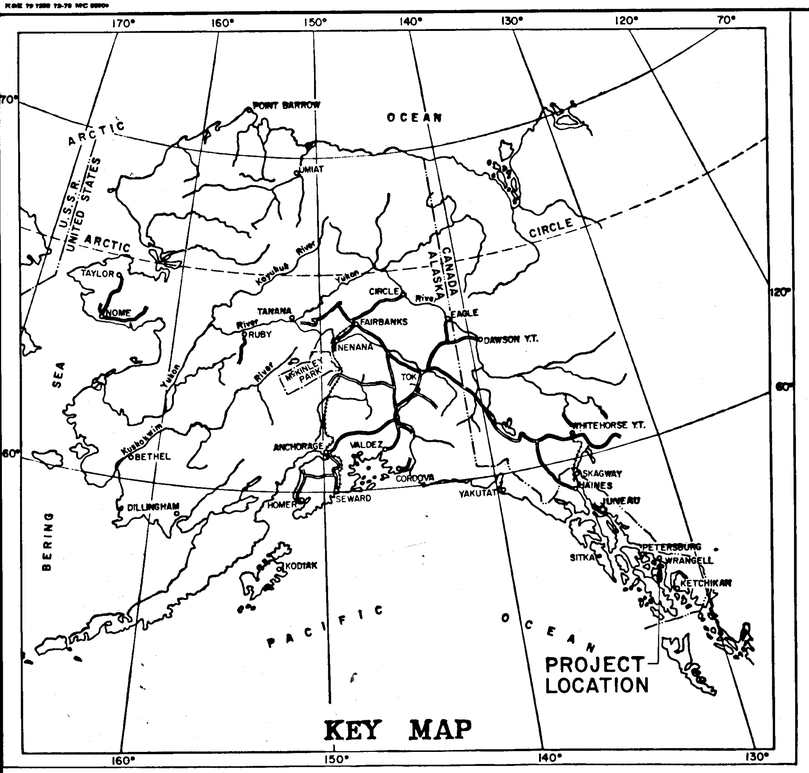
STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1	11

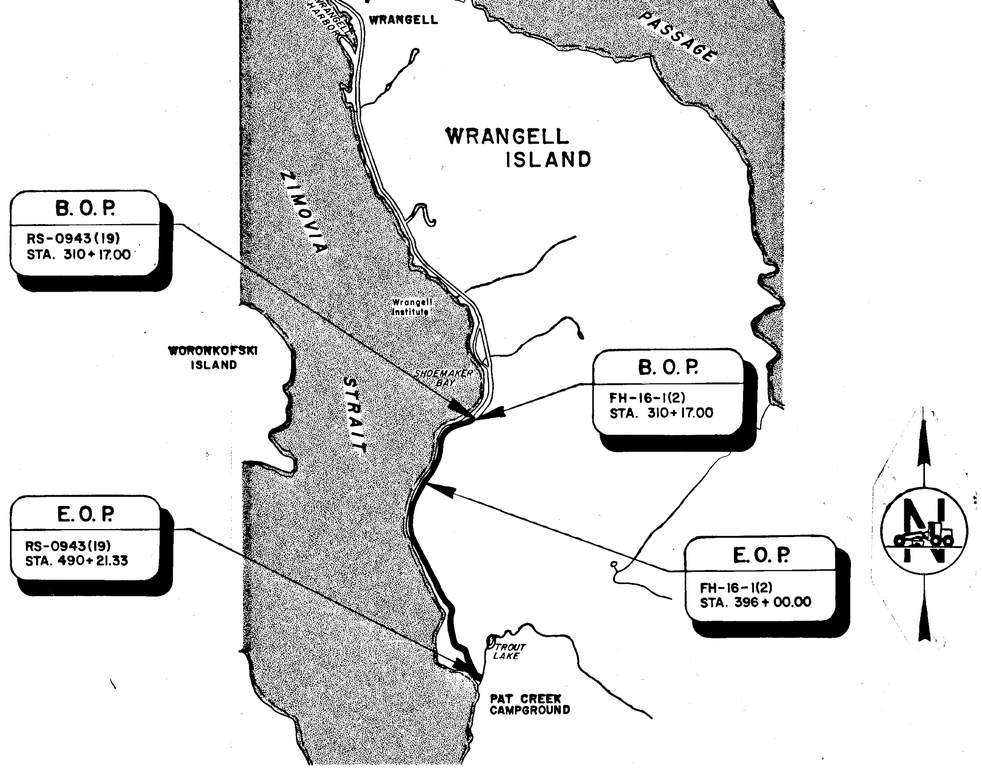
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
RS-0943(19), FH-16-1(2)

WRANGELL
ZIMOVIA HIGHWAY
UPGRADING & PAVING



KEY MAP



PROJECT SUMMARY

Width of Paving	24'
Length of Project	22,608.11' = 4.282 mi.
Length of Paving	22,608.11' = 4.282 mi.

DESIGN DESIGNATION

V	30 mph
ADT (1983)	202
ADT (2004)	286
DHV (11 %)	31
% T	2.0%
TI	5.0

INDEX OF SHEETS

The following Standard Drawings shall apply to this project: A-1, C-01.01, C-02.00, C-03.01, D-01.00 D-04.01, G-04.01S, G-14.02S, G-18.01, G-24.02S, I-40.00 M-16.00, S-00.00, S-05.00, S-30.01, T-21.00

"As-Built" PLANS

CONTRACTOR	RED SAMM CONSTRUCTION
PROJECT ENGR.	PAUL JONES, DALE ROBBINS
BEGIN CONST.	JULY 7, 1985
END CONST.	JULY 3, 1986

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Wallace K. Williams Date 2/25/85
Southeastern Region Design Chief

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
[signature] Date 2-25-85
Director, Highway Design / Const.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	2	11

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY	
109(2)	DBE & WBE Adjustments	C.S.	All Req'd.	
110(2)	Mobilization & Demobilization	L.S.	All Req'd.	
111(1)	Temporary Erosion & Pollution Control	C.S.	"0"	
114(1)	Construction Surveying by the Contractor	L.S.	All Req'd.	
115(1)	Traffic Maintenance EWO #4	L.S.	" "	
116(1)	Furnishing & Maintaining Field Office EWO #4	L.S.	" "	
116(2)	Furnishing & Maintaining Field Laboratory EWO #4	L.S.	" "	
116(6)	Furnishing & Maintaining Engineering Transportation EWO #4	L.S.	" "	
201-1A	Clearing	Acre	~~2.64~~	
203(8)	Linear Grading	Sta.	226	
203(10)	Horizontal Drain Holes	L.F.	~~14,100~~	5862
203(11)	Rock Scaling	CYVM	~~400~~	5031
203(12)	Culvert Rock Exc. EWO #3	L.S.	All Req'd.	
203(13)	Roadway Widening EWO #5	L.S.	All Req'd.	
301(1)	Crushed Aggregate Base Course	Ton	~~23,067~~	27,005
304(1)	Subbase, Grading A	Ton	~~23,261~~	48,500
401(1)	Asphalt Concrete, Type I	Ton	~~11,308~~	13,458
401(7)	Asphalt Concrete Credit	L.S.	L.S.	
401(2)	Asphalt Cement, Ac-5	Ton	~~679~~	704
402(1)	CSS-1 Asphalt For Tack Coat	Ton	~~27~~	10.6
403(2)	Mc-30 Liquid Asphalt For Prime Coat	Ton	~~64~~	36.5
603(14)	18 INCH Corrugated Aluminum Pipe EWO #1	L.F.	173	
603(13)	24 Inch Corrugated Aluminum Pipe	L.F.	~~400~~	1,053
606(1)	Beam Type Guard Rail, Type I Post	L.F.	150	
606(1A)	Beam Type Guard Rail	L.F.	1,000	
606(18)	Type 1 Post	Ea.	~~140~~	235
606(4)	Removal & Reconstruction of Guard Rail	L.F.	~~10,363~~	10,387.5
606(6)	End Anchorages	Ea.	~~20~~	18
614(1)	Survey Monuments	Ea.	~~43~~	62
614(2)	Monument Cases	Ea.	~~43~~	62
615(1)	Standard Signs	S.F.	~~25~~	110.75
627(1)	Watering	M.Gal.	~~500~~	37.6
639(1)	Approaches	Ea.	~~21~~	46
603(17)	72"x48" Corrugated Aluminum Pipe Arch EWO #2	L.F.	12	
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/C.Y.
304(1)	Subbase Grading A	1.86 Tons/C.Y.
401(1)	Asphalt Concrete, Type II	116.0 lbs./Sq. Yds./In Depth
401(2)	AC-5 Asphalt Cement	6% of Item 401(1)
402(1)	CSS-1 Asphalt for Tack Coat	*0.10 Gal./Sq. Yd. - 240 Gal./Ton
403(2)	MC-30 Liquid Asphalt for Prime Coat	0.25 Gal./Sq. Yd. - 256 Gal./Ton @ 60°F

GUARD RAIL

STATION TO STATION			LEFT	RIGHT	REMARKS
"As Builts"					
"L" 310+17	"0" 339+17			~~2,900~~ 2912.5	Remove & Reconstruct
"0" 353+38	"0" 400+97			~~4,753~~ 4762.5	Remove & Reconstruct
"L" 405+75	"L" 409+50			375	Remove & Reconstruct
"L" 412+00	"L" 416+75			475	Remove & Reconstruct
"L" 418+75	"L" 422+00			325	Remove & Reconstruct
"L" 424+00	"L" 426+50	"L" 427+50		250	Remove & Reconstruct
"L" 432+00	"L" 437+75	"L" 439+06		~~575~~ 587.5	Remove & Reconstruct
"L" 445+50	"L" 452+50	"L" 453+44		700	Remove & Reconstruct
"L" 489+46	"L" 490+21			75'	New Bridge Rail
"L" 489+46	"L" 490+21		75'		New Bridge Rail

"L" 425+00
"L" 423+00
"L" 446+50

See Attached Approach Summary

APPROACH SUMMARY

STATION	WIDTH LEFT	WIDTH RIGHT	RADIUS	REMARKS
"0" 349+00	14'			
"0" 349+50'		14'		
"0" 350+50		14'		
"0" 351+40		14'		
"0" 419+42		14'		
"0" 420+25	14'			
"0" 420+85		14'		
"0" 421+10	14'			
"0" 425+75	14'			
"0" 434+40		14'		Skew
"0" 434+90		14'		Skew
"0" 436+30	14'			Skew
"0" 439+10		14'		
"0" 440+30	14'			Skew
"0" 443+70		14'		
"L" 412+50		14'		Skew
"L" 413+65		14'		Skew

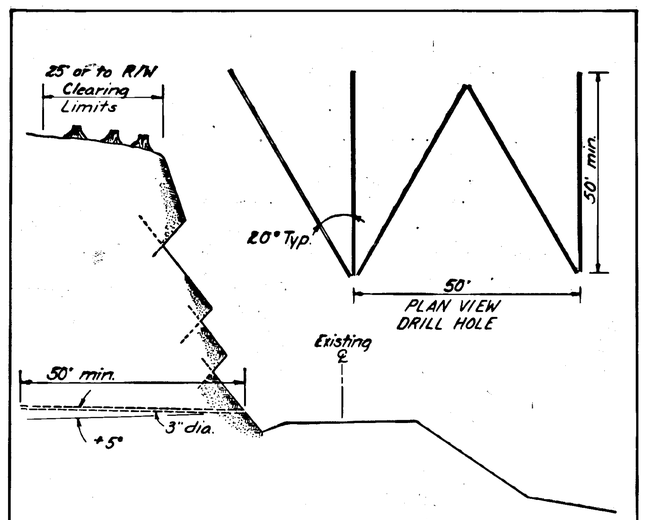
See Attached Signing Schedule

SIGNING SCHEDULE

SIGN NO.	STATION	OFFSET LEFT	OFFSET RIGHT	CODE NO.	LEGEND	SIGN PANEL SIZE	SIGN PANEL AREA	POST NO. POSTS	POST LENGTH	POST EMBED.	FACING TRAFFIC	REMARKS
1	308+00		15/24'	W 16-8	Rocks	30"x30"	6.25	1	13'/18'	3'	S.B.	
2	342+00	24'		W 16-8	Rocks	30"x30"	6.25	1	14'	3'	N.B.	
3	368+00		15'	W 16-8	Rocks	30"x30"	6.25	1	13'	3'	S.B.	
4	403+00	24'		W 16-8	Rocks	30"x30"	6.25	1	14'	3'	N.B.	
					* See Standard Drawing S-05.00 for offset							

SIGNING SCHEDULE NOTES:

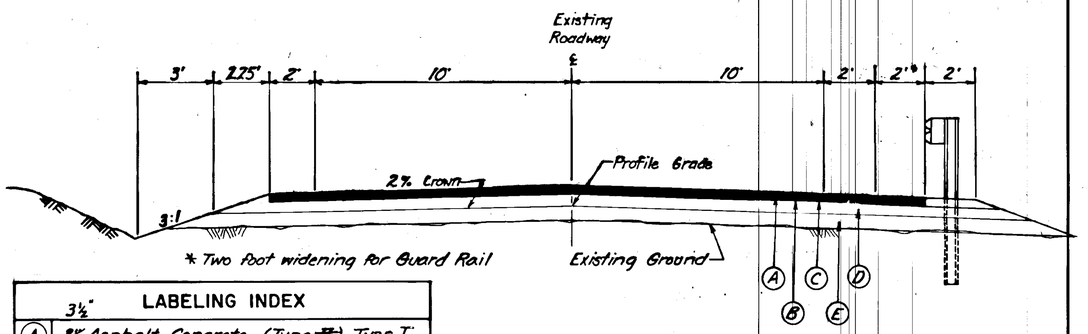
1. Sign locations and post lengths are approximate only and are subject to minor revisions.
2. All sign posts shall be telescoping perforated galvanized square steel posts; the 2" size shall be used above ground and the 2¼" size shall be used below ground for sleeve.
3. All posts shall be installed with sleeve type embedment in accordance with Standard Drawing S-30.00 except that the 2¼" size shall be used for the entire embedment depth.
4. Post lengths are from the cut-off in the sleeve to the top of the post. See Standard Drawings S-05.00 and S-30.01.



HORIZONTAL DRAIN HOLE DETAIL
n.t.s.
"0" Sta. 310+00 to Sta. 341+00
"0" Sta. 375+00 to Sta. 390+00

See Attached Culvert Summary

TYPICAL SECTION

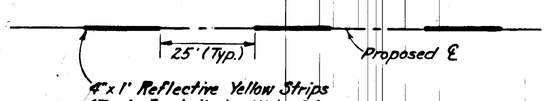


3½"	LABELING INDEX
(A)	3" Asphalt Concrete (~~Type II~~) Type I
(B)	CSS-1 Asphalt for Tack Coat
(C)	MC-30 Liquid Asphalt for Prime Coat
(D)	6" Crushed Aggregate Base Course
(E)	6" Subbase, Grading "A"

GENERAL NOTES:

1. Grades and alignment shown on the plans are subject to minor revisions.
2. Culvert requirements shall consist of replacement of damaged end sections or replacement of existing pipes not functioning properly or the installation of new pipe as directed. The removal and disposal of culvert shall be incidental to the installation of the new pipe.
3. The survey monuments and monument cases shall be installed at all the P.C.'s and P.T.'s along the existing roadway centerline. The "0" Line alignment shall be used from the B.O.P. to "0" Line Sta. 448+11.56 Back. The "L" Line alignment shall be used from "L" Line Sta. 401+93.63 Ahead to the E.O.P. An additional monument and cases shall be installed at "0" Line Sta. 440+00 P.O.T.
4. One lane of traffic shall be maintained at all times. Detours around the work area shall be accordance with Standard Drawing C-03.01. Two lane roadway - single lane closure, Typical lane closure - short duration.
5. Suitable excavation shall be wasted in areas of guard rail flares as directed by the Engineer.

TEMPORARY STRIPING DETAIL
n.t.s.



4"x1' Reflective Yellow Strips (Typ.), Installed within 24 hours unless permanent pavement markings are installed within 24 hours.

STATE OF ALASKA 49TH
Wm. L. Baumgartner
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	3	11

(1) "L"
Δ = 3° 55'
D = 3° Lt.
T = 65.31'
L = 130.56'
R = 1909.86'

(2) "O"
Δ = 30° 30' 30"
D = 13° Lt.
T = 120.40'
L = 235.06'
R = 440.74'
S = 0.053'/ft.

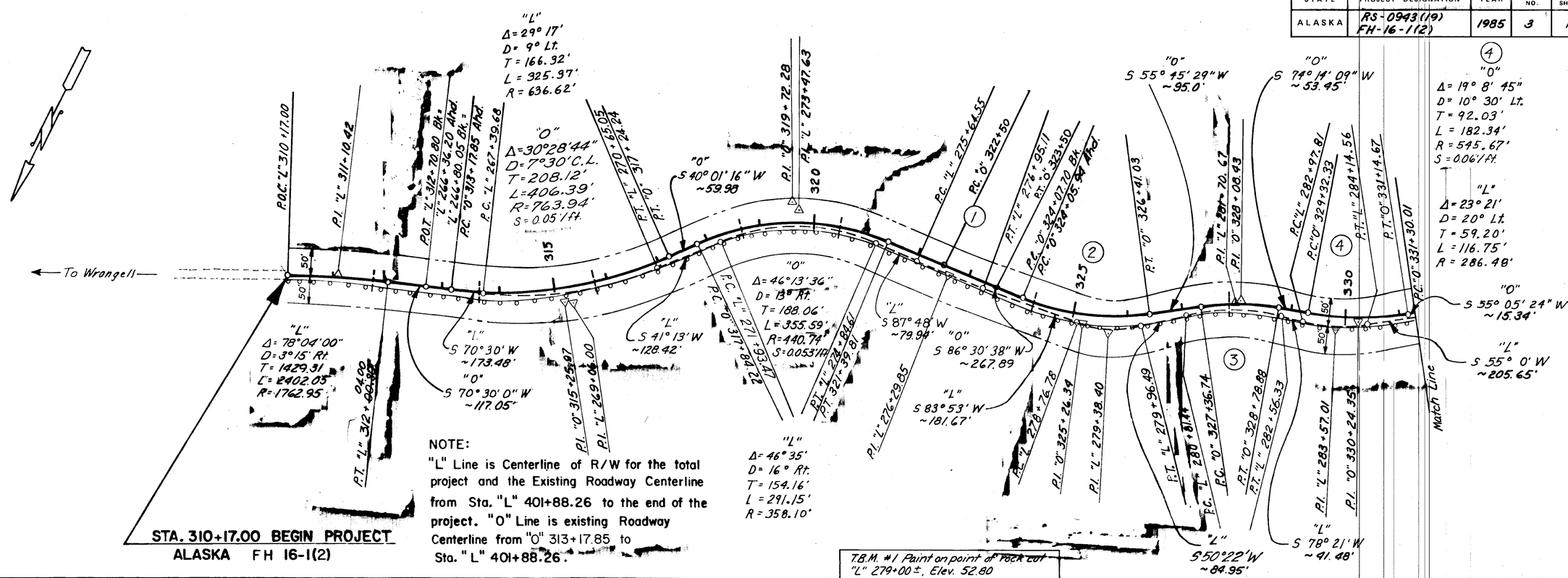
"L"
Δ = 33° 31'
D = 28° Lt.
T = 61.62'
L = 119.70'
R = 204.63'

(3) "O"
Δ = 18° 28' 40"
D = 13° Rt.
T = 71.69'
L = 142.14'
R = 440.74'
S = 0.053'/ft.

"L"
Δ = 27° 59'
D = 16° Rt.
T = 89.23'
L = 174.90'
R = 358.10'

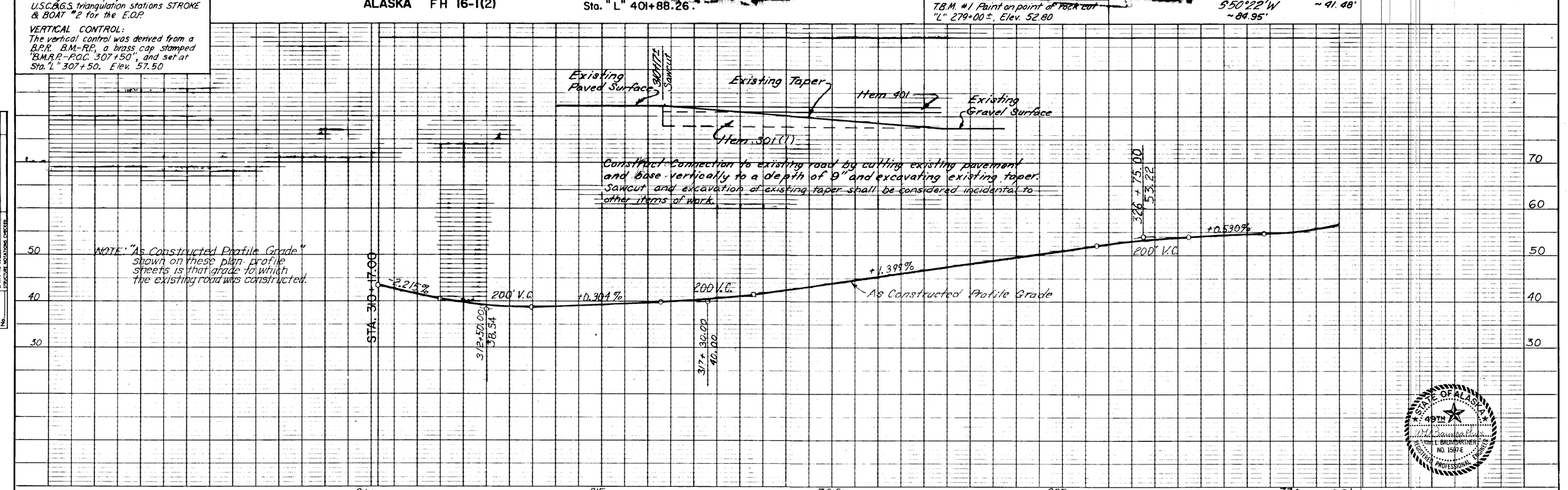
HORIZONTAL CONTROL:
Bearings for this project are based on U.S.C.&G.S. triangulation stations STROKE & BOAT "2 for the E.O.P.

VERTICAL CONTROL:
The vertical control was derived from a B.P.R. B.M.-R.P., a brass cap stamped "B.M.R.P.-P.O.C. 307+50", and set at Sta. "L" 307+50. Elev. 57.50



NOTE:
"L" Line is Centerline of R/W for the total project and the Existing Roadway Centerline from Sta. "L" 401+88.26 to the end of the project. "O" Line is existing Roadway Centerline from "O" 313+17.85 to Sta. "L" 401+88.26.

STA. 310+17.00 BEGIN PROJECT
ALASKA FH 16-1(2)



STATE OF ALASKA
49TH
WILLIAM L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	4	11

"L"
Δ=14°13'
D=10° Lt.
T=71.45'
L=142.17'
R=572.96'

"O"
Δ=25°54'20"
D=4° Lt.
T=329.45'
L=647.64'
R=1432.39'

"L"
Δ=11°48'
D=8°
T=74.01'
L=147.50'
R=716.20'

"L"
Δ=25°36'
D=12° Lt.
T=108.48'
L=213.33'
R=477.47'

"O"
Δ=25°50'00"
D=7° Lt.
T=187.72'
L=363.10'
R=818.51'

P.C. "O" 331+30.01
P.C. "L" 286+20.21
P.T. "L" 287+62.38
P.C. "L" 289+15.02
P.C. "L" 290+62.52
P.T. "O" 337+77.65
P.C. "O" 339+48.04
P.C. "L" 294+04.71
P.T. "L" 296+18.04
P.T. "O" 343+17.09
P.I. "L" 308+22.56
P.I. "O" 354+52.94
P.C. "L" 305+65.95
P.C. "O" 351+92.89
P.T. "L" 310+67.34
P.T. "O" 357+00.67

Match Line
50'
50'
335
340
345
350
355
360
361+00
Existing Roadway Centerline
Existing R/W Line

"L"
S 55° 0' W
~205.65'

"L"
S 40° 47' W
~152.64'

"O"
S 29° 11' 04" W
~170.39'

"L"
S 28° 59' W
~342.19'

"O"
S 3° 23' 00" W
~875.80

"L"
S 3° 23' W
~947.91'

"O"
S 33° 47' 36" W
~756.06'

"L"
S 33° 28' W
~812.97'

"O"
Δ=30°28'
D=6° Rt.
T=260.05'
L=507.78'
R=954.93'

"L"
Δ=30°5'
D=6° Rt.
T=256.62'
L=501.39'
R=954.93'

P.T. "L" 286+9.66
P.T. "O" 334+59.45
P.T. "L" 289+89.03
P.I. "L" 295+13.19
P.I. "O" 341+35.76

T.B.M. #3 Spike in top of stump
"L" 297+70, 40' Rt. Elev. 84.07
T.B.M. #3A Spike in 16" Spruce
"L" 297+70, 40' Rt. Elev. 81.20

T.B.M. #4 Spike in 20" Spruce
"L" 304+60, 40' Rt. Elev. 70.83

T.B.M. #4A Spike in 12" Spruce
"L" 304+75, 90' Rt. Elev. 67.92

As Constructed Profile Grade

343+10.00
98.29

950' V.C.

+3.562%

-3.823%

+3.968%

400' V.C.

400' V.C.

500' V.C.

331+44.61
55.71

352+50.00
63.50

358+75.00
88.30

Extend 24" Culvert 6' Right

90
80
70
60
50

335
340
345
350
355
360
361

NOTE BOOK
No.
GRADES CHECKED
R. M.'s NOTED
CROSS SECTIONS CHECKED

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	5	11

"O"
Δ = 7°17'09"
D = 2° Lt.
T = 182.39'
L = 364.29'
R = 2864.79'
S = 0.03'/ft.

"L"
Δ = 6°58'00"
D = 2°30' Lt.
T = 139.51'
L = 278.67'
R = 2291.83'

"O"
Δ = 8°14'06"
D = 2°30' Lt
T = 164.98'
L = 329.40'
R = 2291.83'

"L"
Δ = 8°34'
D = 2°30' Lt.
T = 171.65'
L = 342.67'
R = 2291.83'

"L"
Δ = 5°12'
D = 2°30' Lt
T = 104.07'
L = 208.00'
R = 2291.83'

"O"
Δ = 4°26'13"
D = 2°30'
T = 88.78'
L = 177.48'
R = 2291.83'
S = 0.03'/ft.

"O" 361+00

"L" S 33°28' W ~812.97'

P.C. "O" 364+56.73

P.C. "L" 318+80.31

365

P.T. "L" 321+58.98

P.T. "O" 368+21.02

Existing R/W Line

370

"L" S 26°30' W ~548.12'

P.C. "L" 327+07.12

P.C. "O" 373+32.65

375

P.T. "O" 376+62.05

P.T. "L" 330+49.79

"L" S 17°56' W ~37.82'

P.I. "O" 378+12.65

P.I. "L" 331+98.64

"L" S 23°23' W ~178.80'

380

P.C. "L" 334+87.12

P.C. "O" 381+21.87

P.T. "O" 382+99.35

P.T. "L" 336+95.12

Existing Roadway Centerline

"L" S 28°11'E ~670.19'

385

"O" 389+00

Match Line

"O" S 39°47'36" W ~756.06'

50'

50'

Existing R/W Line

"O" S 26°30'27" W ~511.63'

"O" S 18°16'20" W ~37.19'

"L"
Δ = 15°27'
D = 7° Rt.
T = 111.03'
L = 220.71'
R = 818.51'

"O" S 32°56'09" W ~197.04'

"O" S 28°29'56" W ~706.65'

50'

50'

R/W Centerline

Match Line

P.I. "O" 366+39.12
P.I. "L" 320+19.82

P.I. "O" 374+97.63
P.I. "L" 328+78.78

P.C. "O" 376+99.24
P.C. "L" 330+87.61

P.T. "O" 379+24.83
P.T. "L" 333+08.32

"O"
Δ = 14°39'49"
D = 6°30' Rt.
T = 113.42'
L = 225.59'
R = 881.49'
S = 0.046'/ft.

P.I. "O" 382+10.65
P.I. "L" 335+91.19

T.B.M. #5A Spike in 26" Hemlock
"L" 317+18, 52' Rt. Elev. 60.87'

T.B.M. #5 Spike in 48" Spruce
"L" 317+47, 38' Rt. Elev. 67.85'

T.B.M. #6 Spike in 30" Spruce
"L" 330+20, 40' Rt. Elev. 30.07'

T.B.M. #7 Painted sharp point on rock ledge
"L" 339+90, 16' Lt. Elev. 34.15

80
70
60
50
40
30

-4.657%

As Constructed Profile Grade

300' V.C.

371+50.00
29.00

+0.212%

388+00.00
32.50

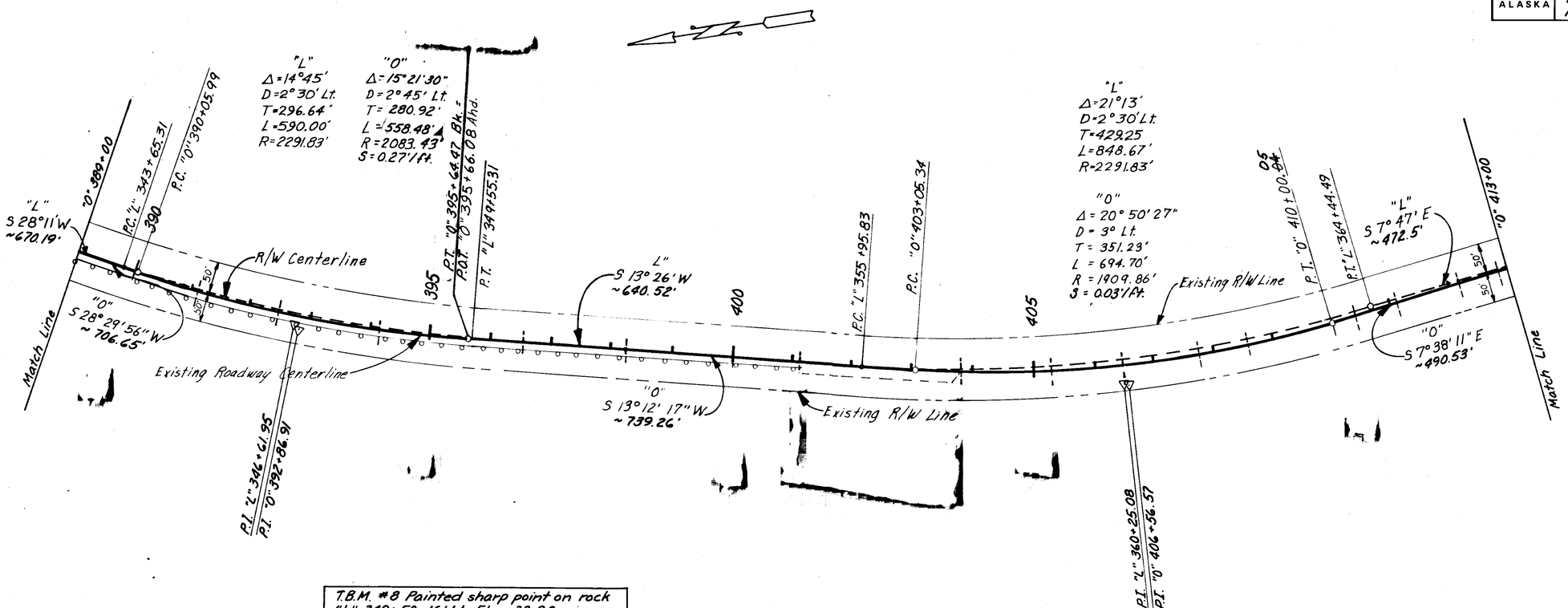
200' V.C.

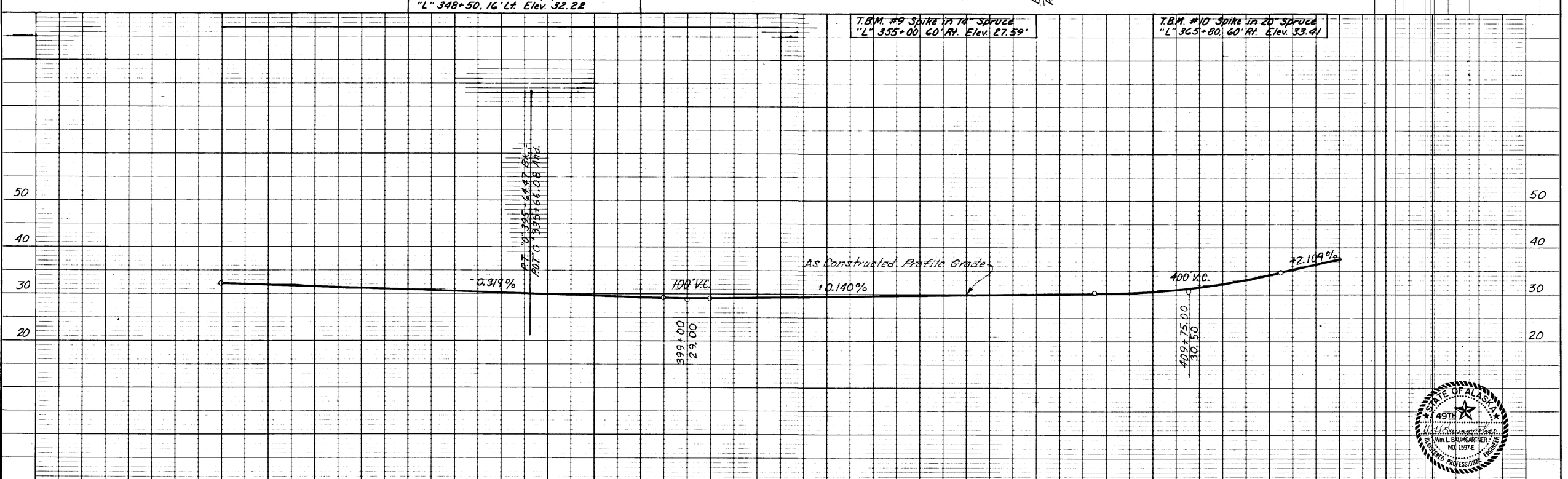
STATE OF ALASKA
49TH
William L. BAUMGARTNER
NO. 13597-E
REGISTERED PROFESSIONAL ENGINEER

STRUCTURE INDICATIONS CHECKED

No.

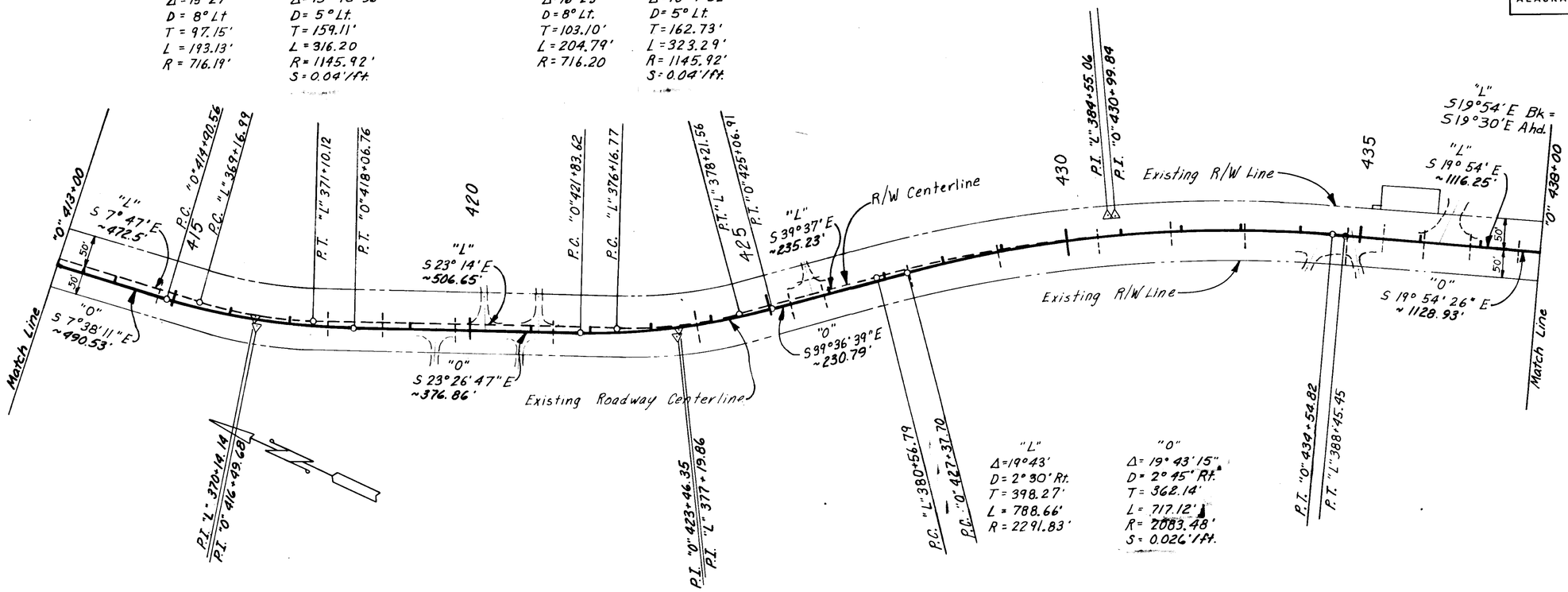
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	6	11





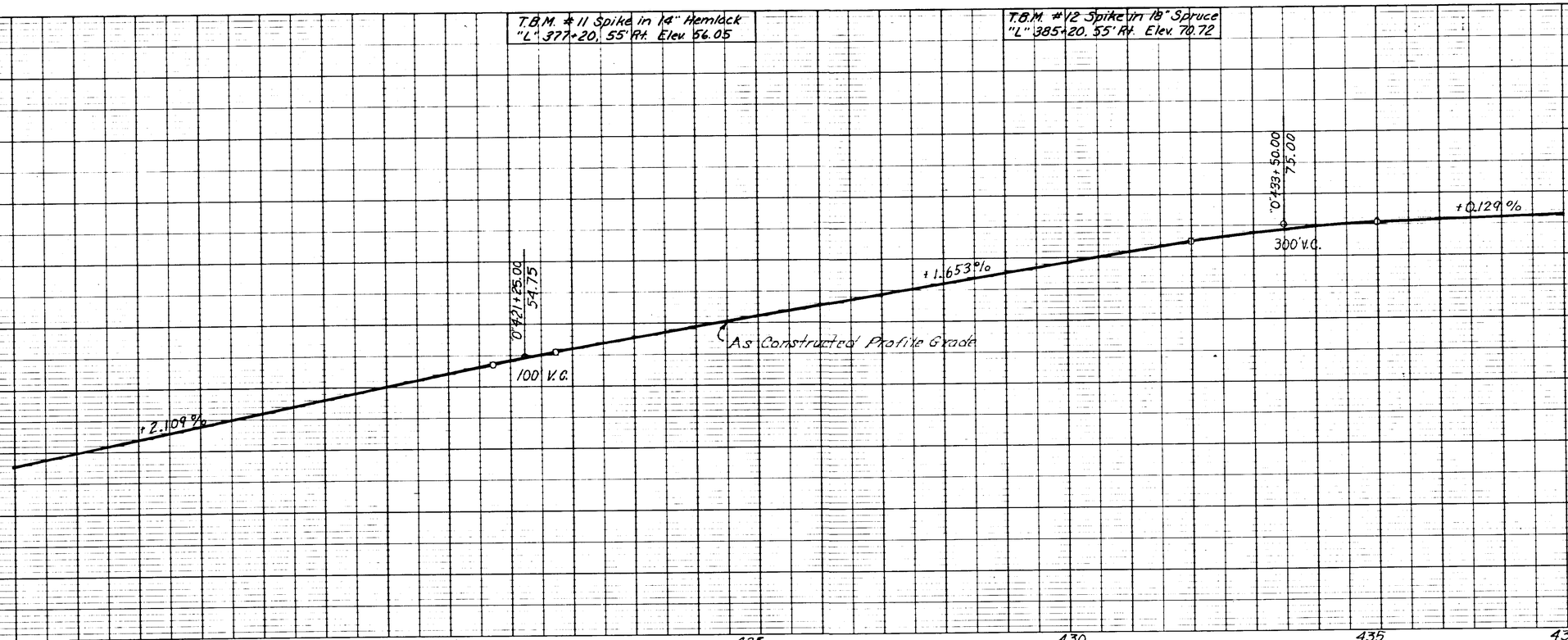
STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	7	11



T.B.M. # 11 Spike in 14" Hemlock
"L" 377+20. 55' Rt. Elev 56.05

T.B.M. # 12 Spike in 18" Spruce
"L" 385+20. 55' Rt. Elev 70.72



STATE OF ALASKA
49TH
WM. L. BALDWIN GARTNER
NO. 15971E
REGISTERED PROFESSIONAL ENGINEER

STRUCTURE NOTATIONS CORRECTED

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	8	11

"L"
Δ=8°33'
D=4° Lt.
T=107.07'
L=213.75'
R=1432.39'

"O"
Δ = 8° 32' 34"
D = 3°45' Lt.
T = 1114.06'
L = 227.81'
R = 1527.89'
S = 0.04' /Ft.

"O" 438+00
440
Existing Roadway Centerline
"O" S19°54'26"E ~ 1128.93'
445
P.O.T. "L" 399+12.9 Rt. to Bk. "L" 399+23.9 P.O.T. Ahd.
P.C. "O" 445+83.75
P.C. "L" 399+72.80
P.T. "L" 401+86.60
P.T. "O" 448+11.56 Bk.
"L" 401+93.63 Ahd.
"L" S28°03'E ~ 382.84'
405
P.T. "L" 406+85.4
410
"L" S22°20'E ~ 740.5'
Existing R/W Line
415
"L" P.C. 415+40.30
"L" 416+00
50'
Match Line
"L" S19°54'E Bk. = "L" S19°30'E Ahd. ~ 1116.25'
P.I. "O" 446+37.81
P.I. "L" 400+79.9
P.C. "L" 405+71.10
P.T. 407+99.80
Existing R/W Line
Match Line

"L"
Δ = 5°43'
D = 2°30' Rt
T = 114.40'
L = 228.70'
R = 2291.80'

T.B.M. #13 Spike in 18" Spruce
"L" 393+10.60' Rt. Elev. 77.02'

T.B.M. #14 Spike in 26" Spruce
"L" 394+30.55' Rt. Elev. 87.34'

T.B.M. #15 Spike in 10" Hemlock
"L" 408+15.50' Rt. Elev. 128.19

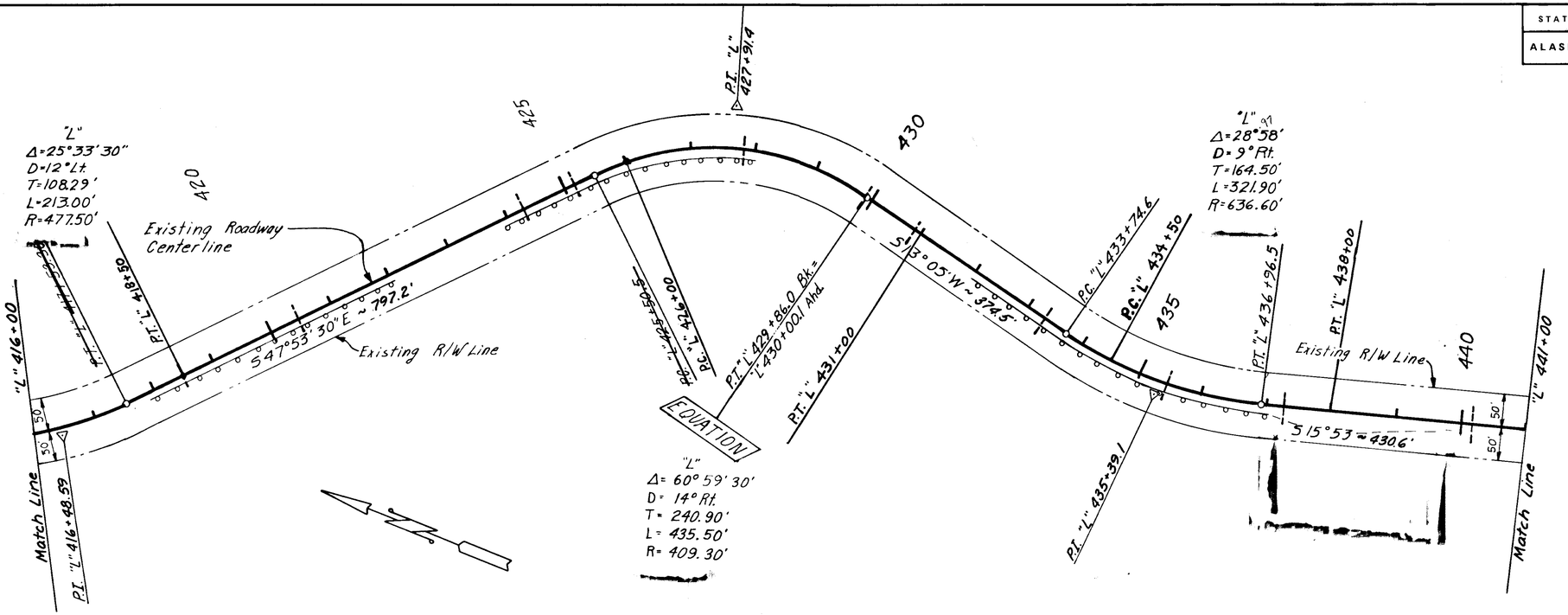
EQUATION
"O" 441+25.00 = "L" 396+76.00
+5.59%
As Constructed Profile Grade
650' V.C.
P.T. "O" 448+11.56 Bk.
"L" 401+93.63 Ahd.
Grade staked to existing grade of roadway
As Constructed Profile Grade

140
130
120
110
100
90
80
70

STRUCTURE NOTATIONS CHECKED
No.

STATE OF ALASKA
49TH
Wm L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

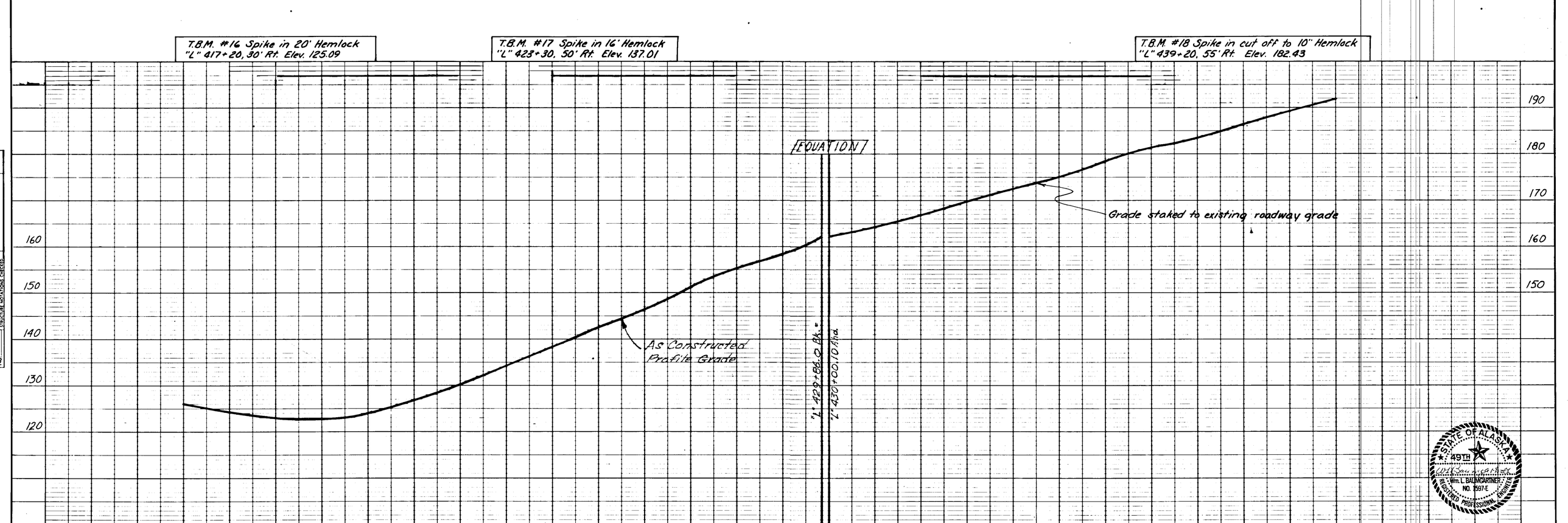
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943 (19) FH-16-1(2)	1985	9	11



T.B.M. #16 Spike in 20' Hemlock
"L" 417+20, 30' Rt. Elev. 125.09

T.B.M. #17 Spike in 16' Hemlock
"L" 423+30, 50' Rt. Elev. 137.01

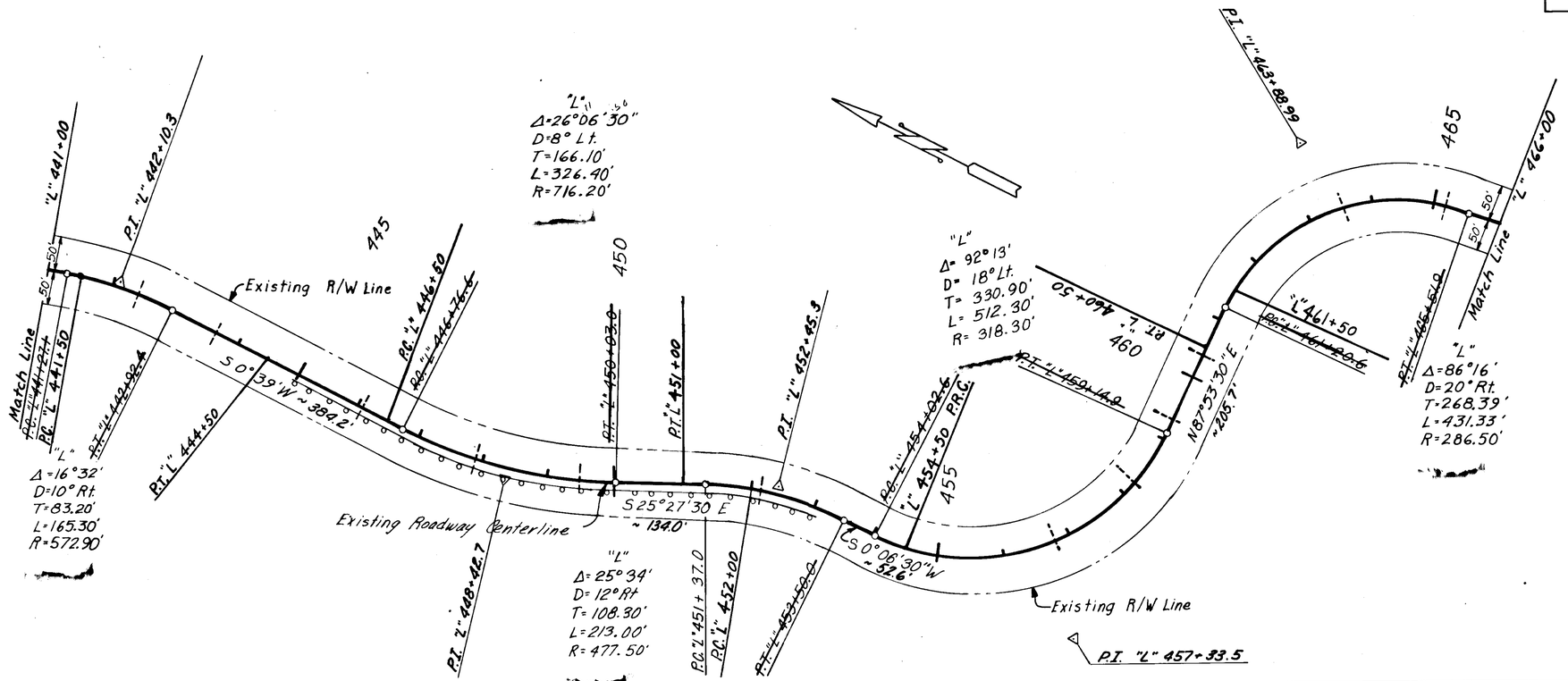
T.B.M. #18 Spike in cut off to 10" Hemlock
"L" 439+20, 55' Rt. Elev. 182.43



STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 7597-E
REGISTERED PROFESSIONAL ENGINEER

STRUCTURE NOTATIONS SHEET(S)

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	10	11

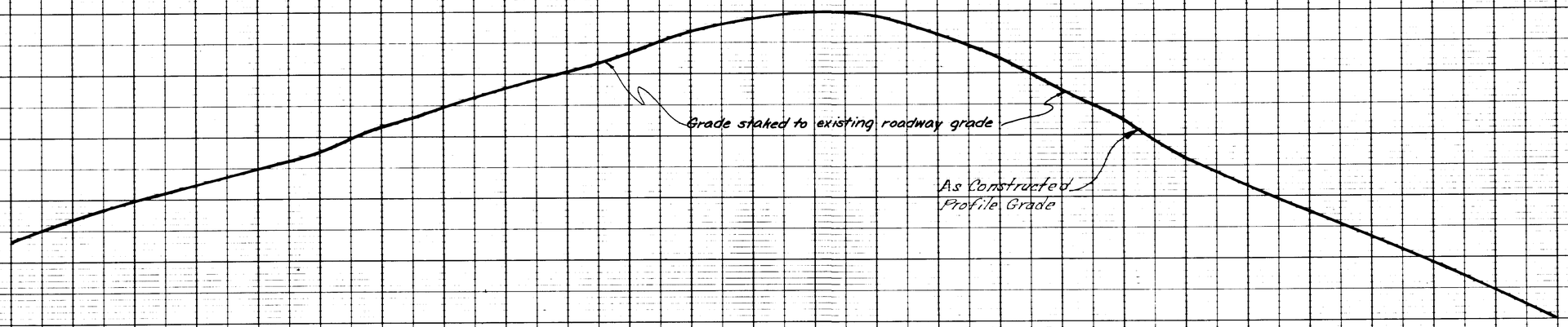


T.B.M. #19 Spike in 10" Hemlock
"L" 445+50, 60' Rt. Elev. 200.60'

T.B.M. #20 Spike in 14" Hemlock
"L" 454+30, 45' Rt. Elev. 231.90

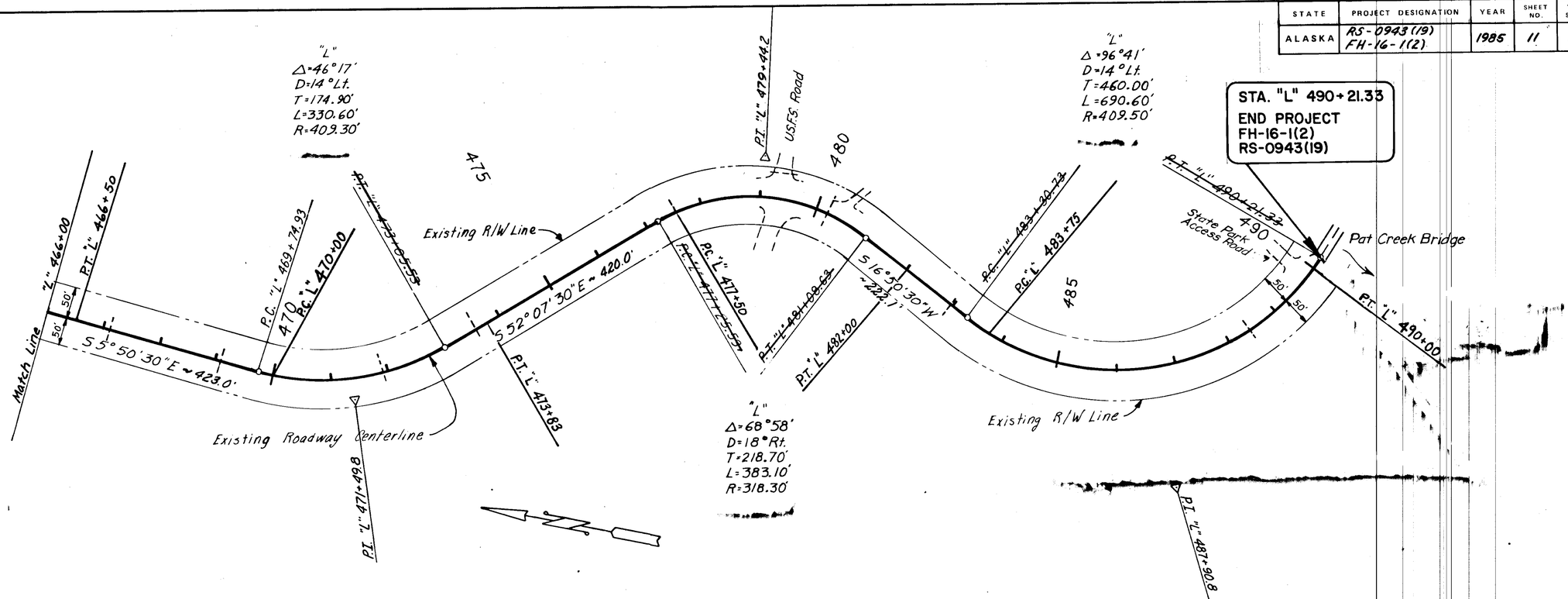
T.B.M. #21 Spike in 14" Hemlock
"L" 457+60, 90' Rt., Elev. 218.54

T.B.M. #22 Spike in 24" Hemlock
"L" 463+20, 30' Rt. Elev. 190.41'



STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 159-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0943(19) FH-16-1(2)	1985	11	11



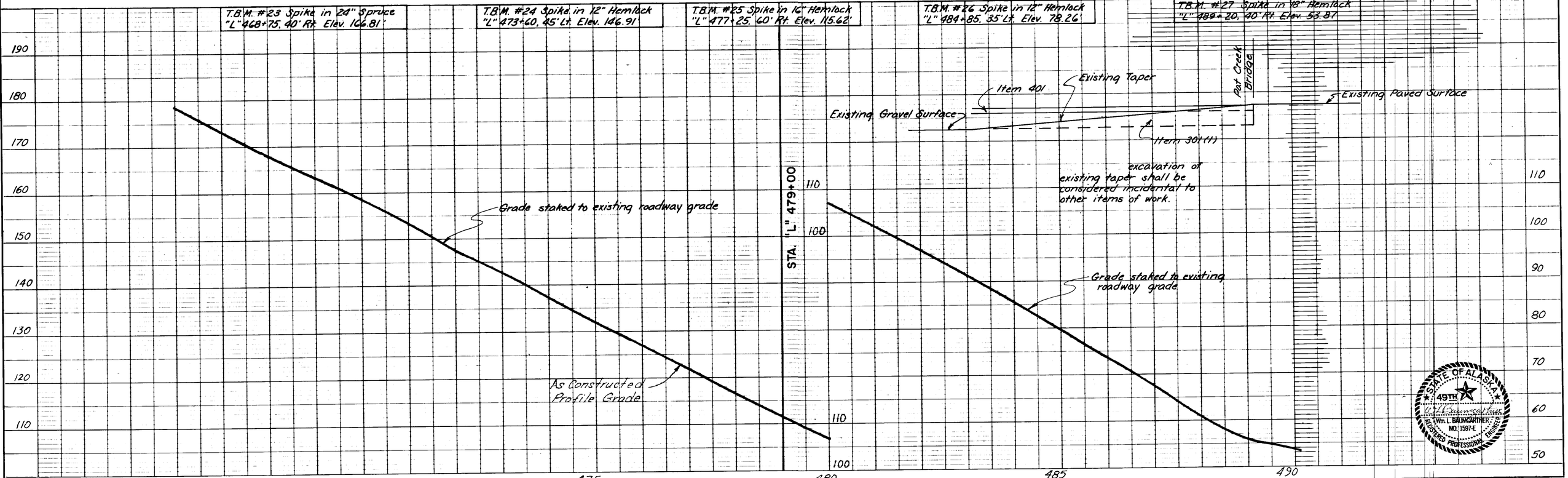
T.B.M. #23 Spike in 24" Spruce
"L" 468+75, 40' Rt. Elev. 106.81'

T.B.M. #24 Spike in 12" Hemlock
"L" 473+60, 45' Lt. Elev. 146.91'

T.B.M. #25 Spike in 16" Hemlock
"L" 477+25, 60' Rt. Elev. 115.62'

T.B.M. #26 Spike in 12" Hemlock
"L" 484+85, 35' Lt. Elev. 78.26'

T.B.M. #27 Spike in 18" Hemlock
"L" 489+20, 40' Rt. Elev. 53.87'



STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
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