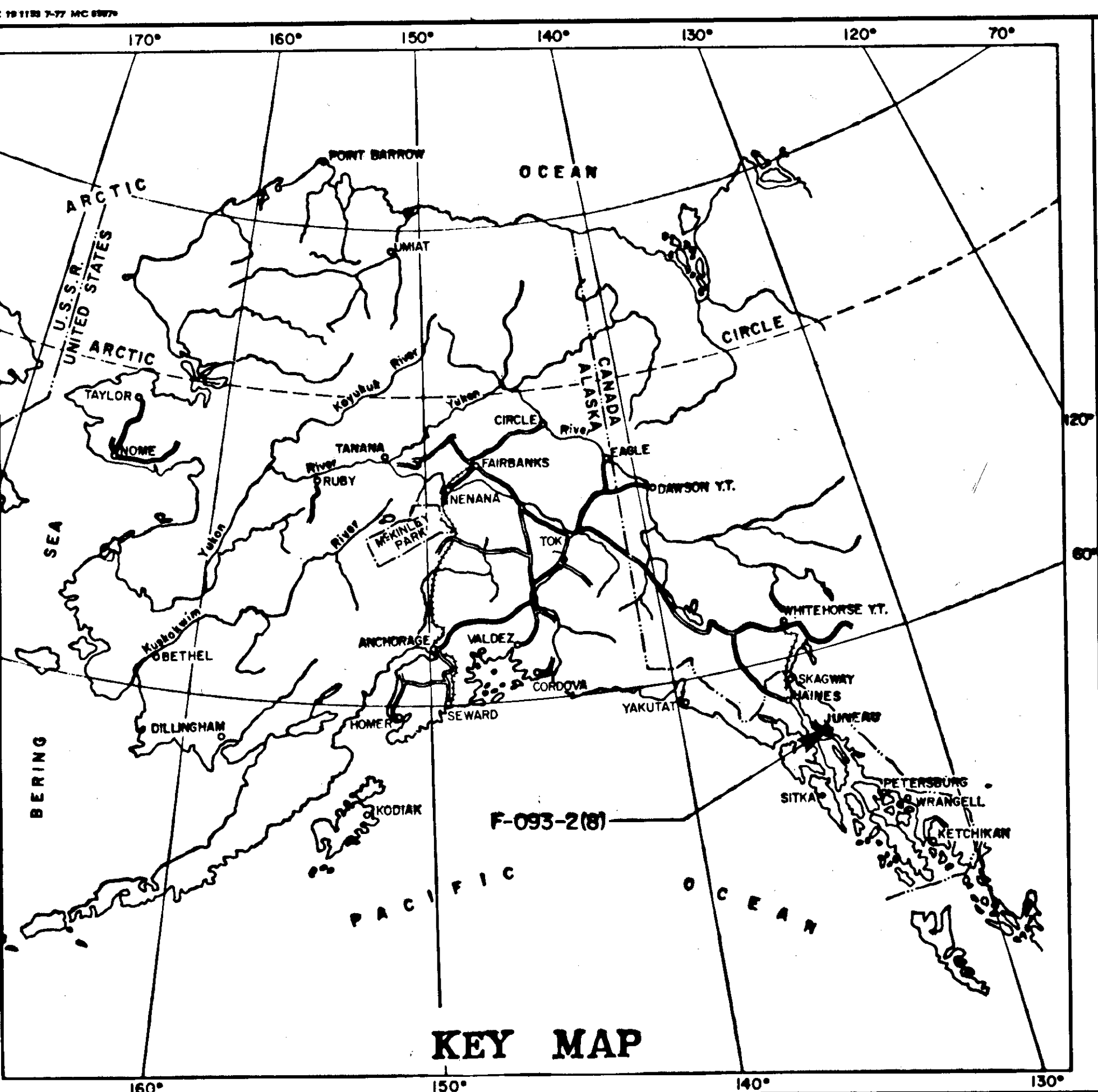




STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
BROTHERHOOD BRIDGE TO
AUKE BAY FERRY TERMINAL
PHASE I F-093-2(8)
GRADING, PAVING, DRAINAGE,
& ILLUMINATION

Note: Minor equations are shown on the plan & profile sheets

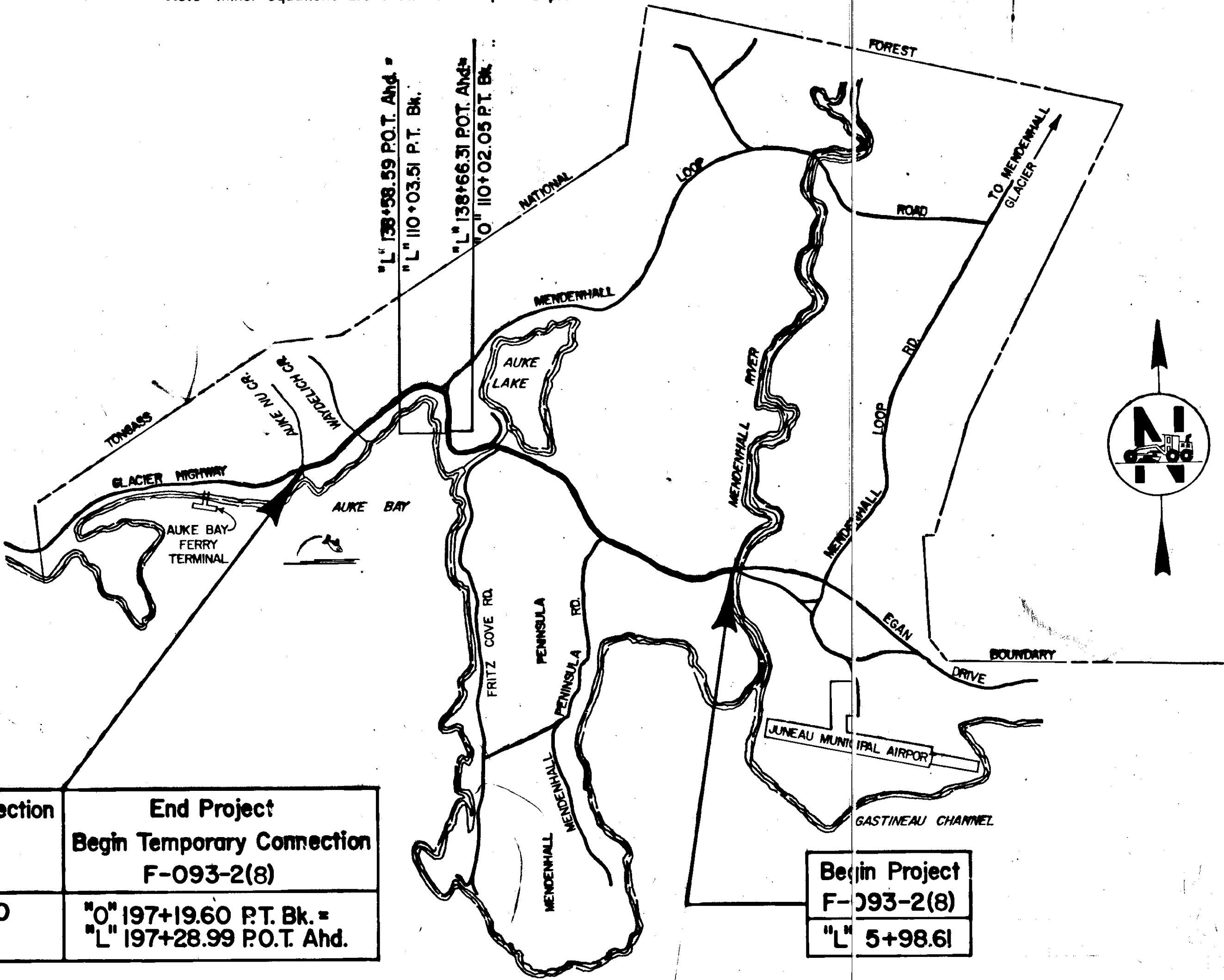
PROJECT SUMMARY

WIDTH OF PAVEMENT = 40'
LENGTH OF PROJECT = 16,433.00 = 3.112 Mi.
LENGTH OF TEMPORARY CONNECTION = 185.01' = 0.035 Mi.

DESIGN DESIGNATION

	B.O.P. to Mendenhall Peninsula Rd.	Mendenhall Peninsula to Fritz Cove Rd.	Fritz Cove Rd. to Mendenhall Loop Rd.	Mendenhall Loop Rd. to E.O.P.
ADT(1979) =	6,370	5,430	4,570	2,204
ADT(2000) =	16,564	14,120	11,800	5,729
DHV(12%) =	1,988	1,694	1,426	687
D =	60-40	60-40	60-40	60-40
T =	5%	5%	5%	5%
V =	50	50	30	30
T.I. =	9.0	9.0	8.5	8.0

End Temporary Connection F-093-2(8)	End Project Begin Temporary Connection F-093-2(8)
"L" 199+14.00	"O" 197+19.60 RT. Bk. = "L" 197+28.99 P.O.T. Ahd.



INDEX OF SHEETS	
1	TITLE SHEET
2	TYPICAL SECTION
3 & 4	TRAFFIC CONTROL PLAN
5	ESTIMATE OF QUANTITIES
6 & 7	ESTIMATE OF QUANTITIES & DETAILS FOR SUPPLEMENTAL WORK
8 - 10	MISCELLANEOUS DETAILS & SUMMARY TABLES
11 - 22	PLAN AND PROFILE SHEETS
23 & 24	INTERSECTION DETAILS
25 & 26	WAYDELICH CREEK SITE PLAN & MISCELLANEOUS DETAILS
27 - 33	RETAINING WALL DETAILS
34 - 40	STORM DRAINAGE DETAILS
41	SIGNING SCHEDULE
42 - 47	SIGNING, STRIPING & ILLUMINATION PLANS
30	DELETED

The following standard drawings apply to this project: A-1, C-00.04, C-10.03, C-11.03, D-04.00, D-06.11, D-07.00, D-20.10, D-23.01, D-24.13, D-26.02, D-27.10, D-30.10, G-04.14, G-04.33, G-13.14, G-14.06, G-15.00, G-18.11, G-24.00, G-24.10, I-20.01, I-40.11, I-80.00, L-03.11, L-10.13, L-14.01, L-20.03, L-23.03, L-30.01, M-05.01, M-16.03, M-20.02, M-23.00, S-00.11, S-05.00, S-20.10, S-30.12, T-21.02, T-34.03 and U-03.00.

"AS BUILT PLANS"

RED SAMM CONSTRUCTION
PROJECT ENGINEERS: JOHN EDWARDS & GARY HOGINS
BEGIN CONSTRUCTION: JUNE, 1980
END CONSTRUCTION: AUGUST, 1981
PROJECT LENGTH: 3.1624

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
APPROVED
SOUTHEASTERN REGION
DESIGN/CONSTRUCTION ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
APPROVED
DIRECTOR-HIGHWAY DESIGN & CONSTRUCTION

TYPICAL SECTIONS OF IMPROVEMENT

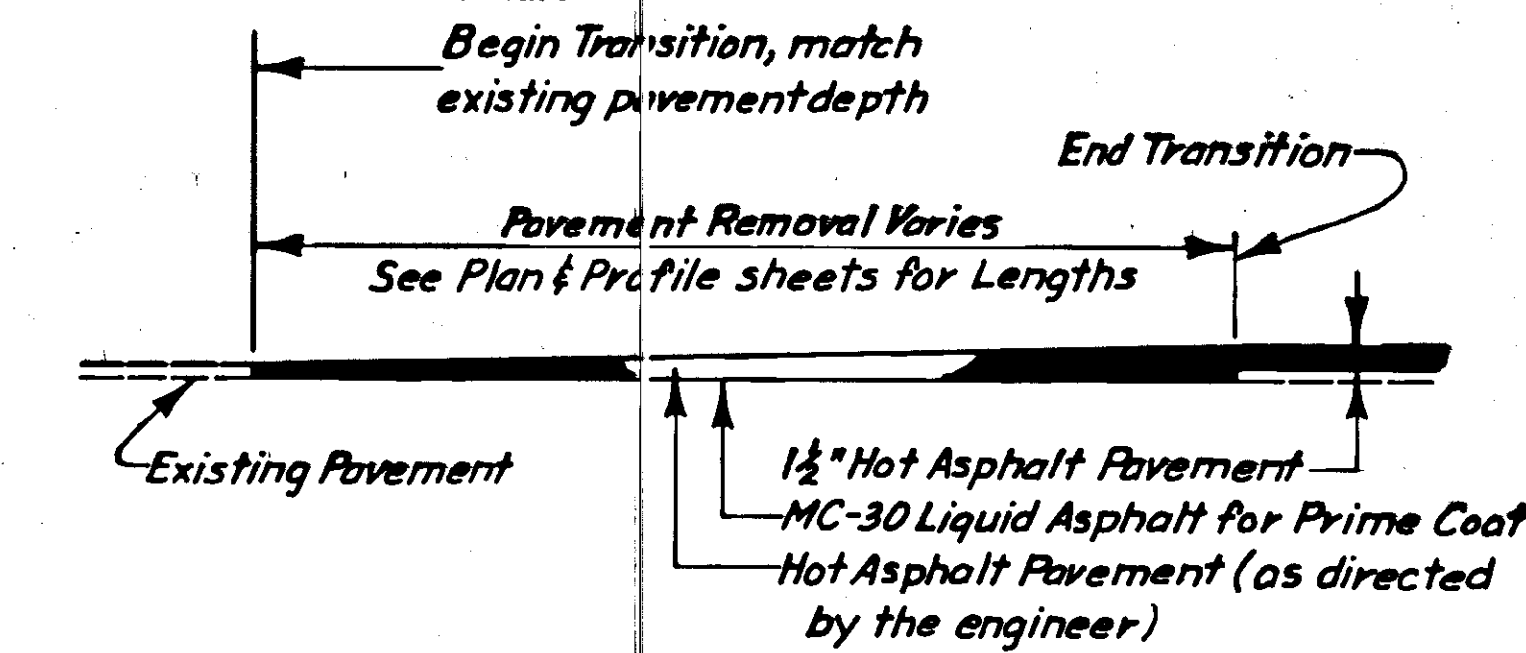
GENERAL NOTES

- Grade and alignment shown on these plans are subject to minor revisions.
- Storm inlet locations and elevations shown on these plans are subject to minor revisions.
- Culvert lengths and locations shown on these plans are subject to minor revisions.
- B. O. P. ("L" 5+98) to "L" 34+00 there will be no clearing and grubbing required. "L" 34+00 to "O" 199+00 E. O. P., the clearing and grubbing limits shall coincide with the slope limits. In areas where large trees exist beyond a cut slope, the engineer shall determine the clearing and grubbing limits. In no case shall the clearing and grubbing limits be outside R/W.
- The location of all utilities shown on these plans are approximate only and should be field verified by the contractor.
- The installation, adjustment, or removal of utility poles and appurtenances shall be performed by others and are not considered items of work under this contract.
- Both the existing and proposed utility pole locations are shown and are considered informational only.
- For removal of Structures and Obstructions see summary on sheet 9.
- Reinforcing fabric, 12' wide, shall be applied over the existing pavement in the following areas:
 Station "L" 71+80 to Station "L" 71+92 Right Lane
 Station "L" 33+25 transverse crack crossing both lanes.
 Station "L" 34+75 to Station "L" 42+25 left lane
 Station "L" 41+00 to Station "L" 42+25 right lane
 Station "L" 42+50 to Station "L" 45+00 left lane
 Station "L" 48+75 to Station "L" 51+00 right lane
 Station "L" 58+00 to Station "L" 60+00 right lane
 Station "L" 62+70 transverse crack crossing both lanes
 Station "L" 63+00 to Station "L" 63+75 both lanes
 Station "L" 63+75 and Station "L" 65+75 both lanes
 Station "L" 92+85 transverse crack crossing both lanes
 Station "L" 95+00 to Station "L" 97+00 centerline only
 Station "L" 140+50 to Station "L" 141+50, left lane
 Station "L" 144+20 to Station "L" 146+20, right lane } not placed
- See Section 634 of the Special Provisions for more details.
- The superelevation shall be revolved about the inside shoulder. The rate of superelevation and transition length are shown on the plan and profile sheets.
- The removal of existing pavement shown herein shall be paid for as unclassified excavation. All cuts made in the existing pavement shall be made in a neat workmanship manner.
- All waste material shall be disposed of outside the R/W limits shown on plans in accordance with the criteria listed in subsection 203-3.01.
- Between Sta. "O" 195+00 and Sta. "O" 196+00 the Rt. shoulder width shall transition from 8' to 6'. Between "O" 196+00 and "O" 197+19 the Rt. shoulder width shall be 6'.
- Between "L" 197+29.43 and "L" 199+14.00 both shoulders shall transition from stated width to 0' in width.
- No work on Industrial Blvd. will be allowed prior to completing the utility work described in Section 105-1.06 of the Special Provisions.
- Extend existing 4" Galv. sewer conduit at 153+80, Lt. prior to beginning work on Section X-X. See Sheet 16 for details.
- Although the Department of Fish and Game has not placed any restrictions on the construction activities planned for this project the contractor shall conduct his operations in such a manner as to avoid any unnecessary siltation problems in the adjacent waters.
- Because of the close proximity of the National Marine Fisheries Service-Research Fish Hatchery, located approximately 700' downstream, and the Auke Creek-Glacier Highway crossing, the contractor, Engineer and the Hatchery Supervisor shall coordinate all construction activities required in Auke Lake and adjacent to Auke Creek

BASIS OF ESTIMATE

Item No.	Estimating Factor
203(5B)	1.98 Tons per Cu. Yd.
301(1)	1.96 Tons per Cu. Yd.
304(1)	1.98 Tons per Cu. Yd.
401(1)	114 lbs. per Sq. Yd. per Inch Depth
401(2)	6% of Item 401(1)
402(3)	0.08 Gal. per Sq. Yd. *-240 Gal. per Ton @ 60 degrees
403(1)	0.25 Gal. per Sq. Yd. -253 Gal. per Ton @ 60 degrees

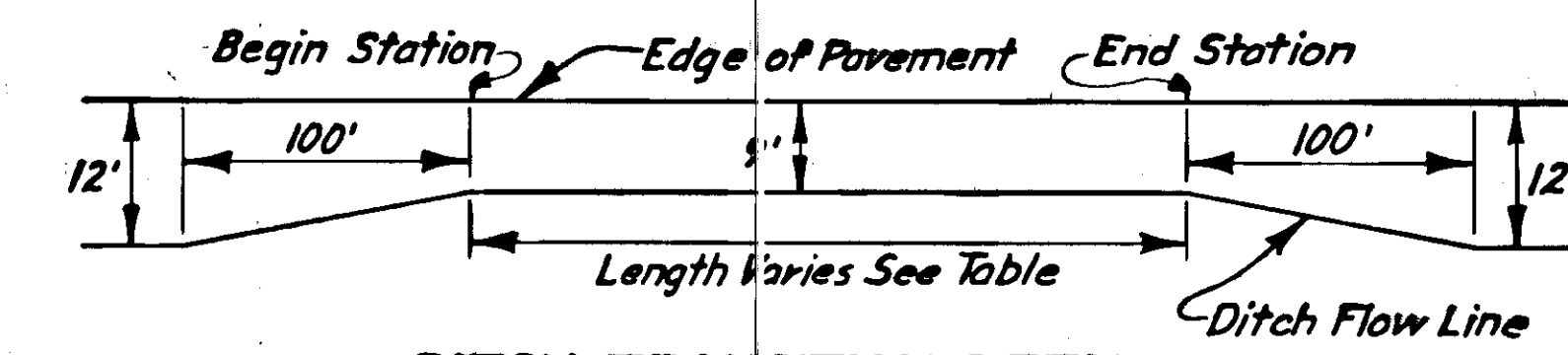
* Of diluted mixture



Side View
PAVEMENT TRANSITION DETAIL

DITCH TABLE

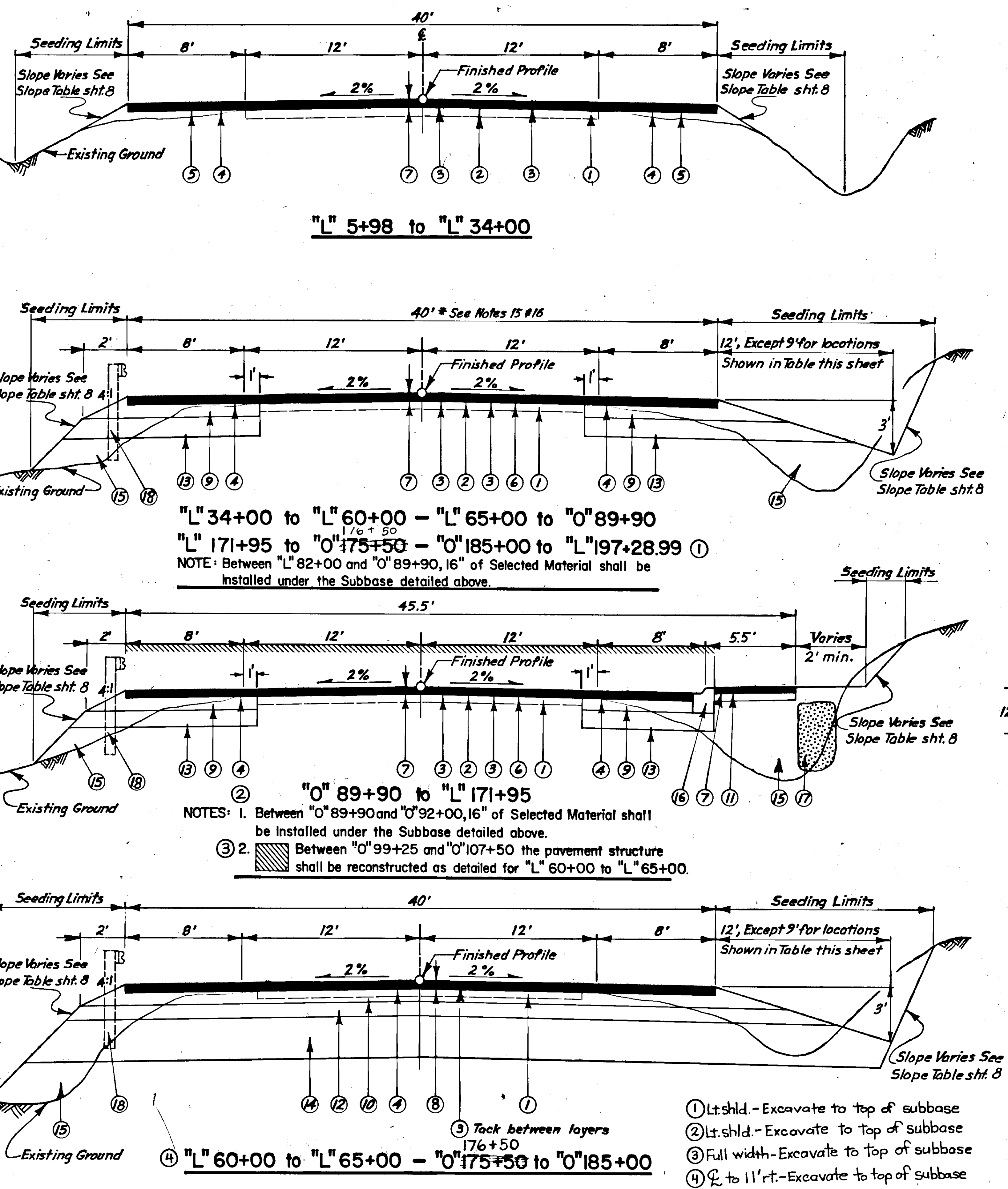
Begin Station	End Station	Remarks
"L" 51+00 Rt.	"L" 64+50 Rt.	See Detail Below
"L" 61+00 Lt.	"L" 64+00 Lt.	See Detail Below
"L" 80+00 Lt.	"L" 82+10 Lt.	No Transition on Ahd. End
"O" 172+50 Rt.	"O" 173+50 Rt.	See Detail Below
"O" 176+00 Lt.	"O" 177+50 Lt.	See Detail Below
"O" 182+25 Lt.	"O" 185+75 Lt.	See Detail Below
"L" 192+50 Lt.	"L" 199+00 Lt.	See Detail Below



DITCH TRANSITION DETAIL

LABELING INDEX

① Existing Pavement	
② Leveling Course - Depth Varies	
③ CSS-1 Emulsified Asphalt for Prime Coat	
④ MC-30 Liquid Asphalt for Prime Coat	
⑤ Recondition Existing Shoulders (See sec. 303 of the Special Provisions)	
⑥ Reinforcing Fabric (See General Note #9 for areas)	
⑦ 1 1/2" Hot Asphalt Pavement, Class I	
⑧ 4" Hot Asphalt Pavement, Class I	
⑨ 4" Crushed Aggregate Base Course	
⑩ 6" Crushed Aggregate Base Course	
⑪ 4" Subbase, Grading "A"	
⑫ 6" Subbase, Grading "A"	
⑬ 9" Subbase, Grading "A"	
⑭ 25" Selected Material	
⑮ Unclassified Excavation and/or borrow	
⑯ Curb & Gutter, Standard Type; See sheet 9 for more details	
⑰ Modified Underdrain, See sheet 10 for details	
⑱ Type 1 Guardrail, See sheet 9 for Guardrail Summary	



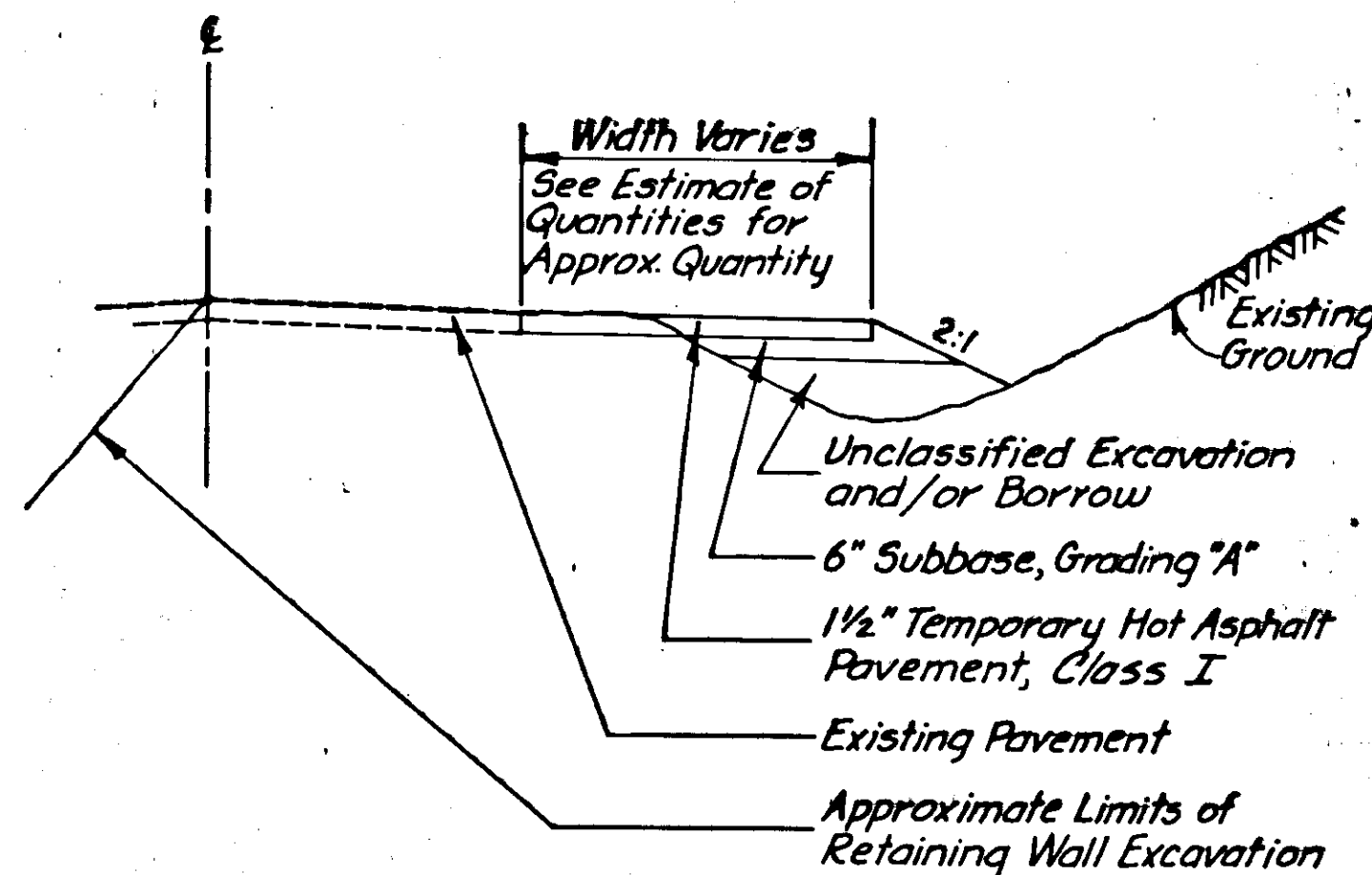
- ① Lt. shld. - Excavate to top of subbase
- ② Lt. shld. - Excavate to top of subbase
- ③ Full width - Excavate to top of subbase
- ④ Lt. to 11' rt. - Excavate to top of subbase

GENERAL NOTES FOR TRAFFIC CONTROL PLAN

1. The contractor shall use the following Traffic Control Plan (TCP) during the construction of this project. The contractor may submit a TCP of his own, however any changes to this TCP will require written approval of the Engineer prior to beginning any construction. See Section 115 of the Special Provisions for more details.
2. The contractor shall designate one of his employees the responsibility of installing and maintaining all required traffic control elements. All traffic control elements shall be maintained 24 hours a day.
3. Should the contractor fail to complete any of the work required on TCP in the allotted time, he shall be penalized under subsection 115-5.01.
4. All construction signing shall remain in place until the unsafe condition they delineate no longer exists.
5. All construction activities detailed in the TCP shall be completed between April 1 and November 1 of the construction year or years shown on the invitation for bids.
6. The construction sign summary shown herein is to be used for cost estimating only. Other signs may be required by the Engineer or used at the contractor's option.
7. Project identification signing shall be as shown in Standard Drawing C-11.03.
8. The existing Auke Bay School crossing and warning flashers shown on the signing plans shall remain operational during the periods school is in session.
9. All Jersey Type concrete barrier sections shall be fastened together. All barriers shall have steady burning amber lamps installed on them with flashing lamps on the ends. Spacing between lamps shall be 25 feet.
0. Where temporary lighting is indicated on the plans the contractor shall provide the following:
1. Make all necessary arrangements with the local utility to provide power, install contractor's furnished luminaries, payment for electricity consumed and removal of the temporary luminaries upon completion of final paving.
 2. Equip each luminaire with a photo cell.
 3. Equip all temporary luminaries with 250 Watt high pressure sodium, medium distribution, semi-cut off type lamps.

1. All one-lane closures shall be as shown in Standard Drawing C-11.03, without the pilot car. Any one-lane closures between dusk and dawn will require temporary illumination. The minimum level of illumination shall be 2.0 foot candles on the roadway surface.
2. All detours required on this project shall be constructed and maintained to the following minimum widths at all times.
- One-way traffic - 12' two-way traffic - 20'
3. In the areas where shoulder reconstruction is the primary item of work, the contractor shall be allowed to work only one side of the roadway at a time. No more work will be performed than that which can be completed by the end of the shift so as to leave no shoulder drop off at the edge of existing pavement during non-working hours.
4. Between "L" 60+00 to "L" 65+00 and "O" 99+25 to "O" 107+50 one-way traffic with a flagging operation can be used during contractor's working hours, however, during non-working hours the roadway shall be re-opened to two-way traffic.
5. Once the contractor begins work in one of the areas listed in Note No. 14 and/or one of the retaining wall areas, he shall complete the pavement structure to within 2" (inches) of finished grade and install temporary pavement markings prior to starting construction in another area unless otherwise approved.
6. All pipe conduit installations requiring pavement patches shall be paved prior to any suspension of work.
7. "L" 77+90 to "L" 82+40, Rt., and "O" 85+65 to "C" 11+47 the existing guardrail at the above locations shall remain in place until construction of the new roadway will permit installation of the proposed guardrail or "Jersey Type" barrier.

TYPICAL SECTION FOR TWO-WAY DETOUR AT RETAINING WALLS "A", "D" AND FRITZ COVE ROAD



NOTES

1. The extra excavation, borrow, subbase and temporary pavement required to install the detours shall be paid for under their respective items.
2. Removal of these detours shall be paid for as unclassified excavation.

T.C.P. SIGNING SCHEDULE

NO.	QUANT.	SQ. FT.	TYPE	SIZE	LEGEND
1	2	10	C1-2	60x24	End Construction
2	8	16	CW20-1F	48x48	Road Construction Ahead
3	6	16	CW20-2F	48x48	Detour Ahead
4	8	16	CW20-2A	48x48	Detour 500 Ft.
5	4	16	CW20-4F	48x48	One Lane Road Ahead
6	4	16	CW20-7F	48x48	Flagman Ahead
7	6	9	CW21-4F	36x36	Road Work Ahead
8	2	6.25	CW21-5	30x30	Shoulder Work
9	3	8	CW1-6	48x24	Arrow
10	20	ea.	Type 1		Barricade
11	9	ea.	Type 2		Barricade
12	7	ea.	Type 3		Barricade
13	3	9	CW1-3L	36x36	Reverse Curve
14	3	9	CW1-3R	36x36	Reverse Curve
15	6	4	CW13-1	24x24	10 MPH
16	2	15	C1-1	60x36	Road Construction Next 3 Miles

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	F-093-2 (8)	1979	3

TRAFFIC CONTROL PLAN

LEGEND

- TEMPORARY "JERSEY TYPE" CONCRETE BARRIER
- TEMPORARY PAVEMENT MARKING
- BARRICADE (TYPE SHOWN IN T.C.P. SIGNING SCHEDULE)
- TEMPORARY SIGN AND IDENTIFICATION CODE
- TEMPORARY ILLUMINATION
- EXISTING UNPAVED APPROACH

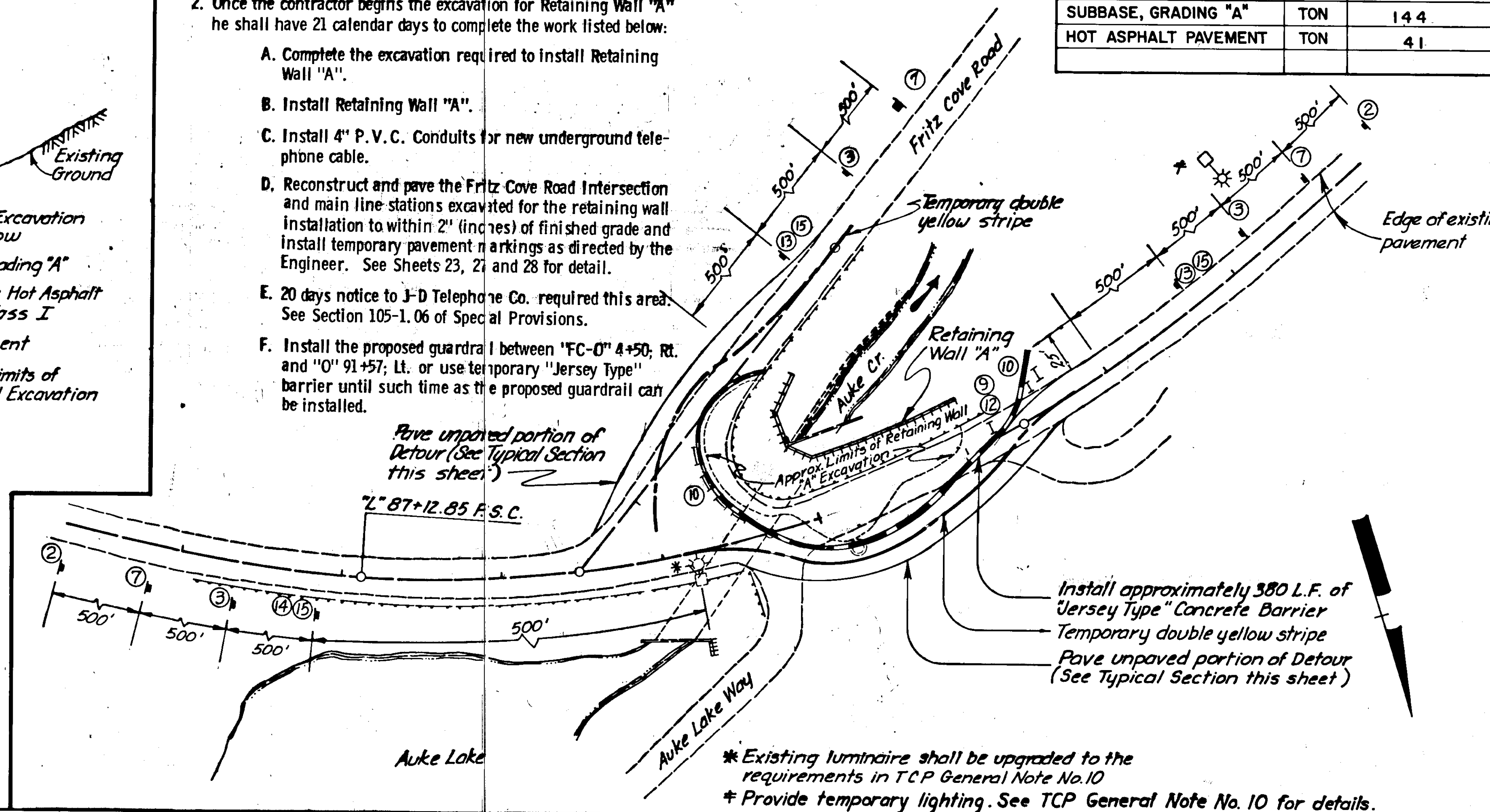
NOTES

1. Prior to beginning any excavation for Retaining Wall "A" the contractor shall have the two-way detour and other traffic control elements in place and approved by the Engineer.
2. Once the contractor begins the excavation for Retaining Wall "A" he shall have 21 calendar days to complete the work listed below:
 - A. Complete the excavation required to install Retaining Wall "A".
 - B. Install Retaining Wall "A".
 - C. Install 4" P.V.C. Conduits for new underground telephone cable.
 - D. Reconstruct and pave the Fritz Cove Road Intersection and main line stations excavated for the retaining wall installation to within 2" (inches) of finished grade and install temporary pavement markings as directed by the Engineer. See Sheets 23, 27 and 28 for detail.
 - E. 20 days notice to J-D Telephone Co. required this area. See Section 105-1.06 of Special Provisions.
 - F. Install the proposed guardrail between "FC-0" 4+50, Rt. and "O" 91+57, Lt. or use temporary "Jersey Type" barrier until such time as the proposed guardrail can be installed.

RETAINING WALL "A"

ESTIMATE OF QUANTITIES

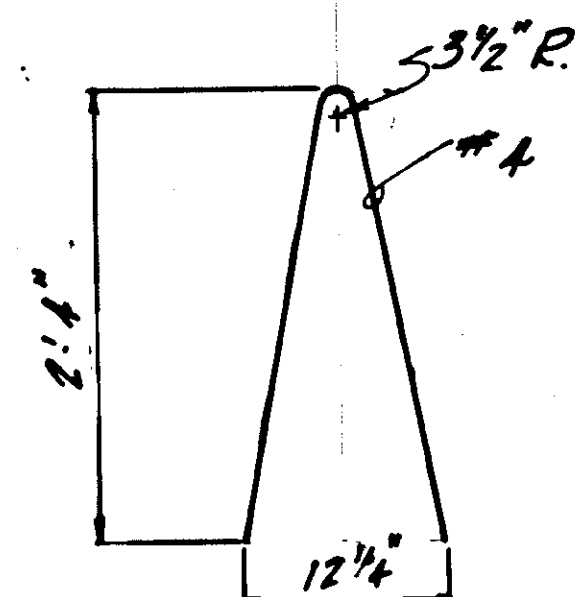
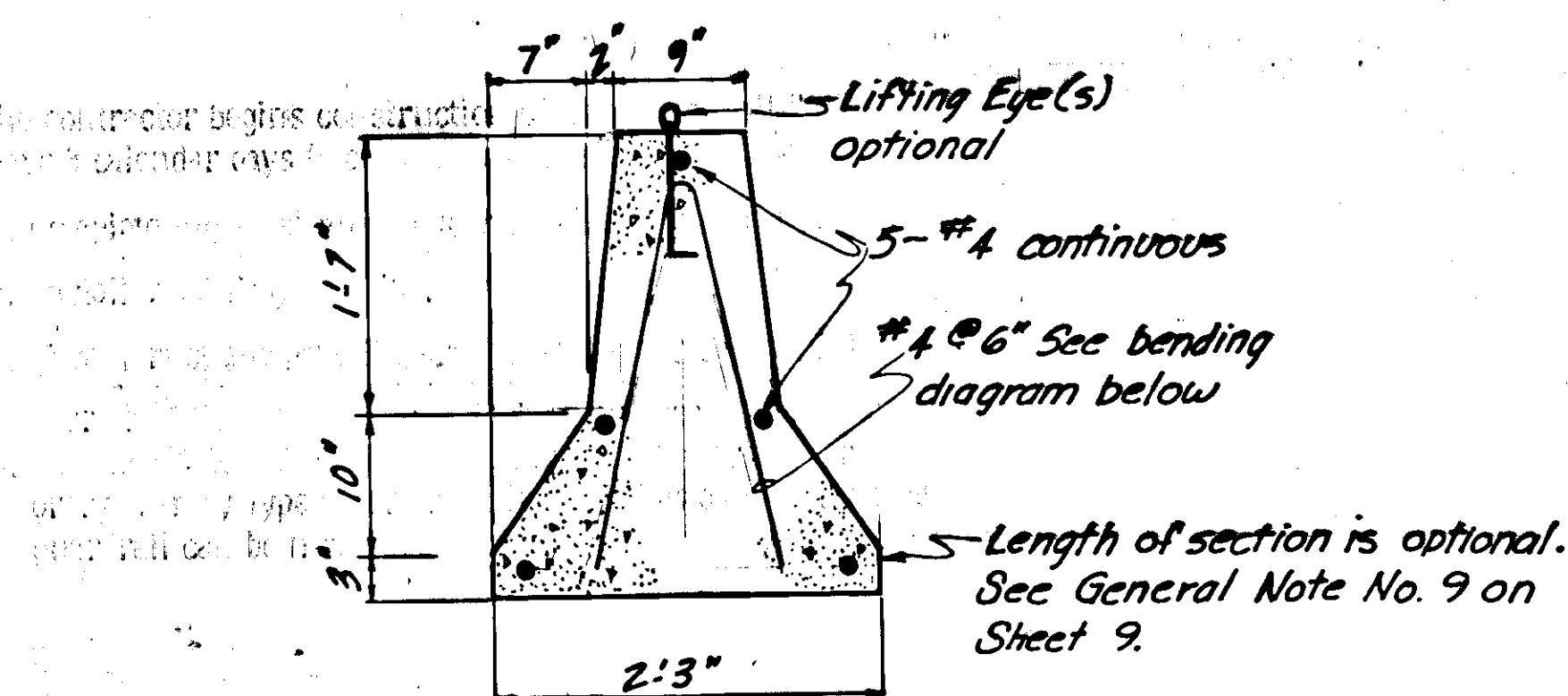
ITEM	UNIT	QUANTITIES
UNCLASSIFIED EXC.	C.Y.	153
BORROW	TON	194
SUBBASE, GRADING "A"	TON	144
HOT ASPHALT PAVEMENT	TON	41



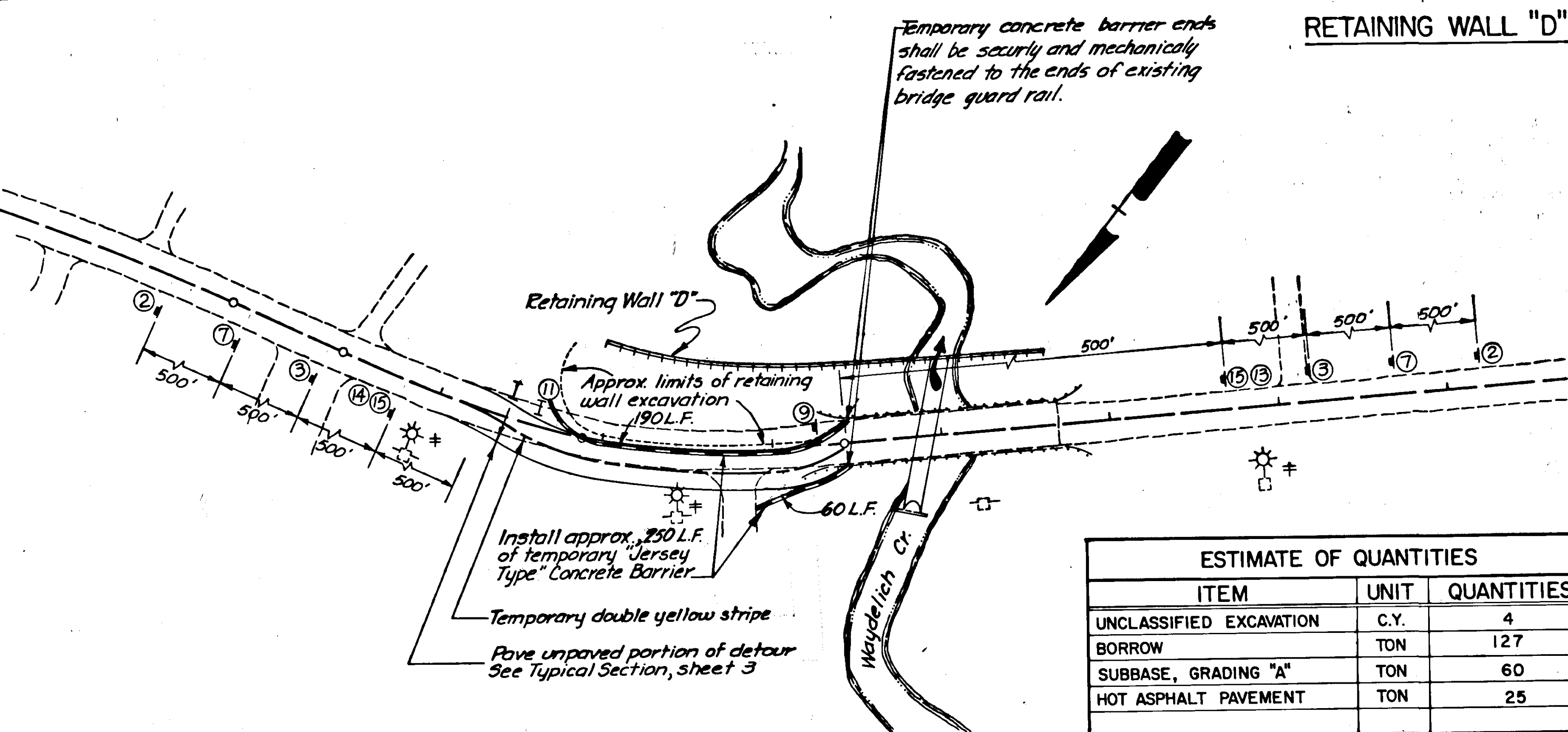
- * Existing luminaire shall be upgraded to the requirements in TCP General Note No. 10
- * Provide temporary lighting. See TCP General Note No. 10 for details.

RETAINING WALL "B"

- All construction activities listed below shall be completed prior to any widening of Glacier Highway between the following stations: "L" 144+50 to "L" 149+00; Lt.
- Once the contractor begins construction of the Boat Harbor Road and Retaining Wall "B", he shall have 21 calendar days to complete the work listed below:
 - Maintain one-way traffic at all times.
 - Install Retaining Wall "B".
 - Reconstruct the Boat Harbor Road to within 10" (inches) of finished grade. See sheets 24 and 29 for details.
 - "BH" 0+69 to "BH" 2+25 install proposed guardrail or temporary "Jersey Type" barrier until such time as the proposed guardrail can be installed.
- None of the construction activities listed above shall be completed between June 1st. and September 1st.



TYPICAL "JERSEY TYPE" CONCRETE BARRIER
DETAIL
1" = 1'-0"



RETAINING WALL "D"

ESTIMATE OF QUANTITIES		
ITEM	UNIT	QUANTITIES
UNCLASSIFIED EXCAVATION	C.Y.	4
BORROW	TON	127
SUBBASE, GRADING "A"	TON	60
HOT ASPHALT PAVEMENT	TON	25

- All construction activities in the proximity of the existing Waydelich (Wadleigh) Creek Bridge shall be conducted in such a manner so as not to endanger structural integrity of the existing bridge until a detour over the new roadway can be provided and is accepted by the Engineer.
- Prior to beginning any of the construction activities listed below the contractor shall install the modified underdrain shown on Sheet 21. Sufficient outfall pipe to drain the underdrain will be required at this time, final connection of outfall pipe can be deferred to a later time.
- Prior to beginning any excavation for Retaining Wall "D" the contractor shall have the two-way detour and other traffic control elements in place and approved by the Engineer.
- Once the contractor begins the excavation for Retaining Wall "D" he shall have 30 calendar days to complete the work listed below:
 - Complete the excavation required to install Retaining Wall "D".
 - Install Retaining Wall "D" and the proposed roadway to within 4" (inches) of finished grade. See Sheet 31 for details.
 - "O" 178+00 to "O" 182+75; Lt. install proposed guardrail or "Jersey Type" barrier until such time as the proposed guardrail can be installed.
 - Extend existing 4" Galv. sewer service. See Sheet 21.
 - Route two-way detour over new roadway embankment.
 - Remove existing bridge and finish constructing new embankment between "O" 178+50 and "O" 182+75.
 - "O" 179+98 to "O" 182+67; Rt. install proposed guardrail or "Jersey Type" barrier until such time as the proposed guardrail can be installed.
 - Construct remainder of construction area between "O" 175+50 and "O" 185+00.
- Pave the entire area between "O" 175+50 and "O" 185+00 to within 2" (inches) of finished grade and install temporary pavement markings as directed by the Engineer.

* Install temporary luminaire and mast arm on existing power poles. See TCP General Note No. 10

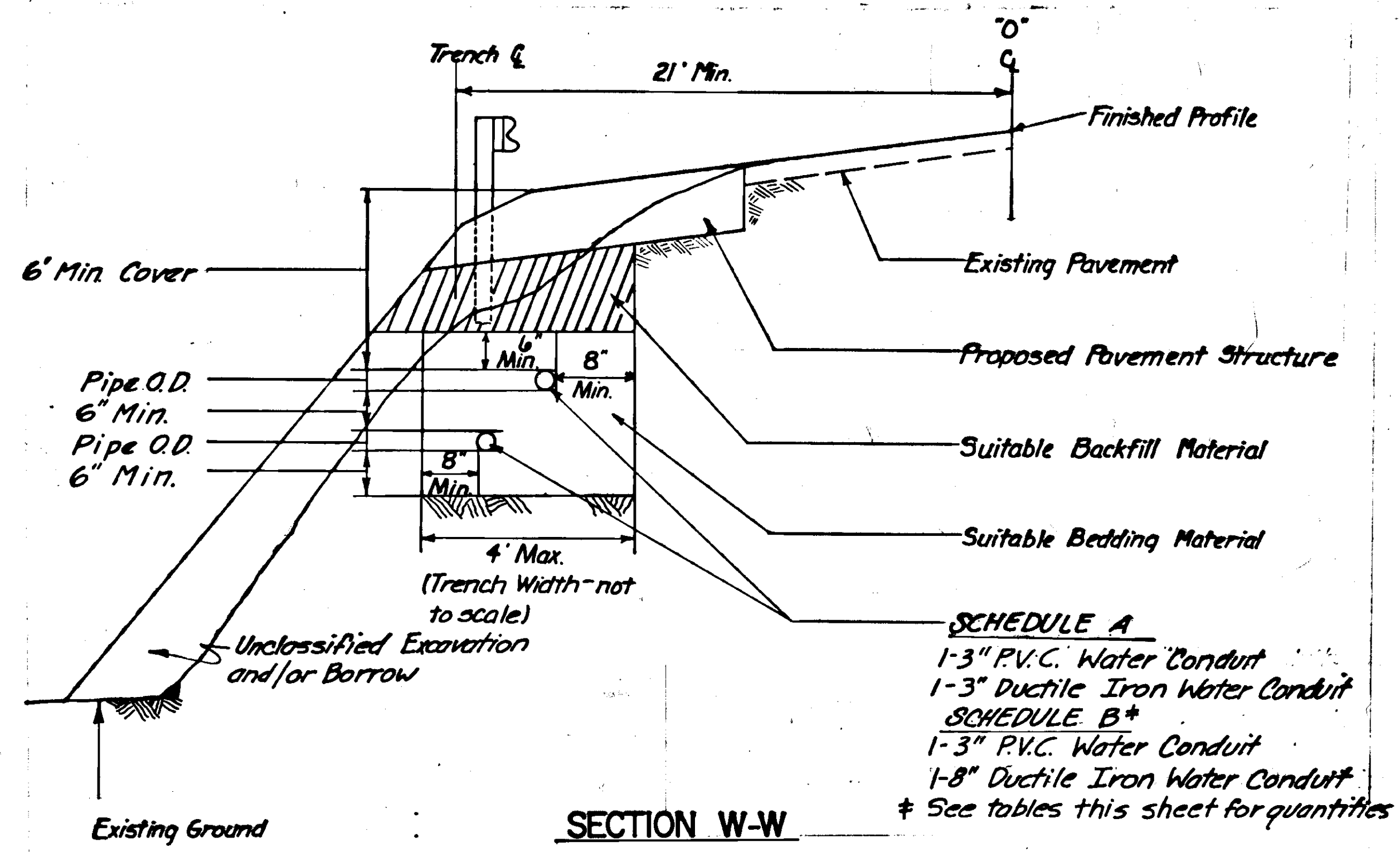
SUPPLEMENTAL WORK

ESTIMATE OF QUANTITIES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	6	47

[illegible]

SUPPLEMENTAL WATER CONDUITS
SCHEDULE "A" & "B"



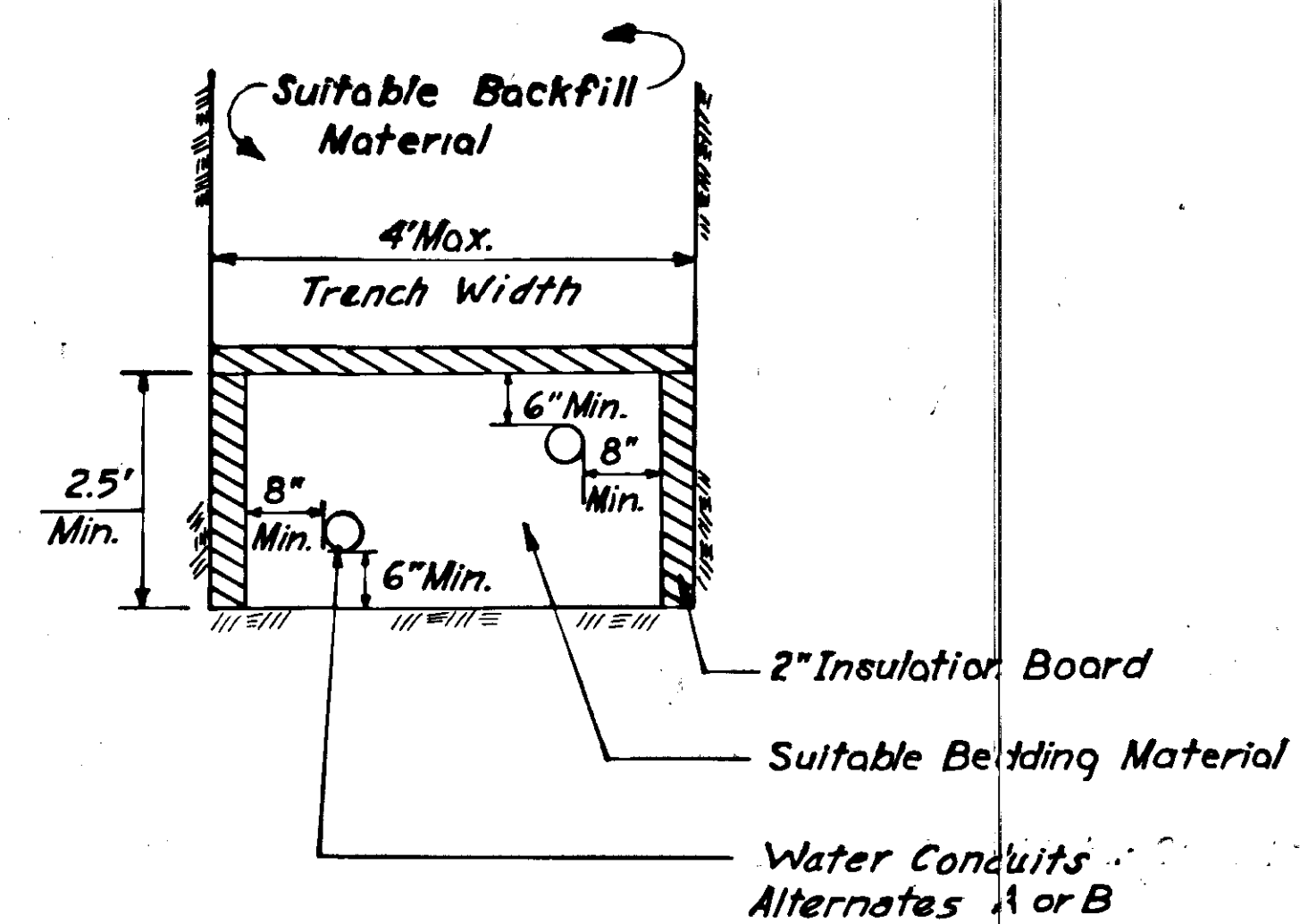
- NOTES**
1. Section W-W shall apply to Schedules A or B.
 2. "0" 91+60 to "0" 91+75 and "0" 101+55 to "0" 101+96; Lt. cuts in the existing Asphalt Pavement shall be patched. See Culvert Patch Detail on sheet no. 8. Payment for the above culvert patches shall be considered incidental to other items of work.
 3. "0" 96+06 to "0" 96+14 and "0" 98+96 to "0" 99+04 2" insulation board shall be installed over the water conduits. See Detail A this sheet. Payment for the above work shall be considered incidental to other items of work.
 4. See Standard Drawing U-03.00 for thrust block details.

WATER MAIN APPURTENANCES				
STATION	OFFSET			REMARKS
	Lt.	Rt.		
SCHEDULE A				
"0' 91+43		45'	* Cap Both Lines	
"0' 91+75	10'		* Install 2-45 Degree Bend	
"0' 100+03	38'		* Install 2-3"x3"x3" Tees &	Cap Open Ends.
"0' 100+25	43'		* Install 2-22½ Degree Bend	i.
"0' 101+83	56'		* Install 2-45 Degree Bends	
"0' 101+96	85'		* Cap Both Lines	
SCHEDULE B				
"0' 91+40		30' 42"	Install 6" G.V. & V.B.	
"0' 91+10		30'	* Cap open end of 6" G.V.	
"0' 91+40		45'	* Install 6" x8"x8" Tee	
"0' 91+43		45'	* Cap Both Lines	
"0' 91+75	10'		* Install 2-45 Degree Bends	
"0' 100+03	38'		* Install 3"x3"x3" Tee & Cap	Open End
"0' 100+03	38'		* Install 8"x8"x8" Tee & Cap	Open End
"0' 100+25	43'		* Install 2-22½ Degree Bend	
"0' 101+75	78'		Install 6" G.V. & V.B.	
"0' 101+75	78'		* Cap Open End of 6" G.V.	
"0' 101+83	56'		* Install 2-45 Degree Bends	
"0' 101+89	70'		* Install 1-6"x8"x8" Tee	
"0' 101+96	85'		* Cap Both Lines	

NOTE:
* Payment for these appurtenances are considered incidental to the water conduits.

WATER MAIN INSTALLATION						
SIZE	TYPE	L.F.	WORK	FROM TO	STATION	REMARKS
SCHEDULE A						
3"	D.I.	1130	Install	"0" 91+43 Lt.		See Section W-W this Sheet
				"0" 101+96 Lt.		
3"	P.V.C	1130	Install	"0" 91+43 Lt.		
				"0" 101+96 Lt.		
SCHEDULE B						
3"	P.V.C	1130	Install	"0" 91+43, Rt. +43		See Section W-W this sheet
		1140		"0" 101+96 Lt. +78		
6"	D.I.	1130	Install	"0" 91+40, Rt. +40		
				"0" 91+43, Rt.		
6"	D.I.	1130	Install	"0" 101+70, Lt.		
				"0" 101+86, Lt.		
8"	D.I.	1130	Install	"0" 91+40, Rt. +40		
				"0" 101+96 Lt.		

* Same Station as P.V.C.



DETAIL A

FILL			CUT			TABLE OF SLOPES						FILL			CUT		
Lt.	Rt.	STATION	Lt.	Rt.		Lt.	Rt.	STATION	Lt.	Rt.		Lt.	Rt.	STATION	Lt.	Rt.	
4:1F	4:1F	"L" BOP				1 1/2:1F	50:1F	"O" 95+75						"O" 175+75	2:1C	1 1/2:1C	
		"L" 33+50						"O" 97+75						"O" 177+75			
		"L" 38+50		2:1C		1 1/2:1F	50:1F	"O" 98+25						"O" 178+25	2:1C	2:1C	
4:1F	4:1F	"L" 42+25						"O" 99+25						"O" 178+75			
3:1F		"L" 42+75				2:1F	50:1F	"O" 99+75				1 1/2:1F		"O" 181+75		2:1C	
2:1F	4:1F	"L" 43+25				2:1F	4:1F	"O" 100+75				4:1F	4:1F	"O" 182+25			
		"L" 43+75		2:1C		3:1F	50:1F	"O" 102+25						"O" 185+50	1 1/2:1C	1 1/2:1C	
	4:1F	"L" 44+75				2:1F		"O" 103+25				4:1F	4:1F	"O" 187+50			
		"L" 47+25		2:1C				"O" 104+75	4:1C			4:1F		"O" 188+75		1 1/2:1C	
	4:1F	"L" 48+25				4:1F		"O" 105+25				1 1/2:1F		"O" 190+25		1 1/2:1C	
2:1F		"L" 48+75		2:1C		2:1F	50:1F	"O" 105+75					4:1F	"O" 190+75			
4:1F		"L" 49+25				2:1F	4:1F	"O" 106+25				1 1/2:1F		"O" 193+25		1 1/2:1C	
		"L" 53+25	2:1C	2:1C				"O" 106+75		2:1C		4:1F		"O" 194+75			
		"L" 55+75	2:1C	1 1/2:1C	1 1/2:1F			"O" 107+75						"L" 199+00	1 1/2:1C	1 1/2:1C	
4:1F		"L" 56+25				2:1F	4:1F	"O" 109+75									
		"L" 56+75	2:1C			4:1F	50:1F	"L" 140+75									
2:1F		"L" 58+25		1 1/2:1C	1 1/2:1F	50:1F		"L" 144+75									
		"L" 61+25	2:1C	2:1C				"L" 145+25		2:1C							
		"L" 64+75		1 1/2:1C	1 1/2:1F	50:1F		"L" 147+75									
		"L" 65+75		2:1C	2:1F			"L" 151+50									
4:1F		"L" 66+25				4:1F	50:1F	"L" 151+75									
		"L" 69+75		2:1C				"L" 152+75		2:1C	2:1C						
	2:1F	"L" 72+25	2:1C			4:1F	50:1F	"L" 153+75									
4:1F	2:1F	"L" 73+50				1 1/2:1F		"L" 154+75									
4:1F	4:1F	"L" 75+50				1 1/2:1F		"L" 155+75									
	4:1F	"L" 78+50	2:1C			4:1F		"L" 157+75									
2:1F	2:1F	"L" 79+50				1 1/2:1F	50:1F	"L" 158+25									
		"L" 81+50	2:1C			2:1F	1 1/2:1F	"L" 159+25									
	1 1/2:1F	"L" 83+00	1 1/2:1C			4:1F		"L" 160+25		2:1C							
		"O" 85+25		2:1C		4:1F		"L" 160+75		1 1/2:1C							
4:1F		"O" 85+75	1 1/2:1C					"L" 161+25			2:1C						
4:1F		"O" 86+25	2:1C			50:1F		"L" 162+75		1 1/2:1C							
4:1F	1 1/2:1F	"O" 86+75				4:1F		"L" 163+75		2:1C							
		"O" 87+75	1 1/2:1C			2:1F		"L" 167+75									
	1 1/2:1F	"O" 88+75	2:1C			1 1/2:1F		"L" 169+75									
4:1F		"O" 89+75	2:1C			4:1F		"L" 171+75		1 1/2:1C							
		"O" 91+25		2:1C		2:1F		"O" 172+25			2:1C						
4:1F		"O" 91+75	2:1C			2:1F		"O" 173+75			2:1C						
	50:1F	"O" 92+75				1 1/2:1F	4:1F	"O" 174+25									
4:1F		"O" 93+25	2:1C			1 1/2:1F		"O" 175+75			1 1/2:1C						
1 1/2:1F		"O" 95+75	2:1C								2:1C	1 1/2:1C					

STATION	REMOVAL & DISPOSAL OF CULVERTS	HEIGHT OF COVER	18" PIPE CONDUIT	24" PIPE CONDUIT
"L" 32+50	34' +	1.5'	58' *	
"L" 35+00	30'	1.5'	46'	
"L" 38+27	43' *			
"L" 38+53		3.0'		72' *
"L" 41+14	41'	1.5'	54'	
"L" 44+55	30' *			
"L" 44+38			42'	
"L" 44+80		3.0'		72' *
"L" 49+75	41'	1.5'	54'	
"L" 50+53	40'	1.5'	58'	
"L" 50+82		1.5'	56'	
"L" 52+36		1.5'	54' 52	
"L" 53+94		1.5'	54'	
"L" 55+30	32'	1.5'	52'	
"L" 57+50	52' +			
"L" 57+85		3.0'		76' *
"L" 58+96	28'	1.5'	52'	
"L" 59+97		1.5'	58' *	
"L" 60+39	51'	2.0'		56' *
"L" 58+35		2.0'	54'	
"L" 61+15	46'	1.5'	60'	
"L" 61+54	34'	1.5'	42'	
"L" 63+40		1.5'	50'	
"L" 64+75	21' +	1.5'	50'	
"L" 65+54	43' +			
"L" 68+94	24'	1.5'	46'	
"L" 71+25			46'	
"L" 70+63	48' *	3.5'		68' *
"L" 72+59	24' +	1.5'	46'	
"L" 75+39	93'	3.0'		90' *
"L" 76+36	20'			
"L" 76+49		1.5'	32' *	
"L" 77+72	19'	1.5'	46'	
"L" 79+32	72'	6.5'		72' *
"L" 80+86	19'	1.5'	44'	
"L" 81+49	20'	1.5'	48'	
"L" 83+50		1.5'	54' *	
"O" 86+24	74' +	2.0'		86' *
"O" 91+43	60'			
FC 4+16				36'
"O" 93+67	49' *			
"L" 96+04	60'			
"L" 97+69	34'			
"O" 105+87	51'			
"O" 107+09	20'			
"O" 107+96	23'			
"O" 91+20				66'
"L" 139+25	25'			
"L" 140+19	42' *			
"L" 141+20	40'			
"L" 143+07	26'			
"L" 143+46	46' *			
"L" 144+18	24'			
"BH" 10+34			19'	
"L" 145+70	51' *			
"L" 147+59	29'			
"L" 147+92	70' *			
"BH" 10+85	40' +			
"L" 148+49	75' +			
"L" 150+74	51' *			
"L" 151+50		1.5'	86'	
"L" 153+46	31'			
"L" 155+05	46'			
"L" 158+07	78' *			
"L" 156+95	45'			
"L" 146+25			44'	
"L" 147+77			20'	

* Not installed
+ Remained in place

CULVERT SUMMARY						STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
						ALASKA	F-093-2(8)	1979	8	47
INSTALL	INSTALL									
4" PIPE CONDUIT	STATION	REMOVAL & DISPOSAL OF CULVERTS	HEIGHT OF COVER	8" PIPE CONDUIT	18" PIPE CONDUIT	24" PIPE CONDUIT	36" PIPE CONDUIT	60" PIPE CONDUIT	10' O' PIPE CONDUIT	REMARKS
	"L" 158+50	105'	15.0'					106' *		
	"L" 159+89	24'								
	"L" 160+17	36'	1.5'		48'					
	"L" 160+49	20'								
	"L" 161+54	52'								
	"L" 162+06	40'	1.5'		56'					
	"L" 163+43	70'								
	"L" 163+07	20'								
	"L" 164+07	45'								
	"L" 165+34	42'								
	"L" 165+40	30'								
	"L" 165+74	26'								
	"L" 167+33	50' *								
	"L" 167+00				70'					
	"L" 169+49	113' *								
	"L" 169+75	20'	1.5'		38'					
	"L" 172+13	30'								
	"L" 173+82	20' +								
	"L" 173+92 (74+00)	75' +	4.0'			80' *	114'			Skew 17 Degrees Lt. Back
	"L" 175+63	30'	1.5'		49' *					
	"L" 164+85			6'						
	"O" 176+13	19'	1.5'		32'					
	"O" 177+23		1.5'		54' *					
	"O" 177+60	19'	1.5'		46'					
	"O" 179+20	48' +								
	"O" 179+78				58' *					
	"O" 180+90		20'						90'	Skew 14 Degrees Lt. Ahead Step
	"O" 183+05	28' +								Bevel Upstream End For 1.5:1 Slope
	"O" 186+77	59'	1.5'			56' *	68'			
	"O" 187+50	41'	1.5'		50' *					
	"O" 188+94	27'	1.5'		44'					
	"O" 191+22		1.5'		52'					
	"O" 192+88	48'	4.0'			64' *				
	"O" 195+55	20'	1.5'		50'					
	"O" 191+84	48'	4.0'			76' *				Band outlet end to existing 24" CMP
	"O" 196+47	45'								
	"O" 196+50		1.5'			120' *				
	"O" 196+63	30'	1.5'		54'					

MAILBOX SUMMARY				
STATION	Lt	Rt	no. of boxes	REMARKS
"L" 8+67		X	2	See section 201 of Specifications
"L" 10+26		X	1	
"L" 22+69	X		1	
"L" 32+35	X		1	
"L" 41+33		X	2	
"L" 49+50	X			
"L" 44+48		X	1	
"L" 54+86	X		1	
"L" 61+21	X		1	
"L" 61+42	X		1	
"L" 76+85	X		1	
"O" 96+10	X	*	1	
"L" 82+17	X		1	
"O" 97+95		X	1	
"O" 108+82		X	1	
"L" 140+46	X		1	
"L" 141+00	X		1	
"L" 142+87	X		1	
"L" 146+24	X		1	
"O" 177+40		X	1	
"O" 182+93	X		1	
"O" 191+85	X		1	
"O" 179+60		X	1	
"O" 189+00		X		
"O" 192+35	X		3	
"O" 195+47	X		1	

MANHOLE SUMMARY							
STATION	OFFSET TO E OF M.H. COVER		EXISTING COVER EI.	PROPOSED COVER EI.	ADJUST	Recon- struct	REMARKS
	Lt.	Rt.					
"O" 90+14.40		29.6	88.10	91.06		X	
"O" 92+42.30		22.3	88.55	90.13		X	* See Note Below
"O" 96+42.10		18.2	77.91	78.41	X		
"O" 99+15.00		21.7	69.43	71.50		X	* See Note Below
"O" 99+99.50		21.7	68.09	71.16		X	* See Note Below
"O" 101+24.00		18.0	66.96	68.77		X	
"O" 101+69.30	35.2						No work required
"O" 102+23.70		18.3	66.76	68.56		X	
"O" 103+28.80		18.9	66.64	68.33		X	
"O" 104+35.20		17.6	66.28	68.19		X	
"O" 105+58.00		21.4	65.61	68.35		X	* See Note Below
"O" 106+89.60		23.9	65.46	68.15		X	* See Note Below
"O" 109+16.50		23.8	65.74	67.68		X	* See Note Below
"L" 141+76.10		22.0	63.03	65.17		X	* See Note Below
"L" 144+39.00		22.0	57.77	59.04		X	* See Note Below
"L" 147+35.00		19.0	49.69	51.01		X	
"LR" 149+81.00		15.5					No work required
"L" 152+22.00		22.0	45.23	45.97	X		* See Note Below
"L" 154+48.00		22.3	42.85	45.63		X	
"L" 158+08.00		27.0	43.80	44.87		X	
"L" 159+02.40		15.5	43.86	45.71		X	* See Note Below
"L" 159+40.80		27.1	43.74	46.61		X	
"L" 161+02.70		16.6	45.27	46.15	X		
"L" 162+90.70		16.2	45.89	46.73	X		
"L" 166+43.50		15.3	50.33	51.49		X	
"L" 167+92.80		19.2	52.89	54.79		X	
"L" 169+56.50		20.4	58.10	58.77	X		
"O" 172+12.50		17.5	68.59	68.89	X		
"O" 174+13.90		17.2	72.64	73.56	X		
"O" 176+27.50		14.9	73.70	74.18	X		
"O" 178+59.70		34.7					No work required
"O" 179+60.50		40.6	72.53	74.34		X	

GUARDRAIL SUMMARY							
FROM STATION	TO STATION	OFFSET		REMOVE & DISPOSE	Reconstruct	INSTALL	REMARKS
		Lt.	Rt.				
"L" 77+90*	"L" 82+40		X		450 L.F.		
"L" 82+40	"L" 83+35 #		X			100 L.F.	R=25'; L=37.5'
"O" 86+11	"O" 89+50		X	362.5 L.F.			
"O" 85+65 #	"C-O" 10+47*		X		437.5 → 385 L.F.	R=20'; L=31.25' & R=54'; L=62.5'	
"L" 69+50 + 62.5	"L" 72+80 + 88.5		X		337.5 → 380 L.F.		
"FC-O" 4+34, 42, RT.	"O" 91+20, LT.			250.0 L.F.			
"FC-O" 4+34, 42, RT.	"O" 91+57, LT.					250 L.F.	R=65'; L=31.25' - R=38'; L=62.5'
68+62	69+50		X		87.5	125 L.F.	
"O" 93+00*	"O" 100+00*		X		613.75	780 L.F.	
"O" 139+40*	"L" 148+00*		X			875 L.F.	R=20'; L=37.5'
"BH" 10+69* & 75	"BH" 12+25* & 75		X		156.25	178 L.F.	R=60'; L=50.0'
"L" 158+17	"L" 158+39		X	75 L.F.			
"L" 158+10 #	"L" 158+30 #		X		62.5	87.5 L.F.	R=37.5'; L=37.5'
168+82	168+90		X			25 L.F.	
"L" 168+40* + 50	"L" 169+46* + 50		X		75	188 L.F.	
"O" 180+13	"O" 180+40		X	37.5 L.F.			
"O" 180+21	"O" 180+40		X	18.75 L.F.			
"O" 181+65	"O" 181+77		X	12.5 L.F.			
"O" 181+65	"O" 181+84		X	18.75 L.F.			
"O" 177+75* + 85	"O" 182+92* + 82		X	500	380 L.F.	R=25.0'; L=20'	
"O" 179+98 #	"O" 182+87* + 35		X	287.5	380 L.F.	R=37.5'; L=62.5'	
"O" 188+75 #	"O" 192+00 + 91.90		X	343.75	362.5 L.F.	R=25.0'; L=37.5'	
"O" 192+20 #	"O" 193+50*		X	143.75	212.5 L.F.	R=25.0'; L=37.5'	
"L" 199+73 #	"L" 200+60 + 9.3		X	125	87.5 L.F.	Connect W. end to existing rail.	
"L" 6+00	"L" 6+42		X	42 L.F.		Not installed	
"L" 6+80 + 12	"L" 6+50*		X		37.5	58 L.F.	
"L" 6+85*			X				See note 8.
On East Approach Rails of Brotherhood B.			X				See note 8.
"L" 199+84*			X				See note 8.
168+70	168+82		X		12.5		
200+60 61+45	200+15 62+70		X		37.5	125 L.F.	

- NOTES**
- Guardrail lengths and locations shown in the above table are approx. only and are subject to minor revisions.
 - All guardrail radii of 150' or less shall be shop formed, radius and approx. length are indicated in the table above.
 - All guardrail installations shall utilize Type I posts.
 - *Indicates installation of Terminal End Section.
 - #Indicates installation of Standard End Section. See Detail Below.
 - #Indicates installation of Buried Anchor Terminal. See Standard Drawing G-15.00 for details.
 - "L" 77+90 to "L" 82+40 no wood post shall be allowed.
 - All labor and materials required to install the Terminal End Sections on the existing rail at these locations shall be considered incidental to pay item 606(1) "Beam Type Guardrail".

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	9	47

Premolded joint filler
Cold-poured liquid polymer joint sealer or AC-5 asphalt cement

NOTES

- Premolded expansion joint filler and liquid polymer joint sealer (see specifications) or AC-5 asphalt cement shall be considered incidental to Item 608(3) "Asphalt Sidewalk" and no separate payment shall be made therefore.
- Curb & Gutter expansion joints shall be at the end of the curb return, and immediately following and preceding curb cuts. Thereafter they shall be placed at intervals of 30' except where shorter sections are needed for closure.
- Indicates Curb, Gutter, and sidewalk transition area. The entire area shall be constructed with the same type of concrete used in the standard type curb and gutter. The face of curb shall transition smoothly from the normal gutter pan elevation to full height in the length indicated on the intersection details. Payment for this work shall be considered incidental to 609(2) "Curb and Gutter, Standard Type".

CURB EXPANSION JOINT & TRANSITION DETAILS

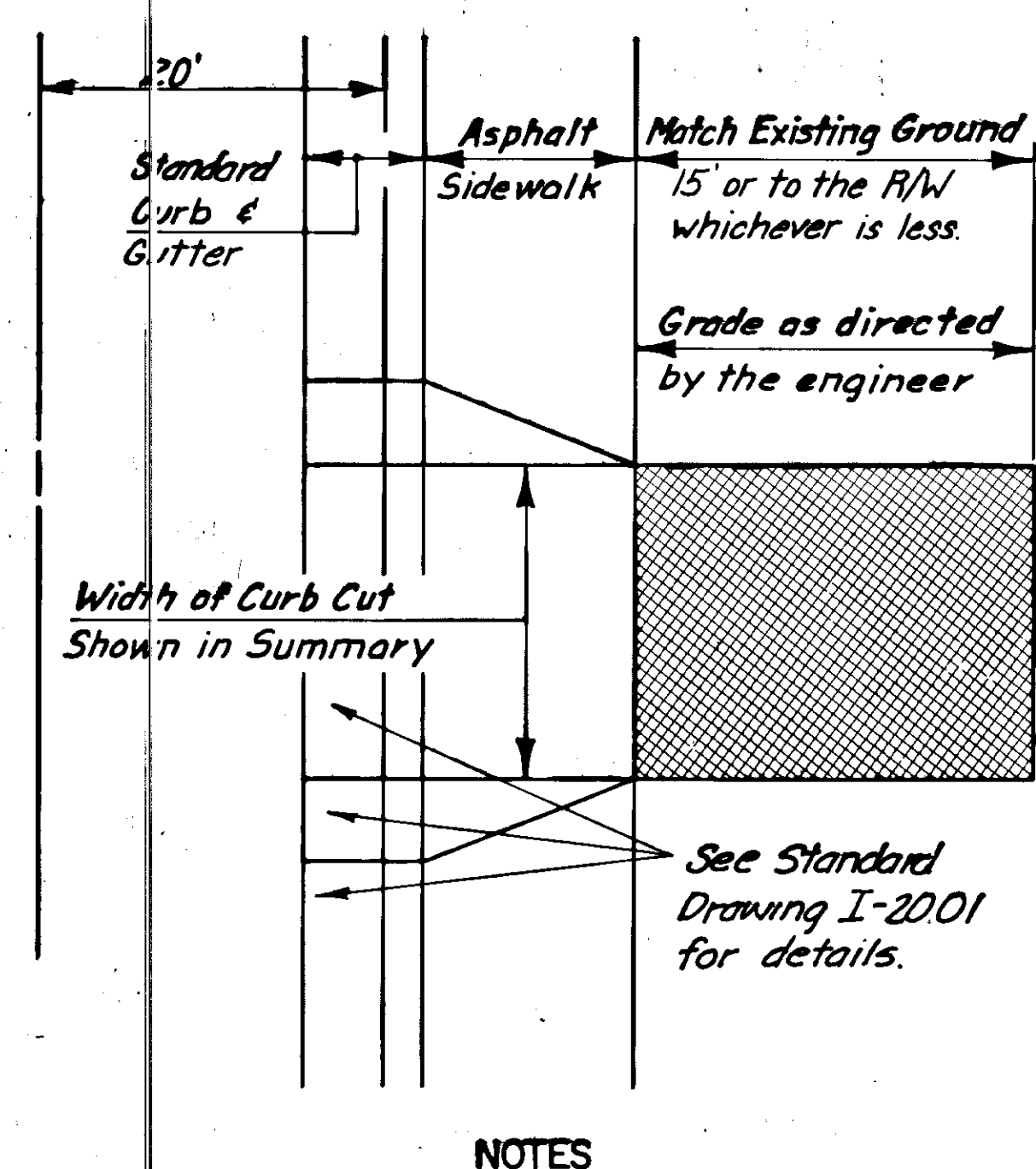
REMOVAL OF STRUCTURES & OBSTRUCTION SUMMARY				
FROM STATION	TO STATION	Lt.	Rt.	REMARKS
"O" 107+50		X		Existing 5' X 20' Wooden Stairway
"L" 147+30; 100' Lt.		X		Existing Wooden Bldg on Skids
"L" 163+59; 42' Lt.		X		Existing 3'x3' Wooden Manhole
"O" 154+10		X		Existing 5' X 20' Wooden Stairway
"L" 168+30		X		Existing Boathouse lean-to addition
"O" 176+80	"O" 176+90		X	Existing 5' X 10' Wooden Stairway
"O" 180+40	"O" 181+65		X	Existing Waydelich (Wadleigh) Creek Bridge

STAIRWAY SUMMARY			
STATION	Lt.	Rt.	REMARKS
"O" 107+50	X		See Standard Drawing M-05.01 for more details
"O" 154+10	X		
"O" 176+80		X	

NOTES

- All existing manholes have eccentric cones which are attached to the manhole sections with a mortar joint. Depth of the cone-manhole section joint varies from 2' to 5' below the existing cover elevation.
- The cone-manhole joint shall be remortared in accordance with subsection 604-3.01.
- * Indicates the existing eccentric cones that shall be rotated 180 degrees prior to adjusting or reconstructing the existing manhole.
- All manholes have existing ladders that will require adjustment and/or relocation. All labor and material required to accomplish this work shall be considered incidental to pay items 604 (3 & 4).

*May be 6" or 8" Mod Terminal Post or TS 6x6x0.1875 Terminal Post with Soil Plate



- NOTES**
- Shaded area shall be constructed with the same Pavement Structure used for the sidewalk.
 - Payment for the shaded area shall be made under Section 608(3).

CURB CUT SUMMARY				
STATION	Lt.	Rt.	WIDTH	REMARKS
"O" 91+43		X	34'	
"L" 96+23		X	20'	
"L" 97+79		X	30'	
"O" 107+09		X	14'	See Detail This Sheet
"O" 107+94		X	20' 28	
"O" 109+26		X	16'	
"L" 139+24		X	16' 28	
"L" 140+41		X	20'	
"L" 141+20		X	24'	
"L" 143+04		X	20'	
"L" 144+14		X	16'	
"L" 146+32		X	14'	
"L" 147+55 147+75		X	20'	
"L" 153+46		X	24'	
"L" 155+32		X	20'	
"L" 156+96		X	24'	Depress Curb Cut as directed by engineer.
"L" 159+88		X	16'	
"L" 160+30 160+30		X	14' 16	
"L" 161+54		X	40'	
"L" 162+44		X	14'	
"L" 164+20		X	24'	
"L" 165+34 165+34		X	18'	
"L" 167+01		X	16'	
"L" 168+17		X	14'	
"L" 163+43		X	24'	

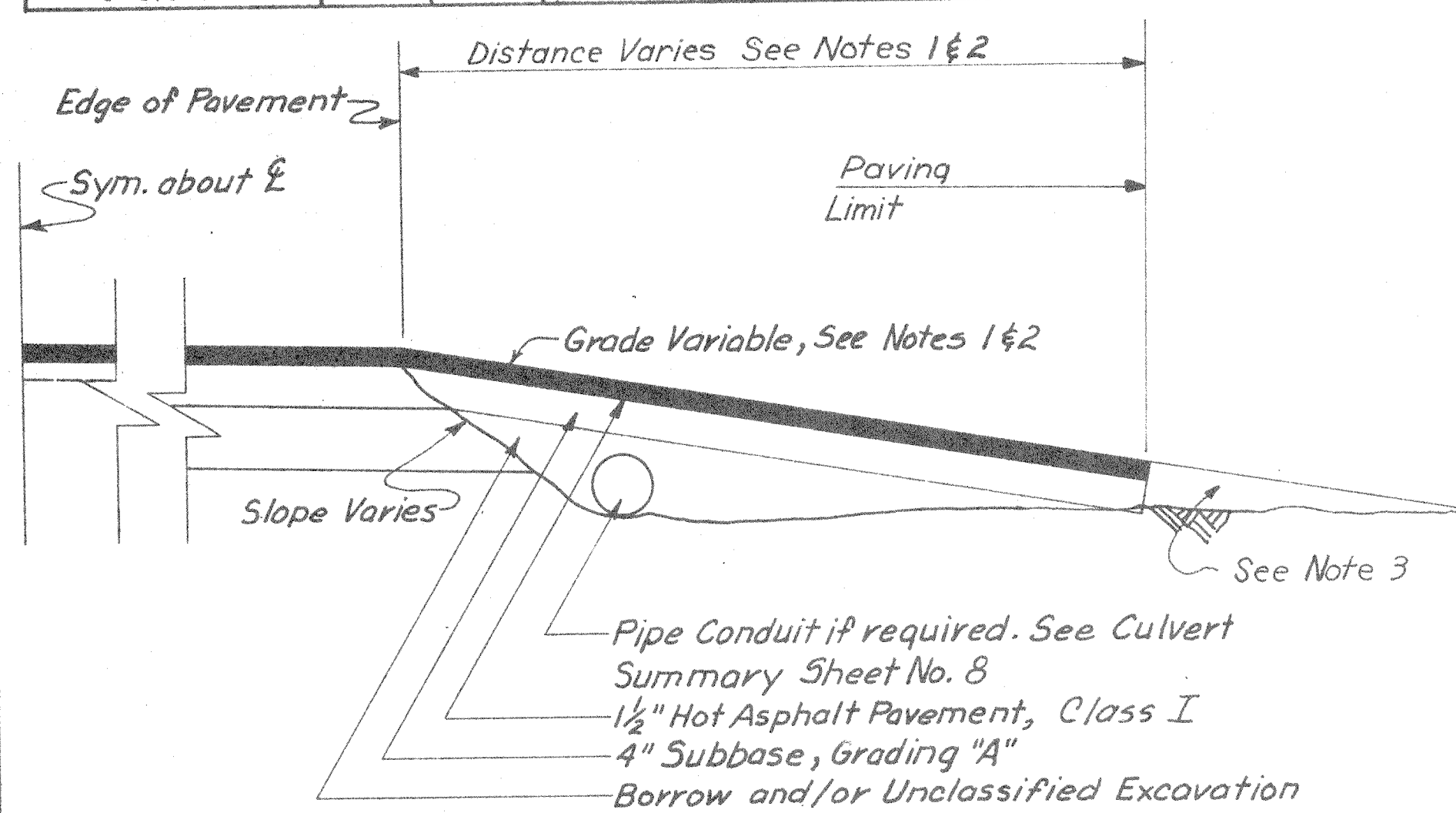
MONUMENT SUMMARY

STATION	POINT	MONUMENT
"L" 14+00.00	P.O.T.	X ✓
"L" 28+76.45	P.I.	X ✓
"L" 37+50.00	P.O.T.	X ✓
"L" 46+32.00	P.I.	X ✓
"L" 56+66.27	P.I.	X ✓
"L" 63+66.11	P.S.	X ✓
"L" 67+16.11	P.S.C.	X ✓
"L" 69+68.70	P.C.S.	X ✓
"L" 73+18.70	P.T.	X ✓
"L" 83+94.71 Bk. =	P.O.T.	X ✓
"O" 83+94.71 Ahd.	P.S.	X ✓
"O" 86+94.71	P.S.C.	X ✓
"O" 89+66.34	P.O.C.	X ✓
"O" 91+55.85	P.C.S.	X ✓
"O" 94+55.85	P.T.	X ✓
"O" 97+72.05	P.S.	X ✓
"O" 100+72.05	P.S.C.	X ✓
"O" 105+02.05	P.C.S.	X ✓
"O" 110+02.05 Bk. =	P.T.	X ✓
"L" 136+66.31 Ahd.	P.O.T.	X ✓
"L" 145+42.20	P.C.	X ✓
"L" 147+84.70	P.C.S.	X ✓
"L" 148+84.70	P.S.C.	X ✓
"L" 150+01.90	P.C.S.	X ✓
"L" 152+01.90 Bk. =	P.T.	X ✓
"L" 152+10.65 Ahd.	P.O.T.	X ✓
"L" 156+08.01	P.S.	X ✓
"L" 159+08.01	P.S.C.	X ✓
"L" 159+52.74	P.C.S.	X ✓
"L" 162+52.14	P.T.	X ✓
"L" 167+19.53	P.I.	X ✓
"L" 174+34.25	P.I.	X ✓
"O" 174+34.25	P.R.C.	X ✓
"O" 176+55.84	P.T.	X ✓
"O" 180+48.87	P.S.	X ✓
"O" 187+77.43	P.S.C.	X ✓
"O" 192+19.60	P.C.S.	X ✓
"O" 197+19.60 Bk. =	P.T.	X ✓
"L" 197+28.99 Ahd.	P.O.T.	X ✓

APPROACH SUMMARY

STATION	Lt.	Rt.	WIDTH	RADIUS	REMARKS
"L" 8+41	X		20' ✓	25' ✓	† See Note 1.
"L" 8+44		X	14' ✓	25' ✓	†
"L" 10+20	X		28' ✓	25' ✓	*Industrial Blvd. See Note 2.
"L" 13+35		X			Remove Approach
"L" 13+84		X	23' ✓	25' ✓	*Wildmeadow Lane
"L" 17+02	X		14' ✓	25' ✓	†
"L" 19+49	X		16' ✓	25' ✓	†
"L" 23+03	X		28' ✓	25' ✓	*Jensine St.
"L" 24+51		X	16' ✓	25' ✓	†
"L" 26+13		X	14' ✓	25' ✓	† See Note 4
"L" 26+40	X		25' ✓	25' ✓	†
"L" 29+00		X	14' ✓	25' ✓	†
"L" 32+51	X		28' ✓	25' ✓	*Sherwood Lane
"L" 35+00	X		17' ✓	25' ✓	†
"L" 38+19		X	14' ✓	25' ✓	†
"L" 41+03	X		28' ✓	25' ✓	†
"L" 41+14		X	22' ✓	25' ✓	†
"L" 44+38		X	14' ✓	25' ✓	†
"L" 46+12	X		28' ✓	25' ✓	*Mendenhall Peninsula Rd.
"L" 49+75	X		24' ✓	25' ✓	†
"L" 50+53		X	28' ✓	25' ✓	*Hamilton St.
"L" 50+82	X		24' ✓	25' ✓	†
"L" 52+36	X		24' ✓	25' ✓	†
"L" 53+93	X		22' ✓	25' ✓	†
"L" 55+30		X	14' ✓	25' ✓	†
"L" 58+35	X		22' ✓	25' ✓	†
"L" 58+96		X	14' ✓	25' ✓	†
"L" 59+96	X		14' ✓	25' ✓	†
"L" 61+15		X	40' ✓	25' ✓	† See sh. 14 for details
"L" 61+54	X		14' ✓	25' ✓	†
"L" 63+60	X		14' ✓	25' ✓	†
"L" 68+75	X		14' ✓	25' ✓	†
"L" 68+94	X		16' ✓	25' ✓	†
"L" 71+25	X		16' ✓	25' ✓	†
"L" 72+59	X		14' ✓	25' ✓	†
"L" 76+35	X		16' ✓	25' ✓	†
"L" 76+65	X		14' ✓	25' ✓	†
"L" 77+10		X	20' ✓	25' ✓	†
"L" 77+72	X		18' ✓	25' ✓	†
"L" 79+76	X		14' ✓	25' ✓	†
"L" 80+03	X		15' ✓	25' ✓	†
"L" 80+86	X		14' ✓	25' ✓	†
"L" 81+49	X		16' ✓	25' ✓	†
"L" 83+80		X	28' ✓	25' ✓	†
"L" 83+15	X		60' ✓	25' ✓	†
"O" 85+50		X	24' ✓	25' ✓	†
"O" 90+00 to "O" 172+00	All Approaches on the right are listed in the curb cut summary on sh. 9				
"O" 100+54	X		14' ✓	25' ✓	†
"O" 101+03	X		16' ✓	25' ✓	†
"O" 103+00	X		40' ✓	25' ✓	†
"O" 103+27	X		15' ✓	25' ✓	†
"O" 107+03	X		22' ✓	25' ✓	†
"O" 109+35	X		14' ✓	25' ✓	†
"O" 109+45	X		14' ✓	25' ✓	†
"L" 138+92	X		40' ✓	25' ✓	†
"L" 149+50	X		40' ✓	25' ✓	†
"L" 150+52	X		14' ✓	25' ✓	†
"L" 151+34	X		14' ✓	25' ✓	†
"L" 151+73	X		22' ✓	25' ✓	†
"L" 152+58	X		22' ✓	25' ✓	†
"L" 153+33	X		14' ✓	25' ✓	†
"L" 155+43	X		24' ✓	25' ✓	†
"L" 156+95	X		24' ✓	25' ✓	†
"L" 157+99		X			*Auke Bay School App.
"L" 159+07	X		16' ✓	25' ✓	†
"L" 160+17	X		24' ✓	25' ✓	†
"L" 162+06	X		24' ✓	25' ✓	†
"L" 163+06	X				Remove Approach
"L" 163+80	X		24' ✓	25' ✓	†
"L" 165+34	X		24' ✓	25' ✓	†
"L" 165+75	X		18' ✓	25' ✓	†
"L" 166+74	X		14' ✓	25' ✓	†
"L" 167+01	X		14' ✓	25' ✓	†
"L" 168+19 (69+10)	X		14' ✓	25' ✓	†
"L" 169+58		X			*Bayview St
"L" 169+75	X		20' ✓	25' ✓	†

STATION	Lt.	Rt.	WIDTH	RADIUS	REMARKS
"L" 171+59	X		14' ✓	25' ✓	†
"O" 172+16	X		22' ✓	25' ✓	†
"O" 172+16		X			*Seaview St.
"O" 173+70		X	40' ✓	25' ✓	†
"O" 174+62	X		22' ✓	25' ✓	†
"O" 175+64		X	16' ✓	25' ✓	†
"O" 176+13	X		14' ✓	25' ✓	†
"O" 177+23		X	44' ✓	25' ✓	†
"O" 177+59	X		14' ✓	25' ✓	†
"O" 179+79		X	20' ✓	25' ✓	†
"O" 183+05	X		14' ✓	25' ✓	†
"O" 187+26	X		14' ✓	25' ✓	†
"O" 187+51		X	20' ✓	25' ✓	†
"O" 188+94		X	14' ✓	25' ✓	†
"O" 191+23		X	22' ✓	25' ✓	†
"O" 192+11	X		20' ✓	25' ✓	†
"O" 195+55	X		14' ✓	25' ✓	†
"O" 196+47		X	14' ✓	25' ✓	†
"O" 196+64	X		14' ✓	25' ✓	†



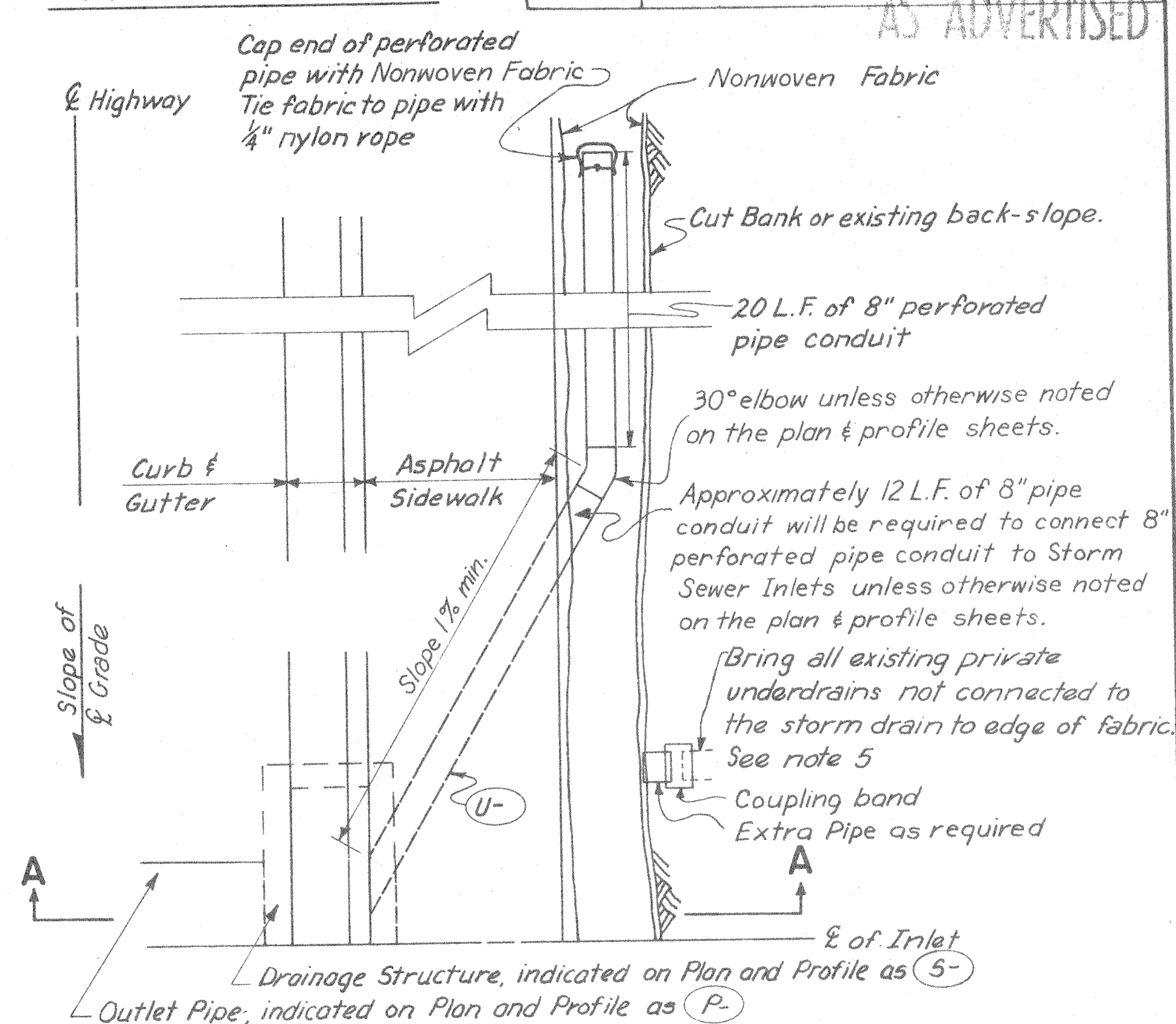
NOTES

- † Indicates approaches to be reconstructed with the materials detailed above. Paving limits shall be 20' beyond the edge of pavement or to the R/W line whichever is less.
- * Indicates approaches to be reconstructed with 1 1/2" Hot Asphalt Pavement, MC-30 for Prime Coat, 4" Crushed Aggregate, and 9" Subbase, Grading "A". Paving limits and finished profile grades are shown on the plan and profile sheets, or intersection details.
- This area shall be surfaced with unclassified excavation and/or borrow, topped with 5" of subbase, Grading "A", unless otherwise directed by the engineer.
- Unless otherwise directed by the engineer these approaches will not require any Subbase, Grading "A".

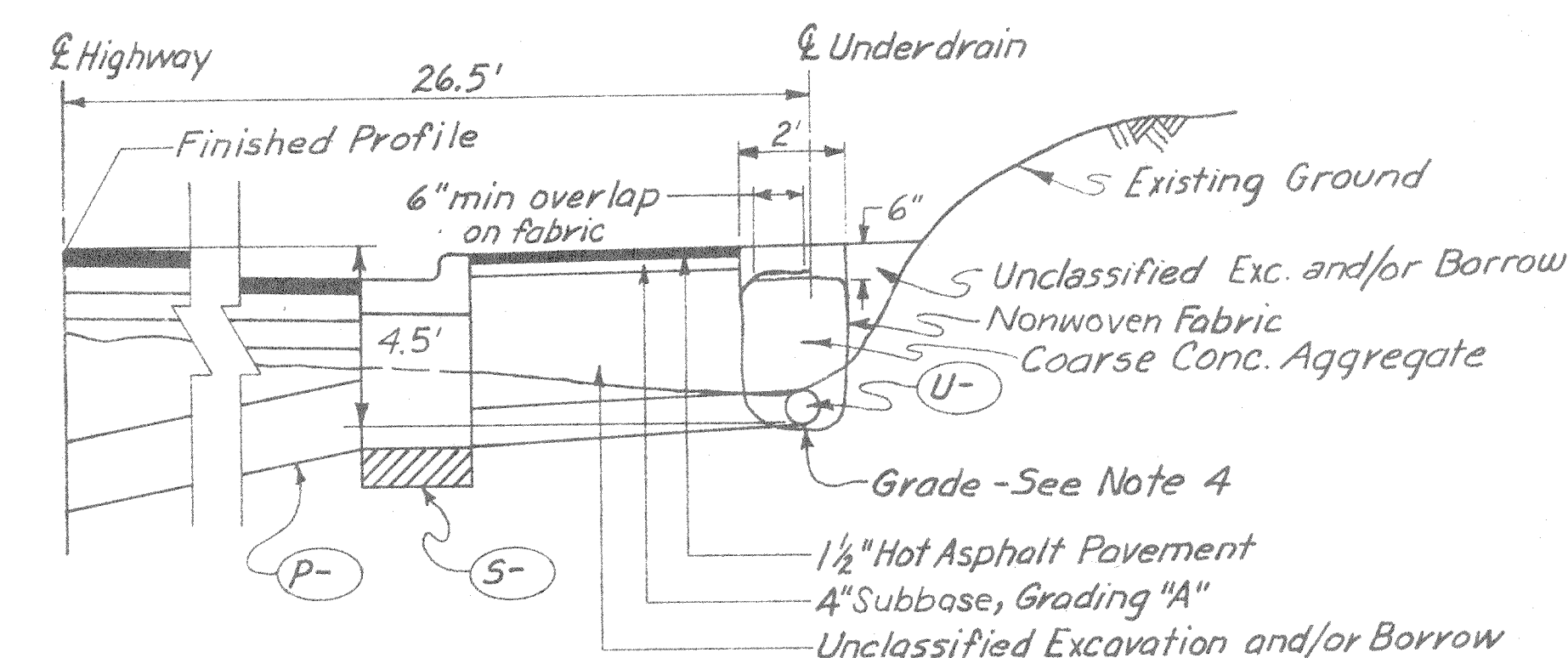
APPROACH DETAIL

MODIFIED UNDERDRAIN AND OUTFALL DETAILS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	10	47



PLAN VIEW



SECTION A-A

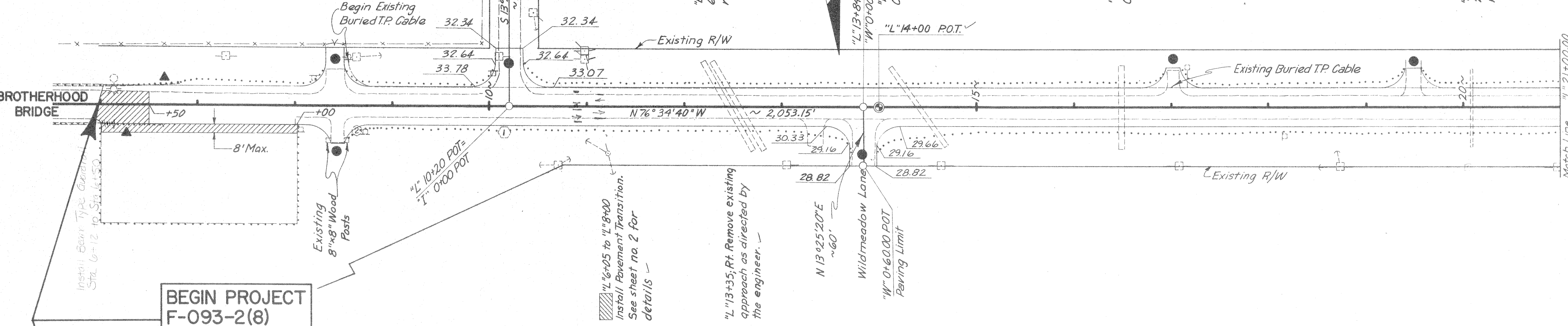
NOTES

- (U-) Indicates installation of Modified Underdrain Outfalls. See Plan & Profile sheets for locations.
- The Modified Underdrain shall be constructed between the following stations "O" 91+60 to "L" 147+35; Rt. "Y" 1+50 to "L" 157+50; Rt. "L" 159+75 to "L" 169+30; Rt. and "L" 169+95 to "L" 171+70, "LR" 149+50 Rt. to "L" 171+70
- The Modified Underdrain shall be installed after placing Subbase material and prior to placing crushed aggregate.
- Finished Profile elevations used to establish grade for the Underdrain shall contain no correction for superelevation.
- All labor and material required to bring existing private underdrains to edge of fabric shall be considered incidental to pay item 605 (6) "Modified Underdrain."

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	11	47

AS ADVERTISED

HORIZONTAL CONTROL
Horizontal Control is based on the Mendenhall Valley control traverse beginning at P.O.T 393+81.12 (intersection of Egan Expressway & Loop Rd.) and terminating at Highway's "KEET" (east end of Airport Runway). Scale Factor = .9999271.



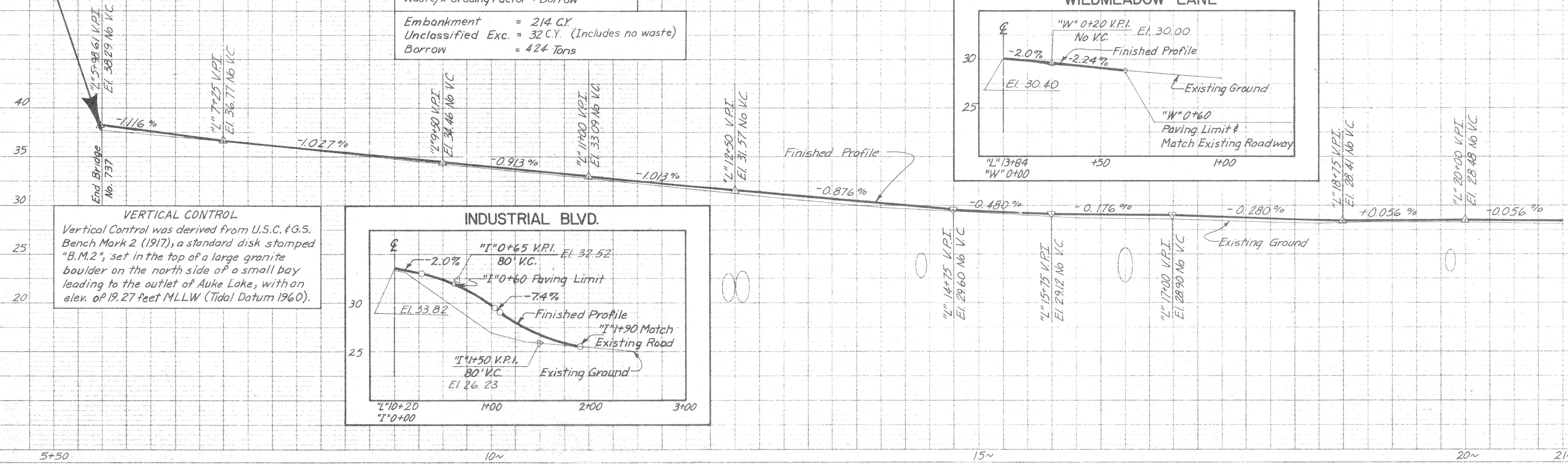
BEGIN PROJECT
F-093-2(8)
"L" 5+98.61

Earthwork Equation:
Embankment = (Unclassified Excavation - Waste) x Grading Factor + Borrow

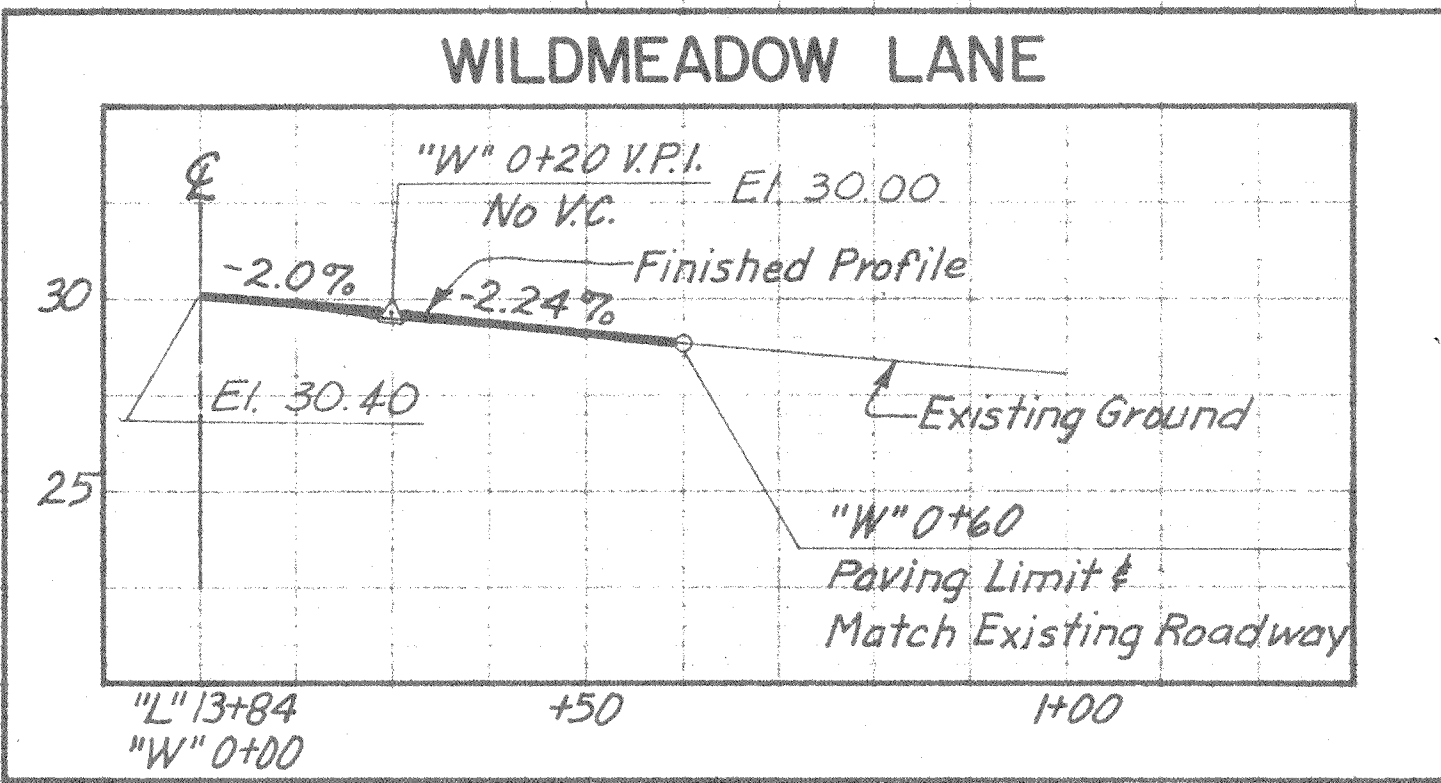
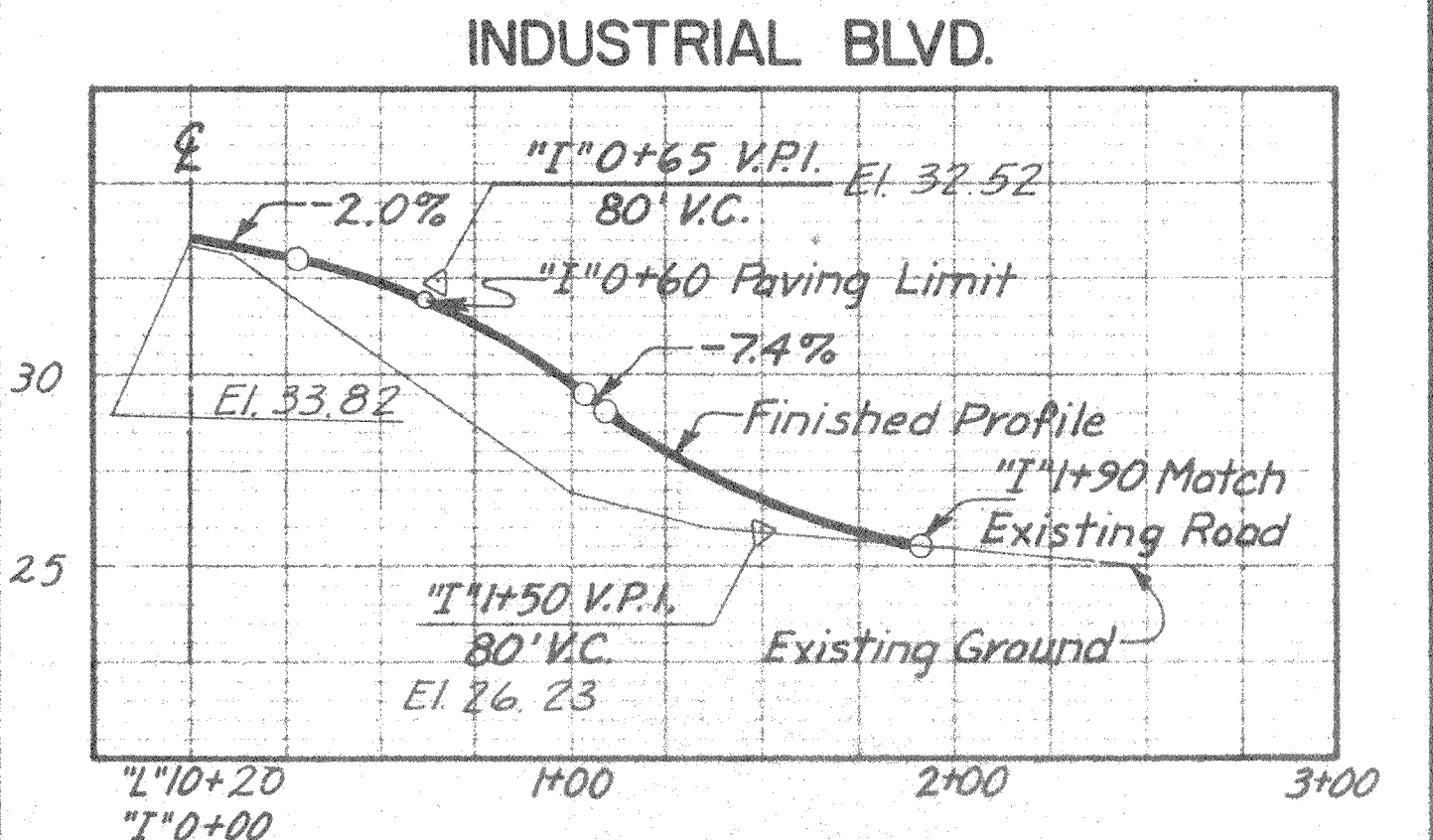
Embankment = 214 C.Y.
Unclassified Exc. = 32 C.Y. (Includes no waste)
Borrow = 424 Tons

- ① Indicates Number of Mail Boxes to be replaced, see sheet no. 9
- Indicates Approaches to be reconstructed, see sheet no. 10
- ▲ Indicates Removal and/or Installation of Guardrail, see sheet no. 9

T.B.M. #2 Nail in top of R/W post 60' Rt. of "L" 20+03. Elev. 25.39.



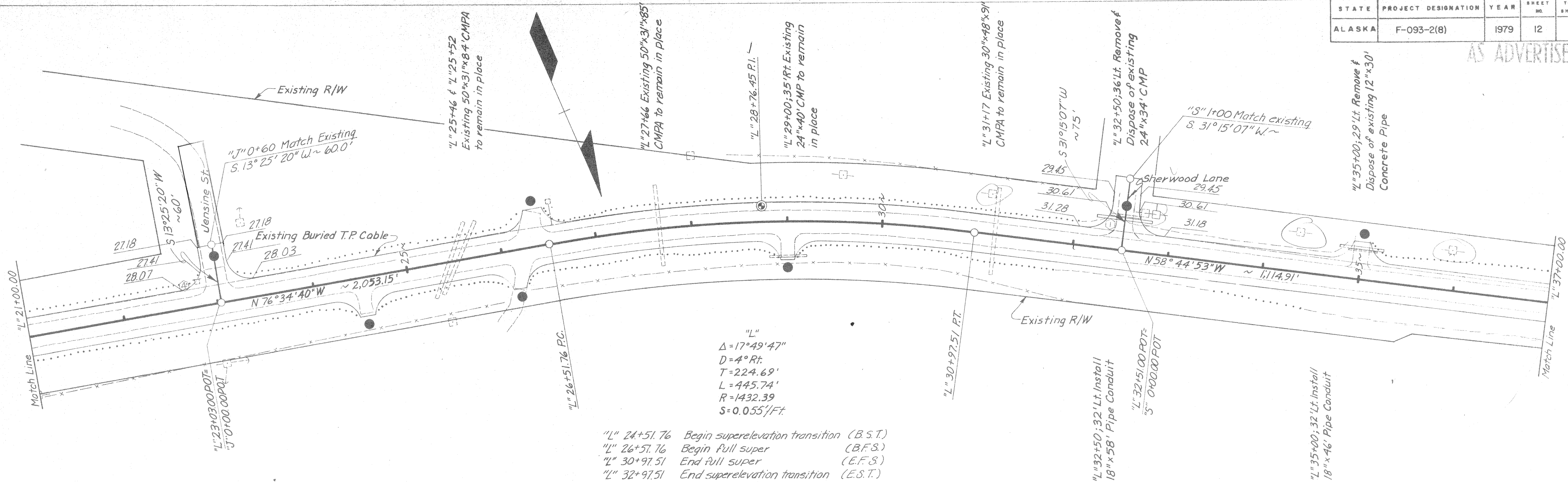
VERTICAL CONTROL
Vertical Control was derived from U.S.C. & G.S. Bench Mark 2 (1917), a standard disk stamped "B.M.2", set in the top of a large granite boulder on the north side of a small bay leading to the outlet of Auke Lake, with an elev. of 19.27 feet MLLW (Tidal Datum 1960).



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	12	47

AS ADVERTISED

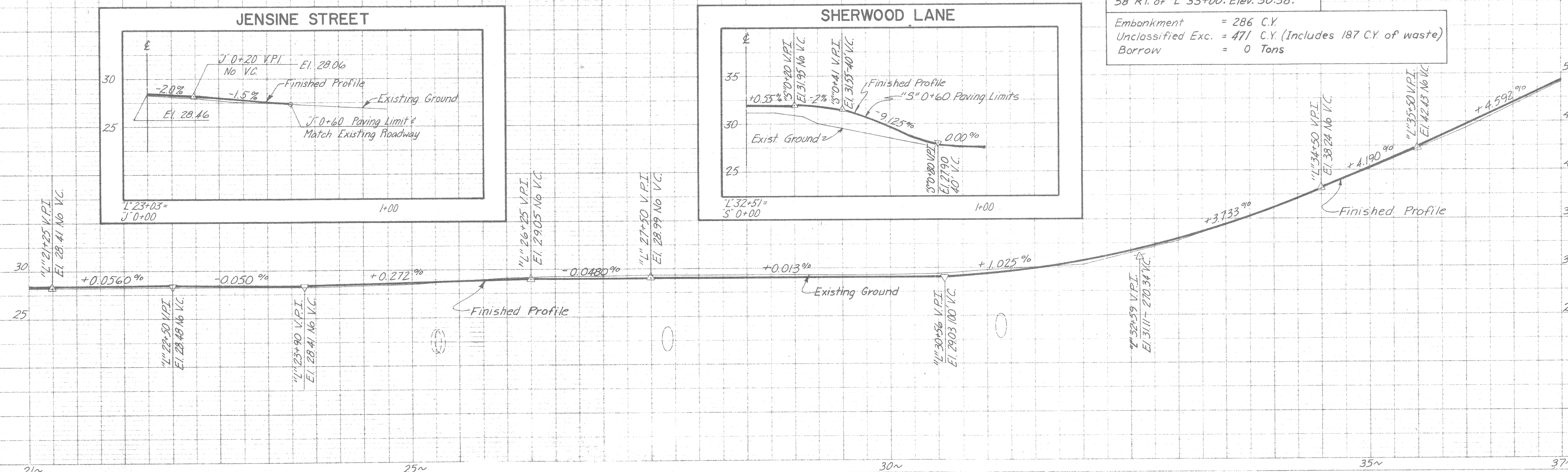
PLAN
DATE
BY
CHECKED
NOTED
NO.



"L" 24+51.76 Begin superelevation transition (B.S.T.)
 "L" 26+51.76 Begin full super (B.F.S.)
 "L" 30+97.51 End full super (E.F.S.)
 "L" 32+97.51 End superelevation transition (E.S.T.)

○ Indicates Number of Mail Boxes to be replaced, see sheet no. 9
 ● Indicates Approaches to be reconstructed, see sheet no. 10

PROFILE
DATE
BY
CHECKED
NOTED
NO.



T.B.M. #3 Spike set in 12" Dia. Spruce
 58' R+ of "L" 33+00, Elev. 30.38.

Embankment = 286 C.Y.
 Unclassified Exc. = 471 C.Y. (Includes 187 C.Y. of waste)
 Borrow = 0 Tons

PLAN

DATE

BY

REVISION

NO.

NOTED

NOTES

NO.

DATE

BY

REVISION

NO.

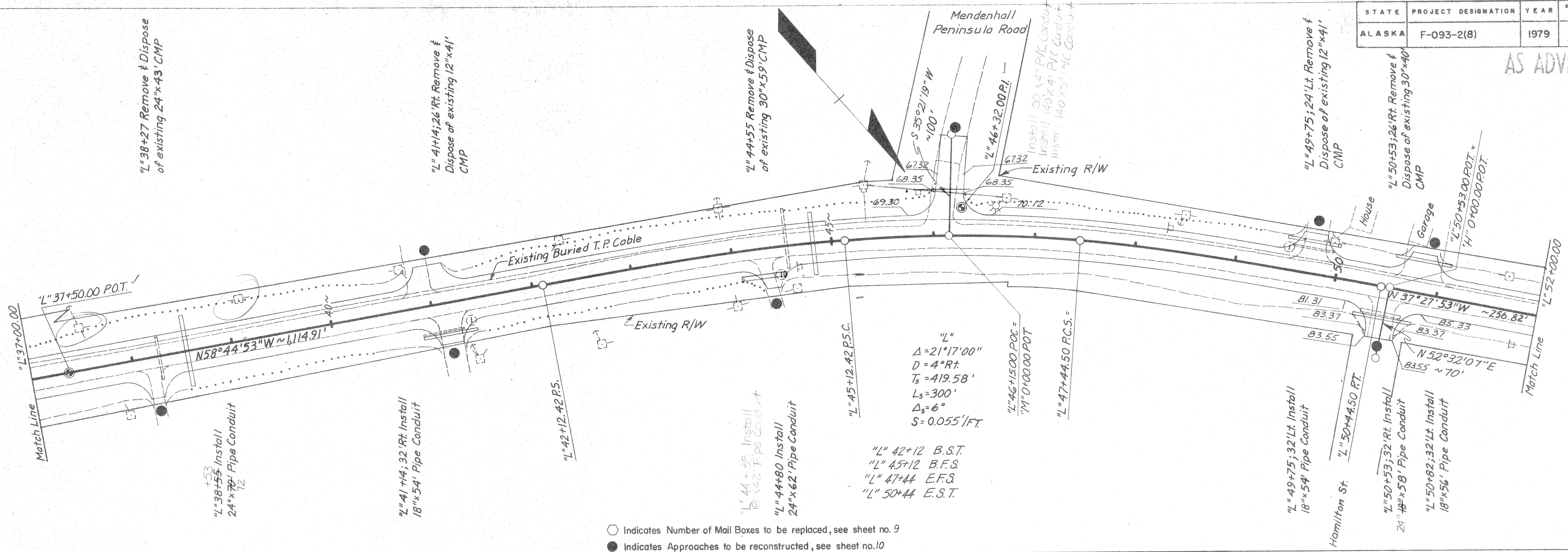
NOTED

NOTES

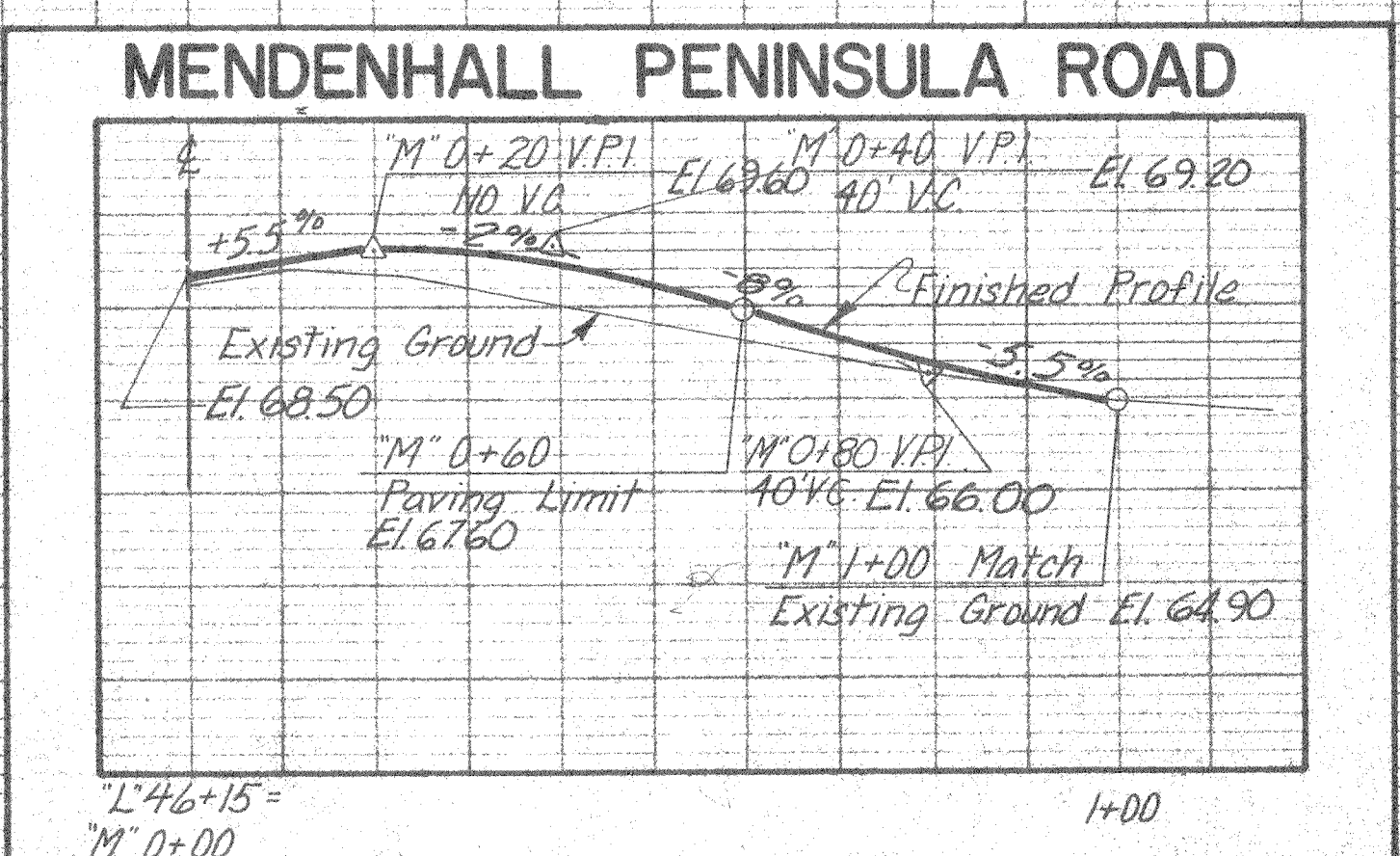
NO.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	13	47

AS ADVERTISED

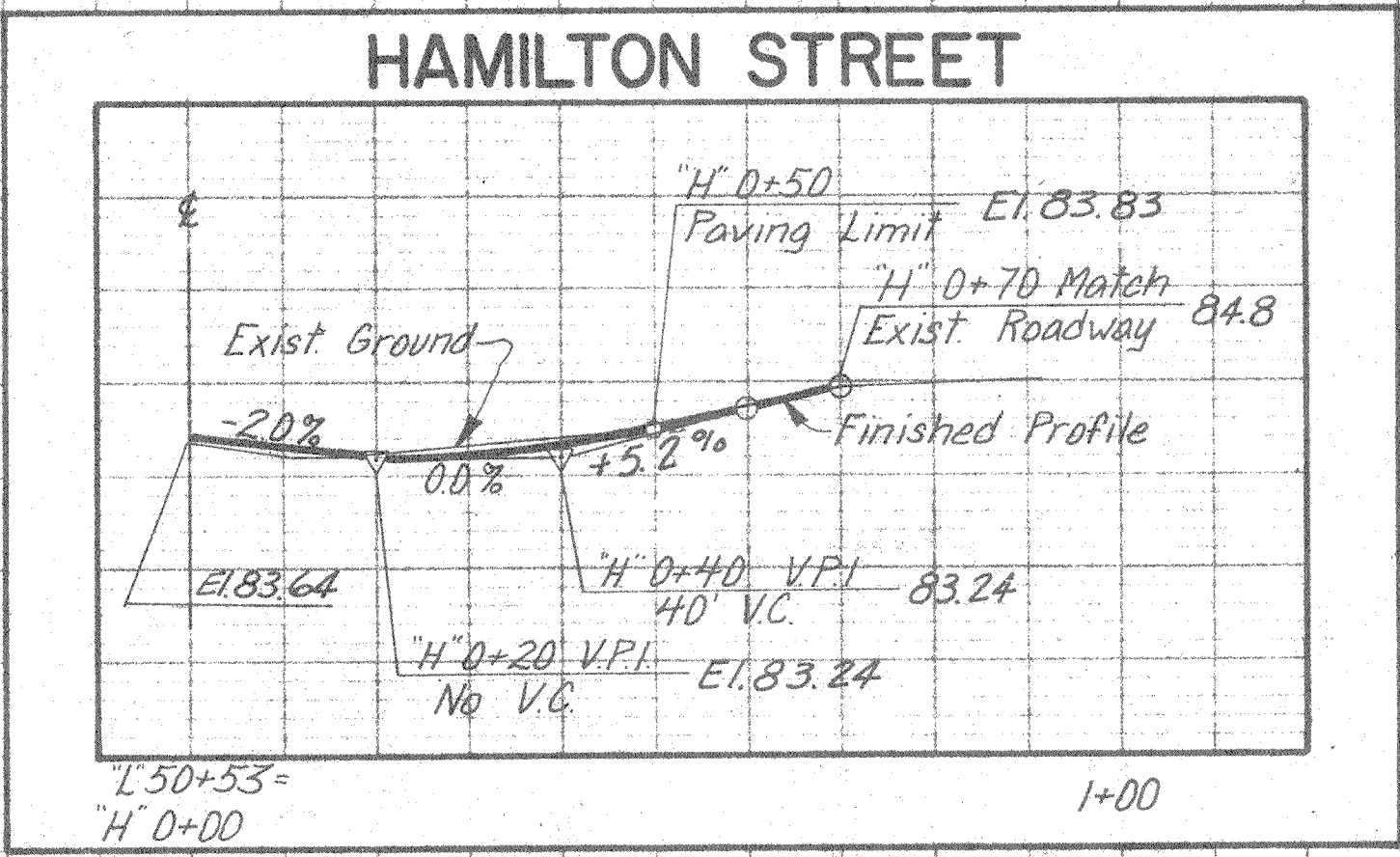
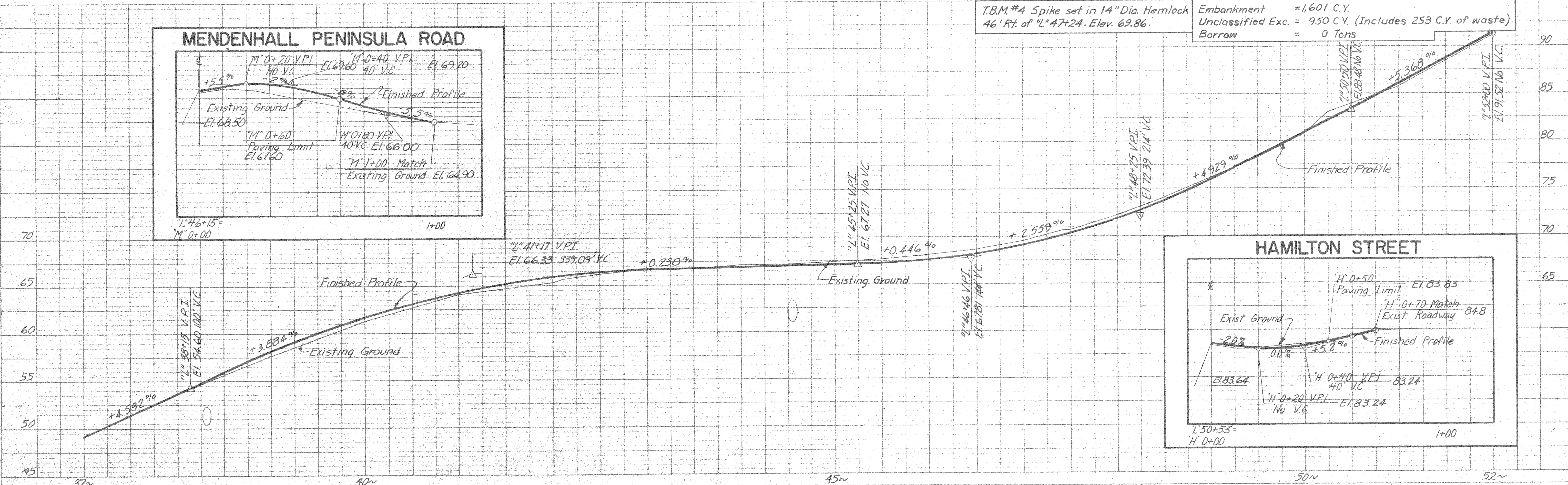


- Indicates Number of Mail Boxes to be replaced, see sheet no. 9
- Indicates Approaches to be reconstructed, see sheet no. 10



T.B.M. #4 Spike set in 14" Dia. Hemlock 46' Rt. of L" 47+24. Elev. 69.86.

Embankment = 1,601 C.Y.
Unclassified Exc. = 950 C.Y. (Includes 253 C.Y. of waste)
Borrow = 0 Tons

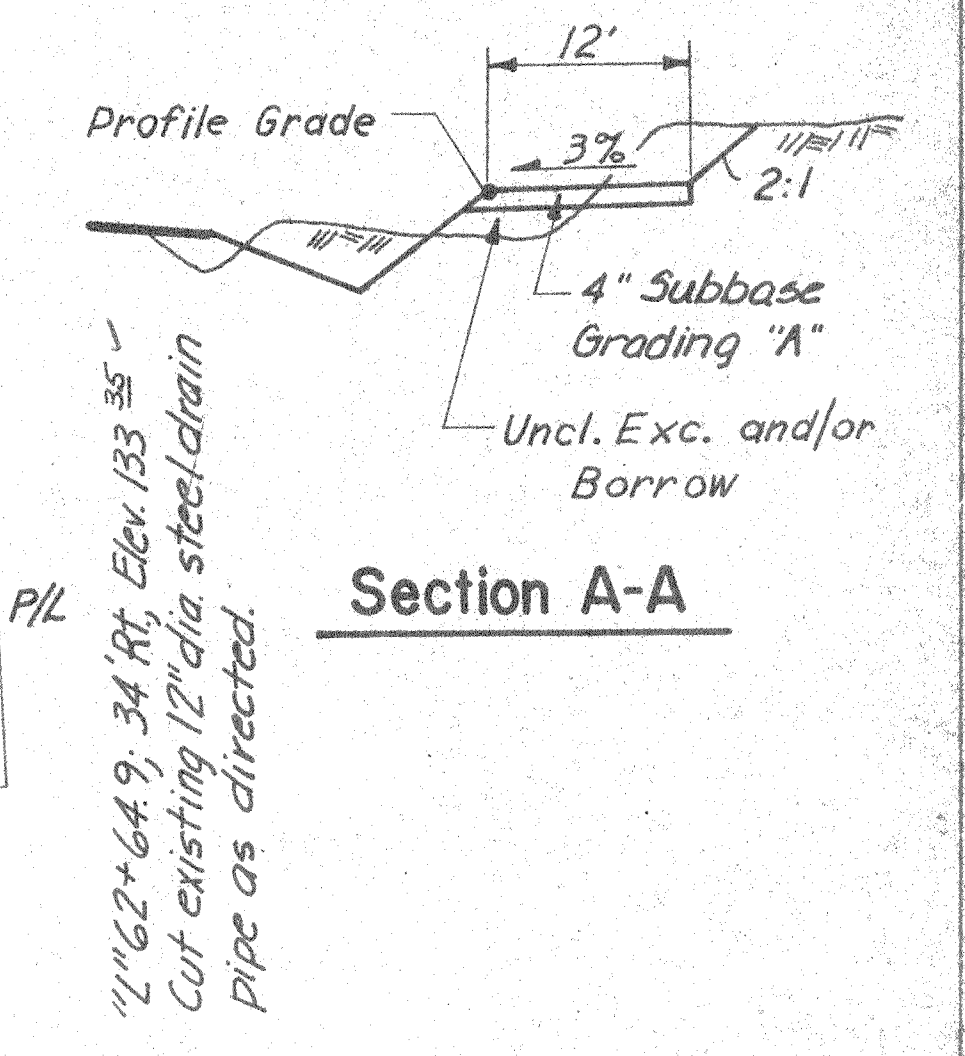
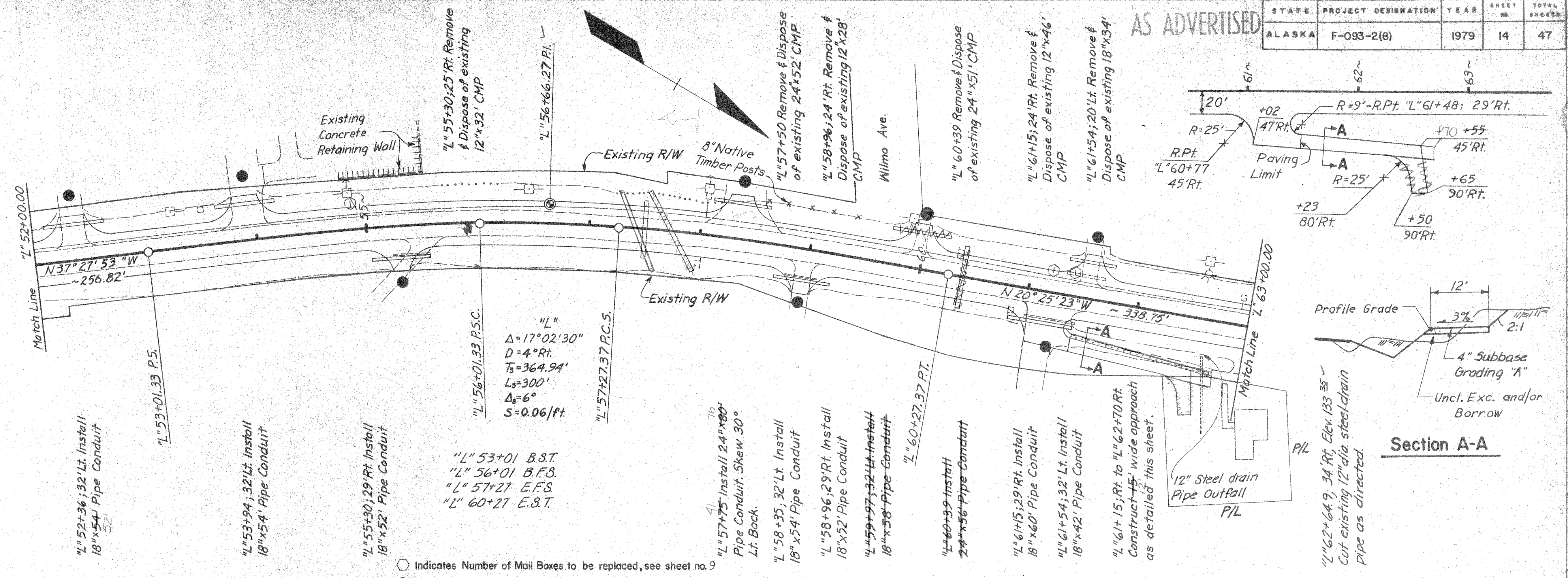


PLAN	DATE	BY	CHKD.
NOTE BOOK	10/10/79		
NO.			

PROFILE	DATE	BY	CHKD.
NOTE BOOK	10/10/79		
NO.			

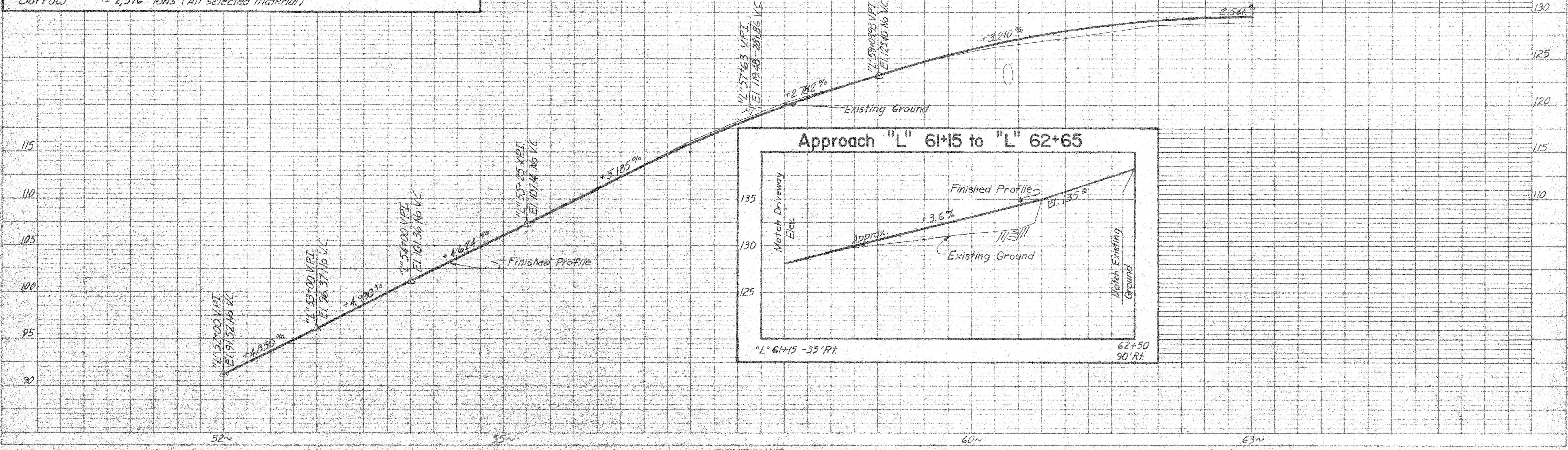
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	14	47

AS ADVERTISED



Embankment = 1,669 C.Y. (Includes 1,200 C.Y. of selected material)
 Unclassified Exc. = 3,396 C.Y. (Includes 375 C.Y. of waste)
 Borrow = 2,376 Tons (All selected material)

T.B.M. #5 Spike set in 18" Dia Spruce
 54' Lt. of "L" 57+94. Elev. 120.61.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	15	47

AS ADVERTISED

PLAN

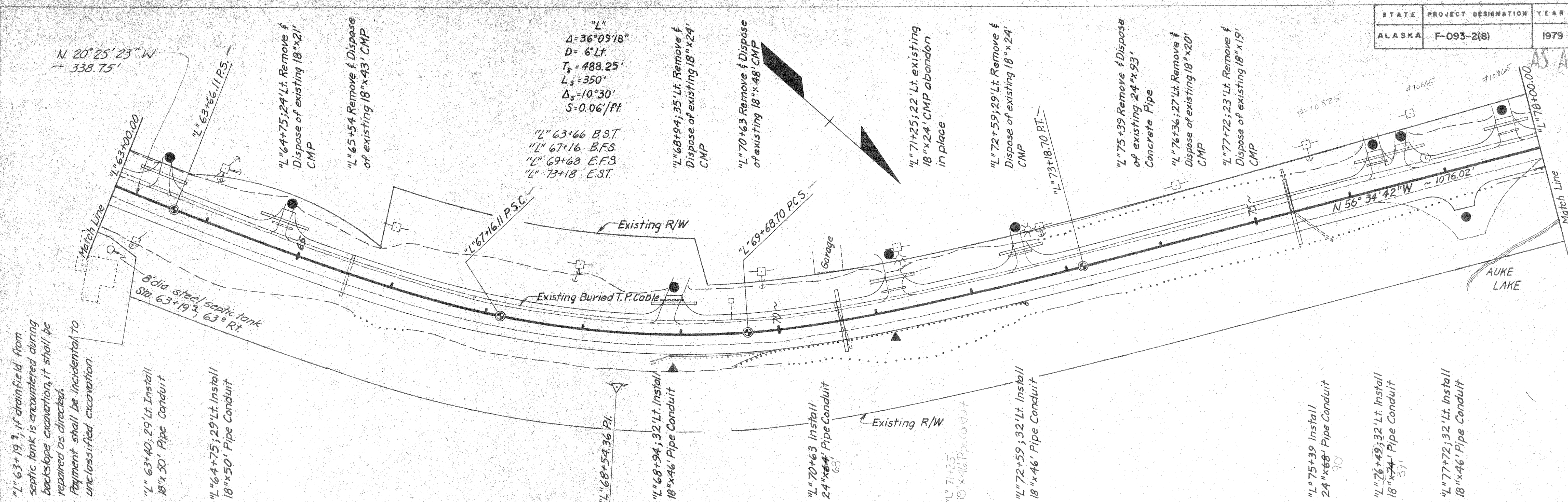
SECTION

NOTE BOOK

DATE

BY

NO.



PROFILE

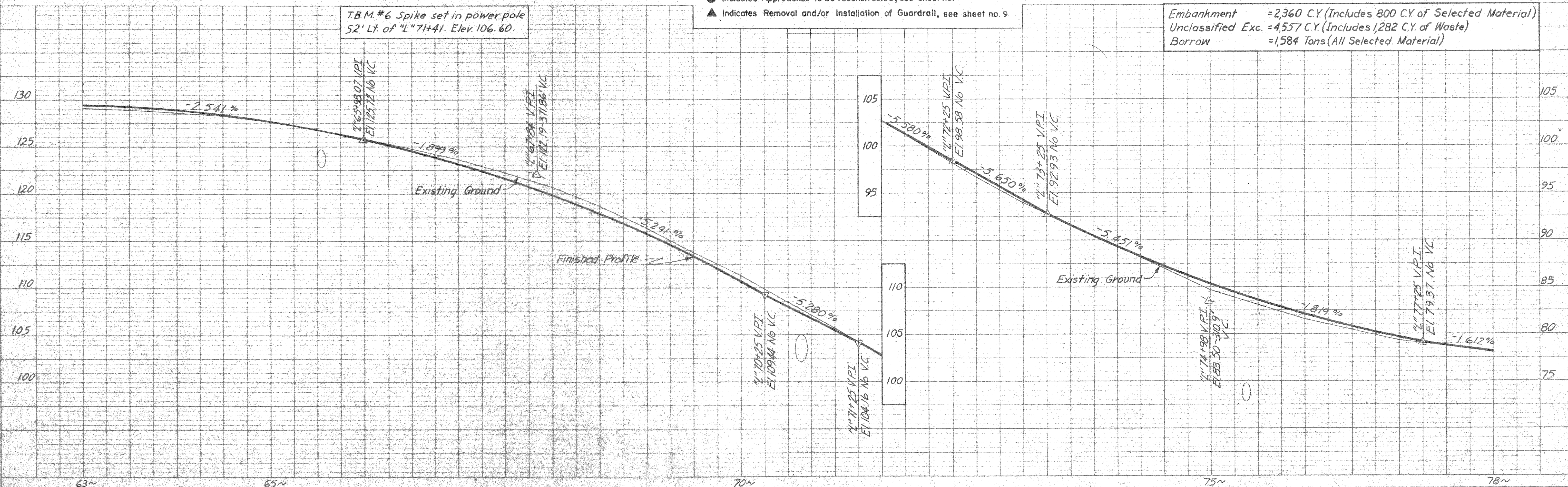
SECTION

NOTE BOOK

DATE

BY

NO.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	16	47

AS ADVERTISED

Install Jute Mesh Fabric Sta. 78+50 to 79+44

See sheet no. 7 for Supplemental Water Conduit Details.

Existing Buried T.P. Cable. See note on Sht. 18.

Install Bituminous Curbing Sta. 78+40 to 79+30 Lt.

Install U.D.I. Water Conduit Sta. 91+40 to 91+43 Rt.

"O" 89+66.34 - "FC" 0+3+00.40 & "C" 0+9+55.59
See sheets 23, 27 and 28 for Intersection and Retaining Wall "A" Details.

"FC-L" 4+41 to "FC-L" 4+60 Install Pavement Transition See sheet 2 for details.

"O" 93+00 Install (U-1) use 60° elbow and 66 L.F. of 8" Pipe Conduit for outfall. Patch existing pavement, see Culvert Patch Detail Sheet 8 for more details.

"O" 84+00 to "O" 93+75 the rate of superelevation is being reduced from 9% to 4%.

"O" = 83+94 B.S.T.
"O" = 86+94 B.F.S.
"O" = 91+55 E.F.S.
"O" = 94+55 E.S.T.

"O" 91+43; 18' Rt. Remove & Dispose of existing 18" x 60' CMP
"O" 93+67 Remove & Dispose of existing 18" x 49' CMP

"O" 86+24 Remove & Dispose of existing 18" x 74' CMP

"L" 83+94.72 P.O.T. Bk = "O" 83+94.71 P.S. Ahd.

"L" 81+49; 24' Lt. Remove & Dispose of existing 12" x 19' CMP

"L" 80+86; 23' Lt. Remove & Dispose of existing 12" x 19' CMP

"L" 79+32 Remove & Dispose of existing 18" x 72' CMP

"L" 79+32 Install 24" x 72' Pipe Conduit Skew 30° Lt. Back

"L" 80+86; 29' Lt. Install 18" x 43' pipe conduit.

"L" 81+49; 29' Lt. Install 18" x 43' Pipe Conduit.

"L" 83+50; Rt. Install 18" x 54' Pipe Conduit.

"O" 86+24 Install 24" x 86' pipe conduit skew 9° Lt. Back

"FC" 0+3+35 Install 2-4" x 22' 4" x 22' PVC conduits. Min depth 4' below finished grade.

"O" 90+15 Install 4" x 56' PVC conduit. Min depth 4' below finished grade.

PLAN	SURVEY	NOTES
NOTE BOOK	ALIGNED	NO. OF WAY CIRCLED
No.		

PROFILE	SURVEY	NOTES
NOTE BOOK	GRADES CHECKED	NO. OF WAY CIRCLED
No.		

- ① Indicates Number of Mail Boxes to be replaced, see sheet no. 9.
 - Indicates Approaches to be reconstructed, see sheet no. 10.
 - Indicates Adjustment or Reconstruction of Manholes, see sheet no. 9.
 - U- Indicates installation of Modified Underdrain and Outfall, see sheet no. 10.
 - ▲ Indicates Removal and/or Installation of Guardrail, see sheet no. 9.
- See Curb Cut Summary, sht. 9 for Approaches on right from "O" 89+90 to "L" 171+95.

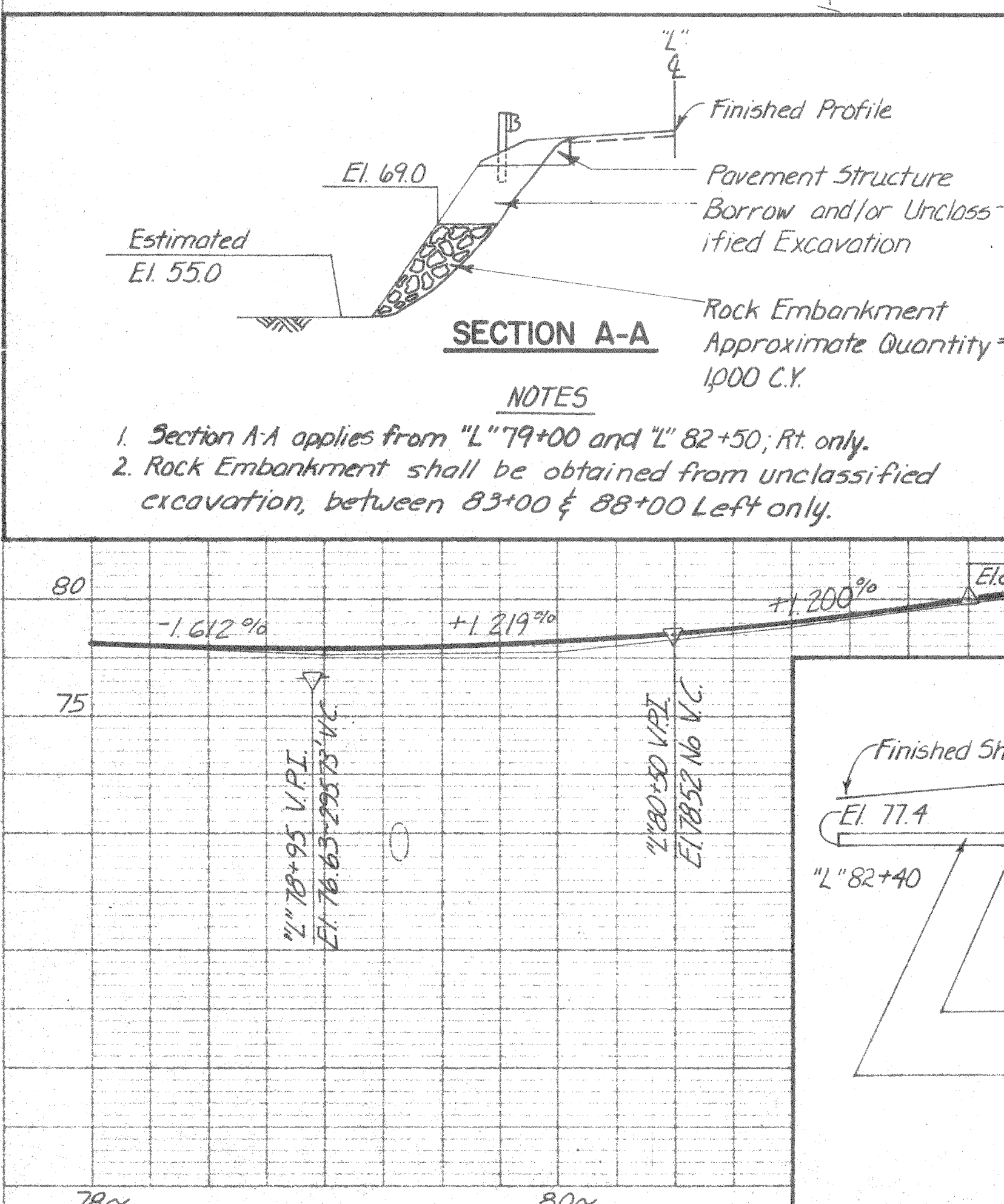
Embankment = 3,745 C.Y. (Includes Approx. 1,000 C.Y. of Rock Embankment & 12 C.Y. Hand-laid Rock Embankment)
Excavation = 3,871 C.Y. (Includes 1,000 C.Y. of waste)
Borrow = 2,548 Ton (All selected material)

T.B.M. #8 Spike set in 20" Dia. Hemlock 60' Lt. of "L" 92+88.50. Elev. 88.18.

SECTION A-A

NOTES

- Section A-A applies from "L" 79+00 and "L" 82+50; Rt. only.
- Rock Embankment shall be obtained from unclassified excavation, between 83+00 & 88+00 Left only.

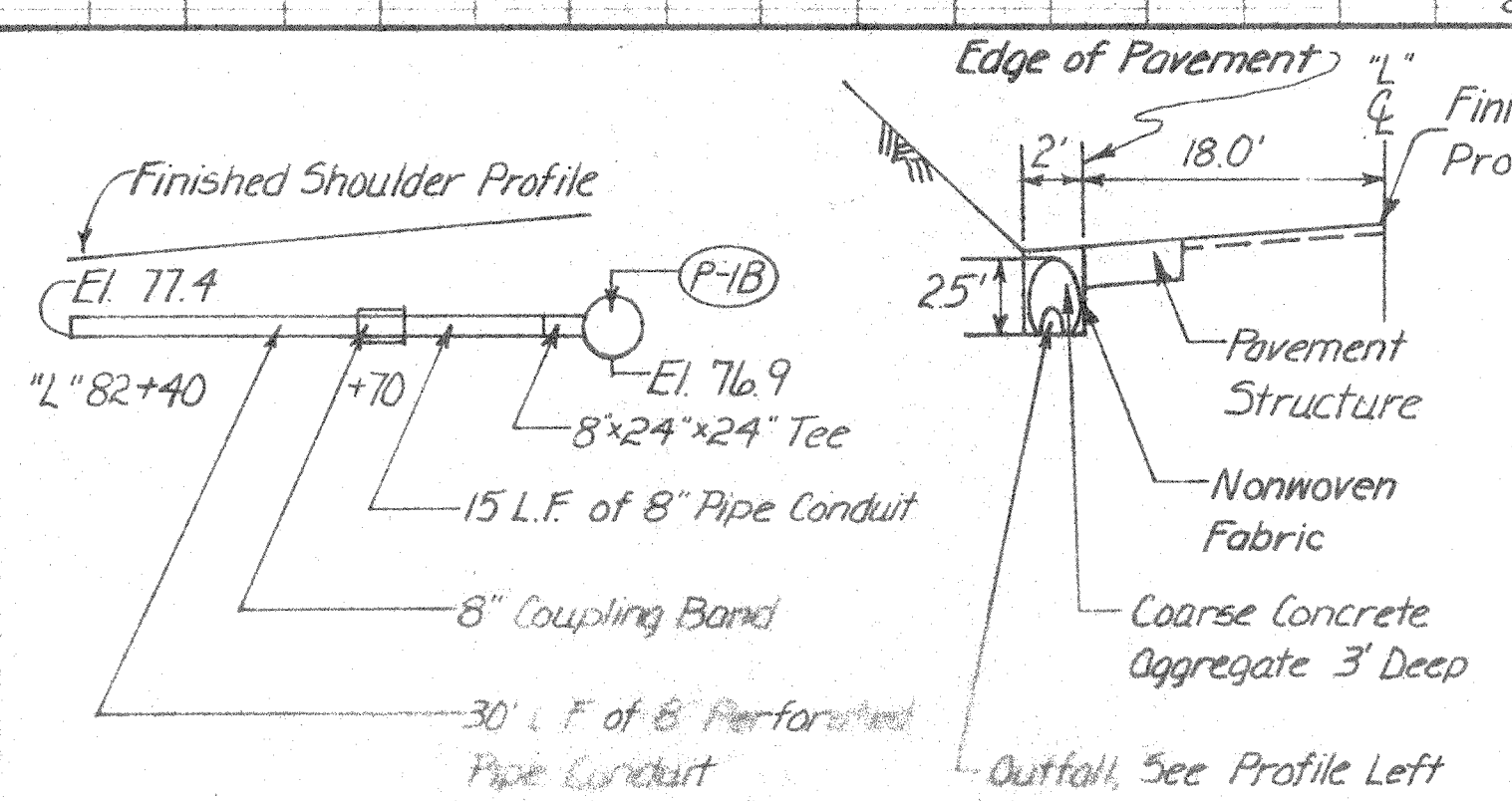


T.B.M. #7 Spike set in Auke Lake light pole 82' Rt. of "L" 83+28. Elev. 80.66.

SECTION B-B

NOTES

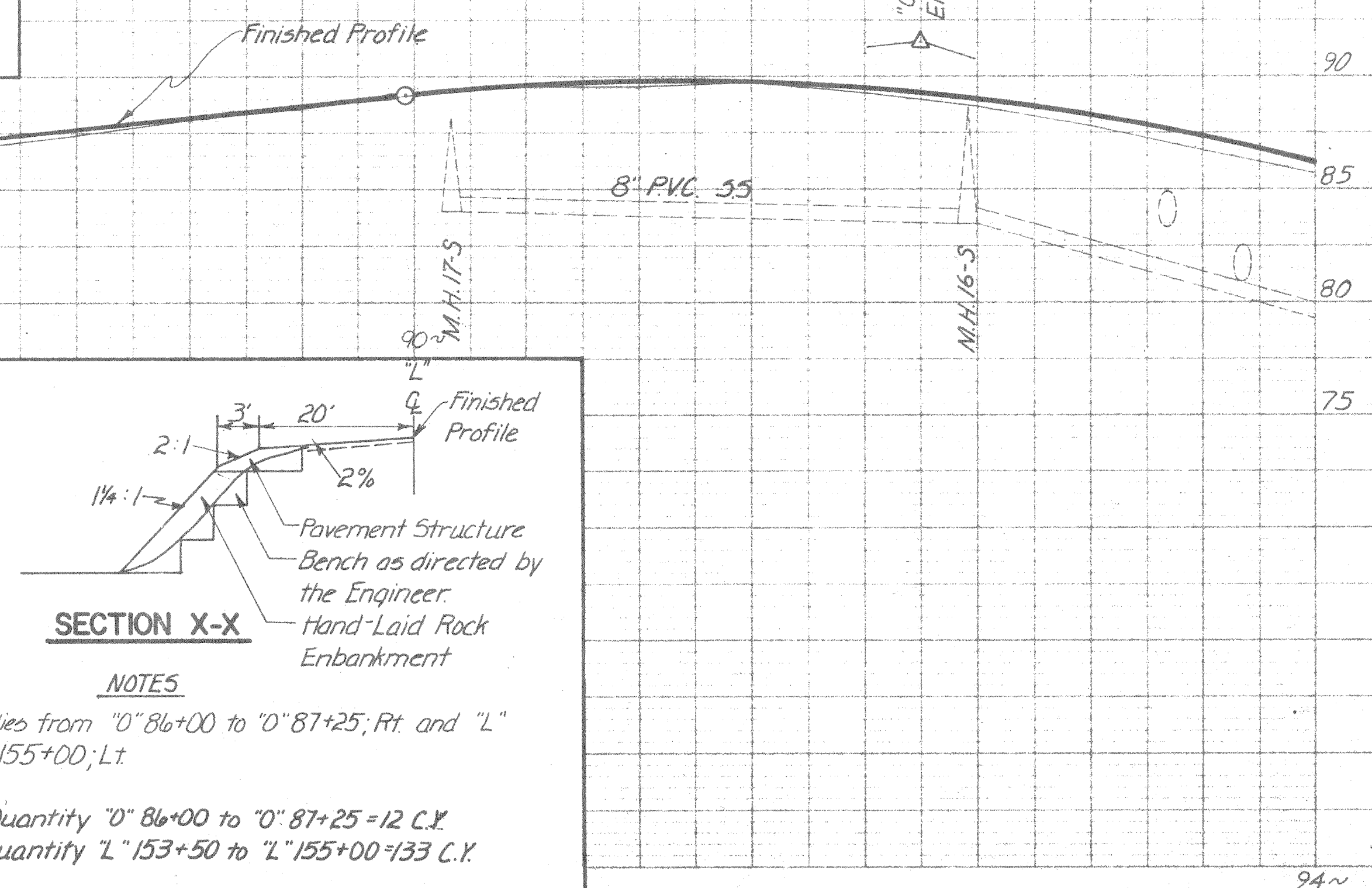
- Section B-B applies between "L" 82+40 and "L" 82+70 only.
- "L" 81+50 to "L" 82+70; Lt. the shoulder width shall be 18' versus the 20' shown on the typical section.
- Payment for the underdrain detail above shall be made under section 605(6).



SECTION X-X

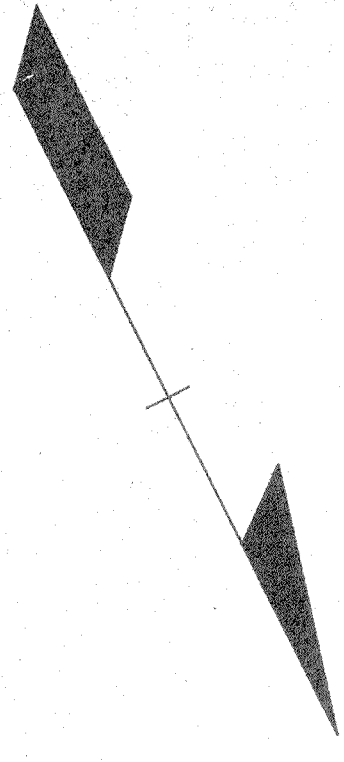
NOTES

- Section X-X applies from "O" 86+00 to "O" 87+25; Rt. and "L" 153+50 to "L" 155+00; Lt.
- Approximate Quantity "O" 86+00 to "O" 87+25 = 12 C.Y.
Approximate Quantity "L" 153+50 to "L" 155+00 = 133 C.Y.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	17	47

AS ADVERTISED



Install 4" x 6" x 30' LT to 97+50.17
S.S. 0' 93+30 to 0' 96+44

0' 96+04 Remove & Dispose of existing 24" x 60' CMP

0' 97+69; 20' Rt. Remove & Dispose of existing 18" x 34' CMP

0' 102+37; 50' Lt. Existing 18" x 44' CMP to remain in place

See sheet no. 7 for Supplemental Water Conduit Details

Install 8" x 17' CMP

0' 93+30 LT to 97+50.17

Match Line 0' 93+97.02

0' 94+55.85 P.T.

Existing R/W
Gar.
Entrance to N.M.F.S. Fish Lab
4" Galv. Pressure
4" PVC Pressure
Traffic Control Berm
Edge of Pavement
7'

Existing Buried T.P. Cable. See note on Sht. 18.

"L"
 $\Delta = 123^\circ 15' 20"$
 $D = 15^\circ \text{ Rt.}$
 $T_b = 895.01'$
 $T_s = 983.02'$
 $L_s = 300'$
 $L_s = 500'$
 $\Delta_{s1} = 22^\circ 30'$
 $\Delta_{s2} = 37^\circ 30'$

"0"
 $\Delta = 123^\circ 15' 20"$
 $D = 14^\circ 51' \text{ Rt.}$
 $T_b = 901.80'$
 $T_s = 989.95'$
 $L_s = 300'$
 $L_s = 500'$
 $\Delta_{s1} = 22^\circ 16' 30"$
 $\Delta_{s2} = 37^\circ 07' 30"$
 $S = 0.04' / \text{ft.}$

0' 97+72 B.S.T.
0' 100+72 B.F.S.
0' 105+02 E.F.S.
0' 110+02 E.S.T.

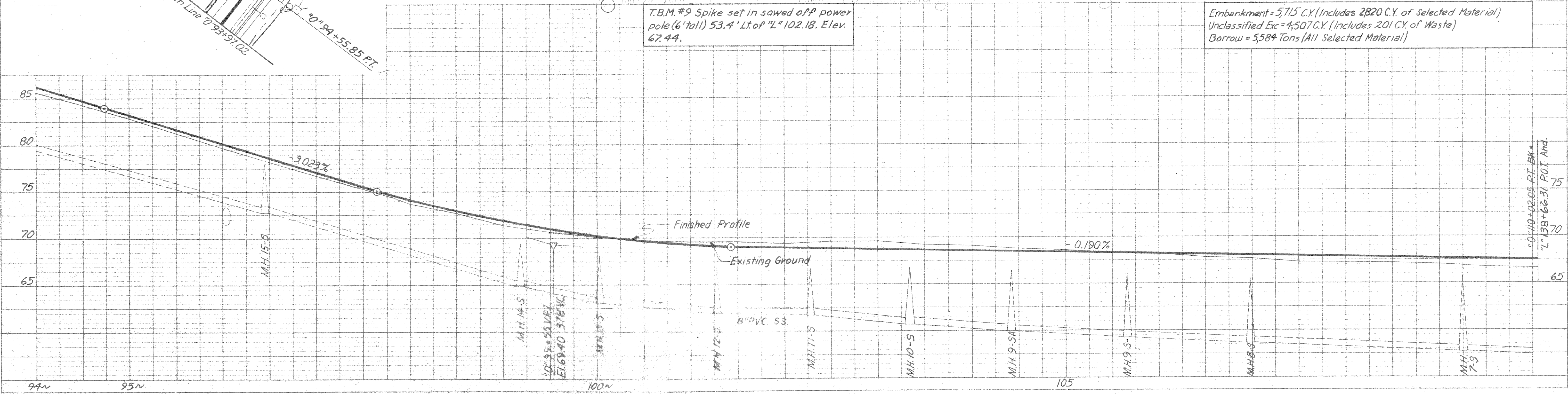
0' 102+82; Lt. to 0' 103+18; Lt. Install pavement transition. See sheet 2 for details.

- Indicates Removal and Reconstruction of Wooden Stairway, See Standard Drawing M-05.01 for Details.
- Indicates Removal and/or Installation of Guardrail, see sheet no. 9.
- Indicates Installation of Modified Underdrain and Outfall, see sheet no. 10.
- Indicates Number of Mailboxes to be replaced, see sheet no. 9.
- Indicates Approaches to be reconstructed, see sheet no. 10.
- Indicates Adjustment or Reconstruction of Manholes, see sheet no. 9.
- Indicates Jute Mats Pathing

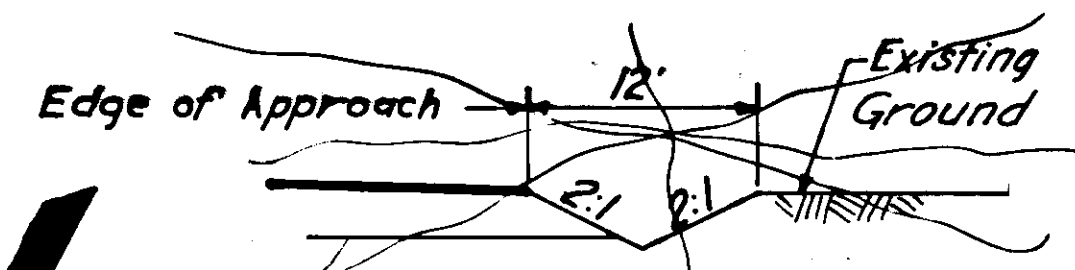
T.B.M. #9 Spike set in sawed off power pole (6' tall) 53.4' Lt. of "L" 102.18. Elev. 67.44.

"L" 110+03.51 P.T. Bk.
"L" 138+58.59 P.O.T. Ahd.
0' 110+02.05 P.T. Bk.
"L" 138+66.31 P.O.T. Ahd.

Embankment = 5,715 C.Y. (Includes 2820 C.Y. of Selected Material)
Unclassified Exc. = 4,507 C.Y. (Includes 201 C.Y. of Waste)
Borrow = 5,584 Tons (All Selected Material)



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	20	47



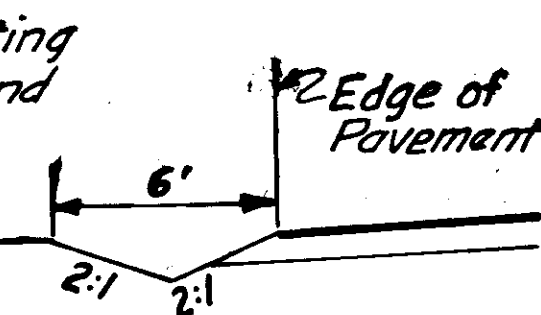
SECTION A-A
 "L" 173+57 to "L" 174+00, Rt.
 Edge of template roadway
 70'
 -6% +2%
 2:1 1 1/2:1

Install Jute Mesh Matting
 "O" 175+95 to "O" 176+81

"L" 173+57
 576°19'50"W
 "O" Dist. P.I. to P.I. 426.01'

SECTION B-B

"L" 166+09 to
 "L" 166+45; Lt.



-1600
 400, 2000

"L" 165+34; 20' Lt. Remove & Dispose of existing 18"x42" CMP
 "L" 165+40; 22' Rt. Remove & Dispose of existing 18"x30" CMP
 "L" 165+74; 20' Lt. Remove & Dispose of existing 18"x26" CMP
 "L" 166+18.88 P.C.
 "L" 167+33 existing 18"x25" CMP. Remove and Dispose of 50' as indicated by ~~XXXXXX~~. Remaining portion is to be abandon in place.
 "L" 167+25; Lt. Existing 18" Spruce to remain in place. Trim North side as directed by the engineer.
 Spruce to remain
 Existing Boat House lean-to addition, to be removed
 Existing 1" Steel Pipe to Beach.
 "L" 167+19.53 P.I.
 $\Delta = 14^{\circ}01'15''$
 $D = 7' Lt.$
 $T = 100.65'$
 $L = 200.30'$
 $R = 818.51'$
 $S = 0.06'/ft.$
 "L" 165+18 B.S.T.
 "L" 166+68 B.F.S.
 "L" 167+69 E.F.S.
 "L" 169+19 E.S.T.
 "L" 169+49 Remove and Dis- pose of existing 18"x30" CMP. MH and 12"x20" CMP.
 "L" 169+75; 20' Lt. Remove & Dispose of existing 18"x20" CMP
 "L" 172+08.62 P.O.S. Bk. = "O" 172+08.62 P.C. Ahd
 "L" 172+13; 23' Rt. Remove & Dispose of existing 12"x30" CMP
 "L" 173+82; 24' Rt. Remove & Dispose of existing 18"x20" CMP
 "L" 173+92 Remove & Dispose of existing 18"x75" CMP
 "L" 174+34.25 P.I. = "O" 174+34.25 P.I.
 "L" 175+63; 23' Rt. Remove & Dispose of existing 18"x30" CMP
 "L" 176+13; 23' Lt. Remove & Dispose of existing 18"x19" CMP
 "L" 165+00.00
 Fishermen's Bend
 Gar.
 Gar.
 Gar.
 Gar.
 Approach not paved
 Existing R/W
 Bayview St.
 Apartment Building
 Existing Buried T.P. Cable
 Spaulding Trail
 Existing R/W
 "L" 169+19.18 P.I.
 "L" 167+19.53 P.I.
 "L" 169+00 Lt. Install 18"x70" Pipe Conduit
 "L" 169+75; 32' Lt. Install 18"x38" Pipe Conduit
 "L" 170+00 Install 12"x30" Pipe Conduit Stew 17" Lt. Back.
 "L" 175+63; 32' Rt. Install 18"x44" Pipe Conduit
 "L" 176+13; 32' Lt. Install 18"x32" Pipe Conduit
 "L" 171+08 B.S.T., "O" 172+58 B.F.S.
 "L" 175+05 E.F.S., "O" 176+55 E.S.T.

- Indicates Installation of area drain
- ▲ Indicates Removal and/or Installation of Guardrail, see sheet no. 9
- ✚ Indicates Removal and Reconstruction of Wooden Stairways, see Standard
- ① Indicates Number of Mail Boxes to be replaced, see sheet no. 9
- Indicates Approaches to be reconstructed, see sheet no. 10
- Indicates Adjustment or Reconstruction of Manholes, see sheet no. 9
- U— Indicates installation of Modified Underdrain and Outfall, see sheet no. 10
- Indicates installation of bituminous curbing

Drawing M-05.01 for details.

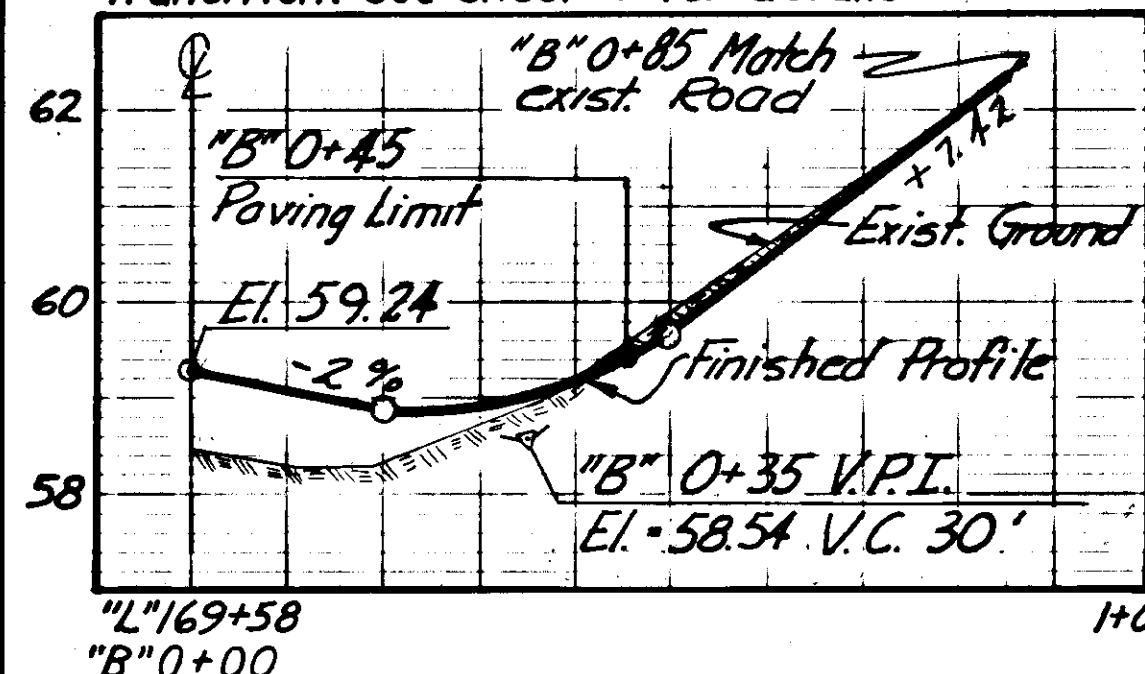
"L" 173+75 W.P.I.
 El. 76.15 500' VC

Embankment=1827 C.Y. (Includes 690 C.Y. of Selected Material)
 Unclassified Exc. = 2,789 C.Y. (Includes 921 C.Y. of waste)
 Borrow=1,366 Tons (All selected Material)

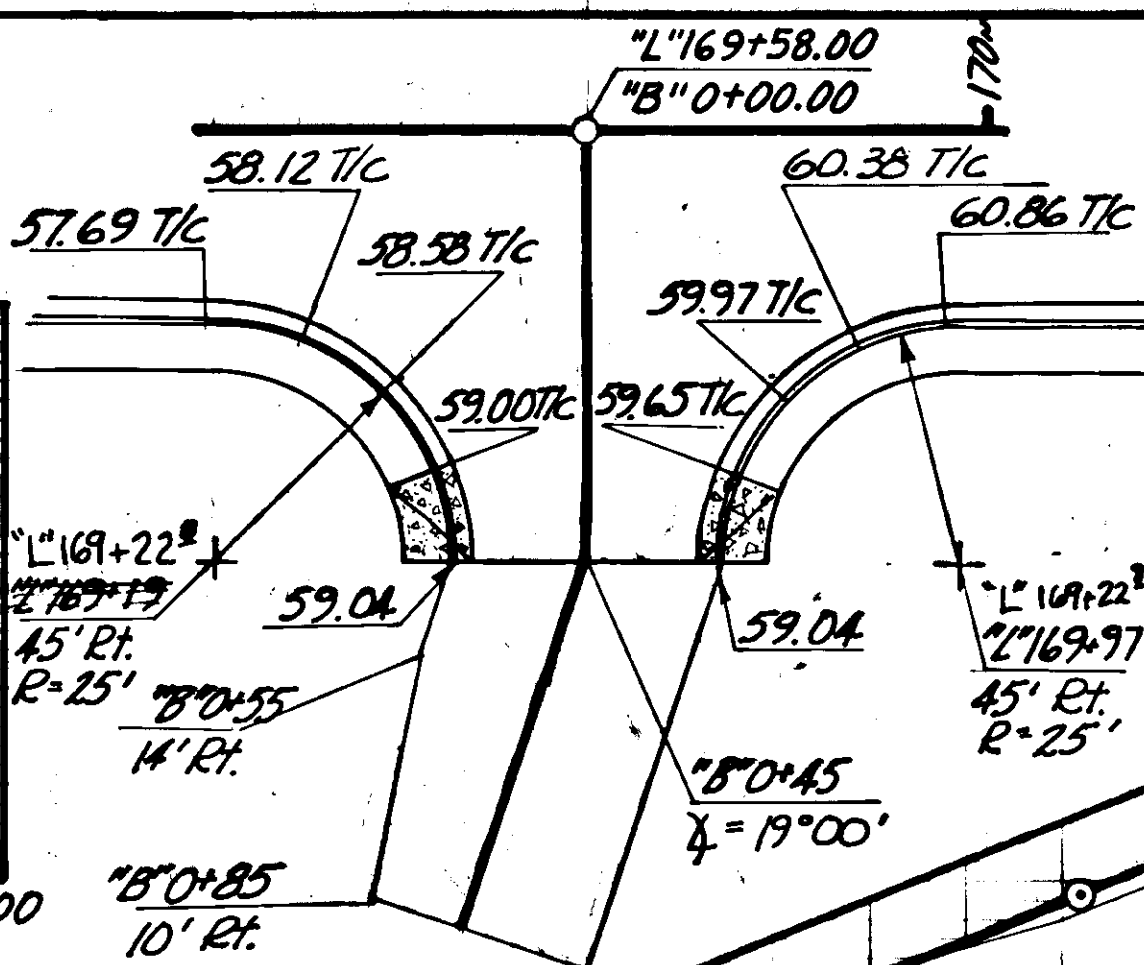
BAYVIEW ST.

NOTES

1. [Symbol] Indicates curb, gutter, and sidewalk transition. See sheet 9 for details.

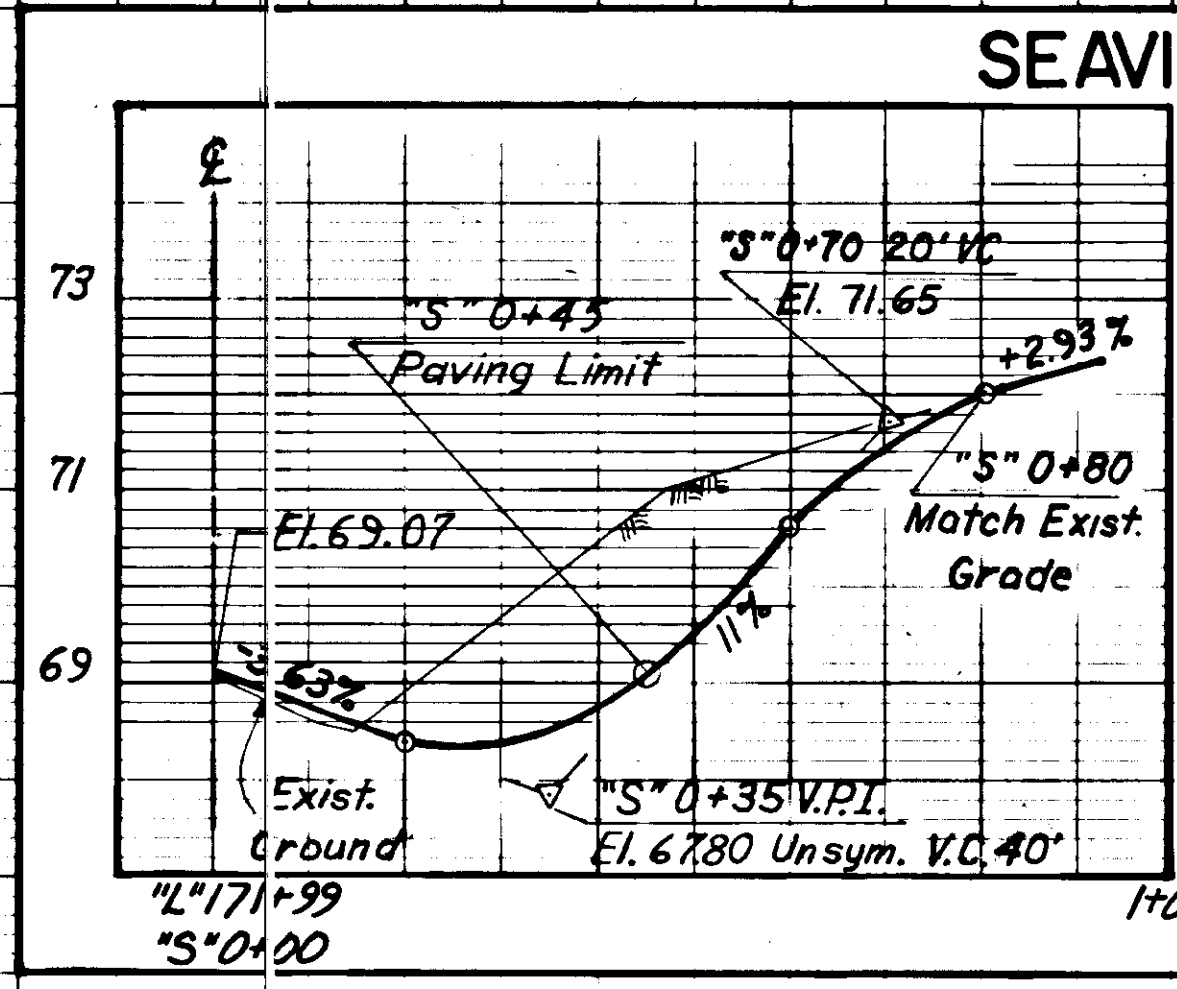


T.B.M. #10 Spike set in 15" Dia. Alder 50' Lt. of "L" 165+68. Elev. 50.25



Finished Profile
 Existing Ground

"L" 172+08.62 P.O.T. Bk. = "O" 172+08.62 P.C. Ahd.

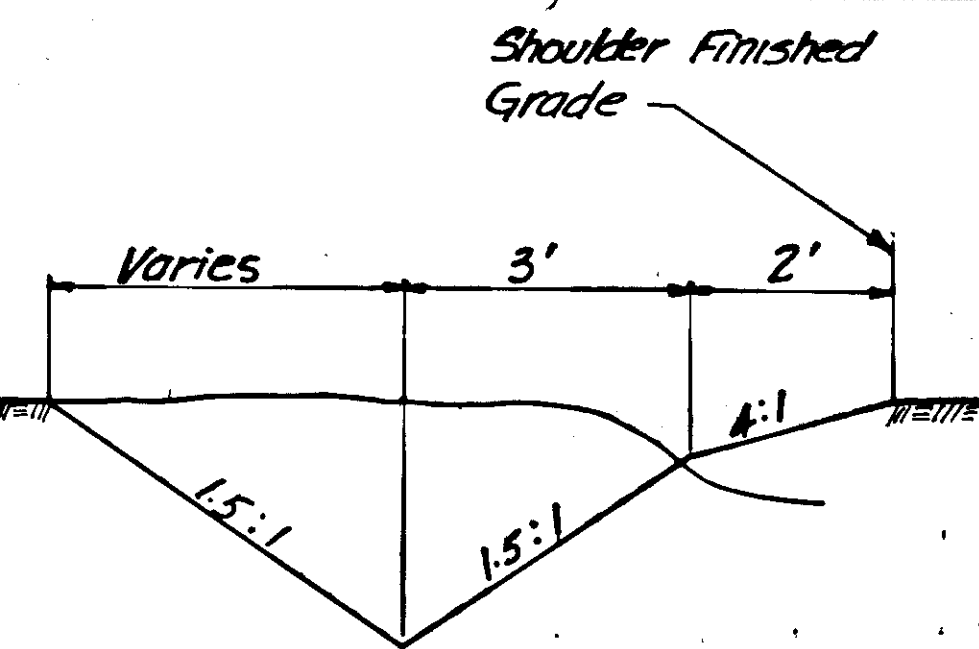


SEAVIEW ST.

NOTES

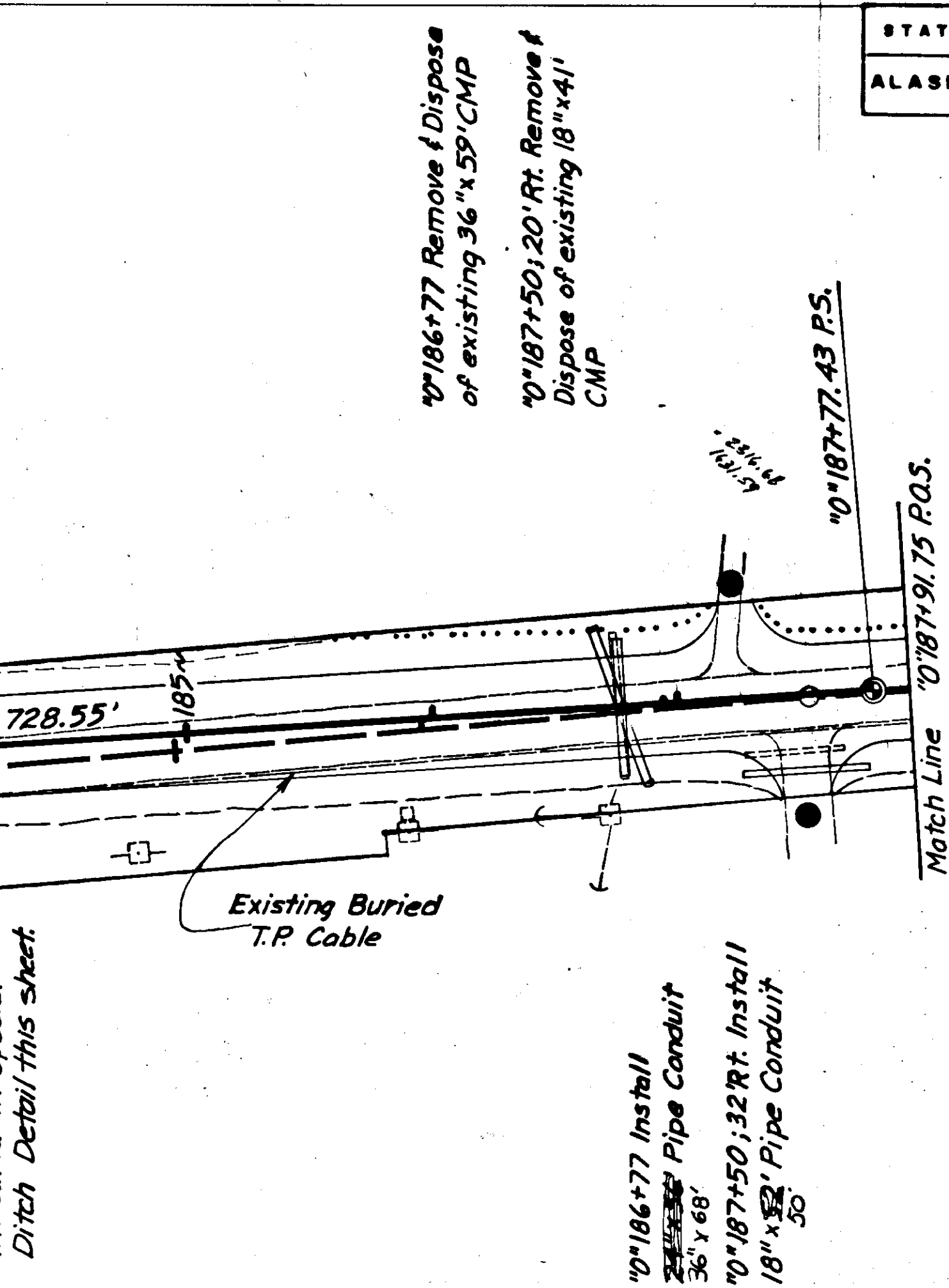
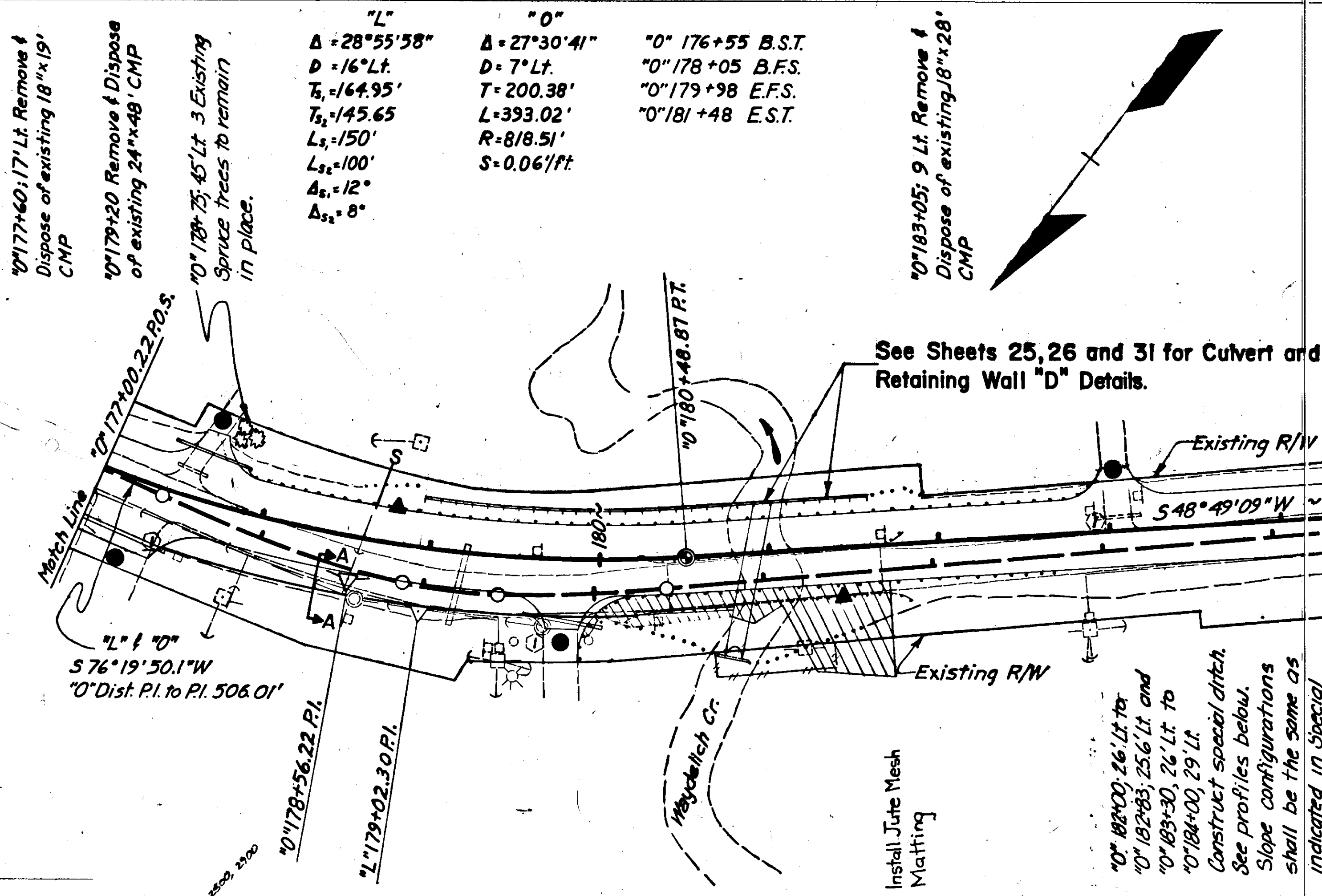
1. [Symbol] Indicates curb, gutter, and sidewalk transition. See sheet 9 for details.
 2. * Indicates elevations are given to finished profile grade.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	21	47

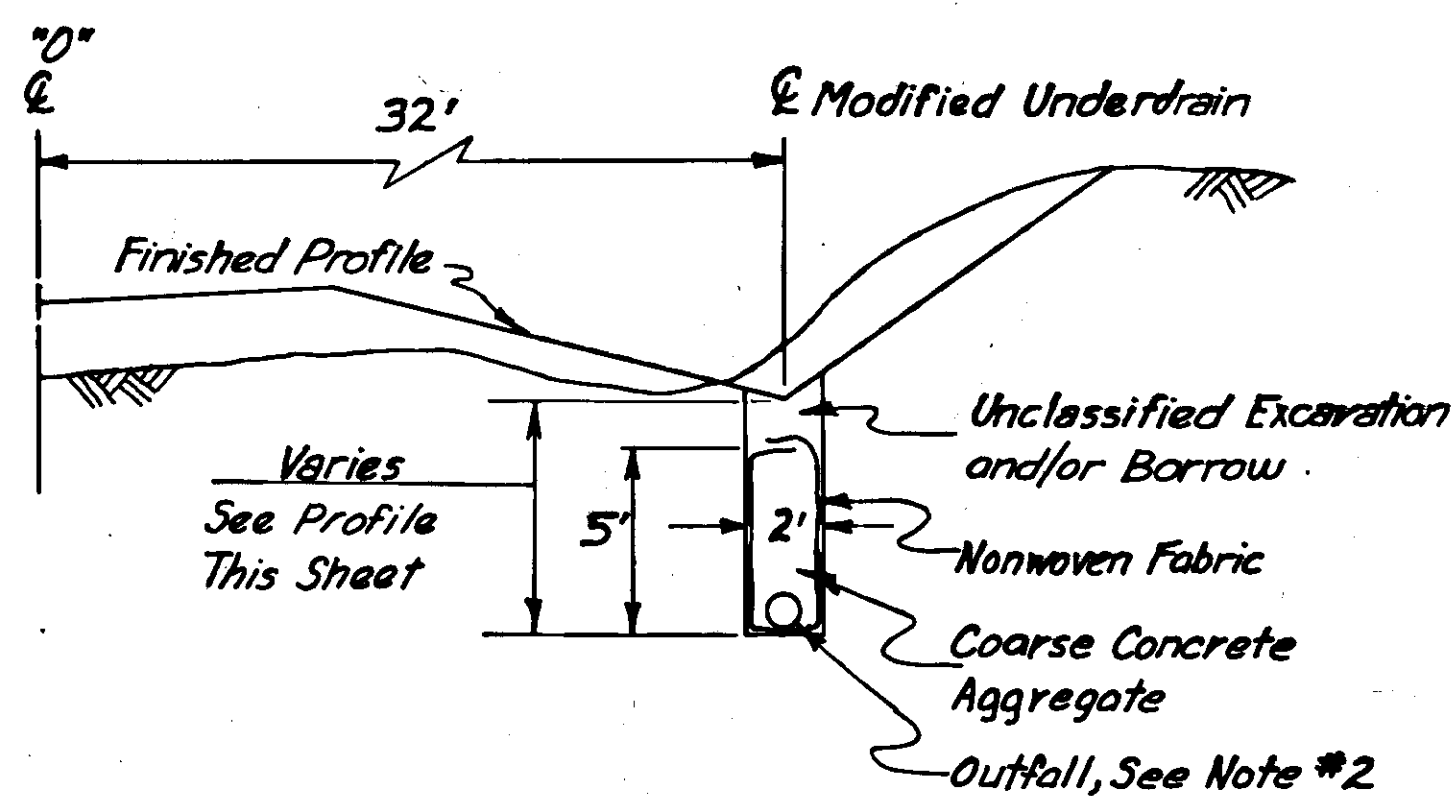


SPECIAL DITCH DETAIL

"0" 177+23; Rt. Install 18"x54" Pipe Conduit.
 "0" 177+60; 29' Lt. Install 18"x46" Pipe Conduit.
 "0" 179+78; 32' Rt. Install 18"x62" Pipe Conduit.
 "0" 177+75; 25' Lt. to "0" 178+75; 25' Lt. Construct special ditch. See detail this sheet.
 "0" 178+75; 25' Lt. to "0" 178+84; 30' Lt. Construct ditch out as directed.
 "0" 179+78 Lt. Install 18"x58" Pipe Conduit



SECTION A-A

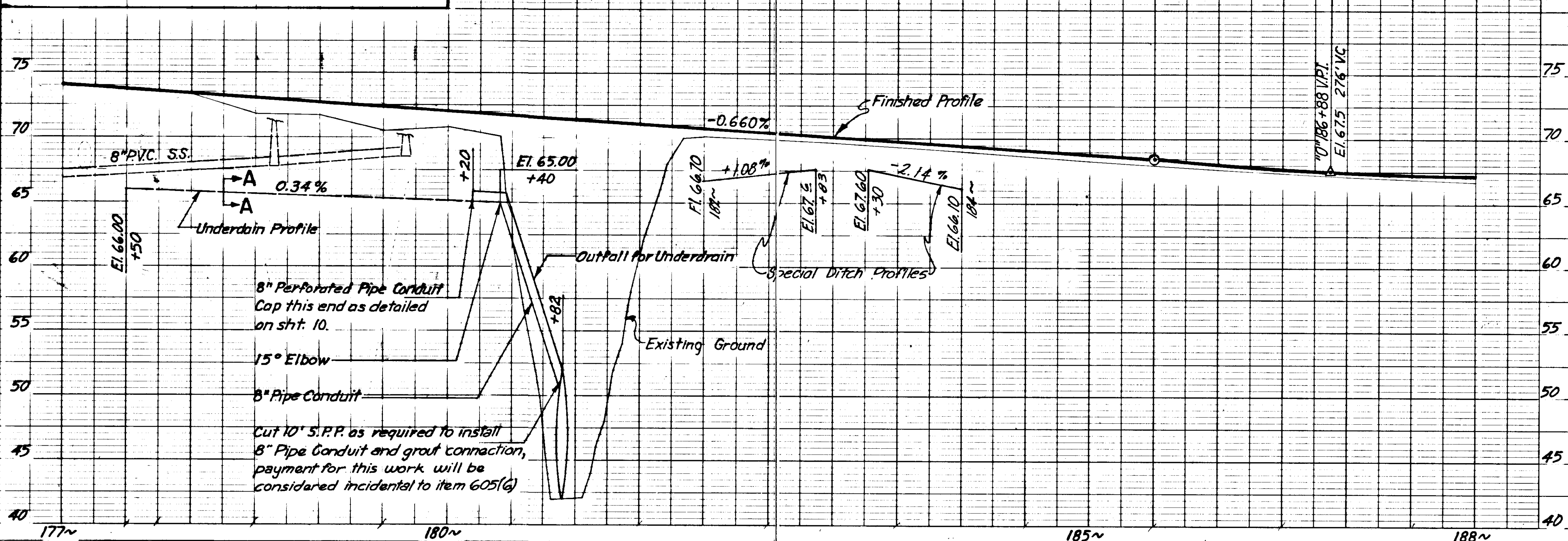


NOTES

- "0" 177+50; Rt. to "0" 180+40; Rt. Construct the Modified Underdrain detailed above.
- "0" 180+20; Rt. to "0" 180+82; Rt. Construct outfall for above underdrain. Install 20 L.F. of 8" Perforated Pipe Conduit, a 15° elbow, and 42 L.F. of 8" Pipe Conduit. See detail on this sheet.
- Payment for the underdrain detailed above shall be made under Section 605(6).

- Indicates Number of Mail Boxes to be replaced, see sheet no. 9.
- Indicates Approaches to be reconstructed, see sheet no. 10.
- Indicates Adjustment or Reconstruction of Manholes, see sheet no. 9.
- ▲ Indicates Removal and/or Installation of Guardrail, see sheet no. 9.
- S Indicates existing 4" Galv. sewer service to be extended to R/W line and cap the end.

T.B.M. #11 Spike set in 10" Dia. Spruce 65' Rt. of "L" 181+87. Elev. 67.72.



Embankment = 12,532 C.Y. (Includes 3,376 C.Y. of Selected Material)
 Unclassified Exc. = 3,833 C.Y.
 Borrow = 13,226 Tons (Includes 3,376 C.Y. of Selected Material)

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	23	47

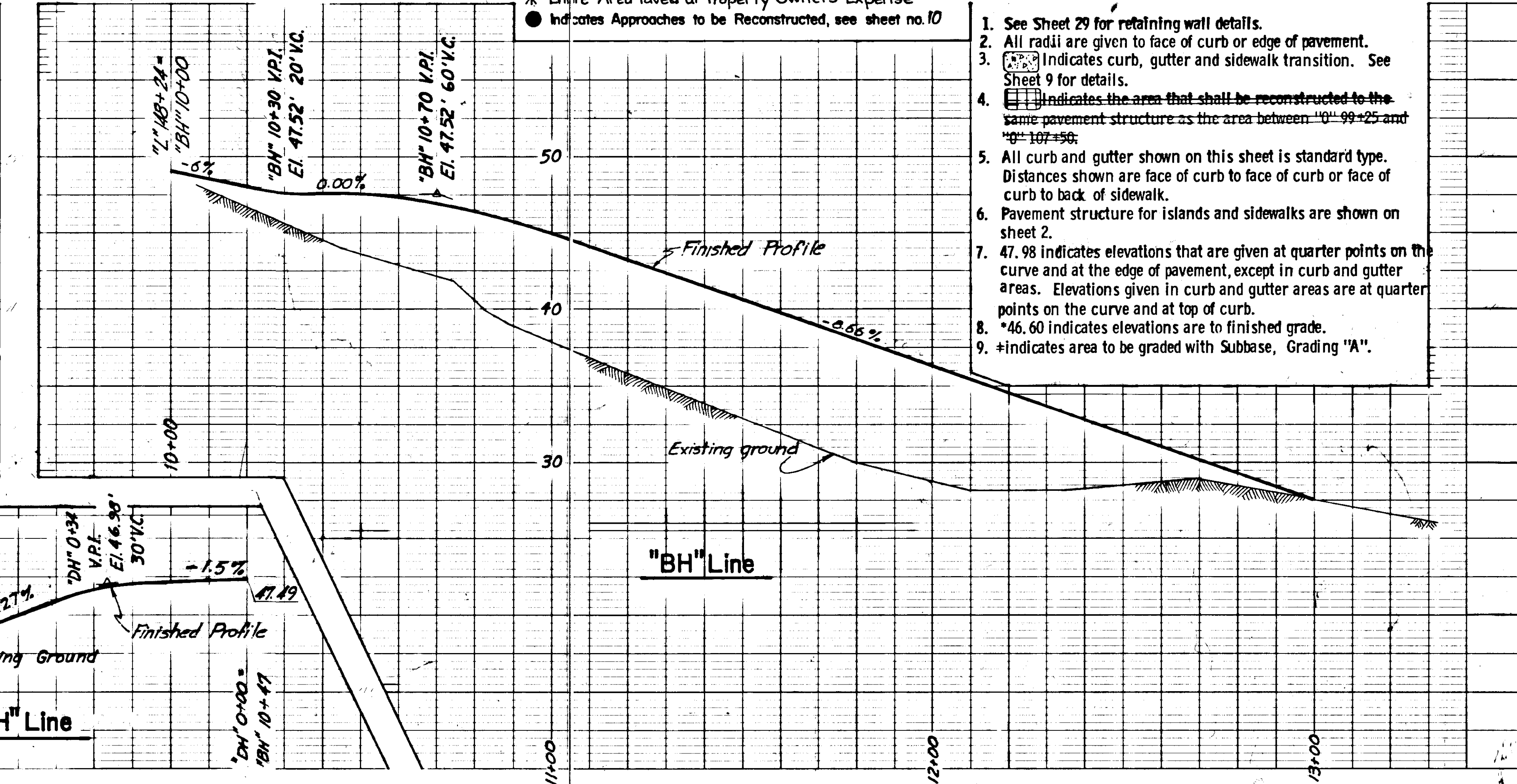
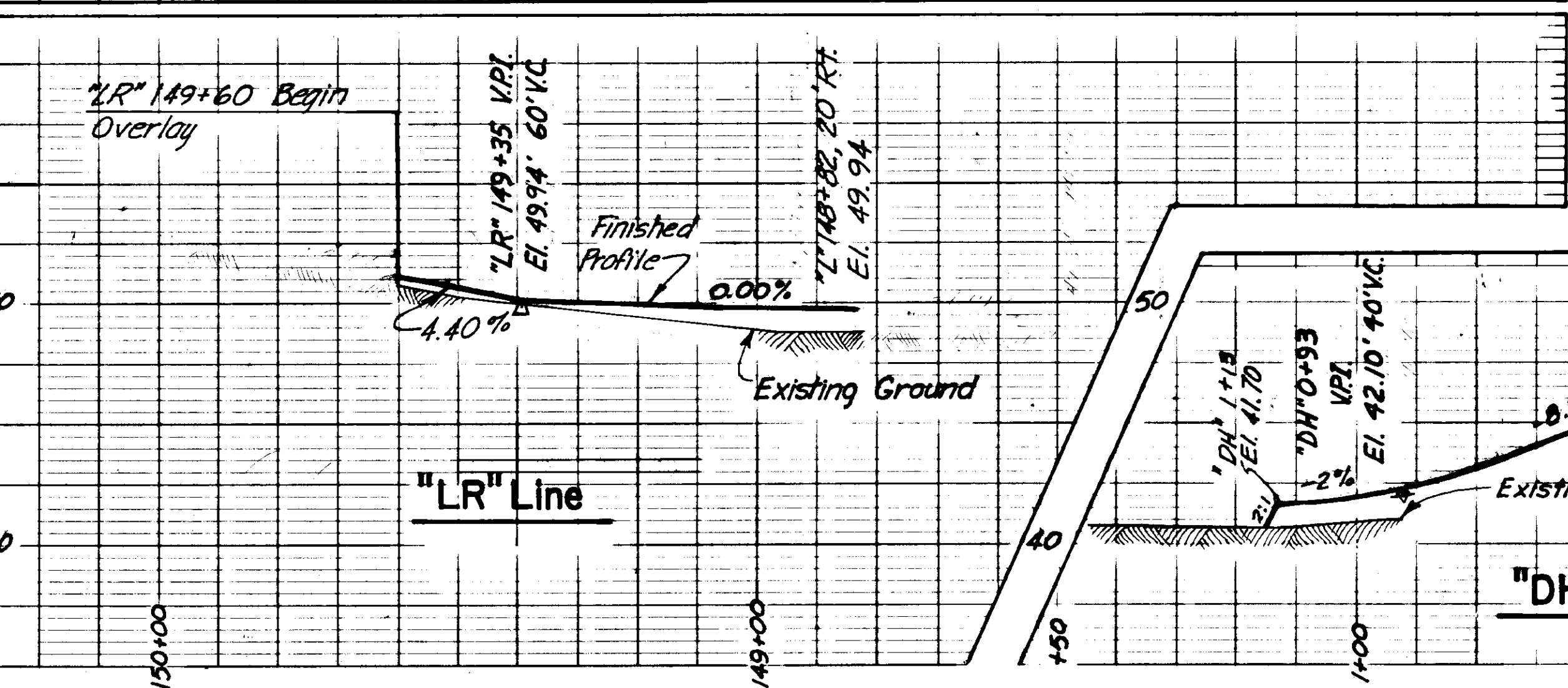
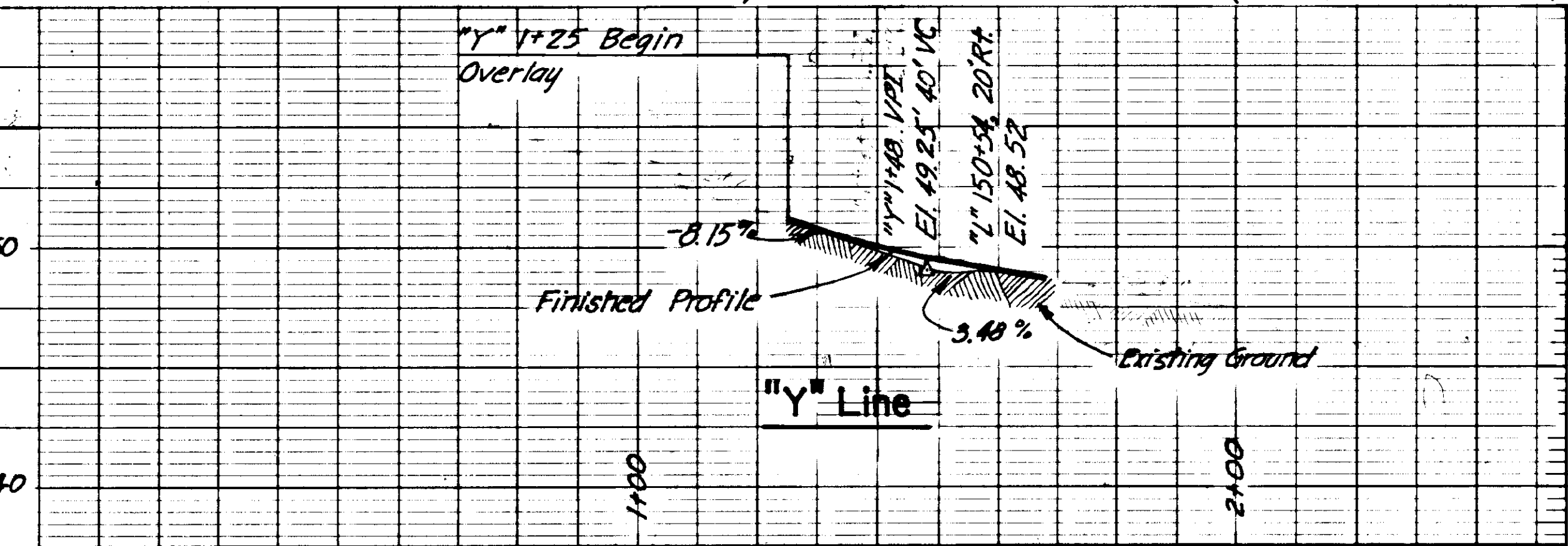
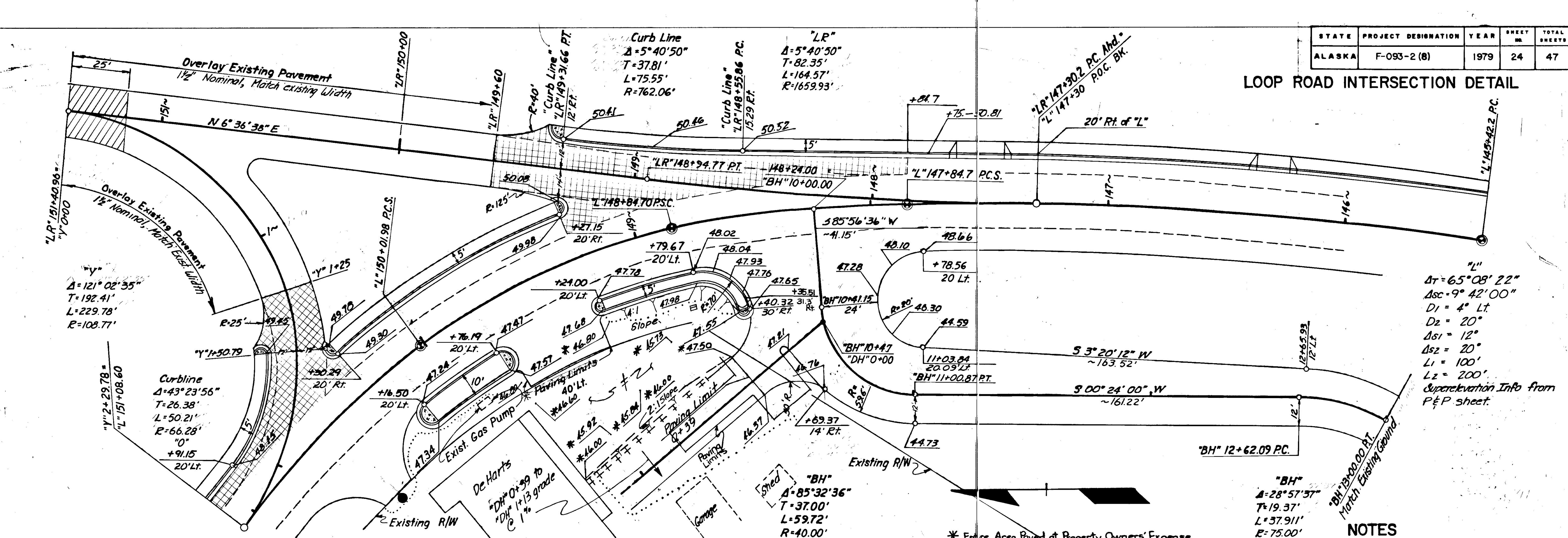
FRITZ COVE ROAD INTERSECTION DETAIL

NOTES

1. See sheets Z7&28 for retaining wall details.
2. Elevations given are at quarter points on the curve and at edge of pavement, except in curb and gutter areas. Elevations given in curb and gutter areas are at quarter points on the curve and at top of curb.
3. All radii are given to face of curb or edge of pavement.
4.  Indicate curb, gutter, and sidewalk transition. See sheet 9 for details.
5. "0" 89+09 to "FC-0" 4+35; Lt. grade the flow line of the proposed ditch to drain towards "0" 89+09.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2 (8)	1979	24	47

LOOP ROAD INTERSECTION DETAIL



NOTES

1. See Sheet 29 for retaining wall details.
2. All radii are given to face of curb or edge of pavement.
3. [Symbol] Indicates curb, gutter and sidewalk transition. See Sheet 9 for details.
4. [Symbol] Indicates the area that shall be reconstructed to the same pavement structure as the area between "0" 99+25 and "0" 107+50.
5. All curb and gutter shown on this sheet is standard type. Distances shown are face of curb to face of curb or face of curb to back of sidewalk.
6. Pavement structure for islands and sidewalks are shown on sheet 2.
7. 47.98 indicates elevations that are given at quarter points on the curve and at the edge of pavement, except in curb and gutter areas. Elevations given in curb and gutter areas are at quarter points on the curve and at top of curb.
8. *46.60 indicates elevations are to finished grade.
9. + indicates area to be graded with Subbase, Grading "A".

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(6)	1979	25	47

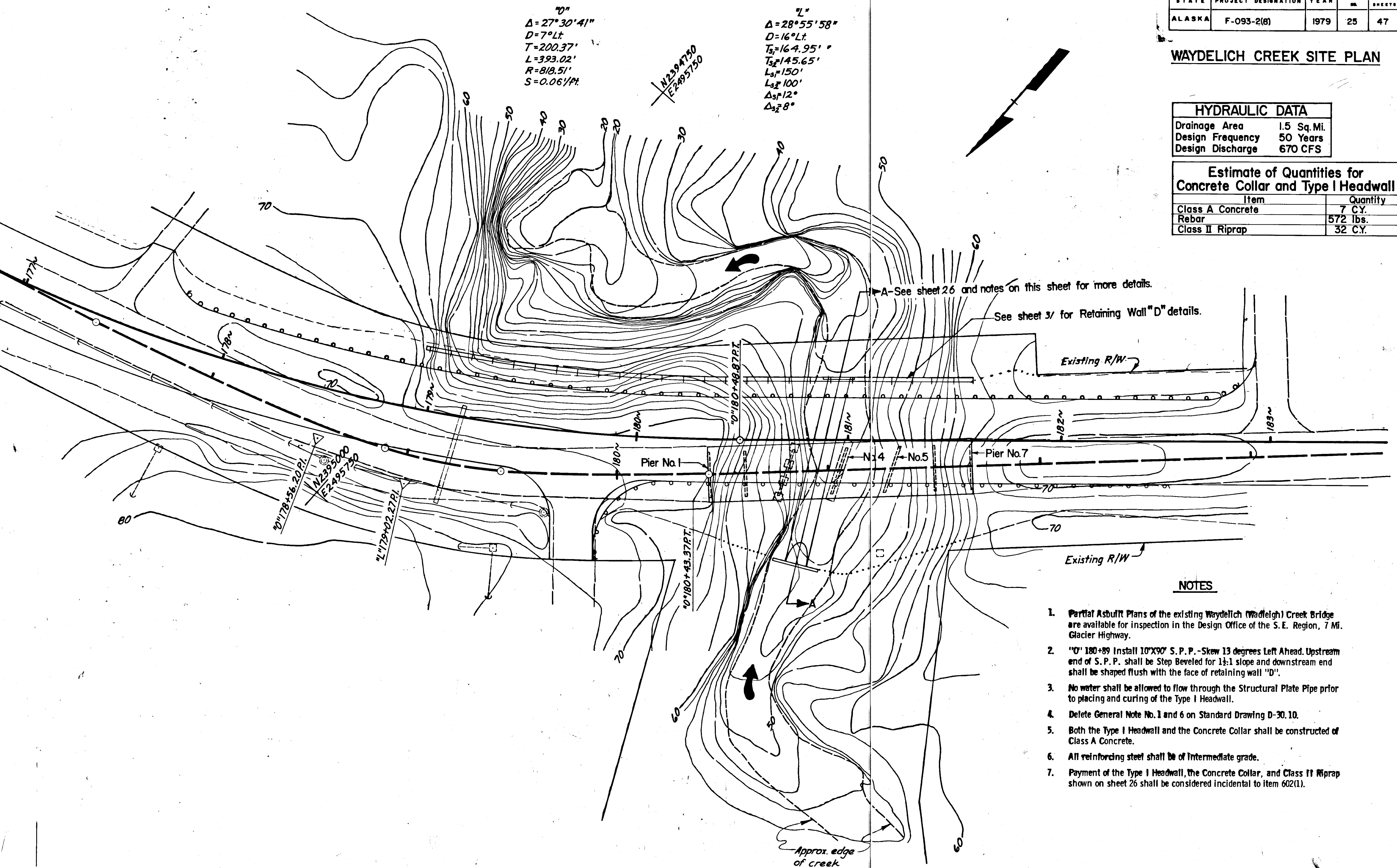
WAYDELICH CREEK SITE PLAN

HYDRAULIC DATA

Drainage Area	1.5 Sq. Mi.
Design Frequency	50 Years
Design Discharge	670 CFS

Estimate of Quantities for Concrete Collar and Type I Headwall

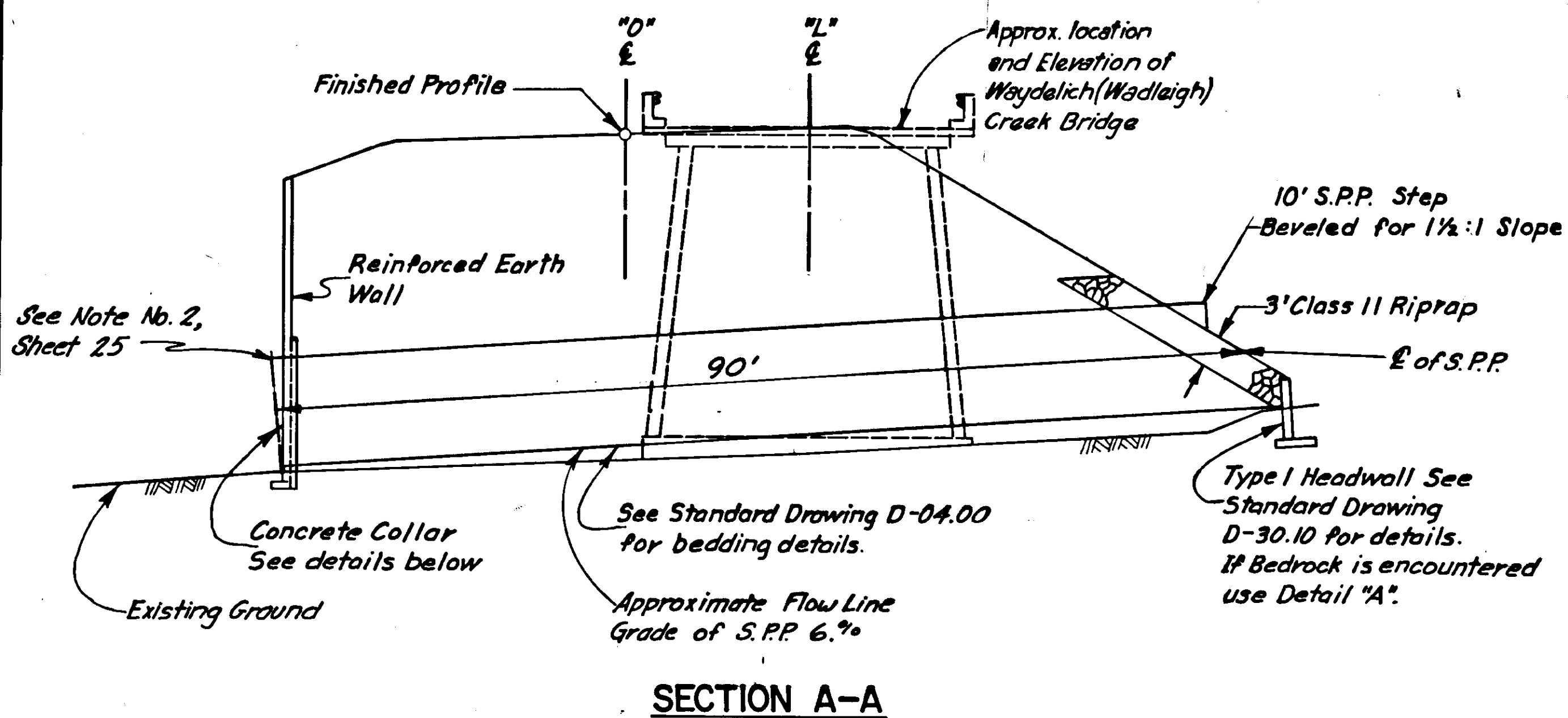
Item	Quantity
Class A Concrete	7 C.Y.
Rebar	572 lbs.
Class II Riprap	32 C.Y.



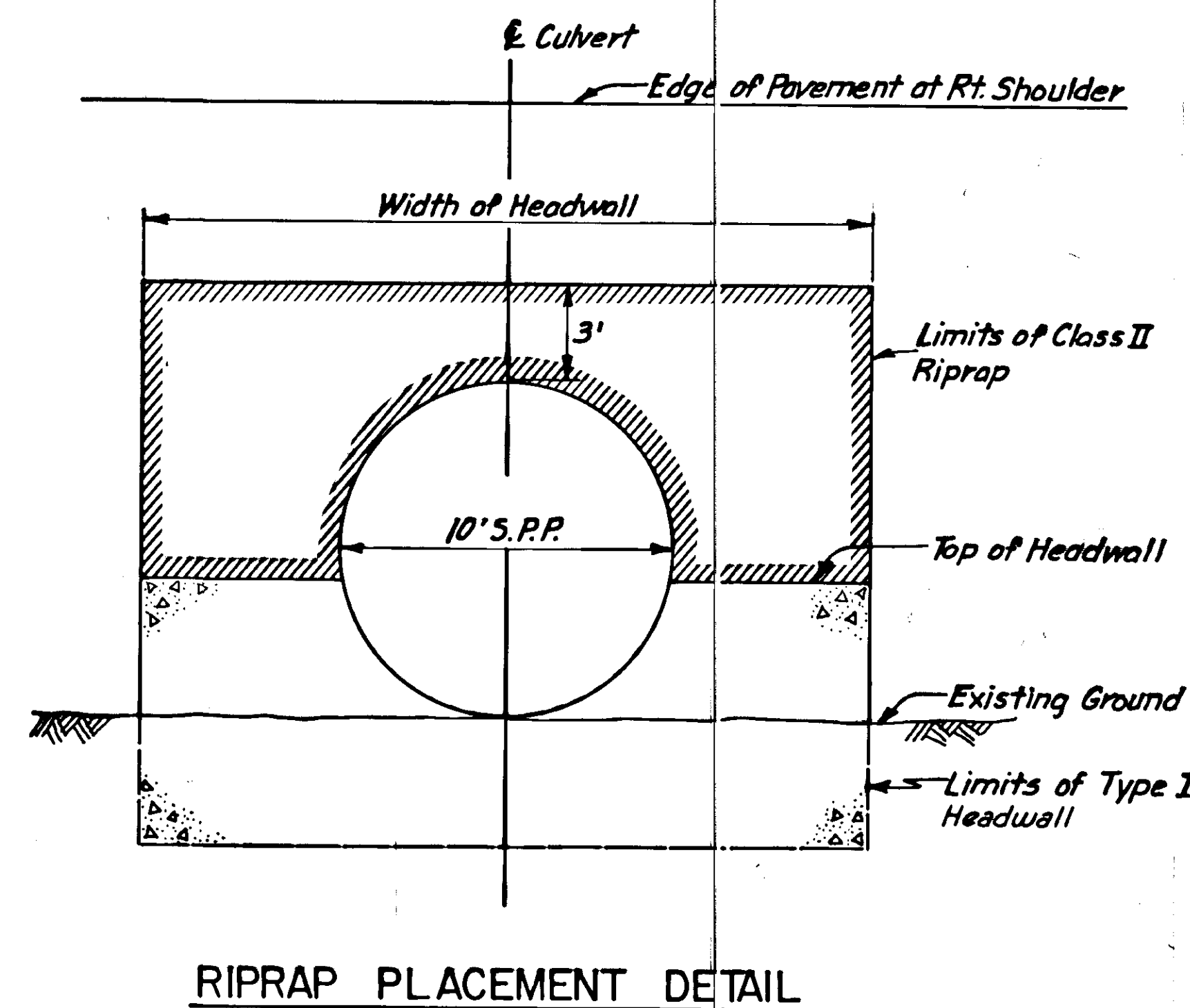
NOTES

- Partial Asbuilt Plans of the existing Waydelich (Wadleigh) Creek Bridge are available for inspection in the Design Office of the S. E. Region, 7 Mi. Glacier Highway.
- "D" 180+89 Install 10'X90' S. P. P. - Skew 13 degrees Left Ahead. Upstream end of S. P. P. shall be Step Beveled for 1:1 slope and downstream end shall be shaped flush with the face of retaining wall "D".
- No water shall be allowed to flow through the Structural Plate Pipe prior to placing and curing of the Type I Headwall.
- Delete General Note No. 1 and 6 on Standard Drawing D-30.10.
- Both the Type I Headwall and the Concrete Collar shall be constructed of Class A Concrete.
- All reinforcing steel shall be of intermediate grade.
- Payment of the Type I Headwall, the Concrete Collar, and Class II Riprap shown on sheet 26 shall be considered incidental to item 602(1).

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	26	47



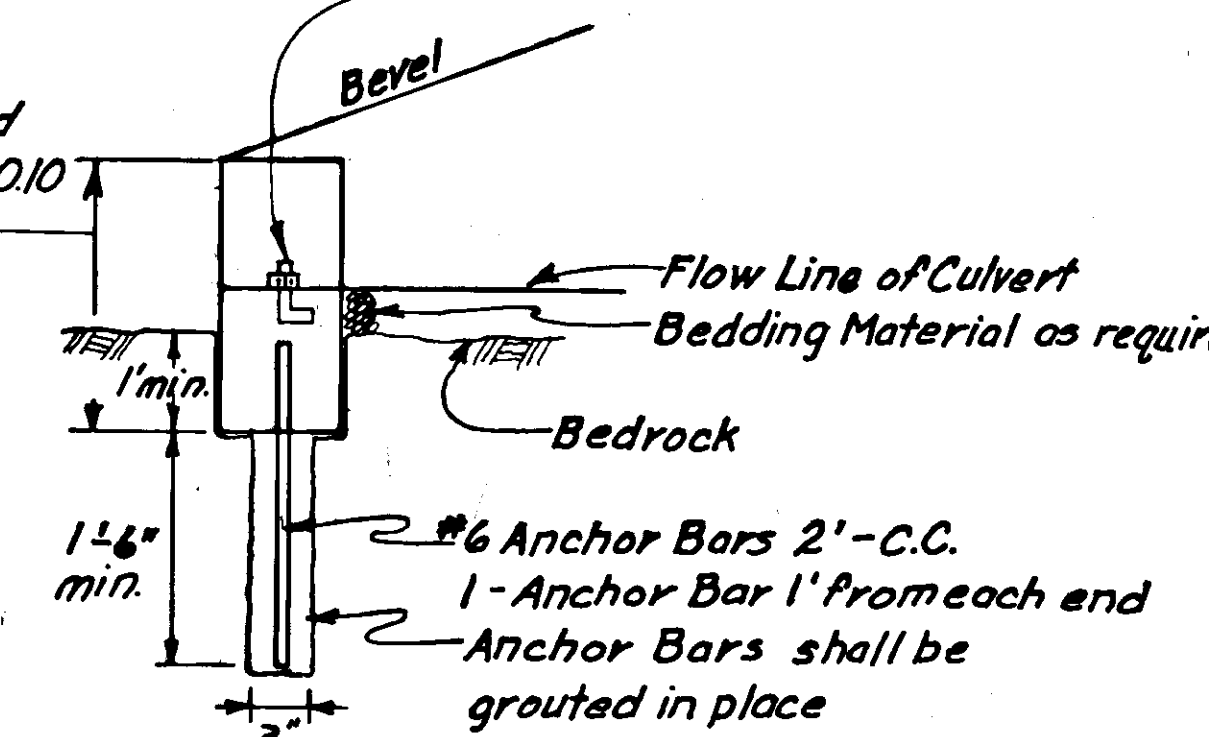
SECTION A-A



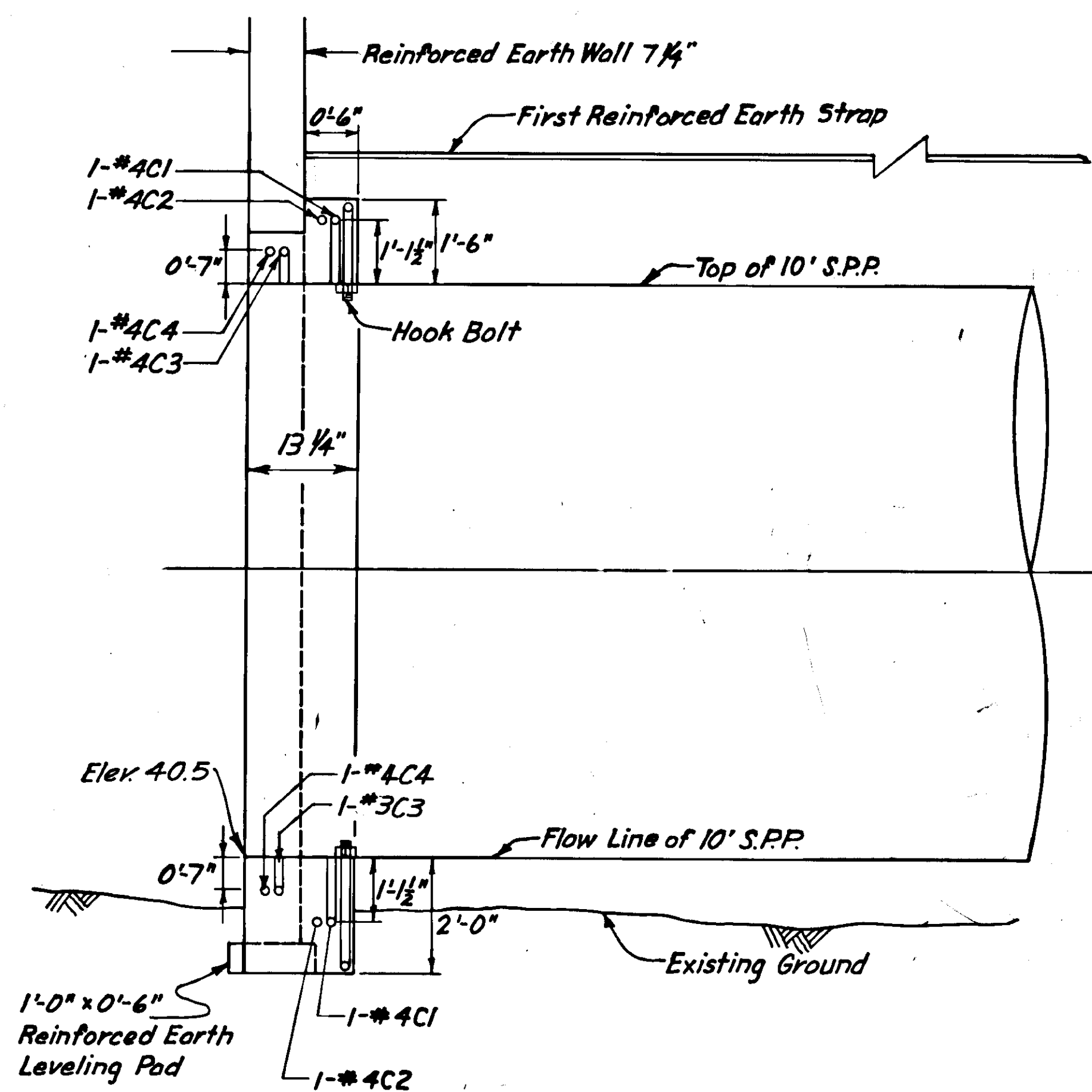
RIPRAP PLACEMENT DETAIL

Standard Hook Bolt may be reshaped as directed by the engineer

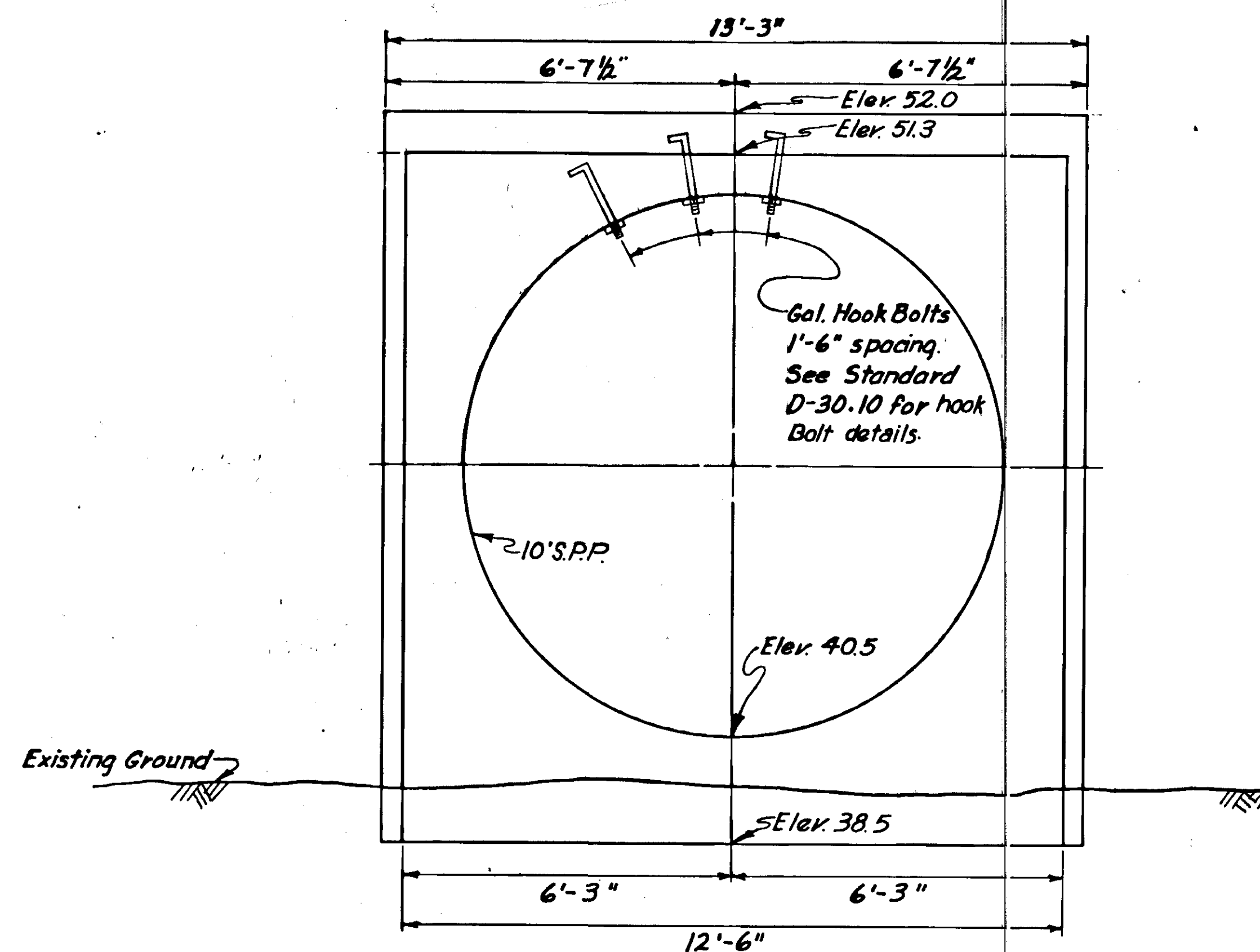
See Standard Drawing D-30.10 for details



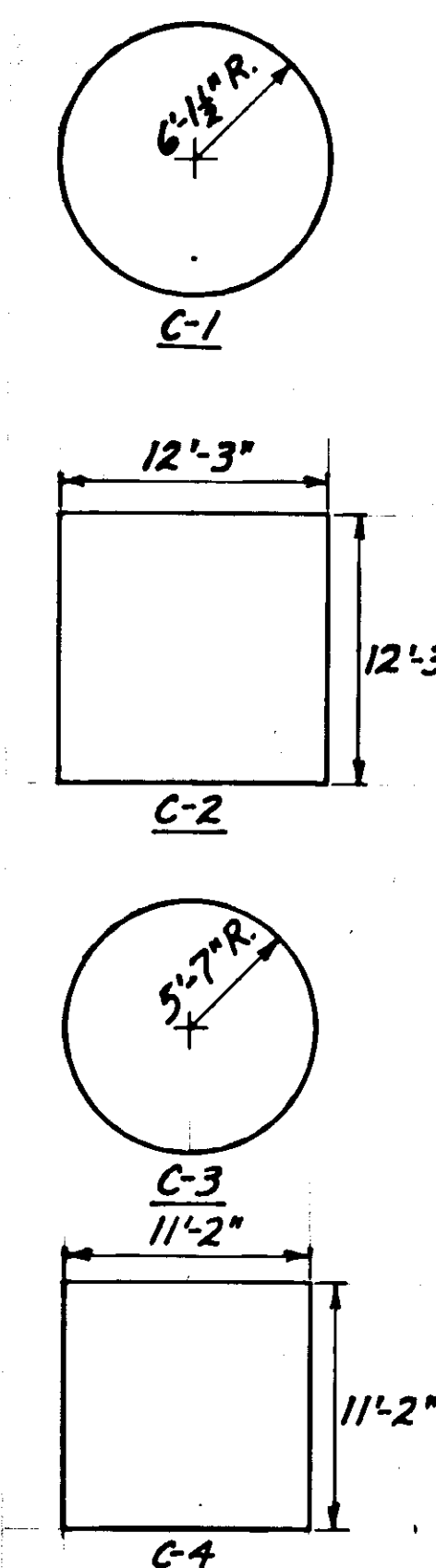
DETAIL "A"



SECTION

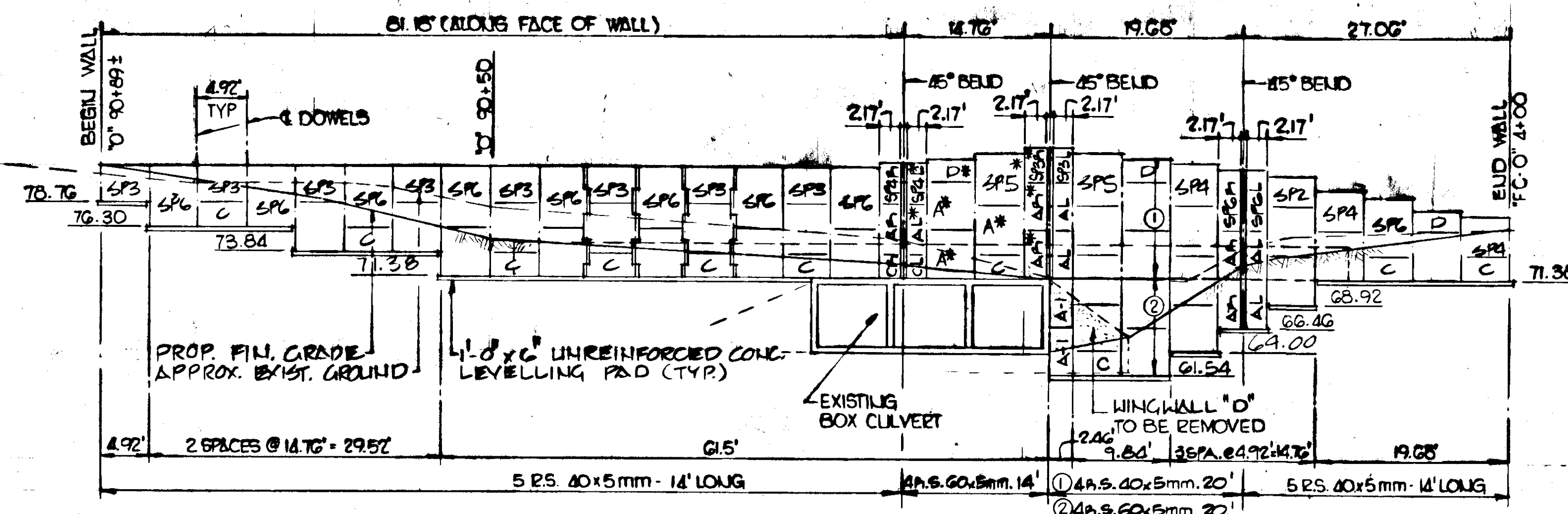
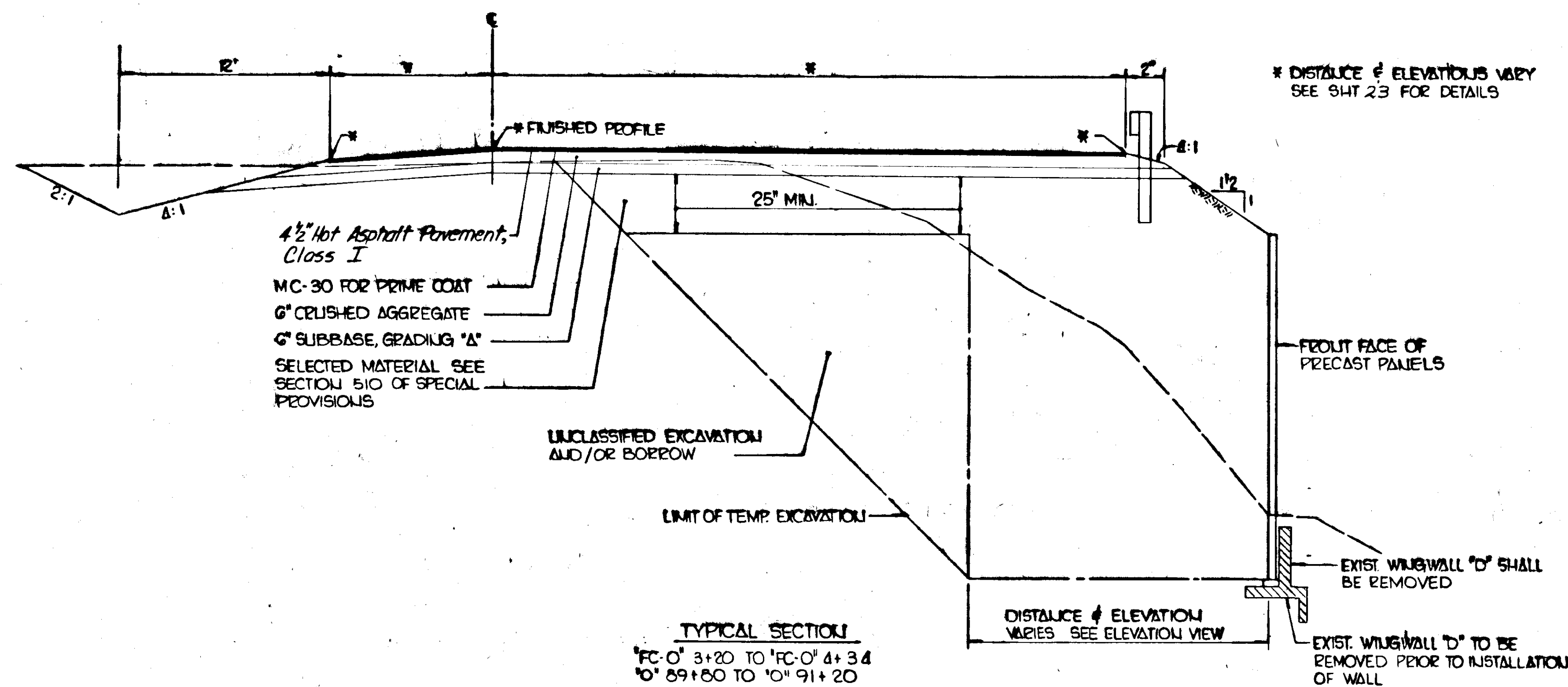


ELEVATION



BENDING DIAGRAM

CONCRETE COLLAR DETAILS



ELEVATION - FRONT FACE

		PANEL SCHEDULE																	
		STANDARD								SPECIAL								2.17'	
TYPE	NO. T.S.	A	C	D	SP2	SP3	SP4	SP5	SP6	SP7	SP8	SP9	SP10	SP11	SP12	SP13	SP14	SP15	SP16
P3	2	-	10	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	3	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	10	-	-	-	8	1	1	-	-	-	-	-	-	-	-	-	-	-
	5	15	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SQ. FT. PER PANEL		24.2	12.1	12.1	14.9	17.9	20.9	27.0	30.0	10.7	10.7	5.3	5.3	7.9	7.9	9.2	9.2	13.2	13.2

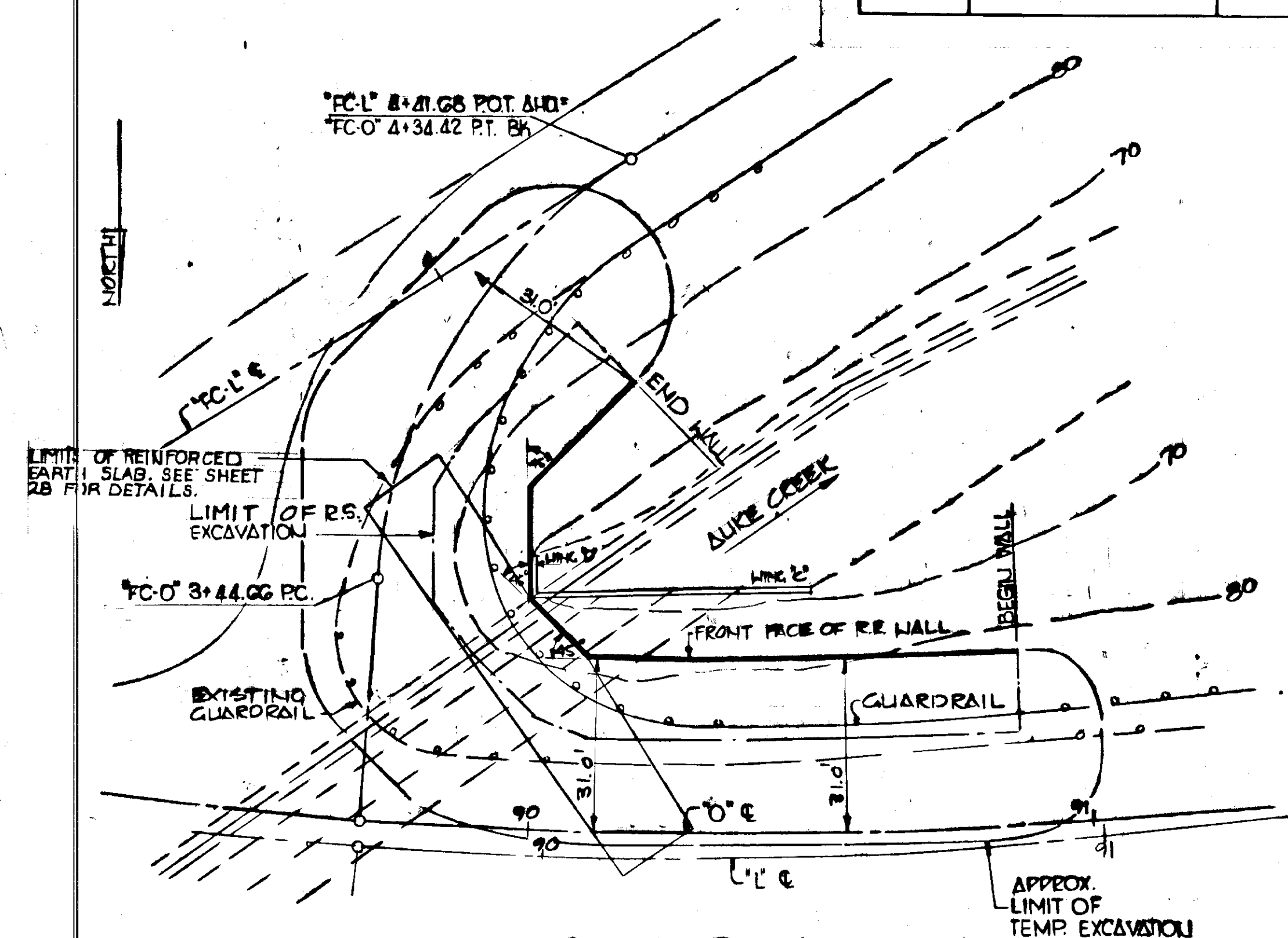
* INDICATES PANELS W/ SPECIAL T.S. & WILL BE DETAILED ON SHOP DRAWINGS.

REINFORCING SCHEDULE		
TYPE	LENGTH	NO.
40x5mm.	222	41
60x5mm.	45	28

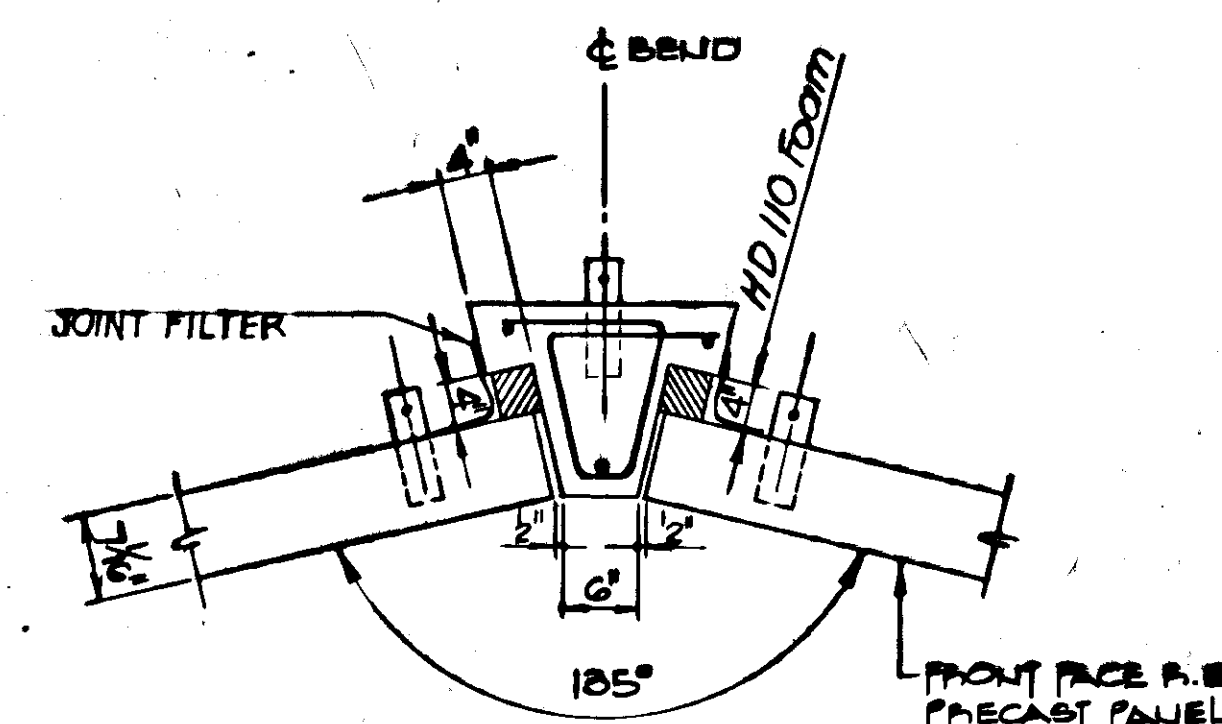
CORNER ELEMENT SCHEDULE				
TYPE	NO. T.S.	2.17'	2.46'	3.63'
P3	1	1	1	1
	2	-	-	-
	3	-	-	-
SQ. FT. EA.		.9	1.2	1.8

REINFORCED EARTH WALL 'A'

PANEL AREA : 1,552.1 SQ. FT.
CORNER AREA : 19.4 SQ. FT.
TOTAL SURFACE AREA WALL : 1,601.5 SQ. FT.



SITE PLAN



DETAIL @ BEND

GENERAL NOTES

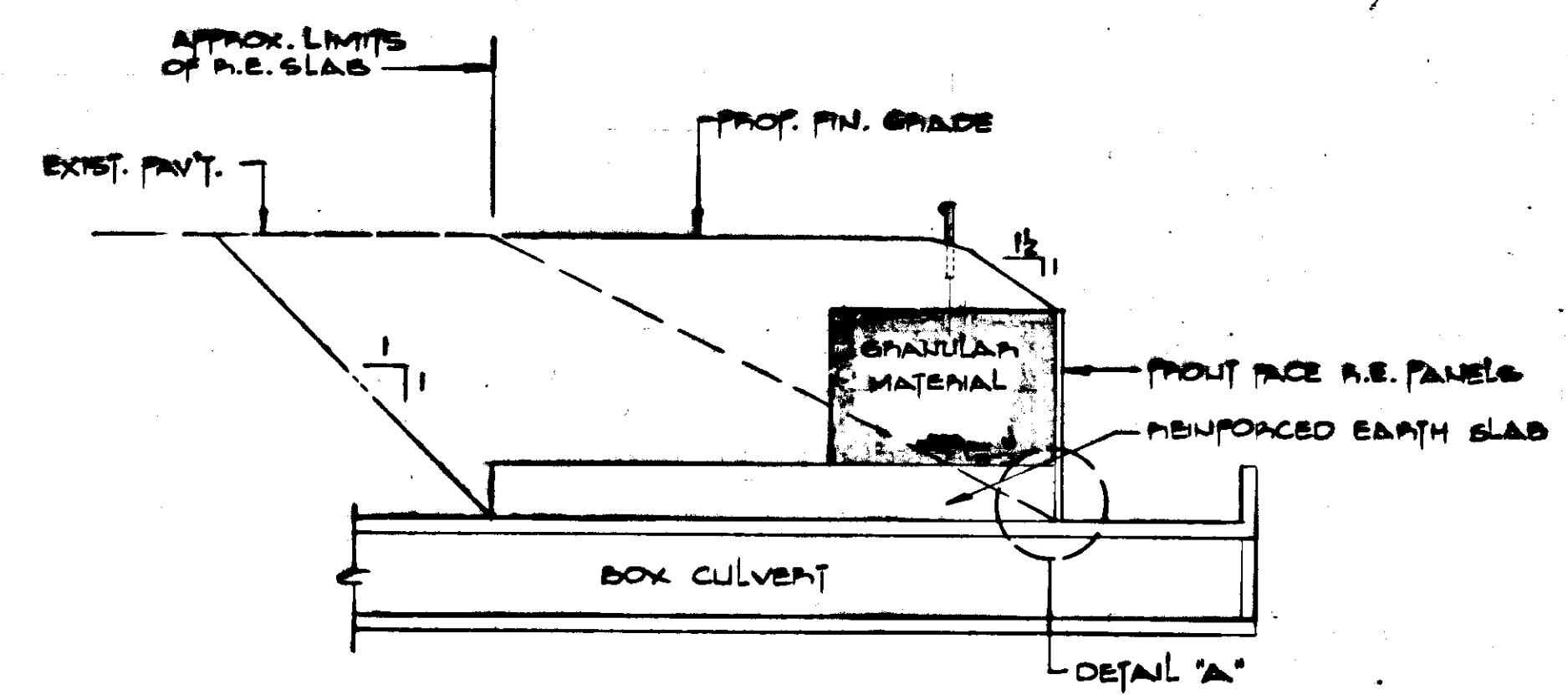
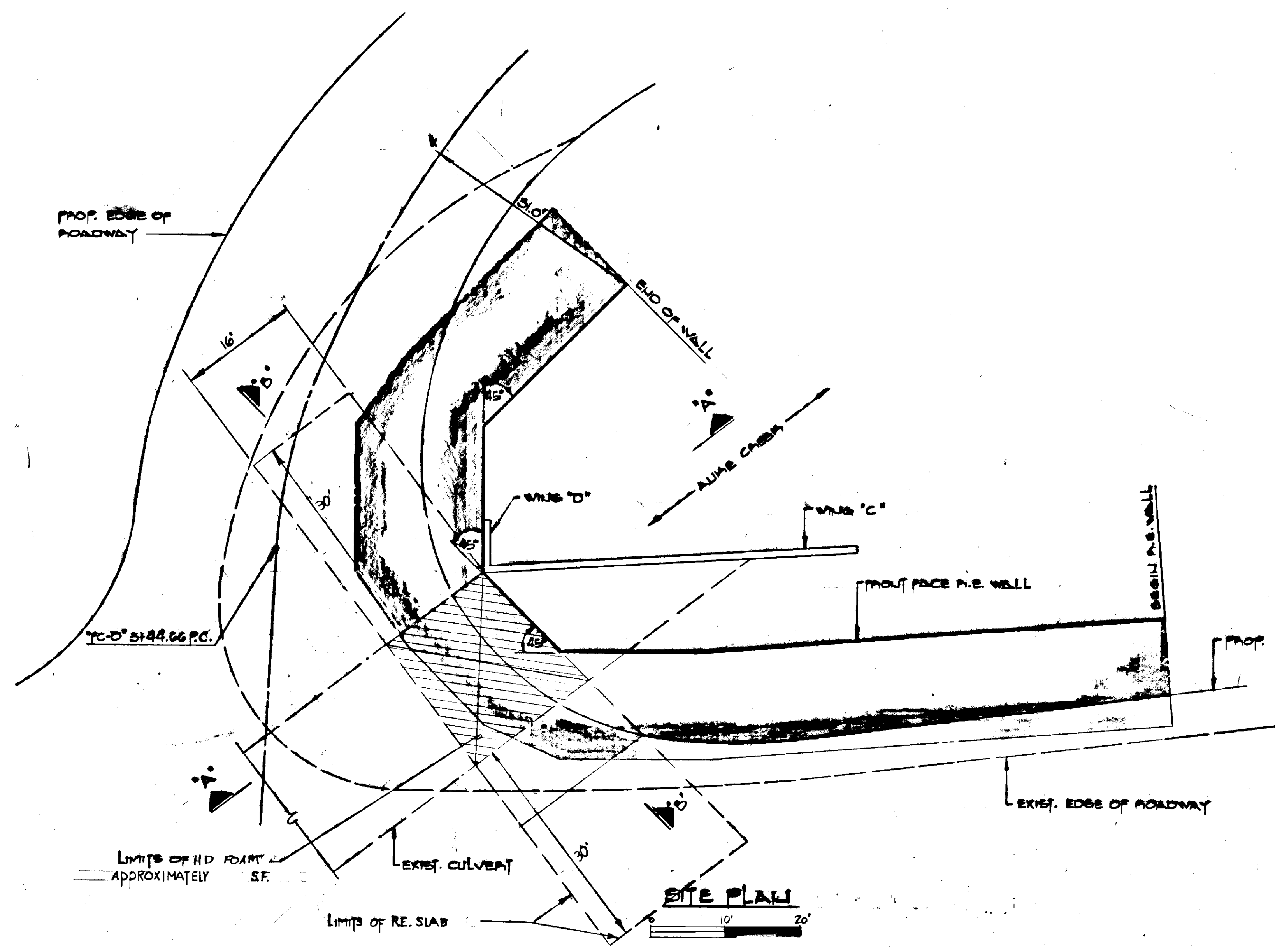
- ALL PANELS ARE TYPE 'A' UNLESS OTHERWISE NOTED.
- IT IS ASSUMED THAT ALL BACKFILL MATERIAL USED IN THE REINFORCED EARTH WALL IS OF THE FOLLOWING GRADATION:

SIZE	PERCENT PASSING
3"	100
2"	75-100
1 1/2"	0-15

3. All areas of excavation beyond the front face of R.E. walls shall be backfilled with unclassified excavation and/or borrow; graded to drain, and seeded as directed. All labor and materials required to backfill and grade above areas shall be considered incidental to item 510(1) "Reinforced Earth Retaining Wall". Seeding required in the above areas will be paid for under Item 615(1) "Seeding".

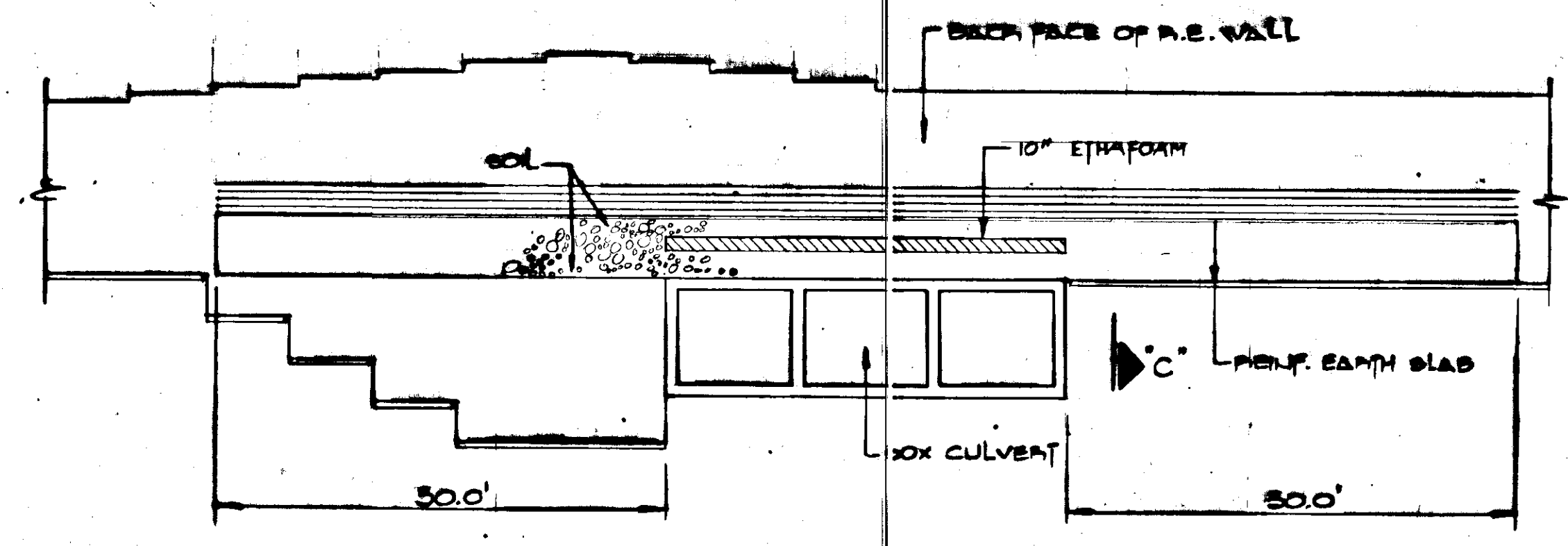
This drawing contains information proprietary to The Reinforced Earth Company, and is being furnished for the use of the STATE OF ALASKA DEPT. OF TRANS. only in connection with this project, and the information contained herein is not to be transmitted to any other organization unless specifically authorized in writing by The Reinforced Earth Company. The Reinforced Earth Company is exclusive licensee in the United States under patents issued to Henri Vidal, and the furnishing of this drawing does not constitute an express or implied license under the Vidal patents.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2 (8)	1979	28	47

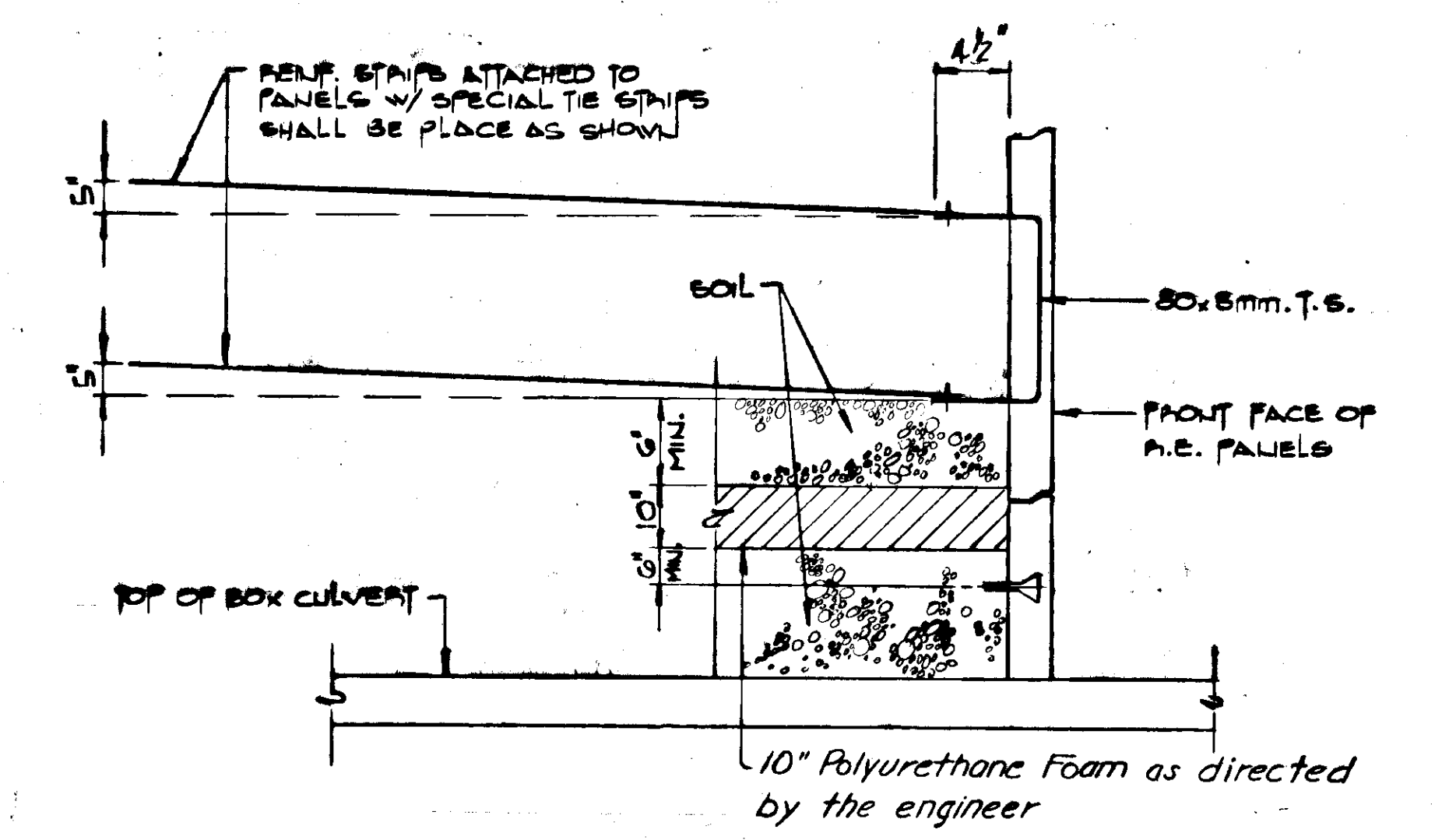


SECTION 'A-A'

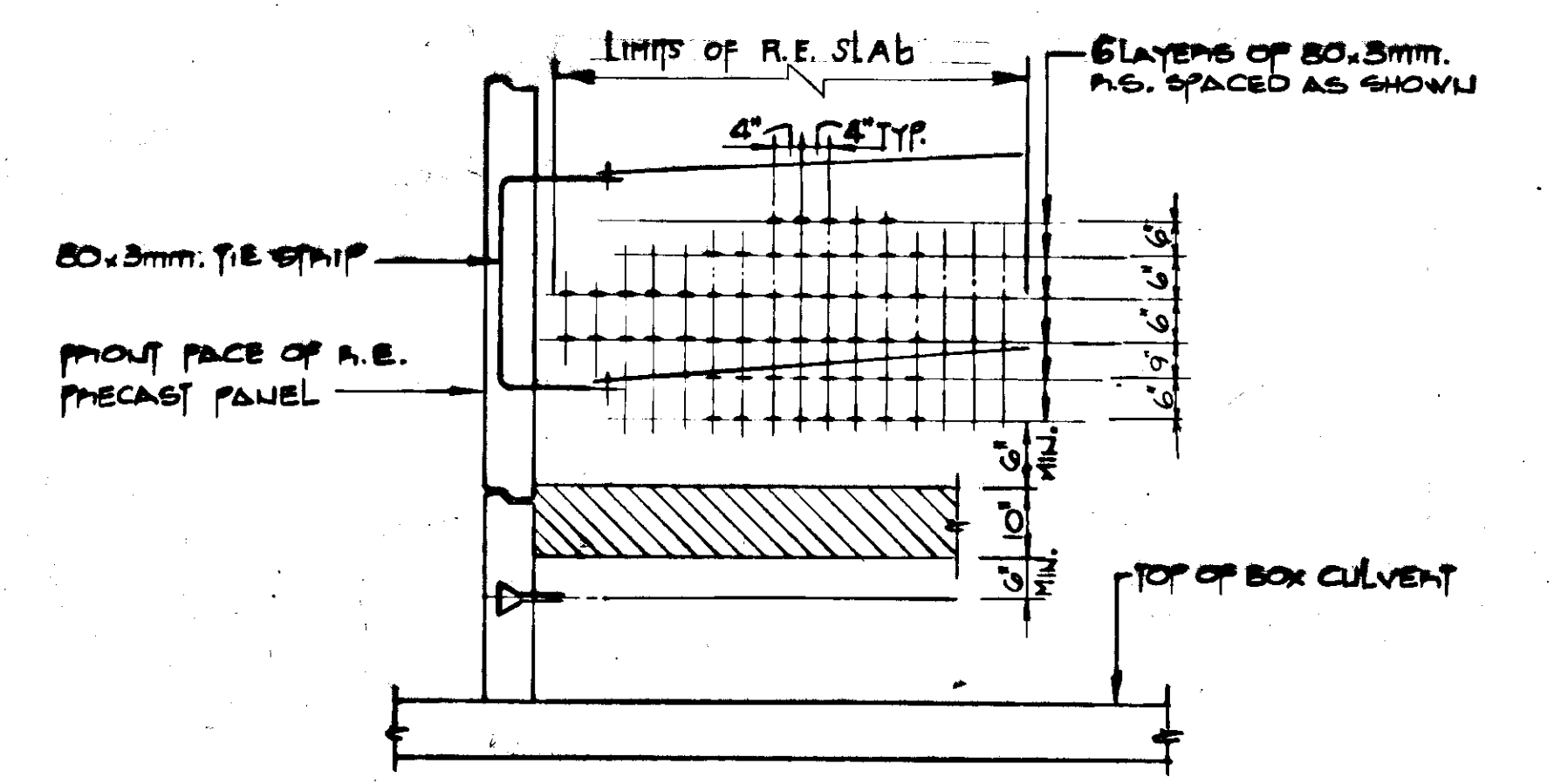
AREA OF R.E. SLAB: 1455 SQ. FT.
 QUANTITY OF R.E. = 414 R.E. 80x3mm. 80.0' LONG
 (FIELD SPICED)



SECTION 'B-B'



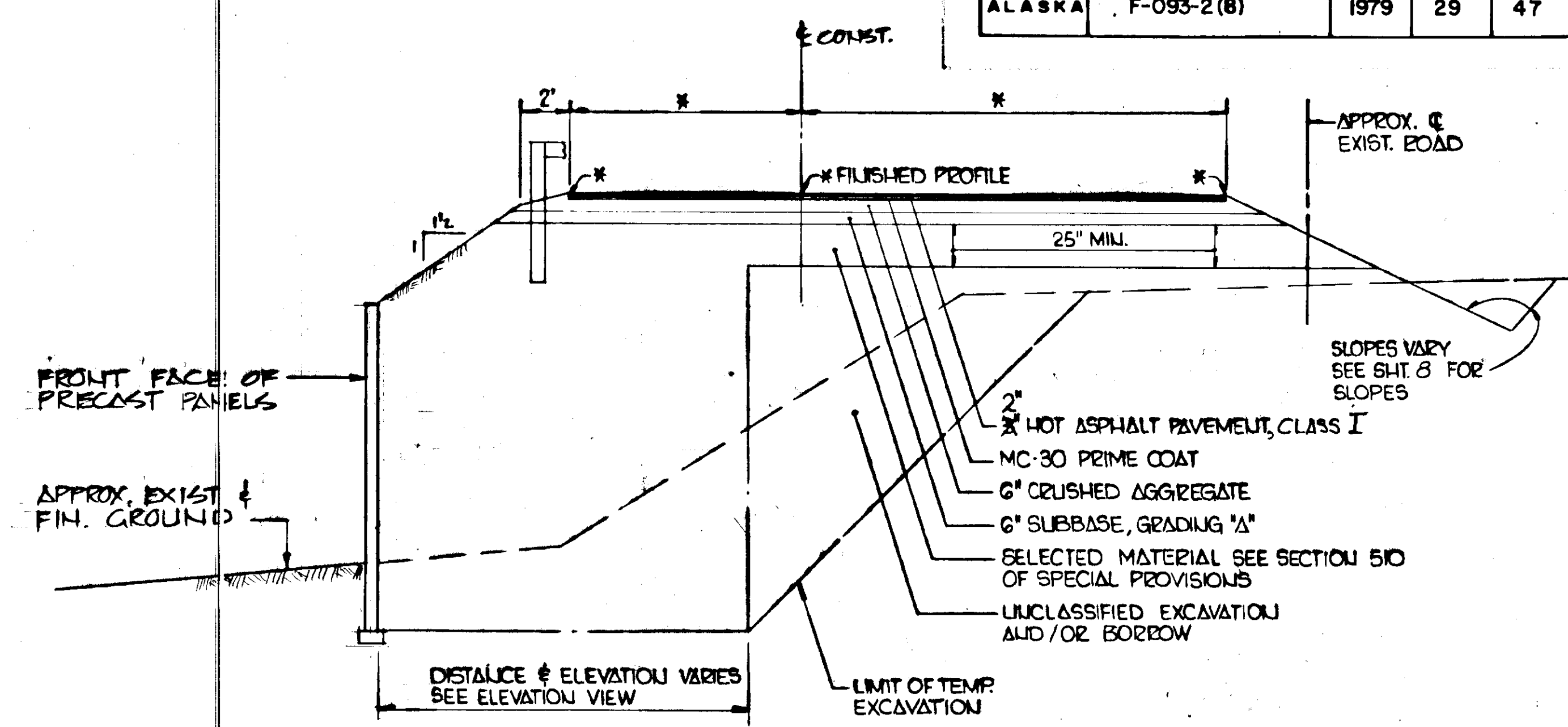
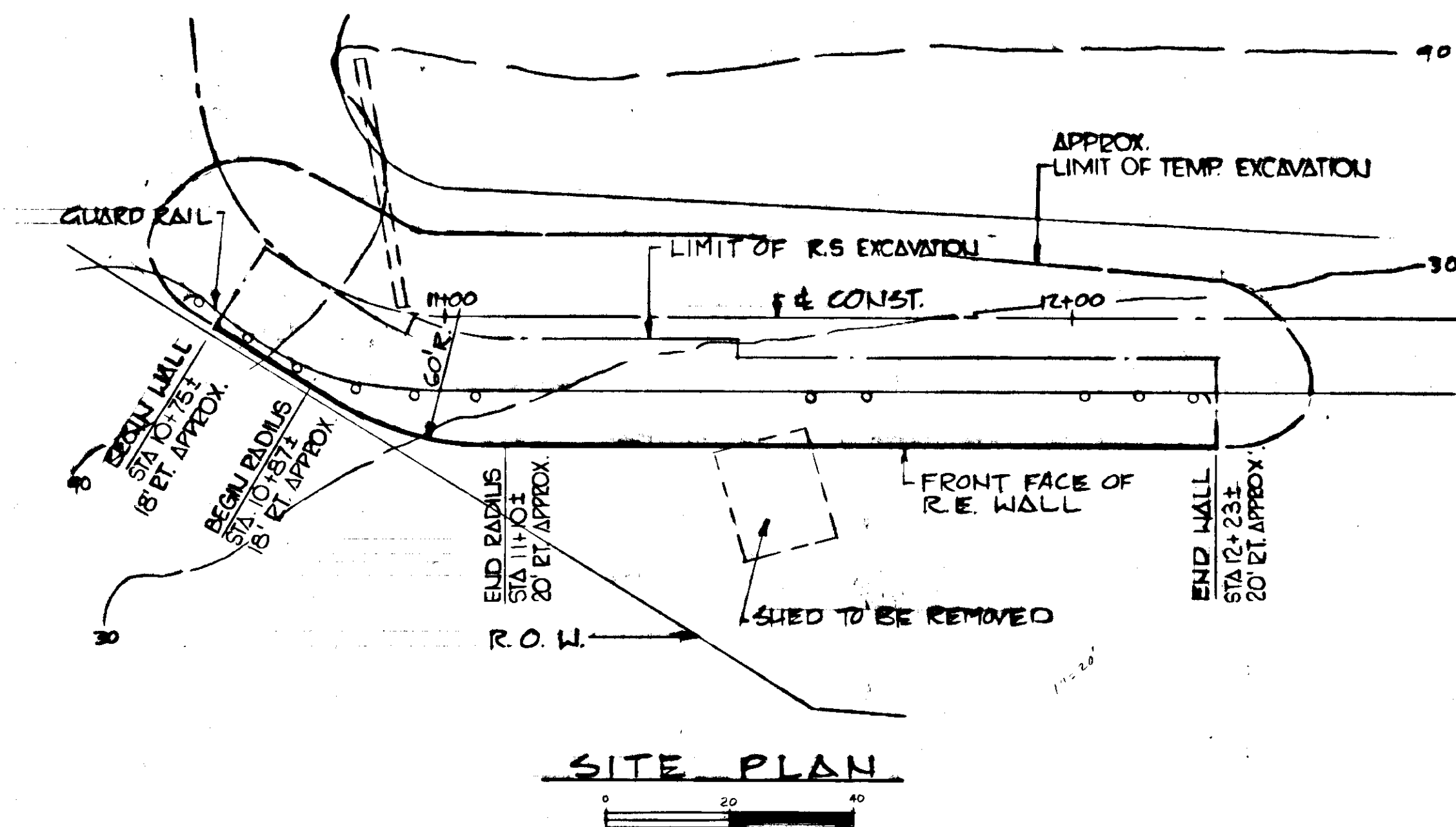
DETAIL 'A'



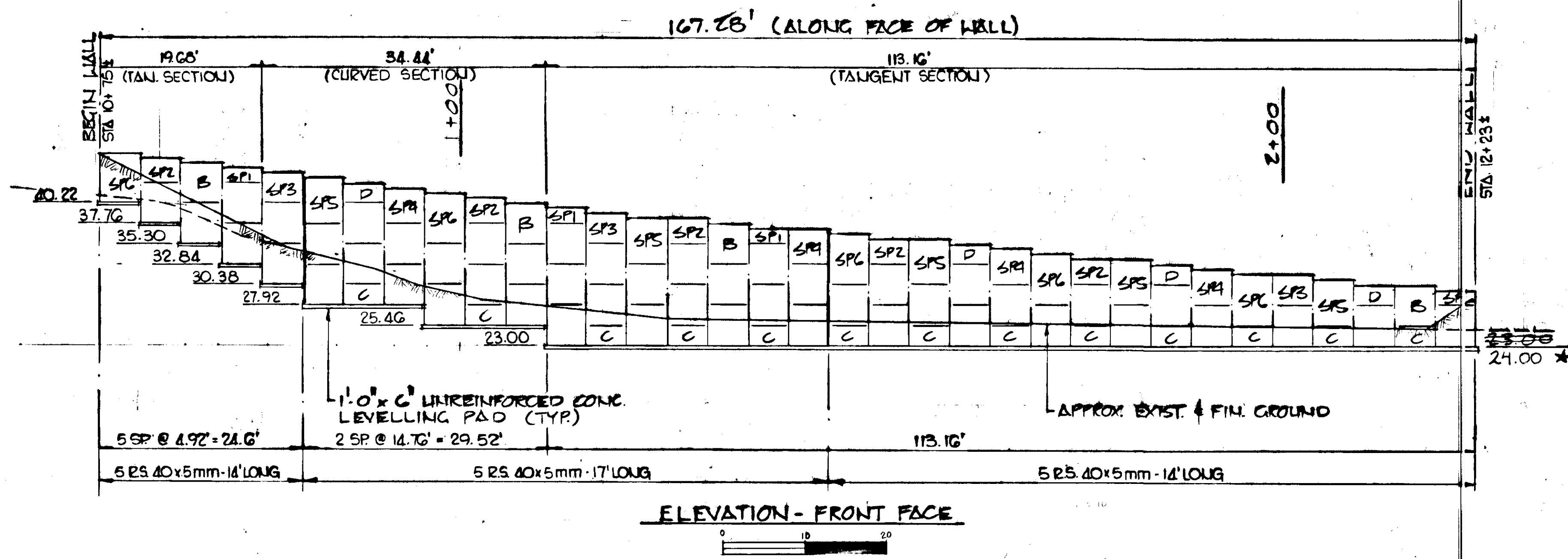
SECTION 'C-C'

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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	29	47



*DISTANCE AND ELEVATION VARY SEE SHT. 24 FOR DETAILS.



PANEL SCHEDULE											
TYPE	NO. TS	A	B	C	D	SP1	SP2	SP3	SP4	SP5	SP6
P3	2	-	-	13	-	4	-	-	-	-	-
	3	-	-	-	4	-	5	-	-	-	-
	4	-	-	-	-	-	-	3	-	-	-
	5	48	4	-	-	-	-	-	4	5	-
	6	-	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	-	-	-	-	-	5
	80 FT. PER PANEL	24.2	24.2	12.1	12.1	8.8	14.9	17.9	20.9	27.0	30.0

REINF. STRIP SCHEDULE			
LENGTH		14'	17'
TYPE			
40 x 5 mm		214	199

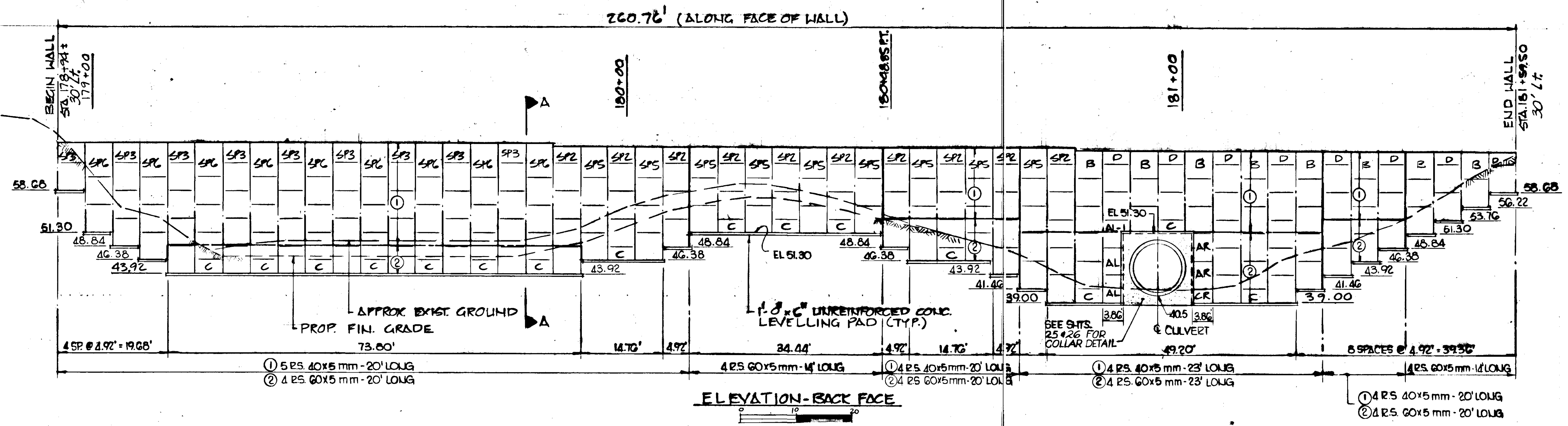
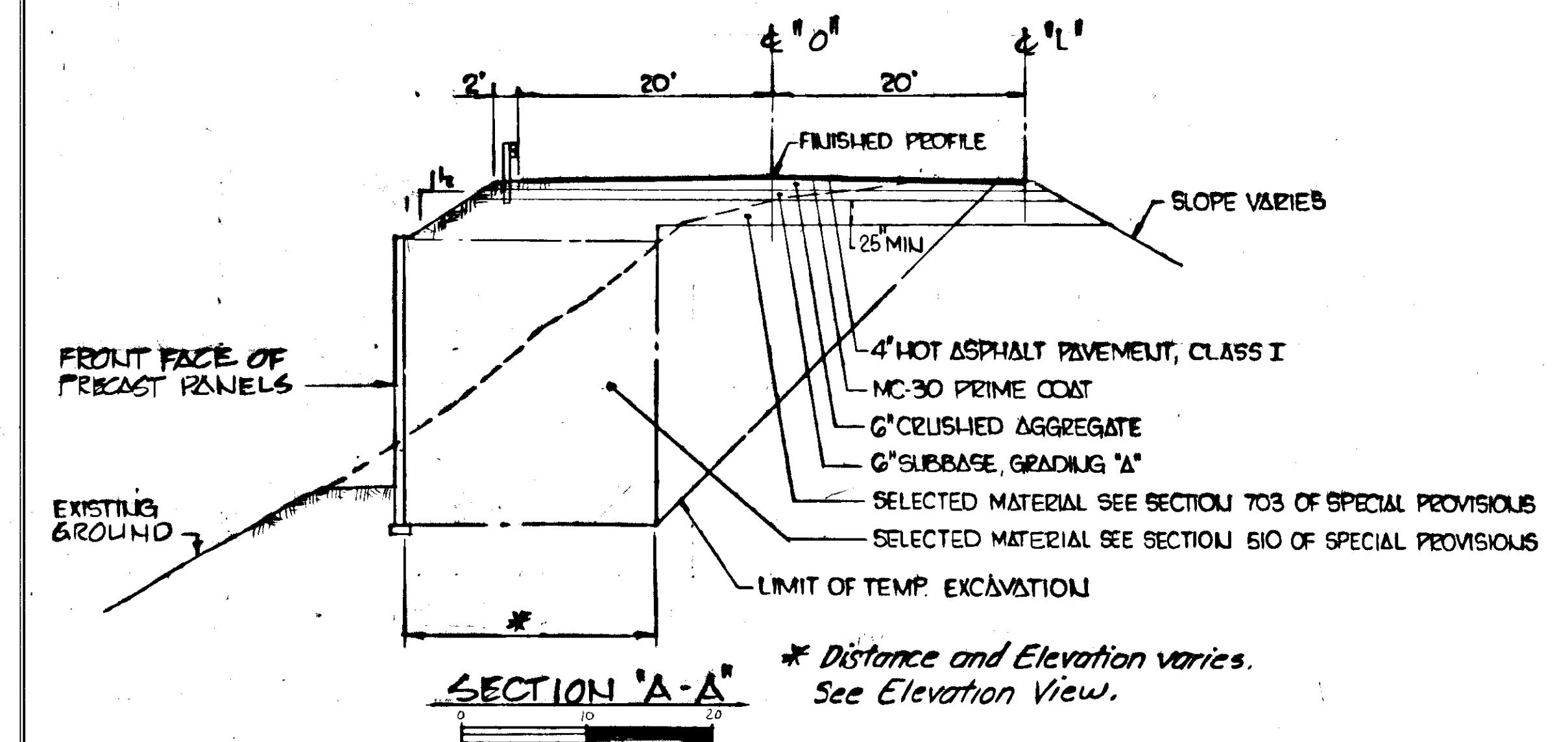
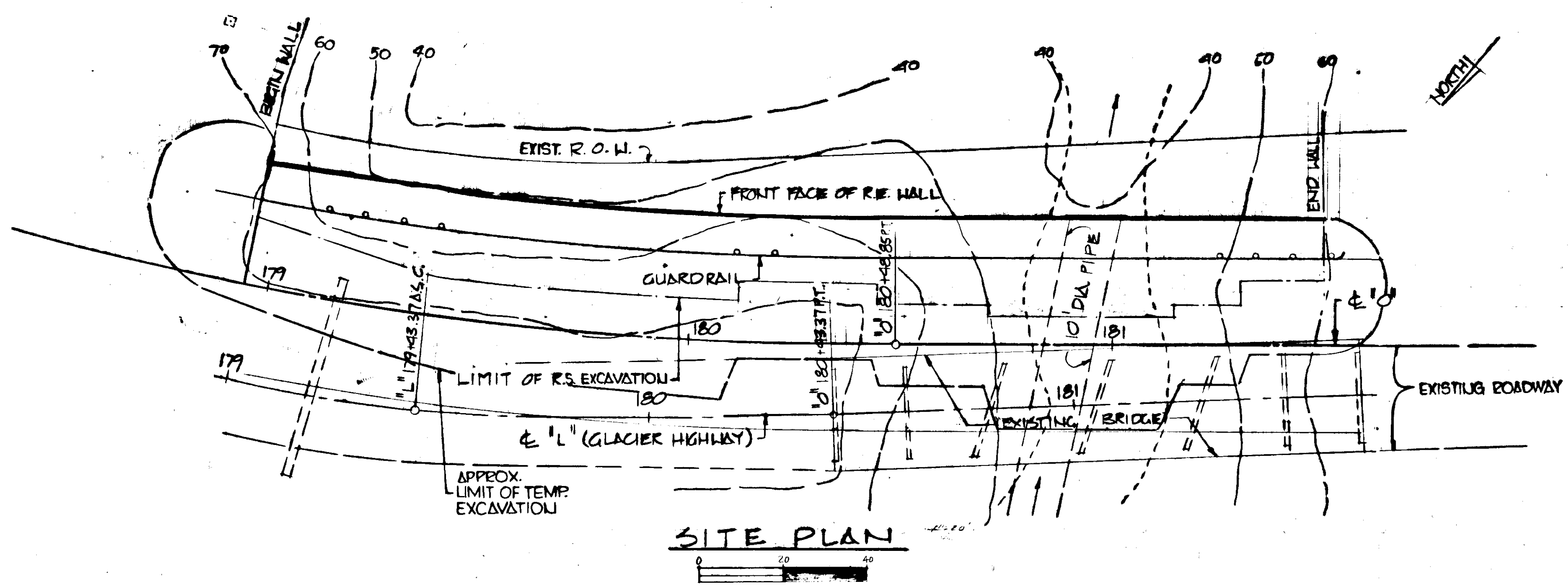
WALL SURFACE AREA = 1996.1 SQ. FT.

* Wall constructed 1.0' high

REINFORCED EARTH WALL 'B'

This drawing contains information proprietary to The Reinforced Earth Company, and is being furnished for the use of the STATE OF ALASKA DEPT. OF TRANS. only in connection with this project, and the information contained herein is not to be transmitted to any other organization unless specifically authorized in writing by The Reinforced Earth Company. The Reinforced Earth Company is exclusive licensee in the United States under patents issued to Henri Vidal, and the furnishing of this drawing does not constitute an express or implied license under the Vidal patents.

Sheet 30 Deleted



PANEL SCHEDULE											3.86'		
TYPE	QTS.	A	B	C	D	SP2	SP3	SP5	SP6	AL-1	AL	AR	CR
P3	2	-	-	15	8	-	-	-	-	-	-	-	1
	3	-	-	-	-	10	-	-	-	-	-	-	-
	4	100	8	-	-	-	9	7	-	1	2	2	-
	5	59	-	-	-	-	-	2	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	-	-	-	9	-	-	-	-
SQ. FT. PER PANEL		24.2	24.2	12.1	12.1	14.9	17.9	27.0	30.0	21.6	19.0	19.0	9.5

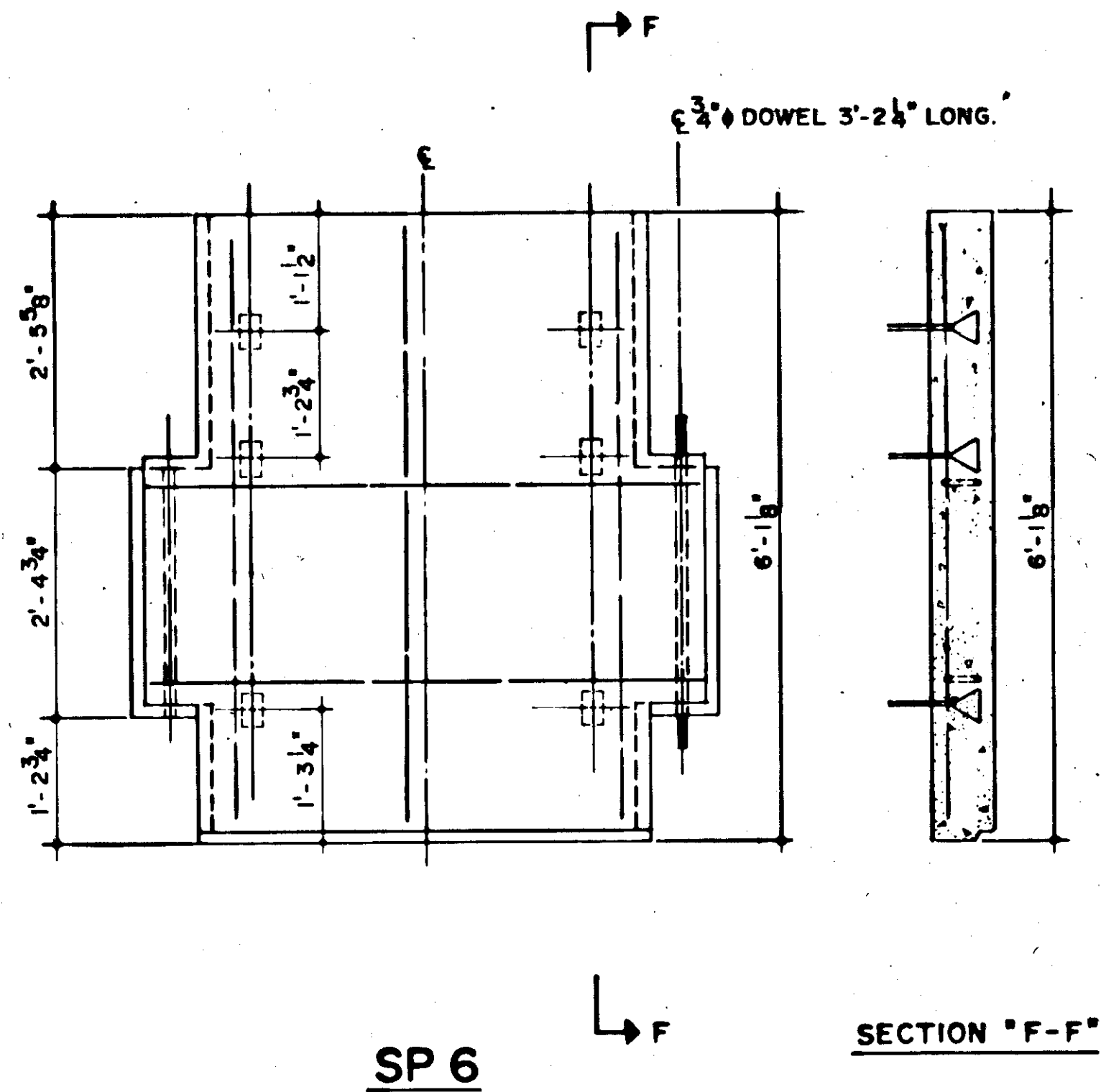
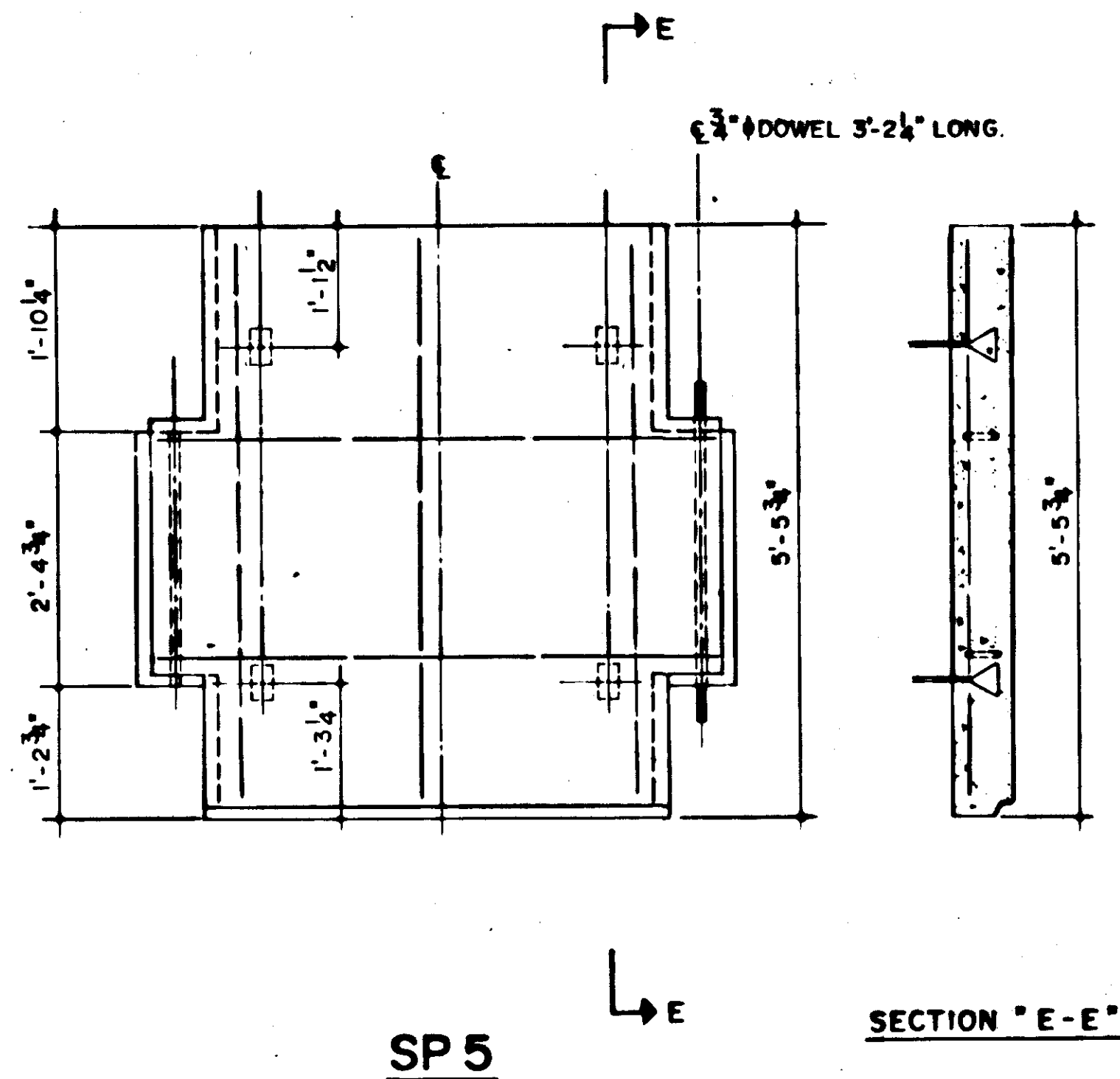
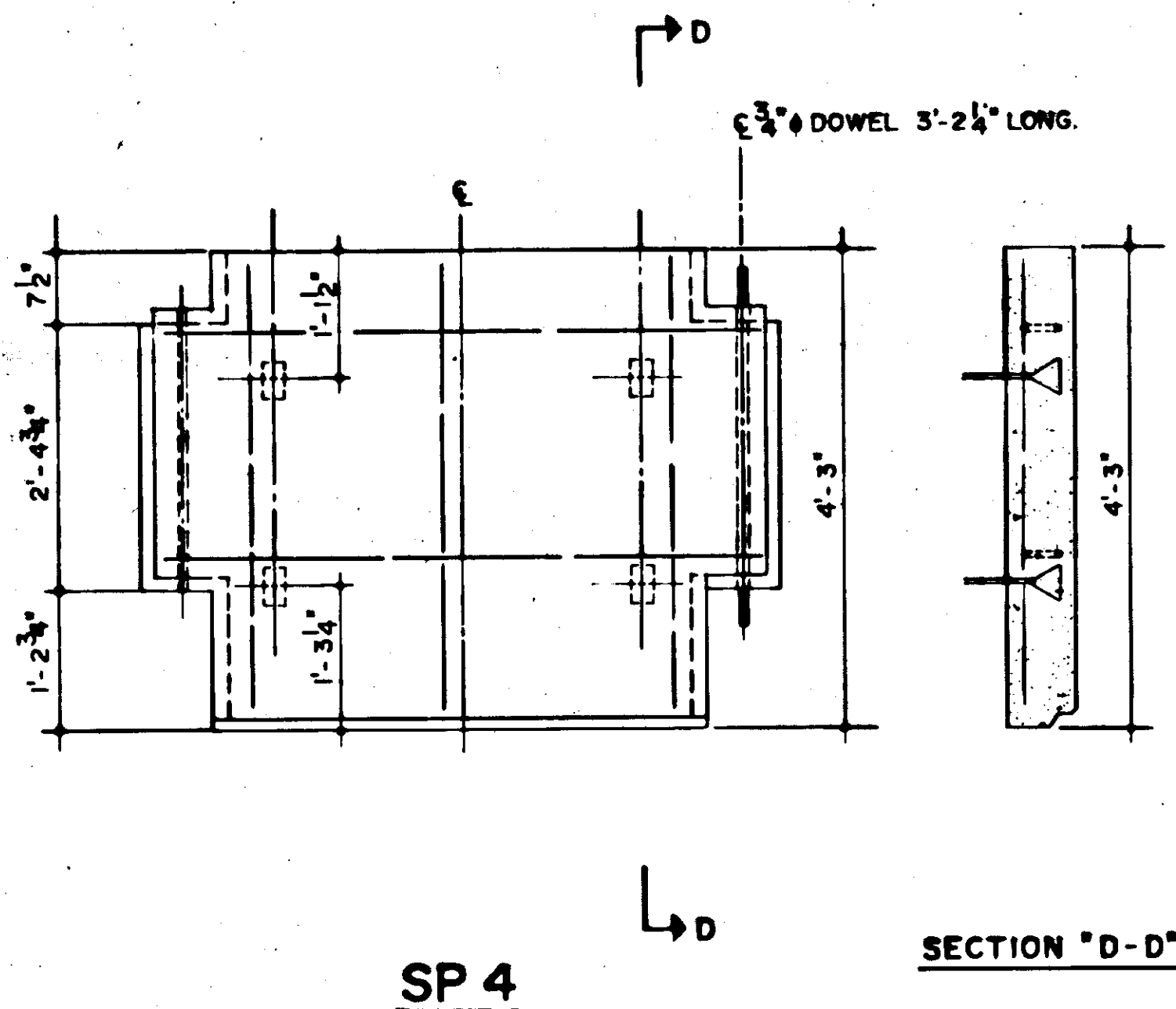
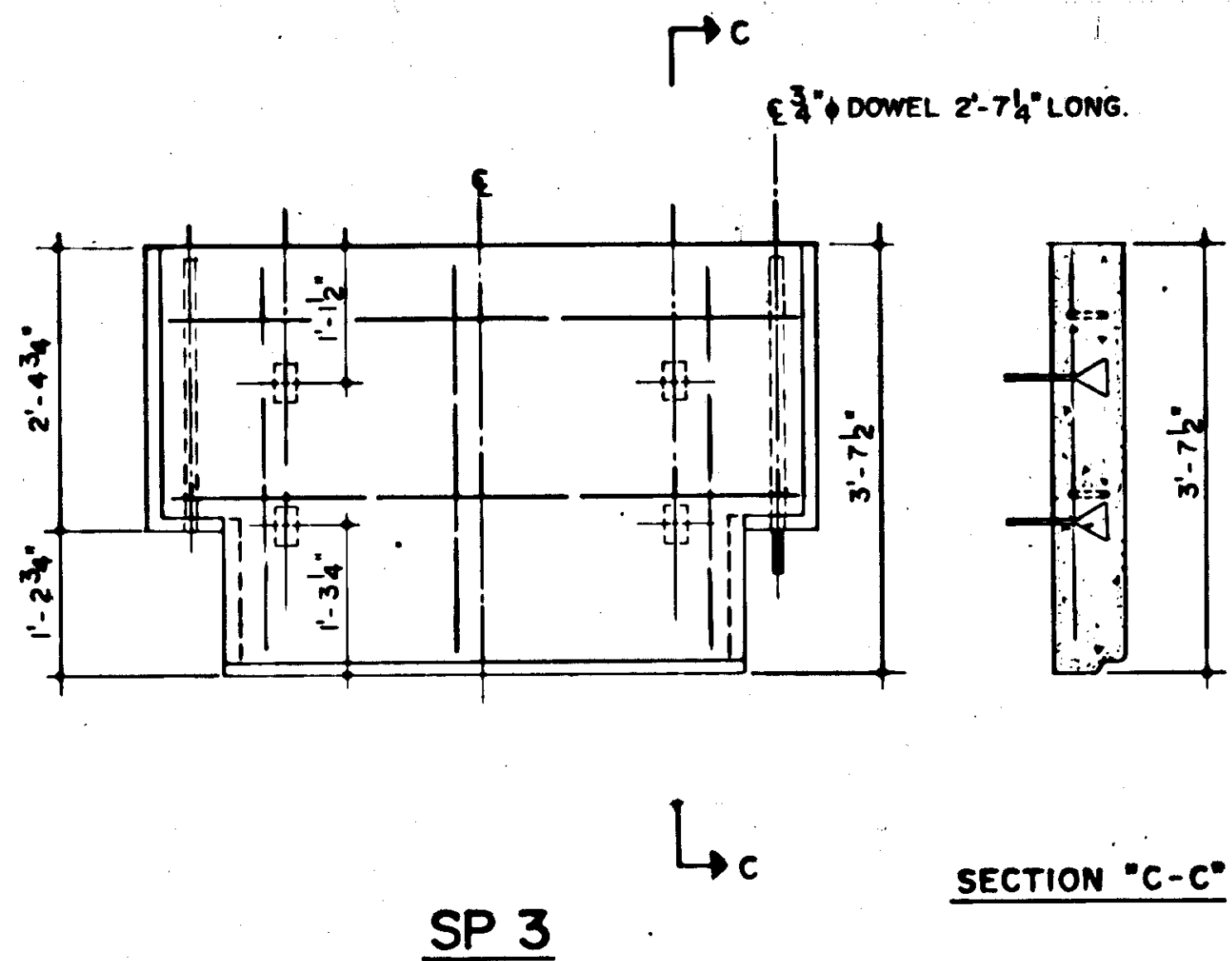
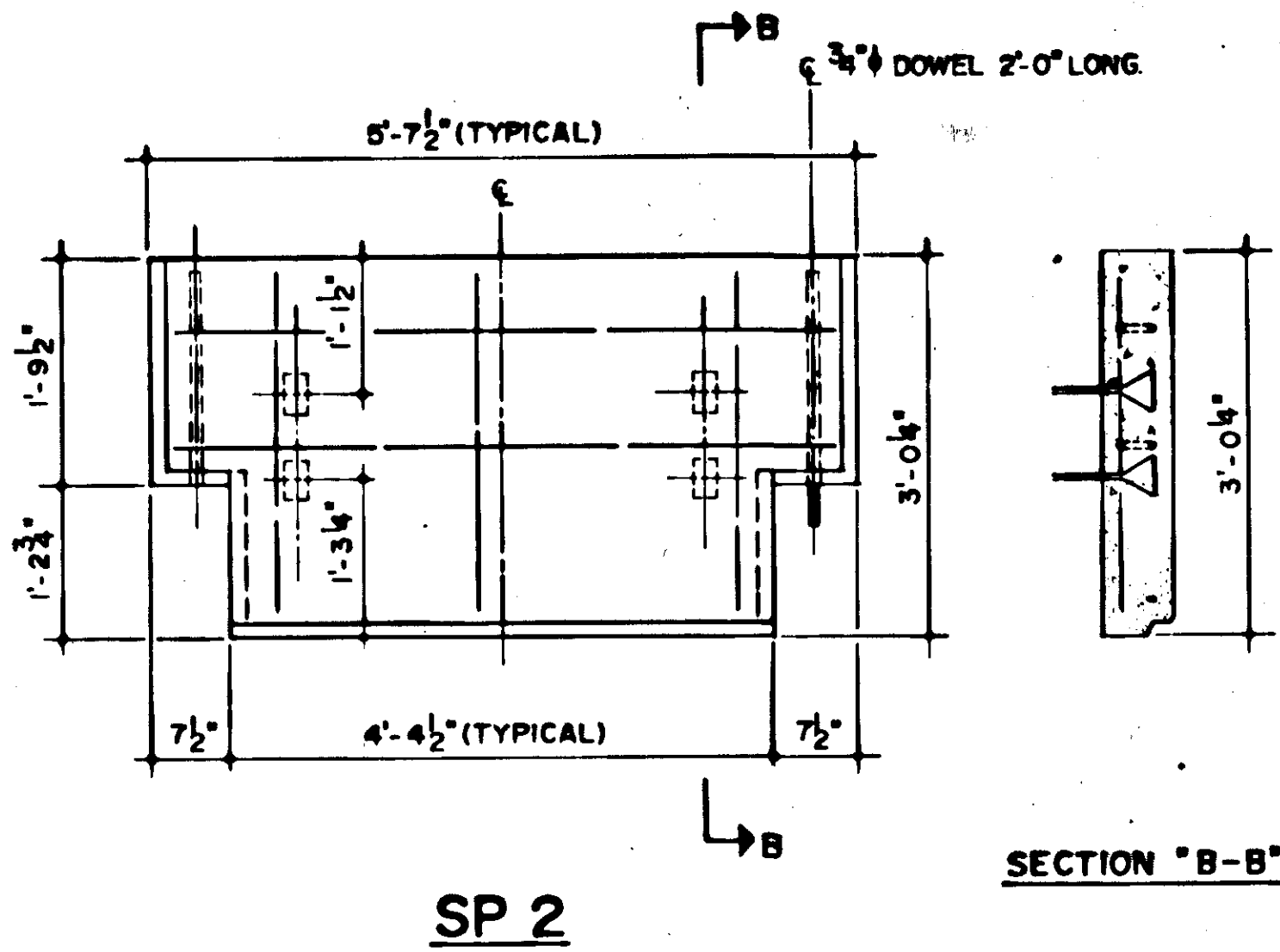
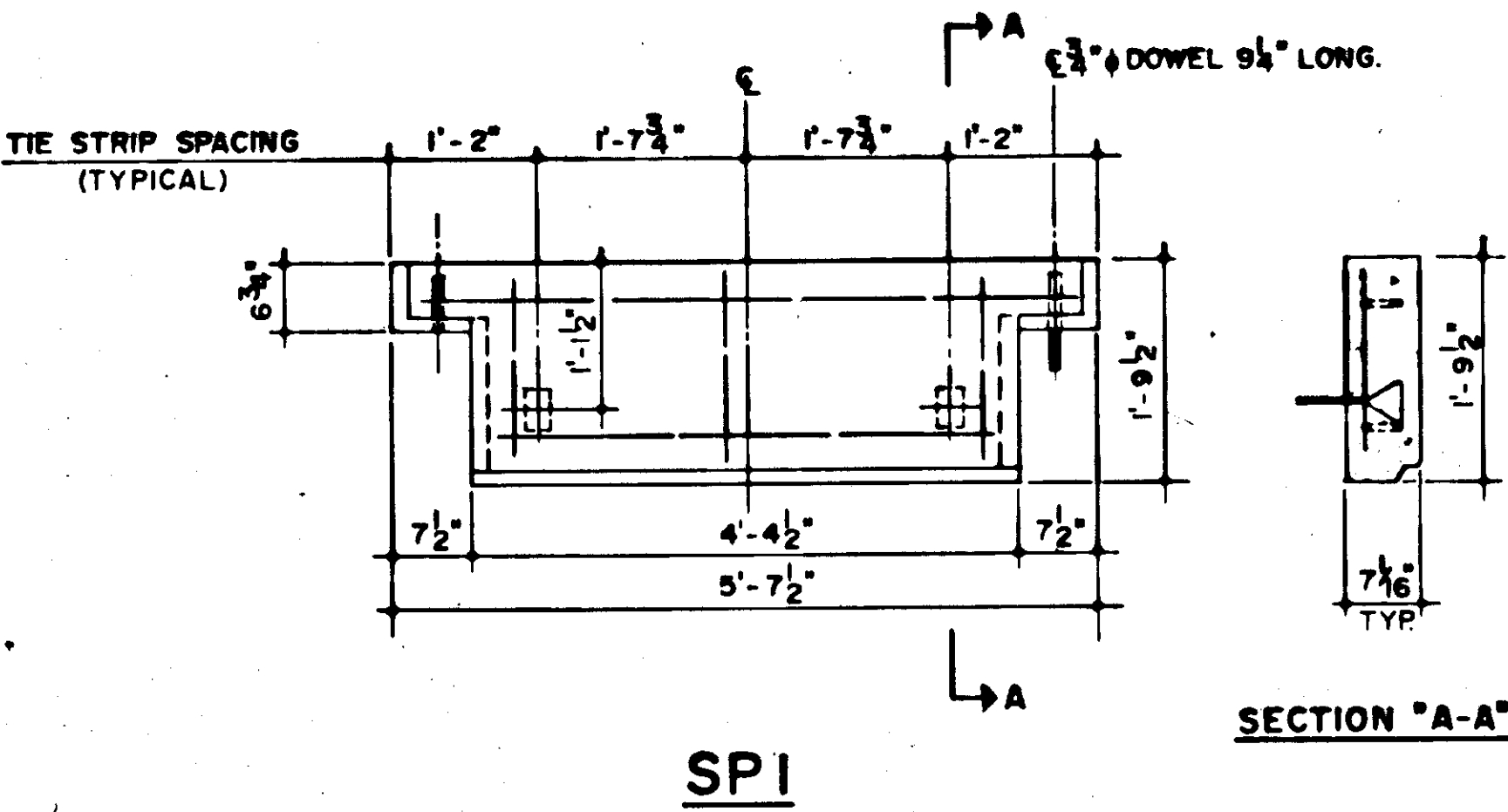
REINF. STRIP SCHEDULE			
TYPE \ LENGTH	14'	20'	23'
40x5 mm	123	512	133
60x5 mm	—	108	86

WALL SURFACE AREA = 5,247.9 SQ. FT.

REINFORCED EARTH WALL "D"

This drawing contains information proprietary to The Reinforced Earth Company, and is being furnished for the use of the STATE OF ALASKA DEPT. OF TRANSPORTATION only in connection with this project, and the information contained herein is not to be transmitted to any other organization unless specifically authorized in writing by The Reinforced Earth Company. The Reinforced Earth Company is exclusive licensee in the United States under patents issued to Henri Vidal, and the furnishing of this drawing does not constitute an express or implied license under the Vidal patents.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	33	47



PANEL	SURFACE AREA
TYPE	SQ. FT.
SP1	8.8
SP2	14.9
SP3	17.9
SP4	20.9
SP5	27.0
SP6	30.0

SPECIAL PANEL DETAILS

NOTE: Details not shown on plans shall be shown on shop drawings.

This drawing contains information proprietary to The Reinforced Earth Company, and is being furnished for the use of STATE OF ALASKA DEPT. OF TRANSPORTATION only in connection with this project, and the information contained herein is not to be transmitted to any other organization unless specifically authorized in writing by The Reinforced Earth Company. The Reinforced Earth Company is exclusive licensee in the United States under patents issued to Henri Vidal, and the furnishing of this drawing does not constitute an express or implied license under the Vidal patents.

The Reinforced Earth Company 1414 22nd Street NW Washington DC 20037 Telephone: 202-331-1434	
Structure	REINFORCED EARTH WALL
Location	ALUIE BAY, JUNEAU ALASKA
Drawn by	R.d.A. Date: 7-24-79
DRAWING COVERS	
SPECIAL PANEL DETAILS	
REV	DATE DESCRIPTION
CONTRACT NO.	G03
DRAWING NO.	7 OF 7
SCALE	3/4" = 1'-0"

STORM DRAIN PROFILES

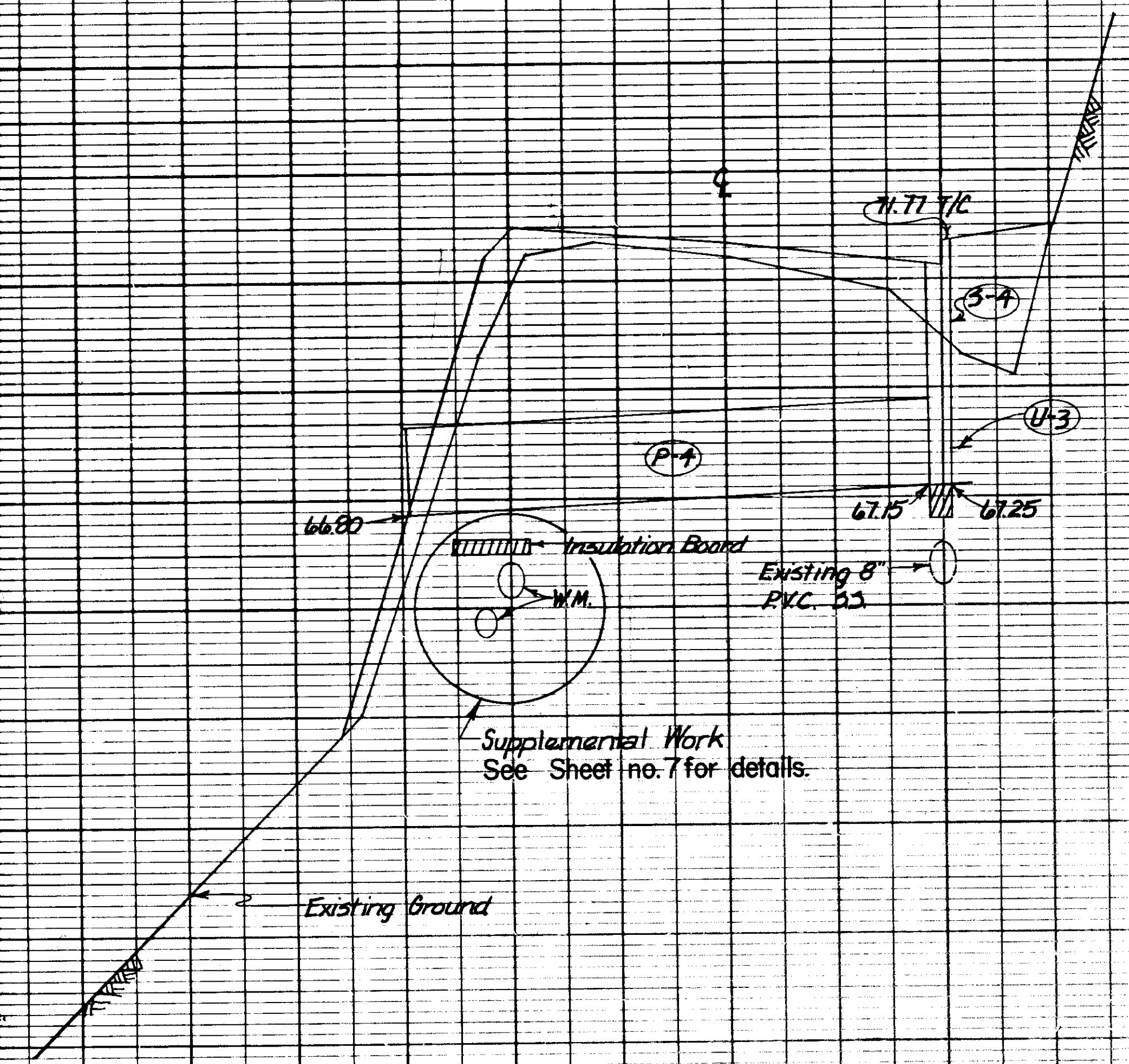
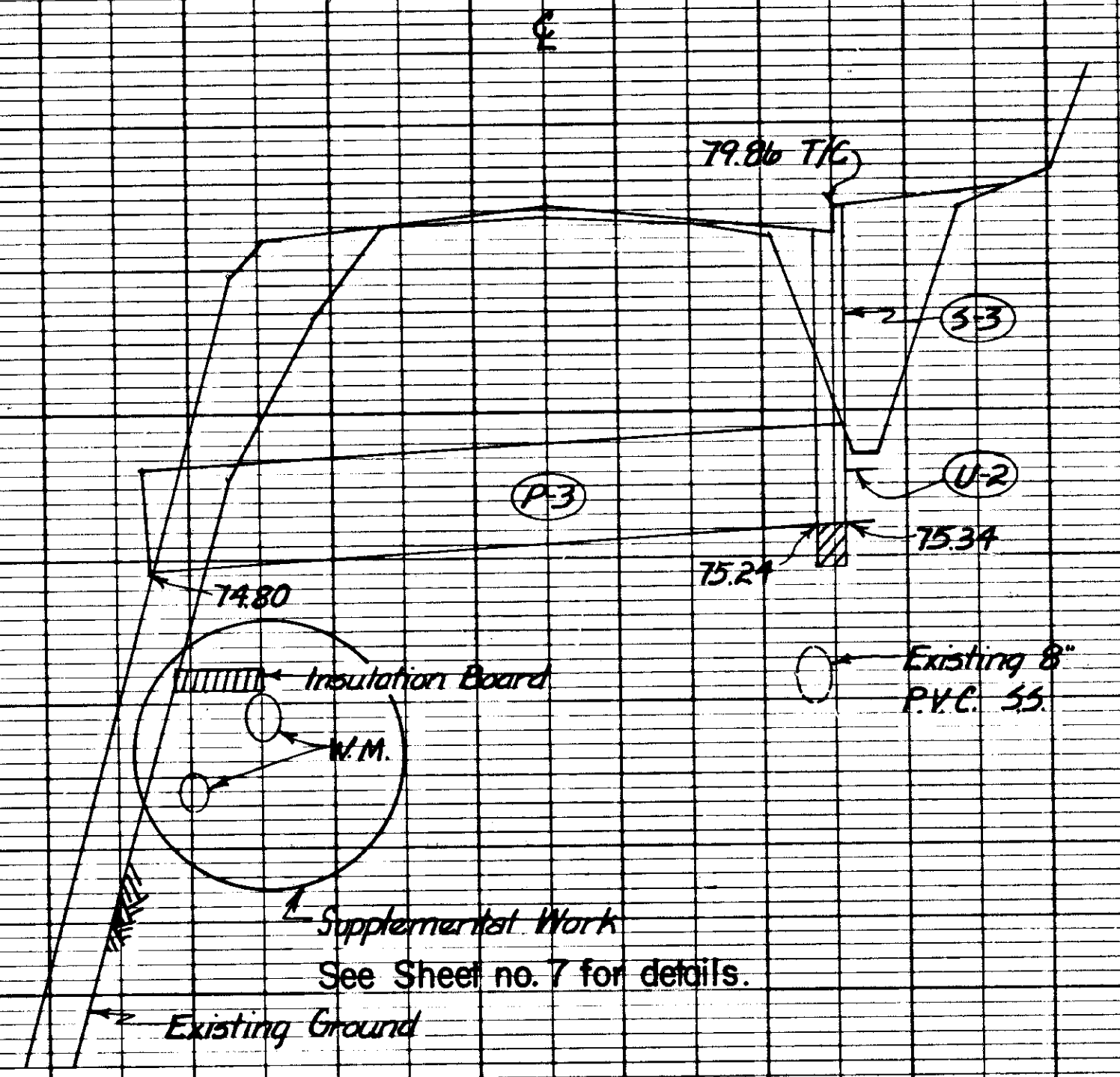
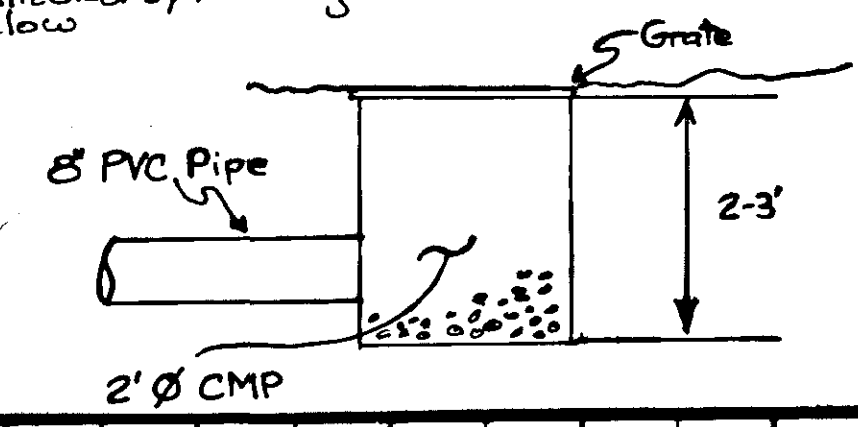
INLET SUMMARY					
STRUCTURE	TYPE	LOCATION	OFFSET		INVERT ELEV.
			LEFT	RIGHT	
S-1	A	"L" 82+85	33'		*80.64
S-2	Field	"C" 0+50	27'		*91.90
S-3	A	"O" 96+10		20'	79.86
S-4	A	"O" 99+00		20'	71.77
A-1	Area	"O" 41+20		35'	Drain to open
A-2	Area	"O" 46+05			Drain to S-3
A-3	Area	"O" 47+68		31'	Drain to A-4
A-4	Area	"O" 99+00		28'	Drain to S-4
A-5	Area	"O" 102+44		29'	Drain to S-5
A-6	Area	"O" 105+83		31'	Drain to S-6
A-7	Area	"O" 104+11		38'	Drain to Modified underdrain
A-8	Area	"L" 139+63		31'	Drain to P-7

PIPE SUMMARY						
PIPE	DIA.	LENGTH	FROM		TO	
			STRUCTURE	ELEV	STRUCTURE	ELEV
P-1	18"	66'	Ditch	78.88	S-1	77.10
P-1A ▲	24"	88' 96"	S-1	77.10	Outfall	75.90
P-2	18"	30'	S-2	90.00	Outfall	89.40
P-3 ▲	18"	46'	S-3	75.24	Outfall	74.80
P-4 ▲	18"	48'	S-4	67.15	Outfall	66.80
P-1B	18"	74'	A-1		Outfall	

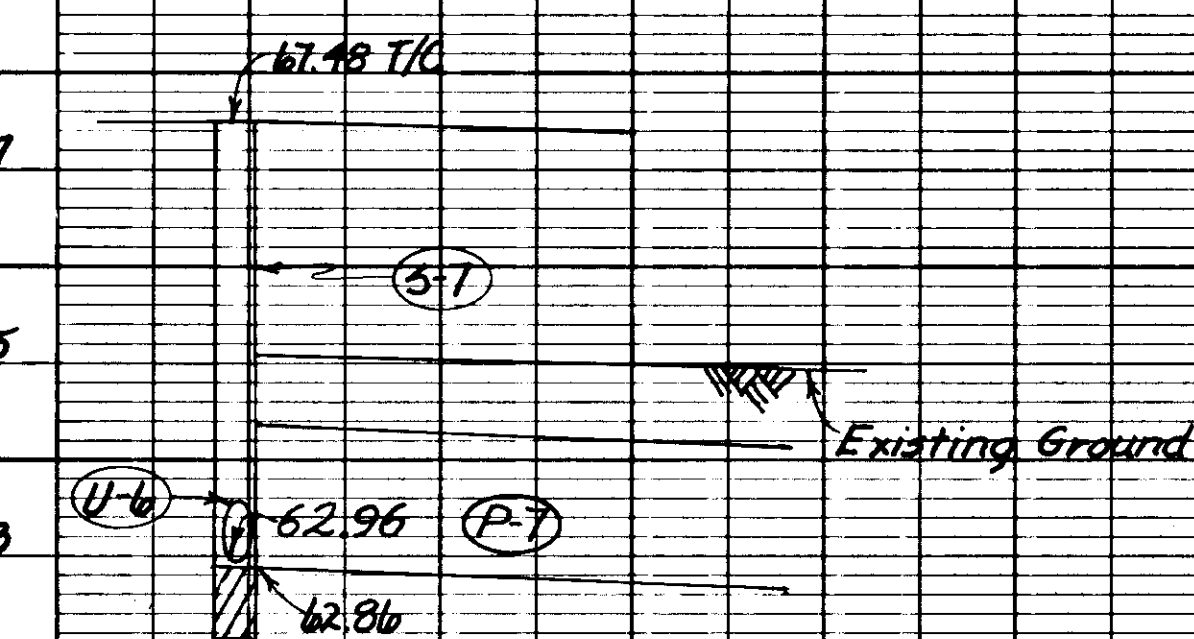
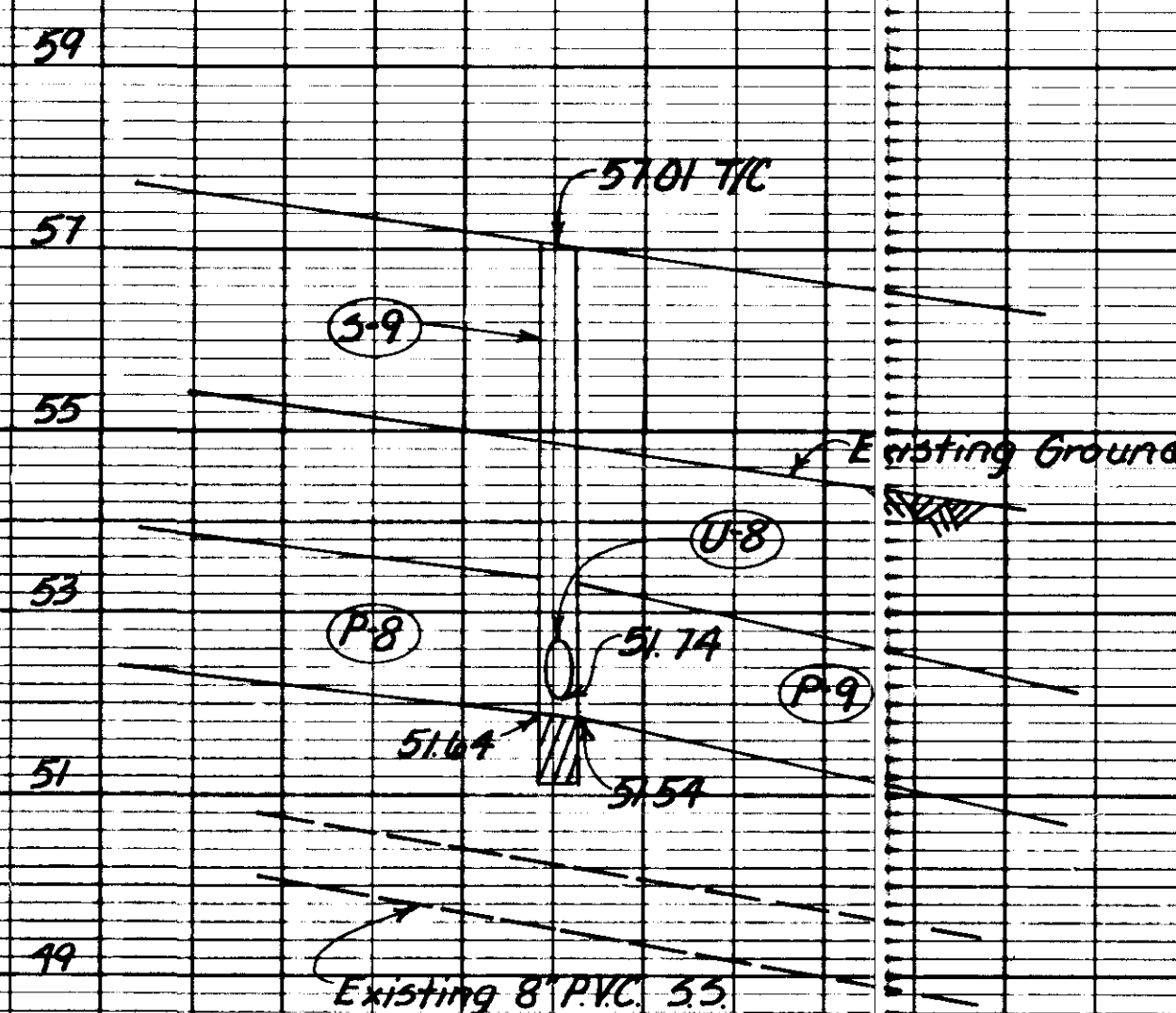
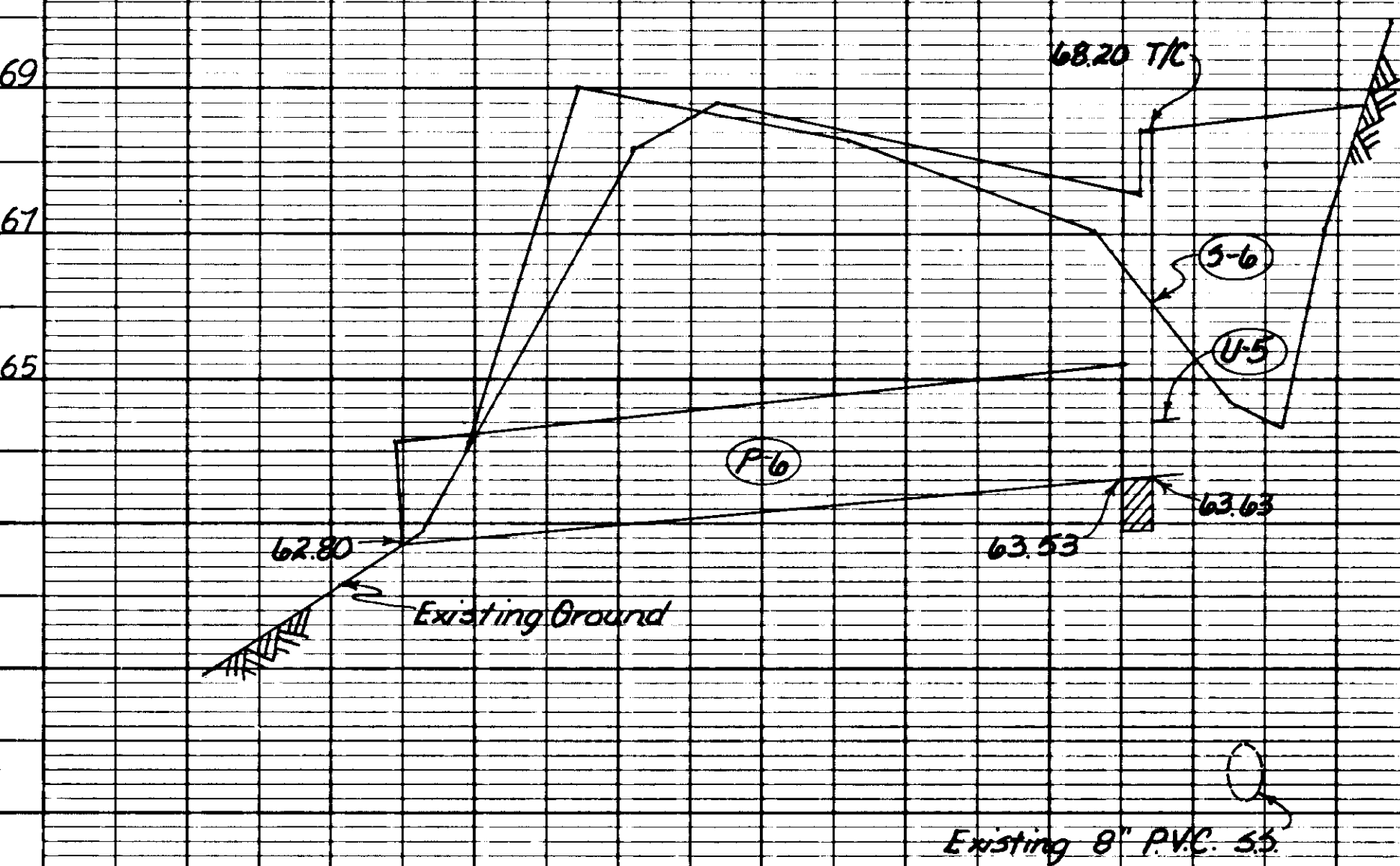
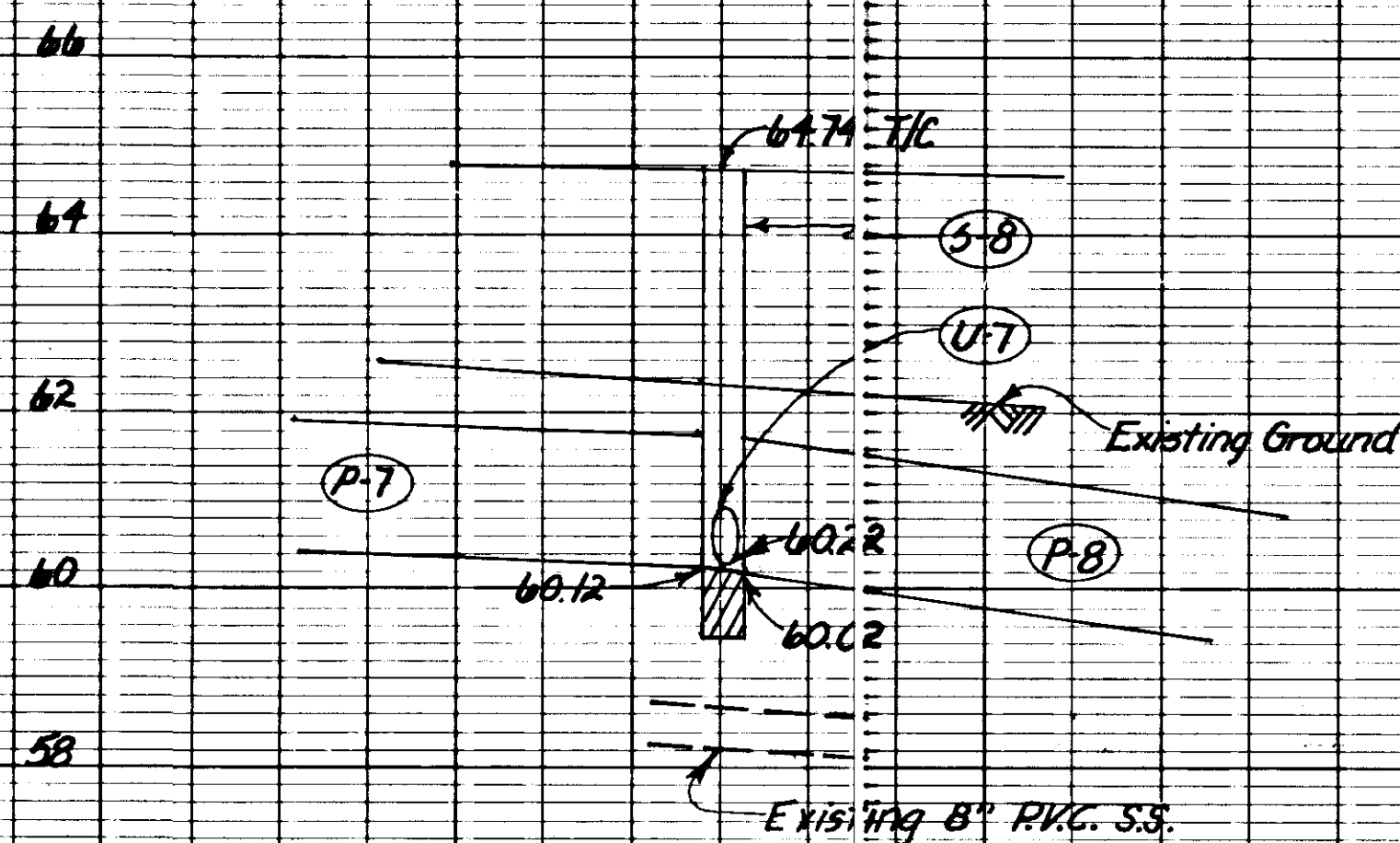
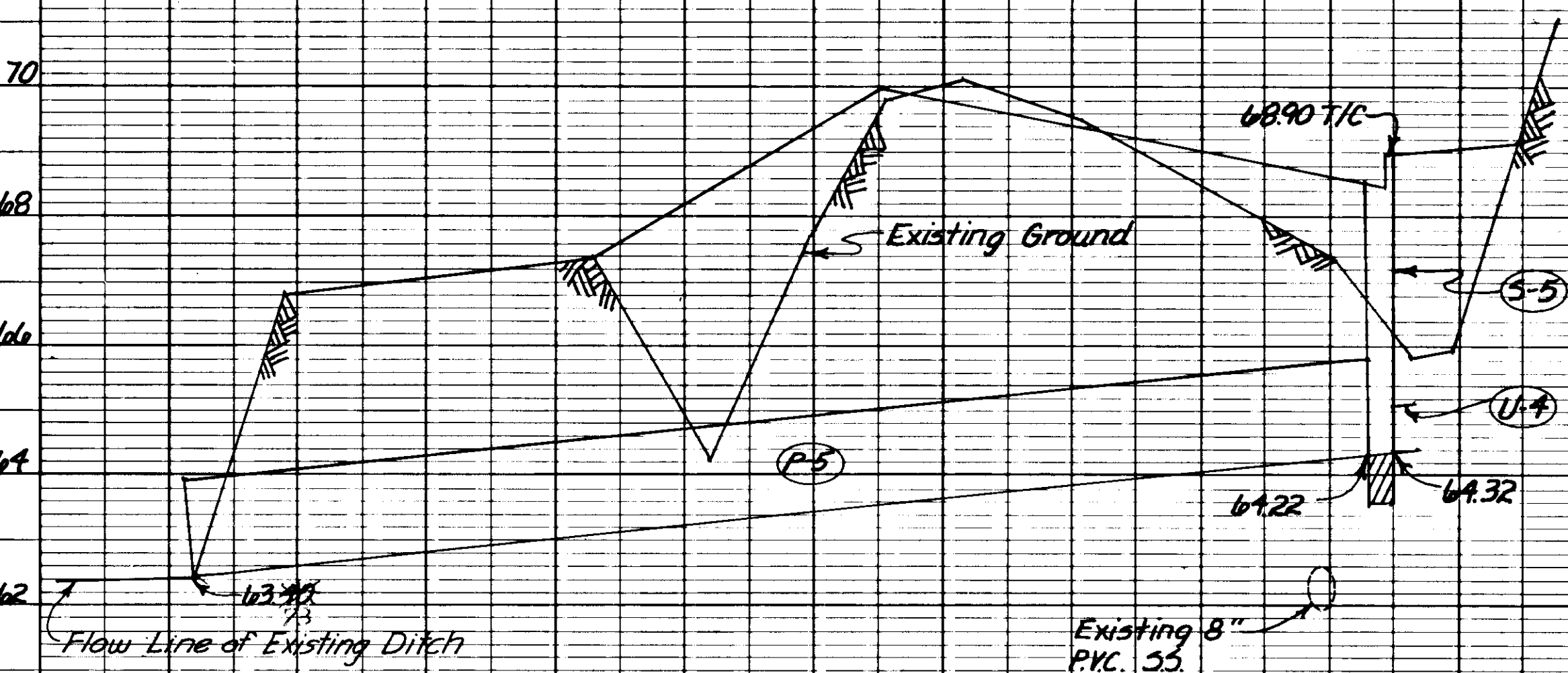
* Install Gutter Inlet Frame and Grate

DRAINAGE GENERAL NOTES

- 00.00 T/C indicates elevation is given to top of curb.
- * 00.00 T/G indicates elevation is given to top of grate.
- ▲ indicates installation of Culvert Patch. See Culvert Patch Detail, sheet no. 8.
- All Type A and B inlets shall be installed with Type B-3R grates unless otherwise noted. See Standard Drawing D-23.01.
- All Field Inlets shall be installed with the Field Inlet Frame and Grate detailed on Standard Drawing D-24.13.
- All existing underdrains shall be connected to the modified underdrain unless otherwise noted on sheets 34 to 40.
- Area drains installed as directed by the engineer. Drain details as noted below.



STORM DRAIN PROFILES



INLET SUMMARY							PIPE SUMMARY						
STRUCTURE	TYPE	LOCATION	OFFSET		TOP CURB ELEV.	INVERT ELEV.	PIPE	DIA.	LENGTH	FROM			
			LEFT	RIGHT						STRUCTURE	ELEV.	TO	STRUCTURE
S-5	A	"0" 102 +50 44		20'	68.90	64.22	P-5	18"	96 38'	S-5	64.22	Outfall	63.4
S-6	A	"0" 106 +12 105 +83		20'	68.20	63.53	P-6	18"	50'	S-6	63.53	Outfall	62.8
S-7	A	"0" 109 +80		20'	67.48	62.86	P-7	18"	356 400'	S-7	62.86	S-8	60.12
S-8	A	"L" 142 +00		20'	64.74	60.02	P-8	18"	317 320'	S-8	60.22	S-9	51.6
S-9	A	"L" 145 +17		20'	57.01	51.54	P-9	18"	286 256'	S-9	51.54	S-10	44.00
A-1	Area	"L" 134 +47		24'	Drain to P-7								

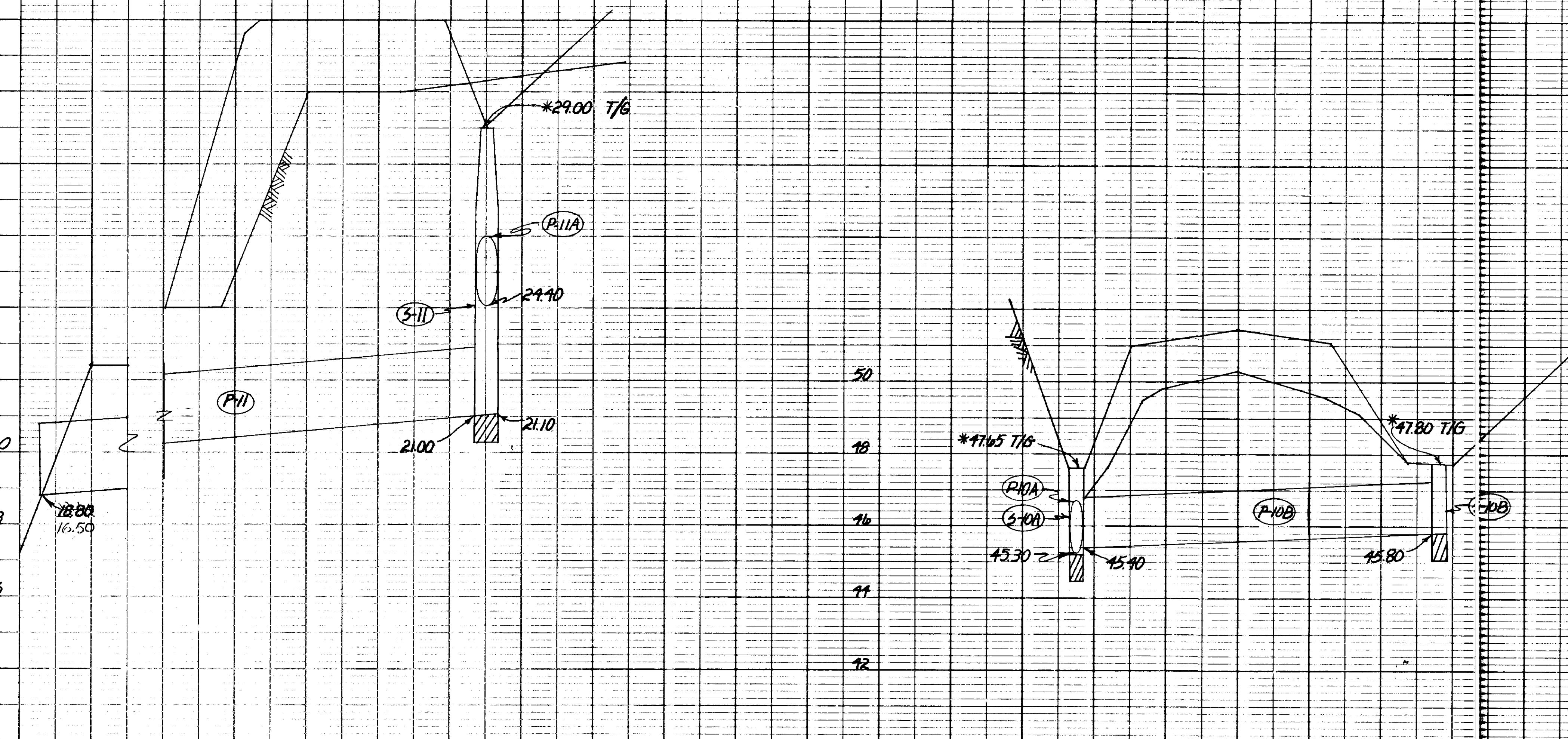
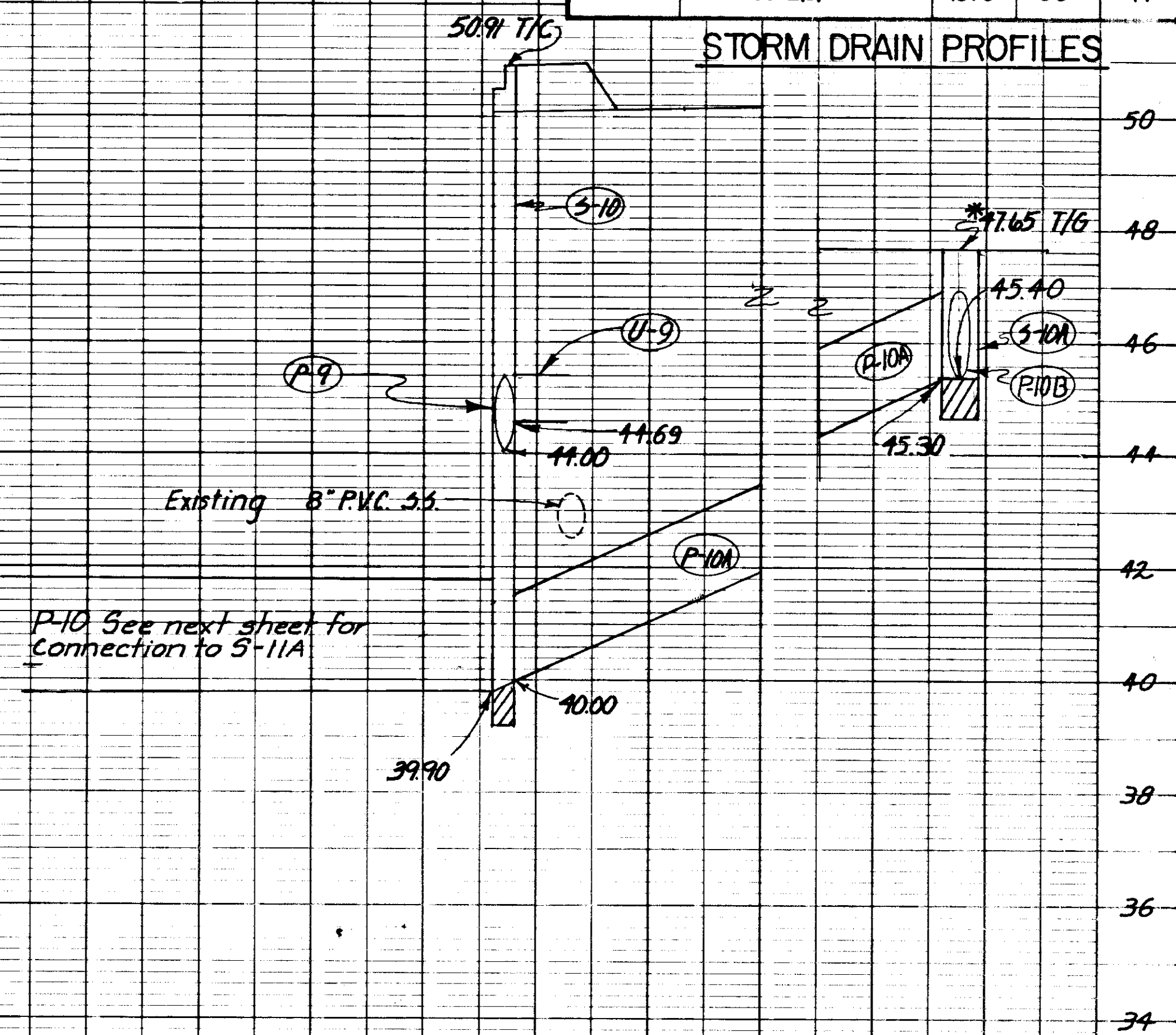
INLET SUMMARY						
STRUCTURE	TYPE	LOCATION	OFFSET		TOP CURB ELEV.	INVERT ELEV.
			LEFT	RIGHT		
S-10	B	"L" 147+70		21	56.91	39.90
S-10A	Field	"L.R" 149+50		22	*47.65	45.40
S-10B	Field	"L.R" 149+60	28		*47.80	45.80
S-11*	B	"BH" 12+50	20		*29.00	21.00
S-A	Field					
S-B	A	"L" 146+25	19.5			
S-C	A	"L" 147+77	19.5			
S-D	A	"BH" 10+34		31.4		
A-10	Area	"L" 141+99		28	Drain to	S-8

PIPE SUMMARY						
PIPE	DIA.	LENGTH	FROM		TO	
			STRUCTURE	ELEV.	STRUCTURE	ELEV.
P-10	24"	126.88	S-10	39.90	S-11A	37.40
P-10A	18"	178.139	S-10A	45.30	S-10	40.00
P-10B	18"	30.48	S-10B	45.80	S-10A	45.40
P-11	24"	184.216	S-11	21.00	Outfall	16.50
P-A	18"		S-A		S-11	
P-B	18"	44'	S-B		S-A	
P-C	18"	20'	S-C	45.00	Ditchline	
P-D	18"	19'	S-D	41.30	S-11A	39.43

*Install Gutter Inlet Frame and Grate.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(B)	1979	36	47

STORM DRAIN PROFILES

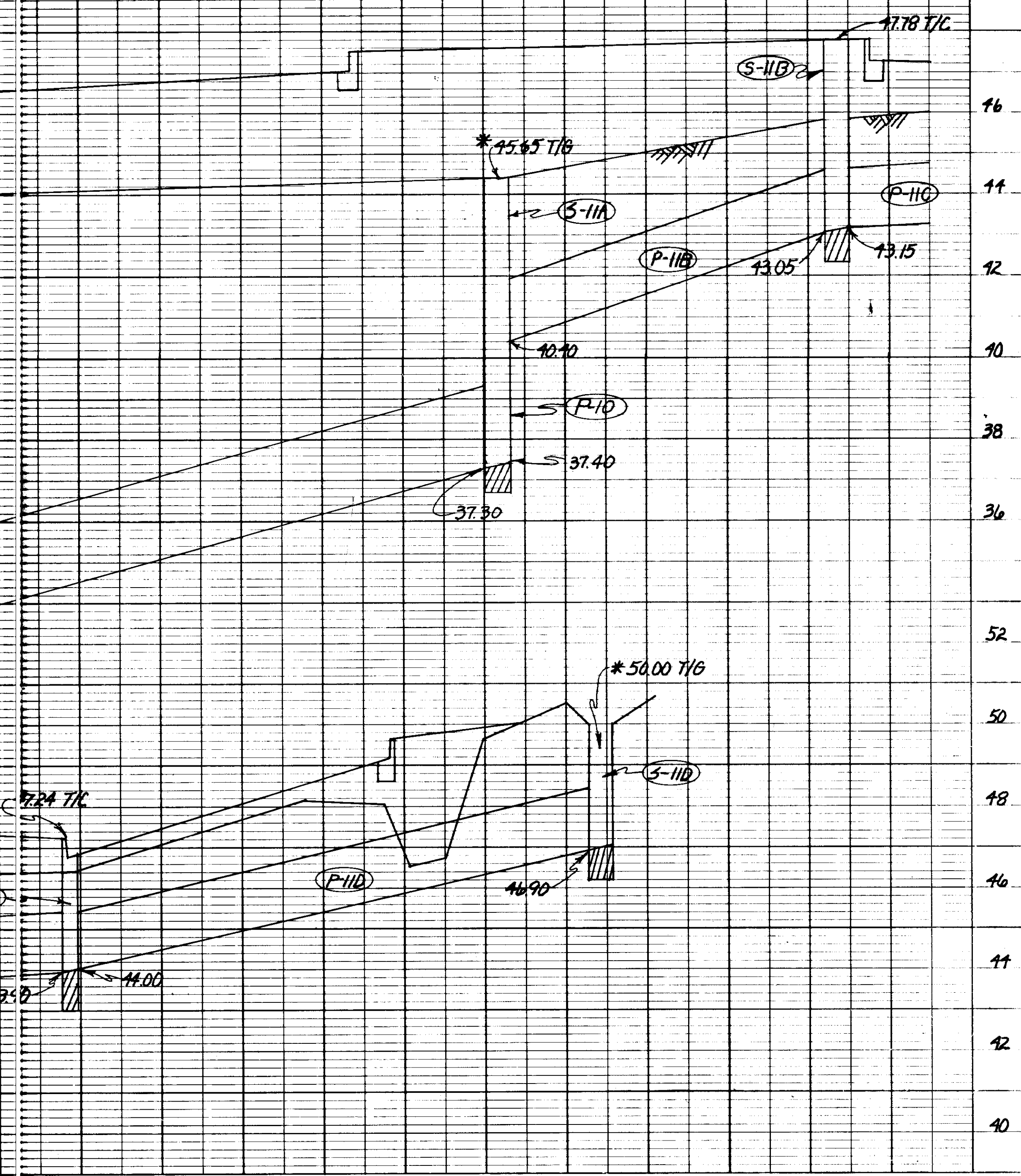
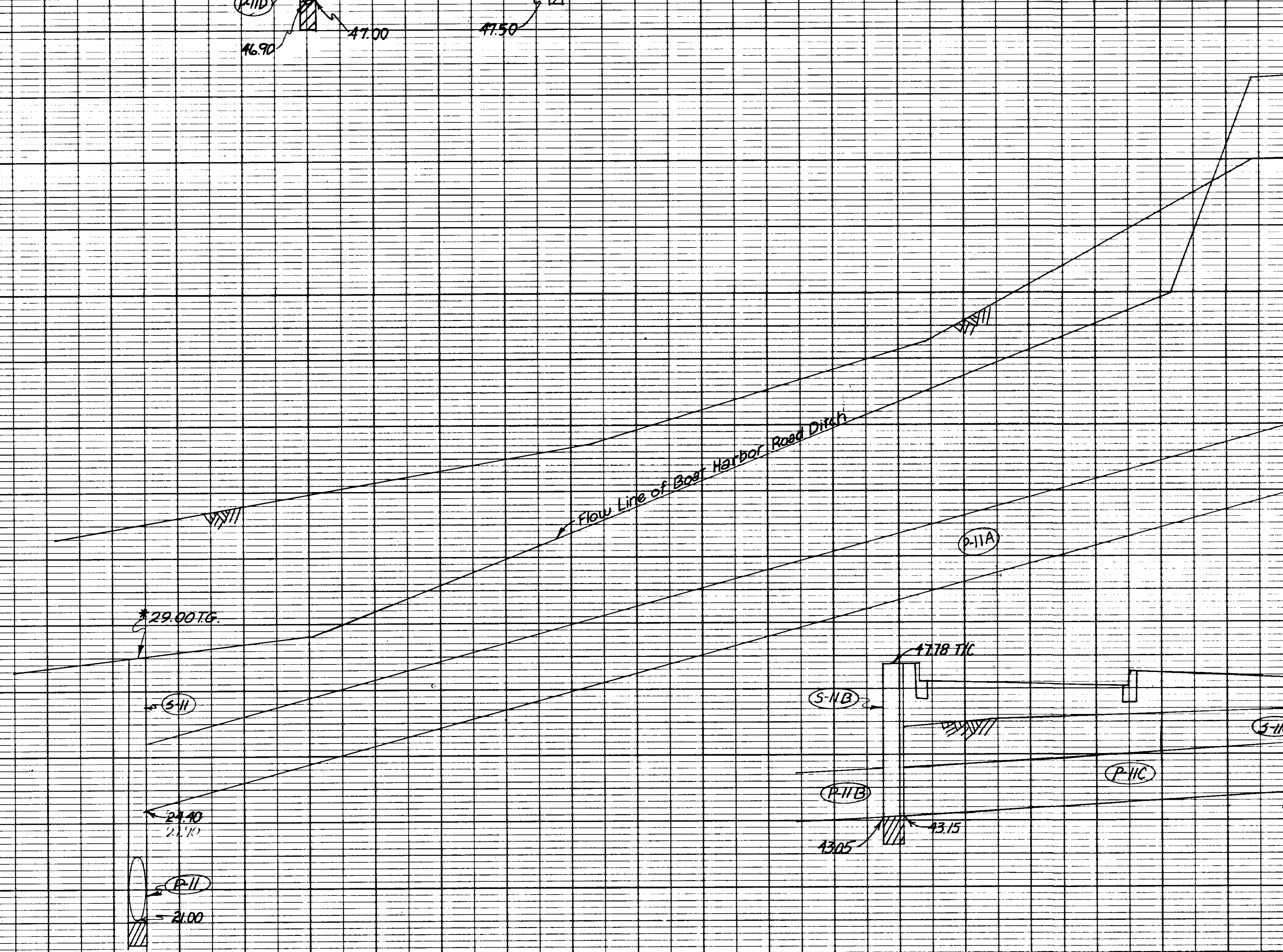
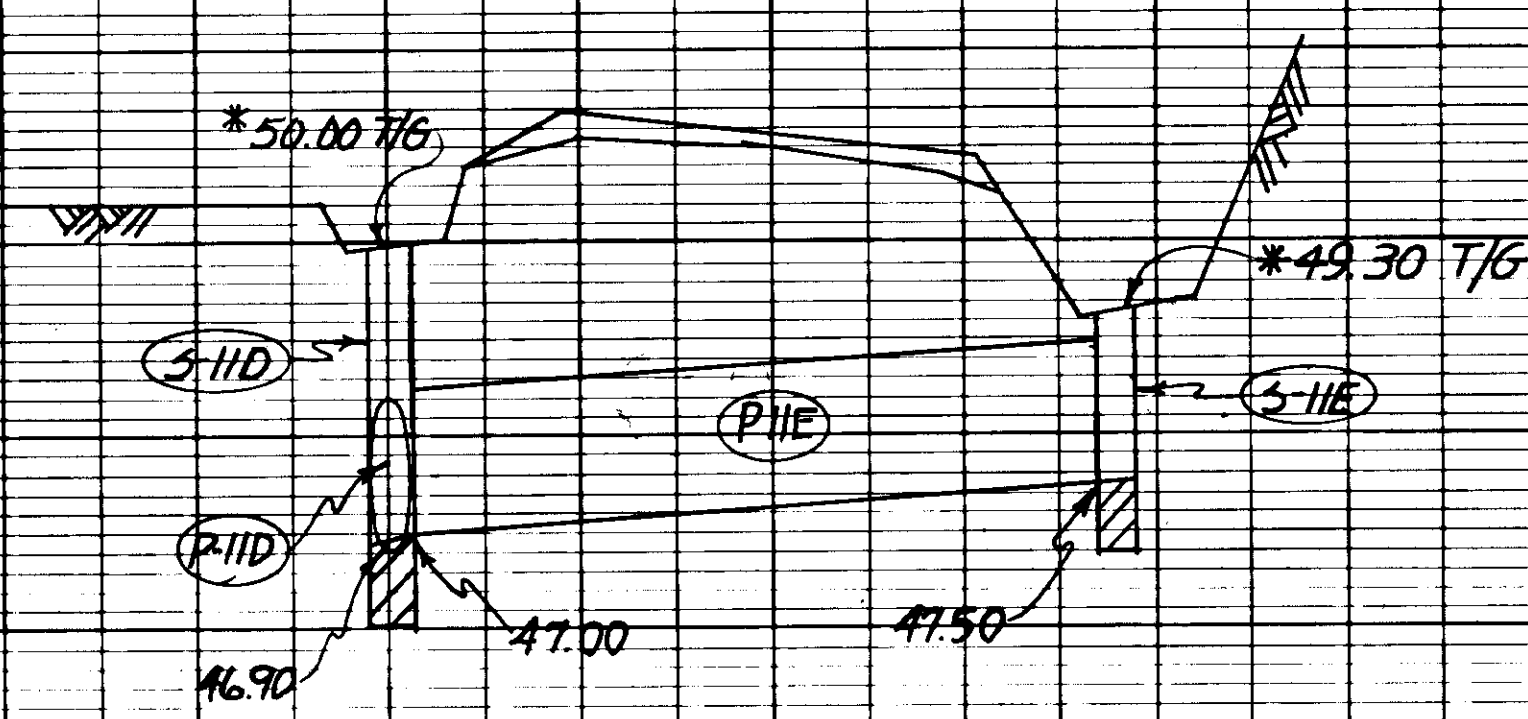


STORM DRAIN PROFILES

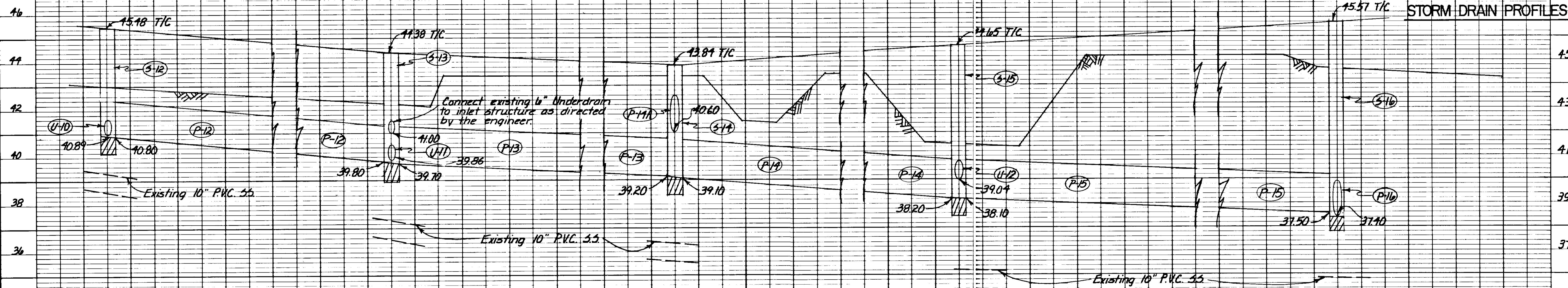
INLET SUMMARY						
STRUCTURE	TYPE	LOCATION	OFFSET		TOP CURB ELEV.	INVERT ELEV.
			LEFT	RIGHT		
S-11	*	BH 12+50	20'		* 29.00	21.00
S-11A	Field *	"L" 148+00	35'		* 43.65	37.30
S-11B	A *	"L" 149+22	20'		47.78	43.05
S-11C	A	"L" 150+14	20'		47.24	43.90
S-11E	Field	"Y" 1+25		20'	* 49.30	47.50
S-11D	Field	"Y" 1+25	18'		* 50.00	46.90
A-11	Area	"L" 143+96		30'	Drain to	P-8
A-12	Area	"L" 145+73		32'	Drain to	P-9

PIPE SUMMARY						
PIPE	DIA.	LENGTH	FROM		TO	
			STRUCTURE	ELEV.	STRUCTURE	ELEV.
P-11	24"	194'	S-11	21.00	Outfall 16.50	18.80
P-11A	24"	233'	S-11	27.70	S-11A	37.40
P-11B	18"	86'	S-11A	40.40	S-11B	43.05
P-11C	18"	86'	S-11B	43.15	S-11C	43.90
P-11D	18"	66'	S-11C	44.00	S-11D	46.90
P-11E	18"	40'	S-11D	47.00	S-11E	47.50

* Install Gutter Grate and Frame



STORM DRAIN PROFILES

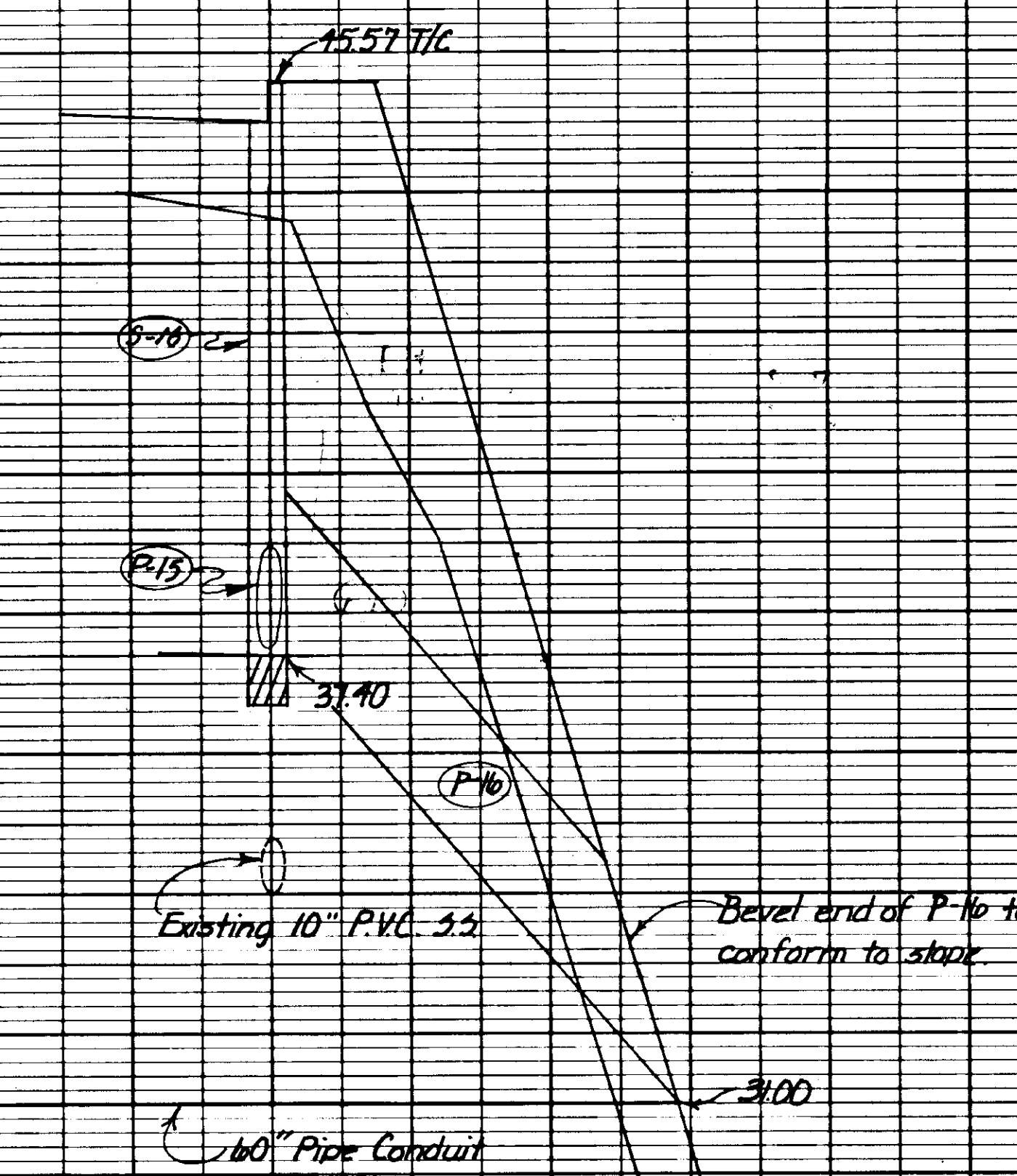
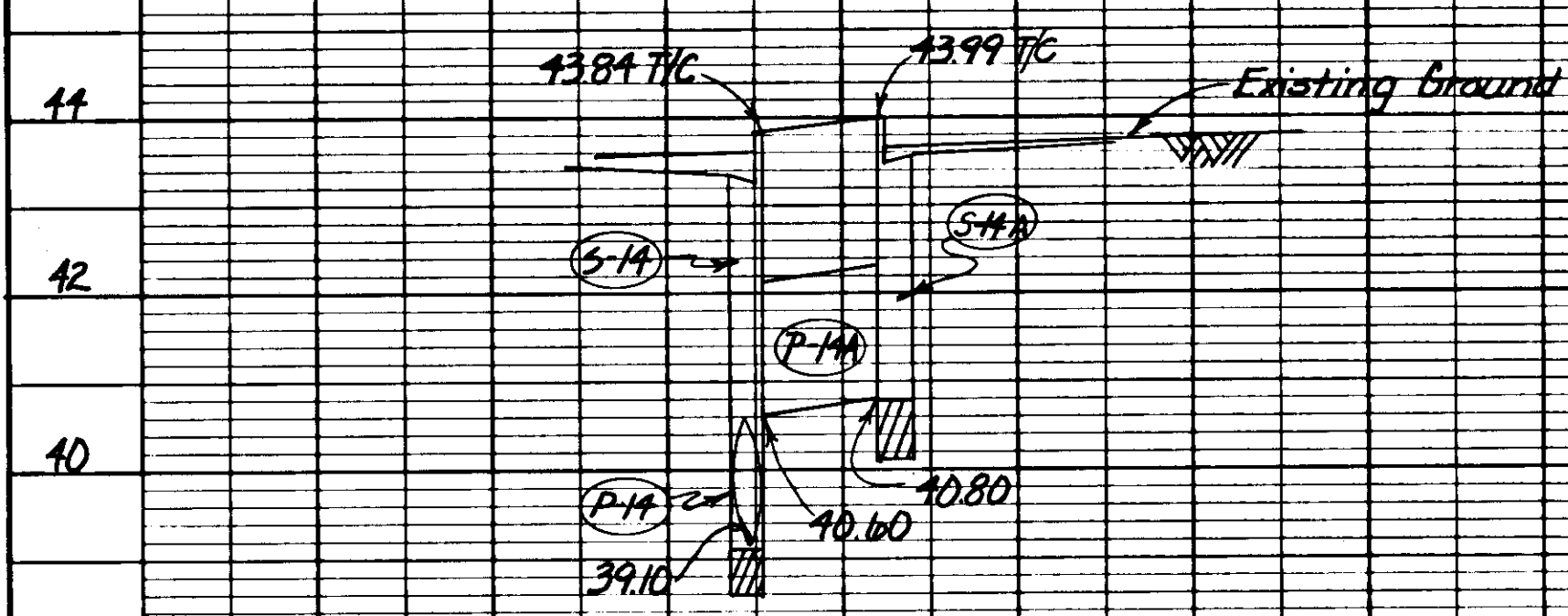


INLET SUMMARY

STRUCTURE	TYPE	LOCATION	OFFSET		TOP CURB ELEV.	INVERT ELEV.
			LEFT	RIGHT		
S-12	A	"L" 153+15		20'	45.48	40.80
S-13	A	"L" 155+05		20'	44.38	39.70
S-14	A	"L" 156+08		20'	43.04	39.10
S-14A	X Field	"L" 156+08		27.5'	43.99	40.80
S-15	A	"L" 157+54		20'	44.65	38.10
S-16	A	"L" 158+50		20'	45.57	37.40
A-12	Area	"L" 146+62		33'	Drain to	P-9
A-13	Area	"L" 147+50		32'	Drain to	P-9
A-14	Area	"L" 152+13		29'	Drain to	Modified Underdrain
A-15	Area	"L" 153+17		33'	Drain to	S-12
A-16	Area	"L" 161+35		29'	Drain to	Modified Underdrain

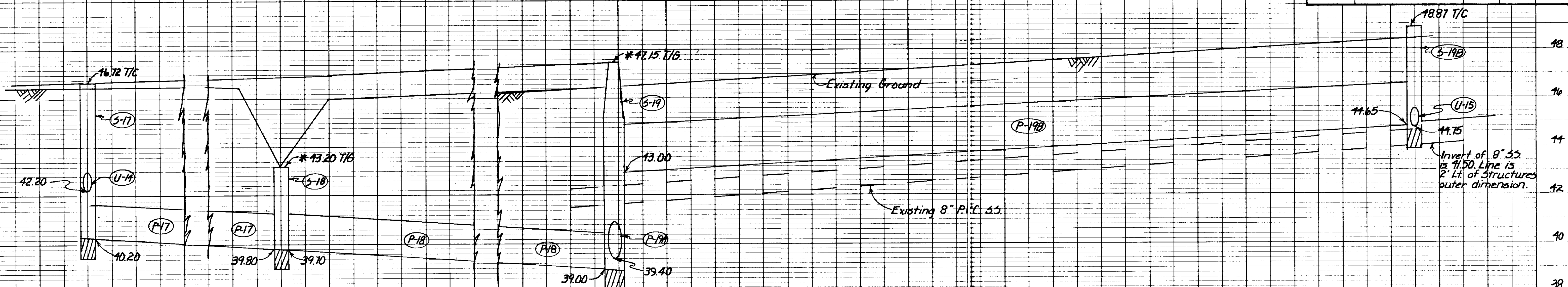
PIPE SUMMARY

PIPE	DIA.	LENGTH	FROM		TO	
			STRUCTURE	ELEV.	STRUCTURE	ELEV.
P-12	18"	188'	S-12	40.80	S-13	39.80
P-13	18"	104'	S-13	39.70	S-14	39.20
P-14	18"	148'	S-14	39.10	S-15	38.20
P-14A	18"	8' 14"	S-14	40.60	S-14A	40.80
P-15	18"	100'	S-15	38.10	S-16	37.50
P-16	18"	52' 36"	S-16	37.40	Outfall	31.00



STORM DRAIN PROFILES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	39	47



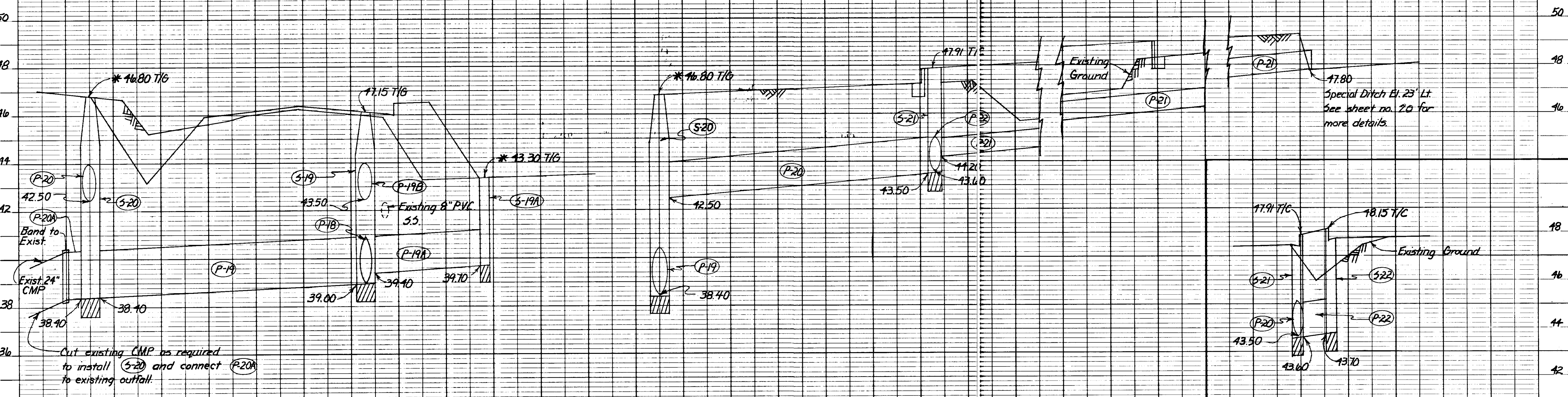
INLET SUMMARY

STRUCTURE	TYPE	LOCATION	OFFSET		TO P. CURB ELEV.	INVERT ELEV.
			LEFT	RIGHT		
S-17	A	"L" 162+25		20'	46.72	40.20
S-18	FIELD	"L" 162+65		38'	43.20	39.70
S-19	B	"L" 163+34		14'	47.15	39.00
S-19A	FIELD	"L" 163+69		38'	43.30	39.70
S-19B	A	"L" 165+00		20'	48.87	44.65
S-20	B	"L" 163+59		40'	46.80	38.40
S-21	A	"L" 164+15		26'	47.91	43.50
S-22	A	"L" 164+15		20'	48.15	43.70
S-24C	A	168+45	20'			
S-25B	A	169+85		21'		

≠ Install Outlet Grate and Frame.

PIPE SUMMARY

PIPE	DIA.	LENGTH	FROM		TO	
			STRUCTURE	ELEV.	STRUCTURE	ELEV.
P-17	18"	42'	S-17	40.20	S-18	39.80
P-18	18"	78' 94"	S-18	39.70	S-19	39.00
P-19A	24"	60'	S-19	39.00	S-20	38.40
P-19B	18"	40'	S-19	39.40	S-19A	39.70
P-19B	18"	202' 146"	S-19	43.00	S-19B	44.65
P-20	18"	58'	S-20	42.50	S-21	43.50
P-20A	24"	8' 13'	S-20	38.40	Existing 24" CMP	?
P-21	8"	186'	S-21	44.20	Ditch Inlet	47.80
P-22A	18"	6'	S-21	43.60	S-22	43.70
P-24C	18"	20'	S-24C		S-24	
P-25B	8"	6'	S-25B		S-25	
P-21A	18"	248'	Ditch		S-20	



STORM DRAIN PROFILES

54.10 T/C

*53.68 T/G

60.38 T/C

*53.68 T/G

60.38 T/C

*57.50 T/G

*32.60 T/G

INLET SUMMARY

STRUCTURE	TYPE	LOCATION	OFFSET		TOP CURB ELEV.	INVERT ELEV.
			LEFT	RIGHT		
S-23	A	"L" 167 + 48		20'	54.10	44.90
S-24 *	B	"L" 168 + 19	18'		*53.68	40.80
S-24A *	B	"L" 168 + 34	95'		*32.60	22.00
S-25	A	"L" 169 + 85		22'	60.38	52.20
S-25A	Field	"B" 0 + 55	17'		*57.50	52.50
A-17	Area	"L" 167 + 48		32	Drain to	S-23
S-E	A	"L" 169 + 86		26		
S-24D	A	"L" 168 + 80		20		

*Install gutter frame and grate

PIPE SUMMARY

PIPE	DIA.	LENGTH	FROM		TO	
			STRUCTURE	ELEV.	STRUCTURE	ELEV.
P-23 ▲	18"	88'80"	S-23	44.90	S-24	43.90
P-24 ▲	24"	170'193"	S-24	48.80	S-25	52.10
P-24 A	24"	80'82"	S-24	40.80	S-24A	28.00
P-24B	24"	80'72"	S-24A	22.00	Outfall	18.00
P-25	18"	256'	S-25	56.21	Ditch Inlet	66.64
P-25A	8"	30'	S-25	54.88	S-25A	52.50
P-E	8"	6'	S-E			
P-24D	8"	17'	S-24D		Ditchline	55.01

SIGNING SCHEDULE

No.	Station	Dist. from		Code No.	Legend	Sign Panel Thickness				*Post				Facing Traffic	Remarks
		Lt.	Rt.			Size	Unframed	Framed	Area S.F.	No. Of Posts	Type	Size	Length	Embedment	
1	"L" 8+05		26'	R2-1	SPEED LIMIT 55	30"x36"	.063		7.50	1	Tube	2"	12'	3'	W. B.
2	"L" 8+64		26'	M10-2	Mile 10	6"x12"	.063		0.50	1	Tube	2"	10'	3'	W. B.
3	"L" 8+64		26'	M10-2	Mile 10	6"x12"	.063		0.50	1	Tube	2"	10'	3'	E. B.
4	"L" 9+00		26'	R7-1L	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	14'	3'	S. B.
4A	"L" 9+00		26'	D11-1	Bike Route	24"x18"	.063		3.00						See note 7, Sht. 42
5	"L" 9+00		26'	R7-1R	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	11'	3'	N. B.
6	"L" 10+00		34'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	12'	3'	N. B.
7	"L" 10+00		34'	D3-1	Industrial Blvd.	48"x8"	.100		2.67						Mount above #6
8	"L" 14+05		30'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	12'	3'	S. B.
9	"L" 14+05		30'	D3-1	Wildmeadow Lane	48"x 8"	.100		2.67	1	Tube	2"	12'	3'	W. B.
10	"L" 22+82	30'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	12'	3'	N. B.
11	"L" 22+82	30'		D3-1	Jensine St.	36"x 8"	.063		2.00						Mount above #10
11A	"L" 32+25	30'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	12'	3'	N. B.
11B	"L" 32+25	30'		D3-1	Sherwood Ln.	42"x 8"	.063		2.33						Mount above #11A
12	"L" 43+00	26'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	14'	3'	S. B.
13	"L" 43+00	26'		D11-1	Bike Route	24"x18"	.063		3.00						See note 7, Sht. 42
14	"L" 43+50		26'	D1-2L	Mendenhall Peninsula Engineer Cutoff Rd.	90"x24"	.100		15.00	2	Tube	2"	14'	3'	W. B.
15	"L" 45+87	40'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	16'	3'	N. B.
15	"L" 45+87	40'			Engineer Cutoff										Mount Above #15
16	"L" 46+00		26'	R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	12'	3'	N. B.
17	"L" 46+00		26'	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	12'	3'	W. B.
18	"L" 49+00	26'		D1-2R	Mendenhall Peninsula Engineer Cutoff Rd.	90"x24"	.100		15.00	2	Tube	2"	13'	3'	E. B.
18A	"L" 50+75	30'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	12'	3'	S. B.
18B	"L" 50+75	30'		D3-1	Hamilton St.	36"x 8"	.063		2.00						Mount above 18A
18C	"L" 56+50	26'		R2-5	Speed Zone Ahead	24"x30"	.063		5.00	1	Tube	2"	13'	3'	W. B.
19	"L" 58+00	26'		M10-2	Mile 11	6"x12"	.063		0.50	1	Tube	2"	10'	3'	N. B.
20	"L" 58+00	26'		M10-2	Mile 11	6"x12"	.063		0.50	1	Tube	2"	10'	3'	S. B.
21	"L" 59+40	34'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	14'	3'	E. B.
22	"L" 59+40	34'		D3-1	Wilma Ave.	30"x8"	.063		1.67	1	Tube	2"	14'	3'	S. B.
23	"L" 60+50	26'		R2-1	Speed Limit 55	30"x36"	.063		7.50	1	Tube	2"	12'	3'	E. B.
24	"L" 60+50	26'		R2-1	Speed Limit 40	30"x36"	.063		7.50	1	Tube	2"	13'	3'	W. B.
25	"O" 85+00	26'		D11-1	Bike Route	24"x18"	.063		3.00						Mount below #26
26	"O" 85+00	26'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	13'	3'	S. B.
26A	"O" 85+30	38'		Existing	Auke Wayside					2	Wood	6"x6"	10'	3'	W. B.
27	"O" 86+02	26'		D1-2L	Fritz Cove Rd.	66"x24"	.080		11.00	2	Tube	2"	13'	3'	W. B.
28	"O" 88+00	26'		D11-1	Bike Route	24"x18"	.063		3.00						Mount below #29
29	"O" 88+00	26'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	15'	3'	N. B.
30	"O" 89+40	30'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	14'	3'	N. B.
31	"O" 89+87	40'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	16'	3'	S. B.
32	"O" 89+87	40'		D3-1	Auke Lake Way	48"x 8"	.100		2.67						Mount above #31
33	"O" 93+00	26'		D1-2R	Fritz Cove Rd.	66"x24"	.080		11.00	2	Tube	2"	12'	3'	E. B.
34	"O" 102+81	26'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'	3'	N. B.
35	"O" 103+00	29'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	10'	3'	N. B.
35A	"O" 95+50	29'		W1-2R	35 MPH	36"x36"	.063		9.00	1	Tube	2"	17'	3'	W. B.
35B	"O" 95+50	29'		W13-1	35 MPH	24"x24"	.063		4.00						Mount below 33A
36	"O" 105+00	26'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	13'	3'	S. B.
37	"L" 139+56	29'		M10-2	Mile 12	6"x12"	.063		0.50	1	Tube	2"	9'	3'	N. B.
38	"L" 139+56	29'		M10-2	Mile 12	6"x12"	.063		0.50						S. B.
39	"L" 142+00	26'		D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	13'	3'	S. B.
40	"L" 145+50	29'		D1-3	Ferry Mendenhall Loop Rd.	84"x36"	.100		21.00	2	Tube	2"	14'	3'	N. B.
41	"L" 146+35	27'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	12'	3'	W. B.
42	"L" 147+00	29'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	12'	3'	E. B.
43	"L" 147+00	29'		D11-1	Bike Route	24"x18"	.063		3.00						Mount below #42
44	"L" 147+80	25'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	17'	3'	E. B.
45	"L" 147+80	25'		D3-1	Harbor Drive	36"x 8"	.063		2.00						Mount above #44
45A	"BH" 11+25	14'		Existing	Auke Bay Boat Harbor					2 Exist.	Wood	8"	?	4'	W. B.
46	"L" 149+40	27'		D3-1B	Loop Rd.	66"x18"	.080		8.25						Relocate Existing
47	"L" 149+44	35'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	11'	3'	N. B.
48A	"L" 140+75	26'		W1-2L	35 MPH	36"x36"	.063		9.00						Mount on Luminaire
48B	"L" 140+75	26'		W13-1	35 MPH	24"x24"	.063		4.00	1	Tube	2"	20'	3'	S. B.
48	"L" 150+25	27'		D3-1B	Loop Rd.	66"x18"	.080		8.25						Mount on Luminaire
49	"L" 150+61	38'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	12'	3'	W. B.
50	"L" 151+00	26'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	12'	3'	W. B.
50A	"L" 145+50	29'		W1-2L	35 MPH	36"x36"	.063		9.00						See note 7, Sht. 42
50B	"L" 145+50	29'		W13-1	35 MPH	24"x24"	.063		4.00						Mount below 40A

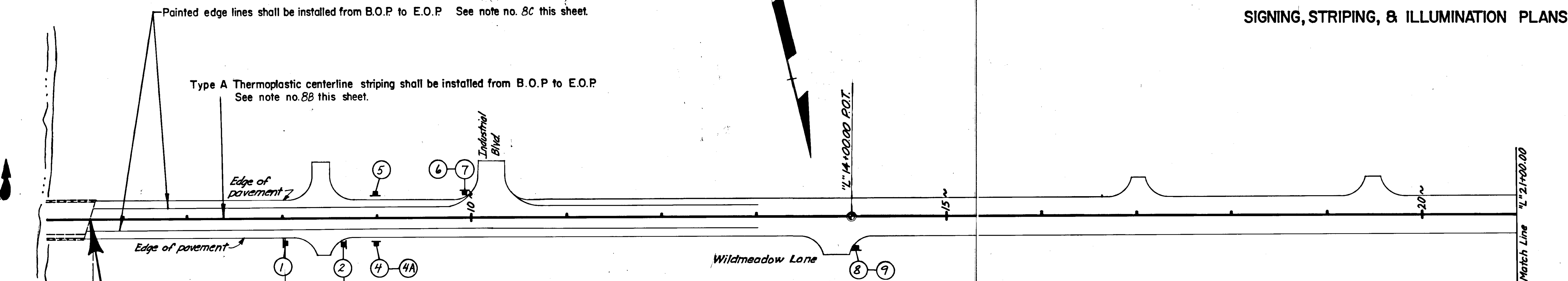
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(6)	1979	41	47

SIGNING SCHEDULE

No.	Station	Dist. from		Code No.	Legend	Sign Panel Thickness				*Post					Facing Traffic	Remarks
		Lt.	Rt.			Size	Unframed	Framed	Area S.F.	No. Of	Posts	Type	Size	Length		
51	"L" 151+75		30'	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	22'	3'	N.B.	Mount on Luminaire
52	"L" 152+69		29'	S1-1	Advance School X-ing Symbol	36"x36"	.063		9.00						W.B.	
53	"L" 152+69		29'	R7-1D	No Parking Anytime	12"x18"	.063		1.50						N.B.	Mount Below #52
54	"L" 152+91	30'		D1-4	Mendenhall Loop Rd.											See note 7, Sht. 42
					Airport Juneau	84"x58"	.100		34.00	2	Tube	2"	14'	3'	E.B.	
55	"L" 154+50		29'	S5-1	School Speed Limit 20 When Flashing	24"x48"	.063		8.00						W.B.	Mount on Flasher
52A	"L" 152+69		29'	W1-2L		36"x36"	.063		9.00						W.B.	Mount below 52
52B	"L" 152+69		29'	W13-1	35 MPH	24"x24"	.063		4.00						W.B.	Mount below 52A
57	"L" 157+55		29'	S2-1	School X-ing Symbol	36"x36"	.063		3.40	1	Tube	2"	11'	3'	W.B.	
58	"L" 158+40		40'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'	3'	S.B.	
58A	"L" 158+75		27'	W8-10A	Fire Station Symbol	30"x30"	.063		6.25						W.B.	Mount above #58B
58B	"L" 158+75		27'	Plaque	Fire Station	24"x18"	.063		3.00	1	Tube	2"	13'	3'	W.B.	
55A	"L" 154+50	26'		W1-2R		36"x36"	.063		9.00	1	Tube	2"	20'	3'	E.B.	
55B	"L" 154+50	26'		W13-1	35 MPH	24"x24"	.063		4.00						E.B.	Mount below 55A
59	"L" 159+50	26'		S2-1	School X-ing Symbol	36"x36"	.063		9.00	1	Tube	2"	12'	3'	E.B.	
60	"L" 161+00		27'	R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	12'	3'	N.B.	See note 7, Sht. 42
61	"L" 161+00		27'	D11-1	Bike Route	24"x18"	.063		3.00						W.B.	Mount below # 60
62	"L" 161+00	26'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	14'	3'	S.B.	See note 7, Sht. 42
63	"L" 161+00	26'		D11-1	Bike Route	24"x18"	.063		3.00						E.B.	Mount below #62
64	"L" 161+33	29'		S5-1	School Speed Limit 20 When Flashing	24"x48"	.063		8.00						E.B.	Mount on Flasher
65	"L" 163+50		29'	I4-4	Ship Symbol	24"x24"	.063		4.00	1	Tube	2"	13'	3'	W.B.	
66	"L" 163+50		29'	I4-4	Ferry	6"x24"	.063		1.00						W.B.	Mount below #65
67	"L" 164+20	23'		S1-1	Advance School Xing Symbol	36"x36"	.063		9.00	1	Tube	2"	10'	3'	E.B.	
68	"L" 163+00	26'		W8-10A	Fire Station Symbol	30"x30"	.063		6.25	1	Tube	2"	14'	3'	E.B.	Mount above #68A
68A	"L" 163+00	26'		Plaque	Fire Station	24"x18"	.063		3.00						E.B.	
68B	"L" 163+25	26'		W1-2R		36"x36"	.063		9.00	1	Tube	2"	17'	3'	W.B.	
68C	"L" 163+25	26'		W13-1	35 MPH	24"x24"	.063		4.00						W.B.	Mount below 68B
69	"L" 169+75		30'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	14'	3'	S.B.	
70	"L" 169+75		30'	D3-1	Bayview St.	36"x 8"	.063		2.00						W.B.	Mount above #69
71	"L" 170+50	26'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	13'	3'	S.B.	See note 7, Sht. 42
72	"L" 170+50	26'		D11-1	Bike Route	24"x18"	.063		3.00						E.B.	Mount below #71
73	"L" 170+50		29'	R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	12'	3'	N.B.	See note 7, Sht. 42
74	"L" 170+50		29'	D11-1	Bike Route	24"x18"	.063		3.00						W.B.	Mount below #73
75	"O" 172+19		35'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	14'	3'	S.B.	
76	"O" 172+19		35'	D3-1	Seaview St.	36"x 8"	.063		2.00						W.B.	Mount above #75
77	"O" 173+00	26'		R2-1	Speed Limit 40	30"x36"	.063		7.50	1	Tube	2"	14'	3'	E.B.	
78	"O" 173+00		26'	R2-1	Speed Limit 40	30"x36"	.063		7.50	1	Tube	2"	13'	3'	W.B.	
79	"O" 180+37		26'	T1-1	Waydelich Creek	60"x24"	.100		10.00	1	Tube	2"	13'	3'	W.B.	
80	"O" 181+74	26'		T1-1	Waydelich Creek	60"x24"	.100		10.00	1	Tube	2"	13'	3'	E.B.	
81	"O" 192+00	30'		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'	3'	N.B.	
82	"O" 192+00	30'		D3-1	Auke Nu Drive	42"x 8"	.080		2.33						E.B.	Mount above #81
83	"O" 194+00	26'		R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	14'	3'	S.B.	See note 7, Sht. 42
84	"O" 194+00	26'		D11-1	Bike Route	24"x18"	.063		3.00						E.B.	Mount below #83
85	"O" 194+00		26'	R7-1D	No Parking Anytime	12"x18"	.063		1.50	1	Tube	2"	14'	3'	N.B.	See note 7, Sht. 42
86	"O" 194+00		26'	D11-1	Bike Route	24"x18"	.063		3.00						W.B.	Mount below #85
* FOR GENERAL SIGNING NOTES SEE SHEET 42																

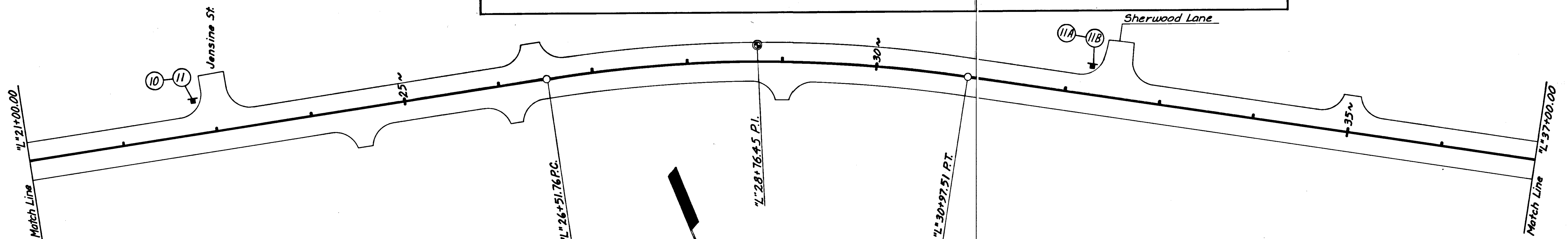
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	42	47

SIGNING, STRIPING, & ILLUMINATION PLANS



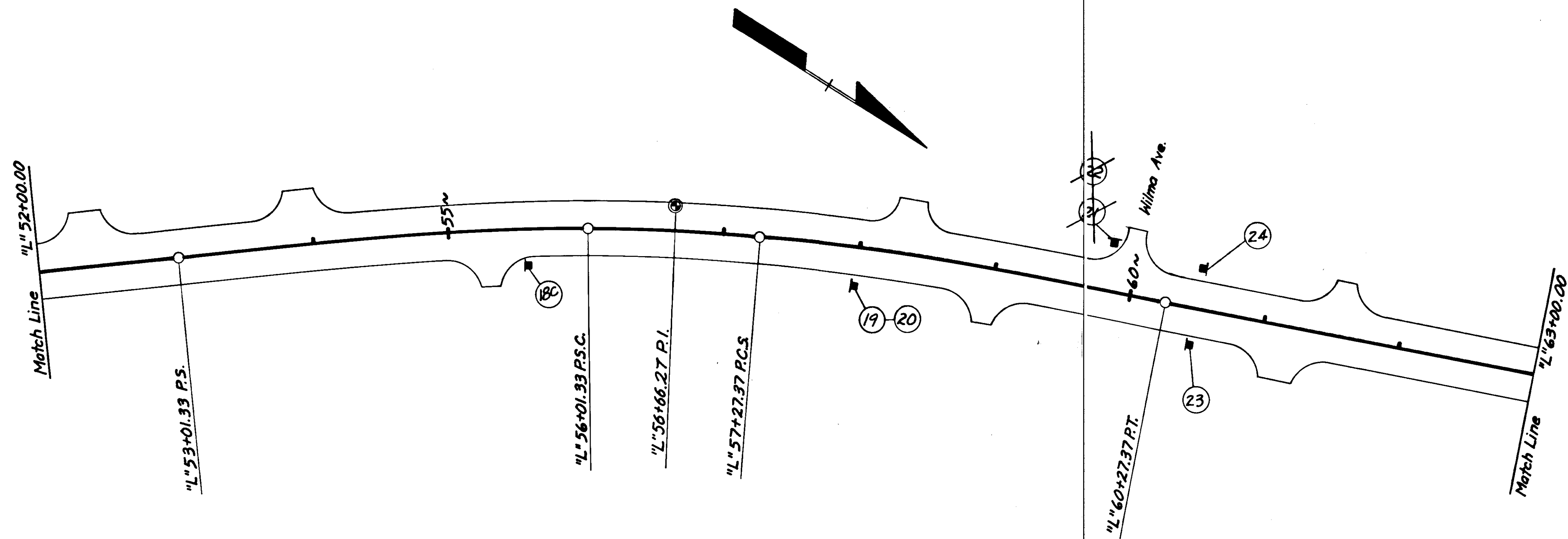
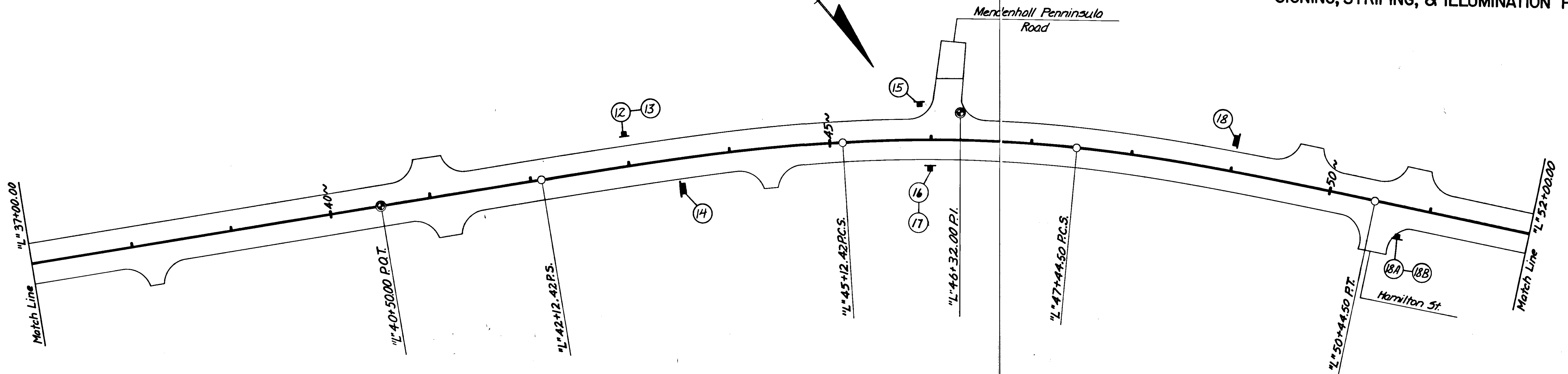
GENERAL SIGNING & STRIPING NOTES

1. Sign locations and post lengths are approximate only and are subject to minor revisions.
2. All sign posts shall be square telescoping perforated galvanized steel posts; the 2" size shall be used above ground and the 2 1/2" size shall be used below ground for the sleeve
3. All posts shall be installed with the sleeve type embedment in accordance with Standard Drawing S-30.11, except that the 2 1/2" size shall be used for the entire embedment depth.
4. Post lengths are from the cut-off in the sleeve to the top of the post. See Standard Drawings S-05.00 & S-30.11.
5. "L" 34+00 to "L" 199+14 the Contractor shall remove and dismantle all existing signs. All dismantled signs shall be returned to the D.O.T. & P.F. Maintenance Station, 7.5 Glacier Highway. This work shall be considered incidental to Item 615(1) "Standard Signs".
6. Removal and relocation of the existing Auke Lake Wayside and Auke Bay Boat Harbor signs shall be considered incidental to Item 615(1) "Standard Signs".
7. All "No Parking" signs shall be installed at 45° to the centerline.
8. Painted and thermoplastic pavement markings shall be applied in accordance with the Alaska Traffic Manual, Standard Drawings T-21.02, and Section 670 of the Special Provisions.
 - A. Approximate length of 24" White Type A Thermoplastic Pavement markings for stop lines & Auke Bay School crosswalk = 250 L.F. See Sheets 44, 45, & 46 For approximate locations.
 - B. Approximate length of 4" yellow Type A Thermoplastic Pavement Markings for Centerline Striping = 30,100 L.F. Includes approximately 1,500 L.F. to be placed at the following intersections: Frits Cove Rd., Auke Lake Way, Auke Bay Boat Harbor Rd., Loop Rd. & Y Line.
 - C. Approximate length of 4" White Painted Pavement Markings for Edge Lines = 35,900 L.F. Includes approximately 3,000 L.F. to be placed at the intersections listed in note 9B.

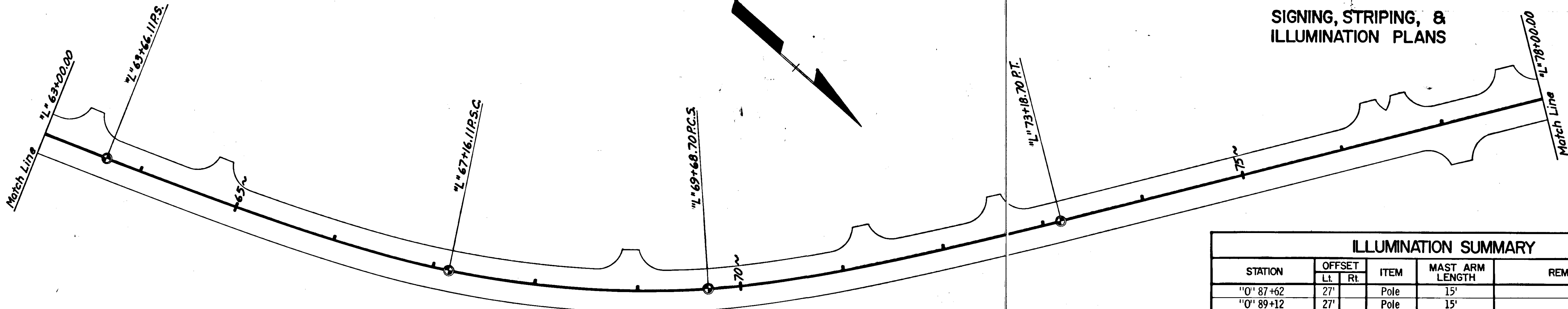


STATE	PROJECT DESIGNATION	YEAR	SHEET	TOTAL
ALASKA	F-093-2(8)	1979	43	47

SIGNING, STRIPING, & ILLUMINATION PLANS



SIGNING, STRIPING, &
ILLUMINATION PLANS



GENERAL ILLUMINATION NOTES

- Locations of luminaires and J-boxes are approximate only and are subject to minor field adjustment by the Engineer.
- All existing luminaires, poles, and appurtenances shown on the plans for removal shall be returned to the City of Juneau.
- Any existing concrete footings shall be removed to a depth of 12" min. below finished grade.
- All luminaire footings shall be Type II or Type III. (See Standard Drawing L-30.11.)
- All lighting standards shall have shear bases. (See Standard Drawing L-10.13 for details.)
- All luminaires shall be mounted 30' above the roadway surface. (See Standard Drawing L-03.11.)
- Mast Arms shall be 15' unless otherwise noted on the plans. (See Standard Drawing L-03.11)
- All luminaires shall be 240V, 250 watts medium distribution, semi cut-off Type II High Pressure Sodium.
- All junction boxes shall be type I unless otherwise noted on the plans. (See Standard Drawing L-23.03)
- All conduits shall be 2" PVC schedule 40, except where otherwise specified.
- ☒ Indicates approximate location of distribution center.
- Distribution Center locations and breaker ratings are shown on the plans. (See Standard Drawing L-20.03 for wiring schematic and other details.)

NOTE

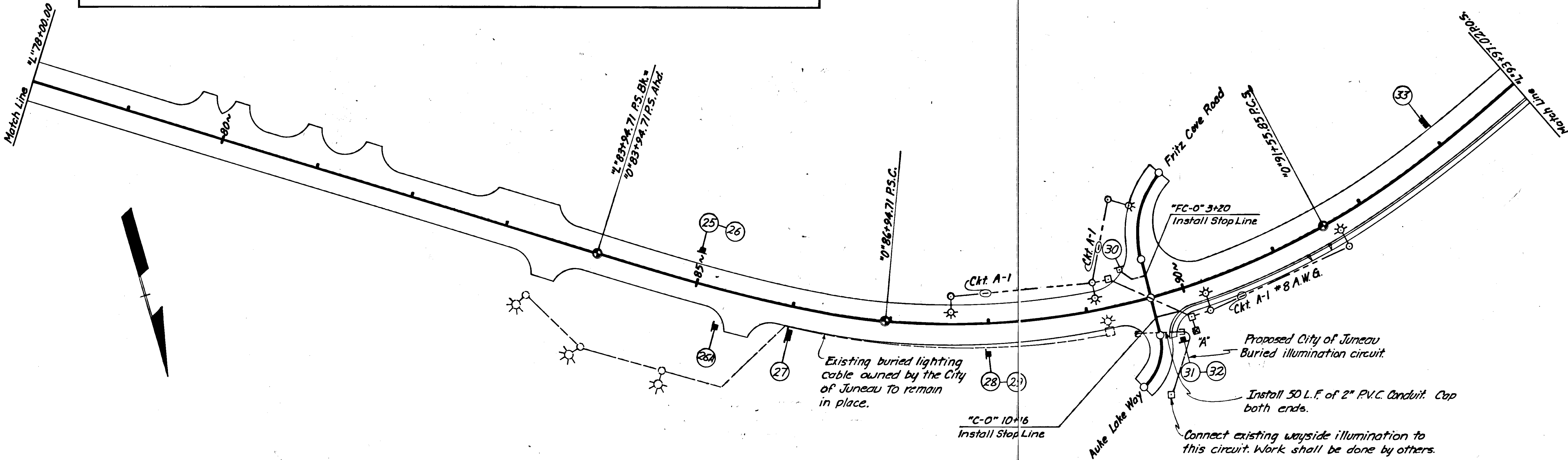
- Mount Distribution Center "A" on wood pole @ 1+90+00; 45' Rt. overhead service from new pole at 89+50; 100' Rt.

ILLUMINATION SUMMARY

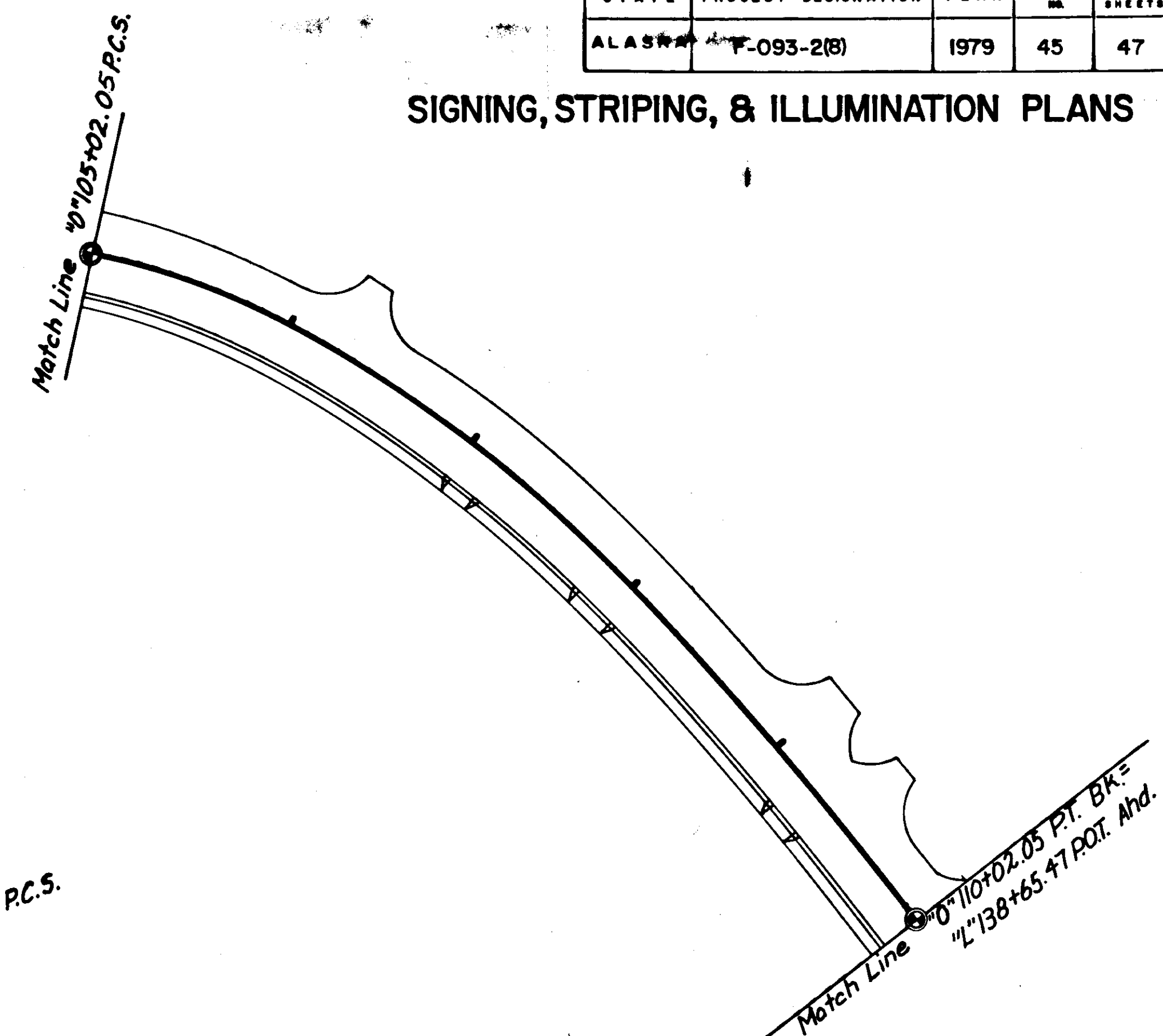
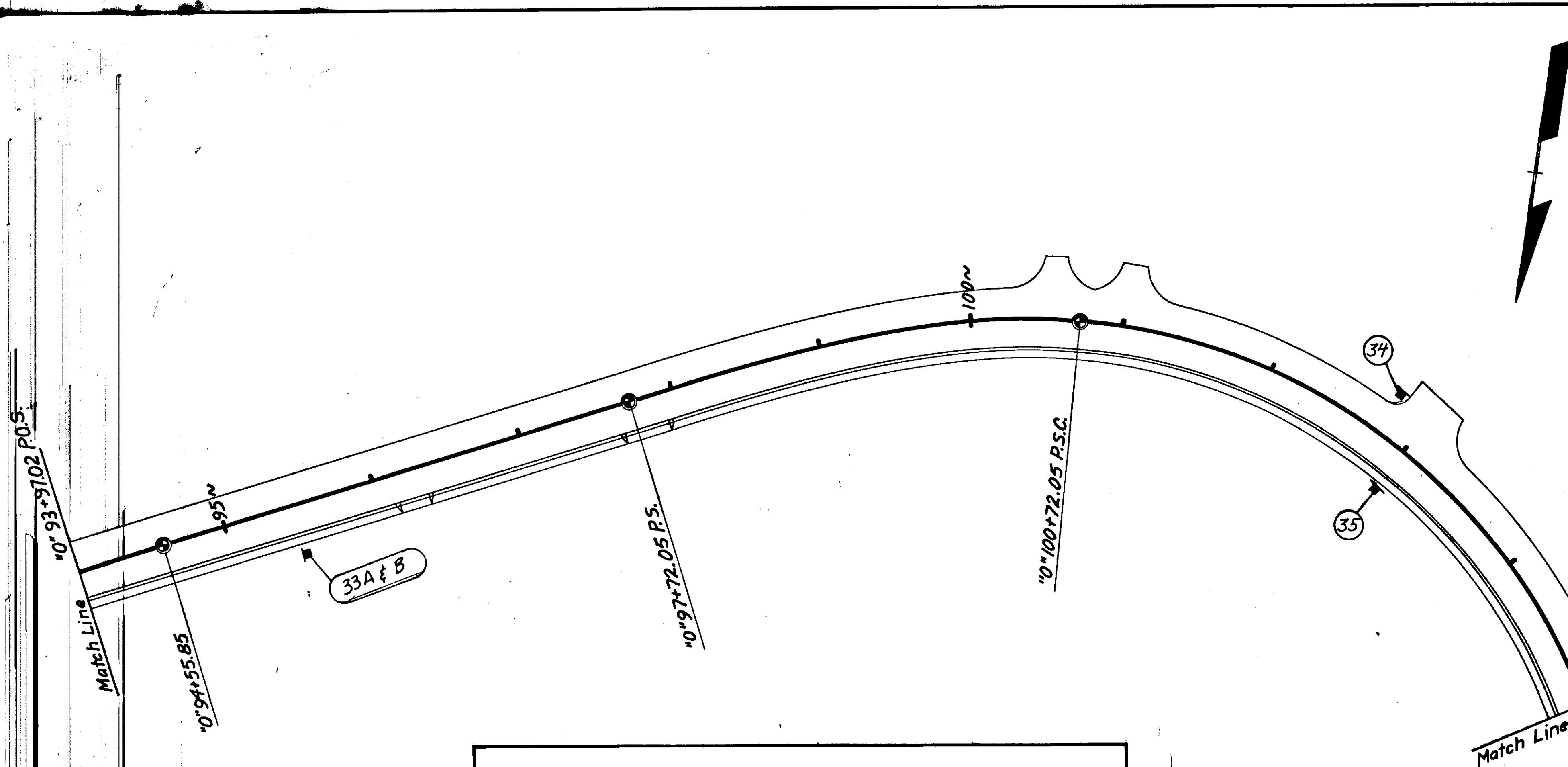
STATION	OFFSET		ITEM	MAST ARM LENGTH	REMARKS
	Lt.	Rt.			
1+87+62	27'		Pole	15'	
1+89+12	27'		Pole	15'	
1+89+30	27'		J-Box		
1+90+00		30'	J-Box		
1+90+00		45'	"A"		See note
1+90+20		30'	Pole	18'	
1+91+70		30'	Pole	18'	
*1+94+00	34'		Pole	22'	

Breaker Rating for Ckt-A1 = 15 Amp./ 240 V

*Note: Install pole and mast arm at right angles to back tangent.



SIGNING, STRIPING, & ILLUMINATION PLANS

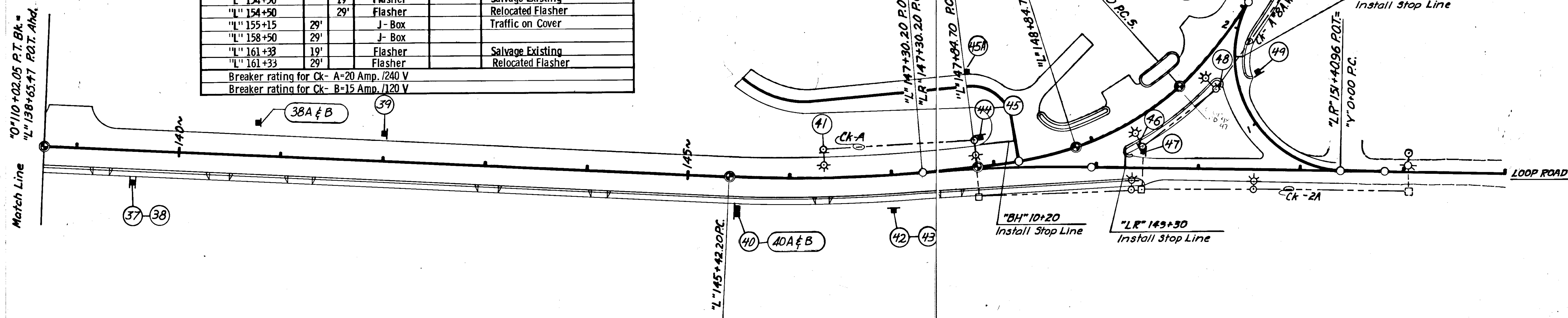


STATION	OFFSET		ITEM	MAST ARM LENGTH	REMARKS
	Lt	Rt			
"L" 146+35	27'		Pole	15'	
"L" 147+85	27'		Pole	15'	
"L" 147+85		31'	J-Box		
"L" 149+40		27'	Pole	15'	
"L" 150+25		27'	Pole	15'	
"L" 151+75		30'	Pole	18'	
"L" 152+70		30'	"B"		See next page and note 1
"LR" 149+35		21'	Pole	9'	
"LR" 149+45		21'	J-Box		
"LR" 150+55		18'	Pole	6'	
"LR" 152+05		18'	J-Box		
"LR" 152+05	18'		Pole	6'	
"L" 154+50	19'		Flasher		Salvage Existing
"L" 154+50	29'		Flasher		Relocated Flasher
"L" 155+15		29'	J-Box		Traffic on Cover
"L" 158+50		29'	J-Box		
"L" 161+33	19'		Flasher		Salvage Existing
"L" 161+33	29'		Flasher		Relocated Flasher

Breaker rating for Ck- A=20 Amp. /240 V
Breaker rating for Ck- B=15 Amp. /120 V

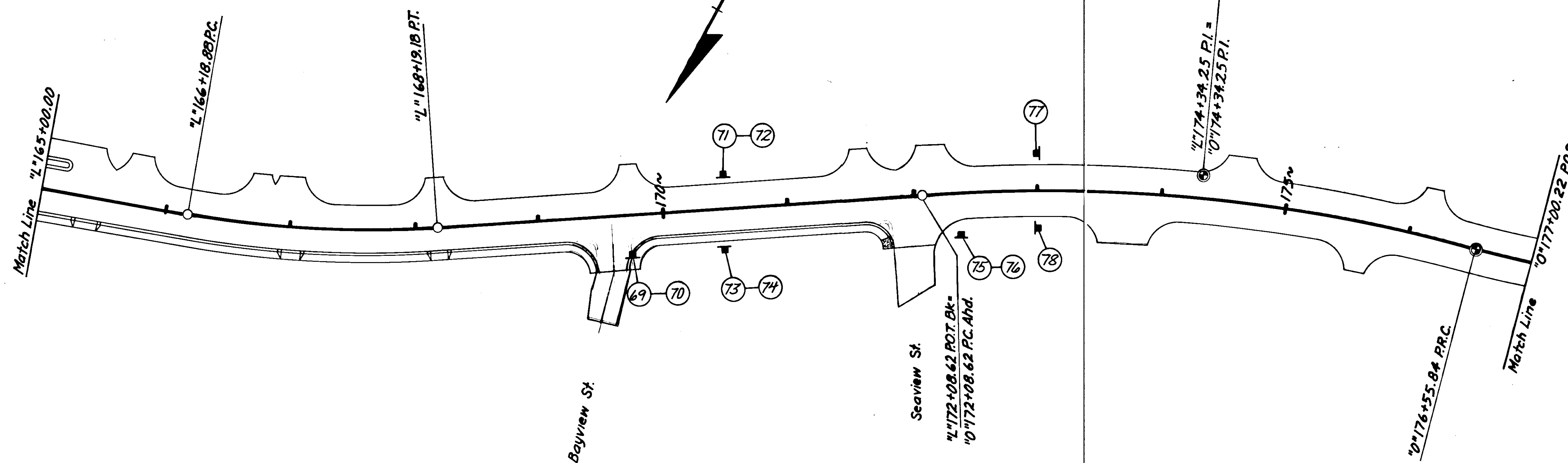
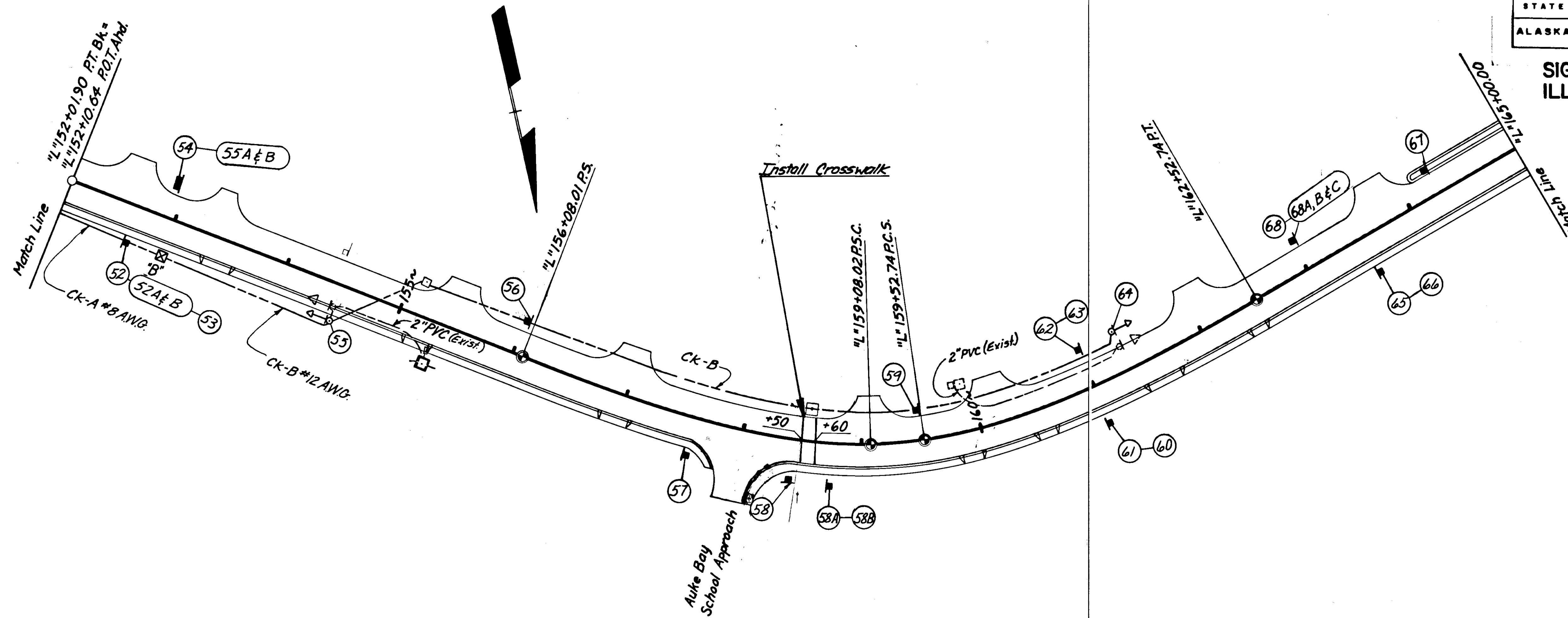
NOTE

1. Mount Distribution Center "B" on woodpile @ "L" 153+00; 30' Rt. overhead service from existing pole @ "L" 152+70; 75' Rt.



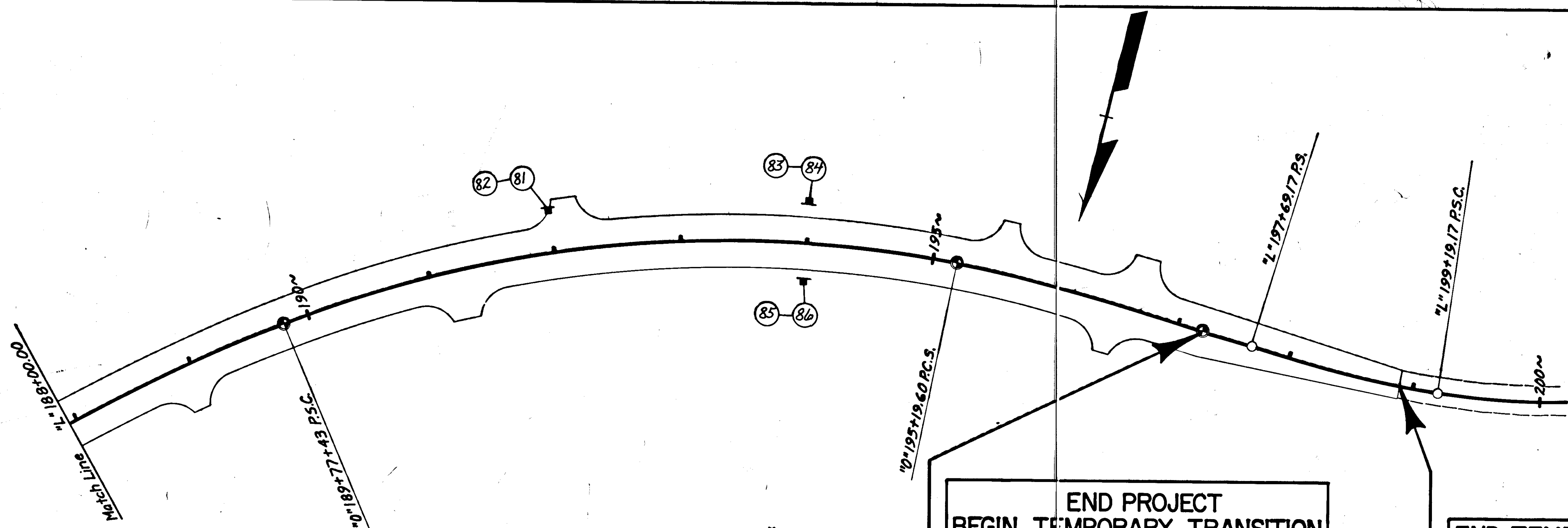
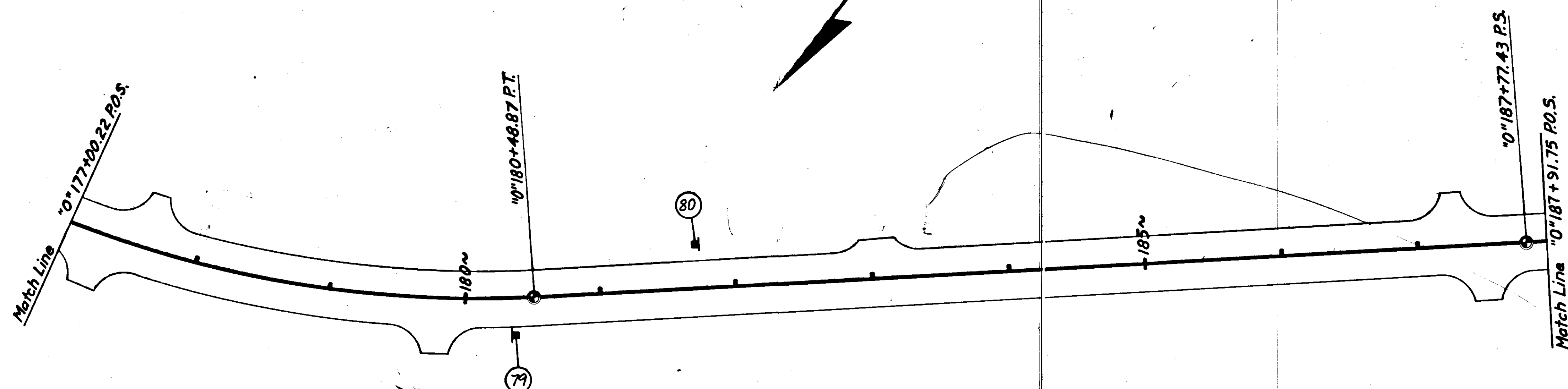
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	46	47

SIGNING, STRIPING, & ILLUMINATION PLANS



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(8)	1979	47	47

SIGNING, STRIPING, & ILLUMINATION PLANS



END PROJECT
BEGIN TEMPORARY TRANSITION
F-093-2(8)
"O" 197+19.60 P.T. Bk.=
"L" 197+29.43 P.O.T. Ahd.

END TEMPORARY TRANSITION
F-093-2(8)
"L" 199+14.00