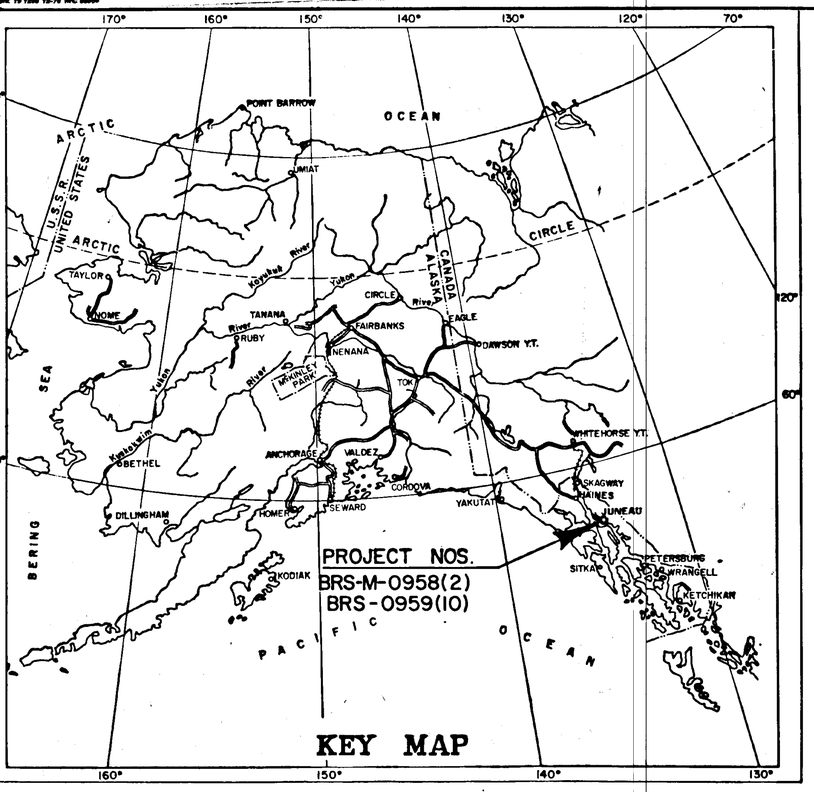
STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1	110

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

BRS-M-0958(2)
GASTINEAU CHANNEL CROSSING, PHASE II
BRIDGE SUPERSTRUCTURE & APPROACH CONSTRUCTION

BRS-0959(10)
KOWEE CREEK BRIDGE
BRIDGE & APPROACH CONSTRUCTION



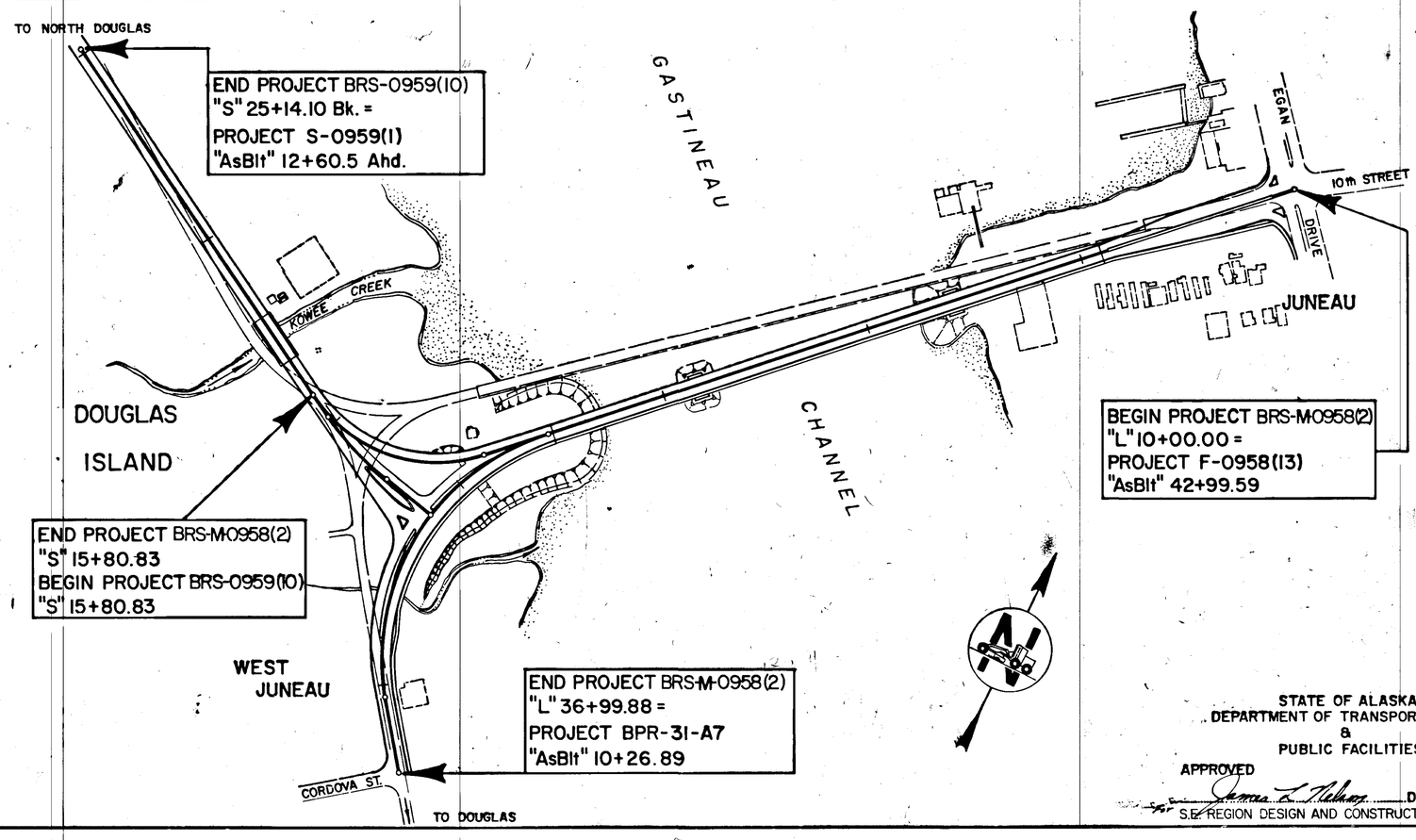
KEY MAP

INDEX OF SHEETS	
Sheet No.	DESCRIPTION
1	TITLE SHEET
2	ROADWAY PLANS INDEX SHEET
3-61	ROADWAY PLANS
62	BRIDGE SUPERSTRUCTURE PLANS INDEX SHEET
63-101	GASTINEAU CHANNEL BRIDGE PLANS
102-110	KOWEE CREEK BRIDGE PLANS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THESE PROJECTS: A-1, B-04.00, B-05.00, C-00.04, C-10.03, C-11.03, D-02.02, D-20.10, D-23.01, D-24.13, D-26.02, F-01.21, F-03.00, G-04.13, G-14.05, G-18.10, G-24.00, I-20.01, I-40.11, I-80.00, L-03.11, L-10.13, L-20.03, L-23.03, L-30.01, M-13.01, M-16.03, S-00.11, S-05.00, S-20.10, S-21.00, S-30.11, S-34.11, S-41.00, T-20.03, T-21.02, T-22.00, T-30.00, T-31.01, T-32.01, T-33.03, T-34.03, T-40.00, T-52.01, U-03.00

DESIGN DESIGNATION			
	"L" 10+00.00 to "L" 27+75.12	"L" 27+75.12 to "L" 36+99.88	"S" 10+00.00 to "S" 25+14.10
ADT 1979	8,303	5,261	3,520
ADT 2000	19,899	12,608	8,870
DHV (12%)	2,388	1,513	1,064
D	60-40	60-40	60-40
T	7%	7%	7%
V	35 MPH	35 MPH	35 MPH
T.I.	9.5	9.0	8.5

PROJECT SUMMARY		
	BRS-M-0958(2)	BRS-0959(10)
WIDTH OF PAVEMENT	76'-36', 21'	36'
LENGTH OF PAVING	2695.25=0.5105 Mi. 580.83' =0.1100 Mi. 377.47' =0.0715 Mi.	933.27' = 0.1768 Mi.
LENGTH OF GRADING	1408.91 =0.2668 Mi. 580.83' =0.1100 Mi. 377.47' =0.0715 Mi.	819.27 = 0.1552 Mi.
LENGTH OF BRIDGE	1286.34'=0.2436 Mi.	114.00' = 0.0216 Mi.
LENGTH OF PROJECT	2699.88'=0.5113 Mi. 580.83' = 0.1100 Mi. 377.47' =0.0715 Mi.	933.27' =0.1768 Mi.



"As Built" Plans

MOSEMAN CONSTRUCTION COMPANY

PROJECT ENGINEER: VERN HIRSH and PAT KEMP

NOTICE TO PROCEED: JANUARY 21, 1980

CONSTRUCTION BEGAN: MARCH 19, 1980

CONSTRUCTION ENDED: SEPTEMBER 1982

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED

S.E. REGION DESIGN AND CONSTRUCTION ENGINEER — DATE 7/10/82

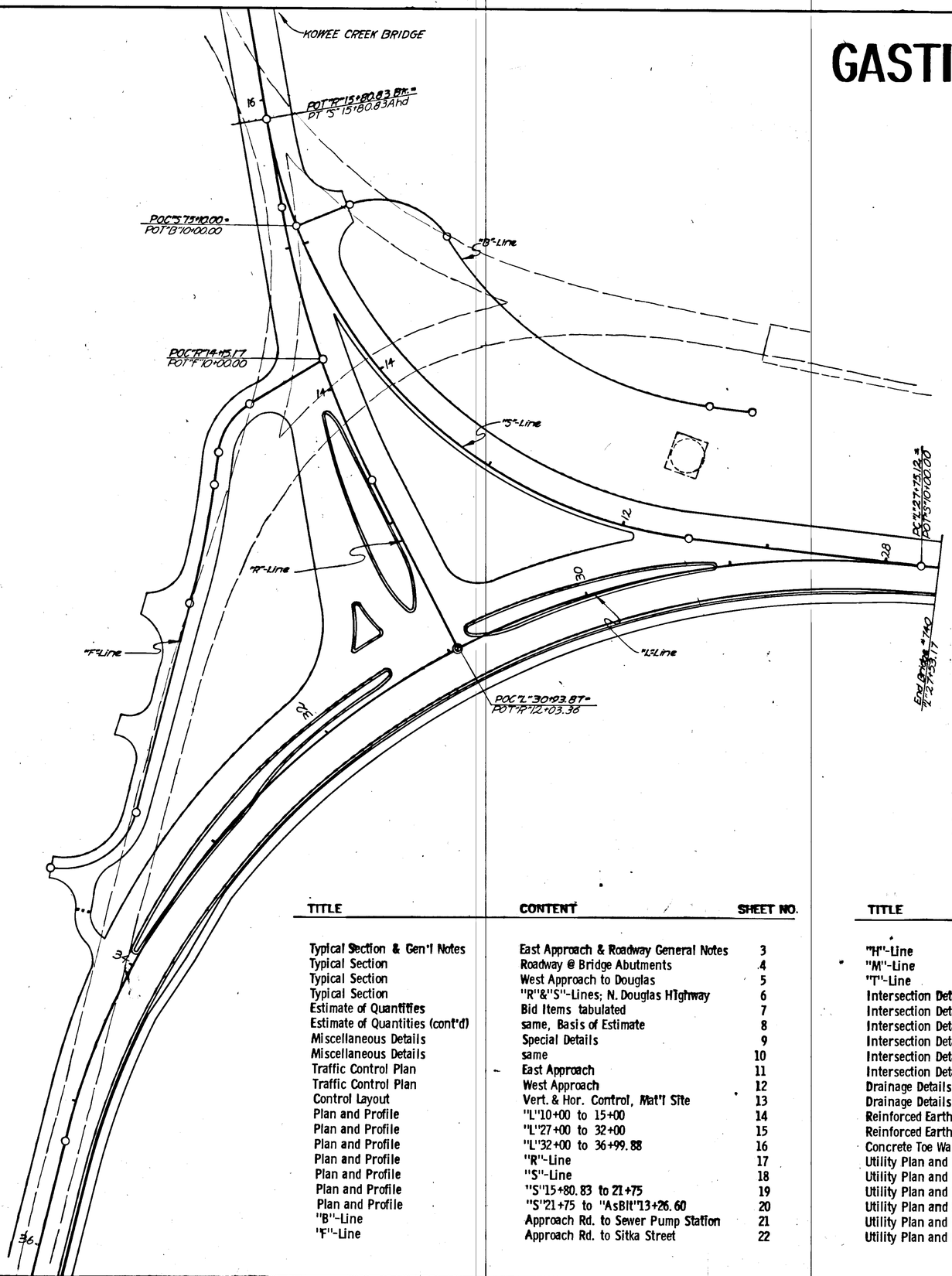
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

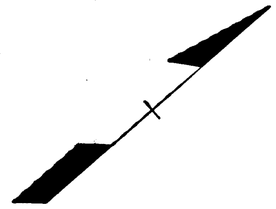
APPROVED

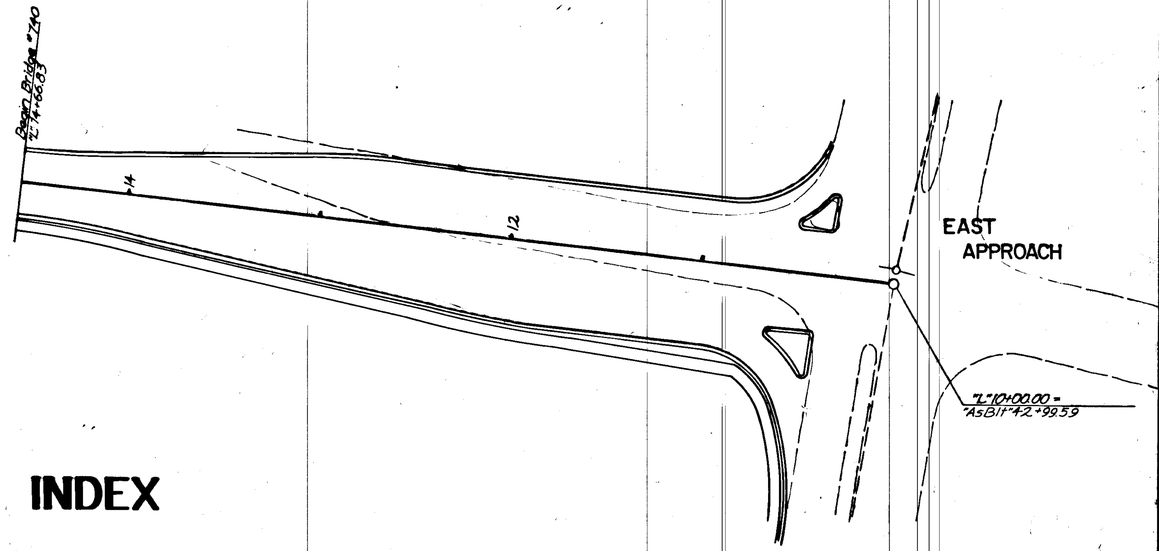
DIRECTOR - HIGHWAY DESIGN AND CONSTRUCTION — Date 7-12-82

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	2	110

GASTINEAU CHANNEL CROSSING
PHASE II
ROADWAY PLANS



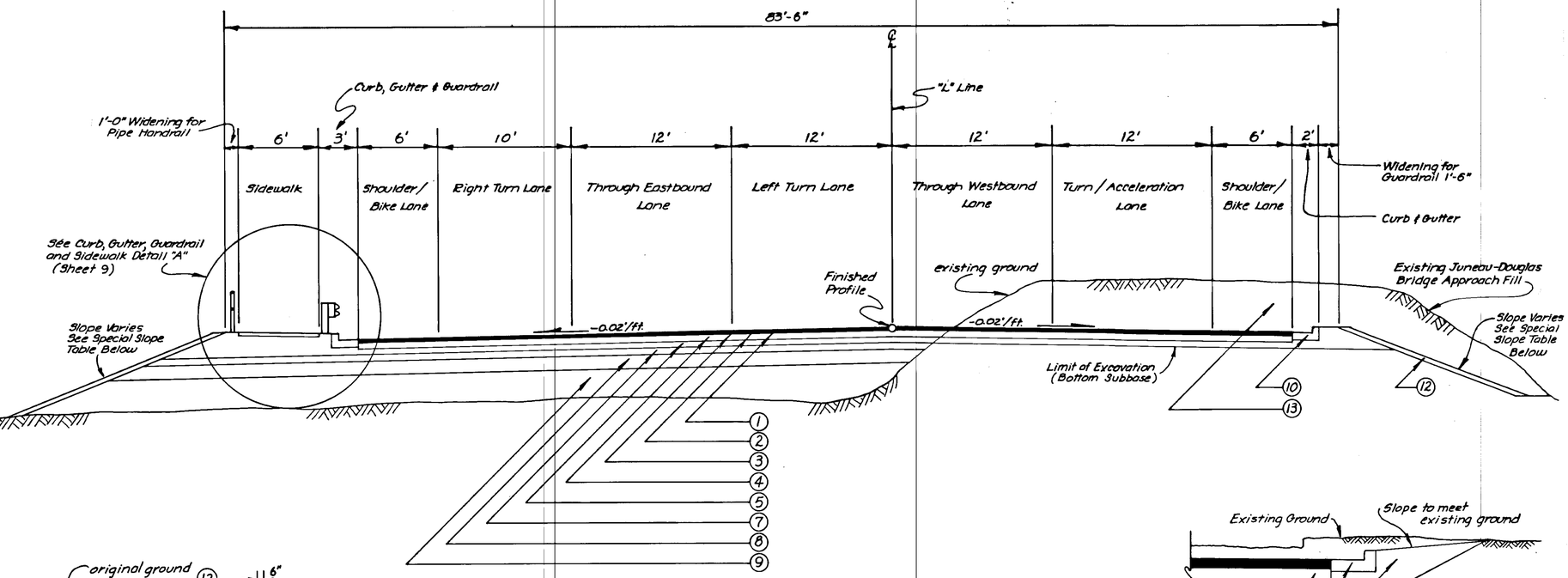




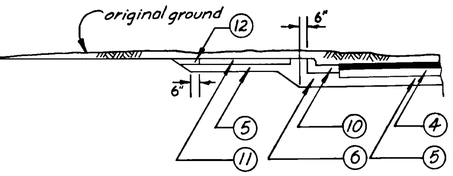
SHEET INDEX

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	3	110

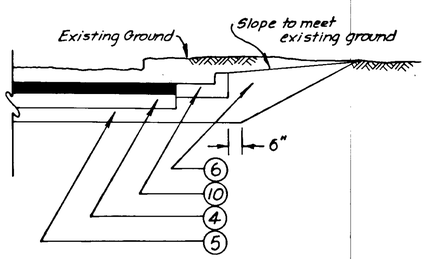
TYPICAL SECTIONS OF IMPROVEMENT



TYPICAL SECTION (Juneau Approach)
Stations "L" 10+33.74 to "L" 14+58.00
(Turning Lanes in Transition from "L" 10+33.74 to "L" 11+25.41 & "L" 12+31.75 to "L" 14+58.00)



SIDEWALK CONSTRUCTION IN CUT SECTION



CURB AND GUTTER CONSTRUCTION IN CUT DETAIL

SPECIAL SLOPE TABLE (LEFT)	
STATION	SLOPE
"L" 11+25	10:1
"L" 11+50 to 11+75	4:1
"L" 12+00	3:1
"L" 12+25 to 13+50	2:1
"L" 13+75 to 14+58	1½:1

MATERIAL LABELS

(1) Hot Asphalt Pavement, 4" Depth (2-2" lifts)
(2) CSS-1 Emulsified Asphalt for Tack Coat
(3) MC-30 Liquid Asphalt for Prime Coat
(4) 6" Crushed Aggregate Base Course
(5) 6" Subbase, Grading A
(6) Varying Thickness Subbase, Grading A
(7) 6" Selected Material II
(8) 12" Selected Material I
(9) Useable Unclassified Excavation and/or Borrow
(10) Concrete Standard Curb and Gutter
(11) 4" Concrete Sidewalk
(12) 4" Topsoil with Seeding
(13) Unclassified Excavation
(14) Hot Asphalt Pavement, 1½" Depth

SPECIAL SLOPE TABLE (RIGHT)	
STATION	SLOPE
"L" 11+50	10:1
"L" 11+75 to 12+00	4:1
"L" 12+25 to 12+75	3:1
"L" 13+00 to 13+50	2½:1
"L" 13+75 to 14+25	2:1
"L" 14+50 to 14+58	1½:1

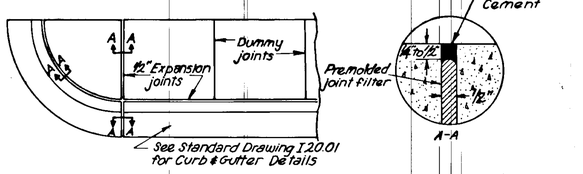
SLOPE TABLE

Height of Fill or Cut	Slope, horizontal to vertical *
0 - 10'	4 : 1
10' - 15'	2½ : 1
15' - 20'	2 : 1
over 20'	1½ : 1

* special slopes labelled

ROADWAY GENERAL NOTES

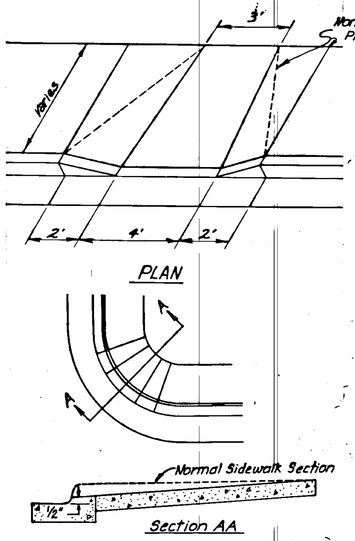
1. Height of fill for determining side slopes shall be the difference between the elevation of the point on the shoulder (or extension) where side slope begins, and the elevation of the original ground below.
2. All constructed fore and back slopes shall be covered with 4 inches (measured normal to face of slope) of topsoil and seeded unless otherwise specified on the plans.
3. The Contractor shall insure that adjacent property owners are not denied access to or from their homes or businesses; any construction activity which causes more than a minor blocking of access of short duration, shall have the prior approval of the Engineer.



TYPICAL CURB & SIDEWALK JOINT DETAIL

NOTES:

1. Premolded expansion joint filler and AC-5 Asphalt Cement (see specifications) shall be considered incidental to pay Item 608(1) "Concrete Sidewalk" and no separate payment will be made therefore.
2. Curb and Gutter expansion joints shall be at each end of the curb returns, and immediately following and preceeding curb cuts. Thereafter they shall be placed at intervals of 30' except where shorter sections are needed for closure.
3. Sidewalk expansion joints shall be opposite expansion joints in adjoining curb and gutter. Dummy joints shall be equally spaced between expansion joints and spacing shall not exceed 5'.



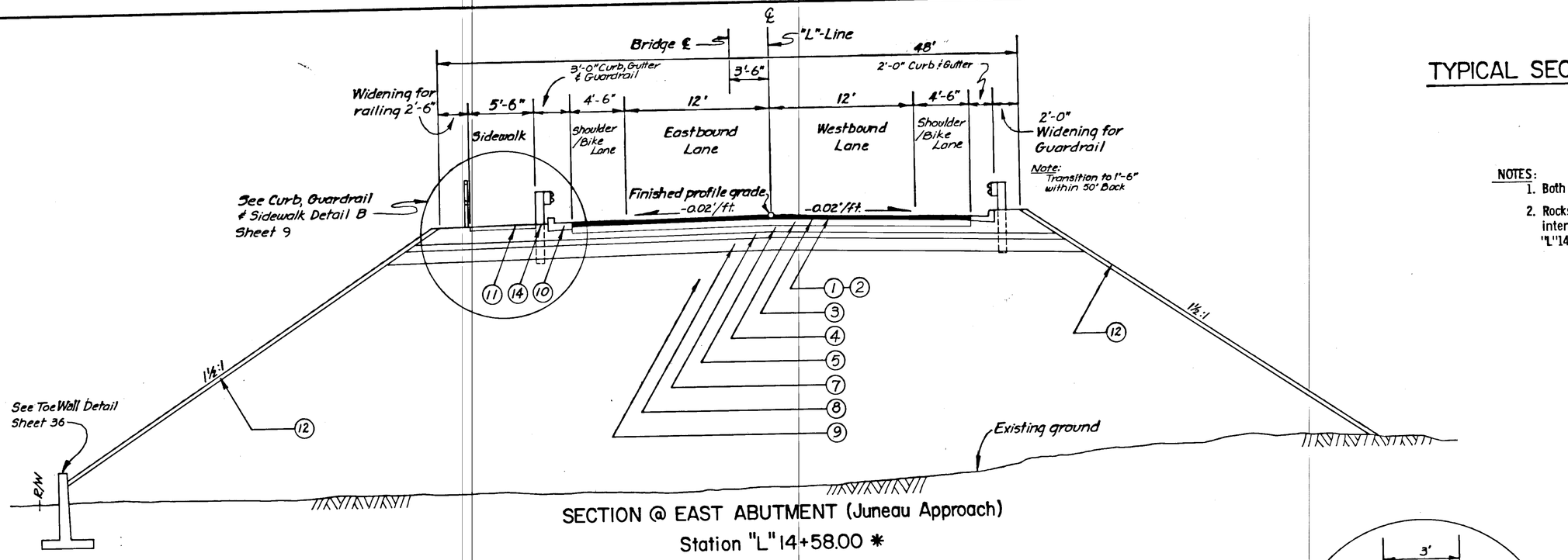
NOTES:

1. Wheelchair ramps shall be constructed as detailed on this sheet at locations designated by a ★ on the plan sheet, or as directed by the engineer.
2. Wheelchair ramps shall be considered incidental to Item 608(1), Concrete Sidewalk and no separate payment will be made therefore.
3. Wheelchair ramps shall have a wood float finish or rougher finish.
4. Wheelchair ramps shall have a curb face of ½".
5. For wheelchair ramps on traffic island located left of "L" Sta. 10+50, the length of transition from the face of curb to the finish grade of the island shall be 4'.
6. The two wheelchair ramps located outside the project limits at 10th and Egan shall be paid for under Item 608(1) Concrete Sidewalk.

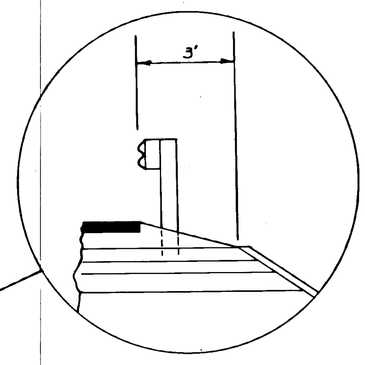
WHEELCHAIR RAMP DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	4	110

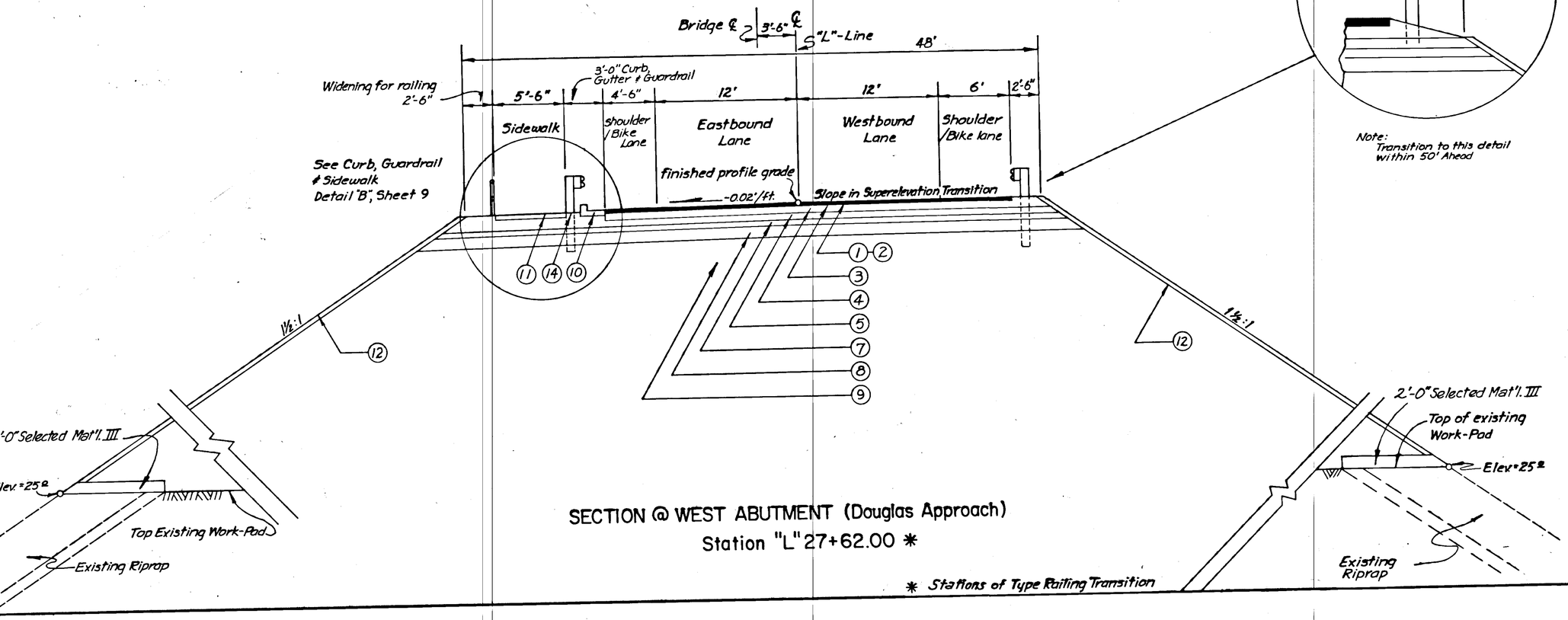
TYPICAL SECTIONS OF IMPROVEMENT (CONT'D)



SECTION @ EAST ABUTMENT (Juneau Approach)
Station "L" 14+58.00 *



Note: Transition to this detail within 50' Ahead



SECTION @ WEST ABUTMENT (Douglas Approach)
Station "L" 27+62.00 *

* Stations of Type Railing Transition

NOTES:
1. Both sections shown are looking ahead on stations.
2. Rocks, broken concrete or other solid materials which would interfere with pile driving shall not be placed between stations "L" 14+50 and 15+00 or stations "L" 27+20 and 27+90.

MATERIAL LABELS

(1) Hot Asphalt Pavement, 4" Depth (2-2" lifts)
(2) CSS-1 Emulsified Asphalt for Tack Coat
(3) MC-30 Liquid Asphalt for Prime Coat
(4) 6" Crushed Aggregate Base Course
(5) 6" Subbase, Grading A
(6) Varying Thickness Subbase, Grading A
(7) 6" Selected Material II
(8) 12" Selected Material I
(9) Usable Unclassified Excavation and/or Borrow
(10) Concrete Standard Curb and Gutter
(11) 4" Concrete Sidewalk
(12) 4" Topsoil with Seeding
(13) Unclassified Excavation
(14) Hot Asphalt Pavement, 1½" Depth

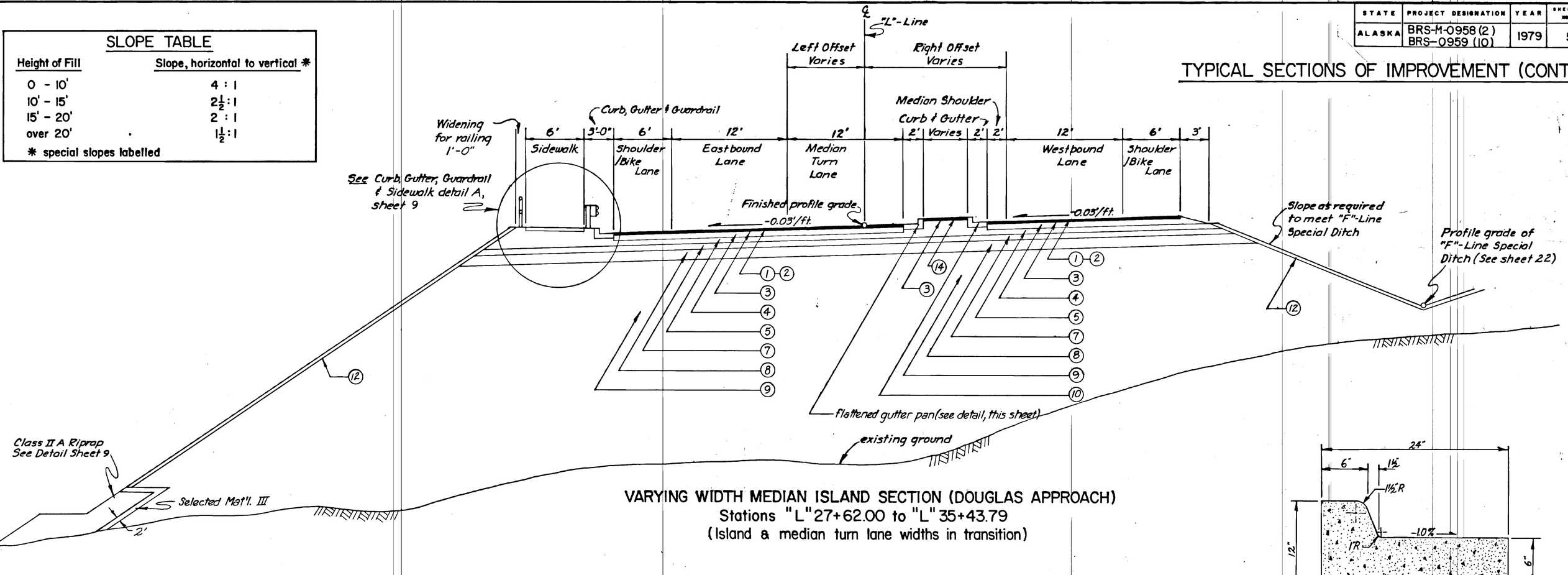
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	5	11

TYPICAL SECTIONS OF IMPROVEMENT (CONT'D)

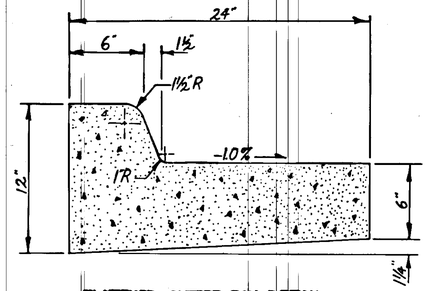
SLOPE TABLE

Height of Fill	Slope, horizontal to vertical *
0 - 10'	4 : 1
10' - 15'	2½ : 1
15' - 20'	2 : 1
over 20'	1½ : 1

* special slopes labelled



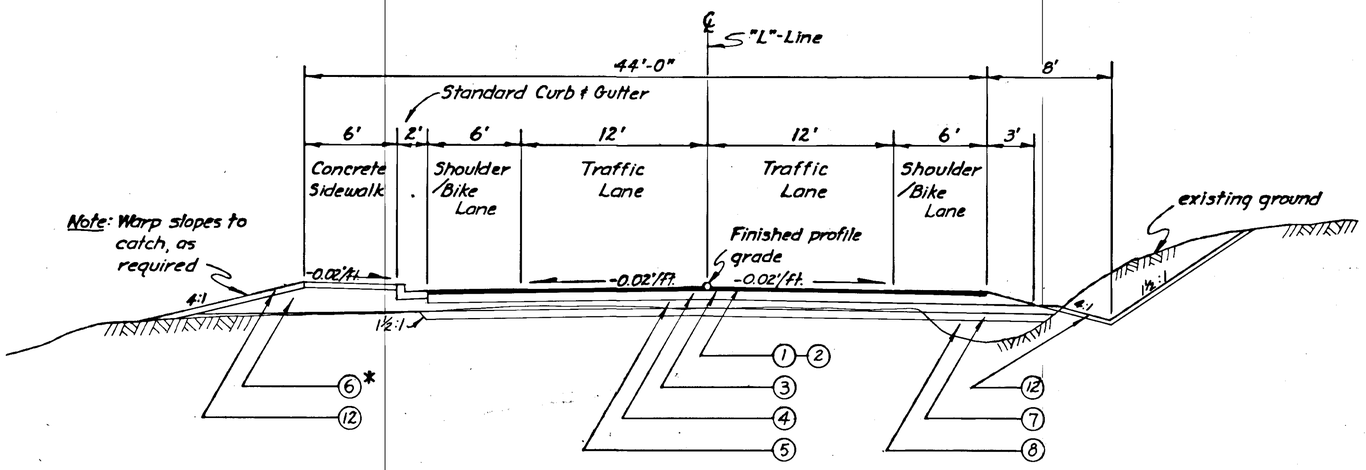
VARYING WIDTH MEDIAN ISLAND SECTION (DOUGLAS APPROACH)
Stations "L" 27+62.00 to "L" 35+43.79
(Island & median turn lane widths in transition)



FLATTENED GUTTER PAN DETAIL
(use only in areas designated)

MATERIAL LABELS

1. Hot Asphalt Pavement, 4" Depth (2-2" lifts)
2. CSS-1 Emulsified Asphalt for Tack Coat
3. MC-30 Liquid Asphalt for Prime Coat
4. 6" Crushed Aggregate Base Course
5. 6" Subbase, Grading A
6. Varying Thickness Subbase, Grading A
7. 6" Selected Material II
8. 12" Selected Material I
9. Useable Unclassified Excavation and/or Borrow
10. Concrete Standard Curb and Gutter
11. 4" Concrete Sidewalk
12. 4" Topsoil with Seeding
13. Unclassified Excavation
14. Hot Asphalt Pavement, 1½" Depth

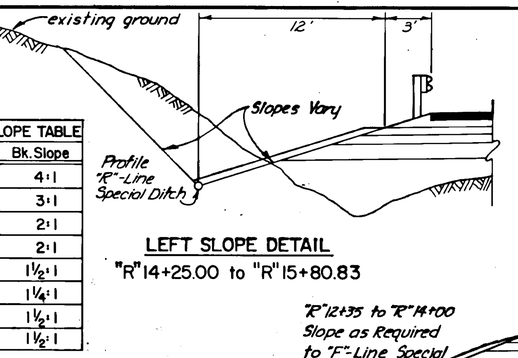


TYPICAL SECTION (DOUGLAS APPROACH)
Stations "L" 35+43.79 to "L" 36+99.88 EOP

* Cut, if required, to obtain 6" minimum thickness under sidewalk and curb & gutter

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958 (2) BRS- 0959(10)	1979	6	110

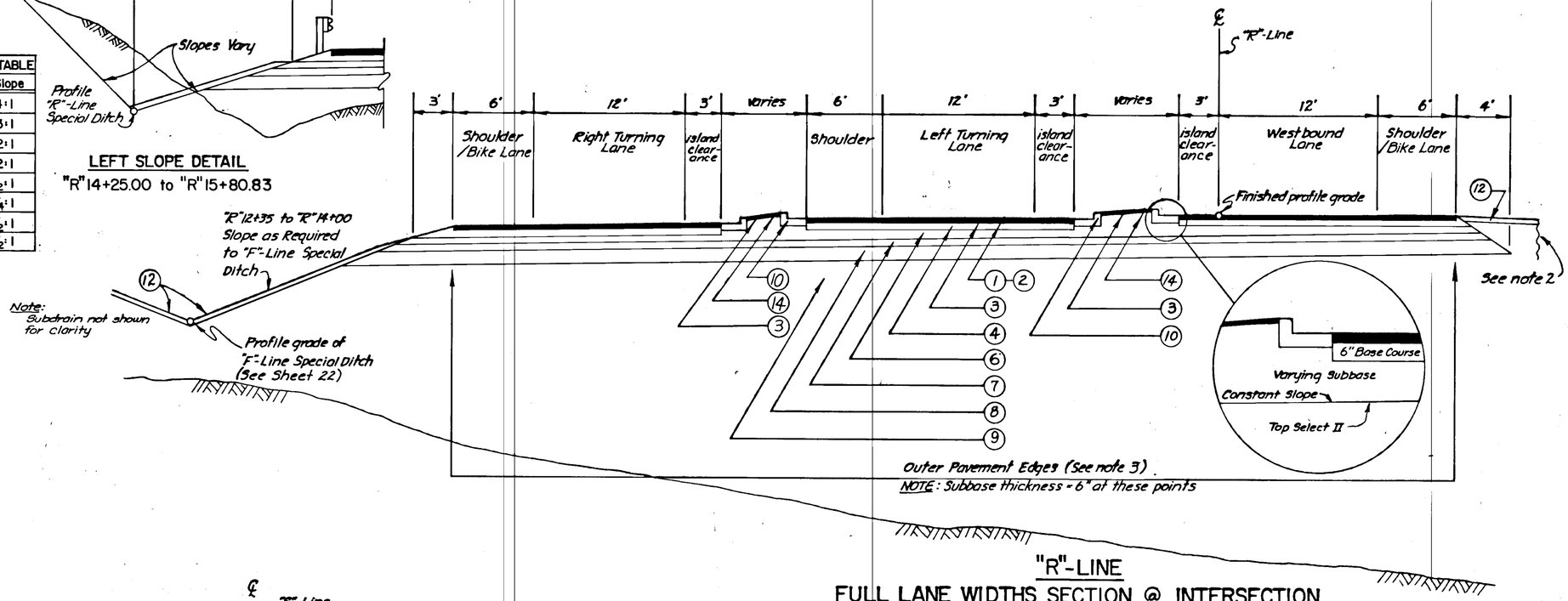
TYPICAL SECTIONS OF IMPROVEMENT (CONT'D)



SLOPE TABLE
Bk. Slope
4:1
3:1
2:1
2:1
1½:1
1¼:1
1½:1
1½:1

LEFT SLOPE DETAIL

"R" 14+25.00 to "R" 15+80.83

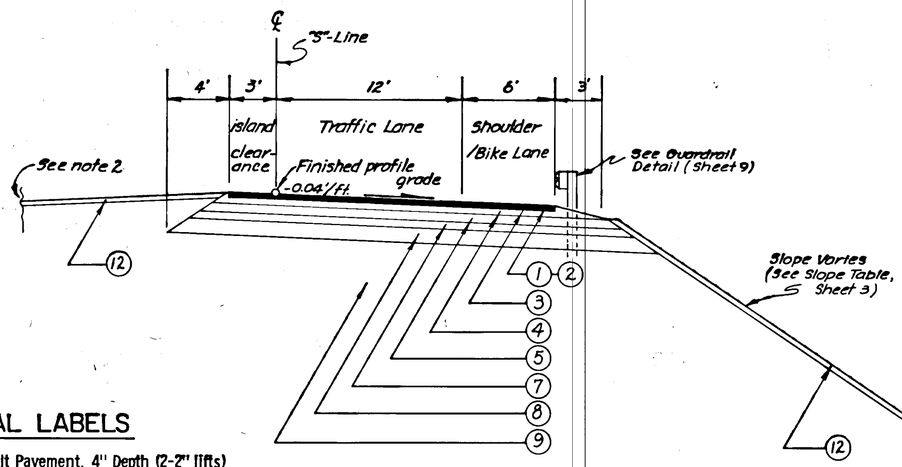


"R"-LINE
FULL LANE WIDTHS SECTION @ INTERSECTION
STATIONS "R" 12+03.36 to "R" 15+80.83
(section skewed to show lane widths)

NOTE: Construct flattened gutter pan in the following areas (see detail, sheet 5):
"R" 13+00.00, 4.50' Lt. to "R" 13+81.23, 9.11' Lt.
"L" 31+51.62, 3700' Rt. to "R" 12+60.30, 19.77' Lt.

NOTES

1. All lane cross slopes shall be warped to fit as shown by the elevations on the Intersection Detail Sheets 28-31.
2. The large triangular island bordered by the "R"-Line, the "S"-Line and the "L"-Line shall be constructed of Useable Unclassified Excavation and/or Borrow, and shall have topsoil to a minimum depth of 4" on top; it shall be sloped to drain as shown on the Intersection Detail Plans and the Drainage Plans.
3. Between Stations "R" 12+33 and "R" 14+75, "R"-Line subgrade materials shall be straight-lined between outer edges of pavement (as shown in "R"-Line Typical Section) up to top of Selected Material II; superelevation warping and differential cross-sloping thickness variations shall be accomplished in the subbase lift. Pavement edge elevations are shown in the Intersection Detail Plans, Sheets 28-31.
4. The pavement joint between the "L"-Line roadway and the "R"-Line roadway shall be at the normal edge of the "L" roadway; no warping to match adjacent roadway shall be permitted within the limits of the "L"-Line roadway.
5. The pavement joint between the "R"-Line roadway and the "S"-Line roadway shall be at the "S"-Line as the two roadways merge; the "S" Typical Section controls the cross-slope of the portion of the roadway shared by the merging lanes.

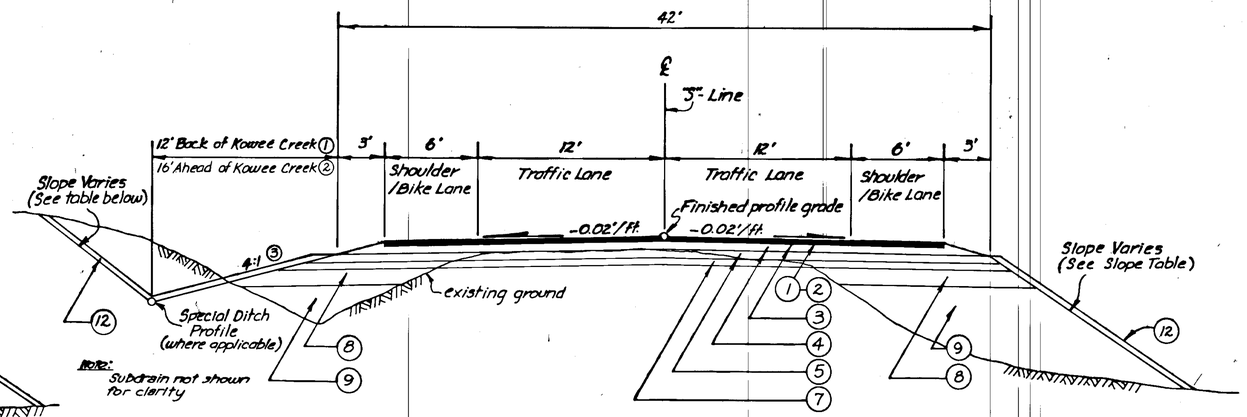


"S"-LINE
TYPICAL SECTION (DOUGLAS APPROACH)
STATIONS "S" 10+00.00 to "S" 15+80.83
(width in transition between "S" 10+00.00 to "S" 11+93.49
width in transition between "S" 14+48.26 to "S" 15+80.83)

MATERIAL LABELS

Hot Asphalt Pavement, 4" Depth (2-2" lifts)
CSS-1 Emulsified Asphalt for Tack Coat
MC-30 Liquid Asphalt for Prime Coat
" Crushed Aggregate Base Course
" Subbase, Grading A
Varying Thickness Subbase, Grading A
" Selected Material II
2" Selected Material I
Usable Unclassified Excavation and/or Borrow
Concrete Standard Curb and Gutter
" Concrete Sidewalk
" Topsoil with Seeding
Unclassified Excavation
Hot Asphalt Pavement, 1½" Depth

SPECIAL BACK SLOPE TABLE (LEFT)									
STATION	BK.SLP.	STATION	BK.SLP.	STATION	BK.SLP.	STATION	BK.SLP.	STATION	BK.SLP.
"S" 15+80.83	1½:1	"S" 18+65	4:1	"S" 20+25	2½:1	"S" 22+00	1¼:1	"S" 23+75	1:1
16+00	1½:1	18+75	4:1	20+50	2½:1	22+25	1¼:1	24+00	1:1
16+25	4:1	19+00	4:1	20+75	2½:1	22+50	1½:1	24+25	1:1
16+50	4:1	19+25	4:1	21+00	2:1	22+75	1½:1	24+50	1:1
16+75	4:1	19+50	3:1	21+25	1½:1	23+00	1¼:1	24+75	1:1
		19+75	3:1	21+50	1½:1	23+25	1½:1	25+00	1:1
		20+00	2¼:1	21+75	1½:1	23+50	1:1	25+14.12	1:1



"S"-LINE
TYPICAL SECTION (KOWEE CREEK)
Stations "S" 15+80.83 to "S" 25+14.12

① Width transitions from 12' to 21' between Stations "S" 15+25 & "S" 16+98
② 25' from "S" 17+60 to "S" 18+30, transitions to 16' from "S" 18+30 to "S" 18+61
③ Varies in areas of Special Ditches

ESTIMATE OF QUANTITIES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TO SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	7	11

ITEM NO.	ITEM	UNIT	BRS-M-0958(2) - GASTINEAU CHANNEL CROSSING				BRS-0959(10) – KOWEE CREEK BRIDGE				GRAND TOTAL
			ROADWAY SUBTOTAL	BRIDGE SUBTOTAL	UTILITIES SUBTOTAL	TOTAL	ROADWAY SUBTOTAL	BRIDGE SUBTOTAL	UTILITIES SUBTOTAL	TOTAL	
1	Furnishing and Maintaining Engineering Facilities	L.S.				All Required				All Required	All Required
110(1)	Mobilization	L.S.				All Required				All Required	All Required
111(1)	Temporary Erosion and Pollution Control	C.S.				All Required				All Required	All Required
112(1)	Training Program IAW FHWA Order Interim 7-2(2)	C.S.				All Required				All Required	All Required
113(1)	Flagging	M.H.	400			400	300			300	700
114(1)	Construction Engineering by the Contractor	L.S.				All Required				All Required	All Required
115(2)	Temporary Pavement Markings	L.F.	943 ~~2,500~~			943 ~~2,500~~	500			500	~~3,000~~ 943
115(3)	Construction Signing	L.S.				All Required				All Required	All Required
115(4)	Temporary Lighting	Ea.	4			4	2			2	6
115(5)	Detour Embankment	Ton	0 ~~900~~			0 ~~900~~					~~900~~ 0
115(6)	Portable Concrete Protective Barrier	L.F.	562½ ~~700~~			562½ ~~700~~					~~700~~ 562½
115(7)	Temporary Stairway	L.S.	All Required			All Required					All Required
115(8)	Type II Barricades	Ea.	30			30	15			15	~~45~~ 50
201(3B)	Clearing and Grubbing	L.S.	All Required			All Required	All Required			All Required	All Required
202(1A)	Removal of Existing Gastineau Channel Bridge	L.S.		All Required		All Required					All Required
202(1B)	Removal of Existing Kowee Creek Bridge	L.S.						All Required		All Required	All Required
202(1C)	Removal of Temporary Access Fill	L.S.		All Required		All Required					All Required
202(2)	Removal of Pavement	Sq. Yd.	2,461			2,461					2,461
202(3)	Removal of Sidewalks	Sq. Yd.	257			257					257
202(4)	Removal and Disposal of Culvert Pipe	L.F.	217			217	48			48	265
202(5)	Removal of Manholes	Ea.	1		2	3					3
202(7)	Removal of Inlets	Ea.	3			3					3
202(8)	Removal of Curb and Gutter	L.F.	963			963					963
203(3)	Unclassified Excavation	C.Y.	5,647			5,647	18,619			18,619	24,266
203(5B)	Borrow	Ton	249,421			249,421	5,584			5,584	255,005
301(1)	Crushed Aggregate Base Course	Ton	4,086			4,086	1,295			1,295	5,381
304(1)	Subbase, Grading A	Ton	9,036			9,036	2,031			2,031	11,067
401(1)	Hot Asphalt Pavement, Class I	Ton	2906.63 ~~2,716~~	619.43 ~~600~~		3526.06 ~~3,316~~	~~982~~ 787.10	64.25 ~~54~~		851.35 ~~836~~	~~4,272~~ 4377.41
401(2)	AC-5 Asphalt Cement	Ton	176.79 ~~163~~	37.59 ~~36~~		214.38 ~~199~~	~~54~~ 47.80	3.9 ~~3.2~~		51.7 ~~57.3~~	~~256.3~~ 266.08
401(4)	Anti-Stripping Additive	C.S.	All Required	All Required		All Required	All Required	All Required		All Required	All Required
402(3)	CSS-1 Emulsified Asphalt for Tack Coat	L.S.	All Required			All Required	All Required			All Required	All Required
403(1)	MC-30 Liquid Asphalt for Prime Coat	Ton	0 ~~12.4~~			0 ~~12.4~~	~~3.8~~ 1.7			1.7 ~~3.8~~	~~16.2~~ 1.7
407(1)	Membrane Waterproofing	L.S.		All Required		All Required		All Required		All Required	All Required
501(1)	Class X Concrete	L.S.		All Required		All Required		All Required		All Required	All Required
501(2)	Expansion Joint Seals	L.F.		Deleted ~~176~~		~~176~~					~~176~~ Deleted
501(3)	Concrete Toe Wall	L.S.	All Required			All Required					All Required
502(1)	Prestressed Concrete 112" Structural Members (Bulb Tee)	Ea.						6		6	6
503(1)	Reinforcing Steel	L.S.		All Required		All Required		All Required		All Required	All Required
503(2)	Reinforcing Steel (epoxy coated)	L.S.		All Required		All Required					All Required
505(3)	Structural Steel Piles, Furnished and Driven	L.F.		~~5,367~~ 5960.4		5960.4 ~~5,367~~					~~5,367~~ 5960.4
507(1)	Metal Bridge Railing	L.F.		~~1,304~~ 1303.6		1303.6 ~~1,304~~					~~1,304~~ 1303.6
507(2)	Pedestrian Railing	L.F.		~~1,304~~ 1305.1		1305.1 ~~1,304~~					~~1,304~~ 1305.1
507(3)	Combination Railing	L.F.		~~1,304~~ 1304.6		1304.6 ~~1,304~~		228		228	~~1,532~~ 1532.6
508(1)	Prestressing System	L.S.		All Required		All Required					All Required
508(2)	Erection Equipment	L.S.		All Required		All Required					All Required
510(1)	Reinforced Earth Retaining Wall	L.S.	All Required			All Required					All Required
603(22E)	18" Pipe Conduit	L.F.	938			938	82			82	1,020
603(22K)	48" Pipe Conduit	L.F.	164			164					164
604(1)	Storm Sewer Manhole	Ea.	1			1					1
604(2)	Sanitary Sewer Manhole	Ea.			2	2					2
604(4)	Adjust Existing Manholes	Ea.			5	5					5
604(5)	Inlets	Ea.	13			13					13
604(7)	36" Pipe Conduit Manholes	Ea.	1			1					1
605(6)	Subdrain System	L.S.	All Required			All Required	All Required			All Required	All Required
606(1)	Beam Type Guardrail Type I Post	L.F.	1,900			1,900	750			750	2,650
606(4)	Removal and Disposal of Guardrail	L.F.	563.75			563.75	120			120	683.75
607(3)	Chain Link Fence	L.F.	62			62					62
608(1)	Concrete Sidewalk 4" Depth	Sq. Yd.	1,016			1,016					1,016
609(2)	Curb and Gutter, Type I	L.F.	3,347			3,347					3,347
611(2A)	Riprap, Class II	Ton					~~1845~~ 1677			~~1845~~ 1677	~~1845~~ 1677
611(2B)	Riprap, Class IIA	Ton	~~1,664~~ 988			988 ~~1,664~~					~~1,664~~ 988
614(1)	Survey Monuments	Ea.	6			6	1			1	7

DI(M)EWO 6

B(1A) EWO 4
B(1B) EWO 12

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	8	110

ESTIMATE OF QUANTITIES (CONT'D)

(1) SEE RIGHT

ITEM NO.	ITEM	UNIT	BRS-M-0958(2) - GASTINEAU CHANNEL CROSSING				BRS-0959(10) - KOWEE CREEK BRIDGE				GRAND TOTAL
			ROADWAY SUBTOTAL	BRIDGE SUBTOTAL	UTILITIES SUBTOTAL	TOTAL	ROADWAY SUBTOTAL	BRIDGE SUBTOTAL	UTILITIES SUBTOTAL	TOTAL	
614(2)	Monument Cases	Ea.	6			6	1			1	7
615(1)	Standard Sign	Sq. Ft.	439.65			439.65					475.65
618(1)	Seeding	M.S.F.	113.58			113.58	36			36	187.44
618(2)	Water for Maintenance	M. Gal.	143			143	73.86			73.86	236
							93			93	
620(1)	Topsoil	M.S.F.	113.58			113.58	73.86			73.86	187.44
621(1A)	Furnishing and Planting Trees (Mountain Ash)	Ea.	3			3					3
621(1B)	Furnishing and Planting Trees (Sitka Spruce)	Ea.	10			10					10
621(1C)	Furnishing and Planting Shrubs (Mugho Pine)	Ea.	80			80					80
625(1)	Pipe Handrail	L.F.	830			830					830
626(1)	8" Sewer Conduit	L.F.			~~115~~ 114.6	~~115~~ 114.6					~~115~~ 114.6
626(2)	10" Sewer Conduit	L.F.							~~55~~ 67	~~55~~ 67	~~55~~ 67
626(3)	12" Sewer Conduit	L.F.			~~1,672~~ 1738.7	~~1,672~~ 1738.7					~~1,672~~ 1738.7
627(1)	Watering	M. Gal.	36			36	12			12	48
628(2A)	8" Ductile Iron Water Conduit	L.F.			158	158			40	40	198
628(2D)	14" Ductile Iron Water Conduit	L.F.			~~3,078~~ 3242.4	~~3,078~~ 3242.4					~~3,078~~ 3242.4
628(4)	Install Valve Box	Ea.			~~12~~ 17	12					12
628(7)	Fire Hydrant Relocation	Ea.			1	1					1
628(9A)	1" Water Service Connection	Ea.			1	1					1
628(9B)	2" Water Service Connection	Ea.			1	1					1
628(10A)	Install 8" Gate Valve	Ea.			2	2					2
628(10D)	Install 14" Gate Valve	Ea.			~~10~~ 11	~~10~~ 11					~~10~~ 11
628(11)	Adjustment of Valve Box	Ea.			3	3					3
660(1)	Traffic Signal System Complete	L.S.	All Required			All Required					All Required
660(3)	Highway Lighting System Complete	L.S.	All Required			All Required	All Required			All Required	All Required
660(10)	Bridge Internal Lighting and Navigation Lights	L.S.		All Required		All Required					All Required
670(6)	Thermoplastic Pavement Markers	L.S.	All Required	All Required		All Required	All Required	All Required		All Required	All Required
680(1A)	2" P.V.C. Conduit	L.F.			~~1,110~~ 1277	~~1,110~~ 1277					~~1,110~~ 1277
680(1B)	4" P.V.C. Conduit	L.F.			6,826	6,826	1,158			1,158	7,984
680(3)	5' X 10' X 7' Vault	Ea.			1	1					1
680(4)	4' X 4' X 4' Vault	Ea.					1			1	1
680(5)	Cable Ladders for Telephone and Television	L.F.			1,280	1,280					1,280
680(6)	Cable Ladder Supporting Structures	L.S.			All Required	All Required					All Required
681(2)	5" P.V.C. Conduit	L.F.			12,917	12,917	2,225			2,225	15,142
681(3)	6' X 8' X 6' Vault	Ea.			2	2	1			1	3
681(4)	Concrete Encasement	L.F.			322	322	265			265	587

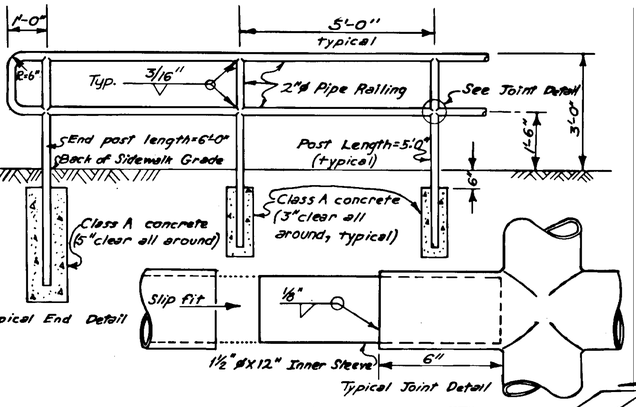
BASIS OF ESTIMATE

ITEM	FACTOR
203(5B)	1.89 Tons/Cu. Yd.
301(1)	1.96 Tons/Cu. Yd.
304(1)	1.96 Tons/Cu. Yd.
401(1)	115 lbs./Sq. Yd./Inch Depth
401(2)	6% of Item 401(1)
402(1)	0.50 Gal./Sq. Yd. — 253 Gal./Ton *
403(1)	0.25 Gal./Sq. Yd. — 256 Gal./Ton
611(2A)	1.90 Tons/Cu. Yd.
611(2B)	1.90 Tons/Cu. Yd.

*Estimated Quantity 3 Tons

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958 (2) BRS-0959 (10	1979	9	110

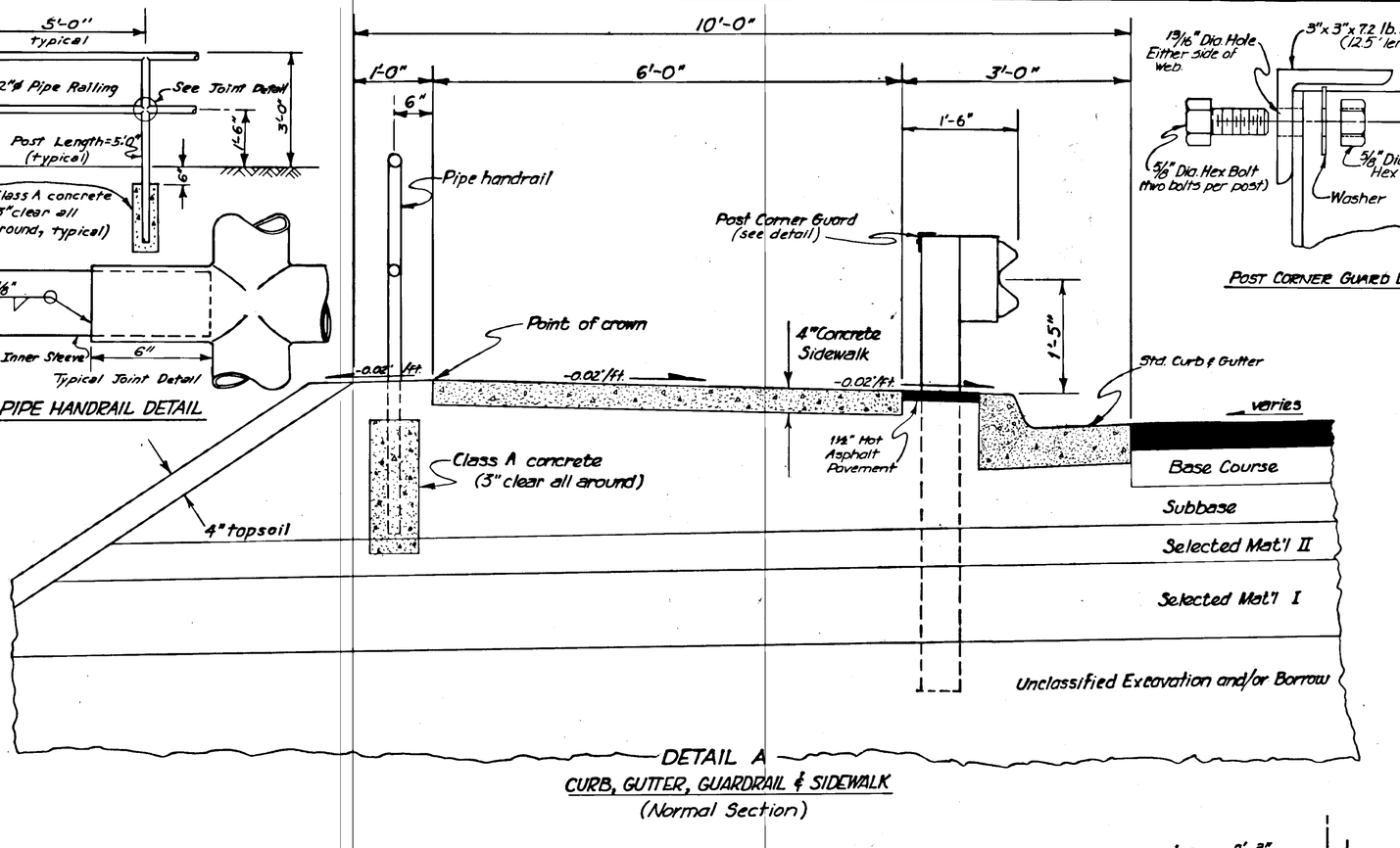
MISCELLANEOUS DETAILS



PIPE HANDRAIL DETAIL

PE HANDRAIL NOTES

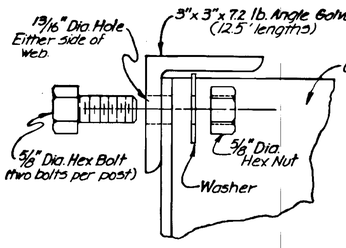
1. ll fabricated parts shall be hot dip alvanized prior to erection.
2. ll burrs, cuts and welds shall be round smooth prior to galvanizing.
3. lass A Concrete utilized in securing he railing posts shall be considered ncidental to Item 625(1), Pipe Handrail.
4. ipe posts shall be normal to ground urface in a longitudinal direction and lumb in a transverse direction.
5. inished gap between rail elements at lip joint shall be ¼" or less.
6. oints as detailed shall be provided at very third post.



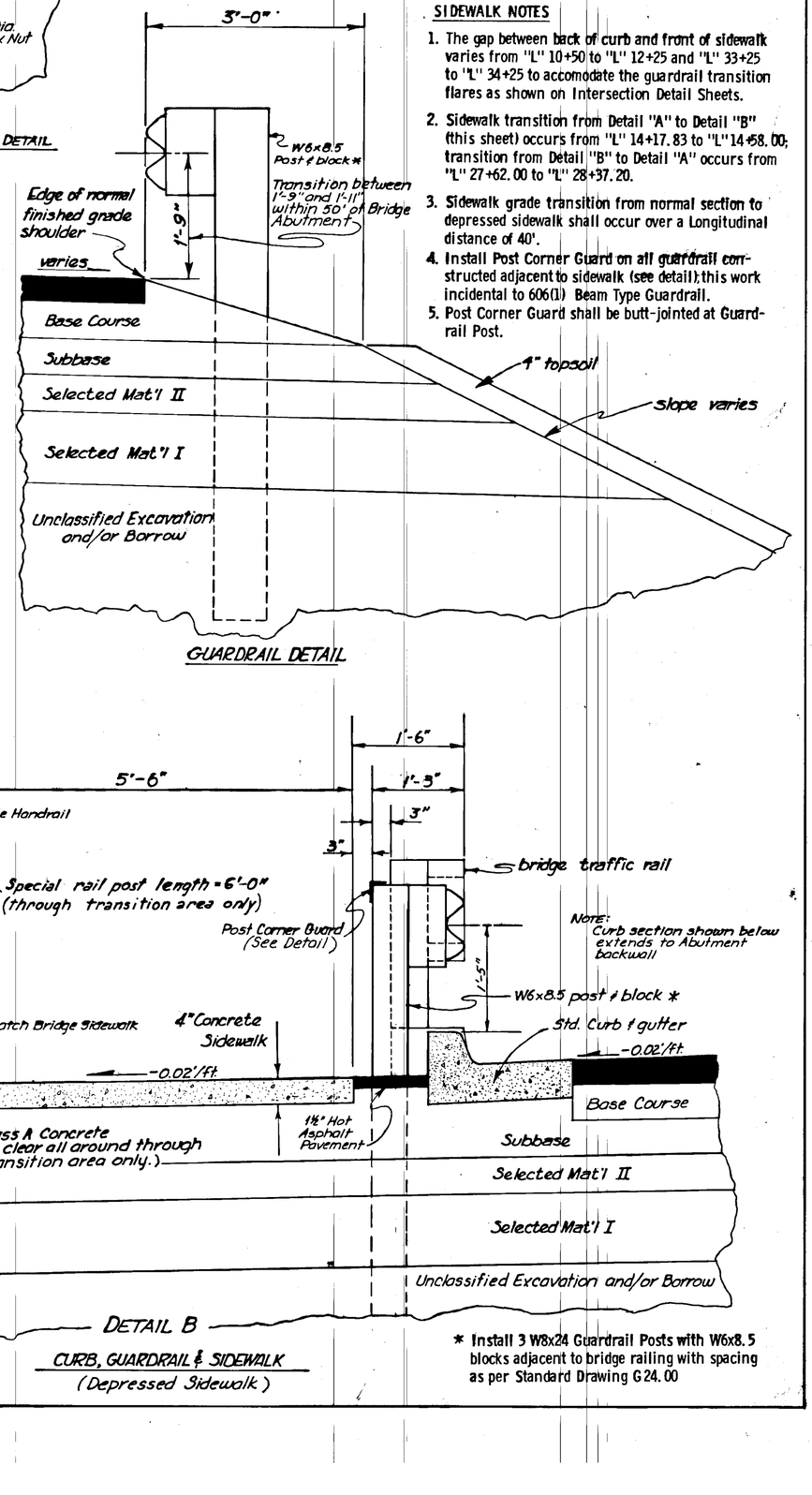
DETAIL A

CURB, GUTTER, GUARDRAIL & SIDEWALK

(Normal Section)



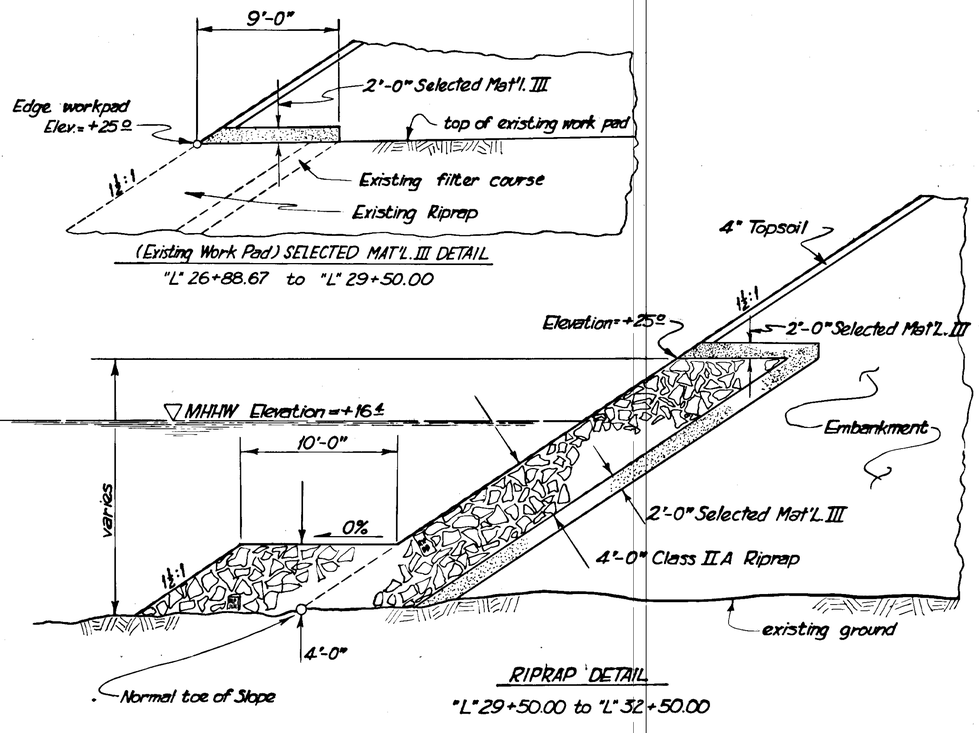
POST CORNER GUARD DETAIL



GUARDRAIL DETAIL

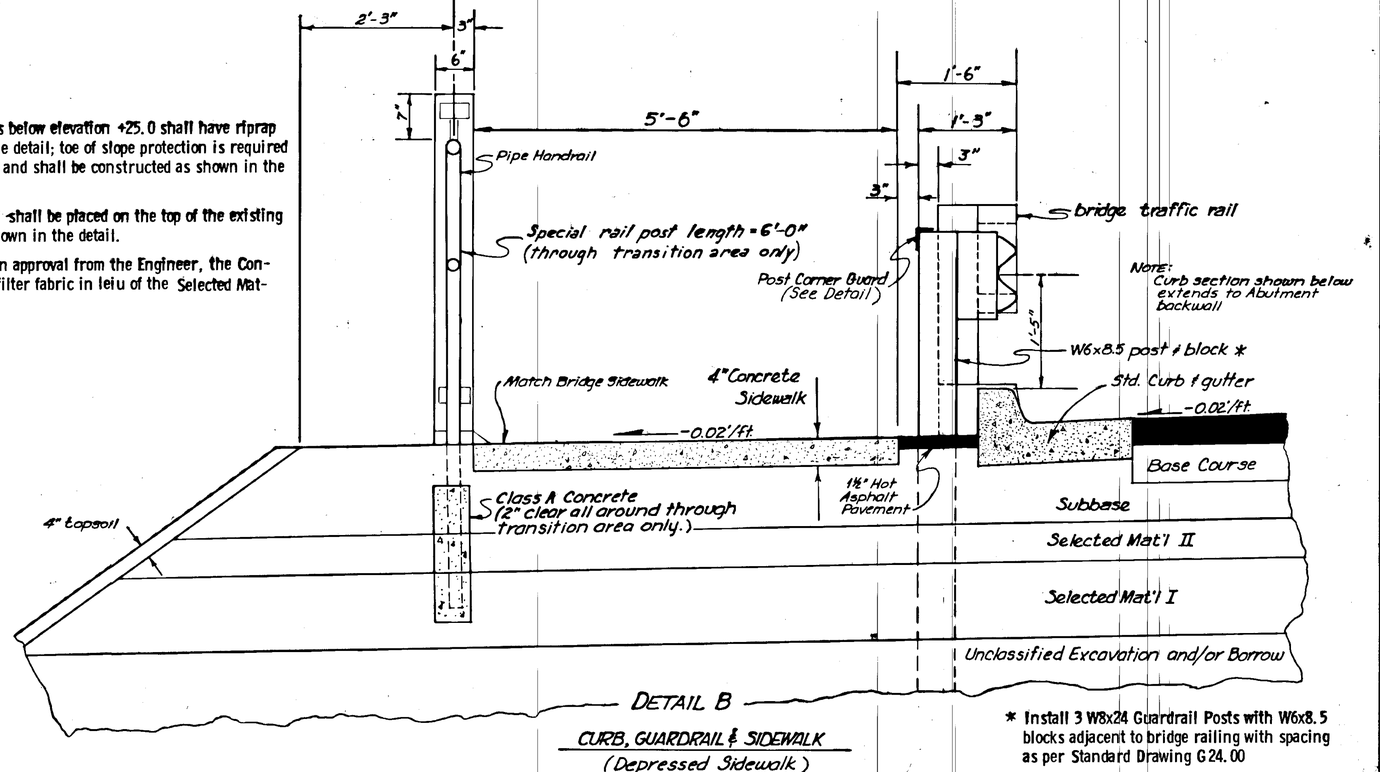
SIDEWALK NOTES

1. The gap between back of curb and front of sidewalk varies from "L" 10+50 to "L" 12+25 and "L" 33+25 to "L" 34+25 to accomodate the guardrail transition flares as shown on Intersection Detail Sheets.
2. Sidewalk transition from Detail "A" to Detail "B" (this sheet) occurs from "L" 14+17.83 to "L" 14+58.00; transition from Detail "B" to Detail "A" occurs from "L" 27+62.00 to "L" 28+37.20.
3. Sidewalk grade transition from normal section to depressed sidewalk shall occur over a Longitudinal distance of 40'.
4. Install Post Corner Guard on all guardrail constructed adjacent to sidewalk (see detail); this work incidental to 606(1) Beam Type Guardrail.
5. Post Corner Guard shall be butt-jointed at Guardrail Post.



RIPRAP NOTES

1. All constructed slopes below elevation +25.0 shall have riprap placed as shown in the detail; toe of slope protection is required below elevation +25.0 and shall be constructed as shown in the detail.
2. Selected Material III shall be placed on the top of the existing work-pad riprap as shown in the detail.
3. Upon receiving written approval from the Engineer, the Contractor may utilize a filter fabric in leiu of the Selected Material III course



DETAIL B

CURB, GUARDRAIL & SIDEWALK

(Depressed Sidewalk)

* Install 3 W8x24 Guardrail Posts with W6x8.5 blocks adjacent to bridge railing with spacing as per Standard Drawing G 24.00

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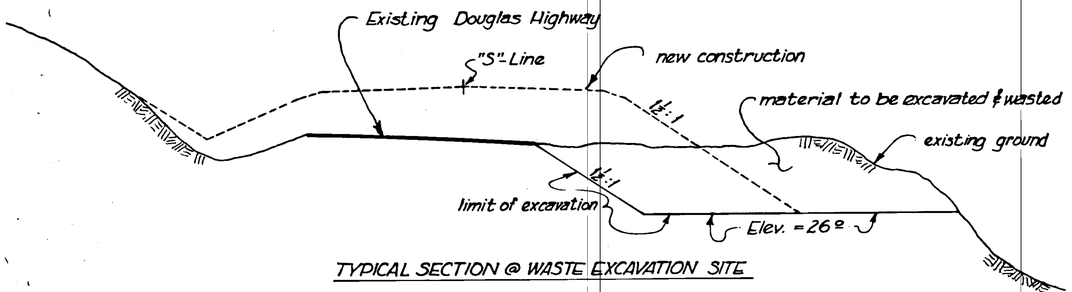
MISCELLANEOUS DETAILS



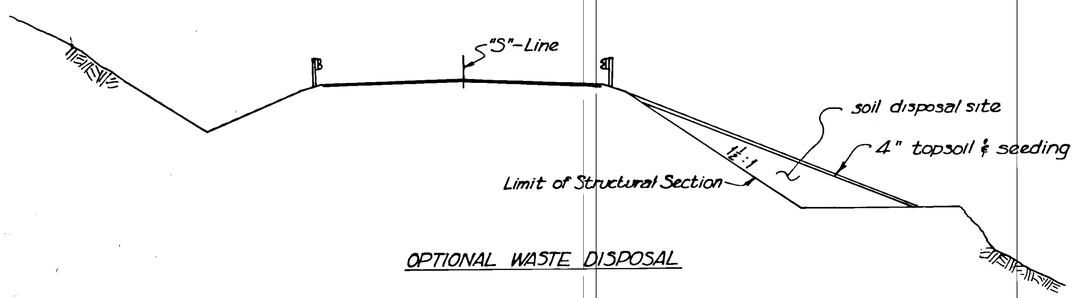
TYPICAL SECTION @ WASTE EXCAVATION SITE

Approximate Waste Excavation Quant.

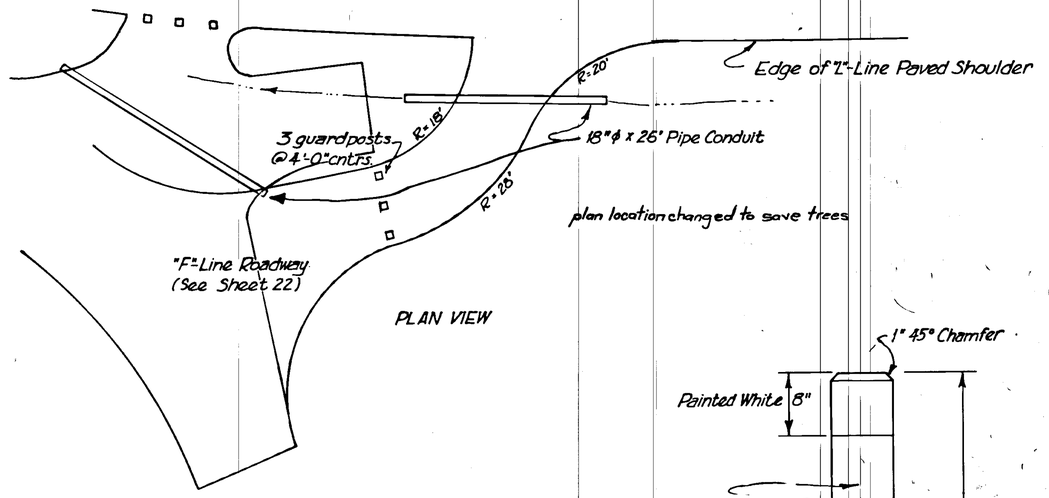
BRS-M-0958(2) — 150cy
BRS-0959(10) — 520cy

Waste Excavation Notes:

1. Begin waste excavation at "S" 15+50 at existing ground elevation; taper down to elevation 26 ºº at "S" 15+80.83.
2. Limit of excavation shall be from the edge of existing pavement, sloping @ 1½:1 to elev 26 ºº as shown above.
3. All this work shall be paid for as Item 201(3A) Clearing and Grubbing
4. After removing all tree trunks and limbs, car bodies, and other deleterious debris from the excavated material, the Contractor may dispose of the remaining soil as detailed below; the Contractor shall be responsible for disposing of all removed material.
5. Removal of waste material shall be as described above from "S" 15+50 to "S" 16+50.



OPTIONAL WASTE DISPOSAL

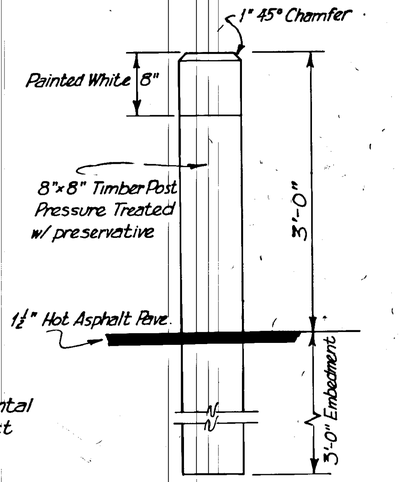


PLAN VIEW

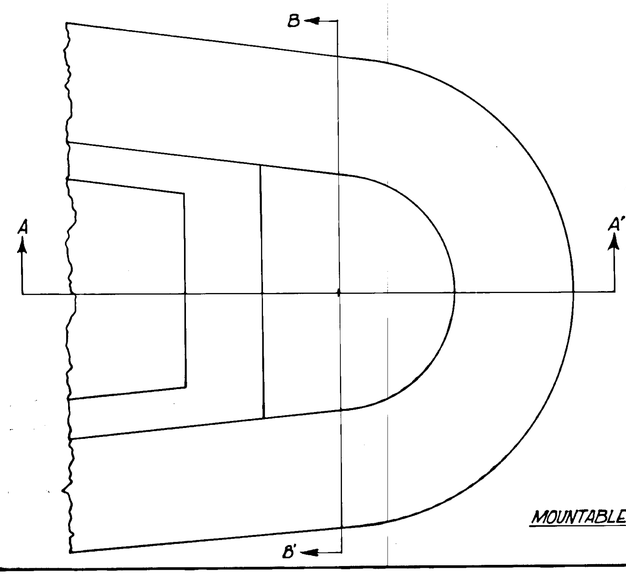
BIKEPATH CONNECTION DETAIL

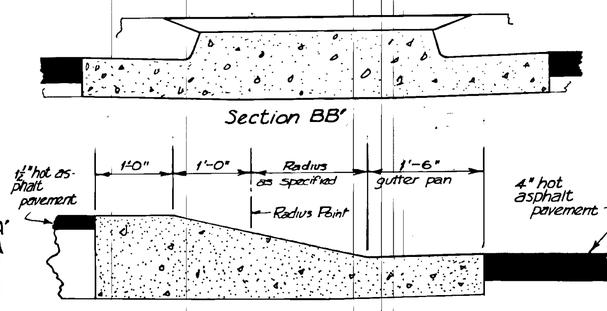
Notes:

1. Bikepath connection shall be field-fit and shall be sloped to drain.
2. Guardposts shall be considered incidental to other item of work in this Contract and no special payment shall be made therefor.



GUARDPOST DETAIL

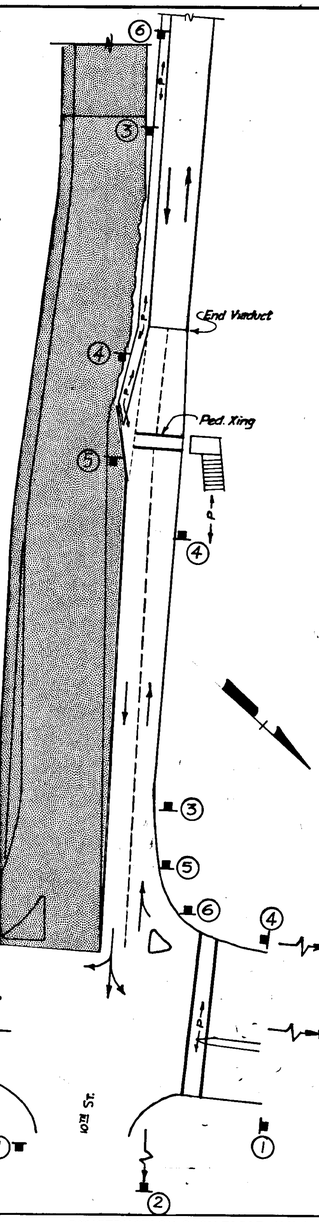




Notes:

1. Locations shall be as specified on the plans (shown by Ⓜ).
2. Payment shall be incidental to Item 609(2) Curb and Gutter, Type 1.

MOUNTABLE BULLETNOSE DETAIL



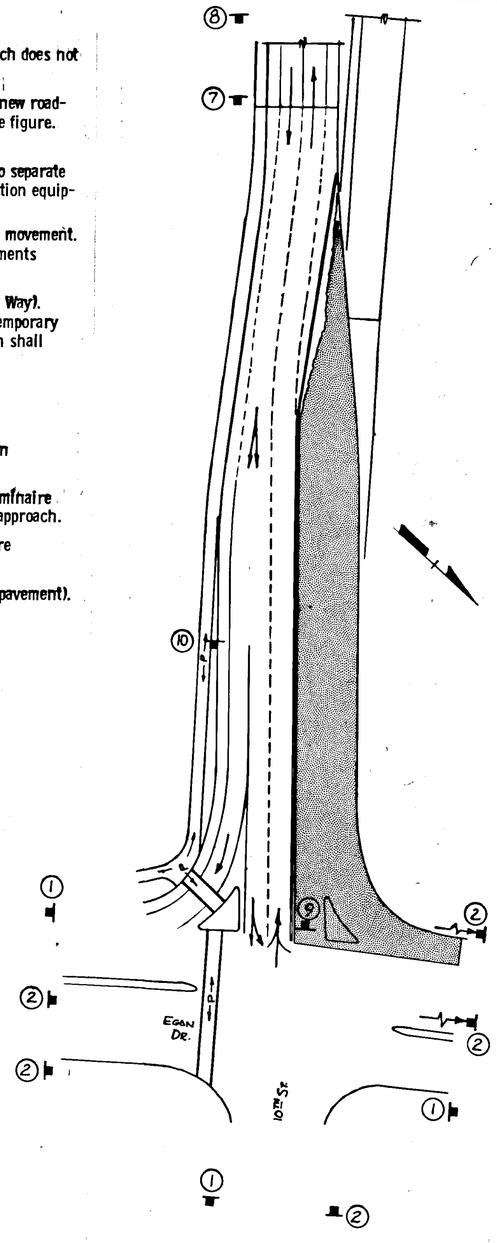
STAGE 1

STAGE 1 SEQUENCE

1. Construct the new Gastineau Channel Bridge, the east abutment and the portion of the new approach fill which does not conflict with the existing roadway or sidewalk.
2. The limit of construction is shown in the figure at left by the shaded area and extends to the center-line of the new roadway; as the new roadway and existing roadway diverge, full roadway width shall be constructed, as shown on the figure. The zone perimeter normally accessible to public vehicle intrusion shall be blocked with Type II Barricades.
3. Portable Concrete Protective Barrier (Jersey Barrier) shall be installed adjacent to the detoured traffic lanes, to separate the construction zone from traffic. Sections of this Barrier may be moved occasionally to accomodate construction equipment, as approved by the Engineer.
4. Temporary traffic markings shall be installed, as shown, to delineate the re-routed traffic lanes and pedestrian movement. Minimum maintained lane-width shall be 10 feet and shall be aligned as straight as possible with turning movements adequate to accomodate an AASHTO SU Design Vehicle.
5. Pedestrian traffic shall be routed across the existing approach as shown, and down to the frontage road (Harbor Way). Crossing of the 10th Street and Egan Drive shall be via the temporary pavement marking crosswalk shown. A temporary timber frame stairway with railing shall be constructed down the slope from the approach to Harbor Way; a plan shall be submitted to the Engineer for approval.
6. Traffic signal shall be modified as follows:
   a. A loop shall be installed to actuate the signal for traffic coming off the bridge.
   b. Pedestrian heads shall be installed to accomodate the pedestrians negotiating the temporary crossing of Egan Drive.
7. Temporary illumination shall be installed at the Egan Drive - 10th Street intersection to replace the removed luminaire in the construction zone. Temporary illumination shall also be placed to serve the pedestrian crossing on the approach.
8. Transitions to and from the above described detour, and occasional interruptions of detoured traffic, will require flagging operations.
9. Pave construction zone with 2" lift of pavement to within 50' of the new bridge (then full depth to match bridge pavement). Temporary pavement wedges shall be utilized at connections.

CONSTRUCTION SIGN TABLE (All Inclusive)

nt.	Type	Legend	Size	Total
	CI-2	End Construction	60 X 24	50
	CW20-1	Road Construction 1000 Ft.	48 X 48	80
	CW21-4	Road Work Ahead	36 X 36	36
	CWIIA-2	Pedestrian Crossing	36 X 36	18
	R5-3	Pedestrians Prohibited	24 X 12	4
	CW21-5	Shoulder Work	30 X 30	12.50
	CW21-1	Men Working	30 X 30	12.50
	CW20-7A	Flagman 500 Ft.	48 X 48	32
	CW20-7F	Flagman Ahead	48 X 48	32
	R3-7R	Right Lane Must Turn Right	30 X 30	6.25
	CW20-4	One Lane Road 500 Ft.	48 X 48	32
	CW20-2F	Detour Ahead	48 X 48	64
	CW21-7	Truck Crossing	36 X 36	18
	M4-10R	Detour →	48 X 18	12
	M4-10L	← Detour	48 X 18	12
	CW20-2	Detour 500 Ft.	48 X 48	32
	RI-1	Stop	30 X 30	6.25
		TOTAL		459.50sf



STAGE 2

STAGE 2 SEQUENCE

1. Transition from Stage I detour to Stage 2 detour shall require a shifting of the Jersey Barrier to left of "L"-line or edge of new pavement resulting from Stage I construction.
2. Temporary traffic markings shall be installed, as shown, to delineate the re-routed traffic lanes; minimum maintained lane width shall be 10 feet and shall be aligned as straight as possible with turning movements of adequate radius to accomodate an AASHTO SU Design Vehicle.
3. Temporary illumination and signalization from Stage I can be removed and replaced with the permanent facility specified in the project. Services of these items shall be continuous during the transfer of detours.
4. Divert traffic onto new bridge and portion of approach completed during Stage I (East and West).
5. All portions of work which involve activity adjacent to the unprotected traffic shall be kept to a minimum and shall require continuous flagging operation. Construction zone perimeter normally accessible to public vehicle intrusion shall be blocked with Type II Barricades.
6. Remove concrete viaduct portion of the existing Gastineau Channel Bridge in conformance with these plans and specifications; construct the shaded portion in figure as required, paving to a depth of 2".
7. Disassemble and remove Jersey Barrier using flagging operation to protect travelling public during this operation.
8. Final 2" lift of pavement shall be placed adjacent to "L"-line and, in a working-outward fashion, completed to the curb and gutter. Continuous flagging and signing, normal to paving procedures, shall be required during this portion of the work.
9. Install permanent pavement markings and open completed approach to public use.

ESTIMATE OF TRAFFIC CONTROL QUANTITIES

Item No.	Item	Unit	Quant.
113(1)	Flagging	Man-Hr.	650
115(2)	Temporary Pavement Markings	Lin. Ft.	3,000
115(3)	Construction Signing	Lump Sum	All Req'd
115(4)	Temporary Lighting	Each	6
115(5)	Detour Embankment	Ton	900
115(6)	Portable Concrete Protective Barrier	Lin. Ft.	700
115(7)	Temporary Stairway	Lump Sum	All Req'd
115(8)	Type II Barricades	Each	45

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TRAFFIC CONTROL PLAN

(EAST APPROACH)

NOTES:

1. Following is a schematic plan depicting the sequence of public traffic routing to be used during the construction of this project. The Contractor shall use this Traffic Control Plan (TCP) or a plan of his own which shall have prior written approval of the Engineer.
2. This work shall be scheduled to occur at such time when the new Gastineau Channel Bridge is near the stage of construction which will allow traffic to utilize it for crossing the channel. A total of 60 days will be allowed for construction of this approach, and for routing the traffic under this plan.
3. This work shall also be scheduled to take place during the period between April 1 and November 1 of the construction year.
4. The TCP shall be used in conjunction with, and in addition to, the Standard Drawings, the Standard and Special Provisions, the Alaska Traffic Manual and current industry standards for safe and efficient operation.
5. Signs shown in the schematic shall be in-place only when the condition they warn about exists.
6. The Contractor shall designate one of his employees to be responsible for the installation and maintenance for all required traffic control elements.
7. Jersey Barrier shall have adequate traffic safety end-section, and shall require written approval of the Engineer.
8. All temporary pavement markings shall conform to the Alaska Traffic Manual; the lines shown in the TCP are schematic only.

LEGEND

(Applies to East and West Approach)

- Zone Under Construction
- Portable Concrete Protective Barrier (Jersey Barrier)
- Temporary Pavement Marking
- Lane of Traffic Flow
- P — Pedestrian Movement
- ③ — Temporary Sign and Ident. Code
- Temporary Illumination

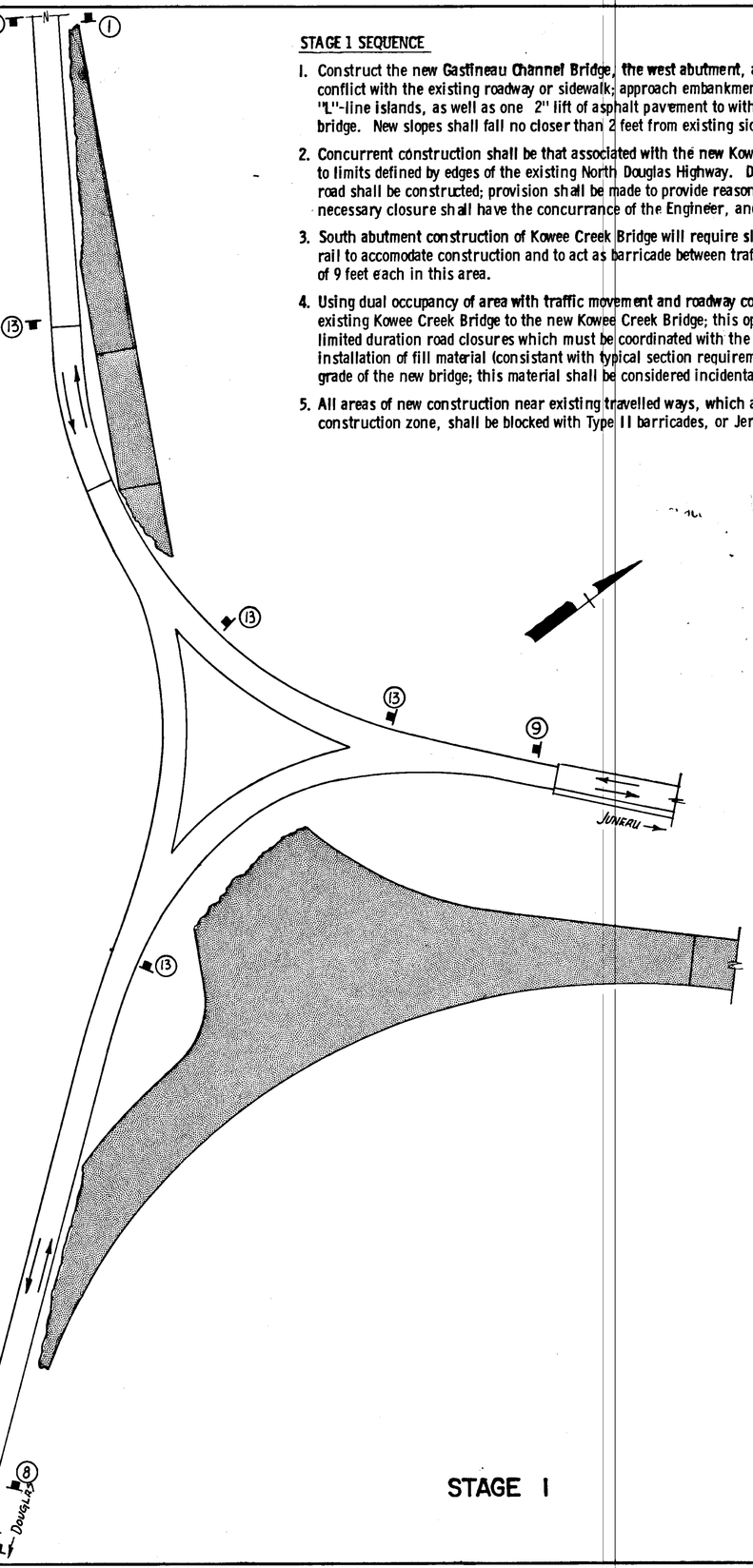
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	12	110

TRAFFIC CONTROL PLAN

(WEST APPROACH)

STAGE 1 SEQUENCE

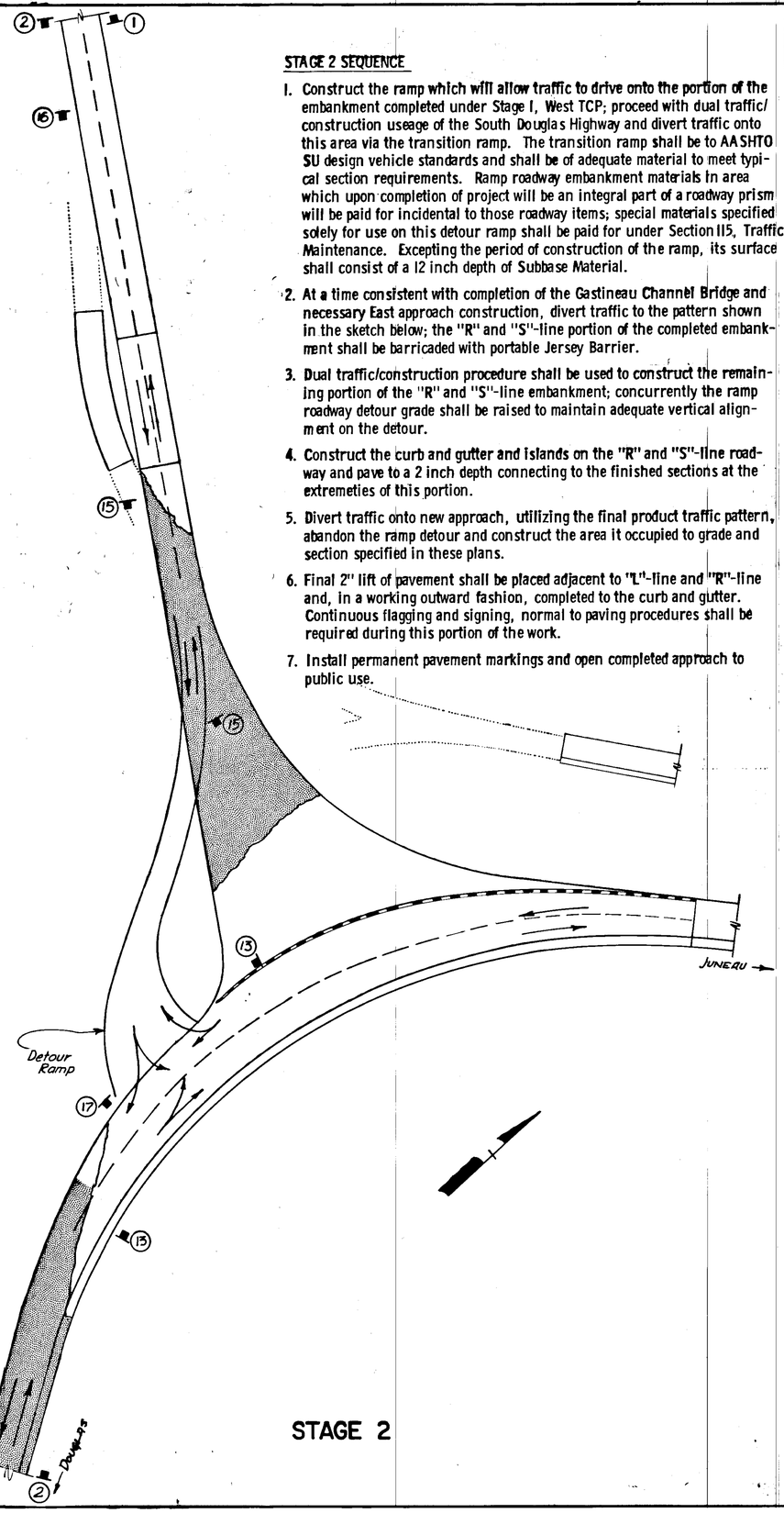
1. Construct the new Gastineau Channel Bridge, the west abutment, and the portion of the new approach fill which does not conflict with the existing roadway or sidewalk; approach embankment construction shall include completion of sidewalk and "L"-line islands, as well as one 2" lift of asphalt pavement to within 50' of new bridge, then transitioning to full depth at bridge. New slopes shall fall no closer than 2 feet from existing sidewalk or travelled way of the existing Douglas Highway.
2. Concurrent construction shall be that associated with the new Kowee Creek Bridge. Construct approach fills for that bridge to limits defined by edges of the existing North Douglas Highway. During this portion of construction, the "T"-line approach road shall be constructed; provision shall be made to provide reasonable continuous access for the property owner, any necessary closure shall have the concurrance of the Engineer, and shall be of limited duration.
3. South abutment construction of Kowee Creek Bridge will require slight intrusion into the existing roadway; repostion guard-rail to accomodate construction and to act as barricade between traffic and work area. Traffic lanes shall be a minimum width of 9 feet each in this area.
4. Using dual occupancy of area with traffic movement and roadway construction, begin the transition of traffic useage from the existing Kowee Creek Bridge to the new Kowee Creek Bridge; this operation will require the use of flagmen and occasional limited duration road closures which must be coordinated with the Engineer. South approach connection will require the installation of fill material (consistant with typical section requirements) to accomodate the approximately 2-feet higher grade of the new bridge; this material shall be considered incidental to roadway embankment items.
5. All areas of new construction near existing travelled ways, which are capable of having public traffic infiltrate the construction zone, shall be blocked with Type II barricades, or Jersey Barrier, as specified.



STAGE 1

STAGE 2 SEQUENCE

1. Construct the ramp which will allow traffic to drive onto the portion of the embankment completed under Stage I, West TCP; proceed with dual traffic/construction useage of the South Douglas Highway and divert traffic onto this area via the transition ramp. The transition ramp shall be to AASHTO SU design vehicle standards and shall be of adequate material to meet typical section requirements. Ramp roadway embankment materials in area which upon completion of project will be an integral part of a roadway prism will be paid for incidental to those roadway items; special materials specified solely for use on this detour ramp shall be paid for under Section 115, Traffic Maintenance. Excepting the period of construction of the ramp, its surface shall consist of a 12 inch depth of Subbase Material.
2. At a time consistent with completion of the Gastineau Channel Bridge and necessary East approach construction, divert traffic to the pattern shown in the sketch below; the "R" and "S"-line portion of the completed embankment shall be barricaded with portable Jersey Barrier.
3. Dual traffic/construction procedure shall be used to construct the remaining portion of the "R" and "S"-line embankment; concurrently the ramp roadway detour grade shall be raised to maintain adequate vertical alignment on the detour.
4. Construct the curb and gutter and islands on the "R" and "S"-line roadway and pave to a 2 inch depth connecting to the finished sections at the extremeties of this portion.
5. Divert traffic onto new approach, utilizing the final product traffic pattern, abandon the ramp detour and construct the area it occupied to grade and section specified in these plans.
6. Final 2" lift of pavement shall be placed adjacent to "L"-line and "R"-line and, in a working outward fashion, completed to the curb and gutter. Continuous flagging and signing, normal to paving procedures shall be required during this portion of the work.
7. Install permanent pavement markings and open completed approach to public use.



STAGE 2

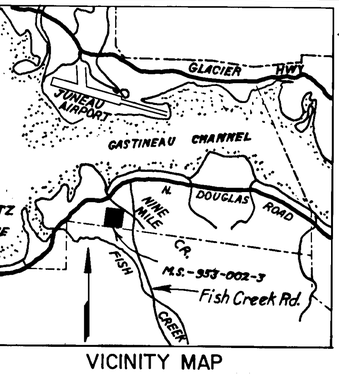
NOTES:

1. Following is a schematic plan depicting the sequence of public traffic routing to be used during the construction of this project. The Contractor shall use this Traffic Control Plan (TCP) or a plan of his own which will have the prior written approval of the Engineer.
2. This work shall be scheduled to occur at such time when the new Gastineau Channel Bridge is near the stage of construction which will allow traffic to utilize it for crossing the channel. A total of 90 days will be allowed for construction of this approach, and for routing the traffic under this plan.
3. This work shall also be scheduled to take place during the period between April 1 and November 1 of the construction year.
4. The TCP shall be used in conjunction with, and in addition to, the Standard Drawings, The Standard and Special Provisions, the Alaska Traffic Manual and current industry standards for safe and efficient operation.
5. Signs shown in the schematic shall be in-place only when the condition they warn about exists.
6. The Contractor shall designate one of his employees to be responsible for the installation and maintenance for all required traffic control elements.
7. The existing school crossing and warning flasher shall be protected, maintained and kept functioning during the periods from April 1 to June 10 and from August 15 to November 1.
8. Temporary Pavement markings shall conform to the Alaska Traffic Manual; lines shown on the TCP are schematic only.

See Sheet № 11 for Legend, Estimate of Traffic Control Quantities, and Signing Codes.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	13	110

STATE FURNISHED MATERIALS SITE



VICINITY MAP

DISCRIPTION

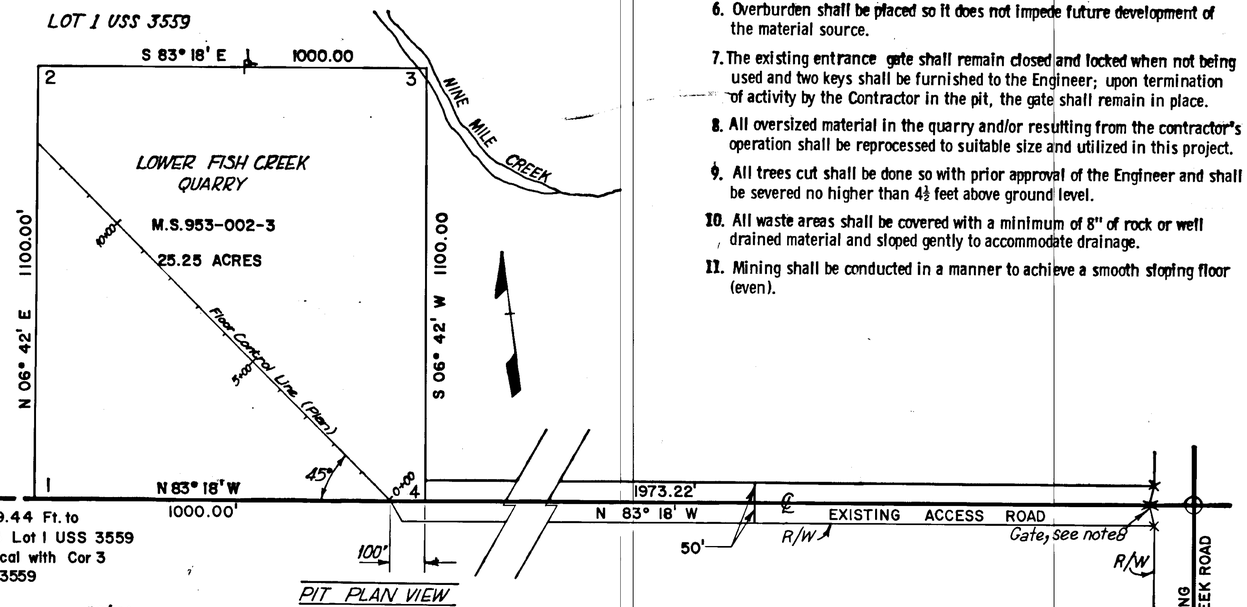
M. S. 953-002-3

A portion of Lot 1, USS 3559, Section 11, R66E, T41S CRM (protracted) more particularly described as follows:

Beginning at Cor. No. 1 M. S. 953-002-3, a point on line 2-3 USS 3559 common with a line of USS 5504 from which Cor. No. 3, Lot USS 3559 common with Cor. 3 USS 3559 BEARS N83°18' W a distance of 2,949.44 feet; Thence N 6°42' E,a distance of 1100 feet to Cor. 2 M. S. 953-002-3; Thence S 83°18' E, a distance of 1,000.00 feet to Cor. 3; Thence S 6°42' W, a distance of 1100 feet to Cor. 4 M. S. 953-002-3; Thence N 83°18' W a distance of 1,000.00 feet to Cor. 1 M. S. 953-002-3, the place of Beginning: Containing in all 25.25 acres.

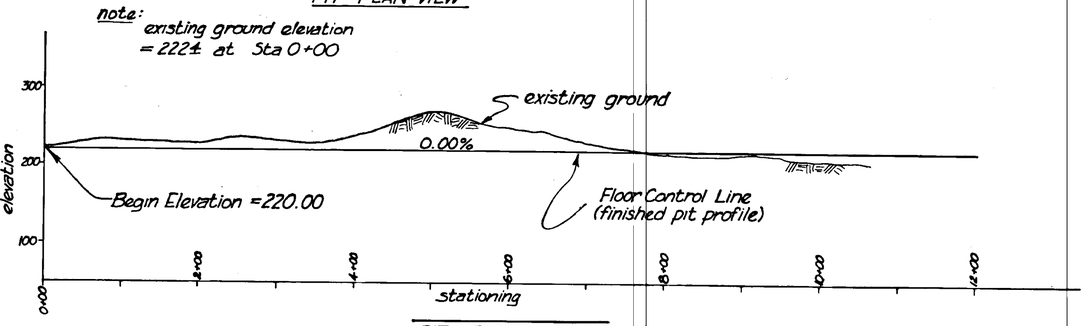
NOTES:

1. If material is to be excavated in such a manner as to leave near-vertical faces, no unbenched face shall be left greater than 20' in height.
2. On benched faces, the benches shall be accessible and of sufficient width to allow future development of this area as a source of material.
3. No excavation shall remain upon completion of materials removal which can impound water.
4. No stockpile shall remain upon completion of materials removal unless approved by the Engineer.
5. Upon completion of materials removal, no equipment or debris shall remain in the area. Clean-up shall be performed to the satisfaction of the Engineer.
6. Overburden shall be placed so it does not impede future development of the material source.
7. The existing entrance gate shall remain closed and locked when not being used and two keys shall be furnished to the Engineer; upon termination of activity by the Contractor in the pit, the gate shall remain in place.
8. All oversized material in the quarry and/or resulting from the contractor's operation shall be reprocessed to suitable size and utilized in this project.
9. All trees cut shall be done so with prior approval of the Engineer and shall be severed no higher than 4½ feet above ground level.
10. All waste areas shall be covered with a minimum of 8" of rock or well drained material and sloped gently to accommodate drainage.
11. Mining shall be conducted in a manner to achieve a smooth sloping floor (even).
12. The contractor shall maintain that portion of the Fish Creek Road between the North Douglas Highway and the access road to the State Furnished Materials Site in a safe, passable condition whenever material is being transported from the materials site. Maintenance shall include, but not to be limited to, blading, watering for dust control, snow removal and sanding as required. When hauling operations have been completed, both the aforementioned portion of Fish Creek Road and the access road to the materials site shall be returned to their original condition by the contractor. All work and materials required for this maintenance shall be considered incidental to other items of work.
13. Upon commencement of work in the Pit, the Contractor shall begin removing material from Station 0+00 and continue removal ahead on-station at the alignment, grade and section shown.
14. All trees, stumps, brush and other organic substance removed to obtain material from the Pit, shall be disposed of by the Contractor.
15. A 100' minimum undisturbed buffer area shall be maintained between the quarry and Ninemile Creek; no direct runoff from the quarry will be allowed to be discharged into defined drainages to include Ninemile Creek.

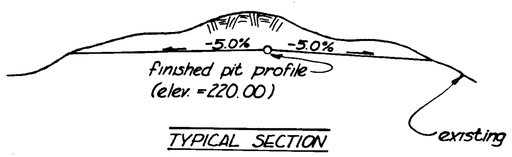


PIT PLAN VIEW

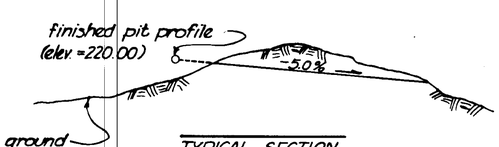
note: existing ground elevation = 222± at Sta 0+00



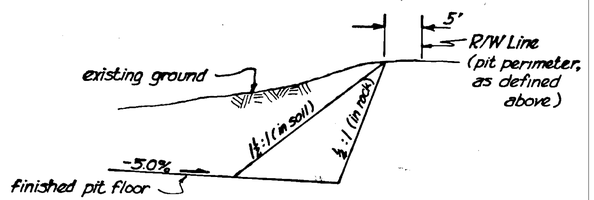
PIT PROFILE VIEW



TYPICAL SECTION
0+00 to 7+50



TYPICAL SECTION
7+50 to 12+00



PIT FLOOR/PERIMETER INTERSECTION DETAIL
not to scale
(for use where section does not daylight prior to intersection with pit perimeter)

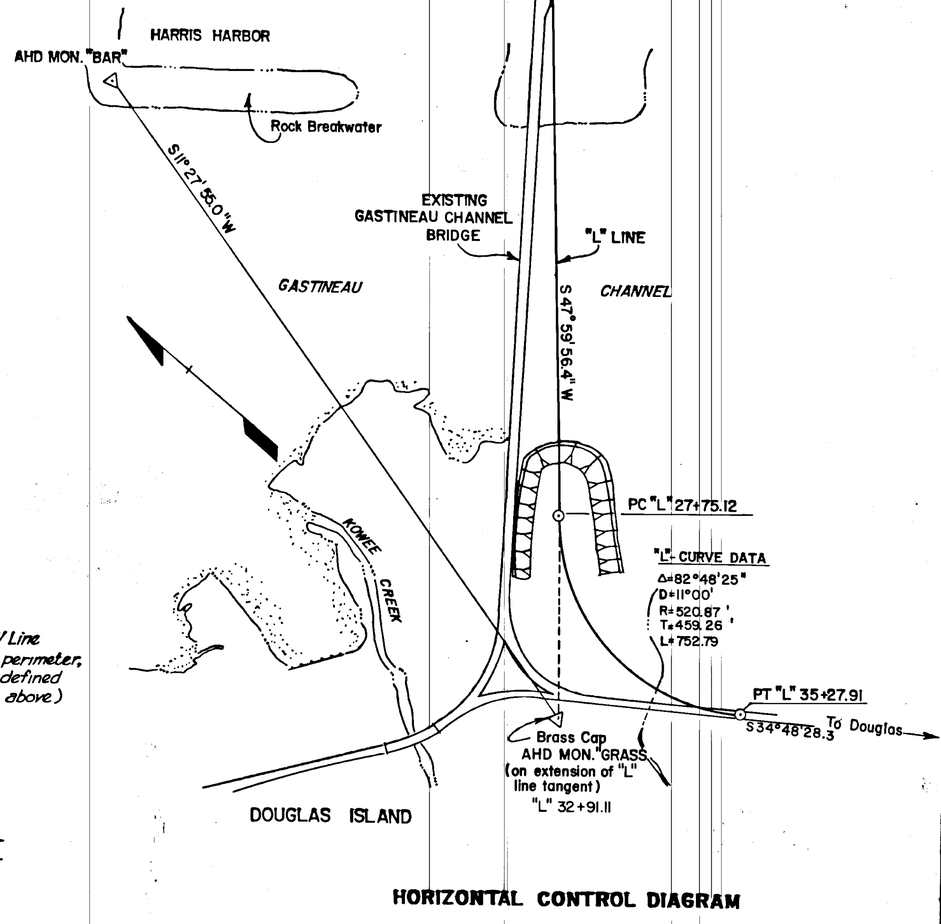
CONTROL

VERTICAL CONTROL

The datum employed was based upon USC&GS 1960 MLLW Elevation of 0.0. Tidal Bench Mark #21, located in the circular base for a flagepole in front of the Alaska National Guard Armory, is 25.93 feet above MLLW, and its elevation is 25.93. (MLLW=Mean Lower Low Water)

HORIZONTAL CONTROL

Alaska Highway Department (AHD) Monuments "BAR" (N 2 363 998.907, E 2 538 876.690) and "GRASS" (N 2 361 986.725, E 2 538 443.832) are used as base reference line; the mean azimuth correction is 8"=-0°40' 30" and the mean scale factor = 0.999933.



HORIZONTAL CONTROL DIAGRAM

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	14	110

"L"-LINE

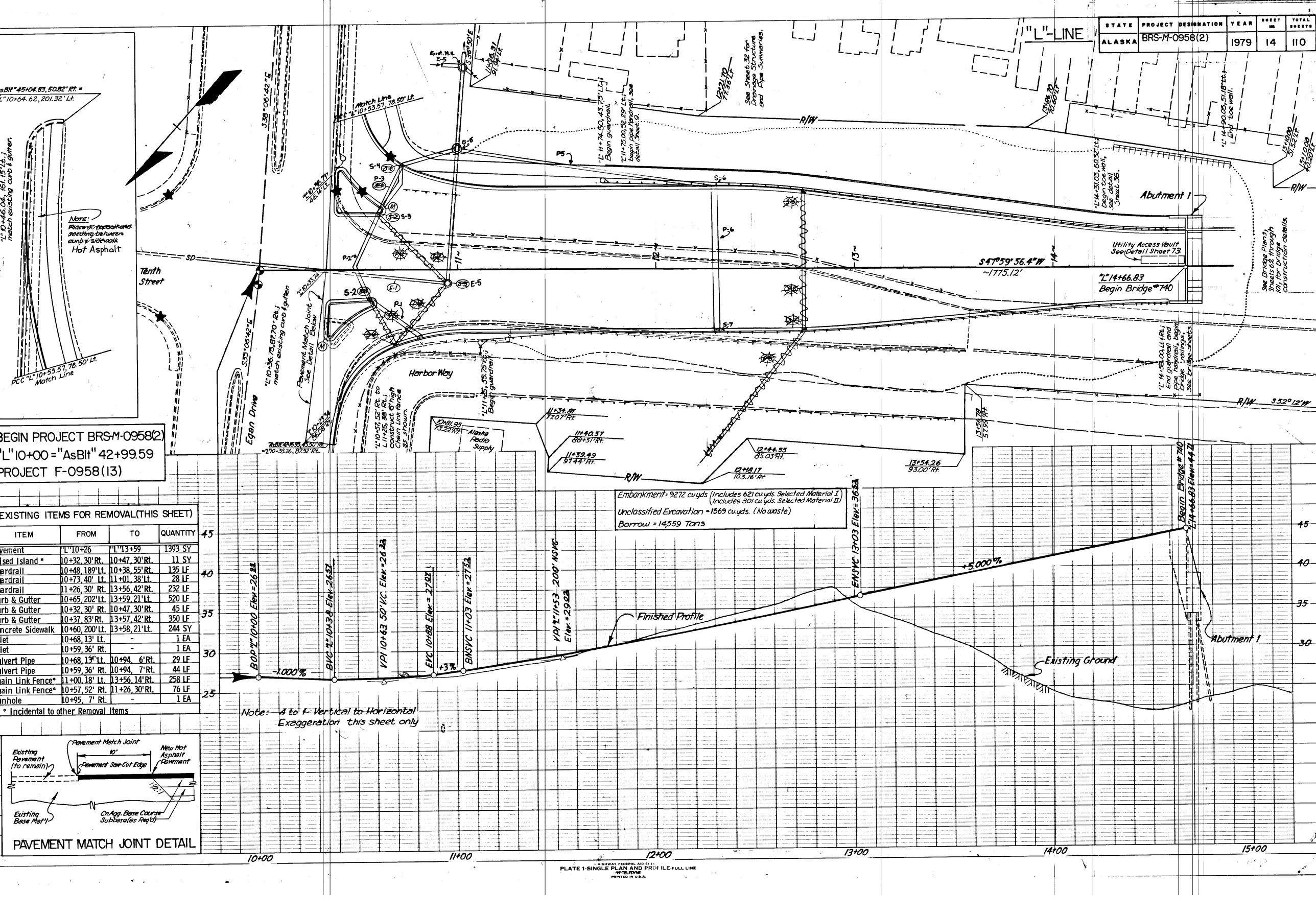
BEGIN PROJECT BRS-M-0958(2)
"L" 10+00 = "AsBlt" 42+99.59
PROJECT F-0958(13)

EXISTING ITEMS FOR REMOVAL (THIS SHEET)

ITEM	FROM	TO	QUANTITY
vement	"L" 10+26	"L" 13+59	1393 SY
ised Island *	10+32, 30' Rt.	10+47, 30' Rt.	11 SY
ardrail	10+48, 189' Lt.	10+38, 55' Rt.	135 LF
ardrail	10+73, 40' Lt.	11+01, 38' Lt.	28 LF
ardrail	11+26, 30' Rt.	13+56, 42' Rt.	232 LF
rb & Gutter	10+65, 202' Lt.	13+59, 21' Lt.	520 LF
rb & Gutter	10+32, 30' Rt.	10+47, 30' Rt.	45 LF
rb & Gutter	10+37, 83' Rt.	13+57, 42' Rt.	350 LF
ncrete Sidewalk	10+60, 200' Lt.	13+58, 21' Lt.	244 SY
let	10+68, 13' Lt.	-	1 EA
let	10+59, 36' Rt.	-	1 EA
lvert Pipe	10+68, 13' Lt.	10+94, 6' Rt.	29 LF
lvert Pipe	10+59, 36' Rt.	10+94, 7' Rt.	44 LF
ain Link Fence*	11+00, 18' Lt.	13+56, 14' Rt.	258 LF
ain Link Fence*	10+57, 52' Rt.	11+26, 30' Rt.	76 LF
nhole	10+95, 7' Rt.	-	1 EA

* Incidental to other Removal Items

PAVEMENT MATCH JOINT DETAIL



Embankment = 9272 cu.yds (Includes 621 cu.yds. Selected Material I / Includes 301 cu.yds. Selected Material II)
Unclassified Excavation = 1569 cu.yds. (No waste)
Borrow = 14,559 Tons

Note: 4 to 1 Vertical to Horizontal Exaggeration this sheet only

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	15	110

"L"-LINE

Temporary Access (Item for Removal)

Sta "L" 27+62.00, 18' Lt. End Bridge curb, railing and sidewalk; Begin curb, guardrail and sidewalk transition (See Detail B, sheet 9)

Sta "L" 27+62.00, 25.50 Lt. Begin Pipe Handrail

P.C. "L" 27+75.12 = "S" 10+00.00, Begin "S"-Line (See Intersection Detail, Sheet 28)

Sta "L" 28+37.20, 21.67' Lt. End curb & gutter, guardrail and sidewalk transition; resume normal section (See Detail, sheets 4 & 9)

Abutment #4

existing "work pad"

Pipe handrail

Sta "L" 29+50.00, 86' Lt. Begin Class II A Riprap (See Riprap Detail, sheet 9)

normal toe of slope

edge riprap

See sheet 32 for Drainage Structure & Pipe Summary.

"L" Curve Data
Δ = 82° 48' 24.7" Lt.
D = 11° 00' 00"
R = 520.871'
T = 459.265'
L = 752.790'
S = 0.03 ft/ft

P.O.C. "L" 30+95.87 = "P" 12+03.36 Begin 12" Line (See intersection Detail, sheet 29)

P-8, P-7, S-9, S-8

M denotes mountable bullnose (see detail, sheet 10)

M edge pavement

S 47° 59' 56.4" W ~ 1775.12'

"L" 27+53.17 End Bridge #740

28'

30'

M

S 47° 59' 56.4" W ~ 153.78'

"S"-Line (See sheet 18)

S-12

Limits of RE Volume

Sta "S" 11+17, 55.25' Rt. Begin Retaining Wall (See Detail, Sheets 34 & 35)

city sewer pump sta.

Sta "S" 12+18.34, 57.49' Rt. End Retaining Wall

"B"-Line (See Sheet 27)

N 17° 08' 46.5" W ~ 129.13'

"E"-Line (See sheet 17)

15'

"F"-Line (See sheet 22)

S 34° 49' 55.7" E ~ 137.58'

S 45° 11' 32.4" E ~ 21.95

Special Ditch

R/W

P.12, S-12, P.11, 13, 12

Sta "L" 27+52.00, 18' Lt. End Bridge rail Begin Guardrail

Sta "S" 11+17, 55.25' Rt. Begin Retaining Wall (See Detail, Sheets 34 & 35)

Embankment = 61,677 cu. yds. (Includes 1069 cu yds. Selected Material I, includes 526 cu yds. Selected Material II, includes 418 cu yds. Selected Material III) *

Unclassified Excavation = 0

Borrow = 116,570 Tons

"L"-Line Earthwork Only

* Embankment does not include 751 cu yds. Riprap II A

End Bridge "L" 27+53.17, Elev. = 68.12

-4.000%

Finished profile

Elev. = 55.11

BVC "L" 30+91.54

0

Temporary Access

top of existing "work pad"

MHHW elev = 16±

existing ground profile @ ℄

70'

60'

50'

40'

30'

20'

27+00

28+00

29+00

30+00

31+00

32+00

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	16	110

"L"-LINE

"L" Curve Data
Δ = 82°48'24.7"
D = 11°00'00" Lt.
R = 520.871'
T = 459.26'
L = 752.79'
S = 0.03'/ft.

NOTE: See sheet 33 for Dike Detail

NOTE: For "F"-Line details See sheet 22

Curb Cut Summary

location	width	type
"L" 35+88, Lt.	14'	residential
"L" 34+83, Lt.	34'	commercial

(Curb cut installation incidental to Item 608(1) 4" Concrete Sidewalk)

TEMPORARY CONNECTION
"L" 36+99.88 to
"AsBlt" 10+56.00

END PROJECT BRS-M-0958(
"L" 36+99.88 =
PROJECT BPR-31-A7
"AsBlt" 10+26.89

SPECIAL DITCH - RIGHT OF "L"-LINE					
From			To		
Sta.	Offset	Elev.	Sta.	Offset	Elev.
S-14	55.11	47.00	33+25	36.50	48.50
33+25	36.5	48.50	33+50	36.16	50.00
33+50	36.16	50.00	34+50	30.29	54.00

See sheet 22 for "F"-Line Special Ditch

Embankment = 9,465 cu.yds. (Includes 407 cu.yds. Selected Material I* Includes 539 cu.yds. Selected Material II Includes 44 cu.yds. Selected Material III)
Unclassified Excavation = 1275 cu.yds (no waste)
Borrow = 15,479 Tons
* Embankment does not include 125 cu.yds. of Riprap II A
"L"-Line Earthwork Only

ITEMS FOR REMOVAL (THIS SHEET)			
ITEM	FROM	TO	QUANTITY
PAVEMENT	"L" 33+12	"AsBlt" 10+56	1068 s.y.
CURB & GUTTER	36+73, 16' Rt.	36+90, 53' Rt.	48 l.f.
CONC. SIDEWALK	36+78, 24' Rt.	36+90, 53' Rt.	13 s.y.
INLET frame+grate*	36+83, 23' Rt.		1 ea.
TREES, SIZE 6"	36+20, 35" Rt.	36+70, 35' Rt.	6 ea.
CULVERT PIPE	33+10, 72' Rt.	33+15, 91' Rt.	20 l.f.
CULVERT PIPE	33+65		20 l.f.
CULVERT PIPE	34+72		20 l.f.
CULVERT PIPE	35+48		38 l.f.

*Incidental to other removal items

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958 (2)	1979	17	110

"R" LINE

Match Line "L" 32+00

"L" Line

POC "L" 30+93.87 = POT "R" 12+03.36 (See Intersection Detail Sheet 29)

N 77° 03' 46.5" W ~117.14'

31~

M

S-14

P-14

S-15

P-13

15~

14~

POC "R" 14+15.17 = "F" 10+00.80 (See sheet 22)

P.C. "R" 13+32.50

N 59° 24' 08.5" W

P.I. "R" 14+21.39

P.O.T. "R" 15+80.83

P.T. "S" 15+80.83 = Match Line

"S" Line (See sheet no. 18)

"B" 10+38 Paving Limit

"T" Line (See sheet 21)

P.T. "R" 15+28.73

Sta 13+53.50 Rt. Sta 12+25.00 Lt. Begin Gravel Fill

"R" Curve Data
Δ=17°39'38.0"
D=9°00'00" Rt.
R=636.620'
T=98.89'
L=196.23'
g=0.02'/ft

edge of unpaved sh.

Special Ditch

Subdrain

Sta 9+14.57 Lt. Remove and Dispose 36" C.M.P. Culvert

"R" 11+49.38 Begin Subdrain (See Detail Sheet 33)

Begin Subdrain

Drainage Site #70-39-1223 HPP

R=25'

Ⓜ denote mountable bulletnose

Embankment = 21,467 cu.yds. (Includes 769 cu.yds. Selected Material I; Includes 375 cu.yds. Selected Material II)
Unclassified Excavation = 318 cu.yds (50 cu.yds. waste)
Borrow = 40,066 Tons

SPECIAL DITCH - LEFT OF "R"-LINE					
From			To		
Sta.	Offset	Elev.	Sta.	Offset	Elev.
14+50	380' Lt.	44.00	15+75	33.0' Lt.	39.0
15+75	33.0' Lt.	39.00	15+80.83	33.0' Lt.	38.3

70
60
50
40
30

Begin "R" Line Elev. = 55.32

"L" 30+93.87 = "R" 12+03.36

"R" 12+00

Elev. = 56.21

Elev. = 56.46

Elev. = 55.96

+3.000 %

BVC 12+35.00

VPI 30' VC 12+50.00

EVC 12+65.00

-8.000 %

Finished Profile

-4.000 %

Special Ditch

-12.000 %

Bottom of Subdrain

existing ground profile @ ℄

Elev. = 43.55 End "R" Line

"S" 15+80.83 = "R" 15+80.83

13+00

14+00

15+00

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	18	110

"S" LINE

NOTES:
See sheet 32 for Drainage Details.
See sheet 33 for Subdrain Details.
See sheet 6 for Special Ditch Details.

"S" CURVE DATA
Δ=72°35'55.1"
D=17°00'00" Rt
R=337.034'
T=247.57'
L=427.05'
S=0.04/Ft.

"S" 10+00.00 POT=
P.C. "L" 27+75.12

"L" Line
See sheet No.15

"S" 47°59'56.4"W
~153.78'

"S" 11+53.78

"L" 27+53.17
End Bridge

Sta. "L" 27+65.88, 18' Rt.
Begin Guardrail

Limits of RE Volume

Sta. 11+17.56, 59.25' Rt.
Begin Retaining Wall
See Detail sheet 34+35

Sta. 12+18.34, 37.49' Rt.
End Retaining Wall

Edge of unpaved shoulder

"B" 12+26.38 to "B" 13+69.97;
Construct Substation Pad
(See details, sheets 21 & 43)

"B" 12+20.00, 20' Lt.
Remove Inlet and
10" Pipe Conduit

pavement edge

"T" Line
(See sheet 22)

"R" Line
See sheet 17

S-14
P-14
S-15
P-15

Subdrain

Sta. "S" 14+70.20, 25' Rt.
End Guardrail

"B" 10+38
End Pavement

"B" - Line
(See Sheet 21)

"S" 15+10.00 P.O.C.
"B" 10+00.00 P.O.T.

PT "R" 15+28.73

Special Ditch

"S" 15+50, Rt.; Begin
Special Waste
Excavation (See sheet 101)
Sta. "S" 15+53.50, 22.25' Rt.
Begin Guardrail

"R" 15+80.83 P.O.T.

P.T. "S" 15+80.83
Match Line "S" 15+80.83

Embankment = 31,222 cu.yds. (Includes 517 cu.yds. Selected Material I
Includes 236 cu.yds. Selected Material II)
Unclassified Excavation = 140 cu.yds. (All Waste)
Borrow = 59,010 Tons
"S"-Line Earthwork Only

Elev = 67.44 Begin "S"-Line
Elev = 66.81
Elev = 65.88
Elev = 65.09
Elev = 64.18
Elev = 63.35
Elev = 62.64
Elev = 62.29
Elev = 60.34
Elev = 55.36
Elev = 50.38
Elev = 47.20
Elev = 47.19
Elev = 46.42
Elev = 45.39
Elev = 45.23
Elev = 44.43
Elev = 43.46
Elev = 43.25, End "R"-Line

-3.940%
-5.748%
-3.584%
-3.396%
-3.188%
+3.000%
-2.833%
6.515%
-3.505%
-3.560%
-3.624%
-3.664%
-3.725%
-3.884%
-3.981%
-4.000%

Finished Profile

existing ground
profile @ ℄

BVC "L" 29+21.17, 21.17' Rt. = "S" 11+50.00
"L" 29+24.66, 22.22' Rt. = "S" 11+53.78

VPI 152.87' V.C. "S" 12+30.21

EVC, BVC "S" 13+06.64

VPI 152.87' V.C. "S" 13+83.08

EVC "R" 14+60.04, 18.00' Rt. = "S" 14+59.51
"R" 14+75.47, 14.30' Rt. = "S" 14+25.00
"R" 15+00.36, 9.02' Rt. = "S" 15+08.00
"R" 15+25.23, 4.60' Rt. = "S" 15+25.00
"R" 15+28.73, 4.05' Rt. = "S" 15+28.52
"R" 15+50.04, 1.41' Rt. = "S" 15+50.00
"R" 15+75.00, 0.05' Rt. = "S" 15+75.00
"R" 15+80.83 = "S" 15+80.83

"L" 28+00.11, 0.60' Rt. = "S" 10+25.00
"L" 28+24.92, 2.39' Rt. = "S" 10+50.00
"L" 28+49.61, 5.37' Rt. = "S" 10+75.00
"L" 28+72.93, 9.51' Rt. = "S" 11+00.00
"L" 28+97.81, 14.79' Rt. = "S" 11+25.00
"L" 27+25.12 = "S" 10+00.00

"S" 10+00
11+00
12+00
13+00
14+00
15+00
16+00

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-0959(10)	1979	19	110

"S" LINE

NOTE: Frame building at "S" 20+00, 30' Rt. will be vacated by March 1, 1980 and will be removed by May 1, 1980.

"S" 15+80.83

Match Line

Special Ditch — Subdrain — Subdrain Outlet Pipe

"S"16+25, 32' Lt. End Subdrain; Begin Subdrain Outlet (See detail, Sheet 33)

"S"16+ 72.00, 18' Lt. End Guardrail

"S"16+77.00 Begin Bridge No. 870 See Sheet 3 -

"S"16+83.39 Lt. End Subdrain Outlet, Elev. 26.8±

"S"16+96.42 Lt. End Special Ditch.

R/W

5'16+20.92 10' Lt.

house

"S"17+60.00, 46.00' Lt. Begin Special Ditch; Begin Special Ditch Elev. 38.8±

"S"17+91, End Bridge No. 870

"S"17+91, 18' Lt. Begin Guardrail

"S"18+04.63 Lt. Begin Subdrain Outlet

Elev. 43.23

"S" 18+15.20

"S" 18+25 Lt.

"S" 18+15

existing timber bridge (to be removed)

Relocated Garage

Relocated Fuel Tank

Subdrain Outlet Pipe

Special Ditch

Subdrain

"S" 18+60.50

"S" 18+15

"M" Line See Sheet 30

"S" 19+23

110' Lt.

"S" 19+23

80.17' Lt.

"S" 19+23

"S" 19+28.23 Lt. End Guardrail

85.11' Lt. "S" 19+12.71

79.22' Lt. "S" 20+49.75

Limit of cut

Trucano's existing 12" Aluminum Perforated Pipe

Existing 12"ø 5/8" Perforated Pipe

Existing Aluminum Perforated Pipe (12")

Trucano's 4" PVC OVERFLOW PIPE

Subdrain

Trucano's 2" plastic H_2O Line

"S" 18+80.00 POT = "M" 0+00.00 POT

"S" 19+14.00 POT = "T" 10+00.00 POT

"S" 21+75.00

16~ 17~ 18~ 19~ 20~ 21~

N59°24'08.5"W ~933.27

pavement edge

"T" Line See Sheet 25

fuel tank and pump (to be removed by others)

Frame Building (to be removed by others)

"S"16+77 Lt. Remove and Dispose 102 L.F. Guardrail

"S"16+50, Rt.: End Spl. Waste Excavation

"S"16+77 Rt. 18' Rt.; End Guardrail

65' Rt. "S"16+74.74

R/W

4-pole transmission line tower (REMOVED)

Kowee Creek

65' Rt. "S"17+14.43

"S"17+91, 18' Rt. Begin Guardrail

"S"17+91, Remove and Dispose 182 L.F. Guardrail

existing electrical substation (to be relocated by others)

R=50'

50' Rt. "S" 18+18.65

20' Rt. "S" 18+41.50

60' Rt. "S" 18+65

"S"18+77.5, 40' Rt. End Guardrail

90.79' Rt. "S" 17+72.84

92.61' Rt. "S" 18+62.95

"S"19+57, 22.25' Rt. Begin Guardrail

Ditch Flow line

R/W

733

SPECIAL DITCH - LEFT OF "S"-LINE					
From			To		
Sta.	Offset	Elev.	Sta.	Offset	Elev.
15+80.83	33.0'	38.30	16+25	33.0'	33.00
16+25	33.0'	33.00	16+96	42.0'	24.48

Ditch Lining Notes

1. Ditch Lining shall be constructed of Selected Material III.
2. Ditch Lining shall be paid for as Item 203(5B), Borrow.
3. Limits of Ditch Lining shall be "S" 15+80.83 to "S" 16+96 ~~and "S" 17+60 to "S" 18+61~~.

Special Back Slope Table		
"S" 15+80.83	to 16+00	1½ : 1
"S" 16+25	to 16+96	4 : 1
"S" 17+60	to 18+30	4 : 1
"S" 18+40	to 18+50	4 : 1
"S" 18+61	And, See table Sh. 6	

S-LINE (LEFT) SPECIAL DITCH DETAIL

"S" 15+80.83 to "S" 16+96 and ~~"S" 17+60 to "S" 18+61~~

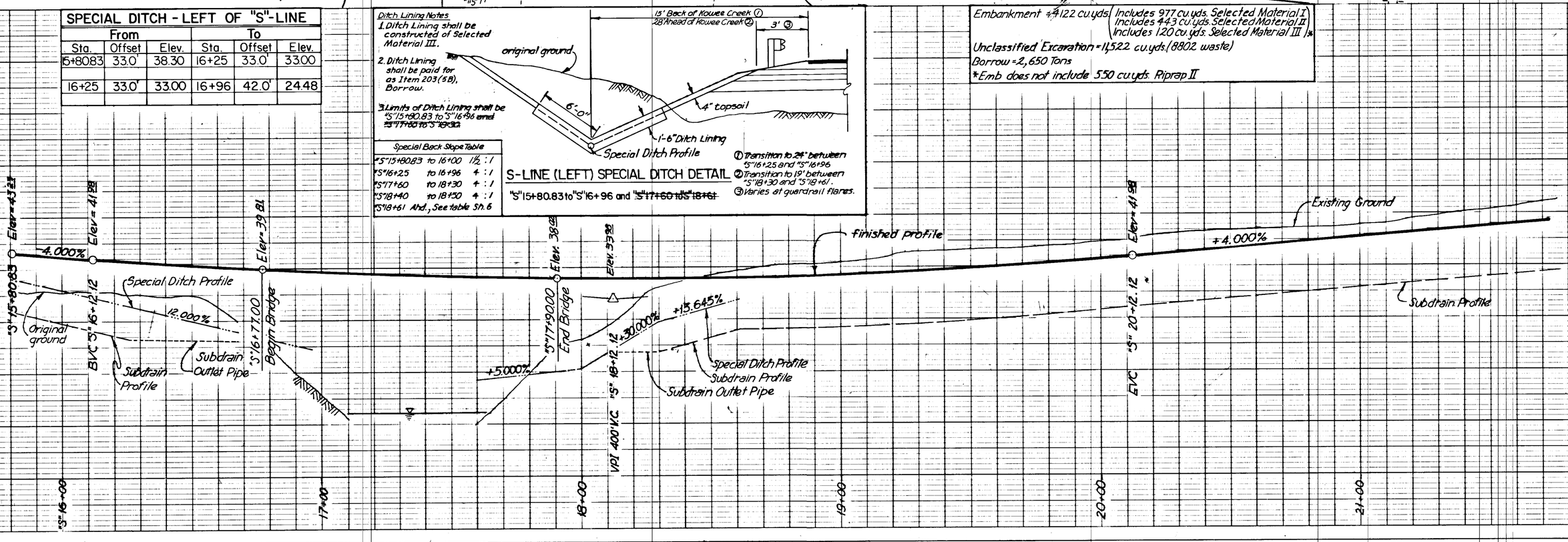
① Transition to 24" between "S" 16+25 and "S" 16+96
② Transition to 19' between "S" 18+30 and "S" 18+61.
③ Varies at guardrail flares.

Embankment = 4122 cu.yds	Includes 977 cu.yds. Selected Material I Includes 443 cu.yds. Selected Material II Includes 120 cu.yds. Selected Material III

Unclassified Excavation = 14,522 cu.yds. (8802 waste)

Borrow = 2,650 Tons

*Emb does not include 550 cu.yds. Riprap II



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-0959(10)	1979	20	110

"S" LINE

Note:
Pavement width shall be transitioned from 36' to 30' between "As Blt" Sta 12+51.60 and "As Blt" Sta 13+26.60

Sta "S" 23+05, Rt Construct 2' wide approach

Sta "S" 23+25, 37' Lt; End Subdrain; See Detail Sht. No. 33

Sta "S" 24+25, Rt Construct 4' wide approach

Sta "S" 24+45, Lt Construct 16 wide approach

R/W

Subdrain

Existing 12" perf. pipe

"S" 21+75.00

Match Line

22~ 23~ 24~ 25~

N 59°24'08.5 W
~933.27

Pavement Match Joint (see Detail Sheet 14)

R=25'

R=15'

R=35'

R=20'

R=20'

R=35'

24.51' Rt "S" 22+75

30' Rt "S" 22+75

"S" 22+75, 20.25' Rt; End Guardrail

"S" 23+25, 22.25' Rt; Begin Guardrail

"S" 24+00, 20.25' Rt; End Guardrail

40' Rt "S" 25+14.10

30' Lt "S" 25+14.10

Special Ditch (see sheet 25)

24.2

END PROJECT BRS-0959(10)
"S" 25+14.10 POT Bk. =
"As Blt" 12+51.60 And
BEGIN TEMPORARY CONNECTION
"As Blt" 12+51.60

END TEMPORARY CONNECTION
"As Blt" 13+26.60

Embankment = 1039 cu.yds. (Includes 665 cu.yds. Selected Material I, Includes 305 cu.yds. Selected Material II)
Unclassified Excavation = 4908 cu.yds. (3684 cu.yds. waste)
Borrow = 0

200 VC
Elev. 58.00

48.4' VC
Elev. 60.42

existing ground profile @ ℄

+4.000 %

+1.707 %

Finished profile

Subdrain Profile

V.P.I. "S" 24+14.10

V.P.I. "As Blt" 12+75.80

21.75
18.54

22+00 23+00 24+00 25+00

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	21	110

"B"-LINE

"L" 27+53.17 End Bridge

"L" 27+75.12 P.C. = "S" 10+00.00 P.O.T.

"L" 27+65.88, 18' Lt. to Rt. Begin Guardrail

Edge of Pavement

"S"-Line

"S" 11+53.78 P.C.

"L" RR-Line

Limit of R.E. Volume

Sta. 11+17.58, 39.25' Rt. Begin Reinforced Earth Wall

Sta. 12+12.37, 37.49' Rt. End Reinforced Earth Wall

Sta. "B" 12+78.79, Skewed 23° Rt. Ahead 180.44' Pipe Conduit Inlet Invert Elev. 43.69 Outlet Invert Elev. 39.69

Sta. "B" 12+78.79, Skewed 23° Rt. Ahead 171.80' Pipe Conduit to Remove and Dispose

"B" 12+31.22 P.I.

"B" 13+32.56 PT

Edge of unpaved shoulder

N 47° 59' 56" E ~29.41'

Sta. "B" 13+61.97 End "B" Line

"B" 13+61.97 25' Lt.

"B" 13+66.91 26.07' Lt.

"B" 12+52.83 8.25' Lt.

"B" 12+76.30 20.86' Lt.

"B" 13+69.97 9.91' Lt.

R=30'

"B" 13+37.97, 25' Lt.

Limits of Substation Embankment (See Detail Sheet 43)

"B"
Δ=50° 12' 18"
D=23° 03' 13" Lt.
T=116.44'
L=217.78'
R=248.534'
S=0.02'/ft.

"B" 11+14.78 P.T. & P.C.

R/W

"R" Line

"R" 14+15.17 P.O.C.
"F" 10+00.00 P.O.T.

"F" Line

"R" 14+31.39 P.T.
16.64' Lt.

R-15

Subgrade

Sta. "S" 14+20, 20.25' Rt. End Guardrail

"B"
Δ=79° 38' 51"
D=105° 15' 33" Rt.
T=45.39'
L=75.67'
R=54.433'
S=0.02'/ft.

"B" 10+39.11 P.C.

R=25'

N 18° 39' 23" E ~39.11'

"S" 15+10.00 P.O.C.
"B" 10+00.00 P.O.T.

"R" 15+28.73 P.T.

"B" 10+38 Paving Limit R=25'

Sta. "S" 15+53.50, 22.25' Rt. Begin Guardrail

"B" 10+84.50 P.I.

"R" 15+80.83

Special Ditch

Match Line

NOTE:
See Sheets 34 & 35 Earth Wall Details

Sta. "B" 11+57, Lt. to Sta. "B" 13+55, Lt. Remove & Dispose 168.75 L.F. of Guardrail

Embankment = 2183 cu yds. (Includes 282 cu yds Selected Material II)
Unclassified Excavation = 2066 cu yds. (no waste)
Borrow = 221 Tons

"B"-Line Earthwork Only

100' VC Elev. = 43.19'

-4.000%

finished profile

-7.074 %

120' VC Elev. = 26.50'

VPI "B" 10+68.00

"S" 15+10.00 P.O.C. = "B" 10+00.00 P.O.T.

existing ground

-6.200%

Special Ditch

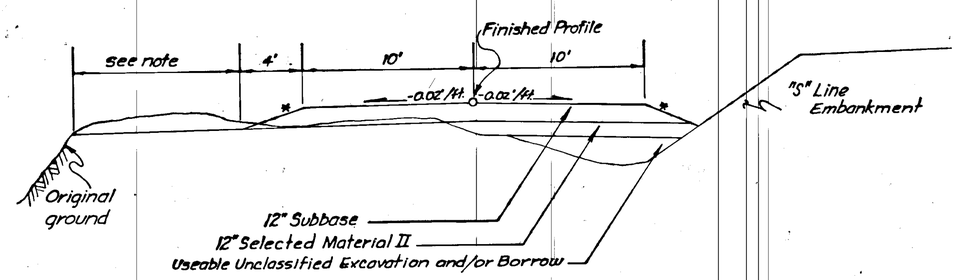
"B" 13+61.97

VPI "B" 13+01.97

13+50

45
40
35
30
25

TYPICAL SECTION OF IMPROVEMENT



Station "B" 10+38.00 to Station "B" 13+61.97

NOTE:
Between Sta. "B" 11+65 and Sta. "B" 12+15, the slope shall be graded to daylight @ Elevation 26.00.

Between Sta. "B" 12+15 and Sta. "B" 13+69.97, see substation pad detail on sheet No. 43

*

SLOPE TABLE		
Station	Lt.	Rt.
Station "B" 10+38	2:1	2:1
Station "B" 11+14	2:1	2:1
Station "B" 11+50	4:1	4:1
Station "B" 13+61.97	4:1	4:1

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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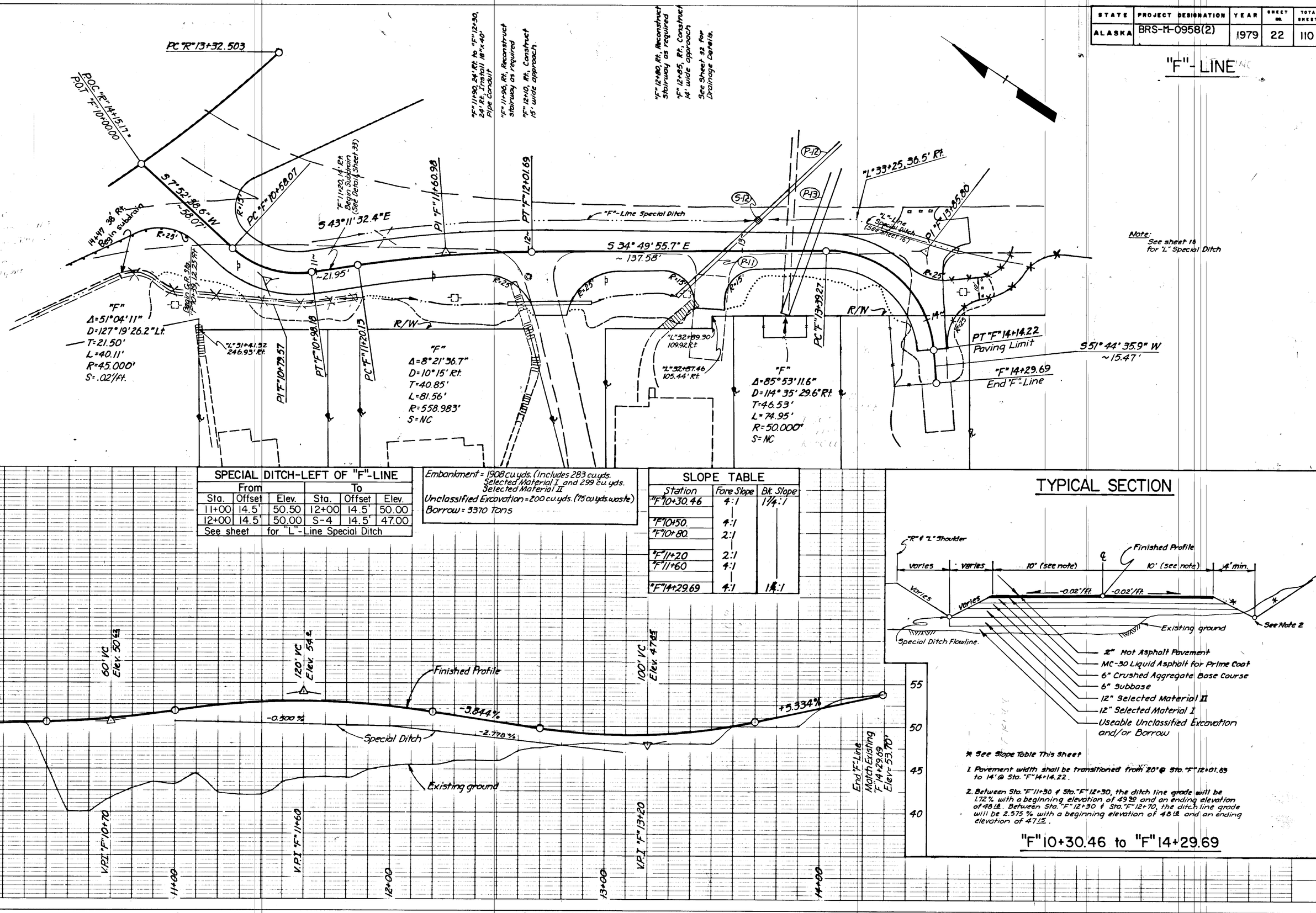
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	22	110

"F"-LINE



SPECIAL DITCH-LEFT OF "F"-LINE

From			To		
Sta.	Offset	Elev.	Sta.	Offset	Elev.
11+00	14.5'	50.50	12+00	14.5'	50.00
12+00	14.5'	50.00	S-4	14.5'	47.00
See sheet		for "L"-Line Special Ditch			

Embankment = 1908 cu.yds. (Includes 283 cu.yds. Selected Material I and 299 cu.yds. Selected Material II

Unclassified Excavation = 200 cu.yds. (75 cu.yds. waste)

Borrow = 3370 Tons

SLOPE TABLE

Station	Fore Slope	Bk. Slope
"F" 10+30.46	4:1	1¼:1
"F" 10+50.	4:1	
"F" 10+80.	2:1	
"F" 11+20	2:1	
"F" 11+60	4:1	
"F" 14+29.69	4:1	1¼:1

TYPICAL SECTION

* See Slope Table This Sheet

1. Pavement width shall be transitioned from 20' @ Sta. "F" 12+01.69 to 14' @ Sta. "F" 14+14.22.

2. Between Sta. "F" 11+30 & Sta. "F" 12+30, the ditch line grade will be 1.72% with a beginning elevation of 49.22 and an ending elevation of 48.18. Between Sta. "F" 12+30 & Sta. "F" 12+70, the ditch line grade will be 2.575% with a beginning elevation of 48.18 and an ending elevation of 47.15.

"F" 10+30.46 to "F" 14+29.69

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	23	110

"H" LINE

Lot 17

Lot 12

Lot 18 Block D
U.S.M.S. 66 B

"H" Curve Data
Δ = 90°00'00"
D = 114°35'30" Lt.
T = 50.00'
L = 78.54'
R = 50.000'

End "H" Line
Sta "H" 11+90.00
Match Existing

"H" 11+24.00 PC

R=20'

R=50'

Begin "H" Line
Sta. "H" 9+98.00

N 55°10'E
~122.00'

Avenue

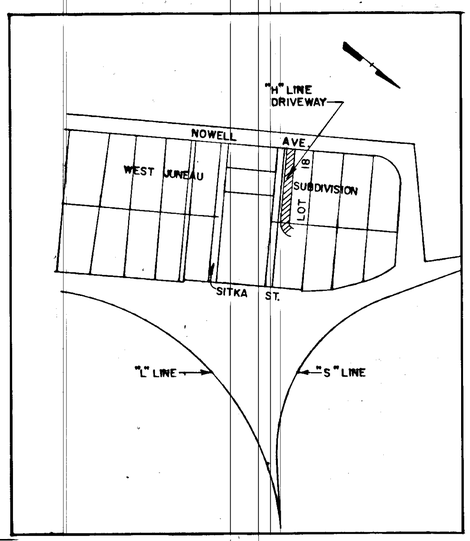
Nowell

R=20'

25'

Lot 11

Lot 19



VICINITY MAP

Embankment = 146 cu yds.
Unclassified Excavation = 79 cu yds (10 cu yds waste)
Borrow = 146 Tons

BOP Sta "H" 9+98.00
Elev. 105.10

-18.49%

Finished Profile

Existing Ground

80' VC
Elev.

Match Existing

-8.250%

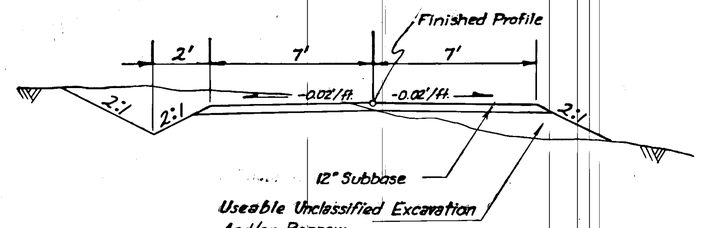
10+00

11+00

150' VPI "H" 11+50

11+90.00

TYPICAL SECTION OF IMPROVEMENT



Sta. "H" 9+98.00 to Sta. "H 11+90.00

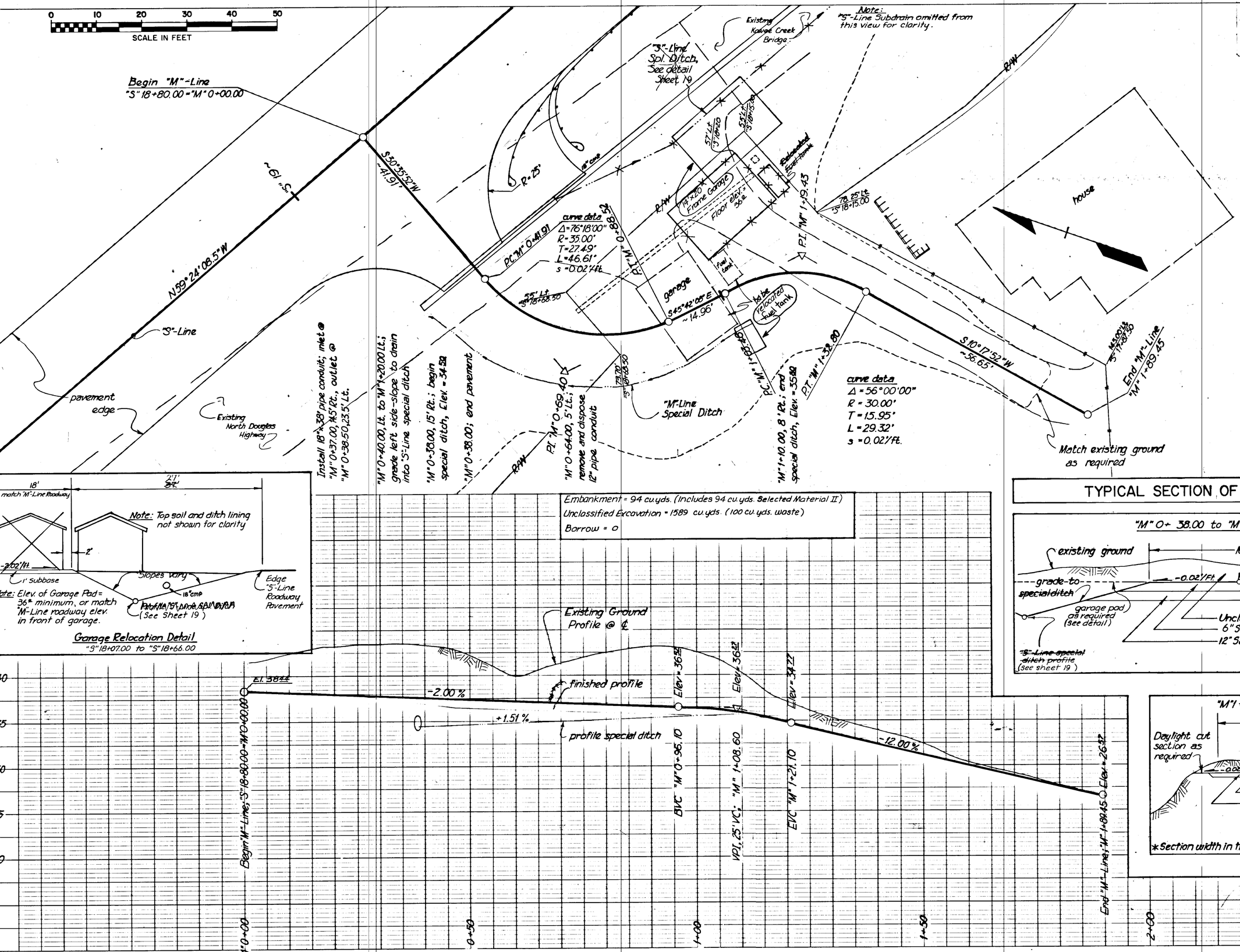
Note:
1. This work shall be done prior to any construction affecting existing driveway serving house.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-0959(10)	1979	24	110

M-LINE

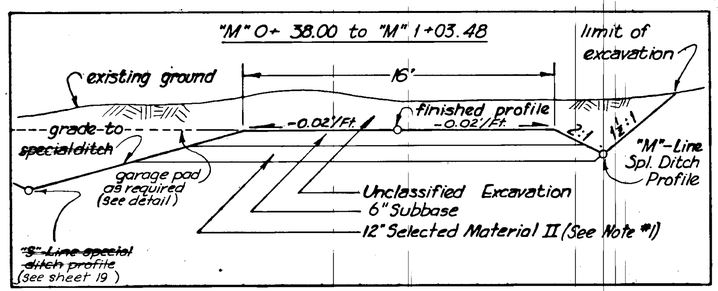
NOTES

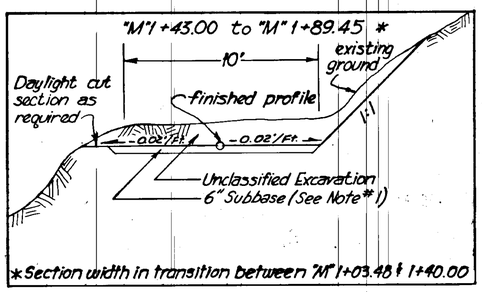
1. At the option of the Engineer, base materials may be omitted when suitable native foundation materials are encountered during excavation and left in place to finished grade.
2. All constructed fore and back slopes shall be covered with topsoil and seeded except such slopes as may be excluded by the Engineer.
3. The Contractor shall maintain reasonable access for the property owner to his house during construction; any closure of access shall have prior agreement by the Engineer.
4. The existing frame garage (timber foundation) and fuel tank shall be relocated as shown on these plans; this work shall be considered a subsidiary obligation of the Contractor and shall be incidental to other items of work.



Garage Relocation Detail
"S" 18+07.00 to "S" 18+66.00

TYPICAL SECTION OF IMPROVEMENT





HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-0959(10)	1979	25	110

"T" LINE

"T"
Δ=85°20'
D=127°19'26.2" Lt.
T=41.48'
L=67.02'
R=45.000'
S=0.02'/Ft.

"T" 10+00.00 POT
"S" 19+14.00 POT
N 30°35'51.5" E
~38.52'
N 59°24'08.5" W
18~ 19~ 20~ 21~ 22~
Edge of paved shoulder
R=50'
R=20.79'
"S" 19+60.66 18' Rt.
"S" 19+58.50 44.70' Rt.
R/W
"S" 21+01.91, 79.28' Rt. Begin special ditch Elev.=23.79
"S" 22+75 50' Rt.
"S" 19+47.50 50' Rt.
"T" 10+38.00 Paving Limit
"T" 10+38.52 PC
"S" 19+41.91 68' Rt.
"S" 19+65 80' Rt.
"S" 18+82.95 92.61' Rt.
"T" 10+80.00 PI
"T" 11+05.54 PT
"S" 19+21 130' Rt.
Ditch flow line
N 54°44'08.5" W
~145.77'
"T" 12+51.31 PC
-5.781%
"S" 21+50 83.20' Rt. Elev.=21.08
Special ditch
-1.614%
"S" 22+40.80 91.11' Rt. Elev.=19.43
"T" 13+01.31 PI
"T" 13+03.42 POC
End "T" Line
"S" 22+63.44 130' Rt.
"S" 22+75 130' Rt.
"S" 21+63.60, 120' Rt. End special ditch Elev.=18.89
"S" 22+63.60, 120' Rt. to "S" 22+65.50, 138.50' Rt. Install 18" x 44' CMP Pipe Conduit
Inherit Inlet = 18.89
Inherit Outlet = 18.30
DELETED
"S" 22+97.90 170.01' Rt.
Elev.=18.00
"S" 22+95.48 185.75' Rt.
Ditch to Drain
KOWEE CREEK

"T"
Δ=90°00'
D=114°35'29.6' Rt.
T=50.00'
L=78.54'
R=50.00'
S=0.02/Ft.

Embankment = 1432 cuyds. (Includes 359 cuyds. Selected Material II)
Unclassified Excavation = 600 cuyds. (all waste)
Borrow = 2707 Tons
"T" Line Earthwork Only

"S" Line Shoulder Finished Profile
Varies
℄ of Special Ditch
4:1
Existing Ground
* See Note 2. "T" Line Typical Section
Special Ditch Typical Section
"S" 21+01.91, 79.28' Rt. to "S" 22+63.60, 120' Rt.

Elev.=39.93
Elev.=37.44
60' VC
-2.000%
-7.000%
Finished Profile
Existing ground profile @ ℄
120' VC
Elev.=25.64
End "T" Line POC "T" 13+03.36 Match existing
POT "T" 10+00.00
POT "S" 19+14.00
VPI "T" 10+68
VPI "T" 12+40
10+00
11+00
12+00
13+00
40
30
20

TYPICAL SECTION

"S" Line Shoulder Finished Profile
Varies
℄
Finished Profile
4'
12'
12'
0.02'/ft.
0.02'/ft.
4:1
1½:1
* See Note 1 below
Existing ground
12" Subbase
12" Selected II
Useable Unclassified Excavation and/or Borrow

Notes:
1. From Sta. "S" 19+35 Rt. to Sta. "S" 21+01.91 Rt. The foreslope of the "S" Line shall be graded to meet the bottom of the "T" Line Ditch.
2. From Sta. "S" 21+01.91 Rt. to Sta. "S" 22+75 Rt. the foreslope of the "S" Line shall be graded to meet the bottom of the Special Ditch.

"T" 10+38.00 to "T" 13+03.42

HIGHWAY FEDERAL AID SHEET
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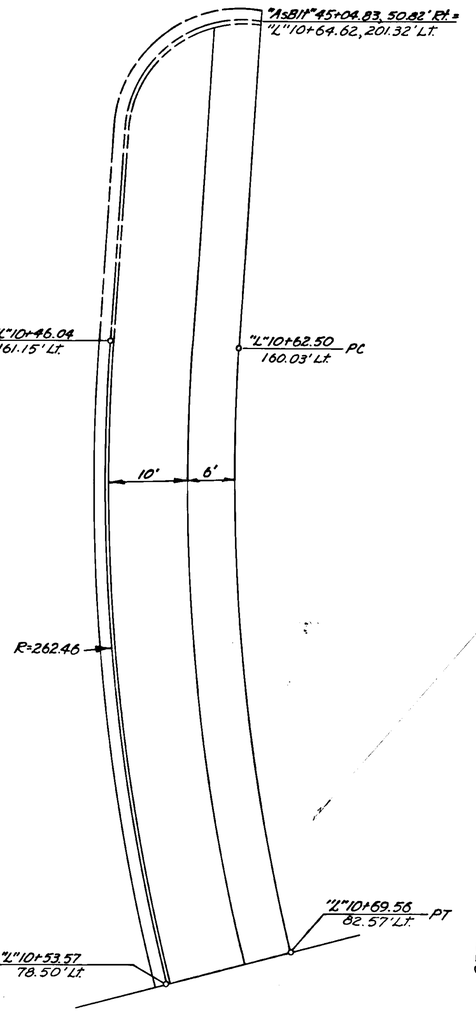
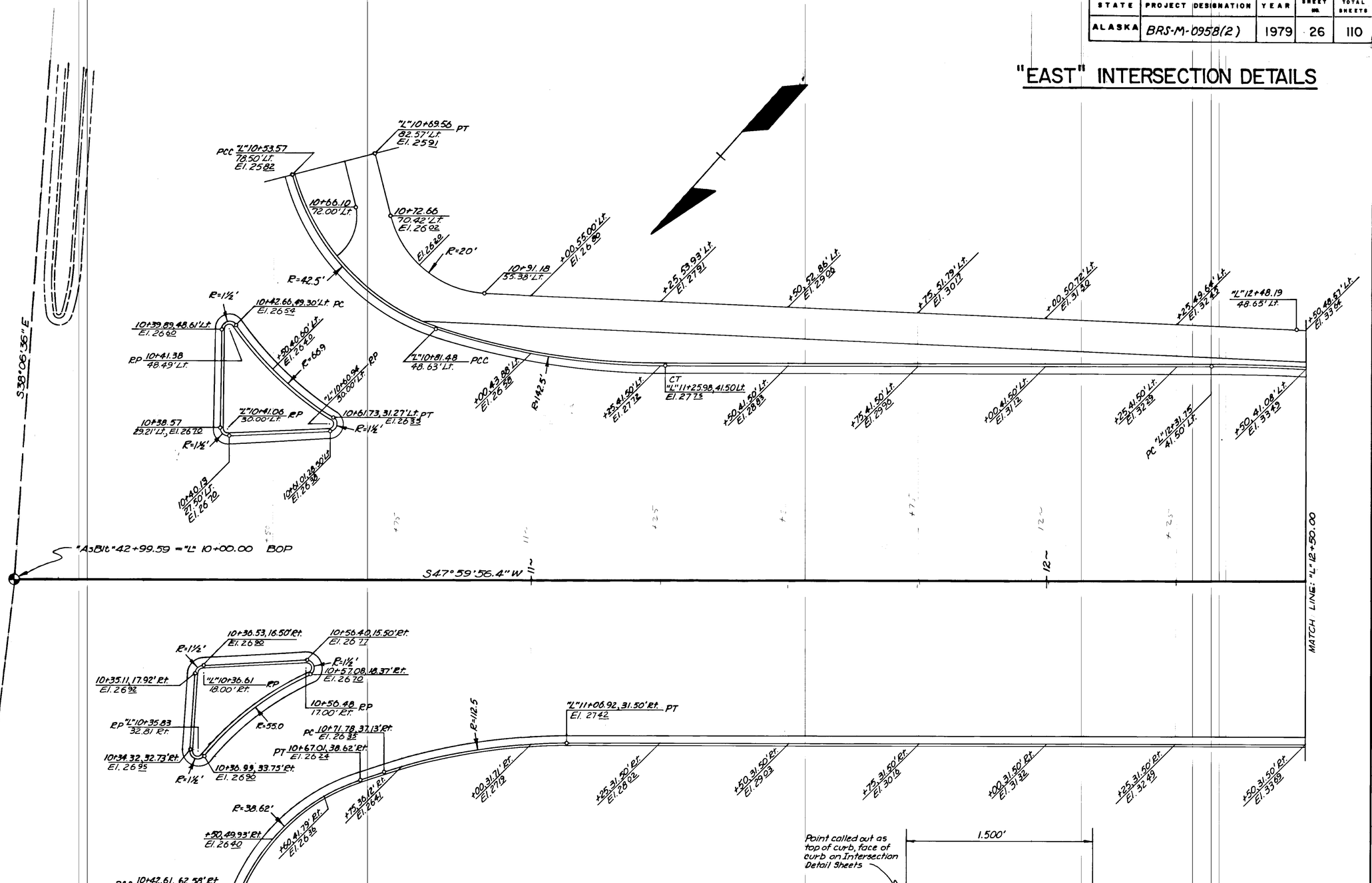
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	26	110

"EAST" INTERSECTION DETAILS

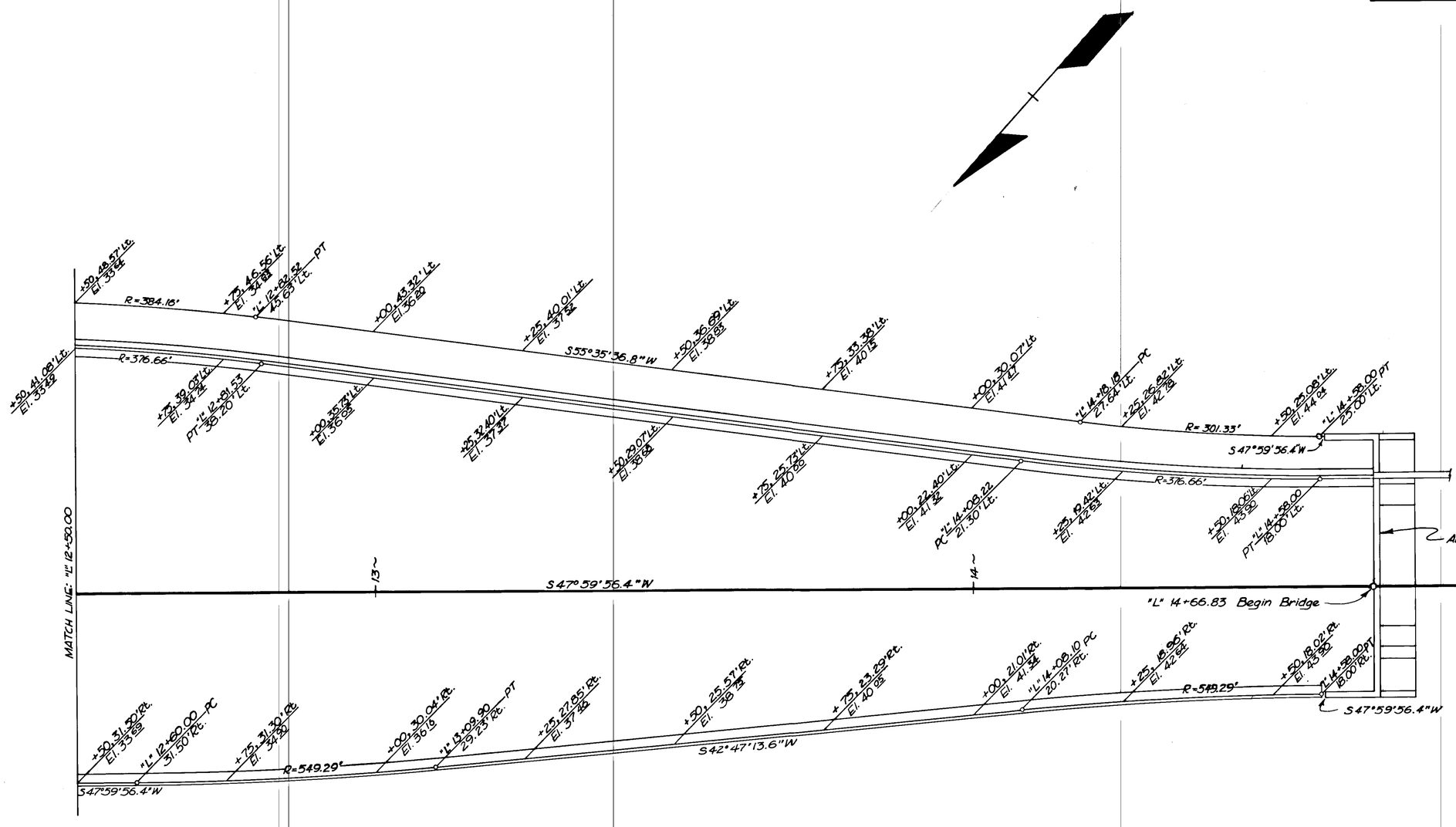




REFERENCE DETAIL

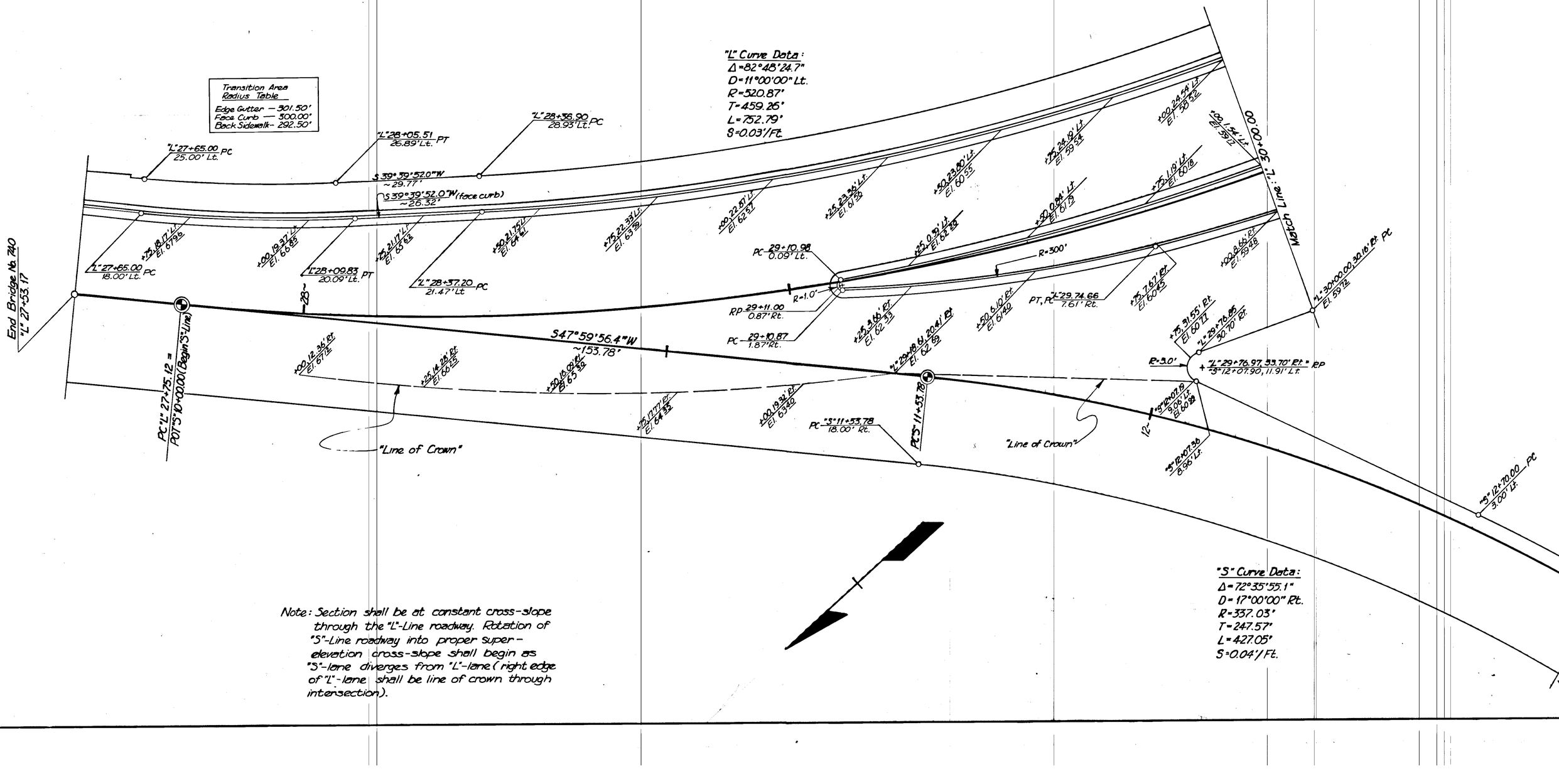
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	27	110

"EAST" INTERSECTION DETAILS



STATE	PROJECT DESIGNATION	YEAR	SHEET No.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	28	

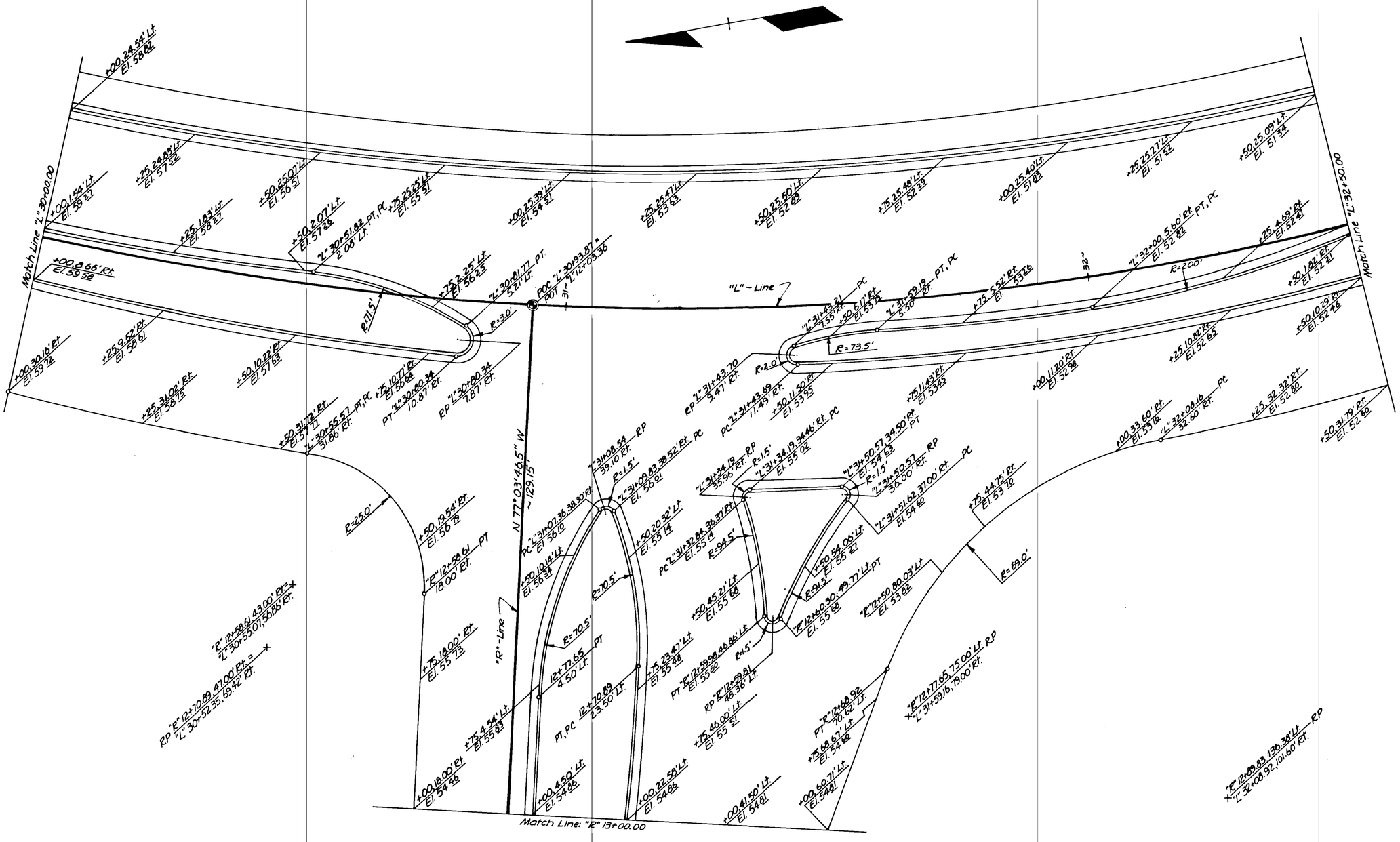
"WEST" INTERSECTION DETAILS



Note: Section shall be at constant cross-slope through the "L"-Line roadway. Rotation of "S"-Line roadway into proper super-elevation cross-slope shall begin as "S"-lane diverges from "L"-lane (right edge of "L"-lane shall be line of crown through intersection).

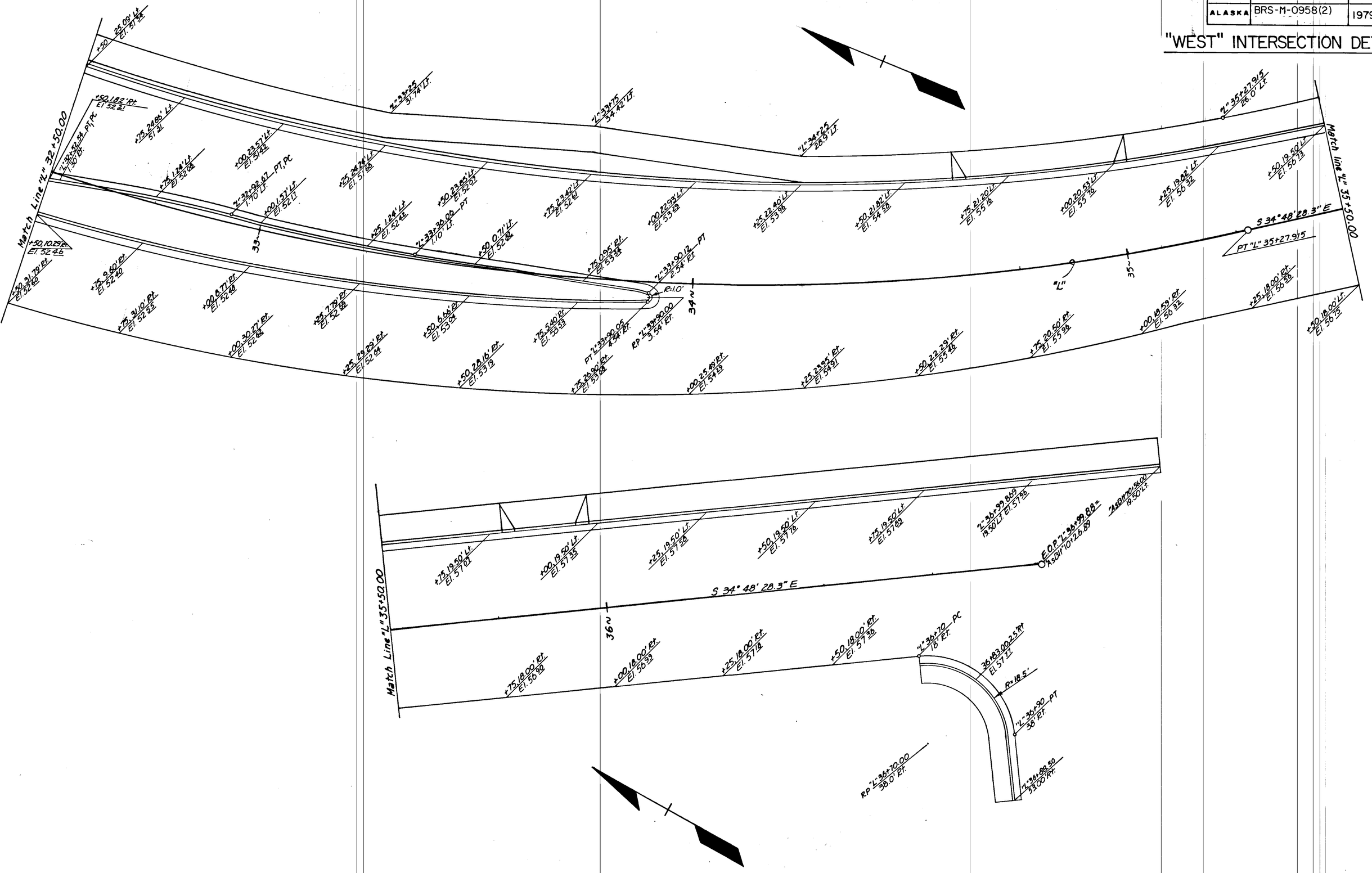
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	29	110

"WEST" INTERSECTION DETAILS



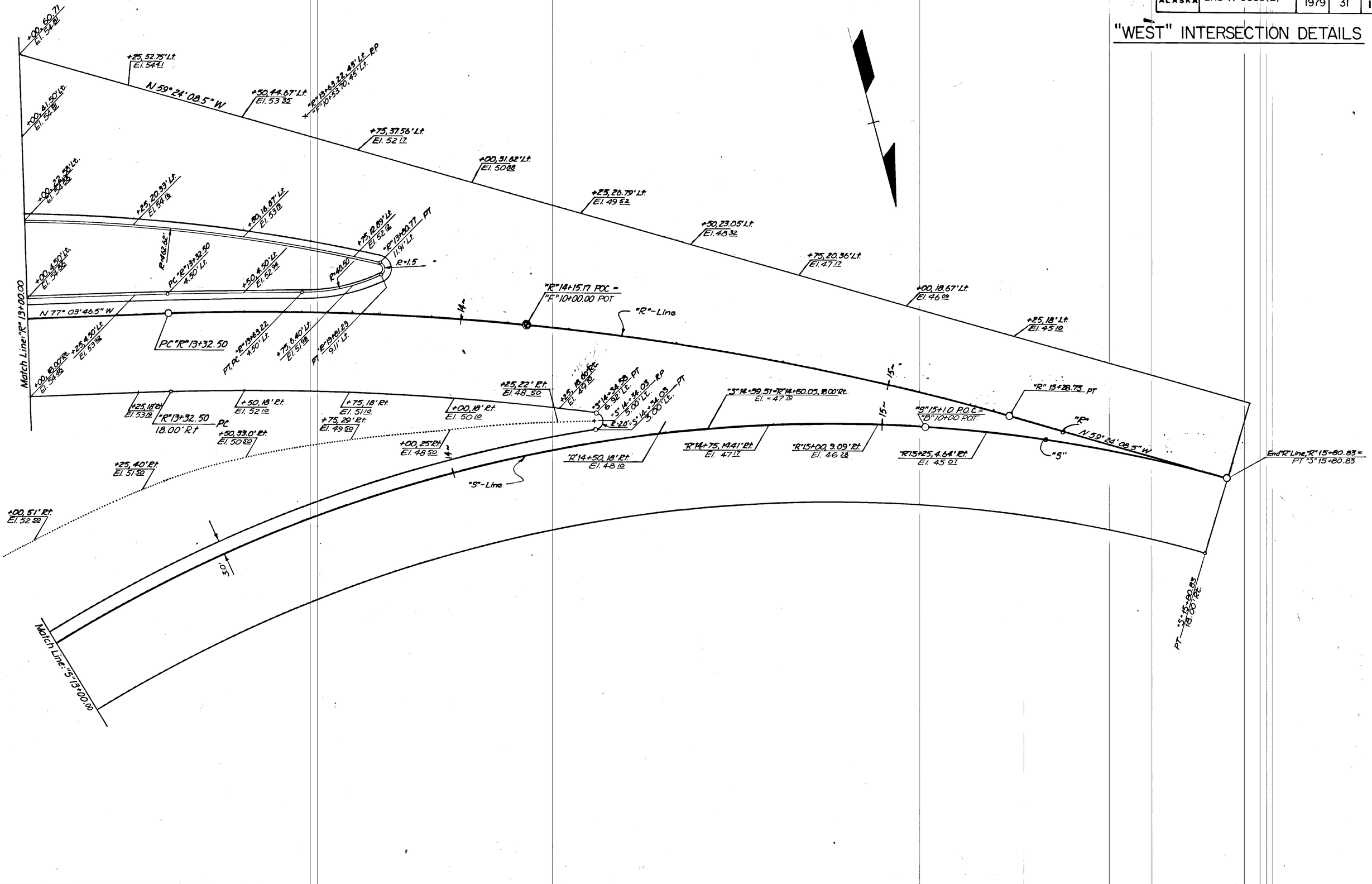
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	30	110

"WEST" INTERSECTION DETAILS



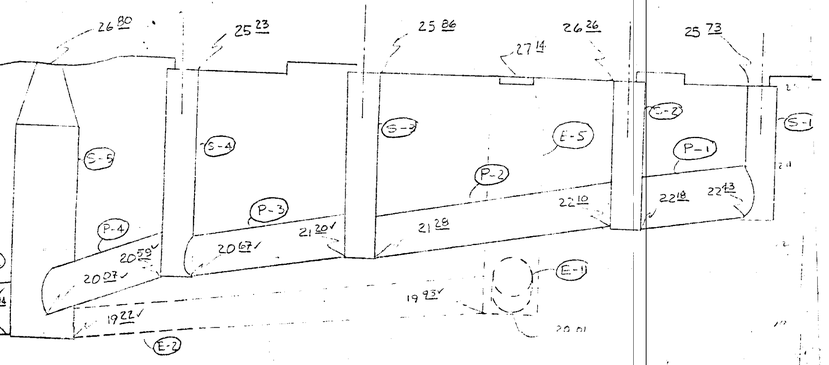
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	31	110

"WEST" INTERSECTION DETAILS



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	32	110

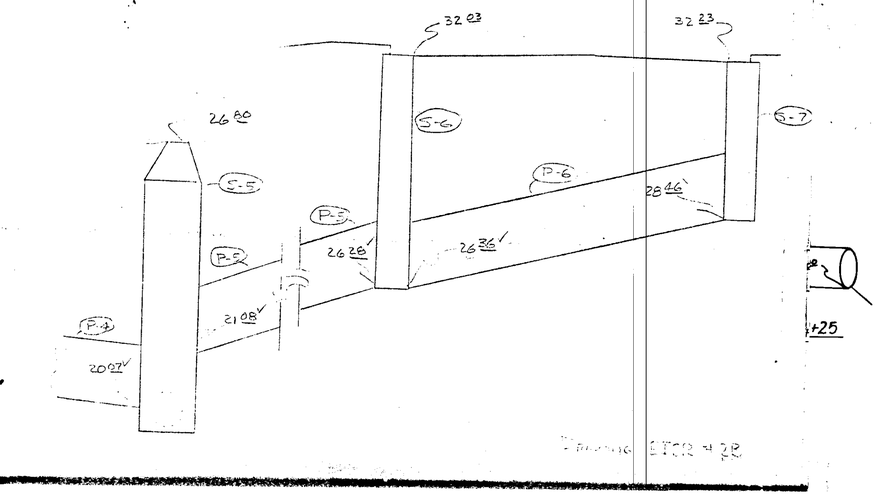
DRAINAGE DETAILS



EAST INTERSECTION STORM DRAIN REVISION

DRAWING FILE # 2

KB 6/7/80



STRUCTURE SUMMARY

No.	Type	Station	Offset	Elevations		
				Top Curb	Grate/Cvr.	Invert *
S-1	"A" Curb In	"L" 10+73	52' Lt.	25.75	25.22	21.47
S-2	"	"L" 10+59	28' Lt.	26.38	25.86	21.16
S-3	"	"L" 10+55	15' Rt.	26.77	26.24	22.27
S-4	"	"L" 10+69	38' Rt.	26.25	25.74	21.75
S-5	Manhole	"L" 19+95	7' Rt.	N/A	27.14	19.90 ①②
S-6	"A" Curb In	"L" 12+75	38' Lt.	34.74	34.22	28.00
S-7	"	"L" 12+75	30' Rt.	34.90	34.38	22.00
S-8	"	"L" 30+75	11.5' Rt.	56.64	56.12	44.00
S-9	"	"L" 30+75	24.5' Rt.	55.51	54.99	40.00
S-10	"	"L" 32+69	24.9' Lt.	51.35	50.83	44.33
S-11	"	"L" 32+69	9.8' Rt.	52.39	51.87	43.26
S-12	"A" Field In	"F" 13+08	14.5' Lt.	N/A	47.00	38.54
S-13	Manhole ③	"L" 33+07	3.5' Rt.	N/A	52.38	N/A
S-14	"A" Curb In	"R" 13+79	13.0' Lt.	51.96	51.44	45.65
S-15	"A" Field In	"R" 14+10	23.0' Rt.	N/A	47.50	44.28
S-1	"A" Curb Inlet	"L" 10+69	37.5 Rt.	26.25	25.73	22.60
S-2	"	"L" 10+54	15.2 Rt.	26.78	26.26	22.14
S-3	"	"L" 10+58	27.86 Lt.	26.38	25.86	21.24
S-4	"	"L" 10+73	51.91 Lt.	25.75	25.23	20.63
S-5	Storm Sewer M.H.	"L" 10+96.3	59.5 Lt.			19.18

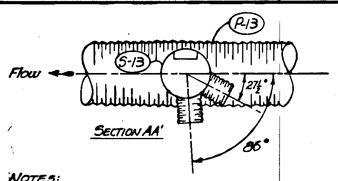
① May vary slightly due to existing line deviation from expected elevation
② May require slight adjustment in grade
③ Corrugated Metal Pipe Manhole with saddle connection to P-13, 36"Dia
* Elevation of Exit Conduit Invert at Structure

S-6	"A" Curb Inlet	"L" 12+30	41.00 Lt.	32.55	32.03	26.3
S-7	"	"L" 12+30	31.00 Rt.	32.75	32.23	28.5
S-8	"	"L" 30+75	11.5 Rt.			44.0

PIPE SUMMARY

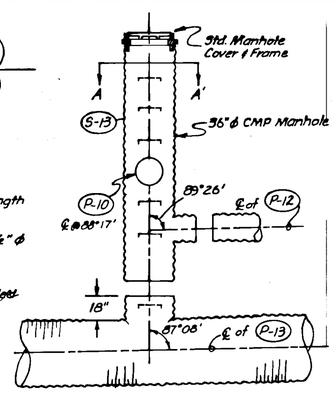
No.	Dia.	Lgth	Grade (-)	Flowing From		Flowing To	
				Structure/Sta.	Inv. El.	Structure/Sta.	Inv. El.
P-1	18"	26'	1.0%	S-1	21.47	S-2	21.21
P-2	18"	48'	1.0%	S-2	21.16	S-3	20.80
P-3	18"	24'	2.0%	S-3	22.27	S-4	21.80
P-4	18"	38'	4.6%	S-4	21.75	S-5	20.00
E-1	8"	N/A	N/A	Existing Line	N/A	S-5	19.90 ①
E-2	12"	N/A	N/A	S-5	19.90 ①	Existing Line	N/A
P-5	18"	66'	5.3%	S-6	20.00	S-7	22.50
P-6	18"	80'	7.5%	S-7	22.00	"L" 12+25, 94' Rt. ④	16.00
P-7	18"	34'	3.0%	S-8	44.00	S-9	42.98
P-8	18"	56'	26%	S-9	40.00	"L" 30+75, 80' Lt ④	25.50
P-9	18"	34'	3.0%	S-10	44.33	S-11	43.31
P-10	18"	38'	3.0%	S-11	43.26	S-13	42.12
P-11	18"	52'	17%	"F" 12+69, 20' Rt ⑤	47.15	S-12	38.59
P-12	18"	54'	1.0%	S-12	38.54	S-13	38.00
P-13	48"	164'	4.9%	"F" 13+20, 30' Rt. ⑤	36.00	"L" 33+00, 32' Lt. ④	28.00
P-14	18"	44'	3.0%	S-14	45.65	S-15	44.33
P-15	18"	78'	1.0%	S-15	44.28	"R" 14+63, 36' Lt. ④	43.50
P-1	18"	30'	1.0%	S-1	22.43	S-2	22.18
P-2	18"	40'	2.1%	S-2	22.10	S-3	21.28
P-3	18"	26'	2.0%	S-3	21.20	S-4	20.67
P-4	18"	27'		S-4	20.59	S-5	20.07
P-5	18"	130'		S-6	26.28	S-5	21.08
P-6	18"	72'		S-7	28.46	S-6	26.36

① May vary slightly due to existing line deviation from expected elev.
④ Outfall
⑤ Ditch Intercept



NOTES:

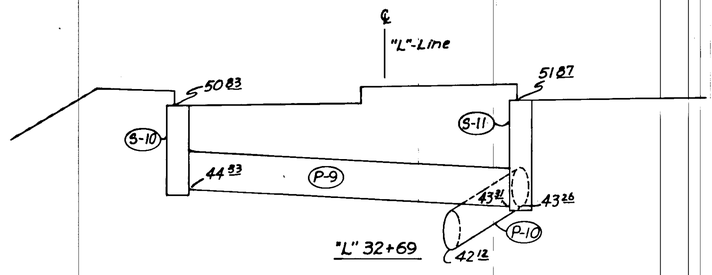
1. Pipe stubout connections shall be 18" in length at their shortest point.
2. Structure (S-13) shall be equipped with ½" ϕ bar steps: 18" wide, 4" protrusion and 24" tread.
3. ~~Structure (S-13) shall be Asbestos bonded~~ and asphaltic dobied.
4. Manhole frame and cover shall weigh 660 lbs.



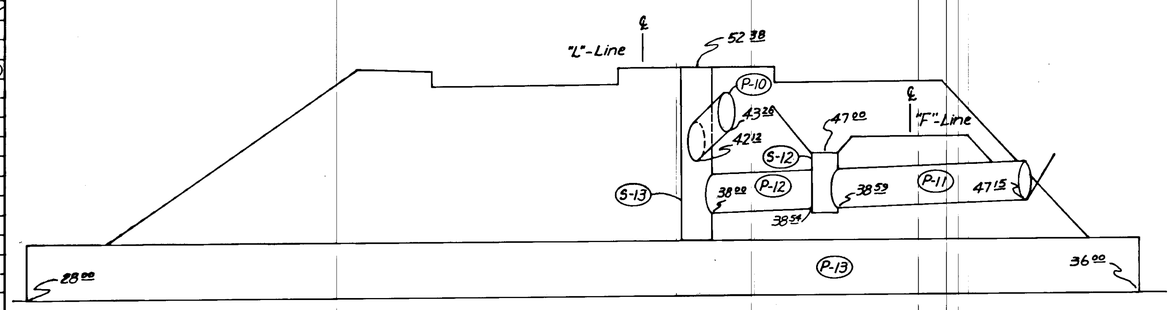
S-13 36" ϕ CMP MANHOLE DETAIL

NOTES:

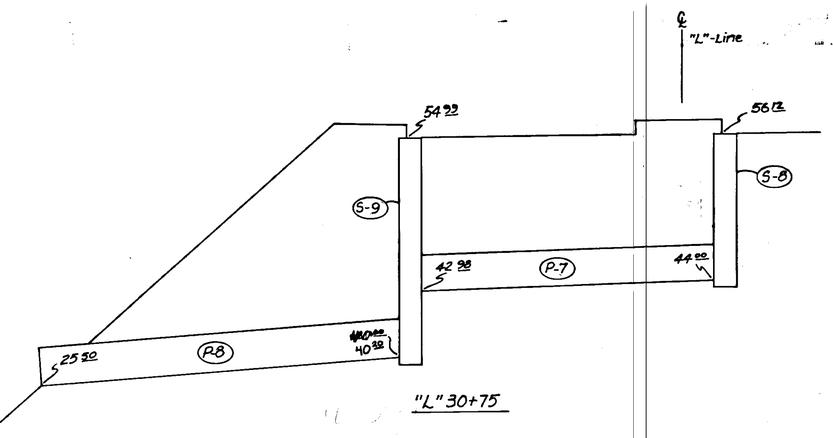
1. Profiles below show a schematic relationship of the structures, pipes and the portion of the roadway in which they are installed; these schematic drawings are not to scale.



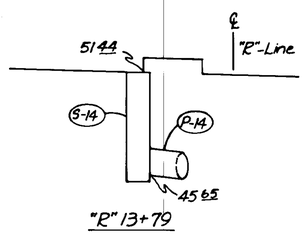
"L" 32+69



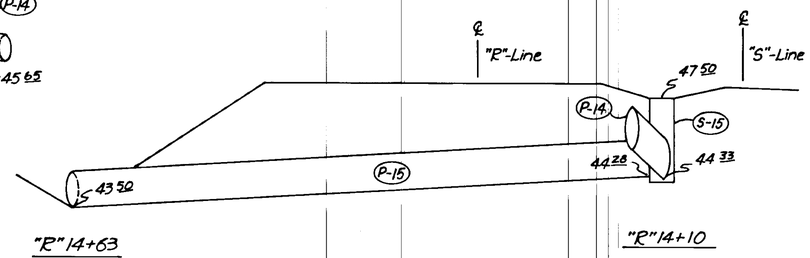
"F" 12+69 to "F" 13+08 & "L" 33+00 to "L" 33+10



"L" 30+75



"R" 13+79

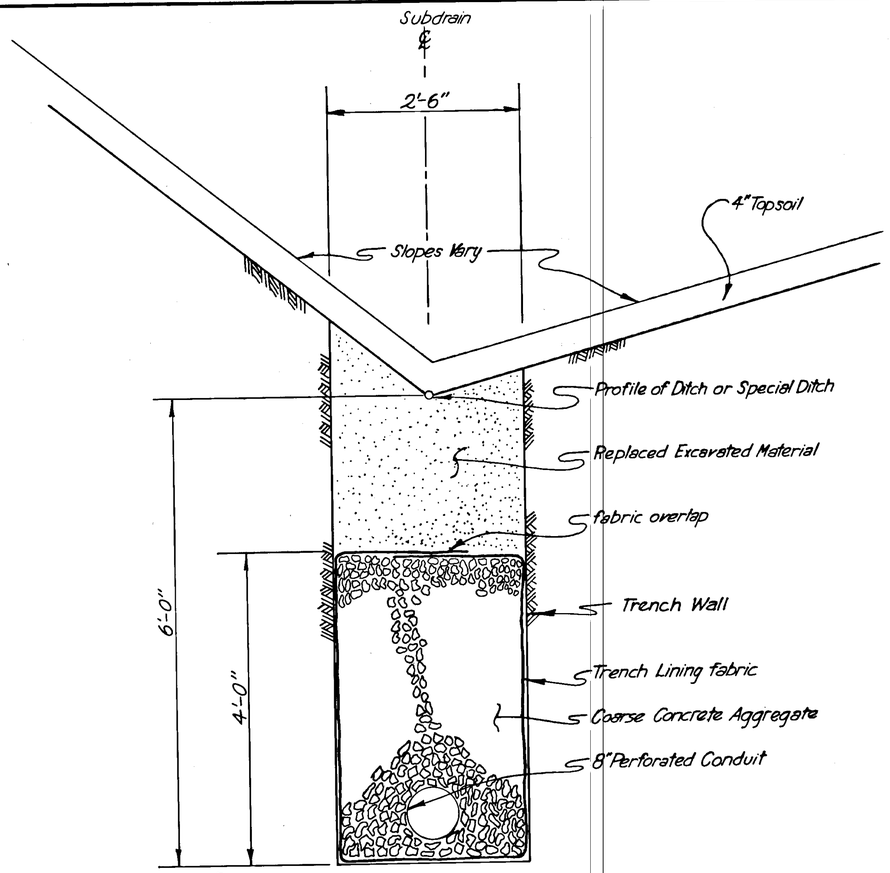


"R" 14+63

"R" 14+10

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	33	110

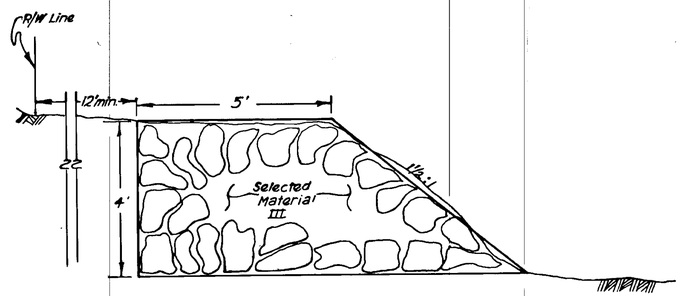
DRAINAGE DETAIL



SUBDRAIN SECTION DETAIL

Subdrain Notes:

1. Excavation trench shall be shored as necessary during construction.
2. Aggregate shall be placed in a fashion to insure proper final position of trench lining fabric; care shall be taken to avoid tearing or punching holes in fabric during placing aggregate.
3. After placing aggregate within trench lining fabric, the fabric shall be lapped over the aggregate and secured adequately to provide a fit which will not allow the intrusion of soil particles through the seam.
4. Previously excavated silty material shall be replaced in the remainder in the trench in such a manner as to render the ditch bottom impervious.
5. Existing water service @ "S" 18+05 consists of a collection box at the end of the existing 12" perforated pipe shown on the plans. An adequate supply of potable water shall be maintained for the users of this water service throughout construction of the project. The contractor shall have the option of using stage construction for the new subdrain or providing an alternate supply of potable water until the new subdrain and collection box have been installed and are capable of supplying an adequate amount of potable water. All work and materials associated with re-establishing the water service and maintaining water service during construction shall be considered incidental to other items.

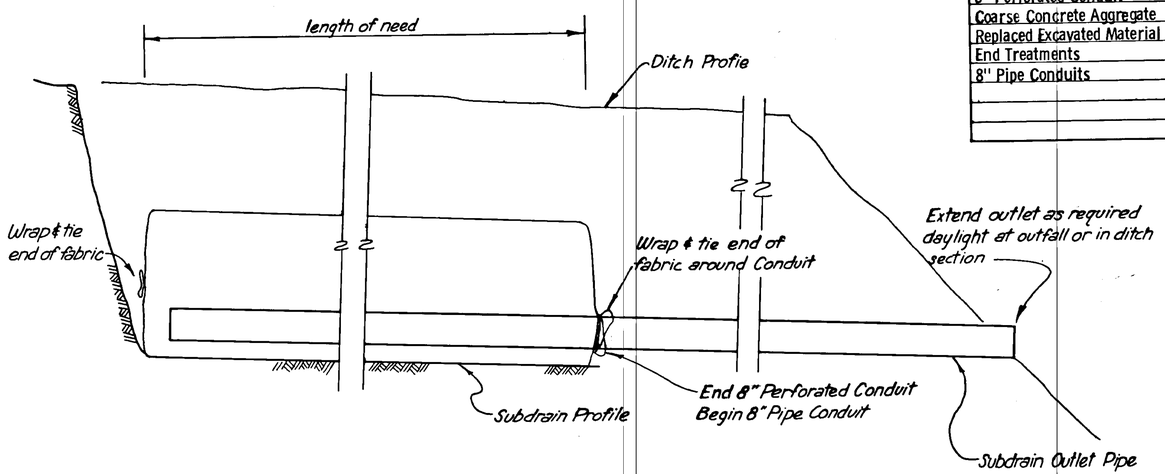


STREAM CHANNEL DIVERSION DIKE DETAIL
"L" 33+18,65' Lt. to "L" 32+78, 105' Lt.

Dike shall be constructed of Selected Material III and shall be field located within the approximate limits as shown on plan Sheet #16, or as directed by the Engineer.

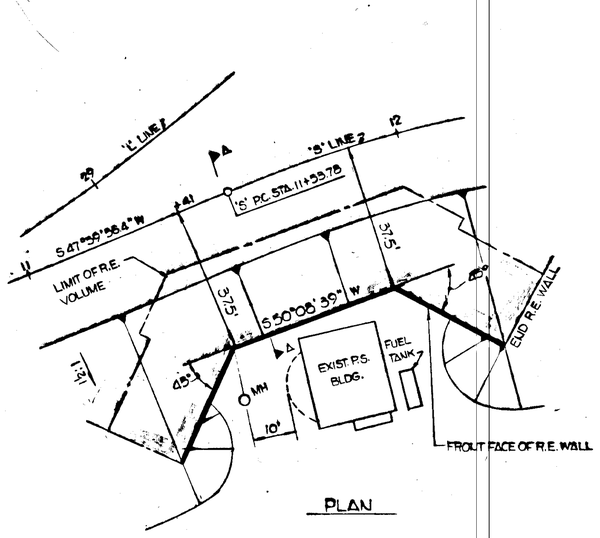
APPROXIMATE SUBDRAIN QUANTITIES

ITEM	UNIT	BRS-U-0958(2)	BRS-0959(10)
Trench Excavation	C.Y.	146	314
Trench Lining Fabric	L.F.	250	539
8" Perforated Conduit	L.F.	250	539
Coarse Concrete Aggregate	C.Y.	93	200
Replaced Excavated Material	C.Y.	53	114
End Treatments	Ea.	1	3
8" Pipe Conduits	L.F.	0	79

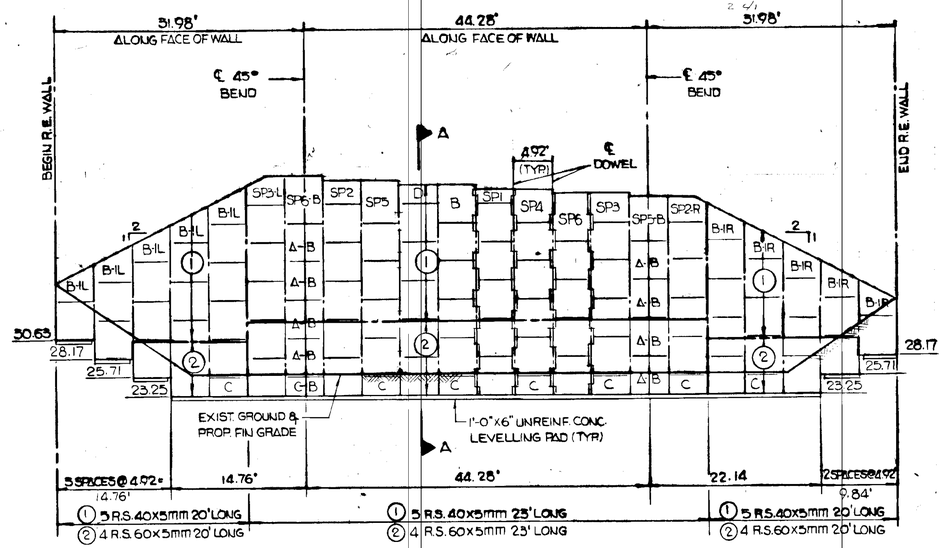


SUBDRAIN PROFILE & END DETAIL

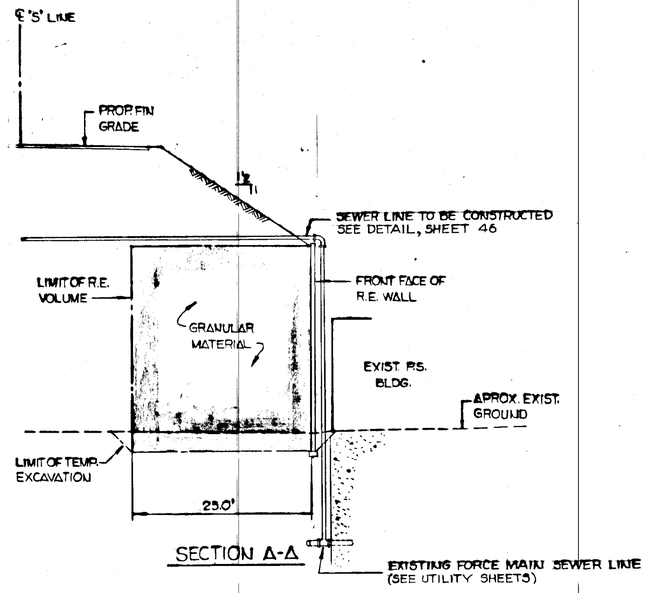
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	34	110



PLAN



ELEVATION



SECTION A-A

PANEL SCHEDULE

THICKNESS / TYPE	NO. T.S.	A	B	C	D	SP1	SP2	SP3	SP4	SP5	SP6	A-B	C-B	SP5-B	SP6-B	B-1L	B-1R	SP2R	SP3-L
7 1/16"	2	—	—	7	—	1	—	—	—	—	—	—	1	—	—	—	—	—	—
	3	—	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	1	—
	4	30	—	—	—	—	—	1	—	—	—	4	—	—	—	5	5	—	1
	5	41	1	—	—	—	—	—	1	1	—	4	—	1	—	—	—	—	—
	7	—	—	—	—	—	—	—	—	—	1	—	—	—	1	—	—	—	—
PANEL SURFACE AREA		24.2	24.2	12.1	12.1	8.8	14.9	17.9	20.9	27.0	30.0	24.2	12.1	27.0	30.0	19.6	19.6	14.6	16.9

TOTAL WALL SURFACE AREA: 2,448.9 SQ.FT.

REINF. STRIPS SCHEDULE

TYPE \ LENGTH	20'	23
40x5mm	131	205
60x5mm	38	96

NOTES:

1. ALL PANELS ARE TYPE 'A' UNLESS OTHERWISE NOTED
2. FOR PANEL DETAILS SEE SHEET NO. 2
3. IT IS ASSUMED THAT ALL BACKFILL MATERIAL USED IN THE REINFORCED EARTH VOLUME CONFORMS TO THE FOLLOWING GRADATION:

SIEVE SIZE	PERCENT PASSING
6 INCHES	100
3 INCHES	75-100
NO. 200	0-15

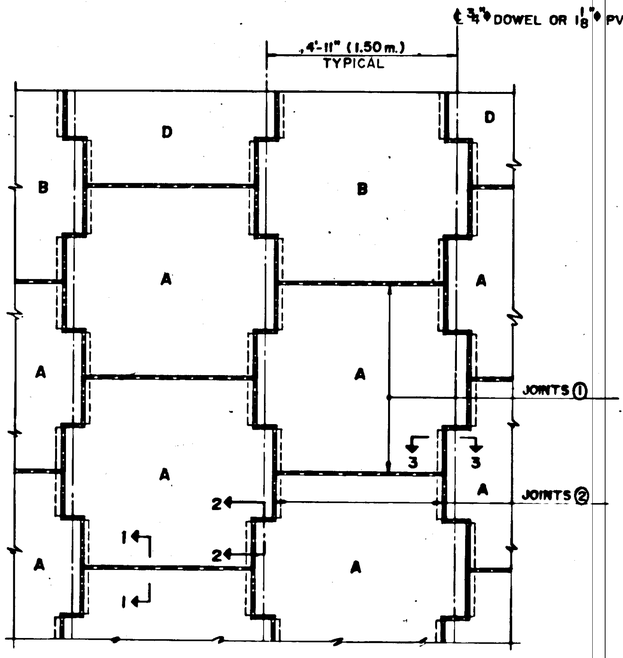
GASTINEAU CHANNEL CROSSING
JUNEAU, ALASKA
PLAN, ELEVATION & SECTION

REINFORCED EARTH WALL

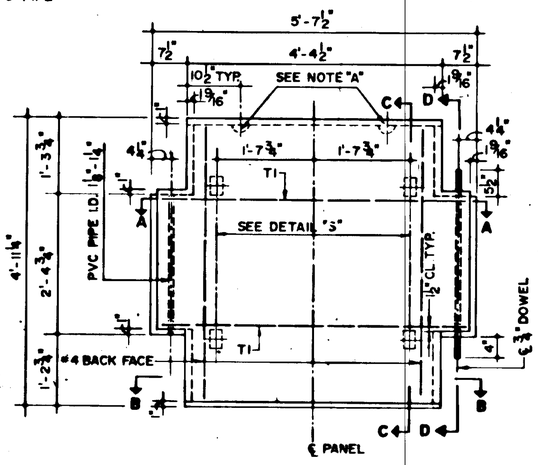
State of Alaska
DEPARTMENT OF TRANSPORTATION
Juneau, Alaska

Date
Approved
BRIDGE NO.
DWNG. NO.

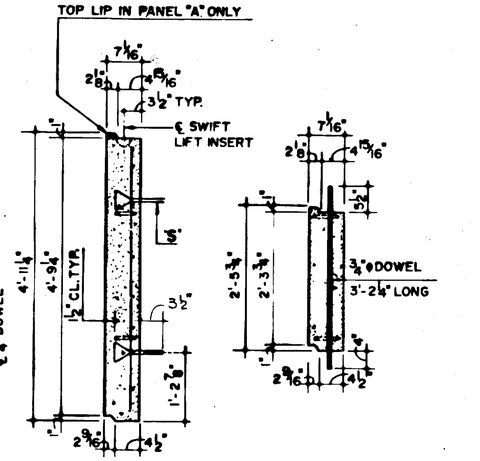
STATE	PROJECT DESIGNATION	YEAR	SHEET no.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	35	110



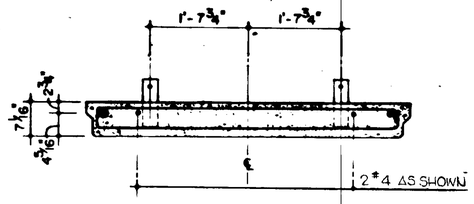
TYPICAL PANEL LAYOUT



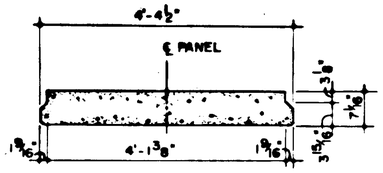
PANEL TYPE A&B
FRONT VIEW



SECTION C-C SECTION D-D



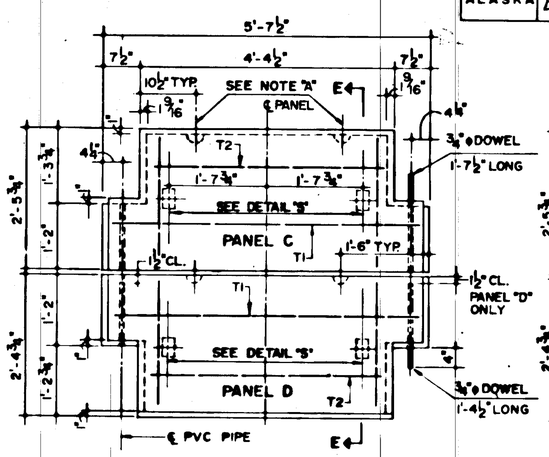
SECTION A-A



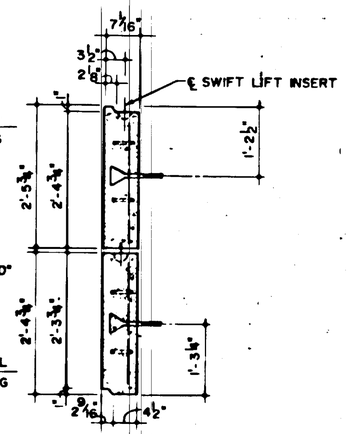
SECTION B-B

NOTE:
SPECIAL PANEL, LOCATION OF TIE STRIPS AND OTHER RELATED DETAILS WILL BE SHOWN ON SHOP DRAWINGS

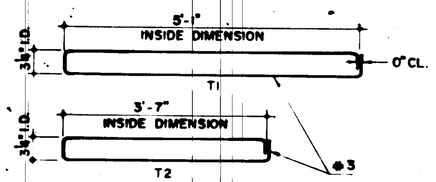
TYPICAL PANEL DETAILS



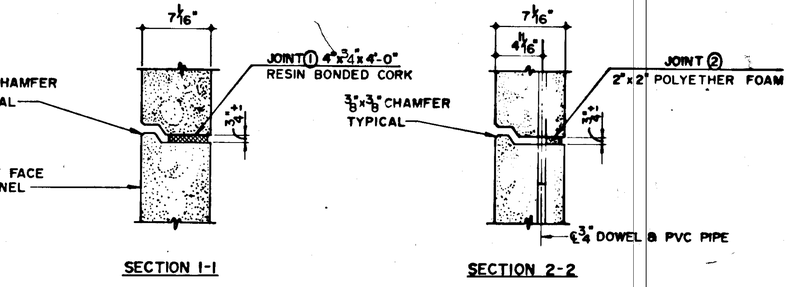
HALF PANELS C&D
FRONT VIEW



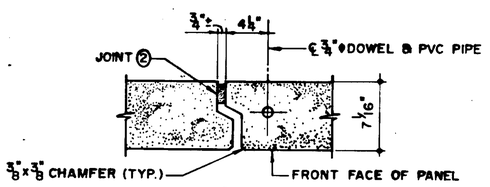
SECTION E-E



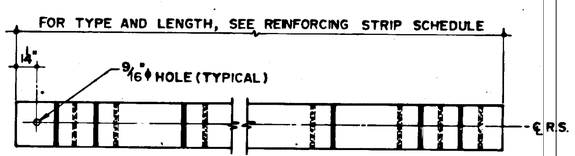
STIRRUP DETAILS
NOT TO SCALE



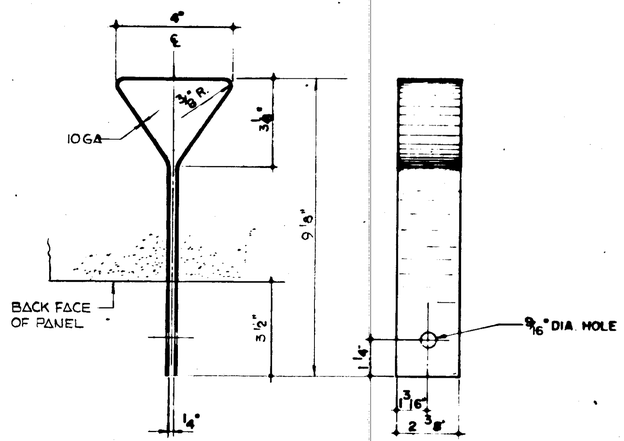
SECTION 1-1 SECTION 2-2



SECTION 3-3



DETAIL OF REINFORCING STRIP
NOT TO SCALE



TIE STRIP DETAIL "S"
NOT TO SCALE

PANEL SURFACE AREA	
TYPE	SQ.FT.
A	24.2
B	24.2
C	12.1
D	12.1

NOTE "A"
ONE TON SWIFT LIFT INSERTS ⅜" x 3⅜" LONG AS MANUFACTURED BY SUPERIOR CONC. ACCESSORIES.

NOTES:
1. REINFORCING BARS SHALL BE STEEL A615 GRADE 40
2. ⅜"x⅜" CHAMFER SHALL BE PROVIDED ON ALL EXPOSED EDGES (FRONT FACE ONLY)

GASTINEAU CHANNEL CROSSING
JUNEAU, ALASKA

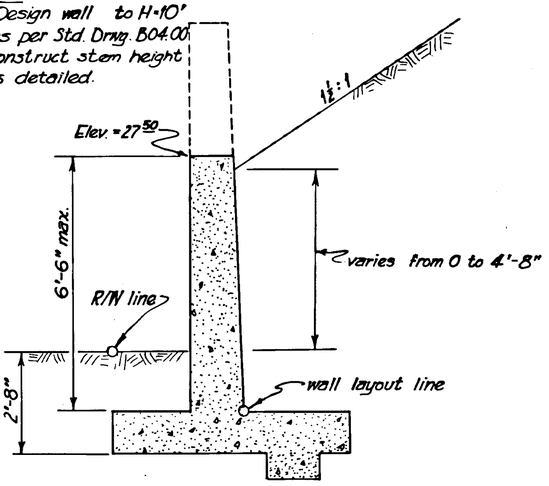
STANDARD PANEL DETAILS

4-6-79

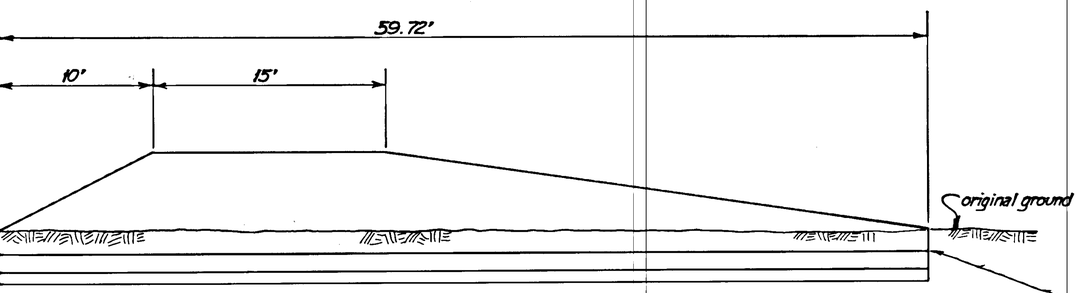
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	36	110

TOE WALL DETAIL

ote:
Design wall to H=10'
s per Std. Dwg. B04.00
onstruct stem height
s detailed.



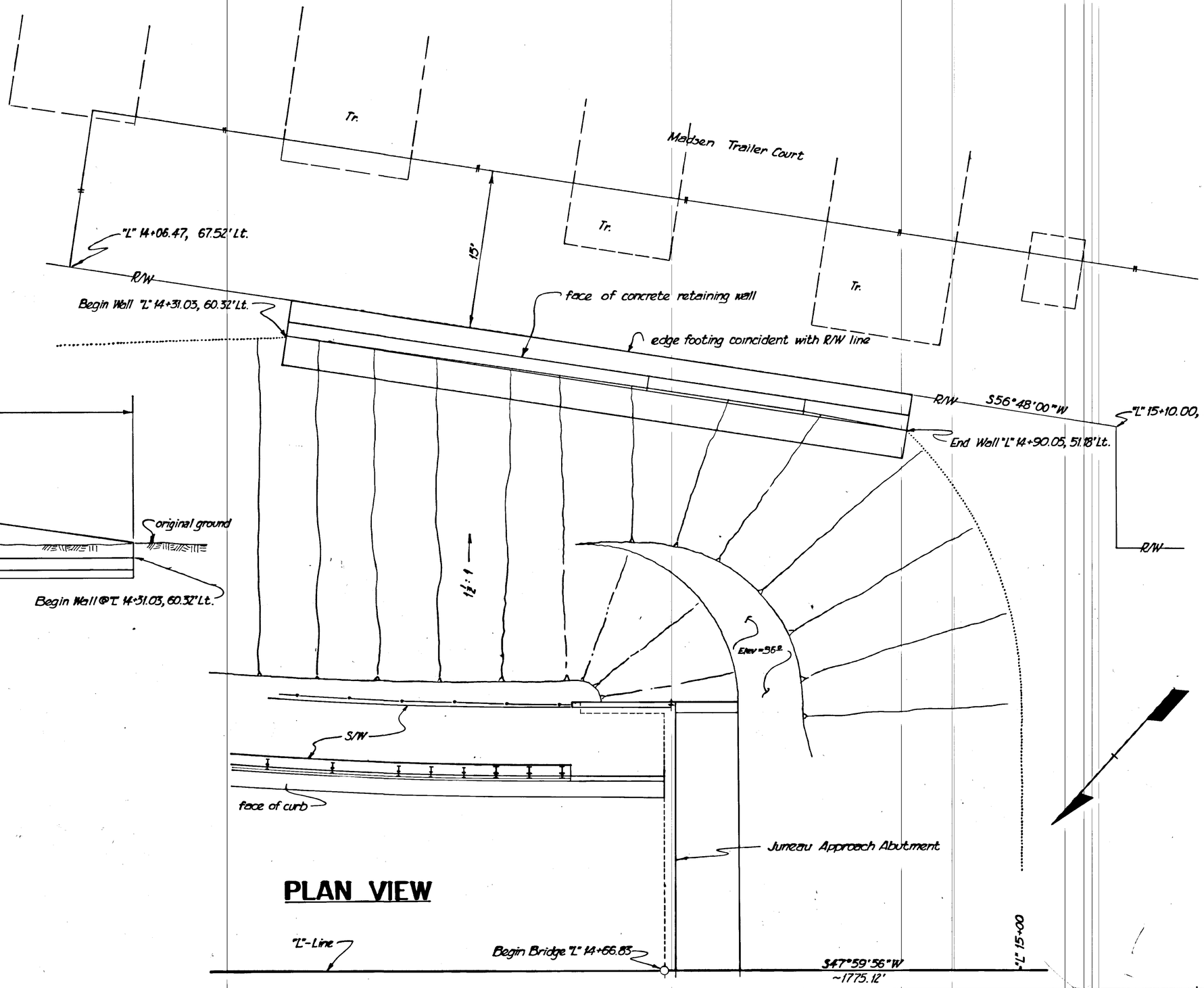
SECTION VIEW



WALL FRONT ELEVATION VIEW

(stationing shown Right to Left, this view)

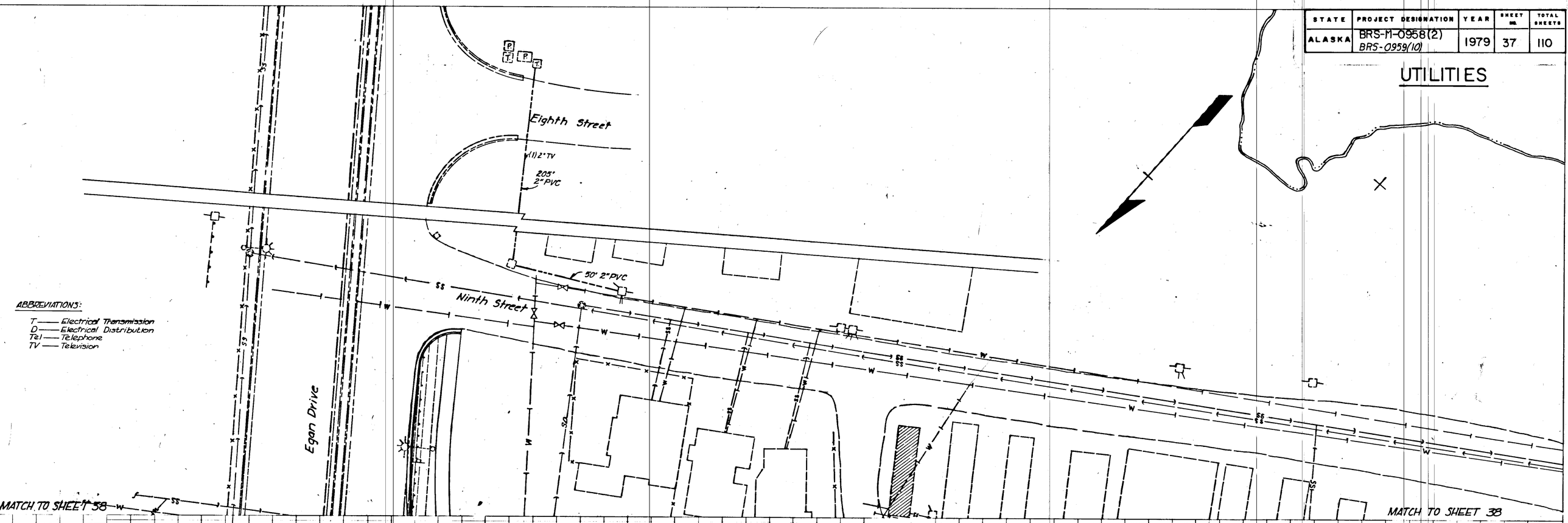
TOE-WALL QUANTITIES ESTIMATE		
ITEM	UNIT	QUANTITY
Concrete, Class A	Cu. Yd.	32.5
Reinforcing Steel	Lb.	1600
Class I Excavation for Structures	Cu. Yd.	60



PLAN VIEW

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	37	110

UTILITIES



ABBREVIATIONS:

T —— Electrical Transmission
D —— Electrical Distribution
Tel —— Telephone
TV —— Television

SUMMARIES OF UTILITIES CONSTRUCTION

CONCRETE ENCASED ELECTRICAL CONDUITS

From Station	From Offset	To Station	To Offset	No. & Size Conduits	Length
"L" 13+82	25' Rt.	"L" 14+66	Abut. #1	(8) 5"	84 L.F.
"L" 27+53	Abut. #4	"L" 28+32	27' Rt.	(8) 5"	50 L.F.
"L" 29+88	80' Rt.	"L" 30+35	26' Lt.	(8) 5"	120 L.F.
"S" 16+26	20' Rt.	"S" 16+77	Abut.	(7) 5"	50 L.F.
"S" 17+91	Abut.	"S" 18+32	26' Rt.	(4) 5"	40 L.F.
"S" 17+91	Abut.	"S" 19+62	28' Rt.	(3) 5"	175 L.F.
~~"B" 12+58~~ Deleted	~~31' Lt.~~	~~"B" 13+05~~	~~38' Lt.~~	~~(12) 5"~~	~~42 L.F.~~

VAULT AND HANDHOLE SUMMARY

Station	Offset	Size	Work
"F" 11+70	15' Rt.	5'x10'x7'	Install Telephone Vault
"S" 16+42	23' Lt.	4'x4'x4'	Install Telephone Handhole
"L" 30+35	26' Lt.	6'x8'x6'	Install Electrical Vault
AsBlt 10+38	23' Lt.	6'x8'x6'	Install Electrical Vault
"S" 15+84	55' Rt.	6'x8'x6'	Install Electrical Vault

ELECTRICAL CONDUIT SUMMARY *

From Station	From Offset	To Station	To Offset	No. & Size Conduits	Total Length
"L" 13+48	85' Rt.	"L" 14+66	Abut. #1	(8) 5" PVC	1440 L.F.
"L" 27+53	Abut. #4	"B" 13+45	35' Lt.	(8) 5" PVC	2000 L.F.
"B" 12+58	31' Lt	"B" 13+05	38' Lt.	(12) 5" PVC	501 L.F.
"B" 12+65	20' Lt.	"B" 13+14	24' Rt.	(2) 4" PVC	160 L.F.
"B" 12+65	20' Lt.	"L" 30+35	26' Lt.	(8) 5" PVC	1800 L.F.
"B" 12+65	20' Lt.	"L" 28+63	69' Rt.	(2) 4" PVC	300 L.F.
"L" 30+44	26' Lt.	AsBlt 10+38	23' Lt.	(8) 5" PVC	5200 L.F.
AsBlt 10+45	23' Lt.	AsBlt 10+55	28' Lt.	(4) 5" PVC	40 L.F.
AsBlt 10+44	19' Lt.	AsBlt 10+56	27' Rt.	(4) 5" PVC	186 L.F.
AsBlt 10+56	27' Rt.	"L" 35+23	35' Rt.	(1) 2" PVC	220 L.F.
"L" 35+23	35' Rt.	"L" 36+23	87' Rt.	(1) 2" PVC	175 L.F.
"L" 35+23	35' Rt.	"L" 35+55	70' Rt.	(1) 2" PVC	75 L.F.
"L" 35+23	35' Rt.	"L" 35+43	63' Rt.	(1) 2" PVC	65 L.F.
"L" 35+23	35' Rt.	"L" 34+87	67' Rt.	(1) 2" PVC	90 L.F.
"L" 35+23	35' Rt.	"L" 33+89	95' Rt.	(1) 2" PVC	210 L.F.
"B" 12+42	60' Lt.	"S" 15+80	55' Rt.	(7) 5" PVC	1750 L.F.
"S" 15+86	55' Rt.	"S" 17+91	Abut.	(7) 5" PVC	1540 L.F.
"S" 17+91	Abut.	"S" 18+32	26' Rt.	(4) 5" PVC	160 L.F.
"S" 17+91	Abut.	"S" 19+62	28' Rt.	(3) 5" PVC	525 L.F.

* 4" & 5" - Schedule 40, 2" - Schedule 80

"L" 34+87

TELEPHONE/T.V. CONDUIT SUMMARY

From Station	From Offset	To Station	To Offset	No. & Size Conduits	Total Length
"L" 10+57	25' Lt.	"L" 14+67	Abut. #1	(4) 4" PVC	1640 L.F.
"L" 27+53	Abut. #4	"F" 11+70	15' Rt.	(4) 4" PVC	2080 L.F.
"F" 11+70	15' Rt.	"S" 15+80	32' Lt.	(3) 4" PVC	861 L.F.
"F" 11+70	15' Rt.	AsBlt 10+56	27' Rt.	(3) 4" PVC	1785 L.F.
"S" 15+80	32' Rt.	"S" 19+62	27' Rt.	(3) 4" PVC	1158 L.F.
8th Street		9th Street		(1) 2" PVC	278 L.F.

SANITARY SEWER MANHOLE SUMMARY

Station	Offset	Work
"L" 35+89	15' Lt.	Adjust
"L" 35+50	20' Rt.	Adjust
"F" 12+00	12' Rt.	Adjust
"R" 14+33	52' Lt.	Construct
"R" 14+43	43' Lt.	Remove
"S" 13+79	8' Rt.	Remove
"B" 12+78	13' Rt.	Adjust
"B" 13+46	7' Rt.	Adjust
"L" 15+77	30' Lt.	Construct

WATER-LINE VALVE SUMMARY

Station	Offset	Size	Work
"L" 10+49	28' Rt.	-	adjust valve box
"L" 10+68	37' Rt.	-	adjust valve box
"L" 14+25	40' Lt.	14"	install gate valve & valve box
"L" 14+30	37' Lt.	14"	install gate valve & valve box
"L" 14+35	40' Lt.	14"	install gate valve & valve box
"L" 14+40	37' Lt.	14"	install gate valve & valve box
"L" 14+45	40' Lt.	14"	install gate valve & valve box
"F" 11+14	22' Lt.	14"	install gate valve & valve box
"F" 11+19	24' Lt.	14"	install gate valve & valve box
"F" 11+19	12' Lt.	8"	install gate valve & valve box
"F" 11+22	24' Lt.	14"	install gate valve & valve box
"F" 11+25	21' Lt.	14"	install gate valve & valve box
"F" 12+07	13' Rt.	8"	install gate valve & valve box
"F" 12+12	12' Rt.	-	adjust valve box
"L" 37+09	30' Rt.	14"	install gate valve & valve box

WATER-LINE APPURTENANCE SUMMARY

Station	Offset	Size	Work
"L" 14+25	40' Lt.	14"	cap
"L" 14+47	3' Lt.	14"	cap
"L" 15+02	39' Lt.	8x14	reducer
"F" 11+14	22' Lt.	14"	cap
"F" 11+19	17' Lt.	8x14	reducer
"F" 11+73	12' Rt.	-	remove fire hydrant
"F" 12+10	34' Rt.	14"	blind cap tapped for 2"
"F" 12+31	29' Rt.	-	relocate fire hydrant
"L" 29+96	42' Rt.	1"	water service to Pump St.
"L" 37+11	30' Rt.	8x14	reducer
"L" 37+11	30' Rt.	10x14	reducer

Plus elbows, tees and crosses; all work incidental to 628(2), D. I. Water Conduit unless specified pay item.

MISCELLANEOUS SEWER CONSTRUCTION

From Station	From Offset	To Station	To Offset	Work	Amount	Sheets Where Shown
"S" 13+79	43' Rt.	"R" 14+33	52' Lt.	extend 8" D. I. Sewer Conduit	112 L.F.	43
"L" 27+53	Abut. #4	"S" 11+60	Rt.	construct Force Main Connection	-	41, 46
"L" 15+77	30' Lt.	"L" 14+66	Abut. #1	construct Sewer Connection	-	37, 46
"S" 16+71	Rt.	"S" 18+19	Rt.	construct Sewer Stubouts	-	44, 46, 105

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	38	110

UTILITIES

MATCH TO SHEET 37

MATCH TO SHEET 37

BEGIN PROJECT BRS-M-0958(2)
"10+00="AsBlt" 42+99.59
PROJECT F-0958(13)

Egan Drive

Abandoned

Abandoned

Abandoned

Underground TP

12" CMP MEAN DIAMD

TP

SD

SS

W

6" Cir.

Pavement Match Joint

Harbor Way

R/W

R/W

R/W

Bldg.

Bldg.

Bldg.

Tr.

Tr.

Tr.

Tr.

Tr.

Tr.

Tr.

For valve cluster see detail sheet 46

For sewer line see detail sheet 46

2" Pipe (Illumination)

Underground T.P. Left in Place

3-4" Tel.
1-4" T.V.

"L" 14+66.83
Begin Bridge #740

S47°59'56.4"W
~1775.12'

Telephone Vault

Utility Access Vault See Detail Sheets 70 of 73

Cable Tray

Expansion Joint

Flow Meter

Flow Meter Sensor Cable (Direct Bury)

Match Line "L" 15+00

Abutment 1

"L" PI 136
41' Lt.

"L" PI 139
41' Lt.

"L" PI 138
38' Lt.

"L" PI 140
38' Lt.

"L" 14+45
41' Lt.

"L" 14+80
38' Lt.

Concrete Encased

4-5"T
4-5"D

Invert 28"

Existing Telephone

Finished Profile

Existing Ground

Utility Vault (see Sheets 70 of 73)

Abutment 1

Begin Bridge "L" 14+66.83 Elev=44.11

BOP "L" 10+00 Elev.=26.21

-1.000%

BVC "L" 10+38 Elev=26.51

VPI "L" 10+63 30' V.C. Elev.=26.33

EVC "L" 10+88 Elev=27.01

+3%

BNSVC "L" 11+03 Elev=27.52

VPI "L" 11+53 200' NSVC Elev 29.02

ENSVC "L" 13+03 Elev=36.52

+5.000%

45
40
35
30
25

10+00
11+00
12+00
13+00
14+00
15+00

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
*TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	39	110

UTILITIES

NOTE: For details of utilities within bridge, see sheets #90 through 93.

City Shop Building

Existing Pier 2 Island

GASTINEAU CHANNEL

Existing Pier 2 Footing

14"x8" Reducer

R/W

Flow Meter Sensor Cable Direct Bury

Match Line "L" 15+00

Match Line "L" 21+00

Edge of Bridge

Expansion Joint

Cable Tray

S/W

TP

W

SS

Existing Gastineau Channel Bridge

P-16

16

17

18

19

20

ALEAP Transmission Tower (Remain in place)

+5.000% (VARIES WITH CAMBER)

15+00 16+00 17+00 18+00 19+00 20+00 21+00

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	40	110

UTILITIES

NOTE: For Details of Utilities within Bridge, See Sheets 90 through 93.

Match Line "L" 21+00

Match Line "L" 27+00

Existing Pier 3 Footing

Existing Temporary Access

S/W

22~

Air Valve

℄ 47° 59' 56.4" W

23~

24~

25~

26~

Cable Tray

Edge of Bridge

Cable Tray

℄ Existing Pier 3 Island

GASTINEAU CHANNEL

TP

W

TP

W

SS

Existing Gastineau Channel Bridge

Existing AEL&P Transmission Tower (in plan, this view)

+5.000%

-4.000%

Pier 3

Temporary Access

Top of existing "workpad"

Pier 3 Island

M.H.H.W. Elev. = +16±

80 70 60 50 40 30 20 10

21+00 22+00 23+00 24+00 25+00 26+00 27+00

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET No.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	41	110

UTILITIES

Match Line "L" 27+00

Abutment 4

"L" 27+53.17 End Bridge #70

Expansion Joint

Concrete Encased

P.C. "L" 27+75.12 = "S" 10+00.00, Begin "S" Line

existing "work pad"

Existing 72"ø Sewer Sleeve Invert elev.=+1.50

4"ø sleeve vent

sleeve access manhole

"L" Curve Data
Δ = 82° 48' 24.7"
D = 11° 00' 00" Lt.
R = 520.87'
T = 459.26'
L = 752.79'
S = 0.03 1/ft

P.O.C. "L" 30+93.87 = "R" 12+10.36, Begin "R" Line

Match Line "L" 32+00

6'X8'X6'

4-5"T 4-5"D

P-8 P-7 P-12 P-11

S-9 S-8 S-12 S-11

30'

28'

5'

5'1/2"

14"

12"

8"

1"ws

3-4" Tel 1-4" T.V.

edge pavement

Concrete Encased

Existing 4"ø sleeve vent

PC "S" 11+53.78

See Illumination Plans for Load Center and Circuit Details (Sheet 53)

city sewer pump sta.

Buried fuel tank

Elev=18±

Tie Line (See Sheet 21)

2-4" PVC S

Elev. 19.1 T=P

EL=7±

EL=21±

4-5"T 4-5"D

Construct Valve Pad - See Detail Sheet 46

PT "F" 10+98.18

PC "F" 11+20.13

Match to Sheet 43

PT "F" 12+01.69

PI "F" 11+80.98

Note: Cover for 14" Water line on "F" line varies from 5.1' to 6.8' Due to grade variations

2"gal.

Sitka

SDE

M.J. Blind cap topped for 2" galvanized

5'x10'x7' Telephone Vault (See Detail Sheet 47)

Special Ditch

R/W

~ 137.58'

S 34° 49' 35" E

Match to Sheet 43

"L" 27+53.17 End Bridge

Elev=68.72

Abutment 4

Telephone Television

14" Ductile Iron Water Conduit

12" Ductile Iron Sewer Conduit

-4.000%

finished Profile

Elev=55.17

Electrical Transmission Con. Encased

Elev=49.12

BVC "L" 30+91.34

VPI 30+00 "L" 32+41.34

Temporary Access

top of existing "workpod"

M.H.H.W. elev.=16±

existing ground profile @ ℄

27+00

28+00

29+00

30+00

31+00

32+00

70'

60'

50'

40'

30'

20'

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	42	110

UTILITIES

CURVE DATA
Δ = 82°48'25"
D = 11°00'
R = 520.871'
T = 459.26'
L = 752.79'

NOTE:
Power Pole in conflict with "F" line paving limits will be removed by others prior to commencement of pavement operations.

Match Line "L" 32+00.00

Temporary 36" ø Cap abandoned in place

pavement edge

S-10, P-9, S-13, S-11, P-12, S-12, P-11

van, shed, van, van, van

Abandoned

"L" 34+00.00, 55.00' Lt

"L" 34+16.30, 53.78' Lt

"L" 34+89.12, 28.30' Lt

"L" 35+77.64, 30.30' Lt

Spaghetti Villa

PT "L" 35+27.92

R/W

house

concrete pad

(4) 5"T

(4) 5"D

10" CI

Douglas Highway

4" gal.

2" galv.

2" Rmc

S 34° 48' 28.3" E

~ 171.95'

School Flasher Circuitry 2" RMC ~ 36" deep

14" ØDJ Class 52

8" CI

(2) 4" Tel

(1) 4" T.V.

(2) 2"

14"x10" Reducer

14"x8" Reducer

Construct Pavement Temporary Connection "L" 36+99.88 to "AsBlt" 10+56.00

Sign w/ flasher

Ped Mount Transformer

3/4" ws

(1) 2"

(4) 2"

house #4

house #3

house #2

house #1

Cordova St.

Sitka St.

2" gal.

conc. pad

Service Pole (by others)

#5

END PROJECT BRS-M-0958(2)
"L" 36+99.88 =
PROJECT BPR-31-A7
"AsBlt" 10+26.89

Elev = 49.17

Elev = 53.32

Elev = 53.52

+2.7466%

existing ground profile @ ℄

VPI 300' V.C. "L" 32+41.34

EVC "L" 33+91.34

EVC "L" 33+99.88

VPI 300' V.C. "L" 34+89.88

Elev = 57.44

finished profile

-0.785%

Elev = 57.92

E.V.C., E.O.P. "L" 36+99.88 = "AsBlt" 10+26.89

"L" 32+00

33+00

34+00

37+00

60

50

40

30

HOUSE SERVICE CONNECTION DETAIL

Douglas Hwy

Sta "L" 33+90.55' Rt.

Transformer Pad @ Sta "L" 33+23.33' Rt. 34+81, 37' Rt.

"AsBlt" Station "L" 10+56.27' Rt.

(1) 2" conduit

(2) 2"

(4) 2"

(2) 2"

(1) 2"

Existing power pole

(1) 2"

Pad Mounted Transformer (By others)

(2) 2"

(1) 2

Existing power pole

#5 Service pole (by others)

House #4

House #3

House #2

House #1

Cordova St.

N.T.S.

Note: Telephone and Television direct bury service drops to be installed by the utility before trenches are backfilled.

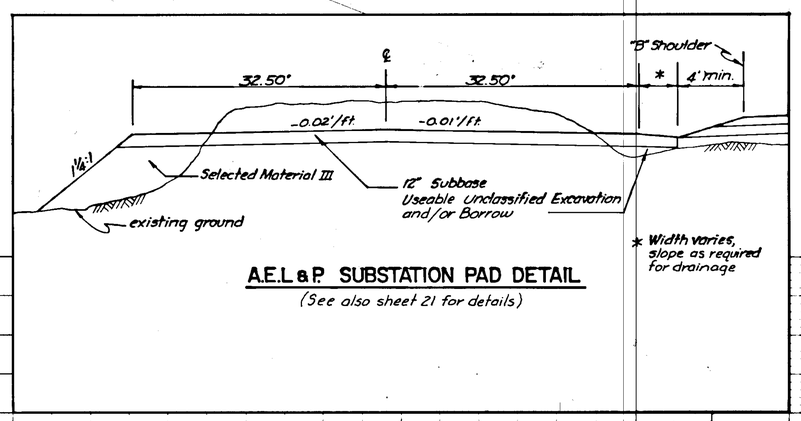
PROJECT DESIGNATION		
BRS-M-0958 (2)		
YEAR	SHEET NO.	TOTAL SHEETS
1979	43	110

UTILITIES

Match to sheet 41

Match to sheet 41

"B" 13+61.97, 25' Lt.
4-5"T
4-5"D
R-30'
"B" 13+66.97, 26.07' Lt.
"B" 13+37.97, 25' Lt.
2-4" PVC
"B" 12+52.63, 19.25' Lt.
"B" 12+31.12 P.T.
Remove M.H.
S-14
P-14
P.I. "F" 10+79.57
P.C. "F" 10+58.07
Install Manhole "R" 14+33, 52' Lt.
2-4" Tel
1-4" T.V.
Abandon
S-15
Remove M.H.
P-15
Limits of Substation Embankment (See Detail below)
Finished ℄ Elev=26.33
"B" 13+89.97, 91' Lt.
Finished ℄ Elev=27.40
"B" 12+26.38, 80.86' Lt.
4-5"T
3-5"D
Δ=30°21'
D=29°03'13" Lt.
T=116.84'
L=216.45'
R=240.53'
S=0.02'/Ft.
POC "R" 14+15.17
"F" 10+00.00
(See Sheet #22)
"R" Line
"5" Line
Subdrain
Edge of unpaved shoulder
Temporary Electrical Substation (by others) Installed 10/79
"B" 11+14.28 PT
R-144
"B" Line (sheet 21)
"B"
Δ=79°48'
D=107°07'01"
T=44.72'
L=74.50'
R=53.489'
S=0.02'/Ft.
"5" 10+39.78 P.C.
R-25'
N 19° 54' 23.3" E
~39.78'
15+10.00 POC
"B" 10+00.00 POT
PT "R" 15+28.73
"5" 10+84.50 P.T.
Special Catch
End "R"-Line
Match Line "5" 15+80.83

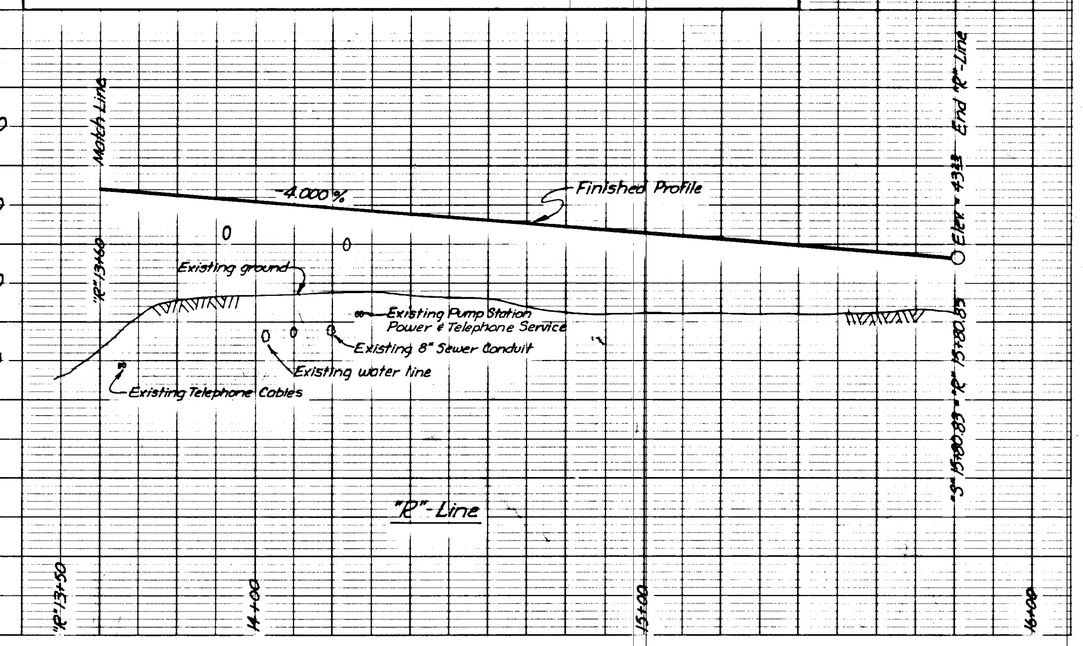


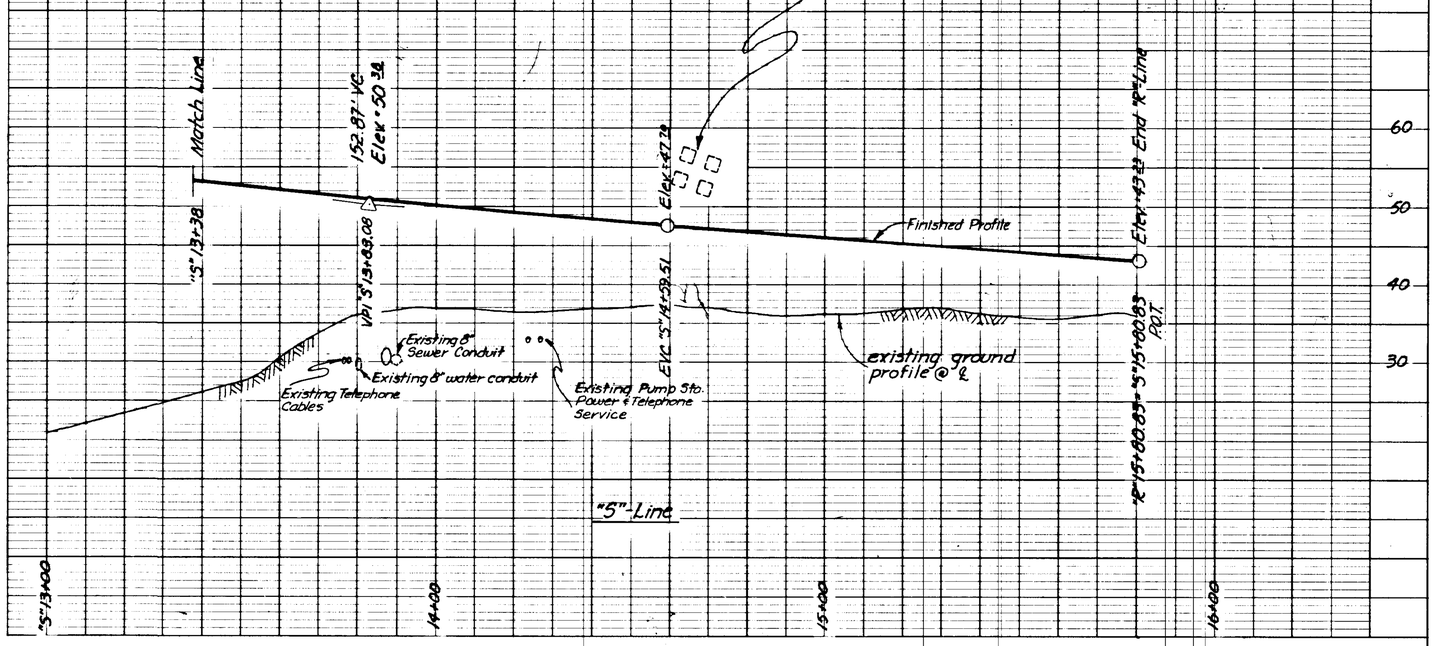
A.E.L & P. SUBSTATION PAD DETAIL

(See also sheet 21 for details)

Existing AEL&P Transmission Tower

Existing AEL&P Transmission Tower (in plan this view) Removed





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-0959(10)	1979	44	110

UTILITIES

house

For details of utilities on bridge, see sheets 105 through 107.

5"&8"oS&W, & 3"&8"oS&W, & 2"&8"oW, Construct 2" water service connection (Location approximate). See Note #5 sheet "33".

McCauley's Relocated Fuel Tank

McCauley's Relocated Garage

R/W

P/L

Special Ditch

Subdrain

Subdrain Outlet Pipe

6" H2O Stubout 45° bend End Cap

4'x4'x4' Vault

8" Water Stubout El. 29.93

2-4" Tel 1-4" T.V.

existing timber bridge

GMP 19'6"x60'

8" Water Stubout El. 30.64

45° bend

"S" 15+80.83

"S" 18+80.00 POT = "M" 0+00.00 POT

"M" Line (see sheet 34)

Truesno's 2" plastic H2O Line

Truesno's existing 12" R.R. Pipe Galv.

Existing 12"x.218" Perforated Pipe

Existing 12" R.R. pipe Aluminum

limit of cut

4" PVC DYKE FLOW

"S" 19+14.00 POT = "T" 10+00.00 POT

N 59°24'08.5" W ~933.27'

"S" 21+75.00

Match Line

Pavement edge

24" Trapeze Style PVC Hanger

4-5"-T 3-5"-D

Concrete Encased

10" Sewer Stubout El. 30.66

6'x8'x6' Elect. Vault

4-pole transmission line tower

Kowee Creek

10" Sewer Stubout El. 28.67

2-10" elbows

electrical substation

K1

K2

K3

frame building

(to be removed by others)

"T" Line (see sheet 29)

3-5"D 2-4" Tele. 1-4" T.V.

2-4" Tel 1-4" T.V.

K3-R1

Ditch Flow line

Match Line

"S" 15+80.83 Elev = 43.28

Elev = 41.98

-4.000%

Special Ditch Profile

12.000%

Original ground

BVC "S" 16+12.12

Subdrain Profile

Subdrain outlet Pipe

"S" 16+77.00 Begin Bridge

Elev = 39.82

"S" 17+91.00 End Bridge

Elev = 38.02

Elev = 33.91

+5.000%

+30.000%

+13.645%

Special Ditch Profile

Subdrain Profile

Subdrain outlet Pipe

VPI 400' V.C. "S" 18+12.12

finished profile

Existing Ground

+4.000%

EVC "S" 20+12.12

Elev = 41.98

Subdrain Profile

"S" 16+00

17+00

18+00

19+00

20+00

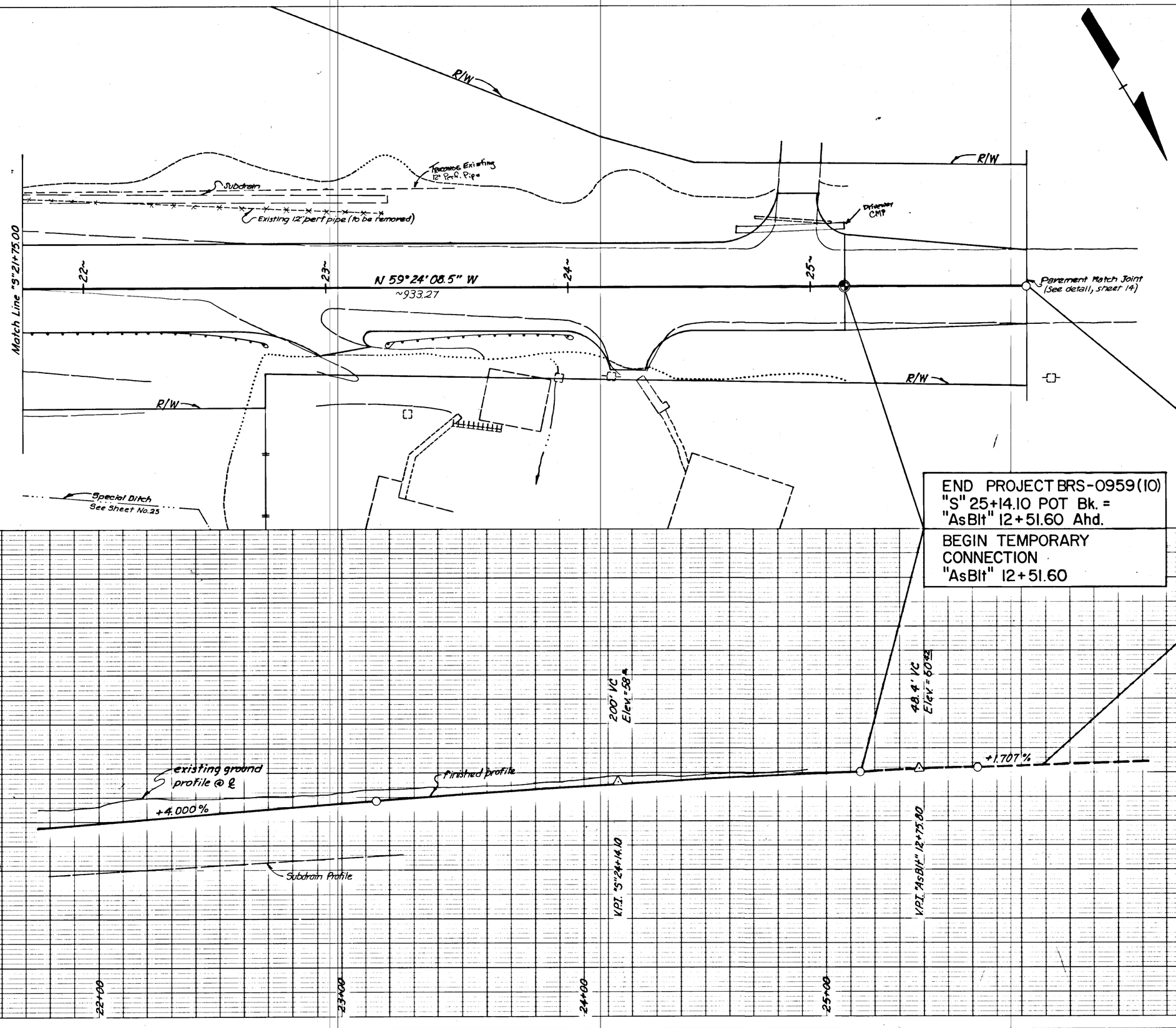
21+00

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
"A" TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-0959(10)	1979	45	110

UTILITIES

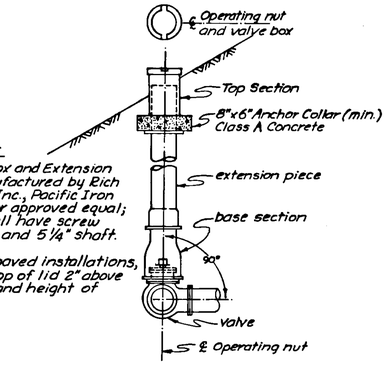
Note:
Pavement width shall be transitioned from 36' to 30' between "AsBlt" Sta. 12+51.60 and "AsBlt" Sta. 13+26.60



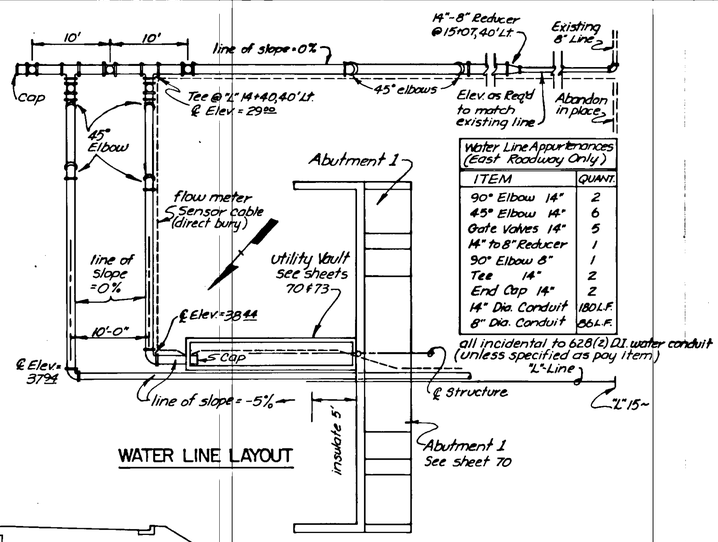
STATE	PROJECT DESIGNATION	YEAR	SHEET No.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	46	110

UTILITY DETAILS

NOTE: For Utility Details and Quantities on Bridge, See Bridge Sheets.



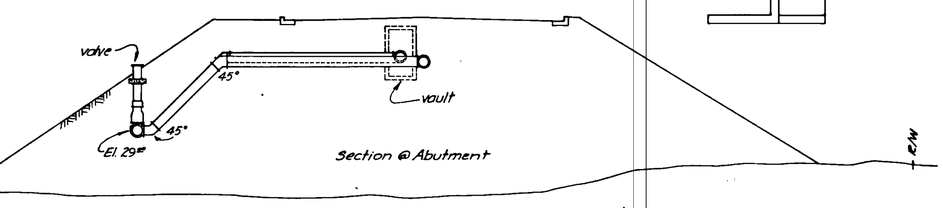
TYPICAL VALVE BOX



Water Line Appurtenances (East Roadway Only)	
ITEM	QUANT.
90° Elbow 14"	2
45° Elbow 14"	6
Gate Valves 14"	5
14" to 8" Reducer	1
90° Elbow 8"	1
Tee 14"	2
End Cap 14"	2
14" Dia. Conduit	180 L.F.
8" Dia. Conduit	86 L.F.

all incidental to 628(2) D.I. water conduit (unless specified as pay item)

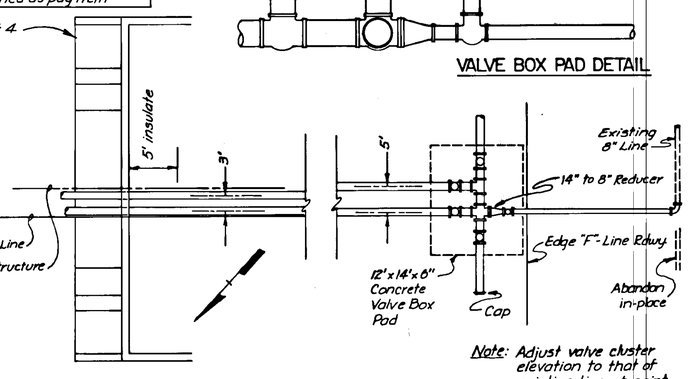
WATER LINE LAYOUT



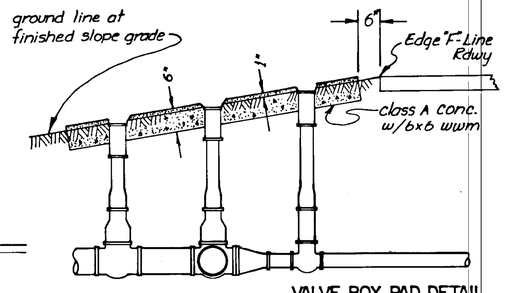
WATER CONNECTION (EAST END)

Line Appurtenances st Roadway Only	
n	Quant.
alves 14"	2
" Reducer	6
14"	3
bow 8"	1
Boxes	1
ete Pad	7
"x 8" Tee	3.2 c.y.
Pipe	1
Pipe	70 L.F.
alve 8"	1592 L.F.
ind Cap to 2" galv.	1
connection	1
Elbow 14"	2

idental to 628(2) ater conduit, unless fied as pay item

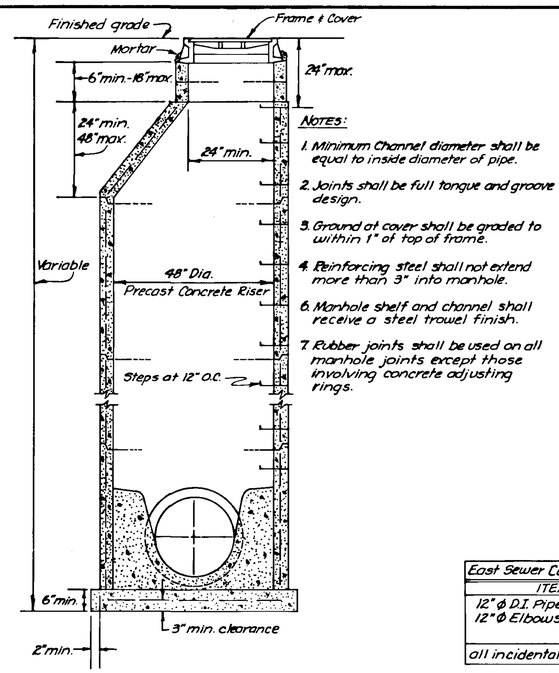


Note: Adjust valve cluster elevation to that of existing line at point of attachment.



VALVE BOX PAD DETAIL

WATER CONNECTION (WEST END)

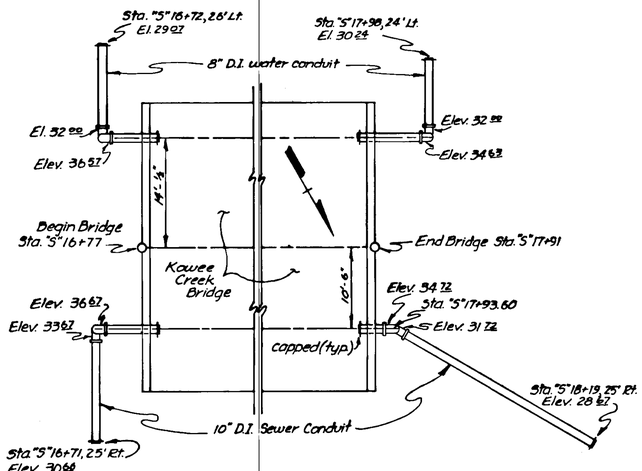


NOTES:

1. Minimum Channel diameter shall be equal to inside diameter of pipe.
2. Joints shall be full tongue and groove design.
3. Ground at cover shall be graded to within 1' of top of frame.
4. Reinforcing steel shall not extend more than 3" into manhole.
6. Manhole shelf and channel shall receive a steel trowel finish.
7. Rubber joints shall be used on all manhole joints except those involving concrete adjusting rings.

TYPICAL SANITARY SEWER MANHOLE

NOTE: All pressurized lines (water and/or sewer) shall have thrust blocks at 90° elbows as per Standard Drawing U-03.001.

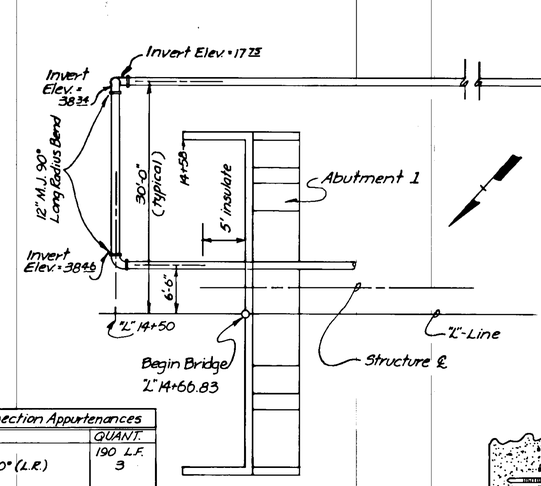


NOTES:

1. All stubouts shall have a minimum clearance of 1' either side of the End Diaphram.
2. All stubouts shall be capped for future service.
3. All elevations shown are invert.
4. All pipes shall be insulated.

Appurtenances			
8" Water Line		10" Sewer Line	
Item	Quan.	Item	Quan.
90° Elbow	4	90° Elbow	4
End Cap	4	End Cap	4
8" Conduit	38'	10" Conduit	56'

WATER AND SEWER CONNECTIONS (KOWEE CREEK)

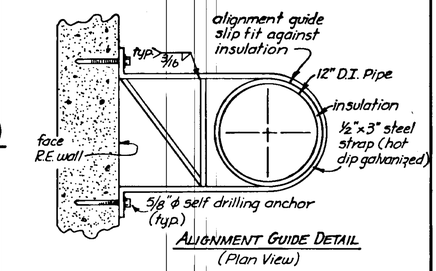


NOTES:

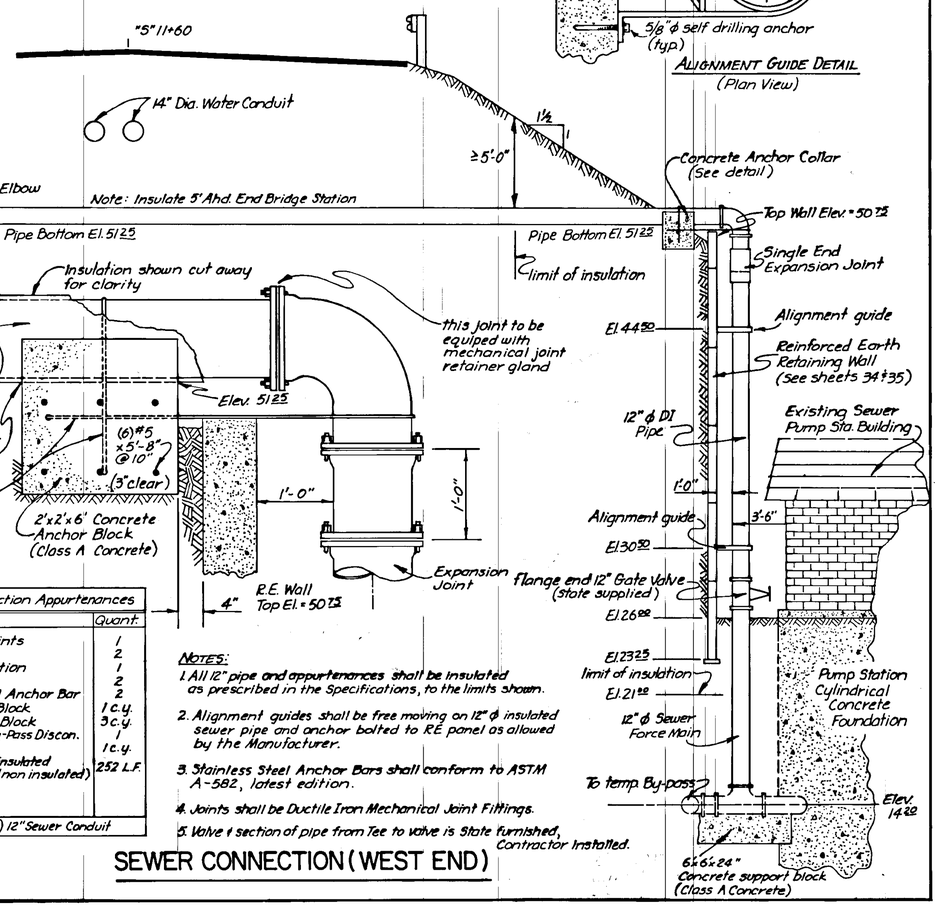
1. Elevations may need slight adjustment contingent upon actual elevation of existing sewer line to remain in place.
2. All pipes and joints shall be Ductile Iron as specified, and maintain minimum cover of 5 feet.

East Sewer Connection Appurtenances	
ITEM	QUANT.
12" ϕ D.I. Pipe	190 L.F.
12" ϕ Elbows 90° (L.R.)	3
all incidental to 626(1) Sewer Conduit	

SEWER CONNECTION (EAST END)



ALIGNMENT GUIDE DETAIL (Plan View)



West Sewer Connection Appurtenances	
Item	Quant.
12" ϕ Expansion Joints	1
Alignment Guide	2
Valve Riser Connection	1
12" ϕ 90° Elbow	2
1" ϕ Stainless Steel Anchor Bar	2
Concrete Anchor Block	1 c.y.
Concrete Support Block	3 c.y.
Force Main Temp. By-Pass Discon.	1
Thrust Block	1 c.y.
12" ϕ D.I. Sewer Pipe (insulated & non insulated)	252 L.F.
All incidental to 626(1c) 12" Sewer Conduit	

NOTES:

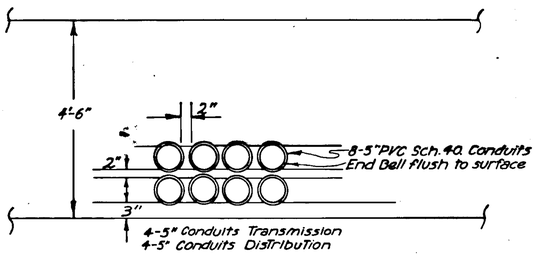
1. All 12" pipe and appurtenances shall be insulated as prescribed in the Specifications, to the limits shown.
2. Alignment guides shall be free moving on 12" ϕ insulated sewer pipe and anchor bolted to RE panel as allowed by the Manufacturer.
3. Stainless Steel Anchor Bars shall conform to ASTM A-582, latest edition.
4. Joints shall be Ductile Iron Mechanical Joint Fittings.
5. Valve & section of pipe from Tee to valve is State furnished, Contractor Installed.

SEWER CONNECTION (WEST END)

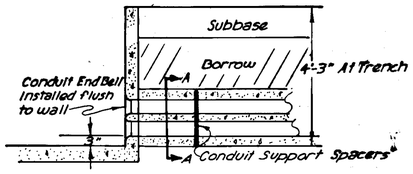
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	47	110

UTILITY DETAILS

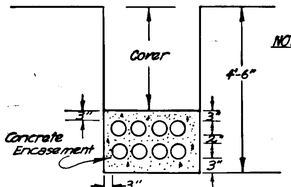
CABLE TRENCH ENTRANCE



SECTION AA'

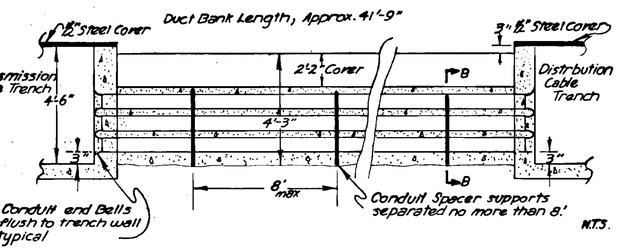


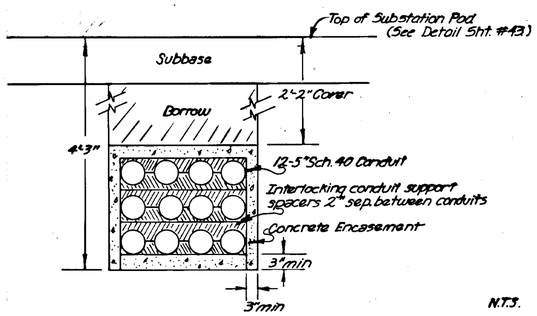
SIDE ELEVATION



NOTES:
1. Grade ditch for Conduits from 4'-6" deep at substation to 3' deep in 20'of length.
2. Distance between support spacers-8'max

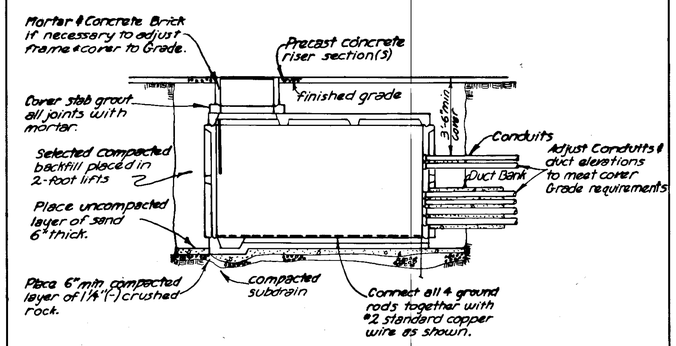
DITCH TYPICAL SECTION





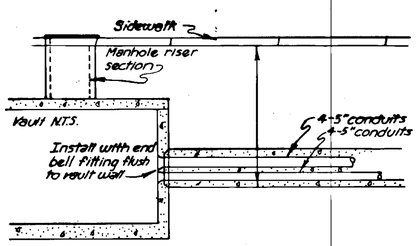
SECTION BB'

PERMANENT SUBSTATION DUCT BANK DETAIL

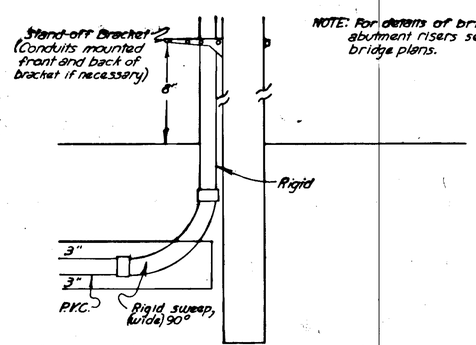


TYPICAL VAULT INSTALLATION DETAIL

N.T.S.

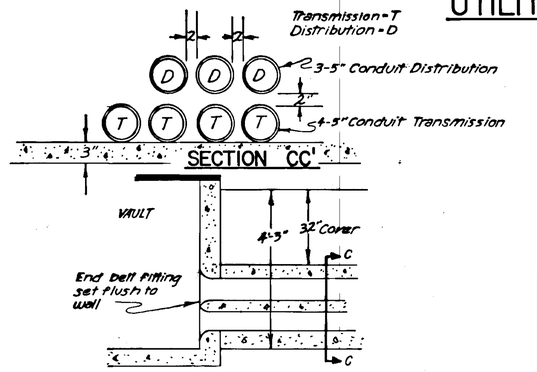


TYPICAL VAULT CONNECTION to ENCASED CONDUIT BANK

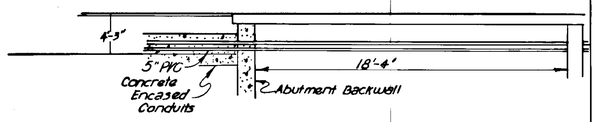


NOTE: For details of bridge abutment risers see bridge plans.

RISER DETAIL

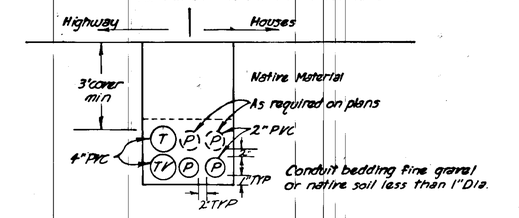


CABLE TRENCH EXIT DETAIL

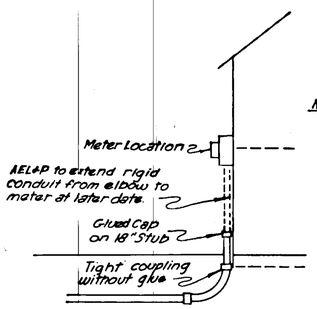


SIDE VIEW

KOWEE CREEK ATTACHMENTS DETAIL

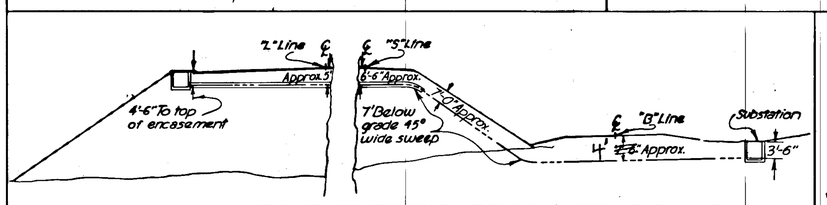


CONDUIT IN TRENCH ARRANGEMENT DETAIL

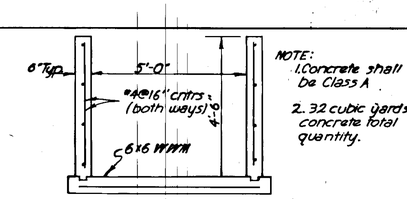


NOTE: End of conduit 90° sweep elbou shall be below grade no more tha 12" and a 18" length of 2" PVC connected as shown without glue. The exposed end shall be capped to exclude moisture.

HOUSE OR POLE SERVICE DETAIL

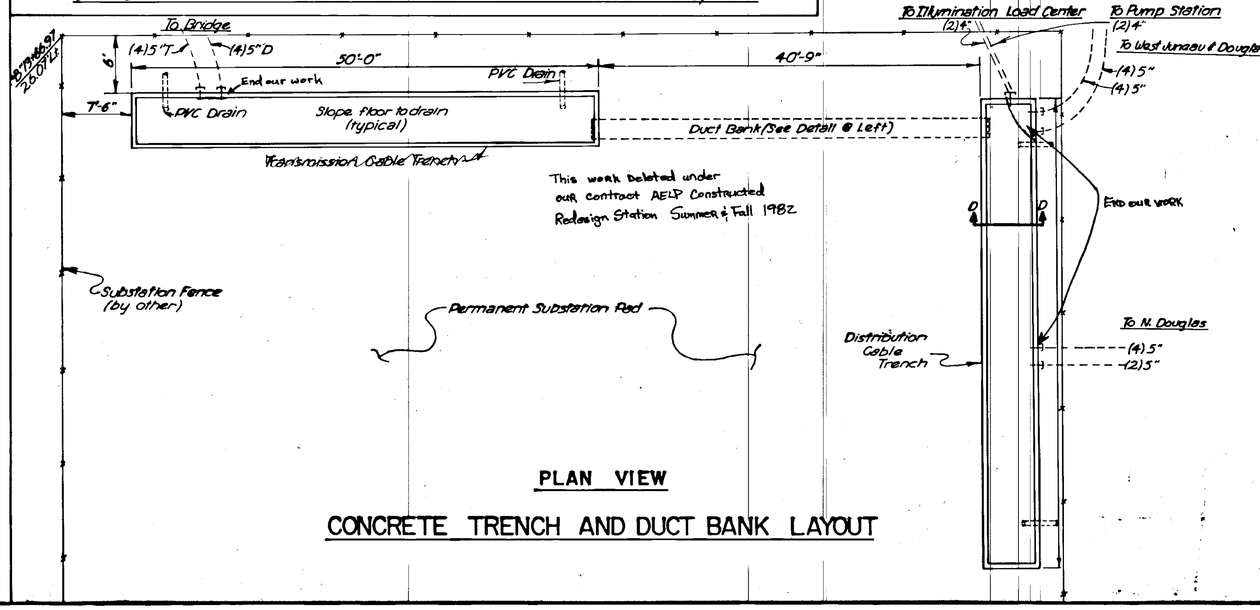


SKEWED SECTION @ LOCATION OF CONDUITS FROM SUBSTATION TO VAULT @ "L" 30+45, 30' Lt.



NOTE:
1. Concrete shall be Class A
2. 32 cubic yards concrete total quantity.

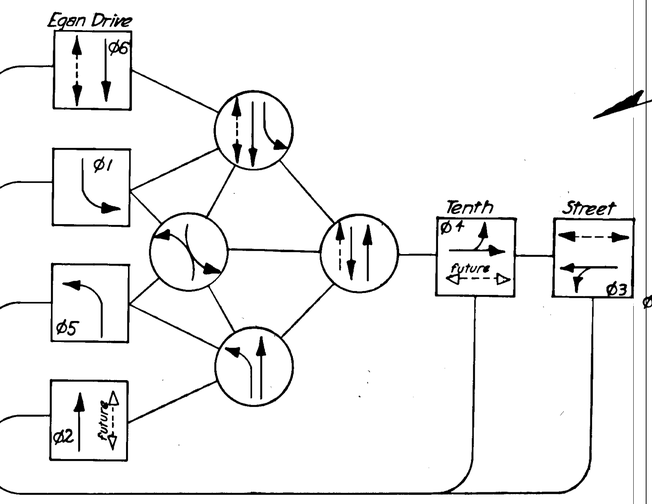
Section DD'

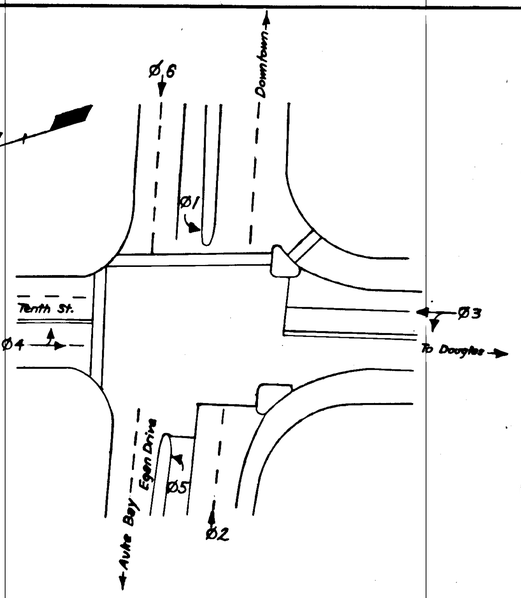


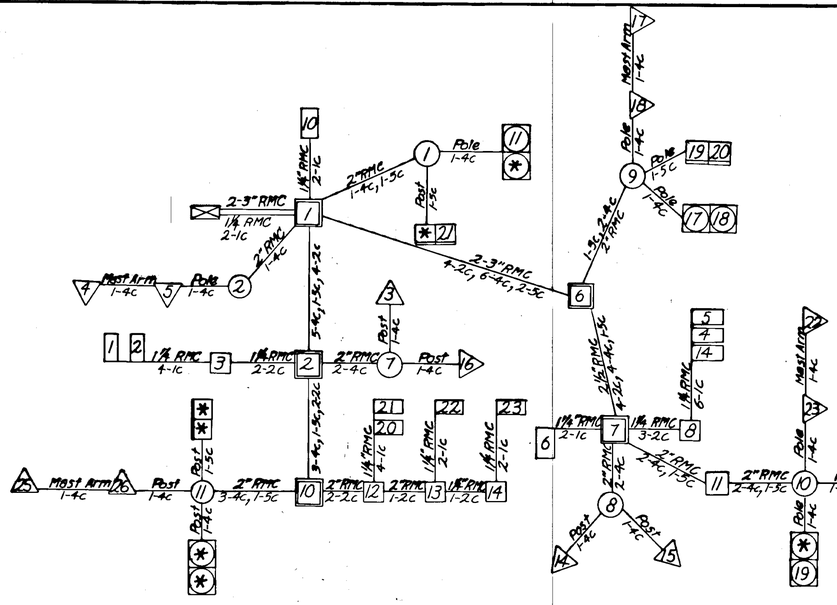
PLAN VIEW

CONCRETE TRENCH AND DUCT BANK LAYOUT

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	48	110







WIRING DIAGRAM

* (Indicates Future Installation, Not In This Contract. Un-used wire ends shall be taped.)

SIGNALIZATION DETAILS

1. Locations shown are approximate only and are subject to change by the Engineer.
2. All existing J-Boxes shall be cleaned of any silt and mud collected in them to their original condition. When all the wires are removed from a conduit, the inside of the conduit shall be cleaned by mechanical means and compressed air.
3. Design wind load for signal poles and mast arms shall be 100 mph.
4. Overhead traffic signals shall be mounted 16'-6" min. and 19'-0" max. above the roadway, as shown in Standard Drawing T-52.01. Combination poles shall have the luminaire mounted 30' above the roadway. Pole lengths shall be as required to meet signal and luminaire mounting height requirements.
5. All existing signals, poles, and appurtenances not specifically called for re-installation or re-use shall be returned to the State.
6. All conduit shall be Rigid Metal (RMC) of the size shown in the plan.
7. The existing cabinet and controller shall be salvaged as a unit and returned to the D.O.T./P.F. maintenance yard.
8. The new P-I cabinet shall have the special feature "Manual Phase Selector Controls" as described in Section 660-3.05 of the Standard Specifications.
9. The new controller shall have 8 phase capability, be fully actuated with volume density, be operator push-button programmable and have LED function and timing indications. (Honeywell HMP-190 or equal).
10. The existing loop detector amplifiers may be reused. (Canoga Controls Proximitor Model 404). All other equipment in the cabinet shall be new and meet current NEMA standards.
11. The existing Plectron fire pre-emptor shall be re-installed on the outside of the new cabinet. Pre-emption shall be All Red. A new Plectron remote antenna shall be supplied by the Contractor, be mounted on pole #2 and be connected by co-axial cable running through the existing conduit to the pre-emptor.
12. Flash shall be yellow to Egan Drive N & S through movement faces (#6 + 2), all other signals shall flash red.
13. No wire splices will be allowed, except as shown on plan. When new conductors are added to a conduit, the existing conductor shall be removed and all conductors pulled at once.
14. A Flagman will be required during traffic signal shut-down.
15. Pedestrian push button signs shall be incidental to signalization.

SIGNAL HEADS

ens ize	Indications	Typ Mtng Std Dwg. T30.00 and T52.0	Phase Exist.	Phase New	Remarks
2"	R-Y-G	Plumbizer	A2		Remove
8"	R-Y-G	S-I	A2		Remove
2"	LR-LY-LG	S-I	B2		(Programmable) In Place
2"	R-Y-G	Plumbizer	AI		In Place
8"	R-Y-G	S-I	AI		In Place
12"	R-Y-G-LG	T-I	A3		Remove See Note #1
12"	R-Y-G-LG	T-I	A3		Remove
12"	R-Y-G-LG	T-I	A4		Remove
12"	R-Y-G-LG	T-I	A4		Remove
Ped	W-DW	SW-I	AI		Remove
Ped	W-DW	SW-2	AI		Remove
Ped	W-DW	SW-2	PA4		Remove
Ped	W-DW	SW-I	PA4		Remove
2"	LR-LY-LG	T-I	BI		(Programmable) In Place
2"	LR-LY-LG	S-I	B2		In Place
2"	LR-LY-LG	S-I	BI		In Place
2"	R-Y-G-LG	Plumbizer		Ø3	Install
12"	R-Y-G-LG	S-II		Ø3	Install -
Ped	W-DW	SW-2		Ø6	Install
Ped	W-DW	SW-2		Ø3	Install
Ped	W-DW	SW-I		Ø6	Install
2"	R-Y-G	Plumbizer		Ø2	Install
8"	R-Y-G	S-I		Ø2	Install
Ped	W-DW	SW-I		Ø3	Install
2"	R-Y-G-LG	Plumbizer		Ø4	Install
12"	R-Y-G-LG	S-I		Ø4	Install

to remain in place. Cap top of pole. Remove street name and brackets.

JUNCTION BOX SCHEDULE

No.	Location	Station	Offset	Type	Remarks
1	Egan Drive	"Asbit"42+60	47'L	II	In Place
2	Egan Drive	"AsBit"42+26	5'L	II	In Place
3	Egan Drive	"AsBit"40+55	5'L	I	In Place
4	Tenth St.	"L"10+40	33'R	I	Remove
5	Tenth St.	"L"10+75	32'R	I	Remove
6	Tenth St.	"L" 9+51	21'R	II	In Place
7	Egan Drive	"AsBit"43+67	5'R	II	In Place
8	Egan Drive	"AsBit"45+26	5'R	I	In Place
9	Egan Drive	"As Bit"43+62	44.5'R	I	Remove
10	Tenth St.	"L"10+38	28'R	II	Install
11	Egan Drive	"AsBit"43+69	57'R	I	Install
12	Tenth St.	"L"10+79	37'R	I	Install
13	Tenth St.	"L"11+30	33'R	I	Install
14	Tenth St.	"L"11+98	33'R	I	Install

POLE & BASE SCHEDULE

No.	Location	Station	Offset	Type Base	"K" As Per Std Dwg T-52.01	Remarks
1	10th St.	"L" 9 + 47	26' L			In Place
2	Egan Dr.	"AsBH" 42 + 39	44.5'L			In Place
3	10th St.	"L" 10 + 40	28'R			Remove
4	10th St.	"L" 42 + 42	42'L			Remove Pole Only
5	Egan Dr.	"AsBH" 43 + 54	44.5'R			Remove
6	10th St.	"L" 10 + 55	31' L			Remove
7	Egan Dr.	"AsBH" 42 + 40	5'L			In Place
8	Egan Dr.	"AsBH" 43 + 60	5'R			In Place
9	10th St.	"L" 42 + 42	42'L	See Note #1	32 feet	Install Pole and Mast Arm on Existing Base
10	Egan Dr.	"AsBH" 43 + 73	59'R	As Per Std. Dwg T-52.01	38 feet	Install Combination Pole See Note #2
11	10th St.	"L" 10 + 70	40'R	As Per Std. Dwg T-52.01	34 feet	Install Combination Pole See Note #2

1. Existing base has a 22" Bolt circle diameter and the bolt size is 2". The required nuts shall be supplied by the Contractor. The smaller bolts used for the removed pole shall be cut-off flush with the top of the base.
2. See illumination plans for luminaire type and mast arm length.

DETECTOR SCHEDULE

No.	Location	Offset	Type	Phase Old	Phase New	Size	Remarks
1	"AsBit"40+50	15'R	Loop	A2	2	6X6	In Place
2	"AsBit"40+50	28'R	Loop	A2	2	6X6	In Place
3	"AsBit"42+25	4'R	Loop	B1	5	28X6	In Place
4	"AsBit"45+30	15'L	Loop	A1	6	6X6	In Place
5	"AsBit"45+30	30'L	Loop	A1	6	6X6	In Place
6	"AsBit"43+45	4'L	Loop	B2	1	30X6	In Place
7	-	-	-	-	-	-	None
8	"L"10+55	E	Loop	A3	3	35X6	Abandon In Place
9	-	-	-	-	-	-	None
10	"L"9+65	5'L	Loop	A4	4	30X6	In Place
11	Pole#1	-	Ped Push Button	A1P1	6P	-	In Place
12	Pole#4	-	Ped Push Button	-	-	-	Remove
13	Pole#6	-	Ped Push Button	-	-	-	Remove
14	"AsBit"45+30	4'L	Loop	B2	1	6X6	In Place
15	Pole#4	-	Ped Push Button	A4P	3P	-	Remove
16	Pole#8	-	Ped Push Button	A4P	-	-	Remove
17	Pole#9	-	Ped Push Button	-	3P	-	Install, See Note 1
18	Pole#9	-	Ped Push Button	-	6P	-	Install, See Note 2
19	Pole#10	-	Ped Push Button	-	3P	-	Install, See Note 2
20	"L"10+67	13'L	Loop	-	3	6X18	Install-See Diagram
21	"L"10+82	13'L	Loop	-	3	6X18	Install-See Diagram
22	"L"11+33	13'L	Loop	-	3	6X18	Install-See Diagram
23	"L"12+00	13'L	Loop	-	3	6X18	Install-See Diagram

1. Install with sign R10-4A(R) "To Cross Street Push Button Wait for Walk", arrow right.
2. Install with sign R10-4A(L) "To Cross Street Push Button Wait for Walk", arrow left.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	49	110

SIGNALIZATION

To J-Box "#8" As Bld" 45+26,5' Rt. Type I, detection Loops 4, 5 and 14

Illumination

Existing 2" RMC

Install 2" RMC

Existing 2" RMC

Install 2" RMC

Illumination

Luminaire MH Bolt

Existing 2" RMC

Existing 2½" RMC

Existing 2" RMC

Existing 3" RMC

Remove down light and Plug hole in pole.

Existing 3"
Existing 3"
Existing 1¼"

Install new type P-1 cabinet, controller and equipment on existing foundation.

Existing 2" RMC

Install antena for fire pre-emptor

Existing 2" RMC

Install 2" RMC

Existing 1¼" RMC

Install 2" RMC

Install 2" RMC

Illumination

Illumination

Install 1¼" RMC

Install 1¼" RMC

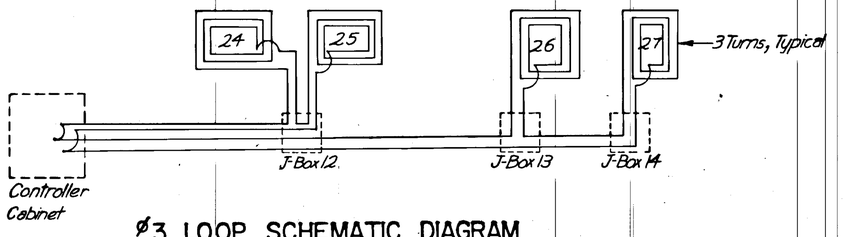
Install 1¼" RMC

Install 2" RMC

Install 1¼" RMC

To J-Box "#3 "As Bld" 40+55,5' Lt., type I, detector loops 1 & 2

Ø3 LOOP SCHEMATIC DIAGRAM



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	50	110

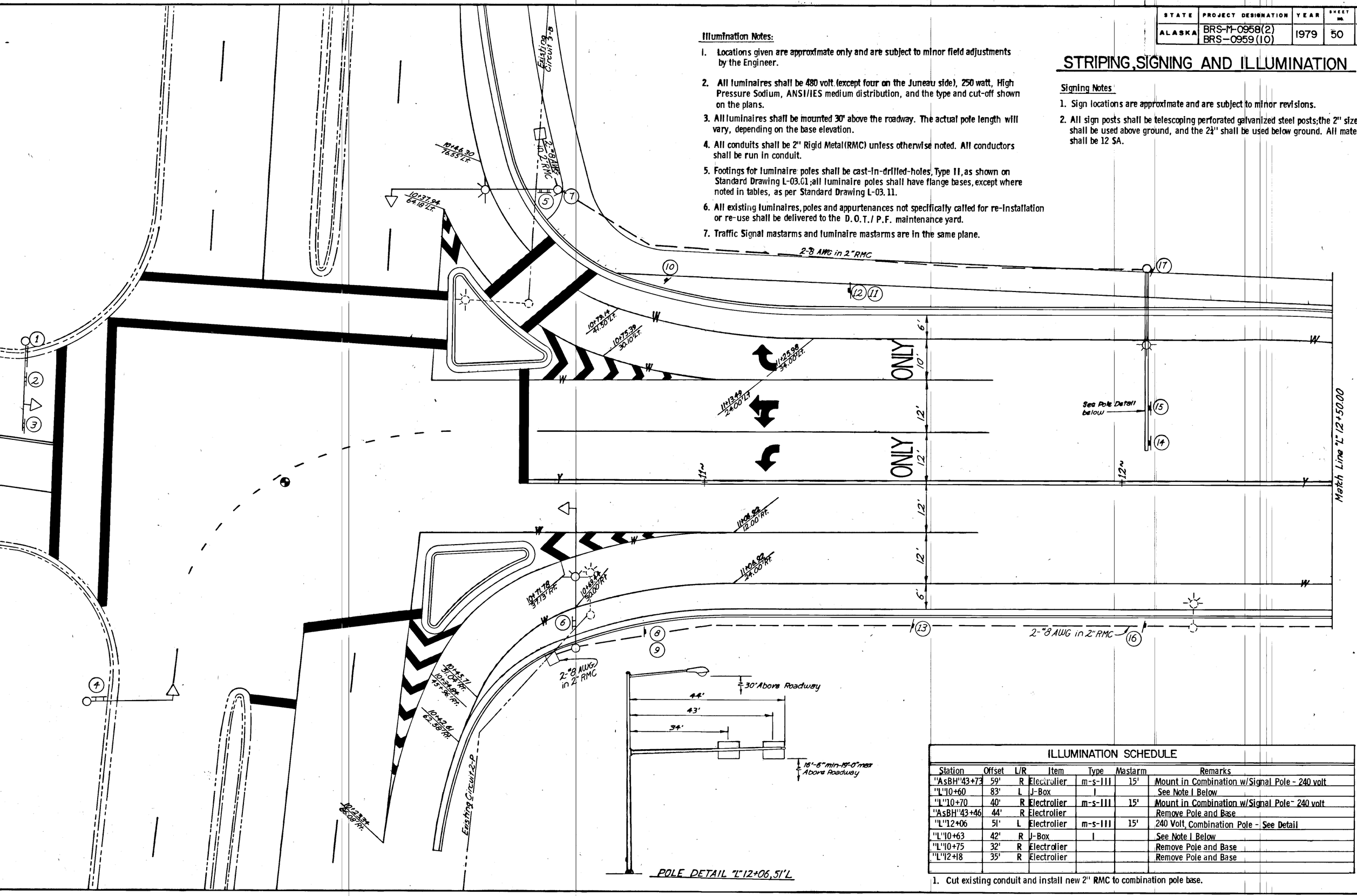
STRIPING, SIGNING AND ILLUMINATION

Illumination Notes:

1. Locations given are approximate only and are subject to minor field adjustments by the Engineer.
2. All luminaires shall be 480 volt (except four on the Juneau side), 250 watt, High Pressure Sodium, ANSI/IES medium distribution, and the type and cut-off shown on the plans.
3. All luminaires shall be mounted 30' above the roadway. The actual pole length will vary, depending on the base elevation.
4. All conduits shall be 2" Rigid Metal(RMC) unless otherwise noted. All conductors shall be run in conduit.
5. Footings for luminaire poles shall be cast-in-drilled-holes, Type II, as shown on Standard Drawing L-03.01; all luminaire poles shall have flange bases, except where noted in tables, as per Standard Drawing L-03.11.
6. All existing luminaires, poles and appurtenances not specifically called for re-installation or re-use shall be delivered to the D.O.T./ P.F. maintenance yard.
7. Traffic Signal mastarms and luminaire mastarms are in the same plane.

Signing Notes

1. Sign locations are approximate and are subject to minor revisions.
2. All sign posts shall be telescoping perforated galvanized steel posts; the 2" size shall be used above ground, and the 2½" shall be used below ground. All materials shall be 12 SA.



ILLUMINATION SCHEDULE

Station	Offset	L/R	Item	Type	Mastarm	Remarks
"AsBH"43+73	59'	R	Electrolier	m-s-III	15'	Mount in Combination w/Signal Pole - 240 volt
"L"10+60	83'	L	J-Box	I		See Note 1 Below
"L"10+70	40'	R	Electrolier	m-s-III	15'	Mount in Combination w/Signal Pole- 240 volt
"AsBH"43+46	44'	R	Electrolier			Remove Pole and Base
"L"12+06	51'	L	Electrolier	m-s-III	15'	240 Volt, Combination Pole - See Detail
"L"10+63	42'	R	J-Box	I		See Note 1 Below
"L"10+75	32'	R	Electrolier			Remove Pole and Base
"L"12+18	35'	R	Electrolier			Remove Pole and Base

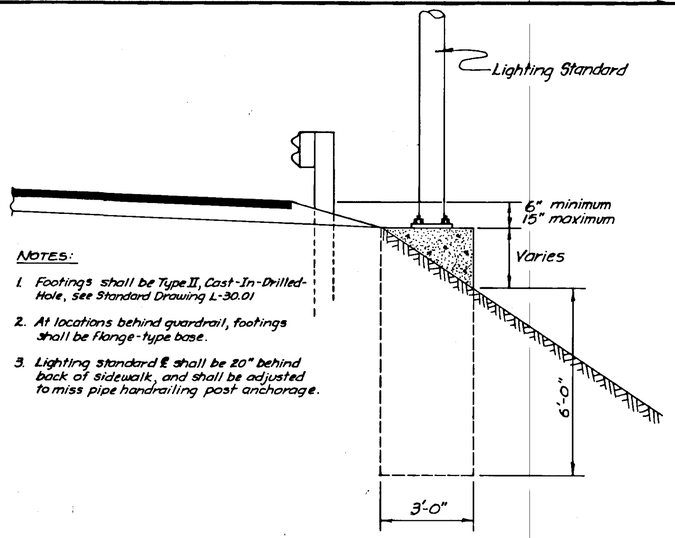
1. Cut existing conduit and install new 2" RMC to combination pole base.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	51	110

STRIPING, SIGNING AND ILLUMINATION

ILLUMINATION SCHEDULE

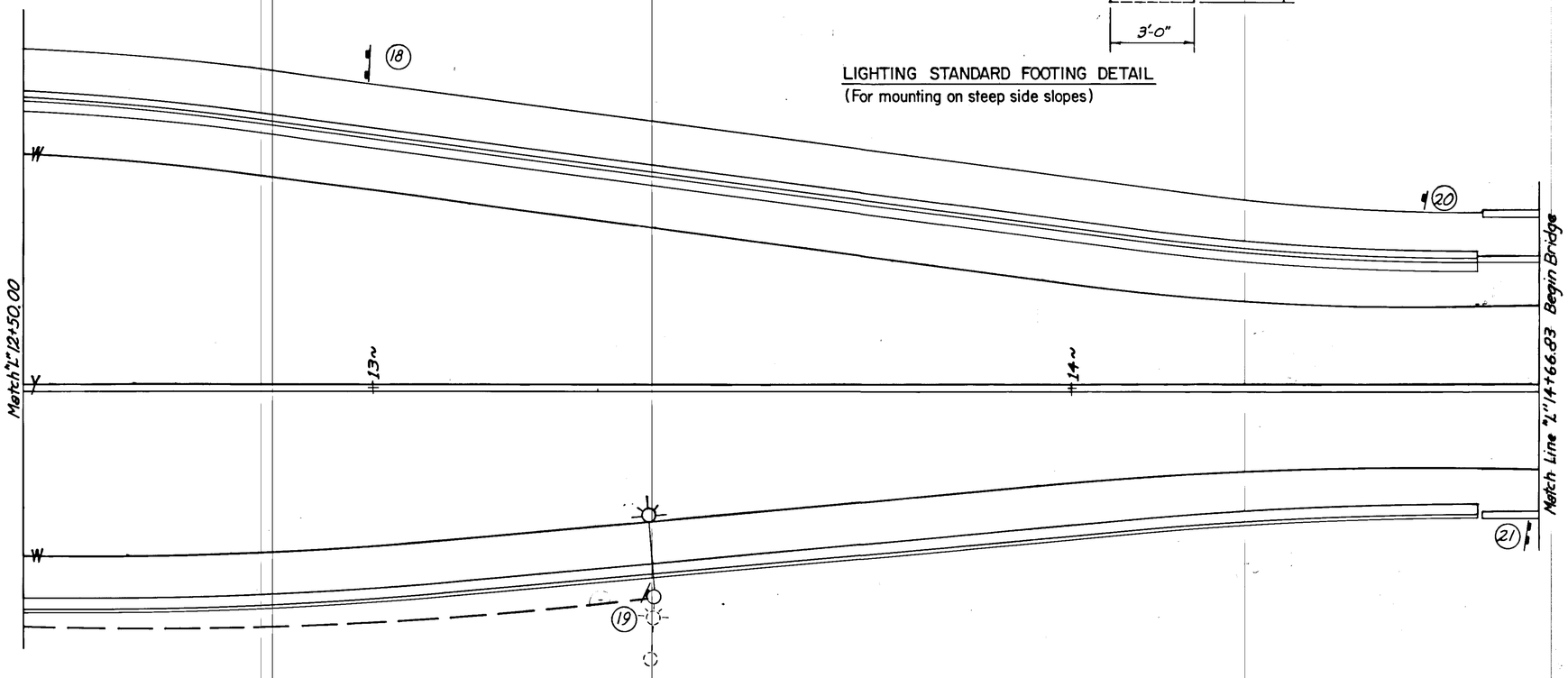
Station	Offset	L/R	Item	Type	Mastarm	Remarks
"L"13+40	30'	R	Electrolier	m-s-11	10'	240 Volt
"L"13+44	41'	R	Electrolier			Remove pole and base



NOTES:

1. Footings shall be Type II, Cast-In-Drilled-Hole, see Standard Drawing L-30.01
2. At locations behind guardrail, footings shall be flange-type base.
3. Lighting standard ℄ shall be 20" behind back of sidewalk, and shall be adjusted to miss pipe handrailing post anchorage.

LIGHTING STANDARD FOOTING DETAIL
(For mounting on steep side slopes)

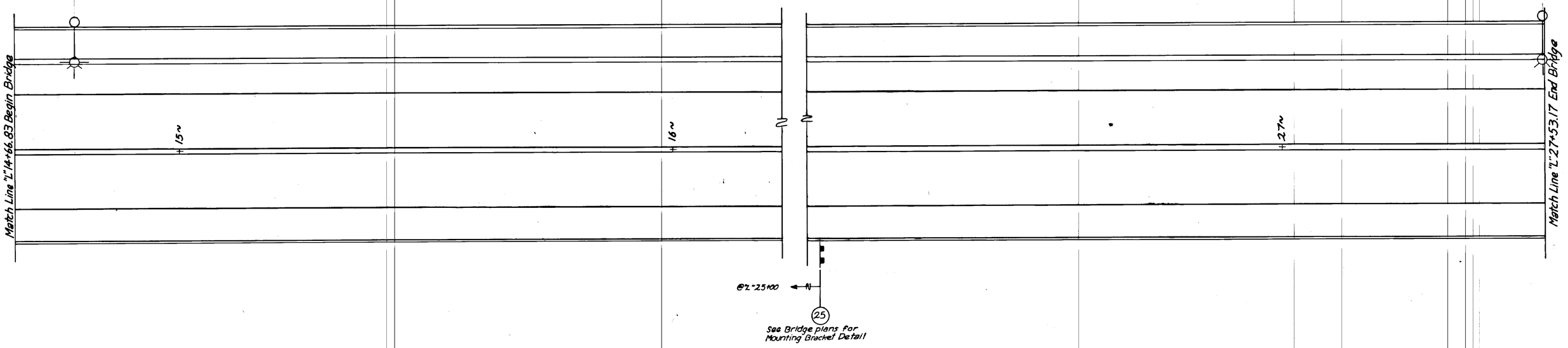


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	52	110

STRIPING, SIGNING AND ILLUMINATION

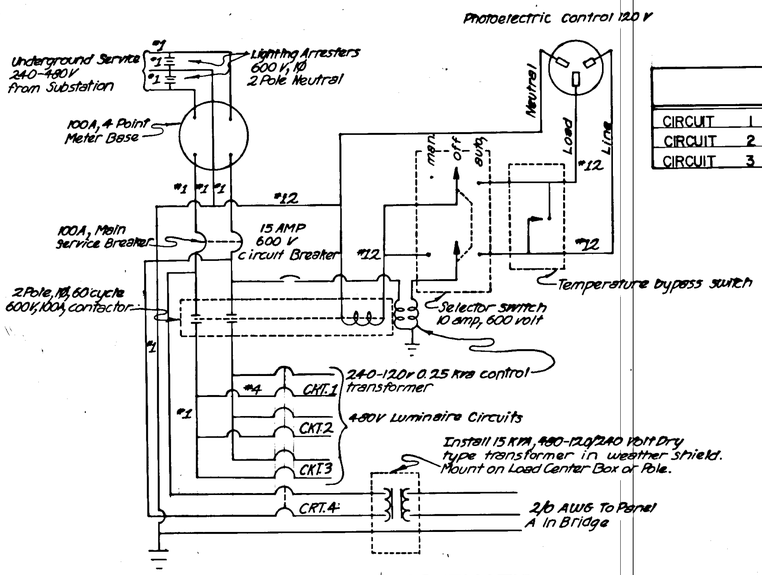
ILLUMINATION SCHEDULE

Station	Offset	L/R	Item	Type	Mastarm	Remarks
"L"14+74		L	Electrolier	m-c-II	6'	See Bridge Plans
"L"16+33		L	Electrolier	m-c-II	6'	"
"L"17+92		L	Electrolier	m-c-II	6'	"
"L"19+51		L	Electrolier	m-c-II	6'	"
"L"21+10		L	Electrolier	m-c-II	6'	"
"L"22+69		L	Electrolier	m-c-II	6'	"
"L"24+28		L	Electrolier	m-c-II	6'	"
"L"25+87		L	Electrolier	m-c-II	6'	"
"L"27+53		L	Electrolier	m-c-II	6'	"



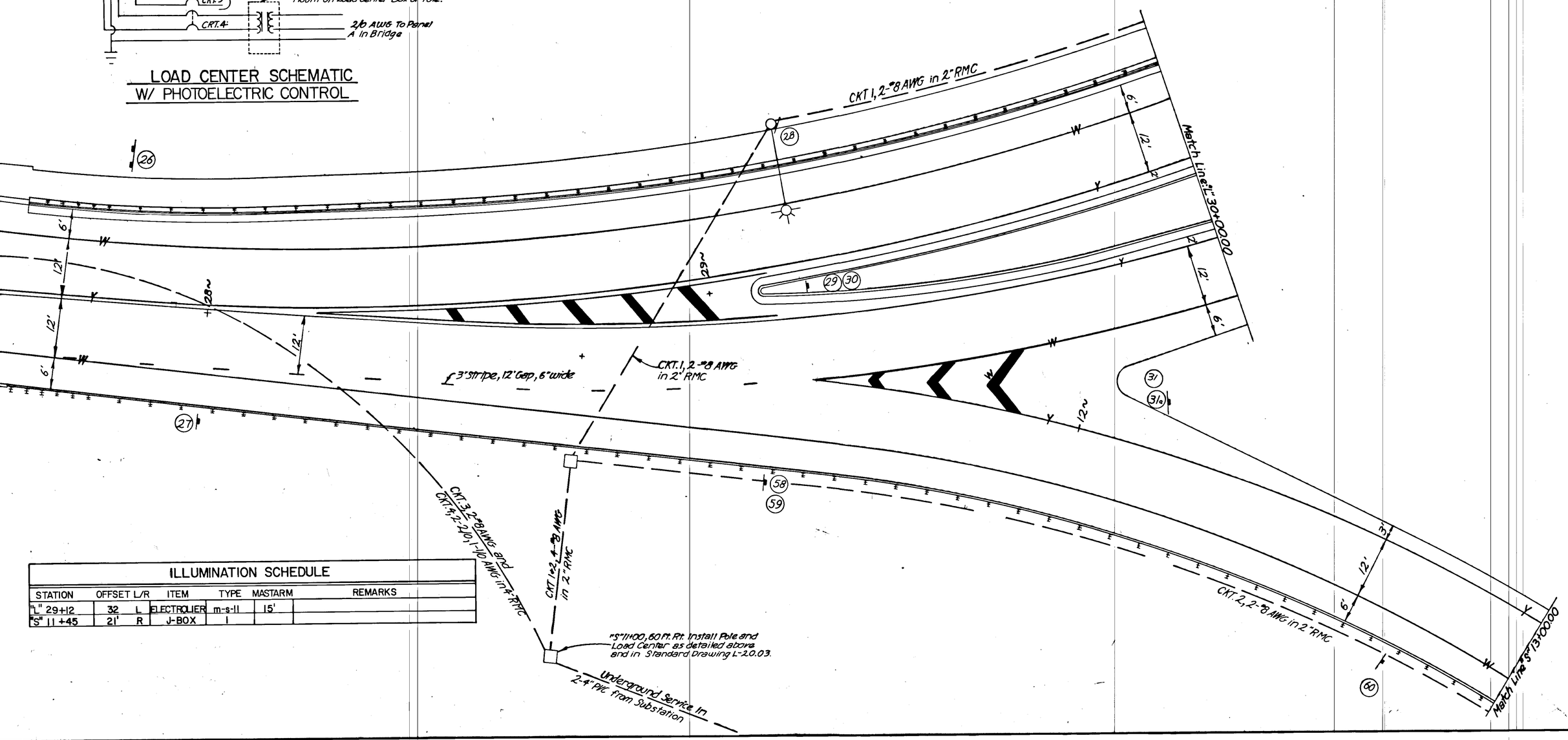
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	53	110

STRIPING, SIGNING AND ILLUMINATION



LOAD CENTER SCHEMATIC W/ PHOTOELECTRIC CONTROL

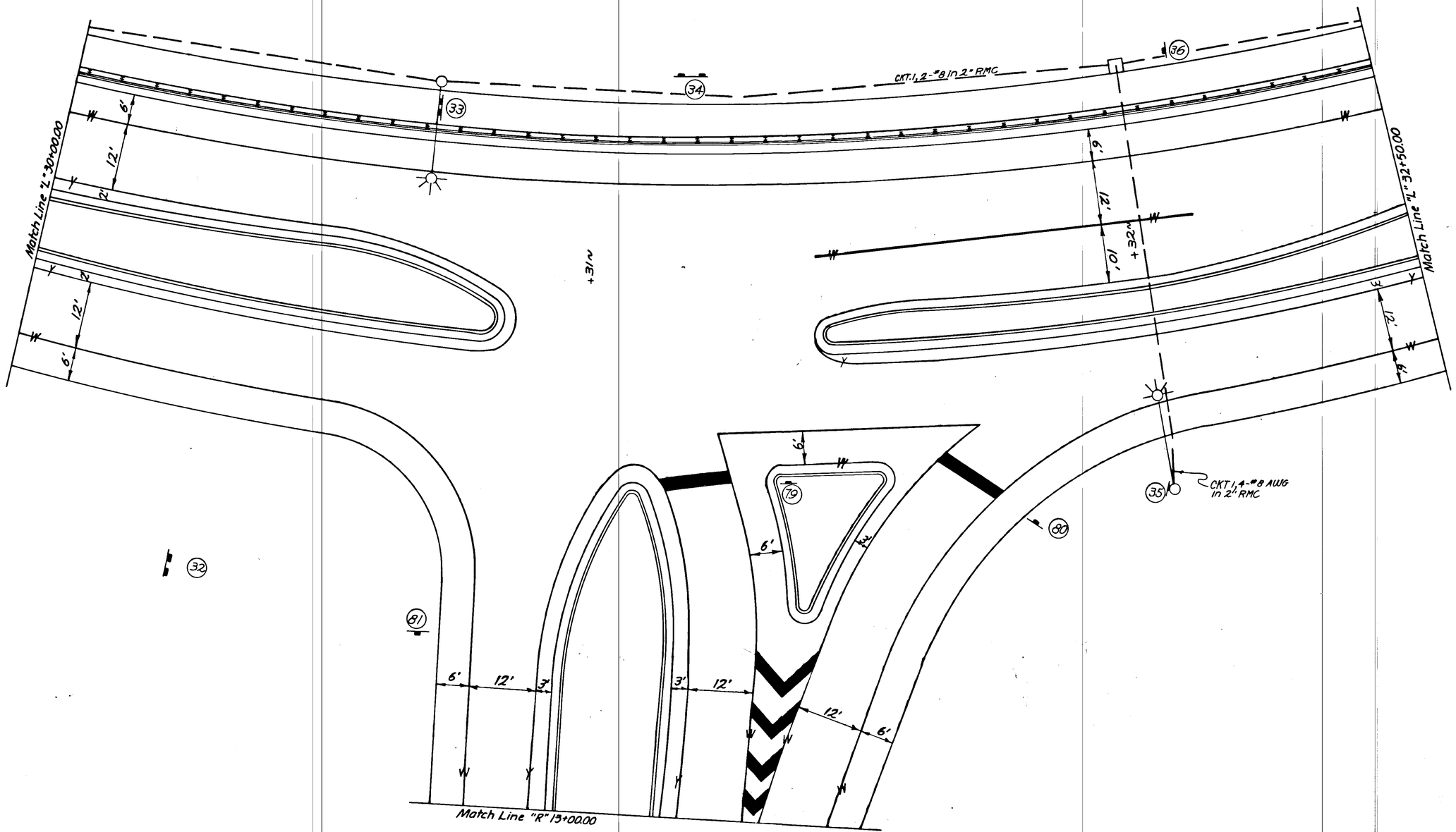
BREAKER RATING		
CIRCUIT 1	50 AMPS	BRIDGE DECK LIGHTING
CIRCUIT 2	50 AMPS	ROADWAY LIGHTING
CIRCUIT 3	20 AMPS	BRIDGE INTERIOR



ILLUMINATION SCHEDULE						
STATION	OFFSET	L/R	ITEM	TYPE	MASTARM	REMARKS
"L" 29+12	32	L	ELECTROLIER	m-s-11	15'	
"S" 11+45	21'	R	J-BOX	1		

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	54	110

STRIPING, SIGNING AND ILLUMINATION

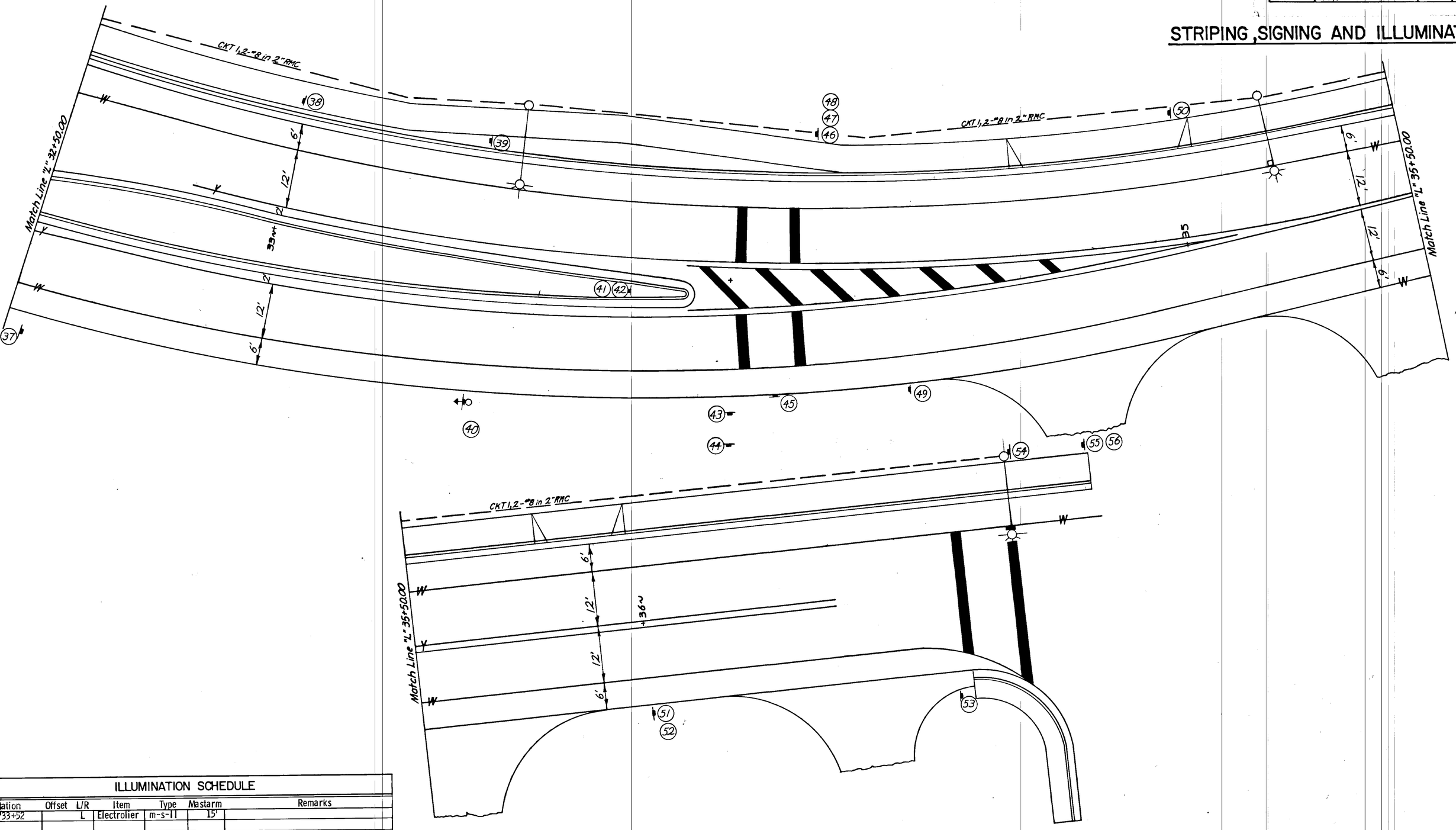


ILLUMINATION SCHEDULE

Station	Offset	L/R	Item	Type	Mastarm	Remarks
"L"30+70	34'	L	Electrolier	m-s-11	15'	Combination Pole for Sign 33
"L"31+95	42'	R	Electrolier	m-s-11	15'	Slip Base
"L"32	34'	L	J-Box	I		

STATE	PROJECT DESIGNATION	YEAR	SHEET No.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	55	110

STRIPING, SIGNING AND ILLUMINATION

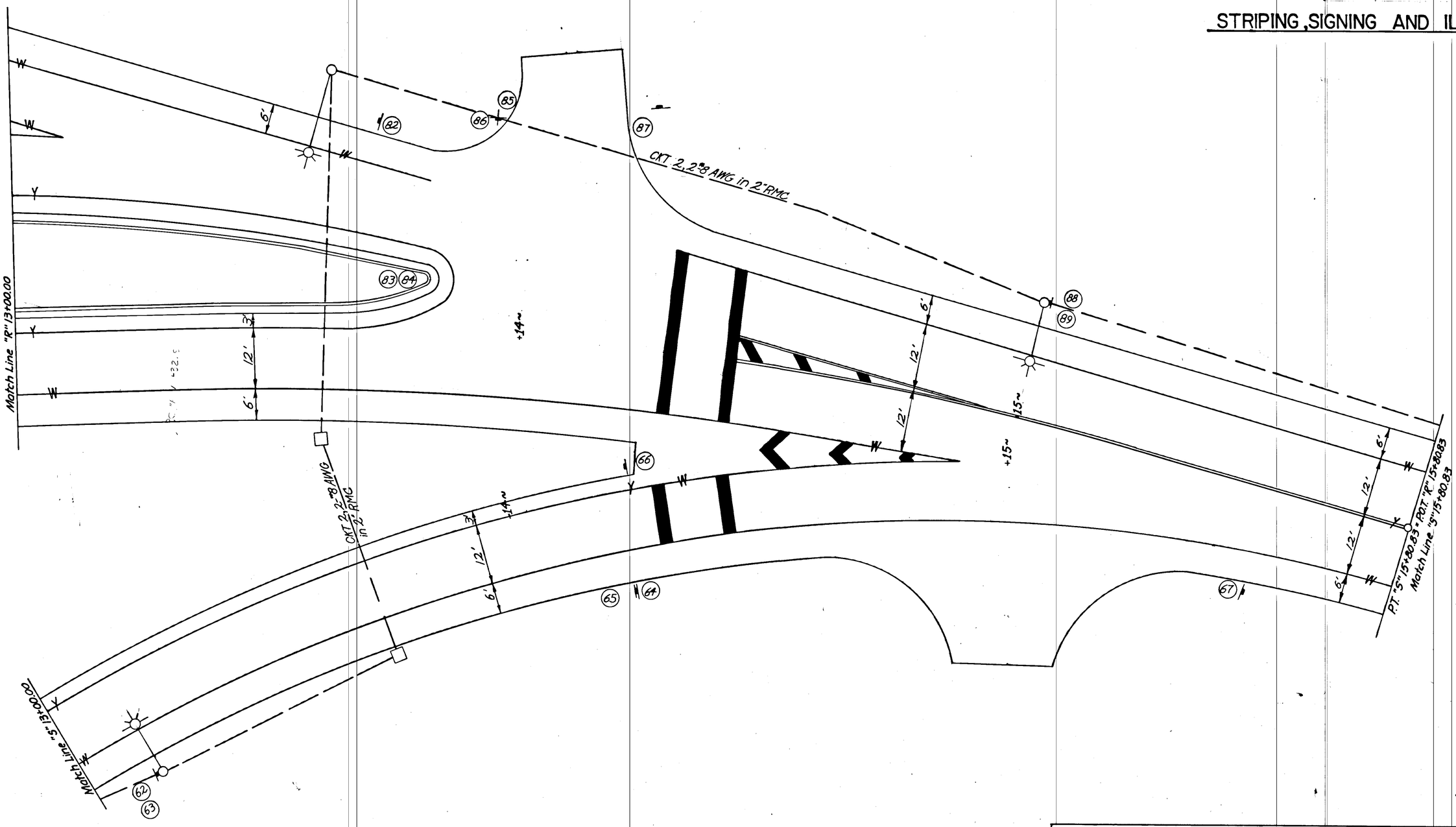


ILLUMINATION SCHEDULE

ation	Offset	L/R	Item	Type	Mastarm	Remarks
33+52		L	Electrolier	m-s-11	15'	
35+22		L	Electrolier	m-s-11	15	Slip Base
36+82		L	Electrolier	m-s-11	15'	

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	56	110

STRIPING, SIGNING AND ILLUMINATION

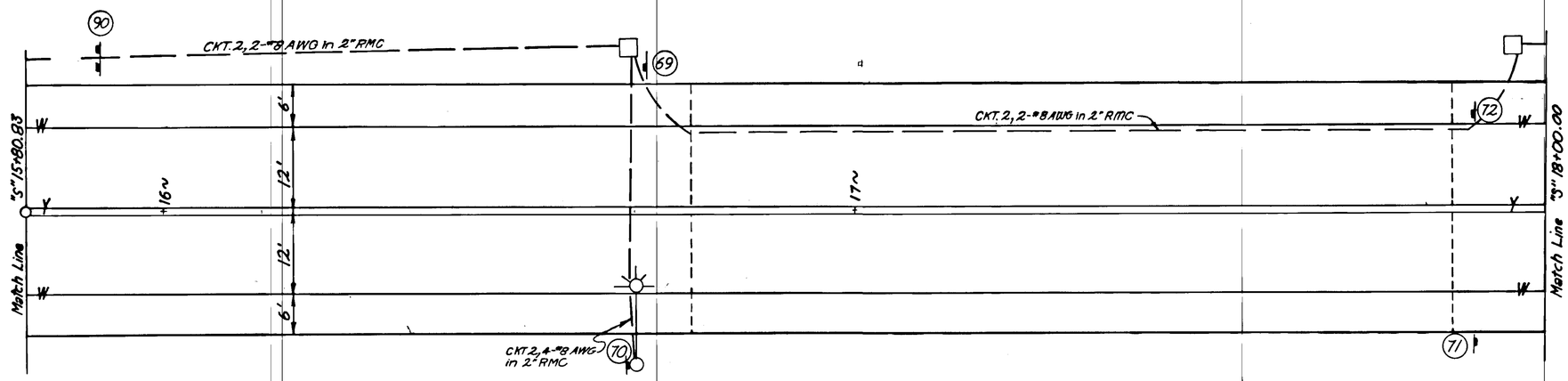


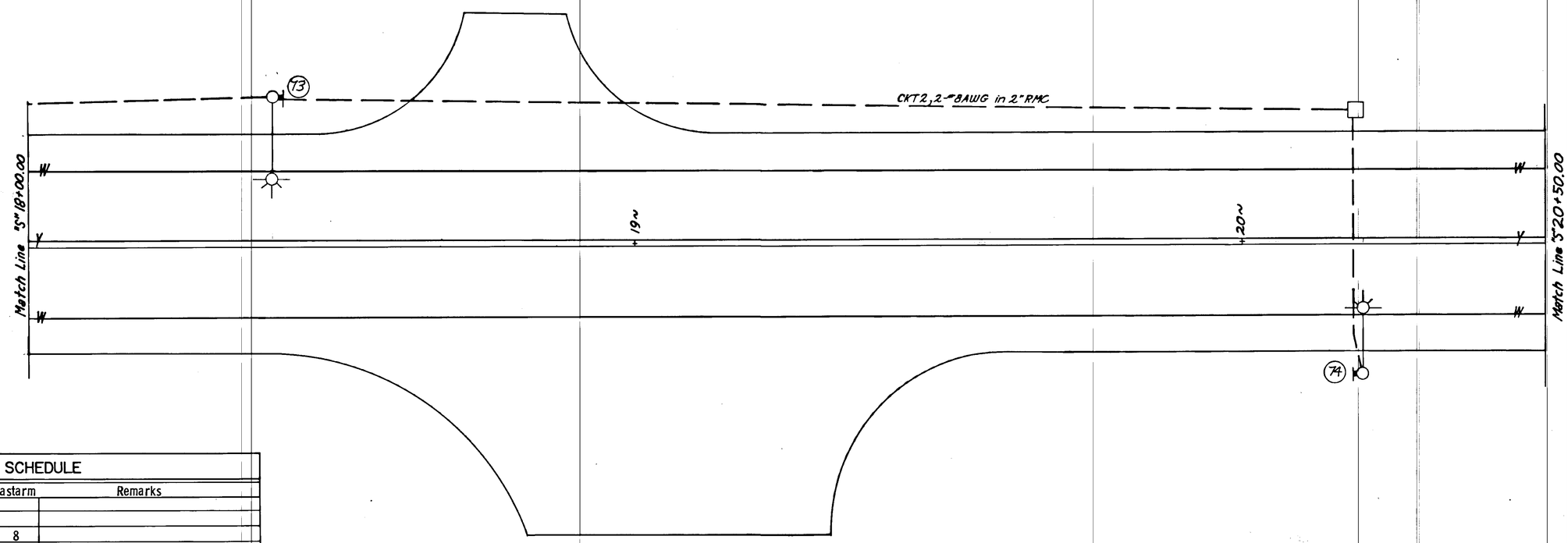
ILLUMINATION SECHDULE

Station	Offset	L/R	Item	Type	Mastarm	Remarks
"R" 13+60	52'	L	Electrolier	m-s-11	15'	Slip Base
"R" 13+60	21'	R	J-Box			
"R" 15+00	23'	L	Electrolier	m-s-11	8'	
"S" 13+14	22'	R	Electrolier	m-s-11	8'	
"S" 13+67	20'	R	J-Box			

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-0959(10)	1979	57	110

STRIPING, SIGNING AND ILLUMINATION



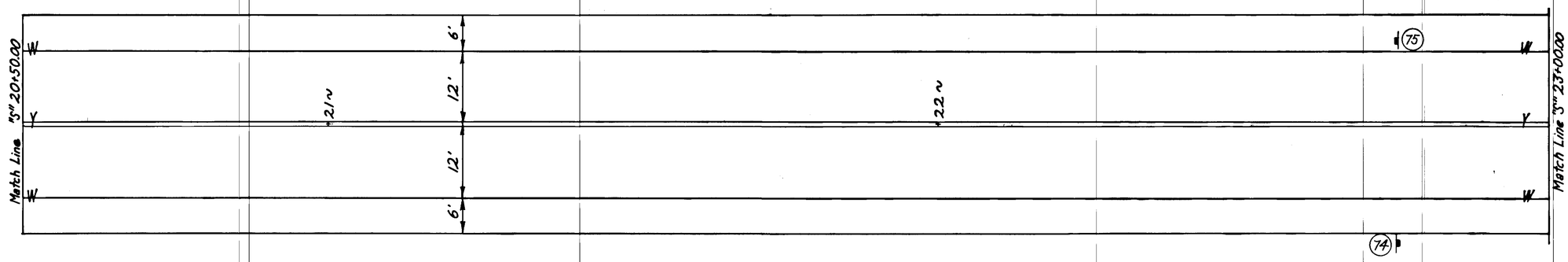


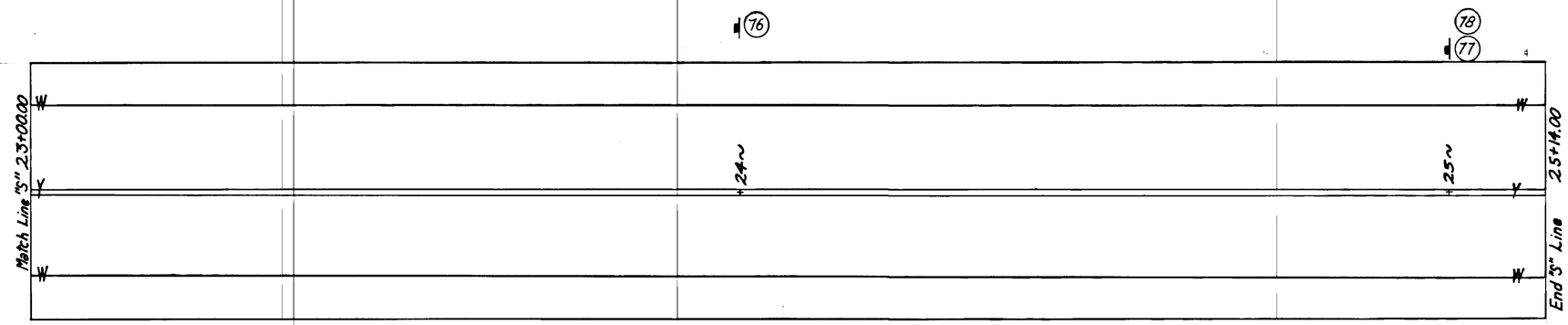
ILLUMINATION SCHEDULE

ation	Offset	L/R	Item	Type	Mastarm	Remarks
16 + 68	23'	L	J-Box	I		
16+68	22'	R	Electrolier	m-s-II	8	
17 + 95	23'	L	J-Box	I		
18+40	24'	L	Electrolier	m-s-II	10	Slip Base
20+20	22'	R	Electrolier	m-s-II	8	
20 + 20	22'	L	J-Box	I		

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-0959 (10)	1979	58	110

STRIPING ,SIGNING AND ILLUMINATION





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2) BRS-0959(10)	1979	59	110

SIGNING SCHEDULE

ation	Dist.from ℄ Lt.	Dist.from ℄ Rt.	Code No.	Legend	Sign Panel Thickness Size	Unframed	Area S.F.	No. of Post	Type	Post Size	Length	Embedment	Facing Traffic	Remarks
' 9 + 40	32'		D3-1B	Egan Drive**	108"X30"	.125	22.5						EB	Mount on Signal Mast Arm
' 9 + 40	25'		R3-5L	←	30"X36"	.063	7.5						EB	Mount on Signal Mast Arm
' 9 + 40	14'		R3-6L	← Only	30"X36'	.063	7.5						EB	Mount on Signal Mast Arm
9 + 50		50'	D3-1B	10th Street**	84"X30'	.100	17.5						NB	Mount on Signal Mast Arm
10 + 61	65'		D3-1B	10th Street **	84"X30'	.100	17.5						SB	Mount on Signal Mast Arm
10 + 66		29'	D3-1B	Egan Drive **	108"X30"	.125	22.5						WB	Mount on Signal Mast Arm
10 + 78	63'		R9-5	(Bikes)* Use Ped Signal	12"X18"	.063	1.5						SB	Mount on Signal Above Ped Button
10 + 85		37'	DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	9.8	3'	WB	
10 + 85		37'	M4-11	Begin	24"X6"	.063	1.0						WBq	Mount Above #8 On Same Post
11 + 18	43'		R9-6	(Bikes)* Yield to Peds	12"X18"	.063	1.5	1	Tube	2"		3'	SEB	Place Perpendicular to Curb Cut
11 + 35	46'		DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	10'	3'	EB	
11 + 35	46'		M4-12	End	24"X6"	.063	1.0						EB	Mount Above #11 on Same Post
' 12 + 06	5'		R3-6L	← Only	30"X36"	.063	7.5						EB	Mount Overhead See Detail p. 50
' 12 + 06	16'		R3-5L	←	30"X36"	.063	7.5						EB	Mount Overhead See Detail p. 50
12 + 06		38'	R2-1	Speed Limit 30	30"X36"	.063	7.5	1	Tube	2"	12.5	3'	WB	
12 + 06	51'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5						WB	Band to Luminaire Pole
13 + 00	45'		DI-2	←Auke Bay/Thane***	78"X24"	.125	13.0	2	Tube	2"	28.0	3'	WB	
13 + 40		30'	R7-9	No Parking Bike Lane	12"X18"	.063	1.5							Band to Luminaire Pole
14 + 50	32'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	13.5	3'	EB	
14 + 65		25'	TI-1	Gastineau Channel	54"X24"	.100	9.0	2	Tube	2"	24.0	3'	WB	
17 + 92	25'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5						EB	Band to Luminaire
21 + 10	25'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5						EB	Band to Luminaire
24 + 28	25'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5						EB	Band to Luminaire
25 + 00		20'	DI-2	←Douglas/N. Douglas Rd.→	102"X24"	.125	17.0							See Bridge Plans
27 + 80	32'		TI-1	Gastineau Channel	54"X24"	.100	9.0	2	Tube	2"	29.0	3'	EB	
28 + 00		24'	R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	10.5	3'	WB	
29 + 12	32'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	13.0	3'	EB	
29 + 19		2'	R4-7	Keep Right	24"X30"	.063	5.0	1	Tube	2"	8.5	3'	WB	
29 + 19		2'	OM-1	Yellow 9 Button	18"X18"	.063	1.5						WB	Mount Below #29 on Same Post
29 + 85		38'	WI2-1	Double Arrow	24"X24"	.063	4.0	1	Tube	2"	13.0	3'	WB	
29 + 85		38'	OM-1	Yellow 9 Button	18"X18"	.063	2.25						WB	Mount Below #31 on Same Post
30 + 35		60'	RI2-6	No Studded Tires	84"X66"	.100	38.5	2	Tube	2"	33.0	3'	WB	
30 + 70	28'		D3-1B	No. Douglas Rd. *	108"X18"	.125	13.5						WB	Mount on Luminaire Comb. Pole
31 + 19	36'		DI-2	←Juneau/Douglas→	72"X24"	.080	12.0	2	Tube	2"	28.0	3'	SB	
32 + 00		37'	SI-1	School Advance	36"	.080	6.75	1	Tube	2"		3'	WB	Band to Luminaire
32 + 10	35'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	8.5	3'	EB	
32 + 55		35'	WII-1	(Bikes)*	30"X30"	.063	6.25	1	Tube	2"	9.5	3'	WB	
33 + 00	35'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	9.0	3'	EB	
33 + 45	27'		R2-1	Speed Limit 30	30"X36"	.063	7.5	1	Tube	2"	11.0	3'	EB	
33 + 45		32'		Speed Limit 20 When Flashing	24"X48"								WB	See Note 1
33 + 78		2'	R4-7	Keep Right	24!"X30"	.063	5.0	1	Tube	2"	9.5	3'	EB	
33 + 78		2'	OM-1	Yellow 9 Button	18"X18"	.063	1.5						EB	Mount Below #41 On Same Post
34 + 00		29'	DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	8.5	3'	NB	Mount Perpendicular to Bike Path
34 + 00		37'	R5-3	No Motor Vehicles	24"X24"	.063	4.0	1	Tube	2"	10.5	3'	NB	Mount Perpendicular to Bike Path
34 + 08		25'	RI-1	Stop	18"X18"	.063	2.25	1	Tube	2"	8.5	3'	NB	Mount Perpendicular to Bike Path
34 + 20	30'		DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	10.0	3'	EB	
34 + 20	30'		DII-1R	→	24"X 6"	.063	1.0						EB	Mount Below #46 on Same Post
34 + 20	30'		DII-1	No. Douglas****	24"X6"	.063	1.0						EB	Mount Above #46 on Same Post
34 + 37		34'	R7-9	No Parking Bike Route	12"X18"	.063	1.5	1	Tube	2"	8.0	3'	WB	
35 + 00	30'		R7-9	No Parking Bike Route	12"X18"	.063	1.5	1	Tube	2"	9.5	3'	EB	
36 + 00		20'	DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	7.0	3'	WB	
36 + 00		20'	DII-1M	End	24"X 6"	.063	1.0						WB	Mount Above #51 on Same Post
36 + 67		22'	S2-1	School Crossing	36"	.080	6.75	1	Tube	2"	9.0	3'	WB	
36 + 84	30'		S2-1	School Crossing	36"	.080	6.75	1	Tube	2"	11.0	3'	EB	
37 + 00	30'		DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	8.0	3'	EB	
37 + 00	30'		DII-1K	Begin	24"X 6"	.063	1.0						EB	Mount Above #55 on Same Post
39 + 55	30'		WII-1	(Bikes) *	36"X36"	.063	9.0	1	Tube	2"	8.5	3'	EB	
11+40		24'	DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	11.0	3'	WB	
11+40		24'	DII-1R	→	24"X 6"	.063	1.0						WB	Mount Above #58 on Same Post
12 + 75		24'	WII-1	(Bikes)*	36"X36"	.063	9.0	1	Tube	2"	11.5	3'	WB	
14 + 14		22'	DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	12.0	3'	SWB	Band to Luminaire
14 + 14		22'	DII-1L	←	24"X 6"	.063	1.0						SWB	Mount Below #62 on Same Pole
14 + 21		26'	R5-1	Do Not Enter	36"X36"	.063	9.0						SB	Mount on Back #65 on Same Post
14 + 21		26'	R1-2	Yield	36"	.063	3.9	1	Tube	2"	8.5	3'	NB	
14+25	5'		R5-1	Do Not Enter	36"X36	.063	9.0	1	Tube	2"	8.5	3'	SB	
15+53		24'	DII-1	Bike Route	24"X18	.063	3.0	1	Tube	2"	10.5	3'	NB	

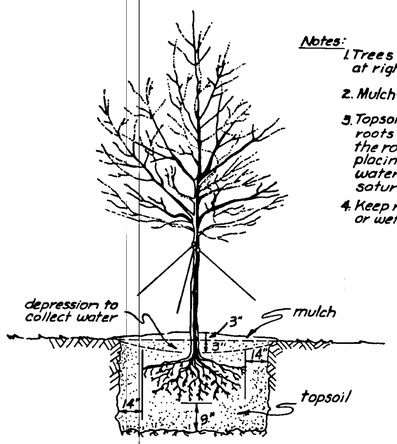
SIGNING SCHEDULE

No.	Station	Dist.from ℄ Lt.	Dist.from ℄ Rt.	Code No.	Legend	Sign Panel Thickness Size	Unframed	Area S.F.	No. of Posts	Type	Post Size	Length	Embedment	Facing Traffic	Remarks
69	"S" 15 + 85	26'		WII-1	(Bikes) *	36"X36"	.063	9.0	1	Tube	2"	11.5	3'	SB	
70	"S" 16 + 70		24'	TI-1	Kowee Creek	42"X24"	.080	7.0	1	Tube	2"	10.0	3'	NB	
71	"S" 17 + 90		24'	R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	10.0	3'	NB	
72	"S" 17 + 90	24'		TI-1	Kowee Creek	42"X24"	.080	7.0	1	Tube	2"	11.0	3'	SB	
73	"S" 18 + 40	24'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5							Band to Luminaire
74	"S" 20 + 20		22'	R7-9	No Parking Bike Lane	12"X18"	.063	1.5						NB	Band to Luminaire
74	"S" 22 + 75		30'	R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	9.5	3'	NB	
75	"S" 22 + 75		30'	R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	10.5	3'	SB	
76	"S" 24 + 00	30'		R7-9	No Parking Bike Lane	12"X18"	.063	1.5	1	Tube	2"	10.5	3'	SB	
77	"S" 25 + 00	30'		DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	11.0	3'	SB	
78	"S" 25 + 00	30'		DII-1K	Begin	24"X6"	.063	1.0						SB	Mount Above #77 on Same Post
79	"R" 12 + 32	43'		RI-1	Stop	30"X30"	.063	6.25	1	Tube	2"	7.5	3'	SB	
80	"R" 12 + 43	90'		RI-2	Yield	36"	.063	3.9	1	Tube	2"	14.5	3'	SB	
81	"R" 12 + 65		22'	WII-1	(Bikes) *	36"X36"	.063	9.0	1	Tube	2"	8.0	3'	NB	
82	"R" 13 + 65	45'		R7-1D	No Parking Anytime	12"X18"	.063	1.5	1	Tube	2"	11.0	3'	SWB	
83	"R" 13 + 80	12'		R4-7	Keep Right	24"X30"	.063	5.0	1	Tube	2"	8.5	3'	SB	
84	"R" 13 + 80	12'			Type I Hazard Marker	18"X18"	.063	2.25						SB	Mount Below #83 on Same Post
85	"R" 13 + 92	43'		RI-1	Stop	30"X30"	.063	6.25	1	Tube	2"	12.0	3'	ES	
86	"R" 13 + 92	43'		D3-1	Sitka Street	36"X 8"	.063	2.0						SB	Mount on Top of #85 on Same Post
87	"R" 14 + 18	47'		DII-1	Bike Route	24"X18"	.063	3.0	1	Tube	2"	7.5	3'	WB	Locate on Sitka Street
88	"R" 15 + 00	29'		DII-1	Bike Route	24"X18"	.063	3.0						SB	Band to Luminaire
89	"R" 15 + 00	29'		DII-1R	→	24"X 6"	.063	1.0						SB	Mount Below #88 on Same Pole
90	"R" 15 + 90	27'		DI-2	←Juneau/Douglas***	72"X24"	.080	12.0	2	Tube	2"	9.5	3'	SB	

* (Bikes) = Bike Symbol
** Letter Size = 10.5" U.C. + 8" L.C.
*** Letter Size = 6" U.C. + 4.5" L.C.
**** Letter Size = 3" U.C.
1. Relocate existing sign and flasher. All work shall be incidental to signing.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	60	110

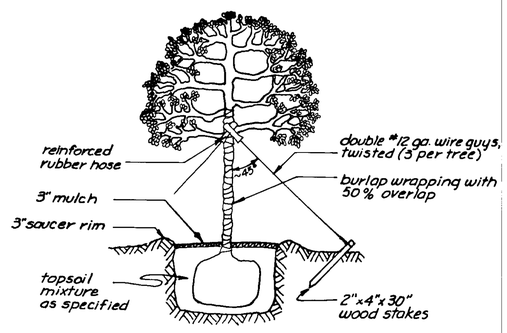
LANDSCAPING PLAN
(East Approach)



Notes:
1. Trees shall be guyed as shown in typical at right.
2. Mulch- use well-rotted sawdust or peatmoss.
3. Topsoil shall be carefully worked around roots by hand. Topsoil shall be soaked around the roots and the lower layer of topsoil by placing a hose down in the soil or by pouring water on top until both layers are completely saturated.
4. Keep roots covered with moist soil, wet packing, or wet sacks until planted.

TYPICAL PLANTING OF BARE ROOT TREES

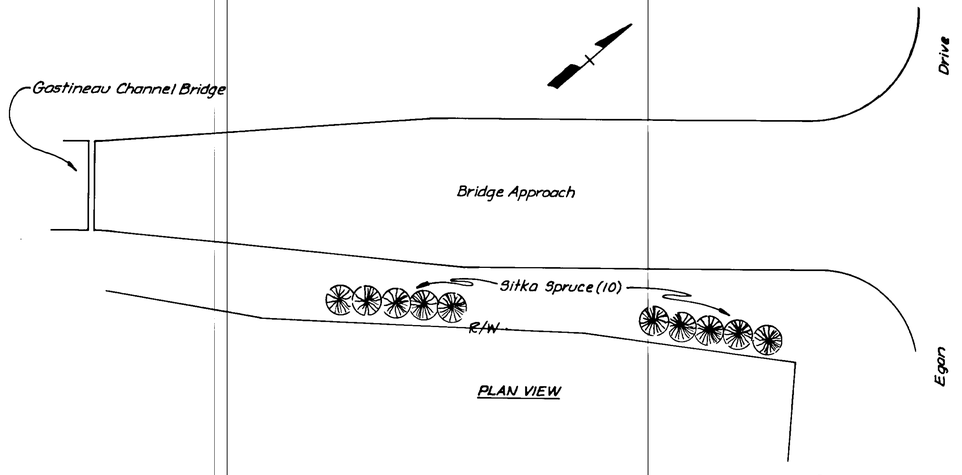
(No Scale)



TYPICAL GUY DETAIL FOR ALL TREES

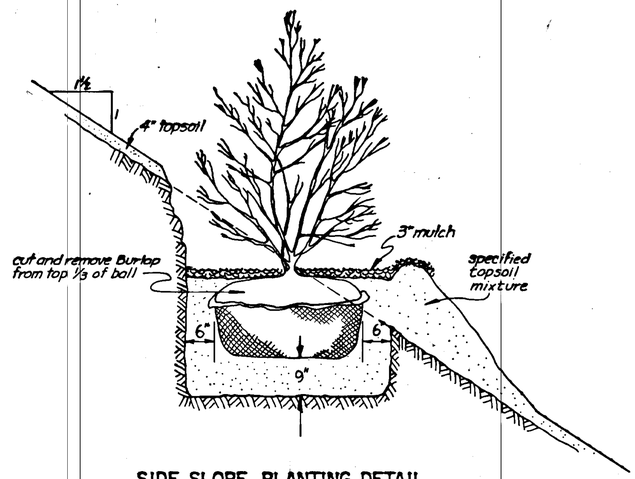
NOTES

1. All trees shall be Sitka Spruce (Picea Sitchensis) 8-10 feet tall from ground junction unless otherwise approved by the Engineer.
2. Trees shall be planted in-line no closer than 5 feet to the Right-Of-Way line.
3. Locations shall be approximately as shown on Plan View in 2 groups of 5 trees, planted 15 feet on center.



PLAN VIEW

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BRS-M-0958(2)	1979	61	110



SIDE SLOPE PLANTING DETAIL

(Mugho Pine)

Note: Similar application for Mountain Ash trees

LANDSCAPING PLAN

(West Approach)

NOTES

1. Trees shall be European Mountain Ash (Sorbus Aucuparia) 8-10 feet tall from ground junction unless otherwise approved by the Engineer.
2. Shrubs shall be Mugho Pine (Pinus Mugo), 1 to 2 feet tall from ground junction.
3. Locations of trees and shrubs shall be approximately as shown on Plan View, in groups as detailed; trees and shrubs shall be spaced on 15 foot intervals.