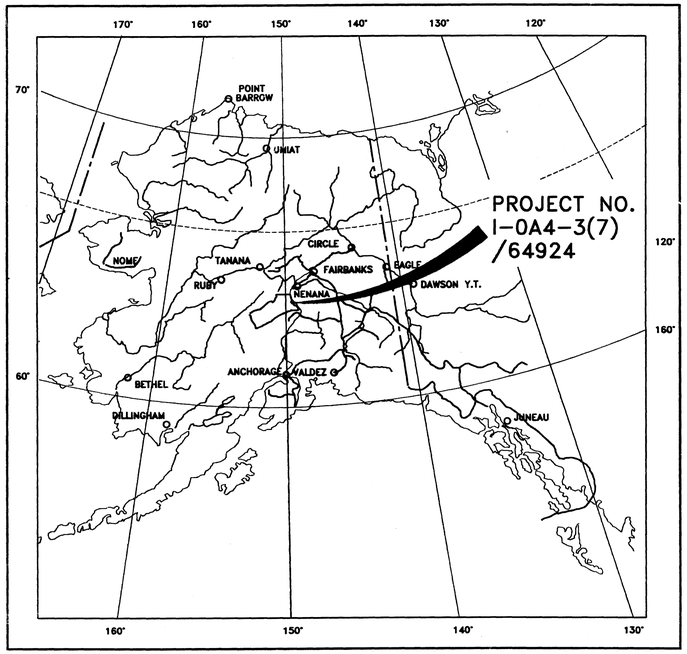


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT
I-0A4-3(7)/64924

PARKS HIGHWAY MILE 216 NORTH
Paving, Grading & Bridge Rehab

As-Built Plans
Work Began: April 20, 1992
Work Completed: June 17, 1993
Project Engineer: Bruce Herning
Contractor: Eastwind, Inc.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	1	26

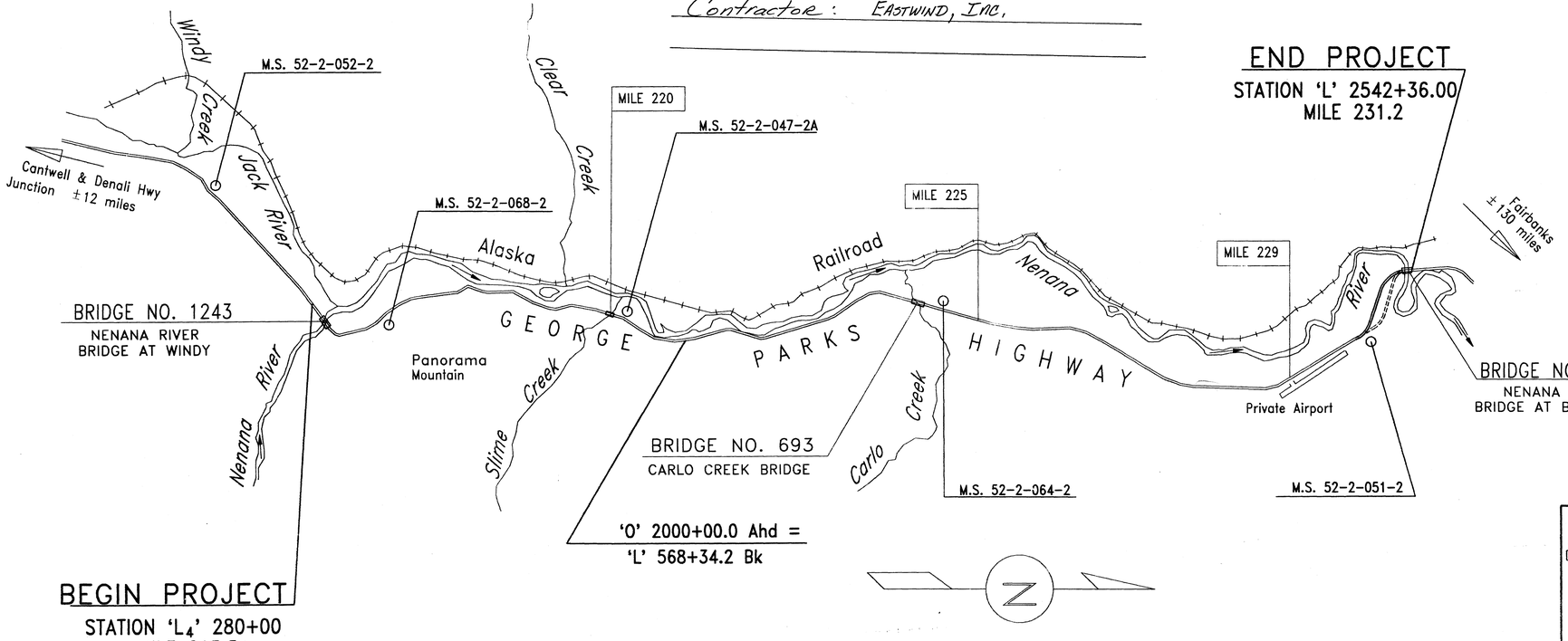
64924p11

ADDENDUM NO. 1 ATTACHMENT NO. 10

INDEX OF SHEETS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1, C-01.03, C-02.01, C-03.01, C-04.00, D-01.01, D-04.10, D-05.10, D-06.01, D-07.00, D-09.00, D30.01, G-04.035, G-09.01S, G-09.01W, G-14.04S, G-14.04W, G-18.00S, G-29.01S, G-29.01W, I-81.00, M-16.01, M-20.10, M-23.10, S-00.00, S-05.00, S-30.01, T-03.02, T-05.00, T-20.00, T-21.01, G-03.00, G-11.00



DESIGN DESIGNATIONS

ADT (1989)	1,375
ADT (2002)	1,950
DHV (2002)	14%=273
TRUCKS (%)	12%
DIRECTIONAL SPLIT	45-55%
V (DESIGN SPEED)	60 MPH
DESIGN LANE EAL'S (2002)	1,273,854

PROJECT SUMMARY

WIDTH OF PAVEMENT	40 FEET
LENGTH OF GRADING	80,511.85 FT=15.24 MI
LENGTH OF PAVING	80,175.07 FT=15.20 MI
LENGTH OF BRIDGES	824.42 FT= 0.16 MI
MISCELLANEOUS WORK	2,024.28 FT=0.38 MI
LENGTH OF PROJECT	83,360.55 FT= 15.79 MI

PLANS DEVELOPED BY:
GARY C. WALKLIN
UNDER THE SUPERVISION OF:
DAN G. STERLEY, PE

STATE OF ALASKA
49TH
DANIEL G. STERLEY
OE-7647
REGISTERED PROFESSIONAL ENGINEER

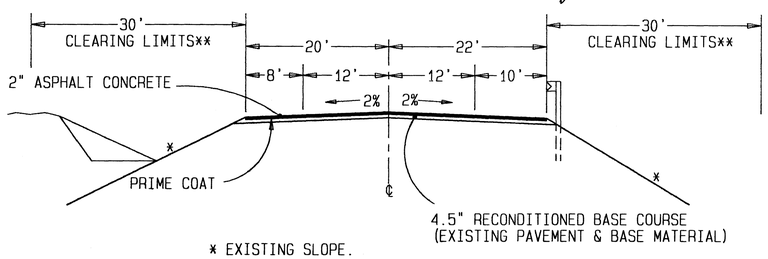
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED BY: _____ DATE 9-24-91
for DESIGN CHIEF, NORTHERN REGION DESIGN AND CONSTRUCTION

D046 Parks Highway Mile 216 I-0A4-3(7)/64924 Completed: 6-17-93

64924P06	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	2	26

TYPICAL SECTION No. I
RECONDITIONING TYPICAL



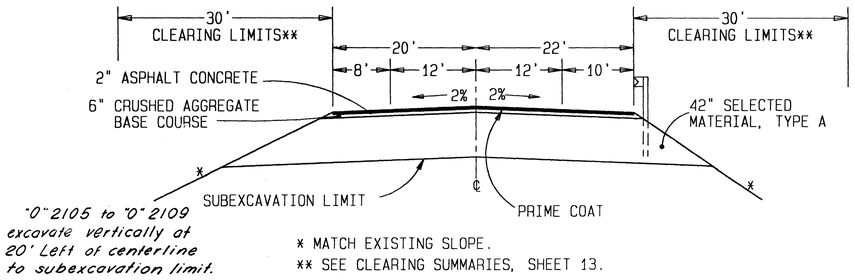
* EXISTING SLOPE.

** SEE CLEARING SUMMARIES, SHEET 13.

Begin at Sta. "L4" 303+91 E.O.B. and End at Sta. "L" 2538+55.8 B.O.B. except Typical II and Typical III Sections.

TYPICAL SECTION No. II
SUBGRADE STABILIZATION TYPICAL

(SEE SUBEXCAVATION SUMMARY, SHEET No. 3)



"0"2105 to "0"2109
excavate vertically at
20' Left of centerline
to subexcavation limit.

* MATCH EXISTING SLOPE.

** SEE CLEARING SUMMARIES, SHEET 13.

GENERAL NOTES:

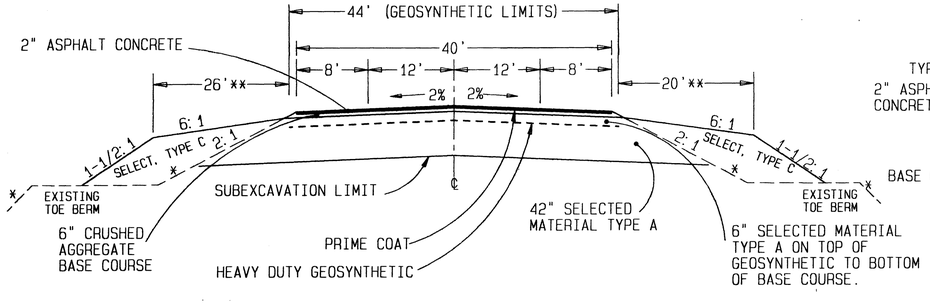
1. STATIONING ON THIS PROJECT IS APPROXIMATE AND IS SUBJECT TO MINOR REVISIONS AS DIRECTED BY THE ENGINEER. STATIONING IS BASED ON AS-BUILTS FOR PROJECT F-037-2(19).
2. THE EXISTING PAVEMENT ON THIS PROJECT IS APPROXIMATELY 1-1/2" IN THICKNESS. PATCHED AREAS CAN BE EXPECTED TO BE THICKER. ALL RECONDITIONING SHALL BE IN ACCORDANCE WITH SECTION 303 OF THE SPECIFICATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. QUANTITIES REQUIRED FOR APPROACH CONSTRUCTION ARE INCLUDED IN THE ESTIMATE OF QUANTITIES.
4. REMOVAL AND DISPOSAL OF EXISTING CULVERTS AND EXCAVATION FOR CULVERT PLACEMENT WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO THEIR RESPECTIVE 603 ITEMS.
5. WORK AND EQUIPMENT REQUIRED FOR PAVING TRANSITIONS WILL NOT BE MEASURED OR PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO PAY ITEMS 203(3) AND 301(1).
6. AFTER COMPLETION OF PAVING OPERATIONS, MATERIALS SHALL 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 ITEM 401(1).
7. 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 AT LEAST TWO WORKING DAYS PRIOR TO DESTROYING EXISTING PAVEMENT MARKINGS. THIS SHALL INCLUDE BEGINNING AND ENDING OF SOLID AND/OR BROKEN LINES, SYMBOLS, 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.
8. THE TRAFFIC MARKINGS ITEM SHALL INCLUDE THE SECTIONS THAT DO NOT REQUIRE ASPHALT CONCRETE (BRIDGES, EQUIPMENT CROSSINGS, ETC).
9. THE STRIPE/SKIP RATIO FOR THIS PROJECT SHALL BE 10/30 (RURAL).
10. APPROXIMATELY ~~8200~~ 8400 TONS OF CRUSHED AGGREGATE BASE COURSE WILL BE REQUIRED FOR GRADE & SHOULDER LEVELING. THESE QUANTITIES ARE INCLUDED IN THE ESTIMATE OF QUANTITIES.
11. SUPERELEVATION RATES AND TRANSITIONS WILL MATCH EXISTING UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
12. PRIOR TO EXCAVATING OR RECONDITIONING THE EXISTING EMBANKMENT, THE CONTRACTOR SHALL PROFILE THE ROADWAY CENTERLINE. IN GENERAL, THE NEW FINISHED GRADE WILL NOT VARY FROM THE EXISTING GRADE EXCEPT TO ACCOUNT FOR LOCALIZED SETTLEMENT AND EMBANKMENT DISTORTIONS.
13. THE BOTTOM OF EXCAVATION SHALL BE COMPACTED TO A DENSITY NOT LESS THAN 95% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHO T-180, METHOD "D" OR ALASKA METHOD T-12.
14. SUB-EXCAVATION AREAS LESS THAN 200 FT IN LENGTH SHALL BE BACK-FILLED TO THE TOP OF SELECT IN THE SAME SHIFT.
15. EXCAVAVTION FOR MCKINLEY VILLAGE HILL DITCH DRAIN AND DOWN DRAIN WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE CONSIDERED INCIDENTAL TO ITEM 605(7). SEE PLAN SHEET No. 9.
16. BRIDGE DECKS WILL NOT BE PAVED.
17. TOP OF BASE COURSE ELEVATION SHALL MATCH EXISTING TOP OF EXISTING PAVEMENT GRADE FOR ALL TYPICALS EXCEPT SLIME CREEK GRADE RAISE AND TRANSITIONS INTO THE BRIDGES.
18. DELETE NOTE 9 ON STANDARD DWG. D-30.01.
19. MINIMUM POST EMBEDMENT DEPTH FOR MAIL BOXES SHALL BE 24".
20. STATIONS 2526+50 TO 2530+00 IN THE TYPICAL III SECTION WERE REPAIRED IN 1987. THERE IS A 40 FT. WIDE LAYER OF GEOTEXTILE APPROXIMATELY 3 FT. BELOW THE TOP OF EXISTING PAVEMENT. REMOVAL SHALL BE INCIDENTAL TO ITEM 203(3).

SEE SHEETS 5 & 7 FOR SPECIAL TYPICALS.

TYPICAL SECTION No. III
SUBGRADE STABILIZATION TYPICAL

(See Subexcavation Summary, Sheet No. 3)

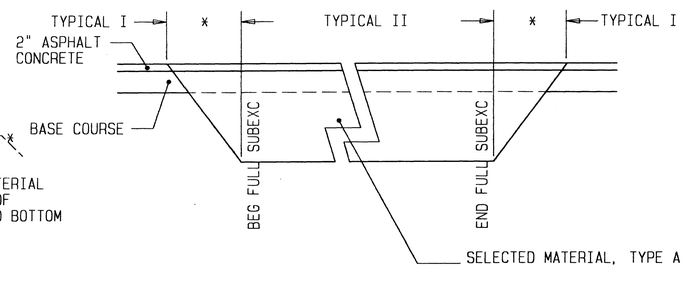
"L" 2525 to "L" 2530



* EXISTING SLOPES VARY

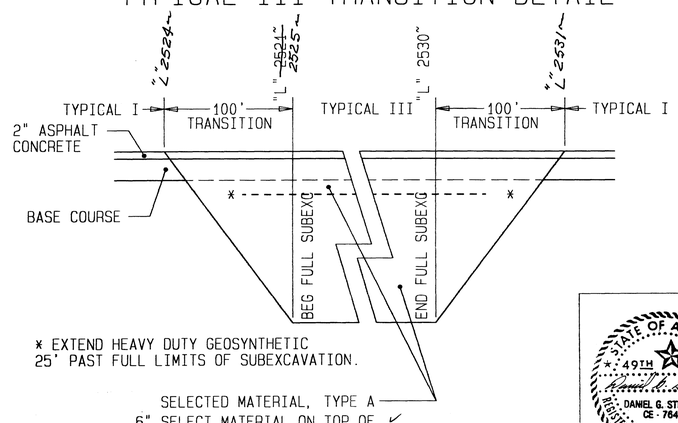
** SLOPE FLATTENING BEGINS AT TOP OF SELECT SHOULDER.

TYPICAL II TRANSITION DETAIL



* SEE SUBGRADE STABILIZATION SUMMARY, SHEET 3

TYPICAL III TRANSITION DETAIL



* EXTEND HEAVY DUTY GEOSYNTHETIC
25' PAST FULL LIMITS OF SUBEXCAVATION.

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE-7647
REGISTERED PROFESSIONAL ENGINEER

As-Built

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-OA4-3(7)	1991	3	26

64924p02

ADDENDUM NO. 1 ATTACHMENT NO. 11

ESTIMATE OF QUANTITIES

ITEM NO.	PAY ITEM	PAY UNIT	ACTUAL QUANTITY
120 (1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
201 (1B)	CLEARING	LUMP SUM	ALL REQUIRED
202 (10)	SINGLE MAIL BOX INSTALLATION	EACH	2.0 ~~3.0~~
203 (3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	14,614.0 ~~15,000.0~~
203 (6)	BORROW	TON (61,412)	~~64,000.0~~ ~~49,500.0~~
203 (11)	SLIME CREEK DIKE	LUMP SUM	ALL REQUIRED
208 (1)	DITCH GRADING	STATION	(49,155) 24.5
301 (1)	CRUSHED AGGREGATE BASE COURSE	TON	~~49,500.0~~ ~~30,000.0~~
303 (1)	RECONDITIONING	STATION	769.1 ~~782.5~~
305 (1A)	STOCKPILED MATERIAL, GRADING D-1	CUBIC YARD	6,000.0
305 (1B)	STOCKPILED MATERIAL, GRADING E	CUBIC YARD	6,000.0
401 (1)	ASPHALT CONCRETE, TYPE IV	TON	42,301.7 ~~41,365.0~~
401 (2)	AC 2.5 ASPHALT CEMENT	TON	2,241.27 ~~2,482.0~~
401 (7)	RUMBLE STRIPS	LUMP SUM	ALL REQUIRED
403 (1)	MC-30 LIQUID ASPHALT FOR PRIME COAT	TON	101.28 ~~220.0~~
501 (8)	EXPANSION JOINT SEAL	LINEAR FOOT	99.2 ~~99.0~~
507 (1)	METAL BRIDGE RAILING	LINEAR FOOT	1,760.0
603 (17-108)	108 INCH PIPE	LINEAR FOOT	252.0
603 (17-18)	18 INCH PIPE	LINEAR FOOT	518.0 ~~488.0~~
603 (17-24)	24 INCH PIPE	LINEAR FOOT	158.0 ~~70.0~~
603 (17-48)	48 INCH PIPE	LINEAR FOOT	114.0 ~~112.0~~
603 (20-18)	END SECTION FOR 18 INCH PIPE	EACH	32.0 ~~30.0~~
603 (20-24)	END SECTION FOR 24 INCH PIPE	EACH	4.0 ~~2.0~~
605 (5)	POROUS BACKFILL MATERIAL	CUBIC YARD	1,423.0 ~~1,220.0~~
605 (7)	8" PERFORATED PIPE FOR DITCH DRAIN	LINEAR FOOT	700.0
606 (1)	W-BEAM GUARDRAIL	LINEAR FOOT	2,787.5 ~~2825.0~~
606 (3)	BOX BEAM GUARDRAIL	LINEAR FOOT	6660.0
606 (5)	REMOVAL AND DISPOSAL OF GUARDRAIL	LINEAR FOOT	12,325.0 ~~12,237.6~~
606 (8)	BREAK-AWAY CABLE TERMINAL	EACH	11.0
606 (9)	CONTROLLED RELEASE TERMINAL	EACH	1.0
606 (12)	GUARDRAIL / BRIDGE RAIL CONNECTION	EACH	12.0
611 (2)	RIPRAP, CLASS II	TON	1,479.2 ~~1,550.0~~
613 (2)	CULVERT MARKER POSTS	EACH	9.0 ~~8.0~~
614 (2)	MONUMENT CASES	EACH	2.0
614 (5)	REFERENCE & RESET MONUMENTS	EACH	5.0
615 (1)	STANDARD SIGNS	SQUARE FOOT	419.3 ~~426.0~~
615 (5A)	DELINEATORS, RIGID POLE	EACH	38.0
615 (6)	DELINEATORS, FLEXIBLE TYPE D	EACH	30.0 ~~23.0~~
616 (2)	3/4 INCH DIAMETER CULVERT THAW PIPE	EACH	2.0
618 (2)	SEEDING	POUND	750.0 ~~680.0~~
201 (3B)	CLEARING & GRUBBING	LUMP SUM	ALL REQUIRED
203 (12)	EXTRA GRADING	LUMP SUM	ALL REQUIRED
631 (2)	GEOTEXTILE FOR SUBSURFACE DRAINAGE	SQUARE YARD	2788.0 ~~2,833.0~~
633 (1)	HEAVY DUTY GEOSYNTHETIC	SQUARE YARD	2789.3 ~~2,800.0~~
639 (1)	APPROACHES	EACH	71.0 ~~70.0~~
640 (1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641 (1)	TEMPORARY EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
642 (1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
~~642 (2)~~	THREE PERSON SURVEY PARTY	HOUR	19.38
615 (1A)	SIGN ADJUSTMENTS	LUMP SUM	ALL REQUIRED
643 (2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643 (3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQUIRED
643 (4)	CONSTRUCTION SIGN	DAY	2390.0 ~~2,000.0~~
643 (5)	TYPE II BARRICADE	DAY	3067.0 ~~1,440.0~~
643 (7)	TRAFFIC CONE	DAY	3229.0 ~~2,200.0~~
643 (13)	TEMPORARY PAVEMENT MARKING	STATION	801.4 ~~801.5~~
643 (15)	FLAGGING	HOUR	4,367.0 ~~2,000.0~~
643 (16)	PILOT CAR	HOUR	1,162.0 ~~1,200.0~~
643 (18)	WATERING	M-GALLON	1,437.0 ~~4,000.0~~
603 (17-36)	36 INCH PIPE	LINEAR FOOT	10.0
603 (20-36)	END SECTION FOR 36 INCH PIPE	EACH	1.0
643 (25)	TEMPORARY DETOUR	EACH	1.0
644 (1)	FIELD OFFICE	LUMP SUM	ALL REQUIRED
644 (2)	FIELD LABORATORY	LUMP SUM	ALL REQUIRED
645 (1)	TRAINING PROGRAM	MAN HOUR	1,500.0
670 (1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED

TABLE OF ESTIMATING FACTORS

ITEM NO.	DESCRIPTION	FACTOR
203 (6)	BORROW	2 TONS/CU.YD.
301(1)	CRUSHED AGGREGATE BASE COURSE	145 LB/CU.FT.
401(1)	ASPHALT CONCRETE TYPE IV	110 LBS/SQ. YD. INCH
401(2)	A.C. 2.5 ASPHALT CEMENT	*
403(1)	MC-30 LIQUID ASPHALT FOR PRIME COAT	7.8 LBS/GAL
611(2)	RIPRAP CLASS II	1.85 TONS/CU.YD.

* 6% OF THE TOTAL WEIGHT OF THE MIX.

SUBGRADE STABILIZATION SUMMARY

BEGIN FULL EXC.	END FULL EXC.	TYPICAL	DEPTH OF CUT*	TRNS(FT) IN&OUT	UNCLS. EX(C.Y.)	BORROW (TONS)	REMARKS	WASTE DISPOSAL
'L' 485	'L' 491	II	48"	100	~~4,800~~ 3915	9,500	RUTTING	SLIME CK SLOPE FLATTENING 510~TO 527~ LT&RT
"O" ~~2106+00~~ 2105+50	"O" ~~2108+00~~ 2107+50	II	48"	100	~~2,000~~ 1715	3,500	RUTTING	SLOPE FLATTENING AT 2061 RT&LT HEADWALLS AND AHEAD LEFT 2066~ TO 2096
'L' 2340+50	'L' 2341	II	48"	50	~~700~~ 589	1,500	BUMP	SLOPE FLATTENING 2366~TO 2372~LT&RT
'L' 2384+90	'L' 2385+50	II	48"	50	~~775~~ 640	1,500	FROZEN SOILS @-2'	SLOPE FLATTENING 2374~TO 2382~LT&RT
'L' ~~2426~~ 2424+30	'L' ~~2426+15~~ 2424+45	II	48"	50	~~425~~ 407	800	FROZEN SOILS @-1'	2465 TO 2470 RT
'L' 2525	'L' 2530	III	48"	100	~~4,000~~ 4,330	7,800	SATURATED & FROZEN SOILS	SLOPE FLATTENING 2526~TO 2533~LT&RT
* MISC. EXCAVATION (INCLUDES SUMMARIES BELOW)					3,018			
TOTALS					~~12,700~~ 14,614	24,600		

* FROM TOP OF PAVEMENT

ITEM 208 (1) DITCH GRADING SUMMARY

LOCATION	NO. OF STA.	APPROX WASTE QTY.	DISPOSAL AREA
397~RT TO 399~RT	2	110 C.Y.	SLOPE FLATTENING 411~ RT AHEAD TO 419~ RT
458~RT TO 467~RT	9	600 C.Y.	SLOPE FLATTENING 510~ TO 515~RT & LT
472~RT TO 474~RT	2	100 C.Y.	SLOPE FLATTENING 411~ RT AHEAD TO 419~ RT
2128~RT TO 2133~RT	5	250 C.Y.	SLOPE FLATTENING AT HDWLS 2131~ TO 2133~ RT & LT
2524~RT TO 2526+50 RT	2.5	150 C.Y.	SLOPE FLATTENING 2527~ RT TO 2533~ RT
2523~LT TO 2527~LT	4	300 C.Y.	SLOPE FLATTENING 2527~ LT TO 2533~ LT
TOTALS	24.5	~~1,510 C.Y.~~ (* SEE ABOVE)	

NOTE: ① OTHER WASTE AREAS MAY BE USED AS DIRECTED BY THE ENGINEER.

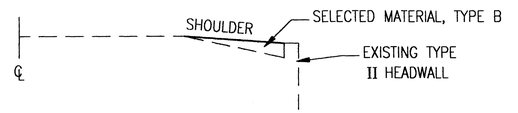
UNCLASSIFIED EXCAVATION FOR BRIDGE APPROACHES

BRIDGE APPROACH SUBCUTS		EXC. QUAN.	WASTE PLACEMENT
NENANA I	- NORTH ABUTMENT	70 CU YDS	LT E.O.B.
NENANA II	- SOUTH ABUTMENT	70 CU YDS	2528~ TO 2533~ SLOPE FLATTENING
CARLO CREEK	- SOUTH ABUTMENT	90 CU YDS	2158~ TO 2160~ RT SHLD
	& NORTH ABUTMENT	90 CU YDS	2160+40 TO 2162~ RT SHLD
TOTAL		* (SEE ABOVE) ~~320~~ CU YDS	

SLOPE FLATTENING TO TOP OF EXISTING HEADWALLS, TYPE II

STATION	BORROW QUANTITY
2061+00 RT & LT	24 TONS
2132+68 RT & LT	24 TONS
TOTAL	48 TONS

HEADWALL SLOPE FLATTENING DETAIL



AS-BUILT

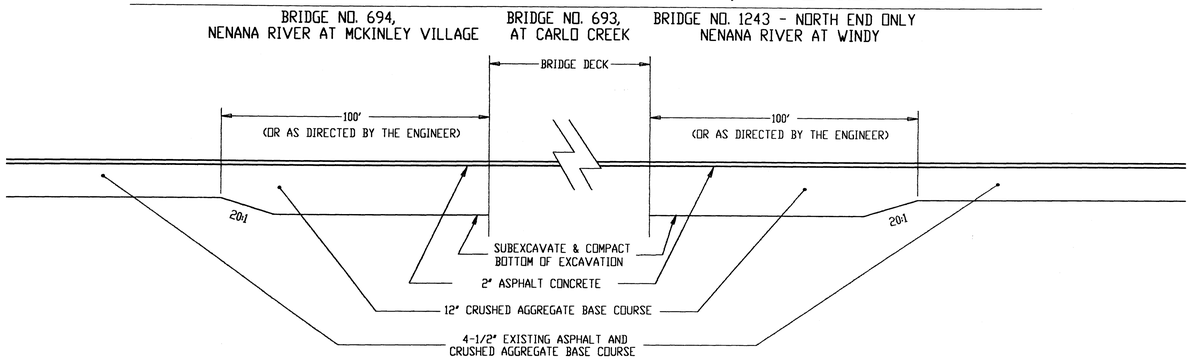
STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

64924p15	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	4	26

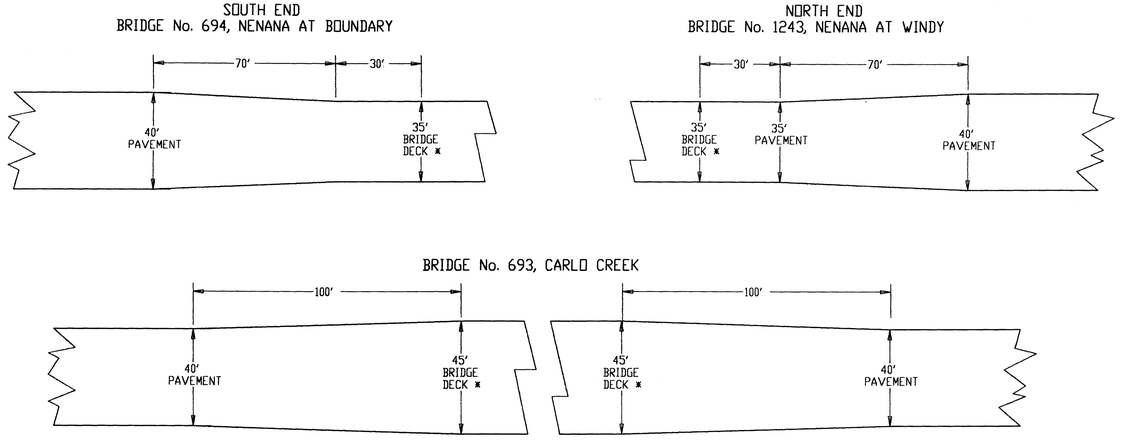
EQUATION STATIONS AND PROJECT LENGTH

LOCATION	STATION BREAK	LENGTH
B.O.P.	'L 4' 280+00 P.O.C.	
		> 2,002.40'
	BEGIN BRIDGE 'L4' 300+02.40	
		> 388.60'
NENANA R. @ WINDY C.	END BRIDGE 'L4' 303+91.00	
		> 2,263.11'
	'L4' 326+54.11 P.C. = 'O' 326+54.11 P.C.	
		> 4,245.11'
	'O' 368+99.22 P.T. = 'L' 372+47.50 P.O.T.	
		> 2,423.30'
	'L' 396+70.80 P.O.T. = 'O' 396+70.80 P.C.	
		> 1,802.37'
	'O' 414+73.17 P.T. = 'L' 414+82.10 P.O.T.	
		> 402.70'
	'L' 418+84.80 P.C. = 'O' 418+84.80 P.O.T.	
		> 1,104.50'
	'O' 429+89.30 P.O.T. = 'L' 429+84.80 P.T.	
		> 2,003.00'
	'L' 449+87.80 P.O.T. = 'O' 449+87.80 P.C.	
		> 2,122.00'
	'O' 471+09.80 P.O.T. = 'L' 471+09.10 P.T.	
		> 6,637.70'
	'L' 537+46.80 P.C. = 'L' 537+46.80 P.O.T.	
		> 2,523.90'
	'L' 562+70.70 P.O.T. = 'L' 561+91.20 P.T.	
		> 643.00'
	'L' 568+34.20 P.O.T. = 'O' 2000+00.00 P.O.T.	
		> 3,729.10'
	'O' 2037+29.10 P.O.T. = 'O' 2036+91.00 P.O.T.	
		> 6,605.40'
	'O' 2102+96.40 P.O.T. = 'O' 2103+00.80 P.O.T.	
		> 4,004.50'
	'O' 2143+05.30 P.O.T. = 'O' 2142+53.50 P.O.T.	
		> 1,696.50'
CARLO CREEK	BEGIN BRIDGE 'C' 2159+50.00	
		> 77.42'
	END BRIDGE 'O' 2160+27.42	
		> 7,897.88'
	'O' 2239+25.30 P.T. = 'L' 2239+28.40 P.O.T.	
		> 22,265.10'
	'L'2461+93.50 BK. = 'L' 2460+89.90 AHD. P.C.	
		> 7,765.90'
NENANA R. @ BOUNDARY	BEGIN BRIDGE 'L' 2538+55.80	
		> 358.40'
	END BRIDGE 'L' 2542+14.20	
		> 21.88'
E.O.P.	E.O.P. 'L' 2542+36.08	
TOTAL PROJECT		82,983.77'

BRIDGE STRUCTURE MATCHING TRANSITION, (PROFILE VIEW)



BRIDGE STRUCTURE MATCHING TRANSITION, (PLAN VIEW)



* OUT TO OUT OF DECK

AS-BUILT

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE-7647
REGISTERED PROFESSIONAL ENGINEER

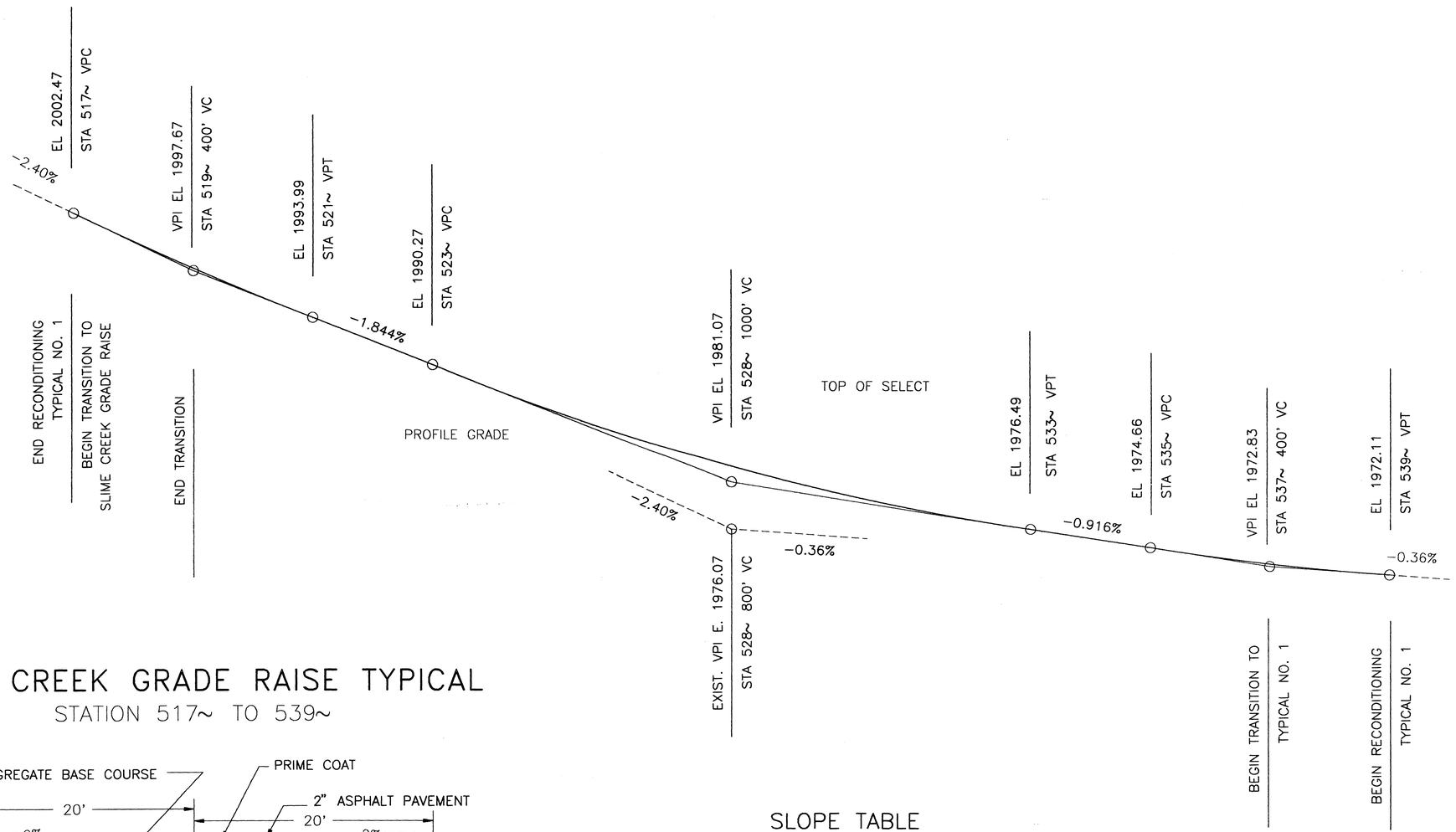
EQUATION STATIONING & PAVEMENT TRANSITION AT BRIDGES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	5	26

64924p28

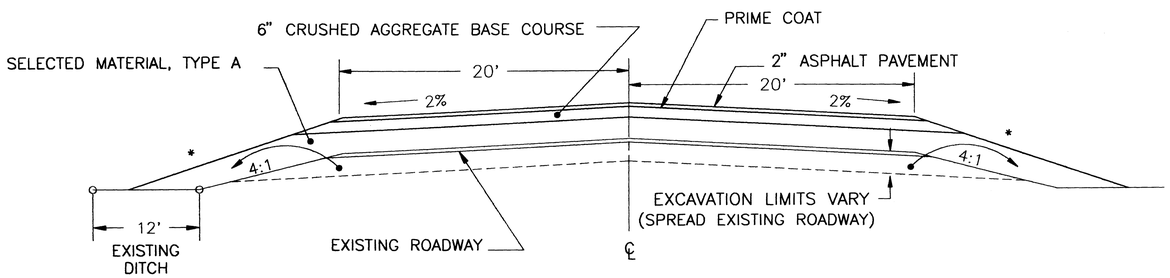
SLIME CREEK GRADE RAISE

'L' 517+00 to 'L' 539+00



SLIME CREEK GRADE RAISE TYPICAL

STATION 517~ TO 539~



* USE SLOPE TABLE.

SLOPE TABLE

HEIGHT OF FILL	SLOPE
0' TO 5'	4:1
5' TO 10'	3:1
10' TO 15'	2:1
15' +	1-1/2:1

NOTES:

1. SPREAD EXISTING ROADWAY TO SLOPE STAKE LIMITS AND COMPACT PRIOR TO BRINGING UP EMBANKMENT. SPREADING EXISTING ROADWAY WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE CONSIDERED INCIDENTAL TO ITEM 203(6), BORROW.

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE 7647
REGISTERED PROFESSIONAL ENGINEER

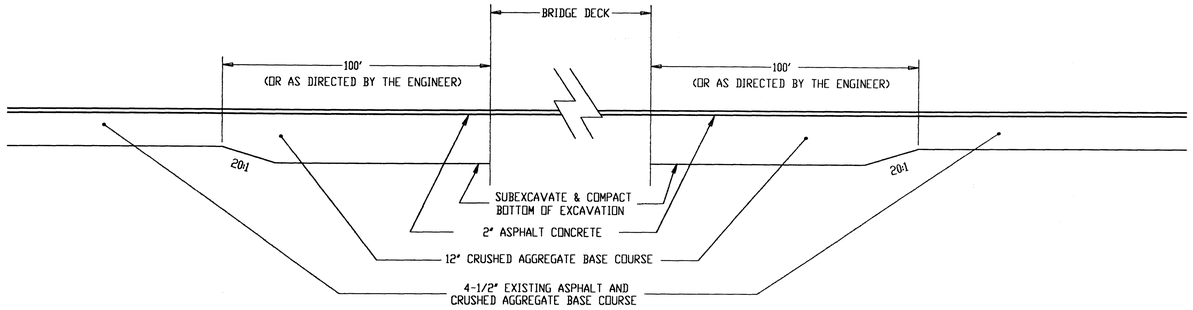
AS-BUILT

64924p15	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	4	26

EQUATION STATIONS AND PROJECT LENGTH

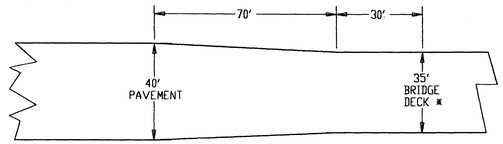
LOCATION	STATION BREAK	LENGTH
B.O.P.	'L 4' 280+00 P.O.C.	
	BEGIN BRIDGE 'L4' 300+02.40	> 2,002.40'
NENANA R. @ WINDY C.	END BRIDGE 'L4' 303+91.00	> 388.60'
	'L4' 326+54.11 P.C. = 'O' 326+54.11 P.C.	> 2,263.11'
	'O' 368+99.22 P.T. = 'L' 372+47.50 P.O.T.	> 4,245.11'
	'L' 396+70.80 P.O.T. = 'O' 396+70.80 P.C.	> 2,423.30'
	'O' 414+73.17 P.T. = 'L' 414+82.10 P.O.T.	> 1,802.37'
	'L' 418+84.80 P.C. = 'O' 418+84.80 P.O.T.	> 402.70'
	'O' 429+89.30 P.O.T. = 'L' 429+84.80 P.T.	> 1,104.50'
	'L' 449+87.80 P.O.T. = 'O' 449+87.80 P.C.	> 2,003.00'
	'O' 471+09.80 P.O.T. = 'L' 471+09.10 P.T.	> 2,122.00'
	'L' 537+46.80 P.C. = 'L' 537+46.80 P.O.T.	> 6,637.70'
	'L' 562+70.70 P.O.T. = 'L' 561+91.20 P.T.	> 2,523.90'
	'L' 568+34.20 P.O.T. = 'O' 2000+00.00 P.O.T.	> 643.00'
	'O' 2037+29.10 P.O.T. = 'O' 2036+91.00 P.O.T.	> 3,729.10'
	'O' 2102+96.40 P.O.T. = 'O' 2103+00.80 P.O.T.	> 6,605.40'
	'O' 2143+05.30 P.O.T. = 'O' 2142+53.50 P.O.T.	> 4,004.50'
CARLO CREEK	BEGIN BRIDGE 'C' 2159+50.00	> 1,696.50'
	END BRIDGE 'O' 2160+27.42	> 77.42'
	'O' 2239+25.30 P.T. = 'L' 2239+28.40 P.O.T.	> 7,897.88'
	'L'2461+93.50 BK. = 'L' 2460+89.90 AHD. P.C.	> 22,265.10'
NENANA R. @ BOUNDARY	BEGIN BRIDGE 'L' 2538+55.80	> 7,765.90'
	END BRIDGE 'L' 2542+14.20	> 358.40'
E.O.P.	E.O.P. 'L' 2542+36.08	> 21.88'
TOTAL PROJECT		82,983.77'

BRIDGE STRUCTURE MATCHING TRANSITION, (PROFILE VIEW)

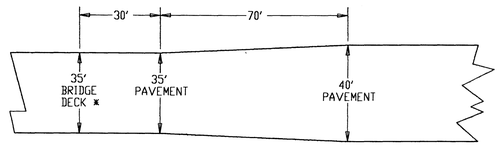


BRIDGE STRUCTURE MATCHING TRANSITION, (PLAN VIEW)

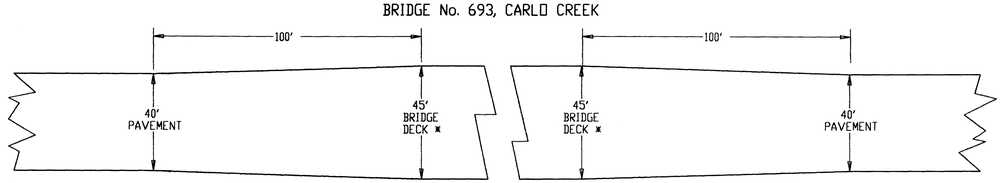
SOUTH END
BRIDGE No. 694, NENANA AT BOUNDARY



NORTH END
BRIDGE No. 1243, NENANA AT WINDY



BRIDGE No. 693, CARLO CREEK



* OUT TO OUT OF DECK

AS-BUILT

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE-7847
REGISTERED PROFESSIONAL ENGINEER

EQUATION STATIONING & PAVEMENT TRANSITION AT BRIDGES

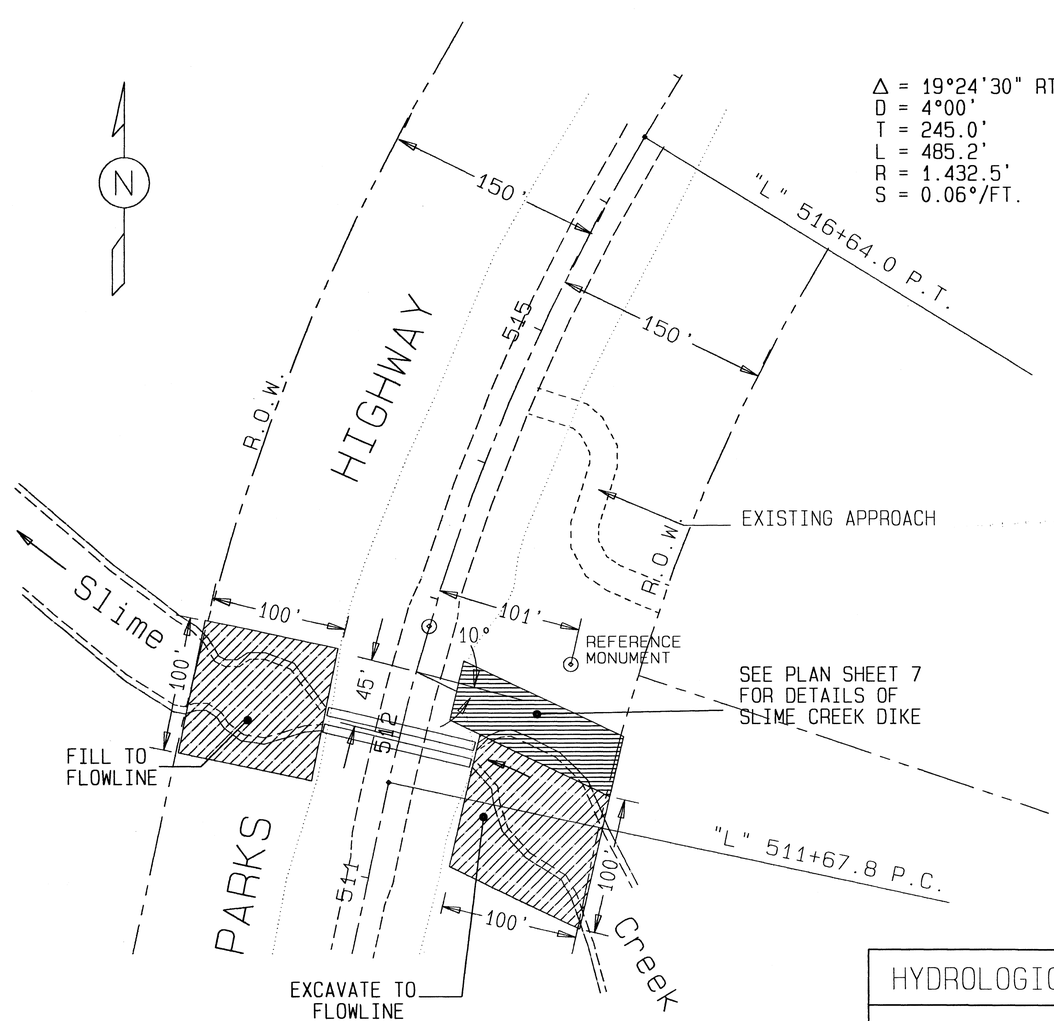
SLIME CREEK DRAINAGE IMPROVEMENTS

/64924P08

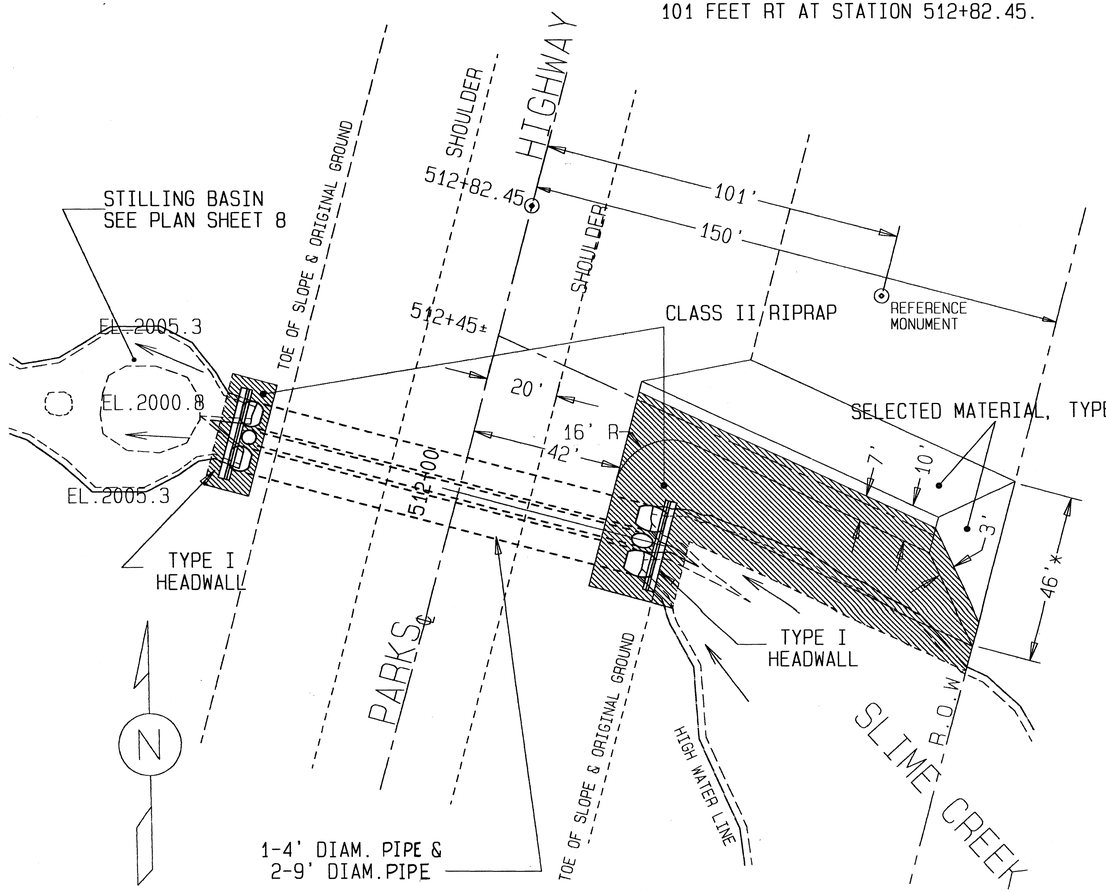
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	6	26

NOTE:

REFERENCE AND RESET MONUMENTS AT CENTERLINE AND 101 FEET RT AT STATION 512+82.45.



FILL LIMITS



* WIDTH WILL VARY WITH ORIGINAL GROUND ELEVATION.

PLAN VIEW

HYDROLOGIC AND HYDRAULIC SUMMARY

DRAINAGE AREA	6.9 SQ. MILES	
EXCEEDANCE PROBABILITY	2%	1%
DESIGN DISCHARGE	673 CFS	861 CFS
DESIGN HIGH WATER	2009.3 FT	2012.5 FT
ANTICIPATED ADDIT. BACKWATER	0 FT	

THE TOTAL CAPACITY OF THE STRUCTURE IS 861 CFS AT 2012.5 FEET (TOP OF DIKE), WHICH IS EQUAL TO OR LESS THAN AN EXCEEDANCE PROBABILITY OF 1% (Q100 OR GREATER).

STATE OF ALASKA
49TH
DANIEL S. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

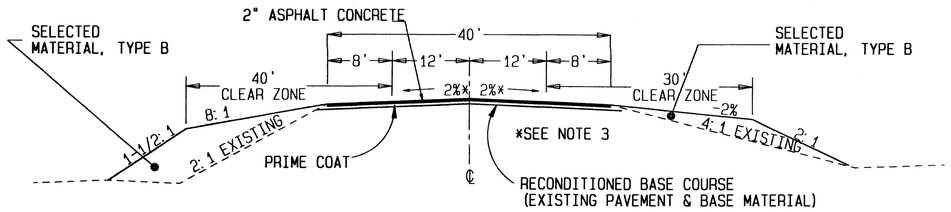
AS-BUILT

/64924P09	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	7	26

SLIME CREEK
TYPICAL SECTIONS

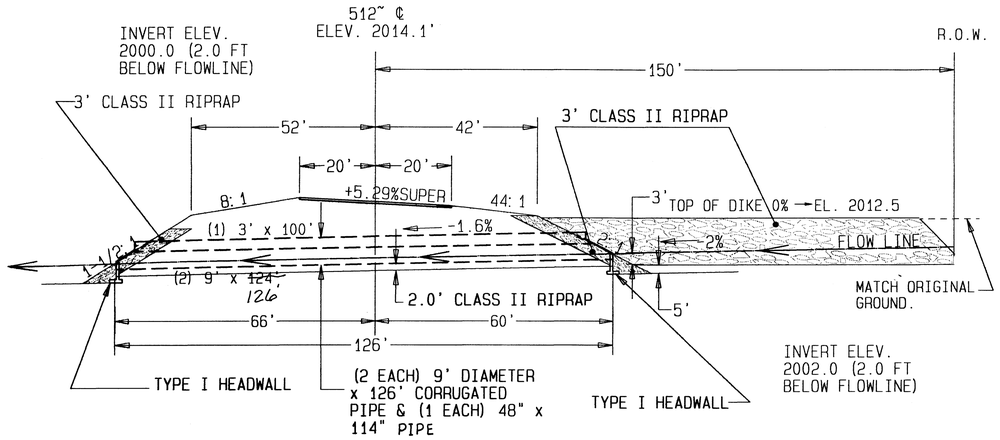
SLOPE FLATTENING TYPICAL

STA. 510~ TO 514~



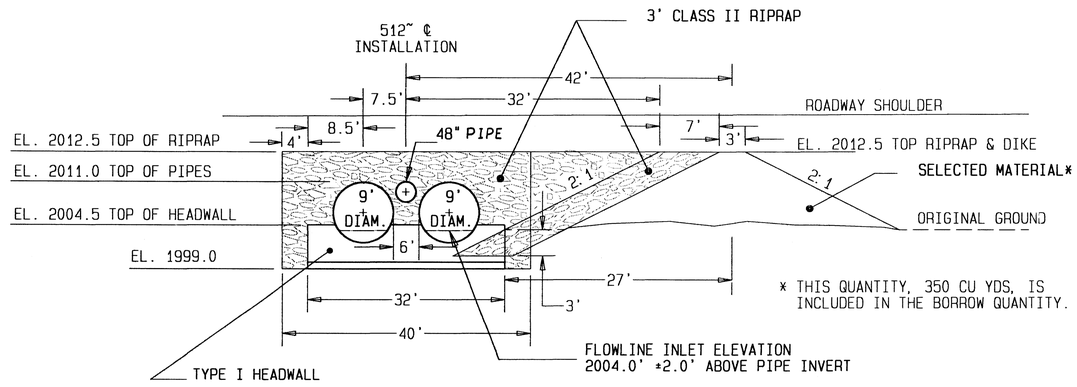
NOTE:
1.) CLEAR ZONE FROM EDGE OF TRAVELLED SURFACE IS 30' ON TANGENT & INSIDE CURVES & 40' ON OUTSIDE OF CURVES.
2.) SLOPE FLATTENING OUTSIDE TYPICAL LIMITS SHALL BE AT 6:1 SLOPE TO CLEAR ZONE OR AS DIRECTED BY THE ENGINEER AND SHALL SMOOTHLY TRANSITION INTO EXISTING SLOPES.
3.) SLOPE FLATTENING TYPICAL EXTENDS THROUGH A CURVE WITH 6% SUPER. MINUS 2% IS NORMAL CROWN.

SLIME CREEK DIKE SECTION

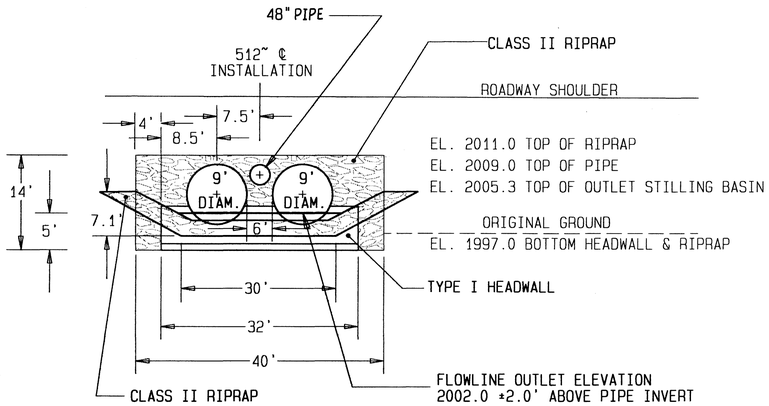


NOTE:
1.) ENDS OF 9' DIAMETER PIPE SHALL BE BEVELED IN ACCORDANCE WITH STANDARD DRAWING D-07.00.
2.) ENDS OF 48" PIPE SHALL BE SHOP BEVELED TO FIT SIDE SLOPES.
3.) SEE STANDARD DRAWING D-30.01 FOR HEADWALL DETAILS.

DIKE & PIPE CROSSING INLET END VIEW



PIPE CROSSING OUTLET END VIEW



AS-BUILT

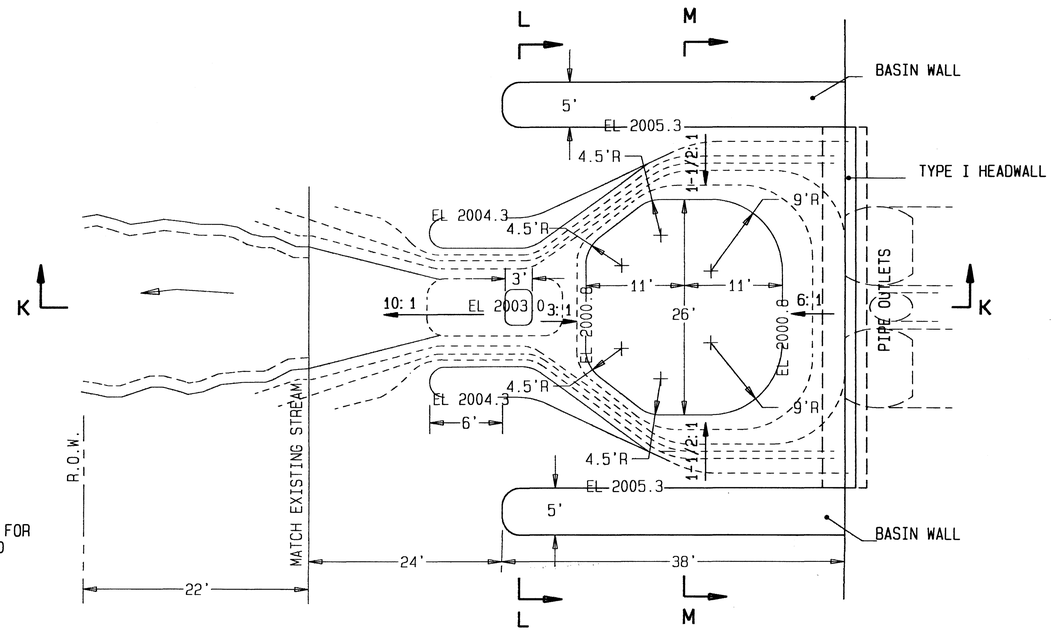
STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

/64924P7A

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	8	26

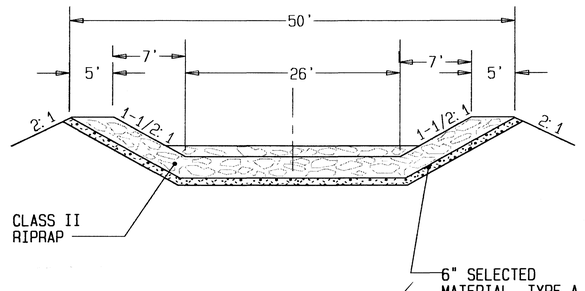
SLIME CREEK

STILLING BASIN PLAN VIEW

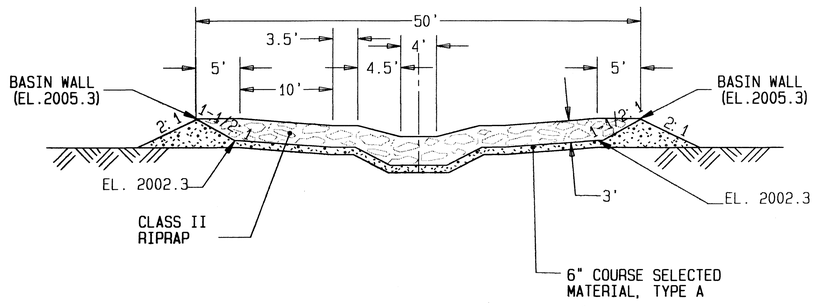


NOTES:

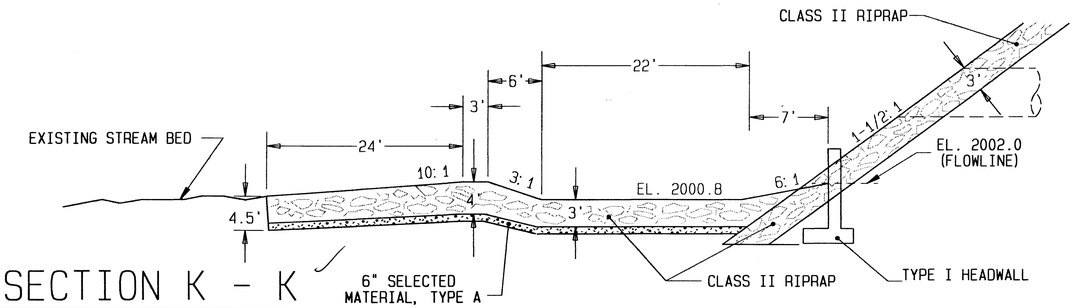
1.) SEE DETAIL, SHEET 7 FOR HEADWALL, RIPRAP AND PIPE ELEVATIONS.



SECTION M - M



SECTION L - L



SECTION K - K

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

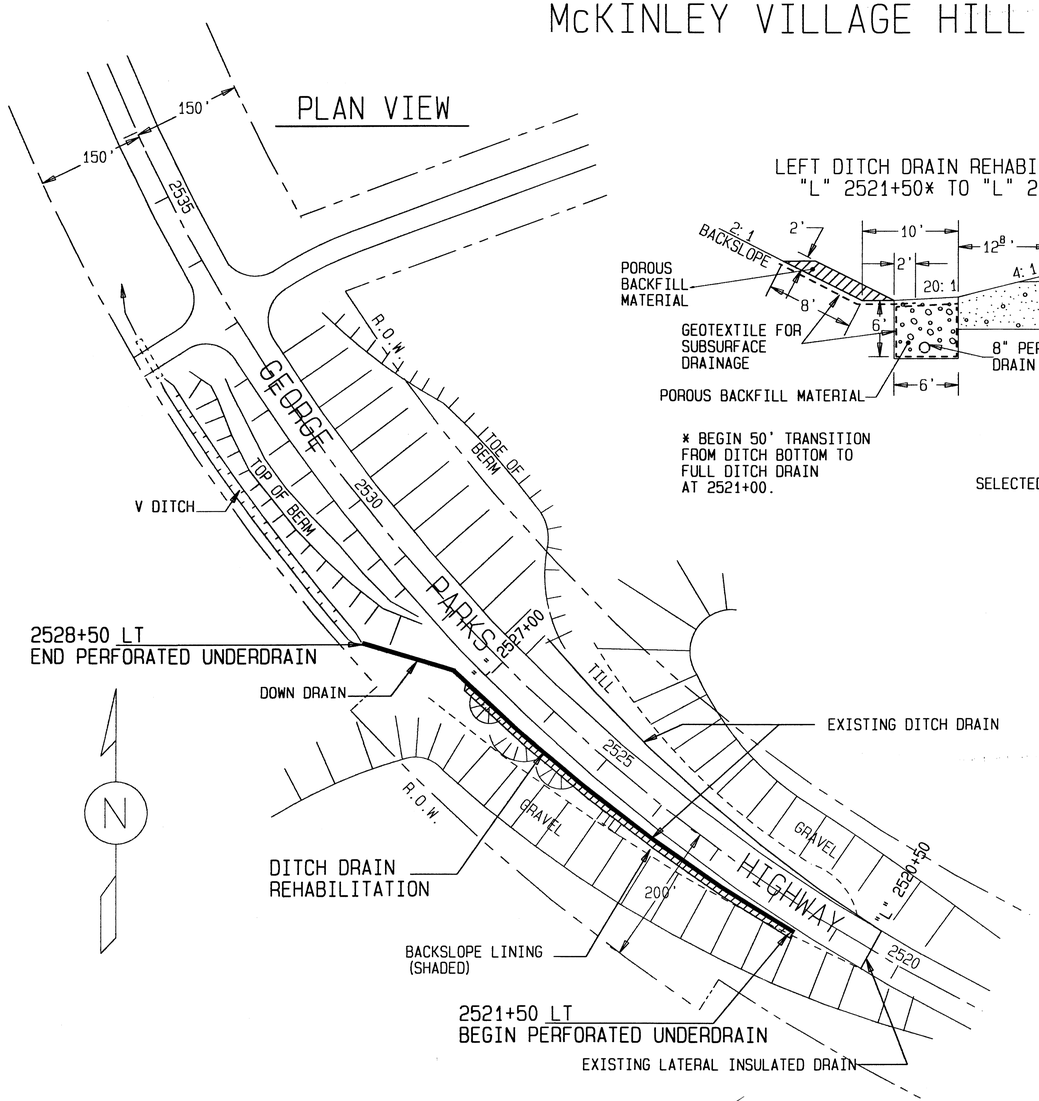
AS-BUILT

McKINLEY VILLAGE HILL DITCH DRAIN REHABILITATION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	9	26

64924P10

PLAN VIEW

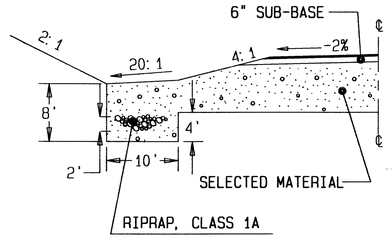


DITCH DRAIN

LEFT DITCH DRAIN REHABILITATION "L" 2521+50* TO "L" 2527+50

* BEGIN 50' TRANSITION FROM DITCH BOTTOM TO FULL DITCH DRAIN AT 2521+00.

EXISTING LEFT DITCH DRAIN



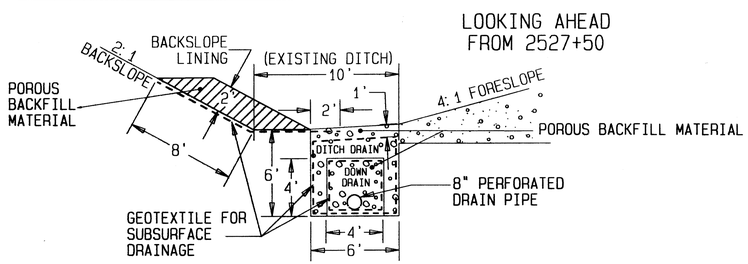
(ELEVATIONS NOT KNOWN)

NOTES:

1. UNCLASSIFIED COVER MATERIAL OVER THE DOWN DRAIN SHALL COME FROM DOWN DRAIN EXCAVATION AND SHALL NOT BE MEASURED FOR PAYMENT.
2. DOWN DRAIN INTERCEPT STATIONING WITH EXISTING V DITCH IS APPROXIMATE. ESTABLISH DRAINAGE FROM V DITCH TO EXISTING APPROACH CULVERT AT ± 2533+20 V DITCH CONSTRUCTION FROM END OF DOWN DRAIN TO APPROACH CULVERT WILL NOT BE MEASURED FOR PAYMENT, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 605(5).
3. BACKSLOPE LINING MATERIAL SHALL MEET THE SPECIFICATIONS FOR POROUS BACKFILL MATERIAL AND SHALL BE PAID FOR UNDER ITEM 605(5).
4. GRADING THE TOE OF BACKSLOPE TO TOP LIMITS OF BACKSLOPE LINING PLACEMENT AS SHOWN THE PLANS SHALL BE PERFORMED PRIOR TO PLACEMENT OF BACKSLOPE LINING MATERIAL. GRADING SHALL SMOOTH AND FILL IRREGULARITIES IN EXISTING BACKSLOPE. BACKSLOPE LINING MATERIAL SHALL THEN BE PLACED AND SPREAD SO THAT THE FINISHED FACE SHALL BE REASONABLY UNIFORM AND IN CONFORMANCE WITH THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCIDENTAL TO ITEM 605(5).

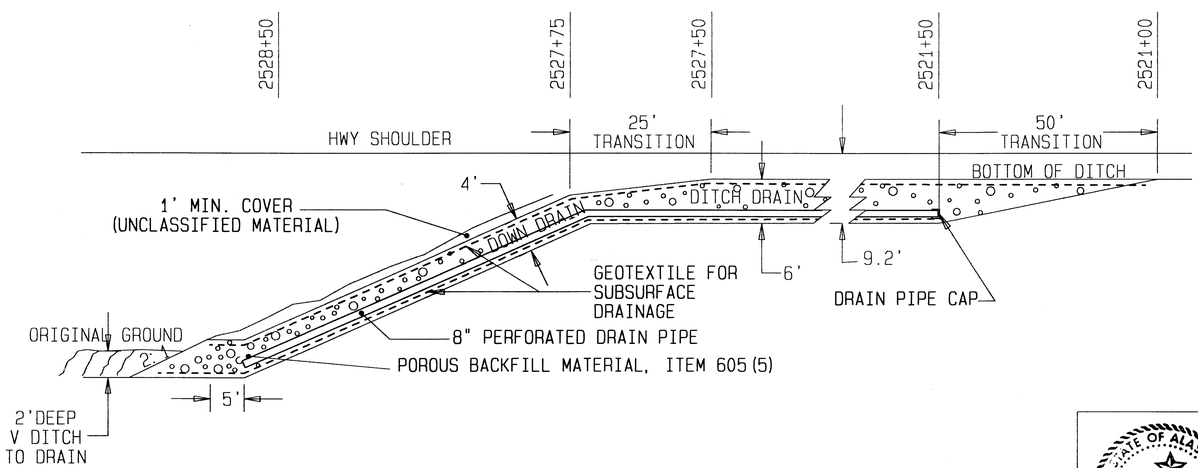
LEFT DITCH DRAIN & DOWN DRAIN DETAIL

LOOKING AHEAD FROM 2527+50



DITCH TO DOWN DRAIN TRANSITIONS

SIDE VIEW



STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE-7547
REGISTERED PROFESSIONAL ENGINEER

AS-BUILT

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	10	26

/64924D07

APPROACH SUMMARY

#	STATION	RT/LT	WIDTH FT.	RADIUS FT.	EMBANKMENT (TON) BORROW	EMBANKMENT (TON) C.A.B.C.	ASPHALT TON	CULVERTS 18"	CULVERTS END SECT.	CULVERTS REMOVE	REMARKS
1	~~321+05~~ ~~320+25~~	LT ✓	24 ✓	SEE TOURIST TURNOUT SUMMARY							*
2	325+75 ✓	LT ✓	24 ✓								*
3	~~325+90~~ ~~326+20~~	RT ✓	32 ✓	50		100.0	33.0				*
4	339+56 ~~59~~	RT ✓	14 ✓	25	40.0	26.4	7.6				*
5	~~436+36~~ ~~435+50~~	LT ✓	24 ✓	SEE TOURIST TURNOUT SUMMARY							*
6	~~439+52~~ 441+20	LT ✓	24 ✓								*
7	494+~~54~~ ~~59~~	RT ✓	14 ✓	25		5.0	7.6				
8	~~497+78~~ ~~498+00~~	LT ✓	14 ✓	25		5.0	7.6				
9	~~501+57~~ ~~500+50~~	LT ✓	24 ✓	SEE TOURIST TURNOUT SUMMARY							*
10	~~504+67~~ ~~505+00~~	LT ✓	24 ✓								*
11	504+~~15~~ ~~22~~	RT ✓	14 ✓	25		5.0	7.6				
12	508+~~23~~ ~~43~~	LT ✓	14 ✓	25		5.0	7.6				
13	514+~~39~~ ~~45~~	RT ✓	14 ✓	25	40.0	26.4	7.6	30' ✓	2 ✓	EXISTING	*
~~14~~	~~516+00~~ ~~06~~	~~LT~~ ✓	~~24~~ ✓	~~50~~	~~80.0~~	~~90.0~~	~~28.0~~				~~*~~ DELETED
15	~~542+38~~ ~~541+85~~	LT ✓	24 ✓	SEE TOURIST TURNOUT SUMMARY							*
16	~~558+19~~ ~~559+00~~	LT ✓	24 ✓								*
17	2016+~~90~~ ~~88~~	RT ✓	14 ✓	25		5.0	7.6				
18	2061+~~25~~ ~~75~~	LT ✓	24 ✓	SEE TOURIST TURNOUT SUMMARY							*
19	2065+80 ✓	LT ✓	24 ✓								*
20	2092+~~78~~ ~~63~~	RT ✓	14 ✓	25		5.0	7.6				
21	2140+~~60~~ ~~60~~	LT ✓	14 ✓	25		5.0	7.6				
22	2151+~~85~~ ~~04~~	LT ✓	24 ✓	25		6.0	10.6				
23	2154+~~80~~ ~~05~~	LT ✓	24 ✓	25		6.0	10.6				
24	2158+~~75~~ ~~61~~	RT ✓	~~24~~ ~~14~~ 24 ✓	25	430.0	5.0	7.6				6:1 SLOPE ON SO. RAD. SEE NOTE NO. 4
25	2161+40 ✓	RT ✓	24 ✓	25	130.0	6.0	10.6				
26	2162+~~55~~ ~~08~~	LT ✓	14 ✓	25		5.0	7.6				~~*~~ NEW APPROACH
	~~3382+00~~ 3360+30	~~LT~~ RT	~~24~~ 30	~~25~~ 30							NEW APPROACH
27	2164+~~50~~ ~~40~~	RT ✓	24 ✓	25		6.0	10.6				
28	2177+~~76~~ ~~03~~	RT ✓	14 ✓	25		5.0	7.6				
29	2181+~~20~~ ~~12~~	RT ✓	14 ✓	25		5.0	7.6				
30	2183~~+08~~ ~~+90~~ 02+90	LT ✓	14 ✓	25	40.0	26.4	7.6	30' ✓	2 ✓	EXISTING	*
31	2184+~~20~~ ~~35~~	RT ✓	14 ✓	25		5.0	7.6				
32	2201+00	~~LT~~	~~24~~	SEE TOURIST TURNOUT SUMMARY						~~*~~ DELETED	~~*~~ NEW TOURIST TURNOUT
~~33~~	OK 2205+00 ✓	~~LT~~ ✓	~~24~~ ✓								~~*~~ EXISTING APPROACH
34	2321+~~26~~ ~~15~~	RT ✓	14 ✓	25		5.0	7.6				
35	2328+~~85~~ ~~60~~	RT ✓	14 ✓	25		5.0	7.6				
36	2333+~~78~~ ~~40~~ 2167+00	RT ~~LT~~ RT.	14 ✓ 14	25 25		5.0	7.6				NEW APPROACH
37	2334+~~85~~ ~~88~~	RT ✓	14 ✓	25 ✓		5.0	7.6				
38	2341+~~15~~ ~~05~~	RT ✓	14 ✓	25		5.0	7.6				
39	2358+~~30~~ ~~10~~	RT ✓	14 ✓	25		5.0	7.6				
40	2358+75 ✓	LT ✓	14 ✓	25		5.0	7.6				
41	2366+~~80~~ ~~65+17~~	RT ✓	14 ✓	25		5.0	7.6				
42	2367+~~50~~ ~~66+58~~	LT ✓	14 ✓	25		5.0	7.6				
43	2372+~~90~~ ~~80~~	LT ✓	14 ✓	25		5.0	7.6				
44	2411+~~30~~ ~~35~~	RT ✓	14 ✓	25		5.0	7.6				
45	241~~7+80~~ ~~16+55~~	RT ✓	14 ✓	25		26.4	7.6	34' ✓	2 ✓	EXISTING	*
46	2417+~~20~~ ~~15~~	RT ✓	14 ✓	25		26.4	7.6	34' ✓	2 ✓		*
	2421+75 19+68	RT.	24'	25				~~35~~	2 ✓		
47	2421+~~00~~ ~~*~~	RT ✓	14 ✓	25		26.4	7.6	30' ✓	2 ✓		*
48	2434~~+00~~ ~~23+80~~	RT ✓	~~24~~ ~~14~~ ✓	25	40.0	26.4	7.6	~~30'~~ 40' ✓	2 ✓		*
49	2425+~~80~~ ~~15~~	RT ✓	24 ✓	50	80.0	89.9	27.8	~~30'~~ 40' ✓	2 ✓	EXISTING	*
50	2427+00	~~RT~~	~~24~~	~~50~~	~~80.0~~	~~89.9~~	~~27.8~~	~~30'~~	~~2~~		~~*~~ DELETED
51	242~~7+00~~ ~~25+53~~	LT ✓	14 ✓	25	40.0	26.4	7.6	~~30'~~	~~2~~	EXISTING	*
52	2429+~~50~~ ~~07~~	LT ✓	14 ✓	25		5.0	7.6				
53	2431+~~84~~ ~~51~~	RT ✓	24 ✓	50		10.0	27.8				
54	2431+~~84~~ ~~13~~	LT ✓	24 ✓	50		10.0	27.8				
55	2434+~~08~~ ~~32~~	RT ✓	14 ✓	25	40.0	26.4	7.6	30' ✓	2 ✓		*
56	2435+~~15~~ ~~07~~	LT ✓	24 ✓	50		10.0	27.8				
59A	2431+34	LT	14	25							NEW APPROACH

APPROACH SUMMARY

#	STATION	RT/LT	WIDTH FT.	RADIUS FT.	EMBANKMENT (TON) BORROW	EMBANKMENT (TON) C.A.B.C.	ASPHALT TON	CULVERTS 18"	CULVERTS END SECT.	CULVERTS REMOVE	REMARKS
	36+64										
57	243~~8+10~~	RT ✓	14 ✓	25	40.0	26.4	7.6	30 ✓	2 ✓		*
58	244~~8+50~~ 42+15	RT ✓	14 ✓	25	40.0	26.4	7.6	30 ✓	2 ✓		*
59	244~~4+00~~ 42+65	LT ✓	14 ✓	25	40.0	26.4	7.6	30 ✓	2	EXISTING	*
60	244~~5+00~~ 47+10	LT ✓	14 ✓	25	40.0	26.4	7.6	30 ✓	2 ✓	EXISTING	*
61	2448+~~50~~ 52	RT ✓	14 ✓	25	40.0	26.4	7.6	30 ✓	2 ✓		*
	46+87										
62	244~~9+00~~	LT ✓	14 ✓	25		5.0	7.6	30 ✓	2		
63	2450+~~50~~ 75	LT ✓	14 ✓	25	40.0	26.4	7.6	30 ✓	2 ✓		*
64	2460+~~10~~ 05	RT ✓	14	25		5.0	7.6				
65	2461+~~10~~ 64	SEE TOURIST TURNOUT SUMMARY									*
66	2464+~~80~~ 00										*
~~67~~	~~2471+70~~	~~RT~~			DELETED *						~~*~~ OBLITERATE/RELOCATE TO 2476+90
68	2476+90 ✓	RT ✓	24 ✓	40	1200.0	66.1	20.1				* NEW APPROACH ✓
69	2533+36 ✓	RT ✓	24 ✓	50		10.0	27.8				
70	2533+36 ✓	LT ✓	24 ✓	50 ✓		10.0	27.8				
~~71~~	2+10	~~RT~~	~~24~~	~~25~~	~~70.0~~	TRANSITIONS to EXISTING ROADWAY (DELETED APPROACH)					~~XUNPAVED NEW APPROACH~~
	~~2205+00~~	~~LT~~	~~14~~	~~25~~							~~DELETED APPROACH~~
	SUBTOTALS				2,550	1035.9	629.7	~~488~~ 518	32 ~~30~~	8	

TOURIST TURNOUT SUMMARY

STATION	RT/LT	EMBANKMENT (TON) BORROW	EMBANKMENT (TON) C.A.B.C.	ASPHALT TON	CULVERTS 18"	CULVERTS END SECT.	CULVERTS REMOVE	REMARKS
323+00 ✓	LT			170.5				
438+00 ✓	LT			154.0				
503+00 ✓	LT			144.8				
550+50 ✓	LT		1,762	557.3				OLD DENALI
2063+00 ✓	LT			143.0				
~~2203+00~~	~~LT~~	~~2500~~	~~600~~	~~201.0~~	DELETED			~~NEW TOURIST TURNOUT~~
2463+00 ✓	LT			161.3				
SUBTOTALS		2,500	2,362	1,531.9				

TOTALS	5,050	3,397.9	2,161.6	~~488~~ 518	~~30~~ 32	8 ✓

NOTE :

1. STATIONING NOTED ON SUMMARIES IS TO CENTERLINE OF APPROACH. ✓
2. C.A.B.C. = CRUSHED AGGREGATE BASE COURSE. ✓
3. OBLITERATION OF EXISTING APPROACH AT ~~2471+70~~ 2471+70 SHALL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCIDENTAL TO ITEM 639(1). ✓
4. BORROW QUANTITY FOR APPROACHES AT 2158+75 AND 2161+40 INCLUDES MATERIAL TO FILL HOLES AND IRREGULARITIES AT TOE OF SLOPE ✓

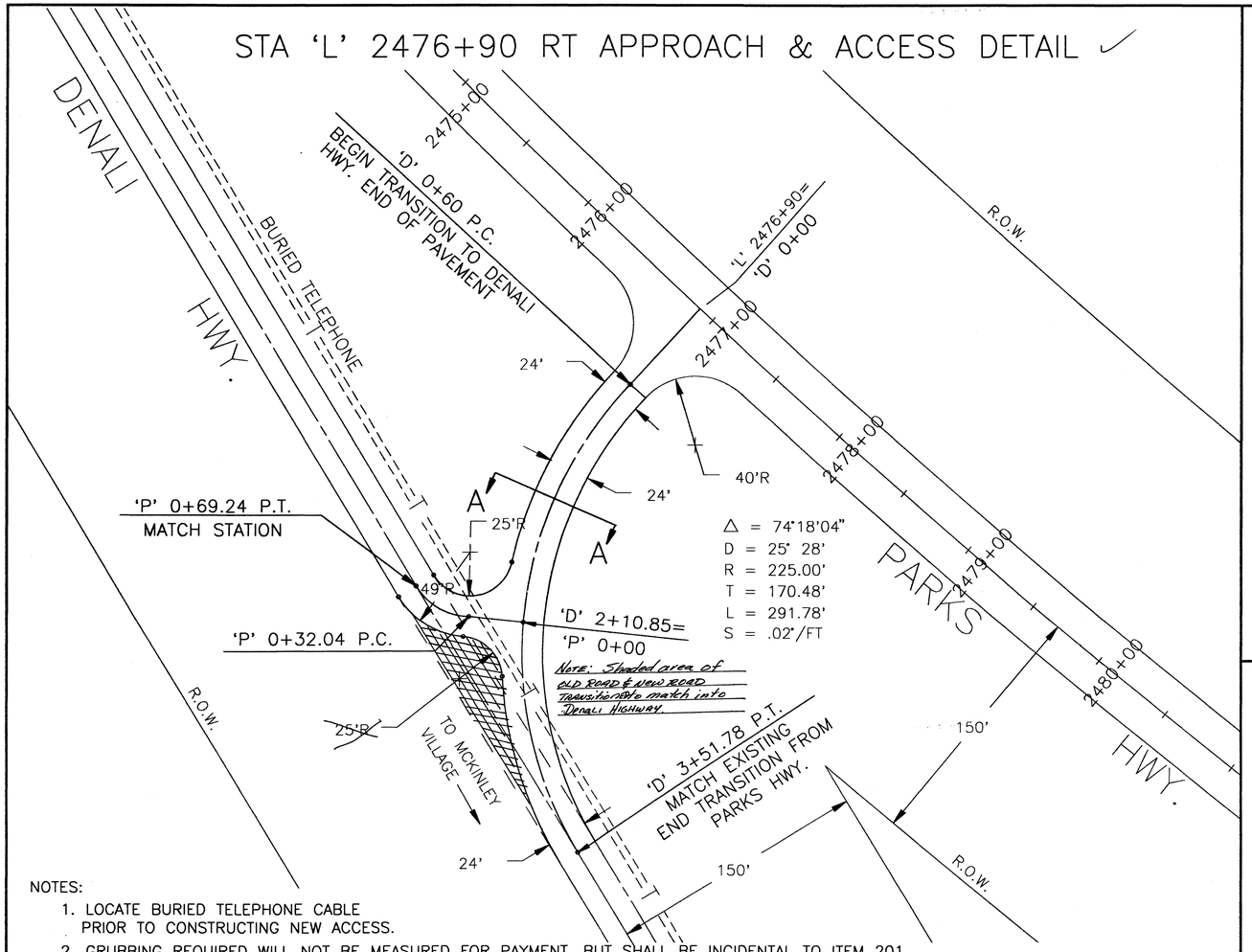
* NEW APPROACH OR EXISTING SUBSTANDARD APPROACH TO BE UPGRADED. TOTAL APPROACHES TO BE PAID FOR UNDER ITEM 639(1) IS ~~70.~~ 71

AS-BUILT

STATE OF ALASKA 49TH Daniel G. Sterley DANIEL G. STERLEY CE-7647 REGISTERED PROFESSIONAL ENGINEER

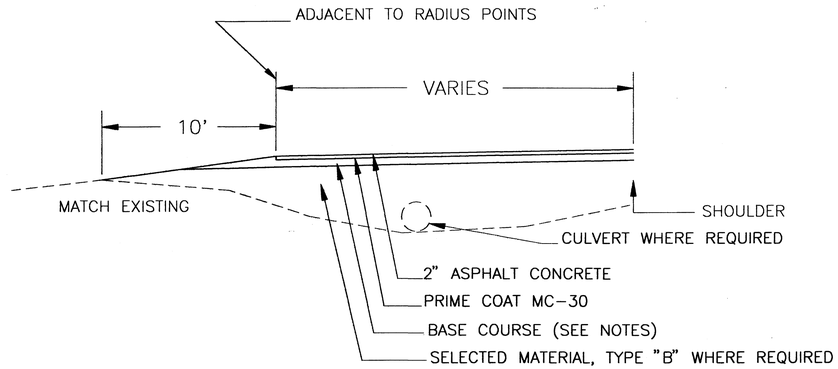
64924+22	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	11	26

STA 'L' 2476+90 RT APPROACH & ACCESS DETAIL



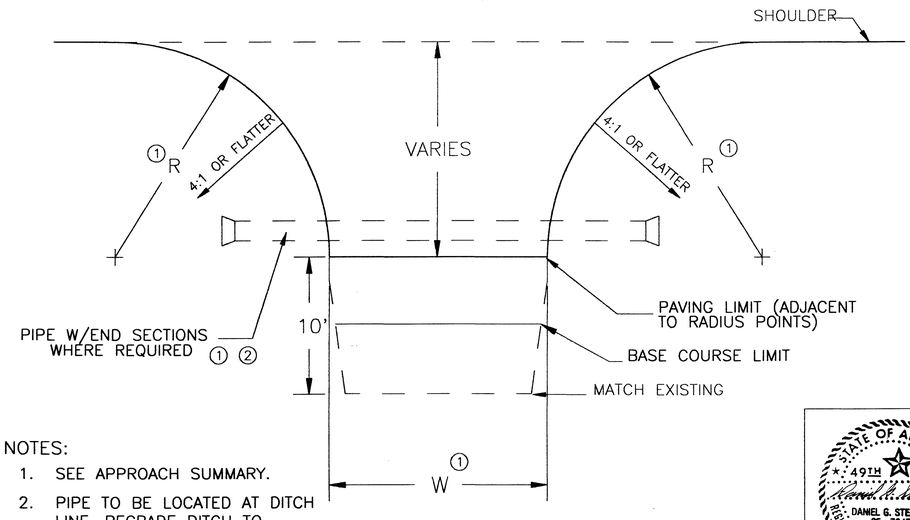
NOTES:
1. LOCATE BURIED TELEPHONE CABLE PRIOR TO CONSTRUCTING NEW ACCESS.
2. GRUBBING REQUIRED WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCIDENTAL TO ITEM 201.

APPROACH TYPICAL



NOTES:
1. 6" BASE COURSE IF EXISTING APPROACH IS UNPAVED, SUBSTANDARD APPROACH. SEE APPROACH SUMMARY.
2. IF APPROACH IS PAVED, BASE COURSE WILL BE PREPARED SAME AS ROADWAY. ADDITIONAL BASE COURSE MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

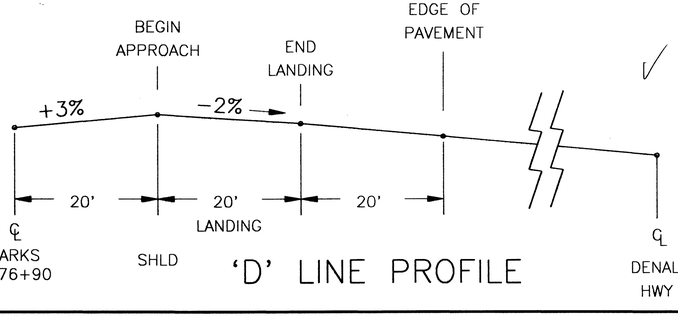
APPROACH DETAIL



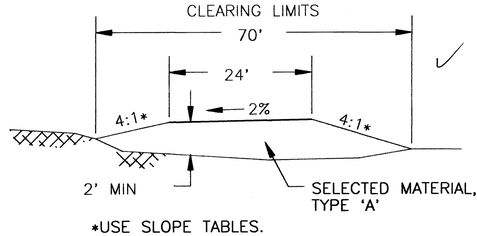
NOTES:
1. SEE APPROACH SUMMARY.
2. PIPE TO BE LOCATED AT DITCH LINE. REGRADE DITCH TO PROVIDE POSITIVE DRAINAGE AS DIRECTED BY ENGINEER.

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

AS-BUILT



'D' LINE PROFILE



*USE SLOPE TABLES.

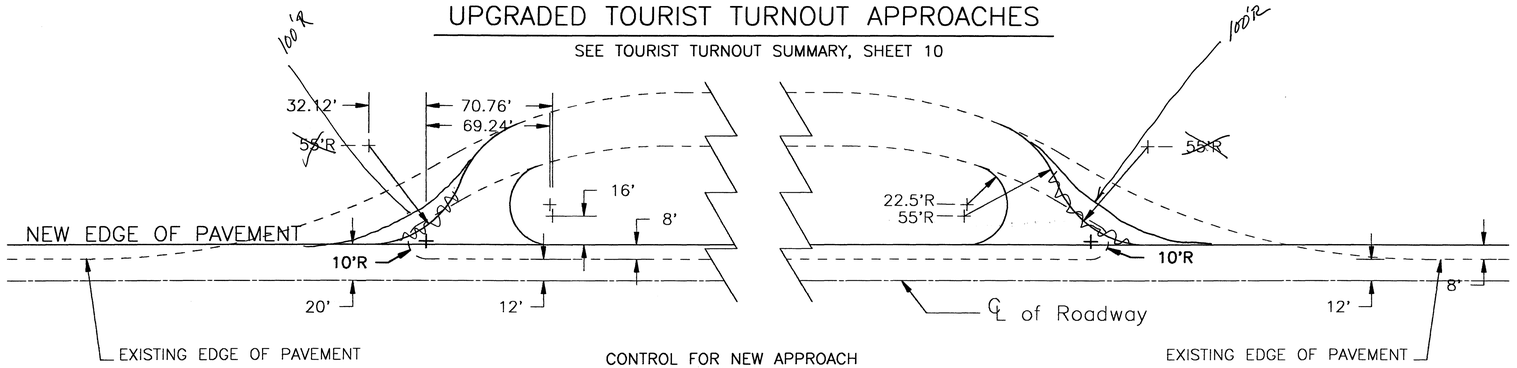
SECTION A – A

STATE	PROJECT DESIGNATION	YEAR	SHEET #	TOTAL SHEETS
ALASKA	I-OA4-3(7)	1991	12	26

64924p19

UPGRADED TOURIST TURNOUT APPROACHES

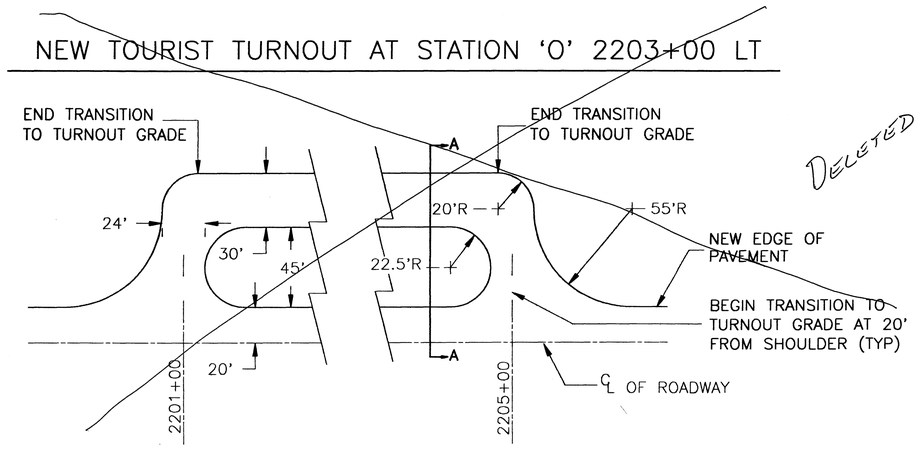
SEE TOURIST TURNOUT SUMMARY, SHEET 10



TURNOUT NOTES:

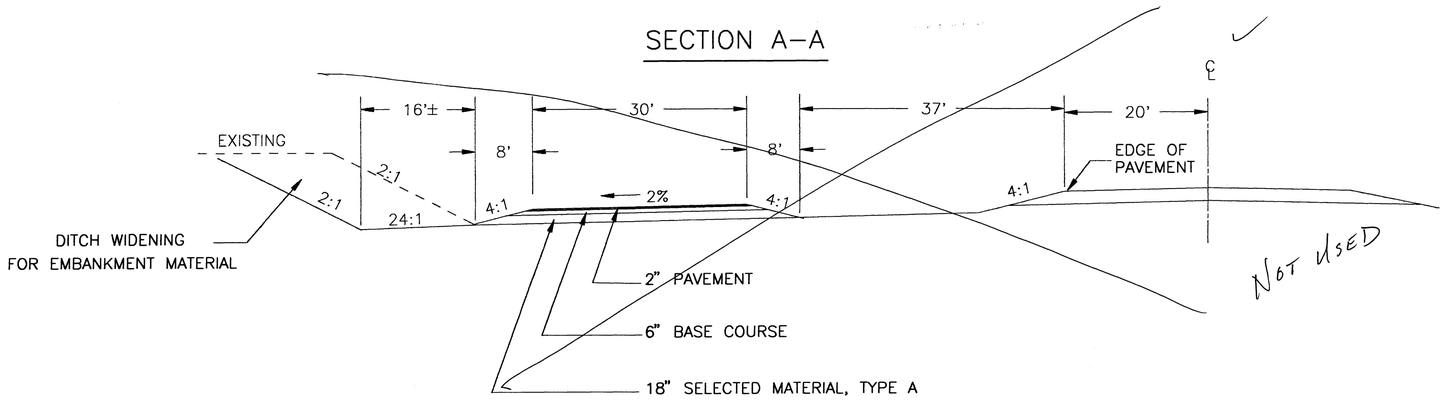
1. EXISTING PAVED TOURIST TURNOUT APPROACHES SHALL BE UPGRADED UNDER APPROACHES, ITEM NO. 639(1). EXISTING PAVEMENT AND BASE COURSE MATERIALS SHALL BE STOCKPILED AND REUSED AS BASE COURSE MATERIALS IN THE NEW APPROACH. OTHER WORK SHALL BE PAID FOR UNDER RESPECTIVE ITEMS.
2. EXCESS EXCAVATED MATERIALS FROM TURNOUT APPROACH UPGRADE SHALL BE USED IN SLOPE FLATTENING AT THE TURNOUT OR AS DIRECTED BY THE ENGINEER.
3. APPROACHES FOR NEW TOURIST TURNOUTS AT "L" 550+00 LT AND 'O' ~~2203+00~~ DELETED LT. WILL BE MEASURED FOR PAYMENT UNDER APPROACHES ITEM NO. 639(1). ALL MATERIALS USED IN THE CONSTRUCTION OF THE TOURIST TURNOUTS SHALL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS.
4. THE EXISTING TRUCK TURNOUT WIDENING AT 'O' 2232+05 SHALL BE OBLIT-ERATED. EXISTING PAVEMENT AND BASE COURSE SHALL BE SALVAGED AND USED IN THE ROADWAY.
5. LAYOUT OF THE UPGRADED TOURIST TURNOUT APPROACHES WILL BE DETERMINED BY EXISTING 10' RADIUS POINT. MINOR ADJUSTMENT MAY BE REQUIRED TO MATCH EXISTING TURNOUT APPROACHES ASREQUIRED BY THE ENGINEER.
6. ~~EXCAVATION OF THE BACK SLOPE IN DITCH WIDENING AREA FOR EMBANKMENT MATERIAL FOR TURNOUT AT 'O' 2203+LT SHALL BE PAID FOR UNDER ITEM 203(3). CLEARING AND GRUBBING REQUIRED TO OBTAIN MATERIAL AT DITCH WIDENING FOR THE TURNOUT SHALL NOT BE CONSIDERED INCIDENTAL TO ITEM 203(3), UNCLASSIFIED EXCAVATION.~~ DELETED T.T.O. AT "O" 2203 LT.

NEW TOURIST TURNOUT AT STATION 'O' 2203+00 LT



DELETED

SECTION A-A



NOT USED

AS-BUILT

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

64924p24	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-OA4-3(7)	1991	13	26

CLEARING SUMMARY

CLEARING SUMMARY FOR TYPICAL CLEARING 30' FROM SHOULDER

BEGIN	END	LENGTH
305+00 RT	310+00 RT	300'
314+00 RT	317+00 RT	500'
316+00 LT	321+00 LT	500'
329+00 LT	339+00 LT	1,000'
338+00 RT	340+00 RT	200'
342+00 RT	348+00 RT	600'
350+00 RT	354+00 RT	400'
363+00 RT	367+00 RT	400'
368+00 LT	382+00 LT	950' *
373+00 RT	390+00 RT	1,700'
395+00 RT	397+00 RT	200'
418+00 RT	428+00 RT	1,000'
424+00 LT	436+00 LT	1,200'
430+00 RT	450+00 RT	2,000'
453+00 LT	465+00 LT	1,200'
453+00 RT	457+00 RT	400'
465+00 RT	471+00 RT	600'
473+00 LT	476+00 LT	300'
502+50 LT	504+50 LT	200'
540+00 LT	541+00 LT	100'
2059+00 RT	2062+00 RT	300'
2093+00 RT	2125+00 RT	3,200'

BEGIN	END	LENGTH
2118+00 LT	2121+00 LT	~~3,200'~~ 300'
2128+00 LT	2144+00 LT	1,600' *
2142+50 RT	2159+00 RT	1,650'
2154+00 LT	2160+00 LT	600'
2060+00 LT	2061+50 LT	150'
2161+00 LT	2185+00 LT	2,400'
2165+00 RT	2173+00 RT	800'
2197+00 RT	2199+50 RT	250'
2205+50 LT	2217+50 LT	1,200'
2225+00 RT	2232+00 RT	700'
2225+00 LT	2234+00 LT	900'
2239+00 RT	2245+00 RT	600'
2249+00 LT	2256+00 LT	700'
2246+00 RT	2248+00 RT	200'
2252+00 RT	2254+00 RT	200'
2257+00 LT	2263+00 LT	600'
2265+50 LT	2276+00 LT	1,050'
2278+00 LT	2283+50 LT	550'
2281+00 RT	2282+00 RT	100'
2331+00 LT	2232+50 LT	150'
2331+00 RT	2333+00 RT	200'
2352+00 LT	2358+00 LT	500'

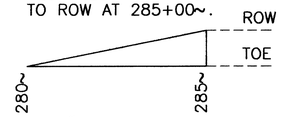
BEGIN	END	LENGTH
2365+00 RT	2366+00 RT	100'
2475+00 RT	2485+00 RT	1,000'
2518+00 LT	2520+00 LT	200'
2525+00 RT	2526+50 RT	150'
	SUBTOTAL FT =	34,200
	SUBTOTAL ACRES =	24

* EQUATION STATION

SEEDING SUMMARY

STATION	LT/RT	POUNDS OF SEED	REMARKS
411~ TO 422~	RT	110	SEED WASTE & SLOPE FLATTENING AREAS
510~ TO 537~	LT & RT	222	SEED SLOPE FLATTENING, GRADE RAISE, FORESLOPES, & DIKE @ SLIME CREEK.
2061~	LT & RT	3	SEED SLOPE FLATTENING TO TOP OF HEADWALL.
2066~ TO 2096	LT	40	SEED SLOPE FLATTENING AREAS
2132+78	LT & RT	3	SEED SLOPE FLATTENING TO TOP OF HEADWALL.
2156~ TO 2165~	LT & RT	72	SEED CARLO CREEK FORESLOPES, SLOPE FLATTENING.
2526~ TO 2533~	LT & RT	150	SEED SLOPE FLATTENING & DOWN DRAIN.
	TOTAL =	750 ~~600~~ LBS *	* Additional seed used on other disturbed areas throughout project.

SPECIAL CLEARING SUMMARY

BEGIN	END	LENGTH	ACRES	REMARKS
280+00 LT	285+00 LT	500'	0.7	BEGIN TAPER AT TOE OF SLOPE 280+00~ WIDEN TO ROW AT 285+00~.  CUT +6" TREES IN 4' LENGTHS AND STACK.
285+00 LT	301+00 LT	1,600'	4.5	BEGIN FULL WIDTH CLEARING FROM TOE OF SLOPE TO ROW.
321+00 LT	326+50 LT	550'	0.38	CLEAR 30' FROM OUTSIDE SHOULDER OF TOURIST TURNOUT.
500+00 LT	506+00 LT	600'	0.4	CLEAR 30' FROM OUTSIDE SHOULDER OF TOURIST TURNOUT.
512+00 RT	513+00 RT	100'	0.3	CLEAR AS DIRECTED BY THE ENGINEER, 90' FROM TOE OF SLOPE TO ROW FOR DIKE INSTALLATION & RE-ESTABLISH FLOWLINE. HAND CLEAR +6' AND STACK.
511+50 LT	512+50 LT	100'	0.3	CLEAR AS DIRECTED BY THE ENGINEER 90' FROM TOE OF SLOPE AS NEEDED FOR DRAIN-AGE IMPROVEMENTS. CUT +6" TREES IN 4' LENTHS & STACK.
541+00 LT	561+00 LT	2,000'	1.9	CLEAR 30' RT &10'LT OF EXISTING SECTION OF OLD DENALI HIGHWAY.
2476+90 RT	OLD DENALI HIGHWAY	250'	.5	TOE OF PARKS HWY TO OLD DENALI ALONG 'D' LINE. 70 FT. WIDTH

SUBTOTAL SPECIAL CLEARING =	~9
SUBTOTAL TYPICAL CLEARING =	24
TOTAL ACRES CLEARING =	33

AS-BUILT

STATE OF ALASKA 49TH DANIEL G. STERLEY CE-7647 REGISTERED PROFESSIONAL ENGINEER

/64924P17

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	14	26

CULVERT SUMMARY

STATION	CULVERTS 18"	24"	48"	108"	36"	CULVERT MARKERS	END SECTIONS	REMARKS
~~421+00~~ 511+93				126'*	10'	2	SEE STANDARD DRAWING D-07.00	ADDED TO EXISTING 36" PIPE. INSTALL TYPE I HEADWALL, REMOVE EXISTING HEADWALL & PIPE
512+07				126'*		2		
512+00			~~112'~~ 114'					SHOP BEVEL
514+~~50~~ 45	30'						2	RT APPROACH
528+~~00~~ 05 2102+25		~~82'~~ 82'	~~70'~~ 76'			2	2	REMOVE EXISTING
218~~3+00~~ 2+90	30'						2	LT APPROACH
241~~7+00~~ 16+55	34'						2	RT APPROACH
2417+~~50~~ 15	34'						2	RT APPROACH
~~2421+75~~ 2421+00 2419+68	40' 30'						2	RT APPROACH RT APPROACH
242~~4+00~~ 3+80	40' 30'						2	RT APPROACH
2425+~~65~~ 15	40' 30'						2	RT APPROACH
~~2427+00~~	~~30'~~	~~DELETED~~					~~2~~	~~RT APPROACH~~
~~2427+00~~ 2429+68	~~30'~~	~~DELETED~~					~~2~~	~~LT APPROACH~~
2434+~~00~~ 32	30'						2	RT APPROACH
243~~8+10~~ 36	30'						2	RT APPROACH
244~~0+50~~ 2+15	30'						2	RT APPROACH
244~~1+00~~ 1+68	30'						2	LT APPROACH
245~~+00~~ 04+10	30'						2	LT APPROACH
2448+~~50~~ 2 2448+87	30' 30'						2	RT APPROACH LT APPROACH
2450+~~50~~ 75	30'						2	LT APPROACH
TOTAL	~~488~~ 518	~~70~~ 158	~~112~~ 114	252	10'	~~6~~ 9	37 ~~34~~	

* INSTALL 3/4" THAW PIPE.

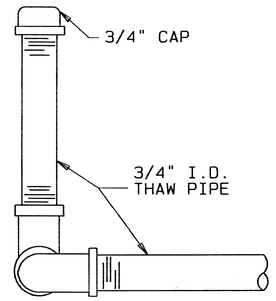
MONUMENT SUMMARY

STATION	DESCRIPTION	MONUMENT	MONUMENT CASE
512+82.45 @ ℄	CORNER #1 USS 4398 PLO 1550	RAILROAD SPIKES BELOW TOP OF EXISTING PAVEMENT	NO
512+82.45 RIGHT 101.09 FEET	W.C. TO CORNER #1 USS 4398, PLO 1550	BRASS CAP	YES
2089+00 AT ℄	CORNER #1 USS 5592	RAILROAD SPIKE BELOW TOP OF EXISTING PAVEMENT	NO
2094+92.00 AT ℄	CORNER #2, USS 5592	RAILROAD SPIKE BELOW TOP OF PAVEMENT	NO
2533+45.50 RIGHT 57.8 FEET	CORNER #6, USS 5566, JACK NEISLAND ENTRYMAN	BRASS CAP	YES
	TOTAL	5	2

NOTES:

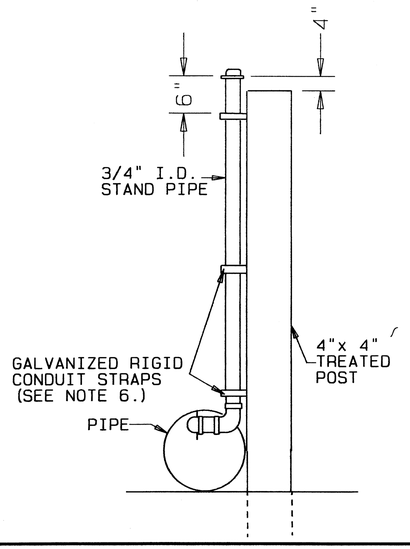
1. EXISTING MONUMENTS AT CENTERLINE ARE APPROXIMATELY ONE FOOT BELOW EXISTING TOP OF PAVEMENT.
2. RESET CENTERLINE MONUMENTS SHALL BE MAGNETIZED ALUMINUM PROPERTY CORNER CAPS ON REBAR PLACED 0.01 FOOT BELOW TOP OF PAVEMENT. PROPERTY CORNERS AT CENTERLINE SHALL NOT REQUIRE MONUMENT CASES.
3. EXISTING MONUMENTS WITH BRASS CAPS SHALL BE REFERENCED AND RESET WITH EXISTING OR EQUAL MONUMENTATION.

THAW PIPE

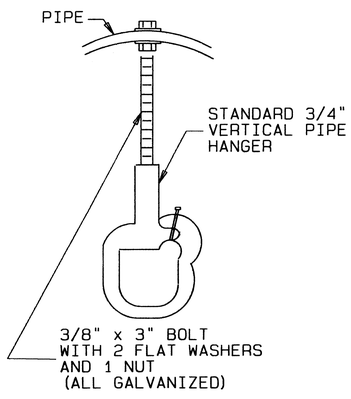


THAW PIPE DETAILS

STAND PIPE



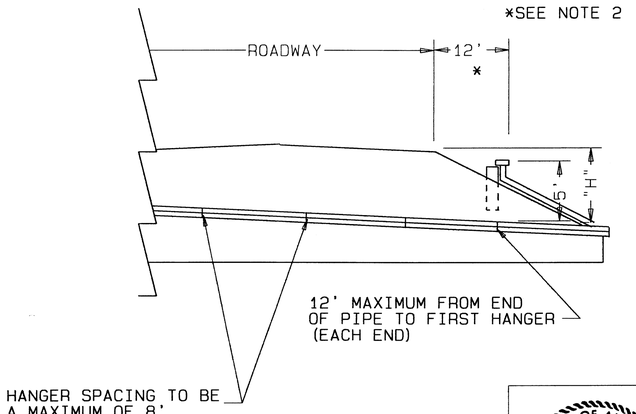
PIPE HANGER



NOTES

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 ROADWAY SLOPE 12' FROM THE SHOULDER.
3. 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. LENGTH OF POST VARIES. MINIMUM EMBEDMENT DEPTH IS 4'.
6. PIPE SHALL BE FASTENED TO POSTS WITH GALVANIZED RIGID CONDUIT STRAPS WITH LAG SCREWS ON 12" CENTERS.
7. ALL PIPE JOINTS SHALL BE SEALED WITH AN APPROVED SEALING COMPOUND, EXCEPT THE 3/4" END CAPS SHALL NOT BE SEALED.

SECTION



AS-BUILT

STATE OF ALASKA 49TH
DANIEL G. STERLEY
CE - 7847
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	15	26

64924p16

ADDENDUM NO. 1, ATTACHMENT NO. 12

GUARDRAIL SUMMARY

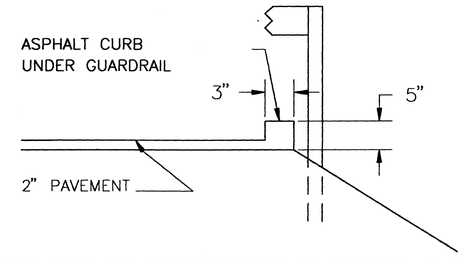
STATION TO STATION	RT/LT	606(1) W-BEAM GUARDRAIL (FT)	606(3) BOX BEAM GUARDRAIL (FT)	605(5) REMOVAL & DISPOSAL (FT)	606(8) TERM (EA) *	606(9) CONTROLLED RELEASE TERM (EA)**	606(12) GUARDRAIL/ BRDG CONN (EA) ***
297+40 TO 299+85.3	RT	187.5		137.5 ~~125~~		1 (RT)	1
298+63 TO 300+19.7	LT	137.5		62.5 ~~50~~	1		1
303+73.7 TO 304+92.5	RT	100		125	1		1
304+08 TO 307+02	LT	275		200	1		1
356+00 TO 373+50*	LT	1,412.5		1,412.5	2		
398+00 TO 423+52	LT	–	2,502	2525 ~~2,500~~			
418+25 TO 423+75	RT	–		550			
430+14 TO 435+00	LT	–	486	475			
441+00 TO 477+78	LT	–	3,672	3,675			
511+25 TO 512+50	RT	–		125			
511+50 TO 512+75	LT	–		125			
2158+72 TO 2159+53	RT	43.75 ~~62.5~~		62.5 ~~75~~	1		1
2158+77 TO 2159+33	LT	31.25 ~~37.5~~		50	1		1
2160+44 TO 2161+00	RT	31.25 ~~37.5~~		50	1		1
2160+24 TO 2161+80	LT	56.25 ~~62.5~~		75	1		1
2525+75 TO 2533+09	RT	–		800			
2526+75 TO 2533+09	LT	–		700			
2535+78 TO 2538+59	RT	262.5		~~450~~ 575	1		1
2535+83 TO 2538+52	LT	250.0		~~450~~ 562.5	1		1
2542+17 TO 2542+36	RT	–		18.75			1
2542+11 TO 2542+30	LT	–		18.75			1
TOTALS		2787.5 ~~2,825.0~~	6,660.0	12,325.0 ~~12,287.5~~	11	1	12

* TERMINAL TRANSITION LENGTH IS 37.5 FT. W-BEAM LENGTH IS INCLUDED UNDER 606(1) TOTALS.
** CRT LENGTH IS 75 FT. AND IS NOT INCLUDED IN THE 606(1) TOTALS. BEGIN CRT BACK FROM STATION "L4" 297+78± RT.
*** GUARDRAIL/BRIDGE RAIL CONNECTION IS 18.75 FT.

GUARDRAIL SUMMARY NOTES:

1. GUARDRAIL/BRIDGE RAIL CONNECTIONS SHALL BE MEASURED PER EACH INSTALLED IN PLACE. EACH CONNECTION SHALL INCLUDE STANDARD THRIE BEAM SECTION (NESTED), THRIE BEAM TO STANDARD W-BEAM TRANSITION, AND ALL POSTS AND ASSOCIATEDHARDWARE REQUIRED TO CONNECT STANDARD W-BEAM GUARDRAIL TO A BRIDGE PER STD. DWG. G-29.01S.
2. TERMINAL SECTION WILL BE INSTALLED IN ACCORDANCE WITH STD. DWG.G-14.04W OR G-14.04S. TERMINAL PORTS SHALL BE STEEL.
3. CRT RADIUS SHALL BE 25' WITH A CURVED RAIL LENGTH OF 37.5 FT. TOTAL CRT LENGTH SHALL BE 75 FT.
4. ALL REMOVAL AND DISPOSAL MATERIALS SHALL BE DISPOSED OFF THE PROJECT LIMITS. THE CANTWELL DUMP SHALL NOT BE USED AS A PROJECT DISPOSAL SITE.
5. ALL EXISTING GUARDRAIL SHALL BE REMOVED PRIOR TO RECONDITIONING. IT IS ESTIMATED THAT APPROXIMATELY 50% OF THE EXISTING RAIL ELEMENTS TO BE REMOVED CAN BE SALVAGED AND RE-INSTALLED AS APPROVED BY THE ENGINEER. PAYMENT OF SALVAGED RAIL ELEMENTS APPROVED FOR USE SHALL BE PAID FOR UNDER ITEM 606(1) W-BEAM GUARDRAIL.
6. THE FACE OF BOX BEAM GUARDRAIL SHOULD BE 8' FROM THE EDGE OF TRAVELED WAY, EXCEPT IN APPROACHES AND TERMINAL END SECTIONS, WHICH SHOULD BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWING G-11.00.

ASPHALT CURB DETAIL



NOTES:

1. ASPHALT CURB SHALL SET INSIDE THE FACE OF GUARDRAIL AS SHOWN ABOVE.
2. MATCH BRIDGE CURB AT BEGIN AND END OF BRIDGE.
3. ONE FOOT OPENINGS FOR DRAINAGE SHALL BE EVERY 50' OR AS DIRECTED BY THE ENGINEER.
4. APPLY CSS-1 SEAL COAT FOR CURB.
5. ASPHALT CURB WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCIDENTAL TO ITEM 401(1), ASPHALT CONCRETE TYPE IV.

ASPHALT CURB PLACEMENT LIMITS

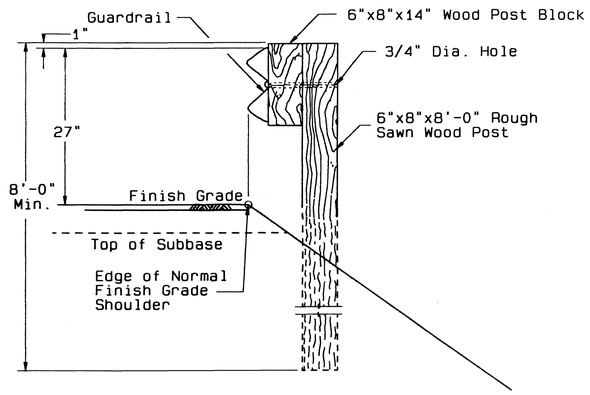
BEGIN	END	LENGTH
300+00 LT (BRIDGE)	300+20 LT (BRIDGE)	20 FT.
304+09 LT	305+09 LT	100 FT.
466+00 LT	471+00 LT	500 FT.
2538+20 LT	2538+44 LT (BRIDGE)	24 FT.
2538+26 RT	2538+50 RT (BRIDGE)	24 FT.
2542+26 RT (BRIDGE)	2542+41 RT	15 FT.
2542+20 LT (BRIDGE)	2542+35 LT	15 FT.
	TOTAL CURB	698 L.F.

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

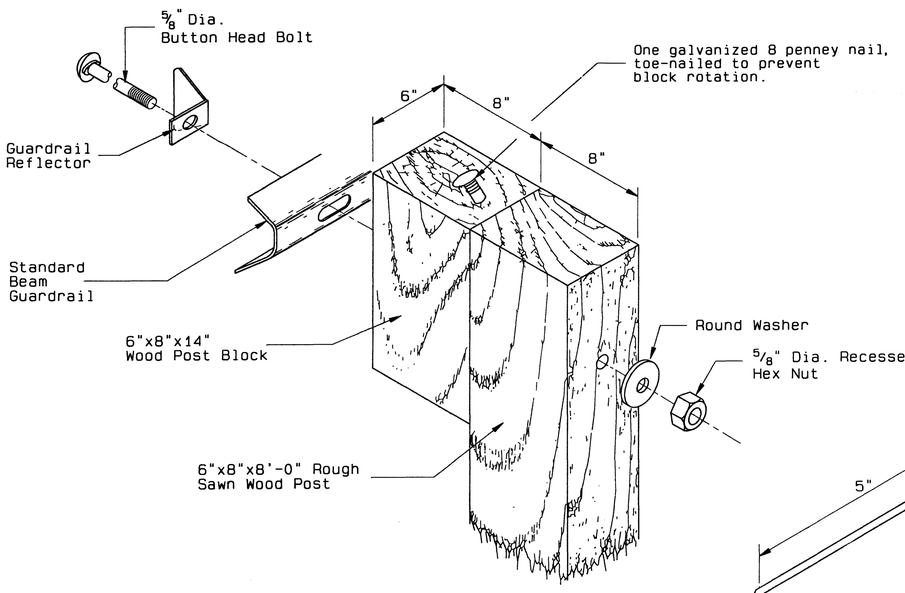
AS-BUILT

/64924P18	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	16	26

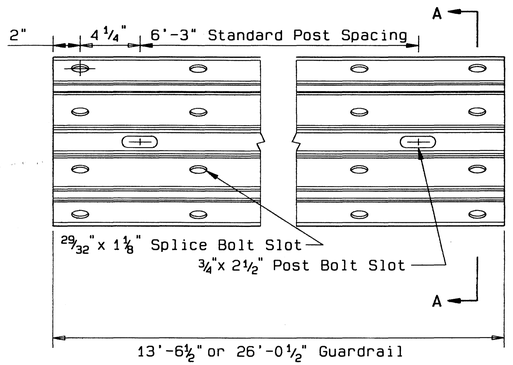
G4W
BEAM GUARDRAIL



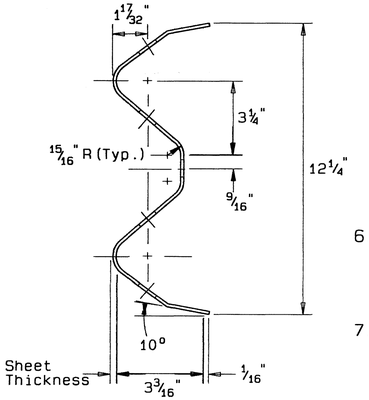
TYPE I POST INSTALLATION



ASSEMBLY DETAIL



STANDARD BEAM GUARDRAIL



SECTION A-A

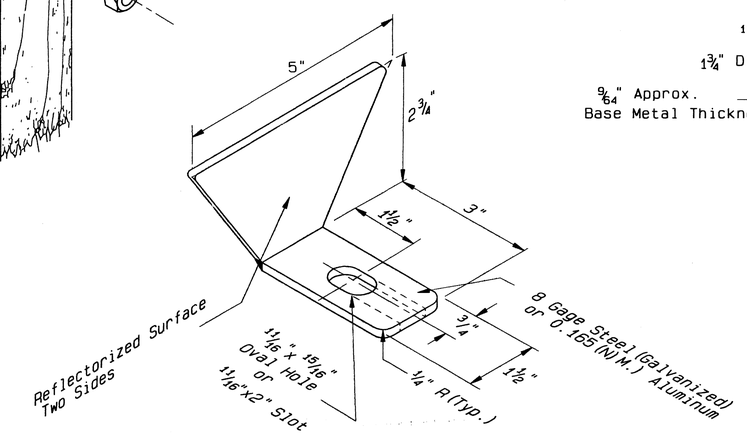
GUARDRAIL NOTES

1. Metal Beam Guardrail and Guardrail Hardware shall conform to AASHTO M-180 Class A, Type 2.
2. Wood Posts and Wood Blocks shall be of a timber stress grade of 1200psi or more in accordance with the West Coast Lumber Inspection Bureau, current edition
3. Timber shall be treated in accordance with Section 714 of Alaska Standard Specifications for Highway Construction.
4. Guardrail Reflectors shall be mounted at 50' centers.
5. Reflectorized material shall conform with the applicable portion of Section 615 of Alaska Standard Specifications for Highway Construction.

Guardrail Reflectors

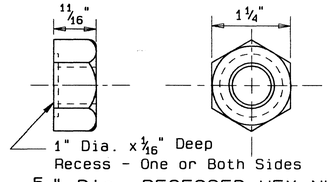
Type	Color	Reflectorized
A	White	Front & Rear
B	White	Front
C	Yellow	Front
D	Yellow	Front & Rear

6. Type A Reflector shall be used unless specified otherwise on the plans, beginning with first guardrail post.
7. All barrier hardware as shown in ARTBA "A Guide To Standardized Highway Barrier Rail Hardware" is acceptable.

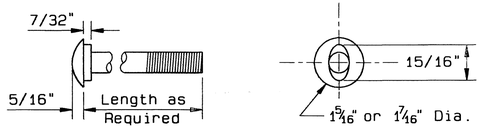


GUARDRAIL REFLECTOR

ROUND WASHER



5/8" Dia. RECESSED HEX NUT



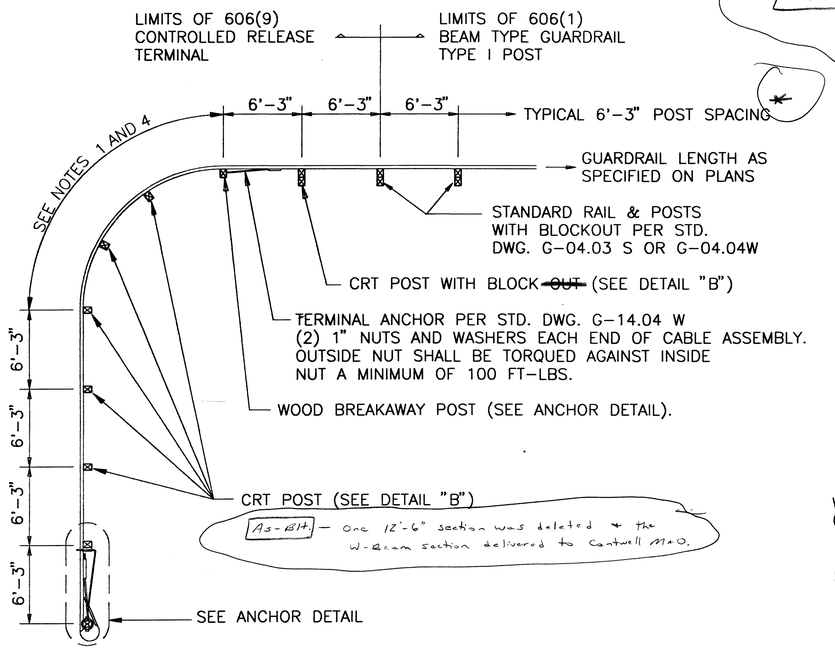
5/8" Dia. BUTTON HEAD BOLT

STATE OF ALASKA 49TH
DANIEL G. STERLEY CE - 7847
REGISTERED PROFESSIONAL ENGINEER

AS-BUILT

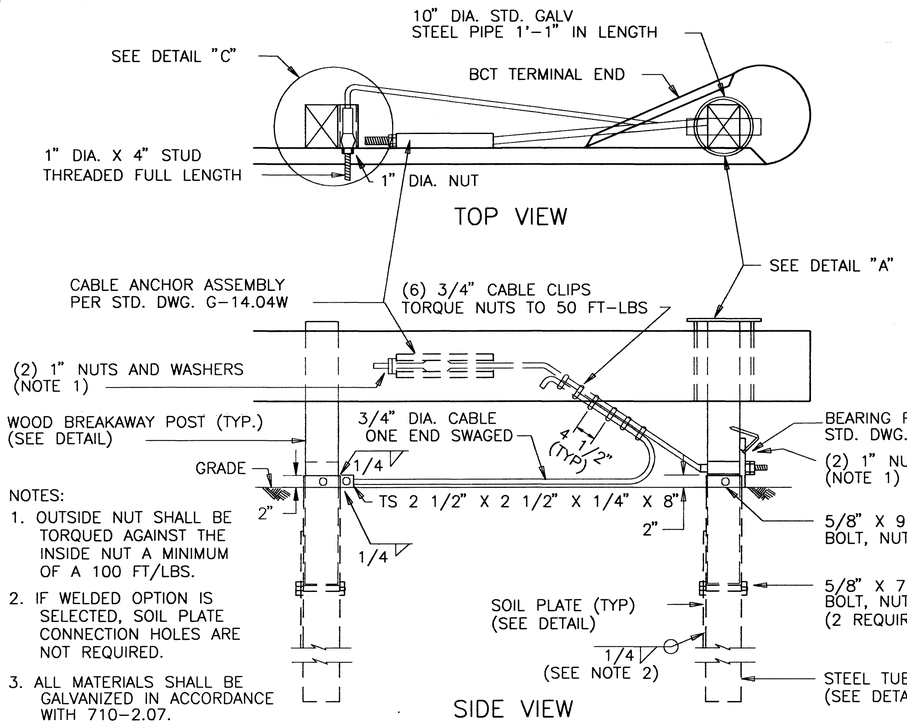
/64924d27	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	17	26

(*) As-Bit - 6'-3" of W-Beam was deleted to keep the W-Beam run from extending into the approach.
(Note: The Contractor was paid for an even number of 12'-6" sections as he had to waste 6'-3" of W-Beam behind another 12'-6" section.)



As-Bit - One 12'-6" section was deleted & the W-Beam section delivered to Cantwell M+O.

CONTROLLED RELEASE TERMINAL PLAN

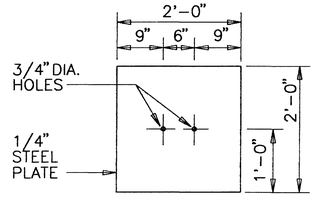


NOTES:
1. OUTSIDE NUT SHALL BE TORQUED AGAINST THE INSIDE NUT A MINIMUM OF A 100 FT/LBS.
2. IF WELDED OPTION IS SELECTED, SOIL PLATE CONNECTION HOLES ARE NOT REQUIRED.
3. ALL MATERIALS SHALL BE GALVANIZED IN ACCORDANCE WITH 710-2.07.

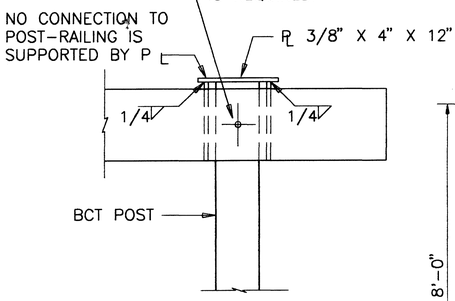
ANCHOR DETAIL

NOTES

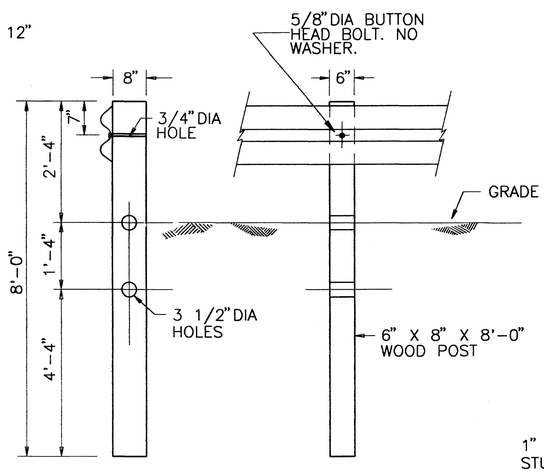
1. POST SPACING SHALL BE 6'-3" IN CURVED SECTION. IF THE CURVED SECTION DOES NOT DIVIDE EVENLY INTO 6'-3" SPACES, THEN THE SHORTER SPACE SHALL BE AT THE RADII POINT LOCATED AT THE APPROACH. IF THIS SPACE IS LESS THAN 2'-6" THEN ELIMINATE THE POST.
2. FOR RADII ≤ 8'-6" THE CURVED RAIL SECTION SHALL NOT BE BOLTED TO THE RAIL.
3. FOR RADII > 8'-6" THE CURVED RAIL SECTION SHALL BE ATTACHED TO THE CRT POSTS WITH 9"x5/16" BOLTS AND NUTS, WITHOUT WASHERS.
4. SEE GUARDRAIL SUMMARY FOR RADIUS AND LENGTH OF THE CURVED SECTION. THE DETAIL SHOWS A RIGHT-HAND ENTRY SEE SUMMARY SHEET FOR EITHER RIGHT-HAND OR LEFT-HAND ENTRY.



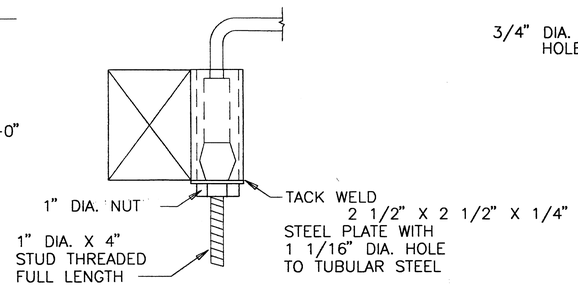
SOIL PLATE



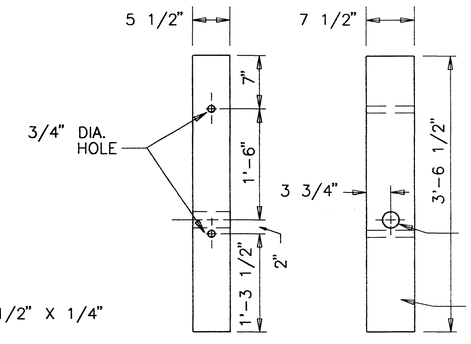
DETAIL "A"



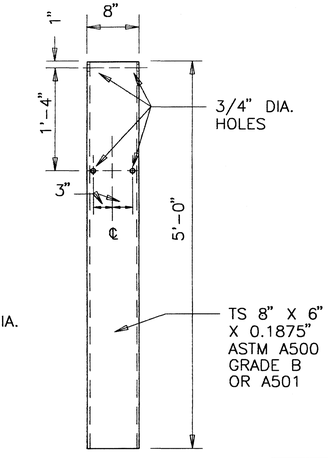
DETAIL "B"



DETAIL "C"



WOOD BREAKAWAY POST



STEEL TUBE

AS-BUILT

STATE OF ALASKA 49TH DANIEL G. STERLEY CE-7647 REGISTERED PROFESSIONAL ENGINEER

CONTROLLED RELEASE TERMINAL DETAILS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-OA4-3(7)	1991	18	26

64924p03

SIGN SUMMARY

STATION	LT/RT	CODE NO.	LEGEND	SIZE	THICKNESS UNFR'D	THICKNESS FRAMED	AREA (SQ FT)	NO. OF POSTS	REMARKS
301+00	RT	I-3	Nenana River	66 ~~54~~ x 36		~~0.100~~ 0.125	~~13.50~~ 16.50	2	8"UC/6"LC,SER. E(MOD)
	RT	OM-3R	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
	LT	OM-3L	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
303+00	LT	I-3	Nenana River	66 ~~54~~ x 36		~~0.100~~ 0.125	~~13.50~~ 16.50	2	8"UC/6"LC,SER. E(MOD)
	RT	OM-3R	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
	LT	OM-3L	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
306+00	RT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	RT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
308+50	RT	M10-2	216	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
316+00	LT	W1-2R	SYMBOL/CURVE RIGHT	~~36~~ 30 x ~~36~~ 30	0.080		~~9.00~~ 6.25	1	
327+00	LT	W7-1b	SYMBOL/TK-HILL-6%	36 x 36	0.080		9.00	~~1~~ 2	
341+00	LT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO(1)SIGN
	LT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
350+50	RT	M10-2	217	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
410+00	RT	M10-2	218	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
420+00	RT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	RT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
456+00	LT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO(1) SIGN
	LT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
457+00	RT	W16-1	SLIDE AREA	36 x 36	0.080		9.00	~~1~~ 2	
	LT	W16-2	END SLIDE AREA	36 x 36	0.080		9.00	~~1~~ 2	
463+00	RT	M10-2	219	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
477+75	RT	W16-2	END SLIDE AREA	36 x 36	0.080		9.00	~~1~~ 2	
	LT	W16-1	SLIDE AREA	36 x 36	0.080		9.00	~~1~~ 2	
485+00	RT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	RT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
511+50	LT	W1-8	SYMBOL/CHEVRON	(2)24 x 30	0.080		10.00	~~1~~ 2	MOUNT SIGNS BACK TO BACK
511+75	RT	I-3	Slime Creek	54 x 36		~~0.100~~ 0.125	13.50	2	8"UC/6"LC,SER. E(MOD)
512+50	RT	I-3	Slime Creek	54 x 36		~~0.100~~ 0.125	13.50	2	8"UC/6"LC,SER. E(MOD)
513+50	LT	W1-8	SYMBOL/CHEVRON	(2)24 x 30	0.080		10.00	~~1~~ 2	MOUNT SIGNS BACK TO BACK
515+50	LT	W1-8	SYMBOL/CHEVRON	(2)24 x 30	0.080		10.00	~~1~~ 2	MOUNT SIGNS BACK TO BACK
516+00	RT	M10-2	220	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
522+00	LT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	LT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
525+00	RT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	RT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
541+00	LT	R1-1	STOP	30 x 30	0.080		6.25	1	
558+00	LT	R1-1	STOP	30 x 30	0.080		6.25	1	
569+00	RT	M10-2	221	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2009+00	LT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	LT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
2023+75	LT	W1-8	SYMBOL/CHEVRON	(2)24 x 30	0.080		10.00	~~1~~ 2	MOUNT SIGNS BACK TO BACK
2026+75	LT	W1-8	SYMBOL/CHEVRON	(2)24 x 30	0.080		10.00	~~1~~ 2	MOUNT SIGNS BACK TO BACK
2029+75	LT	W1-8	SYMBOL/CHEVRON	(2)24 x 30	0.080		10.00	~~1~~ 2	MOUNT SIGNS BACK TO BACK
2032+75	LT	W1-8	SYMBOL/CHEVRON	(2)24 x 30	0.080		10.00	~~1~~ 2	MOUNT SIGNS BACK TO BACK
2045+00	RT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	RT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
2052+50	RT	M10-2	222	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2081+00	LT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	LT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	
2104+00	RT	M10-2	223	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2149+00	LT	R2-1	SPEED LMIT 55	30 x 36	0.080		7.5	1	
2157+00	RT	M10-1	224	(2)6 x 18	0.080	~~0.080~~ 0.125	1.50	1	MOUNT SIGNS BACK TO BACK
2159+50	RT	I-3	Carlo Creek	54 x 36		~~0.080~~ 0.125	13.50	~~2~~ 1	8"UC/6"LC,SER. E(MOD)
	RT	OM-3R	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
	LT	OM-3L	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
2160+27	RT	OM-3R	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
	LT	OM-3L	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
2160+30	LT	I-3	Carlo Creek	54 x 36		~~0.080~~ 0.125	13.50	~~2~~ 1	8"UC/6"LC,SER. E(MOD)
2188+00	RT	R2-2	SPEED LIMIT 55	30 x 36	0.080		7.50	1	
~~2220+00~~	~~LT~~	~~D9-14~~	~~SYMBOL/PARKING~~	~~24 x 24~~	~~0.080~~		~~4.00~~	~~1~~	DELETED

SIGN SUMMARY

STATION	LT/RT	CODE NO.	LEGEND	SIZE	THICKNESS UNFR'D	THICKNESS FRAMED	AREA (SQ FT)	NO. OF POSTS	REMARKS
~~2186+00~~	~~RT~~	~~D9-14~~	~~SYMBOL/PARKING~~	~~24 x 24~~	~~0.080~~		~~4.00~~	~~1~~	DELETED
	~~RT~~	~~D9-E~~	~~1500 FT~~	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	DELETED
2211+00	RT	M10-2	225	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
~~2220+00~~	~~LT~~	~~D9-E~~	~~1500 FT~~	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	DELETED
2269+00	RT	M10-2	226	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2323+00	RT	M10-2	227	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2371+00	RT	M10-2	228	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2425+00	RT	M10-2	229	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2445+00	RT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO(1)SIGN
	RT	D9-E	1500 FT	~~24 x 6~~	~~0.080~~	~~0.080~~	~~1.00~~	~~1~~	MOUNT UNDER SIGN D9-14
2472+00	RT	R1-1	STOP	30 x 30	0.080		6.25	1	
2475+00	RT	M10-2	230	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2479+00	LT	D9-14	SYMBOL/PARKING	24 x ~~24~~ 30	0.080		~~5.00~~ 4.00	1	COMBINED INTO (1) SIGN
	LT	D9-E	1500 FT	~~24 x 6~~			~~1.00~~	~~1~~	MOUNT UNDER SIGN D9-14
2500+00	RT	W7-1b	SYMBOL/TK-HILL-6%	36 x 36	0.080		9.00	~~1~~ 2	
2529+00	RT	M10-2	231	(2)6 x 18	0.080		1.50	1	MOUNT SIGNS BACK TO BACK
2533+08	LT	R1-1	STOP	30 x 30	0.080		6.25	1	
2533+42	RT	R1-1	STOP	30 x 30	0.080		6.25	1	
2538+51	RT	I-3	Nenana River	66 x 36		~~0.080~~ 0.125	16.50	2	8"UC/6"LC,SER. E(MOD)
2538+55	RT	OM-3R	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
	LT	OM-3L	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
2542+14	RT	OM-3R	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
	LT	OM-3L	SYMBOL/MARKER	12 x 36	0.080		3.00	1	
2542+20	LT	I-3	Nenana River	66 x 36		~~0.080~~ 0.125	16.50	2	8"UC/6"LC,SER. E(MOD)
					TOTAL		~~426.0~~ 419.25	~~104~~ 77	

SIGNING NOTES

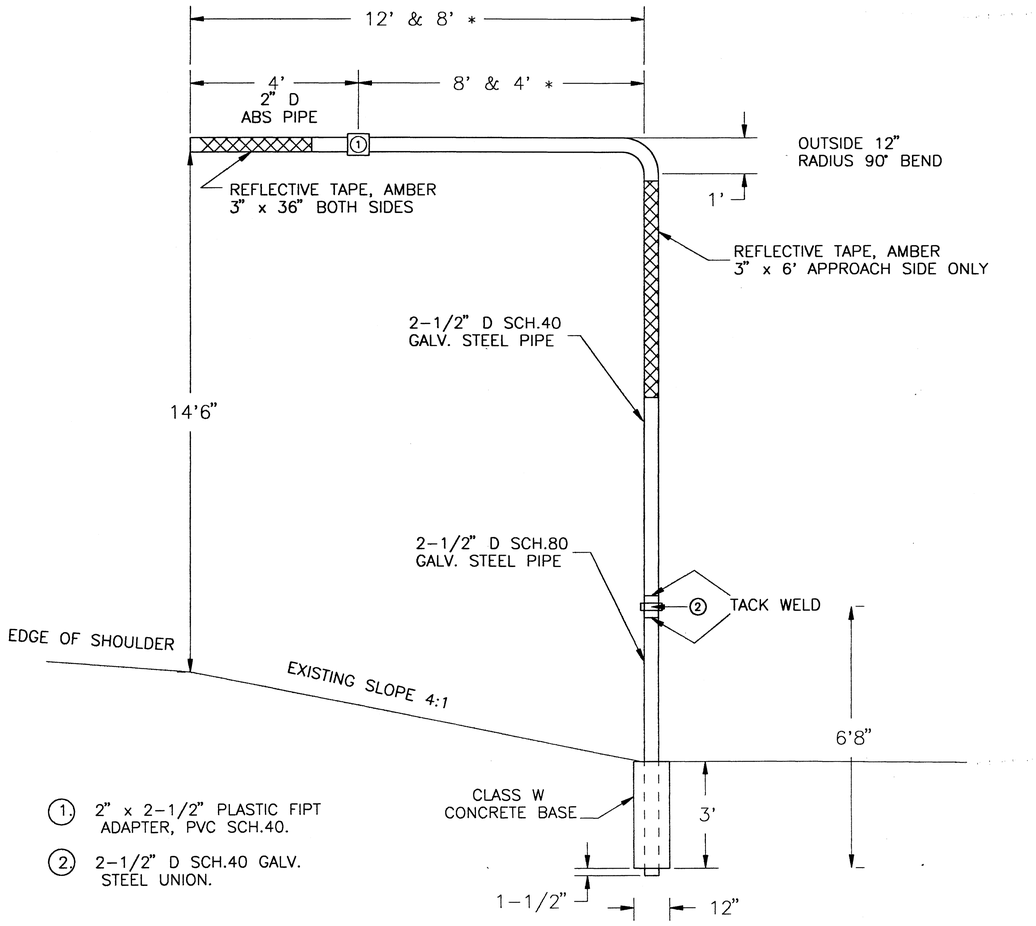
1. SIGN LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. ALL SIGN INSTALLATIONS SHALL USE THE SLEEVE TYPE CONCRETE FOUNDATION AS DETAILED ON STANDARD DRAWING S-30.01
~~2. POST EMBEDMENT SHALL BE SLEEVE TYPE SOIL EMBEDMENT. SEE STANDARD DRAWING S-30.01.~~
3. EXISTING SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL NEW SIGNS ARE INSTALLED. THE CONTRACTOR'S OPERATION SHALL AT NO TIME LEAVE DUPLICATE OR CONFLICTING SIGNS.
4. POST LENGTHS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR USING CRITERIA FOR RURAL HIGHWAYS. ALL POSTS AND HARDWARE SHALL BE INCIDENTAL TO THE SIGNING BID ITEM.
5. ALL I-3 SIGNS SHALL HAVE 8" UC AND 6" LC LETTERS.
6. LEFT AND RIGHT OBJECT MARKERS SHALL BE INSTALLED DIRECTLY OPPOSITE EACH OTHER. LOCATE OBJECT MARKERS AS DIRECTED BY THE ENGINEER WITHIN 10 FEET OF THE END OF THE BRIDGE RAIL.
7. EXISTING GENERAL SERVICE SIGNS (D9- SERIES) FOR FOOD, GAS, AND LODGING ADJACENT TO McKINLEY WILDERNESS LODGE, DENALI CABINS, AND McKINLEY VILLAGE SHALL NOT BE REPLACED BUT MAY BE RELOCATED. RELOCATION SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE INCIDENTAL TO ITEM 615(1).
8. EXISTING SIGNS AND PARTS TO BE REMOVED SHALL BE SALVAGED, SEPARATED, AND DELIVERED TO THE DOT/PF MAINTENANCE YARD AT CANTWELL. THIS WORK SHALL BE INCIDENTAL TO ITEM 615(1).

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7847
REGISTERED PROFESSIONAL ENGINEER

AS-BUILT

64924p25	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	19	26

RIGID POLE DELINEATOR DETAIL



(1.) 2" x 2-1/2" PLASTIC FIPT ADAPTER, PVC SCH.40.

(2.) 2-1/2" D SCH.40 GALV. STEEL UNION.

DELINEATOR SUMMARY

ITEM 615(5A) DELINEATORS, RIGID POLE

STATION	LT/RT	NUMBER OF DELINEATORS
2040+00~	LT* & RT	2
2042+00~	LT* & RT	2
2044+00~	LT* & RT	2
2046+00~	LT* & RT	2
2048+00~	LT* & RT	2
2050+00~	LT* & RT	2
2052+00~	LT* & RT	2
2054+00~	LT* & RT	2
2074+00~	LT & RT	2
2076+00~	LT & RT	2
2078+00~	LT & RT	2
2080+00~	LT & RT	2
2082+00~	LT & RT	2
2084+00~	LT & RT	2
2086+00~	LT & RT	2
2088+00~	LT & RT	2
2090+00~	LT & RT	2
2092+00~	LT & RT	2
2094+00~	LT & RT	2
	TOTAL =	38

* USE 8' ARM ON LEFT INSTALLATION

ITEM 615(6) DELINEATORS, FLEXIBLE TYPE D

STATION	LT/RT	NUMBER OF DELINEATORS
398~ TO 422~	LT	13
454~ TO 472~	LT	10
[redacted]	TOTAL =	~~23~~ 30

Note: Extra Delineators installed on ends of B.C.T.'s @ Sta. 298+63 Lt., 304+92 Rt., 307+02 Lt., 356+00 Lt., 373+50 Lt., 2535+80 Rt & Lt. = 7 TOTAL

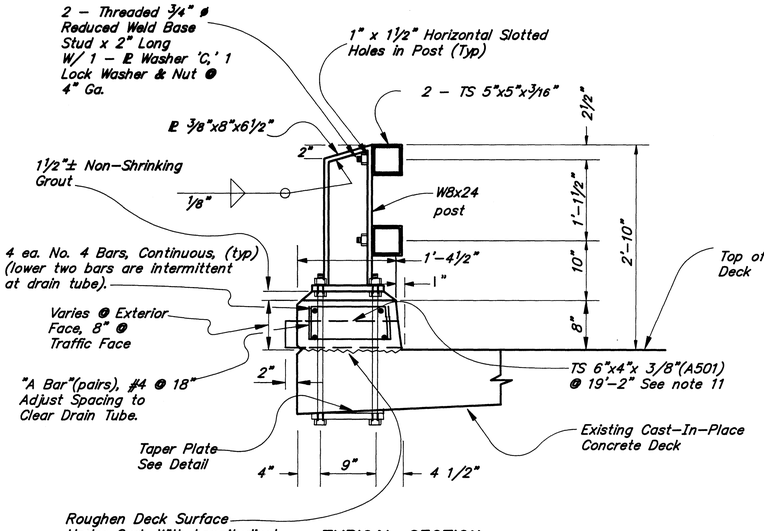
NOTES:

1. FLEXIBLE DELINEATORS SHALL BE INSTALLED AT 200 FT. INTERVALS.
2. IN GUARDRAIL AREAS MOUNT ON GUARDRAIL POST.
3. MINIMUM OFFSET IN AREAS OUTSIDE GUARDRAIL IS 8 FT. FROM SHOULDER.

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

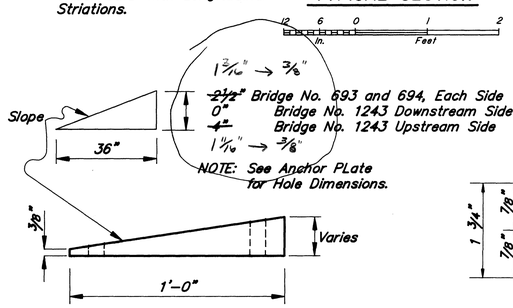
AS-BUILT

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	20	26



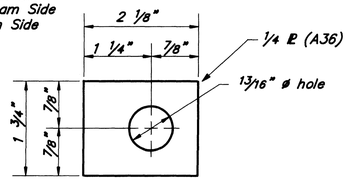
TYPICAL SECTION

12 6 0 1 2 In. Feet



TAPER PLATE DETAIL

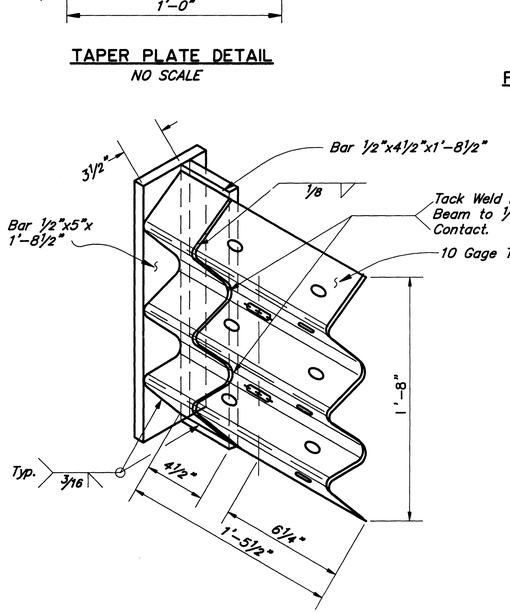
NO SCALE



Note: Position Washer to Completely Cover Slotted Hole.

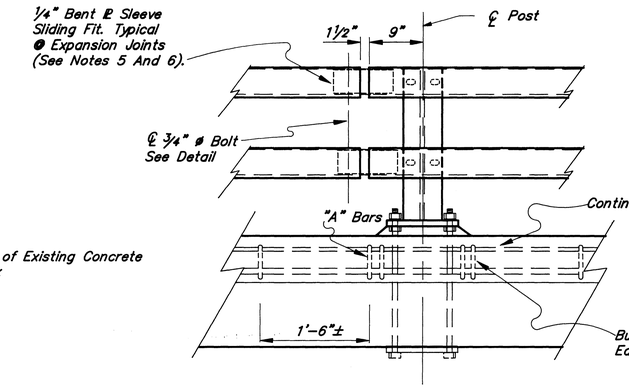
PLATE WASHER 'C'

NO SCALE



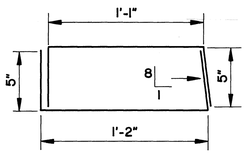
THRIE BEAM TRANSITION BRACKET

Not To Scale



EXPANSION JOINT

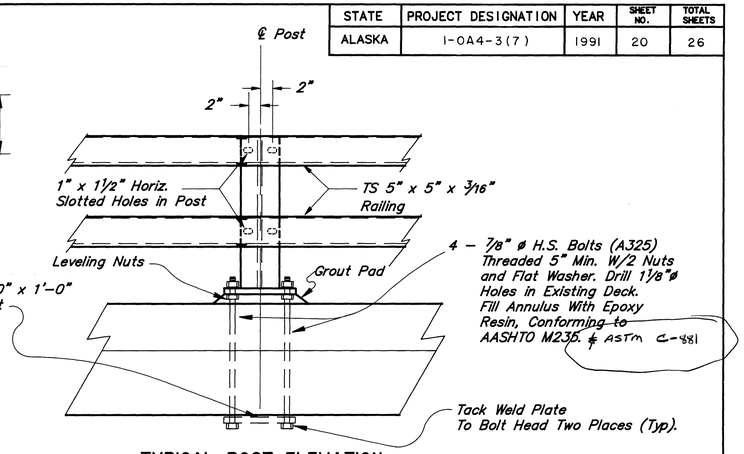
12 6 0 1 2 In. Feet



"A" BAR

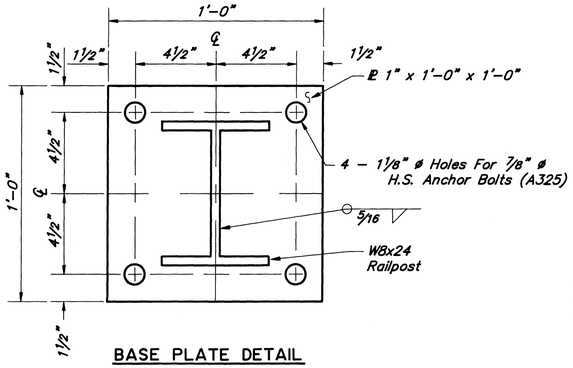
NO SCALE

Anchor ℄ ⅜" x 1'-0" x 1'-0" See Detail This Sheet



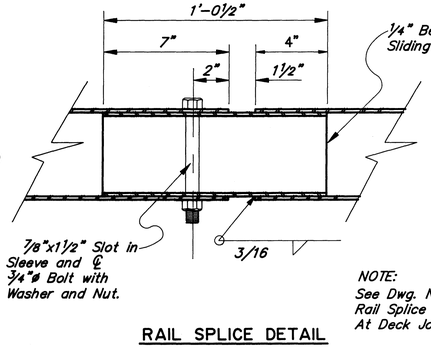
TYPICAL POST ELEVATION

12 6 0 1 2 In. Feet



BASE PLATE DETAIL

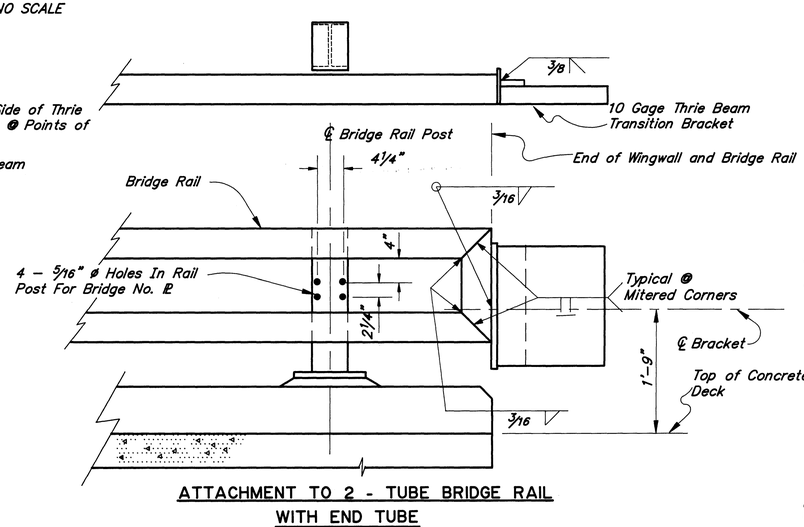
6 3 0 1 In. Feet



RAIL SPLICE DETAIL

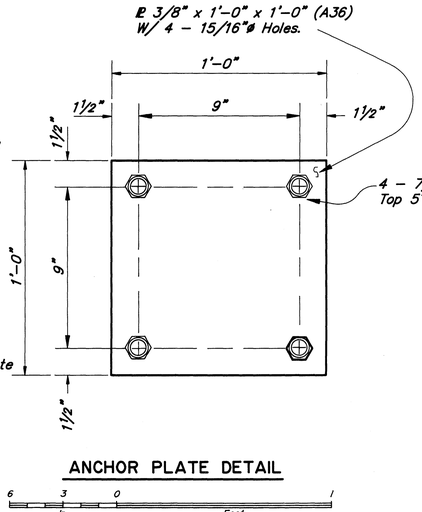
6 3 0 1 In. Feet

NOTE: See Dwg. No. 3 For Rail Splice Detail At Deck Joints.



ATTACHMENT TO 2 - TUBE BRIDGE RAIL WITH END TUBE

12 6 0 1 2 In. Feet



ANCHOR PLATE DETAIL

6 3 0 1 In. Feet

NOTES

1. All railing, posts, anchor assemblies drain tubes and other steel components shall be galvanized after fabrication unless noted otherwise.
2. Remove existing bridge No. plate from existing railpost and attach to new railing with 4–5/16"ø x 1" ribbed neck carriage bolts with steel tamper–proof nuts (McMaster–Carr 90084A030 or equal), galvanized or cadmium plated.
3. Locate bridge number plates on right hand side of approaching traffic at each end as shown, (typ.).
4. All machine bolts shall have locking nuts or lock washers.
5. Railing expansion joints must be provided at 50' maximum intervals throughout the railing and at deck expansion joints. Railing shall be continuous over 2 posts minimum.
6. Railing expansion joints shall be located immediately adjacent to a rail post.
7. Posts shall be adjusted to a plumb position.
8. Curb concrete and associated reinforcing shall be incidental to metal bridge railing. Minimum concrete cover shall be 1 1/2". Reinforcing steel shall be epoxy coated grade 60.
9. Thrie 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.
10. Drill 1⅛" dia. holes through existing cast–in–place deck to install anchor bolts.
11. Drain tube installation only to Nenana River @ Windy Bridge No. 1243 at downstream side. Stagger drain spacing at alternate posts. Bevel drain tube at curb face.

As-Blt.- At Br. #694 5 drain tubes were made from the existing bridge rail. 2 were installed in the left curb + 3 were installed in the right curb. These were due to low spots in the deck. See C.O. #7

Designed By SHL Date 3/91
Checked By EAC Date 4/91
Drawn By SHS Date 3/91
Checked By RWM Date 4/91
Traced By Date

PARKS HIGHWAY, MILE 216

REHABILITATION

BRIDGE RAILING I

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

693, 694

BRIDGE NO'S. 1243

DWG. NO. 1

STATE OF ALASKA 49TH Stephen H. Lee CE-5456 REGISTERED PROFESSIONAL ENGINEER

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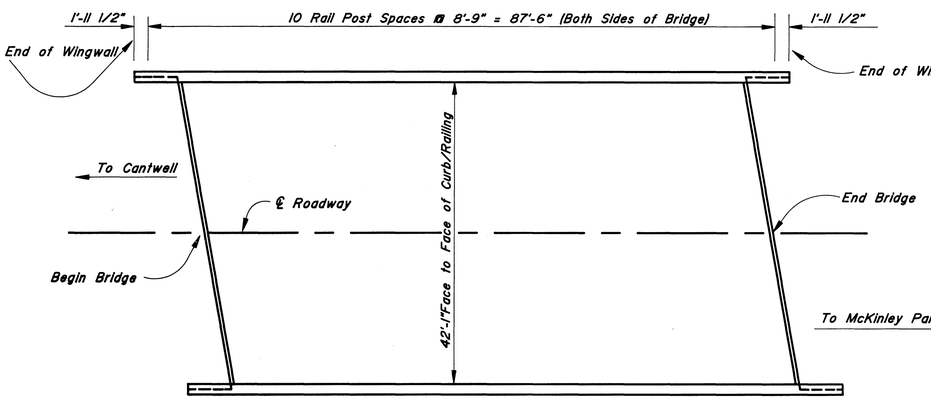
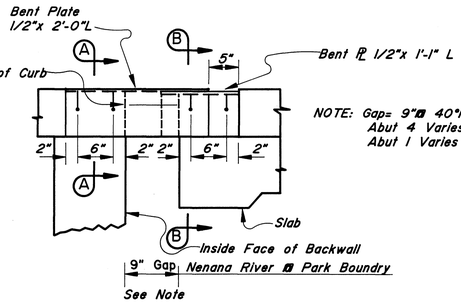
AS-BUILT

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	1-0A4-3(7)	1991	21	26



CARLO CREEK BRIDGE No. 693

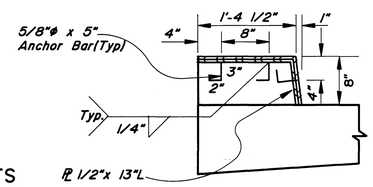
10 5 0 10 20
Feet



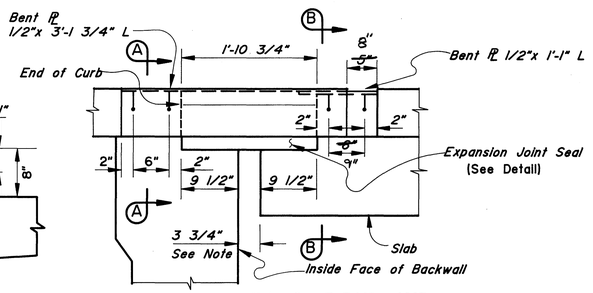
CURB DETAIL AT EXPANSION JOINTS
NENANA RIVER @ PARK BOUNDARY, BRIDGE No.694
(BOTH ENDS) NO SCALE

Note: Sliding ℄ was not designed to account for the skew in the existing bridge expansion joint. Minor field adjustments were made to make the sliding ℄'s fit.

Bent ℄ 1/2"x 2'-0" L Nenana River @ Park Boundry
Bent ℄ 1/2"x 3'-1 3/4" L Nenana River @ Windy



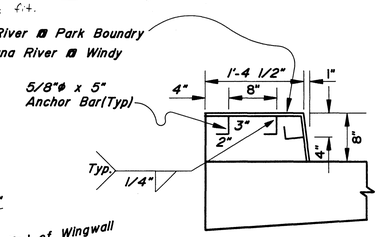
SECTION B-B
NO SCALE



Note: Gap 3 3/4"@ 40°F
Abut 1 and 3 vary 1/8" per 10°F

CURB DETAIL AT EXPANSION JTS.
NENANA RIVER AT WINDY, BRIDGE No. 1243
(BOTH ENDS) NO SCALE

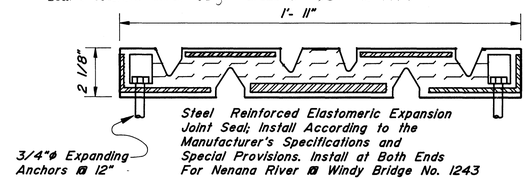
Note: Bent ℄ did not fully cover expansion joint seal. Bent ℄ was centered over seal and curb poured up to it. Steel plate was used as a bond breaker between seal & concrete curb. (Eight areas of ~½ ft² to 1 ft²)



Note: Rail Post not Shown for Clarity, Typ.

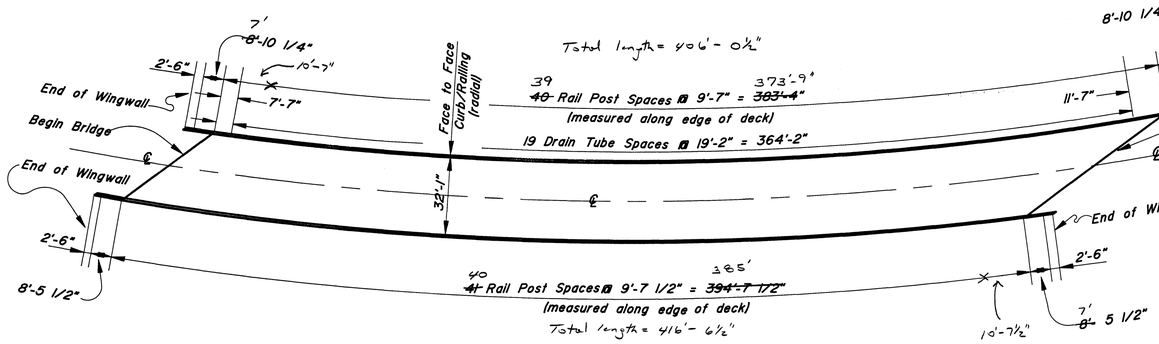
SECTION A-A
NO SCALE

As-Built 8/24/92

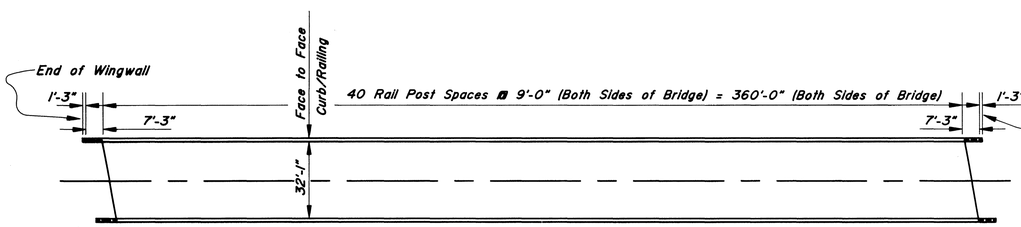


Steel Reinforced Elastomeric Expansion Joint Seal; Install According to the Manufacturer's Specifications and Special Provisions. Install at Both Ends For Nenana River @ Windy Bridge No. 1243

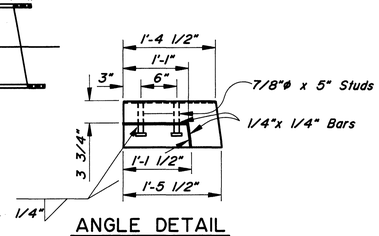
EXPANSION JOINT SEAL
NO SCALE



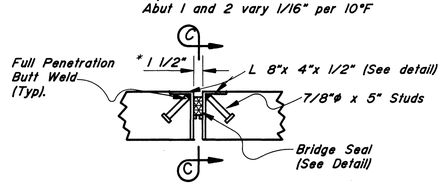
NENANA RIVER BRIDGE AT WINDY, BRIDGE No. 1243
30 20 10 0 30 60
Feet



NENANA RIVER BRIDGE AT PARK BOUNDARY, BRIDGE No. 694
30 20 10 0 30 60
Feet

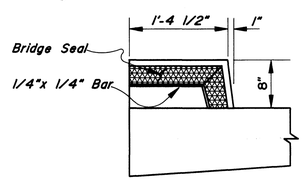


ANGLE DETAIL
NO SCALE

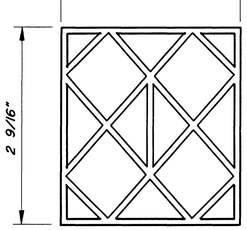


CURB DETAIL AT EXP. JOINT
CARLO CREEK, BRIDGE No. 693
(BOTH ENDS) NO SCALE

Note: Curb end ℄'s were not designed for the skew in the existing bridge expansion joint. Minor field adjustments were made to make end ℄'s fit.



SECTION C-C
NO SCALE



BRIDGE SEAL
NO SCALE

STATE OF ALASKA
49TH
Registered Engineer
Stephen H. Lee
CE-5458
REGISTERED PROFESSIONAL ENGINEER

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4/18/1991 11:48
Scale = 10.00
Drawn By: SHS

PARKS HIGHWAY, MILE 216
REHABILITATION
BRIDGE RAILING 2

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

693, 694
BRIDGE NO'S. 1243

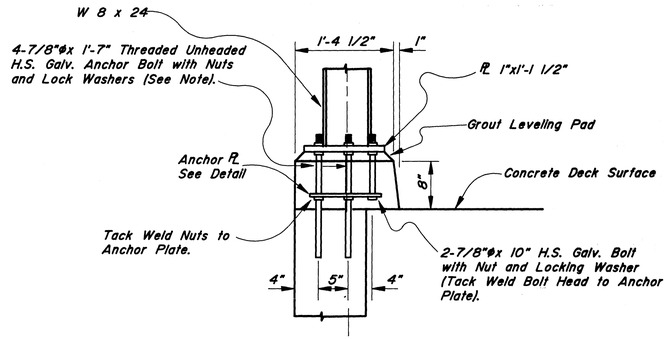
DWG. NO. 2

Designed By: SHL Date: 3/91
Checked By: EAC Date: 4/91
Drawn By: SAS Date: 3/91
Checked By: RKA Date: 4/91
Traced By: Date:

AS-BUILT

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	1-0A4-3(7)	1991	22	26

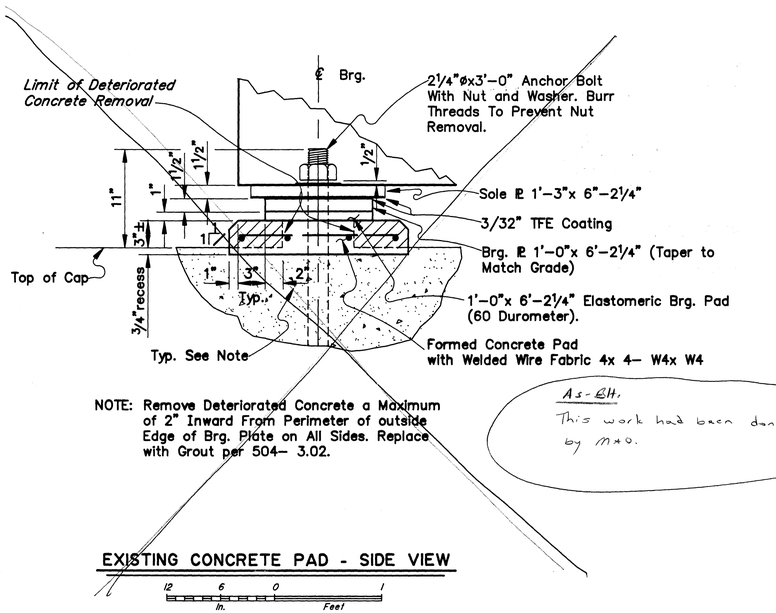
NOTE:
ANCHOR BOLTS: Drill 1 1/8"ø hole and set anchor bolts with epoxy resin mortar (AASHTO M-235, TYPE III, GRADE 2, CLASS B). Mix and place resin in accordance with manufacturer's recommendations. Alternately, self contained epoxy-bolt combinations that mix in the hole may be installed per the manufacturer's recommendation and with the approval of the engineer.



RAIL POST AT WINGWALL

(TYPICAL AT EACH BRIDGE)

12 6 0 1 2
In. Feet

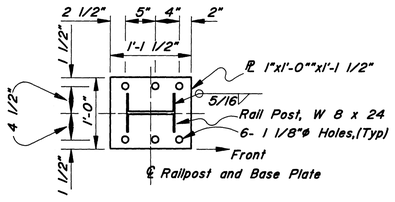


NOTE: Remove Deteriorated Concrete a Maximum of 2" Inward From Perimeter of outside Edge of Brg. Plate on All Sides. Replace with Grout per 504- 3.02.

As-EH,
This work had been done previously by M+O.

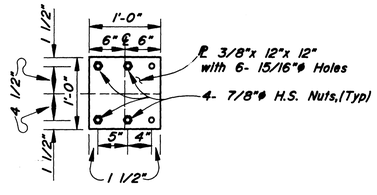
EXISTING CONCRETE PAD - SIDE VIEW

12 6 0 1
In. Feet



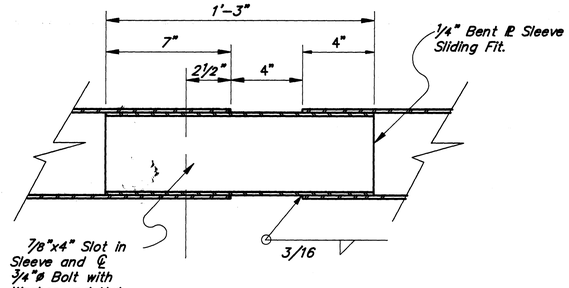
BASE PLATE DETAIL

12 6 0 1 2
In. Feet



ANCHOR PLATE DETAIL

12 6 0 1 2
In. Feet



RAIL SPLICE DETAIL AT DECK JOINTS

6 3 0 1
In. Feet

AS-BUILT

STATE of ALASKA
49TH
Stephen H. Lee
CE-5496
REGISTERED PROFESSIONAL ENGINEER

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7/20/1991 16:33
Scale = 1.00
Drawn By: SHS

Designed By SHL Date 3/91
Checked By EAC Date 4/91
Drawn By SHS Date 3/91
Checked By RWA Date 4/91
Traced By Date

PARKS HIGHWAY, MILE 216

REHABILITATION

BRIDGE RAILING 3

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

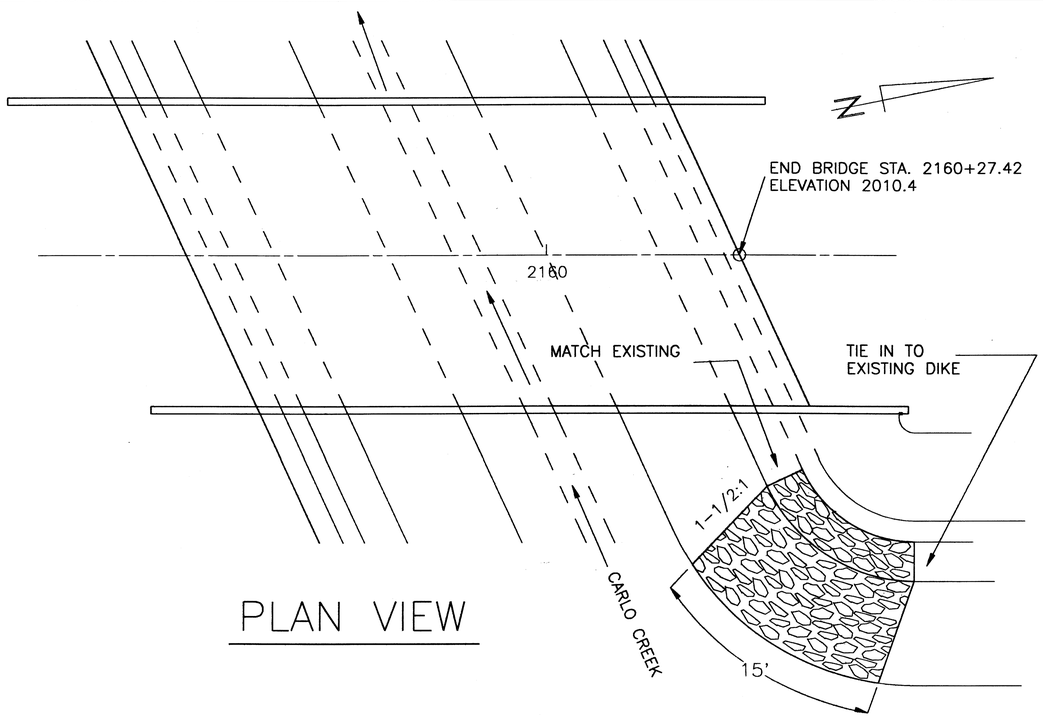
693, 694

BRIDGE NO. 1243

DWG. NO. 3

64924p26	STATE	PROJECT DESIGNATION	YEAR	SHEET #	TOTAL SHEETS
	ALASKA	I-OA4-3(7)	1991	23	26

CARLO CREEK BRIDGE
RIPRAP REHABILITATION
NORTH RIGHT ABUTMENT DETAILS

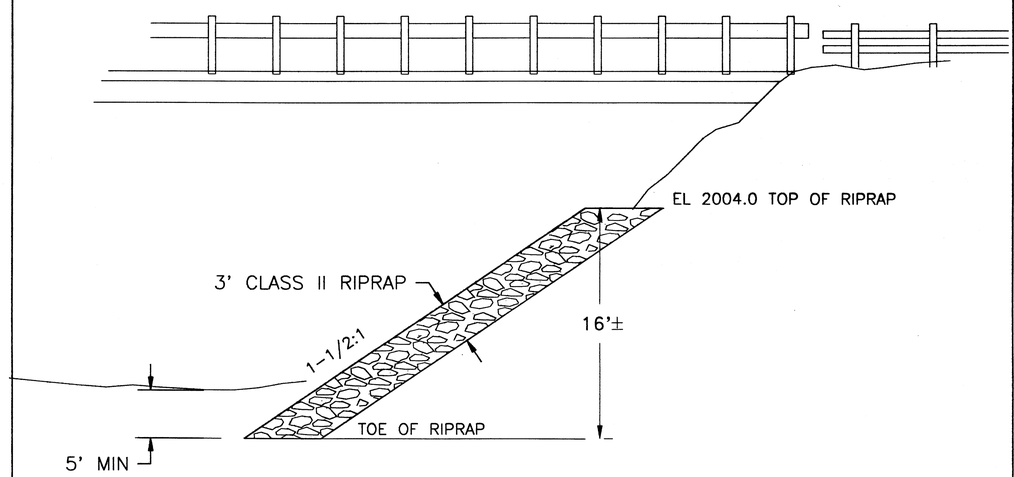


PLAN VIEW

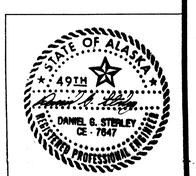
NOTES:

1. CLASS II RIPRAP QUANTITY IS APPROXIMATELY 90 TONS.
2. EXCAVATION REQUIRED FOR PLACEMENT SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCIDENTAL TO ITEM 611(2) RIPRAP CLASS II.
3. LOCATION OF PLACEMENT IS APPROXIMATE AND SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

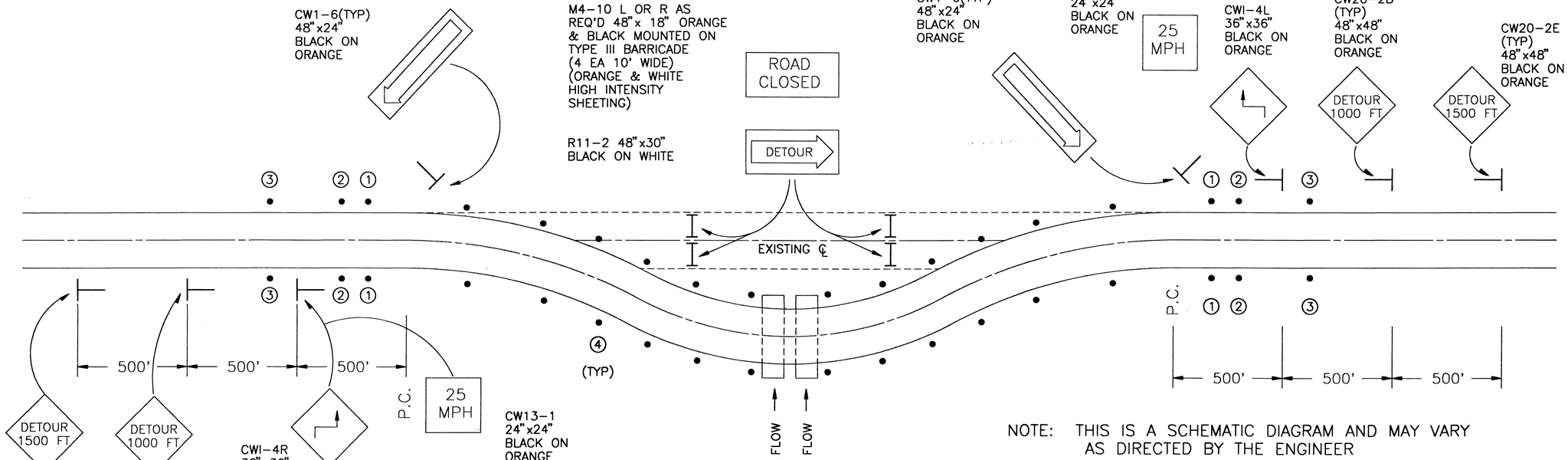
NORTH ABUTMENT – RIGHT SIDE VIEW



AS-BUILT



64924p23	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	24	26

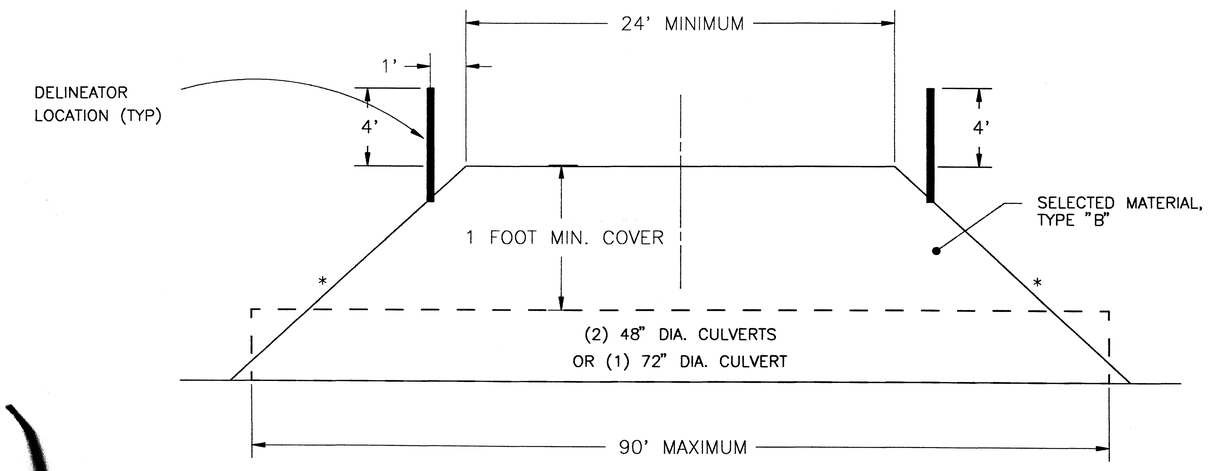


NOTE: THIS IS A SCHEMATIC DIAGRAM AND MAY VARY AS DIRECTED BY THE ENGINEER

SLIME CREEK DETOUR TRAFFIC MAINTENANCE SET-UP

(ALL TRAFFIC-CONTROL DEVICES SHALL BE INCIDENTAL TO ITEM 643(25), TEMPORARY DETOUR)

NO SCALE



• SEE STANDARD SLOPE TABLE

DETOUR TYPICAL SECTION

NOT TO SCALE

AS-BUILT

NOTES:

1. •DELINEATOR
   - ① 90' FROM P.C. OR P.T.
   - ② 240' FORM P.C. OR P.T.
   - ③ 540' FROM P.C. OR P.T.
   - ④ DELINEATORS SHALL ALSO BE PLACED ON BOTH SHOULDERS OF THE DETOUR AT A MAXIMUM SPACING OF 50 FT.
2. ALL DELINEATORS SHALL BE 3"x6" TYPE A WHITE. SEE STANDARD DRAWING T-03.01 FOR GUIDE MARKER (DELINEATOR) DETAILS.
3. ALL BARRICADES AND SIGNS SHALL BE FABRICATED WITH TYPE II (ENCAPSULATED LENS) REFLECTIVE SHEETING.
4. CONSTRUCTION SIGNS SHALL BE INSTALLED ON POSTS USING A 5 FT. MOUNTING HEIGHT TO THE BOTTOM OF SIGNS.
5. THE DETOUR ALIGNMENT SHALL HAVE A MAXIMUM OF 20° CURVES WITH A MAXIMUM OF 30° DEFLECTIONS. THE GRADE SHALL BE CONSTRUCTED AND MAINTAINED AS APPROVED BY THE ENGINEER SO THAT VEHICLES CAN PROCEED THRU THE DETOUR AT 30 MPH.
6. DURING DUSK OR DARKNESS THE TYPE III BARRICADES SHALL HAVE TWO FLASHING WARNING LIGHTS EACH AND WARNING SIGNS SHALL HAVE ONE FLASHING WARNING LIGHT EACH.
7. THE DETOUR SHALL BE CONSTRUCTED WITHIN DOT/PF RIGHT OF WAY.

STATE OF ALASKA 49TH DANIEL B. STERLEY CE-7647 REGISTERED PROFESSIONAL ENGINEER

/6492#14	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	I-0A4-3(7)	1991	25	26

PERMANENT CONSTRUCTION SIGNING

TRAFFIC CONTROL PLAN

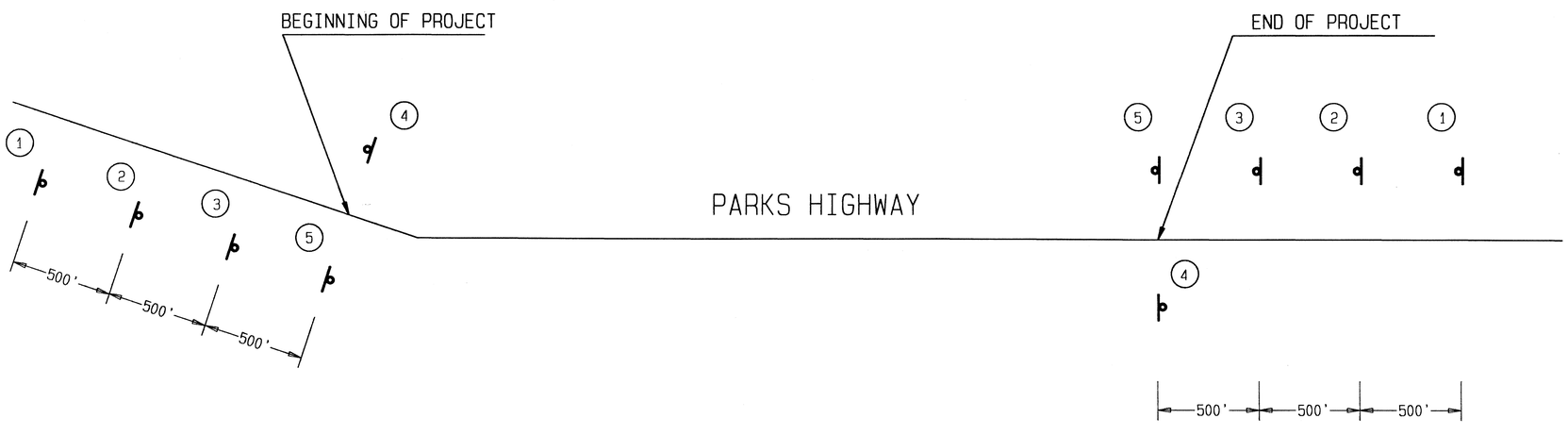
1. TAPER LENGTHS AT LANE CLOSURES WITH FLAGGERS SHALL BE 50 FT. CHANNELIZING DEVICE SPACING AT THESE LOCATIONS SHALL BE 10 FT.

2. TAPER LENGTHS FOR LANE SHIFTING OTHER THAN LANE CLOSURES WITH FLAGGERS SHALL BE IN ACCORDANCE WITH ALASKA TRAFFIC MANUAL. CHANNELIZING DEVICE SPACING AT THESE LOCATIONS SHALL BE 50 FT. ON TANGENTS AND CURVES WITH POSTED SPEEDS GREATER THAN 35 MILES PER HOUR.

3. ALL SITE SPECIFIC TRAFFIC CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.

PERMANENT CONSTRUCTION
SIGNING SUMMARY (PAY ITEM 643(3))

#	CODE	LEGEND	SIZE IN.
(1)	CW20-1E	ROAD CONSTRUCTION 1500 FT	48x48
(2)	CW20-1B	ROAD CONSTRUCTION 1000 FT	48x48
(3)	CW20-1A	ROAD CONSTRUCTION 500 FT	48x48
(4)	G20-2	END CONSTRUCTION	60x24
(5)	G20-1	ROAD CONSTRUCTION NEXT 16 MILES	60x36



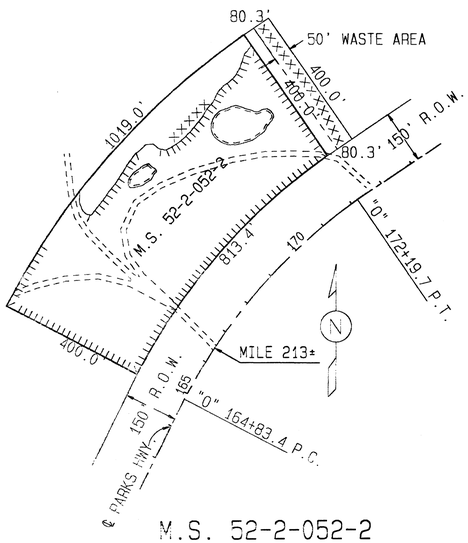
AS-BUILT

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

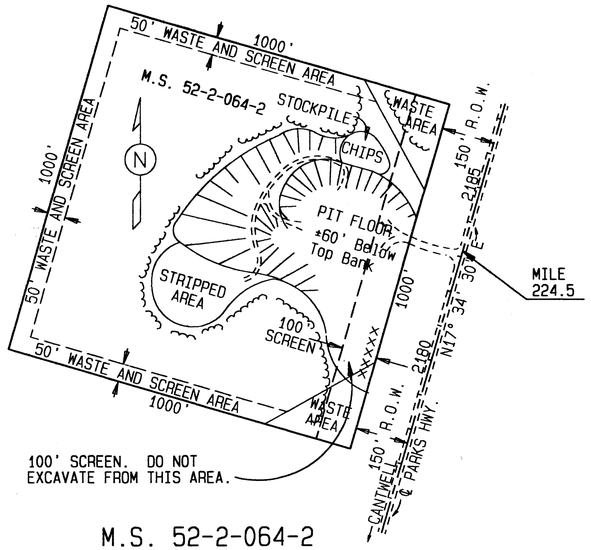
PERMANENT CONSTRUCTION SIGNING

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	I-0A4-3(7)	1991	26	26

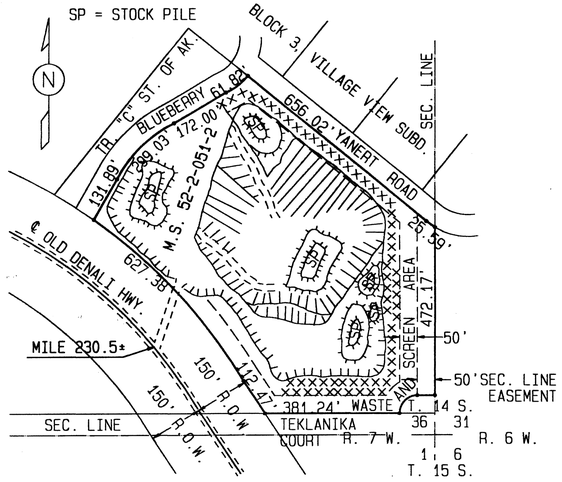
/64924P05



M.S. 52-2-052-2
AHTNA, INC.
STATE MATERIAL RIGHTS



M.S. 52-2-064-2
AHTNA, INC.
STATE MATERIAL RIGHTS

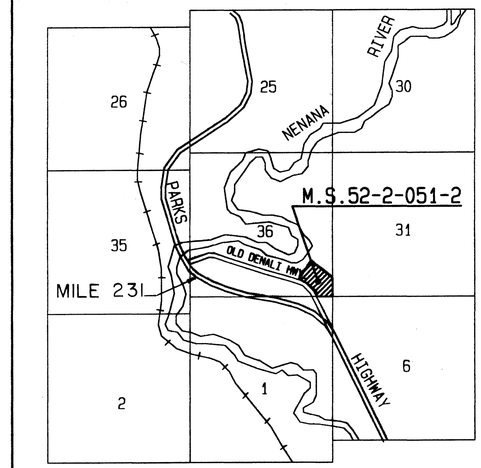


M.S. 52-2-051-2
STATE OWNED

NOTE: USE OF MATERIAL BENEATH THE PRESENT DEPTH OF THE ABOVE SITE IS SUBJECT TO A PUBLIC HEARING.

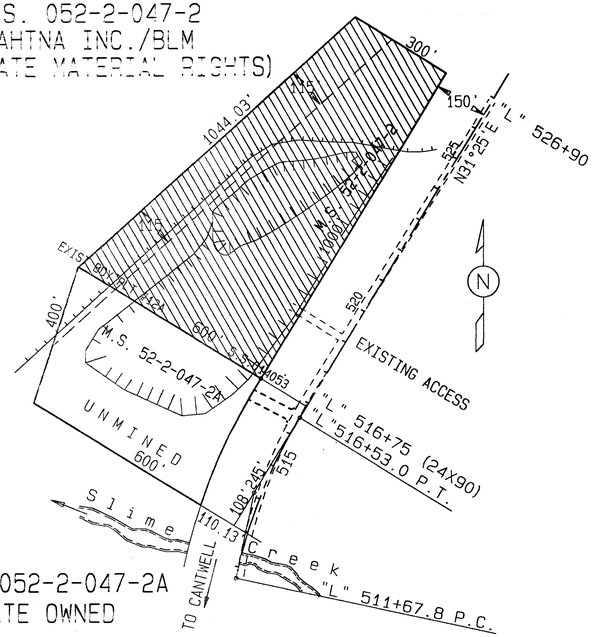
NOTES:
1. PIT BOUNDARIES SHALL BE SURVEYED PRIOR TO USE.
2. ACCESS SHALL BE WITHIN D.O.T./P.F. ROW OR AETNA APPROVED EASEMENT.
3. MATERIAL SOURCES AHTNA OWNED. LIMITED USE FOR MATERIAL EXTRACTION ONLY.
4. MS 052-2-047-2A, ~~MS 052-2-087-2,~~ MS 052-2-051-2 ARE STATE OWNED MATERIAL SITES.

Note: DELETED by Addendum #4

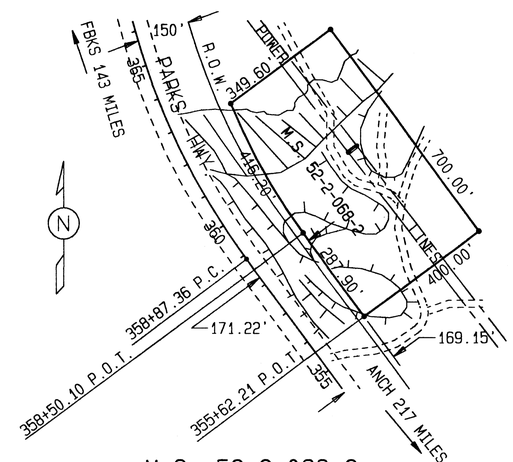


LOCATION MAP
SCALE 1" = 1 MILE

M.S. 052-2-047-2
AHTNA INC./BLM
(NO STATE MATERIAL RIGHTS)



M.S. 052-2-047-2A
STATE OWNED



M.S. 52-2-068-2
AHTNA, INC.
STATE MATERIAL RIGHTS
RIPRAP SOURCE

NOTE: 1. THE SHADED AREA OF THE ABOVE PITS IS PRIVATELY OWNED. USE OF MATERIAL FROM THIS AREA IS SUBJECT TO ROYALTY PAYMENTS TO AHTNA INC./BLM BY THE USER.
2. PIT ACCESS APPROACH TO BE CONSTRUCTED UNDER ITEM 639(1) AT 516~ LT.

STATE OF ALASKA
49TH
DANIEL G. STERLEY
CE - 7647
REGISTERED PROFESSIONAL ENGINEER

As-Built