

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
NH-IR-1-0A4-5(11)/64959
PARKS HIGHWAY, 4 LANE WIDENING
CHENA RIVER TO PEGER ROAD
GRADING, PAVING, DRAINAGE, & BRIDGES

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	1	129



SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SHEET LAYOUT AND BASIS OF CONTROL
TS1 - TS8	TYPICAL SECTION
E1 - E4	ESTIMATE OF QUANTITIES
S1 - S9	SUMMARY SHEETS
D1 - D9	DETAIL SHEETS
L1 - L2	LANDSCAPING
P1 - P19	PLAN AND PROFILE SHEETS
P18 - P19	INTERSECTION DETAILS
TC1 - TC3	TRAFFIC CONTROL PLANS
T1 - T33	SIGNING, STRIPING AND ILLUMINATION
US1 - US8	PARKS HWY / UNIVERSITY AVE. SIGNALIZATION
B1 - B26	BRIDGE PLANS
BP1 - BP4	NEW BICYCLE PATH: C.O. #17
R1 - R4	RIPRAP: CLASS II: C.O. #7

DESIGN DESIGNATION	
PROJECT ITEM	PARKS HIGHWAY
1989 AVERAGE DAILY TRAFFIC (ADT)	8,287
2015 AVERAGE DAILY TRAFFIC (ADT)	32,250
DESIGN HOUR VOLUME (DHV)	10%
EQUIVALENT AXLE LOADING (EAL)	1,801,790
PERCENT TRUCKS (T)	5%
DIRECTIONAL SPLIT	45 - 55
DESIGN SPEED, V (LL AND LR LINES)	60 MPH
DESIGN SPEED, V (NE LINE)	30 MPH
DESIGN SPEED, V (NW LINE)	50 MPH
DESIGN SPEED, V (ES LINE)	50 MPH

AS-BUILT PLANS

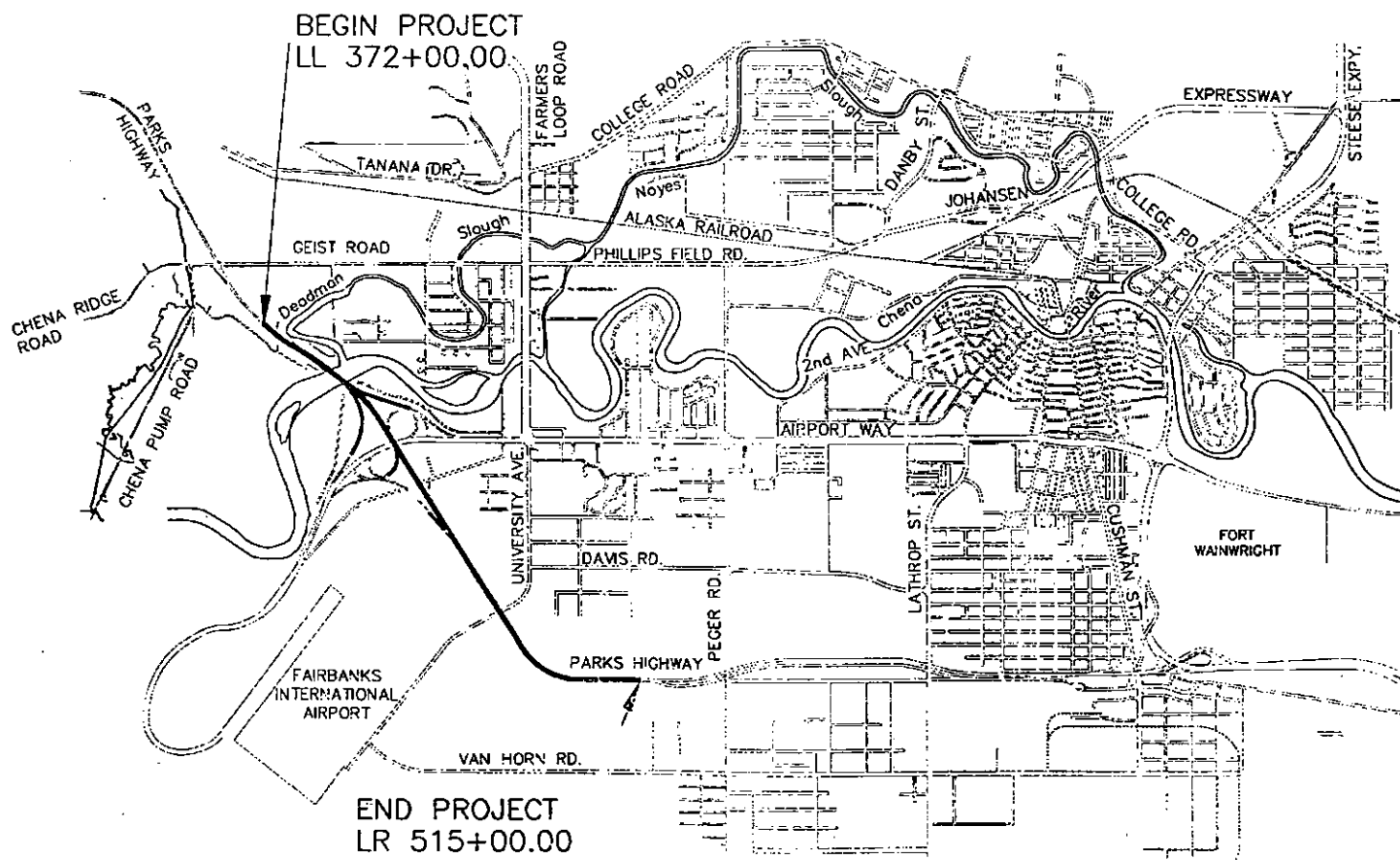
INITIALS LNT DATE 3-16-98

CONTRACTOR: KIEWIT PACIFIC COMPANY
DATE STARTED: AUGUST 6, 1994
DATE COMPLETED: JANUARY 31, 1997
PROJECT ENGINEER: WEON HO JUN
PROJECT ENGINEER: *Wilson Ho Jun* (Signature)

PROJECT SUMMARY		
PROJECT ITEM	PARKS HIGHWAY	RAMP
WIDTH OF PAVEMENT	36 FT.	22-25 FT.
LENGTH OF GRADING	2.39 MI.	0.92 MI.
LENGTH OF PAVING	2.39 MI.	0.92 MI.
LENGTH OF PROJECT	2.39 MI.	0.92 MI.

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:
 A-1
 C-01.03, C-02.01, C-03.01, C-04.00, C-05.00, C-06.00
 D-01.02, D-04.10, D-05.10, D-06.01, D-24.00, D-26.01,
 D-43.01, D-44.01
 E-00.00
 F-01.01
 G-04.04S, G-09.01S, G-14.04S, G-18.00S,
 G-29.01S, G-45.01
 I-20.11, I-81.00
 L-03.02, L-10.02, L-20.01, L-23.01, L-30.02
 M-13.01, M-16.01
 S-00.00, S-05.00, S-20.00, S-21.02, S-30.01, S-34.00,
 S-41.02, S-52.01
 T-20.00, T-21.01, T-22.02, T-30.00, T-31.00, T-32.00,
 T-33.01, T-34.01

BRIDGE SUMMARY			
STATION	BRIDGE NO.	LENGTH	WIDTH
LL 395+90.44 TO LL 401+09.13	1161		PAVEMENT MILLING SEISMIC RETRO - FIT
LL 420+28 TO LL 421+47	1244		PAVEMENT MILLING
LR 395+18.48 TO LR 400+38.73	1913	520.25'	38'-11"
LR 419+41.26 TO LR 420+66.95	1914	125.69'	50'-11"



37111TL.DWG



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

APPROVED BY:
David L. McColeb (Signature) DATE 4-25-94
 David L. McColeb, P.E.
 PRE-CONSULTING ENGINEER, NORTHERN REGION DESIGN AND CONSTRUCTION

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	2	129

USM Architecture • Engineering
Land Surveying • Planning

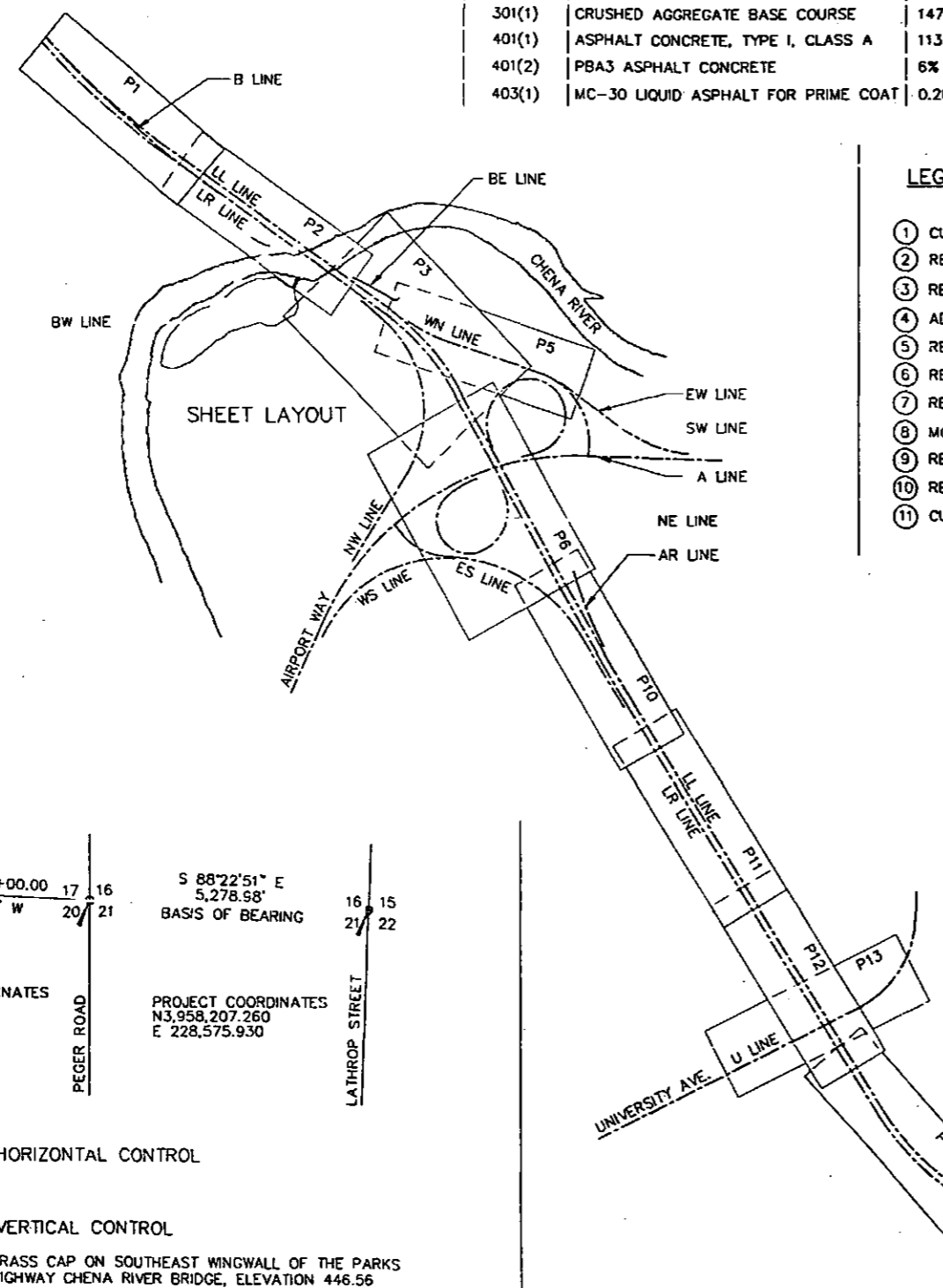
AS-BUILT PLANS

INITIALS *WMS* DATE 3-18-98

ITEM NO.	ITEM DESCRIPTION	ESTIMATING FACTOR
203(3)	UNCLASSIFIED EXCAVATION	0.85 SHRINKAGE
203(6A&C)	BORROW	2 TONS / CUBIC YARD
301(1)	CRUSHED AGGREGATE BASE COURSE	147 LBS. / CUBIC FOOT
401(1)	ASPHALT CONCRETE, TYPE I, CLASS A	113 LBS. / SQUARE YARD / INCH
401(2)	PBA3 ASPHALT CONCRETE	6% OF TOTAL MIX WEIGHT
403(1)	MC-30 LIQUID ASPHALT FOR PRIME COAT	0.20 GAL. / SQUARE YARD, 7.8 LBS. / GAL.

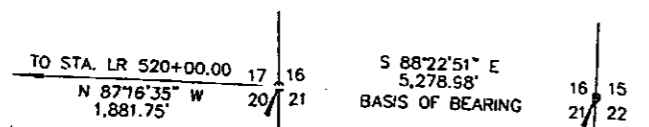
LEGEND

- ① CURB RAMP
- ② RECONSTRUCTED FENCE
- ③ REMOVAL OF ELECTRODIERS AND FOOTINGS
- ④ ADJUST EXISTING MONUMENTS AND CASES
- ⑤ REMOVAL OF PAVEMENT
- ⑥ REMOVAL OF CURB AND GUTTER
- ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS
- ⑧ MODIFIED CONCRETE BARRIER
- ⑨ REMOVAL OF FENCE
- ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL
- ⑪ CURB AND GUTTER, TYPE 1
- ⑫ MATTING
- ⑬ W-BEAM GUARDRAIL
- ⑭ DRAIN AGGREGATE
- ⑮ SURVEY MONUMENTS
- ⑯ MILLING EXISTING PAVEMENT
- ⑰ CHAIN LINK FENCE - 8 FEET HIGH
- ⑱ END SECTION
- ⑲ CHAIN LINK FENCE - 6 FEET HIGH
- ⑳ REMOVAL OF DOWELLED CURB
- ㉑ MONUMENT CASES
- ㉒ RELOCATE INLET
- ㉓ THRE BEAM GUARDRAIL
- ㉔ GUARDRAIL-MOUNTED WOOD CURB
- ㉕ REMOVAL AND REINSTALLATION OF SIGNS
- ㉖ RECONDITIONING
- ㉗ SALVAGE SIGNS
- ㉘ PIPE HAND RAIL
- Ⓧ-Y PIPE NUMBER Y ON SHEET X
- Ⓛ-Y DRAINAGE STRUCTURE Y ON SHEET X



GENERAL NOTES:

- 1) CULVERT LENGTHS AND LOCATIONS ARE SUBJECT TO MINOR REVISIONS.
- 2) SUPERELEVATION TRANSITIONS FOR THE LL LINE SHALL CONFORM TO STD. DWG. I-81.00, CASE I. SUPERELEVATION TRANSITIONS FOR LEFT-HAND AND RIGHT-HAND CURVES SHALL CONFORM TO STD. DWG. I-81.00, CASES II AND III, RESPECTIVELY.
- 3) SUITABLE EXCAVATED MATERIAL FROM UNCLASSIFIED EXCAVATION SHALL BE USED FOR CONSTRUCTION OF FINISHED SLOPES AS DETAILED ON THE TYPICAL SECTION. HANDLING AND STOCKPILING OF THIS MATERIAL, AS MAY BE REQUIRED, SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- 4) EXISTING DITCHES AND ORIGINAL GROUND AT THE TOE OF THE FILL SLOPES SHALL BE GRADED TO ENSURE PROPER DRAINAGE. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO ITEM 203(3).
- 5) SEED ALL AREAS OF DISTURBED GROUND AND NEWLY CONSTRUCTED SLOPES.
- 6) CONSTRUCTION OF MEDIAN CURB AND GUTTER NOSE SHALL BE SUBSIDIARY TO ITEM 609(2).
- 7) MATERIAL FROM UNCLASSIFIED EXCAVATION PLACED FOR SLOPE FLATTENING SHALL NOT EXTEND ABOVE THE TOP OF SELECTED MATERIAL.
- 8) CONTRACTOR SHALL FIELD VERIFY ALL HORIZONTAL AND VERTICAL CONTROL POINTS IN CLOSED TRAVERSE.
- 9) SUPERELEVATION TRANSITIONS SHALL BE CONSTRUCTED SUCH THAT ONE-THIRD OF THE TRANSITION LENGTH IS WITHIN THE HORIZONTAL CURVE AND TWO-THIRDS OF THE LENGTH IS ON THE TANGENT.



PROJECT COORDINATES
N 3,958,356.428
E 223,299.060

PROJECT COORDINATES
N 3,958,207.260
E 228,575.930

BASIS OF HORIZONTAL CONTROL

BASIS OF VERTICAL CONTROL

VERTICAL: BRASS CAP ON SOUTHEAST WINGWALL OF THE PARKS HIGHWAY CHENA RIVER BRIDGE, ELEVATION 446.56



STATE OF ALASKA
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PARKS HIGHWAY
ESTIMATING FACTORS,
GENERAL NOTES, SHEET LAYOUT
AND BASIS OF CONTROL

3711CT11.DWG

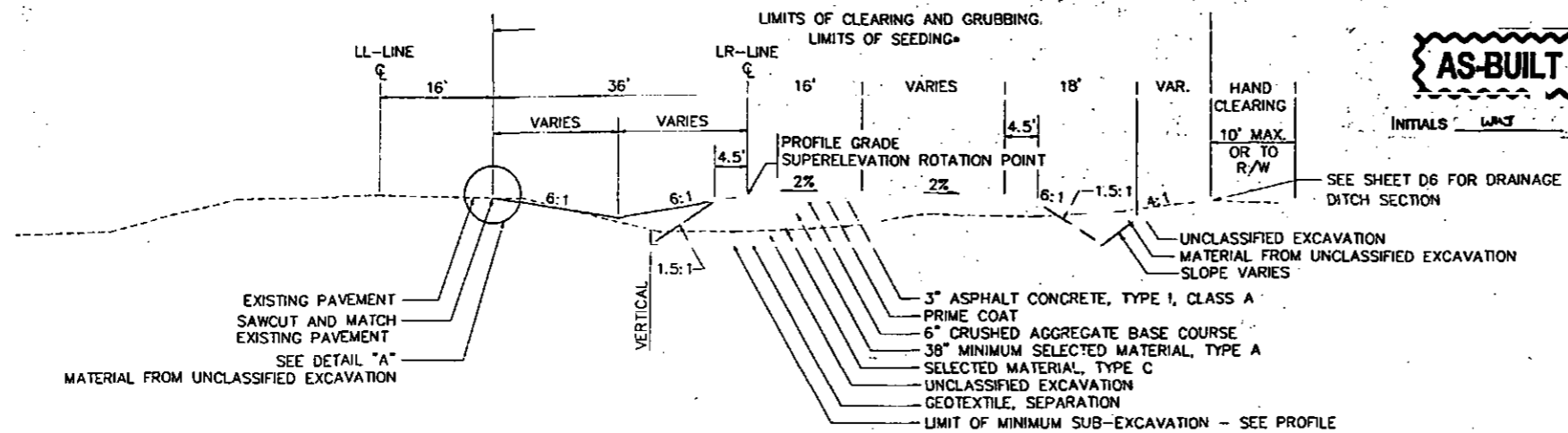
NO.	DATE	REVISIONS DESCRIPTION

STATC	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-1R-1-0A4-5(11)	1994	TS1	129

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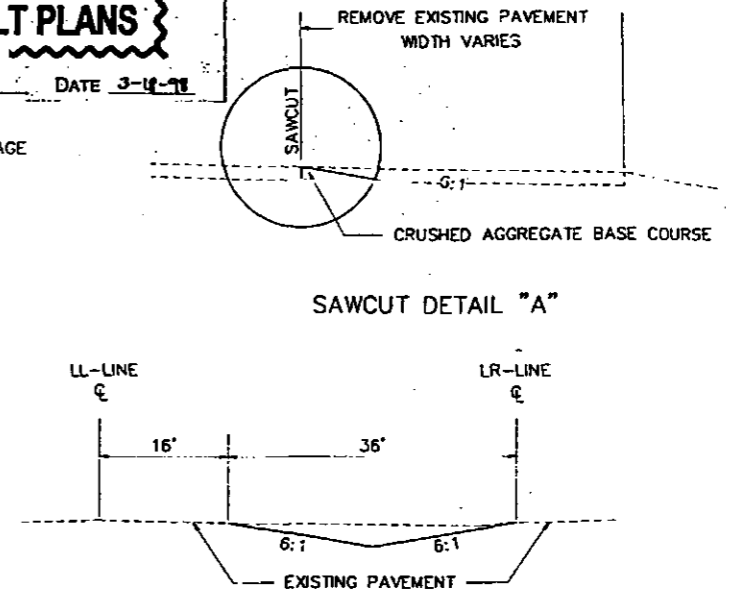
AS-BUILT PLANS

INITIALS *WAS* DATE 3-14-98

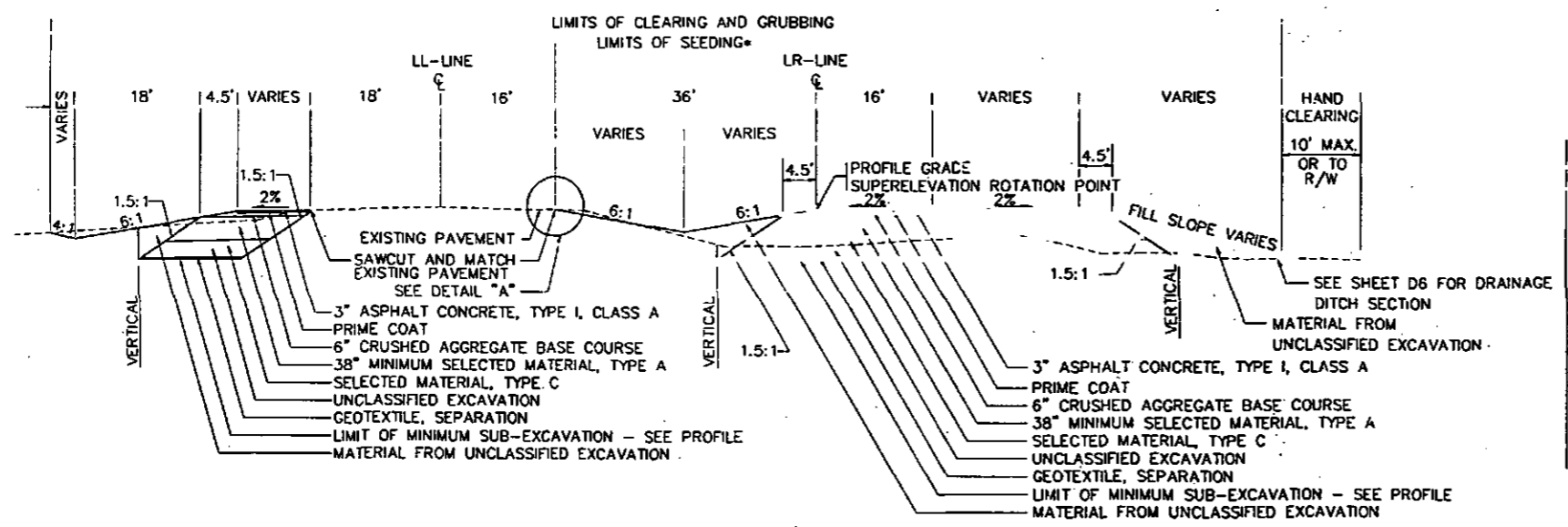


LL-LINE TYPICAL SECTION
STA. LL 423+00 TO STA. LL 457+07
STA. LL 482+50 TO STA. LL 508+65

LR-LINE TYPICAL SECTION - CUT CONDITION
STA. LR 375+00 TO STA. LR 395+18
STA. LR 402+30 TO STA. LR 419+41
STA. LR 420+67 TO STA. LR 501+00



LL-LINE AND LR-LINE TYPICAL SECTION
STA. LL 508+65 TO STA. LL 515+17
STA. LR 501+00 TO STA. LR 515+00



LL-LINE TYPICAL WIDENING SECTION
STA. LL 457+07 TO STA. LL 467+00

LR-LINE TYPICAL SECTION - FILL CONDITION
STA. LR 375+00 TO STA. LR 395+18
STA. LR 402+30 TO STA. LR 419+41
STA. LR 420+67 TO STA. LR 501+00

• SEE SHEET D7 FOR ADDITIONAL SEEDING LIMITS.

FILL SLOPE EXCEPTION TABLE	
STATION	SLOPE
LR 405+00 TO LR 407+00, RT.	6:1
LR 407+50 TO LR 415+00, RT.	5:1
LR 415+50, RT.	4:1
LR 416+00, RT.	3:1
LR 416+50 TO LR 418+00, RT.	2:1
LR 423+00 TO LR 425+00, RT.	6:1
LR 425+50, RT.	4:1
LR 426+00 TO LR 428+50, RT.	3:1
LR 448+00 TO LR 448+50, RT.	2:1
LL 410+00 TO LL 415+50, LT.	3:1
NW 0+00 TO NW 13+50, RT. 1+00	6:1
NW 17+00, RT. NW 19+50 RT. TO NW 15+50	3:1
NE 1+50 TO NE 4+00, LT.	6:1
NE 5+50 TO NE 6+00, LT./RT.	4:1
WN 3+50 TO WN 6+50, LT.	3:1

FILL SLOPE TABLE	
HEIGHT	FILL
0' - 5'	6:1
5' - 10'	4:1
10' - 15'	3:1
15' - 20'	2:1
OVER 20'	1.5:1

MEDIAN SLOPE EXCEPTION TABLE	
STATION	SLOPE
LR 392+00 TO LR 395+18	10:1
LR 400+39 TO LR 403+70	10:1
LR 416+10 TO LR 419+41	10:1
LR 420+67 TO LR 424+15	10:1

NOTE: MEDIAN SLOPES APPLY TO FORESLOPES AND BACKSLOPES.

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PARKS HIGHWAY
TYPICAL SECTIONS
LL AND LR LINES



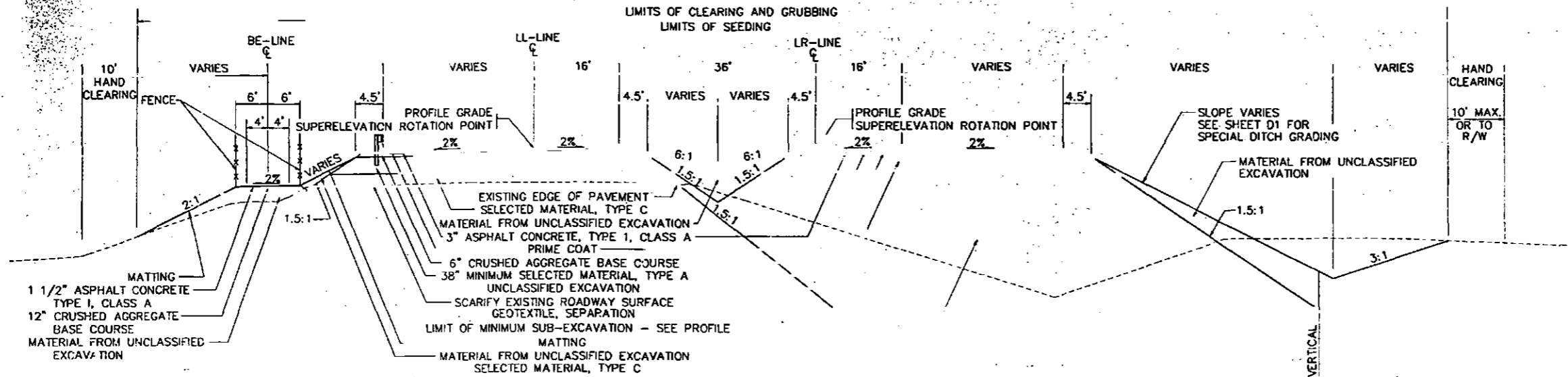
3711TSDWG

AS-BUILT PLANS

INITIALS *WAS* DATE *3-11-78*

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	TS2	129



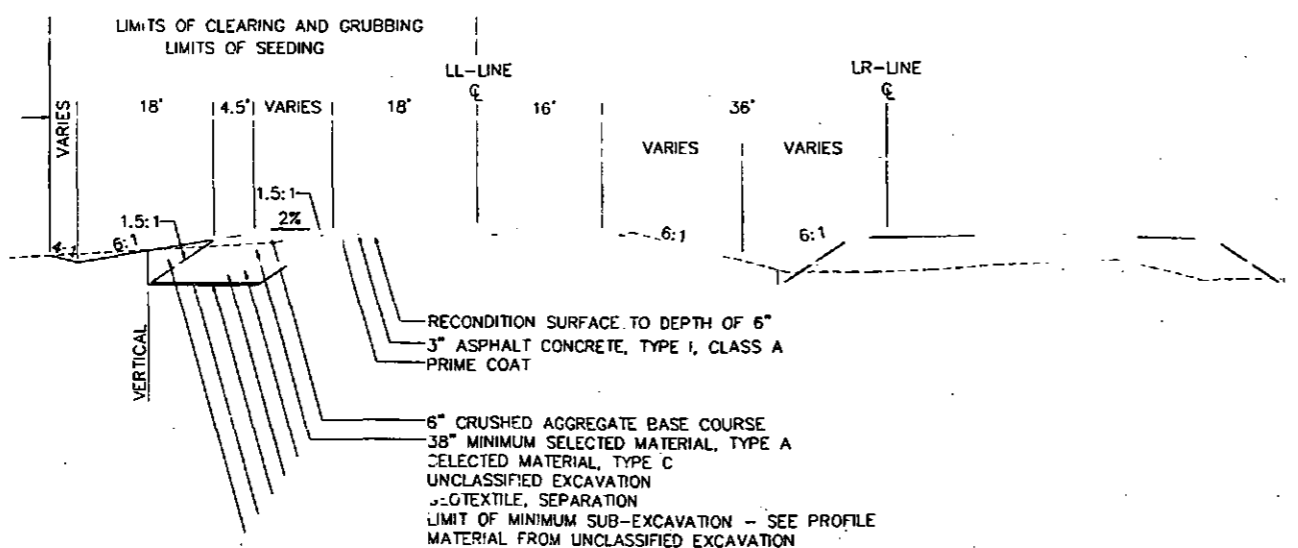
ASPHALT CONCRETE PATHWAY SECTION
STA. BE 0+00 TO STA. BE 3+50

LL-LINE TYPICAL SECTION
STA. LL 401+09 TO STA. LL 420+25

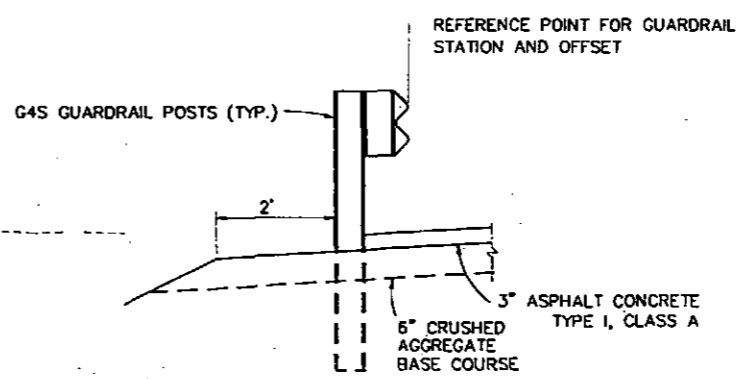
LR-LINE TYPICAL SECTION - CUT SECTION
STA. LR 400+39 TO STA. LR 402+30

SPECIAL DITCH TYPICAL SECTION

HEIGHT	FILL
0' - 5'	6:1
5' - 10'	4:1
10' - 15'	3:1
15' - 20'	2:1
OVER 20'	1.5:1



LL-LINE TYPICAL WIDENING SECTION
STA. LL-LINE 467+00 TO LL 482+50



GUARDRAIL WIDENING - DETAIL

STATION	SLOPE
LR 405+00 TO LR 407+00, RT.	6:1
LR 407+50 TO LR 415+00, RT.	5:1
LR 415+50, RT.	4:1
LR 416+00, RT.	3:1
LR 416+50 TO LR 418+00, RT.	2:1
LR 423+00 TO LR 425+00, RT.	6:1
LR 425+50, RT.	4:1
LR 426+00 TO LR 428+50, RT.	3:1
LR 448+00 TO LR 448+50, RT.	2:1
LL 410+00 TO LL 415+50, LT.	3:1
NW 0+00 TO NW 3+50, RT. 7+00	6:1
NW 17+00, RT. NW 17+50 TO NW 18+50, RT.	3:1
NE 1+50 TO NE 4+00, LT.	6:1
NE 5+50 TO NE 6+00, LT./RT.	4:1
WN 3+50 TO WN 6+50, LT.	3:1

STATION	SLOPE
LR 392+00 TO LR 395+18	10:1
LR 400+39 TO LR 403+70	10:1
LR 416+10 TO LR 419+41	10:1
LR 420+67 TO LR 424+15	10:1

NOTE: MEDIAN SLOPES APPLY TO FORESLOPES AND BACKSLOPES.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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PUBLIC FACILITIES



PARKS HIGHWAY
TYPICAL SECTIONS
LL AND LR LINES

3711TS2.DWG

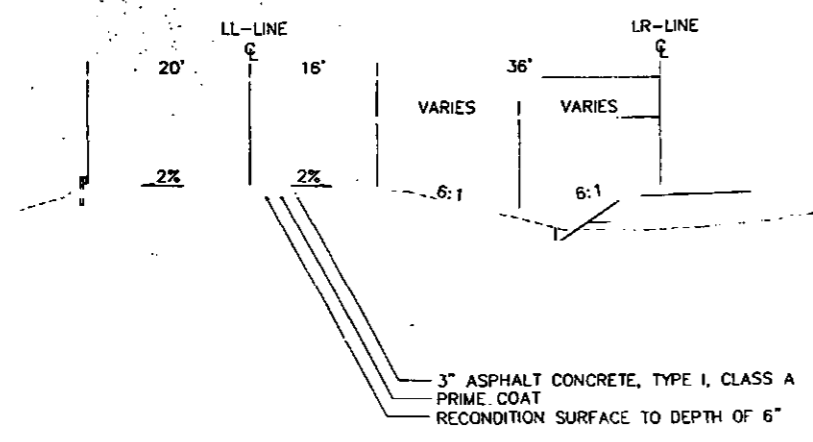
AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 3-18-18

REVISIONS		NO.	DATE	DESCRIPTION
NO.	DATE			

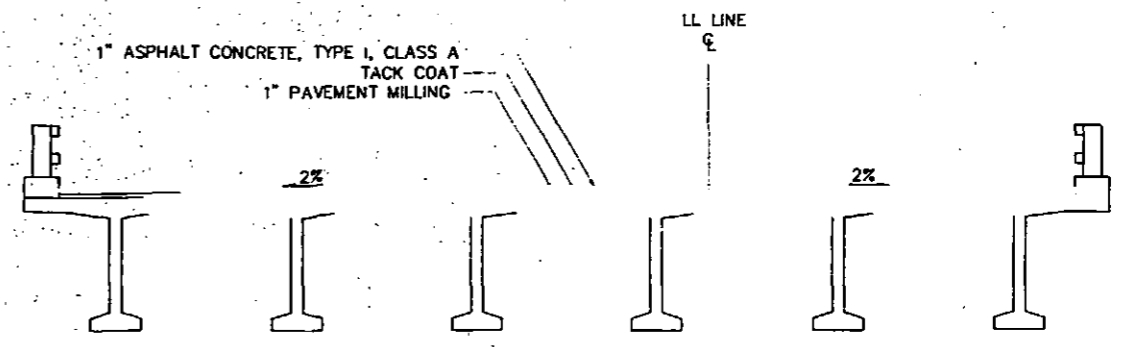
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	TS3	129

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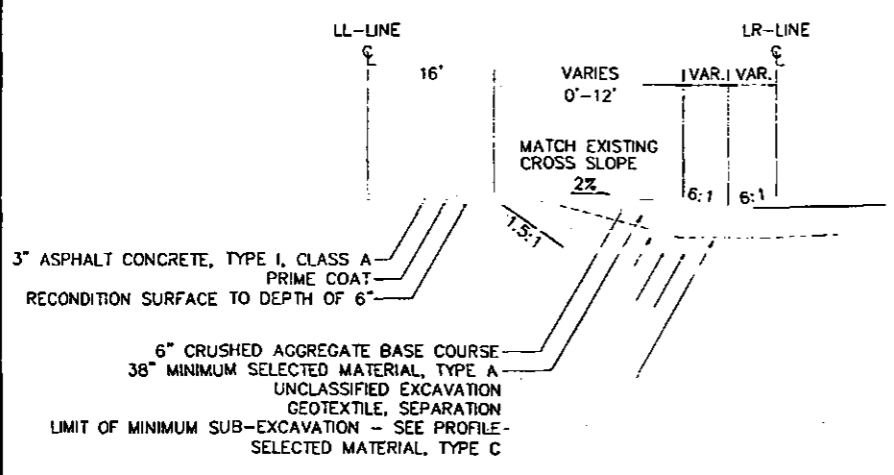
LL-LINE TYPICAL SECTION

STA. LL 372+00 TO STA. LL 395+90
STA. LL 421+49 TO STA. LL 423+00



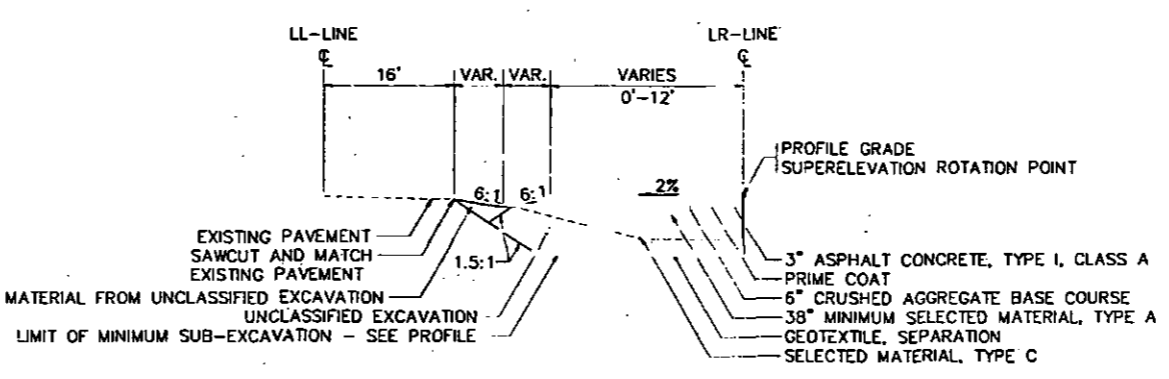
PAVEMENT MILLING TYPICAL SECTION

BRIDGE NO. 1161 AND 1244



LL-LINE TYPICAL LEFT-TURN LANE SECTION

SEE PLANS FOR LOCATIONS



LR-LINE TYPICAL LEFT-TURN LANE SECTION

SEE PLANS FOR LOCATIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
TYPICAL SECTIONS
LL AND LR LINES



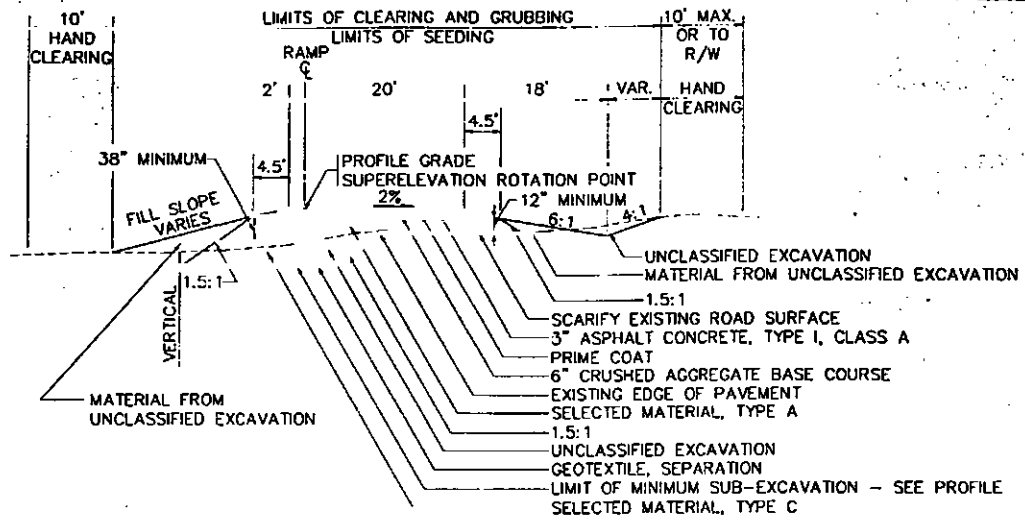
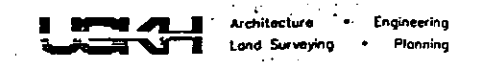
3711TS3.DWG

AS-BUILT PLANS

INITIALS WCS DATE 3-8-98

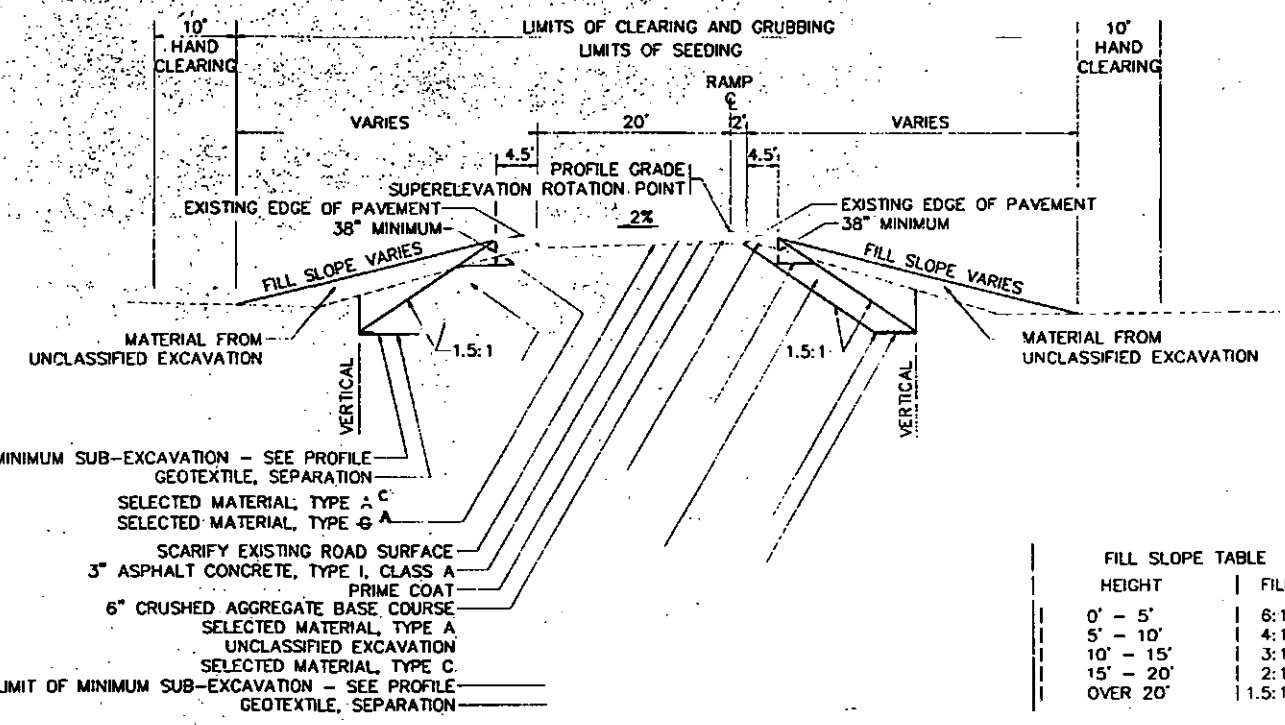
NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	TS4	129



RAMP TYPICAL SECTION

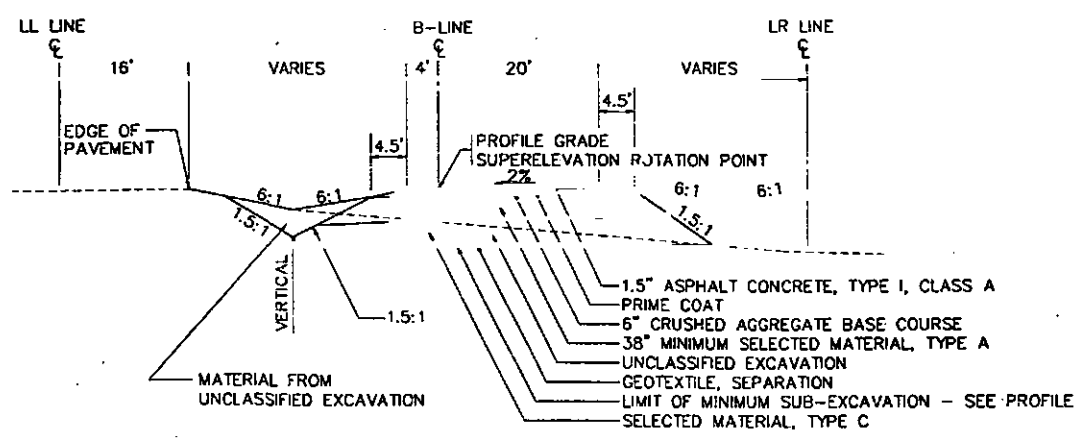
STA. ES 13+96.64 TO STA. ES 25+02.77
 STA. NE 0+00.00 TO STA. NE 6+12.32
 STA. NW 0+00.00 TO STA. NW 7+00.00+
 STA. NW 7+50.00 TO STA. NW 17+15.15
 * SEE SHEET D1 FOR SPECIAL DITCH ELEVATIONS.



RAMP TYPICAL SECTION

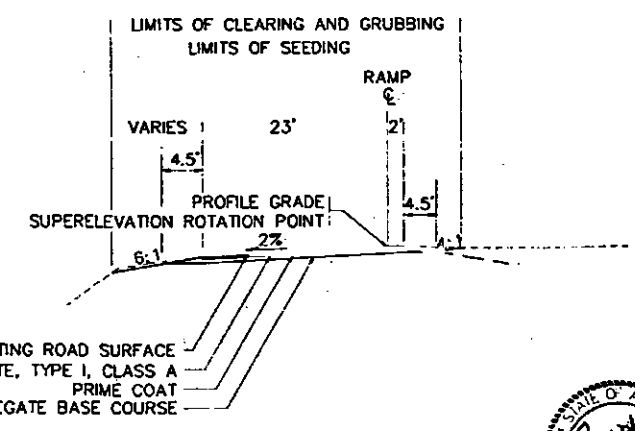
STA. WN 0+00.00 TO STA. WN 12+00.00

HEIGHT	FILL
0' - 5'	6:1
5' - 10'	4:1
10' - 15'	3:1
15' - 20'	2:1
OVER 20'	1.5:1



B-LINE TYPICAL SECTION

STA. B 2+00.00 TO STA. B 18+49.81



RAMP TYPICAL SECTION

STA. SW 15+50.00 TO STA. SW 17+52.72

STATION	SLOPE
LR 405+00 TO LR 407+00, RT.	6:1
LR 407+50 TO LR 415+00, RT.	5:1
LR 415+50, RT.	4:1
LR 416+00, RT.	3:1
LR 416+50 TO LR 418+00, RT.	2:1
LR 423+00 TO LR 425+00, RT.	6:1
LR 425+50, RT.	4:1
LR 426+00 TO LR 428+50, RT.	3:1
LR 448+00 TO LR 448+50, RT.	2:1
LL 410+00 TO LL 415+50, LT.	3:1
NW 0+00 TO NW 3+50, RT. TRAIL	6:1 VARIES
NW 17+00, RT. NW TRAIL TO NW 13+30 RT.	3:1
NE 1+50 TO NE 4+00, LT.	6:1
NE 5+50 TO NE 6+00, LT./RT.	4:1
WN 3+50 TO WN 6+50, LT.	3:1



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
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PARKS HIGHWAY
 TYPICAL SECTIONS
 B LINE AND RAMPS

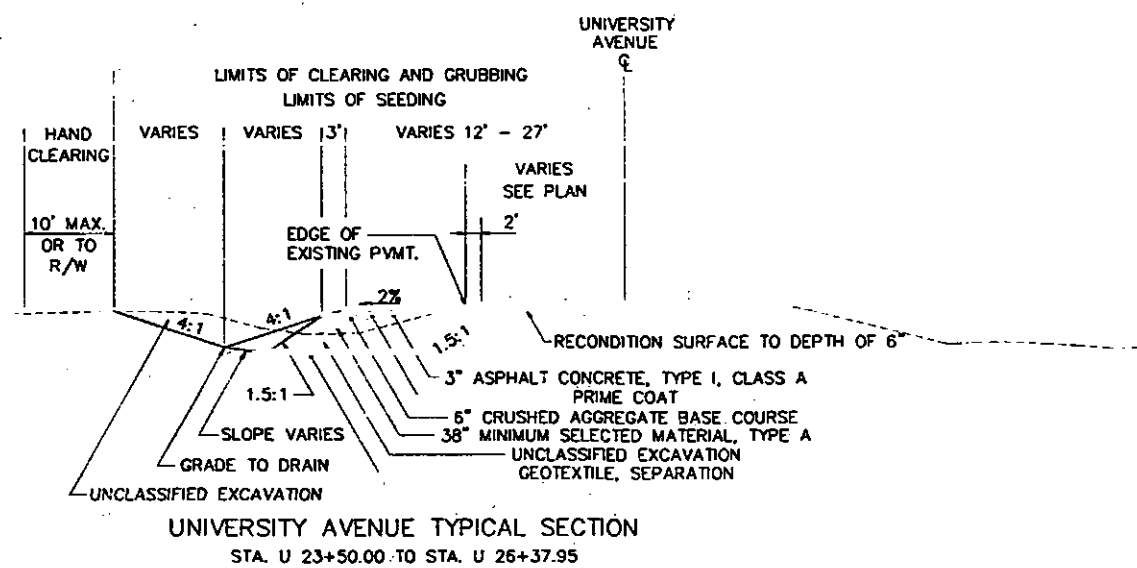
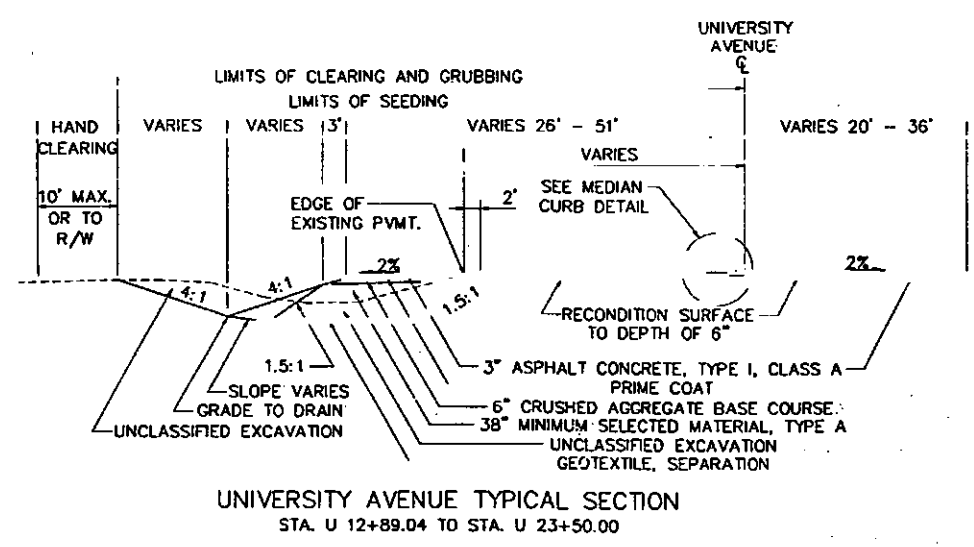
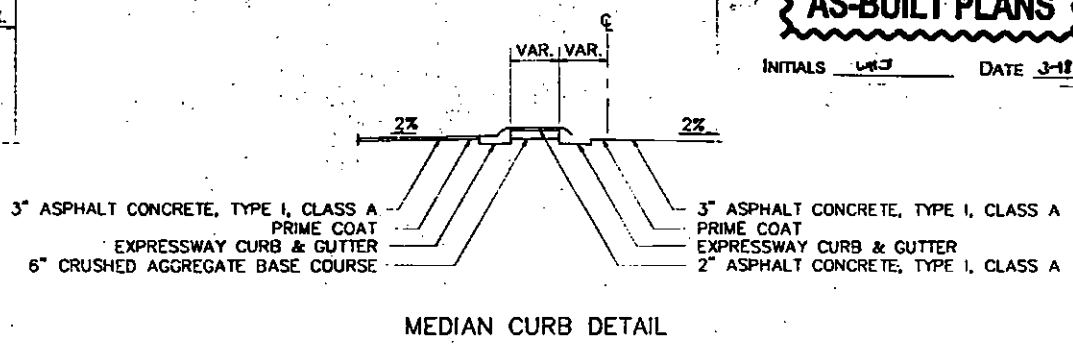
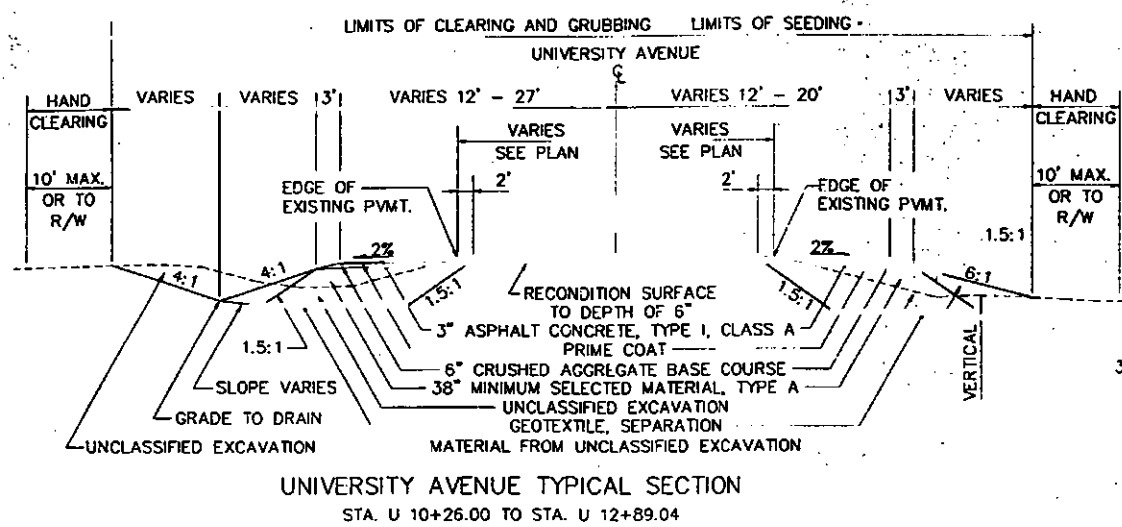
3711TS4.DWG

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	TSS	129

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AS-BUILT PLANS

INITIALS WJ DATE 3-12-98



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

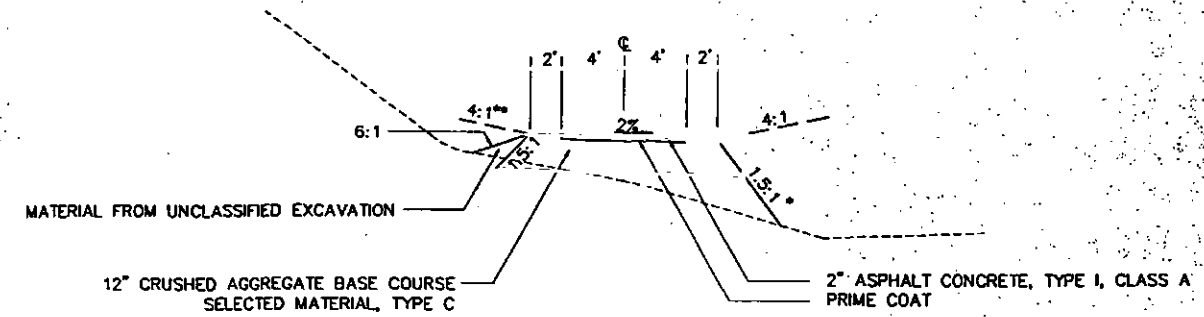
PARKS HIGHWAY
TYPICAL SECTIONS
UNIVERSITY AVENUE

3711TS.DWG

REVISIONS		NO.	DATE	DESCRIPTION
NO.	DATE			

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	TS6	129

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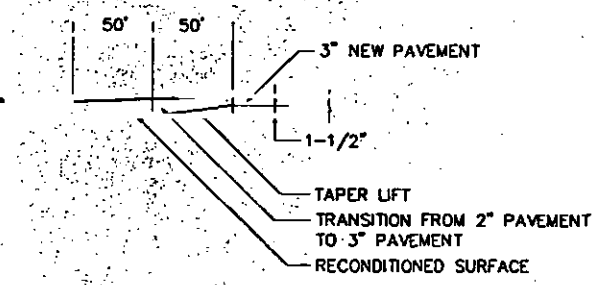


ASPHALT CONCRETE PATHWAY SECTION

*STA. BW 2+00, 6:1 FILL
**STA. BW 4+00, 1.5:1 CUT

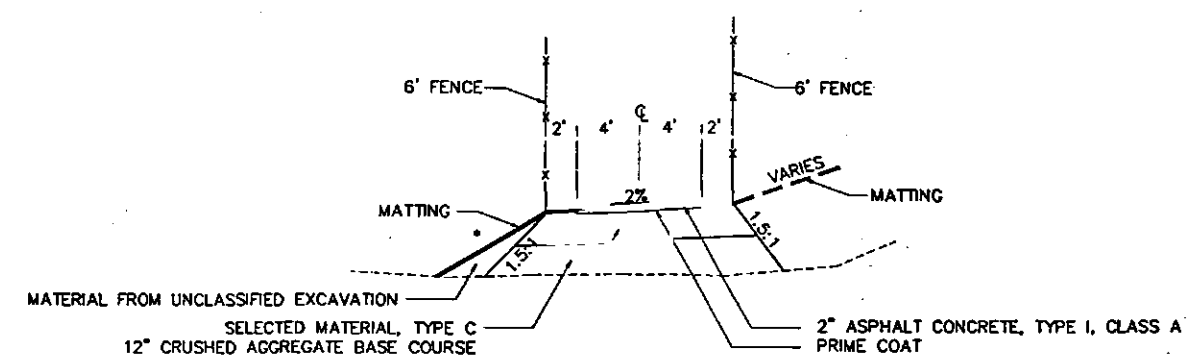
AS-BUILT PLANS

INITIALS DATE 3-18-98



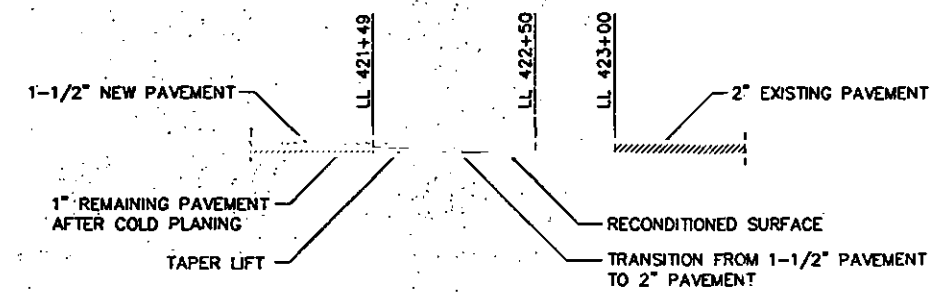
ASPHALT TRANSITION DETAIL

STA. LL 372+00 TO STA. LL 373+00
STA. LL 467+00 TO STA. LL 468+00
STA. LL 481+50 TO STA. LL 482+50
STA. U 10+26 TO STA. U 11+26
STA. U 25+38 TO STA. U 26+38



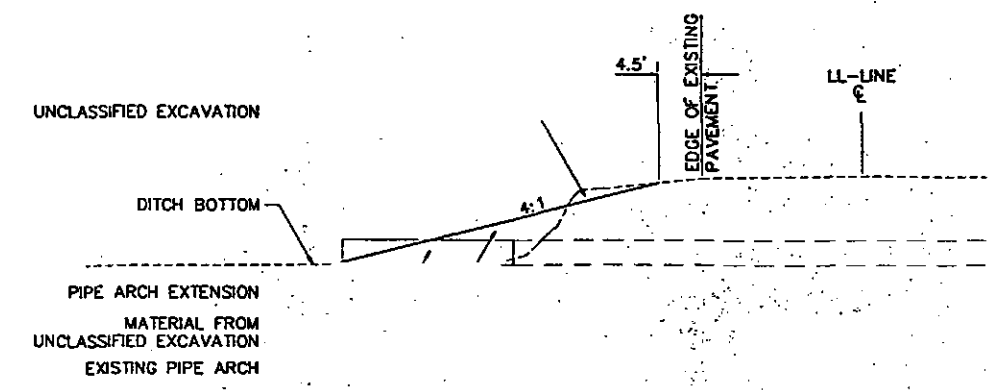
ASPHALT CONCRETE PATHWAY SECTION

STA. BE 0+00.00 TO STA. BE 4+30.34
* 6:1 FROM STA. BE 3+50 TO STA. 4+30.34



ASPHALT TRANSITION DETAIL

STA. LL 421+49 TO STA. LL 423+00



LL LINE TYPICAL SECTION - SLOPE FLATTENING LT.

STA. LL 448+00 TO STA. LL 450+00



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**PARKS HIGHWAY
PATHWAYS AND DETAILS**

3711TS6.DWG

AS-BUILT PLANS

INITIALS LD DATE 3-5-94

ESTIMATE OF QUANTITIES

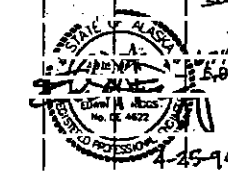
NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	E1	129



ADDENDUM NO. 1, ATTACHMENT NO. 16

ITEM NO.	ITEM	UNIT	P1 P2 P3 P5 P6 P10 P11 P12 P13 P14 P15 P16 P17														TRAFFIC	BRIDGE	TOTAL	UNIT	ITEM NO.					
			P1	P2	P3	P5	P6	P10	P11	P12	P13	P14	P15	P16	P17											
120(1)	DBE ADJUSTMENT	CONTINGENT SUM																								
201(3B)	CLEARING AND GRUBBING (SEE SUMMARY SHEET S7)	LUMP SUM																								
201(4B)	HAND CLEARING (SEE SUMMARY SHEET S7)	LUMP SUM																								
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS (SEE SUMMARY SHEET S8)	LUMP SUM																								
202(2)	REMOVAL OF PAVEMENT (SEE SUMMARY SHEET S2)	LUMP SUM																								
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT									478.04							478.04	LINEAR FOOT	202(9)						
202(12)	REMOVAL OF FENCE (SEE SUMMARY SHEET S1)	LUMP SUM																								
202(13)	REMOVAL OF ELECTRODIERS AND FOOTINGS	EACH		32	3		98			1	7	4		1				29.76	EACH	202(13)						
202(14)	REMOVAL OF DOWELLED CURB	LINEAR FOOT								1,437	947	386						2,782	2,772	LINEAR FOOT	202(14)					
202(15)	REMOVE AND REINSTALL PROMOTIONAL SIGN (SEE SUMMARY SHEET S6)	LUMP SUM																								
203(3)	UNCLASSIFIED EXCAVATION (SEE SUMMARY SHEET S6)	LUMP SUM																								
203(6)	BORROW	TON	18,000	39,000	266,000	32,000	34,000	48,000	80,000	51,000	3,000	34,000	30,000							820,000	TON	203(6)				
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	1,800	1,800	7,100	1,500	4,800	3,800	2,900	4,100	600	3,400	2,000								41,294.734	TON	301(1)			
303(1)	RECONDITIONING	STATION	13.5	10.4			1.5				8.7	16.1	6.8								49.27	52.0	STATION	303(1)		
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE 1, CLASS A	TON	1,700	1,800	3,000	600	2,200	1,700	1,200	2,800	2,100	2,200	900								19,991.20	300	TON	401(1)		
401(2)	PBA3 ASPHALT CEMENT	TON	102	108	180	36	132	102	72	170	126	132	54								1,042.07	1,220	TON	401(2)		
403(1)	MC-30 LIQUID ASPHALT FOR PRIME COAT	TON	10	11	14	3	17	8	6	11	8	10	4								53.11	102	TON	403(1)		
408(1)	MILUNG EXISTING PAVEMENT	LUMP SUM																								
501(1)	CLASS A CONCRETE	LUMP SUM																								
501(10)	PRECAST ANCHOR SLABS	LUMP SUM																								
502(1A)	PRESTRESSED CONCRETE STRUCTURAL MEMBERS (129'-0" BULB TEES)	EACH																	28		28			EACH	502(1A)	
502(1B)	PRESTRESSED CONCRETE STRUCTURAL MEMBERS (125'-0" BULB TEES)	EACH																	7		7			EACH	502(1B)	
503(1)	REINFORCING STEEL	LUMP SUM																								
503(2)	EPOXY COATED REINFORCING STEEL	LUMP SUM																								
504(3)	LONGITUDINAL RESTRAINERS	EACH																			48		48	EACH	504(3)	
505(5)	STRUCTURAL STEEL PILES, FURNISHED	LINEAR FOOT																			2,180		2,097.69	2,180	LINEAR FOOT	505(5)
505(6)	STRUCTURAL STEEL PILES, DRIVEN	EACH																			16		16	EACH	505(6)	
505(9)	STRUCTURAL STEEL SHEET PILES, FURNISHED AND DRIVEN	SQUARE FOOT																			6,077		6,741.6	6,077	SQUARE FOOT	505(9)
505(16)	DYNAMIC TEST PILE (CO#12)	CONTINGENT SUM																								

DELETED BY CO#6



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AS-BUILT PLANS

INITIALS *WJG* DATE *3-3-78*

ESTIMATE OF QUANTITIES

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-DA4-5(11)	1994	E2	129

USA Architecture • Engineering
Land Surveying • Planning

ITEM NO.	ITEM	UNIT	PI													TRAFFIC	BRIDGE	TOTAL	UNIT	ITEM NO.		
			P1	P2	P3	P5	P6	P10	P11	P12	P13	P14	P15	P16	P17							
505(15)	PILE SPLICE	EACH																1 1/2	1	12	EACH	505(15)
507(1)	METAL BRIDGE RAILING	LINEAR FOOT																1320.5	1320.5	1319	LINEAR FOOT	507(1)
511(1)	MECHANICALLY STABILIZED EMBANKMENT RETAINING WALLS	SQUARE FOOT																3,760		3,760	SQUARE FOOT	511(1)
600(1)	DRAIN AGGREGATE	TON																489.4	585		TON	600(1)
603(1-18)	18 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	74.50		58.38		60.35											192.0	180		LINEAR FOOT	603(1-18)
603(1-24)	24 INCH CORRUGATED STEEL PIPE	LINEAR FOOT		40.54	157		240.23	64.20	73.58	110.27			80.27					769.0	786		LINEAR FOOT	603(1-24)
603(3-18)	END SECTION FOR 18 INCH CORRUGATED STEEL PIPE	EACH	1		1														2		EACH	603(3-18)
603(3-24)	END SECTION FOR 24 INCH CORRUGATED STEEL PIPE	EACH							1	1	1			1					4		EACH	603(3-24)
603(19A)	PIPE ARCH, 43"x27"	LINEAR FOOT											70						70		LINEAR FOOT	603(19A)
603(19B)	PIPE ARCH, 50"x31"	LINEAR FOOT								624									624		LINEAR FOOT	603(19B)
604(5A)	INLET, TYPE A	EACH			3		1												5		EACH	604(5A)
604(5C)	INLET, TYPE C	EACH							1	1				1					3		EACH	604(5C)
604(5D)	INLET, TYPE D	EACH	1																1		EACH	604(5D)
604(6)	RELOCATE INLET	EACH																	1		EACH	604(6)
606(1)	W-BEAM GUARDRAIL	LINEAR FOOT		837.5	1,750.0		1,512.5	275.0		175.0								4,518.8	2,550.0		LINEAR FOOT	606(1)
606(2)	T-RIE BEAM GUARDRAIL	LINEAR FOOT		125.00	125.00		218.75												468.75		LINEAR FOOT	606(2)
606(5)	REMOVAL AND DISPOSAL OF GUARDRAIL	LINEAR FOOT		907.88	1,457		1,848			675								4,417	3,340		LINEAR FOOT	606(5)
606(6)	END ANCHORAGES (SEE SUMMARY SHEET S2)	EACH		2	2		3	2		2									11		EACH	606(6)
606(9)	MODIFIED CONCRETE BARRIER	LINEAR FOOT		130.4	110		130.4											130	110		LINEAR FOOT	606(9)
606(10)	GUARDRAIL-MOUNTED WOOD CURB	LINEAR FOOT		256.25	1,650.00		1,131.25											3,362.3	1,37.30		LINEAR FOOT	606(10)
607(3-6)	CHAIN LINK FENCE, 6 FEET HIGH	LINEAR FOOT		42.25	121.32		66						110.27	815.84				3,344.5	1,291		LINEAR FOOT	607(3-6)
607(3-8)	CHAIN LINK FENCE, 8 FEET HIGH	LINEAR FOOT		450	69.28													519	525		LINEAR FOOT	607(3-8)
607(4)	RECONSTRUCTED FENCE	LINEAR FOOT											393	801.50	684			1,878	1,688		LINEAR FOOT	607(4)
609(2)	CURB AND GUTTER, TYPE 1	LINEAR FOOT								1,485	1,586							3,321.5	3,041		LINEAR FOOT	609(2)
609(3)	CURB RAMP	EACH									12								12		EACH	609(3)
611(1)	RIPRAP, CLASS I DELETED	CUBIC YARD																-760	-760		CUBIC YARD	611(1)
614(1)	SURVEY MONUMENTS	EACH	3		6	1	4	5		2	1	2	1						25		EACH	614(1)
614(2)	MONUMENT CASES	EACH	2		6	1	4	5		2	1	2	1						24		EACH	614(2)
614(3)	ADJUST EXISTING MONUMENTS AND CASES	EACH			2														2		EACH	614(3)
615(1)	STANDARD SIGNS	SQUARE FOOT																2,261.7	2,437		SQUARE FOOT	615(1)

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AS-BUILT PLANS

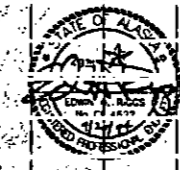
INITIALS: *[Handwritten]* DATE: *[Handwritten]*

ESTIMATE OF QUANTITIES

REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	ALASKA	NH-IR-1-0A4-5(11)	1994	E3	129

USA Architecture • Engineering
Land Surveying • Planning

ITEM NO.	ITEM	UNIT															D7	TRAFFIC	BRIDGE	TOTAL	UNIT	ITEM NO.																		
			P1	P2	P3	P5	P6	P10	P11	P12	P13	P14	P15	P16	P17																									
615(2)	REMOVE AND RELOCATE EXISTING SIGNS	EACH																			58		58	EACH	615(2)															
615(7)	SALVAGE SIGNS (SEE SUMMARY SHEET S8)	EACH	2.1	3.2	7.4		11.30	5		5.6	6.1	3.4	3.2	9.0													56.56	EACH	615(7)											
616(1)	3/4 INCH DIAMETER CULVERT THAW PIPE	LINEAR FOOT	150	80	180	201	325		644	850	140	180	134	179	222	210															1,021	2,010	LINEAR FOOT	616(1)						
618(2)	SEEDING	POUND	150	325	550	280	119	1300	232	328	101	380	315	280	120	285	470	275	521	80	139	405											5,794	5,000	POUND	618(2)				
619(2)	MATTING	SQUARE YARD				219	350																										2,164	1,950	SQUARE YARD	619(2)				
625(1)	PIPE HAND RAIL	LINEAR FOOT				296																											296	LINEAR FOOT	625(1)					
630(1)	GEOTEXTILE, SEPARATION	SQUARE YARD	7,700	8,200	19,400	3,800	11,500	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	11,700	83,704	95,400	SQUARE YARD	630(1)		
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM																																	ALL REQUIRED	LUMP SUM	640(1)			
641(1)	EROSION AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM																																	ALL REQUIRED	LUMP SUM	641(1)			
641(2)	EROSION AND POLLUTION CONTROL	LUMP SUM																																	ALL REQUIRED	LUMP SUM	641(2)			
642(1)	CONSTRUCTION SURVEYING	LUMP SUM																																	ALL REQUIRED	LUMP SUM	642(1)			
642(2)	THREE PERSON SURVEY PARTY	HOUR																																	62.51	200	HOUR	642(2)		
643(2)	TRAFFIC MAINTENANCE	LUMP SUM																																	ALL REQUIRED	LUMP SUM	643(2)			
643(3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM																																	ALL REQUIRED	LUMP SUM	643(3)			
643(4)	CONSTRUCTION SIGN	DAY																																	14,618	3,500	DAY	643(4)		
643(5)	TYPE II BARRICADE	DAY																																	11,942	2,500	DAY	643(5)		
643(6)	TYPE III BARRICADE	DAY																																	4,060	2,500	DAY	643(6)		
643(7)	TRAFFIC CONE	DAY																																	50,024	5,000	DAY	643(7)		
643(8)	DRUM	DAY																																	49,069	12,500	DAY	643(8)		
643(9)	SEQUENTIAL ARROW PANEL, TYPE C	DAY																																	175	210	DAY	643(9)		
643(10)	SPECIAL CONSTRUCTION SIGNS	SQUARE FOOT																																	872.5	200	SQUARE FOOT	643(10)		
643(11)	PORTABLE CONCRETE BARRIER	EACH																																	127	150	EACH	643(11)		
643(13)	TEMPORARY PAVEMENT MARKING	STATION																																		597.7	30	STATION	643(13)	
643(15)	FLAGGING	HOUR																																		3,026.5	2,700	HOUR	643(15)	
643(17)	STREET SWEEPING	HOUR																																	701	210	HOUR	643(17)		
643(18)	WATERING	M-GALLON																																			2,322	8,500	M-GALLON	643(18)
643(23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM																																		ALL REQUIRED	CONTINGENT SUM	643(23)		
644(1)	FIELD OFFICE	LUMP SUM																																		ALL REQUIRED	LUMP SUM	644(1)		
644(2)	FIELD LABORATORY	LUMP SUM																																		ALL REQUIRED	LUMP SUM	644(2)		
645(1)	TRAINING PROGRAM, 4 TRAINEES/APPRENTICES	LABOR HOUR																																			2,000	LABOR HOUR	645(1)	



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AS-BUILT PLANS

INITIALS DATE

ESTIMATE OF QUANTITIES

NO. DATE REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	E4	129



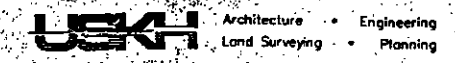
ITEM NO.	ITEM	UNIT															TRAFFIC	BRIDGE	TOTAL	UNIT	ITEM NO.		
			P1	P2	P3	P5	P6	P10	P11	P12	P13	P14	P15	P16	P17								
660(1)	TRAFFIC SIGNAL SYSTEM COMPLETE, UNIVERSITY AVENUE/PARKS HIGHWAY	LUMP SUM																			ALL REQUIRED	LUMP SUM	660(1A)
660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE	LUMP SUM																			ALL REQUIRED	LUMP SUM	660(3)
660(6A)	TRAFFIC COUNT SYSTEM COMPLETE STATION LR 387+50	LUMP SUM																			ALL REQUIRED	LUMP SUM	660(6A)
660(6B)	TRAFFIC COUNT SYSTEM COMPLETE STATION LR 452+50	LUMP SUM																			ALL REQUIRED	LUMP SUM	660(6B)
660(13)	DETECTION LOOPS	EACH																	44		44	EACH	660(13)
661(3)	LOAD CENTER, TYPE 3	EACH																	2		2	EACH	661(3)
661(4)	MODIFY EXISTING LOAD CENTER	EACH																	2		2	EACH	661(4)
661(5A)	TRANSFORMERS, 25 KVA	EACH																	1		1	EACH	661(5A)
661(5B)	TRANSFORMERS, 10 KVA	EACH																	1		1	EACH	661(5B)
663(1)	ACTIVE ADVANCE WARNING FLASHER	LUMP SUM																			ALL REQUIRED	LUMP SUM	670(1)
670(9)	REMOVAL OF PAVEMENT MARKINGS	LUMP SUM																			ALL REQUIRED	LUMP SUM	670(9)
670(12)	METHYLMETHACRYLATE PAVEMENT MARKINGS	LUMP SUM																			ALL REQUIRED	LUMP SUM	670(12)
671(1)	LANDSCAPE AREA	LUMP SUM																			ALL REQUIRED	LUMP SUM	671(1)
672(1)	CANTILEVER SIGN SUPPORTS	EACH																	4		4	EACH	672(1)

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AS-BUILT PLANS

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	S1	129



③ 202(13) REMOVAL OF ELECTROLIERS AND FOOTINGS - EACH

SHEET	STATION	DISTANCE	QUANTITY	REMARKS	
P2	LL 395+48	20' RT	1		
P3	LL 401+94	31' RT	1		
P3	LL 403+58	43' RT	1		
P3	LL 405+69	28' RT	1		
P6	A 26+60	55' RT	1		
P6	LL 417+35	27' LT	1		
P6	LL 422+02	30' RT	1		
P6	LL 423+17	50' RT	1		
P6	LL 424+22	27' RT	1		
P6	NE 1+64	15' LT	1		
P6	NE 2+78	3' RT	1		
P6	NE 3+97	17' RT	1		
P10	LL 436+82	44' LT	1		
P11	LL 447+43	39' RT	1		
P12	LL 466+84	33' LT	1		
P12	LL 469+44	34' RT	1		
P12	LL 471+96	52' RT	1	SIGNAL FOUNDATION	
P12	LL 472+02	44' LT	1	SIGNAL FOUNDATION	
P12	LL 472+70	30' LT	1	SIGNAL FOUNDATION	
P12	LL 472+91	42' RT	1	SIGNAL FOUNDATION	
P12	LL 473+22	81' LT	1		
P13	U 14+76	34' LT	1		
P13	U 17+36	32' RT	1		
P13	U 23+70	38' LT	1		
P13	U 26+14	38' LT	1		
P14	LL 478+14	28' RT	1		
P2	LL 397+15	RIGHT	1	(DIR. 'Q')	
TOTAL				25	CONTINUED PAGE 59

⑥ 202(9) REMOVAL OF CURB AND GUTTER - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P12	LL 471+68	LL 472+08	RT	72	
P12	LL 472+69	LL 473+09	RT	85.75	
P12	LL 472+71	LL 473+27	LT	217	
P12	LL 473+04	LL 473+91	LT	180.14	
TOTAL				384.478	

② 202(14) REMOVAL OF DOWELLED CURB - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P12	LL 467+31	LL 471+85	LT/RT	915.911	
P12	LL 473+08	LL 475+69	LT/RT	528	
P13	U 15+21	U 19+92	LT/RT	247.445	
P14	LL 475+69	LL 477+61	LT/RT	386.400	
TOTAL				2777.272	

⑪ 609(2) CURB AND GUTTER, TYPE 1 - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P12	LR 469+14	LR 471+07	LT	281.390.0	MEDIAN
P12	LR 470+63	LR 471+41	RT	250.256.0	ISLAND
P12	LL 471+49	LL 472+24	LT	222.241.0	ISLAND
P12	LL 472+67	LL 473+61	LT	338.340.0	ISLAND
P12	LL 473+02	LL 474+68	RT	224.337.0	MEDIAN
P12	LR 471+85	LR 472+51	RT	186.200.0	ISLAND
P13	U 13+03	U 19+34	LT	1,259	MEDIAN
P13	U 21+00	U 22+51	LT	257.298.5	MEDIAN
TOTAL				3,041.222.5	

⑱ 607(3-6) CHAIN LINK FENCE - LINEAR FOOT (DIR. 'LLL')

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	BW 0+85	BW 3+87	12' LT/ 13' LT	301.175.0	
P2	LL 392+50	LL 395+99	87' LT/ 30' LT	354.346.0	
P2	BW 3+13	BW 4+76	13' LT/ 16' LT	184.160.0	
P2	LR 395+17	LR 395+33	2' LT/ 34' RT	36.21.0	SEE BRIDGE APPROACH MEDIAN GUARDRAIL DETAIL SHEET D9
P2	LL 395+99	BW 4+76	30' LT/ 16' LT	42.57.0	
P3	LR 400+4	LR 400+56	2' LT/ 34' RT	36.33.0	SEE BRIDGE APPROACH MEDIAN GUARDRAIL DETAIL SHEET D9
P3	LR 400+52	LR 400+56	140' RT/ 38' RT	402.88.0	
P6	LR 419+39	LR 419+48	2' LT/ 34' RT	33	SEE BRIDGE APPROACH MEDIAN GUARDRAIL DETAIL SHEET D9
P6	LR 420+69	LR 420+77	2' LT/ 34' RT	33	SEE BRIDGE APPROACH MEDIAN GUARDRAIL DETAIL SHEET D9
P16	LL 512+02	LL 513+29	140' LT/ 67' LT	77.110.0	
P17	LL 401+21	LL 405+30	24' LT/ 89' LT	449.414.0	INSTALL AT TOE OF FILL SLOPE
P17	LL 401+23	LL 405+09	30' LT/ 95' LT	385.401.0	
	LL 392+00	LL 396+00	LT	403.0	ADA FENCE (DIR. 'VVV')
	LR 380+00		RT	70.0	STEELHEAD FENCE (DIR. 'EEEE')
TOTAL				1,991.2,344.5	

⑰ 607(3-8) CHAIN LINK FENCE - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	LL 395+99	LL 400+48	30' LT	450	SEE BRIDGE PLANS FOR DETAILS
P3	LL 400+48	LL 401+23	30' LT	25.69	SEE BRIDGE PLANS FOR DETAILS
TOTAL				525.519	

⑨ 202(12) REMOVAL OF FENCE - LUMP SUM

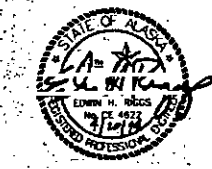
SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	LR 392+20	LR 395+30	124' RT/ 35' LT	382.287	
P2	LL 395+57	LL 400+48	33' LT/ 30' LT	492	
P2	LL 396+00	LL 396+42	46' RT/ 31' LT	89	
P3	LL 400+48	LL 401+23	30' LT	75	
P3	LR 400+52	LR 400+56	140' RT/ 36' LT	176	
P17	LL 401+21	LL 405+30	23' LT/ 89' LT	415	
TOTAL				1,609,153.4	

② 607(4) RECONSTRUCTED FENCE - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P14	LL 478+80	LL 479+00	223' LT/ 213' LT	41	
P14	LL 485+20	LL 486+90	139' LT	170	
P14	LL 488+60	LL 490+42	139' LT	182	
P15	LL 490+42	LL 492+60	139' LT	218	
P15	LL 497+15	LL 497+70	139' LT	55	
P15	LL 502+00	LL 505+18	140' LT	318	
P16	LL 505+18	LL 512+02	140' LT	684	
TOTAL				1,668	CONTINUED PAGE 59

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
SUMMARY SHEET



37115LDWG

⑤ 202(2) REMOVAL OF PAVEMENT - LUMP SUM

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P6	LL 423+50	LL 430+70	RT	385	SAWCUT & REMOVE
P10	LL 430+70	LL 439+00	RT	350	SAWCUT & REMOVE
P11	LL 450+00	LL 460+69	RT	472	SAWCUT & REMOVE
P12	LL 460+69	LL 467+00	RT	302	SAWCUT & REMOVE
P14	LL 482+50	LL 490+42	RT	354	SAWCUT & REMOVE
P15	LL 490+42	LL 505+18	RT	796	SAWCUT & REMOVE
P16	LL 505+18	LL 515+17	RT	1,551	SAWCUT & REMOVE
TOTAL				4,210 S.Y.	

⑥ 303(1) RECONDITIONING - STATION

SHEET	BEGIN	END	QUANTITY	REMARKS
P1	LL 372+00	LL 385+48	12.5	
P2	LL 385+48	LL 395+90	10.42	
P6	LL 421+49	LL 423+00	1.51	
P12	LL 467+00	LL 475+69	8.7	
P13	U 10+26	U 26+33	16.7	
P14	LL 475+69	LL 482+50	6.8	
P13	U 20+00	U 27+22	7.22	
TOTAL				57.0

⑩ 606(5) REMOVAL AND DISPOSAL OF GUARDRAIL - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	LL 391+09	LL 395+84	RT	475	
P2	LL 391+25	LL 396+00	LT	462	
P3	LL 401+03	LL 405+25	RT	430	
P3	LL 401+26	LL 406+44	LT	525	
P3	LL 410+66	LL 415+70	RT	502	
P6	LL 415+70	LL 420+21	RT	454	
P6	LL 421+47	NE 3+22	RT	380	
P6	A 26+35	A 26+85	LT	50	
P6	SW 15+50	LL 420+32	LT	294	
P11	LL 446+00	LL 452+75	LT	675	
TOTAL				4,397	

⑪ 609(3) CURB RAMP - EACH

SHEET	BEGIN	DISTANCE	QUANTITY	REMARKS
P12	LR 471+03	73' ± RT	1	
P12	LR 471+24	37' ± RT	1	
P12	U 19+45	36' ± LT	1	
P12	LL 471+89	53' ± LT	1	
P12	LL 472+02	21' ± LT	1	
P12	U 20+85	36' ± LT	1	
P12	LL 472+84	21' ± LT	1	
P12	LL 473+10	70' ± LT	1	
P12	U 20+89	17' ± RT	1	
P12	LR 472+07	37' ± RT	1	
P12	LR 472+17	64' ± RT	1	
P12	U 19+49	17' ± RT	1	
TOTAL				12

⑬ 606(1) W-BEAM GUARDRAIL - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	LL 391+18	LL 395+68	22' LT	450.0	GUARDRAIL POSTS SHALL BE 9' LONG INSTALL B.C.T. AT LL 391+18
P2	LR 392+45	LR 394+70	36' RT	225.0	TRANS. TO THRIE BEAM AT LL 395+68 INSTALL B.C.T. AT LR 392+45
P2	LR 394+21	LR 394+86	12' LT / 2' LT	75.0	TRANS. TO THRIE BEAM AT LR 394+70 SEE DETAIL SHEET D9
P2	LL 394+69	LL 395+51	40' RT / 20' RT	87.5	TRANS. TO THRIE BEAM AT LR 394+86 SEE DETAIL SHEET D9
P3	LR 400+55	NW 3+57	36' RT / 20' RT	525.0	TRANS. TO THRIE BEAM AT LL 395+51 INSTALL B.C.T. AT NW 3+57
P3	LR 400+71	LR 401+52	4' LT / 25' LT	87.5	TRANS. FROM THRIE BEAM AT LR 400+55 SEE DETAIL SHEET D9
P3	LL 401+34	LL 402+52	17' RT / 27' RT	62.5	TRANS. FROM THRIE BEAM AT LR 401+52 SEE DETAIL SHEET D9
P3	LL 401+51	WN 5+00	22' LT / 24' LT	475.0	TRANS. FROM THRIE BEAM AT LL 402+52 INSTALL B.C.T. AT WN 5+00
P6	LR 415+01	LR 418+98	36' RT / 50' RT	400.0	INSTALL B.C.T. AT LR 415+01 TRANS. TO THRIE BEAM AT LR 418+98
P6	SW 15+50	LL 420+00	23' LT / 35' LT	262.5	MATCH EXISTING GUARDRAIL AT SW 15+50 TRANS. TO THRIE BEAM AT LL 420+00
P6	LR 418+47	LR 419+09	11' LT / 2' LT	75.0	SEE DETAIL SHEET D9 TRANS. TO THRIE BEAM AT LR 418+47
P6	LL 419+18	LL 419+89	41' RT / 20' RT	75.0	SEE DETAIL SHEET D9 TRANS. FROM THRIE BEAM AT LR 419+09
P6	LR 420+88	NE 4+06	50' RT / 24' RT	475.0	TRANS. FROM THRIE BEAM AT LL 419+89 INSTALL B.C.T. AT NE 4+06
P6	LR 420+99	LR 421+74	5' LT / 25' LT	87.5	TRANS. FROM THRIE BEAM AT LR 420+88 SEE DETAIL SHEET D9
P6	LL 421-78	LL 422+45	17' RT / 27' RT	62.5	TRANS. FROM THRIE BEAM AT LR 421+74 SEE DETAIL SHEET D9
P6	A 26+85	A 27+35	56' LT	50.0	TRANS. FROM MOD. CONC. BARRIER AT A 26+85 INSTALL B.C.T. AT A 27+35
P10	LL 438+20	LL 440+95	35' LT / 24' LT	275.0	INSTALL B.C.T. AT LL 438+20 INSTALL B.C.T. AT LL 440+95
P12	LR 464+80	LR 466+55	44' RT	175.0	INSTALL B.C.T. AT LR 464+80 INSTALL B.C.T. AT LR 466+55
TOTAL				4,550.0	

AS-BUILT PLANS

REVISIONS

NO.	DATE	DESCRIPTION
1		

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	S2	129



⑬ 606(2) THRIE BEAM GUARDRAIL - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	LL 395+68	LL 395+99	22' LT	31.25	GUARDRAIL POSTS SHALL BE 9' LONG TRANS. FROM W BEAM AT LL 395+68 CONNECT TO BRIDGE RAIL AT LL 395+99
P2	LR 394+70	LR 395+02	36' RT	31.25	TRANS. FROM W BEAM AT LR 394+70 CONNECT TO BRIDGE RAIL AT LR 395+02
P2	LR 394+86	LR 395+18	2' LT / 0'	31.25	TRANS. FROM W BEAM AT LR 394+86 CONNECT TO BRIDGE RAIL AT LR 395+18
P2	LL 395+51	LL 395+82	20' RT / 16' RT	31.25	TRANS. FROM W BEAM AT LL 395+51 CONNECT TO BRIDGE RAIL AT LL 395+82
P3	LR 400+24	LR 400+55	36' RT	31.25	CONNECT TO BRIDGE RAIL AT LR 400+24 TRANS. FROM W BEAM AT LR 400+55
P3	LR 400+40	LR 400+71	0' / 4' LT	31.25	CONNECT TO BRIDGE RAIL AT LR 400+40 TRANS. FROM W BEAM AT LR 400+71
P3	LL 401+03	LL 401+34	16' RT / 17' RT	31.25	CONNECT TO BRIDGE RAIL AT LL 401+03 TRANS. FROM W BEAM AT LL 401+34
P3	LL 401+20	LL 401+51	22' LT	31.25	CONNECT TO BRIDGE RAIL AT LL 401+20 TRANS. FROM W BEAM AT LL 401+51
P6	LR 418+98	LR 419+29	50' RT	31.25	TRANS. FROM W BEAM AT LR 418+98 CONNECT TO BRIDGE RAIL AT LR 419+29
P6	LR 419+09	LR 419+40	2' LT / 0'	31.25	TRANS. FROM W BEAM AT LR 419+09 CONNECT TO BRIDGE RAIL AT LR 419+40
P6	LL 419+89	LL 420+20	20' RT / 16' RT	31.25	TRANS. FROM W BEAM AT LL 419+89 CONNECT TO BRIDGE RAIL AT LL 420+20
P6	LL 420+00	LL 420+32	34' LT	31.25	TRANS. FROM W BEAM AT LL 420+00 CONNECT TO BRIDGE RAIL AT LL 420+32
P6	LR 420+56	LR 420+88	50' RT	31.25	CONNECT TO BRIDGE RAIL AT LR 420+56 TRANS. FROM W BEAM AT LR 420+88
P6	LR 420+68	LR 420+99	0' / 5' LT	31.25	CONNECT TO BRIDGE RAIL AT LR 420+68 TRANS. FROM W BEAM AT LR 420+99
P6	LL 421+47	LL 421+78	16' RT / 17' RT	31.25	CONNECT TO BRIDGE RAIL AT LL 421+47 TRANS. FROM W BEAM AT LL 421+78
TOTAL				468.75	

⑭ 606(10) GUARDRAIL-MOUNTED WOOD CURB - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	LR 392+45	LR 395+02	RT	268.25	
P3	LR 400+24	NW 3+57	RT	556.25	
P3	LL 401+20	WN 5+00	LT	1,093.75	
P6	LR 415+01	LR 419+29	RT	434.25	
P6	LR 420+56	NE 4+06	RT	506.25	
P6	SW 15+50	LL 420+32	LT	293.75	
TOTAL				3,147.0	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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PARKS HIGHWAY

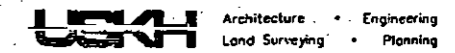
SUMMARY SHEET



371152.DWG

AS-BUILT PLANS

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	53	129



SX-1

604(5A) INLET, TYPE A - EACH
 604(5C) INLET, TYPE C - EACH
 604(5D) INLET, TYPE D - EACH

SHEET	STRUCT. NO.	STATION	OFFSET	INLET TYPE			TOP CASTING	PIPE IN		PIPE OUT		CMP END REMOVAL	CMP SPOOL	REMARKS
				A	C	D		DIA	INV	DIA	INV			
P1	S1-1	LR 385+00	18' LT			1	430.83			18"	430.83			
P3	S3-1	LR 403+00	18' LT	1			444.45			24"	441.55			PROVIDE WITH 18" DEEP SUMP
P3	S3-2	LL 403+86	30' LT	1			445.99			18"	443.16			PROVIDE WITH 18" DEEP SUMP
P3	S3-3	LL 403+86	62' LT	1			433.38	18"	430.51	18"	429.89			PROVIDE WITH 18" DEEP SUMP, AND BICYCLE SAFE INLET GRATE.
P6	S6-1	LR 419+20	18' LT	1			455.37			24"	452.48			PROVIDE WITH 18" DEEP SUMP
P10	S10-1	LR 441+50	18' LT		1		431.14			24"	430.64			
P11	S11-1	LR 450+00	18' LT		1		430.53			24"	430.03			
P12	S12-1	LR 475+00	12' LT	1			430.17			24"	427.21			PROVIDE WITH 18" DEEP SUMP
P14	S14-1	LR 490+00	18' LT		1		432.00			24"	431.50			
TOTAL				5	3	1								

NOTE: INLETS MAY BE PRECAST IN SEGMENTS FOR EASE OF HANDLING. MINIMUM SEGMENT HEIGHT SHALL BE 3 FEET.

18 603(3-18) END SECTION FOR 18 INCH CORRUGATED STEEL PIPE - EACH
 603(3-24) END SECTION FOR 24 INCH CORRUGATED STEEL PIPE - EACH

SHEET	PIPE NO.	STATION	OFFSET	QUANTITY		REMARKS
				18"	24"	
P1	P1-1	LR 385+00	RT	1		
P3	P3-5	LL 403+86	LT	1		
P10	P10-1	LR 441+50	RT		1	
P11	P11-7	LR 450+00	RT		1	
P12	P12-1	LR 475+00	LT		1	DITCH TO DRAIN
P14	P14-1	LR 490+00	RT		1	
TOTAL				2	4	

15 614(1) SURVEY MONUMENTS - EACH
21 612(2) MONUMENT CASES - EACH

SHEET	BEGIN	DISTANCE	614 (1) 15	614 (2) 21	REMARKS
P1	LR 372+46.68		1		
P1	LR 380+96.26		1	1	
P1	LL 382+19.23		1	1	
P3	NW 0+00.00		1	1	
P3	LR 404+68.70		1	1	
P3	WN 0+00.00		1	1	
P3	NW 2+52.61		1	1	
P3	WN 3+76.63		1	1	
P3	LR 412+99.80		1	1	
P5	WN 11+70.06		1	1	
P6	NW 16+24.80		1	1	
P6	SW 17+52.72		1	1	
P6	NE 0+00.00		1	1	
P6	NE 6+13.15		1	1	
P10	LR 437+65.81		1	1	
P10	ES 13+96.64		1	1	
P10	ES 17+97.52		1	1	
P10	ES 25+02.77		1	1	
P10	LR 441+78.92		1	1	
P12	LL 472+50.78		1	1	
P12	LR 471+77.69		1	1	
P13	U 23+07.65		1	1	
P14	LL 480+80.83		1	1	
P14	LR 480+11.78		1	1	
P15	LR 499+32.61		1	1	
TOTAL			25	24	

22 604(6) RELOCATE INLET - EACH

SHEET	FROM	TO	NEW PIPE NO.	QUANTITY		REMARKS
				18"	24"	
P6	LR 420+95	LR 420+86	P6-2	1		TOP CASTING EL. 425.03 TYPE "C"
TOTAL				1		

4 614(3) ADJUST EXISTING MONUMENTS AND CASES - EACH

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P3	LL 405+16.74			1	
P3	LL 413+71.92			1	
TOTAL				2	

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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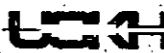
PARKS HIGHWAY
 SUMMARY SHEET

AS-BUILT PLANS

INITIALS: LHM DATE: 3-5-98

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	54	129

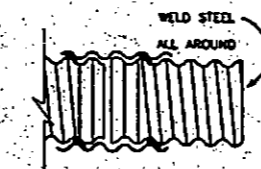

 Architecture • Engineering
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PX-Y	603(1-18)	18 INCH CURRUGATED STEEL PIPE	LINEAR FOOT
	603(1-24)	24 INCH CURRUGATED STEEL PIPE	LINEAR FOOT
	603(19A)	PIPE ARCH, 43" X 27"	LINEAR FOOT
	603(19B)	PIPE ARCH, 50" X 31"	LINEAR FOOT
	616(1)	3/4" INCH DIAMETER CULVERT THAW PIPE	LINEAR FOOT

CULVERT PIPE SUMMARY TABLE

SHT. NO.	PIPE NO.	STATION	SIZE AND LENGTH			CULVERT MARKER POST	END	INLET		OUTFALL		THAW PIPE	REMARKS	
			18"	24"	43" X 27" 50" X 31"			LOCATION	ELEVATION	END	LOCATION			ELEVATION
P1	P1-1	LR 385+00 ³⁸⁴⁺⁹⁰	56			1 EA RT END	TYPE D INLET	10' LT	430.83	END SECTION	64' RT	430.65	150	
P2	P2-1	LR 393+36		54	40	1 EA LT/RT END		102' RT	425.75		134' RT	425.00	80	150
P3	P3-1	LR 401+79 ⁷⁵		65			EXISTING PIPE	6' RT	420.00		71' RT	420.00		CASING PIPE FOR FUTURE WATER LINE INSTALL END CAPS.
P3	P3-2	LR 403+00		82		1 EA RT END	TYPE A INLET	17' LT	441.55		65' RT	439.91	146	280
P3	P3-3	LL 403+86	33				TYPE A INLET	30' LT	443.16	TYPE A INLET	61' LT	430.51		
P3	P3-4	LL 402+27		10			EXISTING PIPE	75' LT	420.00	EXISTING PIPE	85' LT	420.00		CASING PIPE FOR FUTURE WATER LINE INSTALL END CAPS
P3	P3-5	LL 403+86	36	25		1 EA LT END	TYPE A INLET	63' LT	429.89	END SECTION	90' LT	429.16	125	EXTEND THAW PIPING INTO PIPE P3-3 & STRUCTURES S3-2 & S3-3
P6	P6-1	LR 419+20		78	29	1 EA RT END	TYPE A INLET	17' LT	452.48		68' RT	450.92	172	190
P6	P6-2	LR 420+95		80	29		EXISTING PIPE	21' RT	424.68	TYPE C INLET	LR 420+84 180' RT 115	424.53	460	472
P6	P6-3	LR 429+36		75	66		EXISTING PIPE	28' RT			94' RT			SPLIT SLEEVE PIPE TO ENCASE EXISTING UTILITY PIPE. REMOVE EXISTING FOAM PLUG & INSTALL NEW FOAM PLUG IN RT. END OF NEW PIPE.
P10	P10-1	LR 441+50		70	61	1 EA RT END	TYPE C INLET	10' LT	430.64	END SECTION	59' RT	429.63	140	180
P11	P11-1	LR 448+05			82	1 EA RT END	EXISTING PIPE	3' RT	422.61		85' RT	422.45		
P11	P11-2	LR 448+11			82	1 EA RT END	EXISTING PIPE	3' RT	422.43		85' RT	422.27		
P11	P11-3	LR 448+18			82	1 EA RT END	EXISTING PIPE	3' RT	422.65		85' RT	422.49		
P11	P11-4	LR 448+26			82	1 EA RT END	EXISTING PIPE	3' RT	422.67		85' RT	422.51		
P11	P11-5	LR 448+33			82	1 EA RT END	EXISTING PIPE	3' RT	422.79		85' RT	422.63		
P11	P11-6	LR 448+39			82	1 EA RT END	EXISTING PIPE	3' RT	422.48		85' RT	422.32		
P11	P11-7	LR 450+00		86	73	1 EA RT END	TYPE C INLET	10' LT	430.03	END SECTION	63' RT	428.23	134	175

CONTINUED ON SHEET S5



END CAPS SHALL NOT BE PAID FOR DIRECTLY BUT ARE CONSIDERED SUBSIDIARY TO 603 ITEMS
 PRE-MANUFACTURED CSP END CAP ATTACHED WITH BAND COUPLING

- NOTES:
 1) PIPES AND DRAINAGE STRUCTURES MAY BE ADJUSTED BY THE ENGINEER.
 2) THAW PIPES SHALL BE CIRCULATING THAW PIPES AS SHOWN ON SHEET D4.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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PARKS HIGHWAY
 SUMMARY SHEET

3711S4.DWG

AS-BUILT PLANS
 INITIALS: WKS DATE: 2-5-98

REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE					
		ALASKA	NH-IR-1-0A4-5(11)	1994	55	129



PX-Y
 603(1-18) 18 INCH CURRUGATED STEEL PIPE LINEAR FOOT
 603(1-24) 24 INCH CURRUGATED STEEL PIPE LINEAR FOOT
 603(19A) PIPE ARCH, 43" X 27" LINEAR FOOT
 603(19B) PIPE ARCH, 50" X 31" LINEAR FOOT
 616(1) 3/4" INCH DIAMETER CULVERT THAW PIPE LINEAR FOOT

CULVERT PIPE SUMMARY TABLE

CONTINUED

SHT. NO.	PIPE NO.	STATION	SIZE AND LENGTH				CULVERT MARKER POST	END	INLET		OUTFALL		THAW PIPE	REMARKS
			18"	24"	43" X 27"	50" X 31"			LOCATION	ELEVATION	END	LOCATION		
P11	P11-8	LR 448+04				22	1 EA LT END	117' LT	422.83'	95' LT	422.79'			
P11	P11-9	LR 448+11				22	1 EA LT END	117' LT	422.87'	95' LT	422.83'			
P11	P11-10	LR 448+18				22	1 EA LT END	117' LT	422.89'	95' LT	422.85'			
P11	P11-11	LR 448+25				22	1 EA LT END	117' LT	422.89'	95' LT	422.85'			
P11	P11-12	LR 448+32				22	1 EA LT END	117' LT	422.87'	95' LT	422.83'			
P11	P11-13	LR 448+40				22	1 EA LT END	117' LT	422.64'	95' LT	422.60'			
P12	P12-1	LR 475+00		110.87'			1 EA LT END	TYPE A INLET	13' LT	427.21'	END SECTION	101.108' LT	426.57'	223.210'
P13	P13-1	U 23+36			14		1 EA LT/RT END	EXISTING PIPE	48' LT	427.58'	62' LT	427.58'		INSTALL MARKER POSTS ON INLET OF EXISTING CMP AND OUTLET OF NEW CMP.
P13	P13-2	U 23+40			14		1 EA LT/RT END	EXISTING PIPE	48' LT	427.58'	62' LT	427.58'		INSTALL MARKER POSTS ON INLET OF EXISTING CMP AND OUTLET OF NEW CMP.
P13	P13-3	U 23+44			14		1 EA LT/RT END	EXISTING PIPE	49' LT	427.58'	63' LT	427.58'		INSTALL MARKER POSTS ON INLET OF EXISTING CMP AND OUTLET OF NEW CMP.
P13	P13-4	U 23+48			14		1 EA LT/RT END	EXISTING PIPE	49' LT	427.58'	63' LT	427.58'		INSTALL MARKER POSTS ON INLET OF EXISTING CMP AND OUTLET OF NEW CMP.
P13	P13-5	U 23+53			14		1 EA LT/RT END	EXISTING PIPE	50' LT	427.58'	64' LT	427.58'		INSTALL MARKER POSTS ON INLET OF EXISTING CMP AND OUTLET OF NEW CMP.
P14	P14-1	LR 490+00		80.57'			1 EA RT END	TYPE C INLET	10' LT	431.50'	END SECTION	70.52' RT	430.82'	160.370'
P6	P6-4	LR 429+30	60.75'					EXISTING PIPE	21' LT 32' RT			92' RT		EXTEND EXISTING CASING FOR FUTURE UTILITY ① INSTALL END CAP
		TOTAL	180 192	238 764	70	624								

① INSTALL NEW PIPE AT THE SAME ELEVATION AS THE EXISTING SLEEVE. NOTIFY COLLEGE UTILITIES CORP. 24 HRS. PRIOR TO COMMENCING WORK.

NOTES:
 1) PIPES AND DRAINAGE STRUCTURES MAY BE ADJUSTED BY THE ENGINEER.
 2) THAW PIPES SHALL BE CIRCULATING THAW PIPES AS SHOWN ON SHEET D4.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
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PARKS HIGHWAY
 SUMMARY SHEET


371155.DWG

AS-BUILT PLANS

INITIALS: *WJ* DATE: *8-5-98*

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	55	129


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(8) 606(9) MODIFIED CONCRETE BARRIER - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P6	A 26+55		LT	50	
P6	A 26+80		RT	8080	
TOTAL				20130	

(25) 202(15) REMOVE AND REINSTALL PROMOTIONAL SIGN - LUMP SUM

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P6	LR 421+50		30' RT	1	SIGN "WELCOME TO FAIRBANKS" RELOCATE TO STA. LR 421+50, 92' RT
TOTAL				1	

203(3) UNCLASSIFIED EXCAVATION - LUMP SUM

SHEET	TOTAL UNCLASSIFIED EXCAVATION (C.Y.)	UNCLASSIFIED EXCAVATION USED FOR SLOPE FLATTENING (C.Y.)	UNCLASSIFIED EXCAVATION TO BE WASTED (C.Y.)	REMARKS
P1	2,400	2,100	300	
P2	2,200	3,100	-900	
P3	50,900	43,900	7,000	
P5	10,800	8,300	2,500	
P6	30,700	18,300	12,400	
P10	13,800	3,400	10,400	
P11	33,500	6,500	27,000	
P12	22,500	2,900	19,600	
P13	4,800	400	4,400	
P14	20,900	4,500	16,400	
P15	12,200	4,600	7,600	
P17	300	2,800	-2,500	
D7	0	4,700	-4,700	SURPLUS EXCAVATION MATERIAL, SEE SHEET D7 FOR DETAIL
TOTALS	205,000	105,500	99,500	

(16) 408(1) MILLING EXISTING PAVEMENT - LUMP SUM

SHEET	BEGIN	END	DISTANCE	QUANTITY (S.Y.)	REMARKS
P2	LL 395+90		LL 400+48	1,940	
P3	LL 400+48		LL 401+09	260	
P6	LL 420+25		LL 421+49	700	
TOTAL				2,900	

(14) 600(1) DRAIN AGGREGATE - TON

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	LR 392+58		35' RT TO 75' RT	8067.1	OUTFALL
P3	LR 403+00		50' RT TO 75' RT	2047.3	LINED DITCH
P3	NW 3+48		20' RT TO 80' RT	9074.4	OUTFALL
P3	WN 4+86		20' LT TO 66' LT	6557.1	OUTFALL
P6	NE 3+92		20' RT TO 58' RT	5081.2	OUTFALL
P6	LR 415+17		38' RT TO 148' RT	150122.3	OUTFALL
P6	LR 418+92	LR 419+20	60' RT TO 100' RT	20	LINED DITCH
TOTAL				285789.4	

NOTE: QUANTITIES SHOWN AS EXCAVATION AND WASTE ON INDIVIDUAL PLAN SHEETS ARE FOR ESTIMATING PURPOSES ONLY AND REPRESENT ONLY ONE POSSIBLE METHOD OF BALANCING EARTHWORK QUANTITIES.

(12) 619(2) MATTING - SQUARE YARD

SHEET	BEGIN	END	DISTANCE	AREA	REMARKS
P3	LL 401+38	LL 405+38	22' LT/72' LT	13001502	SEE TYPICAL SECTIONS, SHEET TS2
P3	BE 0+00	BE 3+00	6' LT/35' LT	820662	SEE TYPICAL SECTIONS, SHEET TS2
TOTAL				18002164	

(28) 625(1) PIPE HAND RAIL - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P2	BW 2+00	BW 4+95	6' RT/8' RT	296	SEE SHEET D8 FOR DETAIL
TOTAL				296	



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
SUMMARY SHEET

371156.DWG

AS-BUILT PLANS

INITIALS: WKS DATE: 3-5-98

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	S7	129

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201(3B) CLEARING AND GRUBBING - LUMP SUM

SHEET	BEGIN	END	DISTANCE	AREA (SQUARE FEET)	AREA (ACRES)	REMARKS
P1	LR 370+00	LR 385+00	RT	86,427	1.98	
P2	LR 385+00	LR 395+18	RT	68,967	1.58	
P3	LR 400+39	NW 13+00	RT	79,007	1.81	
P3	LL 401+09	WN 5+00	LT	43,650	1.00	
P3	WN 0+00	WN 5+00	RT	17,460	0.40	
P3	NW 2+52	NW 13+00	LT	40,158	0.92	
P3	LL 407+74	LL 415+70	LT	46,706	1.07	
P3	LR 404+83	LR 415+00	RT	64,602	1.48	
P5	WN 5+00	WN 12+00	LT/RT	51,944	1.19	
P6	LR 415+00	LR 419+41	RT	4,802	0.11	
P6	LR 420+67	LR 430+00	RT	33,174	0.76	
P6	LL 415+70	LL 420+25	LT	27,500	0.63	
P6	NW 13+00	NW 17+15	LT/RT	24,880	0.57	
P6	NE 0+00	NE 6+13	LT/RT	43,214	0.99	
P6	SW 15+50	SW 17+53	LT/RT	1,746	0.04	
P10	LR 430+00	LR 445+00	RT	17,460	0.40	
P10	ES 13+97	ES 25+03	LT/RT	30,992	0.71	
P11	LR 445+00	LR 460+00	RT	41,904	0.96	
P11	LL 457+07	LL 460+69	LT	5,675	0.13	
P12	LR 460+00	LR 470+50	RT	26,190	0.60	
P12	LR 473+00	LR 475+00	RT	4,802	0.11	
P12	LL 460+69	LL 471+50	LT	20,516	0.47	
P12	LL 473+50	LL 475+64	LT	5,675	0.13	
P13	U 10+26	U 12+89	LT/RT	6,111	0.14	
P13	U 12+89	U 26+38	LT/RT	25,317	0.58	
P14	LR 475+00	LR 490+00	RT	44,523	1.02	
P14	LL 475+64	LL 481+92	LT	10,913	0.25	
P15	LR 490+00	LR 501+00	RT	34,484	0.79	
P17	BW 0+00	BW 4+35	LT/RT	7,857	0.18	
		TOTAL		916,850	21.00	

201(4B) HAND CLEARING - LUMP SUM

SHEET	BEGIN	END	DISTANCE	AREA (SQUARE FEET)	AREA (ACRES)	REMARKS
P1	LR 370+00	LR 385+00	RT	15,714	0.36	
P2	LR 385+00	LR 395+18	RT	11,786	0.27	
P3	LR 400+39	NW 13+00	RT	14,405	0.33	
P3	LL 401+09	WN 5+00	LT	11,349	0.26	
P3	WN 0+00	WN 5+00	RT	873	0.02	
P3	NW 2+52	NW 13+00	LT	4,365	0.10	
P3	LL 407+74	LL 415+70	LT	4,802	0.11	
P3	LR 404+83	LR 415+00	RT	3,492	0.08	
P5	WN 5+00	WN 12+00	LT/RT	14,841	0.34	
P6	LR 415+00	LR 419+41	RT	2,619	0.06	
P6	LR 420+67	LR 430+00	RT	4,802	0.11	
P6	LL 415+70	LL 420+25	LT	3,929	0.09	
P6	NW 13+00	NW 17+15	LT/RT	8,294	0.19	
P6	NE 0+00	NE 6+13	LT/RT	10,040	0.23	
P10	LR 430+00	LR 445+00	LT	4,365	0.10	
P10	ES 13+97	ES 25+03	LT/RT	11,786	0.27	
P11	LR 445+00	LR 460+00	RT	15,714	0.36	
P12	LR 460+00	LR 470+50	RT	10,476	0.24	
P12	LR 473+00	LR 475+00	RT	2,183	0.05	
P13	U 10+26	U 26+38	LT	28,809	0.66	
P14	LR 475+00	LR 490+00	RT	22,262	0.51	
P15	LR 490+00	LR 501+00	RT	11,349	0.26	
		TOTAL		218,250	5.00	

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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PARKS HIGHWAY
SUMMARY SHEET

AS-BUILT PLANS

INITIALS: *WJ* DATE: *3-5-98*

NO. DATE REVISIONS DESCRIPTION

STATE PROJECT DESIGNATION YEAR SHEET NO. TOTAL SHEETS
 ALASKA NH-IR-1-0A4-5(11) 1994 S8 129

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27 615(7) SALVAGE SIGNS - EACH

SHEET	STATION	DISTANCE	QUANTITY	REMARKS
P1	LL 379+00	29' RT	1	ROUTE 2 REMOVE SIGN TYPE UNKNOWN
P2	LL 391+26	34' LT	1	ADAPT A HIGHWAY REMOVE SIGN TYPE UNKNOWN
P2	LL 395+48	20' RT	1	CHENA RIVER REMOVE SIGN TYPE UNKNOWN
P3	LL 401+29	29' RT	1	REMOVE SIGN TYPE E4-1
P3	LL 405+63	32' RT	1	REMOVE SIGN TYPE E5-1
P3	LL 406+39	52' LT	1	REMOVE SIGN TYPE W6-3
P3	LL 408+63	36' LT	1	REMOVE SIGN TYPE R5-1, W4-1
P3	WN 1+70	29' LT	1	YIELD REMOVE SIGN TYPE UNKNOWN
P3	LL 411+43	30' RT	1	REMOVE SIGN TYPE E2-11
P5	WN 5+35	30' LT	1	YIELD AHEAD REMOVE SIGN TYPE UNKNOWN
P6	LL 416+23	24' RT	1	CAMPERS REMOVE SIGN TYPE UNKNOWN
P6	LL 417+41	30' LT	1	REMOVE SIGN TYPE E5-1
P6	SW 16+84	32' LT	1	REMOVE SIGN TYPE W13-2
P6	LL 421+71	30' RT	1	REMOVE SIGN TYPE E4-11
P6	LL 423+63	72' RT	1	REMOVE SIGN TYPE W13-2
P6	LL 424+02	35' RT	1	REMOVE SIGN TYPE E5-1
P6	LL 425+85	29' LT	1	REMOVE SIGN TYPE E4-11
P6	NE 3+43	28' LT	1	REMOVE SIGN TYPE W1-8
P6	NE 4+63	17' LT	1	REMOVE SIGN TYPE W1-8
P6	NE 5+87	11' LT	1	REMOVE SIGN TYPE W1-8
P10	LL 431+91	33' RT	1	NO TURNS REMOVE SIGN TYPE UNKNOWN
P10	LL 436+57	36' RT	1	REMOVE SIGN TYPE W4-1
P10	LL 440+65	49' RT	1	REMOVE SIGN TYPE UNKNOWN ↑↓
P10	LL 441+43	31' LT	1	REMOVE SIGN TYPE E4-11
P10	LL 442+49	49' RT	1	SPEED LIMIT 55 REMOVE SIGN TYPE UNKNOWN
P11	LL 451+42	48' LT	1	REMOVE SIGN TYPE E8-12
P12	LL 465+47	37' RT	1	REMOVE SIGN TYPE W3-3
P12	LL 466+41	37' LT	1	REMOVE SIGN TYPE R2-1
P12	LL 467+43	1' RT	1	REMOVE SIGN TYPE R4-7
P12	LL 468+37	67' RT	1	REMOVE SIGN TYPE D8-18

27 615(7) SALVAGE SIGNS - EACH

SHEET	STATION	DISTANCE	QUANTITY	REMARKS
P12	LL 474+83	55' LT	1	REMOVE SIGN TYPE R3-7R
P12	LL 474+00	30' RT	1	REMOVE SIGN TYPE D3-1B (DIR. 'AA')
P13	U 15+43	4' LT	1	REMOVE SIGN TYPE R4-7
P13	U 16+19	38' RT	1	REMOVE SIGN TYPE D3-1B
P13	U 21+41	45' LT	1	REMOVE SIGN TYPE R3-8L/SR
P13	U 24+68	51' LT	1	REMOVE SIGN TYPE D3-1B
P14	LL 475+99	1' RT	1	REMOVE SIGN TYPE UNKNOWN DELETED (DIR. 'X')
P14	LL 476+44	66' LT	1	REMOVE SIGN TYPE D3-1B
P14	LL 477+52	1' LT	1	REMOVE SIGN TYPE R4-7
P14	LL 480+80	33' RT	1	REMOVE SIGN TYPE R2-1
P15	LL 496+74	24' RT	1	ISLAND SYMBOL - TWO WAY TRAFFIC REMOVE SIGN TYPE UNKNOWN
P15	LL 505+00	24' LT	1	REMOVE SIGN TYPE UNKNOWN ↑
P16	LL 509+00	24' LT	1	DO NOT ENTER REMOVE SIGN TYPE UNKNOWN
P16	LL 509+03	22' RT	1	ISLAND SYMBOL REMOVE SIGN TYPE UNKNOWN
P16	LL 511+50	24' LT	1	WRONG WAY REMOVE SIGN TYPE UNKNOWN
P16	LL 511+50	20' RT	1	WRONG WAY REMOVE SIGN TYPE UNKNOWN
P16	LL 514+25	24' LT	1	ISLAND SYMBOL REMOVE SIGN TYPE UNKNOWN
P16	LL 514+29	31' RT	1	ISLAND SYMBOL REMOVE SIGN TYPE UNKNOWN
P16	LL 521+00	24' LT	1	MERGE SYMBOL REMOVE SIGN TYPE UNKNOWN
P16	LL 521+00	20' RT	1	MERGE SYMBOL REMOVE SIGN TYPE UNKNOWN
TOTAL			50	CONTINUED ON PAGE S9

7 202(1) REMOVAL OF STRUCTURES AND OBSTRUCTIONS - LUMP SUM

SHEET	STATION	DISTANCE	REMARKS
P3	LL 401+02	104' RT	REMOVE CULVERT
P3	LL 401+43	33' LT	REMOVE CULVERT AND DOWNDRAIN
P14	LL 480+15	36' LT	REMOVE LUMINAIRE BASE
P17	BW 4+00	LT/RT	REMOVE TIMBER CURB



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

PARKS HIGHWAY
 SUMMARY SHEET

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AS-BUILT PLANS

STATE PROJECT DESIGNATION YEAR SHEET TOTAL
ALASKA 64959 1997 S-9 129

INITIALS: WJS DATE: 3-5-98

③ 202 (13) REMOVAL OF ELECTROLIERS AND FOOTINGS - EACH

SHEET	STATION	DISTANCE	QUANTITY	REMARKS
P2	LL399+85	RIGHT	1	(DIR. Q.)
P6	NE 5+10	RIGHT	1	"
P12	LL475+55	LEFT	1	"
TOTAL			29	CONTINUED FROM S1

② 607(4) RECONSTRUCTED FENCE - LINEAR FOOT

SHEET	BEGIN	END	DISTANCE	QUANTITY	REMARKS
P15	LL494+15	LL495+15	139' LT	100	(DIR. YYY)
P15	LL496+55	LL497+15	139' LT	60	"
P15	LL497+70	LL498+20	139' LT	50	"
TOTAL				1878	CONTINUED FROM S1


② 615(7) SALVAGE SIGNS - EACH

SHEET	STATION	DISTANCE	QUANTITY	REMARKS
P1	LL376+75	RIGHT	1	AIRPORT NEXT EXIT (DIR. AA)
P2	LL385+50	RIGHT	1	EMERGENCY PARKING ONLY (DIR. AA)
P2	LL385+40	LEFT	1	SPEED LIMIT 55 "
P6	NE 2+75	RIGHT	1	CW-1R w/ 25 MPH "
P13	U 23+75	LEFT	1	R3-8 (SYMBOL SIGN) "
P13	U 26+10	LEFT	1	R3-8 (SYMBOL SIGN) "
P15	LL 492+00	RIGHT	1	DO NOT PASS "
P16	LL 509+03	RIGHT	1	DO NOT ENTER "
TOTAL			56	CONTINUED FROM S8

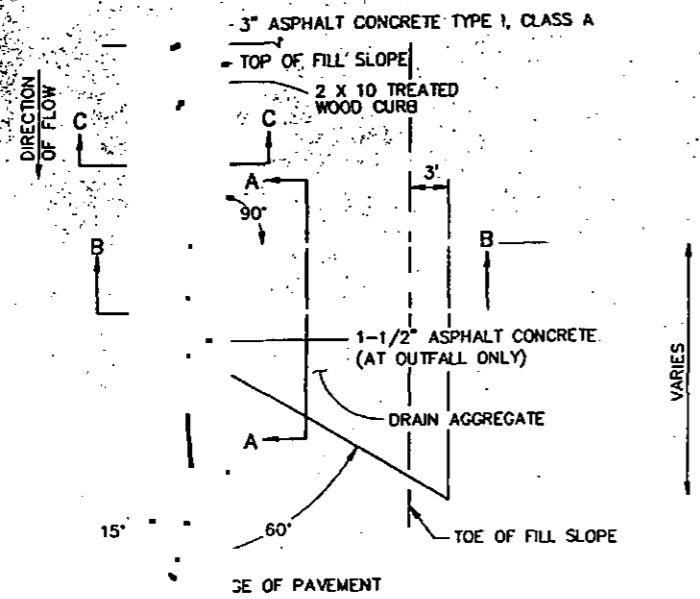
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
SUMMARY SHEET

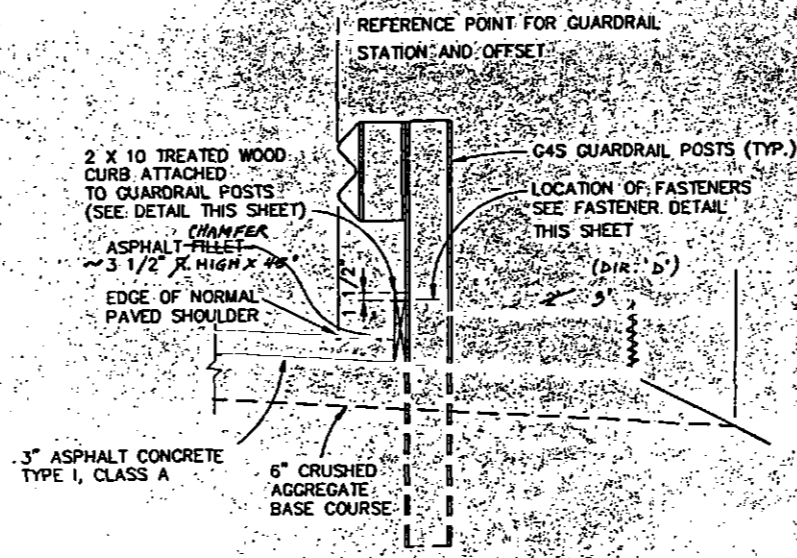
NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-044-5(11)	1994	D1	129


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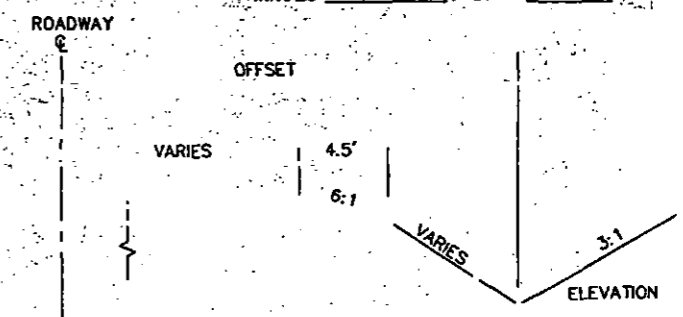
AS-BUILT PLANS
 INITIALS: LAD DATE: 3-5-98



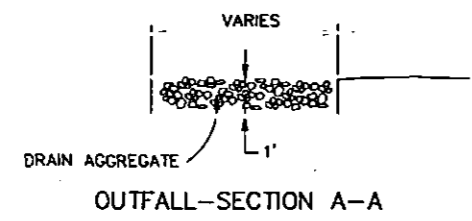
GUARDRAIL - MOUNTED WOOD CURB AND OUTFALL-PLAN VIEW



GUARDRAIL-MOUNTED WOOD CURB-SECTION C-C



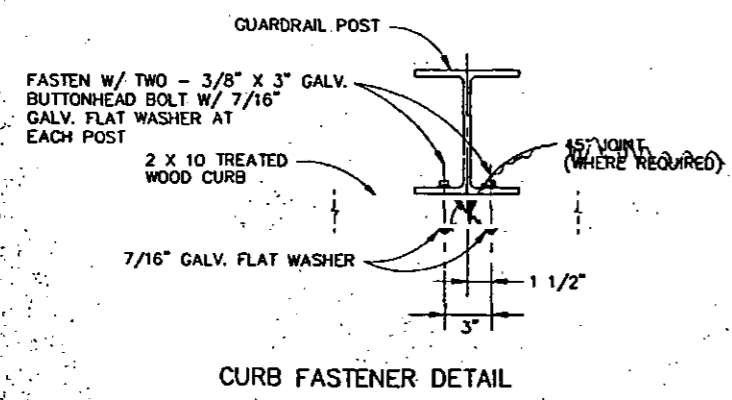
SPECIAL DITCH DETAIL



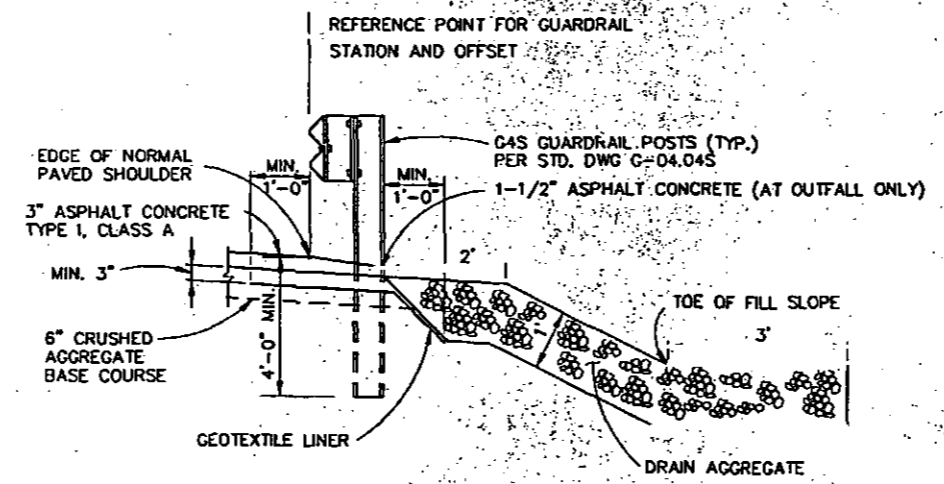
OUTFALL-SECTION A-A

SPECIAL DITCH TABLE

STATION	OFFSET	ELEVATION
LR 400+00	93.30' RT.	422.50
LR 401+00	89.64' RT.	422.57
LR 402+00	95.52' RT.	422.63
NW 0+00	70.30' RT.	422.67
NW 1+00	68.40' RT.	422.73
NW 2+00	67.27' RT.	422.80
NW 3+00	73.41' RT.	422.87
NW 4+00	78.59' RT.	422.93
NW 5+00	73.13' RT.	423.00
NW 6+00	69.33' RT.	423.07
NW 7+00	67.37' RT.	423.13



CURB FASTENER DETAIL



GUARDRAIL AND OUTFALL-SECTION B-B

NOTE: THE GEOTEXTILE LINER AND THE WORK REQUIRED TO INSTALL LINER SHALL BE INCIDENTAL TO ITEM 600(1) DRAIN AGGREGATE.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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PARKS HIGHWAY
DETAILS

371100LDWG

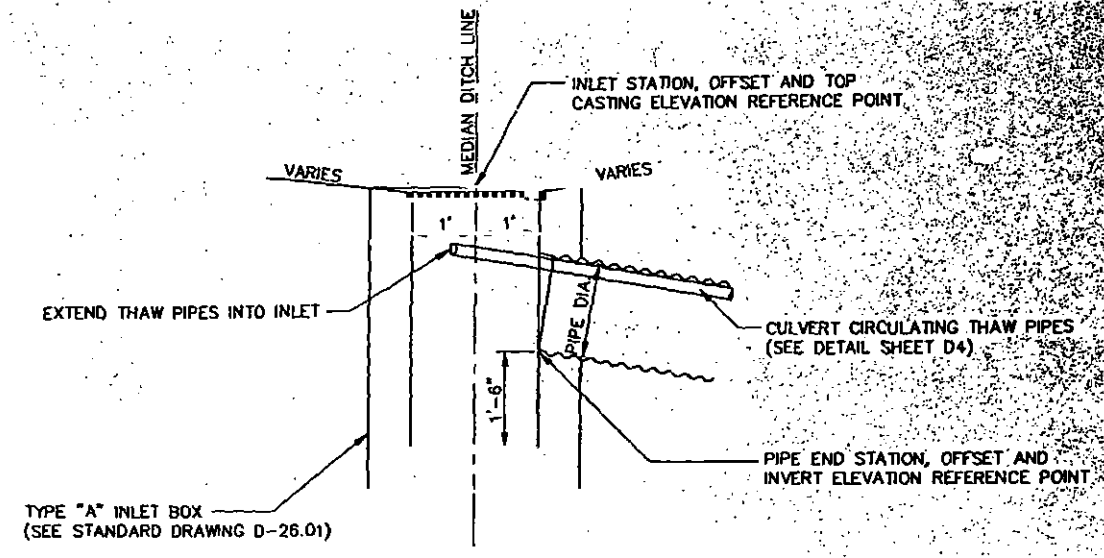
AS-BUILT PLANS

INITIALS: *WNC* DATE: *3-5-94*

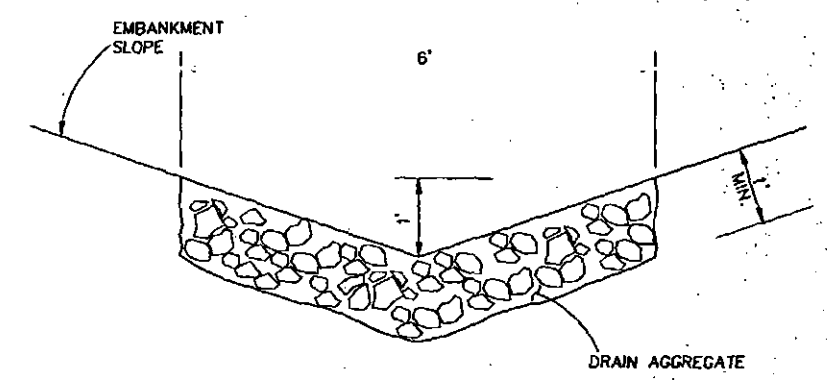
REVISIONS		DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE						
			ALASKA	NH-IR-1-0A4-5(11)	1994	D2	129

STATE: ALASKA PROJECT DESIGNATION: NH-IR-1-0A4-5(11) YEAR: 1994 SHEET NO.: D2 TOTAL SHEETS: 129

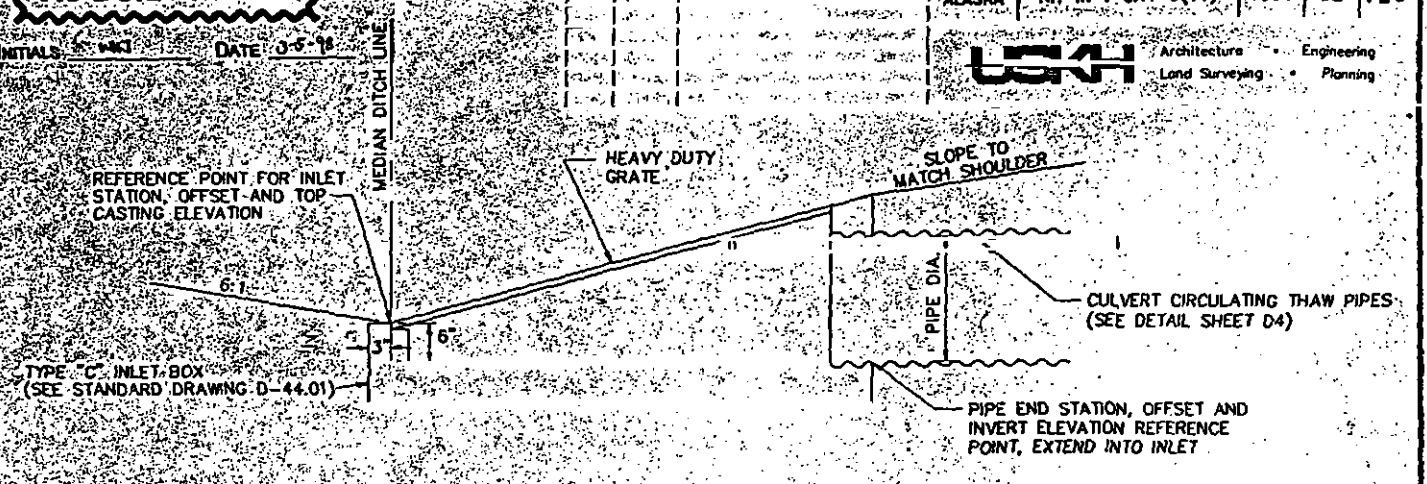
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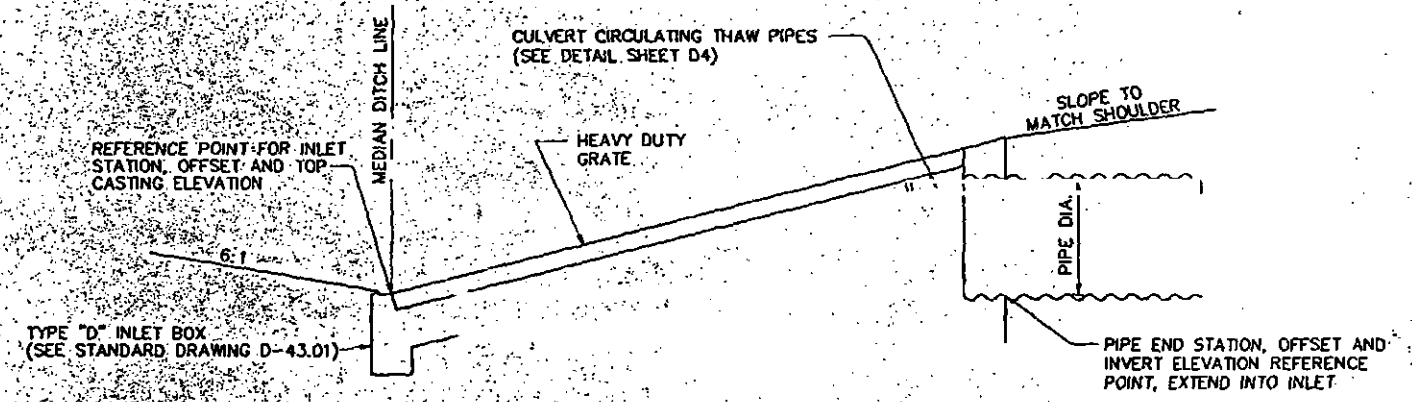
MEDIAN TYPE "A" FIELD INLET DETAIL



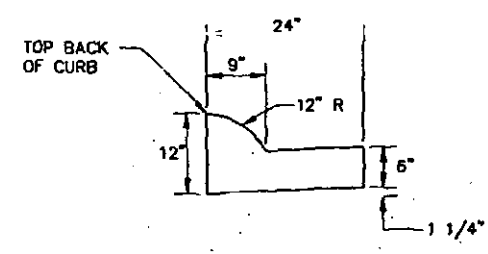
LINED DITCH - DETAIL



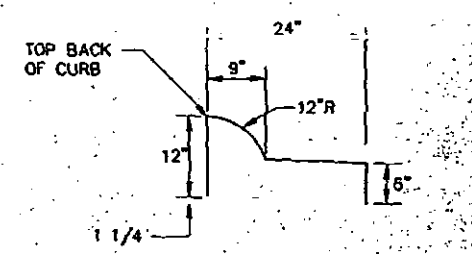
MEDIAN TYPE "C" FIELD INLET DETAIL



MEDIAN TYPE "D" FIELD INLET DETAIL

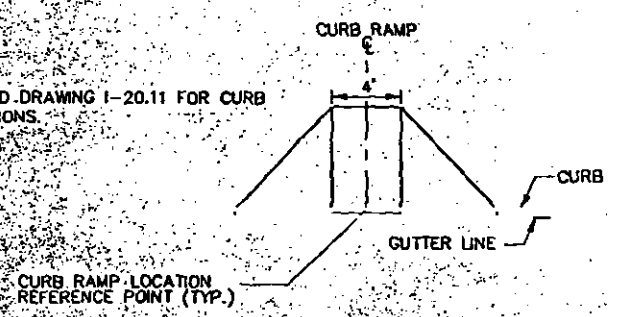


STANDARD EXPRESSWAY CURB AND GUTTER - DETAIL



SPILL-TYPE EXPRESSWAY CURB AND GUTTER - DETAIL

NOTE: SEE STANDARD DRAWING I-20.11 FOR CURB RAMP DIMENSIONS.



CURB RAMP LOCATION DETAIL



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
DETAILS

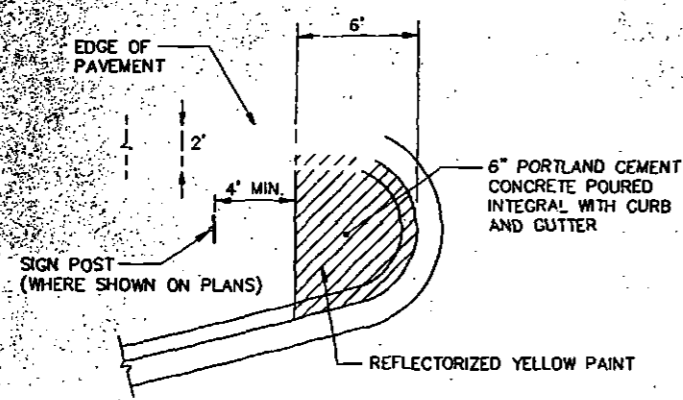
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AS-BUILT PLANS

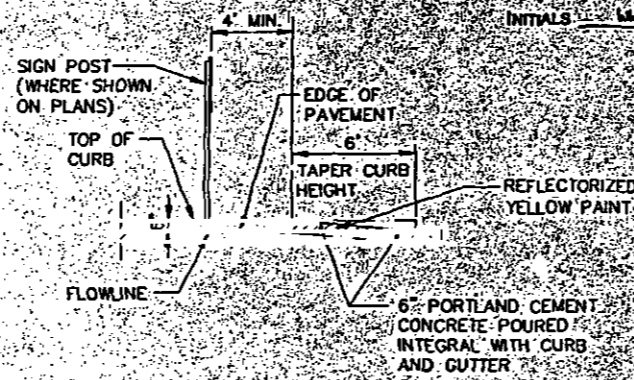
REVISIONS		
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-044-5(11)	1994	03	129

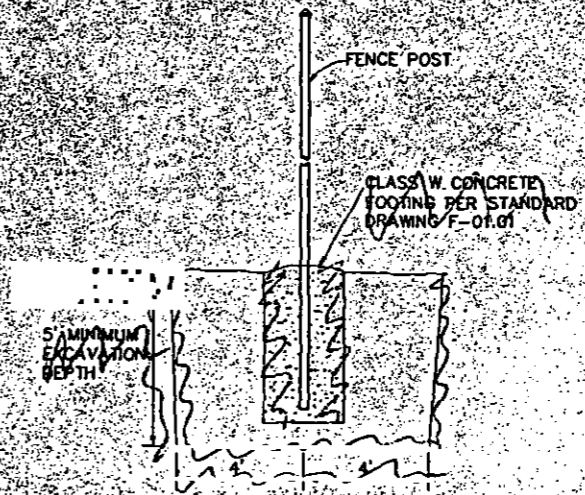
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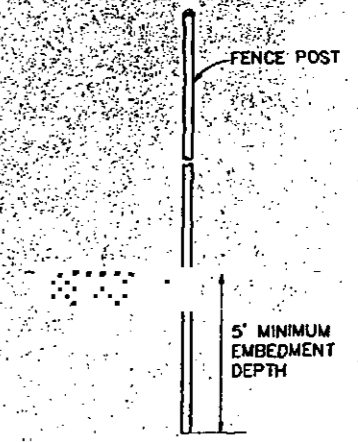
MEDIAN CURB & GUTTER NOSE - PLAN VIEW



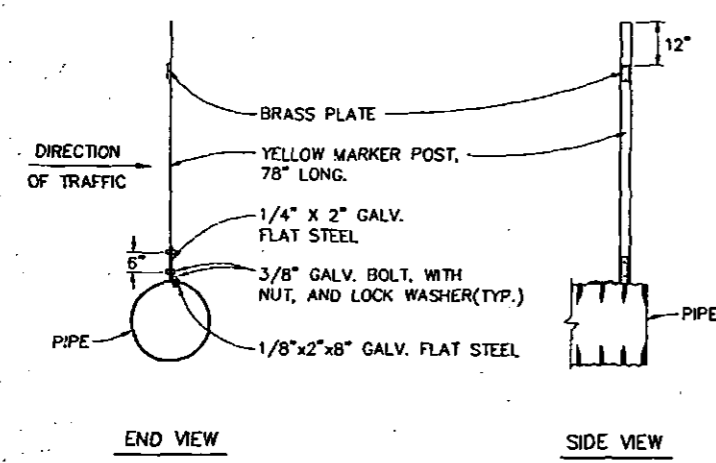
MEDIAN CURB & GUTTER NOSE - ELEVATION



6' RECONSTRUCTED FENCE PULL AND CORNER POST EMBEDMENT - DETAIL



6' RECONSTRUCTED FENCE POST EMBEDMENT - DETAIL

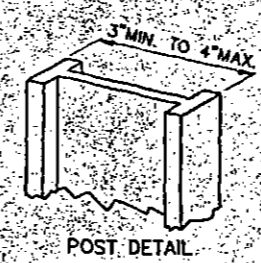


END VIEW

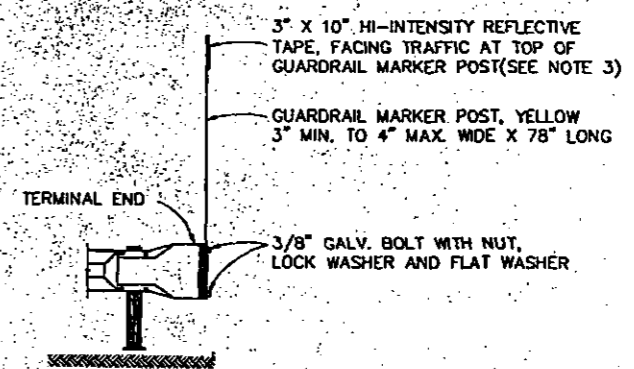
SIDE VIEW

NOTES:

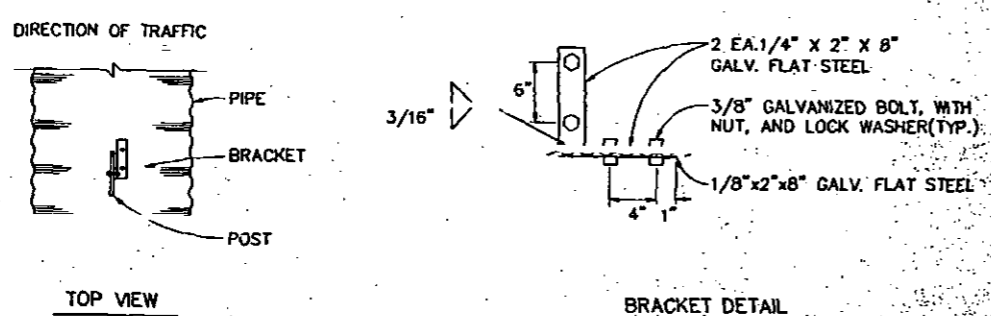
1. DRILL ALL BOLT HOLES. FLAME CUTTING SHALL NOT BE PERMITTED.
2. MARKER POST ENDS SHALL BE SQUARE.
3. THE COLOR OF THE HI-INTENSITY REFLECTIVE TAPE SHALL MATCH THE COLOR OF THE ADJACENT EDGE LINE STRIPE.
4. GASKET MATERIAL SHALL BE PLACED BETWEEN DISSIMILAR METALS. GASKET MATERIAL SHALL BE APPROVED PRIOR TO INSTALLATION.



POST DETAIL



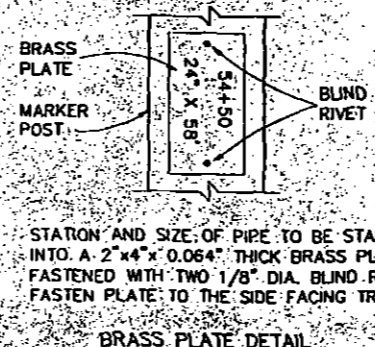
GUARDRAIL MARKER POST - DETAIL



TOP VIEW

BRACKET DETAIL

CULVERT MARKER POST DETAIL



STATION AND SIZE OF PIPE TO BE STAMPED INTO A 2"x4"x0.064" THICK BRASS PLATE, FASTENED WITH TWO 1/8" DIA. BLIND RIVETS. FASTEN PLATE TO THE SIDE FACING TRAFFIC.

BRASS PLATE DETAIL



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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PARKS HIGHWAY
DETAILS

3711003.DWG

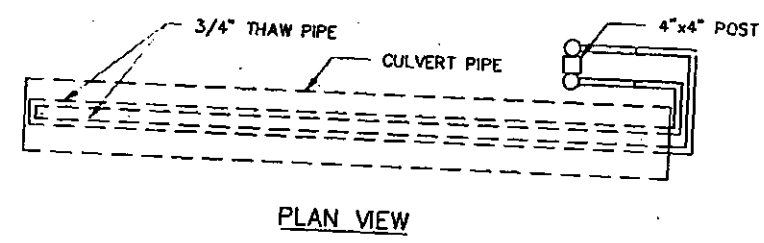
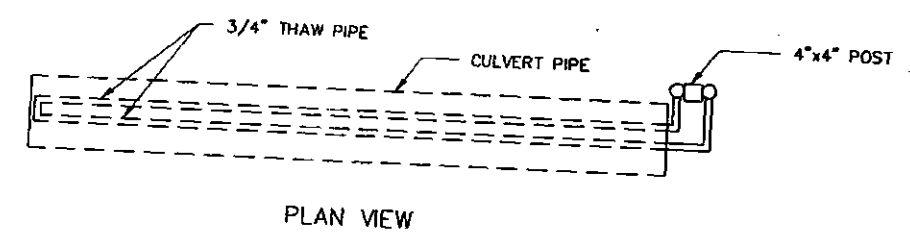
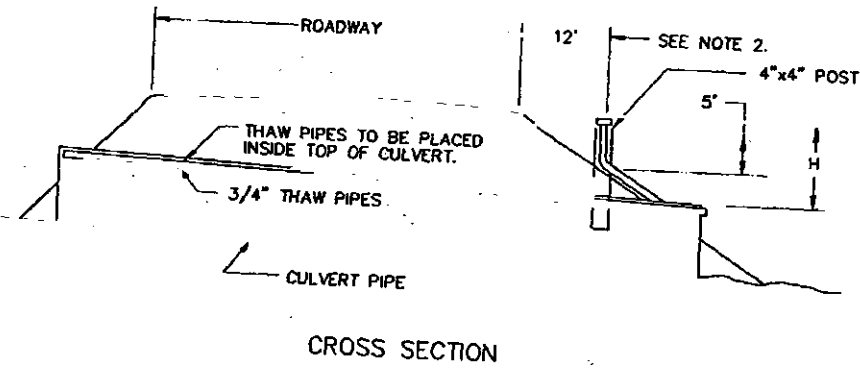
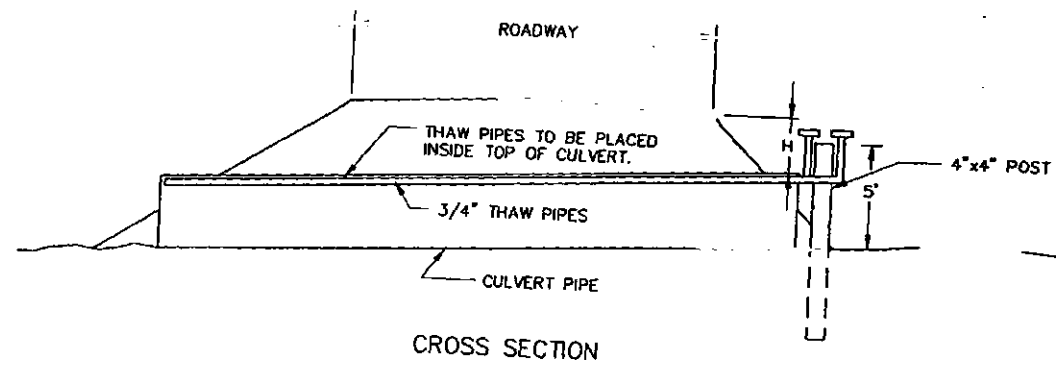
NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	D4	129

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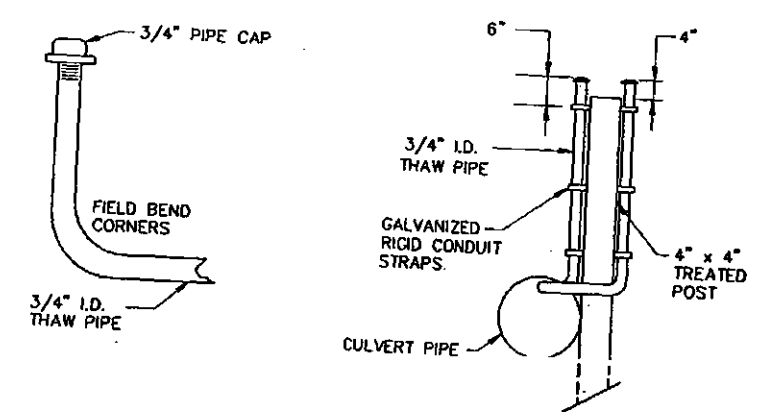
AS-BUILT PLANS

INITIALS LSH DATE 3-5-99



CASE A
H < 5'

CASE B
H > 5'



THAW PIPE NOTES

1. WHEN "H" EXCEEDS 5' THE SUPPORT POST SHALL BE LOCATED ON THE ROADWAY SLOPE 12' FROM THE SHOULDER.
2. ON SIDE SLOPES, THAW PIPE WILL BE POSITIONED ON THE GROUND AND FOLLOW THE CONTOUR OF THE SLOPE.
3. INSTALLATION OF THAW PIPES IS RESTRICTED TO STEEL CULVERTS.
4. LENGTH OF TREATED POST VARIES. MINIMUM EMBEDMENT DEPTH IS 4 FEET.
5. THAW PIPE SHALL BE FASTENED TO POSTS WITH GALVANIZED RIGID CONDUIT STRAPS WITH LAG SCREWS. STRAPS SHALL BE INSTALLED ON 12" CENTERS.
6. WOOD POSTS SHALL BE TREATED WITH TIMBER PRESERVATIVE IN ACCORDANCE WITH SECTION 714.
7. THAW PIPE SHALL BE FILLED WITH PROPYLENE GLYCOL AND CHECKED FOR LEAKS AND RESEALED IF NECESSARY.



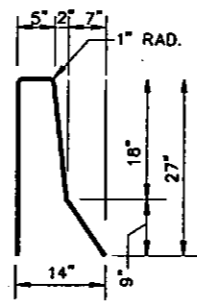
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
CULVERT CIRCULATING
THAW PIPE DETAILS

3711D04.DWG

REBAR SCHEDULE			
BAR NO.	BAR #/SIZE	LENGTH (INCHES)	QUANTITY
V-1	4	61	SPACED @ 6" O.C.
H-1	5	114	2
H-2	5	114	2
T-1	4	14	SPACED @ 18" O.C.

*SEE STANDARD DRAWING G-45.01 FOR H1 AND H2 REBAR DIMENSIONS AND ANCHOR PIN LENGTHS.



V-1-DETAIL

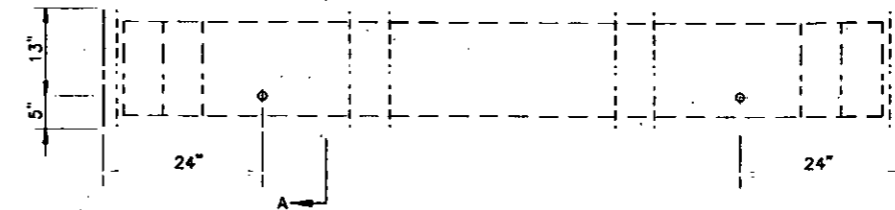
AS-BUILT PLANS

INITIALS *L.H.F.* DATE *3-5-78*

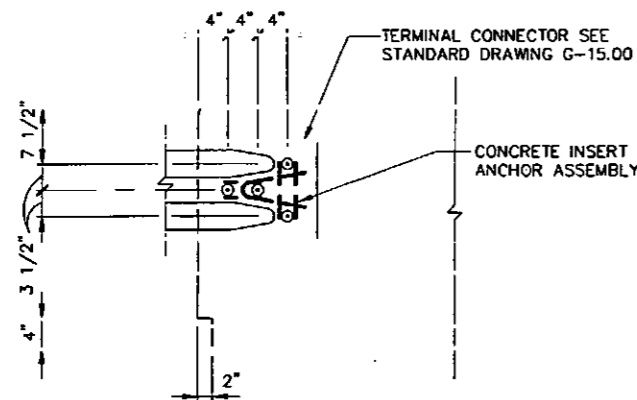
NO. DATE REVISIONS DESCRIPTION

STATE ALASKA PROJECT DESIGNATION NH-IR-1-OA4-5(11) YEAR 1994 SHEET NO. D5 TOTAL SHEETS 129

USHA Architecture Land Surveying Engineering Planning

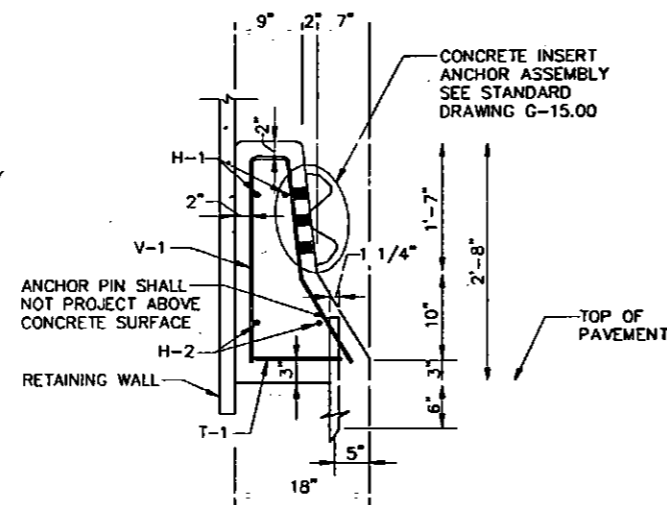


MODIFIED CONCRETE BARRIER-PLAN

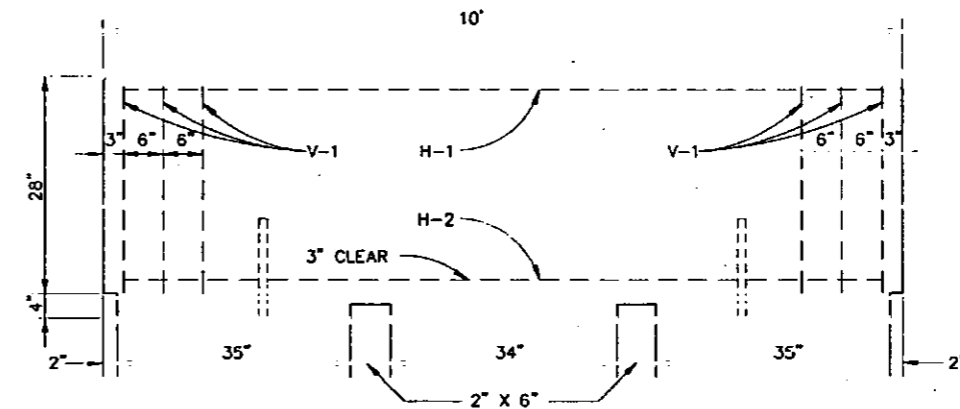


NOTE: THE CONCRETE INSERT ANCHORS AND TERMINAL CONNECTORS, AND THE WORK REQUIRED TO INSTALL THEM SHALL BE INCIDENTAL TO ITEM 606(S) MODIFIED CONCRETE BARRIER.

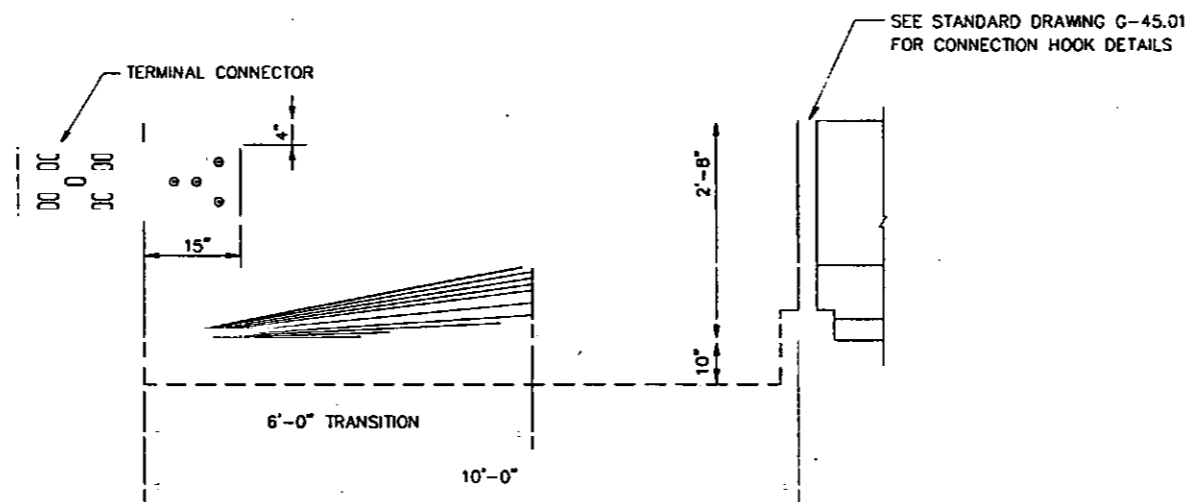
CONCRETE INSERT ANCHOR ASSEMBLY (REVERSE WHERE REQUIRED)



MODIFIED CONCRETE BARRIER-SECTION A-A



MODIFIED CONCRETE BARRIER-ELEVATION



MODIFIED CONCRETE BARRIER CONNECTION - ELEVATION

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PARKS HIGHWAY MODIFIED CONCRETE BARRIER DETAIL

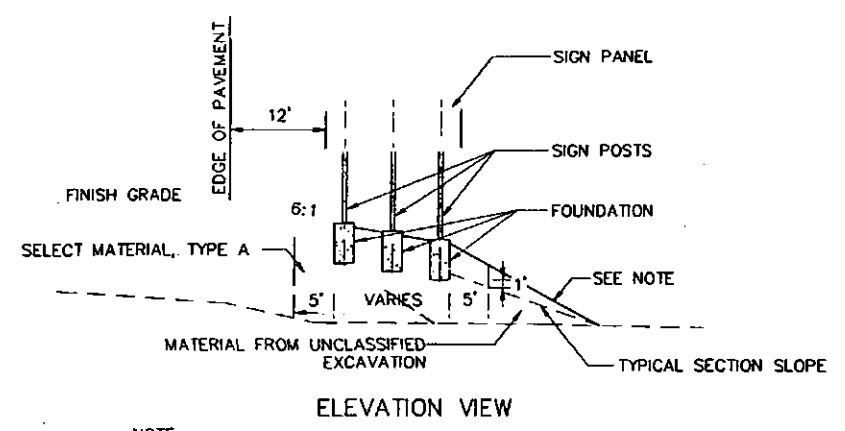


REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE					
		ALASKA	NH-IR-0A4-5(11)	1994	D6	129

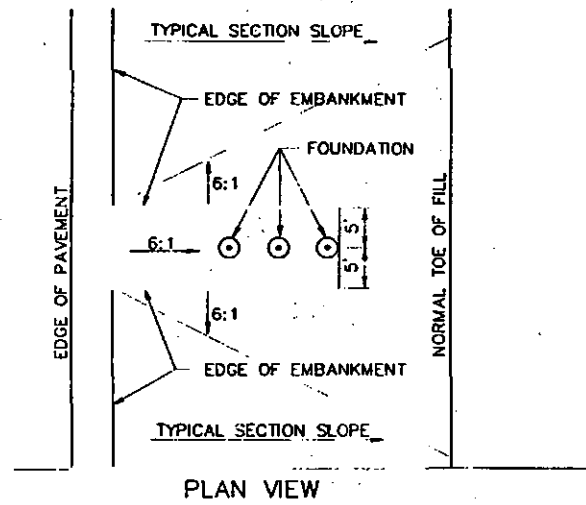
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Land Surveying • Planning

AS-BUILT PLANS

INITIALS *LWJ* DATE *3-9-98*

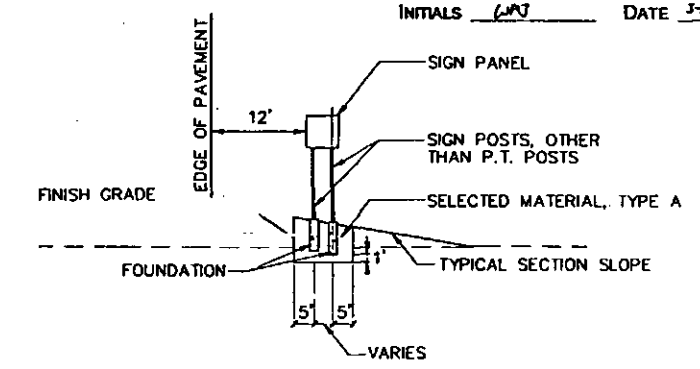


NOTE:
GRADE SLOPE FROM BACK OF FOUNDATION TO TYPICAL SECTION SLOPE CATCH POINT OR DITCH LINE EXCEPT THAT THE SLOPE SHALL BE NO STEEPER THAN 1.5 : 1.

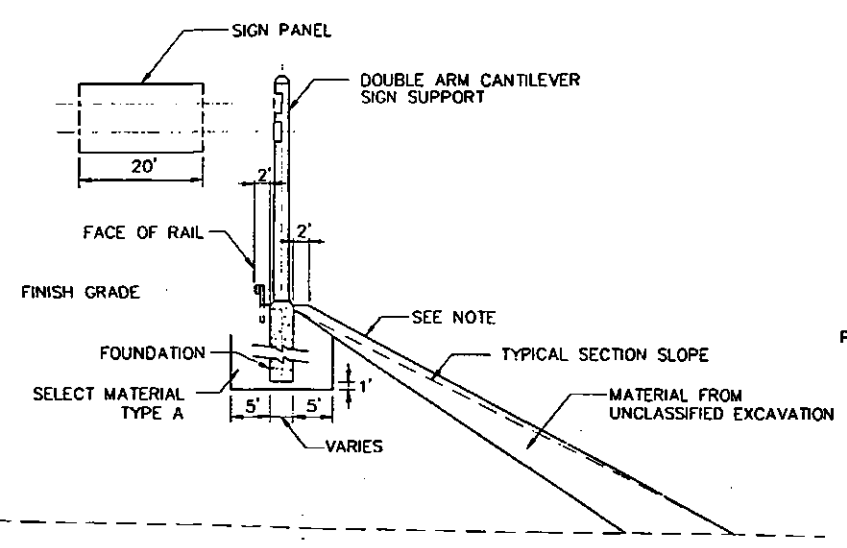


PLAN VIEW

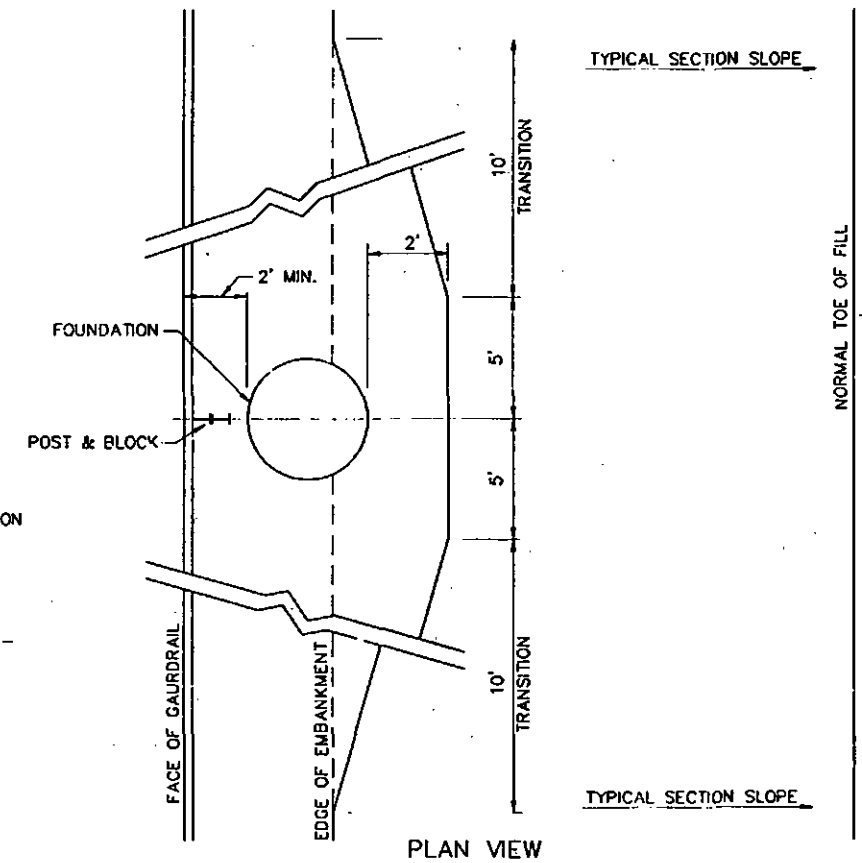
HIGH FILL SIGN POST WIDENING DETAIL



SIGN POST INSTALLATION DETAIL

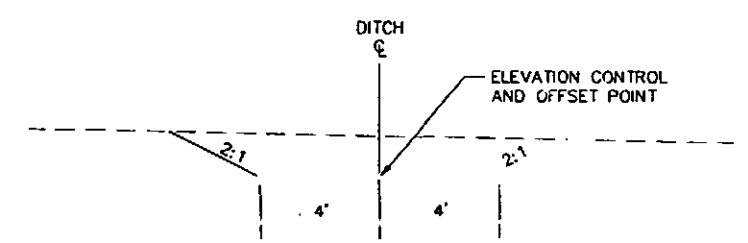


NOTE:
GRADE SLOPE 2' FROM BACK OF FOUNDATION TO TYPICAL SECTION SLOPE CATCH POINT OF DITCH LINE EXCEPT THAT THE SLOPE SHALL BE NO STEEPER THAN 1.5 : 1.



PLAN VIEW

DOUBLE ARM CANTILEVER SIGN SUPPORT AND AAWF WIDENING DETAIL



DRAINAGE DITCH SECTION
STA. LR 374+25, 84' RT. TO STA. LR 393+36, 99' RT.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
DETAILS



3711D06.DWG

AS-BUILT PLANS

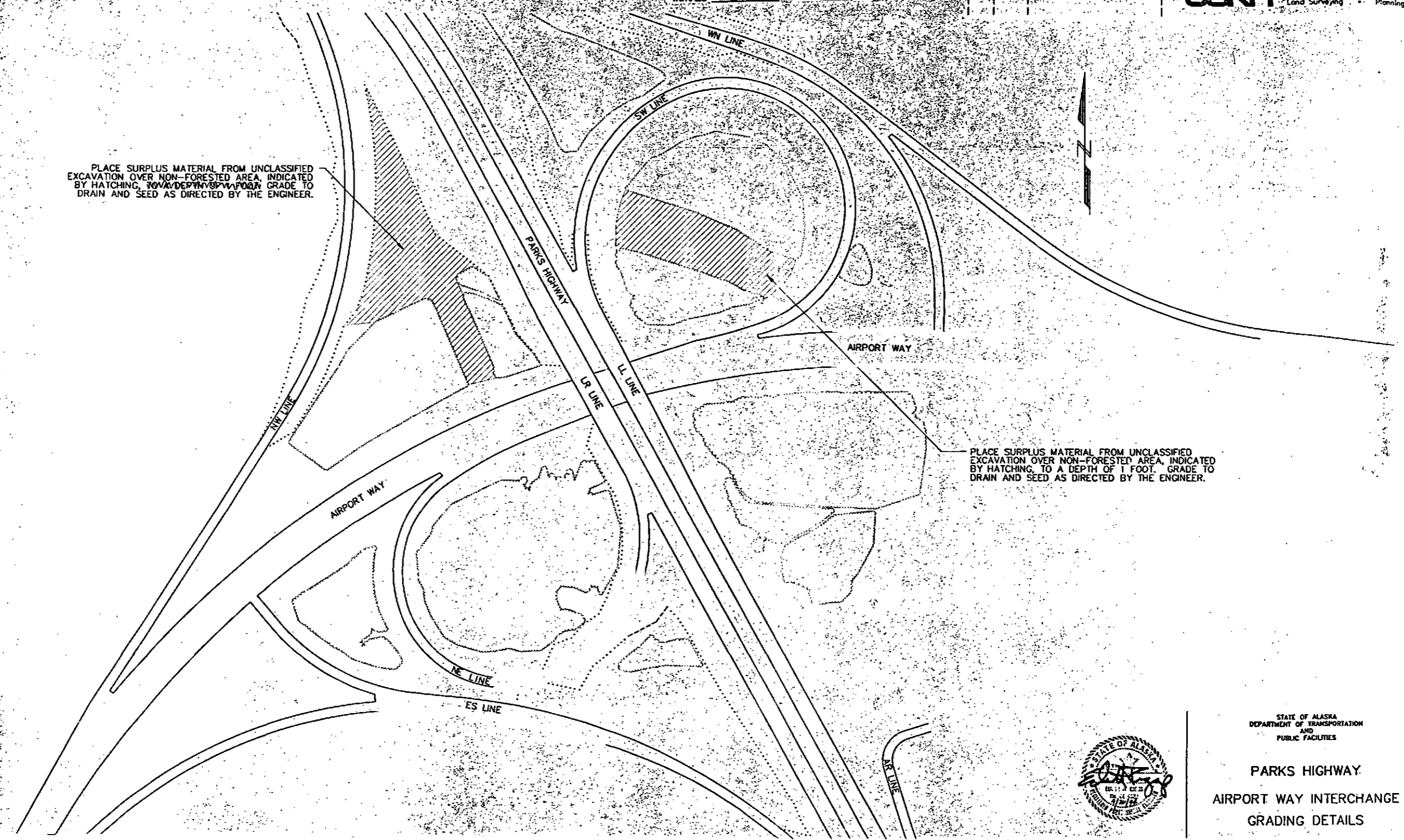
INITIALS: DATE: 1-7-94

NO.	DATE	REVISIONS		STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
		DESCRIPTION						
				ALASKA	NH-IR-1-0A4-5(11)	1994	07	129

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Land Surveying Planning

PLACE SURPLUS MATERIAL FROM UNCLASSIFIED EXCAVATION OVER NON-FORESTED AREA, INDICATED BY HATCHING, TO A DEPTH OF 1 FOOT. GRADE TO DRAIN AND SEED AS DIRECTED BY THE ENGINEER.

PLACE SURPLUS MATERIAL FROM UNCLASSIFIED EXCAVATION OVER NON-FORESTED AREA, INDICATED BY HATCHING, TO A DEPTH OF 1 FOOT. GRADE TO DRAIN AND SEED AS DIRECTED BY THE ENGINEER.



3711007.DWG



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

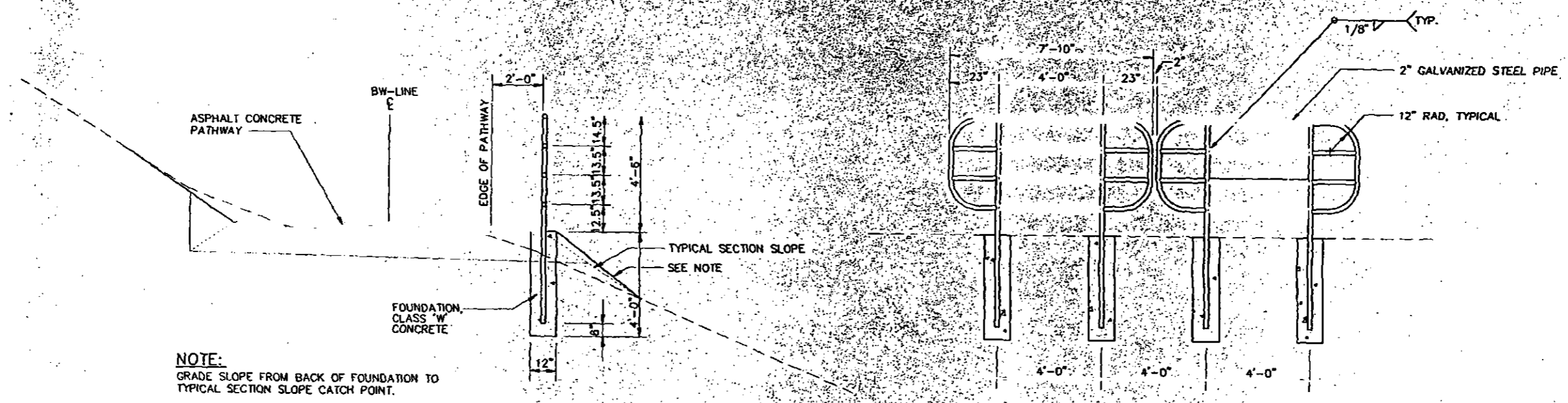
**PARKS HIGHWAY
AIRPORT WAY INTERCHANGE
GRADING DETAILS**

REVISIONS		DESCRIPTION
NO.	DATE	

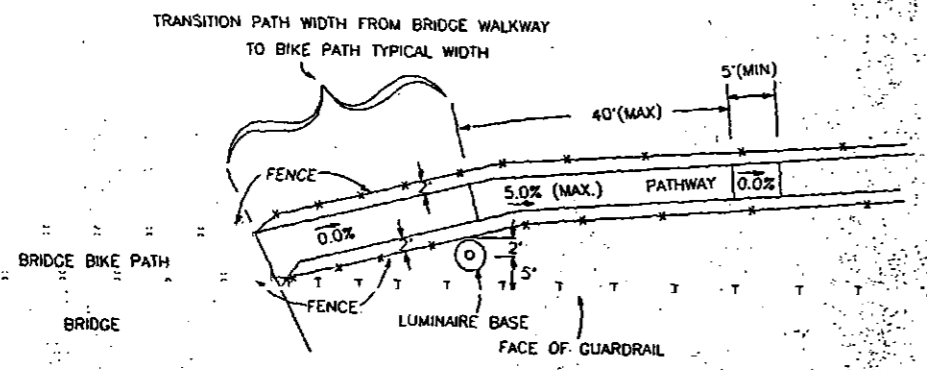
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-0A4-5(11)	1994	DB	129

USKH Architecture • Engineering
Land Surveying • Planning

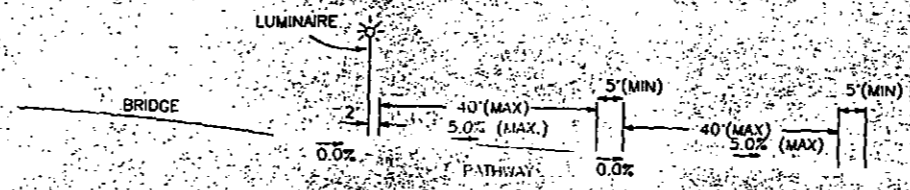
AS-BUILT PLANS
INITIALS: WJ DATE: 3-8-18



NOTE:
GRADE SLOPE FROM BACK OF FOUNDATION TO TYPICAL SECTION SLOPE CATCH POINT.



PIPE HAND RAIL DETAIL
STA. BW 2+00, 6' RT. TO STA. LL 396+67, 48' LT.

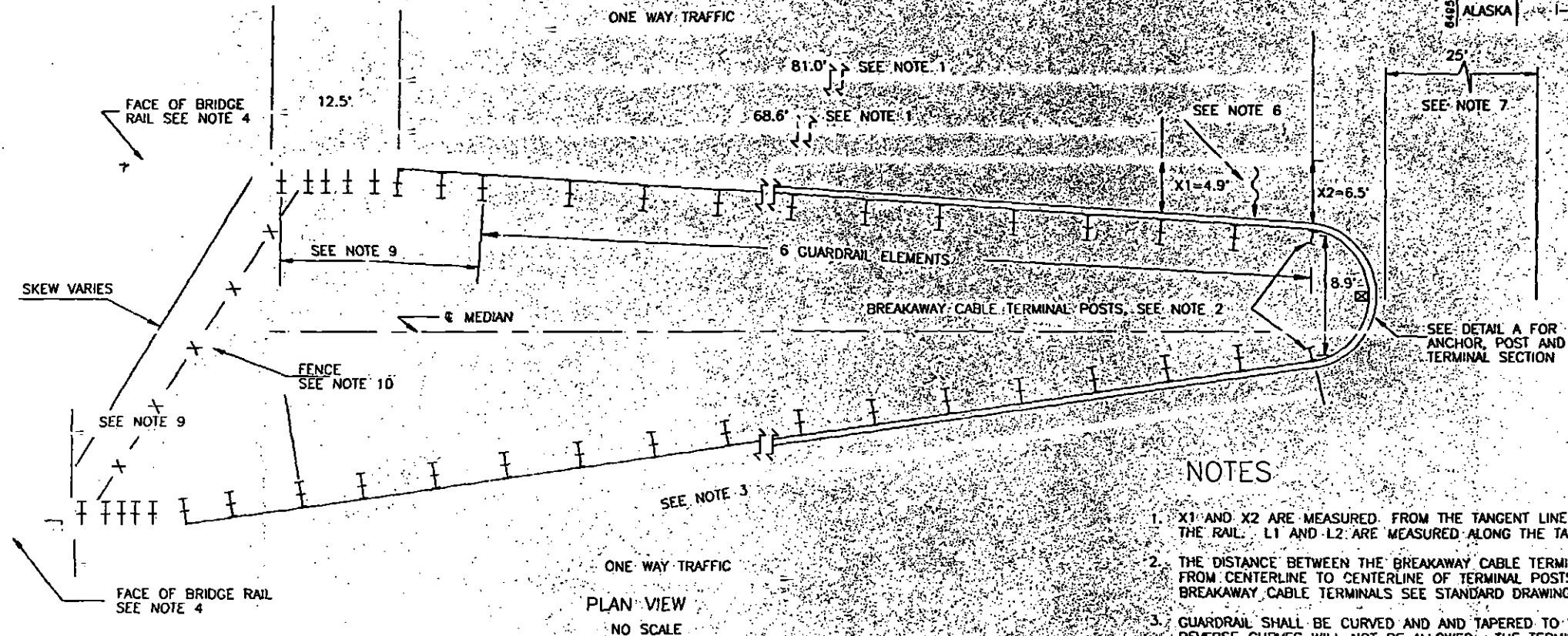


**ADA PATHWAY TYPICALS
CHENA RIVER BRIDGE**
"LL" 391~ TO 396~ ± LEFT (SHEET P2)
NO PLAN & PROFILE FIELD STAKE
"LL" 401+19 TO 405+25 ± LEFT (SHEET P3)
USE "BE" LINE PLAN & PROFILE SHEET P17



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
PIPE HAND RAIL DETAILS

3711D08.DWG



BRIDGE APPROACH MEDIAN GUARDRAIL
DETAIL

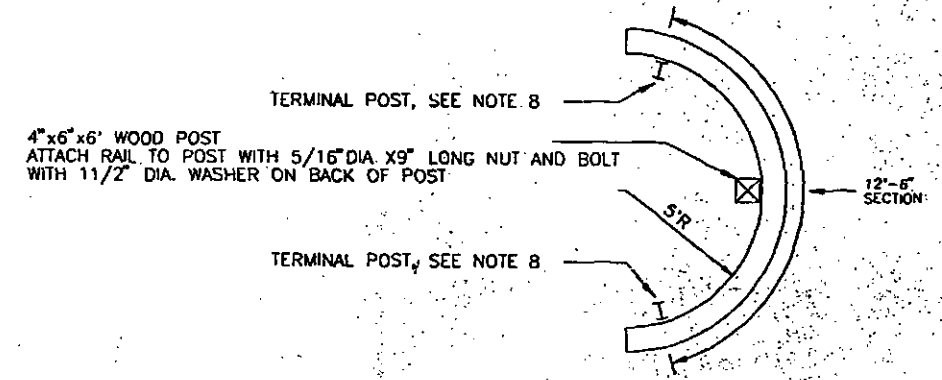
ONE WAY TRAFFIC
PLAN VIEW
NO SCALE

NOTES

1. X1 AND X2 ARE MEASURED FROM THE TANGENT LINE TO THE FACE OF THE RAIL. L1 AND L2 ARE MEASURED ALONG THE TANGENT.
2. THE DISTANCE BETWEEN THE BREAKAWAY CABLE TERMINALS IS MEASURED FROM CENTERLINE TO CENTERLINE OF TERMINAL POSTS. FOR DETAILS OF BREAKAWAY CABLE TERMINALS SEE STANDARD DRAWINGS (SD) G-14.04S
3. GUARDRAIL SHALL BE CURVED AND TAPERED TO FIT FIELD CONDITIONS. REVERSE CURVES WILL NOT BE ALLOWED. THE TERMINAL SECTION AND THIR BEAM MAY REQUIRE FACTORY BENDING. A PARTIAL RAIL ELEMENT MAY BE REQUIRED TO COMPLETE THIS INSTALLATION. THE ELEMENT SHALL BE CUT AND REDRILLED AS APPROVED BY THE ENGINEER. TORCH CUTTING WILL NOT BE ALLOWED. PAYMENT FOR THAT PARTIAL ELEMENT SHALL BE FOR THE FULL 12.5' ELEMENT.
4. FOR BRIDGE CONNECTION DETAILS, SEE SHEETS B11 AND B23.
5. POST SPACING IS 6'-3" EXCEPT WHERE OTHERWISE NOTED.
6. CONSTRUCT THE SLOPE TO 2' BEHIND THE BACK OF THE POST AT 10:1 WITH BORROW TYPE A MATERIAL.
7. WITHIN THIS AREA THE SLOPE PERPENDICULAR FROM EACH ROADWAY SHALL BE 10:1 OR FLATTER. USE BORROW TYPE A MATERIAL TO FLATTEN THESE SLOPES.
8. THE TERMINAL SECTION SHALL BE LAPPED TO THE OUTSIDE OF EACH APPROACH RAIL. ALL OTHER LAPS SHALL BE IN THE DIRECTION OF TRAFFIC. THE TERMINAL POST INSTALLATION SHALL CONFORM TO SD G-14.04S AND SHALL BE CONSIDERED SUBSIDIARY TO ITEM 606(1).
9. CONSTRUCT W-BEAM TO THIR BEAM TRANSITION AND NESTED THIR BEAM GUARDRAIL. SEE SD G-09.01S AND SD G-29.01S.
10. INSTALL 6' HIGH CHAIN LINK FENCE FROM 2' BEHIND FACE OF GUARDRAIL TO 2' BEHIND FACE OF GUARDRAIL. END POSTS SHALL BE CENTERED BETWEEN THE FIRST AND SECOND GUARDRAIL POSTS. THE FENCE QUANTITY IS INCLUDED IN ITEM 607(3-6).

AS-BUILT PLANS

INITIALS MD DATE 3-9-98



DETAIL A
ANCHOR POST AND TERMINAL SECTION
NO SCALE

BRIDGE APPROACH MEDIAN GUARDRAIL DETAIL

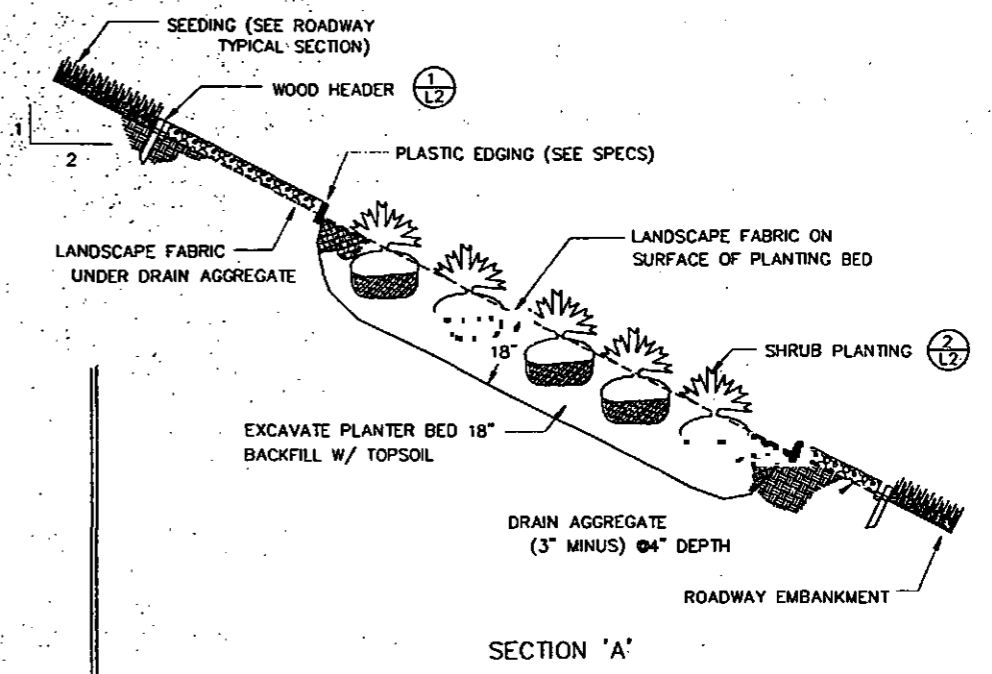
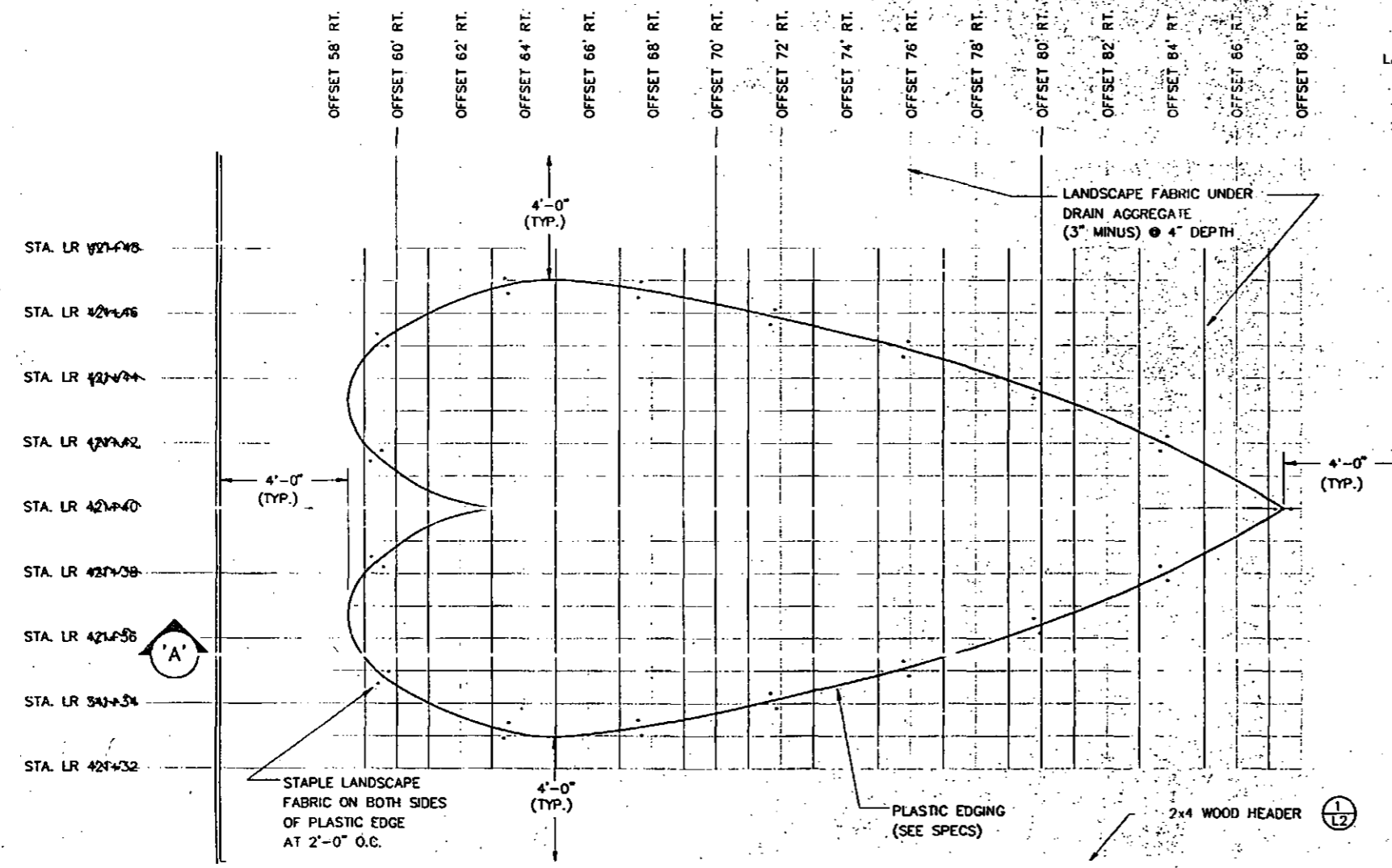




NO.	DATE	REVISIONS	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	L1	129

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LANDSCAPE LAYOUT - PLAN VIEW





STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
LANDSCAPE LAYOUT

3711L01.DWG

PLANT LEGEND

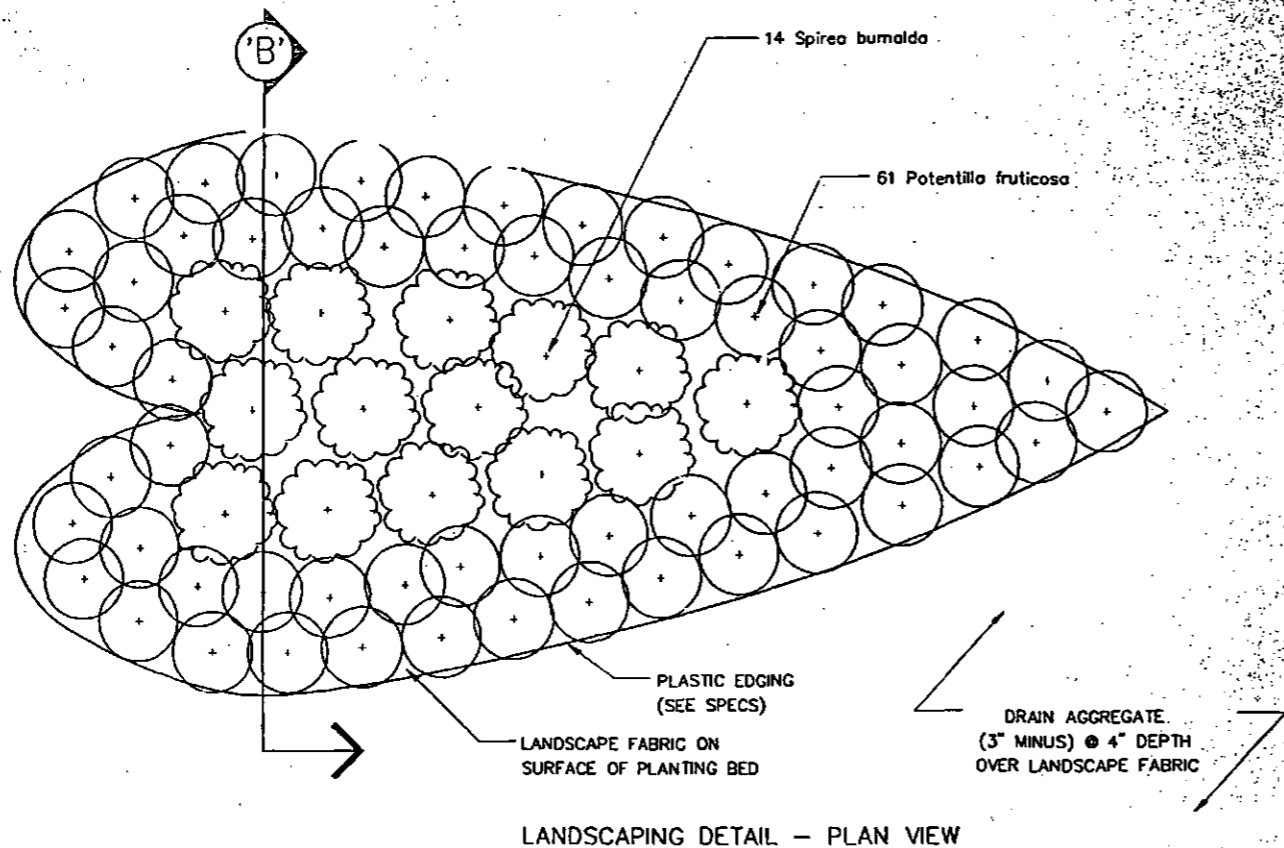
SYM.	BOTANICAL / COMMON NAMES	SIZE	QTY.	NOTES
	Potentilla fruticosa SHRUB CINQUEFOIL	18"	61	SPACE EQUALLY APPROX. 2'-0" O.C.
	Spirea bumalda SPIREA 'Anthony Waterer'	24"	14	SPACE EQUALLY APPROX. 3'-0" O.C.



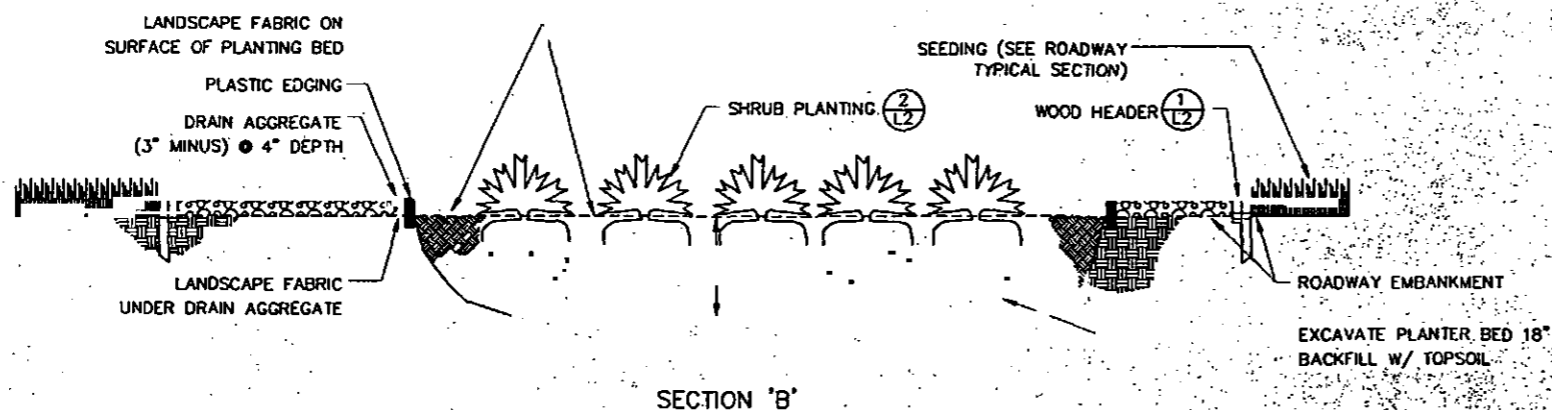
NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	L2	129

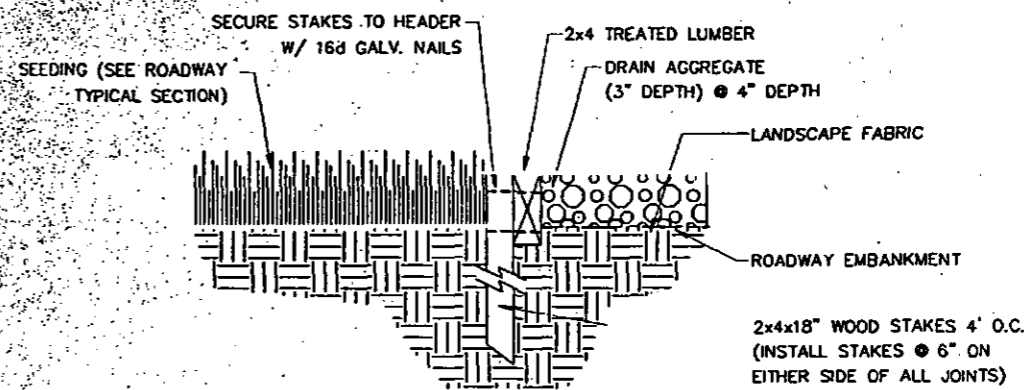
USA Architecture • Engineering
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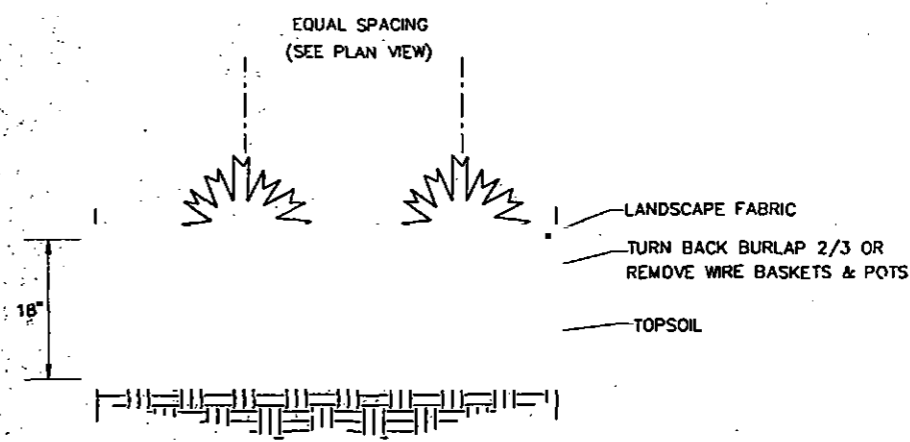
LANDSCAPING DETAIL - PLAN VIEW



SECTION 'B'



1 2x4 WOOD HEADER DETAIL



2 TYPICAL SHRUB PLANTING



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
LANDSCAPING PLAN

3711L02.DWG

LEGEND

- ① CURB BUMP
- ② RECONSTRUCTED FENCE
- ③ REMOVAL OF ELECTRICALS AND POSTINGS
- ④ ADJUST EXISTING MEASUREMENTS AND CASES
- ⑤ REMOVAL OF PAVEMENT
- ⑥ REMOVAL OF CURB AND GUTTER
- ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS
- ⑧ MOWED CONCRETE BARRIER
- ⑨ REMOVAL OF FENCE
- ⑩ REMOVAL AND REPAIR OF BOARDWALK
- ⑪ CURB AND GUTTER, TYPE 1
- ⑫ WAITING
- ⑬ W-BEAM GUARDRAIL
- ⑭ BRUSH ASPHALT
- ⑮ SURVEY MONUMENTS
- ⑯ MILLING EXISTING PAVEMENT
- ⑰ CHAIN LINK FENCE - 8 FEET HIGH
- ⑱ END SECTION
- ⑲ CHAIN LINK FENCE - 8 FEET HIGH
- ⑳ REMOVAL OF CORNERED CURB
- ㉑ MONUMENT CASES
- ㉒ RELOCATE RILEY
- ㉓ WIRE BEAM GUARDRAIL
- ㉔ GUARDRAIL-MOUNTED WOOD CURB
- ㉕ REMOVAL AND REINSTALLATION OF SIGNS
- ㉖ RECONSTRUCTING
- ㉗ SALVAGE SIGNS
- ㉘ PIPE HAND RAIL
- ㉙ PIPE NUMBER Y ON SHEET X
- ㉚ DRAINAGE STRUCTURE Y ON SHEET X
- ㉛ INTERMITTENT DRAINAGE

CURVE TABLE

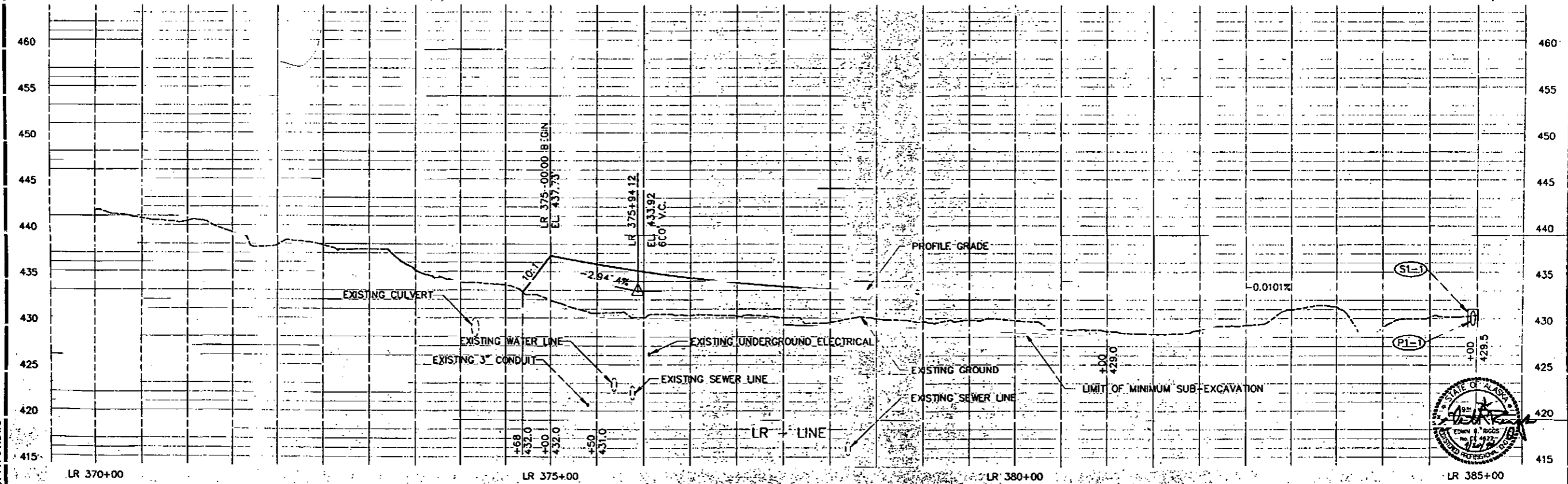
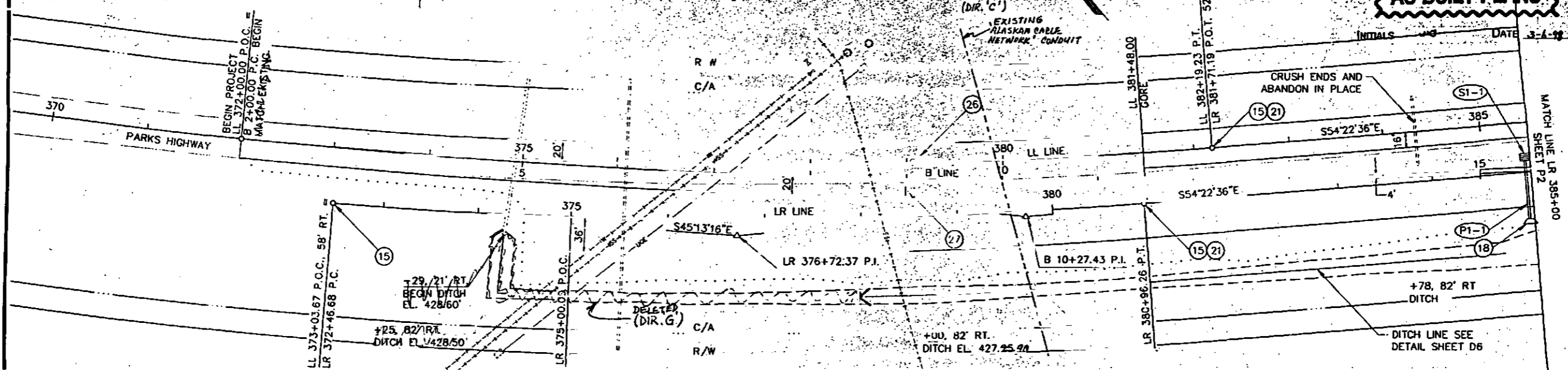
P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS	SUPER	TRANSITION LENGTH
LL 368+66.61	27°35'55"	1°00'00"	1407.25	2759.87	5729.58'	EXISTING	EXISTING
LR 376+72.37	9°09'20"	1°04'40"	425.69	849.58'	5316.63'	0.027	210'
B 10+27.43	10°11'32"	0°37'03"	827.43	1650.50	9278.21'	0.027	175'

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	P1	129

USK Architecture Engineering
Land Surveying Planning

AS-BUILT PLANS

INITIALS _____ DATE 3-4-98



3711P01.DWG

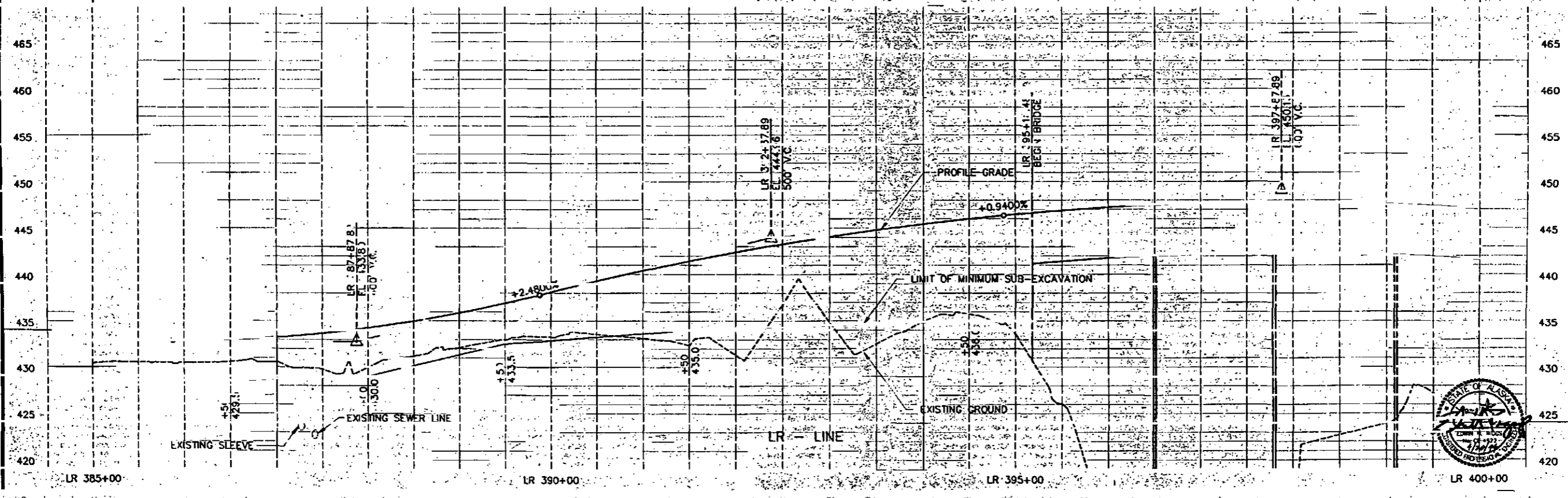
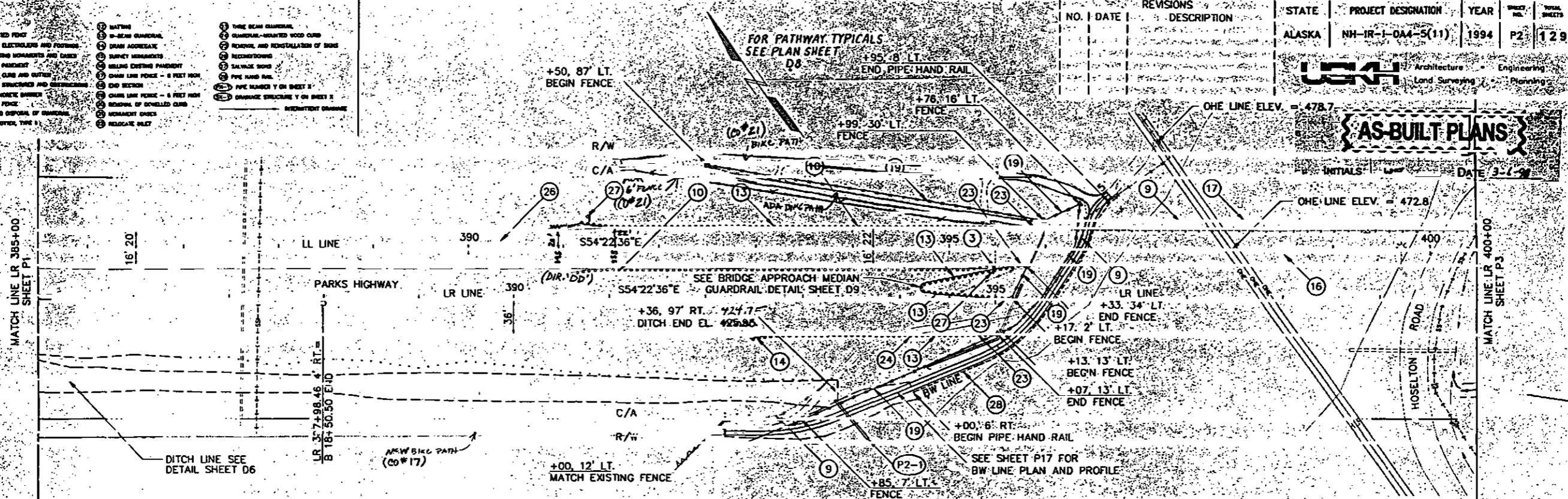
- LEGEND**
- ① CURB RAMP
 - ② RECONSTRUCTED POINT
 - ③ REMOVE OF ELECTRICIANS AND FOOTINGS
 - ④ ADJUST CURB MONUMENTS AND LINES
 - ⑤ REMOVE OF PAVEMENT
 - ⑥ REMOVE OF CURB AND OUTLET
 - ⑦ REMOVE OF STRUCTURES AND OBSTRUCTIONS
 - ⑧ REMOVE CONCRETE BARRIERS
 - ⑨ REMOVE OF FENCE
 - ⑩ REMOVE AND REPAIR OF BRACKETS
 - ⑪ CURB AND OUTLET, TYPE 1
 - ⑫ BATTERY
 - ⑬ D-BEAM GUARDRAIL
 - ⑭ DRAIN AGGREGATE
 - ⑮ SURVEY MONUMENTS
 - ⑯ BELONG EXISTING PAVEMENT
 - ⑰ CHAIN LINE FENCE - 8 FEET HIGH
 - ⑱ CHAIN LINE FENCE - 8 FEET HIGH
 - ⑲ REMOVE OF SCHEDULED CURB
 - ⑳ MONUMENT CHAINS
 - ㉑ RELOCATE SILET
 - ㉒ TIME BEAM GUARDRAIL
 - ㉓ CLAMBER-SHAPED WOOD CURB
 - ㉔ REMOVE AND REINSTALLATION OF SIGNS
 - ㉕ RECONSTRUCTION
 - ㉖ SALVAGE SIGN
 - ㉗ PIPE HAND RAIL
 - ㉘ PIPE HANDED Y ON SHEET 2
 - ㉙ GUARANTEE STRUCTURE Y ON SHEET 2
 - ㉚ INTERMEDIATE DRAINAGE

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-044-5(11)	1994	P2	129

AS-BUILT PLANS

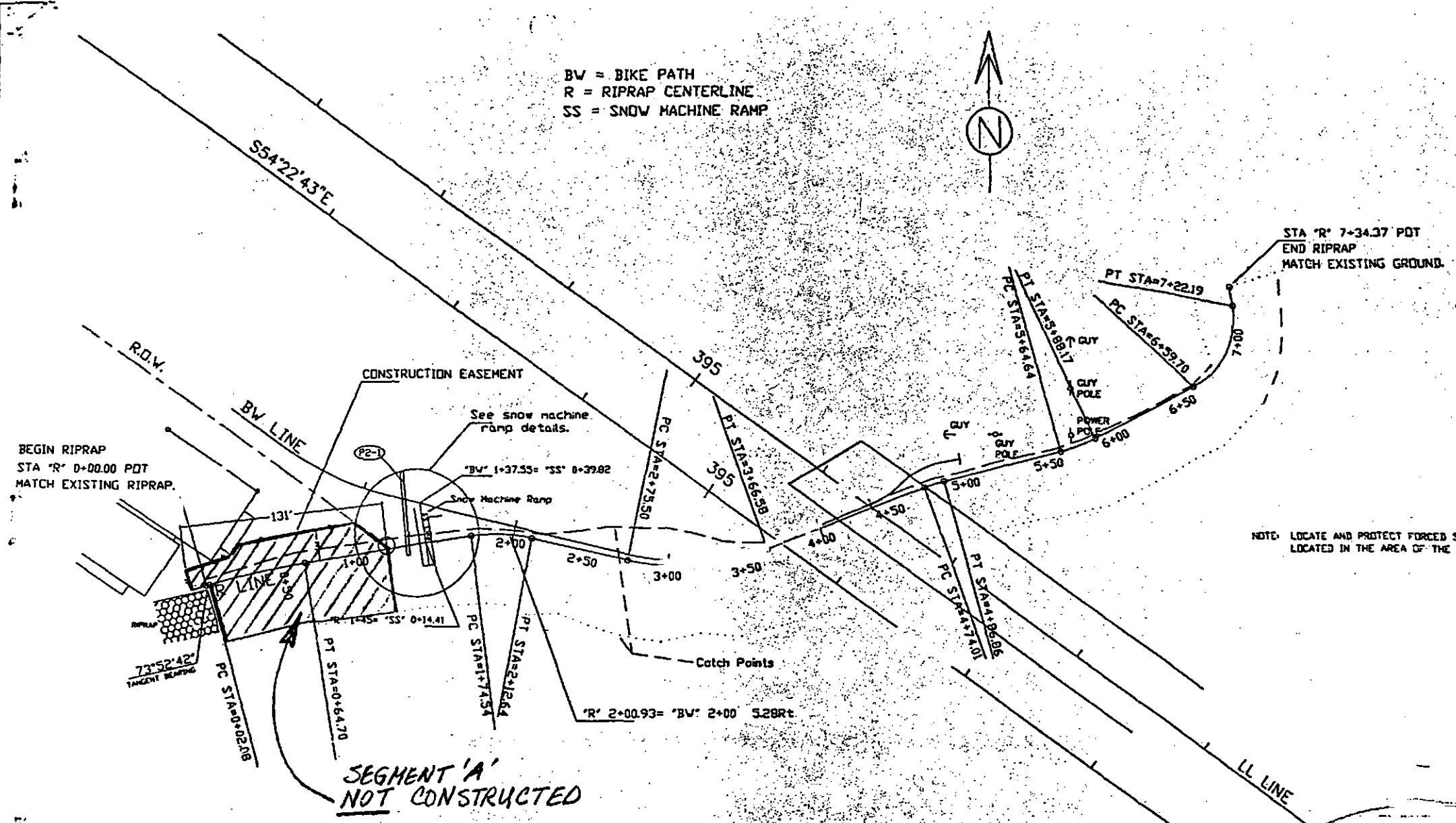
Architecture Engineering
Land Surveying Planning

INITIALS: _____ DATE: 3-1-99



3711P02.DWG

BW = BIKE PATH
 R = RIPRAP CENTERLINE
 SS = SNOW MACHINE RAMP



NOTE: LOCATE AND PROTECT FORCED SEWER MAIN LOCATED IN THE AREA OF THE EXISTING BRIDGE.

SEGMENT 'A'
 NOT CONSTRUCTED

"R" Line Curve Data

	PC Station	PI Station	PT Station	Bearing	Distance	Delta	Degree	Tan	Arc Length	Radius
BDP	0+00	0+00		N 73d 52' 41.7" E	33.4311					
Curve 1	00+2.08	0+33.43	00+64.70	N 81d 3' 15.0" E	160.4739	7.1033R	11.3733	31.352	62.622	500
Curve 2	1+74.54	1+93.82	2+12.84	S 77d 8' 53.8" E	129.0859	21.4951R	57.1745	19.285	38.102	100
Curve 3	2+75.50	3+22.44	3+66.58	N 68d 41' 19.8" E	160.808	34.1146L	37.3247	46.94	91.077	152.6
Curve 4	4+74.01	4+80.45	4+88.86	N 76d 3' 8.0" E	98.0322	7.2148R	57.1745	6.435	12.852	100
Curve 5	5+64.64	5+76.46	5+88.18	N 62d 33' 57.4" E	119.4122	13.2911L	57.1745	11.824	23.538	100
Curve 6	6+59.70	6+95.76	7+22.19	N 9d 2' 40.5" W	48.253	71.3638L	114.353	36.068	62.492	50
EDP		7+34.37								

Change Order No. 7
 Attachment 'A'

TANANA RIVER 75

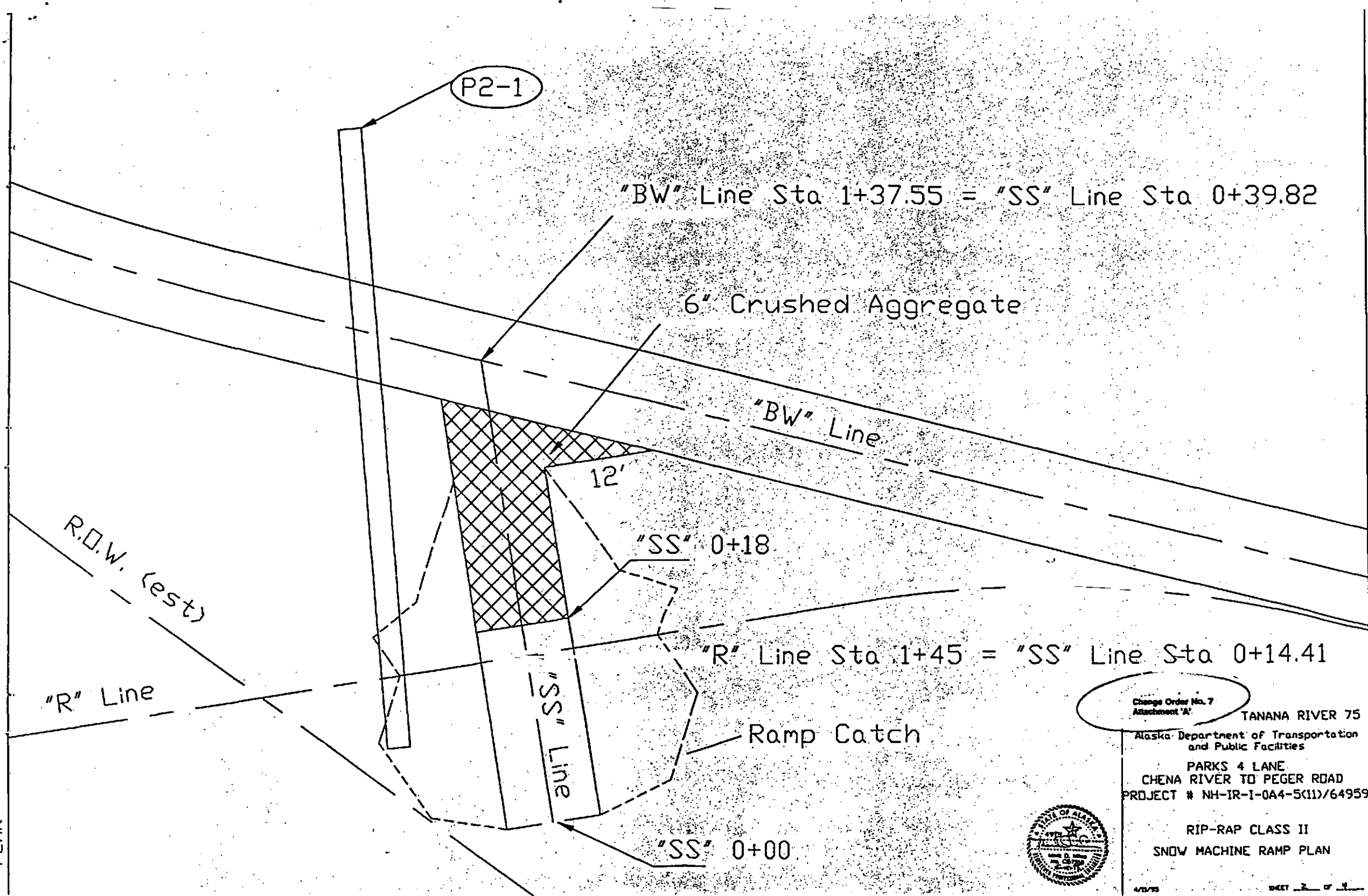
Alaska Department of Transportation
 and Public Facilities
 PARKS 4 LANE
 CHENA RIVER TO PEGER ROAD
 PROJECT # NH-IR-1-0A4-S(11)/64959

RIP-RAP CLASS II
 PLAN SHEET



I certify that the image contained on this frame was made in the normal and regular course of business on the stated date and is an accurate reproduction of the document submitted under contract or purchase order number 2980012
 OPERATOR: LEB
 CONTRACTOR NAME: Microfilm Port Sys
 DATE: 6-5-98 SUPERVISOR: Lynda Richards

PLAN



P2-1

"BW" Line Sta 1+37.55 = "SS" Line Sta 0+39.82

6" Crushed Aggregate

"BW" Line

12'

"SS" 0+18

"R" Line Sta 1+45 = "SS" Line Sta 0+14.41

R.O.W. (est)

"R" Line

"SS" Line

Ramp Catch

"SS" 0+00

Change Order No. 7
Attachment 'A'

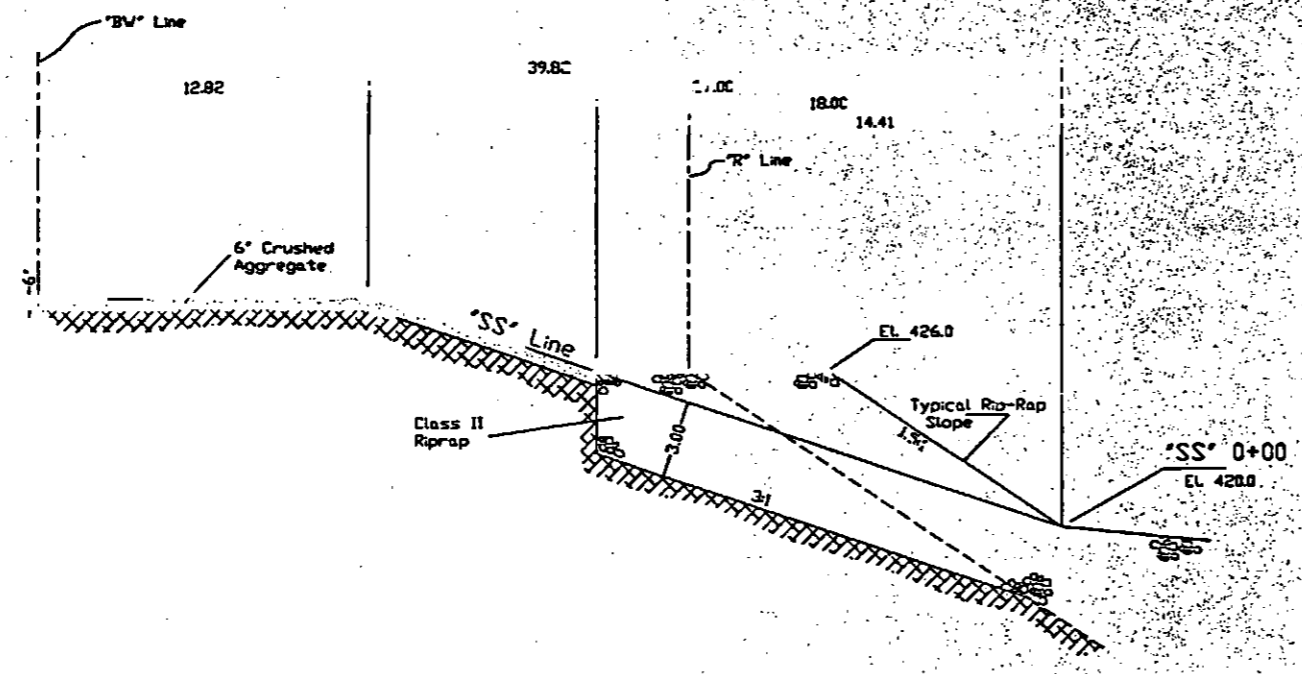
TANANA RIVER 75
Alaska Department of Transportation
and Public Facilities
PARKS 4 LANE
CHENA RIVER TO PEGER ROAD
PROJECT # NH-IR-1-0A4-5(11)/64959



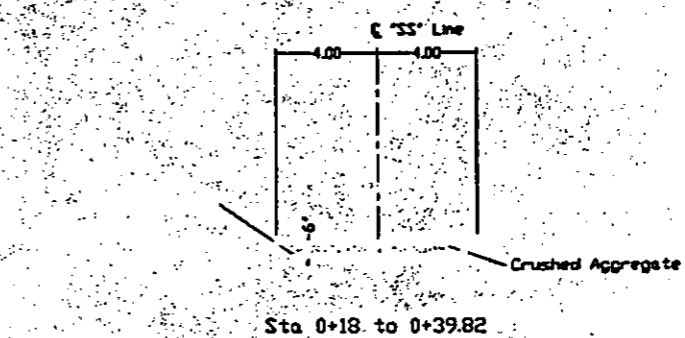
RIP-RAP CLASS II
SNOW MACHINE RAMP PLAN

4/15/75 SHEET 2 OF 3

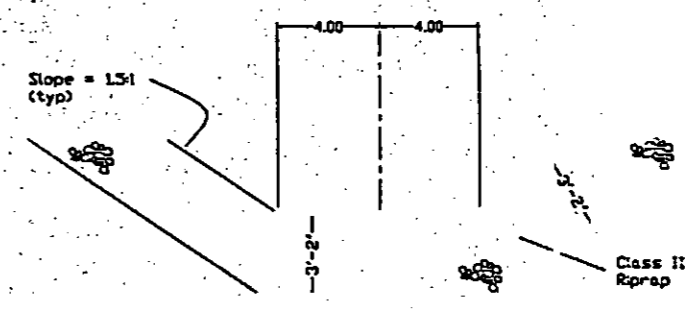
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PROFILE
"SS" LINE



Sta 0+18 to 0+39.82



Sta 0+00 to 0+18

TYPICAL SECTIONS "D"
"SS" Line

RTYP

Change Order No. 7
Attachment 'A'

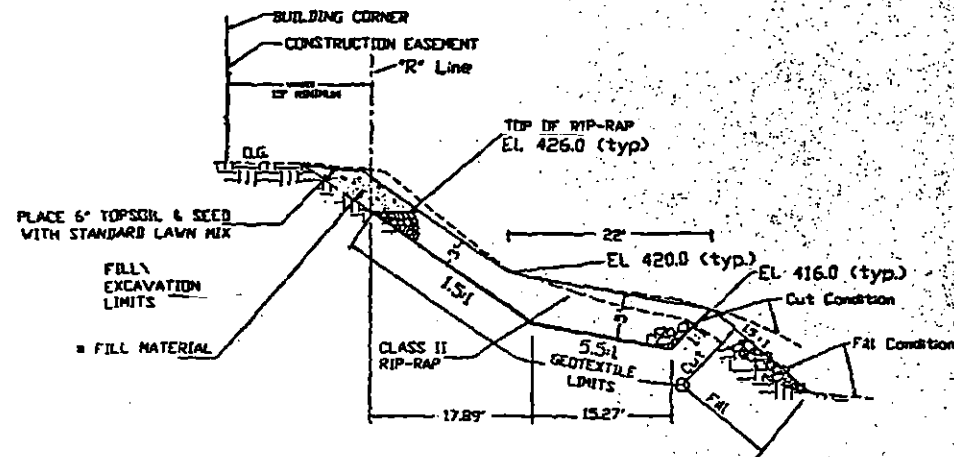
TANANA RIVER 75

Alaska Department of Transportation
and Public Facilities
PARKS 4 LANE
CHENA RIVER TO PEGER ROAD
PROJECT # NH-IR-I-0A4-5(11)/64959

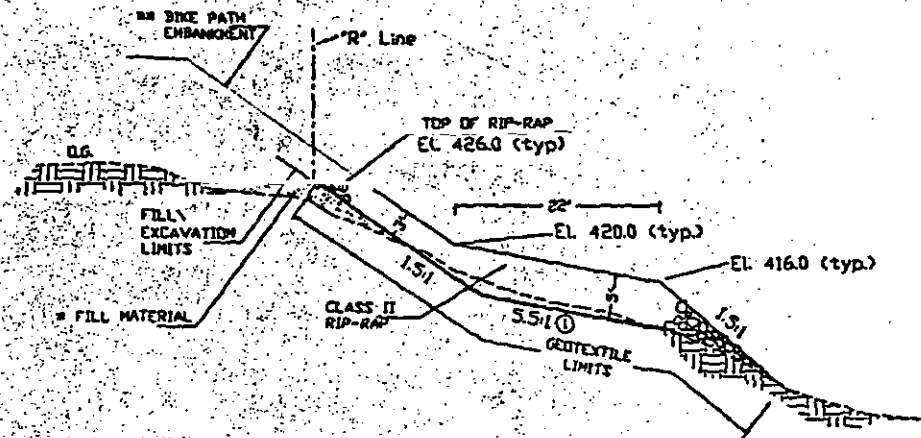


RIP-RAP CLASS II
SNOW MACHINE RAMP TYPICALS

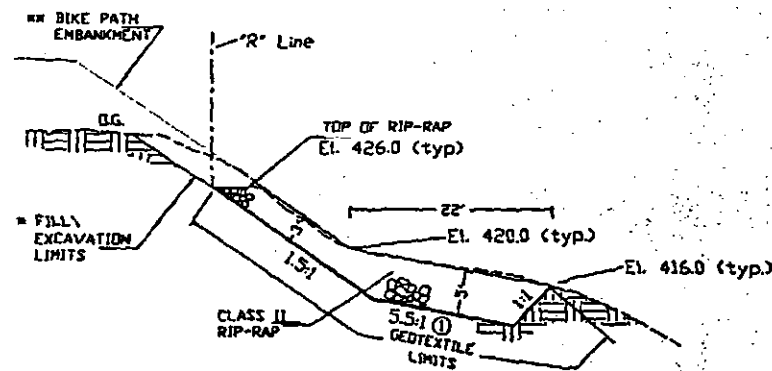
4/18/10 SHEET 3 OF 4



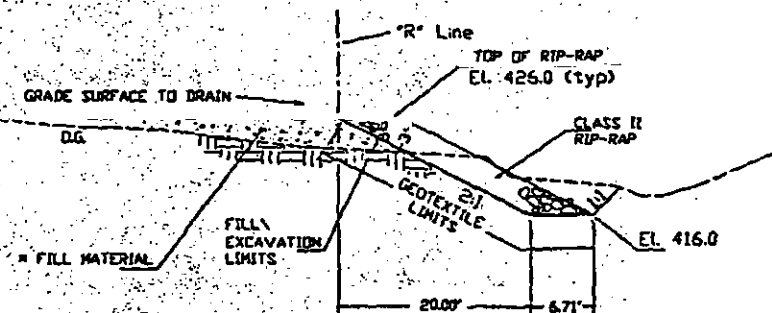
TYPICAL SECTION "A"
 "R" 0+00.00 TO "R" 1+30.00
 1+20.00



TYPICAL SECTION "B" (FILL)
 STA "R" 1+30.00 TO "R" 6+60.00



TYPICAL SECTION "B" (CUT)
 STA "R" 1+30.00 TO "R" 6+60.00



TYPICAL SECTION "C"
 STA "R" 6+60.00 TO "R" 7+34.37

- * FILL MATERIAL SHALL CONSIST OF USABLE MATERIAL FROM THE UNCLASSIFIED EXCAVATION.
- ** BIKE PATH SLOPE VARIES AND IS SHOWN ONLY FOR CLARIFICATION. WORK AND MATERIALS ARE PAID UNDER OTHER ITEMS OF WORK.
- ① SLOPE FROM "R" 2+40 TO "R" 3+40 IS 3:1, 2:1 TRANSITION TO 5.5:1 EACH WAY.

Change Order No. 7
 Attachment "A"
 TANANA RIVER 75
 Alaska Department of Transportation
 and Public Facilities
 PARKS 4 LANE
 CHENA RIVER TO PEGER ROAD
 PROJECT # NH-IR-I-0A4-5(11)/64959



RIP-RAP CLASS II
 "R" LINE TYPICALS

4/18/99

SHEET 4 OF 4

CHPLANTP

- LEGEND**
- | | | |
|--|---------------------------------|--------------------------------------|
| ① CURB RAMP | ⑩ MATING | ⑲ THREE BEAM GUARDRAIL |
| ② RECONSTRUCTED FENCE | ⑪ 2-BEAM GUARDRAIL | ⑳ GUARDRAIL-RELATED WOOD CURB |
| ③ REMOVAL OF ELECTRODES AND FOOTINGS | ⑫ 2-BEAM GUARDRAIL | ㉑ REMOVAL AND REINSTALLATION OF BARS |
| ④ ADJUST EXISTING MONUMENTS AND GAGES | ⑬ SURVEY MONUMENTS | ㉒ RECONSTRUCTION |
| ⑤ REMOVAL OF PAVEMENT | ⑭ SURVEY MONUMENTS | ㉓ SALVAGE SOBS |
| ⑥ REMOVAL OF CURBS AND BATTER | ⑮ CURB LINE FENCE - 6 FEET HIGH | ㉔ PIPE HAND RAIL |
| ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS | ⑯ CURB SECTION | ㉕ PIPE NUMBER Y ON SHEET X |
| ⑧ REPAIRED CONCRETE SURFACE | ⑰ CURB LINE FENCE - 6 FEET HIGH | ㉖ DRAINAGE STRUCTURE Y ON SHEET X |
| ⑨ REMOVAL OF FENCE | ⑱ REMOVAL OF SCHEDULED CURB | ㉗ INTERMITTENT DRAINAGE |
| ⑫ REMOVAL AND REPAIR OF GUARDRAIL | ㉚ REINFORCEMENT GAGES | |
| ⑬ CURB AND GUTTER, TYPE 1 | ㉛ RELOCATE INLET | |

REVISIONS

NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-DA4-5(11)	1994	P3	129

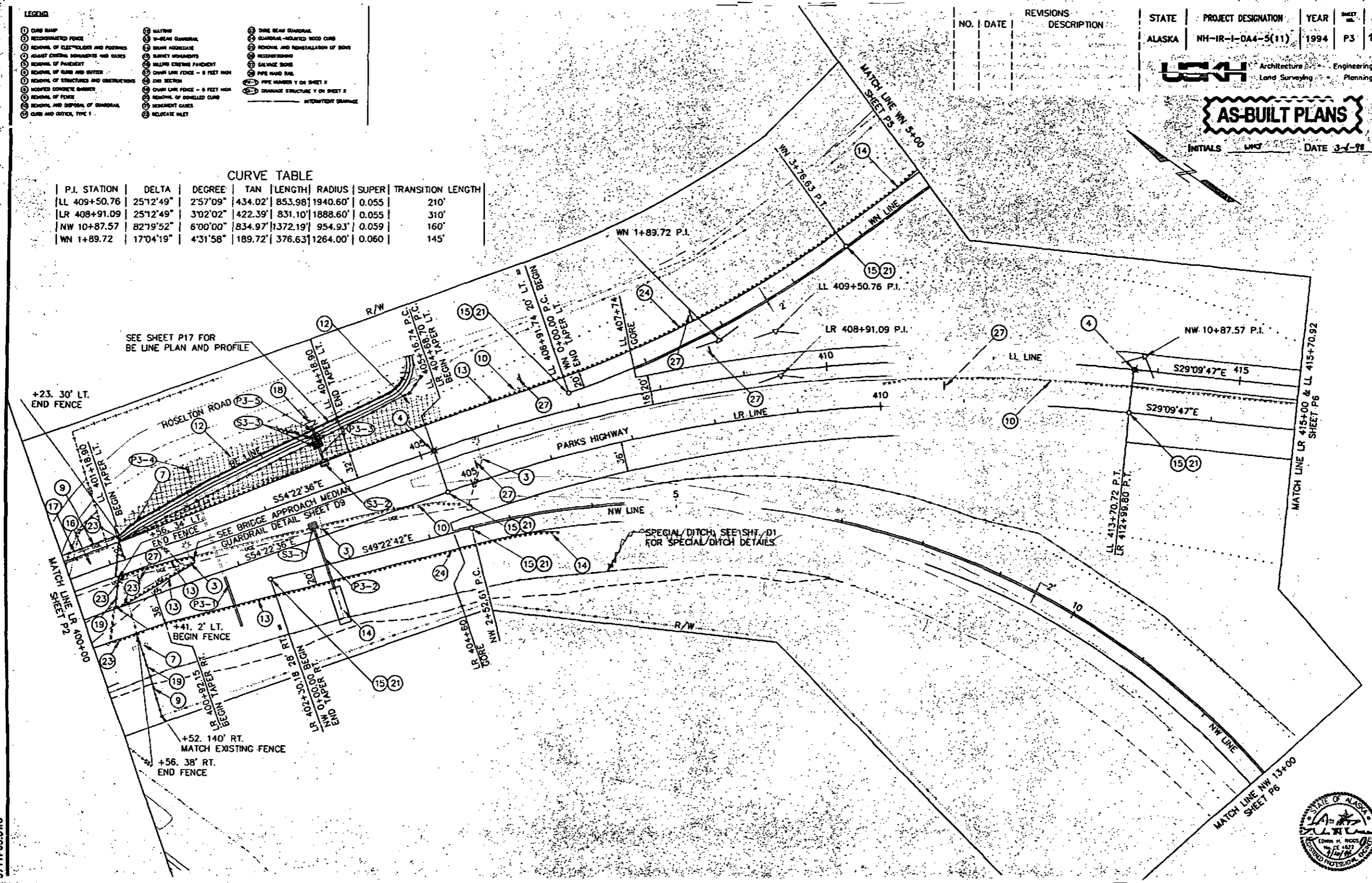
Architecture Engineering
Land Surveying Planning

AS-BUILT PLANS

INITIALS LMG DATE 3-4-98

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS	SUPER	TRANSITION LENGTH
LL 409+50.76	25°12'49"	2°57'09"	434.02'	853.98'	1940.60'	0.055	210'
LR 408+91.09	25°12'49"	3°02'02"	422.39'	831.10'	1888.60'	0.055	310'
NW 10+87.57	82°19'52"	6°00'00"	834.97'	1372.19'	954.93'	0.059	160'
WN 1+89.72	17°04'19"	4°31'58"	189.72'	376.63'	1264.00'	0.060	145'



3711P03.DWG



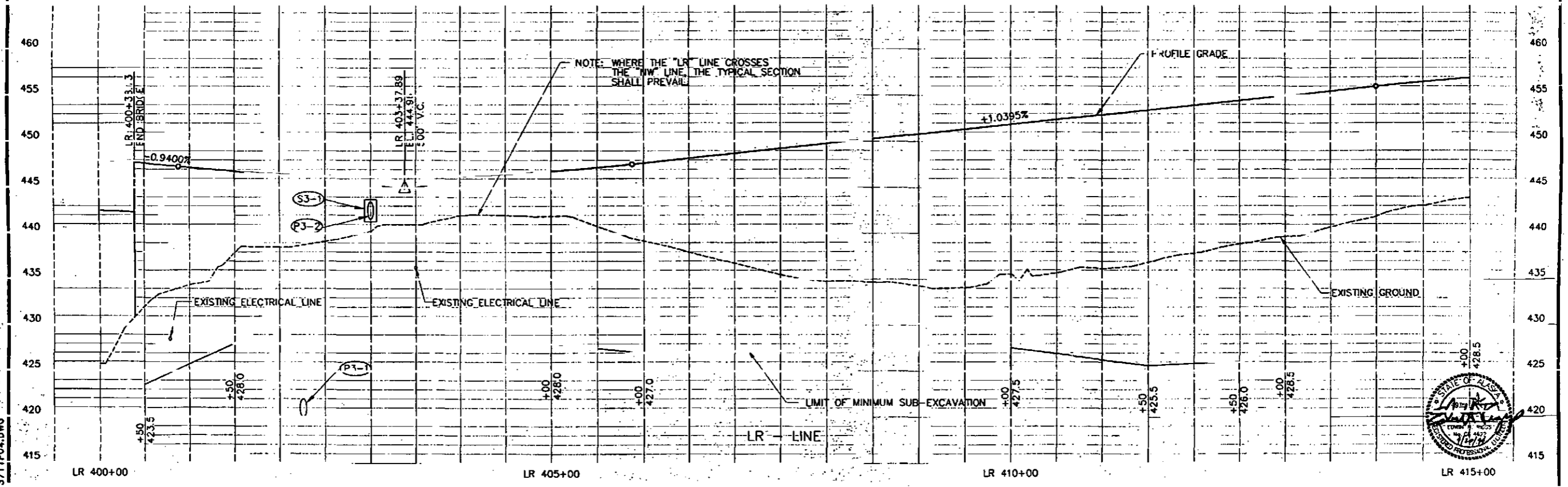
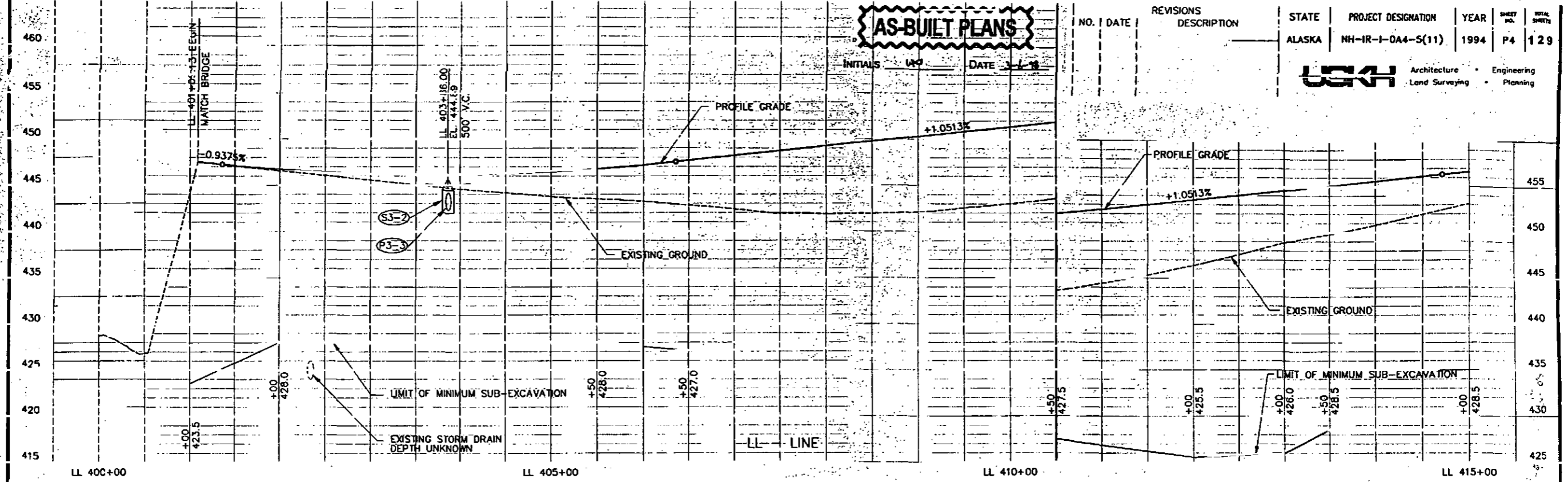
AS-BUILT PLANS

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	P4	129

USA Architecture • Engineering
Land Surveying • Planning

INITIALS: DATE:



3711P04.DWG

SENT BY:

5-31-96 : 4:32PM :

USKH-

907 474 8040: # 2/ 3



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Anchorage Fairbanks Juneau Palmer

GRADE BREAK

← 2% →

12'

← 5.5% →

5.5% →

LL 405+94.74
BEGIN TRANS. BEYOND 12' LEFT.
(WN LINE)

GRADE BREAK

← 2% →

12'

← 5.5% →

5.5% →

LL 405+86.74
BEGIN FULL SUPER

← 2% →

LL

2% →

LL 403+76.74
BEGIN TRANS.

(DIR. 'WWW')

Project Title

Page Title WN TRANS.

W.O. # 3711

Date 5-31-96

By T. VIL

Page 1 of 2

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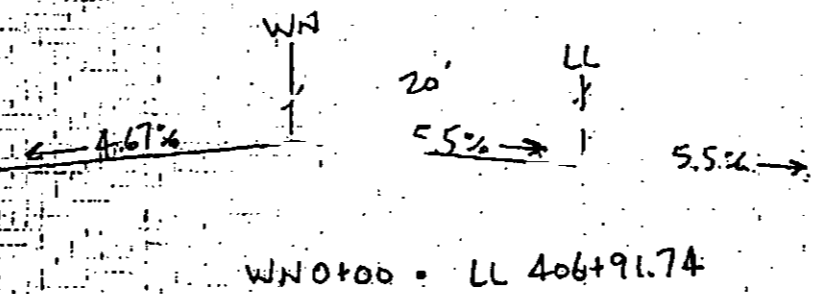
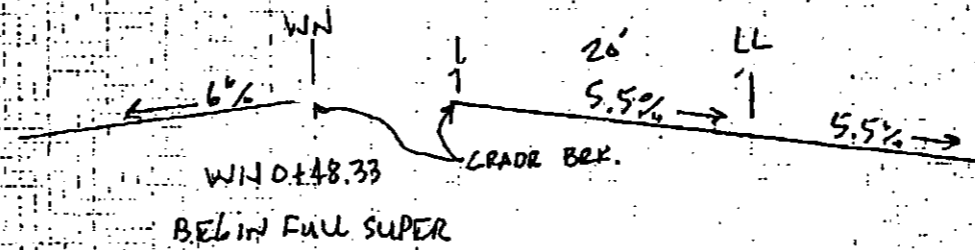
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907 474 8040:# 3/ 3



ARCHITECTURE • ENGINEERING • LAND SURVEYING • PLANNING
Anchorage Fairbanks Juneau Palmer



Project Title _____

Page Title WN TRANS.

W.O.# 3711

Date 5-31-96

By T. V. G.

Page 2 of 2

I certify that the image contained on this frame was made in the normal and regular course of business on the stated date and is an accurate reproduction of the document submitted under Contract or Purchase Order Number 2980012

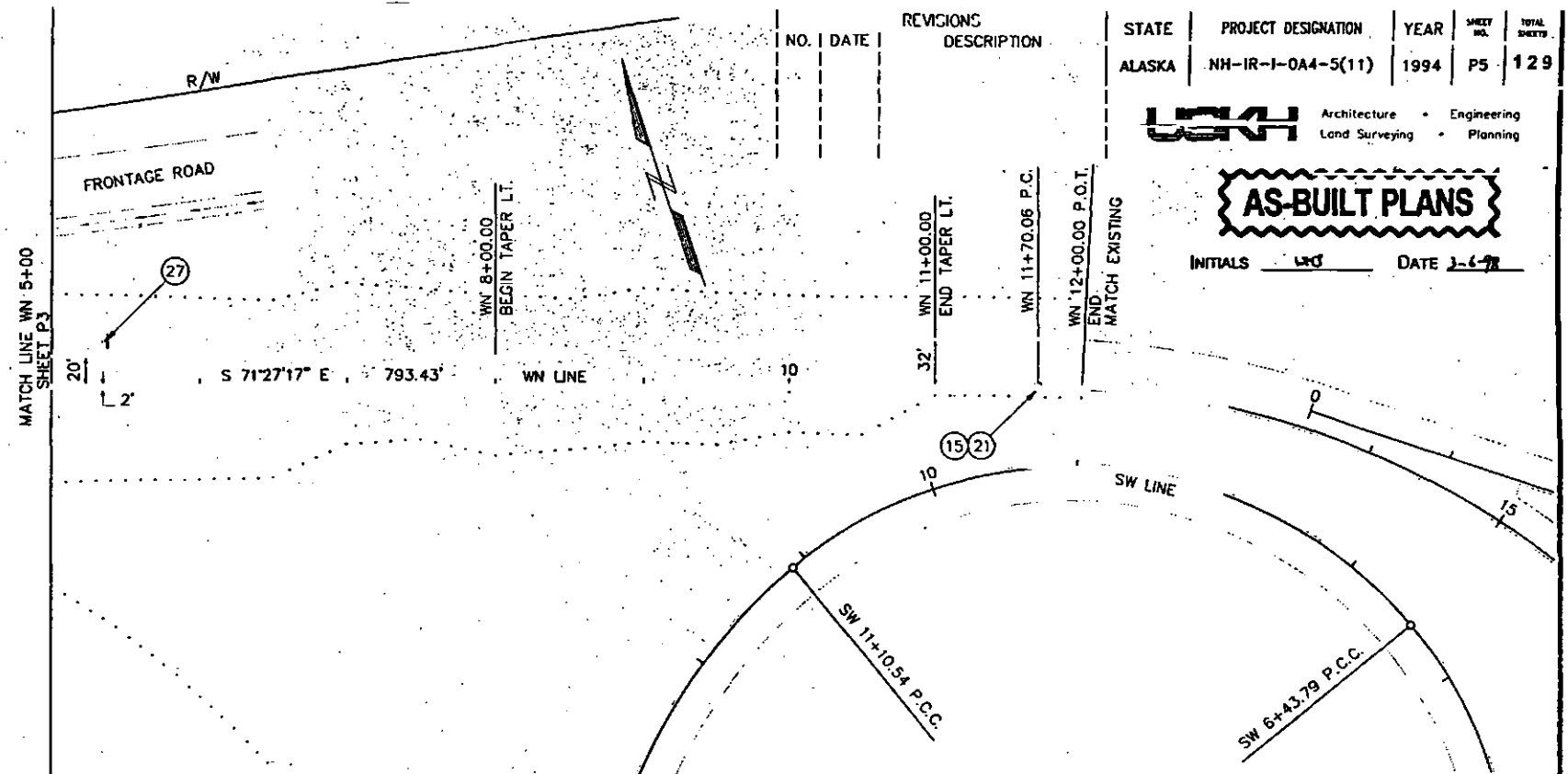
OPERATOR LE 11 CONTRACTOR NAME Microfilm Mast. Sys.

LEGEND

- | | | |
|--|----------------------------------|--------------------------------------|
| ① CURB RAMP | ⑩ MATCH | ⑭ THREE BEAM GUARDRAIL |
| ② RECONSTRUCTED FENCE | ⑪ S-BEAM GUARDRAIL | ⑮ GUARDRAIL-MOUNTED WOOD CURB |
| ③ REMOVAL OF ELECTRIC LINES AND FIXTURES | ⑫ DRAIN AGEGRAND | ⑯ REMOVAL AND RECONSTRUCTION OF SIGN |
| ④ ADJUST EXISTING MONUMENTS AND CASES | ⑬ SURVEY MONUMENTS | ⑰ RECONSTRUCTION |
| ⑤ REMOVAL OF PAVEMENT | ⑭ MILLING EXISTING PAVEMENT | ⑱ SALVAGE SIGNS |
| ⑥ REMOVAL OF CURB AND GUTTER | ⑮ CHAIN LINK FENCE - 6 FEET HIGH | ⑳ PIPE HAND RAIL |
| ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS | ⑯ D&D SECTION | ㉑ PIPE NUMBER T ON SHEET X |
| ⑧ ADJUSTED CONCRETE BARRIER | ⑰ CHAIN LINK FENCE - 4 FEET HIGH | ㉒ DRAINAGE STRUCTURE Y ON SHEET X |
| ⑨ REMOVAL OF FENCE | ⑱ REMOVAL OF DOBBLED CURB | ⑳ INTERMITTENT DRAINAGE |
| ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL | ㉑ MONUMENT CASES | |
| ⑪ CURB AND GUTTER, TYPE 1 | ㉒ RELOCATE INLET | |

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS	SUPER	TRANSITION LENGTH
WN 15+95.85	73°02'22"	9°57'52"	425.79'	733.00'	575.00'	0.060	145'



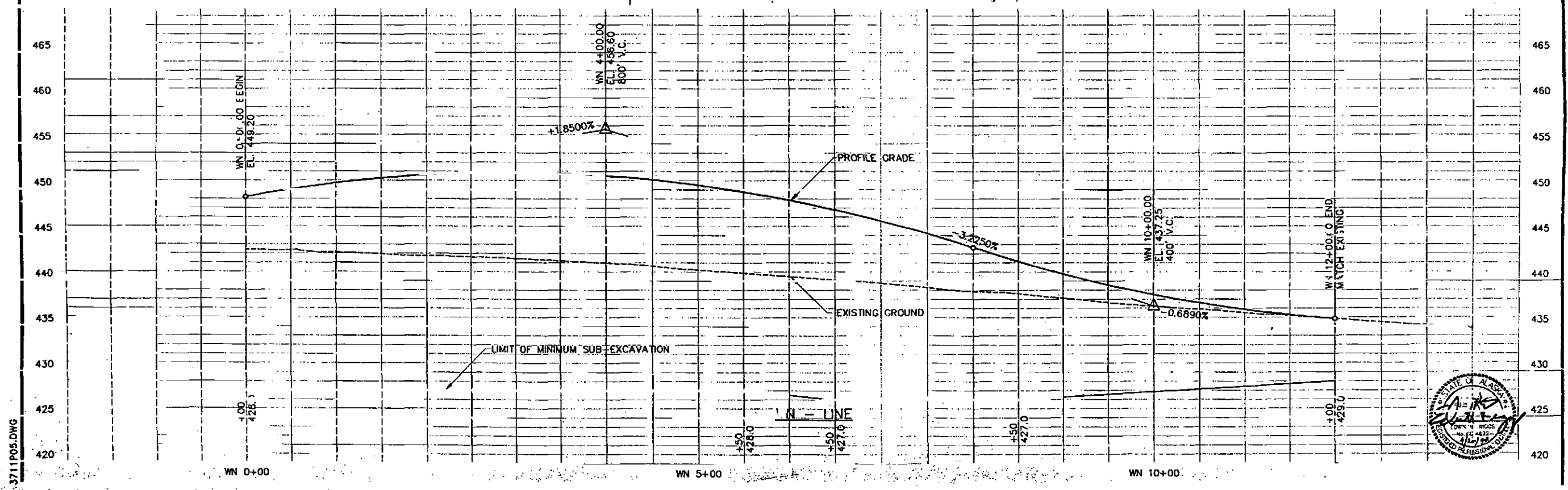
NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	P5	129

AS-BUILT PLANS

INITIALS WJ DATE 3-6-97

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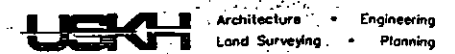
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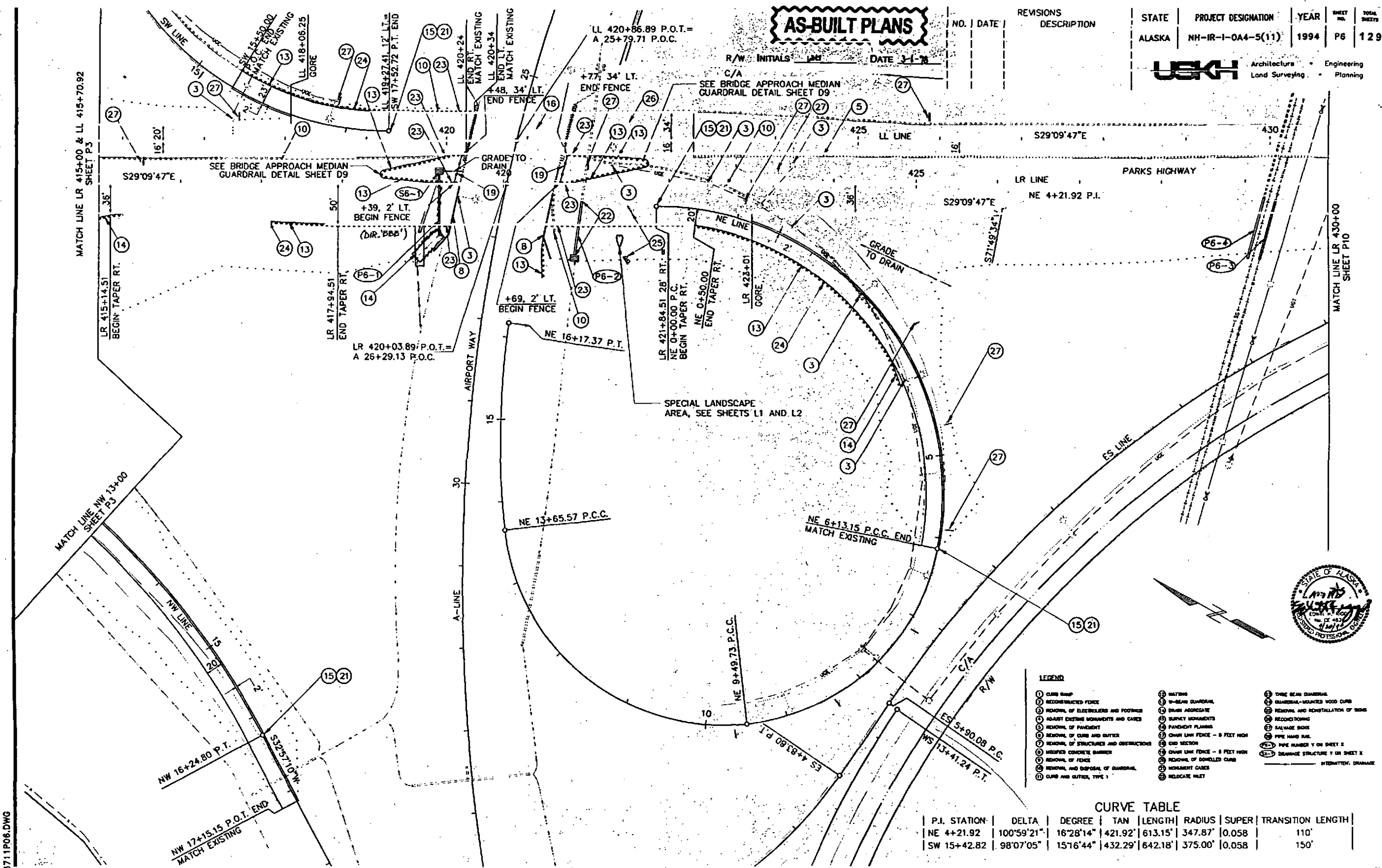
AS-BUILT PLANS

NO. DATE REVISIONS DESCRIPTION

STATE PROJECT DESIGNATION YEAR SHEET NO. TOTAL SHEETS
 ALASKA NH-IR-1-0A4-5(11) 1994 P6 129



R/W INITIALS DATE 3-1-78

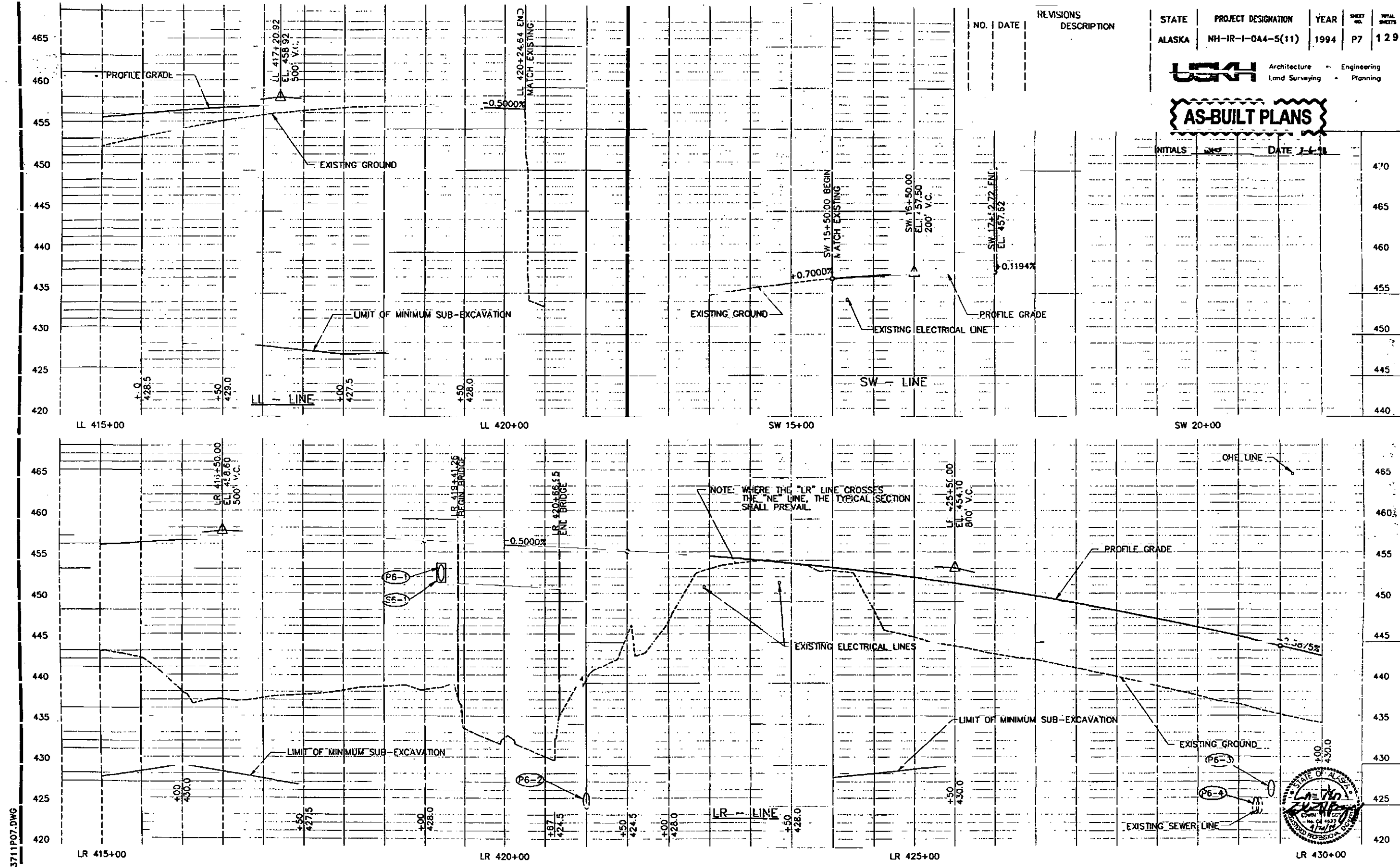


- LEGEND**
- ① CURB RAMP
 - ② RECONSTRUCTED FENCE
 - ③ REMOVAL OF ELECTRICALS AND FOOTINGS
 - ④ ADJUST EXISTING MONUMENTS AND CORNERS
 - ⑤ REMOVAL OF PAVEMENT
 - ⑥ REMOVAL OF CURB AND GUTTER
 - ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS
 - ⑧ IMPROVED CONCRETE BARRIER
 - ⑨ REMOVAL OF FENCE
 - ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL
 - ⑪ CURB AND GUTTER, TYPE 1
 - ⑫ WATER
 - ⑬ 2'-BEAM GUARDRAIL
 - ⑭ DRAINAGE AGGREGATE
 - ⑮ SURVEY MONUMENTS
 - ⑯ PAVEMENT PLANS
 - ⑰ CHAIN LINK FENCE - 8 FEET HIGH
 - ⑱ END SECTION
 - ⑲ CHAIN LINK FENCE - 8 FEET HIGH
 - ⑳ REMOVAL OF DOBBLED CURB
 - ㉑ MONUMENT CORNERS
 - ㉒ RELOCATE WALK
 - ㉓ THREE BEAM GUARDRAIL
 - ㉔ GALVANNEAL-MOUNTED WOOD CURB
 - ㉕ REMOVAL AND REINSTALLATION OF SIGN
 - ㉖ RECONSTRUCTION
 - ㉗ SALVAGE SOLE
 - ㉘ PIPE HAND RAIL
 - ㉙ PIPE NUMBER 1 ON SHEET X
 - ㉚ DRAINAGE STRUCTURE 1 ON SHEET X

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS	SUPER	TRANSITION LENGTH
NE 4+21.92	100°59'21"	16°28'14"	421.92'	613.15'	347.87'	0.058	110'
SW 15+42.82	98°07'05"	15°16'44"	432.29'	642.18'	375.00'	0.058	150'

3711P06.DWG



NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-I-0A4-5(11)	1994	P7	129

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AS-BUILT PLANS

INITIALS	DATE
	7-1-11

3711P07.DWG



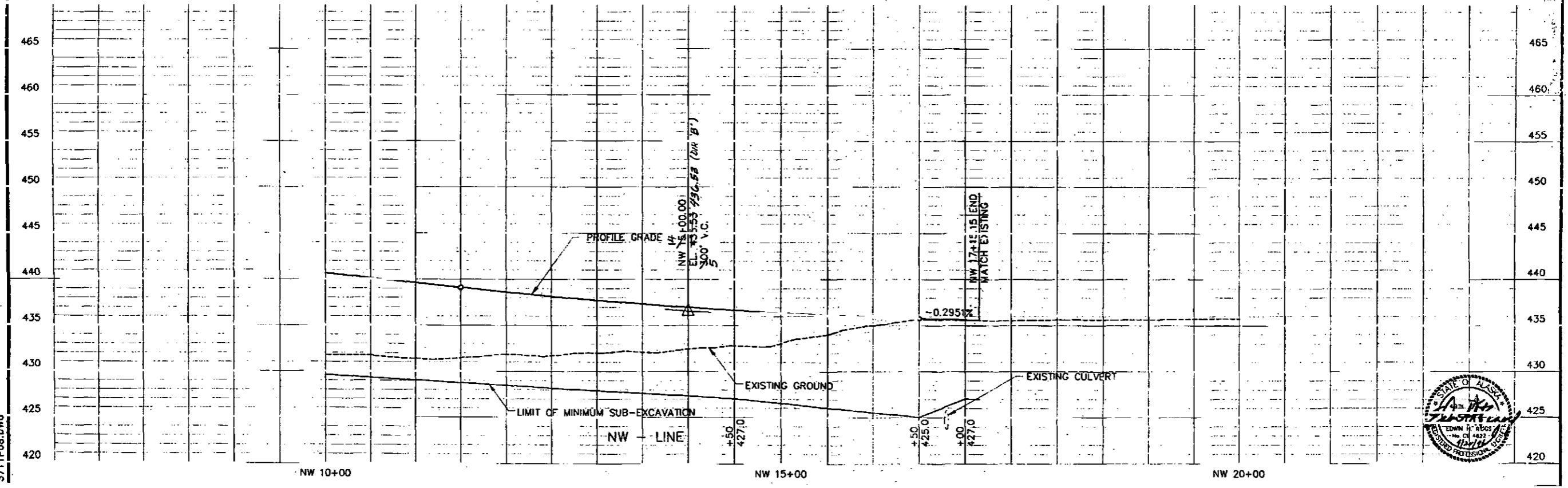
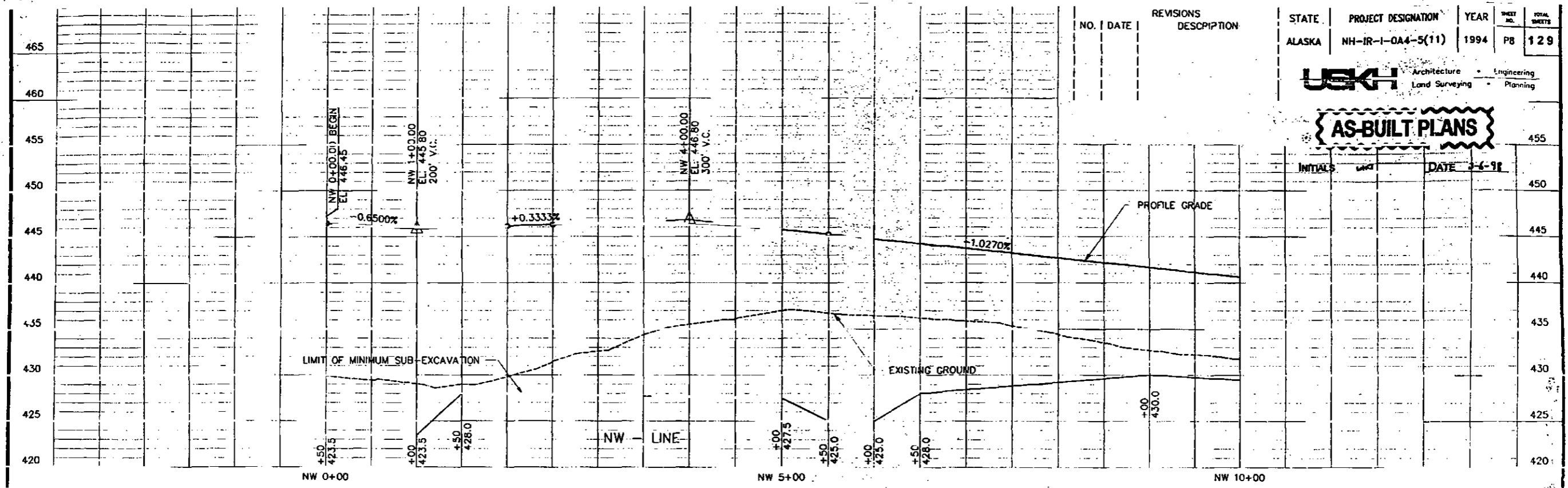
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	PB	129

USK Architecture • Engineering
Land Surveying • Planning

AS-BUILT PLANS

INITIALS: [Signature] DATE: 3-6-98

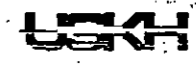
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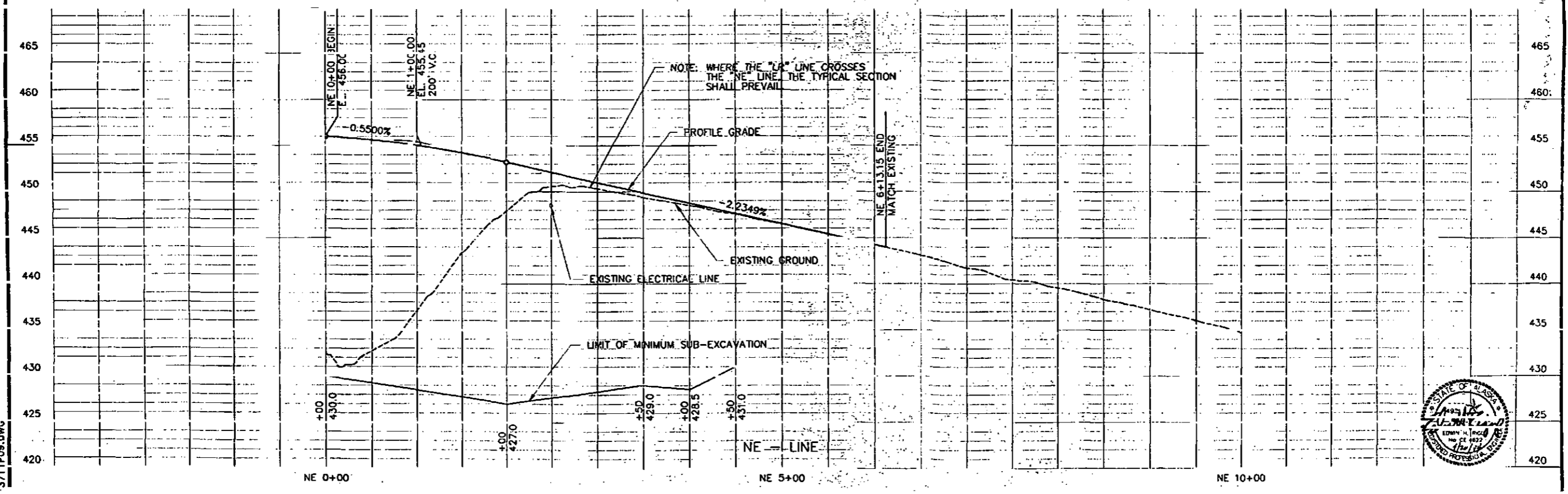
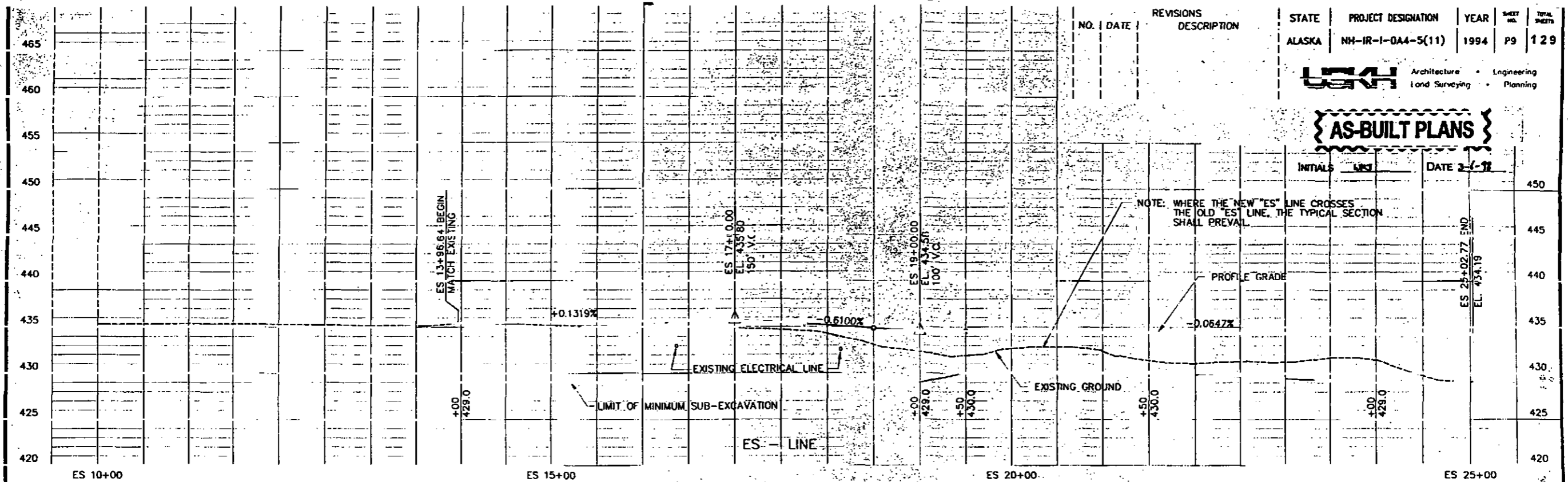
NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	P9	129


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AS-BUILT PLANS

INITIALS: *[Signature]* DATE: 3-1-98



3711P09.DWG

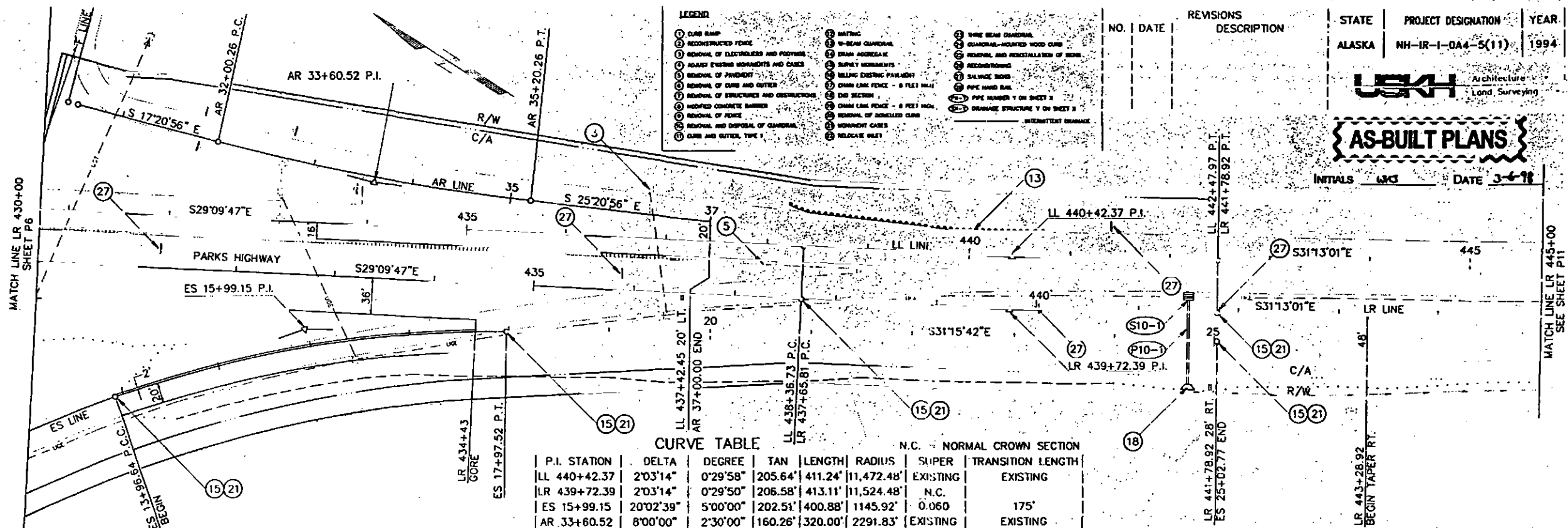
- LEGEND**
- ① CURB RAMP
 - ② RECONSTRUCTED FENCE
 - ③ REMOVAL OF ELECTROLES AND POSTING
 - ④ ADJUST EXISTING MONUMENTS AND CASES
 - ⑤ REMOVAL OF PAVEMENT
 - ⑥ REMOVAL OF CURB AND GUTTER
 - ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS
 - ⑧ MODIFIED CONCRETE BARRIER
 - ⑨ REMOVAL OF FENCE
 - ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL
 - ⑪ CURB AND GUTTER, TYPE 1
 - ⑫ PAINTING
 - ⑬ W-BEAM GUARDRAIL
 - ⑭ DRUM AGGREGATE
 - ⑮ SURF TREATMENT
 - ⑯ MILLING EXISTING PAVEMENT
 - ⑰ DRAIN LINE FENCE - 6 FEET HIGH
 - ⑱ DAD SECTION
 - ⑲ DRAIN LINE FENCE - 6 FEET HIGH
 - ⑳ REMOVAL OF ADJACENT CURB
 - ㉑ MONUMENT CASES
 - ㉒ RELOCATE MILE
 - ㉓ THREE BEAM GUARDRAIL
 - ㉔ GUARDRAIL-MOUNTED WOOD CURB
 - ㉕ REMOVAL AND REINSTALLATION OF SIGN
 - ㉖ RECONDITIONING
 - ㉗ SALVAGE ROAD
 - ㉘ PIPE HAND RAIL
 - ㉙ PIPE NUMBER 1 ON SHEET 2
 - ㉚ PIPE NUMBER 2 ON SHEET 2
 - ㉛ BRIDGE STRUCTURE 1 ON SHEET 2
 - ㉜ BRIDGE STRUCTURE 2 ON SHEET 2
 - ㉝ INTERFERENT BRIDGE

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	P10	129

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Land Surveying Planning

AS-BUILT PLANS

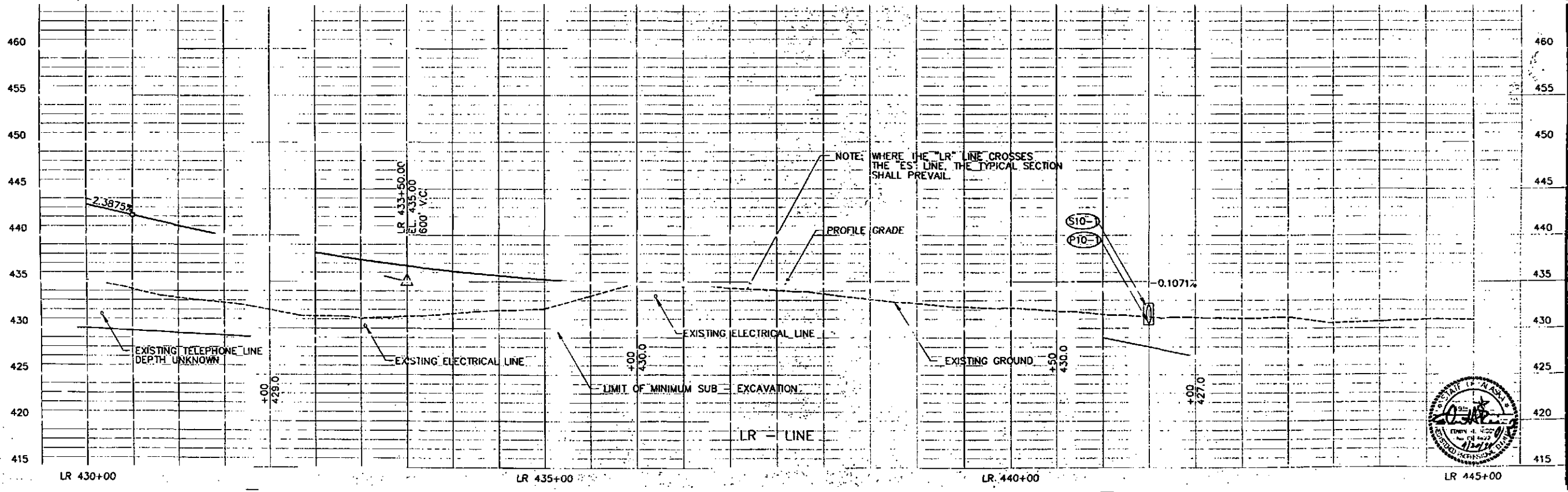
INITIALS *WCS* DATE *3-4-98*



CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS	SUPER	TRANSITION LENGTH
LL 440+42.37	2°03'14"	0°29'58"	205.64'	411.24'	11,472.48'	EXISTING	EXISTING
LR 439+72.39	2°03'14"	0°29'50"	206.58'	413.11'	11,524.48'	N.C.	
ES 15+99.15	20°02'39"	5°00'00"	202.51'	400.88'	1145.92'	0.060	175'
AR 33+60.52	8°00'00"	2°30'00"	160.26'	320.00'	2291.83'	EXISTING	EXISTING

N.C. = NORMAL CROWN SECTION



NOTE: WHERE THE "LR" LINE CROSSES THE "ES" LINE, THE TYPICAL SECTION SHALL PREVAIL.



3711P10.DWG

LEGEND

- ① CURB RAMP
- ② RECONSTRUCTED FENCE
- ③ REMOVE OF ELECTRICITY AND FOOTINGS
- ④ ADJUST EXISTING MONUMENTS AND CAGES
- ⑤ REMOVE OF PAVEMENT
- ⑥ REMOVE OF CURB AND GUTTER
- ⑦ REMOVE OF STRUCTURES AND OBSTRUCTIONS
- ⑧ HOOPED CONCRETE BARRIER
- ⑨ REMOVE OF FENCE
- ⑩ REMOVE AND DISPOSAL OF GUARDRAIL
- ⑪ CURB AND GUTTER, TYPE 1
- ⑫ MATING
- ⑬ W-BEAM GUARDRAIL
- ⑭ DRAIN AGGREGATE
- ⑮ SURVEY MONUMENTS
- ⑯ CHAIN LINK FENCE - 8 FEET HIGH
- ⑰ END SECTION
- ⑱ CHAIN LINK FENCE - 8 FEET HIGH
- ⑲ REMOVE OF DOWNED CURB
- ⑳ MOVEMENT CAGES
- ㉑ RELOCATE SILET
- ㉒ THREE BEAM GUARDRAIL
- ㉓ GUARDRAIL-MOUNTED WOOD CURB
- ㉔ REMOVE AND REINSTALLATION OF SIGN
- ㉕ RECONDITIONING
- ㉖ SALVAGE SIGN
- ㉗ PIPE HAND RAIL
- ㉘ PIPE NUMBER 1 ON SHEET X
- ㉙ DRAINAGE STRUCTURE 1 ON SHEET X
- ㉚ INTERMITTENT DRAINAGE

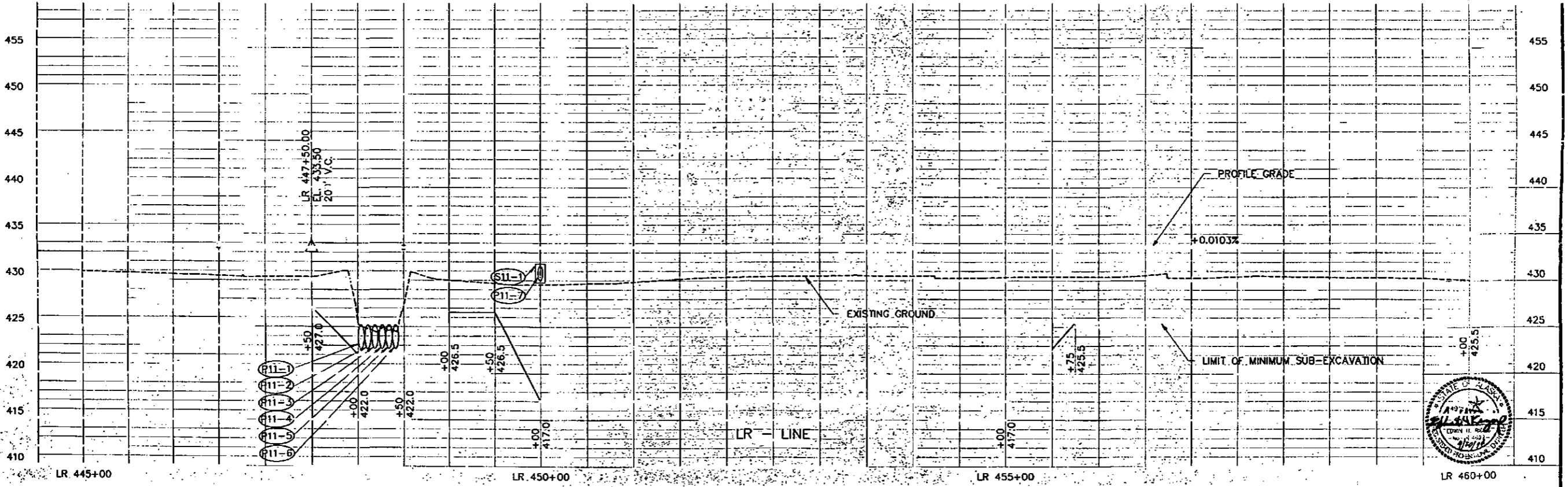
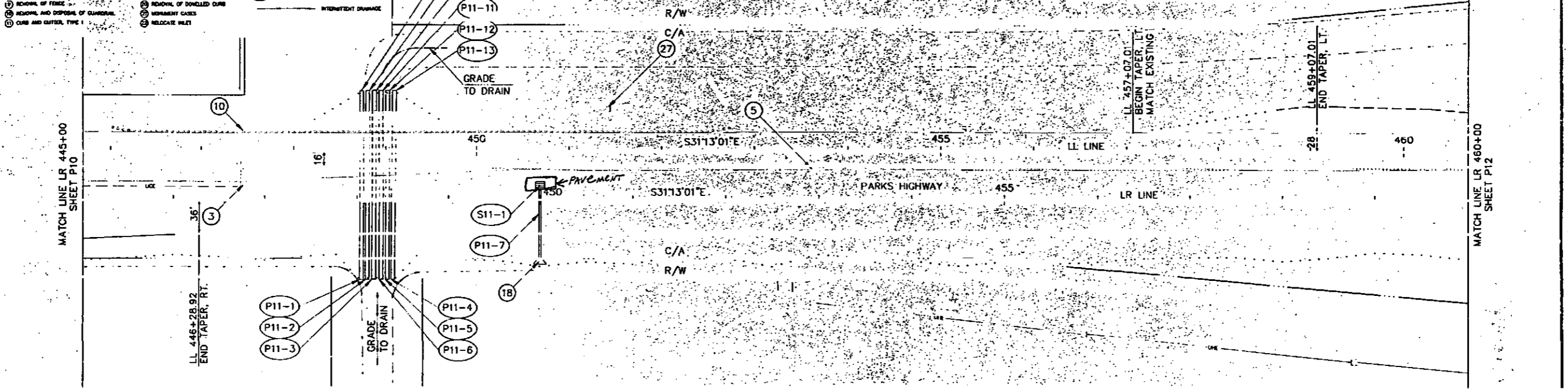
AS-BUILT PLANS

INITIALS: WST DATE: 2-1-94

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-OA4-5(11)	1994	P11	129

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Land Surveying - Planning



3711P11.DWG

- ILLUSTRATIONS**
- (1) CONCRETE CURB
 - (2) CONCRETE FENCE
 - (3) REMOVAL OF ELECTROLYTES AND POSTING
 - (4) REMOVE EXISTING MONUMENTS AND CASES
 - (5) REPAIR OF PAVEMENT
 - (6) REMOVAL OF CURB AND GUTTER
 - (7) REMOVAL OF STRUCTURES AND OBSTRUCTIONS
 - (8) REPAIRED CONCRETE BARRELS
 - (9) REMOVAL OF FENCE
 - (10) REPAIR AND DISPOSAL OF GRANULAR
 - (11) CURB AND GUTTER, TYPE 1
 - (12) MILLING
 - (13) IN-BEAM CURB
 - (14) DRAIN AGGREGATE
 - (15) SURVEY MONUMENTS
 - (16) MILLING EXISTING PAVEMENT
 - (17) CHAIN LINK FENCE - 8 FEET HIGH
 - (18) CHAIN LINK FENCE - 4 FEET HIGH
 - (19) REMOVAL OF SCHEDULED CURB
 - (20) MONUMENT CASES
 - (21) RELOCATE SILET
 - (22) WIRE BEAM CURB
 - (23) GRANULAR-MOUNTED WOOD CURB
 - (24) REMOVAL AND REINSTALLATION OF BARS
 - (25) RECONSTRUCTION
 - (26) SALVAGE SOBS
 - (27) PIPE HAND RAIL
 - (28) PIPE NUMBER Y ON SHEET X
 - (29) DRAINAGE STRUCTURE Y ON SHEET X
 - (30) INTERMITTENT DRAINAGE

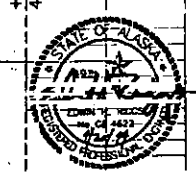
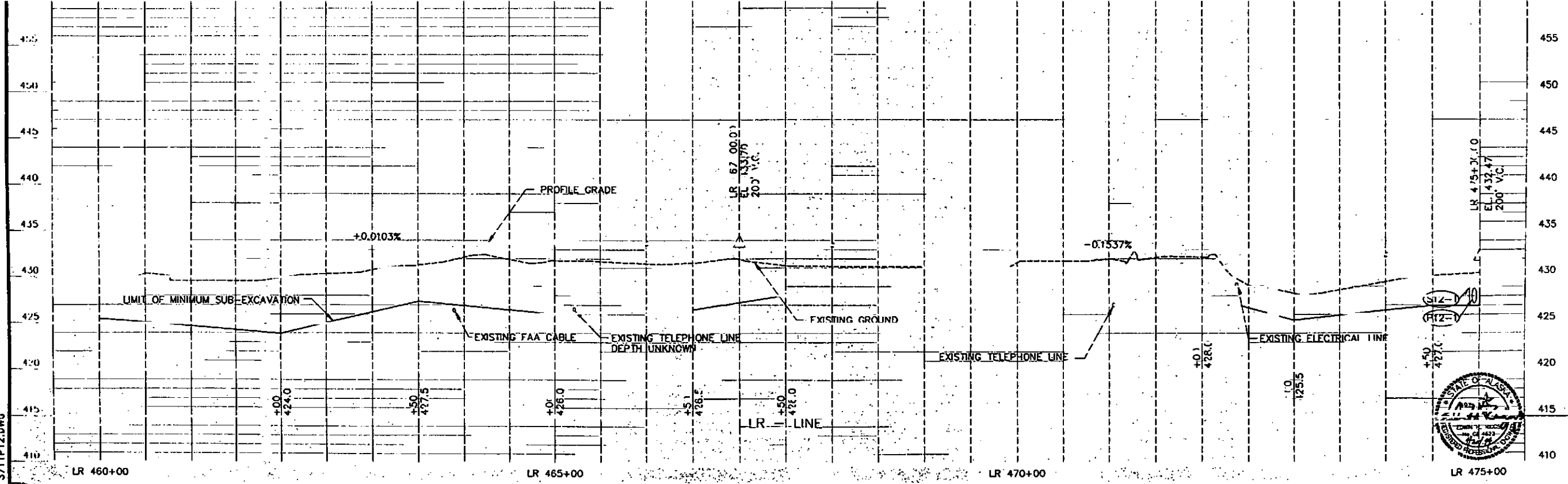
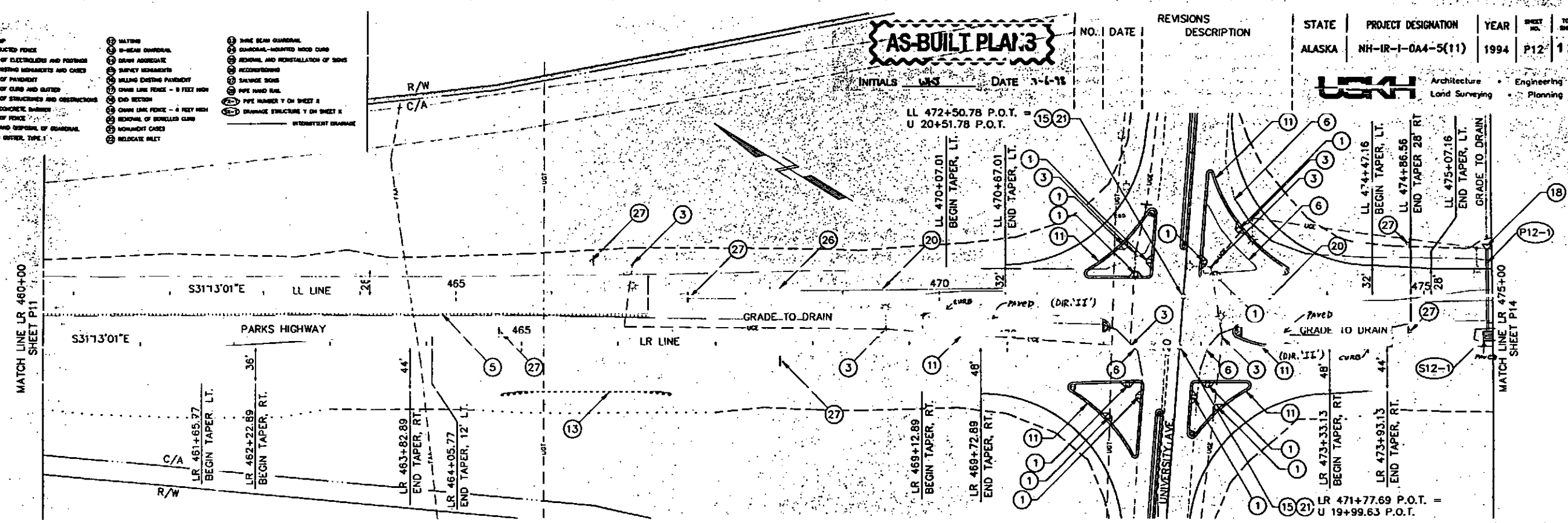
AS-BUILT PLAN 3

INITIALS WJS DATE 3-4-18

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	P12	129

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3711P12.DWG

- LEGEND**
- ① LANE RAMP
 - ② UNLIMITED FENCE
 - ③ REMOVAL OF EXISTING SIGNS AND FOOTINGS
 - ④ REMOVAL OF EXISTING SIGNPOSTS AND CASKETS
 - ⑤ REMOVAL OF FENCE
 - ⑥ REMOVAL OF CURB AND GUTTER
 - ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS
 - ⑧ WORKED CONCRETE BARRIER
 - ⑨ REMOVAL OF FENCE
 - ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL
 - ⑪ CURB AND GUTTER, TYPE 1
 - ⑫ MATING
 - ⑬ IN-BEAM GUARDRAIL
 - ⑭ IN-BEAM APPROACH
 - ⑮ SURVEY MONUMENTS
 - ⑯ BUILDING EXISTING FUNDAMENT
 - ⑰ CURB LINE FENCE - 8 FEET HIGH
 - ⑱ END SECTION
 - ⑳ CHAIN LINK FENCE - 8 FEET HIGH
 - ㉑ REMOVAL OF SCHEDULED CURB
 - ㉒ MOVEMENT CASES
 - ㉓ RELOCATE INLET
 - ㉔ THREE BEAM GUARDRAIL
 - ㉕ QUADRANT-ROOFED WOOD CURB
 - ㉖ REMOVAL AND REINSTALLATION OF SIGNS
 - ㉗ ACCENTUATIONS
 - ㉘ SALVAGE SIGN
 - ㉙ PIPE WIND RAIL
 - ㉚ PIPE NUMBER T ON SHEET X
 - ㉛ DRAINAGE STRUCTURE Y ON SHEET X
 - ㉜ INTERMITTENT DRAINAGE

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	P13	129

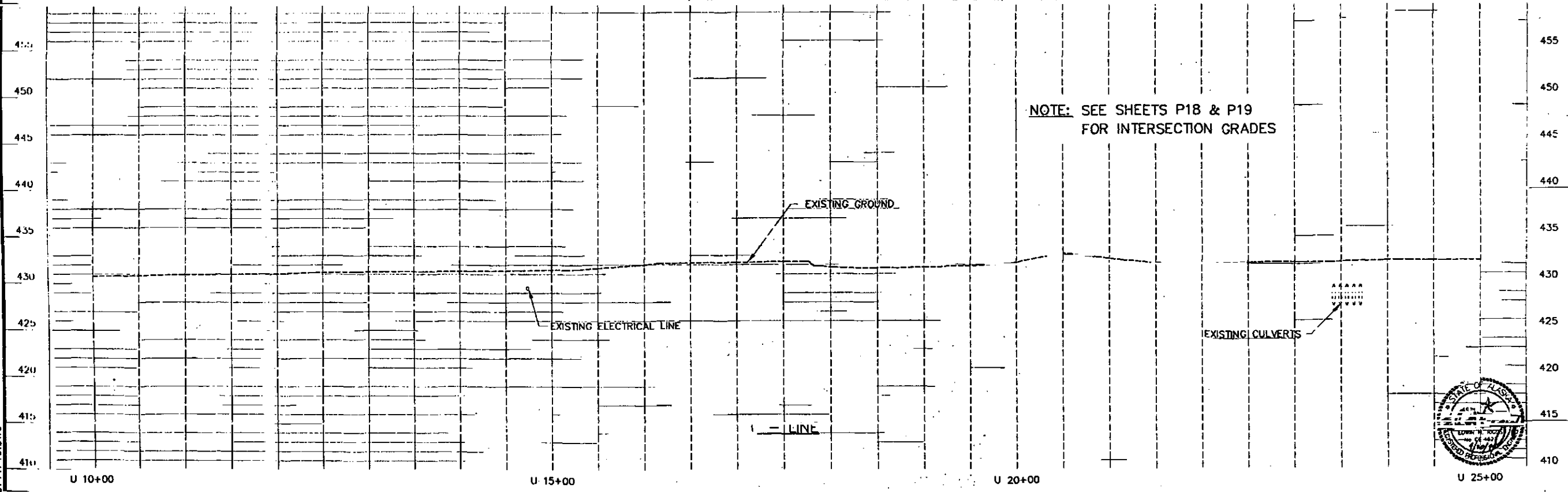
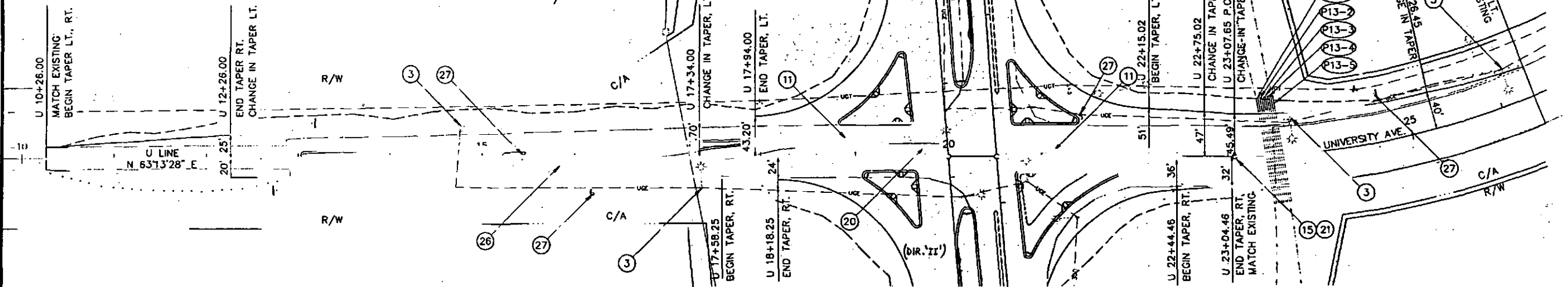
USM Architecture • Engineering
Land Surveying • Planning

AS-BUILT PLANS

INITIALS *WMS* DATE *3-4-94*

CURVE TABLE

P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS	SUPER	TRANSITION LENGTH
U 28+08.06	61°46'33"	6°50'57"	500.41'	901.94'	836.53'	EXISTING	EXISTING



NOTE: SEE SHEETS P18 & P19 FOR INTERSECTION GRADES



3711P13.DWG

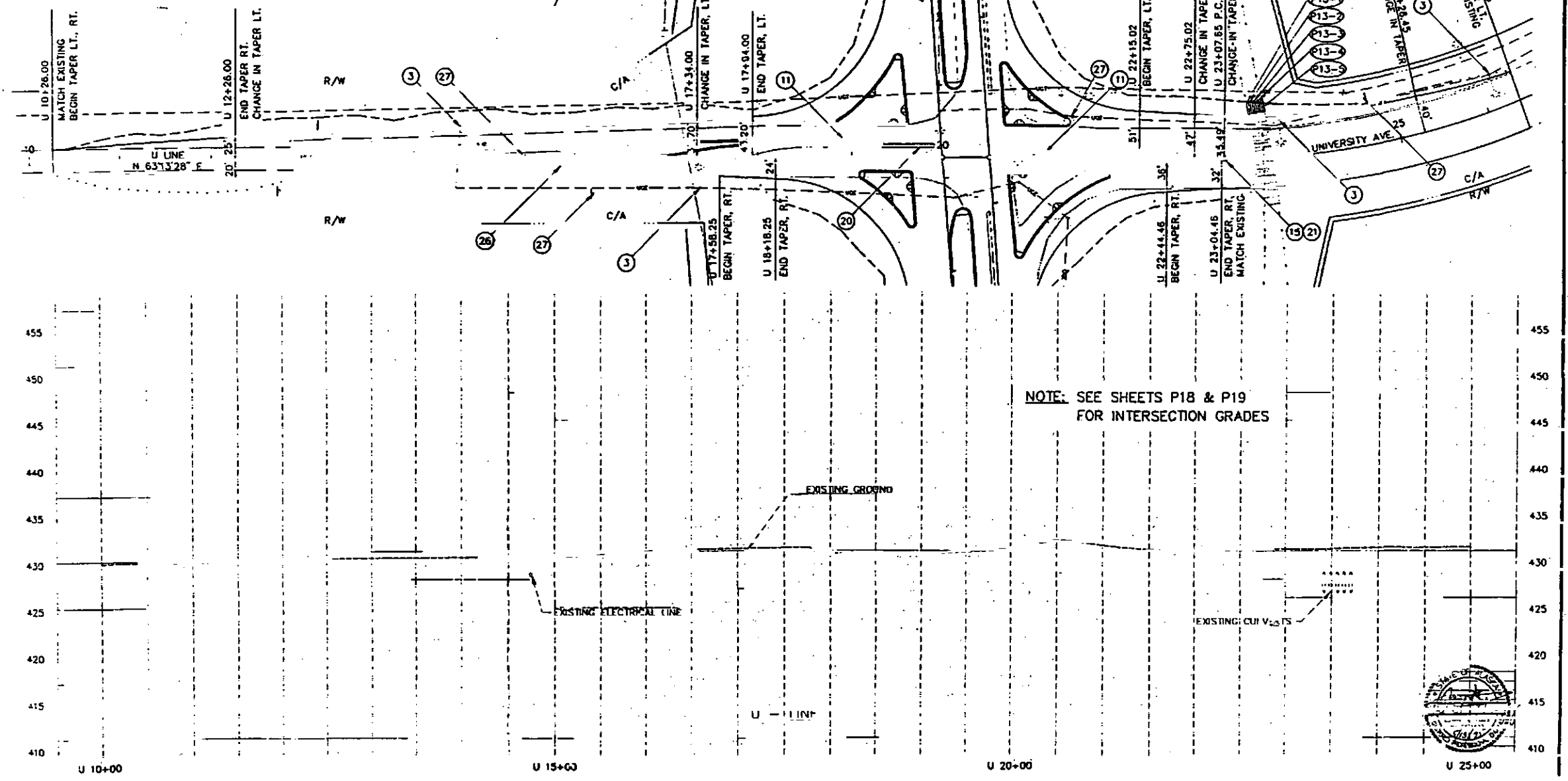
DIR 'II'

- 1. ONE FOOT
- 2. UNITS PER FOOT
- 3. HORIZONTAL CURVE
- 4. VERTICAL CURVE
- 5. GRADE
- 6. ELEVATION
- 7. DISTANCE
- 8. AREA
- 9. VOLUME
- 10. PERCENT
- 11. FEET
- 12. INCHES
- 13. FEET PER MINUTE
- 14. PERCENT PER CENT
- 15. PERCENT PER CENT PER CENT
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NO.	DATE	DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	REV
1	10-18-93	AS-BUILT & CUTTER AND RELATED REVISIONS	ALASKA	NH-IR-1-044-5(11)	1994	P13

Architecture - Engineering
Land Surveying - Planning

P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS	SUPER	TRANSITION LENGTH
U 28+08.06	61°46'33"	6°50'57"	500.41'	901.94'	836.53'	EXISTING	EXISTING



NOTE: SEE SHEETS P18 & P19 FOR INTERSECTION GRADES



I certify that the image contained on this frame was made in the normal and regular course of business on the stated date and is an accurate reproduction of the document submitted under Contract or Purchase Order Number 2980012

OPERATOR LEM CONTRACTOR NAME Microfilm Maint. Sys.

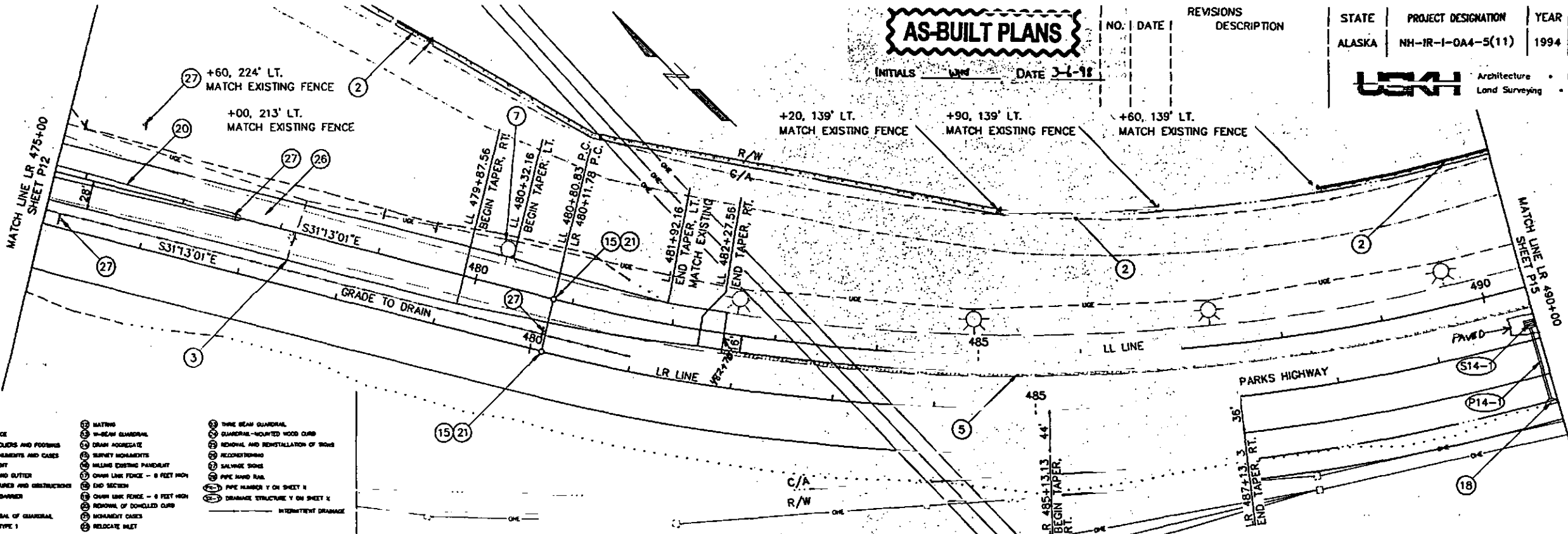
AS-BUILT PLANS

INITIALS LM DATE 3-1-98

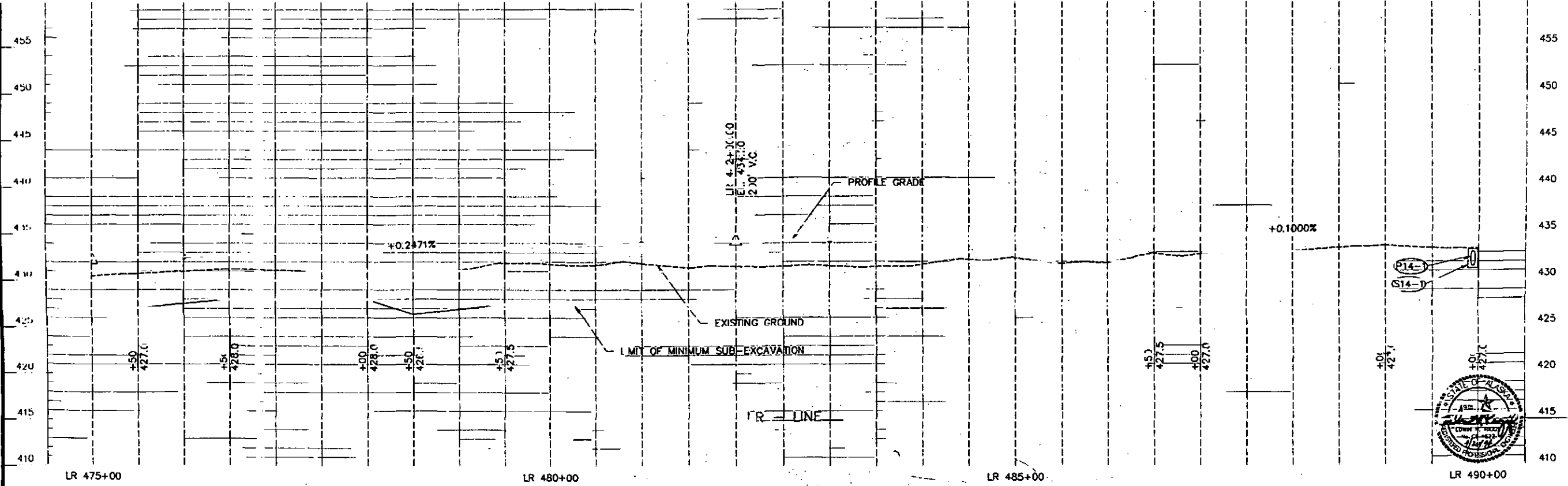
NO.	DATE	DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	P14	129

LMH Architecture • Engineering
Land Surveying • Planning



- | | | |
|--|---|--|
| <ul style="list-style-type: none"> ① LINE MARK ② UNSTRUCTURED FENCE ③ REMOVAL OF ELECTRODES AND FOOTINGS ④ EXISTING MONUMENTS AND CASKS ⑤ REMOVAL OF PAVEMENT ⑥ REMOVAL OF CURB AND GUTTER ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS ⑧ REMOVAL OF CONCRETE BARRIERS ⑨ REMOVAL OF FENCE ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL ⑪ CURB AND GUTTER, TYPE 1 | <ul style="list-style-type: none"> ⑫ MATING ⑬ THREE BEAM GUARDRAIL ⑭ DRAIN AGGREGATE ⑮ SURVEY MONUMENTS ⑯ MILLING EXISTING PAVEMENT ⑰ OVERLINE FENCE - 8 FEET HIGH ⑱ END SECTION ⑲ OVERLINE FENCE - 4 FEET HIGH ⑳ REMOVAL OF DOWNLOADED CURB ㉑ MONUMENT CASES ㉒ RELOCATE INLET | <ul style="list-style-type: none"> ㉓ THREE BEAM GUARDRAIL ㉔ GUARDRAIL-MOUNTED WOOD CURB ㉕ REMOVAL AND REINSTALLATION OF SIGN ㉖ RECONSTRUCTION ㉗ SALVAGE SIGN ㉘ PIPE HAND RAIL ㉙ PIPE HANDBAR Y ON SHEET X ㉚ DRAINAGE STRUCTURE Y ON SHEET X ㉛ INTERMITTENT DRAINAGE |
|--|---|--|



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CURVE TABLE

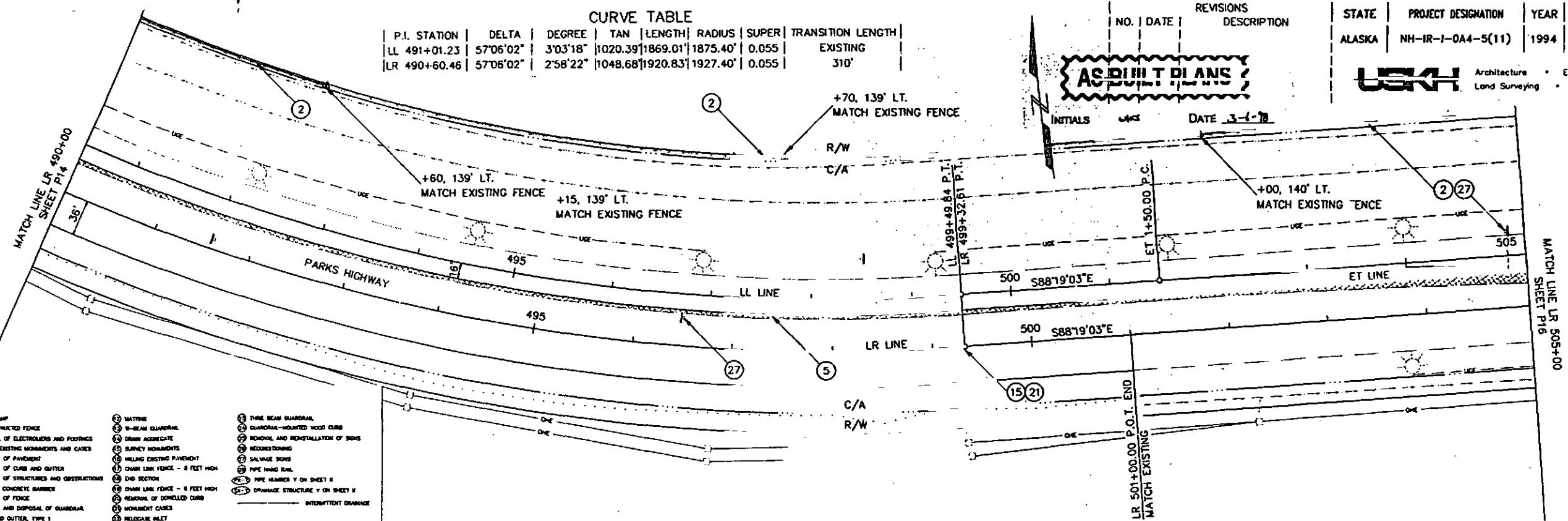
P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS	SUPER	TRANSITION LENGTH
LL 491+01.23	57°06'02"	3°03'18"	1020.39	1869.01	1875.40'	0.055	EXISTING
LR 490+60.46	57°06'02"	2°58'22"	1048.68	1920.83	1927.40'	0.055	310'

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	P15	129

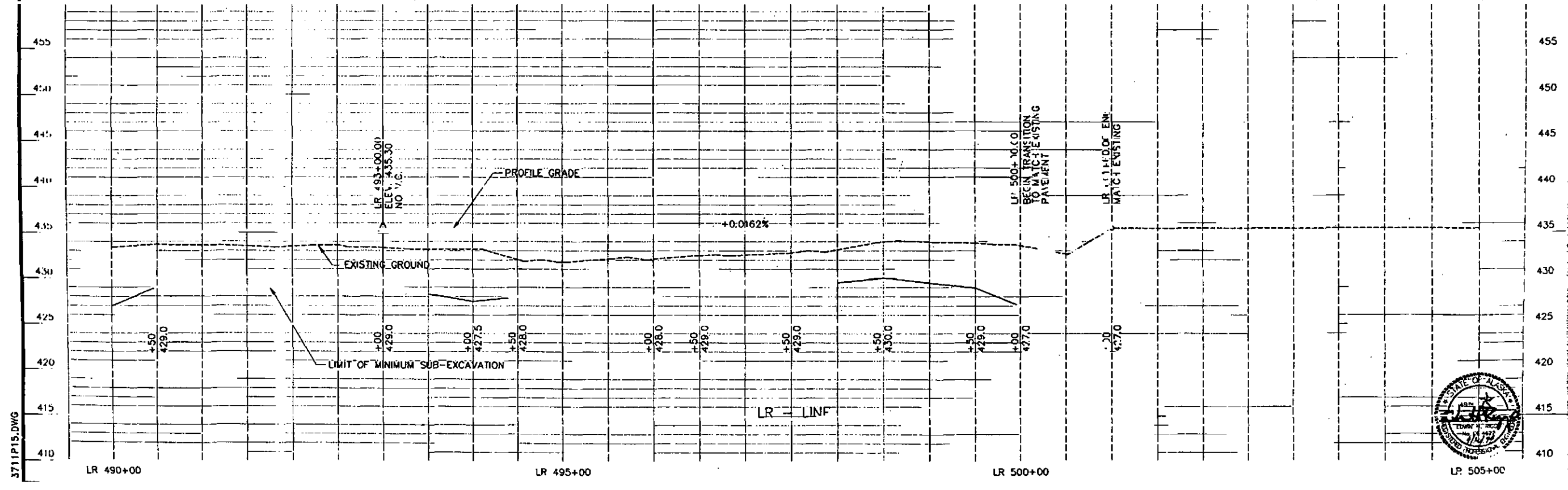
ASPHALT PLANS

US&A Architecture • Engineering
Land Surveying • Planning

INITIALS *WKS* DATE *3-1-78*



- LEGEND**
- ① LINE MARK
 - ② UNADJUSTED FENCE
 - ③ REMOVAL OF ELECTROLERS AND FIXINGS
 - ④ ADJUST EXISTING MONUMENTS AND CASES
 - ⑤ REMOVAL OF PAVEMENT
 - ⑥ REMOVAL OF CURB AND GUTTER
 - ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS
 - ⑧ HARDFIELD CONCRETE BARRIER
 - ⑨ REMOVAL OF FENCE
 - ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL
 - ⑪ CURB AND GUTTER, TYPE 1
 - ⑫ MATING
 - ⑬ 2-BEAM GUARDRAIL
 - ⑭ DRAIN AGGREGATE
 - ⑮ SURVEY MONUMENTS
 - ⑯ MILLING EXISTING PAVEMENT
 - ⑰ CHAIN LINK FENCE - 8 FEET HIGH
 - ⑱ D/D SECTION
 - ⑲ CHAIN LINK FENCE - 6 FEET HIGH
 - ⑳ REMOVAL OF CORNERED CURB
 - ㉑ MONUMENT CASES
 - ㉒ RELOCATE INLET
 - ㉓ 2-BEAM GUARDRAIL
 - ㉔ GUARDRAIL-MOUNTED WOOD CURB
 - ㉕ REMOVAL AND REINSTALLATION OF SIGNS
 - ㉖ RECONSTRUCTION
 - ㉗ SALVAGE SIGNS
 - ㉘ PIPE HAND RAIL
 - ㉙ PIPE HAND RAIL ON SHEET X
 - ㉚ SPRING STRUCTURE Y ON SHEET X
 - INTERRUPTED DRAINAGE



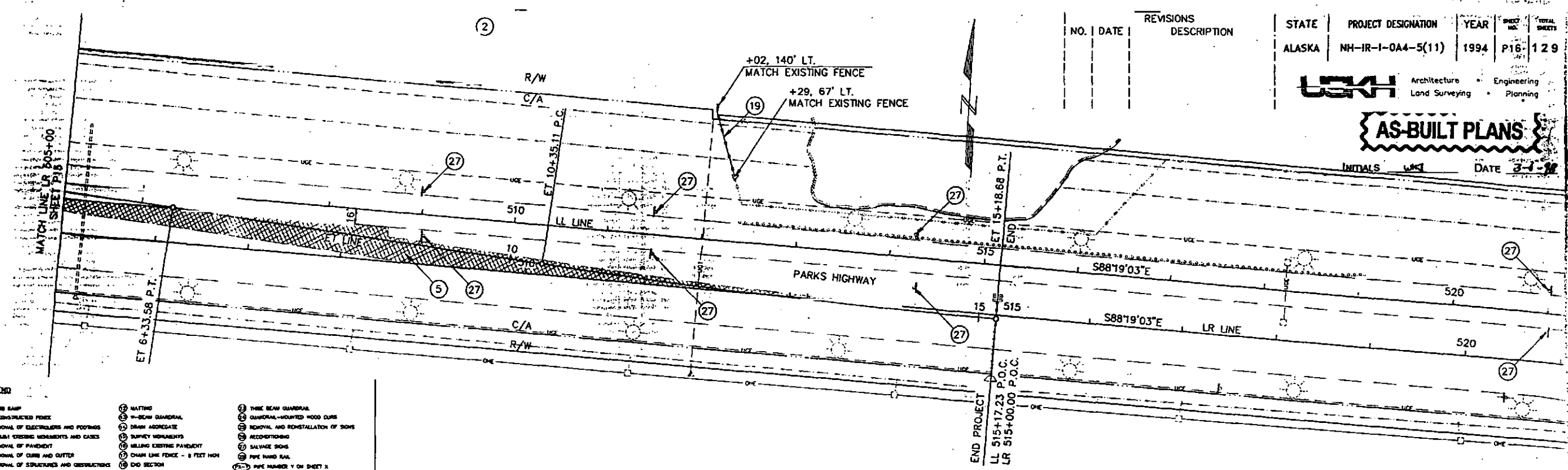
3711P15.DWG

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	P16	129

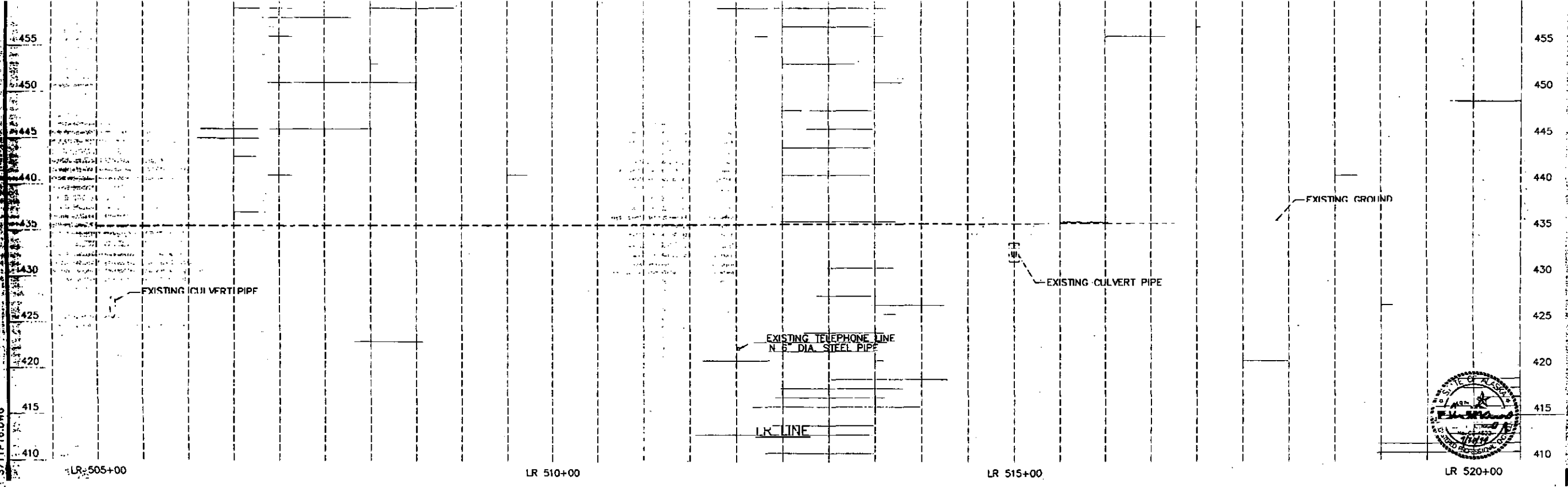

 Architecture Engineering
 Land Surveying Planning

AS-BUILT PLANS

INITIALS *WJ* DATE *3-1-92*



- LEGEND**
- ① CURB RAMP
 - ② RECONSTRUCTED FENCE
 - ③ REMOVAL OF ELECTRICITY AND FOOTINGS
 - ④ REMOVAL OF FANLIGHTS AND CASES
 - ⑤ REMOVAL OF PARADES
 - ⑥ REMOVAL OF CURB AND GUTTER
 - ⑦ REMOVAL OF STRUCTURES AND RESTRICTIONS
 - ⑧ IMPROVED CONCRETE BARRIER
 - ⑨ REMOVAL OF FENCE
 - ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL
 - ⑪ CURB AND GUTTER, TYPE 1
 - ⑫ MATING
 - ⑬ W-BEAM GUARDRAIL
 - ⑭ DRAINAGE
 - ⑮ SAFETY MEMORANDUMS
 - ⑯ CHAIN LINK FENCE - 8 FEET HIGH
 - ⑰ CHAIN LINK FENCE - 6 FEET HIGH
 - ⑱ REMOVAL OF CONCRETE BARRIER
 - ⑲ REMOVAL OF CASES
 - ⑳ RELOCATE SIGN
 - ㉑ TRUSS BEAM GUARDRAIL
 - ㉒ GUARDRAIL-MOUNTED WOOD CURB
 - ㉓ REMOVAL AND REINSTALLATION OF SIGNS
 - ㉔ RECONDITIONING
 - ㉕ SALVAGE SIGNS
 - ㉖ PIPE HANG SIGN
 - ㉗ PIPE NUMBER Y ON SHEET X
 - ㉘ DAMAGE STRUCTURE Y ON SHEET X
 - ㉙ INTERMITTENT DRAINAGE



3711P16.DWG

LR 505+00

LR 510+00

LR 515+00

LR 520+00

LEGEND

- ① CURB RAMP
- ② RECONSTRUCTED FENCE
- ③ REMOVAL OF ELECTRODES AND FOOTINGS
- ④ ADJUST EXISTING MONUMENTS AND CASES
- ⑤ REMOVAL OF PAVEMENT
- ⑥ REMOVAL OF CURB AND CUTTER
- ⑦ REMOVAL OF STRUCTURES AND OBSTRUCTIONS
- ⑧ MOVED CONCRETE BARRIER
- ⑨ REMOVAL OF FENCE
- ⑩ REMOVAL AND DISPOSAL OF GUARDRAIL
- ⑪ CURB AND OUTLET TYPE 1
- ⑫ MATING
- ⑬ 2-BEAM GUARDRAIL
- ⑭ DRAW ADDRESS
- ⑮ SURVEY MONUMENT
- ⑯ PAVEMENT PLANNING
- ⑰ CHAIN LINK FENCE - 6 FEET HIGH
- ⑱ END SECTION
- ⑲ CHAIN LINK FENCE - 4 FEET HIGH
- ⑳ REMOVAL OF CONVEYED CURB
- ㉑ MONUMENT CASES
- ㉒ RELOCATE INLET
- ㉓ THREE BEAM GUARDRAIL
- ㉔ GUARDRAIL-MOUNTED WOOD CURB
- ㉕ REMOVAL AND REINSTALLATION OF SIGN
- ㉖ RECONSTRUCTION
- ㉗ SALVAGE SIGN
- ㉘ PIPE HAND RAIL
- ㉙ PIPE HANDED Y ON SHEET X
- ㉚ WARRAGE STRUCTURE Y ON SHEET X
- ㉛ INTERMEDIATE DRAINAGE

NO.	DATE	REVISIONS DESCRIPTION
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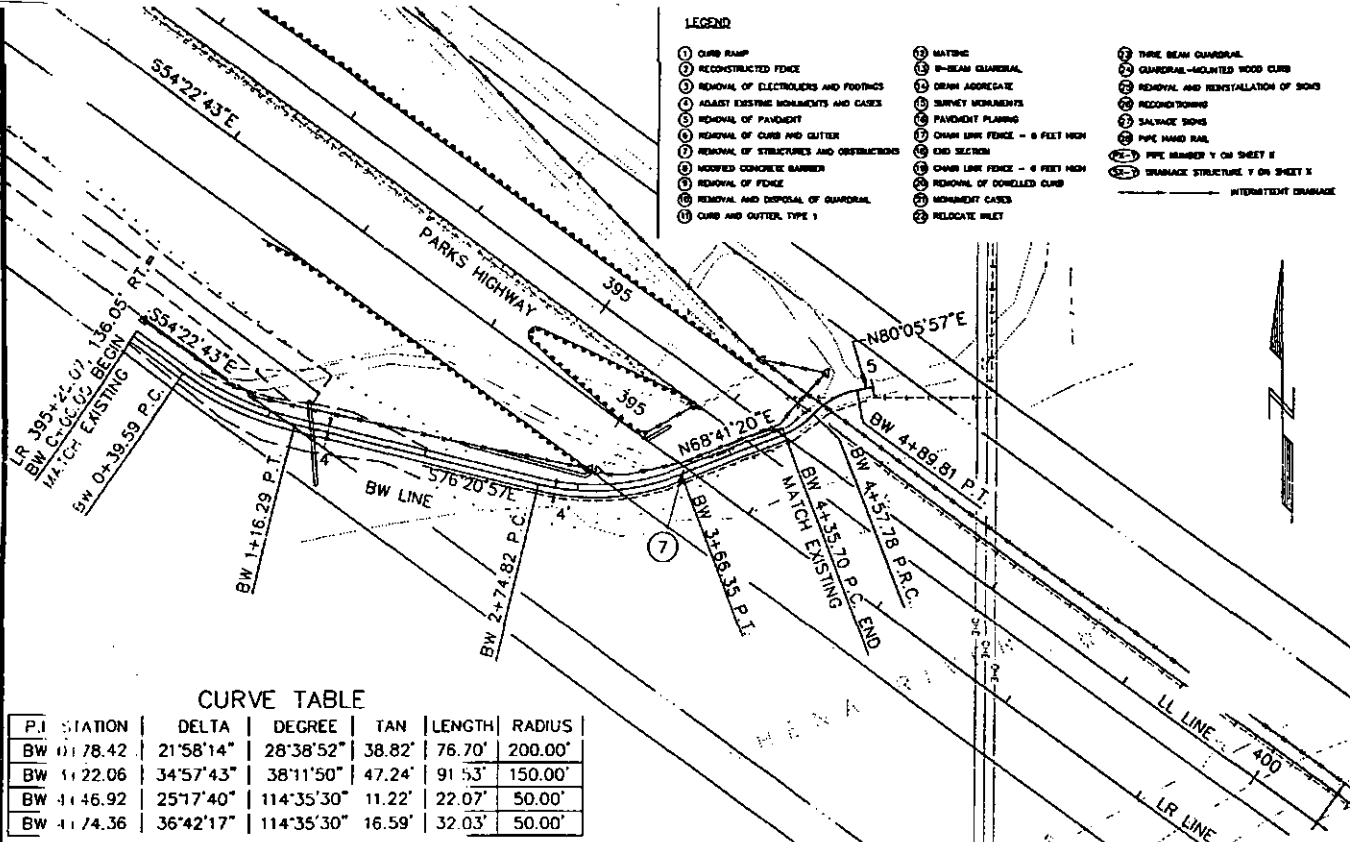
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	P17	129

USKH Architecture • Engineering
Land Surveying • Planning

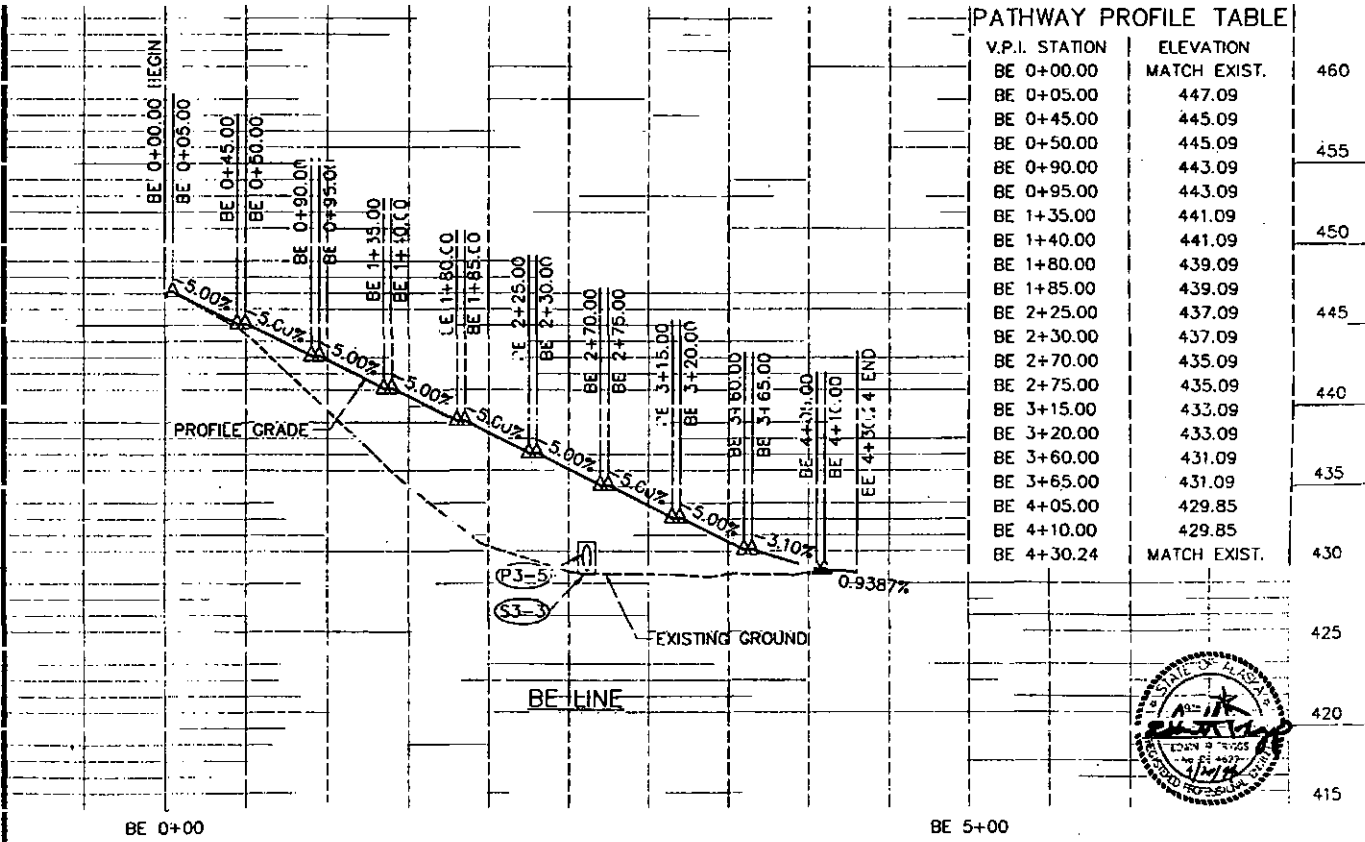
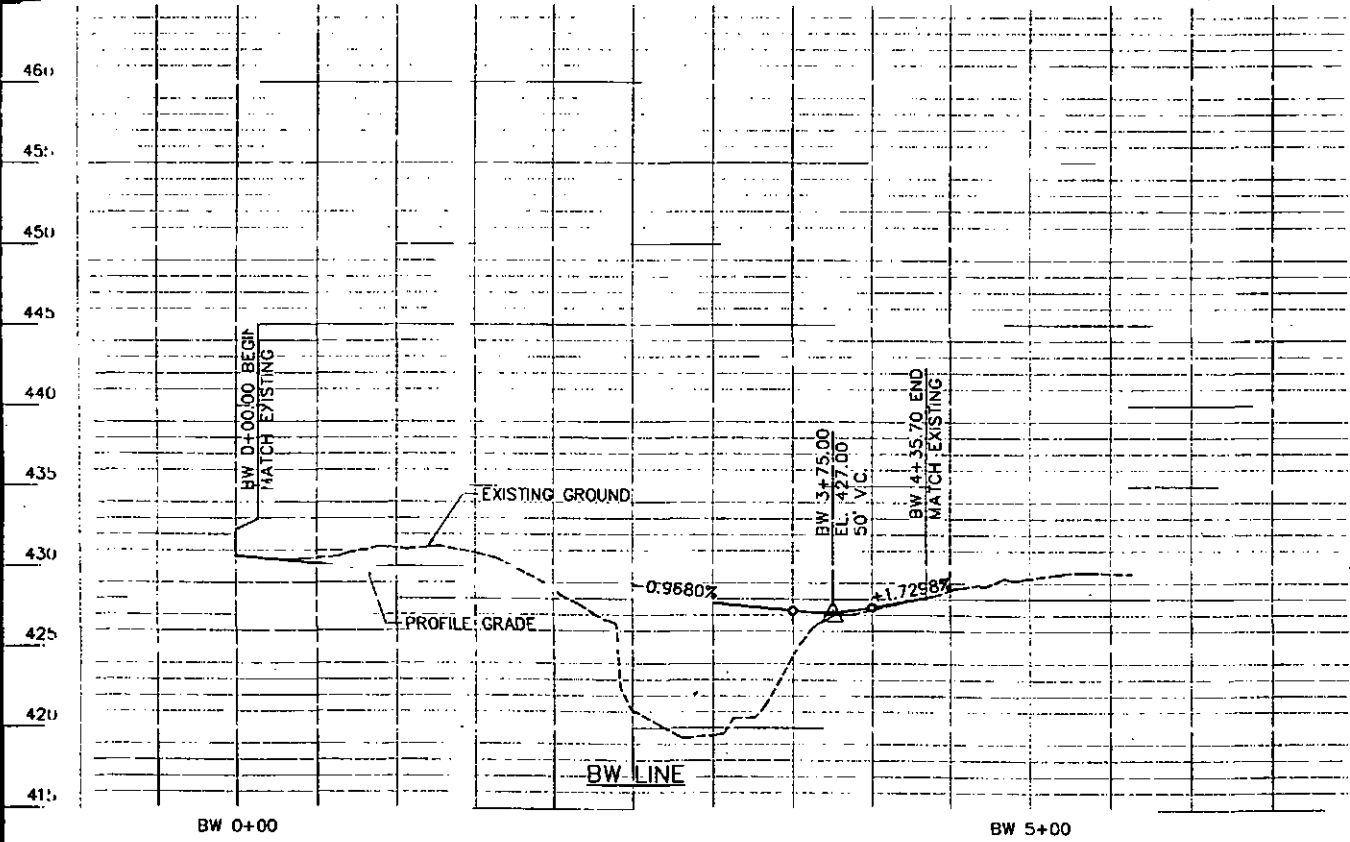
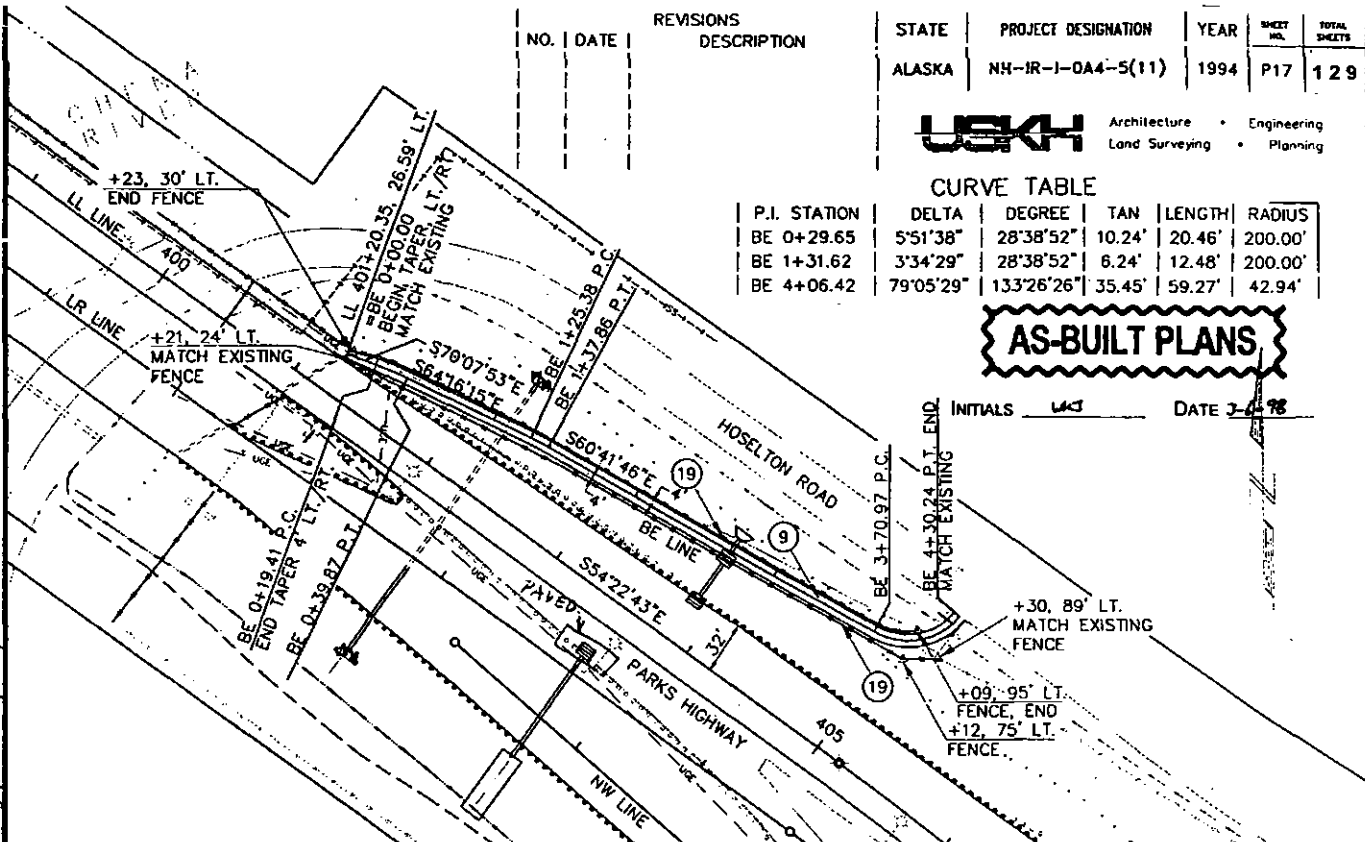
P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS
BE 0+29.65	5°51'38"	28°38'52"	10.24'	20.46'	200.00'
BE 1+31.62	3°34'29"	28°38'52"	6.24'	12.48'	200.00'
BE 4+06.42	79°05'29"	133°26'26"	35.45'	59.27'	42.94'

AS-BUILT PLANS

INITIALS *WJ* DATE 3-18-98



P.I. STATION	DELTA	DEGREE	TAN	LENGTH	RADIUS
BW 0+78.42	21°58'14"	28°38'52"	38.82'	76.70'	200.00'
BW 1+22.06	34°57'43"	38°11'50"	47.24'	91.53'	150.00'
BW 1+46.92	25°17'40"	114°35'30"	11.22'	22.07'	50.00'
BW 1+74.36	36°42'17"	114°35'30"	16.59'	32.03'	50.00'



V.P.I. STATION	ELEVATION
BE 0+00.00	MATCH EXIST. 460
BE 0+05.00	447.09
BE 0+45.00	445.09
BE 0+50.00	445.09
BE 0+90.00	443.09
BE 0+95.00	443.09
BE 1+35.00	441.09
BE 1+40.00	441.09
BE 1+80.00	439.09
BE 1+85.00	439.09
BE 2+25.00	437.09
BE 2+30.00	437.09
BE 2+70.00	435.09
BE 2+75.00	435.09
BE 3+15.00	433.09
BE 3+20.00	433.09
BE 3+60.00	431.09
BE 3+65.00	431.09
BE 4+05.00	429.85
BE 4+10.00	429.85
BE 4+30.24	MATCH EXIST. 430



3711P17.DWG

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	P18	129

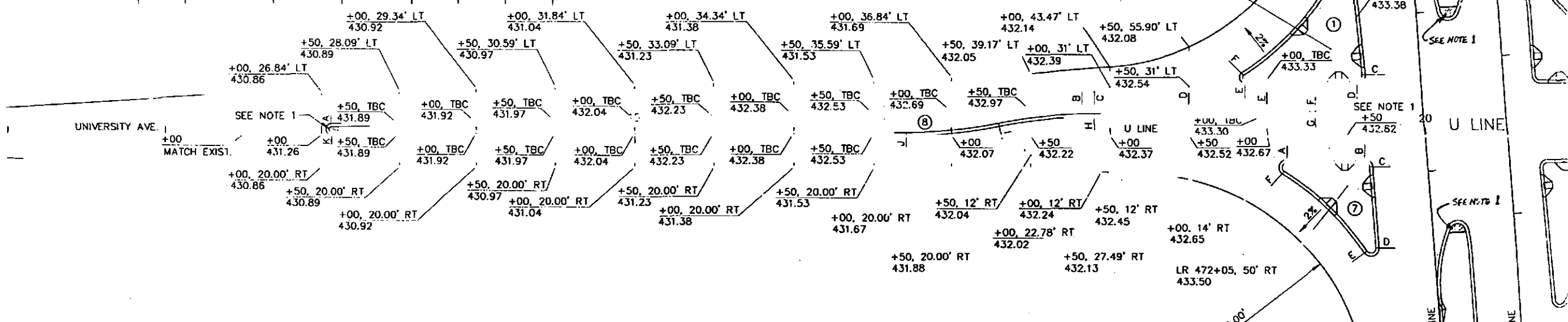
USKH Architecture • Engineering
Land Surveying • Planning

AS-BUILT PLANS

INITIALS WAC DATE 3-1-98

- NOTES:
- SEE SHEET D3 FOR MEDIAN CURB & GUTTER NOSE DETAIL.
 - ALL CURB & GUTTER LAYOUT DATA IS REFERENCED TO TOP BACK OF CURB.
 - ALL CURB & GUTTER IS EXPRESSWAY CURB & GUTTER, SEE SHEET 02.
 - MEDIAN CURB AND GUTTER NOSE ELEVATIONS ARE TO THE TOP OF THE CONCRETE IN THE TRANSITION AREAS, SEE SHEET D3 FOR DETAILS.

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	U 13+06.28	5.00' LT.	431.43	476.36'	N/A	SPILL
B	U 17+82.49	16.90' LT.	433.06	7.62'	305.0'	SPILL
C	U 17+90.11	17.00' LT.	433.08	59.89'	N/A	SPILL
D	U 18+50.00	17.00' LT.	433.20	50.00'	N/A	TRANS.
E	U 19+00.00	17.00' LT.	433.09	30.74'	N/A	STD.
F	U 19+30.75	17.00' LT.	432.87	4.71'	1.5'	TRANS.
G	U 19+30.75	14.00' LT.	433.06	140.63'	N/A	SPILL
H	U 17+90.11	14.00' LT.	433.08	60.50'	302.0'	SPILL
I	U 17+30.02	7.96' LT.	432.88	59.70'	298.0'	SPILL
J	U 16+70.71	2.00' LT.	432.60	364.39'	N/A	SPILL
K	U 13+06.32	2.00' LT.	431.43	4.67'	1.5'	SPILL
A	U 13+06.28	5.00' LT.	431.43			



POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	LR 470+66.35	44.08' RT.	433.61	7.73'	3.0'	TRANS.
B	LR 470+67.80	38.50' RT.	433.42	68.14'	N/A	STD.
C	LR 471+35.91	36.50' RT.	433.32	5.03'	3.0'	TRANS.
D	U 19+57.02	35.50' LT.	433.50	71.10'	N/A	SPILL
E	U 18+85.92	35.50' LT.	433.29	3.85'	1.5'	SPILL
F	U 18+85.11	38.26' LT.	433.29	94.11'	174.5'	SPILL
A	LR 470+66.35	44.08' RT.	433.61			

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	U 19+12.35	16.50' RT.	433.06	49.17'	N/A	STD.
B	U 19+61.52	16.50' RT.	433.23	4.48'	3.0'	STD.
C	LR 471+94.18	36.50' RT.	433.23	51.57'	N/A	STD.
D	LR 472+45.75	36.50' RT.	433.16	7.88'	3.0'	TRANS.
E	LR 472+47.22	42.11' RT.	433.09	73.24'	174.5'	SPILL
F	U 19+10.76	22.04' RT.	433.09	7.75'	3.0'	TRANS.
A	U 19+12.35	16.50' RT.	433.06			



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY

UNIVERSITY AVENUE INTERSECTION
GRADING PLAN

3711P18.DWG

DIR 'II'

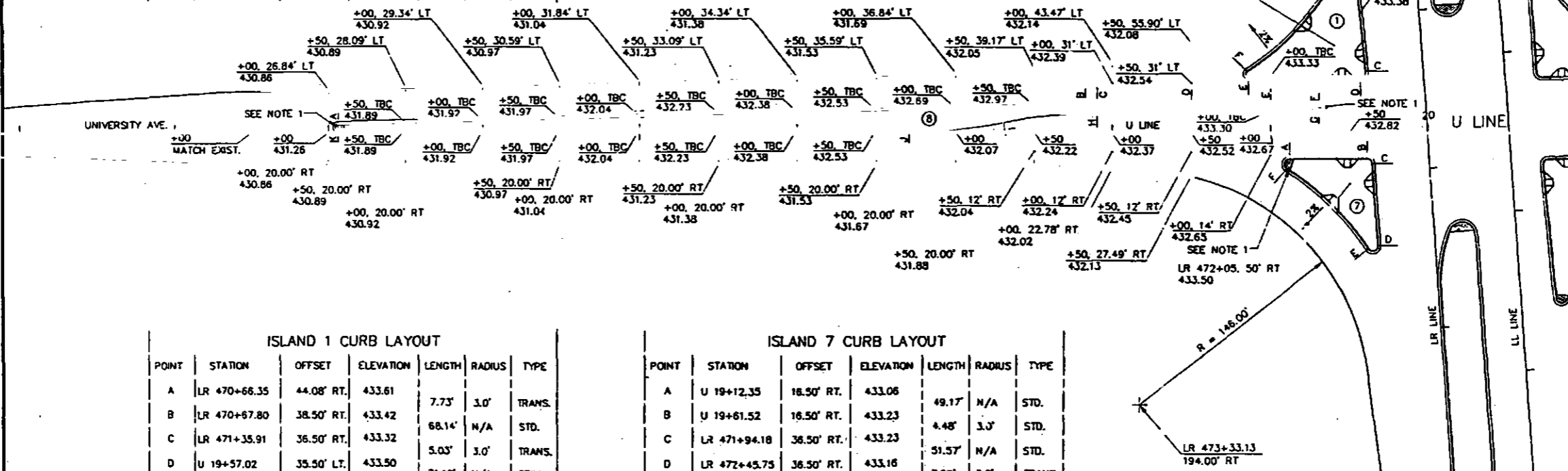
NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	BY	CHK
1	12-18-94	ISSUE FOR CONSTRUCTION	ALASKA	NH-IR-1-044-5(11)	1994	P18	

USHA Architecture Engineering
Land Surveying Planning

- NOTES:
1. CONSTRUCT CURB AND GUTTER NOSE IN ACCORDANCE WITH MEDIAN CURB AND GUTTER NOSE DETAIL ON SHEET D3.
 2. ALL CURB & GUTTER LAYOUT DATA IS REFERENCED TO TOP BACK OF CURB.
 3. ALL CURB & GUTTER IS EXPRESSWAY CURB & GUTTER. SEE SHEET D2.
 4. MEDIAN CURB AND GUTTER NOSE ELEVATIONS ARE TO THE TOP OF THE CONCRETE IN THE TRANSITION AREAS, SEE SHEET D3 FOR DETAILS.

ISLAND 8 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	U 13+06.28	5.00' LT.	431.43	476.36'	N/A	SPILL
B	U 17+82.49	16.90' LT.	433.06	7.62'	305.0'	SPILL
C	U 17+90.11	17.00' LT.	433.08	59.89'	N/A	SPILL
D	U 18+50.00	17.00' LT.	433.20	50.00'	N/A	TRANS.
E	U 19+00.00	17.00' LT.	433.09	30.74'	N/A	STD.
F	U 19+30.75	17.00' LT.	432.87	4.71'	1.5'	TRANS.
G	U 19+30.75	14.00' LT.	433.06	140.63'	N/A	SPILL
H	U 17+90.11	14.00' LT.	433.08	60.50'	302.0'	SPILL
I	U 17+30.02	7.96' LT.	432.88	59.70'	298.0'	SPILL
J	U 16+70.71	2.00' LT.	432.60	364.39'	N/A	SPILL
K	U 13+06.32	2.00' LT.	431.43	4.67'	1.5'	SPILL
A	U 13+06.28	5.00' LT.	431.43			



ISLAND 1 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	LR 470+66.35	44.08' RT.	433.61	7.73'	3.0'	TRANS.
B	LR 470+67.80	38.50' RT.	433.42	68.14'	N/A	STD.
C	LR 471+35.91	36.50' RT.	433.32	5.03'	3.0'	TRANS.
D	U 19+57.02	35.50' LT.	433.50	71.10'	N/A	SPILL
E	U 18+85.92	35.50' LT.	433.29	3.85'	1.5'	SPILL
F	U 18+85.11	38.26' LT.	433.29	94.11'	174.5'	SPILL
A	LR 470+66.35	44.08' RT.	433.61			

ISLAND 7 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	U 19+12.35	18.50' RT.	433.06	49.17'	N/A	STD.
B	U 19+61.52	16.50' RT.	433.23	4.48'	3.0'	STD.
C	LR 471+94.18	36.50' RT.	433.23	51.57'	N/A	STD.
D	LR 472+45.75	36.50' RT.	433.16	7.88'	3.0'	TRANS.
E	LR 472+47.22	42.11' RT.	433.09	73.24'	174.5'	SPILL
F	U 19+10.76	22.04' RT.	433.09	7.75'	3.0'	TRANS.
A	U 19+12.35	18.50' RT.	433.06			

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
PARKS HIGHWAY
UNIVERSITY AVENUE INTERSECTION
GRADING PLAN



11P18.DWG

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OPERATOR LEM CONTRACTOR NAME Microfilm Maint. Sys.

ISLAND 2 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	LL 471+20.75	20.41' RT.	433.60	9.42'	18.0'	STD.
B	LL 471+29.75	18.00' RT.	433.61	42.47'	94.0'	STD.
C	LL 471+70.78	27.43' RT.	433.55	12.67'	5.0'	TRANS.
D	LR 471+00.31	15.13' LT.	433.74	14.60'	94.0'	SPILL
E	LR 470+85.77	14.00' LT.	433.76	35.77'	N/A	SPILL
F	LR 470+50.00	14.00' LT.	433.82	50.00'	N/A	TRANS.
G	LR 470+00.00	14.00' LT.	433.61	76.26'	N/A	STD.
H	LR 469+23.74	14.00' LT.	433.62	9.42'	18.0'	STD.
I	LR 469+14.74	16.41' LT.	433.61			

ISLAND 4 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	U 21+03.17	5.00' LT.	433.04	46.83'	N/A	STD.
B	U 21+50.00	5.00' LT.	433.23	50.00'	N/C	TRANS.
C	U 22+00.00	5.00' LT.	433.27	47.15'	N/C	SPILL
D	U 22+47.15	5.00' LT.	432.79	4.71'	1.5'	SPILL
E	U 22+47.15	2.00' LT.	432.81	143.98'	N/C	SPILL
F	U 21+03.17	2.00' LT.	433.24	4.77'	1.5'	TRANS.
A	U 21+03.17	5.00' LT.	433.04			

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	P19	129

AS-BUILT PLANS

INITIALS WMS DATE 3-1-98

USA Architecture Engineering
Land Surveying Planning

ISLAND 5 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	U 20+76.87	16.50' RT.	433.42	103.71'	N/A	STD.
B	U 21+80.58	16.50' RT.	433.11	4.16'	1.5'	TRANS.
C	U 21+81.13	19.40' RT.	433.31	129.08'	174.5'	SPILL
D	LL 473+57.86	28.08' LT.	433.48	7.74'	3.0'	TRANS.
E	LL 473+56.40	22.50' LT.	433.29	84.18'	N/A	STD.
F	LL 472+72.24	20.50' LT.	433.43	5.02'	3.0'	STD.
A	U 20+76.87	16.50' RT.	433.42			

ISLAND 3 CURB LAYOUT

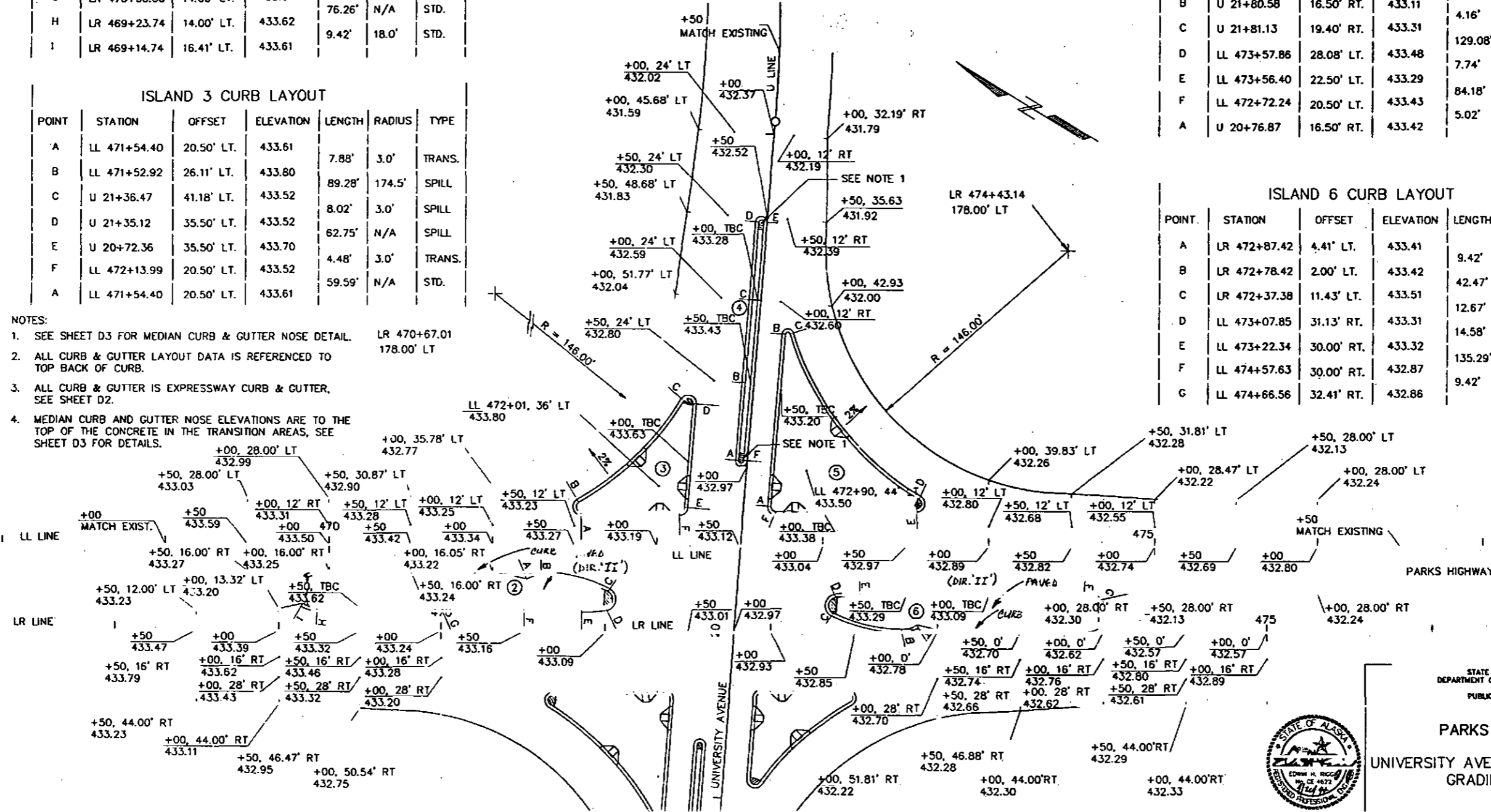
POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	LL 471+54.40	20.50' LT.	433.61	7.88'	3.0'	TRANS.
B	LL 471+52.92	26.11' LT.	433.80	89.28'	174.5'	SPILL
C	U 21+36.47	41.18' LT.	433.52	8.02'	3.0'	SPILL
D	U 21+35.12	35.50' LT.	433.52	62.75'	N/A	SPILL
E	U 20+72.36	35.50' LT.	433.70	4.48'	3.0'	TRANS.
F	LL 472+13.99	20.50' LT.	433.52	59.59'	N/A	STD.
A	LL 471+54.40	20.50' LT.	433.61			

ISLAND 6 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	LR 472+87.42	4.41' LT.	433.41	9.42'	18.0'	SPILL
B	LR 472+78.42	2.00' LT.	433.42	42.47'	94.0'	SPILL
C	LR 472+37.38	11.43' LT.	433.51	12.67'	5.0'	TRANS.
D	LL 473+07.85	31.13' RT.	433.31	14.58'	94.0'	STD.
E	LL 473+22.34	30.00' RT.	433.32	135.29'	N/A	STD.
F	LL 474+57.63	30.00' RT.	432.87	9.42'	18.0'	STD.
G	LL 474+66.56	32.41' RT.	432.86			

NOTES:

- SEE SHEET D3 FOR MEDIAN CURB & GUTTER NOSE DETAIL. LR 470+67.01 178.00' LT
- ALL CURB & GUTTER LAYOUT DATA IS REFERENCED TO TOP BACK OF CURB.
- ALL CURB & GUTTER IS EXPRESSWAY CURB & GUTTER. SEE SHEET D2.
- MEDIAN CURB AND GUTTER NOSE ELEVATIONS ARE TO THE TOP OF THE CONCRETE IN THE TRANSITION AREAS, SEE SHEET D3 FOR DETAILS.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES



PARKS HIGHWAY
UNIVERSITY AVENUE INTERSECTION
GRADING PLAN

3711P19.DWG

DIR 'II'

ISLAND 2 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	LL 469+83.79	20.41' RT.	433.21	9.42'	18.0'	STD.
B	LL 469+92.79	18.00' RT.	433.85	136.95'	N/A	STD.
C	LL 471+29.75	18.00' RT.	433.81	39.36'	94.0'	STD.
D	LL 471+68.06	26.12' RT.	433.57	20.86'	8.0'	TRANS.
E	LR 470+96.39	10.62' LT.	433.72	10.83'	94.0'	SPILL
F	LR 470+85.77	10.00' LT.	433.73	35.77'	N/A	SPILL
G	LR 470+50.00	10.00' LT.	433.78	50.00'	N/A	TRANS.
H	LR 470+00.00	10.00' LT.	433.81	78.28'	N/A	STD.
I	LR 469+23.74	10.00' LT.	433.67	9.42'	18.0'	STD.
J	LR 469+14.74	12.41' LT.	433.24			

ISLAND 3 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	LL 471+54.40	20.50' LT.	433.81	7.88'	3.0'	TRANS.
B	LL 471+52.92	26.11' LT.	433.80	89.28'	174.5'	SPILL
C	U 21+36.47	41.18' LT.	433.52	8.02'	3.0'	SPILL
D	U 21+35.12	35.50' LT.	433.52	62.75'	N/A	SPILL
E	J 20+72.36	35.50' LT.	433.70	4.48'	3.0'	TRANS.
F	LL 472+13.99	20.50' LT.	433.52	59.59'	N/A	STD.
A	LL 471+54.40	20.50' LT.	433.61			

ISLAND 4 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	U 21+03.17	5.00' LT.	433.04	46.63'	N/A	STD.
B	U 21+50.00	5.00' LT.	433.23	50.00'	N/C	TRANS.
C	U 22+00.00	5.00' LT.	433.27	47.15'	N/C	SPILL
D	U 22+47.15	5.00' LT.	432.79	4.71'	1.5'	SPILL
E	U 22+47.15	2.00' LT.	432.81	143.98'	N/C	SPILL
F	U 21+03.17	2.00' LT.	433.24	4.77'	1.5'	TRANS.
A	U 21+03.17	5.00' LT.	433.04			

REVISIONS

NO.	DATE	DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	REV.	BY
1	5-18-98	K. J. HARRIS & LITTLE AND RELATED REVISIONS	ALASKA	NH-IR-1-044-5(11)	1994	P19	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

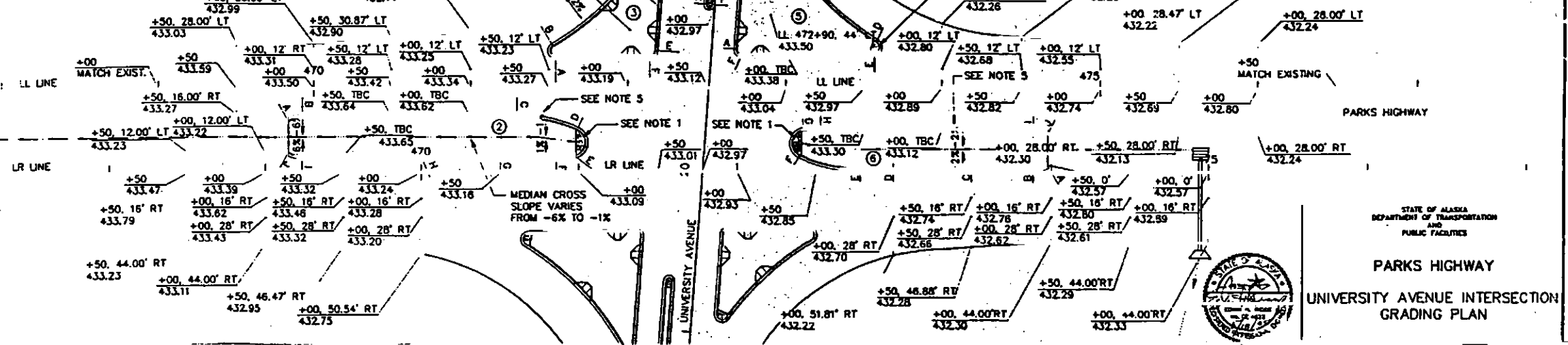
ISLAND 5 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	U 20+78.87	16.50' RT.	433.42	103.71'	N/A	STD.
B	J 21+80.58	18.50' RT.	433.11	4.16'	1.5'	TRANS.
C	J 21+81.13	19.40' RT.	433.31	129.08'	174.5'	SPILL
D	J 473+57.88	28.08' LT.	433.48	7.74'	3.0'	TRANS.
E	J 473+56.40	22.50' LT.	433.29	84.18'	N/A	STD.
F	J 472+72.24	20.50' LT.	433.43	5.02'	3.0'	STD.
A	J 20+78.87	16.50' RT.	433.42			

ISLAND 6 CURB LAYOUT

POINT	STATION	OFFSET	ELEVATION	LENGTH	RADIUS	TYPE
A	JR 473+97.50	4.41' LT.	432.81	9.42'	18.0'	STD.
B	JR 473+88.50	2.00' LT.	433.04	37.50'	N/A	STD.
C	JR 473+50.00	2.00' LT.	433.10	50.00'	N/A	TRANS.
D	JR 473+00.00	2.00' LT.	433.38	21.58'	N/A	SPILL
E	JR 472+78.42	2.00' LT.	433.41	39.37'	94.0'	SPILL
F	JR 472+40.19	10.13' LT.	433.49	20.86'	8.0'	TRANS.
G	JL 473+11.58	26.62' RT.	433.35	10.78'	94.0'	STD.
H	LL 473+22.34	28.00' RT.	433.34	135.29'	N/A	STD.
I	LL 474+57.63	28.00' RT.	432.92	9.42'	18.0'	STD.
J	LL 474+88.56	28.41' RT.	432.45			

- NOTES:
- CONSTRUCT CURB AND GUTTER NOSE IN ACCORDANCE WITH MEDIAN CURB AND GUTTER NOSE DETAIL ON SHEET D3.
 - ALL CURB & GUTTER LAYOUT DATA IS REFERENCED TO TOP BACK OF CURB.
 - ALL CURB & GUTTER IS EXPRESSWAY CURB & GUTTER. SEE SHEET D2.
 - MEDIAN CURB AND GUTTER NOSE ELEVATIONS ARE TO THE TOP OF THE CONCRETE IN THE TRANSITION AREAS. SEE SHEET D3 FOR DETAILS.
 - SLOPE MEDIAN PAVEMENT TO DRAIN TOWARD MEDIAN AT INDICATED SLOPE RATES.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PARKS HIGHWAY
UNIVERSITY AVENUE INTERSECTION
GRADING PLAN

I certify that the image contained on this frame was made in the normal and regular course of business on the stated date and is an accurate reproduction of the document submitted under Contract or Purchase Order Number 2980012

OPERATOR: LEM
DATE: 6-5-98
SUPERVISOR: Lynda Richards

CONTRACTOR NAME: Microfilm Host Sys.

LEGEND:

- ① END CONSTRUCTION G20-2 (60" X 24")
- ② ROAD CONSTRUCTION NEXT 2 MILES G20-1 (60" X 36")
- ③ NOT USED
- ④ ROAD CONSTRUCTION AHEAD CW20-1F (48" X 48")

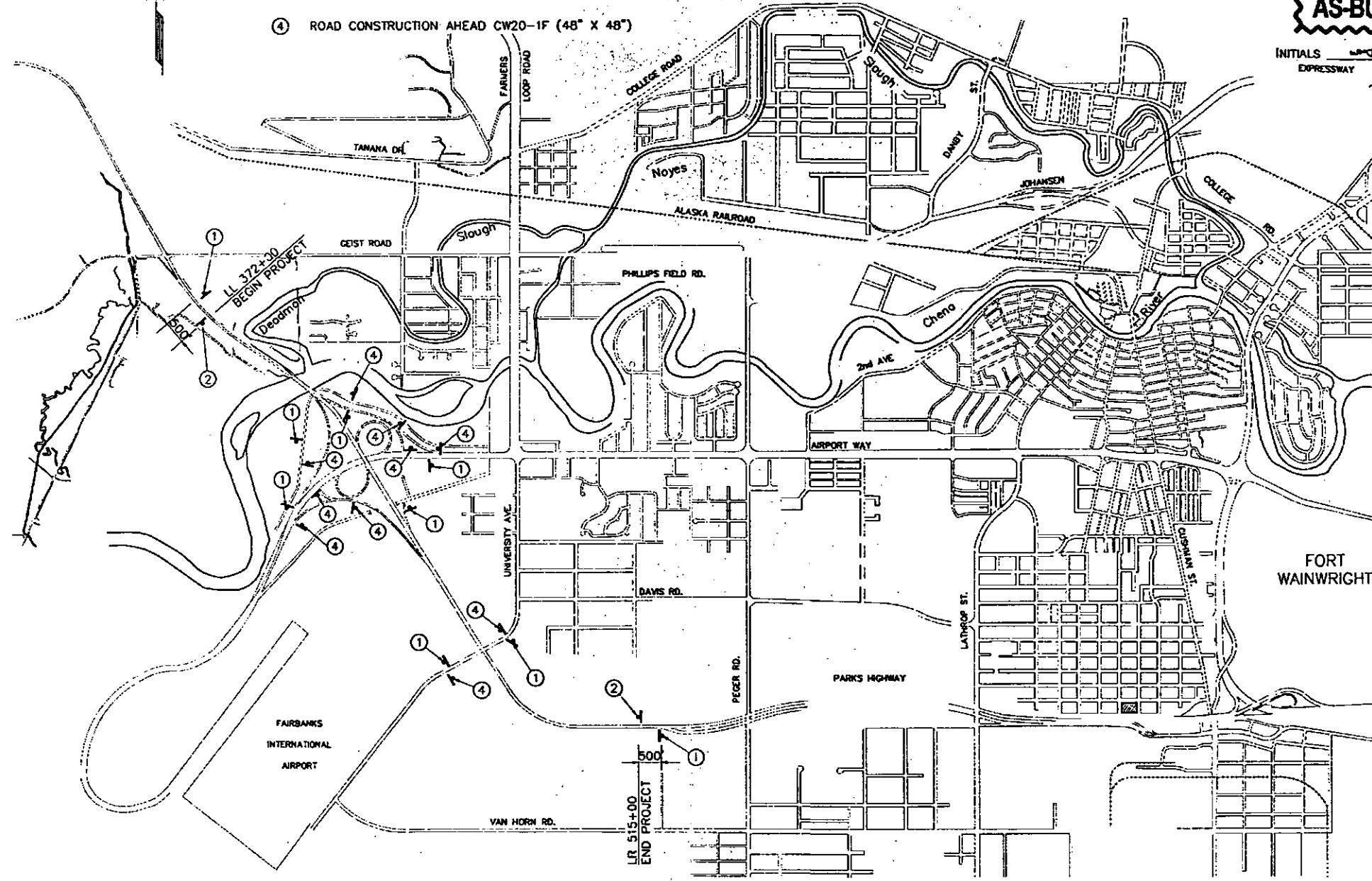
NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	TC1	129

USKH Architecture • Engineering
Land Surveying • Planning

AS-BUILT PLANS

INITIALS *[Signature]* DATE 3-12-98
EXPRESSWAY



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
PERMANENT CONSTRUCTION
SIGNING PLAN

3711TC01.DWG

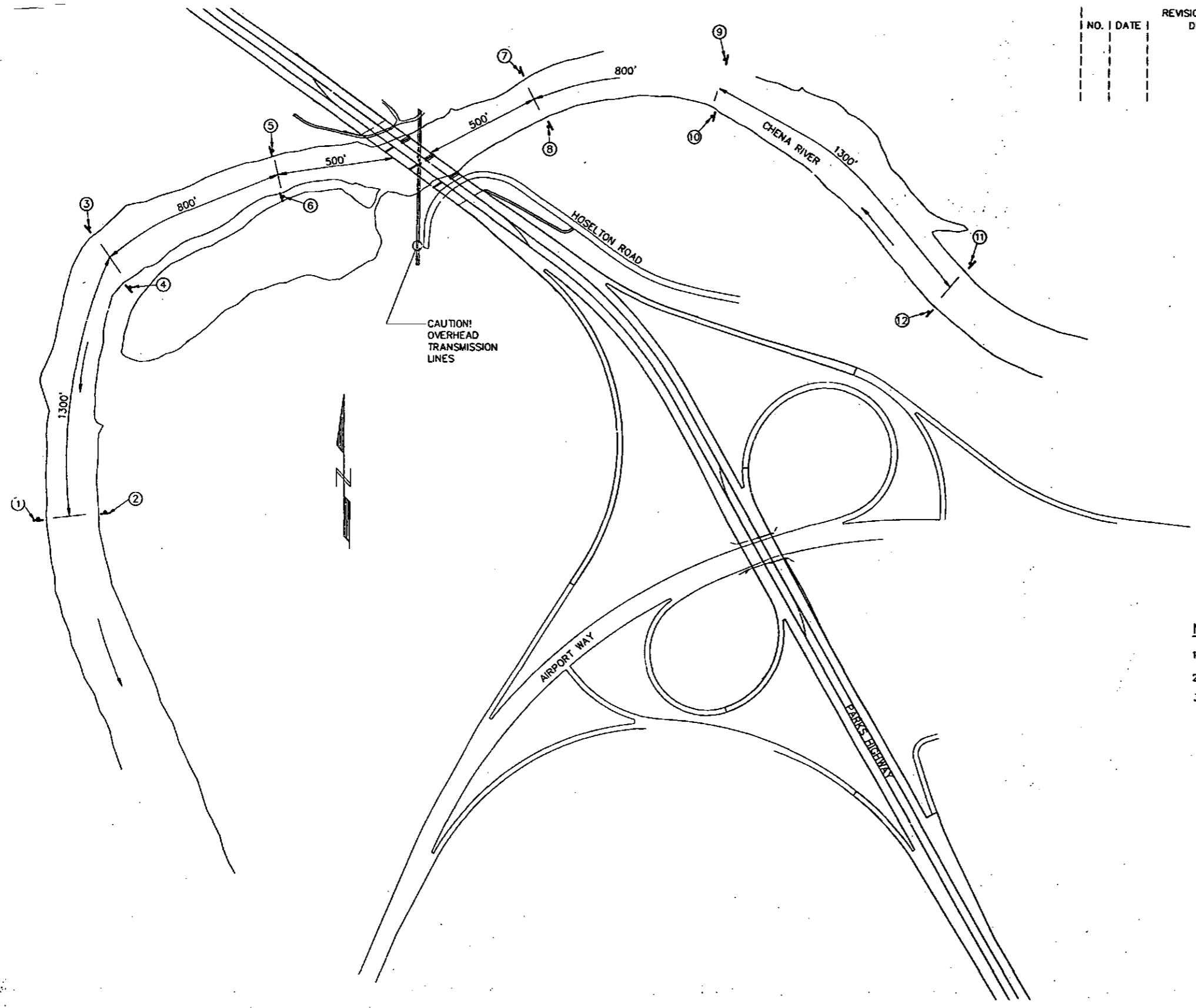
NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	TC2	129

USNH Architecture • Engineering
Land Surveying • Planning

AS-BUILT PLANS

INITIALS WJS DATE 3-16-98



NOTES:

1. ALL SIGNS SHALL BE PLACED AT THE HIGH WATER MARK.
2. PLACEMENT OF SIGNS SHALL BE DIRECTED BY THE ENGINEER.
3. SIGNS PLACED ALONG THE RIVER SHALL BE PAID FOR UNDER ITEM 643(3), PERMANENT CONSTRUCTION SIGNS.

3711TC02.DWG



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
CHENA RIVER
NAVIGATION CONTROL PLAN

NAVIGATION SIGN SUMMARY

SHEET NO.	POST NO.	CODE	LEGEND	SIZE (IN.)	AREA (S.F.)	REMARKS
TC2	1	G20-5	CAUTION BRIDGE CONSTRUCTION 1/2 MILE AHEAD BE PREPARED TO STOP	132 X 54	49.50	
TC2	2	G20-5	CAUTION BRIDGE CONSTRUCTION 1/2 MILE AHEAD BE PREPARED TO STOP	132 X 54	49.50	
TC2	3	G20-5	CAUTION BRIDGE CONSTRUCTION 1/4 MILE AHEAD BE PREPARED TO STOP	132 X 54	49.50	
TC2	4	G20-5	CAUTION BRIDGE CONSTRUCTION 1/4 MILE AHEAD BE PREPARED TO STOP	132 X 54	49.50	
TC2	5	CW20-MOD	BRIDGE CONSTRUCTION 500 FT.	48 X 48	16.00	
TC2	6	CW20-MOD	BRIDGE CONSTRUCTION 500 FT.	48 X 48	16.00	
TC2	7	CW20-MOD	BRIDGE CONSTRUCTION 500 FT.	48 X 48	16.00	
TC2	8	CW20-MOD	BRIDGE CONSTRUCTION 500 FT.	48 X 48	16.00	
TC2	9	G20-5	CAUTION BRIDGE CONSTRUCTION 1/4 MILE AHEAD BE PREPARED TO STOP	132 X 54	49.50	
TC2	10	G20-5	CAUTION BRIDGE CONSTRUCTION 1/4 MILE AHEAD BE PREPARED TO STOP	132 X 54	49.50	
TC2	11	G20-5	CAUTION BRIDGE CONSTRUCTION 1/2 MILE AHEAD BE PREPARED TO STOP	132 X 54	49.50	
TC2	12	G20-5	CAUTION BRIDGE CONSTRUCTION 1/2 MILE AHEAD BE PREPARED TO STOP	132 X 54	49.50	

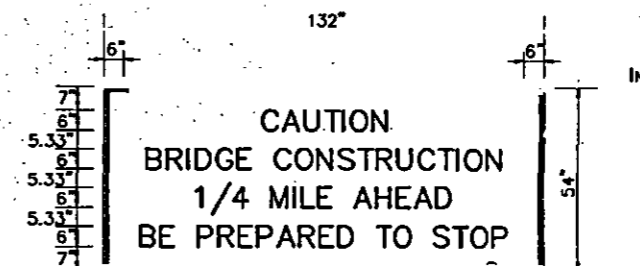
NO. DATE REVISIONS DESCRIPTION

STATE PROJECT DESIGNATION YEAR SHEET NO. TOTAL SHEETS
ALASKA NH-IR-1-0A4-5(11) 1994 TC3 129

USK Architecture • Engineering
Land Surveying • Planning

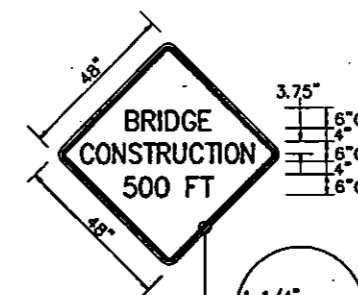
AS-BUILT PLANS

INITIALS **WJT** DATE **3-22-99**



LEGEND-----BLACK
BACKGROUND-----ORANGE
6" UC, SERIES E
CORNER RADIUS 2.25"

G20-5 SIGN
(MESSAGE VARIES)



LEGEND-----BLACK
BACKGROUND-----ORANGE
7" UC, SERIES C
CORNER RADIUS 3"

CW20-MOD SIGN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
CHENA RIVER NAVIGATION
CONTROL SIGN SUMMARY



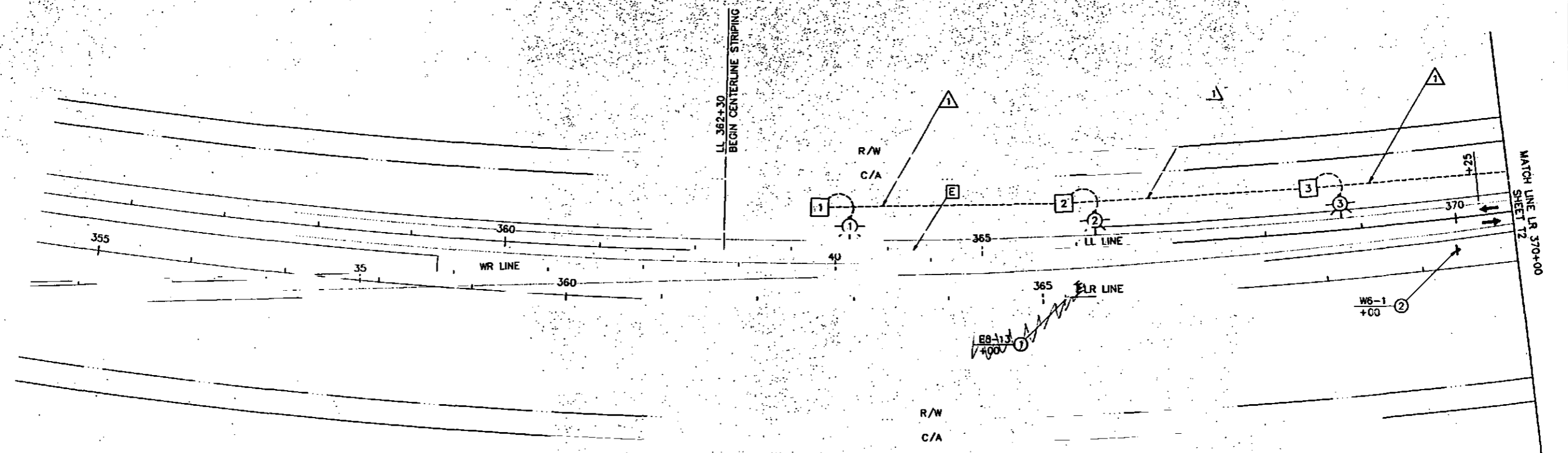
AS-BUILT PLANS

INITIALS: W-3 DATE: 3-9-98

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T1	129

W-3 Architecture • Engineering
Land Surveying • Planning



ALL CONDUITS @ 30" DEPTH

STRIPING LEGEND

E 4" DOUBLE SOLID YELLOW

← STRAIGHT-AHEAD ARROW

LIGHTING SYSTEM

△ 1-3c #8, W-1, 2" RMC (ILLUMINATION)

THIS LEGEND APPLIES ONLY TO THIS SHEET

NOTE:
STATIONING SHOWN FOR BEGIN CENTERLINE STRIPING AT STA. LL 362+30 IS APPROXIMATE. THE ACTUAL LOCATION SHALL MATCH EXISTING DOUBLE-YELLOW STRIPING AS DIRECTED BY THE ENGINEER.
(DIR. 'JJJ')
METHYL METHACRYLATE FOR LANE LINES, EDGE LINES AND CENTERLINES SHALL HAVE A MINIMUM THICKNESS OF 60 MILS +/- 5 MILS.

CHIKAT ELECTRICAL CONSTRUCTION
107 E. DAULING RD.
ANCHORAGE, ALASKA 99518
AS-BUILT DRAWING

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES



PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 355+00 TO LR 370+00

371101.DWG

64959

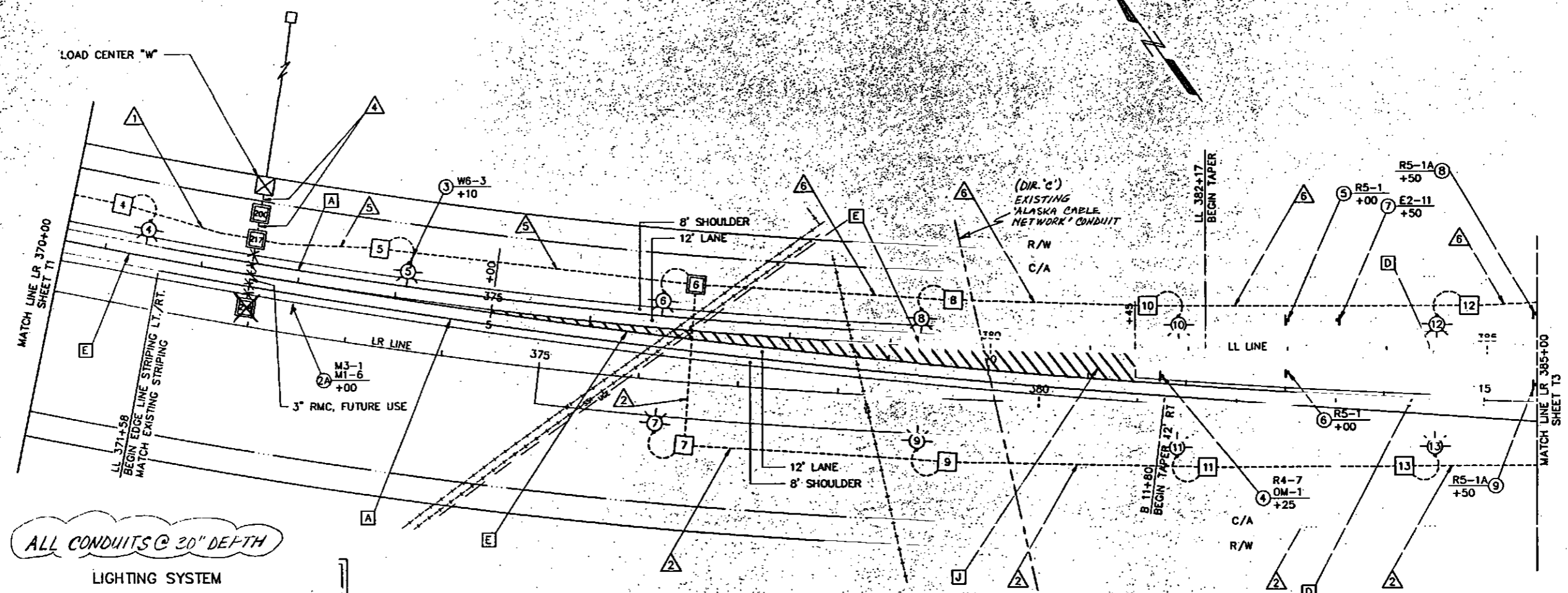
AS-BUILT PLANS

INITIALS: **WJ** DATE: **3-3-98**

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T2	129

Architecture • Engineering
Land Surveying • Planning



ALL CONDUITS @ 30" DEPTH

LIGHTING SYSTEM

- 1-3c #8; W-1, 2" RMC (ILLUMINATION)
- 2-3c #8; W-2, 2" RMC (ILLUMINATION)
- 3-3c #8; W-1, W-2, 2" RMC (ILLUMINATION)
- 4-3c #8; W-1, (ILLUMINATION)
- 1-3c #8; W-2, (ILLUMINATION)
- 1-3c #6; (TRAFFIC COUNT SYSTEM)
- 3.1/2" RMC
- 5-3c #8; W-1, (ILLUMINATION)
- 1-3c #8; W-2, (ILLUMINATION)
- 1-3c #6; (TRAFFIC COUNT SYSTEM)
- 3" RMC
- 6-3c #8; W-1, (ILLUMINATION)
- 1-3c #6; (TRAFFIC COUNT SYSTEM)
- 2" RMC

STRIPING LEGEND

- A 4" SOLID WHITE
- D 4" SOLID YELLOW
- E 4" DOUBLE SOLID YELLOW
- J 18" SOLID YELLOW

THIS LEGEND APPLIES ONLY TO THIS SHEET



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 370+00 TO LR 385+00

3711T02.DWG

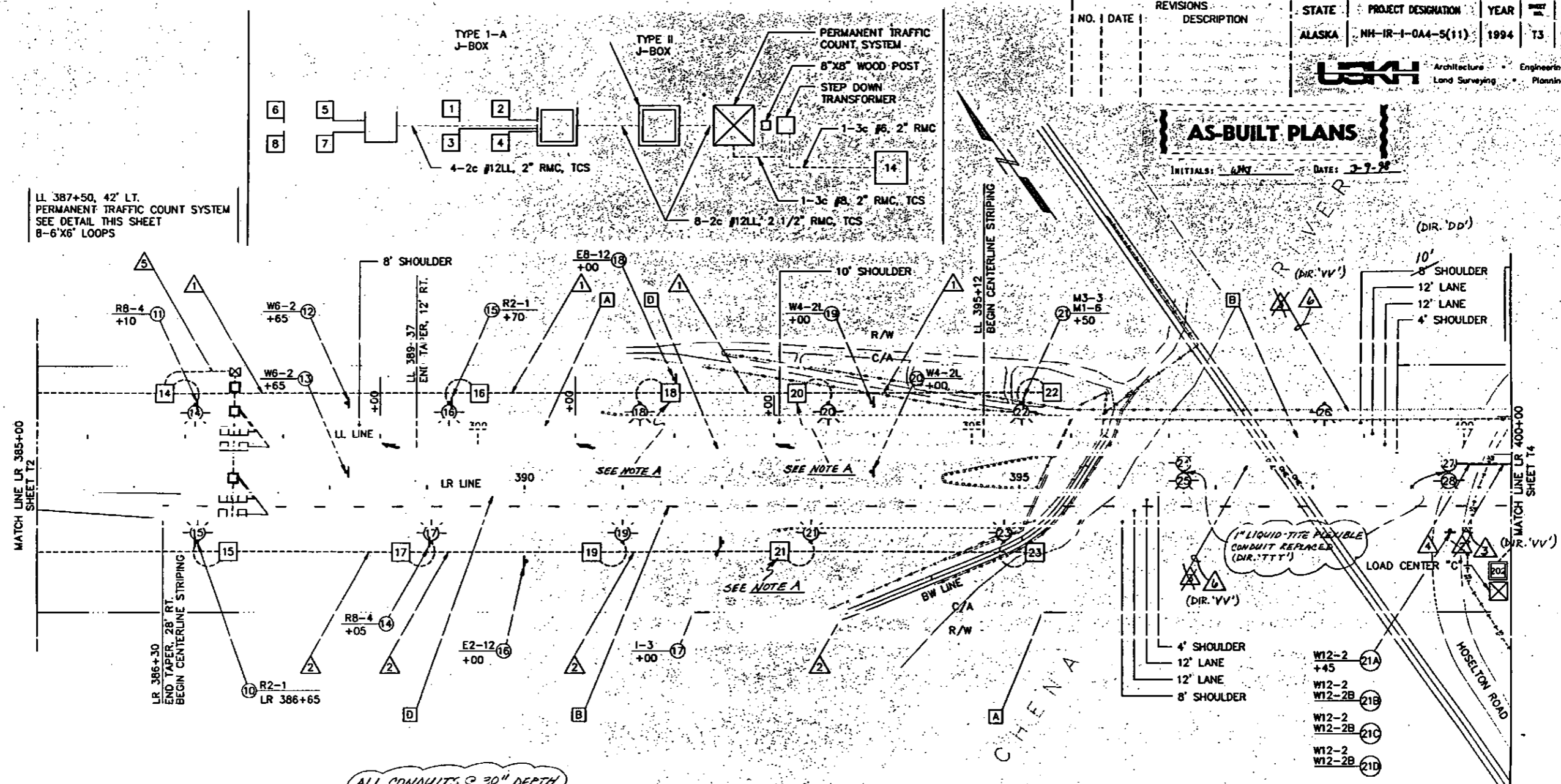
NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	T3	129

Architecture Engineering
Land Surveying Planning

AS-BUILT PLANS

INITIALS: *AMV* DATE: *2-9-94*

LL 387+50, 42' LT.
PERMANENT TRAFFIC COUNT SYSTEM
SEE DETAIL THIS SHEET
8-6'X6' LOOPS



STRIPING LEGEND

A	4" SOLID WHITE
B	4" BROKEN WHITE (10':30')
D	4" SOLID YELLOW
	LANE-DROP ARROW

LIGHTING SYSTEM

ALL CONDUITS @ 30" DEPTH

1	1-3c #8; W-1, 2" RMC (ILLUMINATION)
2	1-3c #8; W-2, 2" RMC (ILLUMINATION)
3	2-1c #8; C-2, EXIST. 2" RMC BRIDGE (ILLUMINATION) REMOVE THE EXISTING CONDUCTOR AND RELACE WITH NEW CONDUCTOR
4	TIE INTO EXISTING BRIDGE 2" RMC.
5	1-3c #6; 2" RMC (TRAFFIC COUNT SYSTEM)
6	THIS LEGEND APPLIES ONLY TO THIS SHEET 2-1c #8; C-1; EXIST. 2" RMC BRIDGE (ILLUMINATION). REMOVE EXISTING CONDUCTOR AND REPLACE WITH NEW CONDUCTOR (DIR. 'VV')

NOTE A: J-BOX INSTALLED BETWEEN GUARDRAIL & POLE BASE (2'-6" FROM POLE BASE)



SEE SIGN SUMMARY FOR LOCATION OF SIGNS 21B, 21C & 21D

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
PARKS HIGHWAY 4-LANE
SIGNING, STRIPING AND ILLUMINATION
LR 385+00 TO LR 400+00

3711103.DWG

ALL CONDUITS @ 30" DEPTH

LIGHTING SYSTEM

- ▲ 1-3c #8; C-1, 2" RMC (ILLUMINATION)
- ▲ 1-3c #8; C-2, 2" RMC (ILLUMINATION)
- ▲ 1-3c #8; C-2, & 1-3c #6; C-1, 2" RMC (ILLUMINATION)
- ▲ 2-1c #8; C-1, EXIST. 2" RMC BRIDGE (ILLUMINATION)
- ▲ TIE INTO EXISTING BRIDGE 2" RMC

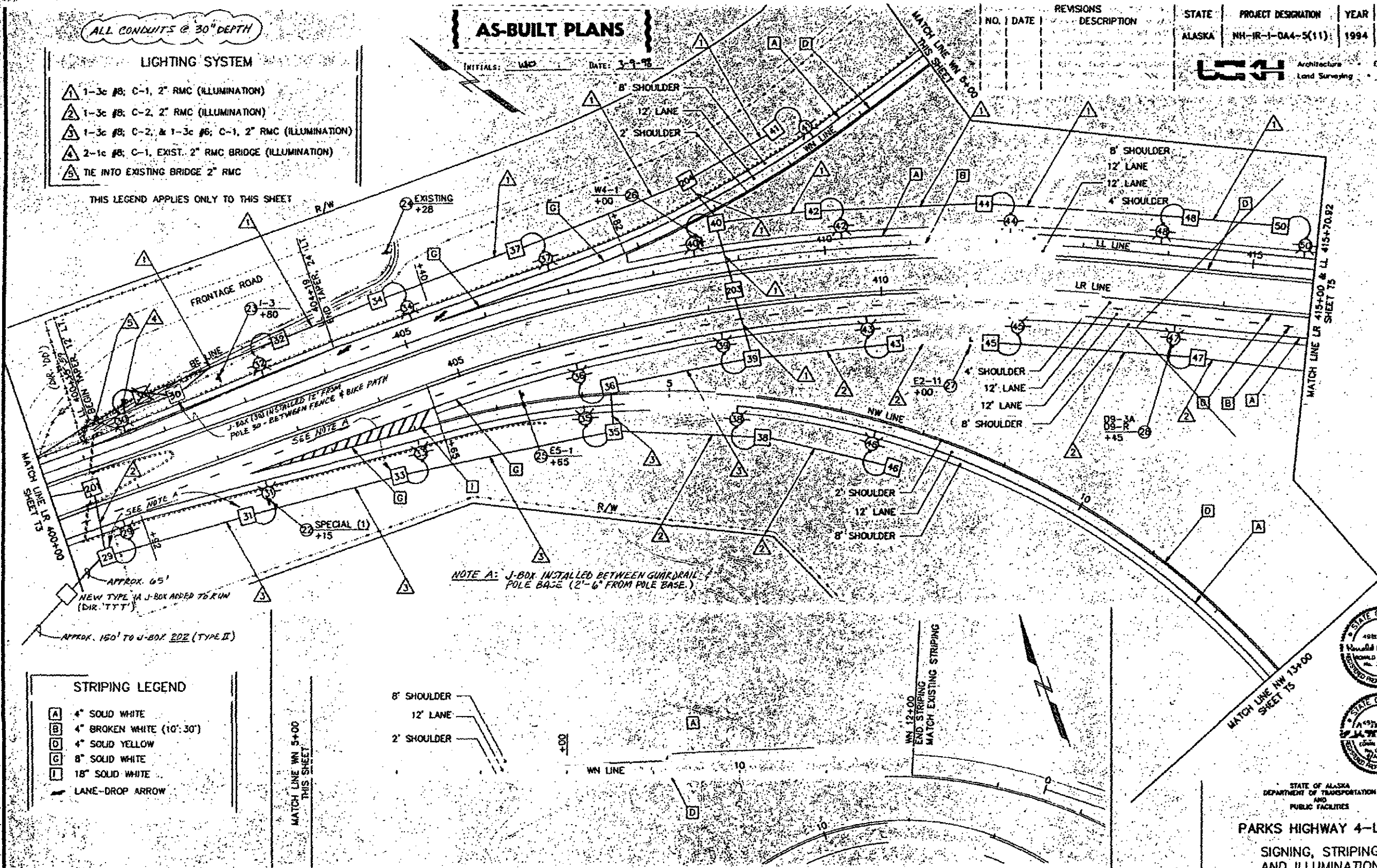
THIS LEGEND APPLIES ONLY TO THIS SHEET

AS-BUILT PLANS

INITIALS: *WMD* DATE: 3-9-98

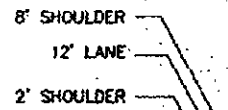
NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	14	129

LSH Architecture Engineering
Land Surveying Planning



STRIPING LEGEND

- A 4" SOLID WHITE
- B 4" BROKEN WHITE (10'-30')
- C 4" SOLID YELLOW
- D 8" SOLID WHITE
- E 18" SOLID WHITE
- LANE-DROP ARROW

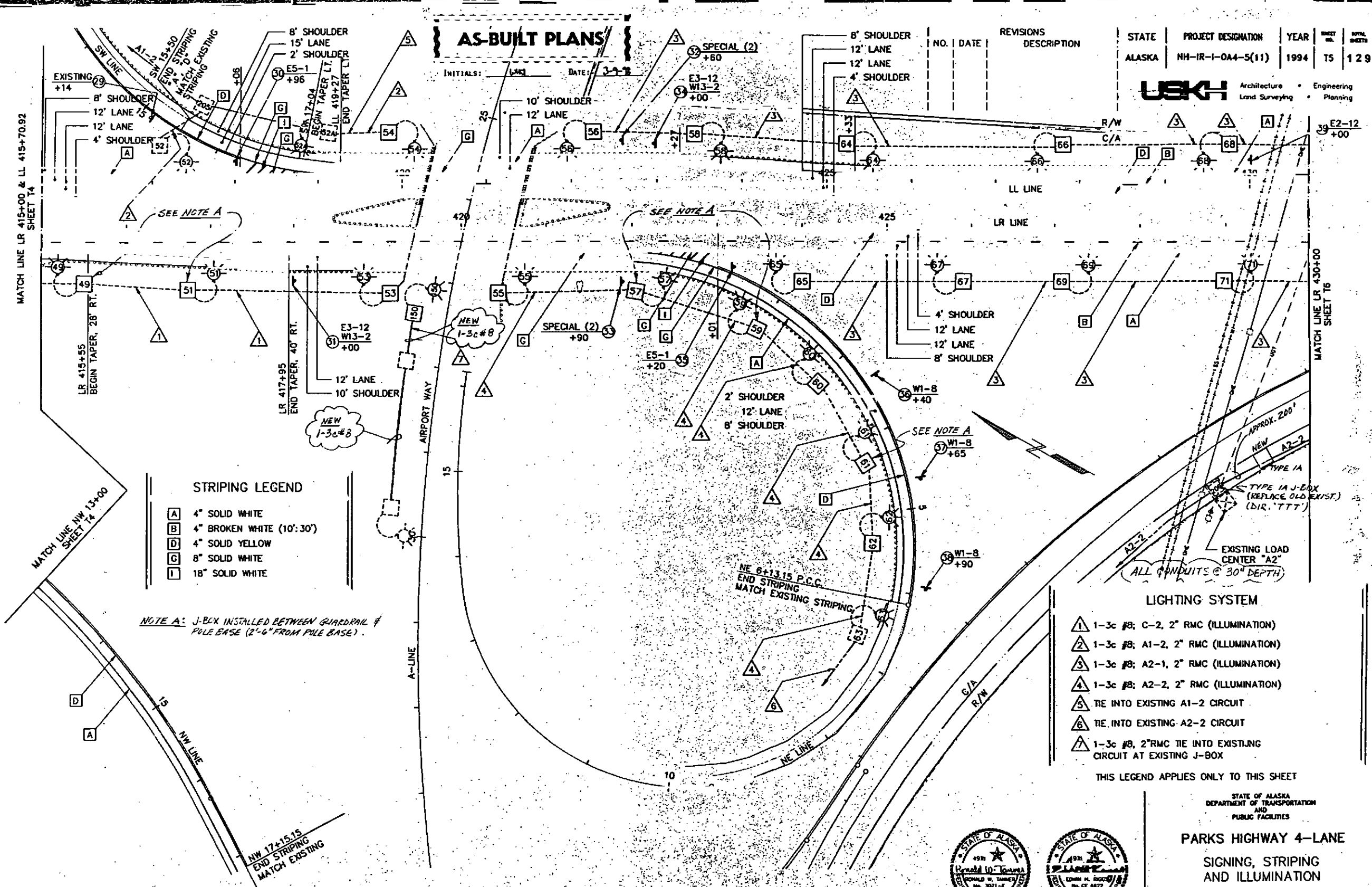


MATCH LINE WN 5+00
THIS SHEET



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
**PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 400+00 TO LR 415+00**

3711TOS.DWG



AS-BUILT PLANS

INITIALS: [Signature] DATE: 3-9-78

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T5	129

USK Architecture • Engineering
Land Surveying • Planning

STRIPING LEGEND

- A 4" SOLID WHITE
- B 4" BROKEN WHITE (10':30')
- C 4" SOLID YELLOW
- D 8" SOLID WHITE
- E 18" SOLID WHITE

NOTE A: J-BOX INSTALLED BETWEEN GUARDRAIL & POLE BASE (2'-6" FROM POLE BASE).

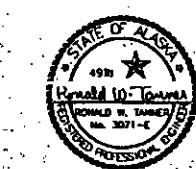
LIGHTING SYSTEM

- 1 1-3c #8; C-2, 2" RMC (ILLUMINATION)
- 2 1-3c #8; A1-2, 2" RMC (ILLUMINATION)
- 3 1-3c #8; A2-1, 2" RMC (ILLUMINATION)
- 4 1-3c #8; A2-2, 2" RMC (ILLUMINATION)
- 5 TIE INTO EXISTING A1-2 CIRCUIT
- 6 TIE INTO EXISTING A2-2 CIRCUIT
- 7 1-3c #8, 2" RMC TIE INTO EXISTING CIRCUIT AT EXISTING J-BOX

THIS LEGEND APPLIES ONLY TO THIS SHEET

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 415+00 TO LR 430+00



STRIPING LEGEND

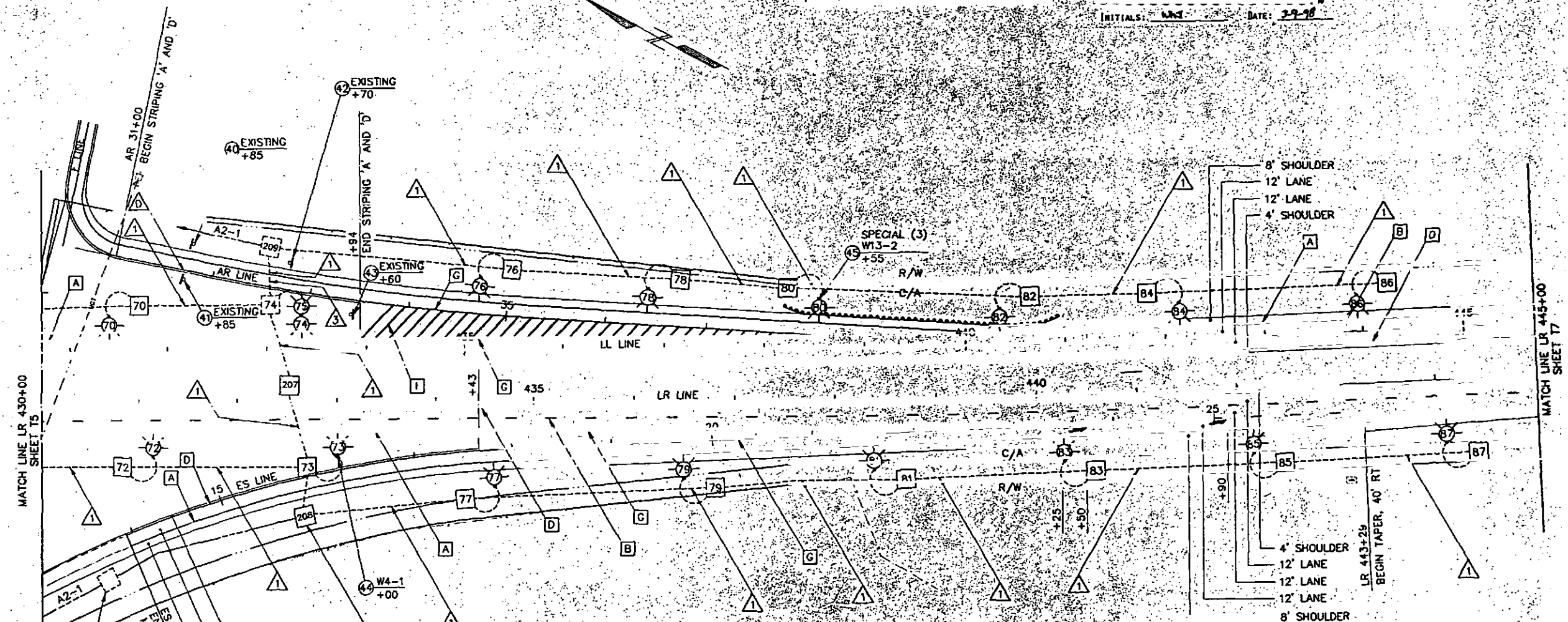
- A 4" SOLID WHITE
- B 4" BROKEN WHITE (10:30')
- D 4" SOLID YELLOW
- G 8" SOLID WHITE
- I 18" SOLID WHITE
- LANE-DROP-ARROW

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	T6	129

USKH Architecture Engineering
Land Surveying Planning

AS-BUILT PLANS

INITIALS: WNT DATE: 3-9-98



ALL CONDUITS @ 30" DEPTH

LIGHTING SYSTEM

- 1 1-3c #8; A2-1, 2" RMC (ILLUMINATION)
- 2 TIE INTO EXISTING 2" CONDUIT AND CIRCUIT A2-1
- 3 REMOVE THE EXISTING CONDUCTOR AND REPLACE WITH NEW CONDUCTOR

THIS LEGEND APPLIES ONLY TO THIS SHEET.

TO "A2" LOAD CENTER
LOCATE INTERMITTENT TYPE I-A
JUNCTION BOXES IN THE FIELD, AND
SPACE THE J-BOXES AT A
MAXIMUM SPACING OF 200'



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 430+00 TO LR 445+00

3711108.DWG

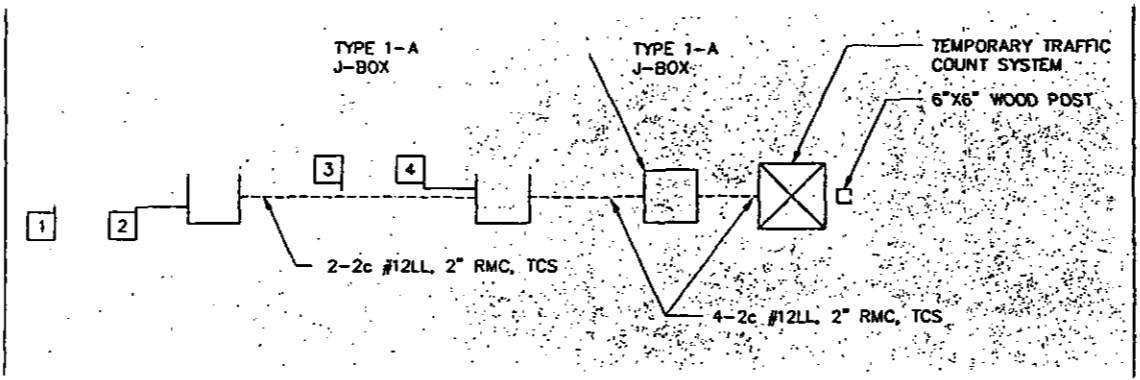
64959

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	17	129

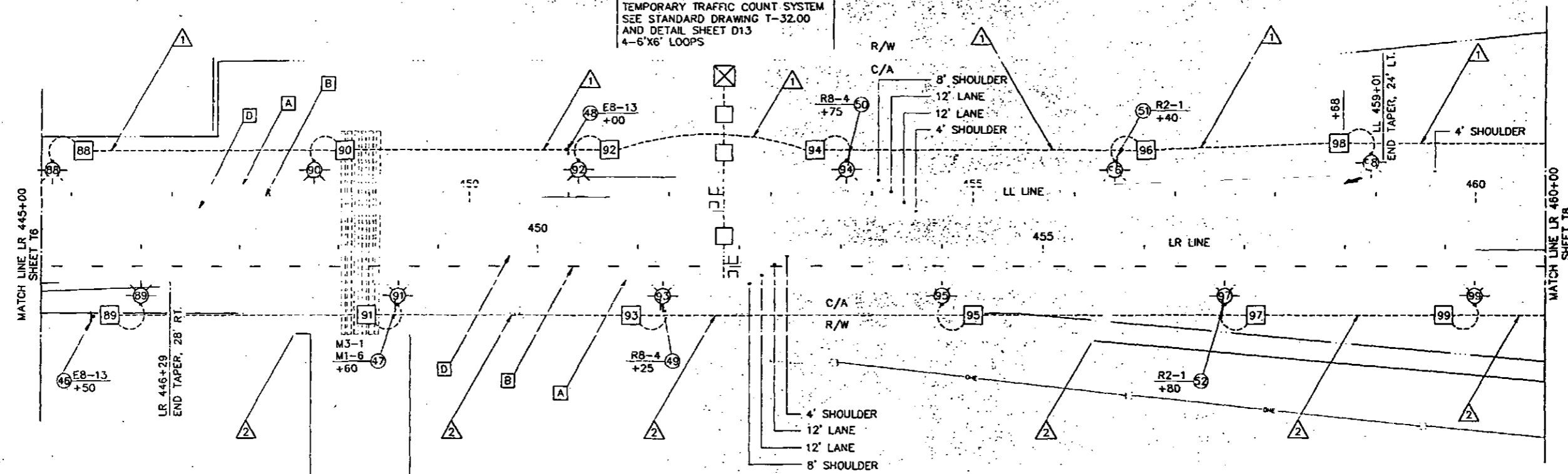
USKH Architecture • Engineering
Land Surveying • Planning

AS-BUILT PLANS

INITIALS LMC DATE 3-9-98



LL 452+50, 42' LT.
TEMPORARY TRAFFIC COUNT SYSTEM
SEE STANDARD DRAWING T-32.00
AND DETAIL SHEET D13
4-6' x 6' LOOPS



STRIPING LEGEND

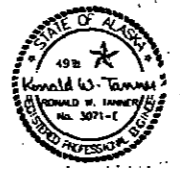
A 4" SOLID WHITE
B 4" BROKEN WHITE (10':30")
D 4" SOLID YELLOW
LANE-DROP ARROW

ALL CONDUITS @ 30" DEPTH

LIGHTING SYSTEM

1 1-3c #8; U-1, 2" RMC (ILLUMINATION)
2 1-3c #8; U-4, 2" RMC (ILLUMINATION)

THIS LEGEND APPLIES ONLY TO THIS SHEET



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

**PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 445+00 TO LR 460+00**

371107.DWG

I certify that the work contained on this plan was made to the usual and regular course of business on the stated date and that it is a true and correct reproduction of the original as shown to the client on the stated date.

DATE 6-5-98 SUPERVISOR [Signature]

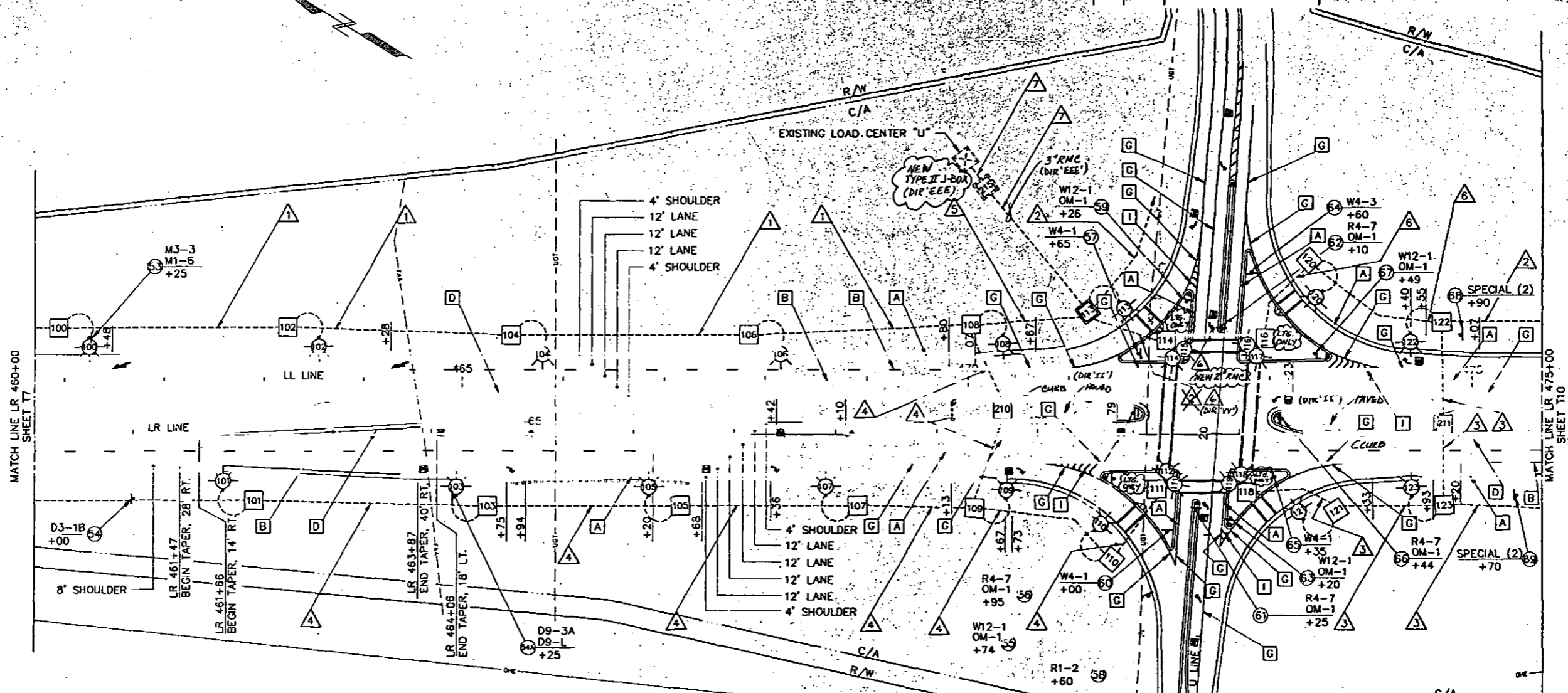
64959

AS-BUILT PLANS

INITIALS: **WCS** DATE: **3-9-78**

NO.	DATE	DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
1	5-14-95	CURB & GUTTER, AND RELATED REVISIONS	ALASKA	NH-JR-I-0A4-5(11)	1994	78	129

USM Architecture • Engineering • Land Surveying • Planning



STRIPING LEGEND

- A** 4" SOLID WHITE
- B** 4" BROKEN WHITE (10':30')
- D** 4" SOLID YELLOW
- G** 8" SOLID WHITE
- I** 18" SOLID WHITE
- ←** LEF. ONLY/ARROW ASSEMBLY
- RIGHT ONLY/ARROW ASSEMBLY
- LANE-DROP ARROW

LIGHTING SYSTEM

- △** 1-3c #8; U-1, 2" RMC (ILLUMINATION)
- △** 1-3c #8; U-2, 2" RMC (ILLUMINATION)
- △** 1-3c #8; U-3, 2" RMC (ILLUMINATION)
- △** 1-3c #8; U-4, 2" RMC (ILLUMINATION)
- △** 1-3c #8; U-1, & 1-3c #8; U-4 (DIR'VV)
- △** 1-3c #8; U-1, & 1-3c #8; U-2, 2" RMC (ILLUMINATION)
- △** 1-3c #8; U-2, & 1-3c #6; U-3, 2" RMC (ILLUMINATION)
- △** 2-3c #8; U-1, U-4, & 3" (DIR'EEE)
- △** 2-3c #6; U-2, U-3, 2" RMC (ILLUMINATION)

THIS LEGEND APPLIES ONLY TO THIS SHEET

ALL CONDUITS @ 30" DEPTH

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 460+00 TO LR 475+00



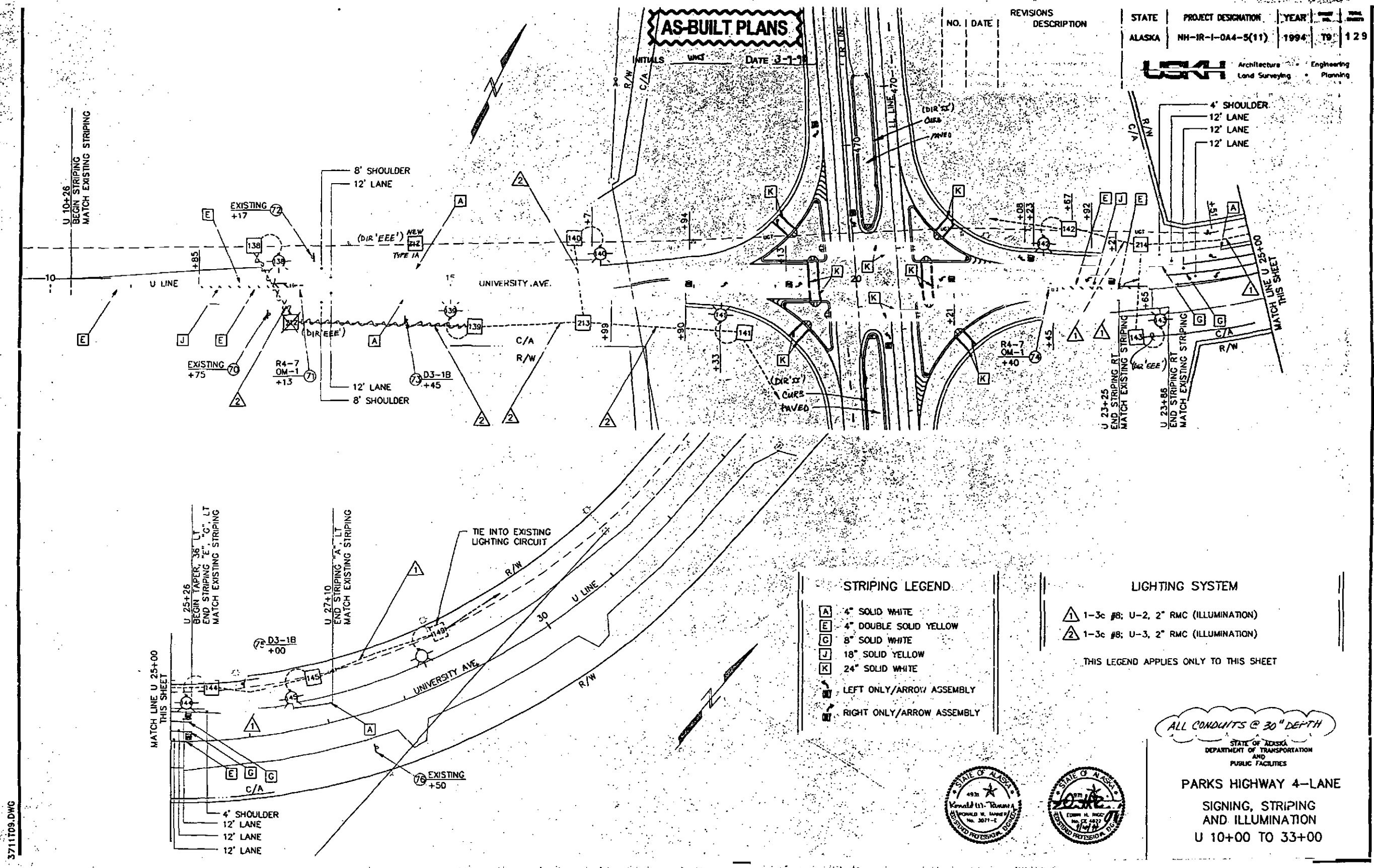
5711108.DWG

AS-BUILT PLANS

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	TG	129
ALASKA	NH-IR-1-0A4-5(11)	1994	T9	129

UWH Architecture • Engineering
Land Surveying • Planning



STRIPING LEGEND

- A** 4" SOLID WHITE
- E** 4" DOUBLE SOLID YELLOW
- C** 8" SOLID WHITE
- L** 18" SOLID YELLOW
- K** 24" SOLID WHITE
- ←** LEFT ONLY/ARROW ASSEMBLY
- RIGHT ONLY/ARROW ASSEMBLY

LIGHTING SYSTEM

- 1** 1-3c #8; U-2, 2" RMC (ILLUMINATION)
- 2** 1-3c #8; U-3, 2" RMC (ILLUMINATION)

THIS LEGEND APPLIES ONLY TO THIS SHEET

ALL CONDUITS @ 30" DEPTH

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
U 10+00 TO 33+00

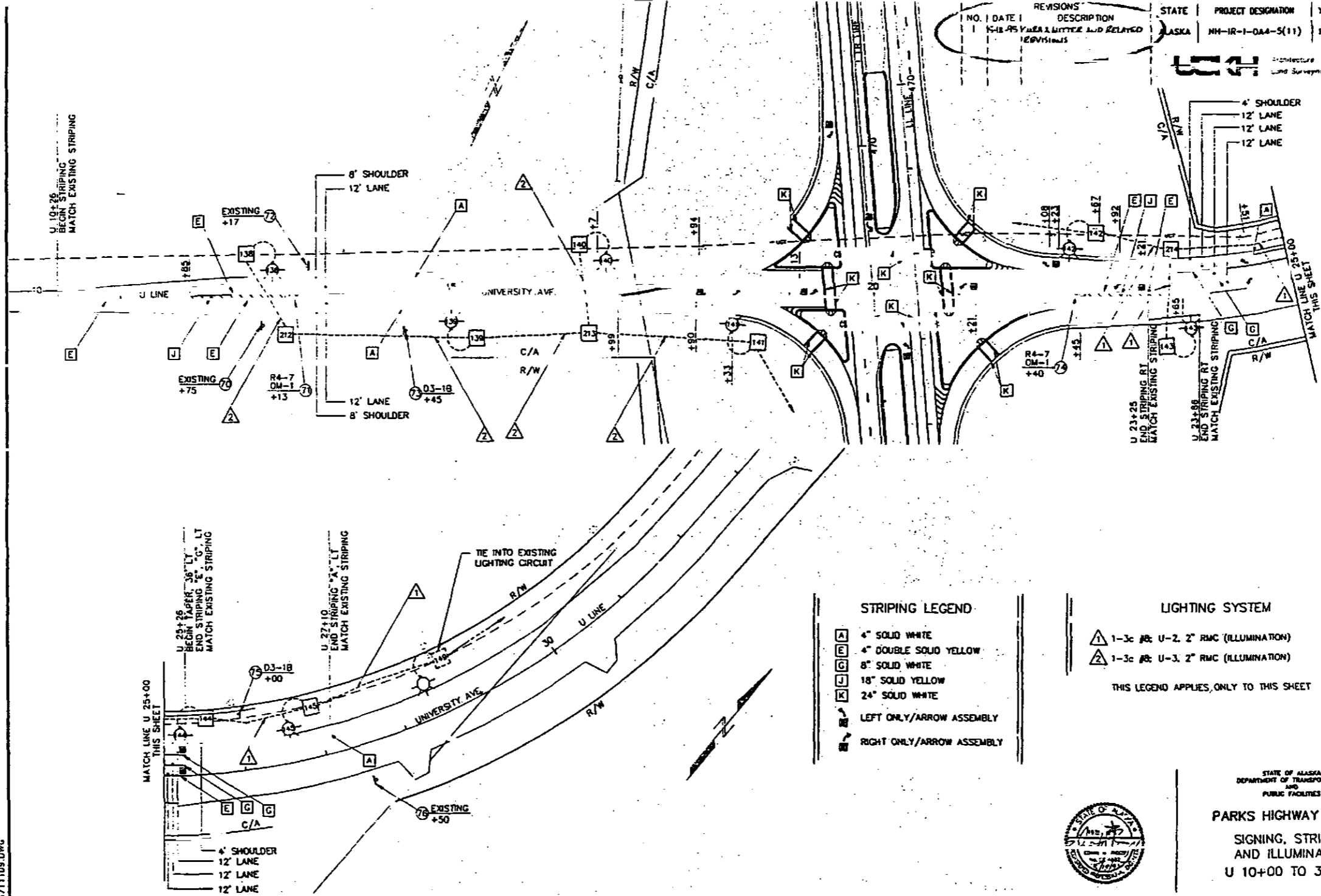


3711T09.DWG

DIR 'II'

NO.	DATE	DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	REV.	BY
1	12-19-95	AREA LIMITED AND RELATED REVISIONS	ALASKA	NH-IR-1-044-5(11)	1994	T9	

Architecture • Engineering
Land Surveying • Planning



STRIPING LEGEND

A	4" SOLID WHITE
R	4" DOUBLE SOLID YELLOW
G	8" SOLID WHITE
U	18" SOLID YELLOW
K	24" SOLID WHITE
←	LEFT ONLY/ARROW ASSEMBLY
→	RIGHT ONLY/ARROW ASSEMBLY

LIGHTING SYSTEM

△	1-3c #8: U-2, 2" RMC (ILLUMINATION)
△	1-3c #8: U-3, 2" RMC (ILLUMINATION)

THIS LEGEND APPLIES ONLY TO THIS SHEET



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
U 10+00 TO 33+00

I certify that the image contained on this frame was made in the normal and regular course of business on the stated date and is an accurate reproduction of the document submitted under Contract or Purchase Order Number 2980012
OPERATOR *LEM* CONTRACTOR NAME: Microfilm
DATE *6-5-98* SUPERVISOR: Lynda Richards

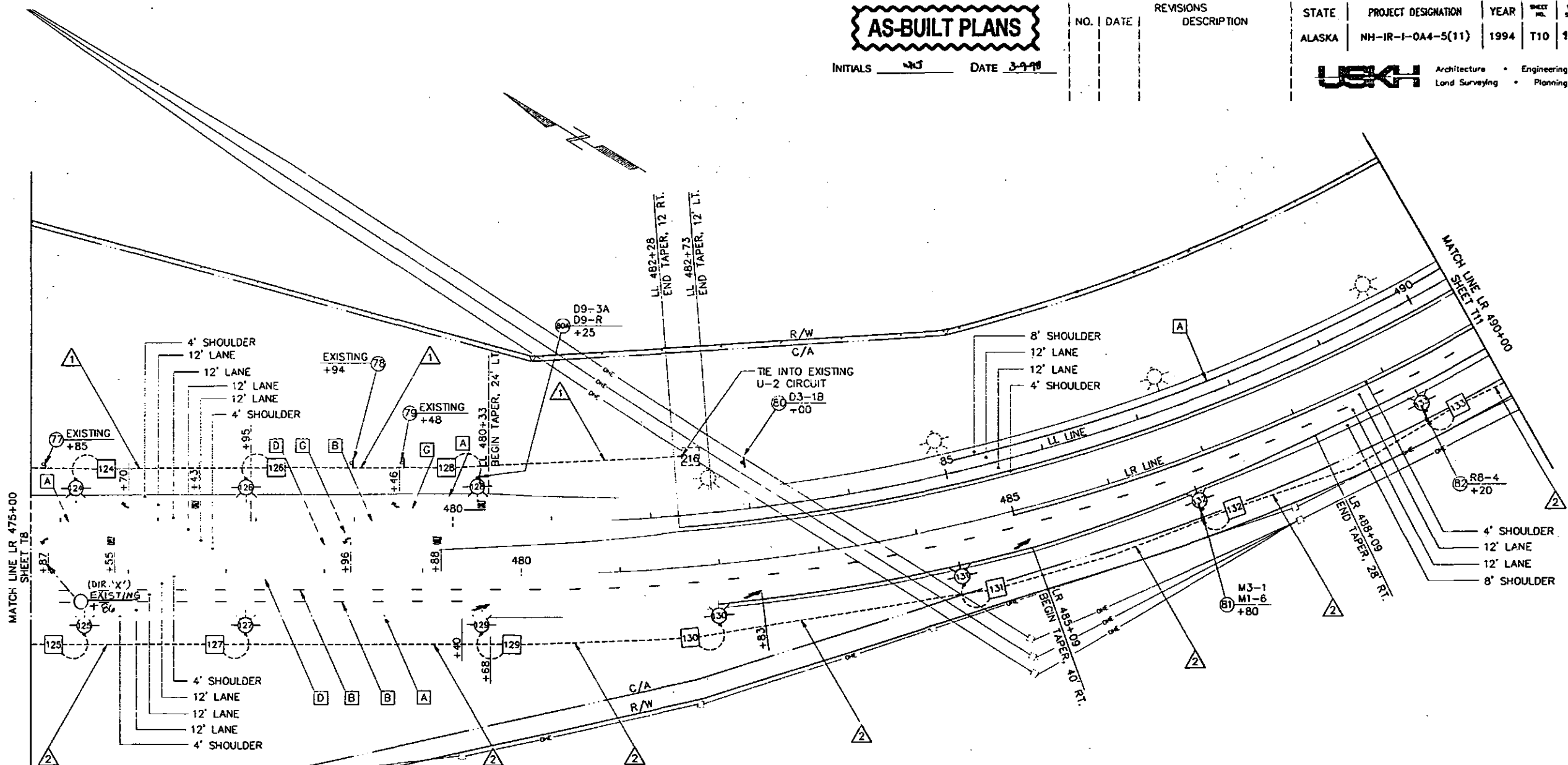
AS-BUILT PLANS

INITIALS WJ DATE 3-9-98

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T10	129

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Land Surveying • Planning



ALL CONDUITS @ 30" DEPTH

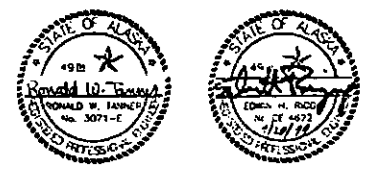
LIGHTING SYSTEM

- ① 1-3c #8: U-2, 2" RMC (ILLUMINATION)
- ② 1-3c #8: U-3, 2" RMC (ILLUMINATION)

THIS LEGEND APPLIES ONLY TO THIS SHEET

STRIPING LEGEND

- A 4" SOLID WHITE
- B 4" BROKEN WHITE (10':30')
- D 4" SOLID YELLOW
- G 8" SOLID WHITE
- ← LEFT ONLY/ARROW ASSEMBLY
- RIGHT ONLY/ARROW ASSEMBLY
- ↘ LANE-DROP ARROW



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY 4-LA
SIGNING, STRIPING
AND ILLUMINATION
LR 475+00 TO LR 490+00

371110.DWG

64959

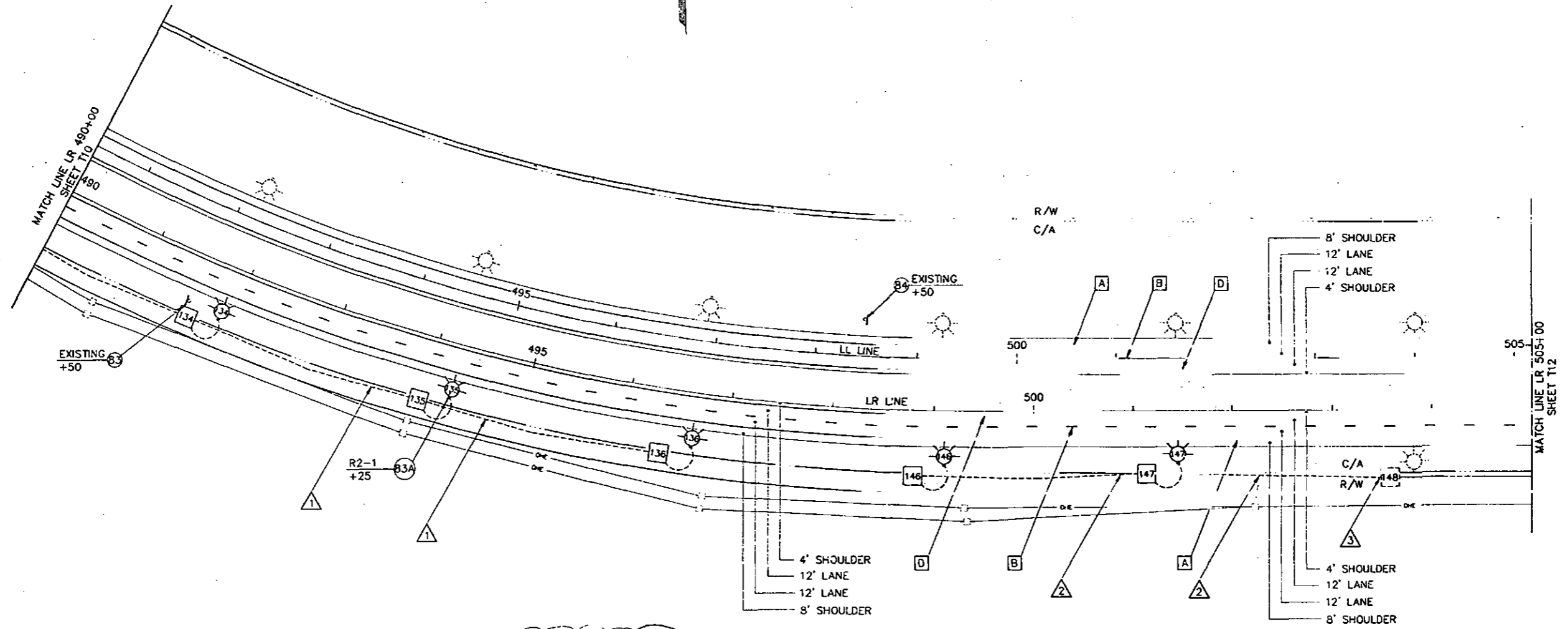
AS-BUILT PLANS

INITIALS WCT DATE 3-1-98

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T11	129

USKH Architecture • Engineering
Land Surveying • Planning



STRIPING LEGEND

A	4" SOLID WHITE
B	4" BROKEN WHITE (10':30')
D	4" SOLID YELLOW

ALL CONDUITS @ 30" DEPTH

LIGHTING SYSTEM

- △ 1-3c #8; U-3, 2" RMC (ILLUMINATION)
- △ 1-3c #8; P4, 2" RMC (ILLUMINATION)
- △ TIE INTO EXISTING P4 CIRCUIT IN J-BOX 148

THIS LEGEND APPLIES ONLY TO THIS SHEET



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

**PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 490+00 TO LR 505+00**

571111.DWG

I certify that the work contained on this form was made to the normal and regular course of business on the stated date and is an accurate reproduction of the documents submitted.
OPERATOR A.E.T. CONTRACTOR NAME USKH

64959

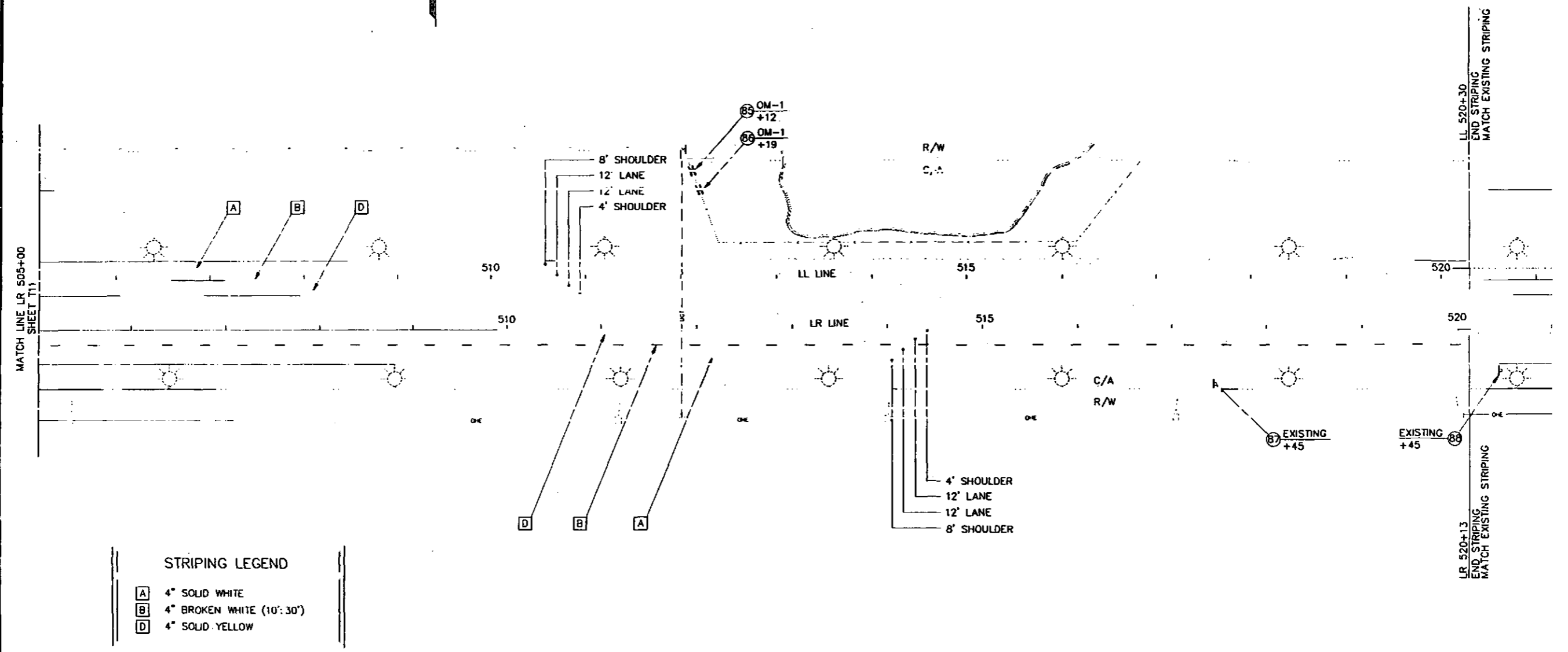
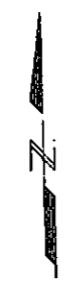
AS-BUILT PLANS

INITIALS MCS DATE 2-9-98

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T12	129

USM Architecture • Engineering
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STRIPING LEGEND

A 4" SOLID WHITE
B 4" BROKEN WHITE (10' 30")
D 4" SOLID YELLOW

371112.DWG



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY 4-LANE
SIGNING, STRIPING
AND ILLUMINATION
LR 505+00 TO LR 520+00

64959

I certify that the image contained on this print was made to the normal and regular course of business on the stated date and is an accurate reproduction of the document submitted under Contract or Purchase Order Number 19900117.
 OPERATOR A.E.M. CONTRACTOR NAME Microfilm Maps, Inc.
 DATE 6-5-98 SUPERVISOR Linda Richards

SIGN SUMMARY

(DIR.'MM'4'49')(DIR.'UU')

SHEET NO.	POST NO.	STATION	LOCATION		TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		REMARKS
			LT.	RT.							FRAMED	UN FRAMED	
T1	1	LL 366+00		52'	E8-13	Airport Way 3/4 University Ave 2 Peger Rd 3	240X84	140.00	W	3-W6X12	0.125		13.33" UC / 10" LC, SERIES E (MOD)
T1	2	LL 370+00		34'	W6-1	BEGIN DIVDED HIGHWAY SYMBOL	48X48	16.00	W	2-2.5" PT	0.125	0.125	
T1	2A	LL 373+00		28'	M3-3 M1-6	NORTH ROUTE MARKER 3	30X15 36X36	3.13 9.00	N N	2-2.5" PT	0.125 0.125	0.080 0.125	
T2	3	LL 374+10			W6-3	TWO WAY TRAFFIC SYMBOL	48X48	16.00	E		0.125	0.125	MOUNT ON LUMINAIRE NO. 5
T2	4	LR 381+25	28'		R4-7 OM-1	RIGHT AROUND MEDIAN SYMBOL REFLECTOR	36X48 18X18	12.00 2.25	W W	2-2.5" PT		0.125 0.080	
T2	5	LL 383+00	32'		R5-1	DO NOT ENTER	48X48	16.00	W	2-2.5" PT	0.125	0.125	MOUNT ON LUMINAIRE NO. 10
T2	6	LL 383+00	32'	20'	R5-1	DO NOT ENTER	48X48	16.00	W	2-2.5" PT	0.125	0.125	
T2	7	LL 383+50	32'		E2-11	Univ of Alaska NEXT EXIT	186X54	69.75	E	2-W6X12	0.125		13.33" UC / 10" LC, SERIES E (MOD)
T2	8	LL 385+50	32'		R5-1A	WRONG WAY	42X30	8.75	W	2-2.5" PT		0.125	
T2	9	LL 385+50		28'	R5-1A	WRONG WAY	42X30	8.75	W	2-2.5" PT		0.125	
T3	10	LR 386+65			R2-1	SPEED LIMIT 55	36X48	12.00	W		0.125		MOUNT ON LUMINAIRE NO. 15
T3	11	LL 387+10			R8-4	EMERGENCY PARKING ONLY	30X24	5.00	E		0.125		MOUNT ON LUMINAIRE NO. 14
T3	12	LL 388+65	32'		W6-2	END DIVDED HIGHWAY SYMBOL	48X48	16.00	E	2-2.5" PT	0.125	0.125	
T3	13	LL 388+65		28'	W6-2	END DIVDED HIGHWAY SYMBOL	48X48	16.00	E	2-2.5" PT	0.125	0.125	
T3	14	LR 389+05			R8-4	EMERGENCY PARKING ONLY	30X24	5.00	W		0.125		MOUNT ON LUMINAIRE NO. 17
T3	15	LL 389+70			R2-1	SPEED LIMIT 55	36X48	12.00	E		0.125		MOUNT ON LUMINAIRE NO. 16
T3	16	LR 390+00		48'	E2-12	Fairbanks Int'l Airport NEXT EXIT	150X78	81.25	W	2-W6X12	0.125		13.33" UC / 10" LC, SERIES E (MOD)
T3	17	LR 392+00		48'	I-3	Chena River	54X36	13.50	W	2-2.5" PT	0.125		8" UC / 6" LC, SERIES E (MOD)
T3	18	LL 392+00	27' 34'		E8-12	Geist Rd 3/4 Sheep Cr Rd 1 3/4	210X60	87.50	E	2-W6X12	0.125		13.33" UC / 10" LC, SERIES E (MOD)
T3	19	LL 394+00	27' 34'		W4-2L	LANE TRANSITION SYMBOL	36X36	9.00	E	2-2.5" PT		0.125	
T3	20	LL 394+00		28'	W4-2L	LANE TRANSITION SYMBOL	36X36	9.00	E	2-2.5" PT		0.125	
T3	21	LL 395+50			M3-3 M1-6	SOUTH ROUTE MARKER 3	30X15 36X36	3.13 9.00	E E		0.125 0.125		MOUNT ON LUMINAIRE NO. 22 MOUNT BELOW M3-3
T3	21A	LR 394+45		37'	W 12-2	13'-6" LOW CLEARANCE	36X36 18X24	9.00 3.00	W W			0.125	MOUNT ON BRIDGE NO. 1913

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	T13	129

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Land Surveying • Planning

AS-BUILT PLANS

INITIALS WCT DATE 3-9-98



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY

SIGN SUMMARY

371113.DWG

64959

I certify that the fees contained on this form was made in the normal and regular course of business on the stated date and is an accurate reproduction of the record submitted under Contract or Purchase Order Number 790011
OPERATOR A.E.P. CONTRACTOR NAME Microfilm DATE 6-5-98

SIGN SUMMARY

(DIR.'MM' & 'QQ') (DIR.'UU')

SHEET NO.	POST NO.	STATION	LOCATION		TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		REMARKS
			LT.	RT.							FRAMED	UN FRAMED	
T3	21B				W 12-2	13'-6" LOW CLEARANCE	36X36 18X24	9.00 3.00	W	2-2.5" PT	0.125 0.080		INSTALL ALONG HOSELTON ROAD, 500' SW OF BRIDGE. EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER.
					W 12-2B	500' AHEAD	18X24	3.00	W		0.080		
					W 12-2	13'-6" LOW CLEARANCE	36X36 18X24	9.00 3.00	S	2-2.5" PT	0.125 0.080		
T3	21C				W 12-2	13'-6" LOW CLEARANCE	36X36 18X24	9.00 3.00	S	2-2.5" PT	0.125 0.080		INSTALL ALONG HOSELTON ROAD, APPROXIMATELY 200' SW OF PIKES LANDING RD. EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER. SIGN SHALL BE NO CLOSER THAN 200' FROM ANY OTHER ROADWAY SIGN.
					W 12-2B	1/2 MILE AHEAD	18X24	3.00	S		0.080		
					W 12-2	13'-6" LOW CLEARANCE	36X36 18X24	9.00 3.00	S	2-2.5" PT	0.125 0.080		
T3	21D				W 12-2	13'-6" LOW CLEARANCE	36X36 18X24	9.00 3.00	S	2-2.5" PT	0.125 0.080		INSTALL ALONG HOSELTON ROAD, APPROXIMATELY 400' WEST OF SPORTSMAN'S WAY INTERSECTION. EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER. SIGN SHALL BE NO CLOSER THAN 200' FROM ANY OTHER ROADWAY SIGN.
					W 12-2B	1/2 MILE AHEAD	18X24	3.00	S		0.080		
T4	22	NW 0+15		8'	SPECIAL(1)	East Airport Way West	186X108	139.50	W		0.125		DOUBLE ARM CANTILEVER SIGN STRUCTURE WITH LUMINAIRE NO. 31 16" UC / 12" LC, SERIES E (MOD)
T4	23	LL 402+80		2 38'	I-3	Cheno River	54X36	13.50	E	2-2.5" PT	0.125		8" UC / 6" LC, SERIES E (MOD)
T4	24	BE 4+28				EXISTING SIGN							REQUIRES NEW POST AND FOUNDATION, 2.5" PT
T4	25	LR 405+65		4 48'	E5-1	EXIT	60X60	25.00	W	1-4X4 TS	0.125		
T4	26	LL 408+50			W4-1	MERGE SYMBOL	48X48	16.00	E		0.125		MOUNT ON LUMINAIRE NO. 40
T4	27	LR 411+00		6 48'	E2-11	Fairbanks NEXT EXIT	132X54	49.50	W	3-3.5" P	0.125		13.33" UC / 10" LC, SERIES E (MOD)
T4	28	LR 413+45			D9-3A	CAMPING SYMBOL	30X30	6.25	N		0.125		MOUNT ON LUMINAIRE NO. 47, BI-FOLD SIGN WITH LATCH, SEE DETAIL, SHEET T19
					D9-R	RIGHT ARROW	24X6	1.00	N		0.125		
T5	29	SW 15+10				EXISTING SIGN							
T5	30	LL 417+96		4 25'	E5-1	EXIT	60X60	25.00	E	1-4X4 TS	0.125		
T5	31	LR 418+00		41 36'	E3-12	East Airport Way	186X102	131.75	W		0.125		DOUBLE ARM CANTILEVER SIGN STRUCTURE 16" UC / 12" LC, SERIES E (MOD)
					W13-2	EXIT 30 M.P.H.	36X48	12.00	W		0.125		
T5	32	LL 422+60		39 46'	SPECIAL(2)	MILE 358	12X48	8.00	E/W	1-2.5" PT	0.125	0.080	
T5	33	LR 421+90		55 62'	SPECIAL(2)	MILE 358	12X48	8.00	E/W	1-2.5" PT	0.125	0.080	
T5	34	LL 423+00		5 28'	E3-12	West Airport Way	186X102	131.75	E		0.125		DOUBLE ARM CANTILEVER SIGN STRUCTURE 16" UC / 12" LC, SERIES E (MOD)
					W13-2	EXIT 30 M.P.H.	36X48	12.00	E		0.125		
T5	35	LR 423+20		42'	E5-1	EXIT	60X60	25.00	W	1-4X4 TS	0.125		

NO. DATE		REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	T14	129

USHA Architecture • Engineering
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AS-BUILT PLANS

INITIALS WES DATE 3-9-98



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
SIGN SUMMARY

3711T14.DWG

64959

SIGN SUMMARY

(DIR. 'MM' & '29') (DIR. '44')

SHEET NO.	POST NO.	STATION	LOCATION		TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		REMARKS
			LT.	RT.							FRAMED	UN FRAMED	
T5	36	NE 3+40	18'		W1-8	CHEVRON SYMBOL	24X30	5.00	N	1-2.5" PT		0.080	
T5	37	NE 4+65	18'		W1-8	CHEVRON SYMBOL	24X30	5.00	NE	1-2.5" PT		0.080	
T5	38	NE 5+90	18'		W1-8	CHEVRON SYMBOL	24X30	5.00	N	1-2.5" PT		0.080	
T5	39	LL 430+00	32'		E2-12	Fairbanks Intl Airport NEXT EXIT	150X78	81.25		2-W6X12	0.125		
T6	40	AR 31+85				EXISTING SIGN (WRONG WAY)							NO WORK REQUIRED
T6	41	AR 31+85				EXISTING SIGN (WRONG WAY)							NO WORK REQUIRED
T6	42	AR 32+70				EXISTING SIGN (RIGHT TURN ARROW, 15 MPH)							NO WORK REQUIRED
T6	43	LL 433+60				EXISTING SIGN (EXIT)							NO WORK REQUIRED
T6	44	LR 433+00			W4-1	MERGE SYMBOL	48X48	16.00	W		0.125		MOUNT ON LUMINAIRE NO. 73
T6	45	LL 438+55	20'		SPECIAL(3)	West Airport Way East EXIT 20 M.P.H.	186X108	199.50	S		0.125		DOUBLE ARM CANTILEVER SIGN STRUCTURE WITH LUMINAIRE NO. 80 16" UC / 12" LC, SERIES E (MOD) MOUNT ON CANTILEVER SIGN POST
T7	46	LR 445+50	61 52'		E8-13	University Ave 1/2 Peger Rd 1 1/2 Lathrop St 3	228X84	133.00	W	3-W6X12	0.125		13.33" UC / 10" LC, SERIES E (MOD)
T7	47	LR 448+60			M3-1 M1-6	NORTH ROUTE MARKER 3	30X15 36X36	3.13 9.00	N N		0.125 0.125		MOUNT ON LUMINAIRE NO. 91 MOUNT BELOW M3-1
T7	48	LL 451+00	47 38'		E8-13	Airport Way 1/2 Geist Rd 1 3/4 Sheep Cr Rd 2.3/4	210X84	122.50	E	3-W6X12	0.125		13.33" UC / 10" LC, SERIES E (MOD) (DIR. 'GGGG')
T7	49	LR 451+25			R8-4	EMERGENCY PARKING ONLY	30X24	5.00	W		0.125		MOUNT ON LUMINAIRE NO. 93
T7	50	LL 453+75			R8-4	EMERGENCY PARKING ONLY	30X24	5.00	E		0.125		MOUNT ON LUMINAIRE NO. 94
T7	51	LL 456+40			R2-1	SPEED LIMIT 55	36X48	12.00	E		0.125		MOUNT ON LUMINAIRE NO. 96
T7	52	LR 456+80			R2-1	SPEED LIMIT 55	36X48	12.00	W		0.125		MOUNT ON LUMINAIRE NO.97
T8	53	LL 461+25			M3-3 M1-6	SIGNAL AHEAD SYMBOL SOUTH ROUTE MARKER 3	48X48 30X15 36X36	16.00 3.13 9.00	N E E		0.125 0.125 0.125		MOUNT ON AAWF DOUBLE ARM CANTILEVER SIGN SUPPORT (DIR. 'SSS') MOUNT ON LUMINAIRE NO. 100 MOUNT BELOW M3-3
T8	54	LR 461+00	50' 50'		D3-1B	University Ave	186X36	46.50	W	3-3.5" P	0.125		13.3" UC / 10" LC, SERIES E (MOD)
T8	54A	LR 464+25			D9-3A D9-L	CAMPING SYMBOL LEFT ARROW	30X30 24X6	6.25 1.00	W W		0.125 0.125		MOUNT ON LUMINAIRE NO. 103, BI-FOLD SIGN WITH LATCH, SEE DETAIL, SHEET T19
T8	55	LR 470+74	42 38'		W12-1 OM-1	DOUBLE ARROW SYMBOL REFLECTOR	30X30 18X18	6.25 2.25	W W	1-2.5" PT	0.080 0.080		MOUNT BELOW W12-1

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	T15	129

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AS-BUILT PLANS

INITIALS AKJ DATE 3-9-98

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
SIGN SUMMARY



SYLITIS.DWG

I certify that the same contained on this form was made to the best of my knowledge and belief in accordance with the provisions of the laws of the State of Alaska.

SIGN SUMMARY

(DIR. 'MM' 4 '00')

SHEET NO.	POST NO.	STATION	LOCATION		TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.003 IN.)		REMARKS
			LT.	RT.							FRAMED	UN-FRAMED	
T8	56	LR 470+95	17.5	18	R4-7 OM-1	RIGHT AROUND MEDIAN SYMBOL REFLECTOR	36X48 18X18	12.00 2.25	E E	2-2.5" PT	0.125 0.080		MOUNT BELOW R4-7
T8	57	LL 471+65	6	25	W4-1	MERGE SYMBOL	48X48	16.00	E	2-2.5" PT	0.125		
T8	58	U 18+60	76	62	R1-2	Yield	36X36	9.00	N	2-2.5" PT	0.125		
T8	59	U 21+26	41		W12-1 OM-1	DOUBLE ARROW SYMBOL REFLECTOR	30X30 18x18	6.25 2.25	N N	1-2.5" PT	0.080 0.125		MOUNT BELOW W12-1
T8	60	U 19+00	40		W4-1	MERGE SYMBOL	48X48	16.00	E	2-2.5" PT	0.125		
T8	61	U 19+25	14.5	14	R4-7 OM-1	RIGHT AROUND MEDIAN SYMBOL REFLECTOR	24X30 18X18	5.00 2.25	N N	1-2.5" PT	0.080 0.125		LOCATE IN MEDIAN MOUNT BELOW R4-7
T8	62	U 21+10	2.5	14	R4-7 OM-1	RIGHT AROUND MEDIAN SYMBOL REFLECTOR	24X30 18X18	5.00 2.25	S S	1-2.5" PT	0.080 0.125		LOCATE IN MEDIAN MOUNT BELOW R4-7
T8	63	U 19+20	21	18	W12-1 OM-1	DOUBLE ARROW SYMBOL REFLECTOR	30X30 18x18	6.25 2.25	S S	1-2.5" PT	0.080 0.125		MOUNT BELOW W12-1
T8	64	U 21+60	21.5	20	W4-2R	PAVEMENT WIDTH TRANSITION SYMBOL	36X36	9.00	W	2-2.5" PT	0.125		
T8	65	LR 472+35	41.5	42	W4-1	Merge Symbol	48X48	16.00	W	2-2.5" PT	0.125		
T8	66	LR 472+44	15		R4-7 OM-1	RIGHT AROUND MEDIAN SYMBOL REFLECTOR	36X48 18X18	12.00 2.25	W W	2-2.5" PT	0.125 0.080		LOCATE IN MEDIAN MOUNT BELOW R4-7
T8	67	LL 473+49	27		W12-1 OM-1	DOUBLE ARROW SYMBOL REFLECTOR	30X30 18x18	6.25 2.25	E E	1-2.5" PT	0.080 0.125		MOUNT BELOW W12-1
T8	68	LL 474+90	42		SPECIAL(2)	Mile 359	12X48	8.00	E/W	1-2.5" PT	0.125	0.080	
T8	69	LR 474+70	56		SPECIAL(2)	Mile 359	12X48	8.00	E/W	1-2.5" PT	0.125	0.080	
T9	70	U 12+75				EXISTING SIGN							NO WORK REQUIRED
T9	71	U 13+13	4		R4-7 OM-1	RIGHT AROUND MEDIAN SYMBOL REFLECTOR	24X30 18X18	5.00 2.25	S S	1-2.5" PT	0.125 0.080		LOCATE IN MEDIAN CENTER SIGN IN MEDIAN MOUNT BELOW R4-7
T9	72	U 13+17				EXISTING SIGN (SPEED LIMIT 40)							RELOCATE TO 12' OF EDGE OF PAVEMENT. CAUTION, BURIED TELEPHONE CABLE IN THIS AREA. (DIR. 'AA')
T9	73	U 14+45	4	32	D3-1B	Mitchell Expy	138X30	28.75	S	2-3"x3" SST 2-2.5" P	0.125		10.7" UC / 8" LC SERIES E (MOD)
T9	74	U 22+40	2.5	4	R4-7 OM-1	RIGHT AROUND MEDIAN SYMBOL REFLECTOR	24X30 18X18	5.00 2.25	N N	1-2.5" PT	0.125 0.080		LOCATE IN MEDIAN MOUNT BELOW R4-7
T9	75	U 26+00	61	56	D3-1B	Mitchell Expy	138X30	28.75	S	2-3"x3" SST 2-2.5" P	0.125		10.7" UC / 8" LC SERIES E (MOD)
T9	76	U 27+50				EXISTING SIGN (PARKS HWY)							NO WORK REQUIRED
T10	77	LL 475+85				EXISTING SIGN (UNIVERSITY AVE)							NO WORK REQUIRED
T10	78	LL 475+86				EXISTING SIGN							RELOCATE FROM LL 475+86, 39' LT. TO LL 475+15, 76' LT. REQUIRES NEW FOUNDATION. (DIR. 'AA')
T10	78	LL 478+94				EXISTING SIGN							RELOCATE FROM LL 478+94, 39' LT. TO LL 478+94, 60' LT. REQUIRES NEW FOUNDATION. 54
T10	79	LL 479+48				EXISTING SIGN							RELOCATE FROM LL 479+48, 39' LT. TO LL 479+48, 60' LT. REQUIRES NEW FOUNDATION. 54

NO.	DATE	REVISIONS DESCRIPTION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-IR-1-0A4-5(11)	1994	T16	129

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AS-BUILT PLANS

INITIALS WCD DATE 3-9-98

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
SIGN SUMMARY



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64959

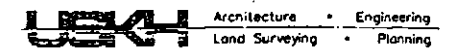
SIGN SUMMARY

(DIR. 'MM' + 'QQ') (DIR. 'UU')

SHEET NO.	POST NO.	STATION	LOCATION		TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		REMARKS	
			LT.	RT.							FRAMED	UN FRAMED		
T10	80	LL 483+00	32'		D3-1B	University Ave	186X36	46.50	E	3-3.5" P	0.125		13.3" UC / 10" LC SERIES E (MOD)	
T10	80A	LL 480+25			D9-3A D9-R	CAMPING SYMBOL RIGHT ARROW	30X30 24X6	6.25 1.00	E E		0.125 0.125		MOUNT ON LUMINAIRE NO. 128. BI-FOLD SIGN WITH LATCH. SEE DETAIL, SHEET T19.	
T10	81	LR 448+60			M3-1 M1-6	NORTH ROUTE MARKER 3	30X15 36X36	3.13 9.00	W W		0.125 0.125		MOUNT ON LUMINAIRE NO. 132 MOUNT BELOW M3-1.	
T10	82	LR 489+20			R8-4	EMERGENCY PARKING ONLY	30X24	5.00	W		0.125		MOUNT ON LUMINAIRE NO. 133	
T11	83	LR 491+50		58'		EXISTING SIGN				3-W6X12			RELOCATE FROM LL 492+00, REQUIRES NEW POSTS & HARDWARE	
T10	83A	LR 494+25			R2-1	SPEED LIMIT 55	36X48	12.00	W		0.125		MOUNT ON LUMINAIRE NO. 135	
T11	84	LL 498+50	32'			EXISTING SIGN							NO WORK REQUIRED	
T12	85	LL 512+12	115'		OM-1	REFLECTOR	18X18	4.50	E/W		0.080		SEE NOTE 21, SHEET T17	
T12	86	LL 512+19	95'		OM-1	REFLECTOR	18X18	4.50	E/W		0.080		SEE NOTE 21, SHEET T17	
T12	87	LR 517+45		48'		EXISTING SIGN							NO WORK REQUIRED	
T12	88	LR 520+45		48'		EXISTING SIGN							NO WORK REQUIRED	
SIGN SUMMARY							2,211.40							
SIGNAL SIGN SUMMARY							245.14							
TOTAL							2,456.54							

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T17	129



AS-BUILT PLANS

INITIALS WAS DATE 3-7-98

672(1) CANTILEVER SIGN SUPPORTS						
SHEET NO.	POST NO.	STATION	DISTANCE		DOUBLE ARM LENGTH	REMARKS
			LT.	RT.		
T4	22	NW 0+15		25'	20'	LUMINAIRE NO. 31 MOUNTED ON POST
T5	31	LR 418+00		53'	20'	
T5	34	LL 423+00	37'		20'	
T6	45	LL 438+55	37'		20'	LUMINAIRE NO. 80 MOUNTED ON POST

SIGNING NOTES:

- GROUND MOUNT SIGN POST SELECTIONS ARE BASED ON 70 MPH. DESIGN WIND SPEED.
- PRIOR TO INSTALLING POSTS, THE CONTRACTOR SHALL LOCATE AND PROTECT ALL NEW AND EXISTING UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO, PIPELINES, INTERCONNECT CABLES, SIGNAL SYSTEMS, LIGHTING SYSTEMS, STORM AND SANITARY SEWERS, WATER SYSTEMS, AND TELEPHONE AND ELECTRICAL CABLES. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLANS.
- OFFSET DISTANCES LISTED ARE FROM CENTERLINE TO NEAR EDGE OF SIGN UNLESS NOTED OTHERWISE.
- EXISTING SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL NEW SIGNS ARE INSTALLED. THE CONTRACTOR'S OPERATION SHALL AT NO TIME LEAVE DUPLICATE OR CONFLICTING SIGNING.
- POST LENGTHS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR USING CRITERIA FOR EXPRESSWAYS.
- SIGNS THAT PROJECT OVER OR WITHIN TWO FEET OF THE PATHWAY OR SIDEWALK SHALL HAVE A MOUNTING HEIGHT OF 8 FEET.
- EXISTING SIGNS AND POSTS LISTED FOR REMOVAL SHALL BE SALVAGED, SEPARATED AND TRANSPORTED TO THE NEAREST DOT&PF MAINTENANCE YARD AND STORED AS DIRECTED BY THE ENGINEER.
- D3-1 SIGNS SHALL USE 4 INCH UPPER CASE, 3 INCH UPPER CASE, SERIES C LETTERING UNLESS OTHERWISE NOTED.
- WHEN TWO D3-1 SIGNS ARE TO BE LOCATED ON THE SAME POST, THE LONGER PANEL SHALL BE INSTALLED IN THE LOWER POSITION.
- SIGNS TO BE INSTALLED ON LIGHT POLES MAY REQUIRE TEMPORARY INSTALLATION ON 4"x4" WOOD POST FOR INTERIM INSTALLATION UNTIL THE LIGHT POLES ARE IN PLACE. THIS WORK WILL BE CONSIDERED SUBSIDIARY TO ITEM 615(1).
- PERFORATED STEEL SIGN POSTS SHALL USE SLEEVE TYPE CONCRETE FOUNDATION, PER STANDARD DRAWING S-30.01.
- SEE SIGNAL SIGN SUMMARY, SHEET US3, FOR LOCATION OF MAST ARM MOUNTED SIGNS.
- OVERHEAD SIGN MOUNTS SHALL BE DESIGNED USING 80 MPH. DESIGN WIND SPEED.
- POSTS LOCATED BEHIND GUARD RAIL DO NOT REQUIRE BREAK-A-WAY BASES.

- ON SLOPES, THE AREA WITHIN 5 FOOT OF THE SIGN INSTALLATION SHALL BE COMPOSED OF SELECTED MATERIAL, TYPE A AND NOT HAVE ANY TOP SOIL OR WASTE MATERIAL USED.
- ONLY MULTI-DIRECTIONAL SLIP BASES SHALL BE USED IN MEDIAN OR ISLAND AREAS. P.T. POSTS ARE CONSIDERED TO MEET THIS REQUIREMENT.
- THE MINIMUM SIZE STAINLESS STEEL BANDING MATERIAL THAT MAY BE USED IS 3/4 INCH WIDE. ALL BANDING SHALL CONSIST OF TWO WRAPS OF BANDING MATERIAL.
- ALL SINGLE P.T. POST SIGNS, WITH A WIDTH GREATER THAN 30 INCHES WILL REQUIRE SIGN BRACES AS DETAILED IN THE PLANS.
- ALL SIGNS MOUNTED ON LIGHTING POLES SHALL BE MOUNTED AS DETAILED IN THE PLANS.
- THE FOLLOWING SIGN POST MATERIAL ABBREVIATIONS WERE USED IN THE SIGNING SUMMARY:
P = STEEL PIPE (STD WT)
P.T. = PERFORATED STEEL TUBING
T.S. = STEEL TUBE SQUARE
W = STEEL W SHAPES
- TWO OBJECT MARKER SIGNS ARE REQUIRED AT STA. LL 512+12 AND STA. LL 512+19. THE SIGNS SHALL BE MOUNTED BACK-TO-BACK ON THE FENCE 5' ABOVE THE GROUND. THE SIGNS SHALL BE BOLTED THRU THE FENCE PER STANDARD DRAWING S-20.00.
- ALL W 6X12 MULTIPLE POST SIGN INSTALLATIONS, NOT LOCATED BEHIND GUARDRAIL, SHALL USE TRANSPO INDUSTRIES, INC. BRAKE-SAFE BREAKAWAY SYSTEM FOR GROUND MOUNTED SIGN SUPPORTS BASE AND HINGE ASSEMBLIES TYPE B-525-LP. THE FOUNDATION FOR THE SIGN SUPPORTS SHALL BE A 24" DIAMETER BY 7'-0" AS DETAILED ON SHEET T22.
- OFFSET DISTANCES FOR OVERHEAD SIGNS ARE FROM CENTERLINE TO THE CENTER OF THE SIGN.
- POSTS AND FOUNDATIONS FOR RELOCATED SIGNS ARE SUBSIDIARY TO 615(2).



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
SIGNING NOTES

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AS-BUILT PLANS

INITIALS WJ DATE 3-9-94

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T18	129

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670(9) STRIPE REMOVAL SUMMARY				
BEGIN	END	OFFSET	REMOVAL LENGTH (FT)	TYPE
LL 362+30	LL 372+00	0	970	4" BROKEN YELLOW
LL 371+58	LL 372+00	12' RT.	42	4" SOLID WHITE
LL 371+58	LL 372+00	12' LT	42	4" SOLID WHITE
LL 423+00	LL 467+00	0	4,400	4" BROKEN YELLOW
LL 423+25	LL 433+80	12' LT	1,055	4" SOLID WHITE
LL 423+53	LL 438+90	12' RT	1,537	4" SOLID WHITE
AR 31+00	AR 33+50	0	250	4" SOLID WHITE
AR 31+00	AR 37+00	LT	600	4" SOLID WHITE
AR 33+50	AR 38+20	0	470	8" SOLID WHITE
LL 433+80	LL 438+65	12' LT	485	8" SOLID WHITE
LL 434+00	LL 438+25	GORE	715	18" SOLID WHITE
LL 437+40	LL 456+00	12' LT - 40' LT	1860	4" SOLID WHITE
LL 449+48	LL 467+00	12' RT	1,752	4" SOLID WHITE
LL 456+00	LL 467+00	12' LT	1,100	4" SOLID WHITE
LL 482+50	LL 520+30	0	3,780	4" BROKEN YELLOW
LL 482+50	LL 499+49	12' RT	1,699	4" SOLID WHITE
LL 508+65	LL 520+30	12' RT	1,165	4" SOLID WHITE
ET 1+50	ET 8+65	0	316	18" SOLID YELLOW
ET 1+50	ET 8+65	4' LT	715	4" SOLID DOUBLE YELLOW
ET 5+20	ET 15+19	4' LT	654	4" SOLID YELLOW
ET 8+65	ET 15+19	12' RT	999	4" SOLID WHITE

STRIPE REMOVAL TOTALS	
STRIPE TYPE	REMOVAL LENGTH (FT)
4" SOLID WHITE	12,101
4" SOLID YELLOW	654
4" SOLID DOUBLE YELLOW	715
4" BROKEN YELLOW	9,150
8" SOLID WHITE	955
18" SOLID WHITE	715
18" SOLID YELLOW	316

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY

STRIPE REMOVAL SUMMARY

I certify that the image contained on this frame set made in the normal and regular course of business on the stated date and is an accurate reproduction of the document submitted under Contract or Purchase Order Number 280017

64959

AS-BUILT PLANS

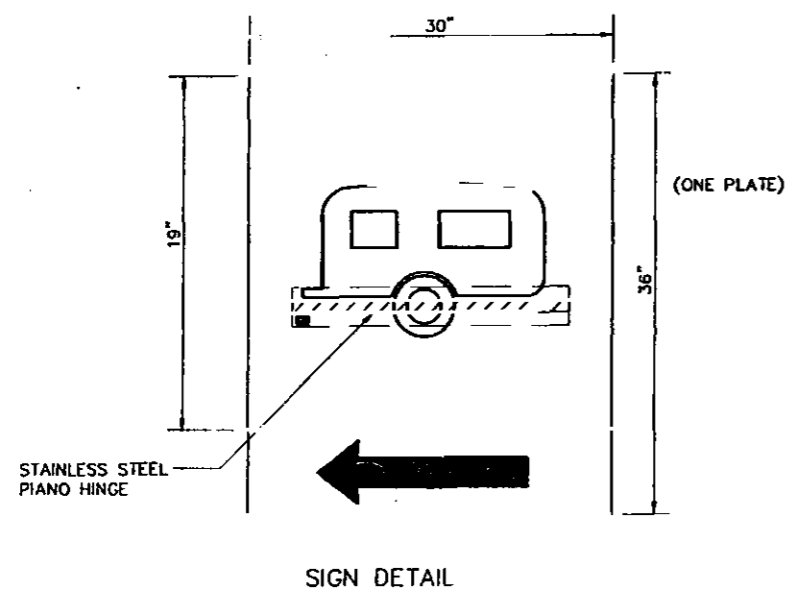
INITIALS WPC DATE 3-9-98

NO.	DATE

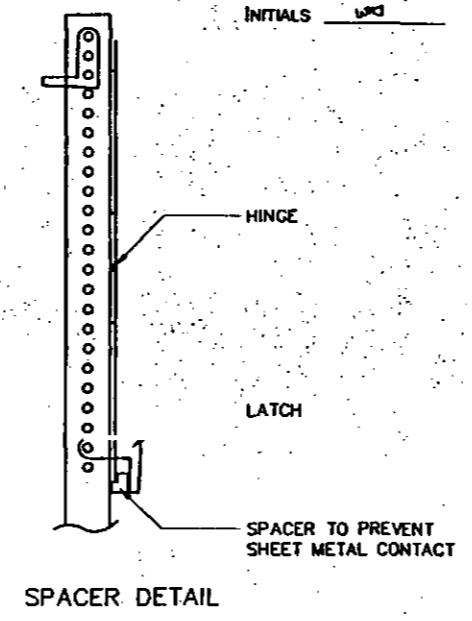
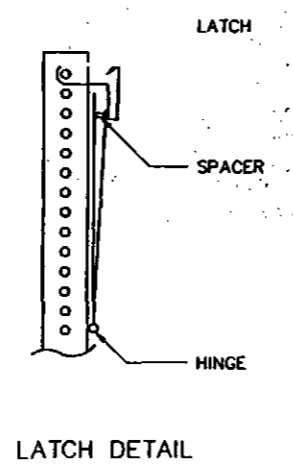
REVISIONS
DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T19	129

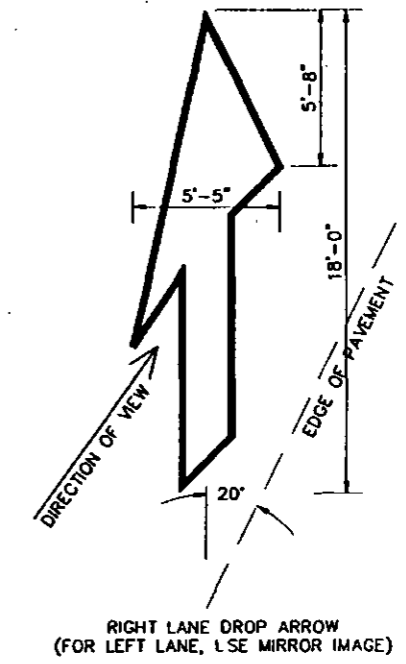
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NOTE: SEE STANDARD DRAWING S-00.00 FOR RIVET SPACING ON HINGE

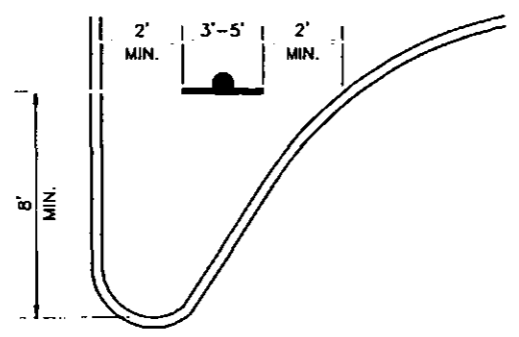


BI-FOLD SIGN DETAIL
SIGNS 28, 54

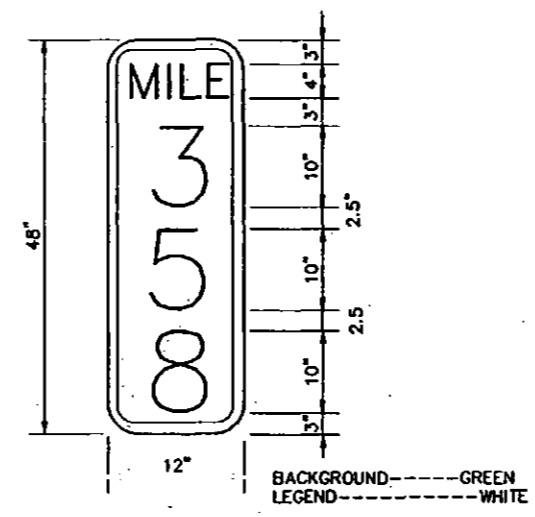


RIGHT LANE DROP ARROW
(FOR LEFT LANE, USE MIRROR IMAGE)

LANE DROP DETAIL



MEDIAN SIGN LOCATION DETAIL



SPECIAL (2)
SIGNS 30, 31, 68 & 69
(MESSAGE VARIES)



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY

SIGN DETAILS

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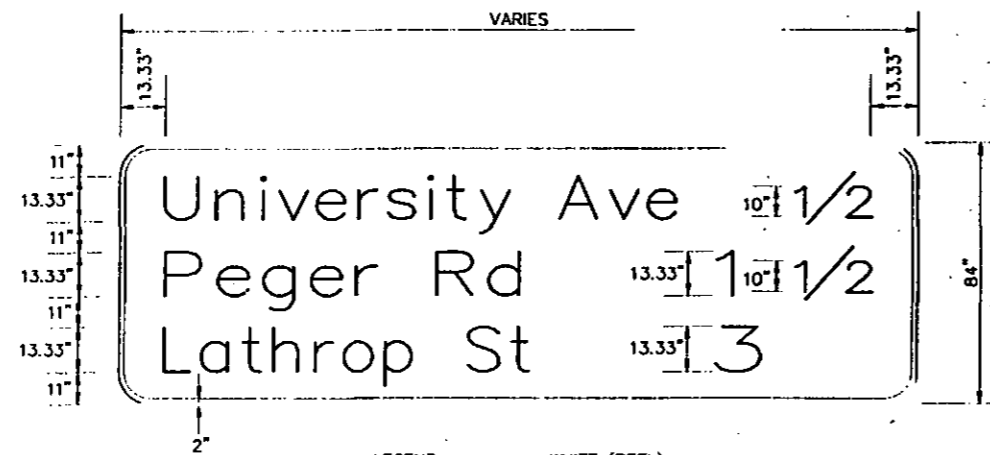
AS-BUILT PLANS

INITIALS WJ DATE 3-9-98

NO.	DATE	REVISIONS DESCRIPTION

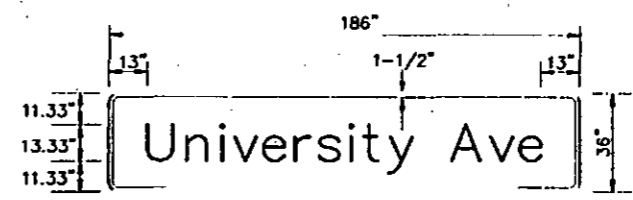
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	T20	129


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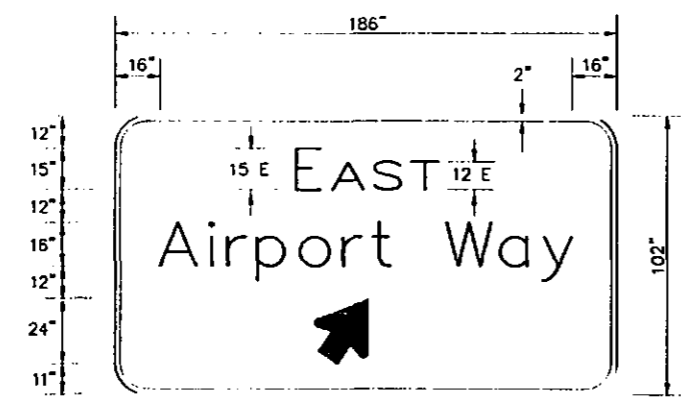
LEGEND-----WHITE (REFL)
 BACKGROUND-----GREEN (REFL)
 13.33" UC, 10" LC, SERIES E (MOD)
 CORNER RADIUS 12"

E8 - 13 SIGN
 (MESSAGE VARIES)



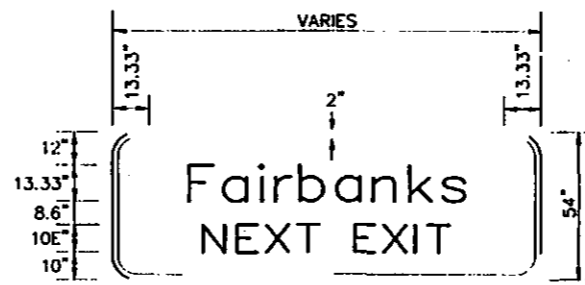
LEGEND-----WHITE (REFL)
 BACKGROUND-----GREEN (REFL)
 13.33" UC, 10" LC, SERIES E (MOD)
 CORNER RADIUS 5"

D3 - 1B SIGN
 SIGNS 54 & 81



LEGEND-----WHITE (REFL)
 BACKGROUND-----GREEN (REFL)
 16" UC, 12" LC, SERIES E (MOD)
 CORNER RADIUS 12"

E3 - 12 SIGN
 SIGN 26



LEGEND-----WHITE (REFL)
 BACKGROUND-----GREEN (REFL)
 13.33" UC, 10" LC, SERIES E (MOD)
 CORNER RADIUS 9"

E2 - 11 SIGN
 (MESSAGE VARIES)

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

PARKS HIGHWAY

SIGN DETAILS



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64959

AS-BUILT PLANS

INITIALS: *WJG* DATE: 3-7-98

NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	721	129



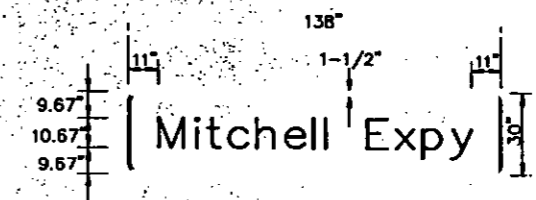
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BACKGROUND-----GREEN (REFL)
16" UC, 12" LC, SERIES E (MOD)
CORNER RADIUS 12"

SPECIAL (1) SIGN
SIGN 22



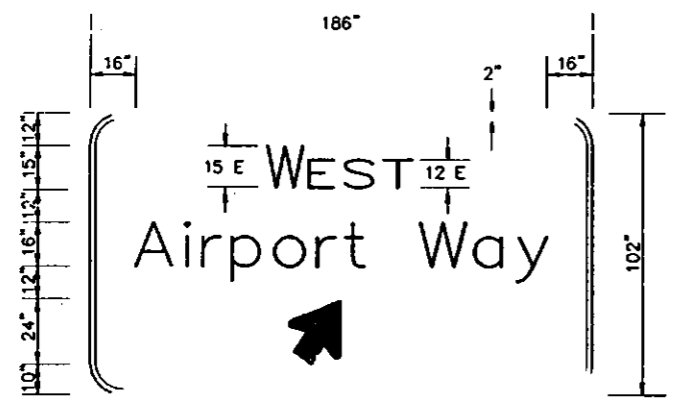
LEGEND-----WHITE (REFL)
BACKGROUND-----GREEN (REFL)
16" UC, 12" LC, SERIES E (MOD)
CORNER RADIUS 12"

SPECIAL (3) SIGN
SIGNS 45



LEGEND-----WHITE (REFL)
BACKGROUND-----GREEN (REFL)
10.67" UC, 8" LC, SERIES E (MOD)
CORNER RADIUS 5"

D3 - 1B SIGN
SIGNS 73 & 76



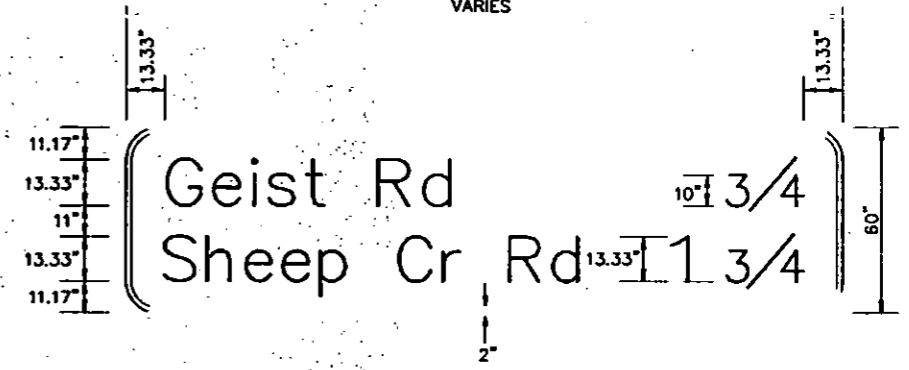
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BACKGROUND-----GREEN (REFL)
16" UC, 12" LC, SERIES E (MOD)
CORNER RADIUS 12"

E3 - 12 SIGN
SIGN 34



LEGEND-----WHITE (REFL)
BACKGROUND-----GREEN (REFL)
13.33" UC, 10" LC, SERIES E (MOD)
CORNER RADIUS 10"

E2 - 12 SIGN
SIGNS 16 & 39



LEGEND-----WHITE (REFL)
BACKGROUND-----GREEN (REFL)
13.33" UC, 10" LC, SERIES E (MOD)
CORNER RADIUS 9"

E8 - 12 SIGN
(MESSAGE VARIES)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY

SIGN DETAILS.



371121.DWG

I certify that the work contained on this plan was made in accordance with the regular course of business on the stated date of the project of the State of Alaska, Department of Transportation and Public Facilities, Project No. NH-IR-1-0A4-5(11) and that the work was done in accordance with the provisions of the Alaska Professional Engineering Act, AS 18.06.010.

DATE: 6-5-98 SUPERVISOR: Linda Richards

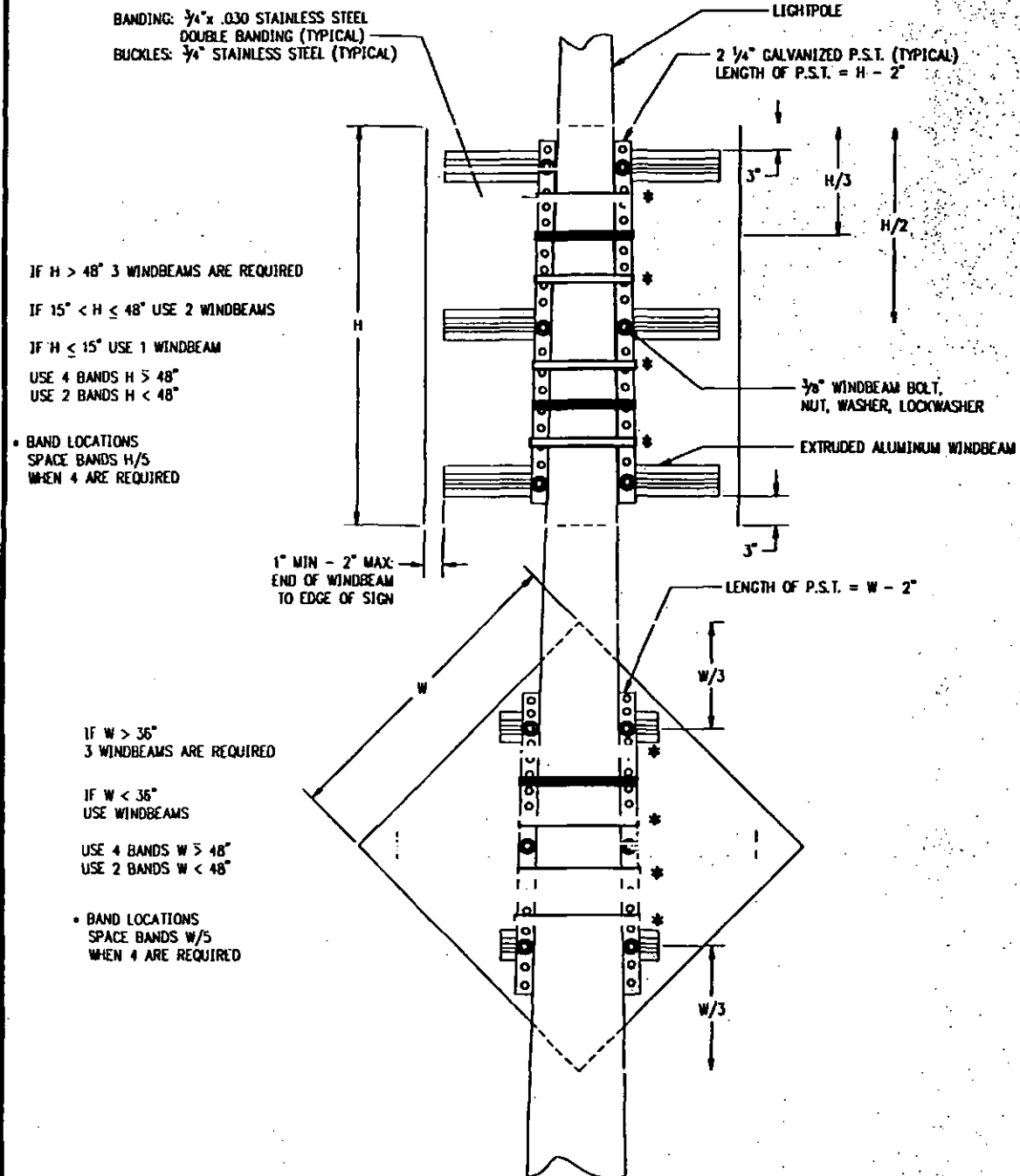
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LIGHT POLE SIGN BRACING

AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-5(11)	1994	T22	129

INITIALS *WSP* DATE *3-9-98*



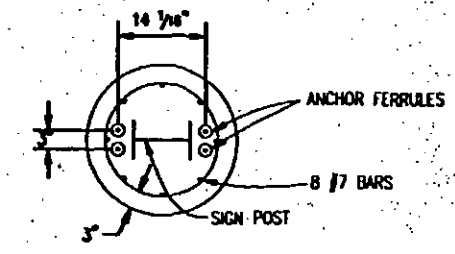
IF $H > 48"$ 3 WINDBEAMS ARE REQUIRED
 IF $15" < H \leq 48"$ USE 2 WINDBEAMS
 IF $H \leq 15"$ USE 1 WINDBEAM
 USE 4 BANDS $H > 48"$
 USE 2 BANDS $H < 48"$

BAND LOCATIONS
 SPACE BANDS $H/5$
 WHEN 4 ARE REQUIRED

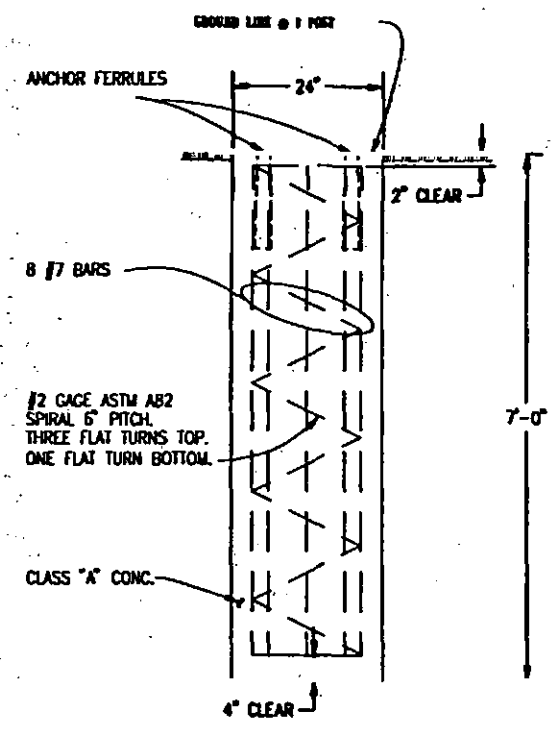
IF $W > 36"$ 3 WINDBEAMS ARE REQUIRED
 IF $W < 36"$ USE WINDBEAMS
 USE 4 BANDS $W > 48"$
 USE 2 BANDS $W < 48"$

BAND LOCATIONS
 SPACE BANDS $W/5$
 WHEN 4 ARE REQUIRED

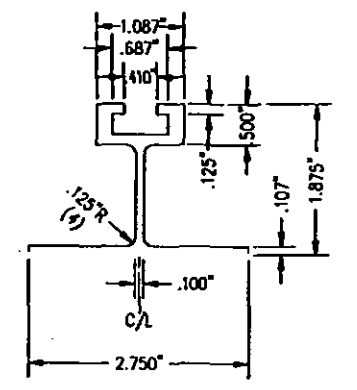
NOTES:
 1. ATTACH SIGN TO WINDBEAMS WITH $3/16"$ RIVETS AT 4" STAGGERED SPACING.



DIRECTION OF TRAFFIC



WIDE FLANGE
 BREAKAWAY SIGN
 POST FOUNDATION

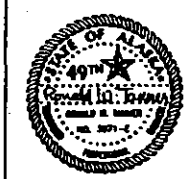


NOTES

- ALUMINUM ALLOY 6061-T6 SHALL BE USED FOR EXTRUDED WINDBEAM.
- ATTACH SIGN TO WINDBEAM WITH $3/16"$ RIVETS AT 4" STAGGERED SPACING.
- A NYLON WASHER SHALL BE PLACED BETWEEN THE SIGN FACE AND ANY OTHER WASHER REQUIRED ON SIGNS CONSTRUCTED OF ENCAPSULATED LENS SHEETING MATERIAL.

EXTRUDED FRAME

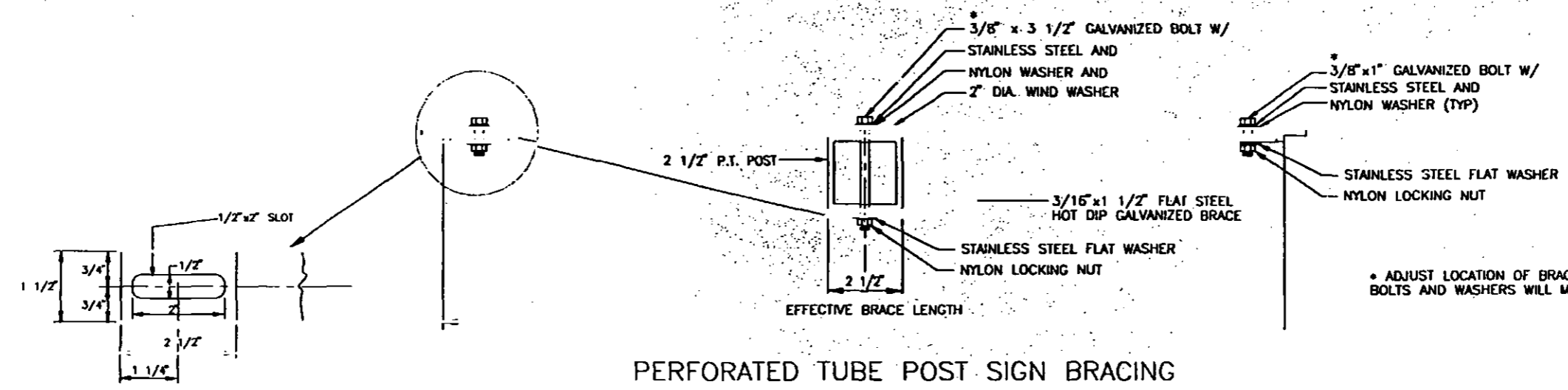
LUMINAIRE MOUNTED SIGN DETAILS



AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-5(11)	1994	T23	129

INITIALS WJS DATE 5-10-98



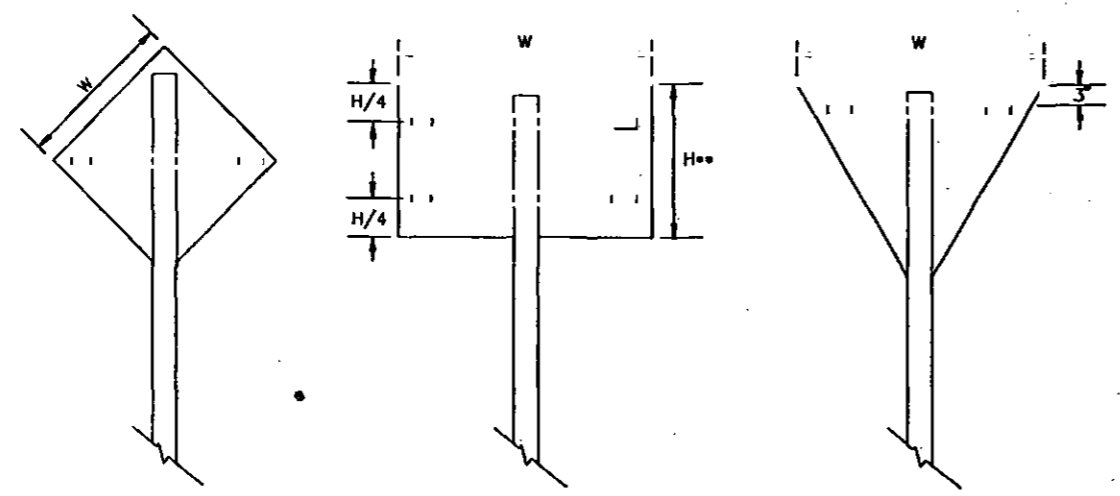
* ADJUST LOCATION OF BRACING SO THAT BOLTS AND WASHERS WILL MISS THE LEGEND.

PERFORATED TUBE POST SIGN BRACING

PLAN VIEW

SIGN WIDTH(W)	EFFECTIVE BRACE LENGTH		
	WARNING	YIELD	OTHER
30"	36"	24"	24"
36"	42"	30"	30"
42"	48"	-	36"
48"	USE TWO POSTS	36"	42"

DETAIL OF BRACE SLOT
ELEVATION VIEW



** USE ONE BRACE WHEN $H \leq 18'$
 USE TWO BRACES WHEN $18' < H \leq 48'$
 USE THREE BRACES WHEN $H > 48'$

PERFORATED TUBE POST SIGN BRACING



AS-BUILT PLANS

INITIALS WJS DATE 2-10-78

STATE PROJECT DESIGNATION YEAR SHEET TOTAL
ALASKA I-OA4-5(11) 1993 T24 129

L I G H T P O L E S U M M A R Y

HEAD NO.	STATION	LOCATION LT RT	WATTAGE	CIRCUITS	ARM LENGTH	WIDENING DETAIL	POLE LENGTH	TYPE FIXTURE	REMARKS
1	LL 363+60	X	310	W-1	0	E	43	MD	
2	LL 366+20	X	310	W-1	0	E	43	MD	
3	LL 368+80	X	310	W-1	0	E	43	MD	
4	LL 371+40	X	310	W-1	0	E	43	MD	
5	LL 374+10	X	310	W-1	0	E	43	MD	
6	LL 376+70	X	310	W-1	0	E	43	MD	
7	LR 376+20	X X	310	W-2	0	E	43	MD	
8	LL 379+30	X	310	W-1	0	E	43	MD	
9	LR 378+80	X X	310	W-2	0	E	43	MD	
10	LL 381+90	X	310	W-1	0	E	43	MD	
11	LR 381+40	X X	310	W-2	0	E	43	MD	
12	LL 384+50	X X	310	W-1	0	E	43	MD	
13	LR 384+00	X X	310	W-2	0	E	43	MD	
14	LL 387+10	X	310	W-1	0	E	43	MD	
15	LR 386+65	X X	310	W-2	0	E	43	MD	
16	LL 389+70	X	310	W-1	4	C	39.5	MC-3	
17	LR 389+05	X X	310	W-2	4	C	39.5	MC-3	
18	LL 391+65	X	310	W-1	4	D	39.5	MC-3	
19	LR 391+00	X X	310	W-2	4	C	39.5	MC-3	
20	LL 393+55	X	310	W-1	4	D	39.5	MC-3	
21	LR 392+90	X X	310	W-2	4	D	39.5	MC-3	
22	LL 395+50	X	310	W-1	4	D	39.5	MC-3	
23	LR 394+85	X X	310	W-2	4	D	39.5	MC-3	
24	LL 397+15	X	250	C-2	6			MC-3	SEE SECTION 642-3.01 OF THE SPECIAL PROVISIONS
25	LL 397+15	X X	310	C-2	0		45.0	MD	(4) (5) ON BRIDGE
26	LL 398+60	X	250	C-1	4			MC-3	(4) ON BRIDGE
27	LL 399+85	X X	310	C-2	0			MD	(2) (4) ON BRIDGE
28	LL 399+85	X X	250	C-2	6		45.0	MC-3	(4) ON BRIDGE
29	LR 400+70	X X	310	C-2	4	D	39.5	MC-3	(4) (5) ON BRIDGE
30	LL 401+60	X	310	C-1	10	D		MC-3	(1) (3)
31	NW 0+15	X X	310	C-2	10			MC-3	SEE SHEET T17
32	LL 403+30	X	310	C-1	15	D		MC-3	(1) (3)
33	NW 2+00	X X	310	C-2	15	D	36.5	MC-3	
34	LL 405+15	X	310	C-1	15	D		MC-3	(1) (3)
35	NW 4+00	X	310	C-2	4	C	39.5	MC-3	
36	LR 406+35	X X	310	C-2	4	C	39.5	MC-3	
37	LL 406+85	X	310	C-1	15	D		MC-3	(1) (3)
38	NW 5+80	X X	250	C-2	4	C	39.5	MC-3	
39	LR 408+10	X X	310	C-2	4	C	39.5	MC-3	
40	LL 408+50	X	310	C-1	4	C	39.5	MC-3	
41	WN 3+40	X	310	C-1	4	D	39.5	MC-3	
42	LL 410+20	X	310	C-1	4	C	39.5	MC-3	
43	LR 409+80	X X	310	C-2	4	D	39.5	MC-3	
44	LL 412+15	X	310	C-1	4	C	39.5	MC-3	
45	LR 411+60	X X	310	C-2	4	D	39.5	MC-3	
46	NW 7+45	X X	250	C-2	4	C	39.5	MC-3	
47	LR 413+45	X X	310	C-2	4	D	39.5	MC-3	
48	LL 413+90	X	310	C-1	4	C	39.5	MC-3	
49	LR 415+20	X X	310	C-2	4	D	39.5	MC-3	
50	LL 415+70	X	310	C-1	4	C	39.5	MC-3	

- ① EXISTING LUMINAIRE POLE RELOCATED (SEE RELOCATED POLE SUMMARY SHEET T28).
- ② EXISTING.
- ③ REQUIRES NEW 310 W. HPS, MC-3, 480 V FIXTURE.
- ④ SEE SHEET T32
- ⑤ POLE REQUIRES 3 BOLT FIXED BASE PER STD. DWG. L-03.02.

L I G H T P O L E S U M M A R Y

HEAD NO.	STATION	LOCATION LT RT	WATTAGE	CIRCUITS	ARM LENGTH	WIDENING DETAIL	POLE LENGTH	TYPE FIXTURE	REMARKS
51	LR 417+05	X X	310	C-2	10	D		MC-3	
52	LL 417+40	X	310	A1-2	4		39.5	MC-3	
52A	SW 17+00	X	310	A1-2	10			MC-3	
53	LR 418+85	X X	310	C-2	15	D		MC-3	
54	LL 420+15	X	310	A1-2	15	D		MC-3	
55	LR 420+75	X X	310	A2-2	15	D		MC-3	
56	LL 421+95	X	310	A2-3	15	D		MC-3	(1) (3)
57	NE 0+60	X X	310	A2-2	15	D		MC-3	(1) (3)
58	LL 423+75	X	310	A2-3	15	D		MC-3	(1) (3)
59	NE 1+60	X X	250	A2-2	10	D		MC-3	(1)
60	NE 2+70	X	250	A2-2	10	D		MC-3	(1)
61	NE 3+90	X	250	A2-2	10	D		MC-3	(1)
62	NE 5+10	X	250	A2-2	10	C		MC-3	(1)
63	NE 6+35	X	250	A2-2	10			MC-3	(2) TIE INTO EXISTING CIRCUIT
64	LL 425+55	X	310	A2-3	4	C	39.5	MC-3	
65	LR 423+70	X X	310	A2-3	4	C	39.5	MC-3	
66	LL 427+50	X	310	A2-3	4	C	39.5	MC-3	
67	LR 425+60	X X	310	A2-3	4	C	39.5	MC-3	
68	LL 429+45	X	310	A2-3	4	C	39.5	MC-3	
69	LR 427+40	X X	310	A2-3	4	C	39.5	MC-3	
70	LL 431+40	X	310	A2-3	4	C	39.5	MC-3	
71	LR 429+30	X X	310	A2-3	4	C	39.5	MC-3	
72	LR 431+15	X	310	A2-3	4	C	39.5	MC-3	
73	LR 433+00	X X	310	A2-3	4	C	39.5	MC-3	
74	LL 433+35	X	310	A2-3	15			MC-3	(3) (2)
75	LL 433+35	X X	310	A2-3	10			MC-3	(2)
76	AR 34+70	X	310	A2-3	15	C		MC-3	(1) (3)
77	ES 17+80	X X	310	A2-3	15	C	36.5	MC-3	
78	AR 36+40	X	310	A2-3	15	C	36.5	MC-3	
79	ES 19+70	X X	310	A2-3	15	C	36.5	MC-3	
80	LL 438+55	X	310	A2-3	15			MC-3	SEE SHEET T17
81	ES 21+60	X X	310	A2-3	15	C	36.5	MC-3	
82	LL 440+35	X	310	A2-3	15	C	36.5	MC-3	
83	ES 23+50	X X	310	A2-3	15	C	36.5	MC-3	
84	LL 442+15	X	310	A2-3	4	C	39.5	MC-3	
85	LR 442+15	X X	310	A2-3	15	C	36.5	MC-3	
86	LL 443+95	X	310	A2-3	4	C	39.5	MC-3	
87	LR 444+10	X X	310	A2-3	10	C	38.5	MC-3	
88	LL 445+80	X	310	U-1	0	E	43	MD	
89	LR 446+00	X X	310	U-4	0	E	43	MD	
90	LL 448+45	X	310	U-1	0	E	43	MD	
91	LR 448+60	X X	310	U-4	0	E	43	MD	
92	LL 451+10	X	310	U-1	0	E	43	MD	
93	LR 451+25	X X	310	U-4	0	E	43	MD	
94	LL 453+75	X	310	U-1	0	E	43	MD	
95	LR 454+00	X X	310	U-4	0	E	43	MD	
96	LL 456+40	X	310	U-1	0	E	43	MD	
97	LR 456+80	X X	310	U-4	0	E	43	MD	
98	LL 458+95	X	310	U-1	0	E	43	MD	
99	LR 459+30	X X	310	U-4	0	E	43	MD	



L I G H T P O L E S U M M A R Y

HEAD NO.	STATION	LOCATION		WATTAGE	CIRCUITS	ARM LENGTH	WIDENING DETAIL	POLE LENGTH	TYPE	REMARKS
		LT	RT							
100	LL 461+25	X		310	U-1	0	E	43	MD	
101	LR 461+90		X	310	U-4	0	E	43	MD	
102	LL 463+55	X		310	U-1	0	E	43	MD	
103	LR 464+25		X	310	U-4	0	E	43	MD	
104	LL 465+80	X		310	U-1	0	E	43	MD	
105	LR 466+15		X	310	U-4	0	E	43	MD	
106	LL 468+15	X		310	U-1	0	E	43	MD	
107	LR 467+90		X	310	U-4	0	E	43	MD	
108	LL 470+35	X		310	U-1	0	E	43	MD	
109	LR 469+70		X	310	U-4	0	E	43	MD	
110	LR 470+80		X	310	U-4	4	C	39.5	MC-3	RADIAL ON FREE RT. RAMP
111	U 19+51	X		400	U-4	10			MC-3	UNIV. AVE. SIGNAL POLE 3
112	U 19+51	X		400	U-4	10			MC-3	UNIV. AVE. SIGNAL POLE 3
113	LL 471+60	X		310	U-2	4	C	39.5	MC-3	RADIAL ON FREE RT. RAMP
114	LL 472+09	X		400	U-2	10			MC-3	UNIV. AVE. SIGNAL POLE 4
115	LL 472+09	X		400	U-2	10			MC-3	UNIV. AVE. SIGNAL POLE 4
116	U 20+83		X	400	U-2	10			MC-3	UNIV. AVE. SIGNAL POLE 1
117	U 20+83		X	400	U-2	10			MC-3	UNIV. AVE. SIGNAL POLE 1
118	LR 471+00		X	400	U-3	10			MC-3	UNIV. AVE. SIGNAL POLE 2
119	LR 471+00		X	400	U-3	10			MC-3	UNIV. AVE. SIGNAL POLE 2
120	LL 473+40	X		310	U-2	4	C	39.5	MC-3	RADIAL ON FREE RT. RAMP
121	LR 472+45		X	310	U-3	4	C	39.5	MC-3	RADIAL ON FREE RT. RAMP
122	LL 474+40	X		310	U-2	0	E	43	MD	
123	LR 473+70		X	250	U-3	0	E	43	MD	
124	LL 476+15	X		310	U-2	0	E	43	MD	
125	LR 475+55		X	250	U-3	0	E	43	MD	
126	LL 477+90	X		310	U-2	0	E	43	MD	
127	LR 477+20		X	250	U-3	0	E	43	MD	
128	LL 480+25	X		310	U-2	0	E	43	MD	
129	LR 479+60		X	310	U-3	0	E	43	MD	
130	LR 481+95		X	310	U-3	0	E	43	MD	
131	LR 484+35		X	310	U-3	0	E	43	MD	VERIFY UTILITY CLEARANCE
132	LR 486+80		X	310	U-3	0	E	43	MD	
133	LR 489+20		X	310	U-3	0	E	43	MD	
134	LR 491+85		X	310	U-3	0	E	43	MD	
135	LR 494+25		X	310	U-3	0	E	43	MD	
136	LR 496+65		X	310	U-3	0	E	43	MD	
138	U 12+85	X		310	U-3	4	C	39.5	MC-3	
139	U 15+00		X	310	U-3	4	C	39.5	MC-3	
140	U 16+85	X		310	U-3	4	C	39.5	MC-3	
141	U 18+35		X	310	U-3	4	C	39.5	MC-3	
142	U 22+30	X		310	U-2	15	C		MC-3	(1) (3)
143	U 23+75		X	310	U-2	15	C		MC-3	(1) (3)
144	U 25+20	X		310	U-2	15			MC-3	UNIV. AVE. SIGNAL POLE 5.
145	U 26+60	X		310	U-2	15	C		MC-3	(1) (3)
146	LR 499+10		X	310	P-4	0	E	43	MD	
147	LR 501+45		X	310	P-4	0	E	43	MD	
150	A 27+10		X	400	A	15	C		MC-3	(1)

AS-BUILT PLANS
 INITIALS _____ DATE 3-22-98

① EXISTING LUMINAIRE POLE RELOCATED (SEE RELOCATED POLE SUMMARY SHEET T2B).
 ② EXISTING.
 ③ REQUIRES NEW 310 W, HPS, MC-3, 480 V FIXTURE.
 ④ CHECK BRIDGE PLANS FOR CABLE ROUTING.



NOTE: A. BOX INSTALLED BETWEEN GROUND & FLE WISE (2' 0" FROM FLE CASE)

AS-BUILT PLANS

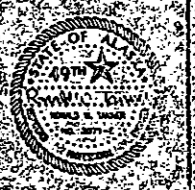
INITIALS: _____ DATE: 1-10-98

ILLUMINATION JUNCTION BOX SUMMARY

UCT BOX NO.	STATION	LOCATION	TYPE	CIRCUITS	WIDENING	REMARKS
1	LL 363+60	X	1-A	W-1	X	
2	LL 366+20	X	1-A	W-1	X	
3	LL 368+80	X	1-A	W-1	X	
4	LL 371+40	X	1-A	W-1	X	
5	LL 374+0	X	1-A	W-1	X	
6	LL 376+70	X	1-A	W-1	X	
7	LL 376+20	X	1-A	W-2	X	
8	LL 379+30	X	1-A	W-1	X	
9	LL 378+80	X	1-A	W-2	X	
10	LL 381+90	X	1-A	W-1	X	
11	LL 381+40	X	1-A	W-2	X	
12	LL 384+50	X	1-A	W-1	X	
13	LL 384+00	X	1-A	W-2	X	
14	LL 387+10	X	1-A	W-1	X	
15	LL 386+65	X	1-A	W-2	X	
16	LL 389+70	X	1-A	W-1	X	
17	LL 389+05	X	1-A	W-2	X	
18	LL 391+65	X	1-A	W-1	X	SEE NOTE A
19	LL 391+00	X	1-A	W-2	X	
20	LL 393+55	X	1-A	W-1	X	SEE NOTE A
21	LL 392+90	X	1-A	W-2	X	SEE NOTE A
22	LL 395+50	X	1-A	W-1	X	
23	LL 394+85	X	1-A	W-2	X	
24	LL 400+70	X	1-A	C-2	X	
25	LL 401+60	X	1-A	C-1	X	
26	NW 0+15	X	1-A	C-2	X	SEE NOTE A
27	LL 403+30	X	1-A	C-1	X	
28	NW 2+00	X	1-A	C-2	X	
29	LL 405+15	X	1-A	C-1	X	
30	NW 4+00	X	1-A	C-2	X	
31	LL 406+35	X	1-A	C-2	X	
32	LL 406+85	X	1-A	C-1	X	SEE NOTE A
33	NW 5+80	X	1-A	C-2	X	
34	LL 408+10	X	1-A	C-2	X	
35	LL 408+50	X	1-A	C-1	X	
36	WN 3+40	X	1-A	C-1	X	SEE NOTE A
37	LL 410+20	X	1-A	C-1	X	
38	LL 409+80	X	1-A	C-2	X	SEE NOTE A
39	LL 412+15	X	1-A	C-2	X	
40	LL 411+60	X	1-A	C-2	X	SEE NOTE A
41	NW 7+45	X	1-A	C-2	X	
42	LL 413+45	X	1-A	C-2	X	SEE NOTE A
43	LL 413+90	X	1-A	C-1	X	
44	LL 415+20	X	1-A	C-2	X	SEE NOTE A
45	LL 415+70	X	1-A	C-1	X	

ILLUMINATION JUNCTION BOX SUMMARY

UCT BOX NO.	STATION	LOCATION	TYPE	CIRCUITS	WIDENING	REMARKS
51	LL 417+05	X	1-A	C-2	X	SEE NOTE A
52	LL 417+40	X	1-A	A1-2	X	EXISTING (ADJUST HEIGHT)
52A	SW 317+00	X	1-A	A1-2	X	EXISTING
53	LL 418+85	X	1-A	C-2	X	
54	LL 420+15	X	1-A	A1-2	X	SEE NOTE A
55	LL 420+75	X	1-A	A2-2	X	
56	LL 421+95	X	1-A	A2-3	X	SEE NOTE A
57	NE 0+60	X	1-A	A2-2	X	
58	LL 423+75	X	1-A	A2-3	X	
59	NE 1+60	X	1-A	A2-2	X	
60	NE 2+70	X	1-A	A2-2	X	
61	NE 3+90	X	1-A	A2-2	X	SEE NOTE A
62	NE 5+10	X	1-A	A2-2	X	
63	NE 6+35	X	1-A	A2-2	X	EXISTING
64	LL 425+55	X	1-A	A2-3	X	
65	LL 423+70	X	1-A	A2-3	X	
66	LL 427+50	X	1-A	A2-3	X	
67	LL 425+60	X	1-A	A2-3	X	
68	LL 429+45	X	1-A	A2-3	X	
69	LL 427+40	X	1-A	A2-3	X	
70	LL 431+40	X	1-A	A2-3	X	
71	LL 429+30	X	1-A	A2-3	X	
72	LL 431+15	X	1-A	A2-3	X	
73	LL 433+00	X	1-A	A2-3	X	
74	LL 433+35	X	1-A	A2-3	X	EXISTING
75	AR 335+30	X	1-A	A2-3	X	
76	ES 34+70	X	1-A	A2-3	X	
77	AR 336+70	X	1-A	A2-3	X	
78	ES 19+70	X	1-A	A2-3	X	
79	LL 438+55	X	1-A	A2-3	X	
80	ES 21+60	X	1-A	A2-3	X	
81	LL 440+35	X	1-A	A2-3	X	
82	ES 23+50	X	1-A	A2-3	X	
83	LL 442+15	X	1-A	A2-3	X	
84	LL 442+15	X	1-A	A2-3	X	
85	LL 442+15	X	1-A	A2-3	X	
86	LL 443+95	X	1-A	A2-3	X	
87	LL 444+10	X	1-A	A2-3	X	
88	LL 445+80	X	1-A	U-4	X	
89	LL 446+00	X	1-A	U-4	X	
90	LL 448+45	X	1-A	U-1	X	
91	LL 448+60	X	1-A	U-4	X	
92	LL 451+10	X	1-A	U-1	X	
93	LL 451+25	X	1-A	U-4	X	
94	LL 453+75	X	1-A	U-4	X	
95	LL 454+00	X	1-A	U-4	X	
96	LL 456+40	X	1-A	U-4	X	
97	LL 456+60	X	1-A	U-4	X	
98	LL 458+95	X	1-A	U-4	X	
99	LL 459+30	X	1-A	U-4	X	
100	LL 461+25	X	1-A	U-1	X	



ILLUMINATION JUNCTION BOX SUMMARY

JCT. BOX NO.	STATION	LOCATION	TYPE	CIRCUITS	WIDENING DETAIL	REMARKS
101	LR 461+90	X	1-A	U-4		
102	LR 464+55	X	1-A	U-1		
103	LR 464+25	X	1-A	U-4		
104	LR 465+80	X	1-A	U-1		
105	LR 466+15	X	1-A	U-4		
106	LR 468+15	X	1-A	U-1		
107	LR 467+90	X	1-A	U-4		
108	LR 470+35	X	1-A	U-1		
109	LR 469+70	X	1-A	U-4		
110	LR 470+80	X	1-A	U-4		
111	LR 471+10	X	1-A	U-4		
113	LR 471+60	X	1-A	U-1,2,3,4	N/A	SEE DETAIL SHEET T32
114	LR 472+05	X	1-A	U-2,3	N/A	IN ISLAND
116	LR 472+90	X	1-A	U-2,3	N/A	IN ISLAND
118	LR 472+00	X	1-A	U-3	N/A	IN ISLAND
120	LR 473+40	X	1-A	U-2,3		
121	LR 472+50	X	1-A	U-3		
122	LR 474+40	X	1-A	U-2,3		
123	LR 473+70	X	1-A	U-3		
124	LR 476+15	X	1-A	U-2		
125	LR 475+55	X	1-A	U-3		
126	LR 477+90	X	1-A	U-2		
127	LR 477+20	X	1-A	U-3		
128	LR 480+25	X	1-A	U-2		RELOCATE EXISTING U-BOX
129	LR 479+60	X	1-A	U-3		
130	LR 481+95	X	1-A	U-3		
131	LR 484+35	X	1-A	U-3		
132	LR 486+80	X	1-A	U-3		
133	LR 489+20	X	1-A	U-3		
134	LR 491+85	X	1-A	U-3		
135	LR 494+25	X	1-A	U-3		
136	LR 496+65	X	1-A	U-3		
138	LR 492+85	X	1-A	U-3		
139	LR 495+00	X	1-A	U-3		
140	LR 496+85	X	1-A	U-3		
141	LR 498+35	X	1-A	U-3		
142	LR 499+30	X	1-A	U-2		
143	LR 501+75	X	1-A	U-2		
144	LR 502+20	X	1-A	U-2		
145	LR 503+60	X	1-A	U-2		
146	LR 499+10	X	1-A	P-4		
147	LR 501+45	X	1-A	P-4		
148	LR 503+75	X	1-A	P-4		EXISTING
149	LR 504+60	X	1-A	U-2		EXISTING
150	LR 507+10	X	1-A	U-2		

ILLUMINATION JUNCTION BOX SUMMARY

JCT. BOX NO.	STATION	LOCATION	TYPE	CIRCUITS	WIDENING DETAIL	REMARKS
200	LR 372+30	X	1-A	W-1,2	N/A	LOCATE IN FRONT OF LOAD CENTER
201	LR 400+80	X	1-A	W-1,2	N/A	LOCATE IN FRONT OF LOAD CENTER
202	LR 399+75	X	1-A	C-2	N/A	LOCATE IN FRONT OF LOAD CENTER
203	LR 408+10	X	1-A	C-1	N/A	LOCATE IN FRONT OF LOAD CENTER
204	LR 408+10	X	1-A	C-1	N/A	LOCATE IN FRONT OF LOAD CENTER
205	SW 15+75	X	1-A	A1-2	N/A	EXISTING
206	ES 11+15	X	1-A	C-1,2	N/A	EXISTING IN FRONT OF LOAD CENTER
207	LR 432+50	X	1-A	A2-3	N/A	EXISTING
208	ES 16+00	X	1-A	A2-3	N/A	LOCATE ON EXISTING CONDUIT RUN
209	LR 432+70	X	1-A	A2-3	N/A	EXISTING
210	LR 470+35	X	1-A	U-4	N/A	ADJACENT TO BACK OF CURB
211	LR 474+40	X	1-A	U-3	N/A	ADJACENT TO BACK OF CURB
212	LR 472+85	X	1-A	U-3	N/A	
213	LR 476+85	X	1-A	U-2	N/A	
214	LR 473+70	X	1-A	U-2	N/A	
215	LR 472+25	X	1-A	U-1,2,3,4,5	N/A	EXISTING IN FRONT OF LOAD CENTER
216	LR 482+60	X	1-A	U-2	N/A	EXISTING
217	LR 372+30	X	1-A	W-1,2	N/A	SEE DETAIL SHEET T32
218	LR 372+30	X	1-A	Z (br. VV)	N/A	FUTURE USE CONDUIT TERMINATION



AS-BUILT PLANS

INITIALS WAS DATE 3-98

R E L O C A T E D P O L E S U M M A R Y

AS-BUILT STATIONING	*REMOVE POLE FROM STATION	LOCATION		ARM LENGTH	RELOCATE POLE TO STATION	LOCATION		RELOCATED POLE #	REMARKS
		LT	RT			LT	RT		
	LL 395+50		X	6					SALVAGE
	LL 401+90		X	15	LL 403+30	X		32	SALVAGE (DIR 'FFFF')
	LL 403+70		X	15	LL 405+15	X		34	SALVAGE
	LL 405+60		X	15	LL 406+50	X		37	SALVAGE
	LL 417+40	X		10					SALVAGE
	LL 422+00		X	10	LL 401+55	X		30	SALVAGE (DIR 'FFFF')
	LL 423+20		X	10	LR 417+05	X	X	51	
	LL 424+20		X	10	NE 1+60	X	X	59	
	NE 1+64 (DIR 'Q')		X						SALVAGE (DIR 'Q')
	NE 2+80		X	10	NE 2+70	X	X	60	
	NE 4+00		X	10	NE 3+90	X	X	61	
	NE 5+10		X	10	NE 5+10	X	X	62	
	AR 35+70	X		15	AR 34+70	X	X	76	
	LL 447+45		X	15	LL 421+05	X	X	56	SALVAGE (DIR 'FFFF')
	LL 466+80	X		15	LL 423+75	X	X	58	SALVAGE
	LR 468+70		X	15	LR 422+40	X	X	57	
	U 14+75	X		15	U 25+20	X	X	144	
	U 17+30		X	15	U 22+30	X	X	142	
	LL 473+15	X		15	LR 420+75	X	X	55	
	U 23+75	X		15	U 23+75	X	X	143	
	U 26+10	X		15	U 26+60	X	X	145	
	LL 475+55	X		15	LR 418+85	X	X	53	
	LL 478+15	X	X	15	LL 450+15	A		54	SALVAGE (DIR 'FFFF')
	A 26+60		X	15	A 27+10	X	X	150	ON AIRPORT WAY
	LL 397+15		X	6					SALVAGE (3 BOLT BASE PLATE)
	LL 399+85		X	6					SALVAGE (3 BOLT BASE PLATE)

RELOCATED POLES = 14
 SALVAGED POLES = 21

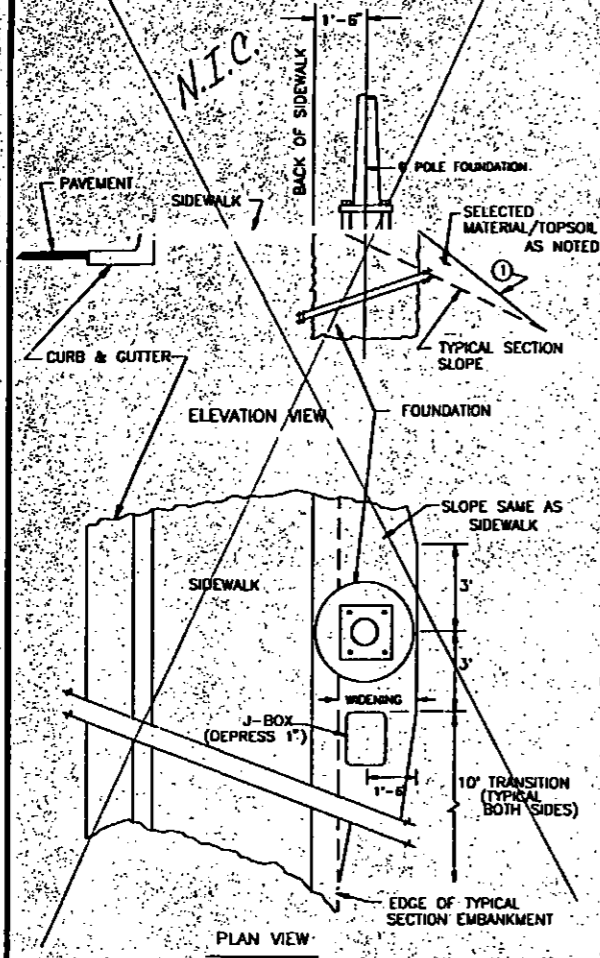
* STATIONING APPROXIMATE.
 NOTE: ALL POLES FURNISHED 40 FOOT MOUNTING HEIGHTS ON OLD PROJECTS.



AS-BUILT PLANS

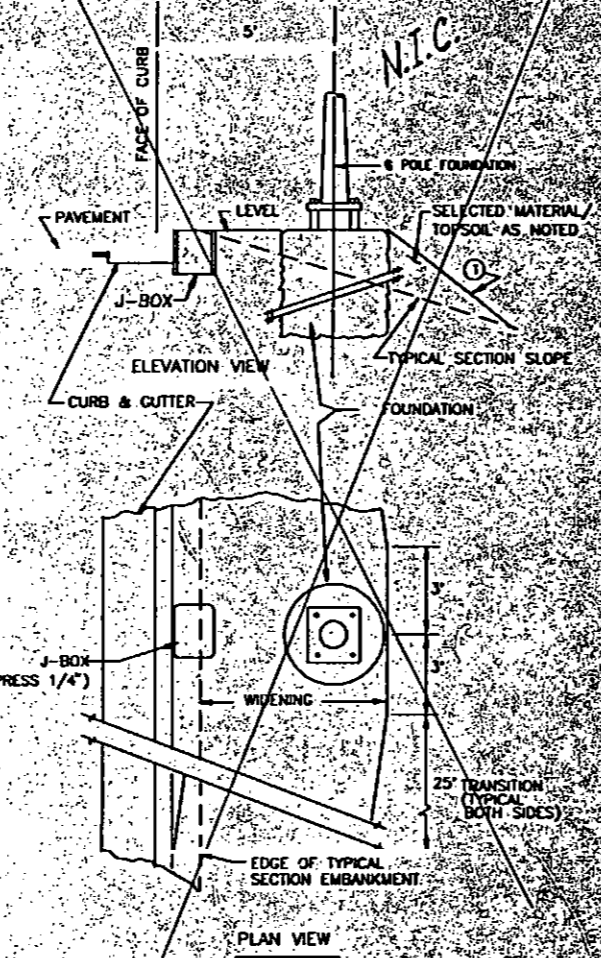
INITIALS: WKT DATE: 3-8-93

LIGHT POLE WIDENING DETAIL "A"
(USE WHEN POLE IS LOCATED BACK OF SIDEWALK) NO SCALE



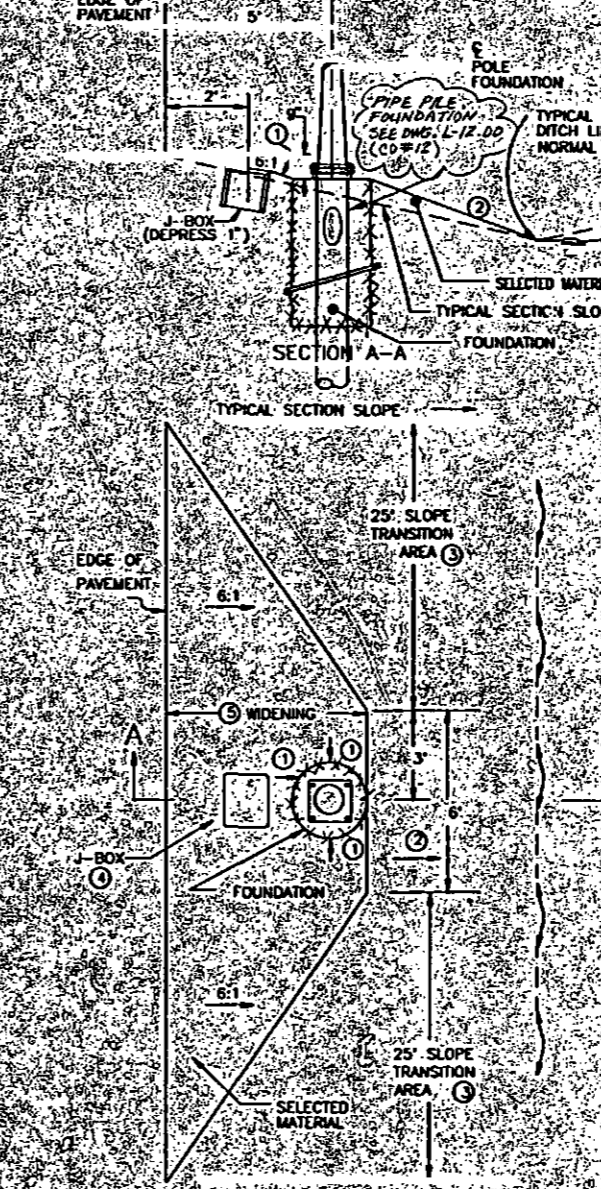
- ① GRADE SLOPE FROM BACK OF FOUNDATION TO TYPICAL SECTION SLOPE CATCH POINT OR DITCH LINE EXCEPT THAT THE SLOPE SHALL BE NO STEEPER THAN 1-1/2:1.

LIGHT POLE WIDENING DETAIL "B"
(USE WHEN POLE IS LOCATED BACK OF CURB) NO SCALE



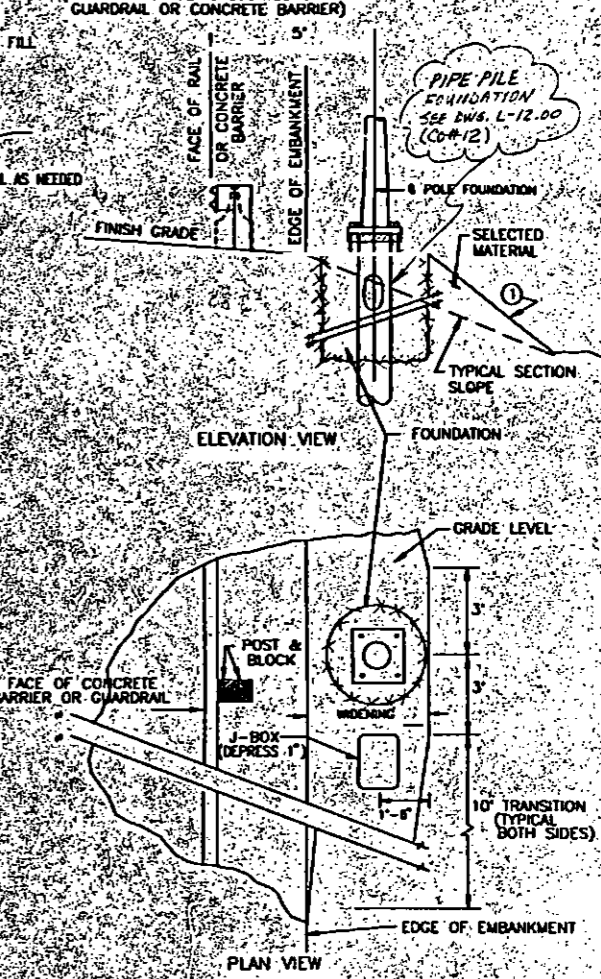
- ① GRADE SLOPE FROM BACK OF FOUNDATION TO TYPICAL SECTION SLOPE CATCH POINT OR DITCH LINE EXCEPT THAT THE SLOPE SHALL BE NO STEEPER THAN 1-1/2:1.

LIGHT POLE WIDENING DETAIL "C"
(USE WHEN POLE IS LOCATED OFF SHOULDER) NO SCALE



- ① WARP SLOPE TO TOP CIRCUMFERENCE OF POLE FOUNDATION
- ② SLOPE FROM TOP EDGE OF POLE FOUNDATION TO TYPICAL SECTION DITCHLINE OR NORMAL TOE OF FILL; NO STEEPER THAN 1-1/2:1
- ③ WHEN THE TYPICAL SECTION SLOPE IS STEEPER THAN 2:1, USE 35' FOR THE SLOPE TRANSITION AREA
- ④ DEPRESS JUNCTION BOX 1\"/>

LIGHT POLE WIDENING DETAIL "D"
(USE WHEN POLE IS LOCATED BACK OF GUARDRAIL OR CONCRETE BARRIER) NO SCALE



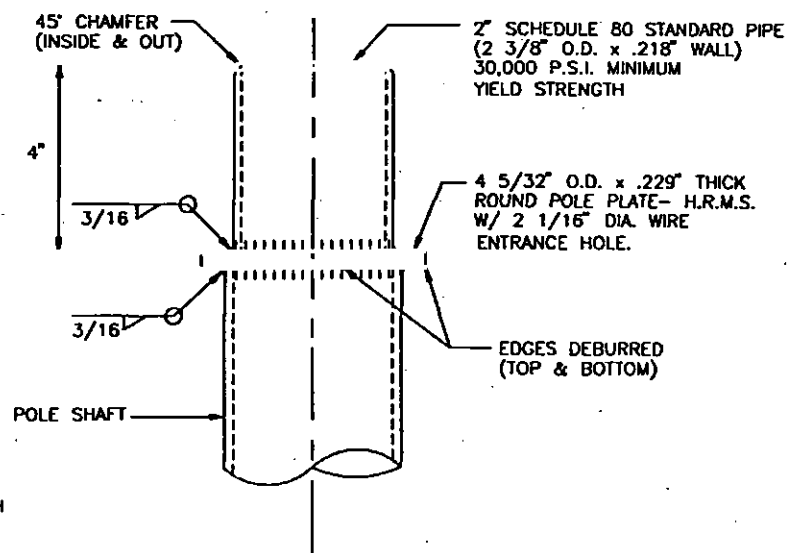
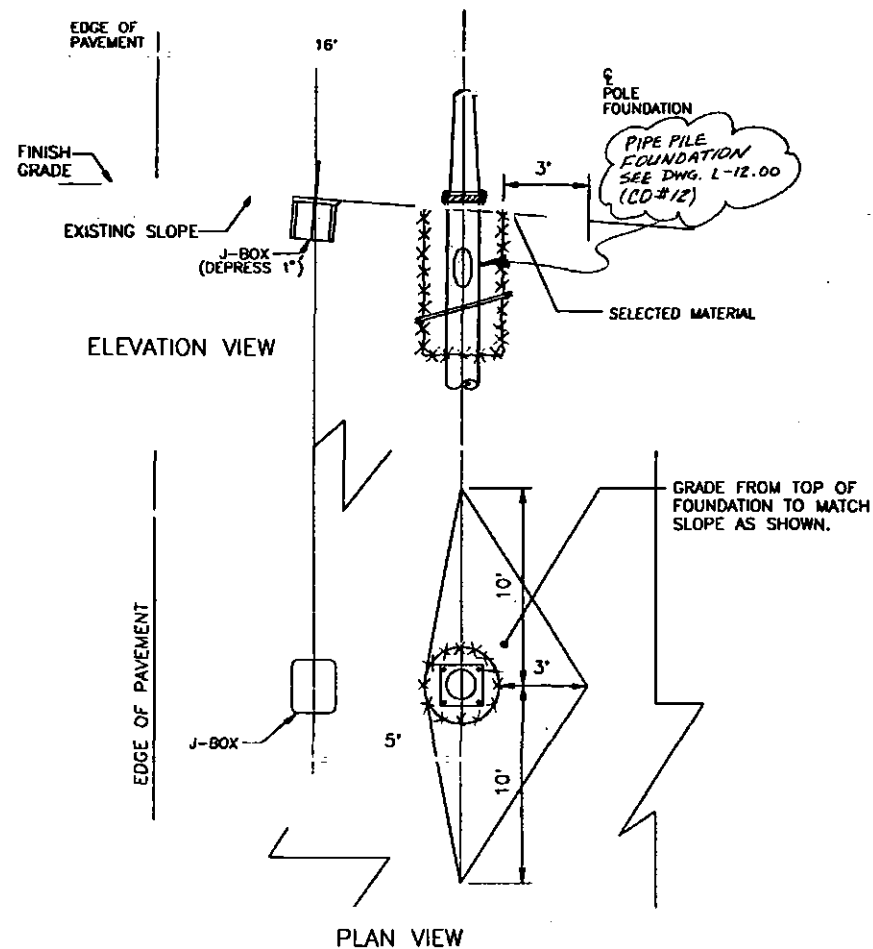
- ① GRADE SLOPE FROM BACK OF FOUNDATION TO TYPICAL SECTION SLOPE CATCH POINT OR DITCH LINE EXCEPT THAT THE SLOPE SHALL BE NO STEEPER THAN 1-1/2:1.



LIGHTING DETAILS
PARKS HIGHWAY

LIGHT POLE WIDENING DETAIL "E"

(USE WHEN OFFSET LIGHT POLE USED I.E. 0' ARM) NO SCALE

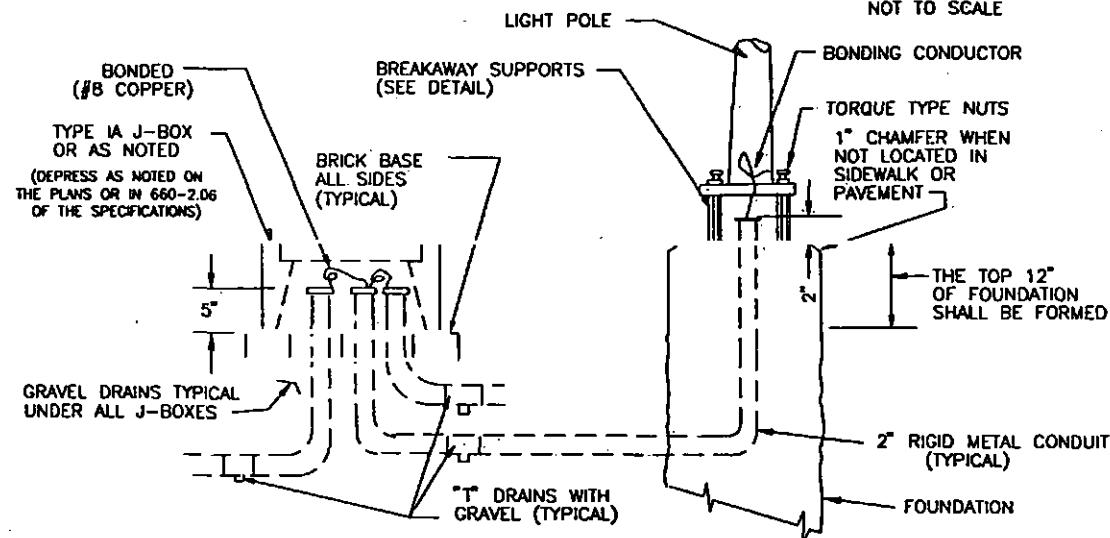


OFFSET LUMINAIRE MOUNTING DETAIL

NOT TO SCALE

LIGHTING FOUNDATION - J-BOX - CONDUIT DETAILS

NOT TO SCALE



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-044-5(11)	1993	T30	129

AS-BUILT PLANS

INITIALS DATE 3-1-98

LIGHTING NOTES

- WHEN APPROVED OR DIRECTED BY THE ENGINEER MINOR RELOCATIONS OF THE NEW FOUNDATIONS, CONDUITS, AND JUNCTION BOXES MAY BE REQUIRED AND SHALL BE SUBSIDIARY TO SECTION 660 BID SCHEDULE PAY ITEMS.
- EXISTING CIRCUITS LISTED AND SHOWN ON THE PLAN SHEETS WERE OBTAINED FROM AS-BUILT INFORMATION AND SHALL BE VERIFIED PRIOR TO ANY WORK INVOLVING THOSE EXISTING CIRCUITS.
- FOUNDATIONS FOR LIGHTING STANDARDS SHALL BE TYPE III CONCRETE FOOTING DETAILED IN STANDARD DRAWING L-30.02 EXCEPT AS REVISED ON THE PLANS.
- FOUNDATIONS FOR NEW LIGHT POLES SHALL HAVE FOUR, 1-INCH ASTM A-449 ANCHOR BOLTS. THE TOP 12 INCHES OF THE BOLT SHALL BE THREADED AND GALVANIZED IN ACCORDANCE WITH ASTM A-153.
- NEW LIGHT POLES SHALL BE INSTALLED WITH FOUR BREAKAWAY SUPPORT COUPLINGS WITH TORQUE NUTS AND SKIRT.
- ALL NEW LIGHTING STANDARDS SHALL BE STEEL WITH 40' MOUNTING HEIGHTS AND A 14-1/2" BOLT CIRCLE.
- EXISTING BREAKAWAY SUPPORT COUPLINGS WILL NOT BE ALLOWED TO BE REUSED. THE COUPLINGS SHALL BE SALVAGED.
- UNLESS NOTED OTHERWISE IN THE LIGHTING SUMMARY, ALL LIGHTING FIXTURES SHALL BE MEDIUM CUTOFF, HIGH PRESSURE SODIUM FIXTURES WITH MAGNETIC REGULATOR BALLAST. THE BALLAST VOLTAGE AND LIGHT FIXTURE WATTAGE SHALL BE AS NOTED IN THE LIGHT POLE SCHEDULE.
- LUMINAIRE POLES WITH 0 FOOT LUMINAIRE ARM LENGTH SHALL BE EQUIPPED WITH OFFSET POLE TOP MOUNTED LUMINARIES DESIGNED TO BE OFFSET BETWEEN 20 AND 50 FEET FROM THE EDGE OF TRAVELED WAY AND ANGLED BETWEEN 30 AND 50 DEGREES FROM THE HORIZONTAL. THE LUMINAIRE SHALL BE 310 WATT, 480 VOLT, WITH REGULATOR BALLAST MEDIUM DISTRIBUTION AS CALLED FOR IN THE LIGHT POLE SCHEDULE.
- THE RELOCATED LIGHTING POLES SHALL BE INSTALLED UTILIZING NEW ANCHOR BOLTS, BREAKAWAY COUPLINGS, AND SKIRTS THE SAME AS THE NEW POLES. THE EXISTING LIGHT FIXTURES MAY NOT BE REUSED AND SHALL BE SALVAGED.
- ALL OFFSET LUMINAIRE FOUNDATIONS SHALL BE EXCAVATED IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEET T32. ANY ADDITIONAL WORK REQUIRED SHALL BE CONSIDERED SUBSIDIARY TO ITEM 660(1). SELECTED MATERIAL, TYPE A, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE. ALL EXCAVATION SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM 203(3).
- THE LUMINAIRE POLES AT STATION LL 397+15 AND LL 399+85 SHALL BE CONSTRUCTED WITH A 3 BOLT BASE PLATE AS DETAILED ON STANDARD DRAWING L-03.02. IN ADDITION, THESE POLES SHALL BE BUILT TO ACCOMMODATE BOTH A 6 FOOT LUMINAIRE MAST ARM AND THE OFFSET LUMINAIRE MOUNTING. BOTH SHALL PROVIDE A 40 FOOT MOUNTING HEIGHT.
- THE CANTILEVERED SIGN SUPPORT POST AT STATION NW 0+15 AND LL 438+55 SHALL BE EXTENDED TO ACCOMMODATE A LUMINAIRE MAST ARM AS DETAILED ON STANDARD DRAWING L-03.02, SEE PLANS FOR THE LUMINAIRE ARM LENGTH. THE MOUNTING HEIGHT FOR THE LUMINAIRE SHALL BE 40 FEET.

LIGHTING DETAILS
PARKS HIGHWAY

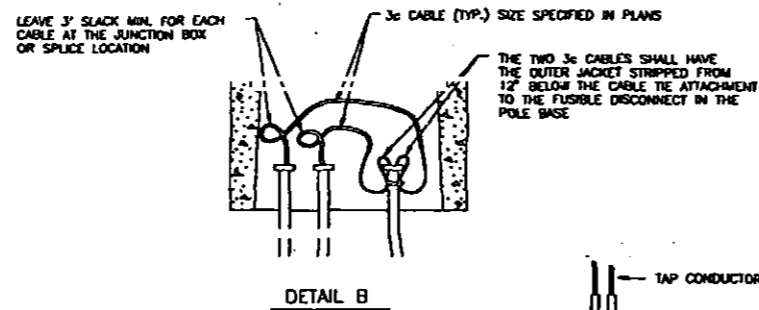
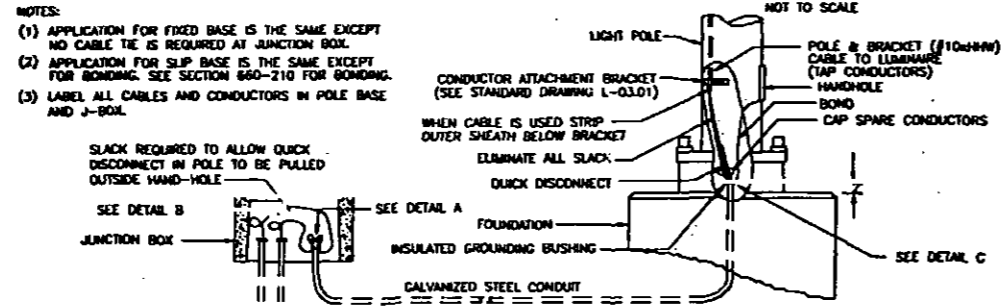


AS-BUILT PLANS

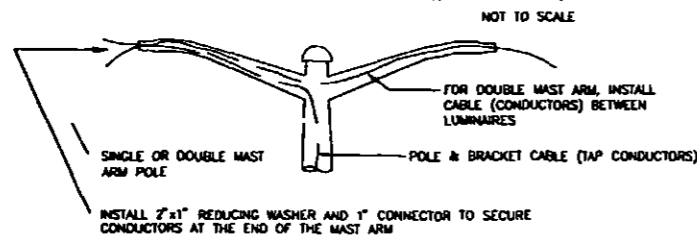
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	1-0A4-5(11)	1993	T31	129

INITIALS: WJR DATE: 3-16-93

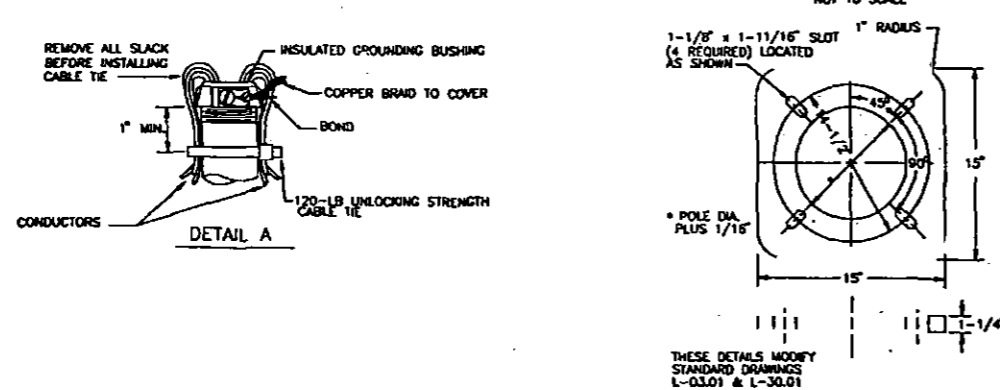
LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS



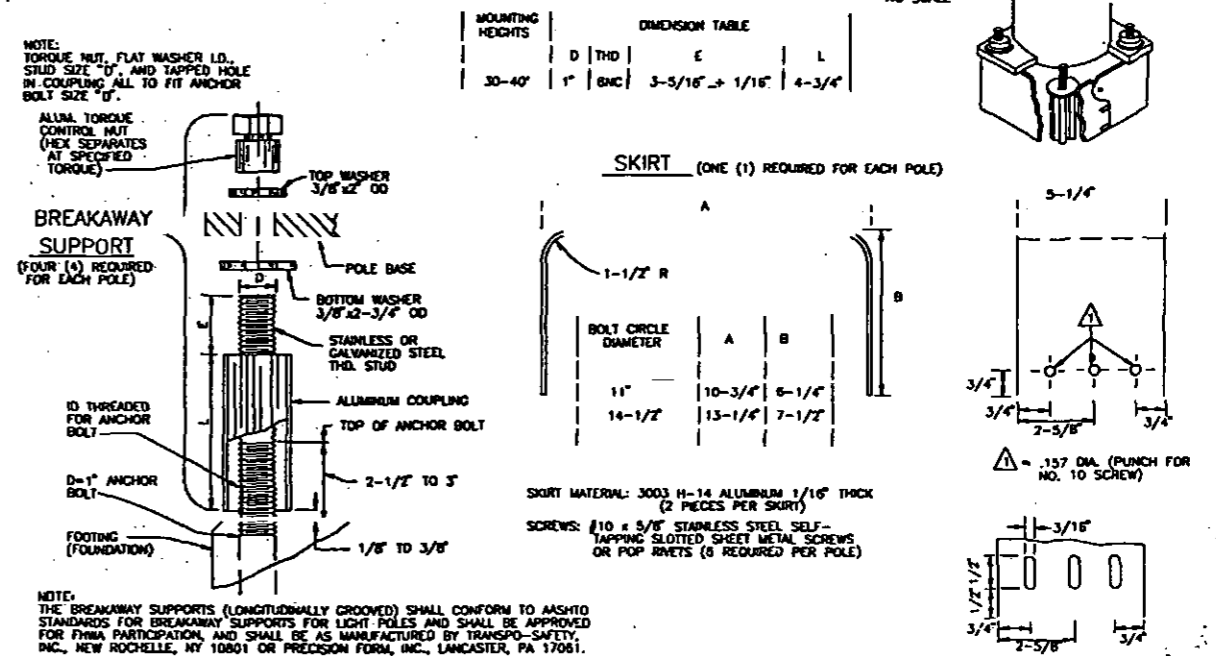
LIGHTPOLE MAST ARM WIRING DETAIL



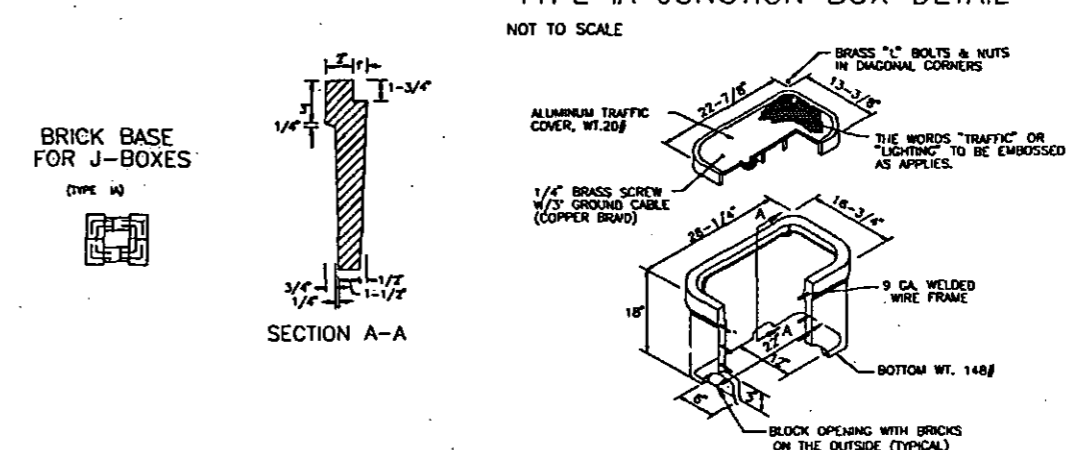
40' LIGHT POLE BASE FLANGE DETAIL



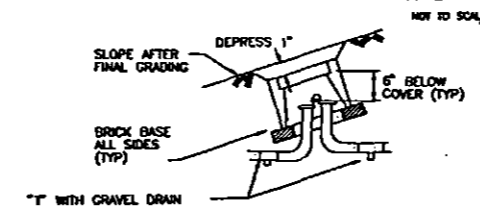
LIGHT POLE BREAKAWAY SUPPORT DETAILS



TYPE IA JUNCTION BOX DETAIL



TYPE IA J-BOX INSTALLATION ON SLOPE



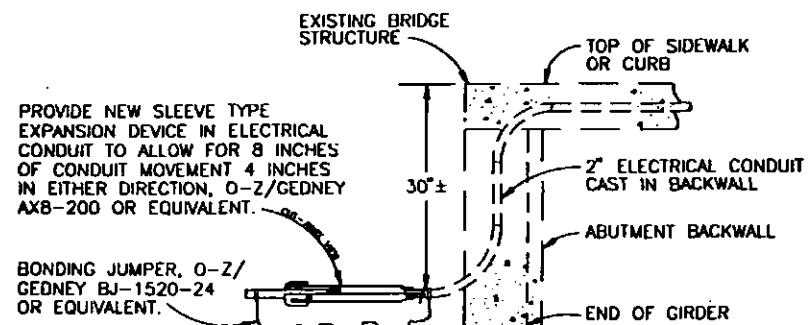
LIGHTING DETAILS PARKS HIGHWAY



AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-OA4-5(11)	1993	T32	129

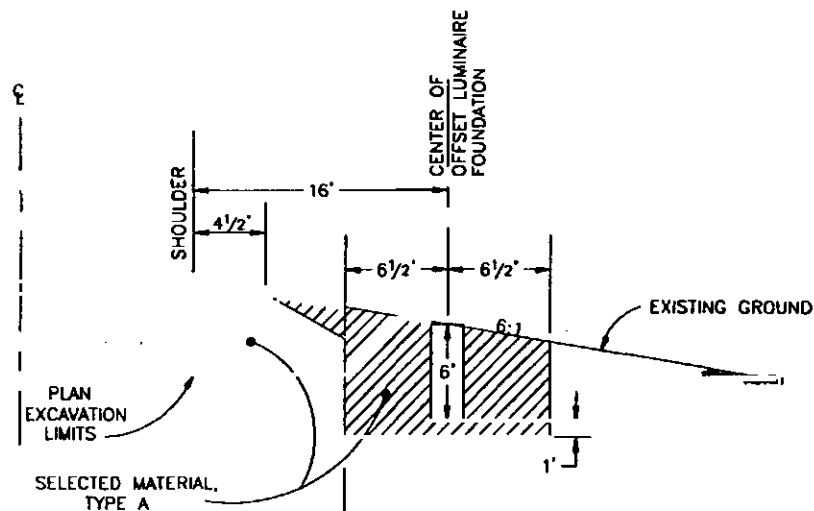
INITIALS *WPS* DATE *3-10-78*



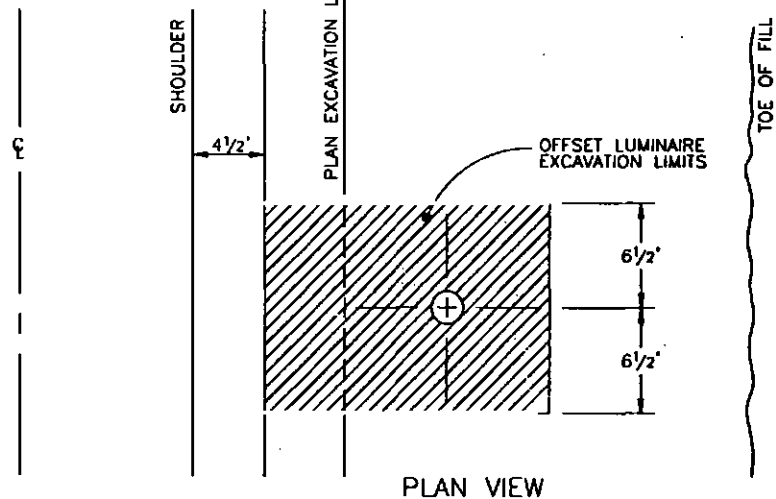
PROVIDE NEW SLEEVE TYPE EXPANSION DEVICE IN ELECTRICAL CONDUIT TO ALLOW FOR 8 INCHES OF CONDUIT MOVEMENT 4 INCHES IN EITHER DIRECTION, O-Z/GEDNEY AXB-200 OR EQUIVALENT.

BONDING JUMPER, O-Z/GEDNEY BJ-1520-24 OR EQUIVALENT.

CONDUIT DETAIL AT ABUTMENTS OF EXISTING CHENA RIVER CROSSING



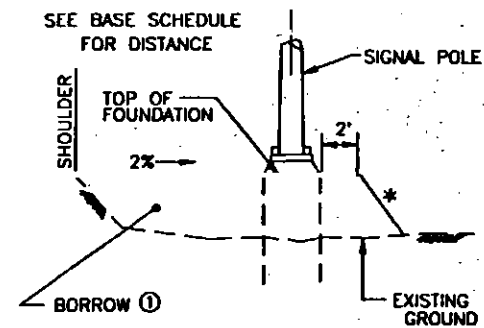
ELEVATION VIEW



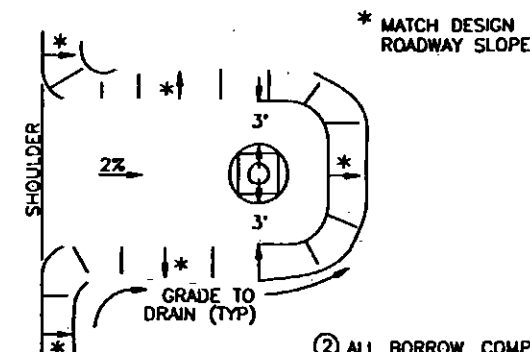
PLAN VIEW

EXCAVATION DETAILS FOR OFFSET LUMINAIRE FOUNDATIONS

① ALL BORROW AND COMPACTION SHALL MEET THE REQUIREMENTS OF SECTION 203 OF THE SPECIFICATIONS. BORROW SHALL BE TYPE "A".



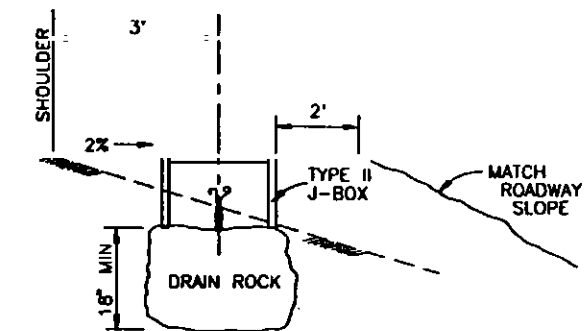
ELEVATION VIEW



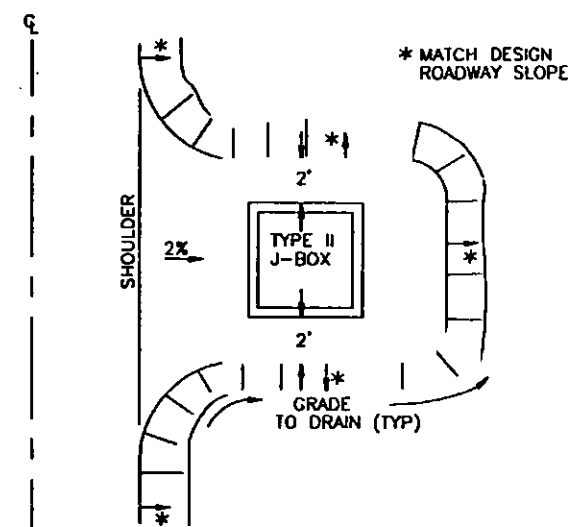
PLAN VIEW

SIGNAL POLE

② ALL BORROW, COMPACTION AND GRADING SHOWN ON THESE DETAILS SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS OF WORK.



ELEVATION VIEW



PLAN VIEW

TYPE II JUNCTION BOX WIDENING DETAIL



AS-BUILT PLANS

64859A07	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-DA4-5(11)	1993	T33	129

INITIALS WJO DATE 7-1-98

SUMMARY OF NEW LOAD CENTERS AND CIRCUITS

ITEM 661 (3)

MITCHELL EXPRESSWAY - WOODRIVER DR. LOAD CENTER "W" (NEW)

"LL" 372+50, 42' LT.
480/240V SINGLE PHASE SERVICE
100 AMP, MAIN BREAKER

CIRCUIT	BRANCH BREAKER	PURPOSE	CONTACTOR
W-1	15 AMP 480V	LIGHTING	30 AMP 480 VOLT
W-2	15 AMP 480V	LIGHTING	30 AMP 480 VOLT
W-3	20 AMP 480V	SPARE	30 AMP 480 VOLT
W-4	20 AMP 480V	TRAFFIC COUNT SYS.	

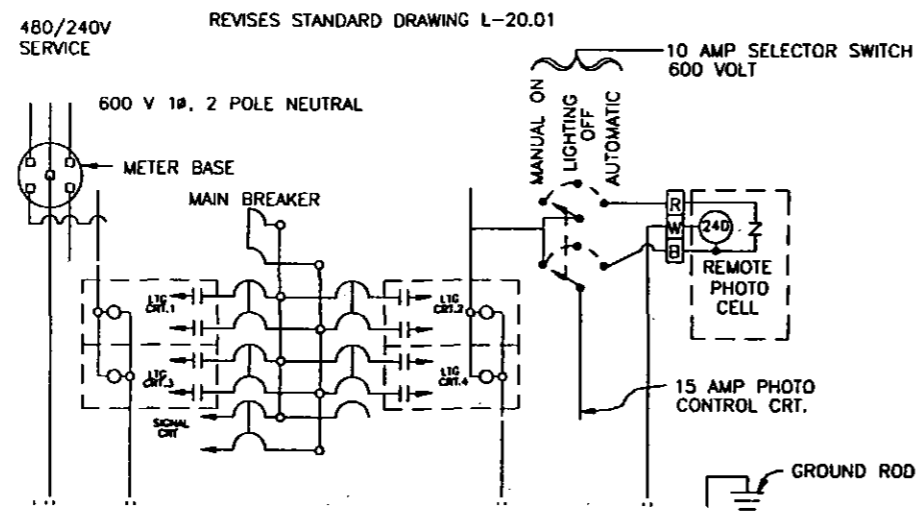
MITCHELL EXPRESSWAY - HOSELTON ROAD LOAD CENTER "C" (NEW)

"LR" 399+75, 115' RT.
480/240V SINGLE PHASE SERVICE
100 AMP, MAIN BREAKER

CIRCUIT	BRANCH BREAKER	PURPOSE	CONTACTOR
C-1	15 AMP 480V	LIGHTING	30 AMP 480 VOLT
C-2	15 AMP 480V	LIGHTING	30 AMP 480 VOLT
C-3	20 AMP 480V	SPARE	30 AMP 480 VOLT
C-4	20 AMP 480V	SPARE	

REMOVE EXISTING LOAD CENTER.

LOAD CENTER WIRING DIAGRAM



NOTES

- REFER TO STANDARD DRAWING L-20.01 FOR WIRE SIZES, NOTES & ADDITIONAL DETAILS.
- EACH NEW LIGHTING CIRCUIT (LTC CRT.) NOTED IN THE LOAD CENTER SUMMARY SHALL HAVE ITS OWN 2-POLE CONTACTOR INSTALLED DOWNSTREAM FROM EACH LIGHTING BRANCH BREAKER. COILS SHALL BE WIRED IN PARALLEL.

SUMMARY OF EXISTING LOAD CENTERS MODIFICATIONS

ITEM 661 (4)

MITCHELL EXPRESSWAY - UNIVERSITY AVE LOAD CENTER "U" (EXISTING)

"U" 22+50, LT.
480/240V SINGLE PHASE SERVICE
200 AMP, MAIN BREAKER

CIRCUIT	BRANCH BREAKER	PURPOSE	CONTACTOR
U-1	20 AMP 480V	LIGHTING	30 AMP 480 VOLT
U-2	•20 AMP 480V	LIGHTING	30 AMP 480 VOLT
U-3	20 AMP 480V	LIGHTING	30 AMP 480 VOLT
U-4	•30 AMP 480V	LIGHTING	30 AMP 480 VOLT
U-5	60 AMP 480V	TRAFFIC SIGNAL	30 AMP 480 VOLT

- SWITCH EXISTING U-2 AND U-4 BREAKERS
U-2 SHOULD NOW BE 30 AMP AND U-4 TO 20 AMP.

MITCHELL EXPRESSWAY - AIRPORT WAY LOAD CENTER "A1" (EXISTING)

"A" 21+00, RT.
480/240V SINGLE PHASE SERVICE
50 AMP, MAIN BREAKER

CIRCUIT	BRANCH BREAKER	PURPOSE	CONTACTOR
A1-1	15 AMP 480V	LIGHTING	60 AMP 480 VOLT
A1-2	15 AMP 480V	LIGHTING	60 AMP 480 VOLT
	15 AMP 480V	SPARE	60 AMP 480 VOLT

MITCHELL EXPRESSWAY - ES RAMP LOAD CENTER "A2" (EXISTING)

"ES" 11+20, RT.
480/240V SINGLE PHASE SERVICE
50 AMP, MAIN BREAKER

CIRCUIT	BRANCH BREAKER	PURPOSE	CONTACTOR
A2-1	•15 AMP 480V	LIGHTING	60 AMP 480 VOLT
A2-2	15 AMP 480V	LIGHTING	60 AMP 480 VOLT

- INSTALL A NEW 2 POLE 30 AMP, 480 VOLT BREAKER.

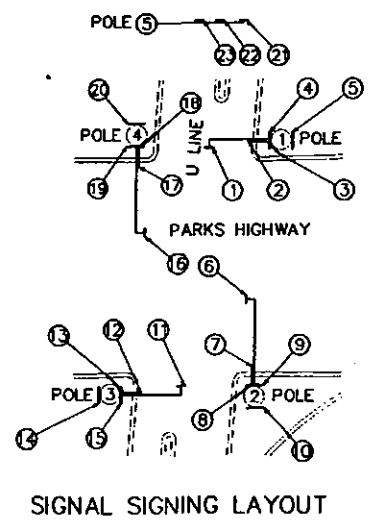
SUMMARY OF STEP DOWN TRANSFORMERS

ITEM 661(5A) & 661(5B)

SIZE	LOCATION	REMARKS
10 KVA	"LL" 387+50 LT.	MOUNT ON TRAFFIC COUNT SYSTEM POST
25 KVA	"LL" 472+88 LT.	MOUNT ON BACK OF TRAFFIC SIGNAL CONTROLLER FOUNDATION AT UNIVERSITY AVE.

STEP DOWN TRANSFORMERS SHALL BE 480 VOLT PRIMARY, 120/240 VOLT SECONDARY





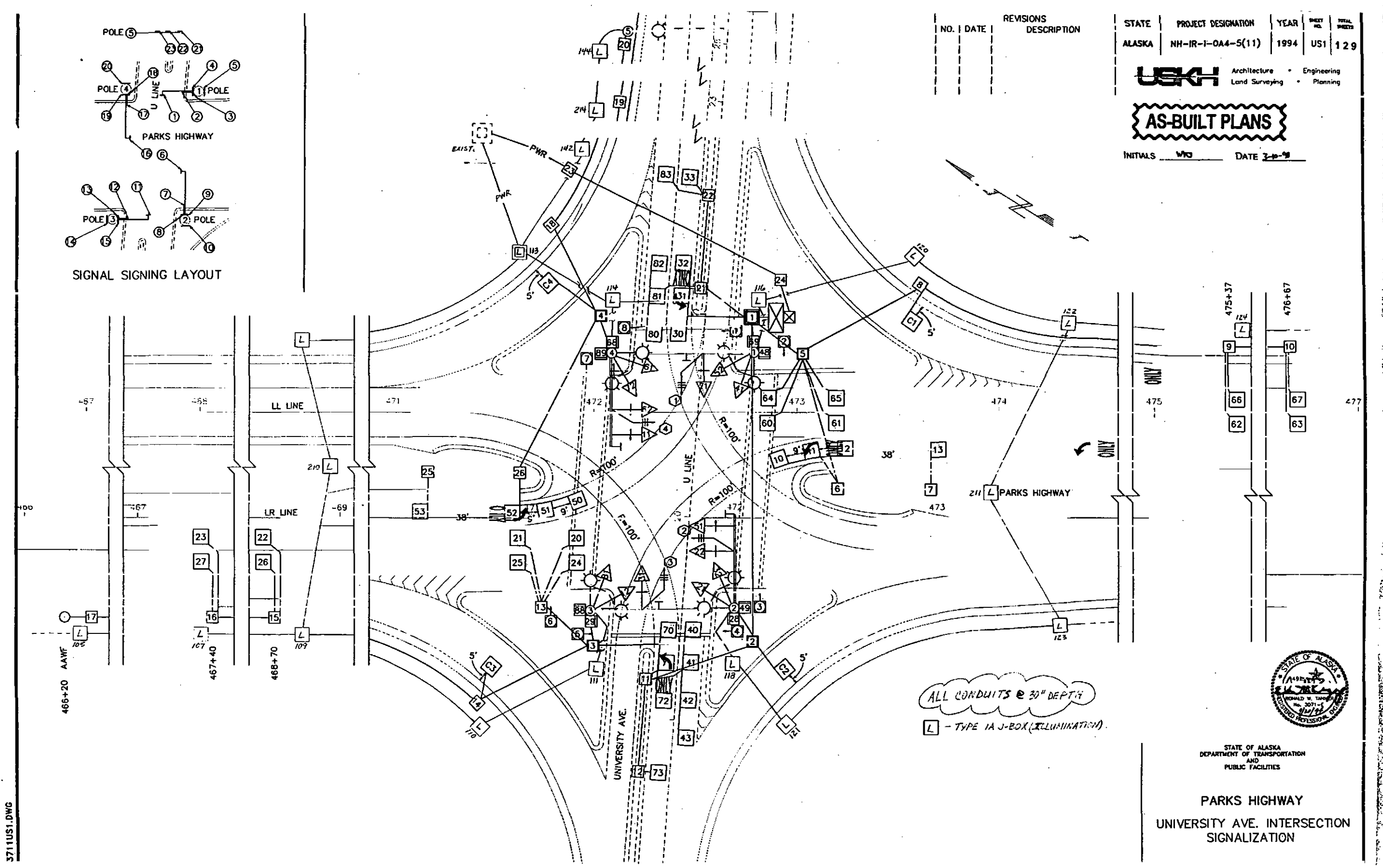
NO.	DATE	REVISIONS DESCRIPTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	US1	129

USK Architecture • Engineering
Land Surveying • Planning

AS-BUILT PLANS

INITIALS WVS DATE 3-9-94



ALL CONDUITS @ 30" DEPTH
L - TYPE 1A J-BOX (ILLUMINATION)



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

PARKS HIGHWAY
UNIVERSITY AVE. INTERSECTION
SIGNALIZATION

3711US1.DWG

AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	1-0A4-5(11)	1992	US2	129

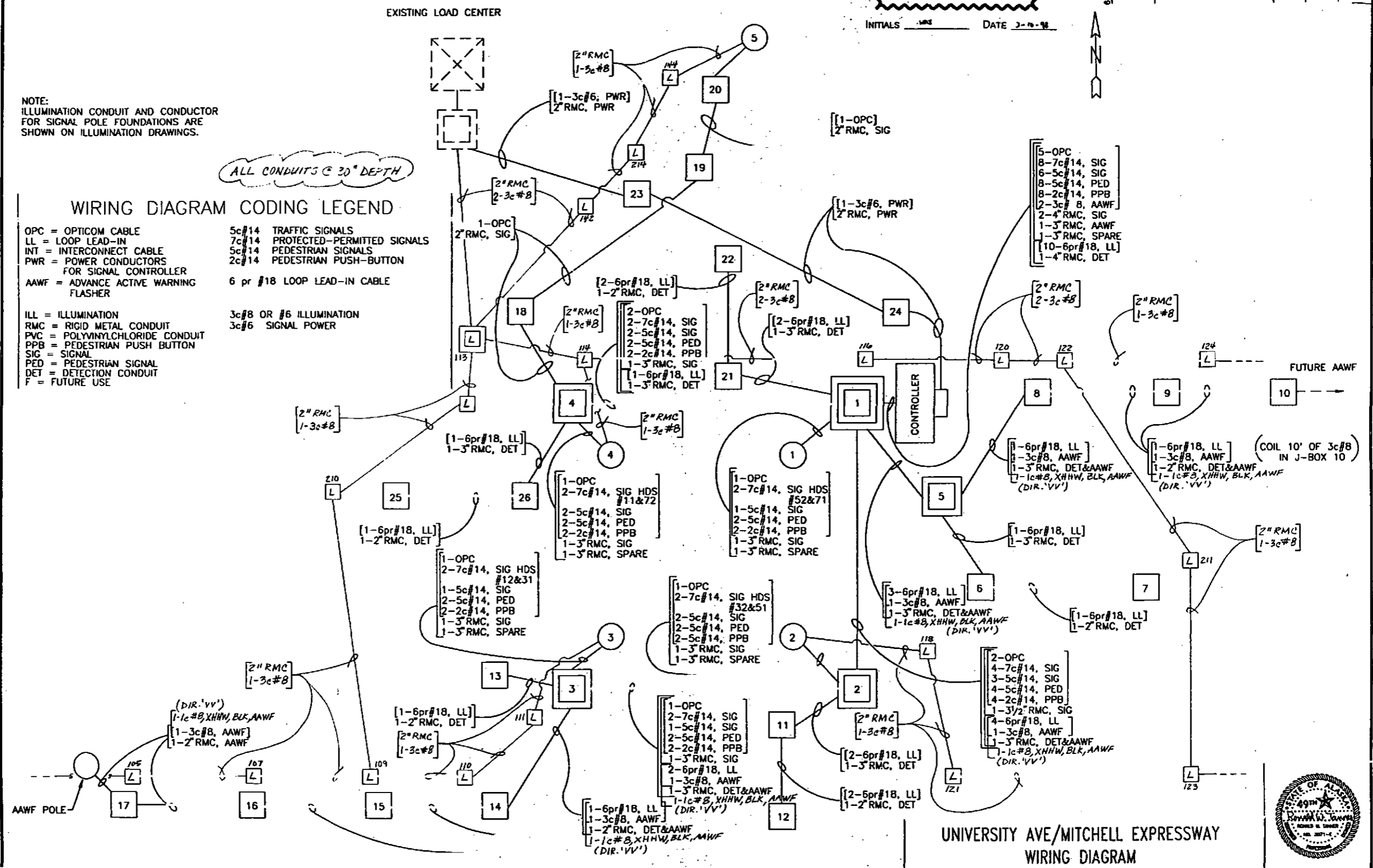
INITIALS MS DATE 3-18-92

NOTE:
ILLUMINATION CONDUIT AND CONDUCTOR FOR SIGNAL POLE FOUNDATIONS ARE SHOWN ON ILLUMINATION DRAWINGS.

ALL CONDUITS @ 30" DEPTH

WIRING DIAGRAM CODING LEGEND

- OPC = OPTICOM CABLE
 - LL = LOOP LEAD-IN
 - INT = INTERCONNECT CABLE
 - PWR = POWER CONDUCTORS FOR SIGNAL CONTROLLER
 - AAWF = ADVANCE ACTIVE WARNING FLASHER
 - ILL = ILLUMINATION
 - RMC = RIGID METAL CONDUIT
 - PVC = POLYVINYLCHLORIDE CONDUIT
 - PPB = PEDESTRIAN PUSH BUTTON
 - SIG = SIGNAL
 - PED = PEDESTRIAN SIGNAL
 - DET = DETECTION CONDUIT
 - F = FUTURE USE
- 5c#14 TRAFFIC SIGNALS
 - 7c#14 PROTECTED-PERMITTED SIGNALS
 - 5c#14 PEDESTRIAN SIGNALS
 - 2c#14 PEDESTRIAN PUSH-BUTTON
 - 6 pr #18 LOOP LEAD-IN CABLE
 - 3c#8 OR #6 ILLUMINATION
 - 3c#6 SIGNAL POWER



UNIVERSITY AVE/MITCHELL EXPRESSWAY
WIRING DIAGRAM



DETECTION SCHEDULE

DETECTOR NO.	LOCATION*	ASSIGNMENT					PHASE CALLS DURING			INSTALLATION			REMARKS	
		CHAN NO.	PHASE	CABLE NO.	ASC 6000	COUNT CHAN	GREEN	YELLOW	RED	DIMENSIONS		NO. TURNS		CONNECT IN SERIES WITH
										L	W			
10		1	1	1	1		X	X	X	6	6	4		
11	SEE DETAIL & DIMENSIONS SHEET US1	1	1	1	1		X	X	X	6	6	3	11,12	CENTER ON TURNING PATH
12		1	1	1	1		X	X	X	6	6	3	11,12	CENTER ON TURNING PATH
13		2	1	1	EXP1	2	EXT	-	-	6	6	3	-	
20	"LR" 471+25	3	2	2	EXP2		X	X	X	6	6	3	21,24,25	EC-DC
21	"LR" 471+10	3	2	2	EXP2		X	X	X	6	6	3	20,24,25	EC-DC
22	"LR" 468+70	4	2	3	2	8	X	X	X	6	6	3	26	
23	"LR" 467+40	5	2	3	2		X	X	X	6	6	3	-	
24	"LR" 471+25	3	2	2	EXP2		X	X	X	6	6	3	20,21,25	EC-DC
25	"LR" 471+10	3	2	2	EXP2		X	X	X	6	6	3	20,21,24	EC-DC
26	"LR" 468+70	4	2	3	2	8	X	X	X	6	6	3	22	
27	"LR" 467+40	6	2	3	2		X	X	X	6	6	3	-	
30	"U" 20+87	7	3	4	3		X	X	X	6	6	4	31,32	
31	"U" 21+02	7	3	4	3		X	X	X	6	6	3	30,32	
32	"U" 21+17	7	3	4	3		X	X	X	6	6	3	30,31	
33	"U" 21+61	8	3	4	EXP3	1	EXT	-	-	6	6	3	-	
40	"U" 19+48	9	4	5	4		X	X	X	6	6	4	41,42	
41	"U" 19+33	9	4	5	4		X	X	X	6	6	3	40,42	
42	"U" 19+18	9	4	5	4		X	X	X	6	6	3	40,41	
43	"U" 19+03	10	4	5	EXP4	7	EXT	-	-	6	6	3	-	
50		11	5	6	5		X	X	X	6	6	4	51,52	CENTER ON TURNING PATH
51	SEE DETAIL & DIMENSIONS SHEET US1	11	5	6	5		X	X	X	6	6	3	50,52	CENTER ON TURNING PATH
52		11	5	6	5		X	X	X	6	6	3	50,51	CENTER ON TURNING PATH
53		12	5	6	EXP5	4	EXT	-	-	6	6	3	-	
60	"LL" 472+82	13	6	7	EXP6		X	X	X	6	6	3	61,64,65	EC-DC
61	"LL" 472+97	13	6	7	EXP6		X	X	X	6	6	3	60,64,65	EC-DC
62	"LL" 475+37	14	6	8	6	6	X	X	X	6	6	3	66	
63	"LL" 476+67	15	6	8	6		X	X	X	6	6	3	-	
64	"LL" 472+82	13	6	7	EXP6		X	X	X	6	6	3	60,61,65	EC-DC
65	"LL" 472+97	13	6	7	EXP6		X	X	X	6	6	3	60,61,64	EC-DC
66	"LL" 475+37	14	6	8	6	6	X	X	X	6	6	3	62	
67	"LL" 476+67	16	6	8	6		X	X	X	6	6	3	-	
70	"U" 19+48	17	7	9	7		X	X	X	6	6	4	71,72	
71	"U" 19+33	17	7	9	7		X	X	X	6	6	3	70,72	
72	"U" 19+18	17	7	9	7		X	X	X	6	6	3	70,71	
73	"U" 18+74	18	7	9	EXP7	3	EXT	-	-	6	6	3	-	
80	"U" 20+87	19	8	10	8		X	X	X	6	6	4	81,82	
81	"U" 21+02	19	8	10	8		X	X	X	6	6	3	80,82	
82	"U" 21+17	19	8	10	8		X	X	X	6	6	3	80,81	
83	"U" 21+61	20	8	10	EXP8	5	EXT	-	-	6	6	3	-	
C1	"LL" 475+47	21	-	8	-	9				6	6	3	-	COUNTER LOOP **
C2	"LR" 471+22	22	-	5	-	10				6	6	3	-	COUNTER LOOP **
C3	"LR" 470+77	23	-	3	-	11				6	6	3	-	COUNTER LOOP **
C4	"LL" 471+75	24	-	6	-	12				6	6	3	-	COUNTER LOOP **

* LOOP STATIONING IS REFERENCED TO THE FRONT EDGE OF THE LOOP NEAREST THE INTERSECTION.
 ** COUNTER LOOP STATIONING IS REFERENCED TO THE CENTER OF THE LOOP.
 D=DELAY
 E=EXTENSION
 LOOPS ARE TO BE CENTERED IN THEIR RESPECTIVE LANES UNLESS NOTED OTHERWISE
 NOTE: DETECTORS MARKED "EC-DC" IN THE REMARKS COLUMN SHALL BE OPERATED IN THE "EXTEND CALL-DELAY CALL" MODE WITHOUT EXTERNAL LOGIC. AT THE BEGINNING OF THE GREEN, THE DETECTOR SHALL OPERATE IN THE EXTEND-CALL MODE UNTIL TRAFFIC GAPS OUT AT WHICH TIME THE DETECTOR SHALL SWITCH TO DELAY-CALL MODE.

FLASH PROGRAM COLOR

PHASE	1	2	3	4	5	6	7	8
COLOR	R	Y	R	R	R	Y	R	R

PEDESTRIAN DETECTION SCHEDULE

POLE	PUSH BUTTON	PHASE	REMARKS
1	1	6	
	2	4	
2	3	4	
	4	2	
3	5	2	
	6	8	
4	7	8	
	8	6	

OPTICOM DETECTOR SCHEDULE

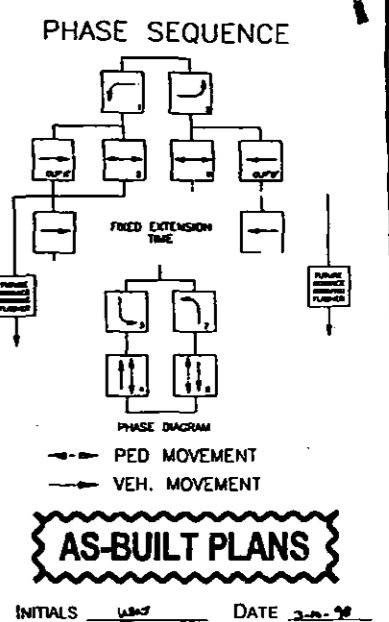
LOCATION	DET NO	PHASE CALL	FACING DIR.	PREEMPTOR PRIORITY
ON TOP SIGNAL	1	4+7	SOUTH	6
ON TOP SIGNAL	2	2+5	WEST	3
ON TOP SIGNAL	3	1+6	EAST	5
ON TOP SIGNAL	4	3+8	NORTH	4
POLE 5 (MAST ARM)	5	3+8	NORTH	4

---+--- OPTICOM DETECTOR NUMBER

SIGNAL SIGN SCHEDULE

SIGN NO.	LOCATION		CODE NO.	LEGEND	SIZE	AREA SQ.FT.	THICKNESS		REMARKS
	POLE NO.	OFFSET					FRAMED	UNFRAMED	
1	1	31	R10-13	ONLY YIELD ON ●	30x36	7.50		0.080	
2	1	6	D3-1B	Mitchell Expy	108x18	13.50	0.125	0.080	8"UC/6"LC, SERIES E (MOD)
3	1	0	R10-12	LEFT TURN YIELD ON GREEN ●	30x36	7.50		0.080	
4	1	0	R6-1(L)	ONE WAY	48x16	5.33	0.125		
5	1	0	R6-1(R)	ONE WAY	48x16	5.33	0.125		
6	2	47	R10-13	ONLY YIELD ON ●	30x36	7.50		0.080	
7	2	9	D3-1B	University Ave	186x36	46.50	0.125		13.5"UC/10"LC, SERIES E (MOD)
8	2	0	R10-12	LEFT TURN YIELD ON GREEN ●	30x36	7.50		0.080	
9	2	0	R6-1(L)	ONE WAY	48x16	5.33	0.125		
10	2	0	R6-1(R)	ONE WAY	48x16	5.33	0.125		
11	3	31	R10-13	ONLY YIELD ON ●	30x36	7.50		0.080	
12	3	6	D3-1B	Mitchell Expy	108x18	13.50	0.125		8"UC/6"LC, SERIES E (MOD)
13	3	0	R10-12	LEFT TURN YIELD ON GREEN ●	30x36	7.50		0.080	
14	3	0	R6-1(R)	ONE WAY	48x16	5.33	0.125		
15	3	0	R6-1(L)	ONE WAY	48x16	5.33	0.125		
16	4	47	R10-13	ONLY YIELD ON ●	30x36	7.50		0.080	
17	4	9	D3-1B	University Ave	186x36	46.50	0.125		13.5"UC/10"LC, SERIES E (MOD)
18	4	0	R10-12	LEFT TURN YIELD ON GREEN ●	30x36	7.50		0.080	
19	4	0	R6-1(L)	ONE WAY	48x16	5.33	0.125		
20	4	0	R6-1(R)	ONE WAY	48x16	5.33	0.125		
21	5	40	R3-5L	ONLY	30x36	7.50		0.080	
22	5	28	R3-8S	ONLY	30x36	7.50		0.080	
23	5	16	R3-5R	ONLY	30x36	7.50		0.080	
							245.14		

LOCATION OFFSETS ARE FROM CENTER OF SIGN TO E OF SIGNAL POLE



UNIVERSITY AVE/MITCHELL EXPRESSWAY
 SIGNAL SUMMARIES



AS-BUILT PLANS

INITIALS LJS DATE 3-11-91

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-044-5(11)	1993	USA 129	

BASE & JUNCTION BOX SCHEDULE

STATION	OFFSET	POLE NO.	JUNCTION BOX NO.	CONTROLLER	BASE TYPE ①			JUNCTION BOX TYPE				REMARKS
					CIDH	P	A	IA	II	III	IV	
"U" 20+83	25' RT	1			X							3'X9' CIDH BASE
"LR" 471+00	45' RT	2			X							3'X12' CIDH BASE SHEET TD6
"U" 19+51	44' LT	3			X							3'X9' CIDH BASE
"LL" 472+09	29' LT	4			X							3'X12' CIDH BASE SHEET TD6
"U" 25+25	46' LT	5			X							3'X12' CIDH BASE SHEET TD6
"LL" 472+88	LT			X		X						INSTALL 28" BEHIND BACK OF CURB & GUTTER
"LL" 472+81	LT		1							X		INSTALL IN FRONT OF CONTROLLER
"LR" 472+06	RT		2						X			INSTALL 25' BEHIND BACK OF CURB & GUTTER
"LR" 471+33	RT		3						X			INSTALL 26" BEHIND BACK OF CURB & GUTTER
"LL" 472+01	LT		4						X			INSTALL 24" BEHIND BACK OF CURB & GUTTER
"LL" 472+95	LT		5						X			INSTALL 4" BEHIND BACK OF CURB & GUTTER
"LL" 473+16	RT		6					X				INSTALL 3' BEHIND BACK OF CURB & GUTTER
"LL" 473+66	RT		7					X				INSTALL 3' BEHIND BACK OF CURB & GUTTER
"LL" 473+54	LT		8					X				INSTALL 3' FROM EDGE OF PAVEMENT
"LL" 475+37	LT		9					X				INSTALL 3' FROM EDGE OF PAVEMENT
"LL" 476+67	LT		10					X				INSTALL 3' FROM EDGE OF PAVEMENT
"U" 19+19	LT		11					X				CENTER IN MEDIAN
"U" 18+72	LT		12					X				CENTER IN MEDIAN
"LR" 471+11	RT		13					X				INSTALL 4' BEHIND BACK OF CURB & GUTTER
"LR" 470+71	RT		14					X				INSTALL 3' FROM EDGE OF PAVEMENT
"LR" 468+70	RT		15					X				INSTALL 3' FROM EDGE OF PAVEMENT
"LR" 467+42	RT		16					X				INSTALL 3' FROM EDGE OF PAVEMENT
"LR" 466+29	RT		17					X				INSTALL 3' FROM EDGE OF PAVEMENT
"U" 21+27	LT		18					X				INSTALL 3' FROM EDGE OF PAVEMENT
"U" 23+00	LT		19					X				INSTALL 3' FROM EDGE OF PAVEMENT
"U" 25+20	LT		20					X				INSTALL 5' FROM EDGE OF PAVEMENT
"U" 21+12	LT		21					X				CENTER IN MEDIAN
"U" 21+64	LT		22					X				CENTER IN MEDIAN
"U" 21+64	LT		23					X				INSTALL 3' FROM EDGE OF PAVEMENT
"U" 21+17	RT		24					X				INSTALL 19' BEHIND BACK OF CURB & GUTTER
"LR" 470+41	LT		25					X				INSTALL 3' BEHIND BACK OF CURB & GUTTER
"LR" 470+90	LT		26					X				INSTALL 3' BEHIND BACK OF CURB & GUTTER

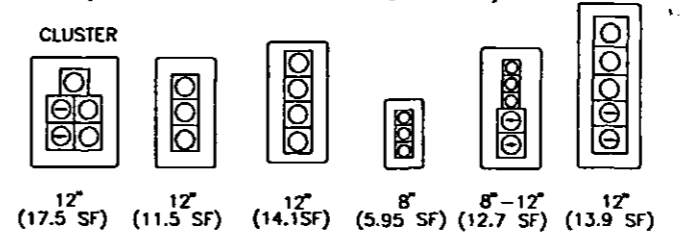
① P=PRECAST BASE (FOUNDATION).
A=TYPE A SEE T-31.00.
CIDH=CAST IN DRILLED HOLE

POLE-POST SCHEDULE

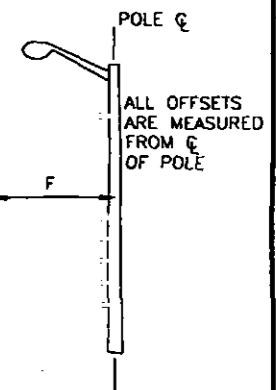
POLE NO.	CORNER	LUM. ARM L. (FT.)	SIGNAL ARM L. (FT.)	A	B	C	D	E	F	REMARKS
1	NE	10	32'	SIGN	SIGNAL	SIGN				LUMINAIRE MAST ARM 2 IS LOCATED 270° FROM LUMINAIRE MAST ARM 1.
2	SE	10	48'	SIGN	SIGNAL	SIGNAL	SIGN			LUMINAIRE MAST ARM 2 IS LOCATED 270° FROM LUMINAIRE MAST ARM 1.
3	SW	10	32'	SIGN	SIGNAL	SIGN				LUMINAIRE MAST ARM 2 IS LOCATED 270° FROM LUMINAIRE MAST ARM 1.
4	NW	10	48'	SIGN	SIGNAL	SIGNAL	SIGN			LUMINAIRE MAST ARM 2 IS LOCATED 270° FROM LUMINAIRE MAST ARM 1.
5	"U" 25+25	15'	42'	SIGN	SIGN	SIGN				

- BOTH SIGNAL AND ILLUMINATION MAST ARMS ARE ORIENTATED IN THE SAME DIRECTION UNLESS NOTED OTHERWISE.
- ORIENT SIGNAL MAST ARM(S) 90° TO C OF ROADWAY UNLESS NOTED OTHERWISE.

SIGNAL HEAD CONFIGURATIONS (AREAS ARE FOR WIND LOAD CALCULATIONS)



MAST ARM LENGTH



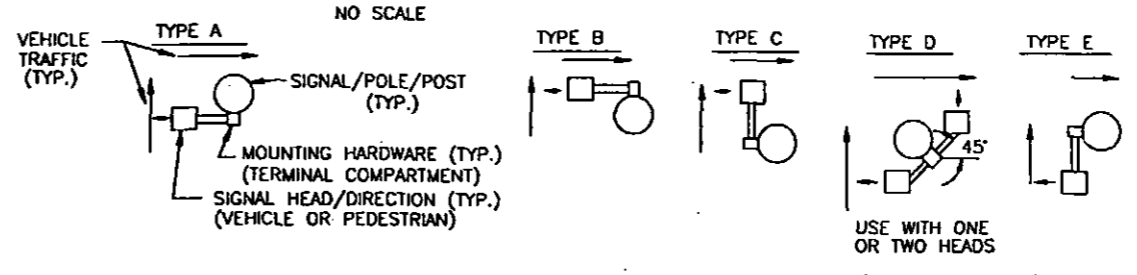
ALL OFFSETS ARE MEASURED FROM C OF POLE

VEHICULAR SIGNAL HEAD SCHEDULE

POLE/POST NO.	FACE NO.	INDICATIONS									MOUNTING			REMARKS		
		12" BALL			12" ARROW			8" BALL			MAST ARM OFFSET	SIDE MOUNTING TYPE	TOP OF POST			
		R	Y	G	R	Y	G	R	Y	G						
1	41	X	X	X												
	52				X	X	X	X	X							
	71	X	X	X							25	X				CLUSTER
	21	X	X	X												
2	22	X	X	X							29	X				
	32				X	X	X	X	X							
	51	X	X	X							41	X				CLUSTER
	12				X	X	X	X	X							
3	31	X	X	X							25	X				CLUSTER
	81	X	X	X												
	11	X	X	X							40	X				CLUSTER
4	61	X	X	X												
	62	X	X	X							29	X				
	72				X	X	X	X	X							

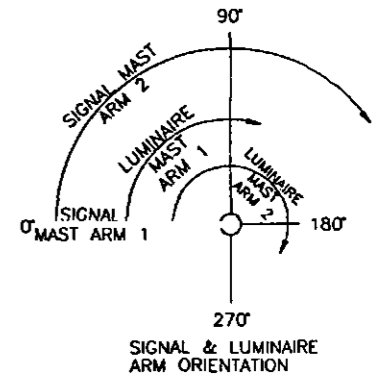
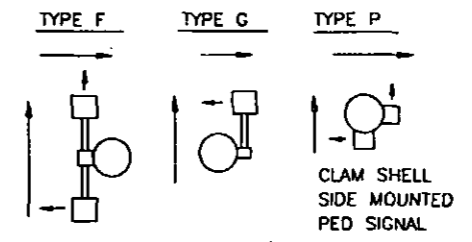
LOCATION OFFSETS ARE FROM CENTER OF SIGNAL HEAD TO C OF SIGNAL POLE

POLE/POST SIGNAL HEAD SIDE MOUNTING TYPES



PED SIGNAL HEAD SCHEDULE

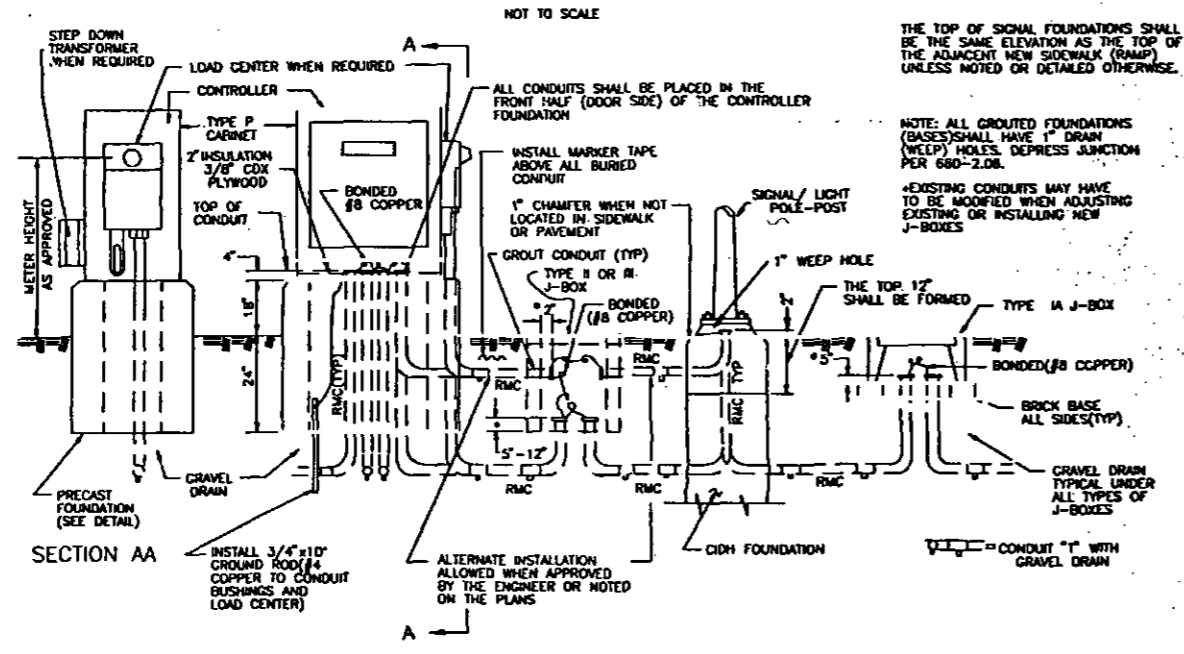
POLE/POST NO.	FACE NO.	MOUNTING TYPE	REMARKS
1	48	P	
	69	P	
2	28	P	
	49	P	
3	29	P	
	88	P	
4	68	P	
	89	P	



UNIVERSITY AVE/MITCHELL EXPRESSWAY SIGNAL SUMMARIES



FOUNDATION - CONDUIT - J-BOX DETAILS

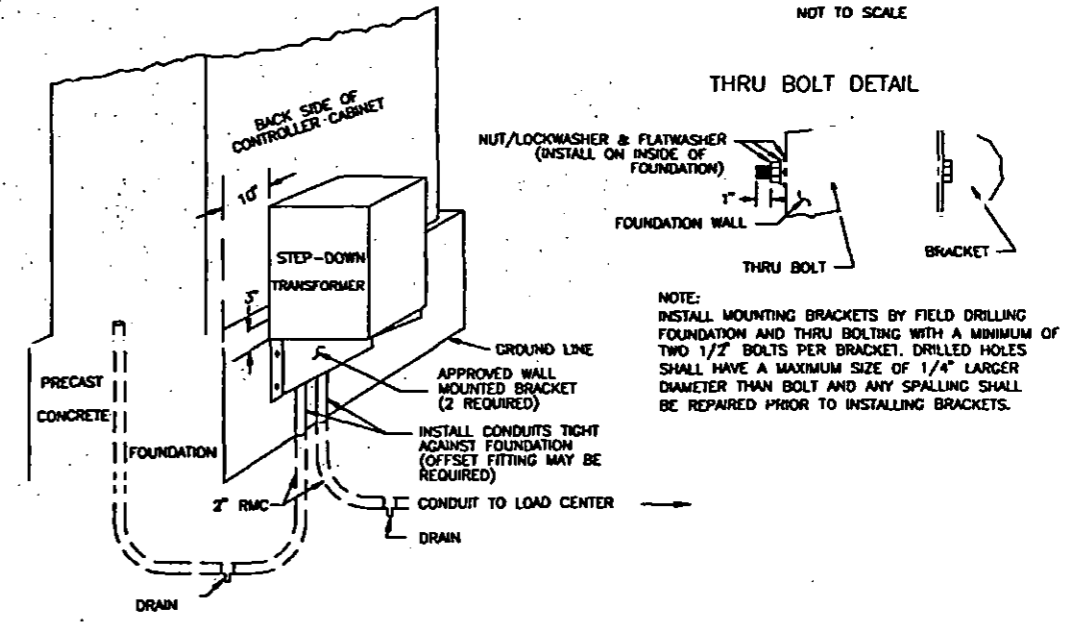


THE TOP OF SIGNAL FOUNDATIONS SHALL BE THE SAME ELEVATION AS THE TOP OF THE ADJACENT NEW SIDEWALK (RAMP) UNLESS NOTED OR DETAILED OTHERWISE.

NOTE: ALL GROUTED FOUNDATIONS (BASES) SHALL HAVE 1" DRAIN (WEEP) HOLES. DEPRESS JUNCTION PER 680-2.08.

*EXISTING CONDUITS MAY HAVE TO BE MODIFIED WHEN ADJUSTING EXISTING OR INSTALLING NEW J-BOXES

CONTROLLER CABINET MOUNTED TRANSFORMER DETAIL



THRU BOLT DETAIL

NUT/LOCKWASHER & FLATWASHER (INSTALL ON INSIDE OF FOUNDATION)

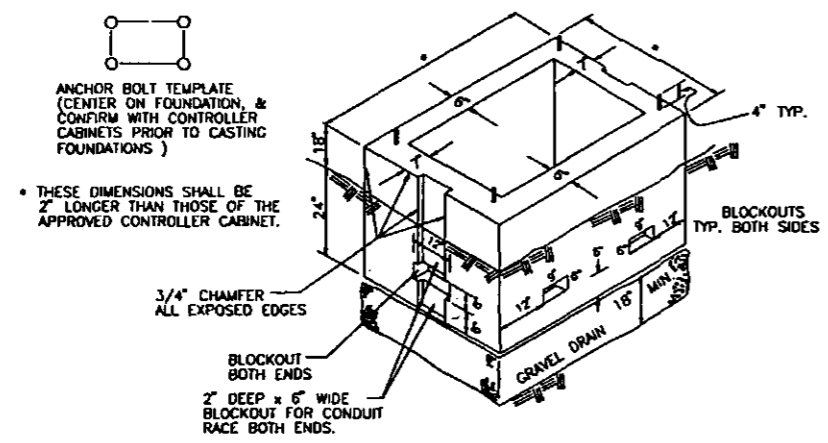
FOUNDATION WALL

THRU BOLT

BRACKET

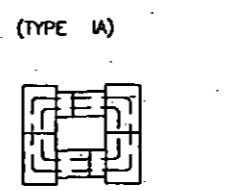
NOTE: INSTALL MOUNTING BRACKETS BY FIELD DRILLING FOUNDATION AND THRU BOLTING WITH A MINIMUM OF TWO 1/2" BOLTS PER BRACKET. DRILLED HOLES SHALL HAVE A MAXIMUM SIZE OF 1/4" LARGER DIAMETER THAN BOLT AND ANY SPALLING SHALL BE REPAIRED PRIOR TO INSTALLING BRACKETS.

PRECAST CONTROLLER FOUNDATION

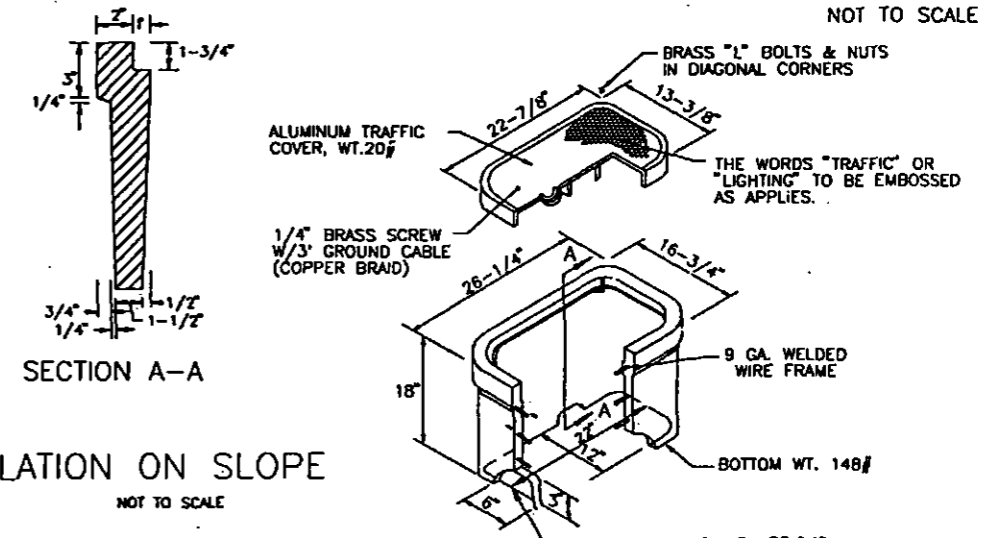


- FOUNDATION SHALL BE REINFORCED WITH #4 RE-STEEL ON 12" CENTERS BOTH HORIZONTAL & VERTICAL ALL SIDES. MINIMUM 10" OVERLAP ON ALL HORIZONTAL RE-STEEL AT CORNERS & SPLICES.
- THERE SHALL BE A MINIMUM OF 2" OF CONCRETE COVER FOR ALL REBAR & ANCHOR BOLTS.
- ANCHOR BOLTS SHALL BE 3/4"x12"x4" GALVANIZED, TOP 6" THREADED & AS APPROVED BY THE ENGINEER. THEY SHALL BE HELD IN PLACE DURING CASTING WITH AN APPROVED TEMPLATE. EACH BOLT SHALL BE FURNISHED WITH A NUT & FLAT WASHER.
- ALL CONCRETE SHALL BE CLASS A.
- ALL BLOCKOUTS, EXCEPT FOR THE VERTICAL CONDUIT RACES SHALL BE GROUTED FULL INCLUDING THOSE USED FOR CONDUIT.
- ALL CONDUITS SHALL EXTEND 4" ABOVE THE TOP OF FOUNDATION.
- COMPACT GRAVEL DRAIN PRIOR TO INSTALLING FOUNDATION. INSTALL FOUNDATION LEVEL & COMPACT BACKFILL AS APPROVED BY THE ENGINEER.
- 2" INSULATION AND 3/8" PLYWOOD REQUIRED.

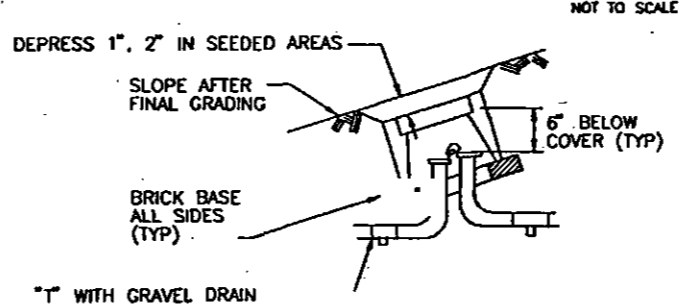
BRICK BASE FOR J-BOXES



TYPE IA JUNCTION BOX DETAIL



TYPE IA J-BOX INSTALLATION ON SLOPE



SIGNALIZATION DETAILS PARKS HIGHWAY



AS-BUILT PLANS

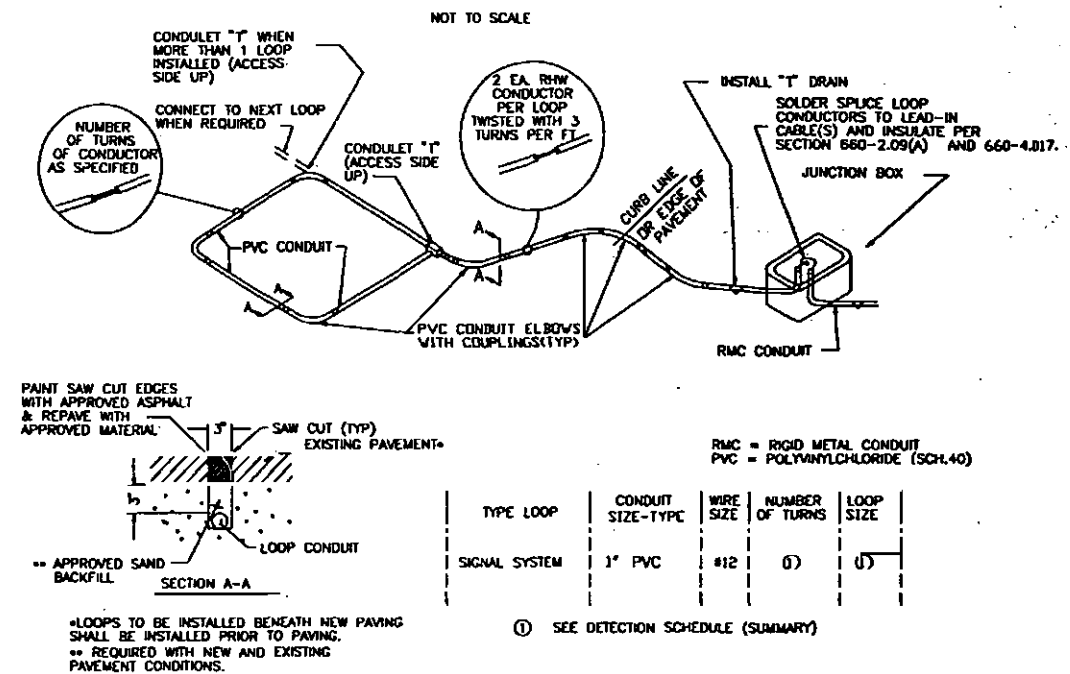
STATE PROJECT DESIGNATION YEAR SHEETS TOTAL
 ALASKA I-041-5(1) 1993 US\$ 129

INITIALS WJS DATE 3-10-98

SIGNAL NOTES

- SIGNAL POLE ANCHOR BOLTS AND NUTS SHALL BE ASTM A-449 WITH THE TOP 12-INCHES OF THE BOLT THREADED AND GALVANIZED IN ACCORDANCE WITH ASTM A-153.
- ACCESS HAND HOLES WITH COVERS SHALL BE FURNISHED ON THE BACK OF SIGNAL MAST ARM ATTACHMENT AND SHALL BE 4"X6-1/2" HIGH OR AS APPROVED BY THE ENGINEER. (1 PER POLE IN ADDITION TO HAND HOLE DETAILED ON SHEET US7).
- ALL CONDUITS, JUNCTION BOXES, AND FOUNDATIONS TO BE INSTALLED IN AREAS OF PAVING, SIDEWALKS OR CURB AND GUTTER SHALL BE INSTALLED PRIOR TO PAVING OR POURING OF CONCRETE.
- GROUT MIXES SHALL BE AS APPROVED BY THE ENGINEER.
- SIGNAL POLE/POST FOUNDATIONS SHALL BE POURED PRIOR TO CONSTRUCTING THE ADJACENT SIDEWALK (CURB RAMPS) AND SHALL BE LEVEL WITH THE TOP AND BACK OF THE NEW SIDEWALK (CURB RAMP) GRADES. JUNCTION BOXES AND CONDUIT LOCATED IN AREAS OF NEW SIDEWALK (CURB RAMP) SHALL BE INSTALLED AND SET TO GRADE PRIOR TO POURING NEW SIDEWALK (CURB RAMP). NEW SIDEWALK ALIGNMENT SHALL BE STAKED PRIOR TO INSTALLING JUNCTION BOXES OR POLE/POST FOUNDATIONS.
- ALL WORK AND MATERIALS REQUIRED TO INSTALL THE OPTICOM SYSTEM SHALL BE A SUBSIDIARY OBLIGATION.
- ALL OPTICOM DETECTORS SHALL BE MOUNTED AND AIMED SO AS TO PROVIDE MAXIMUM EMERGENCY VEHICLE RECOGNITION. DETECTOR LOCATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DIRECTED BY THE ENGINEER.
- OPTICOM DETECTORS SHALL BE MOUNTED AS APPROVED BY THE ENGINEER.
- 3'X12' CIDH BASES WHERE REQUIRED SHALL BE SUBSIDIARY TO ITEM 660(1).

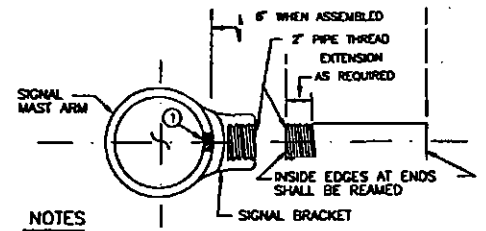
SIGNAL SYSTEM DETECTION LOOP DETAILS



- ALL NEW LOOP CONDUIT & FITTINGS SHALL BE RIGID PVC WITH SOLVENT WELDED CONNECTIONS.
- EACH PAIR OF CONDUCTORS FROM LOOPS TO JUNCTION BOXES SHALL HAVE IDENTIFICATION BANDS PER SECTION 660-2.09(A) AND 660-4.01. ALL EXISTING LEAD-IN CABLES SHALL ALSO BE Banded AT THE CONTROLLER WITH NEW LOOP NUMBERS.
- SEE SECTION 660-4.01 FOR ADDITIONAL INFORMATION.
- THE DETECTOR HARNESS SHALL BE LABELED WITH THE APPROPRIATE LOOP DETECTOR NUMBERS AND SIGNAL PHASE NUMBERS
- LOOPS SHALL BE SPLICED TOGETHER IN THE JUNCTION BOXES OR CONTROLLER CABINETS, IN PARALLEL OR SERIES COMBINATIONS AS SHOWN ON THE INTERSECTION DETAILS, NOTES, AND SCHEDULES (SUMMARIES).
- WHEN STATIONS ARE LISTED IN A LOOP DETECTOR SUMMARY THEY ARE TO THE FRONT EDGE OF THE LOOP NEAREST THE INTERSECTION. ALL LOOPS SHALL BE CENTERED IN THE LANE UNLESS NOTED OR DETAILED OTHERWISE.
- ALL EXISTING DETECTION SHALL REMAIN FUNCTIONAL UNTIL APPROVED OTHERWISE BY THE ENGINEER.
- BEFORE ANY EXISTING LOOP IS DISCONNECTED, THE ENGINEER SHALL BE NOTIFIED 48 HOURS IN ADVANCE TO ALLOW FOR EQUIPMENT ADJUSTMENT.

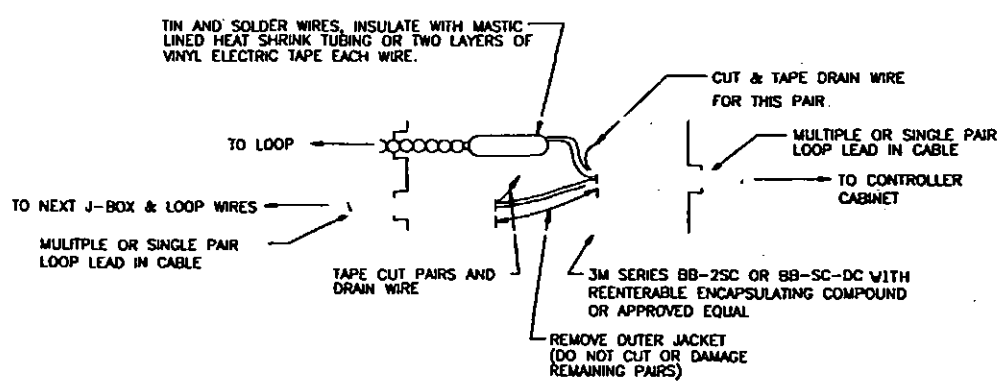
PLUMBIZER SIGNAL MOUNTING DETAIL

NOT TO SCALE
 (REQUIRED FOR ALL NEW OR RELOCATED PLUMBIZER [MAST ARM] MOUNTED SIGNALS)



- NOTES
- FIELD DRILL WIRING ACCESS HOLE AS REQUIRED. REAM INSIDE & OUTSIDE AND PAINT WITH SPECTER REPAIR MATERIAL.
 - ONE 2" GALVANIZED SCHEDULE 40 RIGID METAL CONDUIT EXTENSION SHALL BE FURNISHED WITH EACH SIGNAL BRACKET.
 - SIGNAL BRACKETS SHALL BE ASTRO-BRAC AB-300BAK OR APPROVED EQUAL AND SHALL BE INSTALLED AS RECOMMENDED BY THE MANUFACTURER. THE ACTUAL LOCATION OF BRACKETS ON EACH ARM SHALL BE DETERMINED BY THE ENGINEER AFTER THE POLES AND ARMS HAVE BEEN INSTALLED.

LOOP SPLICE DETAIL



SIGNALIZATION DETAILS PARKS HIGHWAY

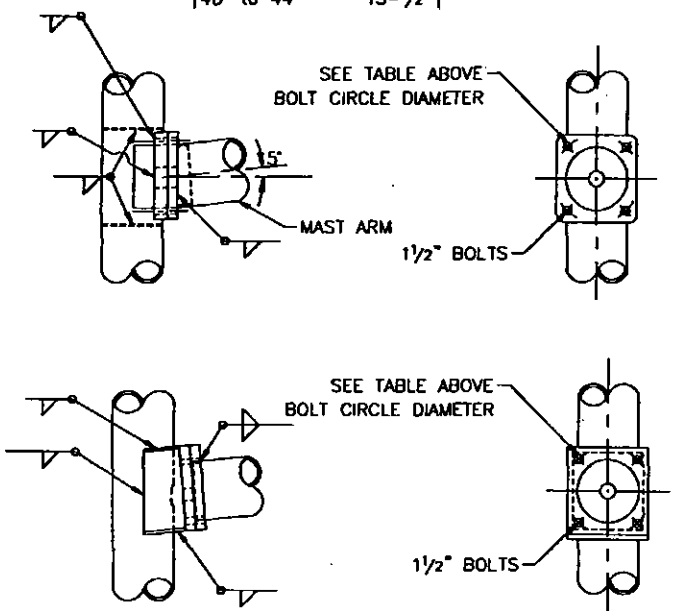


AS-BUILT PLANS

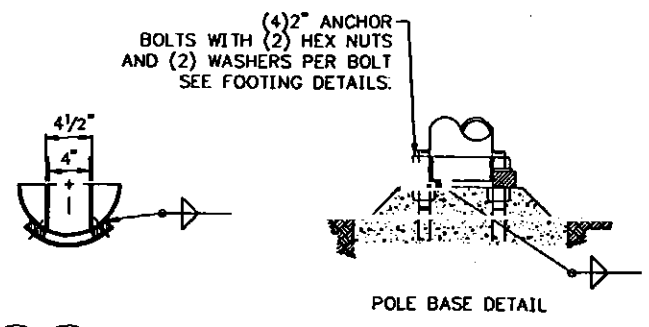
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-5(11)	1993	US7	129

INITIALS LSJ DATE 3-10-98

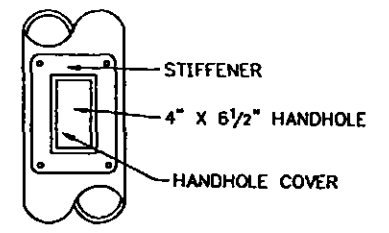
MAST ARM DATA	
LENGTH K	BOLT CIRCLE
10' to 14'	11-1/2"
16' to 20'	12-1/2"
22' to 26'	13-1/2"
28' to 32'	14-1/2"
34' to 38'	15"
40' to 44'	15-1/2"



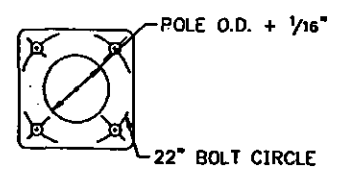
MAST ARM CONNECTION DETAIL



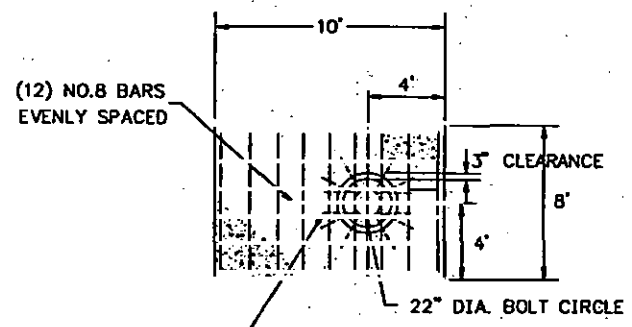
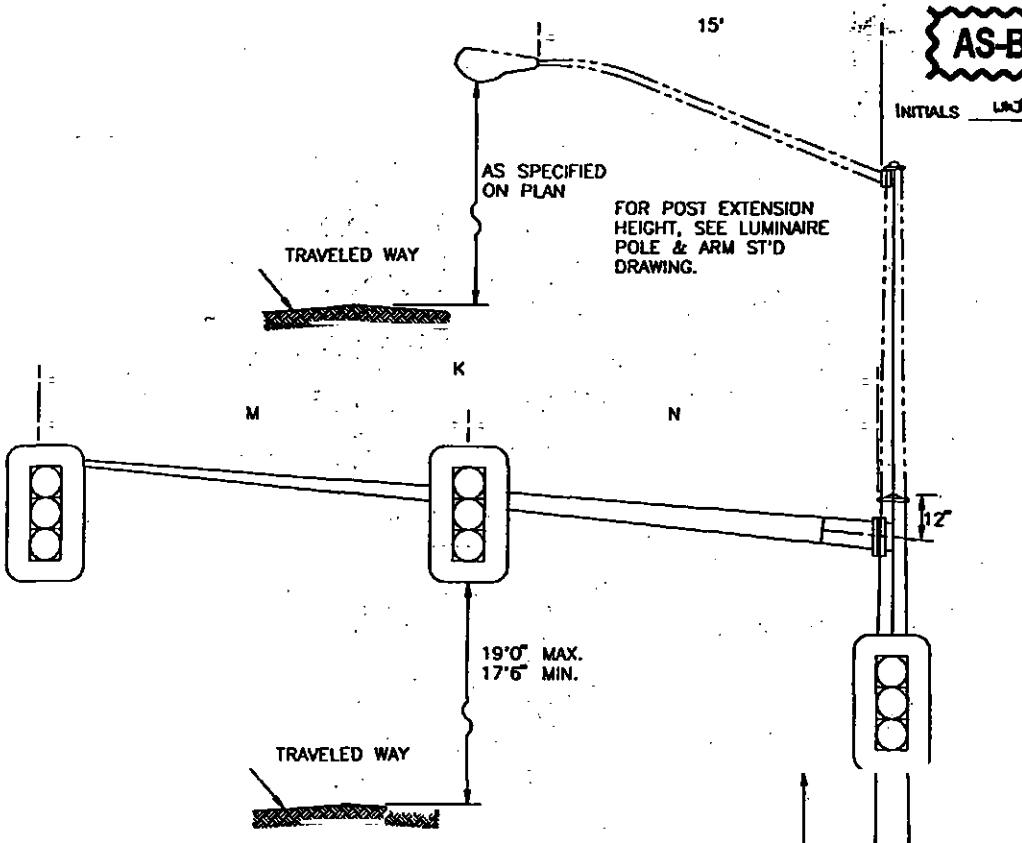
POLE BASE DETAIL



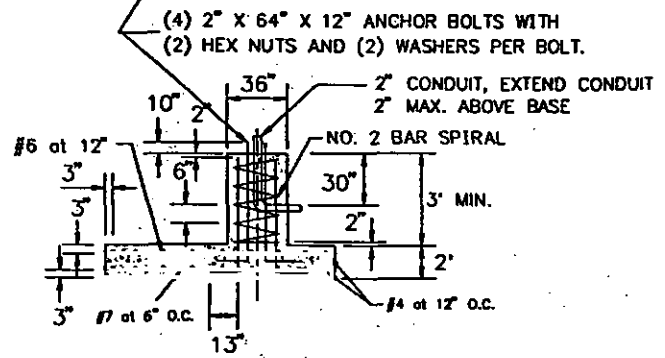
HANDHOLE DETAIL



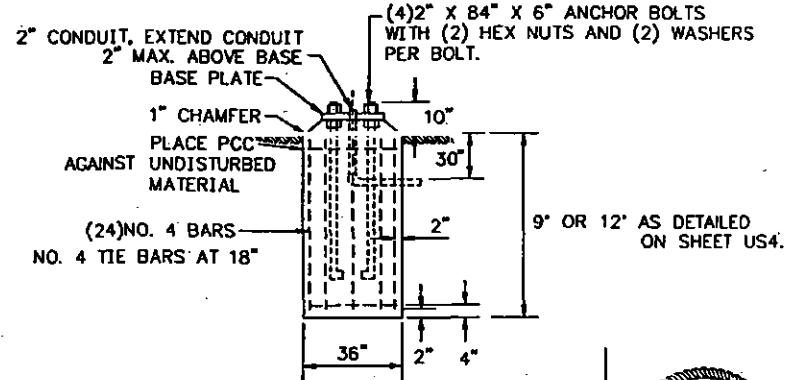
BASE PLATE



SPREAD FOOTING DETAIL



CIDH FOOTING DETAIL



SIGNAL POLE DETAILS

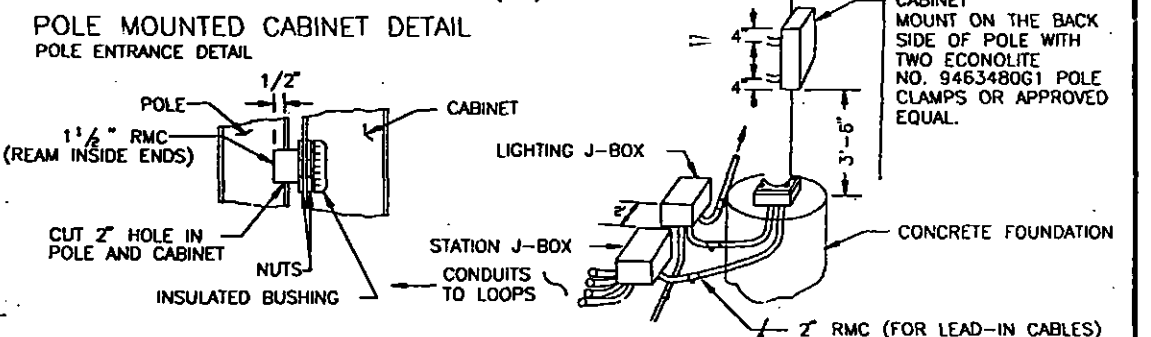
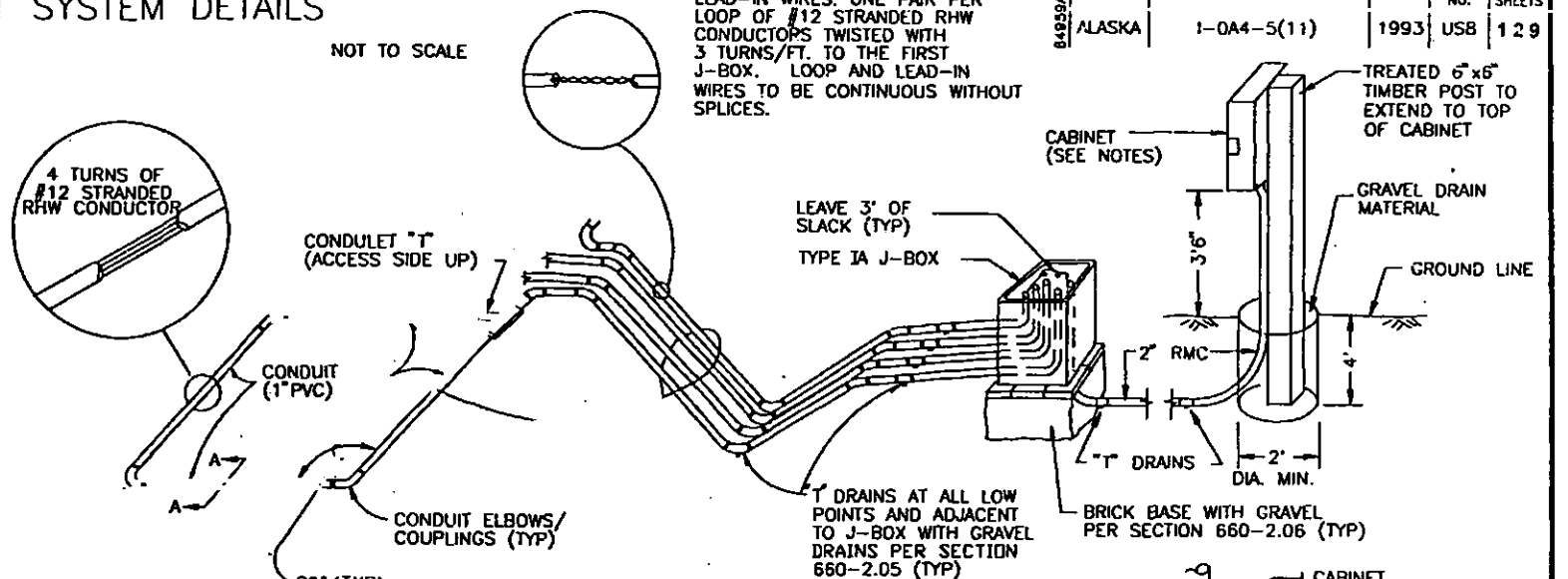
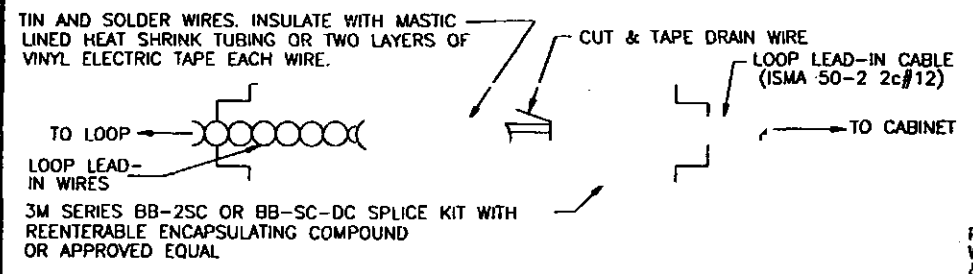
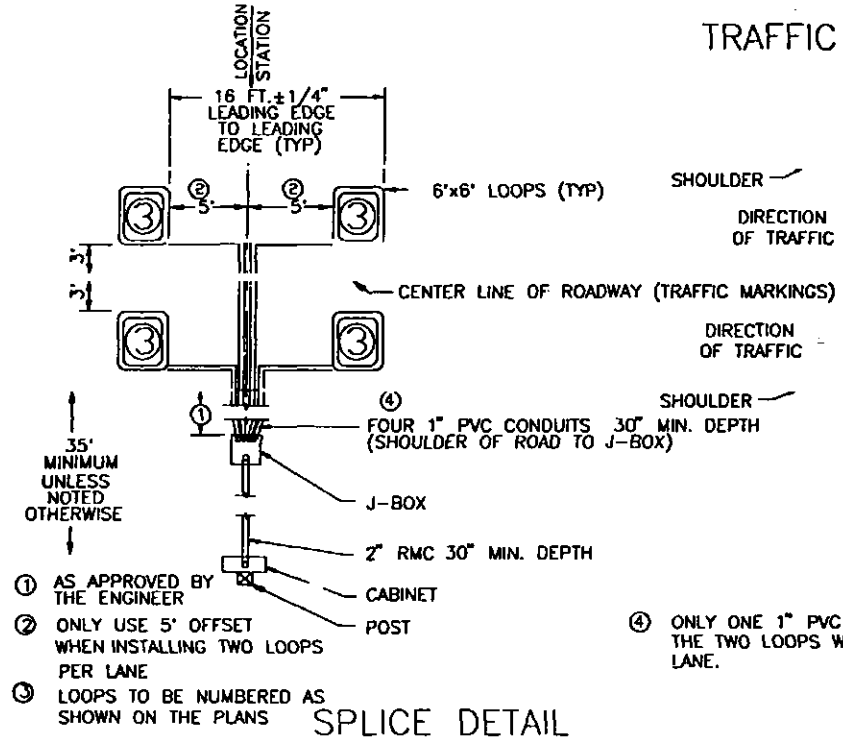
GENERAL NOTES

- FABRICATION AND INSTALLATION OF STRUCTURAL SUPPORT SYSTEMS FOR TRAFFIC SIGNALS AND/OR LUMINAIRES SHALL CONFORM TO THE LATEST AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" (1975) EXCEPT AS NOTED ON THIS DRAWING
- POLES AND ARMS SHALL BE ROUND STEEL TUBES CONFORMING TO SECTION 4 - STEEL DESIGN OF AASHTO SPECIFICATION IN NOTE 1.
- GROUP LOADS SHALL BE GROUP II (DEAD LOAD + WIND) OF SECTION 2 - LOADS OF AASHTO SPECIFICATION IN NOTE 1.
- WIND LOADS SHALL BE SPECIFIED ON PLANS.
- SIGNAL MAST ARM AND POLE LENGTH SHALL BE SPECIFIED ON PLANS.
- POLES AND ARMS SHALL HAVE UNIFORM TAPER.
- HANDHOLE DETAILS ARE TO INDICATE GENERAL DESIGN ONLY AND MAY BE ALTERED TO CONFORM WITH MANUFACTURERS FABRICATION DESIGN.
- CAST IN DRILL HOLE FOOTING SHALL BE CAST IN DRILLED HOLES WITH P.C.C. PLACED IN DIRECT CONTACT WITH THE UNDISTURBED SURFACE OF THE HOLE. NO FORMING OR BACKFILLING WILL BE PERMITTED EXCEPT THE TOP FOOT OF THE FOUNDATION MAY BE FORMED.
- ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A449. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153.



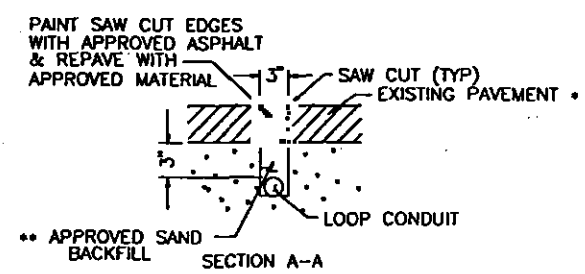
TRAFFIC COUNT SYSTEM DETAILS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	1-0A4-5(11)	1993	USB 129	

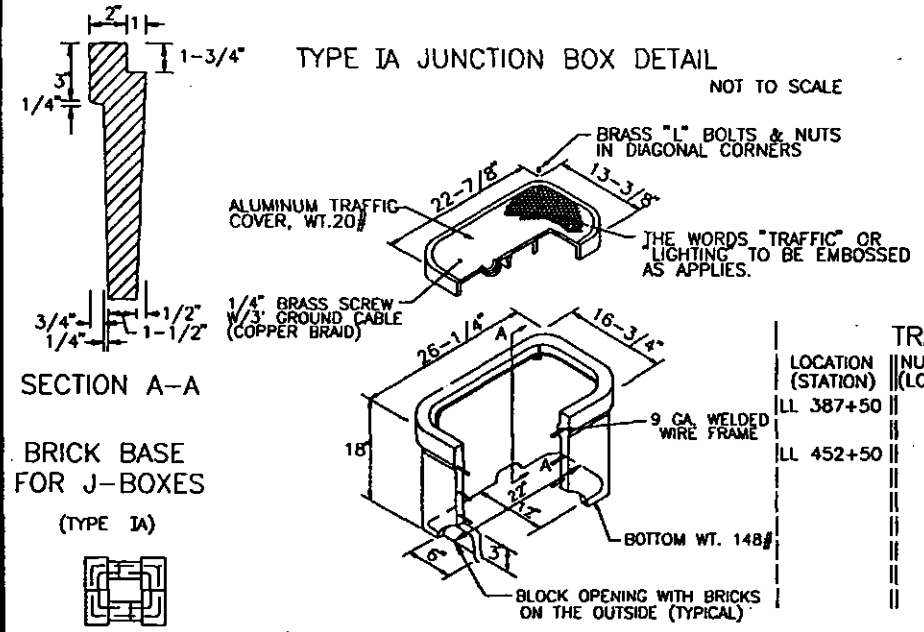


AS-BUILT PLANS

INITIALS _____ DATE 3-1-93



- LOOPS TO BE INSTALLED BENEATH NEW PAVING SHALL BE INSTALLED PRIOR TO PAVING.
- REQUIRED WITH NEW & EXISTING PAVEMENT CONDITIONS.

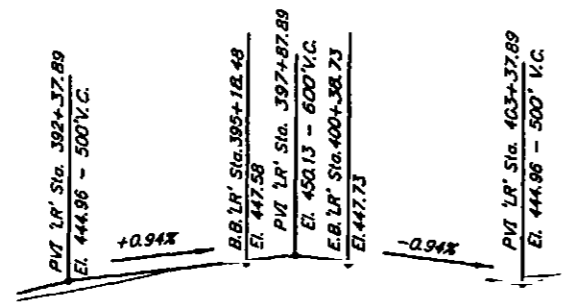


TRAFFIC COUNT SYSTEM SUMMARY									
LOCATION (STATION)	NUMBER OF LOOPS (LOOPS PER LANE)	TYPE	STATION	CABINET	MOUNTING	REMARKS			
LL 387+50	8 (2)			X	X				42' LT
LL 452+50	4 (1)		X		X				42' LT

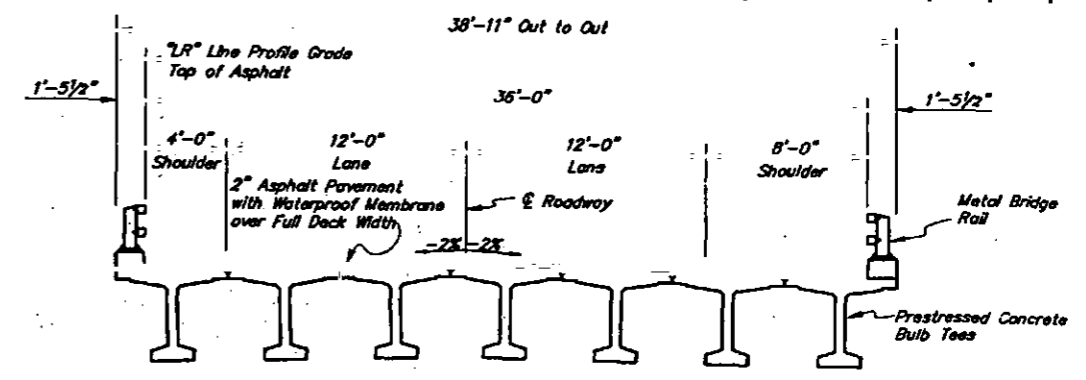
- NOTES**
1. LOCATE ALL UNDERGROUND UTILITIES, INCLUDING FUEL LINES, GAS TANKS, CABLES, ETC. PRIOR TO INSTALLATION OF SYSTEM.
 2. LEAD-IN WIRES FOR EACH LOOP SHALL BE IN SEPARATE CONDUITS TO THE FIRST J-BOX. THESE CONDUITS SHALL BE SEPARATED BY A MINIMUM OF 6 INCHES.
 3. AFTER SPLICING THE LOOP CONDUCTORS TO THE LEAD-IN CABLE AND BEFORE INSTALLING THE LEAD-IN CABLES IN CONDUIT, THE CONTRACTOR SHALL ALLOW THE ENGINEER TO VERIFY THAT ALL LEAD-IN CABLES ARE OF THE SAME LENGTH. AFTER THE LEAD-IN CABLES HAVE BEEN INSTALLED IN THE CONDUITS WITH 3 FT. OF SLACK IN THE J-BOX, THE CABLES SHALL BE SHORTENED THE SAME AMOUNT, AS REQUIRED TO LEAVE 5 FT. OF SLACK IN THE CABINET.
 4. BOLT THE CABINET TO THE POST USING FOUR 3/8"x3" LAG SCREWS WITH FLAT WASHERS. THE HOLES SHALL BE PREDRILLED. THE BOLTS AND WASHERS SHALL BE GALVANIZED.
 5. THE TIMBER POST SHALL BE KILN DRIED OR THE EQUIVALENT AND FREE OF ROT AND BARK. TIMBER TO BE USED SHALL BE ANY TYPE APPROVED BY THE ENGINEER. THE TIMBER POST SHALL BE TREATED IN ACCORDANCE WITH THE LATEST APPLICABLE STANDARDS OF AMERICAN WOOD PRESERVERS ASSOCIATION.
 6. ATTACH THE CONDUIT TO THE CABINET WITH APPROVED FITTING AND INSTALL INSULATED GROUNDING BUSHING.
 7. WHEN A PERMANENT (PERM) TYPE CABINET IS LISTED SEE SPECIAL PROVISIONS SECTION 660-5.08.
 8. WHEN A TEMPORARY (TEMP) TYPE CABINET IS LISTED ON THE SUMMARY, THE CABINET SHALL BE A NEMA TYPE 3R (24"x24"x6") CABINET WITH A HASP FOR LOCKING.
 9. THE LEAD-IN CABLES SHALL BE SPLICED TO STATE FURNISHED CONNECTORS.

TRAFFIC COUNT SYSTEM PARKS HIGHWAY





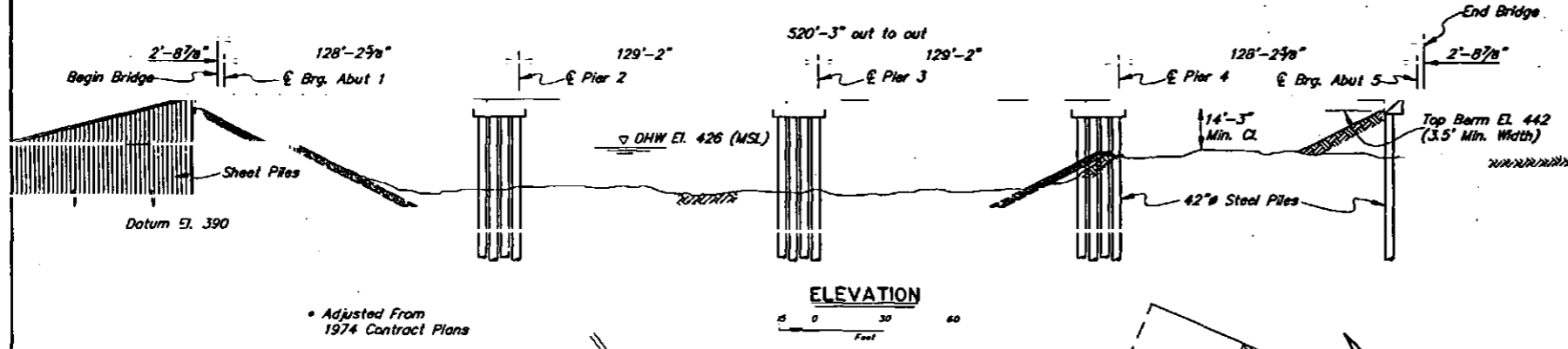
'LR' PROFILE GRADE



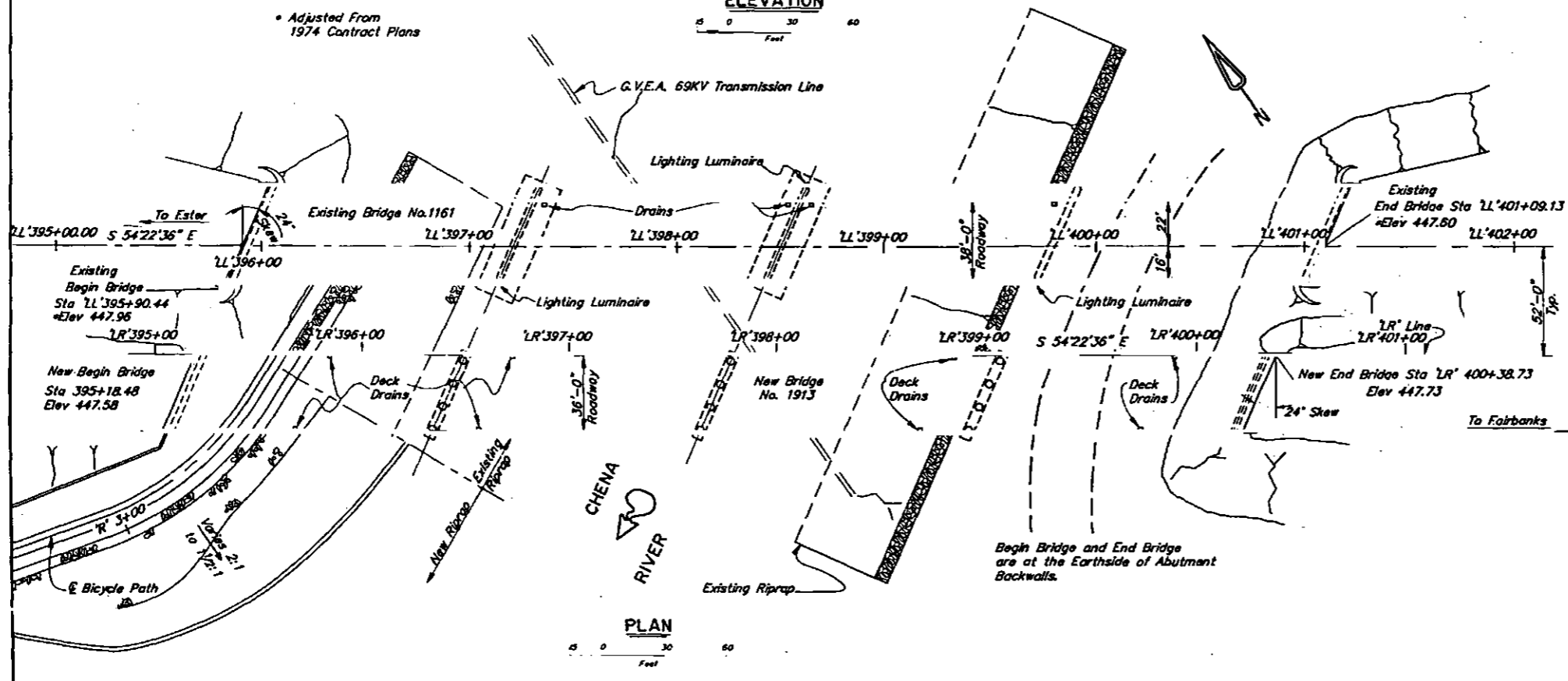
TYPICAL SECTION

AS-BUILT PLANS

INITIALS WKT DATE 3-11-98



ELEVATION



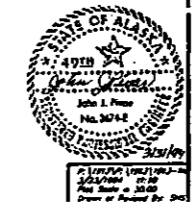
PLAN

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CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING
GENERAL LAYOUT

STATE OF ALASKA
 DEPARTMENT of TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA



BRIDGE NO. 1913
 DWG. NO. 1

GENERAL NOTES
AS-BUILT PLANS

SPECIFICATIONS:
 INITIALS MS DATE 2-1-98
 Design & Construction: AASHTO Standard Specifications for Highway Bridges, 1992 Edition, with the latest Interim Specifications. State of Alaska Standard Specifications for Highway Construction, 1988, with Standard Modifications and the Special Provisions.

Live Load: HS 25-44
 Dead Load: Includes 50 psf for all paving

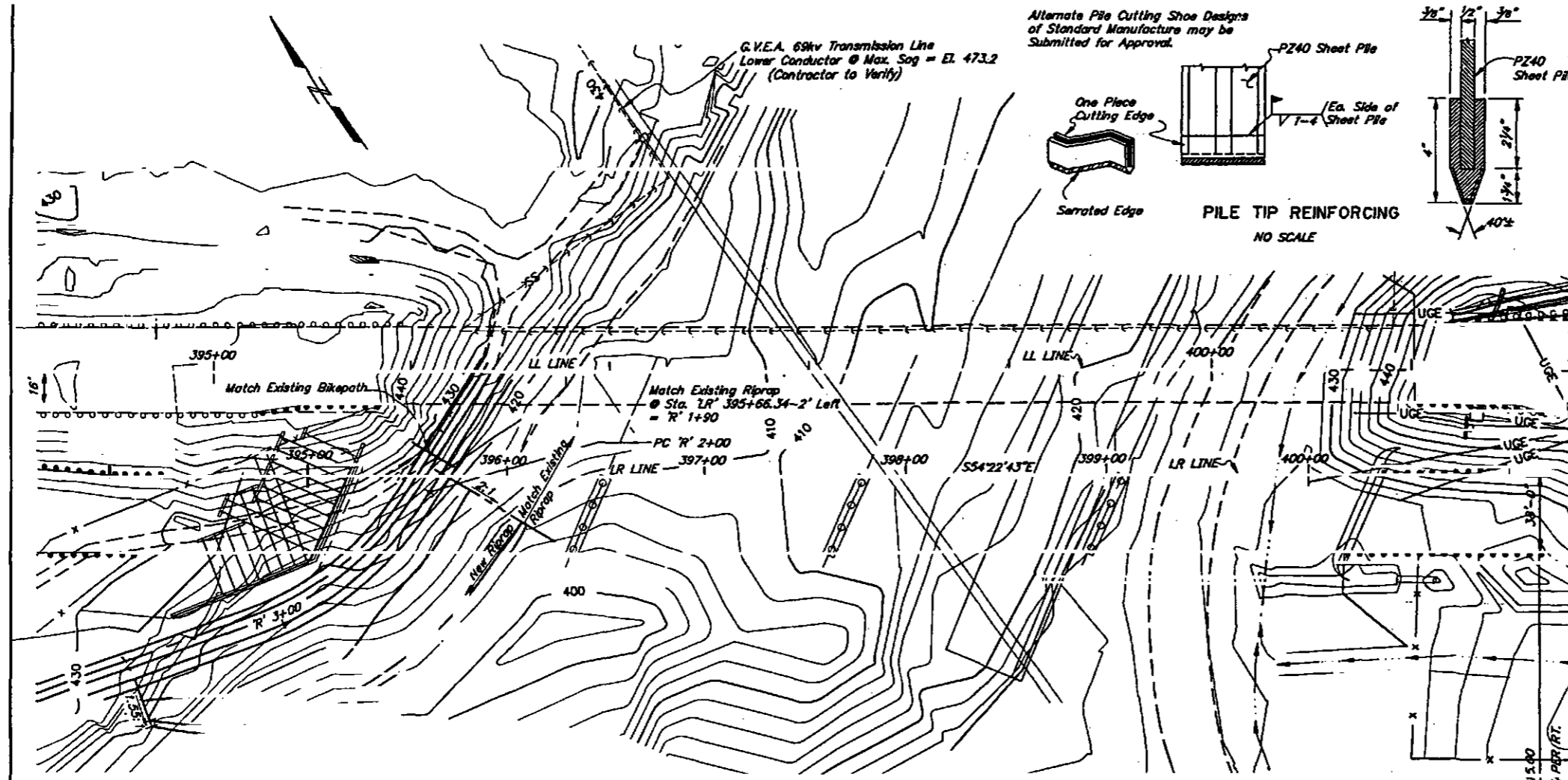
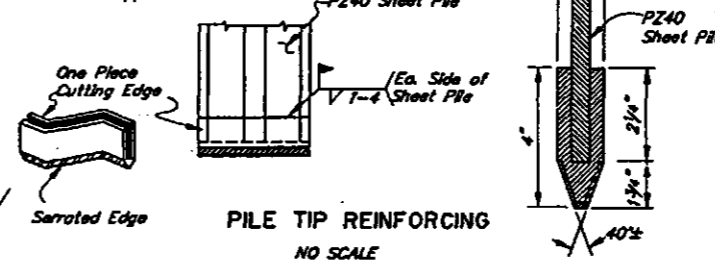
DESIGN UNIT STRESSES:
 Prestressed Concrete: See Girder Details
 Structural Steel: A36: Fy=36,000 psi A572 Fy=50,000 psi
 Fc=20,000 psi Fc=27,000 psi
 Cast-in-place Concrete: f'c = 3,500 psi f'c = 1,400 psi
 Precast Wall Panels f'c = 5,000 psi f'c = 2,000 psi
 Reinforcing Steel: Fy = 60,000 psi Fy = 24,000 psi

STRUCTURAL MATERIALS:
 Concrete: All cast-in-place concrete shall be Class A.
 Reinforcing Steel: All reinforcing steel shall conform to ASTM A615, Grade 60.
 Structural Steel: All structural steel shall be ASTM A36 unless otherwise noted.

Girder steel shear connectors shall be furnished in black iron finish.
 All other structural steel embedded in or attached to concrete girders shall be galvanized.

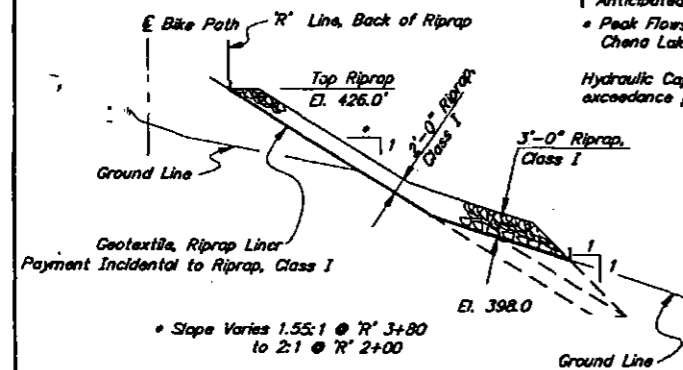
All structural steel sheet piles shall be PZ40 (A572). Cold rolled sheet pile substitutes will not be allowed.
 Pile tip reinforcing as shown.
 All structural steel piles located at abutment 5 and the piers shall be 42" diameter with a minimum wall thickness of 3/4" conforming to ASTM A531 Grade B, Type E or S; or to ASTM A252, Grade 2.
 Design Capacity: See Abutment and Pier Drawings

Alternate Pile Cutting Shoe Designs of Standard Manufacture may be Submitted for Approval.



RIPRAP CURVE DATA

PI = R' 2+58.24
 Δ = 40°
 D = 35'48" 35.5"
 T = 58.24
 L = 111.70'
 R = 180.00'



TYPICAL SECTION THROUGH RIPRAP
 NO SCALE

HYDRAULIC & HYDROLOGIC SUMMARY

Design Flood Frequency	50 yr.	100 yr.
Exceedance Probability	.02	.01
Drainage Area, Sq. MI.	1980	1980
Design Discharge	12,000	12,000
Design High Water Elev.	426.0	426.0
Anticipated Add'l Backwater		0.0 ft.

* Peak Flows are Controlled by the US Army Corps of Engineers' Chena Lakes Flood Control Project.

Hydraulic Capacity: 25,000 cfs at Elevation 433.5 which has an exceedance probability equal to or less than .2% (0.500).

Predicted Scour from Average Streambed Elevation 423.0 MSL

Flood Freq.	100 yrs.	500 yrs.
Discharge	12,000	17,500
Contraction	0.0 ft.	0.0 ft.
Abutment	5.0 ft.	5.0 ft.
Pier	5.0	5.0

Note: Total Scour = Contraction Scour + Local Scour

ESTIMATE OF QUANTITIES - BR. NOS. 1161 & 1913

Item No.	Item	Unit	Substr.	Superstr.	Total
202(1)	Removal of Structures and Obstructions	L.S.			All Req'd
401(1)	Asphalt Concrete	Tons		260	260
401(2)	PBAS Asphalt Cement	Tons		16	16
501(1)	Class A Concrete	L.S.-C.Y.	396.6	46.6	443.2
501(10)	Precast Anchor Slabs	Ea./L.S.	12A, 1B		All Req'd
502(1A)	Prestressed Concrete Structural Members (129"-0" Bulb T's)	Ea.		28	28
503(1)	Reinforcing Steel	L.S.-Lb.	99,080	1,720	100,800
503(2)	Epoxy Coated Reinforcing Steel	L.S.-Lb.	730	2,460	3,190
504(3)	Longitudinal Restraints (Br. No. 1161)	Ea.		48	48
505(5)	Structural Steel Piles (42"), Furnished	L.F.	2,180		2,180
505(6)	Structural Steel Piles (42"), Driven	Ea.	16		16
505(9)	Structural Steel Sheet Piles, Furnished and Driven	S.F.	6,977		6,977
505(12)	Pile Splice	Ea.	12		12
507(1)	Metal Bridge Railing	L.F.		1,067	1,067
607(3-8)	Chain Link Fence, 8ft High	L.F.		520	520
611(1)	Riprap, Class I	C.Y.	760		760
643(2)	Traffic Maintenance	L.S.			All Req'd

* Item numbers are for reference only. Quantities shown are not necessarily the pay quantities nor the total quantity of the particular item. Reinforcing steel lap lengths are not included in the quantity shown.



CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING
SITE PLAN

STATE of ALASKA
 DEPARTMENT of TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA



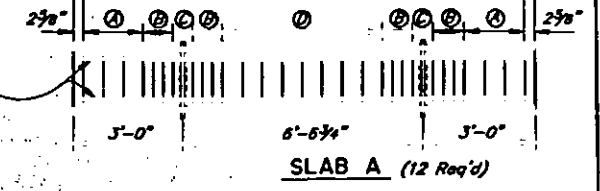
BRIDGE NO. 1913
 DWG. NO. 2

REINFORCING SCHEDULE

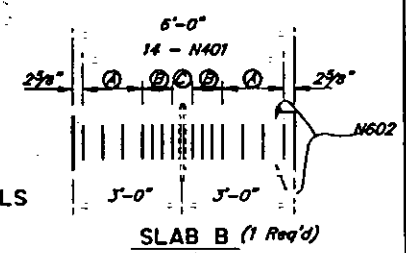
MARK	SIZE	NO.	LENGTH	TYPE
N401	4	362	7'-6"	Bent
N601	6	144	12'-3"	
N602	6	12	5'-8"	



Reinforcing Steel is Incidental to Precast Anchor Slabs
 12'-6 3/4"
 29 - N401

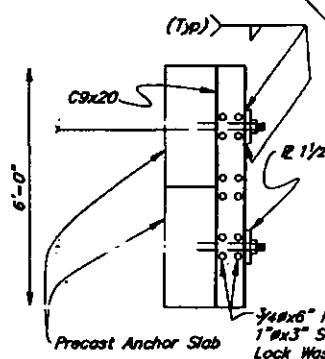
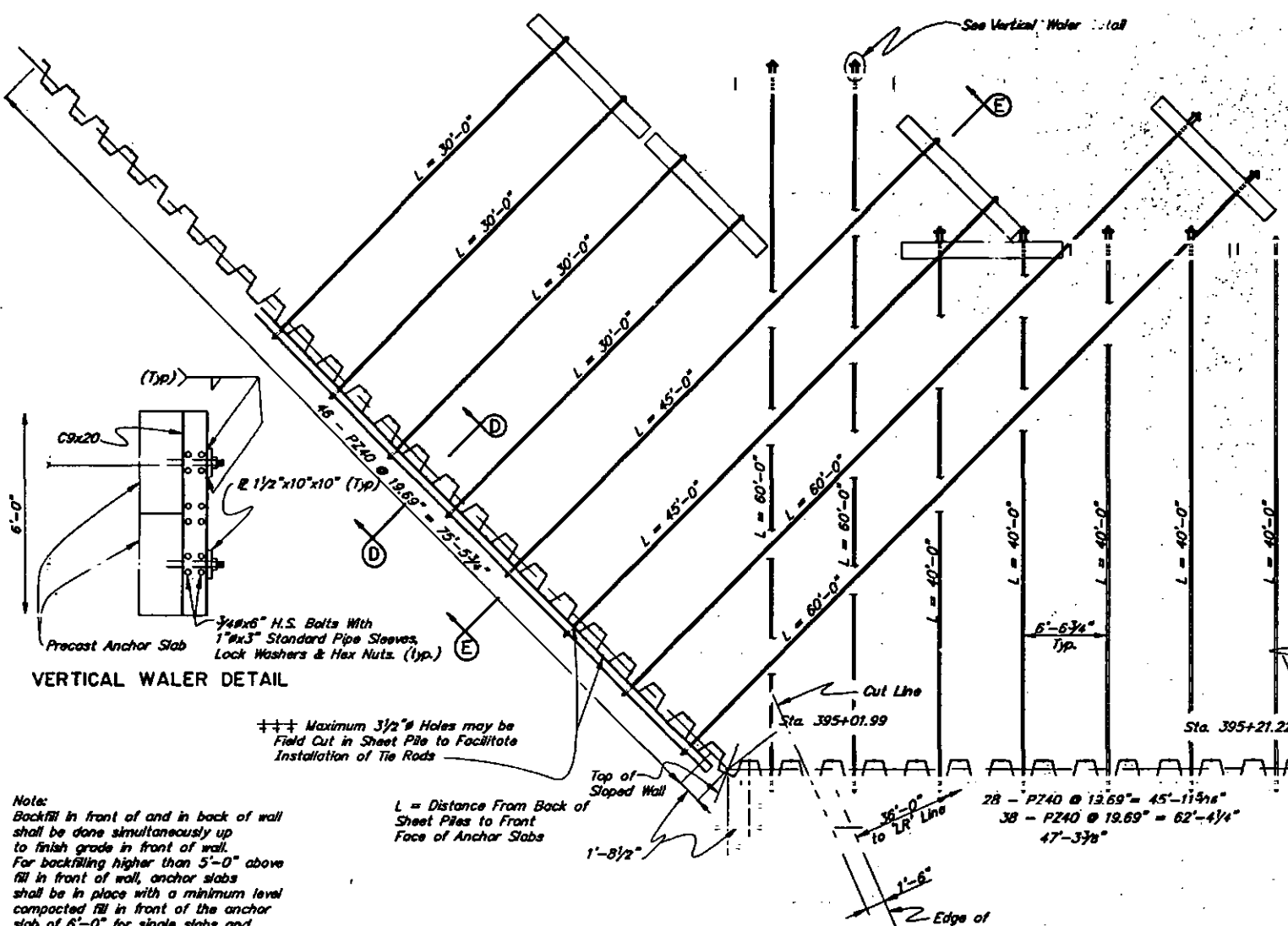
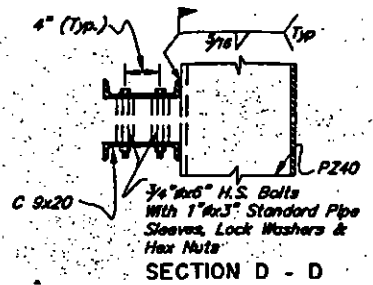


- Ⓐ 3 Spaces @ 7'
- Ⓑ 3 Spaces @ 5'
- Ⓒ 6 3/4"
- Ⓓ 8 Spaces @ 6 3/4" = 4'-6"



AS-BUILT PLANS

INITIALS: [Signature] DATE: 3-11-78



VERTICAL WATER DETAIL

Note:
 Backfill in front of and in back of wall shall be done simultaneously up to finish grade in front of wall. For backfilling higher than 5'-0" above fill in front of wall, anchor slabs shall be in place with a minimum level compacted fill in front of the anchor slab of 6'-0" for single slabs and 12'-0" for stacked slabs measured at top of slab.
 Backfill up to the bottom of concrete abutment cap, anchor slabs and abutment tie rods shall be installed and functional prior to casting concrete abutment.

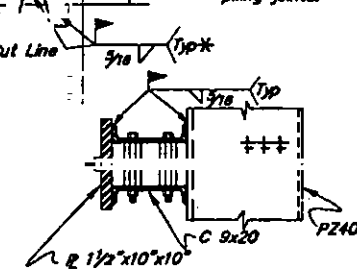
+++ Maximum 3/2" Holes may be Field Cut in Sheet Pile to Facilitate Installation of Tie Rods

L = Distance From Back of Sheet Piles to Front Face of Anchor Slabs

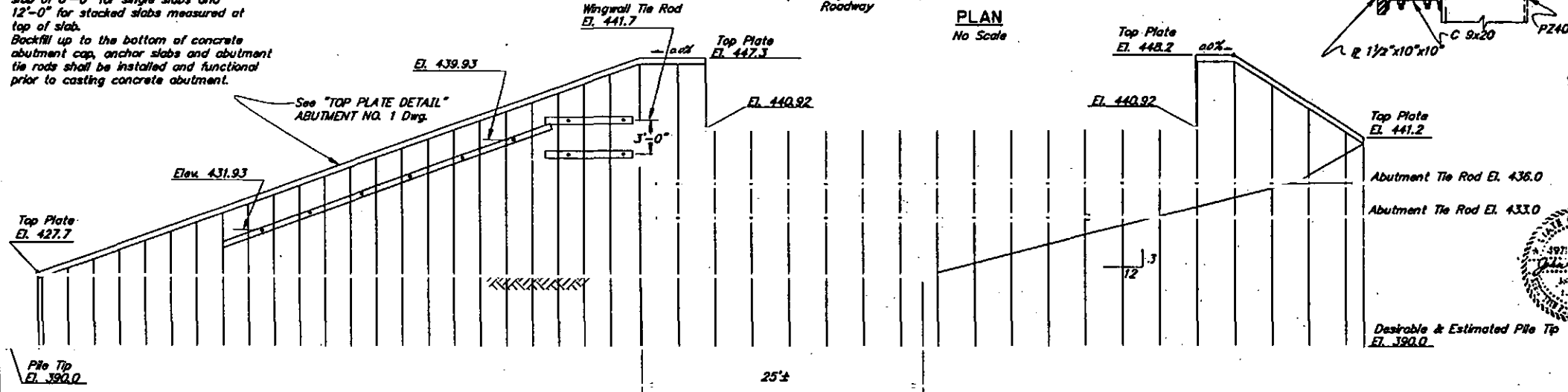
PLAN
 No Scale

PRECAST ANCHOR SLAB DETAILS

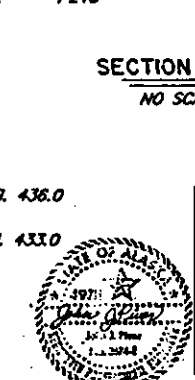
* Weld the top 24" (Min) of all abutment and wingwall piling joints.



SECTION E - E
 NO SCALE



ELEVATION
 No Scale



CHENA RIVER BRIDGE
 PARKS HIGHWAY - 4 LANE WIDENING
 ABUTMENT I
 RETAINING WALL

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA

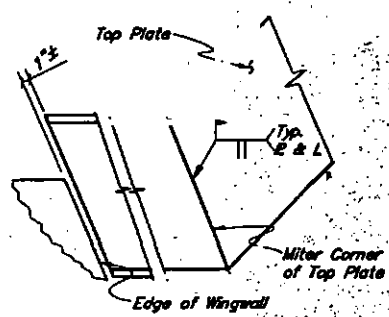
BRIDGE NO. 1913
 DWG. NO. 3

AS-BUILT PLANS

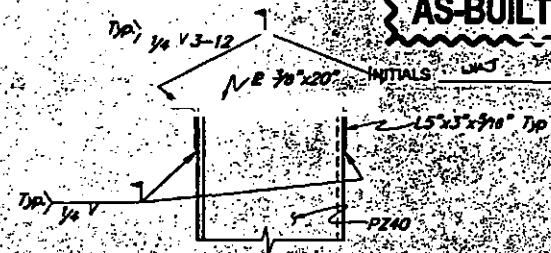
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	B4	129

REINFORCING SCHEDULE - ABUTMENT

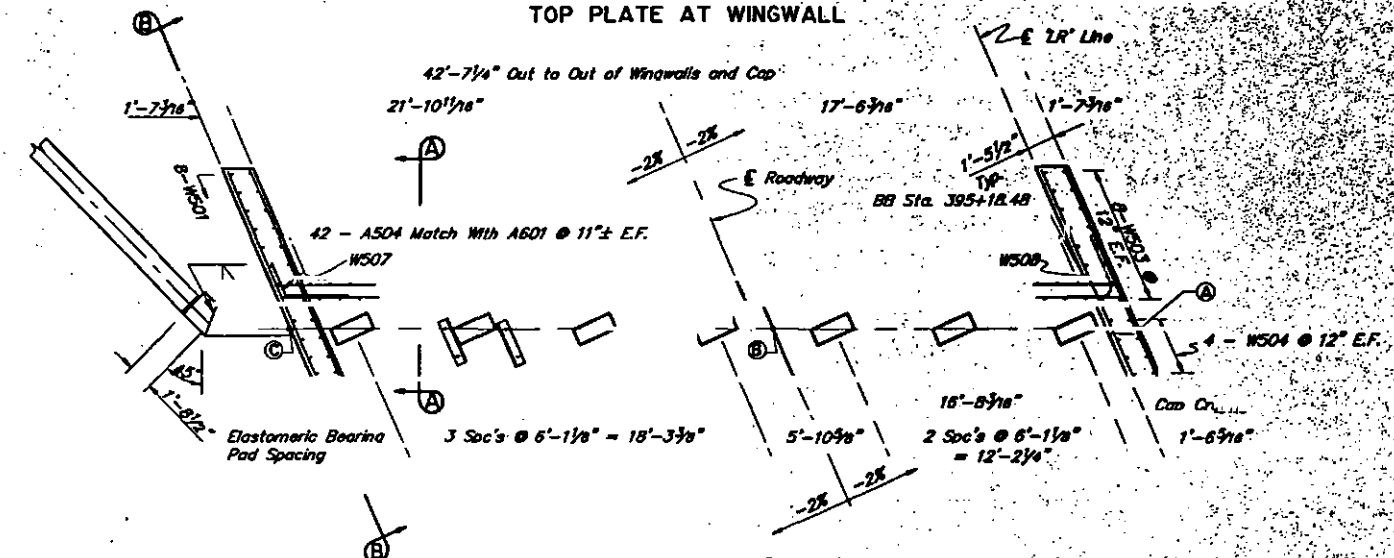
Mark	Size	No.	Length	Type
A501F	5	39	8'-9"	Bent
A501	5	117	8'-9"	Bent
A502	5	10	42'-3"	---
A503	5	2	42'-3"	---
A504	5	42	6'-4"	Bent
A601	6	84	7'-10"	---
A602	6	4	42'-3"	---
A1002	10	10	42'-3"	---
A1003	10	10	42'-3"	Bent
W501	5	16	8'-10"	---
W502	5	8	7'-1"	---
W503	5	16	8'-9"	---
W504	5	8	6'-11"	---
W505	5	7	11'-2"	---
W506	5	7	7'-0"	---
W507	5	7	6'-0"	Bent
W508	5	7	6'-0"	Bent



TOP PLATE AT WINGWALL



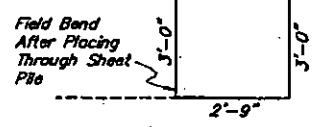
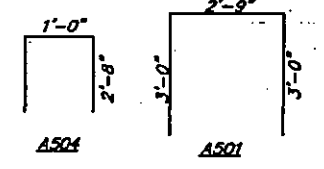
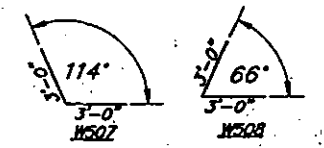
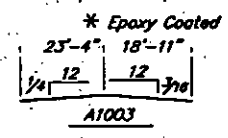
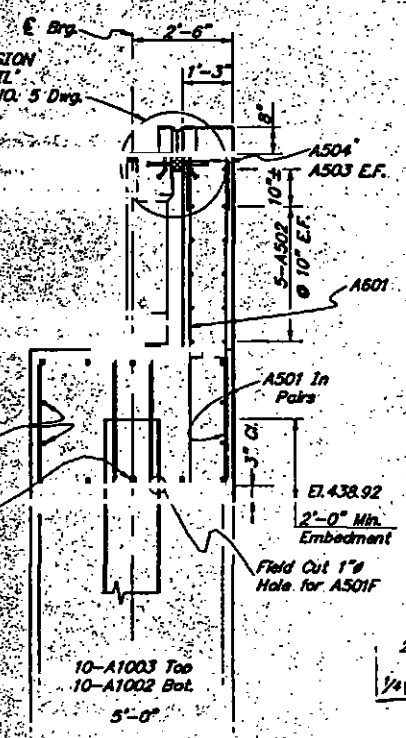
TOP PLATE DETAIL



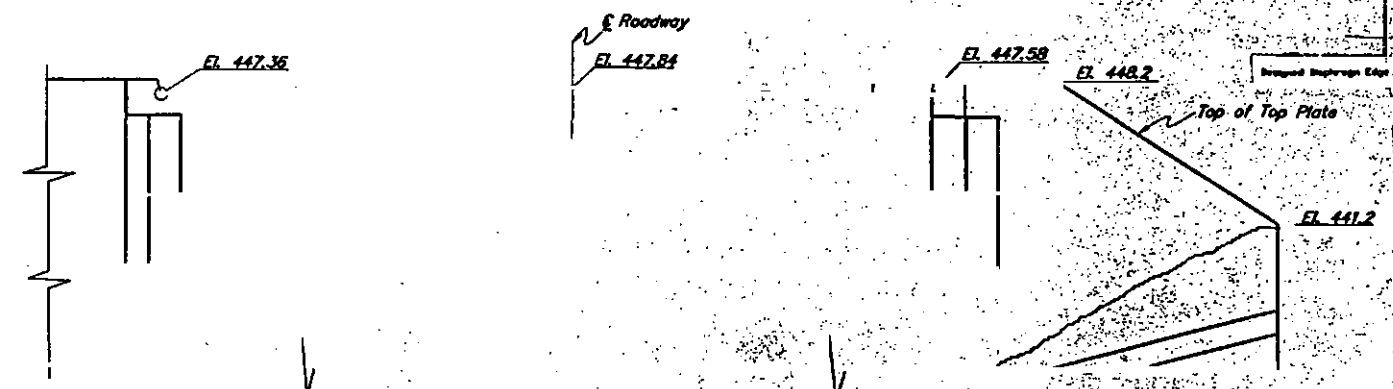
PLAN

PT.	Top of Cap Elevation @ E Bearings
A	442.68
B	442.82 .94
C	442.40

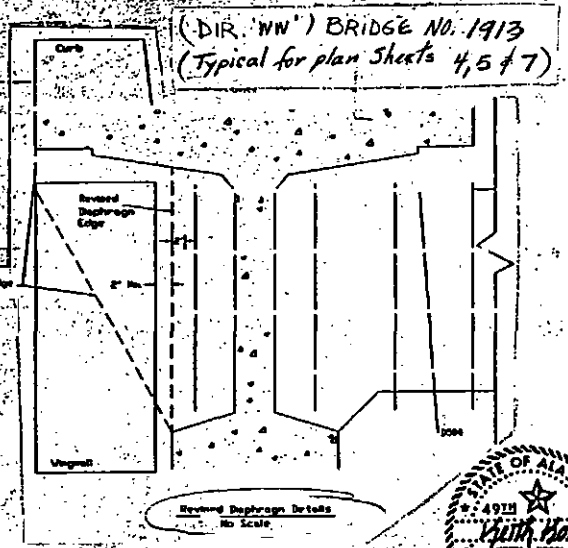
SECTION A - A
(DIR. 'L')



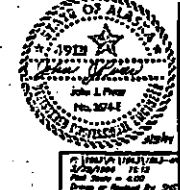
Note: Minimum required lap splice length is 2'-2" for No. 5 bars and 2'-7" for No. 6 bars.



ELEVATION



(DIR. 'WW') BRIDGE NO. 1913
(Typical for plan Sheets 4, 5 & 7)



CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING

ABUTMENT NO. 1
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA



BRIDGE NO. 1913
DWG. NO. 4

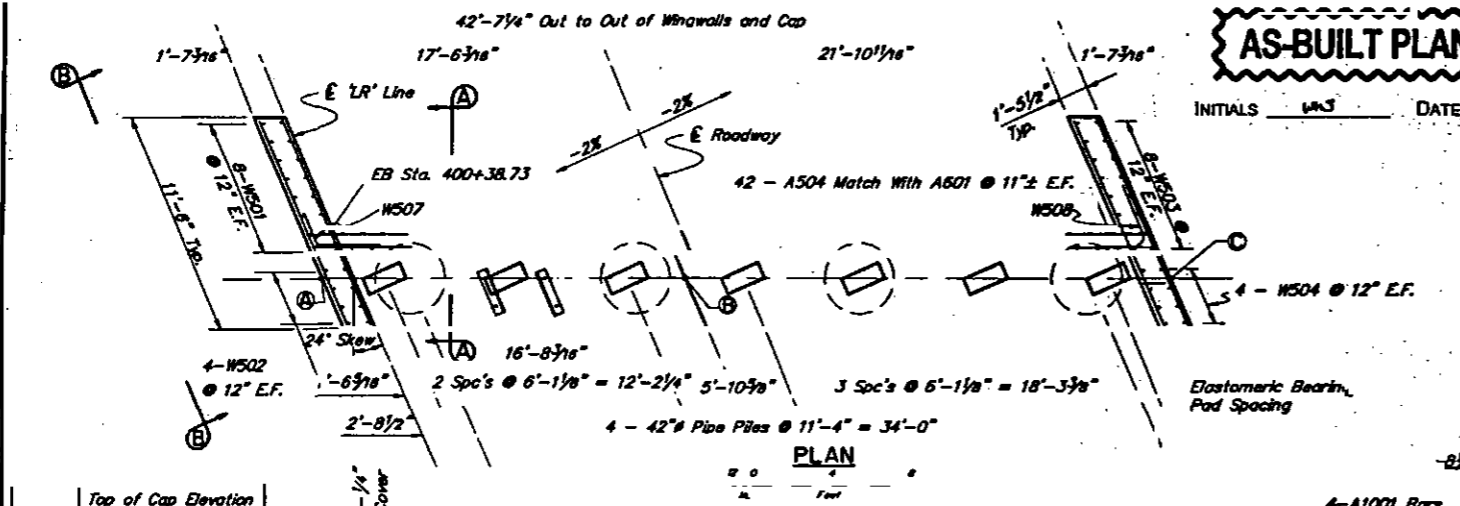
AS-BUILT PLANS

INITIALS WAS DATE 3-11-98

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	85	129

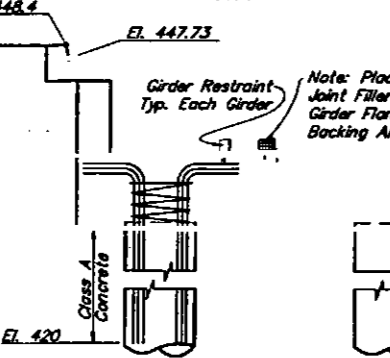
REINFORCING SCHEDULE - ABUTMENT 5

Mark	Size	No.	Length	Type
A401	4	4	110'-0"	Spiral
A501	5	156	8'-9"	Bent
A502	5	10	42'-3"	
A503	5	2	42'-3"	
A504	5	42	6'-4"	Bent
A601	6	84	7'-10"	
A602	6	4	42'-3"	
A1001	10	224	17'-2"	Bent
A1002	10	10	42'-3"	
A1003	10	10	42'-3"	Bent
W501	5	16	8'-9"	
W502	5	8	7'-1"	
W503	5	16	8'-9"	
W504	5	8	7'-0"	
W505	5	36	11'-2"	
W506	5	8	7'-0"	
W507	5	7	6'-0"	Bent
W508	5	7	6'-0"	Bent

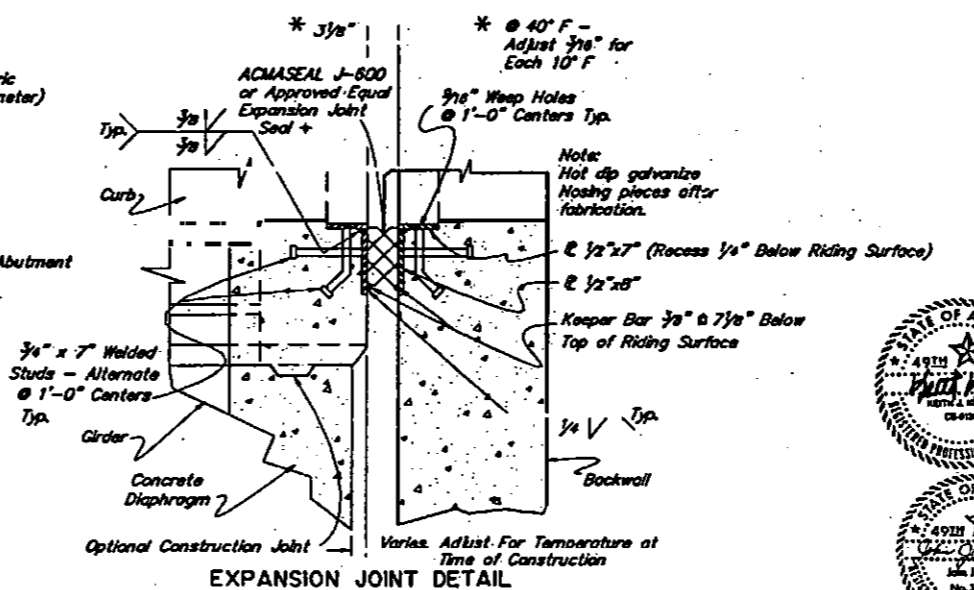
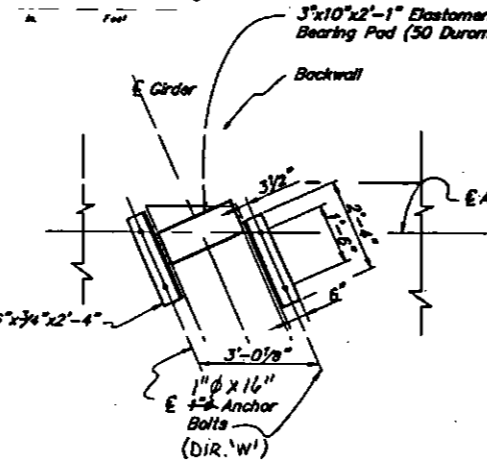


PT	Top of Cap Elevation @ E Bearings
A	442.80
B	442.78 .19
C	442.82

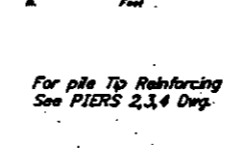
ELASTOMERIC PAD DETAIL



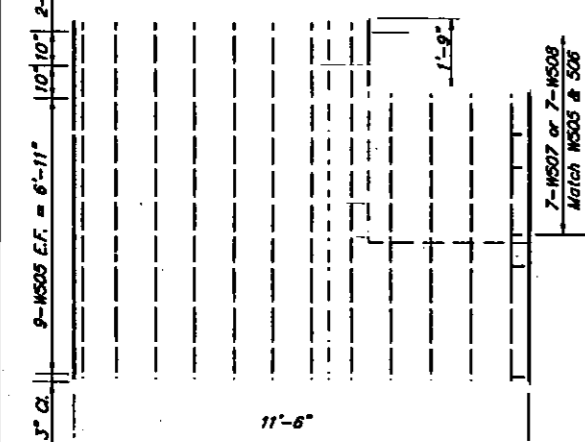
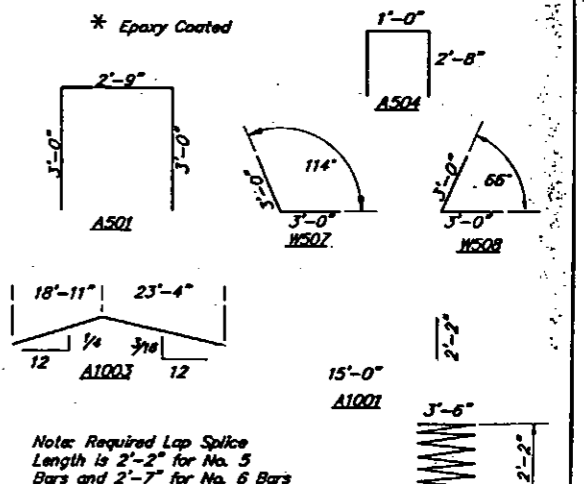
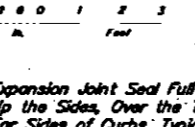
ELEVATION



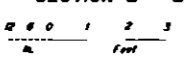
SECTION C - C



SECTION A - A



SECTION B - B



CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING
ABUTMENT NO. 5

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA

BRIDGE NO. 1913
DWG. NO. 5

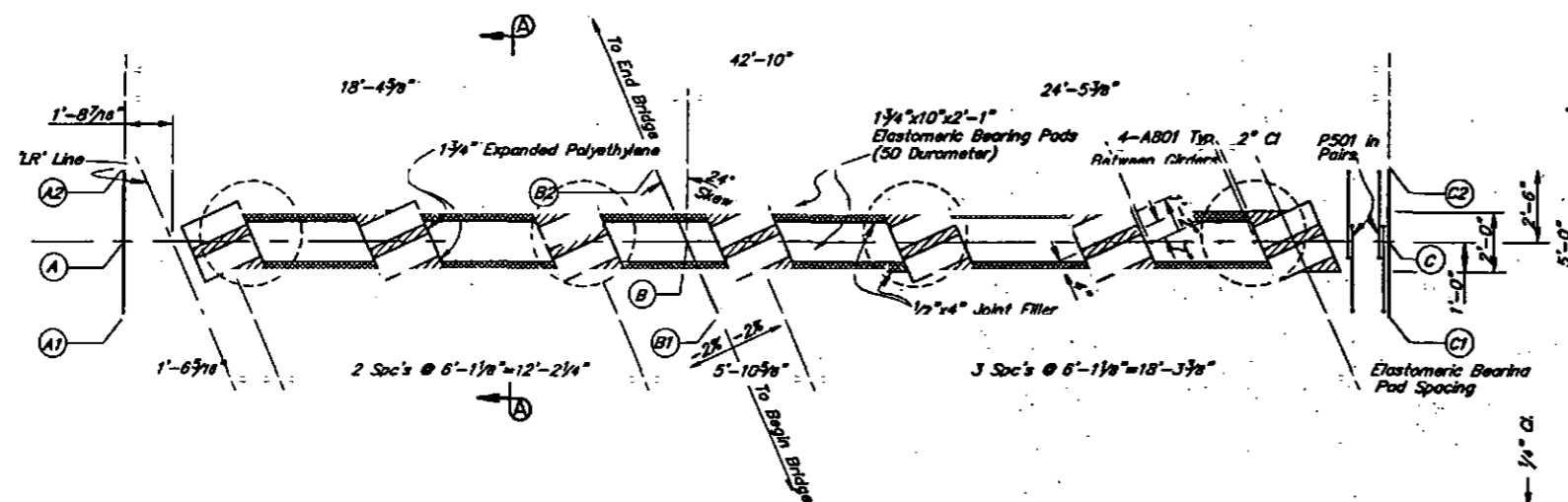
AS-BUILT PLANS

INITIALS UAS DATE 3-11-98

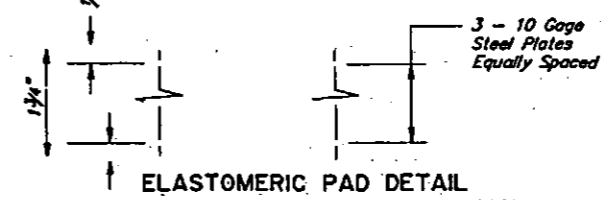
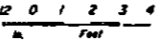
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	B6	129

REINFORCING SCHEDULE- ONE PIER

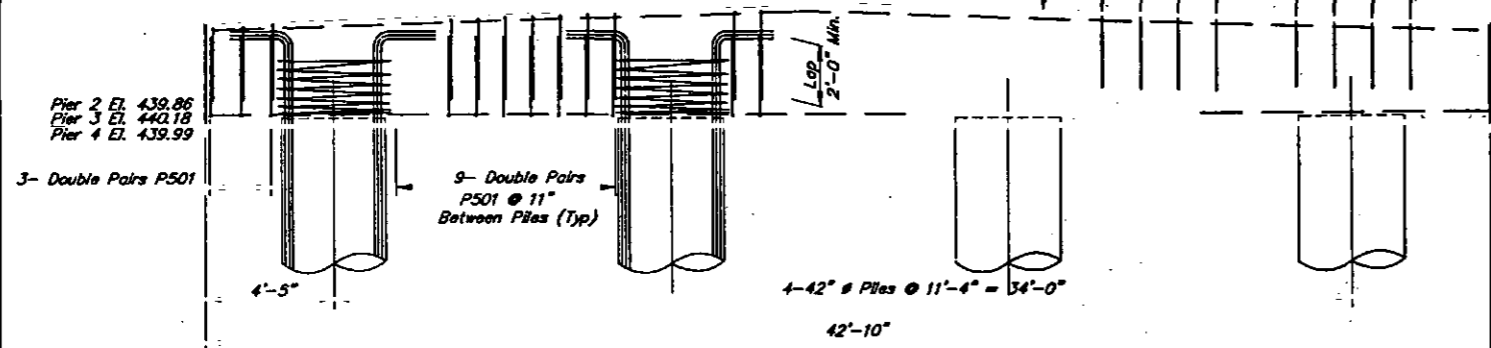
MARK	SIZE	NO.	LENGTH	TYPE
P401	4	4	110'-0"	Spiral
P501	5	132	8'-8"	Bent
P601	6	4	42'-6"	—
P801	8	24	5'-0"	—
P1001	10	224	17'-2"	Bent
P1002	10	10	42'-6"	—
P1003	10	10	42'-6"	Bent



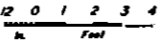
CAP PLAN



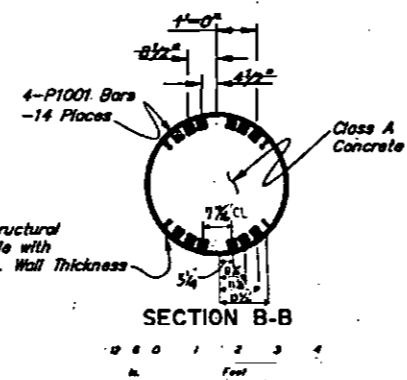
ELASTOMERIC PAD DETAIL



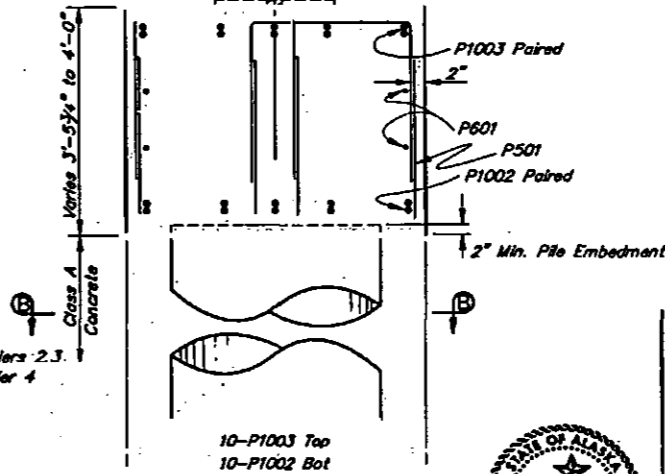
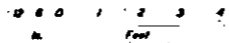
ELEVATION



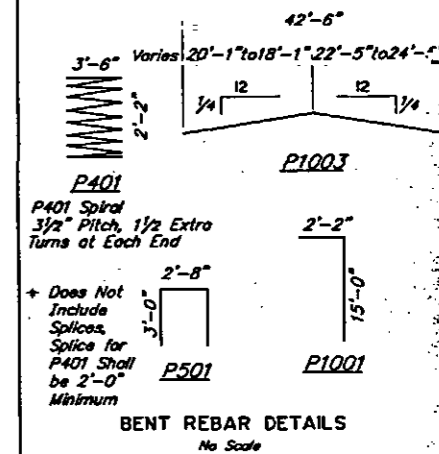
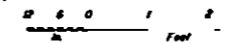
PT.	TOP OF PIER CAP ELEVATIONS			PILE TIP ELEV.		DESIGN CAPACITY
	PIER 2	PIER 3	PIER 4	Desirable	Estimated	
Pier 2				300	285	300T
Pier 3				300	285	300T
Pier 4				320	305	300T
A1	443.55	443.85	443.64			
A	443.58	443.87	443.65			
A2	443.61	443.90	443.66			
B1	443.84	444.18	443.99		444.02	
B	443.85	444.18	443.98		444.01 (DIR. 'L')	
B2	443.86	444.18	443.97		444.00	
C1	443.40	443.77	443.63			
C	443.39	443.75	443.60			
C2	443.38	443.74	443.57			



SECTION B-B



SECTION A-A



BENT REBAR DETAILS

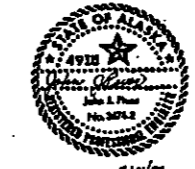


CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING
PIERS 2,3,4

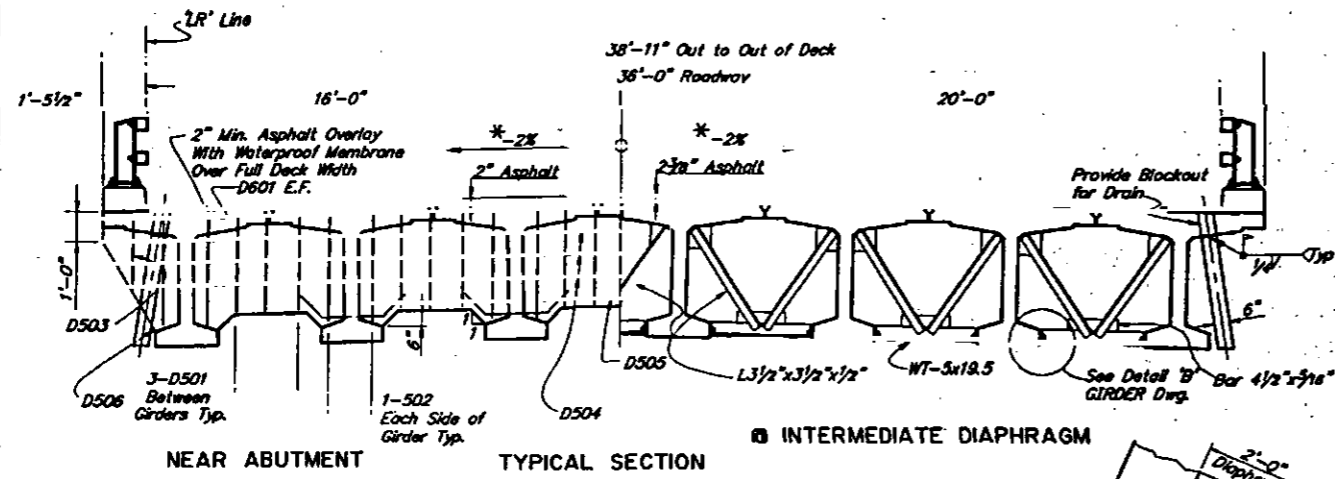
STATE OF ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA



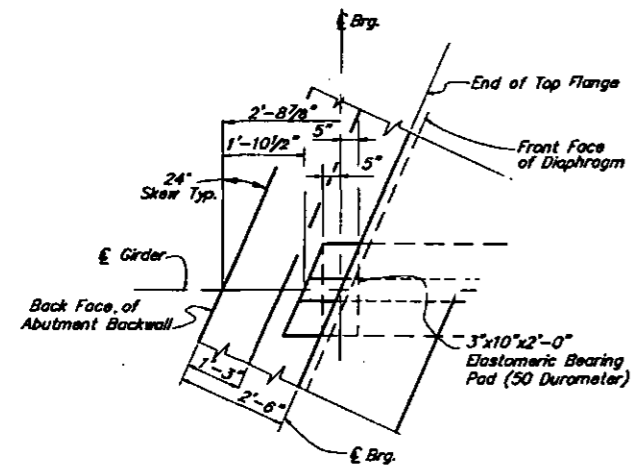
BRIDGE NO. 1913
DWS NO. 6



© 1993/1994
1/27/94
Not Scale = 1/2"
Printed & Checked by DWS

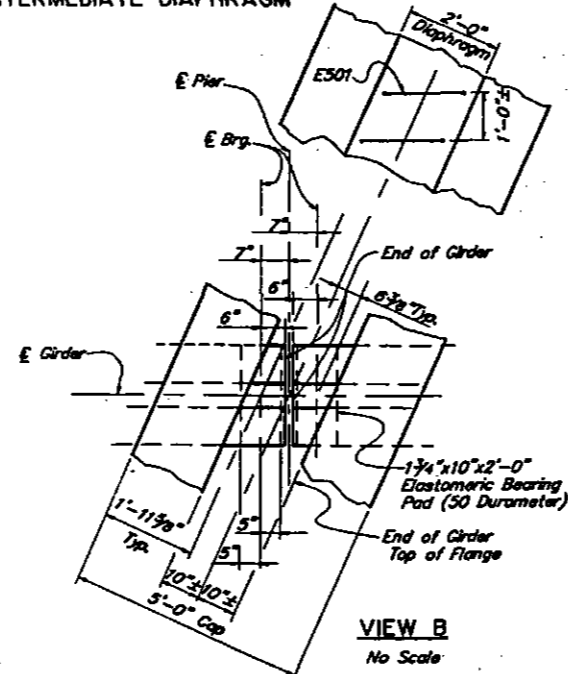


* Top Slope of Asphalt Overlay

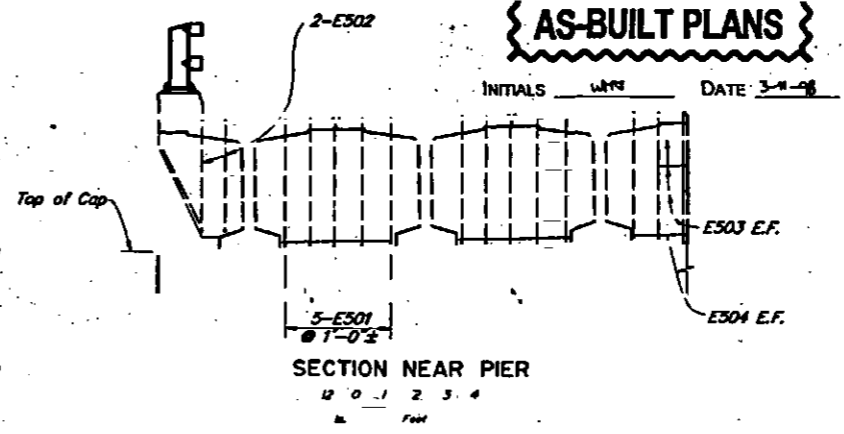


VIEW A
No Scale

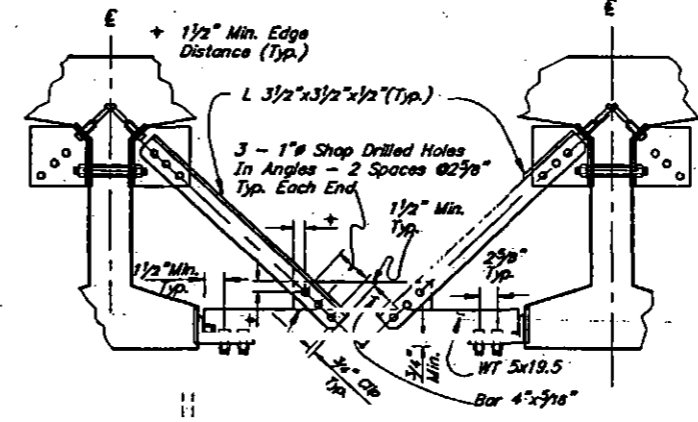
INTERMEDIATE DIAPHRAGM



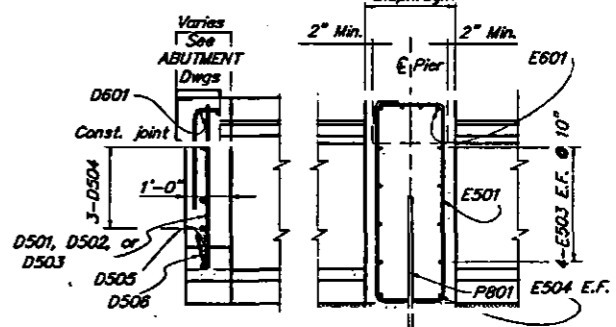
VIEW B
No Scale



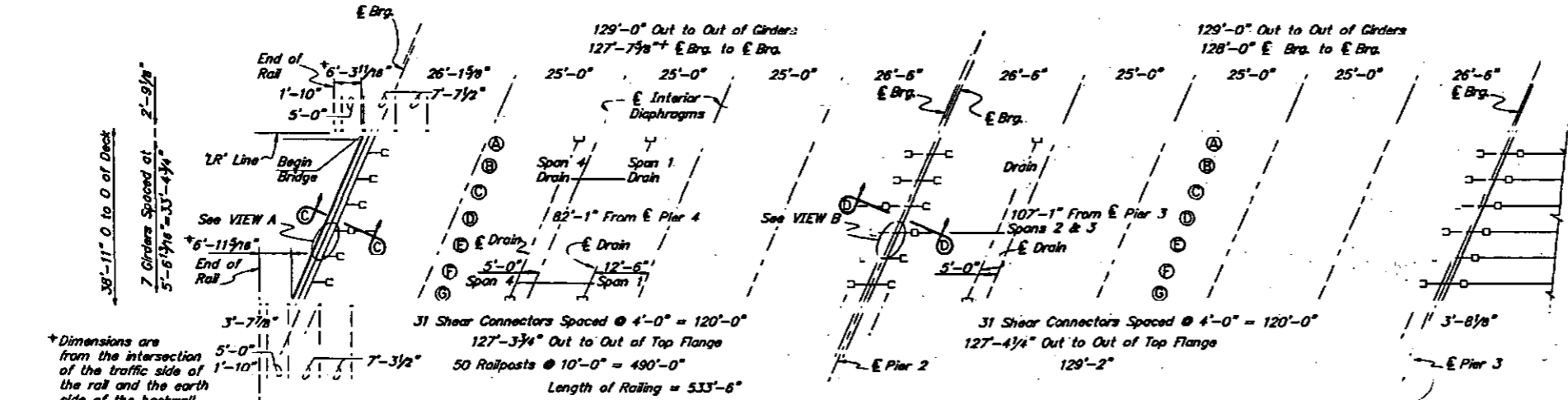
SECTION NEAR PIER
12 0 1 2 3 4
Feet



DETAIL "D"
TYPICAL ALL BAYS
No Scale



SECTION C-C SECTION D-D
No Scale



HALF FRAMING PLAN
No Scale

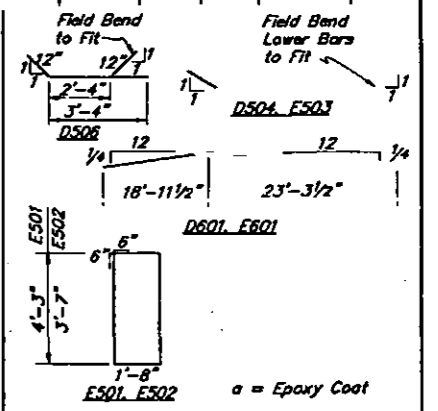
*Dimensions are from the intersection of the traffic side of the rail and the earth side of the backwall

AS-BUILT PLANS

INITIALS _____ DATE 3-4-98

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	87	129

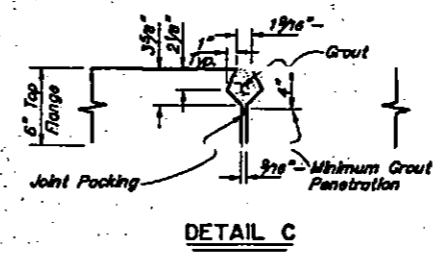
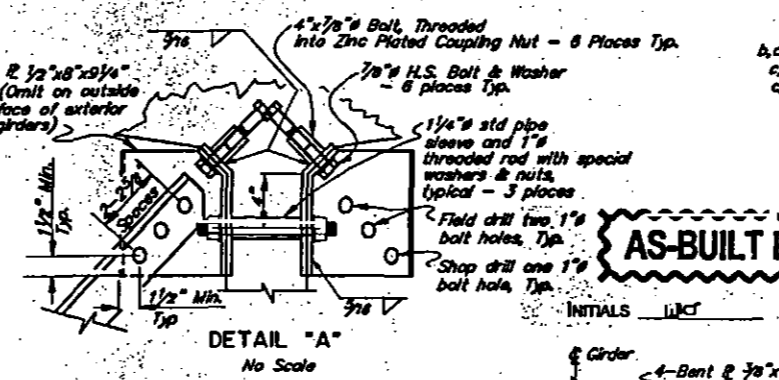
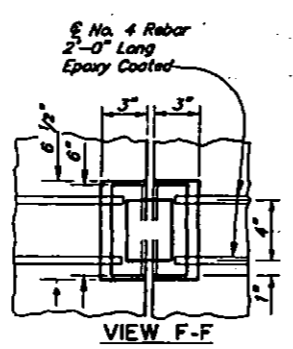
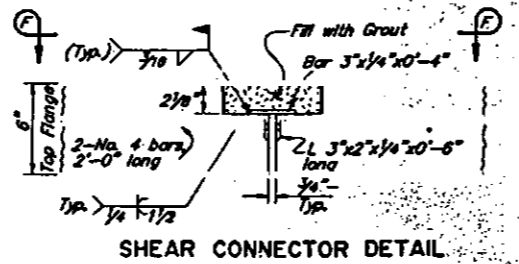
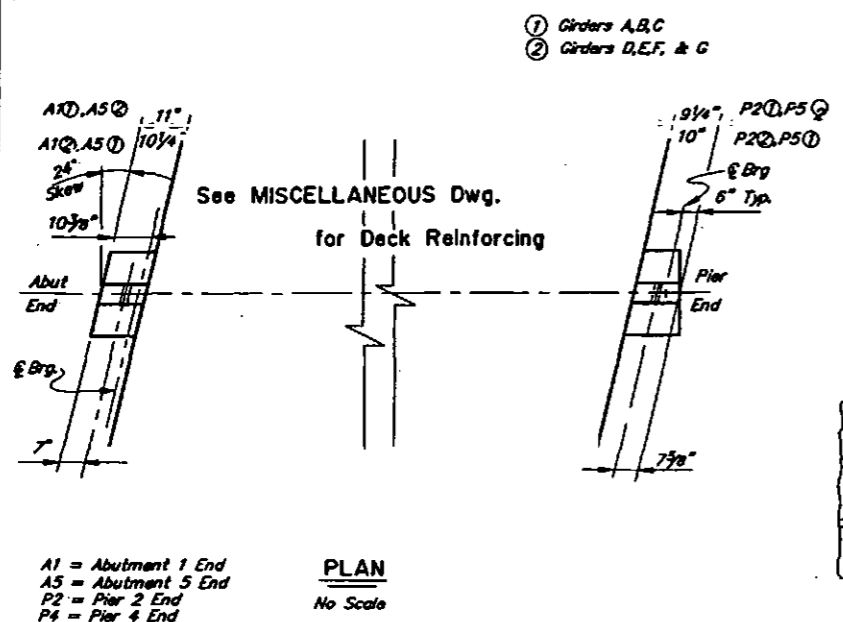
REINFORCING SCHEDULE				
Mark	Size	No.	Length	Type
a1 D501	5	36	3'-2"	
a1 D502	5	28	3'-8"	
a1 D503	5	4	2'-0"	
D504	5	6	42'-3"	Bent
D505	5	12	4'-10"	
D506	5	14	4'-4"	Bent
a1 D601	6	4	42'-3"	Bent
a1 E501	5	90	12'-10"	Bent
E502	5	12	11'-6"	Bent
E503	5	24	42'-3"	
E504	5	36	3'-6"	
a1 E601	6	12	42'-3"	Bent



CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING

TYPICAL SECTION
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA

BRIDGE NO. 1913
DWG. NO. 7



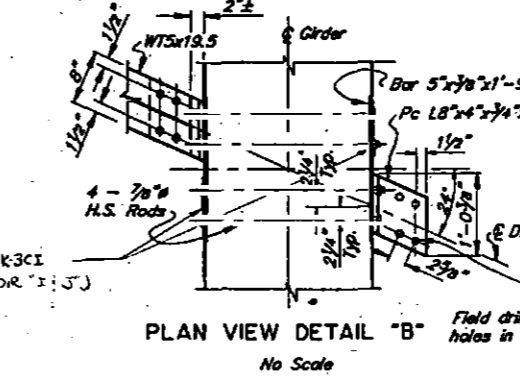
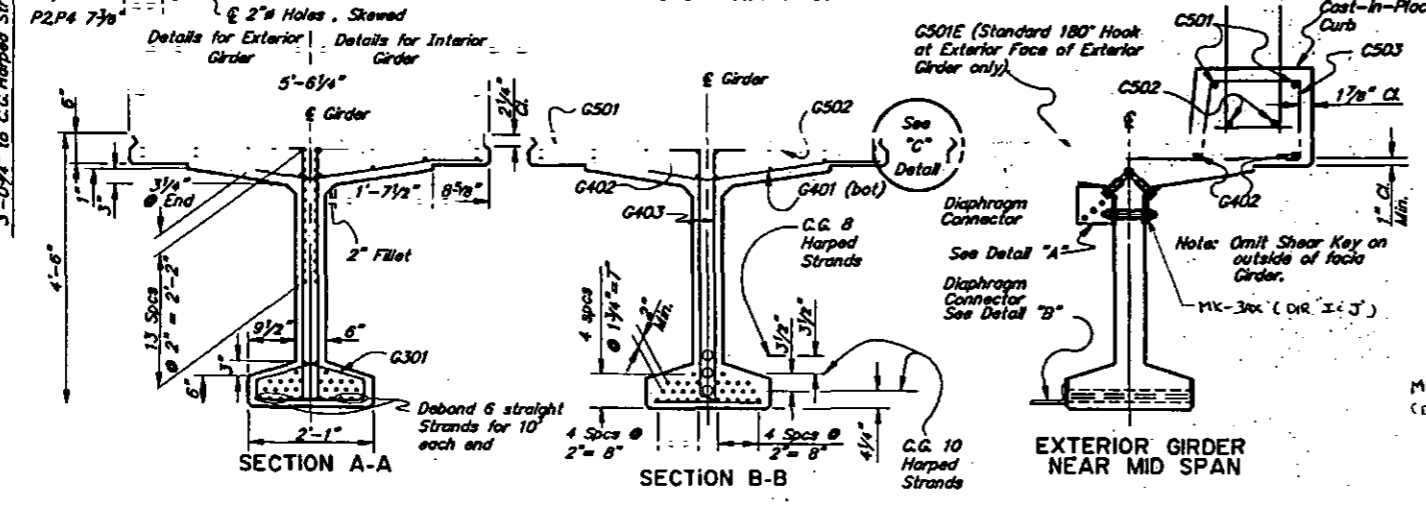
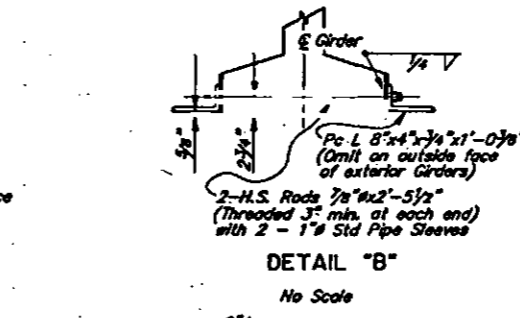
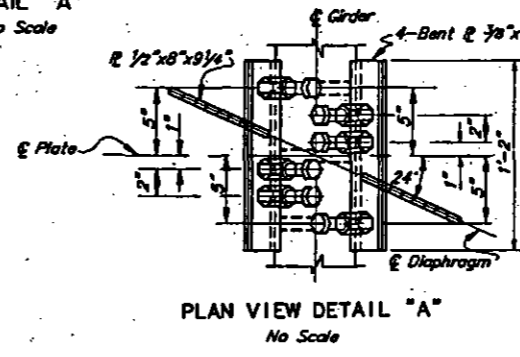
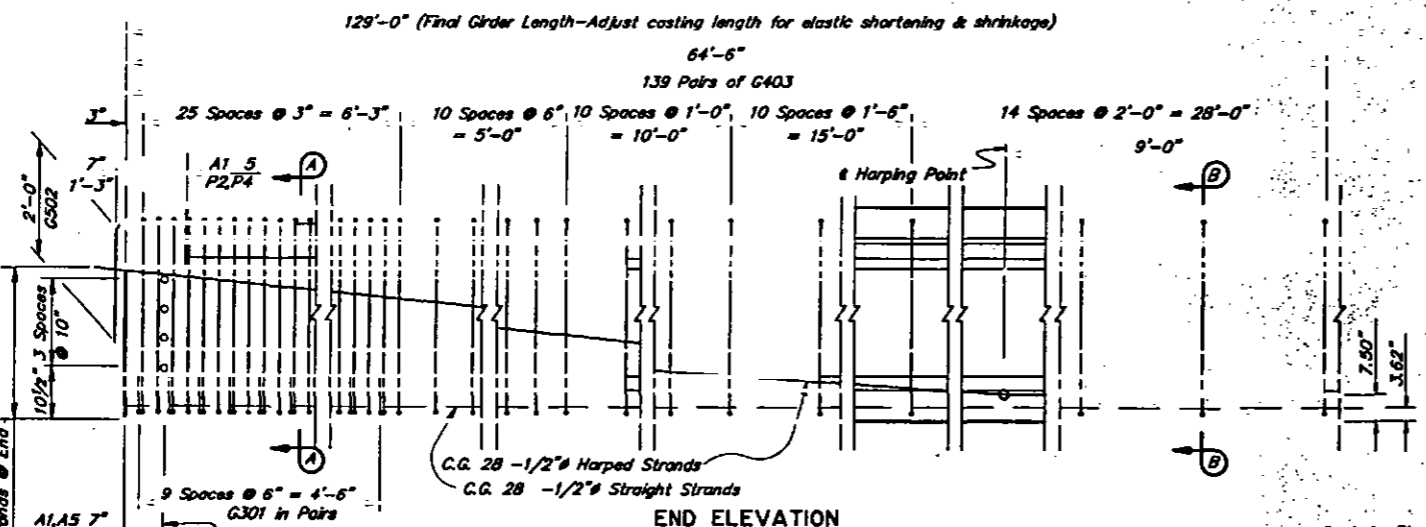
REINFORCING STEEL (One Girder)

MARK	SIZE	NO.	LENGTH	TYPE	5'-3"	2'-0"	2'-0"	7 1/2"
G301	3	40	3'-3"	Bent				
G401	4	203	5'-3 1/2"	Bent				
G401	4	1229	5'-3 1/2"	Bent				
G402	4	8	129'-0"					
G402	4	8	129'-0"					
G403	4	278	5'-8 1/2"	Bent				
G501	5	203	5'-1"					
G501E	5	311	5'-8"	Bent				
G502	5	8	133'-2"	Bent				
G502	5	8	133'-2"	Bent				

DECK REINFORCING REQUIRED (Including Contractor Proposed Alternate)

BAR	GIRDER WIDTH							
	≤ 6.0'	6.0-6.9'	6.9-7.0'	7.0-7.9'	7.9-8.0'	8.0-8.5'	8.5-9.0'	9.0-9.5'
G401 Spaced at	8"	7"	6 1/2"	6"	5 3/4"	5 1/2"		
G402 No. of bars	8	10	10	10	12	14		
G501 Spaced at	8"	7"	6 1/2"	6"	5 3/4"	5 1/2"		
G502 No. of bars	8	10	10	10	12	14		
G401 Spaced at	7"	6"	5 1/2"	5"	4 1/2"	4"		
G402 No. of bars	8	10	12	14	16	16		
G501 Spaced at	5"	5"	5"	5"	4 1/2"	4"		
G502 No. of bars	8	10	12	14	16	16		

AS-BUILT PLANS



AS-BUILT PLANS

INITIALS: MKC DATE: 2-11-94

Alternative designs are allowed per Section 502 of the Specifications.

Concrete for girders shall be normal weight having the following strengths: At Stress Transfer $f'_c = 6300$ psi At 28 Days $f'_c = 7500$ psi

All prestressing shall be 1/2" round low relaxation strands having an ultimate strength of 270 ksi, and an area of 0.153 sq. in.

Design is based on the following Steel Stresses: Prestensioning - Jacking Stress 189 ksi After Losses 149 ksi

One inch clear on all reinforcing except as noted.

All structural steel embedded in girders shall be A36, unless otherwise noted. All structural steel except shear connectors shall be galvanized after fabrication.

Approximate girder weight = 131.1 kips.

Deflect forms to compensate for camber - see Specifications. The roadway surface of precast members shall have a smooth finish for membrane. Surface under railing curbs shall be roughened.

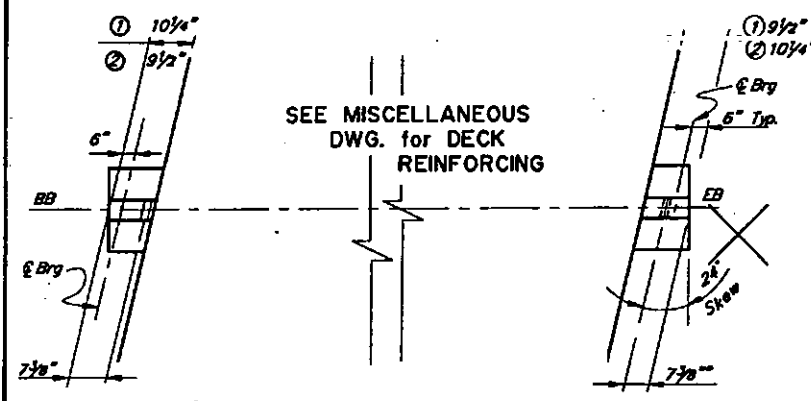
Girder pay items shall include the cost of epoxy coated reinforcing steel and all structural steel required.

CHENA RIVER BRIDGE
 PARKS HIGHWAY - 4 LANE WIDENING
 GIRDERS, SPANS 1 & 4
 NO SCALE

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA

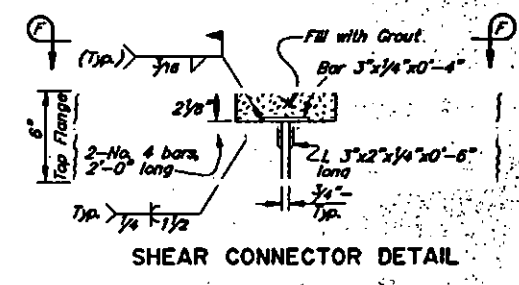
BRIDGE NO. 1913
 DWG. NO. 8

① Girders A,B,C
② Girders D,E,F, & G

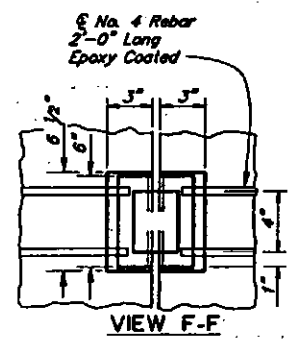


BB = Begin Bridge End
EB = End Bridge End

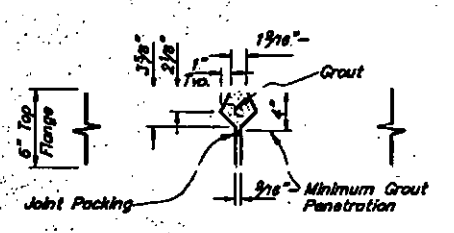
PLAN
No Scale



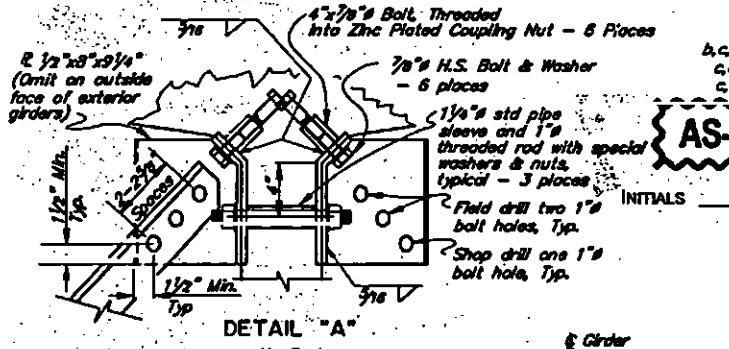
SHEAR CONNECTOR DETAIL



VIEW F-F



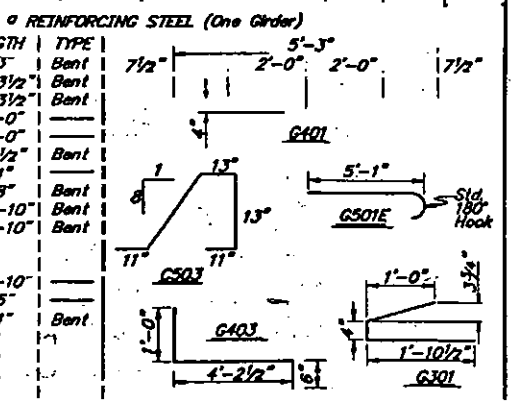
DETAIL C



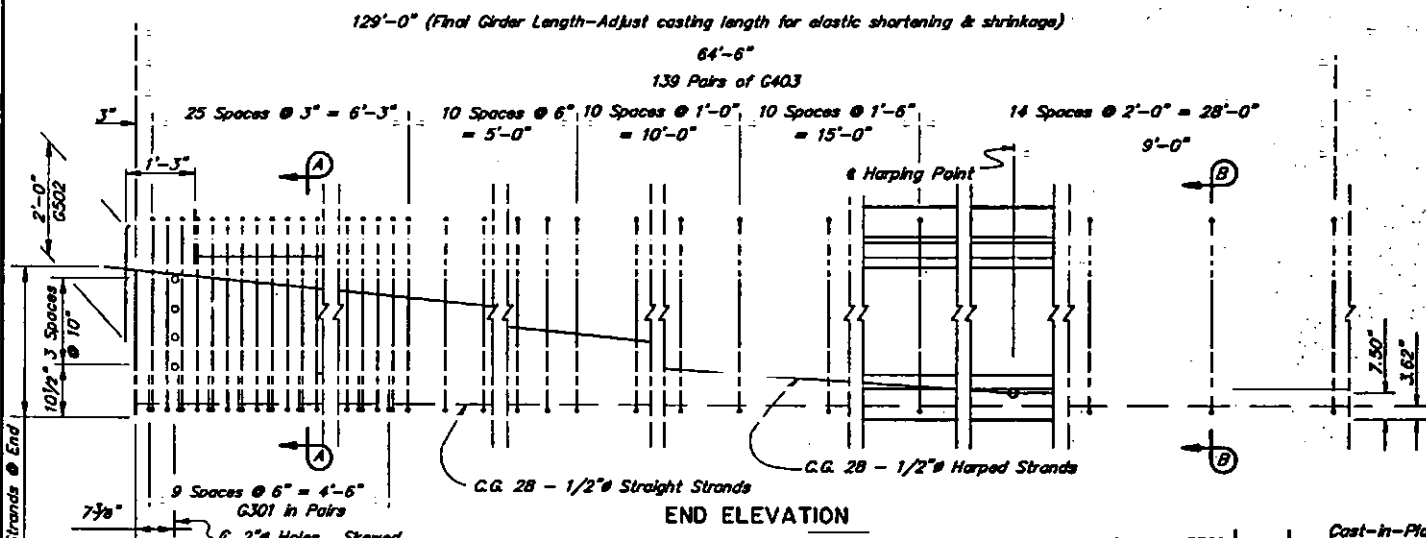
DETAIL A
No Scale

AS-BUILT PLANS

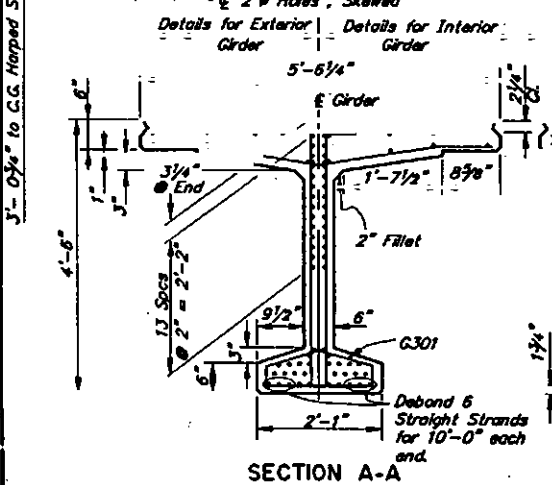
MARK	SIZE	NO.	LENGTH	TYPE
G401	3	40	3'-3"	Bent
G401	4	203	5'-3 1/2"	Bent
G401	4	229	5'-3 1/2"	Bent
G402	4	8	129'-0"	
G403	4	8	129'-0"	
G403	4	278	5'-8 1/2"	Bent
G501	5	203	5'-1"	Bent
G501E	5	311	5'-8"	Bent
G502	5	8	133'-10"	Bent
G502	5	8	133'-10"	Bent
b.c.d./G501	5	2	128'-10"	
c.d./G502	5	26	3'-5"	
e.g./G503	5	157	5'-1"	Bent



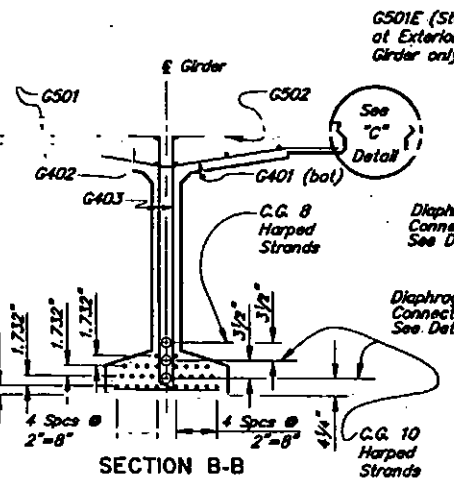
BAR	GIRDER WIDTH					
	≤ 6'-0"	6'-0"-6'-6.5"	6'-6.5"-7'-0"	7'-0"-7'-7.5"	7'-7.5"-8'-0"	8'-0"-8'-5.5"
G401 Spaced at	8"	7"	6 1/2"	6"	5 3/4"	5 1/2"
G402 No. of bars	8	7	10	10	12	14
G501 Spaced at	8"	7"	6 1/2"	6"	5 3/4"	5 1/2"
G502 No. of bars	8	7	10	10	12	14
G401 Spaced at	7"	6"	5 1/2"	5"	4 1/2"	4"
G402 No. of bars	8	10	12	14	16	16
G501 Spaced at	5"	5"	5"	5"	4 1/2"	4"
G502 No. of bars	8	10	12	14	16	16



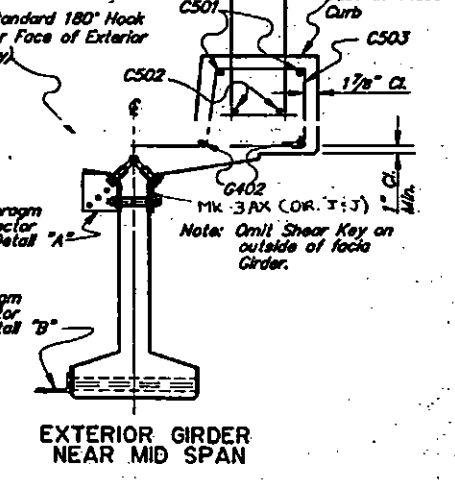
END ELEVATION



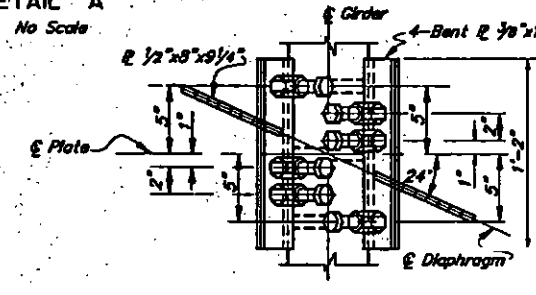
SECTION A-A



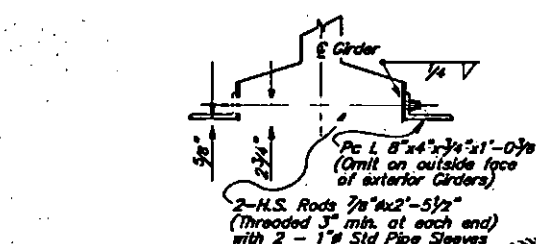
SECTION B-B



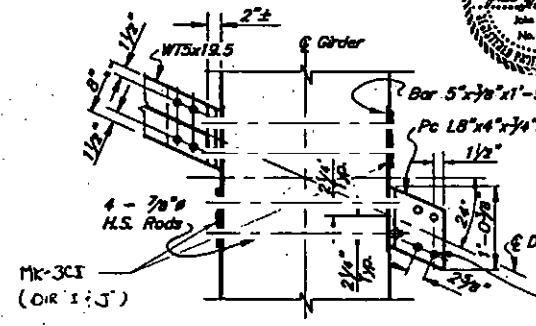
EXTERIOR GIRDER NEAR MID SPAN



PLAN VIEW DETAIL A
No Scale



DETAIL B
No Scale



PLAN VIEW DETAIL B
No Scale

GIRDER NOTES:
b - Length does not include splices. Minimum lap length for splices shall be 1'-6" for No. 4 bars and 2'-0" for No. 5 bars.
c - Exterior Girder Only
d - Ship loose.
e - Ship 1 loose for each and of girder.
f - Total of 2 per curb.
g - One curb

Alternative designs are allowed per Section 502 of the Specifications.
Concrete for girders shall be normal weight having the following strengths:
At Stress Transfer $f_c = 6300$ psi
At 28 Days $f_c = 7500$ psi
All prestressing shall be 1/2" round low relaxation strands having an ultimate strength of 270 ksi, and an area of 0.153 sq. in.
Design is based on the following Steel Stresses:
Pretensioning - Jacking Stress 189 ksi
After Losses 149 ksi
One inch clear on all reinforcing except as noted.
All structural steel embedded in girders shall be A36, unless otherwise noted. All structural steel except shear connectors shall be galvanized after fabrication.
Approximate girder weight = 131.1 kips.
Deflect forms to compensate for camber - see Specifications. The roadway surface of precast members shall have a smooth finish for membrane. Surface under rolling curbs shall be roughened.
Girder pay items shall include the cost of epoxy coated reinforcing steel and all structural steel required.

CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING
GIRDERS, SPANS 2 & 3
NO SCALE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA

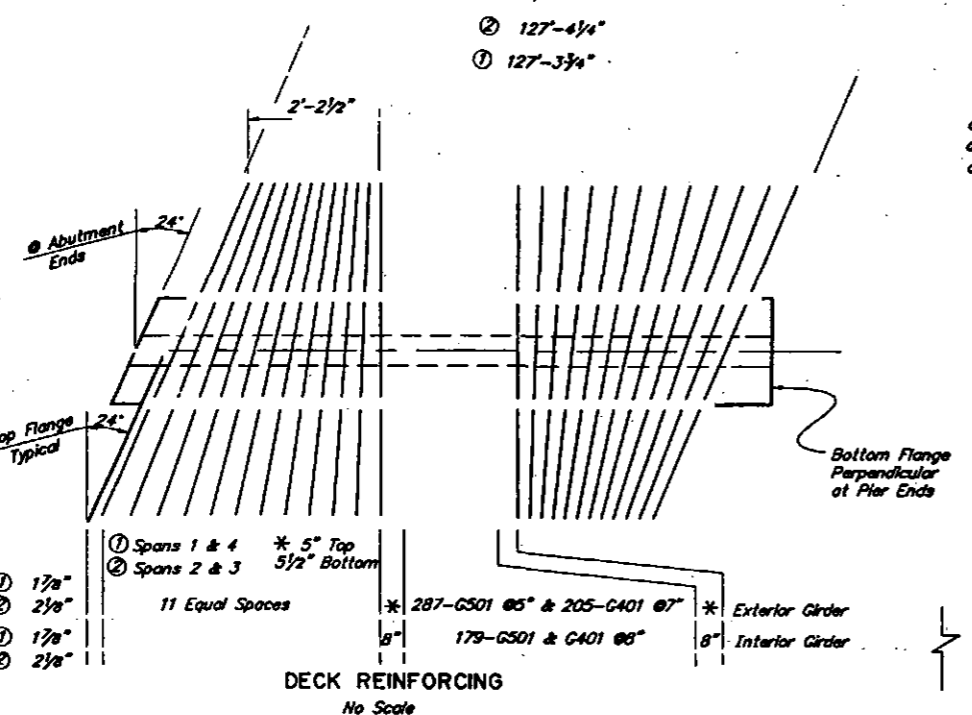
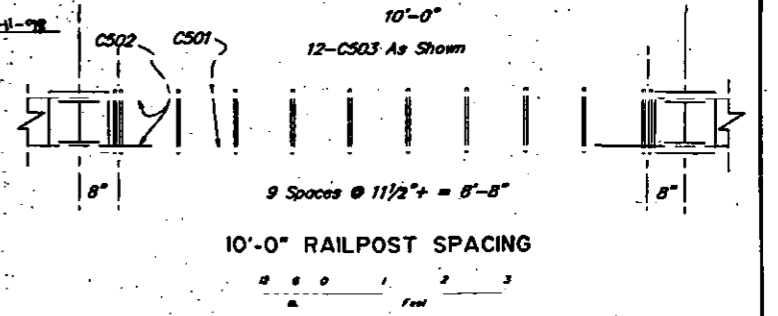
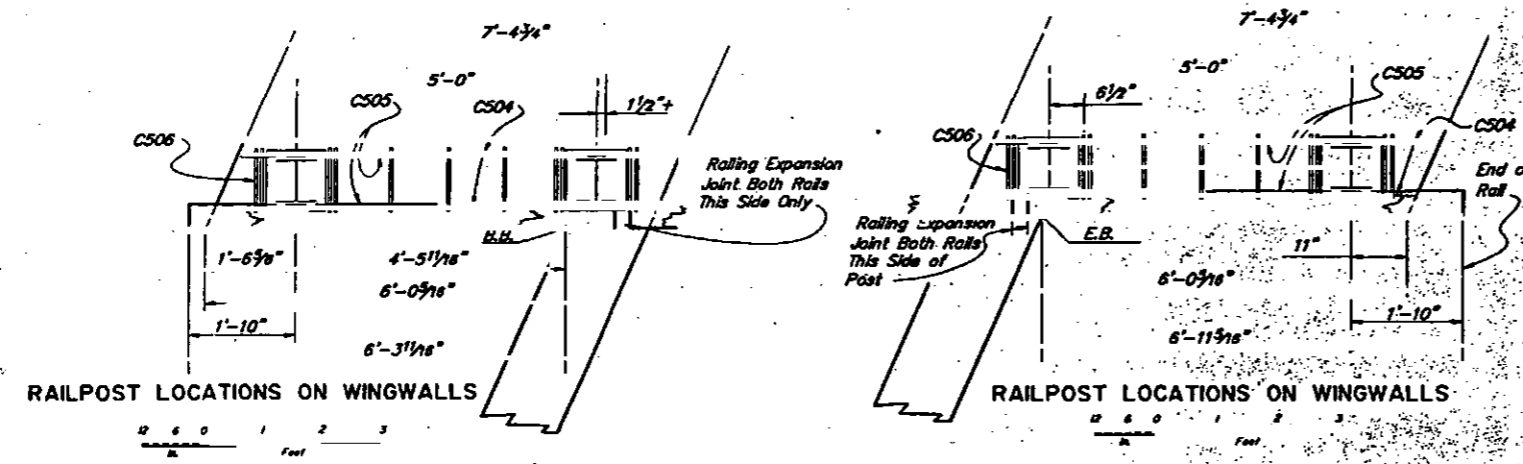


BRIDGE NO. 1913
DWG. NO. 9

AS-BUILT PLANS

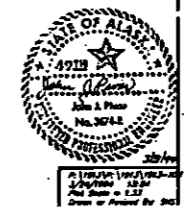
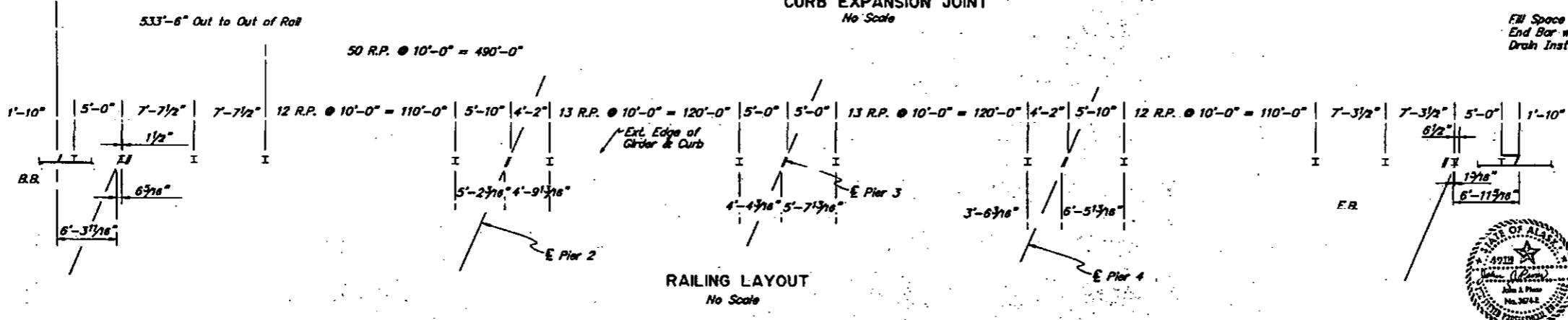
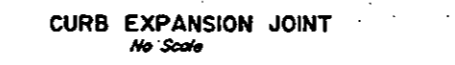
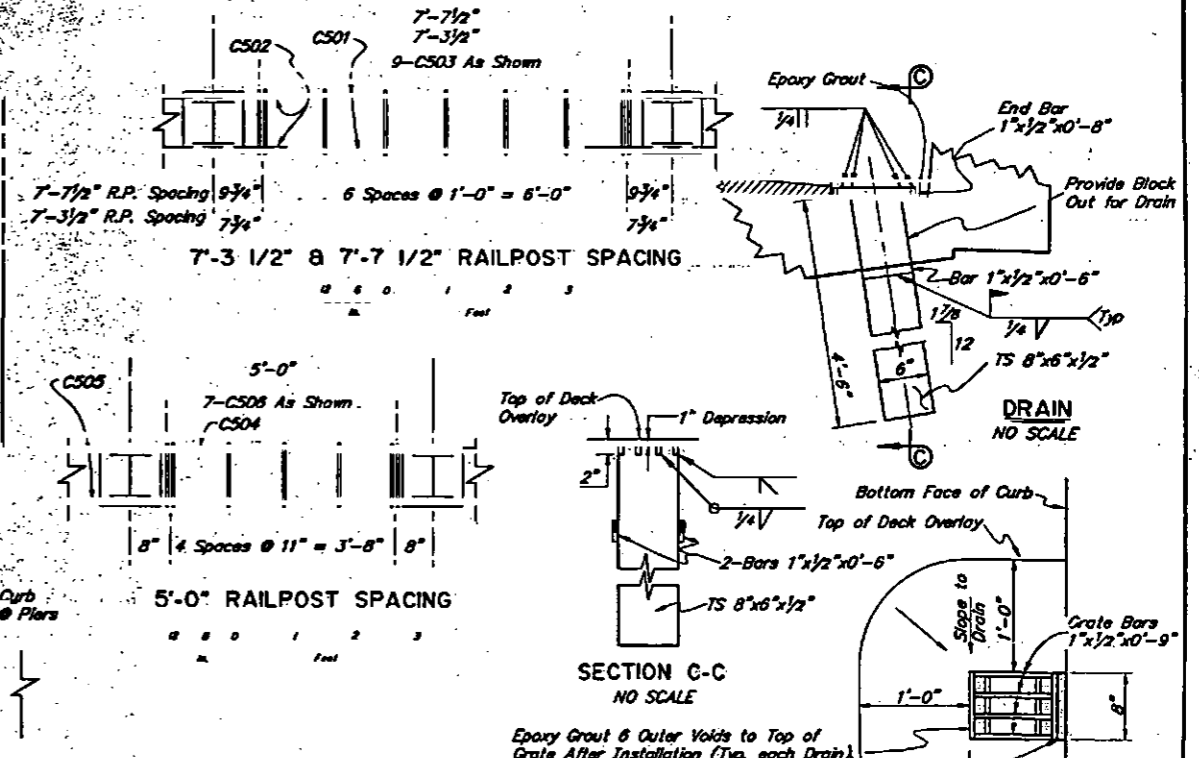
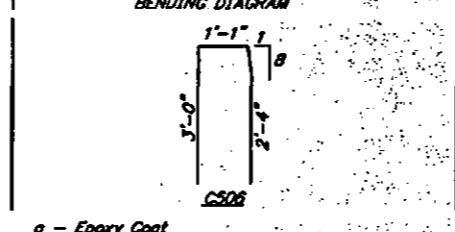
STATE PROJECT DESIGNATION YEAR SHEET NO. TOTAL SHEETS
 ALASKA NH-IR-1-0A4-5(11) 1994 810 129

INITIALS BJT DATE 3-11-98



Wingwall Curb Reinforcing (Total)

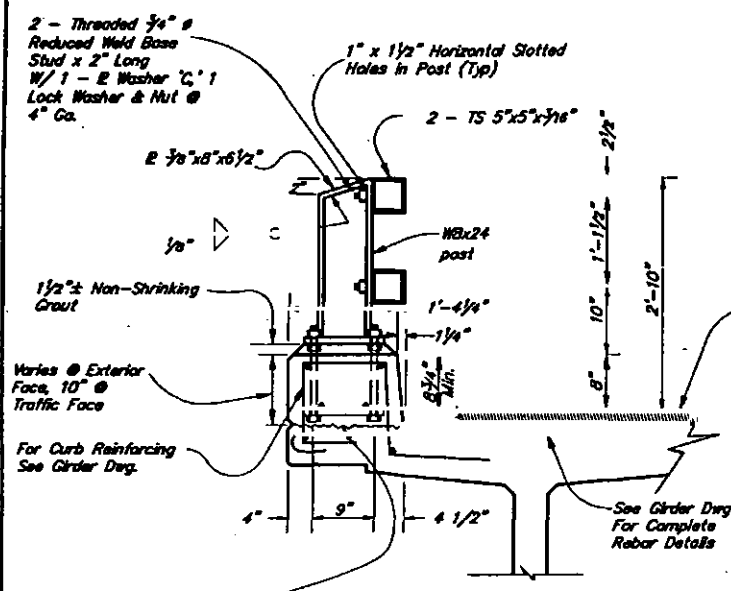
MARK	SIZE	NO.	LENGTH	TYPE
a CS04	5	8	7'-0"	
a CS05	5	16	3'-6"	
a CS06	5	44	7'-1"	Bent



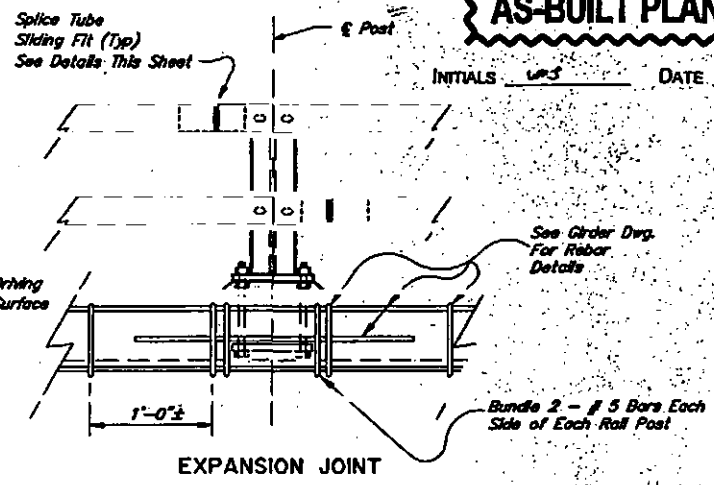
CHENA RIVER BRIDGE
 PARKS HIGHWAY - 4 LANE WIDENING
 MISCELLANEOUS
 STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA
 BRIDGE NO. 1913
 DWG. NO. 10

AS-BUILT PLANS

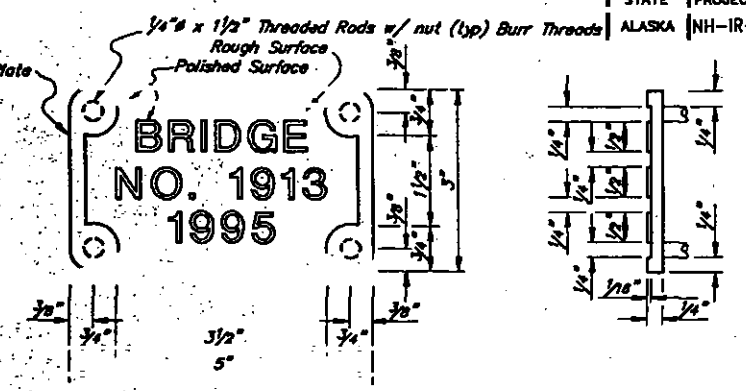
INITIALS *W.S.* DATE *3-11-94*



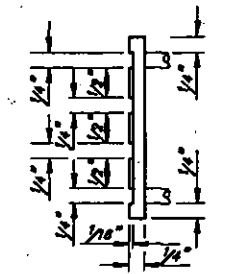
TYPICAL SECTION



EXPANSION JOINT



BRONZE BRIDGE NO. PLATE
NOT TO SCALE



RAIL SPLICE DETAIL

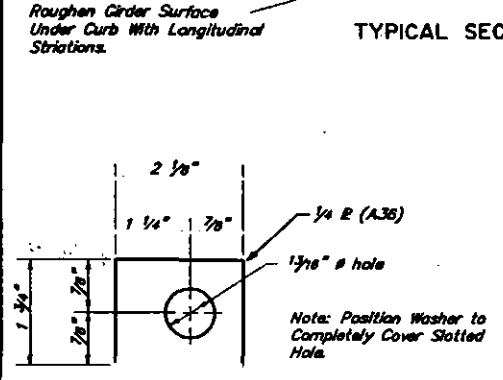
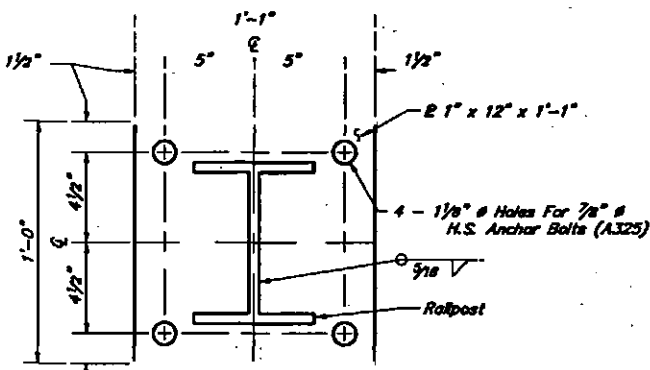
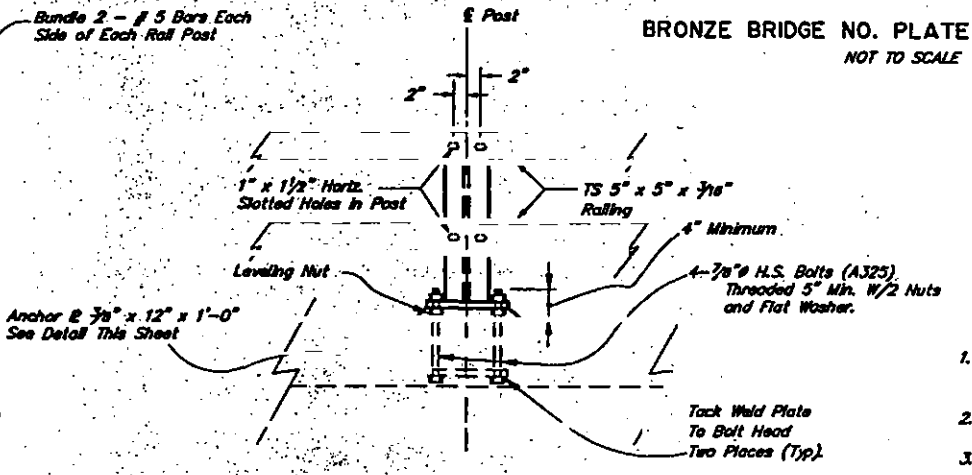


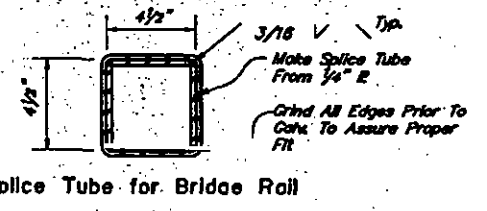
PLATE WASHER 'C'



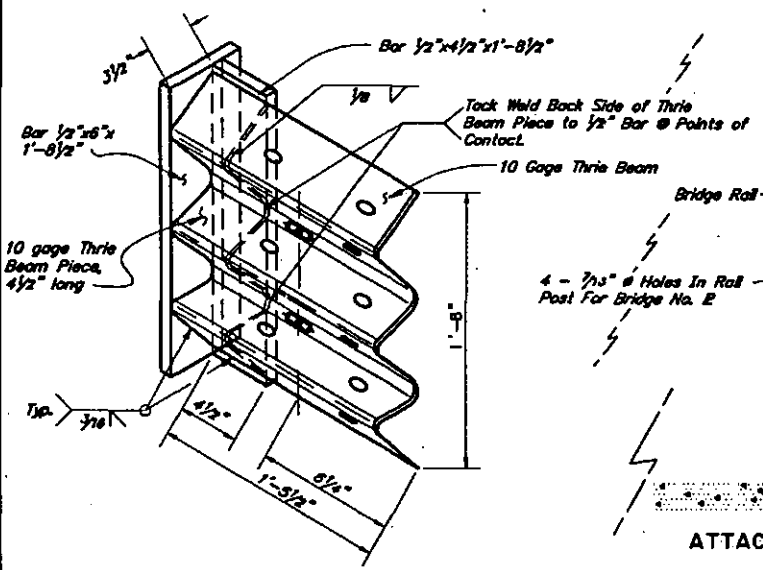
BASE PLATE DETAIL



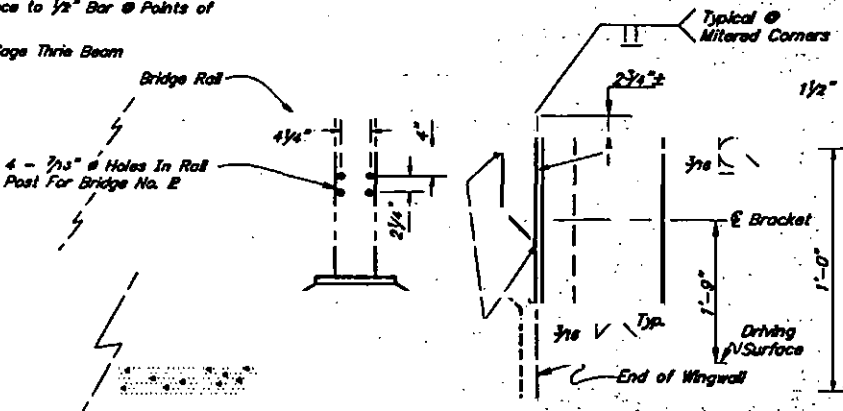
TYPICAL POST ELEVATION



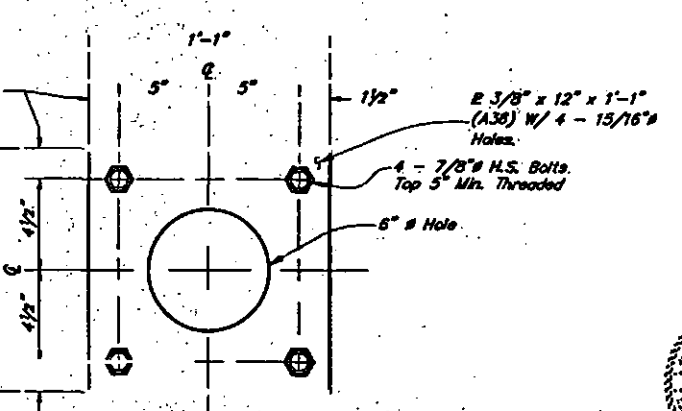
Splice Tube for Bridge Rail



THREE BEAM TRANSITION BRACKET
Not To Scale



ATTACHMENT TO 2-TUBE BRIDGE RAIL
WITH END TUBE



ANCHOR PLATE DETAIL

NOTES

- All railing, posts, anchor assemblies and other steel components shall be galvanized after fabrication unless noted otherwise.
- Locate bridge number plates on right hand side of approaching traffic at each end as shown (2 Total). Bridge number plates to be furnished by the contractor. Bronze shall conform to A.S.T.M. B98-90 Alloy "A" or "B". Lettering shall conform to "Century" type style. Studs and nuts shall conform to UNS C65100 or C65500. Stud to be bronze 1/4 inch threaded rod brazed to back of plate with nut. - 4 required. 1 Number plate required on the traffic side at each end of the bridge.
- All machine bolts shall have locking nuts or lock washers.
- Rolling expansion joints must be provided at 50' maximum intervals throughout the railing. Rolling shall be continuous over 2 posts minimum.
- Rolling expansion joints shall be located immediately adjacent to a rail post.
- Posts shall be adjusted to a plumb position.
- Curb concrete and associated reinforcing shall be incidental to metal bridge railing.
- Three beam guardrail transition "NESTED" sections shall be installed one section on each side of transition bracket, typical either end of bridge. Ref. Std. Dwg. G-29W or G-29S.

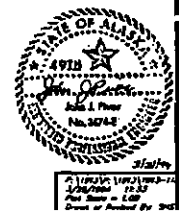
CHENA RIVER BRIDGE

PARKS HIGHWAY - 4 LANE WIDENING

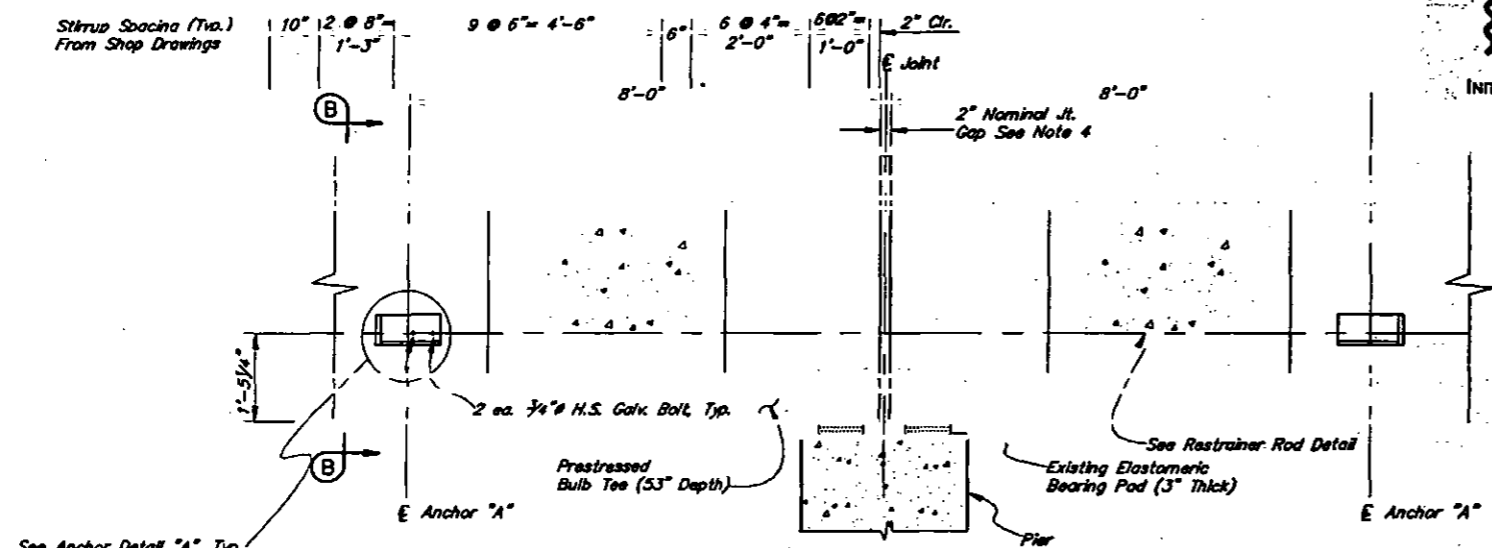
BRIDGE RAILING

STATE OF ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA

BRIDGE No. 1913
DWG. NO. II



Stirrup Spacing (Typ.)
From Shop Drawings

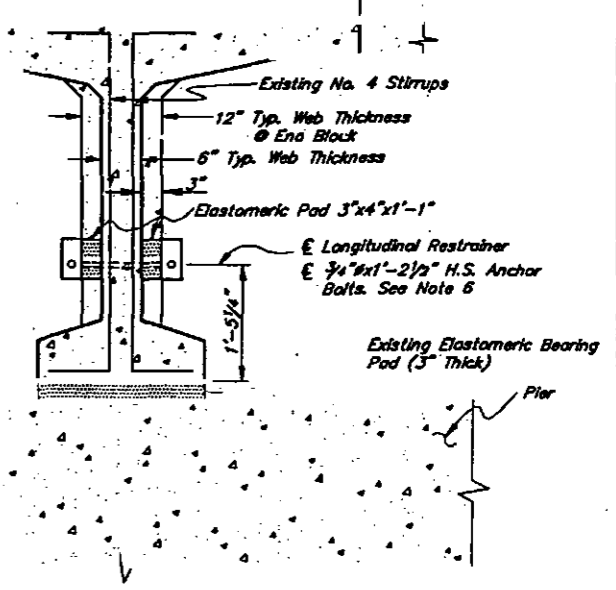


AS-BUILT PLANS

INITIALS WJS DATE 3-11-78

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	812	129

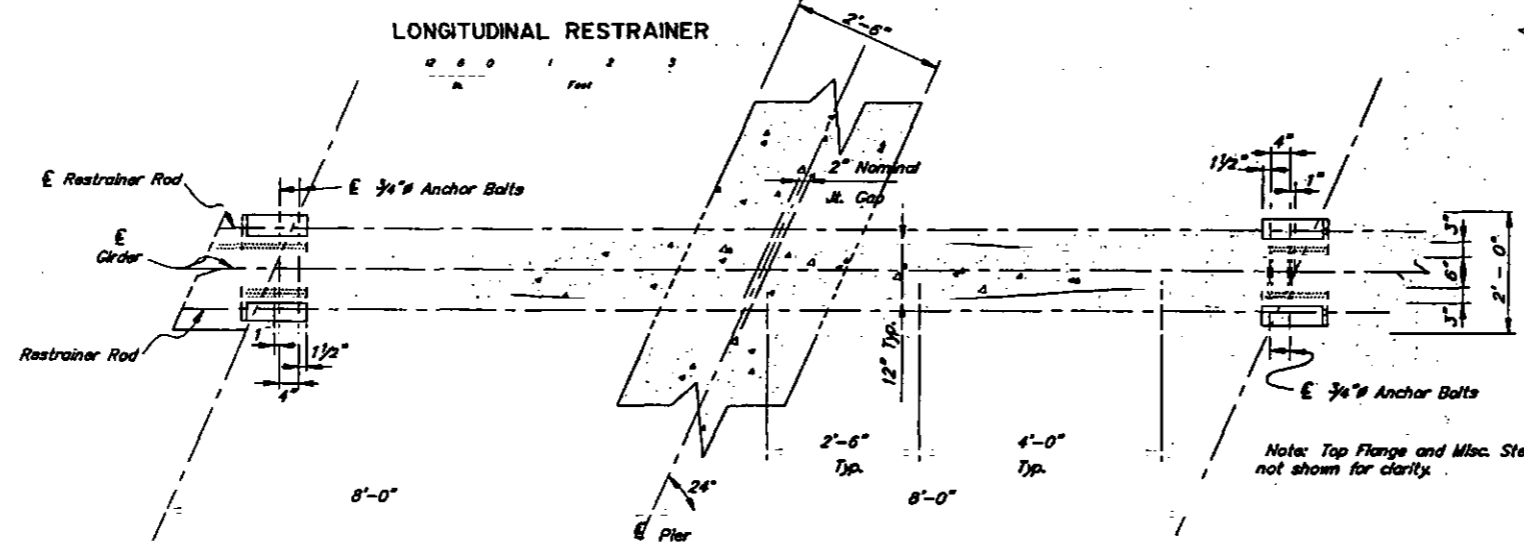
Approximately 5'-10 1/4"



SECTION B-B

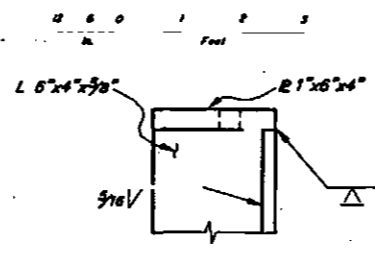
NOTES

1. Restrainer rod shall conform to ASTM A572 grade 50.
2. Structural steel shall be galvanized after fabrication and shall conform to ASTM A572 unless otherwise noted.
3. Locate one longitudinal restrainer at each side of each girder at each pier joint (48 restrainers total).
4. Gap dimension shown is for 20° F. Gap varies 3/16" per 20°. Adjust for temperature before tack welding nut.
5. Galvanized steel coating that is damaged shall be repaired in accordance with AASHTO M-36 (typ. all restrainers).
6. Drill 1" Hole in web of existing girder. Fill annulus with epoxy resin mortar conforming to AASHTO M-235, type III, grade 2, class B.
7. Adjust anchor location to clear stirrup reinforcement. Verify stirrup location prior to drilling holes.

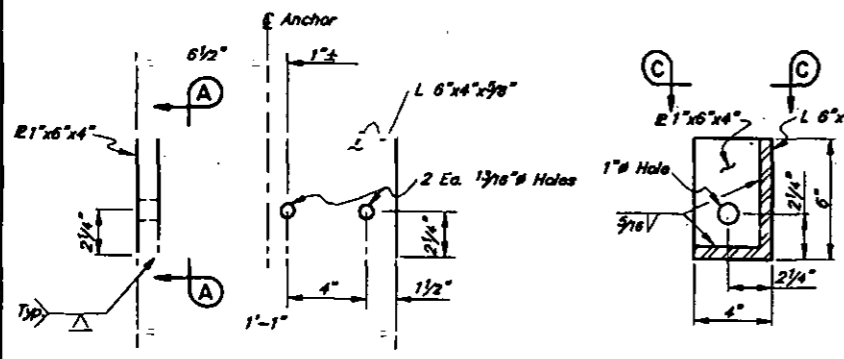


LONGITUDINAL RESTRAINER

PART PLAN

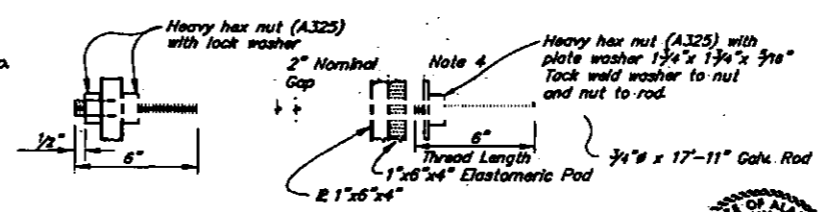


LONGITUDINAL RESTRAINERS

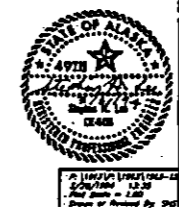


ANCHOR DETAIL "A"

SECTION A-A



RESTRAINER ROD DETAIL



CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING
LONGITUDINAL RESTRAINER

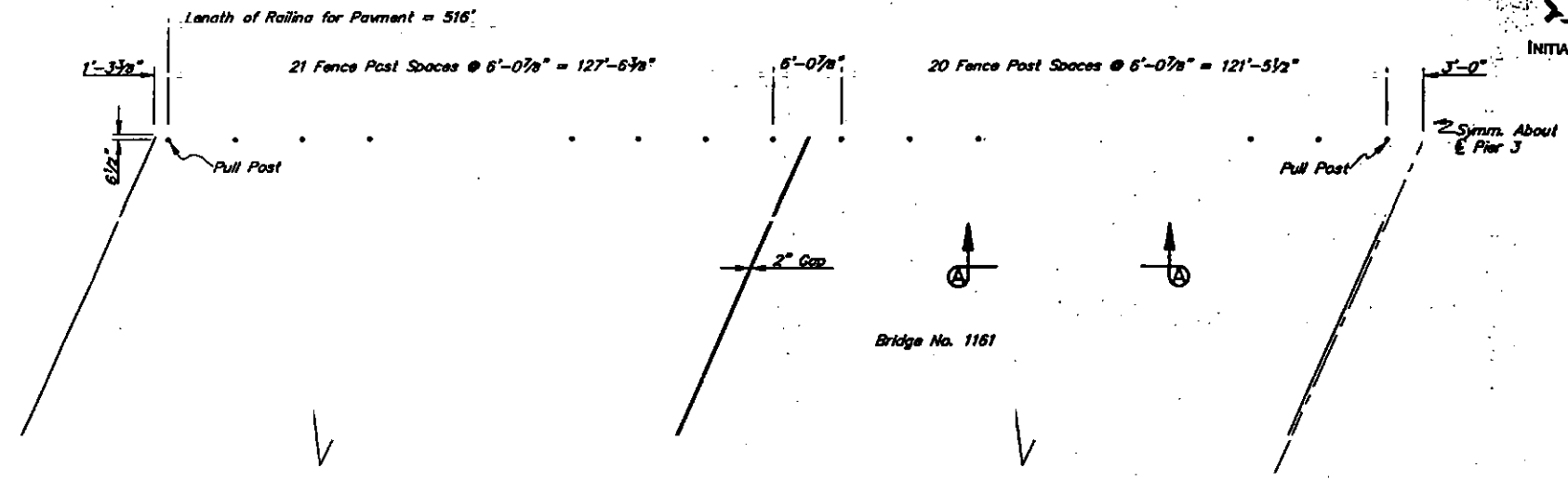
STATE of ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA

BRIDGE NO. 1161
DWG. NO. 12

AS-BUILT PLANS

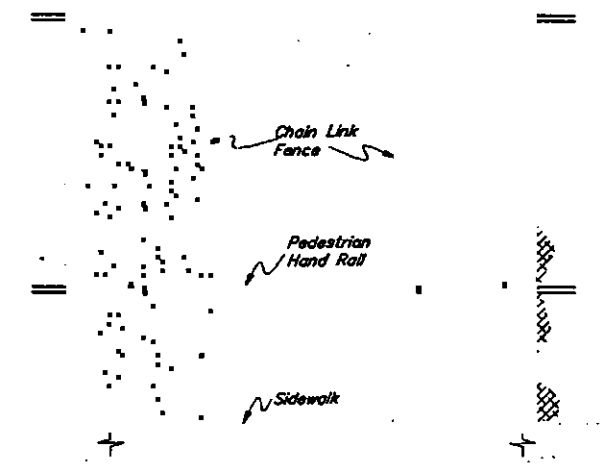
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	B13	129

INITIALS WKT DATE 3-1-78

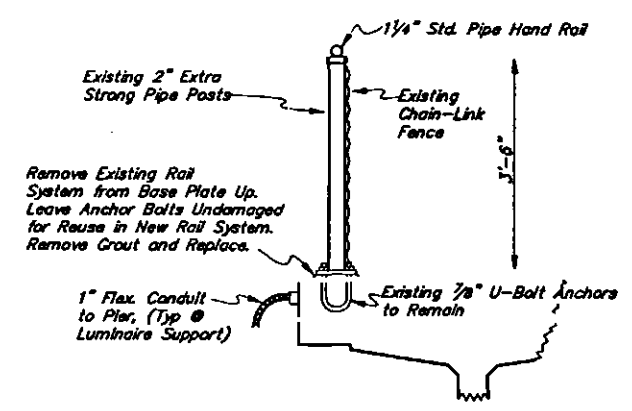


HALF DECK PLAN
NO SCALE

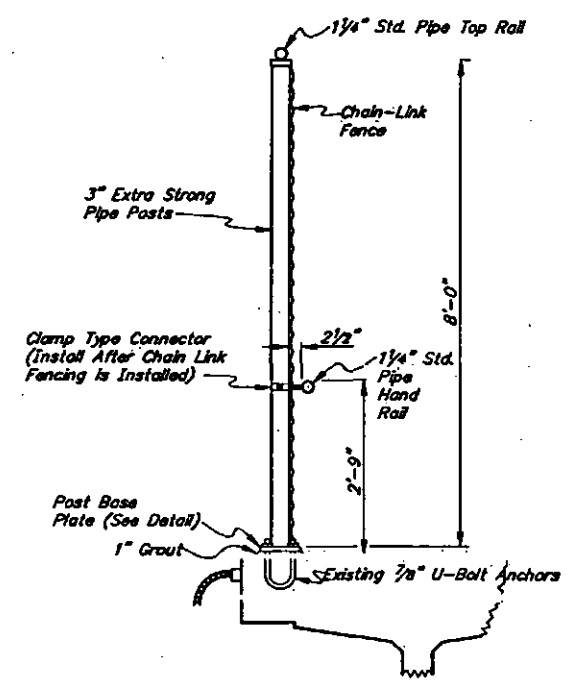
Tie New Pedestrian Railing to Existing Approach Chain Link Fencing at Abut. No. 1. Extend Chain Link Fencing Beyond Last Bridge Post at Abut. No. 5. See Road Plans.



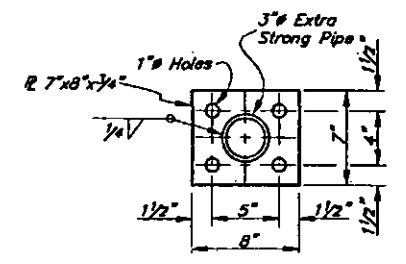
SECTION A-A
NO SCALE



EXISTING PEDESTRIAN RAILING DETAIL
NO SCALE

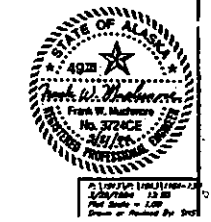


NEW PEDESTRIAN RAILING DETAIL
NO SCALE



POST BASE PLATE DETAIL
NO SCALE

CHENA RIVER BRIDGE
PARKS HIGHWAY - 4 LANE WIDENING
SIDEWALK FENCE



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA



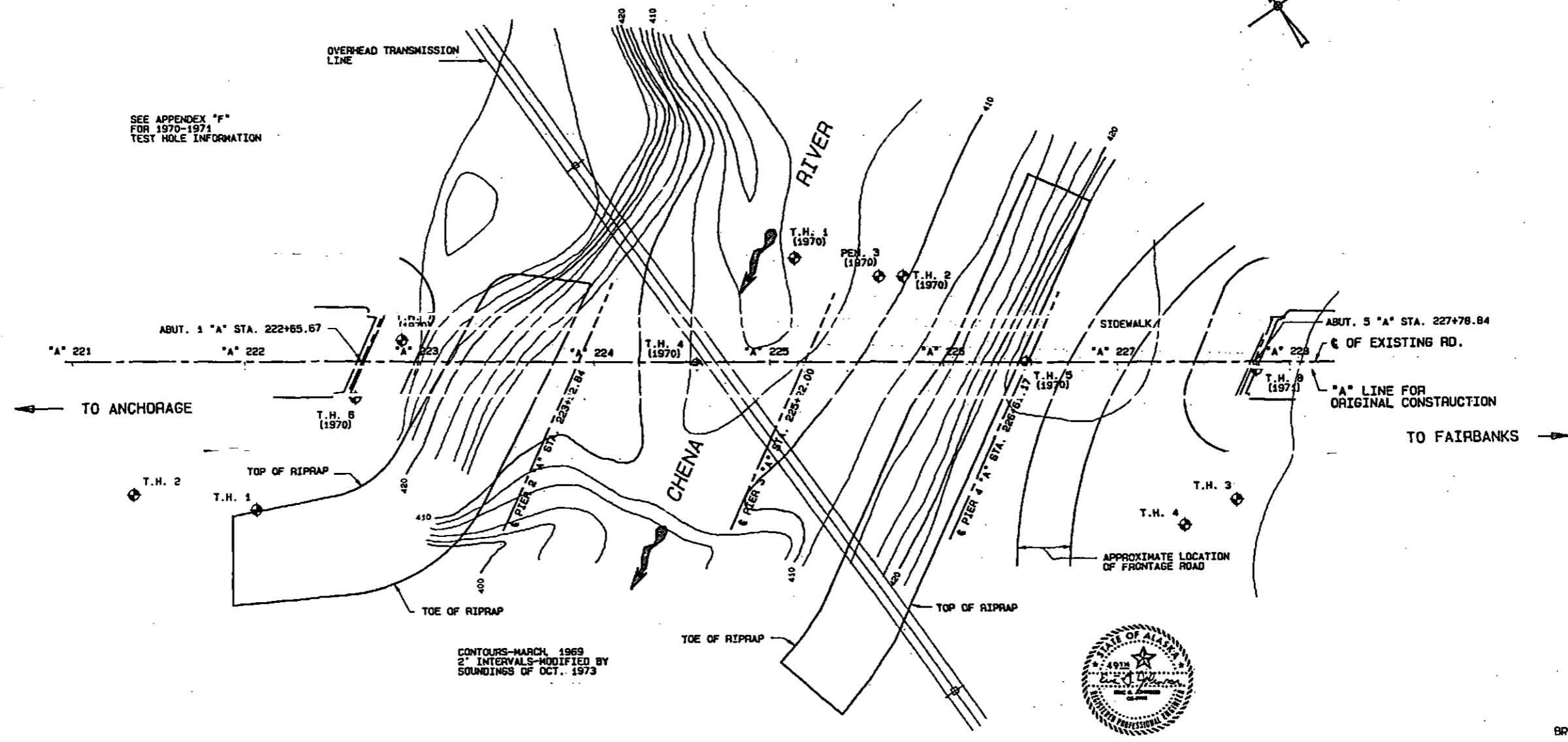
BRIDGE NO. 1161
DWG. NO. 13

AS-BUILT PLANS

INITIALS 687 DATE 3-1-80

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	814	129

SEE APPENDIX "F"
FOR 1970-1971
TEST HOLE INFORMATION



CONTOURS—MARCH, 1969
2' INTERVALS—MODIFIED BY
SOUNDINGS OF OCT., 1973

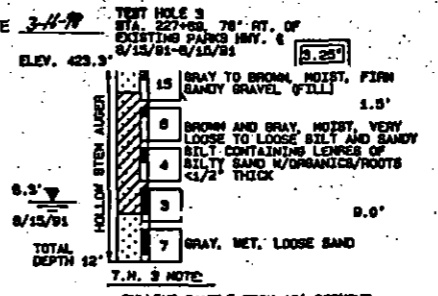
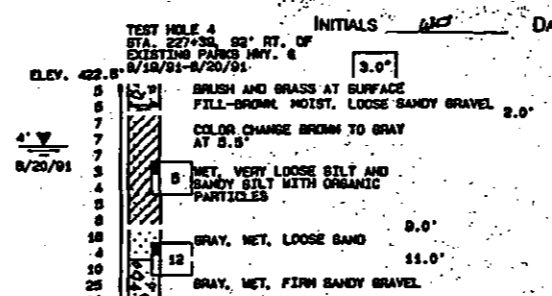
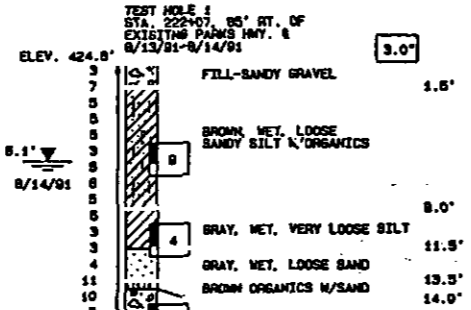
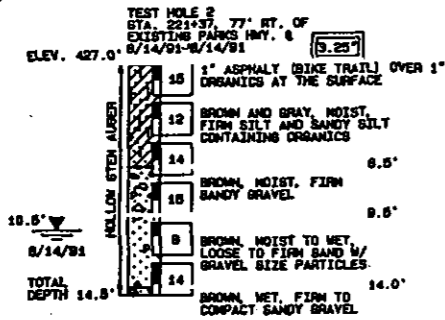


BRIDGE NO. 1913
DWG. NO. 14

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
TEST HOLE LOCATIONS
PARKS HWY:
4-LANE WIDENING
CHENA RIVER BRIDGE
BRIDGE NO. 1913

ELEVATIONS:

430'
420'
410'
400'
390'
380'
370'
360'
350'



GENERAL NOTES:

- THE TEST HOLE(S) DEPICTED ARE A COMBINATION OF THE ORIGINAL FIELD LOG(S), AND AN OFFICE EXAMINATION OF THE FIELD LOG(S), SOIL SAMPLE(S) AND/OR ROCK CORE(S).
- THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES OR RELATIVE DENSITIES. THE TRANSITION MAY BE GRADUAL.
- WHERE CASING IS INDICATED, THE NEED WAS PREDICATED BY THE POSITION OF THE GROUNDWATER TABLE OR BY CHANGING GROUND CONDITIONS. THE CASING WAS INSTALLED TO PROVIDE TEMPORARY SOIL SUPPORT AND/OR PROVIDE FOR DRILL FLUID CIRCULATION.
- FIELD MOISTURE DESCRIPTIONS (DRY, MOIST, AND WET) ARE BASED ON THE FOLLOWING FIELD OBSERVATIONS:
 - A. DRY - A SOIL WITH NO VISIBLE MOISTURE, FEELS DRY WHEN HELD IN THE HAND, WILL NOT FORM A CAST.
 - B. MOIST - A SOIL WITH VISIBLE MOISTURE, FEELS MOIST IN THE HAND, WILL FORM A CAST.
 - C. WET - A SOIL WITH VISIBLE WATER, WETS THE HAND WHEN HELD, HAS FREE WATER WHEN SHAKEN.
 A COMBINATION OF THESE TERMS MAY BE USED TO DESCRIBE THE SOIL MOISTURE CONDITION.

T.H. 1 NOTE:
NO CASING PULLOUT BREAK FORCE IMMEDIATELY AFTER SAMPLING AT 82' WAS 8,484 LBS.

T.H. 4 NOTE:
NO CASING PULLOUT BREAK FORCE IMMEDIATELY AFTER SAMPLING AT 82' WAS 8,686 LBS.

AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1954	B15	129

BASIC MATERIALS SYMBOLS

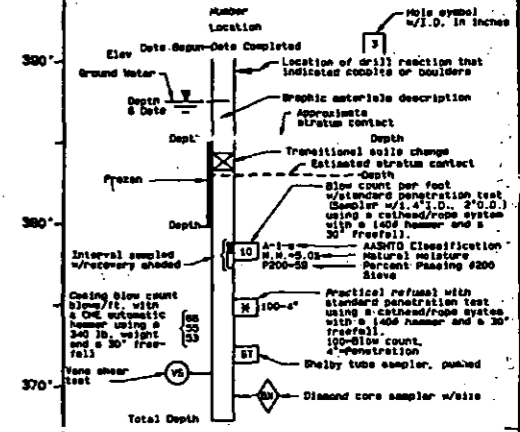
	Organic		Silt
	Cobbles; Boulders		Clay
	Gravel		Sand

NOTE: Significant soil mixtures are shown by combining soil symbols

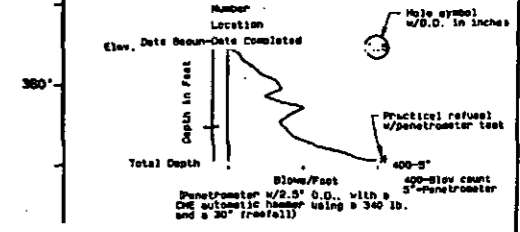
TYPICAL TEST HOLE SYMBOLS

Location of test hole	Section View	Rotary	Auger	Diamond Core	Penetrometer

TYPICAL TEST HOLE LOG



TYPICAL PENETROMETER TEST LOG



TEST HOLE LOGS

PARKS HWY:
4-LANE WIDENING
CHENA RIVER BRIDGE

State of Alaska

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Juneau, Alaska

Date: 1-30-12
Approved: [Signature]
BRIDGE NO. 1913
OWNG. NO. 15

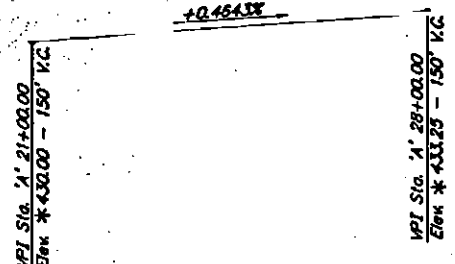
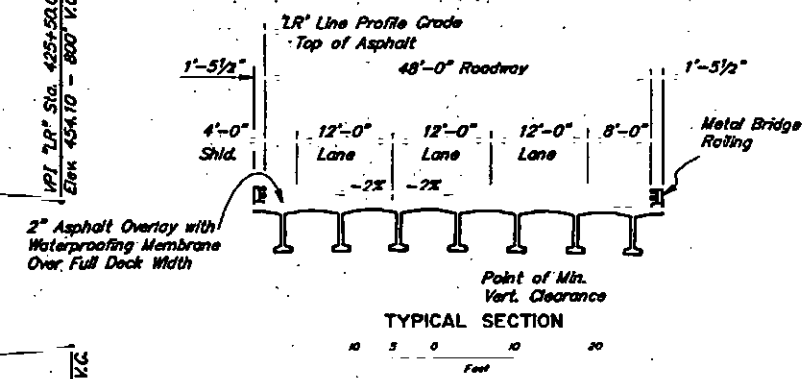
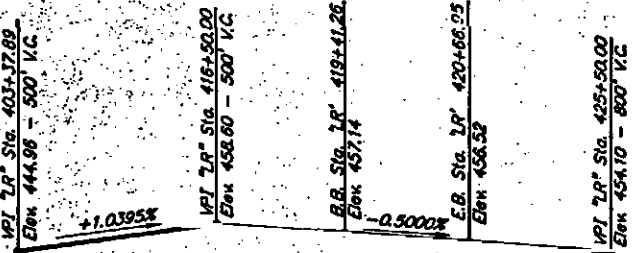
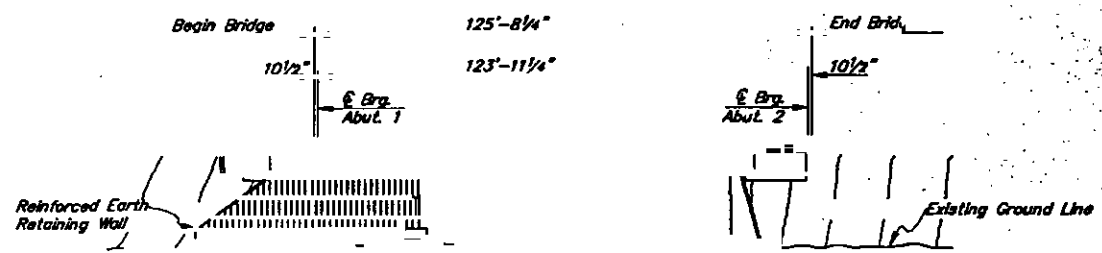


SOIL GRAIN SIZE DEFINITIONS

Boulder	>10" Diameter
Cobble	3"-10" Diameter
Broken rock (angular)	>3" Diameter
Gravel (rounded); Stone (angular)	#10 Sieve-3" Dia.
Sand	#200 Sieve-#10 Sand
Silt/Clay	<#200 Sieve

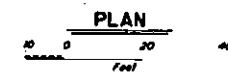
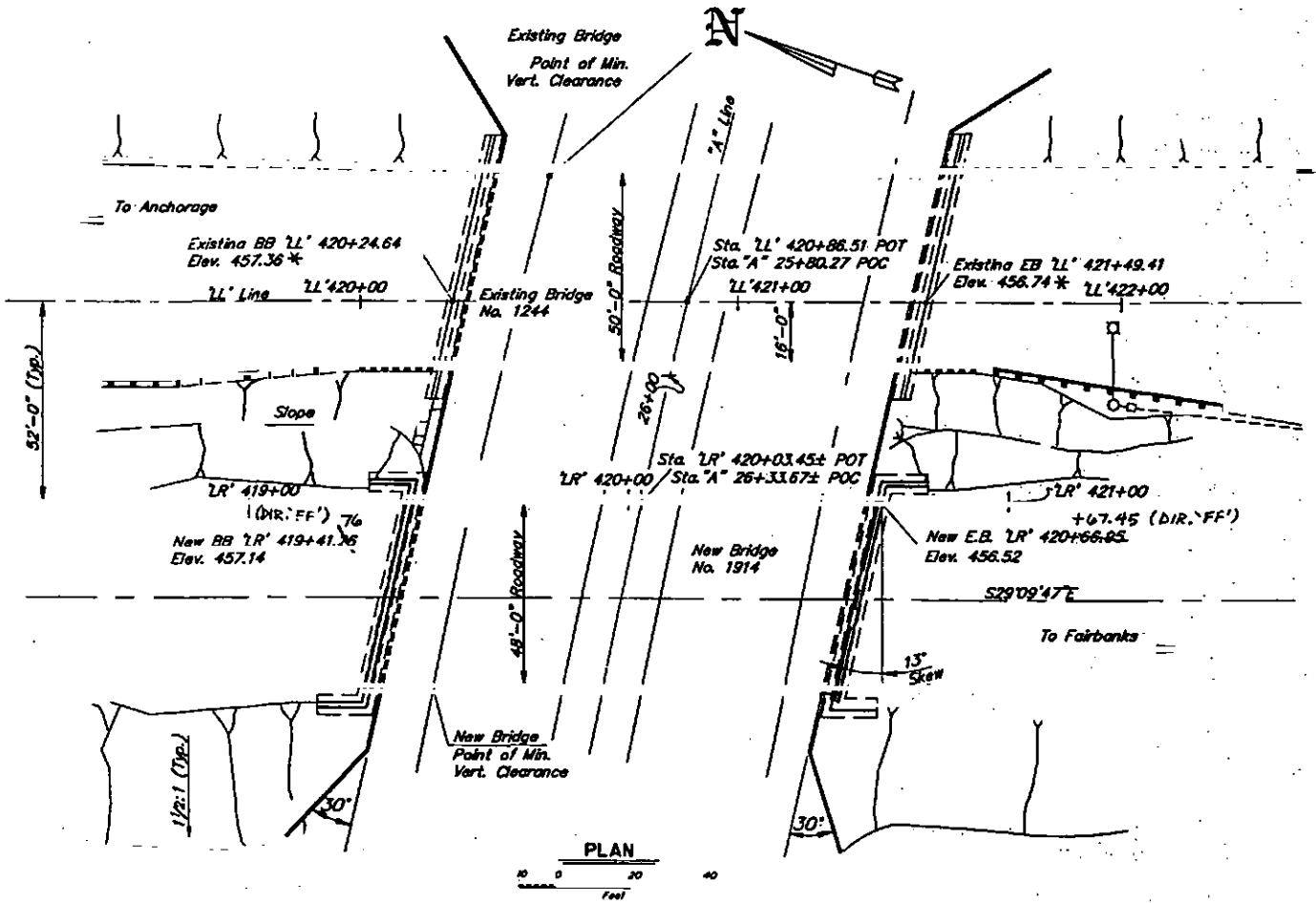
NOTE: Soil classifications are visual only unless AASHTO soil class is shown on the log.

INITIALS *(Signature)* DATE 7-1-98



CURVE DATA 'A' LINE
 PI Sta. 'A' 34+34.28
 $\Delta = 67.3457571$
 $D = 2'30''00''$
 $R = 2291.83$
 $T = 1533.74$
 $L = 2703.31$
 $S = .04 \text{ ft/ft}$

* Adjusted From 1982 Contract Plans



Design Live Load: HS 25-44
 Dead Load includes 25 psf for future additional wearing surface.

INDEX

- GENERAL LAYOUT 1
- SITE PLAN 2
- MSE WALL 3
- ABUTMENT NO. 1 4
- ABUTMENT NO. 2 5
- TYPICAL SECTION 6
- GIRDERS 7
- BRIDGE RAILING 8
- TEST HOLE LOCATIONS 9
- TEST HOLE LOGS 10

AIRPORT WAY OVERCROSSING
PARKS HIGHWAY - 4 LANE WIDENING
GENERAL LAYOUT
 STATE of ALASKA
 DEPARTMENT of TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA



BRIDGE NO. 1914
 DWG. NO. 1

AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-OA4-5(11)	1994	B17	129

INITIALS LES DATE 3-1-98 GENERAL NOTES:

SPECIFICATIONS:

Design & Construction:

AASHTO Standard Specifications for Highway Bridges, 1992 Edition, with the latest Interim Specifications.
State of Alaska Standard Specifications for Highway Construction, 1988, with Standard Modifications and the Special Provisions.

Live Load: HS 25-44

Dead Load: Includes 50 psf for all paving

DESIGN UNIT STRESSES:

Prestressed Concrete: See Girder Details

Structural Steel: A36: $F_y=36,000$ psi A572: $F_y=50,000$ psi
 $F_u=20,000$ psi $F_u=27,000$ psi

Cast-in-place Concrete: $f_c = 3,500$ psi $f_c = 1,400$ psi

Reinforcing Steel: $F_y = 60,000$ psi

STRUCTURAL MATERIALS:

Concrete: All cast-in-place concrete shall be Class A.

Reinforcing Steel: All reinforcing steel shall conform to ASTM A615 Grade 60.

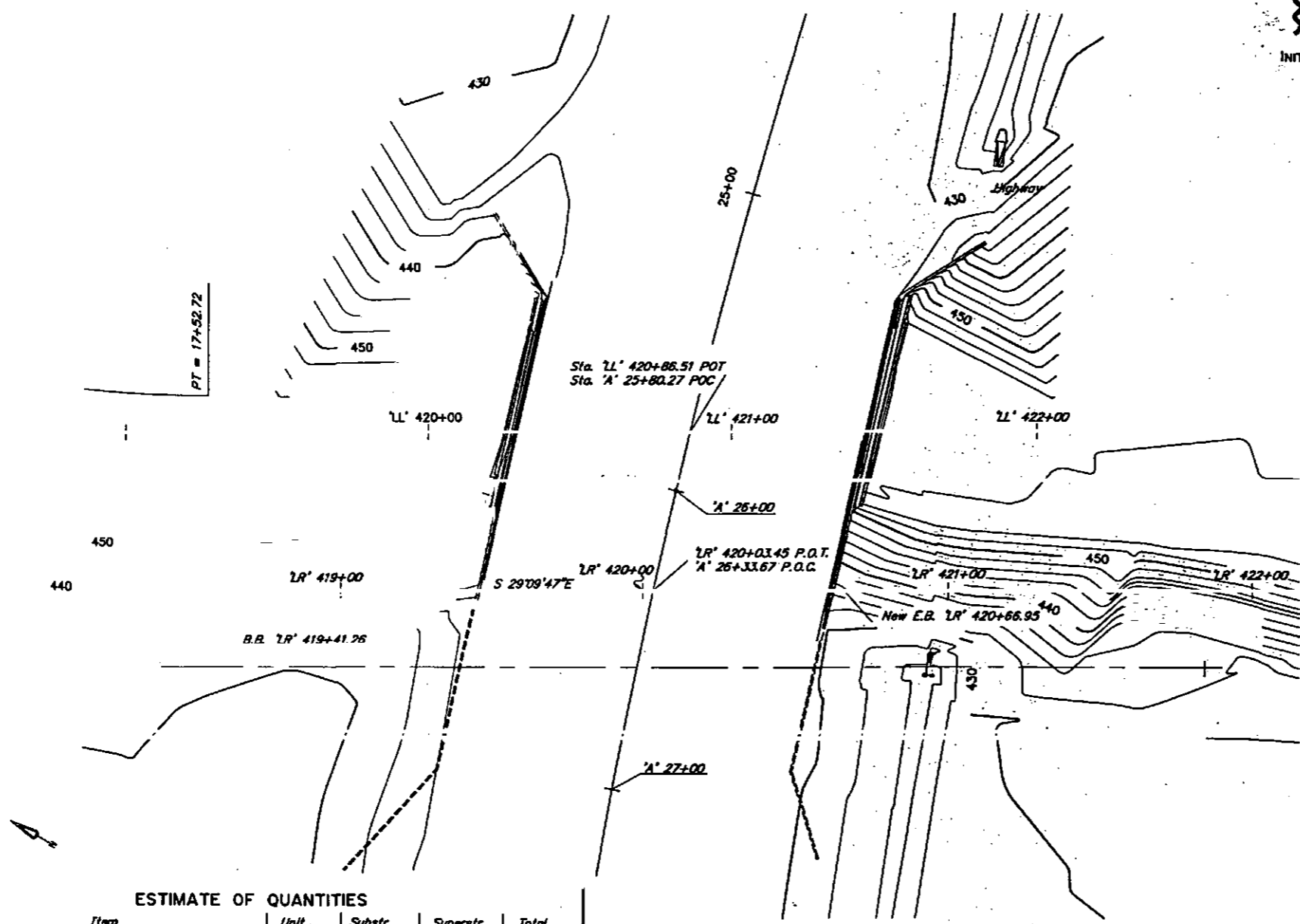
Structural Steel: All structural steel shall be ASTM A36 unless otherwise noted.

Girder steel shear connectors shall be furnished in black iron finish.

All other structural steel embedded in or attached to concrete girders shall be galvanized.

DESIGN FOOTING PRESSURE:

Abutments: 4,500 psf



ESTIMATE OF QUANTITIES

*Item No.	Item	Unit	Substr.	Superstr.	Total
202(1)	Removal of Structures and Obstructions	L.S.	All Req'd	All Req'd	All Req'd
401(1)	Asphalt Concrete	Tons		78	78
401(2)	PBA3 Asphalt Cement	Tons		5	5
501(1)	Class A Concrete	L.S.-C.Y.	103.6	30.3	133.9
502(1B)	Prestressed Concrete Structural Members (125'-0" Bulb Ts)	Ea.		7	7
503(1)	Reinforcing Steel	L.S.-Lb.	17370	1270	18640
503(2)	Epoxy Coated Reinforcing Steel	L.S.-Lb.		1110	1110
507(1)	Metal Bridge Railing	L.F.		252	252
511(1)	Mechanically Stabilized Embankment Retaining Walls	S.F.	3760		3760
643(2)	Traffic Maintenance	L.S.			All Req'd



* Item numbers are for reference only. Quantities shown are not necessarily the pay quantities nor the total quantity of the particular item. Reinforcing steel lap lengths are not included in the quantity shown. CIP concrete for wall coping is incidental to MSE wall.



AIRPORT WAY OVERCROSSING PARKS HIGHWAY - 4 LANE WIDENING SITE PLAN

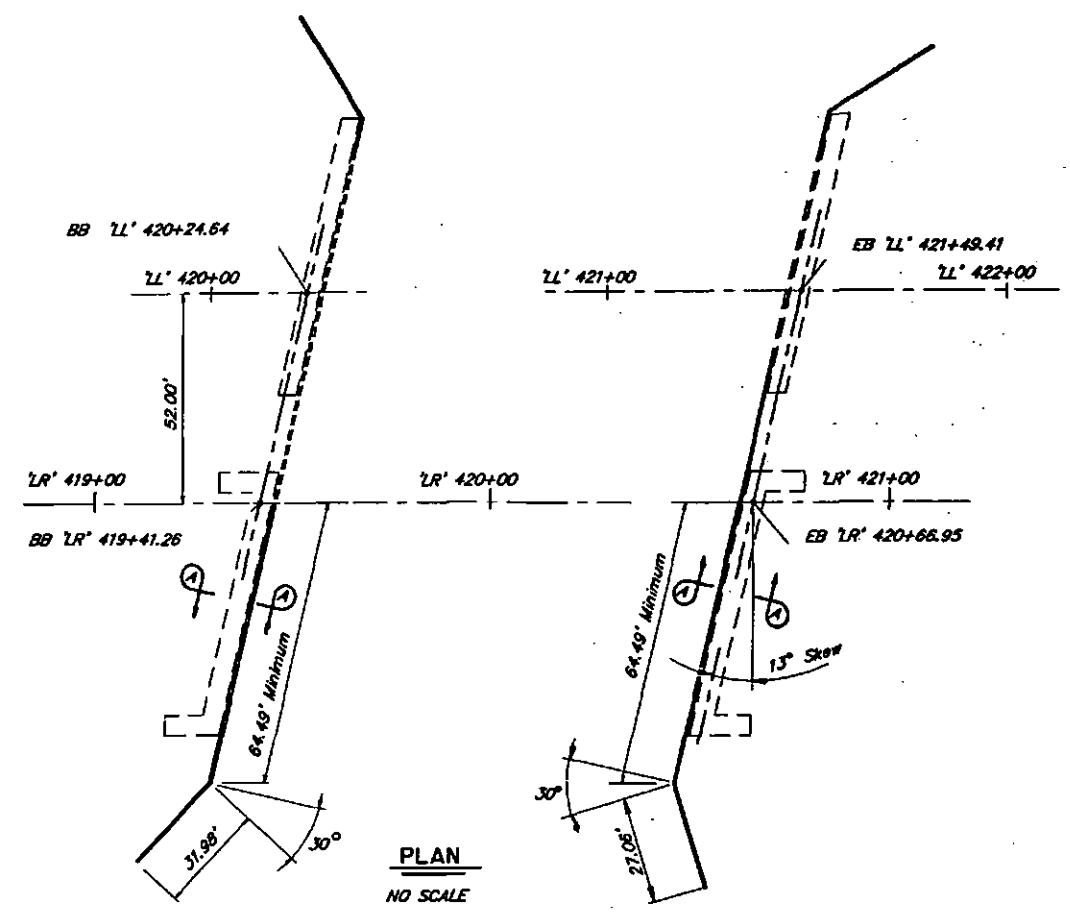
STATE OF ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA



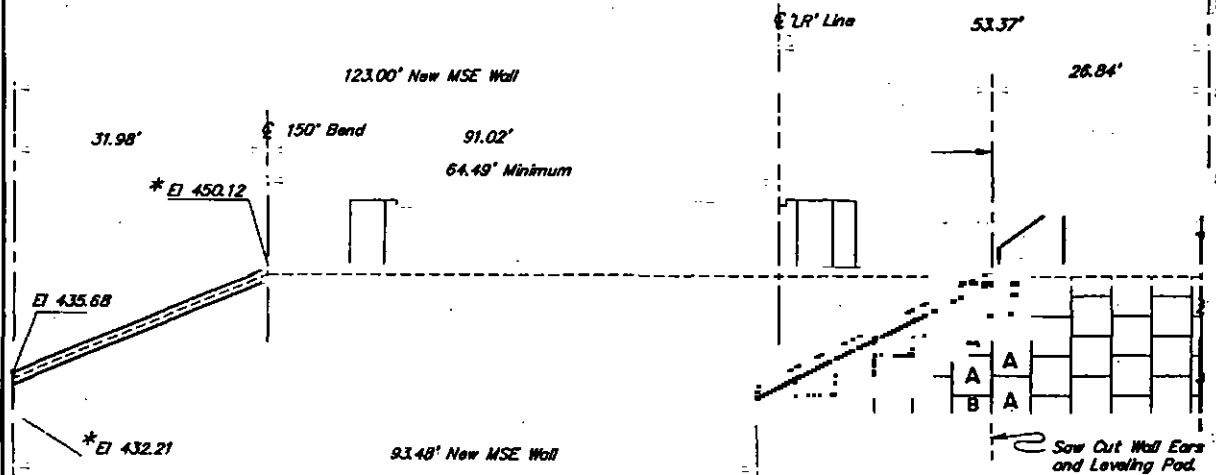
BRIDGE NO. 1914
DWG. NO. 2

P-1104(1989)-2
3/2/98
Print Date = 3/2/98
Drawn or Printed By: [Signature]

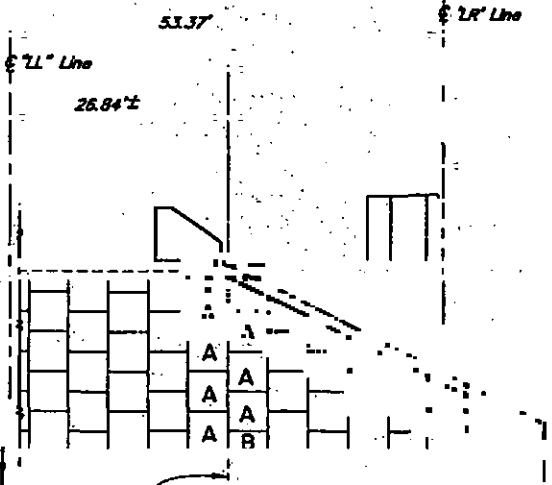
INITIALS: 625 DATE: 3-11-98



* Match Top of Coping and Bottom of Wall With Existing MSE Wall.

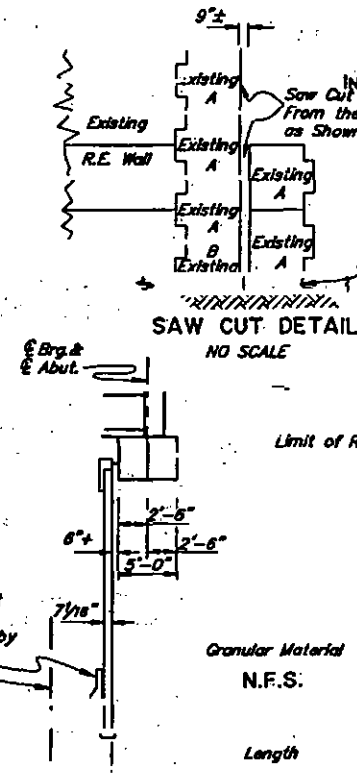


ELEVATION - FRONT FACE ABUTMENT NO. 1
NO SCALE



ELEVATION - FRONT FACE ABUTMENT NO. 2
NO SCALE

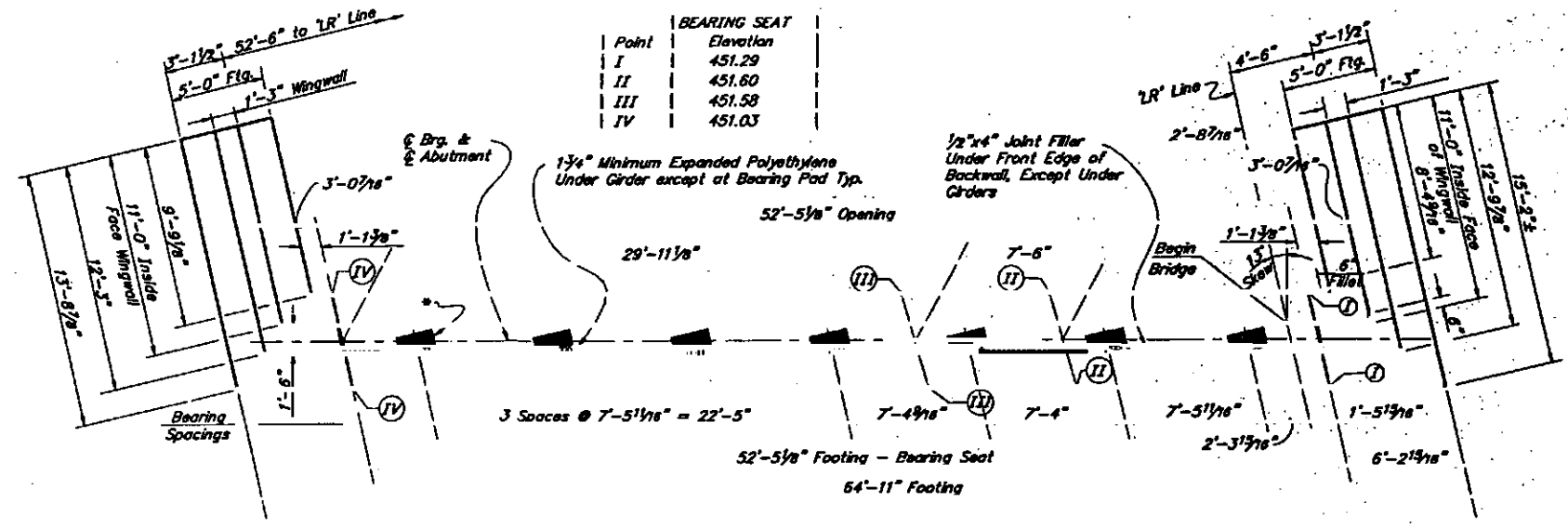
NOTE:
Hatched area indicates portion of existing RE wall and CIP coping to be removed in order to match the new wall with existing panels.



El. 432.21*
 Abut. No. 1
 El. 426.67*
 Abut. No. 2

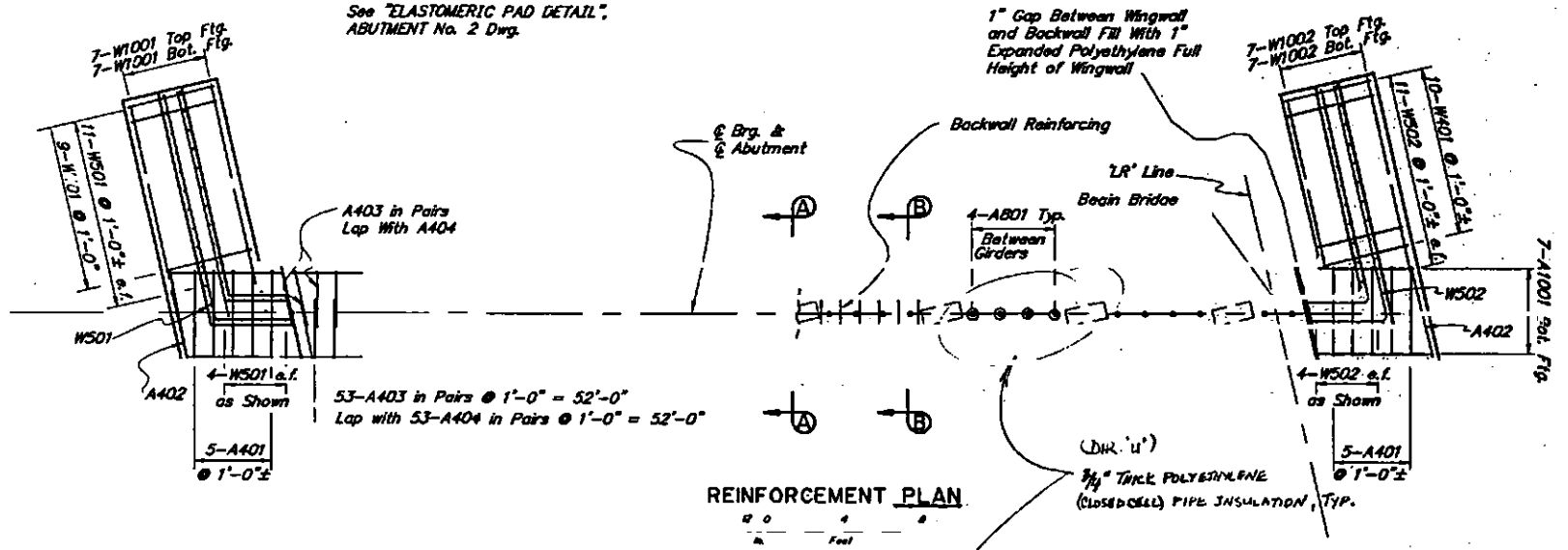


AIRPORT WAY OVERCROSSING
PARKS HIGHWAY-4 LANE WIDENING
MSE WALL
 STATE of ALASKA
 DEPARTMENT of TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA
 BRIDGE NO. 1914
 DWG. NO. 3

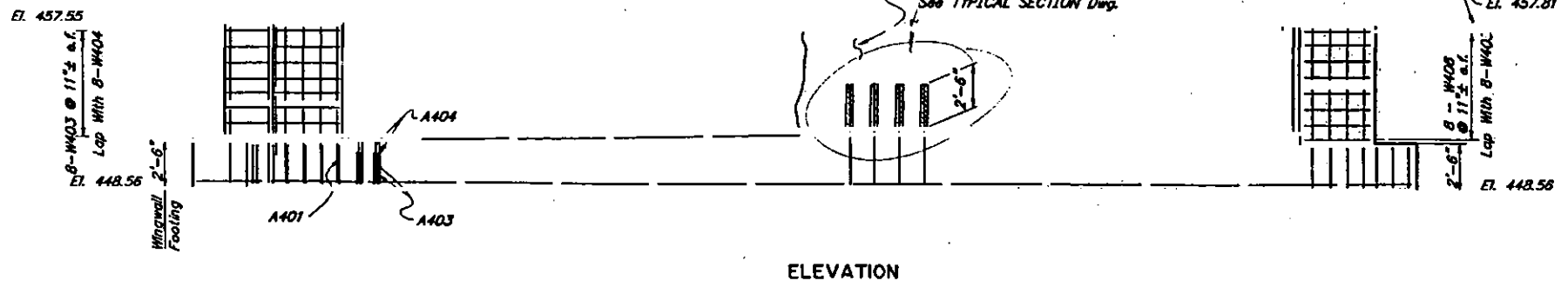


* 1 3/4"x10"x2'-0" Typ. Elastomeric Brg. Pad (50 Durometer)
 See "ELASTOMERIC PAD DETAIL", ABUTMENT No. 2 Dwg.

ABUTMENT PLAN
 0 20 40 Feet



REINFORCEMENT PLAN
 0 20 40 Feet



ELEVATION



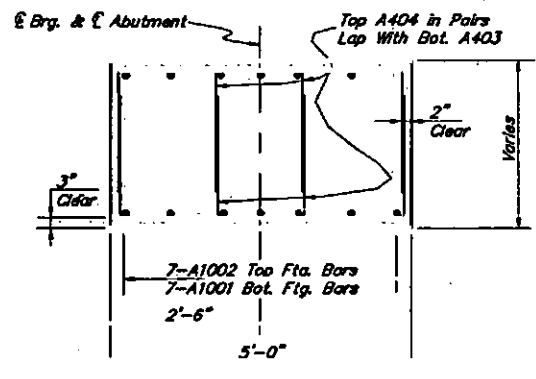
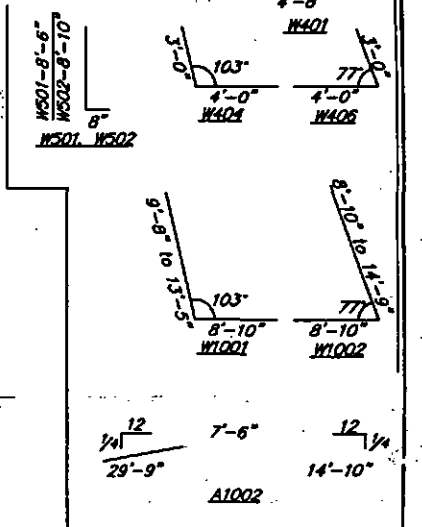
SECTION B-B
 0 20 40 Feet

AS-BUILT PLANS

INITIALS LMK DATE 3-11-98

REINFORCING SCHEDULE-ABUT NO. 1

Mark	Size	Number	Length	Type
A401	4	10	14'-6"	Bent
A402	4	2	14'-9"	Bent
A403	4	110	7'-1"	Bent
A404	4	110	7'-1"	Bent
AB01	8	28	5'-0"	Bent
A1001	10	7	64'-6"	Bent
A1002	10	7	52'-1"	Bent
W401	4	19	14'-6"	Bent
W403	4	16	11'-0"	Bent
W404	4	16	7'-0"	Bent
W405	4	16	11'-0"	Bent
W406	4	16	7'-0"	Bent
W501	5	31	9'-6"	Bent
W502	5	31	9'-6"	Bent
W1001	10	14	Varies	Bent
W1002	10	14	Varies	Bent



SECTION A-A
 0 20 40 Feet

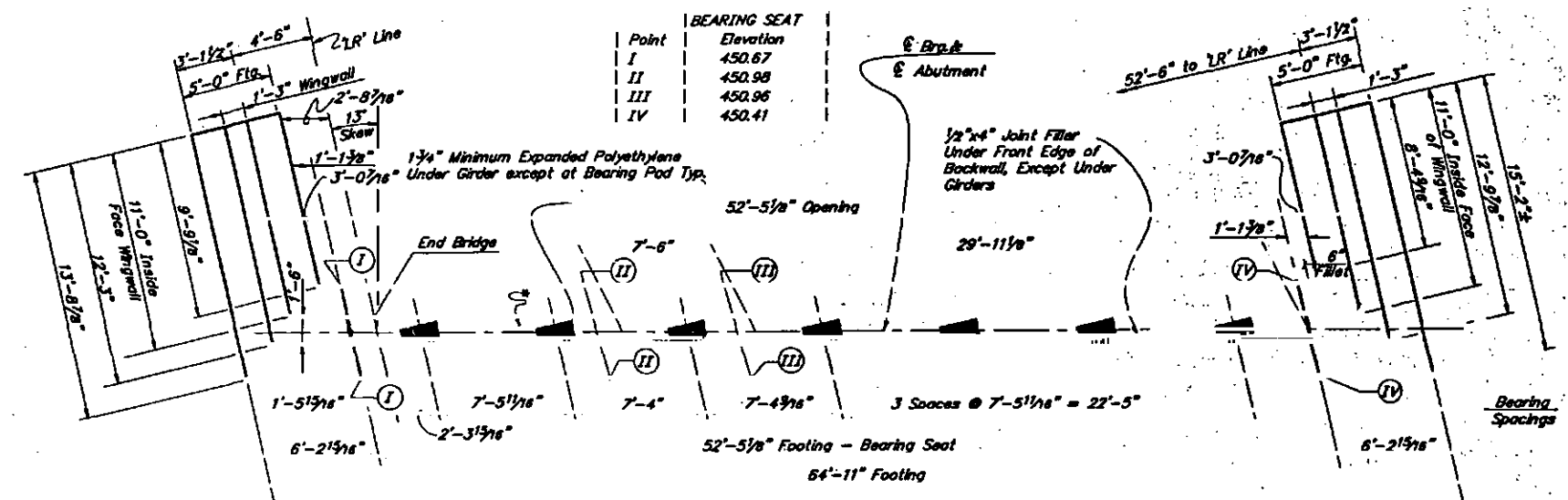


**AIRPORT WAY OVERCROSSING
 PARKS HIGHWAY - 4 LANE WIDENING
 ABUTMENT NO. 1**

STATE OF ALASKA
 DEPARTMENT of TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA

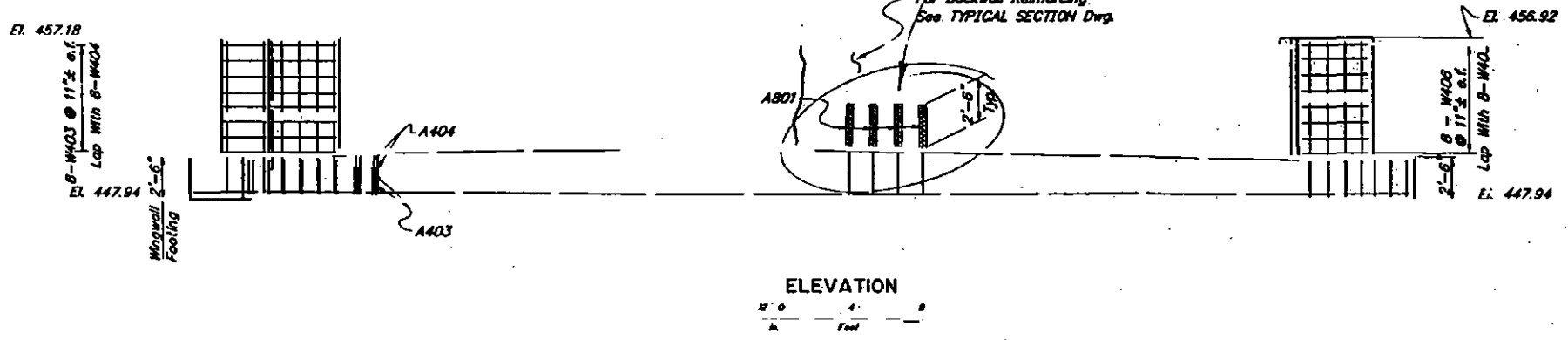
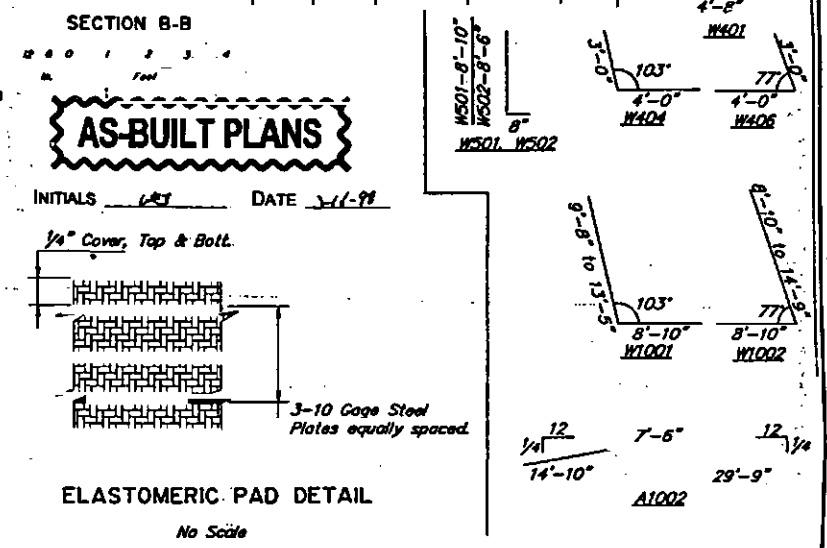
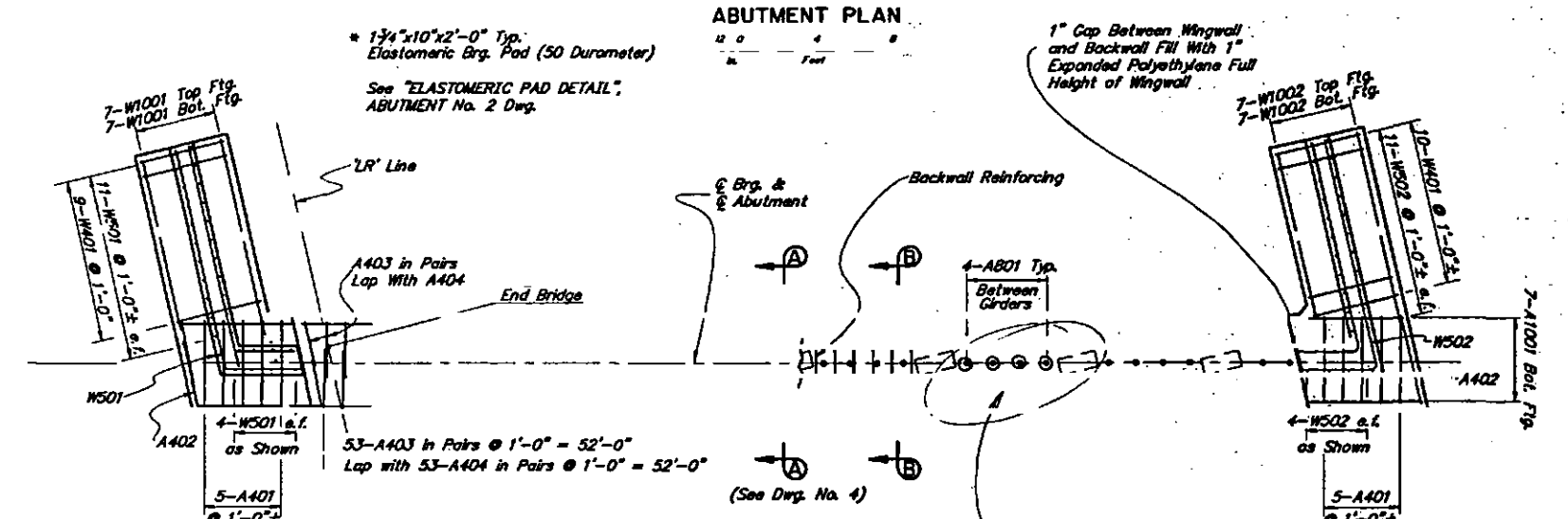


BRIDGE NO. 1914
 DWG. NO. 4



REINFORCING SCHEDULE-ABUT NO. 1

Mark	Size	Number	Length	Type
A401	4	10	14'-6"	Bent
A402	4	2	14'-9"	Bent
A403	4	110	7'-1"	Bent
A404	4	110	7'-1"	Bent
A801	8	28	5'-0"	
A1001	10	7	64'-6"	
A1002	10	7	52'-1"	Bent
W401	4	19	14'-6"	Bent
W403	4	16	11'-0"	
W404	4	16	7'-0"	Bent
W405	4	16	11'-0"	
W406	4	18	7'-0"	Bent
W501	5	31	9'-6"	Bent
W502	5	31	9'-2"	Bent
W1001	10	14	Varies	Bent
W1002	10	14	Varies	Bent

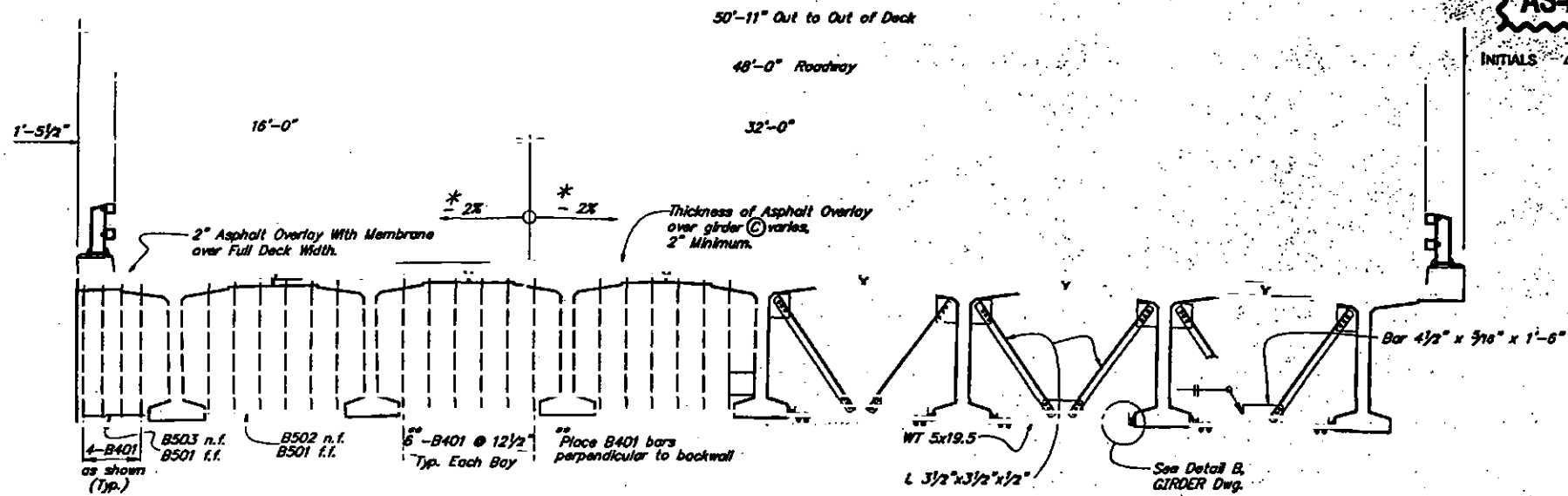


**AIRPORT WAY OVERCROSSING
 PARKS HIGHWAY - 4 LANE WIDENING
 ABUTMENT NO. 2**

STATE OF ALASKA
 DEPARTMENT of TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA

BRIDGE NO. 1914
 DWG. NO. 5

* Top Slope of Asphalt Overlay

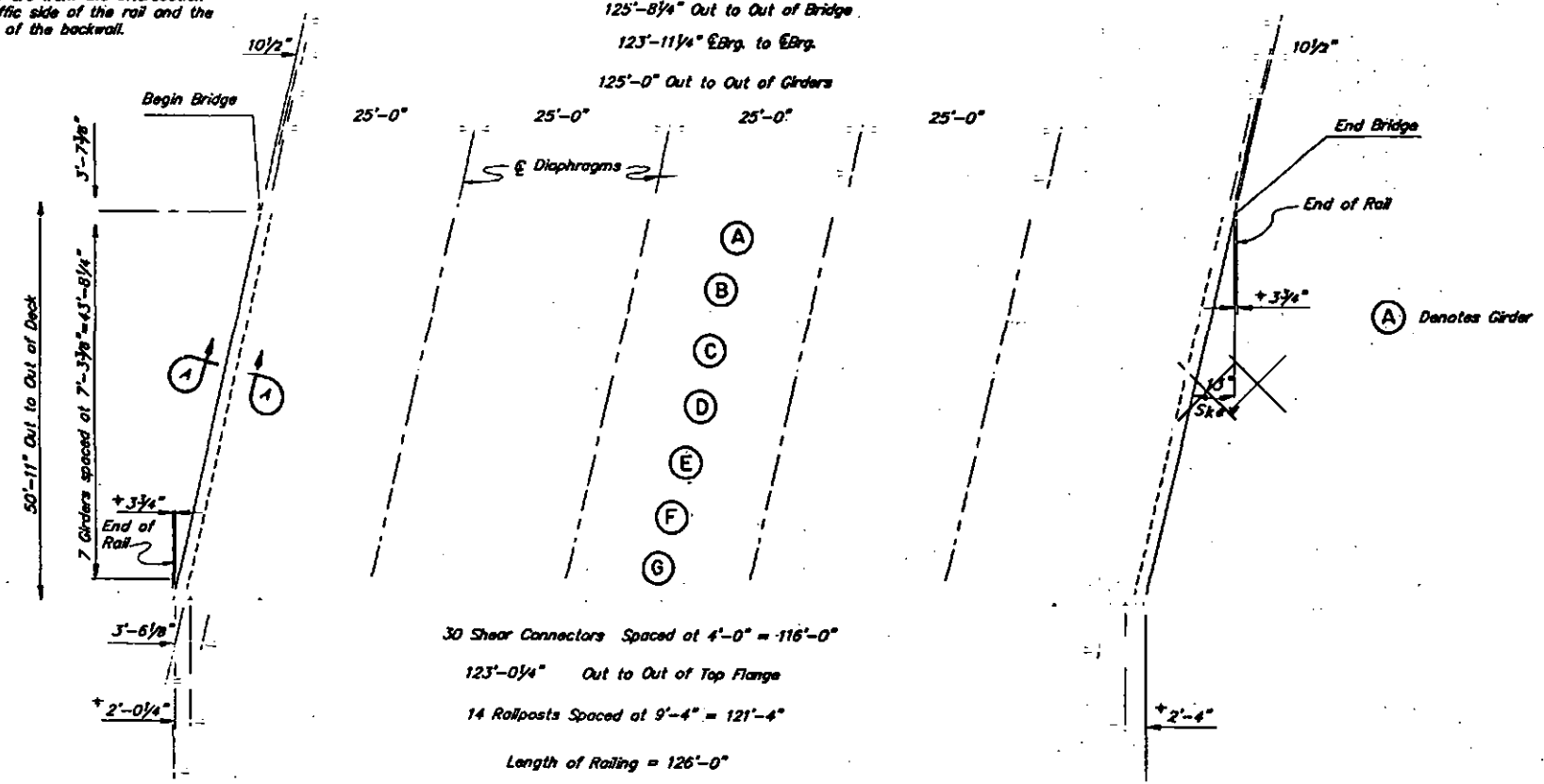


TYPICAL SECTION
NO SCALE

NEAR ABUTMENT

INTERMEDIATE DIAPHRAGM

* Dimensions are from the intersection of the traffic side of the rail and the earth side of the backwall.



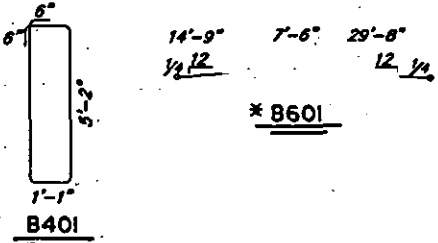
FRAMING PLAN
No Scale

AS-BUILT PLANS

INITIALS *ALS* DATE *7-16-78*

STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS
ALASKA | NH-IR-1-OA4-5(11) | 1994 | B21 | 119

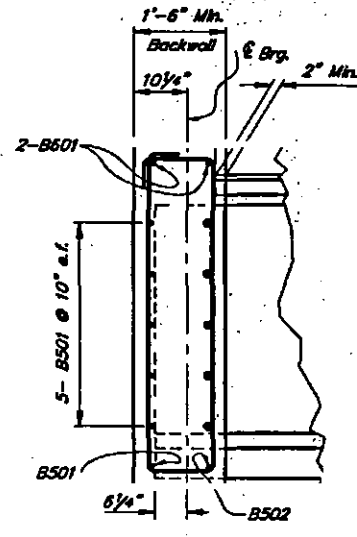
REINFORCING MARK	SIZE	SCHEDULE NUMBER	LENGTH	BACKWALLS TYPE
*B401	4	88	13'-6"	BENT
B501	5	22	51'-11"	
B502	5	12	5'-1"	
B503	5	4	2'-5"	
*B601	6	2	51'-11"	BENT



* Epoxy Coat

INTERMEDIATE DIAPHRAGM NOTES

1. All holes 1" for 7/8" H.S. bolts with washers and nuts.
2. Holes are 3 spaces @ 2 1/2" min. with 1/2" minimum edge distance.
3. Shop drill holes in angles and flanges of WT before galvanizing.
4. For all other holes field drill after girders are in place and diaphragm components are properly positioned.
5. Spray or paint field drilled and damaged areas with liquid galvanizing.



SECTION A-A
No Scale

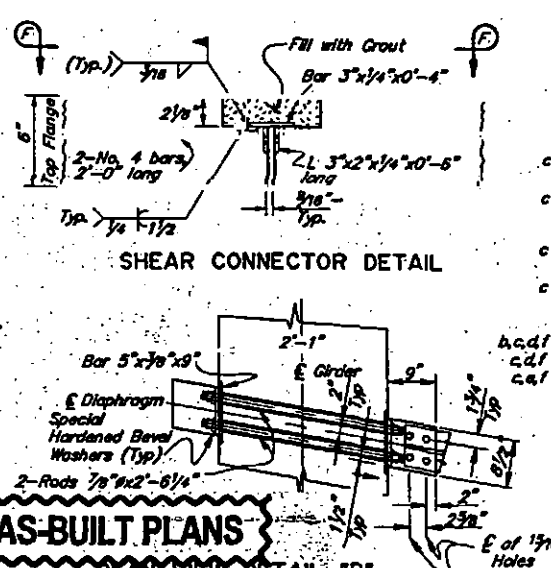
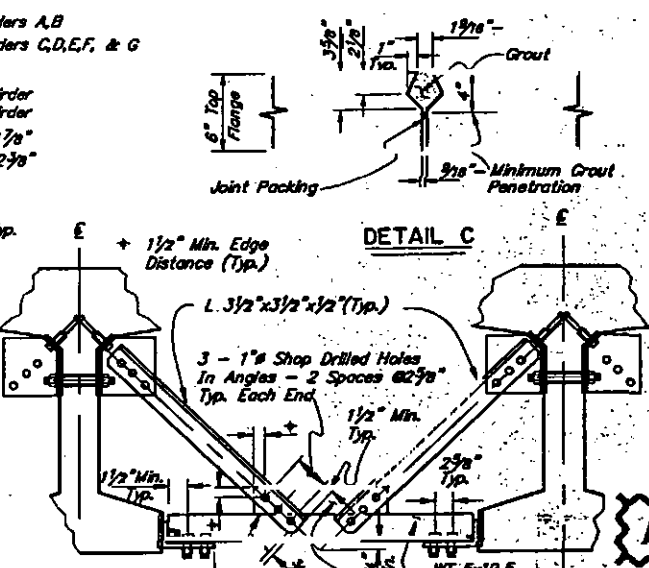
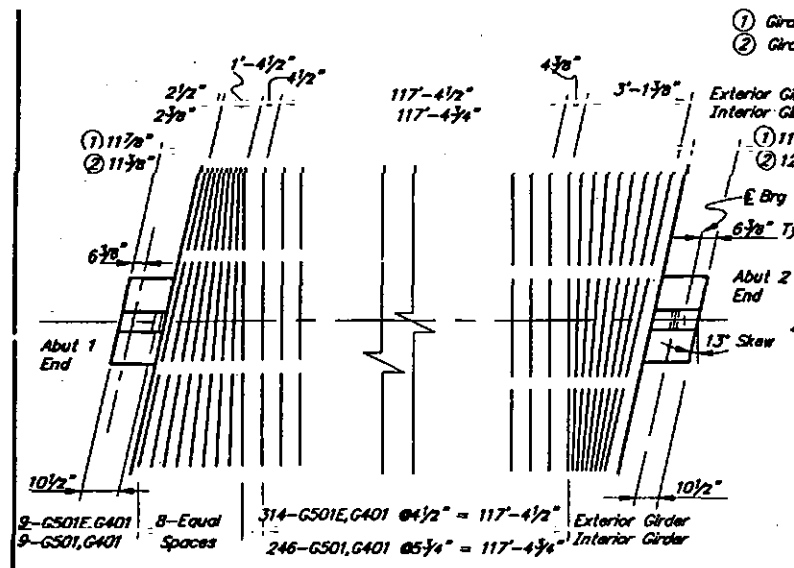


AIRPORT WAY OVERCROSSING
PARKS HIGHWAY-4- LANE WIDENING
TYPICAL SECTION

STATE of ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA



BRIDGE NO. 1914
DWG. NO. 6

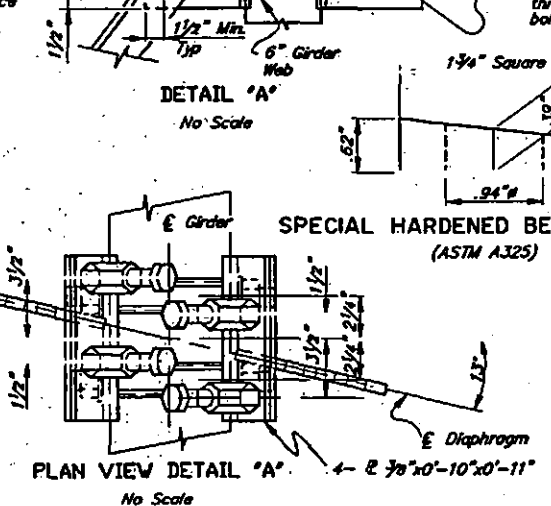
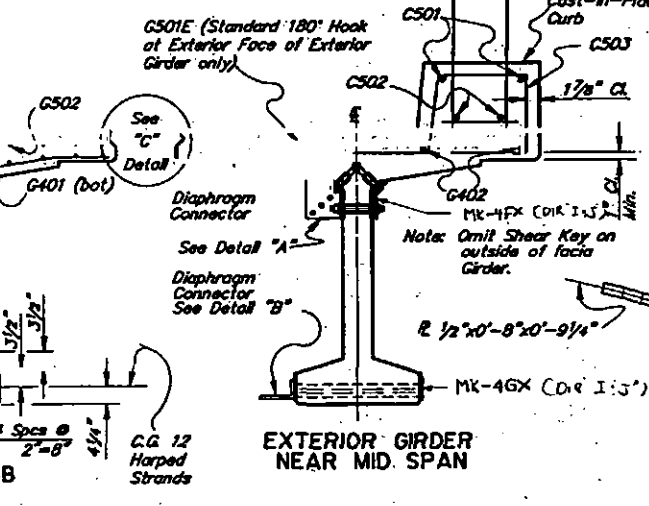
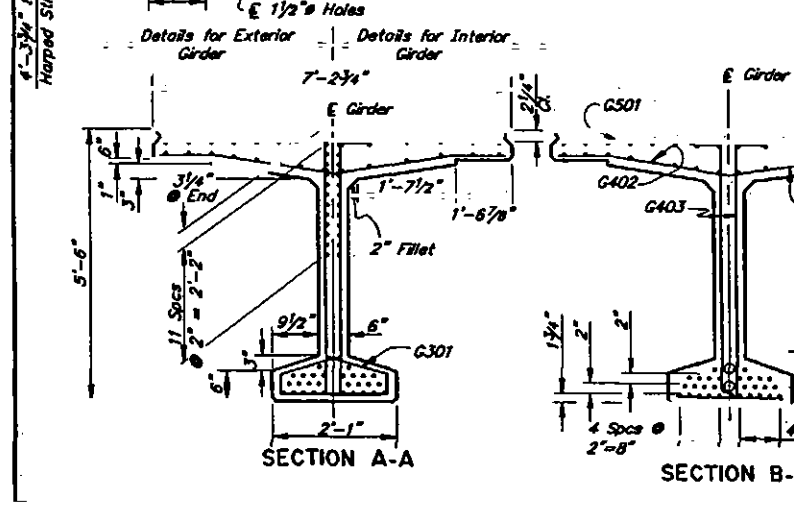
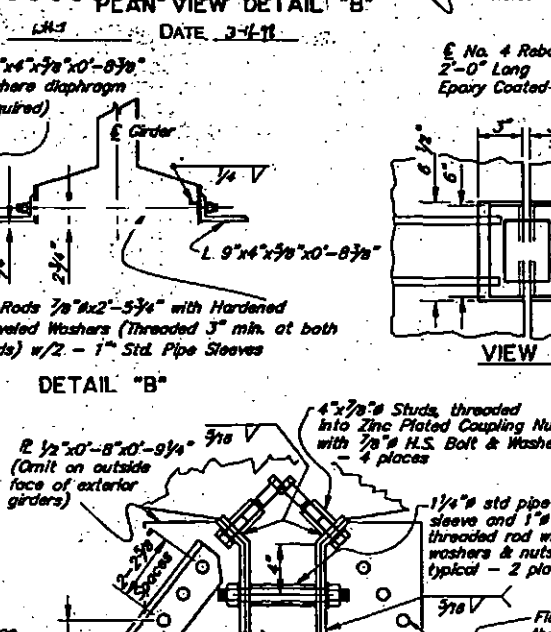
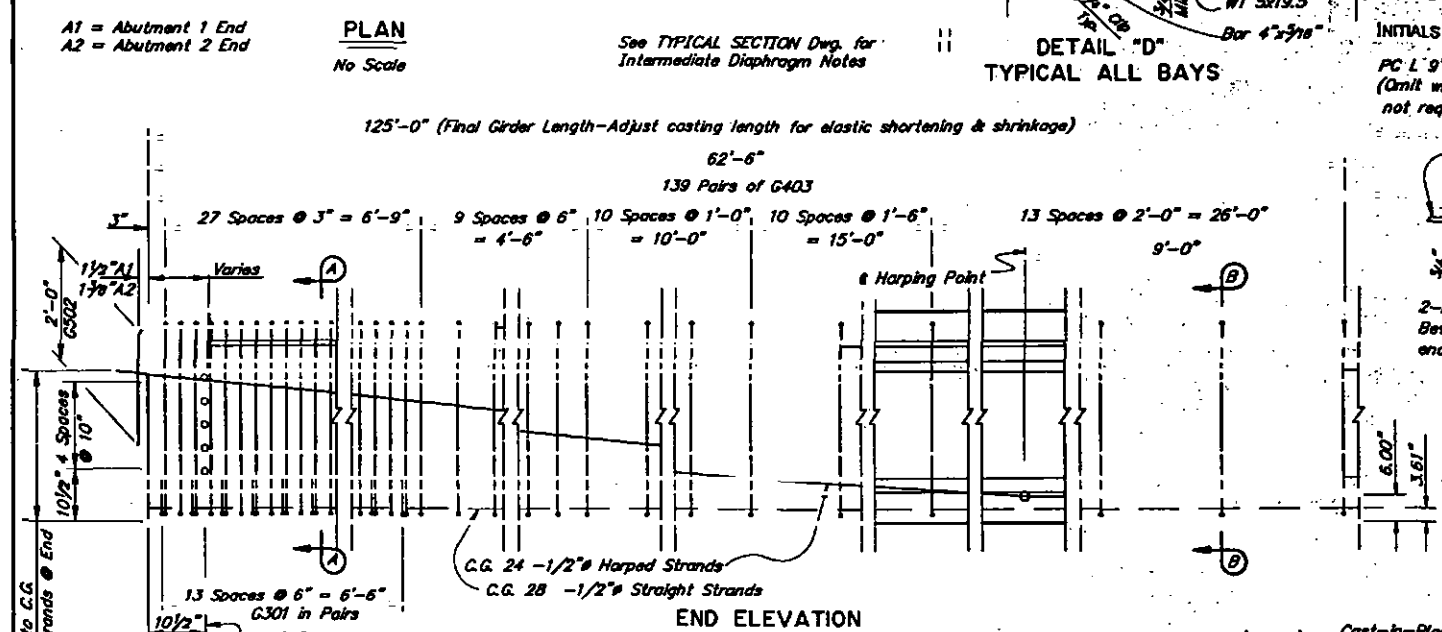


REINFORCING STEEL (One Girder)

MARK	SIZE	NO.	LENGTH	TYPE	7'-0"	7'-0"	7'-0"	1'-6"
G301	3	56	3'-3"	Bent				
G401	4	264	7'-0 1/2"	Bent	1'-6"	2'-0"	2'-0"	1'-6"
G401	4	332	7'-0 1/2"	Bent				
G402	4	72	125'-0"					
G402	4	76	125'-0"					
G403	4	278	6'-8 1/2"	Bent				
G501	5	264	6'-10"	Bent				
G501E	5	332	7'-5"	Bent				
G502	5	12	129'-3"	Bent				
G502	5	16	129'-3"	Bent				

Deck Reinforcing Required (Including Contractor Proposed Alternate)

BAR	GIRDER WIDTH	GIRDER WIDTH							
		≤ 6.0'	6.0'-6.5'	6.5'-7.0'	7.0'-7.5'	7.5'-8.0'	8.0'-8.5'	8.5'-9.0'	9.0'-9.5'
G401 Spaced at	8"	7	6 1/2"	6"	5 3/4"	5 1/2"			
G402 No. of bars	8	10	10	10	12	14			
G501 Spaced at	8"	7	6 1/2"	6"	5 3/4"	5 1/2"			
G502 No. of bars	8	10	10	10	12	14			
G401 Spaced at	7"	6	5 1/2"	5"	4 1/2"	4"			
G402 No. of bars	8	10	12	14	16	16			
G501 Spaced at	5"	5"	5"	5"	4 1/2"	4"			
G502 No. of bars	8	10	12	14	16	16			



REINFORCING STEEL (One Girder)

Deck Reinforcing Required (Including Contractor Proposed Alternate)

GIRDER NOTES:
 a - Epoxy coat all girder reinforcing. G301 need not be epoxy coated.
 b - Length does not include splices. Minimum lap length for splices shall be 1'-6" for No. 4 bars and 2'-0" for No. 5 bars.
 c - Exterior Girder Only
 d - Ship loose.
 e - Ship 2 loose for each end of girder.
 f - Total of 4 per curb.
 g - One curb

Alternative designs are allowed per Section 502 of the Specifications.
 Concrete for girders shall be normal weight having the following strengths: At Stress Transfer $f_{ci} = 6000$ psi
 At 28 Days $f_c = 7000$ psi

All prestressing shall be 1/2" round low relaxation strands having an ultimate strength of 270 ksi, and an area of 0.153 sq. in.
 Design is based on the following Steel Stresses:
 Prestensioning - Jacking Stress 189 ksi
 After Losses 149 ksi

One inch clear on all reinforcing except as noted.
 All structural steel embedded in girders shall be A36, unless otherwise noted. All structural steel except shear connectors shall be galvanized after fabrication.
 Approximate girder weight = 153.0 kips.
 Deflect forms to compensate for camber - see Specifications.
 The roadway surface of precast members shall have a smooth finish for membrane. Surface under railing curbs shall be roughened.
 Girder pay items shall include the cost of epoxy coated reinforcing steel and all structural steel required.

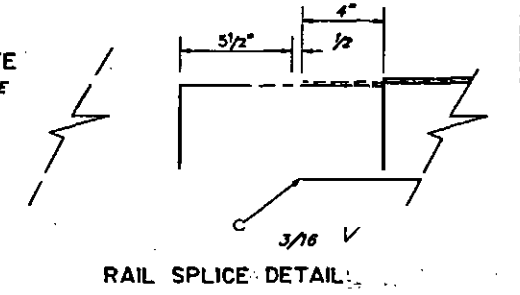
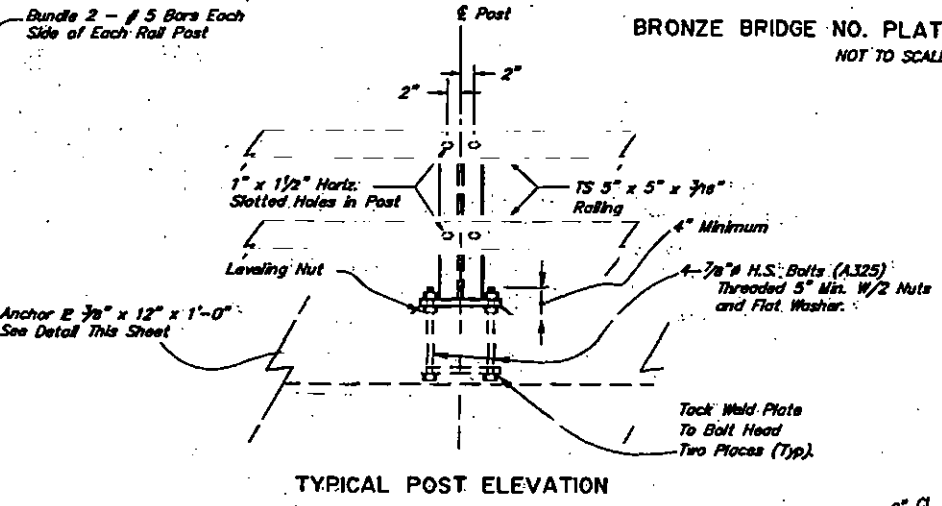
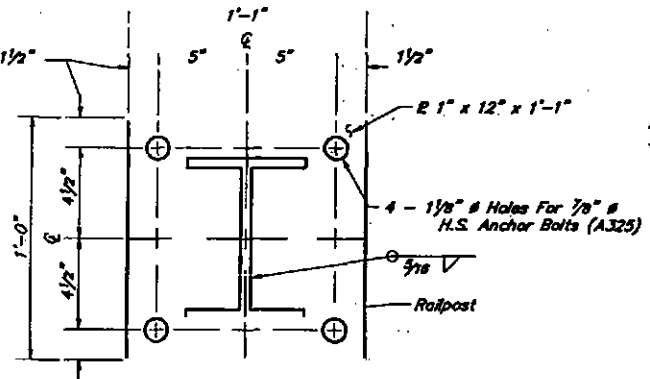
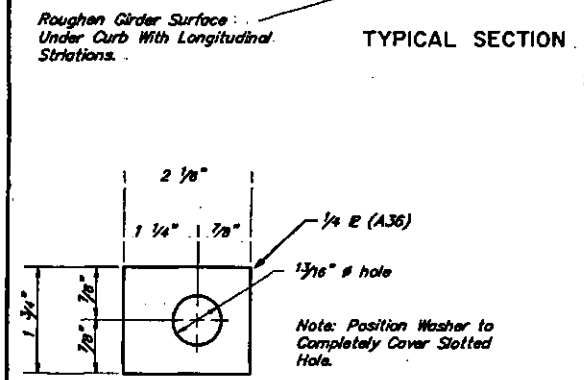
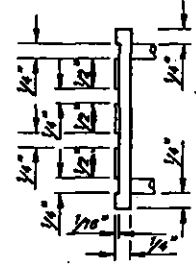
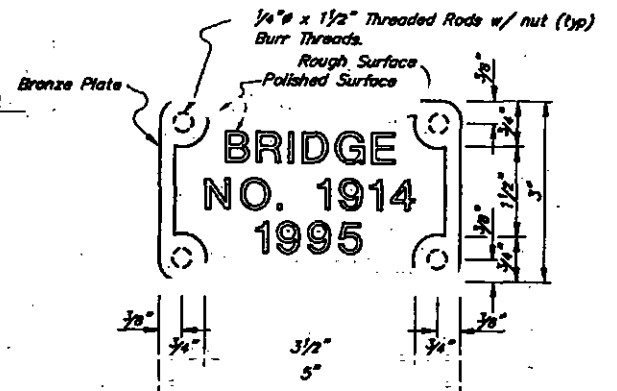
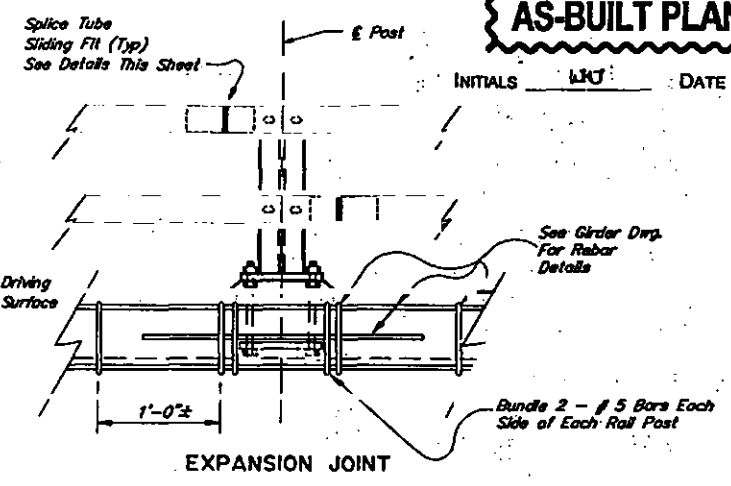
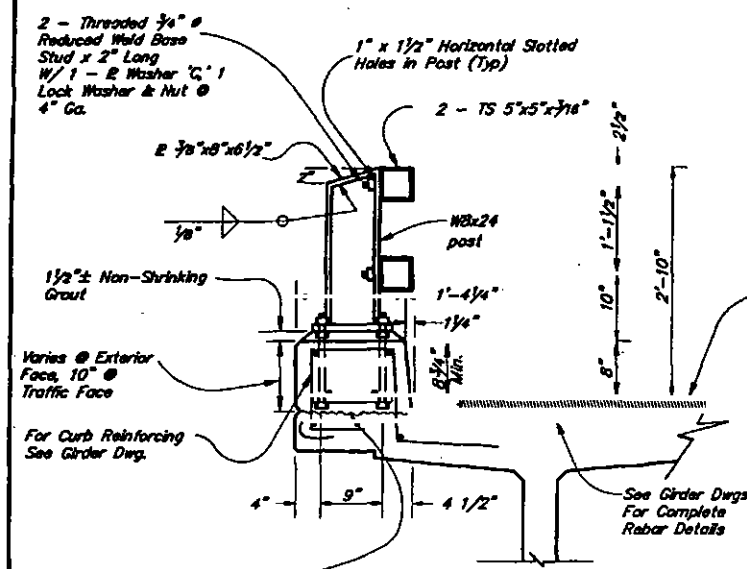
AIRPORT WAY OVERCROSSING
 PARKS HIGHWAY - 4 LANE WIDENING
 GIRDERS
 NO SCALE
 STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA
 BRIDGE NO. 1914
 DWG. NO. 7



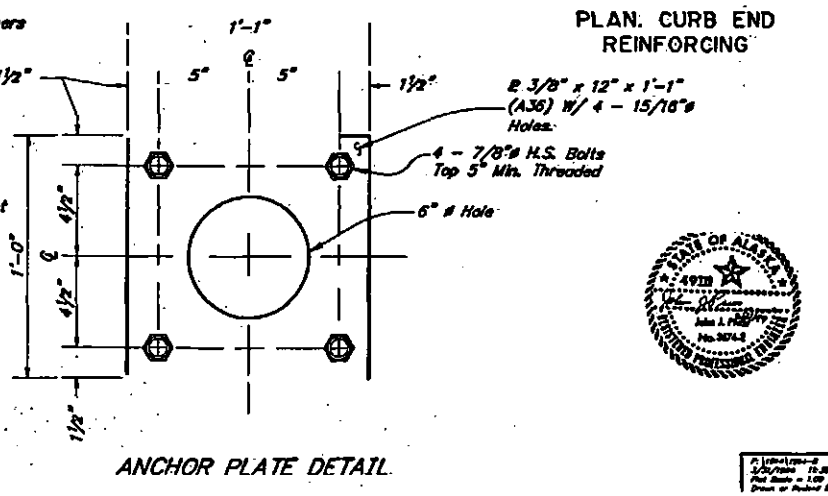
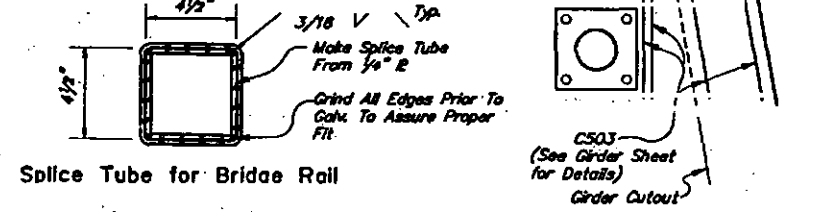
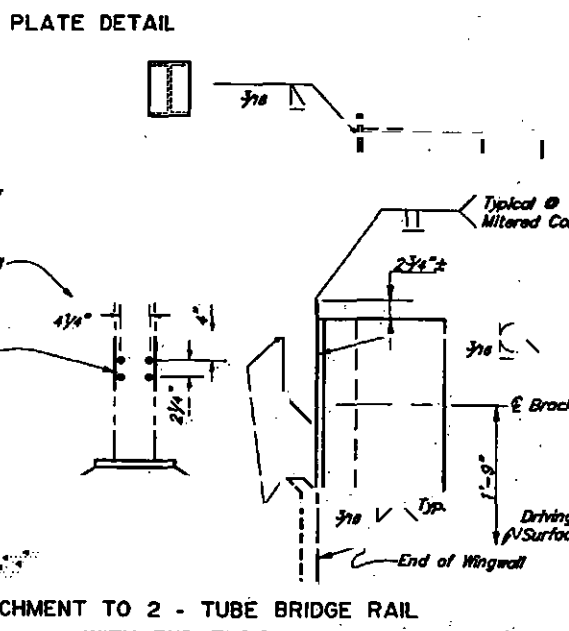
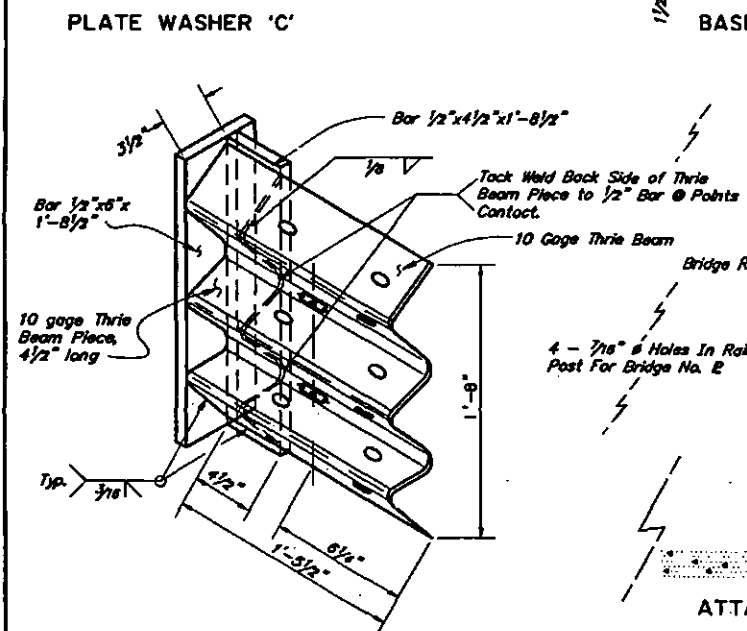
AS-BUILT PLANS

INITIALS **WKT** DATE **3-16-79**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	B23	129



- NOTES**
- All railing posts, anchor assemblies and other steel components shall be galvanized after fabrication unless noted otherwise.
 - Locate bridge number plates on right hand side of approaching traffic at each end as shown (2 Total). Bridge number plates to be furnished by the contractor. Bronze shall conform to A.S.T.M. B98-90 Alloy "A" or "B". Lettering shall conform to "Century" type style. Studs and nuts shall conform to UNS C65100 or C65500. Stud to be bronze 3/4 inch threaded rod brazed to back of plate with nut - 4 required. 1 Number plate required on the traffic side at each end of the bridge.
 - All machine bolts shall have locking nuts or lock washers.
 - Railing expansion joints must be provided at 50' maximum intervals throughout the railing. Railing shall be continuous over 2 posts minimum.
 - Railing expansion joints shall be located immediately adjacent to a rail post.
 - Posts shall be adjusted to a plumb position.
 - Curb concrete and associated reinforcing shall be incidental to metal bridge railing.
 - Three beam guardrail transition "NESTED" sections shall be installed one section on each side of transition bracket, typical either end of bridge. Ref. Std. Dwg. G-29W or G-29S.



AIRPORT WAY OVERCROSSING
PARKS HIGHWAY - 4 LANE WIDENING
BRIDGE RAILING

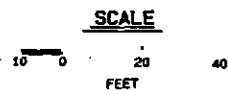
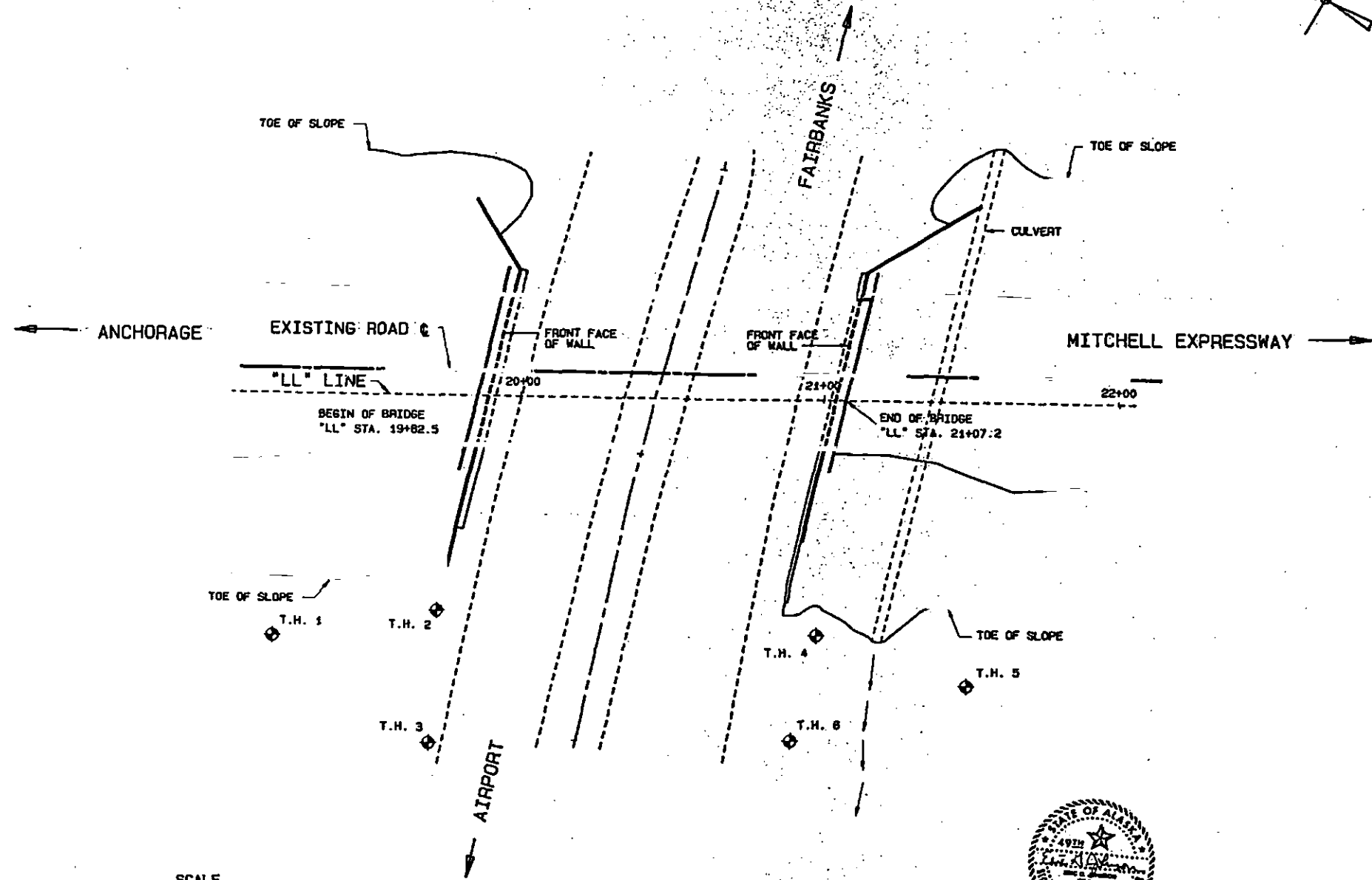
STATE OF ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA

BRIDGE NO. 1914
DWG. NO. 8

AS-BUILT PLANS

INITIALS WPC DATE 3-16-98

STATE	PROJECT IDENTIFICATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1994	824	129



BRIDGENO 1914
DWG. NO. 9

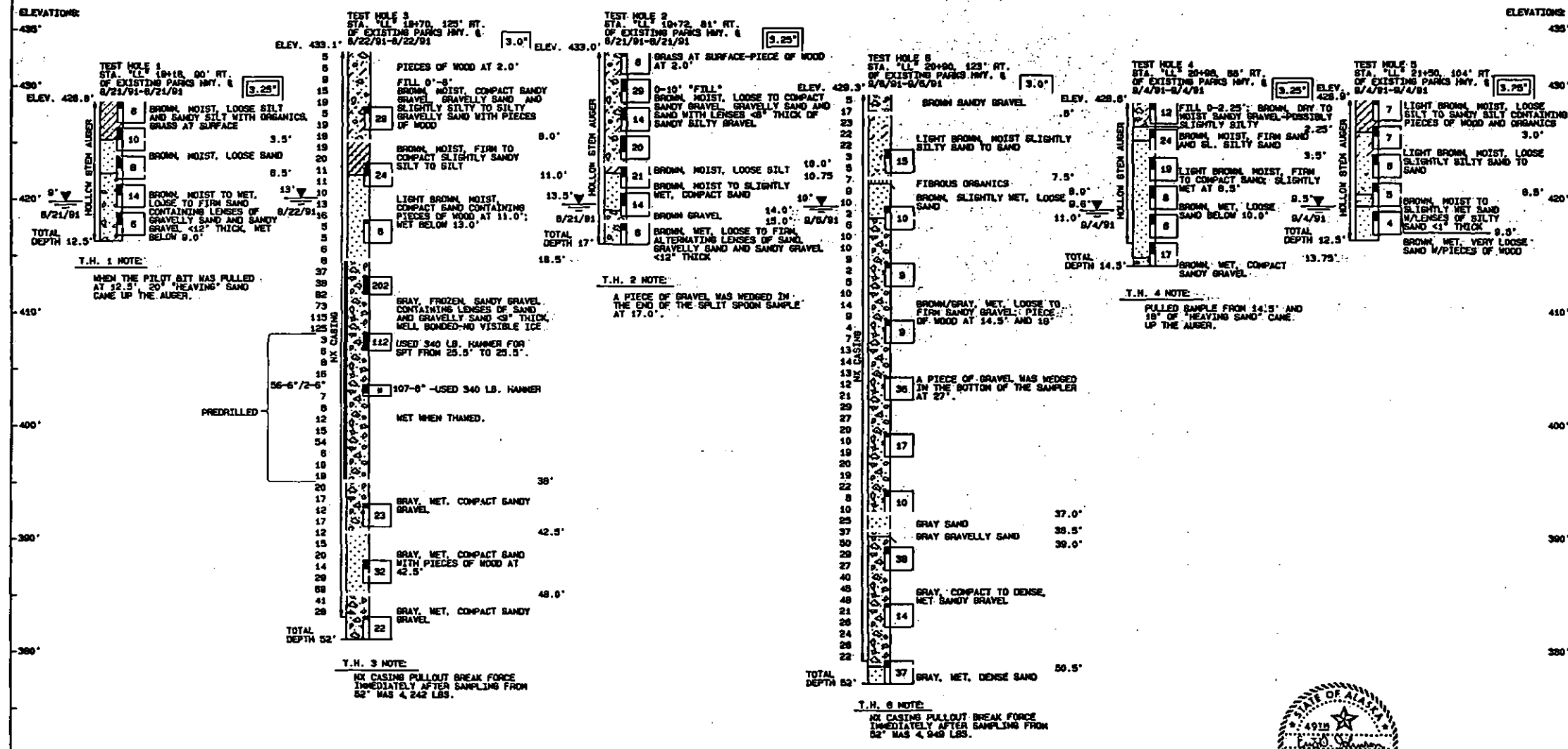
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

TEST HOLE LOCATIONS
PARKS HWY:
4-LANE WIDENING
AIRPORT WAY OVERCROSSING
BRIDGE NO. 1914 DWG 9

AS-BUILT PLANS

INITIALS DATE 3-16-98

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-1R-1-0A4-5(11)	1994	B25	129



GENERAL NOTES:

- THE TEST HOLE(S) DEPICTED ARE A COMBINATION OF THE ORIGINAL FIELD LOG(S), AND AN OFFICE EXAMINATION OF THE FIELD LOG(S), SOIL SAMPLE(S) AND/OR ROCK CORE(S).
- THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES OR RELATIVE DENSITIES. THE TRANSITION MAY BE GRADUAL.
- WHERE CASING IS INDICATED, THE NEED WAS PREDICATED BY THE POSITION OF THE GROUNDWATER TABLE OR BY CAVING GROUND CONDITIONS. THE CASING WAS INSTALLED TO PROVIDE TEMPORARY SOIL SUPPORT AND/OR PROVIDE FOR DRILL FLUID CIRCULATION.
- FIELD MOISTURE DESCRIPTIONS (DRY, MOIST, AND WET) ARE BASED ON THE FOLLOWING FIELD OBSERVATIONS:
 - A. DRY - A SOIL WITH NO VISIBLE MOISTURE, FEELS DRY WHEN HELD IN THE HAND, WILL NOT FORM A CAST.
 - B. MOIST - A SOIL WITH VISIBLE MOISTURE, FEELS MOIST IN THE HAND, WILL FORM A CAST.
 - C. WET - A SOIL WITH VISIBLE WATER, WETS THE HAND WHEN HELD, HAS FREE WATER WHEN SHAKEN.
 A COMBINATION OF THESE TERMS MAY BE USED TO DESCRIBE THE SOIL MOISTURE CONDITION.



SOIL GRAIN SIZE DEFINITIONS

- Boulder ----- >10" Diameter
 - Cobble ----- 3" - 10" Diameter
 - Broken rock (angular) ----- >3" Diameter
 - Gravel (rounded); Stone (angular) ----- #10 Sieve - 3" Dia. Sand
 - Silt/Clay ----- #200 Sieve - #10 Sieve
- NOTE: Soil classifications are visual only unless AASHTO soil class is shown on the log.

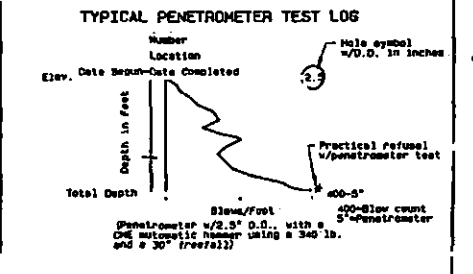
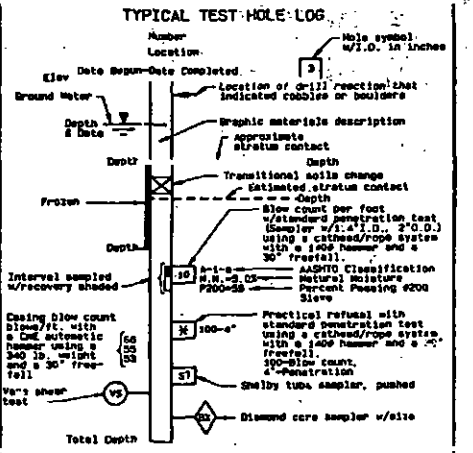
BASIC MATERIALS SYMBOLS

	Organic		Silt
	Cobbles; Boulders		Clay
	Gravel		
	Sand		

NOTE: Significant soil mixtures are shown by combining soil symbols

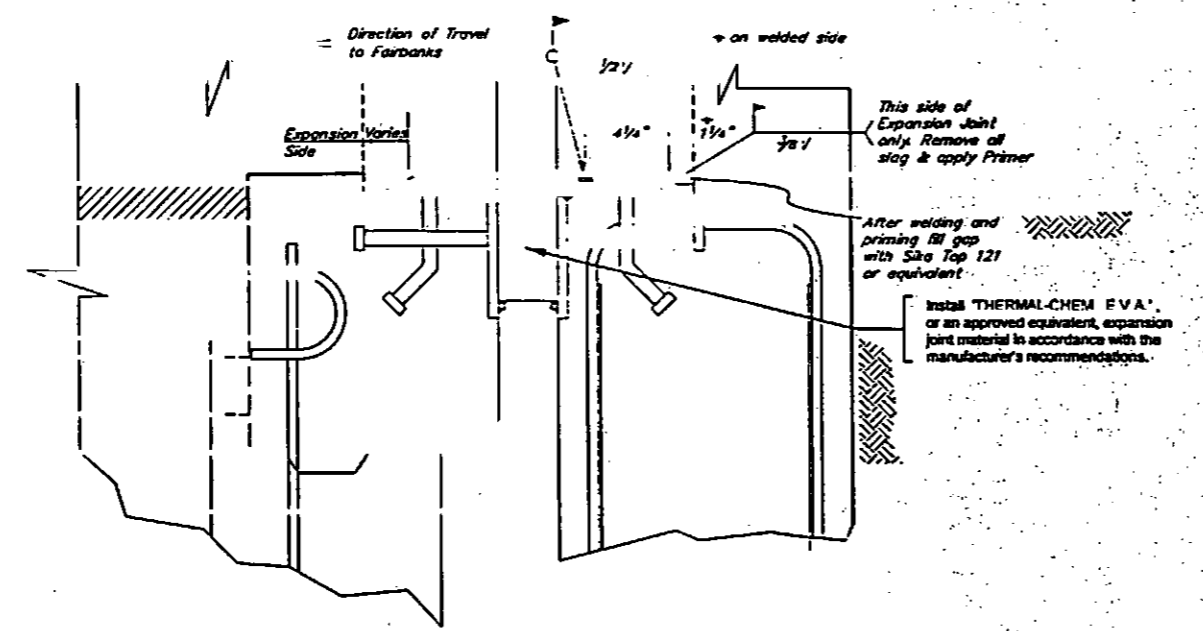
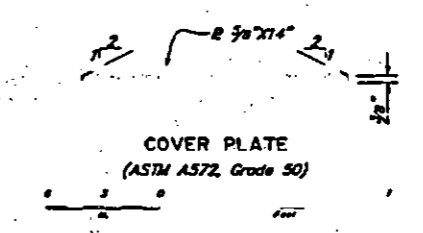
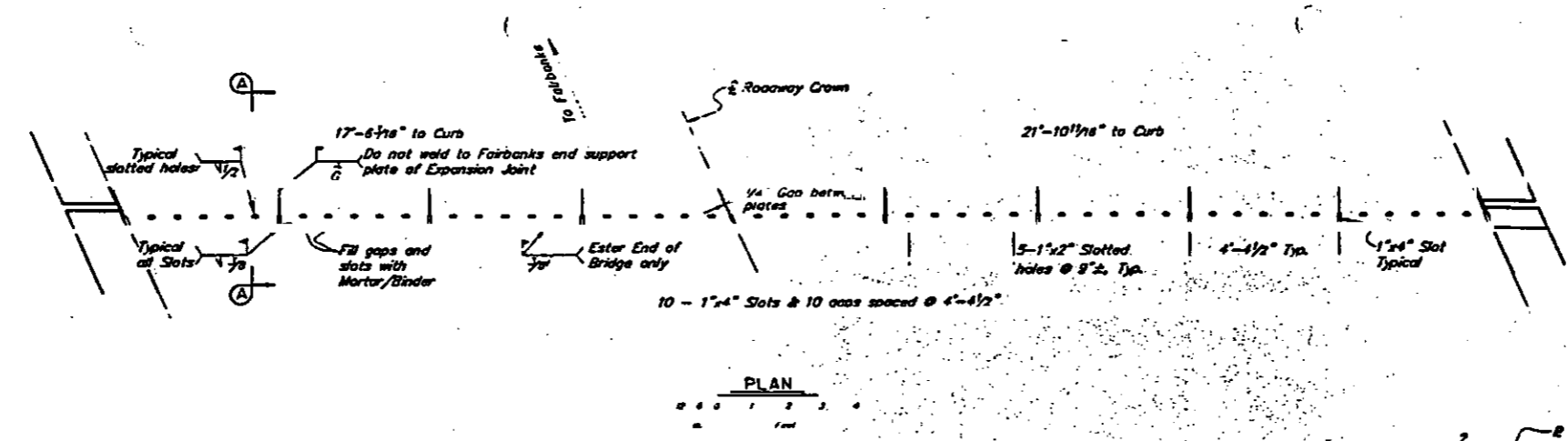
TYPICAL TEST HOLE SYMBOLS

	Retary	0-5	Very Loose	2	Very Soft
	Auger	6-10	Loose	2-4	Soft
	Diamond Core	11-20	Firm	5-6	Medium
	Penetrometer	21-30	Compact	8-10	Stiff
		31-50	Dense	16-30	Very Stiff
		51-70	Very Dense	31-50	Hard
		71+	Very Dense	61+	Very Hard



TEST HOLE LOGS
PARKS HWY:
4-LANE WIDENING
AIRPORT WAY OVERCROSSING

State of Alaska
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Juneau, Alaska
Date: 4-30-92 BRIDGE NO. 1914
Approved: DP DMNG. NO. 10



NOTE: Cover Plate is to bear evenly over full contact surfaces on expansion side. This may be achieved by a combination of the following:

- 1) Grinding existing 1/2"x7" horizontal support plates.
- 2) Providing and welding tapered shims or 6" wide shims on welded side.
- 3) Providing and welding 6" wide x 4'-0" long shim plates on expansion side.

SECTION A-A
 (Abutment 1 shown)
 (Abutment 5 plate is welded on Bridge side of Expansion Joint)



CHENA RIVER BRIDGE
 PARKS HIGHWAY - 4 LANE WIDENING
 ABUTMENT PLATE

STATE OF ALASKA
 DEPARTMENT of TRANSPORTATION
 and PUBLIC FACILITIES
 ANCHORAGE, ALASKA

APPROVED: 10/19/93
 DESIGNED BY: [Signature]

I certify that the image contained on this frame was made in the normal and regular course of business on the stated date and is an accurate reproduction of the document submitted under Contract or Purchase Order Number 2980012

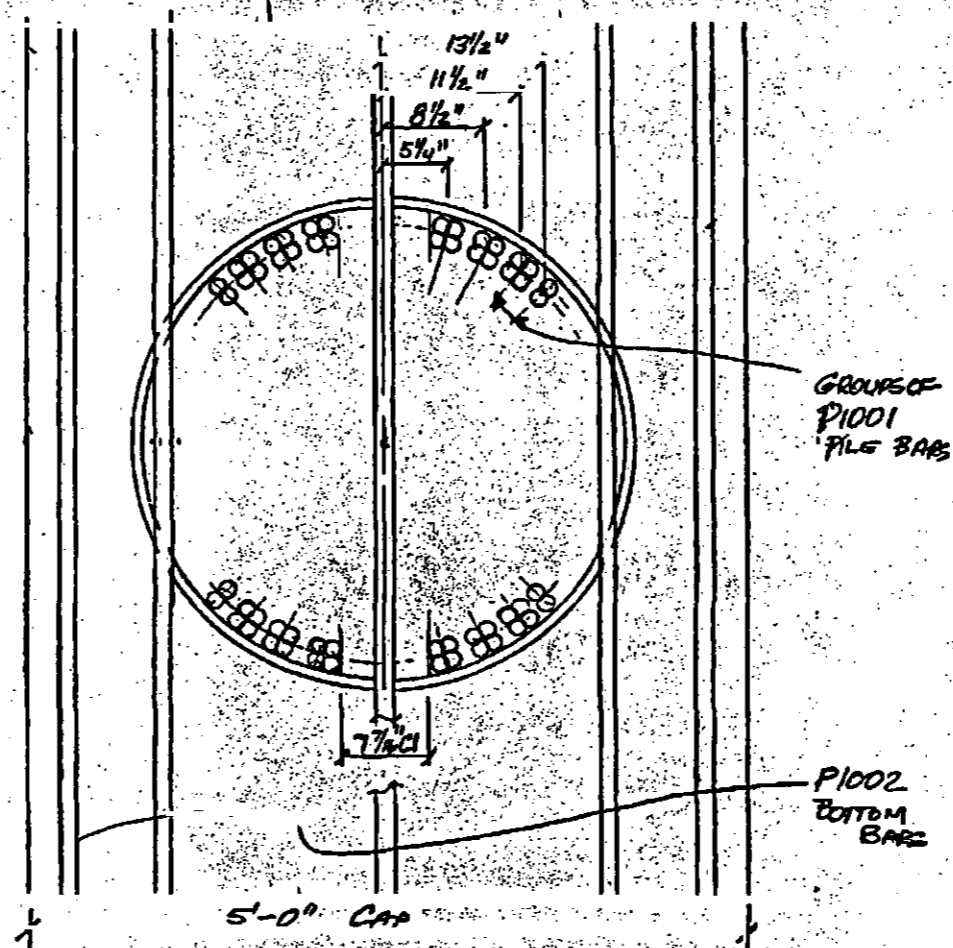
OPERATOR: [Signature] CONTRACTOR NAME: Microfilm Dept. Sys
 DATE: 6-5-98 SUPERVISOR: Lynda Richards

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

Computations

THE CHENA RIVER

Project No. _____
Bridge No. 1913
Calc. by MLP Date 11/2/82
Checked by _____ Date _____

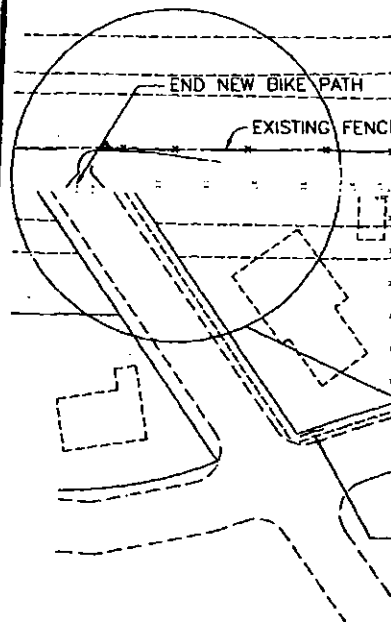
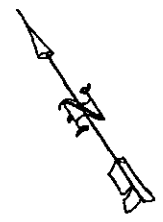
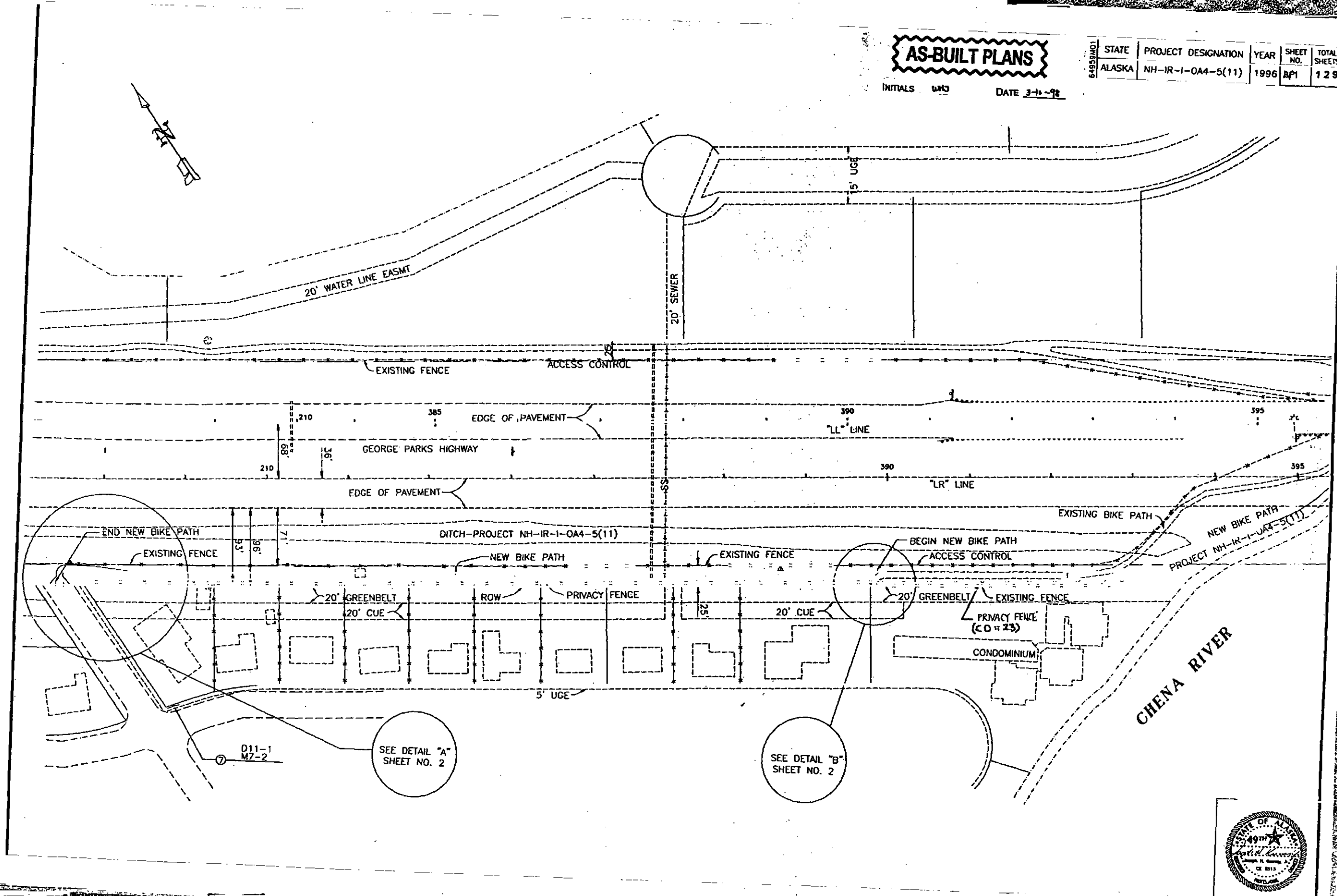


MODIFIED BAR SPACING TYPICAL AT PIER AND ABUTMENT PILES

AS-BUILT PLANS

INITIALS *WKS* DATE *3-15-98*

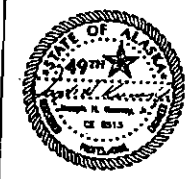
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-OA4-5(11)	1996	RP1	129



SEE DETAIL "A"
SHEET NO. 2

SEE DETAIL "B"
SHEET NO. 2

D11-1
M7-2

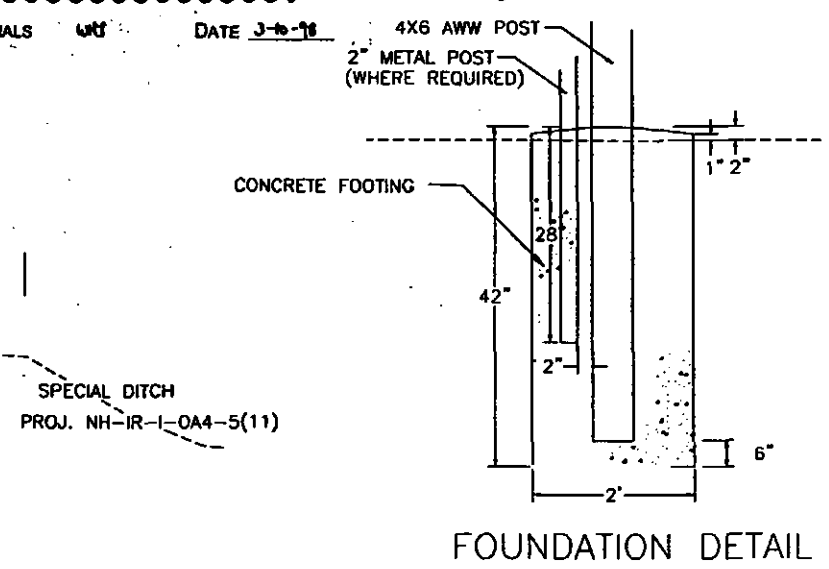
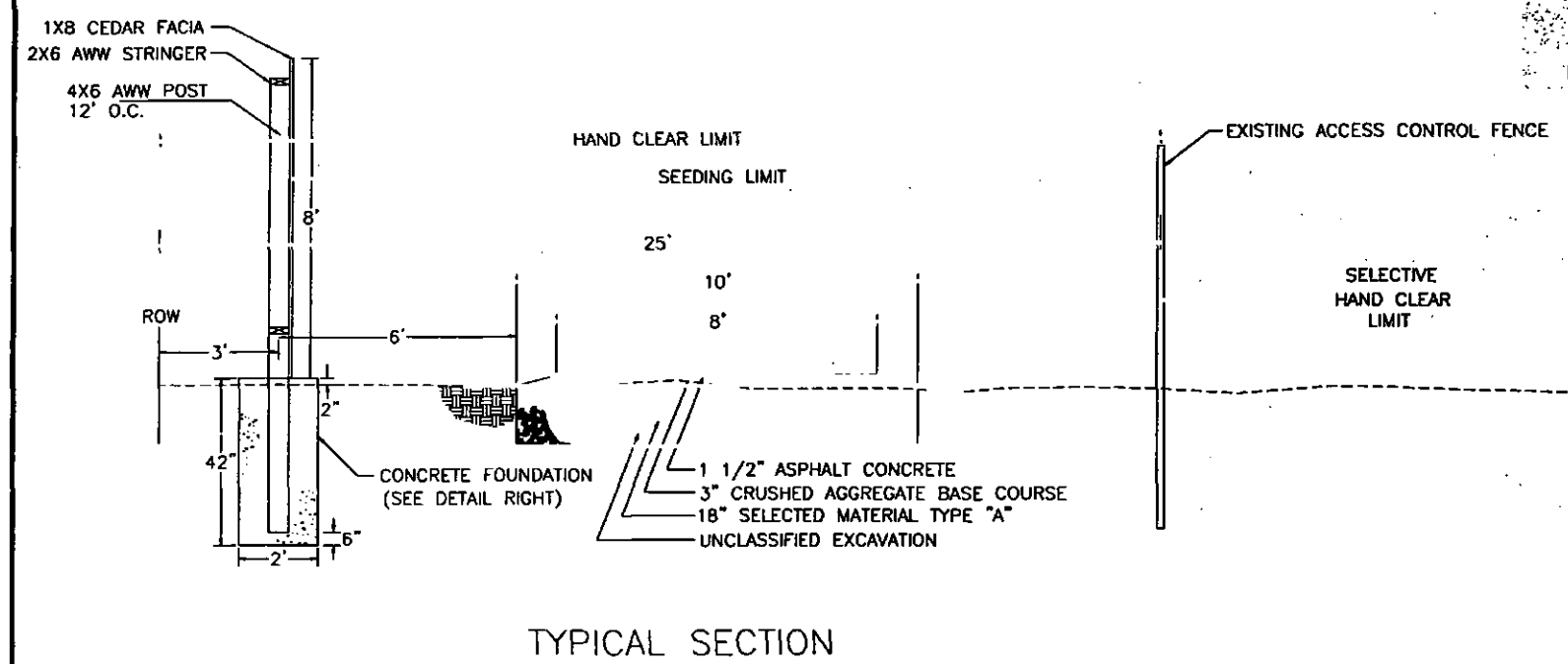


I certify that the facts contained on this form were made to the best and regular course of business on the stated date and to the best of my knowledge, information and belief, no material or immaterial misstatements or omissions have been made.

AS-BUILT PLANS

INITIALS *WJ* DATE *3-6-18*

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-IR-1-0A4-5(11)	1996	EP 2	129

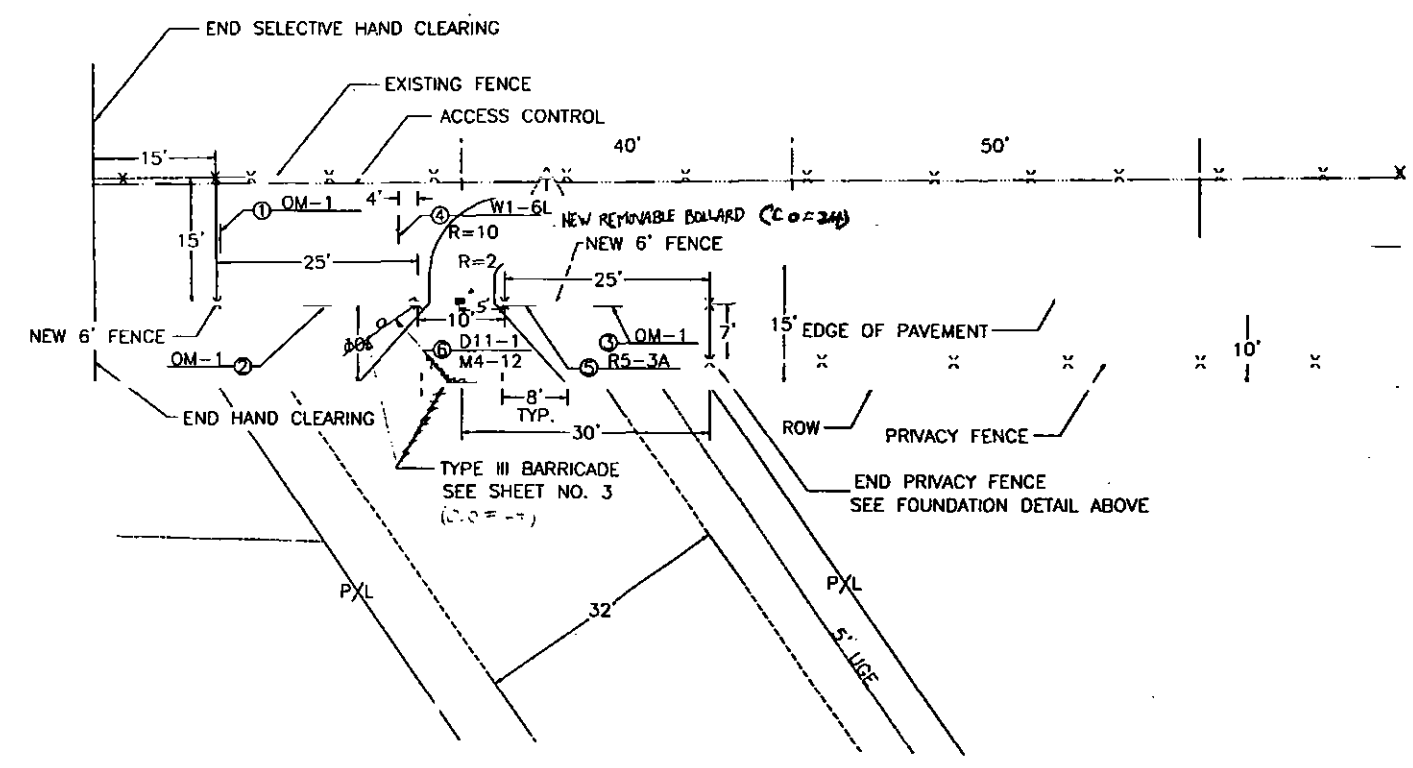


TYPICAL SECTION

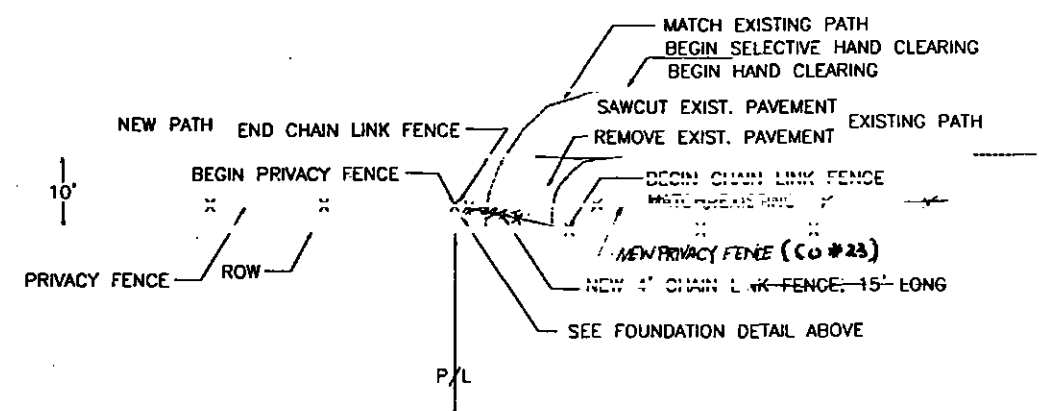
FOUNDATION DETAIL

NOTES

1. MATERIAL EXCAVATED FROM POST FOUNDATIONS SHALL BE GRADED FROM THE TOP OF THE FOUNDATION TO ORIGINAL GROUND AT NO STEEPER THAN 6:1.
2. NEW 6' CHAIN LINK FENCE SHALL HAVE CONCRETE FOOTINGS. SEE STANDARD DRAWING F-01.01. NEW 4' CHAIN LINK FENCE SHALL UTILIZE DIRECT EMBEDMENT.
3. SELECTIVE HAND CLEARING SHALL CONSIST OF REMOVAL OF ALL -3" DBH BRUSH. THE INTENT OF THE CLEARING IS TO IMPROVE THE PATHWAY VISIBILITY FROM THE ROADWAY WHILE PRESERVING THE VIEWSCAPE ABOVE THE PRIVACY FENCE.



DETAIL "A"



DETAIL "B"

TYPICAL SECTION & DETAILS



I certify that the info contained on this drawing was made in the usual and regular course of business on the stated date and is an accurate representation of the project, practice.

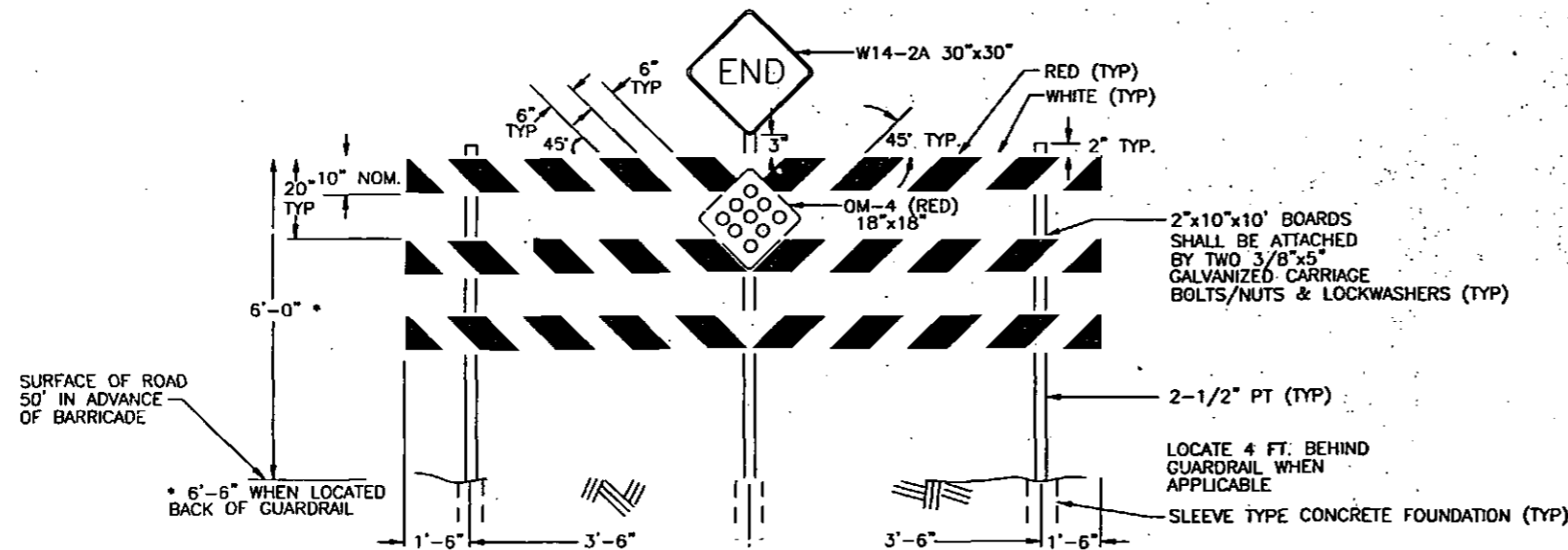
TYPE III BARRICADES
(DEAD END)

AS-BUILT PLANS

STATE PROJECT DESIGNATION YEAR SHEET NO. TOTAL SHEETS
ALASKA NH-IR-1-0A4-5(11) 1995 873 129

INITIALS: WOS DATE: 3-14-98

ESTIMATE OF QUANTITIES
AND ESTIMATING FACTORS



ITEM	FACTOR	QUANTITY
UNCLASSIFIED EXCAVATION		572 C.Y.
BORROW	2 TONS/ CUBIC YARD	1300 TONS
CRUSHED AGGREGATE BASE COURSE	145 LBS./ CUBIC FOOT	170 TONS
ASPHALT CONCRETE	113 LBS./ SQUARE YARD/INCH	80 TONS
4' CHAIN LINK FENCE		30 L.F.
6' CHAIN LINK FENCE		72 L.F.
8' PRIVACY FENCE		960-L.F. 12x6
TYPE III BARRICADE		1 EA.
STANDARD SIGNS		28.75 SQ.FT.
HAND CLEARING		.614 AC.
SELECTIVE HAND CLEARING		.614 AC.
SEEDING	3.1 LBS./1000 SQUARE FEET	39.8 LBS.

NOTES

1. THE OM-4 SIGN SHALL BE ATTACHED WITH 3/8"x5" GALVANIZED BOLTS THRU BOARDS TO POST WITH NUTS & LOCKWASHERS.
2. ALL BOARDS SHALL BE SURFACED LUMBER, PRIMED AND PAINTED (WHITE) AS SPECIFIED UNDER SECTION 615-2.01 OF THE SPECIAL PROVISIONS.
3. THE BARRICADES SHALL BE RED AND WHITE USING TYPE III A (HIGH INTENSITY) REFLECTIVE SHEETING, WITH PRESSURE SENSITIVE ADHESIVE BACKING.
4. ALL WORK AND MATERIALS FOR CONSTRUCTION AND INSTALLATION OF THE TYPE III BARRICADES SHALL BE INCIDENTAL TO ITEM 615(1) STANDARD SIGN. THE W14-2A AND OM-4 SIGNS SHALL BE PAID FOR BY THE SQ. FT. UNDER ITEM 615(1).

NOTE TO CHANGE DOCUMENT AUTHOR

SECTION 615 STANDARD SIGNS
615-2.01 MATERIALS ADD THE FOLLOWING

PAINTING OF BARRICADE LUMBER. THE LUMBER SHALL BE PRIMED WITH ONE COAT OF WHITE OUTSIDE ENAMEL UNDERCOAT AND FINISHED WITH ONE COAT OF WHITE EXTERIOR ENAMEL. THE ENAMEL SHALL BE AS APPROVED BY THE ENGINEER. THE PRIMER SHALL BE AS RECOMMENDED BY THE SUPPLIER OF THE FINISH COAT. THE FACE OF THE LUMBER TO RECEIVE REFLECTIVE SHEETING SHALL BE FINISHED AS RECOMMENDED BY THE SHEETING MANUFACTURER.

SIGN SUMMARY

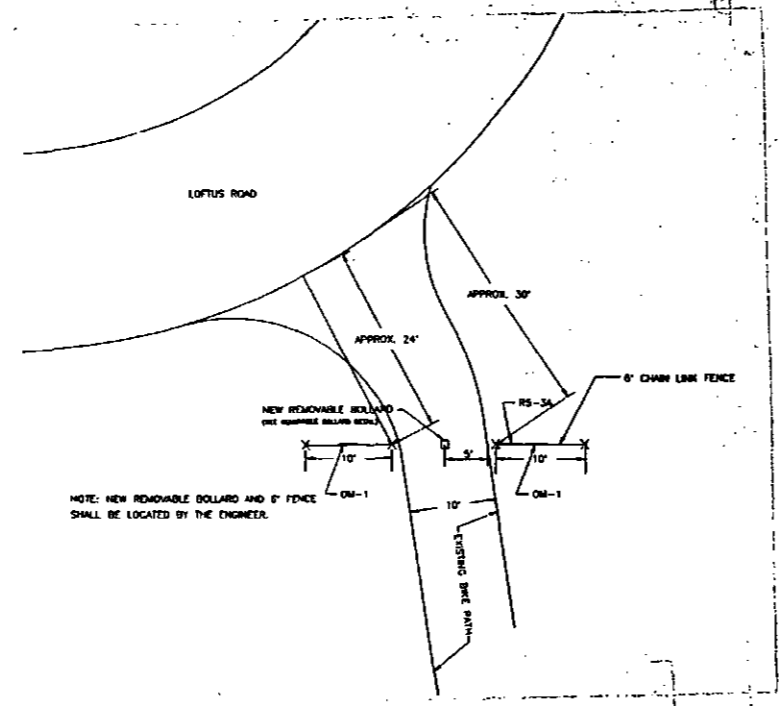
NO.	CODE	LEGEND	SIZE	AREA SQ.FT.	POST SIZE	THICKNESS (.000 IN.)		REMARKS
						FRAMED	UNFRAMED	
1	OM-1	OBJECT MARKER	18X18	2.25	-		0.080	MOUNT TOP OF SIGN FLUSH TO TOP OF FENCE
2	OM-1	OBJECT MARKER	18X18	2.25	-		0.080	MOUNT TOP OF SIGN FLUSH TO TOP OF FENCE
3	OM-1	OBJECT MARKER	18X18	2.25	-		0.080	MOUNT TOP OF SIGN FLUSH TO TOP OF FENCE
4	W1-6L	←	24X12	2.00	-	0.125		MOUNTING HEIGHT = 7' TO BOTTOM OF SIGN
5	R5-3A	NO MOTOR VEHICLES APR.1 TO OCT 31	30X18	3.75	-		0.080	MOUNT TOP OF SIGN FLUSH TO TOP OF FENCE
6	D11-1	BIKE PATH SYMBOL	24X18	3.00	-		0.080	MOUNT ON BACK OF W14-2A
	M4-12	END	24X6	1.00	-		0.080	MOUNT BELOW D11-1
7	D11-1	BIKE PATH SYMBOL	24X18	3.00	-		0.080	MOUNT ON BACK OF W14-2A
	M7-2	↑	12X9	0.75	-		0.080	MOUNT BELOW D11-1
8	W14-2A	END	30X30	6.25	-	0.125		
9	OM-4	OBJECT MARKER	18X18	2.25	-		0.080	RED
		TOTAL		28.75				

DETAILS & SUMMARIES



AS-BUILT PLANS

INITIALS WJ DATE 3-14-98



CODE	LEGEND	SIZE	AREA(SQ FT)	THICKNESS	REMARKS
OM-1	DIRECT MARKER	18" x 18"	2.25	0.060	MOUNT TOP OF SIGN FLUSH TO TOP OF FENCE
RS-24	NO MOTOR VEHICLES	30" x 18"	3.75	0.060	MOUNT TOP OF SIGN FLUSH TO TOP OF FENCE
		APRIL 1 TO OCTOBER 31			

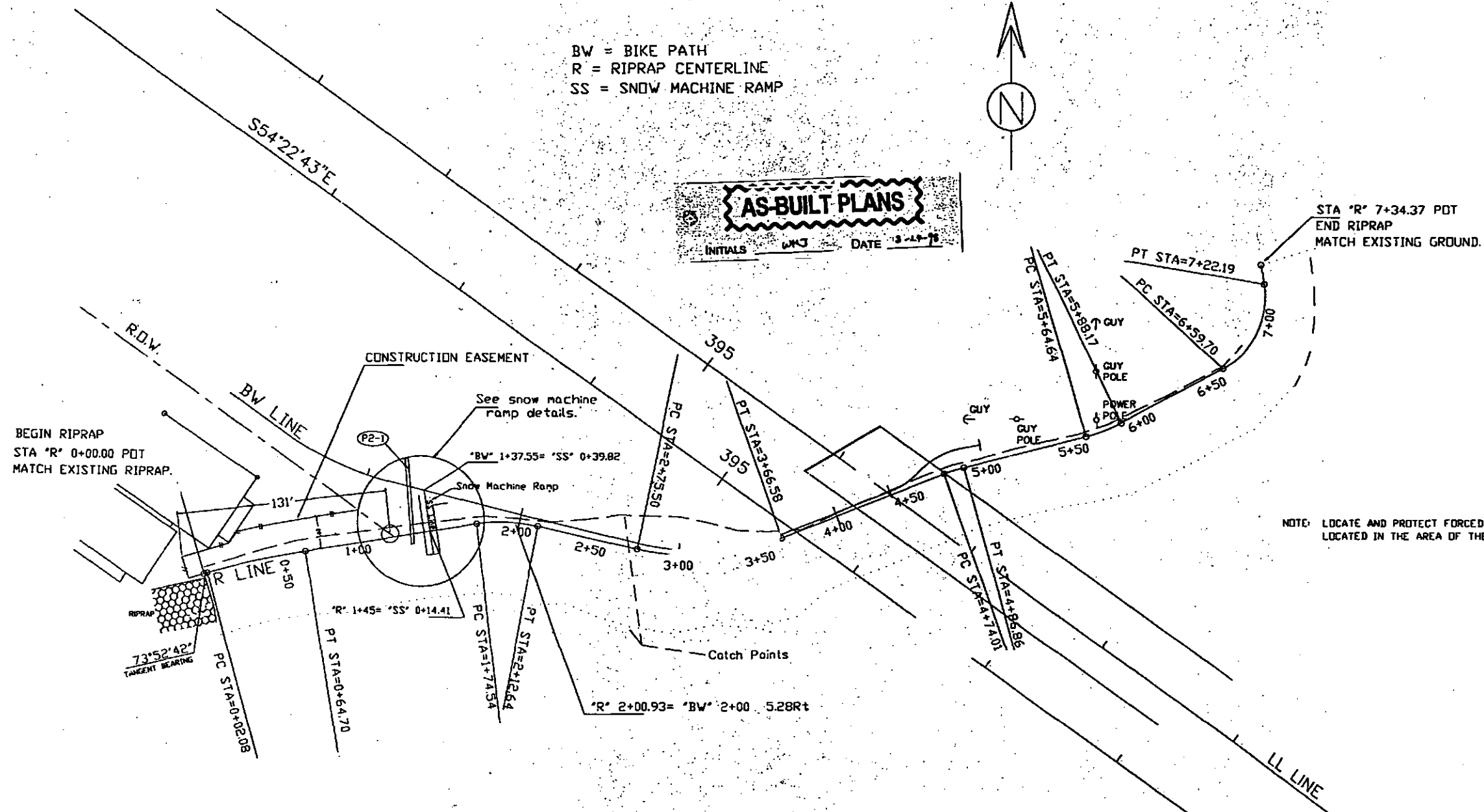
LOFTUS ROAD DETAIL

(C.D. # 24)

BW = BIKE PATH
 R = RIPRAP CENTERLINE
 SS = SNOW MACHINE RAMP



AS-BUILT PLANS
 INITIALS W.K.J. DATE 3-14-78



NOTE: LOCATE AND PROTECT FORCED SEWER MAIN
 LOCATED IN THE AREA OF THE EXISTING BRIDGE.

"R" Line Curve Data

	PC Station	PI Station	PT Station	Bearing	Distance	Delta	Degree	Tan	Arc Length	Radius
BOP		0+00		N 73d 52' 41.7" E	33.4311					
Curve 1	00+2.08	0+33.43	00+64.70	N 81d 3' 15.0" E	160.4739	7.1033R	11.3733	31.352	62.622	500
Curve 2	1+74.54	1+93.82	2+12.64	S 77d 6' 53.8" E	129.0859	21.4951R	57.1745	19.285	38.102	100
Curve 3	2+75.50	3+22.44	3+66.58	N 68d 41' 19.8" E	160.808	34.1146L	37.3247	46.94	91.077	152.6
Curve 4	4+74.01	4+80.45	4+86.86	N 76d 3' 8.0" E	96.0322	7.2148R	57.1745	6.435	12.852	100
Curve 5	5+64.64	5+76.46	5+88.18	N 62d 33' 57.4" E	119.4122	13.2911L	57.1745	11.824	23.538	100
Curve 6	6+59.70	6+95.76	7+22.19	N 9d 2' 40.3" W	48.253	71.3638L	114.353	36.068	62.492	50
EOP		7+34.37								

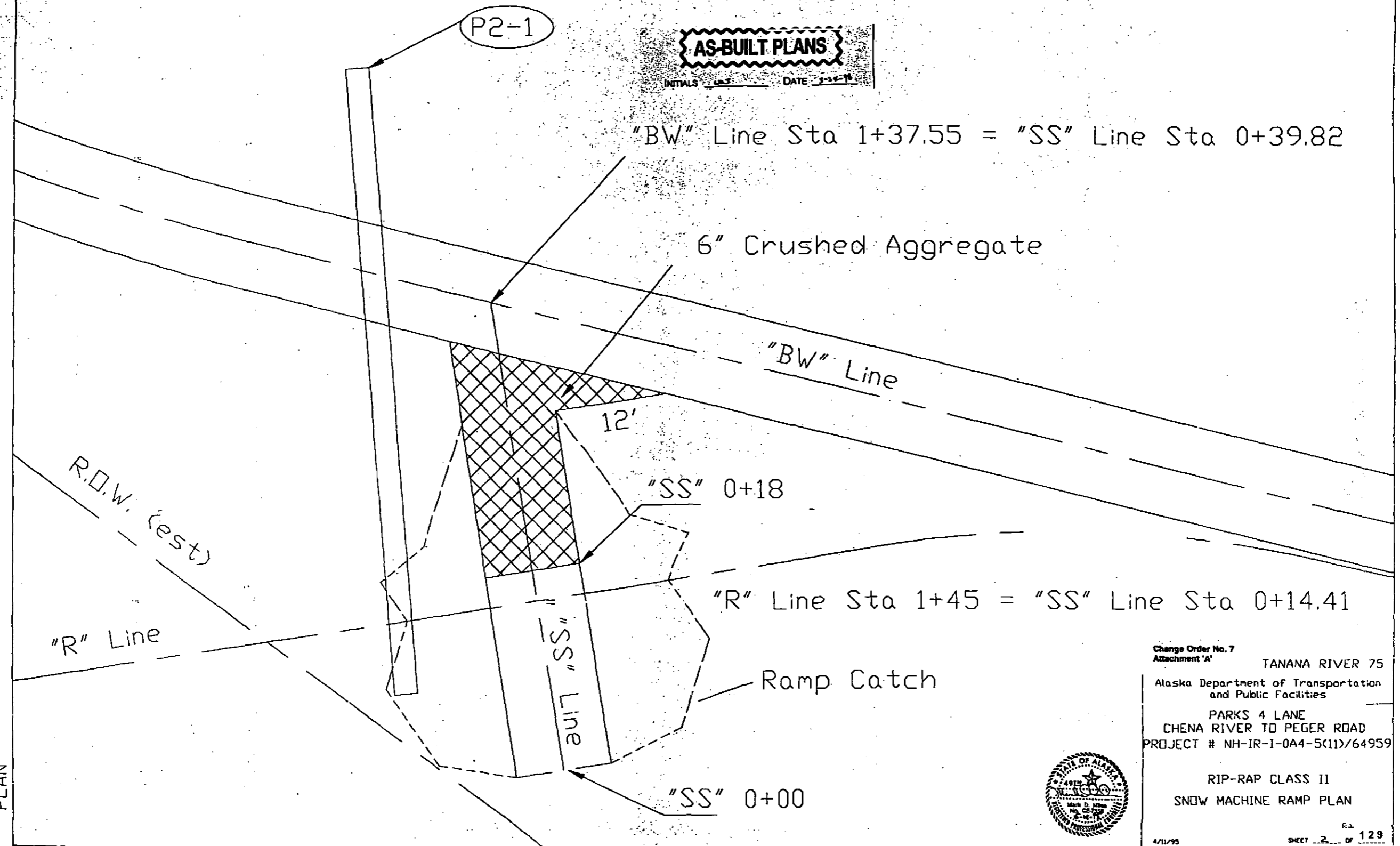
CHPLANI

Change Order No. 7
 Attachment 'A'
 TANANA RIVER 75
 Alaska Department of Transportation
 and Public Facilities
 PARKS 4 LANE
 CHENA RIVER TO PEGER ROAD
 PROJECT # NH-IR-I-0A4-5(11)/64959



RIP-RAP CLASS II
 PLAN SHEET

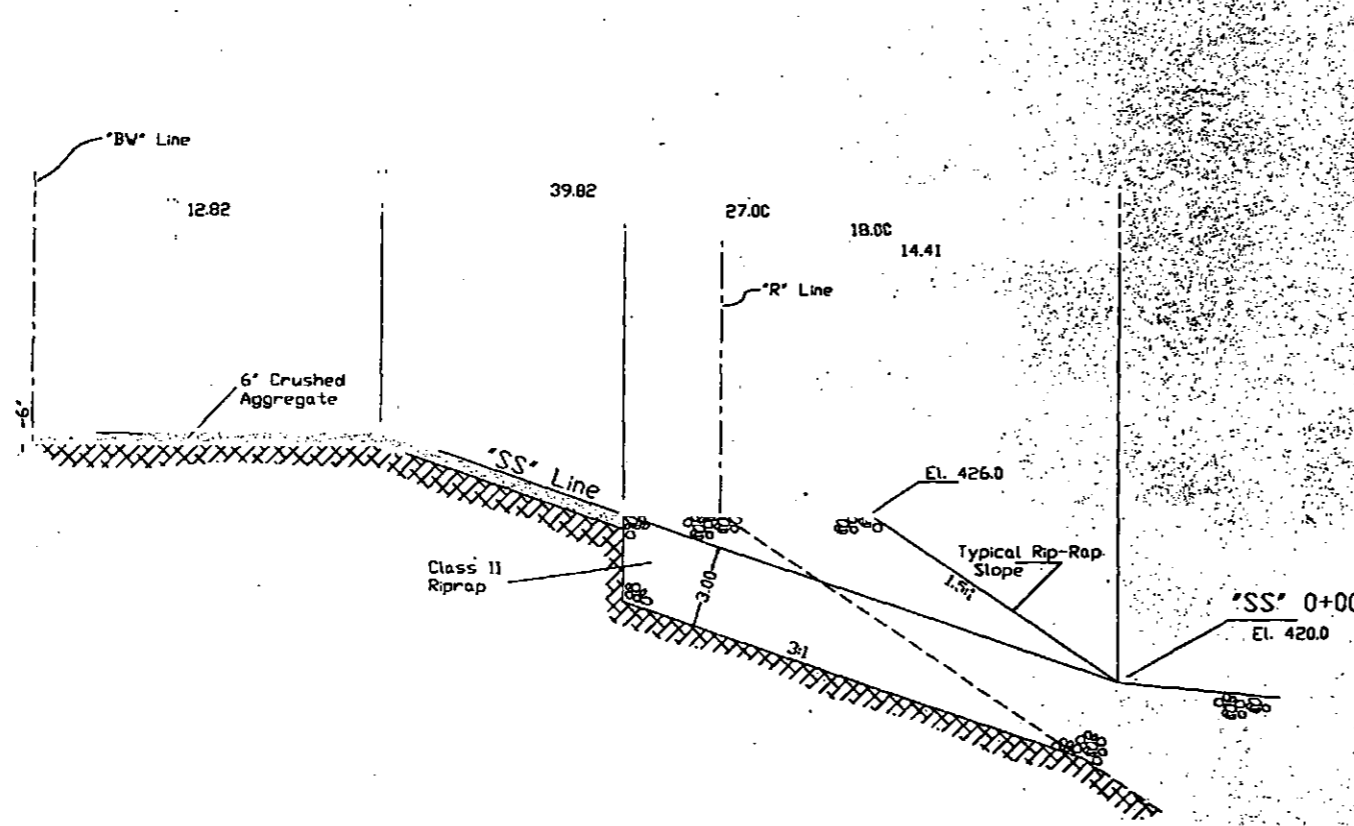
PLAN



AS-BUILT PLANS
 INITIALS DATE

Change Order No. 7
 Attachment 'A' TANANA RIVER 75
 Alaska Department of Transportation
 and Public Facilities
 PARKS 4 LANE
 CHENA RIVER TO PEGER ROAD
 PROJECT # NH-IR-1-0A4-5(11)/64959
 RIP-RAP CLASS II
 SNOW MACHINE RAMP PLAN
 4/11/95 SHEET 2 OF 129

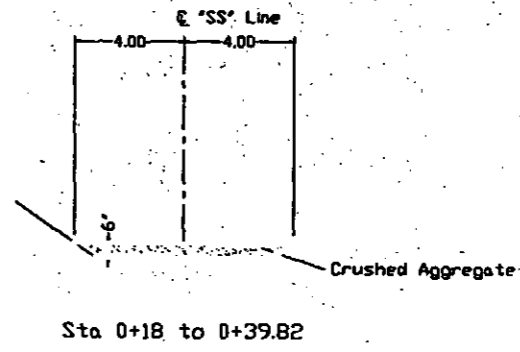




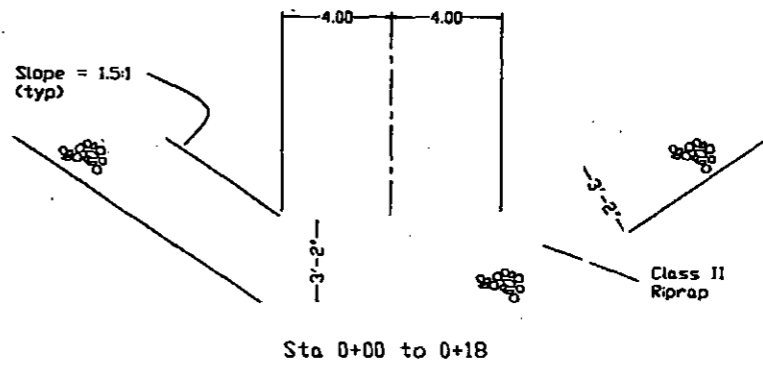
PROFILE
"SS" LINE

AS-BUILT PLANS

INITIALS: WMS DATE: 3-21-75



Sta 0+18 to 0+39.82



Sta 0+00 to 0+18

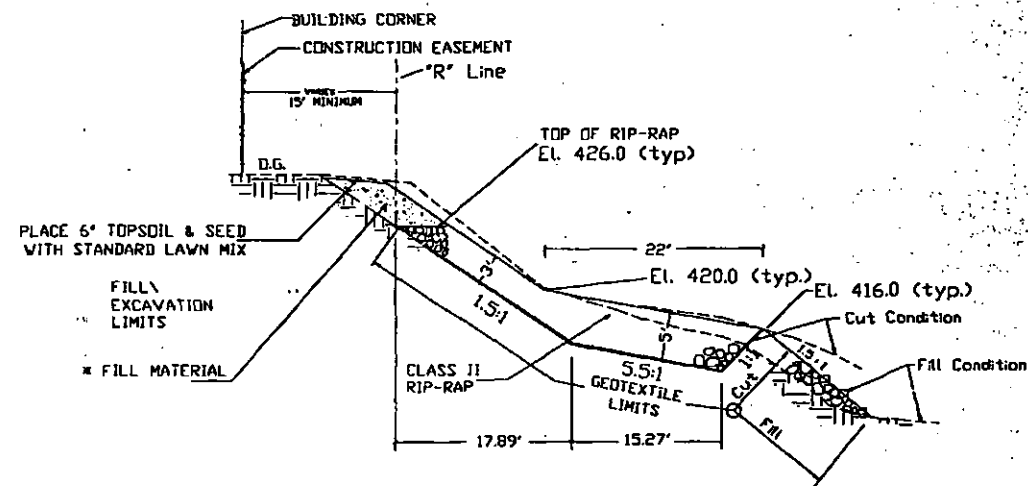
TYPICAL SECTIONS "D"
"SS" Line

RTYP

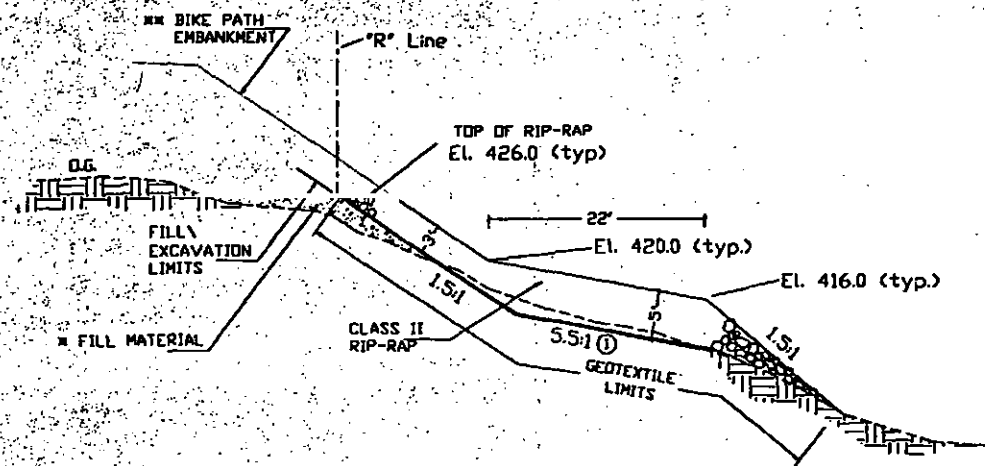


Change Order No. 7
Attachment 'A' TANANA RIVER 75
Alaska Department of Transportation
and Public Facilities
PARKS 4 LANE
CHENA RIVER TO PEGER ROAD
PROJECT # NH-IR-I-0A4-5(11)/64959

RIP-RAP CLASS II
SNOW MACHINE RAMP TYPICALS



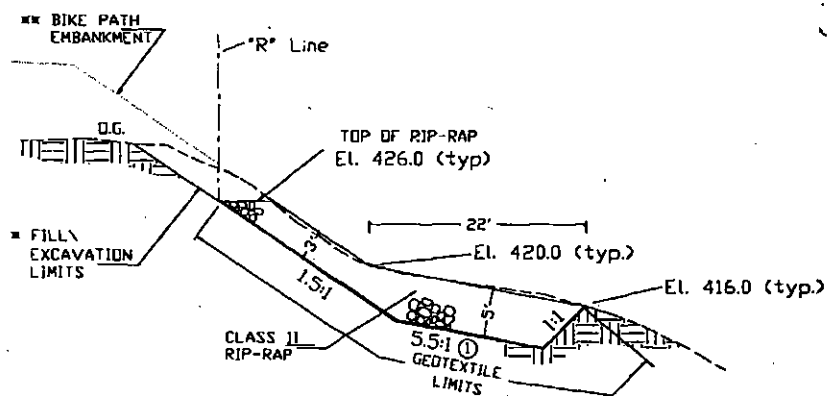
TYPICAL SECTION "A"
"R" 0+00.00 TO "R" 1+30.00



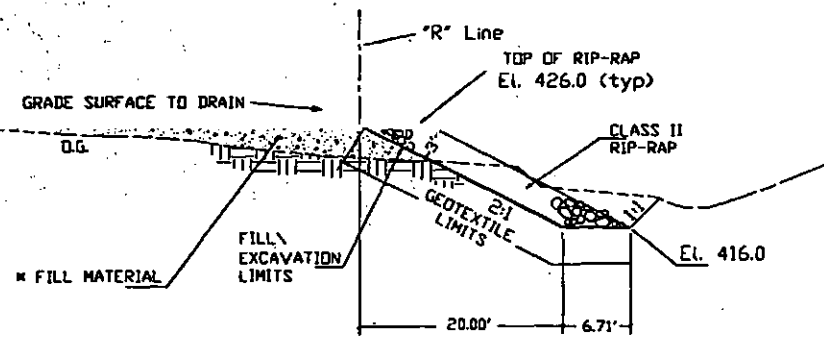
TYPICAL SECTION "B" (FILL)
STA "R" 1+30.00 TO "R" 6+60.00

AS-BUILT PLANS

INITIALS LES DATE 3-16-78



TYPICAL SECTION "B" (CUT)
STA "R" 1+30.00 TO "R" 6+60.00



TYPICAL SECTION "C"
STA "R" 6+60.00 TO "R" 7+34.37

- * FILL MATERIAL SHALL CONSIST OF USABLE MATERIAL FROM THE UNCLASSIFIED EXCAVATION.
- ** BIKE PATH SLOPE VARIES AND IS SHOWN ONLY FOR CLARIFICATION. WORK AND MATERIALS ARE PAID UNDER OTHER ITEMS OF WORK.
- ① SLOPE FROM "R" 2+40 TO "R" 3+40 IS 3:1, 25' TRANSITION TO 5.5:1 EACH WAY.

CHPLANTP



Change Order No. 7
Attachment 'A' TANANA RIVER 75
Alaska Department of Transportation
and Public Facilities
PARKS 4 LANE
CHENA RIVER TO PEGER ROAD
PROJECT # NH-IR-I-0A4-5(11)/64959

RIP-RAP CLASS II
"R" LINE TYPICALS

4/11/95

SHEET 4 OF 129