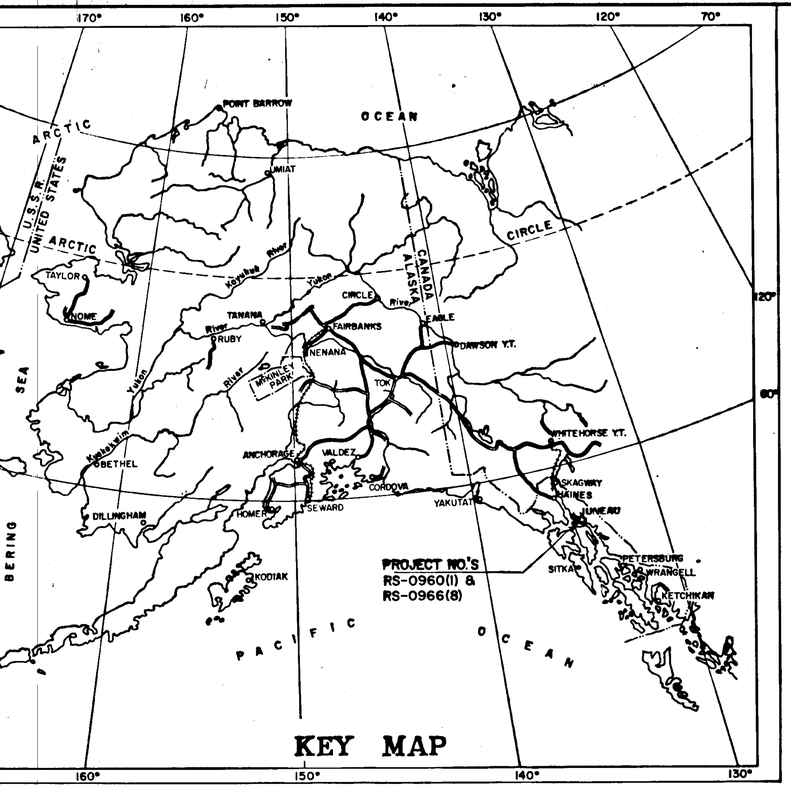
AB-7

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	1	40

STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
MENDENHALL LOOP ROAD & GLACIER SPUR
WIDENING AND BIKEPATH
RS-0960(1) & RS-0966(8)
GRADING, DRAINAGE, PAVING, ILLUMINATION, SIGNALIZATION & PEDESTRIAN OVERCROSSING



KEY MAP

RS-0960(1)
PROJECT SUMMARY

WIDTH OF PAVEMENT	=	36'
LENGTH OF PAVING	=	1,586.19 = 0.300 Mi.
LENGTH OF GRADING	=	1,586.19 = 0.300 Mi.
LENGTH OF PROJECT	=	1,586.19 = 0.300 Mi.

RS-0966(8)
PROJECT SUMMARY

WIDTH OF PAVEMENT	=	36'-60'
LENGTH OF PAVING	=	19,232.00' = 3.642 Mi.
LENGTH OF GRADING	=	19,232.00' = 3.642 Mi.
LENGTH OF PROJET	=	19,232.00' = 3.642 Mi.

RS-0960(1)
DESIGN DESIGNATION
OLD GLACIER HWY. TO EGAN DRIVE

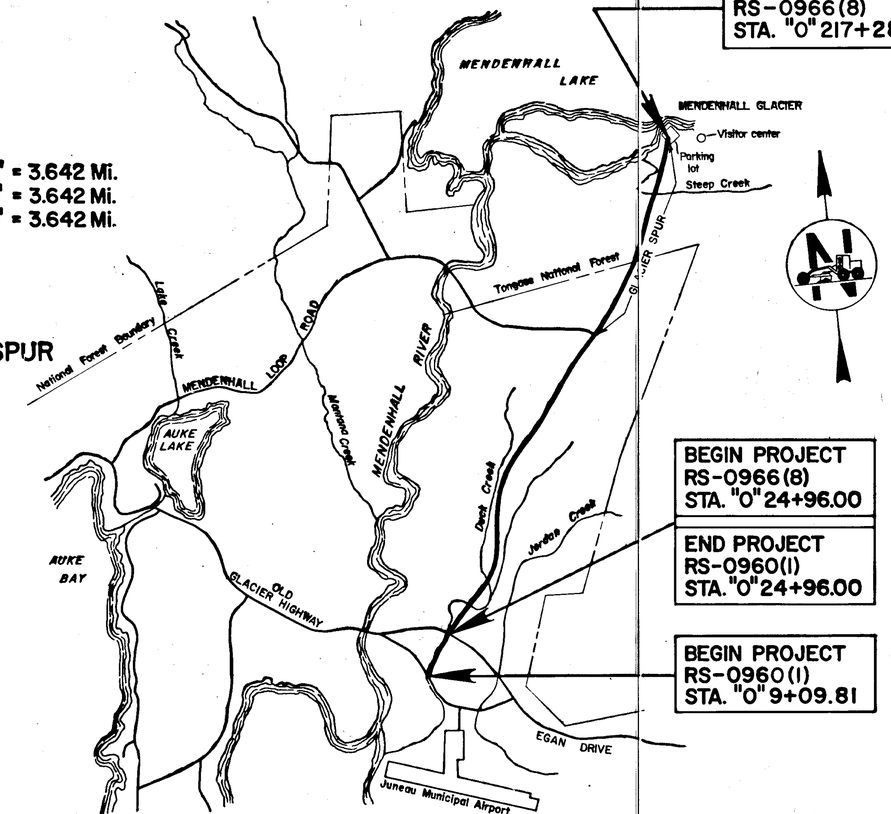
ADT (1976)	=	2,115
ADT (1997)	=	5,943
DHV (15%)	=	892
D	=	40-60
T	=	4%
V	=	35 M.P.H.

RS-0966(8)
DESIGN DESIGNATION
EGAN DRIVE TO GLACIER SPUR

ADT (1976)	=	6,731
ADT (1997)	=	18,913
DHV (13%)	=	2,459
D	=	40-60
T	=	3%
V	=	40 M.P.H.

RS-0966(8)
DESIGN DESIGNATION
GLACIER SPUR

ADT (1976)	=	779
ADT (1997)	=	2,189
DHV (20%)	=	438
D	=	40-60
T	=	4%
V	=	40 M.P.H.



INDEX OF SHEETS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THESE PROJECTS: A-1, C-00.03, C-10.00, C-11.01, D-02.02, D-03.01, D-06.10, F-01.10, G-04.31, G-13.00, G-14.01, I-40.10, I-80.00, L-03.10, L-10.12, L-14.00, L-20.02, L-23.02, L-30.00, M-16.03 M-23.00, S-00 10, S-05.00, S-20.10, S-30.11, T-30.00, T-31.01, T-32.01, T-33.02, T-34.02, T-40.00, T-52.00, D-23.01, D-24.12 AND D-26.01, T-03.00.

AS-BUILT PLANS

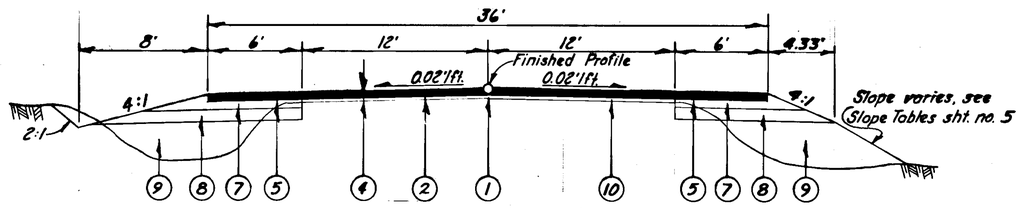
CONTRACTOR - RED SAMM CONST. CO.
PROJECT ENGINEER - STEVE N. HIROTSU
BEGINNING DATE - MAY 23, 1977
COMPLETION DATE - JULY 21, 1978

STATE OF ALASKA
DEPARTMENT OF HIGHWAYS
APPROVED
Wallace K. Wilkin DATE 3/29/77
SOUTHEASTERN DIV. ENGINEER
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

APPROVED
DEP. COMMISSIONER OF HIGHWAYS Date 9/6/77

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	2	40

TYPICAL SECTIONS OF IMPROVEMENT

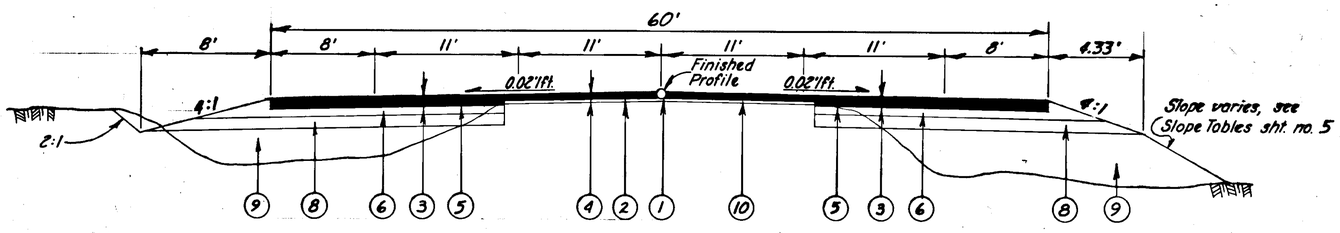


"0"9+09.81 to "0"24+96.00

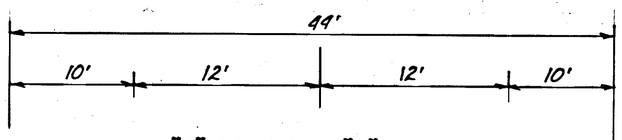
Note: "0"20+14.49 to "0"24+96.00 The typical section width varies from 36' to 60' see sht. no. 17 for details

LABELING INDEX

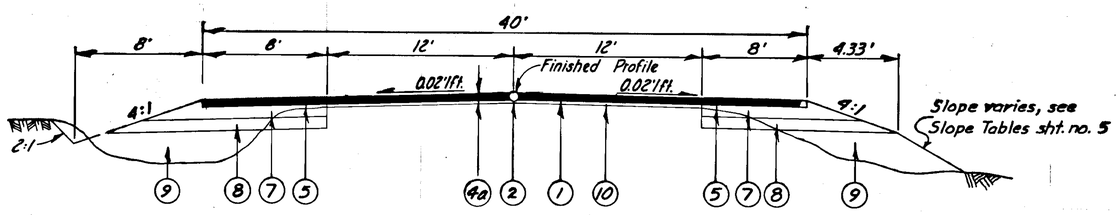
1. CSS-1 Emulsified Asphalt for Tack Coat (24' Wide)
2. Leveling Course @ locations as directed by the eng.
3. 3" Hot Asphalt Pavement (2 - 1½" lifts)
4. 1½" Hot Asphalt Pavement
5. MC-30 Liquid Asphalt for Prime Coat
- 4a. 2" Hot Asphalt Pavement
6. 4" Crushed Aggregate Base Course
7. 5½" Crushed Aggregate Base Course
8. 6" Subbase, Grading "A"
9. Unclassified Excavation and/or Borrow
10. Existing 24' Pavement.



"0" 24+96.00 to "0"39+00.00



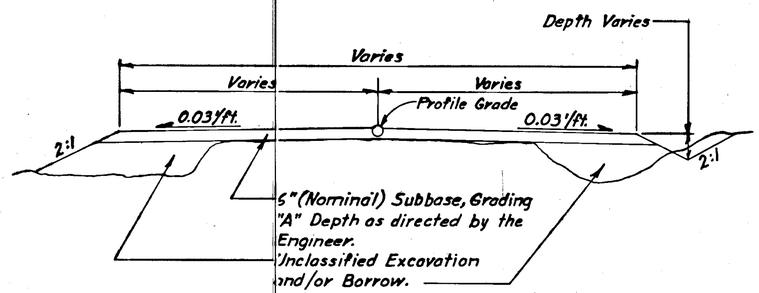
"0" 42+00 to "0"113+00



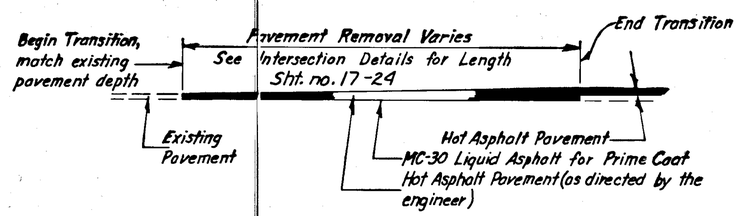
"0"113+00.00 to "0"150+73.36

Notes:

1. "0"39+00 to "0"42+00 the typical section width varies from 60' to 44'.
2. "0"113+00 to "0"114+00 the typical section width varies from 44' to 40'.
3. "0"150+73.36 to "0"151+75.00 the typical section width varies from 40' to 36'.
4. "0"151+75.00 to 217+28.00 see sheet no. 16 for details.



TYPICAL SECTION SIDE STREETS

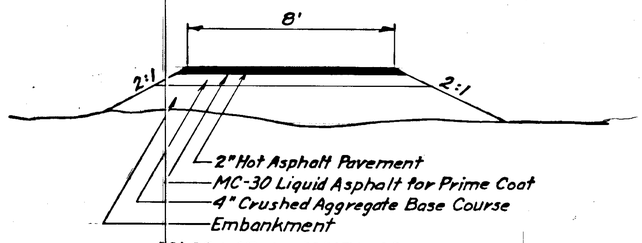


Side View

PAVEMENT TRANSITION DETAIL

	BASIS OF ESTIMATE
Item No.	Estimating Factor
203(5B)	1.80 Tons per Cu. Yd.
301(1)	1.96 Tons per Cu. Yd.
304(1)	1.87 Tons per Cu. Yd.
401(1)	112 lbs. per Sq. Yd. per Inch Depth
401(1)	3,780 lbs./Cu. Yd.
401(2)	6% of Item 401(1)
402(2)	0.1 Gal. per Sq. Yd. - 253 Gal. per Ton
403(1)	0.25 Gal. per Sq. Yd. - 256 Gal. per Ton at 60°F.

BIKEPATH TYPICAL SECTION



"0"32+65 to "0"156+00

Notes:
1. See plan & profile sheet for the suggested location of the bikepaths.
2. See Section 555 "Contractor Designed Bikepath" of Special Provisions for more details.

GENERAL NOTES

1. Grade and Alignment shown on these plans are subject to minor revisions.
2. Culvert lengths and locations are subject to minor revisions.
3. Culvert extension and associated items of work in Duck Creek shall be accomplished between June 1st & August 31st.
4. All construction activity in and adjacent to Steep Creek shall be completed prior to July 1. Any work necessary after July 1 shall require Alaska Dept. of Fish & Game approval.
5. Superelevation shall be revolved about the inside shoulder, see standard drawing I-80.00.
6. "0"33+00 to "0"50+00 & "0"53+00 to "0"63+00 The existing super is being reduced from 0.06'/ft. to 0.04'/ft., this may require the leveling course to be 3" thick in some areas. When 1½" or more of leveling course is required, it shall be put down in a min. of 2 lifts or as directed by the engineer.
7. Clearing & Grubbing limits shall be 10' beyond the slope limits in a cut section and 5' beyond the bikepath slope limits in a fill section or to the R/W whichever is less. Sta. "0"26+00 to "0"30+00 left shall be hand cleared and shall be paid for as "Clearing & Grubbing.
8. The area to be seeded, shall be from the edge of the roadway shoulder to the clearing limits or to the R/W line whichever is less. The paved separated bikepath shall be excluded from this area.
9. Removal of existing pavement shall be considered incidental to pay item 203(3) "Unclassified Excavation" and no separate payment shall be made therefore.
10. Existing signs shall be removed by the contractor and returned to the State of Alaska, Dept. of Highways as directed by the engineer. This work shall be considered incidental to pay item 201(3B) "Clearing & Grubbing" and no separate payment shall be made therefore.
11. The contractor shall take every precaution not to disturb the existing R/W monuments.
12. The existing monuments "Kod", "Mat", etc. shall be referenced and installed by others.
13. The location of all utilities shown on the plans are approximate only and should be field verified with the utility.
14. The adjustment or reconstruction of existing sanitary sewer manholes and cleanouts shall be performed by the City & Borough of Juneau and are not considered items of work under this contract.
15. 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.
16. Both the existing and proposed utility pole locations are shown and are considered informational only.
17. Culverts called out to be "Abandon In Place" shall have ends pluged as directed by the engineer. This work shall be considered incidental to other items of work.

Addendum No. 1 Attachment No. 6

ESTIMATE OF QUANTITIES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	3	40

ITEM No	ITEM	UNIT	SHEET NUMBERS 6	7	8	9	10	11	12	13	14	15	16	RS-0960(1) TOTAL	RS-0966(8) TOTAL	GRAND TOTAL
1	Furnishing and Maintaining Engineering Facilities	L.S.												All Req'd.	All Req'd.	All Req'd.
110(1)	Mobilization	L.S.												All Req'd.	All Req'd.	All Req'd.
111(1)	Temporary Erosion and Pollution Control	C.S.												All Req'd.	All Req'd.	All Req'd.
114(1)	Construction Engineering by the Contractor	L.S.												All Req'd.	All Req'd.	All Req'd.
201(3B)	Clearing & Grubbing	L.S.												All Req'd.	All Req'd.	All Req'd.
202(4)	Removal and Disposal of Culvert Pipe	L.F.						46	100		46			0	192	192
202(10)	Remove and Relocate Traffic Island	L.S.													All Req'd.	All Req'd.
203(3)	Unclassified Excavation	C.Y.	334	1,593	479	992	687	654	750	997	1,041	401	2,127	511	9544	10,055
203(5B)	Borrow	Ton	814	10,035	6,131	315	2,329	2,277	598	25	1,307	1,841	11,563	2,124	35,111	37,235
301(1)	Crushed Aggregate Base Course	Ton	790	2,079	1,756	1,525	1,631	1,861	1,693	1,642	1,417	1,271	3,143	1,301	17,507	18,808
304(1)	Subbase Grading "A"	Ton	803	2,581	1,719	1,389	1,391	1,753	1,661	1,515	1,216	1,414	4,189	1,254	18,377	19,631
401(4)	Anti-Stripping Additive	C.S.												All Req'd	All Req'd	All Req'd
401(1)	Hot Asphalt Pavement	Ton	566	1,924	2,035	1,792	1,502	1,473	1,400	1,366	1,206	1,228	2,245	794	15,913	16,707
401(2)	AC-5 Asphalt Cement	Ton	33.96	115.44	122.10	107.52	90.12	88.38	84.00	80.16	72.36	73.68	134.70	47.64	954.78	1,002.42
402(2)	CSS-1 Cationic Emulsified Asphalt for Tack Coat	Ton	1.11	1.44	1.58	1.58	1.58	1.58	1.58	1.58	1.48	1.48	6.78	1.57	20.20	21.77
403(1)	MC-30 Liquid Asphalt for Prime Coat	Ton	1.89	8.20	7.14	5.86	6.00	6.81	6.27	5.82	5.28	5.35	9.17	3.45	64.34	67.79
505(11)	Structural Steel Piles, Furnished	L.F.					480							0	480	480
508(1)	Loop Road P.O.C. Substructure	L.S.													All Req'd.	All Req'd.
508(2)	Loop Road P.O.C. Superstructure	L.S.													All Req'd.	All Req'd.
555(1)	Contractor Designed Bike Path	Sta.		4.54	30.16	30.00	30.00	30.00	29.98	30.02	28.00	28.00	6.00	0	246.70	246.70
602(2J)	Structural Plate Pipe Arch 6'-4" x 4'-9"	L.F.			132									0	132	132
603(22C)	12" Pipe Conduit	L.F.		96	40			76	136	124	0	238		0	710	710
603(22E)	18" Pipe Conduit	L.F.		88	54		130	142		56	48	130	64	0	712	712
603(22G)	24" Pipe Conduit	L.F.	144	198	74			254	294		196		62	240	982	1,222
604(5)	Type A Inlet	Ea.		2										0	2	2
607(3)	6' Chain Link Fence	L.F.					550	140						0	690	690
607(4)	Reconstructed Fence	L.F.		1,405											1,405	1,405
610(1)	Hand-Laid Rock Embankment	C.Y.											17	0	17	17
614(1)	Survey Monuments	Ea.	2	0	5	3	2	7	3	4	2	3	0	2	29	31
614(2)	Monument Cases	Ea.	2	0	5	3	2	7	3	4	2	3	0	2	29	31
615(1)	Standard Sign	Sq. Ft.	40.50	291.85	38.20	0	59.10	97.45	77.40	58.65	49.55	103.15	90.20	105.50	800.55	906.05
618(1)	Seeding	M. Sq. Ft.	92.99	213.36	63.02	59.20	68.60	48.25	47.10	76.15	96.95	82.80	278.16	129.19	997.39	1,126.58
618(2)	Water for Maintenance	M. Gal.	8	19	6	5	6	4	4	7	9	7	25	11	89	100
627(1)	Watering	M. Gal.	24	12	9	9	9	9	9	9	9	9	92	24	176	200
660(1)	Traffic Signal System Complete	L.S.													All Req'd	All Req'd.
660(3)	Highway Lighting System Complete	L.S.												All Req'd	All Req'd	All Req'd.

APPROACH SUMMARY

STATION	Lt.	Rt.	WIDTH	RADIUS	REMARKS
"0" 10+54		x	14'		See Standard Drawing I-40.10
"0" 11+67		x	14'		
"0" 14+19		x	14'		
"0" 15+45		x	24'		
"0" 23+15		x	28'	25'	Hurlock Ave.
"0" 32+57		x	28'	25'	Atlin Ave.
"0" 34+00		x	22'		See Standard Drawing I-40.10
"0" 38+71	x		28'		& Approach Detail This Sheet
"0" 47+20		x	14'		
"0" 49+51		x	14'		
"0" 68+17		x	14'	25'	
"0" 68+35	x		14'		
"0" 71+31	x		14'		
"0" 75+85		x	20'		
"0" 84+78		x	20'		
"0" 85+30; 110' Lt.	x		20'		
"0" 85+52	x		22'		
"0" 86+28	x		24'		
"0" 89+00	x		14'		
"0" 89+34		x	14'		
"0" 90+08	x		22'		
"0" 92+62	x		18'		
"0" 94+60		x	14'		
"0" 95+22	x		20'		
"0" 104+96		x	24"		
"0" 106+00		x	24'		
"0" 109+24		x	14'		
"0" 109+84	x		24'		
"0" 115+00		x	14'		
"0" 115+05	x		22'		
"0" 116+45	x		22'		
"0" 117+14	x		14'		
"0" 117+81	x		14'		
"0" 117+90		x	14'		
"0" 120+42	x		14'		
"0" 127+27		x	14'		Taku Blvd.
"0" 127+39	x		24'		
"0" 136+83	x		14'		
"0" 142+84		x	20'		
"0" 145+79		x	14'		
"0" 147+08		x	14'		
"0" 147+72	x		14'		
"0" 148+64		x	14'		
"0" 149+19	x		28'	25'	Counterpane Lane
"0" 151+70	x		20'		
"0" 152+60	x		20'		
"0" 155+00	x		20'	25'	Gladstone St.
"0" 155+90		x	28'	25'	Gladstone St.

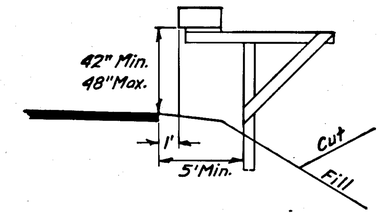
MONUMENT SUMMARY

STATION	Monument	CASE	POINT MONUMENT
"0" 09+46.46	x	x	P.I.
"0" 17+45.82	x	x	P.I.
"0" 37+41.67=	x	x	P.O.C.
"A" 50+00.00			P.O.T.
"0" 37+49.40	x	x	P.I.
"0" 41+68.04	x	x	P.C.
"0" 44+14.00=	x	x	P.O.C.
"B" 50+00.00			P.O.T.
"0" 48+23.22	x	x	P.T.
"0" 54+90.72	x	x	P.C.
"0" 61+50.45	x	x	P.T.
"0" 64+73.52	x	x	P.C.
"0" 70+00.00	x	x	P.O.C.
"0" 78+23.91=	x	x	P.O.C.
"C" 50+00.00			P.O.T.
"0" 81+57.68=	x	x	P.O.C.
"D" 50+00.00			P.O.T.
"0" 84+44.83	x	x	P.I.
"0" 81+99.40=	x	x	P.O.C.
"E" 50+00.00			P.O.T.
"0" 87+12.08=	x	x	P.O.C.
"F" 50+00.00			P.O.T.
"0" 91+35.89=	x	x	P.O.C.
"G" 50+00.00			P.O.T.
"0" 92+94.95=	x	x	P.O.C.
"H" 50+00.00			P.O.T.
"0" 94+48.29	x	x	P.I.
"0" 95+98.17=	x	x	P.O.C.
"I" 50+00.00			P.O.T.
"0" 100+44.66=	x	x	P.O.C.
"J" 50+00.00			P.O.T.
"0" 101+41.74	x	x	P.T.
"0" 112+33.00=	x	x	P.O.C.
"N" 50+00.00			P.O.T.
"0" 112+43.93=	x	x	P.O.C.
"P" 50+00.00			P.O.T.
"0" 114+00.50	x	x	P.I.
"0" 121+92.35=	x	x	P.O.T.
"Q" 50+00.00			P.O.T.
"0" 125+28.36=	x	x	P.O.T.
"R" 50+00.00			P.O.T.
"0" 138+76.50=	x	x	P.O.T.
"S" 50+00.00			P.O.T.
"0" 142+09.82	x	x	P.I.
"0" 144+77.47=	x	x	P.O.T.
"T" 50+00.00			P.O.T.
"0" 150+28.36=	x	x	P.O.T.
"U" 50+00.00			P.O.T.

MAILBOX SUMMARY

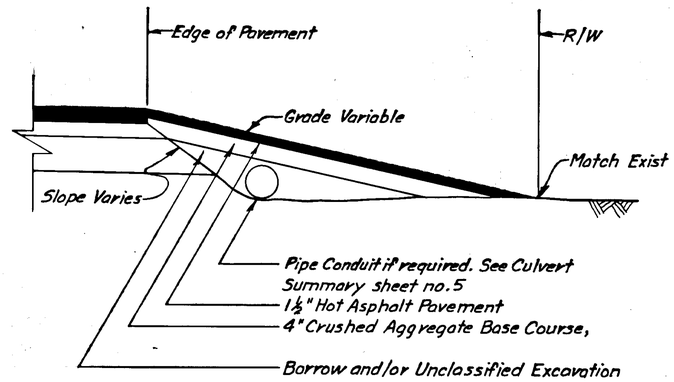
STATION	Lt.	Rt.	NO. OF BOXES	REMARKS
"0" 11+30		x	2	See Detail This
"0" 31+75		x	4	Sheet
"0" 84+95		x	1	
"0" 89+40		x	1	
"0" 89+95		x	1	
"0" 90+80	x		7	
"0" 92+40		x	7	
"1" 50+70	x		19	
"0" 105+40		x	1	
"0" 111+60		x	23	
"0" 115+15		x	1	
"0" 116+85		x	2	
"0" 118+10		x	1	
"0" 121+30		x	7	
"0" 147+40	x		1	
"0" 148+60		x	1	See Detail This
"0" 148+80	x		4	Sheet

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	4	40



Notes:
1. Existing mailboxes are as shown on the Plan & Profile sheets.
2. Permanent mailbox locations shall be as shown in the table or as directed by the engineer.
3. Newspaper receptacles shall be placed as directed by the engineer.
4. See standard drawing M-23.00 for more details.

MAILBOX REPLACEMENT DETAIL



Notes:
1. All Residential Approaches shall be constructed with the materials as detailed above.
2. All street approaches shall be constructed the same as the traveled way.

APPROACH DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	5	40

TABLE OF FILL SLOPE

STATION	Lt.	Rt.	STATION	Lt.	Rt.
"0" 09+09			"0" 186+50		
	3:1	4:1		2:1	3:1
"0" 11+00			"0" 187+00		
	2:1	4:1		4:1	4:1
"0" 12+50			"0" 204+58		
	3:1	4:1		4:1	4:1
"0" 15+50			"0" 204+74		
	4:1	4:1		4:1	3:1
"0" 20+50			"0" 205+00		
	3:1	4:1		3:1	3:1
"0" 22+80			"0" 205+32		
	2:1	4:1		2:1	3:1
"0" 25+04			"0" 205+44		
	Egan Drive	-------		2:1	4:1
"0" 26+32			"0" 206+00		
	2:1	4:1		3:1	4:1
"0" 29+60			"0" 207+61		
	3:1	4:1		4:1	4:1
"0" 32+55			"0" 209+91		
	4:1	4:1		4:1	2:1
"0" 34+40			"0" 210+75		
	2:1	4:1		4:1	4:1
"0" 38+00			"0" 215+50		
	4:1	4:1		4:1	4:1
"0" 172+00			"0" 215+60		
	3:1	4:1		3:1	4:1
"0" 172+75			"0" 215+73		
	4:1	4:1		2:1	4:1
"0" 173+00			"0" 216+80		
	4:1	3:1		4:1	4:1
"0" 173+50			"0" 217+00		
	4:1	4:1		4:1	4:1
"0" 179+00			E. O. P.		
	3:1	4:1			
"0" 180+00					
	4:1	4:1			
"0" 185+50					
	3:1	3:1			
"0" 186+00					
	2:1	3:1			

CULVERT SUMMARY

STATION	REMOVAL & DISPOSAL OF CULVERTS	INSTALL 12" PIPE CONDUIT	INSTALL 18" PIPE CONDUIT	INSTALL 24" PIPE CONDUIT	INSTALL 36" PIPE COND.	INSTALL 6'-4" x 4'-9" PIPE ARCH	HEIGHT OF COVER	REMARKS
"0" 10+00				~~72'~~ 68'			3'	
"0" 12+~~50~~ 17				~~72'~~ 80'			4'	
"0" 21+50				~~86'~~ 77'			3'	
"0" 24+~~49~~ 50				~~18'~~ 5'			1'	Extend 10' Rt.
"0" 28+20				~~102'~~ 104'			6'	
"0" 32+50		50'					1'	
"0" 50+26		34'						Rest of pipe paid for under Bike Path (12")
"0" 34+00		~~48'~~ 34'					1'	
"0" 36+72						~~48'~~ 57'	10 ga.	Extend Rt. & Lt. See General Note No. 3
"A" 50+~~52~~ 55			~~54'~~ 58'				1'	
"0" 41+68				~~74'~~ 83'			2'	
"0" 49+03						84'	10 ga.	Extend Rt & Lt., Skew 30° Lt. Ahd. See General Note No. 3
"0" 49+50		40'						
"C" 50+45			130'					
"E" 50+~~45~~ 36			~~42'~~ 55'				1'	
"0" 85+28				~~110'~~ 105'			3'	
"0" 85+~~38~~ 28				30'			1'	
"F" 50+40	46'							
"F" 50+45			60'				1'	
"0" 91+15				~~114'~~ 104'			4'	Skew 11° Lt. Bk.
"0" 118+20		74'						
"0" 92+62		40'					1'	
"H" 50+~~45~~ 35			~~48'~~ 50'				1'	
"0" 94+~~68~~ 40		~~36'~~ 25'					1'	
"J" 50+75	28'							
"J" 50+75				56'			1'	
"J" 50+90	30'							
"0" 120+23		30'						
"J" 50+90		~~38'~~ 40'					1'	
"0" 102+25				96'			2'	
"0" 104+96		36'					1'	
"0" 106+00		36'					1'	
"0" 109+48				~~142'~~ 148'			1'	Skew 45° Lt. Bk.
"0" 109+53	42'							
"0" 146+09		30'		29'				
"0" 109+84		34'					1'	
"P" 50+32			~~56'~~ 60'				1'	Skew 6° Lt. Bk.
"0" 115+00		40'					1'	
"0" 116+45		36'					1'	
"0" 117+14		24'					1'	
"0" 117+90		24'					1'	
"0" ~~130+04~~ 131+07	46'						3'	
"0" ~~130+04~~ 131+04				~~116~~ 114'			1'	
"S" 50+~~45~~ 49			~~48'~~ 54'				1'	
"0" 140+57				80'			1'	
"0" 142+84		34'					1'	
"T" ~~50+36~~			~~12'~~				1'	Extend Rt.
"0" 145+79		34'					1'	
"0" 129+00 other								Backfill Daily
"0" 147+08		~~34'~~					1'	
"0" 147+72		34'					1'	
"0" 148+64		34'					1'	
"0" 149+19			60'				1'	
"U" 50+~~45~~ 60			~~58'~~ 56'				1'	
"0" 151+70		34'					1'	
"0" 172+70					6'			
"0" 152+60		34'					1'	
"0" 161+90				~~12'~~ 38'			1'	Extend Rt. & Lt., Skewed Lt. Ahd.
"0" 164+74				~~16'~~ 27'			1'	Extend Rt. & Lt.
"0" 168+~~76~~ 86			20'				1'	Extend Rt. & Lt.
"0" 170+~~79~~ 77			~~12'~~ 11'				1'	Extend Rt. & Lt.
"0" ~~179+80~~ 180+00				16'			1'	Extend Rt., Skewed Lt. Ahd.
"0" 205+55						12'		Paid for under hand laid rock wall
"0" 210+~~41~~ 40				~~18'~~ 30'			1'	Extend Rt. & Lt.
"0" 211+~~15~~ 14			~~14'~~ 8'				1'	Extend Rt. & Lt.
"0" 212+86			~~18'~~ 7'				1'	Extend Rt. & Lt.
"0" 131+20				114'				
Storm Sewer Totals			~~88'~~ 87'					See Drainage Pipe Schedule on Sheet No. 18
"0" 113+00			28'					EWO #2 Bus Stop
"0" 125+00		30'						EWO #5 Bus Stop

BIKE PATH CULVERTS

STATION	OFFSET	12" PIPE	18" PIPE	PIPE ARCH 6'4"x49"
"0" 29+10	Rt.	18.6		
"0" 36+72	Rt. & Lt.			4.0
"0" 50+26	Rt. & Lt.	16.0		
"0" 91+48	Lt.	15.8		
"0" 109+84	Rt.	12.0		
"0" 127+88	Lt.	22.2		
"0" 134+50	Lt.	15.1		
"0" 146+09	Rt.	15.0		
"0" 146+09	Lt.	15.0		
"0" 139+10	Rt.	30.0		
AS BUILT				
"0" 354+00 Ahd.	Rt.	19.8		
"0" 356+50 Ahd.	Rt.	16.0		
"0" 357+00 Bk.	Rt.		20.0	
"0" 357+70 Ahd.	Rt.		18.7	
"0" 360+00	Rt.		20.0	
"L" 384+50	Rt.		20.1	
"L" 388+00	Rt.		20.0	
"L" 393+00	Rt.		20.0	

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	6	40

RS-0960(1) & RS-0966(8) HORIZONTAL CONTROL

Bearings for this project are based on Alaska Dept. of Highways Monuments "KEET" & "BING" for the B.O.P.

"0" 9+09.81 See Sht. No. 17 for Intersection Details

"0" 10+00 Install 24" x 63' Pipe Conduit

17
"0" 12+56 Install 24" x 76' Pipe Conduit 80'

Del Roe Rd. See Sht. No. 17 for Intersection Details

Glacier Highway TO AUKE BAY

Bldg.

Creek

Br.

Duck

Existing R/W

Existing Buried T.P. Cable

N58°49'00"E ~20.00'

N 3°11'W

"GH" 10+00.00 = "0" 8+98.81

N 25°37'39"E ~ 519.62'

"0" 9+46.46 P.I.
Δ = 33°11'21"
D = 102°33'07"
T = 16.65'
L = 32.36'
R = 55.87'

"0" 9+29.81 P.C.

"0" 9+46.46 P.I.

"0" 9+62.17 P.T.

"0" 17+45.83 P.T.

"0" 14+76.79 P.C.

Match Line "0" 20+14.49

Existing Buried T.P. Cable

Existing R/W

B

Bldg.

Bldg.

Bldg.

T

T

TO AIRPORT

Existing Buried T.P. Cable

Δ = 5°10'42"
D = 0°57'47" Rt.
T = 269.03'
L = 537.70'
R = 5949.37'
s = 0.02'/ft.

"0" 16+00 to "0" 22+75 Rt. Existing Ground between the Slope Limits & the Clearing & Grubbing limits shall be Graded to drain to the culvert at "0" 21+50 as directed by the Engineer.

"0" 20+14.49 P.T.

Match Line

T.B.M. "10, Spike in Power Pole N.W. Corner of the Intersection of Old Glacier Hgwy. and Loop Rd. El. 24.40

T.B.M. 2L, Concrete Nail near vent of M.H. 20; Elev. 24.42

① Indicates Number of Mail Boxes to be replaced, see sheet no. 4

● Indicates Approaches to be reconstructed, see sheet no. 4

BEGINNING OF PROJECT
RS-0960(1)
STA. "0" 9+09.81

Earthwork Equation:
Embankment = Excavation − Waste x Grading Factor + Borrow

Embankment	= 786 Cu. Yds.
Unclassified Excavation	= 334 Cu. Yds. (No Waste)
Borrow	= 814 Tons

"0" 10+00 No V.C. Elev. 27.75

+0.178 %

Finished Profile

Elev. 28.76 200' V.C.

-0.272 %

Existing Ground

+0.178 % or as directed by the engineer.

M.H. 18

M.H. 19

M.H. 20

V.P.I. "0" 15+67

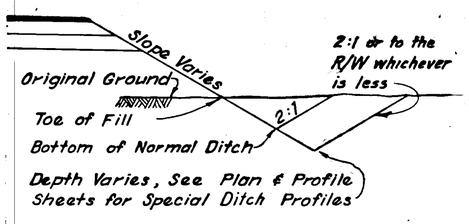
40
30
20
10
10
15
20

RS-0960(1) & RS-0966(8) VERTICAL CONTROL

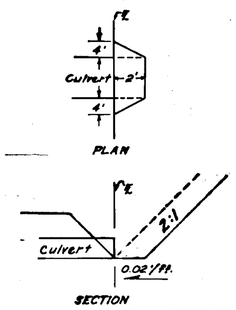
Vertical control was derived from U.S.C. & G.S. Benchmark "Airport", a standard disk stamped "Airport 1959", located southeast of the main runway & seaplane landing area, with an elev. of 23.85 M.L.L.W. (U.S.C. & G.S 1960 Datum).

NOTES:

1. All work required to construct "Special Ditches" and "Special Ditch to Culvert Details" shall be incidental to item 203(3) "Unclassified Excavation" and no separate payment shall be made therefore.



SPECIAL DITCH DETAILS



SPECIAL DITCH TO CULVERT DETAIL

PLATE 1 - PLAN - PROFILE O. P. R. & R. E. STANDARD
1308-E AGEPROOF FILM — MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	7	40

Existing R/W

"0" 21+30 Install 24"x~~84'~~ 77' Pipe Conduit. Ditch Outlet to Duck Creek As Directed By The Engineer.

"0" 20+14.49 to "0" 27+18 See Sht. No. 17 & 18 for Intersection Details

"0" 24+~~25~~ 50 Existing 24"x 84' C.M.P. Extend ~~5'~~ M.

Egan Dr.

Egan Dr.

"0" 26+20, 15~~4~~ Ft. 60"x12" CMP, Type A Inlet Sfl@18 C.O. 12

"0" 25+48.11 P.I. Δ Pt. Δ = 0°18'18"

"0" 26+91 Existing 24"x 68' C.M.P. abandon in place

"0" 28+20 Install 24"x~~84'~~ 104' Pipe Conduit 24"x 82' Staked

"0" 32+40; Rt. Existing 18"x 32' C.M.P. abandon in place. Removed (No Pay)

"0" 32+50, Rt. Install 12"x 50' Pipe Conduit

I.G.A. Entrance, See Sht. No. 19 for Intersection Detail

"0" 32+65, Lt & Rt. Begin Contractor Designed Bike Path

"0" 34+00, Rt. Install 12"x~~84'~~ Pipe Conduit 34'

Suggested Bike Path Location

Duck Creek

Match Line "0" 20+14.49

"0" 20+14.49 P.T.

N 30°48'21"E ~ 533.62'

N 31°06'39"E ~ 944.11'

Match Line "0" 34+92.22 P.C.

Existing R/W

Existing R/W

Existing R/W

Hurlock Ave.

Atlin Ave.

Conc.

Suggested Bike Path Location

B

B

Bldg.

Match Line As. Blt. 392+00.00 See Sheet No. 17 & 18 for Intersection Detail

~~Abd~~ "0" 381+00 to "0" 28+20; Rt. Construct Special Ditch. See Detail on sht. no. 6

Bike Path Culvert "0" 29+10, At: 12"x 18ga Pipe

T.B.M. # L-1 RR. Spike in 14" Dia. Spruce 83' Rt. of ℄ "0" 28+80 - El. 27.16

① Indicates Number of Mail Boxes to be replaced, see sheet no. 5

● Indicates Approaches to be reconstructed, see sheet no. 4

T.B.M. # 5L Spike in 12" Spruce. 50' Rt. of ℄ "0" 33+00 - El. 33.07

END PROJECT RS-0960(1) STA "0" 24+96.00

BEGINNING OF PROJECT RS-0966(8) STA. "0" 24+96.00

Roadway
Embankment = 6,030 Cu. Yds.
Unclassified Excavation = 1,593 Cu. Yds. (Includes 1,138 Cu. Yds. Waste)
Borrow = 10,035 Tons

Elev. 27.26 300' V.C.

Finished Profile

+0.62%

El. 29.62 No V.C.

El. 29.73 No V.C.

+0.91%

Existing Ground

* Pave only as directed by the engineer.

M.H. 20

M.H. 21

M.H. 22

M.H. 23

V.P.I. "0" 21+17

V.P.I. "0" 24+96

V.P.I. "0" 25+93

40 30 20 10

20 25 30 35

K+E PLATE 1, PLAN-PROFILE REUFFEL & ESSER CO.

46 7024 HERCULENE® DRAFTING FILM

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	8	40

"0" 36+72 Extended to accomodate bike path & compensate for design error.
"0" 36+72 - Existing 6'-4" x 4'-9" Structural Plate Pipe Arch. Remove The Mitered Sections And Extend The Arch ~~24~~ Lt. & Rt. 32' Lt. (Pay for 23') 24' Rt.

Duck Creek

Match Line

James Blvd., see sheet no. 19 for Intersection Details

"0" 37+49.40 P.T.

55

"A" 50+~~52~~ Install 18"x~~36~~ Pipe Conduit. 55' Ditch Outlet As Directed By The Engineer

Kodzoff Acres Trailer Court

Transition Pavement Width From 30' Lt. & Rt., @ "0" 39+00 to 22' Lt. & Rt., @ "0" 42+00

"0" 41+68 Install 83' 24"x~~36~~ Pipe Conduit. Ditch Outlet As Directed By The Engineer

"0" 41+68.04 P.C.

Kodzoff Acres Entrance, see sheet no. 19 for Intersection Details

"0"
Δ = 26°12'26"
D = 4° Lt.
T = 333.42'
L = 655.18'
R = 1432.39'
S = 0.04'/ft.

"0" 49+03 - Existing 6'-4" x 4'-9" Structural Plate Pipe Arch. Extend existing arch and mitered sections 52' Lt. & 32' Rt. See General Note No. 3

"0" 48+23.22 P.T.

Duck Creek

Match Line

"0" 34+92.22 P.C.

Suggested Bike Path Location

Existing R/W

N 51°28'06" E ~ 166.88'

"0" 37+41.67 P.O.C.
"A" 50+00.00 P.O.T.

Existing Buried T.P. Cable

Bike Path Pipe Arch 6'-4" x 4'-9" x 40'-0"

"0"
Δ = 20°21'27"
D = 4° Rt.
T = 257.18'
L = 508.94'
R = 1432.39'
S = 0.04'/ft.

"0" 40+01.16 P.T.

"0" 44+14.00 P.O.C.
"B" 50+00.00 P.O.T.

"0" 45+01.96 P.I.

Existing R/W

Suggested Bike Path Location

N 25°15'40" E ~ 667.50'

"0" 49+50, Rt. Existing 24"x 40' C.M.P. Abandon in place

"0" 49+50, Rt. Install 12"x 40' Pipe Conduit

"0" 50+00.00

T.B.M. #L-2 R.R. Spike in base of 24" dia. Spruce 82.5' Lt. of ℄ "0" 39+50 - Elev. 35.02

● Indicates approaches to be reconstructed, see sheet no. 4

Roadway

Embankment	=	3,885 Cu. Yds.
Unclassified Excavation	=	479 Cu. Yds. (No Waste)
Borrow	=	6,131 Tons

Elev. 32.58 No V.C.

0.00%

Elev. 32.59 No V.C.

Existing Ground

Finished Profile

+0.257%

Elev. 34.48 No V.C.

+0.188%

M.H. 24

M.H. 25

M.H. 26

M.H. 27

M.H. 28

V.P.I. "0" 35+00

V.P.I. "0" 40+85

V.P.I. "0" 48+23.22

40 30 20 10

34+92.22 40 45 50

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

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	9	40

12"x34' Installed at Kodzoff #2 Entrance

Match Line

Existing R/W

"0" 54+90.72 P.C.

Suggested Bike Path Location

"0"
Δ = 26°23'21"
D = 4° Lt.
T = 335.82'
L = 659.73'
R = 1432.39'
S = 0.04'/ft.

"0" 61+50.45 P.I.

Match Line

"0" 65+00.00

N25°15'40"E ~ 667.50'

N1°07'41"W ~ 323.07'

"0" 50+00.00

"0" 50+26 Lt. & Rt. 12"x16' Bike Path Culverts

Existing Buried T.P. Cable

"Tim"

Existing R/W

Water Surface

"0" 58+26.54 P.I.

Suggested Bike Path Location

"0" 64+73.52 P.C.

T.B.M. #L-3 R.R. Spike in 18" dia. Spruce 93± Lt. of ℄ "0" 54+50 - Elev. 35+75

Roadway

Embankment	=	1,167 Cu. Yds.
Unclassified Excavation	=	992 Cu. Yds. (No Waste)
Borrow	=	315 Tons

Elev. 35.00 No V.C.

Elev. 34.85 No V.C.

Elev. 35.58 No V.C.

Elev. 35.33 No V.C.

Elev. 35.58 No V.C.

Elev. 35.92 No V.C.

Elev. 35.73 No V.C.

Elev. 36.53 No V.C.

Elev. 36.40 No V.C.

Finished Profile

+0.188%

-0.150%

+0.251%

-0.229%

+0.250%

+0.227%

-0.190%

+0.320%

-0.0183%

Existing Ground

M.H. 29

M.H. 30

M.H. 31

V.P.I. "0" 51+00

V.P.I. "0" 52+00

V.P.I. "0" 54.90.72

V.P.I. "0" 56+00

V.P.I. "0" 57+00

V.P.I. "0" 58+50

V.P.I. "0" 59+50

V.P.I. "0" 62+00

V.P.I. 64+73.52

40 30 20 10

50 55 60 65

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

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	10	40

Match Line

"0" 69+00

24'

22'

"0" 70+00 P.O.C.

"Rit"

N1°07'41"W

"0" 73+13.40 P.I.

N18°16'53"E

"0" 74+50, Lt. To "0" 81+35, Lt. Install 690 L.F. Of 6' Chain Link Fence

+50 36' Lt.

Suggested Bike Path Location

Existing R/W

"0" 78+23.91 P.O.C. = "C" 50+00.00 P.O.T.

"0" 77+57 Install Pedestrian Over-crossing. See Shts. 35-40 for Details

"C" 50+45 Install 18"x130' Pipe Conduit Removed 12"x 42'

+00 36' Lt.

Match Line

"0" 80+00

Existing R/W

Suggested Bike Path Location

Existing Buried T.P. Cable

Bldg.

Trinity Dr. See sheet No. 19 for intersection details

"0"
Δ = 19°24'34"
D = 1°10'00" Rt.
T = 839.88'
L = 1663.67'
R = 4911.07'
S = 0.02'/ft.

T.B.M. #L-4 R.R. Spike in 12" dia. Spruce 75' Lt. of ℄ "0" 66+00 - Elev. 37.31

T.B.M. #L-5 R.R. Spike in 14" dia. Cottonwood 67' Lt. of ℄ "0" 76+50 - Elev. 37.31

● Indicates approaches to be reconstructed, see sheet no. 4

Roadway

Embankment	=	1,981 Cu. Yds.
Unclassified Excavation	=	687 Cu. Yds. (No Waste)
Borrow	=	2,329 Tons

Elev. 37.03 No V.C.

Elev. 37.53 No V.C.

Elev. 39.23 No V.C.

Finished Profile

+0.243%

+0.143%

+0.340%

+0.234%

Existing Ground

M.H 32

M.H 33 Lt.

M.H 34 Rt.

M.H 35

M.H 36

V.P.I. "0" 67+00

V.P.I. "0" 70+50

V.P.I. "0" 75+50

40

30

20

65

70

75

80

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

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	11	40

"0" 74+50, Lt. To "0" 81+35, Lt. Install 690 L.F. Of 6' Chain Link Fence

Richard Dr. See Sht. No. 20 for Intersection Details.

36 "E" 50+~~45~~ Install 18"×~~42~~" Pipe Conduit 35

"0" 81+57.68 P.C.C.= "D" 50+00.00 P.O.T.

"0" 81+99.40 P.O.C.= "E" 50+00.00 P.O.T.

N 18°16'53" E

"0" 84+44.83 P.I. 24"×110' Staked

"0" 85+28 Install 24"×110' Pipe Conduit. Ditch Outlet As Directed By The Engineer. 24"×10' Installed

N 27°39'46" E

28 "0" 85+~~30~~15 Lt. Install 24"×30' Pipe Conduit

"F" 50+40 Existing 24"×46' C.M.P. Remove & Dispose 47' Removed

"F" 50+45 Install 18"×60' Pipe Conduit

"0" 89+33, Rt. Existing 12"×20' C.M.P. Abandon In Place Removed (No Pay)

"0" 92+42, Lt. Install 12"×40' Pipe Conduit

104 "0" 91+15 Install 24"×~~30~~' Pipe Conduit. Show 11' Lt. Bk. Ditch Outlet As Directed By The Engineer

McGinnis Dr. See Sheet No. 20 for Intersection Details

35 "H" 50+~~45~~ Install 18"×~~40~~' Pipe Conduit 50 40

"0" 94+~~85~~48 Rt. Install 12"×~~35~~' Pipe Conduit 35

"0" 91+48 12'×5.8' Bike Path Culvert

"0" 94+48.29 P.I.

N 27°39'46" E

N 37°55'21" E

Match Line

+35 43' Lt.

+00 36' Lt.

Match Line

"0" 80+00

"0" 81+37.18 P.C.C.

Holoff Way See Sht. No. 20 for Intersection Details

Conc. Pad

Existing Buried T.P. Cable

Existing R/W

Suggested Bike Path Location

Existing R/W

"Lor"

Bldg.

"0" 87+12.08 P.O.C.= "F" 50+00.00 P.O.T.

"0" 87+51.11 P.C.C.

Dudley St. See Sht. No. 20 for Intersection Details

Suggested Bike Path Location

"0" 91+35.89 P.O.C.= "G" 50+00.00 P.O.T.

"0" 92+94.95 P.O.C.= "H" 50+00.00 P.O.T.

Tongass Ave. See Sheet No. 21 for Intersection Details.

"0" 95+00

"0"
Δ = 9°22'53"
D = 1°31'41" Rt.
T = 307.66'
L = 613.94'
R = 3749.59'
S = 0.02'/ft.

"0"
Δ = 10°15'35"
D = 0°49'16" Rt.
T = 697.18'
L = 1390.63'
R = 7765.99'
S = 0.02'/ft.

T.B.M. #L-6 R.R. Spike in 18" dia. Cottonwood 155' Lt. of ℄ "0" 85+50 - Elev. 42.04

T.B.M. #13L R.R. Spike in 14" dia. Spruce 72' Lt. of ℄ "0" 92+00 - Elev. 42.43

① Indicates number of mail boxes to be replaced, see sheet no. 4

● Indicates number of approaches to be reconstructed, see sheet no. 4

Roadway

Embankment	=	1,919 Cu. Yds.
Unclassified Excavation	=	654 Cu. Yds. (No Waste)
Borrow	=	2,277 Tons

Elev. 41.52 No V.C.

Finished Profile

+0.25% +0.30%

Existing Ground

M.H. 37 M.H. 38 M.H. 39 M.H. 40

V.P.I. "0" 84+50

50 40 30 20

80 85 90 95

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

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	12	40

South El Camino St. See Sheet No 21 for Intersection Details

"0"95+98.17 P.O.C. = "I" 50+00.00 P.O.T.

33' Removed "J"50+75 Remove & Dispose Existing 28' Log Culvert

"J"50+75 Install 24"x56' Pipe Conduit

"J"50+90, Lt. Existing 12"x30' C.M.P. Remove & Dispose 34' Removed

"J"50+90, Lt. Install 12"x~~34'~~ 40' Pipe Conduit

North El Camino St. See Sheet No. 21 for Intersection Details

"K"50+37 Existing 18"x56' C.M.P. Abandon In Place

"0"102+25 Install 24"x96' Pipe Conduit. Ditch Outlet To Creek As Directed By The Engineer

"0"104+97, Rt. Existing 18"x28' C.M.P. Abandon in Place Remove(Utility)

"0"104+96, Rt. Install 12"x36' Pipe Conduit

"0"106+01, Rt. Existing 18"x30' C.M.P. Abandon In Place Removed(Utility)

"0"106+00, Rt. Install 12"x36' Pipe Conduit

"0"109+21, Rt. Existing 18"x20' C.M.P. Abandon In Place

"0"109+53 Existing 24"x42' C.M.P. Remove & Dispose

"0"109+48 Install 24"x~~42'~~ Pipe Conduit. Skew 45° Lt. Bk. 148'

"0"109+84, Lt. Existing 18"x31' C.M.P. Abandon In Place

"0"109+84, Lt. Install 12"x~~34'~~ Pipe Conduit. 46' Installed, Pay 34'

Match Line

Bldg.

Suggested Bike Path Locotion

"Gin"

Existing R/W

c.o.

Conc. Pad

"0"95+00

"0"100+99.66 P.O.C. = "J" 50+00.00 P.O.T.

"0"101+20.40 P.O.C. = "K" 50+00.00 P.O.T.

Floyd Dryden Jr. Highschool Entrance, See sht. no. 22 for Intersection Details.

"0"101+41.74 P.T.

Existing R/W

Suggested Bike Path Locotion

N37°55'21"E ~ 856.94'

"0"109+98.68 P.C.

Match Line

Bldg.

B.

Tank

"0"107+00, 55' Lt. to "0"109+00, 55' Lt. Construct Special Ditch As Directed By The Engineer. See Profile Below

"0"109+84, 12"x12' Bike Path Culvert

"0"
Δ = 10°15'35"
D = 0°49'16" Rt.
T = 697.18'
L = 1390.63'
R = 7765.99
S = 0.02'/ft.

T.B.M. #L-7 R.R. Spike in 12" dia. Spruce 76' Rt. of ℄ "0"102+50 - Elev. 47.92

① Indicates number of mail boxes to be replaced, see sheet no. 4

● Indicates approaches to be reconstructed, see sheet no. 4

Roadway

Embankment	=	1,082 Cu. Yds.
Unclassified Excavation	=	750 Cu. Yds. (No Waste)
Borrow	=	598 Tons

Elev. 46.08 No V.C.

+0.304 %

Finished Profile

+0.057%

Elev. 46.24 No V.C.

+0.199 %

Elev. 46.61 No V.C.

-0.150%

Elev. 46.46 No V.C.

+0.200%

Elev. 46.93 No V.C.

+0.539%

Existing Ground

0.315 % (Lt.)

El. 43.70

El. 44.33

M.H. 41

M.H. 42

M.H. 43

M.H. 44

Special Ditch

V.P.I. "0" 99+50

V.P.I. "0" 102+28.74

V.P.I. "0" 104+15

V.P.I. "0" 105+15

V.P.I. "0" 107+50

50

40

30

20

95

100

105

109+98.68

HIGHWAY FEDERAL AID SHEET

PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE

TELEDYNE

PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	13	40

"P" 50+26 Existing 18"x36' C.M.P. Abandon In Place

"P" 50+32 Install 18"x35' Pipe Conduit. Skew 6° Lt. Bk.

Mendenhall Blvd. See sht. no. 22 for Intersection Details

"O" 113+00 Bus Stop 18"x28' Pipe

"O"
Δ = 8°01'29"
D = 1° Lt
T = 401.82'
L = 802.33'
R = 5729.58'
S = 0.02'/ft.

Transition Pavement Width From 22' Lt. Rt. @ "O" 113+00 to 20' Lt. Rt. @ "O" 114+00

"O" 115+00, Lt. Existing 18"x36' C.M.P. Abandon In Place Removed (No Pay)

"O" 115+00, Lt. Install 12"x40' Pipe Conduit

"O" 116+47, Lt. Existing 18"x30' C.M.P. Abandon In Place Removed (No Pay)

"O" 116+45, Lt. Install 12"x36' Pipe Conduit

"O" 117+15, Lt. Existing 12"x24' C.M.P. Abandon In Place Removed (No Pay)

"O" 117+49, Lt. Install 12"x24' Pipe Conduit

"O" 118+01.01 P.T.

"O" 117+85, Lt. Existing 18"x20' C.M.P. Abandon In Place Removed (No Pay)

"O" 117+90, Lt. Install 12"x24' Pipe Conduit

"O" 118+20, Lt., 12"x24"

"O" 120+23, Lt., 12"x30'

Match Line

"O" 109+98.68 P.C.

"O" 110+00, 58' Rt. to "O" 111+50, 55' Rt. Construct Special Ditch As Directed By The Engineer. See Profile Below.

"O" 112+33.00 P.O.C. = "N" 50+00.00 P.O.T.

"O" 112+43.93 P.O.C. = "P" 50+00.00 P.O.T.

Valley Blvd. see sht no. 22 for Intersection Details

"O" 114+00.50 P.I.

Existing R/W

Suggested Bike Path Locotion

Suggested Bike Path Locotion

Existing R/W

"O" 121+92.35 P.O.T. = "Q" 50+00.00 P.O.T.

N 29°53'57" E ~ 2187.91'

"O" 125+00

Match Line

Himberly St. see sht no. 23 for Intersection Details

Bldg.

T.B.M. # L-8 R.R. Spike in 18" dia. Cottonwood 85' Rt. of ℄ "O" 113+00 - Elev. 50.75

T.B.M. # 17L Concrete nail near vent of M.H. 48, Elev. 49.69

T.B.M. # L-9 8" Spike in P.P. 183' Rt of ℄ "O" 122+10 on Kimberly St. Elev. 53.52

① Indicates number of mail boxes to be replaced, see sheet no. 4

● Indicates approaches to be reconstructed, see sheet no. 4

Roadway

Embankment	=	1,011 Cu. Yds.
Unclassified Excavation	=	997 Cu. Yds. (No Waste)
Borrow	=	25 Tons

Elev. 49.69 No V.C.

Finished Profile

+0.623%

+0.559%

Existing Ground

El. 44.77

El. 45.10

+0.220%

Special Ditch

M.H. 45

M.H. 47

M.H. 46

M.H. 48

M.H. 49

M.H. 50

V.P.I. "O" 112+43.93

60

50

40

30

109+98.68

115

120

125

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	14	40

Match Line

"0" 125+00, 12"x30' Conduit Bus Stop

"0" 125+00

"0" 125+28.36 P.O.T. = "R" 50+00.00 P.O.T.

Bldg.

Taku Blvd.

Bldg.

"0" 127+88, 12"x22.2' Bike Path Culvert

"0" 129+00, 18"x40' Conduit Installed By Others Contractor Provided Approach

131 "0" 130+04, Existing 24"x~~46'~~ C.M.P. Remove & Dispose ~~60~~

131 "0" 130+04 Install 24"x~~116'~~ Pipe Conduit 114'

"0" 131+20 24"x114'

N 29° 53' 57" E ~ 2187.91'

"0" 134+50, 12"x15.1 Bike Path Culvert

Existing R/W

Suggested Bike Path Location

"0" 136+83 Lt. Existing C.M.P. To Remain In Place

Bldg.

T.

"5" 50+~~45~~ 49 Install 18"x~~80'~~ 54' Pipe Conduit

Match Line

"0" 139+00

"0" 138+76.50 P.O.T. = "S" 50+00.00 P.O.T.

Existing Buried T.P. Cable

Asphalt Pad

Existing R/W

Suggested Bike Path Location

Thunder Mtn. Rd. See sht. no. 23 for Intersection Details

Erin Way See sht. no. 23 for Intersection Details

Roadway

● Indicates approaches to be reconstructed, see sheet no. 4

Embankment	=	1,767 Cu. Yds.
Unclassified Excavation	=	1,041 Cu. Yds. (No Waste)
Borrow	=	1,307 Tons

T.B.M. #L-10 R.R. Spike in 14" dia. Spruce 74' Lt. of ℄ "0" 134+00 - Elev. 63.97

Elev. 58.45 No V.C.

+0.623%

Finished Profile

+0.628%

Existing Ground

M.H. 51

M.H. 52

M.H. 53

M.H. 54

MH "0" 126+50

70

60

50

40

125

130

135

139

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

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	15	40

Match Line

"0" 139+00

"0" 139+10 12"x30' Bike Path Culvert

"0" 139+88.92 P.C.

Conc. Pad

Loop Rd. See sheet no. 24 for Intersection Details

"0" 140+57, Lt. Existing 24"x56' C.M.P. Abandon In Place

"0" 140+57, Lt. Install 24"x80' Pipe Conduit

"0" 142+09.82 P.I.

"0" 142+76, Rt. Existing 24"x20' C.M.P. Abandon In Place

"0" 142+84, Rt. Install 12"x34' Pipe Conduit

N29°53'57"E ~ 2987.91'

140

"0" 140+59.57 P.O.C. "As Blt" 602+01.90 P.O.T.

Existing Buried T.P. Coble

Suggested Bike Path Locotion

"T" 50+36, Rt. Existing 18"x70' C.M.P. Extend 12' Rt. Deleted

"0" 145+79, Rt. Install 12"x34' Pipe Conduit

"0" 146+09 Existing 24"x42' C.M.P. Abandon In Place

"0" 147+08, Rt. Install 12"x34' Pipe Conduit

"0" 147+75, Lt. Existing 12"x36' C.M.P. Abandon In Place Removed (No Pay)

"0" 147+72, Lt. Install 12"x34' Pipe Conduit

"0" 148+64, Rt. Install 12"x34' Pipe Conduit Ditch Inlet As Directed By The Engineer

"0" 149+14, Lt. Existing 12"x46' C.M.P. Abandon In Place Removed (No Pay)

"0" 149+19, Lt. Install 18"x60' Pipe Conduit

"0" 144+77.47 P.O.T. = "T" 50+00.00 P.O.T.

"Slo"

Asphalt Pad

145

Existing R/W

N 34°18'54" E ~ 4180.96'

Existing R/W

"0" 144+30.50 P.T.

"0" 146+09, 12"x30' 15' on Rt. 15' on Lt. 24"x29' 14' on Rt. 15' on Lt.

Threadneedle St. See sheet no. 24 for Intersection Details

Bldg.

Bldg.

Bldg.

Counterpane Lane

"U" 50+60, Existing 18"x60' C.M.P. Abandon In Place

"U" 50+60 Install 18"x56'± Pipe Conduit Ditch Outlet as Directed By The Engineer

56'

"0" 150+28.36 P.O.T. = "U" 50+00.00 P.O.T.

150

Transition Pavement Width from 20' Lt. Rt. @ "0" 136+73.36 to 18' Lt. Rt. @ "0" 151+75

"0" 151+70, Lt. Install 12"x34' Pipe Conduit

"0" 152+60, Lt. Install 12"x34' Pipe Conduit

Match Line

"0" 153+00

Suggested Bike Path Location

Garnet St. See sheet no. 24 for Intersection Details

"0"
Δ = 4°24'57"
D = 1° Rt.
T = 220.90'
L = 441.59'
R = 5729.58'
S = 0.02'/ft.

① Indicates number of mail boxes to be replaced, see sheet no. 4
● Indicates approches to be reconstructed, see sheet no. 4

T.B.M. #6 FS Spike in 24" Spruce near the intersection of Garnet St. and Loop Rd. - Elev. 69.46

Roadway

Embankment	=	1,424 Cu. Yds.
Unclassified Excavation	=	401 Cu. Yds. (No Waste)
Borrow	=	1,941 Tons

Elev. 67.24 No V.C.

+0.628%

+0.866%

Finished Profile

Elev. 69.92 No V.C.

+0.526%

Existing Ground

Elev. 72.55 No V.C.

-0.360%

Elev. 72.37 No V.C.

M.H. 55

M.H. 56

M.H. 57

M.H. 58

M.H. 59

V.P.I. "0" 140+50

V.P.I. "0" 146+25

V.P.I. "0" 151+45

V.P.I. "0" 151+75

80

70

60

50

139

140

145

150

153

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
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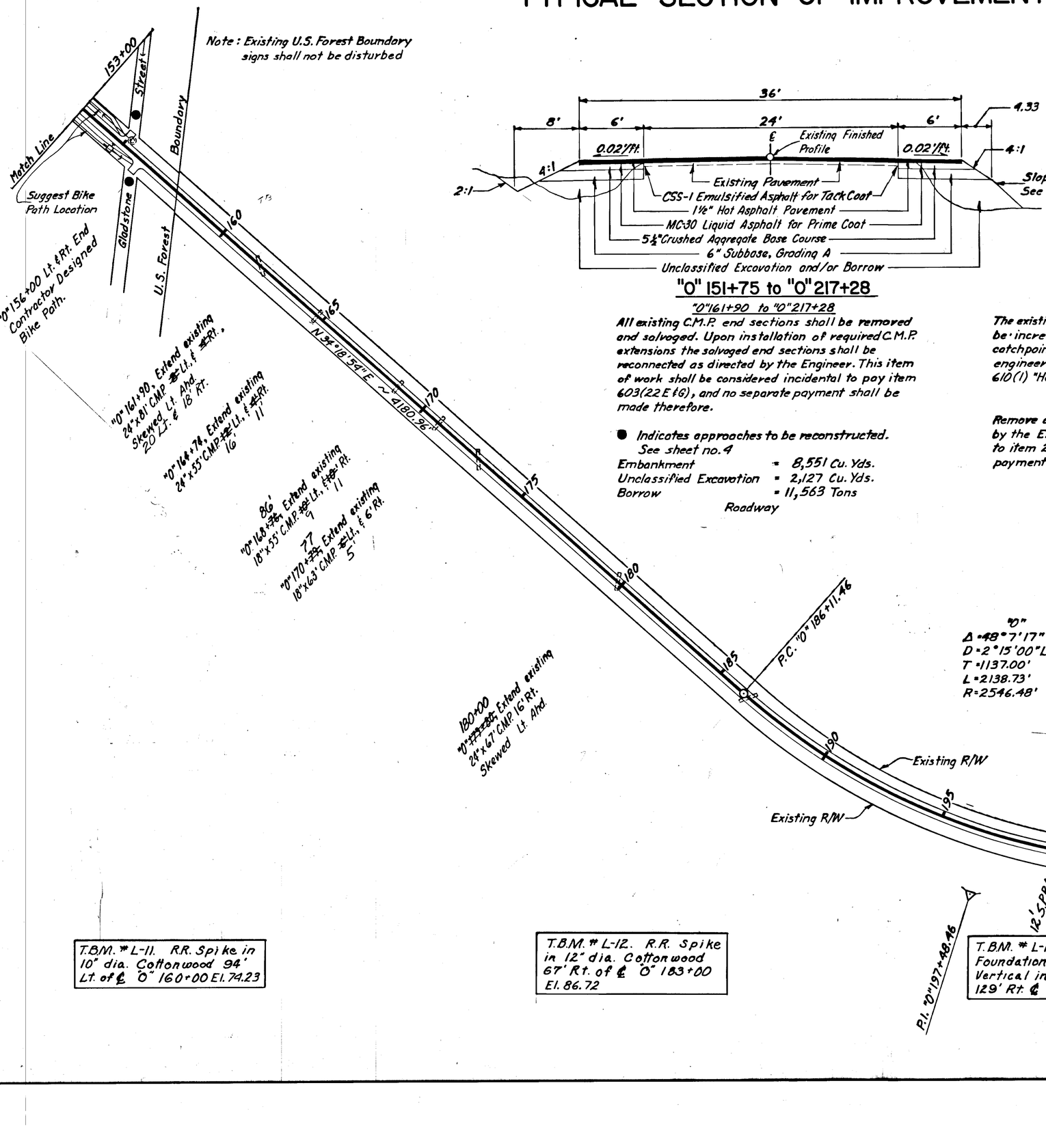
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	16	40

TYPICAL SECTION OF IMPROVEMENT



Slope Varies See table of fillslopes Sht. #5

"0" 151+75 to "0" 217+28

"0" 161+90 to "0" 217+28

All existing C.M.P. end sections shall be removed and salvaged. Upon installation of required C.M.P. extensions the salvaged end sections shall be reconnected as directed by the Engineer. This item of work shall be considered incidental to pay item 603(22 E & G), and no separate payment shall be made therefore.

● Indicates approaches to be reconstructed. See sheet no. 4

Embankment	=	8,551 Cu. Yds.
Unclassified Excavation	=	2,127 Cu. Yds.
Borrow	=	11,563 Tons

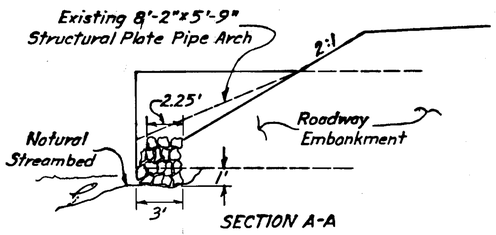
Roadway

"0" 210+50 Lt. to "0" 212+75 Lt.

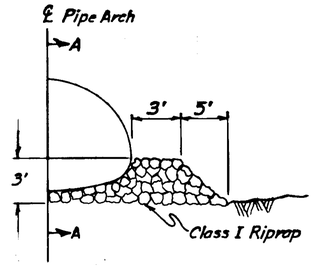
The existing rock embankment along Steep Creek shall be increased to a height which shall provide a catchpoint for a 4:1 foreslope, or as directed by the engineer. This item of work shall be paid for under item 610(1) "Hand-Laid Rock Embankment."

"0" 216+95 Lt. to "0" 217+22 Lt.

Remove and dispose of existing Curb & Gutter as directed by the Engineer. This item of work shall be incidental to item 203(3) "Unclassified Excavation" and no separate payment shall be made therefore.



SECTION A-A



RIPRAP PLACEMENT DETAIL

"0" 205+55.50 Lt.

1. The mitered sections on the existing 8'-2"x5'-9" 10ga. Structural Plate Pipe Arch shall be removed and replaced with 6 unmitered sections.
2. For approximate placement of Class I Riprap, see detail above.
3. The above items of work shall be considered incidental to Item 610(1), "Hand-Laid Rock Embankment", and no separate payment shall be made therefore.

T.B.M. # L-11. R.R. Spike in 10" dia. Cottonwood 94' Lt. of ℄ "0" 160+00 El. 74.23

T.B.M. # L-12. R.R. Spike in 12" dia. Cottonwood 67' Rt. of ℄ "0" 183+00 El. 86.72

T.B.M. # L-13. 1" NUT on 5/8" Foundation Bolt Bent from Vertical in concrete foundation 129' Rt. ℄ "0" 197+00 El. 101.05

"0" 216+75 to "0" 217+28 Construct Pavement Transition See sheet no. 2 for details.

"0" 210+44 Extend existing 24"x36' C.M.P. ⊄ Lt. & ⊄ Rt. 16 8

"0" 211+45 Extend existing 18"x40' C.M.P. 4' Lt. & ⊄ Rt. 8

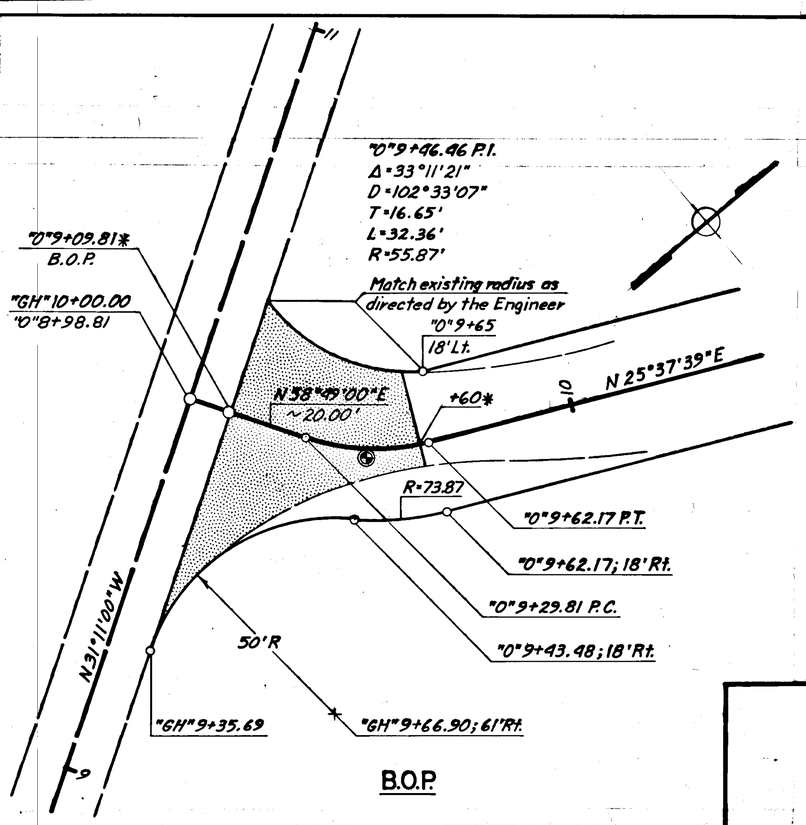
"0" 212+86, Extend existing 18"x55' C.M.P. 8' Lt. & ⊄ Rt. 7 Skewed Lt. Ahd.

T.B.M. # L-14. West bolt on metal Light Pole N.E. corner of Visitor Parking Lot & 44' Rt. of ℄ of sidewalk to Visitor Center El. 80.11

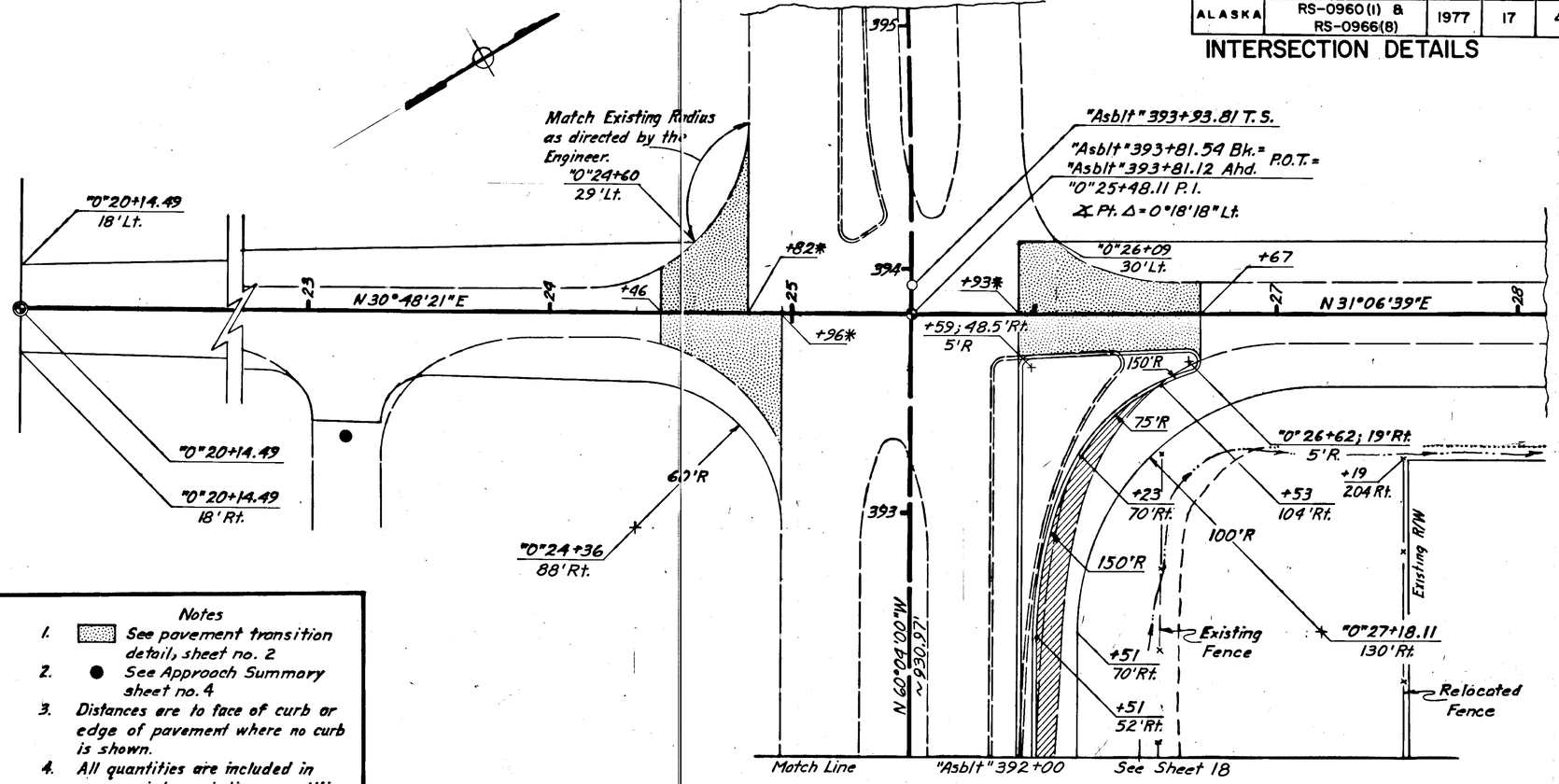
"0"
Δ = 30° 29' 30"
D = 6° 30' 00" Rt.
T = 240.25'
L = 469.10'
R = 881.47'

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	17	40

INTERSECTION DETAILS



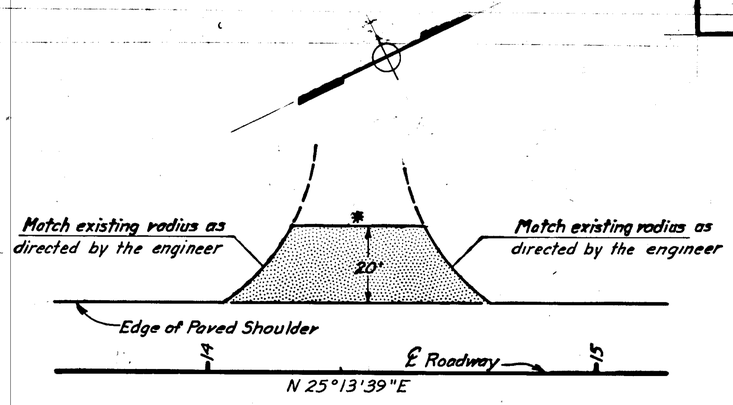
B.O.P.



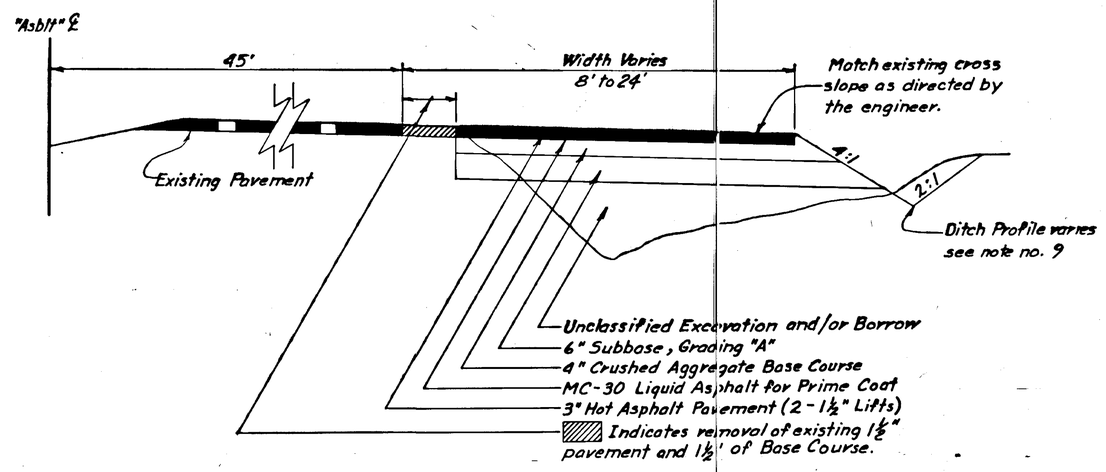
LOOP ROAD & EGAN DRIVE INTERSECTION

Notes

1. See pavement transition detail, sheet no. 2
2. See Approoch Summary sheet no. 4
3. Distances are to face of curb or edge of pavement where no curb is shown.
4. All quantities are included in appropriate mainline quantities.
5. * Paving Limits & Match Existing Roadway.



DEL RAY ROAD



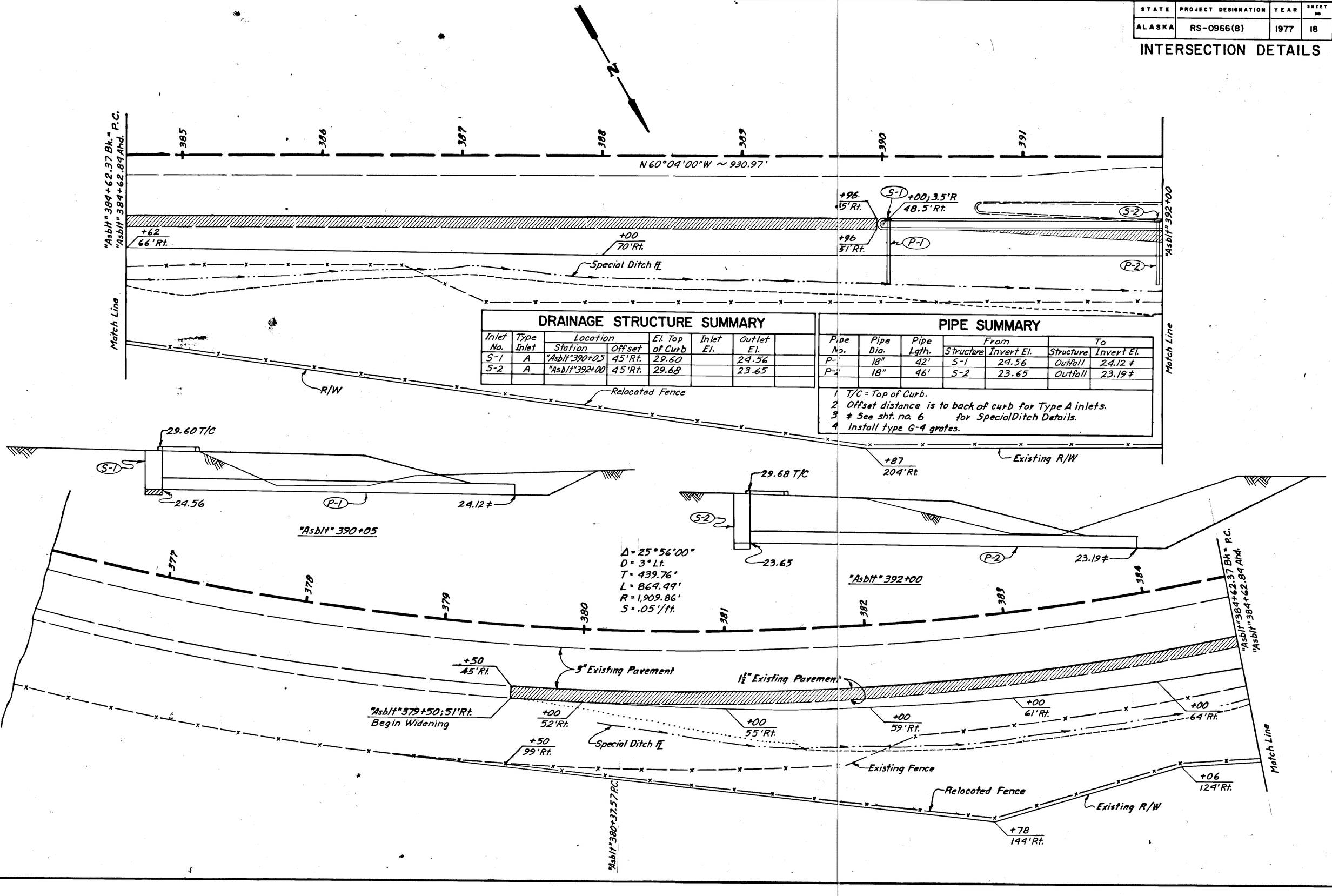
"Asblt" 379+50 to "Asblt" 393+64

Notes

1. "Asblt" 379+50 to "Asblt" 393+19; Rt. the area from the existing clearing limit to the existing R/W line shall be cleared, grubbed and seeded.
2. "Asblt" 379+50 to "Asblt 393+19; Rt. the existing fence shall be removed and relocated as detailed.
3. "Asblt" 393+00; Rt. and "Asblt" 395+00; Lt. the existing pre-fabricated curb and fill material shall be removed, salvaged and/or disposed of as directed by the Engineer.
4. All labor and materials required for the removal and/or reconstruction of the islands not included in bid schedule shall be considered incidental to 203(3) "Unclassified Excavation" and no separate payment shall be made therefore.
5. The proposed island shall be constructed of salvaged curb and any new curb required to complete the island shall be considered incidental to pay item 202(10) "Removal and Relocation of Traffic Island.
6. All curb required to construct the proposed island shall be epoxied to the asphalt. The epoxy shall be approved by the engineer prior to the beginning of work.
7. All joints in the curb shall be filled with liquid polymer sealer or AC-5 Asphalt Cement.
8. The interior of the proposed island shall be paved as directed by the engineer.
9. "Asblt" 381+00 to "0" 28+20; Rt. Construct special ditch. See sheet No. 6 for details.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	18	40

INTERSECTION DETAILS



DRAINAGE STRUCTURE SUMMARY

Inlet No.	Type Inlet	Location Station	Location Offset	El. Top of Curb	Inlet El.	Outlet El.	
S-1	A	"Asblt" 390+05	45'Rt.	29.60		24.56	
S-2	A	"Asblt" 392+00	45'Rt.	29.68		23.65	

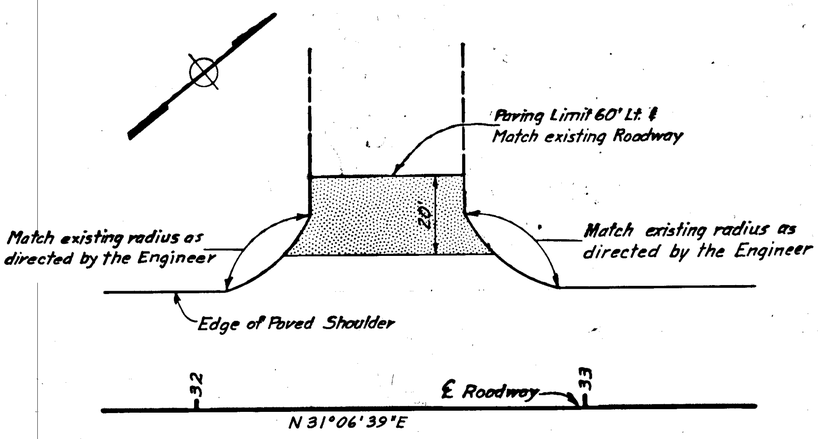
PIPE SUMMARY

Pipe No.	Pipe Dia.	Pipe Lgth.	From Structure	From Invert El.	To Structure	To Invert El.
P-1	18"	42'	S-1	24.56	Outfall	24.12 ≠
P-2	18"	46'	S-2	23.65	Outfall	23.19 ≠

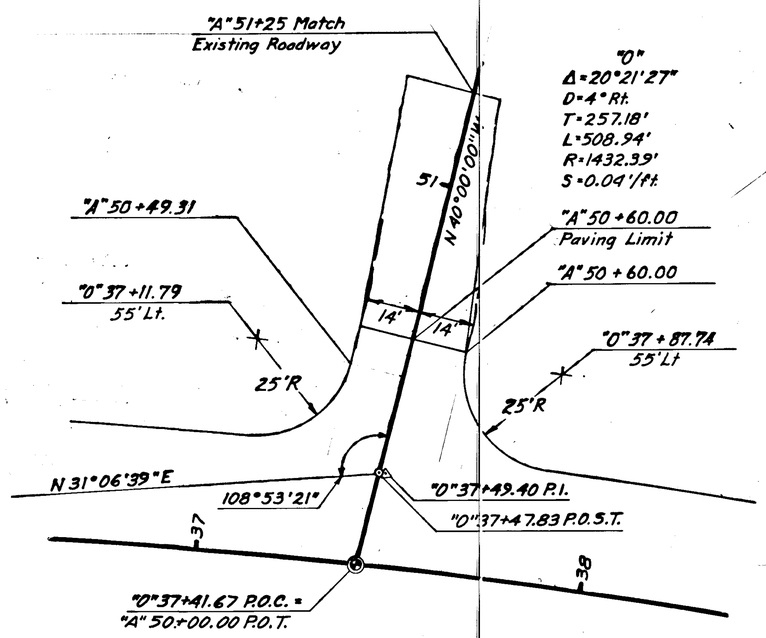
1. T/C = Top of Curb.
2. Offset distance is to back of curb for Type A inlets.
3. ≠ See sht. no. 6 for Special Ditch Details.
4. Install type G-4 grates.

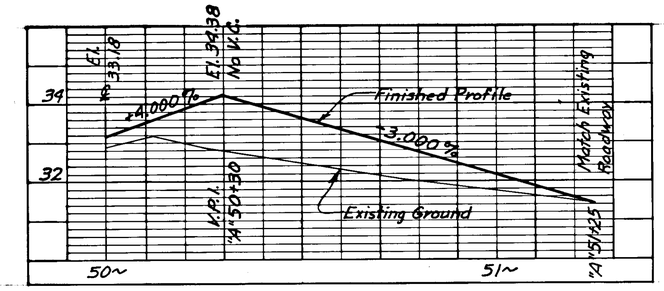
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	19	40

INTERSECTION DETAILS



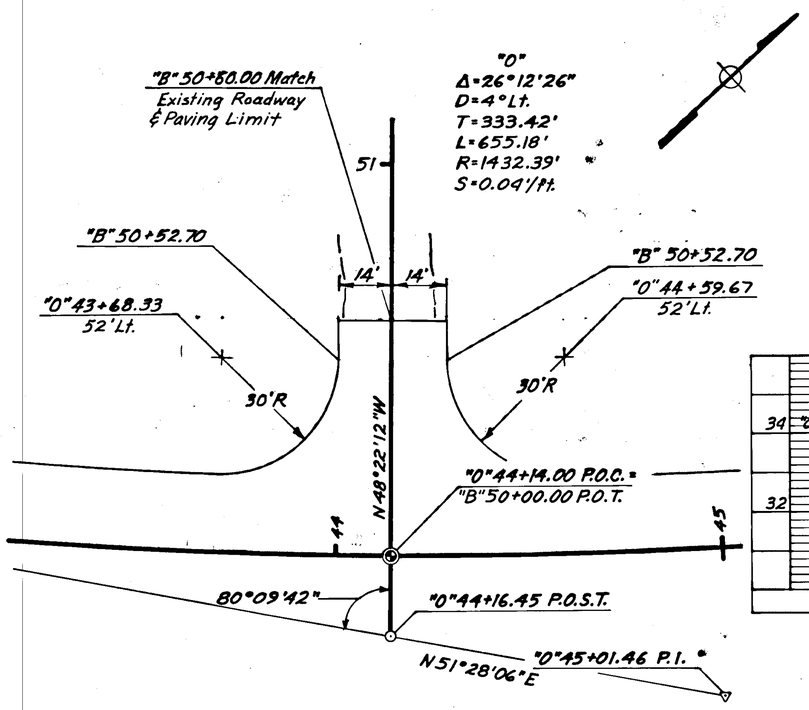
IGA ENTRANCE

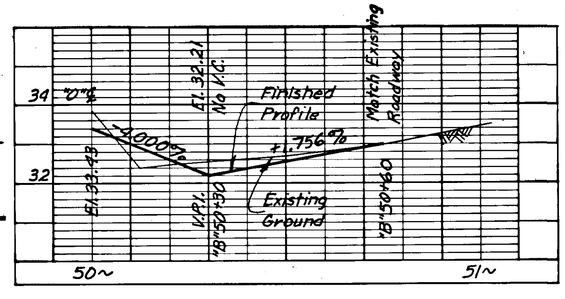




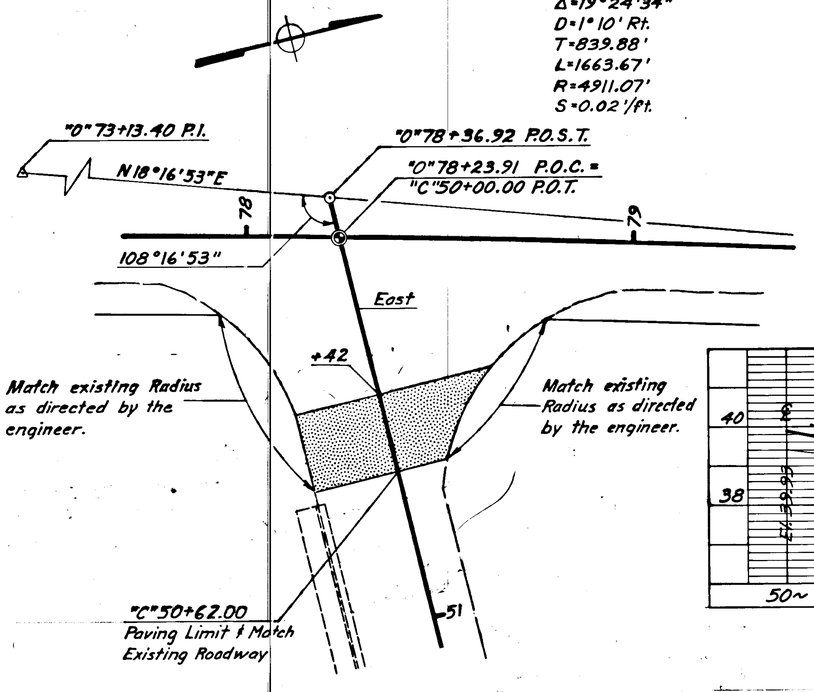
JAMES BLVD.

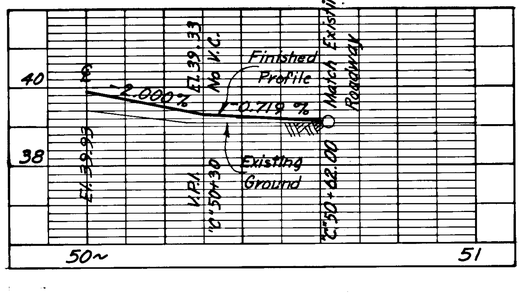
1. See pavement transition detail, sheet no. 2
2. Distances are to edge of pavement or to the shoulder where no pavement is shown.
3. All quantities are included in the appropriate mainline quantities.





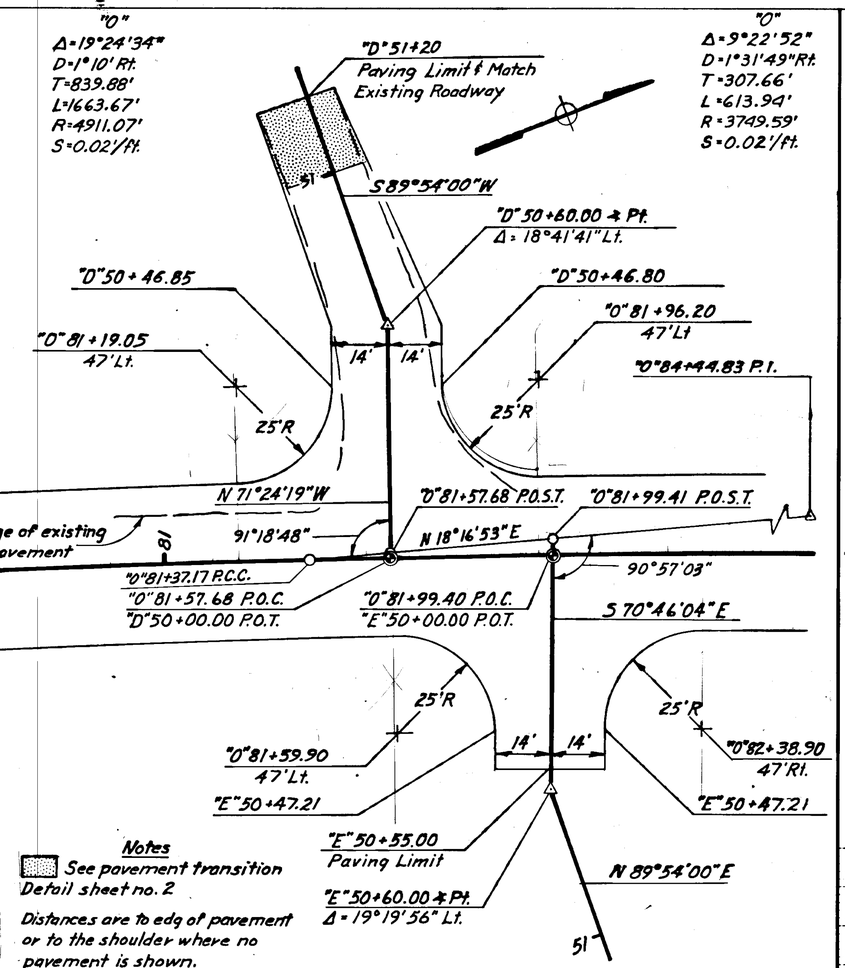
KODZOFF ACRES ENTRANCE



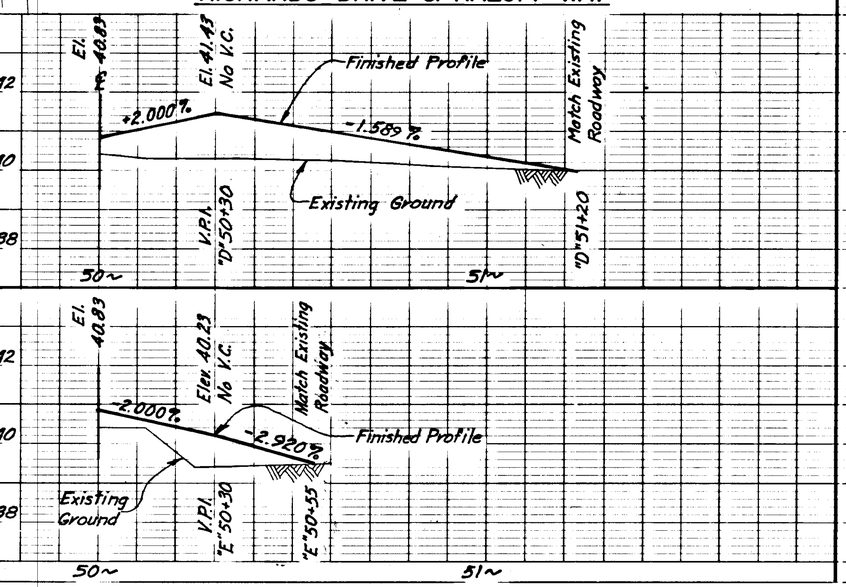


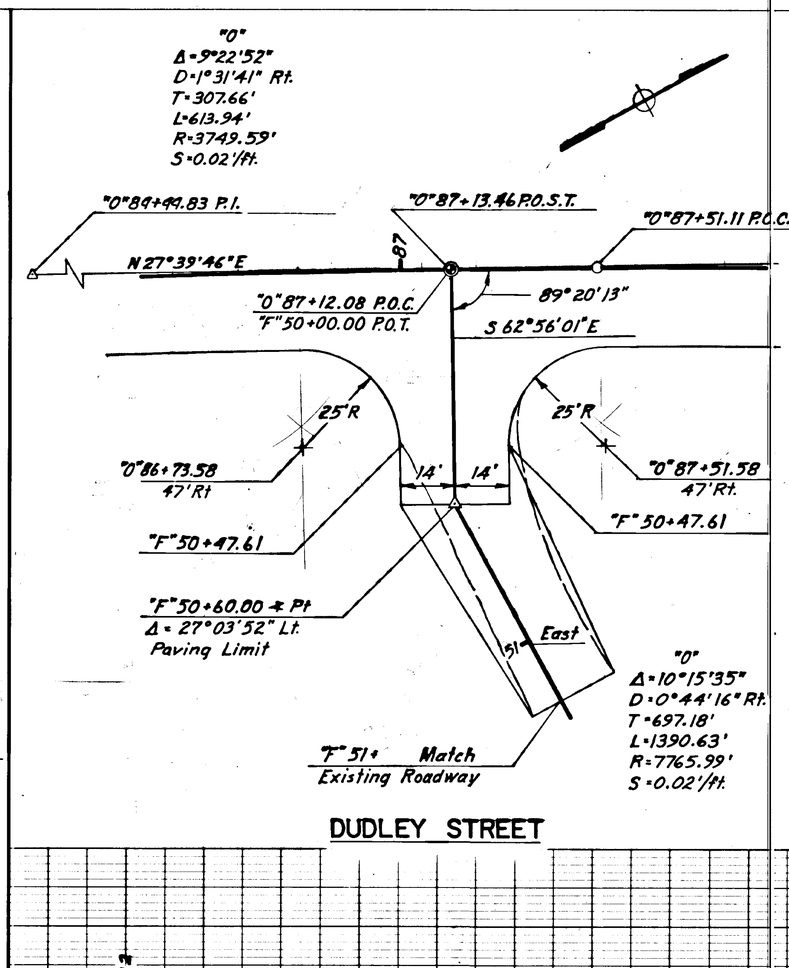
TRINITY DRIVE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	20	40

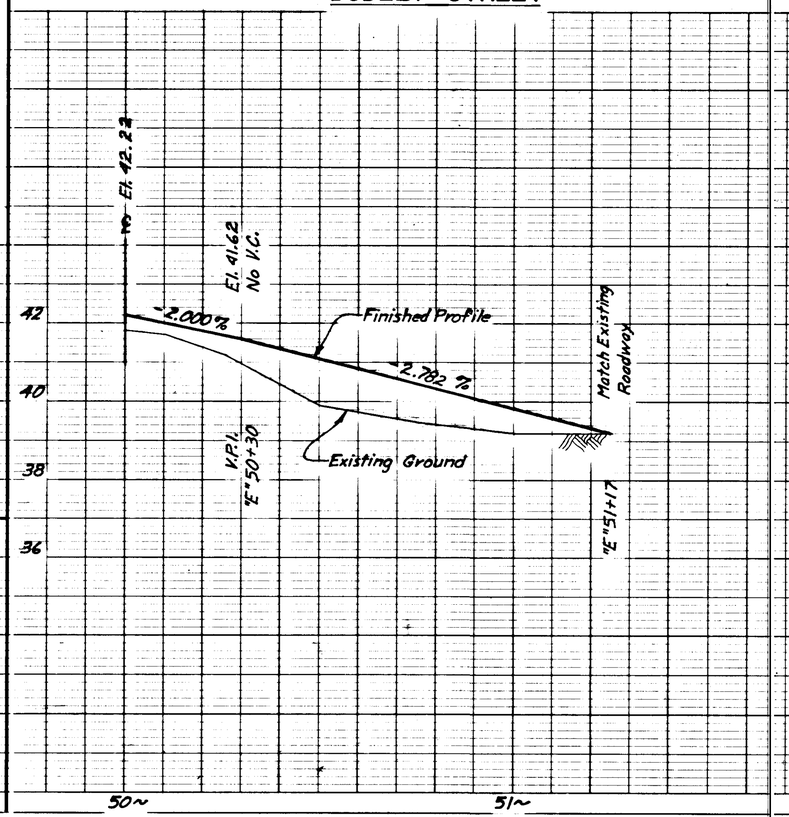


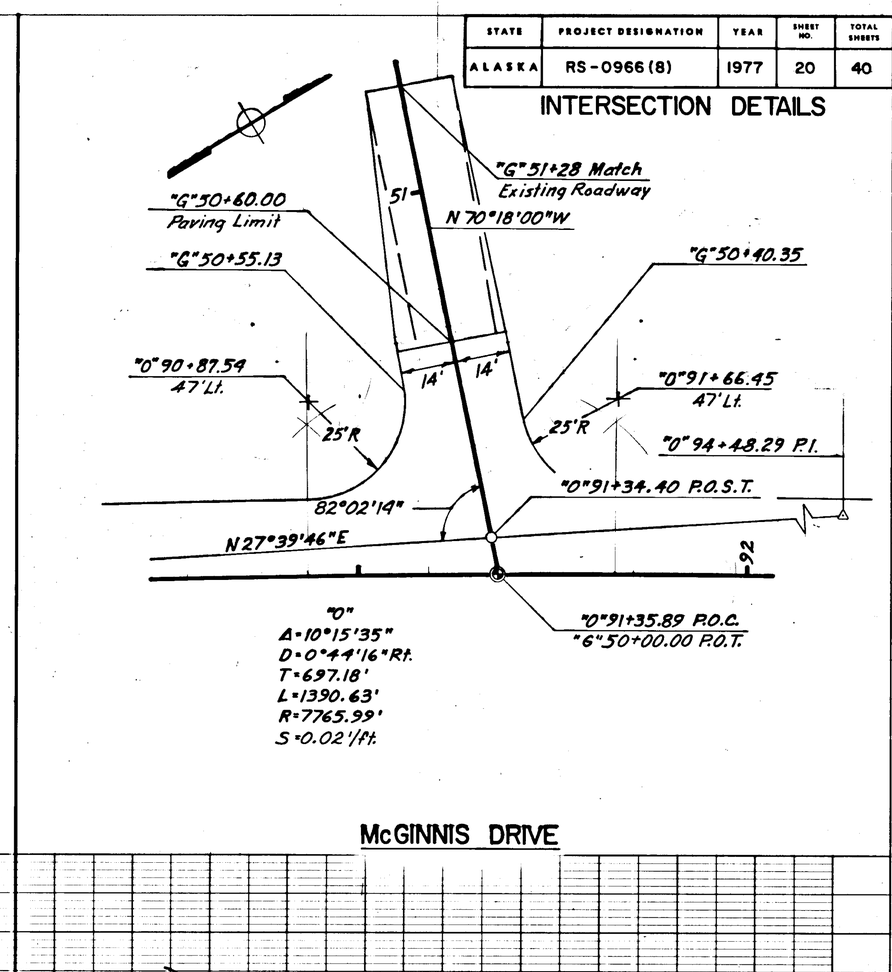
RICHARDS DRIVE & HALOFF WAY



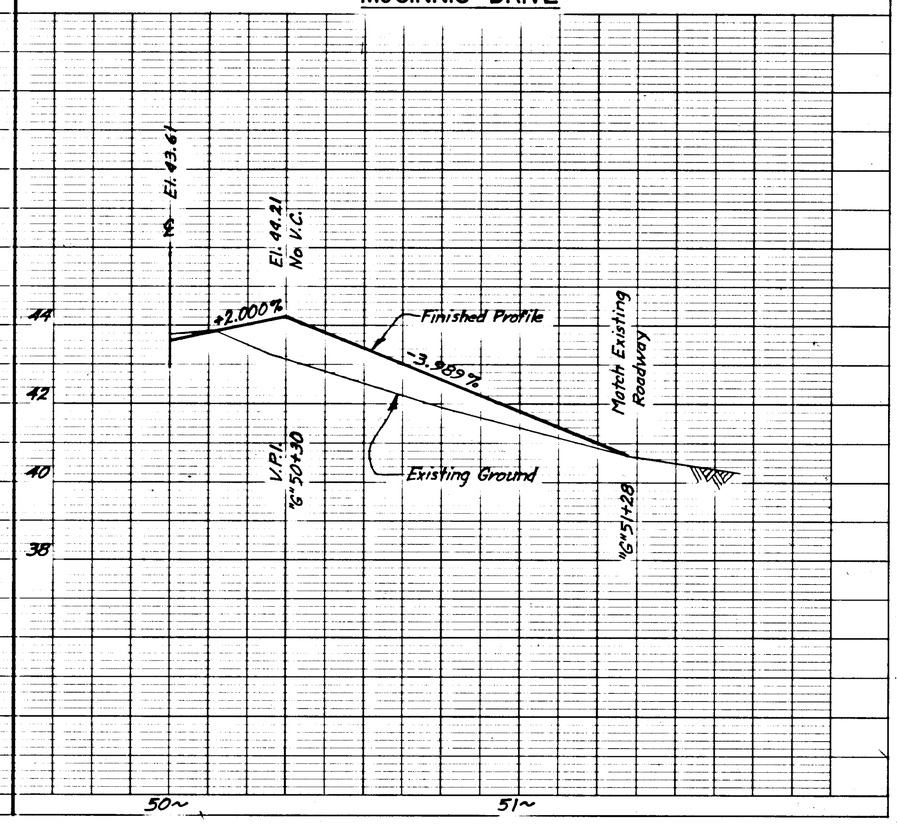


DUDLEY STREET





McGINNIS DRIVE



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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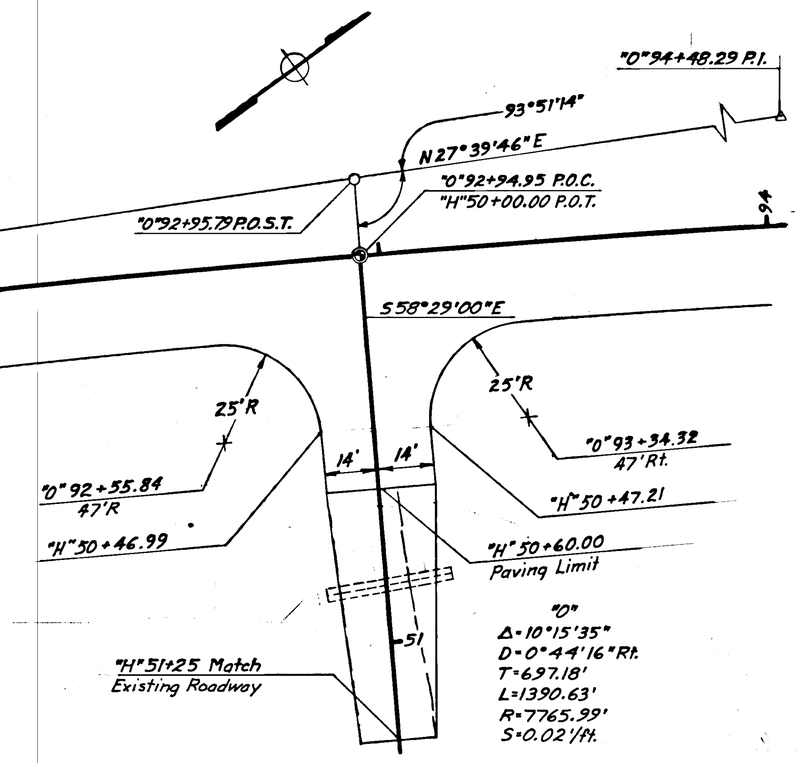
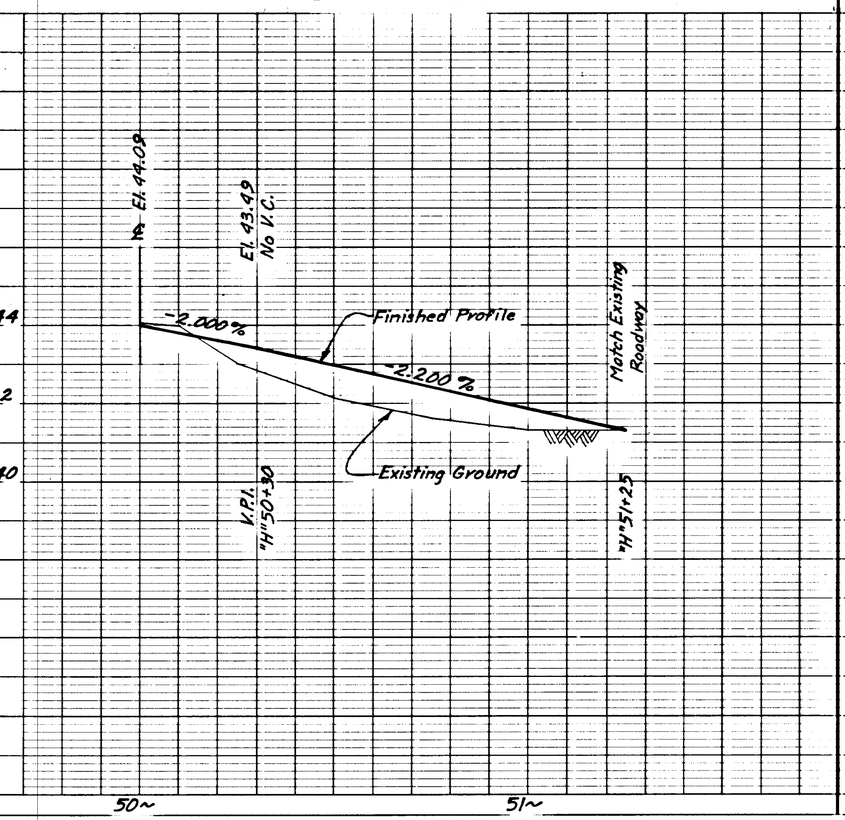
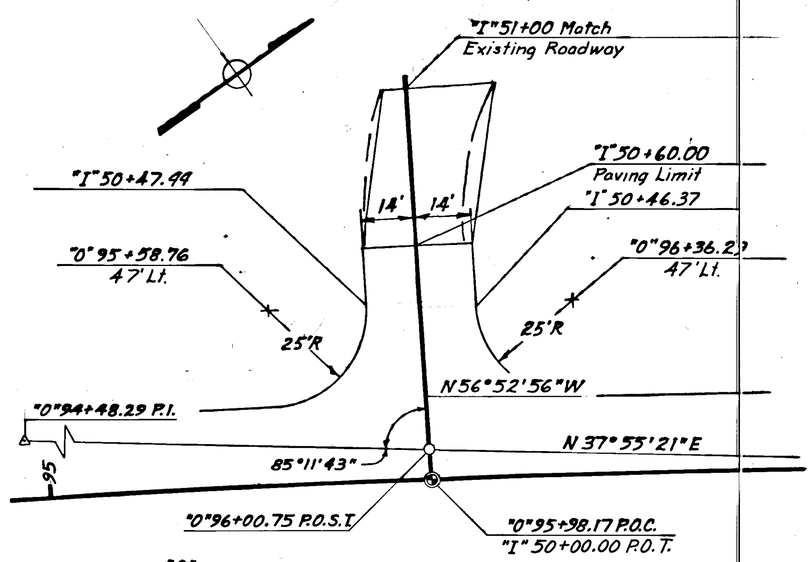
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS - 0966(8)	1977	21	40

INTERSECTION DETAILS



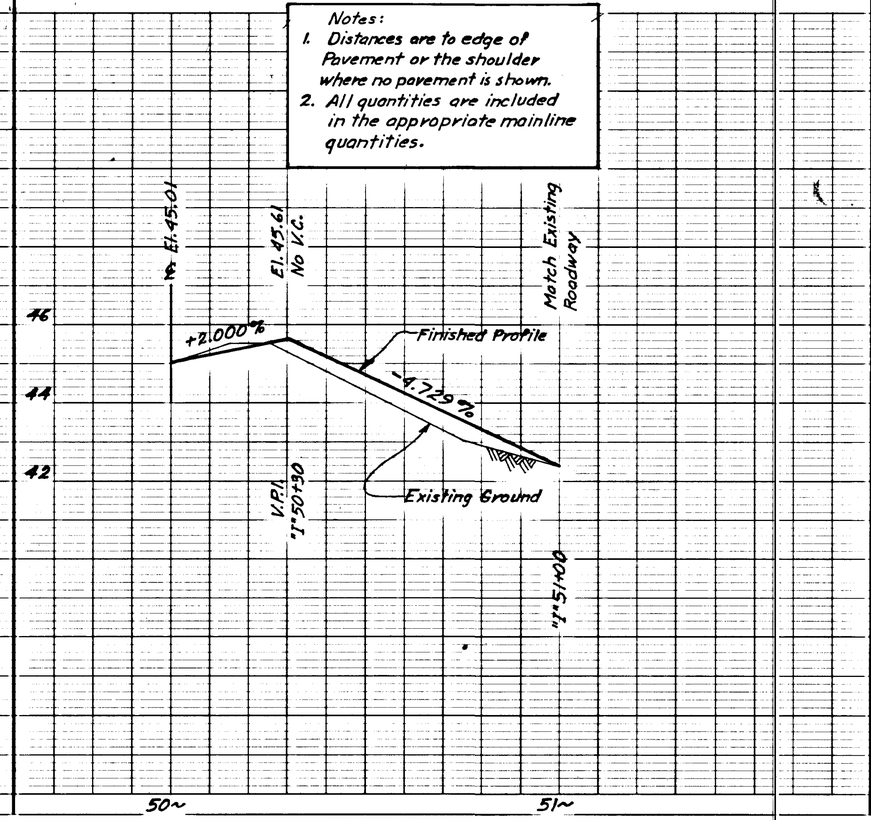
TONGASS AVE.



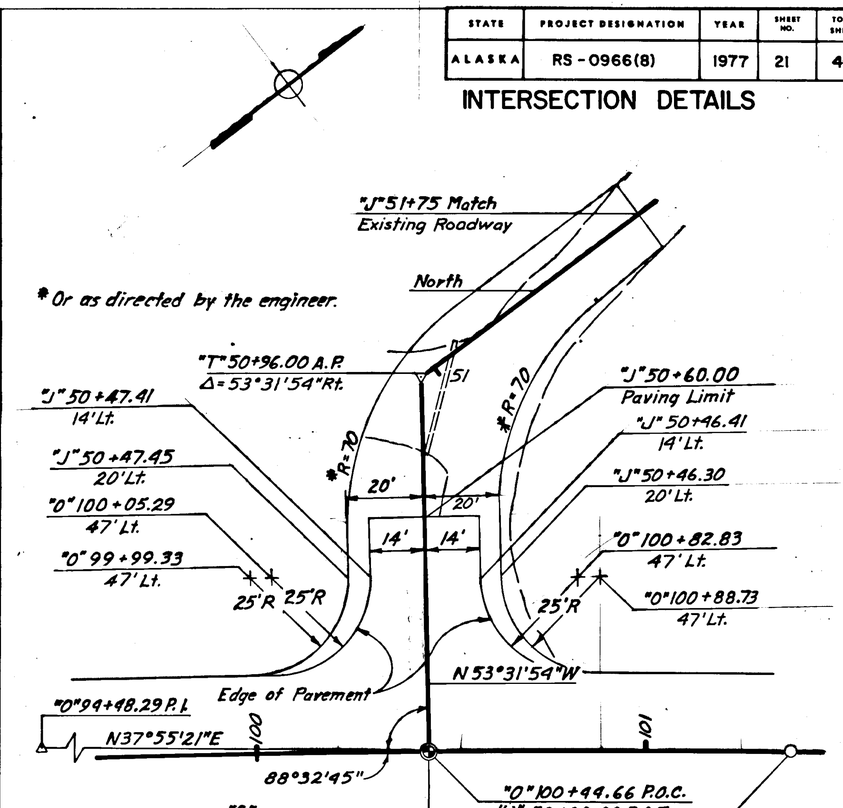


"0"
Δ=10°15'35"
D=0°44'16" Rt.
T=697.18'
L=1390.63'
R=7765.99'
S=0.02'/ft.

SOUTH EL CAMINO ST.

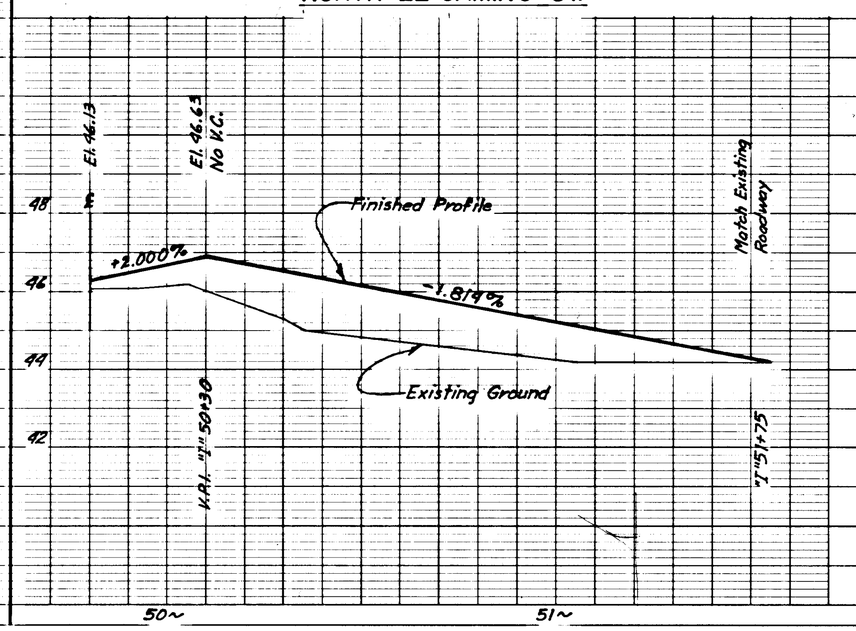


Notes:
1. Distances are to edge of Pavement or the shoulder where no pavement is shown.
2. All quantities are included in the appropriate mainline quantities.



"0"
Δ=10°15'35"
D=0°44'16" Rt.
T=697.18'
L=1390.63'
R=7765.99'
S=0.02'/ft.

NORTH EL CAMINO ST.



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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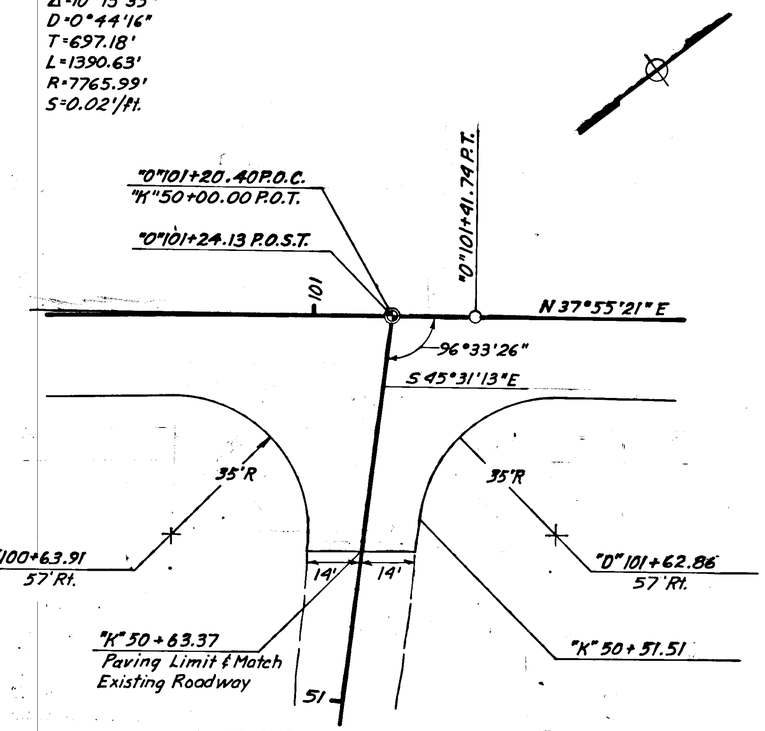
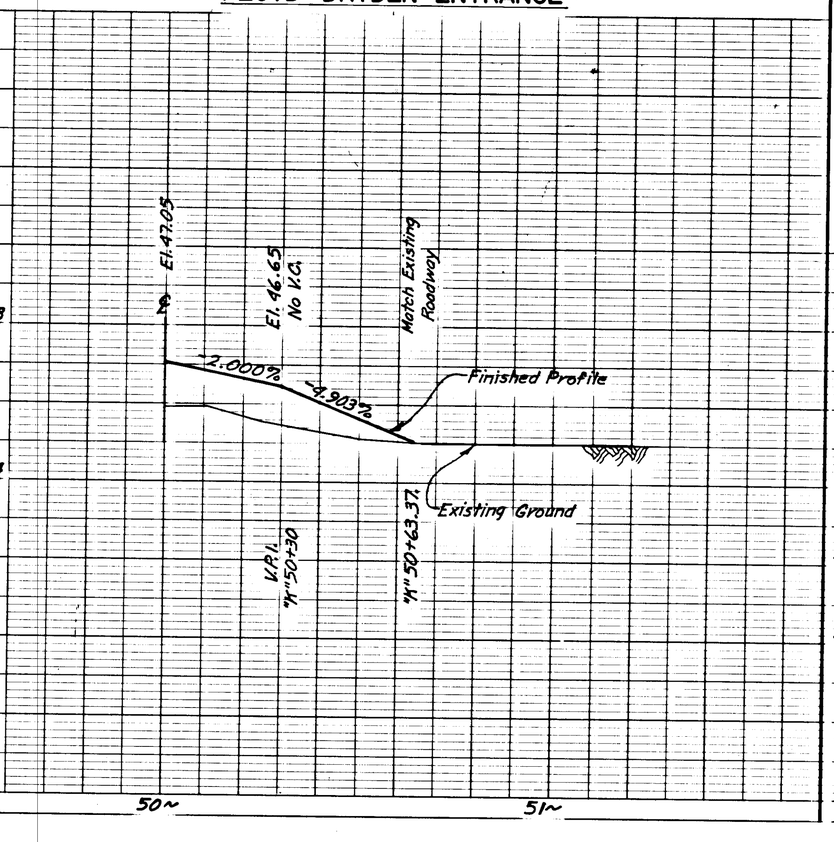
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	22	40

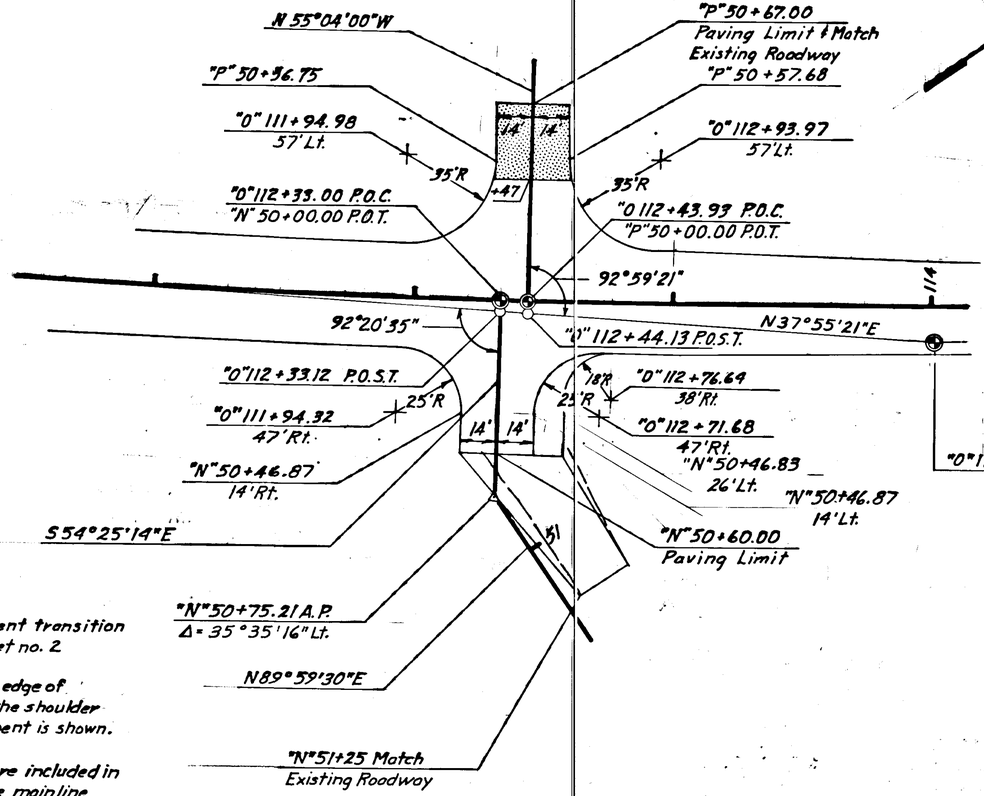
INTERSECTION DETAILS

"O"
Δ=10°15'35"
D=0°44'16"
T=697.18'
L=1390.63'
R=7765.99'
S=0.02'/ft.



FLOYD DRYDEN ENTRANCE





"O"
Δ=8°01'24"
D=1° Lt.
T=401.82'
L=802.33'
R=5729.58'
S=0.02'/ft.

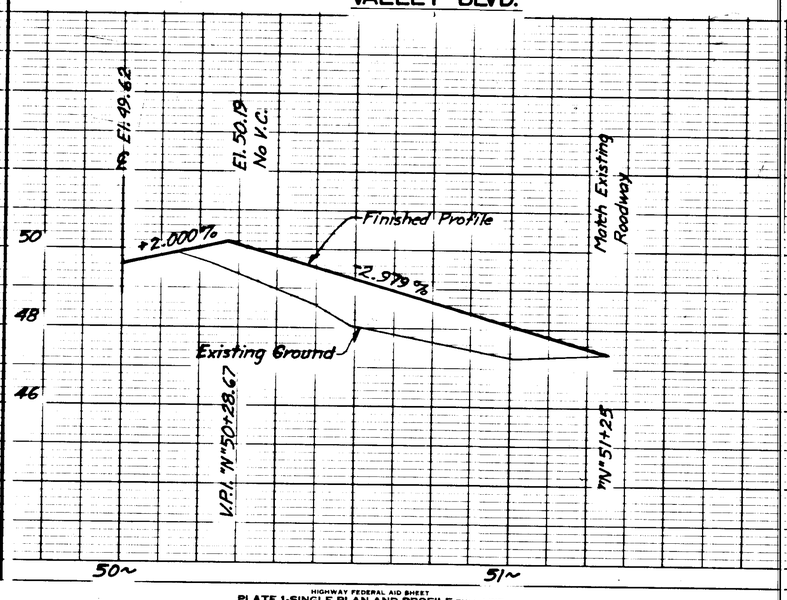
"O"113+00 to "O"114+00 Pavement width varies from 44' to 40'

"O"114+00.50 P.I.

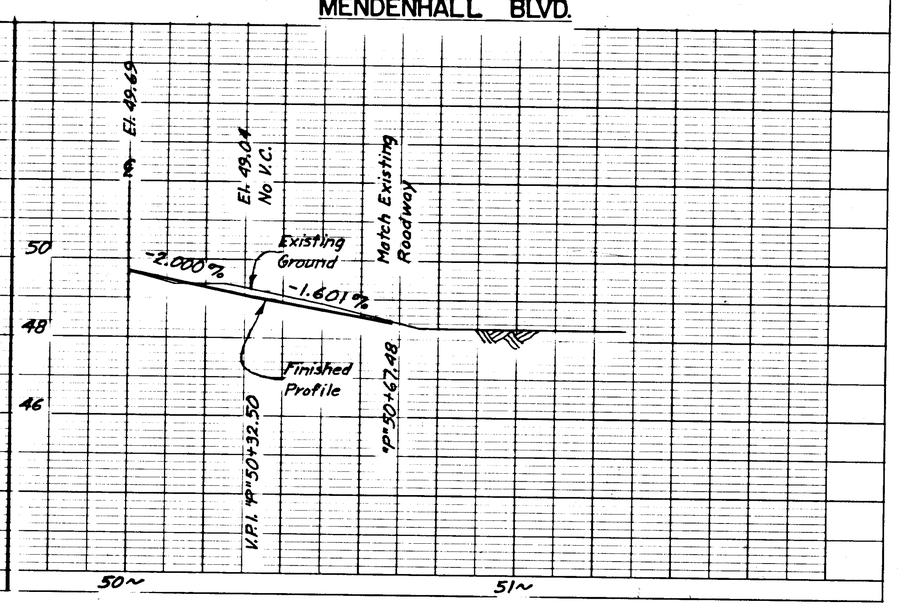
Notes

1. See pavement transition detail, sheet no. 2
2. Distances are to edge of pavement or to the shoulder where no pavement is shown.
3. All quantities are included in the appropriate mainline quantities.

VALLEY BLVD.



MENDENHALL BLVD.



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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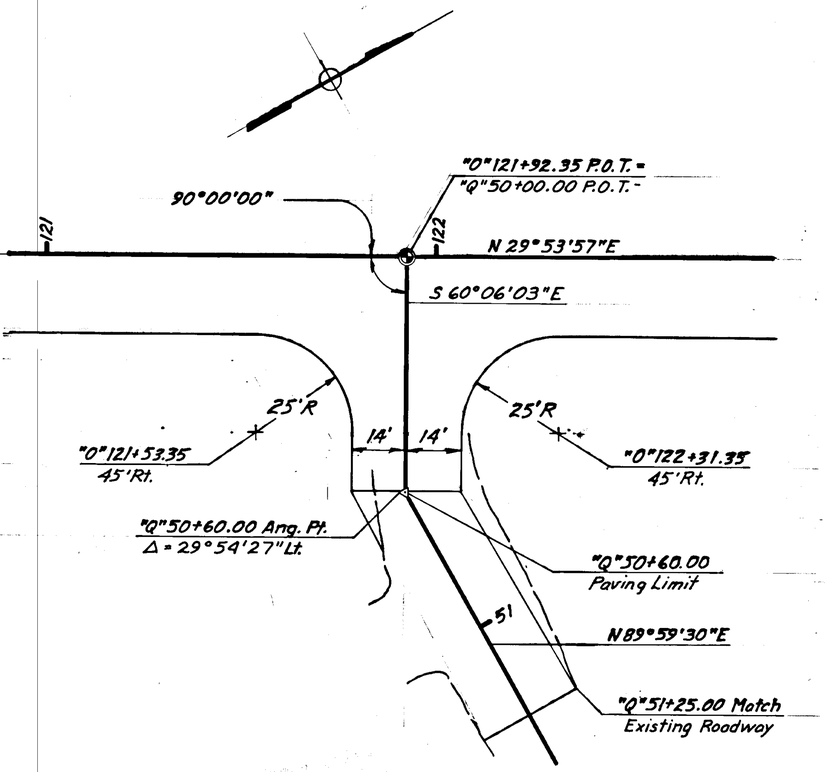
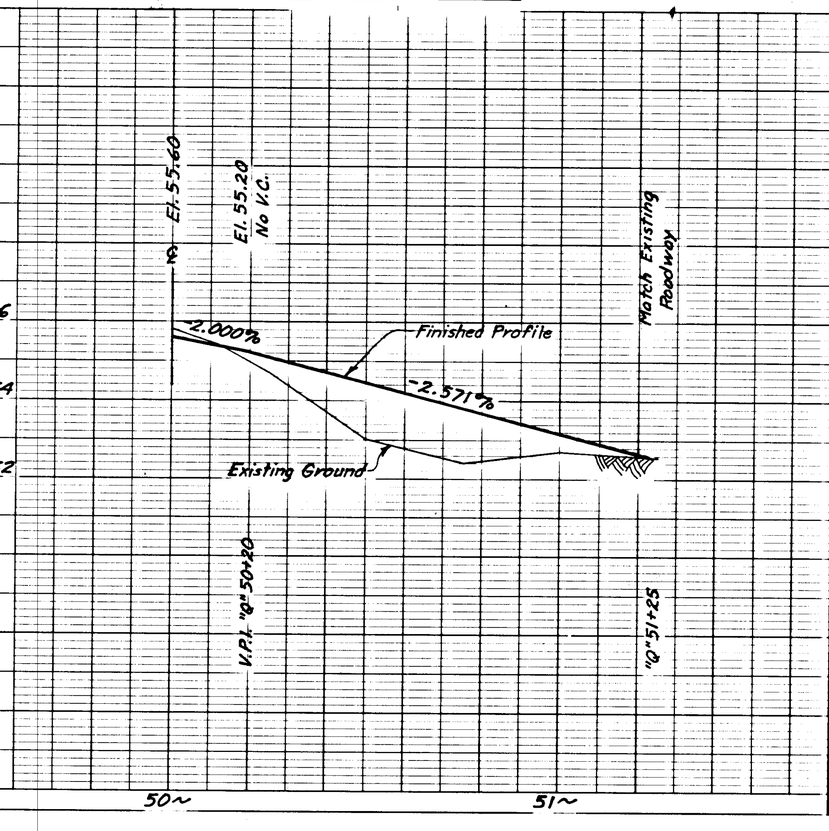
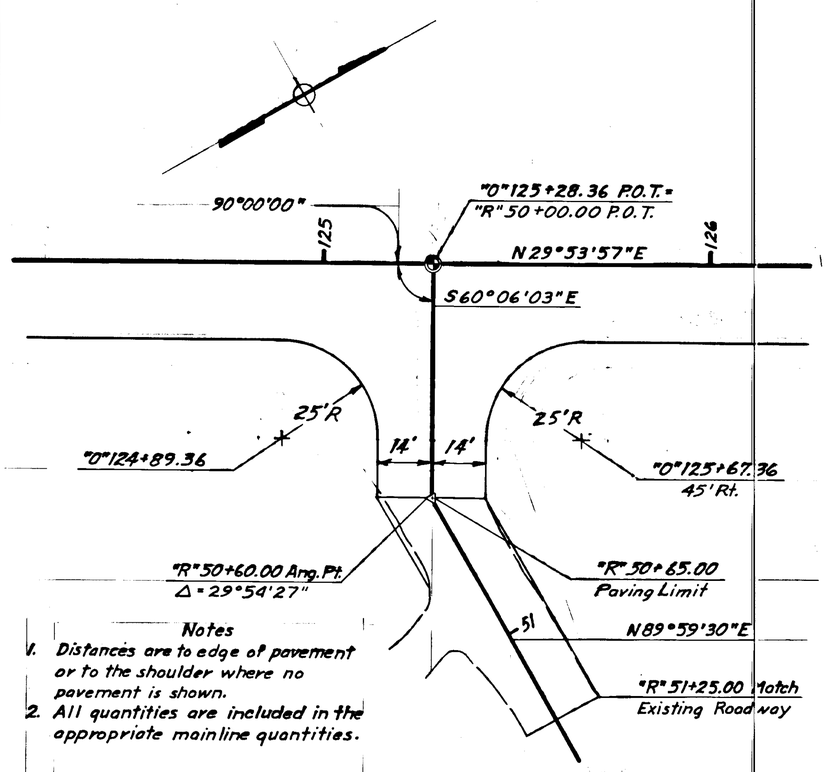
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	23	40

INTERSECTION DETAILS



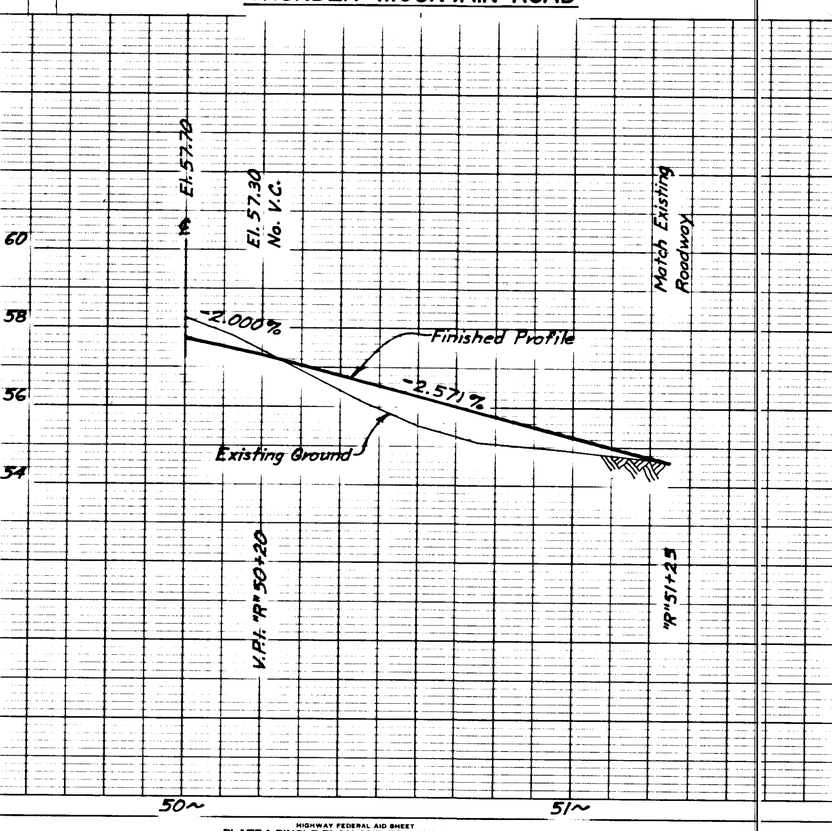
KIMBERLY STREET

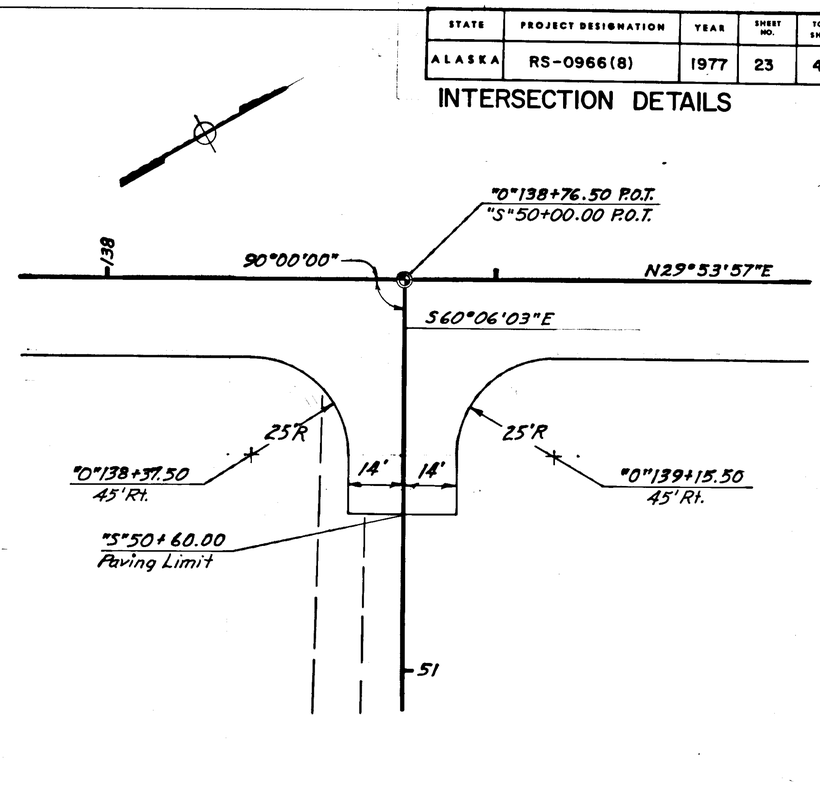




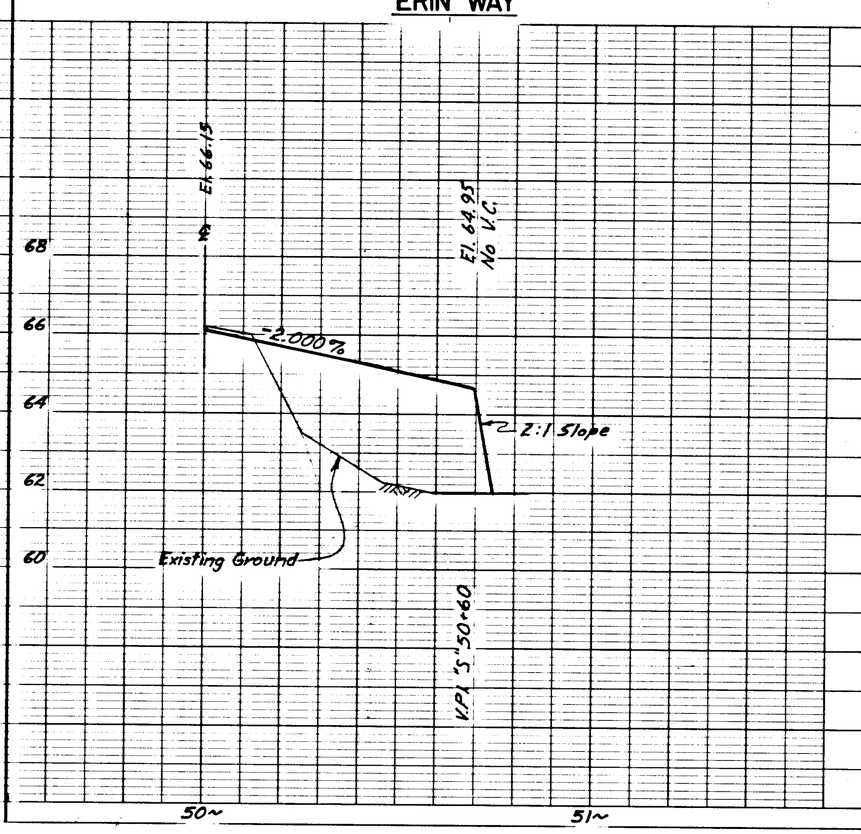
Notes
1. Distances are to edge of pavement or to the shoulder where no pavement is shown.
2. All quantities are included in the appropriate mainline quantities.

THUNDER MOUNTAIN ROAD





ERIN WAY



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
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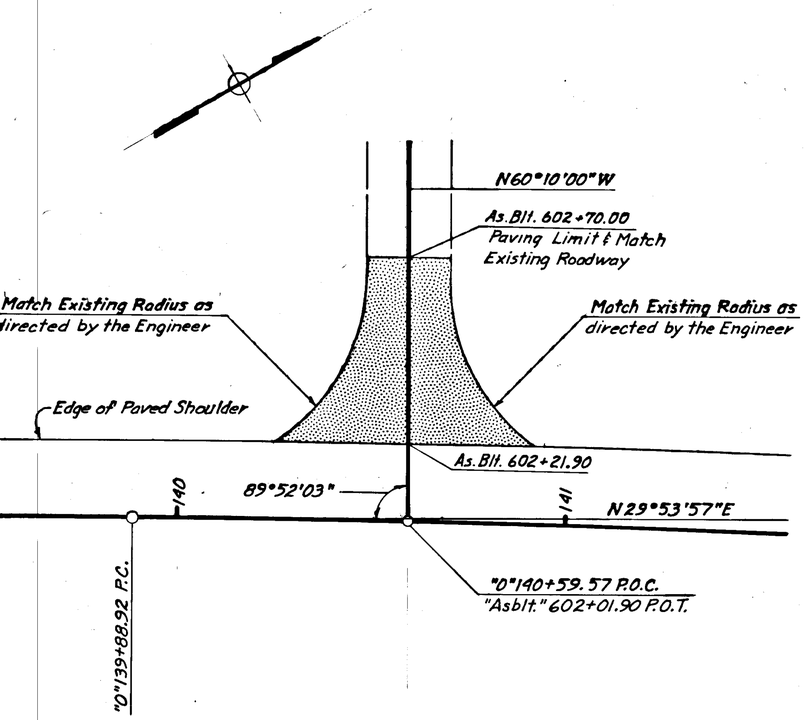
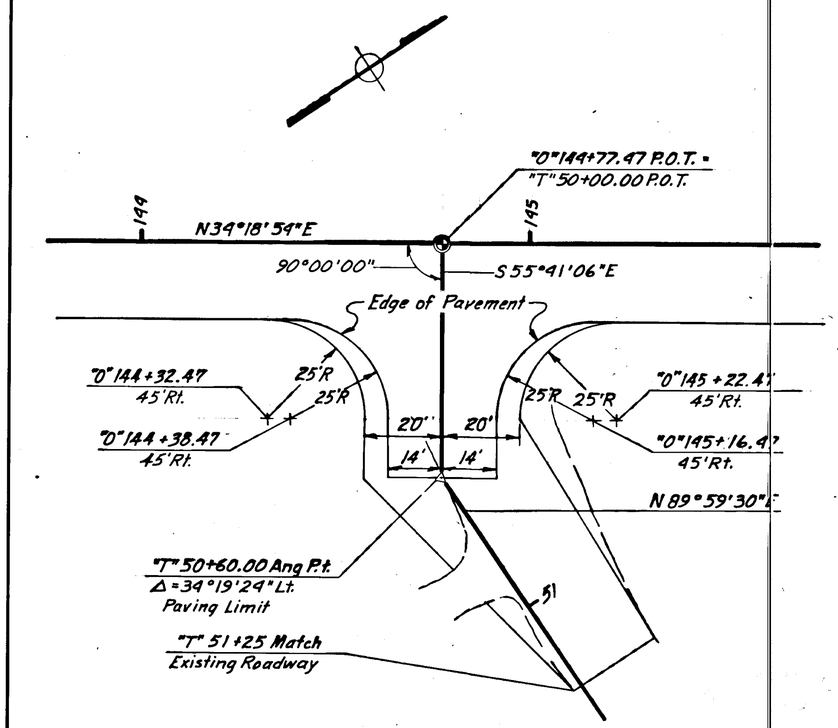
Addendum No. 1 Attachment No. 8

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	24	40

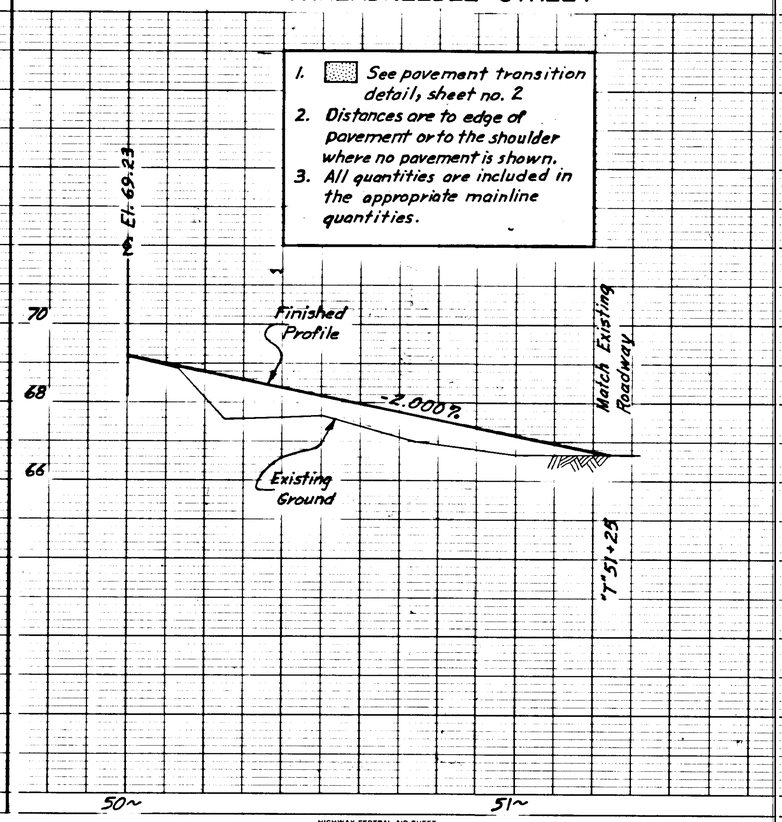
INTERSECTION DETAILS

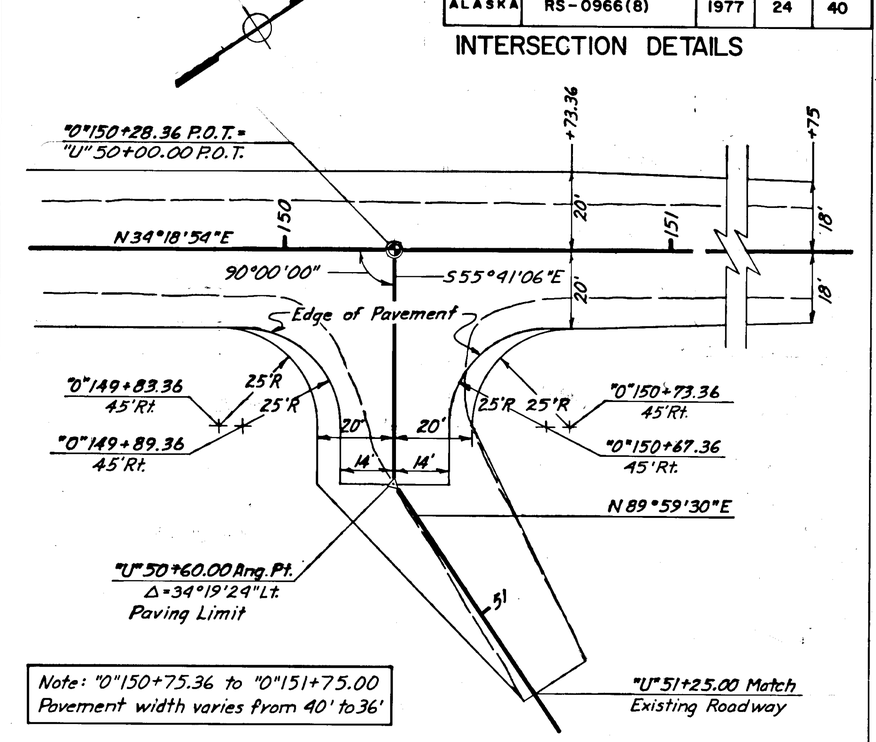


LOOP ROAD

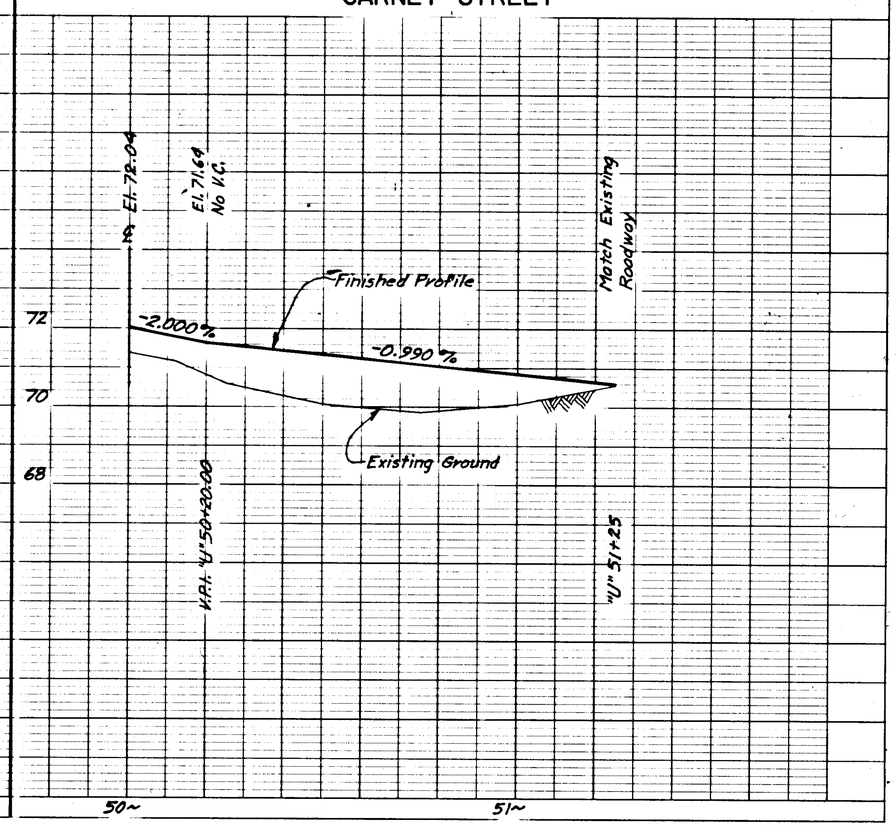


THREADNEEDLE STREET





GARNET STREET



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
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SIGNING SCHEDULE

No.	Station	Dist. from ℄ Lt.	Rt.	Code No.	Legend	Sign Panel Thickness Size	Unframed	Framed	Area in S.F.	Post No. of Post	Type	Size	Length	Embedment	Facing Traffic	Remarks
01	"0" 09+~~65~~53	24'		R1-1	STOP	30"x 30"	.063		6.25	1	Tube	2"	13'-6"	3'-0"	S.B.	
02	"0" 11+00	24'		D1-2	← Airport	74"x*24"*	.063		12.30	2	Tube	2"	13'-0"	3'-0"	S.B.	6" Upper Case
					Auke Bay →						Tube	2"	14'-0"	3'-0"		4.5" Lower Case
03	"0" 11+~~16~~19		24'	R7-1D	No Parking Any Time ↔	12"x 18"	.063		1.50	1	Tube	2"	10'-0"	3'-0"	E.B.	
04	"0" 12+~~50~~44	24'		R7-1D	No Parking Any Time ↔	12"x 18"	.063		1.50	1	Tube	2"	10'-0"	3'-0"	W.B.	
05	"0" 12+~~50~~43		24'	R2-1	Speed Limit 35	30"x 36"	.063		7.50	1	Tube	2"	13'-0"	3'-0"	N.B.	
06	"0" 14+~~07~~04	37'		R1-1	STOP	30"x 30"	.063		6.25	1	Tube	2"	12'-6"	3'-0"	E.B.	
07	"0" 14+~~07~~04	37'		D3-1	DEL RAE RD.	40"x 08"	.063		2.20						NB & SB	Mount Above #6.
08	"0" 17+50	27'		R7-1D	No Parking Any Time ↔	12"x 18"	.063		1.50	1	Tube	2"	10'-0"	3'-0"	W.B.	
09	"0" 18+50		24'	R7-1D	No Parking Any Time ↔	12"x 18"	.063		1.50	1	Tube	2"	10'-0"	3'-0"	E.B.	
10	"0" 20+50		26'	D1-3	↑ Mendenhall	82"x 51"		.063	29.00	2	Tube	2"	15'-0"	3'-0"	N.B.	6" Upper Case
					Glacier						Tube	2"	15'-6"	3'-0"		4.5" Lower Case
					← Auke Bay											
					Juneau →											
11	"0" 21+~~90~~85	~~35'~~ 32'		R7-1D	No Parking Any Time ↔	12"x 18"	.063		1.50	1	Tube	2"	10'-0"	3'-0"	W.B.	
12	"0" 22+00		34'	R7-1D	No Parking Any Time ↔	12"x 18"	.063		1.50	1	Tube	2"	10'-0"	3'-0"	E.B.	
13	"0" 22+50	~~31'~~ 30'		R2-1	Speed Limit 35	30"x 36"	.063		7.50	See Note #3.					S.B.	
14	"0" 23+39	~~49'~~ 42'		R1-1	STOP	30"x 30"	.063		6.25	1	Tube	2"	12'-6"	3'-0"	W.B.	
15	"0" 23+39	~~49'~~ 42'		D3-1	HURLOCK AVE.	44"x 08"	.063		2.40						NB & SB	Mount Above #14.
16	"0" 23+70		34'	M1-1	Alaska 7	24"x 24"	.063		4.00	See Note #3.					N.B.	Mount Above #17.
17	"0" 23+70		34'	M6-4	(Directional Arrow)	21"x 15"	.063		2.20	*See Note #3*					N.B.	
18	"0" 24+61	35'		*D3-1B*	EGAN *DRIVE*	78"x 18"	.080		9.75	See Note #9.					S.B.	8" Up. Case/6" L. Case
19	"0" 24+61	35'		Special	See Note #7.	5"x 7"	.063		0.30						N.B.	
20	"0" 24+61	35'		Special	See Note #6	5"x 7"	.063		0.30						E.B.	
																c.o. #8
	"0" 24+61				*Left Lane Must Turn*	*Left 36"x 36"*			9.0						*S.B.*	*Mount on Sign, Pole #1*
21	"0" 24+68		39'	Special	See Note #6.	5"x 7"	.063		0.30						W.B.	
22	"As Blt" 393+10	59'		D3-1B	LOOP ROAD	60"x 18"	.080		7.50	See Note #9.					E.B.	8" Up. Case/6" L. Case
23	"As Blt" 400+00	59'		W3-3	◇	48"x 48"	.080		16.00	Band to Existing Light Pole.					E.B.	*Mount Above #24*
24	"As Blt" 400+00	59'		Plaque	Signal Ahead	24"x 18"	.063		3.00	Band to Existing Light Pole.					E.B.	
25	"As Blt" 390+00		48'	16-Type B	Guide Markers (See Sheet 32.)					16	Tube	2"	7'-0"	3'-0"	W.B.	See Note #10.
26	"0" 26+03	76'		D3-1*B*	LOOP ROAD	60"x 18"	.080		7.50	See Note #9.					W. B.	8" Up. Case/6" L. Case
27	"0" 26+03	37'		D3-1*B*	*EGAN DRIVE*	78"x 18"	.080		9.75	See Note #9.					S.B.	" " " " " "
28	"0" 26+03	44'		Special	See Note #7.	5"x 7"	.063		0.30						S.B.	
29	"0" 26+03	15'		R3-6L	↰ (Directional Arrow)	30"x 36"	.063		7.50	See Note #4.					S.B.	
30	"0" 26+03	4'		R3-5L	↰ ONLY	30" x 36"	.063		7.50	See Note #4					S.B.	
31	AsBlt 379+60		56'	D1-3	← Loop Road →	108"x 54"	.080		40.50	2	Tube	2"	15'-0"	3'-0"	W.B.	8" Upper Case
					Mendenhall →								15'-6"	3'-0"		6" Lower Case
					Glacier											
32	AsBlt 382+80		66'	D7-1R	→ Directional Arrow	24"x6"	.063		1.00		Tube	2"	13'-6"	3'-0"	W.B.	
33	AsBlt 382+80		66'	D7-1R	Camping	24"x6"	.063		1.00						W.B.	Mount Above #32
34	AsBlt 382+80		66'	D7-1R	△ Symbol	30"x30"	.063		6.25	1	Tube	2"	13'-6"	3'-0"	W.B.	Mount Above #33
35	AsBlt 392+75	~~88'~~ 86'		R5-1	Do Not Enter	48"x48"	.080		16.00	2	Tube	2"	(13'-6"	3'-0")	E.B.	
36	AsBlt 392+75	~~88'~~ 86'		R5-5	Ped. & Bic. Prohibited	24"x 12"	.063		2.00				15'-6"	3'-0"	E.B.	Mount Below #35
37	"0" 27+00		37'	R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					W.B.	
38	"0" 28+00	37'		R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					E.B.	
39	"0" 29+00		37'	R2-1	Speed Limit 40	30"x36"	.063		7.50	1	Tube	2"	13'-0"	3'-0"	N.B.	
40	"0" 30+00	37'		D1-3	↑ Airport	82"x42"		.063	23.90	2	Tube	2"	14'-0"	3'-0"	S.B.	6" Upper Case
					Juneau								15'-0"	3'-0"		*4.5"* Lower Case
					Auke Bay →											
41	"0" 31+00		37'	W9-2L	Lane Ends Merge Left	36"x 36"	.080		9.00	See Note #3.					N.B.	
42	"0" 32+00	37'		R3-8L	↰ ONLY ↰	30"x 30"	.063		6.25	See Note #3.					S.B.	
43	"0" 32+15	50'		R1-1	STOP	30"x 30"	.063		6.25	1	Tube	2"	12'-6"	3'-0"	E.B.	
44	"0" 32+74	~~38'~~ 48'		R1-1	STOP	30"x 30"	.063		6.25	1	Tube	2"	12'-6"	3'-0"	W.B.	
45	"0" 32+74	~~38'~~ 48'		D3-1	ATLIN AVE.	34"x 08"	.063		1.90						NB & SB	Mount Above #44.
46	"0" 33+00		~~54'~~	D11-1	Bike Route	24"x 18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	E.B.	
47	"0" 33+00		~~54'~~	D11-1G	←	24"x 06"	.063		1.00						E.B.	Mount Below #46.
48	"0" 33+75	~~58'~~		D11-1	Bike Route	24"x 18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	W.B.	
49	"0" 33+75	~~58'~~		D11-1F	←	24"x 06"	.063		1.00						W.B.	Mount Below #48.
50	"0" 33+35		~~56~~	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	N.B.	
	"0" 33+35		*56'*		*No Horses*	*6"x12"*			.50						*N.B.*	*Mount Below #50* c.o. #9
51	"0" 33+35		x	D11-1B	End	24"x6"	.063		1.00						S.B.	*Mount Above #52*
52	"0" 33+35	~~56'~~	~~x~~	D11-1	Bike Route	24"x18"	.063		3.00						S.B.	*Mount Back of #50*
53	"0" 33+25	~~34'~~	37'	R5-4	⊘	24"x24"	.063		4.00						N.B.	Mount Above #54
54	"0" 33+25	~~34'~~	37'	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	N.B.	
55	"0" 33+25	36'	~~34'~~	R5-4	⊘	24"x24"	.063		4.00						N.B.	Mount Above #56
56	"0" 33+25	36'	~~34'~~	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	N.B.	
	"0" 34+00	*57'*			*No Horses*	*6"x12"*			*.50*						*N.B.*	*Mount Below #57* c.o. #9
57	"0" 34+00	~~x~~	~~57'~~	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-6"	3'-0"	N.B.	
58	"0" 34+00	~~x~~	~~57'~~	D11-1B	End	24"x6"	.063		1.00						S.B.	*Mount Above #59*
59	"0" 34+00	~~x~~	~~57'~~	D11-1	Bike Route	24"x18"	.063		3.00						S.B.	*Mount Back of #57*
60	"0" 36+18		37'	W4-2	↰ Transition	36"x36"	.080		9.00	See Note #3						
61	"0" ~~36+75~~ 31+12	~~x~~	~~54'~~ 54'	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
	"0" 31+12	*54'*			*No Horses*	*6"x12"*			*.50*						*S.B.*	*Mount Below #61* c.o. #9

All Signing General Notes are located on sheet #26a.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOT. SHE
ALASKA	RS-0960(1) & RS-0966(8)	1977	25	40

SIGNING SCHEDULE

No.	Station	Dist. from ℄ Lt.	Rt.	Code No.	Legend	Sign Panel Thickness Size	Unframed	Framed	Area in S.F.	Post No. of Posts	Type	Size	Length	Embedment	Facing Traffic	Remarks
62	"0" 37+~~21~~31	~~50'~~		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	12'-0"	3'-0"	E.B.	
63	"0" 37+~~21~~31	~~50'~~		D3-1	JAMES BLVD.	40"x8"	.063		2.20						N.B.&S.B.	Mount Above #62
64	"0" 37+75	~~75.5~~		D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	W. B.	
65	"0" 37+75	~~75.5~~		D11-1H	←	24"x6"	.063		1.00						W.B.	Mount Below #64
66	"0" 37+81		37'	R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					E.B.	
67	"0" 38+96	37'		R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					W.B.	
68	"0" 43+~~88~~92	~~30'~~		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	15'-0"	3'-0"	E.B.	
69	"0" 43+~~88~~92	~~50'~~		D3-1	KODZOFF *DRIVE*	54"x8"	.063		3.00						N.B.&S.B.	Mount Above #68
70	"0" 44+54		37'	R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					W.B.	
71	"0" 45+55	37'		R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					E.B.	
72	"0" 69+78	37'		R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					W.B.	
73	"0" 70+78		37'	R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					E.B.	
74	"0" 72+78		37'	S1-1	School Advance Sign	36"x36"	*.080*		*6.75*	See Note #3					N.B.	
75	"0" 75+78	37'		R2-1	Speed Limit 40	30"x36"	.063		7.50	See Note #3					S.B.	
76	"0" 77+00	~~26'~~ 28'		R5-4	⊘	24"x24"	.063		4.00						S.B.	Mount Above #77
77	"0" 77+00	~~26'~~ 28'		Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	S.B.	
	78+05		29'													
78	"0" ~~77+75~~		~~26'~~	R5-4	⊘	24"x24"	.063		4.00						S.B.	Mount Above #79
79	"0" ~~77+75~~		~~26'~~	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	S.B.	
80	"0" 78+20		~~63'~~	D11-1	Bike Route	~~24"x18"~~	.063		3.00	1	Tube	2"	7'-6"	3'-0"	E.B.	
81	"0" 78+20		~~42'~~	D11-1H	←	24"x6"	.063		1.00						E.B.	Mount Below #80
82	"0" 78+66		~~50'~~ 29'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	12'-0"	3'-0"	W.B.	
	"0" 79+50				*No Horses*	*6"x12"*			*.50*						*N.B.*	*Mount Below #83*
83	"0" 78+66	29'	~~50'~~	D3-1	TRINITY DR.	38"x8"	.063		2.10						N.B.&S.B.	Mount Above #82
84	"0" 79+00	29'	~~26'~~	R5-4	⊘	24"x24"	.063		4.00						N.B.	Mount Above #85
85	"0" 79+00	29'	~~26'~~	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	N.B.	
86	"0" 79+00	~~28'~~	30'	R5-4	⊘	24"x24"	.063		4.00						N.B.	Mount Above #87
87	"0" 79+00	~~26'~~	30'	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	N.B.	
	"0" 80+50				*No Horses*	*6"x12"*			*.50*						*S.B.*	*Mount Below #88*
88	"0" 79+50		~~58'~~	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	N.B.	
89	"0" 80+50	~~50'~~	29'	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
90	"0" 81+00	~~26'~~	29'	R5-4	⊘	24"x24"	.063		4.00						S.B.	Mount Above #91
91	"0" 81+00	~~26'~~	29'	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	S.B.	
92	"0" 81+~~31~~37	~~50'~~	29'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	E.B.	
93a	*"0" 81+75*	~~x~~	29'	*D11-1*	*Bike Route*	*24"x18"*	*.063*		*3.00*	*1*	*Tube*	*2"*	*7'-6"*	*3'-0"*	*W.B.*	
93	"0" 81+~~31~~37	~~50'~~	29'	D3-1	RICHARDS DR.	44"x8"	.063		2.40						N.B.&S.B.	Mount Above #92
94	"0" 81+90	~~26'~~	29'	R5-4	⊘	24"x24"	.063		4.00						N.B.	Mount Above #95
95	"0" 81+90	~~26'~~	29'	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	N.B.	
96	"0" 82+25	29'	~~50'~~	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
97	"0" 82+25	29'	~~50'~~	D3-1	HALOFF WAY	40"x8"	.063		2.30						N.B.&S.B.	Mount Above #96
93b	*"0" 81+75*	~~x~~	54'	*D11-1H*	←	*24"x6"*	*.063*		*1.00*						*W.B.*	*Mount Below #93*
98	"0" 82+51		37'	R2-1	Speed Limit 40	30"x36"	.063		7.50	See Note #3					N.B.	
99	"0" 83+20	37'		S1-1	School Advance Sign	36"x36"	*.080*		*6.75*	See Note #3					S.B.	
100	"0" 87+37	29'	~~50'~~	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
101	"0" 87+37	29'	~~50'~~	D3-1	DUDLEY ST.	38"x8"	.063		2.10						N.B.&S.B.	Mount Above #100
102	"0" 87+67		37'	R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					E.B.	
	"0" 90+50				*No Horses*	*6"x12"*			*.50*						*S.B.*	*Mount Below #104*
103	"0" 88+64	37'		R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3					W.B.	
104	"0" 90+50	~~x~~	54'	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
105	"0" 91+~~00~~04	~~50'~~	29'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	E.B.	
106	"0" 91+~~00~~04	~~50'~~	29'	D3-1	McGINNIS DR.	42"x8"	.063		2.30						N.B.&S.B.	Mount Above #105
107	"0" 91+50	~~x~~	58'	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	W.B.	
108	"0" 91+50	~~x~~	58'	D11-1H	←	24"x6"	.063		1.00						W.B.	Mount *Below* #107
109	"0" 92+~~00~~80	57'	~~x~~	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	E.B.	
110	"0" 92+~~00~~80	57'	~~x~~	D11-1H	←	24"x6"	.063		1.00						E.B.	Mount *Below* #109
111	"0" 93+~~21~~40	27'	50'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
112	"0" 93+~~21~~40	27'	50'	D3-1	TONGASS BLVD.	46"x8"	.063		2.60						N.B.&S.B.	Mount Above #111
	"0" 94+00		57'		*No Horses*	*6"x12"*			*.50*						*N.B.*	*Mount Below #114*
113	"0" 93+45		37'	S1-1	School Advance Sign	36"x36"	*.080*		*6.75*	See Note #3					N.B.	
114	"0" 94+00	57'	~~x~~	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	N.B.	
115	"0" 95+~~72~~55	~~46'~~	28'	D3-1	SO. EL CAMINO ST.	60"x8"	.063		3.30						N.B.&S.B.	Mount Above #116.
116	"0" 95+~~72~~55	~~46'~~	28'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	*E.B.*	
117	"0" ~~97+58~~ 97+55	37'		R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3.					W.B.	
118	"0" ~~97+58~~ 97+55	37'		R2-1	Speed Limit 40	30"x36"	.063		7.50	See Note #3.					S.B.	Mount Above #117.
119	"0" 98+78		37'	R7-1D	No Parking Anytime ↔	12"x18"	.063		1.50	See Note #3.					E.B.	
120	"0" 99+50	51'	~~x~~	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
	"0" 99+50		51'		*No Horses*	*6"x12"*			*.50*						*S.B.*	*Mount Below #120*
121	"0" 100+~~10~~18	~~46'~~	30'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	E.B.	
122	"0" 100+~~10~~18	~~46'~~	30'	D3-1	N. EL CAMINO ST.	56"x08"	.063		3.10						N.B.&S.B.	Mount Above #121.
123	"0" 100+50	29'	~~26'~~	S2-1	School Crossing Sign	36"x36"	*.080*		*6.75*	1	Tube	2"	13'-0"	3'-0"	N.B.	
124	"0" 100+*80*	~~x~~	55'	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	E.B.	

SIGNING SCHEDULE

No.	Station	Dist. from ℄ Lt.	Dist. from ℄ Rt.	Code No.	Legend	Sign Panel Thickness: Size	Unframed	Framed	Area in S.F.	Post: No. of Post	Type	Size	Length	Embedment	Facing Traffic	Remarks
25	"0" 100+80	X		D11-1H	⟷	24"x6"	.063		1.00						E.B.	Mount Below #124
26	"0" 100+65	~~49'~~ → ~~X~~		D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	W.B.	
27	"0" 100+65	~~49'~~ → ~~X~~		D11-1H	⟷	24"x6"	.063		1.00						W.B.	Mount Below #126
28	"0" 101+~~45~~42	~~26'~~ ←	28'	S2-1	School Crossing Sign	36"x36"	.080		6.75	1	Tube	2"	13'-0"	3'-0"	S.B.	
29	"0" 101+~~45~~38	38' →	~~50'~~	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
	"0" 101+80		57'		No Horses	6"x12"			.50						N.B.	Mount Below #130 C.O. #9
30	"0" 101+80	57' →	~~X~~	R5-7	No Motor Vehicles	12"x18"	.063		1.5	1	Tube	2"	7'-0"	3'-0"	N.B.	
31	"0" 103+88		37'	R2-1	Speed Limit 40	30"x36"	.063		7.50	See Note #3					N.B.	
32	"0" 105+01	37'		R7-1D	No Parking Anytime ⟷	12"x18"	.063		1.50	See Note #3					W.B.	
33	"0" 106+22		37'	R7-1D	No Parking Anytime ⟷	12"x18"	.063		1.50	See Note #3					E.B.	
34	"0" 107+21	37'		S1-1	School Advance Sign	36"x36"	.080		6.75	See Note #3					S.B.	
	"0" 111+50	52'			No Horses	6"x12"			.50						S.B.	Mount Below #135 C.O. #9
35	"0" 111+50	~~X~~ 52'		R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
36	"0" 112+00	53' →	~~X~~	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	E.B.	
37	"0" 112+00	53' →	~~X~~	D11-1H	⟷	24"x6"	.063		1.00						E.B.	Mount Below #136
38	"0" 112+~~00~~02	~~26'~~ ←	28'	R5-4	⊘	24"x24"	.063		4.00						S.B.	Mount Above #139
39	"0" 112+~~00~~04	~~26'~~ ←	28'	Plaque	No Bicycles	24"x18"	.063		3.00						S.B.	
40	"0" 112+~~10~~18	~~50'~~28		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	E.B.	
41	"0" 112+~~10~~18	~~50'~~28		D3-1	MENDENHALL BLVD.	58"x8"	.063		3.20						N.B.&S.B.	Mount Above #140
42	"0" 112+65		~~45'~~35	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
43	"0" 112+65		~~45'~~35	D3-1	VALLEY BLVD.	42"x8"	.063		2.30						N.B.&S.B.	Mount Above #142
44	"0" 112+~~80~~75	~~X~~58		D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	W.B.	
45	"0" 112+~~80~~75	~~X~~58		D11-1H	⟷	24"x6"	.063		1.00						W.B.	Mount Below #144
46	"0" ~~113+00~~	~~26'~~ ←	58	R5-9	⊘	24"x24"	.063		4.00						N.B.	Mount Above #147
47	"0" ~~113+00~~	~~26'~~28		Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	N.B.	
48	"0" 113+00		~~X~~53	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	N.B.	
49	"0" 119+69		27'	R7-1D	No Parking Anytime ⟷	12"x18"	.063		1.50	See Note #3					E.B.	
	"0" 115+00		53'		No Horses	6"x12"			.50						N.B.	Mount Below #148 C.O. #9
50	"0" 121+42	27'		R7-1D	No Parking Anytime ⟷	12"x18"	.063		1.50	See Note #3					W.B.	
51	"0" 122+15	27' →	~~38'~~	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
52	"0" 122+15	27' →	~~38'~~	D3-1	Kimberly St.	44"x8"	.063		2.40						N.B.&S.B.	Mount Above #151
53	"0" 125+00		~~X~~53	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	E.B.	
54	"0" 125+00		~~X~~53	D11-1H	⟷	24"x6"	.063		1.00						E.B.	Mount Below #153
55	"0" 125+54	26' →	~~38'~~	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
56	"0" 125+54	26' →	~~38'~~	D3-1	Thunder Mt. Rd.	60"x8"	.063		3.30						N.B.&S.B.	Mount Above #155
57	"0" 126+00		~~X~~52	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	N.B.	
58	"0" 126+~~50~~76	~~X~~51		R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
59	"0" 127+~~17~~08	~~32'~~25		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	E.B.	
	"0" 126+00		52'		No Horses	6"x12"			.50						N.B.	Mount Below #157 C.O. #9
60	"0" 127+~~17~~08	~~32'~~25		D3-1	Taku Blvd.	36"x8"	.063		2.00						N.B.&S.B.	Mount Above #159
61	"0" 127+70		~~X~~34	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	W.B.	
62	"0" 127+70		~~X~~34	D11-1H	⟷	24"x6"	.063		1.00						W.B.	Mount Below #161
63	"0" 132+33	27'		R7-1D	No Parking Anytime ⟷	12"x18"	.063		1.50	See Note #3					W.B.	
64	"0" 133+81		27'	R7-1D	No Parking Anytime ⟷	12"x18"	.063		1.50	See Note #3					E.B.	
	"0" 126+76	51			No Horses	6"x12"			.50						S.B.	Mount Below #158 C.O. #9
65	"0" 136+77		27'	D7-1L	⛺ (Camping Symbol)	24"x24"	.063		4.00						N.B.	Mount Above #166
66	"0" 136+77		27'	D7-1L	Camping	24"x6"	.063		1.00						N.B.	Mount Above #167
67	"0" 136+77		27'	D7-1L	⟷ Directional Arrow	24"x6"	.063		1.00	See Note #3					N.B.	
68	"0" 138+26	27'		R2-1	Speed Limit 40	30"x36"	.063		7.50	See Note #3					S.B.	
69	"0" 139+00		~~32'~~31'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
70	"0" 139+00		~~32'~~31'	D3-1	Erin Way	38"x8"	.063		2.00						N.B.&S.B.	Mount Above #169
71	"0" 139+40		~~27'~~30'	D1-3	Mendenhall ↑	78"x36"		.063	19.50	2	Tube	2"	13'-6"	3'-0"	N.B.	6" Upper Case
					Glacier						Tube	2"	15'-0"	3'-0"		4.5" Lower Case
					⟷ Auke Bay											
72	"0" 139+75	~~X~~50		R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
73	"0" 140+10	27'		R5-4	⊘	24"x24"	.063		4.00						S.B.	Mount Above #174
74	"0" 140+10	27'		Plaque	No Bicycles	24"x18"	.063		3.00	See Note #3					S.B.	
	"0" 139+75	60'			No Horses	6"x12"			.50						S.B.	Mount Below #172 C.O. #9
75	AsBlt605+00		~~27'~~28	D1-2	Mendenhall ⟷	80"x24"		.063	13.30	2	Tube	2"	12'-0"	3'-0"	E.B.	6" Upper Case
	140+95				Glacier						Tube	2"	19'-6"	3'-0"		4.5" Lower Case
76	"0" ~~141+00~~	~~X~~55		D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	W.B.	
	140+95															
77	"0" ~~141+00~~	x		D11-1H	⟷	24"x6"	.063		1.00						W.B.	Mount Below #176
78	"0" 141+10	26'		R5-4	⊘	24"x24"	.063		4.00						N.B.	Mount Above #179
79	"0" 141+10	26'		Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	N.B.	
80	"0" 143+25	~~26'~~27'		D1-2	↑ Airport	78"x24"		.063	13.00	2	Tube	2"	13'-6"	3'-0"	S.B.	6" Upper Case
					Auke Bay ⟷						Tube	2"	14'-0"	3'-0"		4.5" Lower Case
81	"0" 144+27	27'		D7-1R	⛺ (Camping Symbol)	24"x24"	.063		4.00						S.B.	Mount Above #182
82	"0" 144+27	27'		D7-1R	Camping	24"x6"	.063		1.00						S.B.	Mount Above #183
83	"0" 144+27	27'		D7-1R	⟷ Directional Arrow	24"x6"	.063		1.00	See Note #3					S.B.	
84	"0" 145+~~10~~13		~~37'~~28	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
85	"0" 145+~~10~~13		~~37'~~28	D3-1	Threadneedle St.	58"x8"	.063		3.20						N.B.&S.B.	Mount Above #184
86	"0" 148+69	27'		R7-1D	No Parking Anytime ⟷	12"x18"	.063		1.50	See Note #3					W.B.	

All signing General Notes are located on sheet #26a

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	26	40

SIGNING SCHEDULE

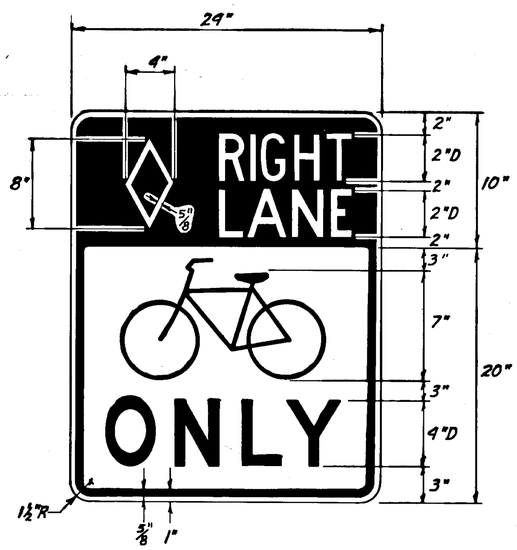
No.	Station	Dist. from ℄ Lt.	Dist. from ℄ Rt.	Code No.	Legend	Sign Panel Thickness: Size	Unframed	Framed	Area in S.F.	Post: No. of Post	Type	Size	Length	Embedment	Facing Traffic	Remarks
187	"0" 148+92	~~30'~~25		R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	E.B.	
188	"0" 148+92	~~30'~~25		D3-1	Counterpane Lane	60"x8"	.063		3.30						N.B.&S.B.	Mount Above #187
189	"0" 150+~~55~~57	27' →	~~30'~~	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
190	"0" 150+~~55~~57	27' →	~~30'~~	D3-1	Garnet St.	38"x8"	.063		2.10						N.B.&S.B.	Mount Above #189
191	"0" 150+78		27'	R7-1D	No Parking Anytime ⟷	12"x18"	.063		1.50	See Note #3					E.B.	
	"0" 153+00	47'			No Horses	6"x12"			.50						S.B.	Mount Below #192
192	"0" 153+00	~~X~~47		R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
193	"0" 153+~~50~~	~~X~~48	~~50'~~ X	R5-7	No Motor Vehicles	12"x18"	.063		1.50	1	Tube	2"	7'-0"	3'-0"	S.B.	
194	"0" 154+50	~~22'~~ ←	26'	R5-4	⊘	24"x24"	.063		4.00						S.B.	Mount Above #195
195	"0" 154+50	~~22'~~ ←	26'	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	S.B.	
196	"0" 154+50	26' →	~~22'~~	R5-4	⊘	24"x24"	.063		4.00						S.B.	Mount Above #197
	"0" 153+50		50'		No Horses	6"x12"			.50						S.B.	Mount Below #198
197	"0" 154+50	26' →	~~22'~~	Plaque	No Bicycles	24"x18"	.063		3.00	1	Tube	2"	13'-0"	3'-0"	S.B.	
198	"0" 154+60	~~X~~34		D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	W.B.	
199	"0" 154+60	~~X~~34		D11-1G	⟷	24"x6"	.063		1.00						W.B.	Mount Below #198
200	"0" 154+~~92~~77	~~35'~~ ←	25'	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	E.B.	
201	"0" 154+~~92~~77	~~35'~~ ←	25'	D3-1	Gladstone St.	48"x8"	.063		2.70						E.B.	Mount Above #200
202	"0" 155+~~40~~30		~~45'~~	D11-1	Bike Route	24"x18"	.063		3.00	1	Tube	2"	7'-6"	3'-0"	E.B.	
203	"0" 155+~~40~~30		~~45'~~	D11-1F	⟷	24"x6"	.063		1.00						E.B.	Mount Below #202
204	"0" ~~155+96~~	~~150~~18 ←	~~35'~~32	R1-1	STOP	30"x30"	.063		6.25	1	Tube	2"	13'-0"	3'-0"	W.B.	
205	"0" 159+40		~~X~~25	R3-10AA	Rt. Lane Bike Only	24"x30"	.063		5.00	1	Tube	2"	10'-0"	3'-0"	N.B.	See Detail on Sht. 26
206	"0" 180+25	~~X~~25		R3-10AA	Rt. Lane Bike Only	24"x30"	.063		5.00	1	Tube	2"	10'-0"	3'-0"	S.B.	See Detail on Sht. 26
207	"0" 185+00	26'		R2-1	Speed Limit 40	30"x36"	.063		7.50	1	Tube	2"	13'-6"	3'-0"	S.B.	
208	"0" 185+00	27' →	~~26'~~	R2-1	Speed Limit 40	30"x36"	.063		7.50	1	Tube	2"	13'-6"	3'-0"	N.B.	
209	"0" 190+00	26' →	~~X~~	R3-10AA	Rt. Lane Bike Only	24"x30"	.063		5.00	1	Tube	2"	10'-0"	3'-0"	N.B.	See Detail on Sht. 26
210	"0" 207+00	27' →	~~22'~~	W14-4	End Road 1000 Ft.	36"x36"	.080		9.00	1	Tube	2"	13'-0"	3'-0"	N.B.	
211	"0" 215+00	~~22'~~ ←	23'	R2-1	Speed Limit 40	30"x36"	.063		7.50	1	Tube	2"	13'-0"	3'-0"	S.B.	
212	"0" 215+50	~~X~~ ←	23'	R3-10AA	Rt. Lane Bike Only	24"x30"	.063		5.00	1	Tube	2"	10'-0"	3'-0"	S.B.	See Detail on Sht. 26
	C.O. #11															
	"0" 38+65	X		R1-1	STOP	30"x30"			6.25	1	TUBE	2"	13'	3'-0"	E.B.	Kodzoff #1 South
	"0" 49+61		X	R1-1	STOP	30"x30"			6.25	1	TUBE	2"	13'	3'-0"	W.B.	Nancy Ave.
	"0" 52+00	X		R1-1	STOP	30"x30"			6.25	1	TUBE	2"	13'	3'-0"	E.B.	Kodzoff #2 South
	"0" 62+60	X		R1-1	STOP	30"x30"			6.25	1	TUBE	2"	13'	3'-0"	E.B.	" " North
	"0" 131+93		X	R1-1	STOP	30"x30"			6.25	1	TUBE	2"	13'	3'-0"	W.B.	Erin Way

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	26a	40

SIGNING & ILLUMINATION DETAILS

GENERAL SIGNING NOTES

1. Sign locations are approximate only and are subject to minor revisions.
2. All sign posts shall be telescoping perforated galvanized steel posts; the 2" size shall be used above ground , and the 2½" shall be used below ground. All material shall be 12 ga.
3. Sign shall be banded to light pole.
4. Sign shall be banded to signalization mast arm and mounted 19' above the roadway.
5. Sign shall be banded to school flasher.
6. Sign legend to read: "To Cross Loop Rd. , push button , wait for walk signal."
7. Sign legend to read: "To Cross Egan Dr. , push button , wait for walk signal."
8. Pedestrian push button signs shall be porcelain enameled.
9. Signs shall be banded to the mast arm as directed by the engineer. See sheet No. 33.
10. The 16 Type B guide markers shall be considered incidental to pay item 615(1) "Standard Signs" and no seperate payment shall be made therefore. See sign no. 25.

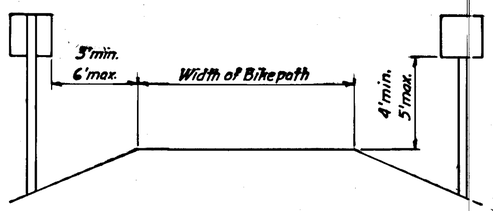


COLORS

TOP
Symbol and Legend - White (Refl.)
Background - Black (Non-Refl.)

BOTTOM
Legend - Black (Non-Refl.)
Background - White (Refl.)

Note: Optically locate symbol and legends



Bikepath Sign Placement Detail

GENERAL ILLUMINATION NOTES

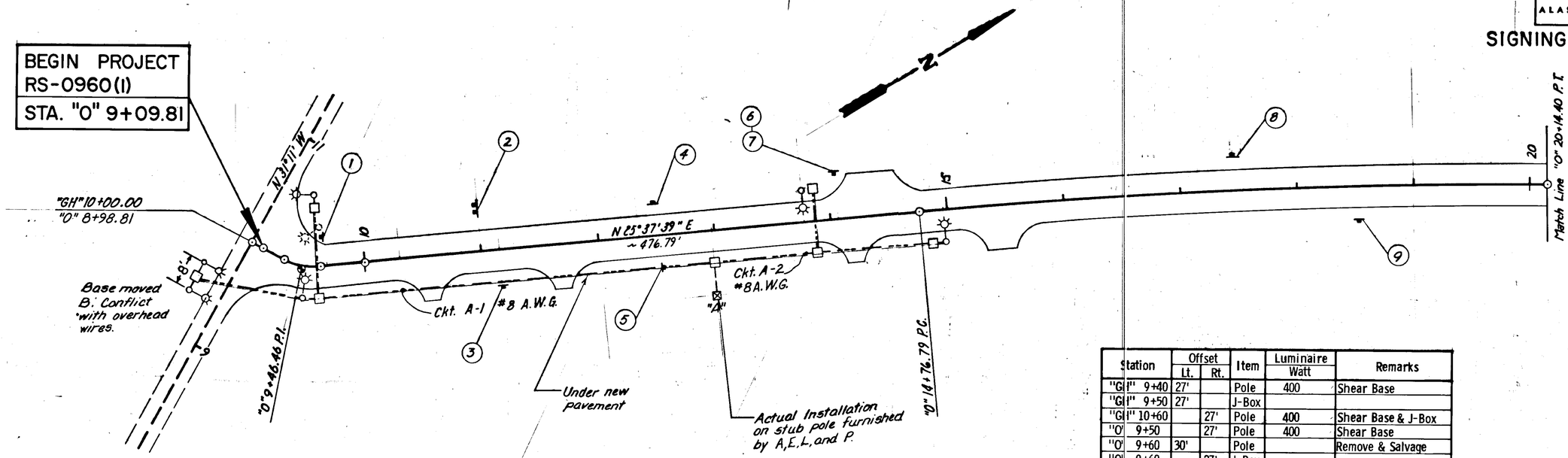
1. Locations given are approximate only and are subject to minor field adjustment by the engineer.
2. All existing luminaires , poles , and appurtenances not specifically called out for re-installation or re-use shall be returned to the State of Alaska.
3. Any existing concrete footings not designated for re-use shall be removed to a depth of 12" min. below future grade. This work will be considered incidental to item 660(3)"Highway Lighting System."
4. All luminaires will be mounted 35' above the roadway surface.
5. All mast arms shall be 15' long unless otherwise noted.
6. All luminaires shall be 240V medium distribution , semi-cutoff , type II High Pressure Sodium and will be of the wattage shown in the Illumination Tables.
7. Footings for luminaire poles shall be cast-in-drilled-holes Type II.
8. All luminaire poles shall be furnished with flange bases except where noted in tables.
9. All junction boxes will be Type II unless otherwise noted.
10. All junction box covers will be marked "Lighting" unless otherwise noted in tables.
11. All conduit shall be 2" P.V.C. schedule 40 , except where specified otherwise.
12. See Standard Drawing L-20.02 for distribution center details & see Illumination Tables for distribution center locations.
13. See Standard Drawing L-20.02 for control cabinet wiring schematic.

BREAKER RATING TABLE

Breaker	Metering & Distribution Center							
	A	B	C	D	E	F	G	H
1	15A/240V	15A/240V	20A/240V	15A/240V	20A/240V	30A/240V	20A/240V	30A/240V
2	15A/240V		15A/240V	15A/240V	15A240V	20A/240V	20A/240V	30A/240V
3			15A/240V	15A/240V	15A/240V		20A/240V	
4			15A/240V	20A/240V	20A/240V			
5								
6								
7								
8		15A/240V			15A/120V		15A/240V	
Main	100A	100A	100A	100A	100A	100A	100A	100A
Contractor	100A	100A	100A	100A	100A	100A	100A	100A

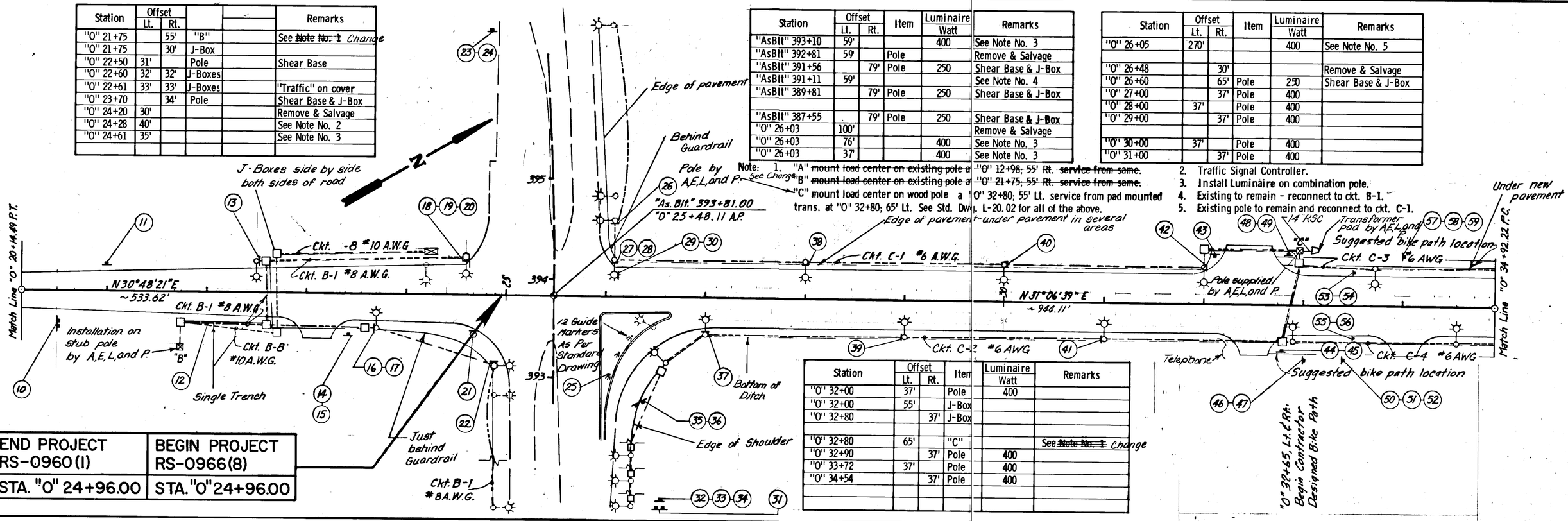
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0960(1) & RS-0966(8)	1977	27	40

SIGNING & ILLUMINATION DETAILS



Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"GH" 9+40	27'		Pole	400	Shear Base
"GH" 9+50	27'		J-Box		
"GH" 10+60		27'	Pole	400	Shear Base & J-Box
"0" 9+50		27'	Pole	400	Shear Base
"0" 9+60	30'		Pole		Remove & Salvage
"0" 9+60		27'	J-Box		
"0" 12+98		27'	J-Box		
"0" 12+98		55'	"A"		See ~~Note No. 1~~ Change - Pole in-line with new power line.
"0" 13+77	27'		Pole	400	Shear Base
"0" 13+87	27'	27'	J-Box		
"0" 14+97		27'	Pole	400	Shear Base & J-Box

Station	Offset Lt.	Offset Rt.			Remarks
"0" 21+75		55'	"B"		See ~~Note No. 1~~ Change
"0" 21+75		30'	J-Box		
"0" 22+50	31'		Pole		Shear Base
"0" 22+60	32'	32'	J-Boxes		
"0" 22+61	33'	33'	J-Boxes		"Traffic" on cover
"0" 23+70		34'	Pole		Shear Base & J-Box
"0" 24+20	30'				Remove & Salvage
"0" 24+28	40'				See Note No. 2
"0" 24+61	35'				See Note No. 3



Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"AsBit" 393+10	59'			400	See Note No. 3
"AsBit" 392+81	59'		Pole		Remove & Salvage
"AsBit" 391+56		79'	Pole	250	Shear Base & J-Box
"AsBit" 391+11	59'				See Note No. 4
"AsBit" 389+81		79'	Pole	250	Shear Base & J-Box
"AsBit" 387+55		79'	Pole	250	Shear Base & J-Box
"0" 26+03	100'				Remove & Salvage
"0" 26+03	76'			400	See Note No. 3
"0" 26+03	37'			400	See Note No. 3

Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 26+05	270'			400	See Note No. 5
"0" 26+48		30'			Remove & Salvage
"0" 26+60		65'	Pole	250	Shear Base & J-Box
"0" 27+00		37'	Pole	400	
"0" 28+00	37'		Pole	400	
"0" 29+00		37'	Pole	400	
"0" 30+00	37'		Pole	400	
"0" 31+00		37'	Pole	400	

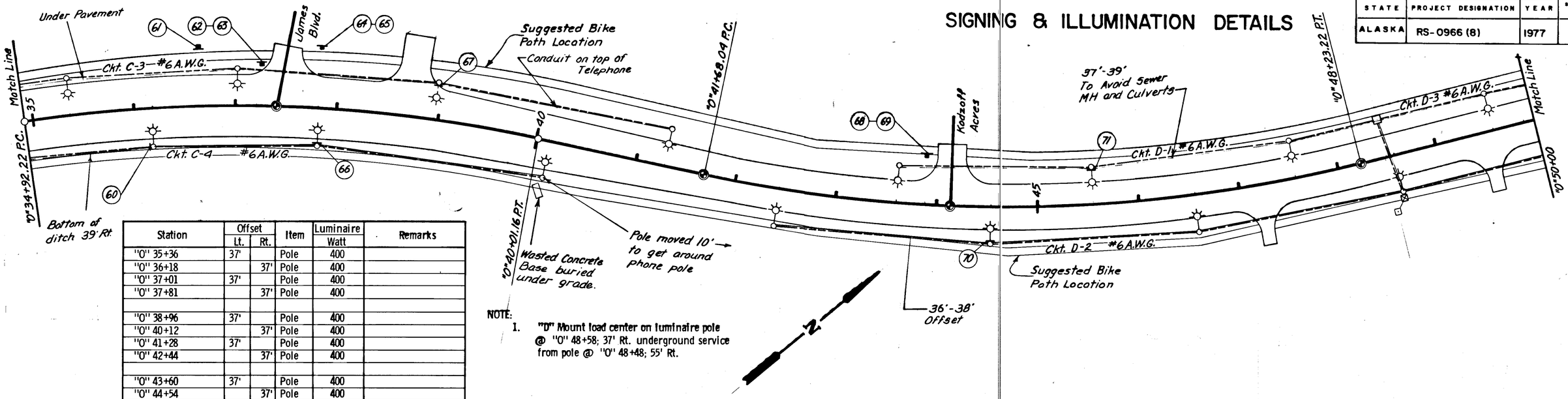
Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 32+00	37'		Pole	400	
"0" 32+00	55'		J-Box		
"0" 32+80		37'	J-Box		
"0" 32+80	65'		"C"		See ~~Note No. 1~~ Change
"0" 32+90		37'	Pole	400	
"0" 33+72	37'		Pole	400	
"0" 34+54		37'	Pole	400	

Note: 1. "A" ~~mount load center on existing pole a~~ "0" 12+98, 55' Rt. ~~service from same.~~
"B" ~~mount load center on existing pole a~~ "0" 21+75, 55' Rt. ~~service from same.~~
"C" mount load center on wood pole a "0" 32+80; 55' Lt. service from pad mounted trans. at "0" 32+80; 65' Lt. See Std. Dwg. L-20.02 for all of the above.
2. Traffic Signal Controller.
3. Install Luminaire on combination pole.
4. Existing to remain - reconnect to ckt. B-1.
5. Existing pole to remain and reconnect to ckt. C-1.

END PROJECT RS-0960(1)	BEGIN PROJECT RS-0966(8)
STA. "0" 24+96.00	STA. "0" 24+96.00

SIGNING & ILLUMINATION DETAILS

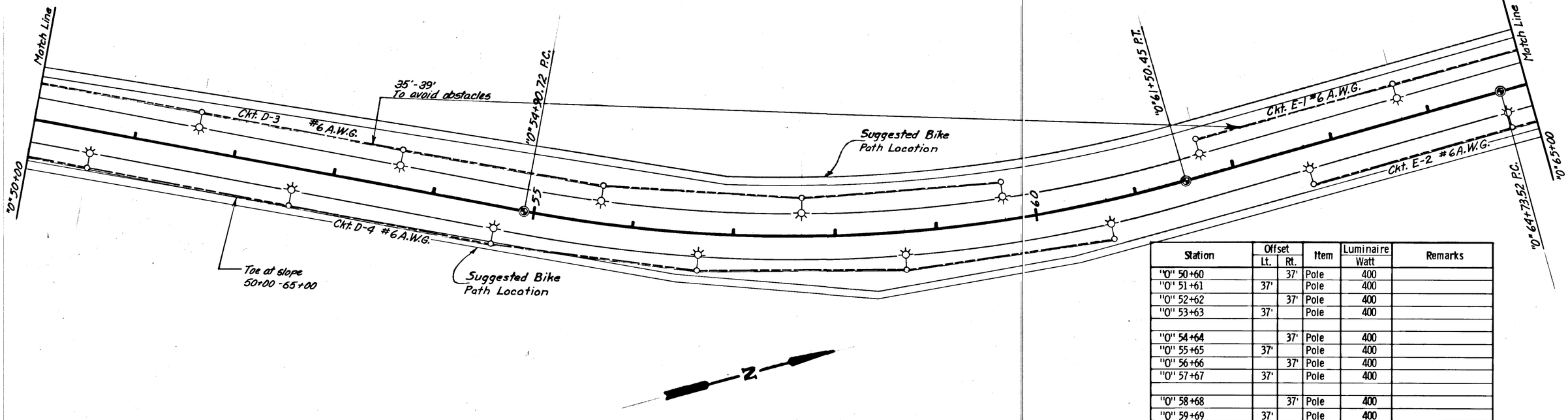
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	28	40



Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 35+36	37'		Pole	400	
"0" 36+18		37'	Pole	400	
"0" 37+01	37'		Pole	400	
"0" 37+81		37'	Pole	400	
"0" 38+96	37'		Pole	400	
"0" 40+12		37'	Pole	400	
"0" 41+28	37'		Pole	400	
"0" 42+44		37'	Pole	400	
"0" 43+60	37'		Pole	400	
"0" 44+54		37'	Pole	400	
"0" 45+55	37'		Pole	400	
"0" 46+56		37'	Pole	400	
"0" 47+57	37'		Pole	400	
"0" 48+50	37'		J-Box		
"0" 48+58		37'	Pole	400	
"0" 48+58		37'	"D"		See Note No. 1
"0" 49+59	37'		Pole	400	

NOTE:

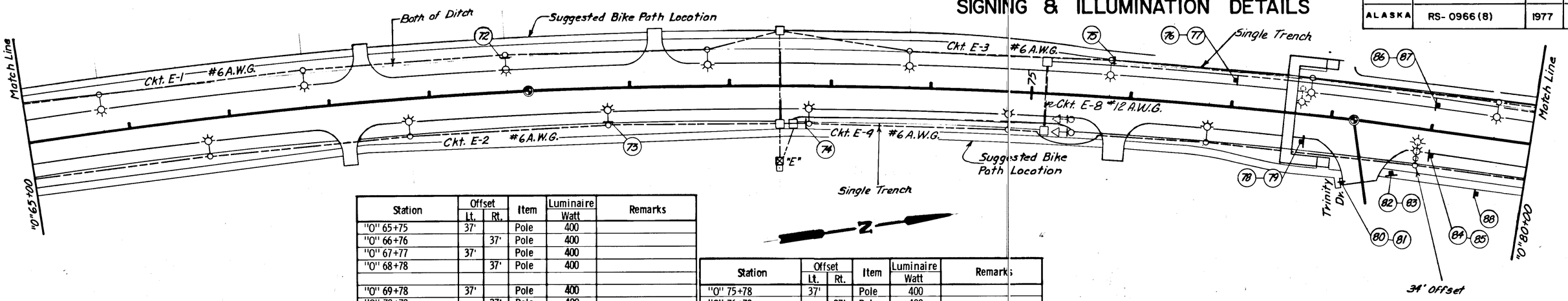
1. "D" Mount load center on luminaire pole @ "0" 48+58; 37' Rt. underground service from pole @ "0" 48+48; 55' Rt.



Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 50+60		37'	Pole	400	
"0" 51+61	37'		Pole	400	
"0" 52+62		37'	Pole	400	
"0" 53+63	37'		Pole	400	
"0" 54+64		37'	Pole	400	
"0" 55+65	37'		Pole	400	
"0" 56+66		37'	Pole	400	
"0" 57+67	37'		Pole	400	
"0" 58+68		37'	Pole	400	
"0" 59+69	37'		Pole	400	
"0" 60+70		37'	Pole	400	
"0" 61+71	37'		Pole	400	
"0" 62+72		37'	Pole	400	
"0" 63+73	37'		Pole	400	
"0" 64+74		37'	Pole	400	

SIGNING & ILLUMINATION DETAILS

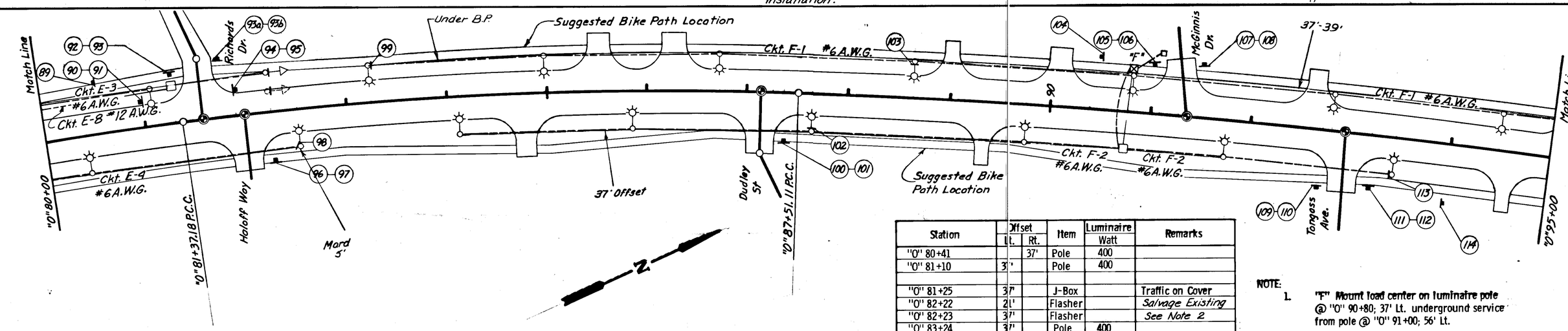
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966(8)	1977	29	40



Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 65+75	37'		Pole	400	
"0" 66+76		37'	Pole	400	
"0" 67+77	37'		Pole	400	
"0" 68+78		37'	Pole	400	
"0" 69+78	37'		Pole	400	
"0" 70+78		37'	Pole	400	
"0" 71+78	37'		Pole	400	
"0" 72+50		37'	J-Box		
"0" 72+50	55'		J-Box		
"0" 72+55		55'	J-Box		Traffic on Cover
"0" 72+56		74'	"E"		See Note No. 1
"0" 72+78		37'	Pole	400	
"0" 73+78	37'		Pole	400	
"0" 74+78		37'	Pole	400	
"0" 75+30		37'	J-Box		Traffic on Cover
"0" 75+40		24'	Flasher		*Salvage Existing*
"0" 75+40		37'	Flasher		*See Note 2*
"0" 75+30	37'		J-Box		Traffic on Cover

Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 75+78	37'		Pole	400	
"0" 76+78		37'	Pole	400	
"0" 77+70	26'		Pole		Remove & Salvage
"0" 77+78	37'	34'	Pole	400	
"0" 78+88		37'	Pole	400	
"0" 79+63	37'		Pole	400	

NOTE:
1. "E" Mount load center on existing pole at "0" 72+56; 74' Rt. service from same.
2. *Install flasher base with wiring complete for future installation.*

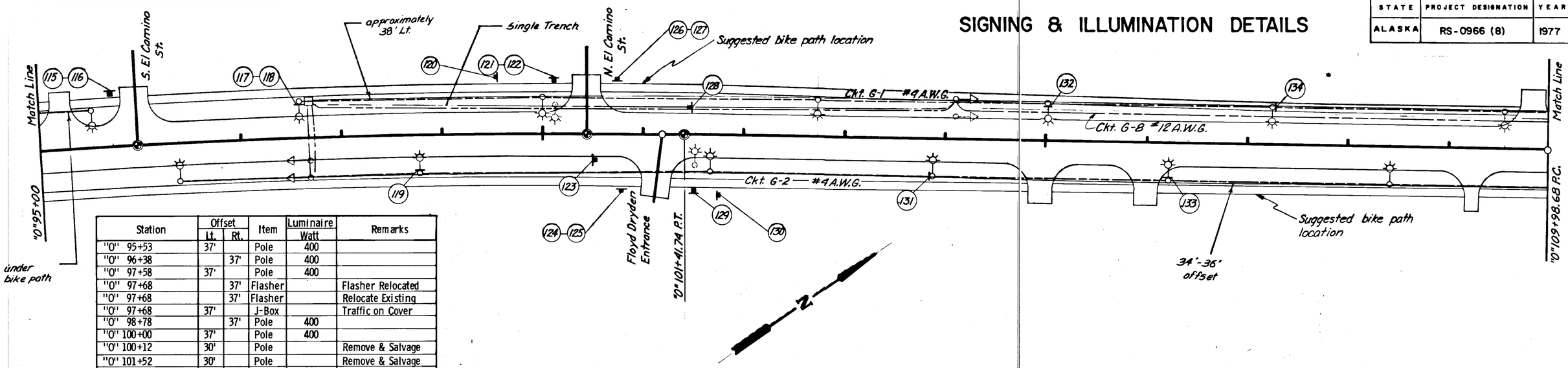


Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 80+41		37'	Pole	400	
"0" 81+10	37'		Pole	400	
"0" 81+25	37'		J-Box		Traffic on Cover
"0" 82+22	21'		Flasher		*Salvage Existing*
"0" 82+23	37'		Flasher		*See Note 2*
"0" 83+24	37'		Pole	400	
"0" 84+11		37'	Pole	400	
"0" 84+98	37'		Pole	400	
"0" 85+85		37'	Pole	400	
"0" 86+73	37'		Pole	400	
"0" 87+65		37'	Pole	400	
"0" 88+64	37'		Pole	400	
"0" 89+75		37'	Pole	400	
"0" 90+75		37'	J-Box		
"0" 90+80	37'		"F"		See Note No. 1
"0" 90+80	37'		Pole	400	
"0" 91+75		37'	Pole	400	
"0" 92+80	37'		Pole	400	
"0" 93+45		37'	Pole	400	
"0" 94+47	37'		Pole	400	
"0" 82+51		37'	Pole	400	

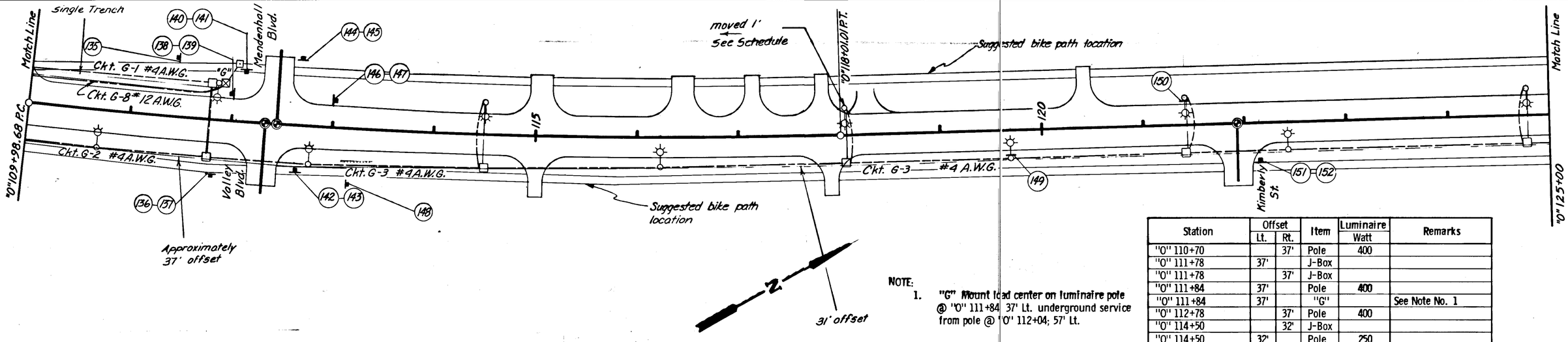
NOTE:
1. "F" Mount load center on luminaire pole @ "0" 90+80; 37' Lt. underground service from pole @ "0" 91+00; 56' Lt.
2. *Install flasher base with wiring complete for future installation.*

SIGNING & ILLUMINATION DETAILS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	30	40



Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 95+53	37'		Pole	400	
"0" 96+38		37'	Pole	400	
"0" 97+58	37'		Pole	400	
"0" 97+68		37'	Flasher		Flasher Relocated
"0" 97+68		37'	Flasher		Relocate Existing
"0" 97+68	37'		J-Box		Traffic on Cover
"0" 98+78		37'	Pole	400	
"0" 100+00	37'		Pole	400	
"0" 100+12	30'		Pole		Remove & Salvage
"0" 101+52	30'		Pole		Remove & Salvage
"0" 101+67		37'	Pole	400	
"0" 102+73	37'		Pole	400	
"0" 103+88		37'	Pole	400	
"0" 104+10	23'		Flasher		Flasher Relocated
"0" 105+01	37'		Pole	400	
"0" 106+22		37'	Pole	400	
"0" 107+24	37'		Pole	400	
"0" 108+42		37'	Pole	400	
"0" 109+56	37'		Pole	400	

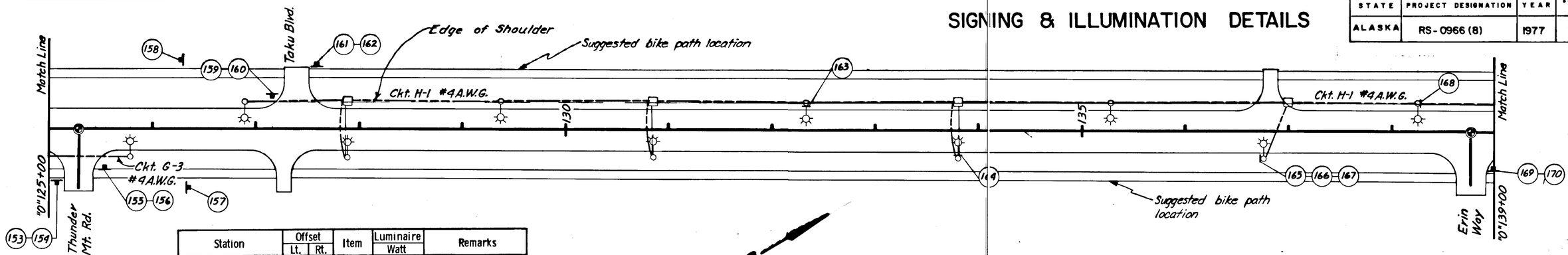


NOTE:
1. "G" Mount load center on luminaire pole @ "0" 111+84, 37' Lt. underground service from pole @ "0" 112+04; 57' Lt.

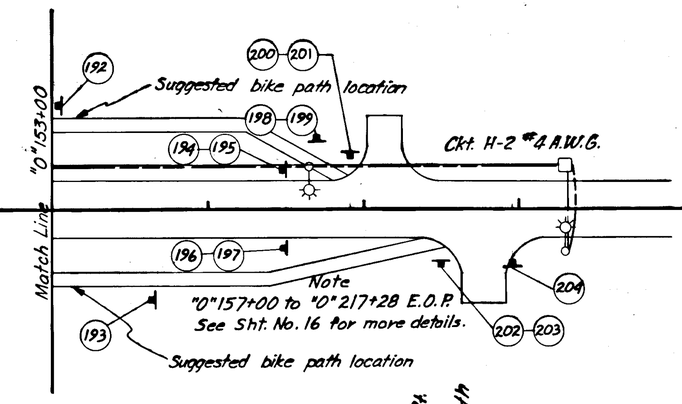
Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 110+70		37'	Pole	400	
"0" 111+78	37'		J-Box		
"0" 111+78		37'	J-Box		
"0" 111+84	37'		Pole	400	
"0" 111+84	37'		"G"		See Note No. 1
"0" 112+78		37'	Pole	400	
"0" 114+50		32'	J-Box		
"0" 114+50	32'		Pole	250	
"0" 116+23		29'	Pole	250	
"0" 118+06		27'	J-Box		
"0" 118+06 08	27'		Pole	250	
"0" 119+69		27'	Pole	250	
"0" 121+42		27'	J-Box		
"0" 121+42	27'		Pole	400	
"0" 122+42		27'	Pole	400	
"0" 124+78		27'	J-Box		
"0" 124+78	27'		Pole	400	

SIGNING & ILLUMINATION DETAILS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	31	40



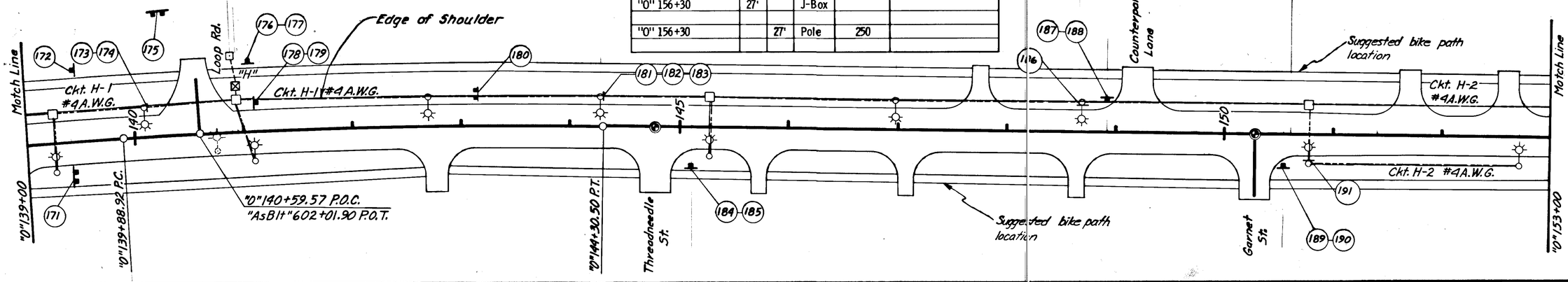
Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 125+78		27'	Pole	400	
"0" 126+89	27'		Pole	400	
"0" 127+89	27'		J-Box		
"0" 127+89		27'	Pole	400	
"0" 129+37	27'		Pole	250	
"0" 130+85	27'		J-Box		
"0" 130+85		27'	Pole	250	
"0" 132+33	27'		Pole	250	
"0" 133+81	27'		J-Box		
"0" 133+81		27'	Pole	250	
"0" 135+29	27'		Pole	250	
"0" 136+77		27'	Pole	250	
"0" 137+00	27'		J-Box		
"0" 138+26	27'		Pole	400	



Station	Offset Lt.	Offset Rt.	Item	Luminaire Watt	Remarks
"0" 139+26	27'		J-Box		
"0" 139+26		27'	Pole	250	
"0" 140+10	27'		Pole	400	
"0" 140+75		16'	Pole		Remove & Salvage
"0" 140+95	30'		J-Box		
"0" 140+95	50'		"H"		See Note No. 1
"0" 141+10		27'	Pole	400	
"0" 142+70	27'		Pole	250	
"0" 144+27	27'		Pole	400	
"0" 145+27	27'		J-Box		
"0" 145+27		27'	Pole	400	
"0" 146+98	27'		Pole	250	
"0" 148+69	27'		Pole	400	
"0" 150+78	27'		J-Box		
"0" 150+78		27'	Pole	400	
"0" 152+71		27'	Pole	250	
"0" 154+65	27'		Pole	250	
"0" 156+30	27'		J-Box		
"0" 156+30		27'	Pole	250	

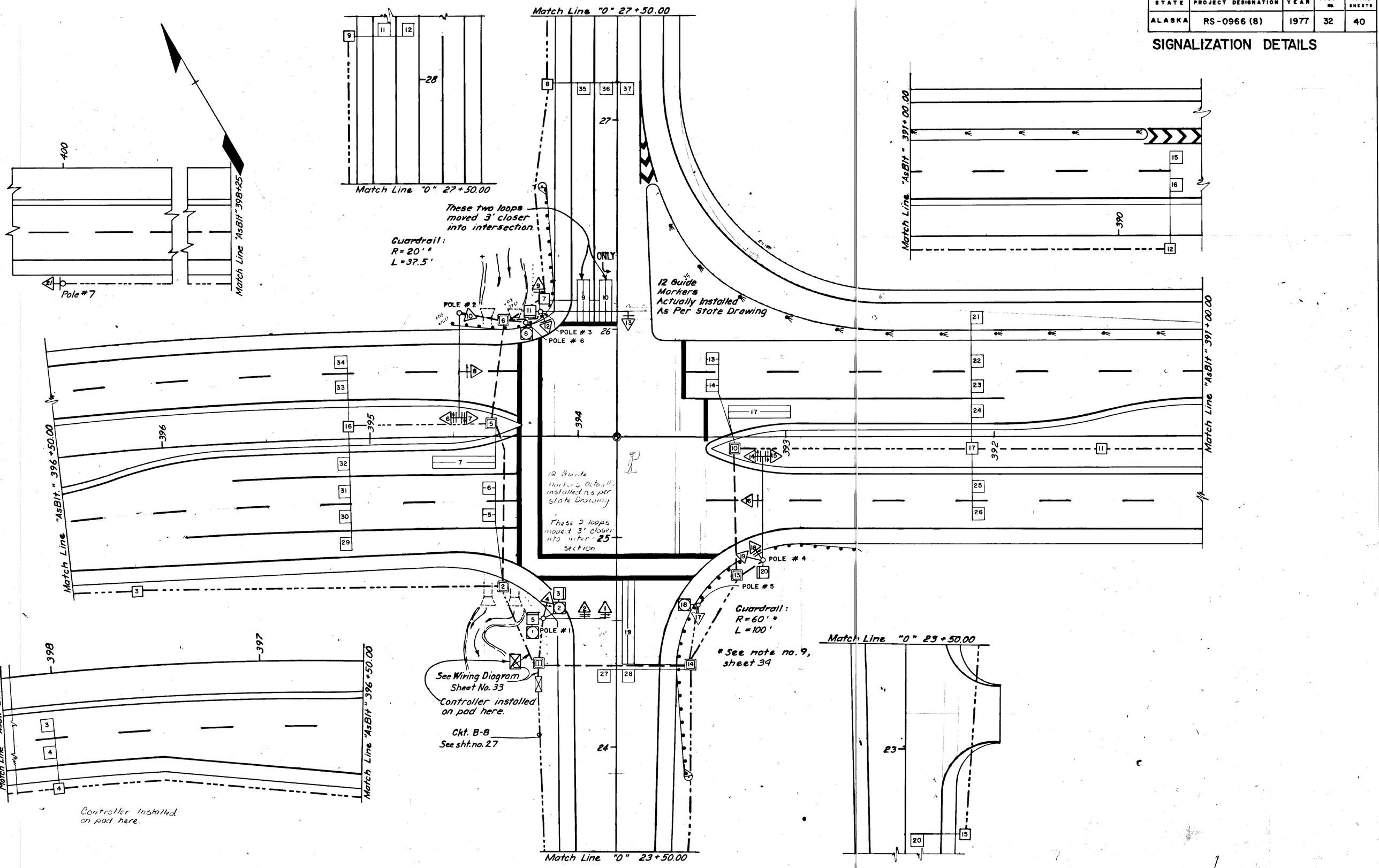
NOTE:

1. "H" Mount load center on wood pole @ "0" 140+95; 50' Lt. underground service from existing pole @ "0" 140+90; 70' Lt.



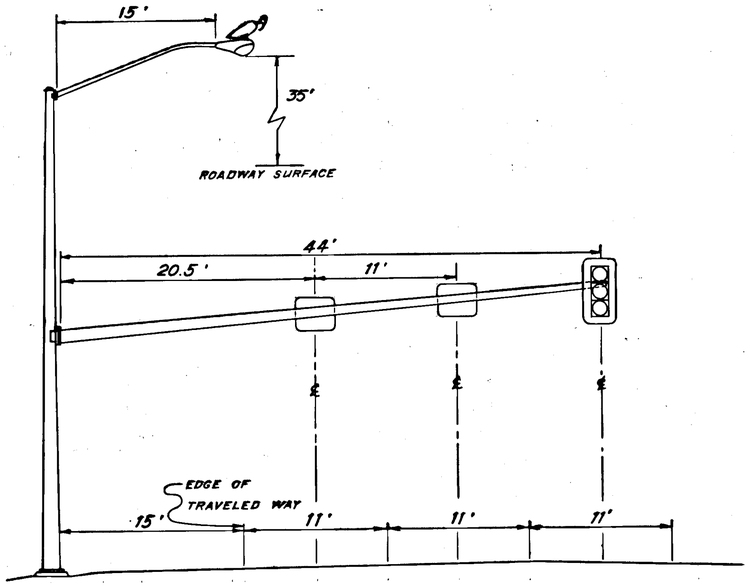
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	32	40

SIGNALIZATION DETAILS

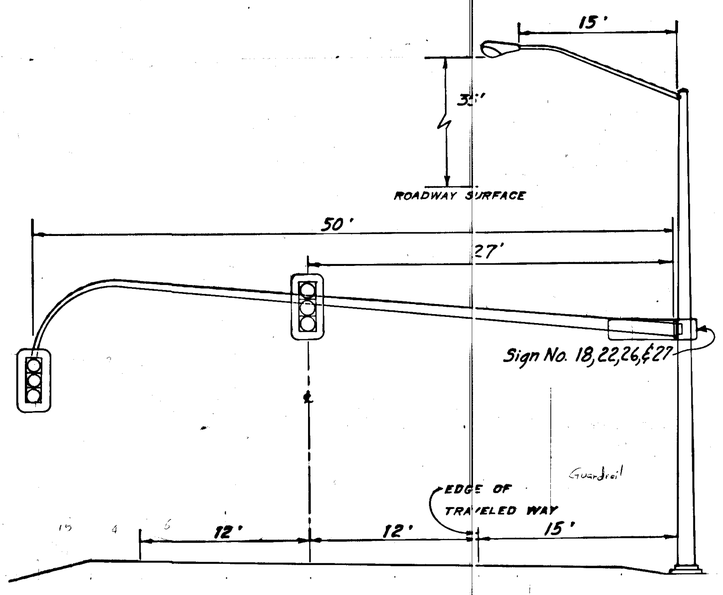


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	33	40

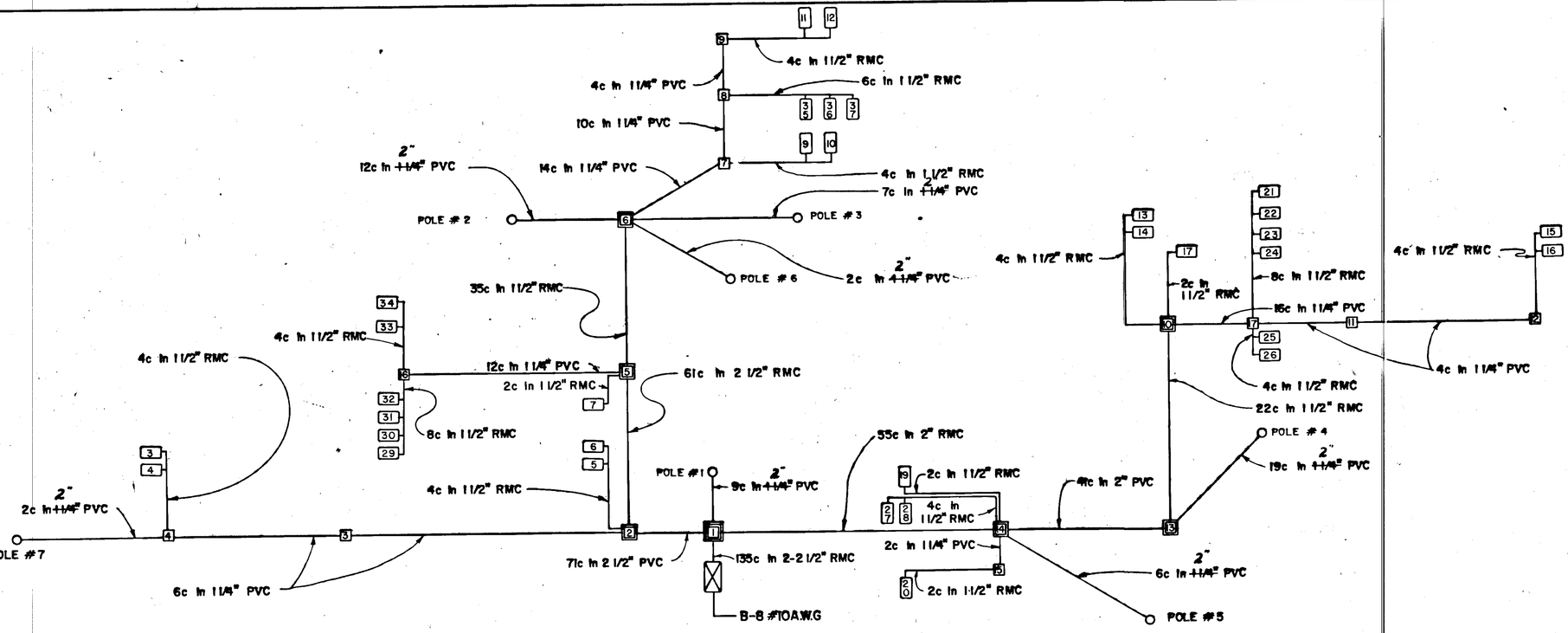
SIGNALIZATION DETAILS



POLE NO. 3



POLES NO. 2 & 4



WIRING DIAGRAM

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0966 (8)	1977	34	40

SIGNALIZATION DETAILS

SIGNAL HEAD SCHEDULE

Signal Head	Post	Lens Size	Indications	Type Mounting (Std. Drawing T-30.00)	Phase	Height *	Backplate	Remarks
1.	1	12"	LR-LY-LG	Plumbizer	ϕ2	16' 6"	x	Mount 16'-6" above Rdwy.
2.	1	12"	R-Y-G-LG	Plumbizer	"2	"	x	Mount 16'-6" above Rdwy.
3.	1		W-DW	SW-2	"4	7'		
4.	1	8",12"	R-Y-G-LG	S-1	"2	10'		
5.	1		W-DW	SW-2	"2	7'		
6.	2	12"	LR-LY-LG	Plumbizer	"3	10'		
7.	2	12"	LR-LY-LG	"	"5	10'	x	
8.	2	12"	R-Y-G	"	"6	16' 6"- 19' 0"	x	
9.	3	8",12"	R-Y-G-LG	S-1	ϕ2	10'		
10.	2	8"	R-Y-G	S-1	"6	10'	x	
11.	3		W-DW	SW-1	"2	7'		
12.	3	12"	R-Y-G	S-1	"1	10'	x	Optically Programable
13.	3	12"	R-Y-G	Plumbizer	"1	16' 6"- 19' 0"	x	
14.	4	12"	LR-LY-LG	"	"5	10'	x	
15.	4	12"	LR-LY-LG	"	"3	10'	x	
16.	4	12"	R-Y-G	"	"4	16' 6"- 19' 0"	x	
17.	5	8"	R-Y-G	S-1	ϕ1	10'		
18.	4	12"	LR-LY-LG	S-2	"2	10'	x	Optically Programable
19.	4	8"	R-Y-G	S-2	"4	10'		
20.	4		W-DW	SW-1	"4	7'		
21.	7	8"	Y	T-1		15'		Continuous Flash with Sign Floodlight

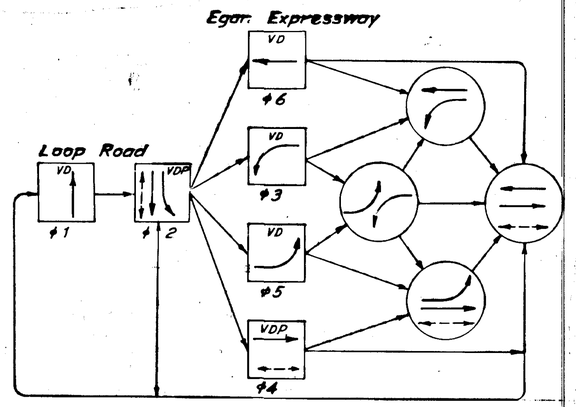
*- To Bottom of Backplate

DETECTOR SCHEDULE

No.	Station	Type	Phase	Size	Remarks
1	"O" 24+61	Ped Push Button	4	See Note 1	See Signing Schedule
2	"O" 24+61	Ped Push Button	2	See Note	See Signing Schedule
3	"AsBlt" 398+04	3 Turn Loop	4	6' x 6'	Regular
4	"AsBlt" 398+04	3 Turn Loop	4	6' x 6'	Regular
5	"AsBlt" 394+43	3 Turn Loop	4	6' x 6'	Quadrupole
6	"AsBlt" 394+43	3 Turn Loop	4	6' x 6'	Quadrupole
7	"AsBlt" 394+58	2 Turn Loop	5	6' x 30'	Quadrupole
8	"O" 26+03	Ped Push Button	2	See Note 1	See Signing Schedule
9	"O" 26 + 17	3 Turn Loop	2	6' x 15'	Quadrupole
10	"O" 26 + 17	3 Turn Loop	2	6' x 15'	Quadrupole
11	"O" 28+24	3 Turn Loop	2	6' x 6'	Regular
12	"O" 28+24	3 Turn Loop	2	6' x 6'	Regular
13	"AsBlt" 393+34	3 Turn Loop	6	6' x 6'	Quadrupole
14	"AsBlt" 393+34	3 Turn Loop	6	6' x 6'	Quadrupole
15	"AsBlt" 389+72	3 Turn Loop	6	6' x 6'	Regular
16	"AsBlt" 389+72	3 Turn Loop	6	6' x 6'	Regular
17	"AsBlt" 393+10	2 Turn Loop	3	6' x 30'	Quadrupole
18	"O" 24 + 68	Ped Push Button	4	See Note 1	See Signing Schedule
19	"O" 24+55	2 Turn Loop	1	6' x 30'	Quadrupole
20	"O" 22+59	3 Turn Loop	1	6' x 6'	Regular

NOTES

1. Ped push buttons are to have red & green indicator lights; the red energized when the button is activated and the green energized during the walk interval.
2. Loops 5 & 6 and 13 & 14 are to detect only during their respective red phase.
3. Loops 11 & 12 and 20 are to detect only during their respective red phase.



6 ϕ Signal Diagram

POLE SCHEDULE

No.	Station	Offset	Mounting Height	Mast Arm Type	Mast Arm K	Mast Arm M	Mast Arm N	Luminair Mast Arm
1.	"O" 24+61	35' Lt.		Regular	30'	10'	20'	
2	"AsBlt" 394+57	59' Rt.	35'	Alternate	50'	23'	27'	15'
3.	"O" 26+08	37' Lt.	35'	Regular	44'	See Detail		15'
4.	"AsBlt" 393+10	59' Lt.	35'	Alternate	50'	23'	27'	15'
5.	"O" 24+68	39' Rt.	10'					
6.	"O" 26+03	44' Lt.	3.5'					
7.	"AsBlt."400+00	59'Lt.	15'					

J-BOX AND SIGNAL BASE SCHEDULE

J-Box No.	Station	Offset	Type 1	Type 2	Type 3
1	"O" 24+40	30'Lt.			x
2	"O" 24+76	52'Lt.		x	
3	"AsBlt" 396+18	65'Lt.	x		
4	"AsBlt" 398+01	53'Lt.	x		
5	"AsBlt" 394+42	06'Rt.		x	
6	"AsBlt" 394+36	53'Rt.		x	
7	"O" 26+14	32'Lt.	x		
8	"O" 27+17	31'Lt.	x		
9	"O" 28+21	31'Lt.	x		
10	"AsBlt" 393+25	06'Lt.	x		
11	"AsBlt" 391+44	06'Lt.	x		
12	"AsBlt" 389+75	06'Lt.		x	
13	"O" 24+83	55'Rt.		x	
14	"O" 24+39	33'Rt.	x		
15	"O" 22+62	26'Rt.	x		
16	"AsBlt" 395+10	6'Rt.	x		
17	"AsBlt" 392+11	6'Lt.	x		

Pole No.	SIGNAL BASE		Remarks
1	"O" 24+61	35' Lt.	CIDH
2	"AsBlt" 394+57	59'Rt.	Spread Ftng.
3	"O" 26+08	37'Lt.	Spread Ftng.
4	"AsBlt" 393+10	59'Lt.	Spread Ftng.
5	"O" 24 + 68	39'Rt.	Type "A"
6	"O" 26+03	44'Lt.	Type "B"
7	"AsBlt" 400+00	59'Lt.	Type "A"
Controller	"O" 24+28	40'Lt.	Type "D"

TRAFFIC COUNTER LOOP SCHEDULE

No.	Station	Offset	Size	Turns
21.	"AsBlt" 392+08	57'Rt.	6'x 6'	3
22.	"AsBlt" 392+08	36'Rt.	6'x 6'	3
23.	"AsBlt" 392+08	24'Rt.	6'x 6'	3
24.	"AsBlt" 392+08	12'Rt.	6'x 6'	3
25.	"AsBlt" 392+08	24'Lt.	6'x 6'	3
26.	"AsBlt" 392+08	37'Lt.	6'x 6'	3
27.	"O" 24+33	6'Rt.	6'x 6'	3
28.	"O" 24+33	6'Lt.	6'x 6'	3
29.	"AsBlt" 395+13	50'Lt.	6'x 6'	3
30.	"AsBlt" 395+13	37'Lt.	6'x 6'	3
31.	"AsBlt" 395+13	25'Lt.	6'x 6'	3
32.	"AsBlt" 395+13	12'Lt.	6'x 6'	3
33.	"AsBlt" 395+13	25'Rt.	6'x 6'	3
34.	"AsBlt" 395+13	37'Rt.	6'x 6'	3
35.	"O" 27+15	16'Lt.	6'x 6'	3
36.	"O" 27+15	5'Lt.	6'x 6'	3
37.	"O" 27+15	5'Rt.	6'x 6'	3

GENERAL NOTES

1. *All locations given are approximate and subject to adjustments by the Engineer.*
2. The controller shall be equiped with a flasher connected so that a red ball indication is flashed to Loop Road and a yellow ball to Egan Expressway.
3. Install Plecton model H10 tone decode, radio frequency 155.955 MHz, 1901 c.p.s., tone auto reset 1½ min., with antenna for remote mounting on signal pole. Preemption shall be phase 4 and 6 to green ball indication, all others red.
4. Signal and luminaire mast arms are in the same plane.
5. Separate conduits must be used for signal control cable and luminaire lighting cable.
6. All traffic signal equipment, including but not limited to, controller, cabinet, signal heads, detectors, and amplifiers shall conform to the NEMA Standards Publication 1, No. TS1-1976, "Traffic Control Systems." Poles and mast arms shall be designed to specifications in AASHTO.
7. Loop amplifiers shall have four detection channels, with one thumbwheel switch per channel to select pulse or presence and sensitivity, a frequency switch to allow oscillator frequency selection, reset circuit breaker and be self-tuning. Output to be relay with fail in call position. (Canoga Controls Corp., Proximitor 404, or equal).
8. "O" 23+87.5 Rt. to "AsBlt" 392+93 Lt. & "AsBlt" 394+60 Rt. to "O" 26+67 Lt., Install a total of 275 L.F. of beam type guardrail. All radii shall be shop formed to the radius and length as shown on sheet no.32. All the above work shall be considered incidental to pay item 6601(1), "Traffic Signal System Complete" and no seperate payment shall be made therefor.
9. Install 1500 watt thermostat controled, fan forced heater in controler cabinet.
10. Conduit shall be 1½" PVC except as shown in the wiring diagram.
11. Roadway striping as shown on plans to be done by others.
12. *Cabinet shall include a combination light socket (with 75 watt bulb) and weather-proof 120 V outlet mounted on the right side of the interior with a weather-proof switch in an easily-accessable location. This work shall be approved by the Engineer prior to installation.*