

KEY MAP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

AS-BUILT PLANS

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
IR-0A4-3(4)/63369
PARKS HIGHWAY
McKINLEY VILLAGE TO DRAGONFLY CREEK
REHABILITATION & RESURFACING

BEGIN CONSTRUCTION: June 1, 1987
END CONSTRUCTION: September 30, 1987
CONTRACTOR: Wilder Construction Co., Inc.
RESIDENT ENGINEER: Donald Benjamin
June 1, 1987 - August 30, 1987
Joseph H. Keeney P.E.
September 1, 1987 - Completion

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1	1677

INDEX OF SHEETS

SHEET	DESCRIPTION
1	TITLE SHEET
2-5	TYPICAL SECTIONS & DETAILS
6	TABLE OF PROJECT IMPROVEMENTS
7	ESTIMATE OF QUANTITIES
8-12	SUMMARIES
13	TRAFFIC COUNT STATION
14	MATERIAL SOURCES
15-16	JERSEY BARRIER DETAILS
17	AS-BUILT DETAILS

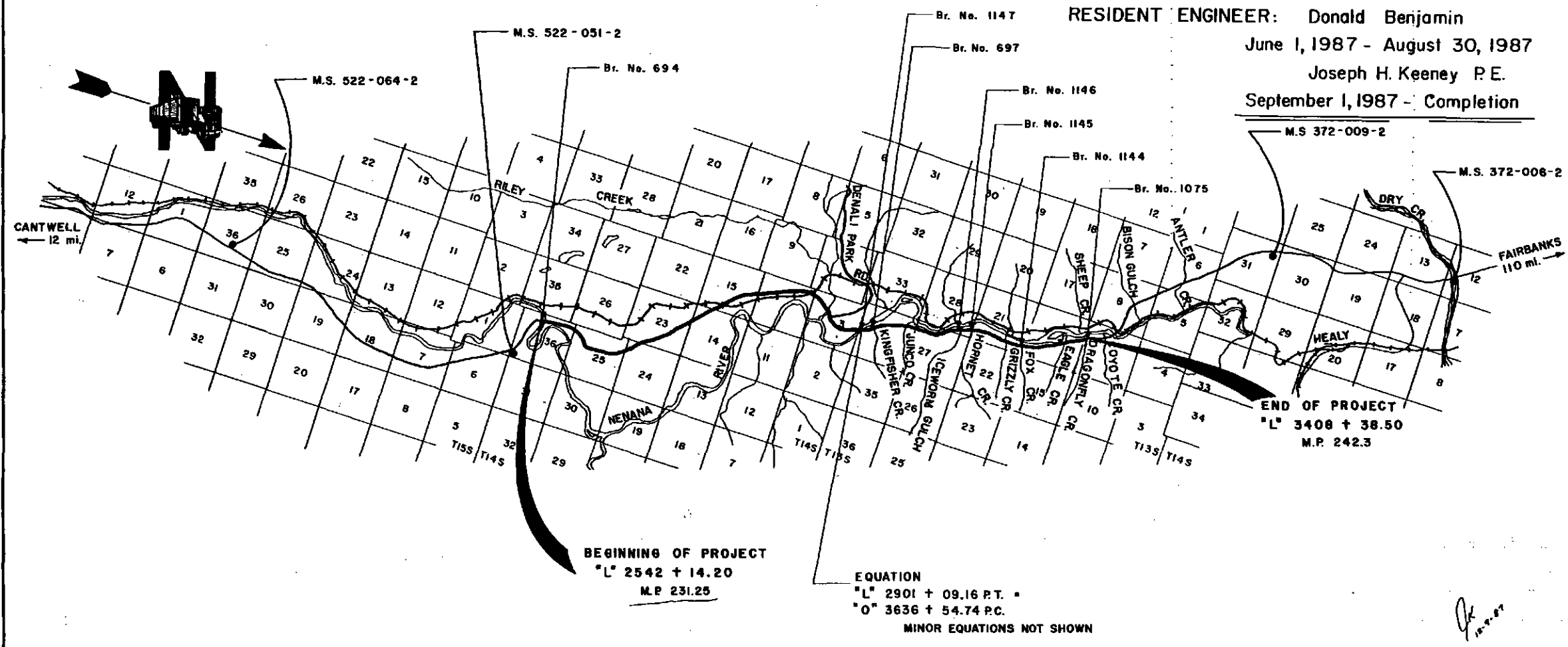
The following Standard Drawings apply to this project:
A-1, C-01.02, C-02.00, C-03.01, C-04.00, D-01.00,
D-04.10, D-05.10, D-09.00, G-04.02S, G-04.02W,
G-14.03S, G-14.03W, G-18.01, F-01.01, M-16.00,
S-00.00, S-05.00, S-20.00, S-30.01, T-20.00,
T-21.01, G-24.03S, G-24.03W

PROJECT SUMMARY

WIDTH of PAVEMENT	40'
LENGTH of PAVING	57,640.07' = 10.92 mi.
LENGTH of BRIDGE EXCEPTIONS	1091.23' = 0.20 mi.
LENGTH of PROJECT	58,731.3' = 11.12 mi.

DESIGN DESIGNATION

ADT	1986 - 1230
ADT	1996 - 2095
DHV	14% - 293
D	45 / 55
T	13 %
V	55 MPH



BEGINNING OF PROJECT
"L" 2542 + 14.20
M.P. 231.25

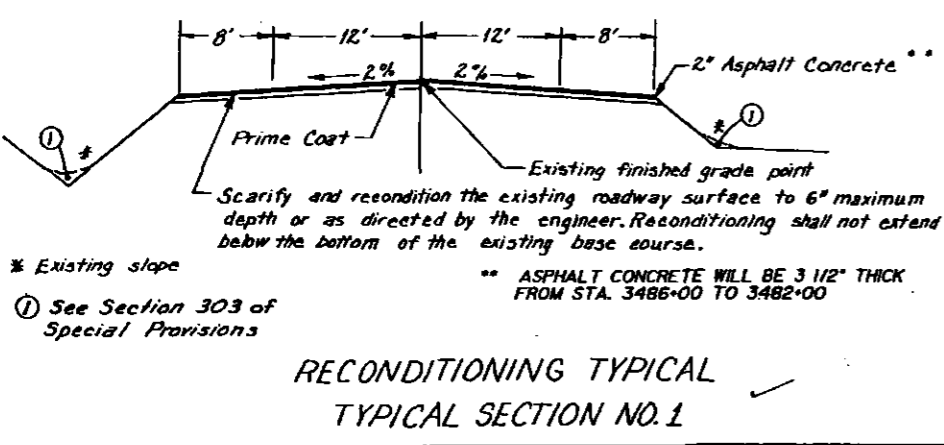
EQUATION
"L" 2901 + 09.16 P.T. =
"O" 3636 + 54.74 P.C.
MINOR EQUATIONS NOT SHOWN

END OF PROJECT
"L" 3408 + 38.50
M.P. 242.3

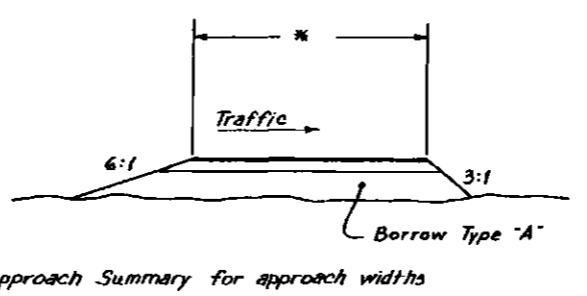
Plans developed by G.L. Lewis + R.C. Shelton
under the supervision of

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
APPROVED
Joseph H. Keeney Date 7/24/86
DESIGN CHIEF, NORTHERN REGION, DESIGN & CONSTRUCTION

AS-BUILT PLANS

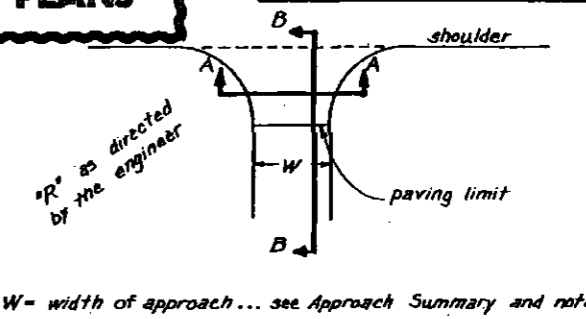


RECONDITIONING TYPICAL
TYPICAL SECTION NO. 1

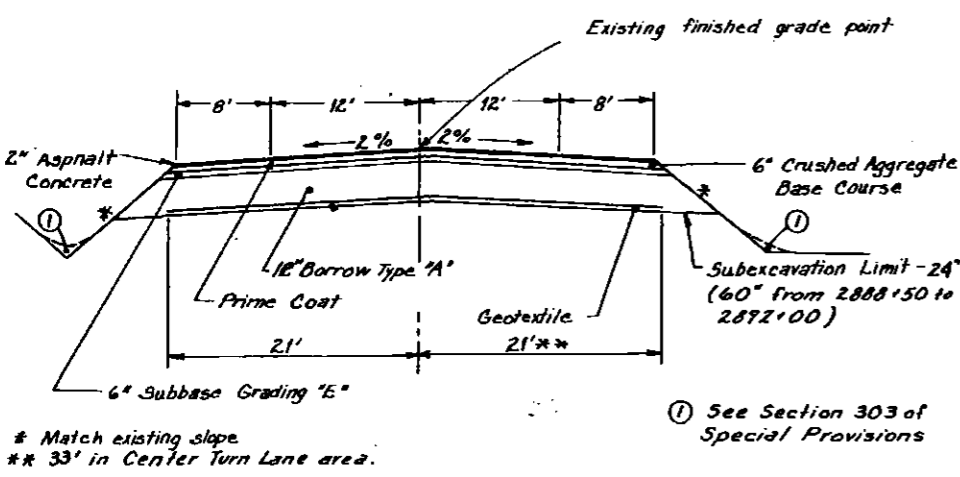


Approach Typical
"A" - "A"

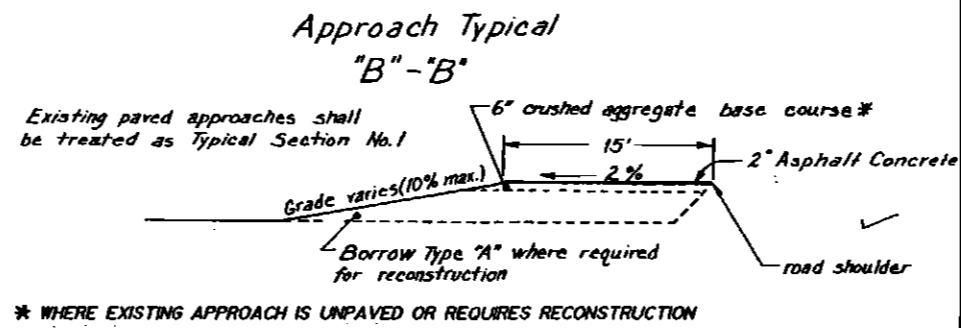
Note: Applies to reconstructed approaches only



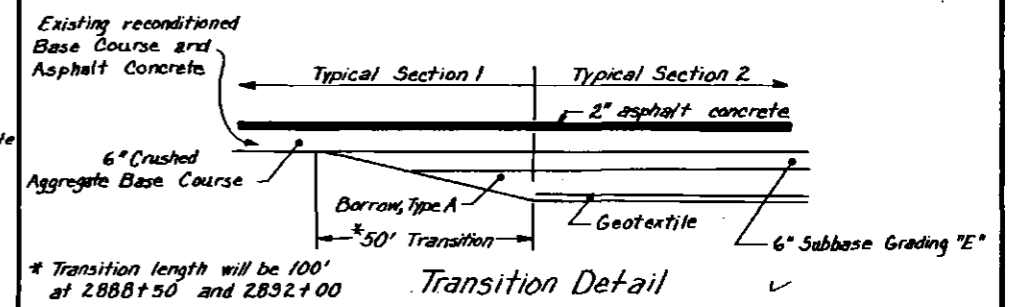
Approach Detail



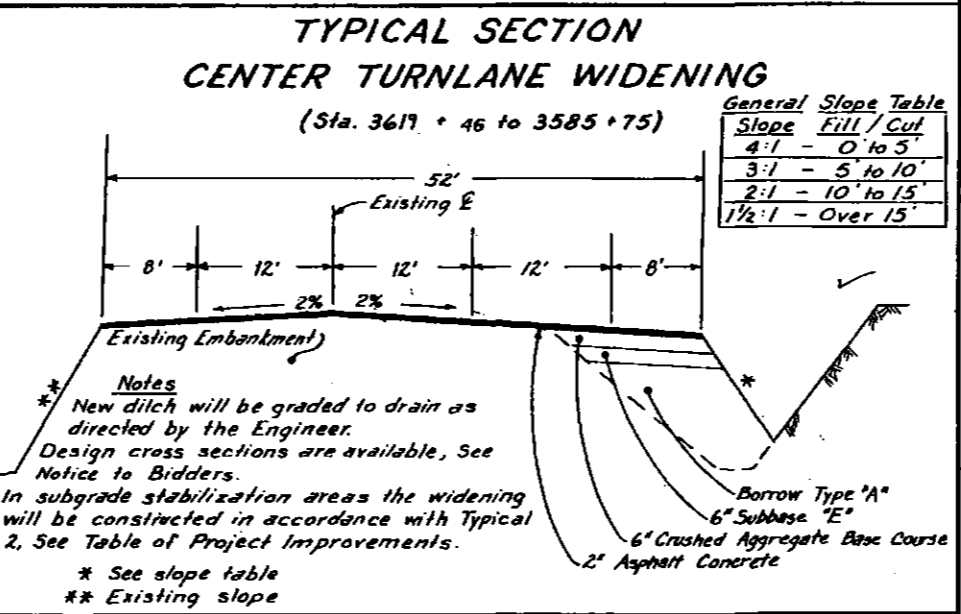
SUBGRADE STABILIZATION TYPICAL
TYPICAL SECTION NO. 2



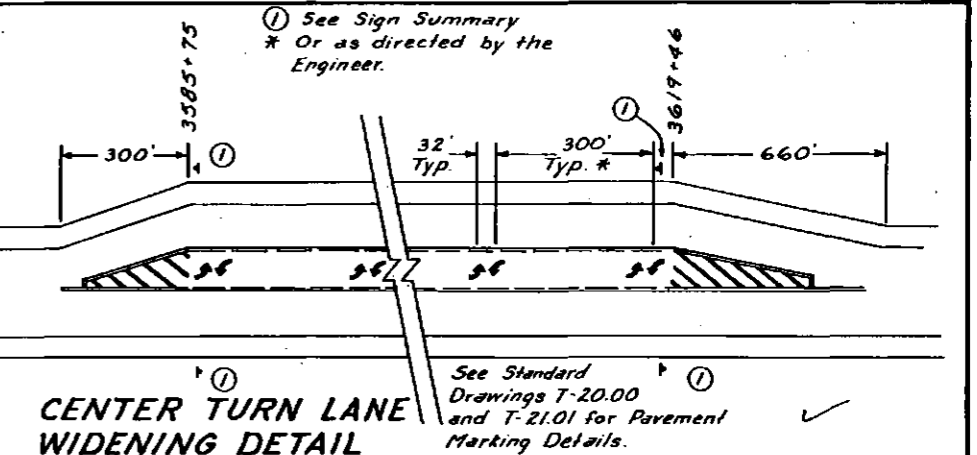
Approach Typical
"B" - "B"



Transition Detail



TYPICAL SECTION
CENTER TURNLANE WIDENING
(Sta. 3617 + 46 to 3585 + 75)

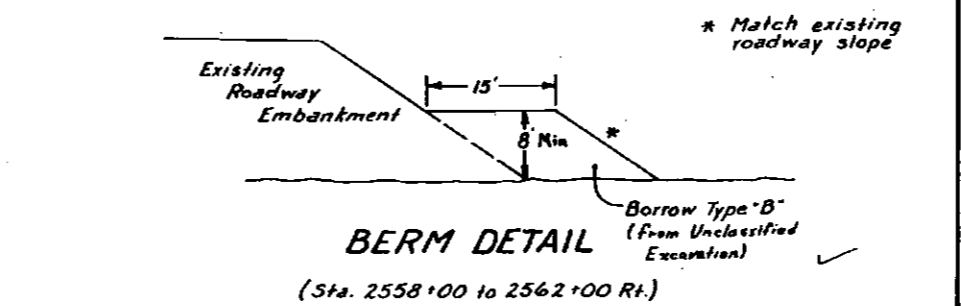


CENTER TURN LANE
WIDENING DETAIL

TABLE OF ESTIMATING FACTORS

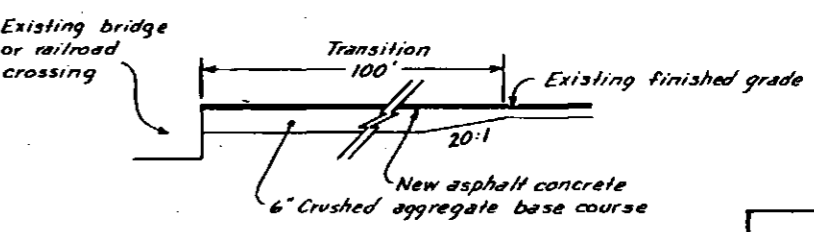
Item No.	Description	Factor
203(58)	Borrow Type "A"	2 tons / cu. yd.
301(1)	Crushed Aggregate Base Course	145#/cu. ft.
304(1)	Subbase Grading "E"	2 tons / cu. yd.
401(1)	Asphalt Concrete Type I	110#/yd. ² /in.
401(2)	Asphalt Cement A.C. 2.5	#
403(1)	C55-1 Emulsified Asphalt for Prime Coat	0.4 gal./sq. yd. **
403(1)	MC-30 Liquid Asphalt for Prime Coat	0.2 gal./sq. yd.

* 6.3% of dry aggregate weight of item 401(1)
** After dilution with an equal amount of water



BERM DETAIL

(Sta. 2558+00 to 2562+00 Rt.)

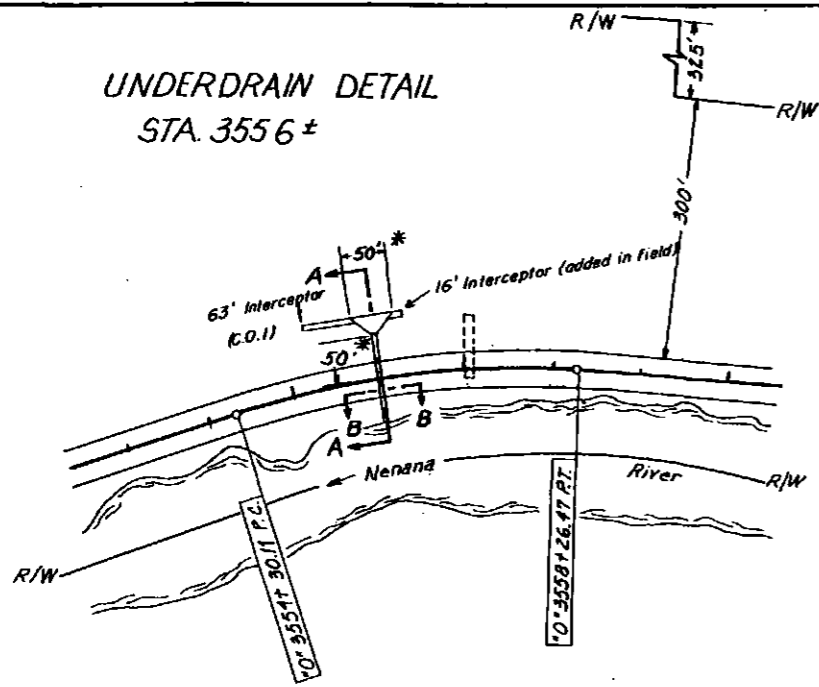


STRUCTURE MATCHING
TRANSITION

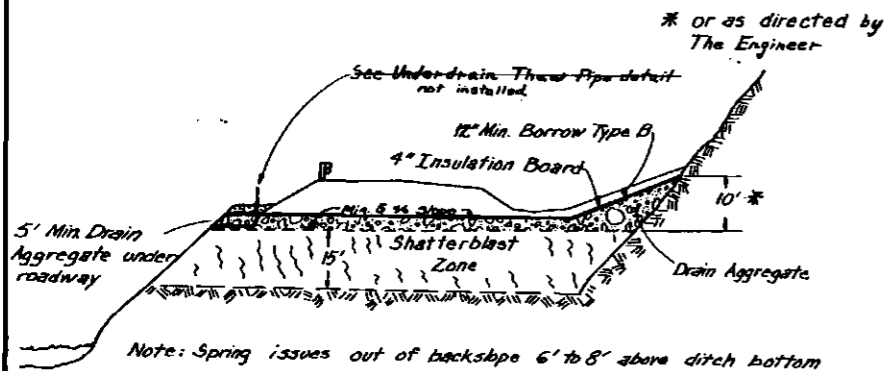


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1986	3	17

UNDERDRAIN DETAIL STA. 3556 ±

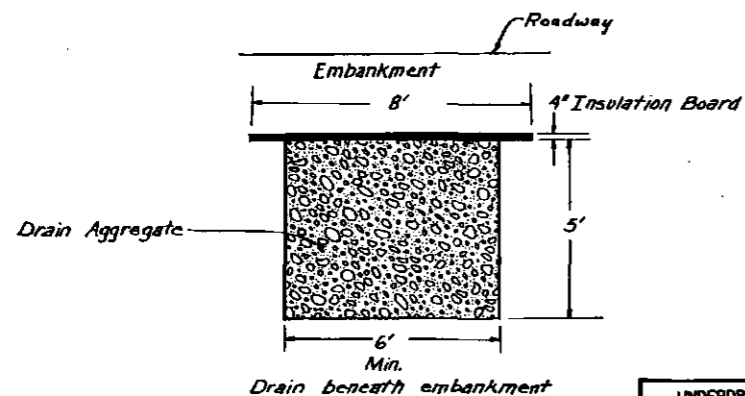


UNDERDRAIN at Sta. 3556 ±



FRACTURED ZONE UNDERDRAIN

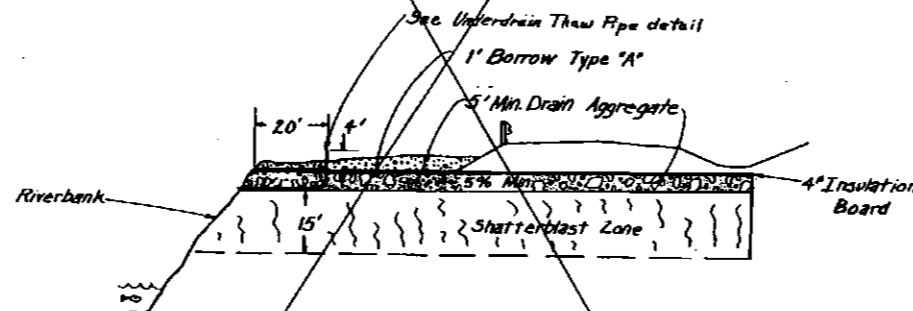
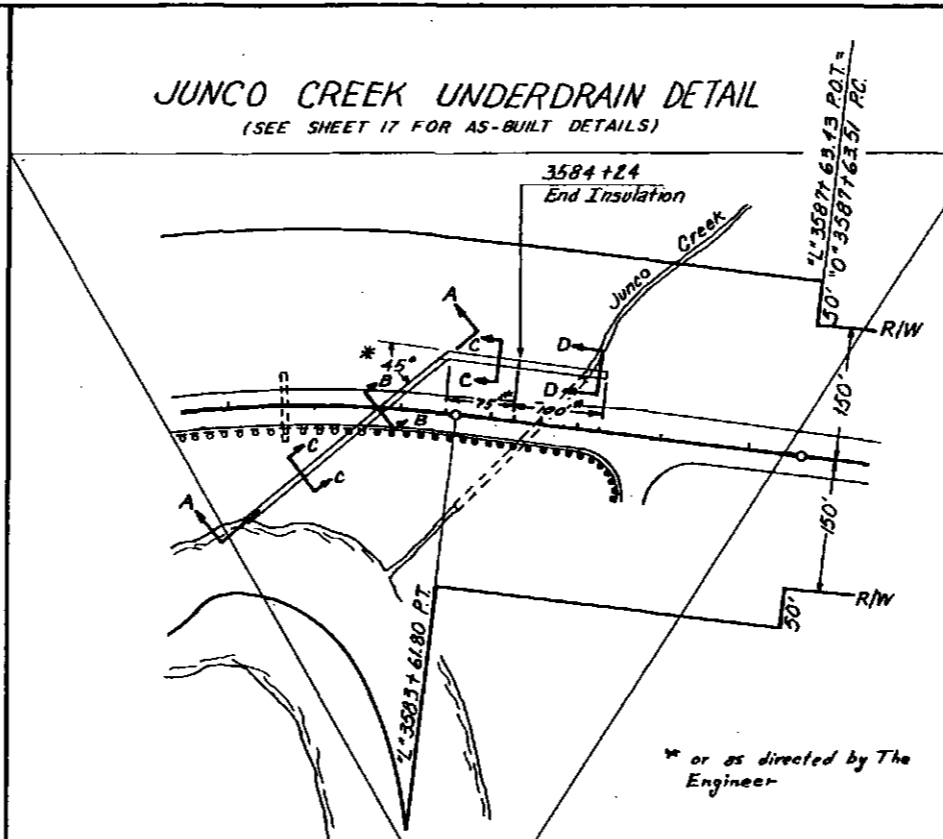
SECTION A-A



SECTION B-B

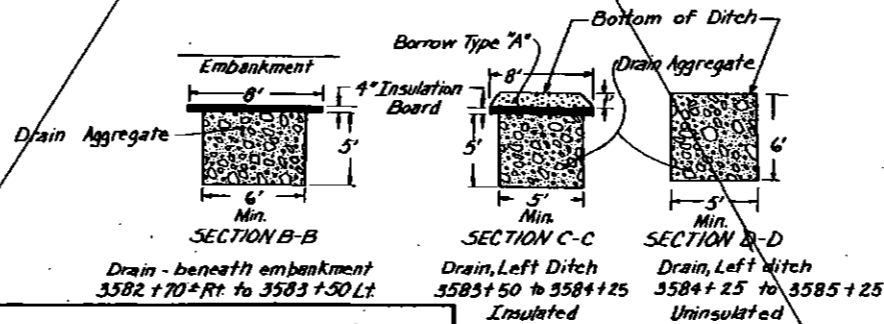
- UNDERDRAIN NOTES**
- DRAIN AGGREGATE SHALL BE COURSE ROCK OR GRAVEL WITH 100% MINUS 10", 30% MAXIMUM MINUS 1", AND 5% MAXIMUM -MINUS 200 MATERIAL.
 - SLOPE DRAINS A MINIMUM OF 5%.
 - STATIONING IS APPROXIMATE AND MAY REQUIRE ADJUSTMENT AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.

JUNCO CREEK UNDERDRAIN DETAIL (SEE SHEET 17 FOR AS-BUILT DETAILS)

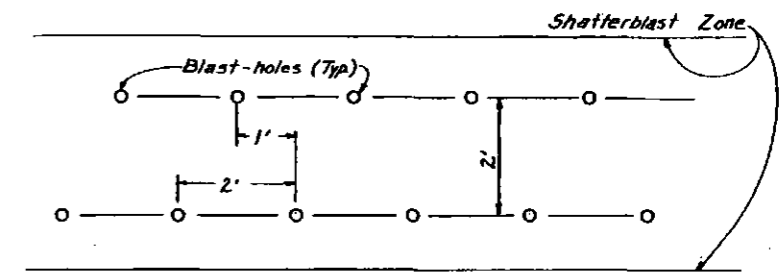


FRACTURED ZONE UNDERDRAIN

SECTION A-A

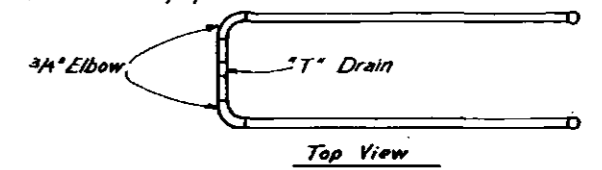


AS-BUILT PLANS

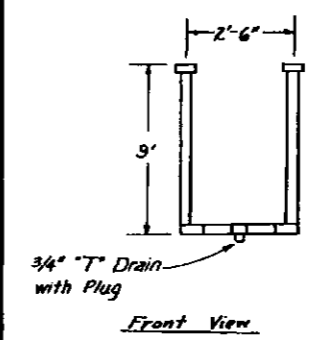


BLAST-HOLE PATTERN FOR SHATTERBLAST ZONE

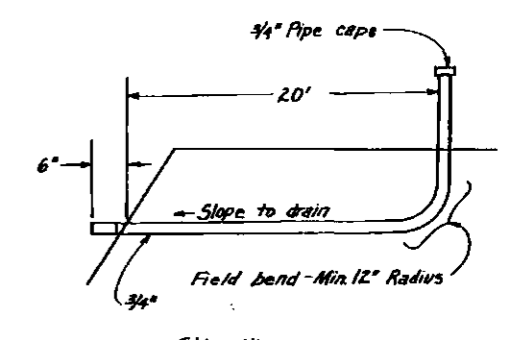
UNDERDRAIN THAW PIPE DETAIL (3/4" blackpipe)



Top View

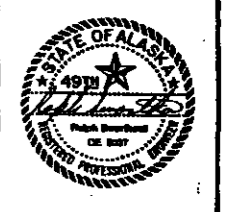


Front View



Side View

Note: Underdrain thaw pipes will not be measured or paid for directly but will be considered incidental to other items of work.



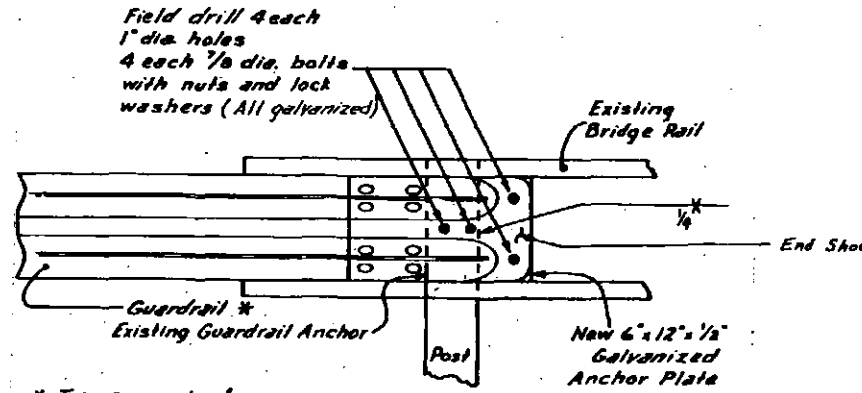
SUMMARY OF EXISTING MONUMENTS & CASES

STATIONS	
"L" 3418+63.32 P.O.T. =	"L" 3418+65.06 P.C.
"L" 3421+34.82 P.T. =	"L" 3421+34.84 P.O.T.
"L" 3425+58.79 P.O.T. =	"L" 3425+58.77 P.C.
"L" 3428+74.32 P.T.	
"L" 3433+77.46 P.O.T. =	"L" 3433+77.66 P.C.
"L" 3437+69.76 P.T. =	"L" 3437+58.69 P.O.T.
"L" 3445+21.03 P.O.T. =	"L" 3445+21.93 P.C.
"L" 3452+19.80 P.T.	
"L" 3454+91.41 P.O.T. =	"L" 3454+87.29 P.C.
"L" 3459+48.10 P.T.	
"L" 3462+30.13 P.O.T. =	"L" 3462+29.98 P.C.
"L" 3476+01.67 P.T.	
"L" 3479+44.15 P.O.T. =	"L" 3479+43.07 P.C.
"L" 3483+63.16 P.T.	
"L" 3486+84.45 P.O.T. =	"L" 3486+83.66 P.C.
"L" 3493+92.81 P.T. =	"L" 3493+82.35 P.O.T.
"L" 3502+26.44 P.O.T. =	"L" 3502+27.08 P.C.
"L" 3513+44.33 P.T. =	"L" 3513+44.34 P.O.T.
"L" 3525+40.44 P.O.T. =	"O" 3525+40.44 P.C.
"O" 3529+56.66 P.T.	
"O" 3534+94.08 P.C.	
"O" 3542+01.48 P.T. =	"L" 3542+01.54 P.O.T.
"L" 3545+05.94 P.O.T. =	"O" 3545+05.94 P.C.
"O" 3561+13.86 P.C.	
"O" 3565+09.97 P.T. =	"L" 3565+15.91 P.O.T.
"L" 3567+45.24 P.C.	
"L" 3571+49.13 P.T.	
"L" 3577+25.97 P.C.	
"L" 3583+61.80 P.T.	
"L" 3587+63.43 P.O.T. =	"O" 3587+63.51 P.C.
"O" 3602+24.22 P.T.	
"O" 3614+00.00 P.O.T.	
"O" 3624+00.00 P.O.T.	
"O" 3634+16.74 P.O.T. =	"O" 3634+14.74 P.C.
Total	34-35

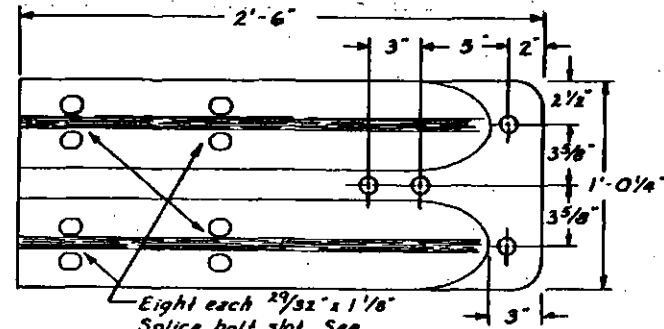
3548+93.44 P.C.

NOTE
NEW MONUMENT CASE CAPS CONFORMING TO STD. DRAWING M-16.00 WILL BE INSTALLED ON ALL MONUMENT CASES. EXISTING CASES MAY BE MODIFIED WITH PRIOR APPROVAL OF THE ENGINEER, OR NEW CASES INSTALLED AT THE CONTRACTORS OPTION. ANY ADDITIONAL WORK OR MATERIAL REQUIRED TO UPGRADE MONUMENT CASES CAPS WILL NOT BE MEASURED, OR PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 643J

See General Note 12, Sh. 7.



* Trim as required.
Note: All welds will be treated with "Galvowald" or equal and any damage to existing Speller coat will be repaired as directed by the Engineer.



End Shoe Detail

See Guardrail Summary, Sheet 9, for Stationing

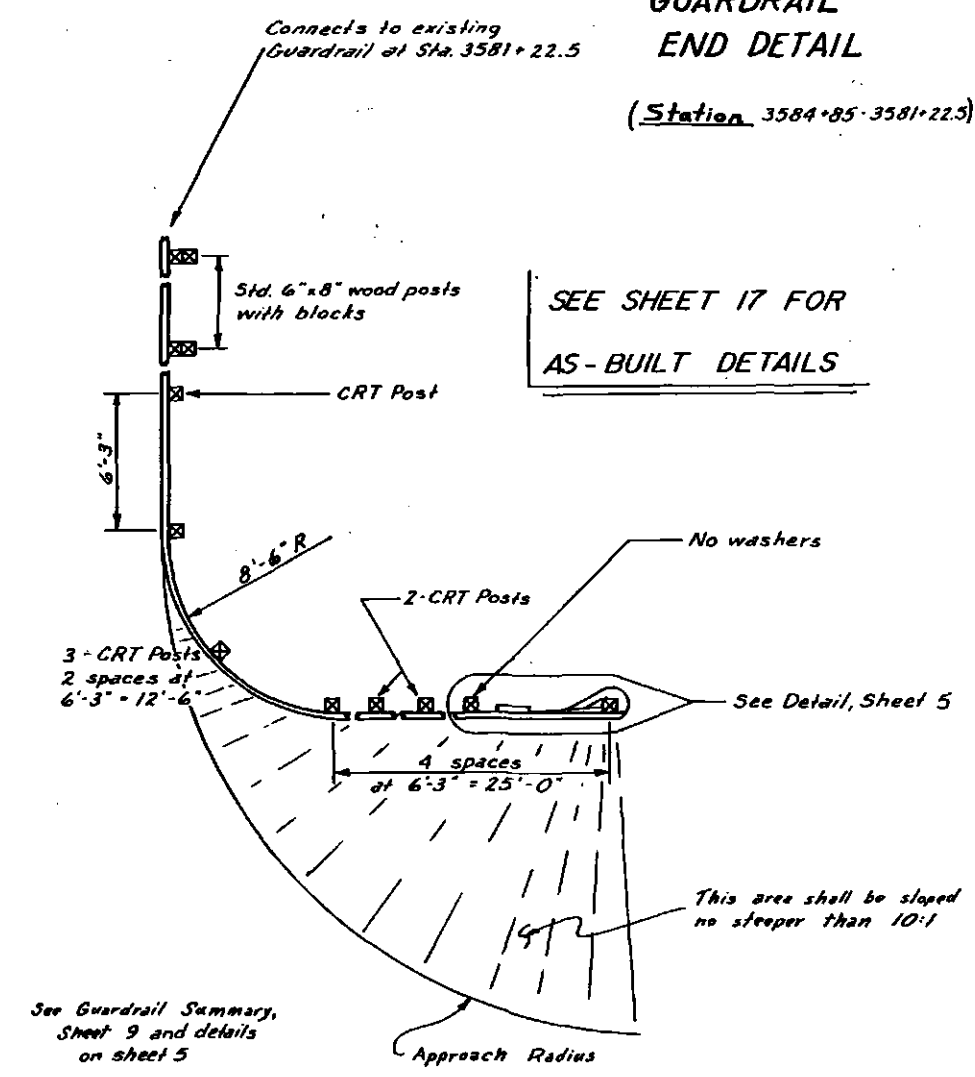
BRIDGE - GUARDRAIL ATTACHMENT DETAILS

AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	1R-0A4-3(4)	1986	4	17/18

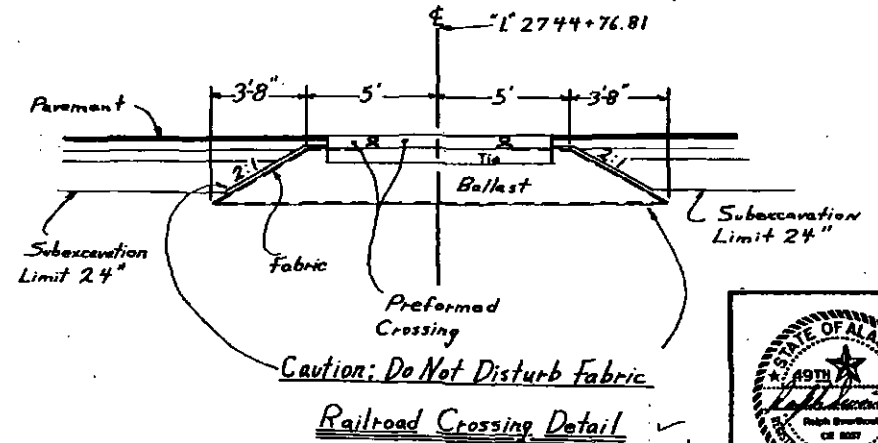
GUARDRAIL END DETAIL

(Station 3584+85-3581+22.5)



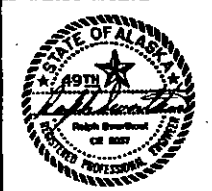
SEE SHEET 17 FOR AS-BUILT DETAILS

See Guardrail Summary, Sheet 9 and details on sheet 5



Caution: Do Not Disturb Fabric

Railroad Crossing Detail



STATE	PROJECT ORIGINATOR	YEAR	NO.	DATE
ALASKA	IR-0A4-3(4)	1986	5	78

GUARDRAIL END DETAIL SHEET

STATION 3584+85 LT.

AS-BUILT PLANS

NOTES:

1. ATTACH W-BEAM TO STEEL PIPE WITH $\frac{5}{8}$ " DIAMETER X $\frac{1}{4}$ " BUTTON HEAD BOLT WITH NO WASHER. NO CONNECTION TO THE POST IS REQUIRED.
2. WHEN WELDED, SOIL PLATE AND STEEL TUBE SHALL BE WITHOUT PLATE CONNECTION HOLES. ONLY ONE $\frac{5}{8}$ " DIAMETER X $9\frac{1}{2}$ " BOLT WITH NUT AND WASHER REQUIRED PER POST.
3. ALL STEEL ITEMS SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

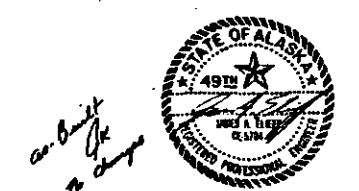
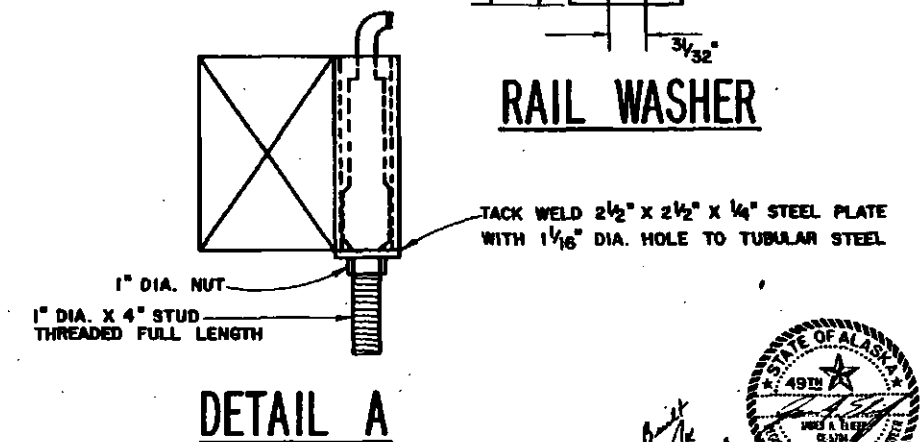
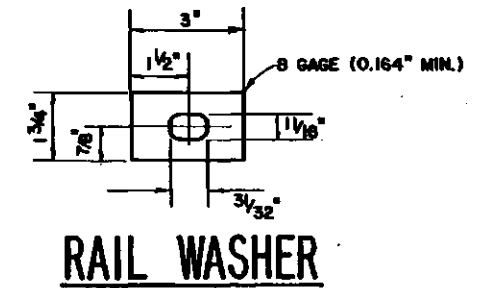
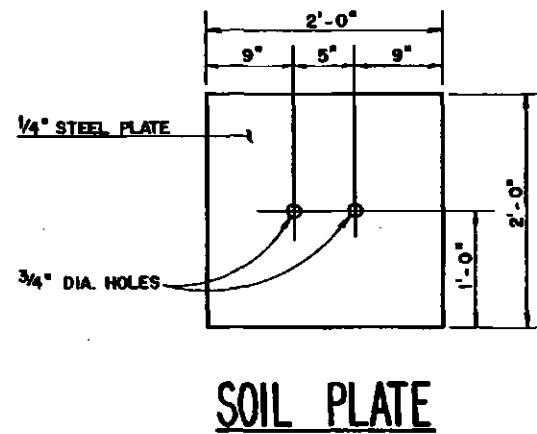
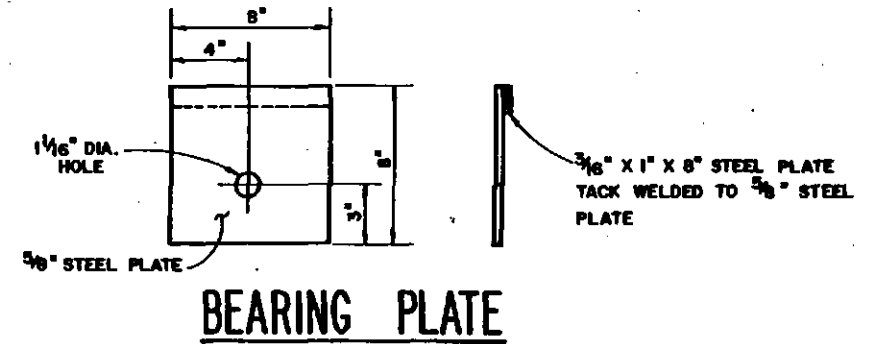
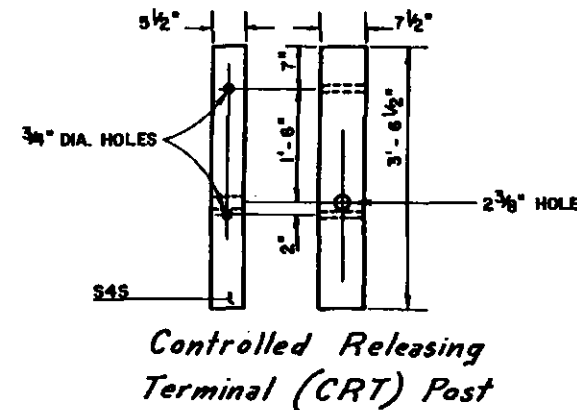
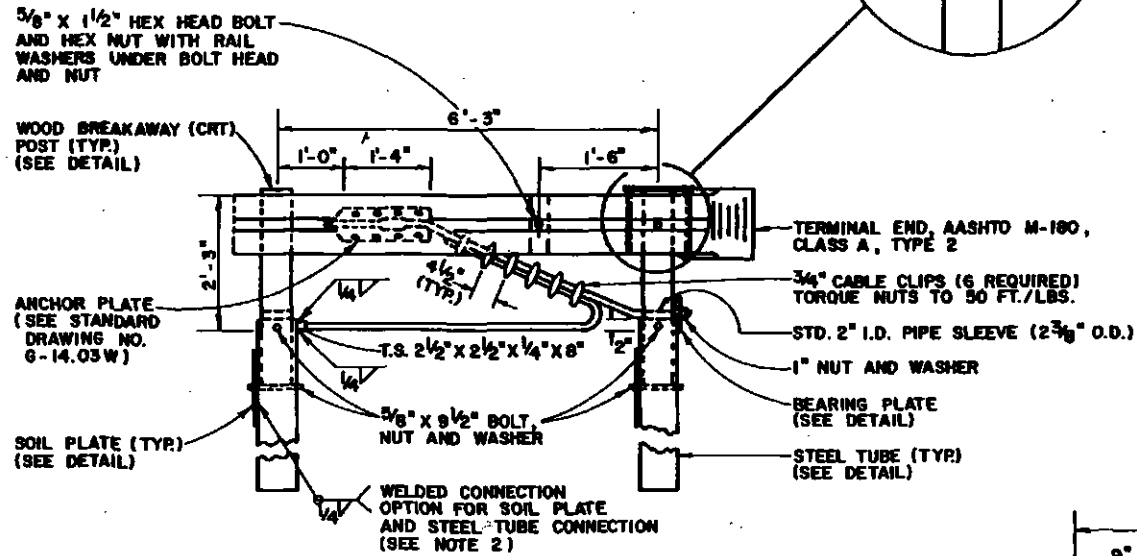
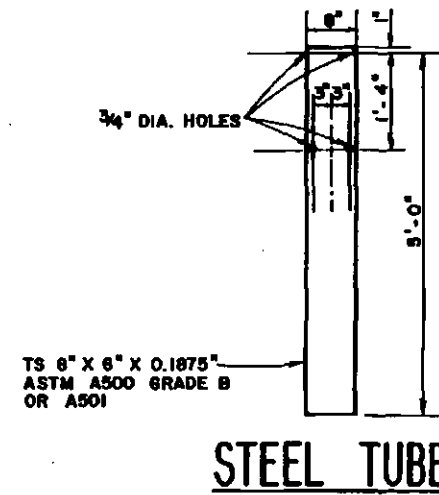
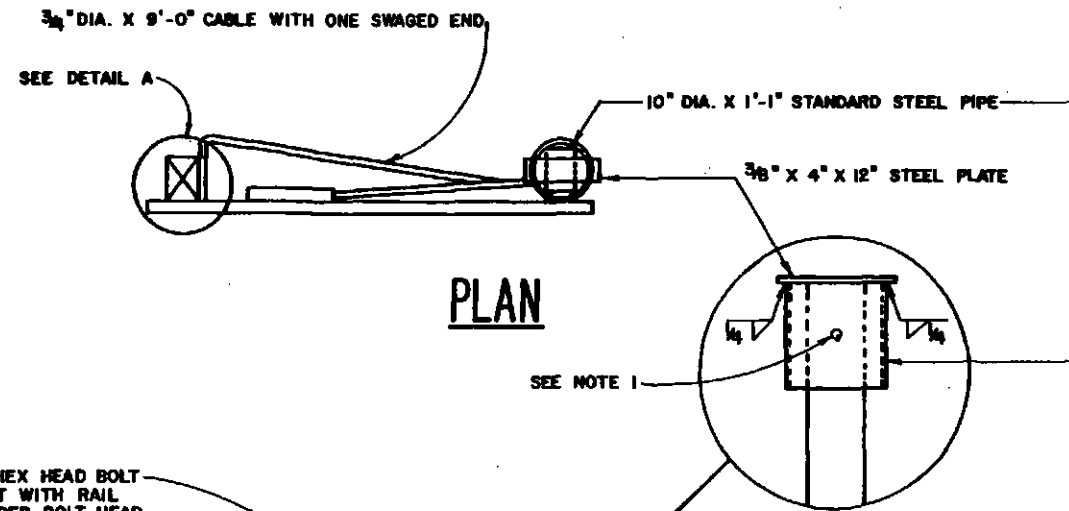


TABLE OF PROJECT IMPROVEMENTS

AS-BUILT PLANS

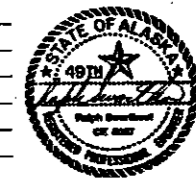
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1986	6	1718
CADD REFERENCE NUMBER		86072.63001W06		

STATION	DESCRIPTION OF IMPROVEMENTS	REMARKS
"L*2542+14.20	BEGIN PROJECT.BEGIN TYPICAL 1	NORTH END BRIDGE #694
"L*2548+50	END TYPICAL 1.BEGIN TYPICAL 2	
"L*2555+50	END TYPICAL 2.BEGIN TYPICAL 1	
"L*2557+50	END TYPICAL 1.BEGIN TYPICAL 2	
"L*2558+00	BEGIN BERM RT. BEGIN DITCH GRADING LT.	SEE DETAIL SHEET 2
"L*2562+00	END TYPICAL 2. END BERM RT. BEGIN TYPICAL 1 END DITCH GRADING LT.	
"L*2603+50	END TYPICAL 1.BEGIN TYPICAL 2 BEGIN DITCH GRADING LT.& RT.	
"L*2611+75	END TYPICAL 2.BEGIN TYPICAL 1 END DITCH GRADING LT.& RT.	
"L*2618+75	END TYPICAL 1.BEGIN TYPICAL 2	
"L*2620+75	END TYPICAL 2.BEGIN TYPICAL 1	
"L*2743+26.81	END TYPICAL 1.BEGIN TYPICAL 2 <i>ADJUST PROFILE ON BOTH SIDES OF RR X'ING (E.W.O.2)*</i>	
"L*2744+76.81	SEE RAILROAD CROSSING DETAIL ON SHEET 4	ALASKA RAILROAD
"L*2746+26.81	END TYPICAL 2.BEGIN TYPICAL 1	
"L*2748+00	END TYPICAL 1.BEGIN TYPICAL 2	
"L*2749+50	END TYPICAL 2.BEGIN TYPICAL 1	
"L*2754+00	END TYPICAL 1.BEGIN TYPICAL 2	
"L*2755+00	BEGIN DITCH GRADING LT.& RT.	
"L*2758+00	END TYPICAL 2.BEGIN TYPICAL 1	
"L*2761+50	END TYPICAL 1.BEGIN TYPICAL 2	
"L*2764+50	END TYPICAL 2.BEGIN TYPICAL 1	
"L*2770+00	END DITCH GRADING RT.	
"L*2785+00	END TYPICAL 1. BEGIN TYPICAL 2	
"L*2792+00	END TYPICAL 2.BEGIN TYPICAL 1	BRIDGE #695
"L*2793+00	END DITCH GRADING LT.	
"L*2857+71.75	END TYPICAL 1. BEGIN BRIDGE	
"L*2859+97.25	END BRIDGE. BEGIN TYPICAL 1	**
"L*2886+00	BEGIN DITCH GRADING LT.& RT.	
"L*2888+50	END TYPICAL 1. BEGIN TYPICAL 2	60" SUBEXCAVATION
"L*2892+00	END TYPICAL 2. BEGIN TYPICAL 1	
"L*2894+00	END DITCH GRADING LT.& RT.	
"L*2896+35.91	END TYPICAL 1. BEGIN BRIDGE	BRIDGE #1147
	EQUATION "L" 2901+09.16 P.C. = "O" 3636+54.74 P.T.	
"O*3636+27.45	END BRIDGE. BEGIN TYPICAL 1	
	EQUATION "O" 3634+16.74 P.O.T. = "O" 3634+14.74 P.C.	
"O*3627+16.67	END TYPICAL 1. BEGIN BRIDGE	BRIDGE #697
"O*3626+06.00	END BRIDGE. BEGIN TYPICAL 1	
"O*3619+46	BEGIN CENTER LANE WIDENING RT.	SEE DETAIL SHEET 2

STATION	DESCRIPTION OF IMPROVEMENTS	REMARKS
"O*3618+00	END TYPICAL 1.BEGIN TYPICAL 2	
"O*3614+00	END TYPICAL 2.BEGIN TYPICAL 1	
"O*3605+50	END TYPICAL 1.BEGIN TYPICAL 2	
"O*3603+00	END TYPICAL 2.BEGIN TYPICAL 1	
"O*3599+50	END TYPICAL 1.BEGIN TYPICAL 2	
"O*3598+00	END TYPICAL 2.BEGIN TYPICAL 1	
"O*3593+00	END TYPICAL 1.BEGIN TYPICAL 2	
"O*3591+50	END TYPICAL 2.BEGIN TYPICAL 1	
"O*3588+50	END TYPICAL 1.BEGIN TYPICAL 2	
	EQUATION "O" 3587+63.51 P.C. = "L" 3587+63.43 P.O.T.	
"L*3585+75	END TYPICAL 2.BEGIN TYPICAL 1	
	END CENTER LANE WIDENING RT.	SEE DETAIL SHEET 2
"L*3583+75	END TYPICAL 1.BEGIN TYPICAL 2	
"L*3581+75	END TYPICAL 2.BEGIN TYPICAL 1	
"L*3574+00	BEGIN DITCH GRADING RT.	
"L*3570+50	END DITCH GRADING RT.	
	EQUATION "L" 3565+15.91 P.O.T. = "O" 3565+09.97 P.T.	
"O*3548+00	BEGIN DITCH GRADING RT.	
	EQUATION "O" 3545+05.94 P.C. = "L" 3545+05.94 P.O.T.	
	EQUATION "L" 3542+01.54 P.O.T. = "O" 3542+01.48 P.T.	
"O*3540+00	END DITCH GRADING RT.	
"O*3538+00	END TYPICAL 1.BEGIN TYPICAL 2 BEGIN DITCH GRADING RT.	
"O*3535+50	END TYPICAL 2.BEGIN TYPICAL 1 END DITCH GRADING RT.	
"O*3531+09.50	END TYPICAL 1. BEGIN BRIDGE	BRIDGE #1146
"O*3530+28.00	END BRIDGE. BEGIN TYPICAL 1	
	EQUATION "O" 3525+40.44 P.C. = "L" 3525+40.44 P.O.T.	
"L*3521+82.77	END TYPICAL 1. BEGIN BRIDGE	BRIDGE #1145
"L*3520+91.22	END BRIDGE. BEGIN TYPICAL 1	
	EQUATION "L" 3513+44.33 = "L" 3513+44.34	
"L*3507+50	END TYPICAL 1.BEGIN TYPICAL 2	
"L*3504+00	END TYPICAL 2.BEGIN TYPICAL 1	
	EQUATION "L" 3502+27.08 = "L" 3502+26.44	
"L*3501+50	END TYPICAL 1.BEGIN TYPICAL 2	
"L*3498+50	END TYPICAL 2.BEGIN TYPICAL 1	
"L*3494+75	END TYPICAL 1.BEGIN TYPICAL 2	
	EQUATION "L" 3493+82.35 P.O.T. = "L" 3493+92.81 P.T.	
"L*3492+00	END TYPICAL 2.BEGIN TYPICAL 1	

STATION	DESCRIPTION OF IMPROVEMENTS	REMARKS
	EQUATION "L" 3486+83.66 P.C. = "L" 3486+84.45 P.O.T.	
	EQUATION "L" 3479+43.07 P.C. = "L" 3479+44.15 P.O.T.	
"L*3477+75	END TYPICAL 1.BEGIN TYPICAL 2	
"L*3473+75	END TYPICAL 2.BEGIN TYPICAL 1	
"L*3469+94.50	END TYPICAL 1. BEGIN BRIDGE	BRIDGE #1144
"L*3469+1300	END BRIDGE. BEGIN TYPICAL 1	
	EQUATION "L" 3462+29.98 P.C. = "L" 3462+30.13 P.O.T.	
"L*3456+00	END TYPICAL 1.BEGIN TYPICAL 2	
	EQUATION "L" 3454+87.29 P.C. = "L" 3454+91.41 P.O.T.	
	EQUATION "L" 3445+21.93 P.C. = "L" 3445+21.03 P.O.T.	
"L*3450+00	BEGIN DITCH GRADING RT.	
"L*3445+00	END DITCH GRADING RT.	
"L*3443+25	END TYPICAL 2.BEGIN TYPICAL 1	
	EQUATION "L" 3437+58.69 P.O.T. = "L" 3437+69.76 P.T.	
	EQUATION "L" 3433+77.66 P.C. = "L" 3433+77.46 P.O.T.	
	EQUATION "L" 3425+58.77 P.C. = "L" 3425+58.79 P.O.T.	
"L*3425+50	END TYPICAL 1.BEGIN TYPICAL 2	
	EQUATION "L" 3421+34.84 P.O.T. = "L" 3421+34.82 P.T.	
	EQUATION "L" 3418+65.06 P.C. = "L" 3418+63.32 P.O.T.	
"L*3414+75	END TYPICAL 2.BEGIN TYPICAL 1	
"L*3408+38.50	END TYPICAL. END PROJECT	SOUTH END BRIDGE #1075

* SEE PROFILE ON SHEET 17.
** DECELERATION LANE (E.W.O.2) CONSTRUCTED AS SHOWN ON SHEET 17.



as-built OK

AS-BUILT PLANS *uk*

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1986	7	745

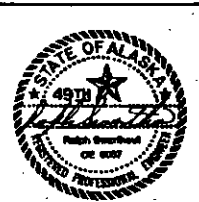
ESTIMATE OF QUANTITIES

(SEE AS-BUILT SUMMARY SHEET 17)

GENERAL NOTES

ITEM NO.	ITEM	UNIT	QUANTITY
109 (1)	Petroleum Adjustment	C.S.	All Req'd
109 (2)	DBE & WBE Adjustments	C.S.	All Req'd
110 (1)	Mobilization	L.S.	All Req'd
111 (1)	Temporary Erosion & Pollution Control	C.S.	All Req'd
114 (1)	Construction Surveying by the Contractor	L.S.	All Req'd
115 (1)	Traffic Maintenance	L.S.	All Req'd
115 (2)	Construction Signs	L.S.	All Req'd
116 (1)	Furnishing & Maintaining Field Office	L.S.	All Req'd
116 (2)	Furnishing & Maintaining Field Lab	L.S.	All Req'd
203 (3)	Unclassified Excavation	C.Y.	40,000
203 (5B)	Borrow Type "A"	Ton	17,500
203 (8)	Drain Aggregate	C.Y.	800
301 (1)	Crushed Aggregate Base Course	Ton	35,000
303 (1)	Reconditioning	Sta.	458.2
304 (1)	Subbase Grading "E"	Ton	21,500
401 (1)	Asphalt Concrete Type 1	Ton	30,250
401 (2)	Asphalt Cement AC-2.5	Ton	1795
401 (7)	Rumble Strip	Sta.	1152.8
403 (1)	Prime Coat	Ton	228
603 (2218)	18" Pipe	L.F.	354
603 (2224)	24" Pipe	L.F.	26
603 (2236)	36" Pipe	L.F.	426
606 (1)	Beam Type Guardrail, Type 1 Post	L.F.	11,375
606 (5)	Removal & Disposal of Guardrail	L.F.	8912.5
606 (8)	Guardrail Upgrading	L.F.	6257.5
607 (3)	Chain/Link Fence	L.F.	1301.0
614 (3)	Adjust Existing Monuments & Cases	Each	34
615 (1)	Standard Signs	S.F.	300
616 (2)	3/4" Dia. Culvert Thaw Pipe	Each	1
627 (1)	Watering	M.Gal.	2700
635 (1)	Insulation Board	M.B.M.	13.6
637 (1)	Fracture Blasting	L.F.	525
638 (1)	Geotextile	S.Y.	47,000
639 (1)	Approaches	Each	32
640 (1)	Concrete Jersey Barrier	L.F.	1300.0
660 (6)	Traffic Count Station Complete	L.S.	All Req'd
670 (1)	Painted Traffic Markings	L.S.	All Req'd

- STATIONING ON THIS PROJECT IS APPROXIMATE AND IS SUBJECT TO MINOR REVISIONS AS DIRECTED BY THE ENGINEER. STATIONING IS BASED ON AS-BUILTS FOR PROJECTS F-037-1(19), F-037-2(14) AND F-037-2(17).
- THE EXISTING PAVEMENT ON THIS PROJECT IS APPROXIMATELY 1 1/2 INCHES IN THICKNESS. PATCHED AREAS CAN BE EXPECTED TO BE CONSIDERABLY THICKER. ALL RECONDITIONING SHALL BE IN ACCORDANCE WITH SECTION 303 OF THE SPECIFICATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- EXISTING APPROACHES WILL BE UPGRADED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. BORROW, BASE COURSE, AND ASPHALT CONCRETE QUANTITIES REQUIRED FOR APPROACH CONSTRUCTION ARE INCLUDED IN THE ESTIMATE OF QUANTITIES.
- WORK AND EQUIPMENT REQUIRED FOR PAVING TRANSITIONS WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
- AFTER COMPLETION OF PAVING OPERATIONS MATERIALS WILL BE PULLED FROM THE SLOPES TO MATCH THE NEW PAVEMENT AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
- EXISTING TRAFFIC MARKINGS SHALL BE REFERENCED TO CENTERLINE STATIONING AND REESTABLISHED BY THE CONTRACTOR. A COPY OF THE TRAFFIC MARKING REFERENCES SHALL BE FURNISHED TO THE ENGINEER FOR VERIFICATION TWO WORKING DAYS PRIOR TO DESTROYING EXISTING PAVEMENT MARKINGS. THIS SHALL INCLUDE BEGINNING AND ENDING OF SOLID AND/OR BROKEN LINES, SYMBOLS, CROSSWALKS AND ALL OTHER MARKINGS THAT WILL BE REPLACED ON THE NEW PAVEMENT. THE ENGINEER WILL NOTIFY THE CONTRACTOR OF ANY CHANGES FROM THE EXISTING MARKINGS OR WHERE THE ORIGINAL MARKINGS ARE NOT VISIBLE.
- THE STRIPE/SKIP RATIO FOR THIS PROJECT SHALL BE 10/30 (RURAL).
- IT IS ESTIMATED THAT APPROXIMATELY 10,000 TONS OF CRUSHED AGGREGATE BASE COURSE AND 1000 TONS OF SUBBASE GRADING "E" WILL BE REQUIRED FOR "SWEETENING" AND SHOULDER LEVELING. THESE QUANTITIES ARE INCLUDED IN THE ESTIMATE OF QUANTITIES.
- SUPERELEVATION RATES AND TRANSITIONS WILL MATCH EXISTING UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- PRIOR TO EXCAVATING THE EXISTING EMBANKMENT IN TYPICAL 2 AREAS, THE CONTRACTOR SHALL PROFILE THE ROADWAY CENTERLINE WITHIN THE EXCAVATION LIMITS. USING THE PROFILE INFORMATION, THE ENGINEER WILL ESTABLISH THE FINISHED GRADE FOR EACH AREA. EXCAVATION SHALL NOT BEGIN UNTIL THE NEW GRADE IS RECEIVED BY THE CONTRACTOR FROM THE ENGINEER. IN GENERAL, THE NEW FINISHED GRADE WILL NOT VARY FROM THE EXISTING GRADE EXCEPT TO ACCOUNT FOR LOCALIZED SETTLEMENTS AND EMBANKMENT DISTORTIONS.
- IT IS ESTIMATED THAT APPROXIMATELY 16,500 C.Y. OF MATERIAL USEABLE AS BORROW TYPE "A" AND 23,500 C.Y. OF MATERIAL USEABLE AS BORROW TYPE "B" WILL BE OBTAINED FROM EXCAVATION. BORROW TYPE "A" MATERIAL WILL GENERALLY COME FROM EXISTING BASE COURSE IN ALL TYPICAL 2 AREAS AND MOST OF THE EXCAVATED ROADWAY EMBANKMENT IN TYPICAL 2 AREAS FROM THE B.O.P TO STA. 2888+00. BORROW "A" WILL BE RE-USED IN EMBANKMENT CONSTRUCTION. SEE SECTION 104-1.05 OF THE SPECIAL PROVISIONS. BORROW TYPE "B" MATERIAL WILL GENERALLY COME FROM EXISTING EMBANKMENT MATERIALS BELOW THE BASE COURSE FROM STA. 2888+00 TO THE E.O.P. EXCESS EXCAVATION WILL BE USED FOR FLATTENING FILL SLOPES OR DISPOSED OF AS WASTE AT LOCATIONS APPROVED BY THE ENGINEER.
- EXISTING CENTERLINE MONUMENTS WILL BE REFERENCED PRIOR TO COMMENCEMENT OF RECONDITIONING ACTIVITIES. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 614(3). THESE MONUMENTS WILL REQUIRE ADJUSTMENT IN ACCORDANCE WITH SECTION 614. THIS WORK WILL BE PAID FOR UNDER ITEM 614(3).
- LEFT AND RIGHT AS NOTED ON THESE PLANS FOR USE IN DESCRIBING WORK OR FEATURES INDICATE THE LOCATION OF SUCH WORK OR FEATURE WHEN FACING AWAY FROM THE BEGINNING OF PROJECT AND TOWARD THE END OF PROJECT REGARDLESS OF STATIONING.
- WASTE WILL NOT BE DISPOSED OF FROM STATION 2745+00 TO 2754+00 LT AND RT, STATION 2685+00 TO 2693+00 LT AND RT, OR FROM STATION 2722+00 TO 2726+00 RT. THE AREA FROM STA. 3521+00 TO 3515+00 LT SHALL BE USED AS A WASTE AREA FOR WASTE MATERIAL REMOVED IN THIS VICINITY. EXISTING WASTE PILES WILL BE GRADED AND ADDITIONAL WASTE DISPOSED OF ON THE RESULTING LEVELLED AREA. OTHER AREAS WITHIN THE RIGHT-OF-WAY USED FOR WASTE AREAS WILL REQUIRE APPROVAL BY THE ENGINEER PRIOR TO THEIR USE.
- DITCH GRADING BETWEEN STATION 3574+00 AND 3570+50 AND STATION 3548+00 AND 3540+00 WILL REQUIRE REMOVAL OF SUFFICIENT MATERIAL TO RESTORE DRAINAGE IN THESE AREAS. THIS WILL INCLUDE CONSTRUCTION OF A DITCH WITH A "V" CONFIGURATION A MINIMUM OF 2' DEEP OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL REQUIRE REMOVAL OF APPROXIMATELY 750 C.Y. OF MATERIAL WHICH HAS SLOUGHED FROM THE CANYON WALLS. THIS MATERIAL WILL BE DISPOSED OF AS WASTE IN THE AREA BETWEEN STATION 3521+00 AND 3515+00 AS DESCRIBED ABOVE. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
- THE AREA BETWEEN 3585+00 AND 3520+00 CONTAINS ACTIVE ROCK SLIDE AREAS.
- SUBBASE AND CRUSHED AGGREGATE BASE COURSE SHALL BE COVERED WITH THE NEXT LAYER OF MATERIAL WITHIN 5 WORKING DAYS OF PLACEMENT. RECONDITIONED AREAS SHALL BE PAVED WITHIN 10 WORKING DAYS OF THE COMMENCEMENT OF RECONDITIONING IN ANY GIVEN AREA. THE CONTRACTOR SHALL SCHEDULE HIS ACTIVITIES SO THE ABOVE COVER REQUIREMENTS CAN BE MET.
- THE EXISTING ROADWAY WAS CONSTRUCTED 2' WIDER IN GUARDRAIL AREAS. RECONDITIONING AND REPAVING WILL EXTEND TO THE FACE OF GUARDRAIL IN ALL CASES.
- PAVING TRANSITIONS AT THE BEGINNING AND END OF THE PROJECT WILL BE 50' IN LENGTH AND WILL BE CONSTRUCTED AS DIRECTED BY THE ENGINEER.



ESTIMATE OF QUANTITIES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1986	7	16

AS-BUILT PLANS SHEET DELETED BY ADDENDUM # 1

GENERAL NOTES

ITEM NO.	ITEM	UNIT	QUANTITY
109 (1)	Petroleum Adjustment	C.S.	All Req'd.
109 (2)	DBE & WBE Adjustments	C.S.	All Req'd.
110 (1)	Mobilization	L.S.	All Req'd.
111 (1)	Temporary Erosion & Pollution Control	C.S.	All Req'd.
114 (1)	Construction Surveying by the Contractor	L.S.	All Req'd.
115 (1)	Traffic Maintenance	L.S.	All Req'd.
115 (2)	Construction Signs	L.S.	All Req'd.
116 (1)	Furnishing & Maintaining Field Office	L.S.	All Req'd.
116 (2)	Furnishing & Maintaining Field Lab	L.S.	All Req'd.
203 (3)	Unclassified Excavation	C.Y.	40,000
203 (5B)	Borrow Type "A"	Ton	17,500
203 (8)	Drain Aggregate	C.Y.	800
301 (1)	Crushed Aggregate Base Course	Ton	35,000
303 (1)	Reconditioning	Sta.	458.2
304 (1)	Subbase Grading "E"	Ton	21,500
401 (1)	Asphalt Concrete Type 1	Ton	30,250
401 (2)	Asphalt Cement AC-2.5	Ton	1795
401 (7)	Rumble Strip	Sta.	1152.8
403 (1)	Prime Coat	Ton	228
603 (2218)	18" Pipe	L.F.	354
603 (2224)	24" Pipe	L.F.	26
603 (2236)	36" Pipe	L.F.	426
606 (1)	Beam Type Guardrail, Type 1 Post	L.F.	11,375
606 (5)	Removal & Disposal of Guardrail	L.F.	6750
606 (8)	Guardrail Upgrading	L.F.	6257.5
607 (3)	Chain Link Fence	L.F.	1301.0
614 (3)	Adjust Existing Monuments & Cases	Each	34
615 (1)	Standard Signs	S.F.	300
616 (2)	3/4" Dia. Culvert Thaw Pipe	Each	1
627 (1)	Watering	M.Gal.	2700
635 (1)	Insulation Board	M.B.M.	13.6
637 (1)	Fracture Blasting	L.F.	525
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660 (6)	Traffic Count Station Complete	L.S.	All Req'd.
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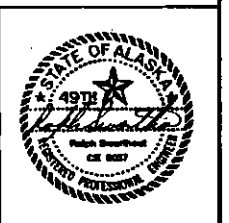
AS-BUILT PLANS SHEET DELETED BY ADDENDUM # 1

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- STATIONING ON THIS PROJECT IS APPROXIMATE AND IS SUBJECT TO MINOR REVISIONS AS DIRECTED BY THE ENGINEER. STATIONING IS BASED ON AS-BUILTS FOR PROJECTS F-037-1(19), F-037-2(14) AND F-037-2(17).
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- EXISTING CENTERLINE MONUMENTS WILL BE REFERENCED PRIOR TO COMMENCEMENT OF RECONDITIONING ACTIVITIES. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 614(3). THESE MONUMENTS WILL REQUIRE ADJUSTMENT IN ACCORDANCE WITH SECTION 614. THIS WORK WILL BE PAID FOR UNDER ITEM 614(3).
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- DITCH GRADING BETWEEN STATION 3574+00 AND 3570+50 AND STATION 3548+00 AND 3540+00 WILL REQUIRE REMOVAL OF SUFFICIENT MATERIAL TO RESTORE DRAINAGE IN THESE AREAS. THIS WILL INCLUDE CONSTRUCTION OF A DITCH WITH A "V" CONFIGURATION A MINIMUM OF 2' DEEP OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL REQUIRE REMOVAL OF APPROXIMATELY 750 C.Y. OF MATERIAL WHICH HAS SLOUGHED FROM THE CANYON WALLS. THIS MATERIAL WILL BE DISPOSED OF AS WASTE IN THE AREA BETWEEN STATION 3521+00 AND 3515+00 AS DESCRIBED ABOVE. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
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AS-BUILT PLANS SHEET DELETED BY ADDENDUM # 1



SIGNING SUMMARY

AS-BUILT PLANS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-04A-3(4)	1986	B	17.18
CADD REFERENCE NUMBER 86072, 63001P01				

STATION	ON		CODE NO.	LEGEND	SIZE	THICKNESS		AREA (SQ FT)	NO. OF POSTS	REMARKS
	LT.	RT.				UNFRAMED	FRAMED			
2538+50		X	I-3	NENANA RIVER	48X24	.100		8.00	2	
2538+55		X	OM-3R	SYMBOL	12x36	.080		3.00	1	
2538+55	X		OM-3L	SYMBOL	12x36	.080		3.00	1	
2542+15		X	OM-3R	SYMBOL	12x36	.080		3.00	1	
2542+15	X		OM-3L	SYMBOL	12x36	.080		3.00	1	
2542+25	X		I-3	NENANA RIVER	48X24	.100		8.00	2	
2581+75		X	M10-2	232	6X18	.080		1.50	1	
2634+00		X	M10-2	233	6X18	.080		1.50	1	
2690+00		X	M10-2	234	6X18	.080		1.50	1	
2697+35		X		STOP						REMOVE
2742+00		X	M10-2	235	6X18	.080		1.50	1	
2793+00		X	M10-2	236	6X18	.080		1.50	1	
2846+00		X	M10-2	237	6X18	.080		1.50	1	
2857+00	X		D2-3	CANTWELL 27 WASILLA 196 ANCHORAGE 237	90 84x36	.100		22.50 21.00	2	
2857+50		X	I-3	RILEY CREEK	42 36x24	.080		7.600	2	
2857+70		X	OM-3R	SYMBOL	12x36	.080		3.00	1	
2857+70	X		OM-3L	SYMBOL	12x36	.080		3.00	1	
2860+00		X	OM-3R	SYMBOL	12x36	.080		3.00	1	
2860+00	X		OM-3L	SYMBOL	12x36	.080		3.00	1	
2860+25	X		I-3	RILEY CREEK	42 36X24	.080		7.6.00	2	
2891+00		X	SPECIAL	**					2	
2896+00		X	I-3	NENANA RIVER	48x24	.100		8.00	2	
2896+35	X		OM-3L	SYMBOL	12x36	.080		3.00	1	
2896+35		X	OM-3R	SYMBOL	12x36	.080		3.00	1	
2901+36	X		OM-3L	SYMBOL	12x36	.080		3.00	1	
2901+36		X	OM-3R	SYMBOL	12x36	.080		3.00	1	
2901+70	X		I-3	NENANA RIVER	48X24	.100		8.00	2	
2901+40		X	M10-2	238	6X18	.080		1.50	1	
3619+50		X	R7-202K	BEGIN	24x12	.080		2.00	1	
3619+50		X	R3-9B	SYMBOL	24x36	.080		6.00	1	
3619+50	X		R7-202M	END	24x12	.080		2.00	1	
3619+50	X		R3-9B	SYMBOL	24x36	.080		6.00	1	
3627+10		X	I-3	KINGFISHER CREEK	66 60x24	.080	0.125	110.00	2	
3626+10		X	I-3	KINGFISHER CREEK	66 60X24	.080	0.125	110.00	2	
3585+75		X	R7-202K	END	24x12	.080		2.00	1	
3585+75		X	R3-9B	SYMBOL	24x36	.080		6.00	1	
3585+75	X		R7-202M	BEGIN	24x12	.080		2.00	1	
3585+75	X		R3-9B	SYMBOL	24x36	.080		6.00	1	
3584+00		X	M10-2	239	6X18	.080		1.50	1	
3572+00		X	W16-1	SLIDE AREA	36x36	.080		9.00	1	
3560+00		X	W16-8	ROCKS	36x36	.080		9.00	1	
3560+00	X		W16-2	END SLIDE AREA	36x36	.080		9.00	1	
3547+00		X	W16-2	END SLIDE AREA	36x36	.080		9.00	1	
3547+00	X		W16-8	ROCKS	36x36	.080		9.00	1	
3539+00		X	W16-1	SLIDE AREA	36x36	.080		9.00	1	

STATION	LOCATION		CODE NO.	LEGEND	SIZE	THICKNESS		AREA (SQ FT)	NO. OF POSTS	REMARKS
	LT.	RT.				UNFRAMED	FRAMED			
3577+25		X	W1-4R	SYMBOL						REMOVE
3533+00		X	M10-2	240	6X18	.080		1.50	1	
3531+35		X	I-3	ICEWORM GULCH	54 48X24	.100		98.00	2	
3530+10	X		I-3	ICEWORM GULCH	54 48X24	.100		98.00	2	
3522+00		X	I-3	HORNET CREEK	42X24	.100		7.00	2	
3520+75	X		I-3	HORNET CREEK	42X24	.100		7.00	2	
3495+00	X		R1-1	STOP	30x30	.080		6.25	1	
3480+00		X	M10-2	241	6X18	.080		1.50	1	
3470+00		X	I-3	FOX CREEK	42 36x24	.080	7	6.00	2	
3469+00	X		I-3	FOX CREEK	42 36x24	.080	7	6.00	2	
3429+50		X	D9-14	SYMBOL	24X24	.080		4.00	1	
3429+50		X	D9-E	1500 FT	24X6	.080		1.00	1	
3427+00		X	M10-2	242	6X18	.080		1.50	1	
3410+75	X		R1-1	STOP	30x30	.080		6.25	1	
3408+50		X	I-3	DRAGONFLY CREEK	60X24	.125		10.00	2	
3407+50	X		I-3	DRAGONFLY CREEK	60X24	.125		10.00	2	
				TOTAL				368.00		

32.5

SIGNING NOTES

1. SIGN LOCATIONS ARE APPROXIMATE AND MAY REQUIRE ADJUSTMENT BY THE ENGINEER.
2. 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.
3. ALL SIGN INSTALLATIONS SHALL USE THE SLEEVE TYPE CONCRETE FOUNDATION AS DETAILED ON STANDARD DRAWING S-30.01, EXCEPT MILEPOSTS.
4. ALL POSTS SHALL BE 2 1/2 INCHES PERFORATED STEEL TUBING, EXCEPT MILEPOSTS POSTS SHALL BE 1 1/2 INCHES PERFORATED STEEL TUBING (PT).
5. MILEPOST SIGNS SHALL BE MOUNTED ON 1 1/2 INCH PERFORATED STEEL TUBING. TWO SIGNS ARE REQUIRED AT EACH LOCATION, EACH MOUNTED BACK TO BACK. 1 1/2 INCH PT POSTS REQUIRE SLEEVE TYPE SOIL EMBEDMENT ONLY.
6. MILEPOSTS SHALL BE INSTALLED AT A 5 FT. MOUNTING HEIGHT ABOVE THE SHOULDER AND 20 FT. FROM THE EDGE OF THE SHOULDER EXCEPT WHEN THE BOTTOM OF THE SIGN WOULD BE MORE THAN 15 FT. ABOVE THE POINT OF EMBEDMENT. IN THIS CASE, THE POSTS SHALL BE LOCATED TOWARDS THE SHOULDER UNTIL THE BOTTOM OF THE SIGN IS 15 FT. ABOVE THE POINT OF EMBEDMENT AT THE CORRECT MOUNTING HEIGHT.
7. POST LENGTHS SHALL BE DETERMINED USING CRITERIA FOR RURAL ROADS.
8. SIGN REMOVAL AND/OR RELOCATION SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCIDENTAL TO ITEM 615(1).



REMOVE EXISTING SIGN FOUNDATION AT STA. 3634+00 RT. AS DIRECTED BY THE ENGINEER.

** SIGN PANEL WILL BE PROVIDED BY THE STATE. 2 POSTS WILL BE REQUIRED.
Installation of this special sign will not be paid for directly but will be considered incidental to item 615(1).

GUARDRAIL SUMMARY

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1986	9	17/16
CADD REFERENCE NUMBER 86072, 63001S05				

AS-BUILT PLANS

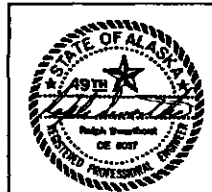
FROM STATION	TO STATION	LT/RT	LENGTH	REMARKS
	<i>2545+01</i>		<i>275</i>	
2542+26	2544+88.5	LT	262.5	BCTR
2542+26	2544+88.5	RT	262.5	BCTR
	<i>2545+01</i>		<i>275</i>	
	<i>2561+87.5</i>		<i>400</i>	
2558+00	2562+50	RT	450	BCTR
2563+00	2563+37.5	LT	37.5	BCTR
	<i>2564+37.5</i>		<i>137.5</i>	
			<i>375</i>	
2570+62.5	2574+00	LT	337.5	BCTR
2572+62.5	2574+00	RT	137.5	BCTR
			<i>1900</i>	
2578+00	2598+00	RT	2000	2 EACH BCTR
2828+35	2830+72.5	RT	237.5	2 EACH BCTR ①
2829+37.5	2831+75	LT	237.5	2 EACH BCTR ①
2846+12.5	2848+25	LT	212.5	BCTR
2846+12.5	2848+25	RT	212.5	BCTR
2857+00	2857+62.5	RT	62.5	②
2857+00	2857+62.5	LT	62.5	②
2860+06.5	2860+69	LT	62.5	②
2860+06.5	2860+69	RT	62.5	②
2861+19	2862+06.5	RT	87.5	BCTR
2861+69	2862+06.5	LT	37.5	BCTR
2892+60	2896+10	RT	350	BCTR ②
2893+90	2896+40	LT	250	BCTR ②
3633+62.5	3632+62.5	LT	100	BCTR
3636+41	3634+91	RT	150	BCTR ②
3636+04		LT		②
3629+37	3627+37	LT	200	BCTR
3627+54.5	3626+92	RT	62.5	BCTR
3625+99.5	3625+37	RT	62.5	BCTR
3625+57	3622+82	LT	275	BCTR
3584+85	3581+22.5	LT	400	③
3558+50	3548+25	LT	1025	
	<i>3548+31.25</i>		<i>1028.75</i>	

FROM STATION	TO STATION	LT/RT	LENGTH	REMARKS
3543+80	3542+80	LT	100	
3531+80.5	3531+43	RT	37.5	BCTR
	<i>3530+82.5</i>			
3530+20	3529+07.5	RT	62.5	BCTR
3522+45.5	3522+08	RT	37.5	
3520+79	3520+16.5	RT	62.5	
3520+91	3519+41	LT	150	
3485+25	3484+87.5	LT	37.5	BCTR
3479+75	3479+00	LT	75	BCTR
3470+62.5	3470+00	LT	62.5	BCTR
3470+62.5	3470+25	RT	37.5	BCTR
3469+07	3468+44.5	RT	62.5	BCTR
3456+50	3448+00	LT	850	BCTR
			<i>875</i>	
3439+40	3439+02.5	RT	37.5	BCTR
3437+50	3437+00	LT	50	BCTR
3433+00	3428+50	LT	450	
3431+50	3429+50	RT	200	
3429+10	3427+60	RT	150	
	<i>3425+25</i>		<i>1050</i>	
3426+00	3414+75	LT	1125	
3409+07.5	3408+70	RT	37.5	BCTR
3407+51	3406+88.5	RT	62.5	BCTR
3406+40	3405+90	LT	50	BCTR
	<i>3405+90</i>			
		TOTAL	11,375.0	
			<i>11331.3</i>	

BCTR = BREAKAWAY CABLE TERMINAL REQUIRED

GUARDRAIL NOTES

- ① GUARDRAIL IN THIS INTERVAL WILL REQUIRE INSTALLATION OF INTERMEDIATE POSTS FULL LENGTH. STANDARD DRAWINGS G04.02S, G-04.02W, G-14.03S, AND G-14.03W APPLY EXCEPT THAT POST SPACING WILL BE REDUCED TO 3' - 14". ADDITIONAL WORK AND MATERIALS WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 606(1).
- ② BRIDGE GUARDRAIL CONNECTIONS WILL BE UPGRADED IN ACCORDANCE WITH THE DETAIL ON SHEET 4 AND STANDARD DRAWING G-24.03S OR G24.03W. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 606(1).
- ③ GUARDRAIL WILL BE EXTENDED AROUND THE APPROACH RADIUS IN ACCORDANCE WITH THE DETAILS ON SHEET 4 AND 5. ADDITIONAL WORK AND MATERIAL WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 606(1).
4. EXISTING RAIL ELEMENTS, HARDWARE, ETC. MAY BE REUSED WITH PRIOR APPROVAL BY THE ENGINEER.
5. EXISTING RECTANGULAR POST BOLT WASHERS SHALL BE REMOVED FROM ALL GUARDRAIL FLARES AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
6. ALL GUARDRAIL POSTS REQUIRING REMOVAL WILL BE REPLACED WITH NEW POSTS IN CONFORMANCE WITH STANDARD DRAWING G-04.02W.
7. GUARDRAIL LISTED FOR REMOVAL ONLY WILL NOT REQUIRE RECONSTRUCTION. MATERIALS MAY BE REUSED IN ACCORDANCE WITH NOTE 5 ABOVE.
8. GUARDRAIL AND POSTS LISTED FOR REPLACEMENT IN THE GUARDRAIL UPGRADE SUMMARY HAVE BEEN DAMAGED BEYOND SERVICEABILITY.
9. APPROXIMATELY 60% OF THE GUARDRAIL MATERIALS (OTHER THAN POSTS - SEE NOTE 6) IN THE GUARDRAIL REMOVAL AREAS WILL BE SERVICEABLE AND MAY BE RE-USED FOR ITEM 606(1).





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1986	10	1216
CADD REFERENCE NUMBER 86072, 63001-02.				

GUARDRAIL UPGRADING SUMMARY

GUARDRAIL REMOVAL SUMMARY

FROM STATION	TO STATION	LT/RT	LENGTH	REMARKS
2561+87.5			1050	
2561+62.5	2572+62.5	RT	1100	ADJUST HEIGHT
2563+37.5	2570+62.5	LT	725	ADJUST HEIGHT
2564+37.5	2570+25		600	
2848+25	2857+10	RT	885	ADJUST HEIGHT AND REPLACE 12.5' OF RAIL
	2857+10		875	
2848+25	2857+10	LT	885	ADJUST HEIGHT AND REPLACE 25' OF RAIL AND 2 POSTS
			875	
3580+50		LT	150'	ADJUST HEIGHT AND REPLACE 25' OF RAIL AND 3 POSTS
3578+50		LT	100'	ADJUST 100' OF RAIL
3567+50		LT	100 50	REPLACE 100' OF RAIL
3566+50		LT	25' 50	REPLACE 25' OF RAIL
3564+00		LT	25'	REPLACE 25' OF RAIL AND 1/3 POST
3562+50		LT	50 25	REPLACE 50' OF RAIL
3537+00		LT	300'	ADJUST HEIGHT
3532+00		LT	200'	ADJUST HEIGHT
3484+87.5	3479+75	LT	512.5'	ADJUST HEIGHT
3468+50		LT	200 206.25	ADJUST HEIGHT
3462+00		LT	400'	ADJUST HEIGHT
3450+00		LT	200	ADJUST HEIGHT
3436+00		LT	200'	ADJUST HEIGHT
3417+00		LT	200	ADJUST HEIGHT
		TOTAL	6257.5	
3636+04	3635+41.5	LT	62.5	ADJUST HEIGHT
		TOTAL	5691	

50' OF RAIL REPLACED
 " " " "
 " " " "
 25' OF RAIL REPLACED
 DELETED
 DELETED
 C.O. 4

FROM STATION	TO STATION	LT/RT	LENGTH
2542+26	2543+51	LT	125
2542+26	2543+38.5	RT	112.5
2558+00	2562+50	RT	450
2552+87.5	2561+87.5		400
2564+00	2564+37.5		
2563+00	2563+37.5	LT	37.5
2570+62.5	2571+00	LT	37.5 75
2572+62.5	2573+00	RT	37.5
2589+75	2597+00	RT	725
2829+00	2830+62.5	RT	162.5 175
2829+50	2831+37.5	LT	187.5 181
			31.5
2847+87.5	2848+25	LT	37.5
2848+00	2848+25	RT	25
2857+00	2857+62.5	RT	62.5
2857+00	2857+62.5	LT	62.5
2860+06.5	2860+69	LT	62.5
2860+06.5	2860+69	RT	62.5
2861+19	2862+06.5	RT	87.5
2861+69	2862+06.5	LT	37.5
2894+10	2896+10	RT	200
2894+40	2896+40	LT	200
3633+62.5	3633+25	LT	37.5
3636+41	3635+91	RT	50 53.125
3627+87	3627+37	LT	50
3627+67	3626+92	RT	75
3625+87	3625+37	RT	50
3625+57	3622+82	LT	275
3582+60	3581+22.5	LT	137.5 125
3558+50	3548+25	LT	1025 1006.25
	3548+43.75		
3543+80	3542+80	LT	100
3538+50	3535+00	LT	350

175
 181
 31.5
 53.125
 125
 1006.25

FROM STATION	TO STATION	LT/RT	LENGTH
3531+93	3531+43	RT	50
3530+20	3529+70	RT	50
3522+58	3522+08	RT	50
3520+79	3520+29	RT	50
3520+91	3520+16	LT	75
3485+25	3484+87.5	LT	37.5
3479+75	3479+00	LT	75
3470+50	3470+00	LT	50
3470+75	3470+25	RT	50
3469+07	3468+57	RT	50
3456+50	3448+00	LT	850
3439+40	3439+02.5	RT	37.5
3437+50	3437+00	LT	50
3433+00	3428+50	LT	450
3431+50	3429+50	RT	200
3429+10	3428+60	RT	50
3426+00	3414+75	LT	1125 1025
	3415+75		
3409+20	3408+70	RT	50
3407+51	3407+01	RT	50
3406+40	3405+90	LT	50
	TOTAL		8312.5 7828.0



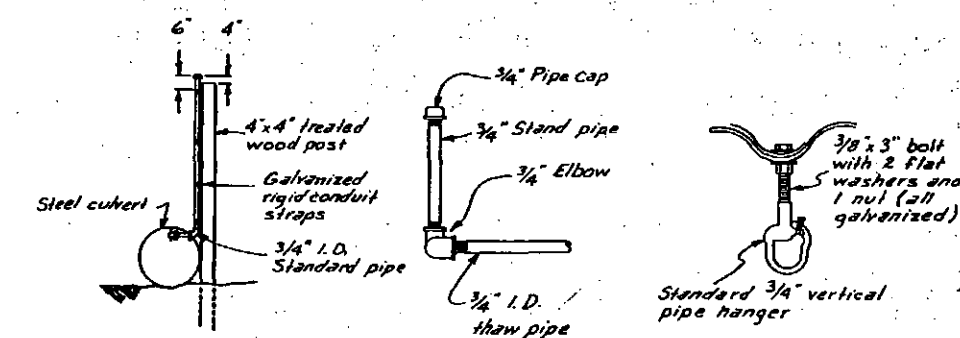
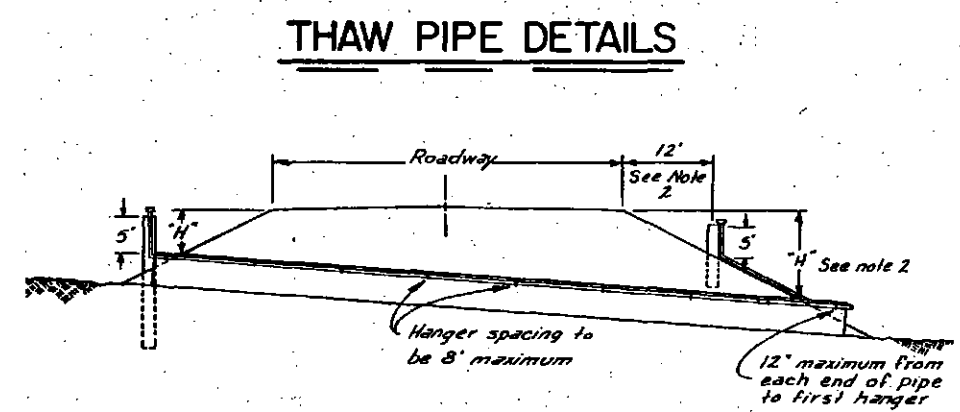
CULVERT SUMMARY

AS-BUILT PLANS

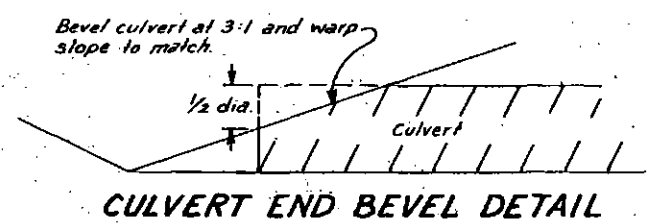
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1986	11	1716
CADD REFERENCE NUMBER		86072, 63001W05		

STATION	CULVERT		NO. OF CULVERT MARKERS	REMARKS	3/4" DIA THAW PIPES		
	DIA	LGTH					
2560+00	24"	20'	1	EXTEND EXISTING PIPE			
	36"	114'	2				
2762+44	36"	116'	2	REMOVE EXISTING PIPE	1		
2798+90	24"			CLEAN OUTLET			
2871+37	24"			CLEAN OUTLET			
3596+00	36"	6'	1	EXTEND EXISTING PIPE RT.			
3604+23	36"	6'	1	EXTEND EXISTING PIPE RT.			
3619+00	36"	6'	1	EXTEND EXISTING PIPE RT.			
3634+00	18"	104'		APPROACH PIPE, REMOVE EXISTING			
3622+00	18"	50'		APPROACH PIPE			
3610+25	18"	50'		APPROACH PIPE			
3609+25	18"	50'	1	EXTEND EXISTING PIPE INLET			
3605+00	18"	50'		APPROACH PIPE			
3575+00	36"	6'	1	REPAIR INLET, REMOVE AND REPLACE 6'			
3568+50	24"	6'	1	REPAIR INLET, REMOVE AND REPLACE 6'			
3563+00	36"	6'	1	REPAIR INLET, REMOVE AND REPLACE 6'			
3557+00	36"	6'	1	REPAIR INLET, REMOVE 6', REPLACE 8'			
3548+00	36"	6'	1	REPAIR INLET, REMOVE 6', REPLACE 10'			
3545+00	36"	6'	1	REPAIR INLET, REMOVE AND REPLACE 6'			
3542+00	36"	6'	1	REPAIR INLET, REMOVE AND REPLACE 6'			
3516+00	18"	50'		APPROACH PIPE			
3418+23	36"	142'	2	REPLACE EXISTING PIPE, FILL HEIGHT APPROX. 20' RT., 30' LT.			
			MARKER POSTS	18" PIPE	24" PIPE	36" PIPE	THAW PIPES
TOTALS			18	354'	26'	426'	1

(SEE AS-BUILT SUMMARY SHEET 17)



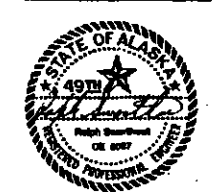
1. All material and workmanship shall be in accordance with the State of Alaska Standard Specifications for Highway Construction latest edition.
2. When "H" exceeds 5', the stand pipe shall be located on the slope 12' from the shoulder.
3. The thaw pipe will be positioned in each installation as directed by the Engineer.
4. Installation of this thaw pipe is restricted to steel culvert.
5. Lengths of posts vary. Minimum embedment depth shall be 4'.
6. Pipe shall be fastened to posts with galvanized rigid conduit straps with lag screws on 12" centers.



CULVERT END BEVEL DETAIL

CULVERT NOTES

1. UNLESS OTHERWISE NOTED ON THE PLANS EXISTING CULVERTS ON THE PROJECT WILL BE LEFT UNDISTURBED, AND DRAINAGE THROUGH THEM WILL BE MAINTAINED.
2. DITCHES AND ORIGINAL GROUND AT THE TOE OF THE SLOPE SHALL BE GRADED TO DRAIN AND PIPE INLETS AND OUTLETS CLEANED AS NOTED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
3. EXCAVATION FOR CULVERT PLACEMENT WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
4. REPAIR OF CULVERT INLETS OR OUTLETS, AS CALLED FOR ON THE PLANS, SHALL CONSIST OF STRAIGHTENING BENT PIPE ENDS AND REPAIRING TEARS OR HOLES WHERE REQUIRED. REPAIR OF TEARS OR HOLES SHALL BE ACCOMPLISHED BY WELDING, PATCHING, OR ANY OTHER METHOD DEEMED ACCEPTABLE BY THE ENGINEER. THIS WORK WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
5. CULVERT LENGTHS ARE APPROXIMATE ONLY AND MAY REQUIRE ADJUSTMENT DUE TO FIELD CONDITIONS.
6. CONSTRUCT DITCH DIKE LT. AT CULVERT AT STATION 2781+00 AS DIRECTED BY THE ENGINEER. WORK WILL NOT BE MEASURED OR PAID FOR BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK. MATERIAL WILL BE BORROW TYPE "B" OBTAINED FROM UNCLASSIFIED EXCAVATION.



SUMMARY OF APPROACHES

AS-BUILT PLANS *JK*

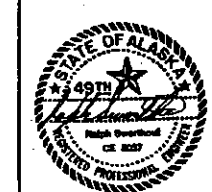
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-0A4-3(4)	1986	12	1718
CADD REFERENCE NUMBER 86072, 63001C01				

STATION	LT/RT	WIDTH	CU. YD. BORROW A	REMARKS EXISTING SURFACE
2694+00	RT	24		PAVED SCENIC VIEWPOINT
2698+00	RT	24		PAVED SCENIC VIEWPOINT
2728+30	RT	14		PAVED
2862+93.86	LT	34		PAVED MCKINLEY PARK RD.
3634+130	LT	24		(E.W.O. 2)
3634+00	RT	14	200	PAVED ①
3632+45	LT	24		(E.W.O. 2)
3630+00	LT	24		(E.W.O. 2)
3622+00-35	LT	14	200	UNPAVED ①
3619+30	LT	14	100	UNPAVED ①
3614+00	LT	14		UNPAVED
3611+30	LT	14		UNPAVED
3610+25-50	RT	14	200	④
3609+25	LT	14	200	④
3608+50	RT	24		UNPAVED ①
3607+00	RT	24		UNPAVED ①
3506+75	LT	24		(E.W.O. 2)
3605+00	LT	14 24	250	UNPAVED ① (E.W.O. 2)
3603+10	LT	14		UNPAVED DELETED
3602+25	LT	24		(E.W.O. 2)
3602+70	RT	24		①
3600+00	LT	24	50	UNPAVED LYNX CREEK STORE ①
3598+00	LT	24	50	UNPAVED LYNX CREEK STORE
3596+50	LT	24		UNPAVED MCKINLEY RAFT
3593+60	RT	24		UNPAVED ①

STATION	LT/RT	WIDTH	CU. YD. BORROW A	REMARKS EXISTING SURFACE
3591+00	RT	14		UNPAVED
3588+70	LT	24		UNPAVED MCKINLEY CHALETS
3589+00				
3585+75-00	LT	24		UNPAVED MCKINLEY CHALETS
3519+50 3518+50	LT	24		PAVED TURNOUT ②
3516+00	RT	14	100	UNPAVED ①
3514+00-50	LT	24		PAVED TURNOUT ②
3513+50	LT	24	200	UNPAVED DELETED
3510+50	LT	24	200	UNPAVED
3495+25	LT	24		PAVED TURNOUT
3488+50	LT	24		PAVED TURNOUT
3478+25	LT	24		(E.W.O. 2)
3442+75	LT	24		(E.W.O. 2)
3414+75-45	LT	24		PAVED TURNOUT
3410+50	LT	24		PAVED TURNOUT
	TOTAL	32 EACH		
		36		

APPROACH NOTES

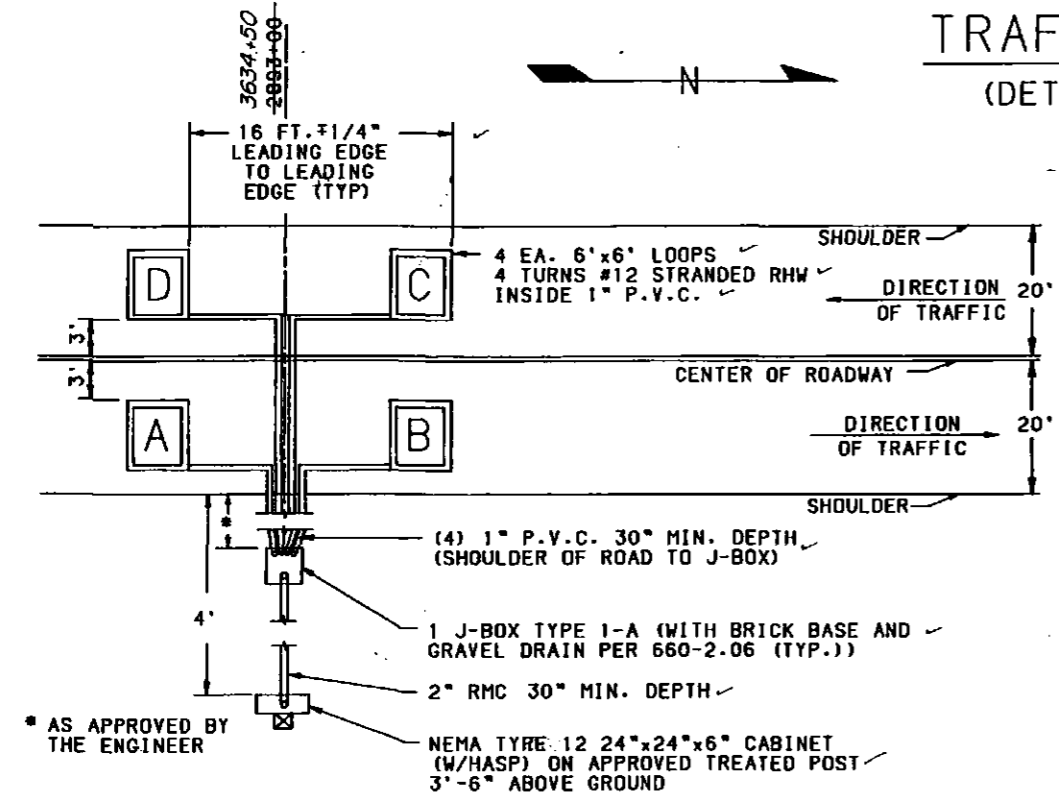
1. RECONSTRUCT EXISTING APPROACH.
2. RECONDITION AND REPAVE ENTIRE TURNOUT AS DIRECTED BY THE ENGINEER. QUANTITIES ARE INCLUDED IN THE ESTIMATE OF QUANTITIES.
3. WHERE PAVEMENT ON EXISTING APPROACHES EXTENDS BEYOND THE END OF THE APPROACH RADIUS THE PAVEMENT WILL BE SAW CUT AND MATCHED AT THE END OF THE RADIUS.
4. CONSTRUCT APPROACH.



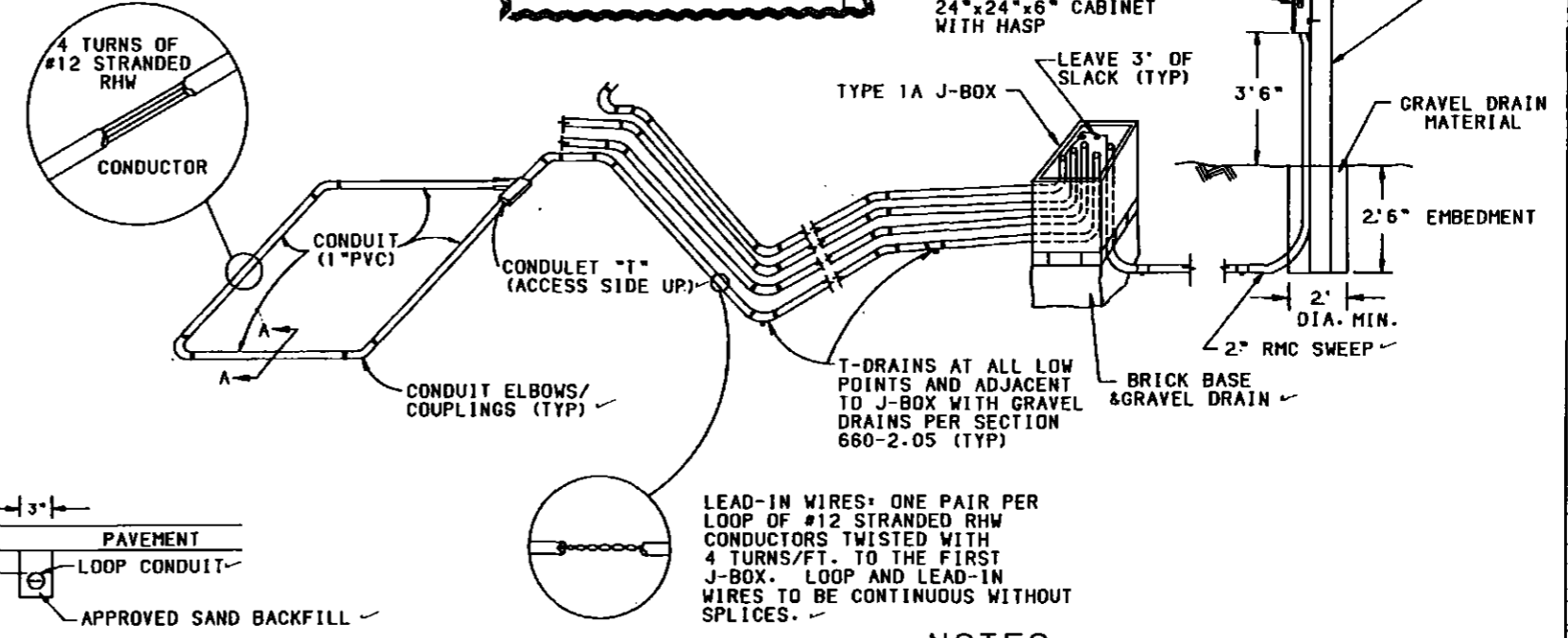
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	1R-OA4-3 (4)	1986	13	17/16
CADD REFERENCE NUMBER 86072, 63001W07				

TRAFFIC COUNT STATION

(DETECTION FOR CONTROL SITE)



AS-BUILT PLANS



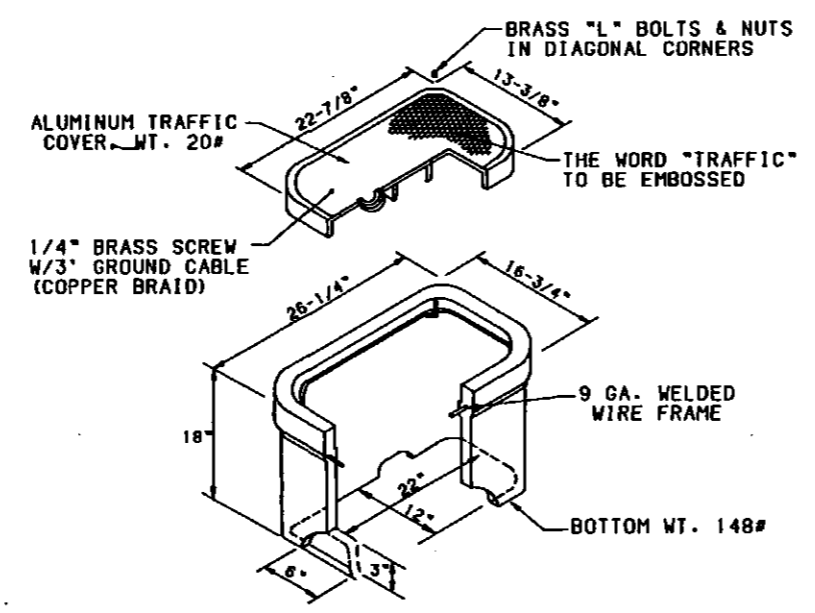
SECTION A-A

NOTES

- 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.
- INSTALL 6" WIDE MARKER TAPE 1 FT. BELOW SURFACE OVER EACH CONDUIT NOT LOCATED UNDER PAVEMENT.
- LOCATE ALL UNDERGROUND UTILITIES, INCLUDING FUEL LINES, GAS TANKS, CABLES, ETC. PRIOR TO INSTALLATION OF SYSTEM.
- ALL LOOP CONDUIT & FITTINGS SHALL BE RIGID PVC WITH SOLVENT WELDED CONNECTIONS, INCLUDING ALL CONDUIT TO THE FIRST J-BOX.
- J-BOXES SHALL BE LOCATED AWAY FROM DRAINAGE COLLECTION POINTS SUCH AS DITCHES. THE TOP OF J-BOXES SHALL BE DEPRESSED 2" BELOW THE SURROUNDING GROUND.

TYPE I-A JUNCTION BOX DETAIL

FOR TITE OR APPROVED EQUAL NOT TO SCALE



NOTES

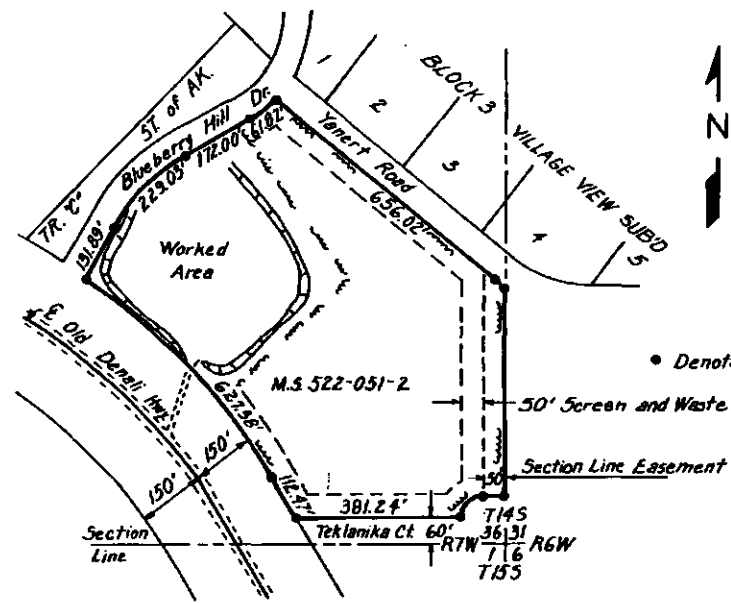
- THE LEAD-IN CABLES SHALL BE SOLDER SPLICED TO THE LOOP LEAD-IN WIRES AT THE 1ST J-BOX. THE SPLICES SHALL BE WATERPROOF AS PER SPECIFICATIONS 660-2.09 (A) AFTER SPLICING AND BEFORE INSTALLING THE CABLES IN CONDUITS. THE CONTRACTOR SHALL ALLOW THE ENGINEER TO VERIFY THAT THE FOUR LEAD-IN CABLES ARE OF THE SAME LENGTH. AFTER THE LEAD-IN CABLES HAVE BEEN INSTALLED IN THE CONDUITS WITH 3 FT. OF SLACK IN THE J-BOX, THE FOUR CABLES SHALL BE SHORTENED TO THE SAME AMOUNT, AS REQUIRED TO LEAVE 5 FT. OF SLACK IN THE CABINET. WHERE THEY SHALL BE BANDED AND CONNECTED TO THE STATE FURNISHED CONNECTOR. THE LEAD-IN CABLES SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE FIRST J-BOX TO THE CONNECTOR.
- LOOPS SHALL BE INSTALLED IMMEDIATELY PRIOR TO PAVING THIS SECTION OF ROADWAY. THE LOOPS SHALL BE INSTALLED CAREFULLY TO MEET THE SEPARATION REQUIREMENTS AS SHOWN. THE CONTRACTOR SHALL TEST ALL LOOPS AND LEAD-INS BY MEGGERING AND CONTINUITY TESTS PER SECTION 660-2.14. FIELD TESTS 1 AND 3 WITH WRITTEN RESULTS FURNISHED TO THE ENGINEER.
- ALL LOOPS SHALL BE WOUND IN THE SAME DIRECTION WITH THE STARTING LEAD MARKED "S" PER SECTION 660-2.08.
- EACH PAIR OF LEAD-IN CONDUCTORS FROM LOOPS TO JUNCTION BOXES SHALL HAVE IDENTIFICATION BANDS PER SECTION 660-2.08. THE LEAD-IN CABLES SHALL ALSO BE BANDED AT THE CABINET WITH THE LOOP LETTERS.
- GRAVEL DRAIN MATERIAL SHALL BE COARSE CONCRETE AGGREGATE OR AS APPROVED BY THE ENGINEER.
- BOLT THE CABINET TO THE POST USING 4-3/8"x3" LAG SCREWS WITH FLAT WASHERS. THE HOLES SHALL BE PREDRILLED. THE BOLTS AND WASHERS SHALL BE GALVANIZED.
- THE 6"x6"x8" TIMBER POST SHALL BE KILN DRIED OR THE EQUIVALENT AND FREE OF ROT AND BARK. TIMBER TO BE USED MAY BE ANY OF THE FOLLOWING TYPES: HEMLOCK, DOUGLAS FIR, WESTERN PINE, SITKA SPRUCE, OR AS APPROVED BY THE ENGINEER. THE TIMBER POST SHALL BE TREATED IN ACCORDANCE WITH THE LATEST APPLICABLE STANDARDS OF AMERICAN WOOD PRESERVERS ASSOCIATION.
- ATTACH THE CONDUIT TO THE CABINET WITH APPROVED FITTING AND INSTALL BUSHING.



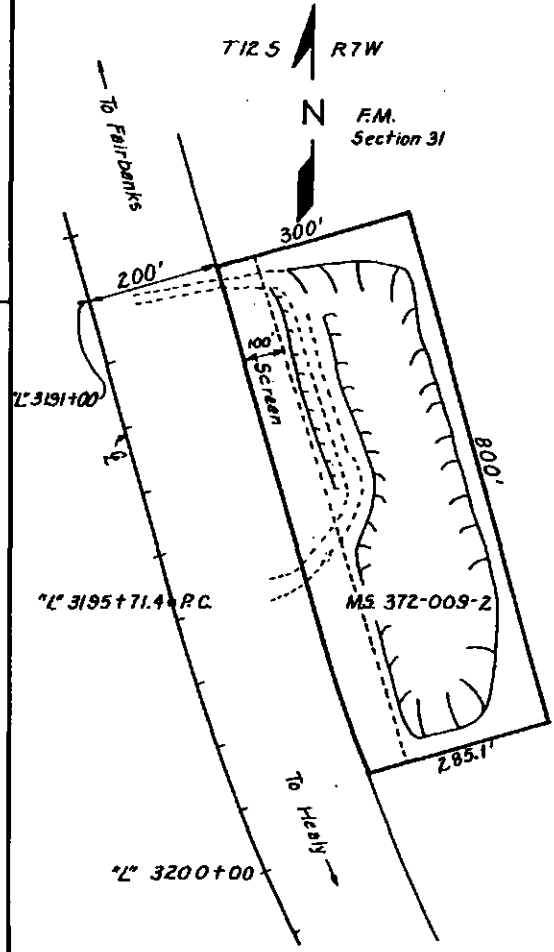
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	IR-OA4-3(4)	1986	14	16

AS-BUILT PLANS

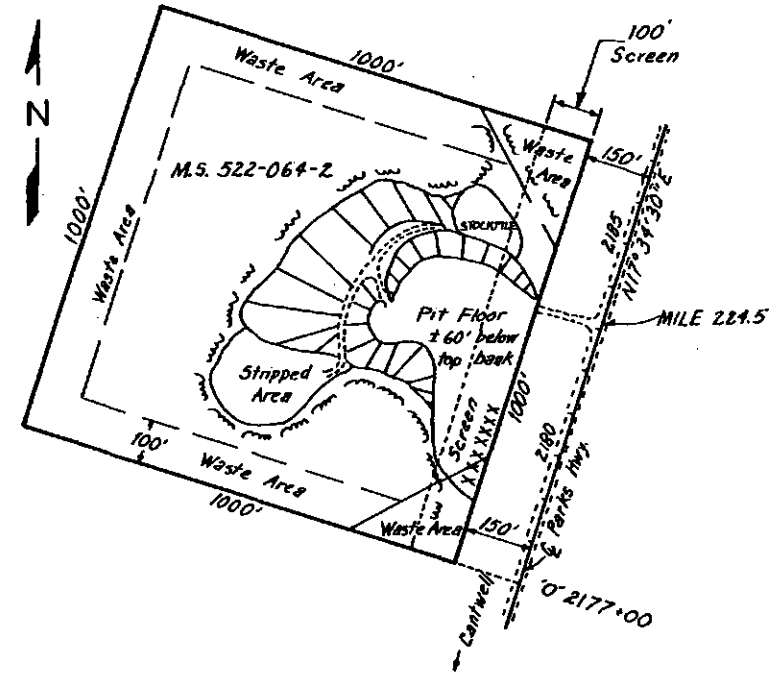
Excavation shall be limited to 20' below the existing ground surface in undisturbed areas and to an equivalent depth in already worked areas.



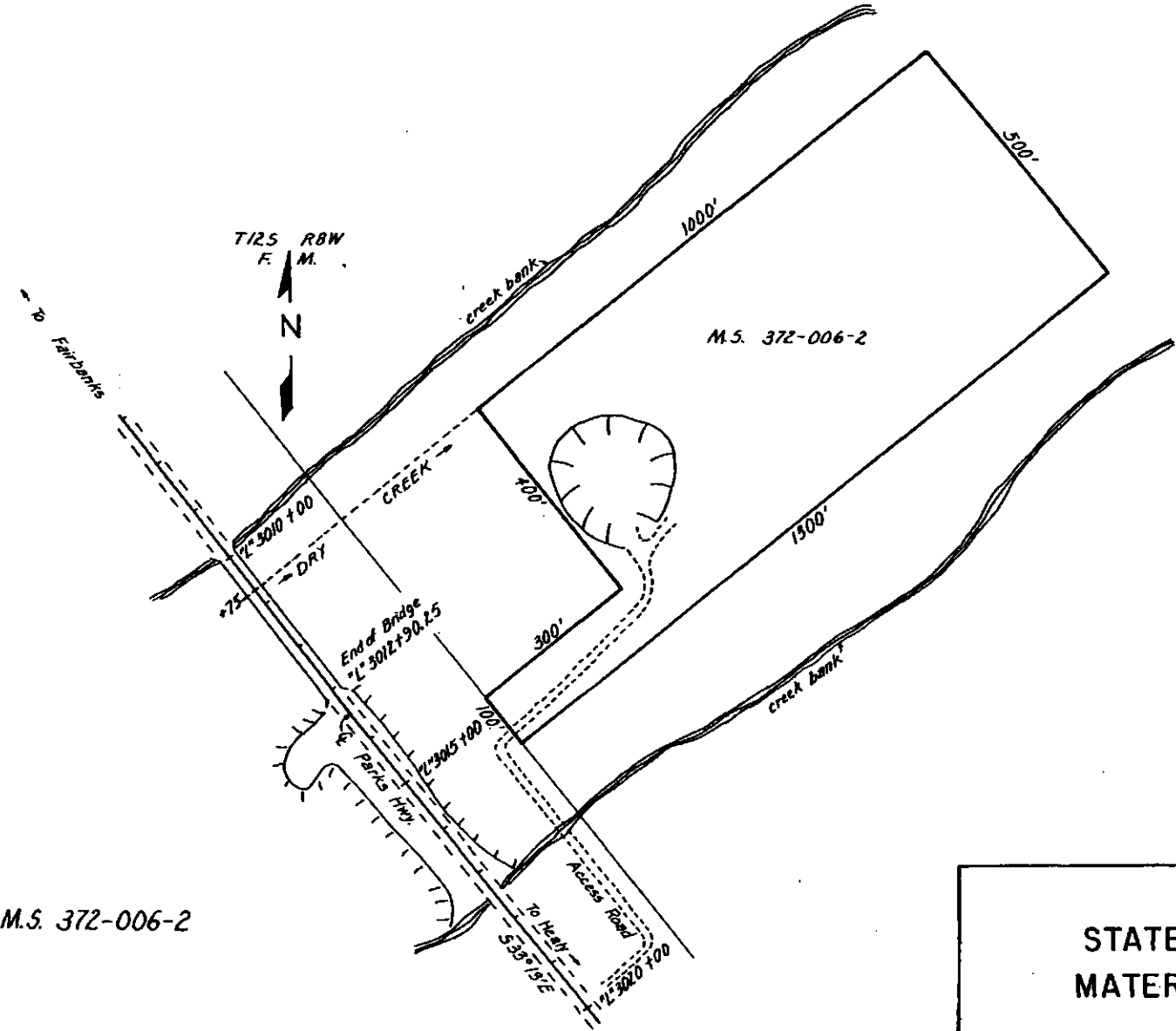
M.S. 522-051-2



M.S. 372-009-2



M.S. 522-064-2



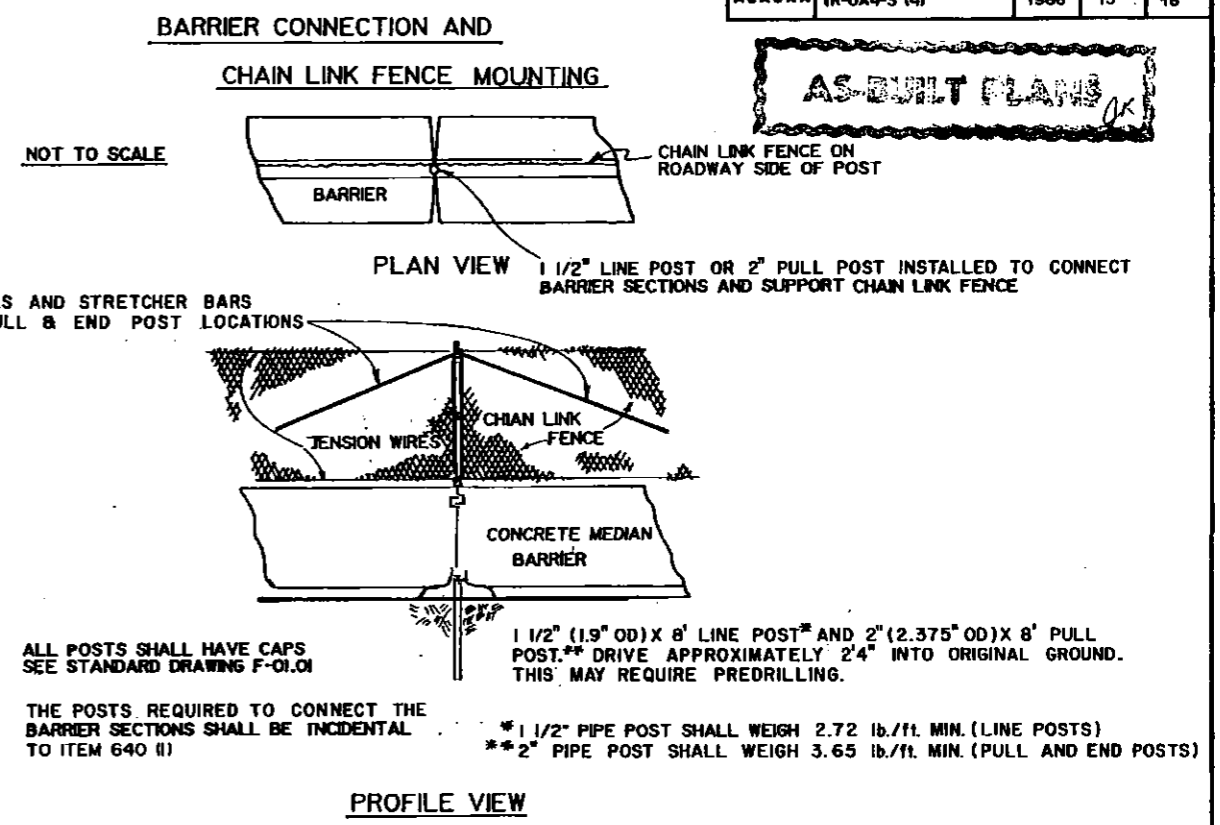
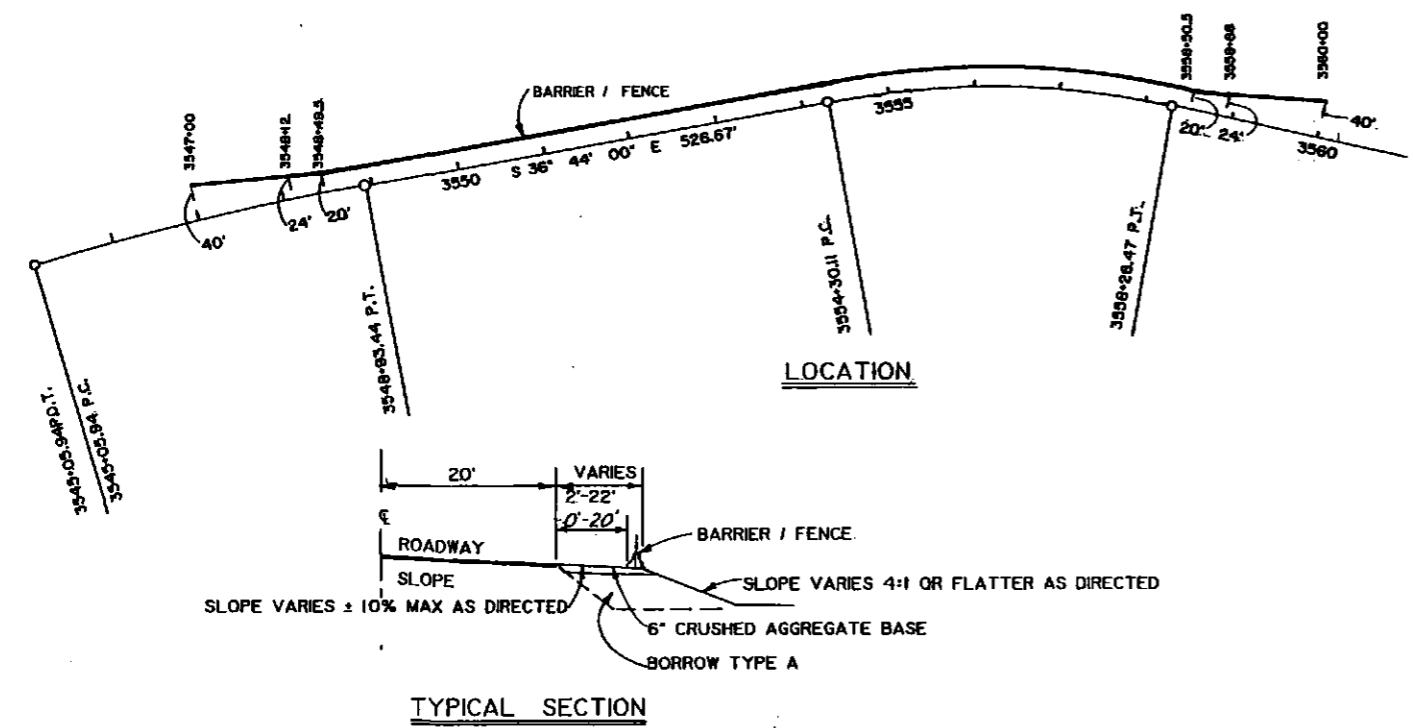
M.S. 372-006-2

STATE FURNISHED MATERIAL SOURCES



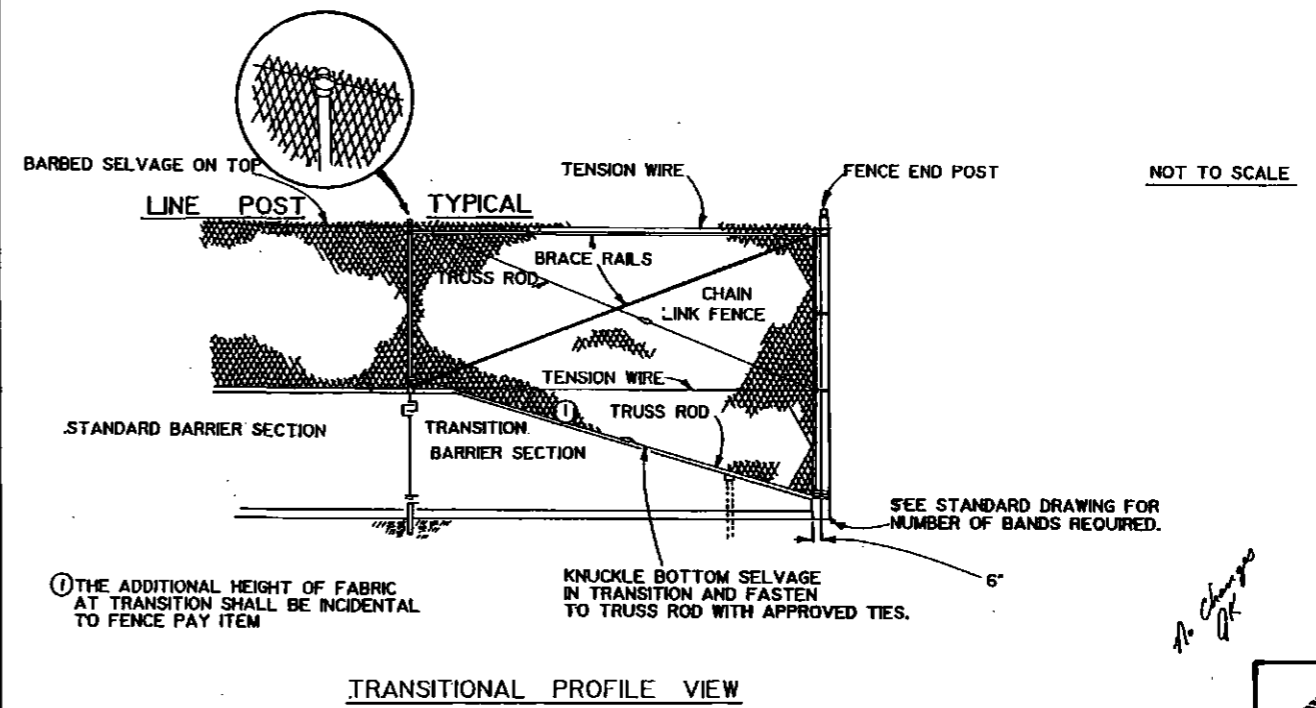
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	(R-0A4-3 (4))	1986	15	17

AS-BUILT PLANS

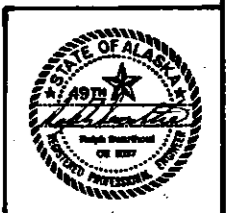


CHAIN LINK FENCE AND CONCRETE JERSEY BARRIER NOTES

- (1) THE CHAIN LINK FENCE SHALL BE CONSTRUCTED WITH 9 GAGE, 36" CHAIN LINK FENCE FABRIC. MATERIALS AND INSTALLATION SHALL COMPLY WITH SECTION 607 OF THE SPECIFICATIONS AND STANDARD DRAWING F-01.01, UNLESS NOTED OR DETAILED OTHERWISE ON THE PLANS.
- (2) PULL POST BRACING FOR CHAIN LINK FENCE SHALL BE INSTALLED AT 250' INTERVALS. END POSTS SHALL BE INSTALLED AS DETAILED ON THE PLANS AND STANDARD DRAWING F-01.01. THIS WORK AND MATERIALS SHALL BE INCIDENTAL TO ITEM 607(3).
- (3) THE BARRIER SECTIONS MAY REQUIRE MODIFICATIONS TO ALLOW FOR INSTALLATION ON A CURVE OR ON TERMINAL FLARES. THESE MODIFICATIONS SHALL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 639(1).
- (4) WHEN AN END, PULL OR CORNER POST IS SPECIFIED THIS SHALL INCLUDE ALL BRACING AND HARDWARE AS DETAILED IN THE SPECIFICATIONS AND ON STANDARD DRAWING F-01.01. THIS SHALL ALSO INCLUDE TENSIONING THE FABRIC AS REQUIRED. THE FABRIC SHALL BE SEPARATED AND STRETCHER BARS INSTALLED AT ALL PULL, CORNER, AND END POST LOCATIONS. ALL POSTS AND BRACES SHALL BE PIPE.
- (5) THE CONTRACTOR SHALL INSTALL THE JERSEY BARRIER BEGINNING WITH A TRANSITION SECTION LOCATED AT THE END, WHERE IT FACES THE NEAR LANE APPROACHING TRAFFIC. WHEN AN INTERMEDIATE (STANDARD) SECTION OF BARRIER IS TO REMAIN EXPOSED FOR MORE THAN ONE HOUR, A TRANSITION (END) SECTION SHALL BE TEMPORARILY INSTALLED AND CONNECTED UNTIL WORK IS RESUMED. REFLECTOR ASSEMBLIES SHALL BE INSTALLED PRIOR TO OR AT THE TIME EACH FIFTH BARRIER SECTION IS INSTALLED.
- (6) THE CONTRACTOR SHALL, AT THE TIME THE FIRST TWO BARRIER SECTIONS ARE CAST, VERIFY THAT THE DETAILED CONNECTION PROVIDES ADEQUATE CLEARANCES TO INSTALL THE PROPOSED POST. ANY MODIFICATIONS REQUIRED SHALL BE APPROVED IN WRITING BY THE ENGINEER AND SHALL BE INCIDENTAL TO ITEM 639(1) CONCRETE JERSEY BARRIER.
- (7) NO GROUNDING WILL BE REQUIRED ON THE FENCE OR BARRIER FOR THIS PROJECT.

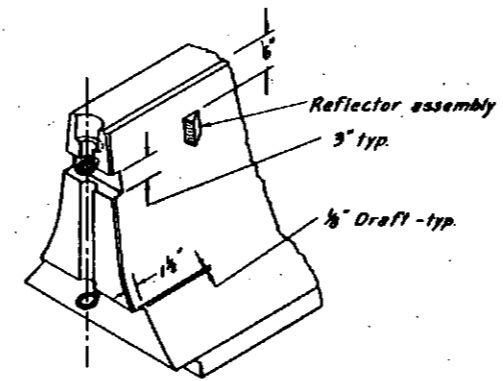
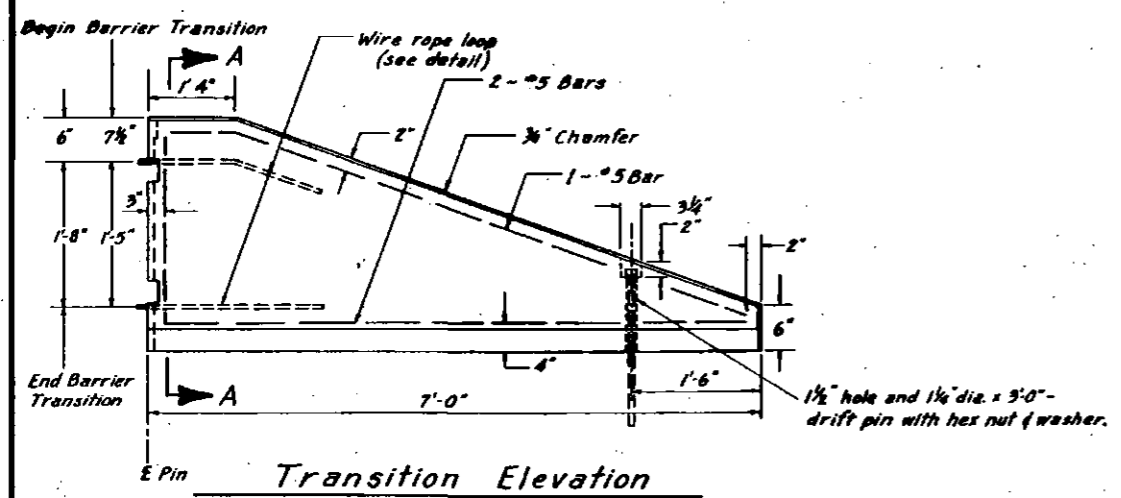
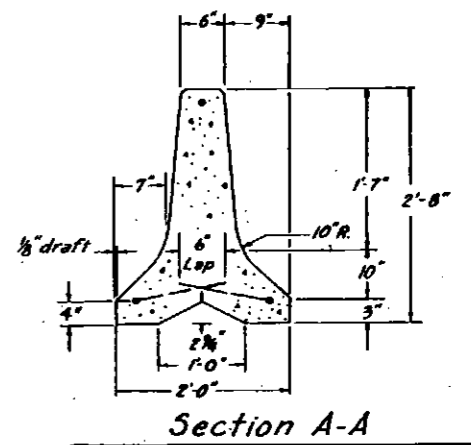
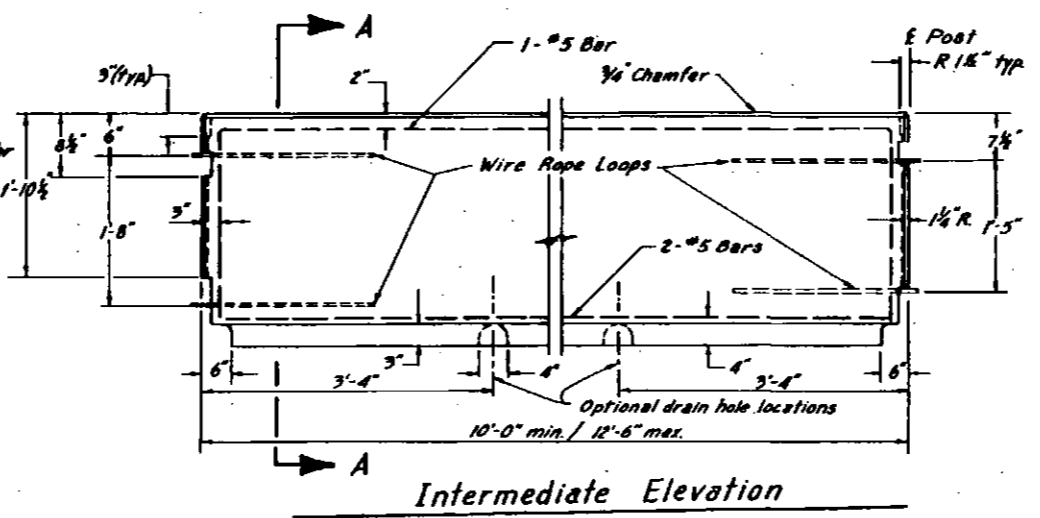
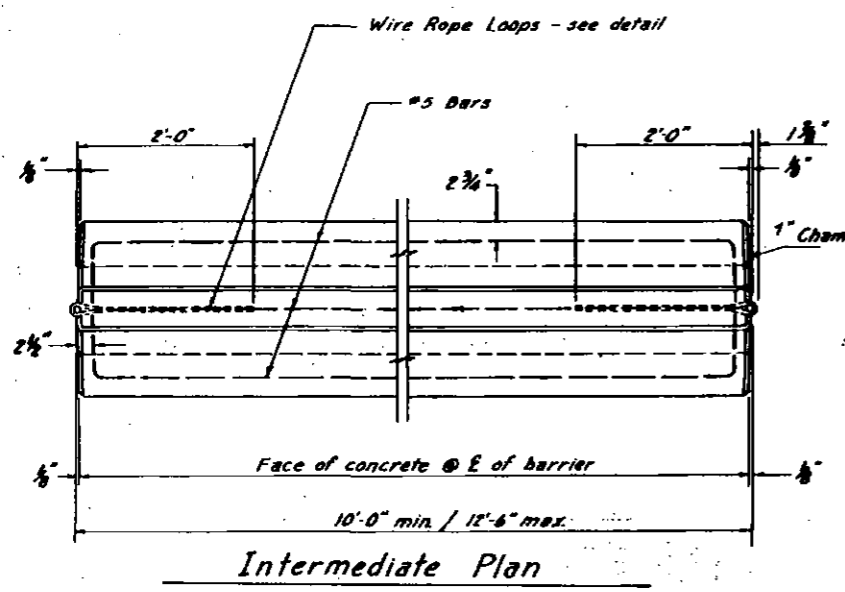


CHAIN LINK FENCE AND CONCRETE JERSEY BARRIER DETAIL

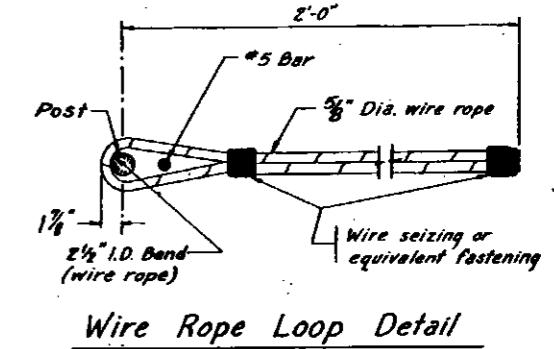


AS-BUILT PLANS

STATE	PROJECT IDENTIFICATION	YEAR	DATE	SCALE
ALASKA	IR-0A4-3(4)	1988	16	17 18



Note: Attach reflectors at 50' intervals. Use Stimsonite 960 barrier delineator or equivalent. When there is two way traffic on the same barrier side, mount white units on that side back to back.



Jersey Barrier Notes

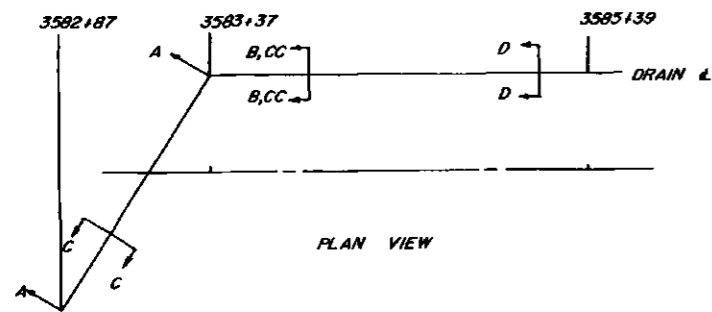
1. Precast concrete shall be Class A.
2. Vertical axis of concrete barrier shall be normal to foundation surface.
3. Slight dimension changes may be made as approved by the Engineer.
4. Cast-in-place barrier shall not be allowed.
5. See the barrier-fence detail on sheet 15.

As changed

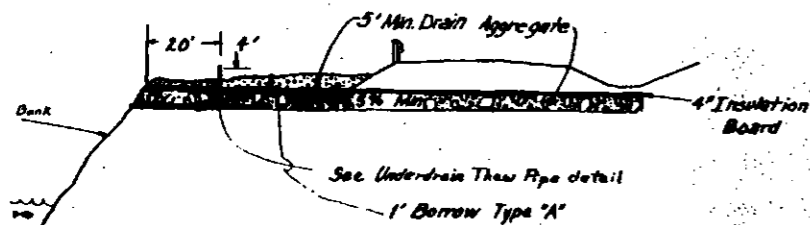


JUNCO CREEK UNDERDRAIN

AS-BUILT DETAILS (C.O.1) (SHEET 3)

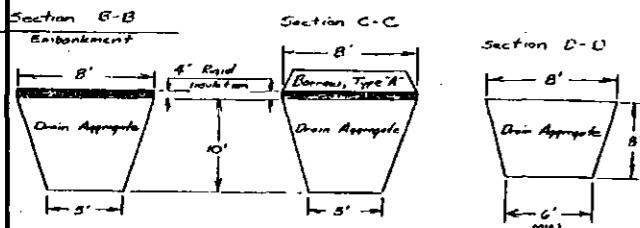


PLAN VIEW

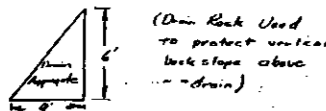


FRACTURED ZONE UNDERDRAIN SECTION A-A

Junco Creek
Fracture Blasting
Deleted W.O.D.



Section CC-CC



(Drain Bank Used to protect vertical back slope above drain)

Section	Stations
B-B + C-C	3584+87 - 3582+87
D-D	3585+37 - 3584+87
CC-CC	3585+11 - 3583+39

GRADE DETAILS RAILROAD CROSSING

TRACK CENTERLINE STATION 2744+76.81 (E.W.O. 2)

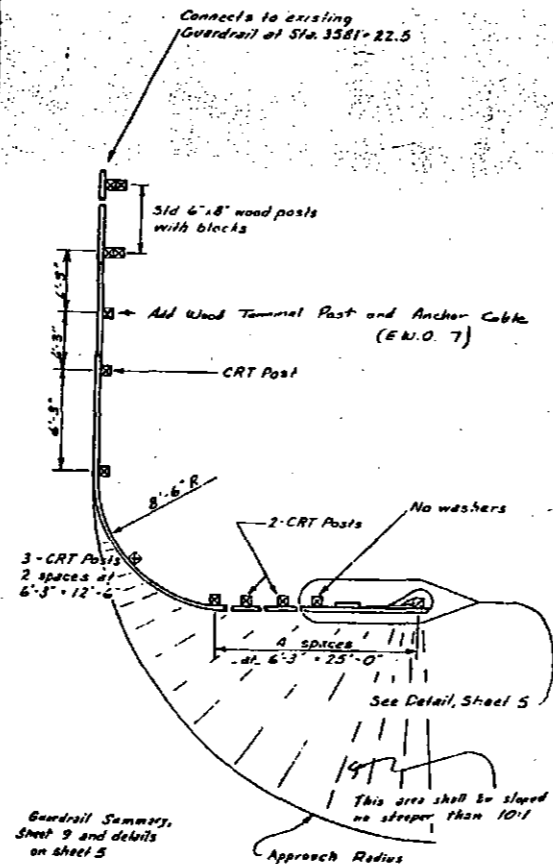
STA. 2742+70
VPI EL. 103.18 400' V.C.

STA. 2738+70
VPI EL. 98.52
400' V.C.

STA. 2745+21
VPI EL. 101.17
80' V.C.

GUARDRAIL CRT POST DETAILS

AS-BUILT DETAILS (E.W.O.7) (SHEET 4)



Guardrail Summary, Sheet 9 and details on sheet 5

SUMMARY OF QUANTITIES

AS-BUILT Summary of Quantities (Refer to Sheet 7)

ITEM NO.	FA CODE	ITEM	UNIT	QUANTITY
109(1)	1000	Petroleum Adjustments	CS	All Req'd
109(2)	1000	OBE & UBE Adjustments	CS	All Req'd
110(1)	1000	Mobilization	LS	All Req'd
111(1)	1000	Temporary Erosion & Pollution Control	CS	All Req'd
114(1)	CEM	Construction Surveying by Contractor	LS	All Req'd
115(2)	1000	Traffic Maintenance	LS	All Req'd
116(1)	1000	Construction Signs	LS	All Req'd
116(2)	CEM	Furnishing & Maintaining Field Office	LS	All Req'd
116(3)	CEM	Furnishing & Maintaining Field Lab	LS	All Req'd
203(1)	1000	Unclassified Excavation EWO #2	CY	44724
203(50)	1000	Borrow Tree A EWO #2, #3 CO #2	Ton	5887
203(8)	1000	Drain Aggregate CO #1	CY	1224.5
301(1)	1000	Crushed Aggregate Base Course EWO #1 CO #1, #2	Ton	34979
303(1)	1000	Reconditioning EWO #2	Sta	464.4
304(1)	1000	Subbase Grading "C" EWO #2	Ton	13754
401(1)	1000	Asphalt Concrete, Type 1 EWO #1 CO #1, #2	Ton	33087.5
401(2)	1000	Asphalt Concrete, AC-2.5 EWO #2 CO #1, #2	Ton	7706.38
401(7)	1000	Double Strin	Sta	1152
403(1)	1000	Prime Coat	Ton	90.38
603(22-10)	1000	18 Inch Pipe CO #2	LF	318
603(22-24)	1000	24 Inch Pipe CO #2	LF	69
603(22-36)	1000	36 Inch Pipe	LF	348
606(1)	1000	Beam Type Guardrail, Type 1 Post	LF	11351.8
606(8)	1000	Remove & Reinstall of Guard Rail	LF	7828
606(9)	1000	Guard Rail Upgrading CO #1	LF	3688
607(5)	1000	Chain Link Fence	LF	1318
616(3)	1000	Adjust Existing Nonwovens 'B' Cases	EA	38
616(1)	1000	Standard Sign	WF	312.8
616(2)	1000	1/4 Inch Diameter Culvert Thru Pipe	Each	1
627(1)	1000	Entering Road	Each	1288

AS-BUILT Summary of Quantities (Refer to Sheet 7)

ITEM NO.	FA CODE	ITEM	UNIT	QUANTITY
633(1)	1000	Insulation Board CO #1	MSF	12.34
637(1)	1000	Fracture Blasting	LF	96
638(1)	1000	Geotextile	ST	44568
639(1)	1000	Apron Mats CO #2	Each	1302.5
640(1)	1000	Concrete Jersey Barrier	LF	All Req'd
640(6)	1000	Traffic Count Station	LS	All Req'd
670(1)	1000	Painted Traffic Markings EWO #2	LS	All Req'd

NEW ITEMS ESTABLISHED BY EWO

109(1A)	1000	Emergency Road Repair E.W.O.#8	L.S.	634 Req'd.
109(1B)	1000	Emergency Slope Erosion Repair E.W.O.#8	L.S.	All Req'd.
203(50)	1000	Borrow Tree "A" EWO #1	Ton	5846
203(55)	1000	Contract Credit for Deleted Seedling EWO #9	L.S.	All Req'd
404(6A)	1000	Special Guardrail End Anchorage	LS	All Req'd
606(8B)	1000	Additional BCTE Installations EWO #2	Each	4
637(2)	1000	Fracture Blasting Dispute Settlement EWO #10	L.S.	All Req'd.

NEW ITEMS ESTABLISHED BY EWO (Non-Participating)

203(9)	NP	Maintenance Sand Stockpiles EWO #5	CY	5000
203(1)	NP	Stockpiled Material, Section 703-2, Table 703-2, Grading D-1 EWO #1	CY	8000
401(1A)	NP	Asphalt Concrete #1a EWO #4	Ton	1643.7
403(2A)	NP	Aggregate for Asphalt Surface Treatment, Grading E, Maintenance Stockpile EWO #5	Ton	5000

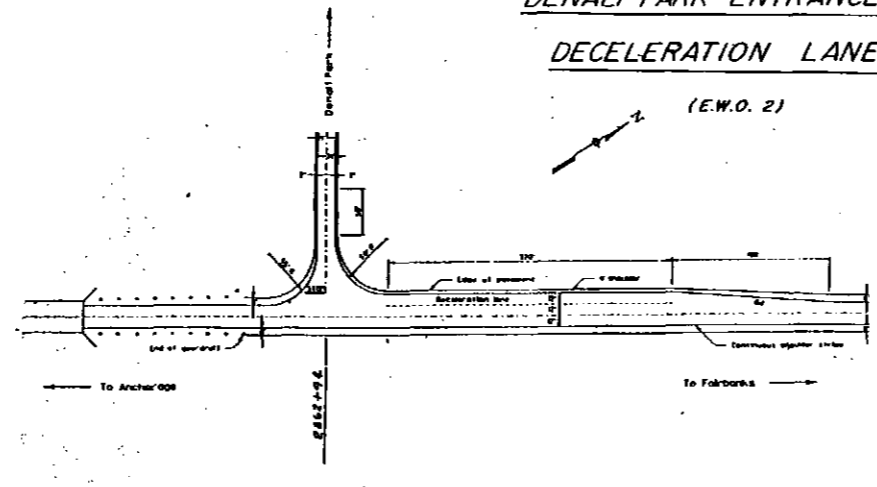
NEW ITEMS ESTABLISHED BY SA #1 (Non-Participating)

109(1C)	NP	Roadway Repair for Maintenance	LS	All Req'd
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DENALI PARK ENTRANCE

DECELERATION LANE

(E.W.O. 2)



CULVERT SUMMARY (AS-BUILT) (Refer to Sheet 11)

STATION	CULVERT DIA (IN.)	LGTH (FT.)	3/4" DIA TRAM PIPE	REMARKS
2560+00	24	20		EXTENSION
2762+44	36	116	1	EXTENSION
3634+00	18	74		APPROACH
3632+45	24	43		APPROACH
3622+00	18	46		APPROACH
3619+00	36	6		EXTENSION
3611+30	18	50		APPROACH
3610+50	18	48		APPROACH
3609+25	18	50		EXTENSION
3577+00	36	6		EXTENSION
3575+00	36	6		EXTENSION
3568+00	24	6		EXTENSION
3563+00	36	6		EXTENSION INLET
3563+00	36	18		EXTENSION OUTLET
3548+00	36	25		EXTENSION
3545+00	36	6		EXTENSION
3542+00	36	6		EXTENSION
3516+00	18	50		APPROACH
3418+23	36	142		APPROACH

TOTAL 18" PIPE 318.0 L.F.
TOTAL 24" PIPE 69.0 L.F.
TOTAL 36" PIPE 345.0 L.F.