

PLAN AND PROFILE PROPOSED HIGHWAY & AVIATION PROJECTS PETERSBURG IMPROVEMENTS 1982

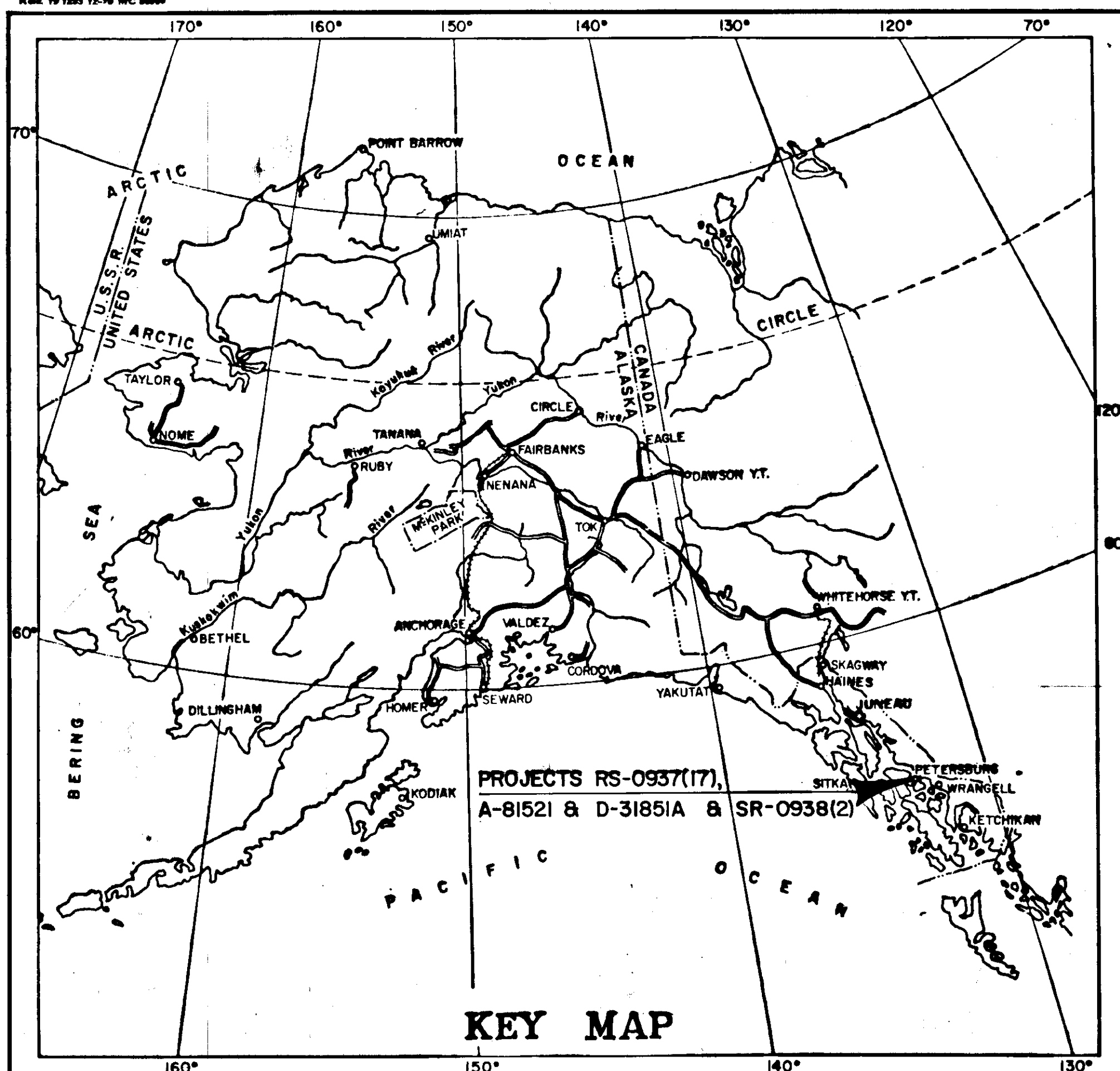
PETERSBURG THRU ROUTE, PHASE III
RS-0937(17) (B58522)

AIRPORT LOOP PROJECT
A-81521

PETERSBURG AIRPORT OVERLAY
D-31851 A

PETERSBURG AIRPORT ROAD
"H" STREET (8TH STREET TO AIRPORT)
SR-0938(2) (P80022)

"As-Built" Plans
Contractor: South Coast Inc.
Proj. Engr.: J.R. Edwards
Begun: 5-26-82
Complete: 8-17-84



SHT. NO.	INDEX OF SHEETS
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AP1-AP4	PETERSBURG AIRPORT OVERLAY
H1-H8	"H" ST., EIGHTH ST. TO THE AIRPORT
SI-S25	SUPPLEMENTAL WORK "A"-SEWER LINE EXT.
B1-B3	SUPPLEMENTAL WORK "B"-CITY ST. PAVING

THE FOLLOWING STANDARD DRAWINGS SHALL
APPLY TO THIS PROJECT: A-1, C-00.04, C-10.04,
C-11.04, D-01.00, D-04.00, D-05.00, D-20.10, D-23.02,
D-26.03, G-04.34, G-13.16, G-18.12, I-20.01, I-40.21, I-80.00,
M-01.00, M-05.01, M-16.03, S-00.11, S-05.00, S-20.10,
S-30.12, T-20.03, T-21.03, U-03.00

RS-0937 (17)
PROJECT SUMMARY

WIDTH OF PAVEMENT	* 28' & 32'
LENGTH OF PAVEMENT	* 9317.49 = 1.765 mi.
LENGTH OF GRADING	* 9530.57 = 1.805 mi.
LENGTH OF PROJECT	* 9317.49' = 1.765 mi.
LENGTH OF TEMPORARY CONNECTION	* 213.08 = 0.040 mi.

BEGIN PROJECT RS-0937 (17)
STATION "L" 109+00=
STATION "O" 109+00

RS-0937(17)
DESIGN DESIGNATION

JOY ST. TO SANDY BEACH

ADT (1979).....	354
ADT (2000).....	434
DHV (20%).....	87
D.....	40-60
%T.....	2%
V.....	40
TRAFFIC INDEX.....	5.0

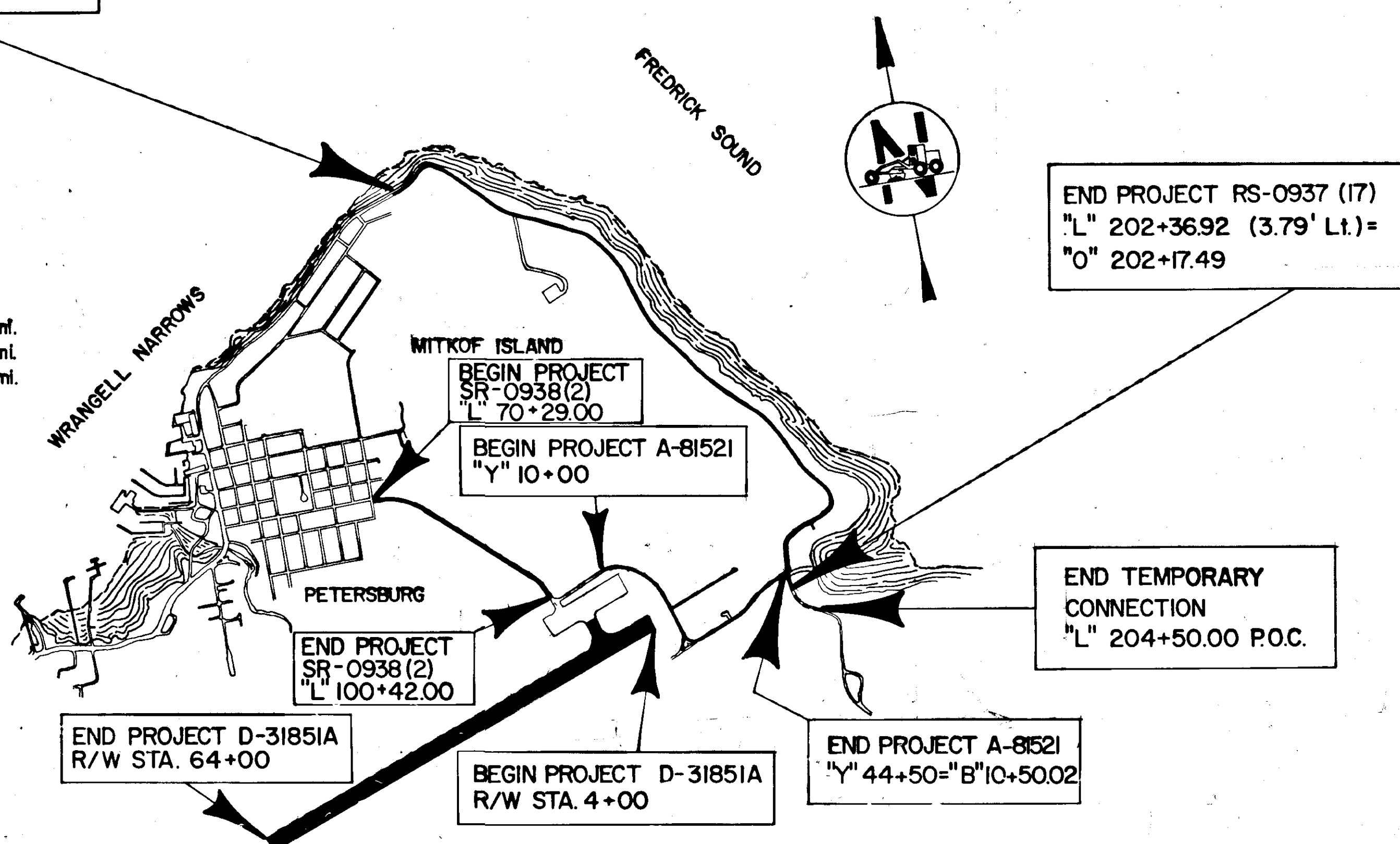
* B.O.P. TO BOUNDARY ST. DESIGNED
TO URBAN STANDARDS

A-81521
PROJECT SUMMARY

WIDTH OF PAVEMENT = 30'
LENGTH OF PAVEMENT = 3450 = 0.653 mi.
LENGTH OF GRADING = 3450 = 0.653 mi.
LENGTH OF PROJECT = 3450 = 0.653 mi.

A-81521
DESIGN DESIGNATION
AIRPORT LOOP PROJECT

ADT(1980).....	255
ADT(2001).....	312
DHV(11%).....	35
D.....	65-35
%T.....	2%
V.....	30
TRAFFIC INDEX.....	5.0



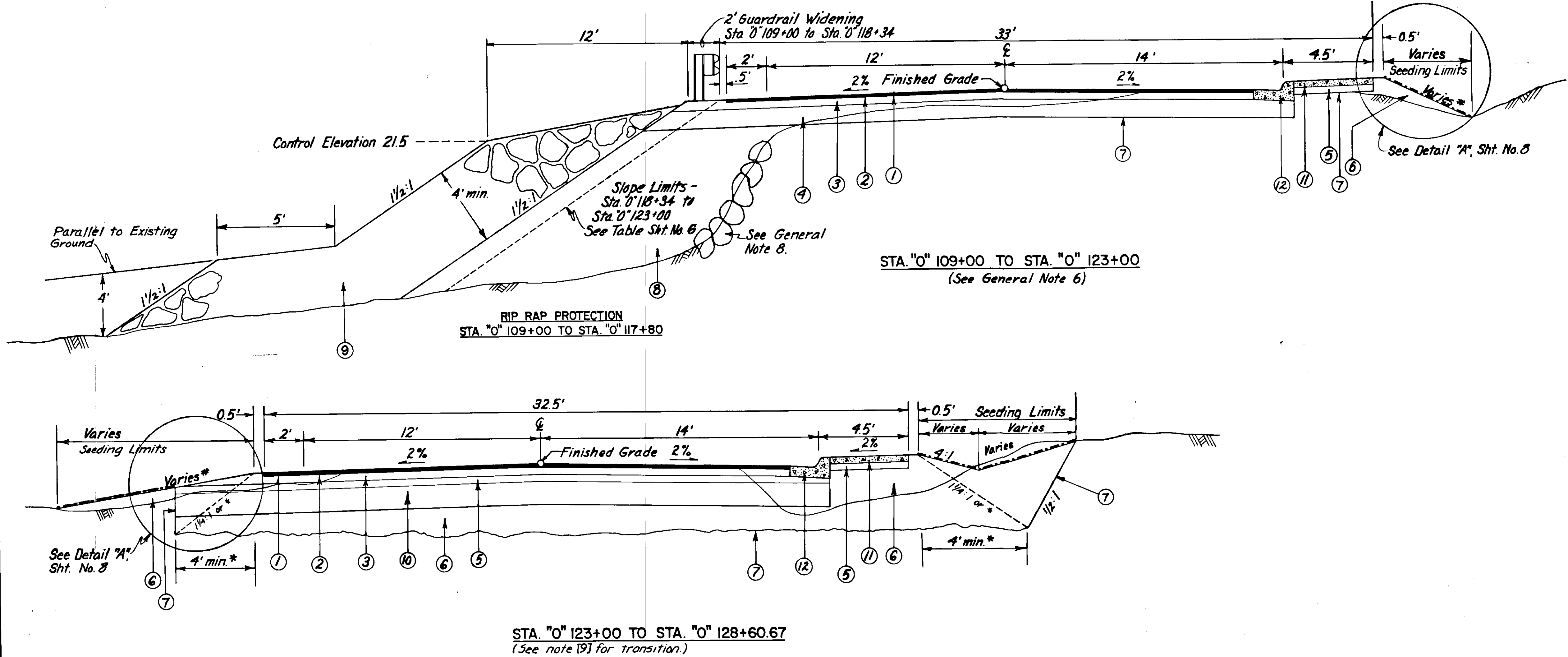
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Wallace K. Wilborn DATE 2-3-82
SOUTHEASTERN REGION DESIGN/CONST. ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Charles E. M. [Signature] Date 2-2-82

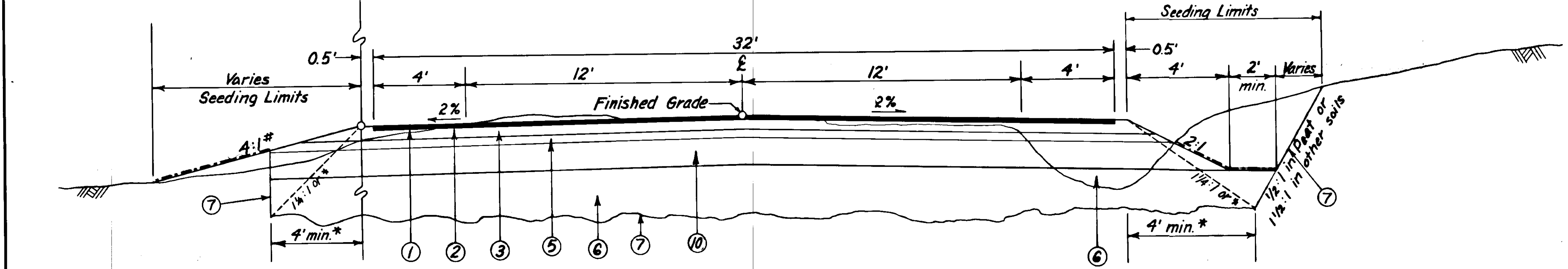
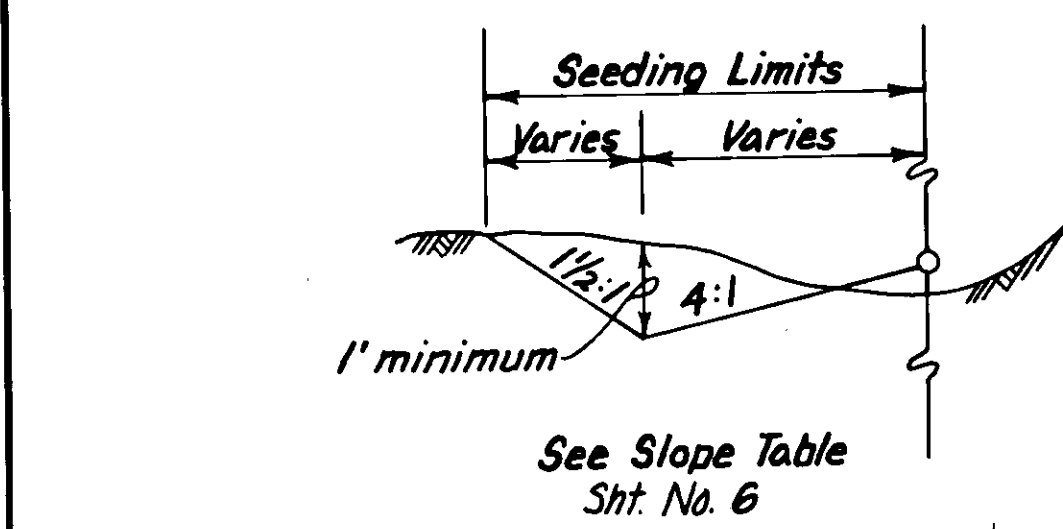
TYPICAL SECTIONS OF IMPROVEMENT



LABELING INDEX	
① 2" Hot Asphalt Pavement	⑦ Approximate Limits of Peat and/or Unclass. Exc.
② MC-30 Liquid Asphalt for Prime Coat	⑧ Embankment, Type A
③ 4" Crushed Aggregate Base Course	⑨ Rip Rap, Class III
④ 10" Subbase, Grading A	⑩ 14" Embankment, Type A
⑤ 4" Subbase, Grading A	⑪ 4" Concrete, Class A (6" driveways)
⑥ Embankment, Type B	⑫ Curb and Gutter, Standard

----- 3" Topsoil to be placed on all slopes where Embankment, Type A is used (Typical all details)

□ - Excavation & Embankment Neatline Roadway Prism



STA. "0" 129+67.06 TO STA. "0" 202+17.49

* See General Note 7
* See Slope Table, Sht. No. 6

GENERAL NOTES

- Vertical and horizontal alignments shown on these plans are subject to minor field revisions.
- Pipe conduit lengths and locations are approximate only and are subject to field adjustments.
- Clearing and grubbing limits shall be 10' beyond the slope limits in cut areas and 5' beyond the slope limits in fill areas, or to the R/W line, easement line or permit line as directed by the Engineer. (See Note 10)
- All existing pavement removed in the roadway section will be paid for as Item 203(3), Unclassified Excavation. This material shall be utilized in the embankment as directed by the Engineer.
- All waste material shall be disposed of outside the R/W limits shown on the plans at a location selected by the Contractor and approved by the Engineer.
- Superelevation transition lengths shall be as shown in the Std. Drw. for e=6% max.; (Table 2) with the pavement revolved about centerline. See Case 1, Standard Drawing 1-80.00. A 2% (0.02'/ft.) constant cross slope, sloping away from the curb, shall be maintained between Sta. "0" 111+50 and Sta. "0" 113+00.
- The width of peat excavation shall be determined from a 1/4:1 line projection from the shoulder point to the bottom of peat or the minimum distance as shown on the typical section.
- The existing rip rap will be relocated to the area designated for rip rap protection as directed by the Engineer.
- Between Sta. "0" 128+60.67 and Sta. "0" 129+67.06 the section width on the left shall be smoothly transitioned from 14.5' to 16.5'.
- The Contractor shall be required to clear to the R/W line on the Right side from station 129+00 to the EOP. All debris left from the installation of the Power line shall be removed by the Contractor.
- Aerial Facilities, Electrical, Telephone and Cable TV between Sta. "0" 115+00 and E.O.P. to be Relocated by others.
- Removal, Disposal and Saw Cuts of Existing Concrete and Asphalt Approaches and Driveways shall be considered incidental to other items of work and no separate Payment shall be made therefor.
- For the purpose of measurement of unclassified excavation, the limits of unclassified excavation shall be defined as the neatline roadway prism as shown on the plans. Excavation for Sections 603, 604, 626 and 628 below the neatline roadway prism shall be considered incidental to the section involved and no measurement will be made.



GENERAL NOTES

1. The Contractor is required to design a finish centerline profile, based on the existing centerline profile, which will afford a good ride on the finished surface and be consistent with standard AASHTO Design Practices. Superelevation rates will conform to Standard Drawing 1-80.000, Case 11, Table 2, V=40MPH. Proposed design shall be submitted to the Engineer prior to beginning construction. This work shall be considered incidental to pay item 114(1).
2. All excavation required will be considered incidental to other items of work involved in Project A-81521 and no measurement of quantities will be made.
3. The Striping Plan shall be the same as for RS-0937(17) except that the shoulder width shall be only 3 feet.

3" Topsoil to be placed on all slopes where shot rock is used. (Typical all Details)

Seeding Limits Varies

30'

15'

15'

Seeding Limits Varies

Topsoil

3:1

0.03' / ft

0.03' / ft

3:1

Topsoil

Excavate top 3" of existing roadbed, as directed. This material may be used as topsoil on the slopes. Additional topsoil may be required and will be considered incidental to item 618(1) Seeding.

Asphalt Surface Treatment

MC-30 Liquid Asphalt for Prime Coat

Existing Roadway Surface

4" Min. Crushed Aggregate Base Course

STA."Y" 10+00 TO STA."Y" 44+50

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANT.
109(1)	Petroleum Escalation	C.S.	All Req'd
110(1)	Mobilization	L.S.	All Req'd
113(1)	Flagging	M.H.	50
114(5)	Construction Surveying by the Contractor (Highways)	L.S.	All Req'd
115(7)	Traffic Maintenance (Highways)	L.S.	All Req'd
115(8)	Construction Signs (Highways)	L.S.	All Req'd
116(1)	Furnishing and Maintaining Field Office	L.S.	All Req'd
116(2)	Furnishing and Maintaining Field Laboratory	L.S.	All Req'd
208(1)	Airport Quarry Reclamation	L.S.	All Req'd
301(1)	Crushed Aggregate Base Course	Ton	3650
403(2)	MC-30 Liquid Asphalt for Prime Coat	Ton	11.25
405(1)	CRS-2 Asphalt for Surface Treatment	Ton	48
405(2B)	Grading B, Cover Coat Material for AST	Ton	260
405(2E)	Grading E, Cover Coat Material for AST	Ton	170
618(1)	Seeding	M.S.F.	70
618(4)	Water for Maintenance	M.Gal.	56
639(1)	Approaches	Ea.	3
670(1)	Painted Traffic Markings	L.S.	All Req'd

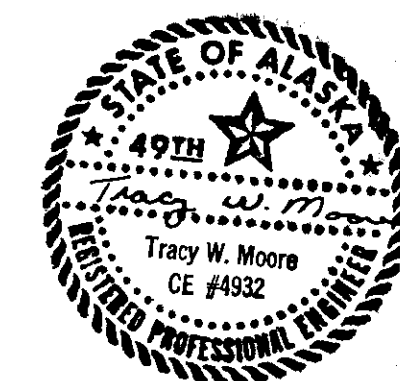
BASIS OF ESTIMATE

ITEM NO	ITEM	ESTIMATING FACTOR
301(1)	Crushed Aggregate Base Course	1.96 Tons/CY
403(1)	MC-30 Liquid Asphalt for Prime Coat	* 0.25 Gal./S.Y. (1)
405(1)	CPS-2 Asphalt for Asphalt Surface Treatment (1 st Coat)	* 0.45 Gal./S.Y. (2)
405(1)	CPS-2 Asphalt for Asphalt Surface Treatment (2 nd Coat)	* 0.55 Gal./S.Y. (2)
405(2B)	Grading B ₂ Cover Coat Material for A.S.T.	45 lbs./S.Y.
405(2F)	Grading F ₂ Cover Coat Material for A.S.T.	25 lbs./S.Y.

- * (1) 256 Gal./Ton
- * (2) 241 Gal./Ton

ESTIMATE OF ROADWAY MARKING QUANTITIES

MATERIAL	TYPE	QUANTITY
Paint	4" White Shoulder Parking	6900
Paint	4" Yellow Centerline - Solid	1200
Paint	4" Yellow Centerline - Skip	3450
These Quantities are for Estimating Purposes Only.		



Addendum No.1, Attachment No.2

ITEM NO.	ITEM	UNIT	SHEET NUMBER																																	SR-0938 (2) HST EXTENSION SUBTOTAL	RS-0937(17) PETERSBURG Ø III SUBTOTAL	A-8152I AIRPORT LOOP SUBTOTAL	D-3185IA AIRPORT OVERLAY SUBTOTAL	GRAND TOTAL
			14 40	15 41	16 42	17 43	18 44	19 45	20 46	21 47	22 48	23 49	24 50	25 51	26 52	27 53	28 54	29 55	30 56	31 57	32 58	33 59																		
109(1)	Petroleum Escalation	C.S.																									All Required	All Required	All Required	All Required	All Required									
110(1)	Mobilization	L.S.																									All Required	All Required	All Required	All Required	All Required									
111(1)	Temporary Erosion & Pollution Control	C.S.																									All Required	All Required			All Required									
112(1)	Training Program IAW FHWA Order, Interim 7-2(2)	C.S.																									All Required	All Required			All Required									
113(1)	Flagging	Man Hr.																													All Required									
114(5)	Construction Surveying by the Contractor (Highways)	L.S.																									100	2000	50		2,150									
114(6)	Construction Surveying by the Contractor (Airport)	L.S.																									All Required	All Required	All Required		All Required									
115(7)	Traffic Maintenance (Highways)	L.S.																													All Required									
115(8)	Construction Signs (Highways)	L.S.																									All Required	All Required			All Required									
115(9)	Traffic Maintenance (Airport)	L.S.																									All Required	All Required	All Required		All Required									
116(1)	Furnishing & Maintaining Field Office	L.S.																									All Required	All Required	All Required	All Required	All Required									
116(2)	Furnishing & Maintaining Field Laboratory	L.S.																									All Required	All Required	All Required	All Required	All Required									
203(5B)	Borrow (Type A)	Ton																									All Required	All Required	All Required	All Required	All Required									
203(9)	Muck Excavation	L.S.																									8,000				8,000									
201(2B)	Clearing & Grubbing	L.S.																									All Required				All Required									
202(1)	Removal of Structures and Obstructions	L.S.																													All Required									
202(4)	Removal of Culvert Pipe	L.F.	91	253	94	55	139	61	58	39	56	138	52	94	72	26	26	26	30	35	68	0									All Required									
203(3)	Unclassified Excavation	C.Y.	96	1189	1397	2424	4077	3423	5018	2718	2542	1707	2720	1789	2791	3696	3026	2424	2953	3269	1210	845									All Required									
203(8)	Embankment	C.Y.	2539	469	1269	3167	4069	3064	6043	2032	2256	1905	2575	3180	2337	2422	1933	1706	2971	2939	2233	528									All Required									
208(1)	Airport Quarry Reclamation	L.S.																													All Required									
207(3)	Filter Cloth	Sq.Yd.																									All Required	All Required	All Required	All Required	All Required									
301(1)	Crushed Aggregate Base Course	Ton	470	426	343	317	441	390	483	471	457	455	439	451	431	554	441	293	468	364	440	238					2,300				2,300</									

SLOPE SCHEDULE

STATION	LEFT		STATION	RIGHT	
	FILL SLOPE	CUT SLOPE		FILL SLOPE	CUT SLOPE
	FORE	BACK		FORE	BACK
"0" 109+00	1 1/2:1		"0" 109+00	2:1	
"0" 114+69	1 1/2:1		"0" 110+00	2:1	
"0" 114+95	1 1/2:1		"0" 110+50	1 1/2:1	
"0" 115+44	1 1/2:1		"0" 110+75	3:1	
"0" 115+68	1 1/2:1		"0" 111+00	4:1	
"0" 117+69	1 1/2:1		"0" 111+25	5:1	
"0" 117+94	4:1		"0" 111+57	2:1	
"0" 119+19	4:1				
"0" 119+69		-50:1			
"0" 119+94		-50:1			
"0" 120+19	4:1				
"0" 120+44	4:1		"0" 114+95		+10:1
"0" 120+69	1:1		"0" 115+44		+10:1
"0" 121+34	1:1		"0" 115+68	2:1	
"0" 121+69	4:1		"0" 116+00		+10:1
"0" 122+10	4:1		"0" 116+19	2:1	
"0" 122+16		-50:1	"0" 116+69	2:1	
"0" 122+44		-50:1	"0" 117+19		+5:1
"0" 124+19	4:1		"0" 118+44		+5:1
"0" 124+43	50:1		"0" 118+69	2:1	
"0" 125+19	50:1		"0" 119+19	2:1	
"0" 125+44	2:1		"0" 119+44		+5:1
"0" 126+94	2:1		"0" 122+94		+5:1
"0" 127+94		6:1	"0" 123+19		+8:1
"0" 128+19		6:1	"0" 123+44		+13:1
"0" 129+44	8:1		"0" 123+69	12:1	
"0" 130+44	50:1		"0" 123+94		+1:1
"0" 130+94	4:1		"0" 124+19		+10:1
"0" 133+94	50:1		"0" 124+45		+1:1
"0" 135+44	4:1		"0" 124+74		5:1
"0" 136+44	4:1		"0" 125+19	4:1	1:1
"0" 136+93	8:1		"0" 125+44	4:1	4:1
"0" 137+93	4:1		"0" 125+94	4:1	4:1
"0" 141+39	4:1		"0" 126+69	2:1	2:1
"0" 142+92	10:1		"0" 128+19	2:1	1:1
"0" 146+90	10:1		"0" 129+69	2:1	1/2:1
"0" 147+40		20:1	"0" 164+92	2:1	1/2:1
"0" 149+40		20:1	"0" 165+42	2:1	
"0" 149+90	4:1		"0" 166+42	2:1	
"0" 161+42	4:1		"0" 166+92	2:1	1/2:1
"0" 168+42	50:1		"0" 167+92	2:1	1 1/2:1
"0" 171+42	50:1		"0" 198+31	2:1	1/2:1
"0" 171+92	4:1		"0" 199+31	2:1	
"0" 175+91	50:1		"0" 199+81	2:1	
"0" 180+41	4:1		"0" 200+50	2:1	1 1/2:1
"0" 180+91	4:1		E.O.P.	2:1	1 1/2:1
"0" 181+91	50:1				
"0" 183+41	50:1				
"0" 183+92	4:1				
"0" 185+42	4:1				
"0" 188+81	50:1				
"0" 189+80	50:1				
"0" 190+77	4:1				
"0" 191+74	10:1				
"0" 192+24	10:1				
"0" 193+74	4:1				
"0" 194+74	50:1				
"0" 196+98	50:1				
"0" 202+50	4:1				

GUARDRAIL SUMMARY

STATION TO STATION		REMARKS
"0" 109+00	"0" 110+44	Remove & Reconstruct
"0" 110+44	"0" 113+66	Install
"0" 113+66	"0" 114+46	Remove & Reconstruct
"0" 115+92	"0" 117+82	Remove & Reconstruct
"0" 114+14	"0" 115+92	Install R=178' (1)
"0" 114+46	"0" 115+56	Remove & Dispose (2)
(1) Along Radius Install New Rail.		
(2) All Guardrail Parts not utilized will be stockpiled at the Petersburg Maintenance Station Removal and Disposal of existing guardrail shall be considered incidental to Section 606.		

PIPE CONDUIT SUMMARY

STATION	PIPE LENGTH				PIPE ARCH	REMARKS
	12"	18"	24"	36"		
"0" 110+51.54				74.72		
"0" 112+68			80'			
"0" 113+48	24'	20'				
"0" 114+70	26'					
"0" 114+85			48'			
"0" 116+37	4'					
"0" 116+65	132'					
"0" 116+75	8'					
"0" 117+30			54.53			
"0" 118+50	242.5					
"0" 118+56.13+5.5	6'					
"0" 119+22	4'					
"0" 121+00	20.85					
"0" 121+85.49	208		68.85			
"0" 122+50	212'					
"0" 122+87	4'					
"0" 125+49					58' 48"	18" x 29"
"0" 129+20	41'	76'				
"0" 130+83.05					50' 52'	18" x 29"
"0" 132+24.285					52' 54'	18" x 29"
"0" 133+49.6					52' 54'	18" x 29"
"0" 135+62.54			58.56			
"0" 141+84.67					52' 56'	18" x 29"
"0" 144+62.60					50' 48'	18" x 29"
"0" 149+25					50' 48'	18" x 29"
"0" 154+64.60					44' 48"	18" x 29"
"0" 155+73					50' 52'	18" x 29"
"0" 156+82 skew		82'				
"0" 159+16.18			52.56			
"0" 161+50					52'	18" x 29"
"0" 163+77.48					52' 54'	18" x 29"
"0" 165+82.56 skew			96'			
"0" 168+19.21					54'	18" x 29"
"0" 168+49.42		28'				
"0" 170+10.09			56'			
"0" 177+00.176+78 skew					175' C.A.P.	
"0" 179+72.34					56'	18" x 29"
"0" 184+57					52' 184'	18" x 29"
"0" 186+88		56'			48'	18" x 29"
"0" 195+05					56'	18" x 29"
"0" 197+28			70'		50' 48'	18" x 29"
"0" 199+09.04					58'	36" x 58"
127+30 skew	56'					
"0" 133+68.10	12'					See Sheet No. 44
"0" 137+63.10	12'					See Sheet No. 45
"0" 140+93.91	12'					See Sheet No. 46
"0" 145+32.07	12'					See Sheet No. 47
"0" 149+37.40	12'					See Sheet No. 48
"0" 153+20.07	12'					See Sheet No. 49
"0" 157+48.41	42.36					See Sheet No. 49
160+74	12'					
"0" 164+88.95	12'					See Sheet No. 51
"0" 169+05.04	12'					See Sheet No. 52
"0" 173+67.5	12'					See Sheet No. 53
"0" 177+58.52	12'					See Sheet No. 53
"0" 180+46.59	12'					See Sheet No. 54
"0" 184+77.85	12'					See Sheet No. 55
193+36 skew		184'				
"0" 193+92.91	12'					See Sheet No. 57
"0" 198+15	12'					See Sheet No. 58

TABLE A

STATION TO STATION		LT.	RT.	ESTIMATED TOP SOIL
"0" 109+00	"0" 109+97		X	4 CY
"0" 114+54	"0" 116+04		X	4 CY
"0" 119+78	"0" 120+36		X	5 CY
"0" 120+77	"0" 121+35	X		5 CY
"0" 122+84	"0" 123+22		X	5 CY
"0" 128+00	"0" 128+74	X		4 CY
"0" 129+00	"0" 202+50	X	X	190 CY
"0" 120+75	"0" 121+40	X		5 CY
"0" 110+00	"0" 114+50	X	X	170 CY

RESIDENTIAL APPROACH SUMMARY

STATION	LT.	RT.	CURB CUT WIDTH	DRIVEWAY WIDTH	REMARKS
"0" 110+15		X	34' 35"		Match Existing Pavt.
"0" 111+39.49.5		X	14' 12"		
"0" 112+48.61		X	14'		
"0" 113+47		X	16'		
"0" 114+16.20.5		X	14' 16"		
"0" 116+14.08		X	18' 20"		11' Wide Concrete
"0" 118+75.87		X	32'		
"0" 119+34		X	18' 68"		
"0" 120+28.25	X			14'	
"0" 120+53.46		X	30'		
"0" 121+53	X			38'	38' Wide Concrete
"0" 123+46		X	28'	20'	
"0" 124+06	X			14'	
"0" 124+52.75	X			14' 90"	
"0" 124+74.2		X	16'	14'	together
"0" 124+96.75	X			14' 90"	
"0" 126+11		X	18'	14'	
"0" 127+63	X			16' 17"	Match Existing Pavt.
"0" 128+52		X	16'	12'	
"0" 131+49.50	X			14'	
"0" 134+63.14	X			22' 32"	
"0" 136+64.60	X			14'	
137+01	X			14'	
"0" 137+99.91		X		14'	
"0" 138+63.64	X			16'	
"0" 145+03	X			22'	
"0" 145+75	X			14' 25"	
"0" 147+80	X			22' 14"	
"0" 148+32.36	X			14' 20"	
"0" 151+42.45	X			22' 20"	
"0" 153+52.50	X			18'	
"0" 157+41		X		18'	
"0" 157+81.82	X			16' 22"	
"0" 161+77.75	X			14' 16"	
"0" 165+62		X		14' 18"	
"0" 165+74.85	X			14'	
"0" 168+54.43		X		14'	
"0" 169+62.60	X			14'	
"0" 170+94.84	X			22'	
"0" 172+80.01	X			18'	
"0" 173+80.172.87	X			22'	
"0" 175+18.12	X			20' 18"	
"0" 176+82.77	X			14'	
"0" 177+39.93	X			14'	
"0" 179+62.178.93	X			16' 20"	
"0" 180+11.02	X			20' 22"	
"0" 180+62.67	X			22' 20"	
"0" 187+80.59	X			14'	
"0" 188+90.85	X			14'	
"0" 190+18.02	X			14'	
"0" 191+92.90	X			14'	
"0" 193+15.02	X			22'	
"0" 199+52.47	X			14'	
"0" 201+31.36	X			26' 16"	Sandy Beach Access Use 25' Radius
"0" 122+04		X	28'		
"0" 128+00		X	14'		

* Station out of Order

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(17)	1982	6	59

SUMMARY TABLES

Additional Approaches

112+26, Rt. 28'

112+61, Rt. 14'

117+09, Rt. 12'

121+96, Rt. 42'

128+02, Rt. 14'

129+08, Rt. 14'

147+80, Rt. 14'

148+50, Rt. 18'

149+44, Lt. 12'

150+34, Lt. 14'

152+35, Lt. 18'

155+80, Rt. 14'

158+50, Rt. 14'

159+70, Lt. 18'

164+32, Lt. 14'

166+56, Rt. 14'

182+11, Lt. 14'

185+00, Lt. 14'

194+58, Lt. 14'

BASIS OF ESTIMATE

ITEM	FACTOR
203(8)	180 Tons/Cu. Yd.
301(1)	1.96 Tons/Cu. Yd.
304(1)	1.87 Tons/Cu. Yd.
401(1)	116 lbs./Sq. Yd./In. Depth
401(2)	6% of 401(1)
403(1)	0.25 Gal./Sq. Yd., 256 Gal./Ton
611(3)	180 Tons/Cu. Yd.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	7	59

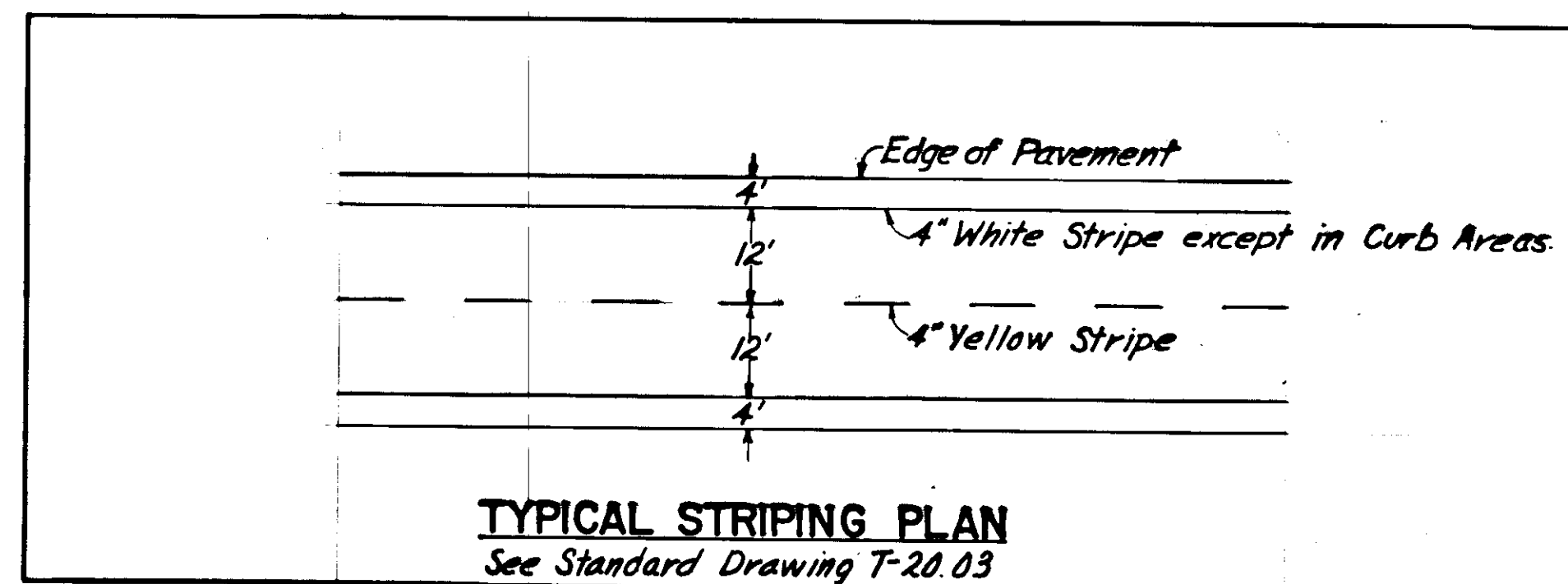
SIGNING AND STRIPING SUMMARY

General Signing Notes

1. Sign locations are approximate only and are subject to revisions.
2. All existing signs and posts shall be removed and salvaged and delivered to the Department of Transportation and Public Facilities maintenance yard in Petersburg. Payment for this item of work shall be considered incidental to item 615(1) Standard Sign, and no separate payment will be made therefore.
3. All sign posts shall be telescoping perforated galvanized steel; the 2" size shall be used above ground and the 2 1/4" shall be used below ground.
4. All D3-1 street name signs shall have the legend on both sides.
5. All parking signs shall face 45 degrees to traffic.
6. Sign post length includes the one foot telescope inside the base. Lengths are for estimating only. Actual lengths may vary.

General Striping Notes

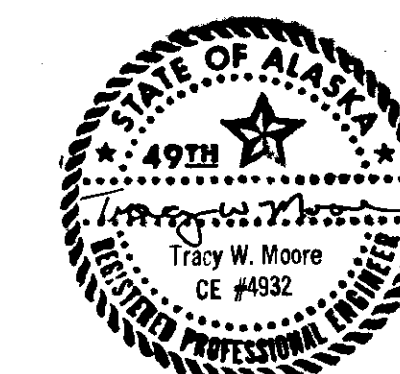
1. All pavement markings shall be painted.
2. Markings as shown in the plan are approximate only. The exact locations shall be determined after grade is complete. The contractor is responsible for all alignment layout. The Engineer will determine the beginning and ending of the No Passing Zones. (See Typical Striping Plan)
3. Markings for parking shall be Type "B" as shown on Standard Drawing T-20.03.



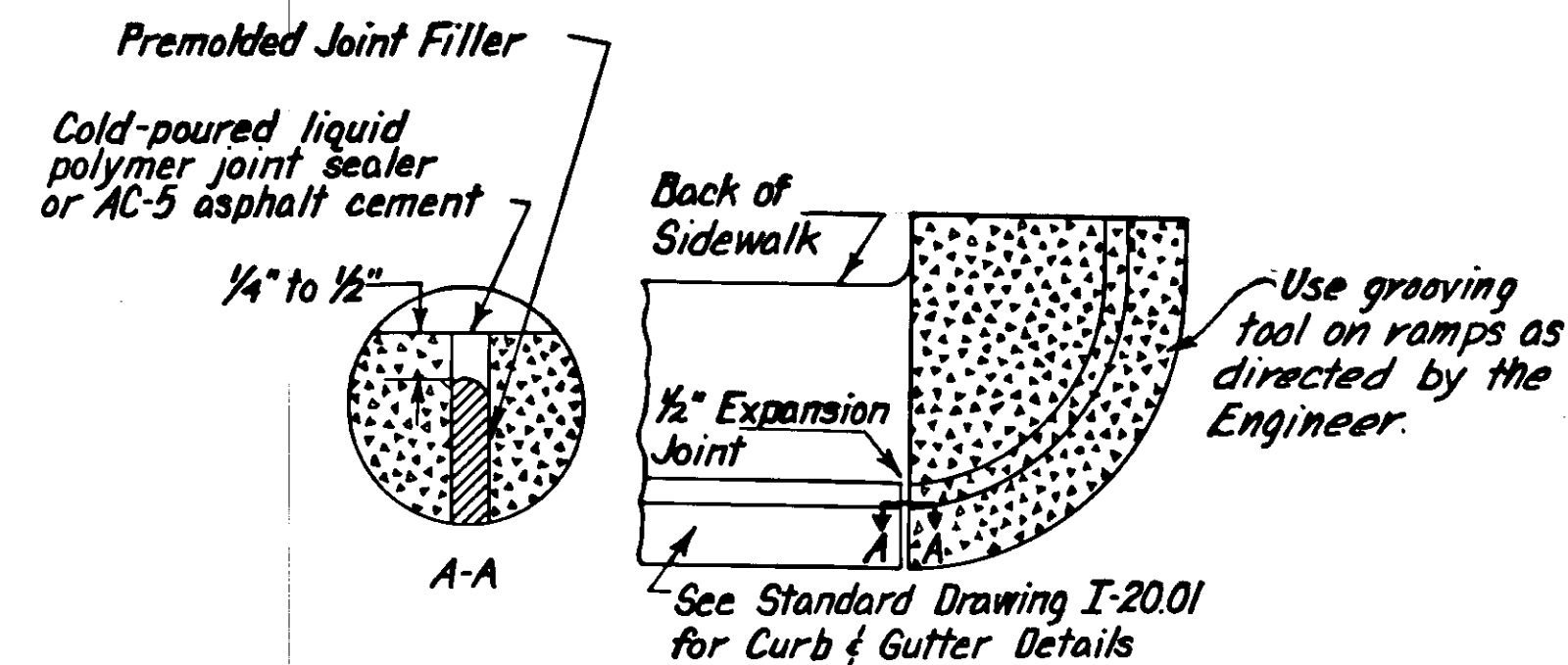
SIGNING SCHEDULE

NO.	STATION	OFFSET LT.	RT.	CODE NO.	LEGEND	SIGN PANEL THICKNESS			POST					FACING TRAFFIC	REMARKS
						SIZE	UNFRAMED	FRAMED	AREA	NO. OF POSTS	TYPE	SIZE	LENGTH	EMBEDMENT	
1	0+109.03		20'	R2-1	Speed Limit 25	30"x36"	.080		7.5	1	Tube	2"	10.5	3'	EB
2	0+109.85		22'	R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
3	0+110.90	18'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.0	3'	WB
4	0+111.58		20'	W1-R	Curve Rt.	36"x36"	.100		9.0	1	Tube	2"	12.5	3'	EB
5	0+112.40		33'	R7-1L	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
6	0+112.75		33'	R7-1R	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
7	0+113.32		33'	R7-1L	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
8	0+113.00	18'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.0	3'	WB
9	0+115.20	18'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	8.0	3'	WB
10	0+115.20	20'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
11	0+111.58		20'	W1-B	20 M.P.H.	24"x24"	.080		4.0						Mount on same pole as 4
12	0+118.16	21'		W13-1	Curve Lt.	36"x36"	.100		9.0	1	Tube	2"	12.5	3'	WB
13	0+118.16	21'		W13-1	20 M.P.H.	24"x24"	.080		4.0						Mount on same pole as 12
14	0+117.00	20'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
15	0+117.00	18'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.0	3'	WB
16	0+119.50		20'	R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
17	0+119.31	24'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	8.5	3'	WB
18	0+121.00		20'	R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
19	0+120.50	20'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	WB
20	0+122.80		20'	R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
21	0+122.95	20'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	8.5	3'	WB
22	0+125.90		20'	R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
23	0+125.00	19'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	8.5	3'	WB
26	0+126.72	17'		R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	8.5	3'	WB
27	0+128.38		20'	R7-1	No Parking Anytime	12"x18"	.080		1.5	1	Tube	2"	9.5	3'	EB
28	0+130.30		20'	R2-1	Speed Limit 35	30"x36"	.080		7.5	1	Tube	2"	10.5	3'	EB
29	0+130.30	24'		R2-1	Speed Limit 25	30"x36"	.080		7.5	1	Tube	2"	10.5	3'	WB
30	0+156.00		20'	R2-1	Speed Limit 35	30"x36"	.080		7.5	1	Tube	2"	10.5	3'	EB
31	0+156.00	23'		R2-1	Speed Limit 35	30"x36"	.080		7.5	1	Tube	2"	10.5	3'	WB
32	0+184.86		20'	W1-2R	Curve Rt.	36"x36"	.100		9.0	1	Tube	2"	12.5	3'	EB
33	0+184.86	20'		W13-1	25 M.P.H.	24"x24"	.080		4.0						Mount below 32
34	0+193.72	27'		W1-2L	Curve Lt.	36"x36"	.100		9.0	1	Tube	2"	12.5	3'	WB
35	0+193.72	27'		W13-1	25 M.P.H.	24"x24"	.080		4.0						Mount below 34
36	0+193.95		25'	W1-2L	Curve Lt.	36"x36"	.100		9.0	1	Tube	2"	12.5	3'	EB
37	0+193.95	25'		W13-1	25 M.P.H.	24"x24"	.080		4.0						Mount below 36
38	0+200.30	26'		W1-2R	Curve Rt.	36"x36"	.100		9.0	1	Tube	2"	12.5	3'	WB
39	0+200.30	26'		W13-1	25 M.P.H.	24"x24"	.080		4.0						Mount below 38
40	0+199.90		25'	W13-3	Pavement Ends	36"x36"	.100		9.0	1	Tube	2"	10.5	3'	EB
41	0+201.80		55'	R2-1	Speed Limit 25	30"x36"	.080		7.5	1	Tube	2"	10.5	3'	SB
42	0+202.12	28'		R1-1	Stop	30"x30"	.080		6.25	1	Tube	2"	10.5	3'	NB
43	0+202.55	20'		R2-1	Speed Limit 20	30"x36"	.080		7.5	1	Tube	2"	10.5	3'	EB
44	0+202.12			D3-1	Haugen Dr.	36"x8"	.080		2.0						Mount above 42
45	0+202.12			D3-1	Sandy Beach Rd.	48"x8"	.080		2.7						Mount above 42
46	0+129.72	40'		R1-1	Stop	30"x30"	.080		7.5	1	Tube	2"	10.5	3'	NB
47	0+129.72			D3-1	Baundry St.	36"x8"	.080		2.0						Mount above 46
48	0+129.72			D3-1	Sandy Beach Rd.	48"x8"	.080		2.7						Mount above 46
49	0+200.71	20'		R2-1	Speed Limit 35	30"x36"	.080		7.5	1	Tube	2"	10.5	3'	NB

ESTIMATE OF ROADWAY MARKING QUANTITIES		
MATERIAL	TYPE	QUANTITY
Point	4" White Shoulder Parking	17400 LF
Point	4" Yellow Centerline - Skip	7200 LF
Point	4" Yellow Centerline - Solid	9000 LF
These quantities are for Estimating Purposes Only.		



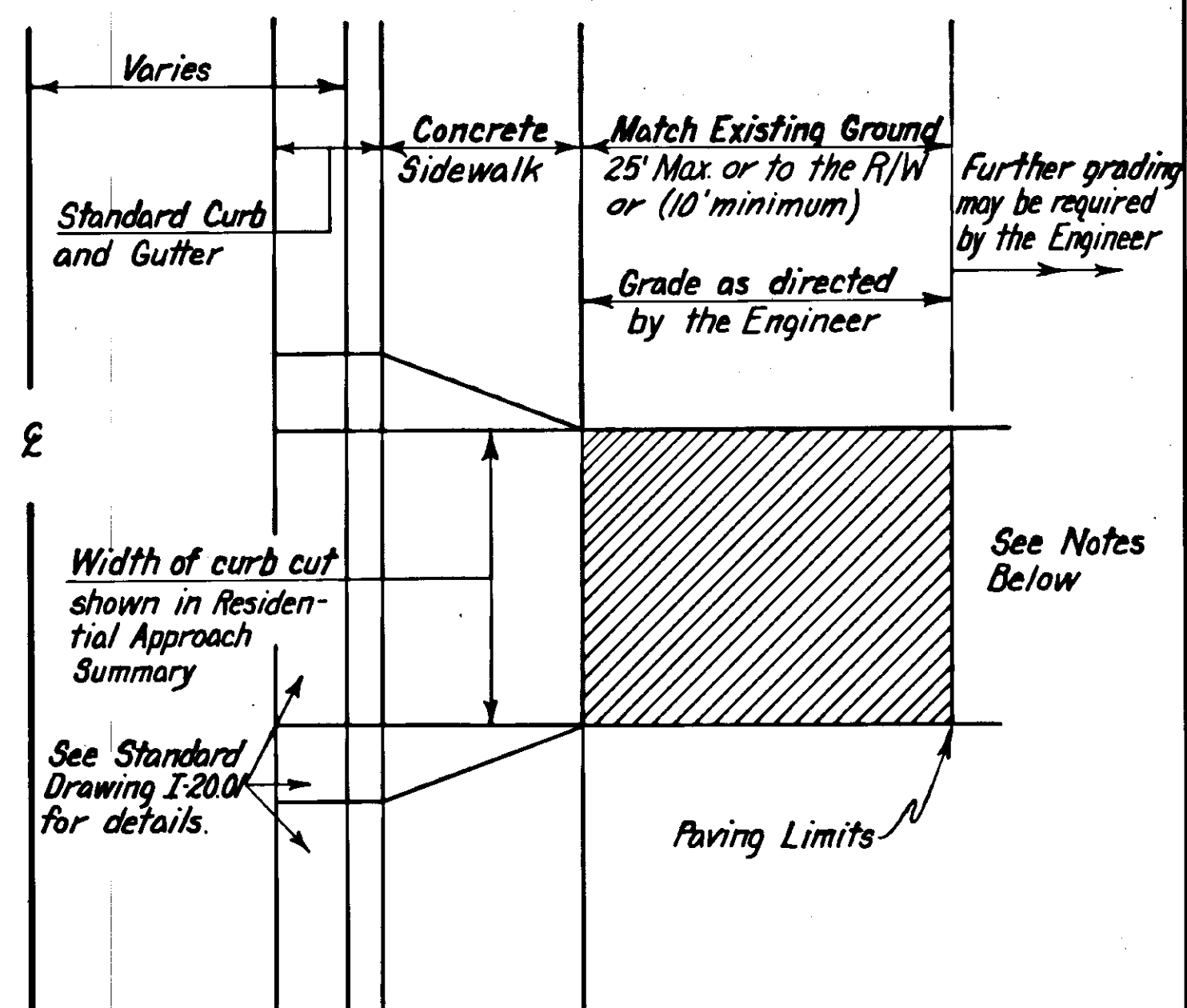
MISCELLANEOUS DETAILS



NOTES

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

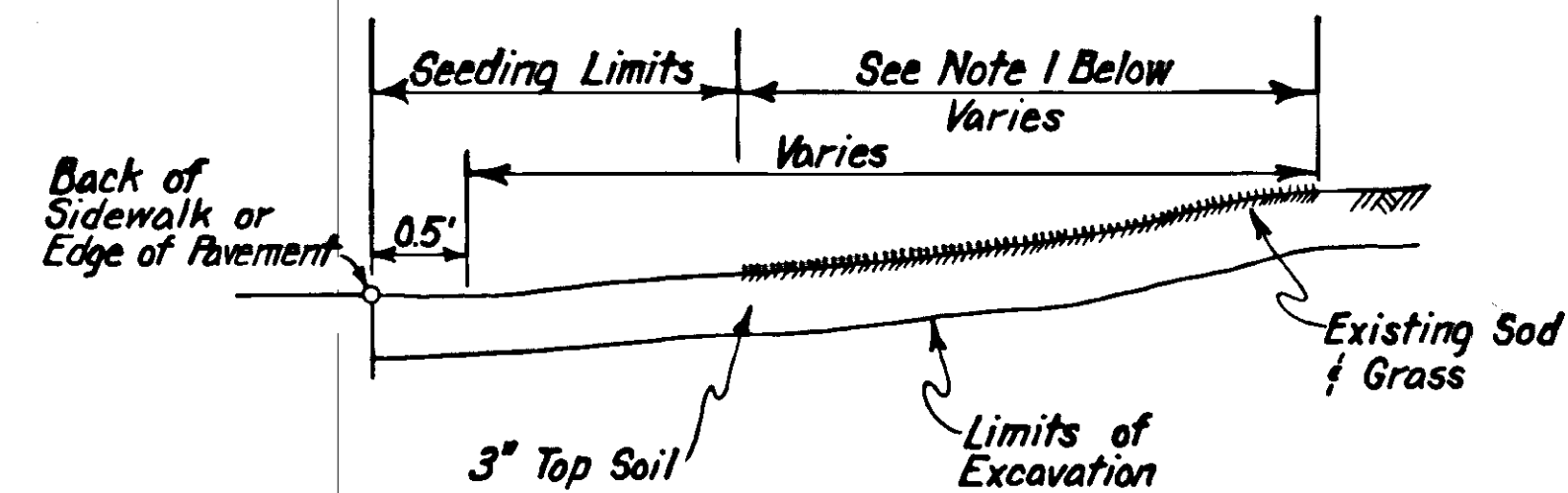
CURB EXPANSION JOINT & TRANSITION DETAILS



NOTES

1. This area shall be constructed with the same Pavement Structure used in the Driveway Construction Detail.
2. Payment for all work involved in this area shall be made under Section 639(1).

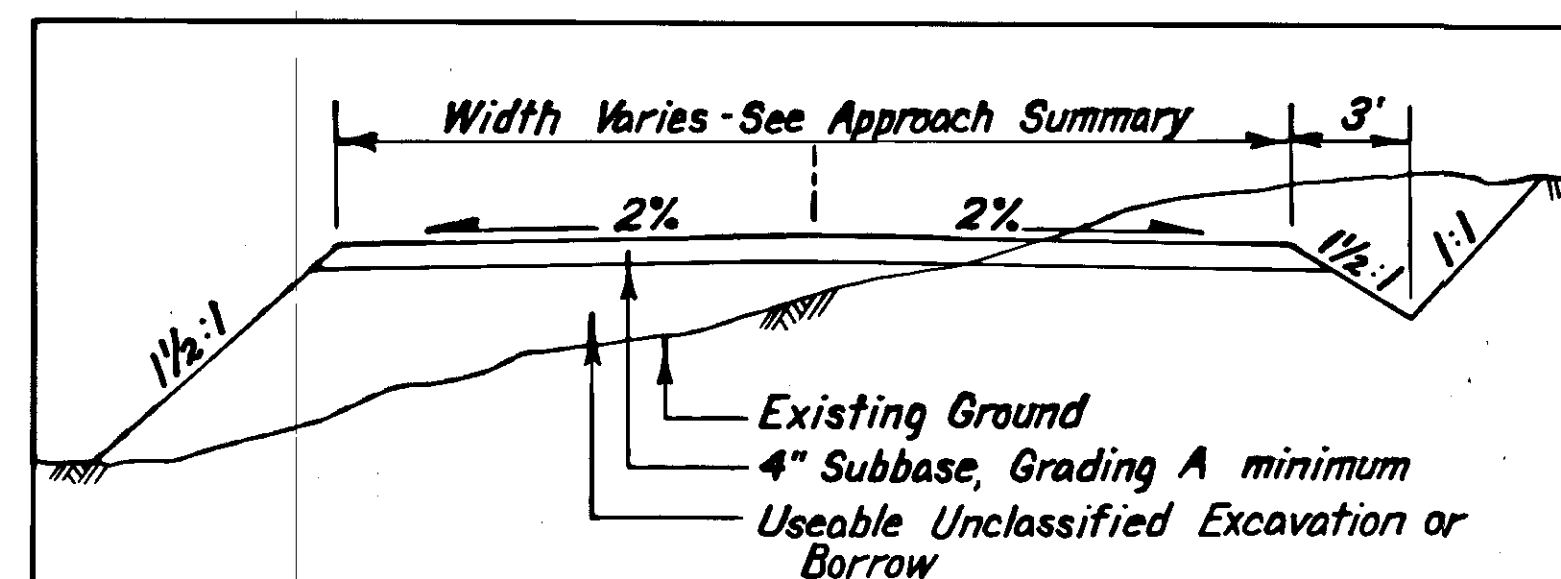
CURB CUT DETAIL



NOTES

1. Existing sod and grass will be cut in 24" wide strips and rolled back to facilitate the placing of 3" of top soil. Grading will accomplish a smooth and uniform transition from/to the roadway section.
2. Excavation required to place the top soil shall be paid for as Unclassified Excavation.
3. All work and materials, other than excavation, required to construct Detail 'A' shall be paid for under bid item 618(1), Seeding, and no separate payment shall be made therefore.
4. See Table A, Sheet 6 for summary of lawn areas and estimated top soil required.

DETAIL "A"

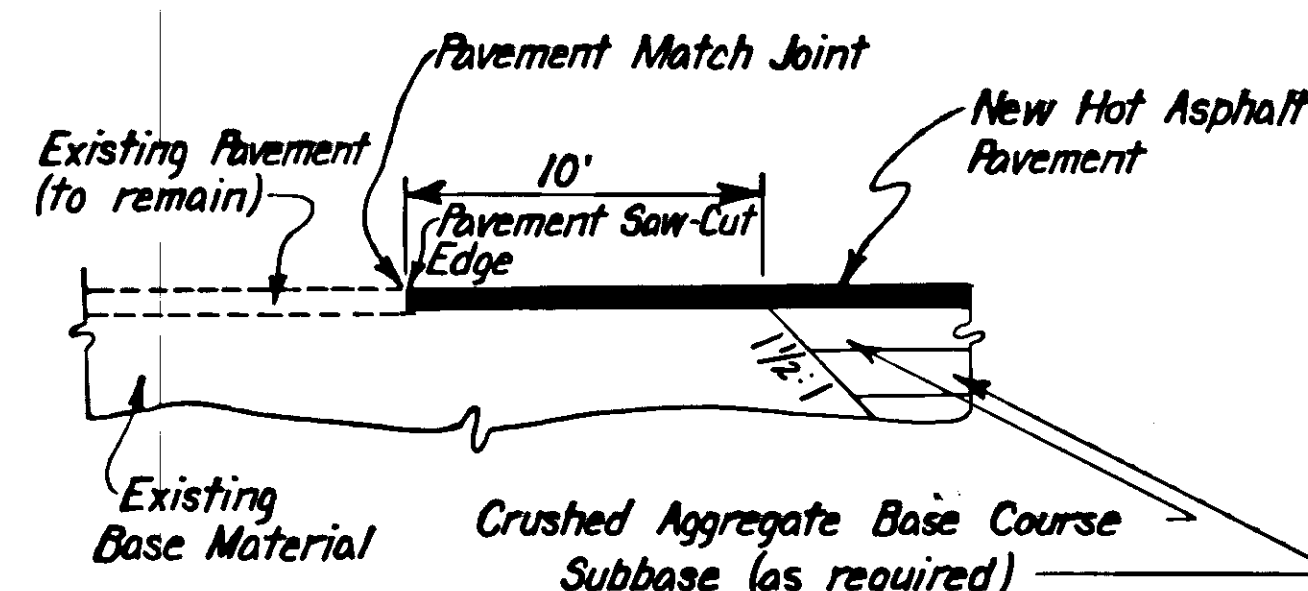


APPROACH ROAD DETAIL

APPROACH SUMMARY

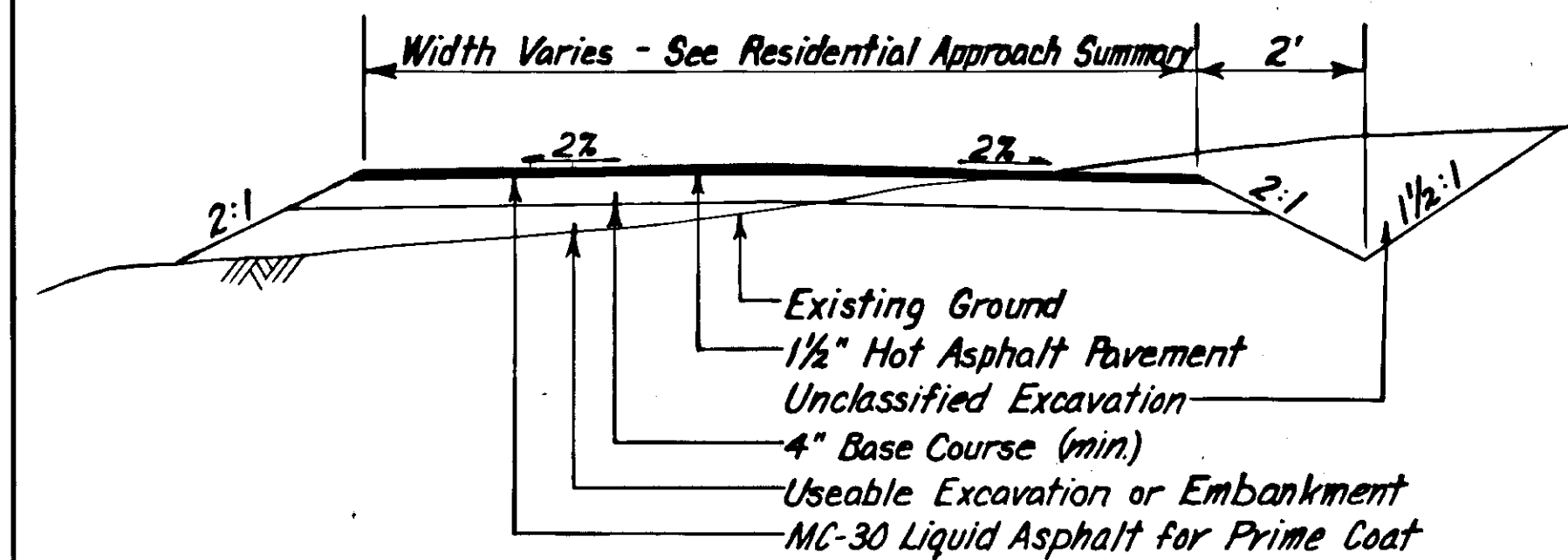
STATION	LT.	RT.	WIDTH	REMARKS
"0" 129+71.42		X	24'	Boundary Street
"0" 201+64.26		X	30'	Haugen Drive

1. Approaches will be constructed with the same structural section as shown on the Typical Section for Station "0" 109+00 to "0" 123+00 to the Paving Limits. Beyond the Paving Limits, the above Approach Road Detail shall be utilized.
2. All work involved in forming, shaping and construction shall be considered incidental to the bid items involved. Materials required will be paid for at contract bid prices.



PAVEMENT MATCH JOINT DETAIL

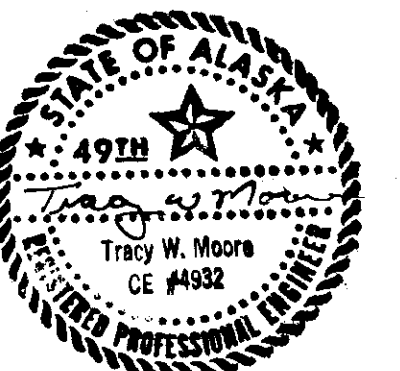
(Station 109+00 B.O.P.)



DRIVEWAY CONSTRUCTION DETAIL

NOTES

1. The paving limit shall be the R/W line or 25' Max. from the edge of shoulder, or 10' minimum. The above detail shall be used to construct the driveway from the roadway to the paving limit.
2. Beyond the paving limit, the Contractor shall smoothly grade crushed aggregate base course to match the existing driveway as directed by the Engineer.
3. All work involved shall be paid for under Section 639(1).
4. Paving radius shall be 15' unless otherwise shown on Residential Approach Summary.
5. Embankment or Excavation required to construct driveways shall be considered incidental to Section 639(1).

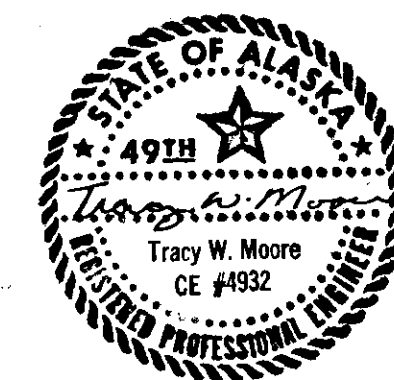
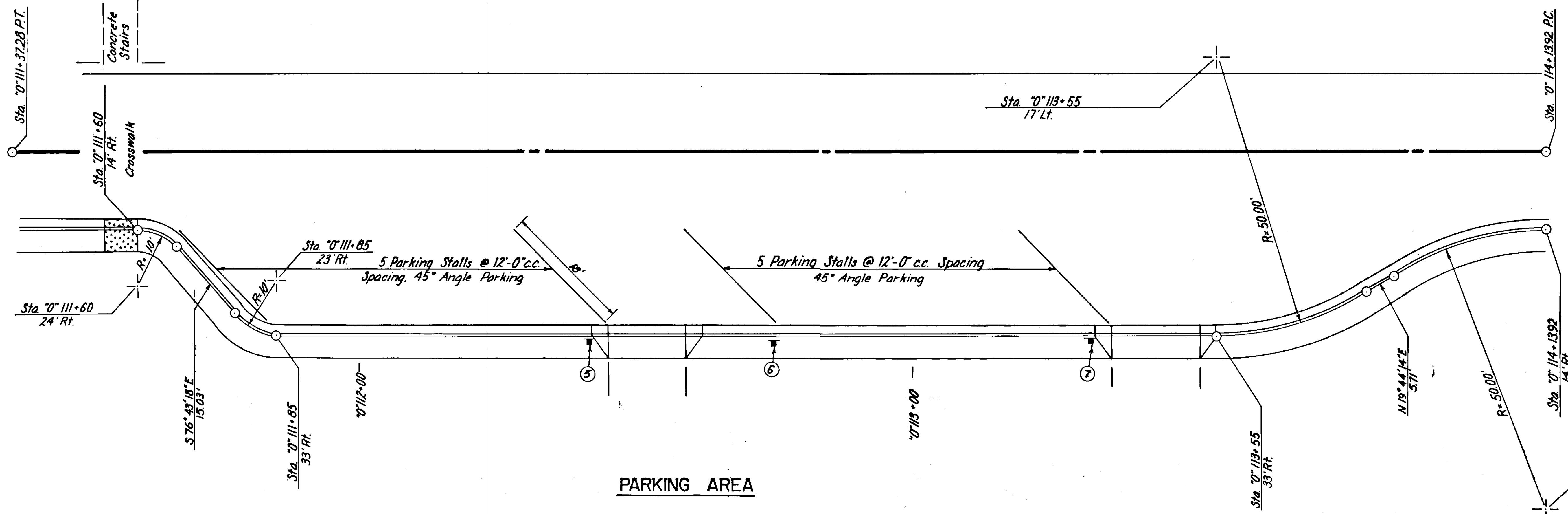
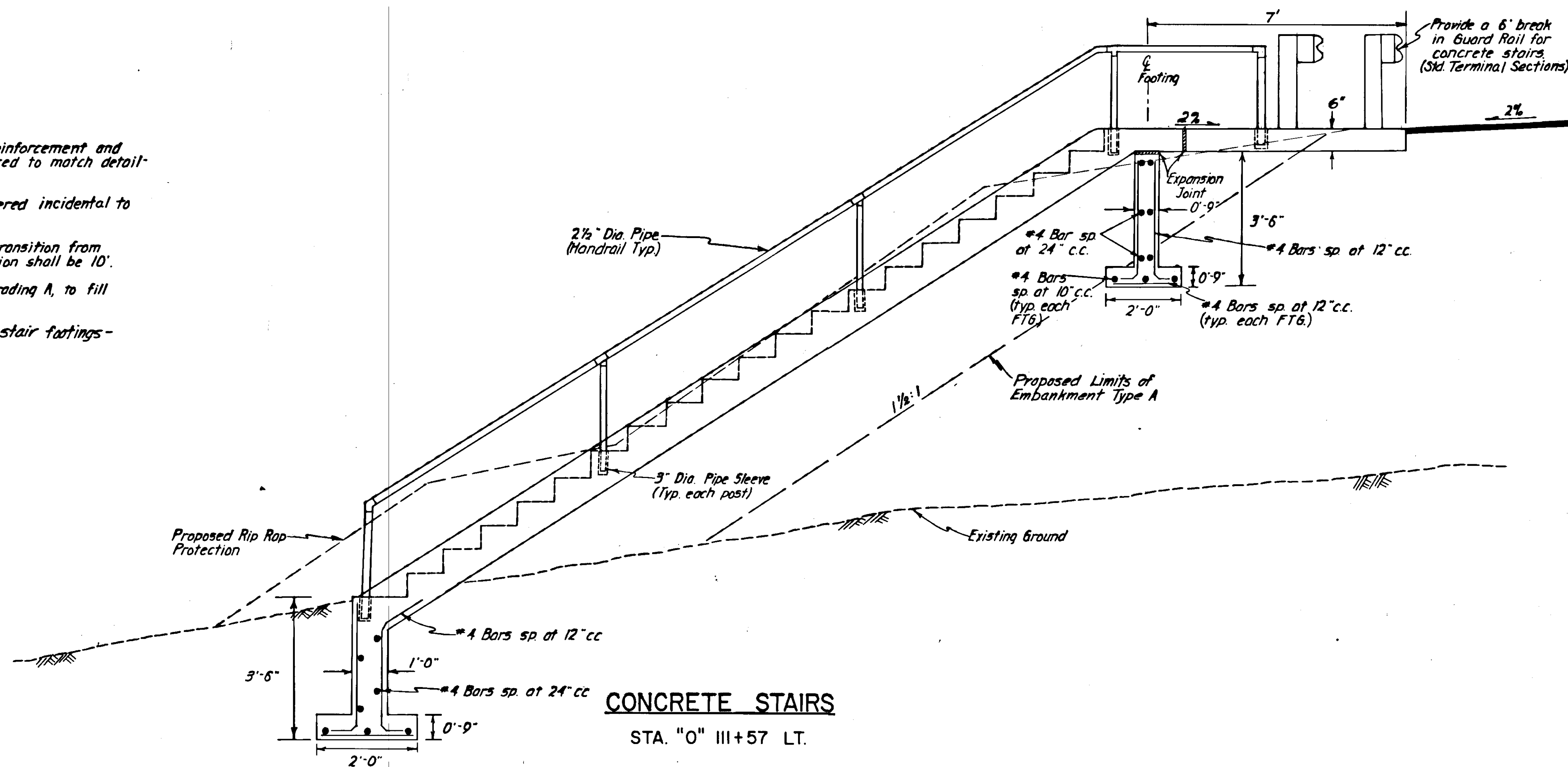


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(17)	1982	9	59

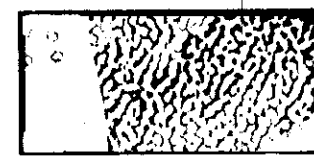
CONCRETE STAIRS NOTES

1. See Standard Drawing M-01.00 for concrete stair reinforcement and dimensionings. Modify Standard Drawing as required to match detailing on this plan sheet.
2. Excavation, Backfill, and Bedding shall be considered incidental to bid item 630(1) concrete and timber stairs.
3. Rip rap protection shall be warped to smoothly transition from the stairs to the typical section. Length of transition shall be 10'.
4. Stairs shall be evenly supported. Use subbase, grading A, to fill voids in rip rap.
5. Excavate as directed by the Engineer. For stair footings - place 6" subbase, Grading A, under footings.

MISCELLANEOUS DETAILS



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(17)	1982	14	59



Indicates items to be removed
+ paid for under Item 202(1),
Removal of Structures & Obstructions

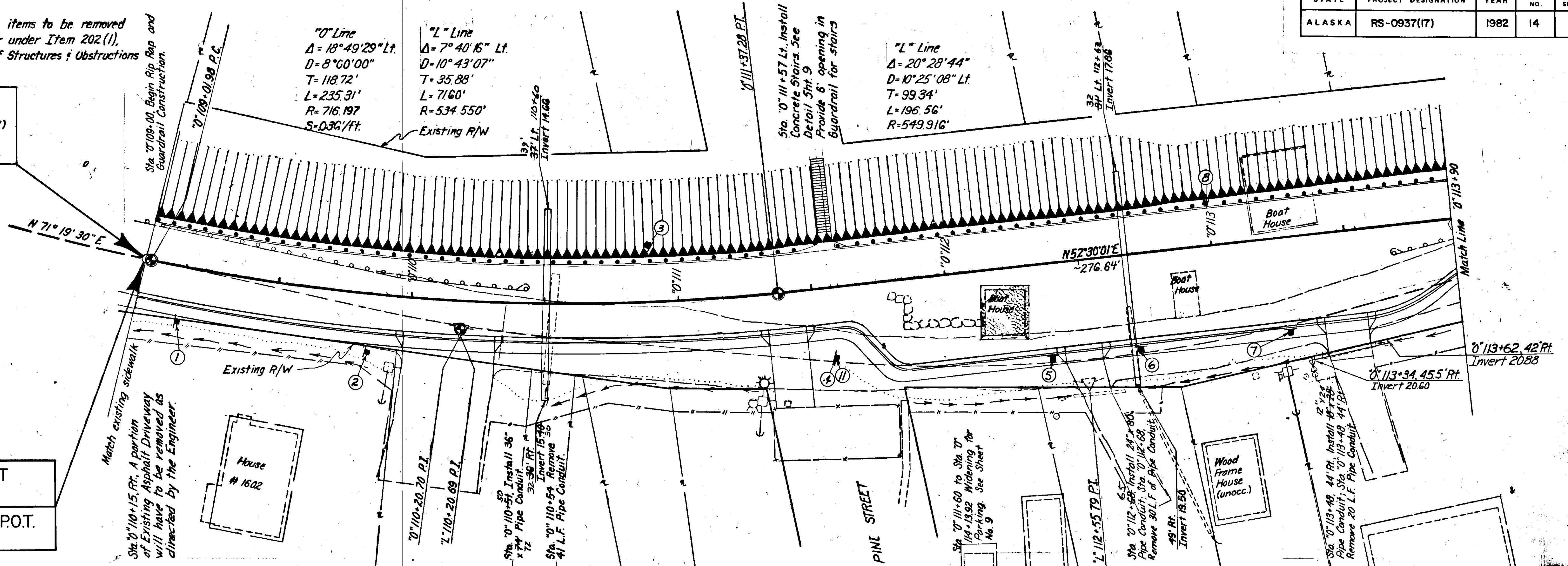
B.O.P. Coordinates

State Plane Grid Coordinates
(N 1,822,966.173) (E 2,831,104.001)
Project Datum (Assumed)
(N 12621.974) (E 23081.083)

"O" Line
 $\Delta = 18^\circ 49' 29''$ Lt.
 $D = 8^\circ 60' 00''$
 $T = 118.72'$
 $L = 235.31'$
 $R = 716.197$
 $S = 0.36'/ft.$

"L" Line
 $\Delta = 7^\circ 40' 16''$ Lt.
 $D = 10^\circ 43' 07''$
 $T = 35.88'$
 $L = 71.60'$
 $R = 534.550'$

"L" Line
 $\Delta = 20^\circ 28' 44''$
 $D = 10^\circ 25' 08''$ Lt.
 $T = 99.34'$
 $L = 196.56'$
 $R = 549.916'$



BEGIN PROJECT
RS-0937(17)

"L" 109+00.00 P.O.T.
"O" 109+00.00

Horizontal Control

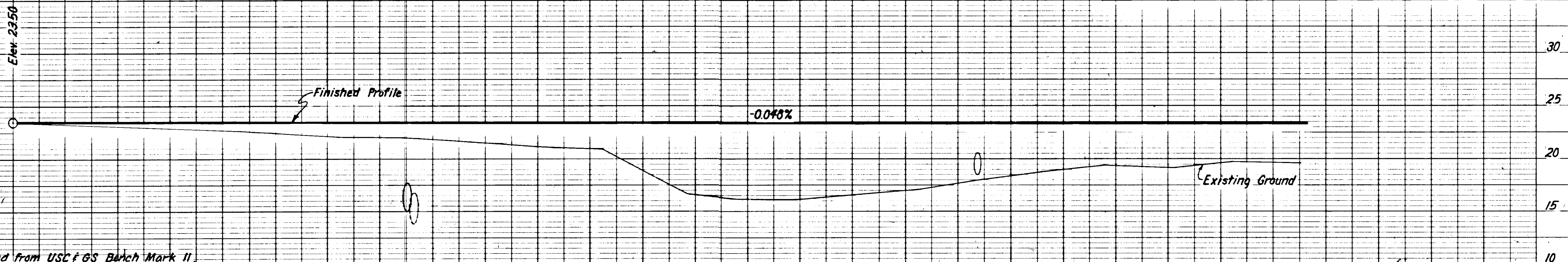
Horizontal Control is based on a reference bearing of $S 62^\circ 41' 56'' W$ between VSE 4, RM 1 and VSE 8 (N 1,820,044.58) (E 2,823,297.80) with a scale factor of 0.99990608

No Earthwork Equation
Embankment - Neatline Measure

Embankment: 2539 C.Y.
Excavation: 96 C.Y. (Considered Waste)

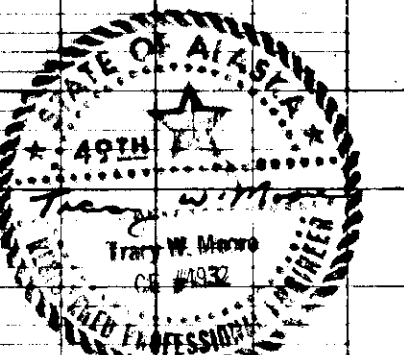
SPECIAL DITCH TABLE

STATION	FROM		STATION	TO	
	OFFSET	R.L. ELEV.		OFFSET	R.L. ELEV.
0+00	23.5' Rt.	21.80	0+85	22.5' Rt.	22.90
0+75	31.5' Rt.	20.30	0+25	33' Rt.	21.50
0+85	40' Rt.	22.40	0+42	50' Rt.	20.15
0+75	52' Rt.	20.00	0+34	45' Rt.	20.60
0+62	43' Rt.	20.88	0+90	54' Rt.	21.90



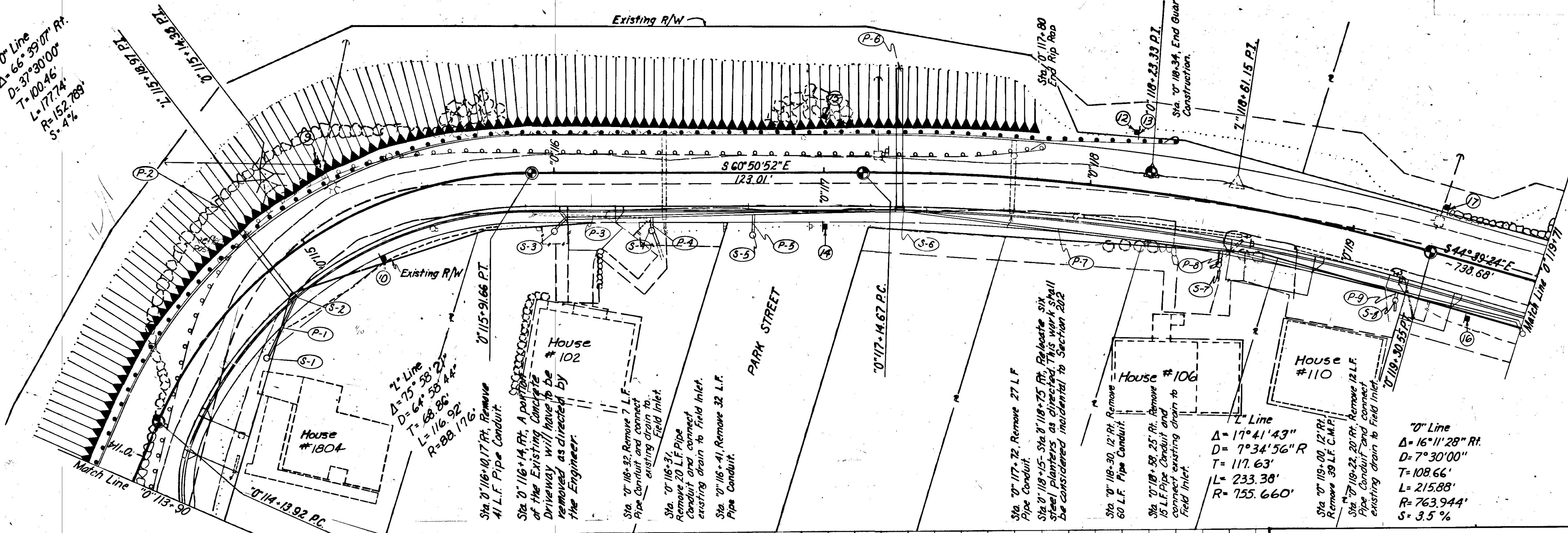
Vertical Control

Vertical Control originated from USC & GS Bench Mark II, a standard disk, stamped "No 11 1958" set in top of west curb of the Main Street at west edge of sidewalk at the east side of the main entrance to Mens Wear Dept., of Trading Union Inc. and 1 foot east of steel pillar supporting roof of the building, with an elevation of 24.02 feet above mean lower low water.



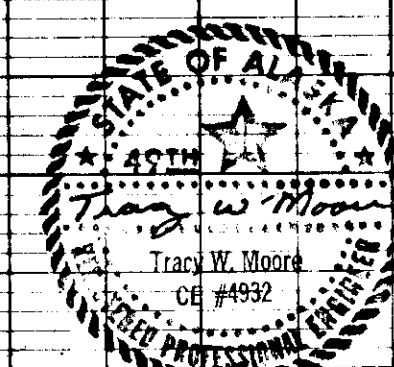
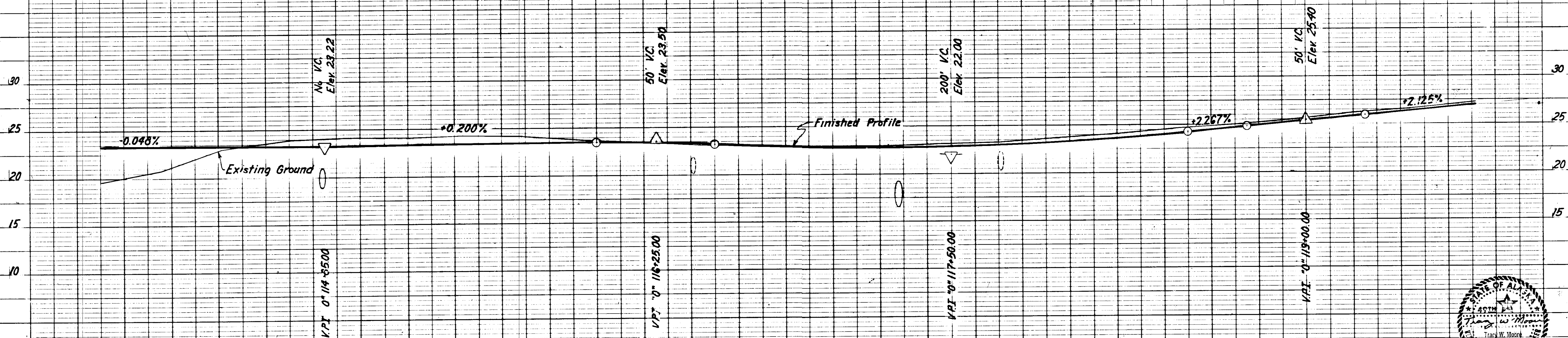
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	15	59

"0" Line
 $\Delta = 66^\circ 39' 07''$ Rt.
 $D = 37^\circ 30' 00''$
 $L = 177.74'$
 $R = 152.789'$
 $S = 4\%$

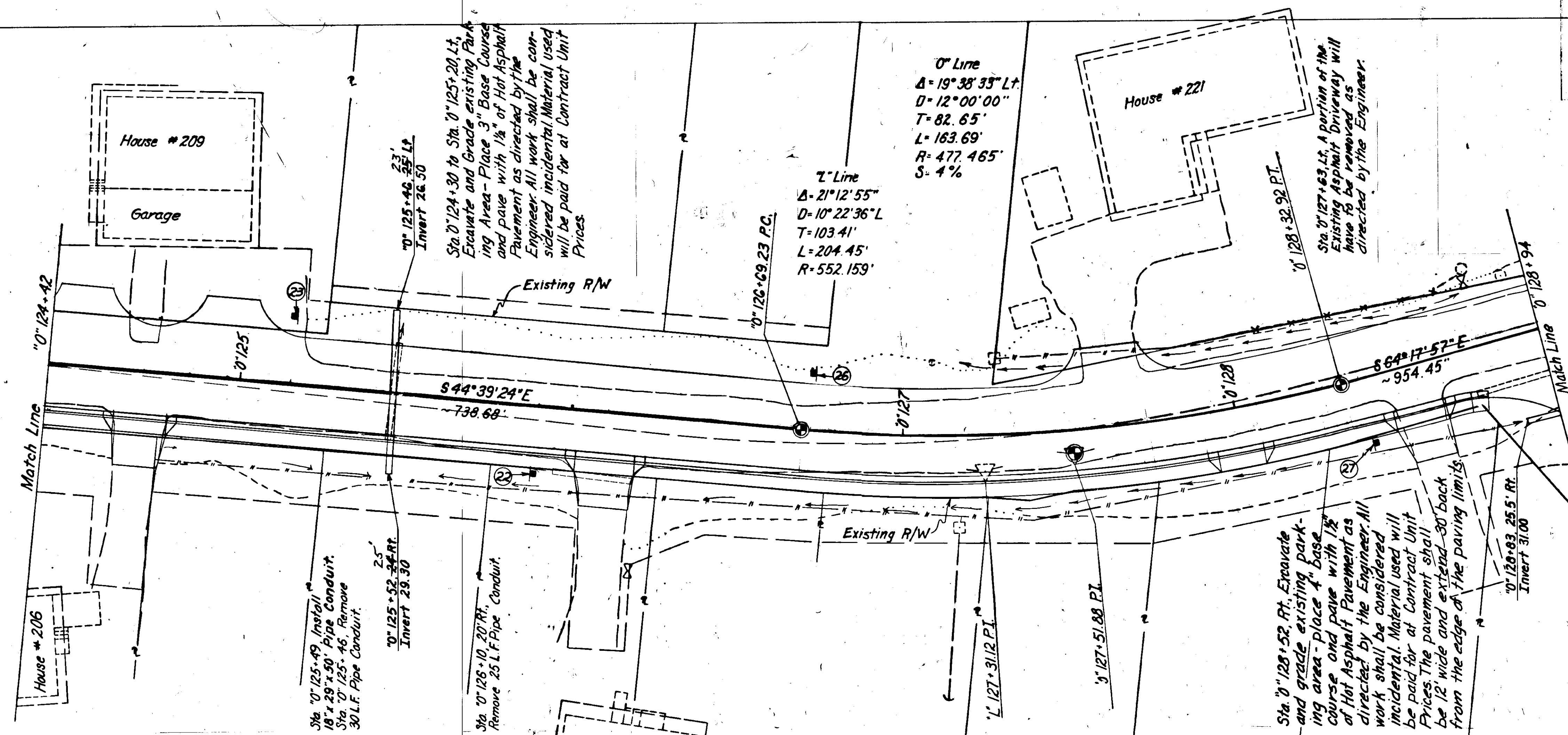


Embankment: 469 C.Y.
 Excavation: 1189 C.Y. (Considered Waste)

SPECIAL DITCH TABLE					
FROM			TO		
STATION	OFFSET	FL. ELEV.	STATION	OFFSET	FL. ELEV.
0+113.90	35' Rt.	21.30	0+114.40	21.5' Rt.	22.50

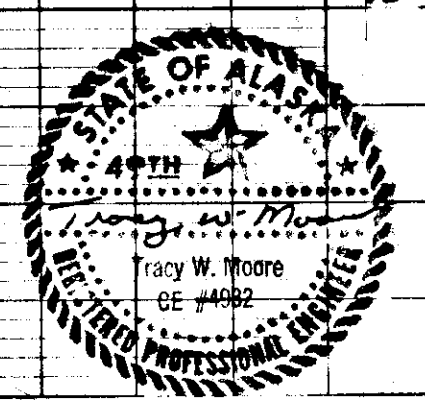
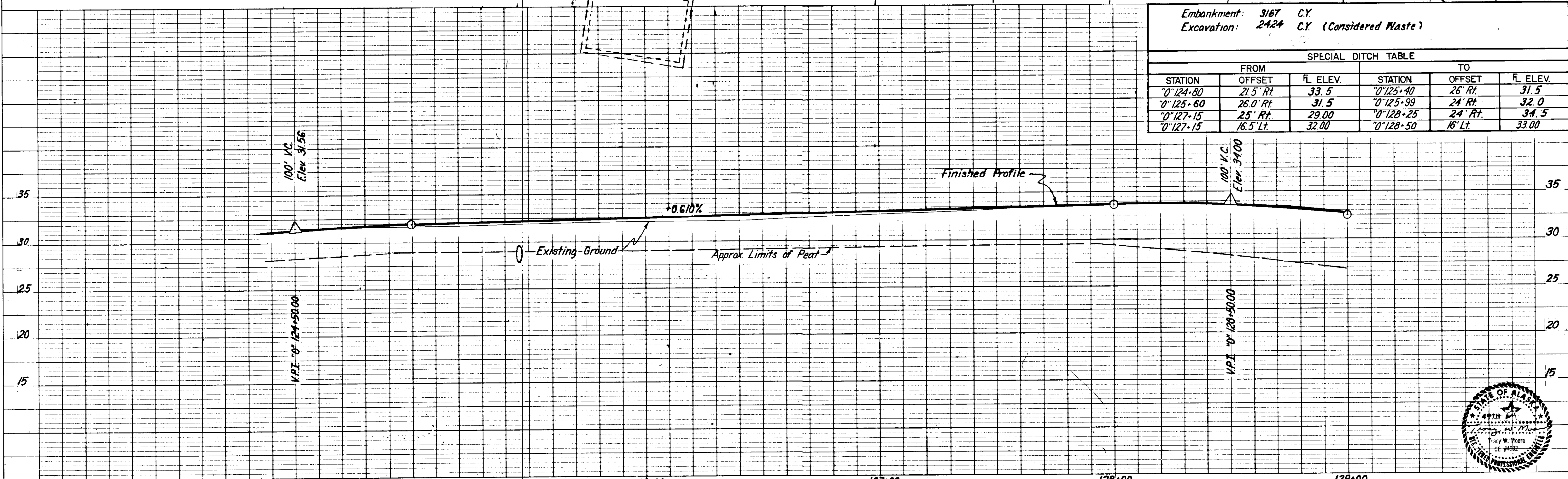


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	17	59

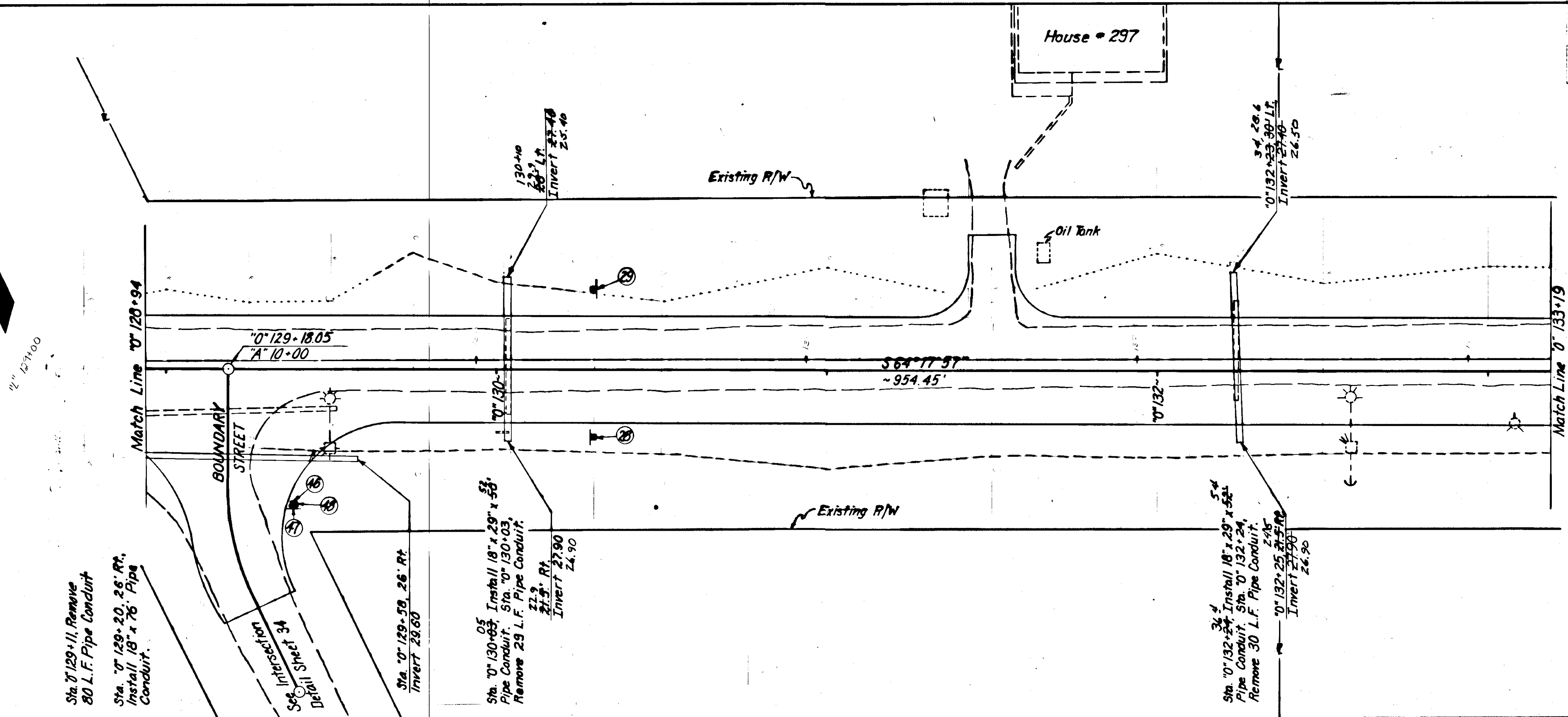


Embankment: 3167 C.Y.
Excavation: 2424 C.Y. (Considered Waste)

SPECIAL DITCH TABLE					
FROM			TO		
STATION	OFFSET	FL ELEV.	STATION	OFFSET	FL ELEV.
0+124+80	21.5' Rt.	33.5	0+125+40	26' Rt.	31.5
0+125+60	26.0' Rt.	31.5	0+125+99	24' Rt.	32.0
0+127+15	25' Rt.	29.00	0+128+25	24' Rt.	34.5
0+127+15	16.5' Lt.	32.00	0+128+50	16' Lt.	33.00



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(17)	1982	18	59



Sta. 0+129+11. Remove
80 L.F. Pipe Conduit

Sta. 0+129+30.26 Rt.
Install 18" x 24" Pipe
Conduit.

See Intersection
Detail Sheet 3A

Sta. 0+129+59.26 Rt.
Invert 29.60

Sta. 0+130+03.29
Install 18" x 29" x 58"
Pipe Conduit. Sta. 0+130+03.
Remove 29 L.F. Pipe Conduit.

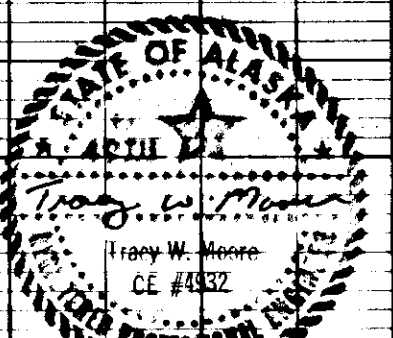
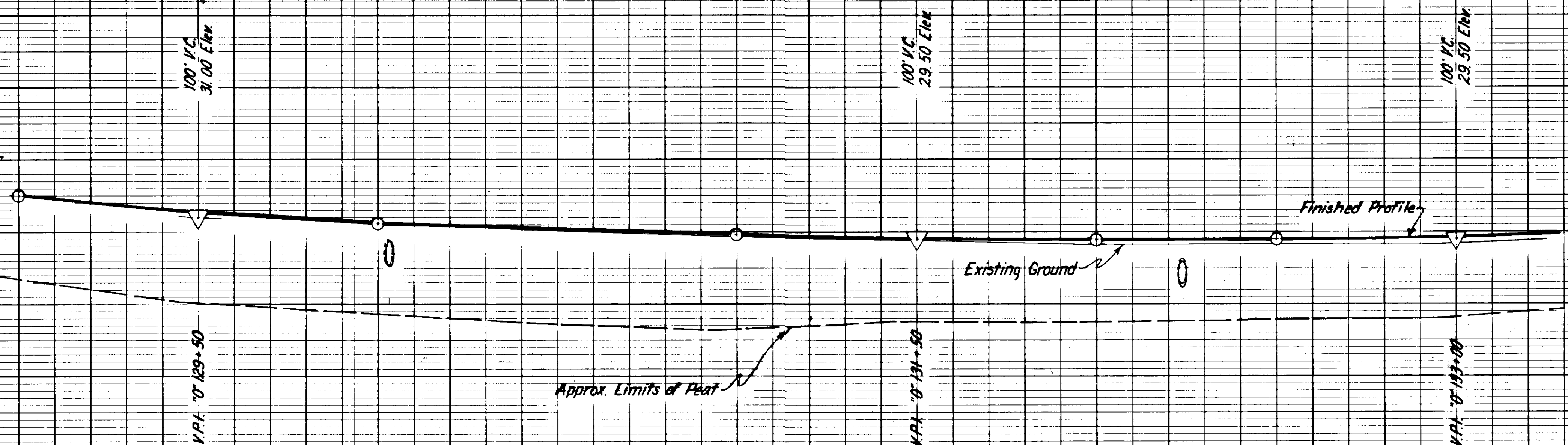
22.3 Rt.
Invert 24.90

Sta. 0+132+25.24
Install 18" x 29" x 58"
Pipe Conduit. Sta. 0+132+24.
Remove 30 L.F. Pipe Conduit.

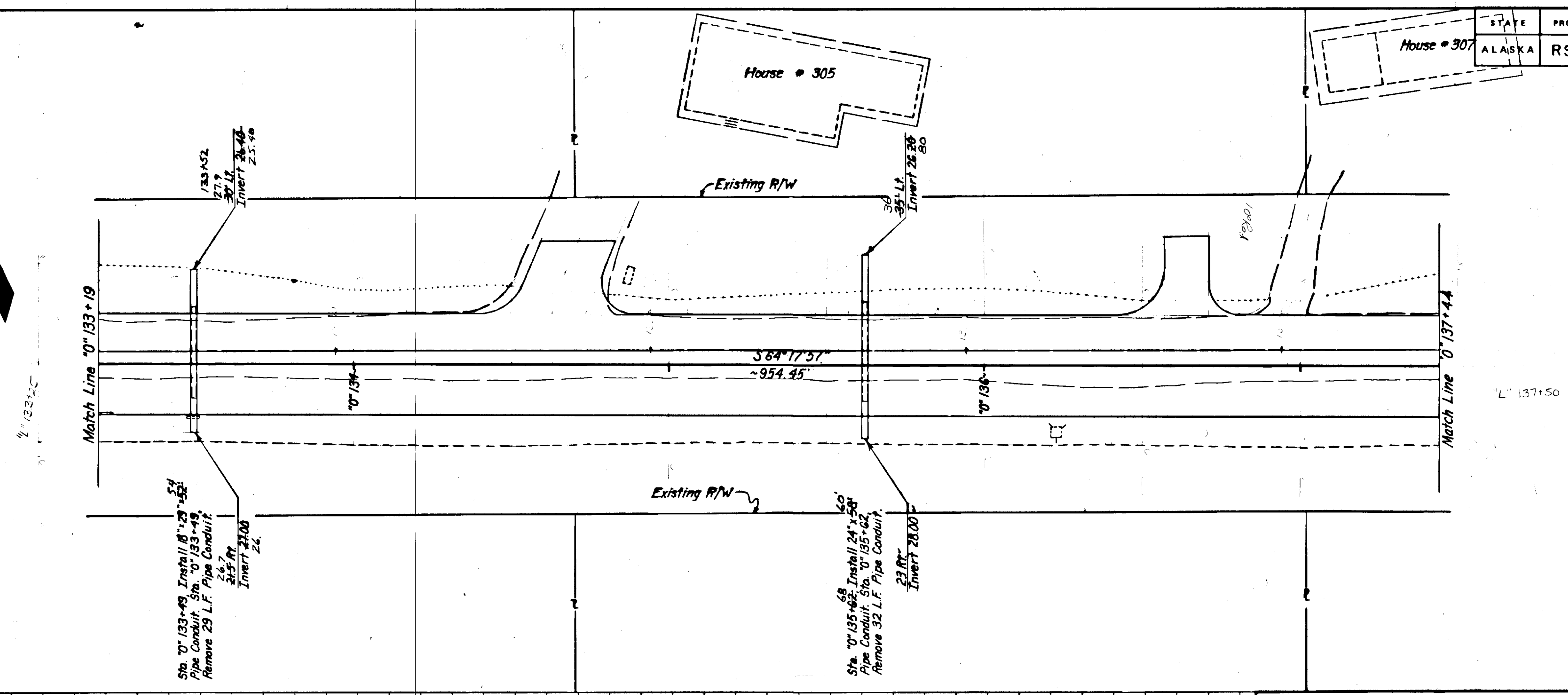
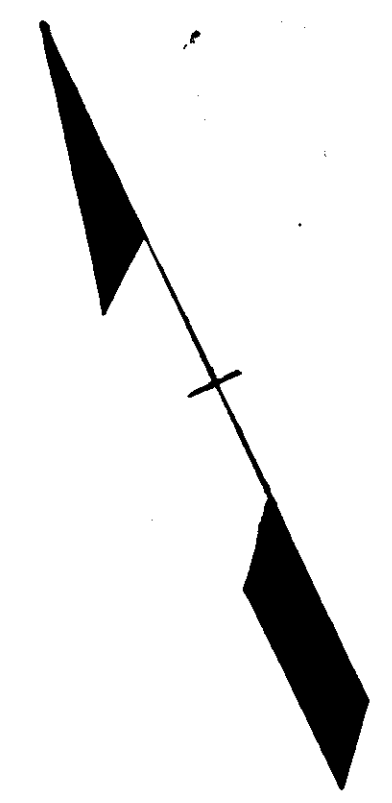
24.90
Invert 27.90

Embankment: 4069 C.Y.
Excavation: 4077 C.Y. (Considered Waste)

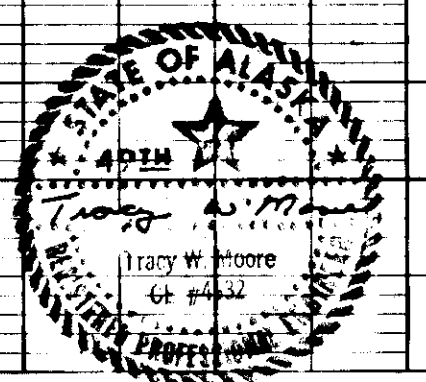
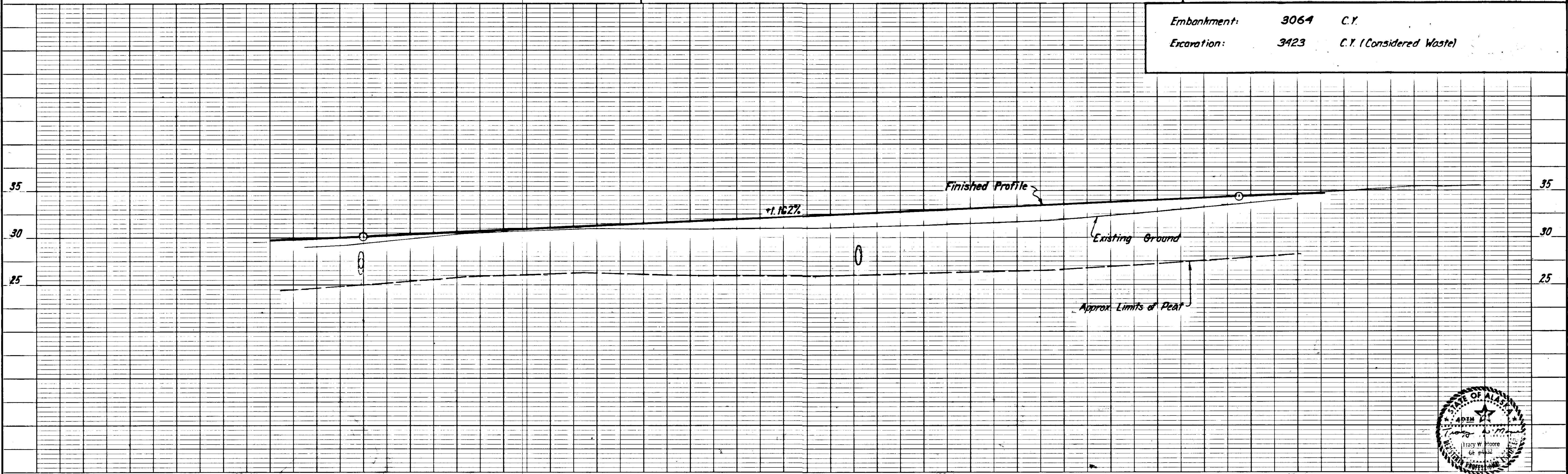
1/2" = 10'



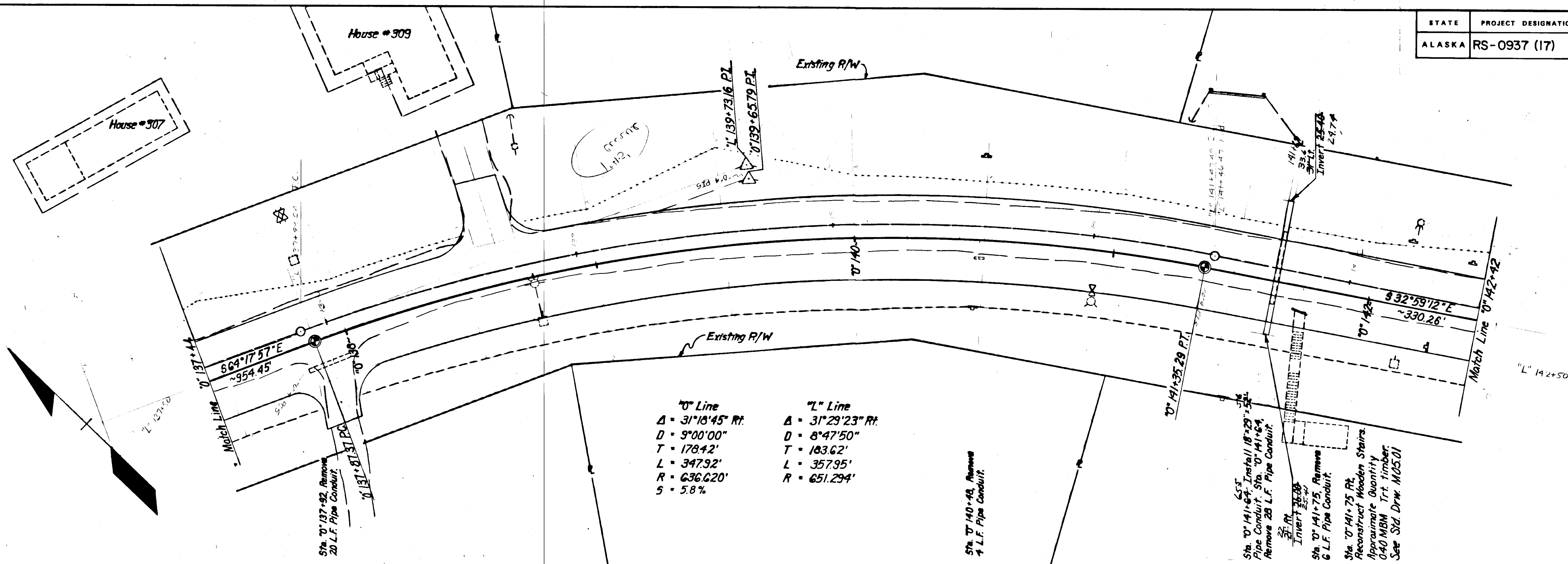
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	19	59



Embankment:	3064	C.Y.
Excavation:	3423	C.Y. (Considered Waste)

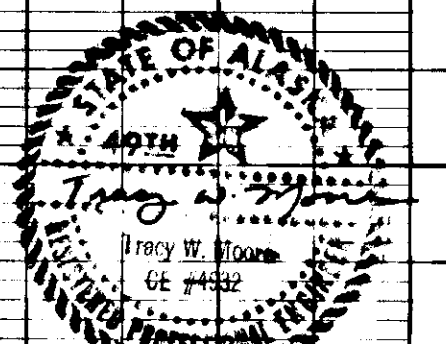
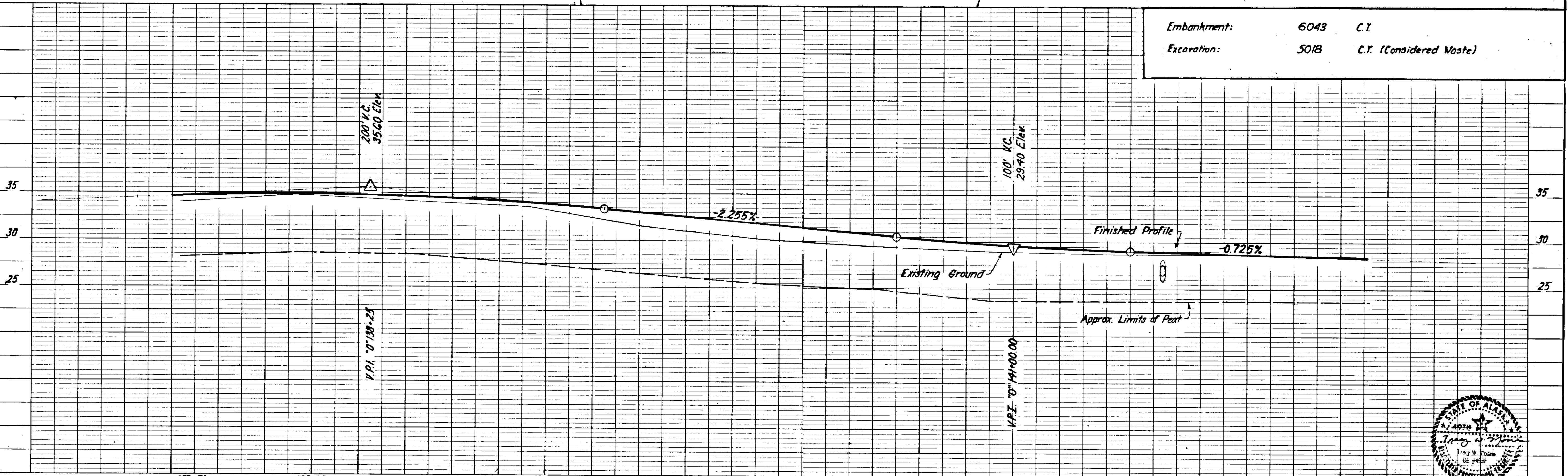


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	20	59

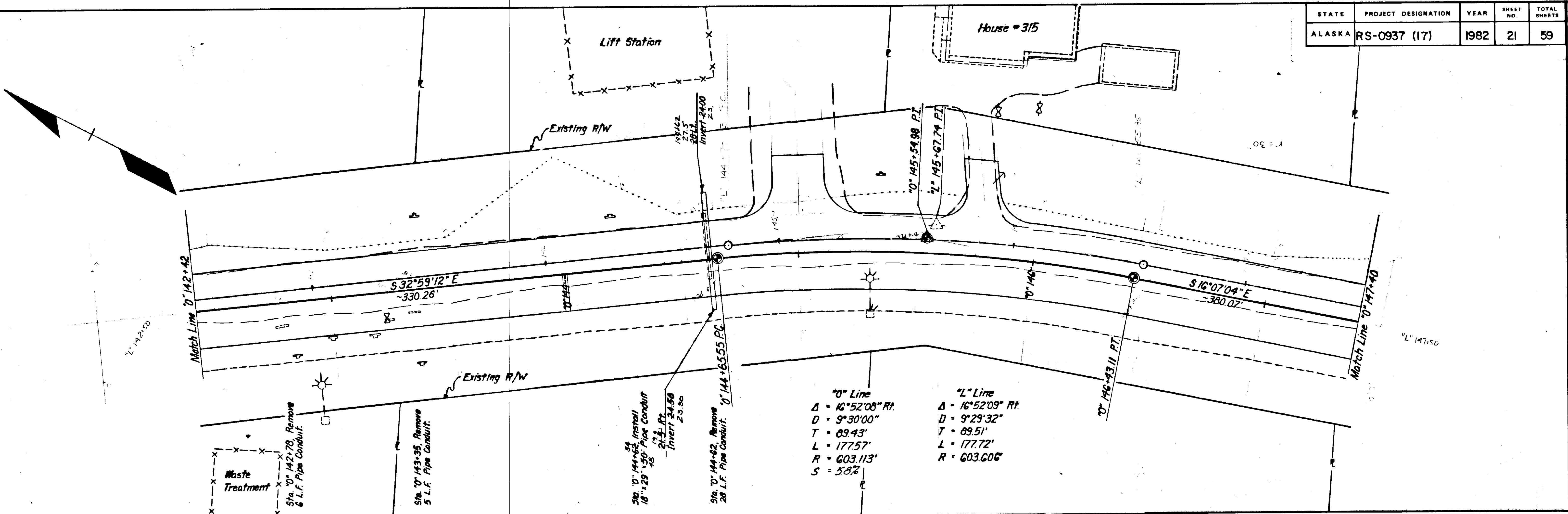


"0" Line	"L" Line
$\Delta = 31'18'45''$ Rt.	$\Delta = 31'29'23''$ Rt.
$D = 9'00'00''$	$D = 8'47'50''$
$T = 178.42'$	$T = 183.62'$
$L = 347.92'$	$L = 357.95'$
$R = 636.620'$	$R = 651.294'$
$S = 5.8\%$	

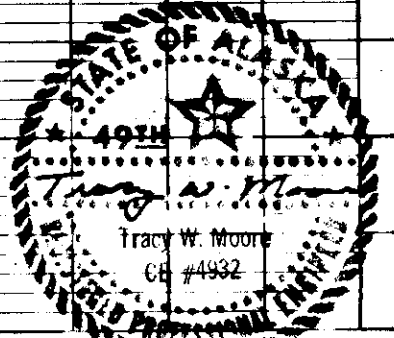
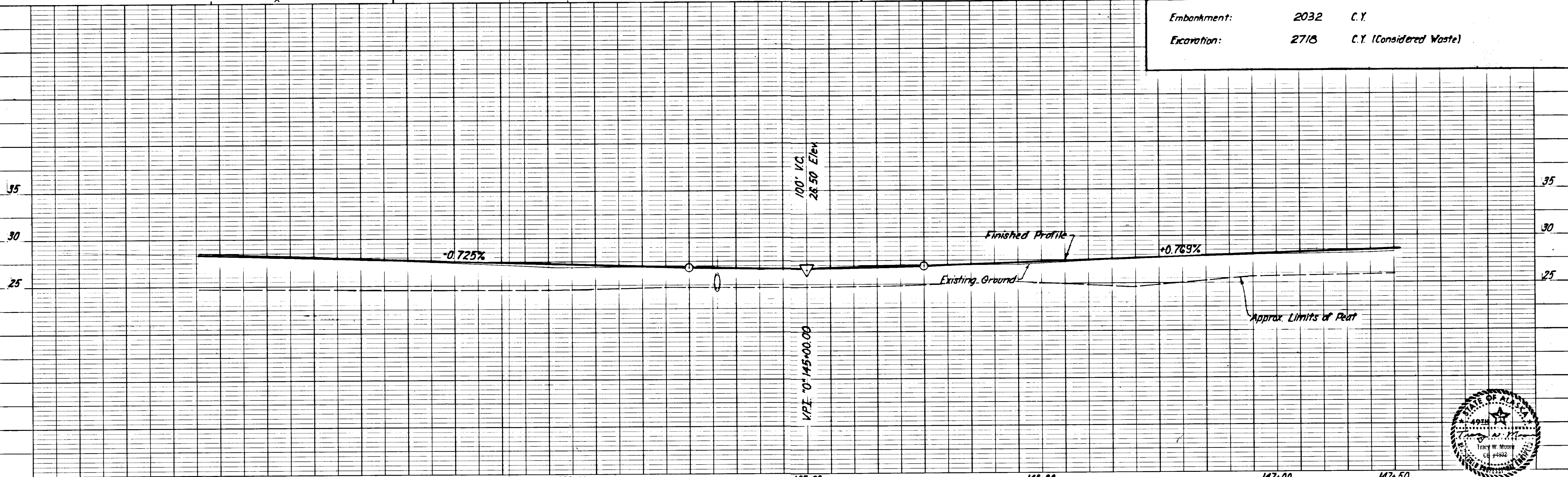
Embankment:	6043	C.Y.
Excavation:	5018	C.Y. (Considered Waste)



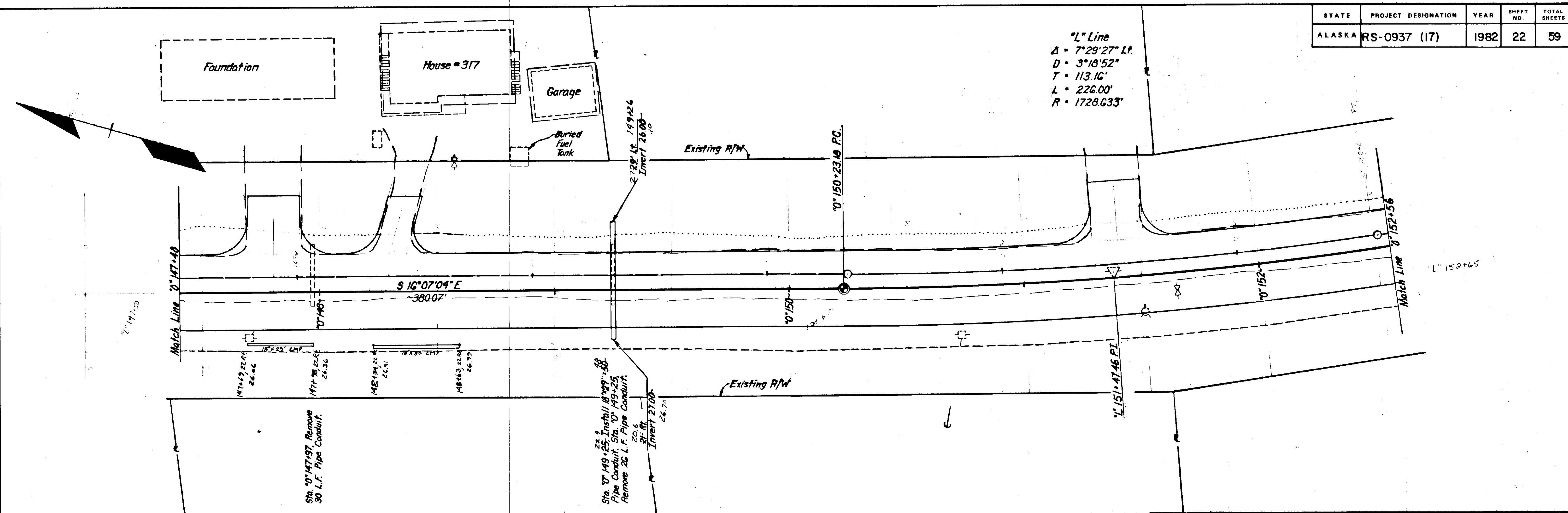
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	21	59



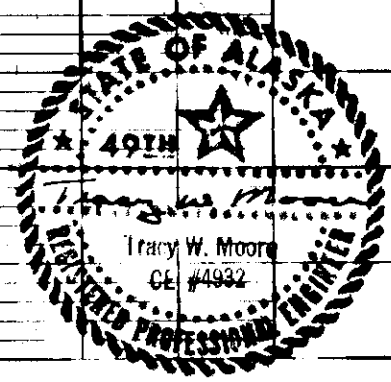
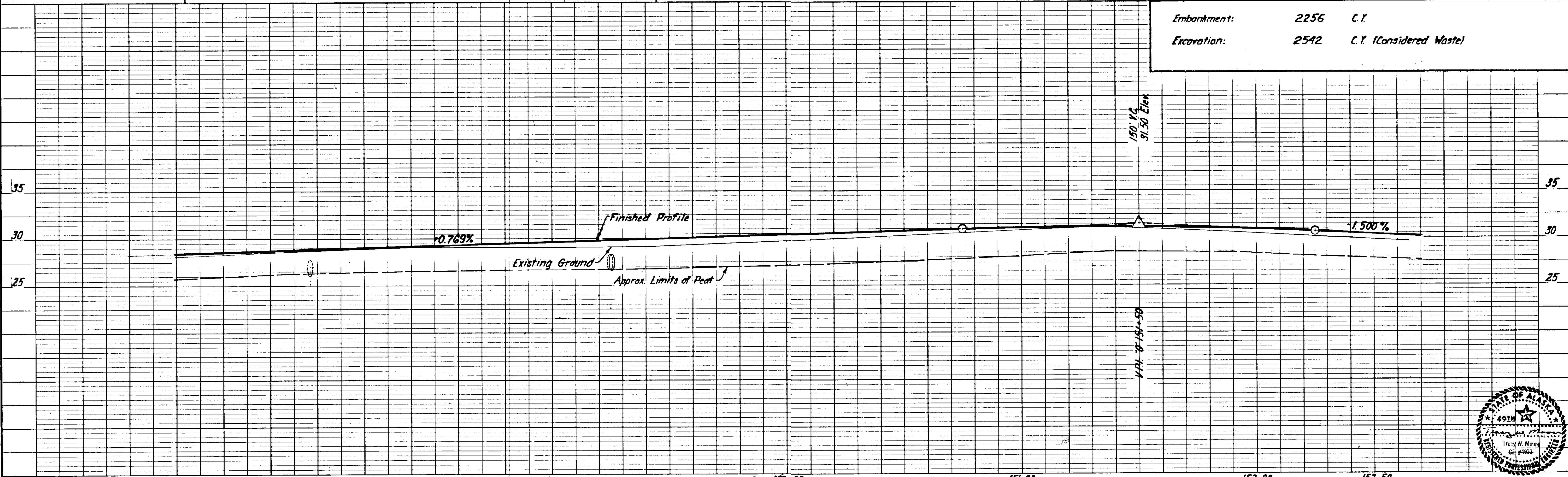
Embankment:	2032	C.Y.
Excavation:	2718	C.Y. (Considered Waste)



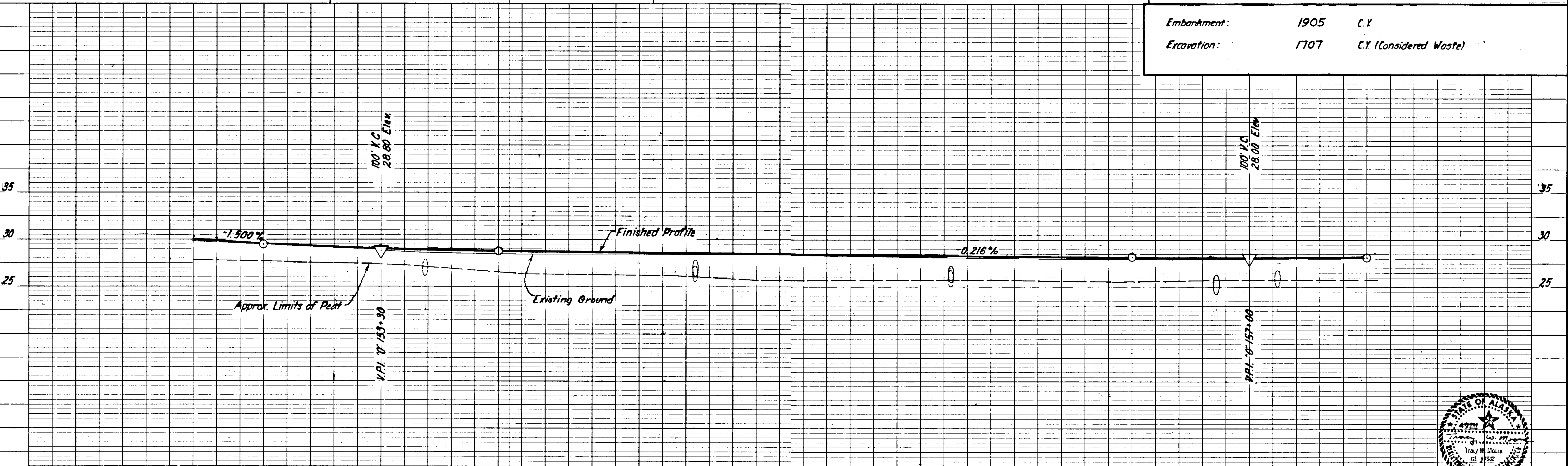
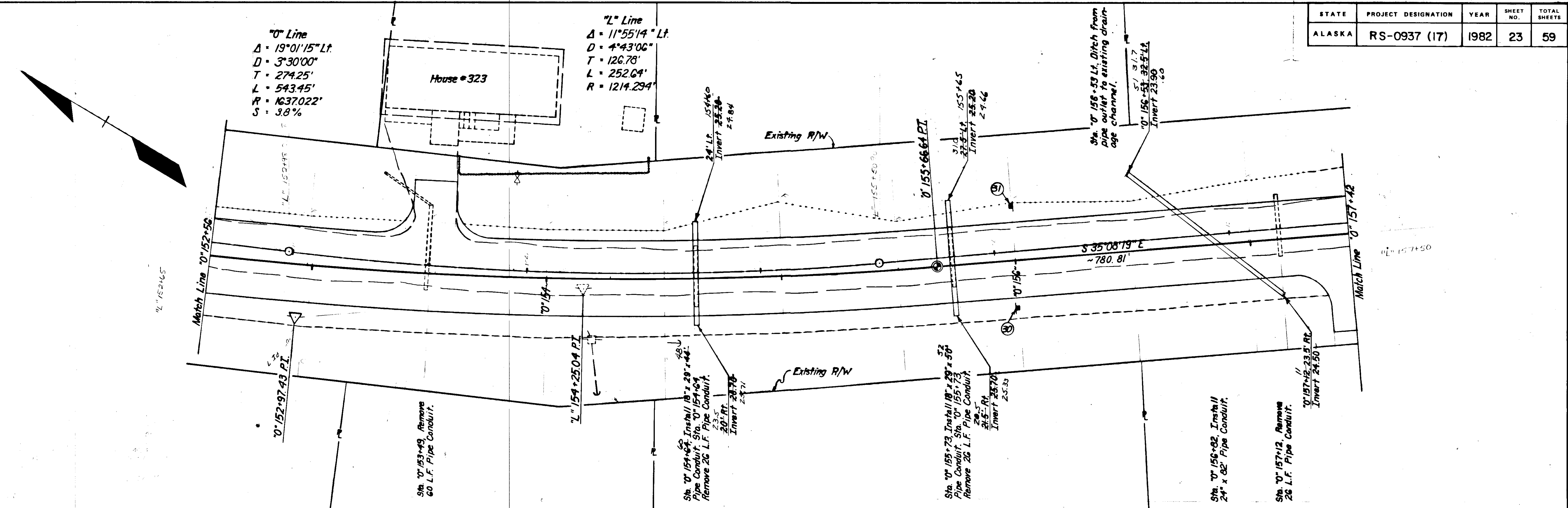
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	22	59



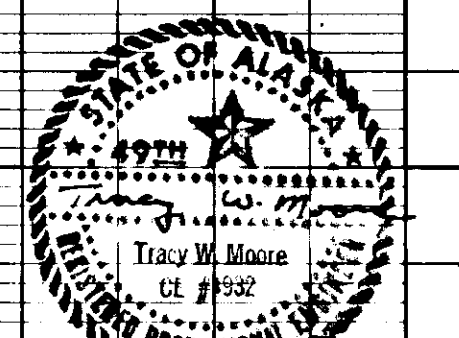
Embankment:	2256	C.Y.
Excavation:	2542	C.Y. (Considered Waste)



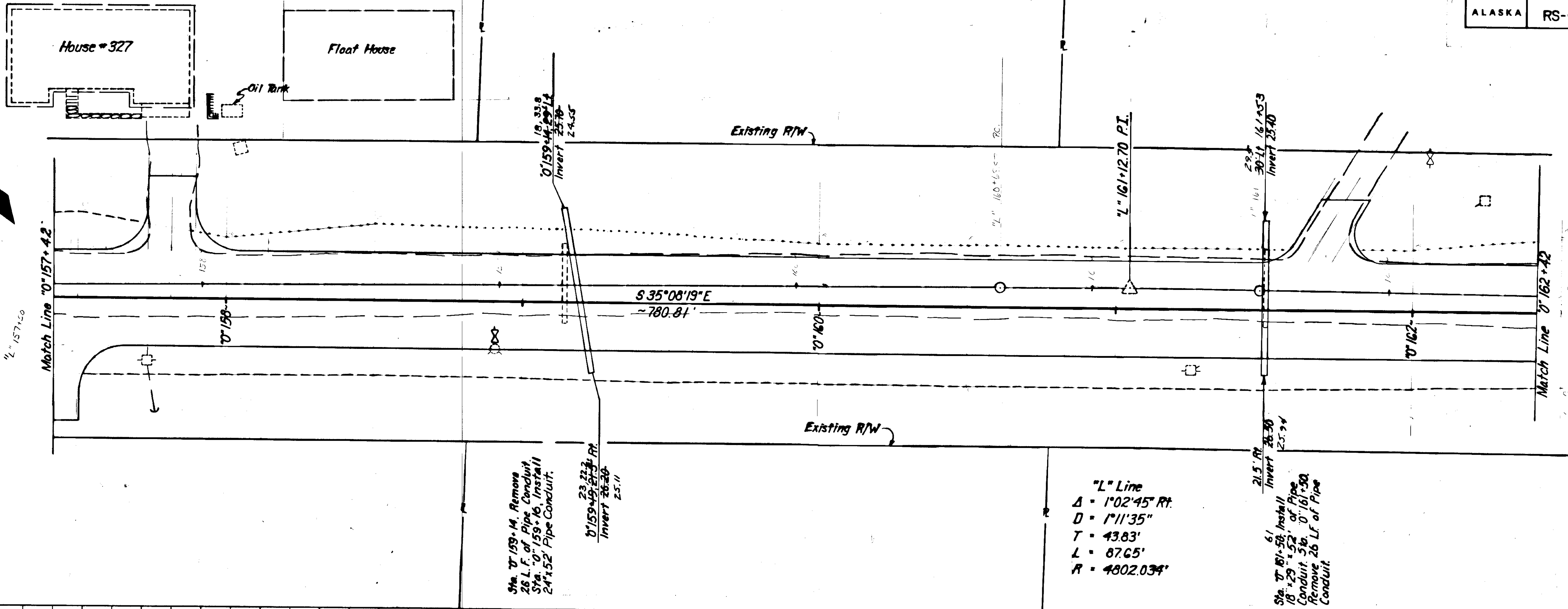
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	23	59



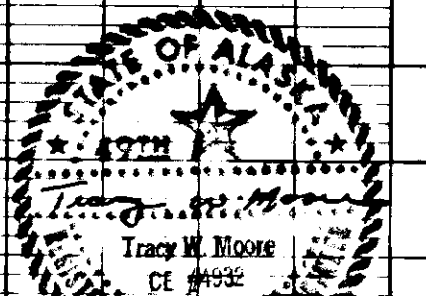
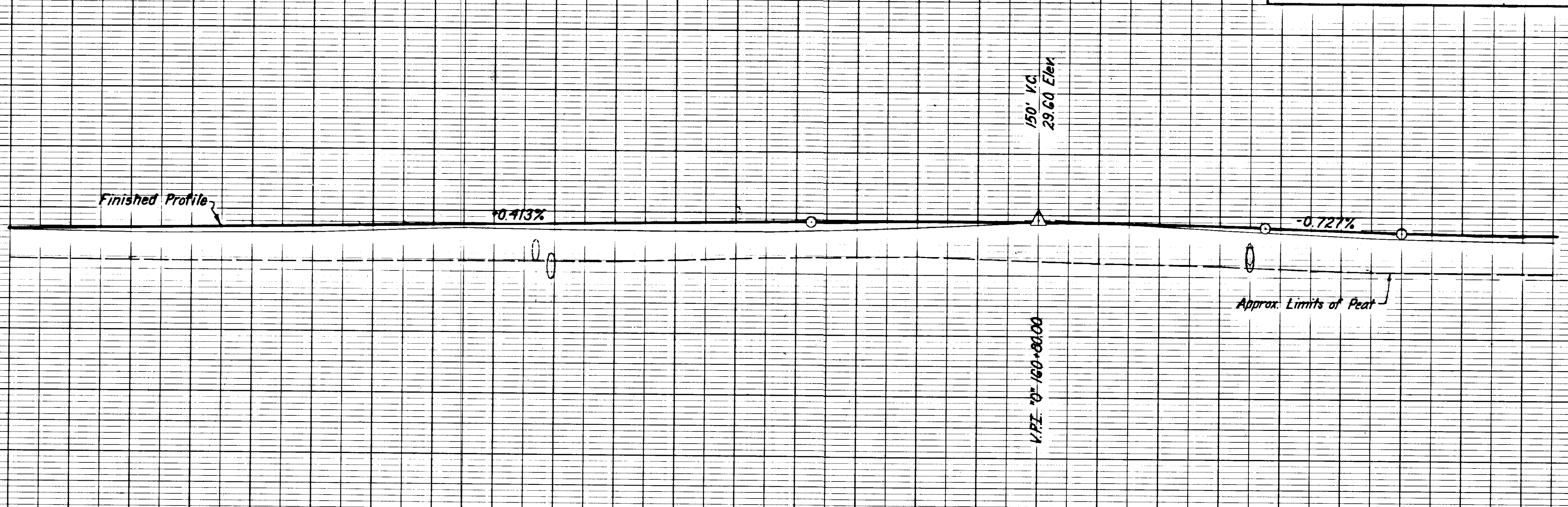
Embankment:	1905	C.Y.
Excavation:	1707	C.Y. (Considered Waste)



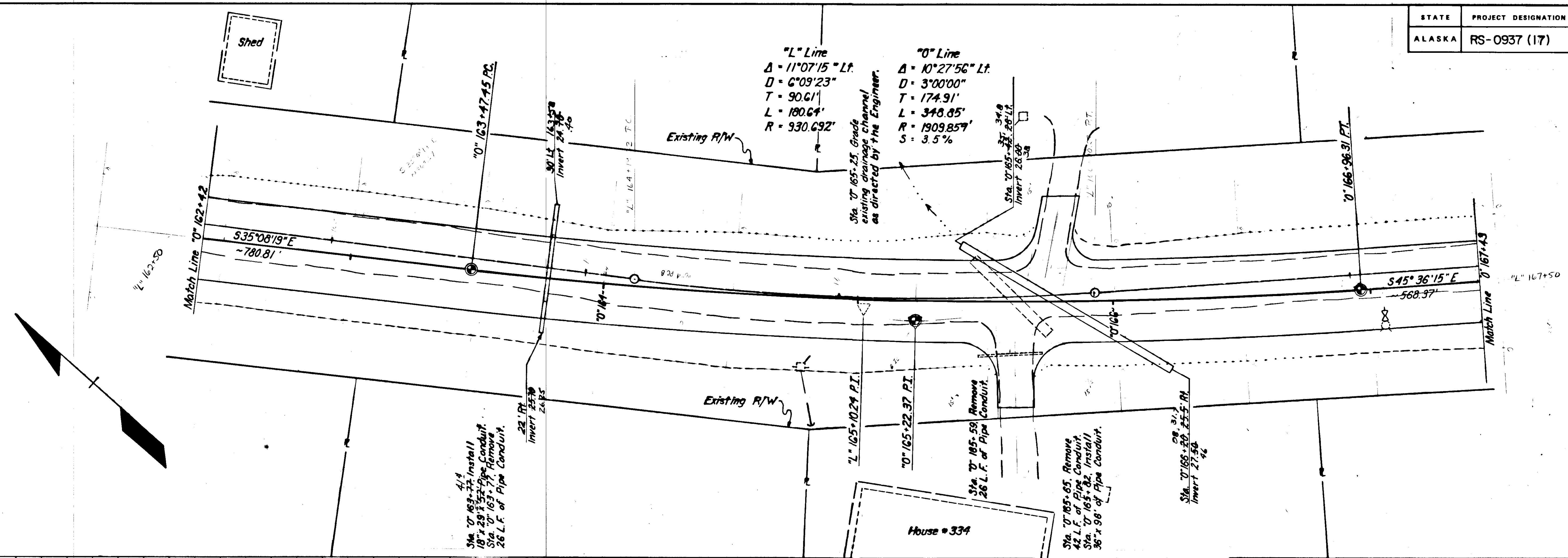
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	24	59



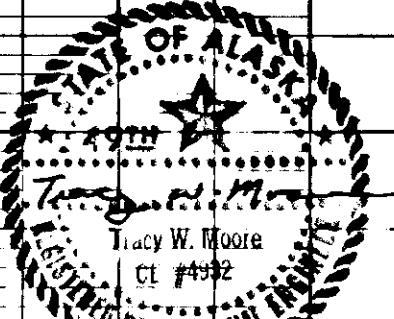
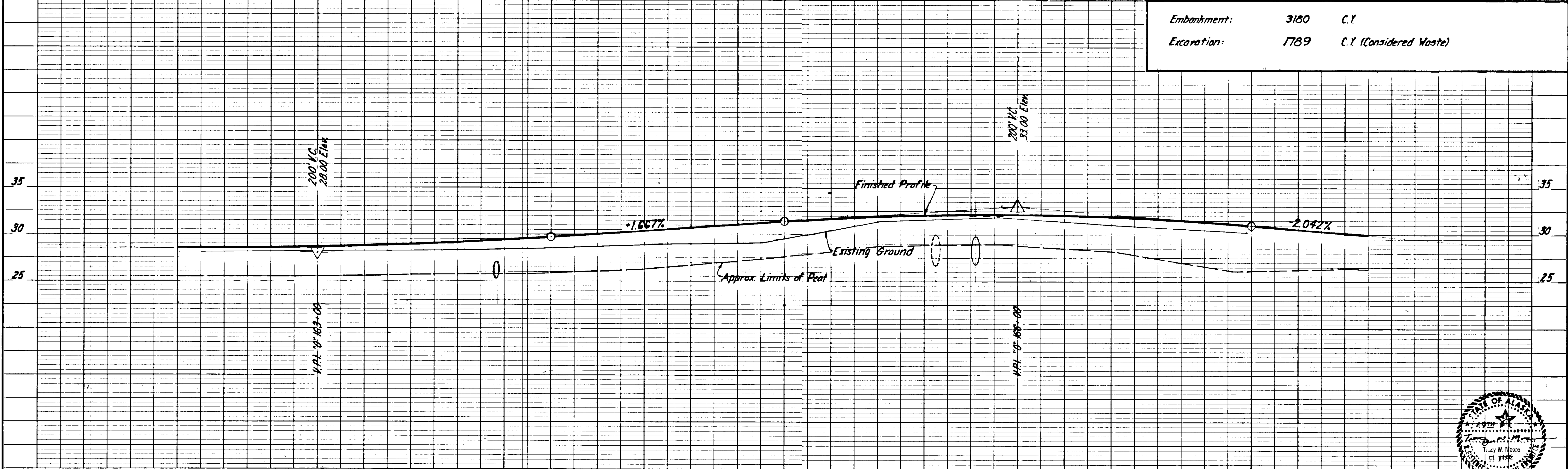
Embankment:	2575	C.Y.
Excavation:	2720	C.Y. (Considered Waste)



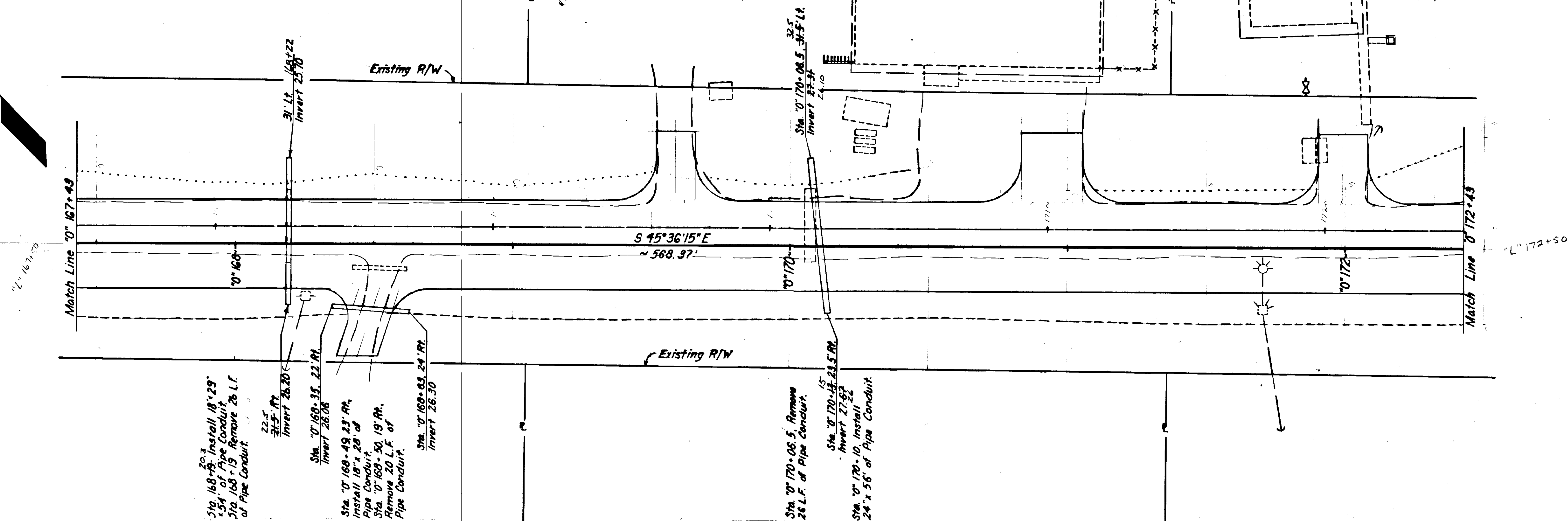
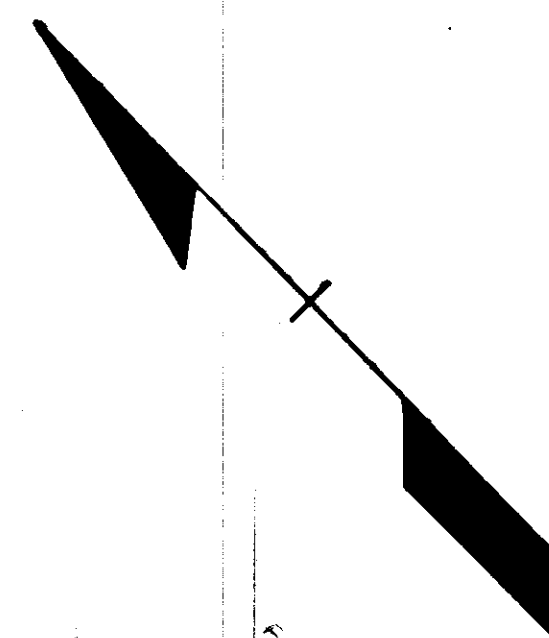
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	25	59



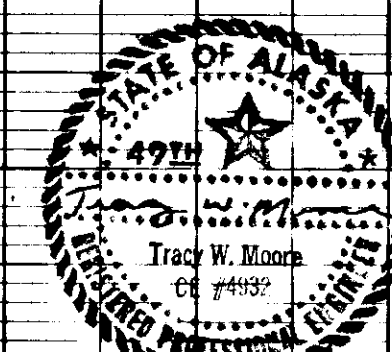
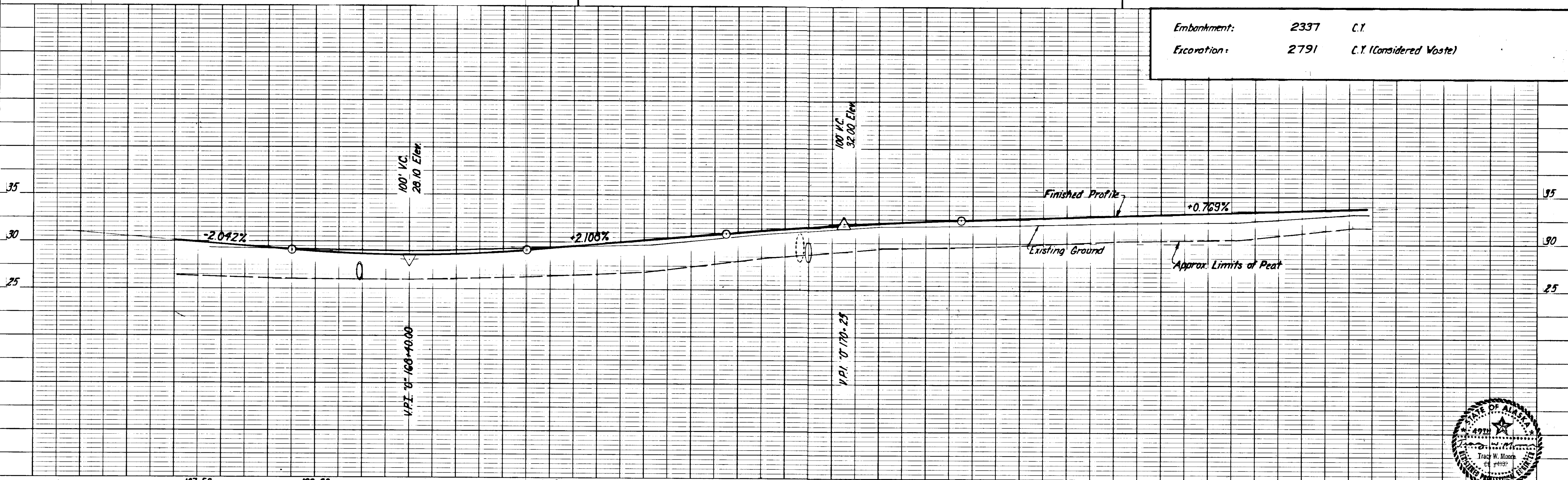
Embankment:	3180	C.Y.
Excavation:	1789	C.Y. (Considered Waste)



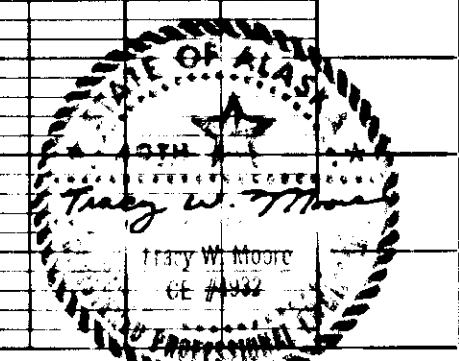
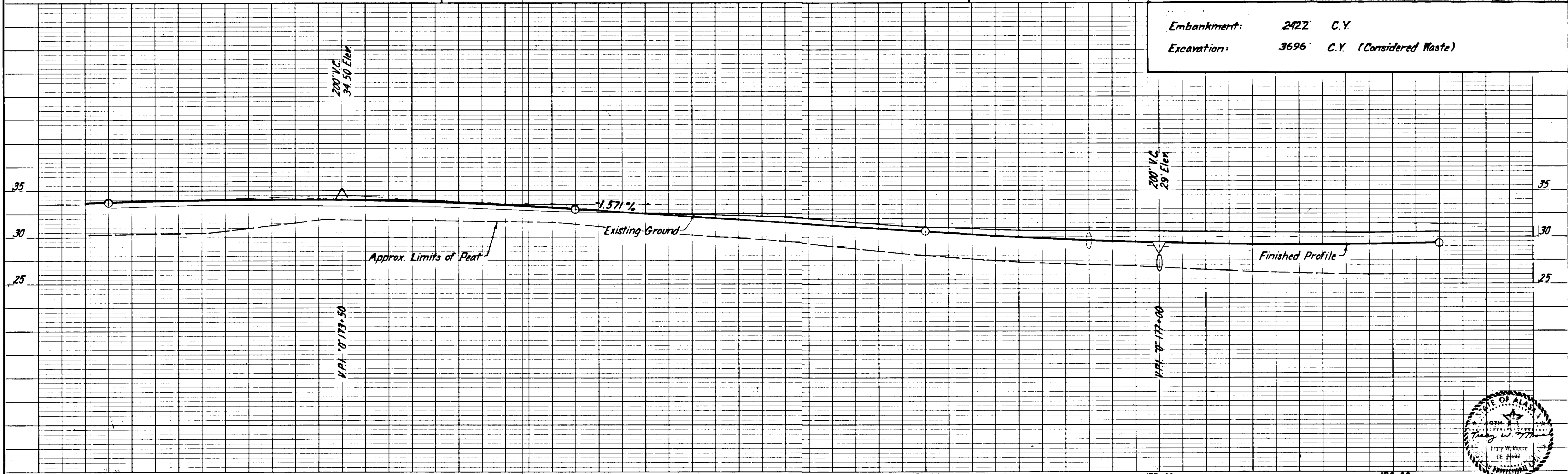
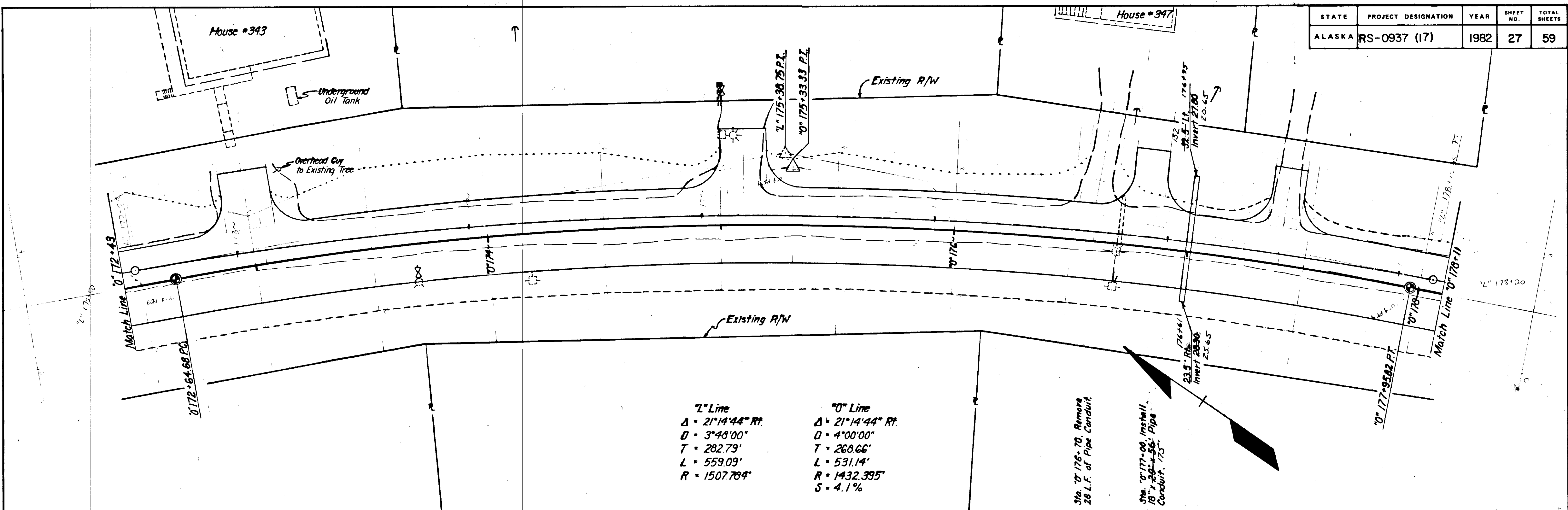
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	26	59



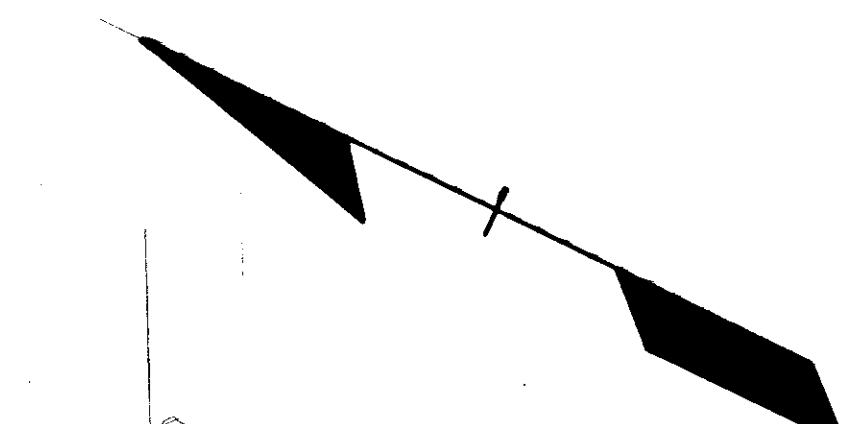
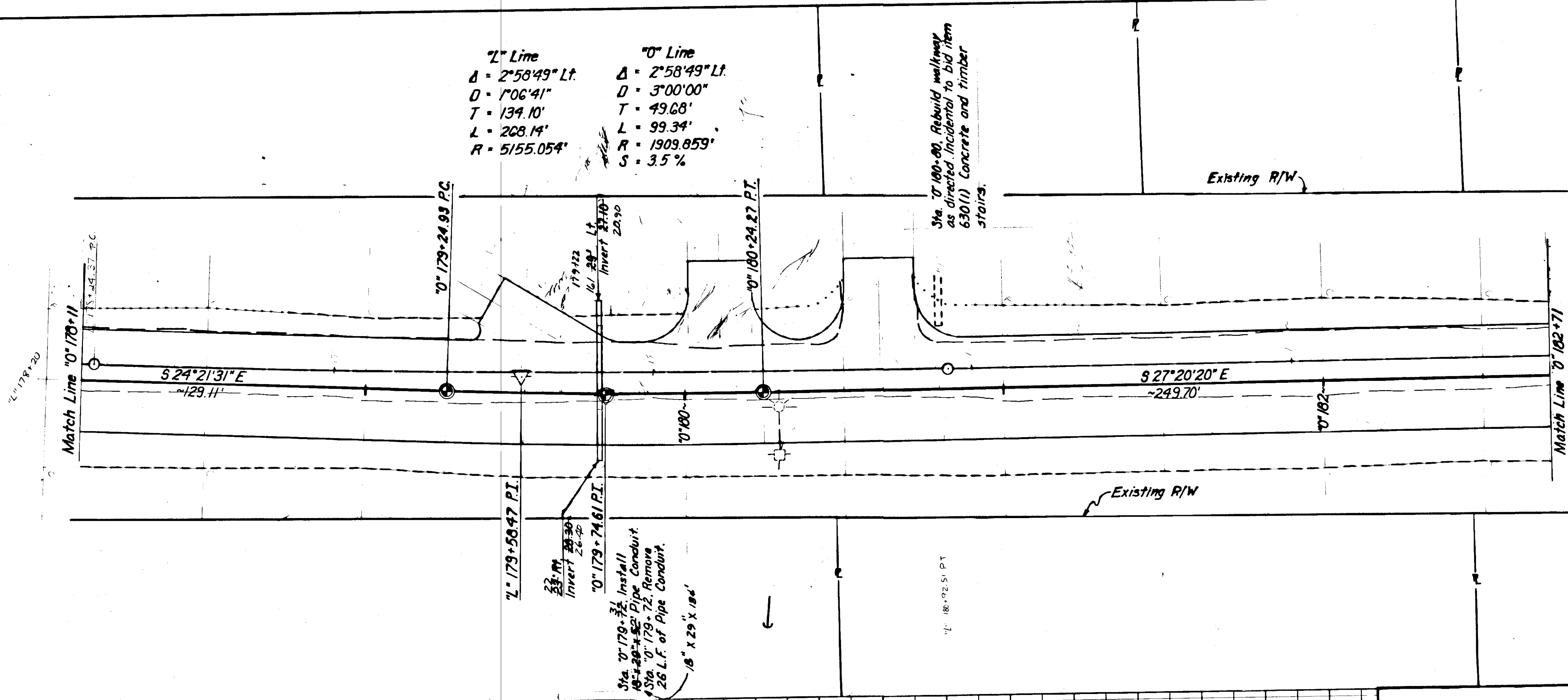
Embankment:	2337	C.Y.
Excavation:	2791	C.Y. (Considered Waste)



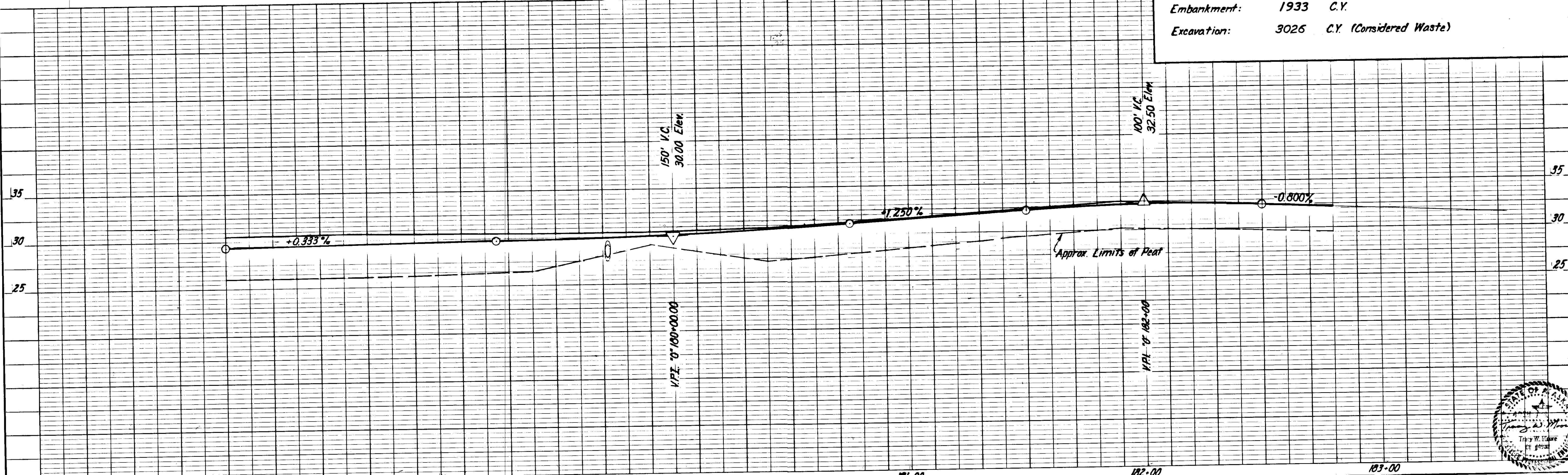
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	27	59



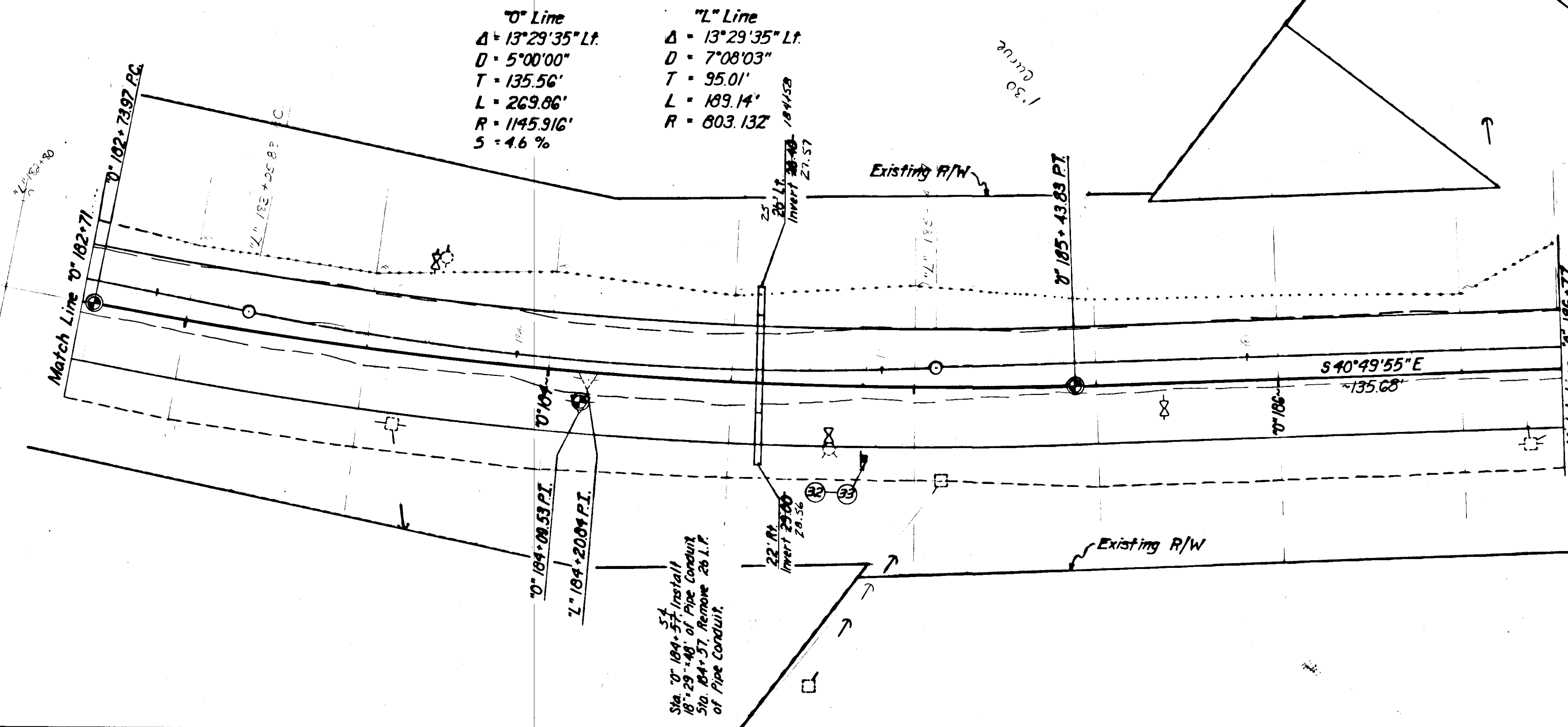
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	28	59



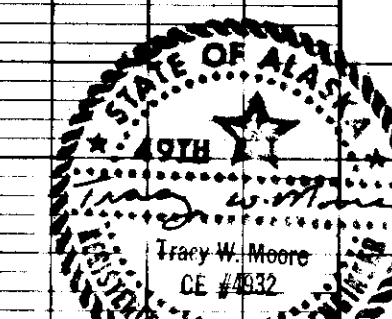
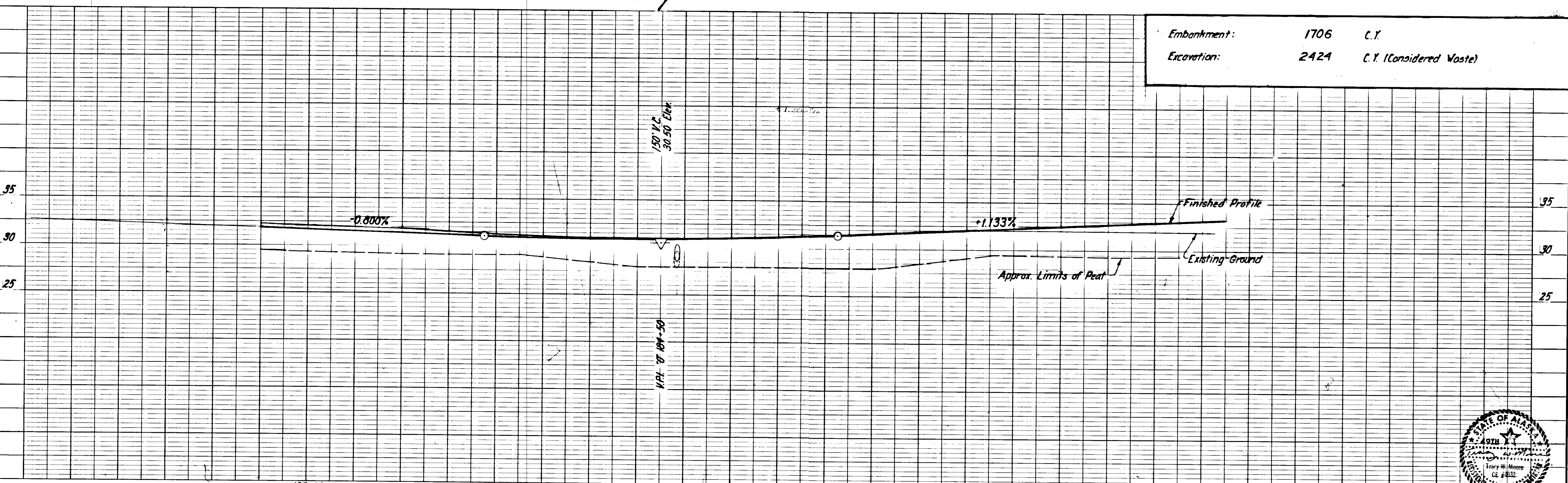
Embankment: 1933 C.Y.
Excavation: 3026 C.Y. (Considered Waste)



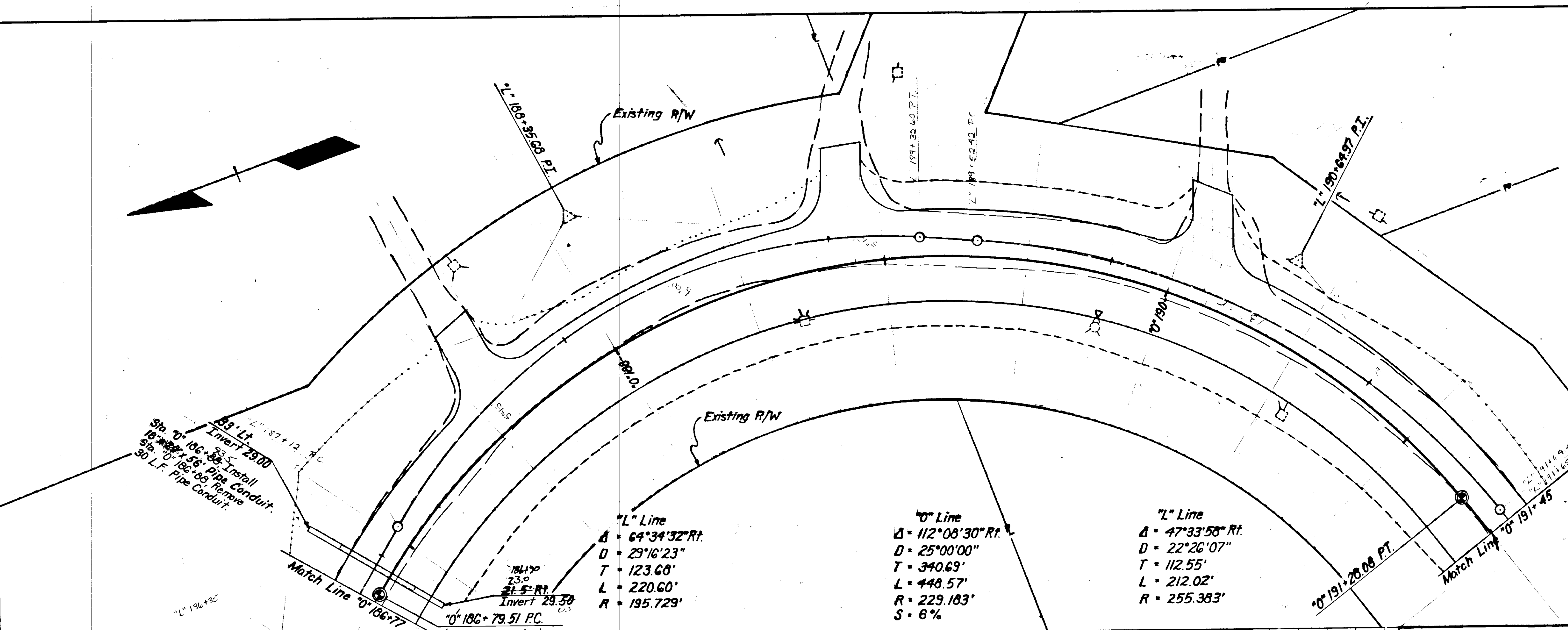
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	29	59



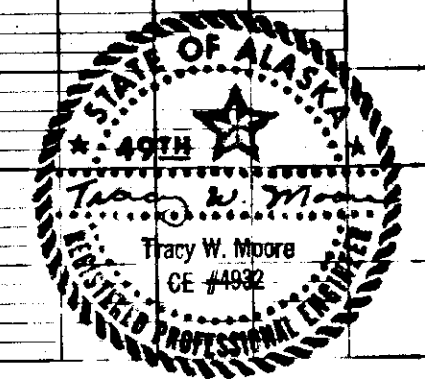
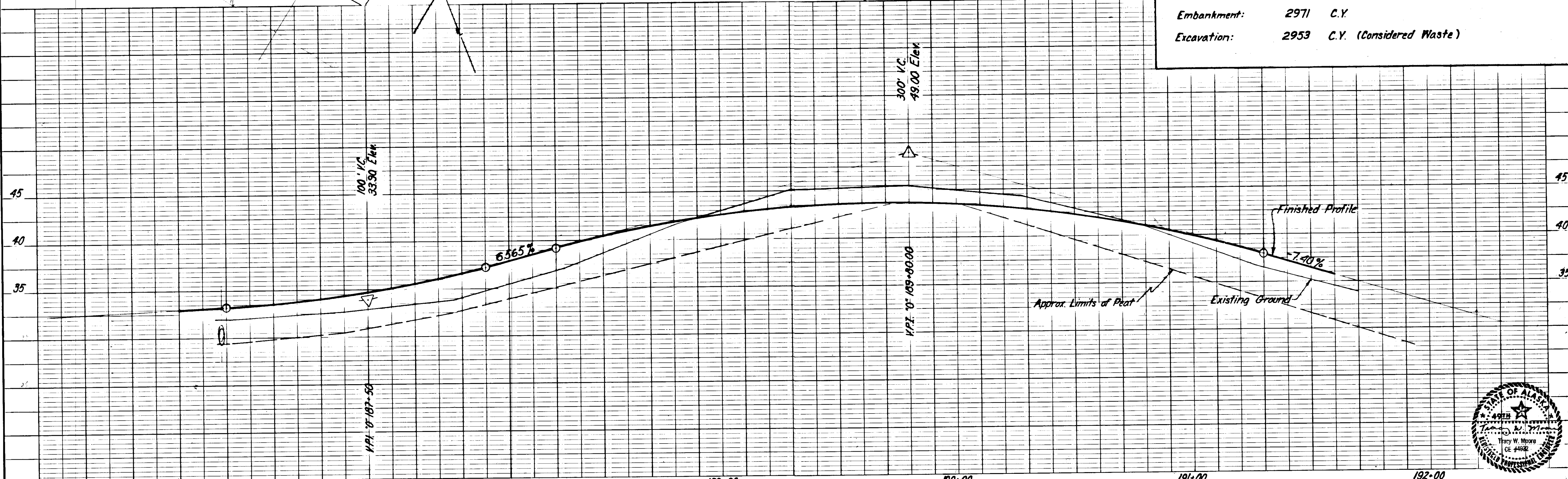
Embankment:	1706	C.Y.
Excavation:	2424	C.Y. (Considered Waste)



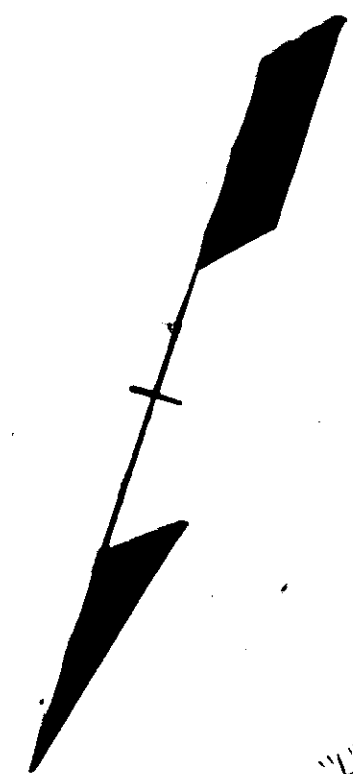
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	30	59



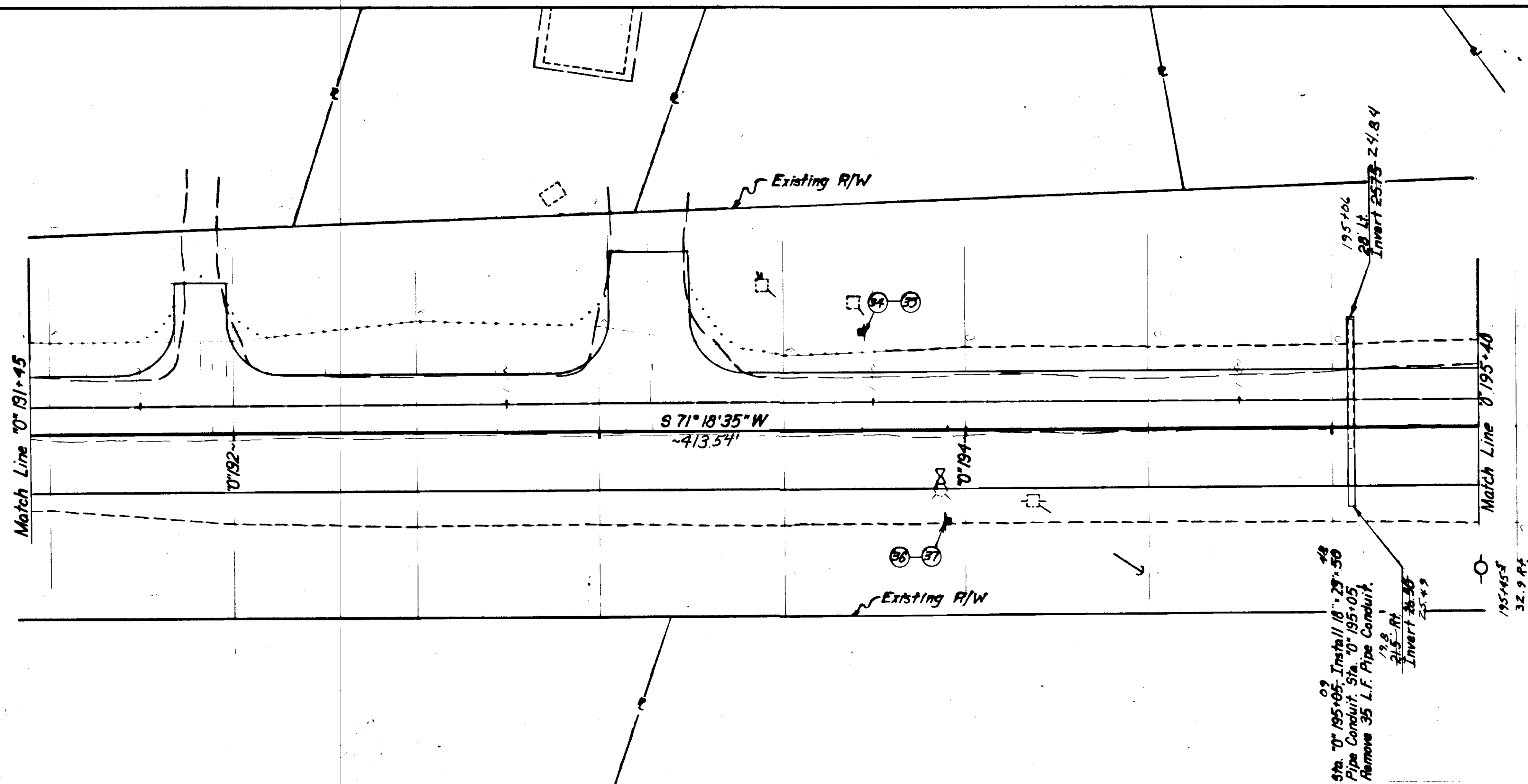
Embankment:	2971	C.Y.
Excavation:	2953	C.Y. (Considered Waste)



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	31	59

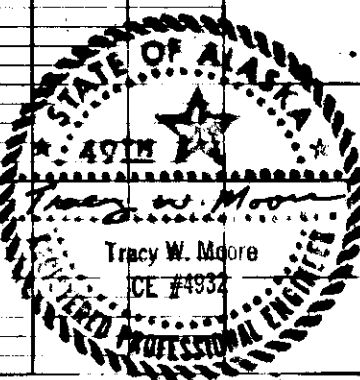
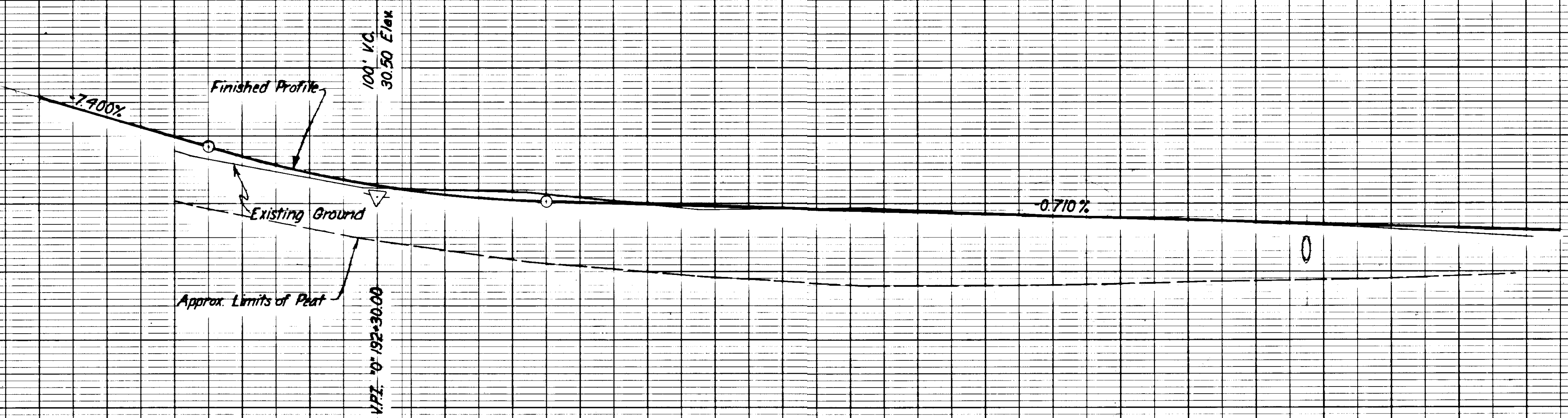


"L" 191+70

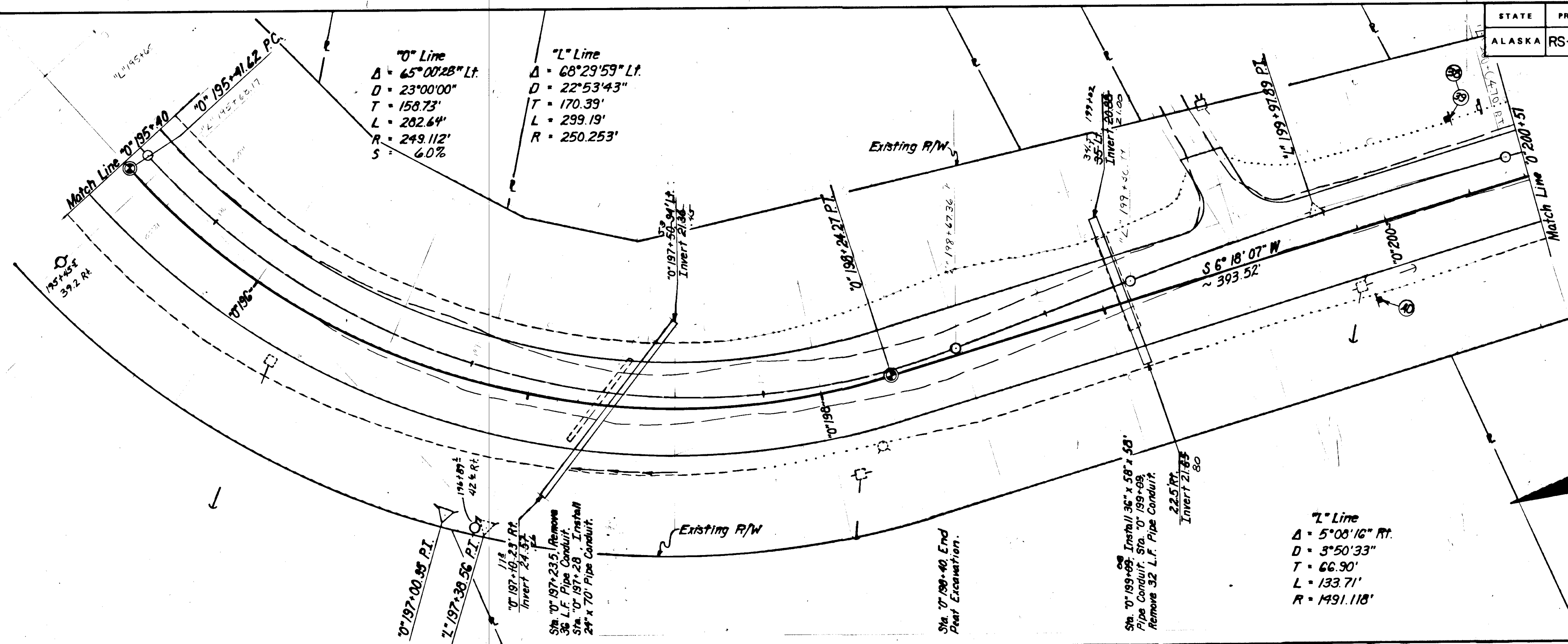


"L" 195+65

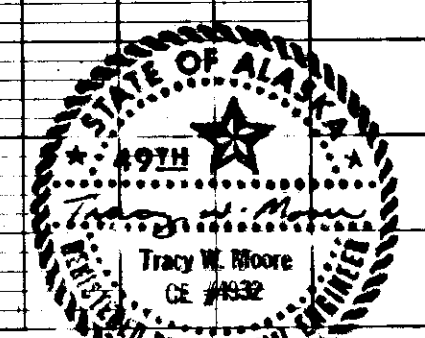
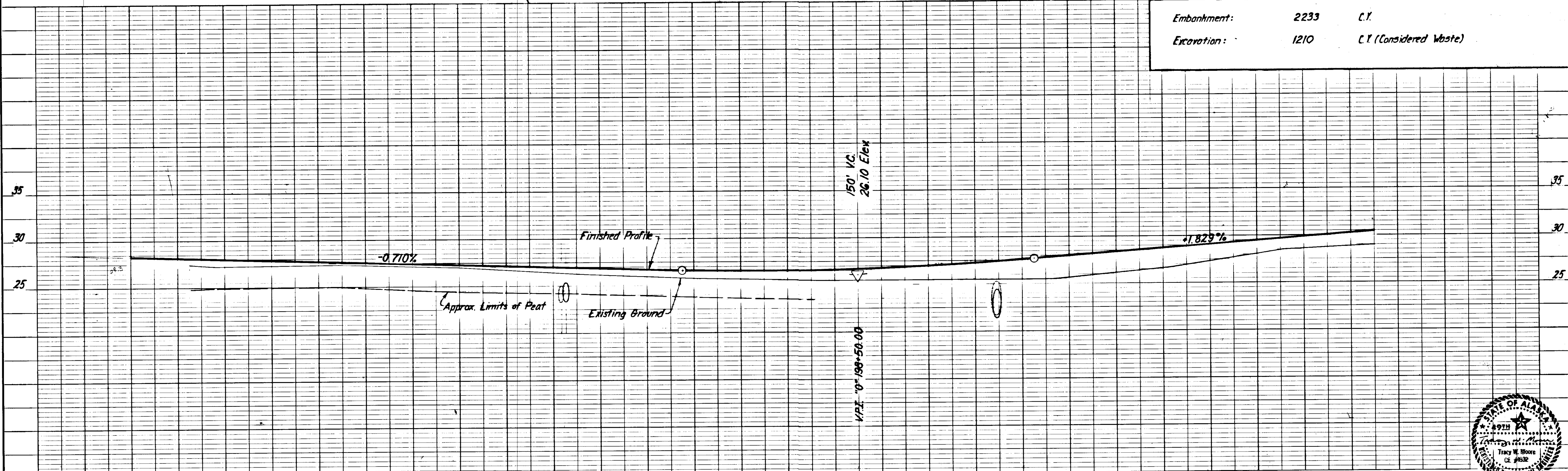
Embankment:	2939	C.Y.
Excavation:	3269	C.Y. (Considered Waste)



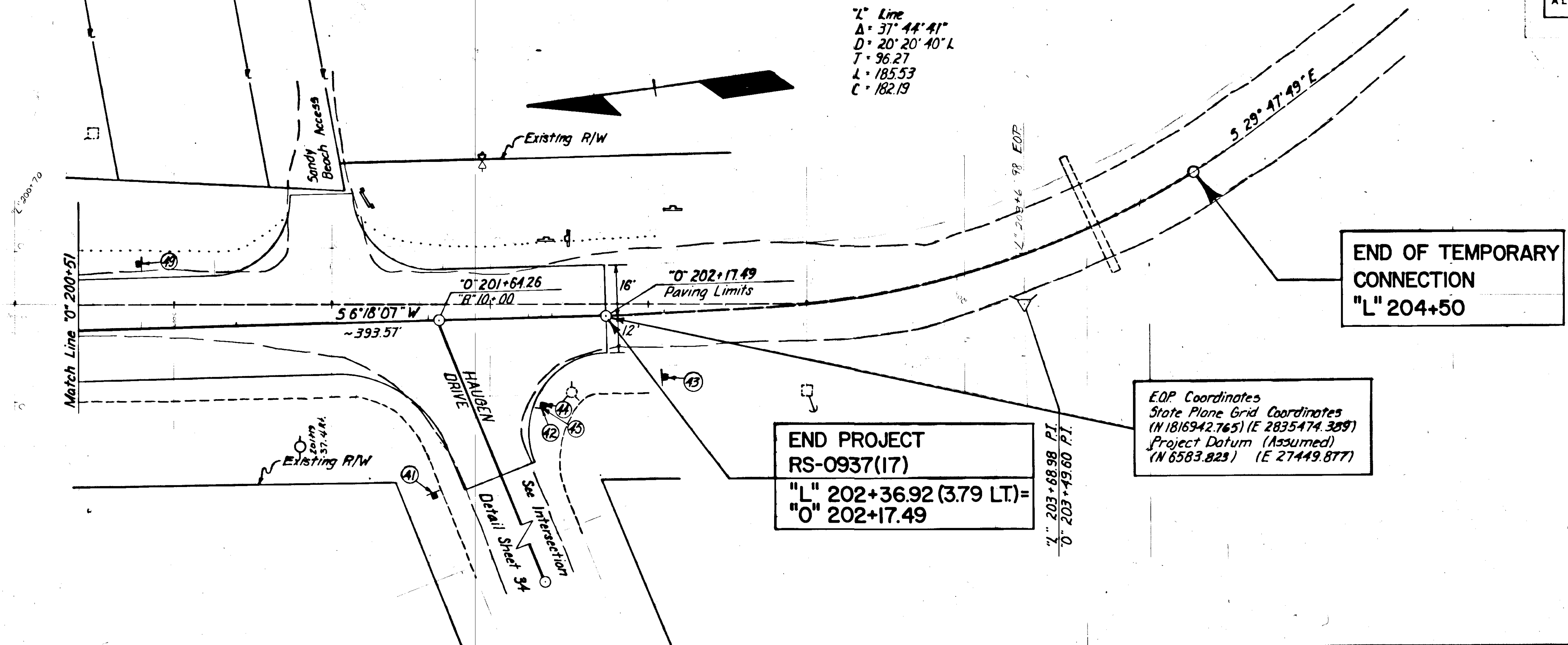
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	32	59



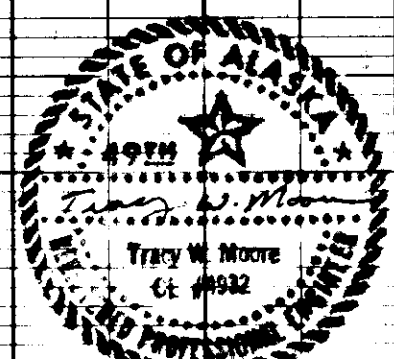
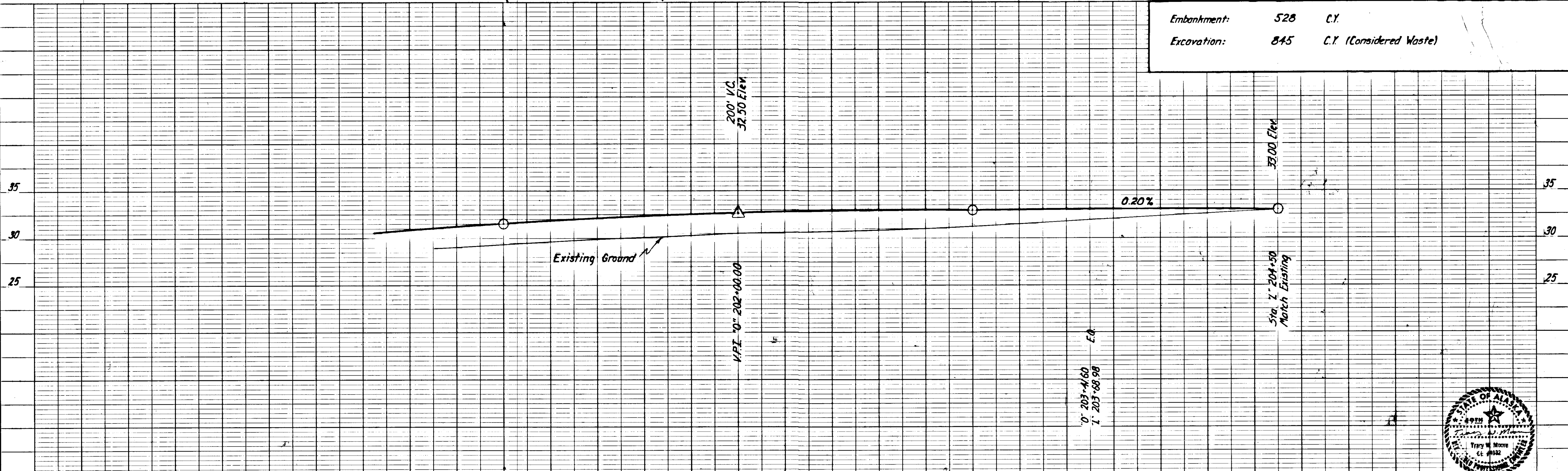
Embankment:	2233	C.I.
Excavation:	1210	C.I. (Considered Waste)



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	33	59

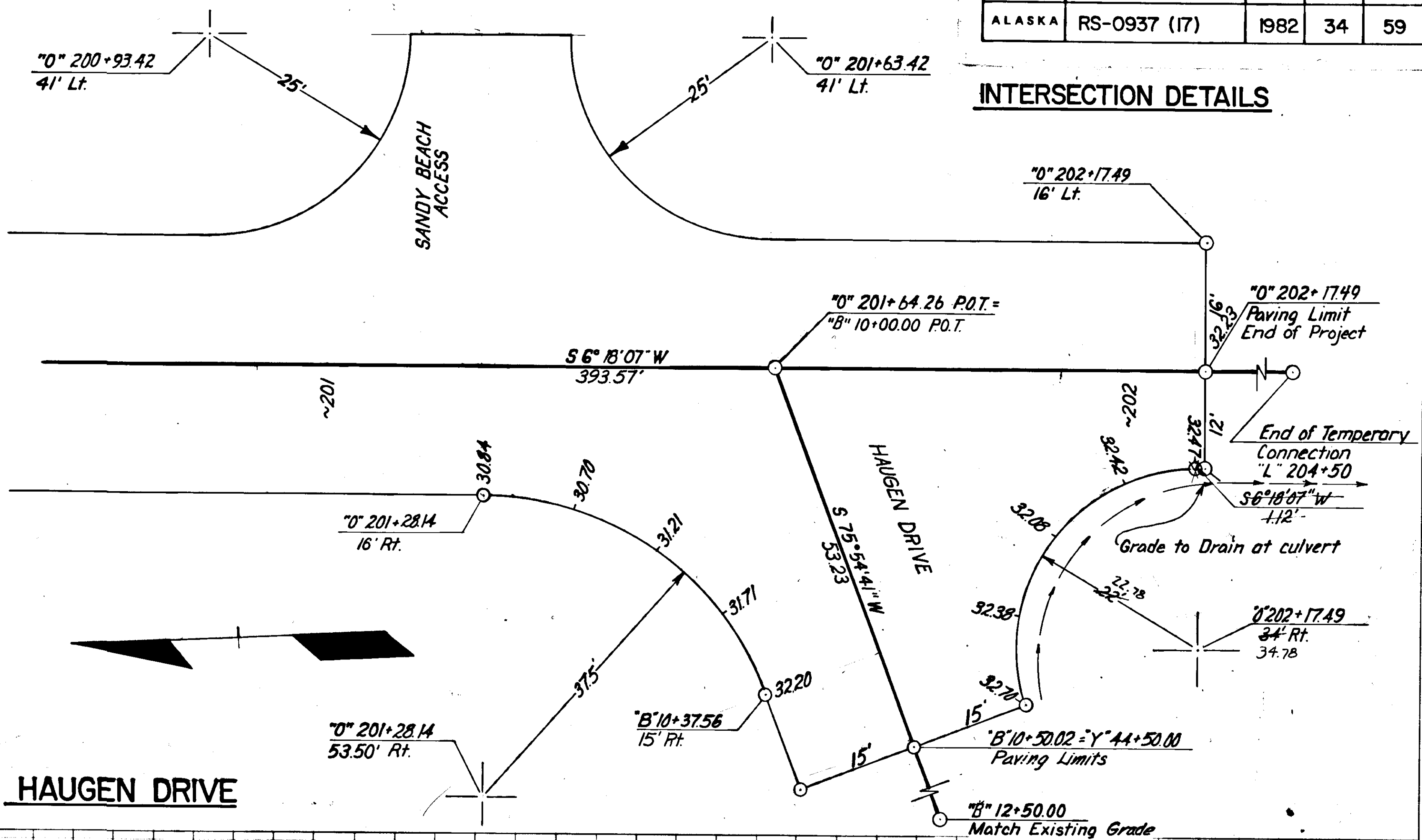


Embankment:	528	C.Y.
Excavation:	845	C.Y. (Considered Waste)

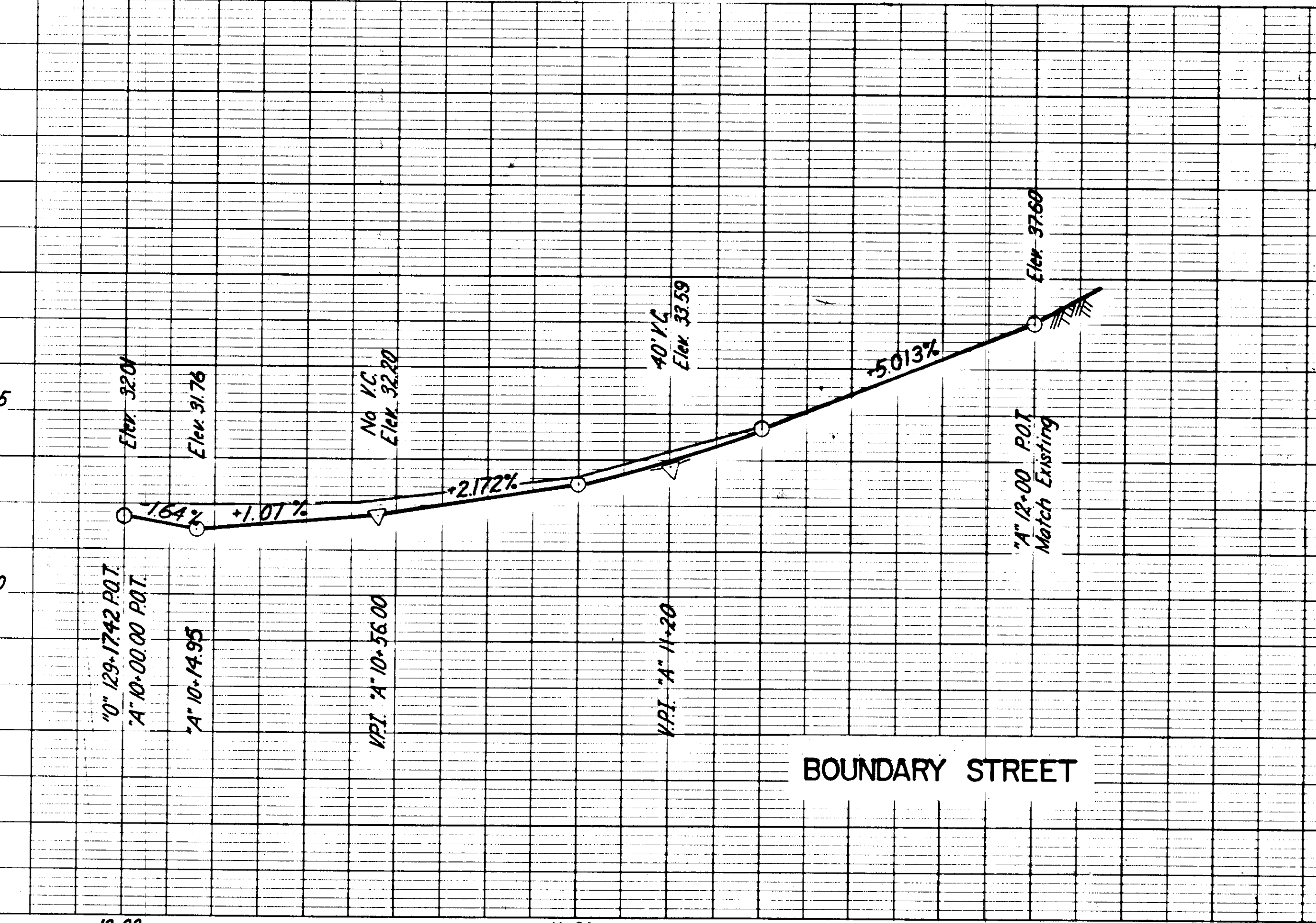
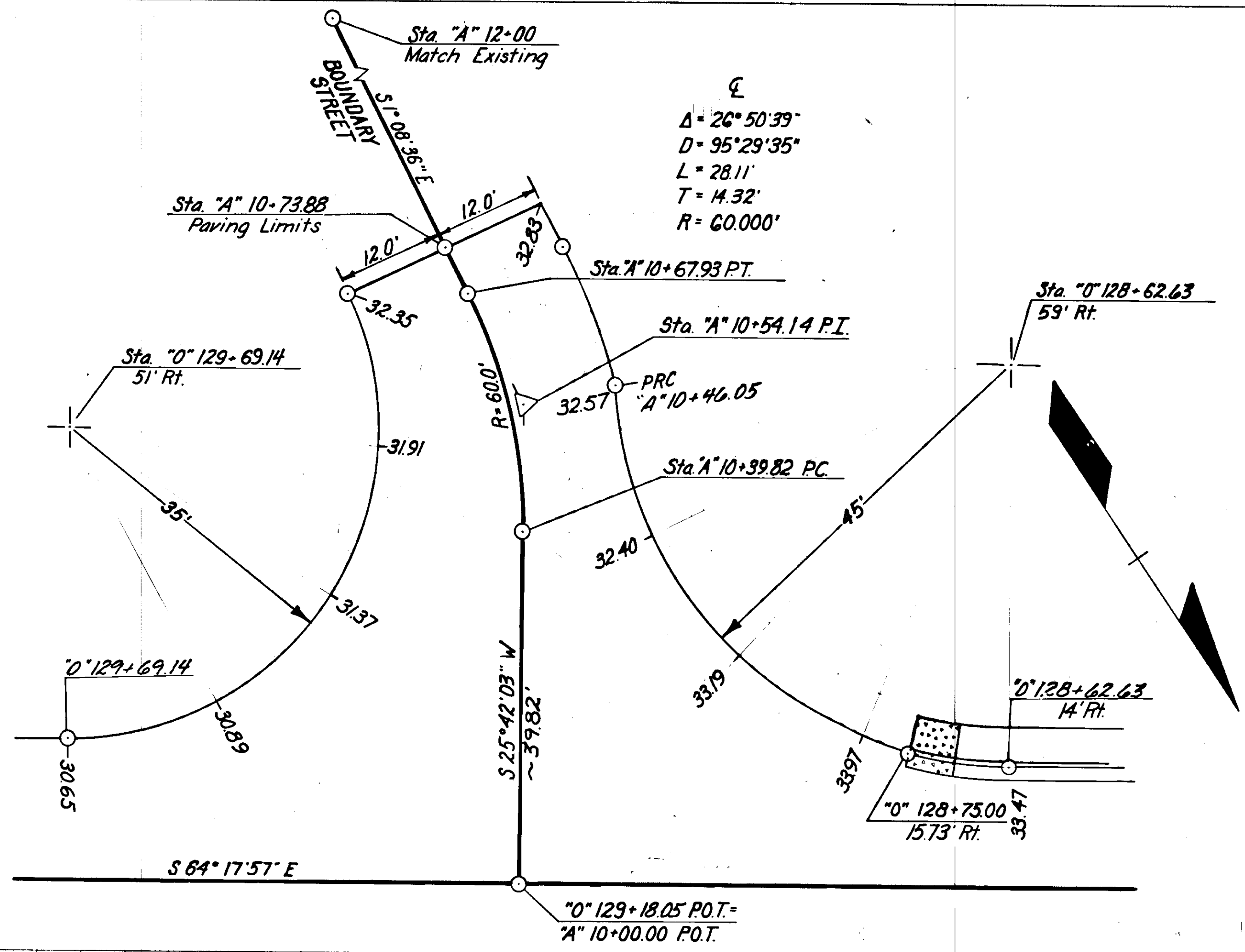


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	34	59

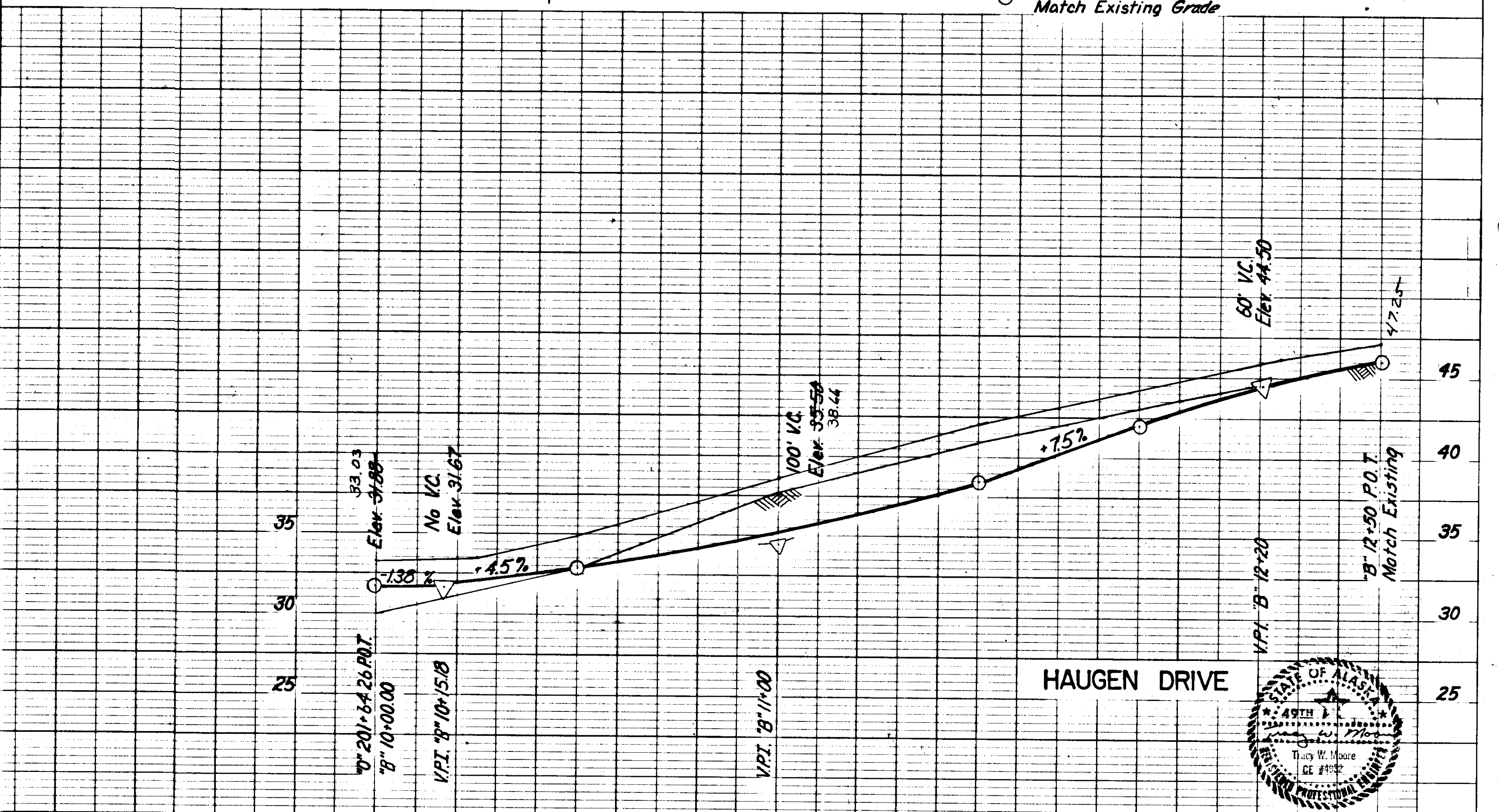
INTERSECTION DETAILS



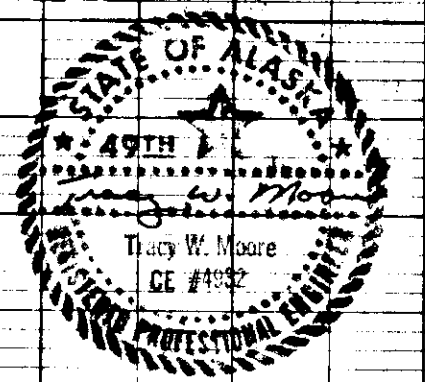
HAUGEN DRIVE



BOUNDARY STREET



HAUGEN DRIVE



FIELD INLET DETAILS

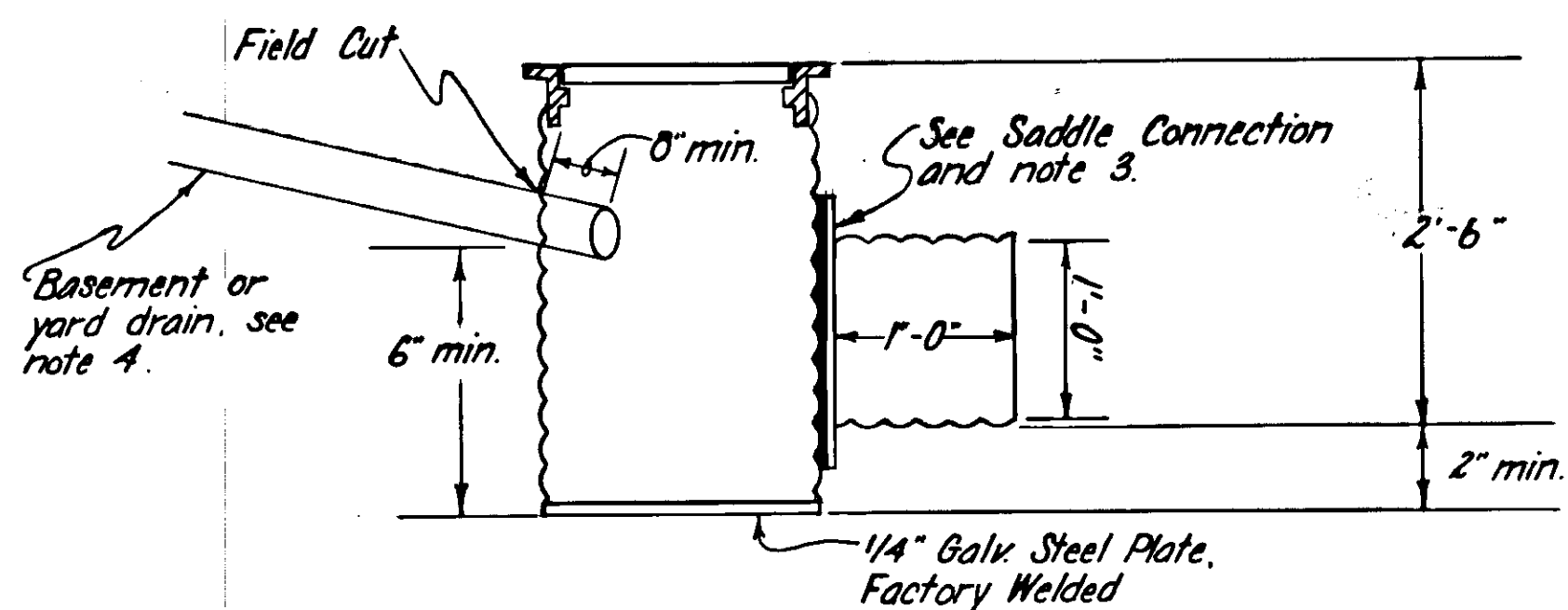
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(17)	1982	35	59

DRAINAGE DETAILS

Drainage Notes:

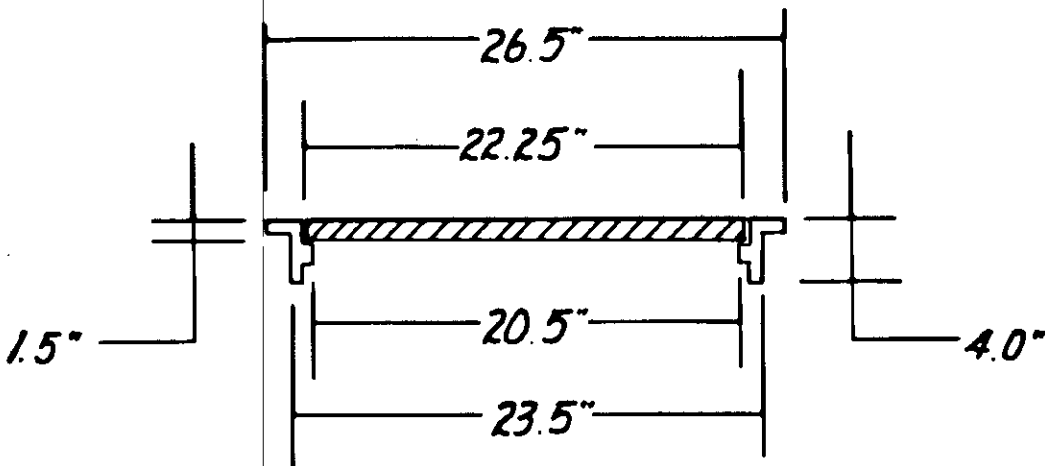
1. Curb Inlet offsets are shown to face of curb. All Field Inlet offsets are shown to the centerline of the inlet.
2. All work involved in the connection of private drains shall be considered incidental and no separate payment shall be made therefore.
3. Standard curb inlet grates shall conform to the design pattern 63R as shown on the Std. Drw. D23.02. The frame and open grate lid used on the field inlets shall be approved by the Engineer.

24" FIELD INLET



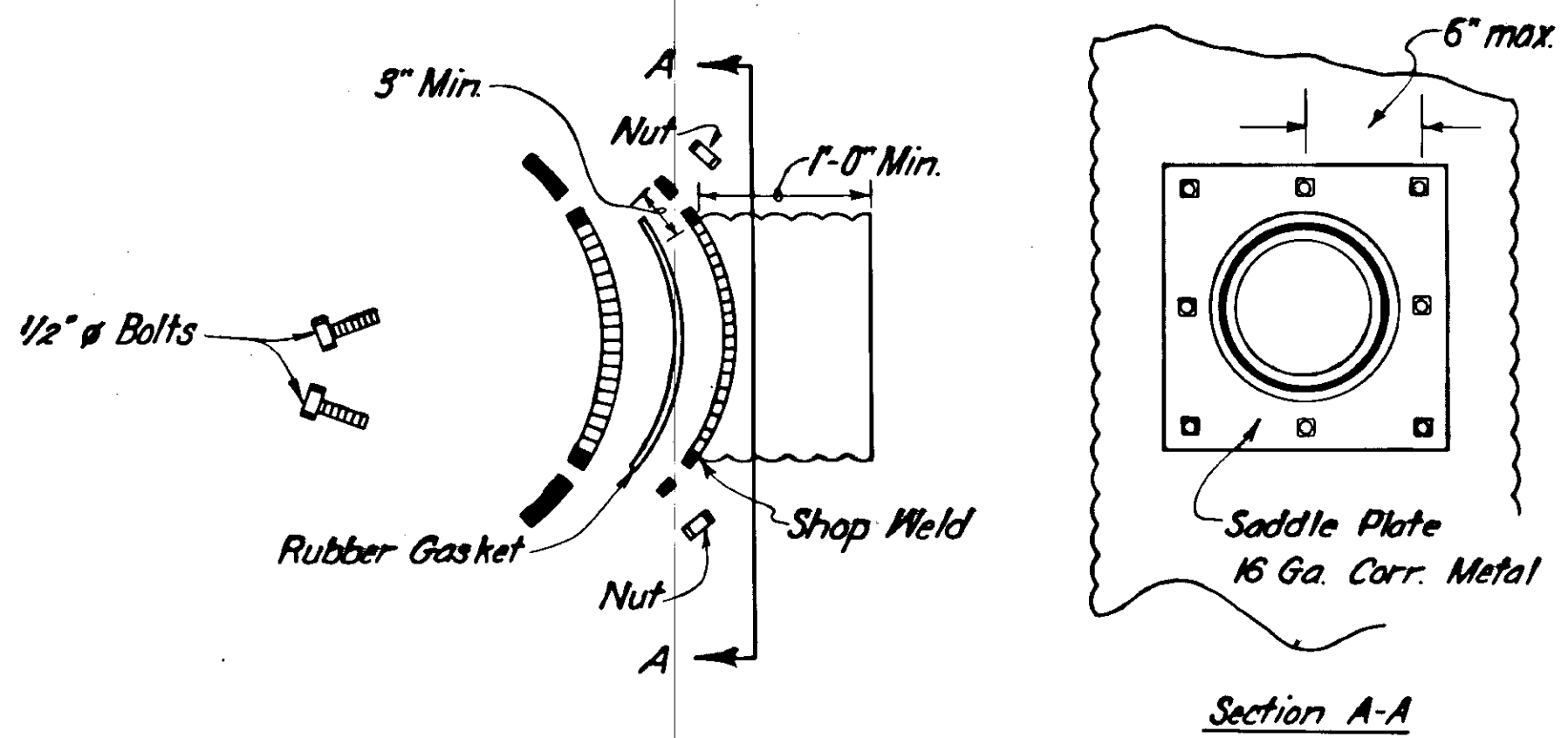
ELEVATION

FIELD INLET FRAME & OPEN GRATE LID DETAIL

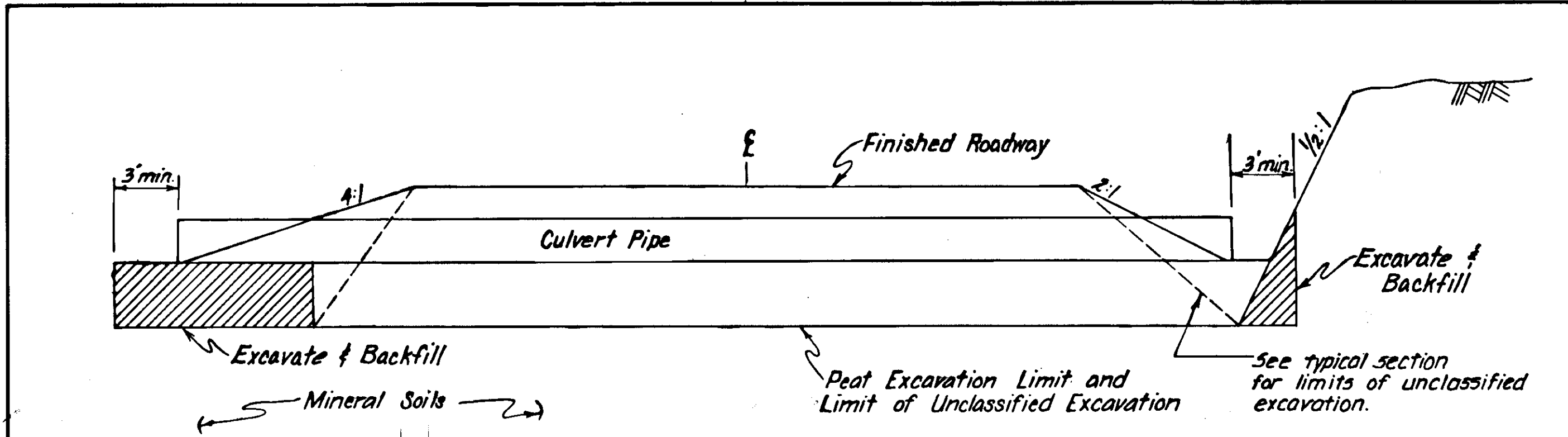


Note: Frame & Open Grate Lid shall weigh a minimum of 100 pounds. NEENAH Number R-5900-E or approved equal.

SADDLE CONNECTION DETAIL



- Notes:
1. See Drainage Details for locations of field inlets, elevations, and stub-out locations.
 2. The rubber gasket used in the saddle connection shall conform to section 705-2.05 of the Standard Specifications.
 3. Factory weld may be substituted for Saddle Connection Detail.
 4. Basement and yard drain connections will be made with PVC or metal pipe of the same size or larger than the existing pipe. The connections will be sealed in a manner approved by the Engineer. Payment for materials and labor for this work will be incidental to other drainage items.
 5. All work involved with grading areas, directly adjacent to the field inlet, shall be considered incidental to pay item 604.



CULVERT STABILIZATION DETAIL

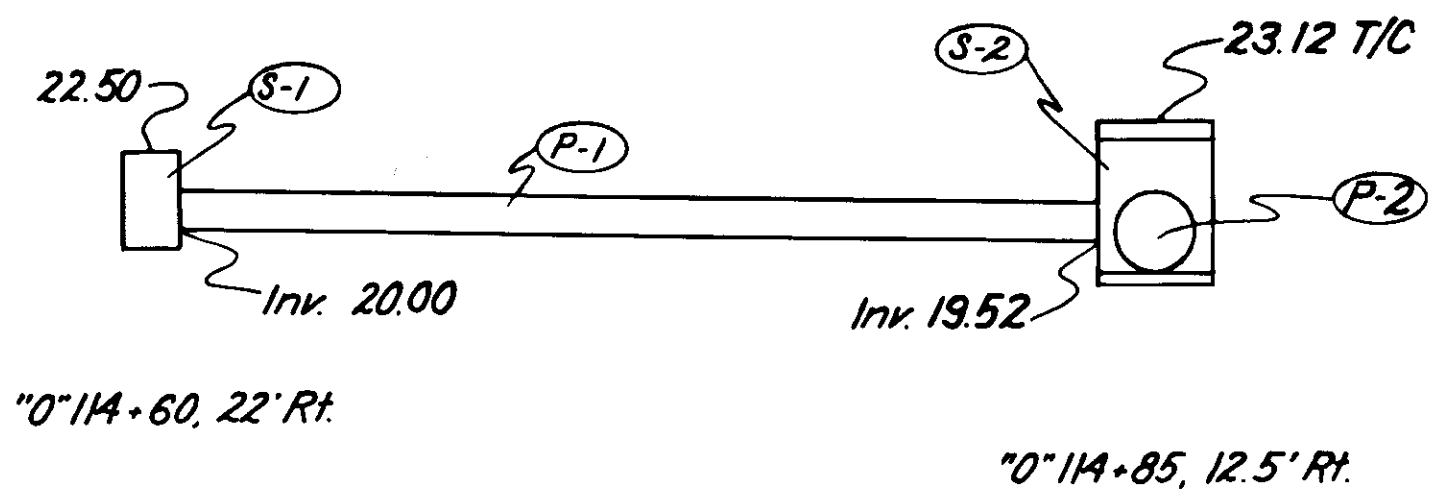
Notes:

1. Width of excavation shall be $[3 \times \text{Culvert Diameter}]$ or $[\text{Culvert Diameter} \times 4']$, whichever is less.
2. This detail shall be used on all Cross Culvert installations and/or as directed by the engineer.
3. All excavation and embankment in the cross-hatched areas shall be considered incidental to Section 603 and no separate payment shall be made therefore.
4. Any backfill that is outside of the embankment section and bedding required that is not obtained from excavation shall be considered incidental to section 603.



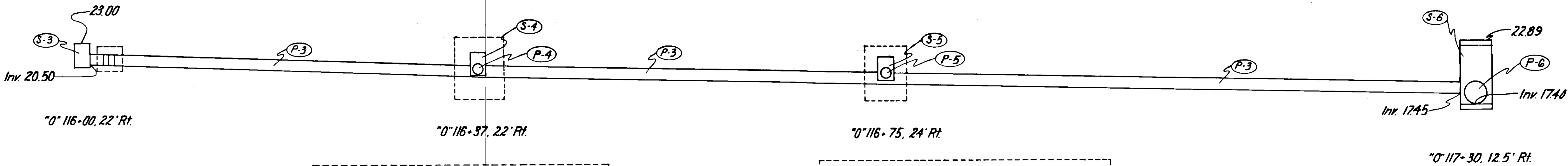
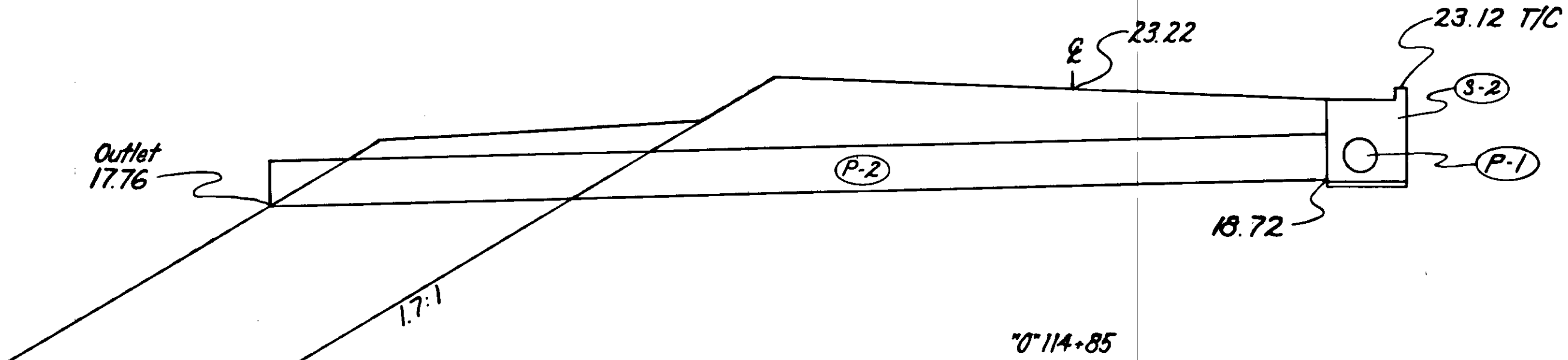
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	36	59

DRAINAGE DETAILS

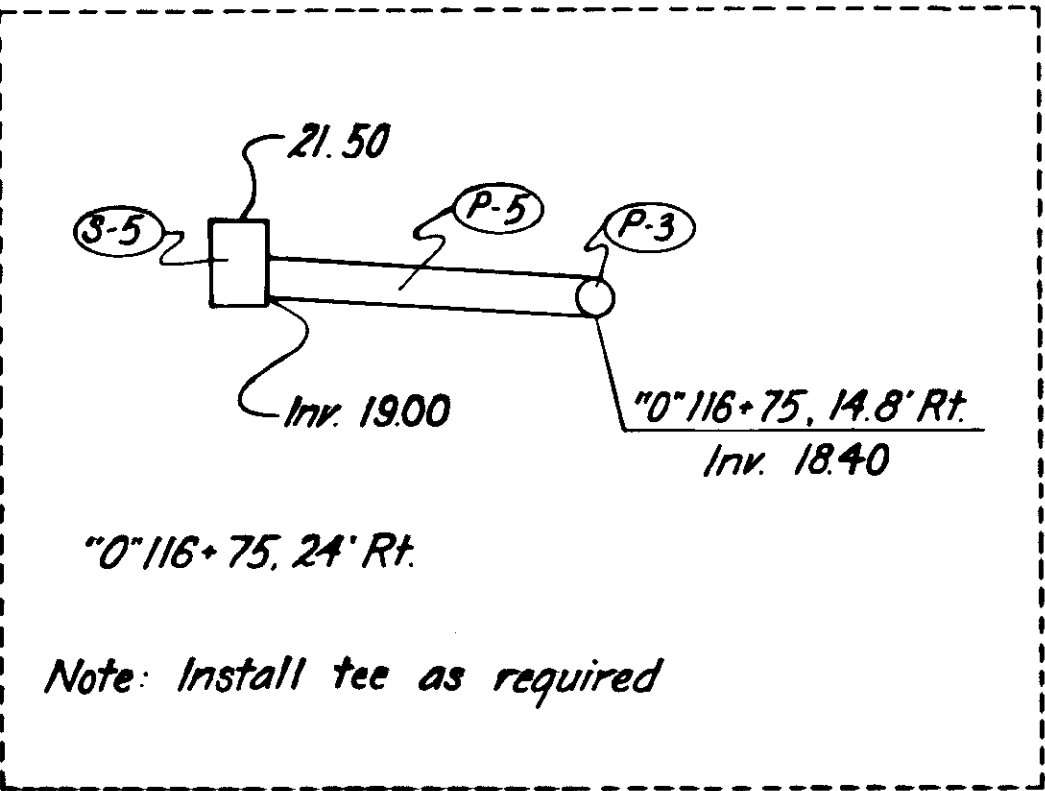
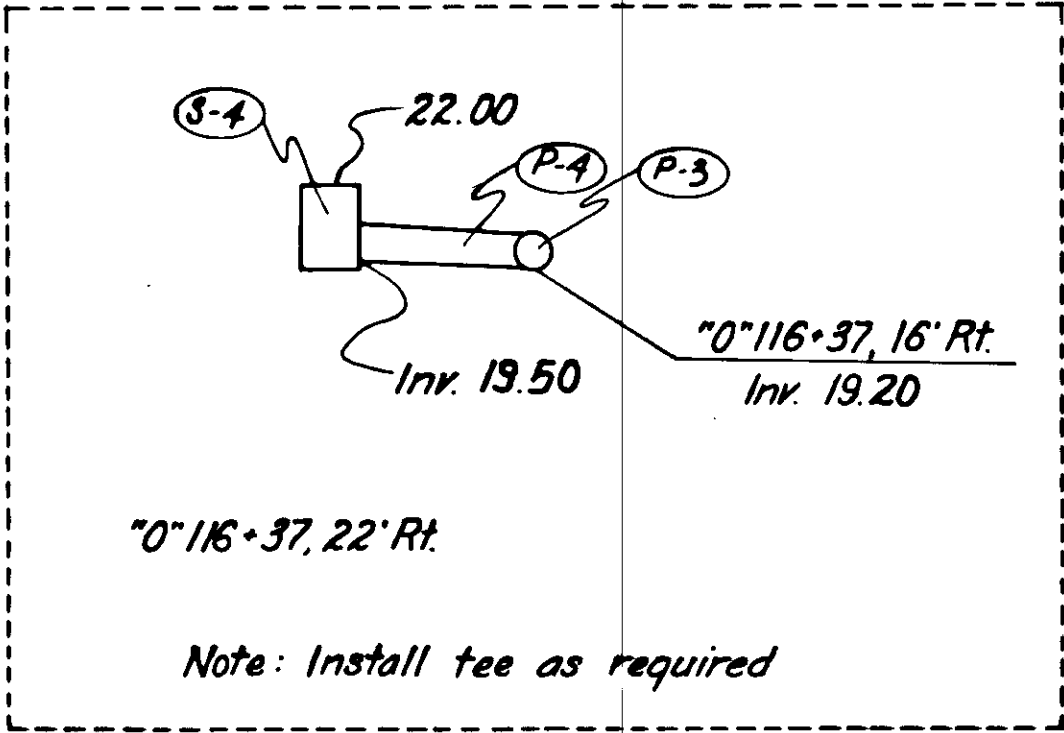


INLET SUMMARY						
Structure	Type	Location	Offset		Top Curb Elev.	Invert Elev.
			Left	Right		
S-1	Field	"0+14+60.59		22.8	22.50	20.00 ²⁸
S-2	"A"	"0+14+85		12.5' 14	23.12	18.72
S-3	Field	"0+16+00.115+24		22.8	23.00	20.50 ⁵¹
S-4	Field	"0+16+37.36		22.24	22.00	19.50 ⁸⁰
S-5	Field	"0+16+75.78		24'	21.50	19.00 ²⁰

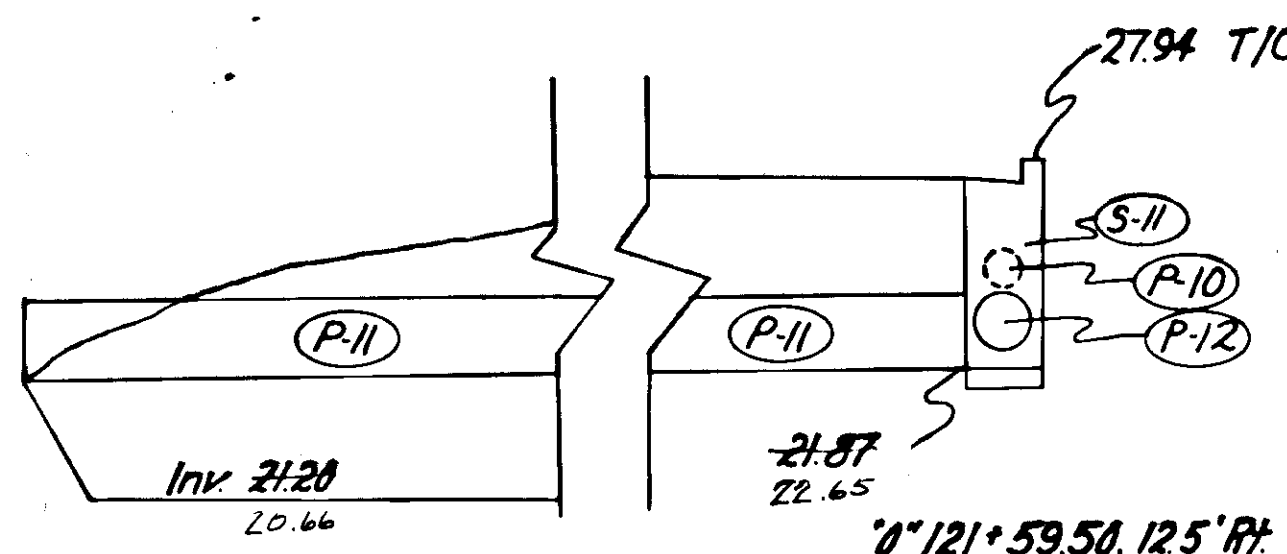
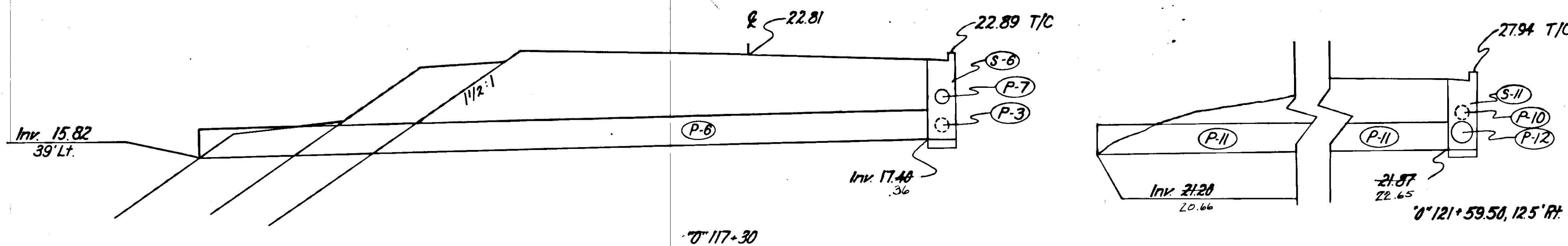
PIPE SUMMARY						
Pipe	Dia.	Length	From		To	
			Struc./Sta.	Elev.	Struc./Sta.	Elev.
P-1	12"	26' 25"	S-1	20.00 ²⁸	S-2 24.7	19.52 7
P-2	24"	48'	S-2	18.72	"0+14+85.35.51"	17.76
P-3	12"	132' 137	S-3	20.50 ⁵¹	S-6	17.45
P-4	12"	4'	S-4	19.50 ⁸⁰	"0+16+37.16' Rt.	19.20 ⁵²
P-5	12"	8'	S-5	19.00 ²⁰	"0+16+75.148' Rt.	18.40 ¹⁴³



"0+16+05, 17' Rt.
Install 12" x 45°
Elbow. Invert
elevation 20.15.

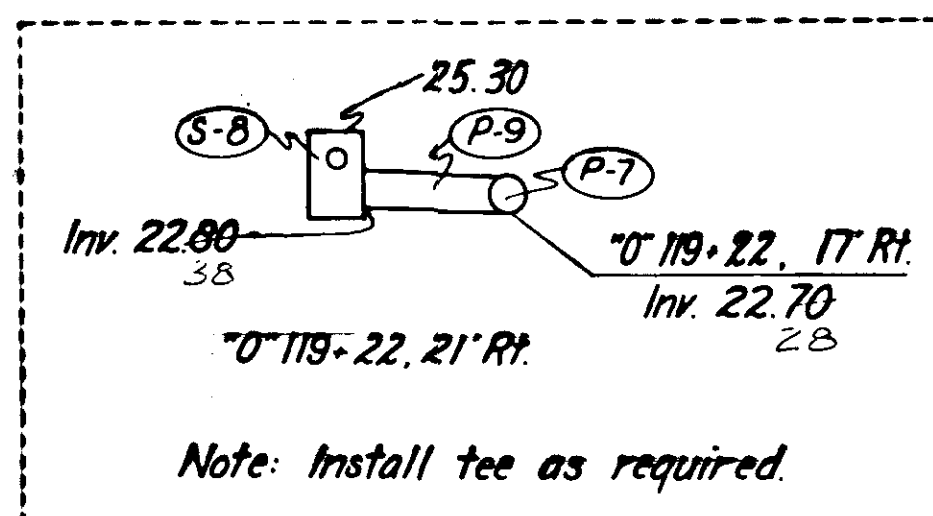
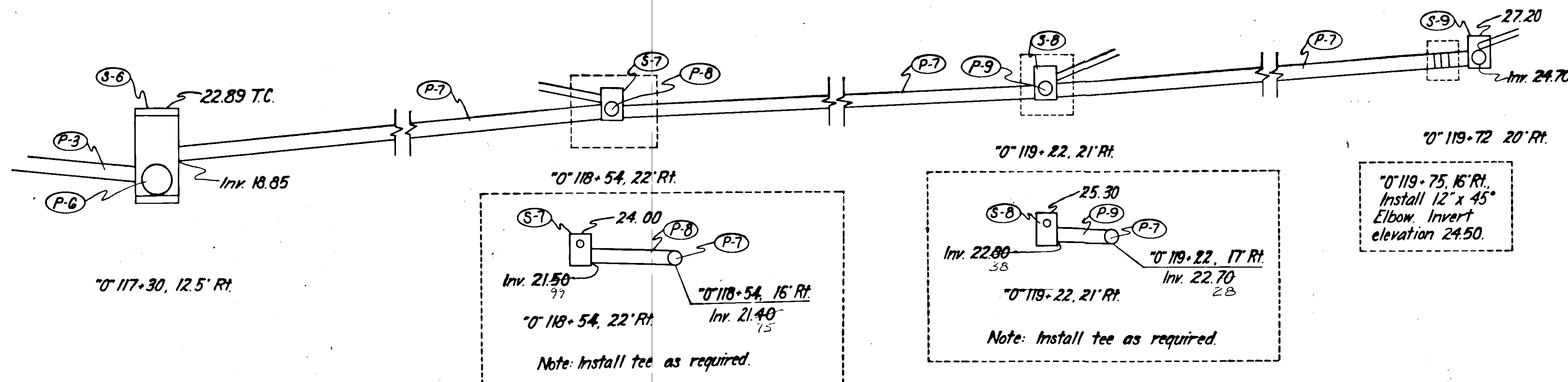


DRAINAGE DETAILS

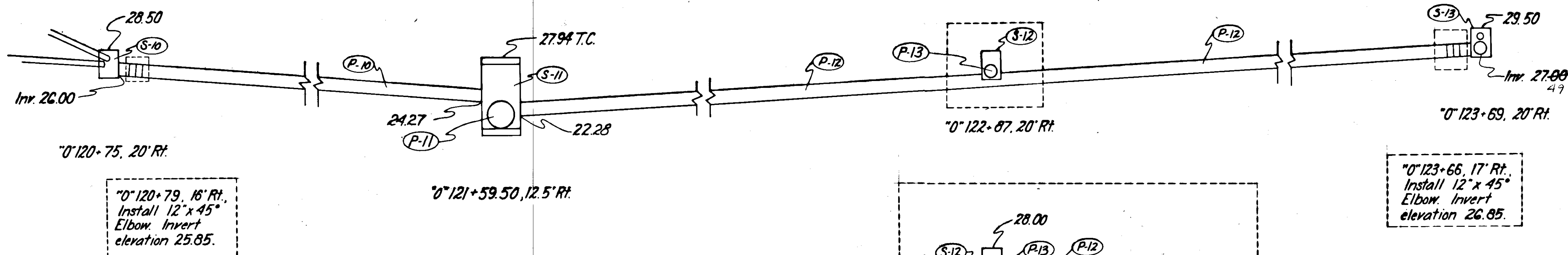


INLET SUMMARY						
Structure	Type	Location	Offset		Top Curb Elev.	Invert Elev.
			Left	Right		
S-6	"A"	0+117+30		14'	22.89	17.40 ₃₆
S-7	Field	0+118+54.78		22' 21"	24.00	21.50 ₇₃
S-8	Field	0+119+22.24		21' 21"	25.30	22.80 ₂₈
S-9	Field	0+119+72.78		20' 19"	27.20	24.70
S-10	Field	0+120+75.72		20' 21"	28.50	26.00
S-11	"A"	0+121+59.50 _{129.459}		14'	27.94	21.87 _{22.65}
S-12	Field	0+122+87.86		20' 20"	28.00	25.50 ₃₀
S-13	Field	0+123+69.65		20' 28"	29.50	27.00 ₄₉

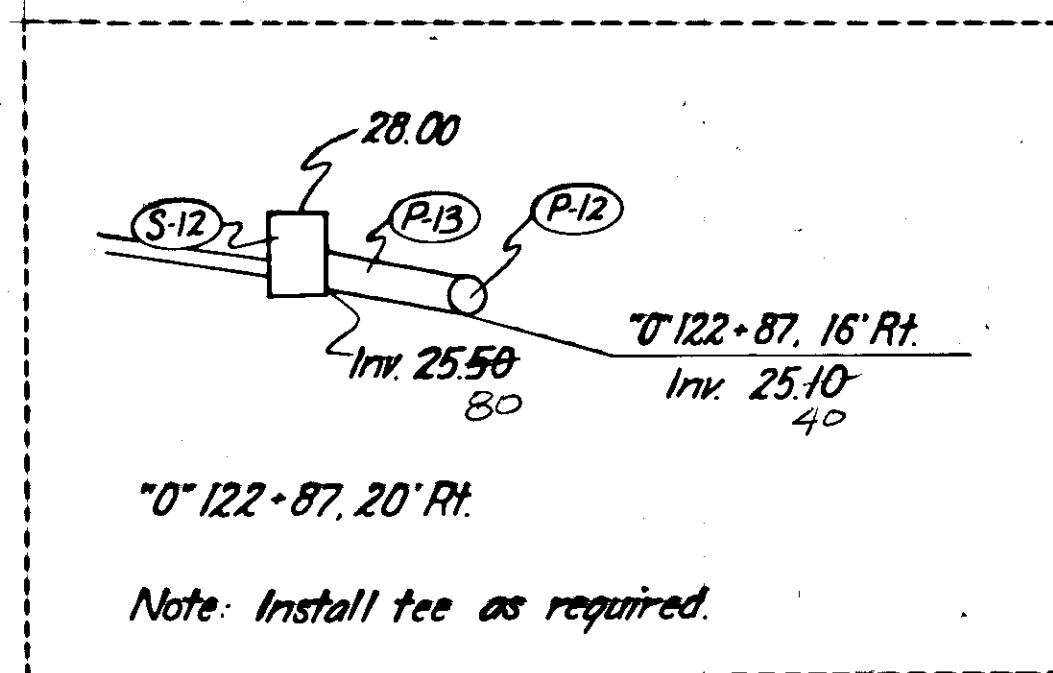
PIPE SUMMARY						
Pipe	Dia.	Length	From		To	
			Struc./Sta.	Elev.	Struc./Sta.	Elev.
P-6	24"	54' 53"	S-6	17.40 ₃₆	0+117+30.40' Lt.	15.82 _{16.04}
P-7	12"	24' 25"	S-9	24.70	S-6	18.85
P-8	12"	6'	S-7	21.50 ₇₃	0+118+54.76' Rt.	21.40 ₇₃
P-9	12"	4'	S-8	22.80 ₂₈	0+119+22.17' Rt.	22.70 ₂₈
P-10	12"	88' 85"	S-10	26.00	S-11	24.27
P-11	24"	68' 85"	S-11	21.87 _{22.65}	0+122+127.954' Lt.	21.20 _{20.66}
P-12	12"	212' 208"	S-13	27.00 ₄₉	S-11	22.28
P-13	12"	4'	S-12	25.50 ₃₀	0+122+87.16' Rt.	25.10 ₄₀



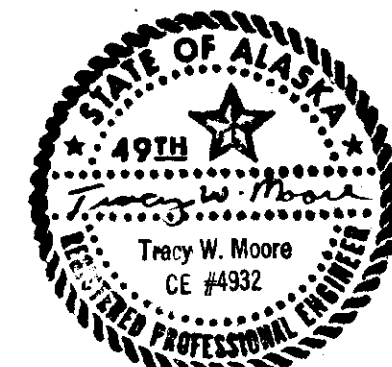
0+119+75.16' Rt.
Install 12" x 45"
Elbow. Invert
elevation 24.50.



0+120+79.16' Rt.
Install 12" x 45"
Elbow. Invert
elevation 25.85.



0+123+66.17' Rt.
Install 12" x 45"
Elbow. Invert
elevation 26.85.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	38	59

NEW WATER SERVICES

STATION	OFFSET	REMARKS	STATION	OFFSET	REMARKS
0'110+35	207 Rt.	Install 3/4" W.S. and Cap	0'164+34.5	113.5 Lt.	Install 3/4" W.S. and Cap
0'110+67	276 Rt.	Install 3/4" W.S. and Cap	0'164+69	49.1 Lt.	Install 3/4" W.S. and Cap
0'118+72.68	179 Lt.	Install 3/4" W.S. and Cap	0'166+70.67	41 Rt.	Install 3/4" W.S. and Cap
0'118+93.5964	165 Lt.	Install 3/4" W.S. and Cap	0'167+24.25	55.3 Lt.	Install 3/4" W.S. and Cap
0'122+60	19 Lt.	Install 3/4" W.S. and Cap	0'167+95.52	36.9 Lt.	Install 2" W.S. and Cap
0'125+09.5	189 Rt.	Install 3/4" W.S. and Cap	0'168+57.53	58 Lt.	Install 3/4" W.S. and Cap
0'125+92.76	27 Lt.	Install 3/4" W.S. and Cap	148+82	453 Rt.	Install 2" W.S. and Cap
0'126+56.52	257 Lt.	Install 3/4" W.S. and Cap	0'169+43.5	63 Lt.	Install 3/4" W.S. and Cap
0'127+28.5	28 Rt.	Install 3/4" W.S. and Cap	162+06	525 Lt.	Install 3/4" W.S. and Cap
0'127+93.83	283 Rt.	Install 3/4" W.S. and Cap	0'170+08	66 Rt.	Install 2" W.S. and Cap
0'129+39.53	516 Lt.	Install 3/4" W.S. and Cap	0'172+45.53	488 Rt.	Install 2" W.S. and Cap
0'130+85.82	51 Lt.	Install 3/4" W.S. and Cap	0'173+94	514 Lt.	Install 3/4" W.S. and Cap
0'130+90.79	44 Rt.	Install 3/4" W.S. and Cap	0'174+92	467 Rt.	Install 2" W.S. and Cap
0'132+00	46 Rt.	Install 3/4" W.S. and Cap	0'175+58.75	548 Lt.	Install 3/4" W.S. and Cap
0'132+85	51 Rt.	Install 3/4" W.S. and Cap	176+48		
0'132+90	54 Lt.	Install 3/4" W.S. and Cap	0'177+20	468 Rt.	Install 2" W.S. and Cap
0'133+67.5	463 Lt.	Install 3/4" W.S. and Cap	177+74	47 Rt.	
0'133+70.80	46 Rt.	Install 3/4" W.S. and Cap	178+74	40 Rt.	
0'135+15.592	42 Rt.	Install 3/4" W.S. and Cap	0'179+31.01	69.6 Rt.	Install 2" W.S. and Cap
0'136+45	Rt.	Install 3/4" W.S. and Cap	179+95	42 Rt.	
0'136+49.542	508 Lt.	Install 3/4" W.S. and Cap	0'181+47.49	403 Rt.	Install 2" W.S. and Cap
0'137+90.80	46 Rt.	Install 2" W.S. and Cap	0'181+98.94	552 Lt.	Install 3/4" W.S. and Cap
0'139+42.77	652 Lt.	Install 3/4" W.S. and Cap	0'182+77.76	617 Lt.	Install 3/4" W.S. and Cap
0'140+76.5	554 Lt.	Install 3/4" W.S. and Cap	0'183+63	Lt.	Install 3/4" W.S. and Cap
0'141+82.64	534 Lt.	Install 3/4" W.S. and Cap	0'183+70.77	47.4 Rt.	Install 2" W.S. and Cap
0'141+97	394 Rt.	Install 3/4" W.S. and Cap	0'184+05.93	528 Lt.	Install 3/4" W.S. and Cap
*0'112+28	468 Rt.	Install 3/4" W.S. and Cap	0'186+09	499 Rt.	Install 2" W.S. and Cap
0'144+25.226	474 Rt.	Install 2" W.S. and Cap	0'187+07.509	511 Lt.	Install 3/4" W.S. and Cap
0'144+45.580	556 Lt.	Install 2" W.S. and Cap	187+72	333 Lt.	
*0'114+22	347 Rt.	Install 3/4" W.S. and Cap	0'188+15.28	399 Rt.	Install 2" W.S. and Cap
0'146+45	468 Rt.	Install 3/4" W.S. and Cap	0'189+98	52 Lt.	Install 3/4" W.S. and Cap
0'147+66.63	587 Lt.	Install 3/4" W.S. and Cap	0'190+70	Rt.	Install 2" W.S. and Cap
*0'117+11	35 Rt.	Install 3/4" W.S. and Cap	0'190+99.66	518 Lt.	Install 3/4" W.S. and Cap
0'148+35.03	465 Rt.	Install 2" W.S. and Cap	0'191+94	555 Lt.	Install 3/4" W.S. and Cap
0'149+95	56 Lt.	Install 3/4" W.S. and Cap	0'192+15.13	457 Rt.	Install 2" W.S. and Cap
0'150+50.42	44 Rt.	Install 2" W.S. and Cap	0'193+09.02	322 Lt.	Install 3/4" W.S. and Cap
*0'117+76	23 Rt.	Install 3/4" W.S. and Cap	0'193+86.72	587 Lt.	Install 3/4" W.S. and Cap
*0'121+2	187 Rt.	Install 3/4" W.S. and Cap	0'194+85.94	352 Rt.	Install 2" W.S. and Cap
0'152+24.13	56 Lt.	Install 3/4" W.S. and Cap	0'194+92.99	597 Lt.	Install 3/4" W.S. and Cap
0'152+26.5	47 Rt.	Install 3/4" W.S. and Cap	0'195+90.93	366 Rt.	Install 2" W.S. and Cap
0'153+74.5	487 Rt.	Install 3/4" W.S. and Cap	0'195+96	65 Lt.	Install 3/4" W.S. and Cap
0'154+80	40 Rt.	Install 3/4" W.S. and Cap	0'198+60	572 Lt.	Install 3/4" W.S. and Cap
0'154+83.5	493 Lt.	Install 3/4" W.S. and Cap	0'198+64	499 Rt.	Install 2" W.S. and Cap
0'155+95.90	45 Rt.	Install 3/4" W.S. and Cap	0'199+95	54 Lt.	Install 3/4" W.S. and Cap
0'156+06.06	518 Lt.	Install 3/4" W.S. and Cap	0'199+50.49	522 Lt.	Install 3/4" W.S. and Cap
0'157+27.18	464 Rt.	Install 3/4" W.S. and Cap	0'200+34.34	476 Lt.	Install 3/4" W.S. and Cap
0'158+83.61	489 Rt.	Install 2" W.S. and Cap	0'200+70.749	49 Rt.	Install 3/4" W.S. and Cap
0'158+37.883	577 Lt.	Install 3/4" W.S. and Cap	0'200+86	443 Lt.	Install 3/4" W.S. and Cap
0'159+44	Lt.	Install 3/4" W.S. and Cap	*0'187+59.72	333 Lt.	Install 3/4" W.S. and Connect to Existing PVC.
0'159+80.76	447 Rt.	Install 2" W.S. and Cap			
0'160+31.12	571 Lt.	Install 3/4" W.S. and Cap			
0'161+22	434 Rt.	Install 2" W.S. and Cap			
0'163+46.31	517 Lt.	Install 3/4" W.S. and Cap			
0'163+95.93	492 Rt.	Install 2" W.S. and Cap			
*0'121+12.13	187 Rt.	Install 3/4" W.S. and Cap			
*0'139+95.92	413 Rt.	Install 2" W.S. and Cap			
*0'161+20.14	56 Lt.	Install 3/4" W.S. and Cap			

* Stations out of order

FIRE HYDRANT SUMMARY

REMOVE	OFFSET	INSTALL	OFFSET
0'111+18	38 Rt.	0'111+21	33.20 Rt.
0'124+30	21 Rt.	0'116+90	24.88 Rt.
0'133+08	15.5 Rt.	0'121+80	25 Rt.
0'140+93	19 Rt.	0'125+77.71	21.28 Rt.
0'151+50	15 Rt.	0'133+08	20.26 Rt.
0'158+89.5	15.5 Rt.	0'137+03.05	26 Rt.
0'167+06	14 Rt.	0'140+93	26 Rt.
0'173+67.5	16 Rt.	0'145+32.12	26 Rt.
0'184+77	17 Rt.	0'149+37.38	26 Rt.
		0'153+28.08	26 Rt.
		0'157+25.30	26 Rt.
		0'160+78.70	26 Rt.
		0'164+88	26 Rt.
		0'169+05	26 Rt.
		0'173+67.5	26 Rt.
		0'177+50	26 Rt.
		0'180+46.62	26 Rt.
		0'184+77.92	26 Rt.

RELOCATION SUMMARY

REMOVE	OFFSET	INSTALL	OFFSET
0'189+77	18 Rt.	0'189+77	26 Rt.
0'193+92	16 Rt.	0'193+92.91	26 Rt.
0'198+15	22 Rt.	0'198+15	26 Rt.

SEWER SERVICES

STATION	LENGTH	SIZE	OFFSET	REMARKS
0'118+59	29'	6"	26 Lt.	Cap
0'118+87.97	25'	6"	26 Lt.	Cap
0'120+88	33'	6"	25.5 Rt.	Cap
0'125+24.5257	30.5'	6"	26.245 Rt.	Cap
0'127+40.435	14'	6"	27.84 Rt.	Cap
0'128+10.509	18'	6"	27.34 Rt.	Cap
0'129+57.61	27'	6"	30.32 Lt.	Cap
0'130+57.76	34'	6"	34.0' 130+82.50 Rt.	Cap
0'130+69.607	30'	6"	32.52 Lt.	Cap
0'131+71	30'	6"	36.48 Rt.	Cap
0'132+69.79	31'	6"	48 Rt.	Cap
0'133+24.26	30'	6"	55.52 Lt.	Cap
0'133+44.607	34'	6"	52.48 Rt.	Cap
0'134+07.5	35'	6"	46.52 Lt.	Cap
0'135+04	33'	6"	47 Rt.	Cap
0'136+15.42	21' 20"	6"	54 Lt.	Cap
0'136+29.28	30'	6"	42.47 Rt.	Cap
0'137+77.907	30'	6"	36.43 Rt.	Cap
0'139+70	27'	6"	44.42 Rt.	Cap
0'139+95	35'	6"	501.60 Lt.	Cap
0'140+67.87	39'	6"	551.58 Lt.	Cap
0'142+44.19	27'	6"	52.53 Lt.	Cap
0'142+58.523	34'	6"	272.46 Rt.	Cap
0'144+07.328	31'	6"	435.46 Rt.	Cap
116+92	32	8" D.I.		Cap
0'122+09	35' 37"	10" D.I.	29 Rt.	Cap
117+80	20	6"	24 Rt.	
117+43	20	6"	24 Rt.	

* Note: Lengths are Approximate.

UTILITY SUMMARY TABLES

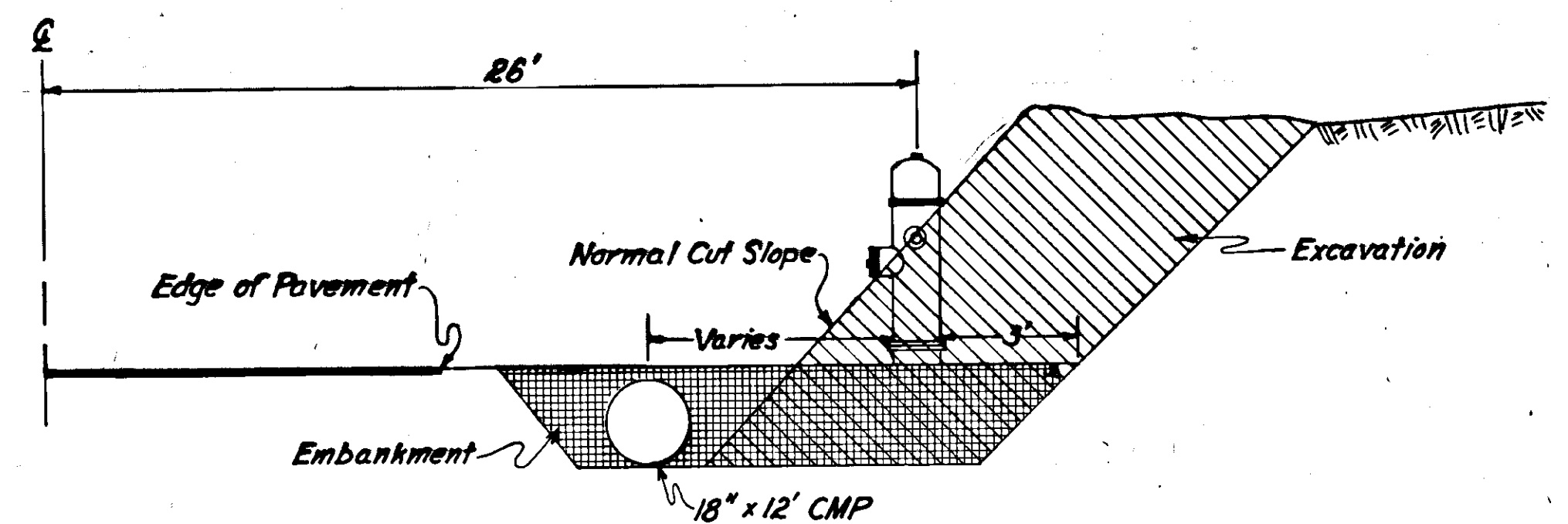
GENERAL NOTES

- The existing power line will be relocated by others.
- All existing water services shall be reconnected to new water main and shall be considered incidental to Section 628(9).
- Location of existing utilities are approximate and subject to field verification by the Contractor.

WATER MAIN & APPURTENANCES

STATION	OFFSET	REMARKS
0'109+00	7 Rt.	Install 7669 L.F. of 10" D.I.W.C.
0'185+84	9 Rt.	
0'109+00	7 Rt. 178	Install 10" 8" Reducer
0'109+07	7 Rt.	Install 10" G.V. and V.B.
0'114+20	30 Rt.	Adjust V.B.
0'114+74	13 Rt.	Install 10" 45° Bend
0'115+37	15 Rt.	Install 10" 22 1/2° Bend
0'117+34	19.5 Rt.	
0'116+66	17 Rt.	Install 10" G.V. and V.B.
0'118+23	19 Rt.	Adjust V.B.
0'118+87	18 Rt.	Adjust V.B.
0'121+95	Rt.	Install 20 L.F. of 10" D.I.W.C. and Cap
0'121+95	19 Rt.	Install 10" G.V. and V.B.
0'124+47	17 Rt.	Adjust V.B.
0'125+74.77	17 Rt. 6	Install 10" G.V. and V.B.
0'129+30	47 Rt.	Adjust V.B.
0'129+35	18 Rt.	Install 10" G.V. and V.B.
0'137+44.13	519 Rt.	Install 10" G.V. and V.B.
0'145+45.23	519 Rt.	Install 10" G.V. and V.B.
0'153+27.21	519 Rt.	Install 10" G.V. and V.B.
0'155+44	Rt.	Install 20 L.F. of 8" D.I.W.C. and Cap
0'155+44	27 Rt. 16.5	Install 8" G.V. and V.B.
0'160+90.77	19 Rt. 15	Install 10" G.V. and V.B.
0'169+12	19 Rt. 15	Install 10" G.V. and V.B.
0'177+57	49 Rt. 15	Install 10" G.V. and V.B.
0'188+93	Lt.	Install 53 L.F. of 8" D.I.W.C. and Cap
0'188+93.97	39 Lt. 45.1	Install 8" G.V. and V.B.
0'201+90	18 Rt.	Adjust V.B.
0'201+97	20 Rt.	Adjust V.B.
0'185+82.5	4.7 Rt.	Install 10" G.V. & V.B. (tie into old line)

FIRE HYDRANT ACCESS DETAIL



NOTES

- Excavation and Embankment shall be considered incidental to the F.H. Installation.

ABBREVIATIONS

A.C.	Asbestos Cement
C.I.	Cast Iron
D.I.	Ductile Iron
F.H.	Fire Hydrant
F.M.	Force Main
G.V.	Gate Valve
M.H.	Manhole
P.V.C.	Polyvinyl Chloride
P.S.	Pump Station
W.C.	Water Conduit
W.M.	Water Meter
W.S.	Water Service
V.B.	Valve Box

MANHOLE SUMMARY

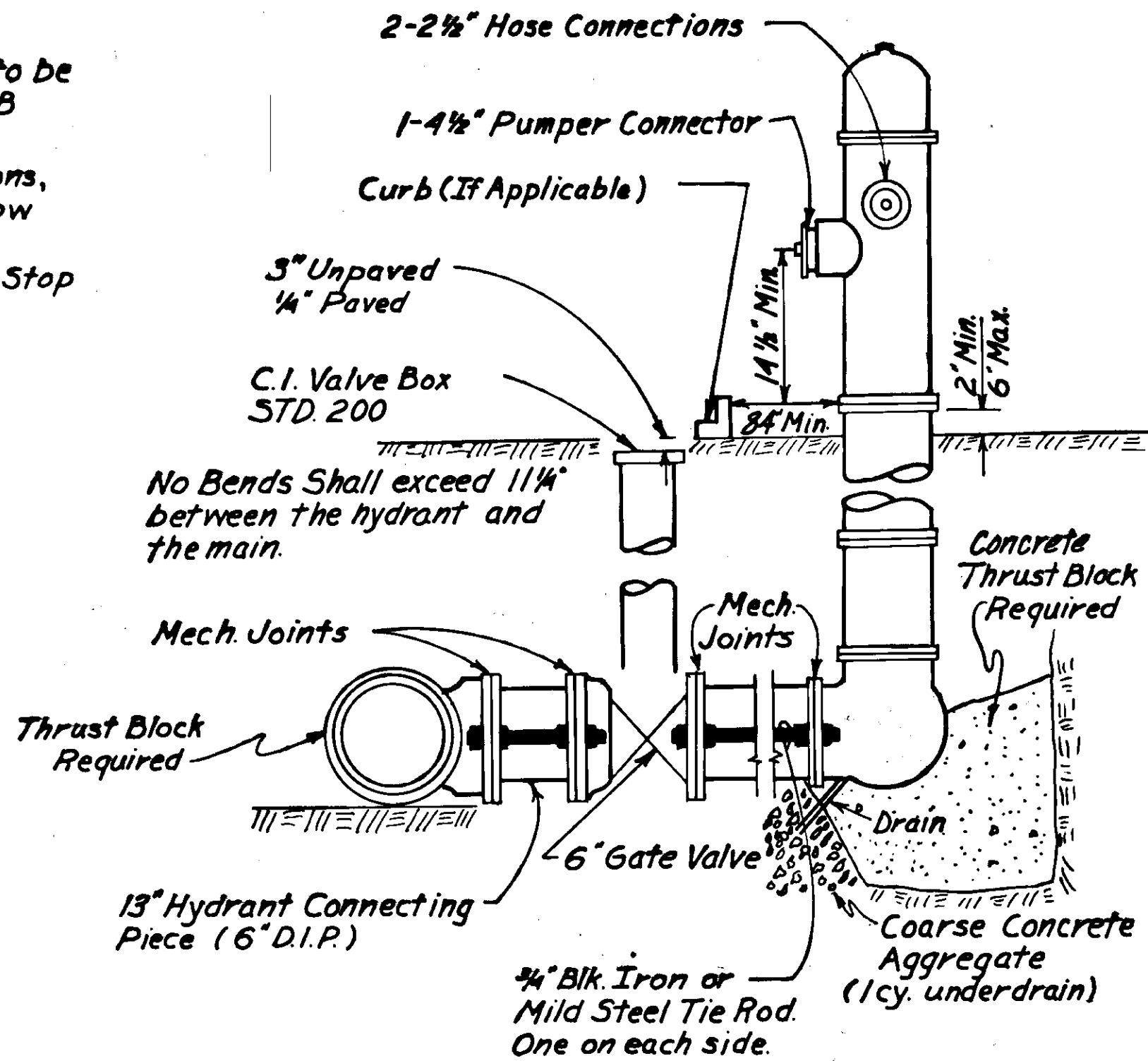
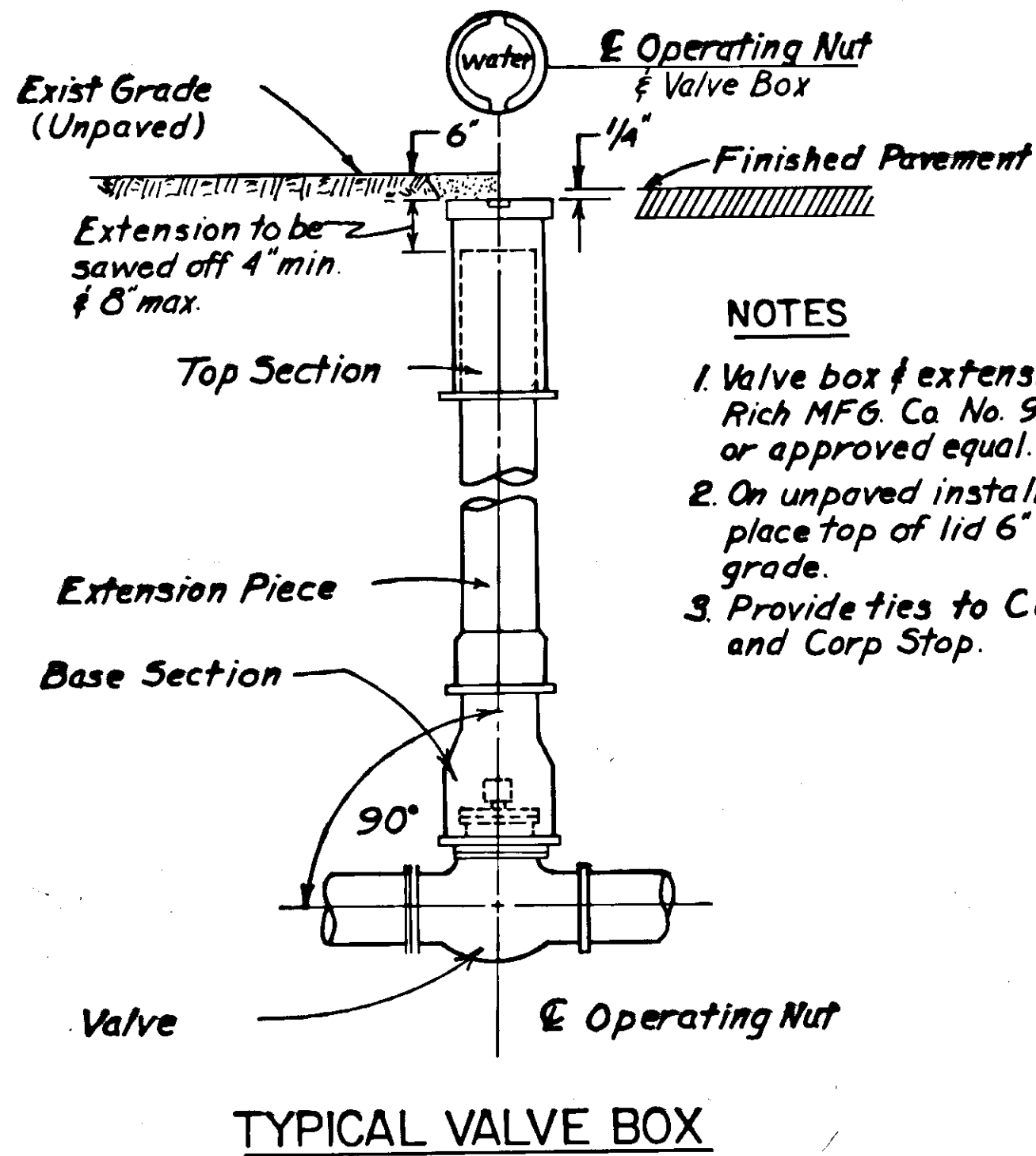
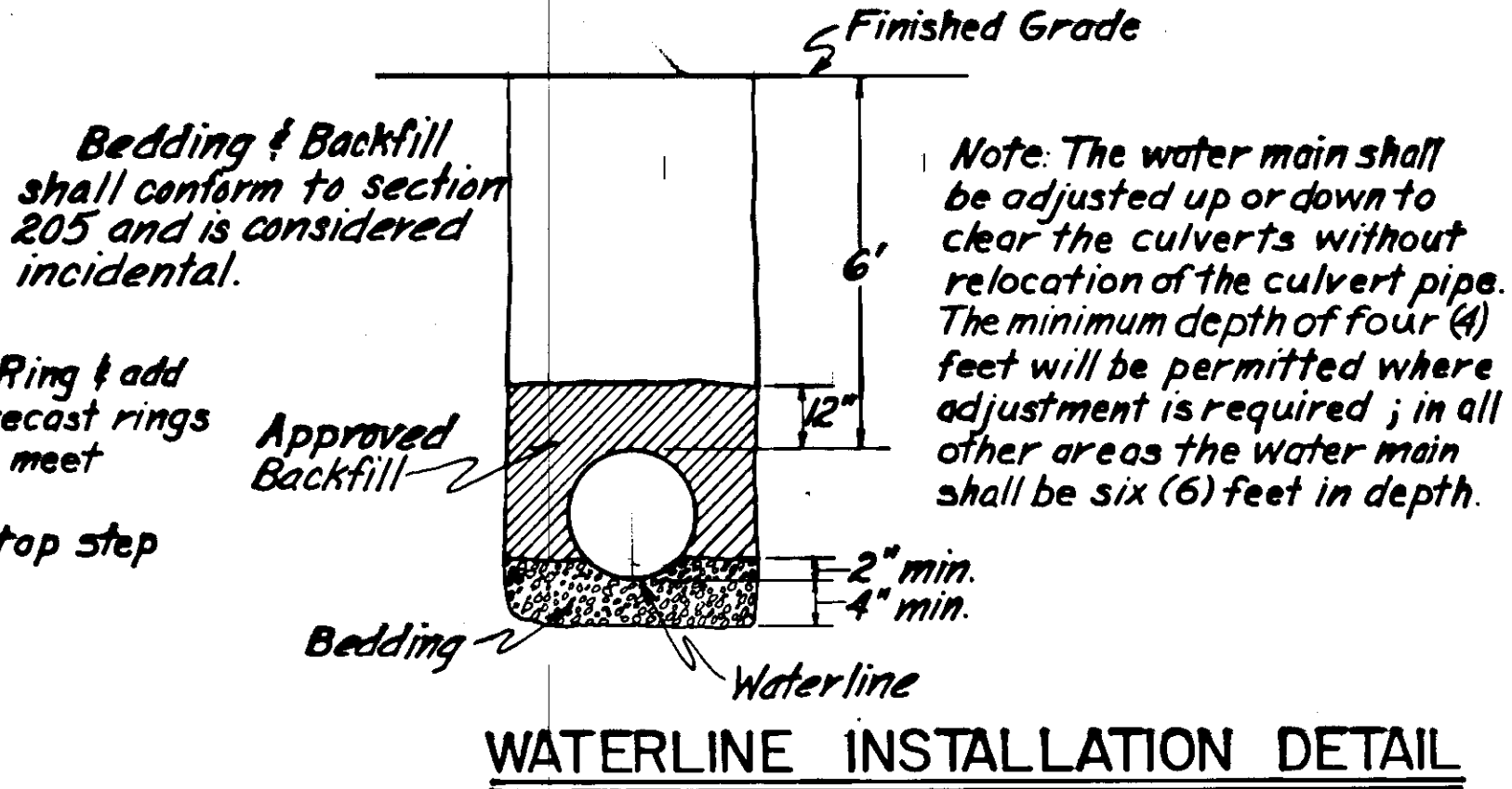
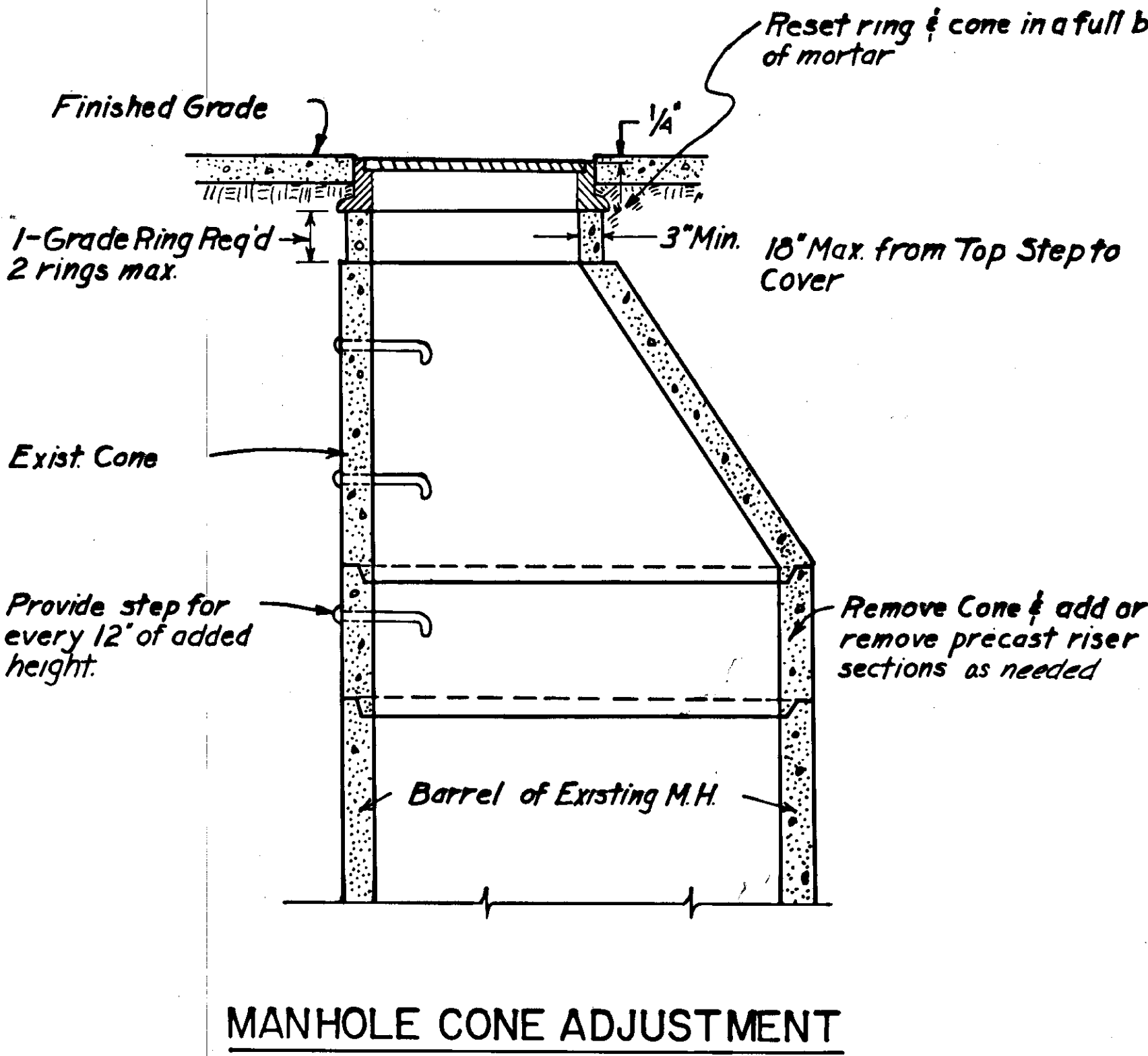
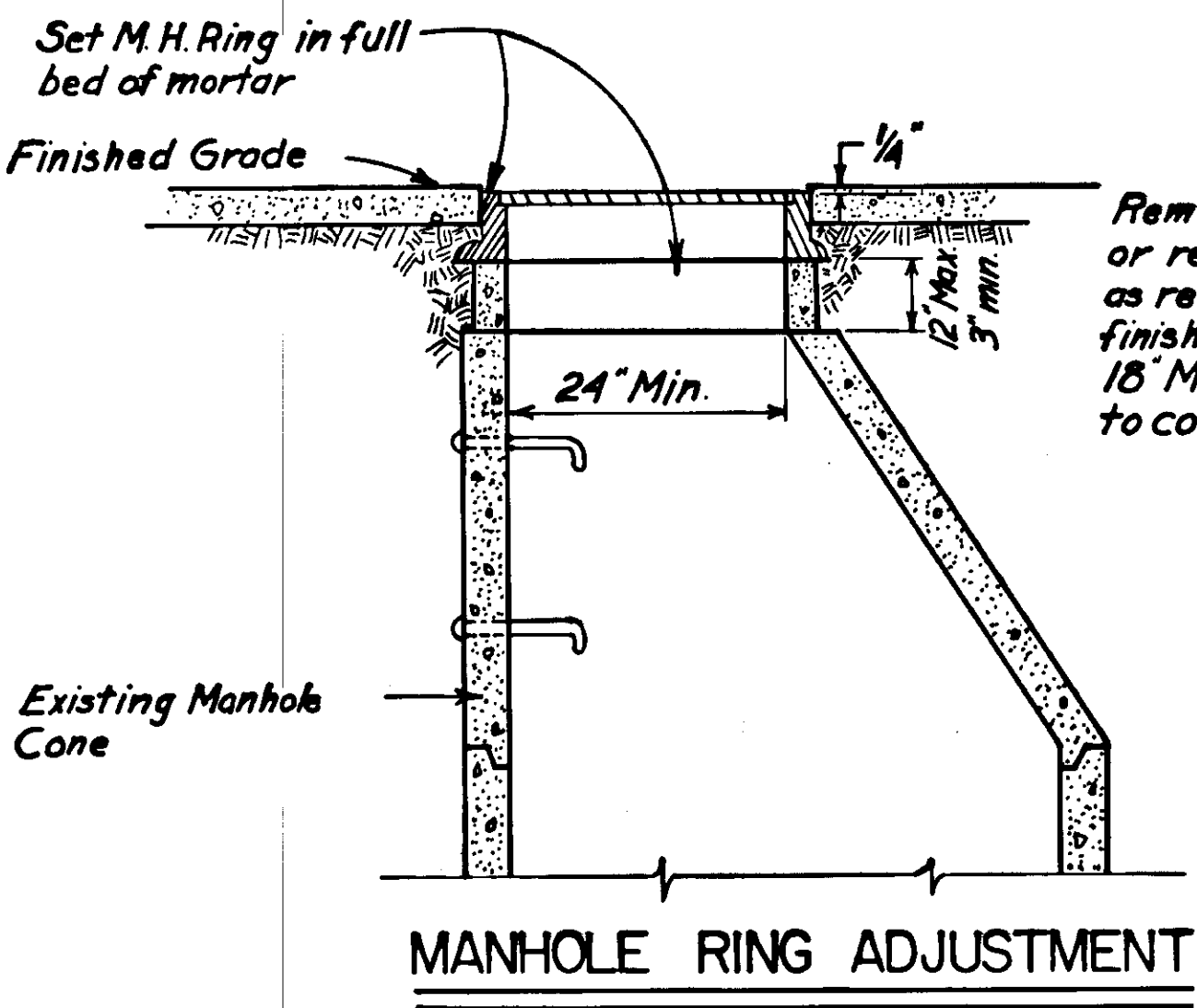
STATION	OFFSET	REMARKS
0'111+53.507	2422 Rt.	Reconstruct
0'113+11	30 Rt.	Reconstruct
0'115+80	16 Lt.	Reconstruct
0'116+93.95	3 Rt.	Adjust
0'119+13.12	8.5 Lt.	Adjust
0'122+09.10	7 Lt.	Reconstruct
0'127+11	5.4 Lt.	Adjust
0'128+85.88	9.34 Lt.	Reconstruct
0'133+79.804	11.27 Lt.	Adjust
0'138+65.75	18.62 Lt.	Reconstruct
0'140+53.66	14.88 Lt.	Reconstruct
0'144+30.44	4.92 Lt.	Adjust

114+96



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	39	59

UTILITIES DETAILS



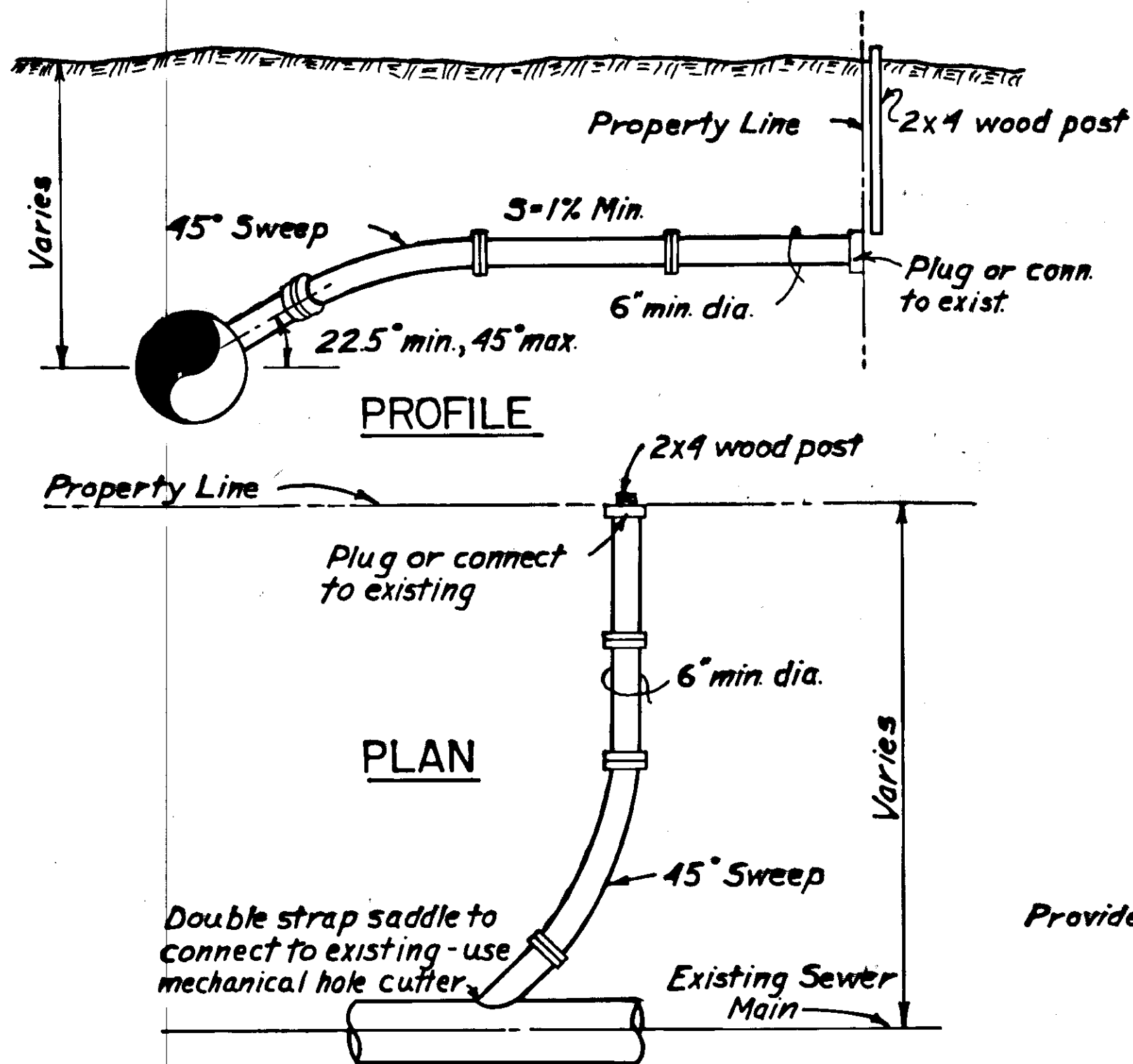
FIRE HYDRANT INSTALLATION DETAIL

HYDRANT INSTALLATION NOTES

1. Hydrant barrel must be plumb.
2. Hydrant, auxiliary gate valve and valve box to be bid as unit in place. Lead from main to hydrant also included in hydrant assembly.
3. Cover to be 5'-0".
4. C.I. Valve Box for F.H. from B.O.P. to Boundary St. shall be set in Sidewalk.
5. See F.H. Access Detail-Sheet No. 38

HYDRANT REMOVAL NOTES

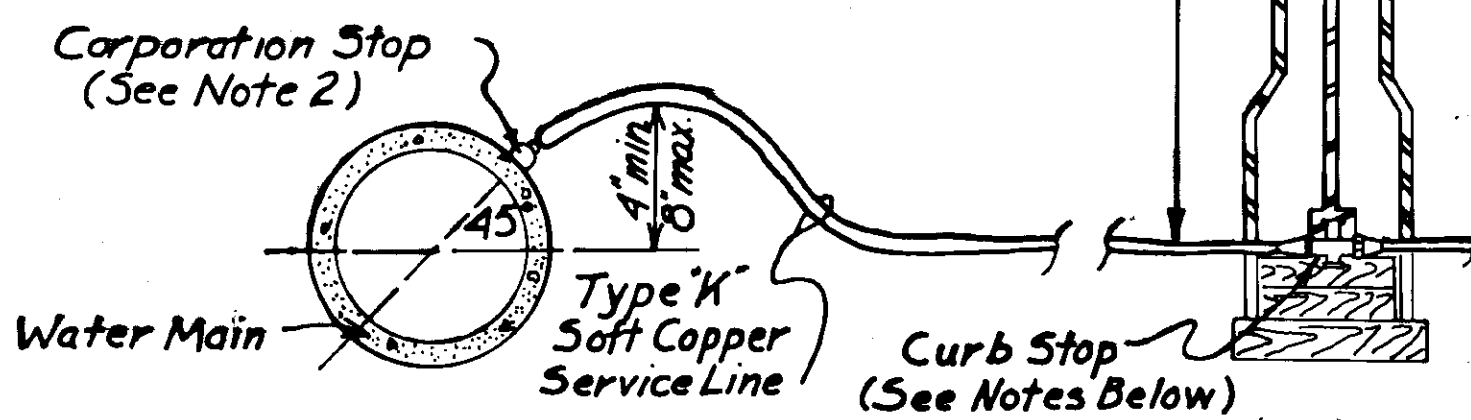
1. Close Valve.
2. Remove Valve Box.
3. Remove Hydrant
4. Cap and Seal.



NOTES

1. Service Connections: 4" Min. Dia. to existing Sewer Services; 6" Min. Dia. for new Stubouts or Reconnects.
2. Acceptable Pipe within R/W: PVC or D.I.
3. Double strap saddles may be substituted for Wyes.
4. Bring 2x4 wood post to surface.
5. Distance from Wye to M.H. shall be noted on 'As-Built' plans.

SEWER SERVICE LATERAL CONNECTION
STA. "0" 109+00 TO STA. "0" 144+20



WATER SERVICE CONNECTION AND CURB BOX
INSTALLATION DETAIL

WATER SERVICE CONNECTION NOTES

1. At curb stop either connect to existing line or mark future service with 4x4 timber.
2. Use Mueller Corporation Stop No. 15025 or equal.
3. Use Mueller Curb Stop No. H15210 or equal for copper to copper conn.
4. Use Mueller Curb Stop No. H15185 or equal for copper to iron conn.

CURB BOX INSTALLATION NOTES

1. Box shall be plumb.
2. Blocking shall snugly fit into box.
3. Backfill compacted to 95% max. dry density.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(17)	1982	40	

B.O.P. Coordinates
State Plane Grid Coordinates
(N1822,966,173) (E2,831,104,001)
Project Datum (Assumed)
(N12621,974) (E23081,083)

BEGIN PROJECT
RS-0937(17)
"L" 109+00.00 P.O.T.
"O" 109+00.00

N 71° 19' 30" E

Match existing sidewalk
Sta 0' 109+00.00, Connect
New 10" D.I. Line to existing
8" D.I. Line, Thru 8" x 10" Reducer.

Sta 0' 109+07.7' ft.
Install 10" x 6" and 4" x 4"

House #1602

Sta. 109+46 Rt.,
Connected to Existing W.S.
@ 22.3 R.A.

"O" 110+20.70 P.I.

"L" 110+20.69 P.I.

Sta 0' 110+35 Rt.
Install 3/4" W.S. from Main to
22.5" Rt. and Cap.

110+36 Rt.
Invert 15.40

Sta 0' 110+67 Rt. Install
3/4" W.S. from Main to 26.5"
Rt. and Cap.

110+68 Rt.
Invert 15.40

Sta 0' 111+13.35 Rt.
Remove F.H.

111+23.2 Rt.
Install F.H.

Sta 0' 111+55.22 Rt.
Reconstruct M.H.

111+56.7 Rt.
Install F.H.

Sta 0' 111+97.9 Rt.
W.S. @ 9/8 R.A.

PINE STREET

111+60.7
24.5 Rt.

112+20.2 Rt.
44.1 R.A.

112+55.79 P.I.

112+55.2
49 Rt.

112+55.2
Invert 19.50

Sta 0' 113+11.50 Rt.
Reconstruct M.H.

113+13.0 Rt.
W.S. @ 5/8 R.A.

113+13.0 Rt.
W.S. @ 5/8 R.A.

113+13.0 Rt.
W.S. @ 5/8 R.A.

113+13.0 Rt.
W.S. @ 5/8 R.A.

113+13.0 Rt.
W.S. @ 5/8 R.A.

113+13.0 Rt.
W.S. @ 5/8 R.A.

113+13.0 Rt.
W.S. @ 5/8 R.A.

113+13.0 Rt.
W.S. @ 5/8 R.A.

113+13.0 Rt.
W.S. @ 5/8 R.A.

UTILITIES

N 52° 30' 01" E
~276.64'

New 10" D.I. Line

Abandon Existing 6" A.C.

Boat House

Match Line 0' 113+90

Elev. 23.50

Finished Profile

-0.048%

8" x 10" Reducer

New 10" D.I.

2" Insulation Board
80 ft² Req'd

Existing 6" A.C.

10" C.I.

Existing Ground

109+00

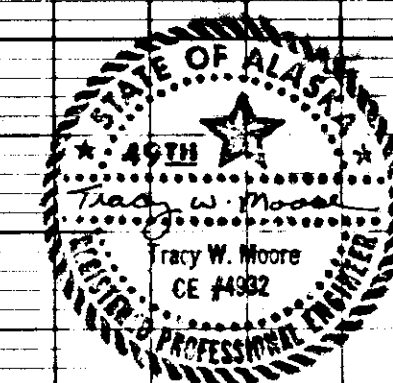
110+00

111+00

112+00

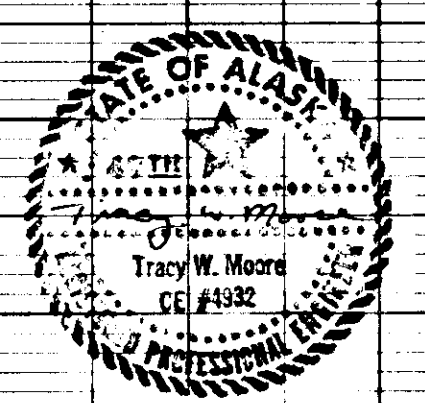
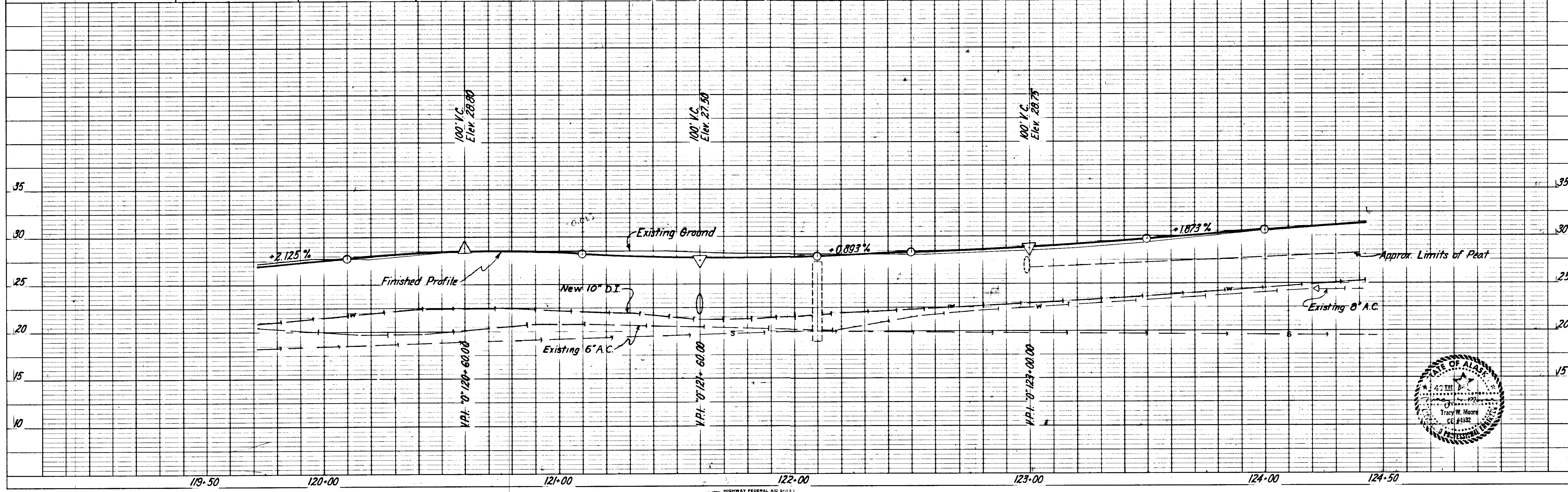
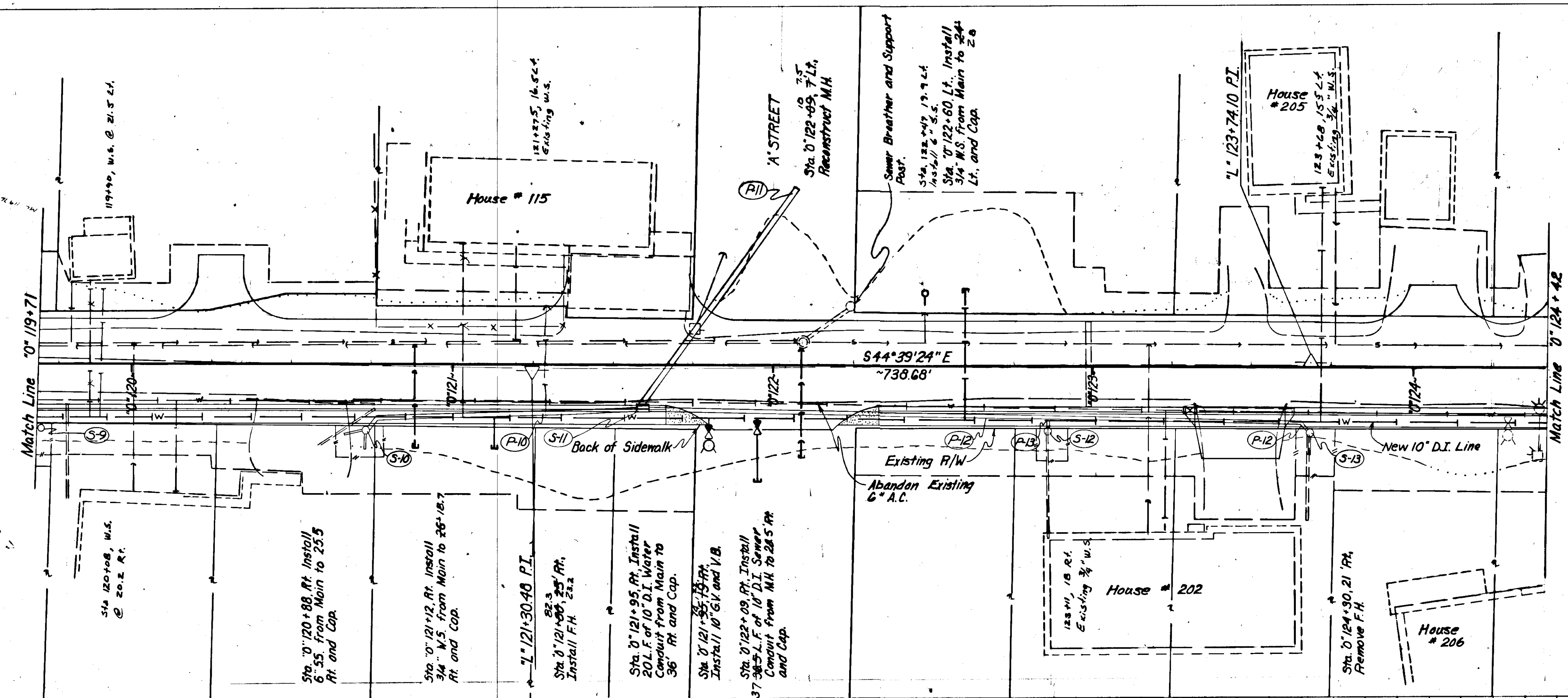
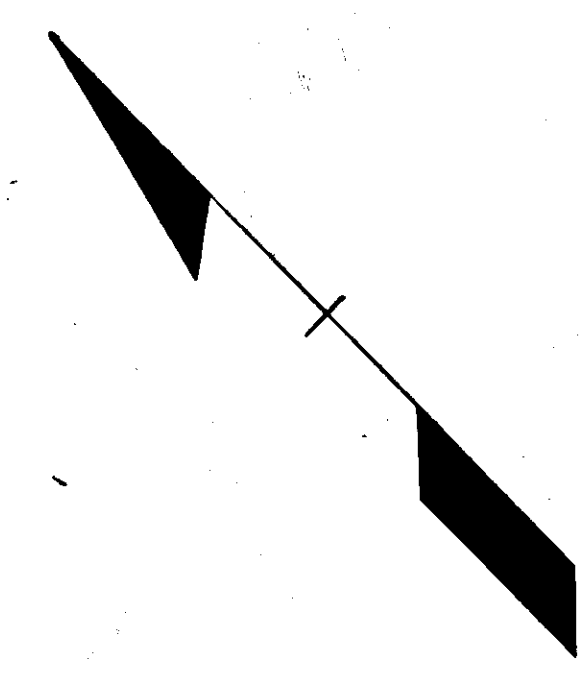
113+00

114+00



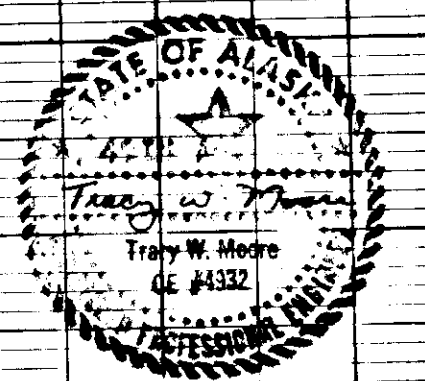
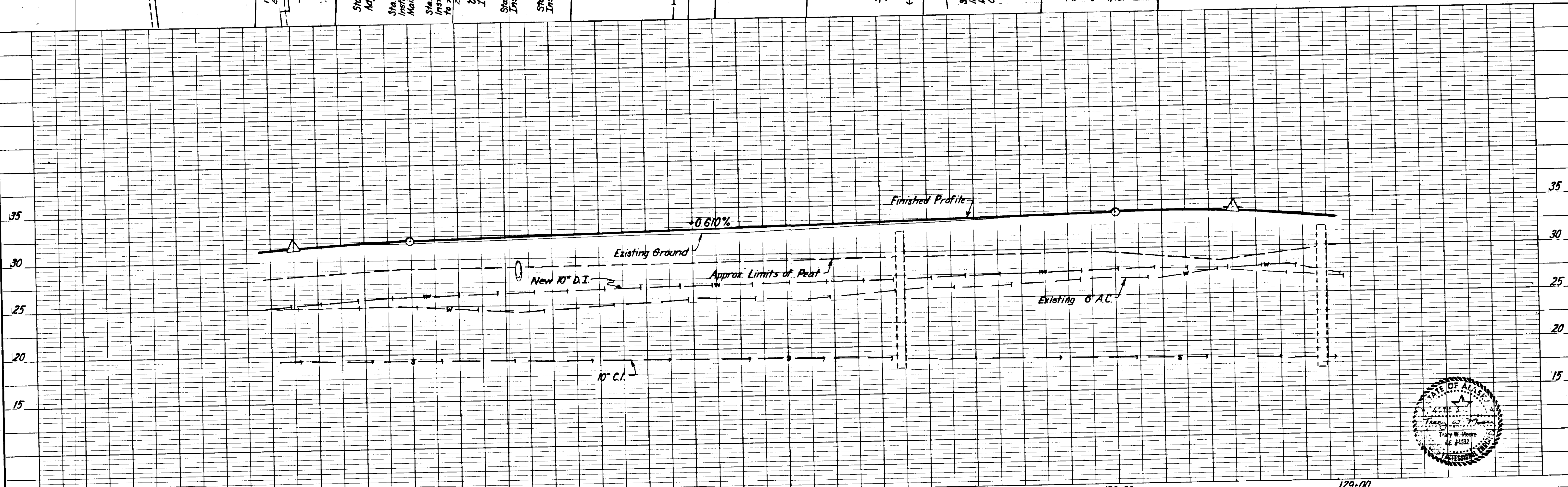
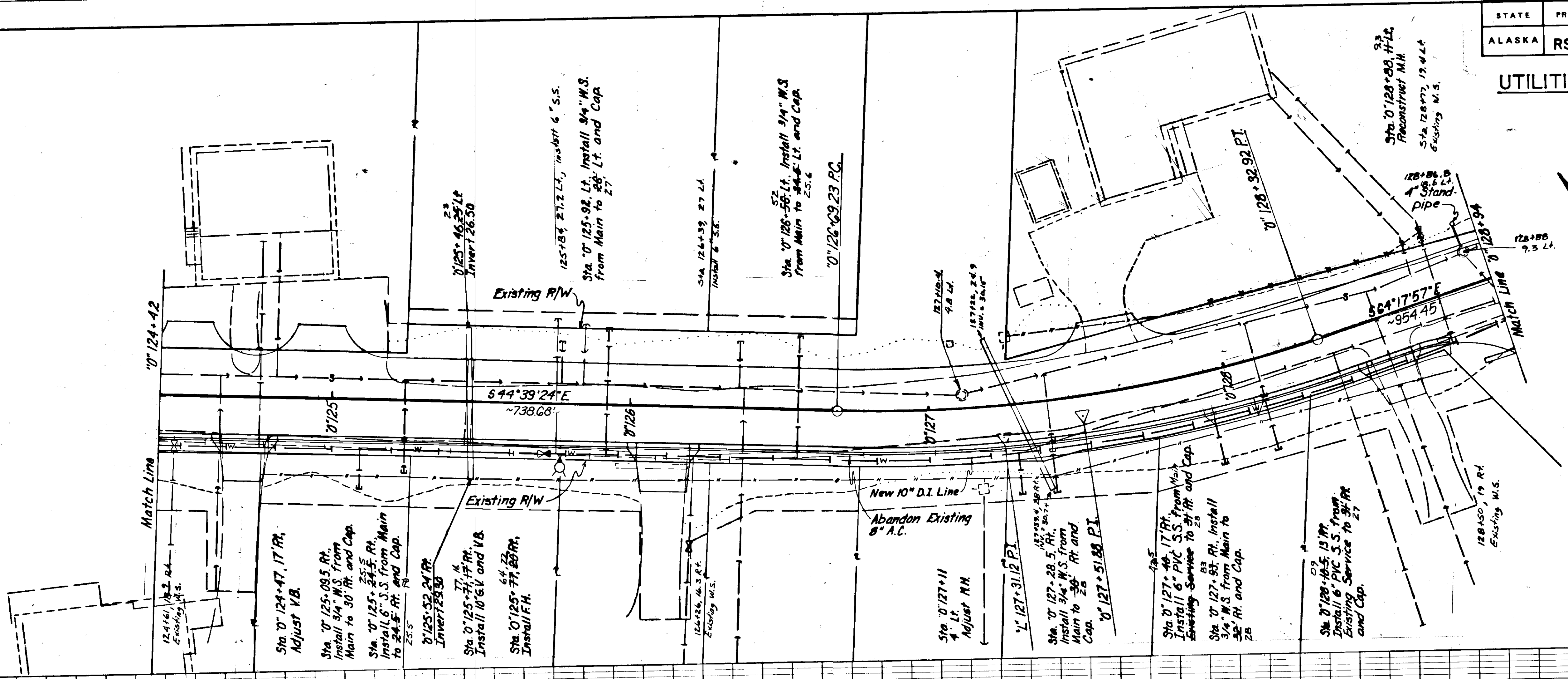
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(17)	1982	42	59

UTILITIES



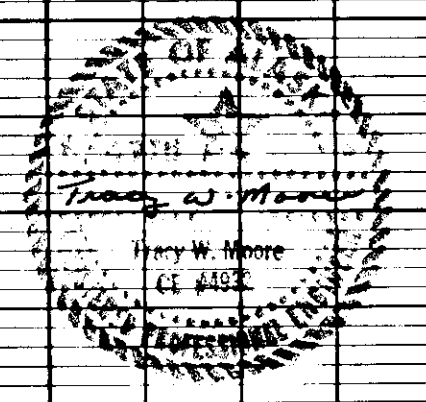
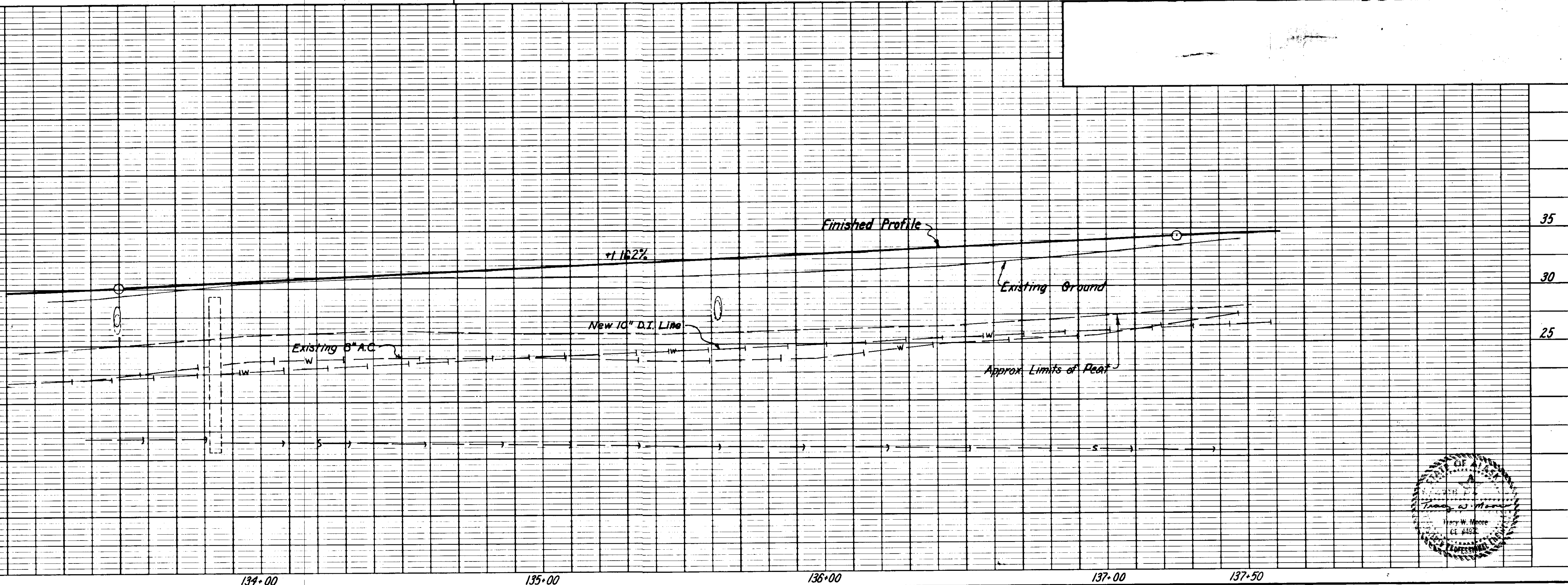
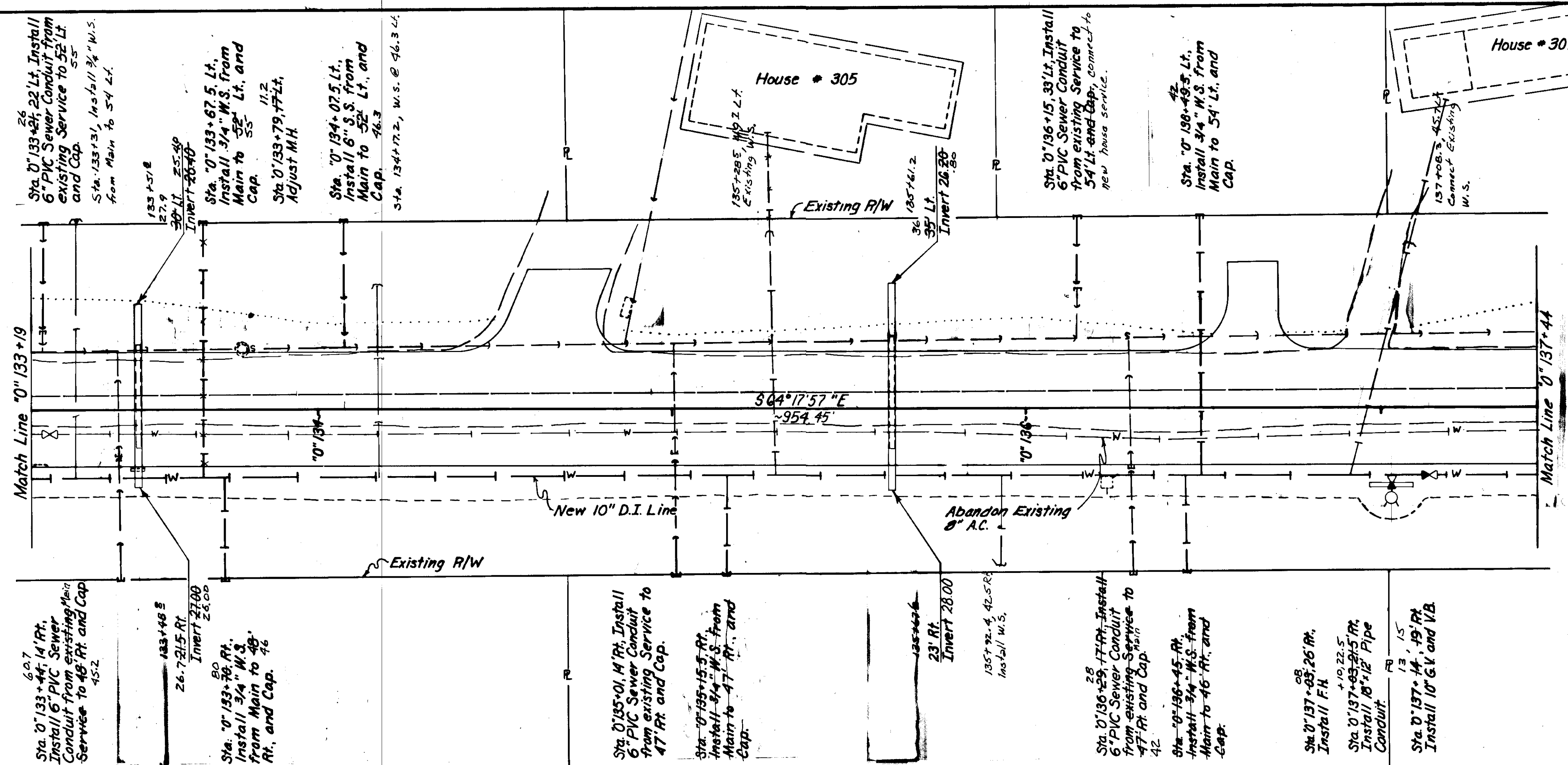
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(17)	1982	43	59

UTILITIES



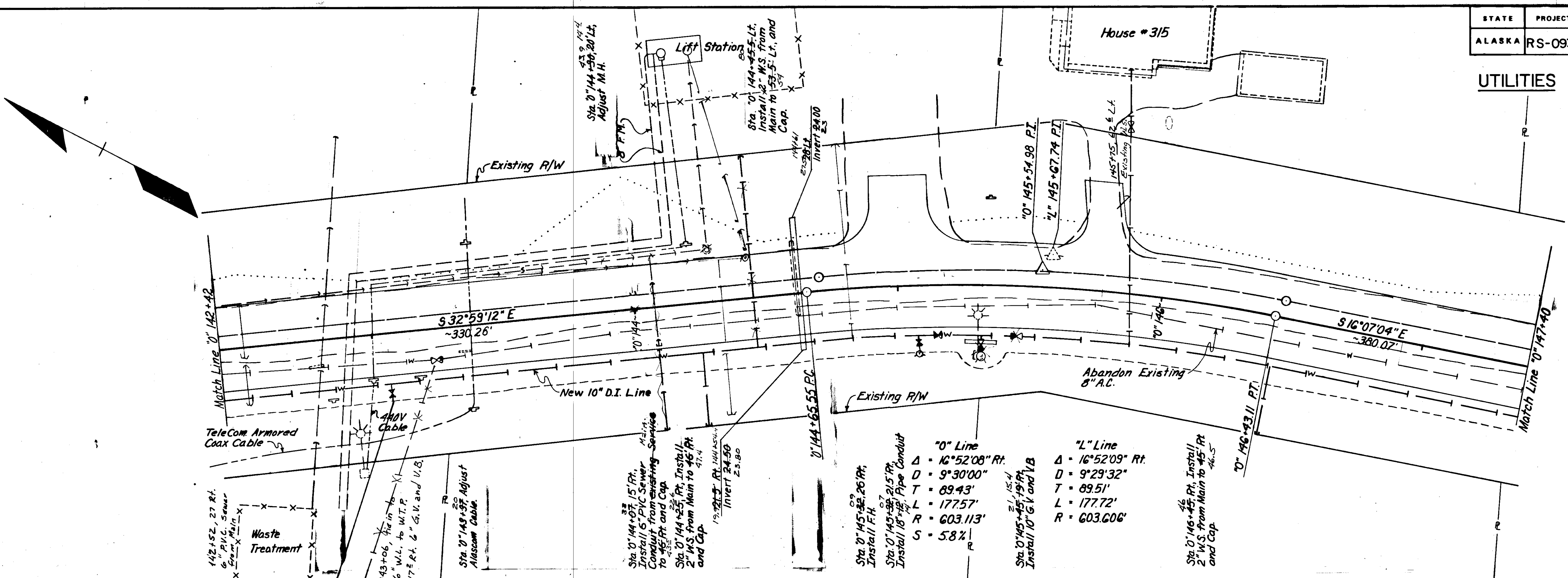
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	45	59

UTILITIES

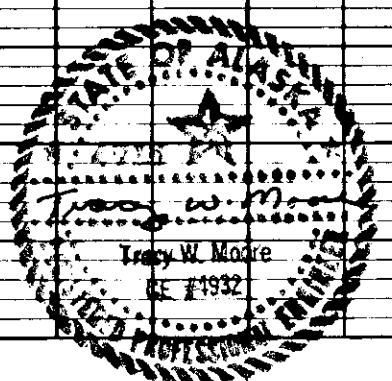
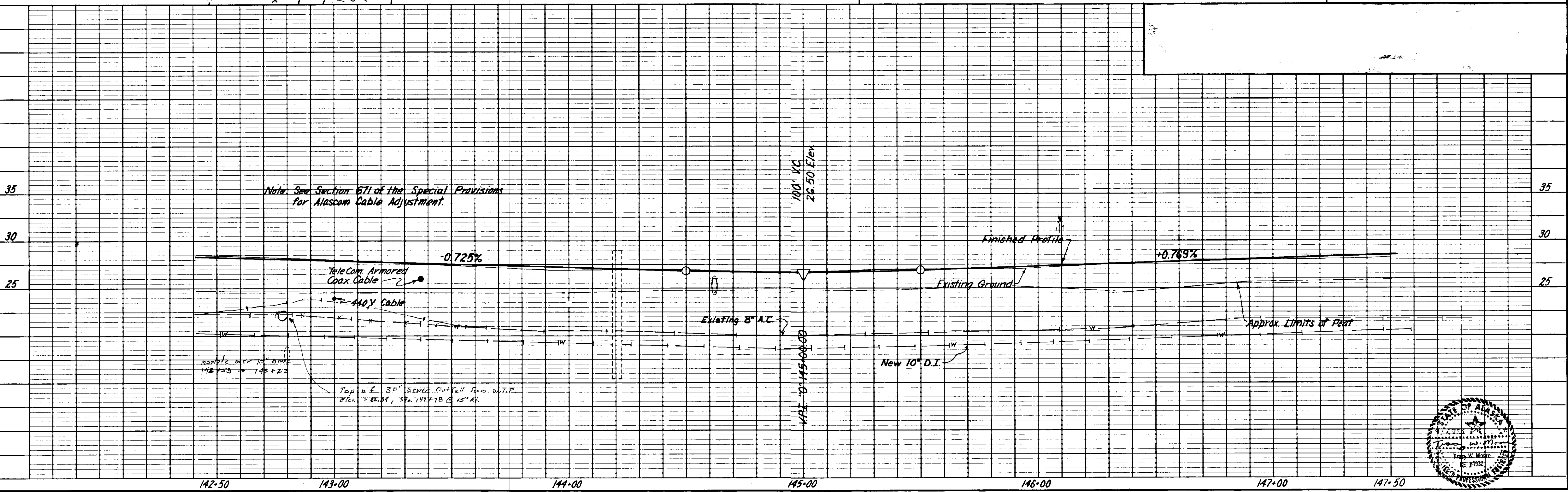


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	47	59

UTILITIES

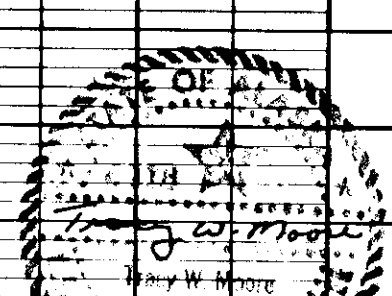
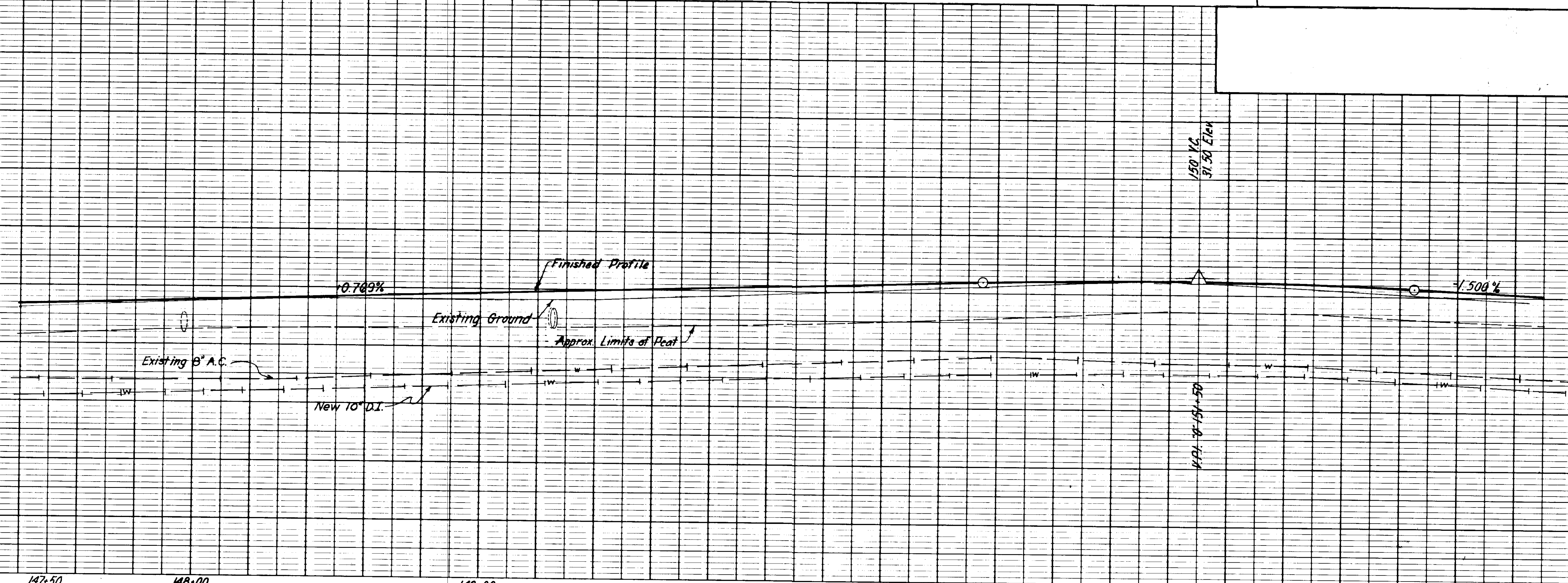
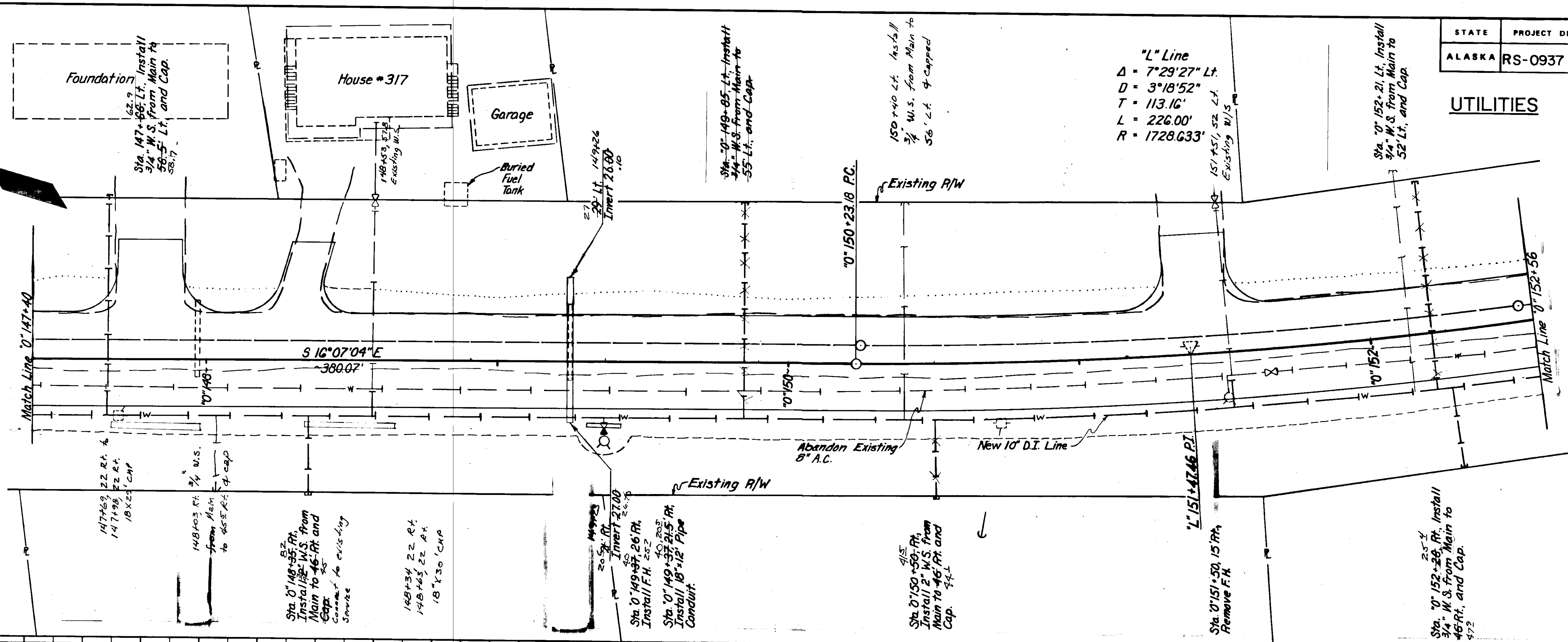


"0" Line		"L" Line	
Δ	$16^{\circ}52'08''$ Rt.	Δ	$16^{\circ}52'09''$ Rt.
D	$9^{\circ}30'00''$	D	$9^{\circ}29'32''$
T	$89.43'$	T	$89.51'$
L	$177.57'$	L	$177.72'$
R	$603.113'$	R	$603.606'$
G	5.8%		



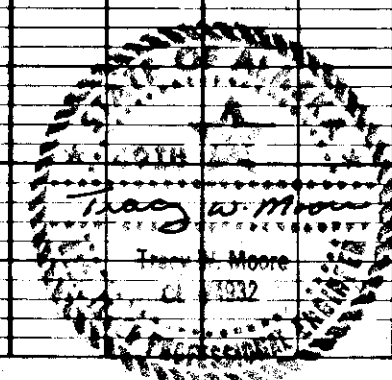
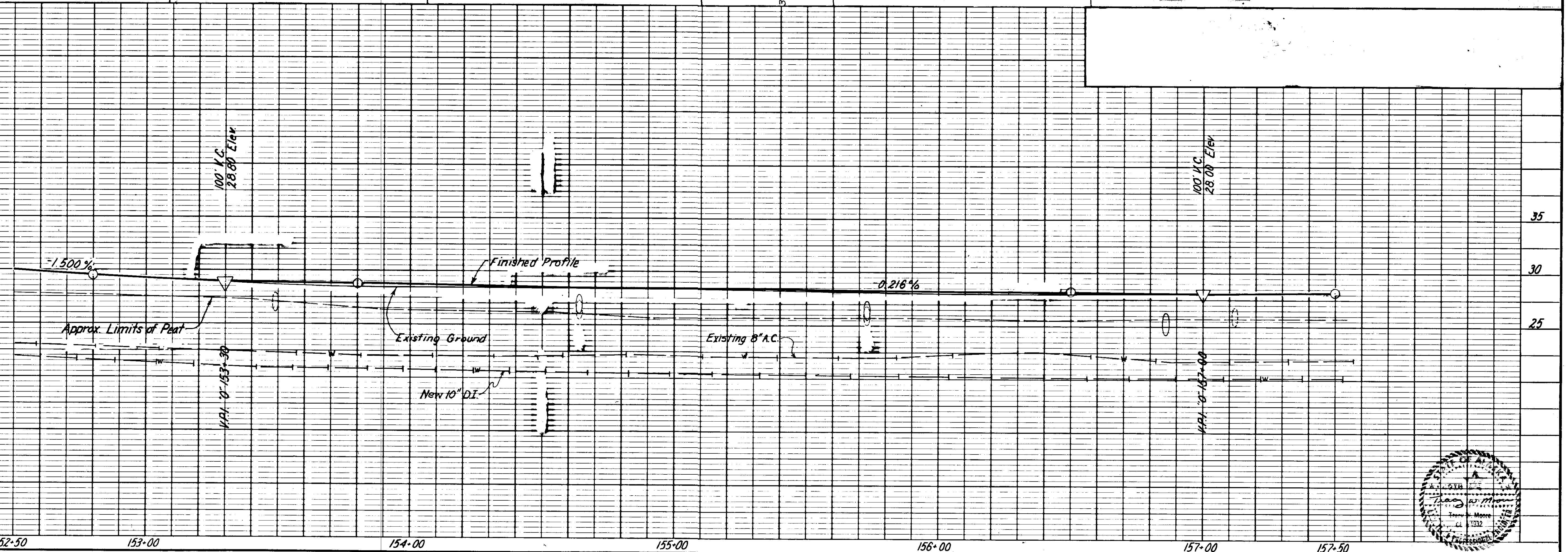
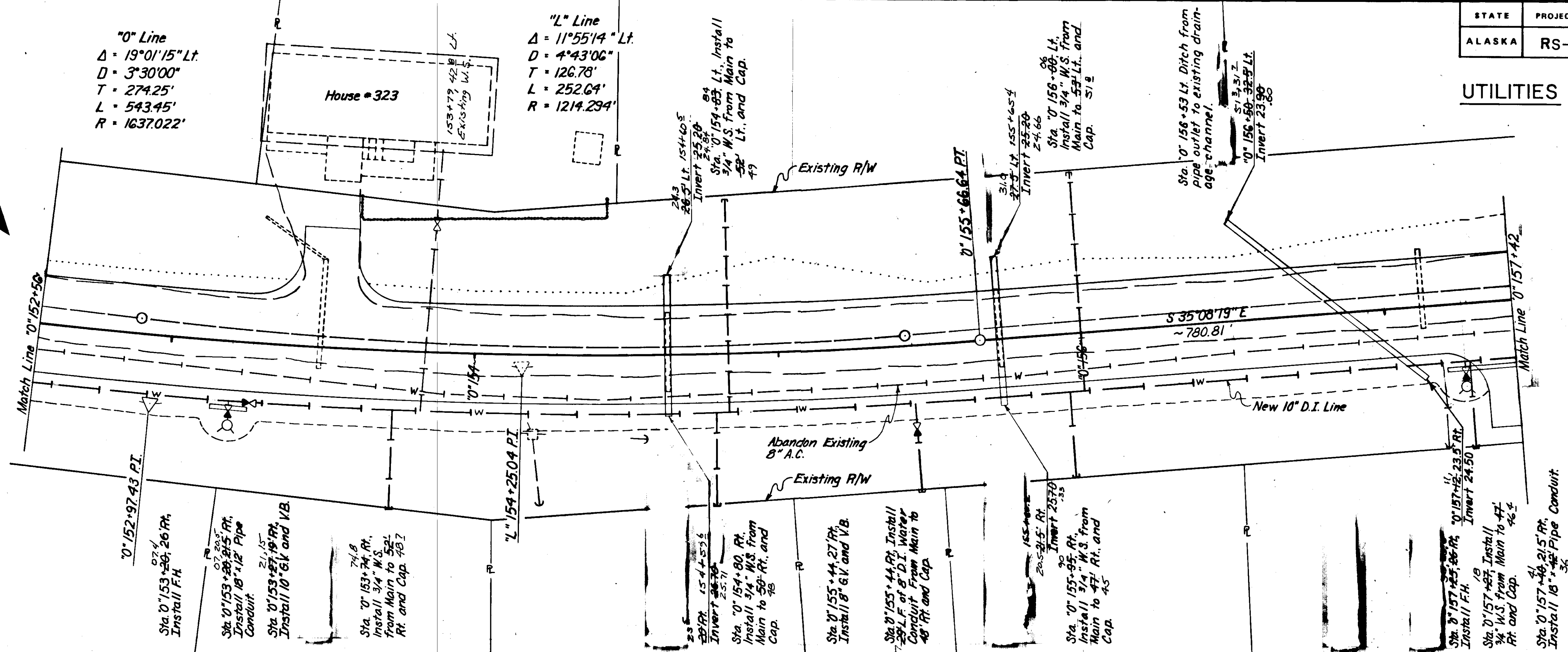
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	48	59

UTILITIES



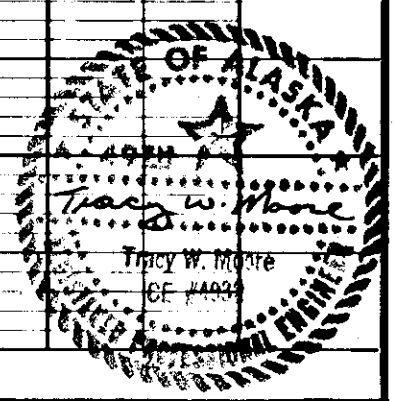
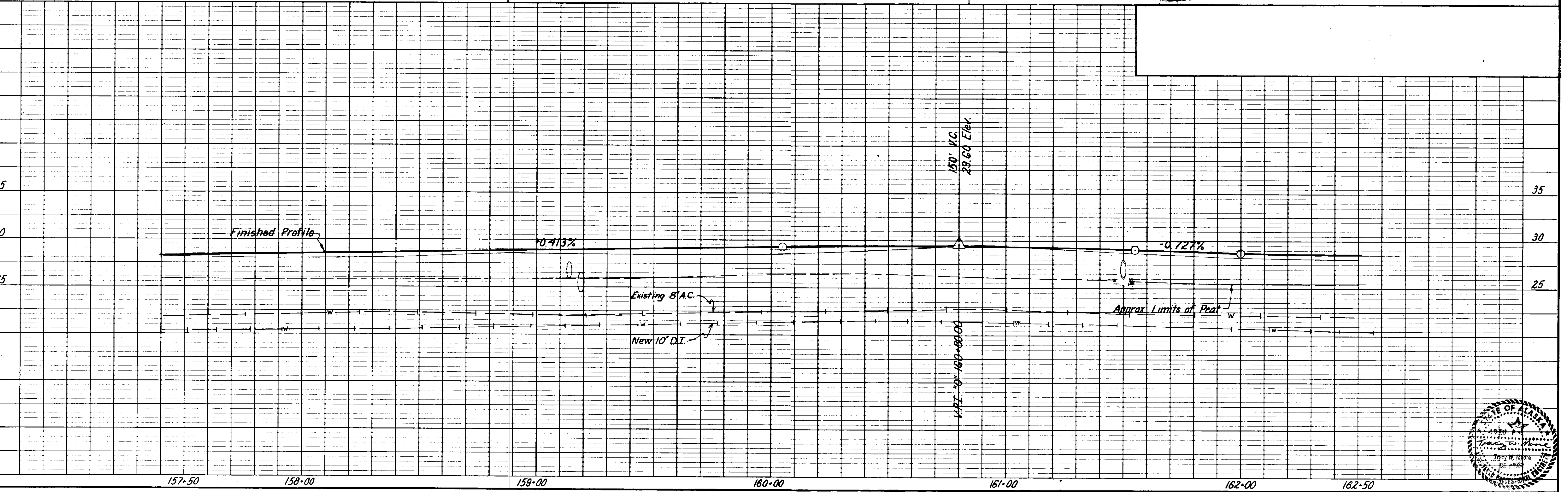
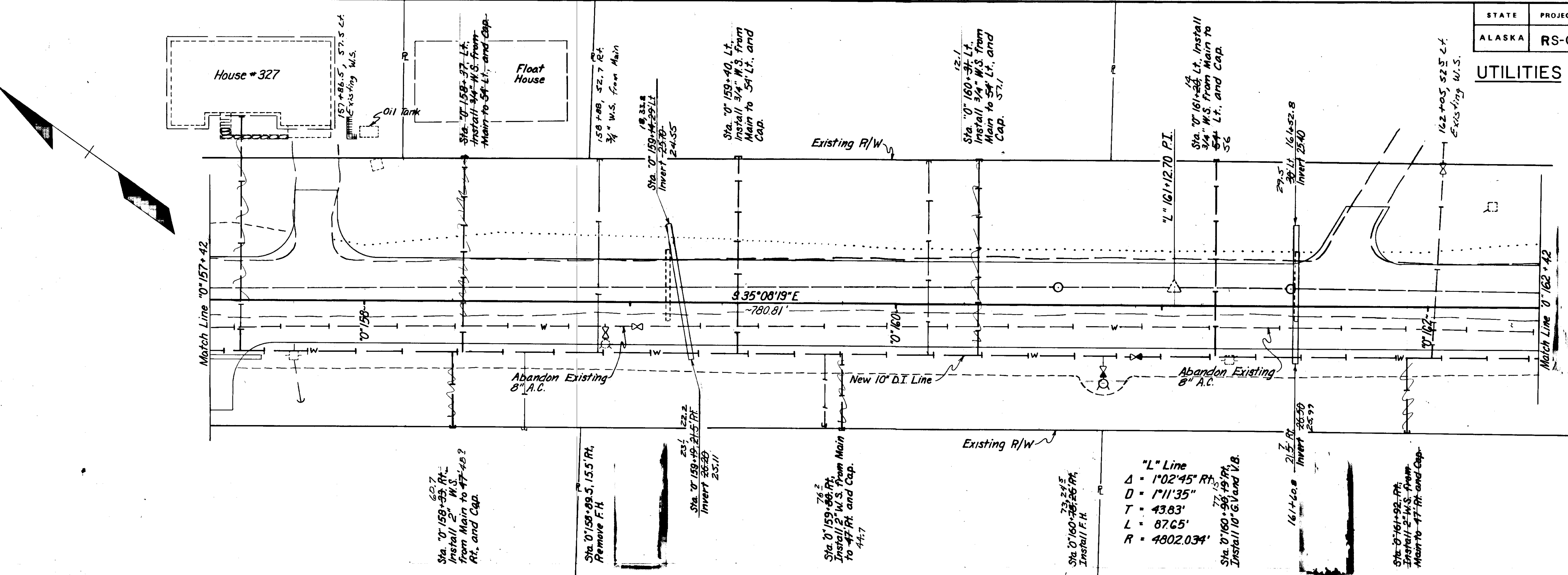
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	49	59

UTILITIES



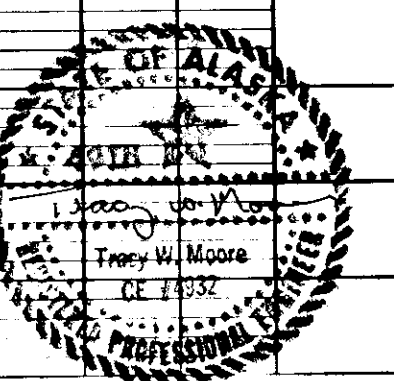
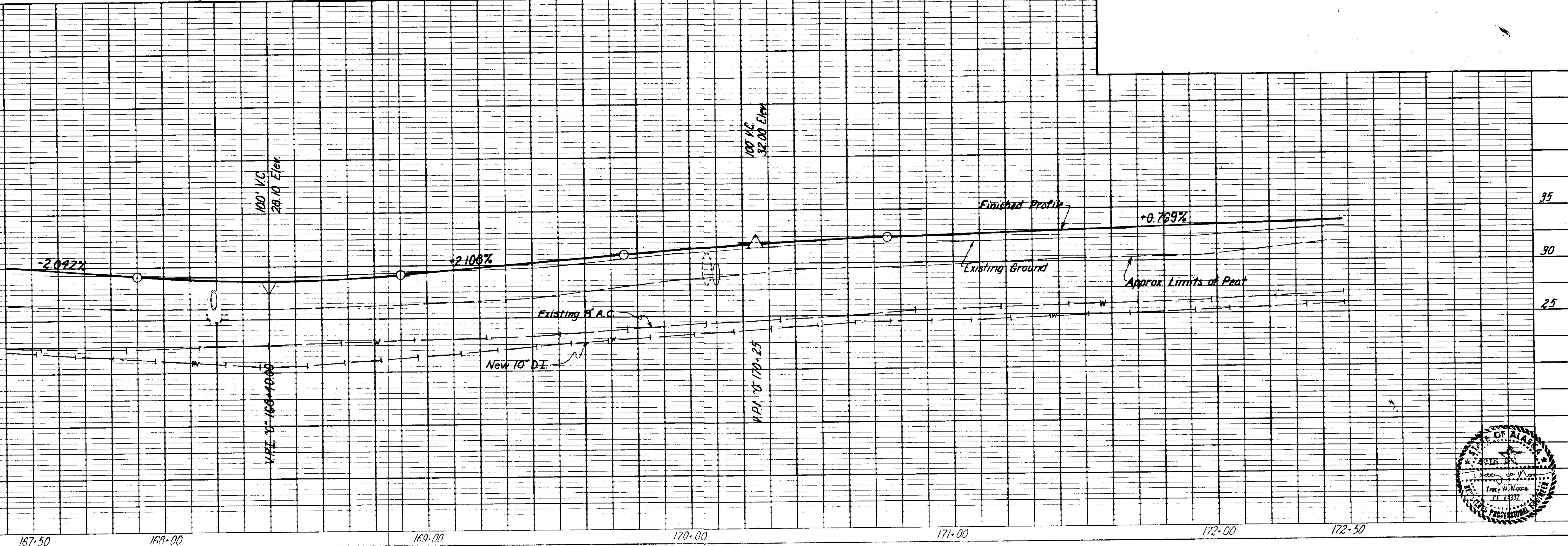
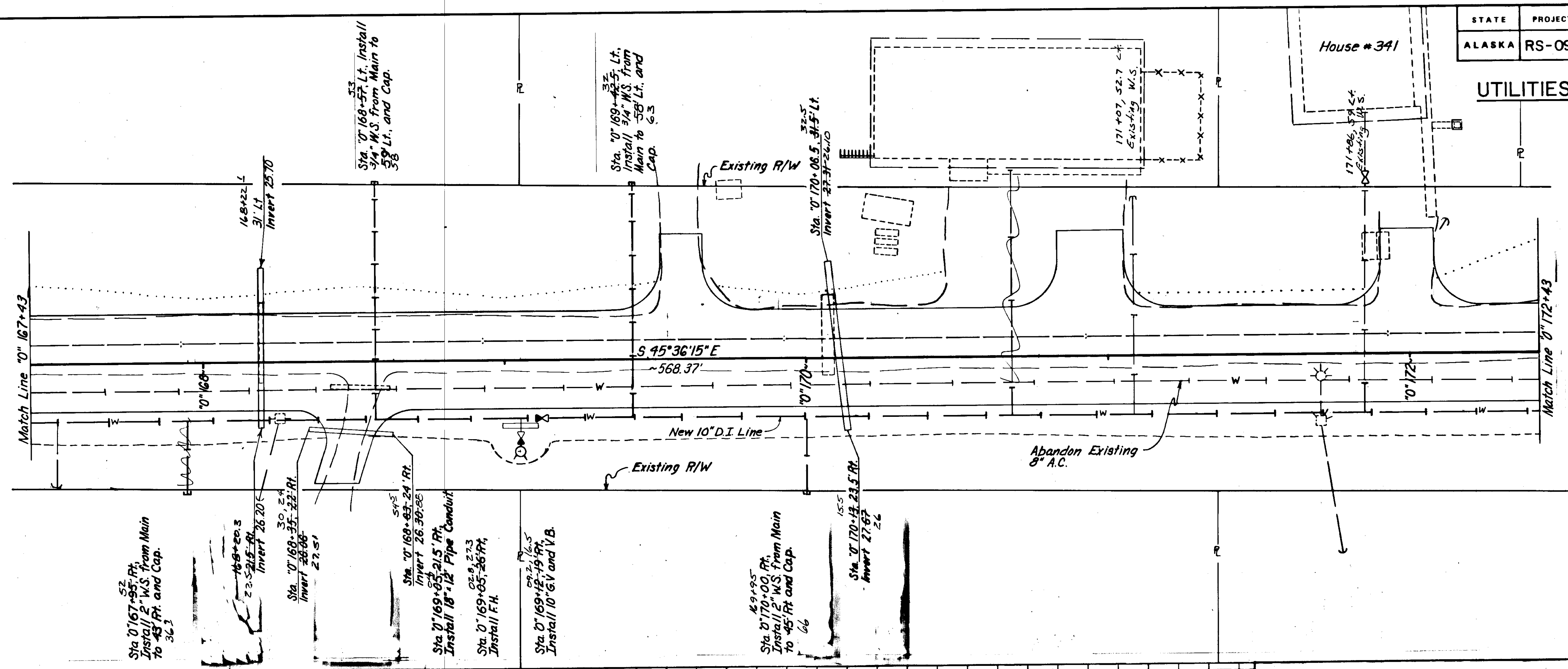
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	50	59

UTILITIES



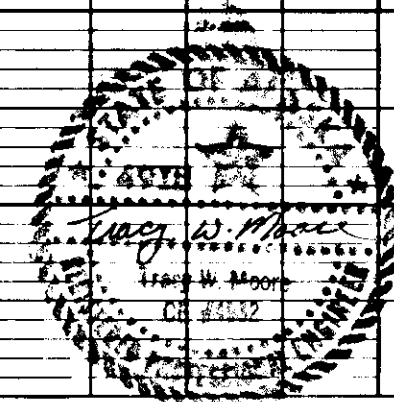
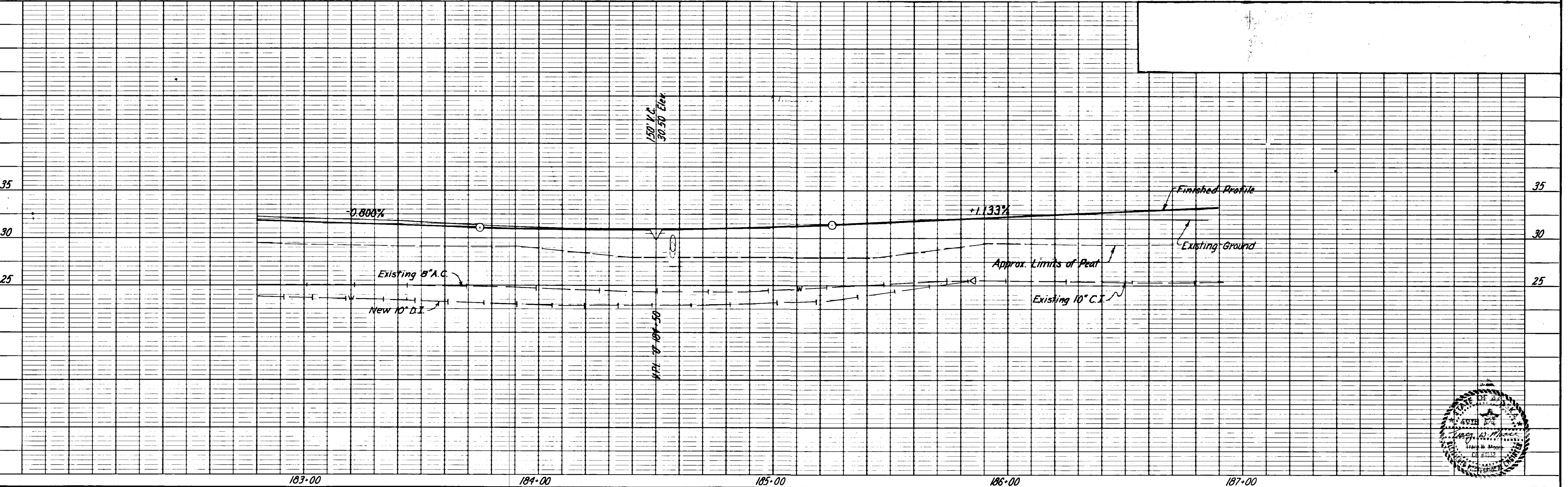
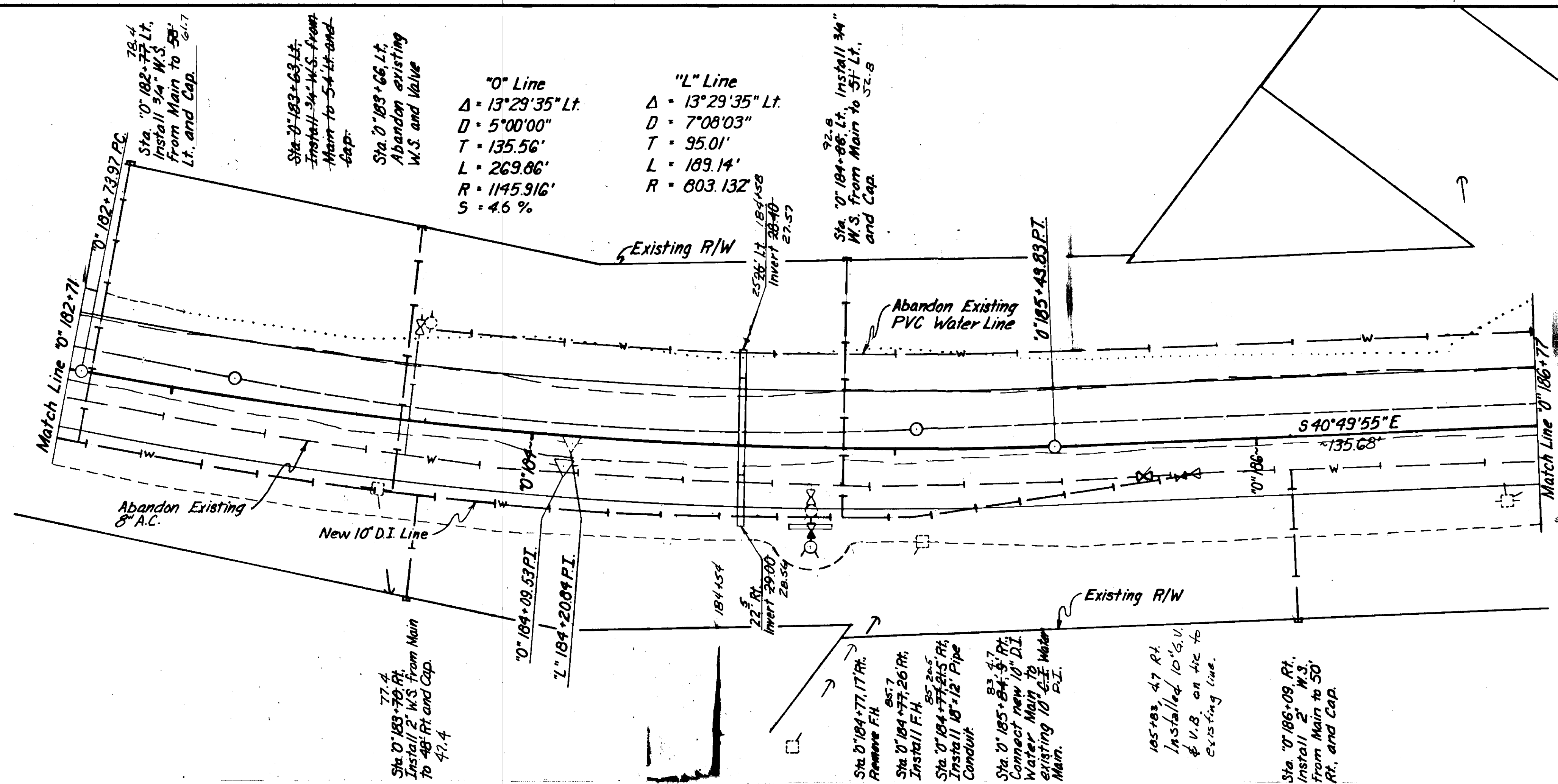
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	52	59

UTILITIES



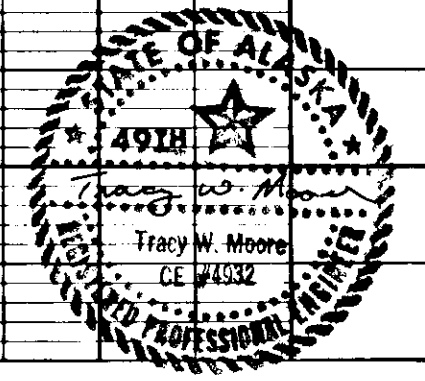
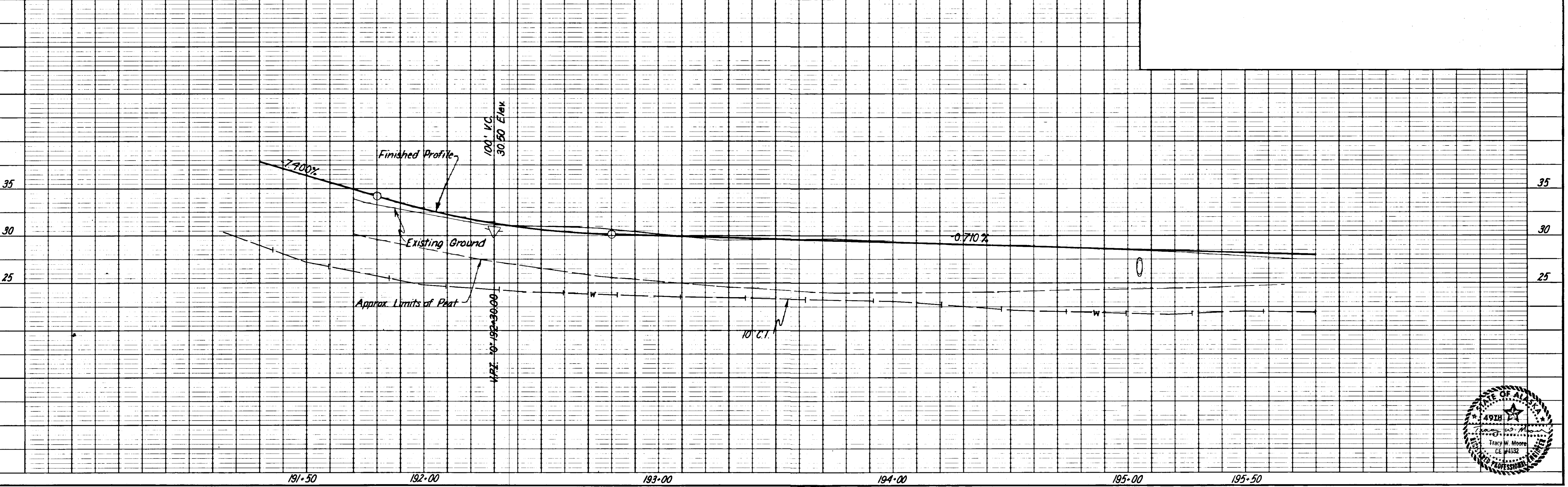
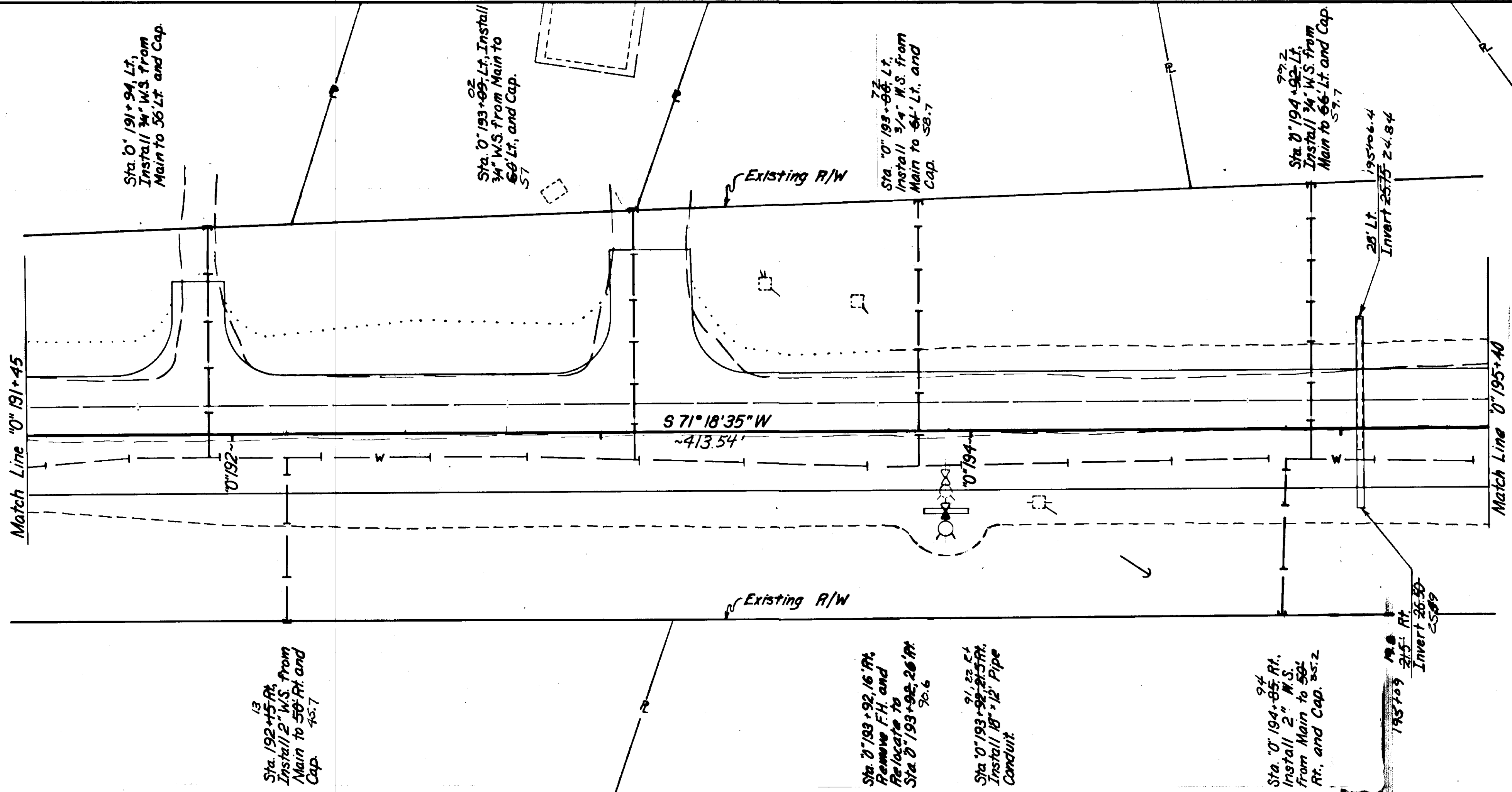
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	55	59

UTILITIES



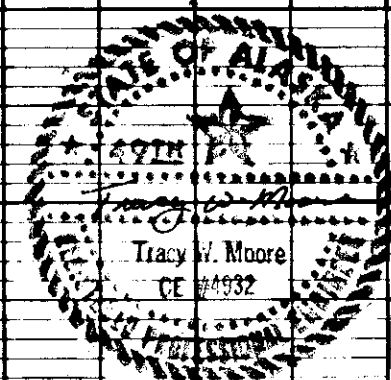
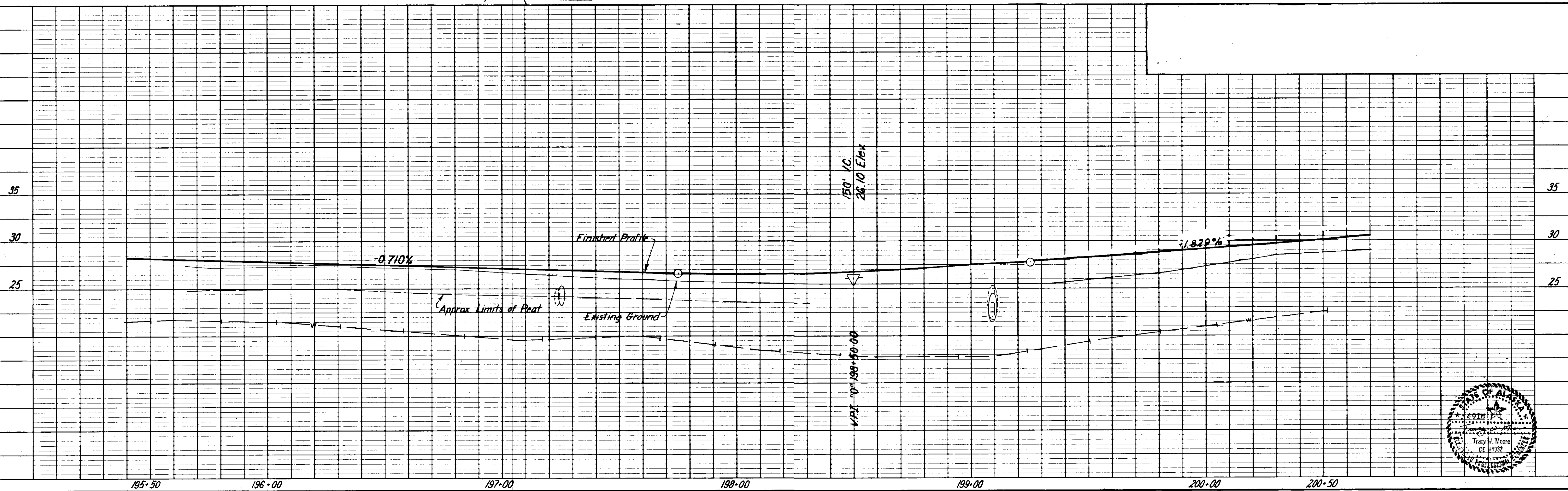
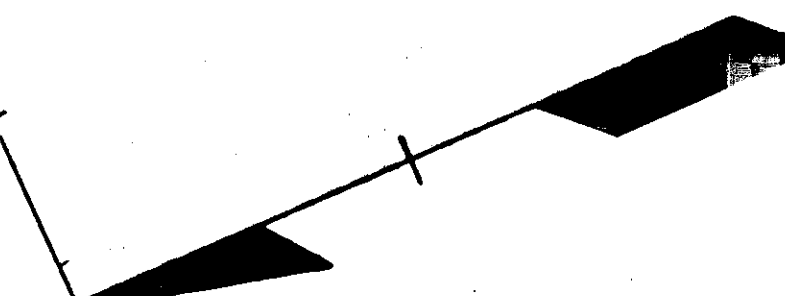
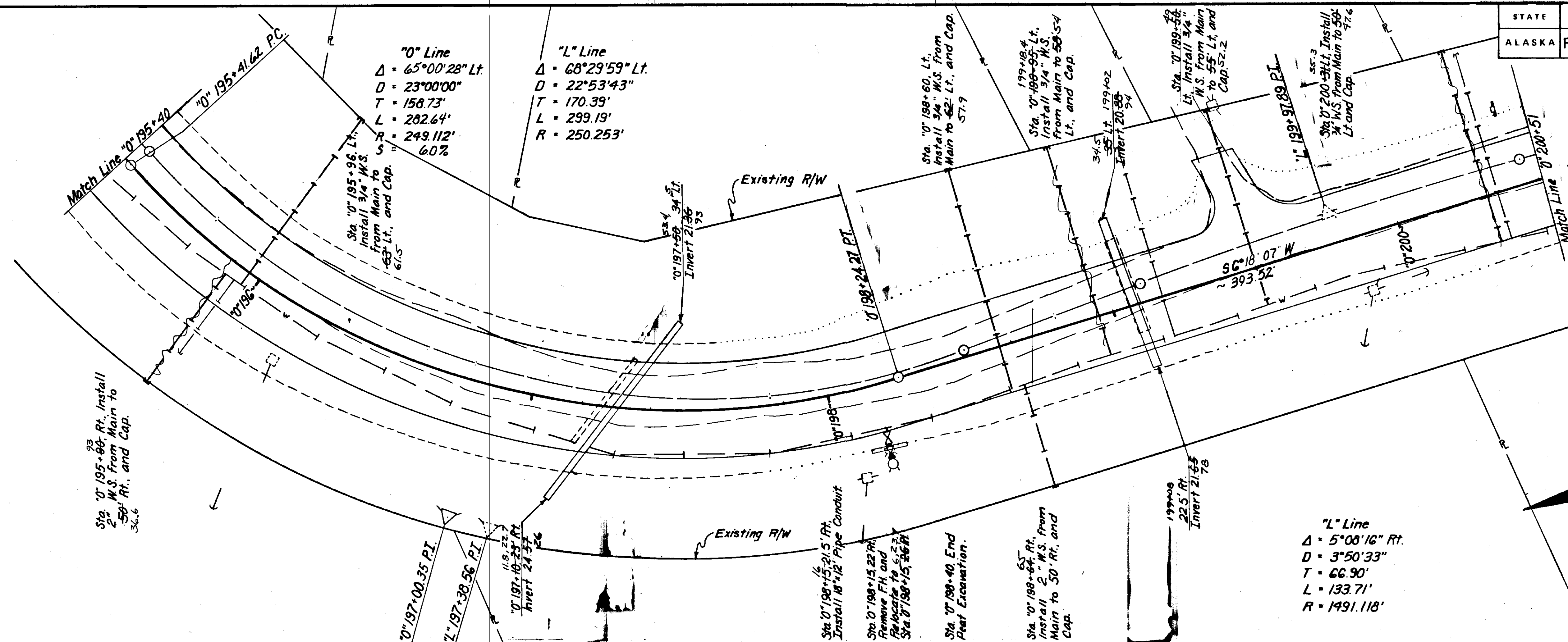
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	R S-0937 (17)	1982	57	59

UTILITIES



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	58	59

UTILITIES



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937 (17)	1982	59	59

UTILITIES

