

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT

WILLIAMSPORT-PILE BAY ROAD

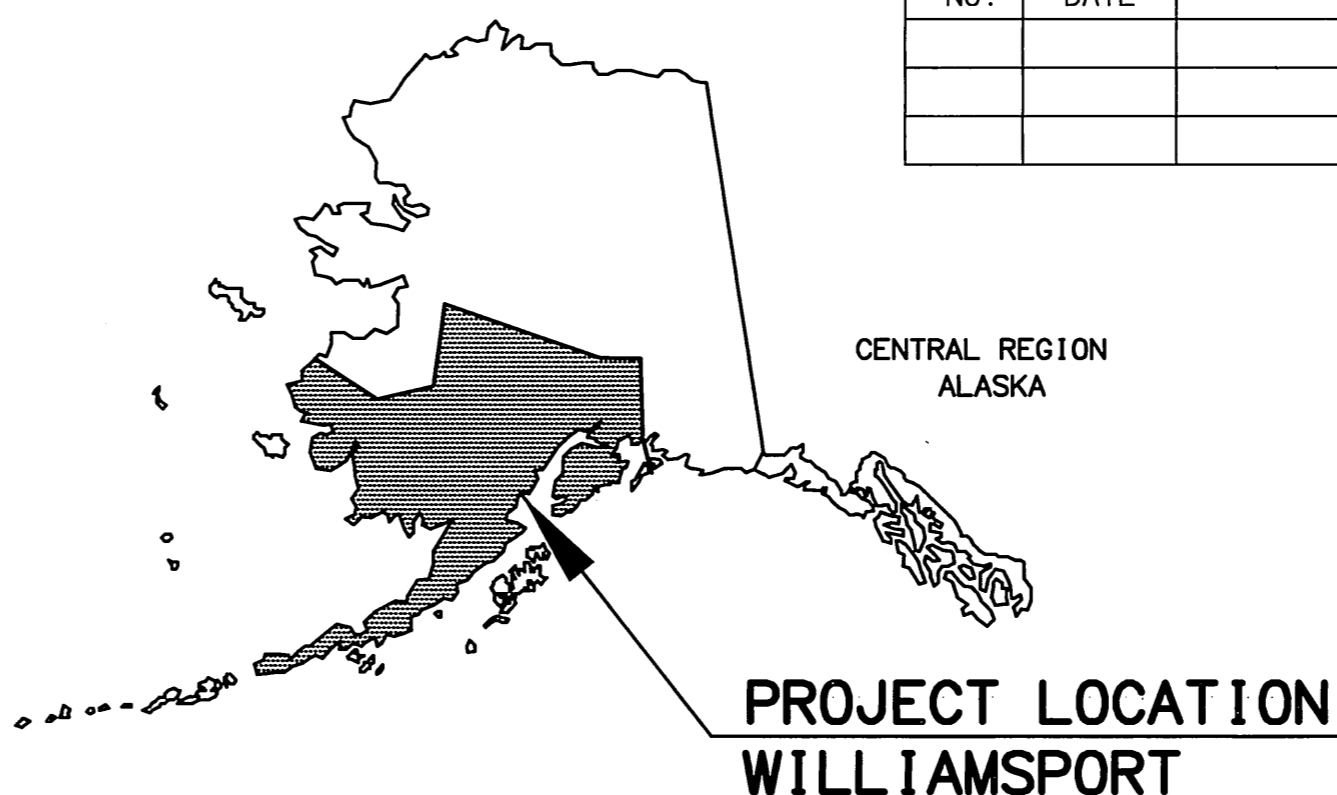
SPOT REPAIR

STP-0001(349)/51651

GRADING, DRAINAGE, AND SIGNING

AS BUILT PLANS

REVISIONS			YEAR	STATE	PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION					
			2008	ALASKA	STP-0001(349)/51651	A1	43
			ROUTE: 074000		MILEPOINT 3.8 TO 9.9		

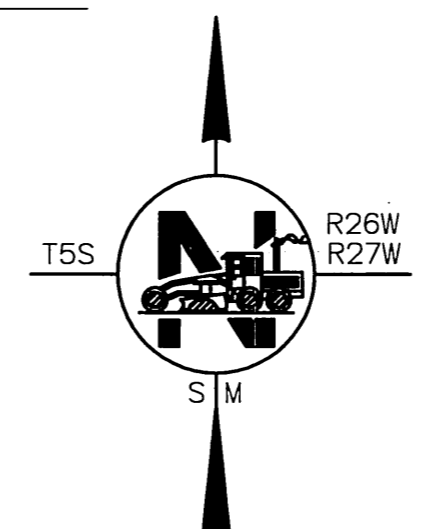
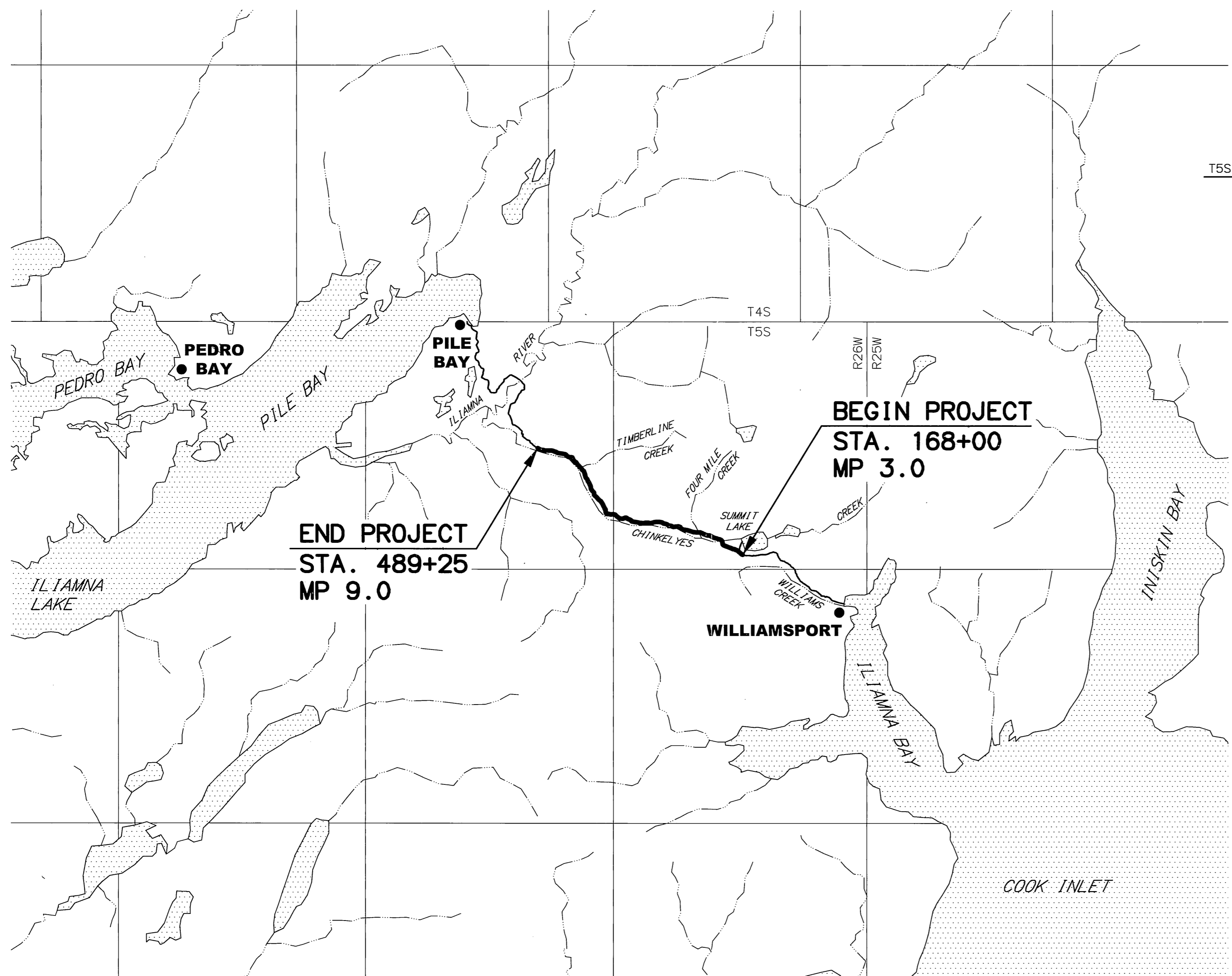


INDEX	
SHEET NO.	DESCRIPTION
A1 - A3	TITLE, LEGEND, LANDMARKS
A4	SURVEY CONTROL SHEET
B1 - B2	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1 - D7	SUMMARY SHEETS
E1 - E17	DETAIL SHEETS
H1 - H4	SIGNING SHEETS
J1 - J2	TRAFFIC CONTROL SHEETS
Q1 - Q6	EROSION AND SEDIMENT CONTROL

DESIGN DESIGNATION	
A.D.T. 2007	ASSUME <50
V. (MPH)	25

PROJECT SUMMARY		
ROADWAY	WIDTH (FT.)	LENGTH (MI.)
WILLIAMSPORT-PILE BAY ROAD	14	6.1
BRIDGE	WIDTH (FT.)	LENGTH (FT.)
BRIDGE NO. 484	13.8	140
BRIDGE NO. 1235	14	39
BRIDGE NO. 1321	14	31

DRAWING LOCATION: W:\Staff\Engineering\Summers\Land Projects\2004\Williamsport\Title_WP.B.dwg
 DATE: 2/24/2009 10:50:09 PM AST
 TIME: 10:50:09 PM AST
 LAYOUT: A1
 SCALE: 1"=1'
 XREFS: NONE
 DESIGNED BY: PL/NS/DF
 CHECKED BY:
 DRAFTED BY:



PROJECT ENGINEER: JASON BAXLEY
 CONTRACTOR: NORTHSTAR PAVING AND CONSTRUCTION, INC.
 BEGIN DATE: JUNE 4, 2009
 END DATE: SEPTEMBER 14, 2009

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:
 D-01.02, D-04.21, D-07.00, D-14.10, D-30.01*
 S-00.10*, S-05.01, S-30.03, S-31.00

* AS MODIFIED HEREIN

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

APPROVED: *J. Linnell* 2-26-2009
 REGIONAL PRE-CONSTRUCTION ENGINEER DATE

CONCUR: *[Signature]* 2-27-09
 DIRECTOR, DESIGN & CONSTRUCTION DATE

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER DATE

DESIGNED BY: H. Star Engineering & Surveying, Inc. 2004 W.I.I. Transport dwg. VZ-Symbols.dwg 5/13/2008 10:59:12 AM ADT
 SCALE: 1"=1' COMPUTER DESIGNATION: L:\Engineering\Regional\Detailing\Highways\AZ-Symbols.dwg DRAFTED BY: J. S/OB 09/14/2004

	RECOVERED	TO BE SET THIS PROJECT
GOV'T SECTION CORNER		Sec. Cor.
GOV'T 1/4 SECTION CORNER		1/4 Cor.
GOV'T 1/16 SECTION CORNER		1/16 Cor.
GOV'T SURVEY MONUMENT		
GOV'T CONTROL STA.		
PRIMARY MON. [BRASS/AL CAP]		
SECONDARY CORNER		
PRIMARY CENTERLINE MONUMENT		
SECONDARY CENTERLINE MONUMENT		
SURVEY CONTROL POINT		
SECONDARY SURVEY CONT. POINT		
GPS CONTROL POINT		
BENCH MARK		
TEMPORARY BENCH MARK		
ROCK MONUMENT		
INTERNATIONAL BOUNDARY LINE		
TOWNSHIP & RANGE LINE		
SECTION LINE		
1/4 SECTION LINE		
1/16 SECTION LINE		
CORPORATE or CITY LIMITS		
EXISTING RIGHT-OF-WAY		
RIGHT-OF-WAY REQUIRED		
PROJECT RIGHT-OF-WAY LINE		
EXISTING PROPERTY LINE		
CONTROLLED ACCESS LINE		
PERMIT LINE		
EXISTING EASEMENT LINE		
STATION EQUATION		
PROJECT CENTERLINE		
EXISTING CENTERLINE		
RAILROAD CENTERLINE		
HIGHWAY MILEPOST		
RAILROAD MILEPOST		

ROADWAY OBLITERATION	
LIMIT OF CUT SLOPE	
LIMIT OF FILL SLOPE	
PROPOSED ROADWAY	
EXISTING ROADWAY	
NOISE BARRIER	
FENCE	
STONE FENCE	
HEAD & WINGWALLS	
GUARD RAIL EXISTING	
PROPOSED	
RETAINING WALL	
TUNNEL	
INTERMITTENT DRAINAGE	
INTERCEPTOR DITCH	
MARSHLAND	
CREEK	
RIVER	
LAKE	
RESERVOIR	
CHANNEL CHANGE	
PLANTER	
VENT	
TANK VENT	
WELL	
SEPTIC	
TANKS	
Above Ground	
Below Ground	
SATELLITE DISH	
PRIVATE SIGN	
GAS PUMP	
POST	
BOULDER OR BOULDERS	
LANDSCAPE LIGHT	
DECIDUOUS TREE	
CONIFER TREE	
SHRUB OR SHRUBS	

	EXISTING	PROPOSED
PIPELINES: (BELLS INDICATE DIRECTION OF FLOW)		
SANITARY SEWER		
OIL		
GAS		
WATER		
STORM DRAIN		
SIDEWALK		
CONCRETE CURB		
CONCRETE CURB & GUTTER		
DRIVEWAY, APPROACH, & SIDEDRAIN		
BRIDGE		
RIPRAP		
TELEPHONE		
ELECTRIC		
FIBER OPTIC		
CABLE TV		
U.G. DUCT		
TELEPHONE MANHOLE		
ELECTRIC MANHOLE		
FOUNDATION		
BUILDING		
MANHOLE		
FIRE HYDRANT		
METER		
VALVE		
PIPE CULVERT w/ END SECT.		
UTILITY POLE		
ELECTROLIER		
UTILITY POLE WITH LUMINAIRE		
POLE ANCHOR /w GUY		
TRANSMISSION TOWER [WOOD]		
TRANSMISSION TOWER [STEEL]		
ELECTRICAL OUTLET		
ELECTRICAL PEDESTAL		
TELEPHONE PEDESTAL		
CABLE T.V. PEDESTAL		

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0001(349)/51651	2008	A2	A4

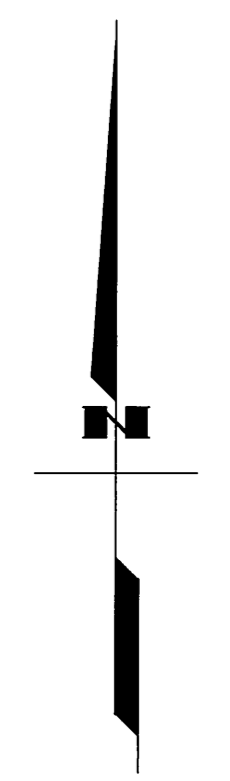
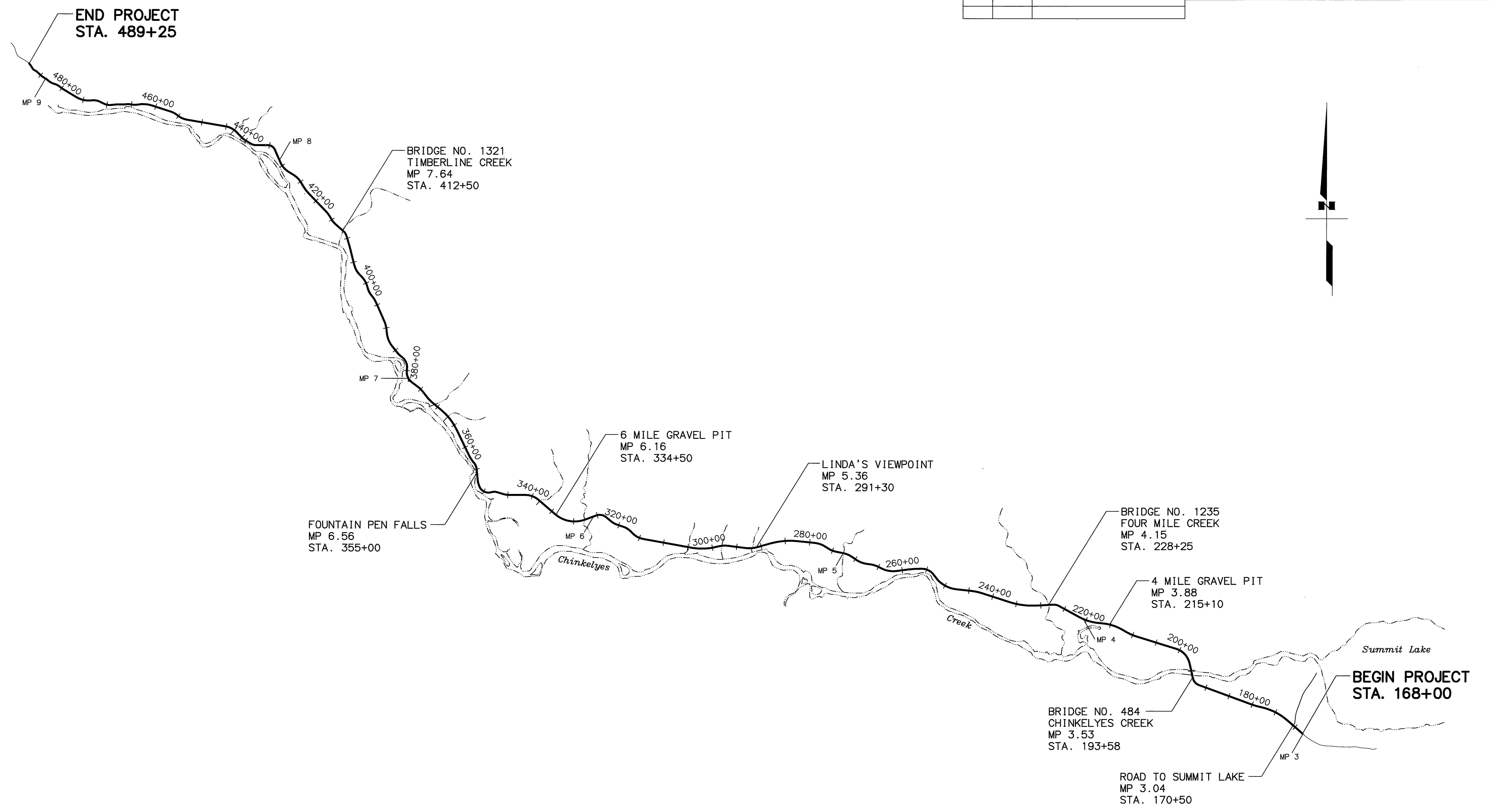
	EXISTING	PROPOSED
MAILBOX		
SIGN (FACING →)		
DELINEATOR (FACING →)		
PVC CONDUIT		
RMC CONDUIT		
SIGNAL FACE, VEHICULAR		
SIGNAL FACE, LEFT TURN,		
SIGNAL FACE, PEDESTRIAN		
JUNCTION BOX, TYPE IA		
JUNCTION BOX, TYPE II		
JUNCTION BOX, TYPE III		
DETECTOR, LOOP		
DETECTOR, OPTICOM		
PEDESTRIAN PUSH BUTTON (DIRECTION →)		
SIGNAL CONTROLLER		
LOAD CENTER		
SIGNAL POLE		
SIGNAL POLE w/MASTARM		
SOLID WHITE STRIPE		
SOLID YELLOW STRIPE		
BROKEN WHITE or YELLOW STRIPE		
DASH YELLOW STRIPE		
SOLID YELLOW STRIPE with BROKEN YELLOW STRIPE		

X = ACTUAL NUMBER

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
LEGEND

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	A3	A4

DRAWING LOCATION: H:\Staff\Engineering\Projects\Landmark_Pile Bay Road_VPB.dwg
 DATE: 5/13/2008 11:16:15 AM ADT
 LAYOUT: A3
 SCALE: 1:5
 CHECKED BY: VS
 DESIGNED BY: VS
 DRAFTED BY: VS
 REVISIONS: NONE



NOTE: ALL PITS NOTED ARE PRIVATELY OWNED SOURCES. AK DOT&PF DOES NOT WARRANT AVAILABILITY/QUANTITY/QUALITY OF SOURCES NOTED.

STATE OF ALASKA
49th
CHRISTOPHER L. POST
CE 11263
REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
SPOT REPAIR**

LANDMARK LOCATIONS

STATE	YEAR	PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
ALASKA	2008	STP-0001(349)/51561	A4	A4

EOP STA: 489+25.00
 N: 2096023.9338
 E: 1669983.4484

HORIZONTAL AND VERTICAL CONTROL

Point	Station	Offset	Northing	Easting	Elevation	Description
6	N/A	N/A	2076146.6955	1708424.7643	18.81	Set BC[DOT]: "GPS Whip"
5	169+13.12	168.13 Rt.	2082723.4308	1695877.9652	529.35	Set AM[DOT]: "GPS Lake"
4	276+75.29	50.67 Rt.	2086333.5889	1686195.3402	497.59	Set AM[DOT]: "GPS Valley"
3	434+71.30	50.58 Rt.	2094362.8219	1674992.3121	307.48	Set AM[DOT]: "GPS Bear"
2	N/A	N/A	2103050.9685	1669016.5237	92.45	Set AM[DOT]: "GPS River"
1	N/A	N/A	2111605.8960	1661680.6552	52.44	Set BC[DOT]: "GPS Pile"

BC=Brass Cap
 AM=Aluminum Monument
 DOT=Dept. of Transportation

T5S R26.27W
 S. M.

S:\Bristol_Bay\Pile Bay Road_XXXXX\dds_50951.dwg

Horizontal Control Statement:

Horizontal datum is NAD 83 (CORS 96) (Epoch 2003.0000) Alaska State Plane Coordinate System, Zone 5, in feet. All bearings shown are grid bearings. Distances shown are grid distances in feet. Coordinates shown are ASPCS Zone 5 feet. To convert State Plane distances to ground distances multiply by 1.00010959686.

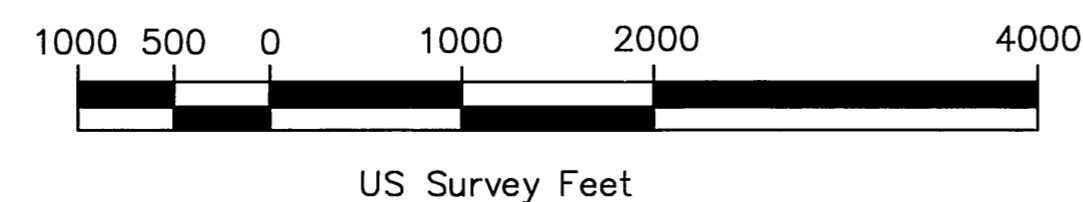
Vertical Control Statement:

The vertical datum is NAVD 88 as determined by submitting Static GPS data to the National Geodetic Survey's OPUS utility. Vertical control was not tied to any known local benchmarks and should be field verified before use.

Notes:

- Coordinates are listed in U.S. Survey Feet.
- GPS Control Points were established using static network GPS techniques and Leica System 500/1200 GPS equipment.

Whether listed or not, ALL monuments or property markers, corners, or accessories, which will be disturbed or buried, shall be referenced and re-established in their original position (A.S. 19.10.260) and recorded (A.S. 34.65.040).



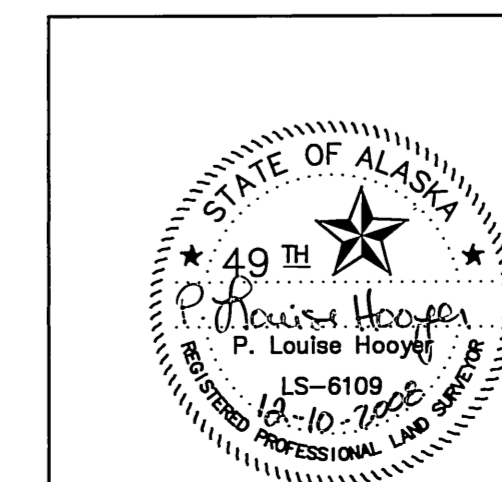
LEGEND

- Control Point
- Point Number

Surveyor's Certificate

I hereby certify that I am properly Registered and Licensed to practice Land Surveying in the State of Alaska, and that this drawing represents a survey made by me or under my direct supervision, and that the monuments shown hereon actually exist as described, and that all dimensions and other details are correct to the extent shown hereon.

P. Louise Hooyer
 P. Louise Hooyer LS-6109 Date 12-10-2008



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES
 Survey Control Sheet
 Federal Project No.
 STP-0001(349)
 WILLIAMSPORT TO PILE BAY ROAD SPOT REPAIRS
 Located within: Sec 29-30,32-34 T5S R26W, Sec15, 22-25 T5S R27W 5M AK

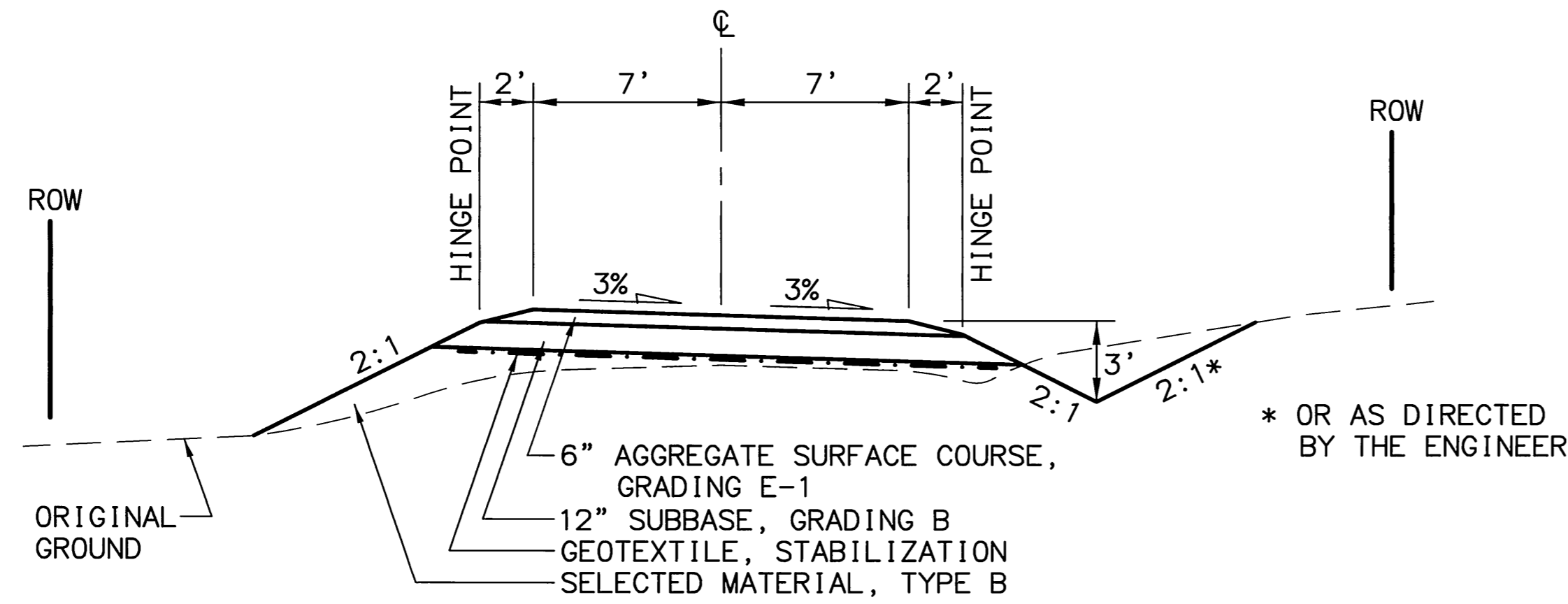
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CHECKED	RMK	DATE	Dec 10, 2008	SHEET	1 OF 1

BOP STA: 168+00.00
 N: 2082522.4005
 E: 1695852.4334

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	B1	B2

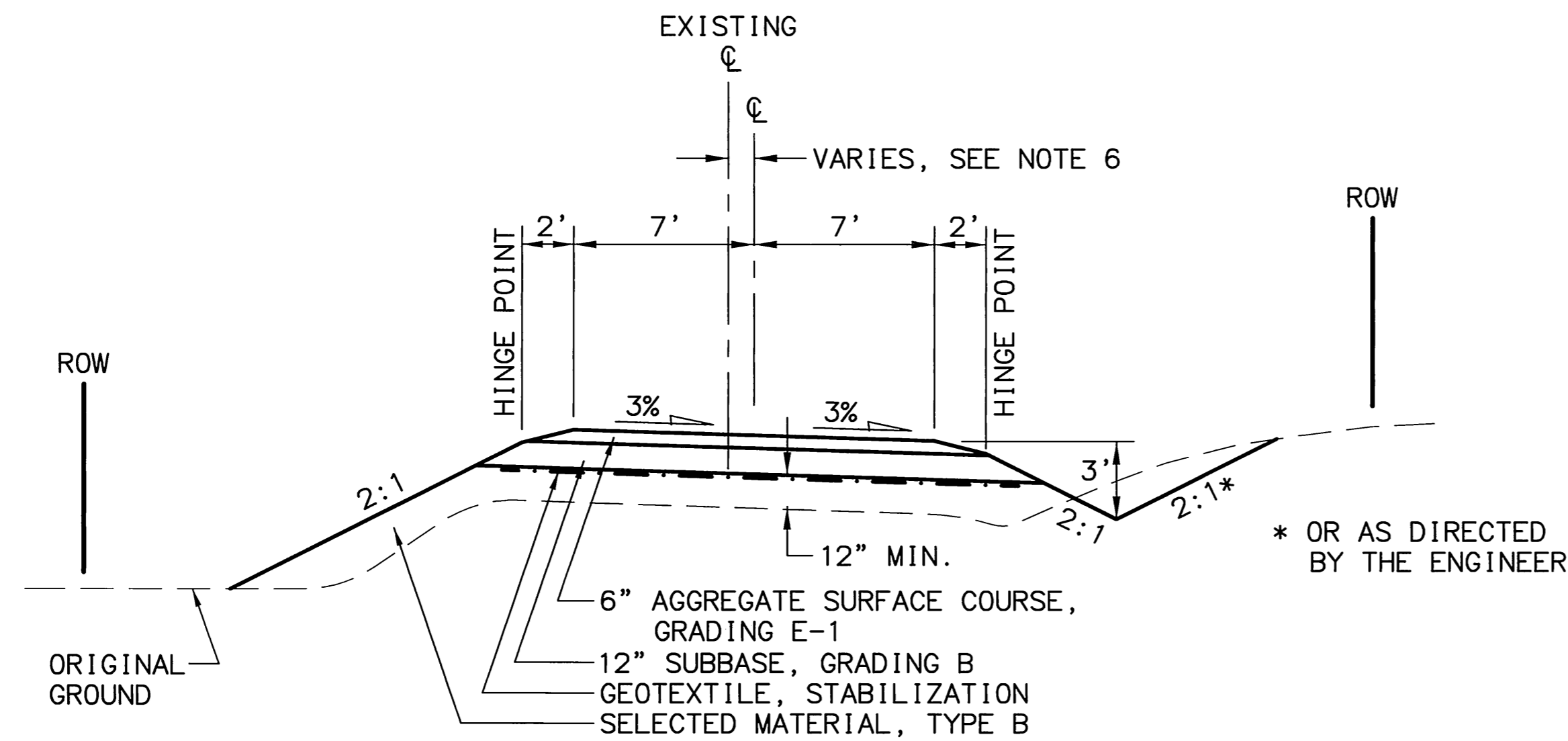
GENERAL NOTES:

1. THE CENTERLINE OF THE ROAD WAS AS-BUILT USING GPS IN THE FALL OF 2007 BY THE STATE OF ALASKA DOT & PF SURVEY CREW. A FIXED CENTERLINE WAS CREATED FROM THIS DATA. THERE HAVE BEEN AGREEMENTS MADE WITH: COOK INLET REGIONAL CORPORATION, PEDRO BAY VILLAGE CORPORATION, TYONEK NATIVE CORPORATION, AND SELDOVIA NATIVE ASSOCIATION TO ACCEPT THIS CENTERLINE AS THE ORIGINAL CENTERLINE OF FAS ROUTE 424. THIS IS A 50' ROW EACH SIDE OF THE CENTERLINE WHERE VALID RIGHTS EXIST. PARTS OF THIS ROAD ARE UNDER PRESCRIPTIVE CLAIM AND OTHER PARTS ARE UNDER NATIVE ALLOTTEES WHERE NO RIGHTS MAY EXIST. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO STAY WITHIN THE ROW LIMITS AND OBTAIN NECESSARY PERMISSION.
2. STATIONING IS INTENDED TO PROVIDE GENERAL GUIDANCE FOR LOCATING PROJECT FEATURES. SPECIFIC INSTALLATIONS WILL REQUIRE FIELD ADJUSTMENT.
3. THE CONTRACTOR SHALL PLACE SEEDING ON ALL NEW CUT AND FILL SLOPES AND AREAS DISTURBED BY CONSTRUCTION ACTIVITIES, OR AS DIRECTED BY THE ENGINEER.
4. EXCEPT AS NOTED OTHERWISE, THE CLEARING AND GRUBBING LIMIT SHALL EXTEND 10 FEET BEYOND FILL OR CUT SLOPE OR TO THE ROW, WHICHEVER IS LESS.
5. IN WETLAND AREAS, NO CLEARING, GRUBBING OR SOIL DISTURBANCE IS AUTHORIZED BEYOND THE SLOPE LIMITS UNLESS OTHERWISE SHOWN ON THE PLANS. SEE SILT FENCE SUMMARY FOR WETLAND LOCATIONS.
6. SHIFT ROAD CENTERLINE AS DIRECTED BY THE ENGINEER TO AVOID PLACING FILL INTO WETLANDS.
7. END STABILIZATION GEOTEXTILE 1' FROM FACE OF EMBANKMENT.
8. FOR ALL HEADWALLS, USE CLASS A CONCRETE.



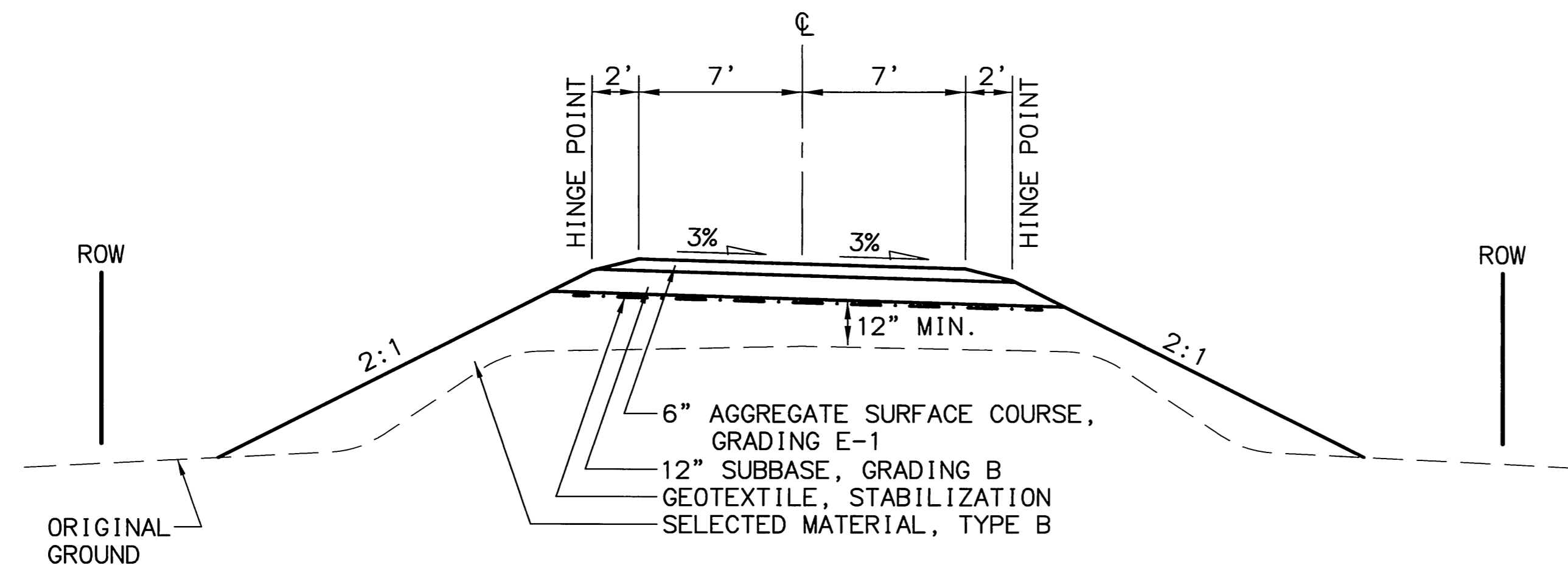
WILLIAMSPORT-PILE BAY ROAD

STA. 168+00 TO STA. 489+25



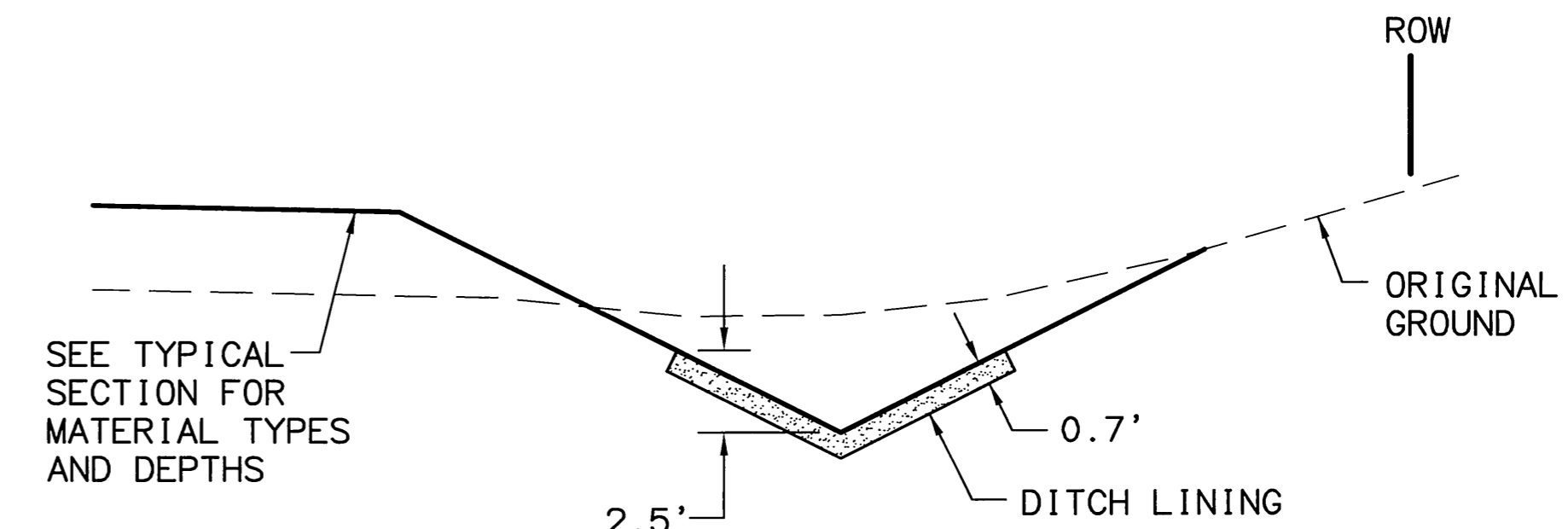
GRADE RAISE AND ROAD SHIFT

STA. 297+50 TO STA. 298+50
 STA. 455+25 TO STA. 457+25
 STA. 463+00 TO STA. 464+00



GRADE RAISE

STA. 448+00 TO STA. 452+00



DITCH LINING

NOTE: INSTALL DITCH LINING WHERE DITCH GRADE EXCEEDS 5%.

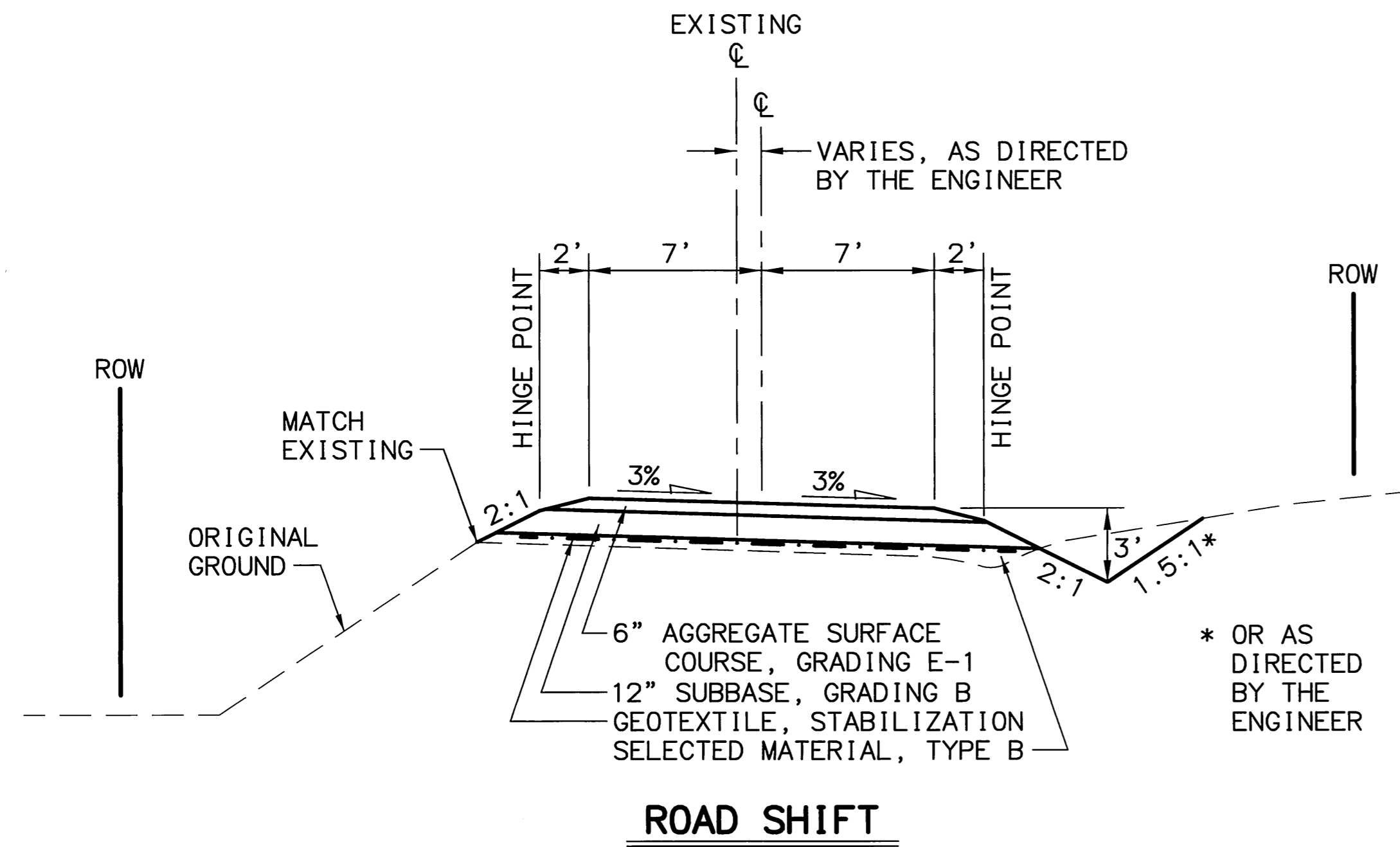
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 SCALE: 1:5
 DESIGNED BY: [blank]
 CHECKED BY: [blank]
 DRAFTED BY: JS/DF



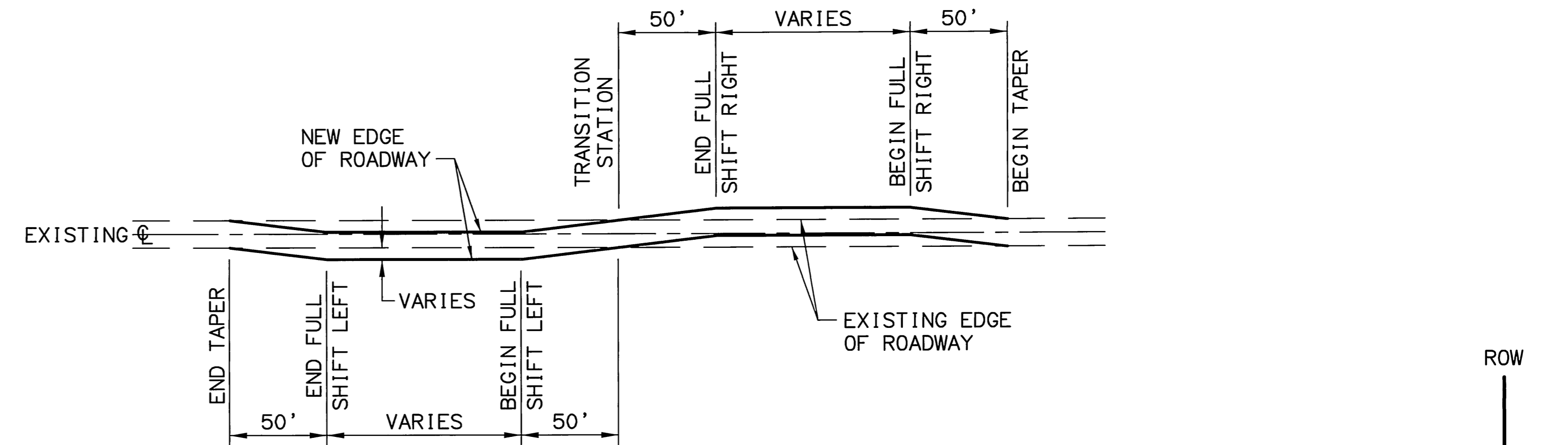
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

TYPICAL SECTIONS

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	B2	B2



ROAD SHIFT

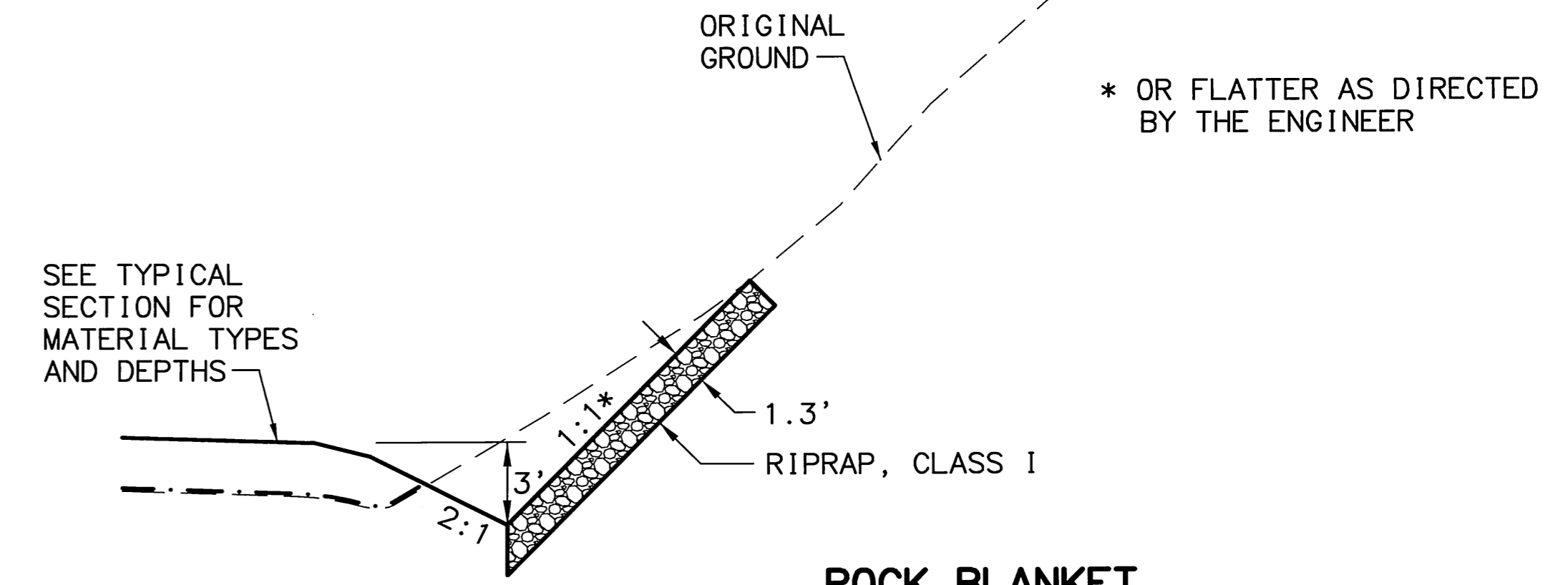


ROAD SHIFT DETAIL

PLAN VIEW

ROAD SHIFT SUMMARY		
MP	STATION*	REMARKS
4.03 TO 4.09	220+00 TO 224+75	ROAD SHIFT LEFT
4.59 TO 4.79	251+00 TO 262+00	ROAD SHIFT RIGHT
5.0 TO 5.04	272+75 TO 274+70	ROAD SHIFT LEFT
5.28 TO 5.39	287+25 TO 293+20	ROAD SHIFT RIGHT @ CULVERT
5.39	293+20	TRANSITION STATION [SEE ROAD SHIFT DETAIL PLAN VIEW]
5.4 TO 5.41	294+50 TO 295+50	OVER CULVERT BE AT FULL LEFT SHIFT/ALIGNED BACK ON GRADE
5.46 TO 5.47	297+20 TO 297+50	ROAD SHIFT RIGHT
5.47 TO 5.49	297+50 TO 298+50	ROAD SHIFT RIGHT, [GRADE RAISE AND ROAD SHIFT DETAIL]
5.49 TO 5.61	298+50 TO 306+00	ROAD SHIFT RIGHT
5.78 TO 5.83	314+25 TO 317+40	ROAD SHIFT RIGHT
5.88 TO 6.0	320+10 TO 326+00	ROAD SHIFT LEFT
6.25 TO 6.4	399+00 TO 347+00	ROAD SHIFT RIGHT @ CULVERT
6.4	347+00	TRANSITION STATION [SEE ROAD SHIFT DETAIL PLAN VIEW]
6.4 TO 6.43	347+00 TO 348+30	ROAD SHIFT LEFT
6.52 TO 6.65	352+80 TO 359+90	ROAD SHIFT RIGHT
6.88 TO 7.0	373+00 TO 378+20	ROAD SHIFT LEFT
7.04 TO 7.11	380+70 TO 384+50	ROAD SHIFT RIGHT
7.46 TO 7.51	403+00 TO 405+50	ROAD SHIFT LEFT
7.94 TO 7.98	428+50 TO 429+90	ROAD SHIFT LEFT
8.12 TO 8.21	438+40 TO 442+50	ROAD SHIFT RIGHT
8.44 TO 8.48	455+25 TO 457+25	ROAD SHIFT LEFT, [GRADE RAISE AND ROAD SHIFT DETAIL]
8.59 TO 8.60	462+50 TO 463+00	ROAD SHIFT LEFT
8.59 TO 8.61	463+00 TO 464+00	ROAD SHIFT LEFT, [GRADE RAISE AND ROAD SHIFT DETAIL]
8.61 TO 8.62	464+00 TO 464+40	ROAD SHIFT LEFT, END @ CULVERT
8.64 TO 8.71	465+00 TO 469+20	ROAD SHIFT RIGHT [BEDROCK]

* STATION RANGE DENOTES FULL SHIFT AND DOES NOT INCLUDE TAPERS.



ROCK BLANKET

NOTE: INSTALL ROCK BLANKET WHERE CUT SLOPE EXCEEDS 1.5:1.

SLOPE EXCEPTION TABLE			
STATION TO STATION *	OFFSET	CUT SLOPE *	REMARKS
249+00 TO 255+00	RT	1.5:1	
262+00 TO 270+00	RT	1.5:1	
286+50 TO 317+00	RT	1.5:1	
344+00 TO 348+00	RT	1.5:1	
382+50 TO 391+00	RT	1.5:1	
396+00 TO 402+00	RT	1.5:1	
465+00 TO 472+00	RT	1.5:1	
472+00 TO 477+00	RT	1:1	
483+00 TO 488+00	RT	1.5:1	

* OR AS DETERMINED BY THE ENGINEER.

DESIGNED BY: VS
 CHECKED BY: VS
 DRAFTER BY: VS
 SCALE: 1:5
 LAYOUT: B2
 DATE: 12/18/2008 2:06:18 PM AST
 TIME: 12/18/2008 2:06:18 PM AST
 DRAWING LOCATION: W:\S:\staff\Engineering\VS\summers\Land Projects\2004\Williamsport\Williamsport.dwg



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

TYPICAL SECTIONS

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	C1	C1

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	TOTAL QUANTITY
201(3A)	CLEARING AND GRUBBING	ACRE	28
202(4)	REMOVAL OF CULVERT PIPE	L.F.	2,380
203(3)	UNCLASSIFIED EXCAVATION	YD ³	23,200
203(6B)	BORROW, TYPE B	TON	40,720
203(11)	DITCHLINE/SUBGRADE BLASTING	YD ²	620
301(3)	AGGREGATE SURFACE COURSE, GRADING E-1	TON	22,380
304(1B)	SUBBASE, GRADING B	TON	44,050
501(4)	CLASS A CONCRETE	YD ³	60
603(2A)	95"x67" CSP ARCH, 10 GAGE	L.F.	52
603(2B)	137"x87" CSP ARCH, 10 GAGE	L.F.	114
603(17-24)	24 INCH PIPE	L.F.	2,000
603(17-30)	30 INCH PIPE	L.F.	114
603(17-36)	36 INCH PIPE	L.F.	550
603(17-42)	42 INCH PIPE	L.F.	442
603(17-54)	54 INCH PIPE	L.F.	44
603(17-60)	60 INCH PIPE	L.F.	119
603(17-66)	66 INCH PIPE	L.F.	66
605(3)	24 INCH PERFORATED PIPE UNDERDRAIN	L.F.	30
610(2)	DITCH LINING	TON	2,560
611(2A)	RIPRAP, CLASS I	TON	700
611(2B)	RIPRAP, CLASS II	TON	880
611(2C)	RIPRAP, CLASS III	TON	805
611(2D)	RIPRAP, CLASS IV	TON	180
615(1)	STANDARD SIGN	FT ²	218.25
616(3)	THAW WIRE INSTALLATION	L.F.	40 0
618(2)	SEEDING	POUND	700
622(6C)	INTERPRETIVE SIGN, TYPE C	EACH	2
630(2)	GEOTEXTILE, STABILIZATION	YD ²	85,000
633(1)	SILT FENCE	L.F.	19,800
640(1)	MOBILIZATION AND DEMOBILIZATION	L.S.	ALL REQ'D
640(4)	WORKER MEALS AND LODGING, OR PER DIEM	L.S.	ALL REQ'D
641(1)	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	L.S.	ALL REQ'D
641(2)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	C.S.	ALL REQ'D
641(5)	EROSION, SEDIMENT AND POLLUTION CONTROL PRICE ADJUSTMENT	C.S.	ALL REQ'D
641(6)	SWPPP MANAGER	L.S.	ALL REQ'D
642(1)	CONSTRUCTION SURVEYING	L.S.	ALL REQ'D
642(3)	THREE PERSON SURVEY PARTY	HOUR	200

30.37
2,114.0
24,582.6
58,720.1
1,626.0
19,239.6
62,630.0
55.8
2,052.0
576
444
0
1,737.0
2,964.97
1,542.3
631.5
181.3
1,000.0
88,074.0
0
53.02

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	TOTAL QUANTITY
643(2)	TRAFFIC MAINTENANCE	L.S.	ALL REQ'D
643(15)	FLAGGING	C.S.	ALL REQ'D
643(23)	TRAFFIC PRICE ADJUSTMENT	C.S.	ALL REQ'D
643(25)	TRAFFIC CONTROL	C.S.	ALL REQ'D
644(1)	FIELD OFFICE	L.S.	ALL REQ'D
644(2)	FIELD LABORATORY	L.S.	ALL REQ'D
644(8)	VEHICLE	EACH	2
644(9)	UTV	EACH	1
644(10)	ENGINEERING COMMUNICATIONS	C.S.	ALL REQ'D
644(15)	NUCLEAR TESTING EQUIPMENT STORAGE SHED	EACH	1
645(1)	TRAINING PROGRAM, 1 TRAINEE/APPRENTICE	LABOR HOUR	500
646(1)	CPM SCHEDULING	L.S.	ALL REQ'D
109(1)	BARGE COST	L.S.	ALL REQ'D
647(1)	WIDE PAD DOZER, 65 HP MINIMUM	C.S.	ALL REQ'D
109(2)	ADDITIONAL DITCHLINE/SUBGRADE BLASTING	L.S.	ALL REQ'D
109(3)	ADDITIONAL MATERIAL COSTS	L.S.	ALL REQ'D
109(4)	E-1 CREDIT	L.S.	ALL REQ'D

989

TABLE OF ESTIMATING FACTORS

ITEM NO.	ITEM	ESTIMATING FACTOR
203(6B)	BORROW, TYPE B	145 LB/FT ³
301(3)	AGGREGATE SURFACE COURSE, GRADING E-1	148 LB/FT ³
304(1B)	SUBBASE, GRADING B	145 LB/FT ³
610(2)	DITCH LINING	110 LB/FT ³
611(2A)	RIPRAP, CLASS I	108 LB/FT ³
611(2B)	RIPRAP, CLASS II	108 LB/FT ³
611(2C)	RIPRAP, CLASS III	108 LB/FT ³
611(2D)	RIPRAP, CLASS IV	108 LB/FT ³

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 CHECKED BY:
 DRAFTED BY:



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 ESTIMATE OF QUANTITIES

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	D1	D7

202(4)

REMOVAL OF CULVERT PIPE

STATION	OFFSET	DIAMETER (INCHES)	LENGTH (FEET)	REMARKS
172+40	℄	18	20	
179+10	℄	18	20	
182+00	℄	24	20	
184+40	℄	36	30	
185+90	℄	24	20	
187+40	℄	18	20	
201+65	℄	18	20	
205+80	℄	24	20	
207+90	℄	24	20	
209+20	℄	18	20	
213+70	℄	18	20	
215+20	℄	18	30	
217+00	℄	24	24	
218+40	℄	18	20	
222+00	℄	24	30	
225+00	℄	18	20	
232+50	℄	18	20	
235+50	℄	18	20	
244+90	℄	24	20	
248+00	℄	18	20	
255+25	℄	18	20	
256+40	℄	24	20	
258+60	℄	24	20	
260+75	℄	18	20	
261+75	℄	18	30	
270+00	℄	24	20	
272+75	℄	48	40	FISH STREAM
272+75	℄	48	30	FISH STREAM
274+50	℄	18	20	
278+60	℄	36	20	
282+00	℄	24	30	
287+00	℄	24	20	
292+00	℄	36	24	
295+50	℄	18	20	
298+00	℄	36	20	
300+00	℄	18	20	
302+80	℄	18	20	
303+50	℄	24	20	
305+00	℄	24	20	
306+70	℄	24	20	
308+60	℄	18	30	
309+50	℄	24	20	
312+60	℄	24	20	
313+60	℄	18	20	
315+50	℄	24	20	

202(4)

REMOVAL OF CULVERT PIPE (CONT.)

STATION	OFFSET	DIAMETER (INCHES)	LENGTH (FEET)	REMARKS
317+40	℄	18	30	
318+10	℄	18	20	
318+10	℄	18	20	
320+50	℄	24	20	
321+20	℄	18	20	
324+25	℄	36	30	
325+10	℄	18	20	
327+00	℄	48	30	
327+00	℄	48	30	
327+00	℄	48	30	
332+50	℄	24	20	
337+40	℄	18	20	
338+60	℄	24	20	
342+90	℄	8	20	
343+40	℄	18	20	
350+30	℄	24	20	
355+00	℄	18	20	
364+00	℄	48	20	FISH STREAM
367+80	℄	24	20	FISH STREAM
371+50	℄	24	20	FISH STREAM
374+20	℄	12	20	
380+50	℄	24	20	
382+00	℄	18	20	
383+10	℄	12	20	
386+50	℄	18	20	
393+50	℄	24	20	
395+80	℄	24	20	
396+70	℄	18	20	
397+95	℄	18	20	
398+50	℄	18	30	
399+75	℄	24	20	
404+70	℄	18	20	
423+55	℄	18	20	
426+60	℄	24	30	
429+60	℄	24	30	

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 SUMMARY SHEET

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	D3	D7

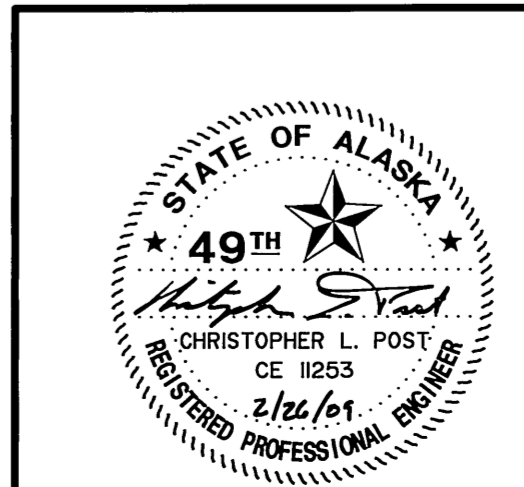
603(2A), 603(2B), 603(17-24), 603(17-30), 603(17-36), 603(17-42), 603(17-54), 603(17-60), 603(17-66)

PIPE SUMMARY

STATION	PIPE OFFSET	PIPES									REMARKS
		24 INCH	30 INCH	36 INCH	42 INCH	54 INCH	60 INCH	66 INCH	95"x67" CSP ARCH	137"x87" CSP ARCH	
165+00		40									
172+00	℄	30									
179+10	℄	30									
182+00	℄	30									
184+40	℄			40							RIGHT TURNOUT SKEW AS DIRECTED BY THE ENGINEER
185+90	℄			34							
187+40	℄	30									SKEW AS DIRECTED BY THE ENGINEER
201+65	℄	30									
205+80	℄	30									
207+90	℄			46							LEFT TURNOUT
209+20	℄	30									
213+70	℄	30									
215+20	℄	40									
217+00	℄				36						
218+40	℄	30									
222+00	℄				36						ROAD IS SHIFTED LEFT TO AVOID WETLAND ON RIGHT SIDE OF ROAD, INLET AND OUTLET INVERT TO BE PLACED 1.4' BELOW THE STREAMBED
225+00	℄			36							ROAD IS SHIFTED LEFT
229+72	℄				45						DITCH TO DRAIN
229+78	℄				45						DITCH TO DRAIN
232+50	℄	30									
235+50	℄	30									
244+90	℄	30									
248+00	℄	30									
255+25	℄			36							WETLANDS ON RIGHT SIDE OF ROAD, ROAD IS SHIFTED RIGHT ONTO WETLAND TO AVOID CHINKELYES CREEK
256+40	℄			36							WETLANDS ON BOTH SIDES OF ROAD, ROAD IS SHIFTED RIGHT ONTO WETLAND TO AVOID CHINKELYES CREEK
258+60	℄			36							WETLANDS ON RIGHT SIDE OF ROAD, ROAD IS SHIFTED RIGHT ONTO WETLAND TO AVOID CHINKELYES CREEK
260+75	℄			34							ROAD IS SHIFTED RIGHT TO AVOID CHINKELYES CREEK
261+75	℄			36 56							ROAD IS SHIFTED RIGHT TO AVOID CHINKELYES CREEK
270+00	℄	30									
272+75	℄								57		SEE PIPE INSTALLATION DETAIL, MP 5.0, STATION 272+75
278+60	℄				38 40						INLET AND OUTLET INVERT TO BE PLACED 0.7' BELOW THE STREAMBED
282+00	℄				38						
287+00	℄	36									ROAD IS SHIFTED RIGHT
292+00	℄				48						ROAD IS SHIFTED RIGHT WITH TURNOUT
295+50	℄				38						ROAD IS SHIFTED RIGHT
298+00	℄				46						ROAD IS SHIFTED RIGHT AND GRADE RAISED, SEE PIPE INSTALLATION DETAIL, MP 5.49, STATION 298+00

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 DRAFTED BY: VS
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NOTE: REFER TO PIPE INSTALLATION DETAILS AND THE EROSION AND SEDIMENT CONTROL SHEETS.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 SUMMARY SHEET

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	D4	D7

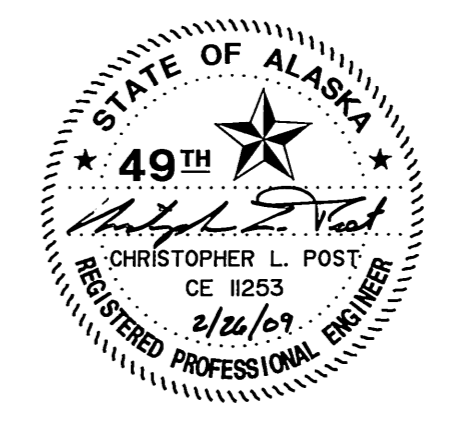
603(2A), 603(2B), 603(17-24), 603(17-30), 603(17-36), 603(17-42), 603(17-54), 603(17-60), 603(17-66)

PIPE SUMMARY

STATION	PIPE OFFSET	PIPES									REMARKS
		24 INCH	30 INCH	36 INCH	42 INCH	54 INCH	60 INCH	66 INCH	95"x67" CSP ARCH	137"x87" CSP ARCH	
299+00	℄	36									ROAD IS SHIFTED RIGHT
300+00	℄	36									ROAD IS SHIFTED RIGHT
302+80	℄	36									ROAD IS SHIFTED RIGHT
303+50	℄		36								ROAD IS SHIFTED RIGHT, CLASS II RIPRAP
305+00	℄	36									ROAD IS SHIFTED RIGHT, MOVE CULVERT 15', SEE PERFORATED PIPE UNDERDRAIN DETAILS
306+70	℄	34									MOVE CULVERT 7' TO ALIGN WITH STREAM, CLASS II RIPRAP AT THE OUTLET
308+60	℄	30									
309+50	℄	30									
312+60	℄		32								MOVE CULVERT 20' ALIGN WITH STREAM
313+80	℄	48 42									ROAD IS SHIFTED RIGHT WITH A LEFT TURNOUT
315+50	℄	42 48									ROAD IS SHIFTED RIGHT, SKEW PIPE OUTLET RIGHT TO MEET CHANNEL
317+40	℄	36									ROAD IS SHIFTED RIGHT
318+10	℄	30									
320+50	℄	34 38									ROAD IS SHIFTED LEFT TO AVOID RIGHT SIDE WETLAND
321+20	℄	34									ROAD IS SHIFTED LEFT TO AVOID RIGHT SIDE WETLAND
323+00		40'									
324+25	℄			34							ROAD IS SHIFTED LEFT
325+10	℄	38									ROAD IS SHIFTED LEFT
327+00	℄								57		SEE PIPE INSTALLATION DETAIL, MP 6.02, STATION 327+00
332+50	℄				36						
337+40	℄	30									
338+60	℄			36							CLASS II RIPRAP
341+50	℄	36									ROAD IS SHIFTED RIGHT
342+90	℄	36									ROAD IS SHIFTED RIGHT
343+40	℄	36									ROAD IS SHIFTED RIGHT
350+30	℄	34									DELETED PIPE
355+00	℄	36 48									ROAD IS SHIFTED RIGHT, MOVE CULVERT 55', ABANDON 10' OF EXISTING PIPE BY RIVER, PROTECT RIVERBANK
364+00	℄					44	56				SEE PIPE INSTALLATION DETAIL, MP 6.72, STATION 364+00
367+80	℄										SEE PIPE INSTALLATION DETAIL, MP 6.8, STATION 367+80
371+50	℄						63				SEE PIPE INSTALLATION DETAIL, MP 6.86, STATION 371+50
374+20	℄	36 40									ROAD IS SHIFTED LEFT TO AVOID RIGHT SIDE WETLAND
380+50	℄	50 58									ROAD IS SHIFTED RIGHT, MOVE CULVERT 18', SKEW TO MATCH CHANNEL, RIGHT SIDE TURNOUT
382+00	℄	34									ROAD IS SHIFTED RIGHT ONTO RIGHT SIDE WETLAND TO AVOID CHINKELYES CREEK
383+10	℄			34							ROAD IS SHIFTED RIGHT ONTO RIGHT SIDE WETLAND TO AVOID CHINKELYES CREEK, ABANDON 10' OF EXISTING PIPE BY RIVER, PROTECT RIVERBANK, MOVE CMP 3'
386+50	℄	30									
393+50	℄	46 48									LEFT TURNOUT

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NOTE: REFER TO PIPE INSTALLATION DETAILS AND THE EROSION AND SEDIMENT CONTROL SHEETS.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

SUMMARY SHEET

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	D5	D7

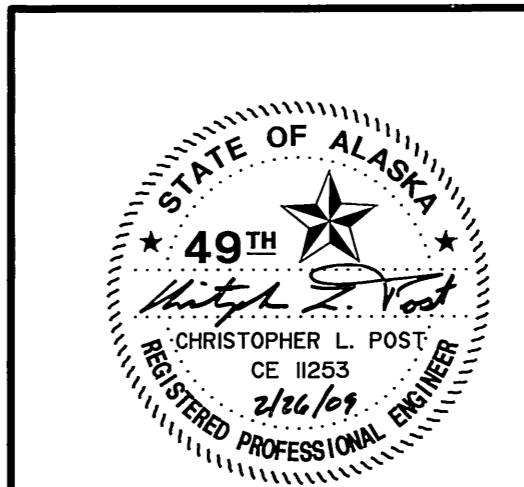
603(2A), 603(2B), 603(17-24), 603(17-30), 603(17-36), 603(17-42), 603(17-54), 603(17-60), 603(17-66)

PIPE SUMMARY

STATION	PIPE OFFSET	PIPES									REMARKS
		24 INCH	30 INCH	36 INCH	42 INCH	54 INCH	60 INCH	66 INCH	95"x67" CSP ARCH	137"x87" CSP ARCH	
395+80	℄			36							
398+50	℄	30									
399+75	℄	32									LOWER TO STREAMBED
404+70	℄	36									SHIFT ROAD LEFT TO AVOID RIGHT SIDE WETLAND
415+70	℄	30 40									
423+55	℄	30									
426+60	℄	34									
429+60	℄			36 40							SHIFT ROAD LEFT TO AVOID RIGHT SIDE WETLAND
431+40	℄	30									
436+50	℄				36						
441+90	℄							52			SEE PIPE INSTALLATION DETAIL, MP 8.2, STATION 441+90
444+00	℄		46								RIGHT TURNOUT
455+60	℄			40							SHIFT ROAD LEFT TO AVOID RIGHT SIDE WETLAND, LOWER INVERT TO STREAMBED
456+60	℄	40									SHIFT ROAD LEFT TO AVOID RIGHT SIDE WETLAND, LOWER TO STREAMBED
463+70	℄							66			SEE PIPE INSTALLATION DETAIL, WETLAND, REALIGNED CHANNEL
464+10	℄	36									SHIFT ROAD LEFT
466+50	℄	36									SHIFT ROAD RIGHT
469+10	℄	48 36									SHIFT ROAD RIGHT WITH LEFT TURNOUT
472+30	℄	32									
473+95	℄	34									
476+00	℄	34									
479+50	℄	48 40									LEFT TURNOUT
481+25	℄	30									
489+25	℄	30									
TOTALS		2,006	114	550	442	44	119	66	52	114	

NOTE: REFER TO PIPE INSTALLATION DETAILS AND THE EROSION AND SEDIMENT CONTROL SHEETS.

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 SUMMARY SHEET

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 CHECKED BY: VS/DF
 DRAFTED BY: VS/DF

610(1)

DITCH LINING

STATION TO STATION	OFFSET	LENGTH (FT)	WIDTH (FT)	VOLUME (YD ³)	REMARKS
171+15 TO 171+65	RT	50	11.3	15	
183+15 TO 183+65	RT	50	11.3	15	
195+40 TO 196+00	LT	60	10	22	REPAIR DITCH EROSION AT CHINKELYES BRIDGE
208+50 TO 209+20	RT	70	11.3	21	
253+15 TO 254+75	RT	160	11.3	47	
256+45 TO 257+75	RT	130	11.3	38	
260+50 TO 264+75	RT	425	11.3	125	
271+25 TO 272+25	RT	100	11.3	29	
275+20 TO 276+00	RT	80	11.3	23	
283+50 TO 286+50	RT	300	11.3	88	
288+00 TO 289+50	RT	150	11.3	44	
291+00 TO 293+70	RT	270	11.3	79	
294+50 TO 295+50	RT	100	11.3	29	
316+25 TO 317+80	RT	155	11.3	45	
328+00 TO 329+00	RT	100	11.3	29	
349+00 TO 350+25	RT	125	11.3	37	
352+25 TO 353+25	RT	100	11.3	29	
365+75 TO 367+50	RT	175	11.3	51	
401+00 TO 404+50	RT	350	11.3	103	
420+50 TO 421+50	RT	100	11.3	29	
429+10 TO 430+10	RT	100	11.3	29	
435+50 TO 436+50	RT	100	11.3	29	
457+00 TO 457+75	RT	75	11.3	22	
459+20 TO 460+75	RT	155	11.3	45	
461+00 TO 462+75	RT	175	11.3	51	
463+25 TO 463+75	RT	50	11.3	15	
466+00 TO 467+25	RT	125	11.3	37	
467+50 TO 468+75	RT	125	11.3	37	
470+50 TO 472+00	RT	150	11.3	44	
472+50 TO 475+50	RT	300	11.3	88	
476+50 TO 477+50	RT	100	11.3	29	
478+00 TO 480+25	RT	225	11.3	66	
481+50 TO 486+00	RT	450	11.3	132	
488+75 TO 489+25	RT	50	11.3	15	
NEW STREAM CHANNEL					
463+70	RT	70	12	19	
TOTAL				1,556	
ROUNDED TOTAL (YD ³)				1,720	
CONVERSION FACTOR (1b/FT ³)				110	
ROUNDED TOTAL (TON)				2,560	

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	D6	D7

~~605(3) DELETED~~

~~24 INCH PERFORATED PIPE UNDERDRAIN~~

STATION TO STATION	OFFSET	POROUS BACKFILL MATERIAL (YD ³)	GEOTEXTILE, SEPARATION (YD ²)	LENGTH (FT)	REMARKS
304+78	℄	10	60	30	

NOTE: POROUS BACKFILL MATERIAL AND GEOTEXTILE, SEPARATION ARE SUBSIDIARY TO ITEM 605(3) 24 INCH PERFORATED PIPE UNDERDRAIN.

~~616(3) DELETED~~

~~THAW WIRE INSTALLATION~~

STATION	LENGTH (FT)	REMARKS
455+60	40	REMOTE THAW WIRE INSTALLATION. SEE STANDARD DRAWING D-14.10

622(6C)

INTERPRETIVE SIGN, TYPE C

NORTHING	WESTING	NUMBER	REMARKS
59°45.502	153°50.794	2	OR AS DIRECTED BY THE ENGINEER

NOTE: GPS MAP DATUM WGS 84.

630(2)

GEOTEXTILE, STABILIZATION

STATION TO STATION	OFFSET	LENGTH (FT)	WIDTH (FT)	AREA (YD ²)	REMARKS
168+00 TO 193+58	℄	2,558	20	5,684	
194+88 TO 228+25	℄	3,337	20	7,416	
228+64 TO 412+50	℄	18,386	20	40,858	
412+81 TO 489+25	℄	7,644	20	16,987	
CULVERTS		VARIES	VARIES	5,480	GEOTEXTILE FOR PIPE BEDDING
TOTAL				76,425	
ROUNDED TOTAL				85,000	



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

SUMMARY SHEET

633(1)

SILT FENCE

STATION TO STATION	OFFSET	LENGTH (FT)	REMARKS
184+40	RT/LT	100	MP 3.32 CULVERT
185+90	RT/LT	100	MP 3.35 CULVERT
193+08 TO 193+58	RT/LT	100	CHINKELYES BRIDGE
194+88 TO 195+38	RT/LT	100	CHINKELYES BRIDGE
207+90	RT/LT	100	MP 3.77 CULVERT
217+00	RT/LT	100	MP 3.94 CULVERT
221+50 TO 224+50	RT	375	WETLAND
222+00	LT	50	MP 4.06 CULVERT
227+75 TO 228+25	RT/LT	100	4 MILE BRIDGE
228+64 TO 229+14	RT/LT	100	4 MILE BRIDGE
251+00 TO 263+00	LT	1,200	CHINKELYES CREEK
255+25 TO 259+50	RT	525	WETLAND
225+00	LT	50	MP 4.1 CULVERT
256+40	LT	50	MP 4.68 CULVERT
256+50 TO 258+50	LT	300	WETLAND
258+60	LT	50	MP 4.72 CULVERT
261+75	RT/LT	100	MP 4.8 CULVERT
262+00 TO 264+50	RT	350	WETLAND
272+75	RT/LT	200	MP 5.0 CULVERT
273+25 TO 275+60	RT	335	WETLAND
278+60	RT/LT	100	MP 5.11 CULVERT
282+00	RT/LT	100	MP 5.18 CULVERT
288+00 TO 294+00	LT	700	CHINKELYES CREEK
292+00	RT	50	MP 5.37 CULVERT
295+50	RT/LT	100	MP 5.42 CULVERT
298+00	RT/LT	200	MP 5.49 CULVERT
301+00 TO 306+00	LT	600	CHINKELYES CREEK
305+00	RT	50	MP 5.6 CULVERT
306+70	RT/LT	100	MP 5.63 CULVERT
309+50	RT/LT	100	MP 5.7 CULVERT
312+60	RT/LT	100	MP 5.75 CULVERT
313+80	RT/LT	100	MP 5.77 CULVERT
317+40	RT/LT	100	MP 5.84 CULVERT
320+50 TO 322+50	RT	300	WETLAND
320+50	LT	50	MP 5.88 CULVERT
321+50	LT	50	MP 5.9 CULVERT
324+25	RT/LT	100	MP 5.97 CULVERT
327+00	RT/LT	200	MP 6.02 CULVERT
332+50	RT/LT	100	MP 6.13 CULVERT
338+60	RT/LT	100	MP 6.24 CULVERT
349+00 TO 374+00	LT	2,600	CHINKELYES CREEK
355+00	RT	50	MP 6.56 CULVERT
364+00	RT	100	MP 6.72 CULVERT
367+80	RT	100	MP 6.8 CULVERT
371+50	RT	100	MP 6.86 CULVERT
373+00 TO 375+00	RT	300	WETLAND
374+20	LT	50	MP 6.9 CULVERT

633(1)

SILT FENCE (CONT.)

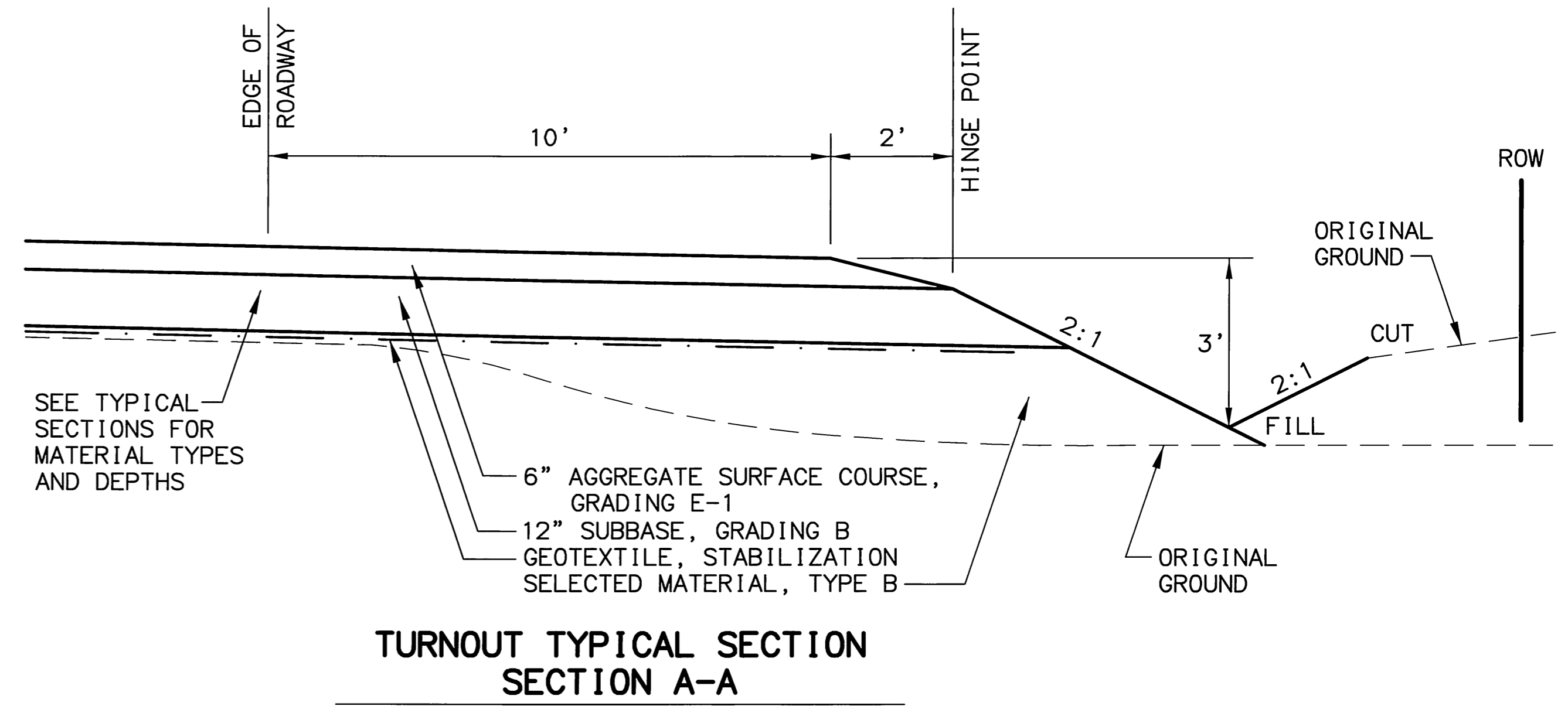
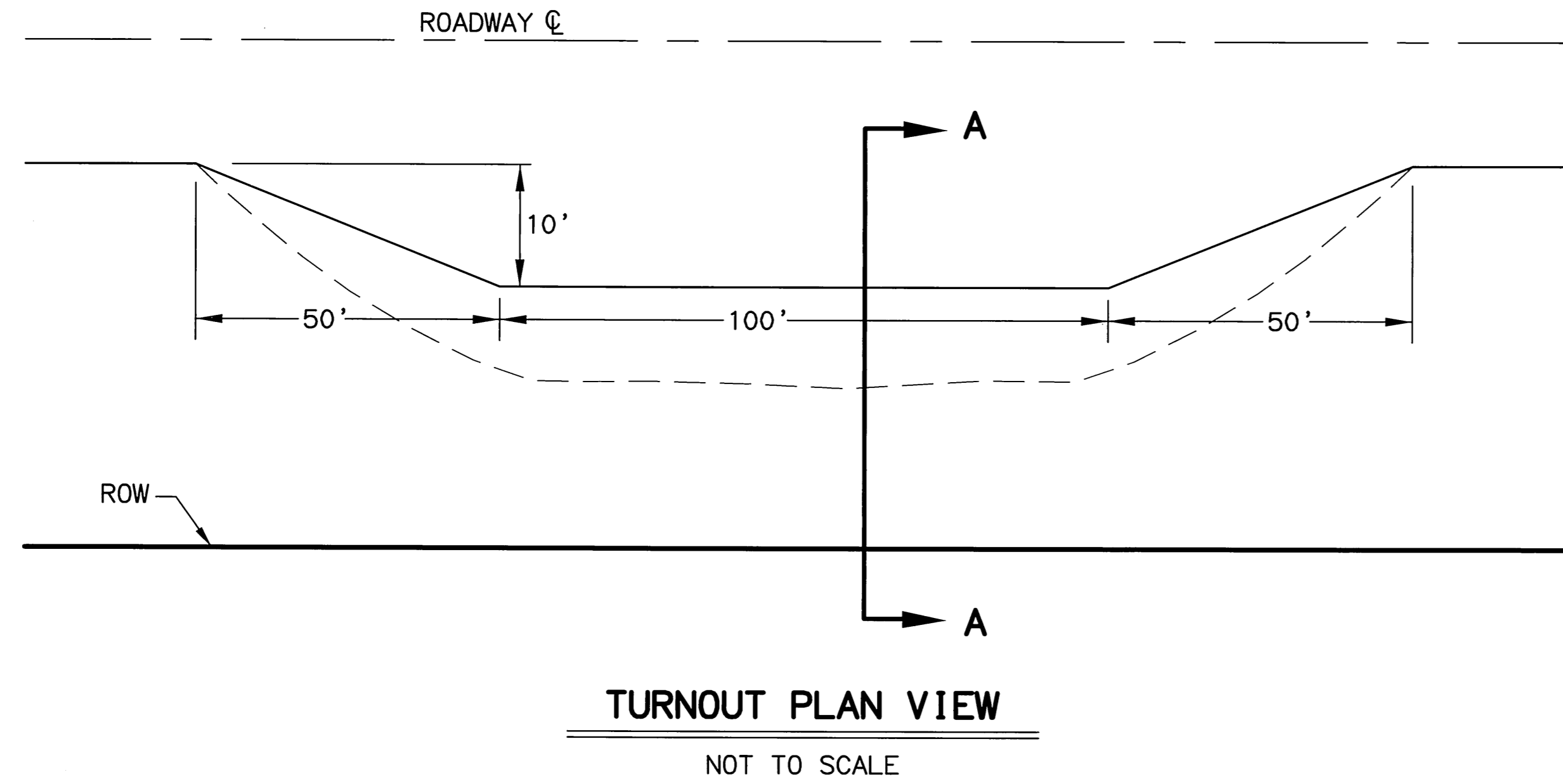
STATION TO STATION	OFFSET	LENGTH (FT)	REMARKS
379+00 TO 385+00	LT	700	CHINKELYES CREEK
380+50	RT	50	MP 7.04 CULVERT
381+50 TO 383+60	RT	310	WETLAND
382+00	LT	50	MP 7.07 CULVERT
383+10	LT	50	MP 7.09 CULVERT
393+50	RT/LT	100	MP 7.28 CULVERT
395+80	RT/LT	100	MP 7.33 CULVERT
398+50	RT/LT	100	MP 7.38 CULVERT
399+75	RT/LT	100	MP 7.4 CULVERT
403+00 TO 405+00	RT	300	WETLAND
404+70	LT	50	MP 7.5 CULVERT
406+00 TO 410+00	LT	500	CHINKELYES CREEK
412+00 TO 412+50	RT/LT	100	TIMBERLINE BRIDGE
412+81 TO 413+31	RT/LT	100	TIMBERLINE BRIDGE
428+00 TO 434+00	LT	700	CHINKELYES CREEK
428+50 TO 430+00	RT	250	WETLAND
429+60	LT	50	MP 7.97 CULVERT
436+50	RT/LT	100	MP 8.09 CULVERT
438+00 TO 446+00	LT	900	CHINKELYES CREEK
441+90	RT	50	MP 8.2 CULVERT
444+00	RT	50	MP 8.25 CULVERT
452+00 TO 456+00	LT	500	CHINKELYES CREEK
455+25 TO 457+50	RT	325	WETLAND
455+60	LT	50	MP 8.45 CULVERT
456+60	LT	50	MP 8.47 CULVERT
462+75 TO 464+00	RT	225	WETLAND
463+70	LT	300	MP 8.61 CULVERT
464+10	LT	50	MP 8.62 CULVERT
465+00 TO 472+00	LT	800	CHINKELYES CREEK
	TOTAL	17,995	
ROUNDED TOTAL		19,800	

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 CHECKED BY: VS/DF
 DRAFTED BY: VS/DF



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 SUMMARY SHEET

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E1	E17



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 LAYOUT: E1
 SCALE: 1:5
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 CHECKED BY: VS/DF
 DRAFTED BY: VS/DF

TURNOUT SUMMARY		
STATION	OFFSET	REMARKS
170+00 TO 171+00	RT	IMPROVE EXISTING TURNOUT
182+50 TO 183+50	RT	NEW TURNOUT
190+50 TO 191+50	RT	IMPROVE EXISTING TURNOUT
192+50 TO 193+50	LT	IMPROVE EXISTING TURNOUT, TAPER IN FOR 50' AND OUT TO BRIDGE
195+50 TO 196+50	LT	IMPROVE EXISTING TURNOUT
207+50 TO 208+50	LT	NEW TURNOUT
219+20 TO 220+20	LT	NEW TURNOUT
237+30 TO 238+30	LT	NEW TURNOUT
266+10 TO 267+10	LT	NEW TURNOUT
275+00 TO 276+00	RT	IMPROVE EXISTING TURNOUT
292+00 TO 293+00	LT	IMPROVE EXISTING TURNOUT
292+00 TO 293+00	RT	IMPROVE EXISTING TURNOUT
314+00 TO 315+00	LT	NEW TURNOUT
348+00 TO 349+00	LT	NEW TURNOUT
366+00 TO 367+00	RT	NEW TURNOUT
381+50 TO 382+50	RT	IMPROVE EXISTING TURNOUT
392+50 TO 393+50	LT	IMPROVE EXISTING TURNOUT
400+70 TO 401+70	LT	NEW TURNOUT
405+50 TO 406+50	RT	IMPROVE EXISTING TURNOUT
424+50 TO 425+50	LT	IMPROVE EXISTING TURNOUT
444+20 TO 445+20	RT	IMPROVE EXISTING TURNOUT, KNIGHTON TRAILER
458+70 TO 459+70	LT	TURNOUT IN DISTURBED AREA
469+00 TO 470+00	LT	IMPROVE EXISTING TURNOUT
479+50 TO 480+50	LT	IMPROVE EXISTING TURNOUT
487+50 TO 488+50	RT	IMPROVE EXISTING TURNOUT

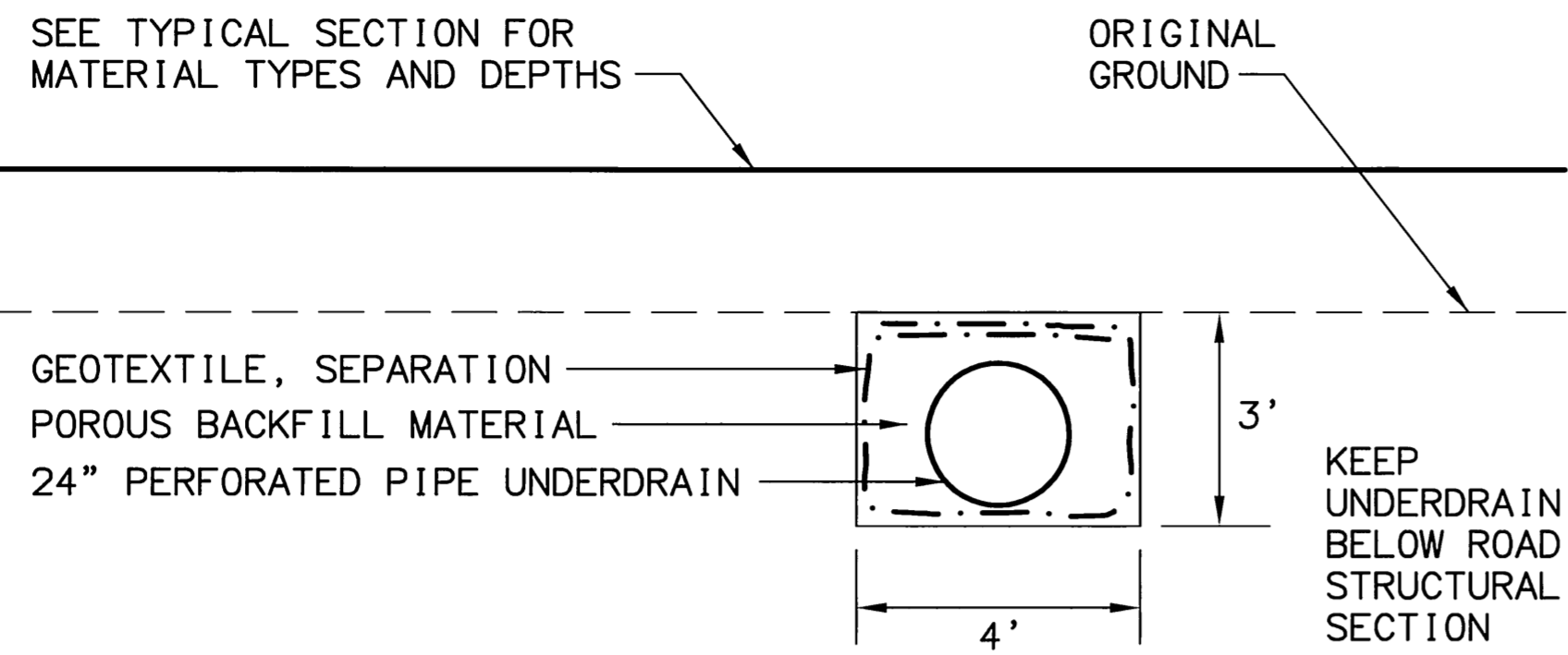


STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

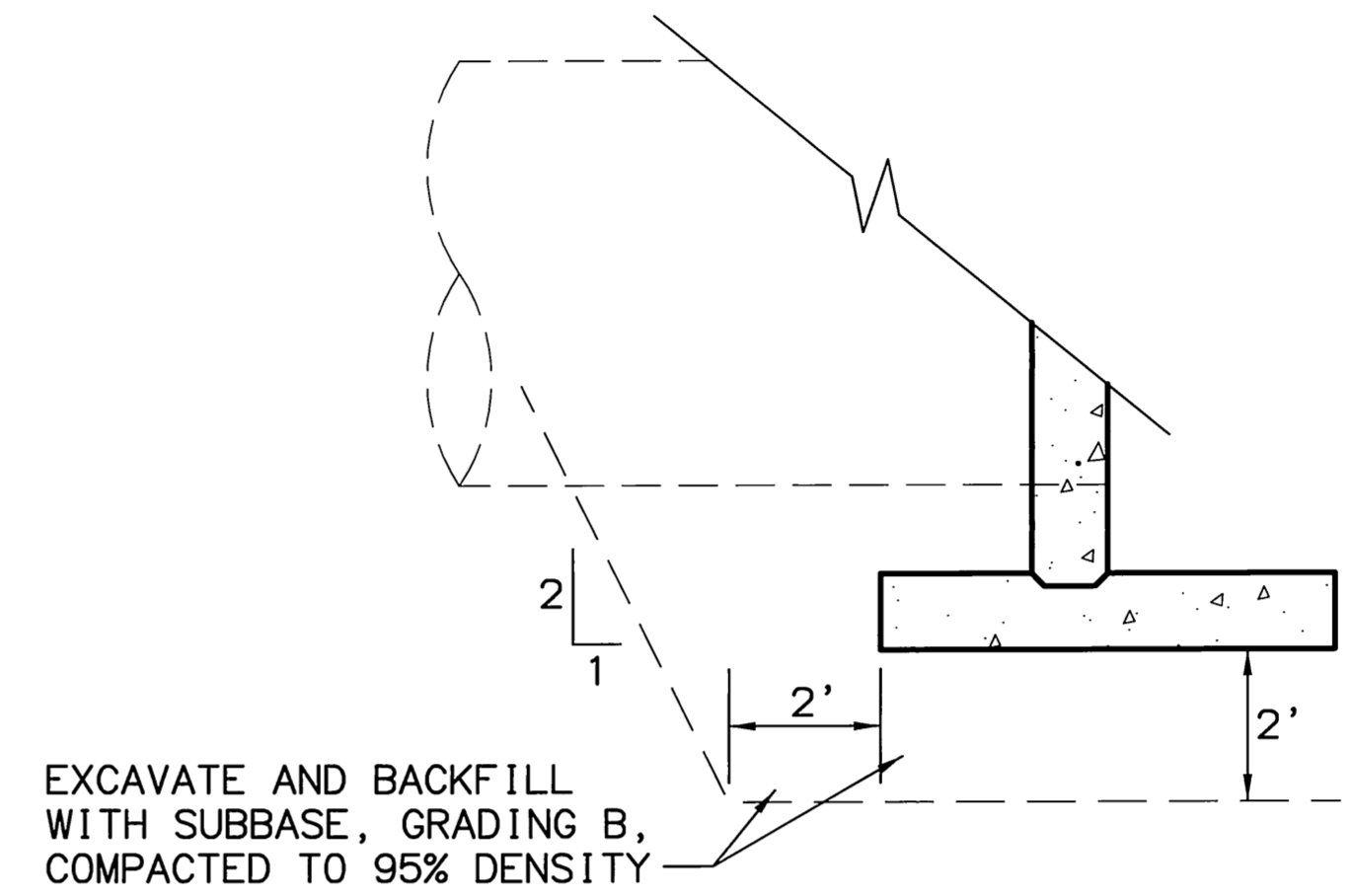
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

TURNOUT DETAILS

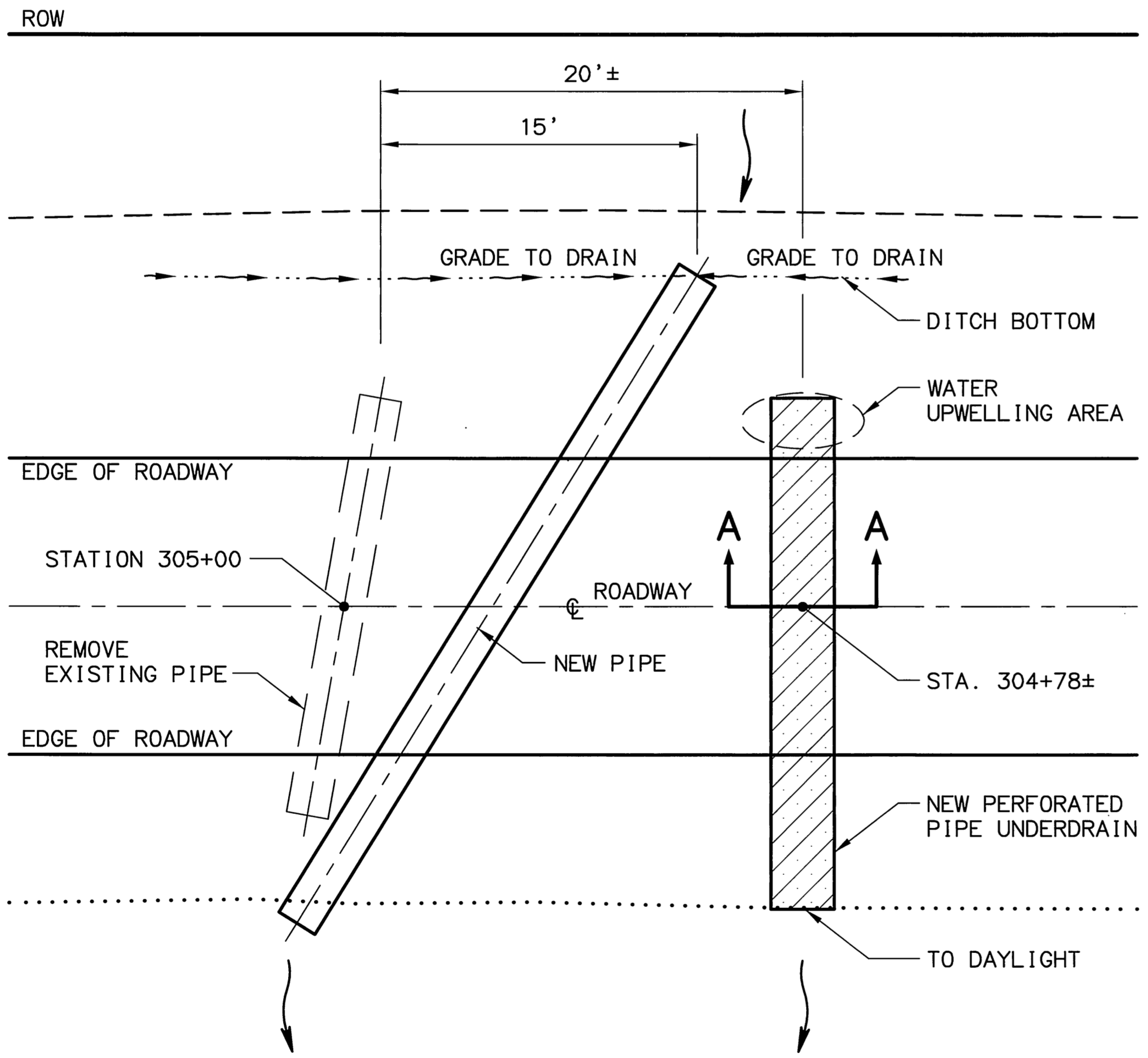
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E2	E17



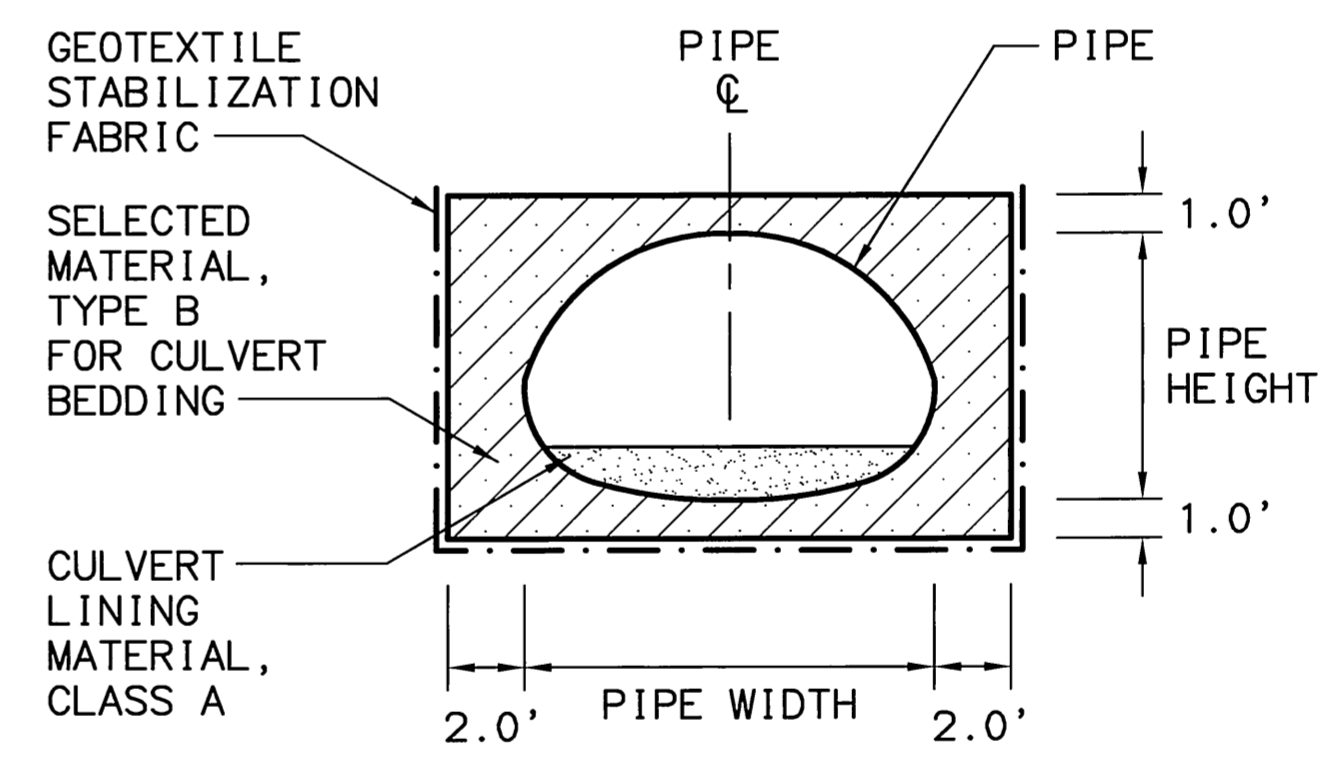
**PERFORATED PIPE UNDERDRAIN
SECTION A-A**
STA. 304+78±



**HEADWALL EXCAVATION
AND BACKFILL**



PERFORATED PIPE UNDERDRAIN
STA. 304+78±
N.T.S.



CULVERT DETAIL

LIMITS FOR CULVERT BEDDING MATERIAL.
INSTALL CULVERT LINING MATERIAL, CLASS A AS SHOWN IN PIPE INSTALLATION DETAILS.
WRAP GEOTEXTILE STABILIZATION FABRIC UP SIDES TO TOP OF CULVERT BEDDING MATERIAL.

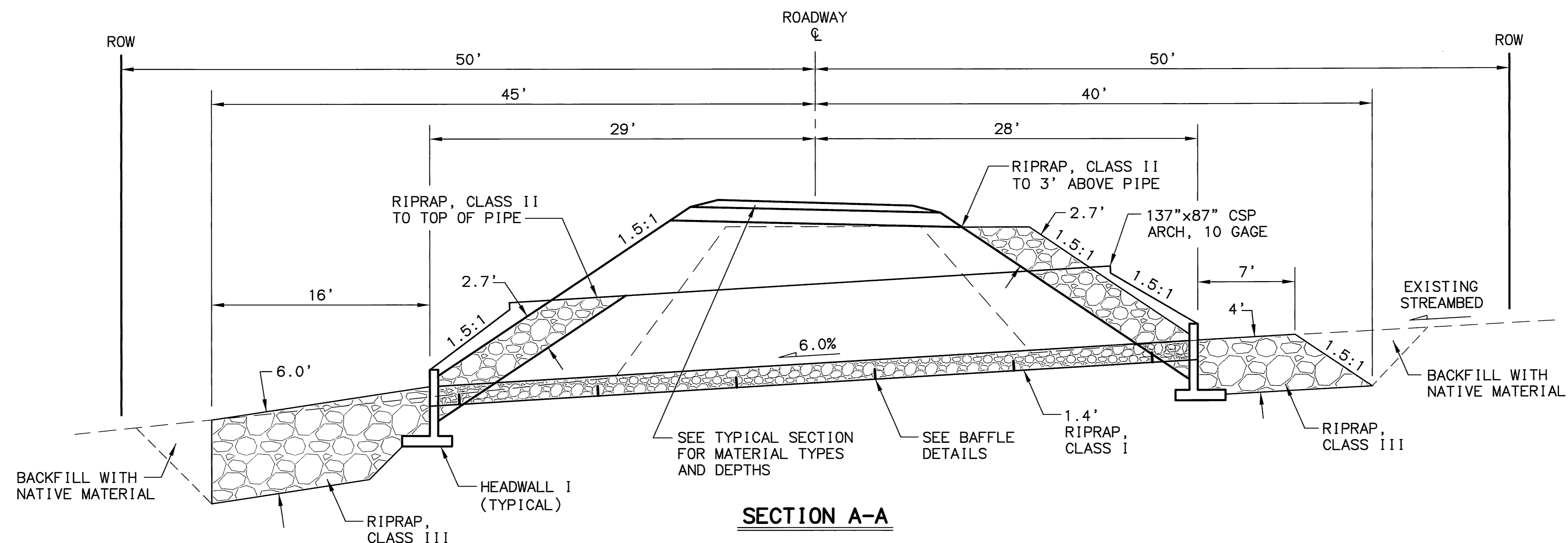
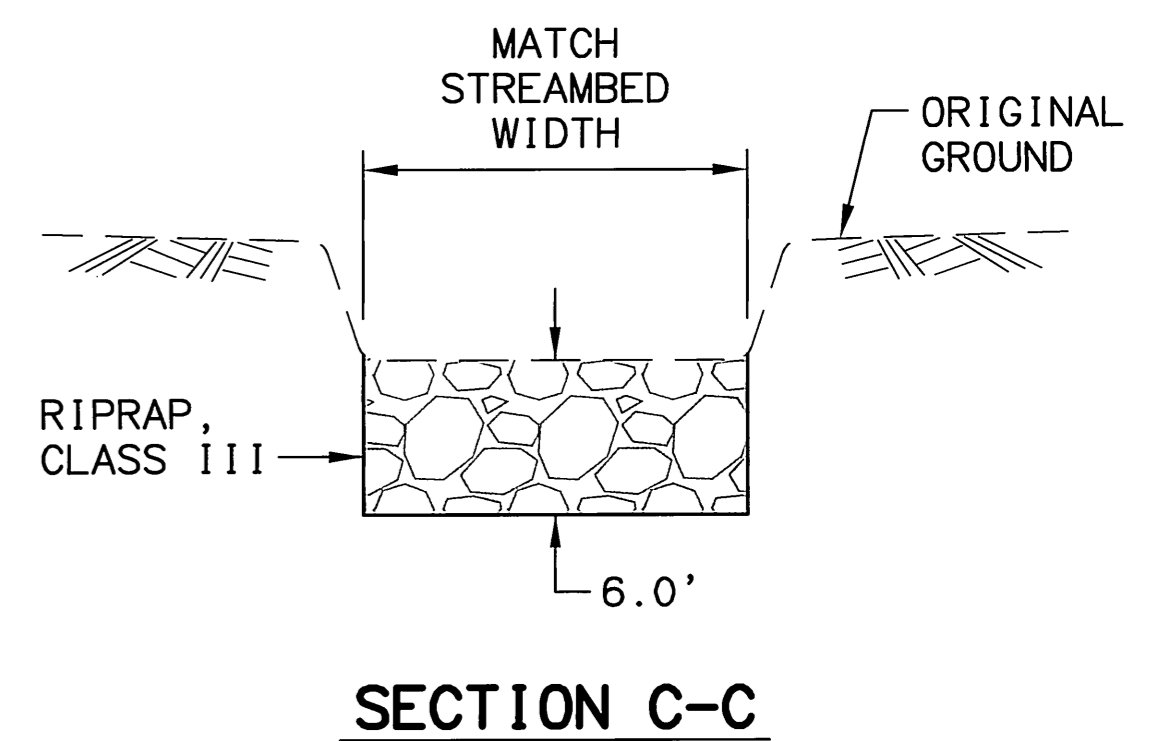
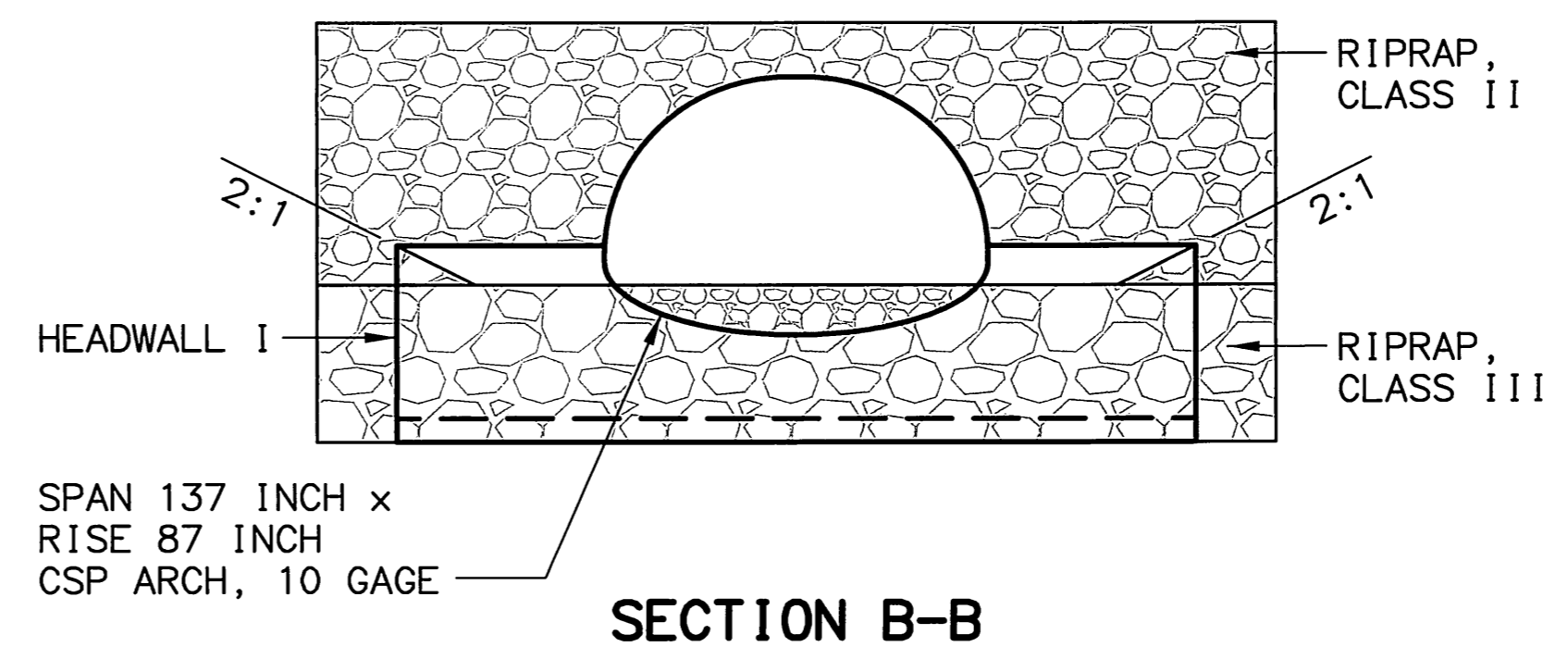
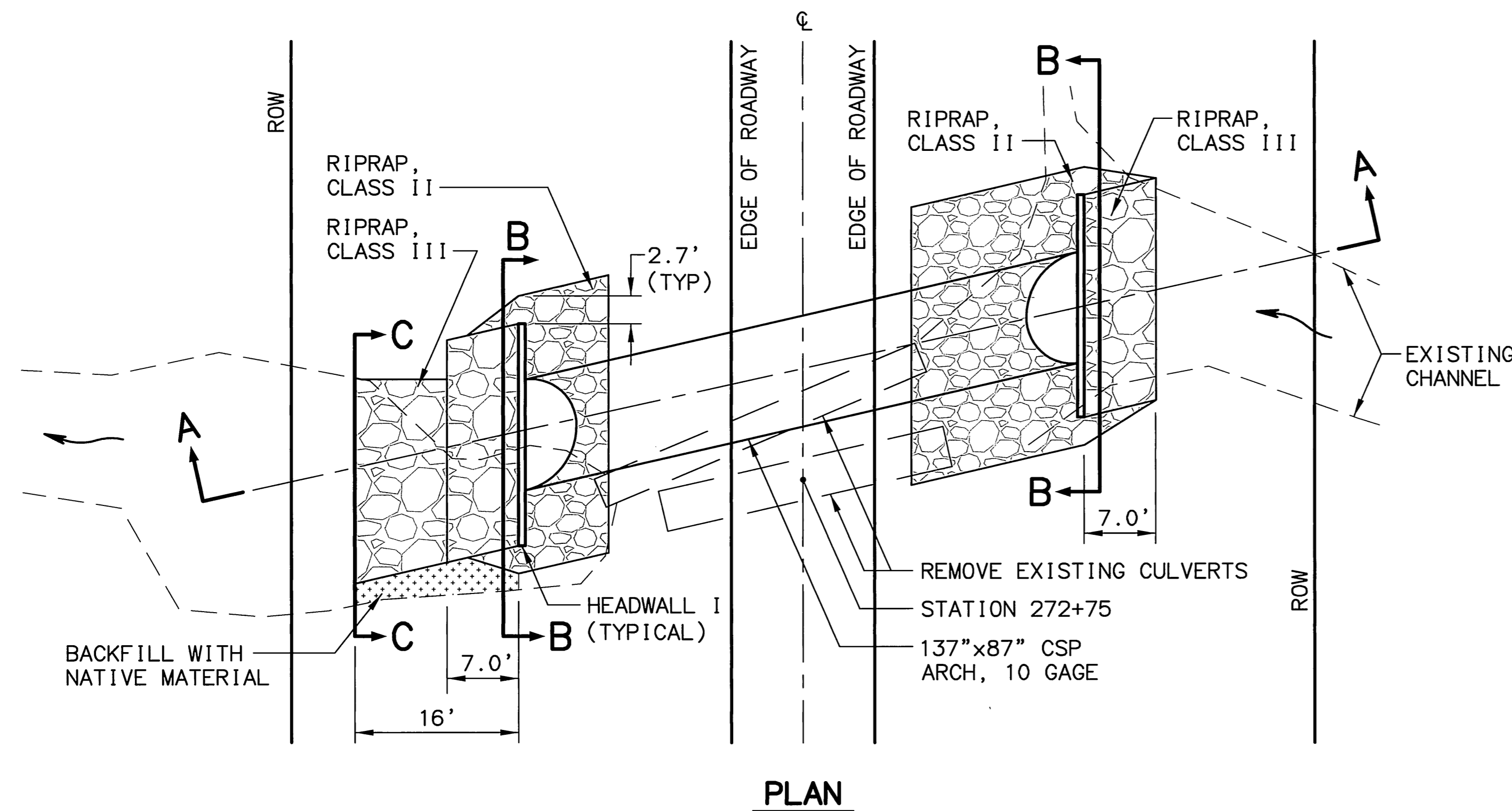
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 CHECKED BY:
 DRAFTED BY:



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 DRAINAGE DETAILS

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E3	E17

- NOTES:**
1. PLACE THE INLET INVERT 1.4' BELOW THE STREAMBED.
 2. WRAP THE EMBANKMENT RIPRAP AROUND ENDS OF HEADWALL USING 2:1 SLOPE TOWARDS THE PIPE TO PREVENT HEADWALL FLANKING.



HYDROLOGIC AND HYDRAULIC SUMMARY			
DRAINAGE AREA = 1.1 SQUARE MILES			
EXCEEDANCE PROBABILITY	2%	1%	REGULATORY FLOOD
RETURN PERIOD	50 YEAR (Q ₅₀)	100 YEAR (Q ₁₀₀)	N/A
DESIGN DISCHARGE	235 C.F.S.	290 C.F.S.	N/A
DESIGN HIGH WATER ELEVATION	5.7 FEET ABOVE CULVERT INLET INVERT	6.4 FEET ABOVE CULVERT INLET INVERT	N/A
ANTICIPATED ADDITIONAL BACKWATER AT (Q ₁₀₀) = 0.0 FEET			

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 DATE: 12/4/2008 9:36:23 AM AST
 LAYOUT: MP5.0
 SCALE: 1:1
 XREFS: NONE
 DESIGNED BY: VS
 CHECKED BY: VS
 DRAFTED BY: VS

STATE OF ALASKA
49TH
PAUL A. JANKE
REGISTERED PROFESSIONAL ENGINEER
CE 3947
12-8-08

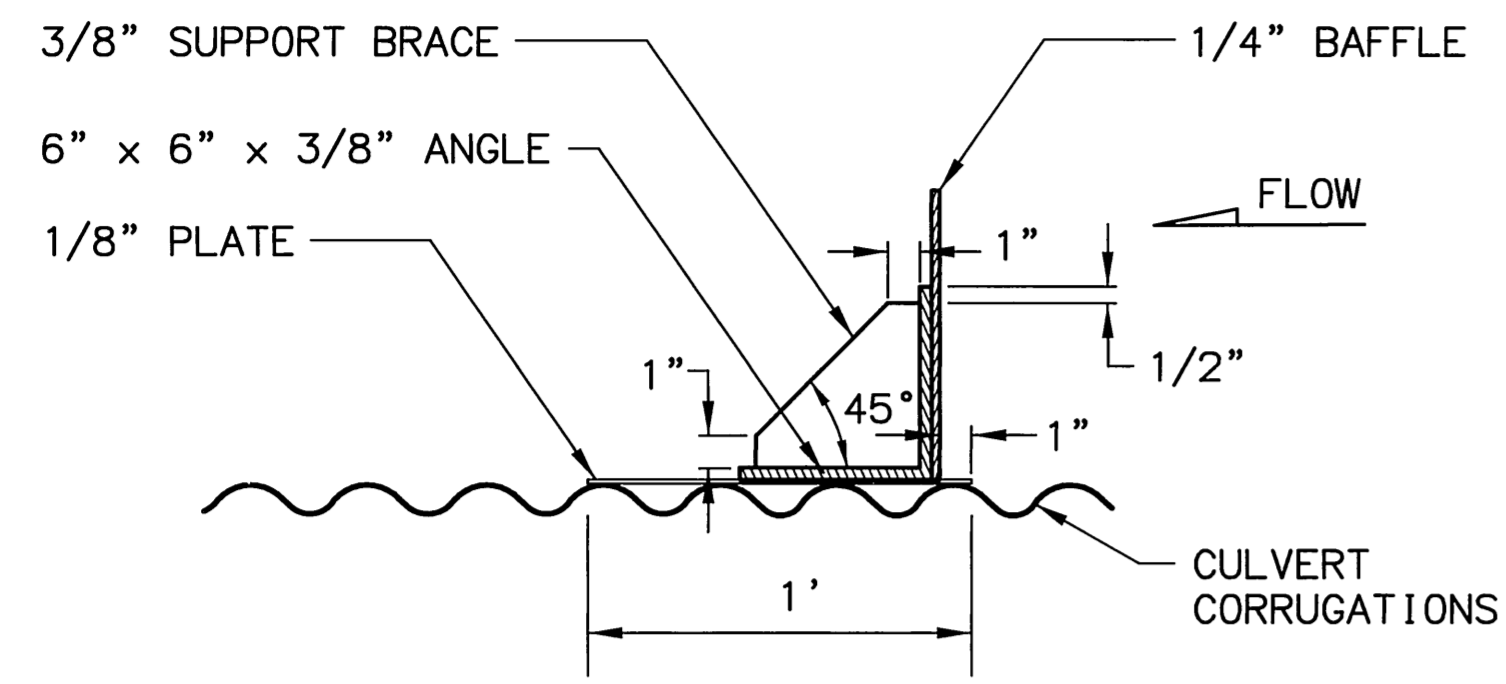
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
SPOT REPAIR**

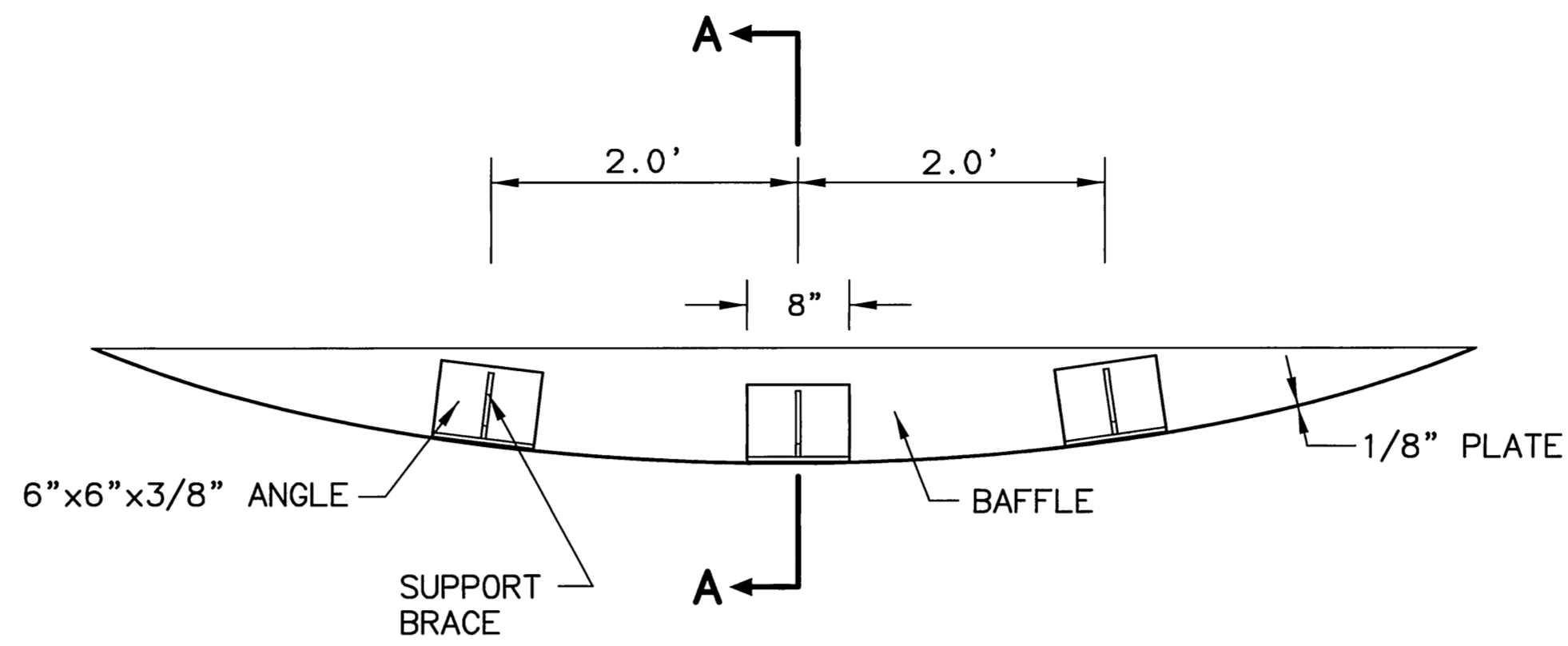
**PIPE INSTALLATION DETAIL
MP 5.0
STATION 272+75**

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E4	E17

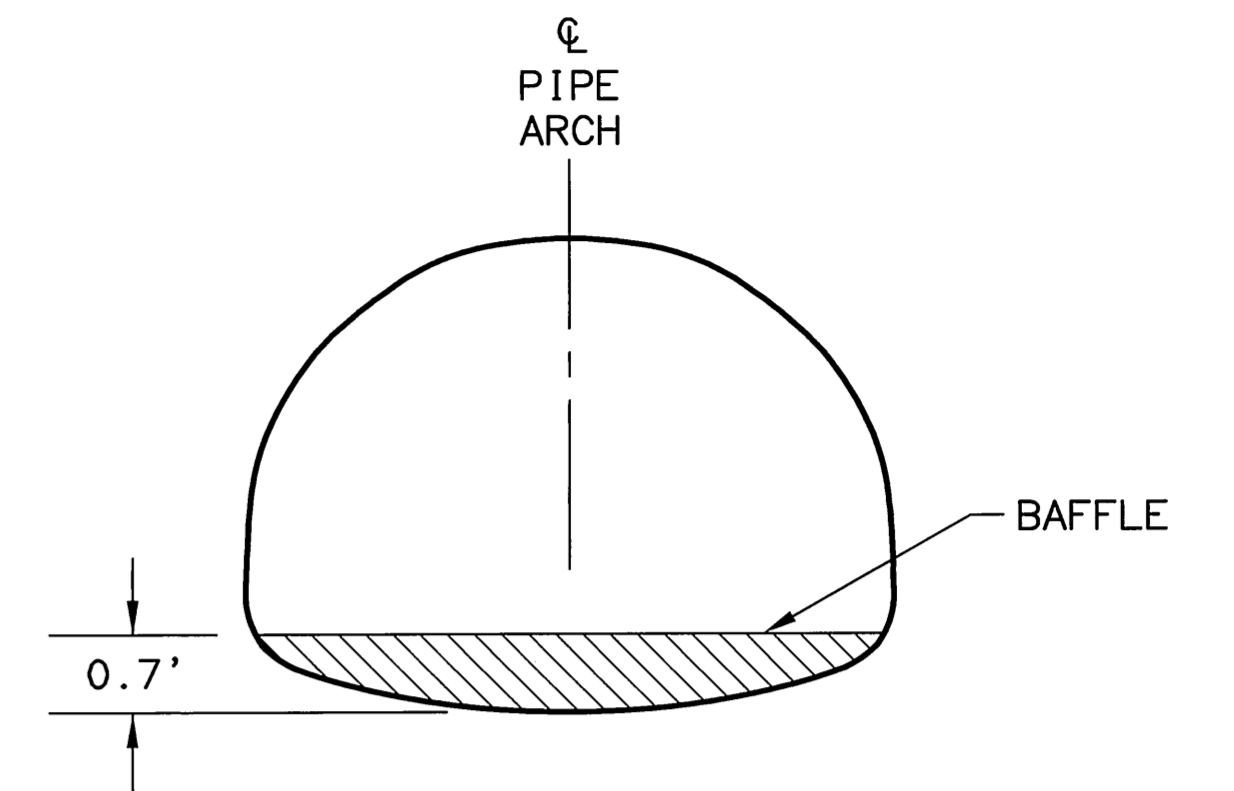
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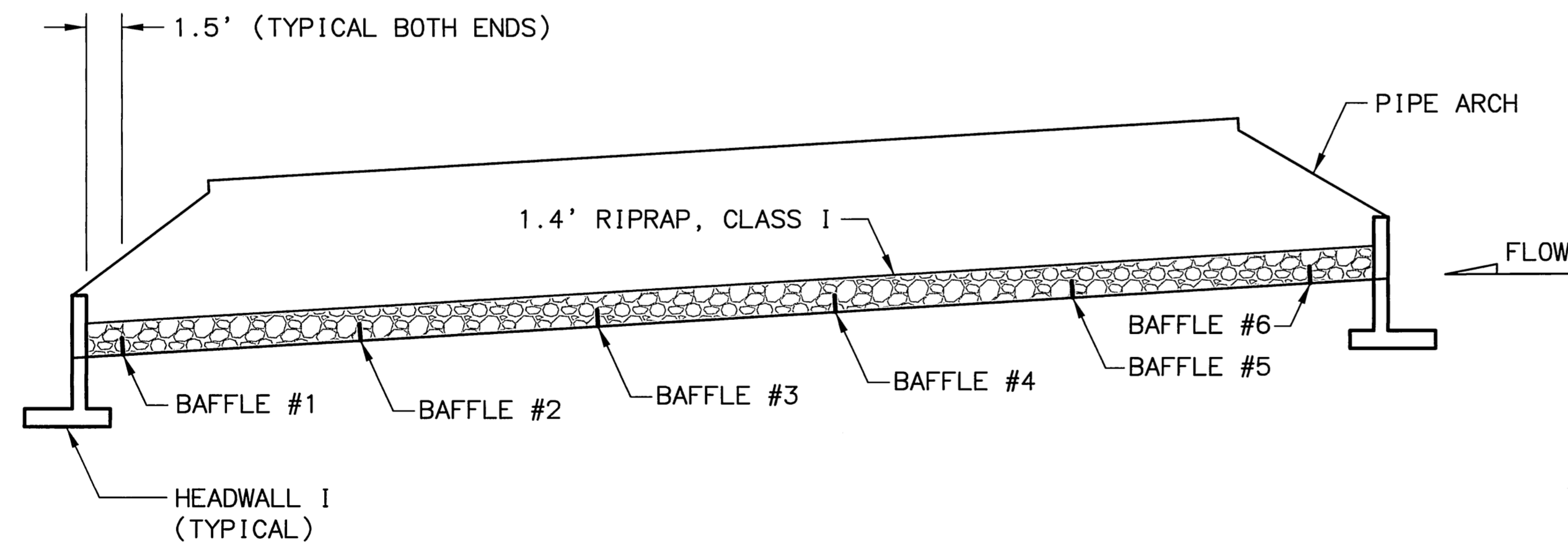
SECTION A-A



BAFFLE SUPPORT BRACKET



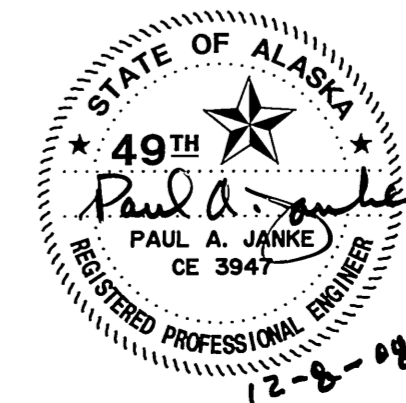
STEEL BAFFLE



BAFFLE LOCATIONS
 MAXIMUM BAFFLE SPACING TO BE 10'

NOTES:

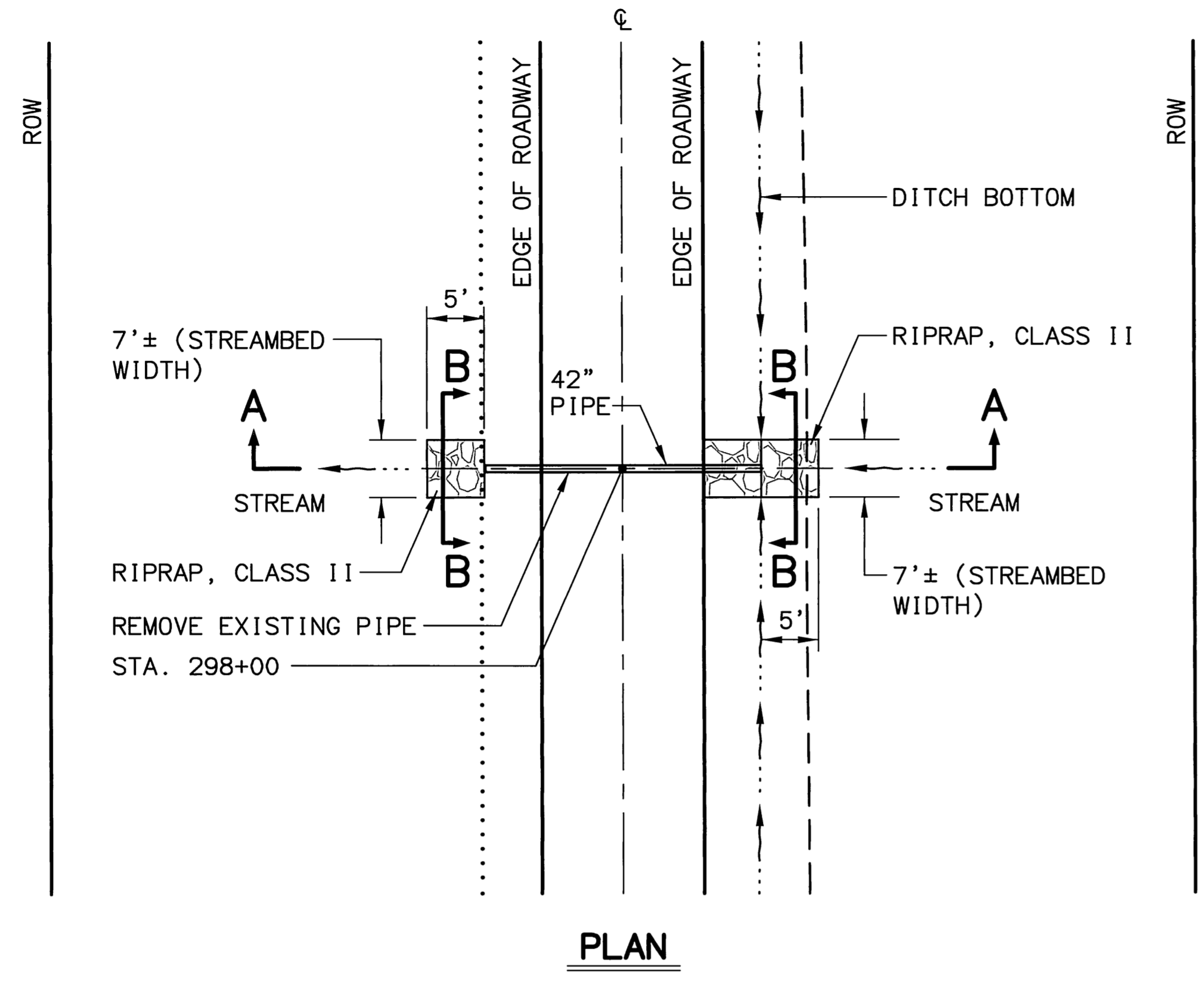
1. WELD OR BOLT BAFFLE SUPPORTS TOGETHER AND TO THE PIPE, FOLLOW SECTION 504-3.03 PAINTING OF THE STANDARD SPECIFICATIONS TO PROTECT WELDS AND UNTREATED METAL SURFACES.
2. STRUCTURAL STEEL SHALL MEET ASTM A709, GRADE 36.
3. ALL BAFFLES SHALL BE 0.7' HIGH.



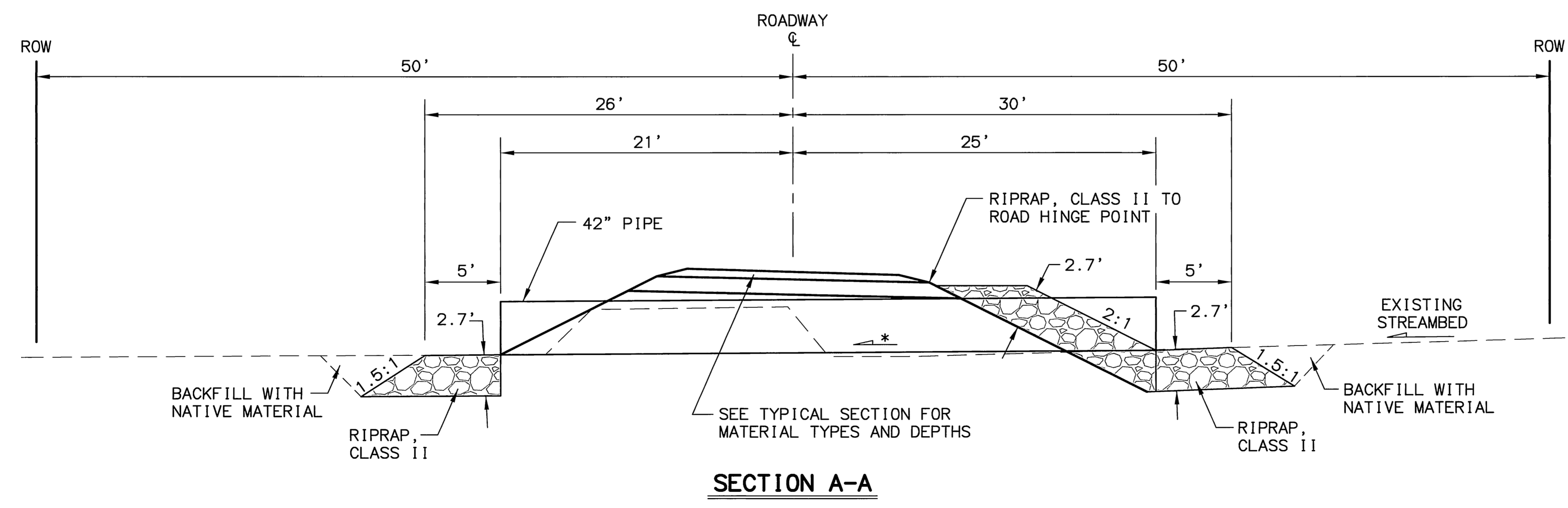
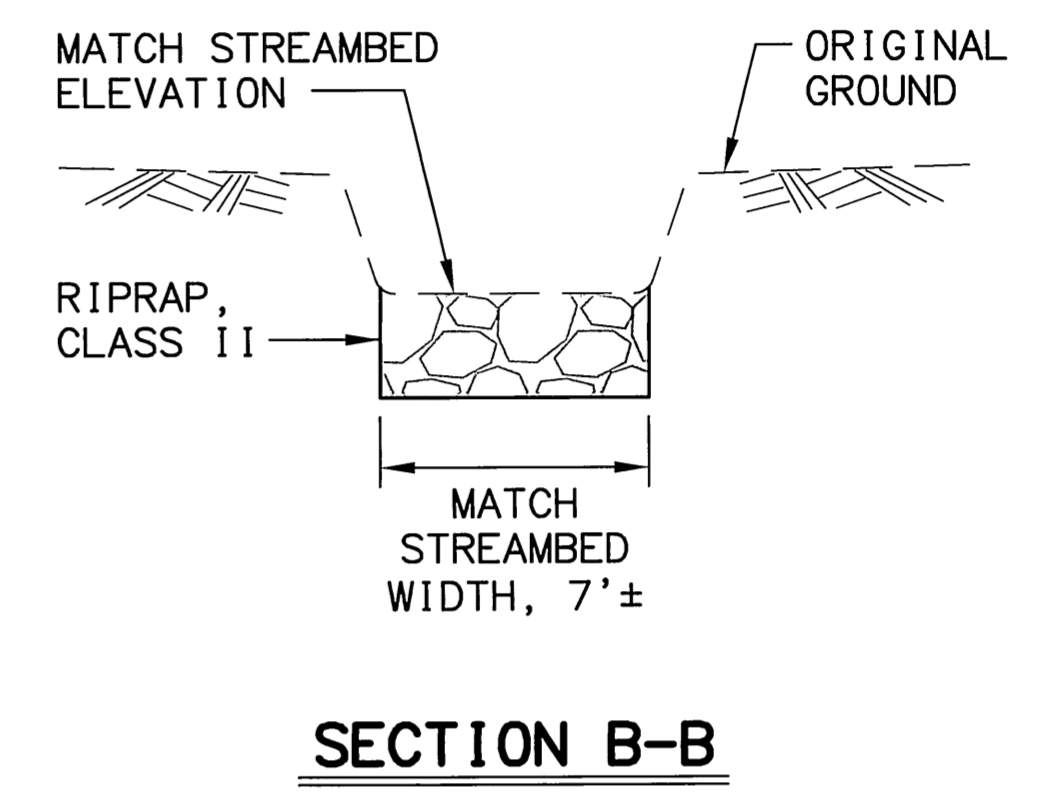
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 BAFFLE DETAILS
 MP 5.0
 STATION 272+75

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E5	E17

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 LAYOUT: MP5.49
 SCALE: 1:5
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 DRAFTED BY: VS



- NOTE:**
- ROAD SHIFTED RIGHT.
 - PLACE INLET AND OUTLET CULVERT INVERTS ON THE STREAMBED.



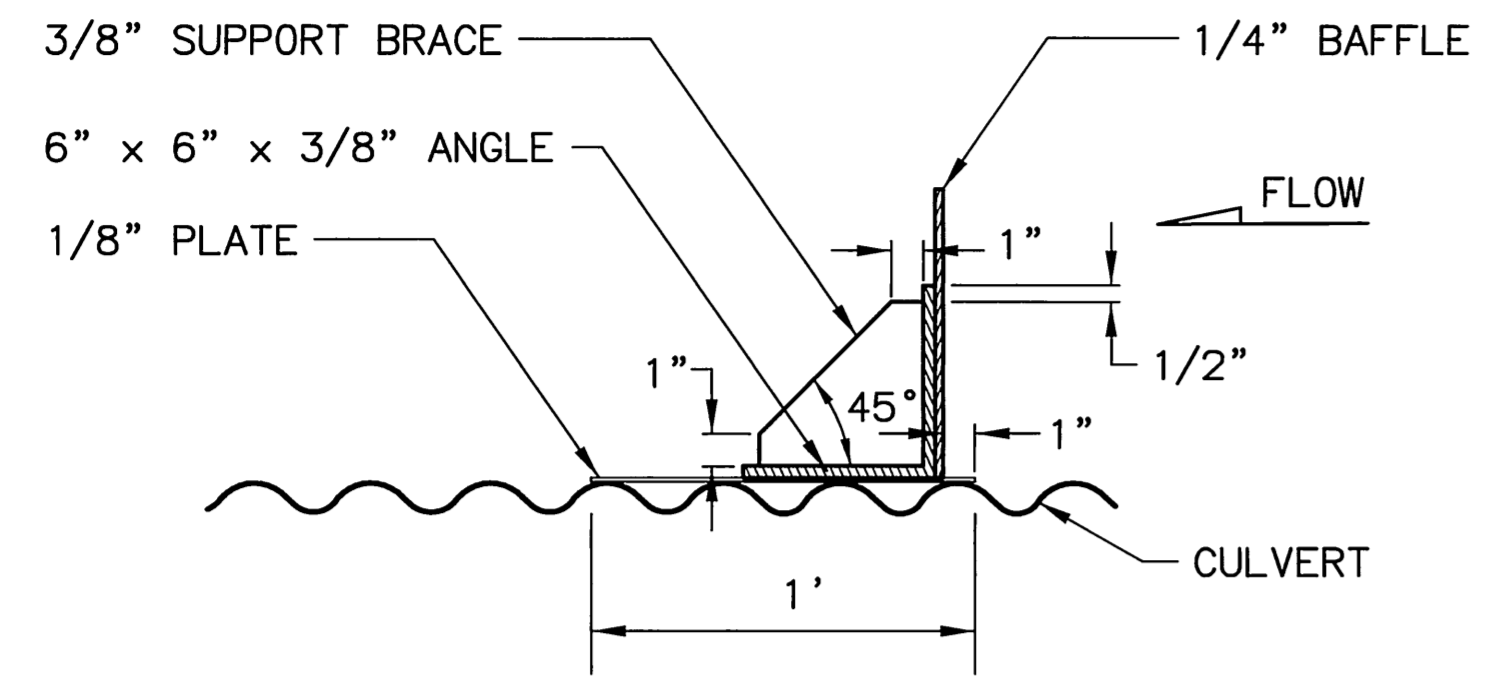
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

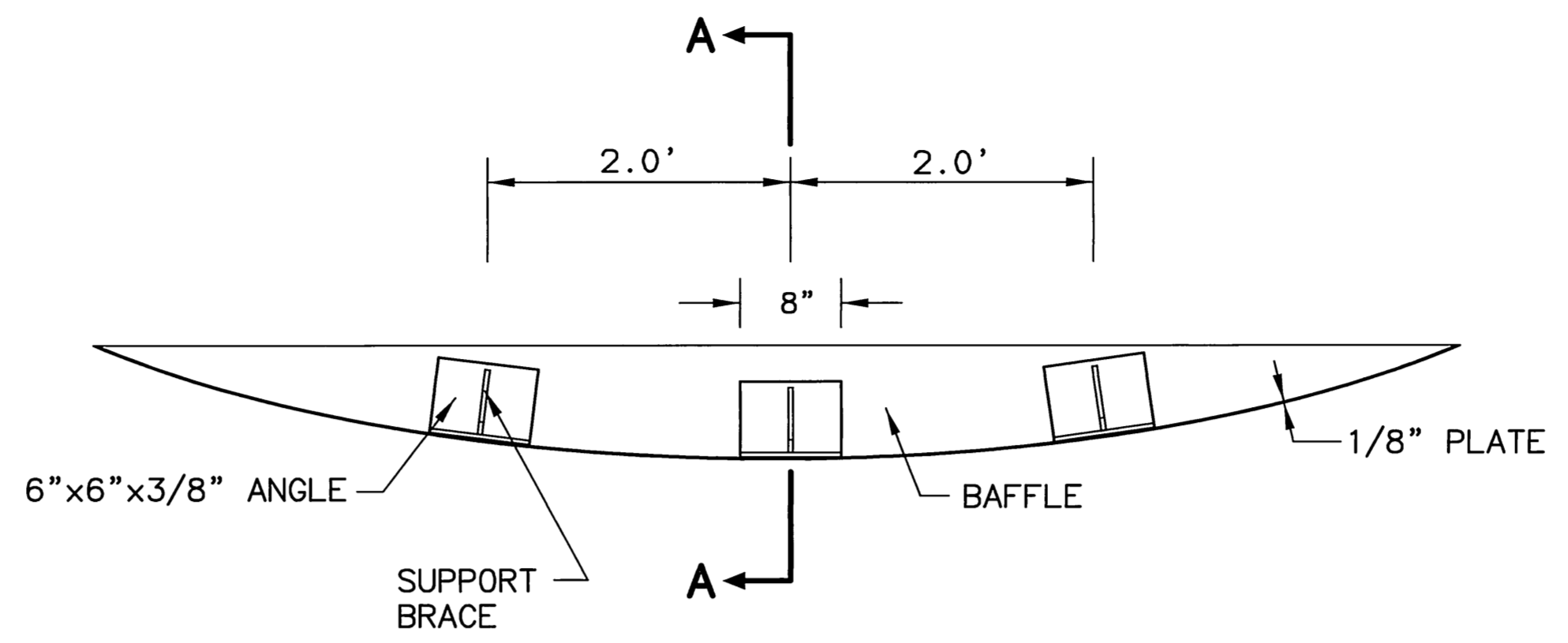
**PIPE INSTALLATION DETAIL
 MP 5.49
 STATION 298+00**

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E7	E17

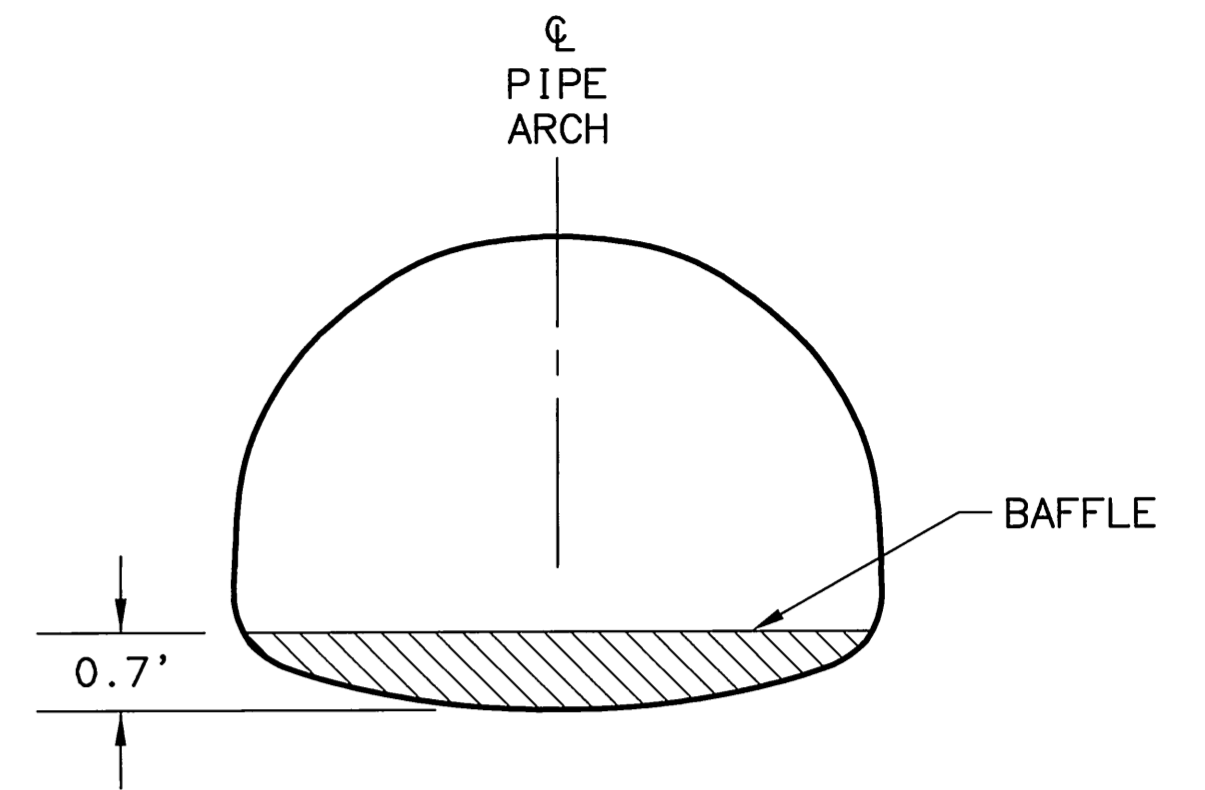
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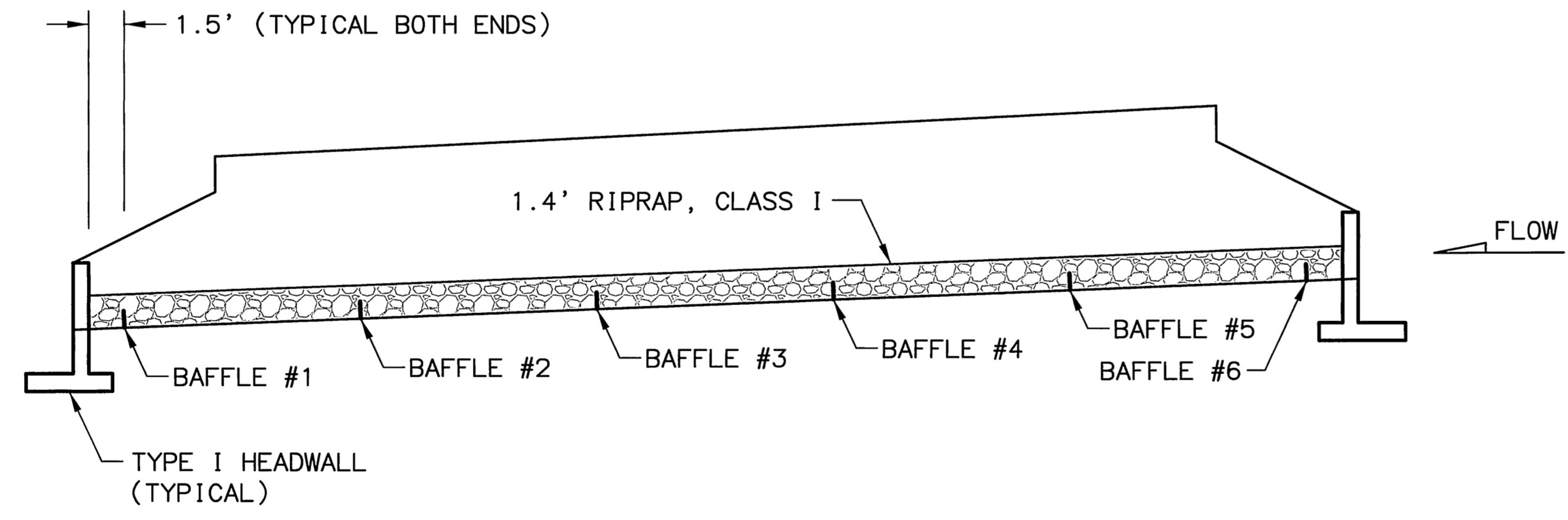
SECTION A-A



BAFFLE SUPPORT BRACKET



STEEL BAFFLE

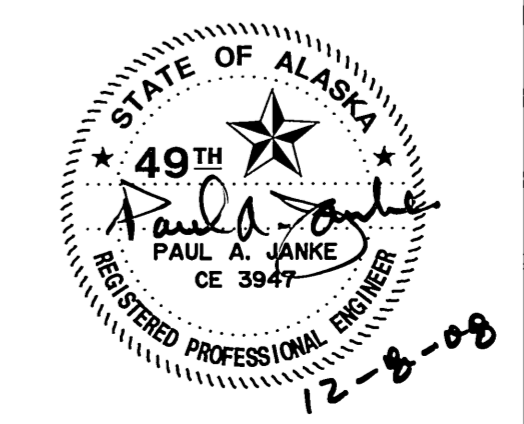


BAFFLE LOCATIONS

MAXIMUM BAFFLE SPACING TO BE 10'

NOTES:

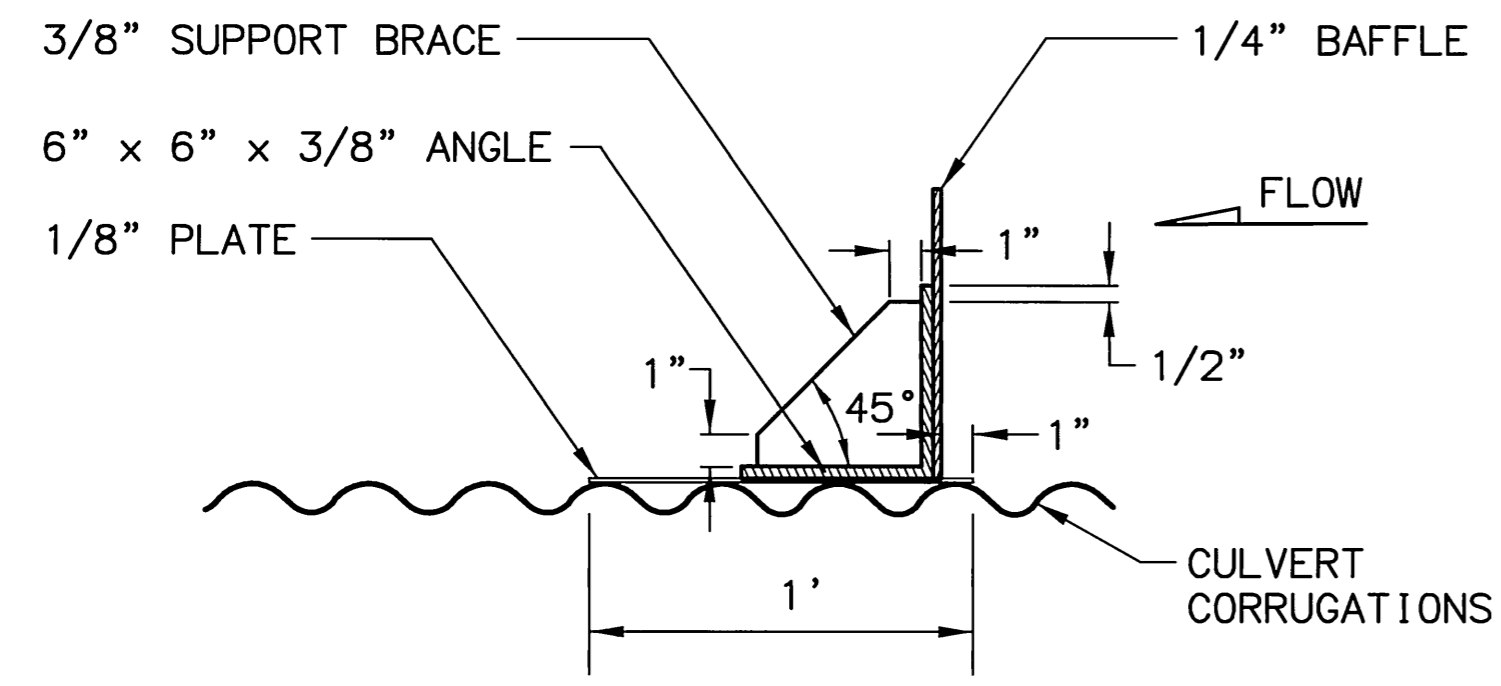
1. WELD OR BOLT BAFFLE SUPPORTS TOGETHER TO THE PIPE, FOLLOW SECTION 504-3.03 PAINTING OF THE STANDARD SPECIFICATIONS TO PROTECT WELDS AND UNTREATED METAL SURFACES.
2. STRUCTURAL STEEL SHALL MEET ASTM A709, GRADE 36.
3. ALL BAFFLES SHALL BE 0.7' HIGH.



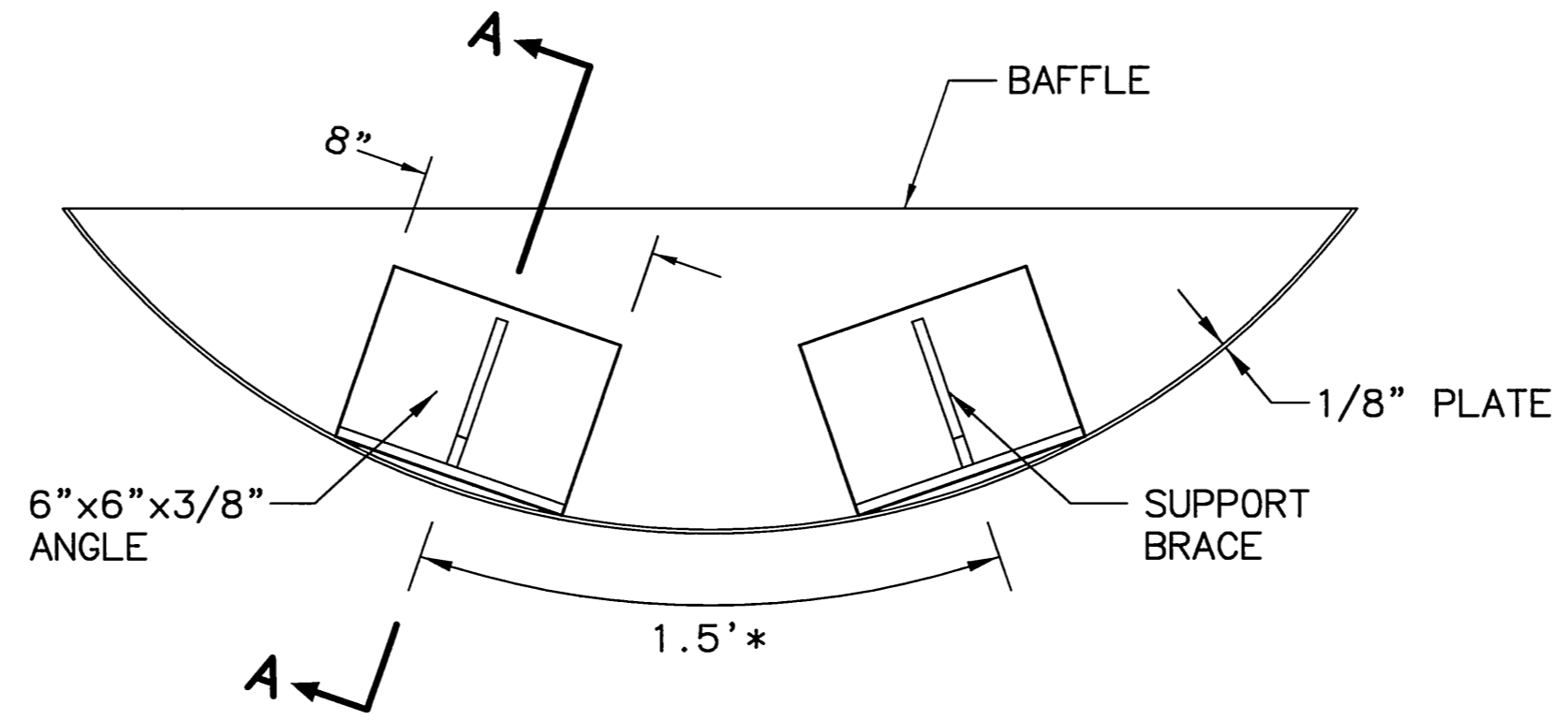
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 BAFFLE DETAILS
 MP 6.02
 STATION 327+00

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E9	E17

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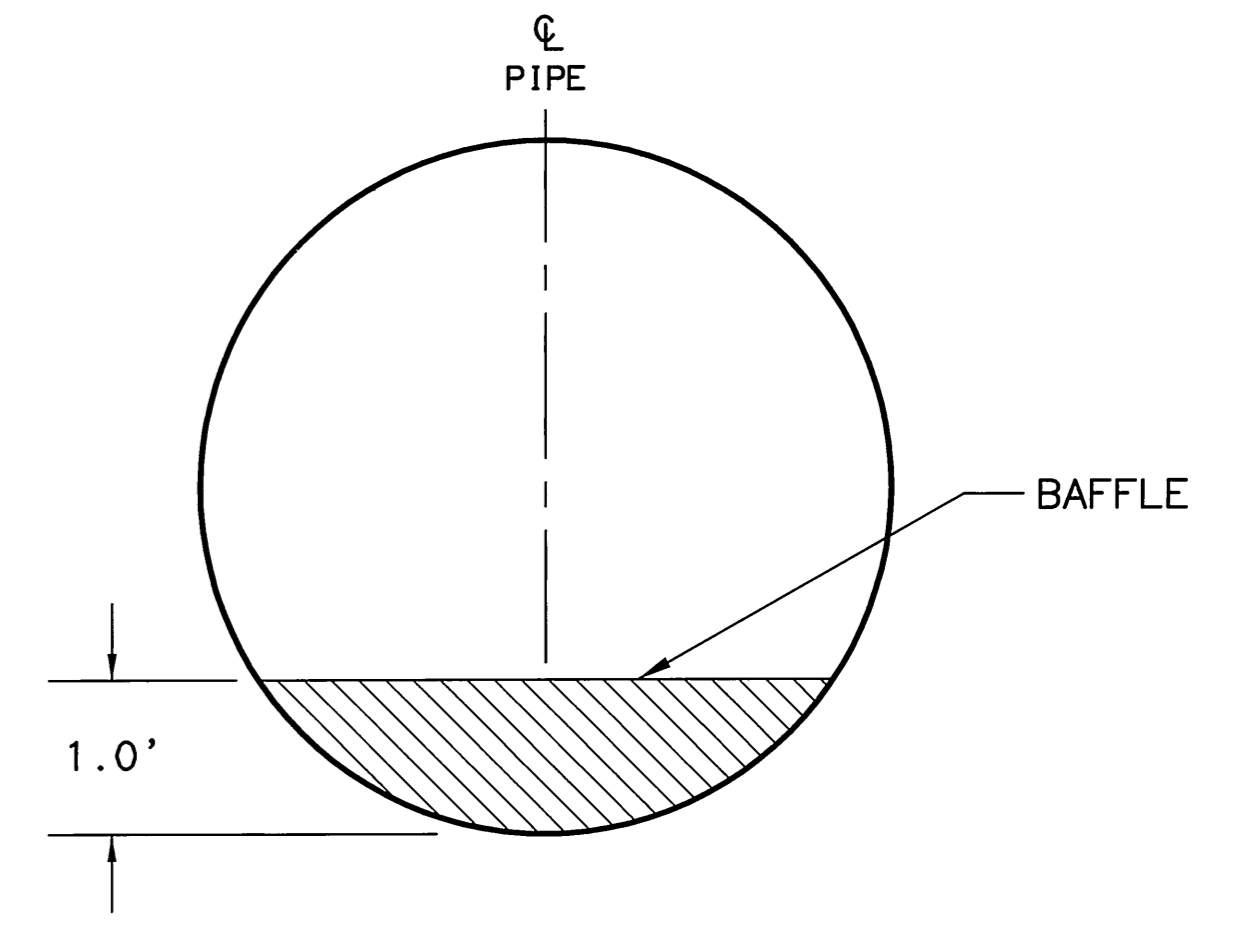


SECTION A-A

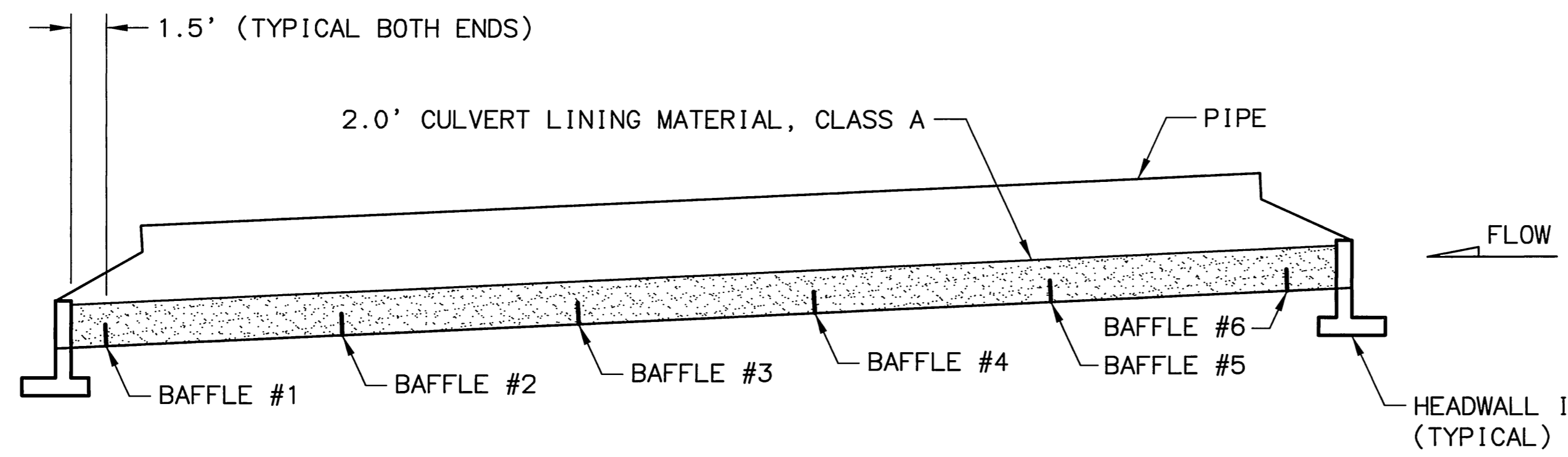


BAFFLE SUPPORT BRACKET

* AS MEASURED AROUND INTERIOR CIRCUMFERENCE OF PIPE.



STEEL BAFFLE



BAFFLE LOCATIONS

MAXIMUM BAFFLE SPACING TO BE 10'

NOTES:

1. WELD OR BOLT BAFFLE SUPPORTS TOGETHER AND TO THE PIPE, FOLLOW SECTION 504-3.03 PAINTING OF THE STANDARD SPECIFICATIONS TO PROTECT WELDS AND UNTREATED METAL SURFACES.
2. STRUCTURAL STEEL SHALL MEET ASTM A709, GRADE 36.
3. ALL BAFFLES SHALL BE 1.0' HIGH, DEPTH OF CULVERT LINING MATERIAL SHALL BE 2.0'.

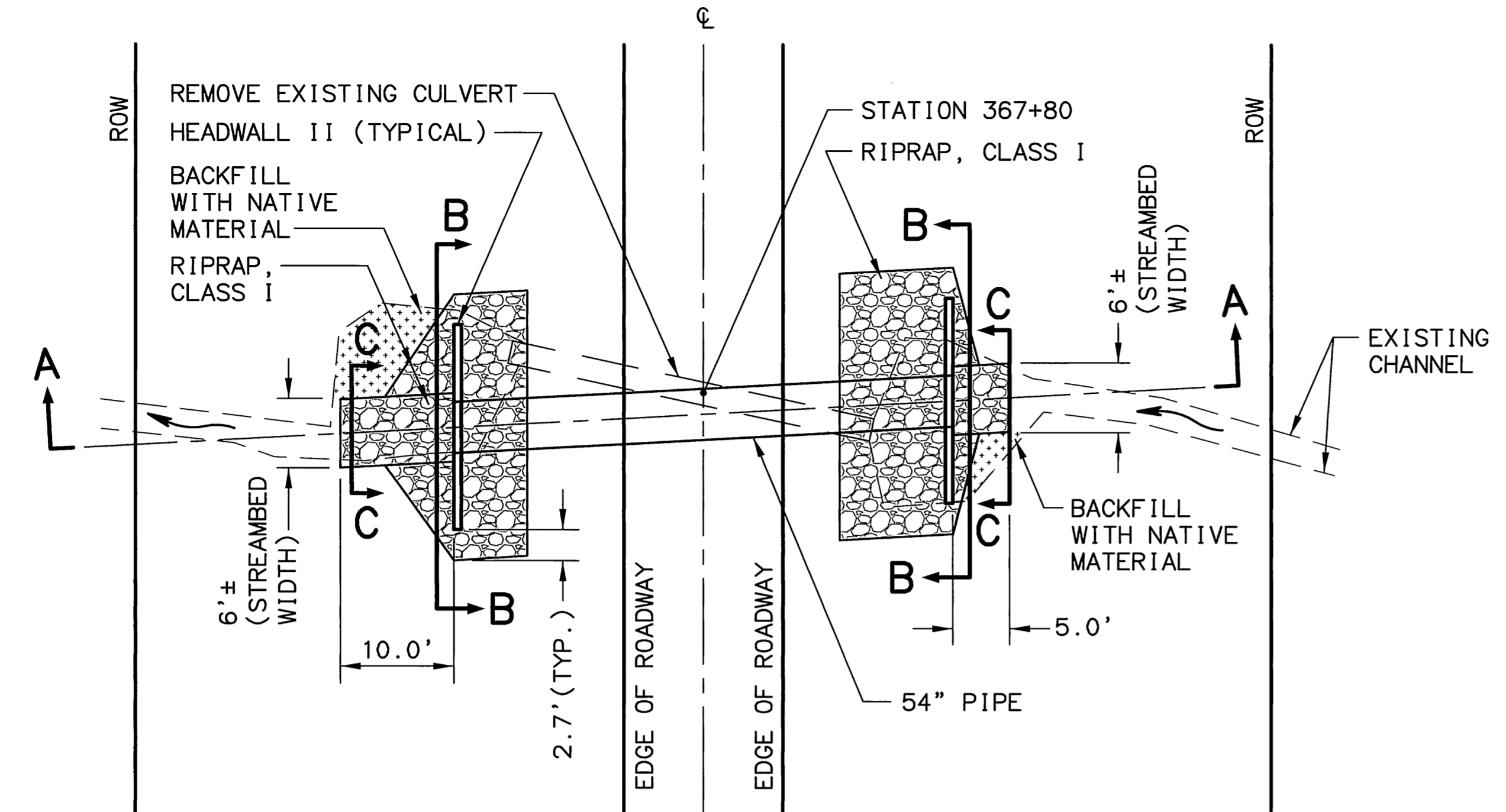


STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 BAFFLE DETAILS
 MP 6.72
 STATION 364+00

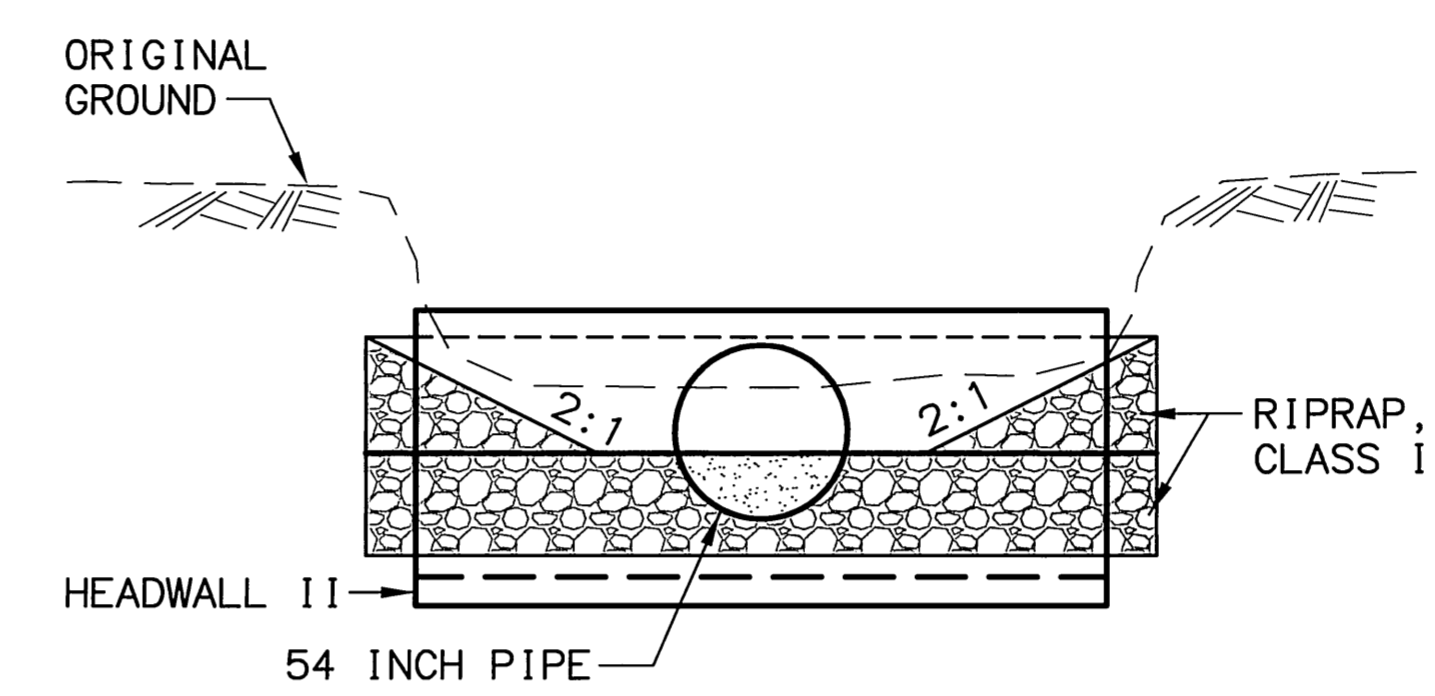
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No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E10	E17

NOTES:

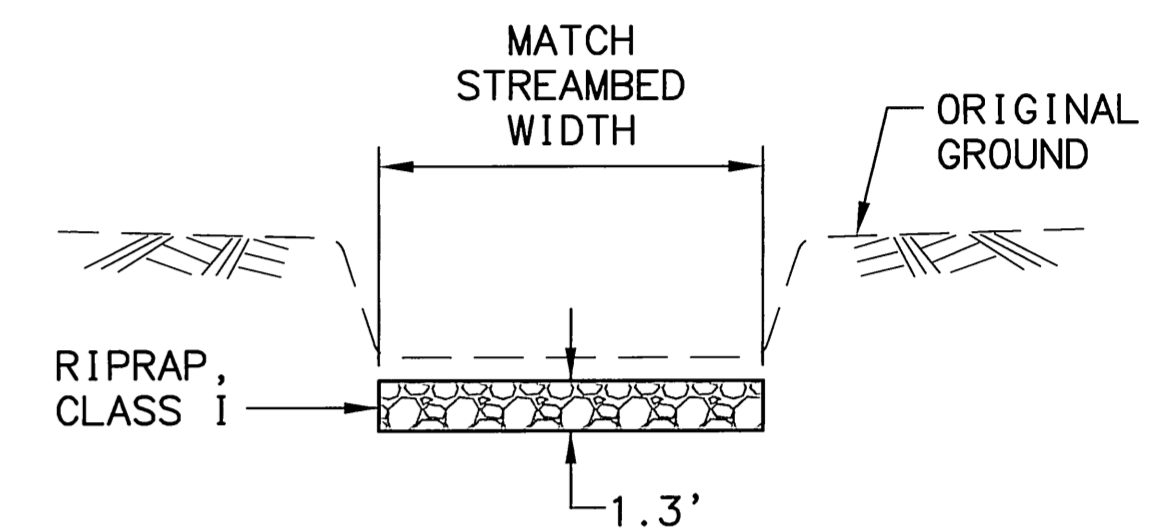
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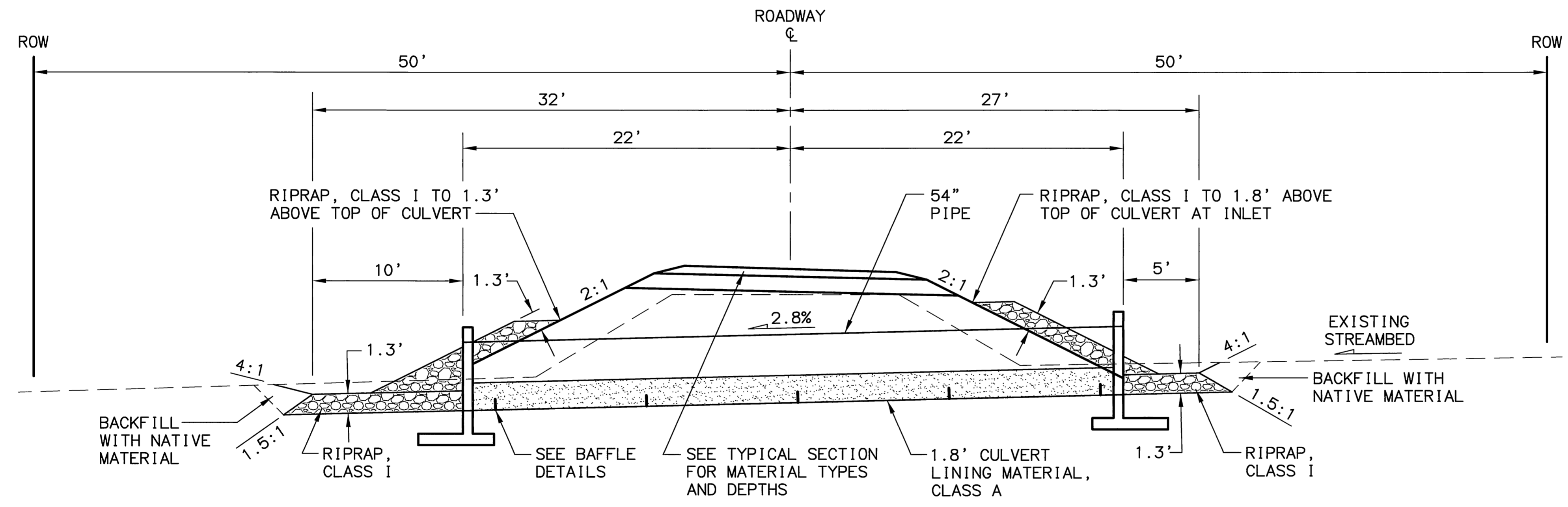
PLAN



SECTION B-B



SECTION C-C

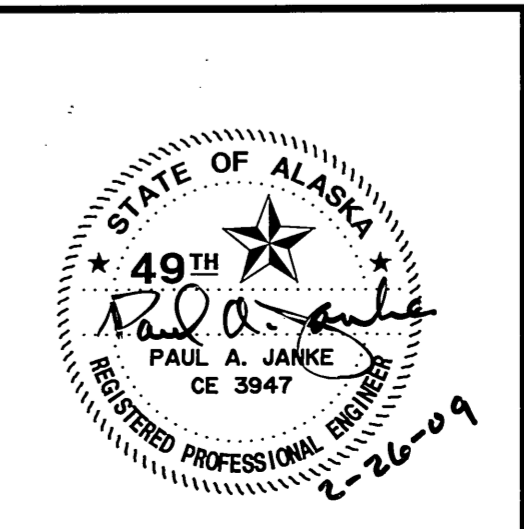


SECTION A-A

HYDROLOGIC AND HYDRAULIC SUMMARY

DRAINAGE AREA = 0.2 SQUARE MILES			
EXCEEDANCE PROBABILITY	2%	1%	REGULATORY FLOOD
RETURN PERIOD	50 YEAR (Q ₅₀)	100 YEAR (Q ₁₀₀)	N/A
DESIGN DISCHARGE	38 C.F.S.	47 C.F.S.	N/A
DESIGN HIGH WATER ELEVATION	4.2 FEET ABOVE CULVERT INLET INVERT	4.6 FEET ABOVE CULVERT INLET INVERT	N/A
ANTICIPATED ADDITIONAL BACKWATER AT (Q ₁₀₀) = 0.0 FEET			

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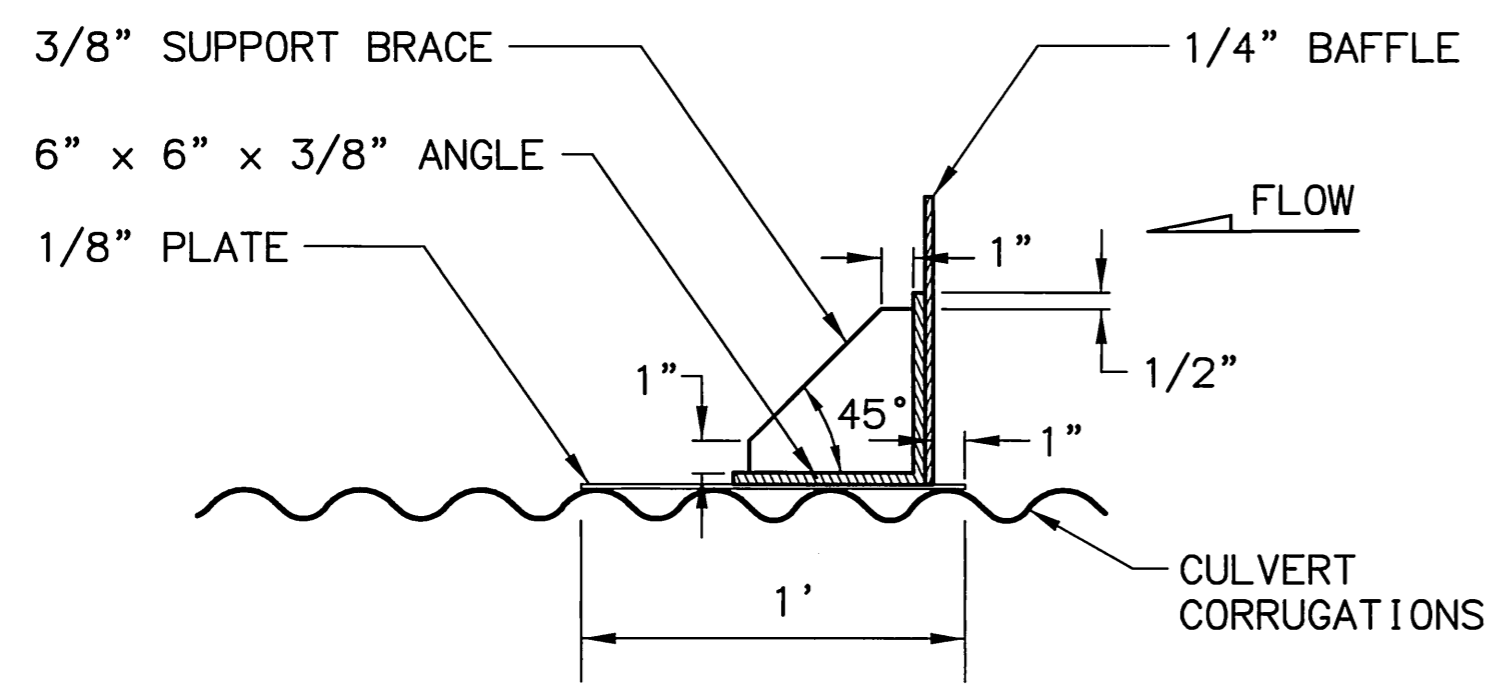
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
SPOT REPAIR**

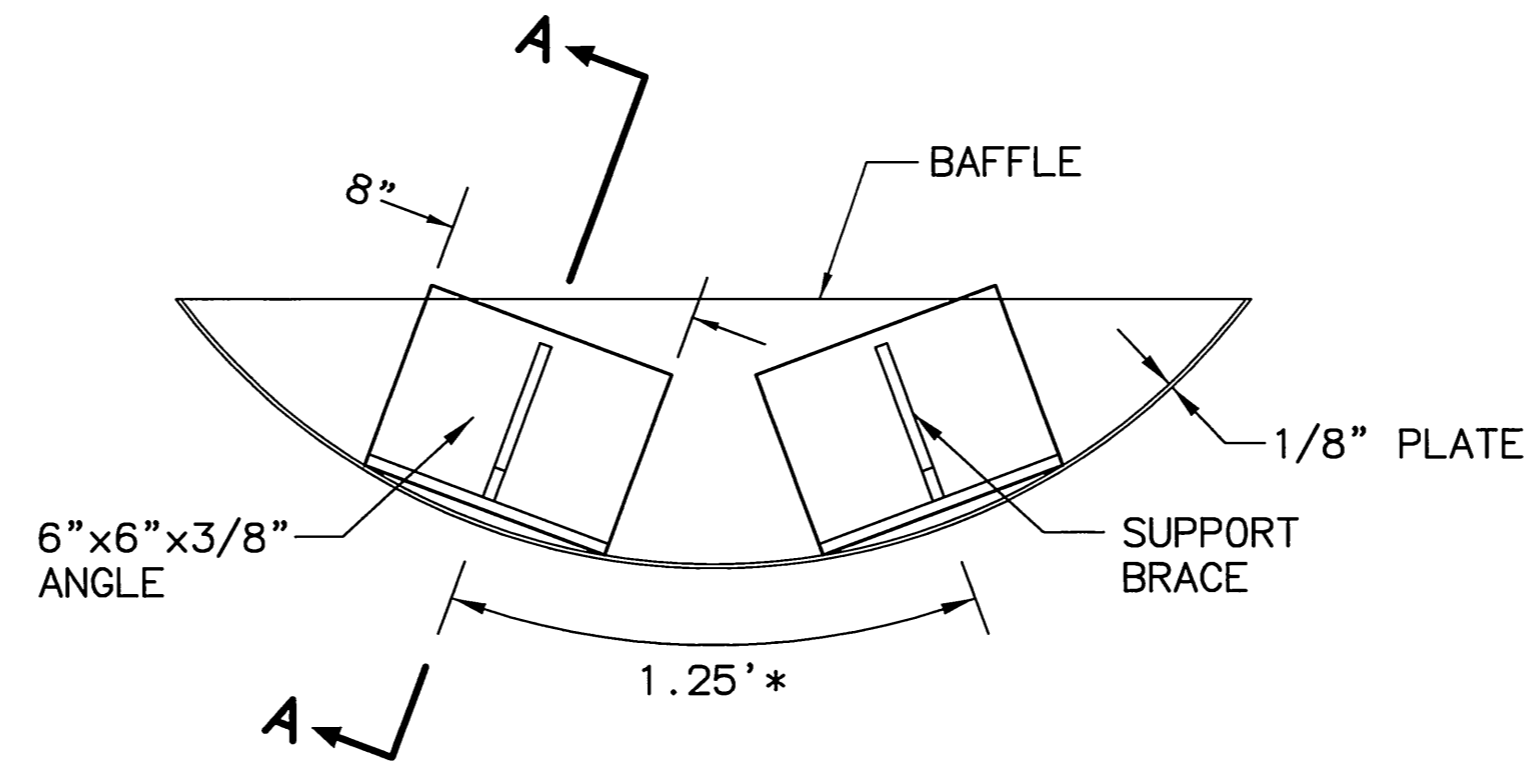
**PIPE INSTALLATION DETAIL
MP 6.8
STATION 367+80**

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E11	E17

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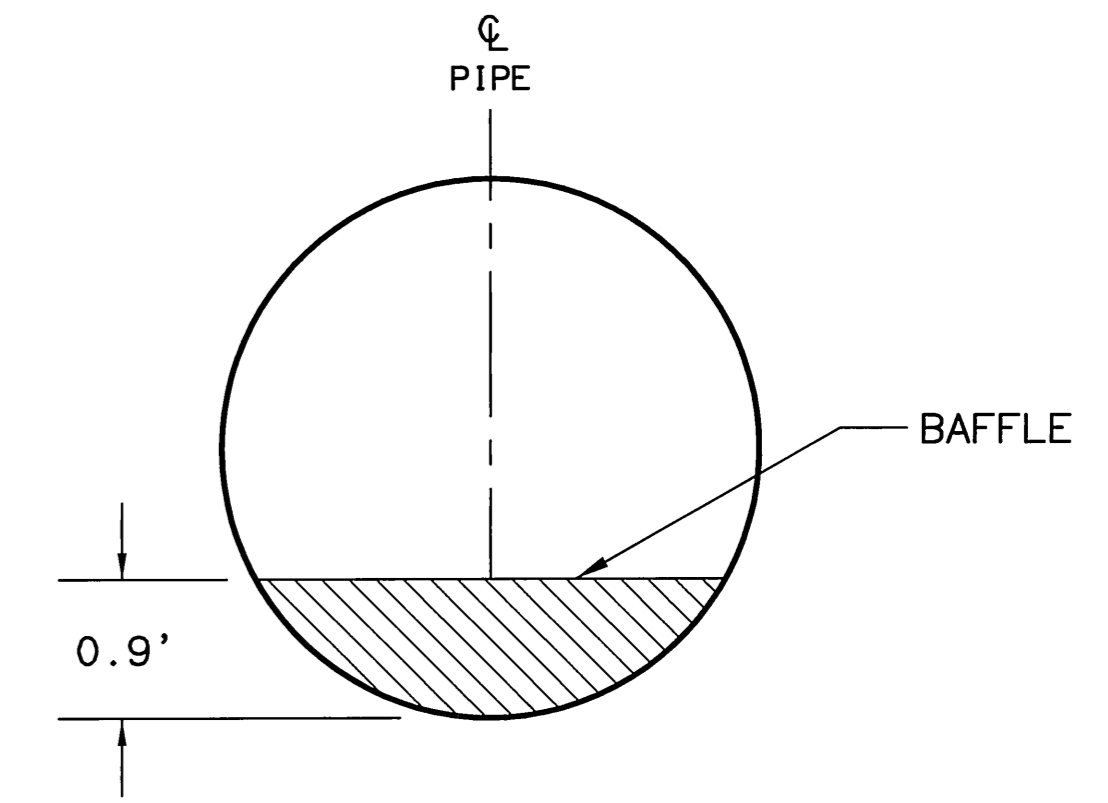


SECTION A-A

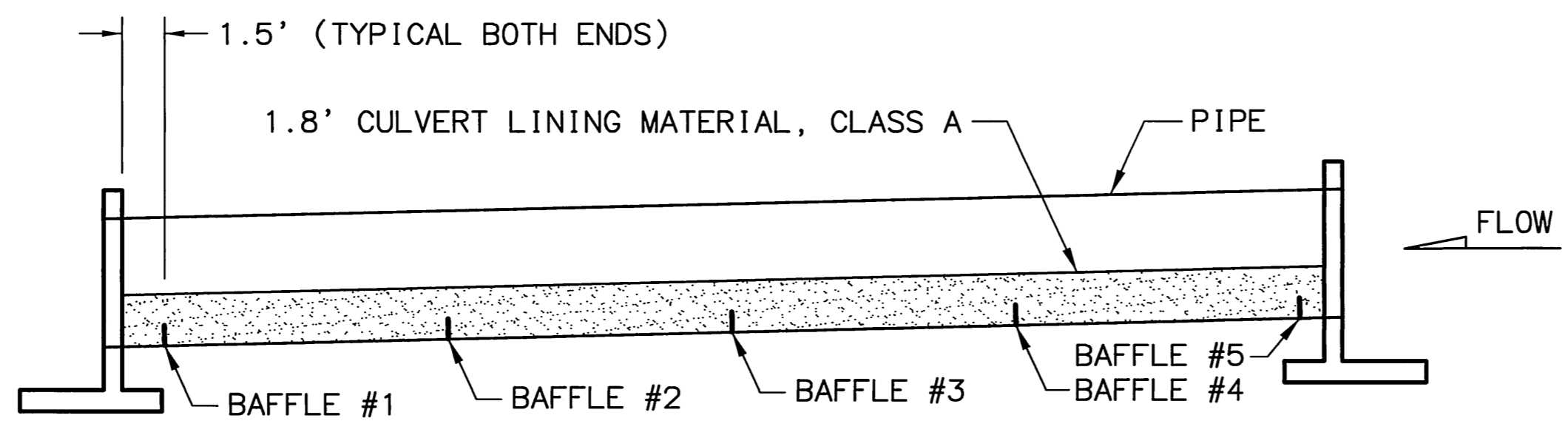


BAFFLE SUPPORT BRACKET

* AS MEASURED AROUND INTERIOR CIRCUMFERENCE OF PIPE.



STEEL BAFFLE

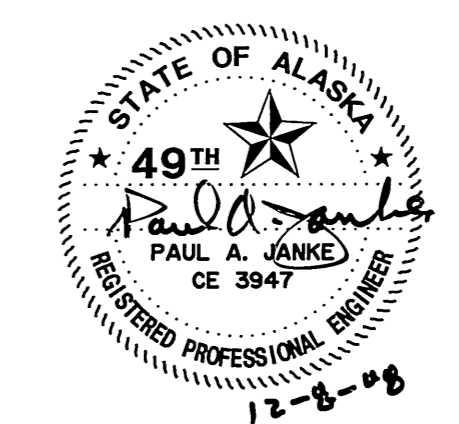


BAFFLE LOCATIONS

MAXIMUM BAFFLE SPACING TO BE 10'.

NOTES:

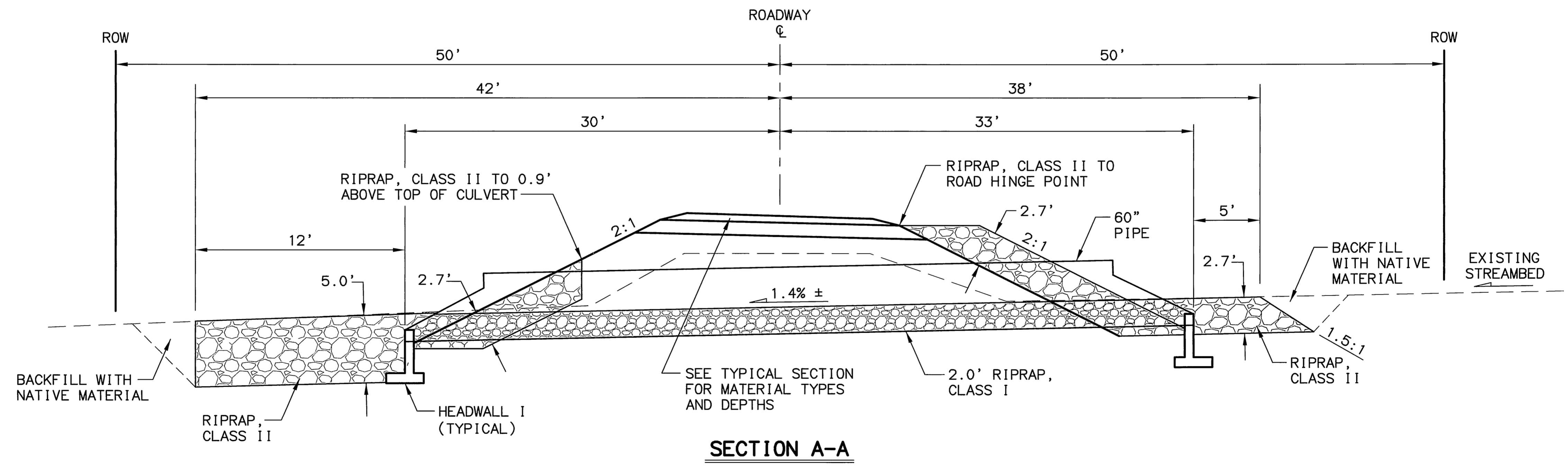
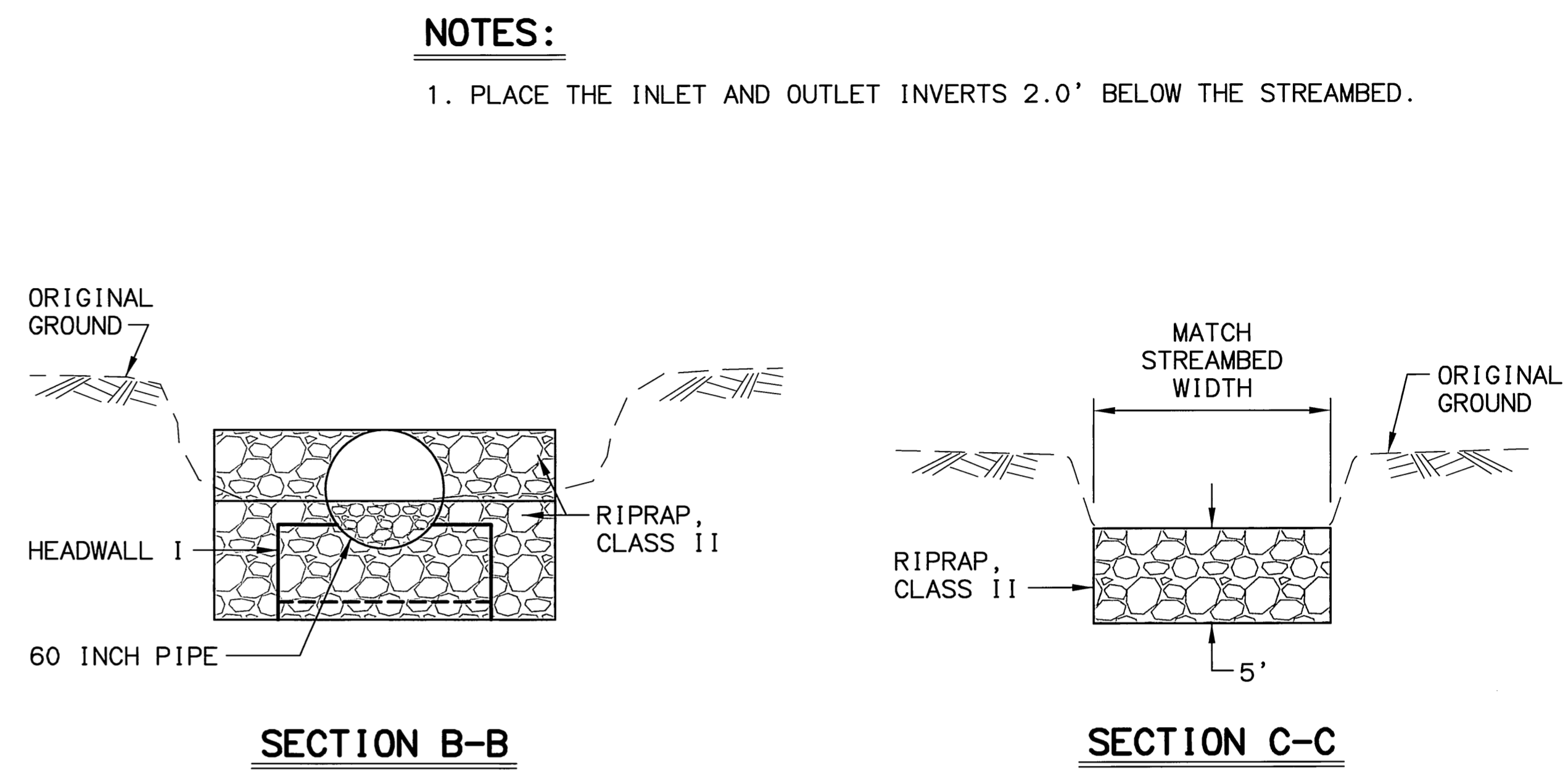
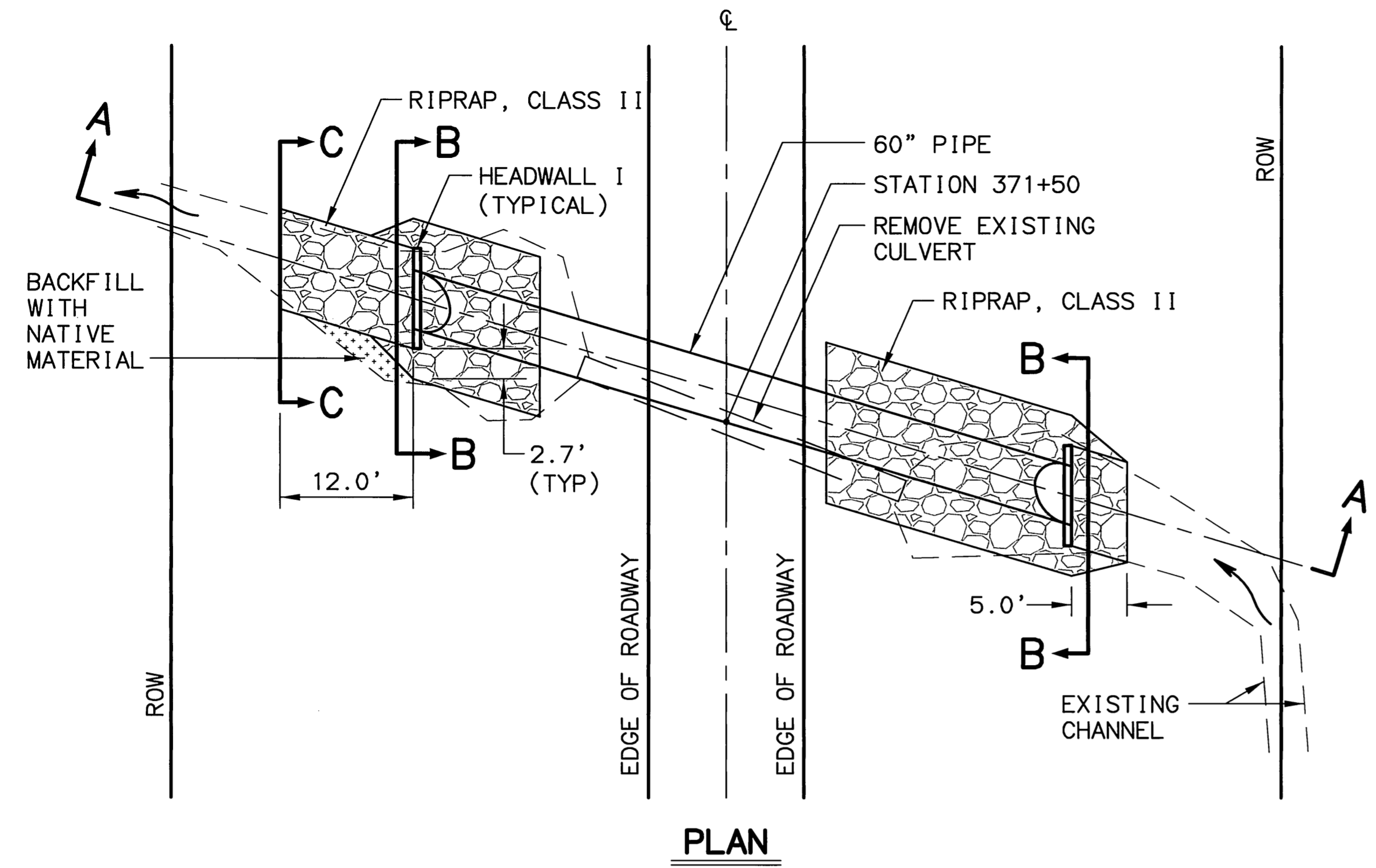
1. WELD OR BOLT BAFFLE SUPPORTS TOGETHER AND TO THE PIPE, FOLLOW SECTION 504-3.03 PAINTING OF THE STANDARD SPECIFICATIONS TO PROTECT WELDS AND UNTREATED METAL SURFACES.
2. STRUCTURAL STEEL SHALL MEET ASTM A709, GRADE 36.
3. ALL BAFFLES SHALL BE 0.9' HIGH, DEPTH OF CULVERT LINING MATERIAL SHALL BE 1.8'.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 BAFFLE DETAILS
 MP 6.8
 STATION 367+80

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E12	E17

DRAWING LOCATION: W:\Staff\Engineering\Summers\Land Projects\2004\Williamsport\dwg\Culverts\WPB.dwg
 DATE: 2/24/2009 5:00:44 PM AST
 LAYOUT: MP6.86
 SCALE: 1:5
 DESIGNED BY: MW
 CHECKED BY: VS/PL
 XREFS: NONE



HYDROLOGIC AND HYDRAULIC SUMMARY			
DRAINAGE AREA = 0.3 SQUARE MILES			
EXCEEDANCE PROBABILITY	2%	1%	REGULATORY FLOOD
RETURN PERIOD	50 YEAR (Q ₅₀)	100 YEAR (Q ₁₀₀)	N/A
DESIGN DISCHARGE	53 C.F.S.	66 C.F.S.	N/A
DESIGN HIGH WATER ELEVATION	4.9 FEET ABOVE CULVERT INLET INVERT	5.5 FEET ABOVE CULVERT INLET INVERT	N/A
ANTICIPATED ADDITIONAL BACKWATER AT (Q ₁₀₀) = 0.0 FEET			

PAUL A. JANKE
CE 3947
2-26-09

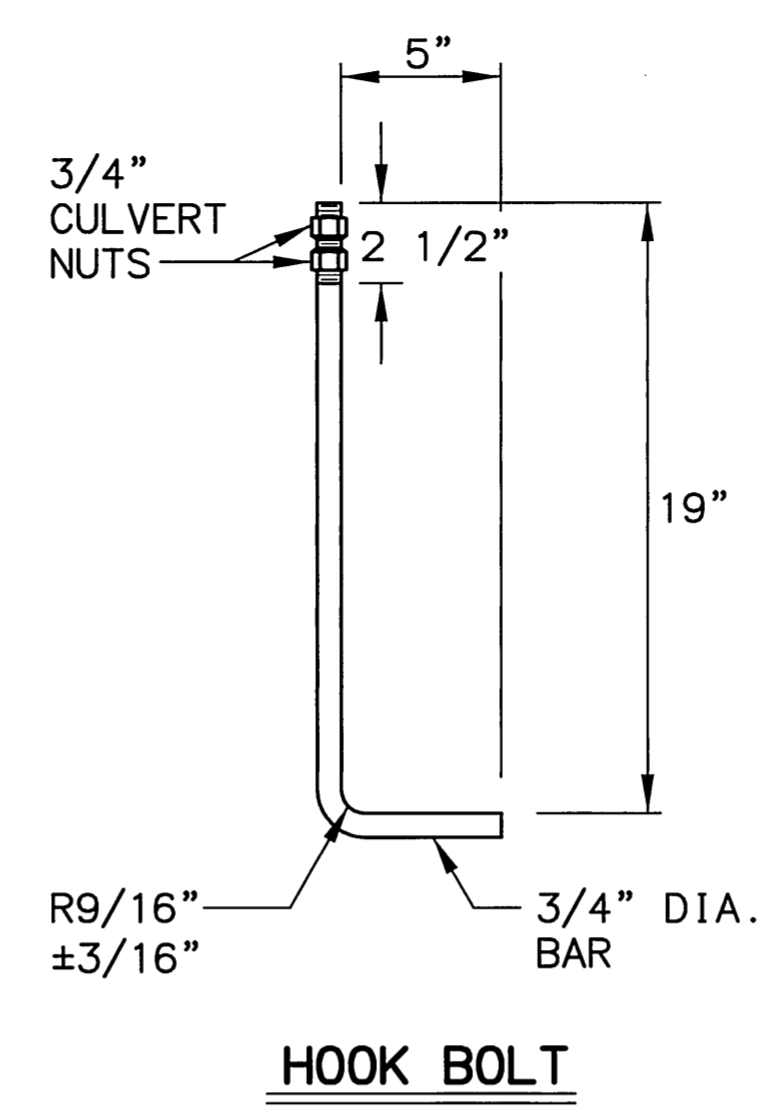
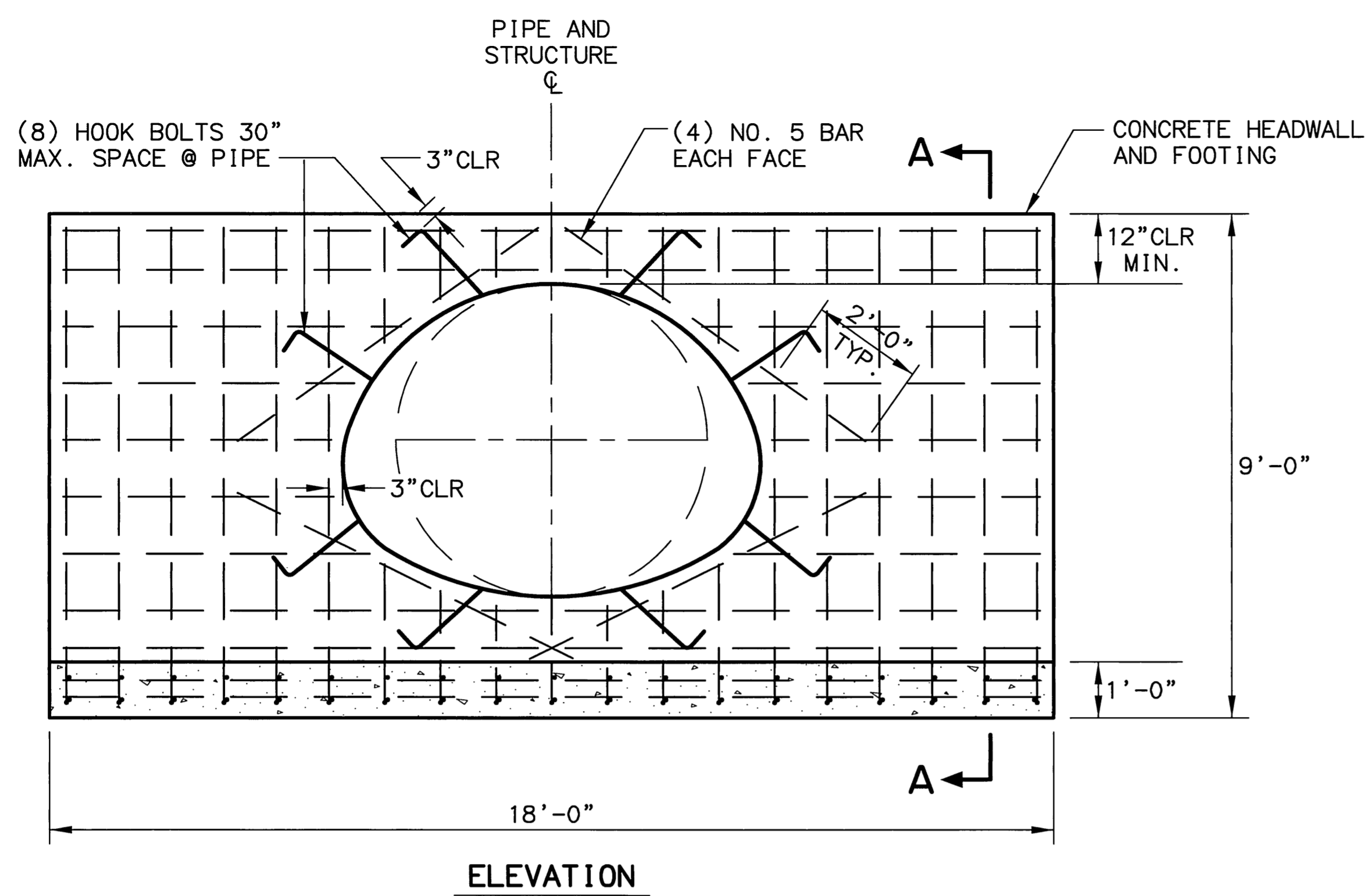
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
SPOT REPAIR**

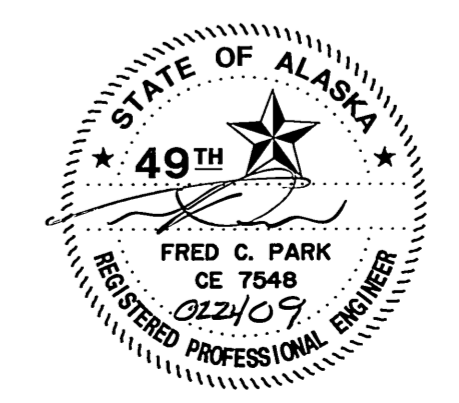
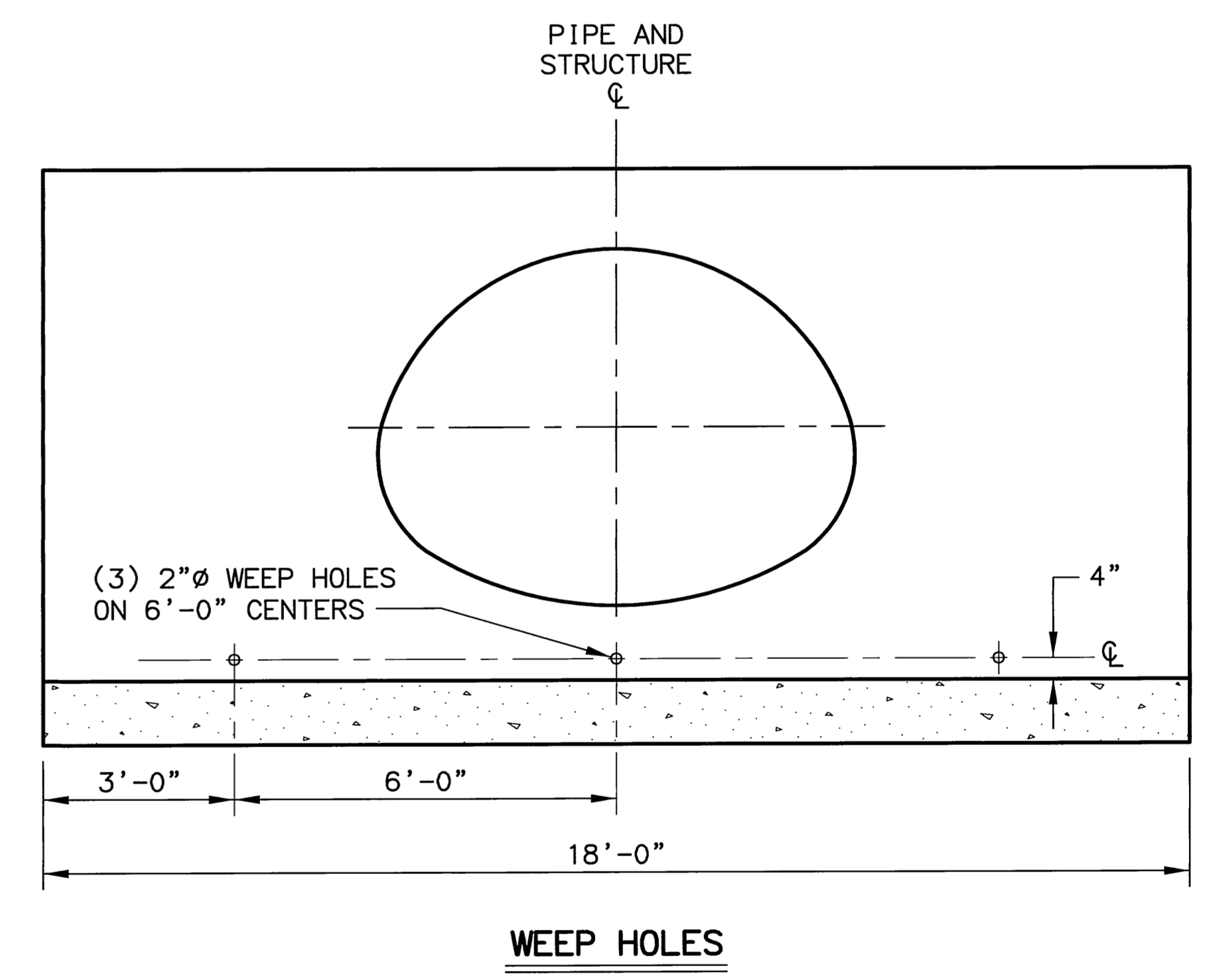
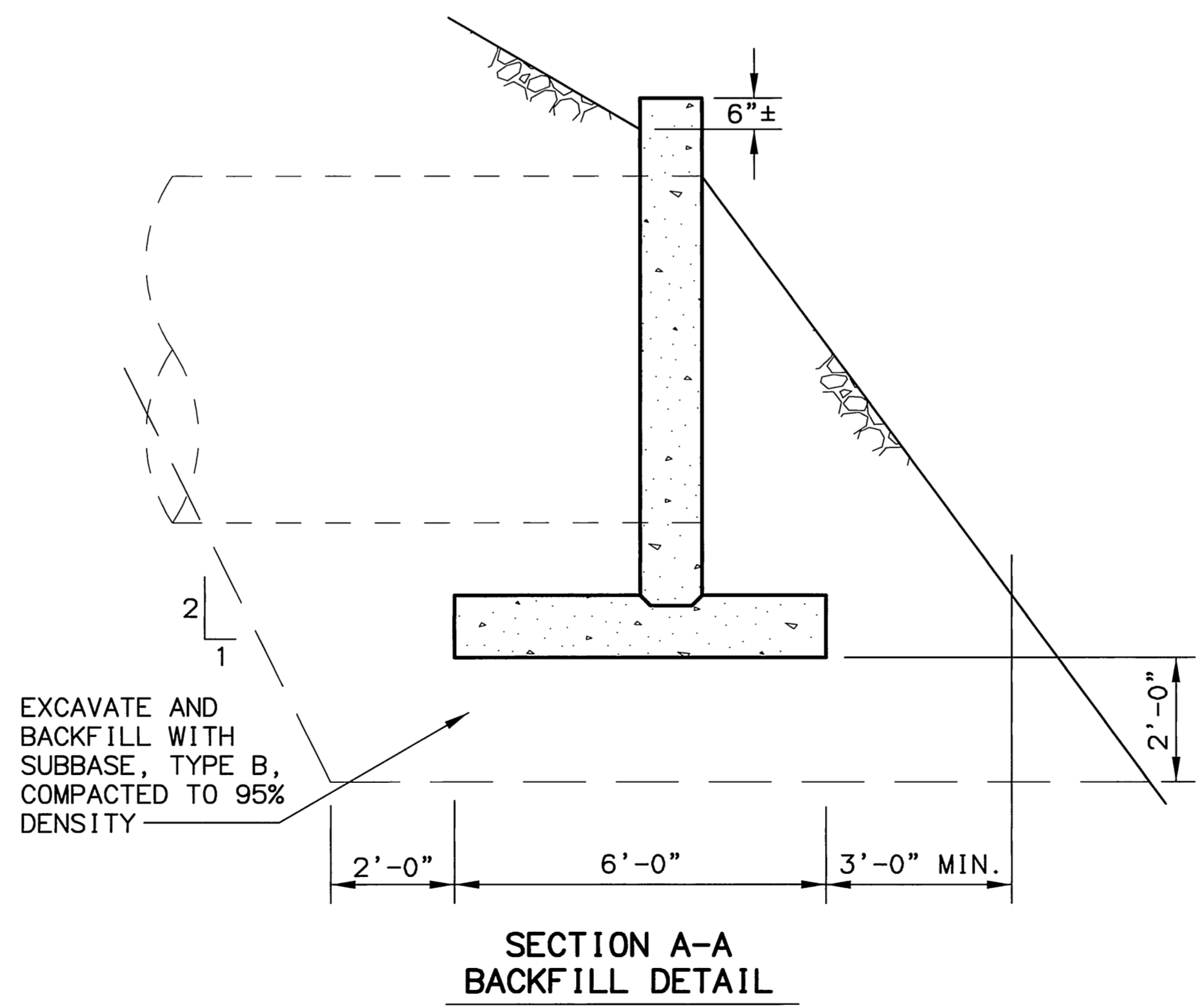
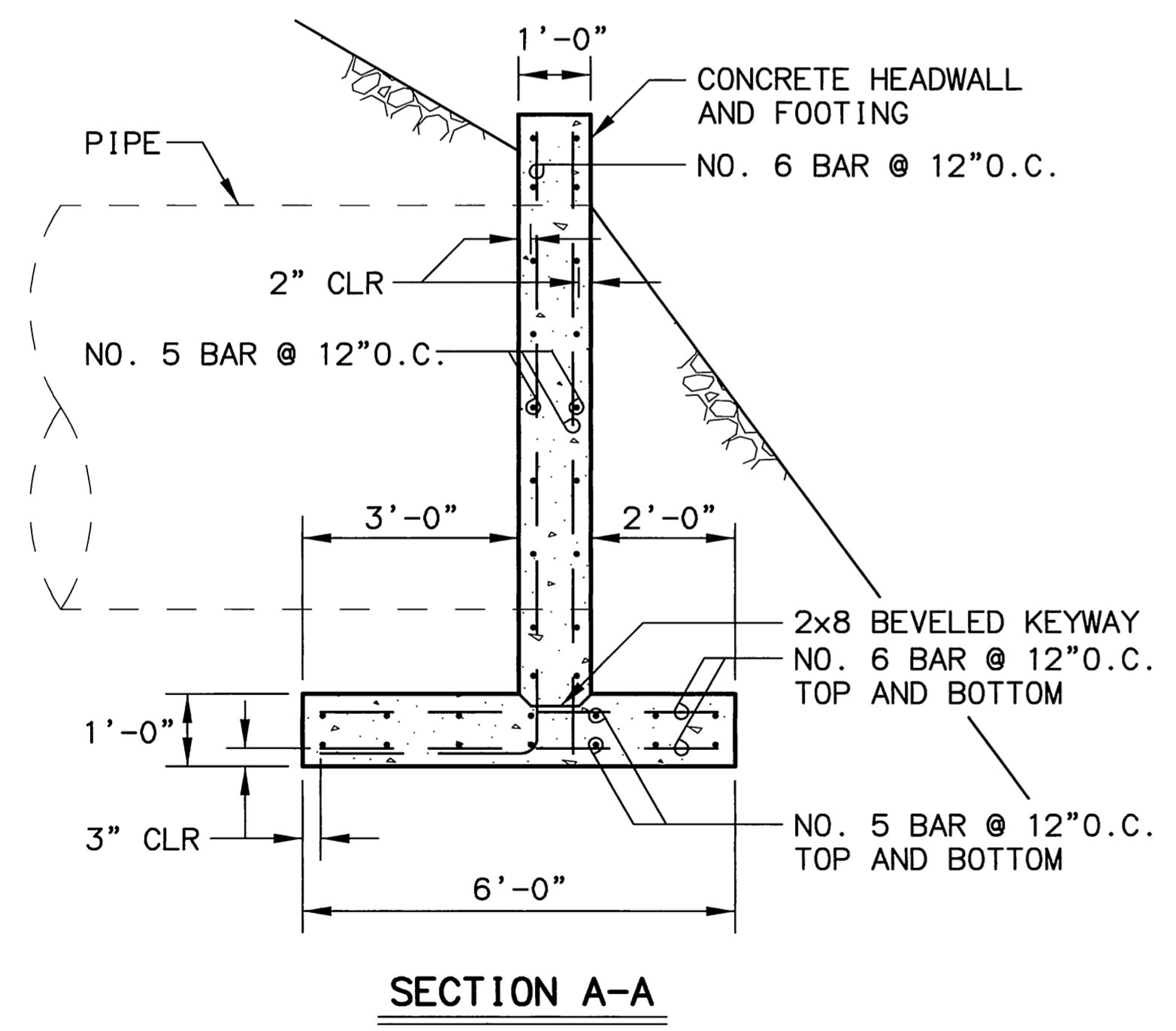
**PIPE INSTALLATION DETAIL
MP 6.86
STATION 371+50**

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E14	E17

DESIGNED BY: [] CHECKED BY: [] DRAFTED BY: []
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 DATE: 5/14/2008 9:06:39 AM ADT
 TIME: 9:06:39 AM ADT
 PROJECT: 2004\Williamsport\dwg\Headwall_WP3.dwg
 DRAWING LOCATION: W:\Staff\Engineering\Summers\Land Projects\2004\Williamsport\dwg\Headwall_WP3.dwg



- GENERAL NOTES:**
1. CLASS A CONCRETE SHALL BE USED ON ALL HEADWALLS.
 2. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 3/4".
 3. IF UNSUITABLE FOUNDATION MATERIAL IS ENCOUNTERED, IT SHALL BE REMOVED AND BACKFILLED WITH SUITABLE MATERIAL AS DIRECTED BY THE ENGINEER.
 4. FURNISHING AND INSTALLING HOOK BOLTS IN PLACE SHALL BE INCIDENTAL TO COST OF CLASS A CONCRETE.
 5. HOOK BOLTS AND NUTS SHALL BE HOT DIPPED GALVANIZED.
 6. HEADWALLS FOR SKEWED CULVERTS TO BE PARALLEL TO ROAD CENTERLINE.
 7. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH STATE OF ALASKA, STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
 8. REINFORCEMENT SHALL BE PLACED 3" CLEAR FROM SURFACE OF CONCRETE UNLESS OTHERWISE NOTED.
 9. REINFORCEMENT STEEL SHALL BE GRADE 60.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

**HEADWALL DETAILS
 MP 8.2
 STATION 441+90**

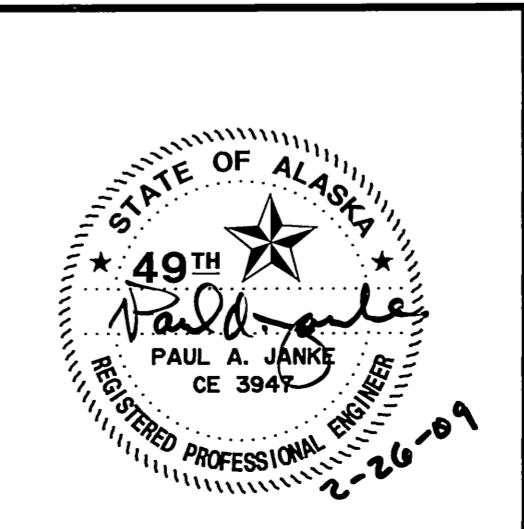
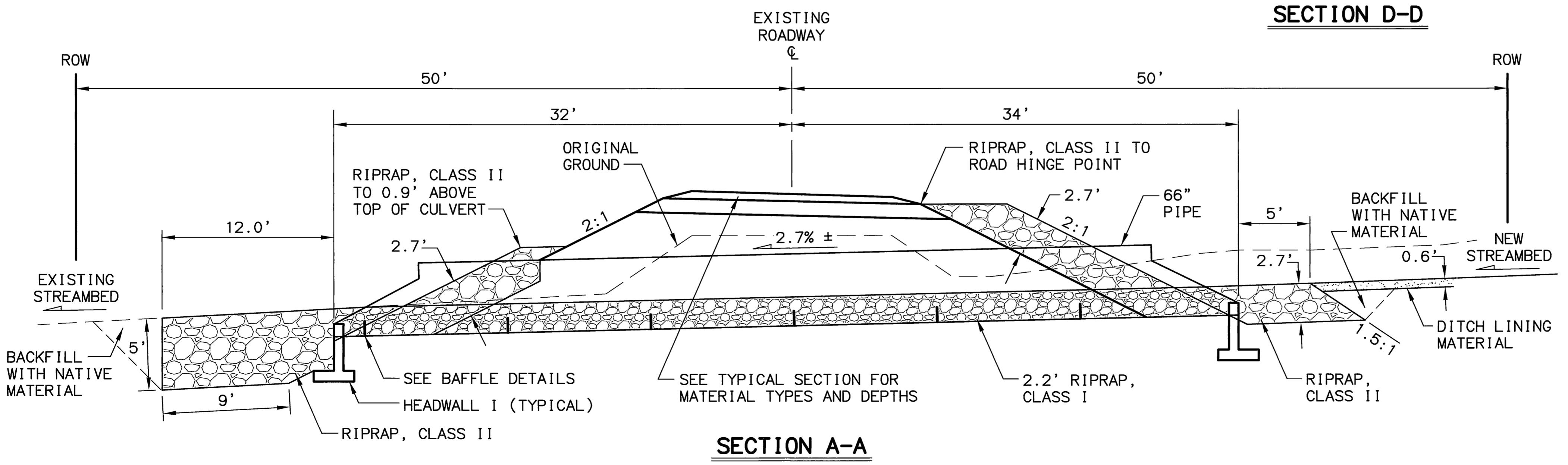
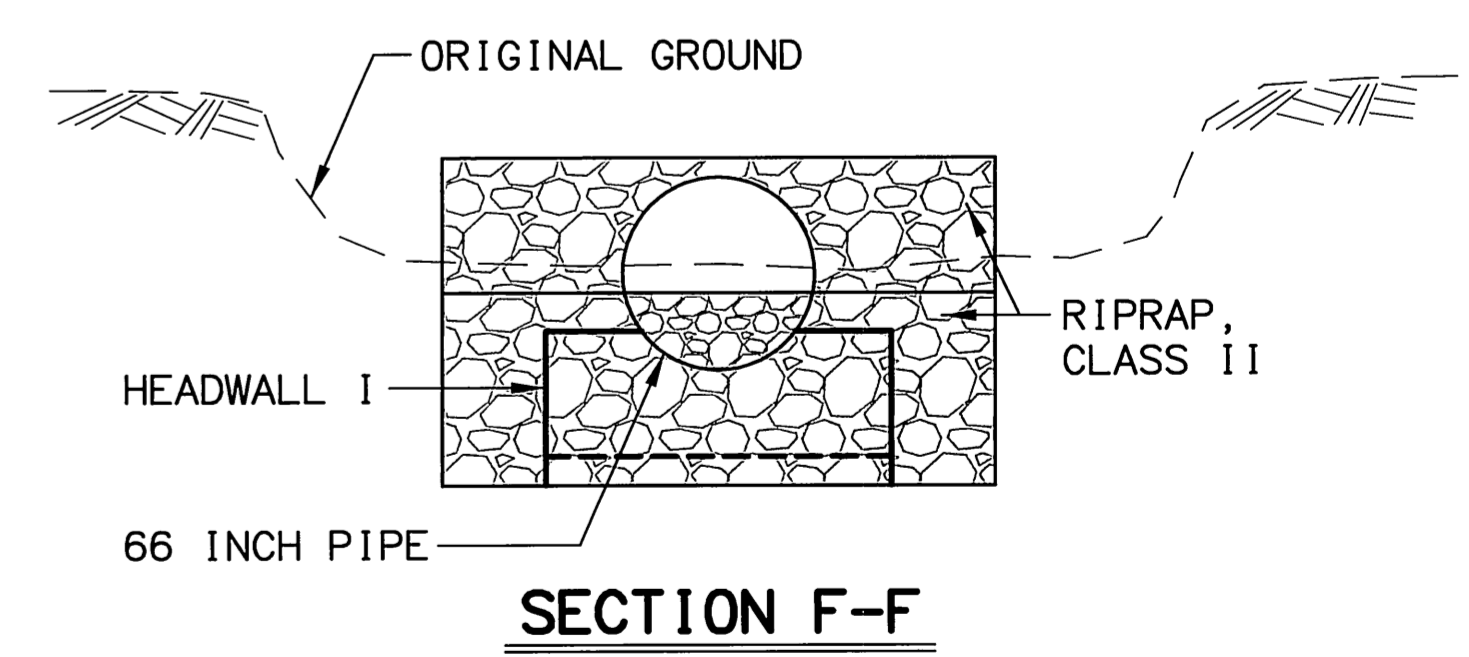
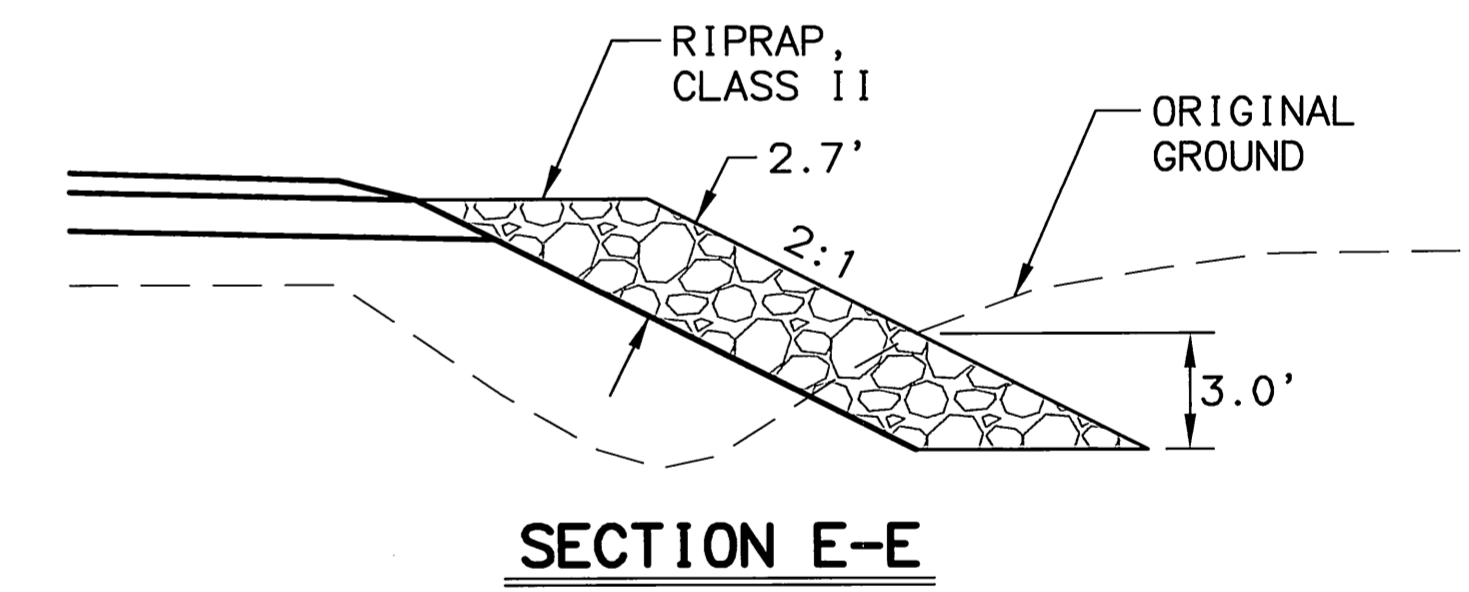
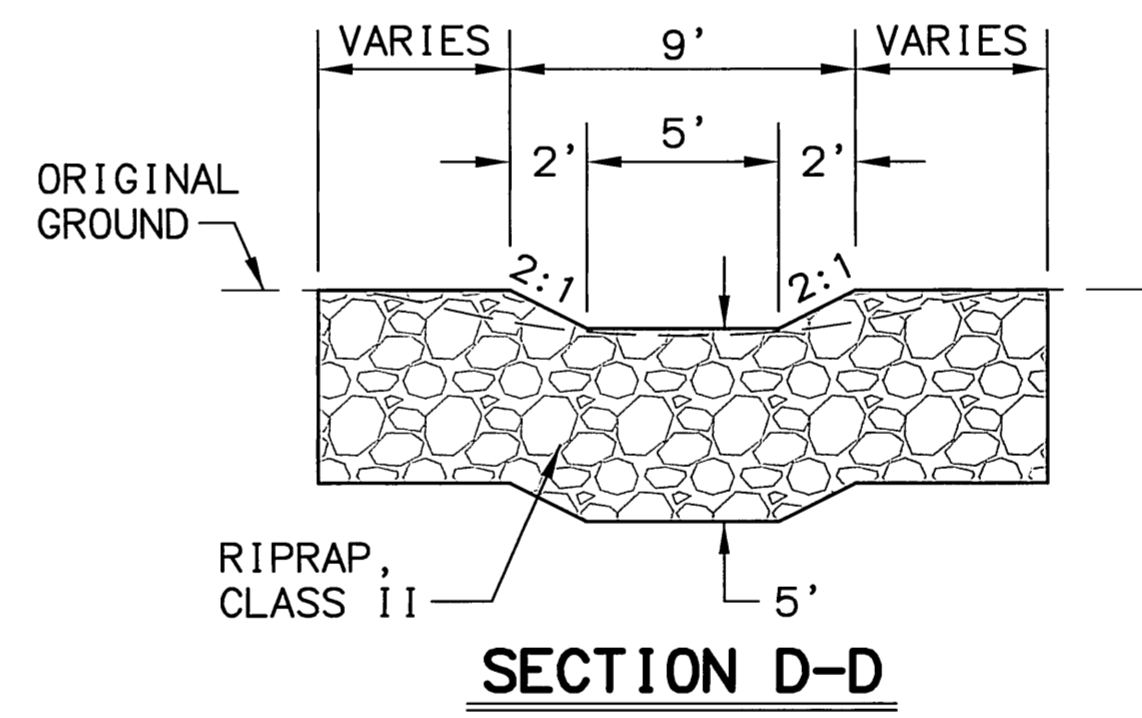
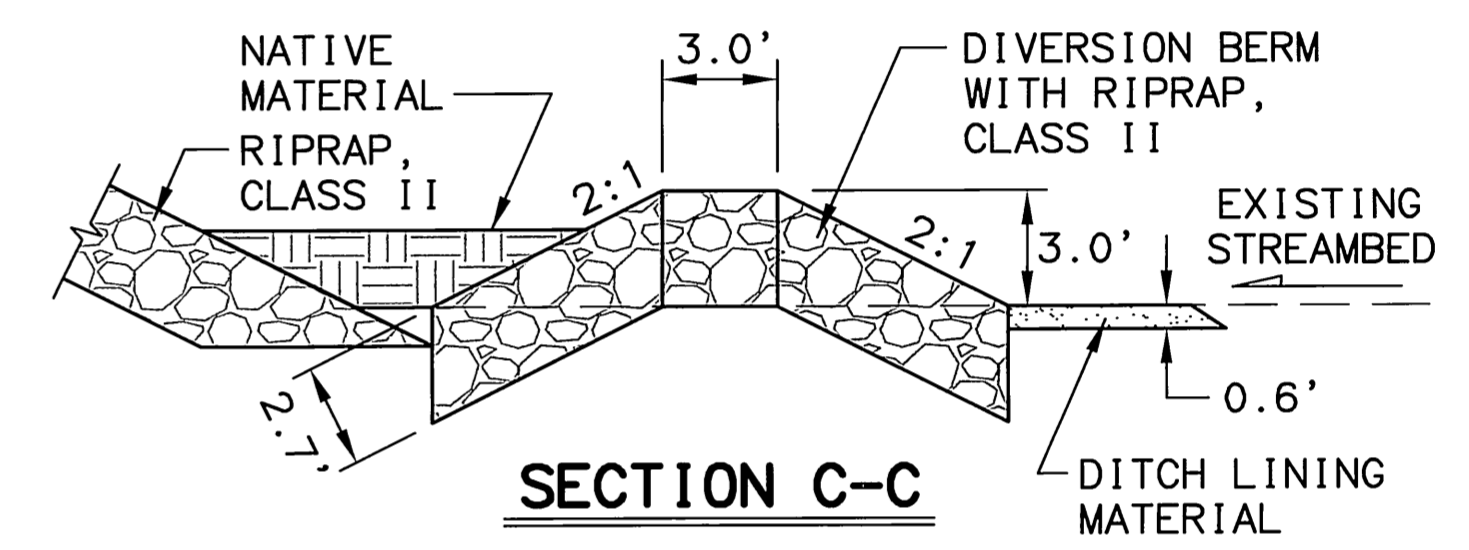
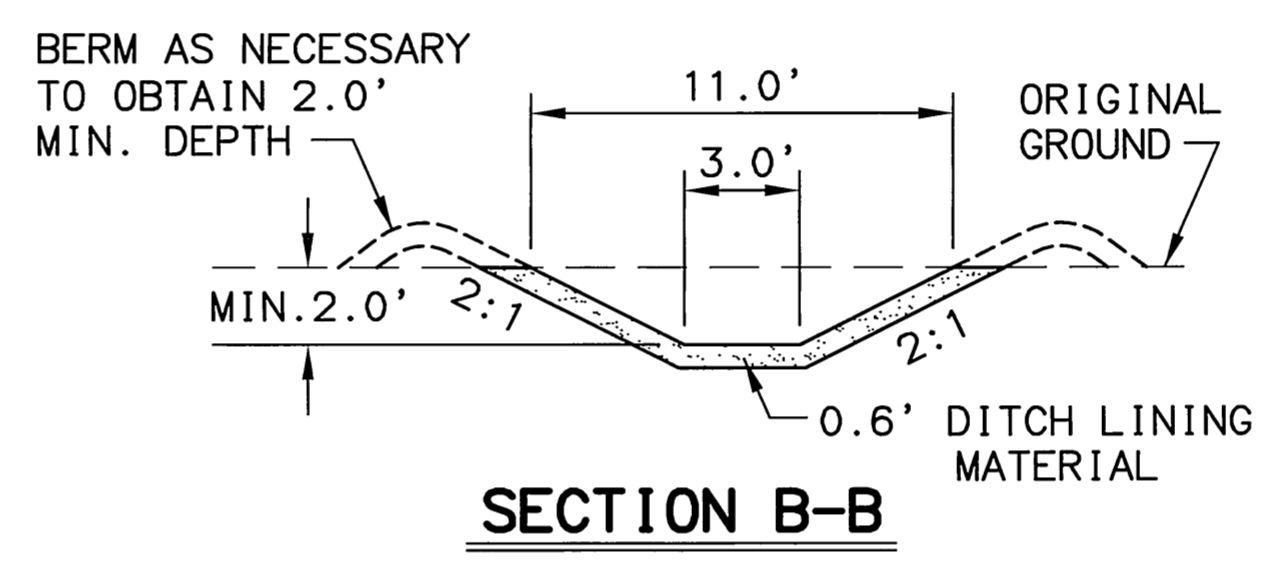
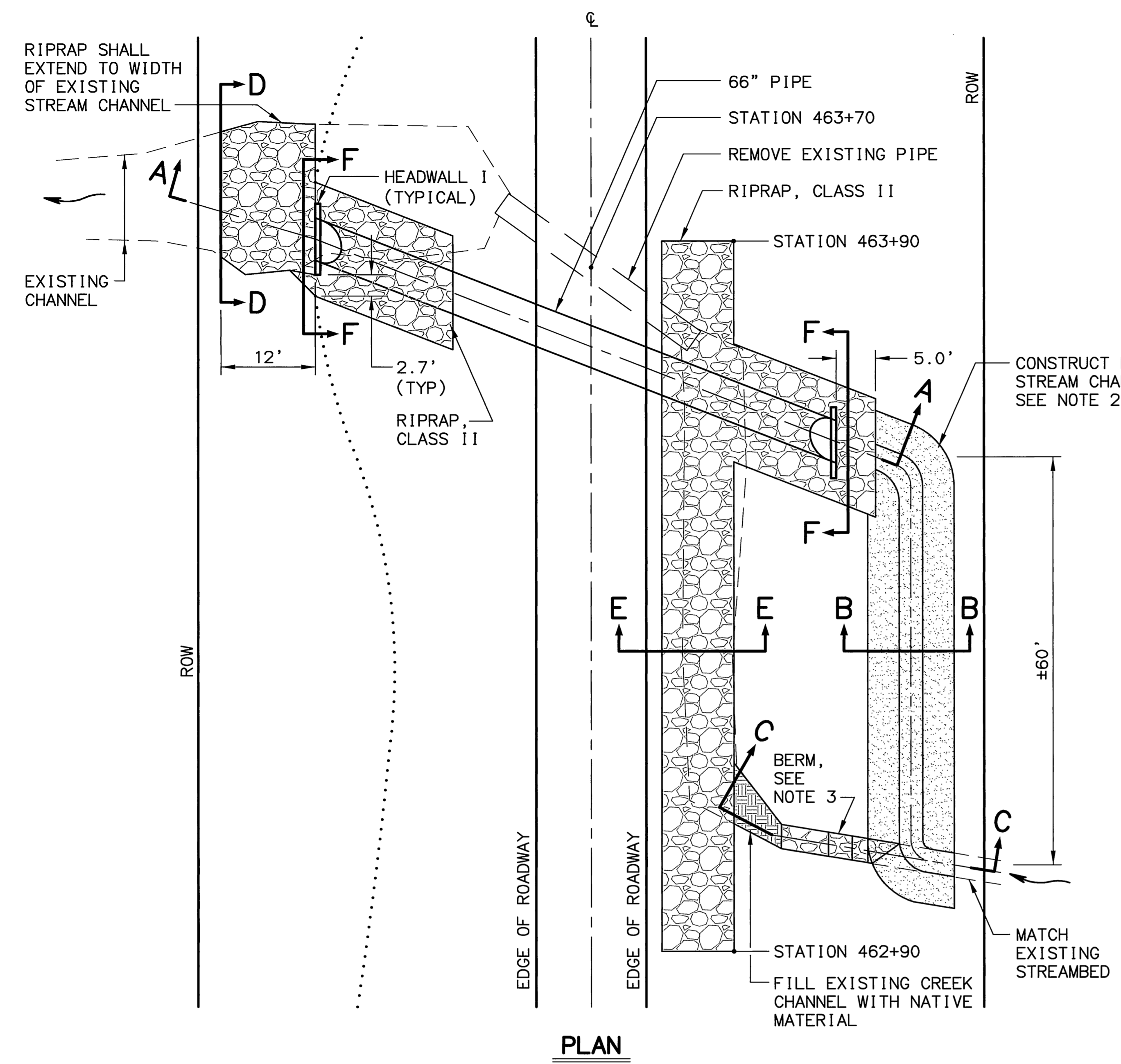
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E15	E17

NOTES:

1. PLACE THE INLET INVERT 2.1' BELOW THE EXISTING INLET INVERT.
2. REALIGN THE UPSTREAM CHANNEL AWAY FROM THE ROAD AS MUCH AS POSSIBLE WITHIN THE EXISTING RIGHT OF WAY.
3. USE CLASS II RIPRAP TO CONSTRUCT A BERM TO DIRECT WATER FROM THE EXISTING STREAM INTO THE NEW CHANNEL.
4. DOWNSTREAM AND UPSTREAM CHANNEL TO BE CONSTRUCTED ON A 2.7% ± SLOPE TO MATCH THE EXISTING STREAMBED 25' DOWNSTREAM OF THE EXISTING CULVERT OUTLET AND AT THE UPSTREAM DIVERSION.

HYDROLOGIC AND HYDRAULIC SUMMARY			
DRAINAGE AREA = 0.3 SQUARE MILES			
EXCEEDANCE PROBABILITY	2%	1%	REGULATORY FLOOD
RETURN PERIOD	50 YEAR (Q ₅₀)	100 YEAR (Q ₁₀₀)	N/A
DESIGN DISCHARGE	70 C.F.S.	86 C.F.S.	N/A
DESIGN HIGH WATER ELEVATION	5.3 FEET ABOVE CULVERT INLET INVERT	6.0 FEET ABOVE CULVERT INLET INVERT	N/A
ANTICIPATED ADDITIONAL BACKWATER AT (Q ₁₀₀) = 0.0 FEET			

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 TIME: 5:00:44 PM AST
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 SCALE: 1:3
 XREFS: NONE
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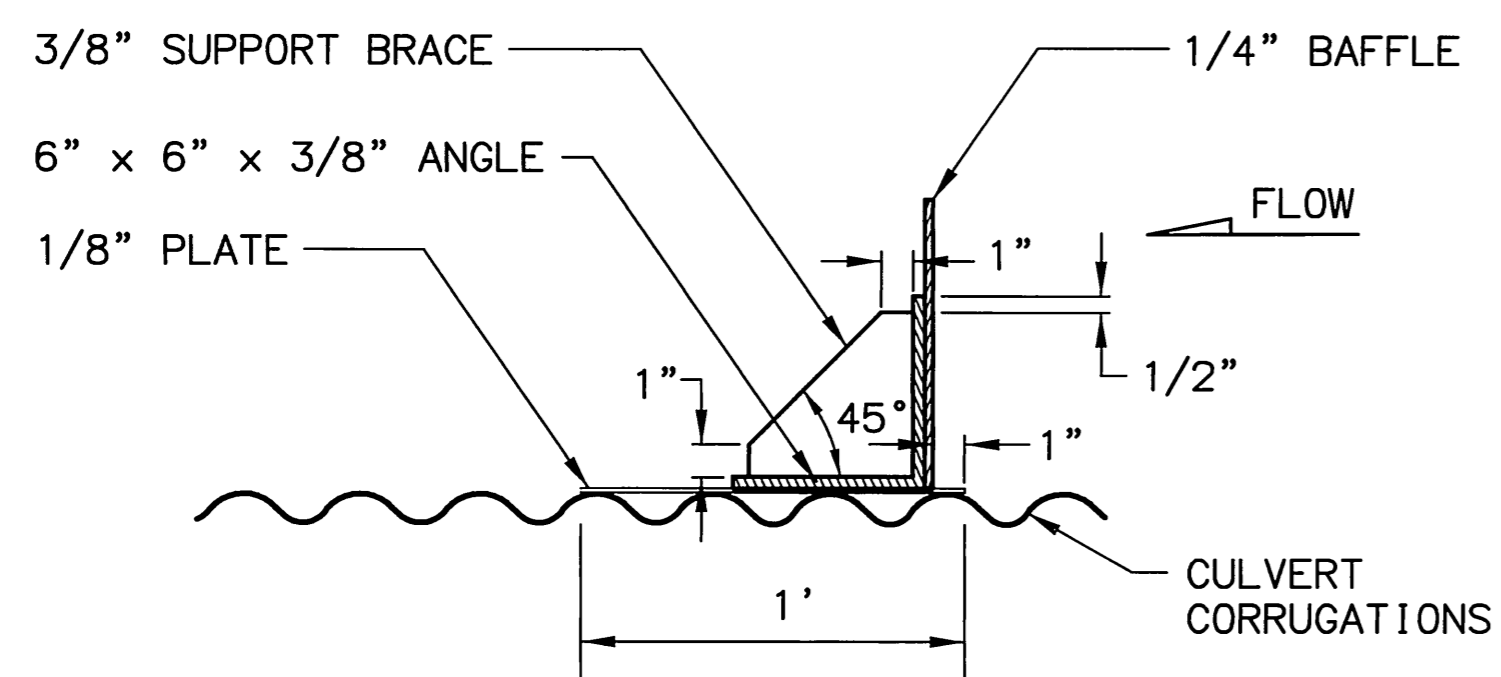
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

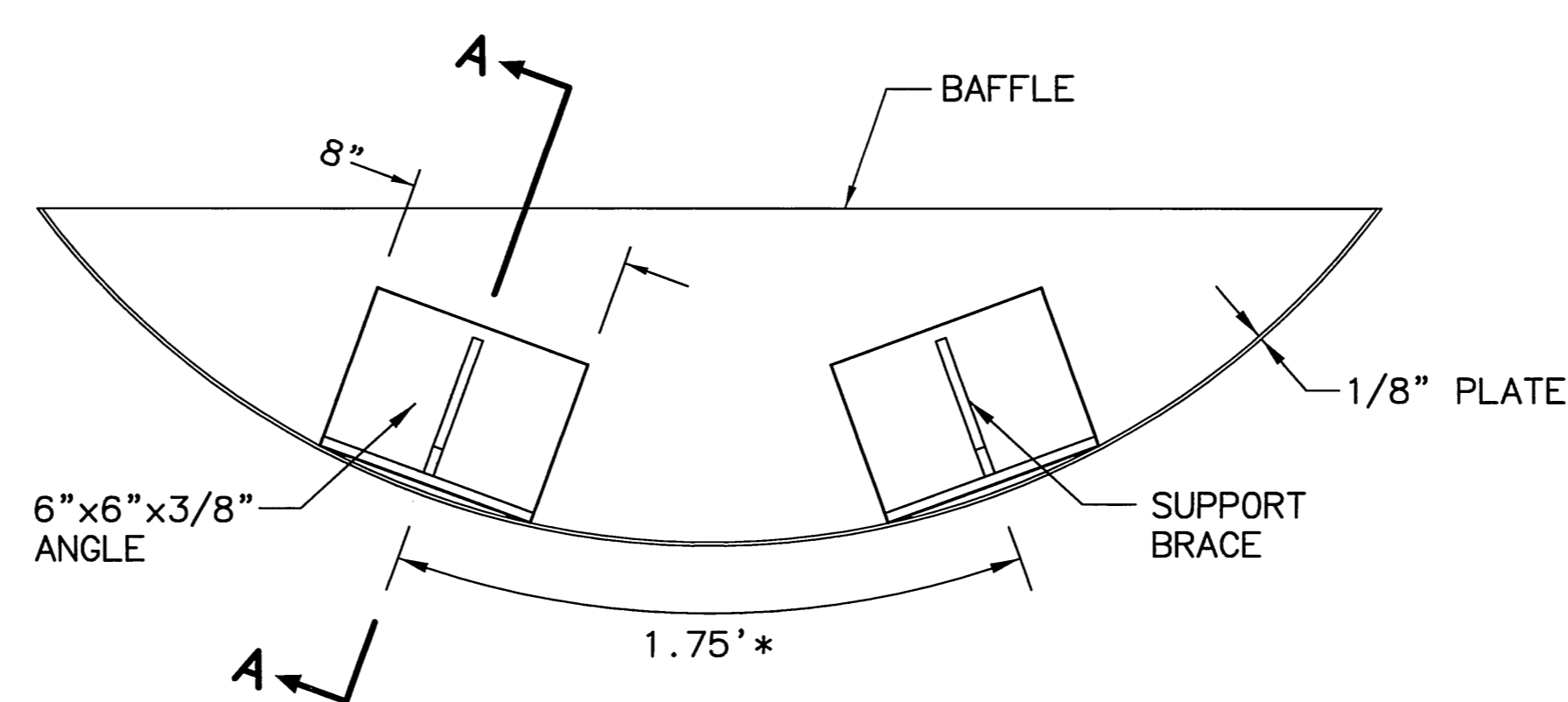
**PIPE INSTALLATION DETAIL
 MP 8.61
 STATION 463+70**

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	E16	E17

DRAWING LOCATION: W:\Staff\Engineering\VSummers\Land Projects\2004\Williamsport\dwg\Culverts\WPB.dwg
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 SCALE: 1:5
 DESIGNED BY: MW
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 DRAFTED BY: VS/PL
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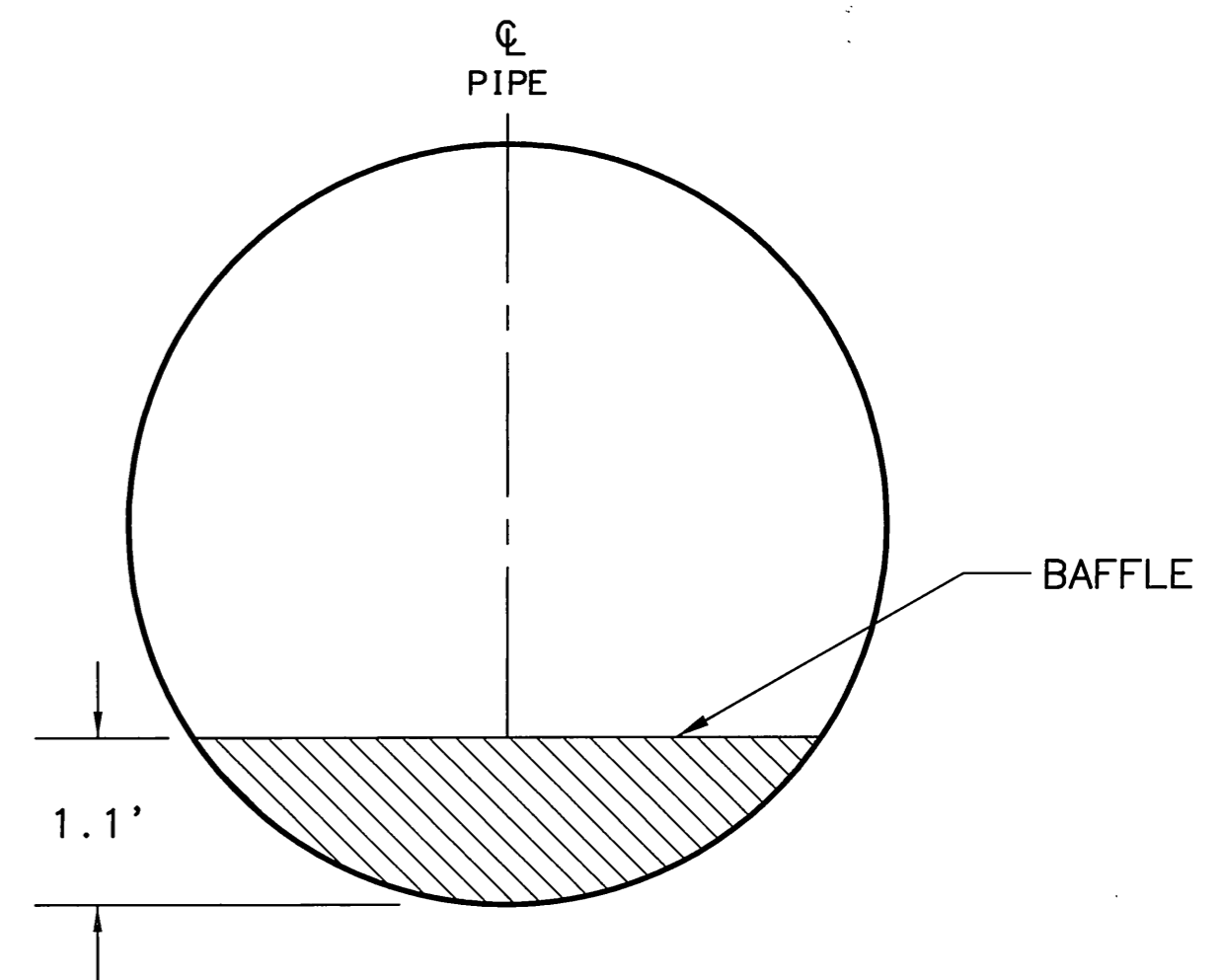


SECTION A-A

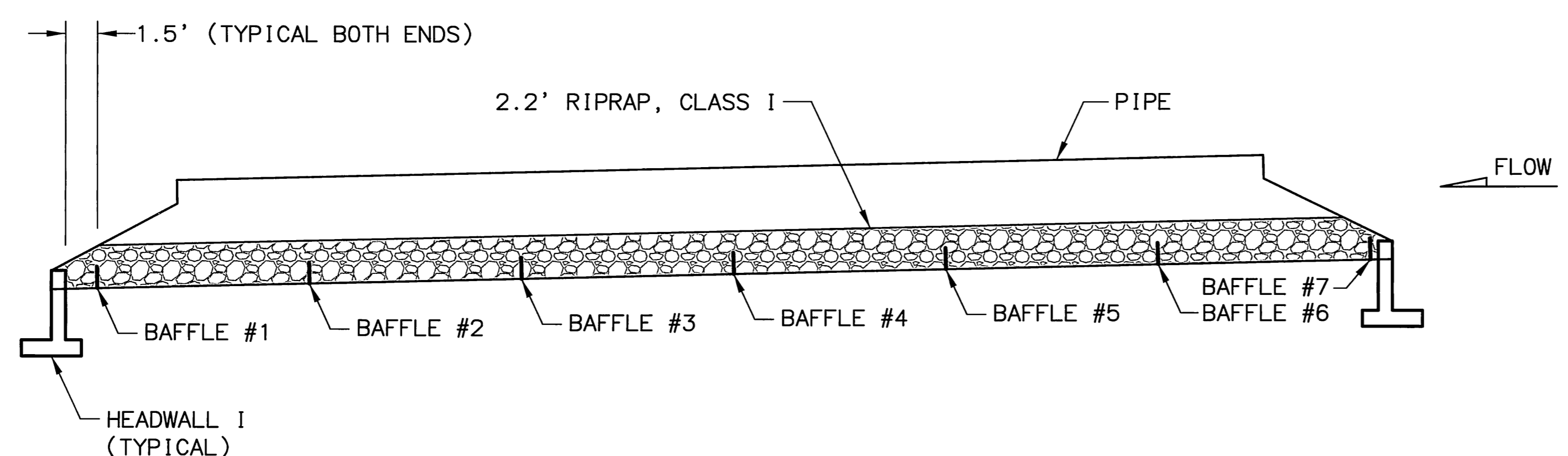


BAFFLE SUPPORT BRACKET

* AS MEASURED AROUND INTERIOR CIRCUMFERENCE OF PIPE.



STEEL BAFFLE

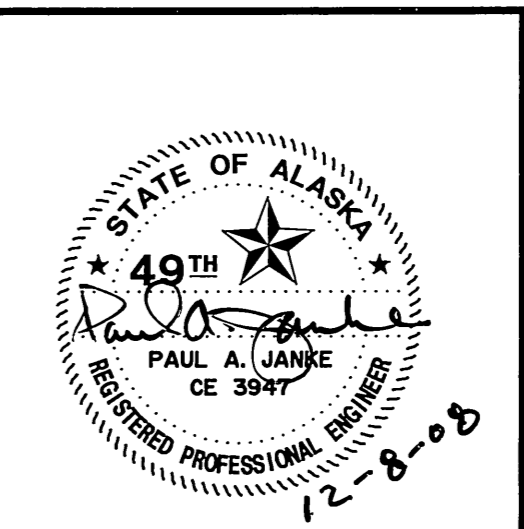


BAFFLE LOCATIONS

MAXIMUM BAFFLE SPACING TO BE 10'

NOTES:

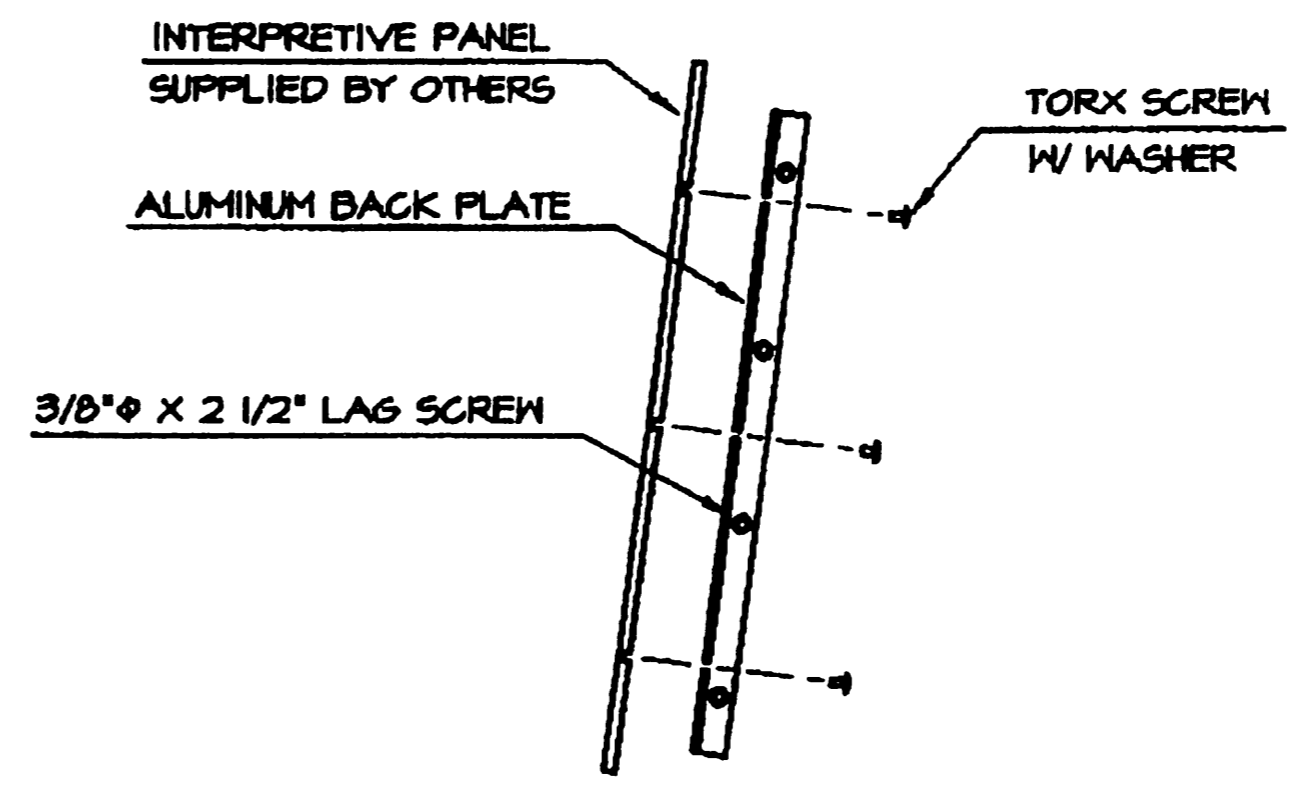
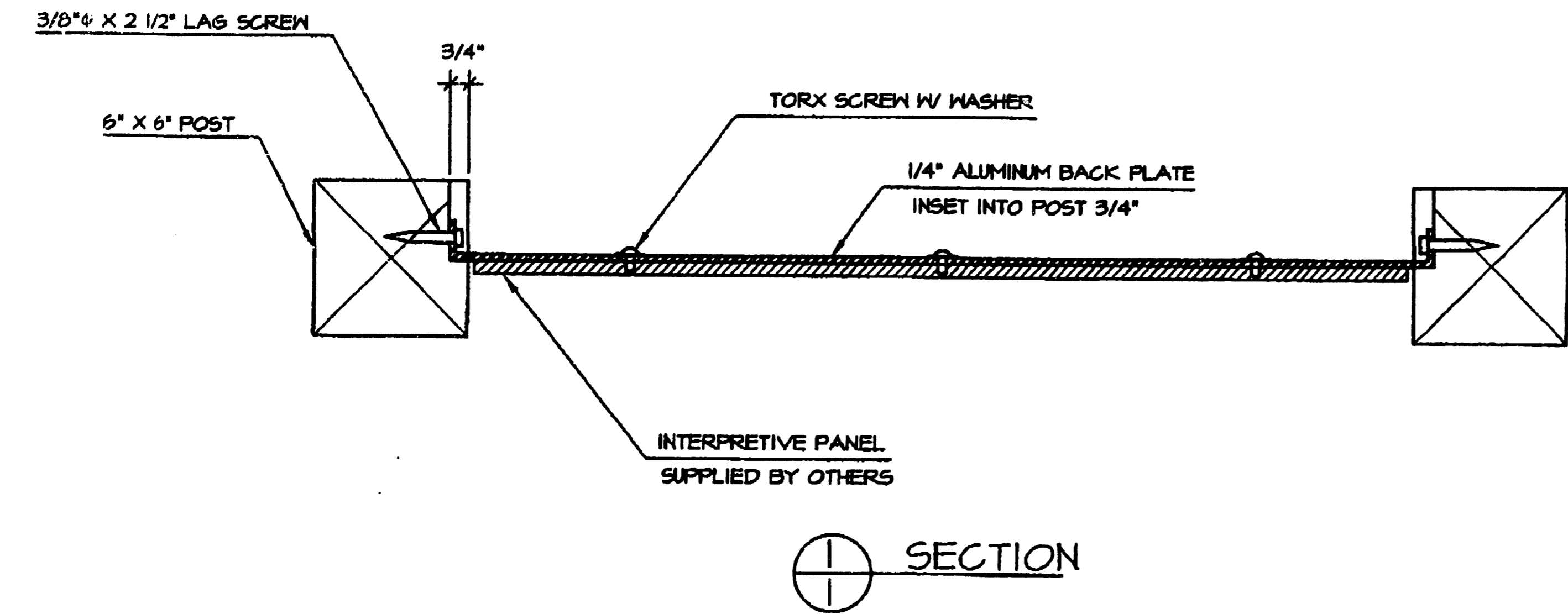
1. WELD OR BOLT BAFFLE SUPPORTS TOGETHER AND TO THE PIPE, FOLLOW SECTION 504-3.03 PAINTING OF THE STANDARD SPECIFICATIONS TO PROTECT WELDS AND UNTREATED METAL SURFACES.
2. STRUCTURAL STEEL SHALL MEET ASTM A709, GRADE 36.
3. ALL BAFFLES SHALL BE 1.1' HIGH.



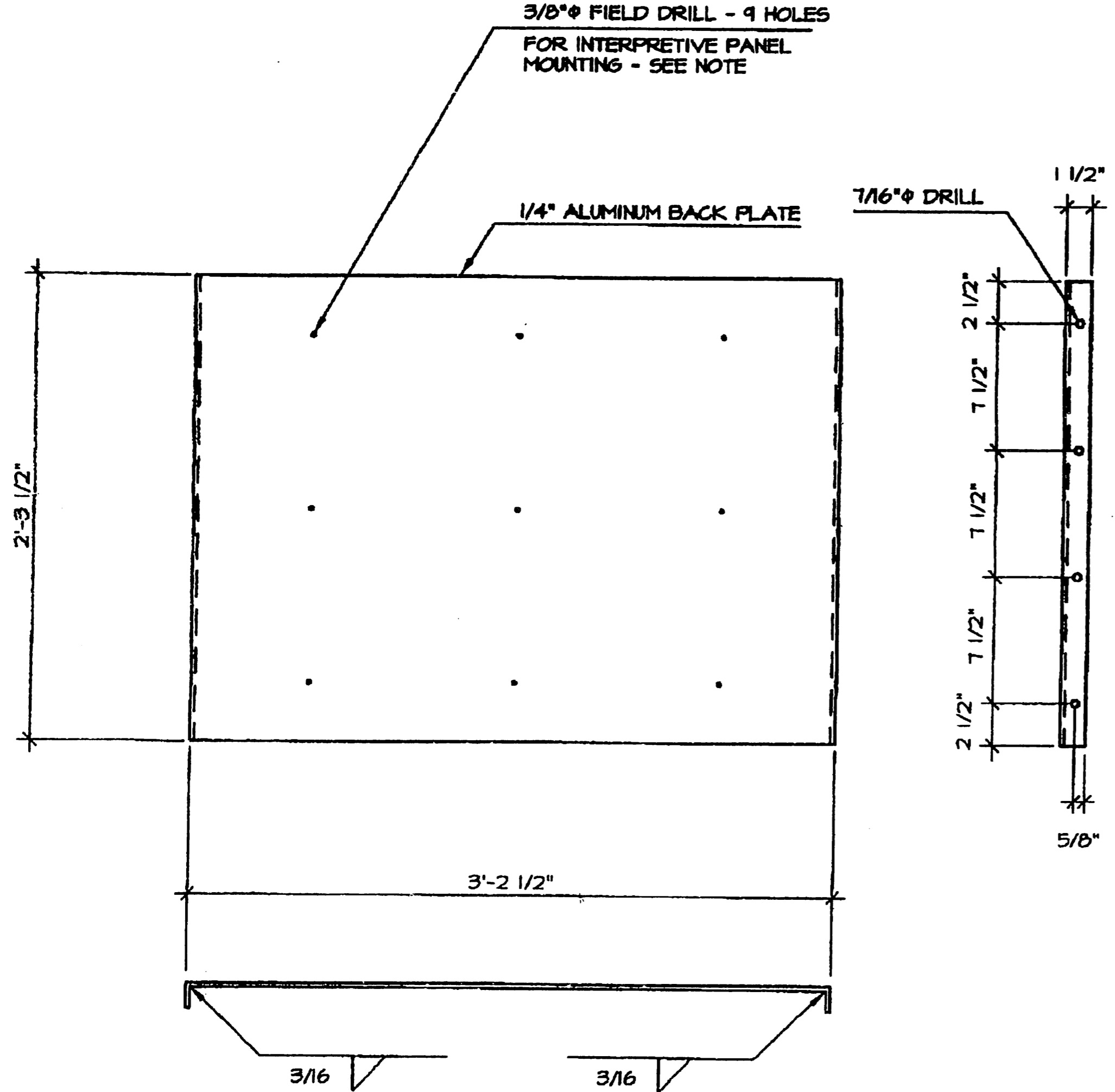
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 BAFFLE DETAILS
 MP 8.61
 STATION 463+70

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0001(349)/51651	2008	E17	E17

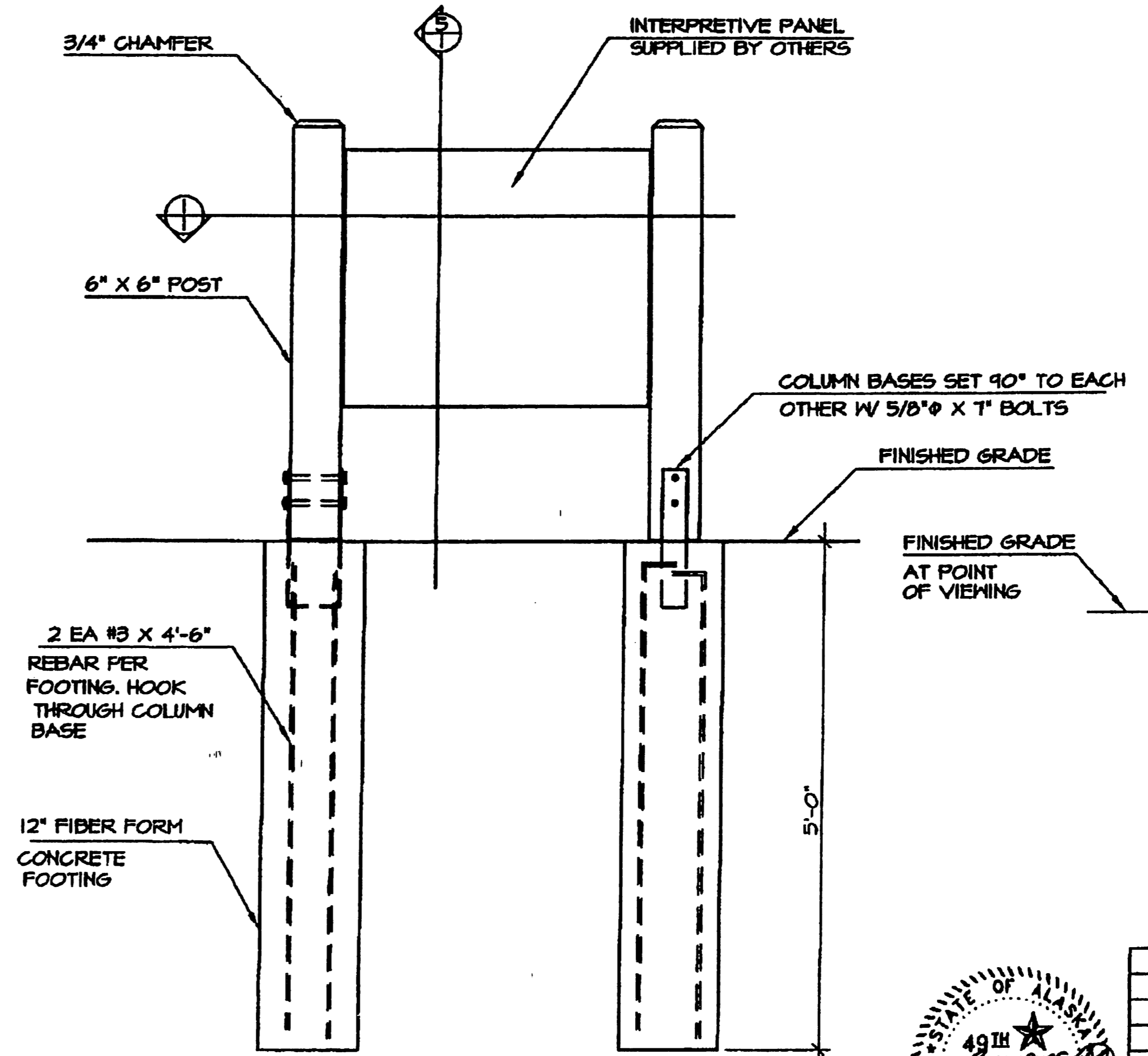
- NOTES:
1. INTERPRETIVE PANEL SUPPLIED BY OTHERS MEASURES 1/2" X 3'-0 1/2" X 2'-6 1/2".
 2. 1/4"-20 X 5/8" BUTTON HEAD "FIN-IN-HEAD" TORX TAMPER RESISTANT STAINLESS STEEL SCREWS WITH FINISHING WASHERS SHALL BE USED TO ATTACH THE INTERPRETIVE PANEL & THE PLYWOOD BACK PANEL TO THE ALUMINUM BACK PLATE.
 3. FIELD DRILL HOLES IN ALUMINUM BACK PLATE FOR INTERPRETIVE PANEL MOUNTING. ENGINEER WILL LOCATE ALL HOLES PRIOR TO DRILLING.



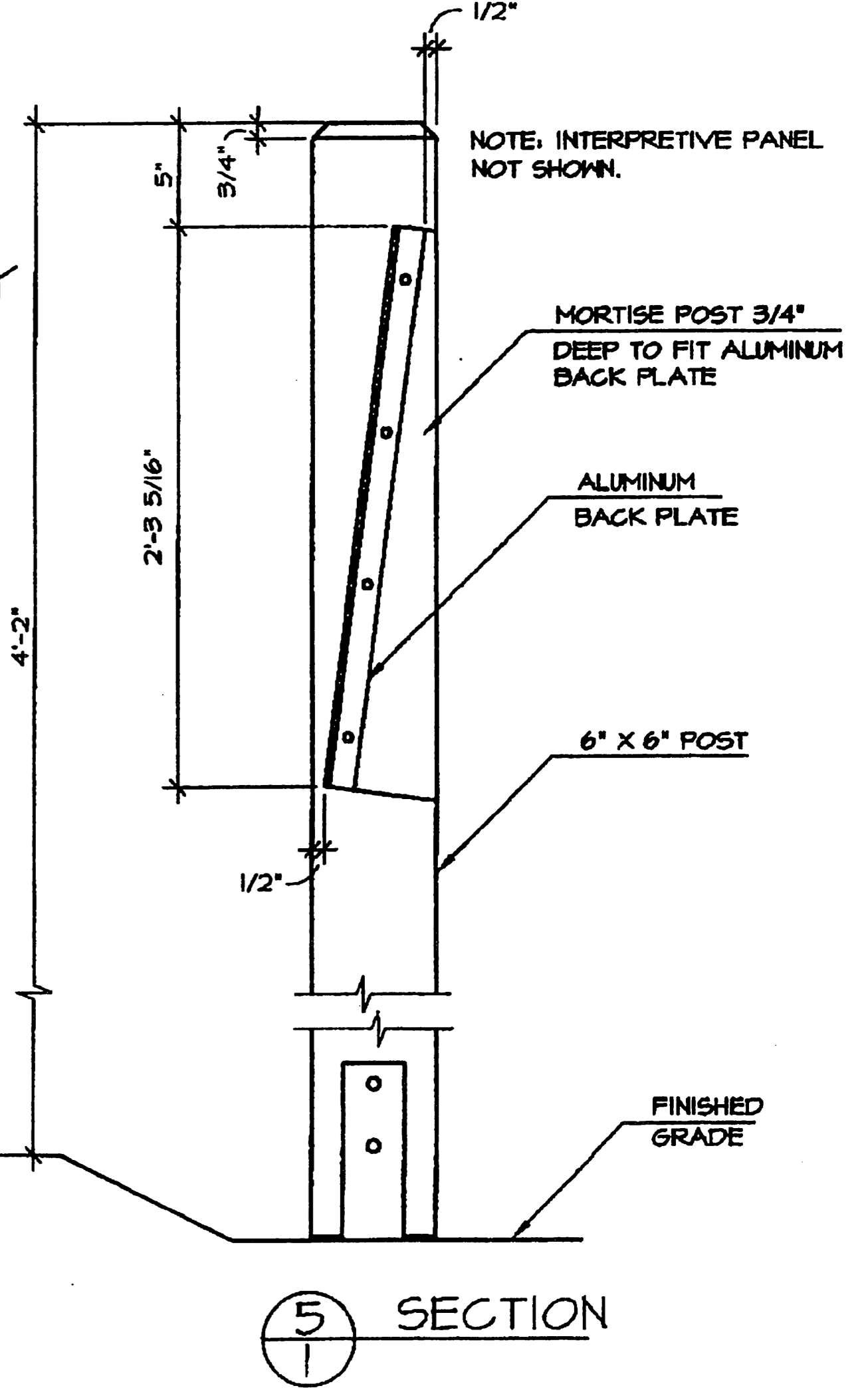
2 EXPLODED VIEW
1 INTERPRETIVE PANEL ASSEMBLY



3 ALUMINUM BACK PLATE



4 FRONT ELEVATION



5 SECTION



NO.	REVISION	DATE	APPROVED
8	CHANGED LENGTH OF TORX SCREW & SIZE OF DRILL HOLE	12/04	MPS
7	ADDED NOTE #3 / REMOVED HOLE PLACEMENT DIMENSIONS	12/04	MPS
6	REMOVED PLYWOOD BACK PANEL	12/04	MPS
5	REPLACED STAMP	3/04	MPS
4	REPLACED STAMP	3/02	DH
3	REDESIGNED AND REDRAWN	4/99	PH
2	REMOVED DIMENSION	3/99	BSD
1	CHANGED DRAWING NUMBER	12/97	BSD

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS AND OUTDOOR RECREATION STATE OF ALASKA

DESIGN & CONSTRUCTION SECTION

INTERPRETIVE SIGN, TYPE C

PREPARED: SHEET 1
DRAWN: S-11C
REVIEWED: DH
DATE: APRIL 99 OF 1 SHEETS

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	H1	H4

SIGN SUMMARY

DRAWING LOCATION: H:\Staff\Engineering\Summers\Land Projects 2004\Williamsport\dwg\SIGNSUM_WPB.DWG 5/13/2008 1:27:46 PM ADT
 DATE: 5/13/2008 1:27:46 PM ADT
 LAYOUT: HT
 SCALE: 1:1
 XREFS: NONE
 DESIGNED BY: NKG
 CHECKED BY: NKG
 DRAFTED BY: NKG

POST NO.	STATION	REF.	TYPE	LEGEND	SIZE (in.)		AREA (SQ. FT.)	SIGN FACES	POSTS NO., SIZE, & TYPE	THICKNESS (in.)		REMARKS
					WIDTH	HEIGHT				FRAMED		
										YES	NO	
1	168+51	RT	D10-101		14	18	1.75	E/W	1-2.5"PT		0.125	MP 3
2	169+00	RT	SPECIAL		36	36	9.00	E	1-3"T	0.125		
		RT	W13-1		24	24	4.00	E			0.125	
3	171+50	RT	SPECIAL		36	36	9.00	E	1-3"T	0.125		
		RT	SPECIAL		30	18	3.75	E			0.125	
4	193+33	RT	I-3		72	42	21.00	E	2-3"T	0.125		
5	193+58	LT	OM-3L		12	36	3.00	E	1-2.5"PT		0.125	
6	193+58	RT	OM-3R		12	36	3.00	E	1-2.5"PT		0.125	
7	194+88	LT	OM-3L		12	36	3.00	W	1-2.5"PT		0.125	
8	194+88	RT	OM-3R		12	36	3.00	W	1-2.5"PT		0.125	
9	195+38	LT	I-3		72	42	21.00	W	2-3"T	0.125		
10	218+25	RT	D10-101		14	18	1.75	E/W	1-2.5"PT		0.125	MP 4
11	227+00	RT	R12-2		24	30	5.00	E	1-2.5"PT		0.125	AXLE WEIGHT LIMIT 3 TONS
12	228+00	RT	I-3		66	42	19.25	E	2-3"T	0.125		
13	228+93	LT	I-3		66	42	19.25	W	2-3"T	0.125		
14	229+93	LT	R12-2		24	30	5.00	W	1-2.5"PT		0.125	AXLE WEIGHT LIMIT 3 TONS
15	272+77	RT	D10-101		14	18	1.75	E/W	1-2.5"PT		0.125	MP 5

NOTES:











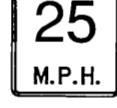

- ALL STATIONS FOR SIGN INSTALLATION ARE APPROXIMATE. INSTALL SIGNS AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- USE THE FOLLOWING DEFINITIONS TO DECIPHER THE ABBREVIATED SIGNPOST TYPES IN THE SIGN SUMMARY SHEETS.
 - PT MEANS A PERFORATED STEEL TUBE.
 - T MEANS A SQUARE STEEL TUBE.
 - P MEANS A ROUND STEEL PIPE.
 - W MEANS A WIDE FLANGE BEAM.
 - POPL MEANS A POLE PLATE INSTALLED PER ITS STANDARD DRAWING S-23.
- FOR SIGNS SUPPORTED BY MULTIPLE TUBES OR PIPES, LOCATE THE OUTER POSTS ON MAXIMUM SIX FEET CENTERS. INSTALL ADJACENT WIDE FLANGE POSTS ON MINIMUM EIGHT FEET CENTERS.
- FABRICATE SIGNPOSTS LONG ENOUGH TO PROVIDE ALL OF THE FOLLOWING MINIMUM CLEARANCES.
 - SEVEN FEET BETWEEN THE BOTTOM OF SIGN OR HINGE ON W SHAPE POSTS AND THE EDGE OF THE SHOULDER.
 - SEVEN FEET BETWEEN THE BOTTOM OF SIGN OR HINGE AND THE GROUND AT THE SHORTEST POST.
 - THREE FEET BETWEEN THE BOTTOM OF SIGN OR HINGE AND THE GROUND AT THE SHORTEST POST IN A CUT SECTION.
 - NINE FEET BETWEEN THE TOP OF SIGN AND THE GROUND AT THE SHORTEST POST.
 - EIGHT FEET BETWEEN THE BOTTOM OF SIGN AND A PEDESTRIAN FACILITY, WHENEVER THE EDGE OF SIGN IS WITHIN THREE HORIZONTAL FEET OF THE FACILITY.
- FOR SIGNS SUPPORTED BY MULTIPLE POSTS, FABRICATE THE POSTS WITH THEIR TOPS LEVEL WITH ONE ANOTHER.
- FOR PERFORATED STEEL TUBE SIGNPOSTS, INSTALL THE CONCRETE FOUNDATION OPTION SHOWN ON STANDARD DRAWING S-30.03 TRIM EACH PT POST TO LIMIT THE LENGTH INSERTED INTO THE FOUNDATION TO 12 INCHES.
- FABRICATE GUIDE SIGNS ACCORDING TO THE SHOP DRAWINGS INCLUDED IN THE APPENDICES, CONTRACT PROVISIONS AND SPECIAL PROVISIONS. TRIM THE CORNERS OF ALL SIGNS TO THE RADIUS SHOWN ON EACH SHOP DRAWING.
- FOR POSTS WITH MORE THAN ONE SIGN, ADDITIONAL SIGNS ARE LISTED BELOW THE POST NO.
- DO NOT REPLACE SIGNS WITHIN THE PROJECT LIMITS UNLESS THEY ARE LISTED IN THE SIGN SUMMARY OR AS DIRECTED BY THE ENGINEER.




STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 SIGN SUMMARY

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	H2	H4

SIGN SUMMARY

POST NO.	STATION	CL REF.	TYPE	LEGEND	SIZE (in.)		AREA (SQ. FT.)	SIGN FACES	POSTS NO., SIZE, & TYPE	THICKNESS (in.)		REMARKS
					WIDTH	HEIGHT				FRAMED		
										YES	NO	
16	325+79	RT	D10-101		14	18	1.75	E/W	1-2.5"PT		0.125	MP 6
17	378+48	RT	D10-101		14	18	1.75	E/W	1-2.5"PT		0.125	MP 7
18	411+25	RT	R12-2		24	30	5.00	E	1-2.5"PT		0.125	AXLE WEIGHT LIMIT 3 TONS
19	412+25	RT	I-3		72	42	21.00	E	2-3"T	0.125		
20	413+13	LT	I-3		72	42	21.00	W	2-3"T	0.125		
21	414+13	LT	R12-2		24	30	5.00	W	1-2.5"PT		0.125	AXLE WEIGHT LIMIT 3 TONS
22	431+21	RT	D10-101		14	18	1.75	E/W	1-2.5"PT		0.125	MP 8
23	481+00	LT	SPECIAL		36	36	9.00	W	1-3"T	0.125		
		LT	SPECIAL		30	18	3.75	W			0.125	
24	483+50	LT	SPECIAL		36	36	9.00	W	1-3"T	0.125		
			W13-1		24	24	4.00	W			0.125	
25	484+18	RT	D10-101		14	18	1.75	E/W	1-2.5"PT		0.125	MP 9

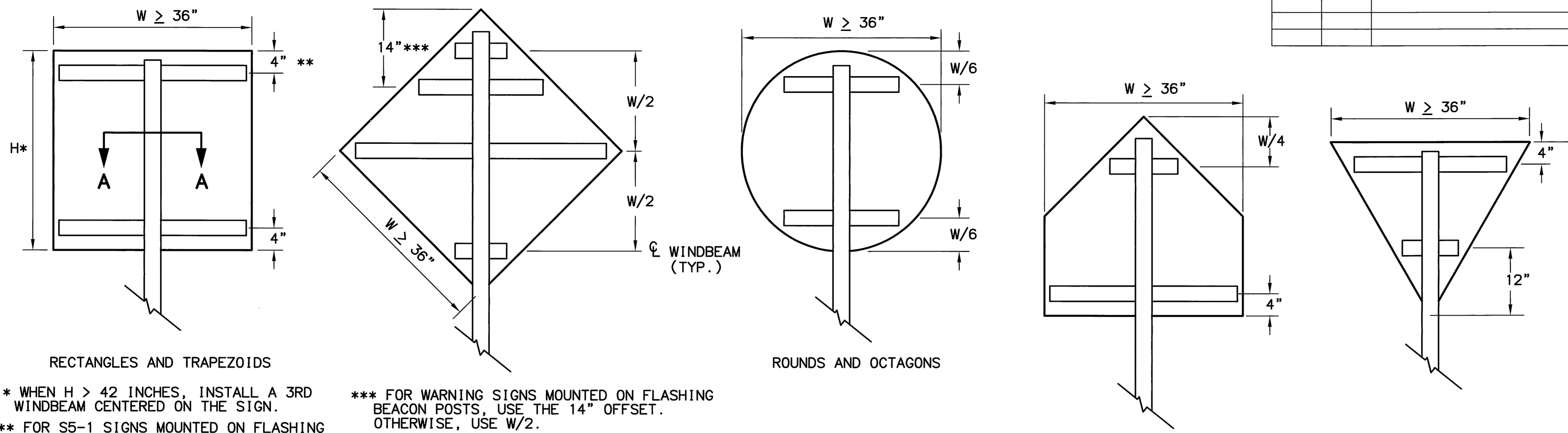
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 CHECKED BY: NKG
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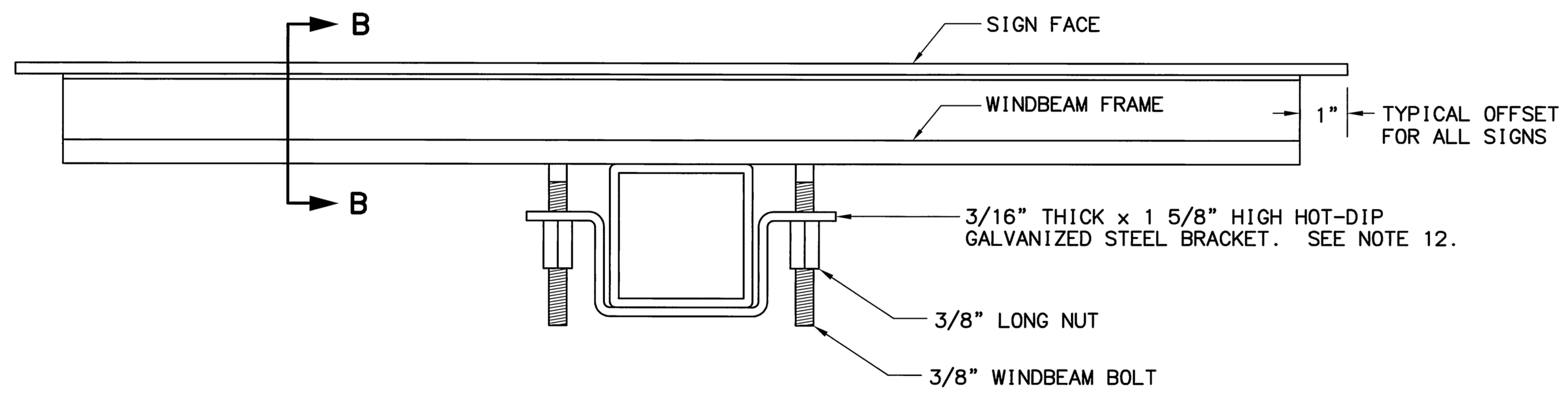
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**
 SIGN SUMMARY

REVISIONS		
NO.	DATE	DESCRIPTION

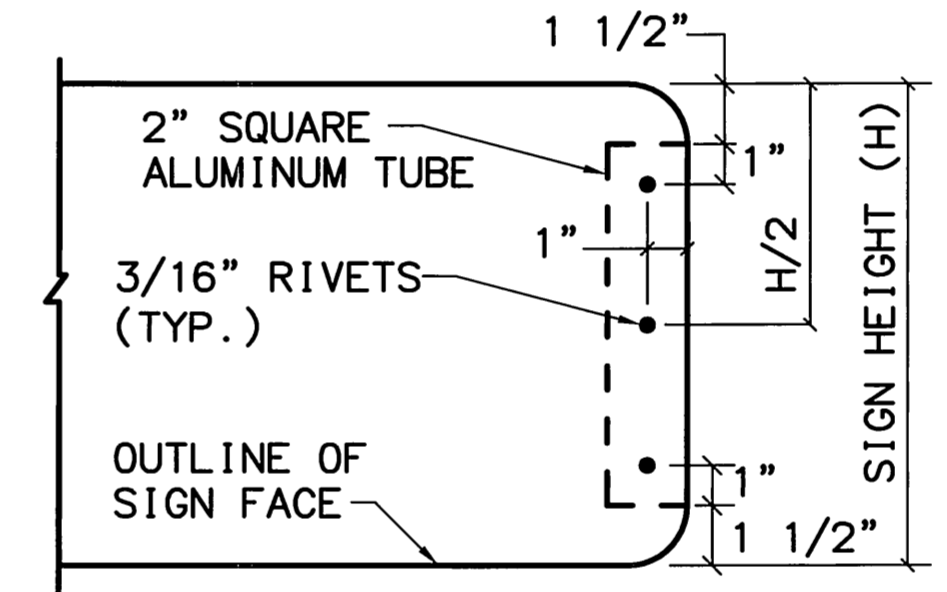
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0001(349)/51651	2008	H3	H4



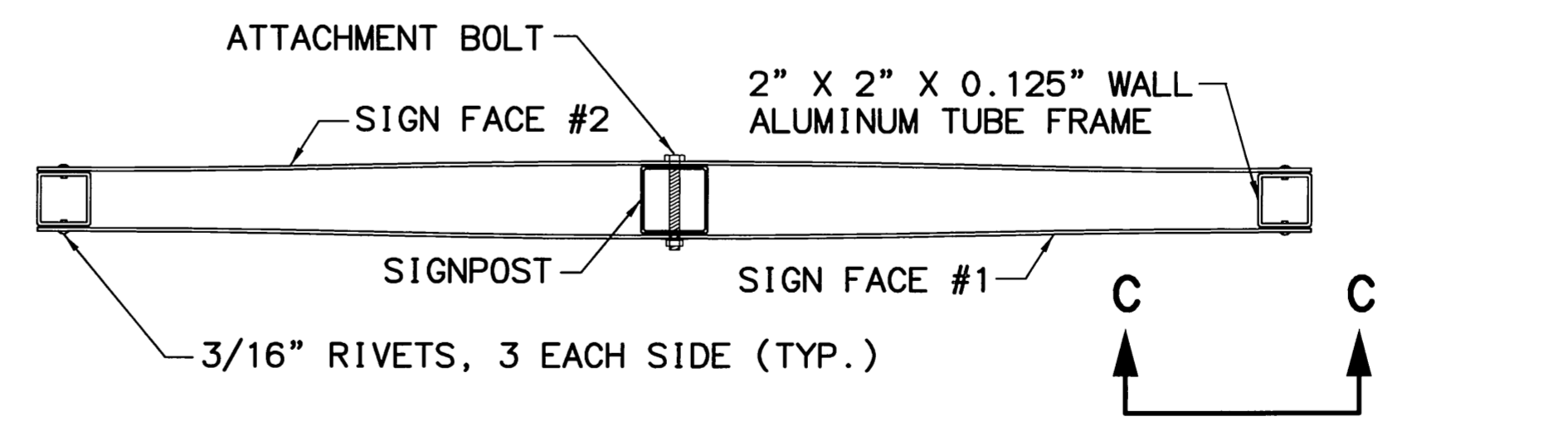
WINDBEAM LOCATIONS FOR EACH SIGN SHAPE
ELEVATION VIEW



SECTION A - A TYPICAL SIGN ATTACHMENT DETAILS AT EACH WINDBEAM

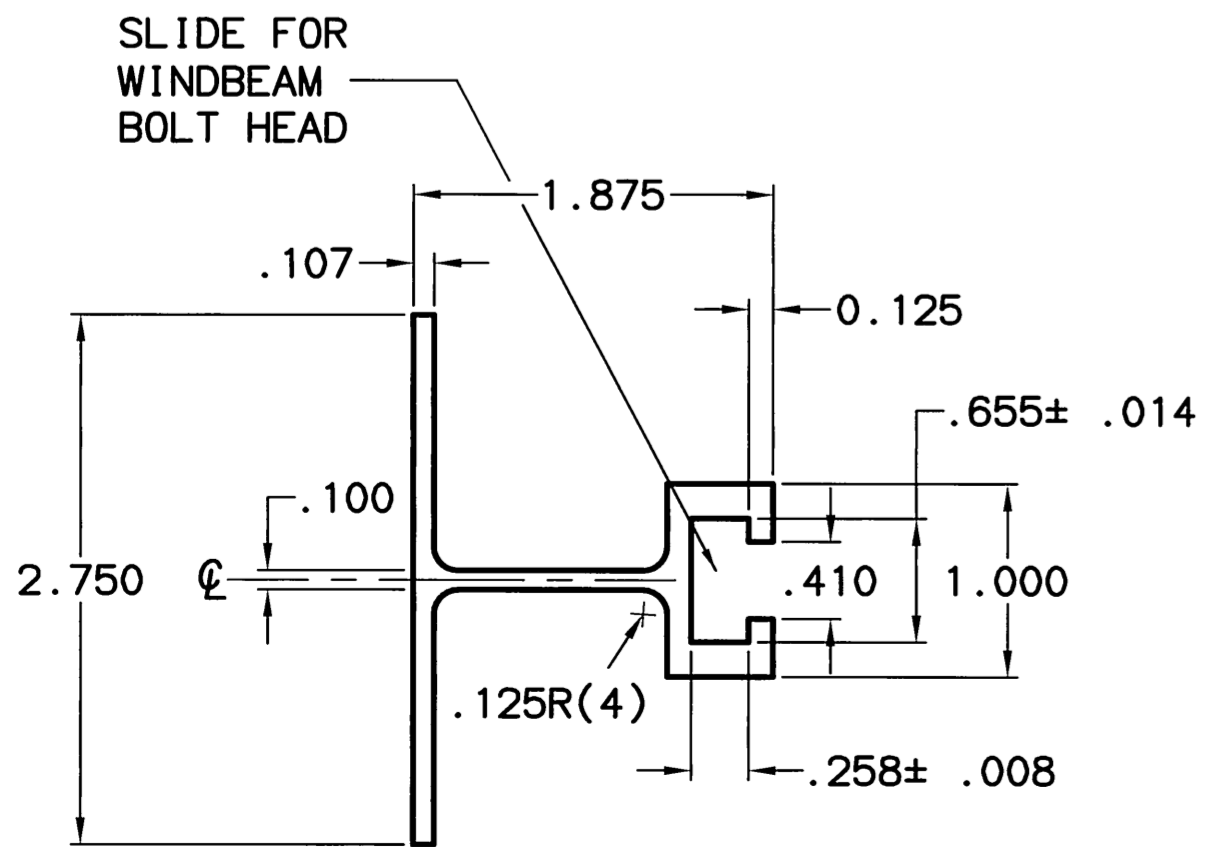


VIEW C - C

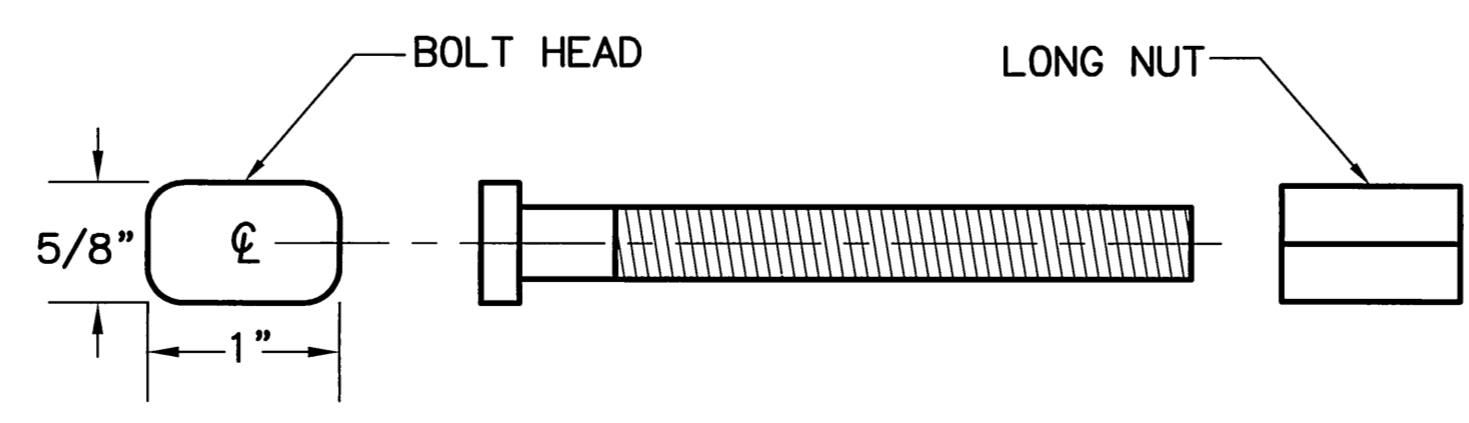


D3-1*, D3-1A, D3-1D* STREET NAME SIGN FRAMING DETAIL

*THOSE WITH 6-INCH LETTERING ONLY
PLAN VIEW



SECTION B - B WINDBEAM CROSS SECTION



3/8" WINDBEAM BOLT AND LONG NUT

NOTES:

- EXCEPT FOR POLES AND MAST ARMS, ONLY USE SQUARE STEEL TUBES TO SUPPORT SIGNS MOUNTED ON SINGLE POSTS.
- INSTALL WINDBEAM OR ZEE SHAPED FRAMING MEMBERS ON ALL DIAMOND SHAPED SIGNS 36 INCHES AND LONGER ON A SIDE AND ON ALL OTHER SIGNS 36 INCHES WIDE AND WIDER.
- IN HIGH WIND AREAS, THE PLANS MAY REQUIRE SIGNS SMALLER THAN THOSE LISTED IN NOTE 2 BE FRAMED AS SHOWN HEREON.
- THIS DRAWING DEPICTS THE WINDBEAM FRAMING AND ATTACHMENT SYSTEM. ATTACH SIGNS FRAMED WITH ZEE SHAPED FRAMING ACCORDING TO REGIONAL DRAWING "SIGN ATTACHMENT DETAILS", USING "U" SHAPED BRACKETS AND TWO BOLTS WITH NUTS.
- THE ENGINEER MAY APPROVE OTHER FRAMING MEMBERS. SUBMIT DOCUMENTS THAT DETAIL THE FRAME'S CROSS SECTION AND STRENGTH, AND METHOD OF ATTACHING THE FRAME TO A POST.
- USE FRAMING MEMBERS MADE FROM ALUMINUM ALLOY 6061-T6.
- EACH FRAMING MEMBER SHALL BE ONE CONTINUOUS PIECE.
- ATTACH FRAMING MEMBERS TO THE SIGN PANELS WITH RIVETS OR AN ENGINEER APPROVED, DOUBLE SIDED, HIGH STRENGTH, ADHESIVE TAPE.
- WITH THE ADHESIVE TAPE, INSTALL TWO RIVETS IN BOTH ENDS OF EACH FRAMING MEMBER, AND ATTACH THE FRAMING MEMBERS TO THE SIGN PANELS ACCORDING TO THE TAPE MANUFACTURER'S WRITTEN INSTRUCTIONS, INCLUDING:
 - THE CLEANING AND HANDLING OF THE SIGN PANELS AND FRAMING MEMBERS.
 - THE APPLICATION OF THE ADHESIVE TAPE.
- WHEN RIVETS ARE USED TO ATTACH FRAMING MEMBERS, INSTALL 2 RIVETS IN EACH END AND THE BALANCE ON 8" MAXIMUM CENTERS.
- USE 3/16" DIAMETER RIVETS CONFORMING TO ALUMINUM ALLOY 6061-T6 FOR COLD DRIVEN RIVETS, OR ALUMINUM ALLOY 6061-T43 FOR HOT DRIVEN RIVETS.
- THE BRACKETS USED ON EVEN INCH SIZE TUBES MAY ALSO BE USED ON TUBES 1/2" SMALLER IN SIZE.

THESE DETAILS SUPERSEDE THE LIGHT SIGN FRAMING DETAILS ONLY ON STANDARD DRAWING S-00.10 AND SUPERSEDES STANDARD DRAWING S-01.00 IN ITS ENTIRETY.



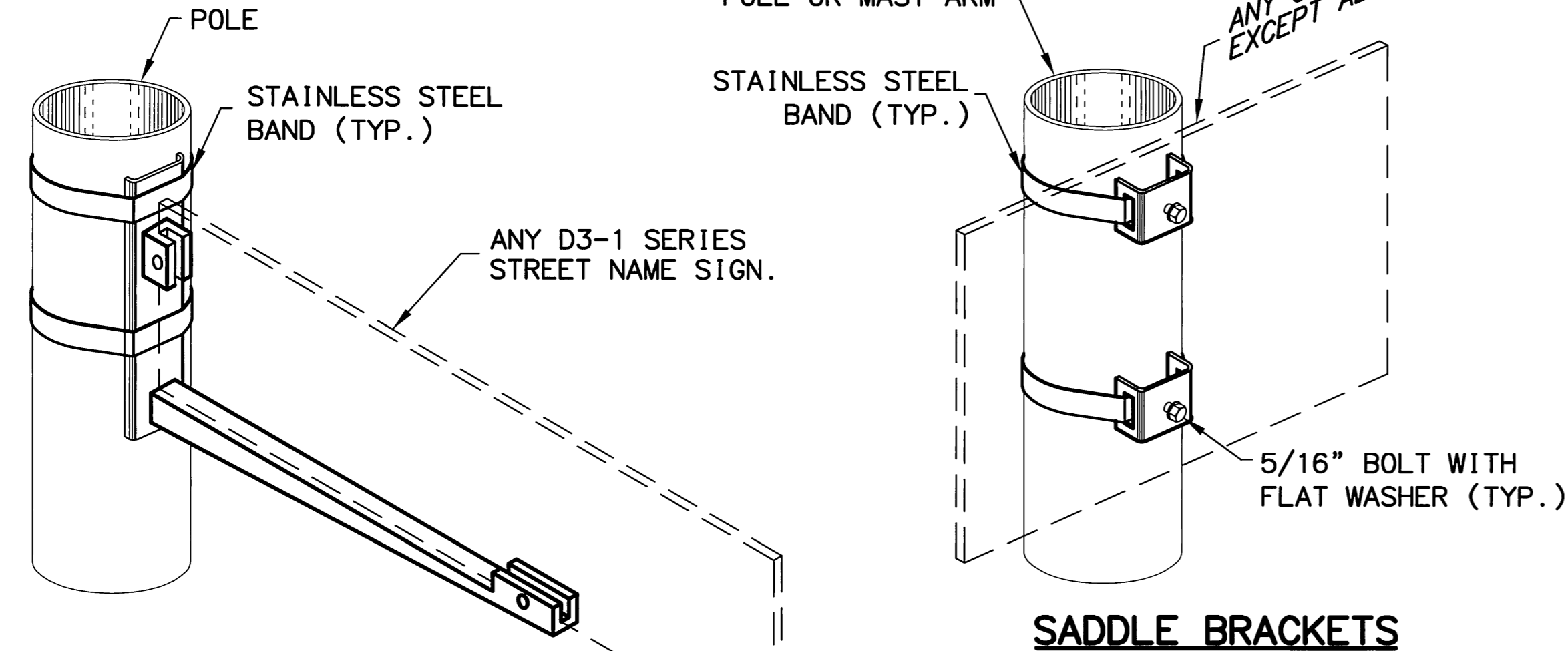
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
SPOT REPAIR**

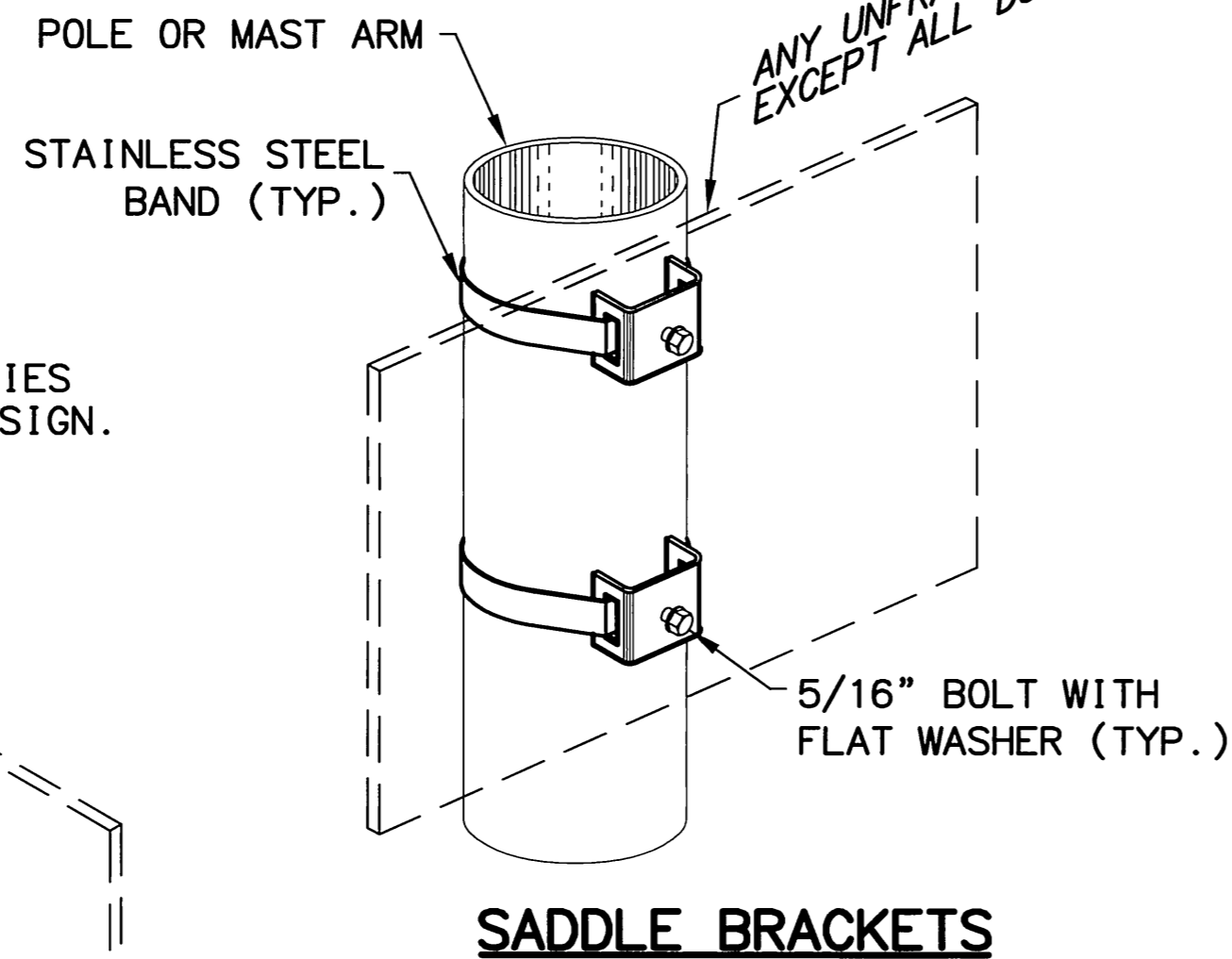
**LIGHT SIGN FRAMING AND
ATTACHMENT DETAILS**

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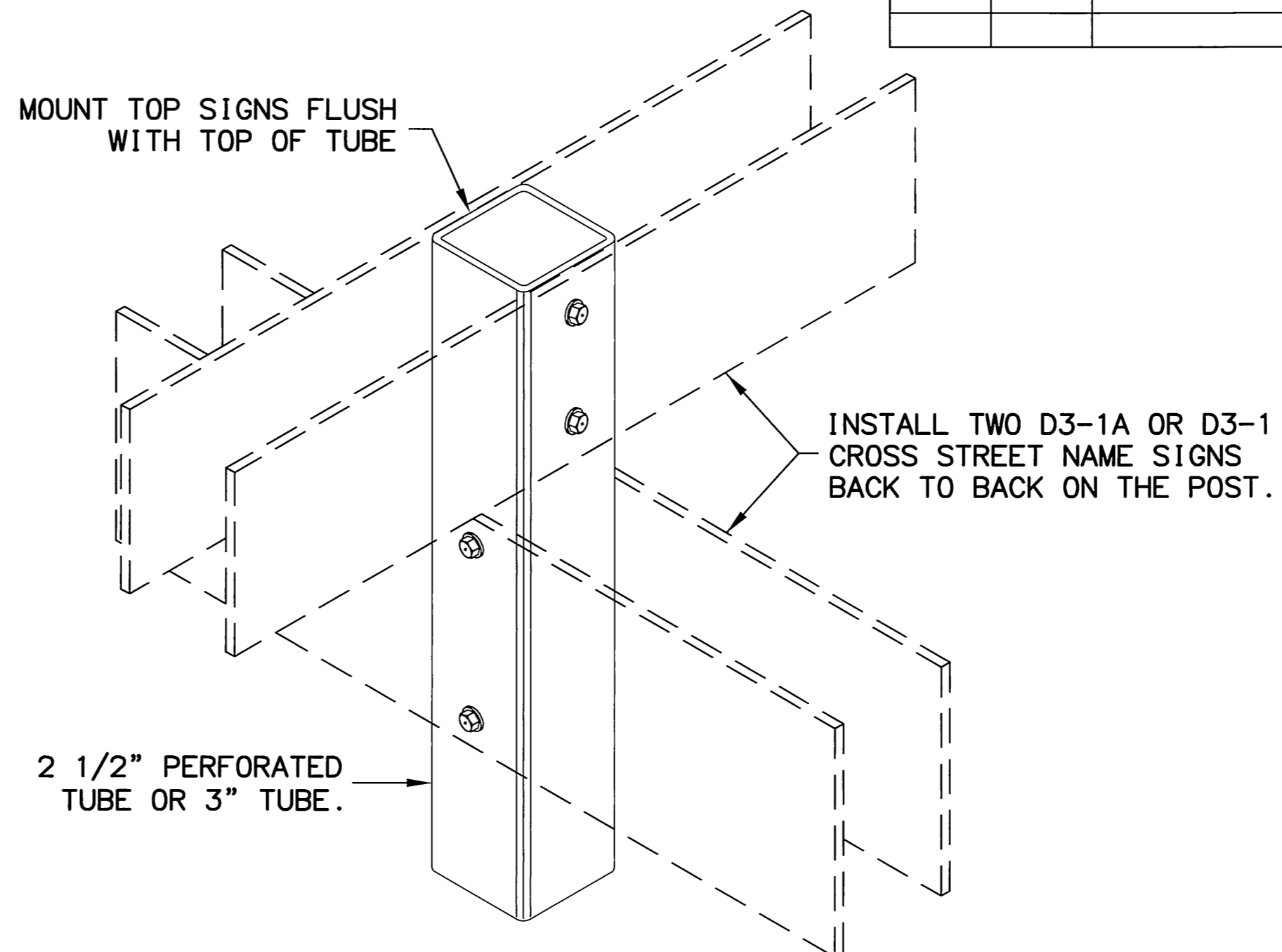
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NO.	DATE	DESCRIPTION					
			ALASKA	STP-0001(349)/51651	2008	H4	H4



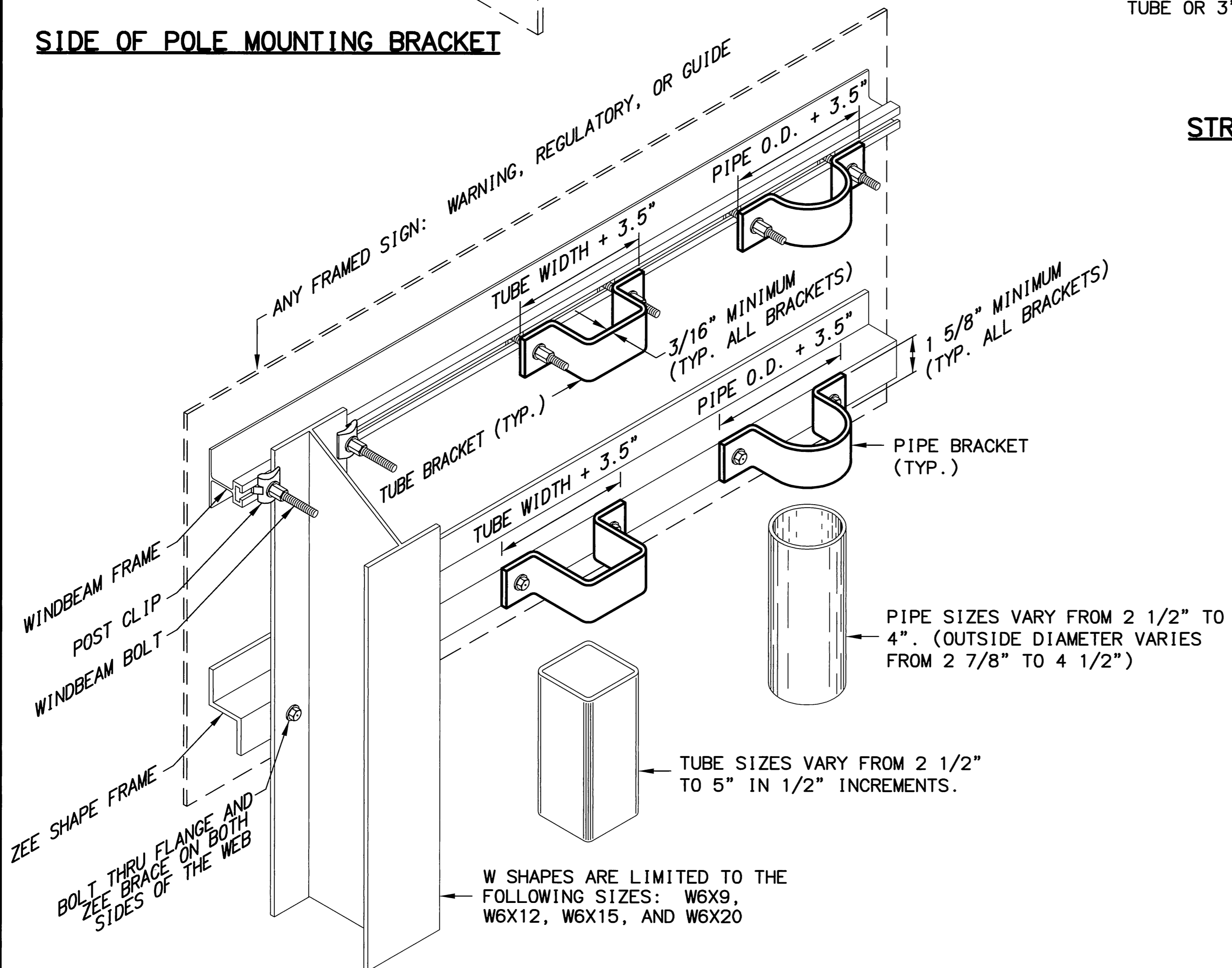
SIDE OF POLE MOUNTING BRACKET



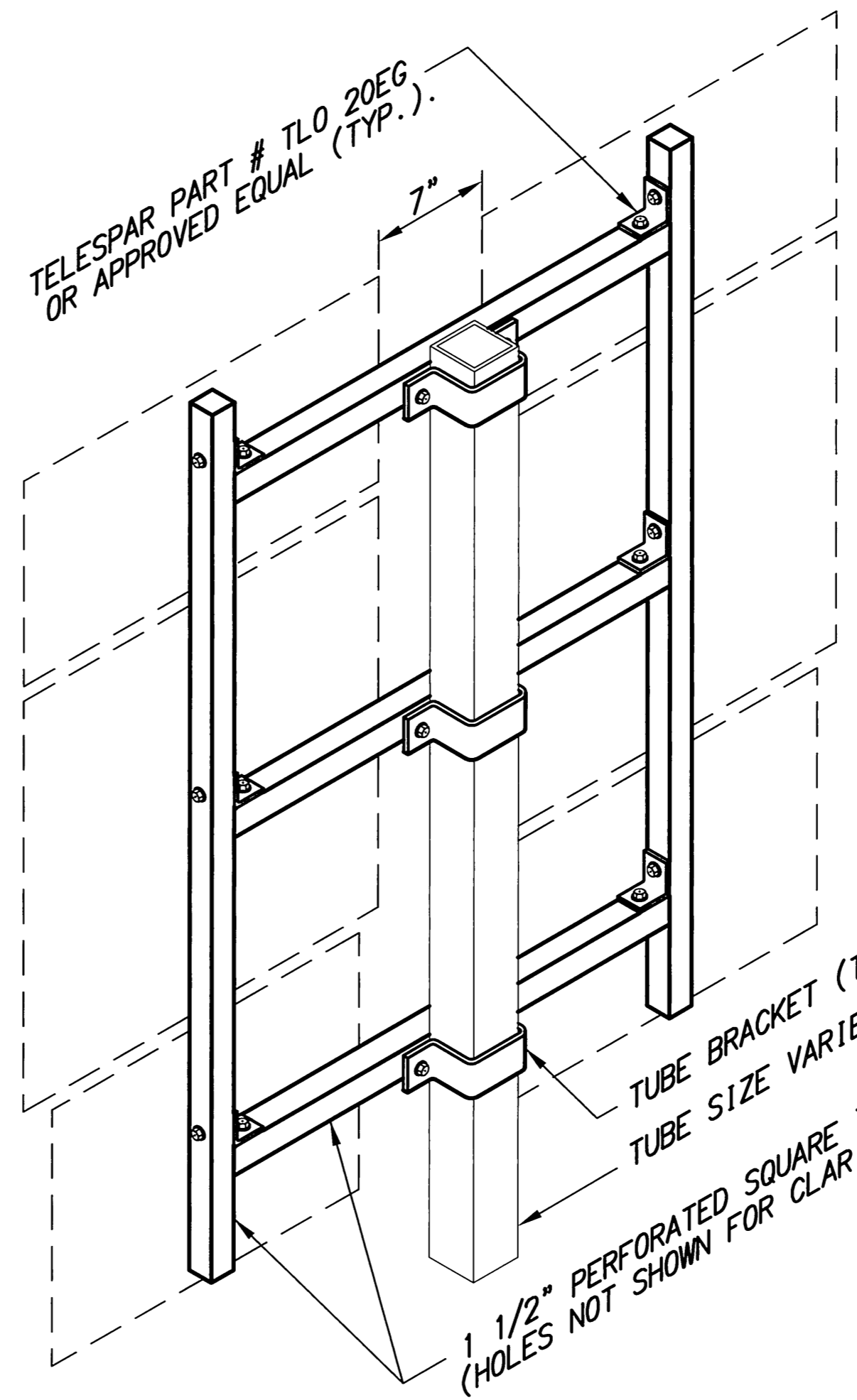
SADDLE BRACKETS



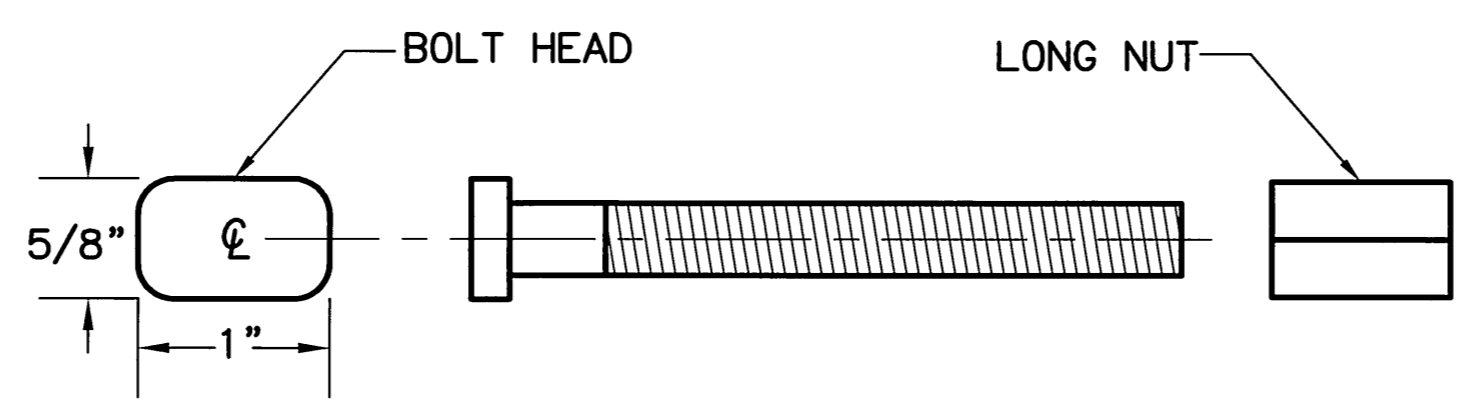
STREET NAME SIGN INSTALLATION



FRAMED SIGN ATTACHMENT BRACKETS



ROUTE MARKER TREE



3/8" WINDBEAM BOLT AND LONG NUT

NOTES:

- EXCEPT FOR POLES AND MAST ARMS, ONLY USE TUBES TO SUPPORT SIGNS MOUNTED ON ONE POST.
- ATTACH ALL SIGNS, FRAMED AND UNFRAMED TO THEIR SUPPORTS WITH ZINC PLATED 3/8" BOLTS, EXCEPT ATTACH UNFRAMED SIGNS TO PERFORATED TUBES WITH ACCESSORY DRIVE RIVETS AND TO SADDLES WITH 5/16" BOLTS.
- BOLT UNFRAMED SIGNS DIRECTLY TO TUBES, AND ATTACH THEM TO POLES AND MAST ARMS WITH TWO SADDLES.
- ATTACH BRACKETS TO POLES AND MAST ARMS WITH DOUBLE WRAPS OF 3/4" WIDE BY 0.020" THICK STAINLESS STEEL BANDING MATERIAL. TIGHTEN EACH BAND UNTIL IT STOPS MOVING THROUGH THE BUCKLE.
- ATTACH FRAMED SIGNS TO POSTS WHEREVER THE FRAMES CROSS THE POSTS. AT EACH CROSSING, ATTACH THE SIGN USING TWO POST CLIPS ON W-SHAPE POSTS, A U-SHAPED BRACKET ON PIPES, AND A BRACKET WITH SQUARE CORNERS ON TUBES.
- THE TUBE BRACKETS USED ON EVEN INCH SIZE TUBES MAY ALSO BE USED ON TUBES 1/2" SMALLER IN SIZE.
- ONLY USE THE SPECIAL WINDBEAM BOLTS TO ATTACH SIGNS FRAMED WITH THE WINDBEAM FRAMING MATERIAL.
- ATTACH FRAMED SIGNS TO POLES AND MAST ARMS USING POLE PLATES INSTALLED ACCORDING TO STANDARD DRAWING S-23.00
- FOR ROUTE MARKER TREES, CUT PERFORATED TUBES TO ENSURE TIGHT FITTING JOINTS. ASSEMBLE THE PIECES WITH ACCESSORY ELL-SHAPED ANGLE BRACKETS.
- INSTALL THE TOP EDGE OF SIGNS 1" ABOVE THE TOPS OF POSTS, EXCEPT FOR THE D3-1 STREET NAME SIGNS.
- INSTALL THE TOP EDGE OF SIGNS 3" BELOW THE TOP OF POST, WHENEVER THEY ARE MOUNTED BELOW SIGNS SECURED BY POST TOP MOUNTING BRACKETS.
- THE BRACKET DETAILS SHOWN INDICATE GENERAL DESIGNS ONLY. DESIGNS MAY VARY BY MANUFACTURER.
- INSTALL WEATHER TIGHT CAPS ON ALL PIPE AND TUBE POSTS, EXCEPT PERFORATED TUBING.

FASTENERS	STEEL	STAINLESS STEEL
BOLTS	ASTM A 307	ASTM F 593
NUTS	REGULAR LOCK	ASTM A 563 ASTM F 594
WASHERS	ASTM A 36	ASTM A 480
POST CLIPS		

THIS DRAWING SUPERSEDES STANDARD DRAWING S-20.10



STATE OF ALASKA
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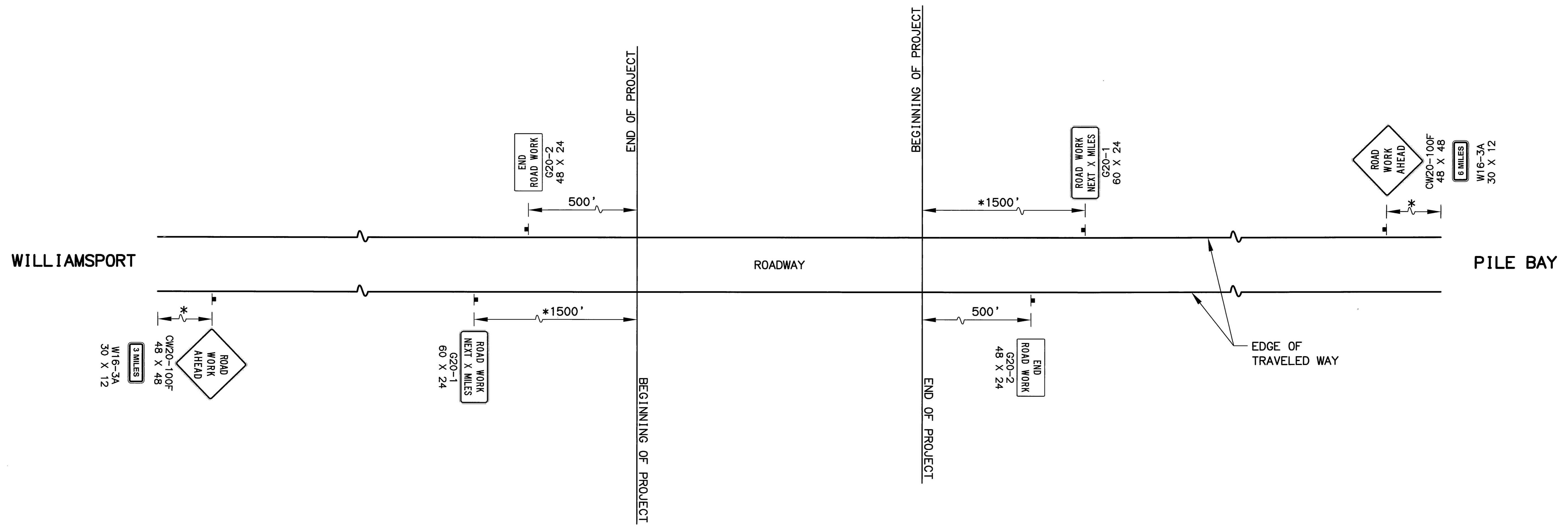
**WILLIAMSPORT-PILE BAY ROAD
SPOT REPAIR**

SIGN ATTACHMENT DETAILS

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REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	J2	J2

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 DRAFTED BY: []



PERMANENT CONSTRUCTION SIGNING

* LOCATION TO BE DETERMINED BY PROJECT ENGINEER.

NOTE:

1. W16-3A SIGNS SHALL BE CONSTRUCTED WITH BLACK LEGENDS AND BORDERS ON AN ORANGE BACKGROUND.



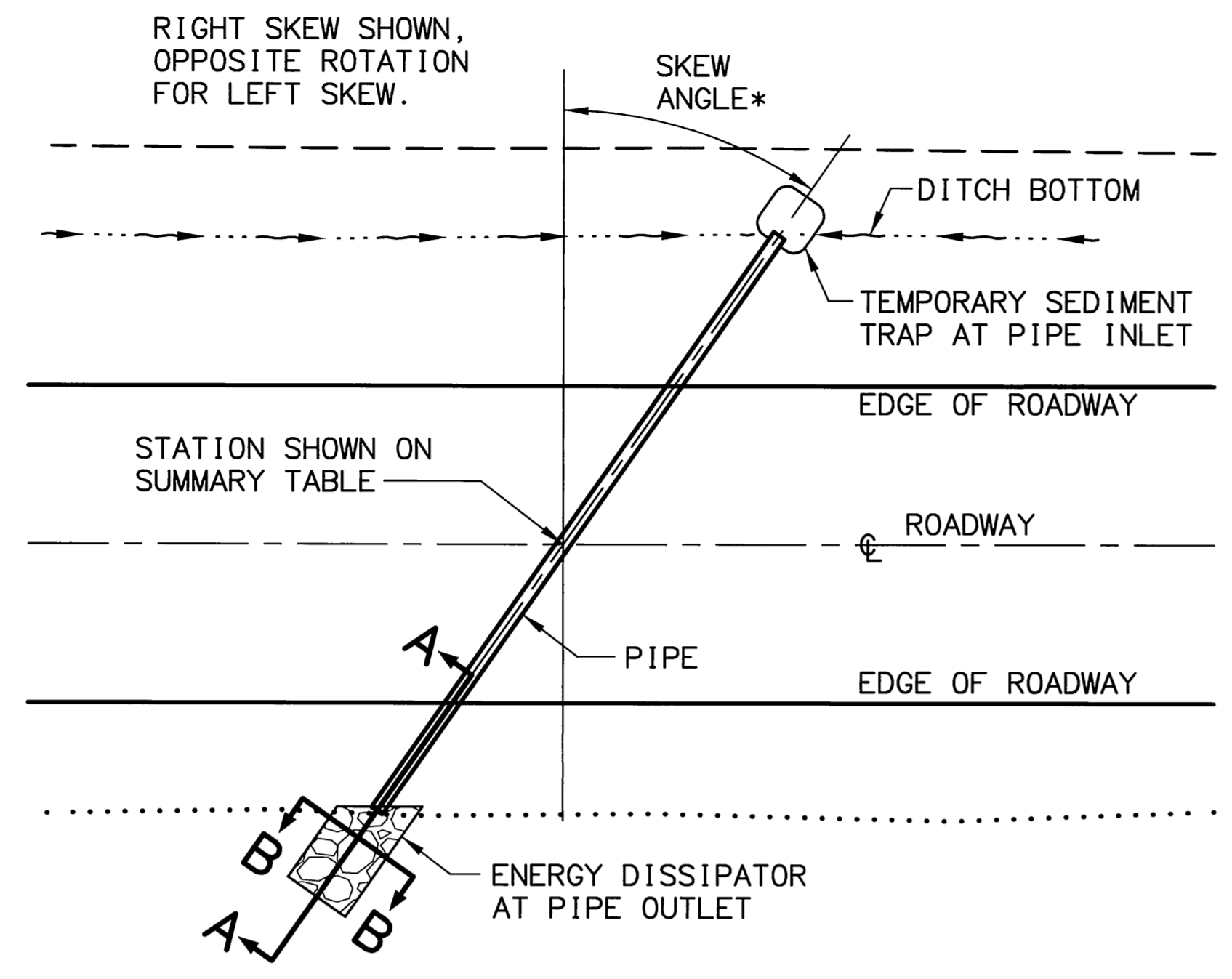
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

**PERMANENT CONSTRUCTION
 SIGN DETAIL**

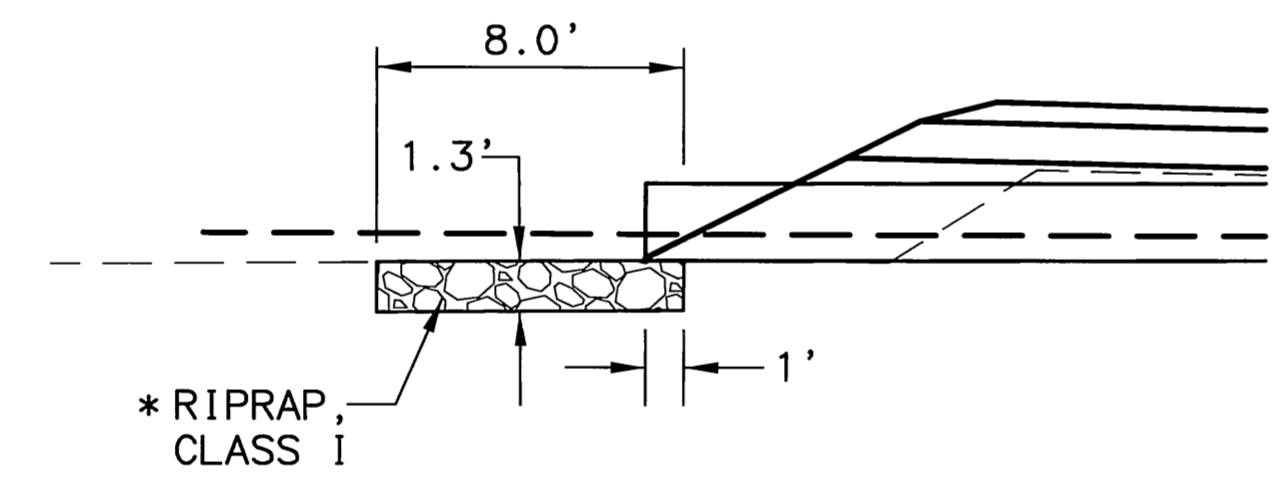
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No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	Q1	Q6

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PLAN VIEW

* SKEW PIPE AS DIRECTED BY THE ENGINEER



SECTION A-A

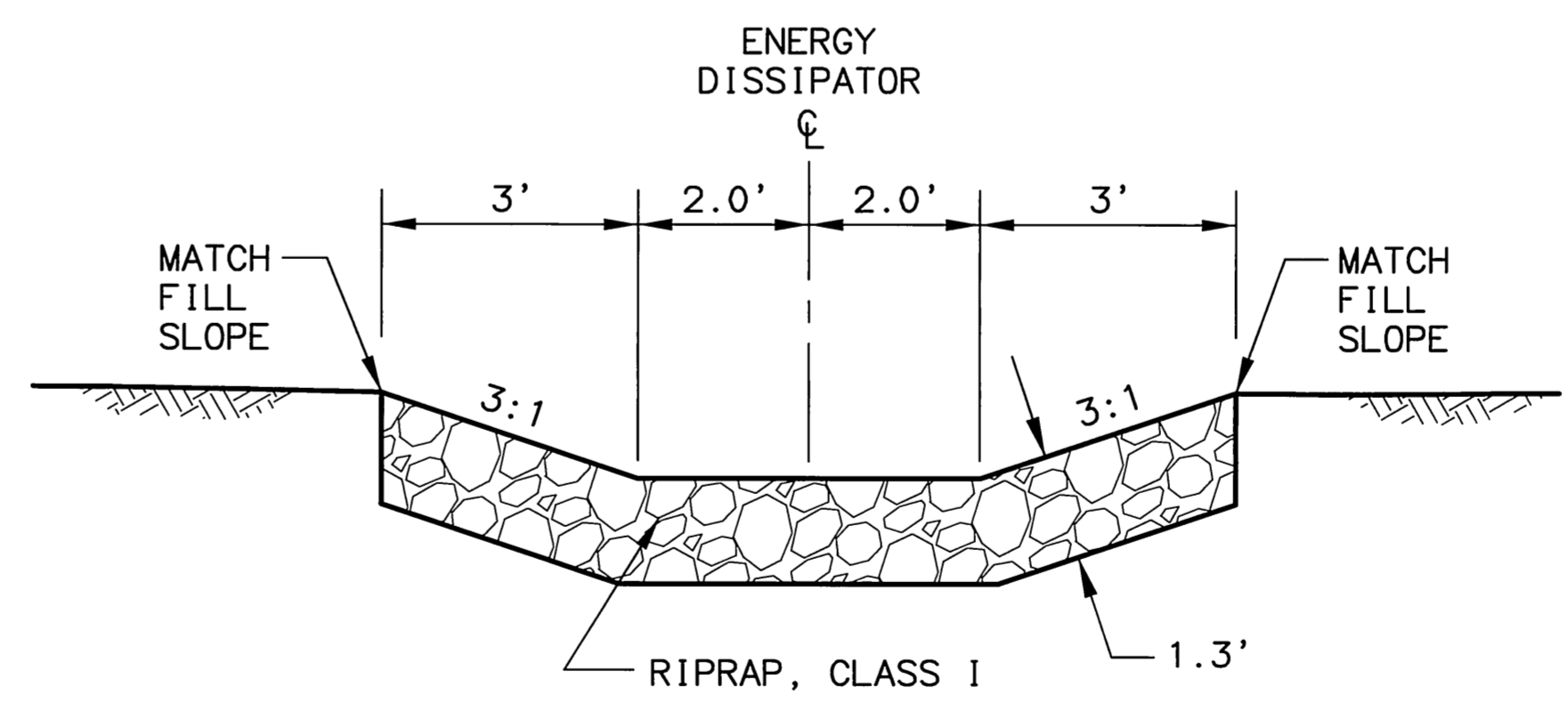
* USE CLASS II RIPRAP, 2.7' THICK AT CULVERTS AT STA. 303+50, 306+70 AND 338+60.

ENERGY DISSIPATOR

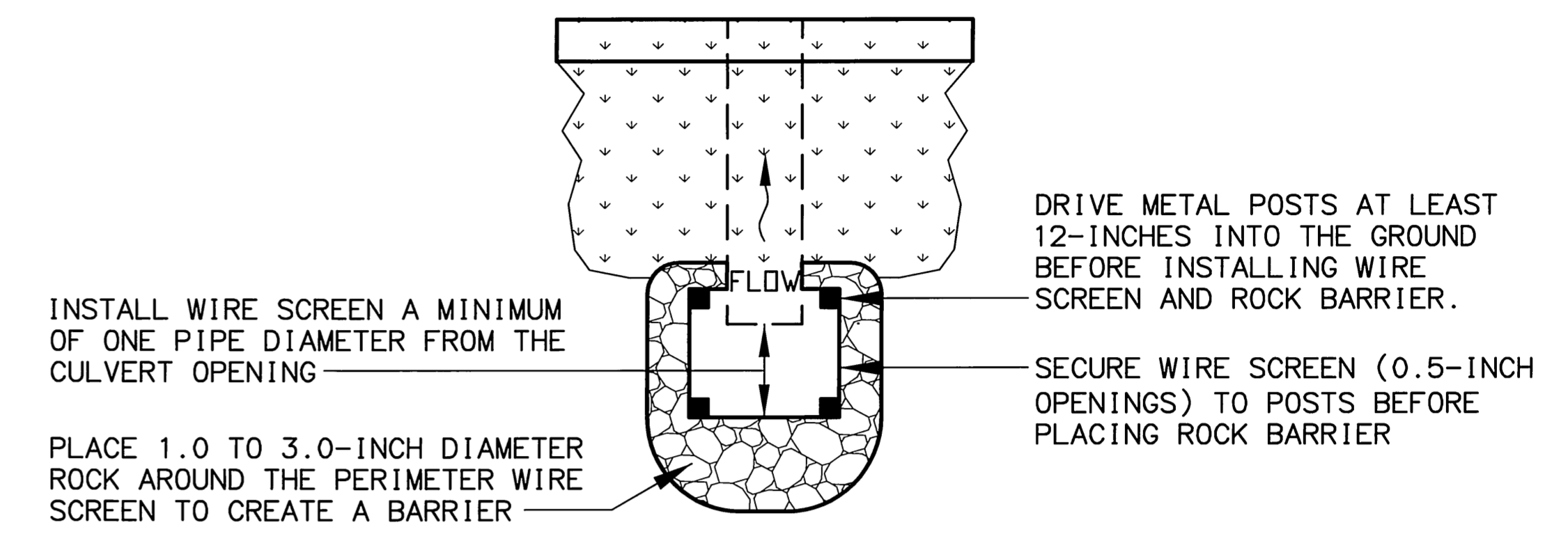
[ENERGY DISSIPATORS ARE PERMANENT STRUCTURES AND SHALL BE LEFT IN PLACE]

EROSION AND SEDIMENT CONTROL NOTES:

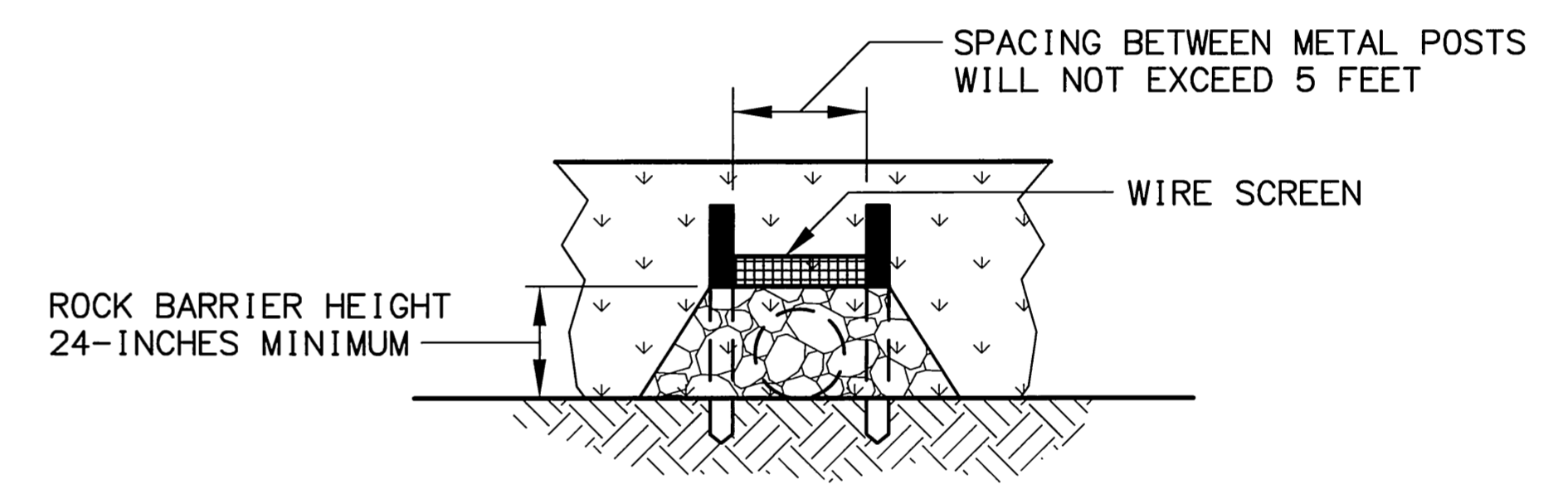
1. INSTALL A TEMPORARY SEDIMENT TRAP AND AN ENERGY DISSIPATOR AT THE ENDS OF EACH NEW CULVERT WITHIN 24 HOURS OF CULVERT INSTALLATION, UNLESS AN ALTERNATE RIPRAP INSTALLATION IS SHOWN IN THE PLANS.
2. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL FEATURES AFTER GRASS COVER HAS BEEN ESTABLISHED. RESHAPE AFFECTED SLOPES AND DITCHES AND SEED ANY NEWLY DISTURBED AREAS.
3. ALTERNATE TEMPORARY SEDIMENT TRAP DESIGNS MAY BE SUBSTITUTED WITH APPROVAL BY THE ENGINEER. TEMPORARY SEDIMENT TRAPS WILL BE PAID FOR UNDER ITEM 641(2).



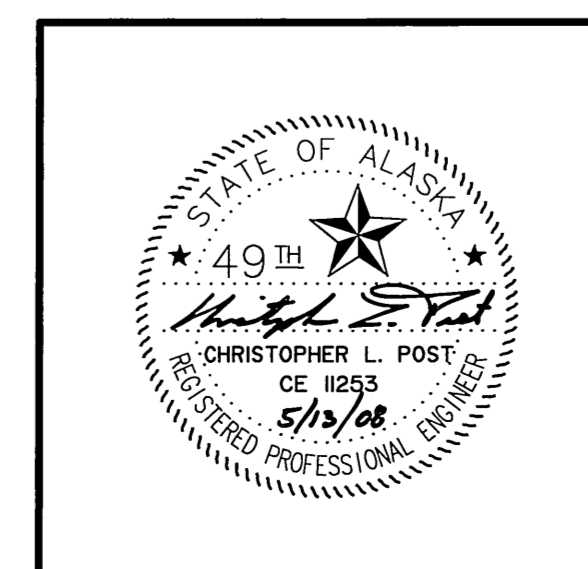
SECTION B-B
ENERGY DISSIPATOR



TYPICAL TEMPORARY SEDIMENT TRAP PLAN VIEW

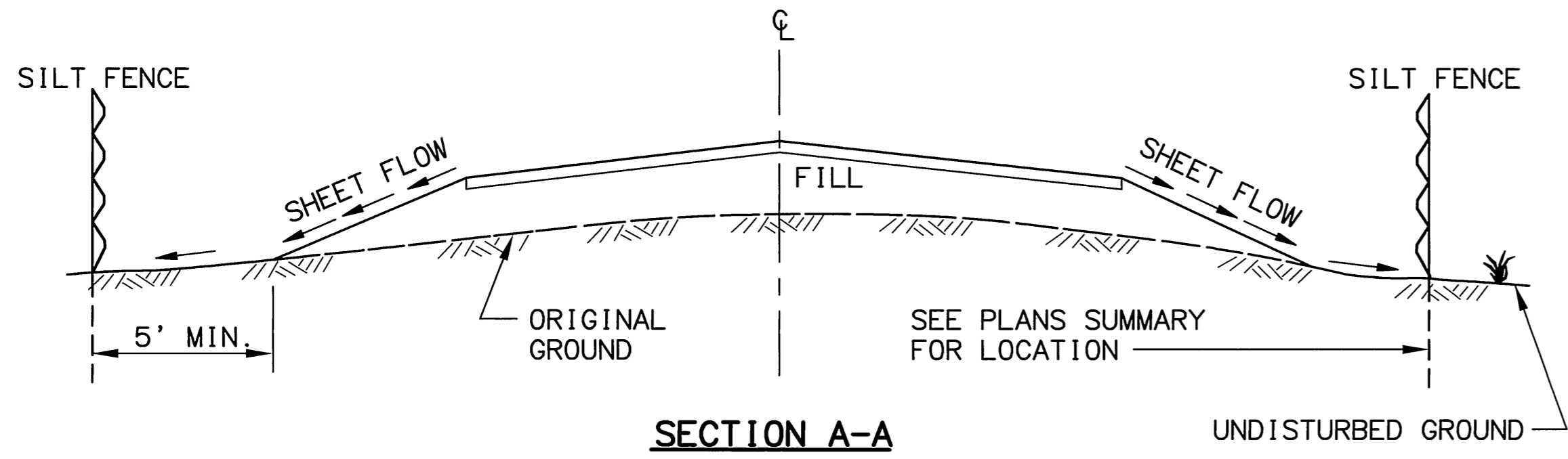


TYPICAL TEMPORARY SEDIMENT TRAP FRONT VIEW

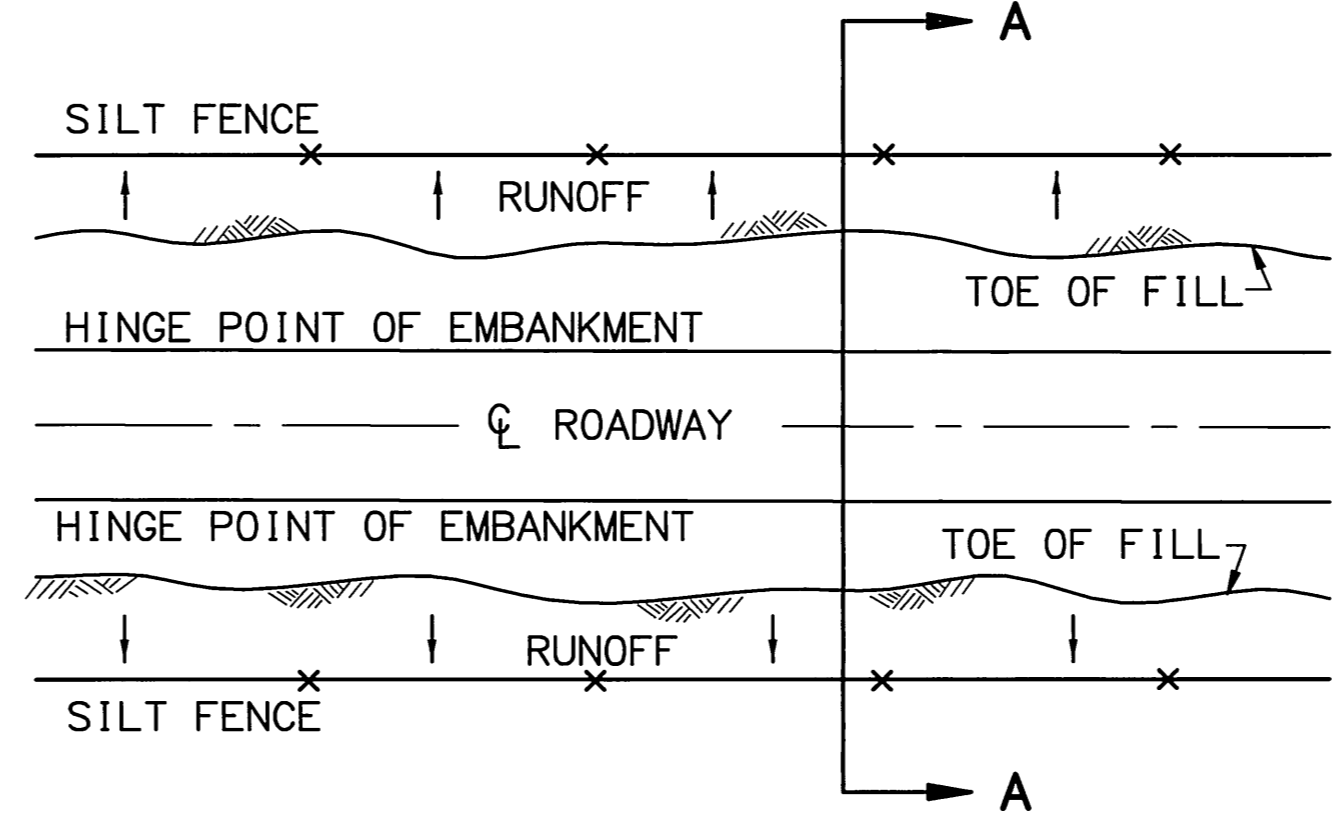


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
**WILLIAMSPORT-PILE BAY ROAD
SPOT REPAIR**
**EROSION AND SEDIMENT
CONTROL DETAILS**

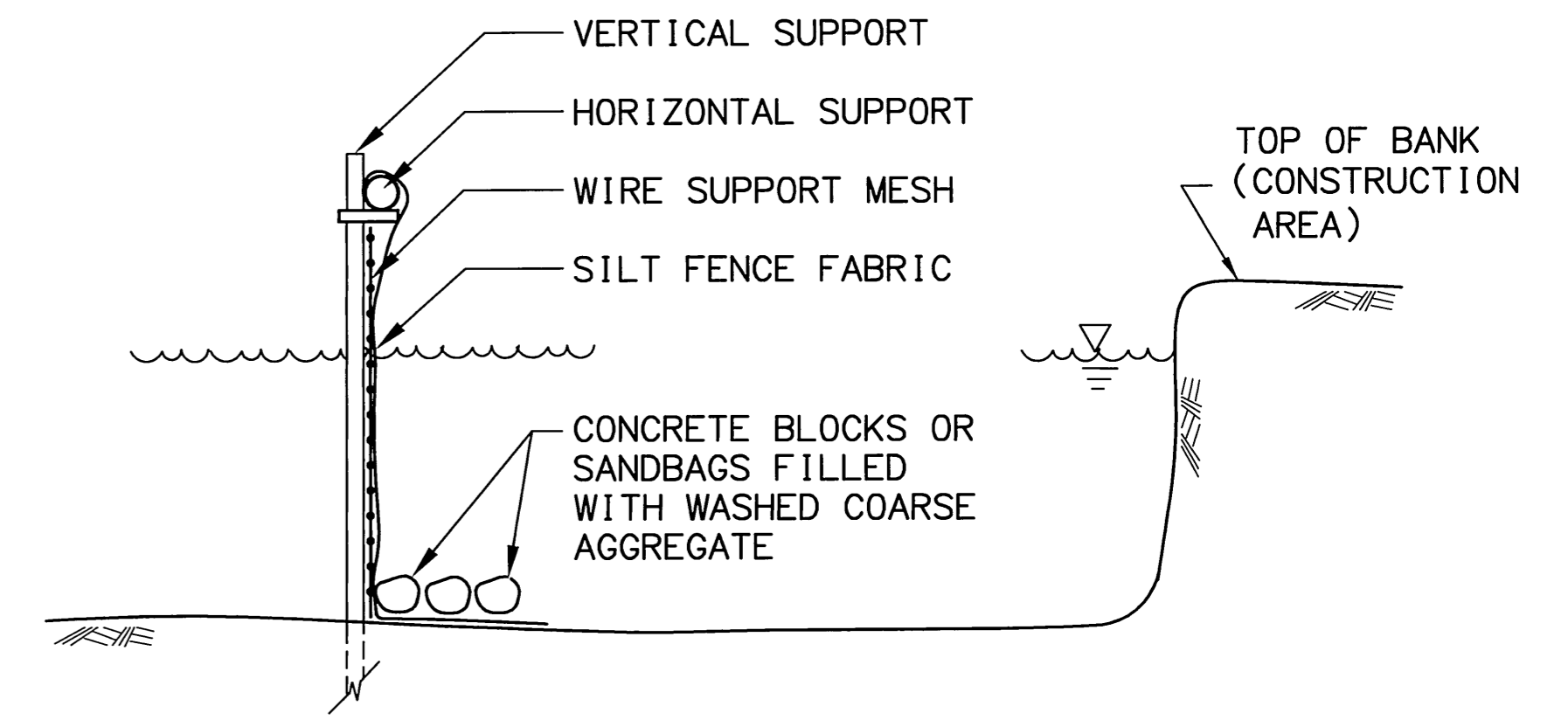
REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	Q2	Q6



SECTION A-A



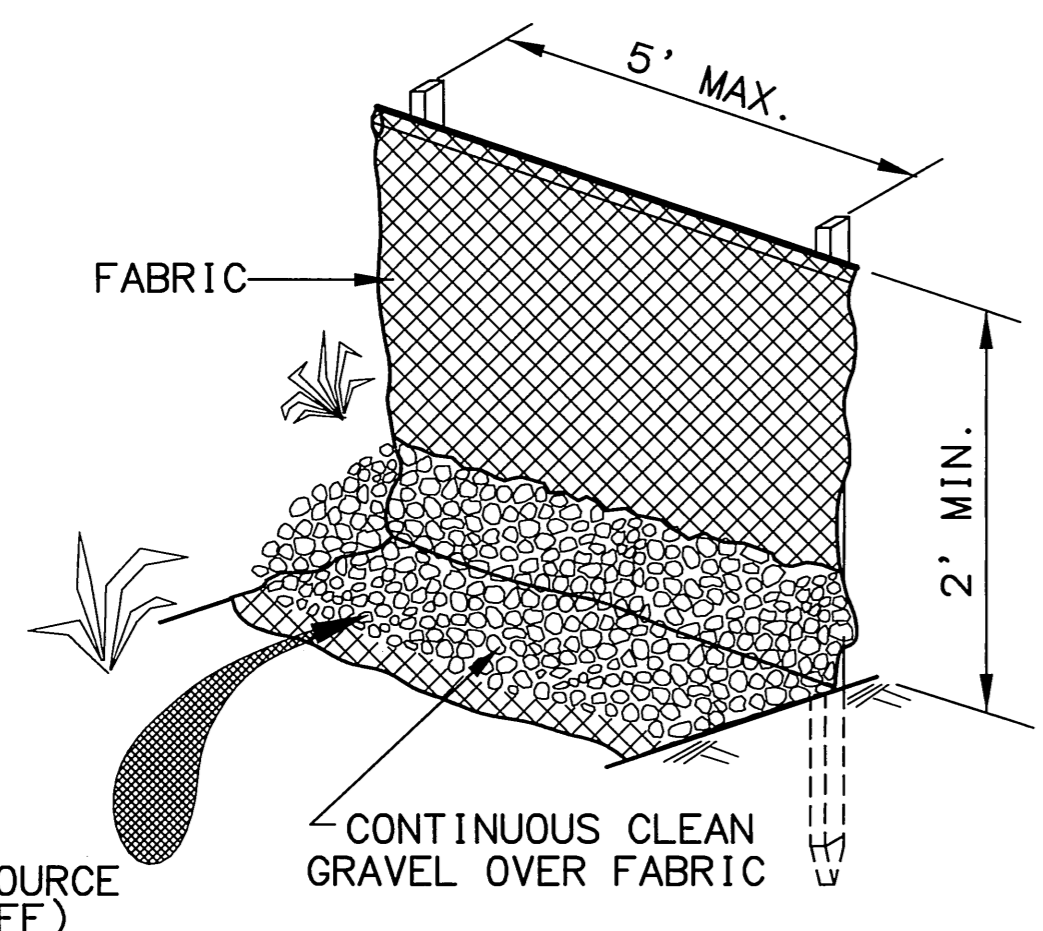
PLAN VIEW



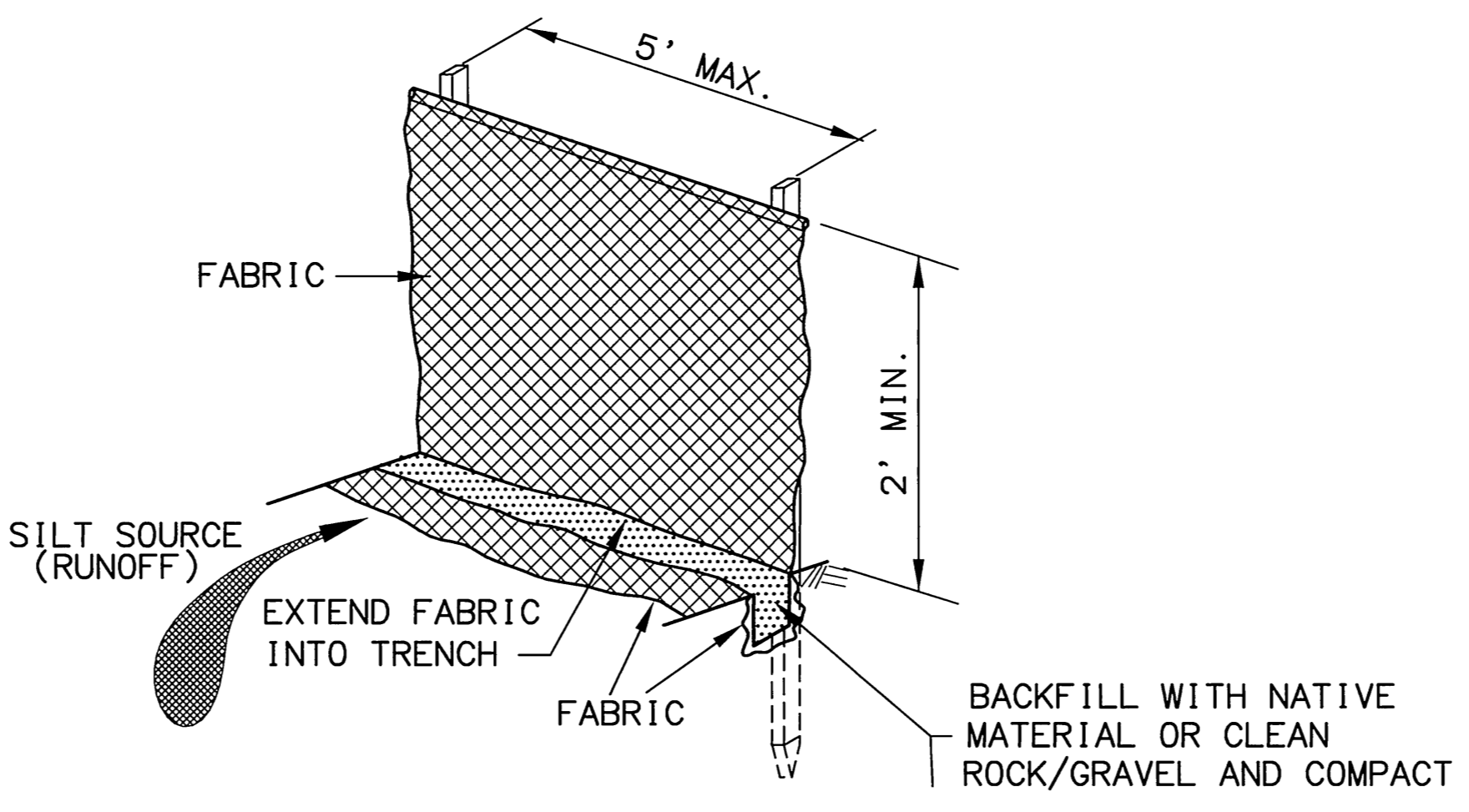
CROSS SECTION VIEW

NOTES:

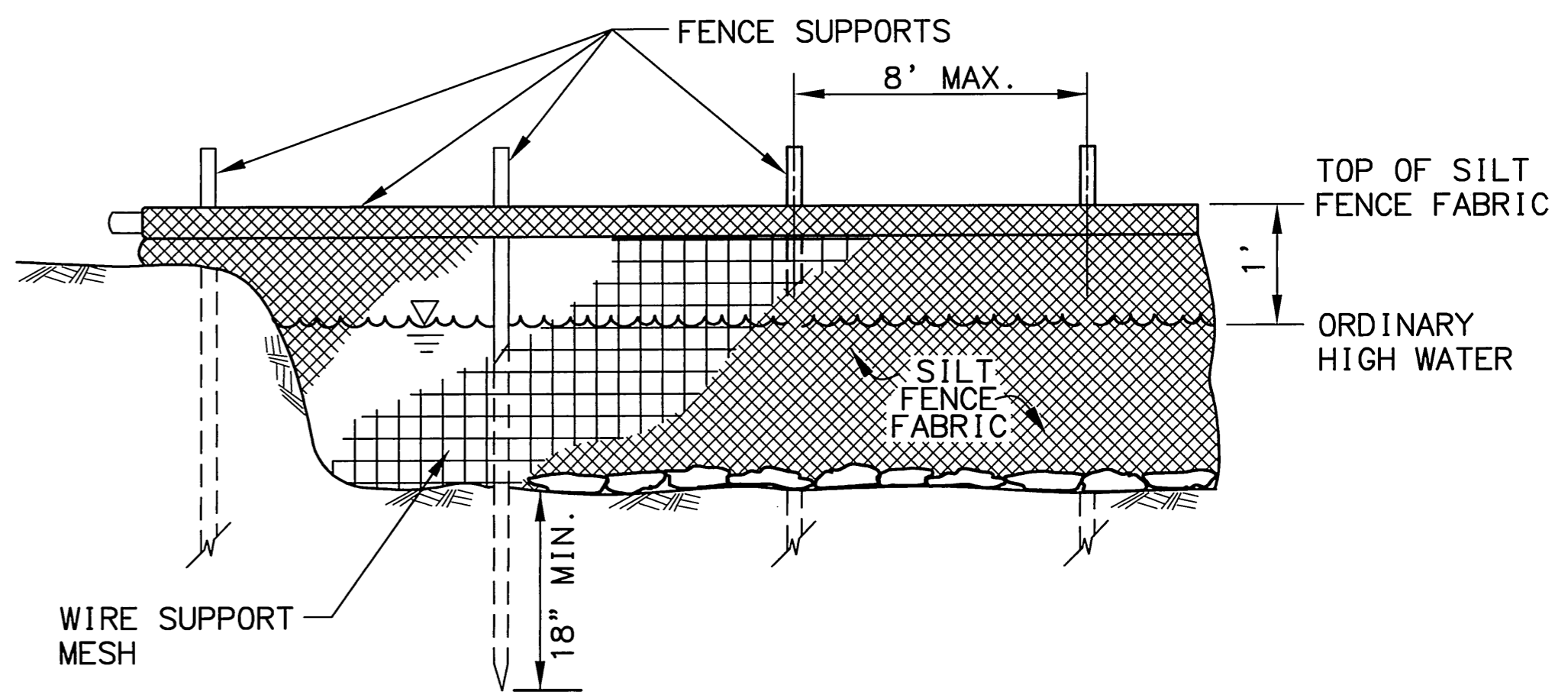
1. INSTALLATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THIS DETAIL AND PER THE MANUFACTURER'S RECOMMENDATION.
2. SILT FENCE FABRIC SHALL BE OVERLAPPED 6" AT FENCE SUPPORTS.
3. SILT FENCE FABRIC SHALL BE TAUT, NOT LOOSE OR FOLDED.
4. THE CONTRACTOR SHALL INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT.
5. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.



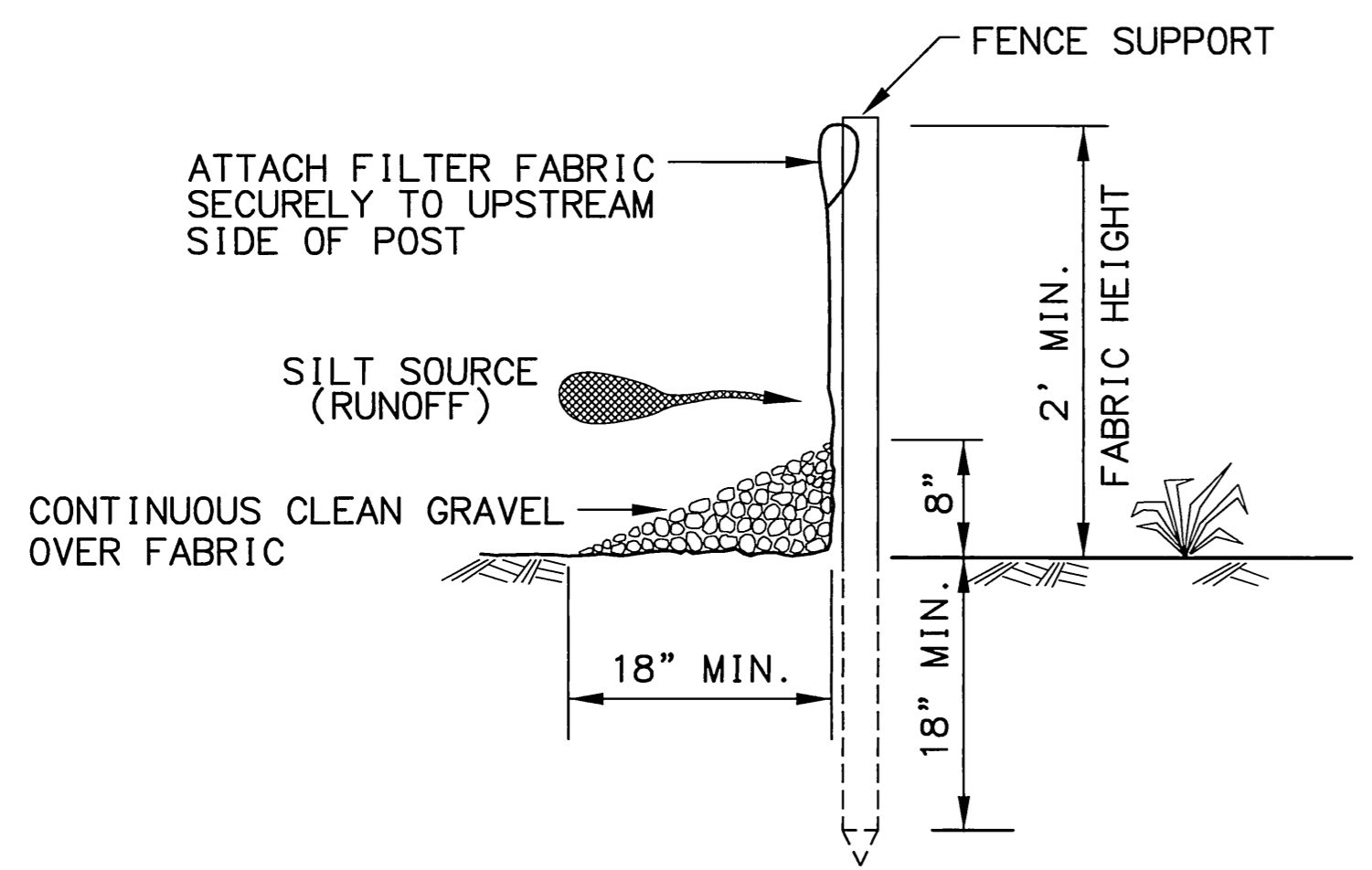
BACKFILL ALTERNATE



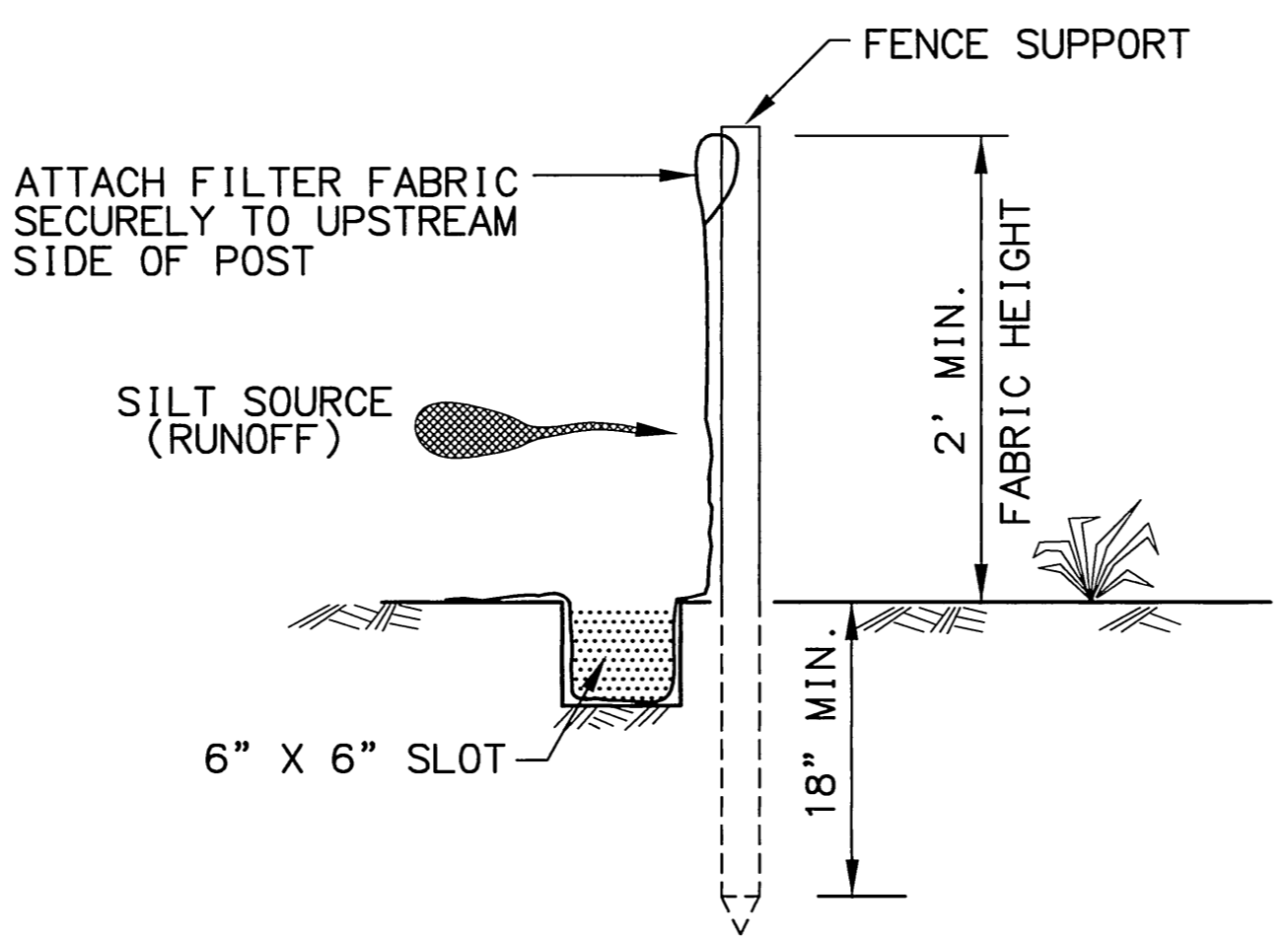
TRENCH ALTERNATE



TYPICAL



BACKFILL CROSS SECTION



TRENCH CROSS SECTION

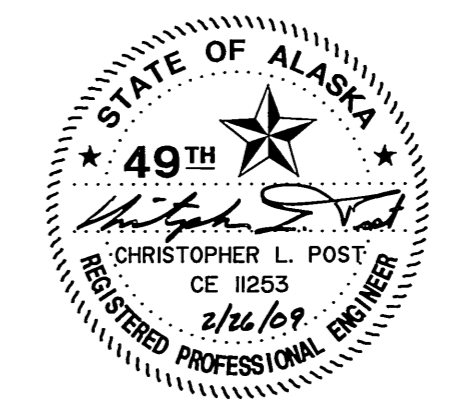
FOR USE IN WATER

1. SECURE THE ENDS OF SILT FENCE TO THE BANK.
2. SILT FENCE FRAMEWORK SHALL BE NOMINAL 2" X 2" WOOD, 3" DIAMETER WOOD, #6 REBAR WITH PVC SLEEVES, 3/4" IRON PIPE, OR OTHER POSTS CAPABLE OF SUPPORTING THE INSTALLATION, AS APPROVED BY THE ENGINEER.
3. THE WIRE MESH SUPPORT SHALL BE WWF 6" X 6", W1 X W1 OR AS APPROVED BY THE ENGINEER.
4. FENCE ANCHORED IN STANDING WATER SHALL HAVE THE BOTTOM ANCHORED WITH SANDBAGS OR CONCRETE BLOCKS AS DETAILED ABOVE.

FOR USE ON LAND

1. FENCE SHALL BE PLACED AT LEAST 5' FROM THE TOE OF EMBANKMENT OR EXCAVATION AREAS, OR AS DIRECTED BY THE ENGINEER.
2. ACCUMULATION OF SEDIMENT BEHIND SILT FENCE SHALL BE REMOVED WHEN DEPTH REACHES 12". REMOVED SEDIMENT SHALL BE DEPOSITED IN AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.

DESIGNED BY VS/PL/DF/AH/LR 07/27/2004
 CHECKED BY VS/PL/DF/AH/LR 07/27/2004
 DRAFTED BY VS/PL/DF/AH/LR 07/27/2004
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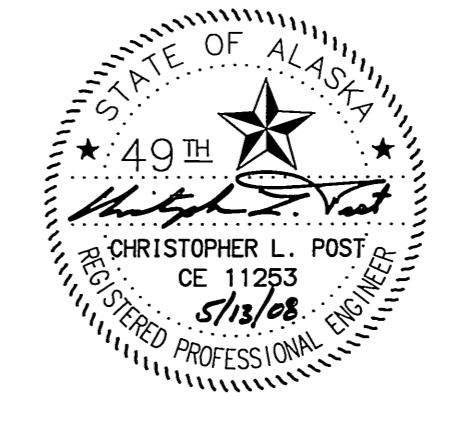
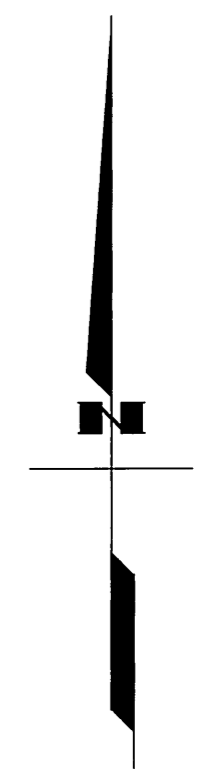
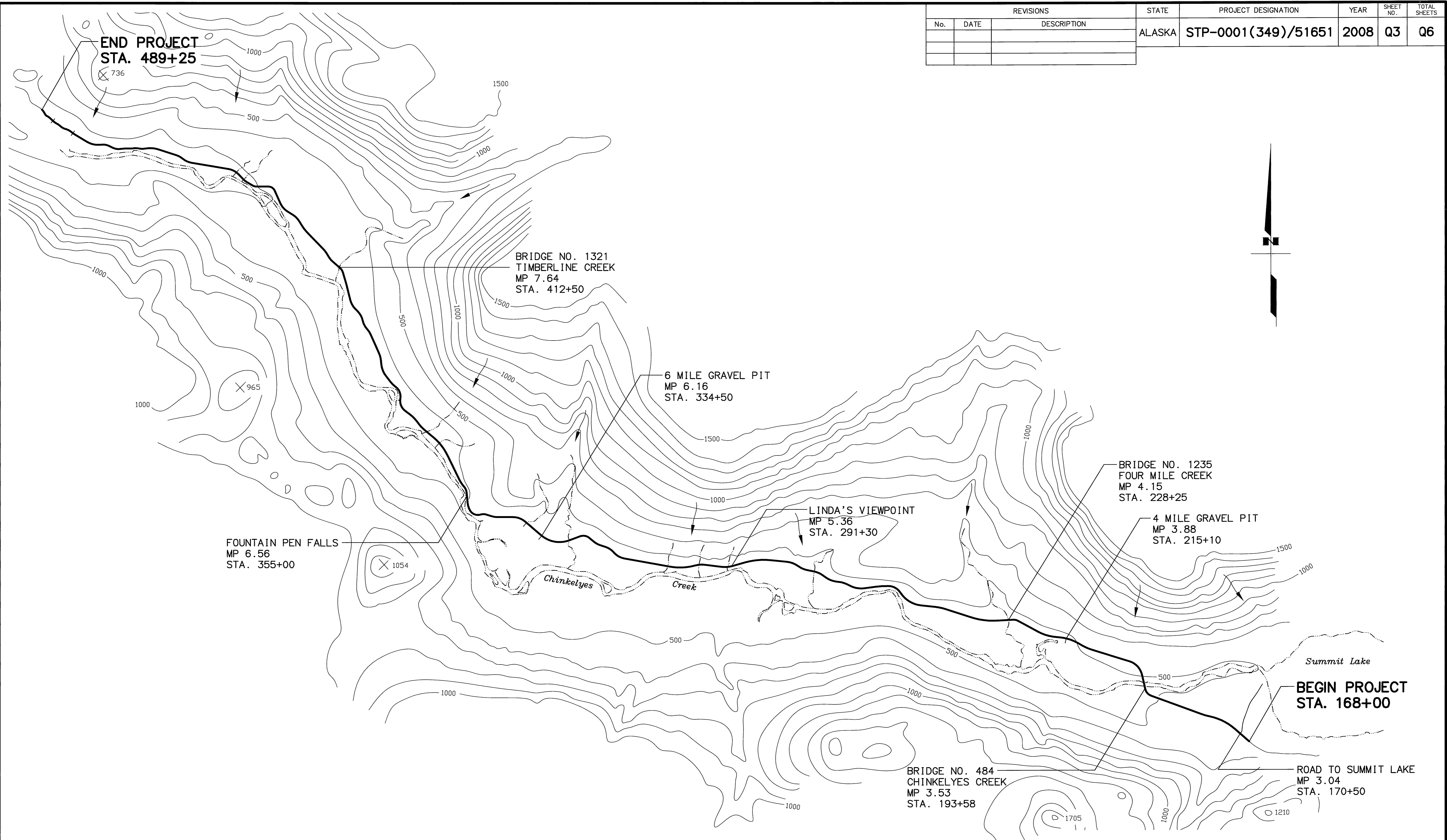
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

SILT FENCE DETAIL

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	Q3	Q6

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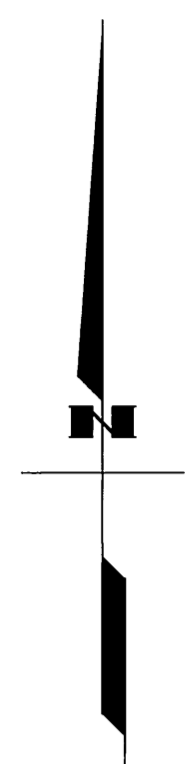
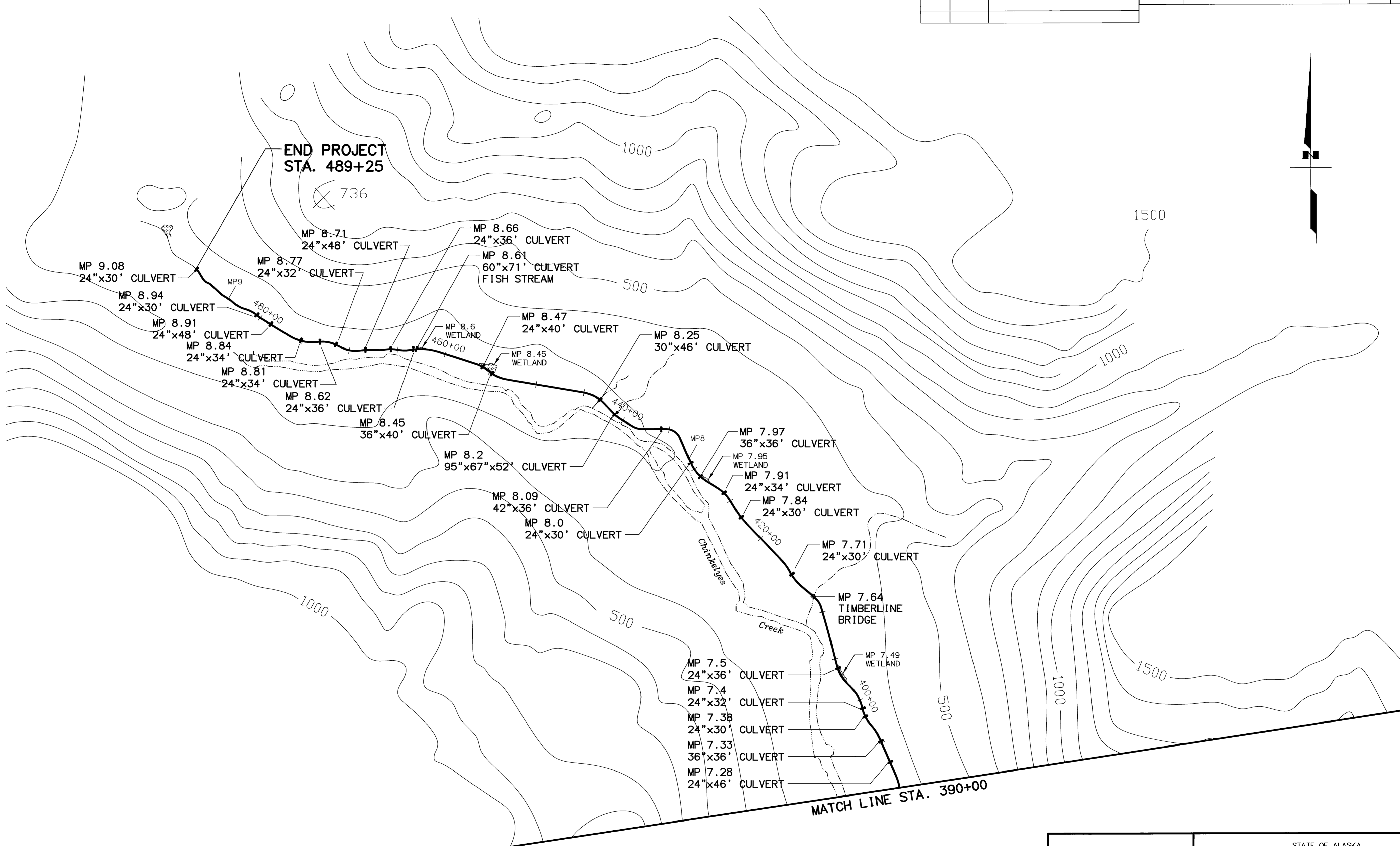
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

**EROSION AND SEDIMENT CONTROL
 OVERVIEW AND DRAINAGE MAP**

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	Q4	Q6

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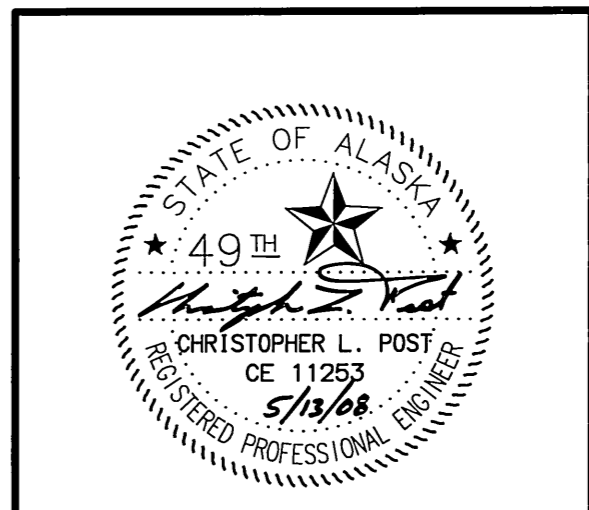
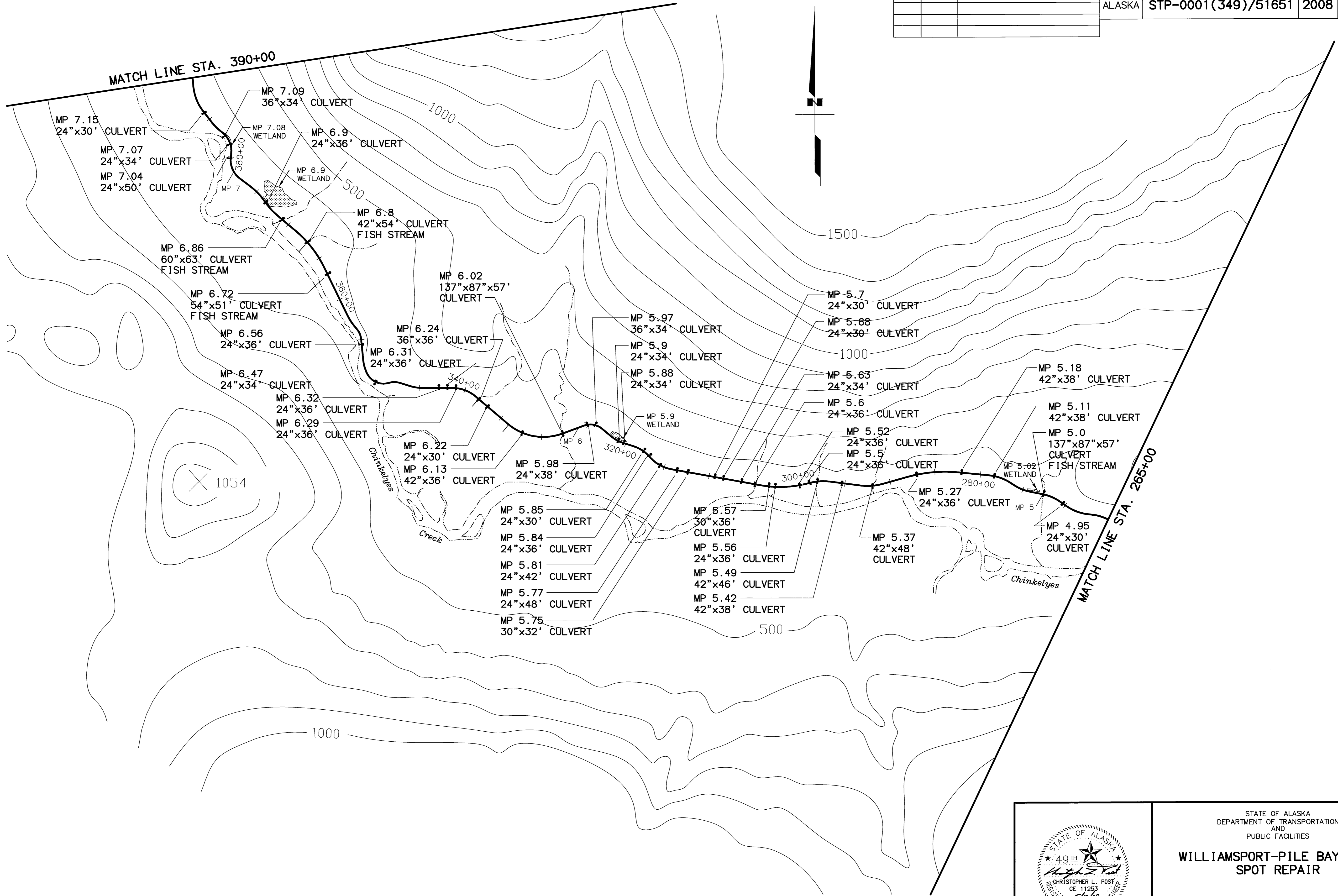
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

**EROSION AND SEDIMENT CONTROL
 CULVERT LOCATION MAP**

REVISIONS			STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
No.	DATE	DESCRIPTION	ALASKA	STP-0001(349)/51651	2008	Q5	Q6

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

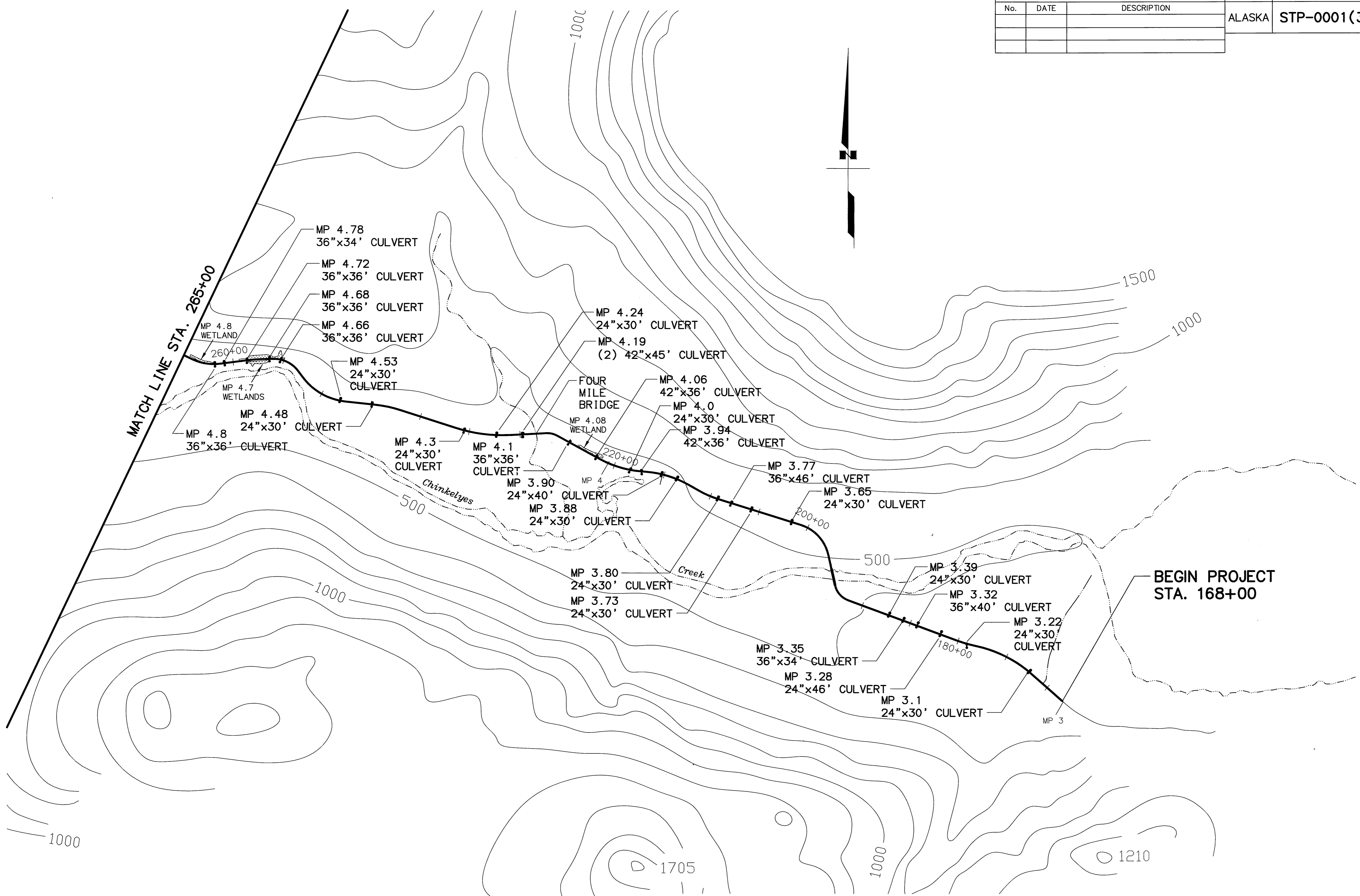
**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

 EROSION AND SEDIMENT CONTROL
 CULVERT LOCATION MAP

REVISIONS		
No.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-0001(349)/51651	2008	Q6	Q6

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

**WILLIAMSPORT-PILE BAY ROAD
 SPOT REPAIR**

**EROSION AND SEDIMENT CONTROL
 CULVERT LOCATION MAP**