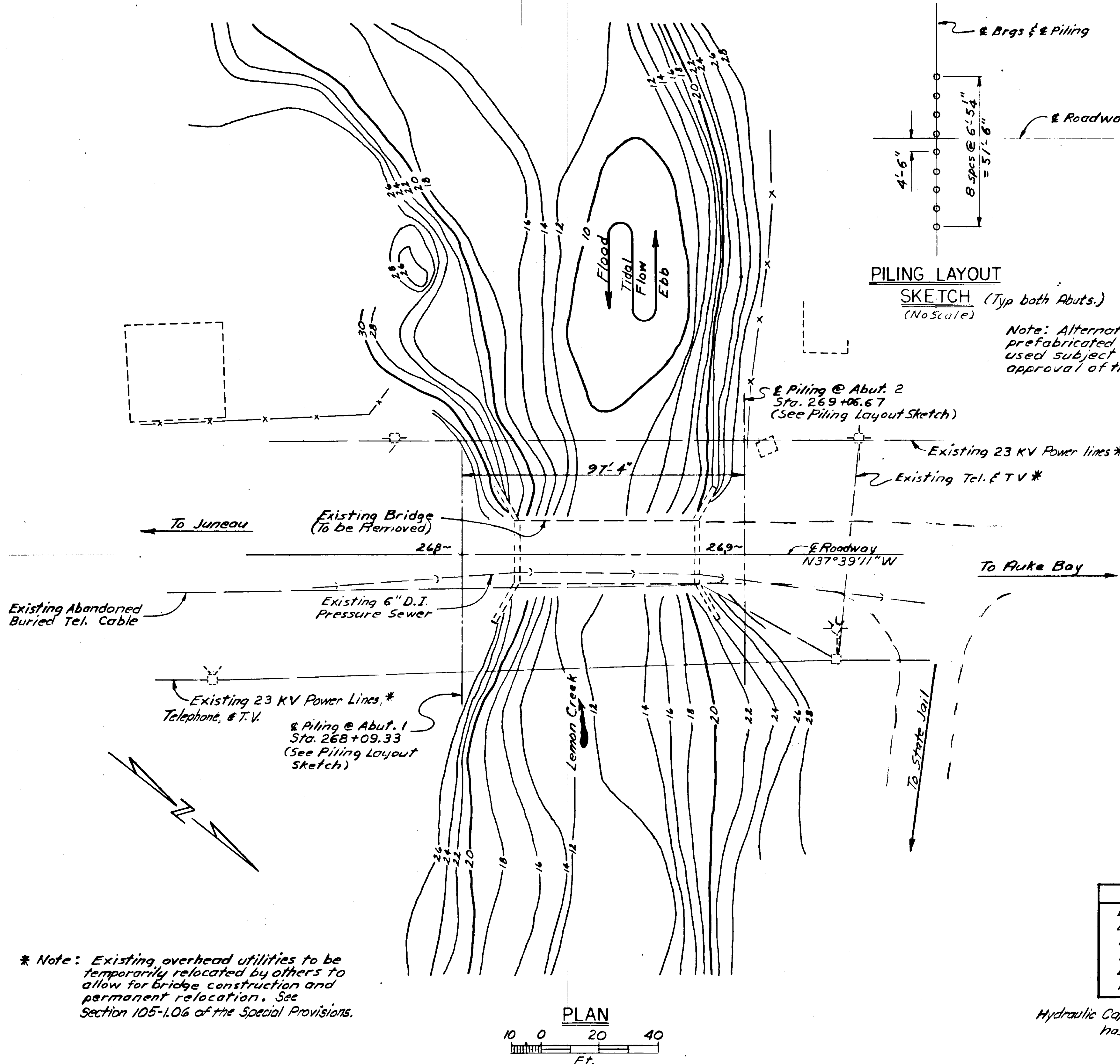
PILING LAYOUT

SKETCH (Typ both Abuts.)
(No Scale)

Note: Alternative cast or prefabricated tip may be used subject to the approval of the Engineer.

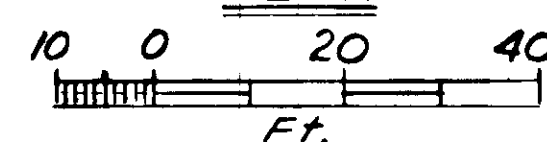
TYPICAL PILE TIP DETAIL

(No Scale)



* Note: Existing overhead utilities to be temporarily relocated by others to allow for bridge construction and permanent relocation. See Section 105-1.06 of the Special Provisions.

PLAN



HYDRAULIC - HYDROLOGIC

Design Flood Frequency	50 years	100 years
Exceedance Probability	0.02	0.01
Drainage Area	24.8 mi. ²	24.8 mi. ²
Design Discharge	6100 cfs	7200 cfs
Design Highwater Elev.	23.35	24.39
Anticipated Backwater	0.0	0.0

Hydraulic Capacity of Structure = 10,182 cfs (at Elev. 26.8) which has an exceedance Probability less than 0.13%.

LEMON CREEK BRIDGE

ROUTE NO. S-955

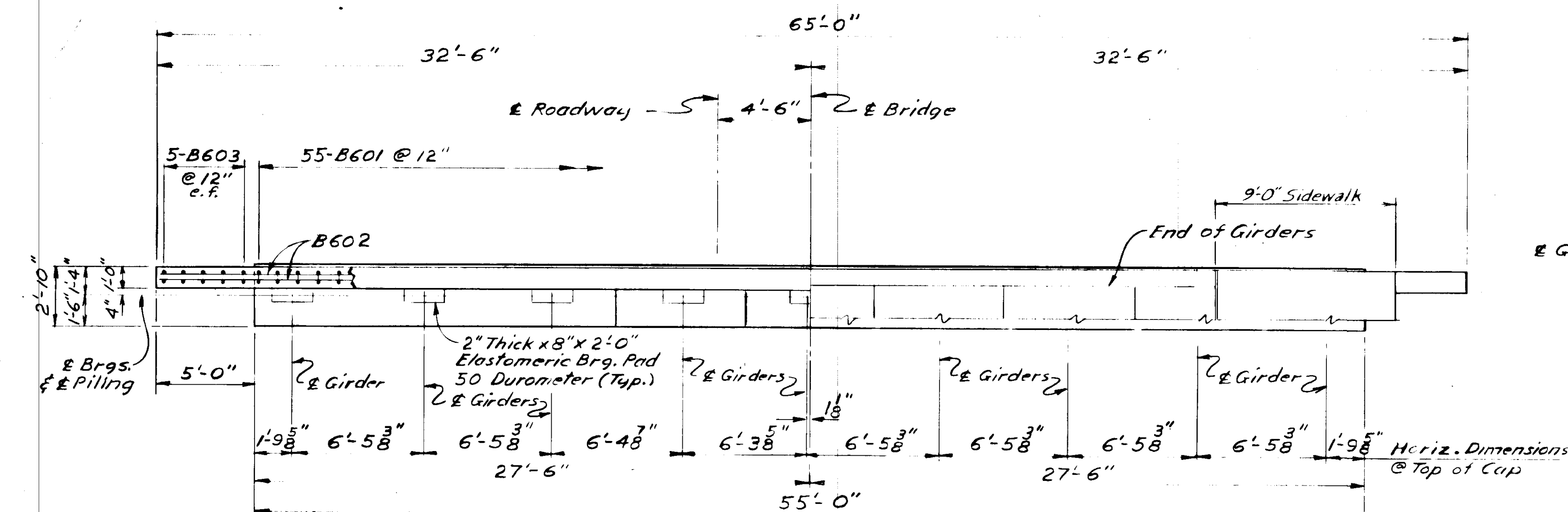
SITE PLAN

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

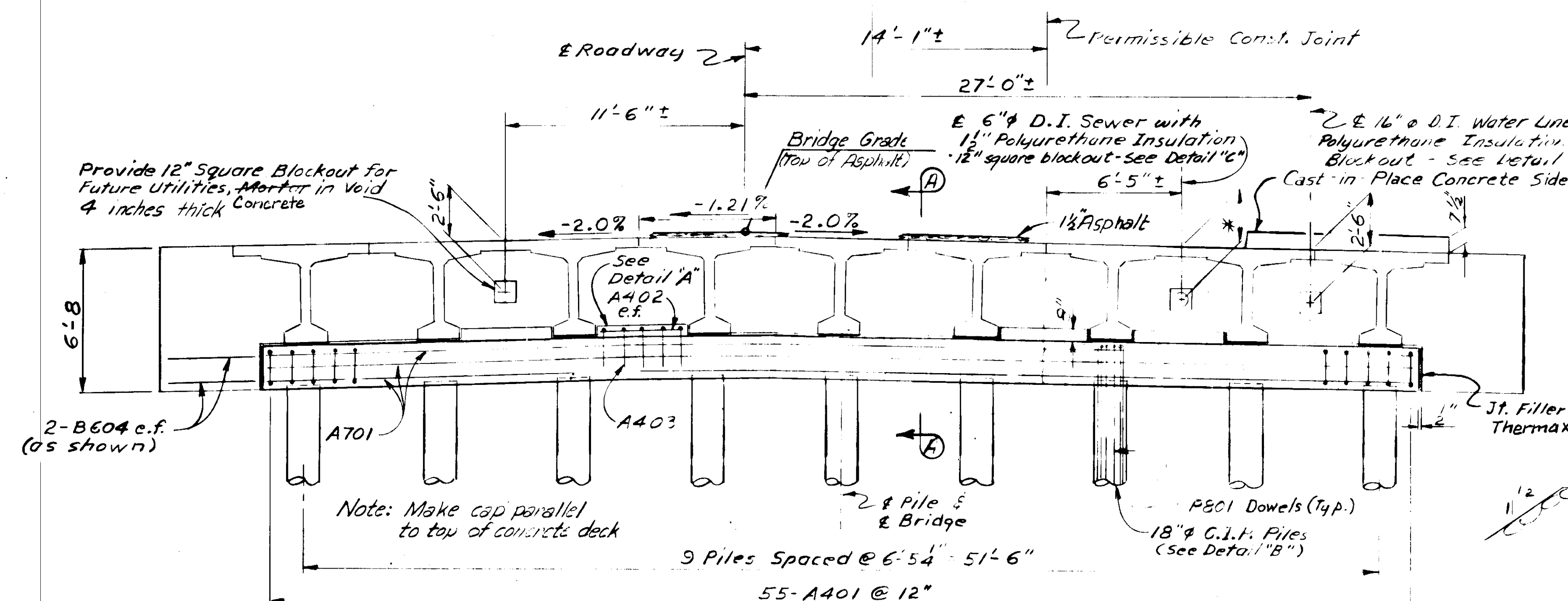
Date
Approved



BRIDGE NO. 793
DWNG. NO. 4496



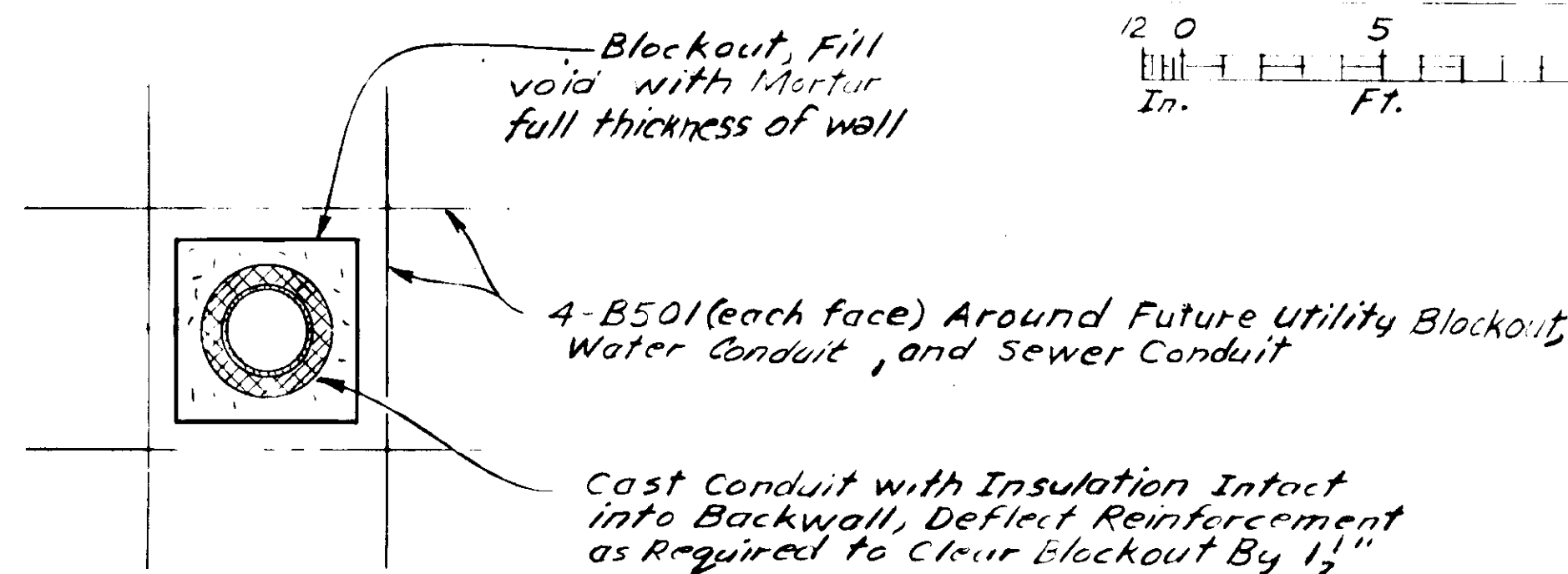
PLAN



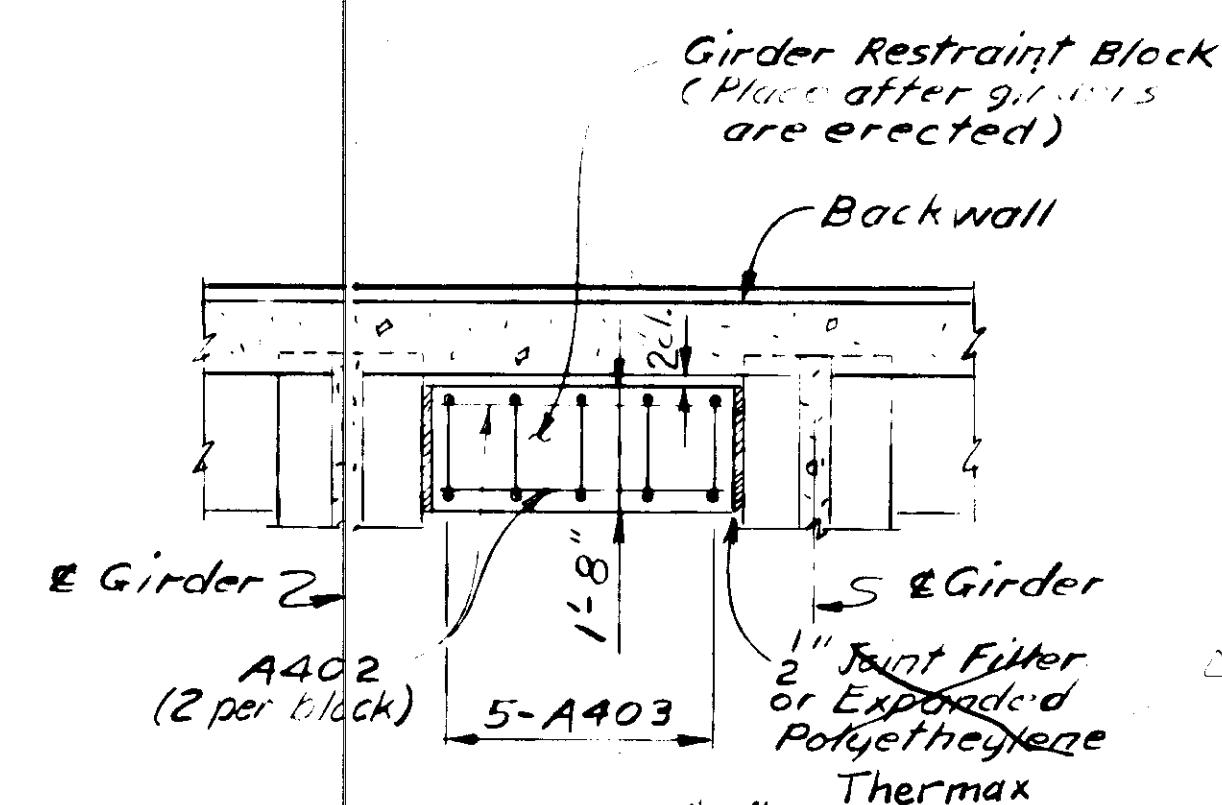
ELEVATION

(ABUT. 2 SHOWN, ABUT. 1 MIRROR IMAGE)

* 2'-6" @ Abut. 2
1'-10 $\frac{1}{2}$ " Abut. 1



DETAIL "C"
(No Scale)



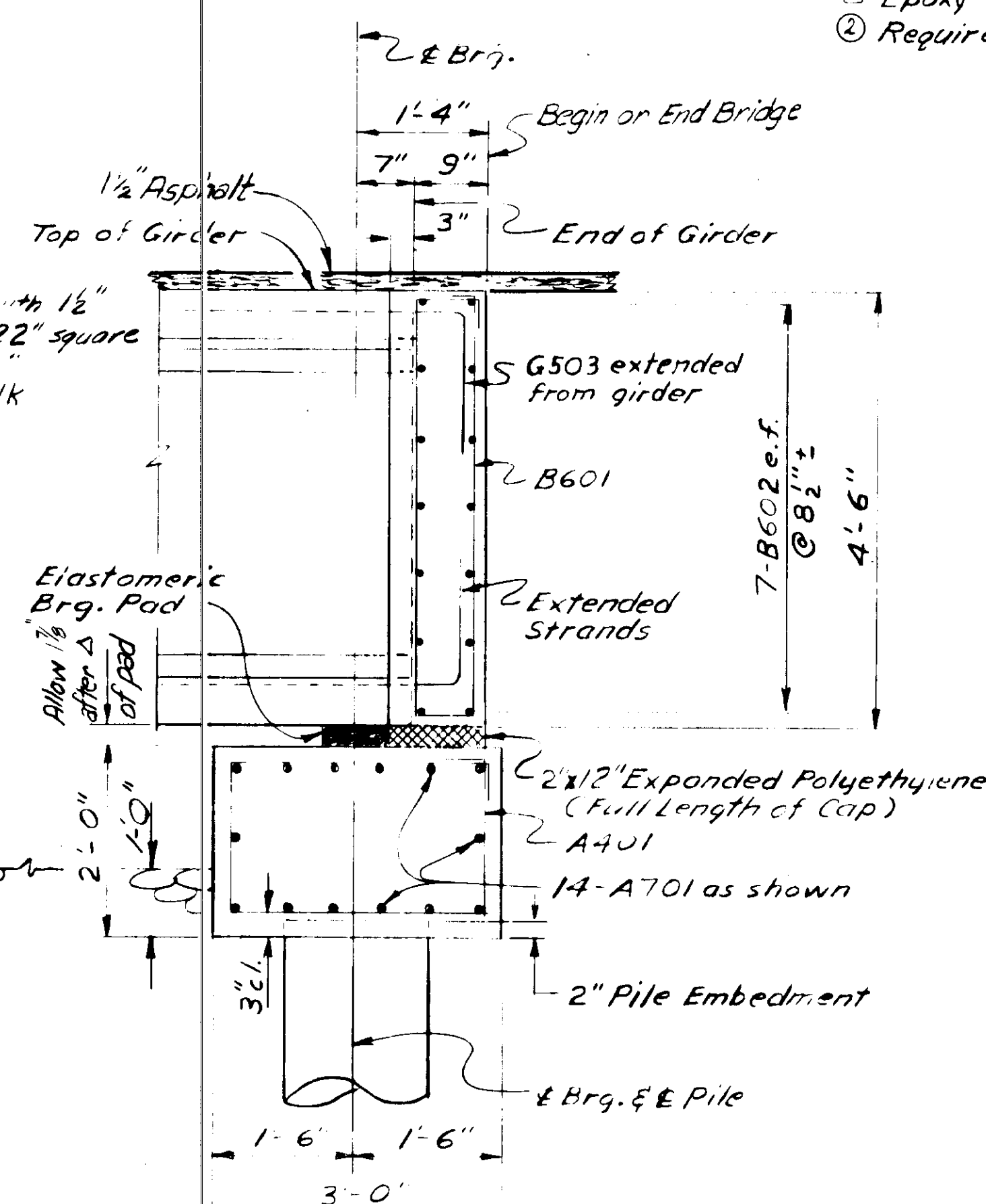
DETAIL "A"
(GIFDER RESTRAINT)

(No Scale)
(4-Each About.)

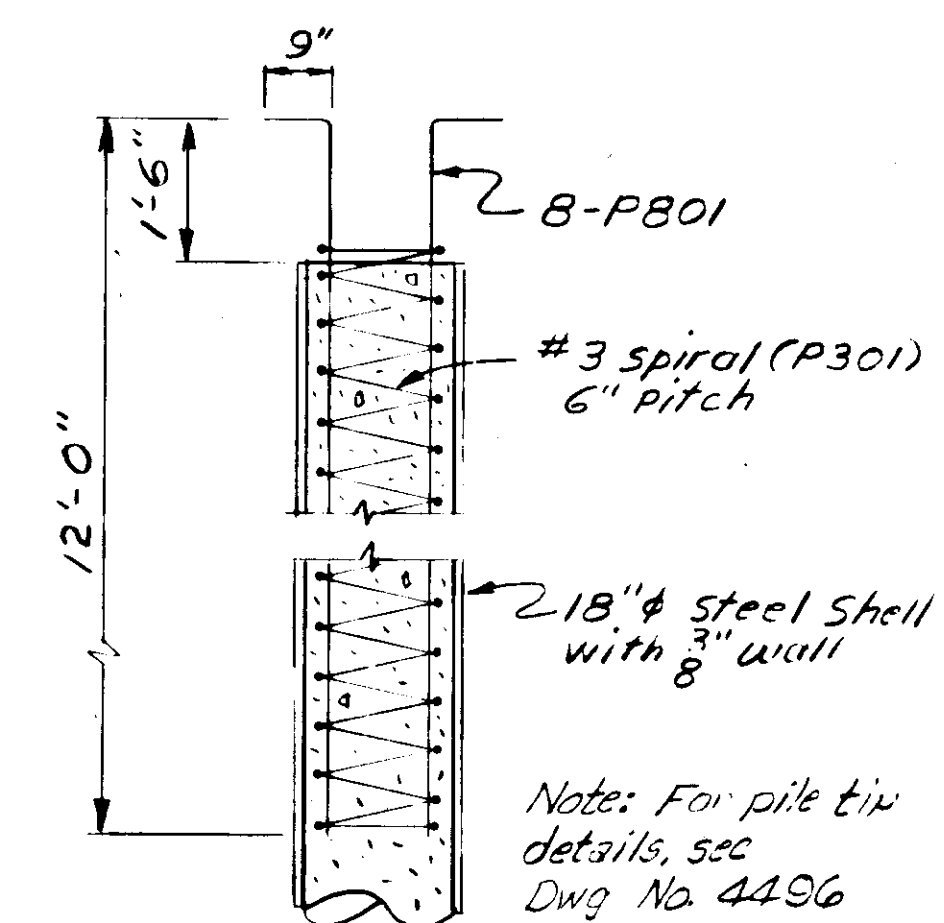
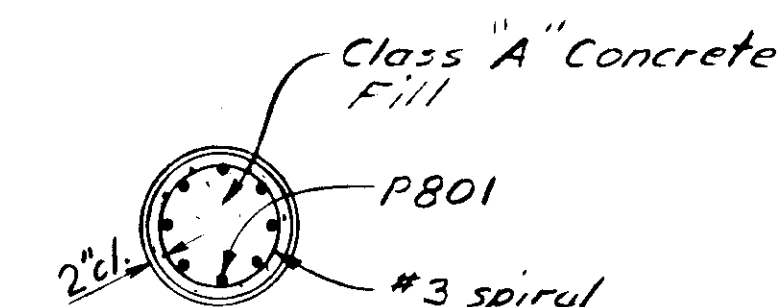
REINFORCING STEEL (EACH ABUT.)

Mark	Size	No.	Length	Type	Bending Diaphragms
A401	4	55	9'-6"	Bent	
A402	4	8	4'-0"	—	
A403	4	20	4'-0"	Bent	
B501	5	24	3'-0"	—	
B601	6	55	10'-8"	Bent	
B602	6	14	66'-8"	—	
B603	6	20	6'-3"	—	
B604	6	8	4'-8"	—	
A701	7	14	56'-8"	—	
G505	5	2	2'-2"	Bent	
P801	8	72	12'-9"	Bent	
P301	3	9	765'-9"	Spiral	

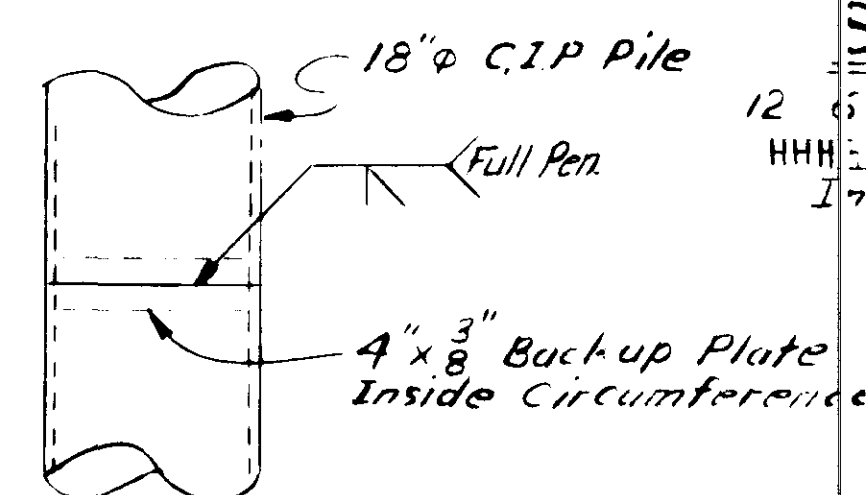
- ① Includes allowance for one 2'0" splice.
- * Epoxy Coated
- ↳ Epoxy Coat two top bars.
- ② Required for sidewalk extension over backwall.



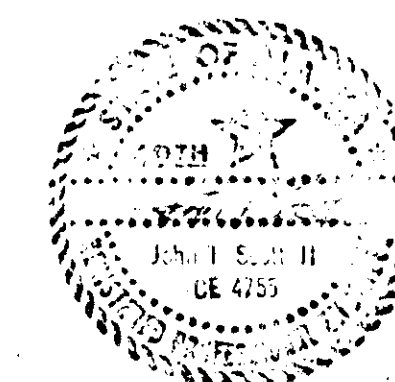
SECTION A-A



DETAIL "B"
(No Scale)



PILE SPLICE



LEMON CREEK BRIDGE

ROUTE NO. S-955

ABUTMENTS

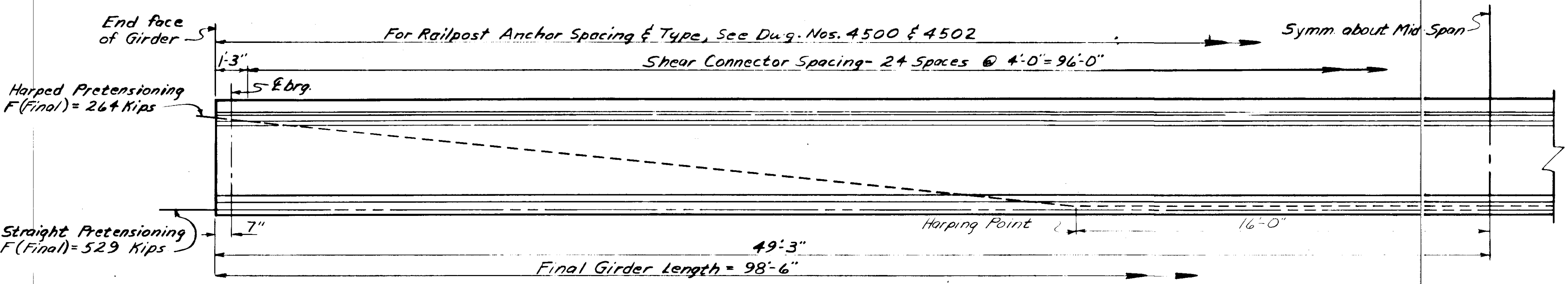
State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska



Date _____

Approved _____

BRIDGE NO. 793
DWNG. NO. 4497

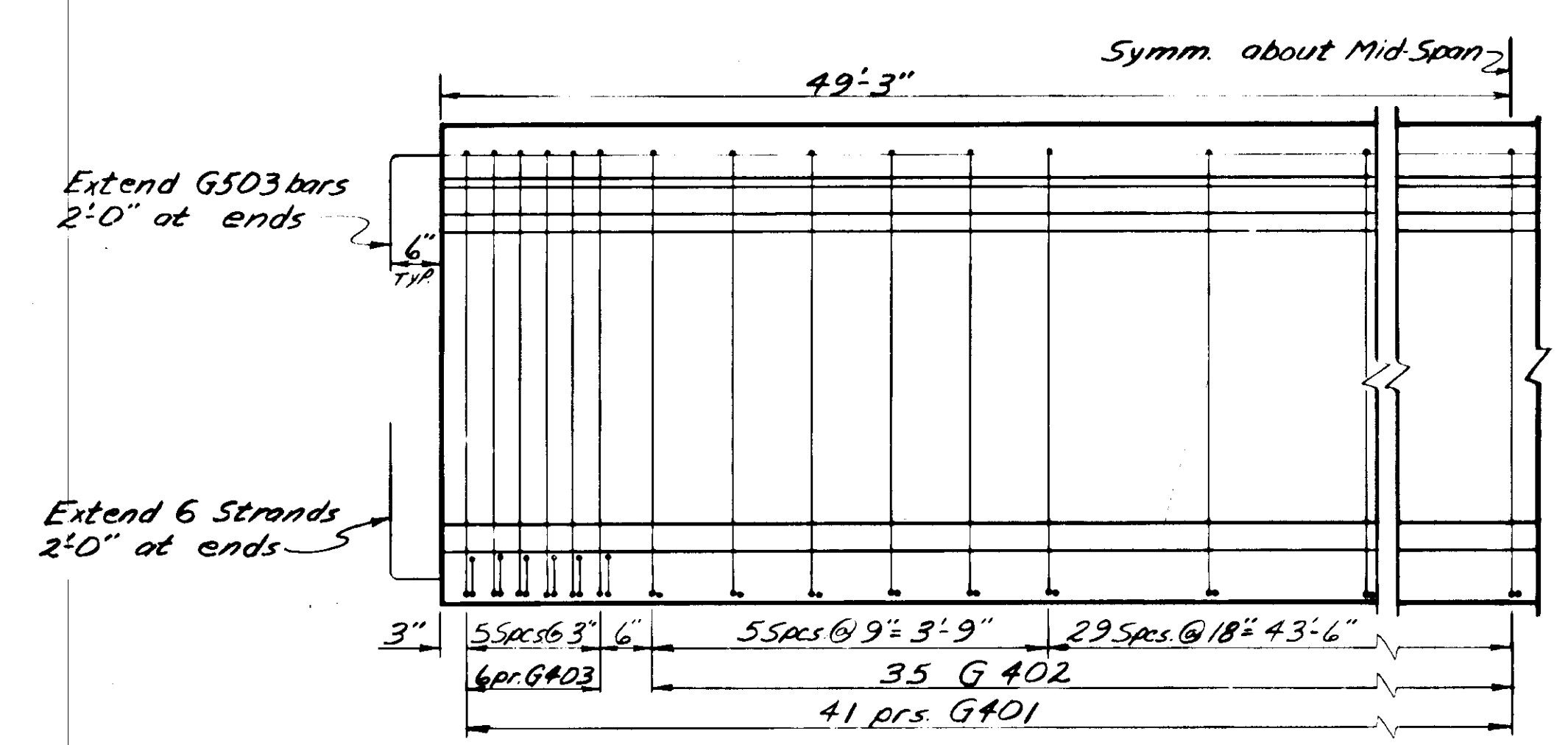


ELEVATION

0 1 2 3 4 5

Mark	Size	No	Length	Type	Bending Diagrams
* G401	4	162	5'-8"	Bent	
* G402	4	69	1'-10"	Bent	
* G403	4	24	3'-0"	Bent	
* G501	5	237	6'-0"	Bent	
* G502	5	148	6'-0"	Bent	
* G503	5	10	105'-0"	Bent	
* G504	5	8	100'-10"	Bent	
* G505	5	196	2'-2"	Bent	

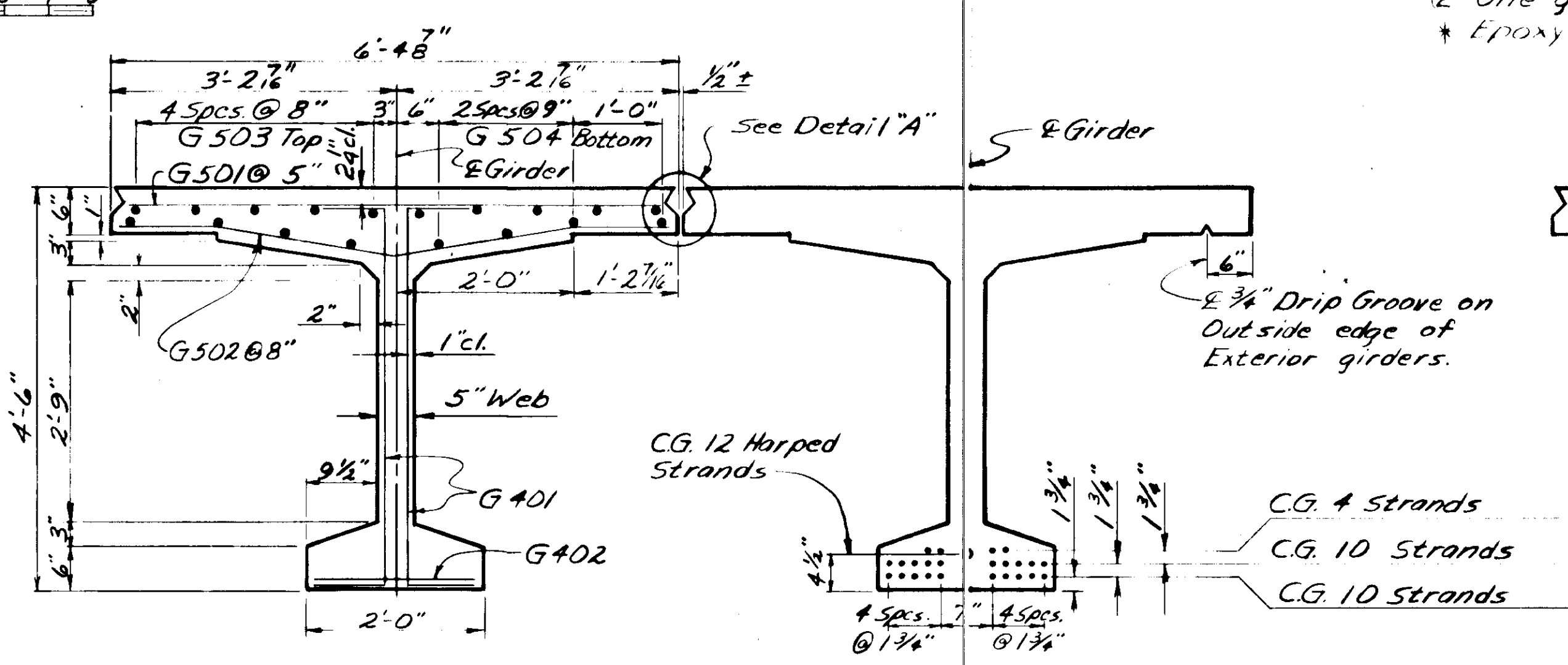
① Includes 2 bar splices of 1'-3" ea.
 ② One girder only.
 * Epoxy Coated



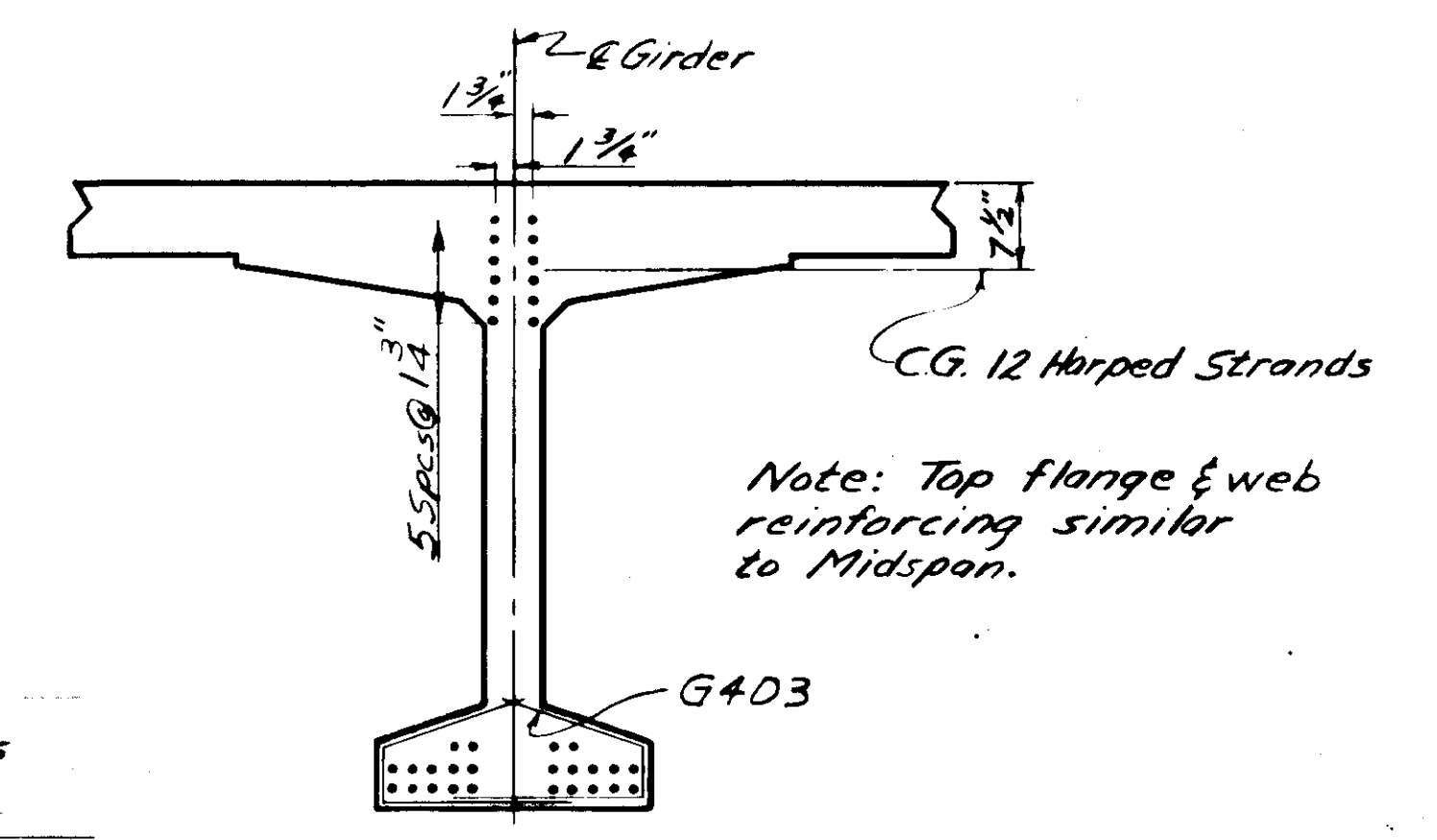
END BLOCK ELEVATION

12 6 0 1 2 3 4 5

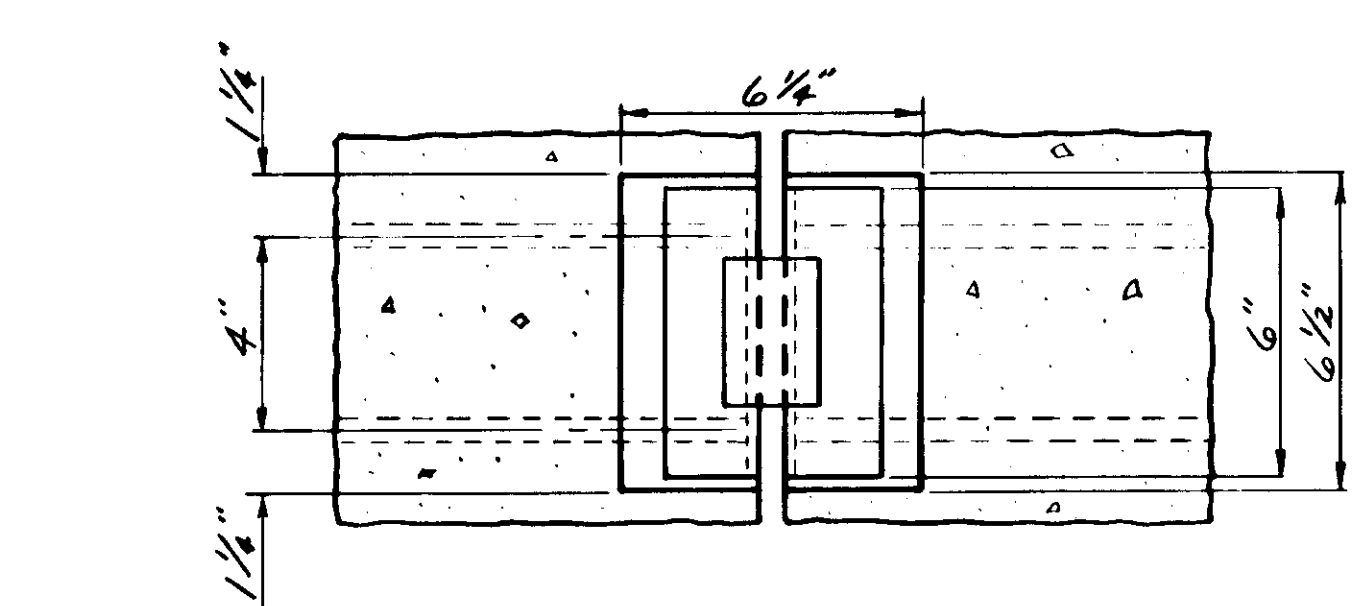
Inches Feet



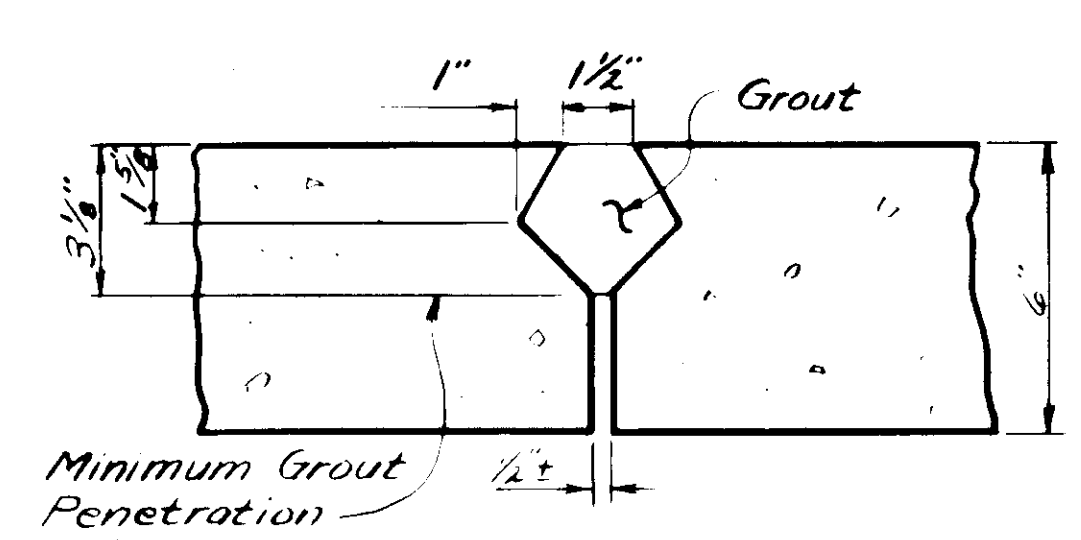
TYPICAL SECTION NEAR MID-SPAN



TYPICAL SECTION AT ENDS



SECTION A-A



DETAIL "A"

GIRDER NOTES

Alternate designs are allowed per Section 502 of the Standard Specifications.

Concrete for girders shall be normal weight having the following strengths.

At stress transfer $f'_{ci} = 4500$ psi
 At 28 days $f'_c = 6000$ psi

All prestressing shall be with 1/2 inch round strands having an ultimate strength of 270 Ksi and an area of 0.153 sq. in.

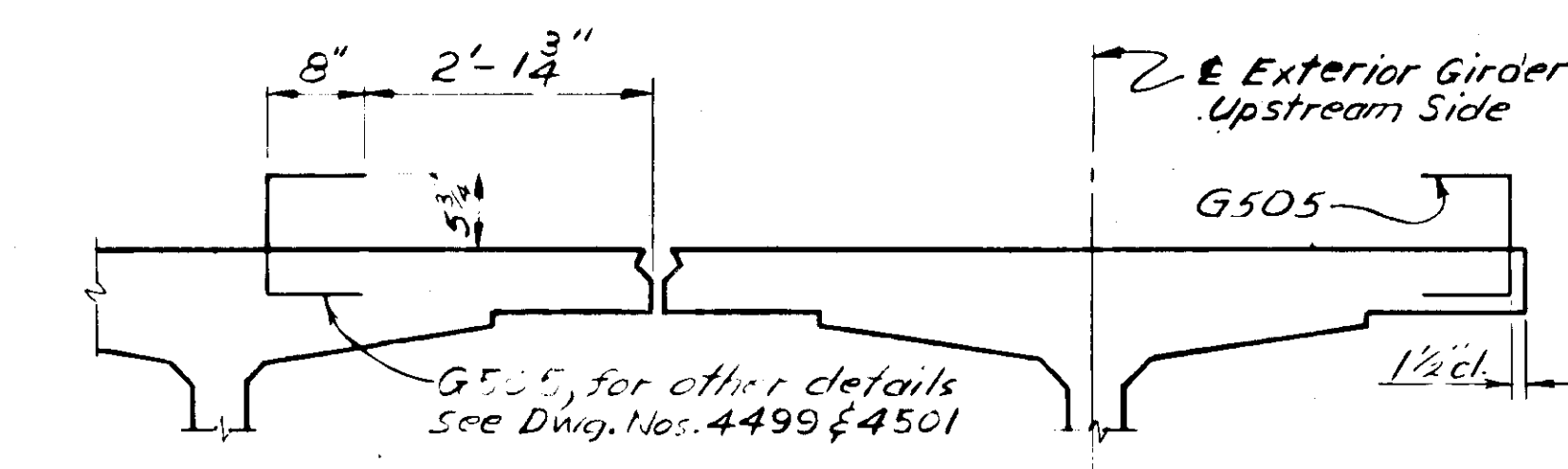
Design is based on the following steel stresses.

Pretensioning Jacking Stress = 189 Ksi.
 After Losses = 144 Ksi.

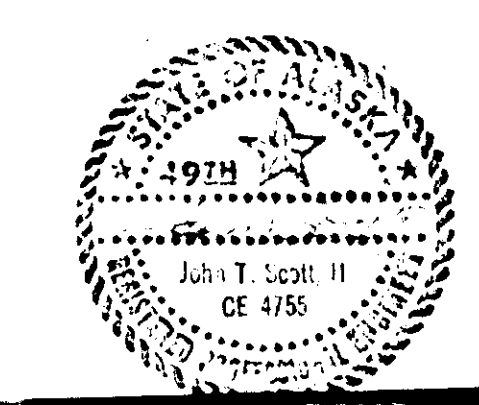
One inch clear on all reinforcement except as noted

All structural steel embedded in girders shall be A36.
 All steel except shear connectors shall be galvanized after fabrication.

Approximate girder weight = 112 Kips.



SIDEWALK ANCHORAGE



LEMON CREEK BRIDGE

ROUTE NO. S-955

GIRDERS

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

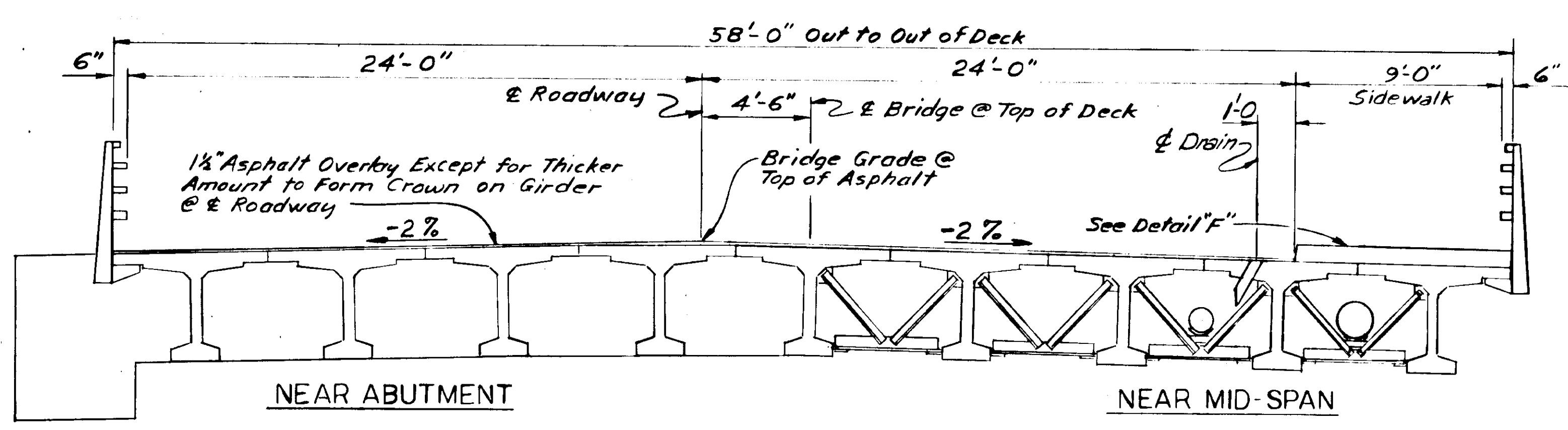
Date _____ BRIDGE NO. 793
 DWG. NO. 4498

SHEAR CONNECTOR DETAIL

12 9 6 3 0 1

Inches Feet

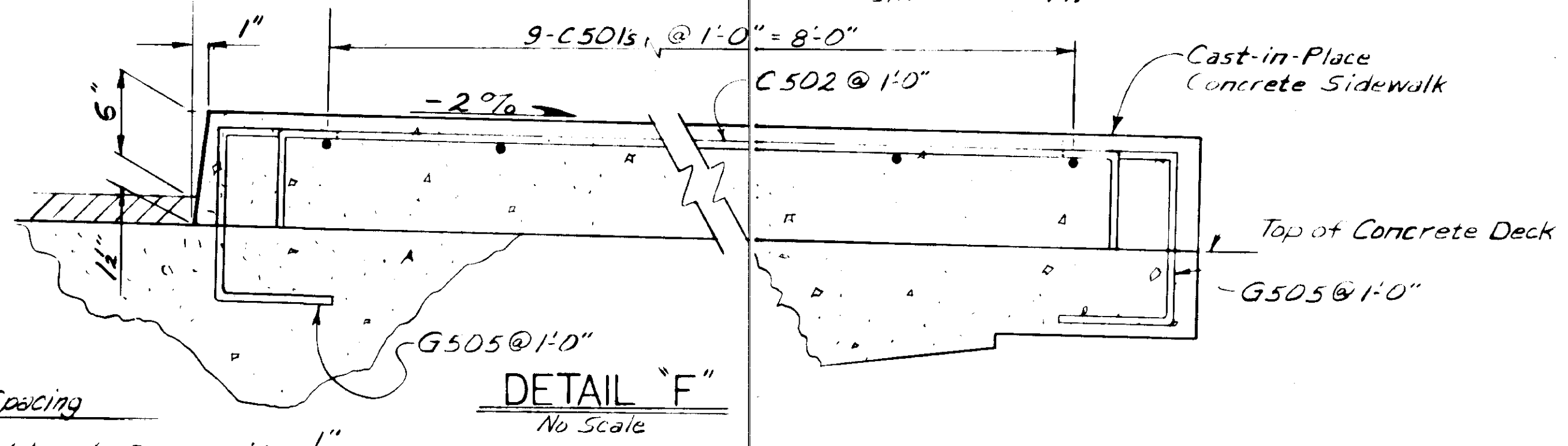
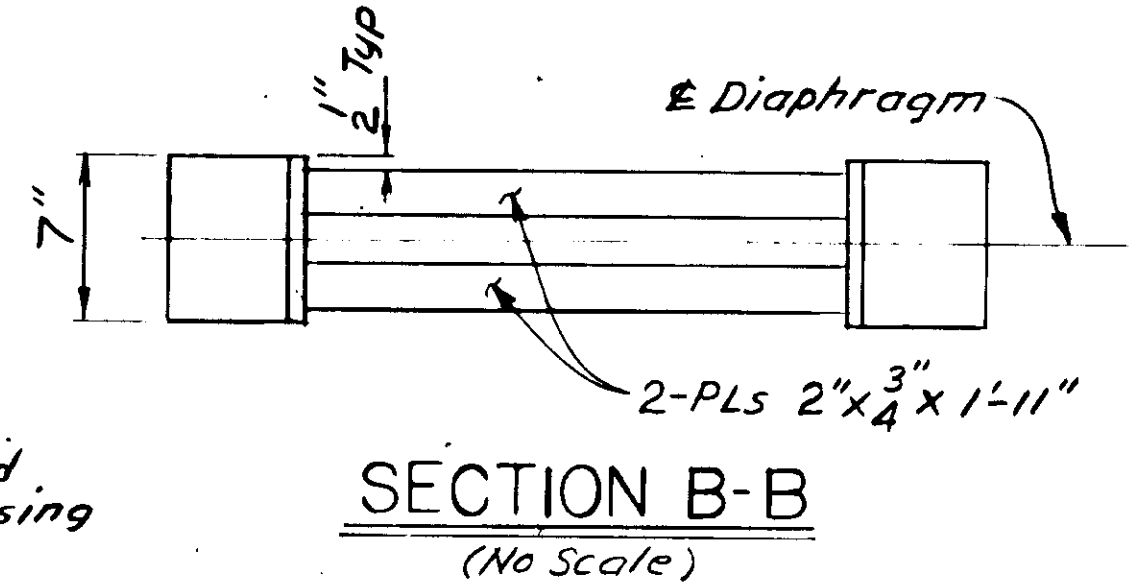
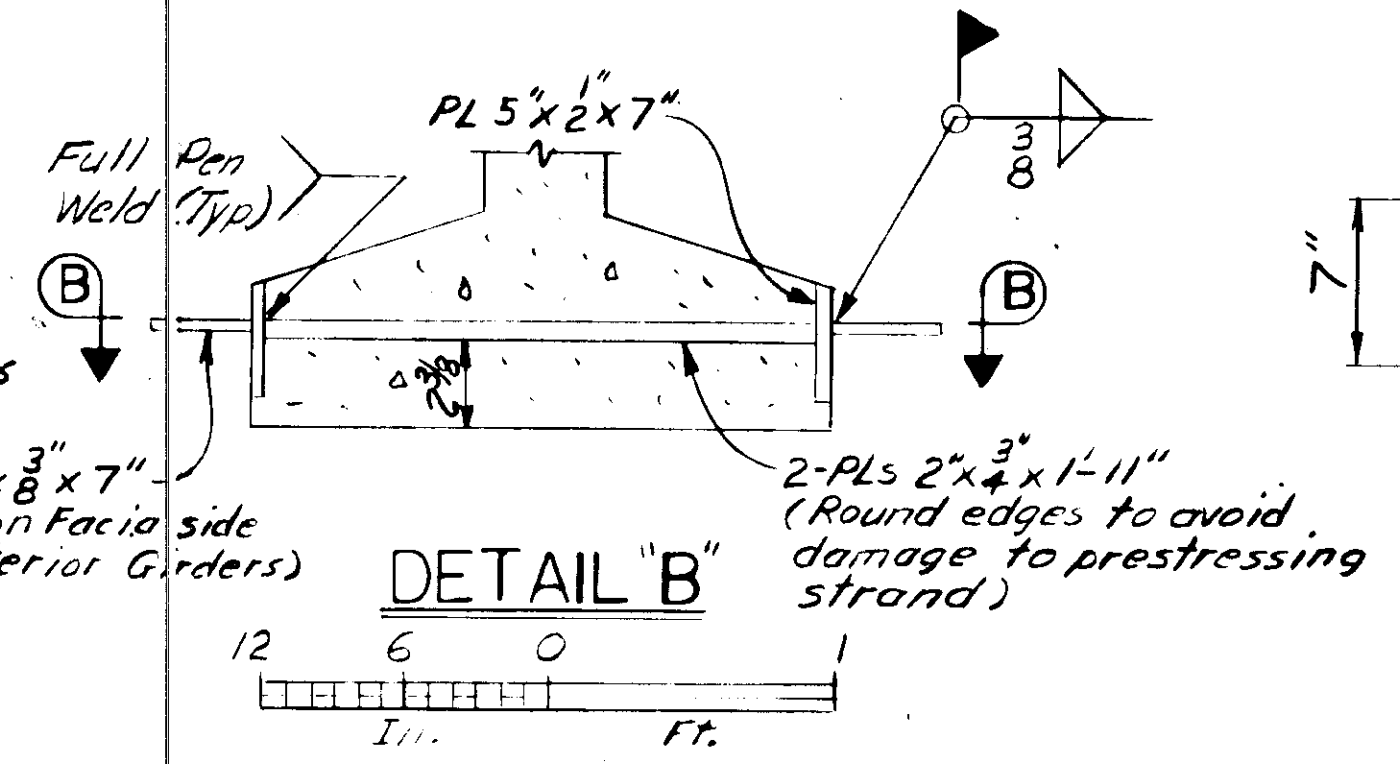
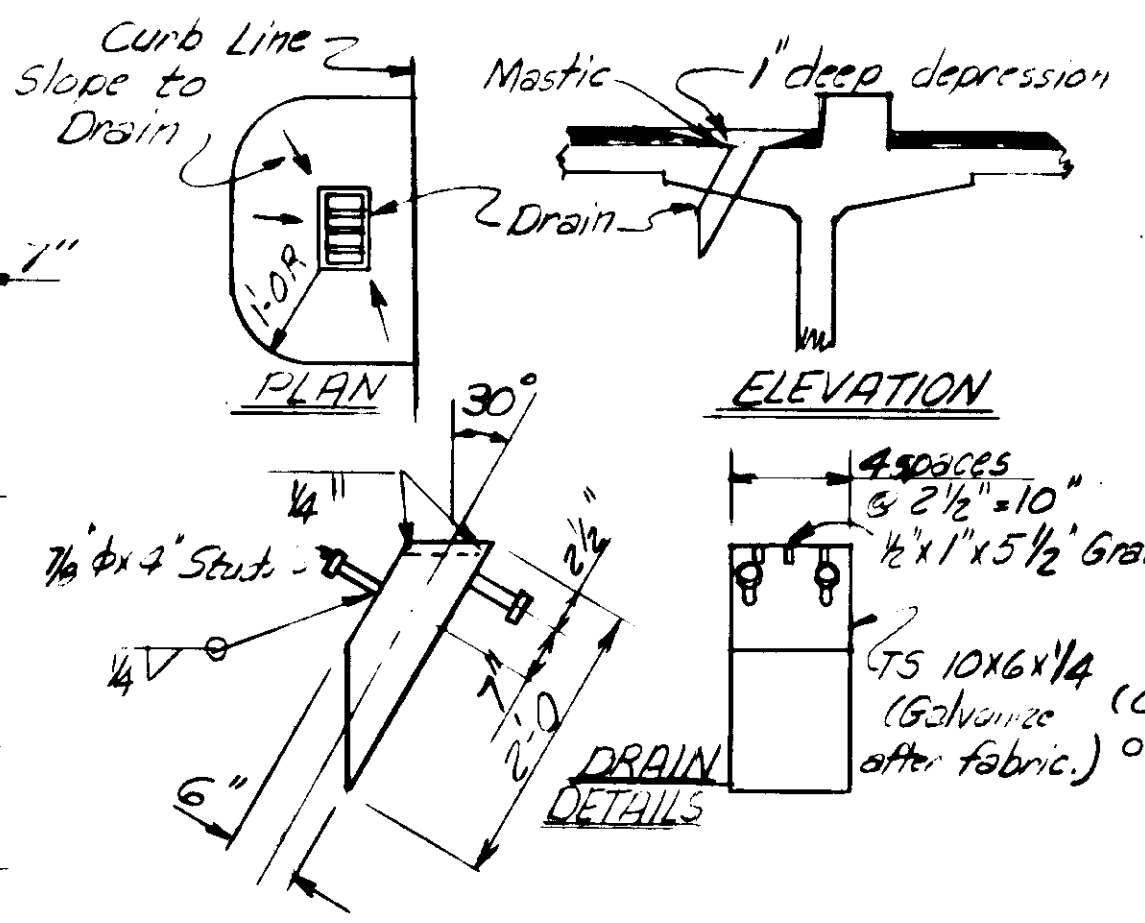
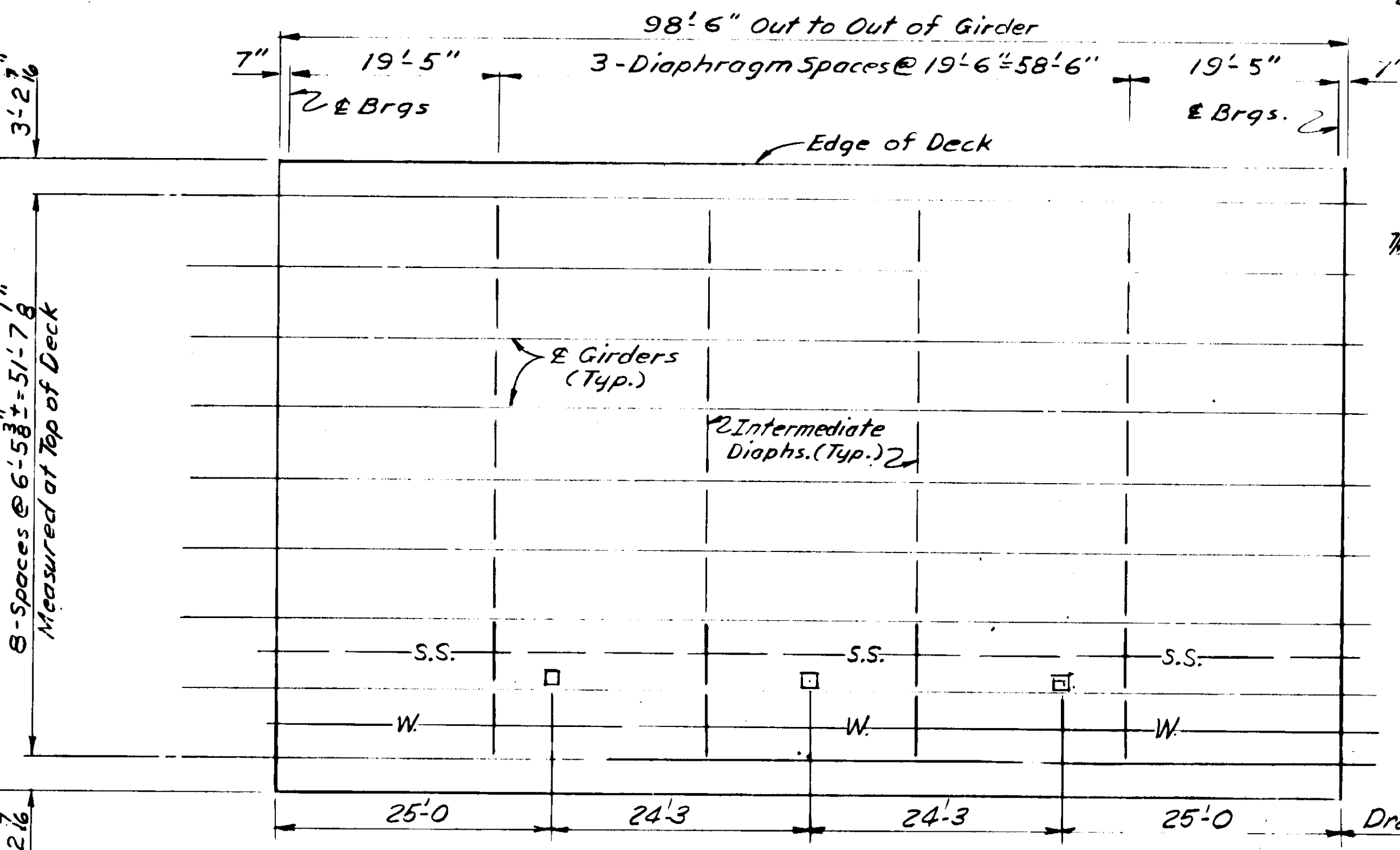
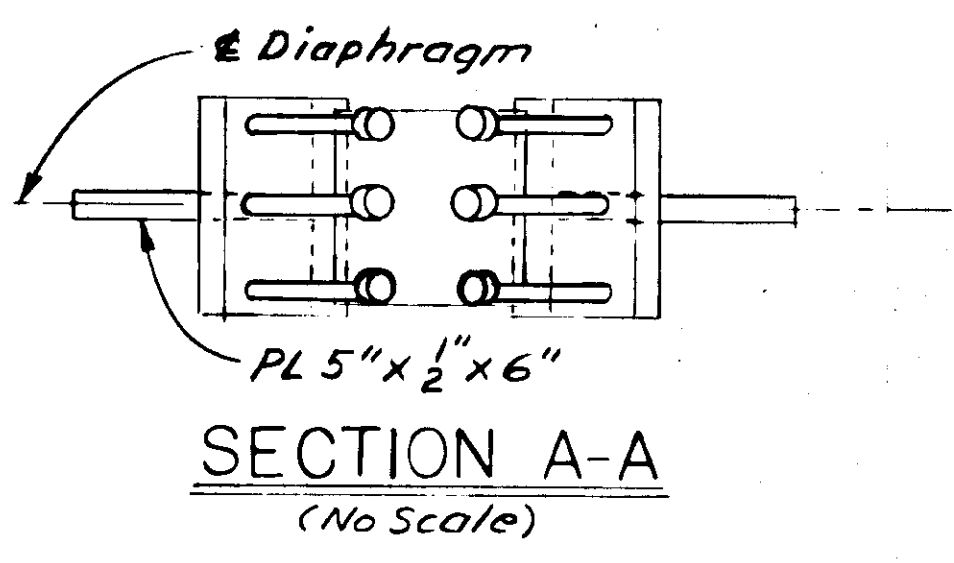
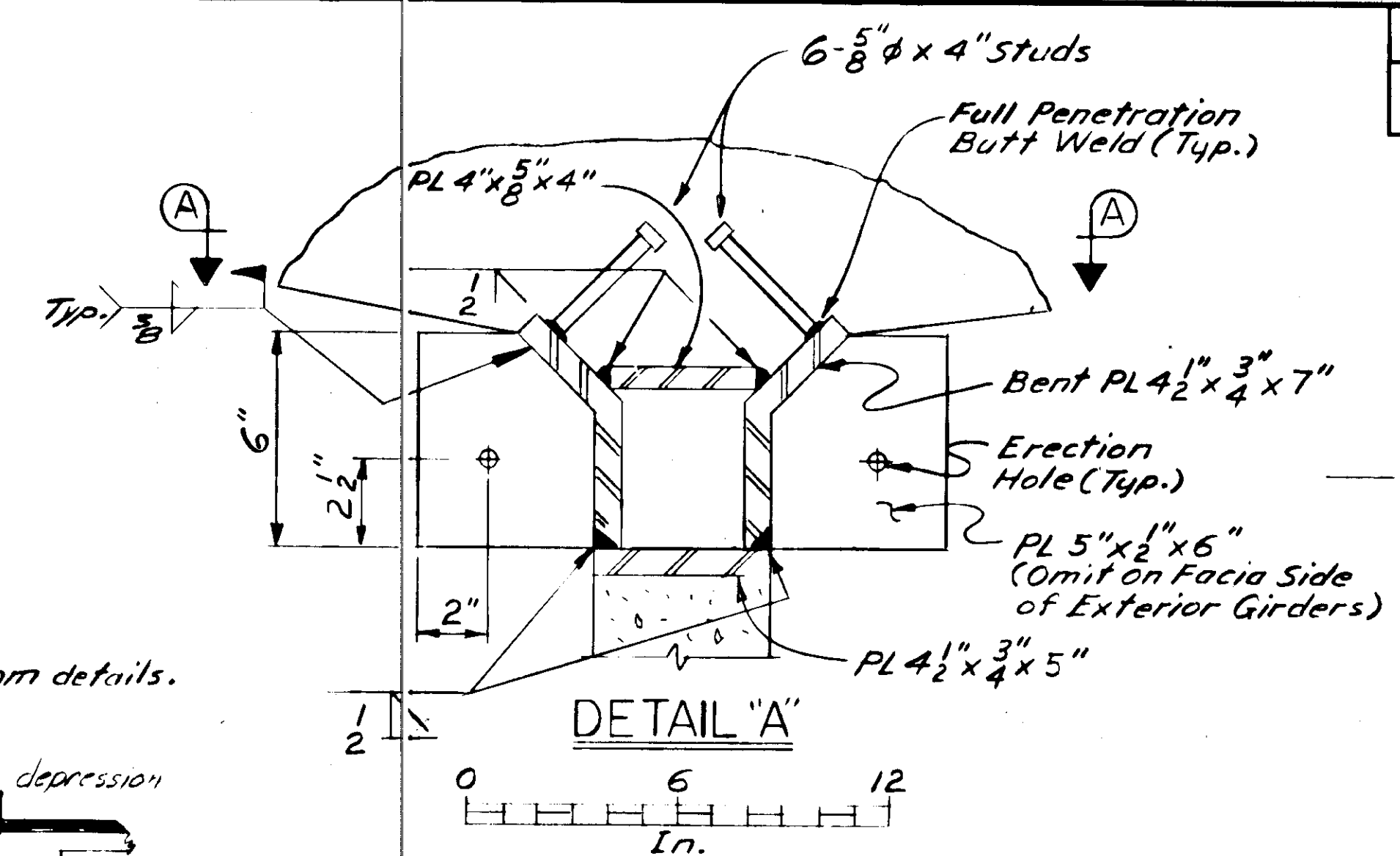
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	50	73



TYPICAL SECTION

12 0 5 10
In. Ft.

Note: See Detail "C" for intermediate diaphragm details.
See Detail "D" for utilities.



REINFORCING STEEL (SIDEWALK)

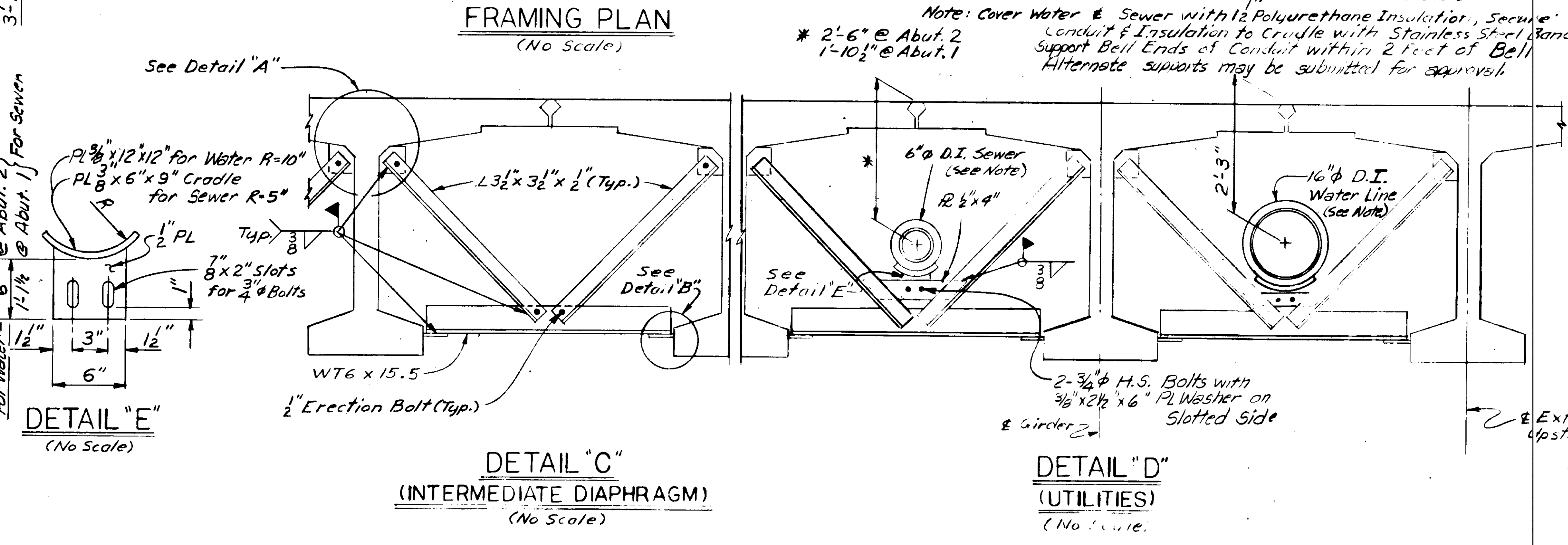
Mark	Size	No.	Length	Type
* ① C501	5	9	102'-2"	
* ② C502	5	101	9'-5 1/2"	Bent

Bending Diagram

8'-6" 5/4"

C502

- ① Includes allowance for two 1'-3" splices.
- ② Includes 2-C502 in sidewalk extension over backwalls.
- * Epoxy Coated.

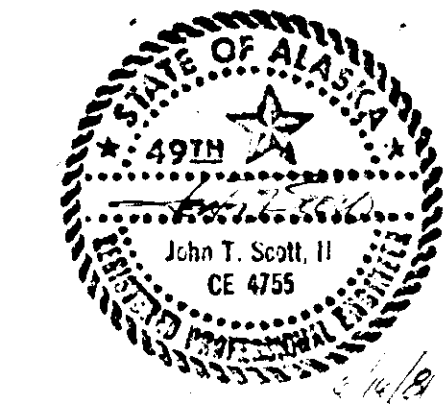


LEMON CREEK BRIDGE
ROUTE NO. S-955
TYPICAL SECTION

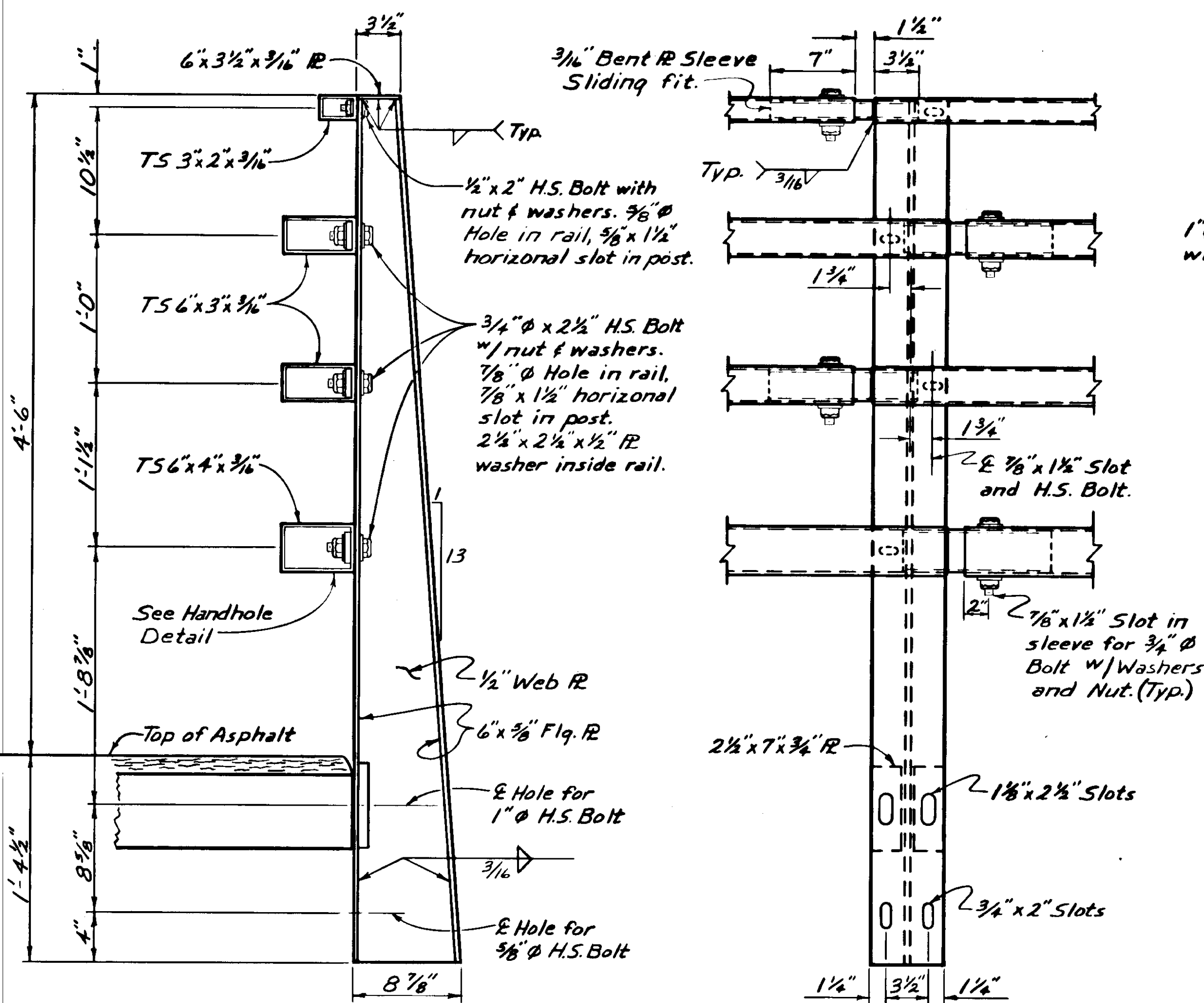
State of Alaska
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
Juneau, Alaska

Date _____
Approved _____

BRIDGE NO. 793
DWNG. NO. 4499

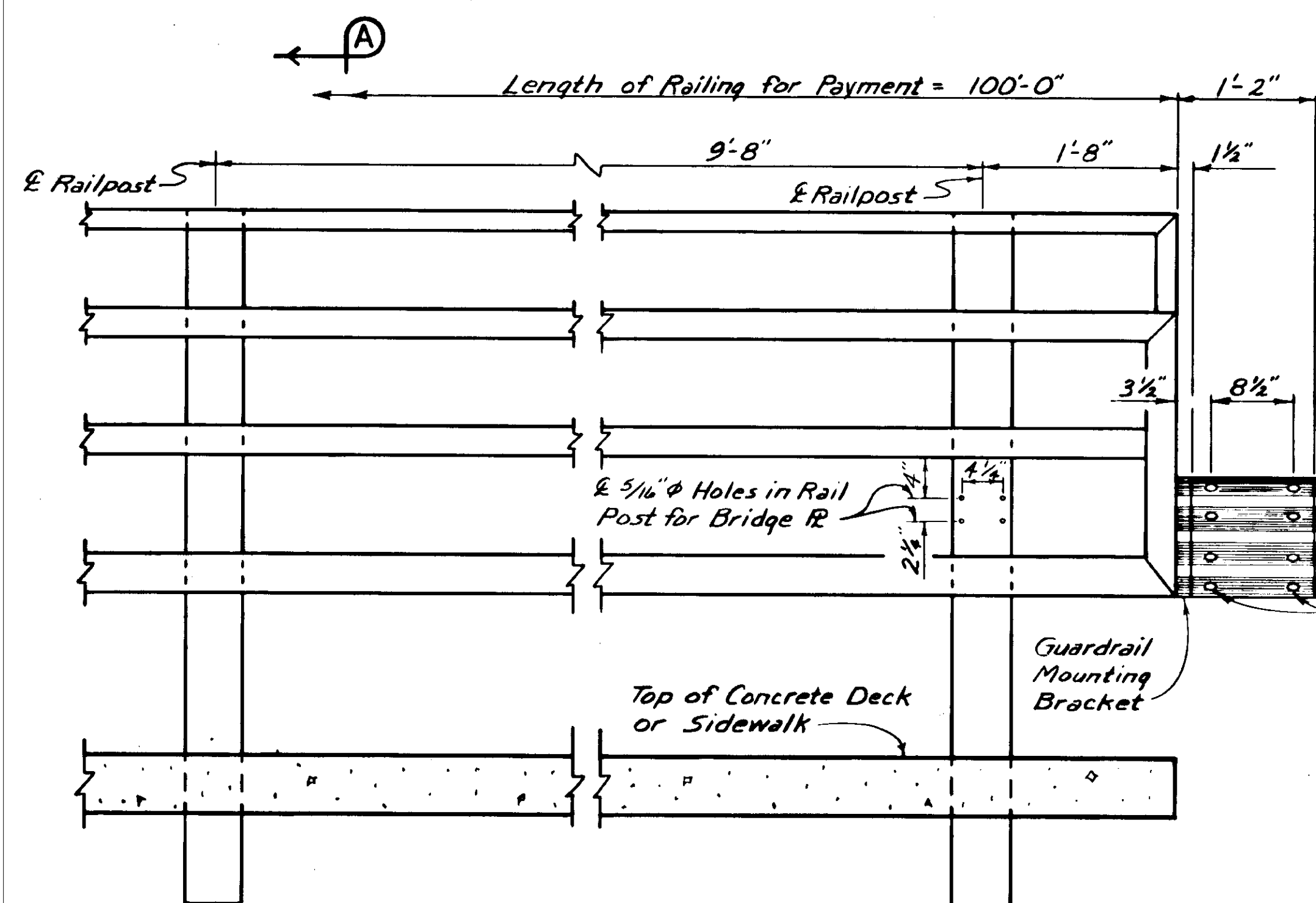


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	51	73



SECTION A-A

EXPANSION JOINT



ELEVATION

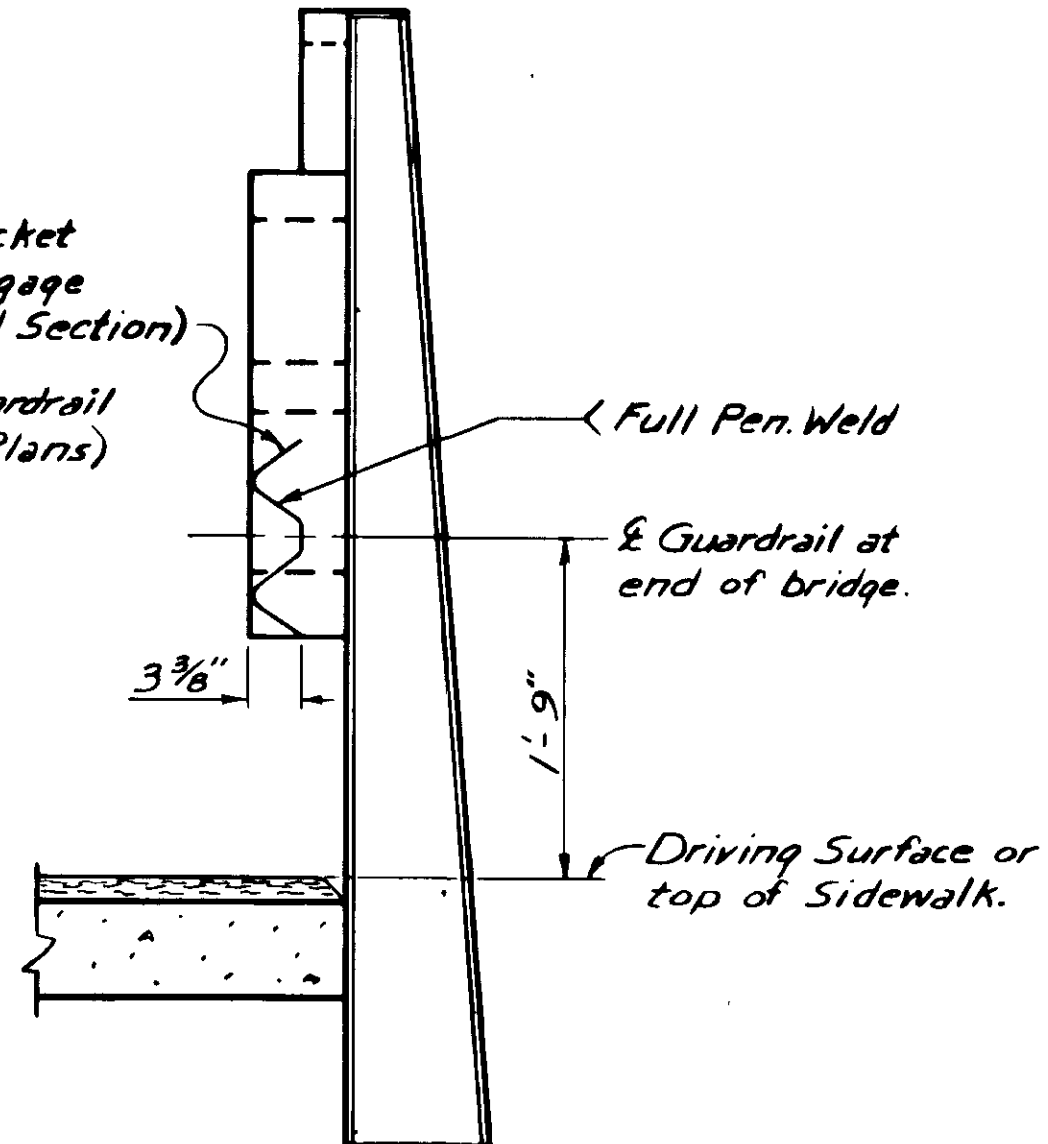
Guardrail Bracket
(Standard 10 gage
Guardrail End Section)

Approach Guardrail
(See Road Plans)

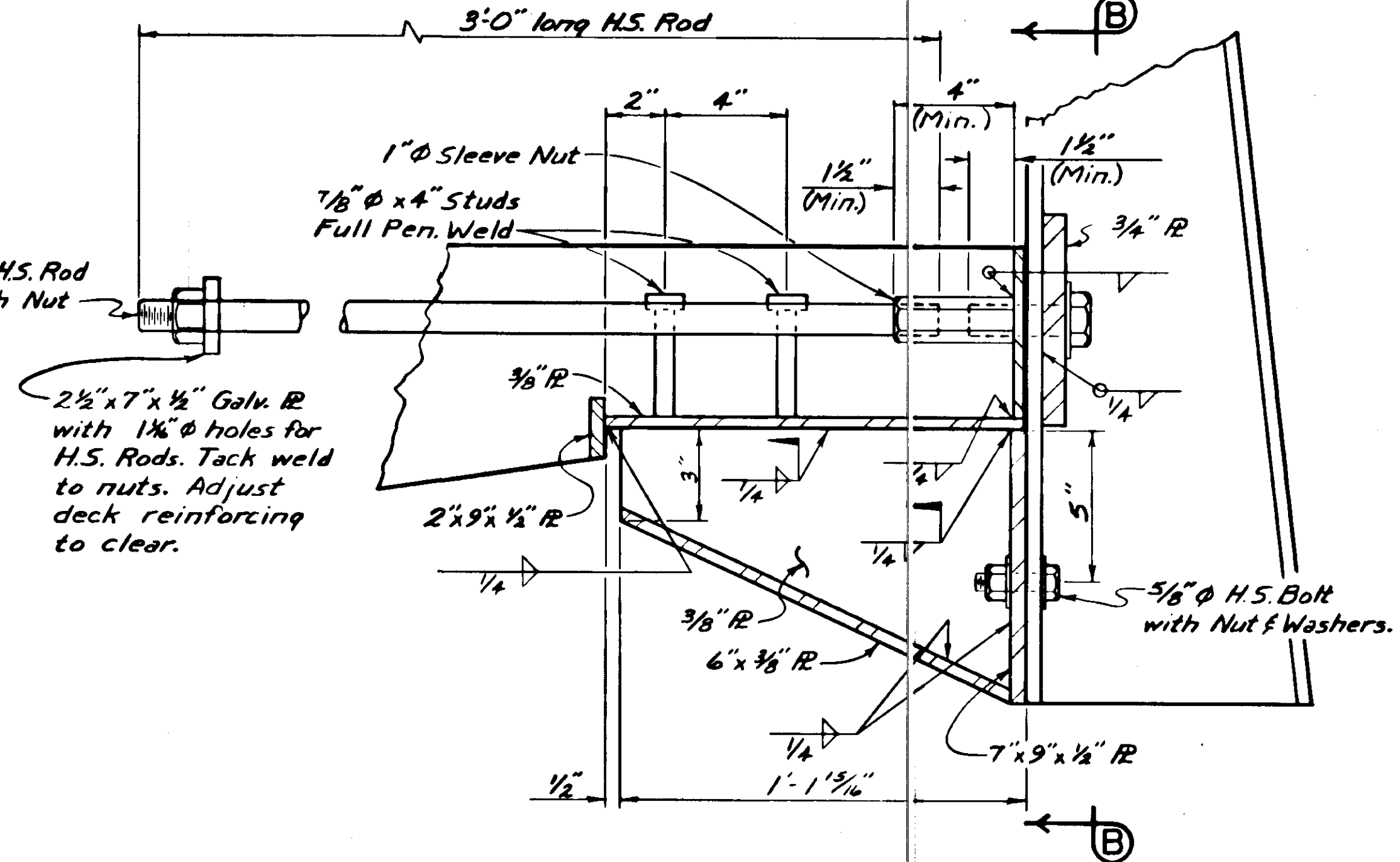
2 1/2" x 7" x 3/4" R
Slotted
Holes to match
Standard Guardrail.

Guardrail
Mounting
Bracket

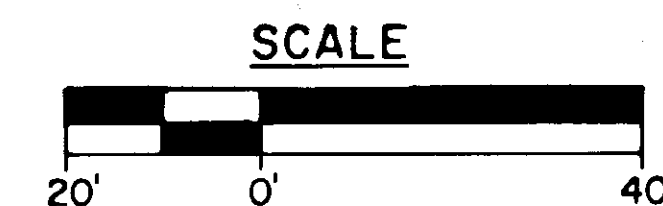
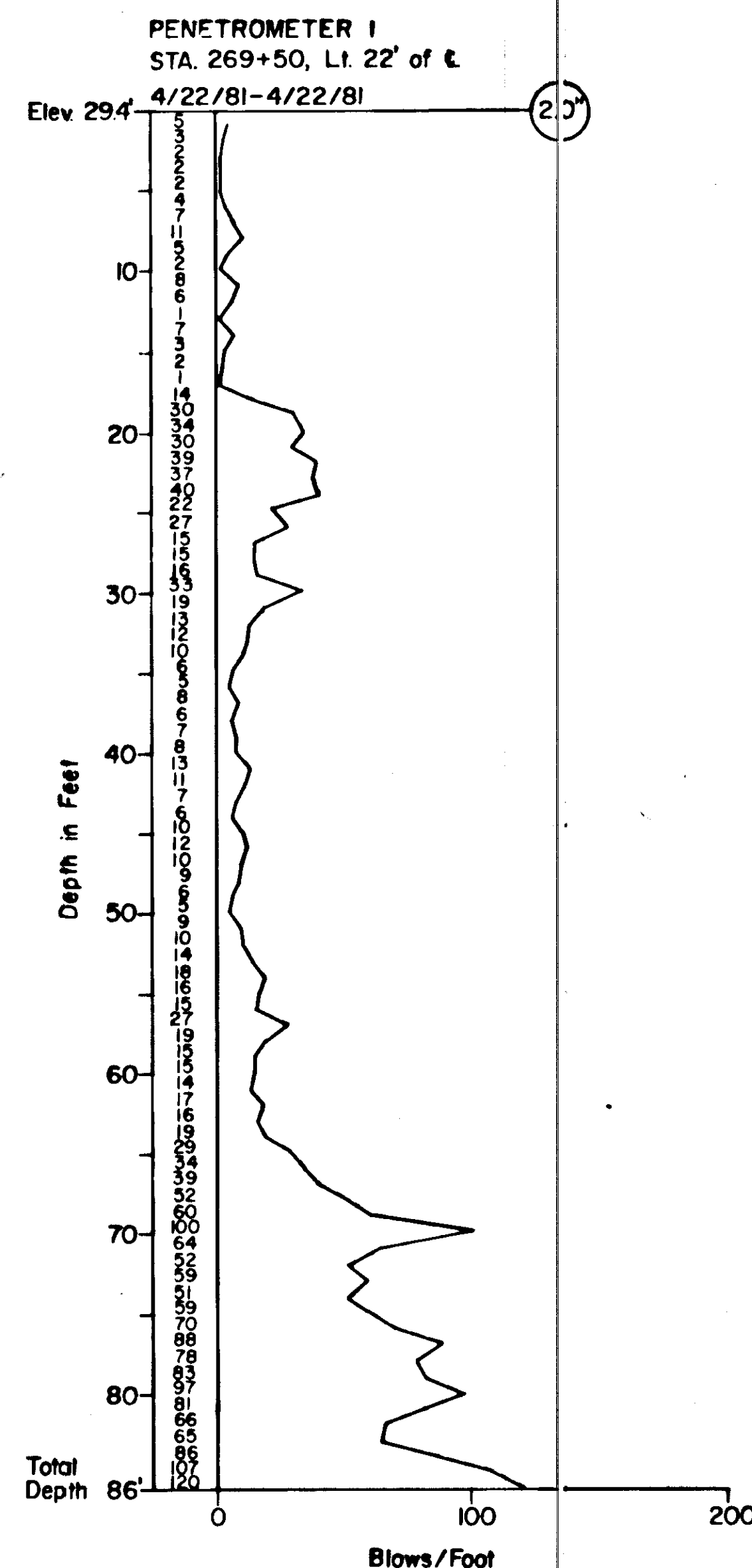
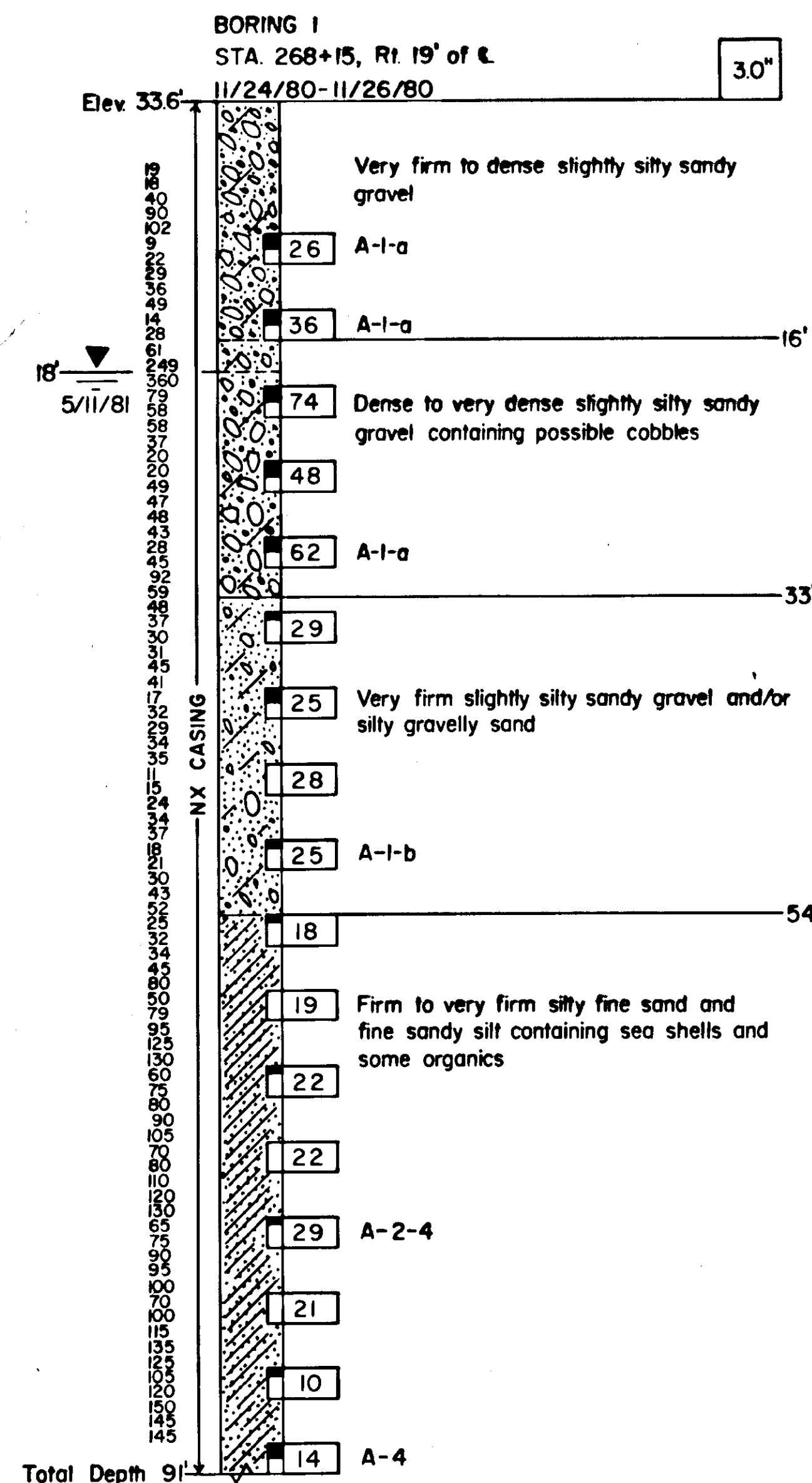
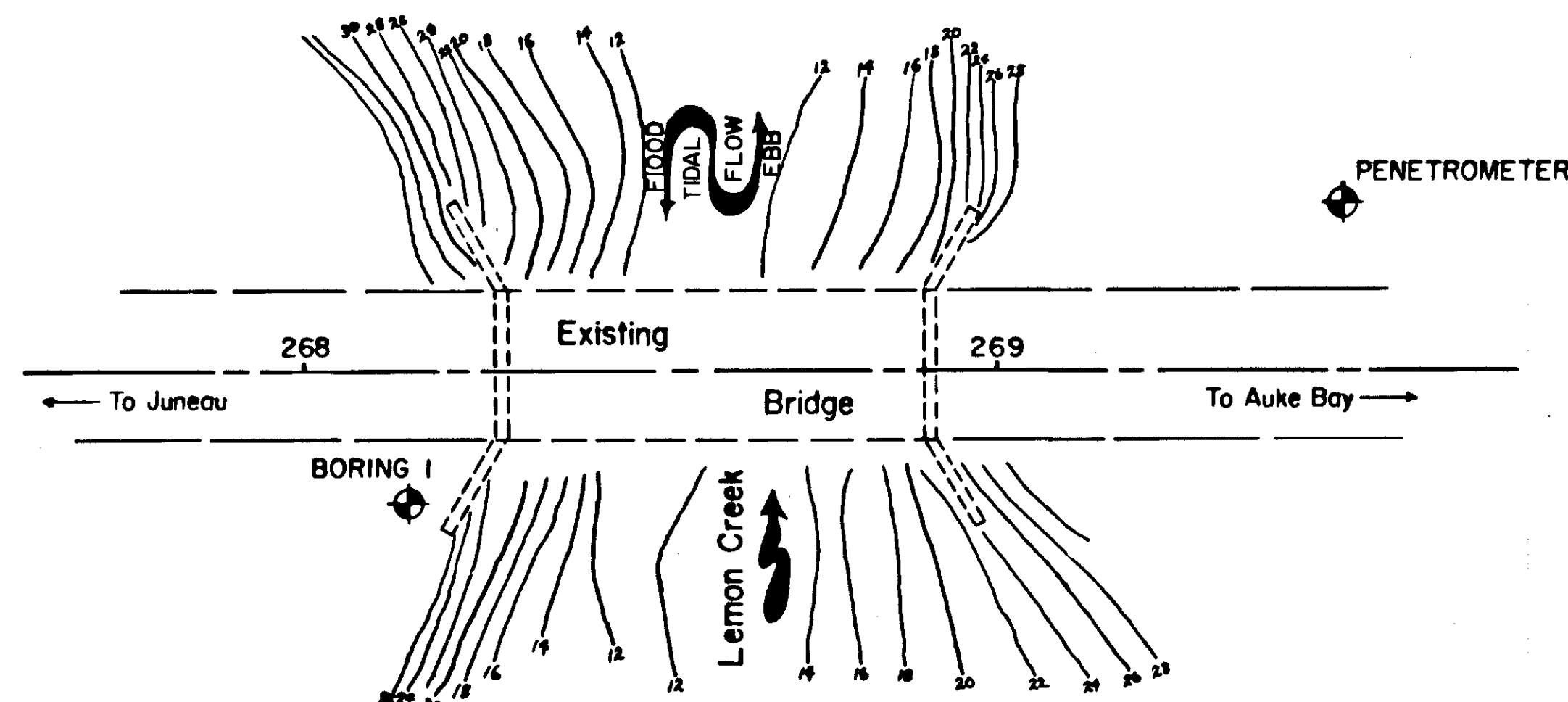
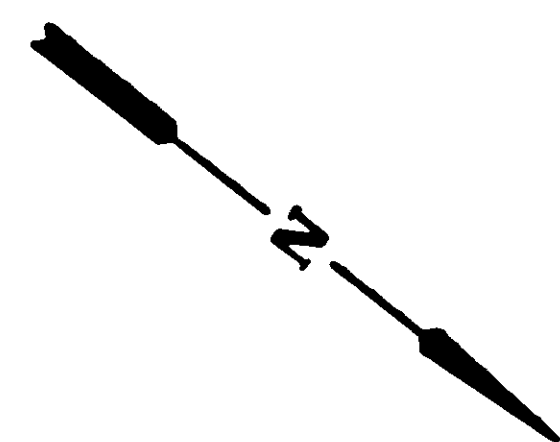
Top of Concrete Deck
or Sidewalk



END VIEW



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	53	73



BASIC MATERIALS SYMBOLS

	Organic, Organic Silt		Silt
	Cobbles; Boulders		Clay
	Gravel		Sand

TYPICAL TEST HOLE SYMBOLS

Plan

Location of any hole

Section

Rotary

Auger

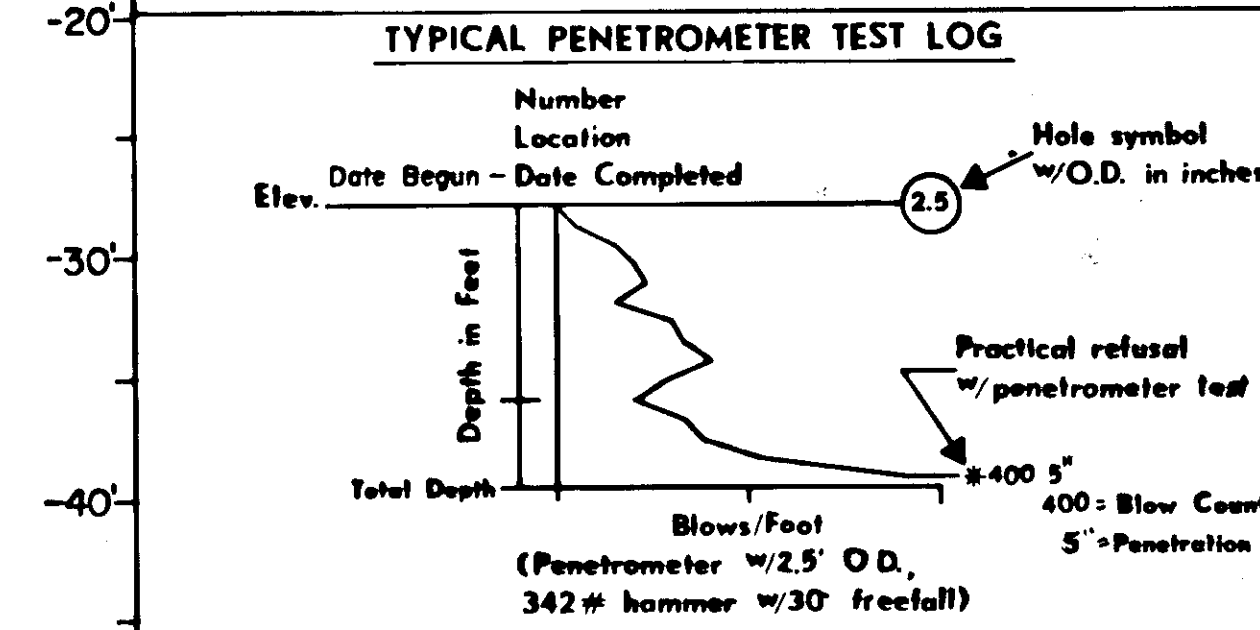
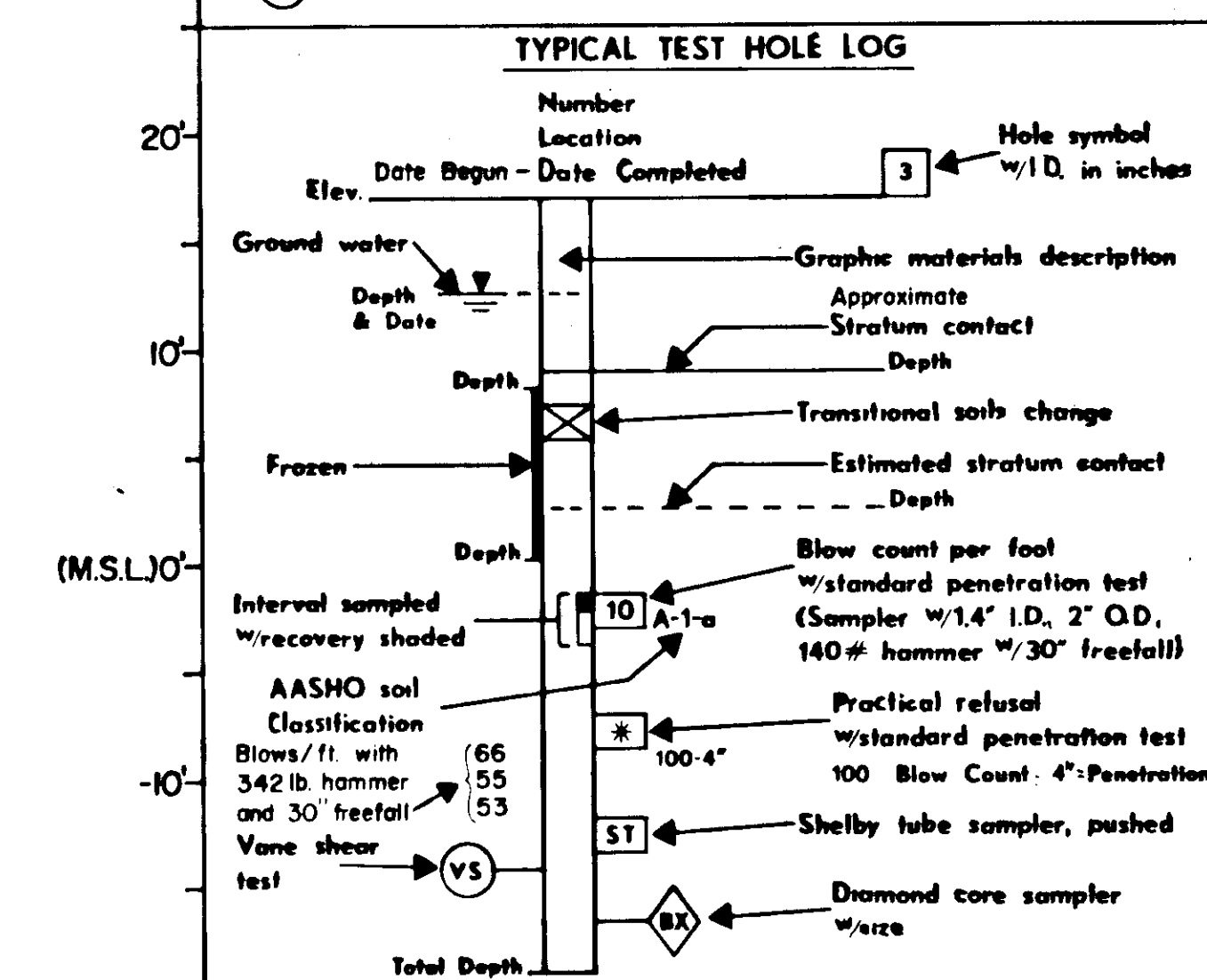
Diamond Core

Penetrometer

RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

Based on Standard Penetration Test

GRANULAR		COHESIVE	
Blows/ft	Rel. Density	Blows/ft	Consistency
0 - 4	Very Loose	0 - 1	Very Soft
5 - 10	Loose	2 - 4	Soft
11 - 20	Firm	5 - 8	Medium
21 - 30	Very Firm	9 - 15	Stiff
31 - 50	Dense	16 - 30	Very Stiff
> 50	Very Dense	> 30	Hard



LOG OF TEST HOLES LEMON CREEK BRIDGE

ROUTE NO. S-955

SOIL GRAIN SIZE DEFINITIONS

Boulder (rounded)	>12" Diameter
Cobble (rounded)	>3" Diameter - 12" Diameter
Broken rock (angular)	>3" Diameter
Gravel (rounded); Stone (angular)	#10 Sieve - 3" Diameter
Sand	#200 Sieve - #10
Silt/clay	< #200 Sieve

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

Date MAY, 1981

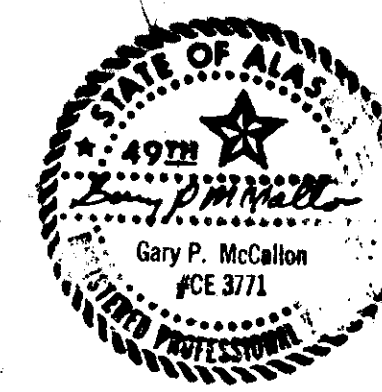
Approved *[Signature]*



BRIDGE NO. 793

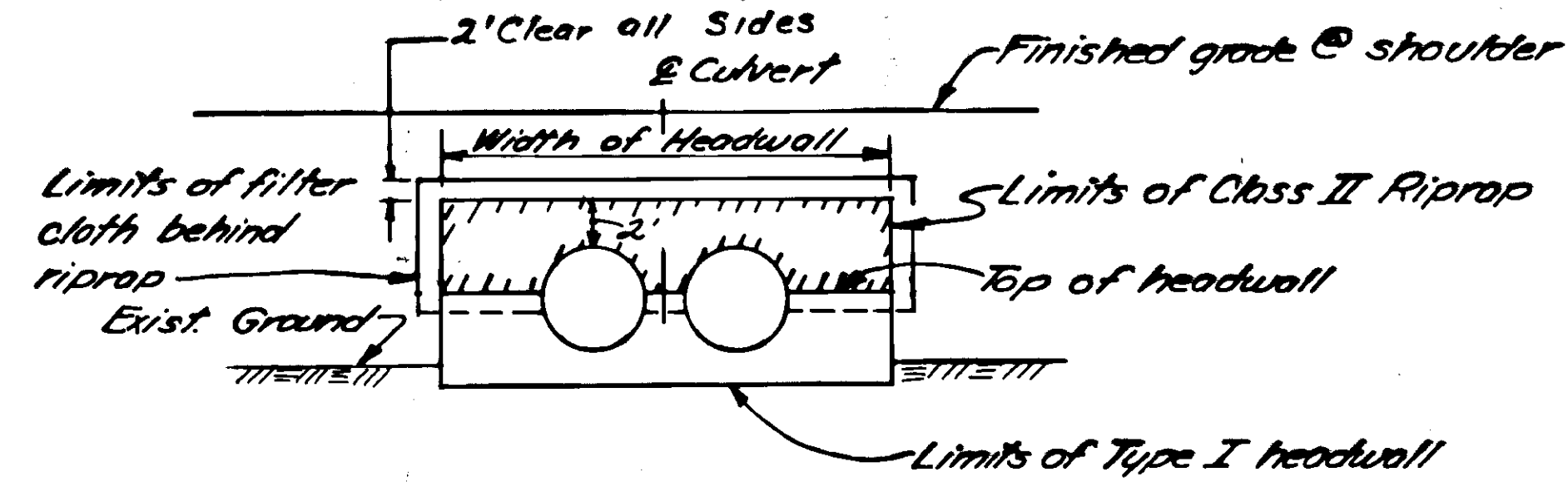
DWNG. NO. 4502

SWITZER CREEK SITE PLAN

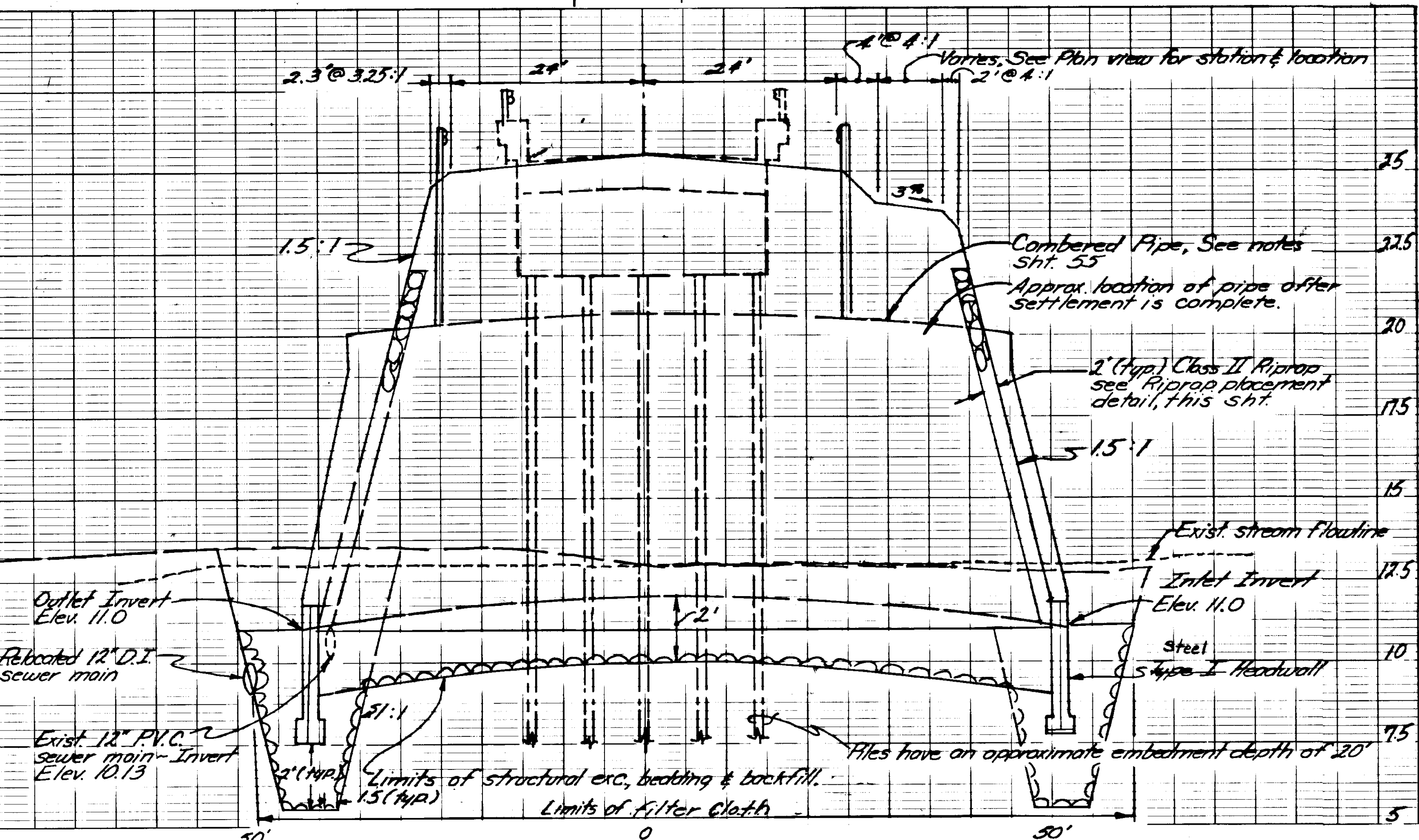
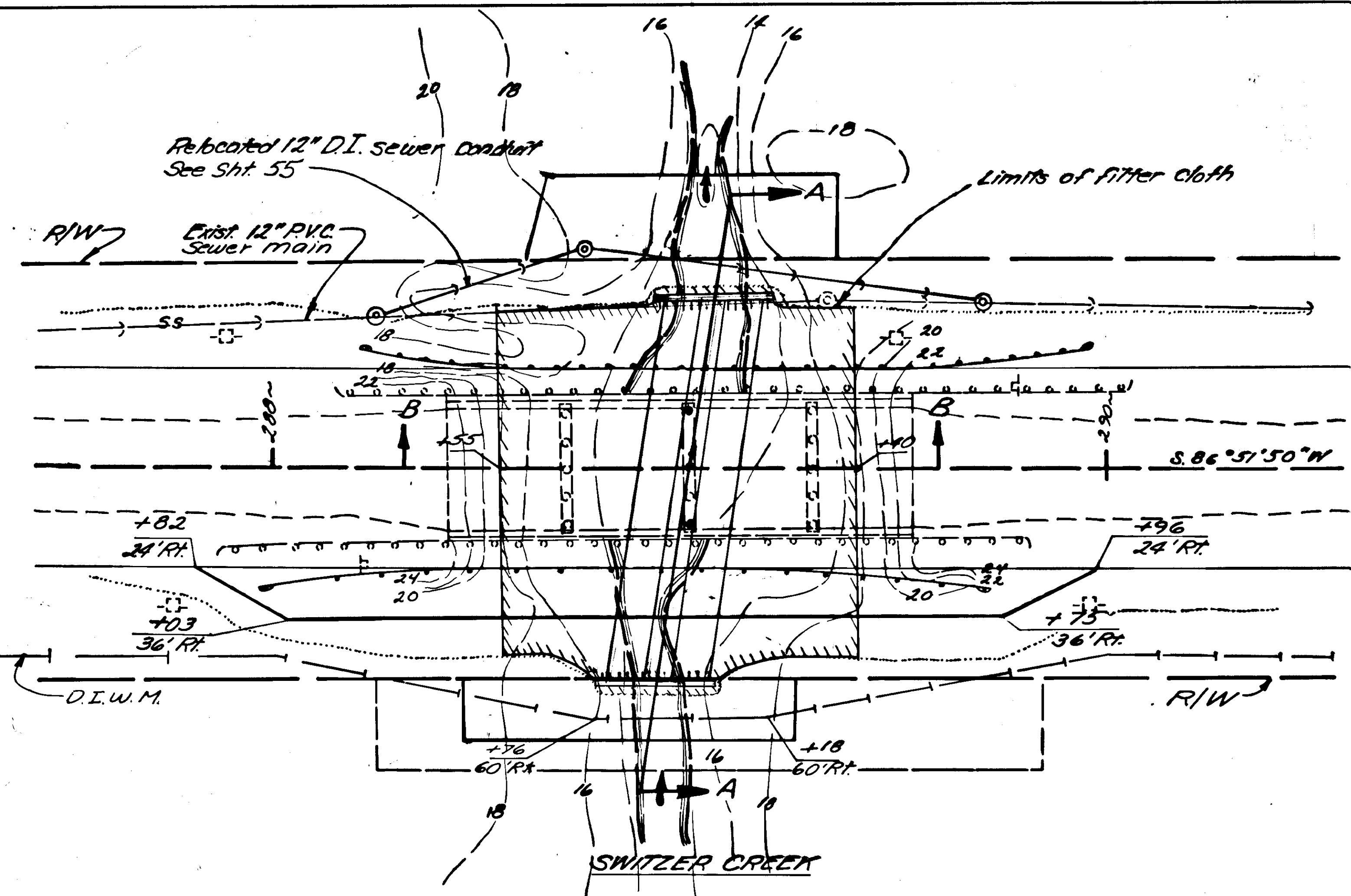


HYDRAULIC DATA		
Design Frequency (yrs)	50	100
Design Area (mi. 2)	0.70	0.70
Design Discharge (cfs)	468	518

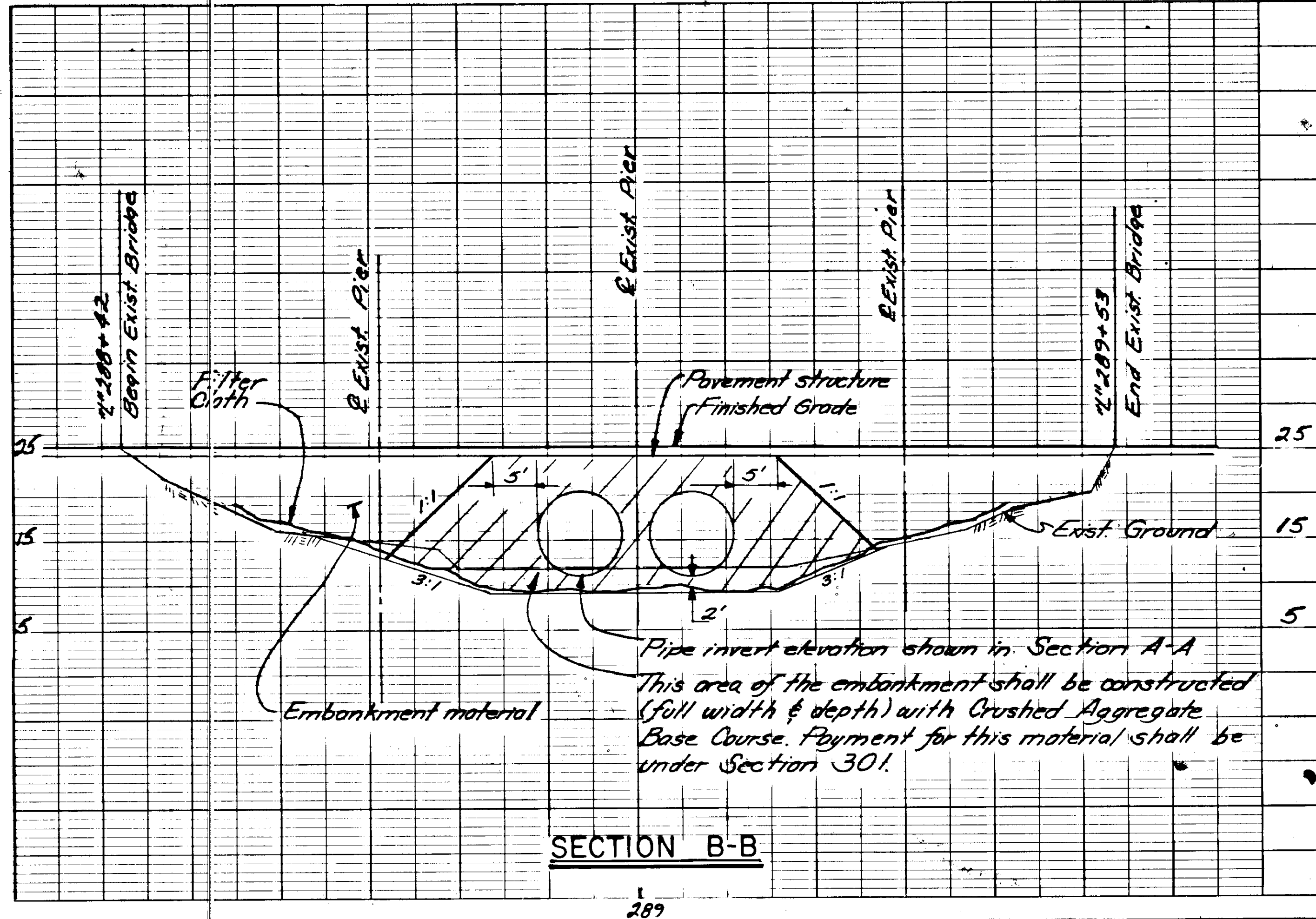
ESTIMATE OF QUANTITIES FOR TYPE I HEADWALLS	
ITEM	QUANTITY
Class A Concrete	11.9 c.y.
Rebar (FY=60 K.S.I.)	1398 lbs.
Structural Excavation	285 c.y.



RIPRAP PLACEMENT DETAIL



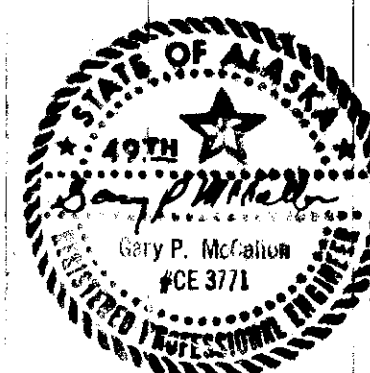
SECTION A-A



SECTION B-B

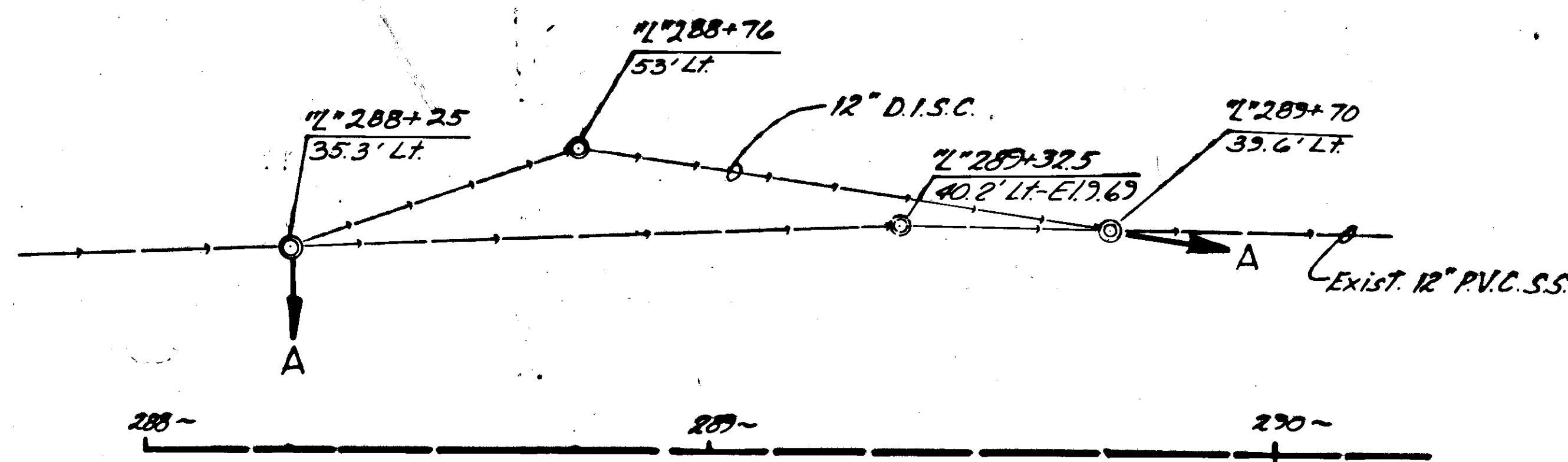
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	25	78

SWITZER CREEK SITE PLAN



NOTES-

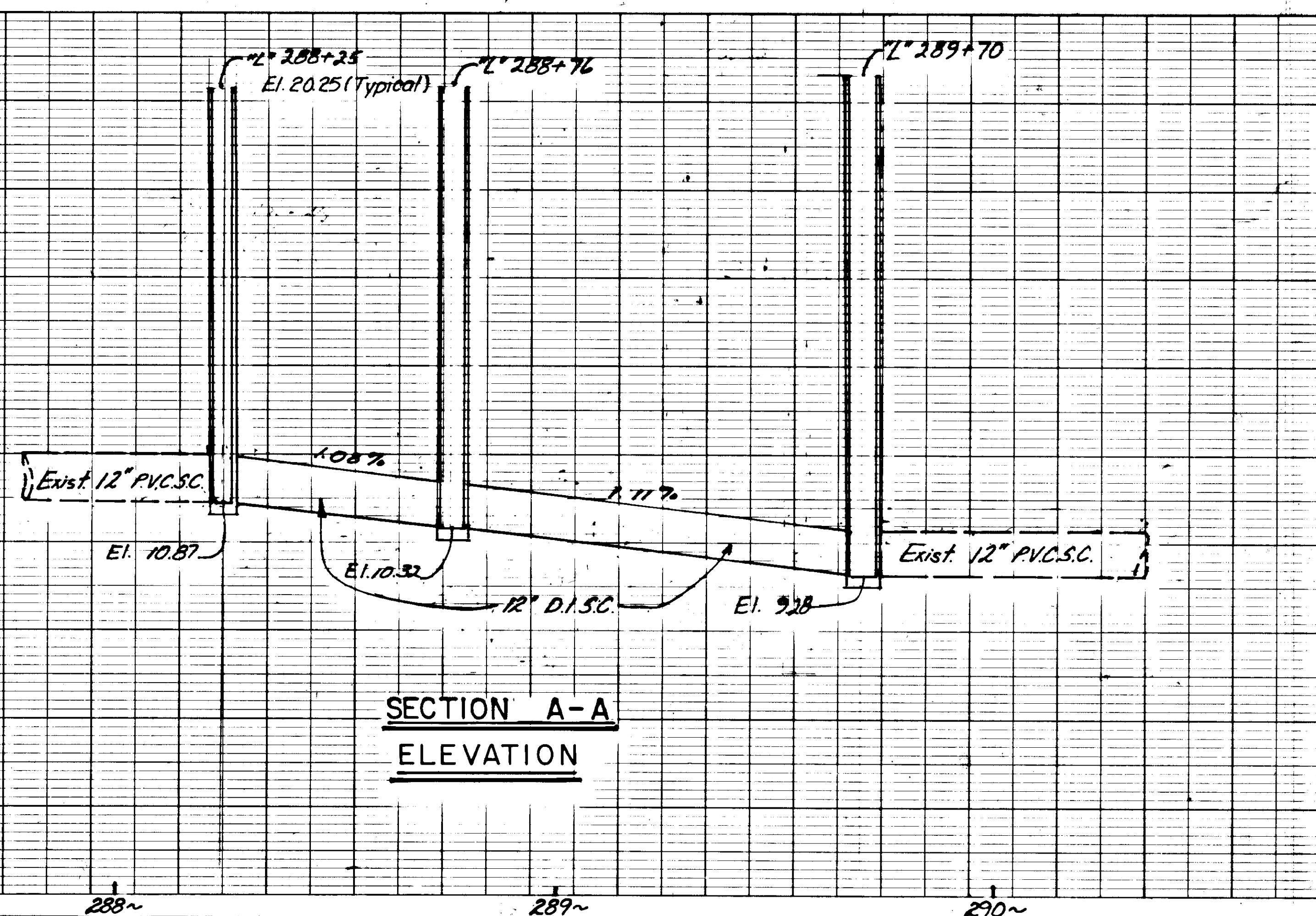
- Partial As-Built plans of the existing Switzer Creek Bridge (Bridge No. 733) are available for review in the office of the Bridge Design Engineer during regular working hours. The Bridge Design Office is located in the Supportive Services Building at 7 mi. Glacier Highway.
- All construction activities in & around Switzer Creek shall be conducted so that turbidity & siltation are held to an absolute minimum.
- Construction activities required below Elev. 15.5 shall be conducted so that tidal influence on these activities is held to an absolute minimum.
- The Type I Headwalls shall be constructed parallel to the E & as detailed on Standard Drawing D-30.01 for a structural plate pipe of equal diameter.
- The substructure of the existing bridge shall be removed as follows:
 - All pier piles shall be removed to the existing ground line.
 - The existing abutments shall be removed to 4' below the finished grade.
- "L" 288+97.7, install 2-108"x94" pipes, skewed 9°00' Lt. And Both ends of the pipes shall be step-beveled on the given skew angle for a 1 1/2:1 slope. The Contractor shall supply these pipes in either 10 ga. pipe or 8 ga. structural plate pipe of corrugated steel.
- The bedding material for each of these pipes shall be shaped to the following vertical curve, so that the pipes may be cambered prior to beginning placement of any backfill material or embankment material required between the existing bridge abutments. VPC=Sta 10+00 (Outlet or Inlet end of pipe), elev. 11.0; V.P.I.=Sta 10+47 (5' Rt. of "L" E) elev. 11.8; V.P.T.=Sta 10+90, Elev. 11.0.
- Once the filter fabric has been placed no construction equipment shall be allowed to operate over the fabric until a 2' layer of material is placed over the fabric.
- All bedding, backfill & embankment material required between "L" 288+42 & "L" 289+53 shall be placed in 6" layers, full width, & compacted per Sections 203 & 205 of the Standard Specifications.
- No traffic or construction equipment shall be allowed to cross over the 108" pipes until placement of backfill material and/or embankment material meets the minimum height of cover requirements recommended by the manufacturer.
- Payment for the Type I Headwalls, all structural excavation for the headwalls & the 108"x94" pipes shall be considered incidental to Item 603 (1-108).
- Switzer Creek shall remain free-flowing at all times.
 - The relocated sewer conduit, the required water conduit between "L" 286+50 & "L" 291+00 and the Type I Headwalls shall be installed & accepted for service prior to beginning installation of the 108"x94" pipes.
 - Both 108"x94" pipes shall be installed at the same time & water may not flow freely through either pipe until placement of the crushed aggregate base coarse bedding is complete.
 - Any temporary relocation of Switzer Creek or the construction of temporary dikes to elev. 18.0 shall be completed within the existing bridge & right-of-way limits.
 - No impoundment of water above elev. 18.0 shall be permitted.
 - Release of impounded water shall be done in the presence of, and as directed, by the engineer.

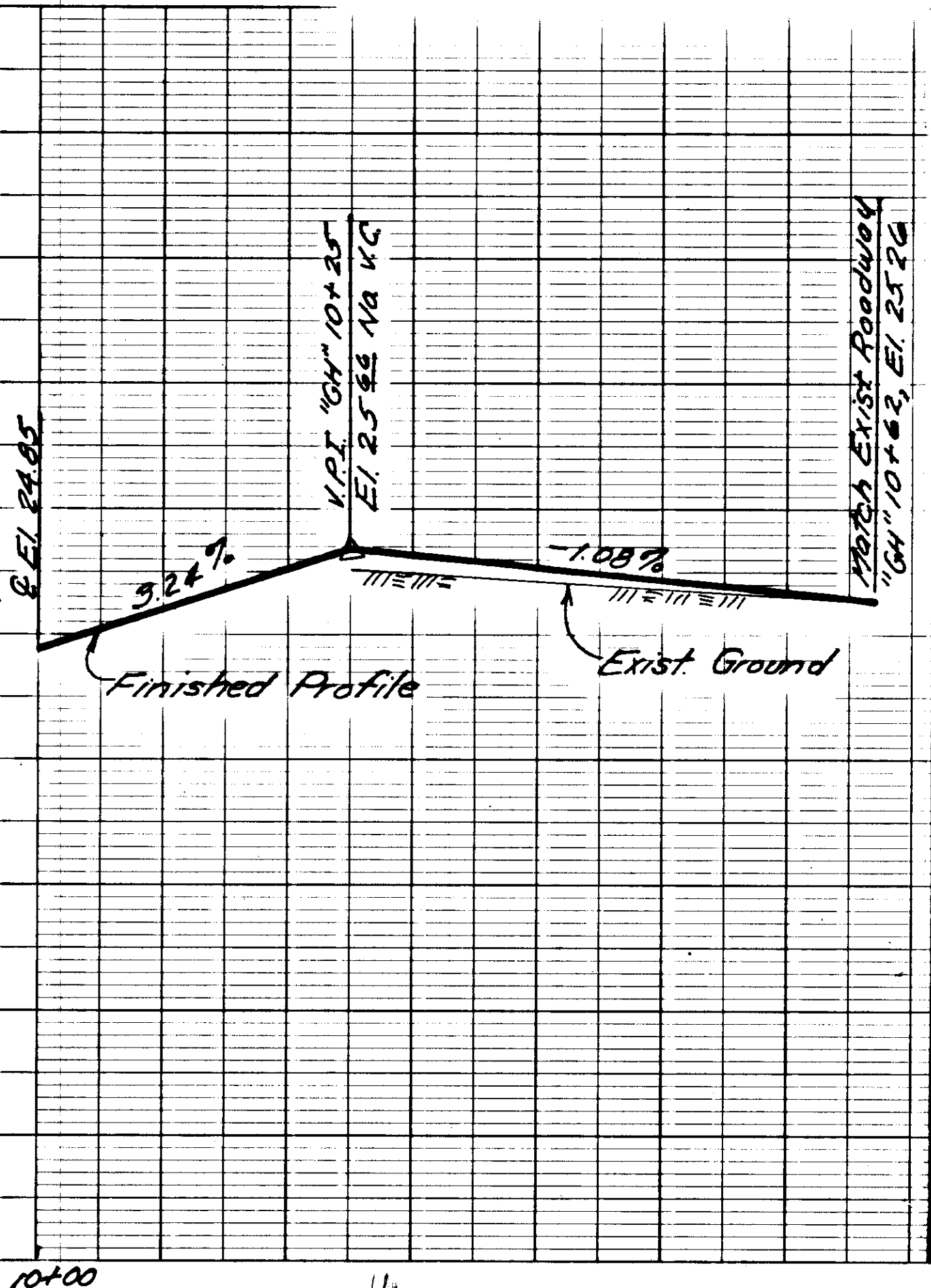
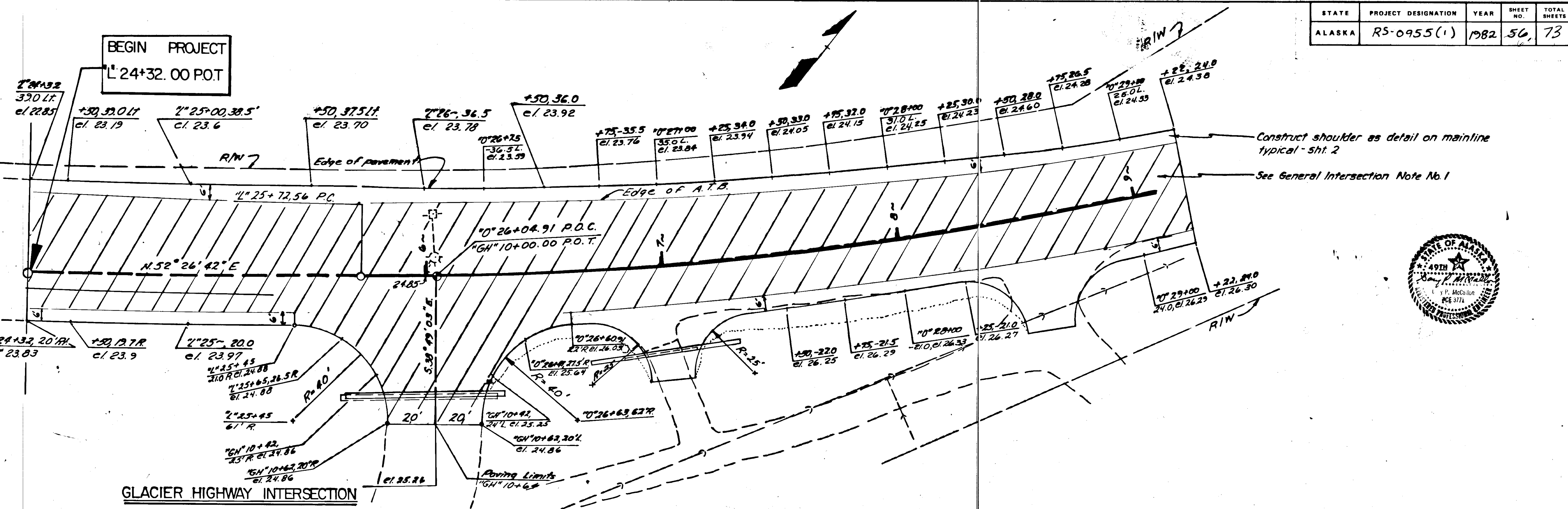


NOTE-

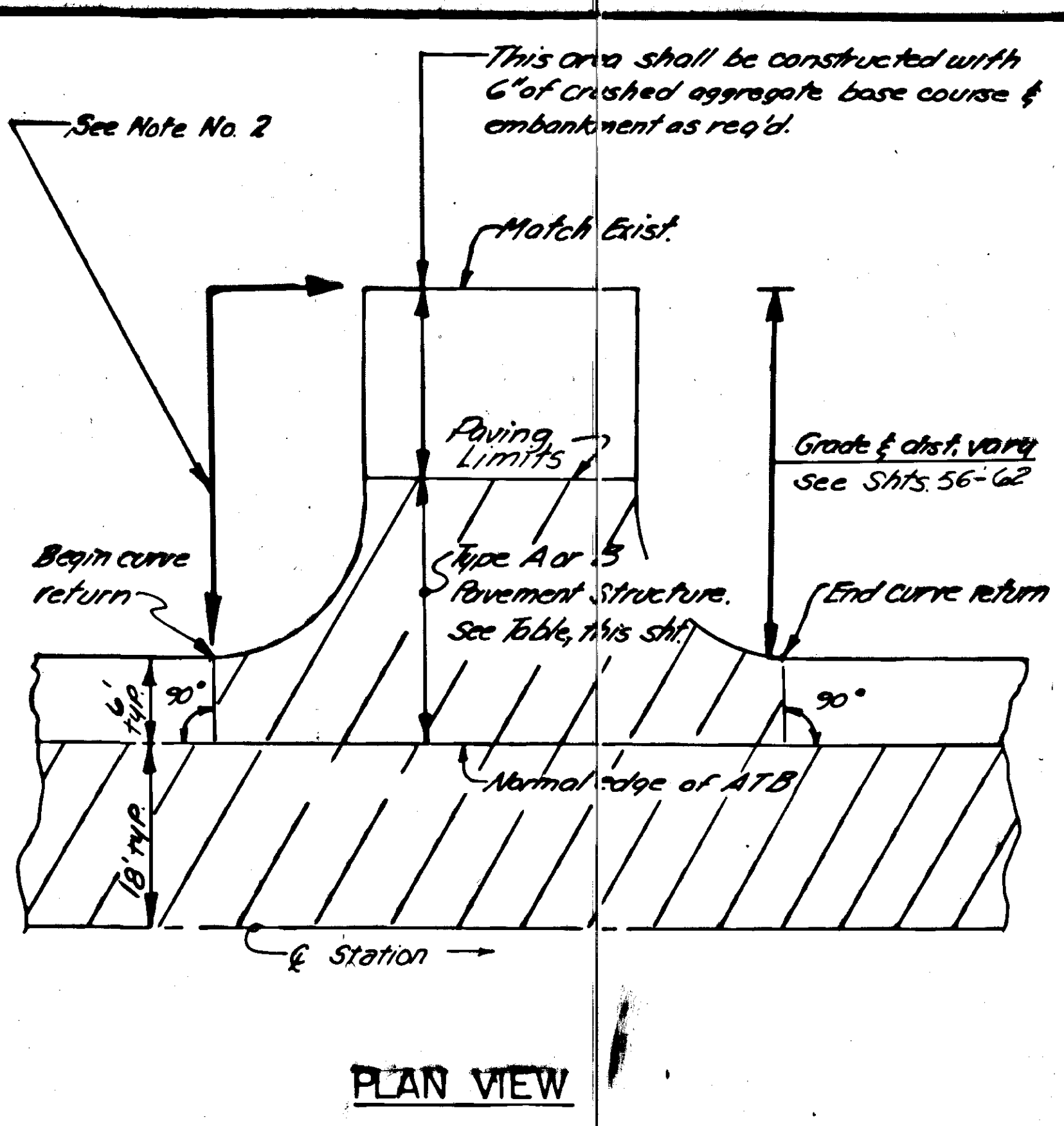
After the relocated sewer line has been accepted for service, sections of the existing 12" P.V.C. S.C. & manholes between "L" 288+25 & "L" 289+10 not requiring removal due to other items of work may be abandoned in place.

PLAN



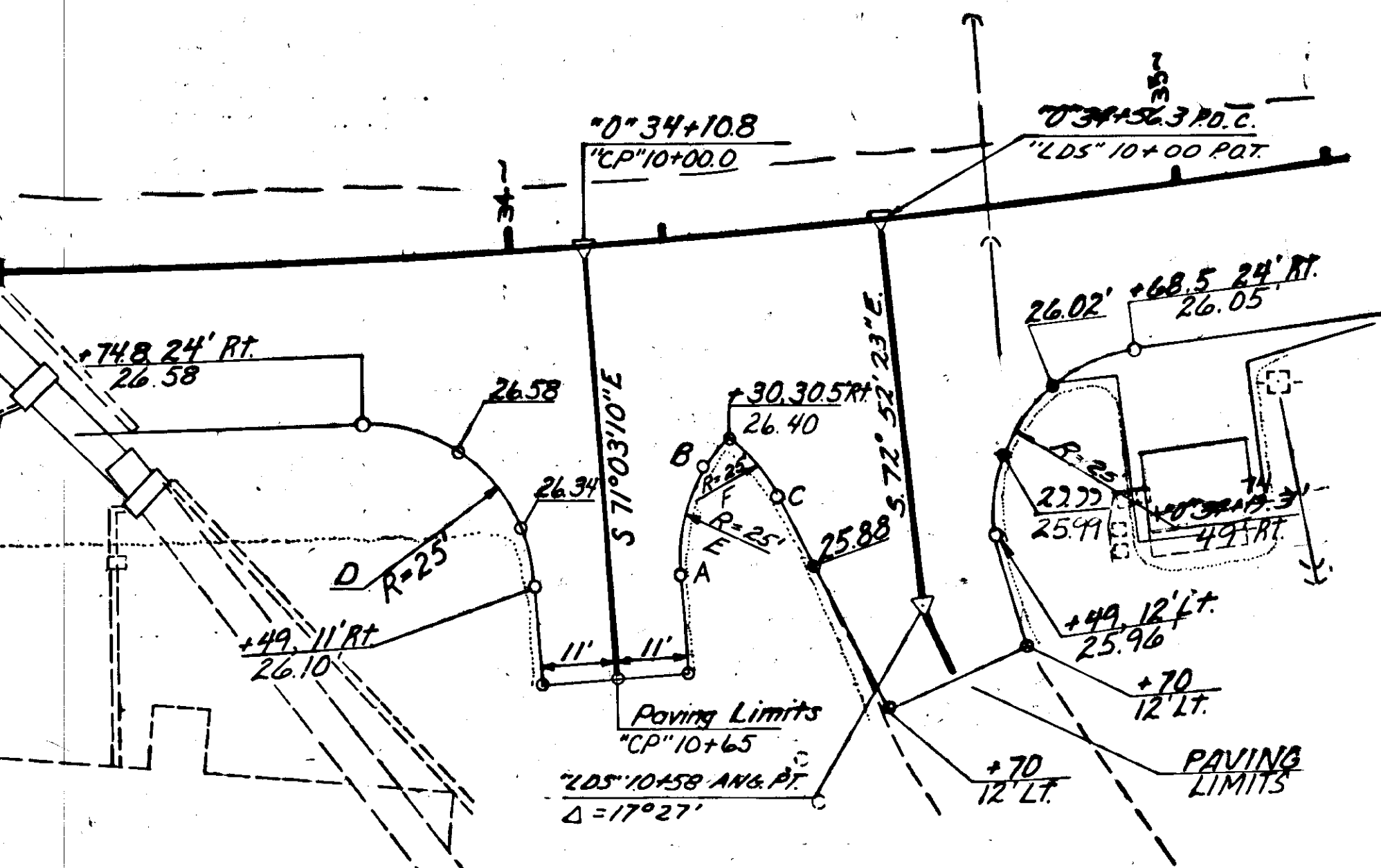


INTERSECTION PAVEMENT STRUCTURE SUMMARY			
STATION	TYPE A PAVEMENT STRUCTURE	TYPE B PAVEMENT STRUCTURE	REMARKS
24+32.00 P.O.T.	X		SEE DETAIL THIS SHEET FOR LIMITS
25+00.00 P.C.		X	SEE NOTES 1 & 2
26+04.91 P.O.C.		X	
26+10.00 P.O.T.		X	
26+20.00 P.C.		X	
26+30.00 P.O.C.		X	
26+40.00 P.O.T.		X	
26+50.00 P.C.		X	
26+60.00 P.O.C.		X	
26+70.00 P.O.T.		X	
26+80.00 P.C.		X	
26+90.00 P.O.C.		X	
27+00.00 P.O.T.		X	
27+10.00 P.C.		X	
27+20.00 P.O.C.		X	
27+30.00 P.O.T.		X	
27+40.00 P.C.		X	
27+50.00 P.O.C.		X	
27+60.00 P.O.T.		X	
27+70.00 P.C.		X	
27+80.00 P.O.C.		X	
27+90.00 P.O.T.		X	
28+00.00 P.C.		X	
28+10.00 P.O.C.		X	
28+20.00 P.O.T.		X	
28+30.00 P.C.		X	
28+40.00 P.O.C.		X	
28+50.00 P.O.T.		X	
28+60.00 P.C.		X	
28+70.00 P.O.C.		X	
28+80.00 P.O.T.		X	
28+90.00 P.C.		X	
29+00.00 P.O.C.		X	
29+10.00 P.O.T.		X	
29+20.00 P.C.		X	
29+30.00 P.O.C.		X	
29+40.00 P.O.T.		X	
29+50.00 P.C.		X	
29+60.00 P.O.C.		X	
29+70.00 P.O.T.		X	
29+80.00 P.C.		X	
29+90.00 P.O.C.		X	
30+00.00 P.O.T.		X	

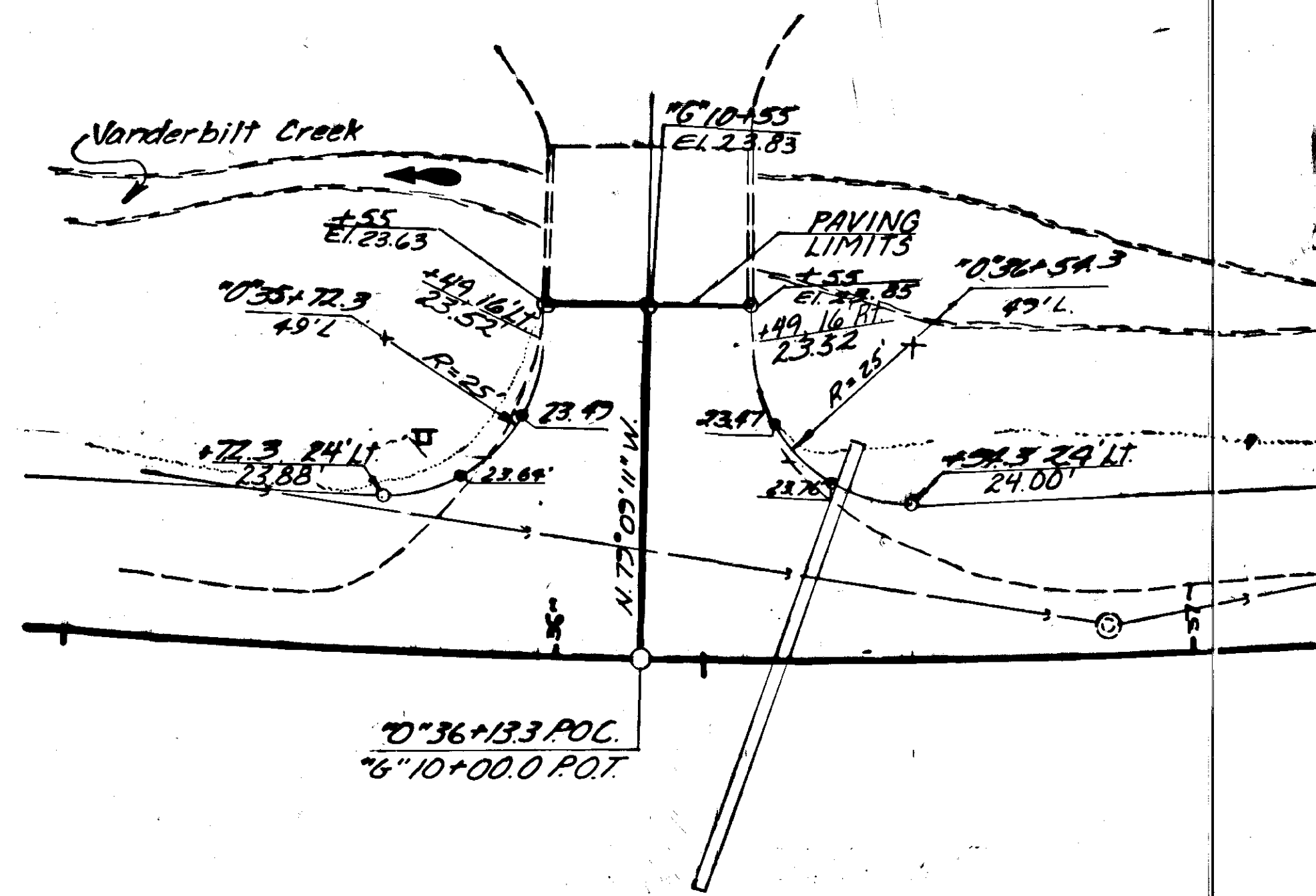


- GENERAL INTERSECTION NOTES—**
- Indicates areas of intersections to be constructed with a pavement structure consisting of prime coat, asphalt treated base course, tack coat and 1 1/2" of asphalt (Type A pavement structure). The remaining intersections shall be constructed with the pavement structure detailed for the outer limits of the mainline typical, (Type B Pavement Structure). See Intersection Detail, this sheet.
 - Fore & backslopes of all intersections shall be as shown on the mainline typical.

A="CP" 10+49, 11' LT; Elev. 26.10
 B=+10; 34' RT; Elev. 26.34
 C=+37.3; 32.8' RT; Elev. 26.30
 D=Radius Pt. @ "0" 33+76.3, 49' RT.
 E=Radius Pt. @ "0" 34+46.8, 49' RT.
 F=Radius Pt. @ "0" 34+14, 49' RT.



APPROACH TO CHINESE PALACE &
 APPROACH TO L.D.S. CHURCH

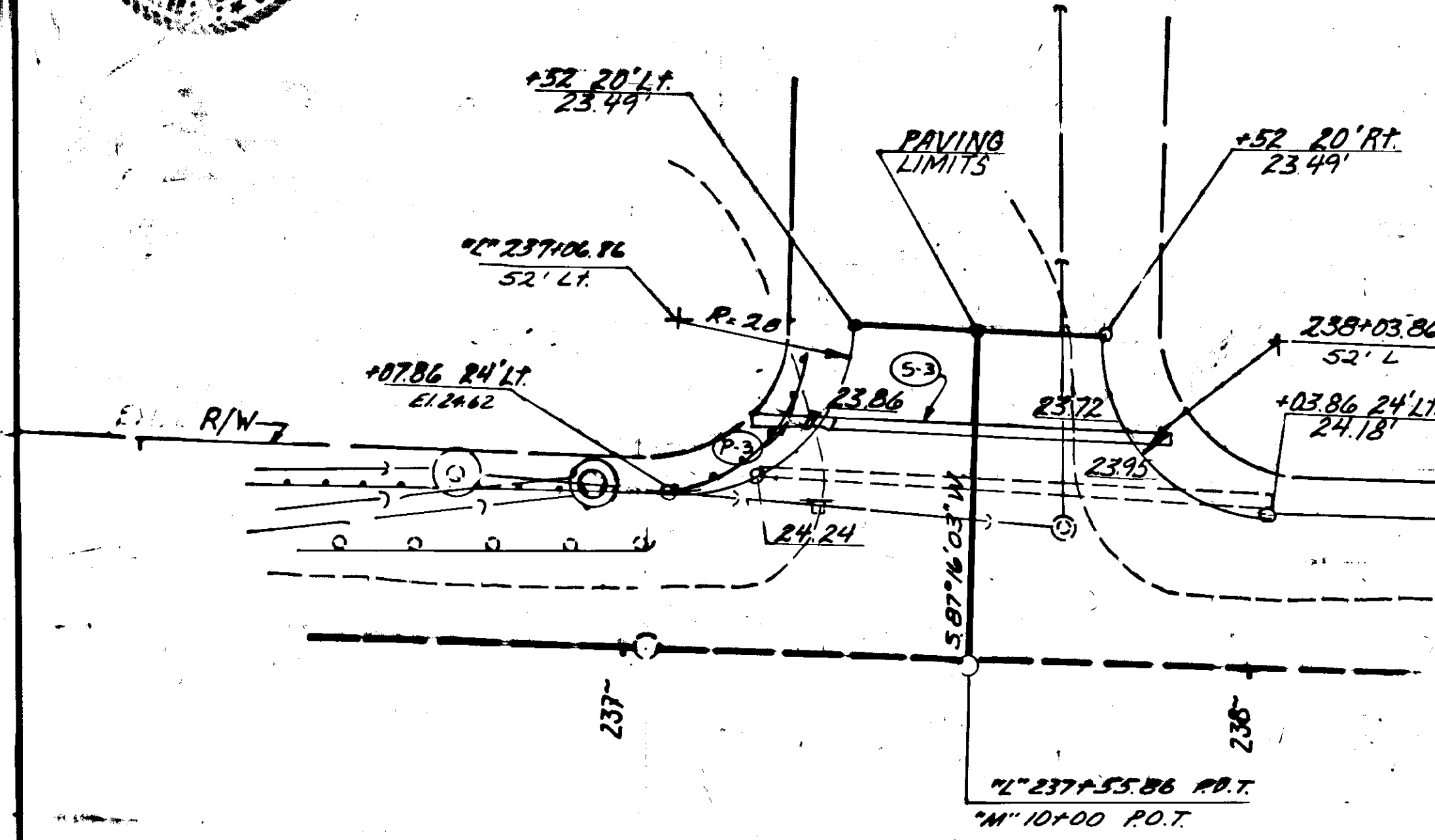


GAS-N-GO

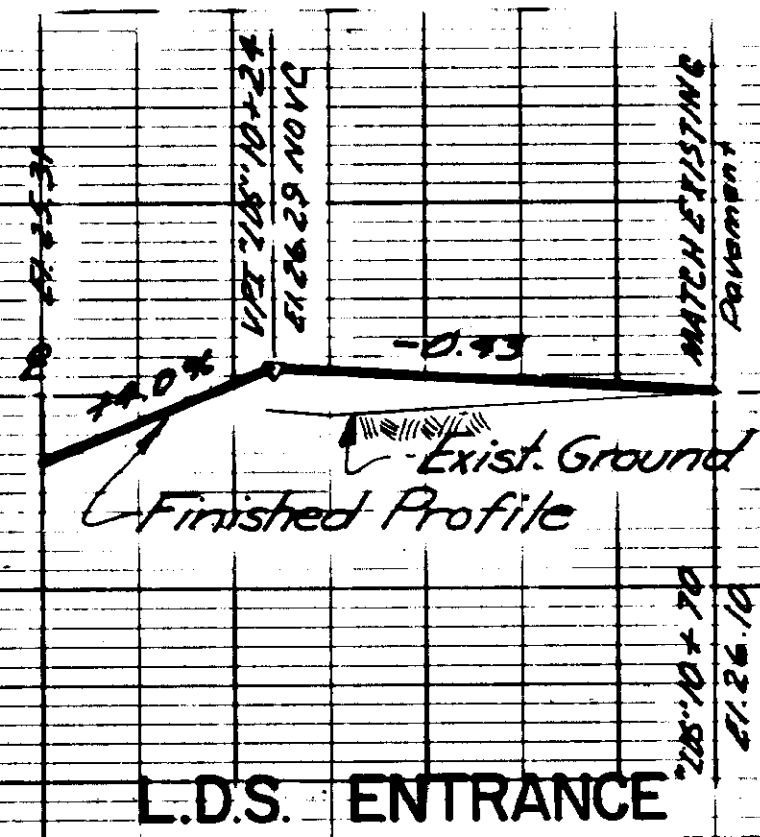


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	57	73

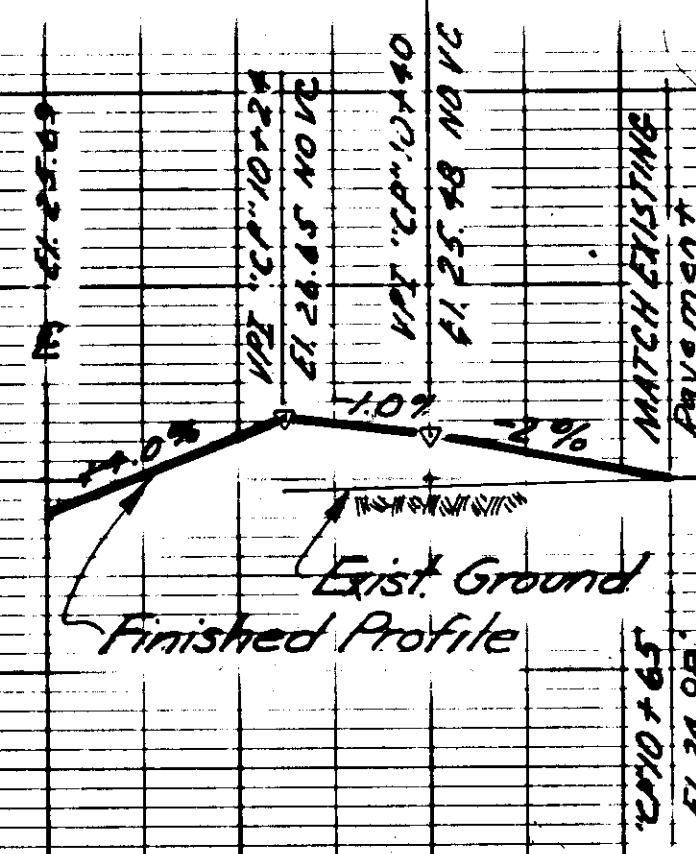
INTERSECTION DETAILS
 EXIST. R/W



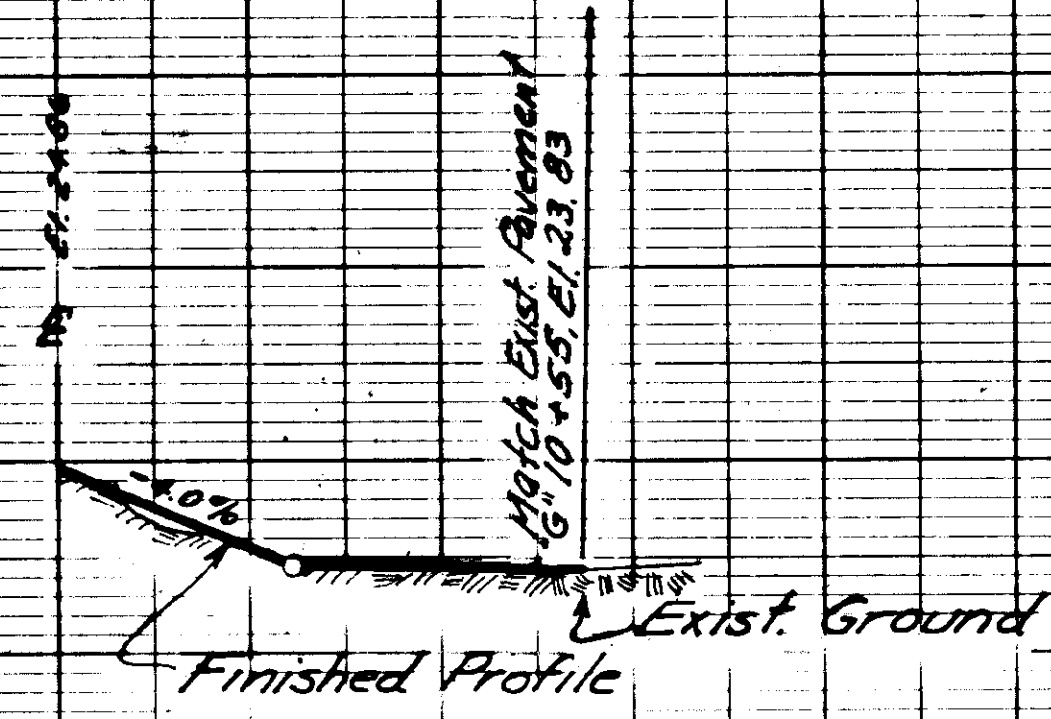
SHORT STREET



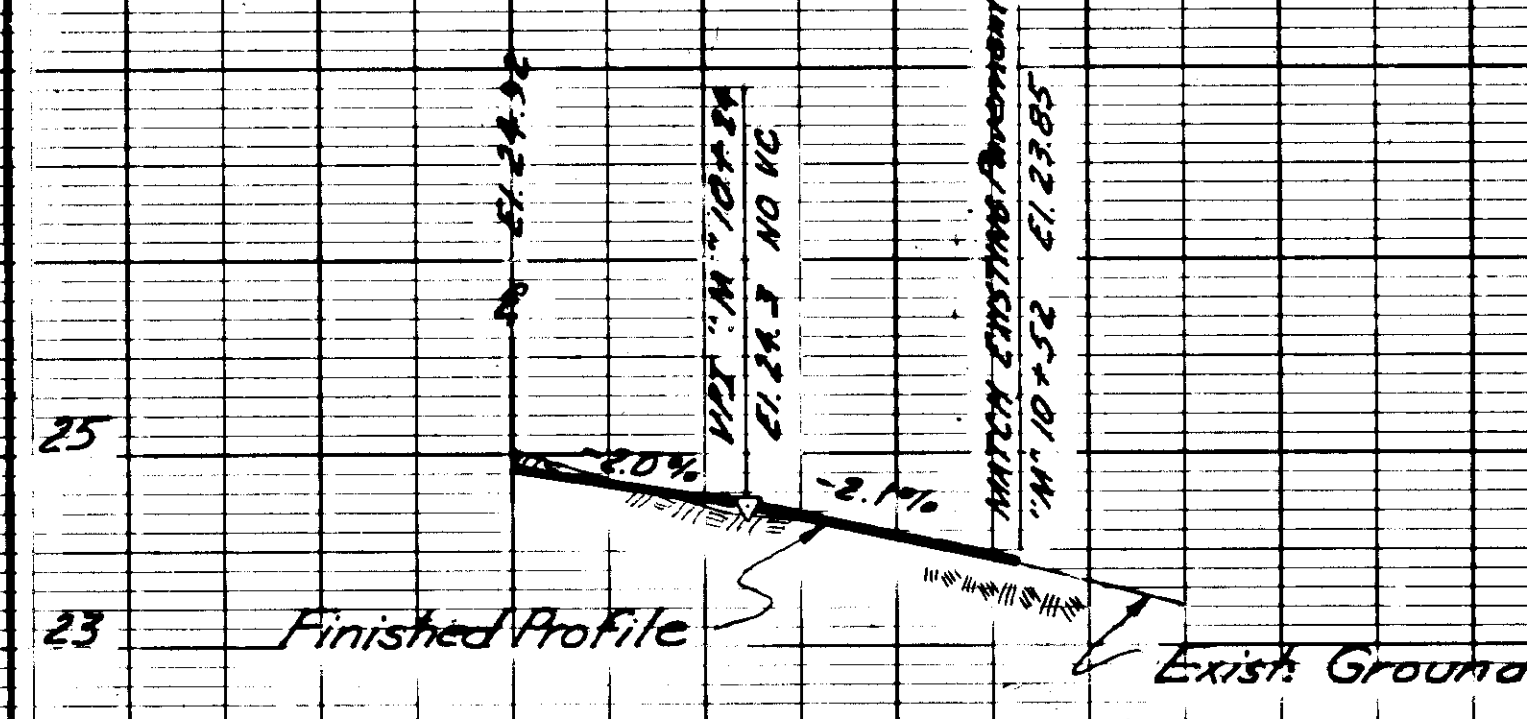
L.D.S. ENTRANCE



CHINESE PALACE

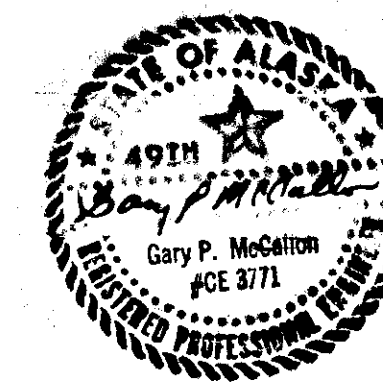


GAS-N-GO

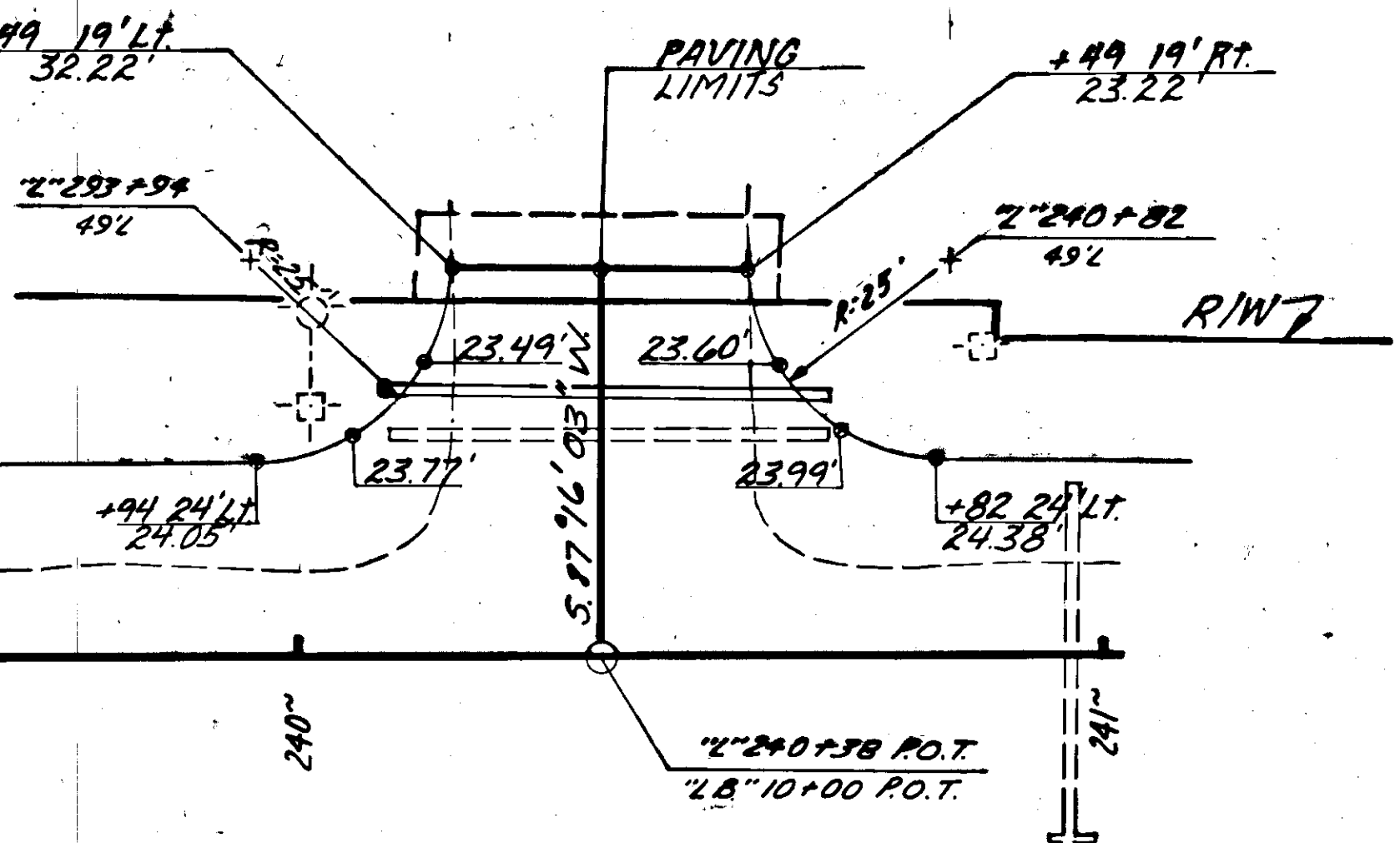
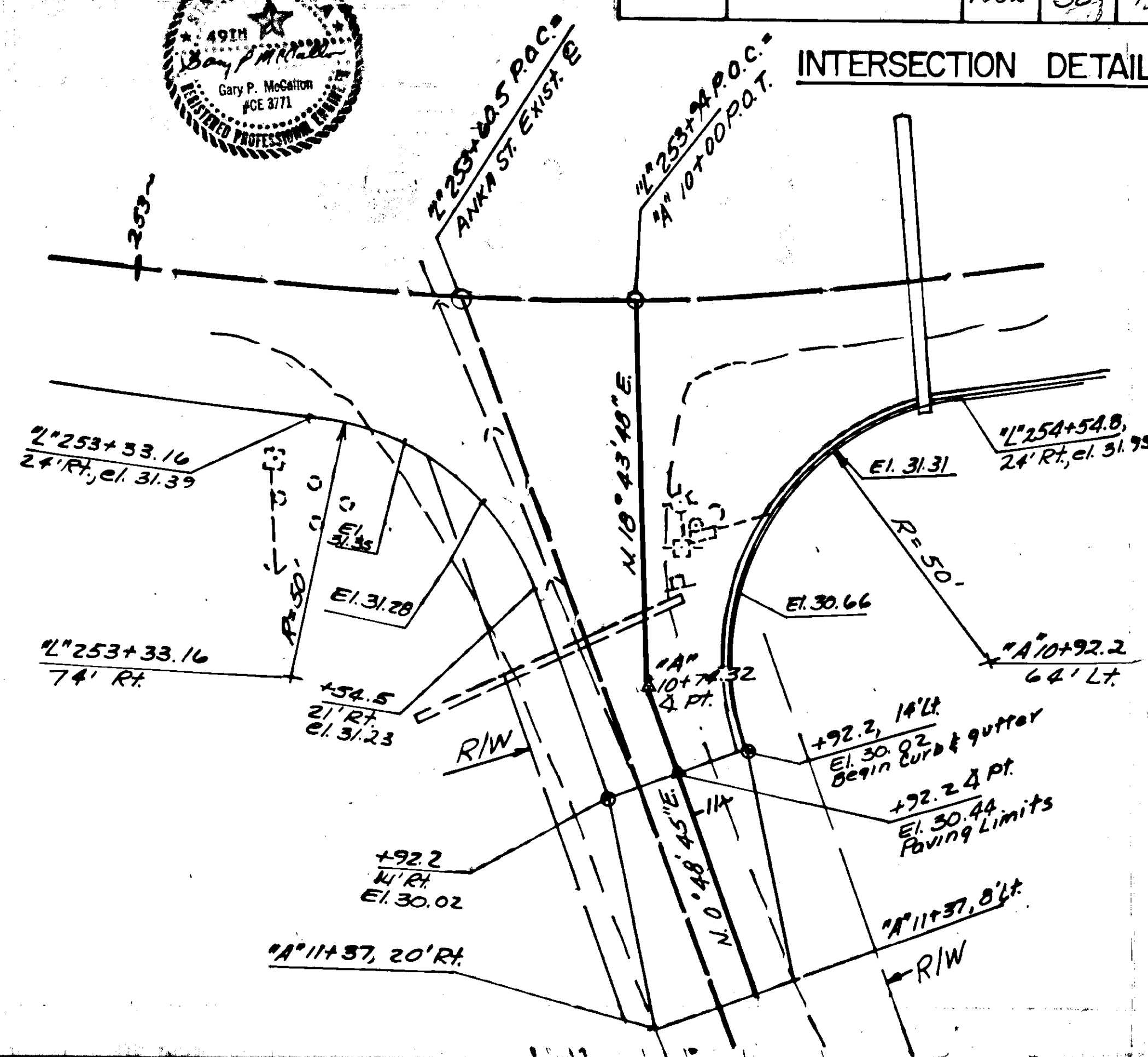


SHORT STREET

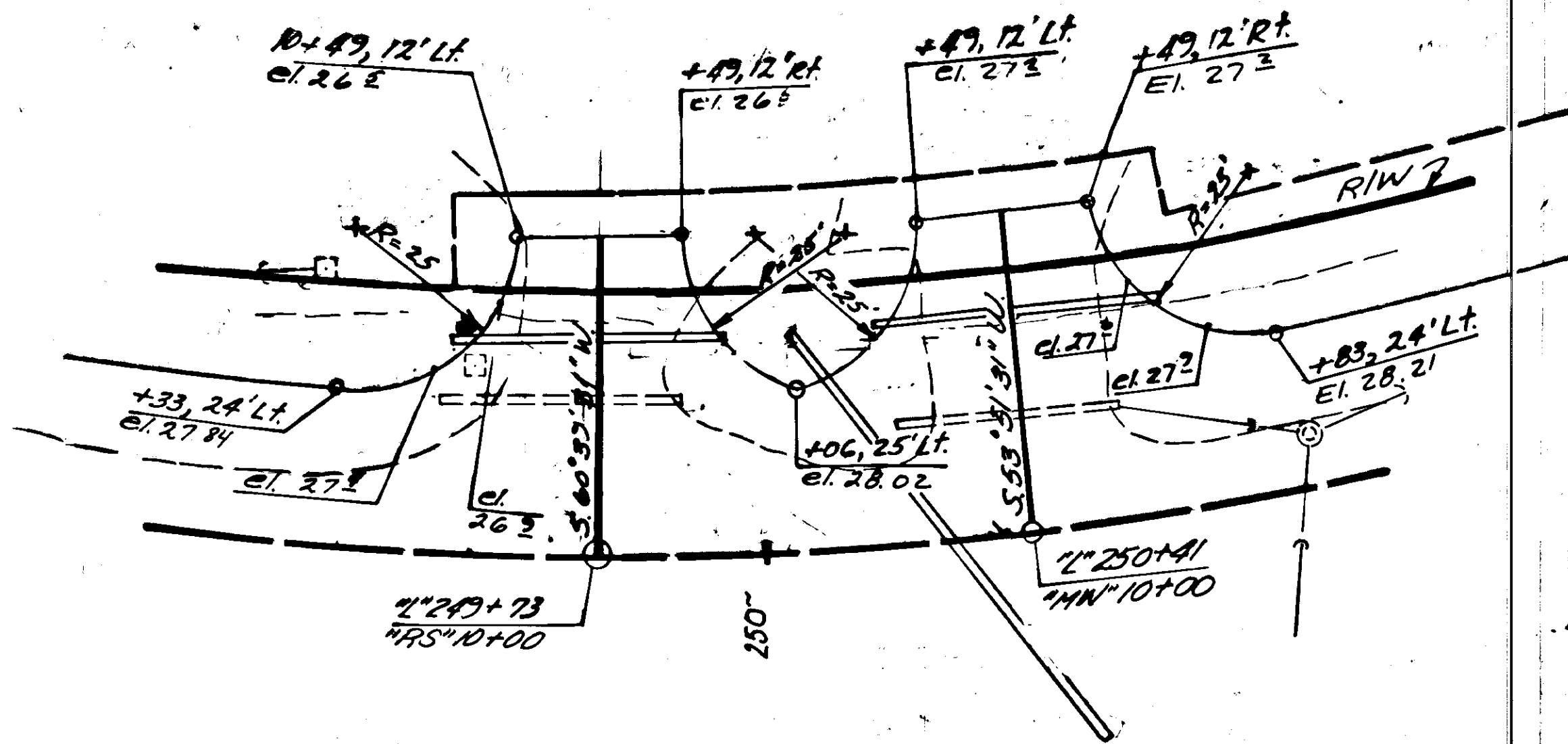
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	58	73



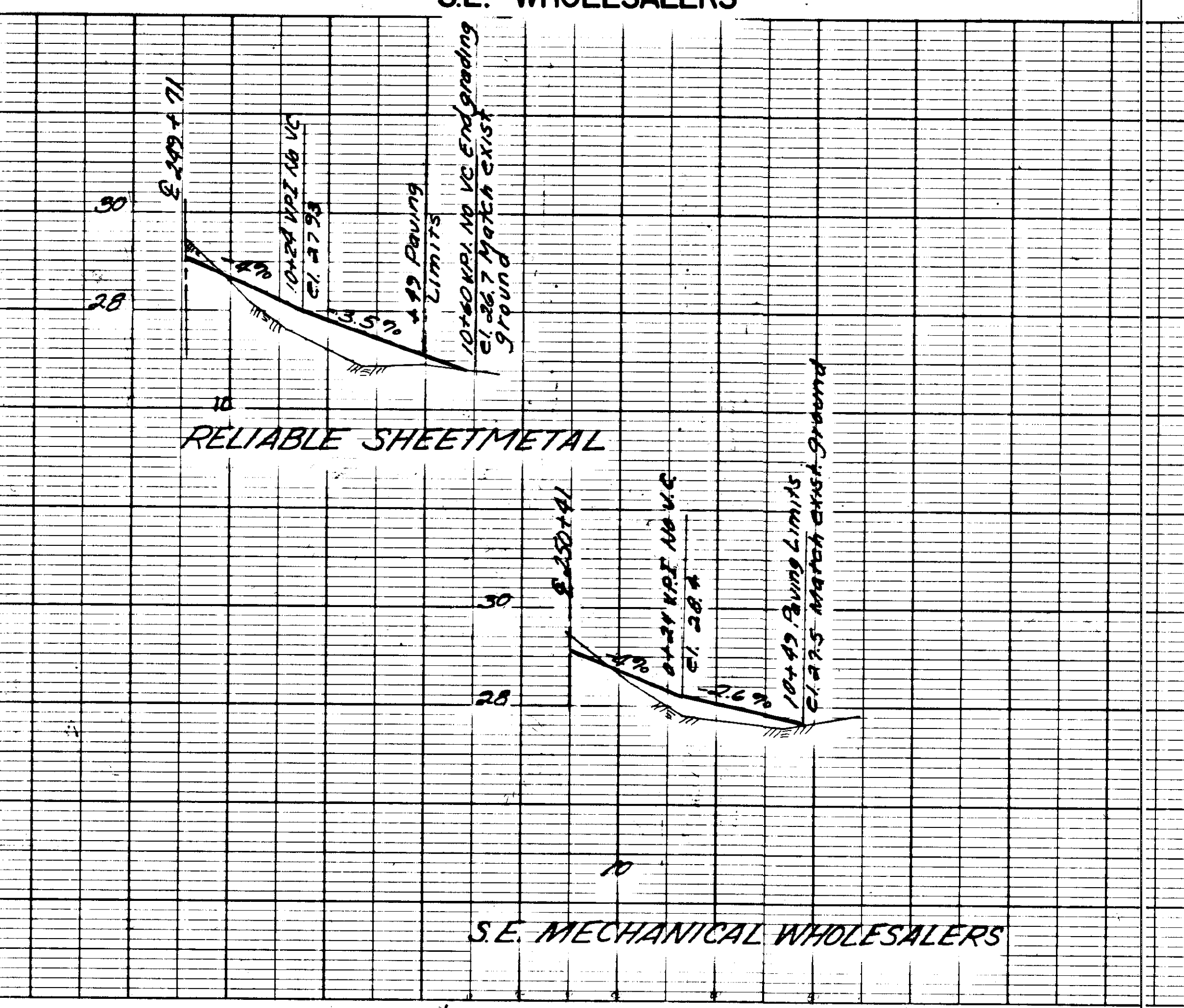
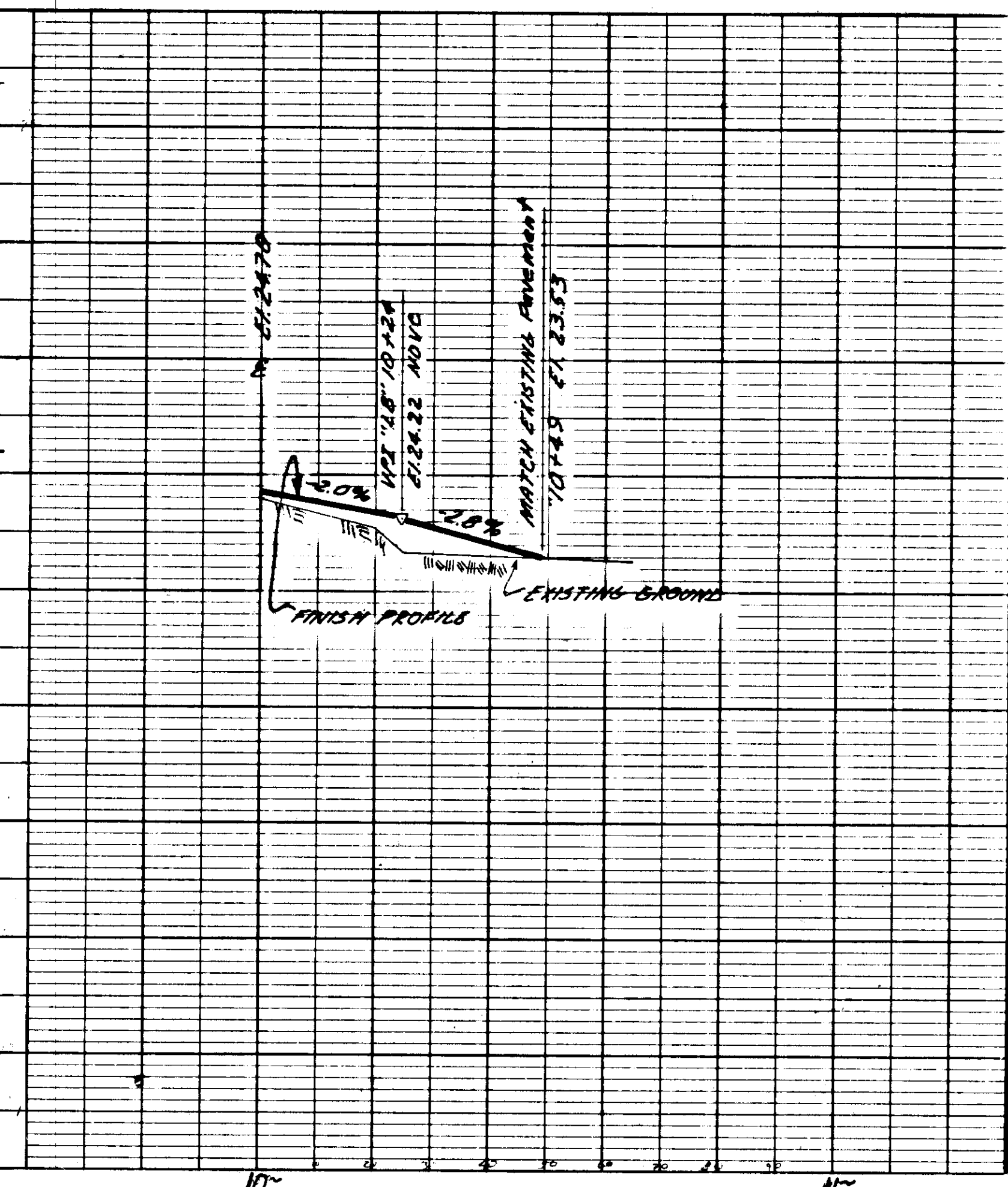
INTERSECTION DETAILS



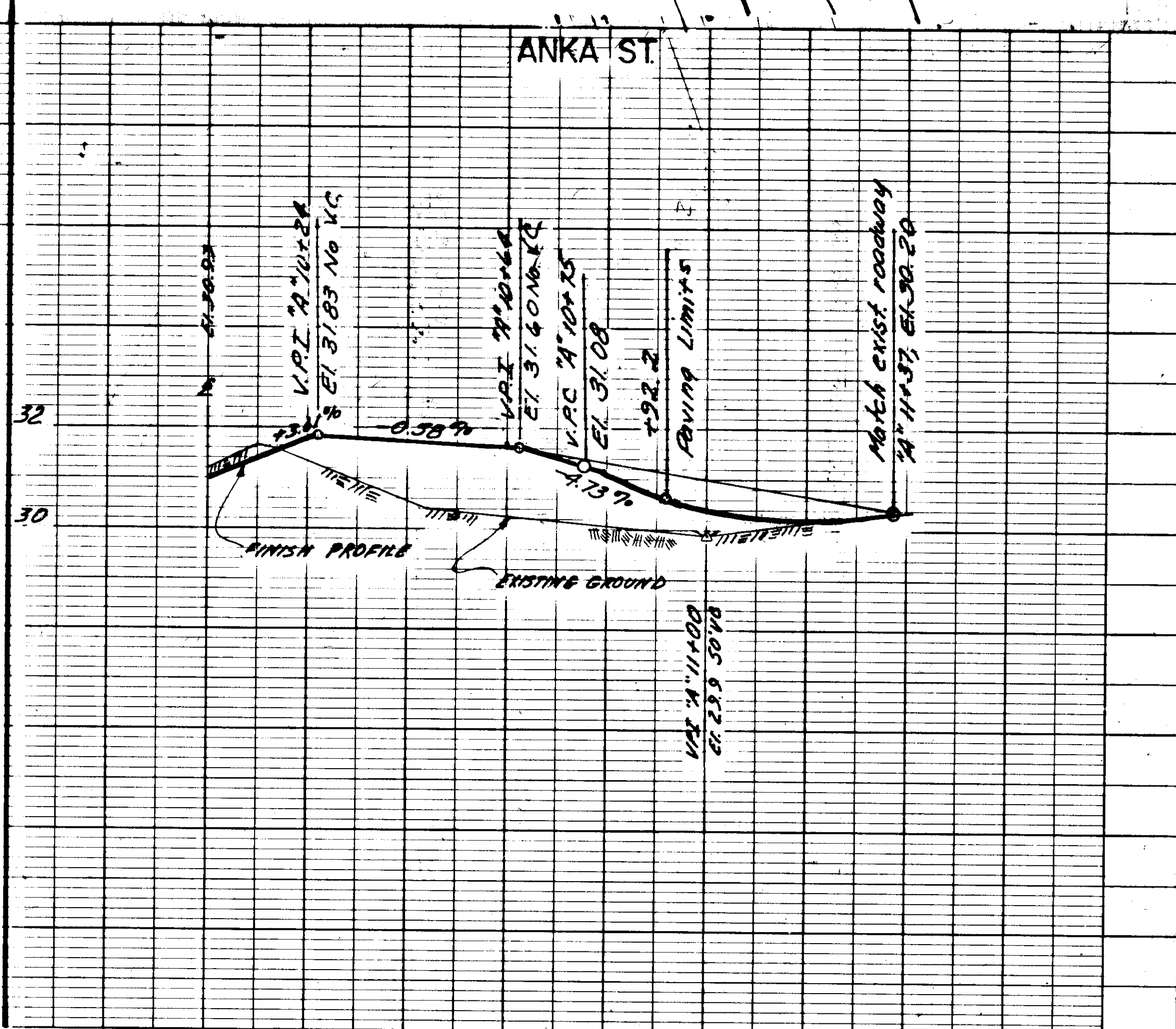
ENTRANCE TO LIQUOR BARREL



ENTRANCE TO RELIABLE SHEETMETAL & S.E. WHOLESALERS

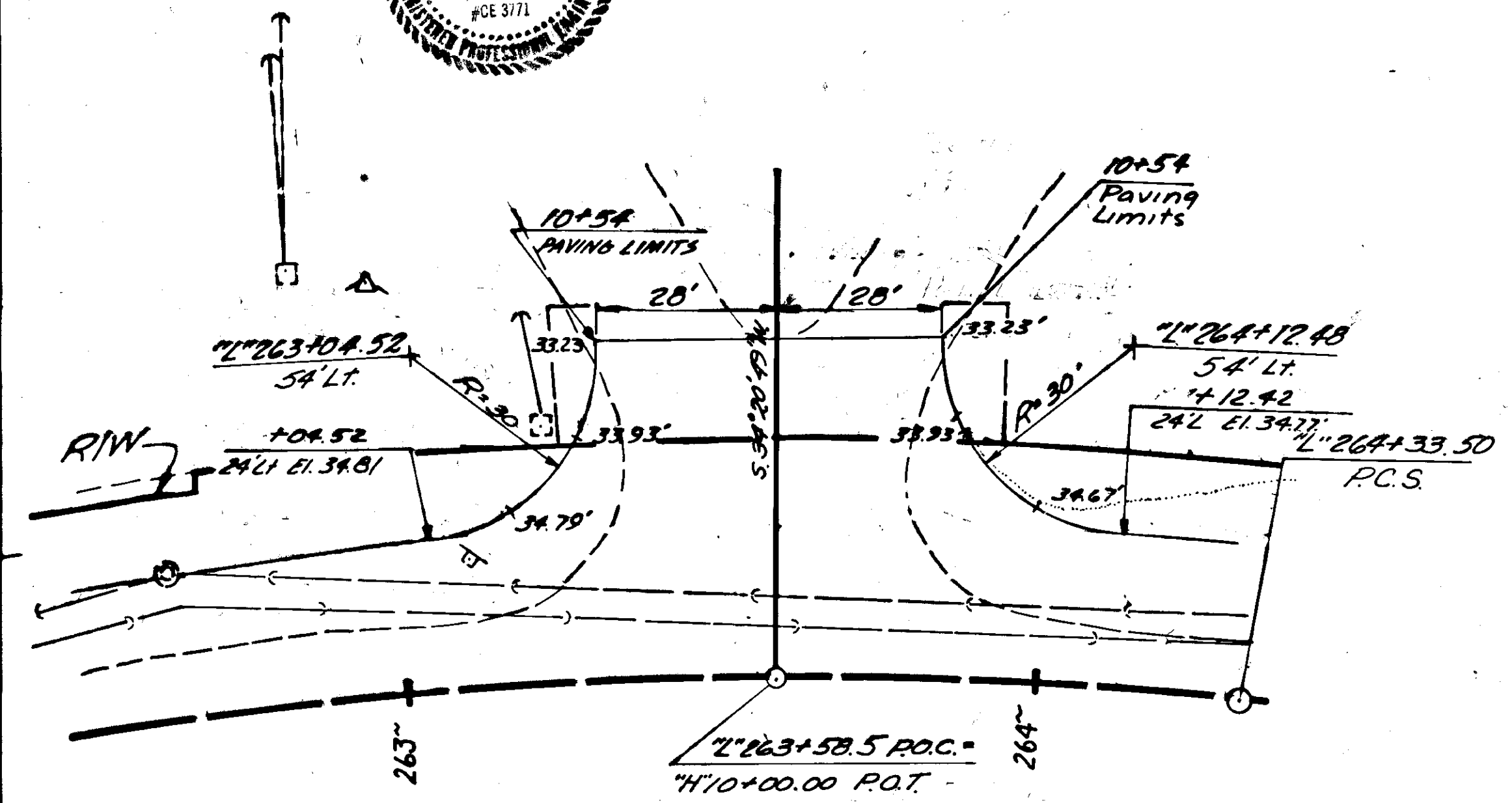
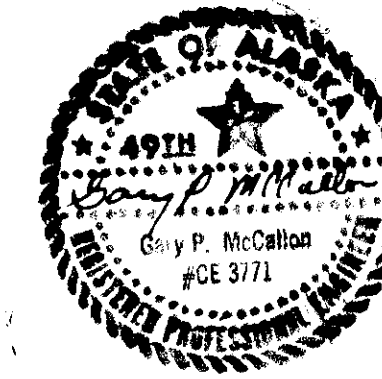


S.E. MECHANICAL WHOLESALERS

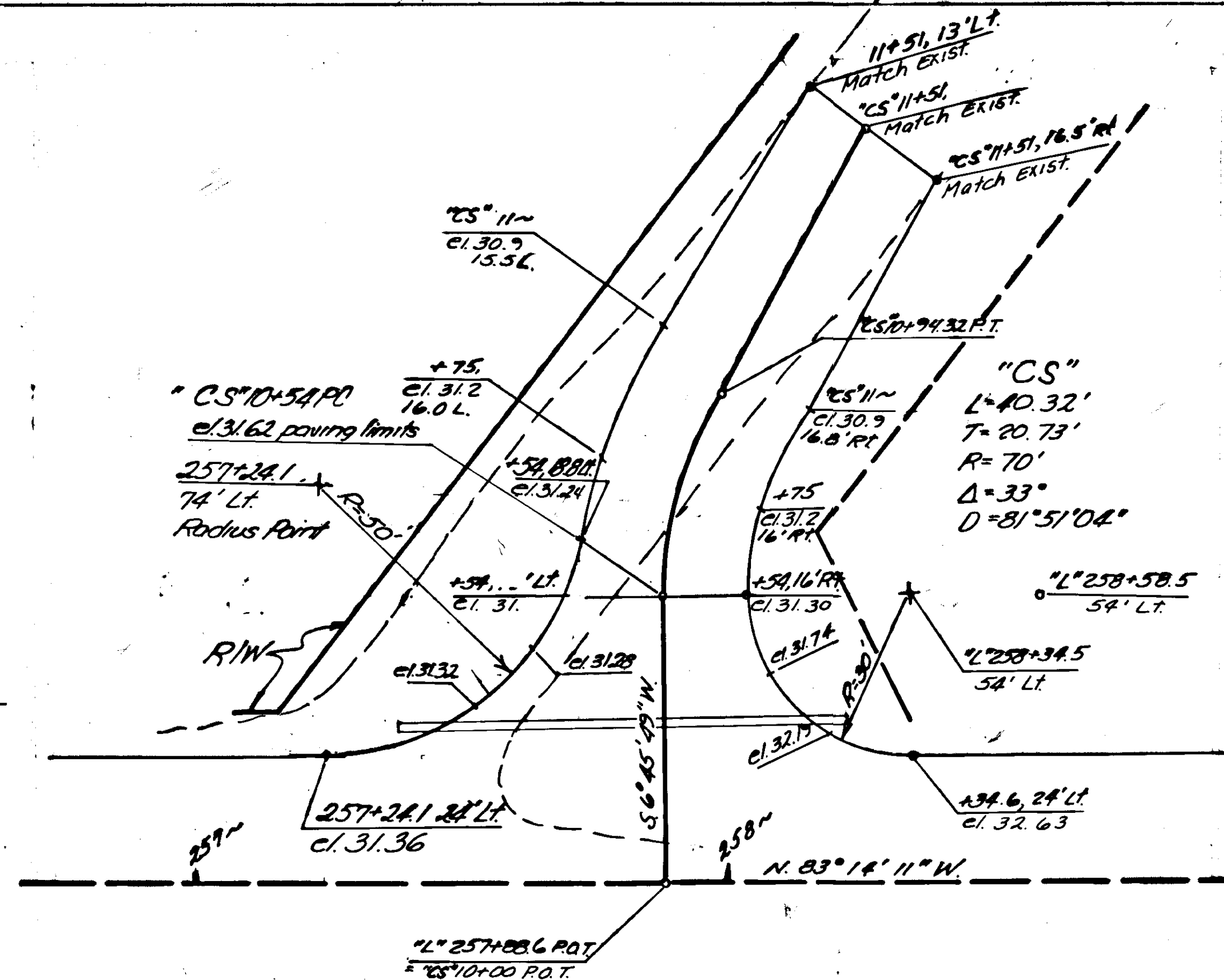


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955 (1)	1982	59	73

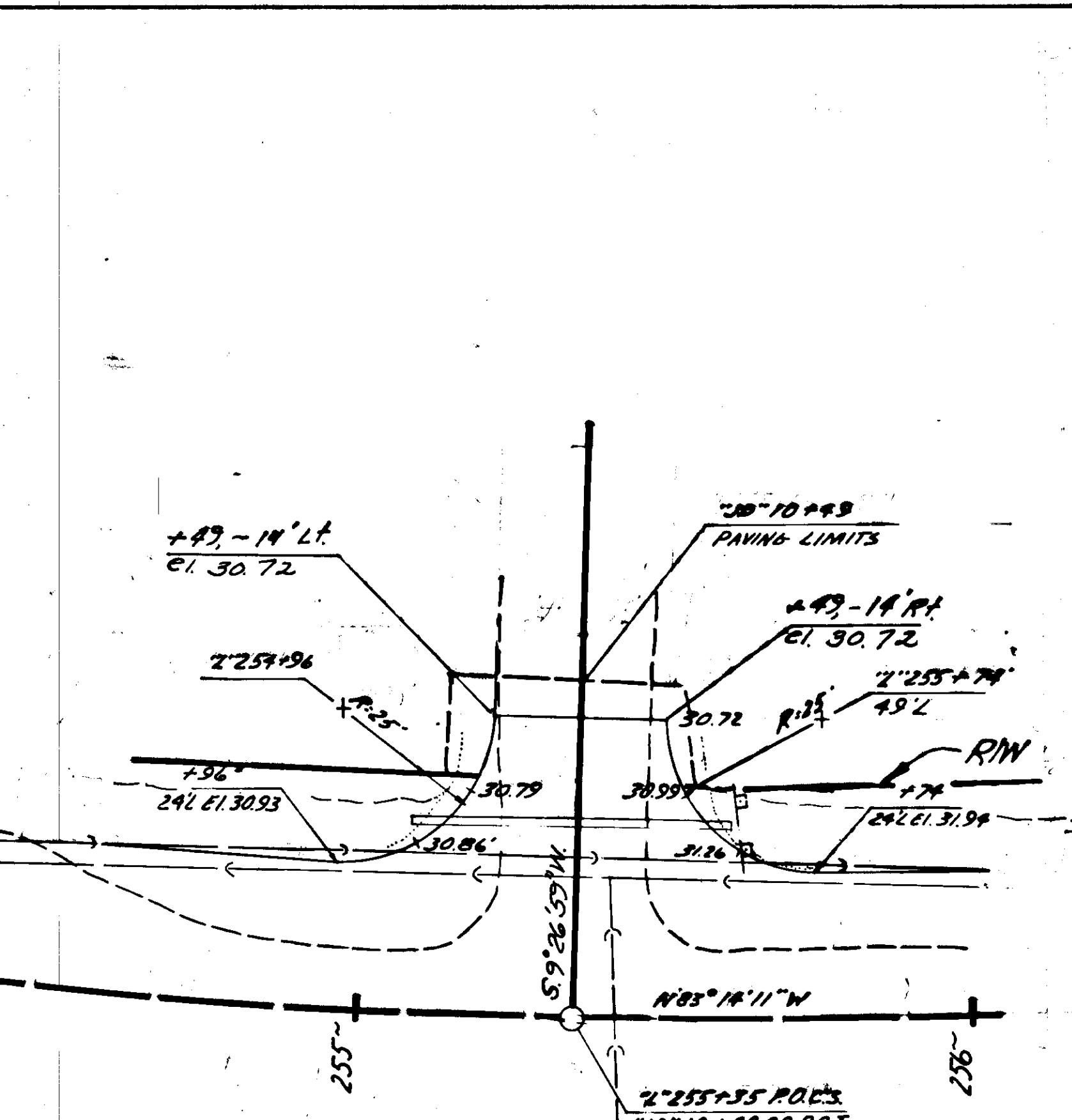
INTERSECTION DETAILS



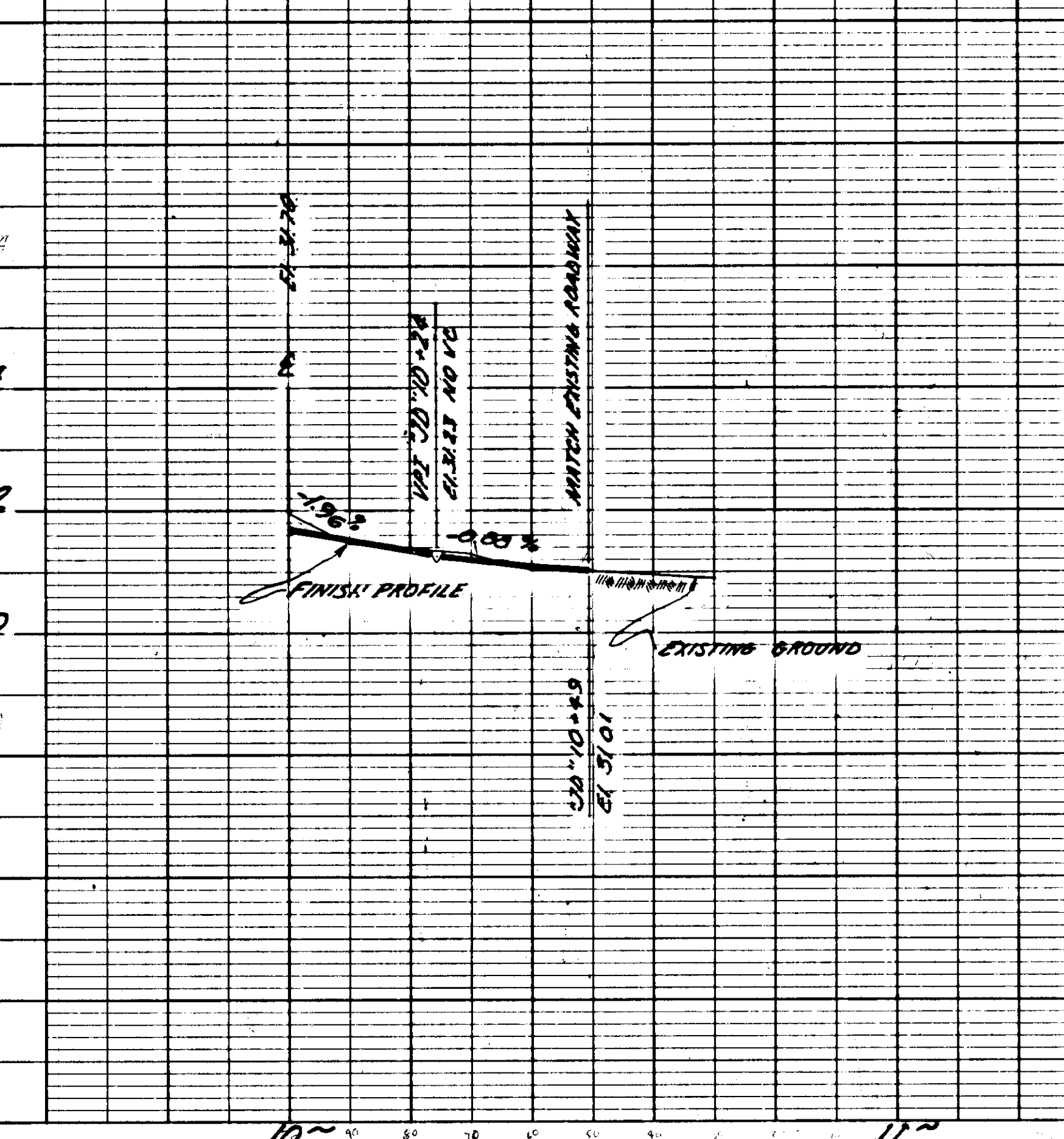
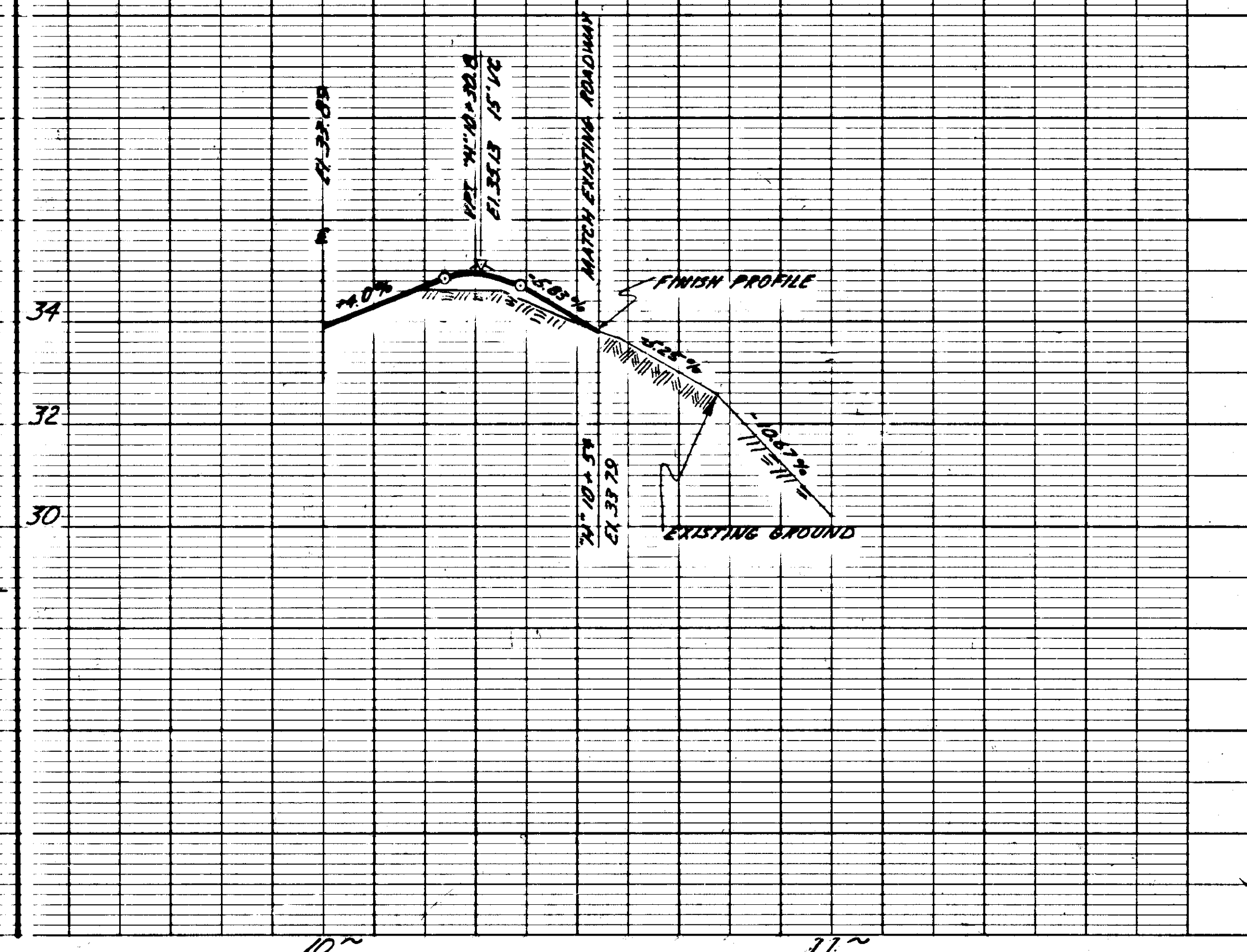
ENTRANCE TO HILDRE SAND & GRAVEL



DUMP ROAD
(CHANNEL SANITATION)

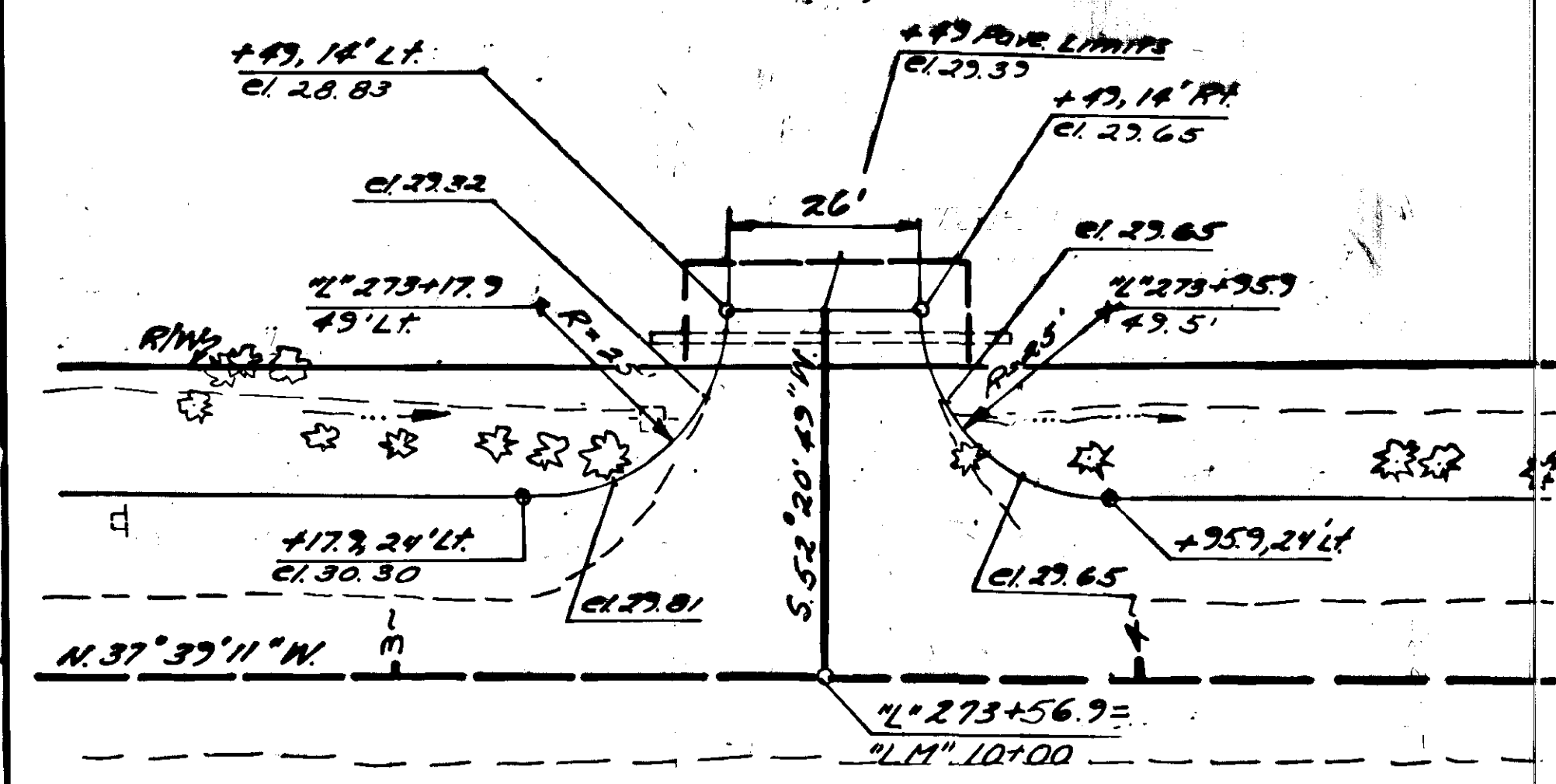
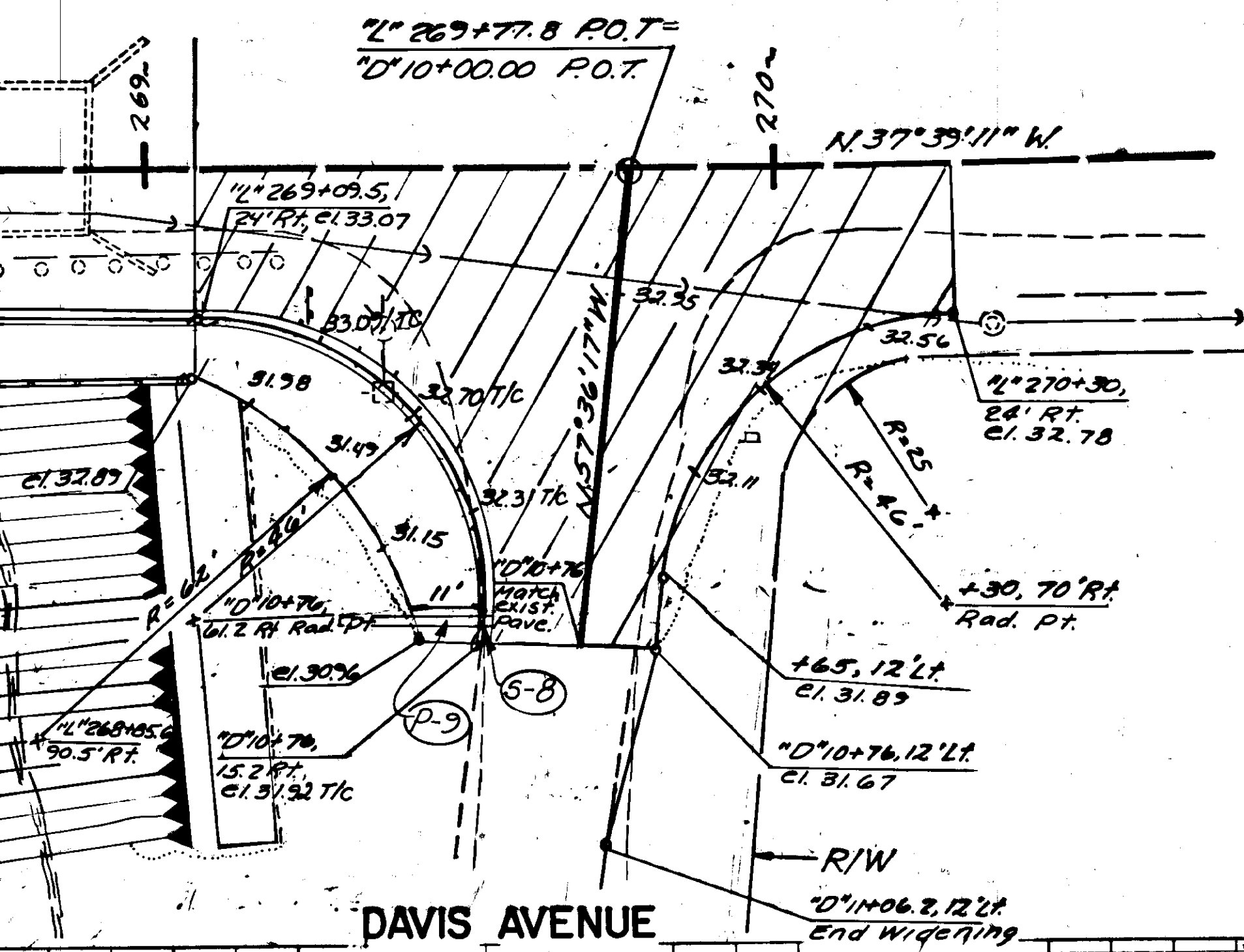
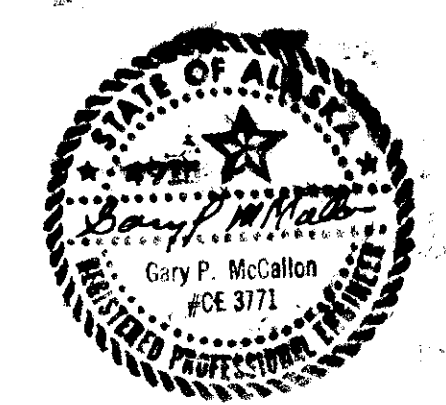


ENTRANCE TO J-D TELEPHONE CO.

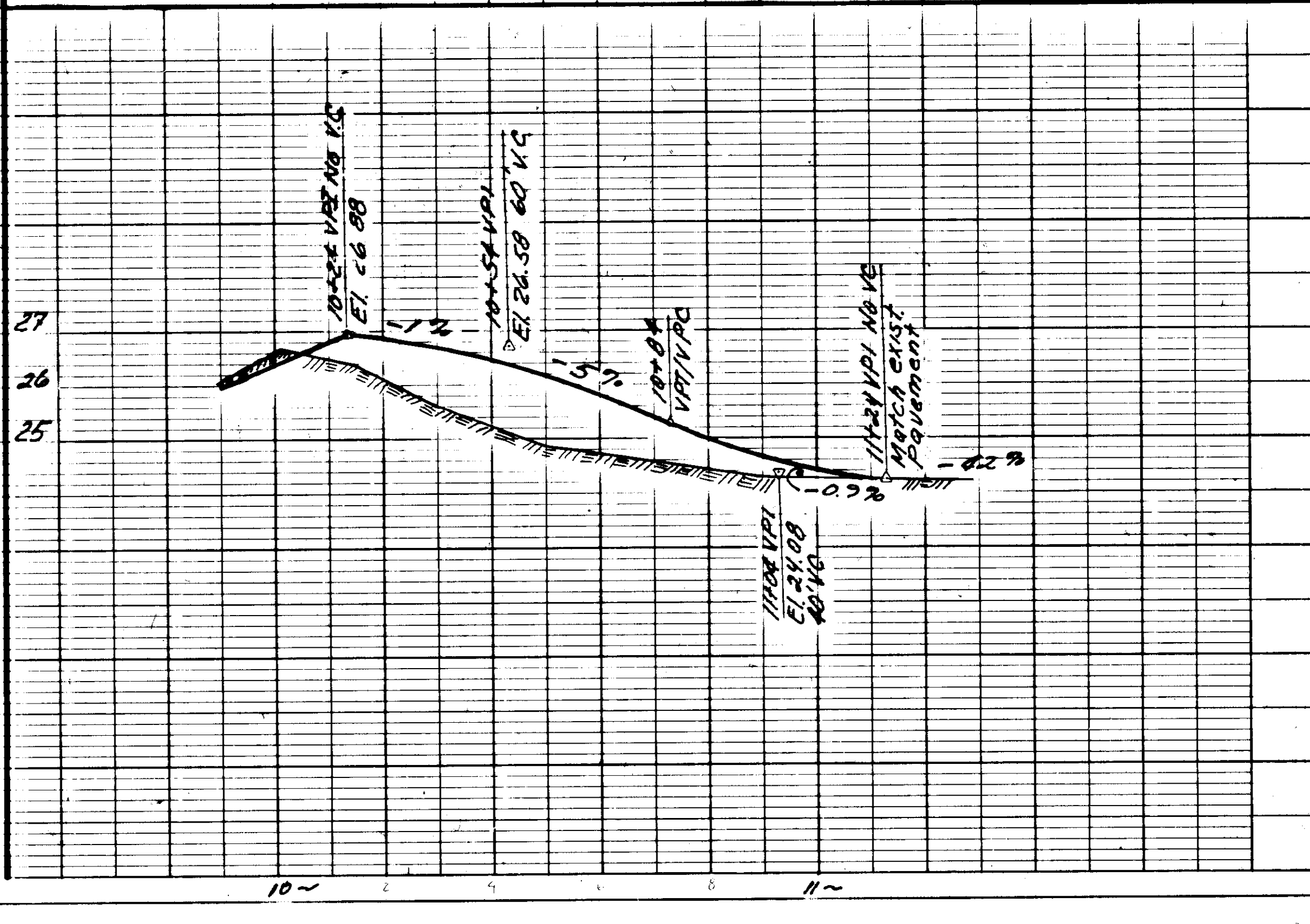
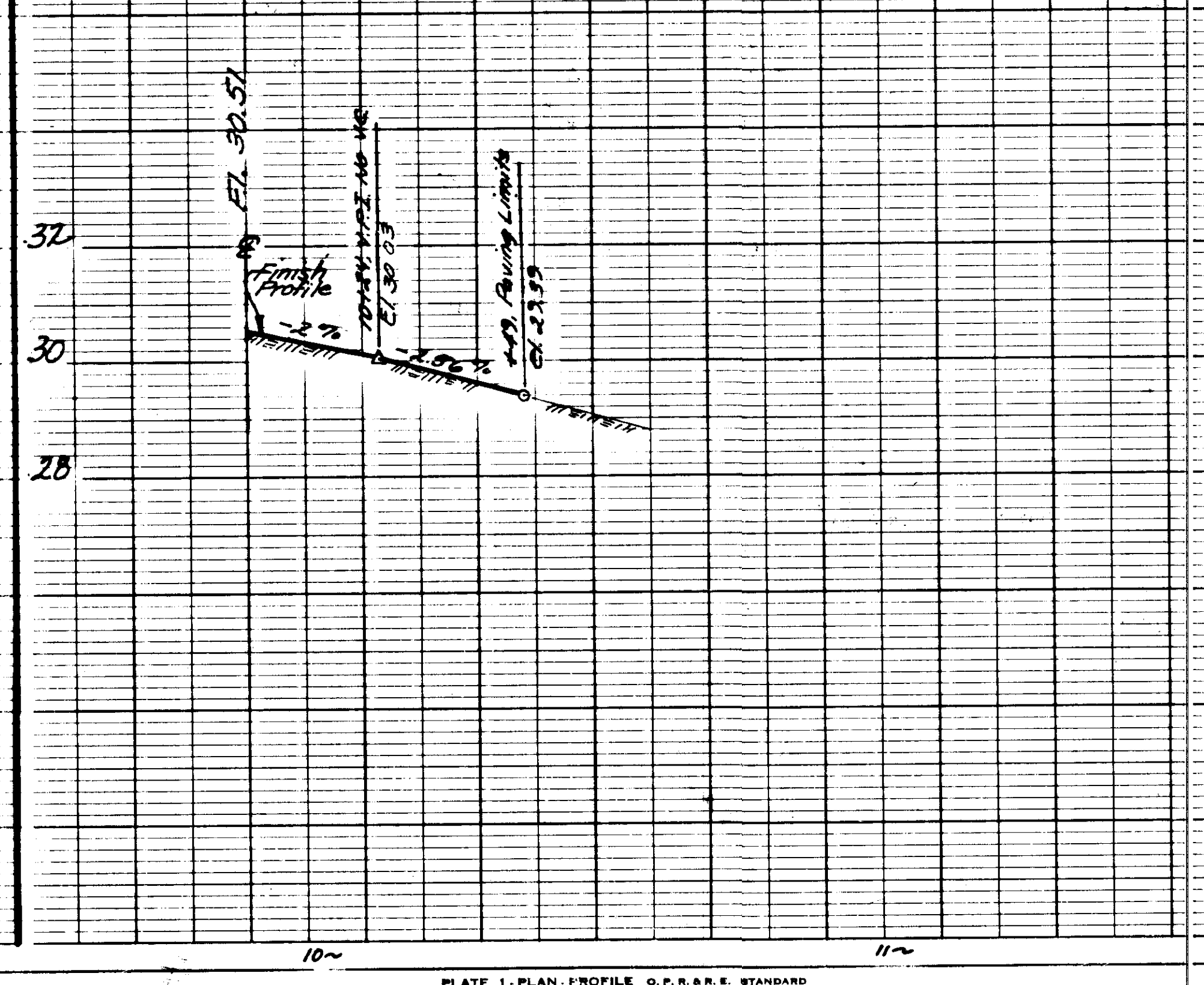
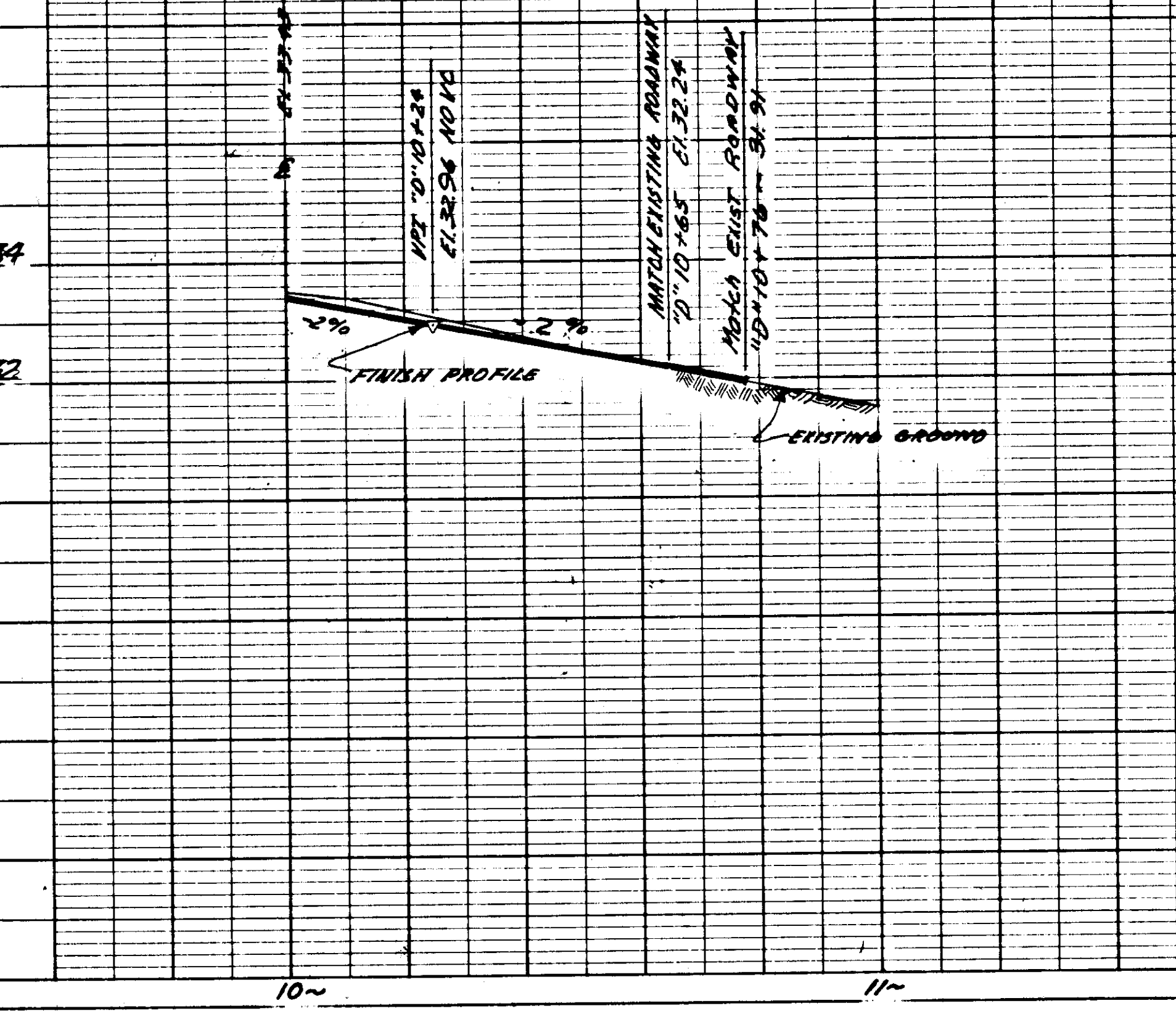
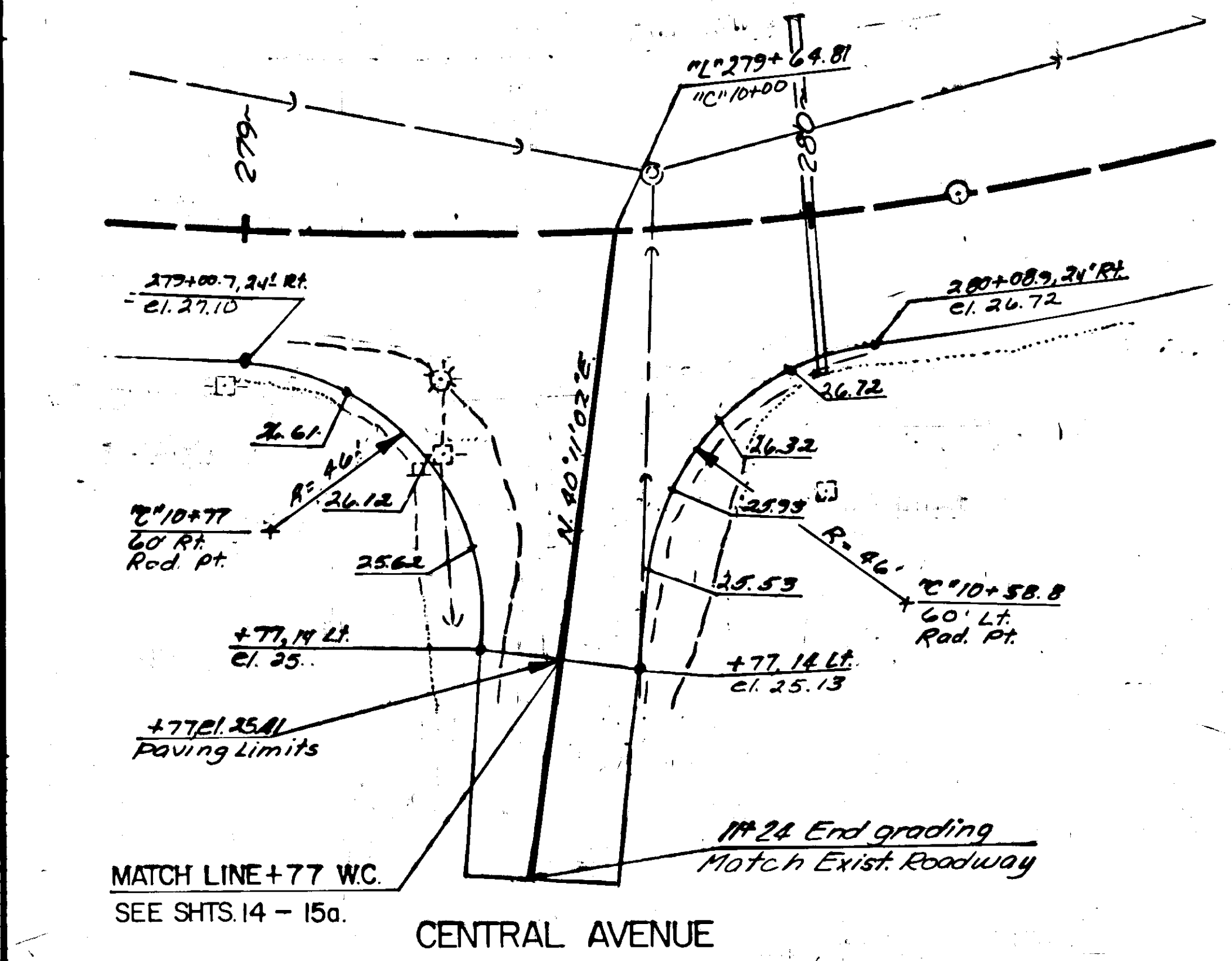


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0755(1)	1982	60	73

INTERSECTION DETAILS

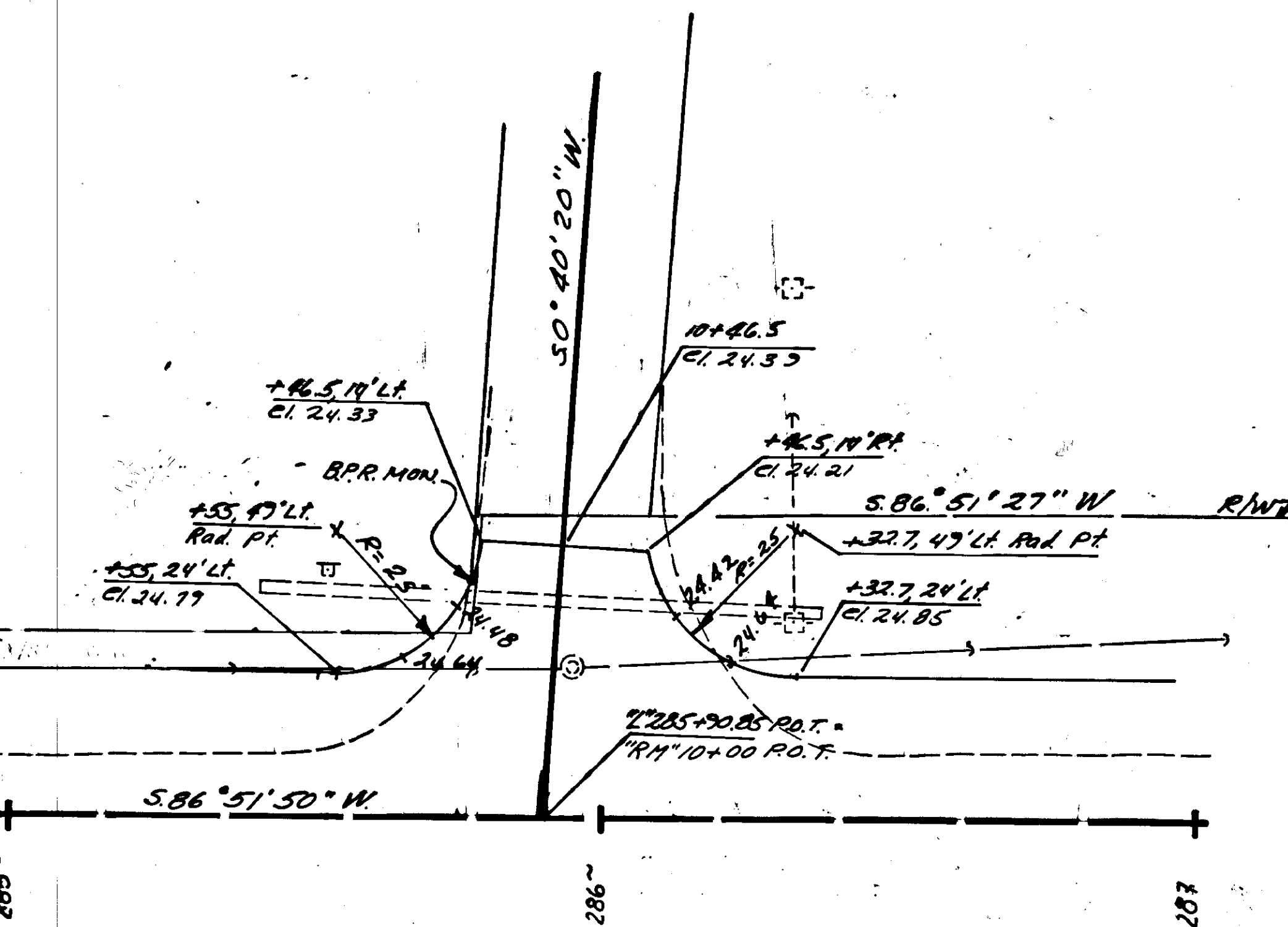
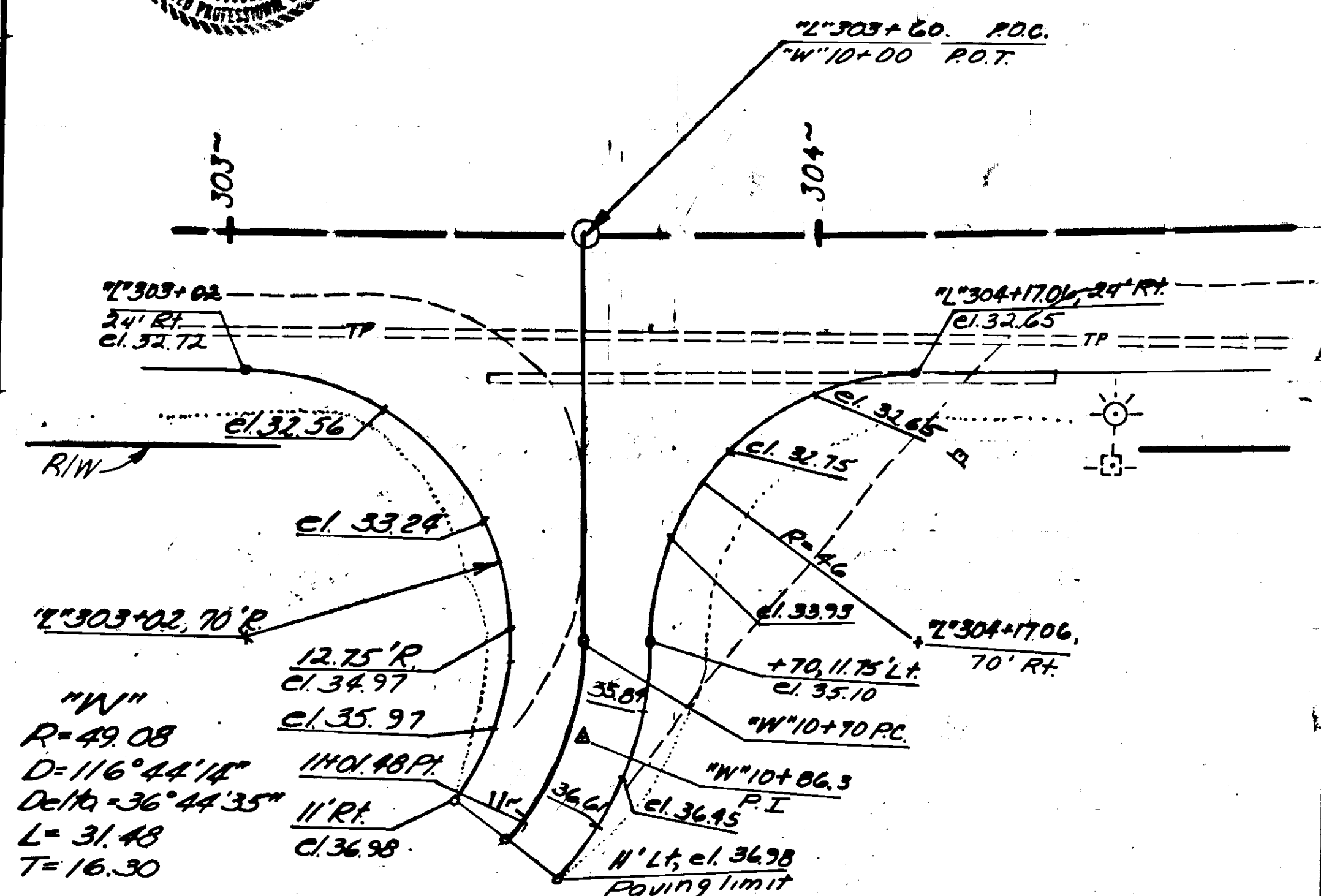
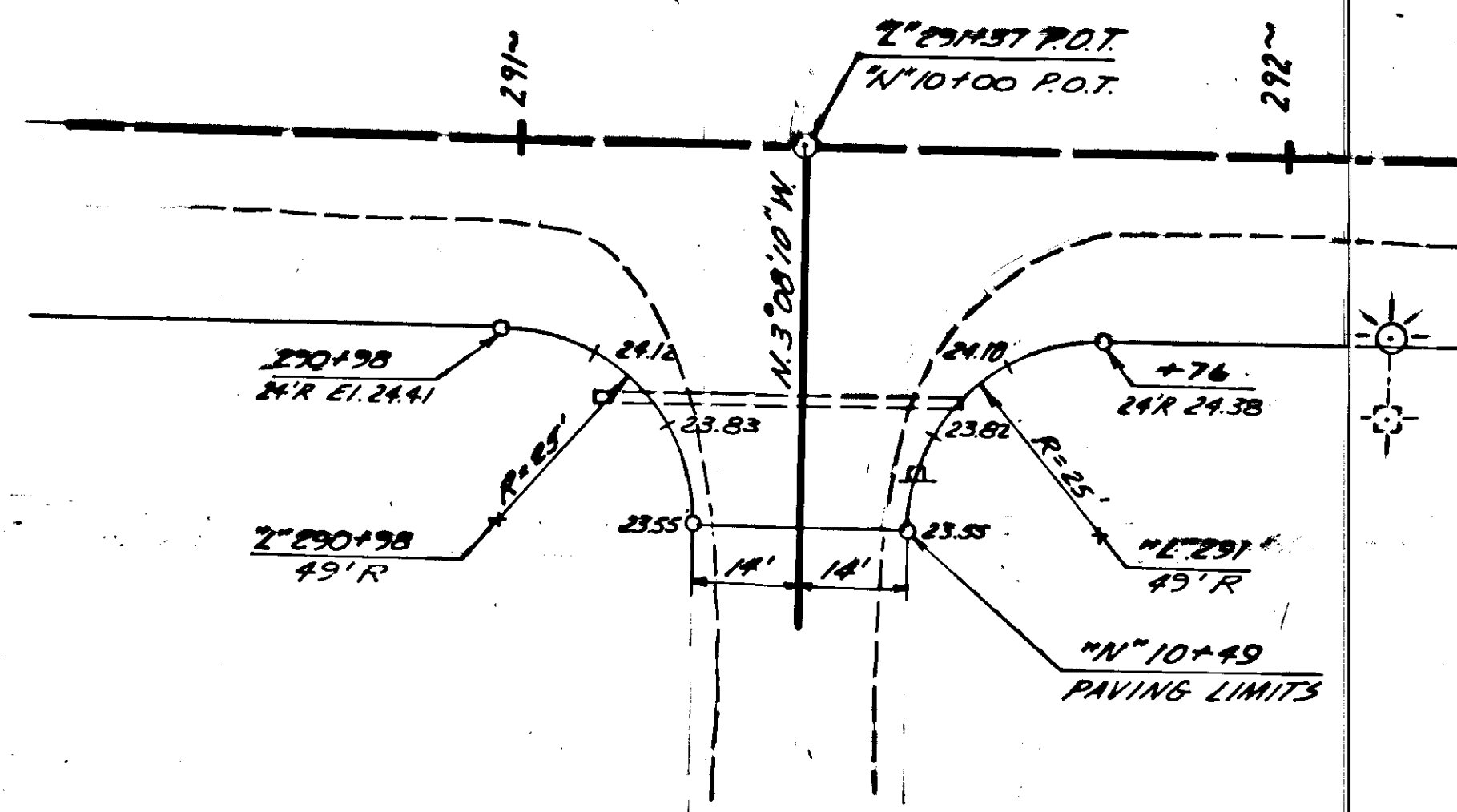
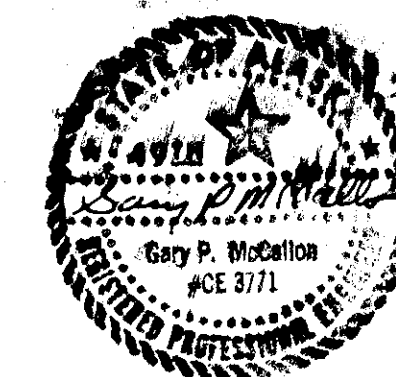


ENTRANCE TO LEMON MANOR



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0755(1)	1982	61	73

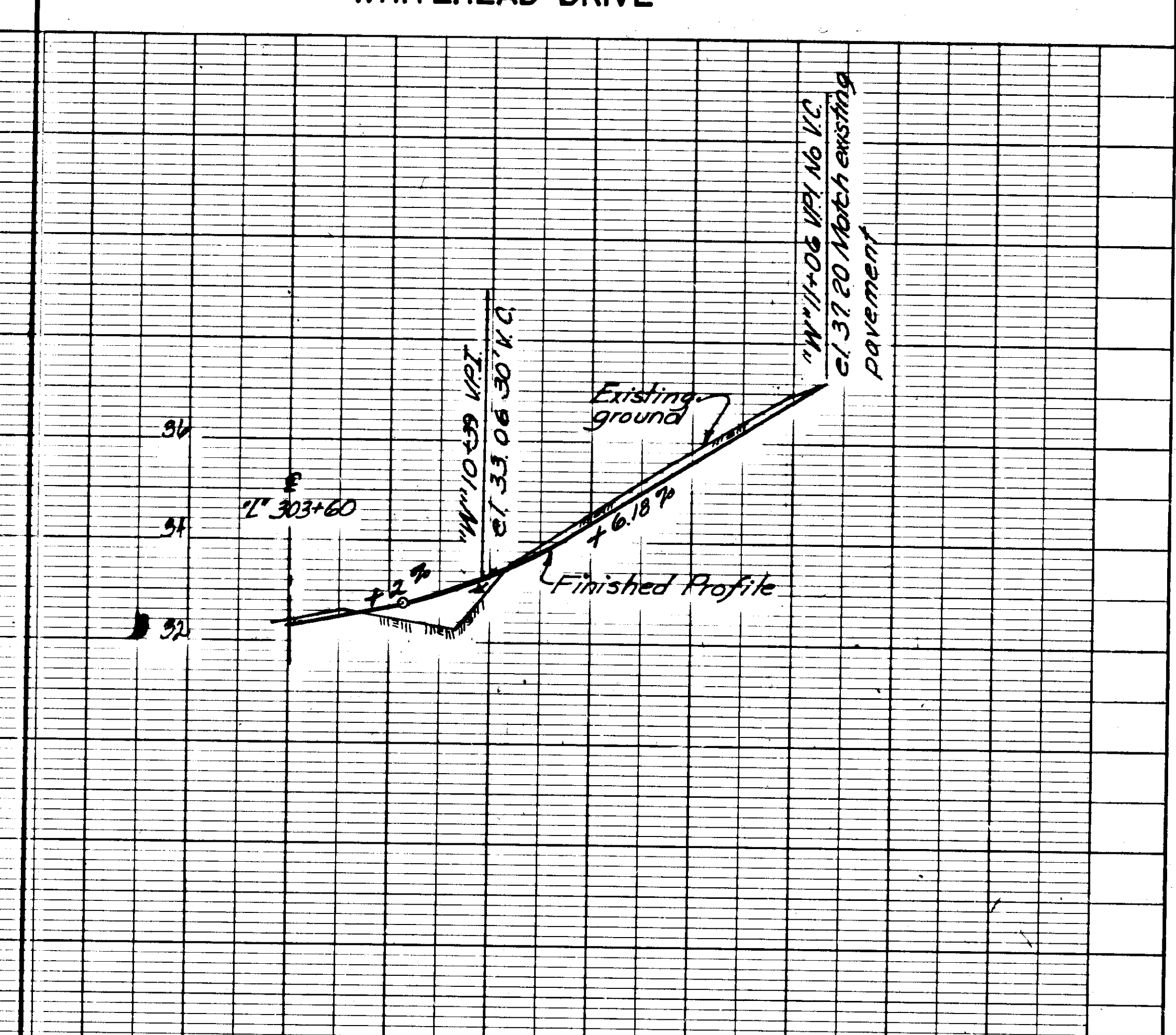
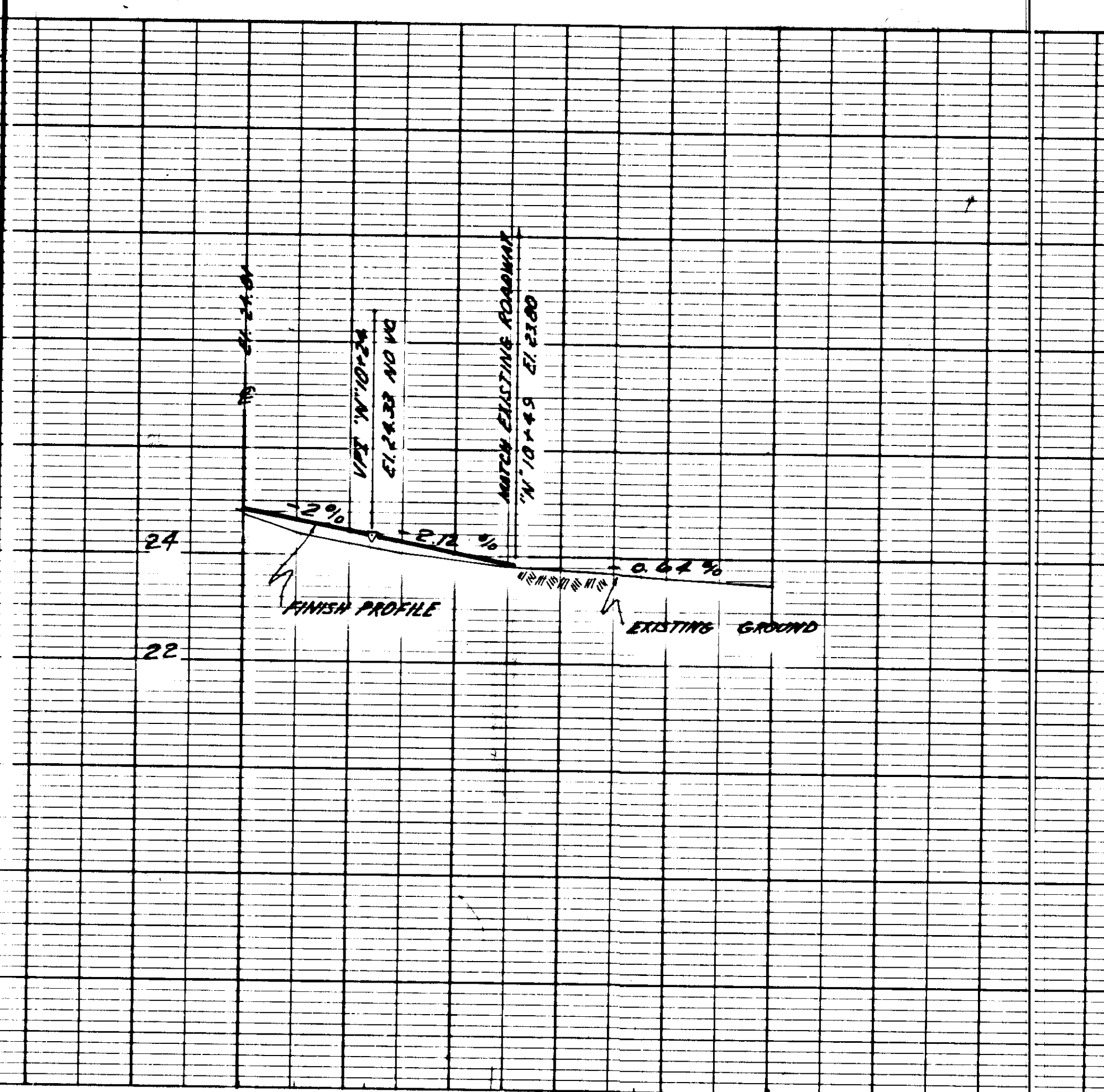
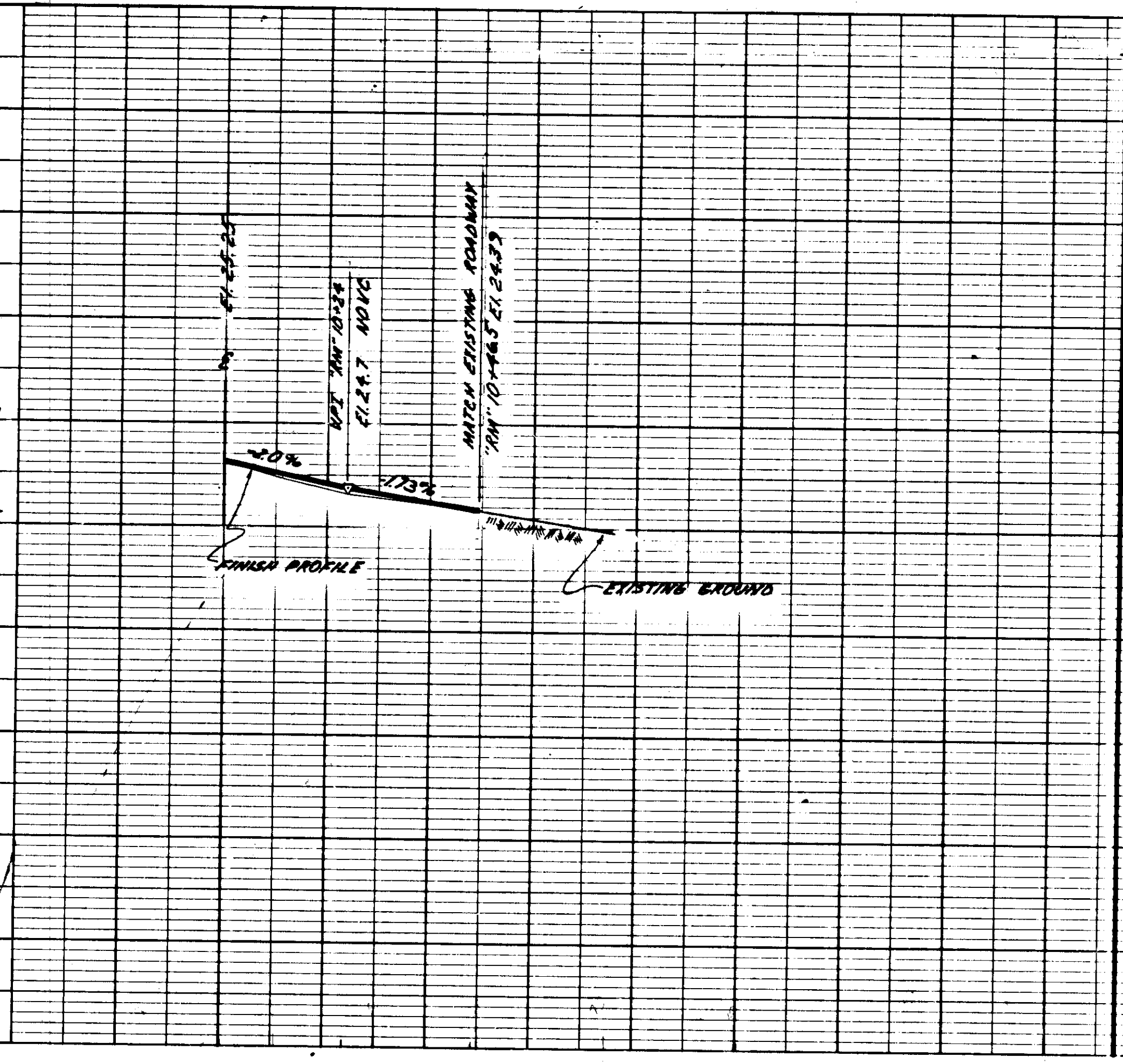
INTERSECTION DETAILS



TO R&M ENGINEERING

NORTHWOOD DRIVE

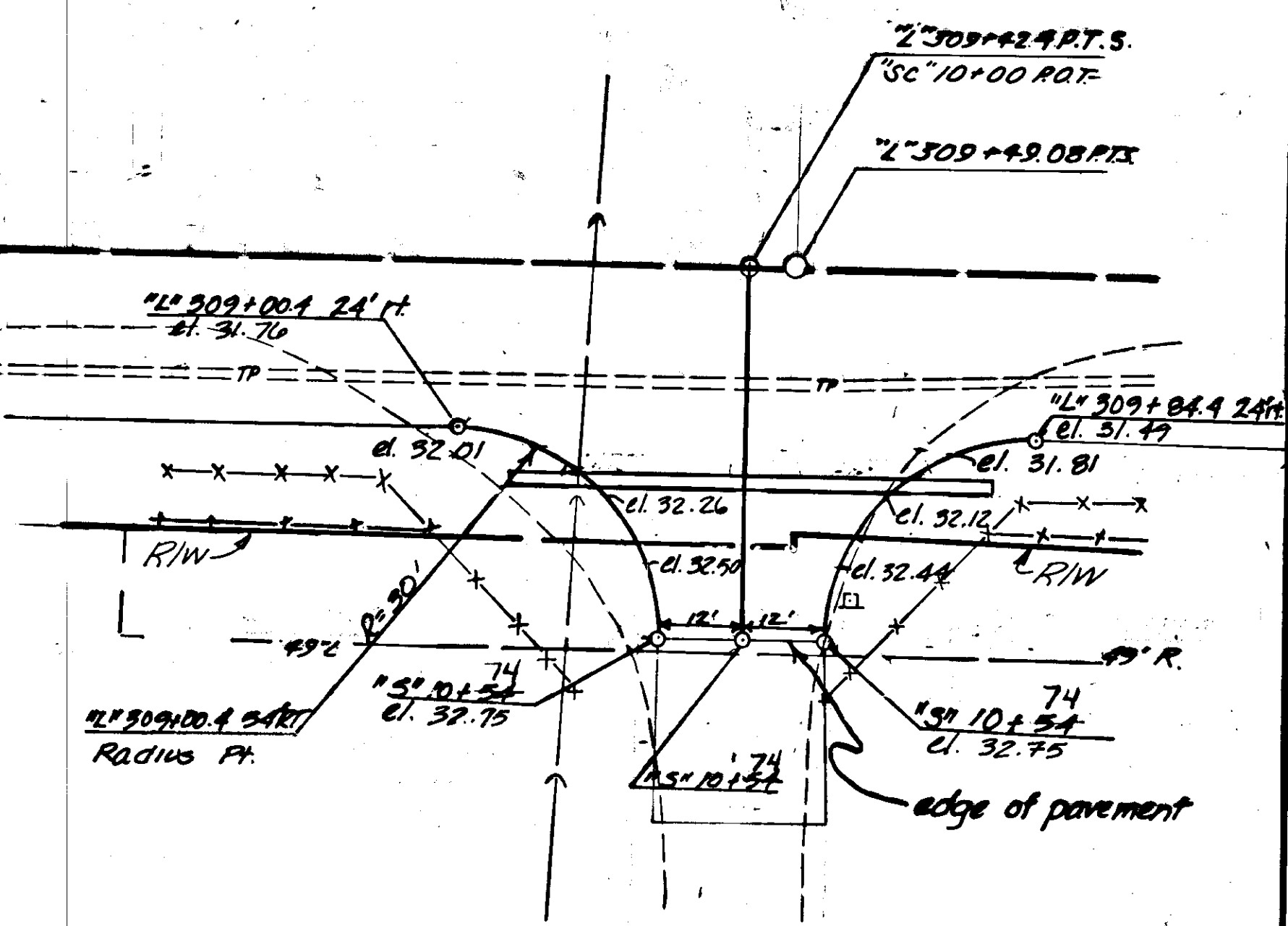
WHITEHEAD DRIVE



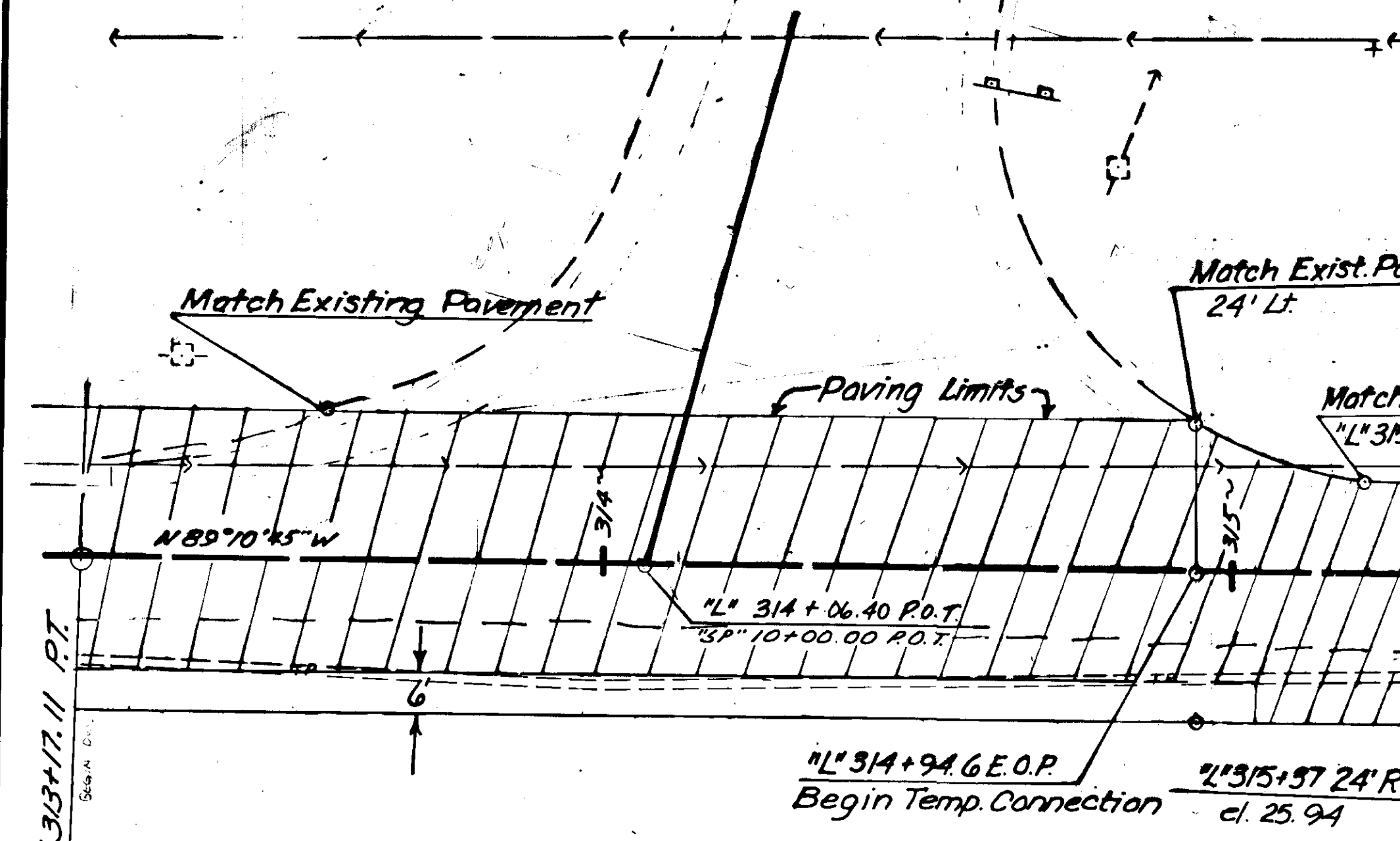
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	62	73



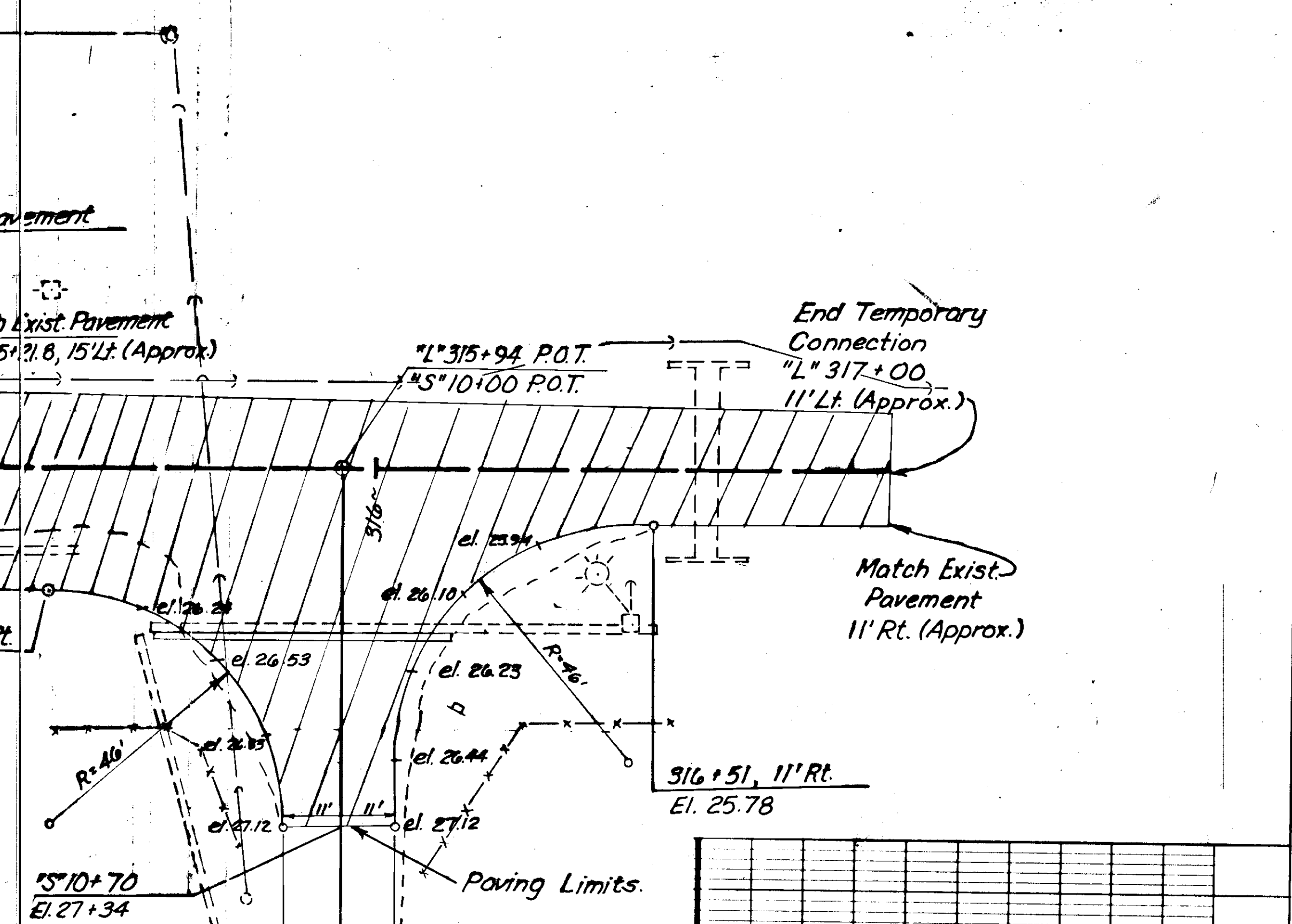
INTERSECTION DETAILS



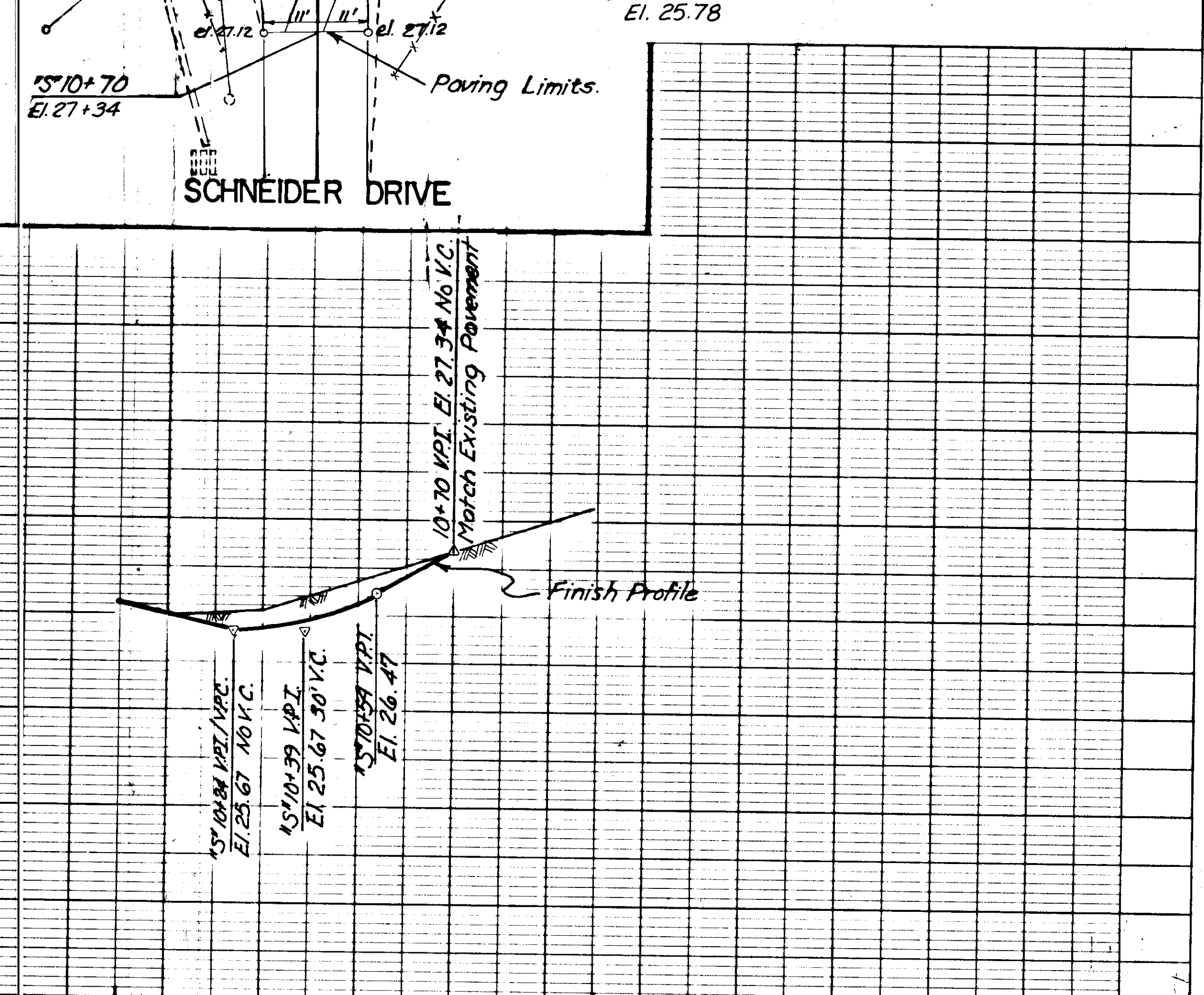
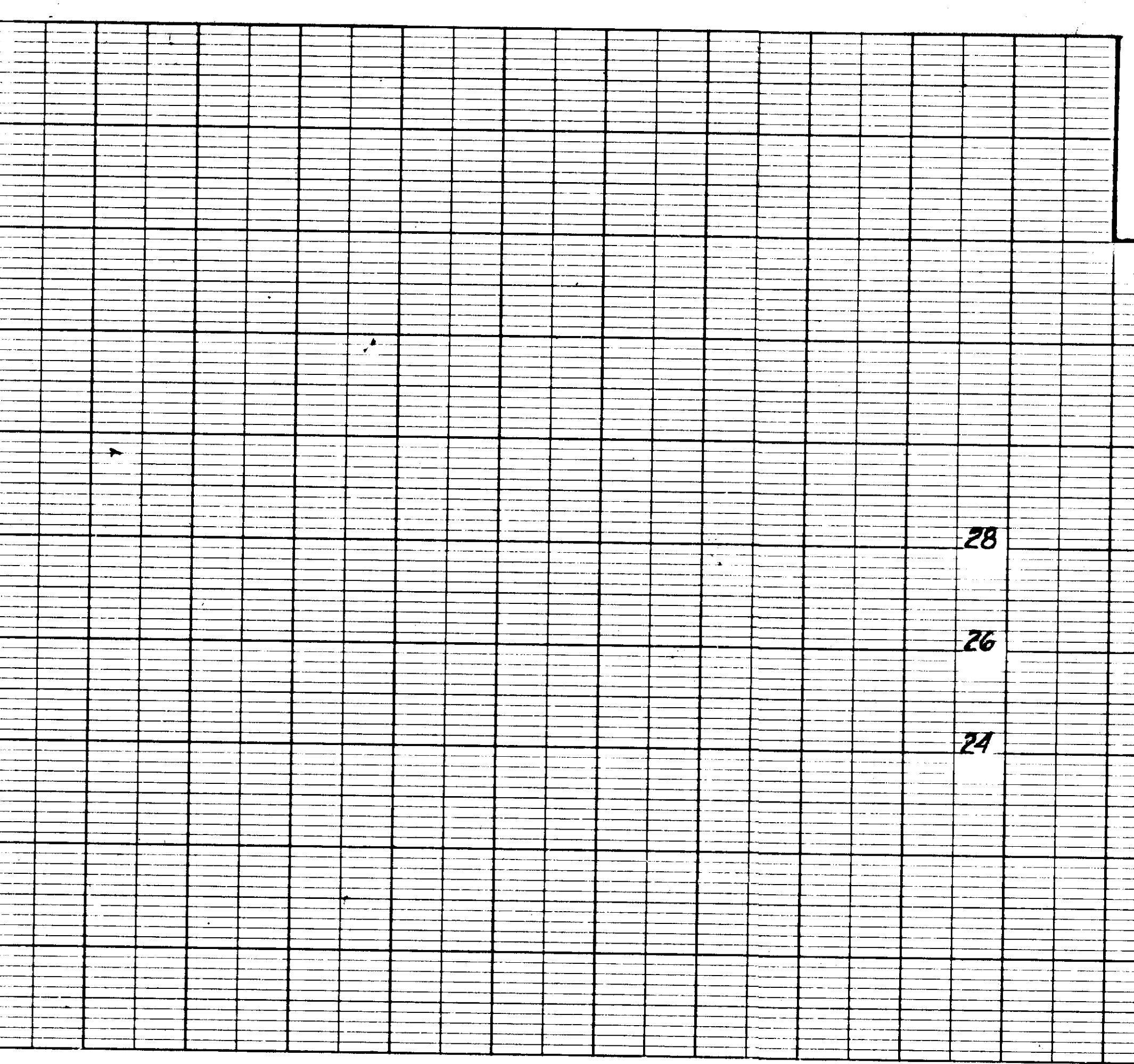
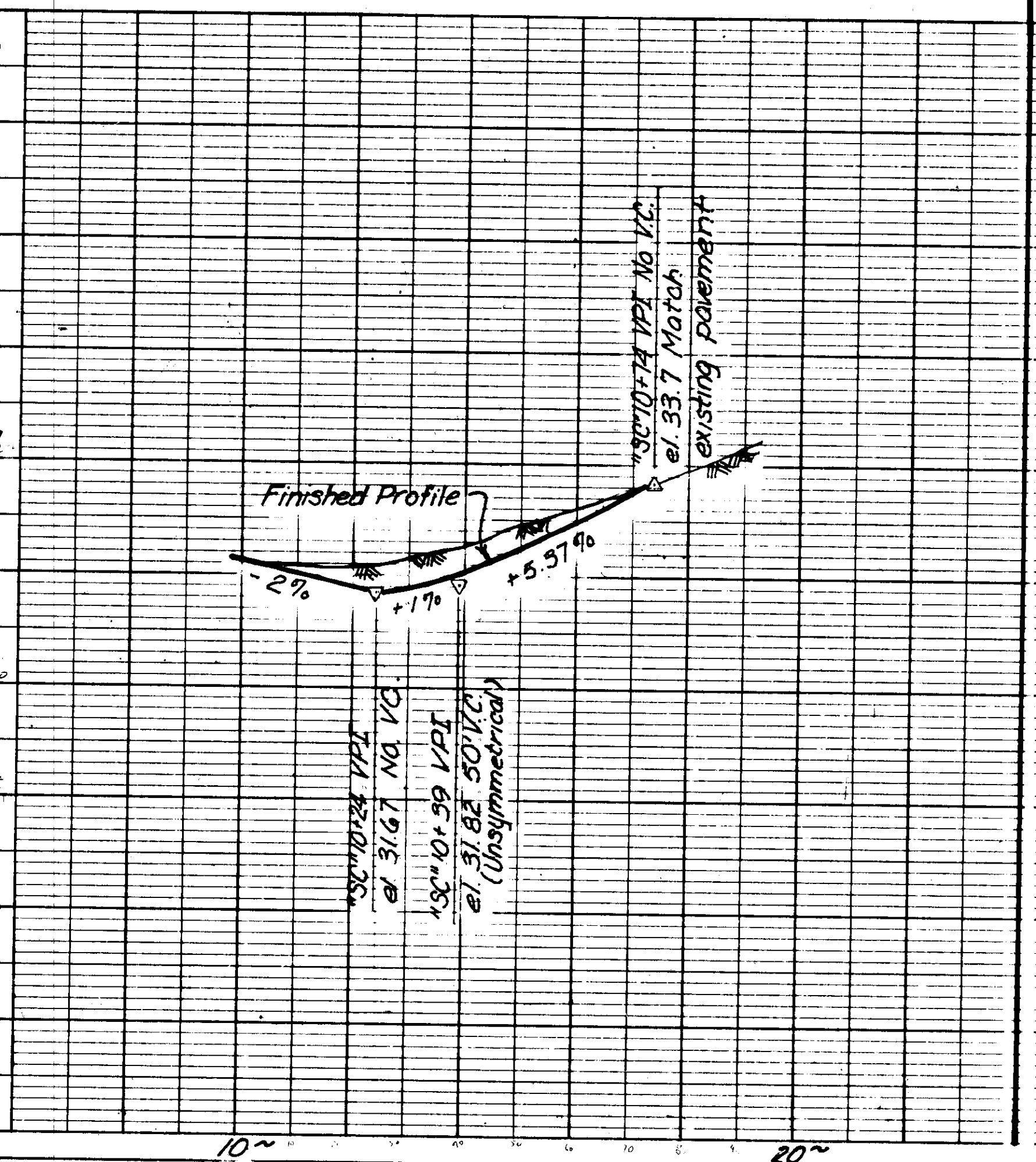
SCOTT DRIVE



SUNNY POINT INTERSECTION



SCHNEIDER DRIVE



SIGNING SCHEDULE

No.	Station	Dist. from C		Code No	Legend	Sign Panel Thickness				* Post				Facing Traffic	Remarks	
		Lt.	Rt.			Size	Unframed	Framed	Area S. F.	No. Of Posts	Type	Size	Length			Embedment
0	"0'24+32		28'	W1-2L	CURVE ARROW	30"x30"	0.063		6.25	1	TUBE	2"	12.5'	3'	N.B.	Mount Below 1
1	"0'24+32		28'	W13-1	40 MPH	18"x18"	0.063		2.25						N.B.	
2	"0'25+50	41.5'		R5-10B	PEDESTRIANS PROHIB.	30"x18"	0.063		3.75	1	TUBE	2"		3'	SW.B.	
3	"0'26+34		34'	R1-1	STOP	30"x30"	0.063		6.25	1	↑	2"	14.5'	3'	W.B.	Mount Above 4
4	"0'26+34		34'	D3-1	GLACIER HIGHWAY	24"x6"	0.063		1.0			2"		3'	N.B.	
5	"0'27+00	39'		R3-16	LANE ENDS	24"x30"	0.063		5.0	1	↓	2"	12'	3'	SW.B.	
6	"0'27+80		28'	R8-4	EMERGENCY PARK ONLY	30"x24"	0.063		5.0	1	TUBE	2"	13'	3'	N.B.	Mount Below 7
7	"0'27+80		28'	D11-1	BIKE ROUTE	24"x18"	0.063		3.0						N.B.	
8	"0'28+25		28'	R3-9B	CENTER LANE LEFT TURN ONLY	36"x48"	0.063		5.0	1	TUBE	2"	15'	3'	N.B.	
9																
10	"0'34+76		34'	R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	W.B.	
11	"0'35+88		34'	R1-1	STOP	30"x30"	0.063		6.25	1	↑	2"	13.5'	3'	E.B.	
12	"1'237+21		34'	R1-1	STOP	30"x30"	0.063		6.25	1	↓	2"	14.5'	3'	E.B.	
13	"1'237+21		34'	D3-1	SHORT ST.	24"x6"	0.063		1.0		TUBE	2"		3'	N.B.	Mount Above 12
14																
15	"1'238+50	30'		W1-2R	CURVE ARROW	30"x30"	0.063		6.25	1	TUBE	2"	15'	3'	S.B.	
16	"1'238+50	30'		W13-1	40 MPH	18"x18"	0.063		2.25						S.B.	Mount Below 14
17	"1'243+00		30'	W1-2L	CURVE ARROW	30"x30"	0.063		6.25	1	TUBE	2"	15.5'	3'	N.B.	
18	"1'243+00		30'	W13-1	30 MPH	18"x18"	0.063		2.25						N.B.	Mount Below 16
19																
20	"1'243+00	28'		R3-9B	CENTER LANE LEFT TURN ONLY	36"x48"	0.063		12.0	1	TUBE	2"	15'	3'	S.B.	
21	"1'245+00	28'		R2-1	SPEED LIMIT 50	30"x36"	0.063		7.5	1	↑	2"	14'	3'	S.B.	
22	"1'246+00		28'	R2-1	SPEED LIMIT 40	30"x36"	0.063		7.5	1	↓	2"	14'	3'	N.B.	
23	"1'247+50		28'	R3-9B	CENTER LANE LEFT TURN ONLY	36"x48"	0.063		12.0	1	TUBE	2"	15'	3'	N.B.	
24																
25	"1'249+00	28'		R8-4	EMERGENCY PARK. ONLY	30"x24"	0.063		5.0	1	TUBE	2"	13'	3'	S.B.	
26	"1'252+50		28'	R8-4	EMERGENCY PARK. ONLY	30"x24"	0.063		5.0	1	↑	2"	13'	3'	NW.B.	
27	"1'254+31		34'	R1-1	STOP	30"x30"	0.063		6.25	1	↓	2"	13.5'	3'	S.B.	
28	"1'254+31		34'	D3-1	ANKA ST.	24"x6"	0.063		1.0		TUBE	2"		3'	W.B.	Mount Above 24
29																
30	"1'255+12	34'		R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	N.B.	
31	"1'256+00		30'	W1-2R	Curve Arrow	30"x30"	0.063		6.25	1	TUBE	2"	13'	3'	W.B.	
32	"1'256+00		30'	W13-1	30 MPH	18"x18"	0.063		2.25				13'		W.B.	Mount Below 27
33	"1'257+52	34'		R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	N.B.	
34																
35	"1'260+50		28'	W8-6	TRUCK CROSSING	36"x36"	0.063		9.0	1	TUBE	2"	13'	3'	W.B.	
36	"1'261+00	30'		W1-2R	Curve Arrow	30"x30"	0.063		6.25	1	TUBE	2"	15'	3'	E.B.	
37	"1'261+00	30'		W13-1	30 MPH	18"x18"	0.063		2.25						E.B.	Mount Below 31
38	"1'263+24	34'		R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	N.B.	
39																
40	"1'263+63		34'	R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	S.B.	
41	"1'265+00		28'	R3-9B	CENTER LANE LEFT TURN ONLY	36"x48"	0.063		12.0	1	TUBE	2"	15'	3'	NW.B.	
42	"1'265+99	34'		R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	NE.B.	
43	"1'266+80	28'		W8-6	TRUCK CROSSING	36"x36"	0.063		9.0	1	TUBE	2"	14'	3'	SE.B.	
44																
45	"1'267+50	28'		D11-1	BIKE ROUTE	24"x18"	0.063		3.0						SE.B.	Mount Below 39
46	"1'267+50	28'		R3-9B	CENTER LANE LEFT TURN ONLY	36"x48"	0.063		12.0	1	TUBE	2"	15'	3'	SE.B.	
47	"1'267+50		28'	W8-6	TRUCK CROSSING	36"x36"	0.063		9.0	1	TUBE	2"	14'	3'	NW.B.	
48	"1'270+00	30'		W1-2L	Curve Arrow	30"x30"	0.063		6.25	1	TUBE	2"	12.5'	3'	S.B.	
49																
50	"1'270+00	30'		W13-1	30 MPH	18"x18"	0.063		2.25						S.B.	Mount Below 41
51	"1'270+02		34'	R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	14.5'	3'		
52	"1'270+02		34'	D3-1	DAVIS AVE.	24"x6"	0.063		1.0		TUBE	2"		3'	NW.B.	Mount Above 43
53	"1'271+00		28'	D11-1	BIKE ROUTE	24"x18"	0.063		3.0	1	TUBE	2"	10.5'	3'	NB	
54																
55	"1'272+80	28'		W8-6	TRUCK CROSSING	36"x36"	0.063		9.0	1	TUBE	2"	14'	3'	SE.B.	
56	"1'273+35	34'		R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	NE.B.	
57	"1'274+00		30'	W1-2L	Curve Arrow	30"x30"	0.063		6.25	1	TUBE	2"	15'	3'	N.B.	
58	"1'274+00		30'	W13-1	30 MPH	18"x18"	0.063		2.25						N.B.	Mount Below 48

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	R3-0955(1)	1982	63	73

SIGNING SCHEDULE

No.	Station	Dist. from C		Code No.	Legend	Sign Panel Thickness			Area S.F.	No. Of Posts	Type	*Post			Facing Traffic	Remarks
		Lt.	Rt.			Size	Unframed	Framed				Size	Length	Embedment		
50	"L"279+84		34'	R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	14.5'	3'	SW.B.	
51	"L"279+84		34'	D3-1	CENTRAL AVE.	24"x6"	0.063		1.0		TUBE	2"		3'	NW.B.	Mount Above 50
52	"L"281+00	28'		R8-4	EMERGENCY PARK ONLY	30"x24"	0.063		5.0	1	TUBE	2"	13'	3'	E.B.	
53	"L"283+00	28'		R2-1	SPEED LIMIT 40	30"x36"	0.063		7.5	1	TUBE	2"	14'	3'	E.B.	
54	"L"283+00		28'	R2-1	SPEED LIMIT 50	30"x36"	0.063		7.5	1	TUBE	2"	14'	3'	W.B.	
55	"L"285+74	34'		R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	N.B.	
56	"L"287+00	30'		W1-2R	Curve Arrow	30"x30"	0.063		6.25	1	TUBE	2"	15'	3'	E.B.	
57	"L"287+00	30'		W13-1	30 MPH	18"x18"	0.063		2.25						E.B.	Mount Below 56
58	"L"287+00		28'	R8-4	EMERGENCY PARK ONLY	30"x24"	0.063		5.0	1	TUBE	2"	13'	3'	W.B.	
59	"L"290+00	28'		R3-9B	CENTER LANE LEFT TURN ONLY	36"x48"	0.063		12.0	1	TUBE	2"	15'	3'	E.B.	
60	"L"291+60		34'	R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	14.5'	3'	S.B.	
61	"L"291+60		34'	D3-1	NORTHWOOD DR.	24"x6"	0.063		1.0		TUBE	2"		3'	W.B.	Mount Above 60
62	"L"299+50		2'	R3-9B	CENTER LANE LEFT TURN ONLY	36"x48"	0.063		12.0	1	TUBE	2"	15'	3'	W.B.	
63	"L"303+98		34'	R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	14.5'	3'	S.B.	
64	"L"303+98		34'	D3-1	WHITEHEAD DRIVE	24"x6"	0.063		1.0		TUBE	2"		3'	W.B.	Mount Above 64
65	"L"306+00		28'	D11-1	BIKE ROUTE	24"x18"	0.063		3.0	1	TUBE	2"	10.5'	3'	W.B.	
66	"L"309+62		34'	R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	14.5'	3'	S.B.	
67	"L"309+62		34'	D3-1	SCOTT DRIVE	24"x6"	0.063		1.0		TUBE	2"		3'	W.B.	Mount Above 66
68	"L"310+00		28'	R8-4	EMERGENCY PARK ONLY	30"x24"	0.063		5.0	1	TUBE	2"	13'	3'	E.B.	Mount Below 68
69	"L"311+50		28'	W5-1	ROAD NARROWS	36"x36"	0.063		9.0	1	TUBE	2"	14'	3'	W.B.	
70	"L"312+00	24'		R2-1	SPEED LIMIT 50	30"x36"	0.063		7.5	1	TUBE	2"	14'	3'	E.B.	
71	"L"312+00	24'		D11-1	BIKE ROUTE	24"x18"	0.063		3.0						E.B.	Mount Below 71
72	"L"313+10	28'		R3-9B	CENTER LANE LEFT TURN ONLY	36"x48"	0.063		12.0	1	TUBE	2"	15'	3'	E.B.	
73	"L"313+99	44'		R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	13.5'	3'	N.B.	
74	"L"316+21		28'	R1-1	STOP	30"x30"	0.063		6.25	1	TUBE	2"	14.5'	3'	S.B.	
75	"L"316+21		28'	D3-1	SCHNIDER DRIVE	24"x6"	0.063		1.0		TUBE	2"		3'	W.B.	Mount Above 74
</																

GENERAL SIGNING NOTES

1. Sign locations & post lengths are approximate only & are subject to minor revisions.
2. All sign posts shall be square telescoping perforated galvanized steel posts; the 2" size shall be used above ground & the 2 1/4" size shall be used below ground for the sleeve.
3. All sign posts shall be installed with the sleeve type embedment as per Std. Drawing S-30.12, except that the 2 1/4" size shall be used for the entire embedment depth.
4. Post lengths are from the cut-off in the sleeve to the top of the post. See Std. Drawings S-05.00 & S-30.12.
5. 0+25+73.35 to 2+317+00.00 the contractor shall remove & dismantle all existing signs. All dismantled signs shall be returned to the D.O.T. & P.F. Maintenance Station located at 7.5 mile Glacier Highway. This work shall be considered incidental to Item 615(1) "Standard Signs".
6. All "EMERGENCY PARKING ONLY" signs shall be installed at 45° to the R.

GENERAL STRIPING NOTES

1. Painted & thermoplastic pavement markings shall be in accordance with the Alaska Traffic Manual & Standard Drawing T-21.03.
2. Thermoplastic striping shall be used between the B.O.P. & 2+269+25. Approximate length striping needed for this work =
10,350' of 4" Yellow for Bi-directional Striping.
708' of 8" White for Bi-directional Striping.
89' of 24" White for Stop Bars.
518' of 8" White for 23 Arrows
3. The remainder of the striping reqd between the B.O.P. & 2+269+25 & all striping between 2+269+25 & the E.O.P. shall be painted. Approx. length of striping needed for this work =
17,874' of 4" White for shoulder striping.
792' of 8" White for Bi-directional Stripings.
945' of 4" White for 21 Arrows.
2,808' of 4" White for 24 Bike path symbols.
11,059' of 18" Yellow for Bi-directional Striping.
90' of 18" Yellow for painted Islands
4. B.O.P. to 2+269+25 the Contractor has his option of installing the required bike path symbols & shoulder stripes in either paint or thermoplastic.

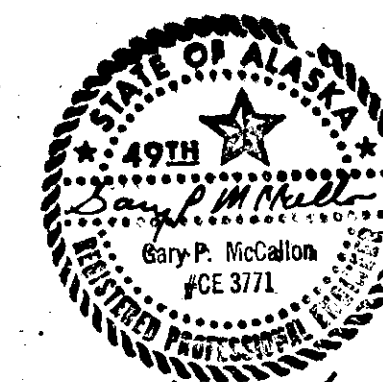
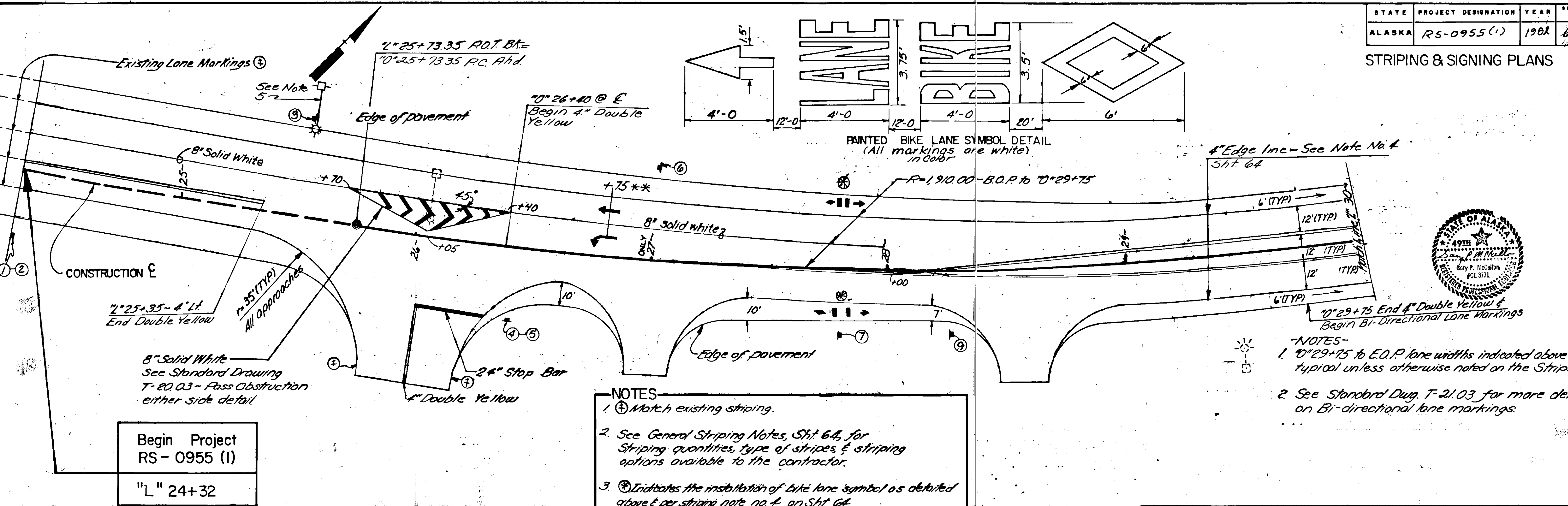


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	67	73

STRIPING & SIGNING PLANS

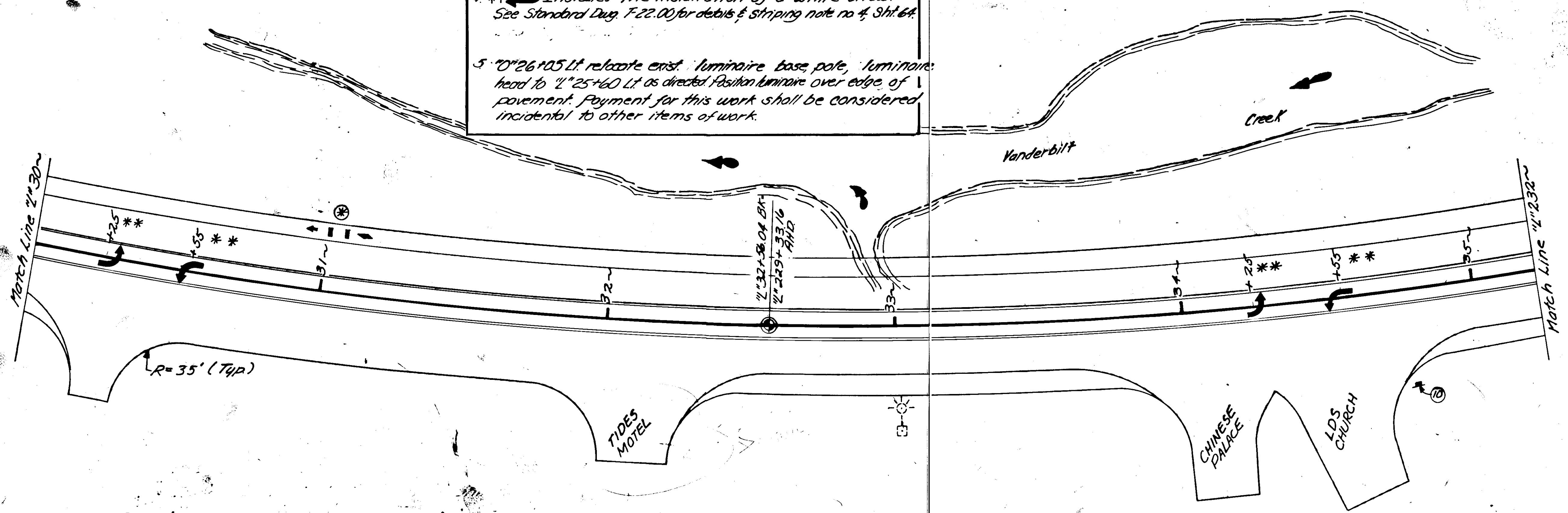
STATE	PROJECT DESIGNATION	YEAR	SH
ALASKA	RS-0955 (1)	1982	6

STRIPING & SIGNING PLANS



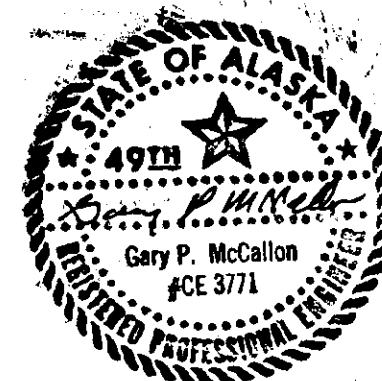
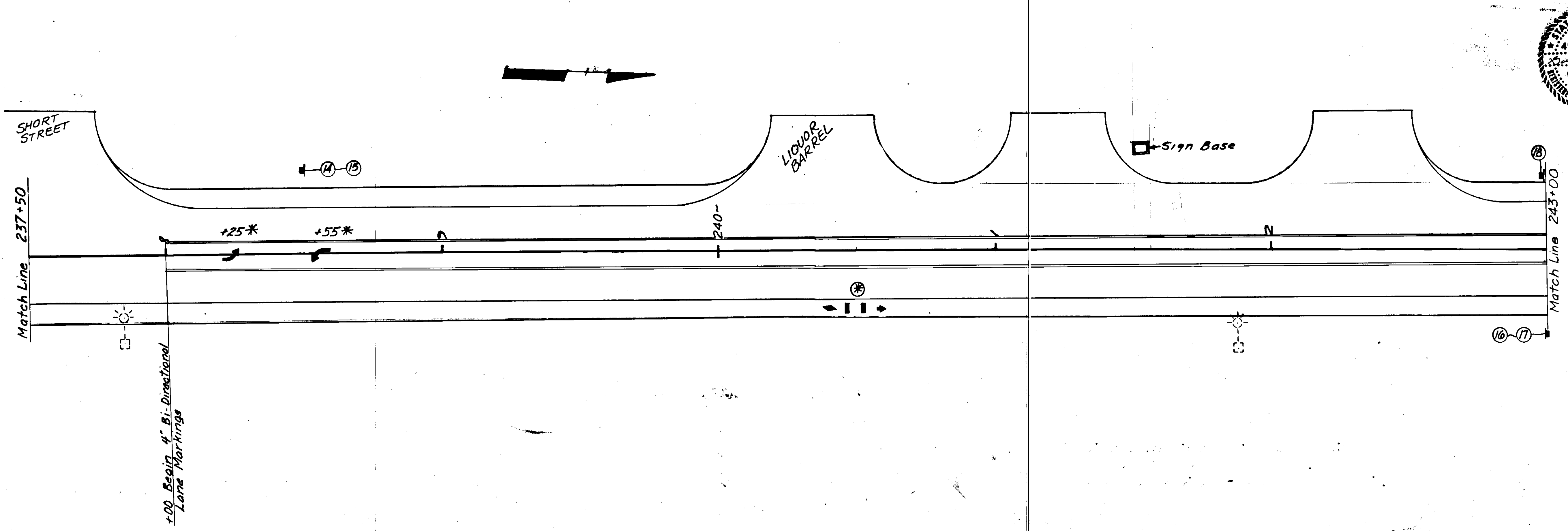
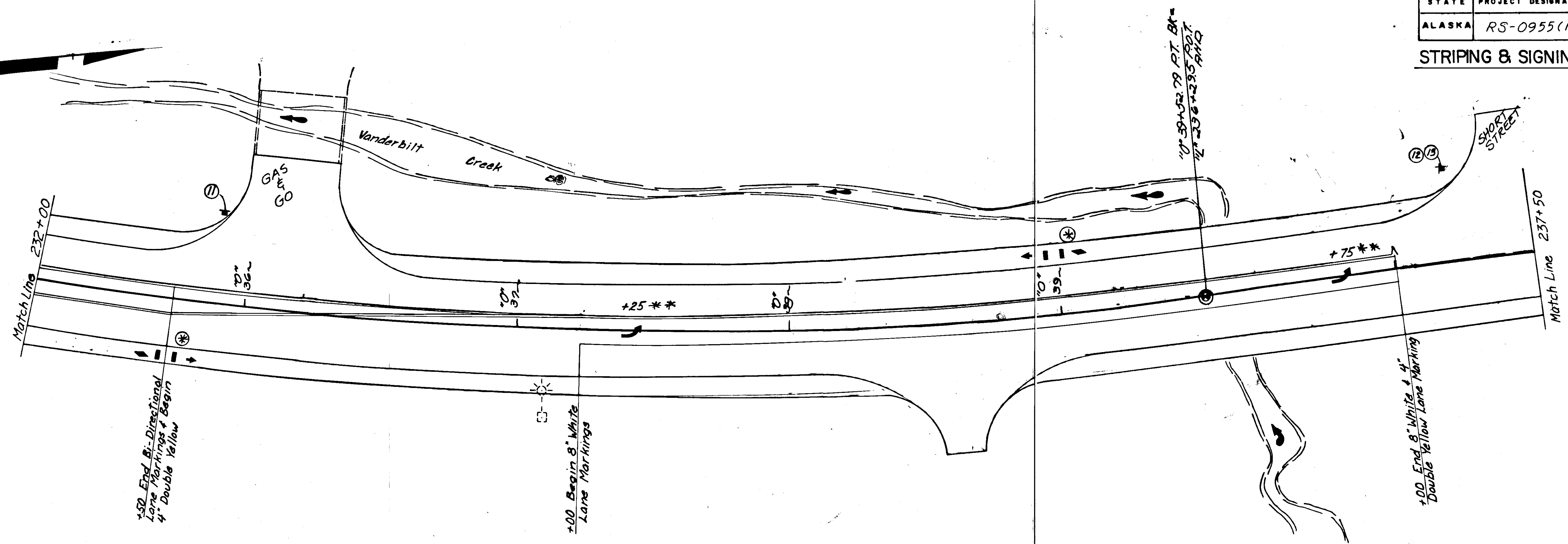
- NOTES**
- ① Match existing striping.
 - See General Striping Notes, Sht. 64, for Striping quantities, type of stripes & striping options available to the contractor.
 - ② Indicates the installation of bike lane symbol as detailed above & per striping note no. 4 on Sht. 64.
 - ** Indicates the installation of a white arrow. See Standard Dwg. F-22.00 for details & striping note no. 4, Sht. 64.
 - ⑤ "D" 26+05 Lt. relocate exist. luminaire base pole, luminaire head to "L" 25+60 Lt as directed. Position luminaire over edge of pavement. Payment for this work shall be considered incidental to other items of work.

- NOTES**
- "D" 29+75 to E.O.P. lane widths indicated above typical unless otherwise noted on the Striping Plan.
 - See Standard Dwg. T-21.03 for more detail on Bi-directional lane markings.



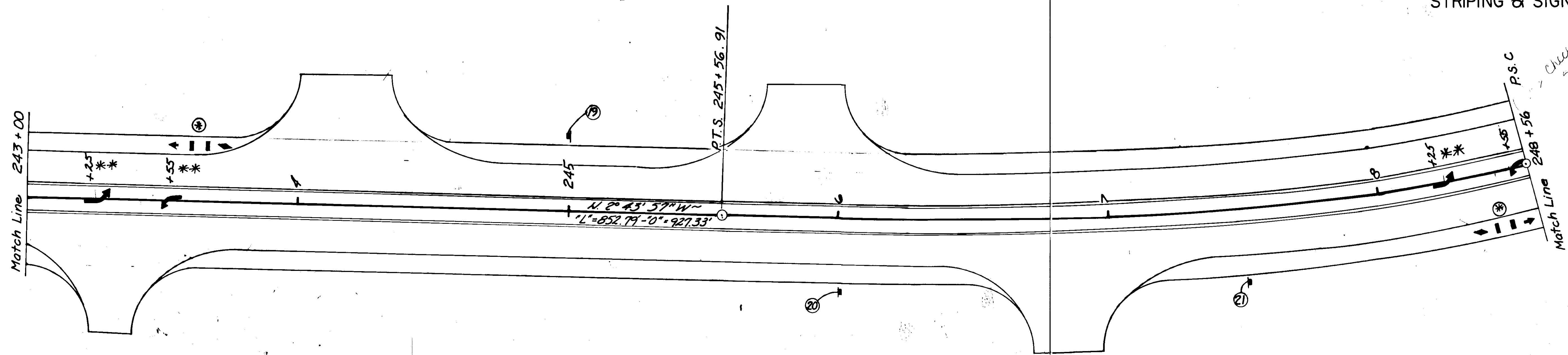
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	66	73

STRIPING & SIGNING PLANS

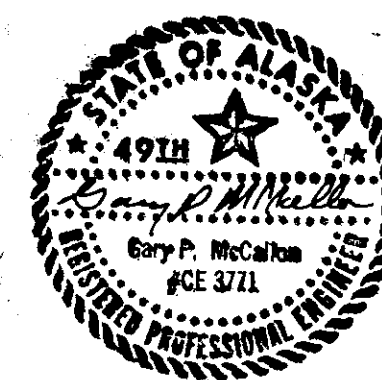
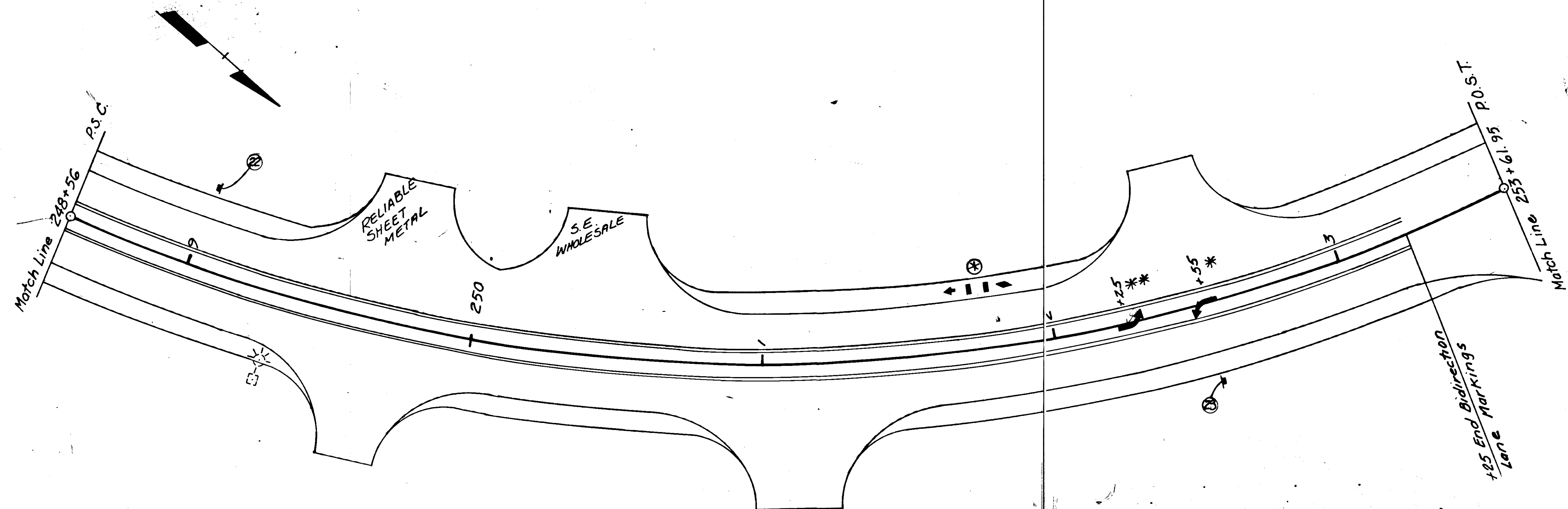


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	67	73

STRIPING & SIGNING PLANS

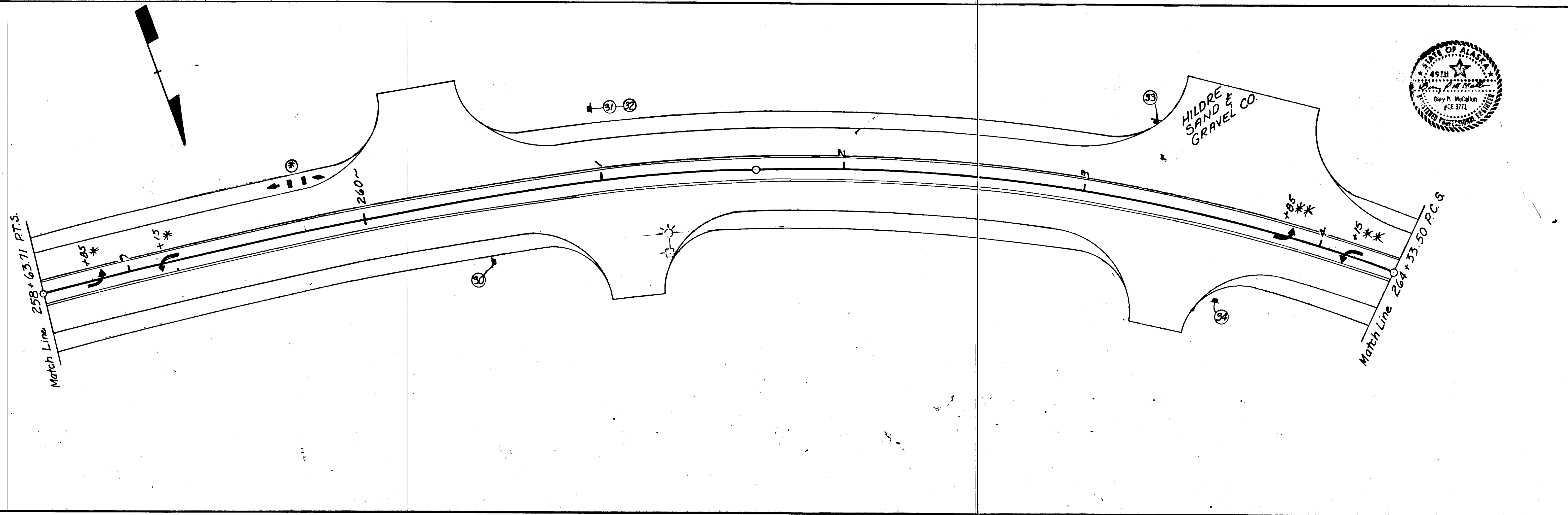
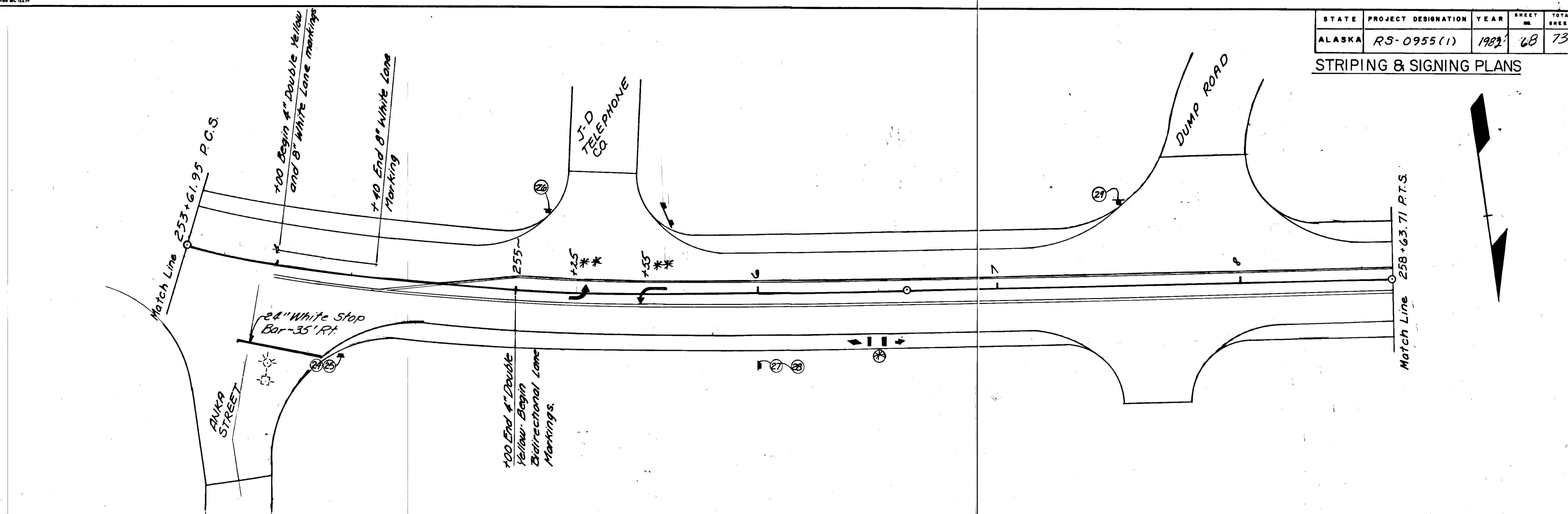


Check =
56 or 56.91?



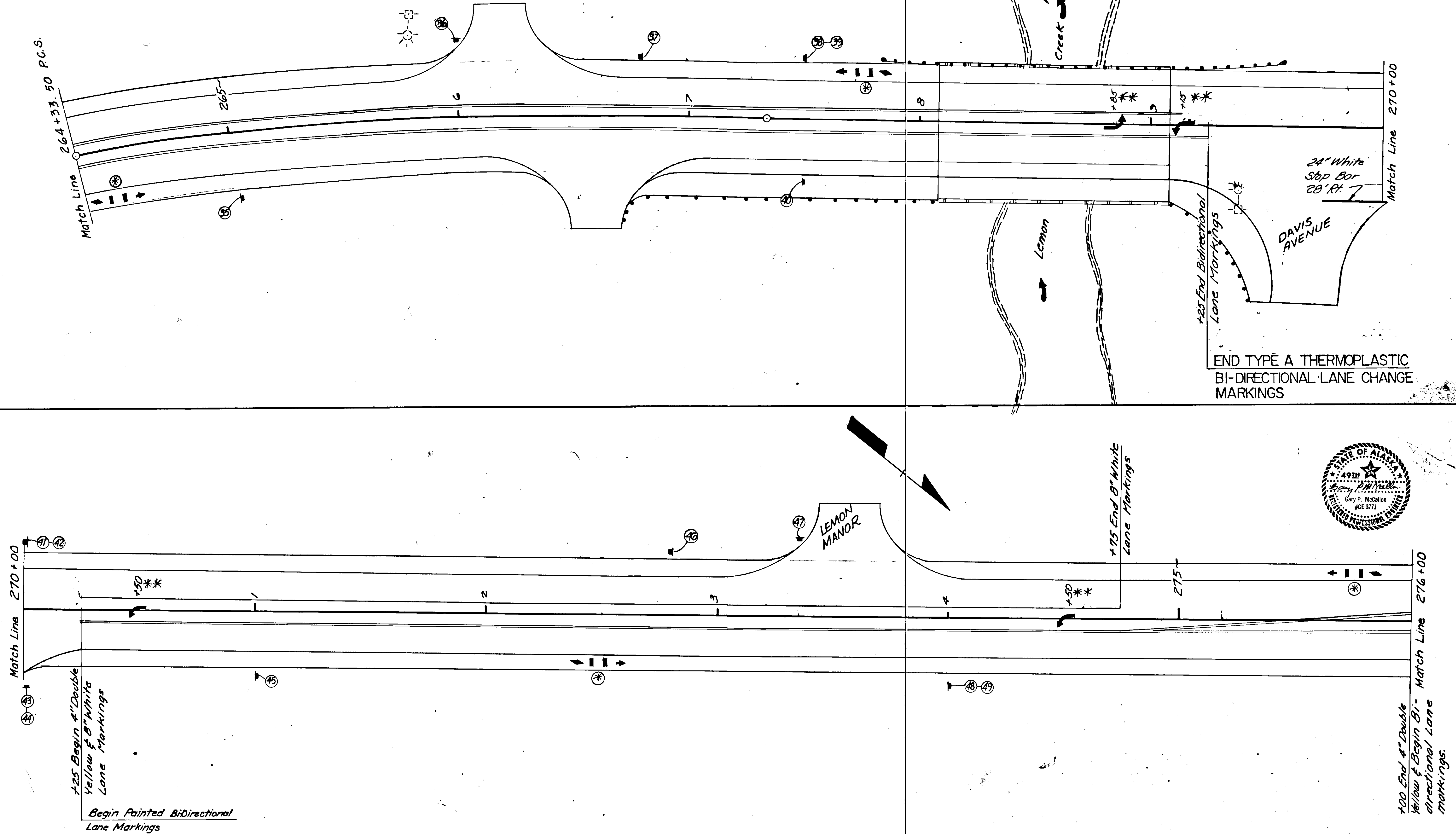
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	68	73

STRIPING & SIGNING PLANS



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	69	73

STRIPING & SIGNING PLANS

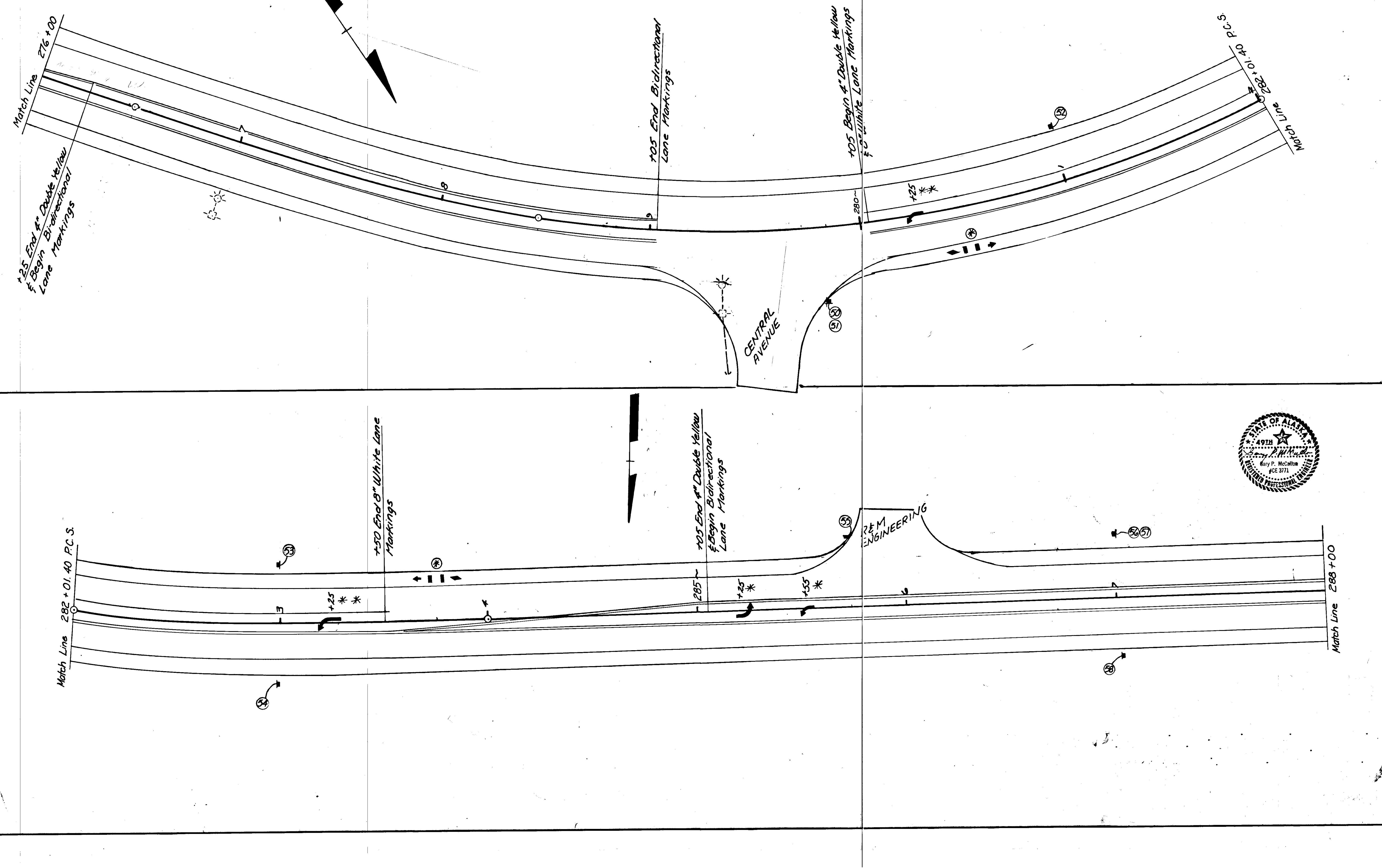


+25 Begin 4" Double Yellow & 8" White Lane Markings
Begin Painted BiDirectional Lane Markings

+100 End 4" Double Yellow & Begin Bi-directional Lane Markings. Match Line 276+00

STATE	PROJECT DESIGNATION	YEAR	SHEET	TOTAL
ALASKA	RS-0955(1)	1981	70	73

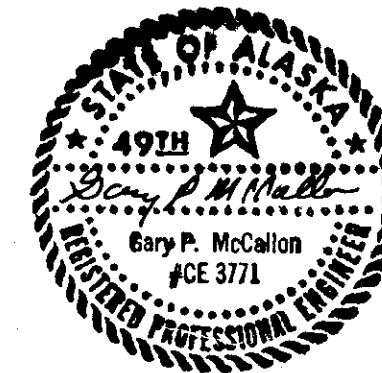
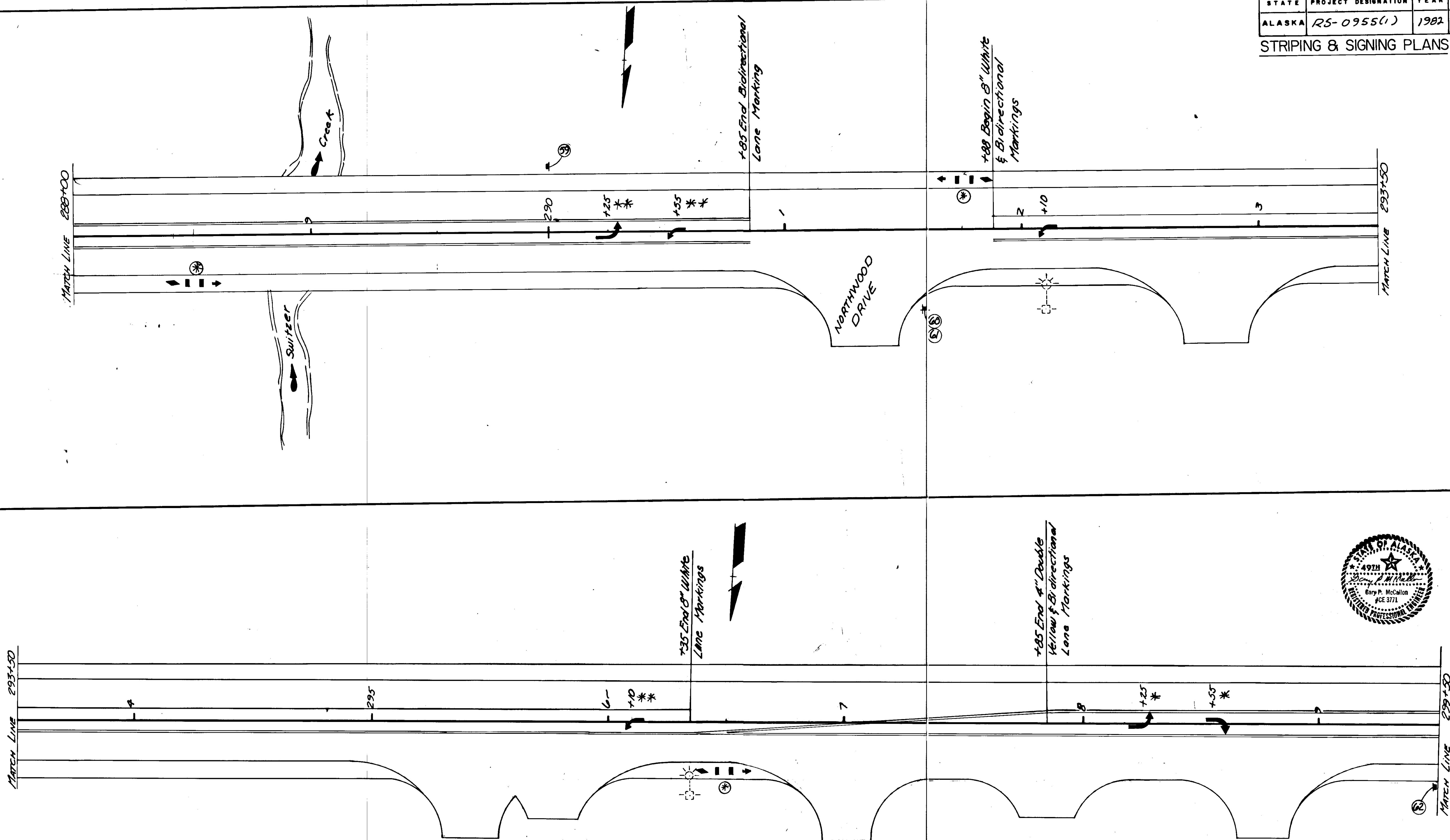
STRIPING & SIGNING PLANS



R&M
ENGINEERING

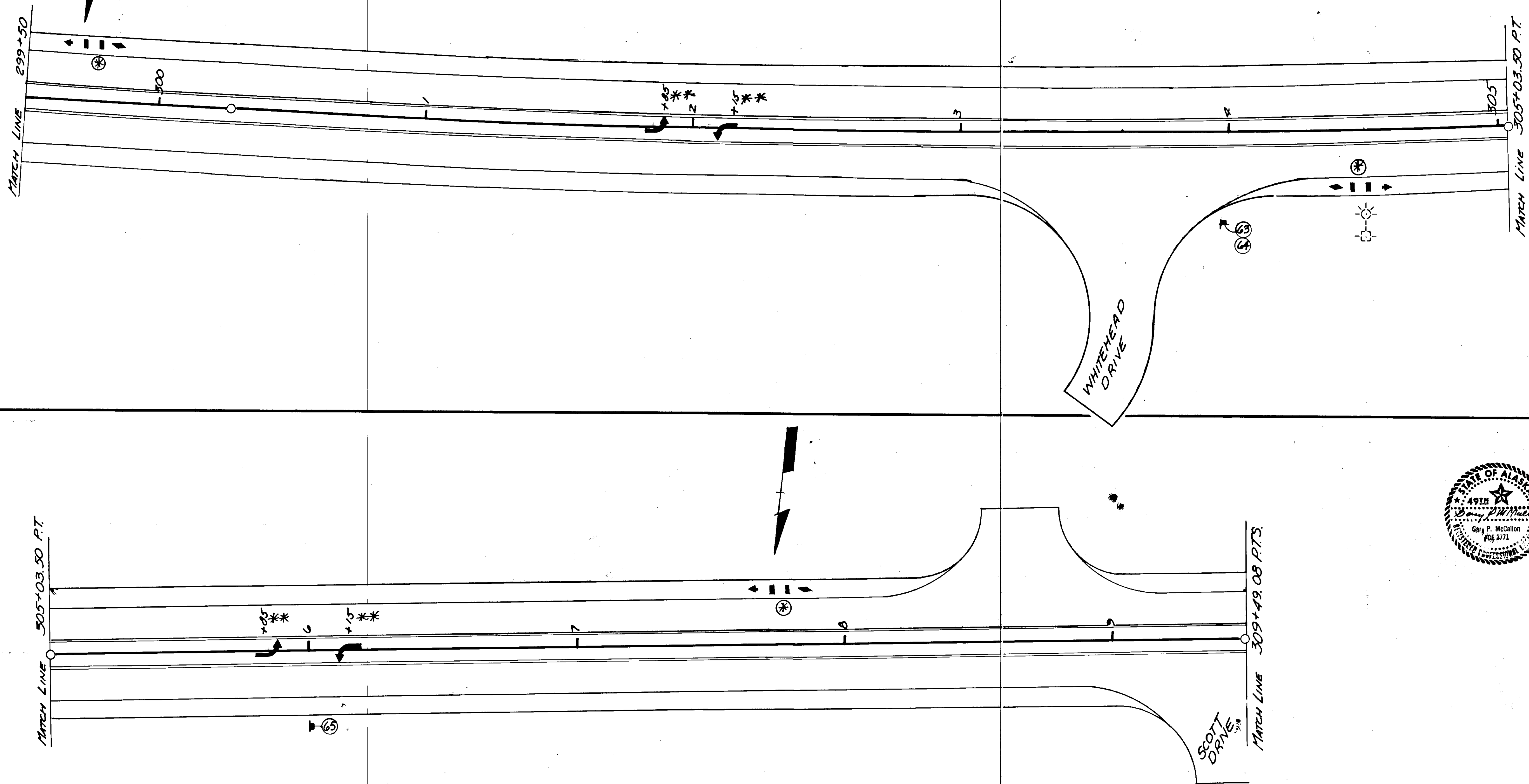
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	71.	73

STRIPING & SIGNING PLANS



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	1982	72	73

STRIPING & SIGNING PLANS



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0955(1)	198	13	73

STRIPING & SIGNING PLANS

