

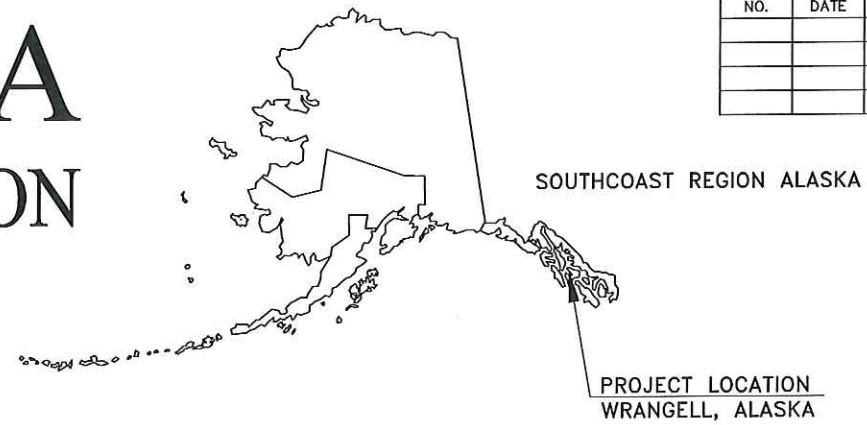
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 CHECKED DL KK
 DRAFTED RG BB

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT WRANGELL, ALASKA EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS NH-STP-0003(158)~Z680290000

GRADING, DRAINAGE, PAVING, PATHWAYS, SIGNING, STRIPING,
RETAINING WALL AND SIDE SLOPE STABILIZATION



| NO. | DATE | REVISIONS | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL 'A' SHEETS |
|---------------------|------|-----------|--------|---------------------------|------|----------------|------------------|
| | | | ALASKA | Z680290000 | 2018 | A1 | 6 |
| | | | | | | PLAN SET TOTAL | 87 |
| CDS ROUTE: - 293400 | | | | MILEPOINT: 0.003 TO 0.915 | | | |

As Advertised:
March 13, 2018

| PROJECT SUMMARY | |
|-------------------|------------------|
| WIDTH OF PAVEMENT | 28 FT |
| LENGTH OF PAVING | 4816' 0.91 MILES |
| LENGTH OF PROJECT | 4816' 0.91 MILES |

| DESIGN DESIGNATION ROUTE 293400 | |
|---------------------------------|---------|
| A.D.T. 2014 | 890 |
| A.D.T. 2038 | 940 |
| D.H.V. 2014 | 100 |
| D.H.V. 2038 | 100 |
| % T | 4.6% |
| V | 30 MPH |
| E.A.L. | 200,000 |
| C.Z. | 10' |
| TURNING VEHICLE | WB-50 |
| DESIGN LOADING | HS 25 |



VICINITY MAP

USE THESE PLANS IN CONJUNCTION WITH THE STATE OF ALASKA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2017 EDITION AND THE PROJECT SPECIAL PROVISIONS.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99811
(907) 465-1763

APPROVED:
[Signature] 2-2-18
REGIONAL PRECONSTRUCTION ENGINEER DATE
L. PAT CARROLL, P.E.

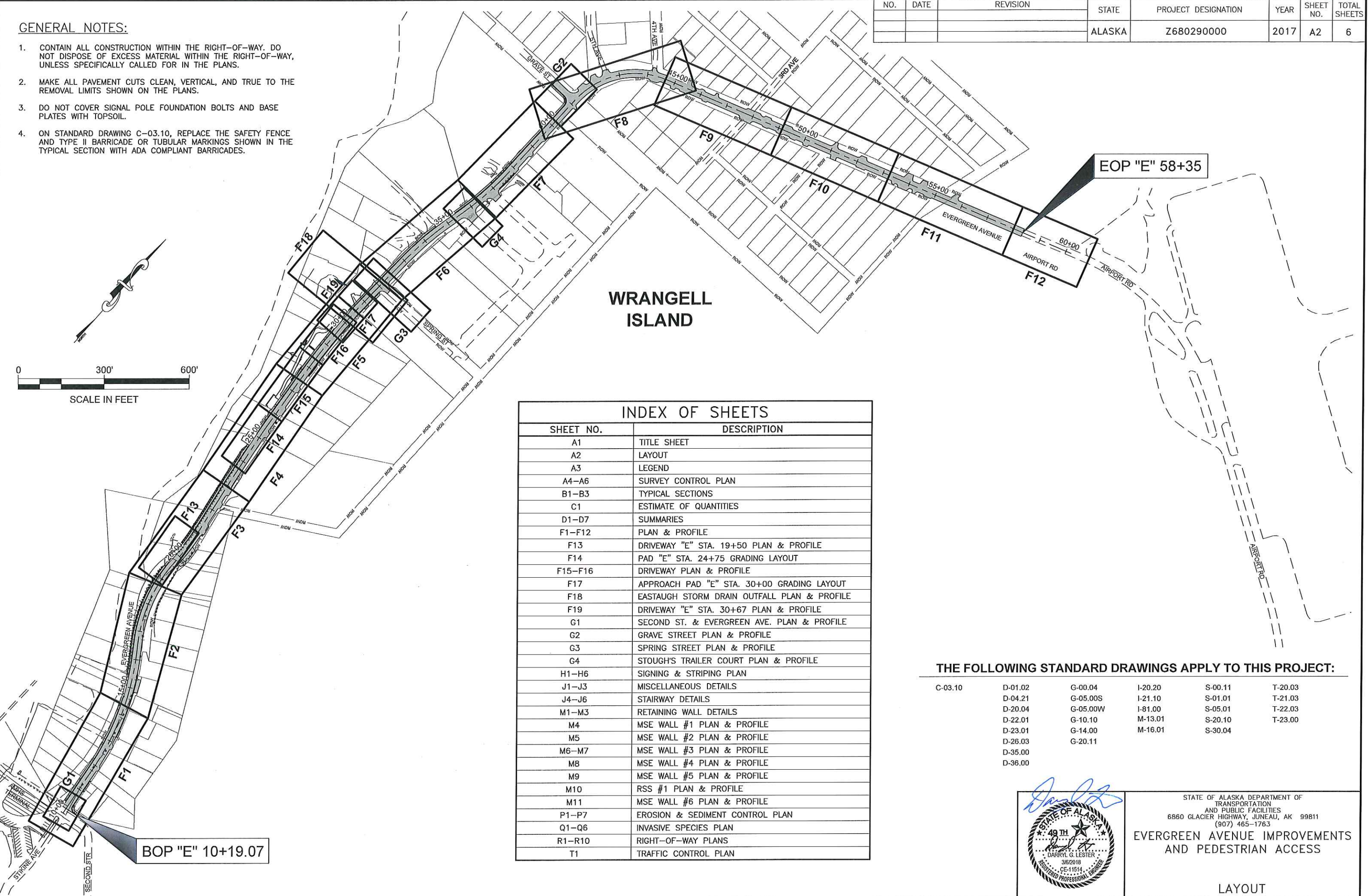
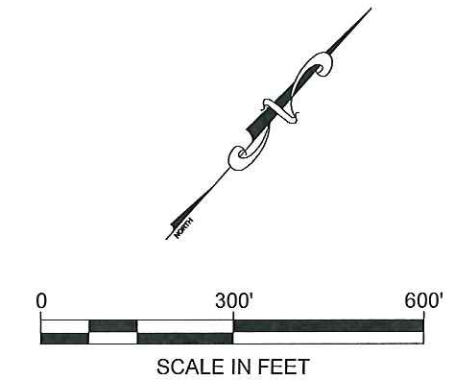
CONCUR:
[Signature] 2-2-18
DIRECTOR, SOUTHCOAST REGION: DATE
D. LANCE MEARIG, P.E.

FILE C:\Wg\68029\PlanSet\68029_A2_Layout.dwg DATE 3/5/2018 3:10 PM LAYOUT A2 DESIGNED D.B., D.L. CHECKED K. K., D.L. DRAFTED R. G.

GENERAL NOTES:

1. CONTAIN ALL CONSTRUCTION WITHIN THE RIGHT-OF-WAY. DO NOT DISPOSE OF EXCESS MATERIAL WITHIN THE RIGHT-OF-WAY, UNLESS SPECIFICALLY CALLED FOR IN THE PLANS.
2. MAKE ALL PAVEMENT CUTS CLEAN, VERTICAL, AND TRUE TO THE REMOVAL LIMITS SHOWN ON THE PLANS.
3. DO NOT COVER SIGNAL POLE FOUNDATION BOLTS AND BASE PLATES WITH TOPSOIL.
4. ON STANDARD DRAWING C-03.10, REPLACE THE SAFETY FENCE AND TYPE II BARRICADE OR TUBULAR MARKINGS SHOWN IN THE TYPICAL SECTION WITH ADA COMPLIANT BARRICADES.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | A2 | 6 |



WRANGELL ISLAND

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|-----------|---|
| A1 | TITLE SHEET |
| A2 | LAYOUT |
| A3 | LEGEND |
| A4-A6 | SURVEY CONTROL PLAN |
| B1-B3 | TYPICAL SECTIONS |
| C1 | ESTIMATE OF QUANTITIES |
| D1-D7 | SUMMARIES |
| F1-F12 | PLAN & PROFILE |
| F13 | DRIVEWAY "E" STA. 19+50 PLAN & PROFILE |
| F14 | PAD "E" STA. 24+75 GRADING LAYOUT |
| F15-F16 | DRIVEWAY PLAN & PROFILE |
| F17 | APPROACH PAD "E" STA. 30+00 GRADING LAYOUT |
| F18 | EASTAUGH STORM DRAIN OUTFALL PLAN & PROFILE |
| F19 | DRIVEWAY "E" STA. 30+67 PLAN & PROFILE |
| G1 | SECOND ST. & EVERGREEN AVE. PLAN & PROFILE |
| G2 | GRAVE STREET PLAN & PROFILE |
| G3 | SPRING STREET PLAN & PROFILE |
| G4 | STOUGH'S TRAILER COURT PLAN & PROFILE |
| H1-H6 | SIGNING & STRIPING PLAN |
| J1-J3 | MISCELLANEOUS DETAILS |
| J4-J6 | STAIRWAY DETAILS |
| M1-M3 | RETAINING WALL DETAILS |
| M4 | MSE WALL #1 PLAN & PROFILE |
| M5 | MSE WALL #2 PLAN & PROFILE |
| M6-M7 | MSE WALL #3 PLAN & PROFILE |
| M8 | MSE WALL #4 PLAN & PROFILE |
| M9 | MSE WALL #5 PLAN & PROFILE |
| M10 | RSS #1 PLAN & PROFILE |
| M11 | MSE WALL #6 PLAN & PROFILE |
| P1-P7 | EROSION & SEDIMENT CONTROL PLAN |
| Q1-Q6 | INVASIVE SPECIES PLAN |
| R1-R10 | RIGHT-OF-WAY PLANS |
| T1 | TRAFFIC CONTROL PLAN |

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

| | | | | | |
|---------|---------|----------|---------|---------|---------|
| C-03.10 | D-01.02 | G-00.04 | I-20.20 | S-00.11 | T-20.03 |
| | D-04.21 | G-05.00S | I-21.10 | S-01.01 | T-21.03 |
| | D-20.04 | G-05.00W | I-81.00 | S-05.01 | T-22.03 |
| | D-22.01 | G-10.10 | M-13.01 | S-20.10 | T-23.00 |
| | D-23.01 | G-14.00 | M-16.01 | S-30.04 | |
| | D-26.03 | G-20.11 | | | |
| | D-35.00 | | | | |
| | D-36.00 | | | | |

BOP "E" 10+19.07

EOP "E" 58+35

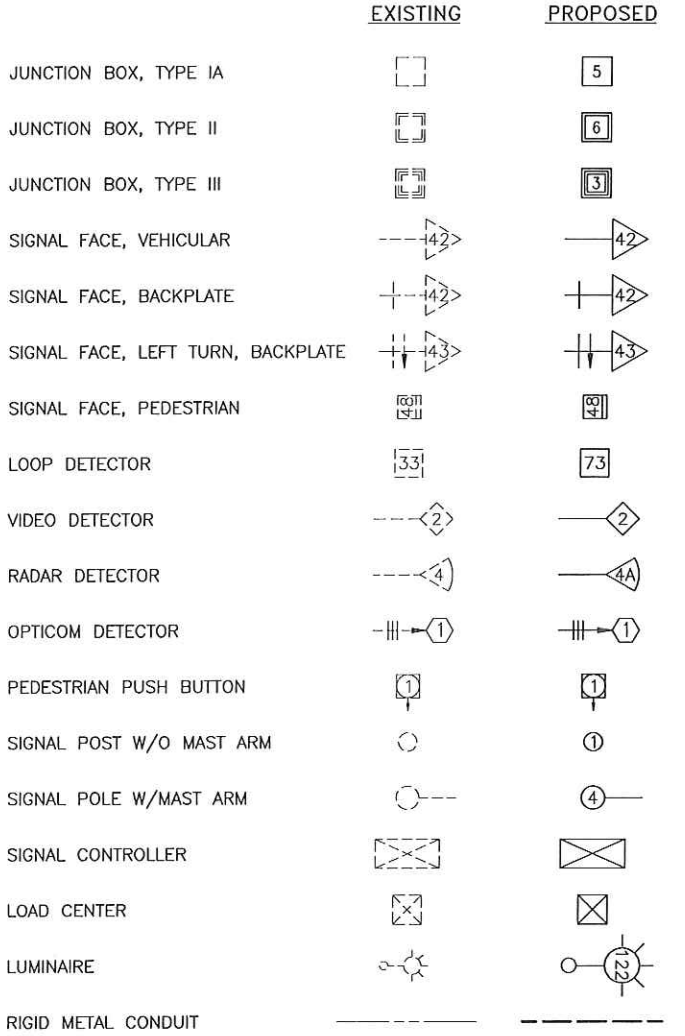
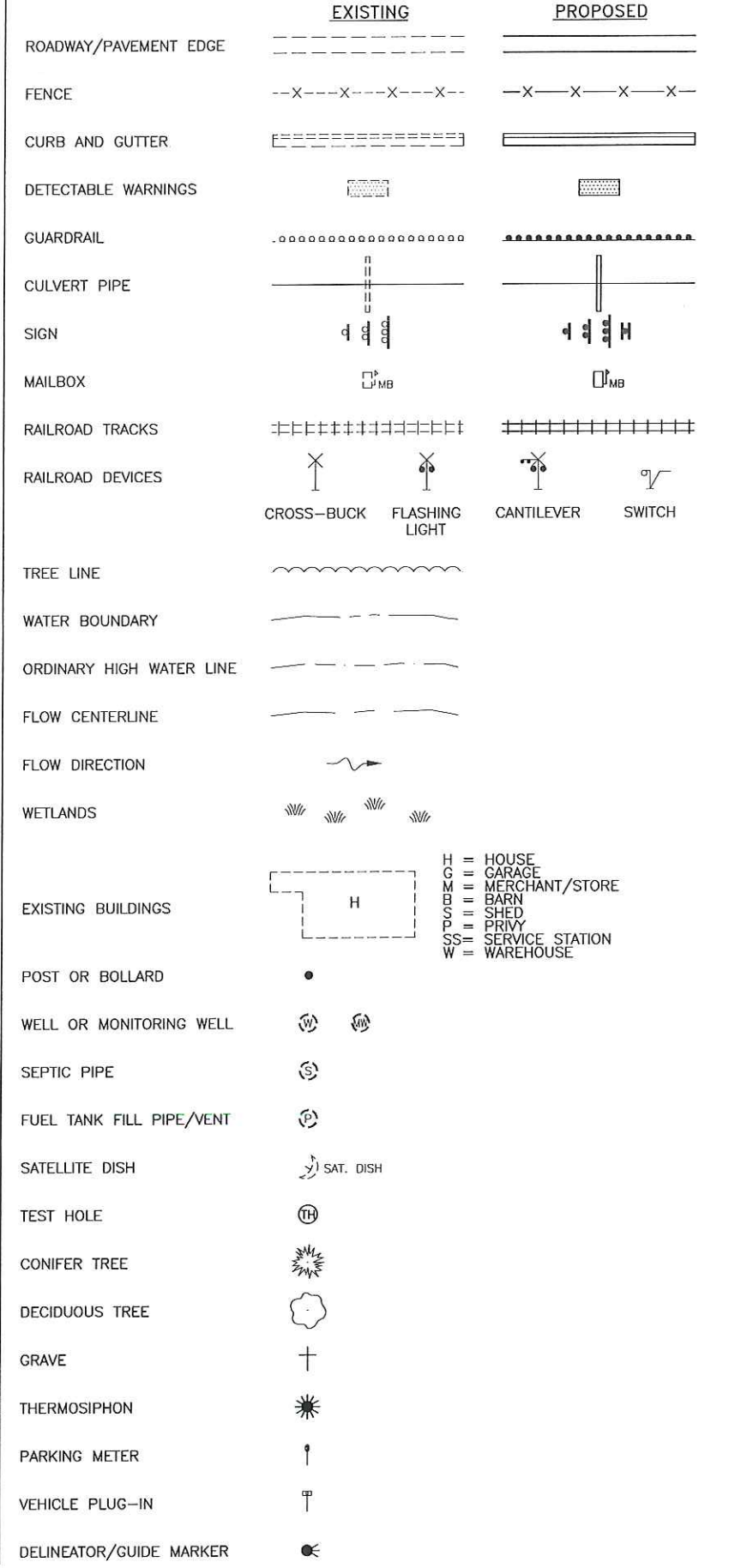
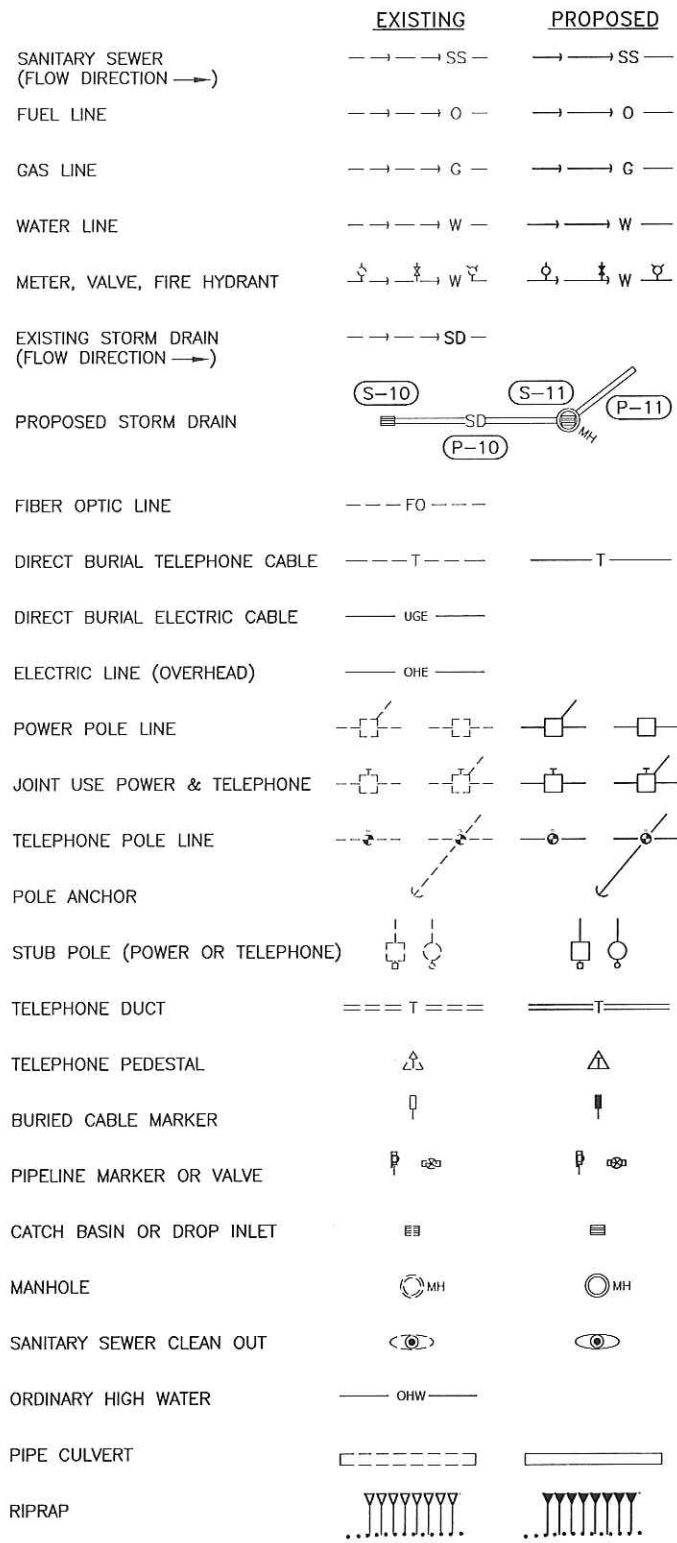
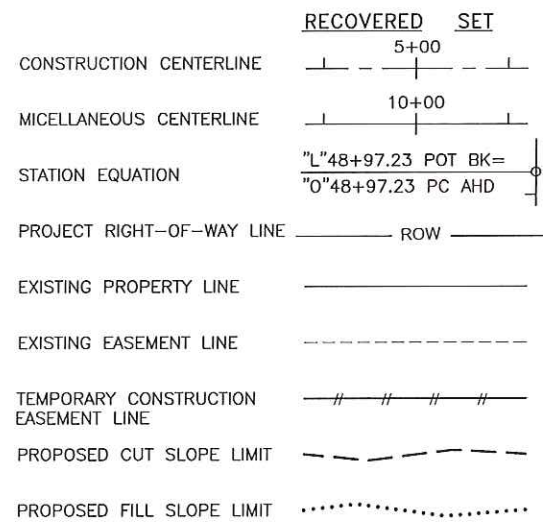


STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 6860 GLACIER HIGHWAY, JUNEAU, AK 99811
 (907) 465-1763
EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS

LAYOUT

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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | A3 | 6 |



KEITH D. KERPESTEIN
5312017
CE-12004

STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION
AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99811
(907) 465-1763

**EVERGREEN AVENUE IMPROVEMENTS
AND PEDESTRIAN ACCESS**

LEGEND / SYMBOLS

DESIGNED: J.P.A.P.O. DRAWN: J.P.A.P.O. CHECKED: J.P.A.P.O. APPROVED: J.P.A.P.O.
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | A4 | 6 |

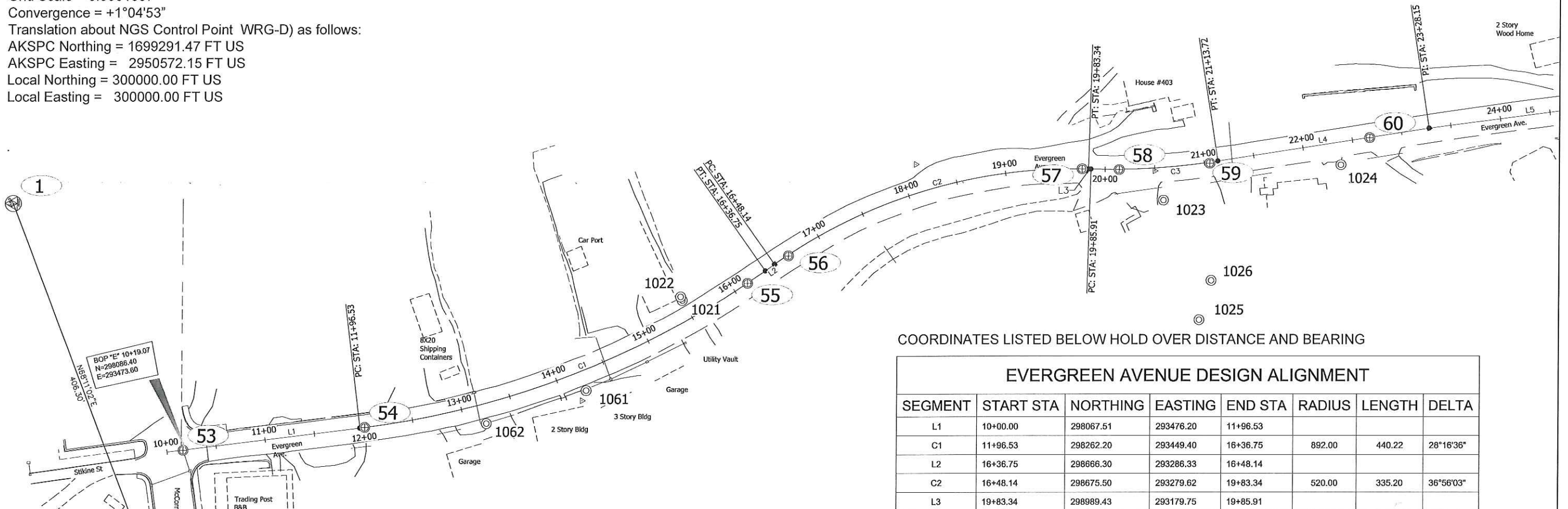
HORIZONTAL CONTROL

Horizontal Control for this project is based on the DOT/PF Wrangell Grid 2001 System a Local ground Coordinate System Based at the NGS Secondary Airport Control Station WRG-D. It Relates to AKSPC Zone 1 NAD 83(1992) Through the Following Parameters:

Zone = NAD83 (1992) AKSPC ZONE 1
 Grid Scale = 0.9991097
 Convergence = +1°04'53"
 Translation about NGS Control Point WRG-D) as follows:
 AKSPC Northing = 1699291.47 FT US
 AKSPC Easting = 2950572.15 FT US
 Local Northing = 300000.00 FT US
 Local Easting = 300000.00 FT US

Project Specific Horizontal Control

- 2.5" aluminum cap on drive rod down 0.1
 WRG-Grid N 297907.35 FT US, E 293229.01 FT US
 AKSPC N 1697071.60 FT US, E 2943842.46 FT US
- Centerline Monument in Case Mc Cormick Street
 WRG-Grid N 298058.34 FT US, E 293606.21 FT US
 AKSPC N 1697229.67 FT US, E 2944216.71 FT US



COORDINATES LISTED BELOW HOLD OVER DISTANCE AND BEARING

EVERGREEN AVENUE DESIGN ALIGNMENT

| SEGMENT | START STA | NORTHING | EASTING | END STA | RADIUS | LENGTH | DELTA |
|---------|-----------|-----------|-----------|----------|---------|--------|-----------|
| L1 | 10+00.00 | 298067.51 | 293476.20 | 11+96.53 | | | |
| C1 | 11+96.53 | 298262.20 | 293449.40 | 16+36.75 | 892.00 | 440.22 | 28°16'36" |
| L2 | 16+36.75 | 298666.30 | 293286.33 | 16+48.14 | | | |
| C2 | 16+48.14 | 298675.50 | 293279.62 | 19+83.34 | 520.00 | 335.20 | 36°56'03" |
| L3 | 19+83.34 | 298989.43 | 293179.75 | 19+85.91 | | | |
| C3 | 19+85.91 | 298992.00 | 293179.78 | 21+13.72 | 697.00 | 127.80 | 10°30'21" |
| L4 | 21+13.72 | 299119.24 | 293169.92 | 23+28.15 | | | |
| L5 | 23+28.15 | 299330.62 | 293133.84 | 25+24.28 | | | |
| L6 | 25+24.28 | 299524.66 | 293105.31 | 27+66.79 | | | |
| C4 | 27+66.79 | 299765.59 | 293077.68 | 31+30.68 | 2320.00 | 363.89 | 8°59'13" |
| L7 | 31+30.68 | 300128.88 | 293064.69 | 33+07.70 | | | |
| C5 | 33+07.70 | 300305.74 | 293072.25 | 34+92.93 | 1042.00 | 185.23 | 10°11'06" |
| L8 | 34+92.93 | 300489.12 | 293096.51 | 35+66.92 | | | |
| C6 | 35+66.92 | 300561.33 | 293112.69 | 37+80.79 | 998.00 | 213.87 | 12°16'42" |
| L9 | 37+80.79 | 300773.42 | 293136.83 | 41+17.63 | | | |
| C7 | 41+17.63 | 301110.25 | 293138.90 | 44+72.21 | 286.00 | 354.58 | 71°02'08" |
| L10 | 44+72.21 | 301379.53 | 293333.61 | 60+19.10 | | | |

VERTICAL CONTROL

The Basis of Vertical Control is the N.O.S. Benchmark "BM-9" with a Published Elevation of 45.79' Above MLLW. This is a N.O.S. Tidal Series 9451205 <http://co-ops.nos.noaa.gov/benchmarks/9451204.html>

The Project Specific Basis of Vertical Control

See points listing on Sheet A6.

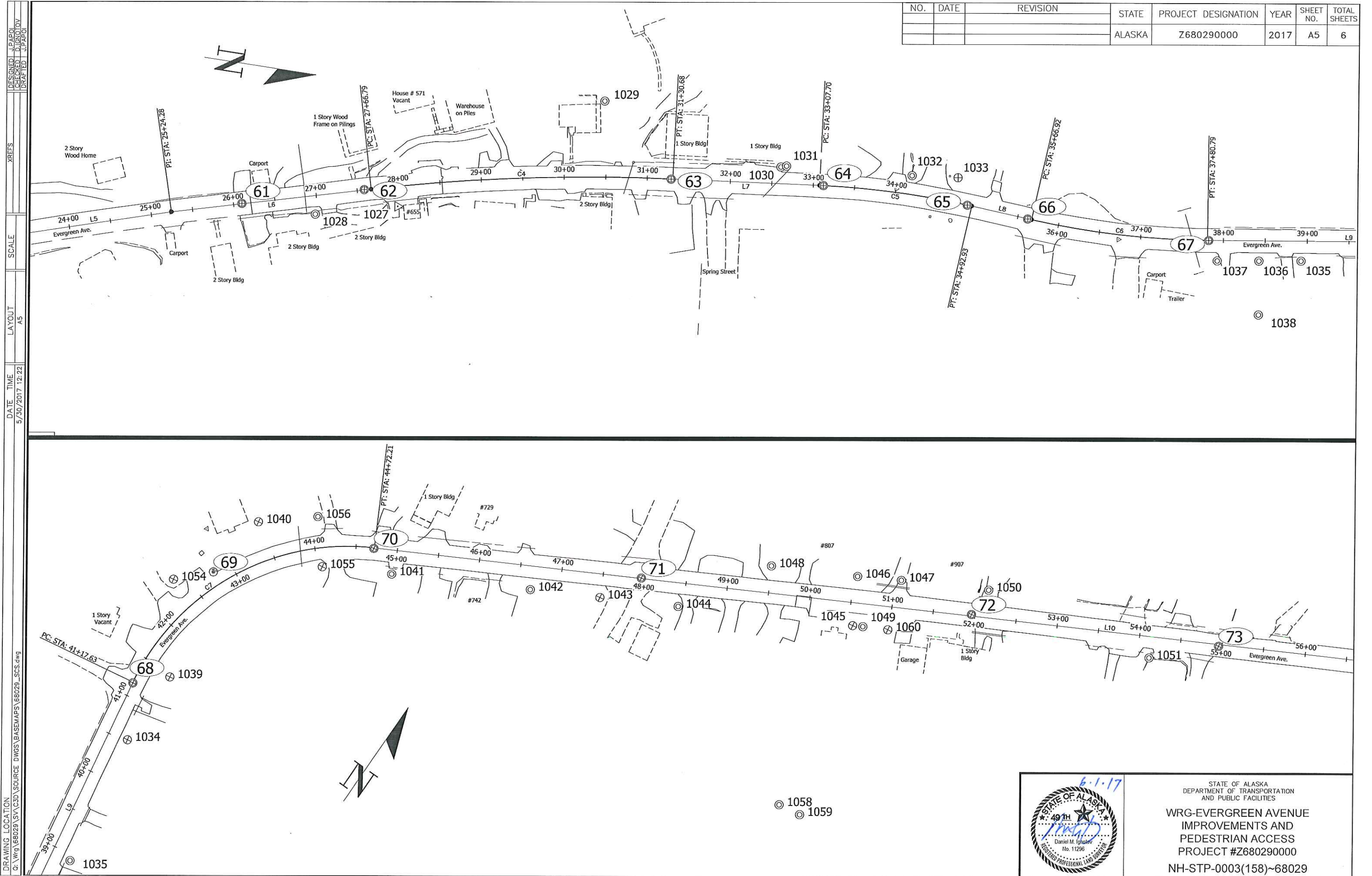
MONUMENT NOTES:

- If any pair of control points disagrees from published value by more than 1:10,000 horizontally or vertically then a third network point must be tied to ascertain which point is in error or has been disturbed.
- Whether listed or not, all monuments, property markers, or accessories that will be disturbed or buried shall be referenced prior to being disturbed, and re-established in their original position and a record of monument form in accordance with A.S.34.65.040 shall be submitted to the construction engineer for review prior to recording. Coordinate values listed are for informational purposes and should be used to reset monuments only as a last resort.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
**WRG-EVERGREEN AVENUE
 IMPROVEMENTS AND
 PEDESTRIAN ACCESS**
 PROJECT #Z680290000
 NH-STP-0003(158)~68029

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | A5 | 6 |



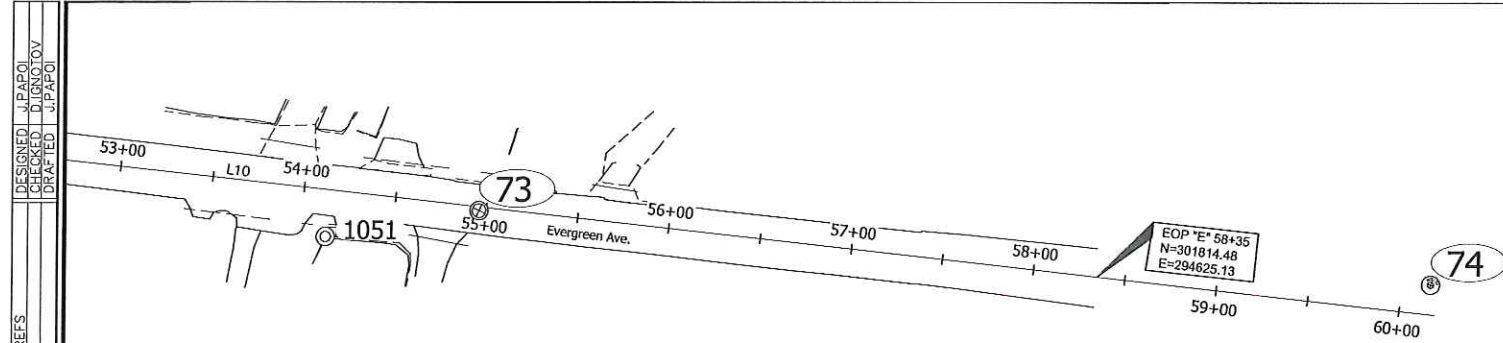
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 CHECKED (J.P.A.P.)
 DRAFTED (J.P.A.P.)
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 SCALE
 LAYOUT A5
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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

**WRG-EVERGREEN AVENUE
 IMPROVEMENTS AND
 PEDESTRIAN ACCESS
 PROJECT #Z680290000**

NH-STP-0003(158)-68029

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | A6 | 6 |



Existing Centerline Monuments Preserve in Place

| Point # | Northing | Easting | Elevation | Description | Station | Offset |
|---------|-----------|-----------|-----------|----------------------|----------|--------|
| 2 | 298058.34 | 293606.21 | 36.47 | GPS_CL_MON_DOT-WFT-2 | N\A | N\A |
| 53 | 298083.61 | 293474.21 | 30.13 | CL_MON_DOT | 10+16.23 | 0.22R |
| 54 | 298266.92 | 293448.60 | 27.12 | CL_MON_DOT | 12+01.32 | 0.14L |
| 55 | 298648.71 | 293299.04 | 31.73 | CL_MON_DOT | 16+15.05 | 0.16R |
| 56 | 298689.21 | 293270.86 | 34.42 | CL_MON_DOT | 16+64.40 | 0.76R |
| 57 | 298983.06 | 293179.60 | 50.97 | CL_MON_DOT | 19+76.97 | 0.09L |
| 58 | 299020.25 | 293179.87 | 52.46 | CL_MON_DOT | 20+14.15 | 0.25R |
| 59 | 299111.17 | 293172.20 | 54.70 | CL_MON_DOT | 21+05.38 | 0.94R |
| 60 | 299270.91 | 293144.18 | 56.35 | CL_MON_DOT | 22+67.55 | 0.15R |
| 61 | 299609.77 | 293095.09 | 51.74 | CL_MON_DOT | 26+10.00 | 0.46L |
| 62 | 299757.36 | 293078.21 | 52.33 | CL_MON_DOT | 27+58.55 | 0.42L |
| 63 | 300126.79 | 293064.88 | 62.56 | CL_MON_DOT | 31+28.60 | 0.28R |
| 64 | 300310.34 | 293072.43 | 67.96 | CL_MON_DOT | 33+12.30 | 0.02L |
| 65 | 300483.93 | 293095.55 | 67.37 | CL_MON_DOT | 34+87.65 | 0.18R |
| 66 | 300556.55 | 293111.98 | 65.44 | CL_MON_DOT | 35+62.11 | 0.34R |
| 67 | 300774.83 | 293137.06 | 60.88 | CL_MON_DOT | 37+82.21 | 0.22R |
| 68 | 301109.41 | 293139.11 | 70.79 | CL_MON_DOT | 41+16.79 | 0.22R |
| 70 | 301378.72 | 293333.28 | 81.97 | CL_MON_DOT | 44+71.64 | 0.66R |
| 71 | 301483.33 | 293640.24 | 94.67 | CL_MON_DOT | 47+95.93 | 0.50L |
| 72 | 301612.30 | 294018.91 | 93.95 | CL_MON_DOT | 51+95.96 | 1.87L |
| 73 | 301704.34 | 294304.49 | 87.50 | CL_MON_DOT | 54+95.98 | 2.05R |
| 75 | 301722.85 | 295708.06 | 39.66 | CL_MON_DOT | N\A | N\A |
| 76 | 301986.77 | 295275.22 | 37.28 | CL_MON_DOT | N\A | N\A |

Existing Property

| Point # | Northing | Easting | Description | Station | Offset |
|---------|-----------|-----------|--------------------|----------|---------|
| 1021 | 298583.40 | 293317.16 | PLASCAP_SCHEEF | 15+49.54 | 19.79L |
| 1022 | 298581.70 | 293313.52 | PLASCAP_SCHEEF | 15+49.93 | 23.79L |
| 1023 | 299065.27 | 293210.02 | PLASCAP_SCHEEF | 20+56.40 | 32.91R |
| 1024 | 299242.72 | 293171.90 | ALCAP1_SCHEEF | 22+35.10 | 22.73R |
| 1025 | 299103.36 | 293329.81 | ALCAP1_SCHEEF | 20+78.93 | 156.00R |
| 1026 | 299114.64 | 293290.11 | PLASCAP_SCHEEF | 20+92.54 | 118.09R |
| 1027 | 299797.74 | 293098.23 | PK_FND | 27+96.70 | 23.88R |
| 1028 | 299698.38 | 293107.79 | PLASCAP_SCHEEF_DMG | 26+96.58 | 22.25R |
| 1029 | 300046.18 | 292971.57 | ALCAP1_SCHEEF | 30+47.34 | 91.06L |
| 1030 | 300258.98 | 293050.24 | REBAR_DMG | 32+60.04 | 19.99L |
| 1031 | 300265.67 | 293049.14 | ALCAP1_SCHEEF | 32+66.68 | 21.38L |
| 1032 | 300417.46 | 293060.36 | PLASCAP_SCHEEF | 34+16.67 | 22.46L |
| 1033 | 300472.54 | 293062.67 | BC3*_USDA | 34+70.00 | 29.66L |
| 1034 | 301045.23 | 293162.27 | BC3*_USDA | 40+52.75 | 23.77R |
| 1035 | 300885.29 | 293161.45 | ALCAP1_SCHEEF | 38+92.81 | 23.94R |
| 1036 | 300835.21 | 293161.66 | ALCAP1_SCHEEF | 38+42.74 | 24.46R |
| 1037 | 300785.26 | 293161.57 | ALCAP1_SCHEEF | 37+92.78 | 24.67R |
| 1038 | 300835.12 | 293226.59 | ALCAP1_SCHEEF | 38+43.04 | 89.38R |
| 1039 | 301134.75 | 293176.40 | BC3*_USDA | 41+45.98 | 36.12R |
| 1040 | 301348.41 | 293193.29 | BC3*_USDA | 43+45.54 | 47.46L |
| 1041 | 301360.03 | 293366.02 | ALCAP1_SCHEEF | 44+96.70 | 28.83R |
| 1042 | 301414.10 | 293525.26 | ALCAP1_SCHEEF | 46+64.87 | 28.41R |
| 1043 | 301441.11 | 293605.19 | BC3*_DMG | 47+49.24 | 28.32R |
| 1044 | 301471.29 | 293695.02 | ALCAP1_SCHEEF | 48+44.00 | 28.39R |
| 1045 | 301539.52 | 293895.13 | BC3*_USDA | 50+55.42 | 27.60R |
| 1046 | 301595.46 | 293875.20 | REBAR_FND | 50+54.39 | 31.78L |
| 1047 | 301613.64 | 293925.02 | REBAR_DMG | 51+07.40 | 33.12L |
| 1048 | 301562.85 | 293775.64 | ALCAP1_BRAUN | 49+49.63 | 32.65L |
| 1049 | 301543.67 | 293906.83 | ALCAP1_SCHEEF | 50+67.84 | 27.40R |
| 1050 | 301647.46 | 294025.01 | PLASCAP_UNREAD | 52+12.96 | 33.25L |
| 1051 | 301656.02 | 294234.56 | PLASCAP_SCHEEF | 54+14.29 | 25.53R |
| 1052 | 301316.52 | 292587.66 | BC3.5_USCG | 41+85.52 | 576.69L |
| 1053 | 300497.52 | 292708.83 | BC3.25_SCHEEF_RM | 34+36.88 | 382.20L |
| 1054 | 301242.53 | 293129.86 | BC2.5*_GLO | 42+37.83 | 38.06L |
| 1055 | 301332.33 | 293286.18 | BC3*_USDA_DMG | 44+06.45 | 22.67R |
| 1056 | 301384.44 | 293255.46 | ALCAP1_3.5*_DOT | 44+07.63 | 37.82L |
| 1057 | 301592.95 | 293049.53 | BC2*_USS1948 | 43+76.59 | 326.86L |
| 1058 | 301308.58 | 293906.96 | ALCAP1_SCHEEF | 49+92.93 | 250.23R |
| 1059 | 301308.32 | 293934.25 | ALCAP1_S3325 | 50+18.71 | 259.19R |
| 1060 | 301553.09 | 293935.83 | BC3*_USDA_DMG | 50+98.33 | 27.73R |
| 1061 | 298488.68 | 293408.59 | REBAR_FND | 14+23.89 | 19.92R |
| 1062 | 298388.84 | 293443.02 | REBAR_FND_DMG | 13+20.52 | 19.74R |

Existing Survey Control

| Point # | Northing | Easting | Elevation | Description | Station | Offset |
|---------|-----------|-----------|-----------|----------------------|----------|--------|
| 1 | 297907.35 | 293229.01 | 26.01 | GPS_ALCNTL2.5*_WFT-1 | N\A | N\A |
| 69 | 301271.00 | 293169.78 | 77.93 | ALCNTL2*_SET_69-2012 | 42+78.08 | 16.48L |
| 74 | 301887.28 | 294790.74 | 66.27 | ALCNTL2*_SET_74-2012 | 60+15.19 | 16.14L |

All **SURVEY CONTROL** monuments in this table are provided strictly for survey control. Should any of them be destroyed during construction they **shall NOT** be replaced.

All **PROPERTY MONUMENTS** in these **existing property** tables shall be **preserved** and **referenced** prior to disturbance and replaced at their original horizontal position. **A RECORD OF MONUMENT FORM IN ACCORDANCE WITH A.S.34.65.040 SHALL BE SUBMITTED TO DOT PROJECT ENGINEER FOR REVIEW PRIOR TO RECORDING FOR EACH MONUMENT.**

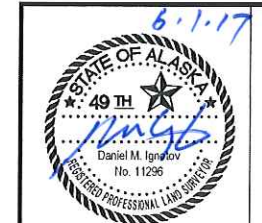
EXISTING CENTERLINE MONUMENTS SHALL BE PRESERVED IN PLACE.

All **CENTERLINE MONUMENTS** in this **Existing Centerline Monument** table shall be **preserved** and **referenced** prior to disturbance and replaced at their original horizontal position. **A RECORD OF MONUMENT FORM IN ACCORDANCE WITH A.S.34.65.040 SHALL BE SUBMITTED TO DOT PROJECT ENGINEER FOR REVIEW PRIOR TO RECORDING FOR EACH MONUMENT.**

MONUMENT NOTES:
1. If any pair of control points disagrees from published value by more than 1:10,000 horizontally or vertically then a third network point must be tied to ascertain which point is in error or has been disturbed.

2. Whether listed or not, all monuments, property markers, or accessories that will be disturbed or buried shall be referenced prior to being disturbed, and re-established in their original position and a record of monument form in accordance with A.S.34.65.040 shall be submitted to the construction engineer for review prior to recording. Coordinate values listed are for informational purposes and should be used to reset monuments only as a last resort.

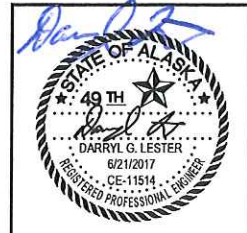
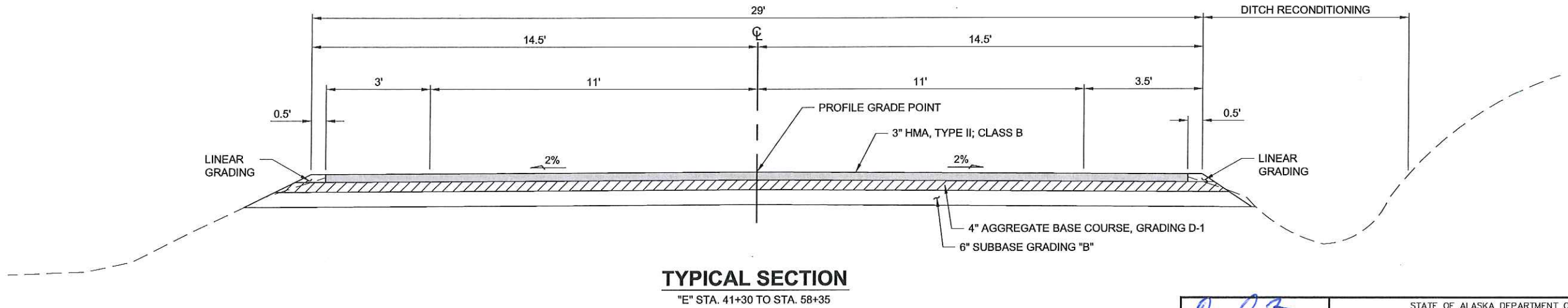
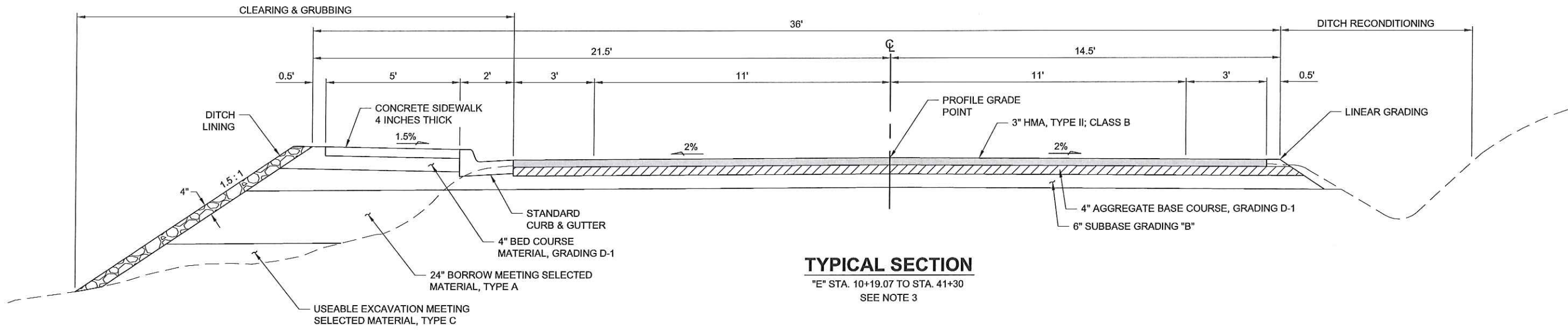
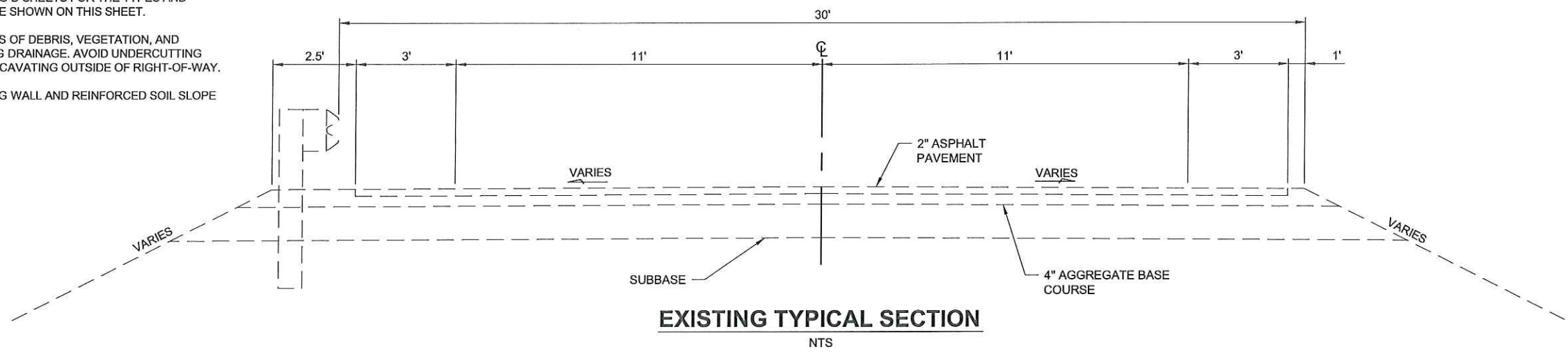
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 DESIGNED D.B., D.L.L.
 CHECKED K. K.
 DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | B1 | 3 |

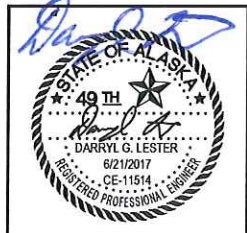
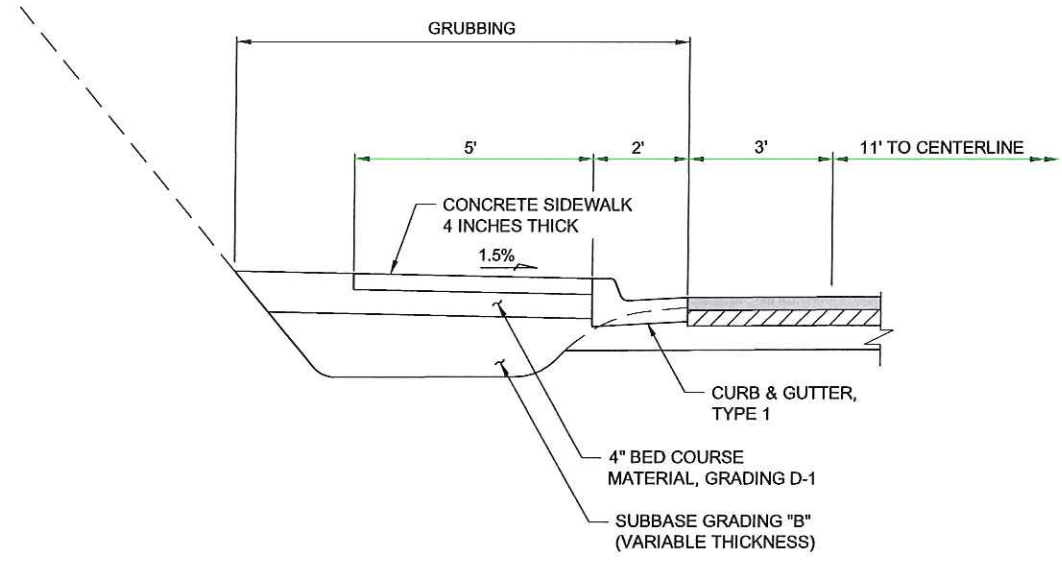
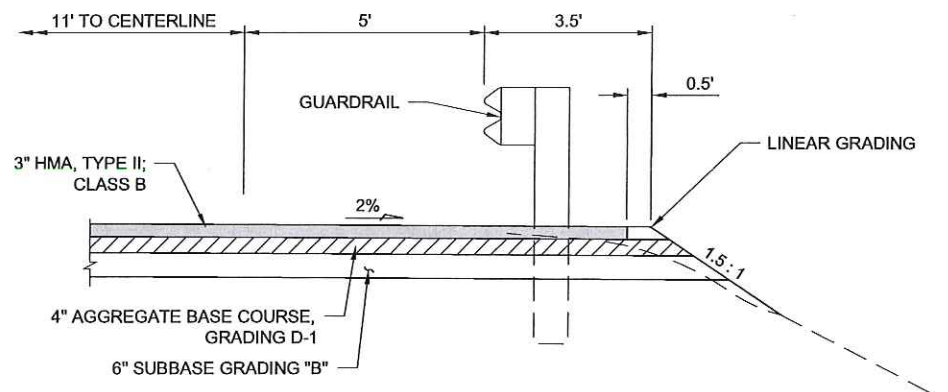
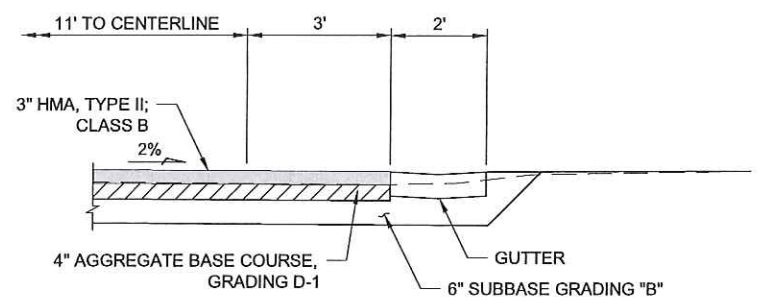
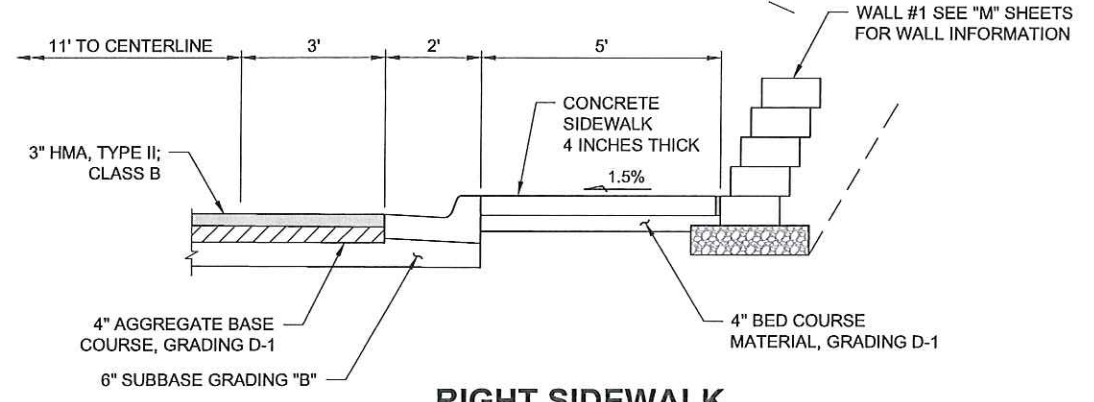
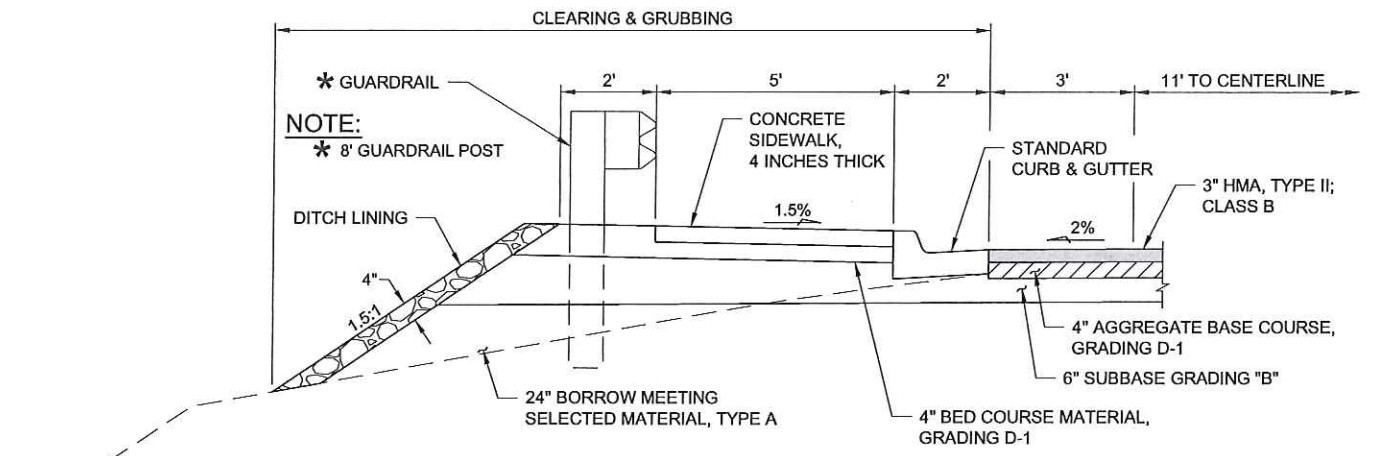
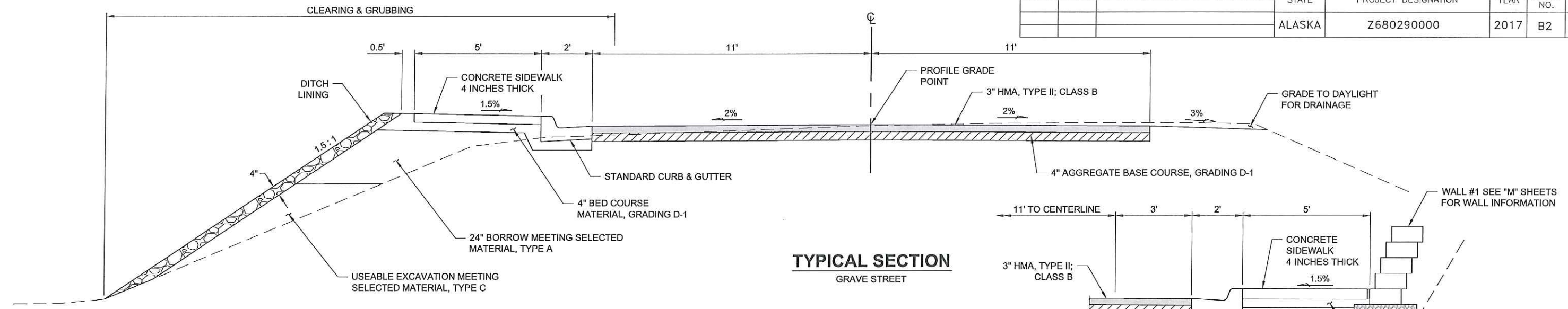
- NOTES:**
- EVERGREEN AVENUE HAS THE SAME PAVEMENT STRUCTURE THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT. THE SHOULDERS AND SIDEWALK DETAILS VARY REPEATEDLY. SEE THE FOLLOWING B SHEETS FOR THE TYPES AND LOCATIONS OF VARIATIONS FROM THOSE SHOWN ON THIS SHEET.
 - DITCH RECONDITIONING: CLEAN DITCHES OF DEBRIS, VEGETATION, AND SEDIMENT TO ESTABLISH FREE FLOWING DRAINAGE. AVOID UNDERCUTTING PRIVATE STACKED ROCK WALLS AND EXCAVATING OUTSIDE OF RIGHT-OF-WAY.
 - SEE THE "M" SHEETS FOR THE RETAINING WALL AND REINFORCED SOIL SLOPE LOCATIONS AND INFORMATION.



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**EVERGREEN AVENUE IMPROVEMENTS
 AND PEDESTRIAN ACCESS**
 TYPICAL SECTIONS

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 DESIGNED D.B., D.L.
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | B2 | 3 |



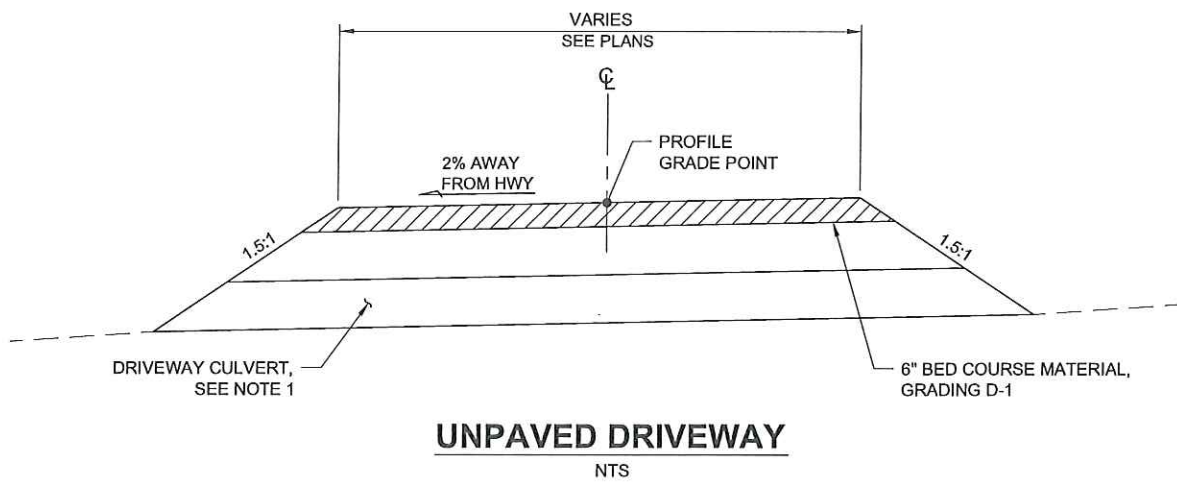
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EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS

TYPICAL SECTIONS

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 DESIGNED: D.B., D.L.
 CHECKED: K. K.
 DRAFTED: R. G.

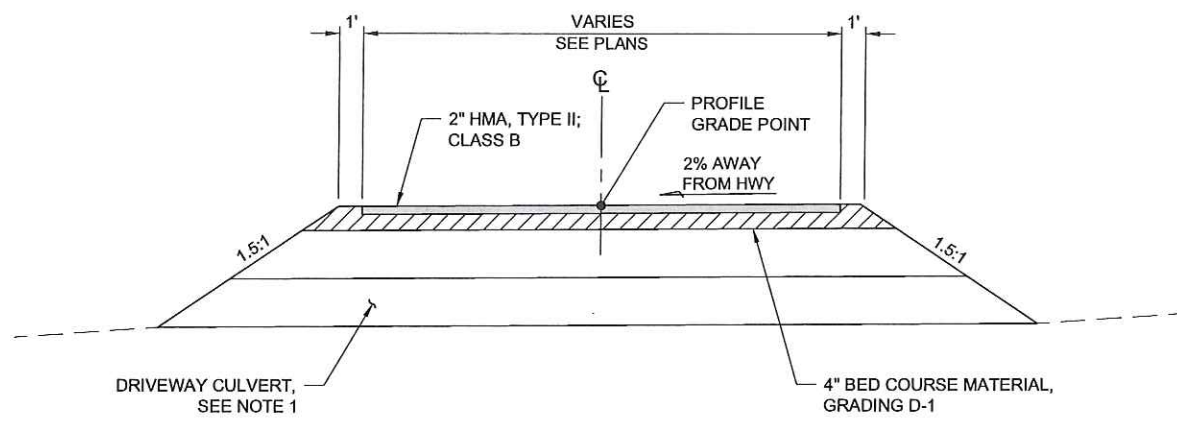
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | B3 | 3 |

NOTES:
 1. ALL DRIVEWAY CULVERTS HAVE CONCRETE HEADWALLS AT BOTH THE INLET AND OUTLET ENDS. SEE SHEET J1 FOR DETAILS. BEVEL THE CULVERTS FLUSH WITH THE HEADWALLS.



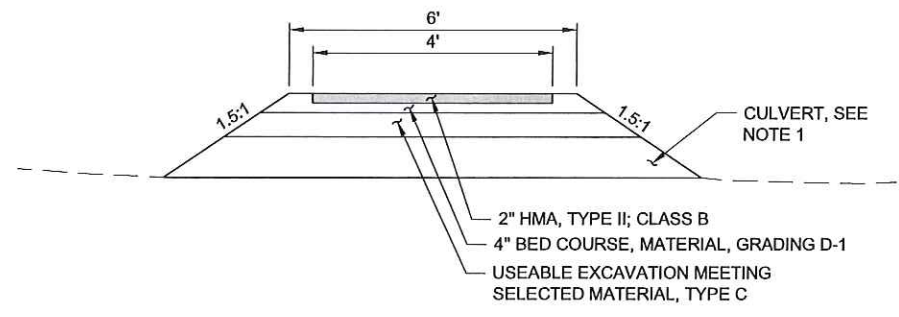
UNPAVED DRIVEWAY

NTS



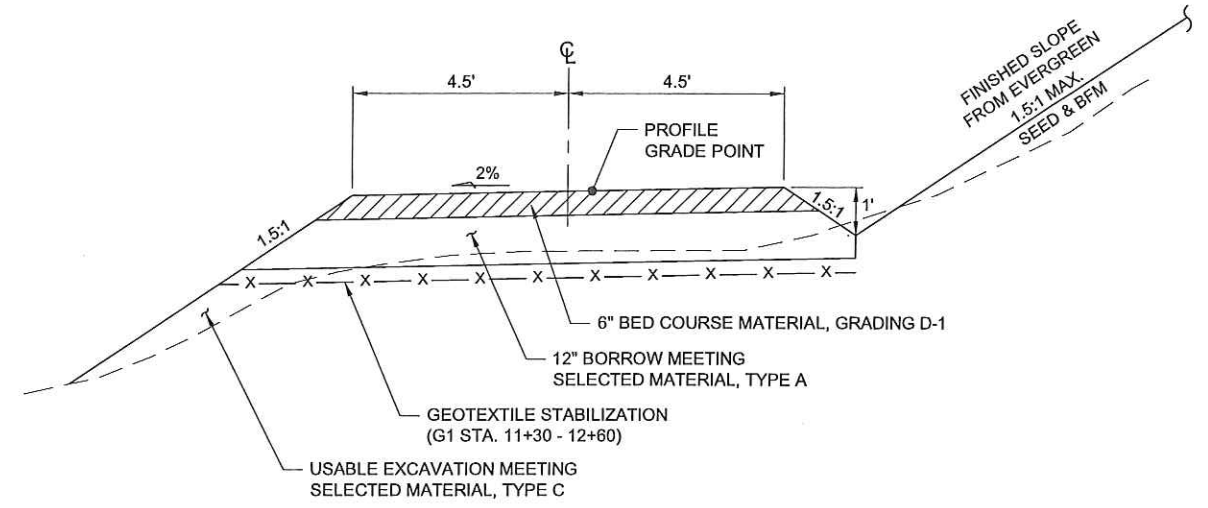
PAVED DRIVEWAY

NTS



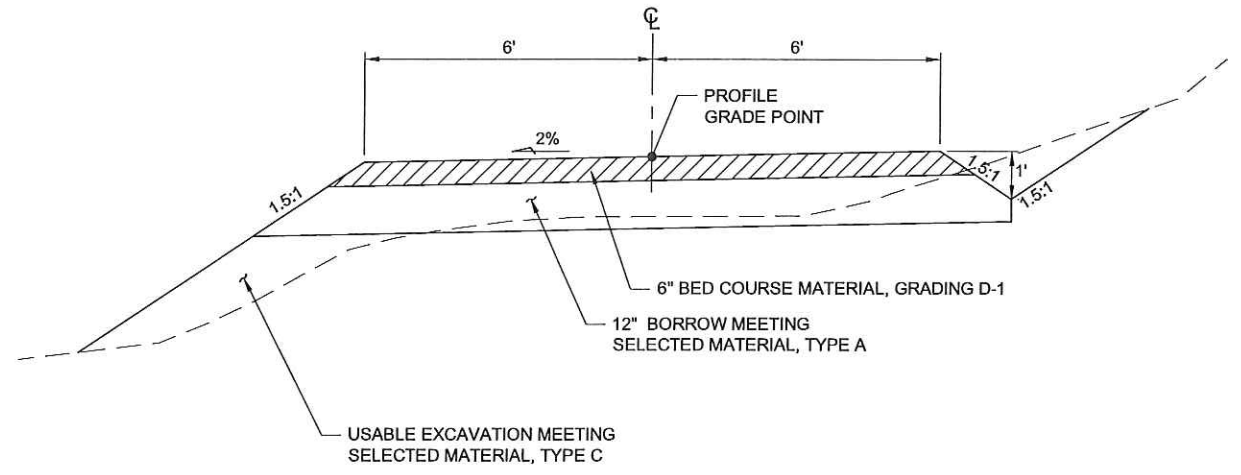
FIRE HYDRANT PAD

NTS



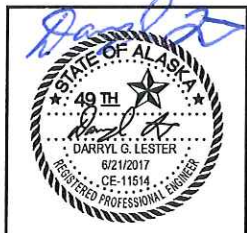
DRIVEWAY FOR "G1" ALIGNMENT

STA. 10+00 TO STA. 12+70



DRIVEWAY FOR "G1" ALIGNMENT

STA. 12+70 TO STA. 13+53



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 AND PEDESTRIAN ACCESS**

TYPICAL SECTIONS

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 DESIGNED D.B., D.L.
 CHECKED K. K., D.L.
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | C1 | 1 |

| ESTIMATE OF QUANTITIES | | | |
|------------------------|--|----------------|--------------|
| ITEM NO | ITEM DESCRIPTION | PAY UNIT | QUANTITY |
| 201(3B) | CLEARING AND GRUBBING | LUMP SUM | ALL REQUIRED |
| 201(7) | INVASIVE PLANT SPECIES CONTROL, REMOVAL AND DISPOSAL | SQUARE YARD | 1,850 |
| 202(1) | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | LUMP SUM | ALL REQUIRED |
| 202(2) | REMOVAL OF PAVEMENT | SQUARE YARD | 16,900 |
| 202(4) | REMOVAL OF CULVERT PIPE | LINEAR FOOT | 2,108 |
| 203(3) | UNCLASSIFIED EXCAVATION | CUBIC YARD | 6,700 |
| 203(6) | BORROW | TON | 1,350 |
| 301(1) | AGGREGATE BASE COURSE, GRADING D-1 | TON | 5,500 |
| 303(3) | LINEAR GRADING | STATION | 64 |
| 303(4) | DITCH RECONDITIONING | STATION | 39 |
| 304(1) | SUBBASE, GRADING B | TON | 7,600 |
| 401(1B) | HMA, TYPE II, CLASS B | TON | 3,100 |
| 401(4B) | ASPHALT BINDER, GRADE 58-28 | TON | 188 |
| 401(5) | HMA, TEMPORARY, TYPE II, CLASS B | TON | 100 |
| 401(8B) | HMA PRICE ADJUSTMENT, TYPE II, CLASS B | CONTINGENT SUM | ALL REQUIRED |
| 401(9) | LONGITUDINAL JOINT DENSITY PRICE ADJUSTMENT | CONTINGENT SUM | ALL REQUIRED |
| 506(6) | TIMBER STAIRWAY | LUMP SUM | ALL REQUIRED |
| 507(2) | PEDESTRIAN RAILING | LINEAR FOOT | 313 |
| 511(1) | MECHANICALLY STABILIZED EARTH WALL | SQUARE FOOT | 4,195 |
| 603(21-12) | 12 INCH CORRUGATED POLYETHYLENE PIPE | LINEAR FOOT | 319 |
| 603(21-18) | 18 INCH CORRUGATED POLYETHYLENE PIPE | LINEAR FOOT | 1,894 |
| 603(21-24) | 24 INCH CORRUGATED POLYETHYLENE PIPE | LINEAR FOOT | 500 |
| 603(22-12) | 12 INCH DUCTILE IRON PIPE | LINEAR FOOT | 84.5 |
| 604(1-48) | 48 INCH STORM SEWER MANHOLE | EACH | 4 |
| 604(1-72) | 72 INCH STORM SEWER MANHOLE | EACH | 1 |
| 604(3) | RECONSTRUCT EXISTING MANHOLE | EACH | 8 |
| 604(4) | ADJUST EXISTING MANHOLE | EACH | 14 |
| 604(5) | INLET, TYPE A | EACH | 8 |
| 604(8) | JUNCTION BOX, TYPE 1A | EACH | 2 |
| 606(1) | W-BEAM GUARDRAIL | LINEAR FOOT | 715 |
| 606(6) | REMOVING AND DISPOSING OF GUARDRAIL | LINEAR FOOT | 1,164 |
| 606(13) | PARALLEL GUARDRAIL TERMINAL | EACH | 1 |
| 608(1A) | CONCRETE SIDEWALK, 4 INCHES THICK | SQUARE YARD | 1,477 |
| 608(1B) | CONCRETE SIDEWALK, 6 INCHES THICK | SQUARE YARD | 351 |
| 608(6) | CURB RAMP | EACH | 3 |
| 609(2) | CURB AND GUTTER, TYPE 1 | LINEAR FOOT | 3,931 |
| 610(1) | DITCH LINING | CUBIC YARD | 200 |
| 611(2-1) | RIPRAP, CLASS I | TON | 350 |
| 611(2-2) | RIPRAP, CLASS II | TON | 45 |
| 611(2-4) | RIPRAP, CLASS IV | TON | 30 |
| 615(1) | STANDARD SIGN | SQUARE FOOT | 108 |
| 618(2) | SEEDING | POUND | 5 |
| 619(3) | BONDED FIBER MATRIX (BFM) | POUND | 410 |
| 627(6) | FIRE HYDRANT RELOCATION | EACH | 2 |
| 627(10) | ADJUSTMENT OF VALVE BOX | EACH | 24 |
| 629(1) | GUARDRAIL PAVING | LINEAR FOOT | 76 |
| 630(1) | GEOTEXTILE, SEPARATION | SQUARE YARD | 730 |
| 634(1) | GEOGRID, TYPE MSE WALL | SQUARE YARD | 640 |
| 639(3) | APPROACH | EACH | 55 |

| ESTIMATE OF QUANTITIES | | | |
|------------------------|--|----------------|--------------|
| ITEM NO | ITEM DESCRIPTION | PAY UNIT | QUANTITY |
| 640(1) | MOBILIZATION AND DEMOBILIZATION | LUMP SUM | ALL REQUIRED |
| 640(2) | WORKER MEALS AND LODGING, OR PER DIEM | LUMP SUM | ALL REQUIRED |
| 641(1) | EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION | LUMP SUM | ALL REQUIRED |
| 641(3) | TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL | LUMP SUM | ALL REQUIRED |
| 641(5) | TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE | CONTINGENT SUM | ALL REQUIRED |
| 641(6) | WITHHOLDING | CONTINGENT SUM | ALL REQUIRED |
| 642(1) | CONSTRUCTION SURVEYING | LUMP SUM | ALL REQUIRED |
| 642(3A) | THREE PERSON SURVEY PARTY | CONTINGENT SUM | ALL REQUIRED |
| 642(8) | ADJUST EXISTING MONUMENT | EACH | 19 |
| 642(11) | ADJUST EXISTING MONUMENT CASE | EACH | 19 |
| 643(2) | TRAFFIC MAINTENANCE | LUMP SUM | ALL REQUIRED |
| 643(3) | PERMANENT CONSTRUCTION SIGNS | LUMP SUM | ALL REQUIRED |
| 643(15) | FLAGGING | CONTINGENT SUM | ALL REQUIRED |
| 643(23) | TRAFFIC PRICE ADJUSTMENT | CONTINGENT SUM | ALL REQUIRED |
| 643(25) | TRAFFIC CONTROL | CONTINGENT SUM | ALL REQUIRED |
| 643(36) | TEMPORARY PEDESTRIAN PATH | LUMP SUM | ALL REQUIRED |
| 644(1) | FIELD OFFICE | LUMP SUM | ALL REQUIRED |
| 644(2) | FIELD LABORATORY | LUMP SUM | ALL REQUIRED |
| 644(15) | NUCLEAR TESTING EQUIPMENT STORAGE SHED | EACH | 1 |
| 670(1) | PAINTED TRAFFIC MARKINGS | LUMP SUM | ALL REQUIRED |

| BASIS OF ESTIMATE | | |
|-------------------|---|-----------------------|
| ITEM # | ITEM | ESTIMATING FACTOR |
| 201(3B) | CLEARING AND GRUBBING | 1.3 ACRE |
| 203(6) | BORROW | |
| | TYPE A = 650 CY | 1.70 TON / CY |
| | TYPE D = 700 CY | |
| 301(1) | AGGREGATE BASE COURSE, GRADING D-1 | 1.95 TON / CY |
| 304(1) | SUBBASE, GRADING B | 1.90 TON / CY |
| 401(1B) | HMA, TYPE II, CLASS B | 120 LBS / SY / IN |
| 401(4B) | ASPHALT BINDER, GRADE PG 58-28 | 6.0% OF ITEM 401 (1B) |
| 611 | RIPRAP CLASS I, II, & IV | 1.55 TONS / CY |
| 619(3) | BONDED FIBER MATRIX (BFM) | 4000 LBS / ACRE |
| 670(1) | PAINTED TRAFFIC MARKINGS | |
| | 4" SOLID, WHITE = 9338 LF | |
| | 4" SOLID DOUBLE, YELLOW = (4617 LF x 2) = 9234 LF | |
| | 24" WHITE, STOP BAR = 44 LF | |



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**EVERGREEN AVENUE IMPROVEMENTS
 AND PEDESTRIAN ACCESS**
 ESTIMATE OF QUANTITIES

FILE: Q:\VWg\68029\PlanSet\68029_D1-08_SUMS.dwg
 DATE: 3/7/2018 3:04 PM LAYOUT: D1
 DESIGNED: D.B., D.L.
 CHECKED: K. K.
 DRAFTED: R. G.

| 202 (4) REMOVAL OF CULVERT PIPE | | | | | |
|---------------------------------|--------|-------|---------------|-------------|---------------------------------------|
| STATION "E" | OFFSET | | DIAMETER (IN) | LENGTH (FT) | REMARKS |
| | LEFT | RIGHT | | | |
| 11+96 | | 19.00 | 12 | 20.0 | |
| 12+85 | | 19.00 | 18 | 24.0 | |
| 13+16 | | 0.00 | 18 | 31.0 | |
| 13+16 | 18.00 | | 18 | 9.0 | |
| 13+36 | | 19.00 | 18 | 31.0 | |
| 14+42 | | 19.00 | 12 | 20.0 | |
| 14+43 | 29.00 | | 24 | 20.0 | |
| 14+51 | | 0.00 | 24 | 43.0 | |
| 14+74 | | 18.00 | 12 | 38.0 | |
| 15+14 | | 18.00 | 12 | 41.0 | |
| 20+01 | | 29.50 | 18 | 15.0 | CMP, REPLACE PIPE WITHIN RIGHT OF WAY |
| 20+04 | | - | 24 | 46.0 | CMP, ABANDON & FILL CULVERT. |
| 20+39 | | 21.00 | 18 | 48.0 | |
| 21+16 | | 20.00 | 18 | 23.0 | |
| 21+28 | | - | 24 | 57.0 | |
| 21+44 | | 20.00 | 18 | 38.0 | |
| 22+27 | | 20.00 | 18 | 24.0 | |
| 22+78 | | 20.00 | 18 | 36.0 | |
| 25+28 | | 18.00 | 12 | 28.0 | |
| 27+13 | | 18.00 | 12 | 20.0 | |
| 25+78 | | 18.00 | 12 | 13.0 | |
| 26+24 | | 18.00 | 12 | 43.0 | |
| 26+86 | | 0.00 | 24 | 34.0 | |
| 26+86 | 25.00 | | 24 | 46.0 | |
| 30+77 | | 0.00 | 24 | 39.0 | |
| 30+95 | 19.00 | | 18 | 25.0 | |
| 31+67 | 19.00 | | 18 | 104.0 | |
| 31+20 | | 21.00 | 18 | 81.0 | |
| 31+86 | | 21.00 | 18 | 40.0 | |
| 32+55 | | 0.00 | 18 | 48.0 | |
| 35+82 | | 23.00 | 18 | 56.0 | |
| 36+89 | | 26.00 | 18 | 44.0 | |
| 38+03 | | 21.00 | 18 | 30.0 | |
| 38+75 | | 20.00 | 18 | 25.0 | |
| 39+48 | | 17.00 | 18 | 25.0 | |
| 40+98 | | 19.00 | 18 | 28.0 | |
| 43+83 | | 0.00 | 18 | 49.0 | |
| 44+22 | 22.00 | | 18 | 28.0 | |
| 44+27 | | 20.00 | 18 | 40.0 | |
| 44+81 | 19.00 | | 18 | 27.0 | |
| 45+23 | | 21.00 | 18 | 70.0 | |
| 45+43 | 20.00 | | 18 | 40.0 | |
| 46+14 | 20.00 | | 18 | 101.0 | |
| 46+20 | | 22.00 | 18 | 20.0 | |
| 47+95 | 24.00 | | 12 | 50.0 | |
| 50+98 | 25.00 | | 18 | 40.0 | |
| 51+18 | | 18.00 | 18 | 28.0 | |
| 51+83 | | 18.00 | 10 | 5.0 | |
| 52+16 | 23.00 | | 18 | 28.0 | |
| 52+19 | | 19.00 | 18 | 41.0 | |
| 53+72 | | 19.00 | 24 | 70.0 | |
| 53+90 | 23.00 | | 18 | 32.0 | |
| 54+27 | | 19.00 | 18 | 24.0 | |
| 54+65 | 19.00 | | 18 | 70.0 | |
| 54+76 | | 21.00 | 18 | 33.0 | |
| 55+68 | 18.00 | | 18 | 25.0 | |

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|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | D1 | 7 |

| 202(1) REMOVAL OF STRUCTURES AND OBSTRUCTIONS | | | |
|---|---------------------------------------|----------|---|
| NO. | ITEM | QUANTITY | REMARKS |
| 1 | CONCRETE SIDEWALK | 429 SF | "E" 10+50, 18' LT. SAWCUT AND REMOVE |
| 2 | CURB & GUTTER | 351 LF | "E" 10+35, 12-18' LT. TO 10+37, RT. SAWCUT |
| 3 | CONCRETE INLET BOX WITH FRAME & GRATE | 1 EA | "E" 13+16, 13.42' LT |
| 4 | 48" CPP INLET WITH LID | 1 EA | "E" 14+53, 28.3' LT |
| 5 | CONCRETE INLET BOX WITH FRAME & GRATE | 1 EA | "E" 14+51, 19' RT |
| 6 | CONCRETE INLET BOX WITH FRAME & GRATE | 1 EA | "E" 14+90, 18' RT |
| 7 | CONCRETE INLET BOX WITH FRAME & GRATE | 1 EA | "E" 15+31, 19' RT |
| 8 | CONCRETE PATCH IN ROADWAY | 245 SF | "E" 15+00 |
| 9 | CONCRETE PATCH IN ROADWAY | 87 SF | "E" 14+23, 4' LT |
| 10 | CONCRETE INLET BOX WITH FRAME & GRATE | 1 EA | "E" 20+08, 25' RT |
| 10B | CONCRETE INLET BOX WITH FRAME & GRATE | 1 EA | "E" 21+26, 20' RT |
| 11 | 9 CY ROCK | 1 EA | "E" 26+40, 18' RT. REMOVE & REPLACE FOR STORM PIPE INSTALLATION |
| 12 | STAIRS & LANDING | 1 EA | "E" 25+76, 20' RT. 5'X5.5' |
| 13 | CONCRETE STAIRS | 1 EA | "E" 27+40, 23' LT. 4.5x14' |
| 14 | STEEL BOLLARDS | 2 EA | "E" 39+36, RT, SALVAGE, BAND TO PALLET & DELIVER TO WRG PUBLIC WORKS @ 1119 CASE AVE. |
| 15 | STAIRS | 1 EA | "E" 28+50, 70' LT. 3'X12' |
| 16 | STAIRS & LANDING | 1 EA | "E" 28+57, 62' LT. 4'X22' |
| 17 | CONCRETE WALKWAY | 30 SF | "E" 30+09, 21' LT |
| 18 | SDMH WITH FRAME & GRATE | 1 EA | "E" 26+87, 16' LT |
| 19 | SDMH WITH FRAME & GRATE | 1 EA | "E" 30+83, 18' LT |
| 20 | CONCRETE INLET BOX WITH FRAME & GRATE | 1 EA | "E" 31+09, 19' LT |

| 506 (6) STAIRWAY SUMMARY | | | | |
|--------------------------|----------|----------|---------|---|
| STATION "E" | OFFSET | NUMBER | | REMARKS |
| | | LANDINGS | TREADS | |
| 25+76.7 | 21.7' RT | 0 | 6 | ONE STAIR RUN. MATCH TO EXISTING TOP WALKWAY. |
| 27+30.9 | 21.7' LT | 2 | 10 & 6 | TWO STAIR RUNS, ONE TOP LANDING, ONE INTERMEDIATE LANDING. NOTE STAIR DIRECTION CHANGE. |
| 28+52.6 | 62.2' LT | 0 | 13 | ONE STAIR RUN, ONE TOP LANDING, RETAIN BOTTOM LANDING |
| 28+60.2 | 21.5' LT | 2 | 10 & 11 | TWO STAIR RUNS, ONE TOP LANDING, ONE INTERMEDIATE LANDING |
| 28+66.3 | 63.1' LT | 0 | 7 | ONE STAIR RUN, ONE TOP LANDING. RECONSTRUCTING WALKWAY IS INCLUSIVE WITH STAIRWAY. |
| 30+08.7 | 21.5' LT | 0 | 4 | ONE STAIR RUN |

STATION AND OFFSET ARE TAKEN AT CENTER OF TOP LANDING OR TREAD AND ARE APPROXIMATE. STAIR LENGTHS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY USING FIELD MEASUREMENTS AND ADJUST AS NECESSARY. SEE SHEETS J4 - J6 FOR DETAILS.

| 507 (2) PEDESTRIAN RAILING | | | | |
|----------------------------|----------------|-------------|--------|--------------------------|
| STATION "E" FROM | STATION "E" TO | LENGTH (FT) | OFFSET | REMARKS |
| | | | | |
| 26+69.8 | 28+18.9 | 250.5 | LT | INSTALLED ON MSE WALL #5 |
| 37+40.0 | 37+62.0 | 22.0 | LT | INSTALLED ON MSE WALL #6 |

| 511 (1) MECHANICALLY STABILIZED EARTH WALL | | | | | | |
|--|-------------|-------|-------------|--------|-----------------------------|--------------------------------------|
| WALL ID # | STATION "E" | | LENGTH (FT) | OFFSET | EXPOSED WALL FACE AREA (SF) | REMARKS |
| | FROM | TO | | | | |
| 1 | 10+33 | 10+42 | 13.1 | RT | 35 | REMOVE AND RECONSTRUCT EXISTING WALL |
| 2 | 15+10 | 15+51 | 40.5 | LT | 65 | PEDESTRIAN RAILING INSTALLED ON WALL |
| 3 | 19+95 | 24+50 | 457.3 | LT | 2,825 | |
| 4 | 26+05 | 26+52 | 61.5 | LT | 225 | |
| 5 | 26+69 | 28+19 | 150.4 | LT | 900 | PEDESTRIAN RAILING INSTALLED ON WALL |
| 6 | 37+40 | 37+62 | 21.5 | LT | 145 | PEDESTRIAN RAILING INSTALLED ON WALL |



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 6860 GLACIER HIGHWAY, JUNEAU, AK 99811
 (907) 465-1763

EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS

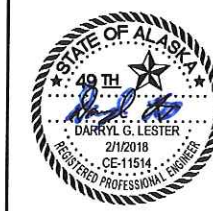
SUMMARIES

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | D2 | 7 |

603 (21) CORRUGATED POLYETHYLENE PIPE

| PIPE NO. | SIZE (IN) | INLET | | | OUTLET | | | LENGTH (FT) | GRADE % | REMARKS |
|----------|-----------|--------------|---------|--------|--------------|----------|--------|-------------|---------|---|
| | | STATION | OFFSET | INVERT | STATION | OFFSET | INVERT | | | |
| DP-1 | 12 | 11+84.6 | 19.0 RT | 25.9 | 12+06.1 | 19.3 RT | 25.8 | 21.8 | 0.46% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-2 | 18 | 12+71.0 | 18.9 RT | 24.9 | 12+96.3 | 19.1 RT | 24.6 | 25.8 | 1.08% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-3 | 18 | 22+40.6 | 20.6 RT | 53.5 | 22+13.5 | 19.2 RT | 53.3 | 27.1 | 0.63% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-4 | 18 | 22+99.5 | 20.7 RT | 55.0 | 22+61.9 | 21.0 RT | 54.5 | 37.6 | 1.20% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-5 | 12 | 25+07.9 | 17.3 RT | 51.8 | 25+39.8 | 17.4 RT | 51.2 | 31.3 | 1.92% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-6 | 12 | 25+68.3 | 18.0 RT | 50.7 | 25+83.2 | 17.4 RT | 50.5 | 15.0 | 1.34% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-7 | 12 | 26+02.8 | 17.7 RT | 50.2 | 26+47.8 | 17.4 RT | 49.8 | 45.0 | 0.89% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-8 | 12 | 27+24.8 | 18.3 RT | 50.8 | 27+02.8 | 18.0 RT | 50.5 | 22.0 | 1.46% | USE 12" DIP, CLASS 50, AWWAC151 & C110 FOR CULVERT. INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-9 | 12 | "G1" 11+88.8 | 6.7 RT | 39.3 | "G1" 11+88.9 | 9.9 LT | 37.8 | 16.7 | 9.16% | INSTALL CLASS I RIPRAP AT OUTLET OF PIPE. INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-10 | 12 | "G1" 12+20.6 | 6.7 RT | 40.2 | "G1" 12+13.8 | 6.7 RT | 39.9 | 6.9 | 4.35% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-11 | 18 | 31+61.2 | 21.1 RT | 61.0 | 30+77.0 | 20.3 RT | 57.7 | 83.8 | 3.94% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-12 | 18 | 32+07.2 | 20.9 RT | 62.5 | 31+63.7 | 21.0 RT | 61.1 | 43.6 | 3.14% | ROCK EXC. @ INLET OF PIPE. INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-13 | 18 | 35+49.7 | 22.9 RT | 63.5 | 36+07.8 | 23.6 RT | 61.9 | 59.1 | 2.71% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-14 | 18 | 36+46.8 | 26.7 RT | 60.7 | 36+61.9 | 26.6 RT | 60.3 | 15.6 | 2.57% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-15 | 18 | 36+64.7 | 26.6 RT | 60.0 | 37+08.7 | 25.3 RT | 59.1 | 45.2 | 1.99% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-16 | 18 | 38+19.4 | 19.7 RT | 59.1 | 37+86.9 | 24.2 RT | 58.7 | 32.8 | 1.22% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-17 | 18 | 38+90.1 | 19.0 RT | 59.2 | 38+59.6 | 20.4 RT | 58.8 | 30.6 | 1.31% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-18 | 18 | 39+63.3 | 19.0 RT | 61.2 | 39+28.4 | 19.0 RT | 60.1 | 34.8 | 3.10% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-19 | 18 | 41+10.8 | 19.8 RT | 67.6 | 40+80.4 | 19.0 RT | 66.2 | 30.5 | 4.59% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-20 | 18 | 44+50.8 | 19.2 RT | 77.9 | 44+03.3 | 19.1 RT | 76.6 | 44.3 | 2.93% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-21 | 18 | 44+35.7 | 21.5 LT | 77.7 | 44+08.1 | 23.0 LT | 77.2 | 29.8 | 1.68% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-22 | 18 | 44+96.1 | 19.2 LT | 80.5 | 44+66.0 | 20.5 LT | 79.3 | 30.5 | 3.93% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-23 | 18 | 45+59.1 | 22.0 RT | 82.2 | 44+87.1 | 20.1 RT | 79.6 | 72.1 | 3.61% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-24 | 18 | 45+62.1 | 19.8 LT | 82.3 | 45+21.7 | 19.4 LT | 81.8 | 40.4 | 1.24% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-25 | 18 | 46+66.7 | 21.2 LT | 87.0 | 45+65.7 | 19.8 LT | 82.4 | 101.2 | 4.55% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-26 | 18 | 46+32.1 | 21.2 RT | 86.2 | 46+08.7 | 21.1 RT | 85.1 | 23.3 | 4.71% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-27 | 18 | 48+18.5 | 21.3 RT | 92.0 | 47+52.0 | 21.4 RT | 90.8 | 66.5 | 1.80% | (NEW PIPE) INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-28 | 12 | 48+22.2 | 24.3 LT | 92.6 | 47+68.7 | 23.7 LT | 91.7 | 53.5 | 1.68% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-29 | 12 | 48+80.5 | 25.2 LT | 93.0 | 48+28.7 | 24.4 LT | 92.7 | 51.8 | 0.58% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-30 | 18 | 48+72.4 | 21.8 RT | 92.6 | 48+32.6 | 21.4 RT | 92.2 | 39.8 | 1.01% | (NEW PIPE) INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-31 | 18 | 49+30.0 | 21.1 RT | 93.0 | 48+91.6 | 21.8 RT | 92.8 | 38.4 | 0.52% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-32 | 12 | 49+53.0 | 24.8 LT | 93.4 | 49+07.1 | 25.5 LT | 93.2 | 45.9 | 0.44% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-33 | 12 | 49+74.0 | 20.7 RT | 94.0 | 49+42.9 | 21.1 RT | 93.4 | 31.1 | 1.93% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-34 | 18 | 50+76.8 | 24.9 LT | 93.6 | 51+19.5 | 24.2 LT | 93.4 | 42.7 | 0.47% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-35 | 18 | 51+02.2 | 19.2 RT | 93.3 | 51+33.8 | 19.0 RT | 92.7 | 31.6 | 1.90% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-36 | 18 | 51+77.8 | 19.0 RT | 91.6 | 51+88.2 | 19.0 RT | 91.3 | 10.3 | 2.90% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-37 | 12 | 28+38.0 | 16.5 RT | 53.4 | 27+75.0 | 17.53 RT | 50.8 | 62.5 | 4.05% | USE 12" DIP, CLASS 50, AWWAC151 & C110 FOR CULVERT. INSTALL CONCRETE HEADWALL @ EACH END OF PIPE. GRADE DITCH @ INLET TO DRAIN. |

FILE C:\wrg\68029\Plans\68029_D1-D8_SUMS.dwg
 DATE 2/1/2018 9:14 AM LAYOUT D2
 DESIGNED D.B., D.L.
 CHECKED K. K.
 DRAFTED R. G.



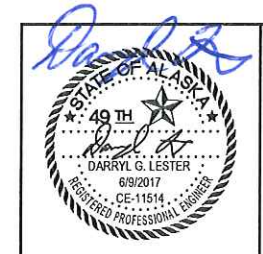
STATE OF ALASKA DEPARTMENT OF
 TRANSPORTATION
 AND PUBLIC FACILITIES
 6860 GLACIER HIGHWAY, JUNEAU, AK 99811
 (907) 465-1763
**EVERGREEN AVENUE IMPROVEMENTS
 AND PEDESTRIAN ACCESS**

SUMMARIES

FILE C:\wrg\66029\planset\66029_01-DB_SUMS.dwg DATE 6/9/2017 10:37 AM LAYOUT D3 DESIGNED D.B., D.L. CHECKED K. K. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | D3 | 7 |

| 603 (21) CORRUGATED POLYETHYLENE PIPE | | | | | | | | | | |
|---------------------------------------|-----------|---------|---------|--------|--------------|---------|--------|-------------|---------|---|
| PIPE NO. | SIZE (IN) | INLET | | | OUTLET | | | LENGTH (FT) | GRADE % | REMARKS |
| | | STATION | OFFSET | INVERT | STATION | OFFSET | INVERT | | | |
| DP-37 | 18 | 51+97.4 | 19.0 RT | 91.1 | 52+40.6 | 19.0 RT | 89.9 | 43.3 | 2.82% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-38 | 18 | 52+01.5 | 23.1 LT | 91.4 | 52+31.7 | 22.2 LT | 90.3 | 30.2 | 3.65% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-39 | 18 | 53+35.3 | 19.0 RT | 87.3 | 54+07.7 | 19.8 RT | 86.4 | 72.4 | 1.24% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-40 | 18 | 53+72.2 | 23.9 LT | 86.2 | 54+07.4 | 21.8 LT | 85.9 | 35.3 | 0.85% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-41 | 18 | 54+14.3 | 19.5 RT | 86.1 | 54+40.7 | 19.0 RT | 85.3 | 26.4 | 3.03% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-42 | 18 | 54+28.7 | 20.0 LT | 85.4 | 55+01.8 | 19.4 LT | 84.3 | 73.1 | 1.50% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-43 | 18 | 54+56.3 | 19.0 RT | 85.0 | 54+94.0 | 21.5 RT | 84.7 | 37.8 | 0.79% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| DP-44 | 18 | 55+53.7 | 19.6 LT | 83.5 | 55+83.4 | 18.9 LT | 82.9 | 29.7 | 2.02% | INSTALL CONCRETE HEADWALL @ EACH END OF PIPE |
| P-1 | 18 | 13+18.2 | 19.6 RT | 24.0 | 13+18.7 | 23.9 RT | 23.8 | 43.5 | 0.57% | INSTALL HEADWALL AT PIPE OUTLET |
| P-2 | 18 | | (S-1) | 23.1 | | (S-2) | 22.4 | 30.0 | 2.33% | |
| P-3 | 18 | | (S-2) | 22.3 | | (S-3) | 21.2 | 206.2 | 0.53% | |
| P-4 | 24 | 15+75.3 | 27.3 RT | 26.8 | | (S-3) | 25.0 | 42.4 | 4.34% | |
| P-5 | 24 | | S-3 | 21.1 | 15+78.3 | 44.4 LT | 20.8 | 29.5 | 1.02% | |
| P-6 | 24 | 18+61.7 | 20.6 RT | 40.9 | | (S-4) | 40.7 | 35.6 | 0.67% | |
| P-7 | 24 | | (S-4) | 40.6 | 18+62.5 | 36.9 LT | 40.4 | 21.9 | 0.91% | |
| P-8 | 18 | | (S-5) | 49.6 | 19+70.0 | 18.1 RT | 49.0 | 36.4 | 1.57% | ROCK EXCAVATION REQUIRED |
| P-9 | 18 | 19+96.1 | 33.0 RT | - | | (S-5) | 50.8 | 12.5 | - | CONNECT INLET TO EXISTING CULVERT AT RIGHT-OF-WAY |
| P-10 | 18 | 20+55.8 | 20.0 RT | 51.3 | | (S-5) | 49.6 | 46.0 | 3.65% | |
| P-11 | 24 | | (S-6) | 52.1 | 21+30.6 | 37.0 LT | 46.1 | 57.8 | 10.37% | INSTALL RIPRAP AT PIPE OUTLET |
| P-12 | 18 | 21+65.6 | 20.0 RT | 52.4 | | (S-6) | 52.2 | 38.9 | 0.51% | |
| P-13 | 18 | | (S-7B) | 48.0 | | (S-7A) | 46.0 | 21.4 | 9.34% | |
| P-14A | 24 | 26+86.6 | 18.0 RT | 49.4 | | (S-7A) | 47.2 | 23.6 | 9.30% | |
| P-14B | 24 | | (S-7A) | 41.1 | 26+85.1 | 59.1 LT | 40.5 | 53.6 | 1.04% | INSTALL RIPRAP AT PIPE OUTLET |
| P-15 | 24 | 30+72 | 19.6 RT | 57.3 | | (S-11) | 57.0 | 47.5 | 0.63% | |
| P-16 | 24 | | (S-11) | 54.8 | | (S-8) | 45.5 | 62.4 | 14.83% | |
| P-17 | 24 | | (S-8) | 45.5 | | (S-9) | 43.4 | 50.1 | 4.11% | |
| P-18 | 24 | | (S-9) | 43.4 | | (S-10) | 27.0 | 31.1 | 52.82% | |
| P-19 | 24 | | (S-10) | 25.9 | "EA" 11+90.3 | - | 20.3 | 44.1 | 12.78% | INSTALL CLASS II & IV RIPRAP AT OUTLET OF PIPE |
| P-20 | 18 | | (S-12) | 58.0 | 37+68 | 30.2 LT | 57.7 | 24.2 | 1.24% | |
| P-21 | 18 | 43+80.2 | 18.7 RT | 75.8 | 43+85.0 | 30.1 LT | 75.0 | 49.0 | 1.63% | |



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EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS

SUMMARIES

FILE C:\w\86029\planset\66029_D1-DB SUMS.dwg
 DATE 7/20/2017 10:49 AM LAYOUT D4
 DESIGNED D.B., D.L.
 CHECKED K. K.
 DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | D4 | 7 |

| 604 (3) RECONSTRUCT EXISTING MANHOLE | | | | |
|--------------------------------------|-----------------|------------|------------|--|
| STATION | EXISTING OFFSET | STRUCTURE | NEW OFFSET | REMARKS |
| 22+26 | 16.90' LT | SSMH FRAME | 17.40' LT | ROTATE CONE AND ADJUST FRAME TO CLEAR CURB AND GUTTER |
| 24+88 | 16.64' LT | SSMH FRAME | 17.40' LT | ROTATE CONE AND ADJUST FRAME TO CLEAR CURB AND GUTTER |
| 28+47 | 15.60' LT | SSMH FRAME | 13.80' LT | ROTATE CONE 180 DEG TO BE CLOSEST TO EVERGREEN ROAD. INSTALL NEW LADDERS. FRAME LOCATED IN GUTTER. SEE SHEET J2. |
| 30+80 | 16.00' LT | SSCO FRAME | 16.42' LT | EXCAVATE CO DOWN TO ELBOW AND REROUTE SO CO FRAME IN SIDEWALK |
| 31+82 | 17.02' LT | SSMH FRAME | 17.40' LT | ROTATE CONE AND ADJUST FRAME TO CLEAR CURB AND GUTTER |
| 34+38 | 16.84' LT | SSMH FRAME | 17.40' LT | ROTATE CONE AND ADJUST FRAME TO CLEAR CURB AND GUTTER |
| 36+95 | 14.90' LT | SSMH FRAME | 13.10' LT | ROTATE CONE 180 DEG TO BE CLOSEST TO EVERGREEN ROAD. INSTALL NEW LADDERS. FRAME LOCATED IN GUTTER. SEE SHEET J2. |
| 38+15 | 15.82' LT | SSMH FRAME | 14.30' LT | ROTATE CONE 180 DEG TO BE CLOSEST TO EVERGREEN ROAD. INSTALL NEW LADDERS. FRAME LOCATED IN GUTTER. SEE SHEET J2. |

NOTE: IF ROTATING CONE DOES NOT PROVIDE ADEQUATE CLEARANCE FROM CURB AND GUTTER, ADJUST CURB AND GUTTER OFFSET MAXIMUM OF 6" USING 100' CURB TAPERS ON EACH SIDE OF SHIFT LOCATION.

| 604 (5) INLET, TYPE A | | | | | | | |
|-----------------------|--------------|----------------|--------------|-------------|---------------------------|-----------------|--------------------------------------|
| STRUCT. NO. | TYPE | FRAME OR LID | STATION | OFFSET (FT) | TOP OF CASTING ELEV. (FT) | SUMP ELEV. (FT) | REMARKS |
| (S-1) | TYPE A INLET | GUTTER INLET | 13+67.2 | 15.0' RT | 26.59 | 21.6 | 18-INCH SUMP |
| (S-2) | TYPE A INLET | STD CURB INLET | 13+67.2 | 15.0' LT | 25.83 | 20.8 | 18-INCH SUMP |
| (S-4) | TYPE A INLET | STD CURB INLET | 18+62.2 | 15.0' LT | 45.79 | 39.5 | 12-INCH SUMP |
| (S-6) | TYPE A INLET | FIELD INLET | 21.26.63 | 20.3' RT | 55.10 | 50.6 | 18-INCH SUMP |
| (S-7B) | TYPE A INLET | STD CURB INLET | 26+67.6 | 15.0' LT | 51.62 | 46.5 | 18-INCH SUMP |
| (S-8) | TYPE A INLET | LID | "EA" 10+70.1 | - | 49.88 | 44.0 | 18-INCH SUMP |
| (S-9) | TYPE A INLET | LID | "EA" 11+20.2 | - | 47.78 | 41.9 | 18-INCH SUMP |
| (S-12) | TYPE A INLET | STD CURB INLET | 37+85.8 | 15.0' LT | 61.13 | 57.9 | NO SUMP DUE TO UNDERLYING SEWER LINE |

| 604 (4) ADJUST EXISTING MANHOLE | | | |
|---------------------------------|----------|-------|---------|
| STATION | OFFSET | TYPE | REMARKS |
| 10+20.9 | 21.7' RT | INLET | |
| 14+19.8 | 3.0' LT | SSMH | |
| 15+53.5 | 11.3' RT | SSMH | |
| 18+15.8 | 25.3' LT | SSMH | |
| 19+77.7 | 17.9' LT | SSMH | |
| 19+89.2 | 25.0' RT | SSMH | |
| 33+87.8 | 28.6' LT | SSMH | |
| 40+96.8 | 15.3' LT | SSMH | |
| 42+16.9 | 21.8' LT | SSMH | |
| 44+34.5 | 15.9' LT | SSMH | |
| 46+12.4 | 16.8' LT | SSMH | |
| 47+75.4 | 16.0' RT | SSMH | |
| 47+78.2 | 18.0' LT | SSMH | |
| 50+71.2 | 18.3' LT | SSMH | |

NOTES:
 1. STORM DRAIN GRATE ELEVATION AT EDGE OF ASPHALT. SEE "D" STANDARD DRAWINGS FOR TOP OF CASTING ELEVATION PLACEMENT.

| 606 (1) W-BEAM GUARDRAIL INSTALLATION | | | | |
|---------------------------------------|------------------|-------------|-------------|--|
| STATION | | OFFSET (FT) | LENGTH (FT) | REMARKS |
| FROM | TO | | | |
| 15+51 | 19+38 | 21 LT | 227 | 8' POSTS. RUN INCLUDES DOWNSTREAM END ANCHORS. |
| 10+52.4, 7.1' LT | 10+72.5, 6.5' LT | LT | 20 | AT DRIVEWAY 19+50 LT. USE 8' POSTS |
| 21+10 | 24+38 | 21 LT | 430 | RUN INCLUDES DOWNSTREAM END ANCHORS. |
| 37+51 | 37+89 | 16 RT | 38 | RUN INCLUDES DOWNSTREAM END ANCHOR. |

| 606 (6) REMOVING AND DISPOSING GUARDRAIL | | | | |
|--|-------|--------|-------------|---------|
| STATION | | OFFSET | LENGTH (FT) | REMARKS |
| FROM | TO | | | |
| 14+28 | 14+76 | LT | 57 | |
| 15+04 | 19+27 | LT | 438 | |
| 19+79 | 20+05 | LT | 26 | |
| 19+91 | 24+31 | LT | 440 | |
| 37+07 | 38+12 | LT | 114 | |
| 37+13 | 37+90 | RT | 89 | |

| 604 (8) JUNCTION BOX, TYPE 1A | | |
|-------------------------------|----------|----------------------------------|
| STATION | OFFSET | REMARKS |
| 27+03.4 | 30.1' LT | PROTECT PERFORATED PIPE CLEANOUT |
| 28+49.7 | 49.0' LT | PROTECT PRIVATE WELL |

| 606 (13) PARALLEL GUARDRAIL TERMINAL | | |
|--------------------------------------|-------------|--------------|
| STATION | OFFSET (FT) | REMARKS |
| 37+14 | 16 RT | 37.5' LENGTH |

| 604 (1-48) 48 INCH STORM SEWER MANHOLE | | | | | | | |
|--|----------|----------------|--------------|-------------|---------------------------|-----------------|--------------|
| STRUCT. NO. | TYPE | FRAME OR LID | STATION | OFFSET (FT) | TOP OF CASTING ELEV. (FT) | SUMP ELEV. (FT) | REMARKS |
| (S-3) | 48" SDMH | STD CURB INLET | 15+77.0 | 15.0' LT | 30.02 | 19.6 | 18-INCH SUMP |
| (S-7A) | 48" SDMH | LID | 26+86.7 | 5.5' LT | 51.95 | 39.6 | 18-INCH SUMP |
| (S-11) | 48" SDMH | LID | 30+58.6 | 26.0' LT | 61.43 | 53.3 | 18-INCH SUMP |
| (S-10) | 48" SDMH | LID | "EA" 11+46.6 | - | 32.51 | 24.4 | 18-INCH SUMP |

| 604 (1-72) 72 INCH STORM SEWER MANHOLE | | | | | | | |
|--|----------|--------------|---------|-------------|---------------------------|-----------------|--------------|
| STRUCT. NO. | TYPE | FRAME OR LID | STATION | OFFSET (FT) | TOP OF CASTING ELEV. (FT) | SUMP ELEV. (FT) | REMARKS |
| (S-5) | 72" SDMH | LID | 20+08.5 | 25.0' RT | 53.22 | 48.1 | 18-INCH SUMP |



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SUMMARIES

FILE Q:\Wp9\68029\Plans\68029_D1-D8_SUMS.dwg
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 DESIGNED D.B., D.L.
 CHECKED K. K.
 DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | D5 | 7 |

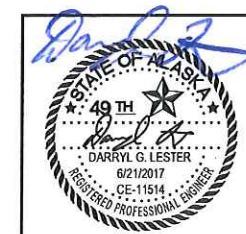
| 608 (1b) CONCRETE SIDEWALK, 6 INCHES THICK | | | | | | |
|--|---------|-------------|------------|-----------|--------|-----------------------------|
| STATION | | LENGTH (FT) | WIDTH (FT) | AREA (SY) | OFFSET | REMARKS |
| FROM | TO | | | | | |
| 10+20.6 | 10+36.1 | 34.1 | 5.0 | 17.1 | LT | FERRY TERMINAL INTERSECTION |
| 10+96.0 | 11+33.8 | 37.8 | 5.0 | 21.0 | LT | "E" LINE |
| 12+11.4 | 12+83.3 | 70.6 | 5.0 | 39.1 | LT | "E" LINE |
| 14+08.5 | 14+38.4 | 29.4 | 5.0 | 16.3 | LT | "E" LINE |
| 14+76.2 | 15+14.6 | 37.7 | 5.0 | 20.9 | LT | "E" LINE |
| 19+42.0 | 19+85.3 | 44.6 | 5.0 | 24.9 | LT | "E" LINE |
| 24+50.0 | 25+25.8 | 76.3 | 5.0 | 42.4 | LT | "E" LINE |
| 25+55.5 | 25+83.6 | 28.1 | 5.0 | 15.6 | LT | "E" LINE |
| 26+20.6 | 26+69.8 | 49.2 | 5.0 | 27.3 | LT | "E" LINE |
| 28+84.4 | 29+19.6 | 35.4 | 5.0 | 19.7 | LT | "E" LINE |
| 29+72.0 | 30+21.1 | 49.4 | 5.0 | 27.4 | LT | "E" LINE |
| 30+66.3 | 31+10.0 | 44.0 | 5.0 | 24.5 | LT | "E" LINE |
| 33+72.9 | 34+63.1 | 91.6 | 5.0 | 54.9 | LT | "E" LINE |

| 608 (6) CURB RAMP | | | |
|-------------------|--------|----|--|
| STATION | OFFSET | | REMARKS |
| 10+39.2 | 16.1 | LT | INTERSECTION OF EVERGREEN AVE. & SECOND ST |
| 10+39.4 | 16.0 | RT | INTERSECTION OF EVERGREEN AVE. & SECOND ST |
| 41+00.3 | 28.3 | LT | INTERSECTION OF EVERGREEN AVE. & GRAVE ST |

STATION AND OFFSET TAKEN AT CENTER OF RAMP AT TOP BACK OF CURB

| 609 (2) CURB AND GUTTER | | | | |
|-------------------------|---------|-------------|--------|---------|
| STATION | | LENGTH (FT) | OFFSET | REMARKS |
| FROM | TO | | | |
| 10+20.6 | 41+03.6 | 3174.0 | LT | |
| 10+22.4 | 10+42.2 | 37.2 | RT | |
| 10+42.2 | 11+43.7 | 104.6 | RT | |
| 13+22.4 | 15+51.6 | 233.0 | RT | |
| 27+76.5 | 31+59.0 | 382.2 | RT | |

| SIDEWALK PULLOUT DATA AT POWER POLES | | | | |
|---|---|-------------------------------|--|--|
| EXISTING POLE STA. LINE "E" | *OFFSET TO BACK OF SIDEWALK (ft) FROM LINE "E" CL | POLE RELOCATION STA. LINE "E" | POLE RELOCATION OFFSET TO FACE OF POLE (ft) FROM LINE "E" CL | REMARKS |
| 21+18.7 | 23.50 LT | 21+18.7 | 18.00 LT | POWER POLE RELOCATION TO BE PERFORMED BY OTHERS, SEE SECTION 651 |
| 22+79.2 | 23.50 LT | 22+79.2 | 18.00 LT | POWER POLE RELOCATION TO BE PERFORMED BY OTHERS, SEE SECTION 651 |
| 24+40.6 | 23.50 LT | 24+25.0 | 18.00 LT | POWER POLE RELOCATION TO BE PERFORMED BY OTHERS, SEE SECTION 651 |
| 25+96.1 | 24.50 LT | NA | NA | POWER POLE TO REMAIN IN PLACE, CONSTRUCT PULL OUT PER DETAIL |
| 27+79.7 | 23.50 LT | 27+80.0 | 18.00 LT | POWER POLE REPLACED BY OTHERS, SEE SECTION 651 |
| 29+59.6 | 23.50 LT | NA | NA | POWER POLE TO REMAIN IN PLACE, CONSTRUCT PULL OUT PER DETAIL |
| 31+71.3 | 23.50 LT | NA | NA | POWER POLE TO REMAIN IN PLACE, CONSTRUCT PULL OUT PER DETAIL |
| 34+14.0 | 23.00 LT | NA | NA | POWER POLE TO REMAIN IN PLACE, CONSTRUCT PULL OUT PER DETAIL |
| 38+53.5 | 23.00 LT | NA | NA | POWER POLE TO REMAIN IN PLACE, CONSTRUCT PULL OUT PER DETAIL |
| 40+05.8 | 23.75 LT | NA | NA | POWER POLE TO REMAIN IN PLACE, CONSTRUCT PULL OUT PER DETAIL |
| SEE SHEET M3, LAYOUT POINT SHOWN ON PULL OUT DETAIL | | | | |



STATE OF ALASKA DEPARTMENT OF
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 6860 GLACIER HIGHWAY, JUNEAU, AK 99811
 (907) 465-1763
**EVERGREEN AVENUE IMPROVEMENTS
 AND PEDESTRIAN ACCESS**

SUMMARIES

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | D6 | 7 |

615 (1) STANDARD SIGN SUMMARY

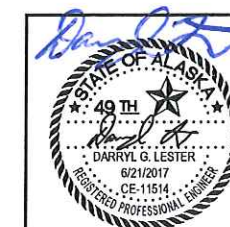
| NO. | LEGEND | STATION | OFFSET | ASDS CODE | WIDTH (IN) | HEIGHT (IN) | AREA (SF) | POSTS | TYPE | FACES | REMARKS |
|--|-------------------------|---------|--------|-----------|-----------------|-------------|-----------|-------|----------|-------|--|
| 1 | STOP | 10+43 | LT | R1-1 | 30 | 30 | 6.25 | 1 | 2.5" PST | N | MOUNT UNDER SIGN 2 |
| 2 | STIKINE AVE | 10+43 | LT | D3-1 | 48 | 12 | 4.00 | | | E/W | 6-IN UC/4.5 IN LC C-FONT |
| 3 | SECOND ST | 10+43 | LT | D3-1 | 30 | 8 | 1.67 | | | N/S | 4-IN UC/3 IN LC C-FONT & MOUNT ABOVE SIGN 2 |
| 4 | SPEED LIMIT 25 | 11+45 | RT | R2-1 | 30 | 36 | 7.50 | 1 | 2.5" PST | S | |
| 5 | NO PARKING ON PAVEMENT | 11+95 | RT | R8-1 | 24 | 30 | 5.00 | 1 | 2.5" PST | S | |
| 6 | NO PARKING ON PAVEMENT | 15+93 | RT | R8-1 | 24 | 30 | 5.00 | 1 | 2.5" PST | S | |
| 7 | STOP | 32+00 | RT | R1-1 | 30 | 30 | 6.25 | 1 | 2.5" PST | E/W | MOUNT UNDER SIGN 8 |
| 8 | EVERGREEN AVE. | 32+00 | RT | D3-1 | 36 | 8 | 2.00 | 1 | 2.5" PST | N/S | 4-IN UC/3 IN LC B-FONT |
| 9 | SPRING ST | 32+00 | RT | D3-1 | 42 | 12 | 3.50 | 1 | 2.5" PST | E/W | MOUNT UNDER SIGN 8 |
| 10 | NO PARKING ON PAVEMENT | 35+20 | RT | R8-1 | 24 | 30 | 5.00 | 1 | 2.5" PST | S | |
| 11 | PETROGLYPH BEACH SHS <— | 39+80 | RT | D7-105L | 48" X 36" X 29" | | 12.00 | 1 | 2.5" PST | S | "PETROGLYPH" ON TOP LINE, "BEACH SHS" ON MIDDLE LINE, LEFT ARROW ON BOTTOM LINE. USE 5" UC C-FONT. WHITE LEGEND ON BROWN BACKGROUND. |
| 12 | STOP | 41+00 | LT | R1-1 | 30 | 30 | 6.25 | 1 | 2.5" PST | N | MOUNT UNDER SIGN 13 |
| 13 | GRAVE ST | 41+00 | LT | D3-1 | 36 | 12 | 3.00 | | | E/W | 6-IN UC/4.5 IN LC C-FONT |
| 14 | PETROGLYPH BEACH SHS <— | 41+90 | LT | D7-105L | 48" X 36" X 29" | | 12.00 | 1 | 2.5" PST | N | "PETROGLYPH" ON TOP LINE, "BEACH SHS" ON MIDDLE LINE, LEFT ARROW ON BOTTOM LINE. USE 5" UC C-FONT. WHITE LEGEND ON BROWN BACKGROUND. |
| 15 | NO PARKING ON PAVEMENT | 44+40 | RT | R8-1 | 24 | 30 | 5.00 | 1 | 2.5" PST | S | |
| 16 | NO PARKING ON PAVEMENT | 46+75 | LT | R8-1 | 24 | 30 | 5.00 | 1 | 2.5" PST | E | |
| 17 | STOP | 47+75 | LT | R1-1 | 30 | 30 | 6.25 | 1 | 2.5" PST | N | |
| 18 | NO PARKING ON PAVEMENT | 49+80 | RT | R8-1 | 24 | 30 | 5.00 | 1 | 2.5" PST | W | |
| 19 | SPEED LIMIT 25 | 57+42 | LT | R2-1 | 30 | 36 | 7.50 | 1 | 2.5" PST | E | |
| NOTE: D3-1 SERIES SIGNS ARE DOUBLE SIDED | | | | | | | | | | | |

627 (6) FIRE HYDRANT RELOCATION

| EXISTING LOCATION | | NEW LOCATION | | REMARKS |
|-------------------|-----------|--------------|----------|---|
| STATION | OFFSET | STATION | OFFSET | |
| 36+54 | 24.47' RT | 36+54 | 30.6 RT | CONSTRUCT HYDRANT PAD, WIDTH = 6', FG: 62.60, SURFACE w/6" BED COURSE |
| 39+36 | 20' RT | 39+36 | 22.5' RT | CONSTRUCT HYDRANT PAD, WIDTH = 6', FG: 63.5, SURFACE w/6" BED COURSE |

627 (10) ADJUSTMENT OF VALVE BOX

| STATION | OFFSET | REMARKS |
|---------|-----------|------------------------------|
| 10+27 | 10.88' RT | ON PAVEMENT |
| 11+44 | 17.97' LT | ON NEW SIDEWALK |
| 12+06 | 21.55' LT | ON NEW SIDEWALK |
| 19+93 | 15.87' RT | DRIVEWAY |
| 19+93 | 16.00' RT | DRIVEWAY |
| 20+00 | 30.73' RT | ON P-7 |
| 22+22 | 17.86' RT | DRIVEWAY |
| 22+23 | 21.30' RT | DRIVEWAY |
| 24+97 | 9.26' RT | DRIVEWAY |
| 25+02 | 17.66' RT | IN DITCH |
| 31+83 | 16.87' RT | SPRING ST - |
| 31+84 | 18.83' RT | SPRING ST - |
| 31+84 | 18.92' RT | SPRING ST - |
| 37+64 | 15.94' RT | DRIVEWAY - WATER FRONT LODGE |
| 36+86 | 13.36' RT | ON PAVEMENT |
| 38+36 | 23.70' RT | IN DITCH |
| 41+91 | 8.27' RT | ON PAVEMENT |
| 41+93 | 5.10' RT | ON PAVEMENT |
| 44+30 | 13.50' RT | ON PAVEMENT |
| 44+31 | 9.80' RT | ON PAVEMENT |
| 50+85 | 16.14' RT | IN DITCH |
| 50+86 | 15.71' RT | IN DITCH |
| 55+27 | 19.58' RT | IN DITCH |
| 55+30 | 17.41' RT | IN DITCH |



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AND PEDESTRIAN ACCESS**

SUMMARIES

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 DATE 6/21/2017 1:41 PM LAYOUT D6
 DESIGNED D.B., D.L.
 CHECKED K.K.
 DRAFTED R.G.

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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | D7 | 7 |

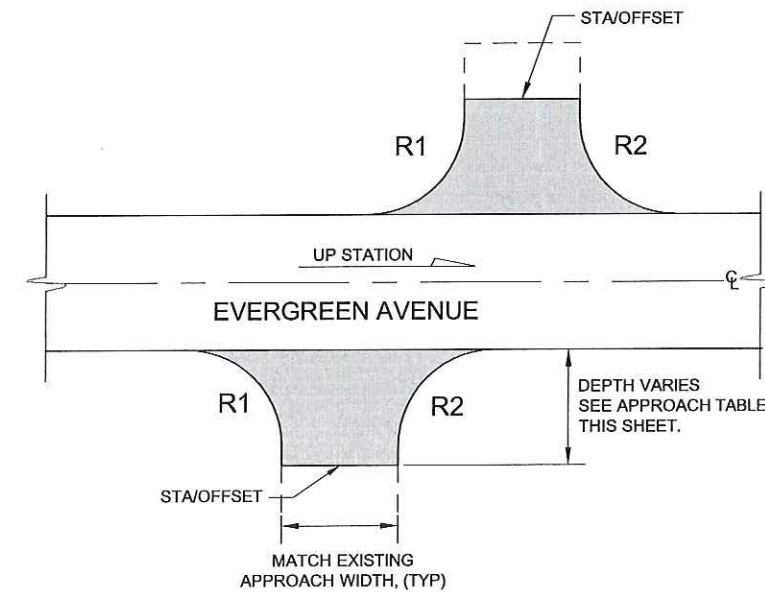
| 639 (3) APPROACH | | | | | | |
|------------------|--------|-------|--------|----|----------------|--|
| STATION | OFFSET | | RADIUS | | DRIVEWAY WIDTH | REMARKS |
| | LT | RT | R1 | R2 | | |
| 11+18 | | 19.9' | 0 | 0 | 31 | WITH GUTTER - DRIVEWAY |
| 11+95 | | 19.8' | 6 | 10 | 12 | DRIVEWAY |
| 12+84 | | 20.0' | 6 | 6 | 14 | DRIVEWAY |
| 13+34 | | 20.1' | 0 | 0 | 24 | WITH GUTTER - DRIVEWAY |
| 15+11 | | 29.7' | 6 | 6 | 48 | WITH GUTTER - DRIVEWAY |
| 19+85 | | 29.1' | - | - | 19 | SEE SECTION 642 OF SPECIAL PROVISIONS - DRIVEWAY |
| 20+34 | | 27.9' | - | - | 28 | SEE SECTION 642 OF SPECIAL PROVISIONS - DRIVEWAY |
| 21+27 | | 22.0' | 6 | 6 | 34 | DRIVEWAY |
| 22+27 | | 20.6' | 6 | 6 | 17 | DRIVEWAY |
| 22+84 | | 22.0 | 6 | 6 | 20 | DRIVEWAY |
| 25+23 | | 23.1' | 6 | 6 | 23 | DRIVEWAY |
| 26+21 | | 20.0' | 6 | 6 | 29 | DRIVEWAY |
| 27+14 | | 20.0' | 3 | 3 | 18 | DRIVEWAY |
| 28+04 | | 19.1' | 0 | 0 | 36 | WITH GUTTER - DRIVEWAY |
| 29+86 | | 19.8' | 0 | 0 | 37 | WITH GUTTER - DRIVEWAY |
| 30+92 | | 22.0' | 0 | 0 | 15 | WITH GUTTER - DRIVEWAY |
| 31+46 | | 23.0' | 0 | 0 | 18 | WITH GUTTER - DRIVEWAY |
| 31+86 | | 38.0' | 18 | 18 | 21 | SPRING STREET |
| 35+84 | | 44.2' | 20 | 20 | 32 | STOUGH'S 1 TRAILER COURT |
| 36+89 | | 59.9' | 20 | 20 | 27 | STOUGH'S 2 TRAILER COURT |
| 38+01 | | 18.0' | 3 | 3 | 14 | DRIVEWAY |
| 38+76 | | 21.0' | 6 | 6 | 14 | DRIVEWAY |
| 39+51 | | 19.6' | 6 | 3 | 16 | DRIVEWAY |
| 41+00 | | 24.0' | 3 | 6 | 9 | DRIVEWAY |
| 41+64 | 25.0' | | 5 | 10 | 27 | DRIVEWAY |
| 42+18 | 31.7' | | 10 | 10 | 20 | DRIVEWAY |
| 42+59 | 30.2' | | 10 | 10 | 20 | DRIVEWAY |
| 44+20 | 27.4' | | 10 | 10 | 10 | DRIVEWAY |
| 44+25 | | 21.5' | 10 | 10 | 22 | DRIVEWAY |
| 44+81 | 26.9' | | 10 | 10 | 15 | DRIVEWAY |
| 45+01 | | 22.0' | 3 | 3 | 16 | DRIVEWAY |
| 45+41 | | 18.0' | 3 | 3 | 27 | DRIVEWAY |
| 45+47 | 30.5' | | 6 | 6 | 16 | DRIVEWAY |
| 46+02 | 18.5' | | 6 | 6 | 11 | DRIVEWAY |
| 46+21 | | 18.0' | 3 | 3 | 15 | DRIVEWAY |
| 46+54 | 25.8' | | 6 | 6 | 9 | DRIVEWAY |
| 47+80 | | 26.1 | 10 | 10 | 38 | DRIVEWAY |
| 47+97 | 20.0' | | 6 | 6 | 48 | THIRD AVE |
| 48+52 | 20.0' | | 6 | 6 | 22 | DRIVEWAY |
| 48+55 | | 17.9' | 6 | 6 | 17 | DRIVEWAY |
| 49+09 | | 18.1 | 6 | 6 | 20 | DRIVEWAY |
| 49+30 | 20.0' | | 6 | 6 | 27 | DRIVEWAY |
| 49+60 | | 17.7' | 6 | 6 | 19 | DRIVEWAY |
| 49+90 | 20.0' | | 6 | 6 | 15 | DRIVEWAY |
| 50+10 | | 22.0' | 3 | 3 | 17 | DRIVEWAY |
| 51+10 | 33.2' | | 6 | 6 | 10 | DRIVEWAY |
| 51+18 | | 27.3' | 3 | 3 | 20 | DRIVEWAY |
| 52+16 | 25.0' | | 6 | 6 | 20 | DRIVEWAY |
| 52+19 | | 18.0' | 3 | 3 | 33 | DRIVEWAY |

STATION/OFFSET GIVEN IS TO CENTER OF DRIVEWAY.

| 639 (3) APPROACH | | | | | | |
|------------------|--------|-------|--------|----|----------------|---------------------|
| STATION | OFFSET | | RADIUS | | DRIVEWAY WIDTH | REMARKS |
| | LT | RT | R1 | R2 | | |
| 53+46 | | 24.0' | 3 | 0 | 9 | DRIVEWAY |
| 53+83 | | 26.0' | 0 | 3 | 34 | DRIVEWAY |
| 53+92 | 34.0' | | 6 | 6 | 20 | CONCRETE - DRIVEWAY |
| 54+26 | | 25.0' | 3 | 3 | 11 | DRIVEWAY |
| 54+48 | 31.4' | | 6 | 6 | 18 | CONCRETE - DRIVEWAY |
| 54+76 | | 18.0' | 3 | 3 | 26 | DRIVEWAY |
| 55+74 | 32.7' | | 6 | 6 | 16 | CONCRETE - DRIVEWAY |

642 (8,11) ADJUST EXISTING MONUMENT & CASE

| STATION | OFFSET | REMARKS |
|---------|----------|---------|
| 12+01 | 0.14' LT | |
| 16+15 | 0.16' RT | |
| 16+64 | 0.76' RT | |
| 19+77 | 0.09' LT | |
| 20+14 | 0.25' RT | |
| 21+05 | 0.94' RT | |
| 22+68 | 0.15' RT | |
| 26+10 | 0.46' LT | |
| 27+59 | 0.42' LT | |
| 31+29 | 0.28' RT | |
| 33+12 | 0.02' LT | |
| 34+88 | 0.18' RT | |
| 35+62 | 0.34' RT | |
| 37+82 | 0.22' RT | |
| 41+17 | 0.22' RT | |
| 44+72 | 0.66' RT | |
| 47+96 | 0.50' LT | |
| 51+96 | 1.87' LT | |
| 54+96 | 2.05' RT | |



APPROACH / DRIVEWAY APRON DETAIL

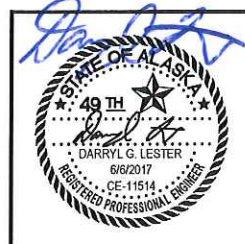
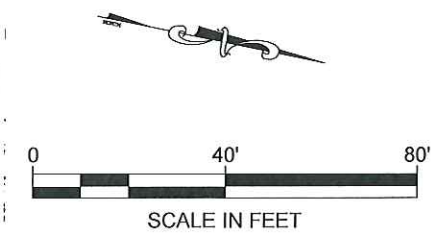
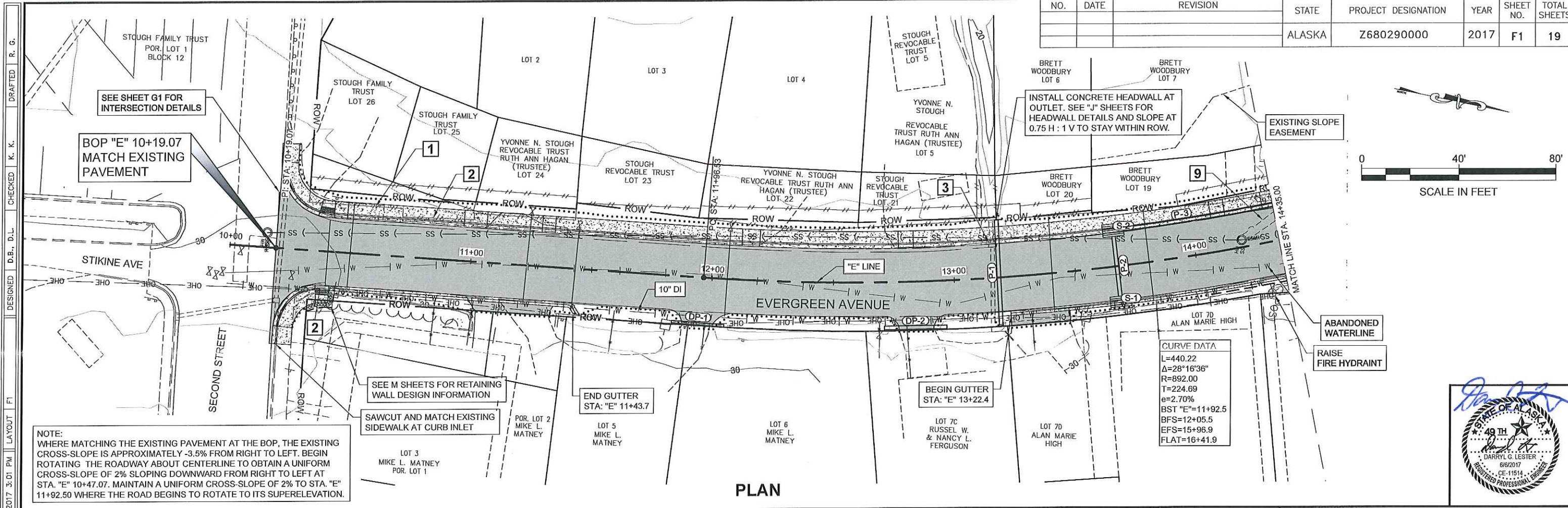
NTS



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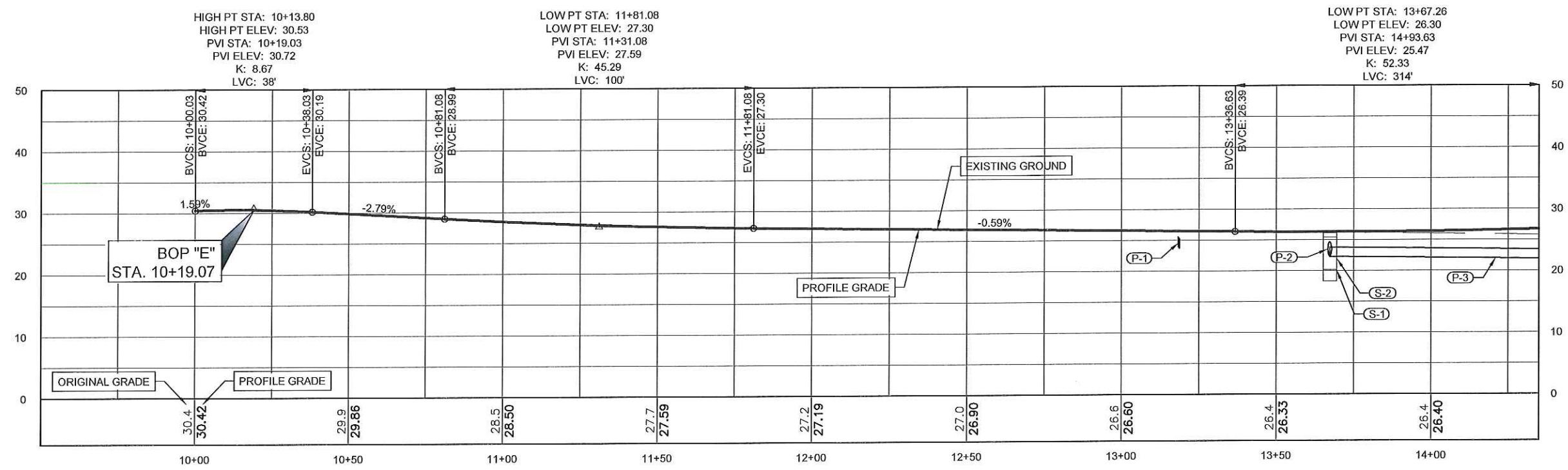
SUMMARIES

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F1 | 19 |



NOTE:
WHERE MATCHING THE EXISTING PAVEMENT AT THE BOP, THE EXISTING CROSS-SLOPE IS APPROXIMATELY -3.5% FROM RIGHT TO LEFT. BEGIN ROTATING THE ROADWAY ABOUT CENTERLINE TO OBTAIN A UNIFORM CROSS-SLOPE OF 2% SLOPING DOWNWARD FROM RIGHT TO LEFT AT STA. "E" 10+47.07. MAINTAIN A UNIFORM CROSS-SLOPE OF 2% TO STA. "E" 11+92.50 WHERE THE ROAD BEGINS TO ROTATE TO ITS SUPERELEVATION.

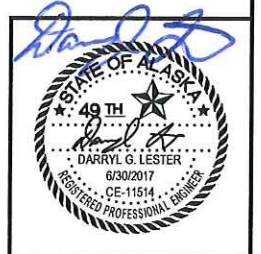
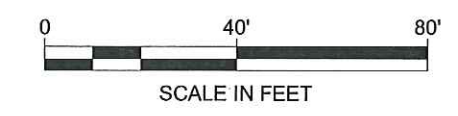
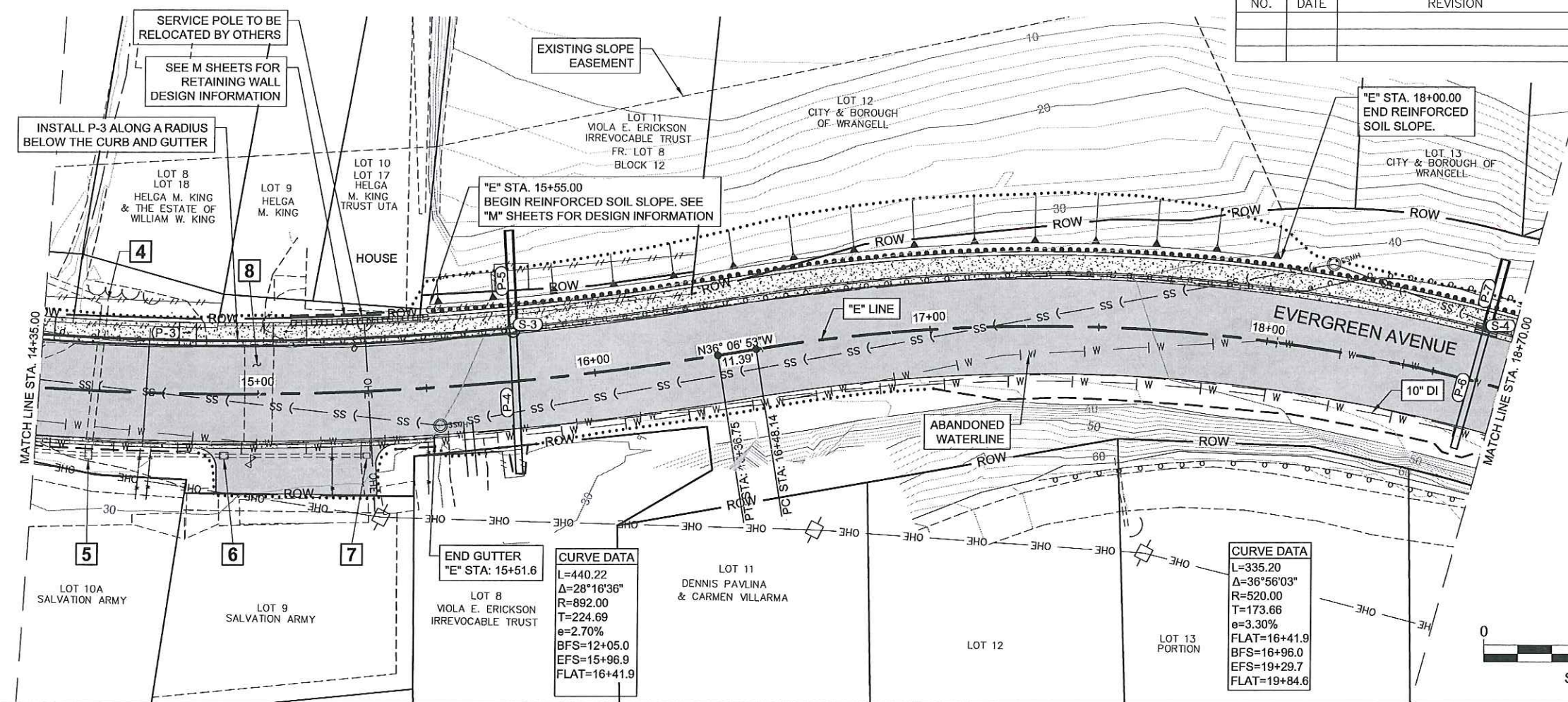
PLAN & PROFILE



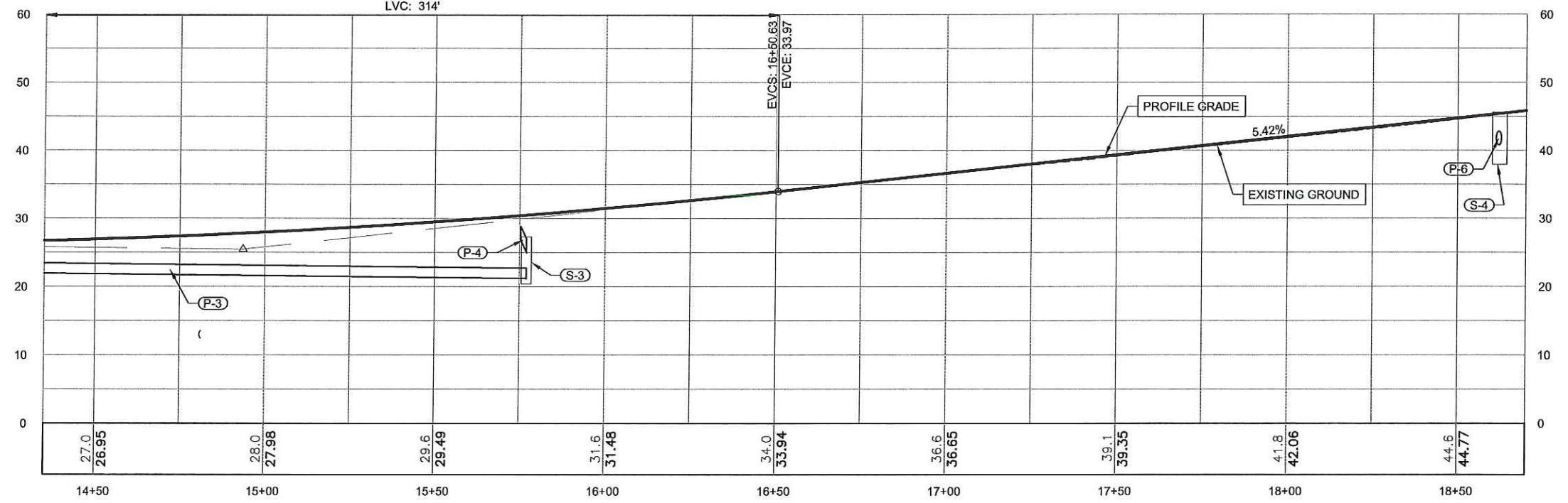
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 DESIGNED: D.B., D.L. CHECKED: K.K. DRAFTED: R.G.

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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F2 | 19 |



LOW PT STA: 13+67.26
 LOW PT ELEV: 26.30
 PVI STA: 14+93.63
 PVI ELEV: 25.47
 K: 52.33
 LVC: 314'

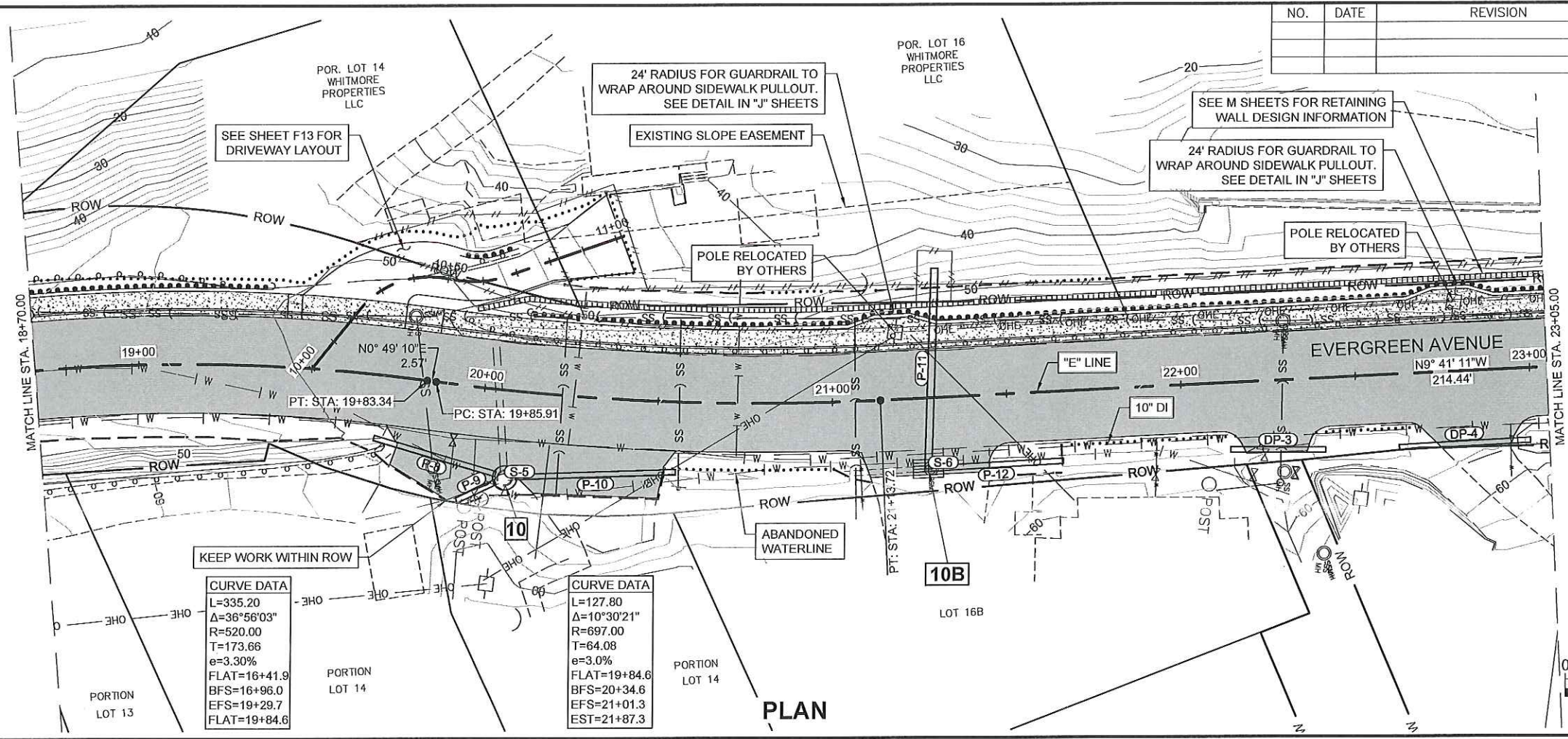


PLAN & PROFILE

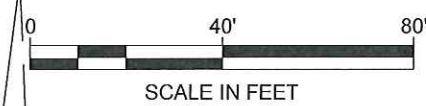
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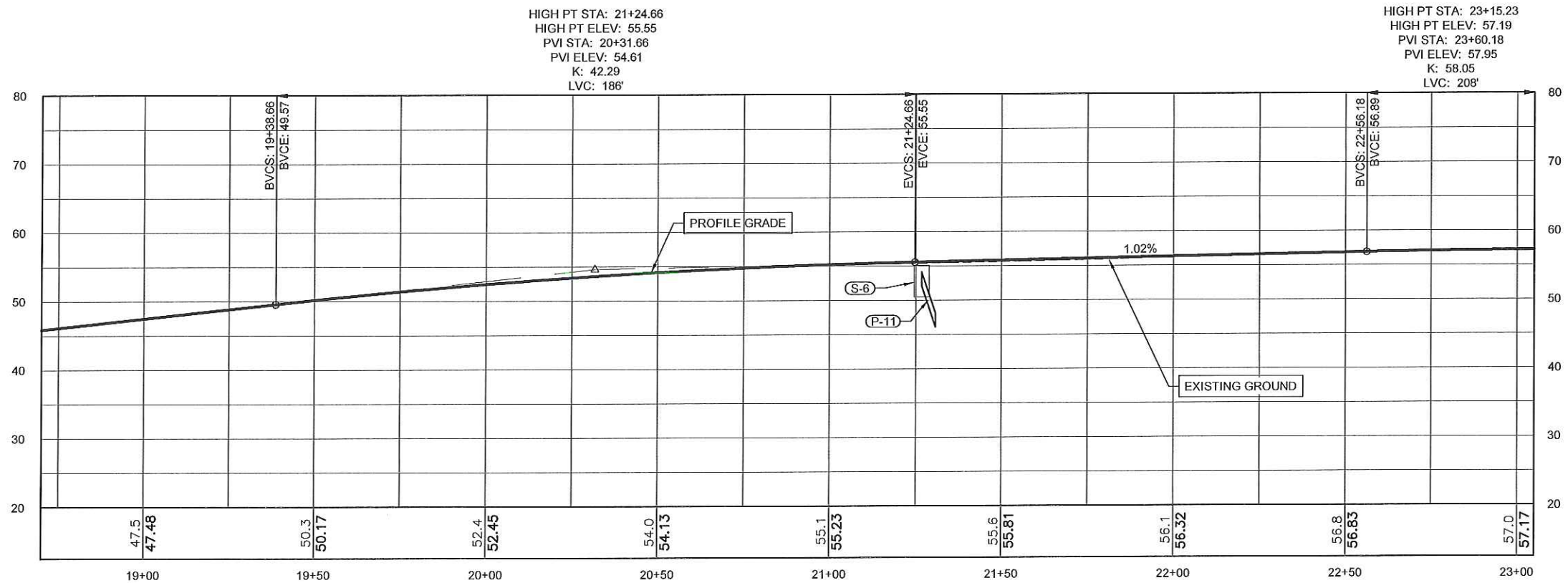
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| | | | ALASKA | Z680290000 | 2017 | F3 | 19 |



PLAN



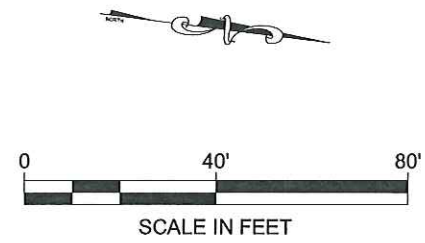
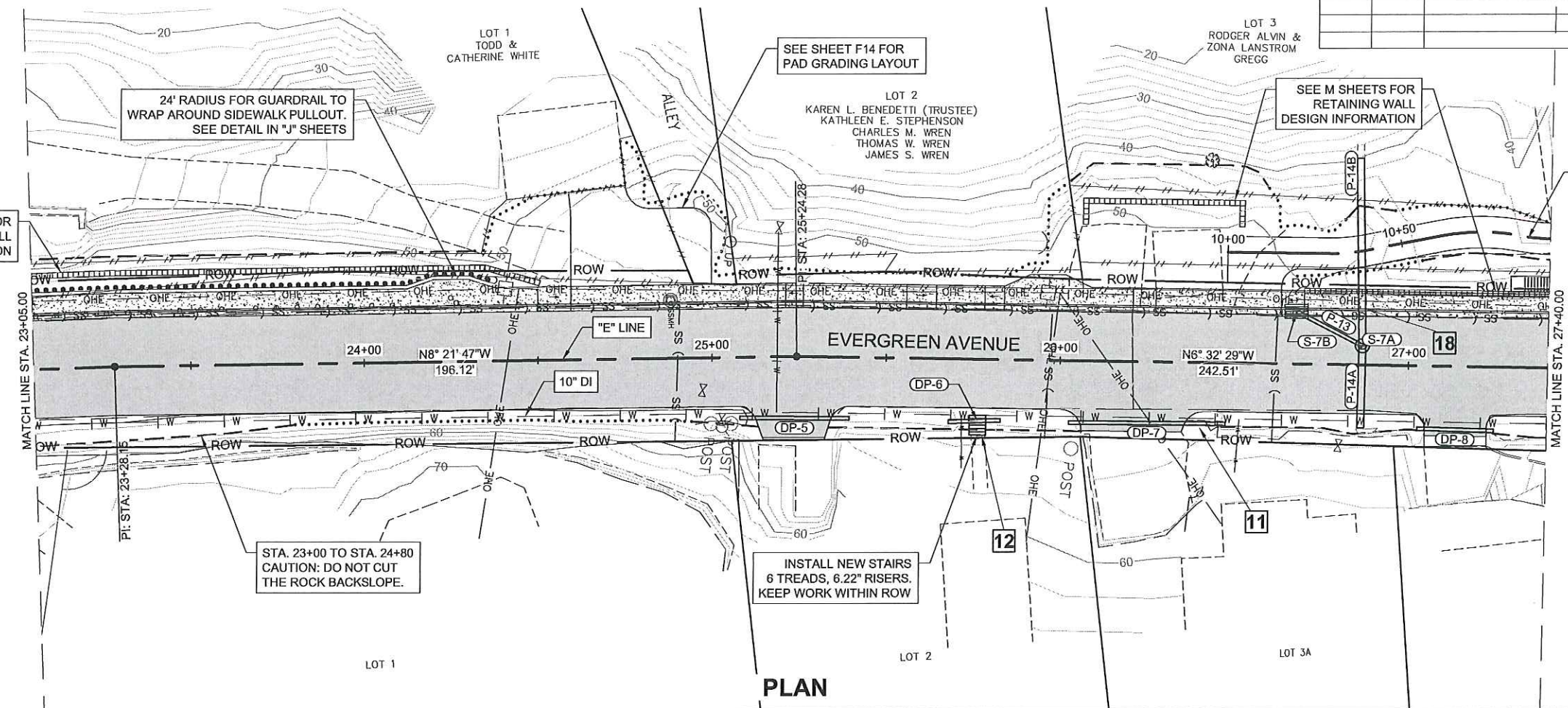
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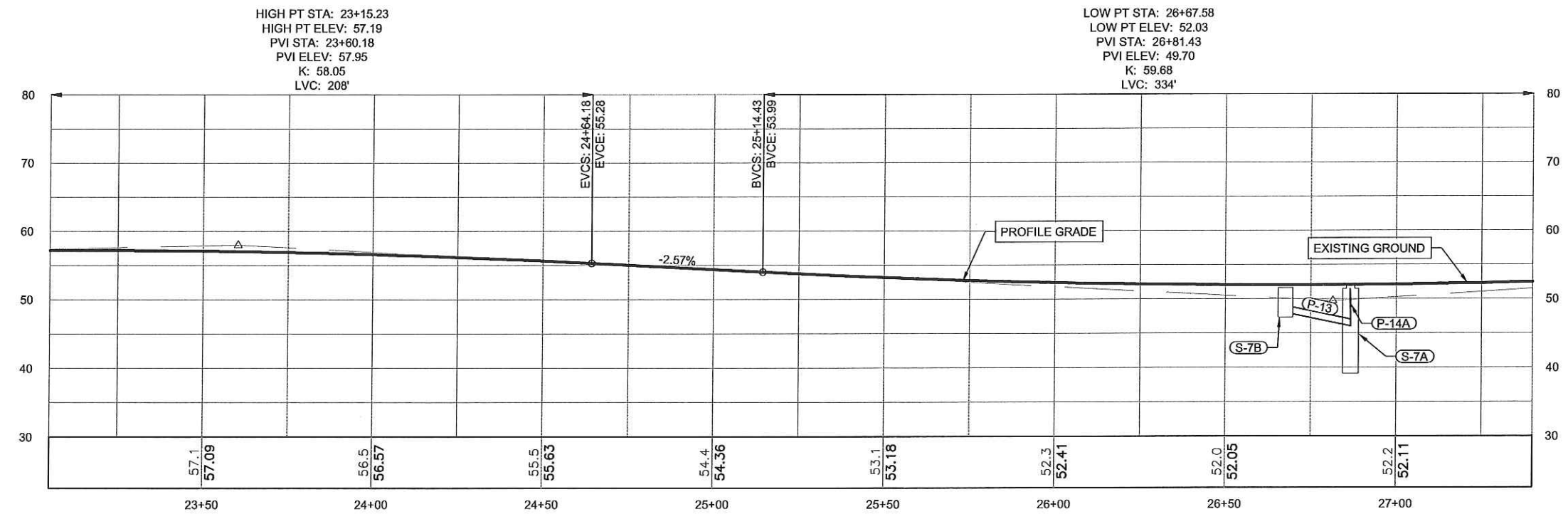
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F4 | 19 |

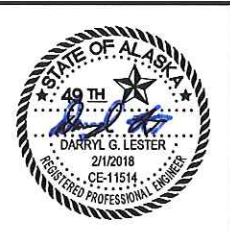
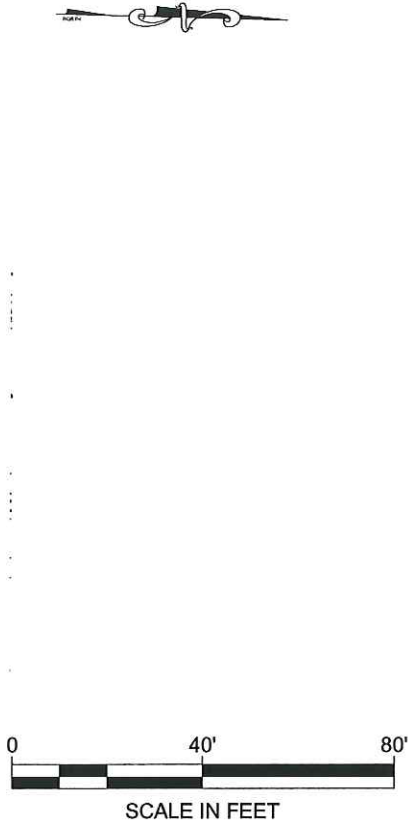
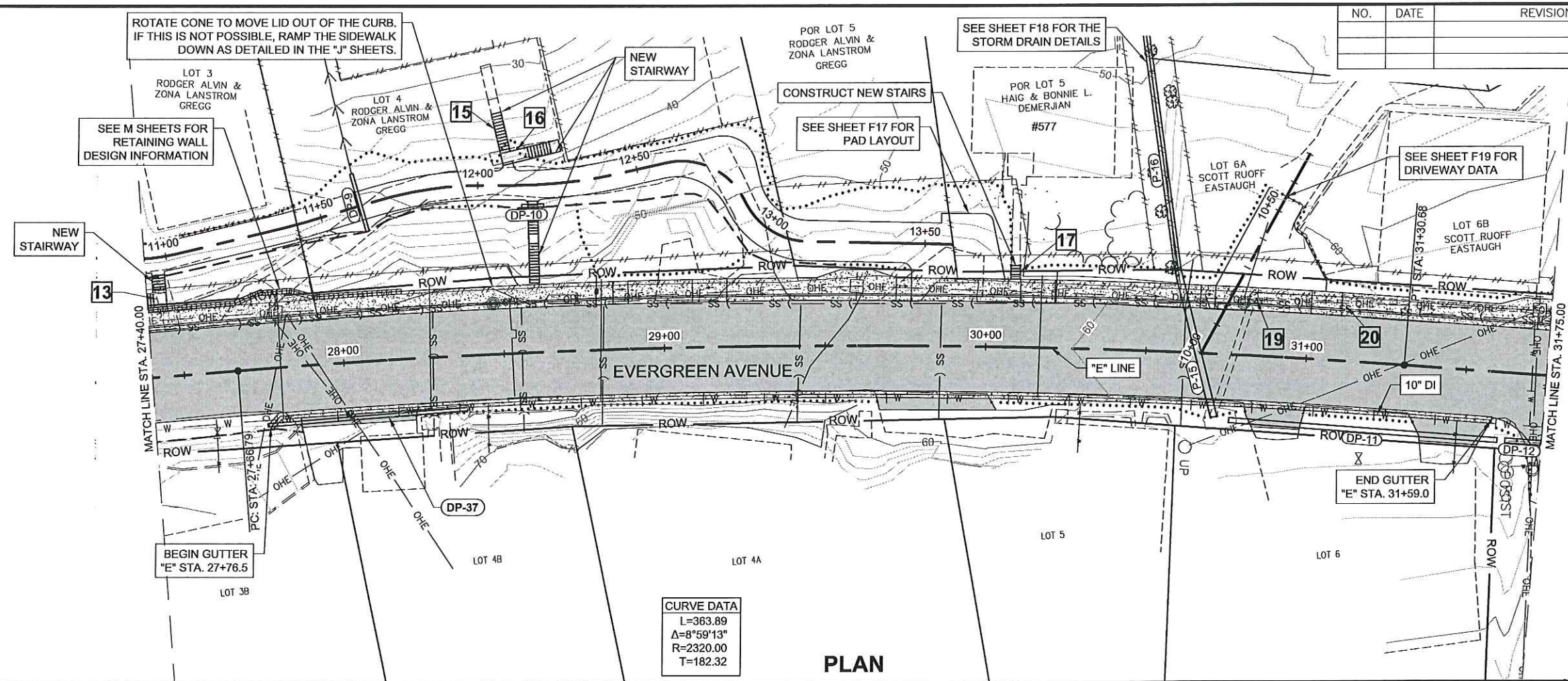


PLAN & PROFILE

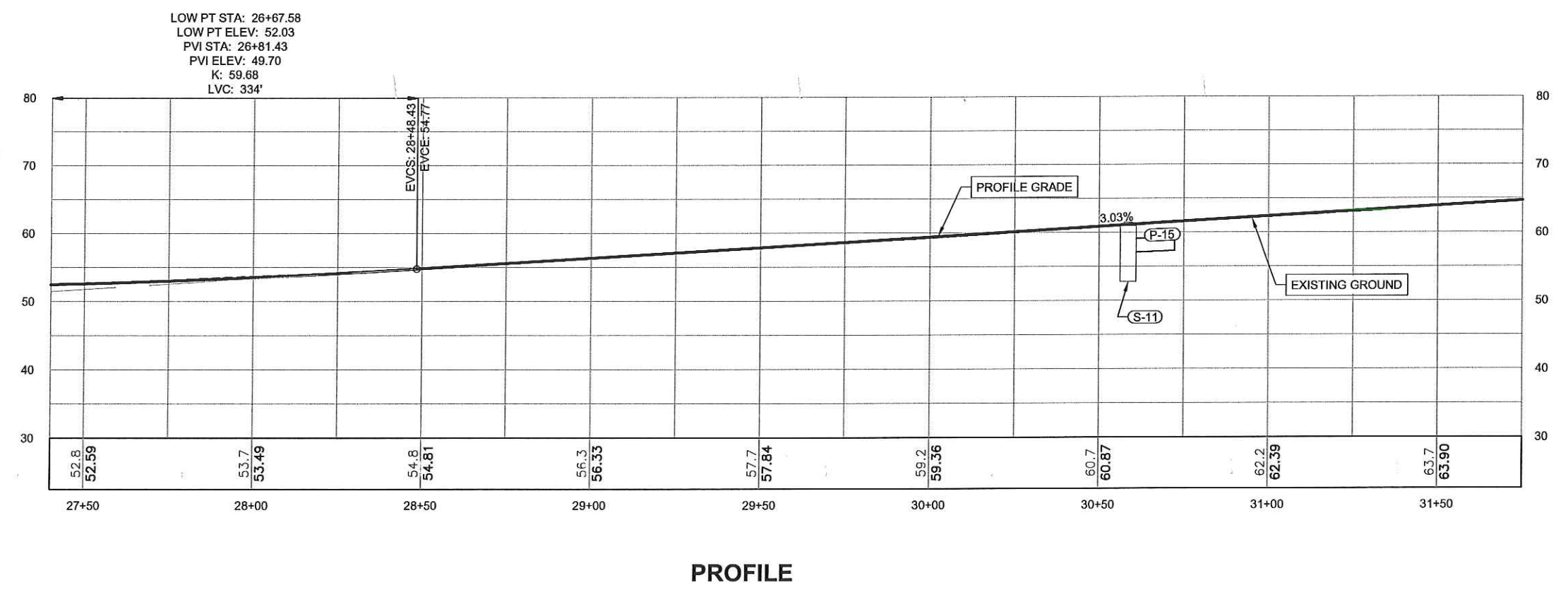


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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F5 | 19 |

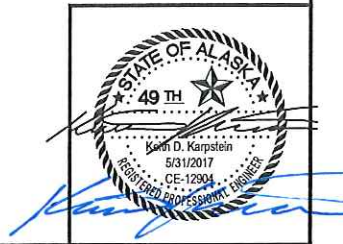
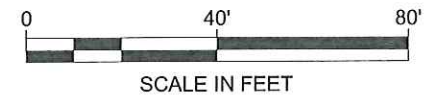
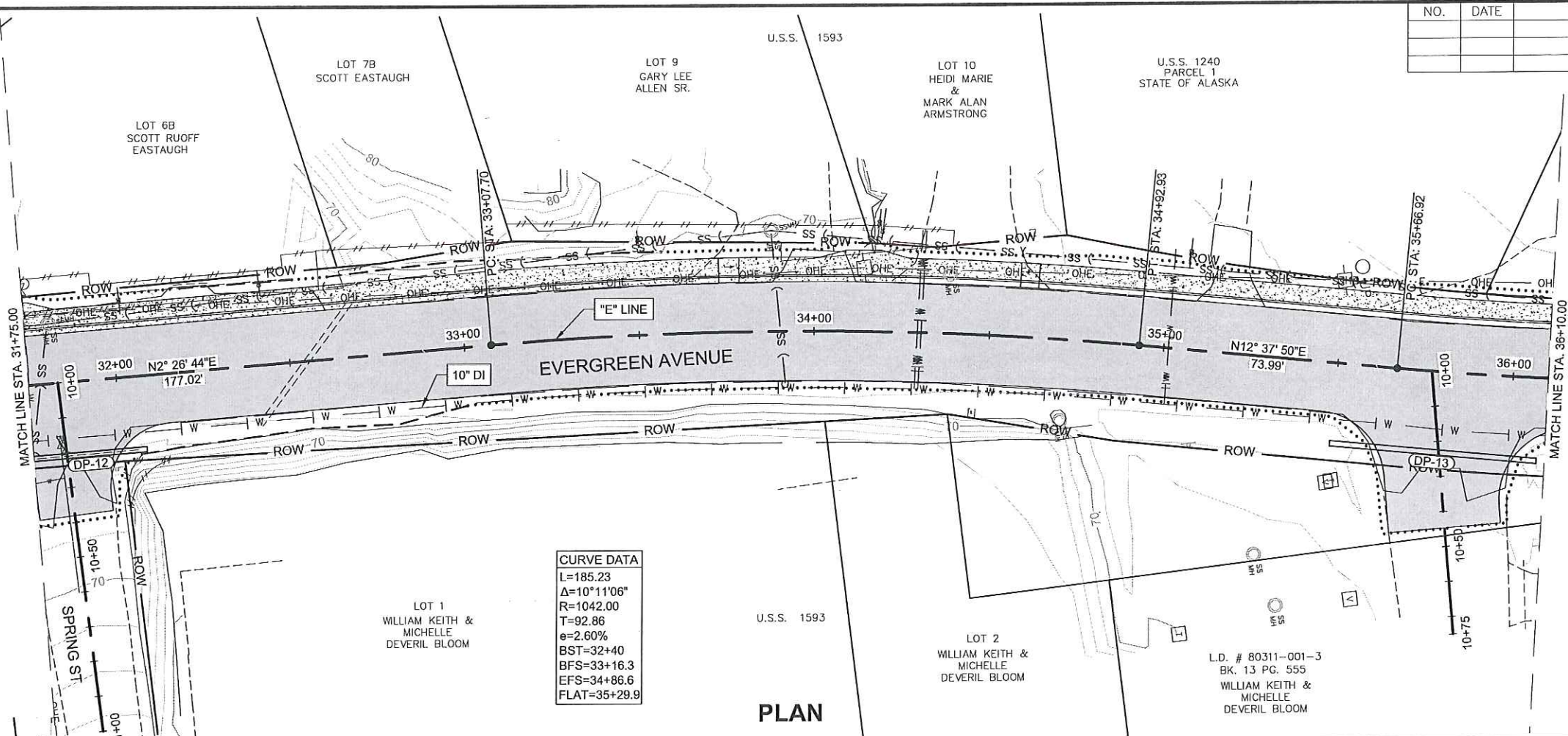


PLAN & PROFILE



| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F6 | 19 |

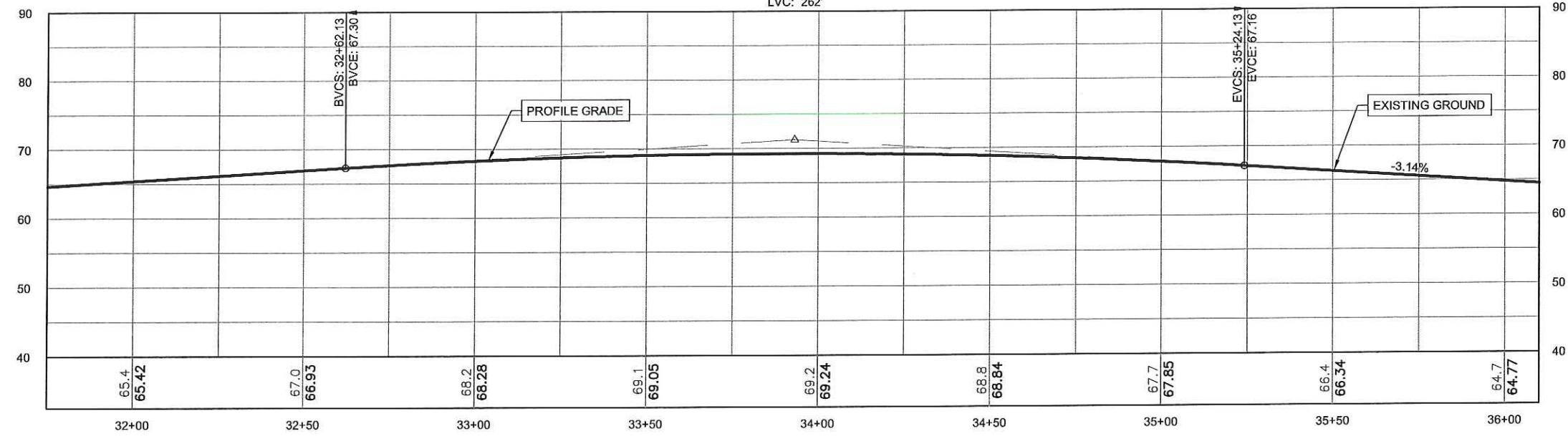
FILE c:\wrg\68029\Plans\68029_F1-F12_P&P.DWG
 DATE 5/31/2017 2:44 PM LAYOUT F6
 DESIGNED D.B., D.L.
 CHECKED K. K.
 DRAFTED R. G.



PLAN

PLAN & PROFILE

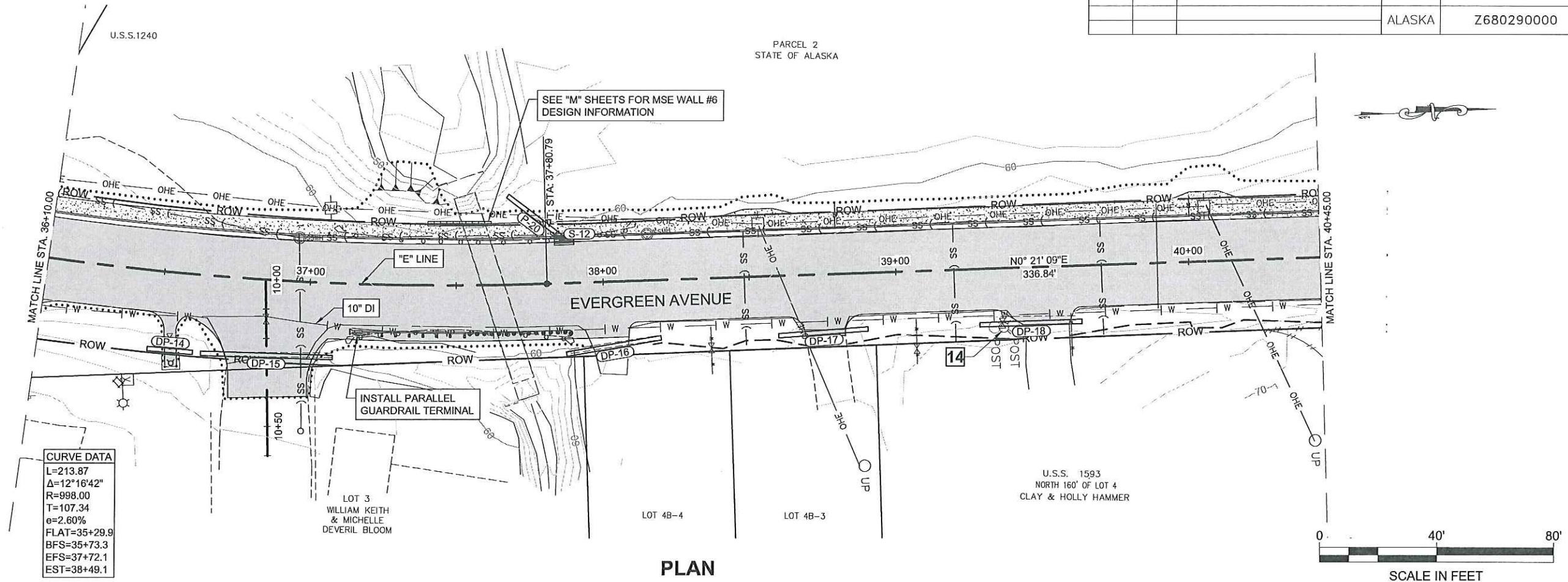
HIGH PT STA: 33+90.79
 HIGH PT ELEV: 69.25
 PVI STA: 33+93.13
 PVI ELEV: 71.27
 K: 42.46
 LVC: 262'



PROFILE

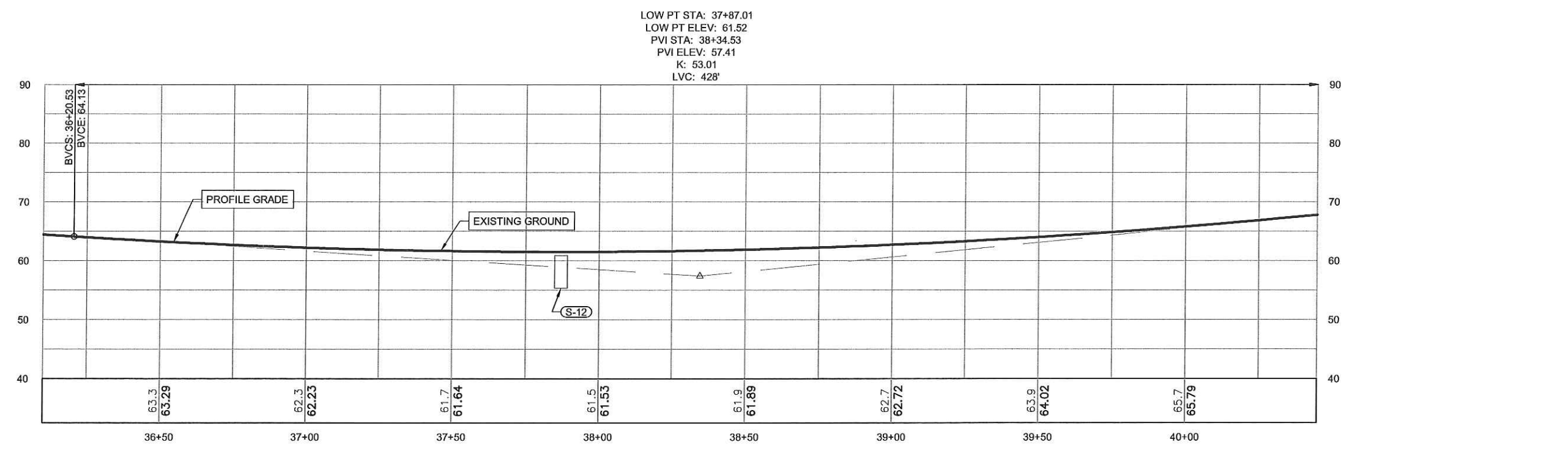
FILE Q:\Wg\68029\PlanSet\68029_F1-F12_P&P.DWG DATE 6/27/2017 10:07 AM LAYOUT F7 DESIGNED D.B., D.L. CHECKED K. K. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F7 | 19 |



PLAN

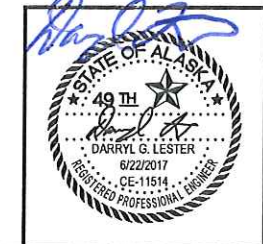
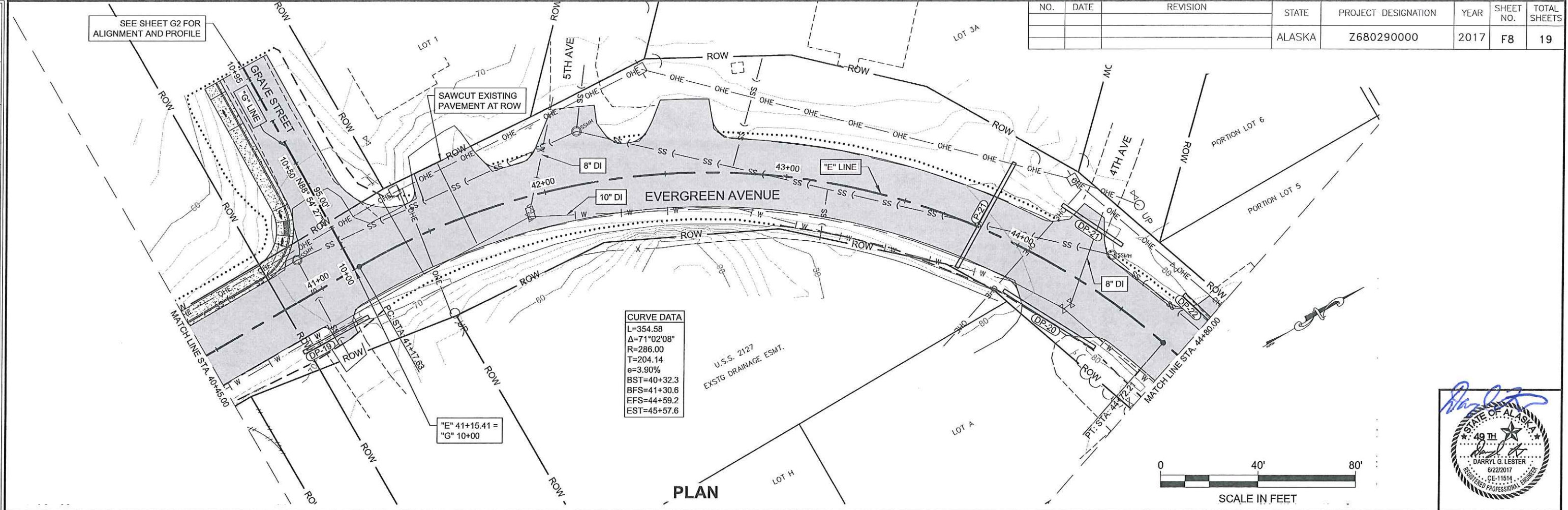
PLAN & PROFILE



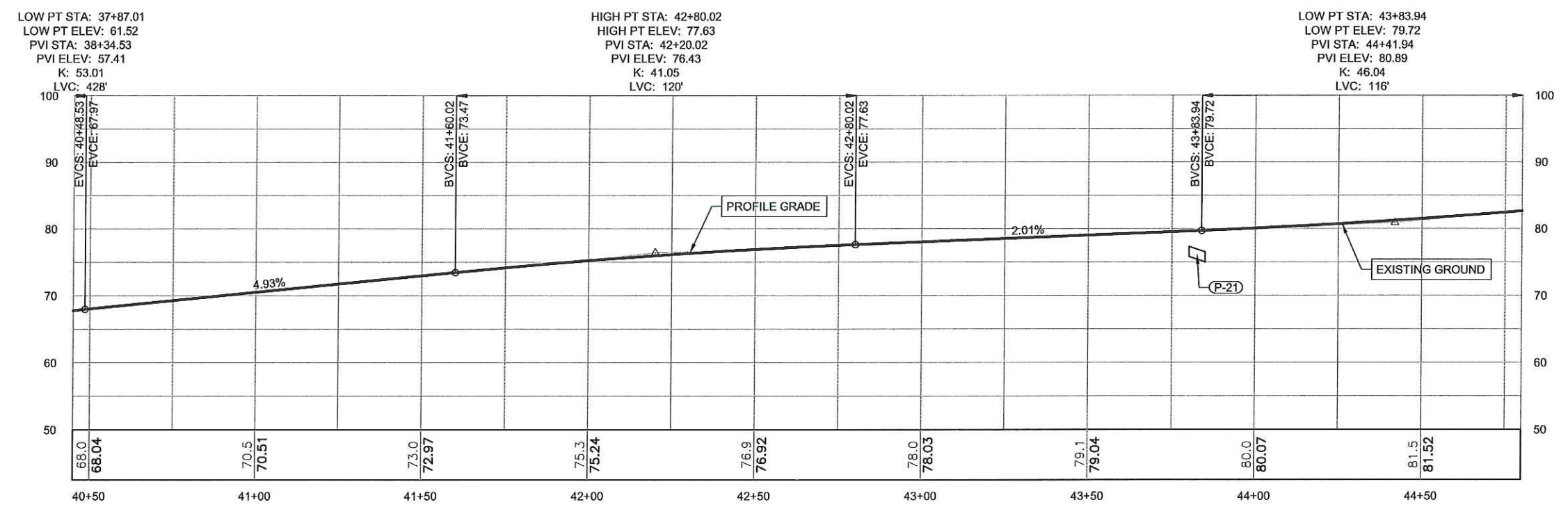
PROFILE

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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F8 | 19 |



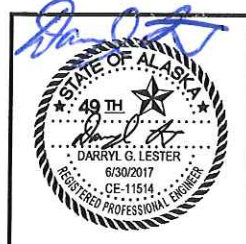
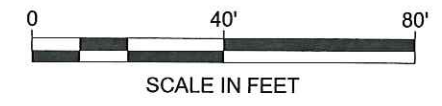
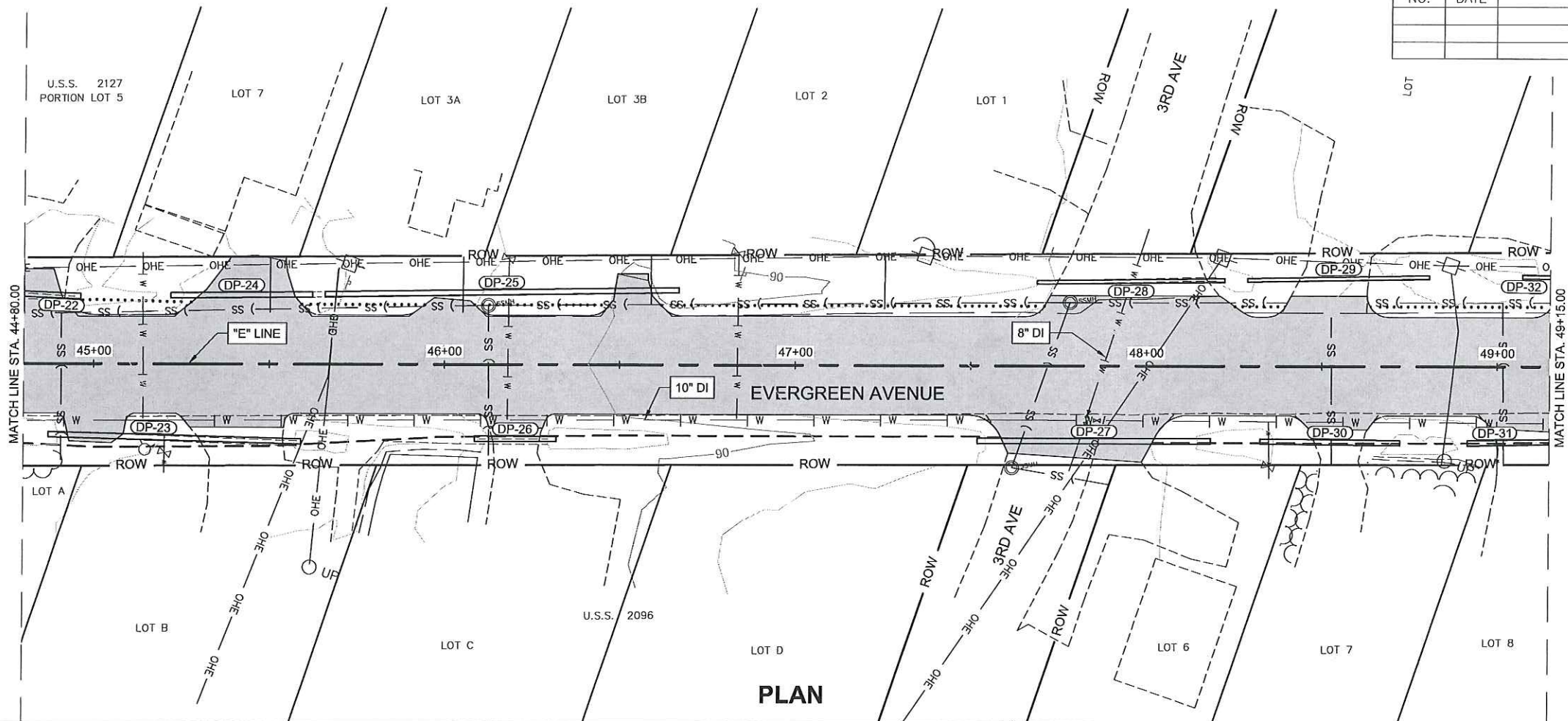
PLAN & PROFILE



PROFILE

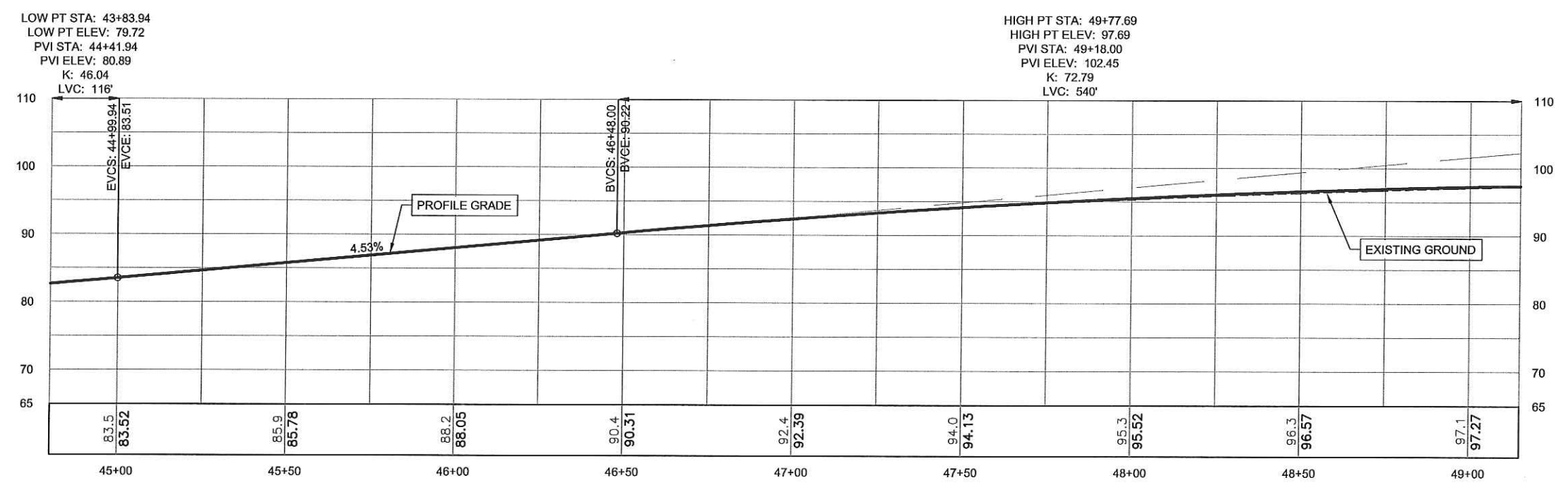
FILE C:\wrg\68029\Planset\68029_F1-F12_P&P.DWG DATE 6/30/2017 12:47 PM LAYOUT F9 DESIGNED D.B., D.L. CHECKED K. K. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F9 | 19 |



PLAN

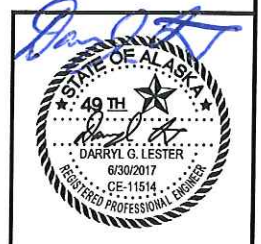
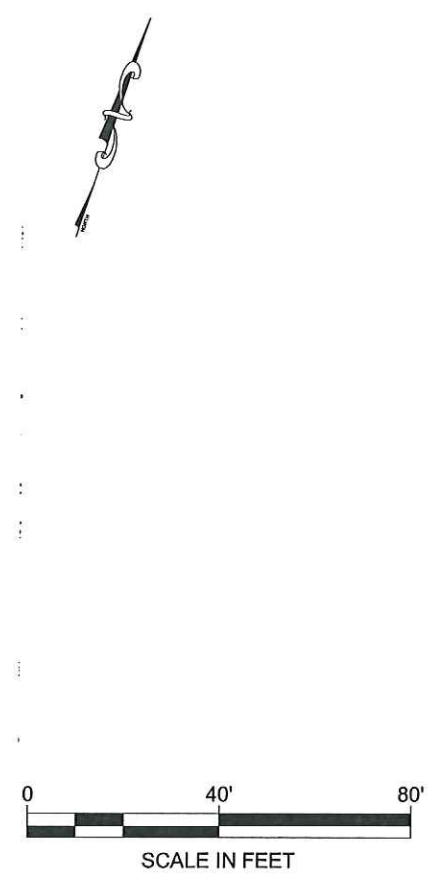
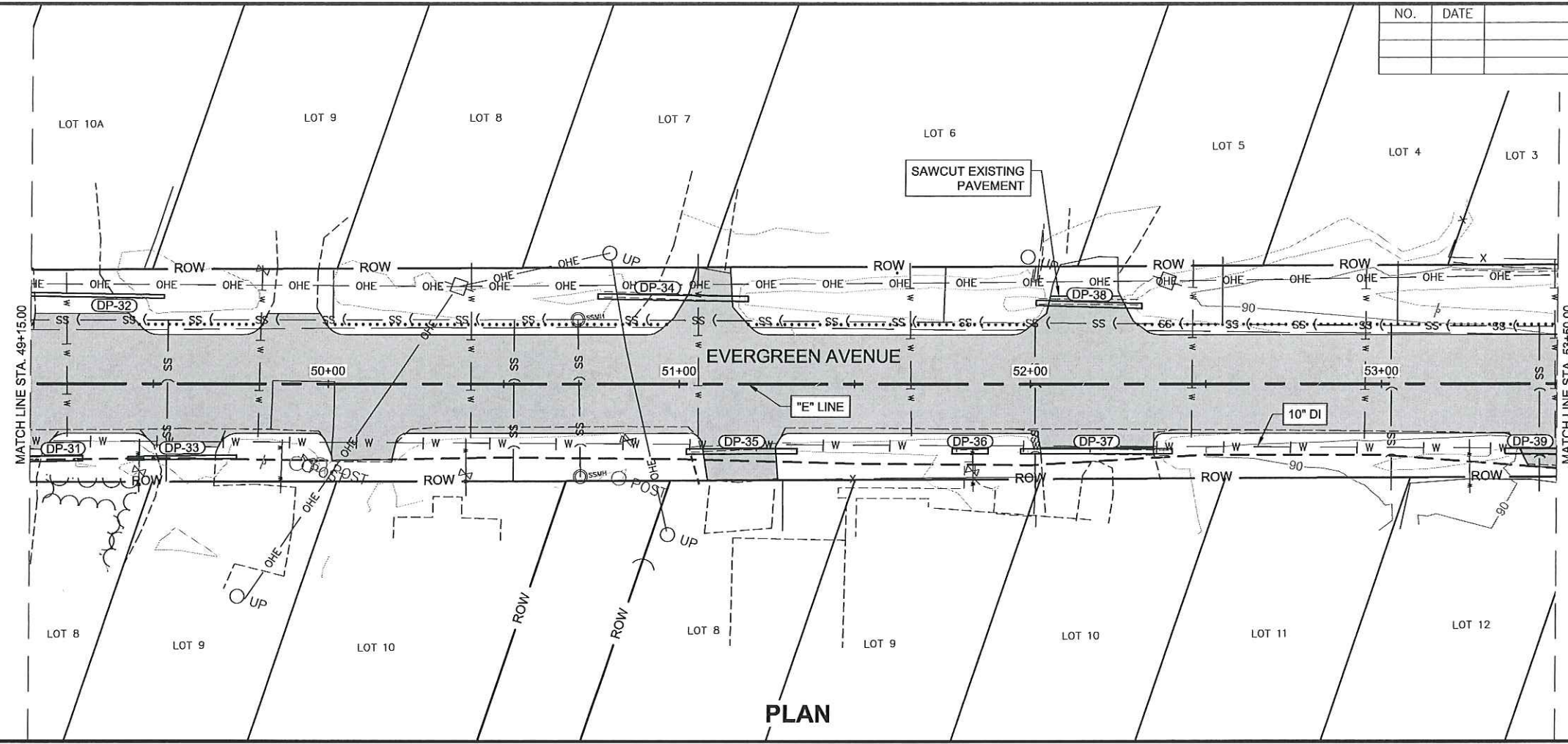
PLAN & PROFILE



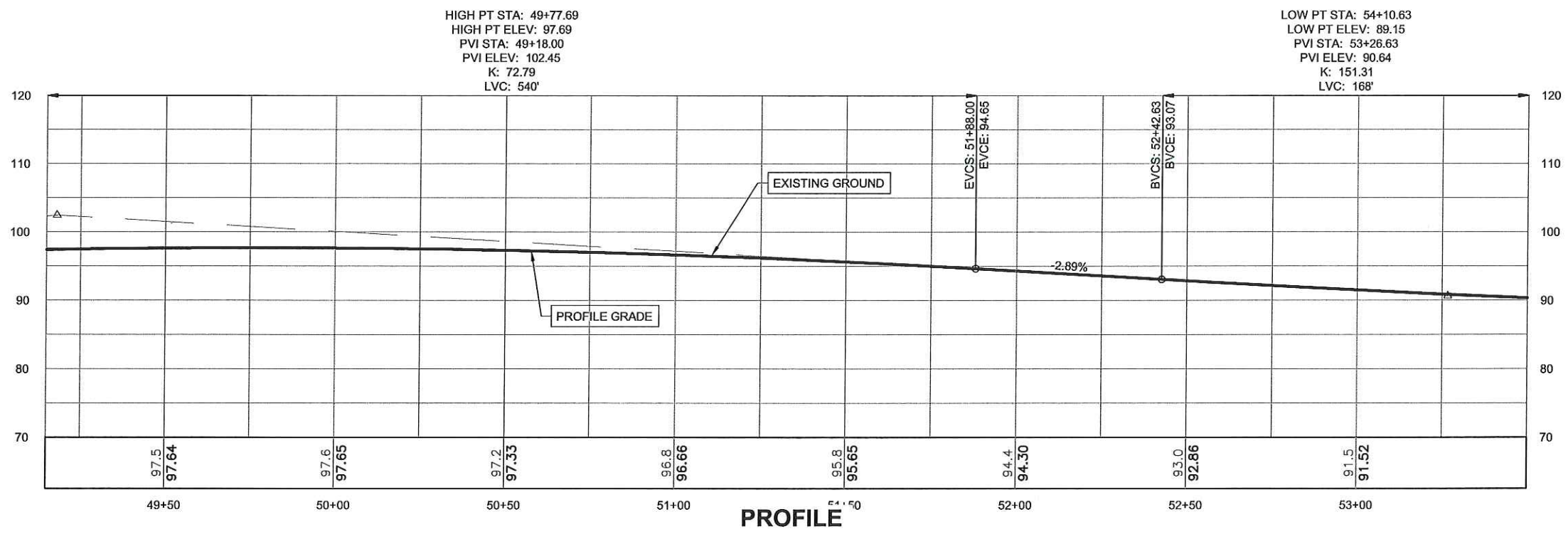
PROFILE

FILE Q:\Wg\68029\Planset\68029_F1-F12_P&P.DWG DATE 6/30/2017 12:47 PM LAYOUT F10 DESIGNED D.B., D.L. CHECKED K. K. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F10 | 19 |



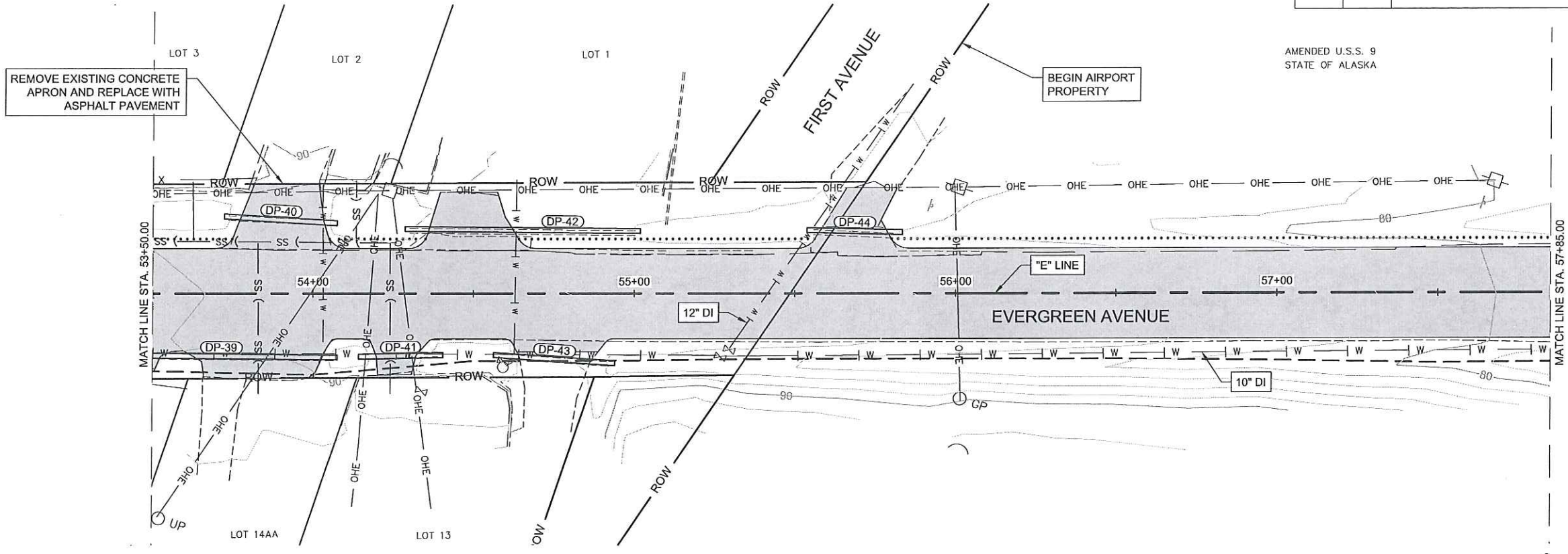
PLAN & PROFILE



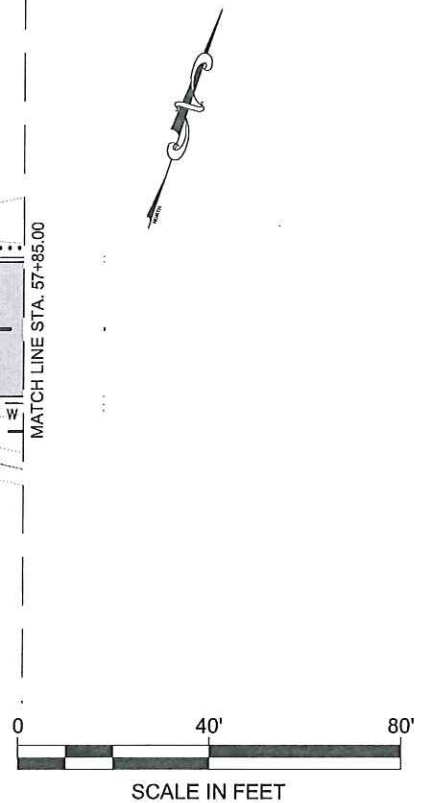
PROFILE

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | F11 | 19 |

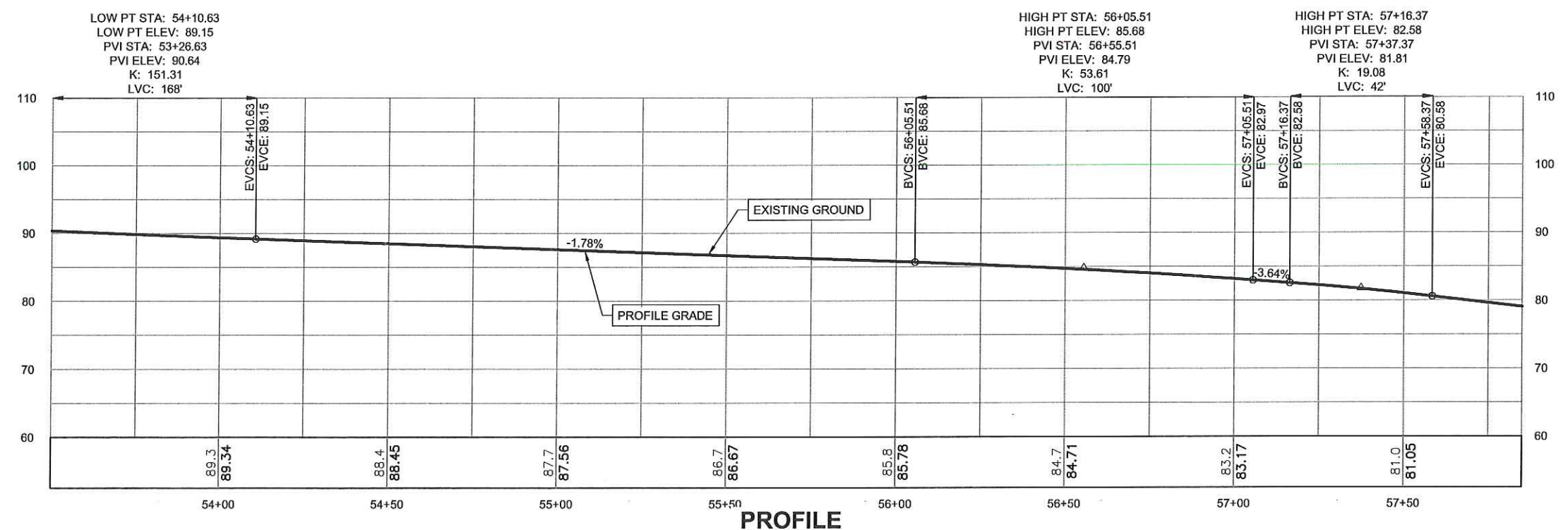
FILE Q: \\wq\68029\Planset\68029_F1-F12_P&P.DWG
 DATE 6/22/2017 1:02 PM LAYOUT F11 DESIGNED D.B., D.L. CHECKED K. K. DRAFTED R. G.



PLAN



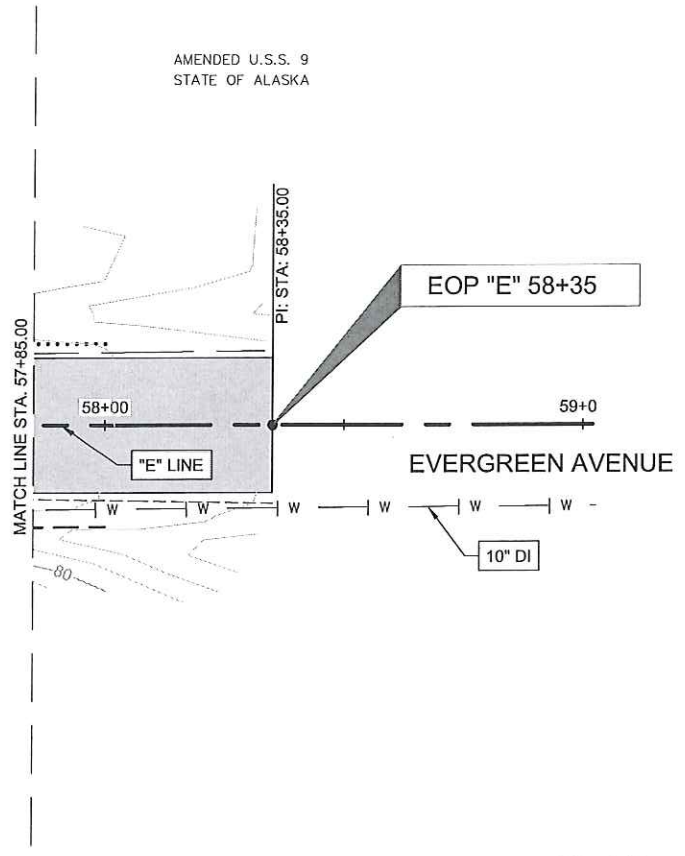
PLAN & PROFILE



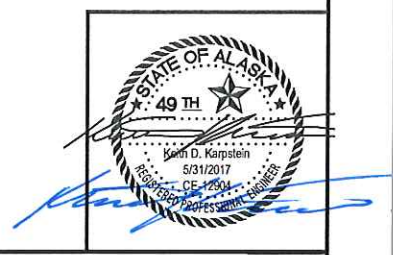
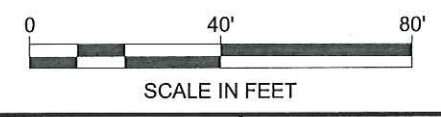
PROFILE

FILE C:\wrg\68029\Planset\68029_F1-F12_P&P.DWG DATE 5/31/2017 2:45 PM LAYOUT F12 DESIGNED D.B., D.L. CHECKED K. K. DRAFTED R. G.

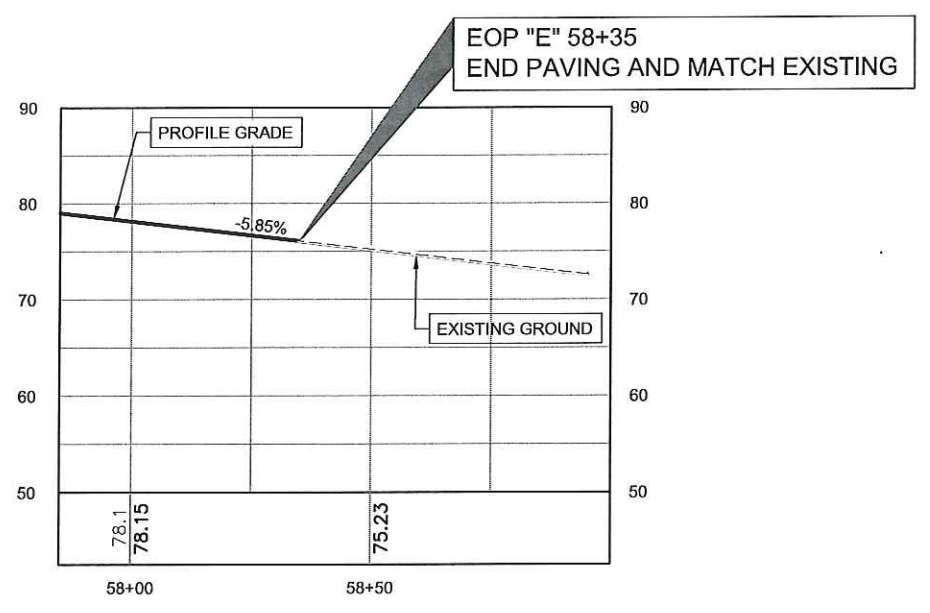
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F12 | 19 |



PLAN



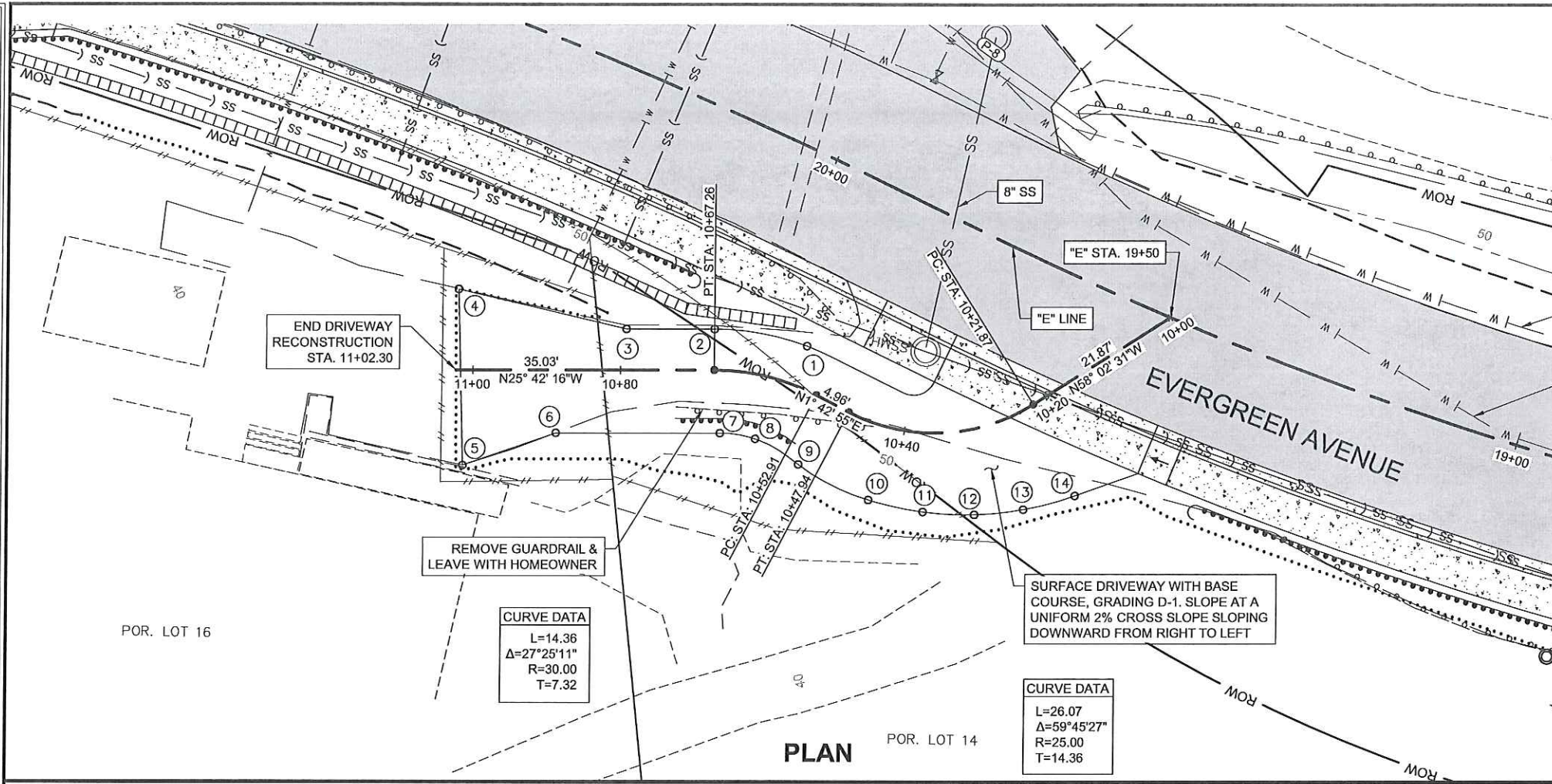
PLAN & PROFILE



PROFILE

FILE Q:\Wrg\68029\Plans\68029_F13-Dwy P&P.dwg DATE 6/22/2017 1:31 PM LAYOUT F13 DESIGNED K. K., D.L. CHECKED K. K., D.L. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F13 | 19 |



10" DI

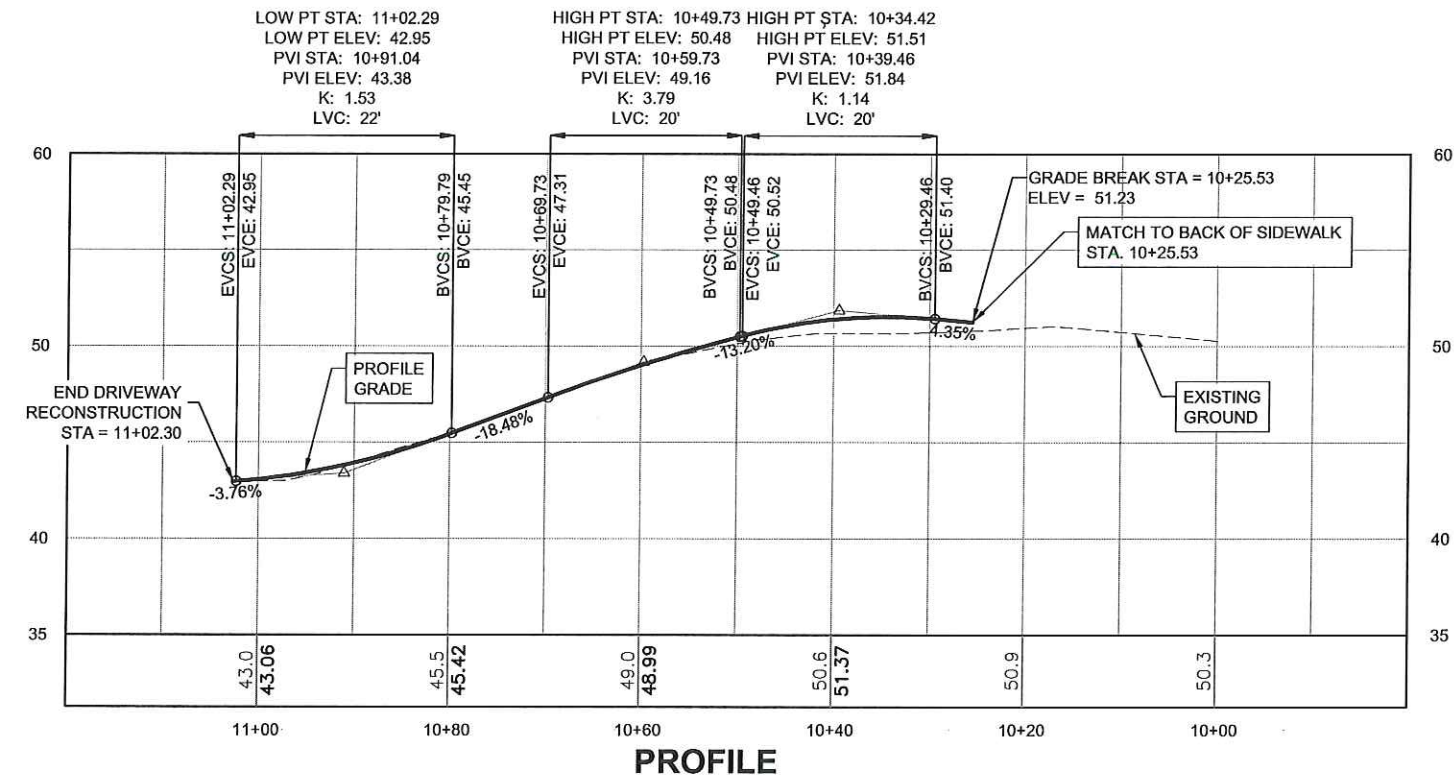
ABANDONED WATERLINE

EVERGREEN AVENUE

SCALE IN FEET

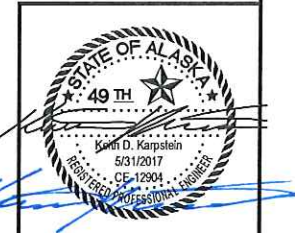
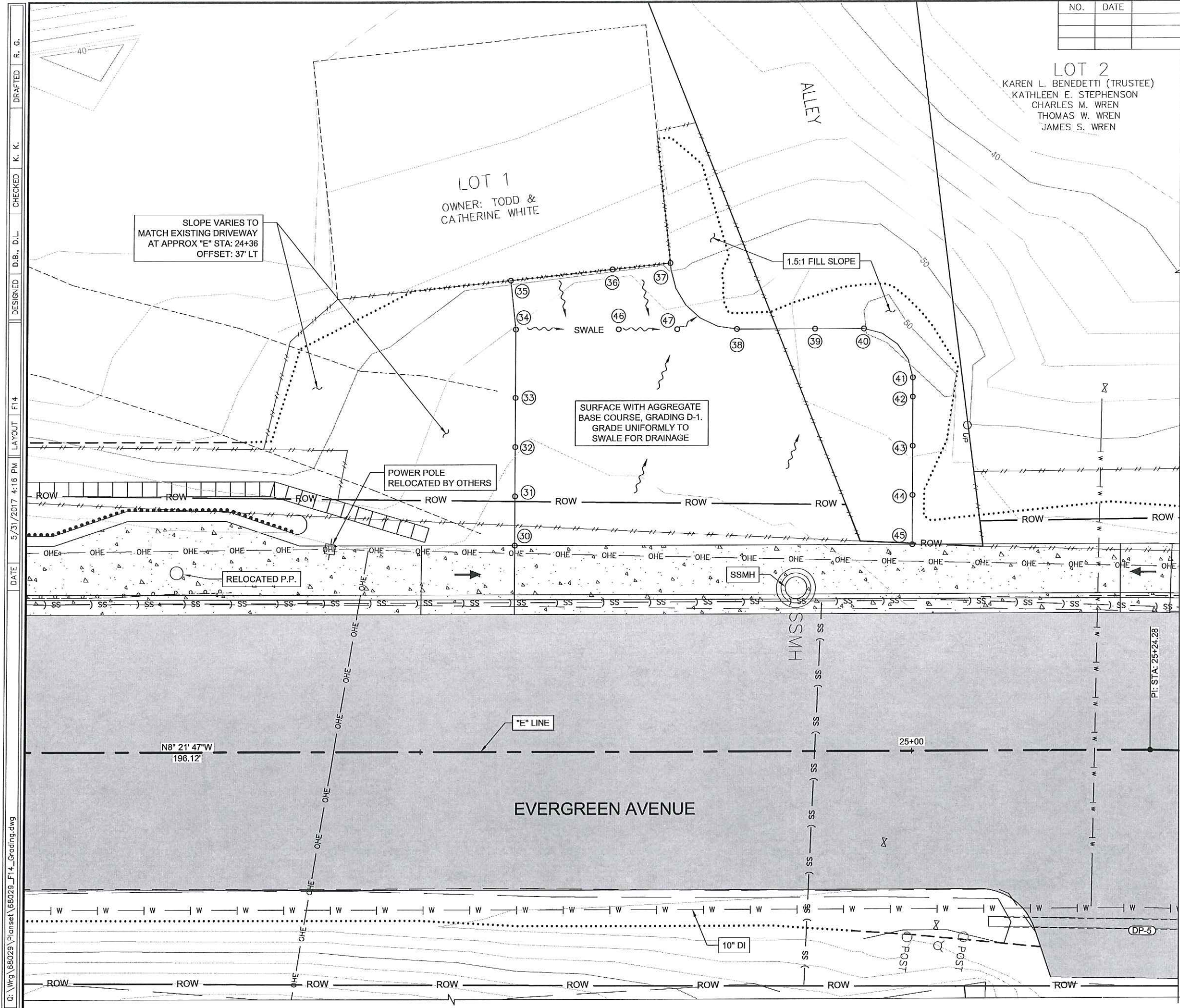
0 20 40

"E" STA. 19+50 DRIVEWAY PLAN & PROFILE



| DRIVEWAY 19+50 LT LAYOUT DATA | | | |
|-------------------------------|---------|-------------|---------|
| Pnt # | STA. | OFFSET (ft) | REMARKS |
| 1 | 10+56.5 | 5.5 RT | |
| 2 | 10+67.3 | 5.5 RT | |
| 3 | 10+79.3 | 5.5 RT | |
| 4 | 11+02.0 | 10.8 RT | |
| 5 | 11+01.4 | 12.8 LT | |
| 6 | 10+88.8 | 8.5 LT | |
| 7 | 10+66.2 | 8.5 LT | |
| 8 | 10+57.9 | 8.5 LT | |
| 9 | 10+50.8 | 9.4 LT | |
| 10 | 10+42.3 | 10.1 LT | |
| 11 | 10+37.1 | 10.7 LT | |
| 12 | 10+32.3 | 11.4 LT | |
| 13 | 10+27.8 | 12.3 LT | |
| 14 | 10+23.1 | 13.5 LT | |

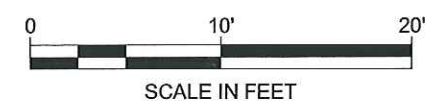
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F14 | 19 |



"E" STA. 24+75 LT. PAD GRADING LAYOUT

PARKING PAD 24+50 GRADING LAYOUT POINTS
ALIGNMENT: 'E' EVERGREEN

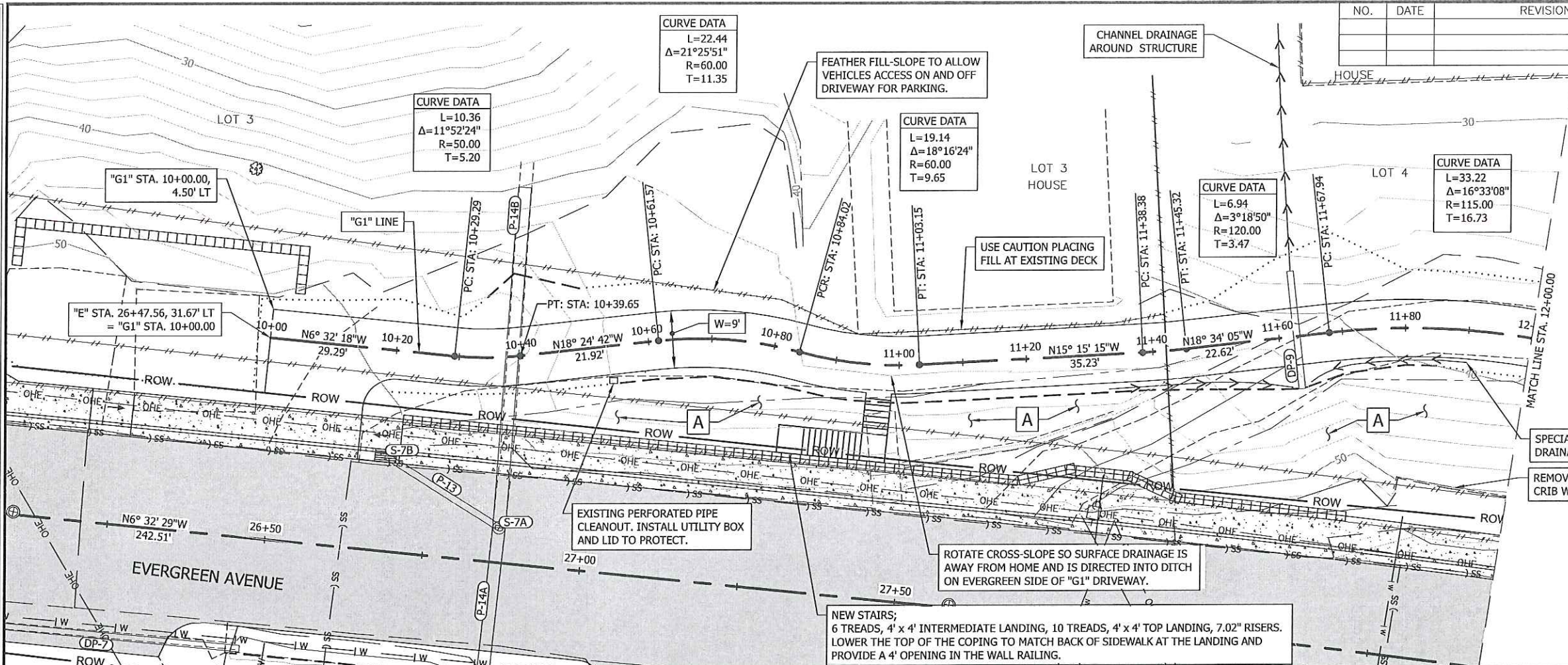
| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
|-------|----------|-----------|-----------|------------------|
| 30 | 24+59.50 | 21.00' LT | 55.30 | BACK OF SIDEWALK |
| 31 | 24+59.50 | 26.00' LT | 55.07 | |
| 32 | 24+59.50 | 31.00' LT | 54.84 | |
| 33 | 24+59.50 | 36.00' LT | 54.62 | |
| 34 | 24+59.50 | 42.96' LT | 54.30 | SWALE |
| 35 | 24+59.00 | 47.90' LT | 54.40 | FOUNDATION WALL |
| 36 | 24+69.35 | 49.00' LT | 54.40 | FOUNDATION WALL |
| 37 | 24+75.25 | 49.70' LT | 54.40 | FOUNDATION WALL |
| 38 | 24+82.04 | 42.96' LT | 53.81 | |
| 39 | 24+90.00 | 42.96' LT | 53.71 | |
| 40 | 24+95.00 | 42.96' LT | 53.66 | |
| 41 | 25+00.00 | 37.96' LT | 53.75 | |
| 42 | 25+00.00 | 36.00' LT | 53.81 | |
| 43 | 25+00.00 | 31.00' LT | 53.96 | |
| 44 | 25+00.00 | 26.00' LT | 54.11 | |
| 45 | 25+00.00 | 21.00' LT | 54.26 | BACK OF SIDEWALK |
| 46 | 24+70.00 | 42.96' LT | 54.03 | SWALE |
| 47 | 24+75.97 | 42.96' LT | 53.88 | SWALE |



FILE: G:\Vwg\68029\Plmset\68029_F14_Grading.dwg
 DATE: 5/31/2017 4:16 PM LAYOUT: F14
 DESIGNED: D.B., D.L. CHECKED: K.K. DRAFTED: R.G.

FILE: Q:\Wg\68029\Plan\68029_F15-F16_P&P.DWG DATE: 6/23/2017 1:28 PM LAYOUT: F15 CHECKED: K. K., D.L. DESIGNED: K. K., D.L. DRAFTED: R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F15 | 19 |



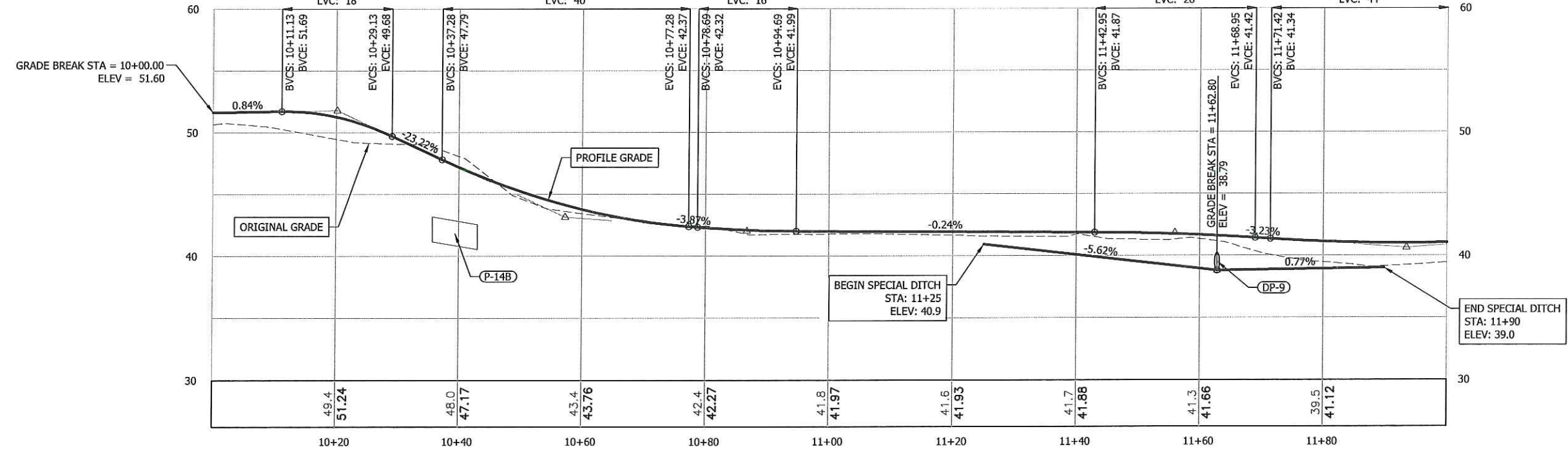
NOTE:
 A DRESS SLOPE BETWEEN RETAINING WALL/SIDEWALK AND "G1" DITCH TO A SMOOTH UNIFORM SLOPE. SLOPE NO STEEPER THAN 1.5:1. APPLY SEED AND BFM.



PLAN

DRIVEWAY PLAN & PROFILE

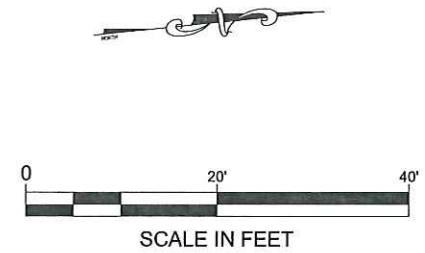
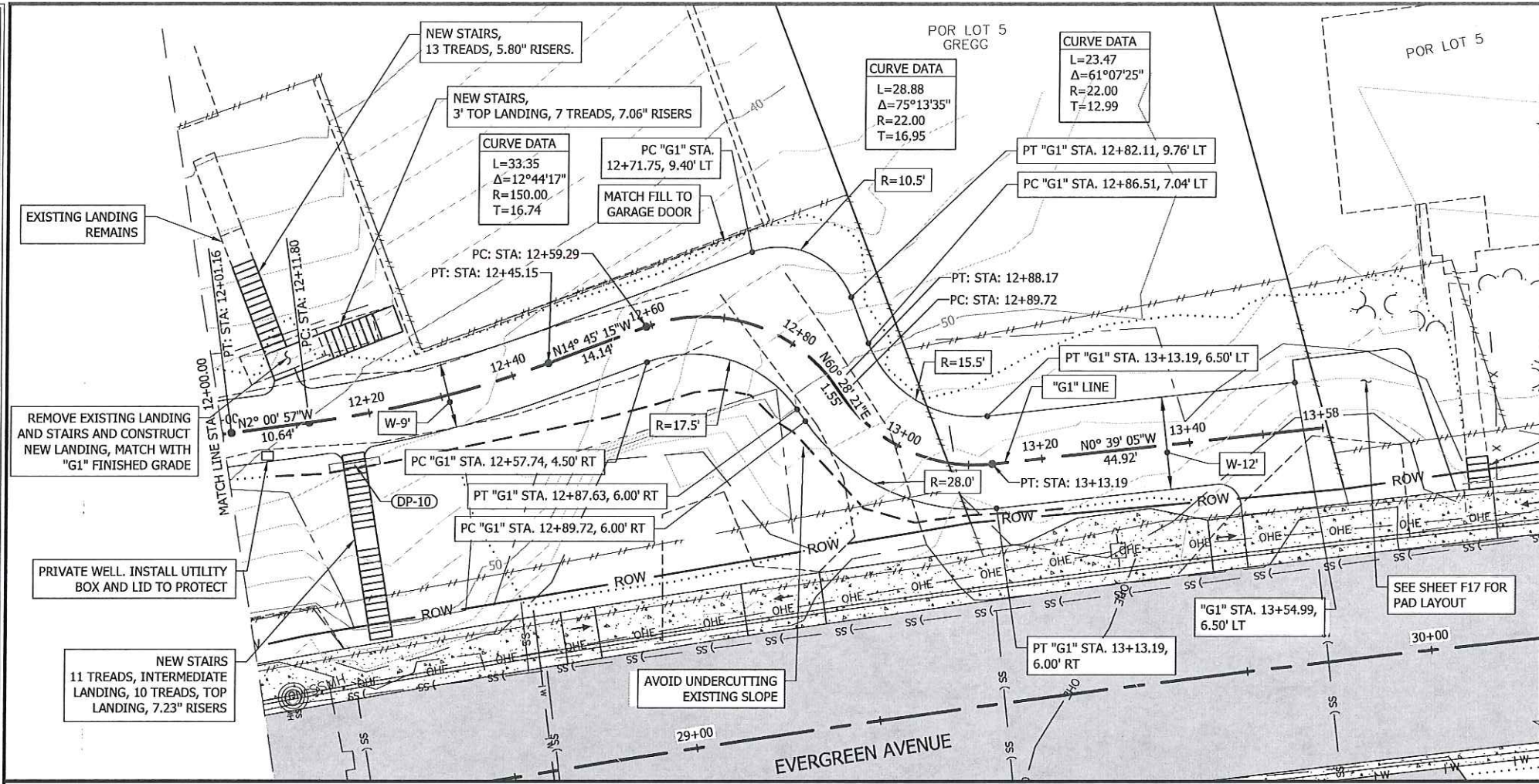
| Station | High PT STA | High PT Elev | PVI STA | PVI Elev | K | LVC |
|----------|-------------|--------------|----------|----------|------|-----|
| 10+00.00 | 10+11.76 | 51.70 | 10+20.13 | 51.77 | 0.75 | 18' |
| 10+20.00 | 10+29.13 | 49.68 | 10+57.28 | 43.14 | 2.07 | 40' |
| 10+40.00 | 10+77.28 | 42.37 | 10+86.69 | 42.01 | 4.41 | 16' |
| 10+60.00 | 10+94.69 | 41.99 | 11+42.95 | 41.84 | 8.68 | 26' |
| 10+80.00 | 11+11.13 | 51.69 | 11+55.95 | 41.84 | 6.55 | 44' |
| 11+00.00 | 11+29.13 | 49.68 | 11+93.42 | 40.63 | | |
| 11+20.00 | 11+37.28 | 47.79 | | | | |
| 11+40.00 | 11+77.28 | 42.37 | | | | |
| 11+60.00 | 11+86.69 | 42.01 | | | | |
| 11+80.00 | 11+94.69 | 41.99 | | | | |
| 12+00.00 | 11+42.95 | 41.87 | | | | |
| 12+20.00 | 11+55.95 | 41.84 | | | | |
| 12+40.00 | 11+68.95 | 41.42 | | | | |
| 12+60.00 | 11+71.42 | 41.34 | | | | |
| 12+80.00 | 11+92.61 | 41.00 | | | | |



"G1" PROFILE

FILE Q:\Wg\68029\Planset\68029_F15-F16_P&P.DWG DATE 6/22/2017 1:40 PM LAYOUT F16 CHECKED K. K., D.L. DRAFTED R. G.

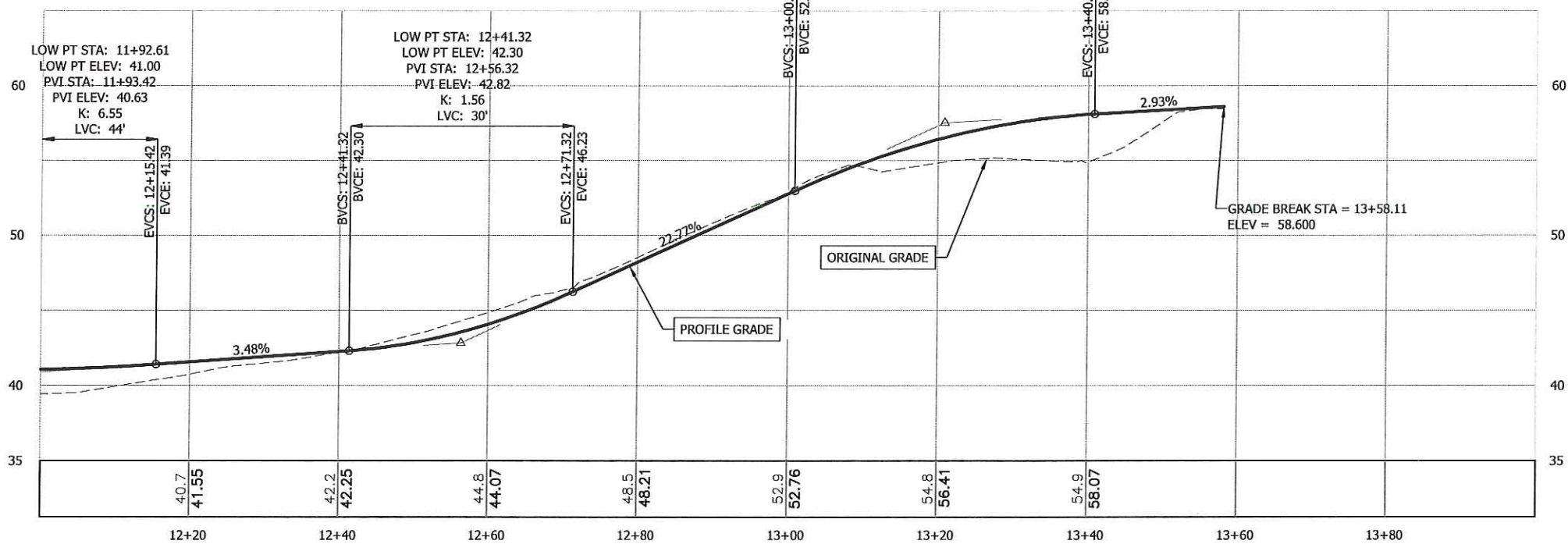
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F16 | 19 |



PLAN

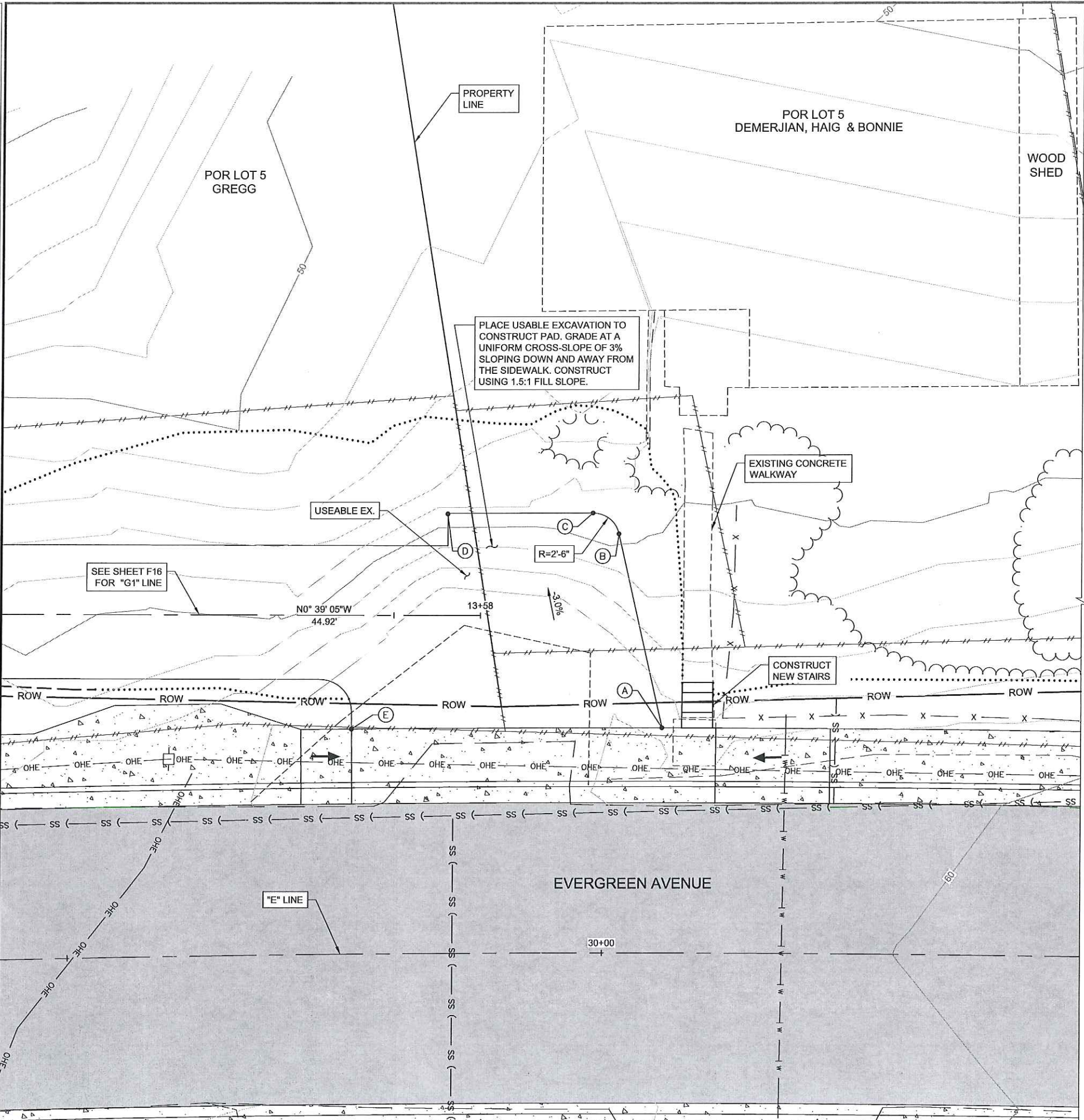
HIGH PT STA: 13+40.84
 HIGH PT ELEV: 58.09
 PVI STA: 13+20.84
 PVI ELEV: 57.51
 K: 2.02
 LVC: 40'

DRIVEWAY PLAN & PROFILE



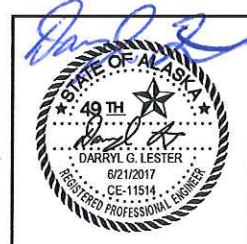
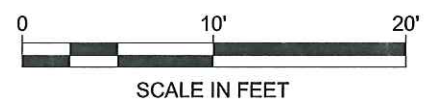
"G1" PROFILE

FILE: Q:\Wg\68029\Plan\68029_F17_App_Pad.dwg
 DATE: 6/21/2017 3:33 PM
 LAYOUT: F17
 DESIGNED: D.B., D.L.
 CHECKED: K.K., D.L.
 DRAFTED: R.G.



| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F17 | 19 |

| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
|-------|----------|-----------|-----------|------------------------|
| A | 30+05.46 | 21.00' LT | - | MATCH BACK OF SIDEWALK |
| B | 30+01.36 | 39.09' LT | 58.75 | |
| C | 29+98.96 | 41.03' LT | 58.62 | |
| D | 29+85.60 | 41.03' LT | 58.22 | |
| E | 29+76.66 | 21.00' LT | - | MATCH BACK OF SIDEWALK |

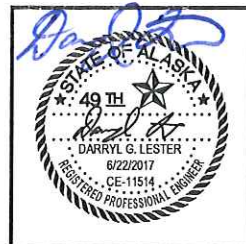
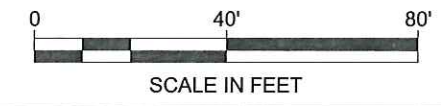
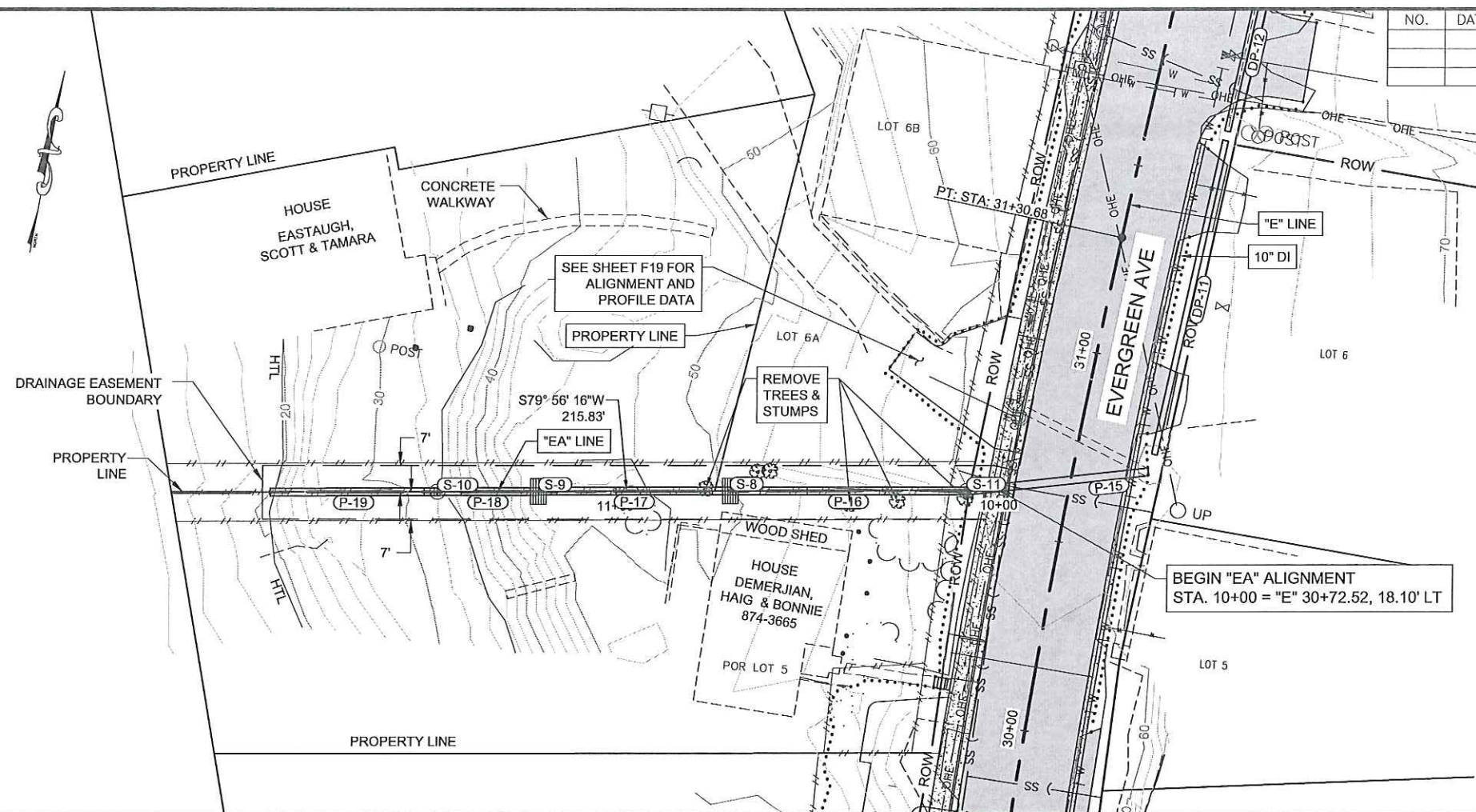


STATE OF ALASKA DEPARTMENT OF
 TRANSPORTATION
 AND PUBLIC FACILITIES
 6860 GLACIER HIGHWAY, JUNEAU, AK 99811
 (907) 465-1763
**EVERGREEN AVENUE IMPROVEMENTS
 AND PEDESTRIAN ACCESS**

APPROACH PAD PLAN

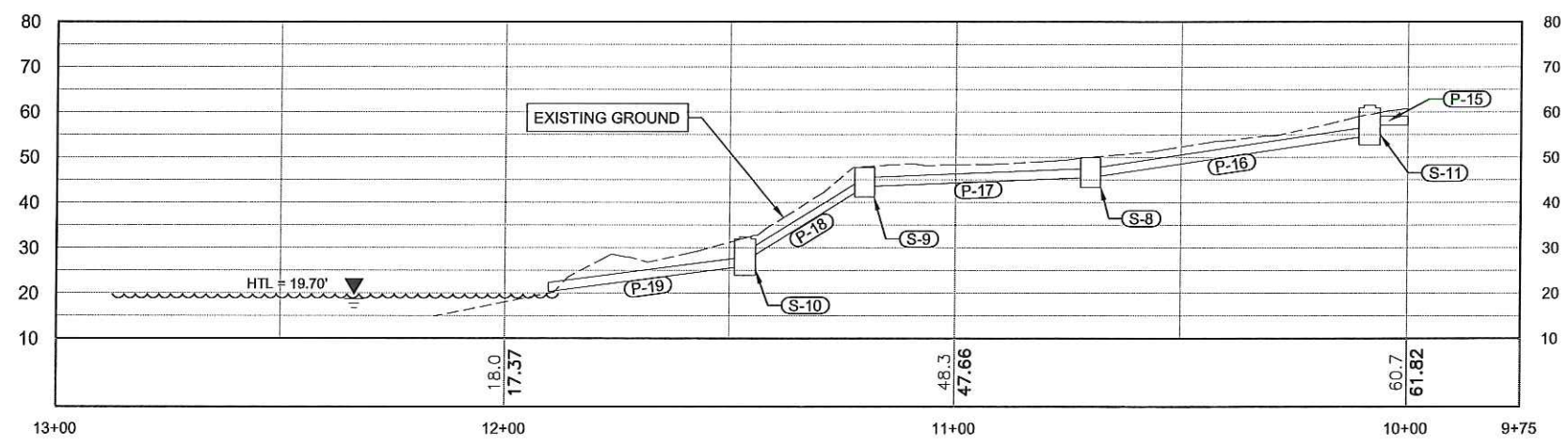
FILE Q:\Wrg\68029\PlanSet\68029_F18-F19_P--P.dwg DATE 6/22/2017 2:11 PM LAYOUT F18 DESIGNED K. K. D.L. CHECKED K. K. D.L. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F18 | 19 |

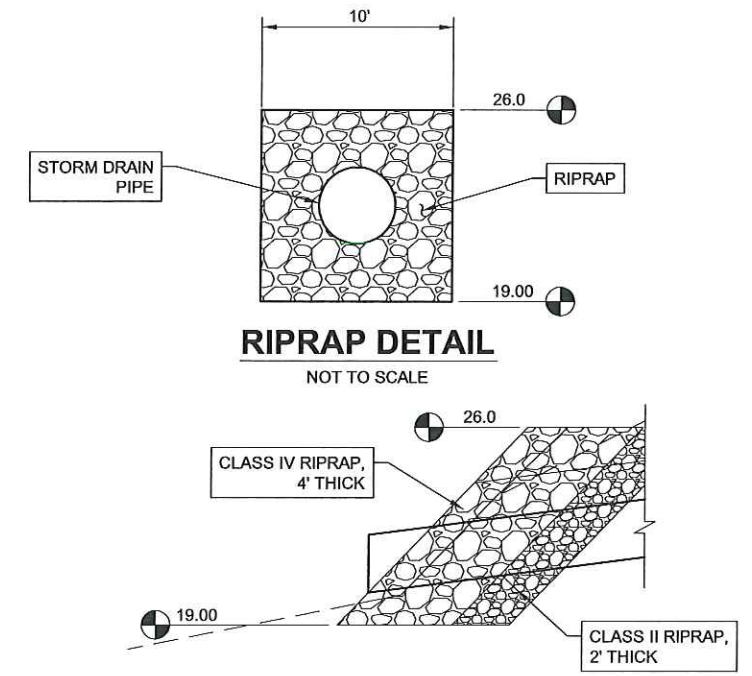


PLAN

**EASTAUGH STORM DRAIN
OUTFALL PLAN & PROFILE**



PROFILE

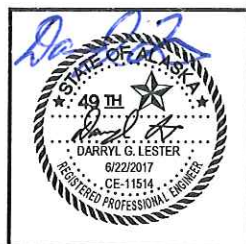
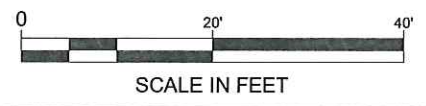
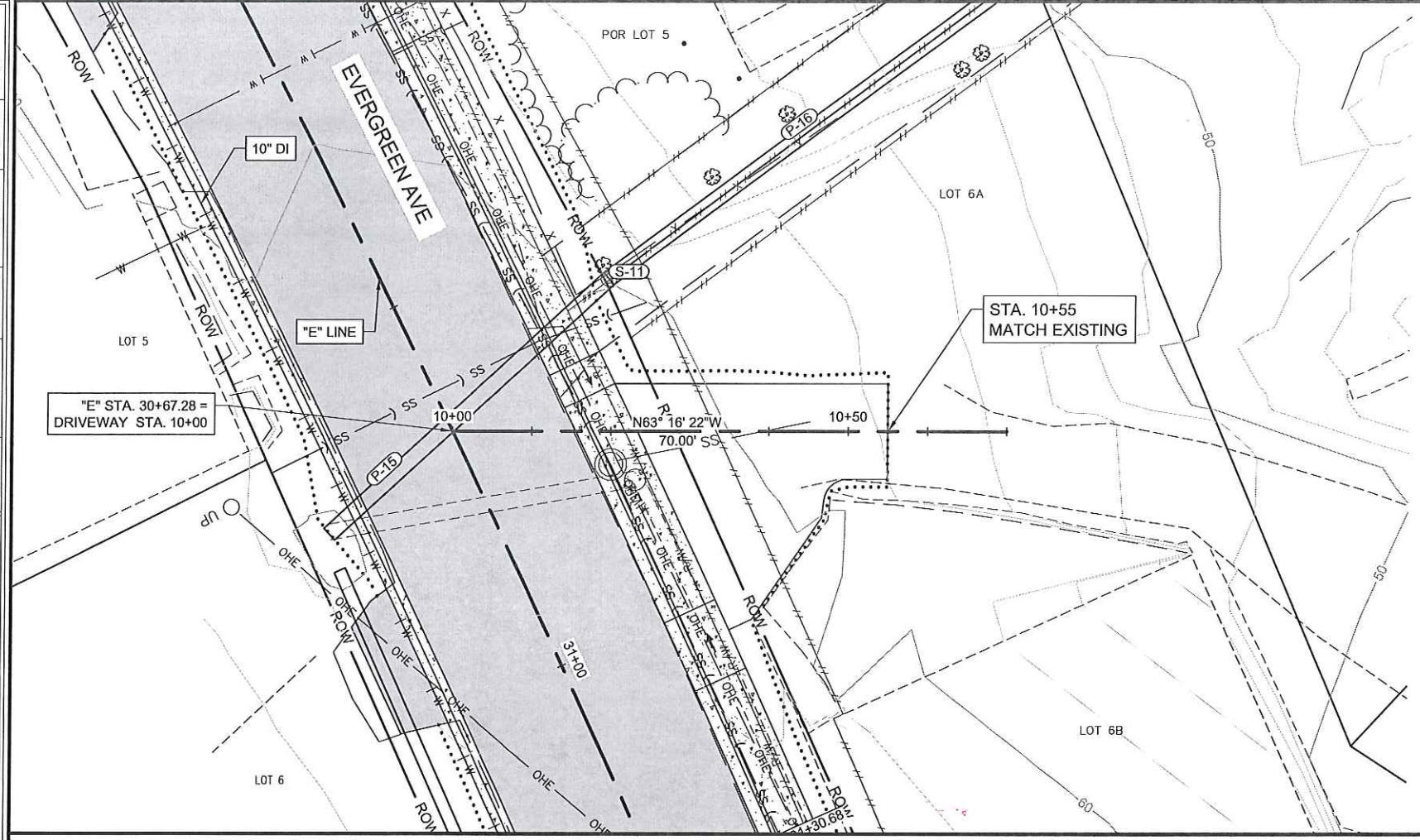


RIPRAP SECTION

NOT TO SCALE

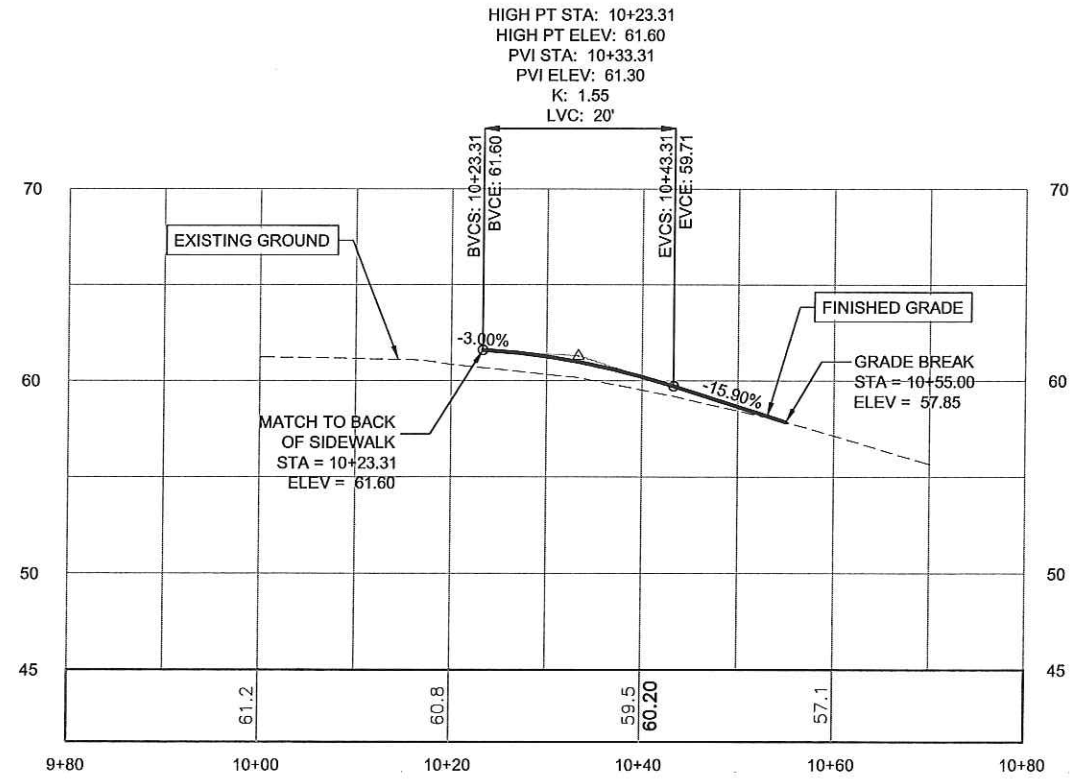
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | F19 | 19 |



PLAN

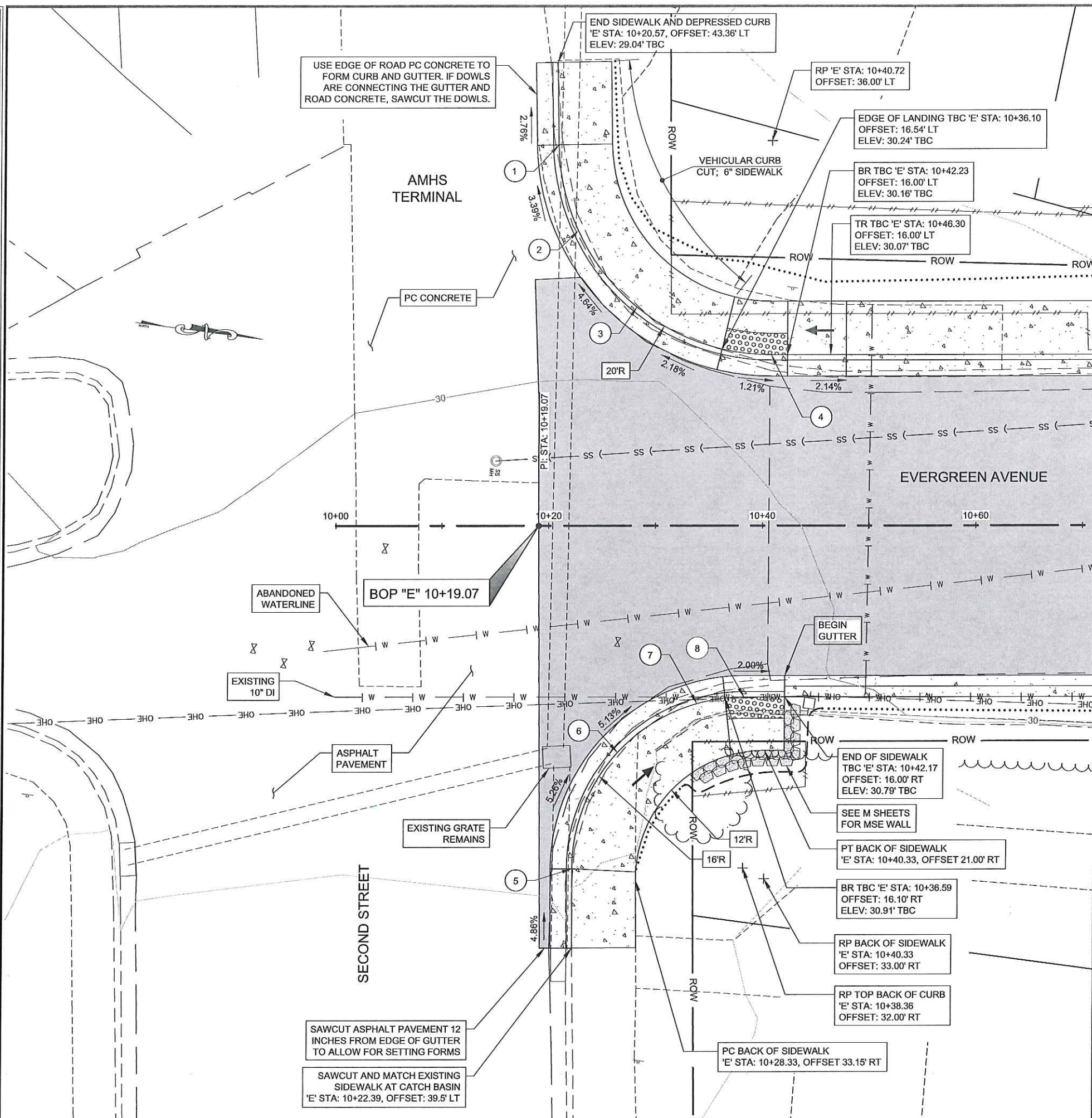
**DRIVEWAY "E" STA. 30+67
PLAN & PROFILE**



"EA" LINE PROFILE

FILE Q:\Wg\86029\Plan\set\86029_G1_P&P.DWG DATE 6/22/2017 2:22 PM LAYOUT G1 DESIGNED D.B., D.L. CHECKED K. K., D.L. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | G1 | 4 |

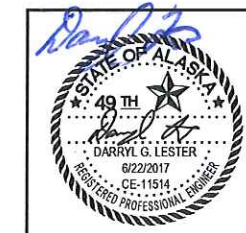
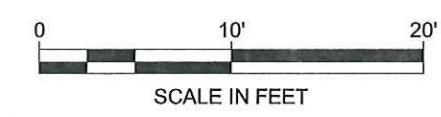


NOTES:
 1. CURB AND GUTTER LAYOUT POINT ELEVATIONS ARE TO TOP BACK OF STANDARD CURB AND GUTTER DIMENSIONS, STD. DWG. I-20.20. TOP BACK OF CURB ELEVATIONS SHALL BE ADJUSTED TO CONSTRUCT CURB RAMPS AND LANDINGS.

| LAYOUT POINTS | | | | |
|-----------------------------|----------|-----------|------------|-------------|
| ALIGNMENT: 'E' W. McCORMICK | | | | |
| POINT | STATION | OFFSET | ELEVATION' | DESCRIPTION |
| 1 | 10+20.72 | 35.62' LT | 29.25' | PC TBC |
| 2 | 10+22.57 | 27.58' LT | 29.56' | POC TBC |
| 3 | 10+28.11 | 20.47' LT | 30.02' | POC TBC |
| 4 | 10+40.72 | 16.00' LT | 30.19' | PT TBC |

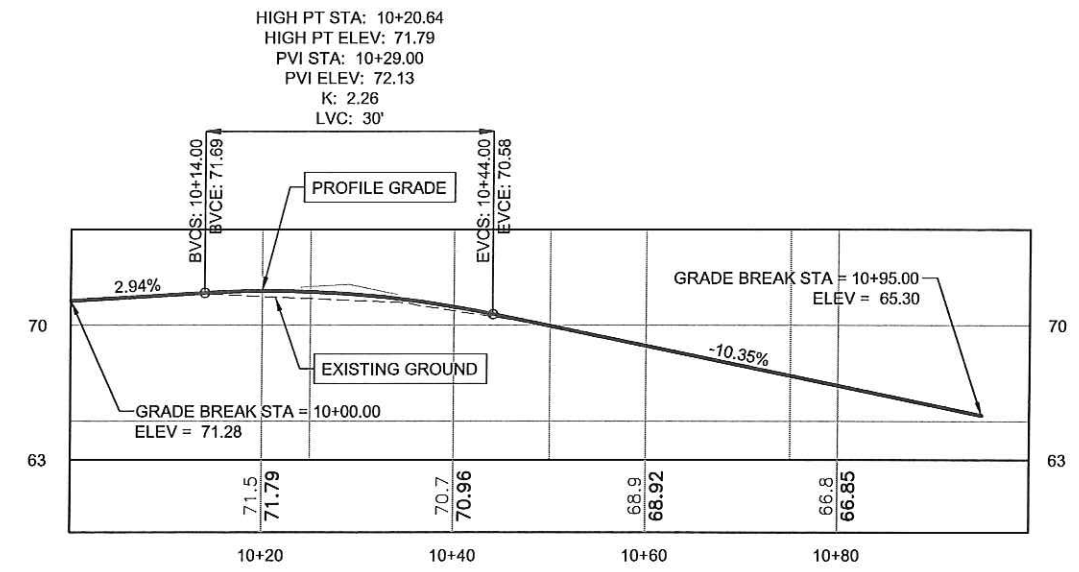
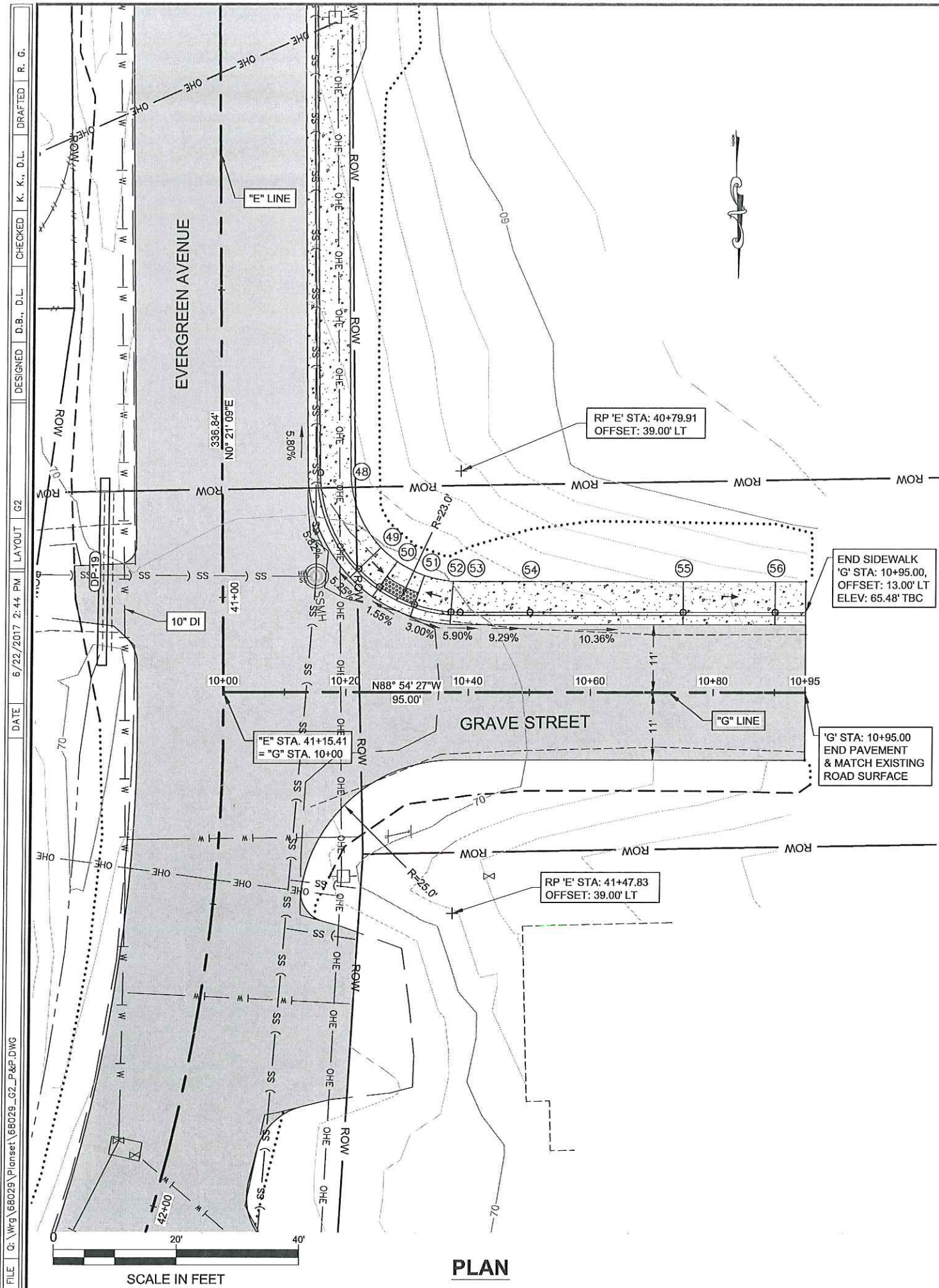
| LAYOUT POINTS | | | | |
|-----------------------------|----------|-----------|------------|----------------|
| ALIGNMENT: 'E' E. McCORMICK | | | | |
| POINT | STATION | OFFSET | ELEVATION' | DESCRIPTION |
| 5 | 10+22.36 | 32.07' RT | 32.28' | PC TBC, TR TBC |
| 6 | 10+26.55 | 21.20' RT | 31.58' | POC TBC |
| 7 | 10+33.97 | 16.61' RT | 31.06' | POC TBC |
| 8 | 10+38.36 | 16.00' RT | 30.87' | PT TBC |

LAYOUT POINT DESCRIPTIONS:
 MTE = MATCH TO EXISTING
 RP = RADIUS POINT
 CR = TOP BACK OF CURB RADIUS
 TBC = TOP BACK OF CURB
 TR TBC = TOP OF RAMP, TOP BACK OF CURB
 BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
 PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
 PT TBC = POINT OF TANGENCY, TOP BACK OF CURB
 EOP = EDGE OF PAVEMENT



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 6860 GLACIER HIGHWAY, JUNEAU, AK 99811
 (907) 465-1763
EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS
 EVERGREEN AVENUE TO SECOND STREET LAYOUT POINTS

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | G2 | 4 |



"G" LINE GRAVE STREET PROFILE

| LAYOUT POINTS | | | | |
|----------------|----------|-----------|------------------------|-------------|
| ALIGNMENT: 'E' | | | | |
| POINT | STATION | OFFSET | ELEVATION ¹ | DESCRIPTION |
| 48 | 40+79.91 | 16.00' LT | 70.04' | PC TBC |
| 49 | 40+95.65 | 22.23' LT | 71.14 | TR TBC |
| 50 | 40+98.59 | 25.59' LT | 71.39' | BR TBC |
| 51 | 41+01.55 | 31.23' LT | 71.50' | BR TBC |
| 52 | 41+02.84 | 37.21' LT | 71.30' | TR TBC |
| 53 | 41+02.90 | 38.70' LT | 71.20' | PT TBC |

| LAYOUT POINTS | | | | |
|----------------|----------|-----------|------------------------|-------------|
| ALIGNMENT: 'G' | | | | |
| POINT | STATION | OFFSET | ELEVATION ¹ | DESCRIPTION |
| 54 | 10+50.00 | 13.00' LT | 70.14' | PT TBC |
| 55 | 10+75.00 | 13.00' LT | 67.55' | TR TBC |
| 56 | 10+90.00 | 13.00' LT | 66.00' | BR TBC |

LAYOUT POINT DESCRIPTIONS:

MTE = MATCH TO EXISTING
RP = RADIUS POINT
CR = TOP BACK OF CURB RADIUS
TBC = TOP BACK OF CURB
TR TBC = TOP OF RAMP, TOP BACK OF CURB
BR TBC = BOTTOM OF RAMP, TOP BACK OF CURB
PC TBC = POINT OF CURVATURE, TOP BACK OF CURB
PT TBC = POINT OF TANGENCY, TOP BACK OF CURB
POC TBC = POINT ON CURVE, TOP BACK OF CURB

- NOTES:**
- CURB AND GUTTER LAYOUT POINT ELEVATIONS ARE TO TOP BACK OF STANDARD CURB AND GUTTER DIMENSIONS, STD. DWG. I-20.20. TOP BACK OF CURB ELEVATIONS SHALL BE ADJUSTED TO CONSTRUCT CURB RAMPS AND LANDINGS.



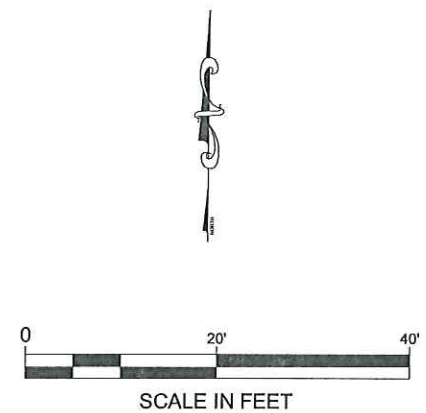
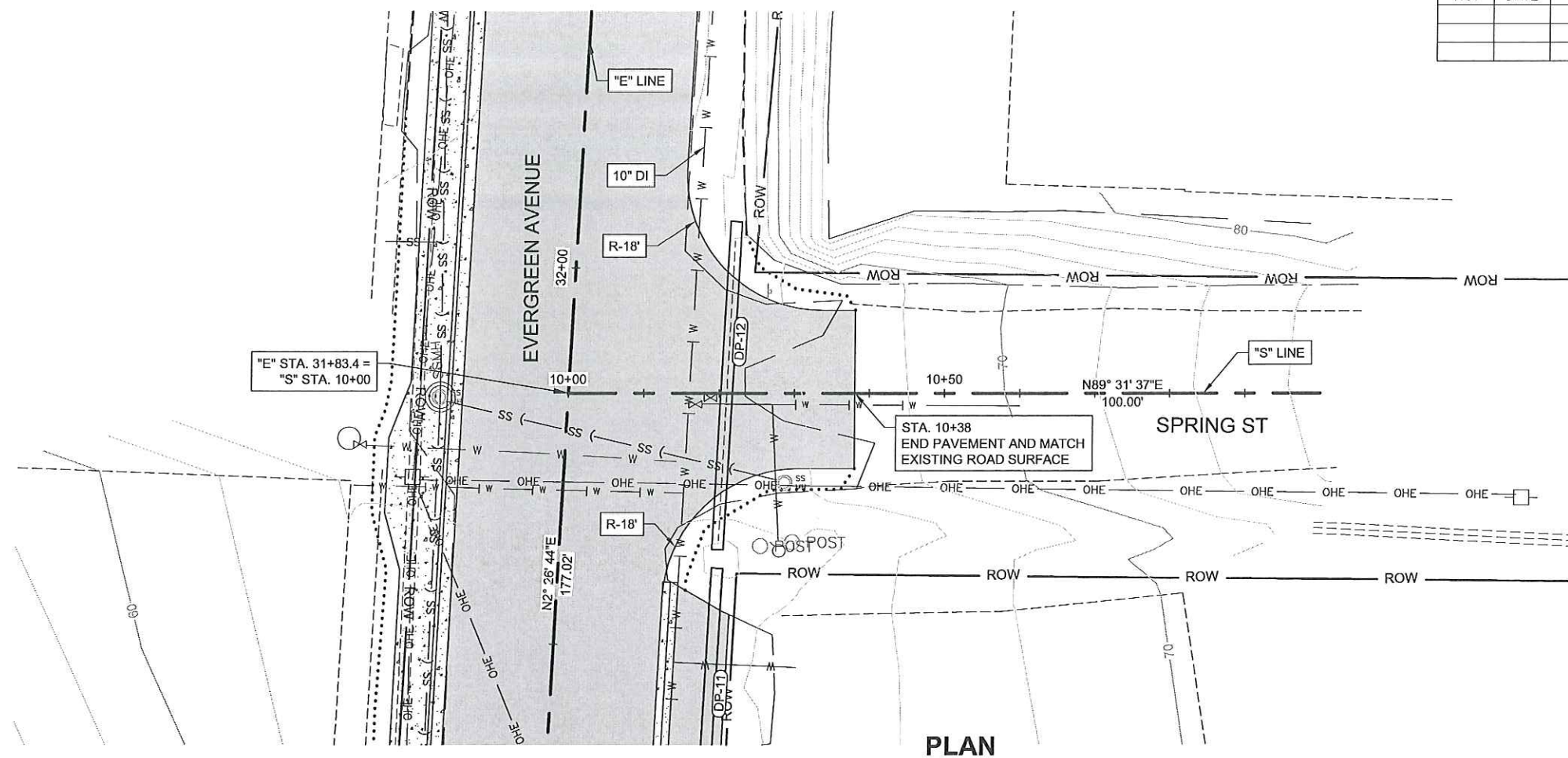
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(907) 465-1763

EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS

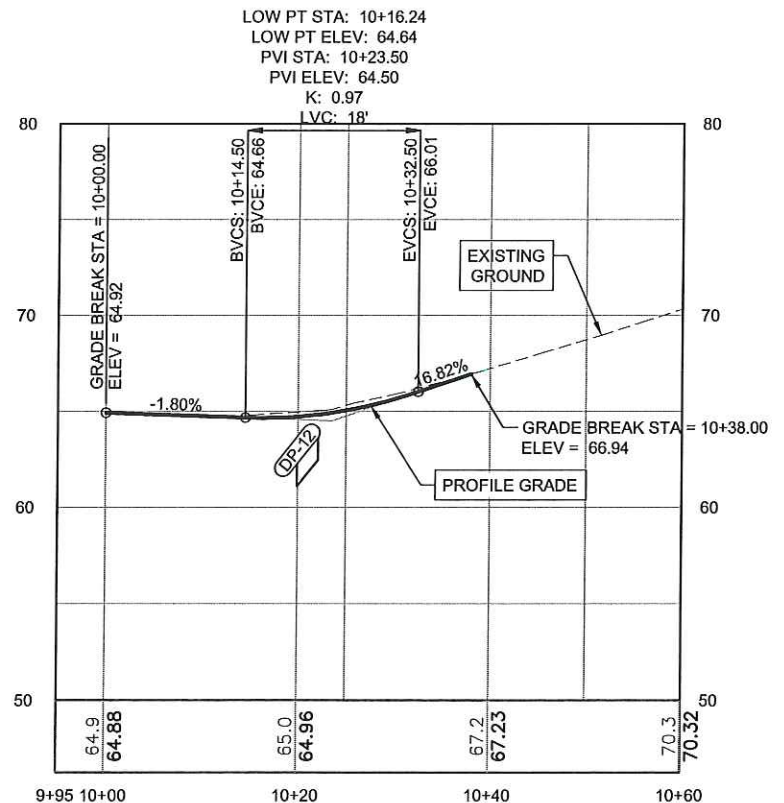
GRAVE STREET PLAN & PROFILE

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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | G3 | 4 |



PLAN



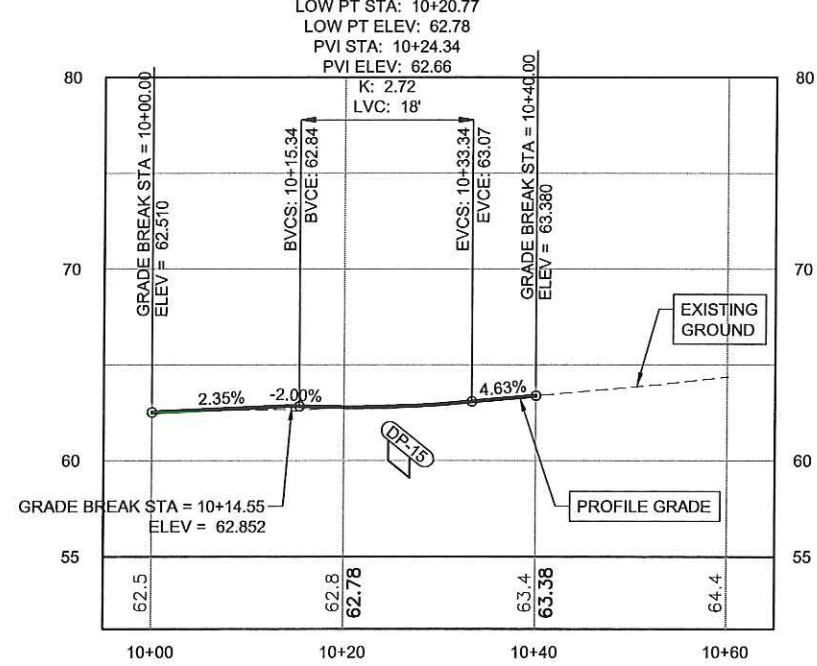
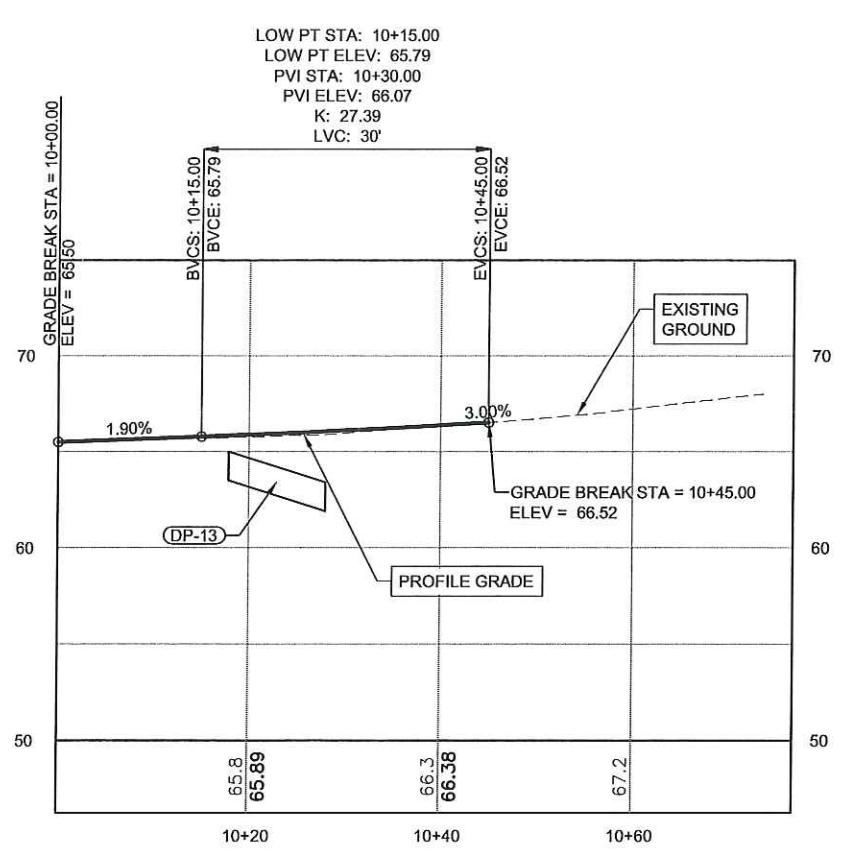
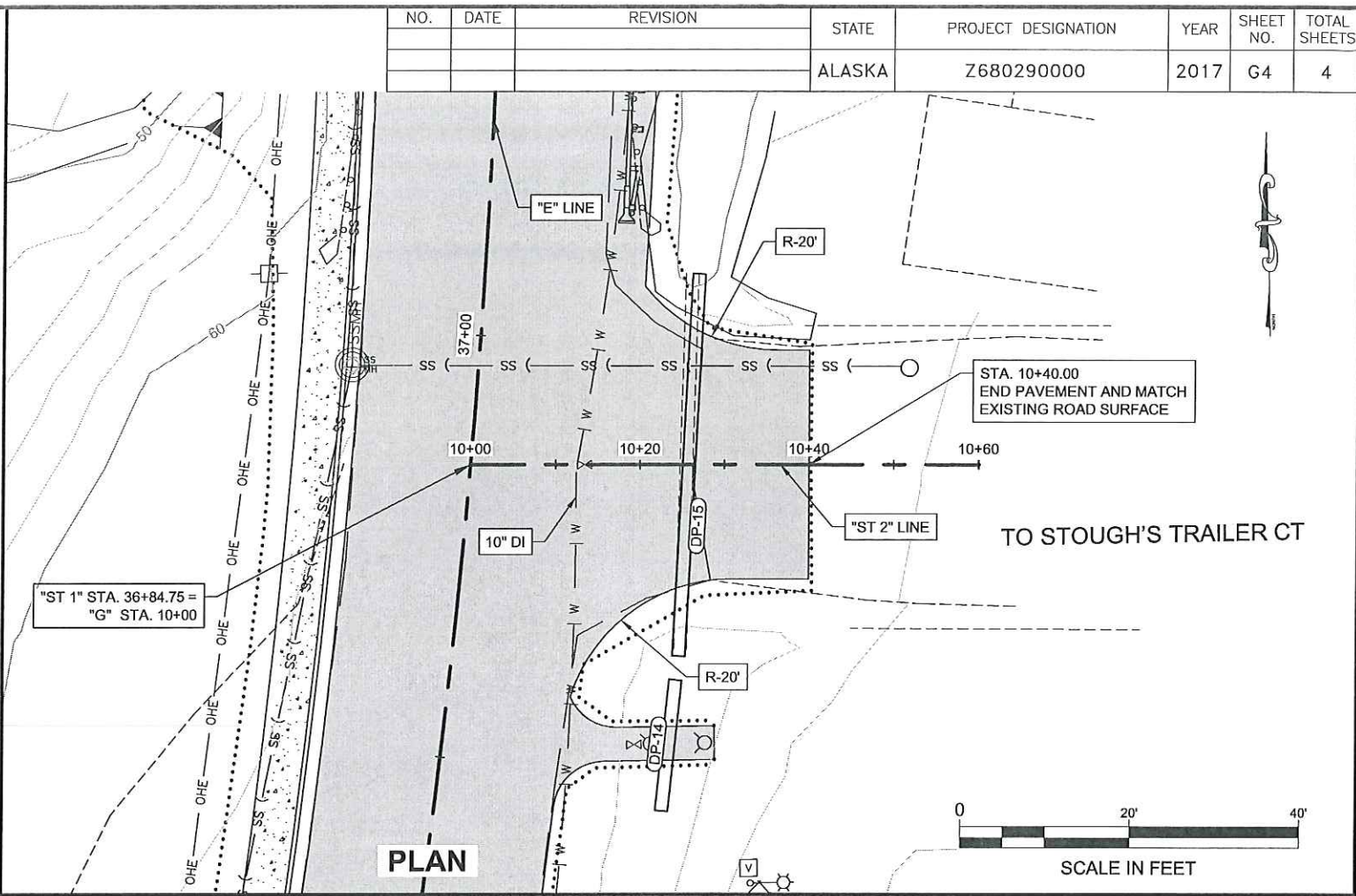
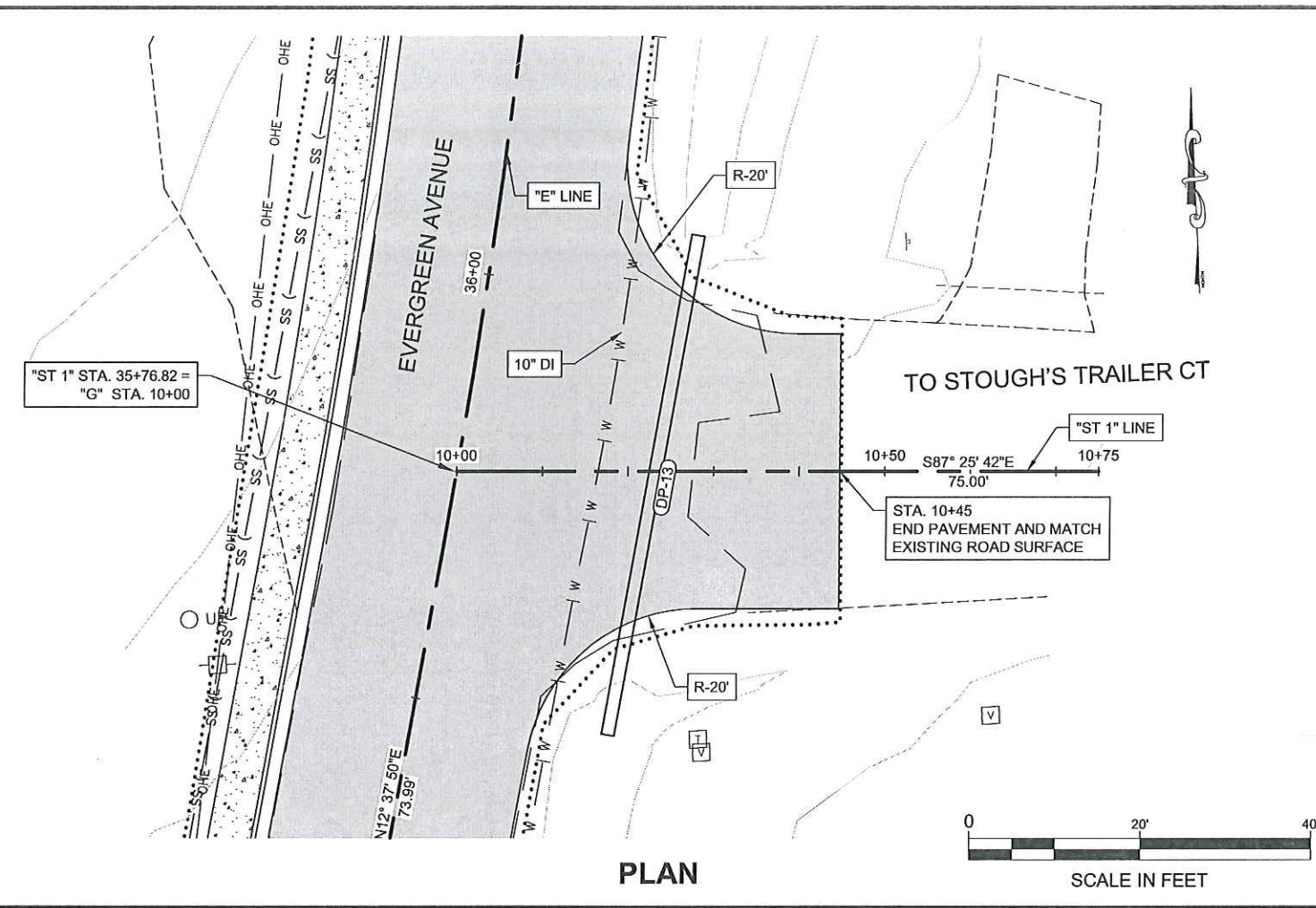
"S" LINE PROFILE



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 (907) 465-1763
EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS
 SPRING STREET
 PLAN & PROFILE

FILE: Q:\Wrg\66029\Plans\66029_G4_P&P.DWG DATE: 6/27/2017 9:34 AM LAYOUT: G4 DESIGNED: D.B., D.L. CHECKED: K.K., D.L. DRAFTED: R.G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | G4 | 4 |



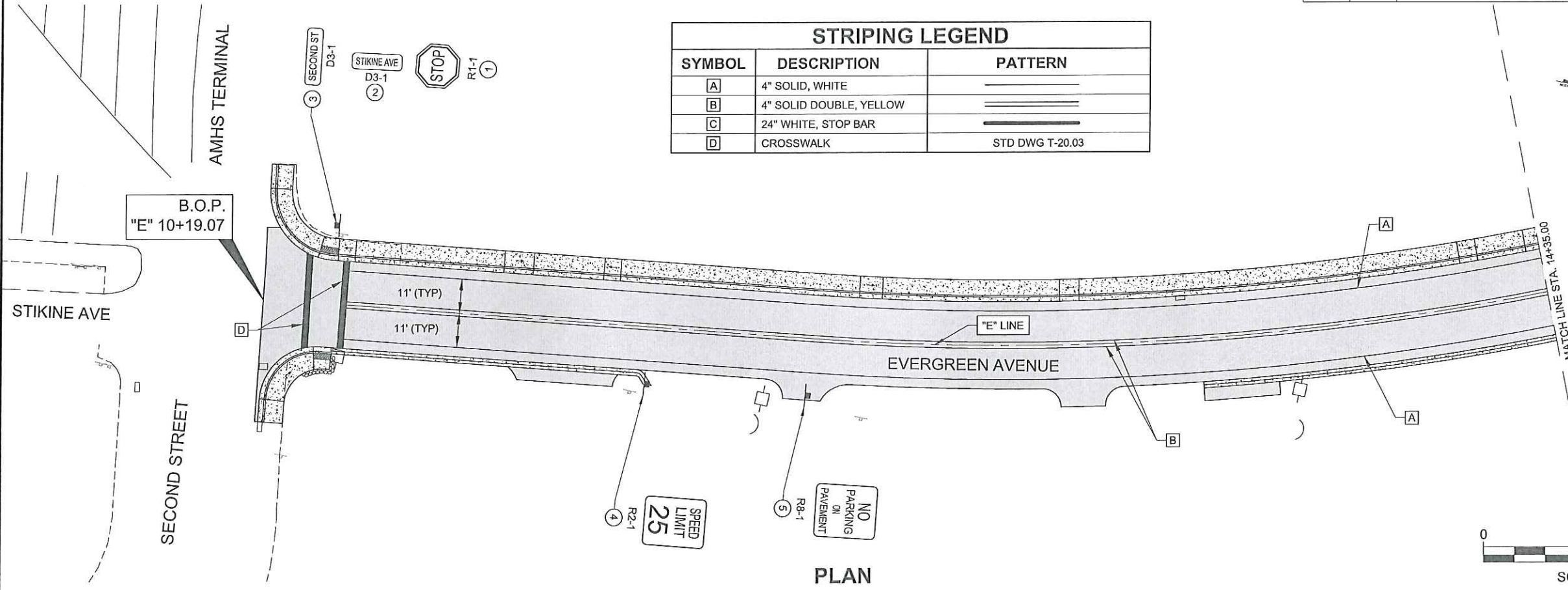
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99811
(907) 465-1763

EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS

STOUGH'S TRAILER COURT PLAN & PROFILE

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | H1 | 6 |

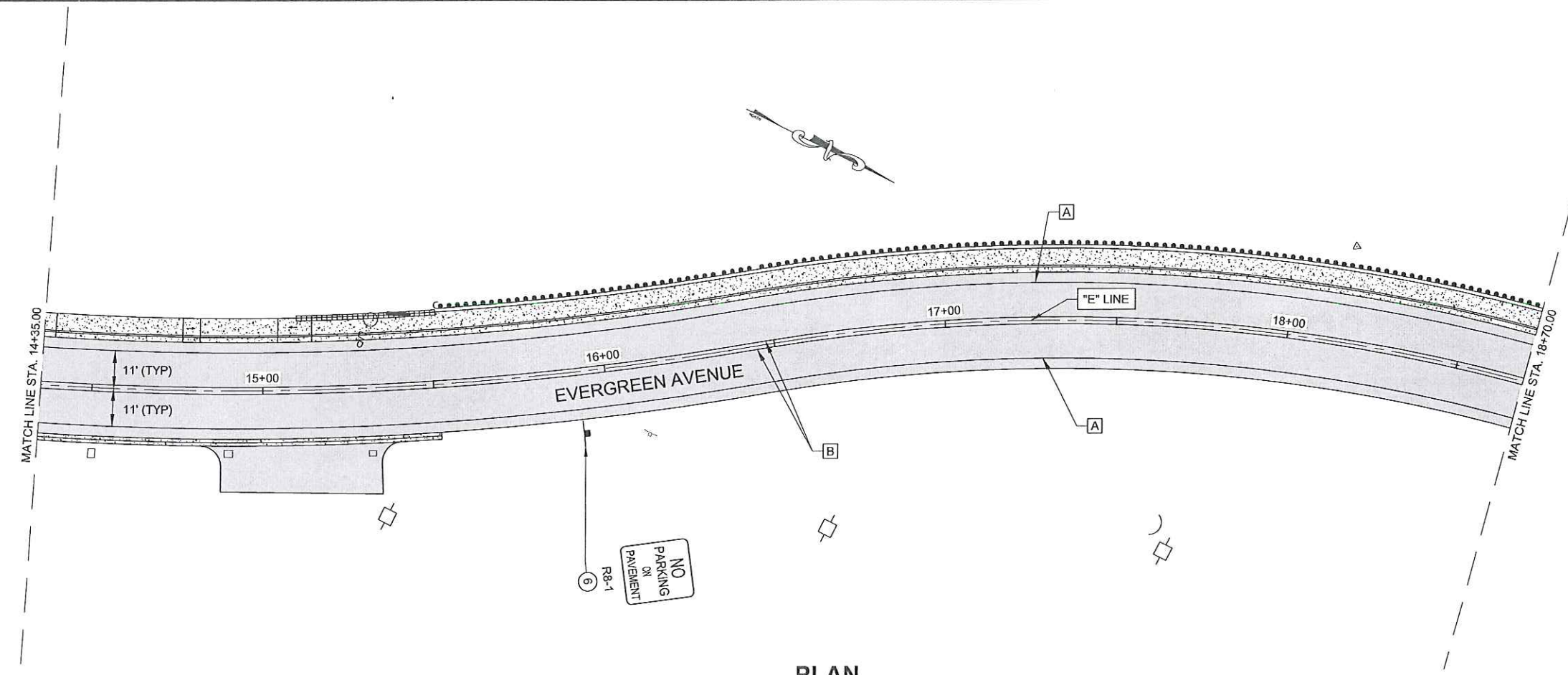
| STRIPING LEGEND | | |
|-----------------|-------------------------|-----------------|
| SYMBOL | DESCRIPTION | PATTERN |
| A | 4" SOLID, WHITE | ===== |
| B | 4" SOLID DOUBLE, YELLOW | ===== |
| C | 24" WHITE, STOP BAR | ===== |
| D | CROSSWALK | STD DWG T-20.03 |



PLAN



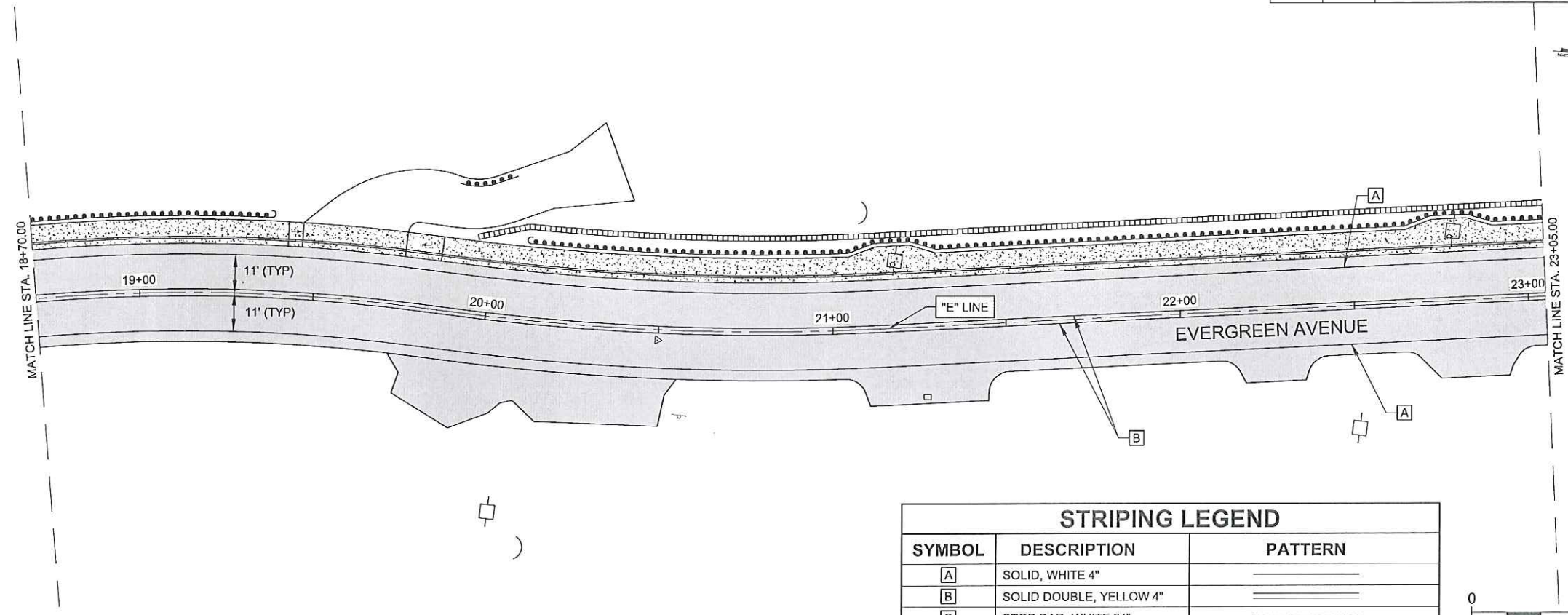
SIGNING & STRIPING PLAN



PLAN

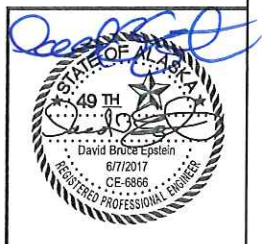
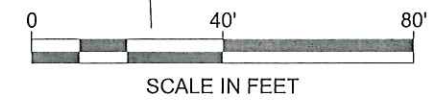
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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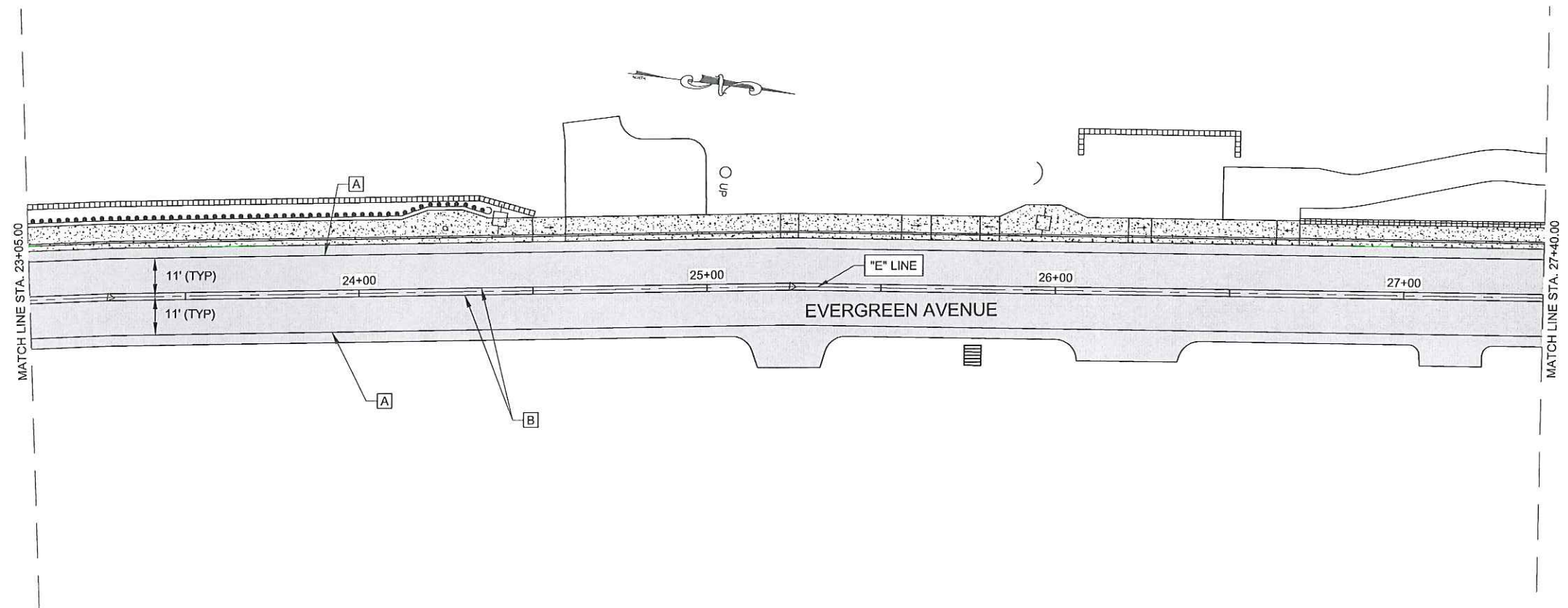


PLAN

| STRIPING LEGEND | | |
|-----------------|-------------------------|---------|
| SYMBOL | DESCRIPTION | PATTERN |
| A | SOLID, WHITE 4" | |
| B | SOLID DOUBLE, YELLOW 4" | |
| C | STOP BAR, WHITE 24" | |



SIGNING & STRIPING PLAN

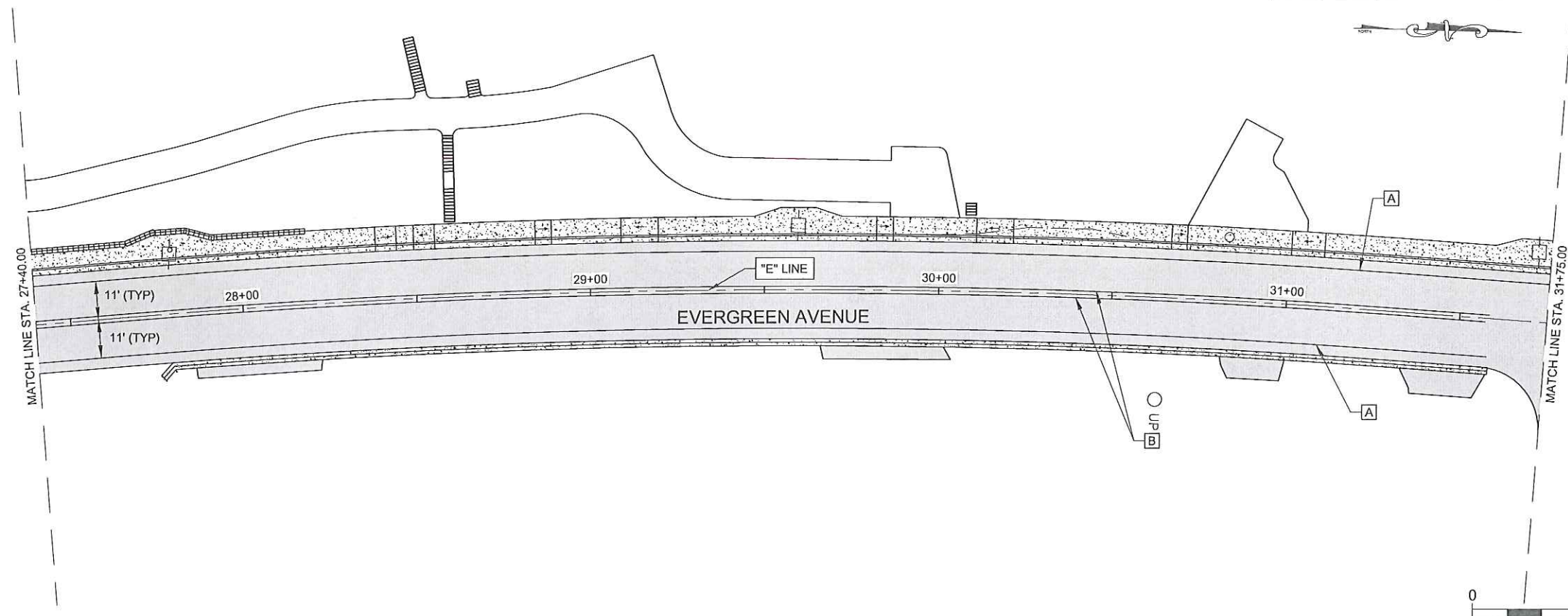


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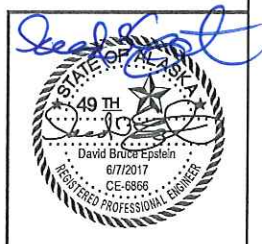
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | H3 | 6 |

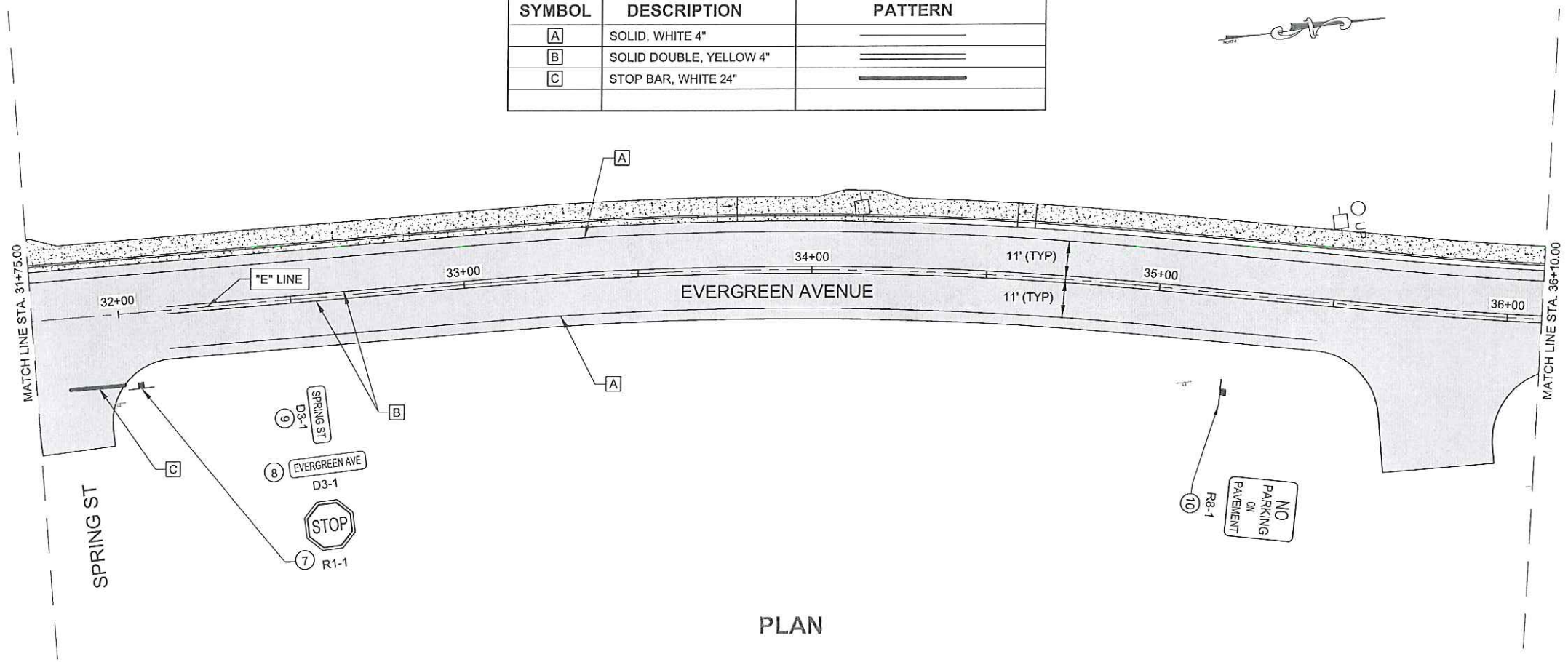


PLAN



| STRIPING LEGEND | | |
|-----------------|-------------------------|---------|
| SYMBOL | DESCRIPTION | PATTERN |
| A | SOLID, WHITE 4" | |
| B | SOLID DOUBLE, YELLOW 4" | |
| C | STOP BAR, WHITE 24" | |

SIGNING & STRIPING PLAN

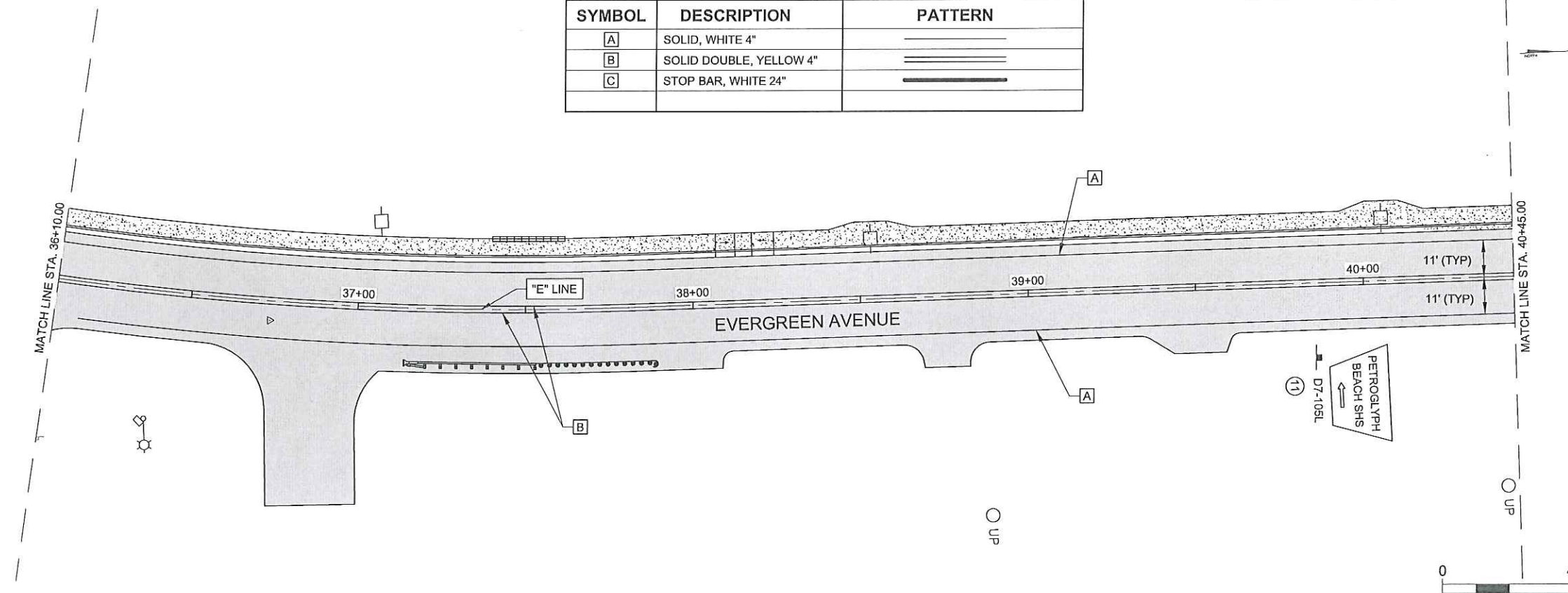


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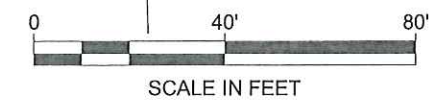
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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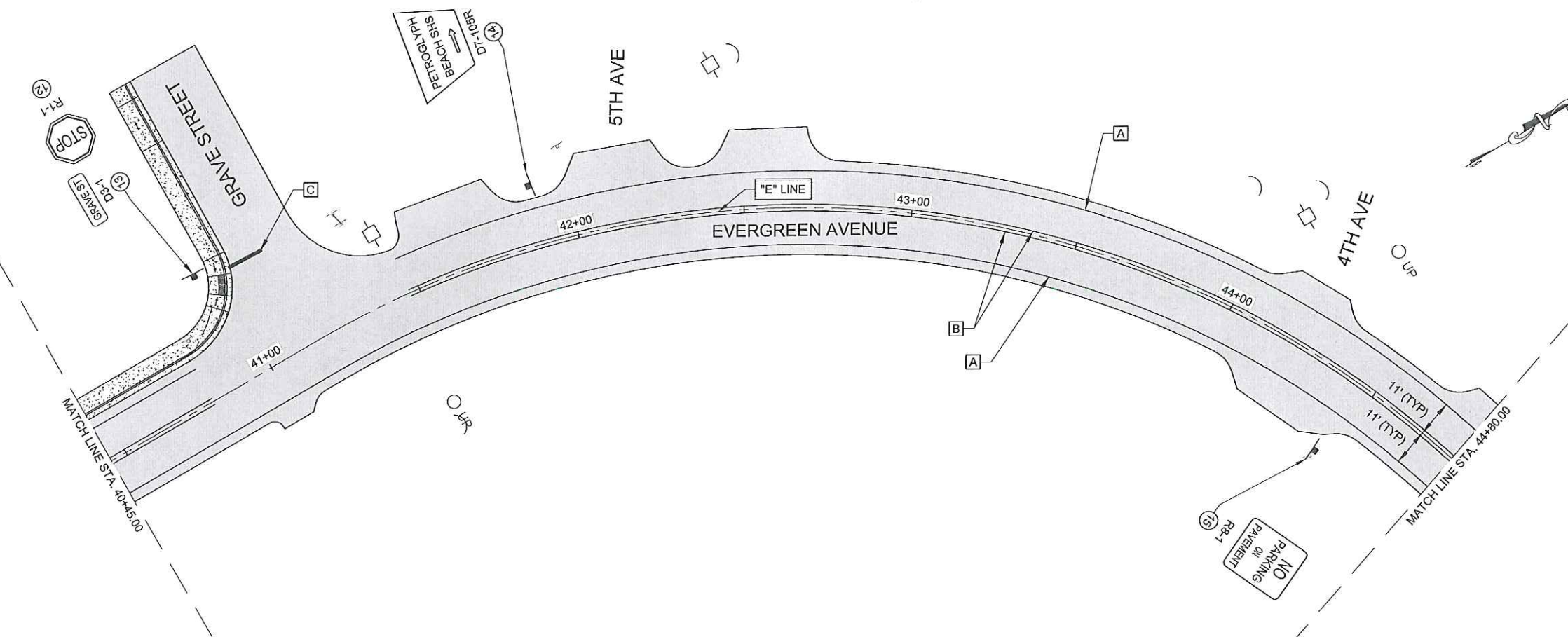
| STRIPING LEGEND | | |
|-----------------|-------------------------|---------|
| SYMBOL | DESCRIPTION | PATTERN |
| A | SOLID, WHITE 4" | ===== |
| B | SOLID DOUBLE, YELLOW 4" | ===== |
| C | STOP BAR, WHITE 24" | ===== |



PLAN



SIGNING & STRIPING PLAN

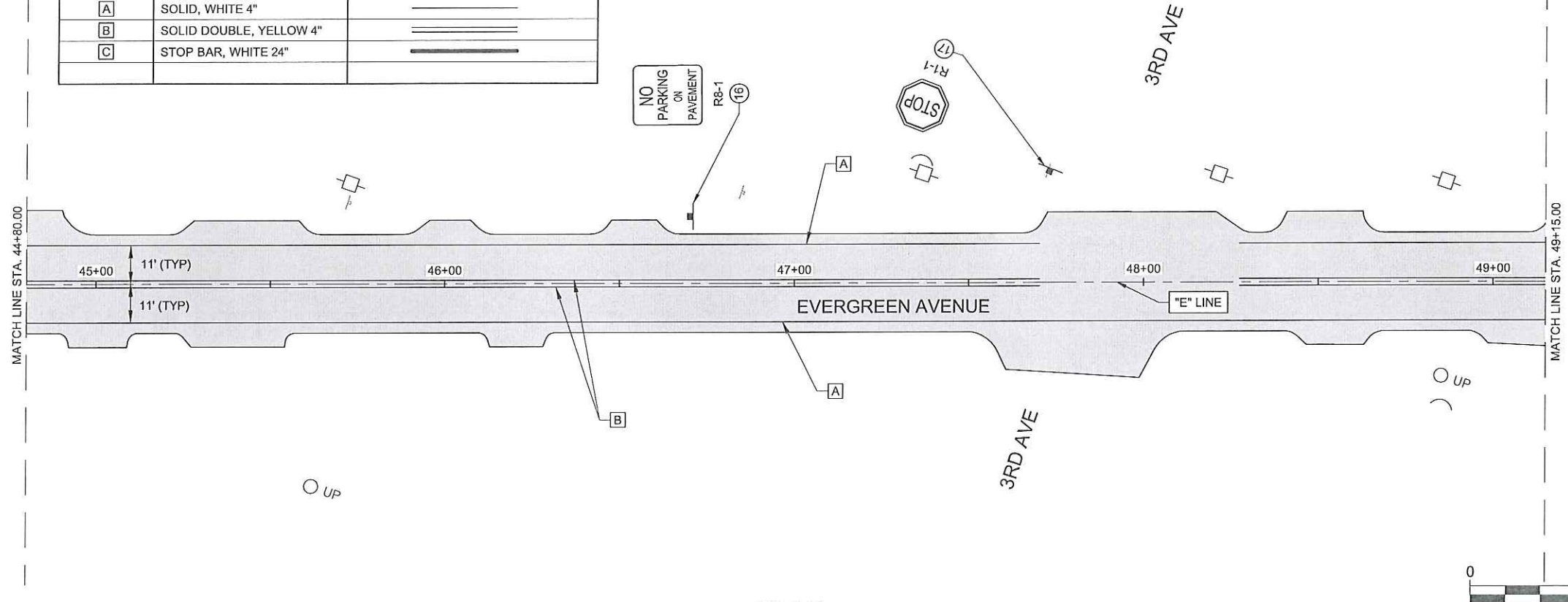


PLAN

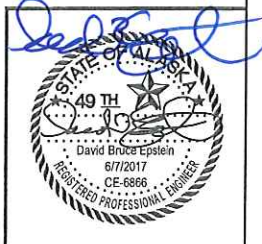
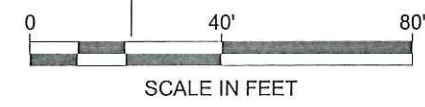
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | H5 | 6 |

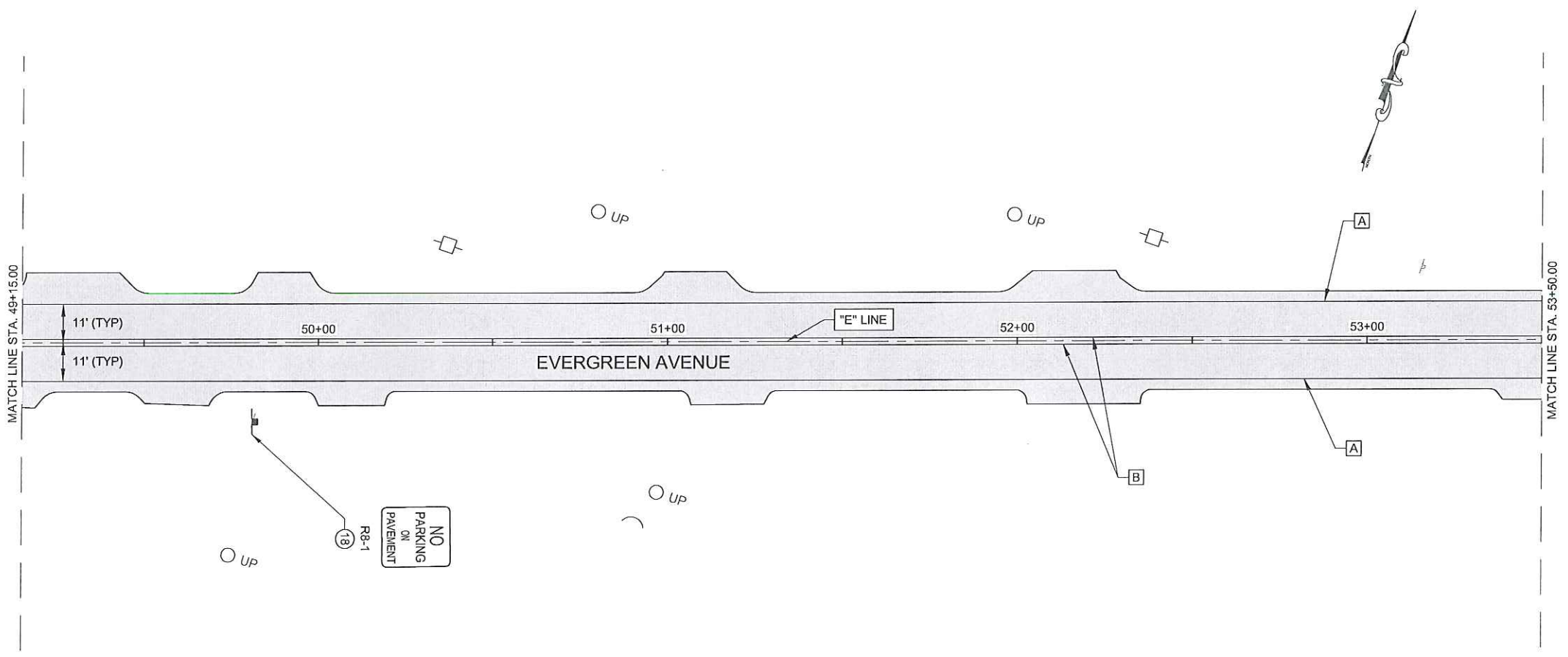
| SYMBOL | DESCRIPTION | PATTERN |
|--------|-------------------------|---------|
| A | SOLID, WHITE 4" | ————— |
| B | SOLID DOUBLE, YELLOW 4" | ===== |
| C | STOP BAR, WHITE 24" | ————— |



PLAN



SIGNING & STRIPING PLAN

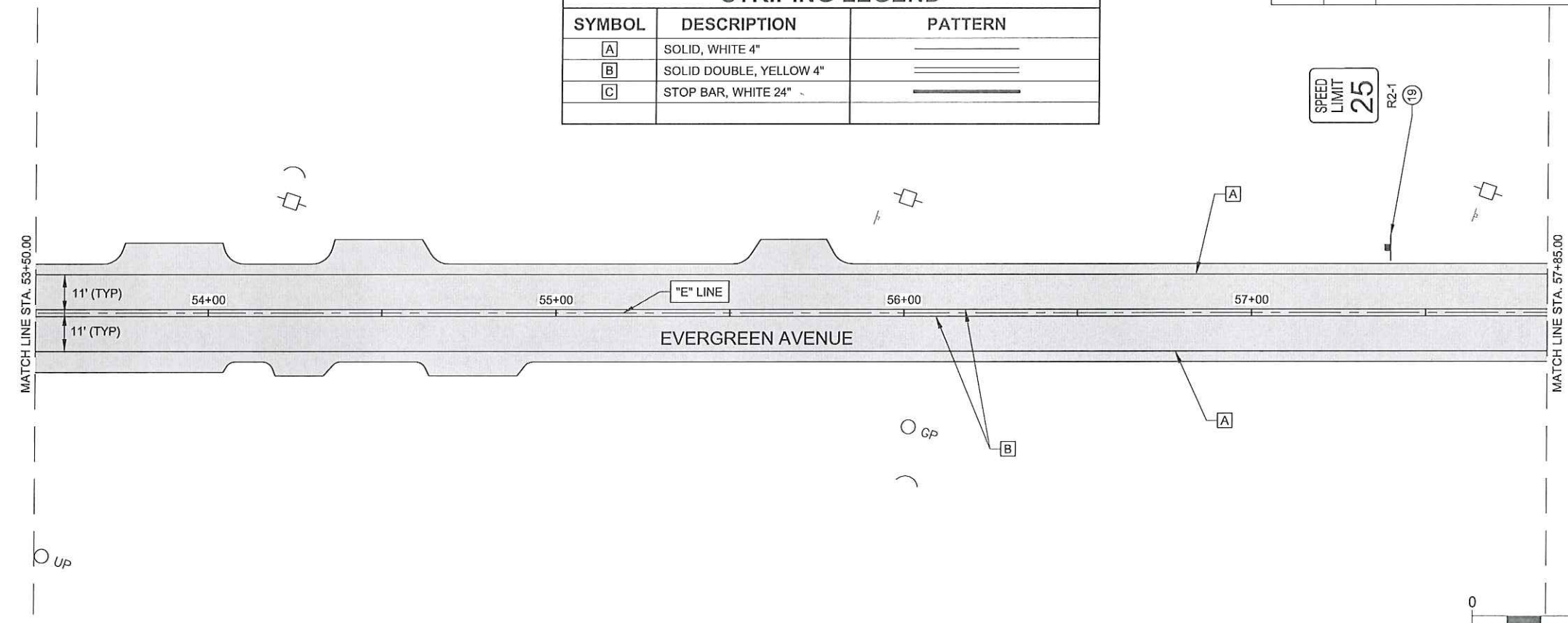


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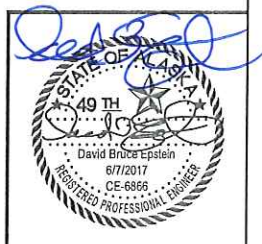
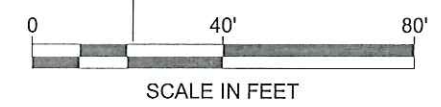
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | H6 | 6 |

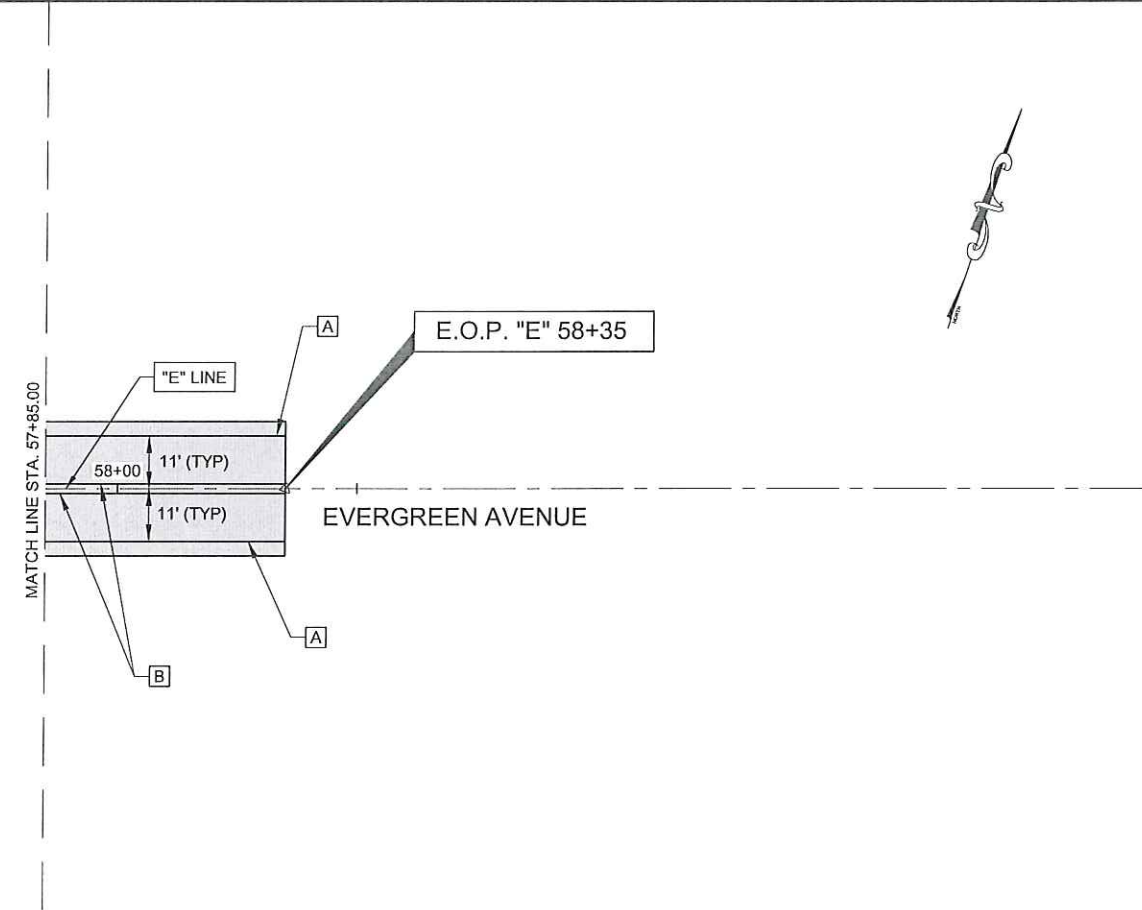
| STRIPING LEGEND | | |
|-----------------|-------------------------|---------|
| SYMBOL | DESCRIPTION | PATTERN |
| A | SOLID, WHITE 4" | ————— |
| B | SOLID DOUBLE, YELLOW 4" | ===== |
| C | STOP BAR, WHITE 24" | ————— |



PLAN

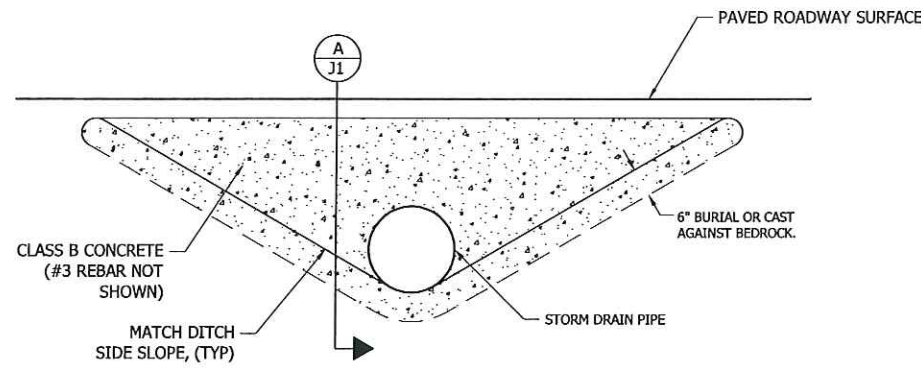


SIGNING & STRIPING PLAN



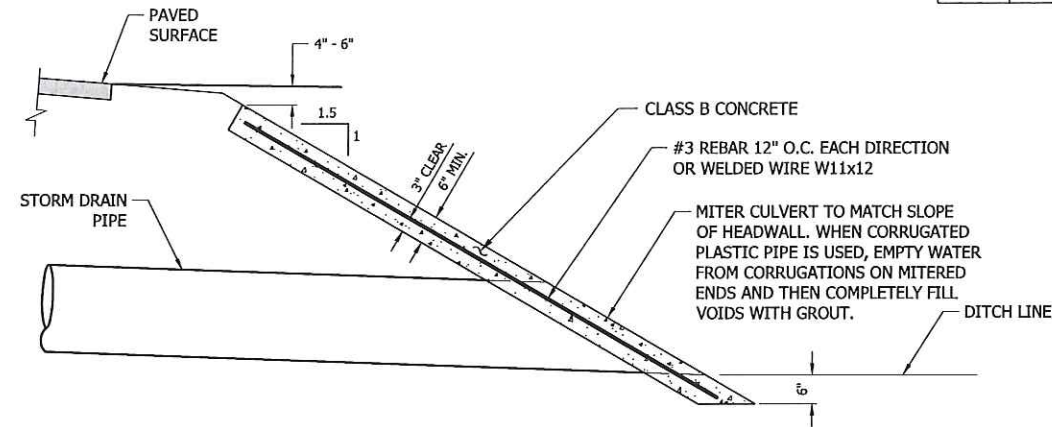
PLAN

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | J1 | 6 |

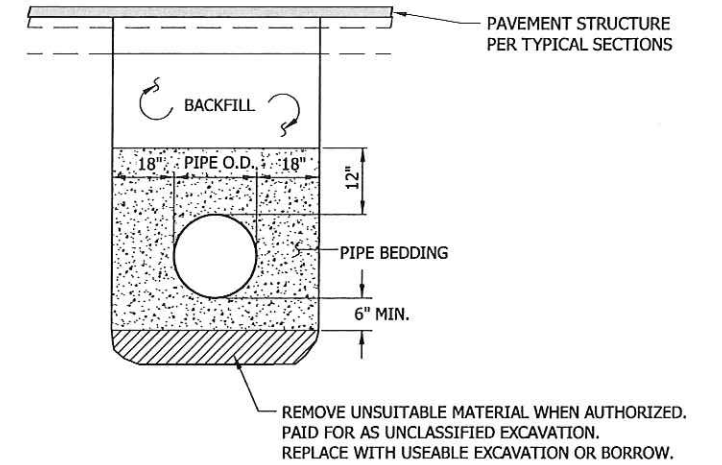


CULVERT HEADWALL DETAIL

NTS

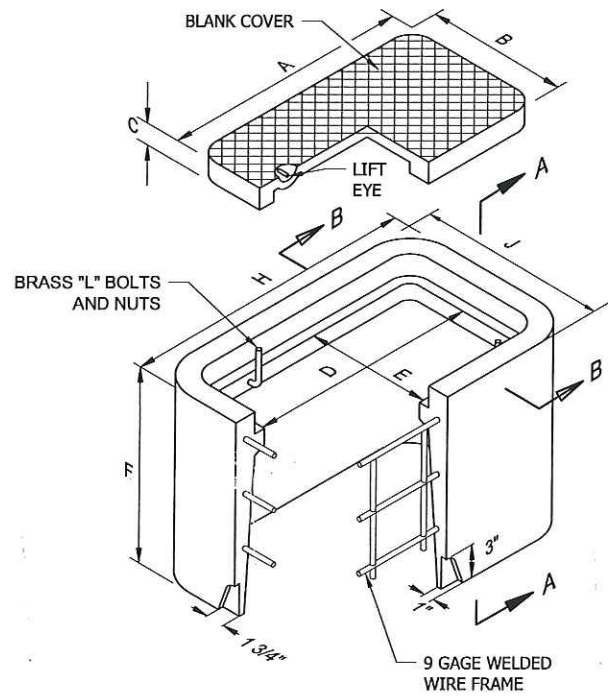


SECTION VIEW

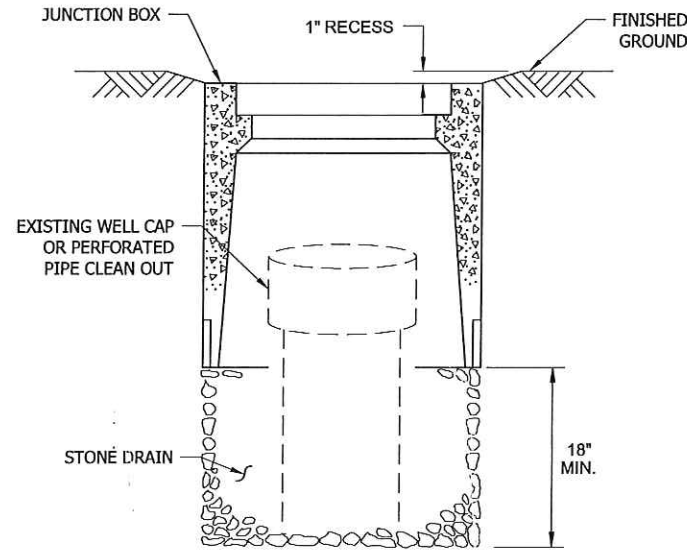


CULVERT BEDDING/BACKFILL DETAIL

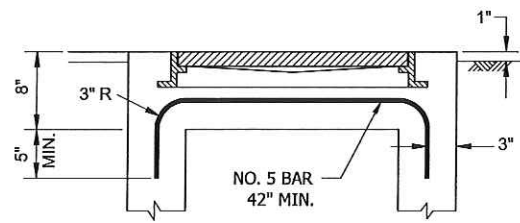
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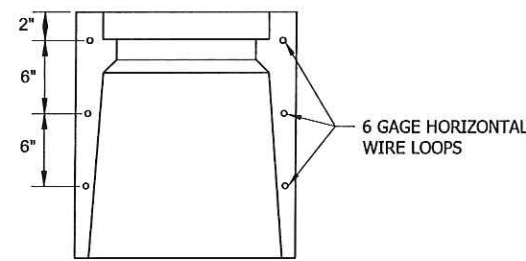
| DIMENSIONS (IN.) | |
|------------------|--------|
| TYPE I-A | |
| A | 22 3/4 |
| B | 13 1/4 |
| C | 2 |
| D | 21 1/4 |
| E | 11 3/4 |
| F | 18 |
| G | 2 |
| H | 27 1/4 |
| J | 17 3/4 |
| K | 14 1/2 |



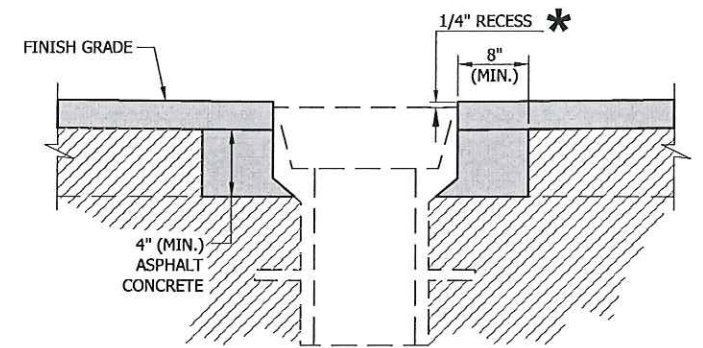
SECTION A-A



SECTION B-B



ALTERNATE REINFORCING

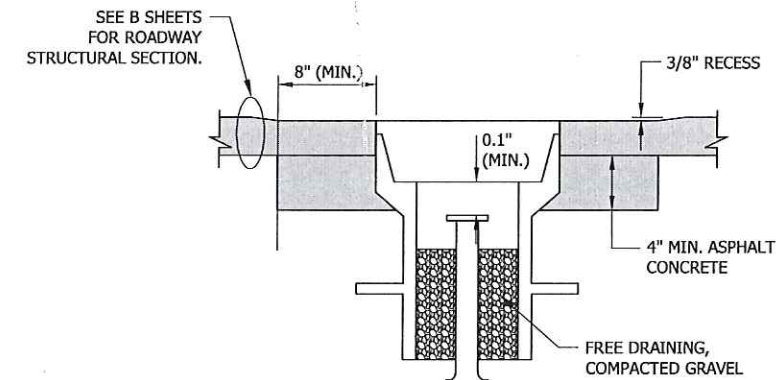


* MATCH ROADWAY CROSS SLOPE

VALVE BOX ADJUSTMENT DETAIL

NTS

RECESS TOLERANCE: 1/8", -0"



MONUMENT & MONUMENT CASE DETAIL

NTS

TYPE I-A JUNCTION BOX

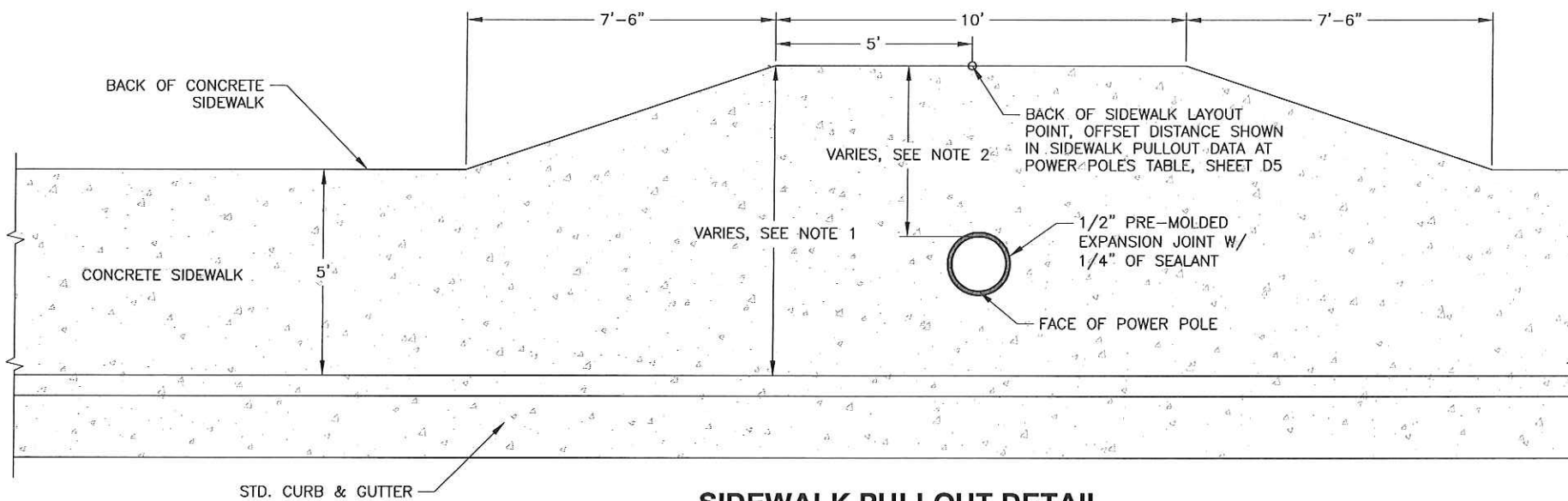
NTS



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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 (907) 465-1763
EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS
 MISCELLANEOUS DETAILS

FILE: Q:\wrg\68029\Plans\68029_01-J2_Details.dwg
 DATE: 3/6/2018 8:42 AM LAYOUT: J1
 DESIGNED: D.B., D.L.
 CHECKED: K. K., D.L.
 DRAFTED: R. G.

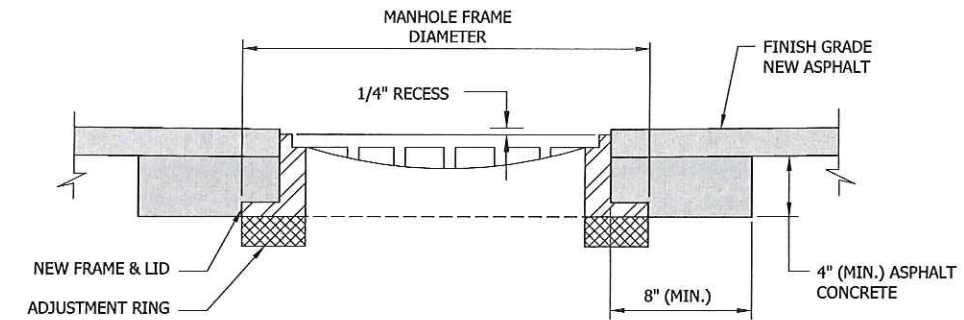
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | J2 | 6 |



SIDEWALK PULLOUT DETAIL
NTS

SIDEWALK PULLOUT NOTES:

1. DIMENSIONS VARY TO BACK OF SIDEWALK PER EACH INDIVIDUAL POWER POLE. FOR POWER POLES TO BE RELOCATED BY OTHERS PER SECTION 651 THIS DIMENSION SHOULD BE 7.5 FEET. FOR POWER POLES TO REMAIN IN PLACE OFFSET TO BACK OF SIDEWALK FROM LINE "E" CENTER LINE SHOWN IN SIDEWALK PULLOUT DATA AT POWER POLES TABLE, SHEET D5.
2. DIMENSIONS VARY TO BACK OF SIDEWALK PER EACH INDIVIDUAL POWER POLE. PRIOR TO POURING CONCRETE SIDEWALK VERIFY A MINIMUM DIMENSION OF 4 FEET IS PROVIDED BEHIND POWER POLE TO ALLOW FOR PLOWING EQUIPMENT AND ADA ACCESS.



SANITARY SEWER MANHOLE ADJUSTMENT DETAIL
NTS

GENERAL NOTES:

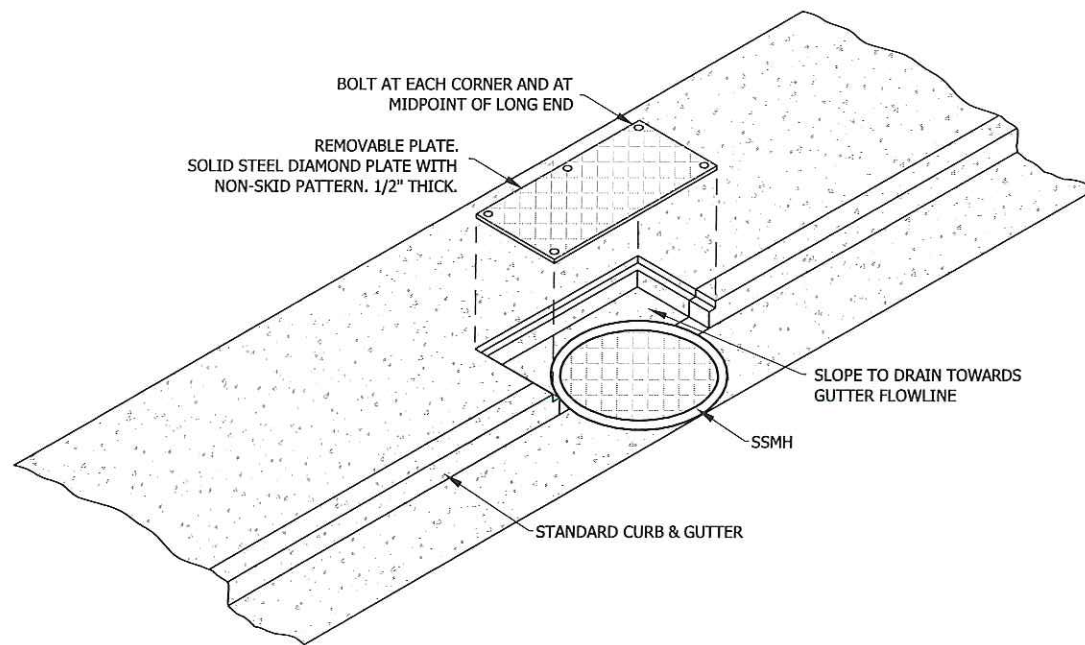
1. NEW MANHOLE CASTINGS MUST COMPLY WITH BUY AMERICA PROVISIONS PER SECTION 106 OF STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ADJUSTMENT NOTES:

1. MANHOLE CASTING SHALL BE ADJUSTED TO CONFORM WITH SLOPE AND GRADE OF PROPOSED PAVEMENT USING A TAPERED RISER CONFIGURATION. NO SHIMMING WILL BE ALLOWED.
2. ADJUSTING RINGS SHALL BE PROPERLY SIZED FOR THE EXISTING CONE OR FLAT TOP OPENING, AND INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
3. INSTALLATION OF FRAME, COVER, AND ADJUSTMENT RINGS, ONTO THE EXISTING STRUCTURE SHALL BE WATER-TIGHT.
4. WHEN ADJUSTING TO SIDEWALK SURFACE, ELIMINATE 1/4" RECESS AND MATCH FLUSH WITH SURFACE.

CONSTRUCTION SEQUENCING NOTES:

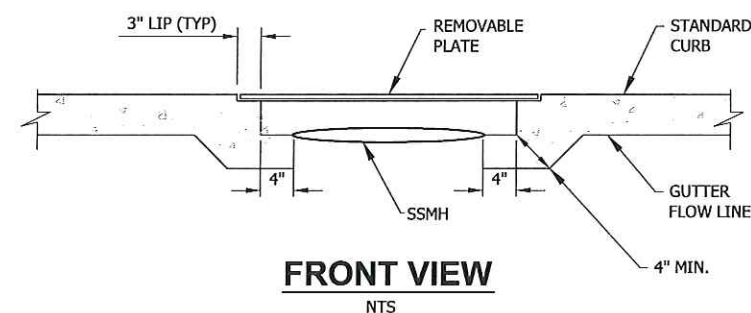
1. RAISE, LOWER OR RECONSTRUCT MANHOLES AS REQUIRED. INSTALL STEEL PLATE OVER MANHOLE OPENING AS A TEMPORARY MEASURE.
2. PRIOR TO FINAL PAVING, REMOVE STEEL PLATE AND INSTALL NEW RISERS, FRAME AND LID. ADJUST FRAMES TO FINISHED GRADE.
3. CONSTRUCT 4" OF ASPHALT CONCRETE PAVEMENT IN PAVEMENT REMOVAL AREA AROUND FRAME.
4. CONSTRUCT FINAL ASPHALT CONCRETE PAVEMENT.



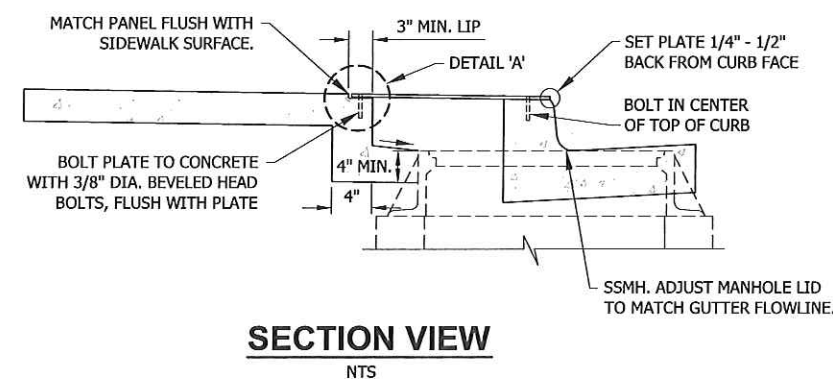
SIDEWALK BLOCKOUT FOR MANHOLE
NTS

NOTES:

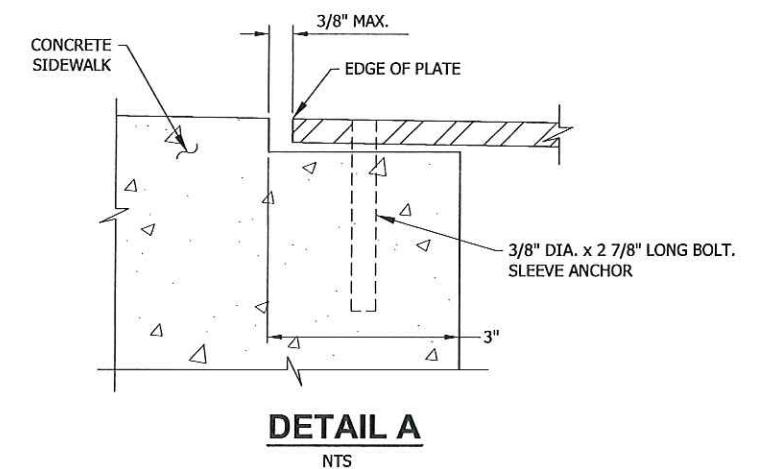
1. ROTATE CONE TO MOVE LID OUT OF CURB FACE. IF ROTATING THE CONE WILL NOT PROVIDE ADEQUATE CLEARANCE FROM CURB FACE, ADJUST CURB AND GUTTER OFFSET A MAXIMUM OF 6" USING 100' CURB TAPERS ON EACH SIDE OF SHIFT LOCATION.
2. IF ROTATING THE CONE AND OFFSETTING THE CURB AND GUTTER WILL NOT PROVIDE ADEQUATE CLEARANCE, CONSTRUCT BLOCKOUT WITH REMOVABLE PLATE AS DETAILED.



FRONT VIEW
NTS



SECTION VIEW
NTS



DETAIL A
NTS



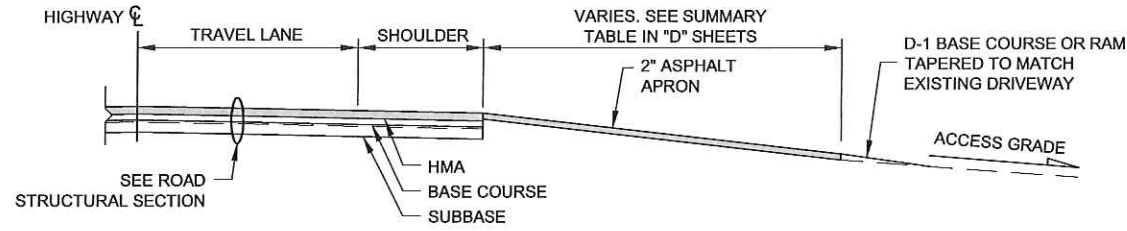
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(907) 465-1763
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MISCELLANEOUS
DETAILS

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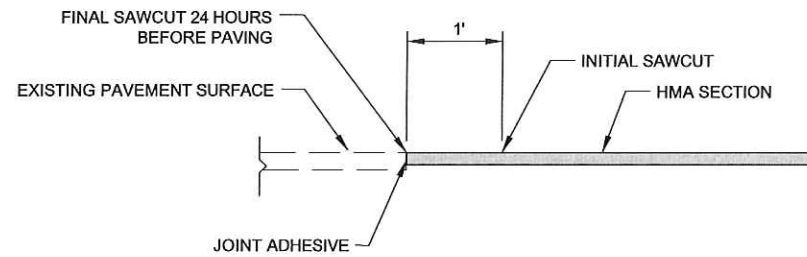
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | J3 | 6 |



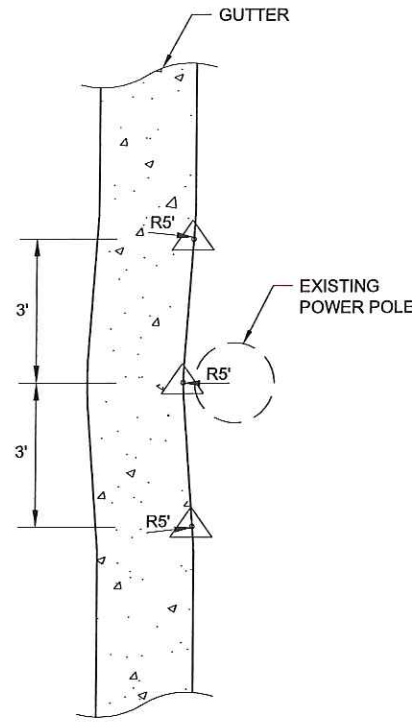
UNPAVED DRIVEWAY APRON

NTS



DRIVEWAY, BOP & EOP PAVEMENT MATCH DETAIL

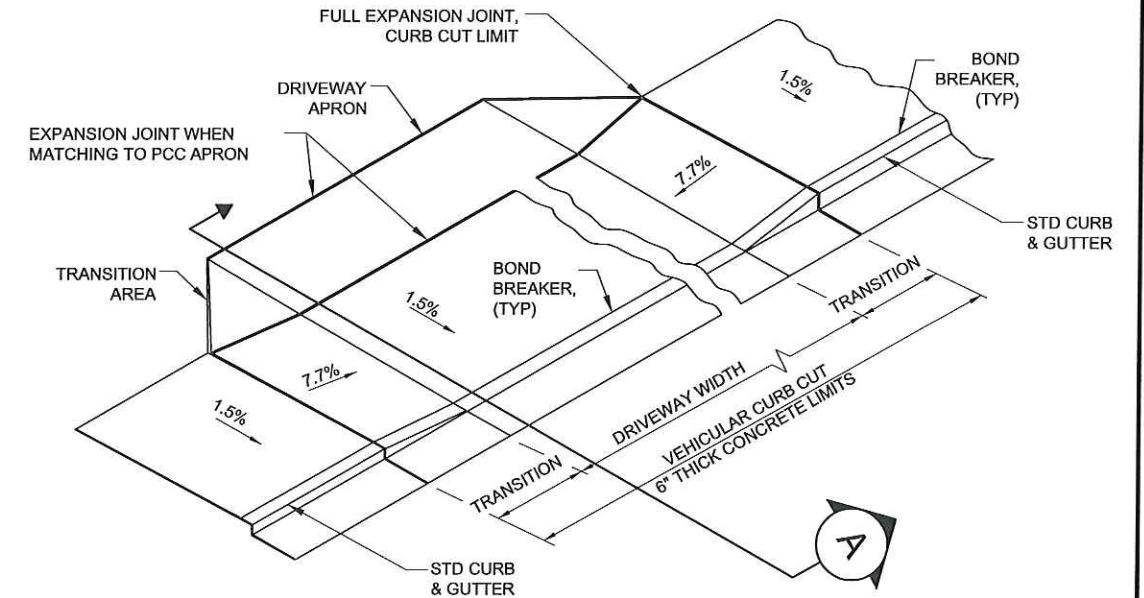
NTS



GUTTER OFFSET FOR POWER POLE PLAN

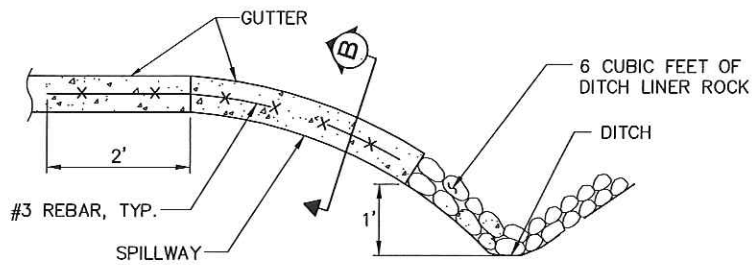
NTS

NOTE:
IF POWER POLE INTRUDES 2" OR LESS INTO THE SIDE OF GUTTER, DON'T OFFSET GUTTER, INSTEAD CAST GUTTER AROUND POWER POLE.



DRIVEWAY RAMP DETAIL

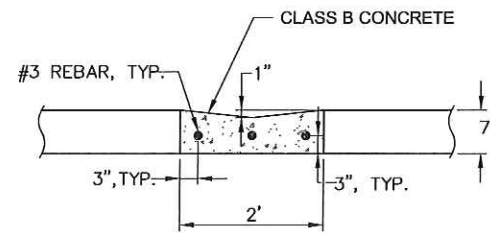
NTS



SPILLWAY DETAIL

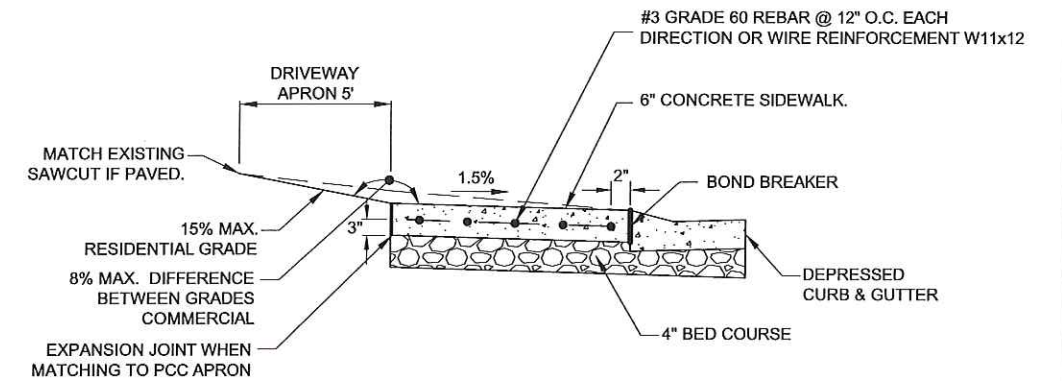
NTS

NOTE:
1. INSTALL SPILLWAYS AT THE END OF GUTTER SECTIONS WHERE DRAINAGE GETS DIRECTED INTO THE DITCH.



SECTION B

NTS

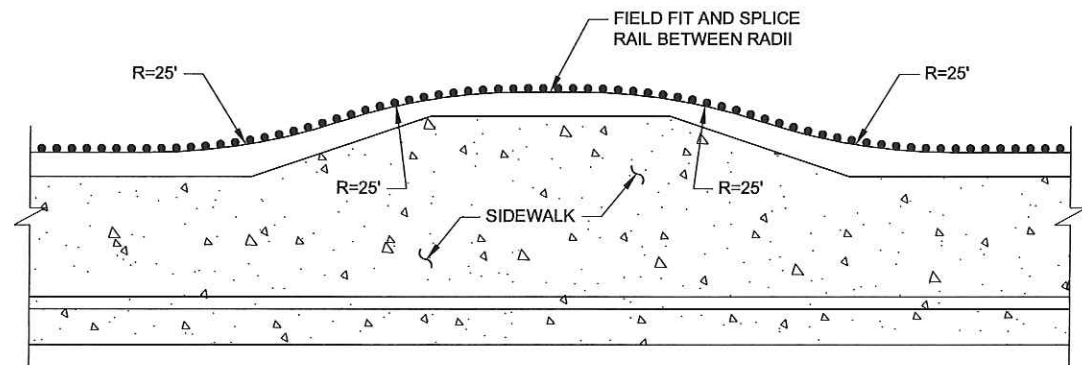


DRIVEWAY APRON SECTION

NTS

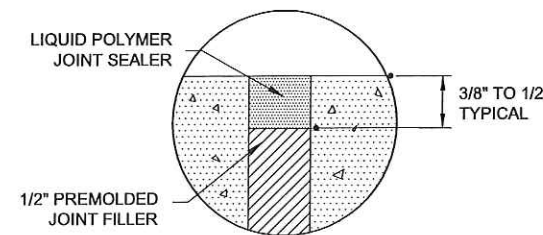
DRIVEWAY APRON NOTES:

1. WHEN REQUIRED TO SAWCUT TO MATCH TO EXISTING DRIVE, CONSTRUCT APRON OF SAME MATERIAL AS EXISTING DRIVE. FOR EXISTING ASPHALT PAVEMENT DRIVES, CONSTRUCT APRON WITH 2" ASPHALT CONCRETE. FOR PCC DRIVES, CONSTRUCT APRON WITH MINIMUM 6" CLASS A CONCRETE OR MATCH EXISTING WHEN GREATER THAN 6" THICK.
2. USE ADOBE BLOCKS 2' O.C. EACH DIRECTION TO HOLD CONCRETE REINFORCEMENT IN PLACE.



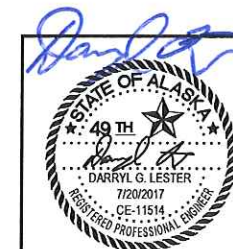
GUARDRAIL RADIUS AT SIDEWALK PULLOUT

NTS



EXPANSION JOINT DETAIL

NTS



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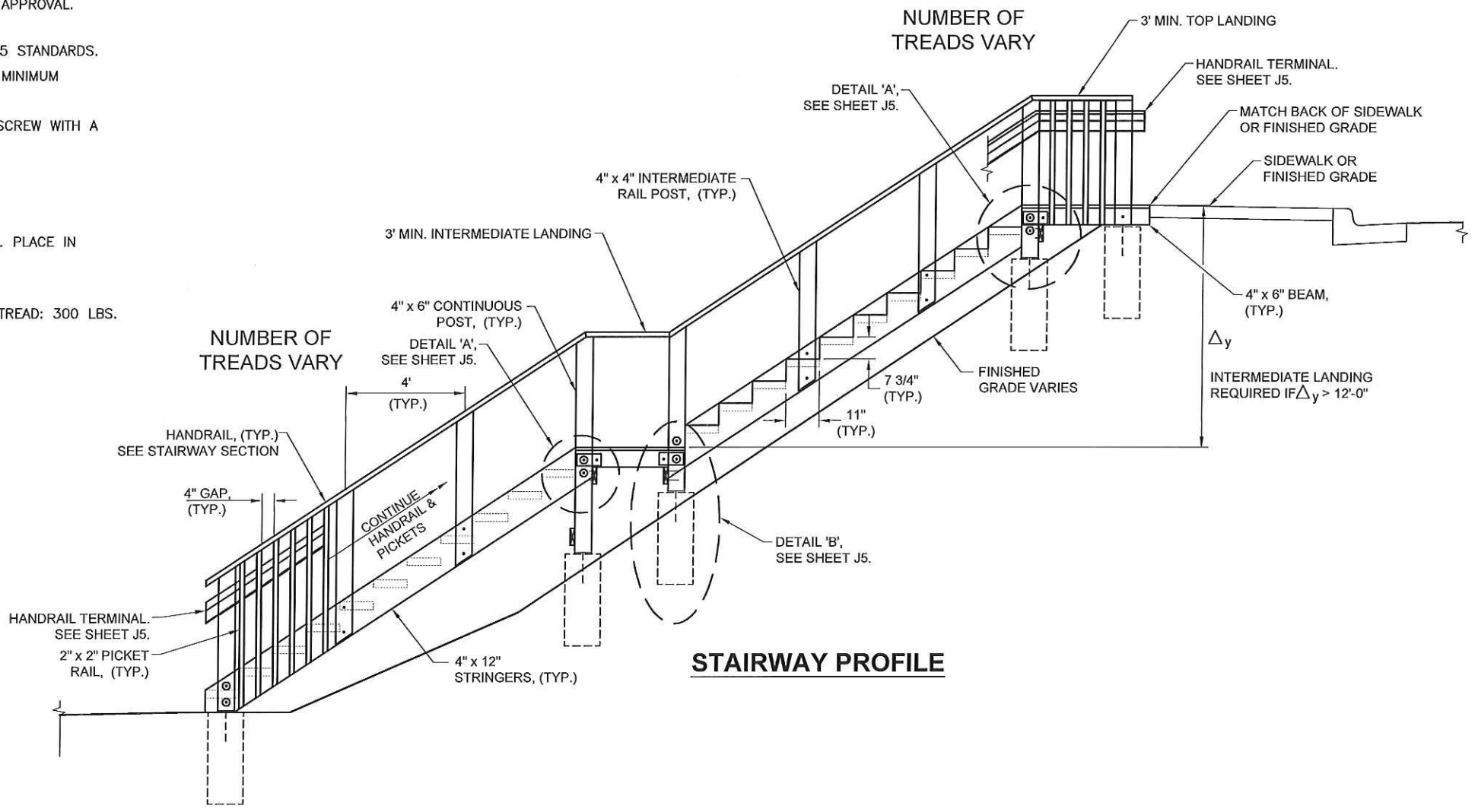
MISCELLANEOUS DETAILS

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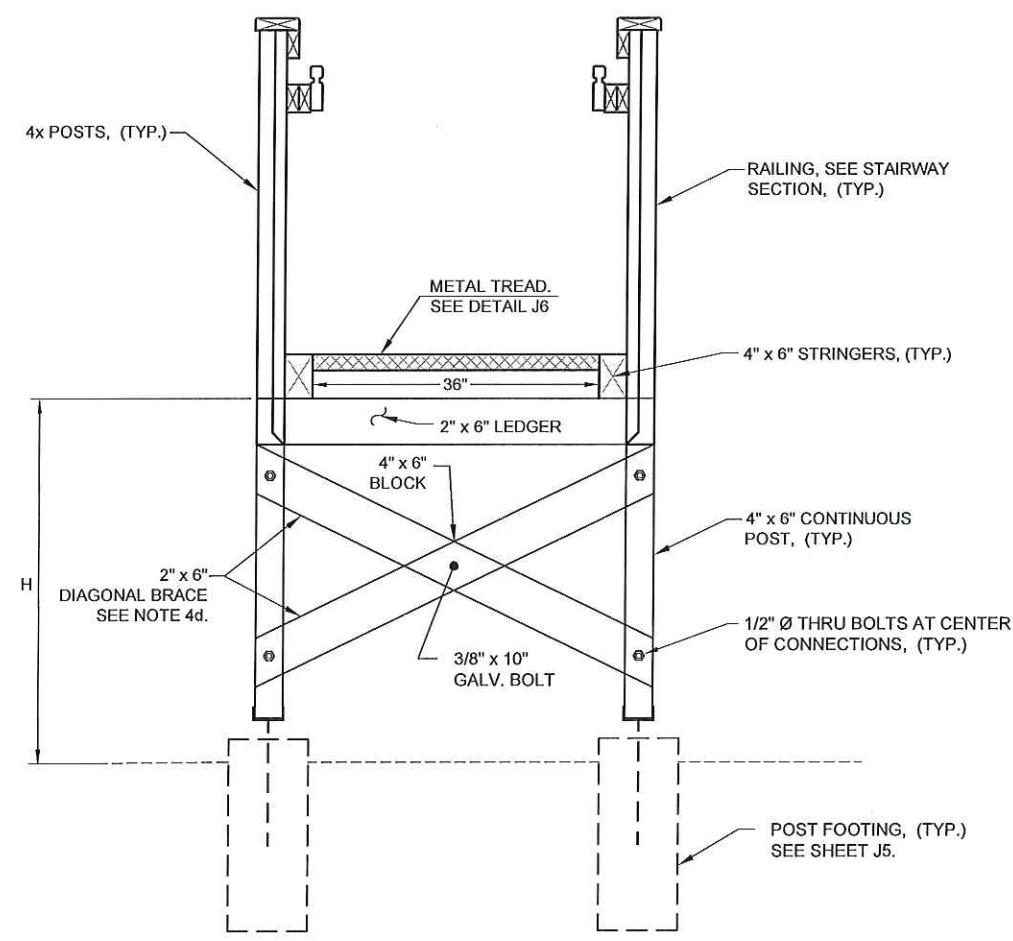
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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NOTES:

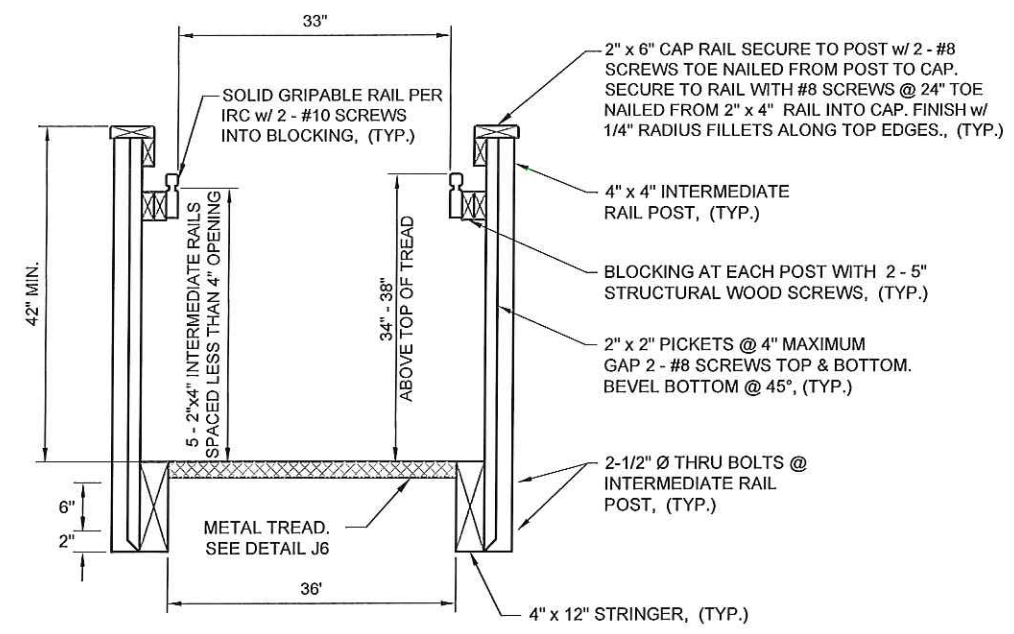
- CONSTRUCT STAIRS IN ACCORDANCE WITH THE INTERNATIONAL BUILDING CODE (IBC), 2015.
- PRIOR TO CONSTRUCTION SUBMIT CONSTRUCTION WORKING DRAWINGS BASED ON FIELD MEASUREMENTS FOR APPROVAL.
- MATERIALS:**
 - LUMBER:** HF NO.2 OR BETTER. PRESSURE TREATED w/ ACQ, 0.4 pcf, IN ACCORDANCE WITH AWPA C-15 STANDARDS.
 - POST BASES:** 5,000 LB. MIN. DOWNLOAD CAPACITY. GALVANIZED OR CORROSION RESISTANT PROVIDE A MINIMUM 1" SPACE ABOVE THE FOOTING SURFACE.
 - STRUCTURAL WOOD SCREWS:** USE 1/4"Ø HIGH STRENGTH CORROSION RESISTANT OR STAINLESS STEEL SCREW WITH A MINIMUM ALLOWABLE SHEAR STRENGTH OF 800 LBS.
 - BOLTS:** ASTM A307 GALVANIZED.
 - SPLIT RINGS:** SAE 1010 CARBON STEEL, GALVANIZED.
 - MISC. HARDWARE:** GALVANIZED IN ACCORDANCE WITH ASTM A-153.
 - CONCRETE:** MINIMUM 28 DAYS COMPRESSIVE STRENGTH OF 4,000 psi IN ACCORDANCE WITH ASTM C387. PLACE IN ACCORDANCE WITH MANUFACTURER'S ACCOMMODATIONS.
 - REINFORCING STEEL:** ASTM A615, Fy = 40 ksi
 - STEEL GRATING:** MATCH DIMENSIONS ON PLANS. SERRATED SURFACE MINIMUM ALLOWABLE CAPACITY OF TREAD: 300 LBS. CONCENTRATED LOAD AT MIDDLE OF 34 INCH SPAN.
- CONSTRUCTION:**
 - TREAT ALL CUT ENDS AND DRILLED HOLES IN ACCORDANCE WITH AWPA M-4 STANDARDS.
 - PRE-DRILL ALL BOARDS BEFORE FASTENING UNLESS USING SELF DRIVEN SCREWS.
 - WOOD HANDRAILS AND CAP RAIL SHALL BE SMOOTH AND SPLINTER FREE.
 - WHERE "H" IS 18" TO 6', ONE PANEL OF "X" BRACING SHALL BE USED. WHERE "H" EXCEEDS 6', TWO PANELS OF "X" BRACING SHALL BE USED.
 - USE MALLEABLE IRON WASHERS ON BOLTS HEADS AND NUTS BEARING ON WOOD.
 - FOOTINGS SHALL BE ON UNDISTURBED EARTH WITH A MINIMUM PRESUMPTIVE LOAD BEARING CAPACITY OF 3,000 psf, AS APPROVED BY THE ENGINEER.



STAIRWAY PROFILE



LANDING SECTION



STAIRWAY SECTION

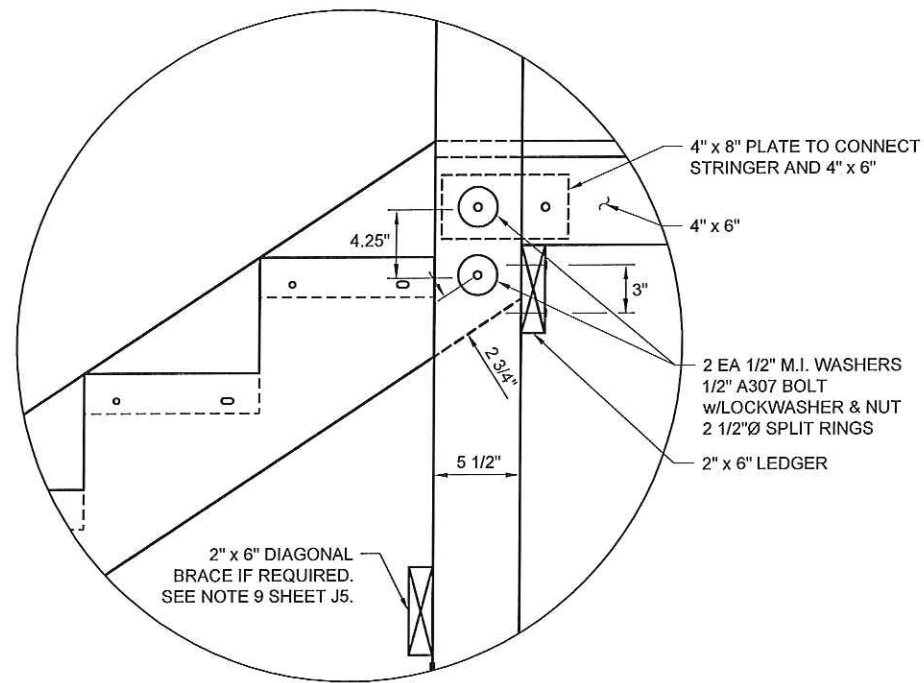


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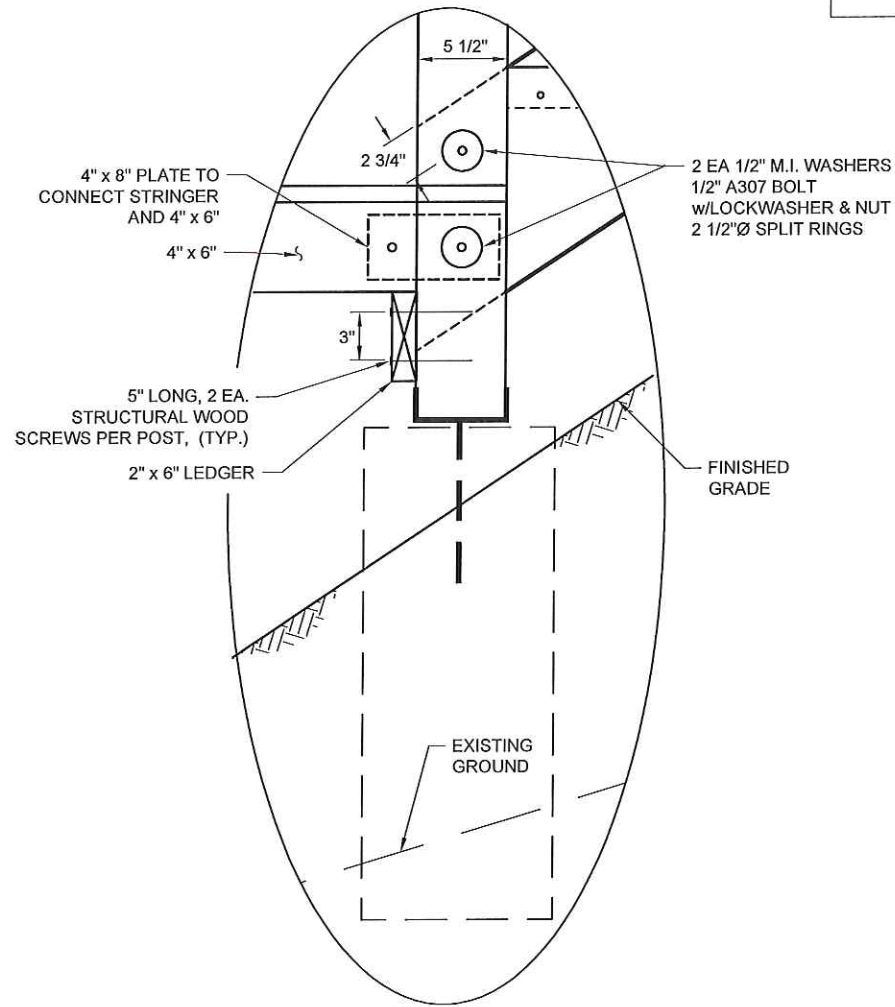
STAIRWAY PROFILE

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | J5 | 6 |

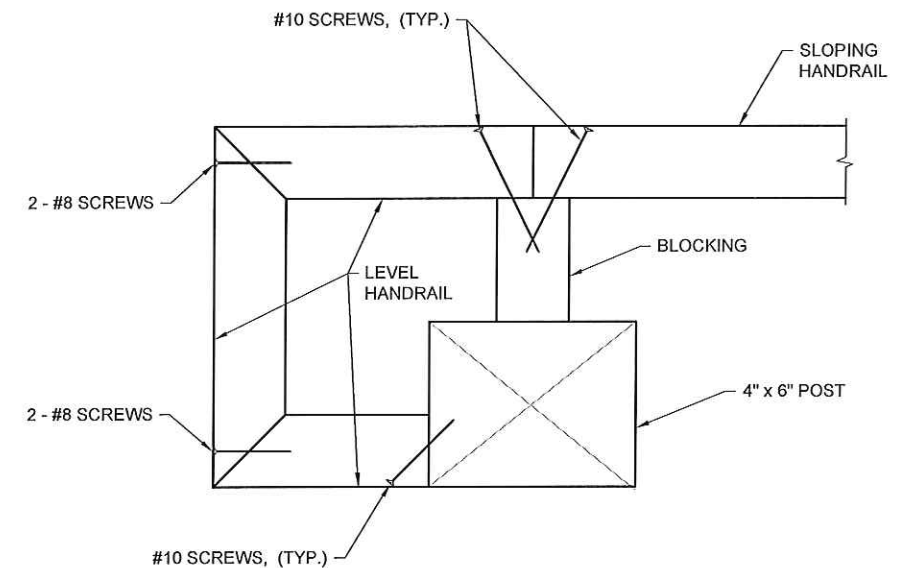
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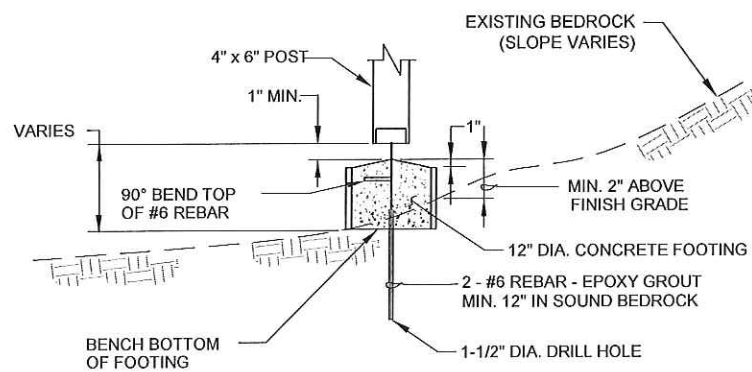
DETAIL A



DETAIL B

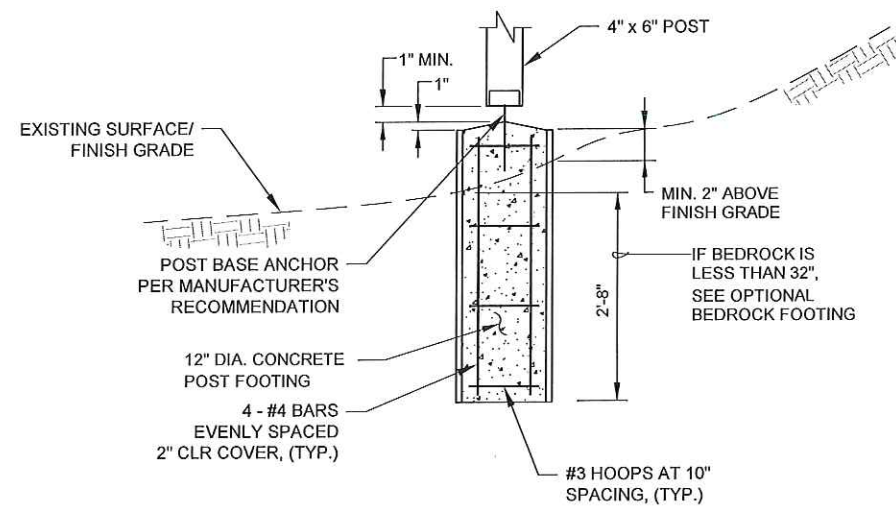


PLAN
HANDRAIL TERMINAL DETAIL



NOTE: REINFORCING NOT SHOWN FOR CLARITY.

OPTIONAL BEDROCK FOOTING



STAIRWAY POST FOOTING

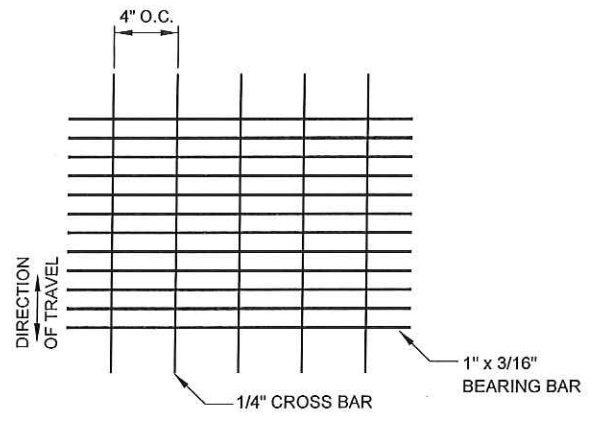


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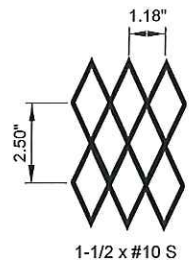
STAIRWAY DETAILS

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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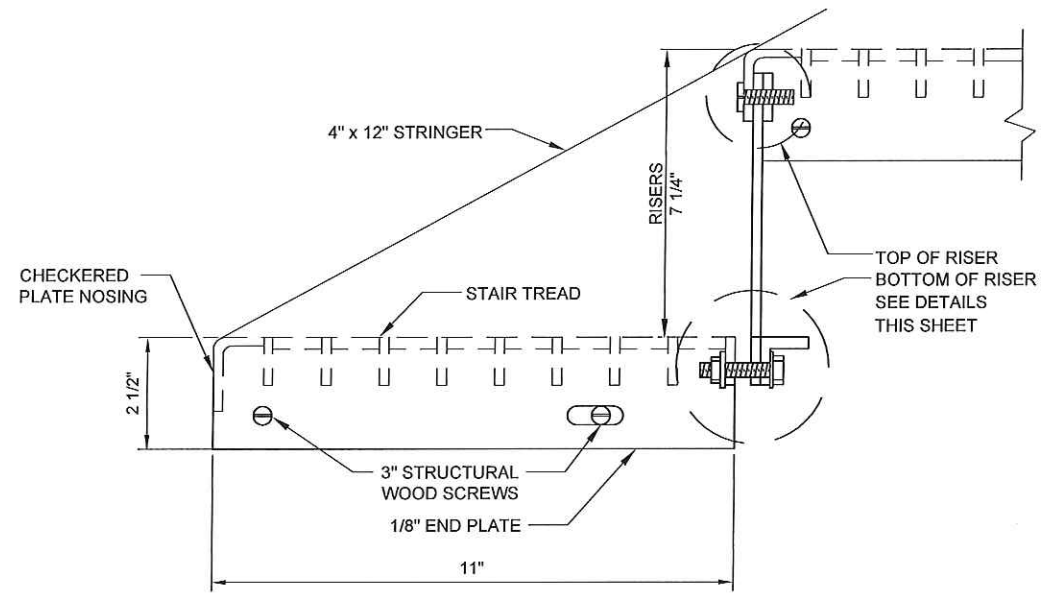
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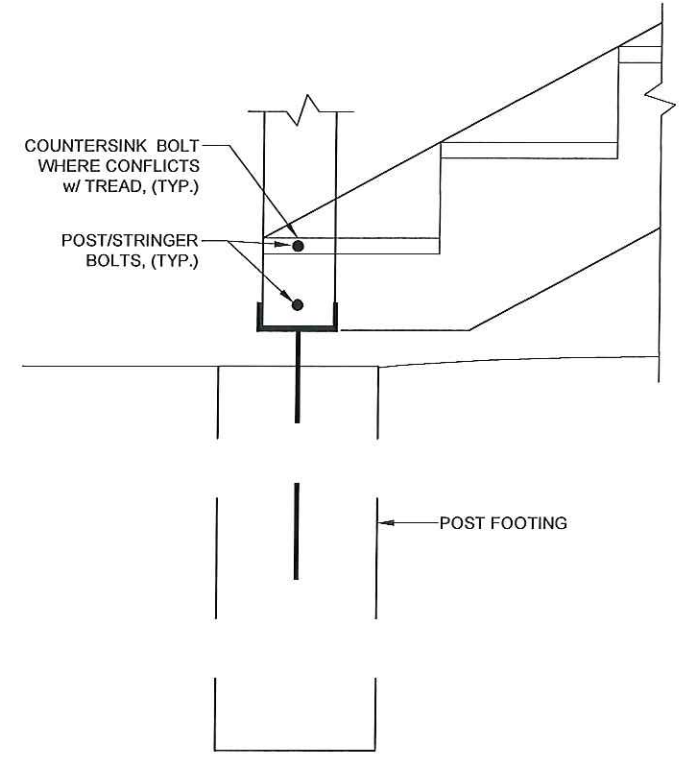
**STAIR TREAD & LANDING
(19W4)**



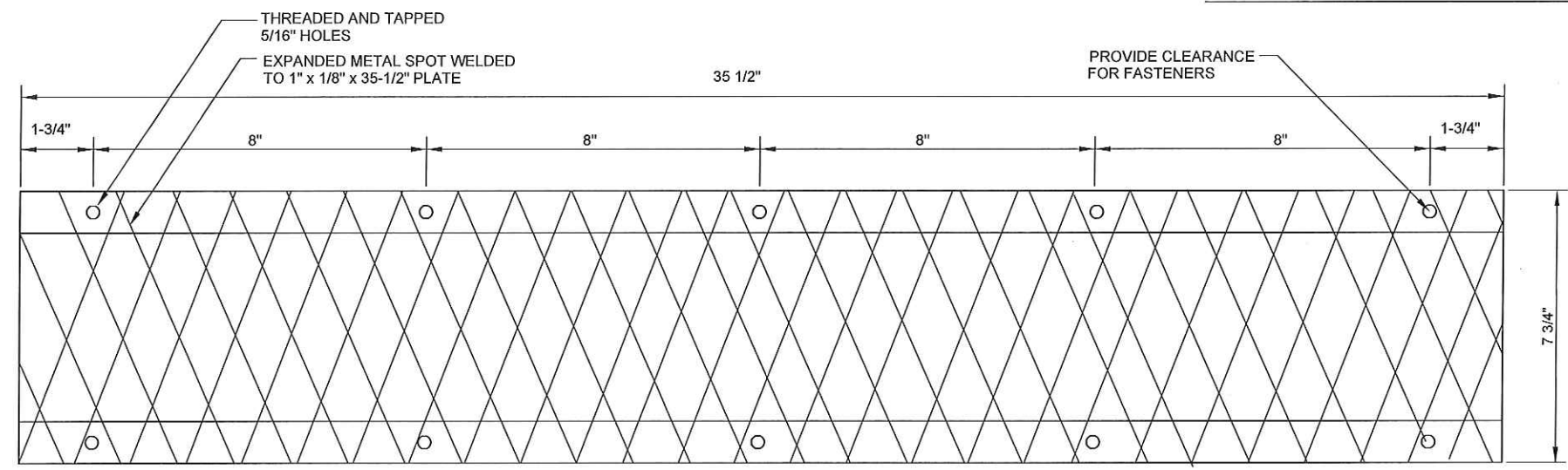
**EXPANDED
METAL RISER**



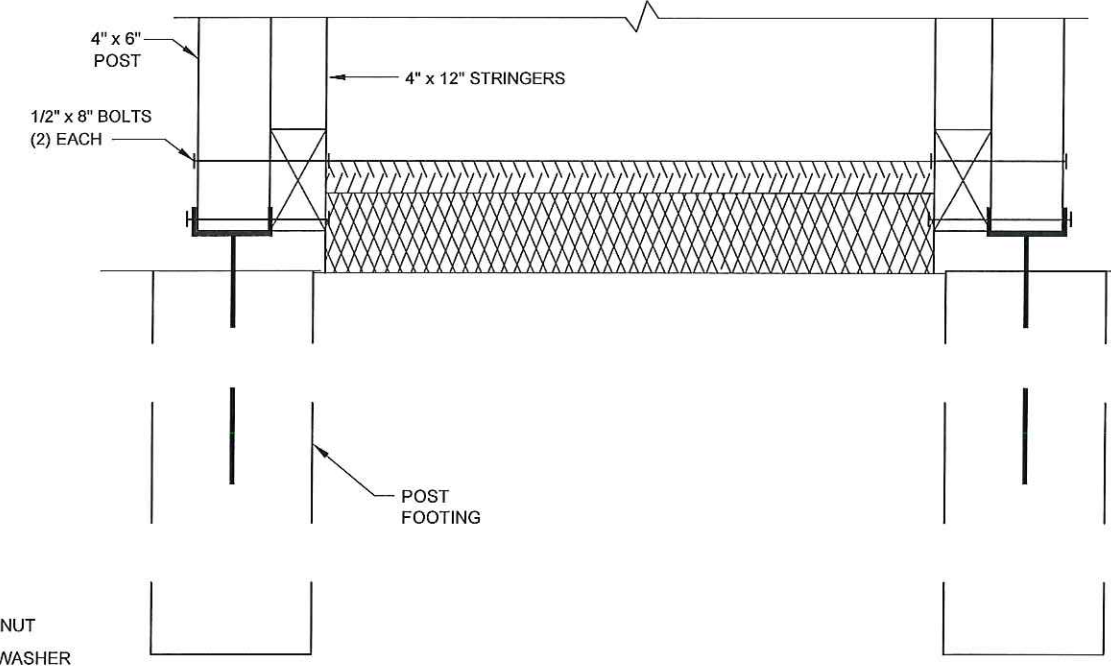
TREAD AND RISER PROFILE



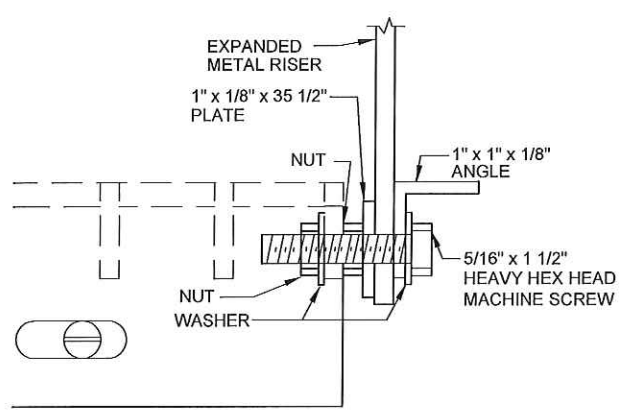
BOTTOM OF STAIRWAY PROFILE



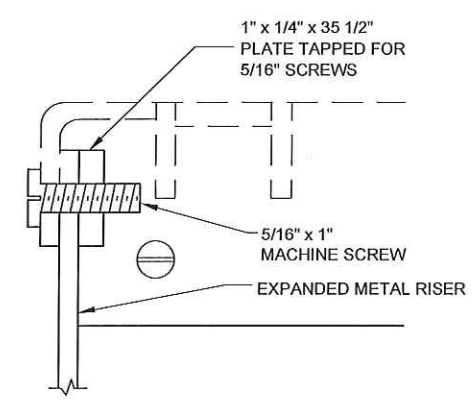
RISER



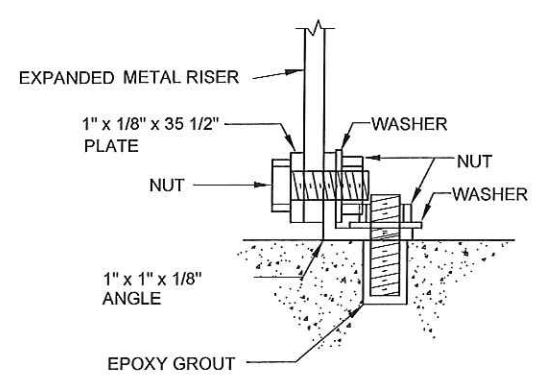
BOTTOM OF STAIRWAY SECTION



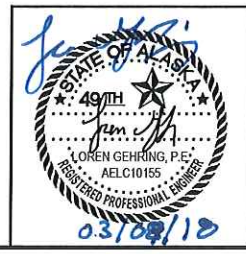
TYPICAL BOTTOM OF RISER



TYPICAL TOP OF RISER



**BOTTOM RISER TO
CONCRETE CONNECTION**



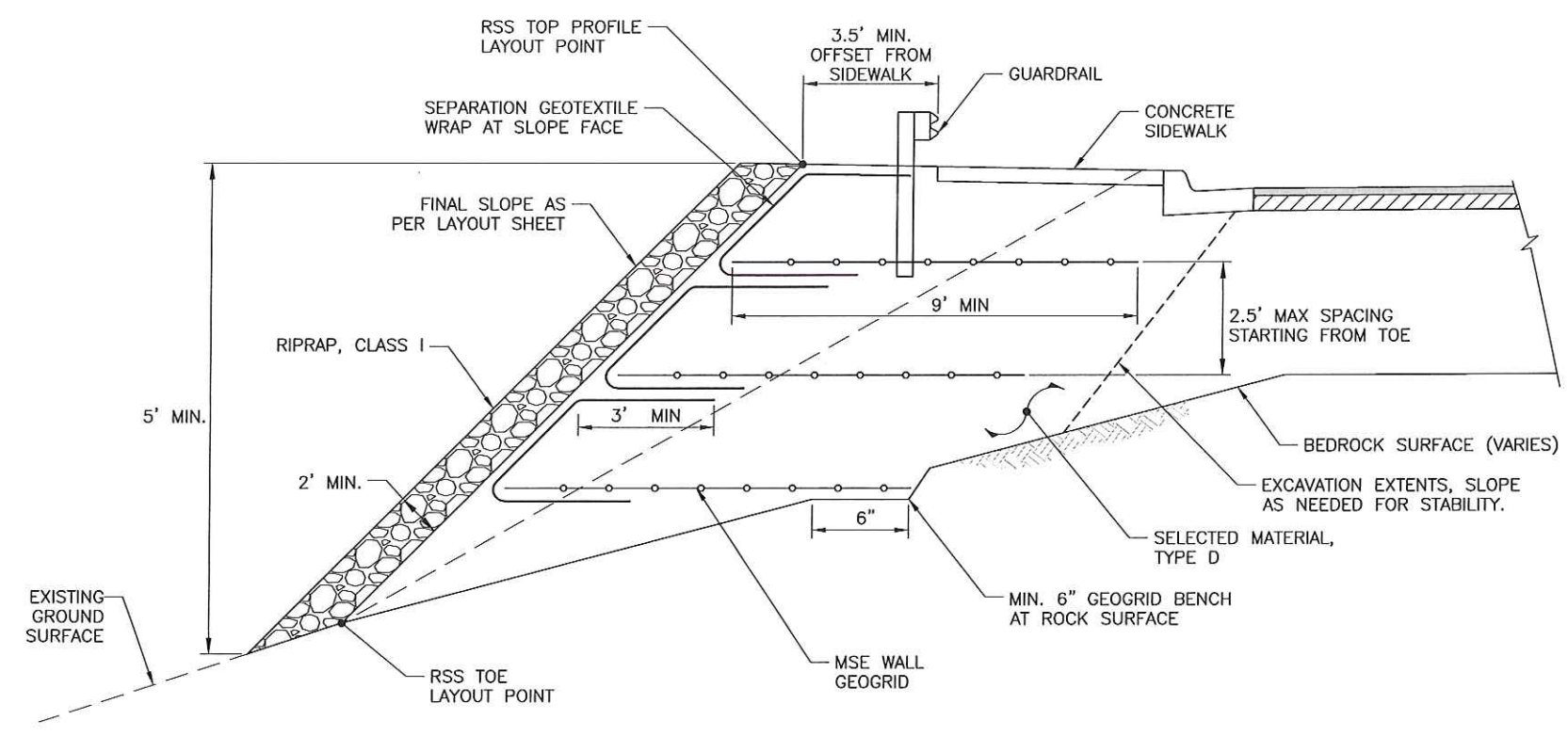
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AND PEDESTRIAN ACCESS**

STAIRWAY DETAILS

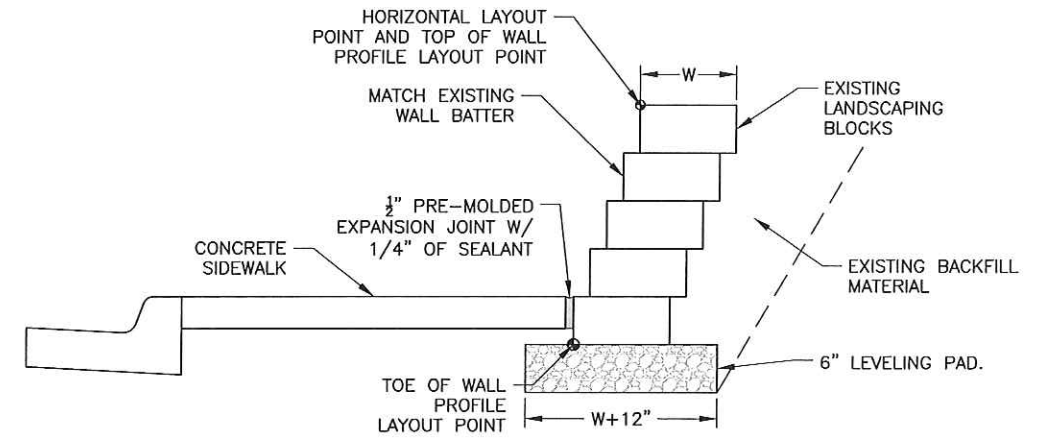
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|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | M1 | 9 |

RSS NOTES:

- GEOGRID REINFORCEMENT AND GEOTEXTILE WRAP IS ONLY NEEDED FOR SLOPES GREATER THAN 5 FEET IN HEIGHT.
- EXTEND GEOGRID A MINIMUM OF 9' FROM THE FACE OF THE TYPE D MATERIAL OR UNTIL BEDROCK IS ENCOUNTERED. BENCH GEOGRID INTO BEDROCK IF ENCOUNTERED. GEOGRID CAN BE OMITTED IN LOCATIONS WHERE THE ROCK SURFACE WOULD RESULT IN GEOGRID LENGTHS LESS THAN TWO FEET.
- INSTALL GEOGRID AND GEOTEXTILE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION.



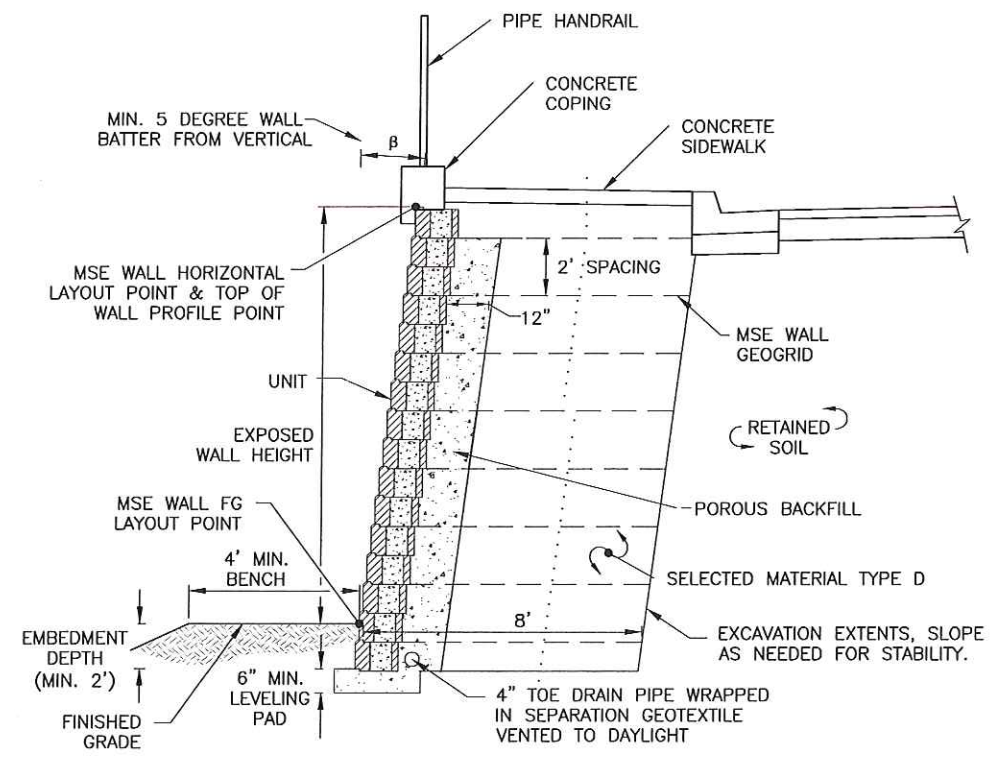
REINFORCED SOIL SLOPE (RSS) TYPICAL SECTION
"E" STA. 15+55.00 TO STA. 18+00.00



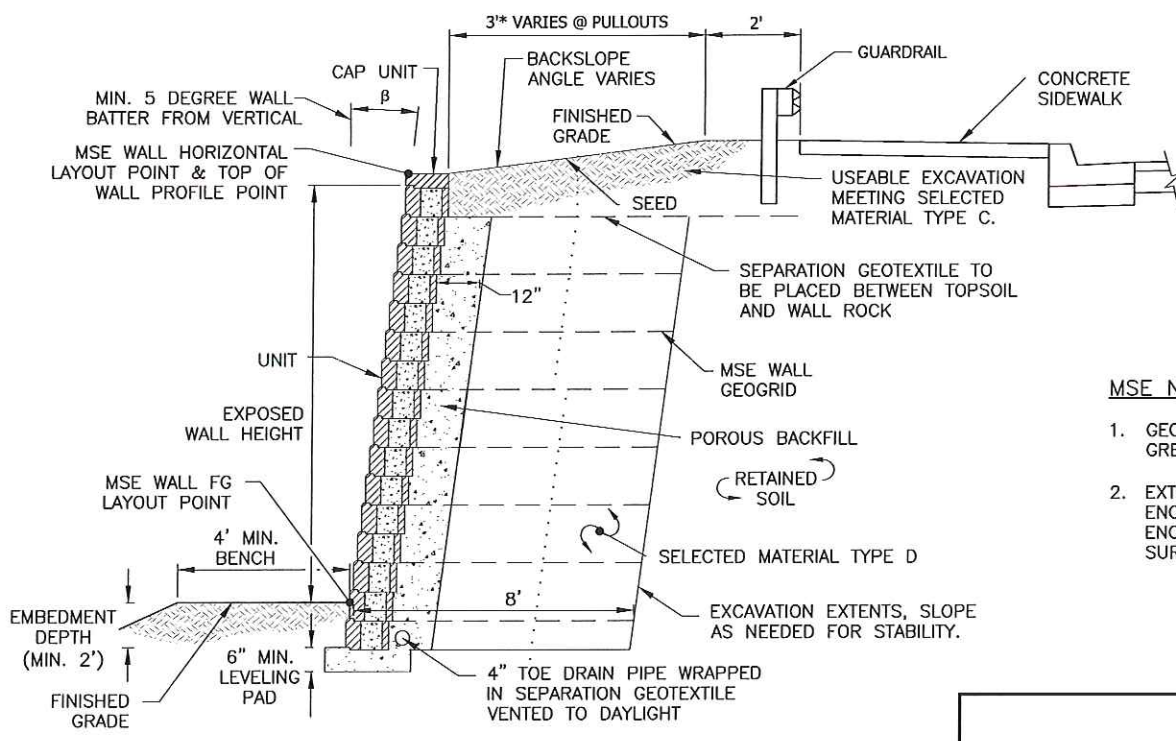
LANDSCAPING RETAINING WALL DETAIL
WALL #1 "E" STA. 10+33.35 TO STA. 10+42.18

LANDSCAPING RETAINING WALL NOTES:

- REMOVE AND RECONSTRUCT EXISTING LANDSCAPING WALL PER LAYOUT SHOWN ON SHEET M4.
- REMOVE STORE AND REUSE EXISTING BACKFILL MATERIAL AS NECESSARY TO RELOCATE WALL.
- LANDSCAPING RETAINING WALL SHALL BE PAID FOR PER SECTION 511



MECHANICALLY STABILIZED EARTH (MSE) WALL HANDRAIL TYPICAL SECTION
WALL #2 "E" STA. 15+10.05 TO STA. 15+51.56
WALL #5 "E" STA. 26+69.77 TO STA. 28+18.86



MECHANICALLY STABILIZED EARTH (MSE) WALL TYPICAL SECTION
WALL #3 "E" STA. 19+95.00 TO STA. 24+50.00
WALL #4 "E" STA. 26+05.72 TO STA. 26+52.22

MSE NOTES:

- GEOGRID REINFORCEMENT IS ONLY NEEDED IN WALLS WITH AN EXPOSED HEIGHT GREATER THAN 4 FEET.
- EXTEND GEOGRID A MINIMUM OF 8' FROM WALL FACE OR UNTIL BEDROCK IS ENCOUNTERED. BENCH GEOGRID INTO BEDROCK A MINIMUM OF SIX INCHES IF ENCOUNTERED. GEOGRID CAN BE OMITTED IN LOCATIONS WHERE THE ROCK SURFACE WOULD RESULT IN GEOGRID LENGTHS LESS THAN TWO FEET.

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 CHECKED: K.K.
 DRAFTED: R.G.

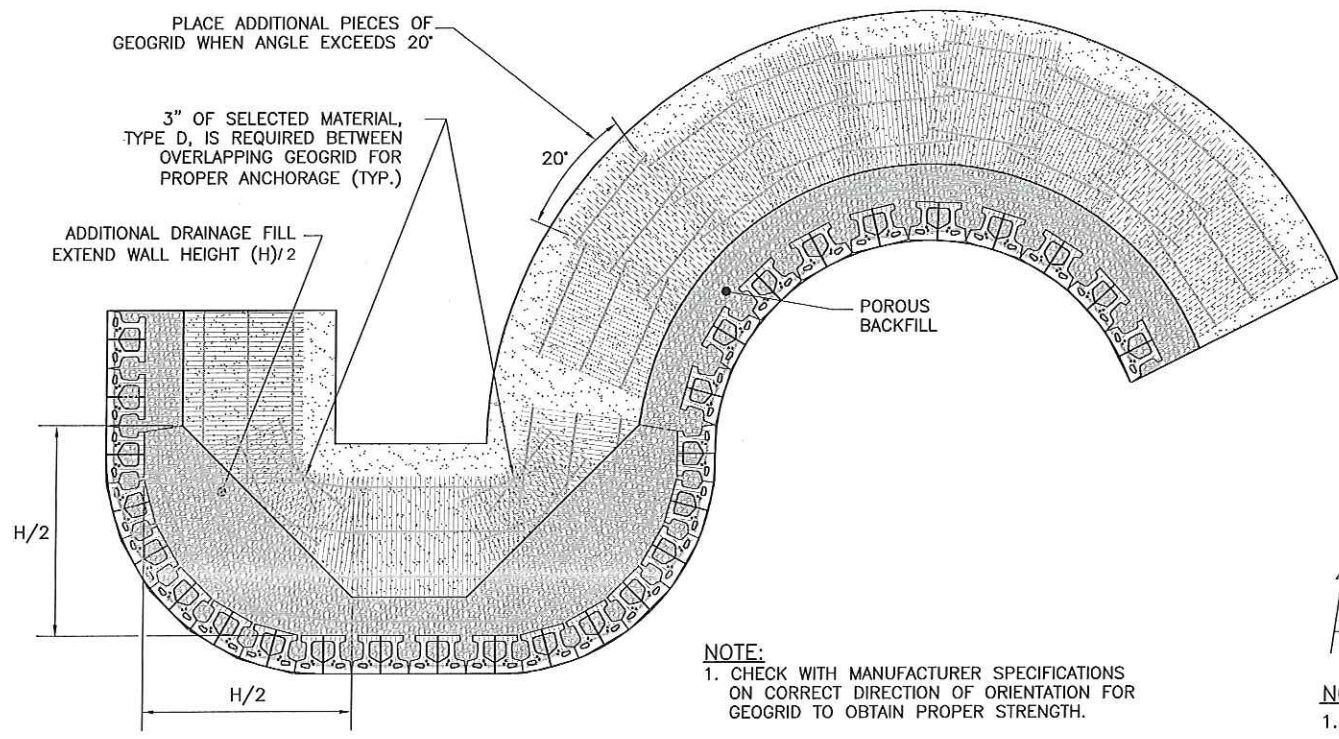
PLANS DEVELOPED BY:
GOLDER ASSOCIATES INC.
2121 ABBOTT ROAD, SUITE 100
ANCHORAGE, AK 99507
(907) 344-6001
AECC311



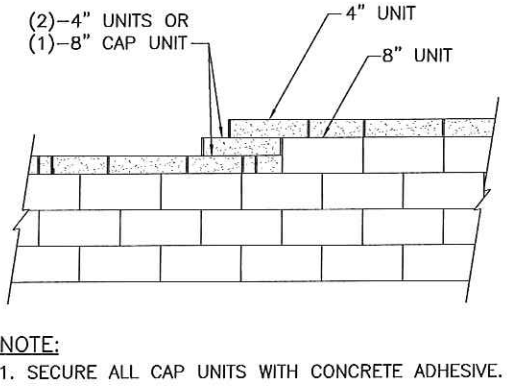
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS
 RETAINING WALL DETAIL

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | M2 | 9 |

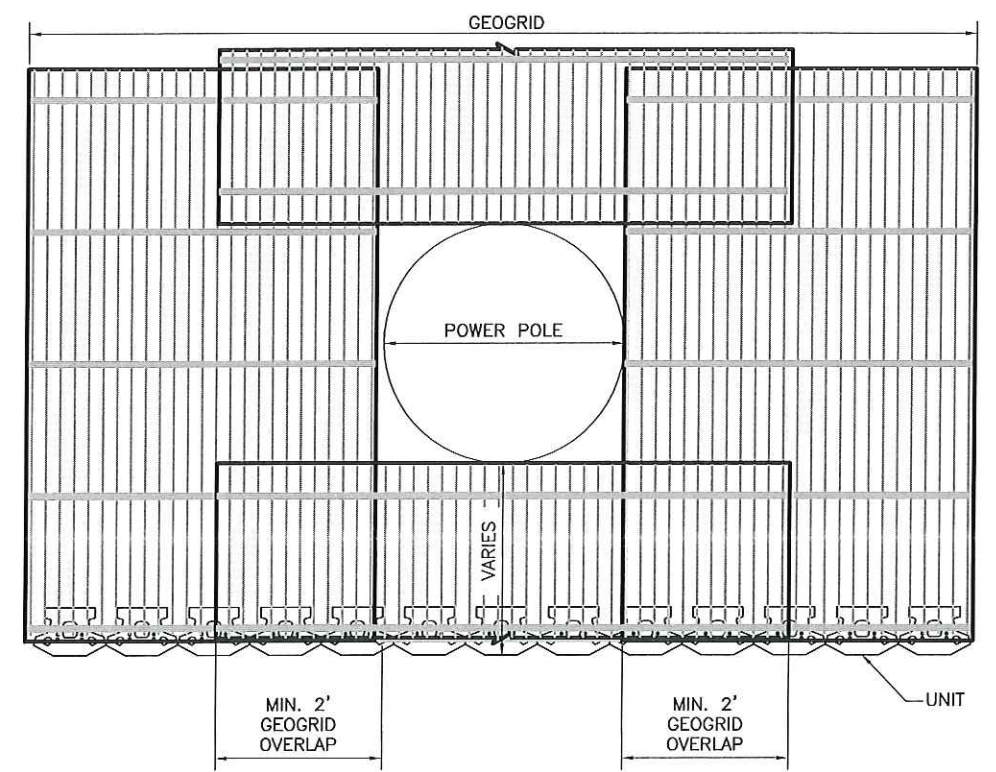
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GEOGRID INSTALLATION ON CURVES
NTS

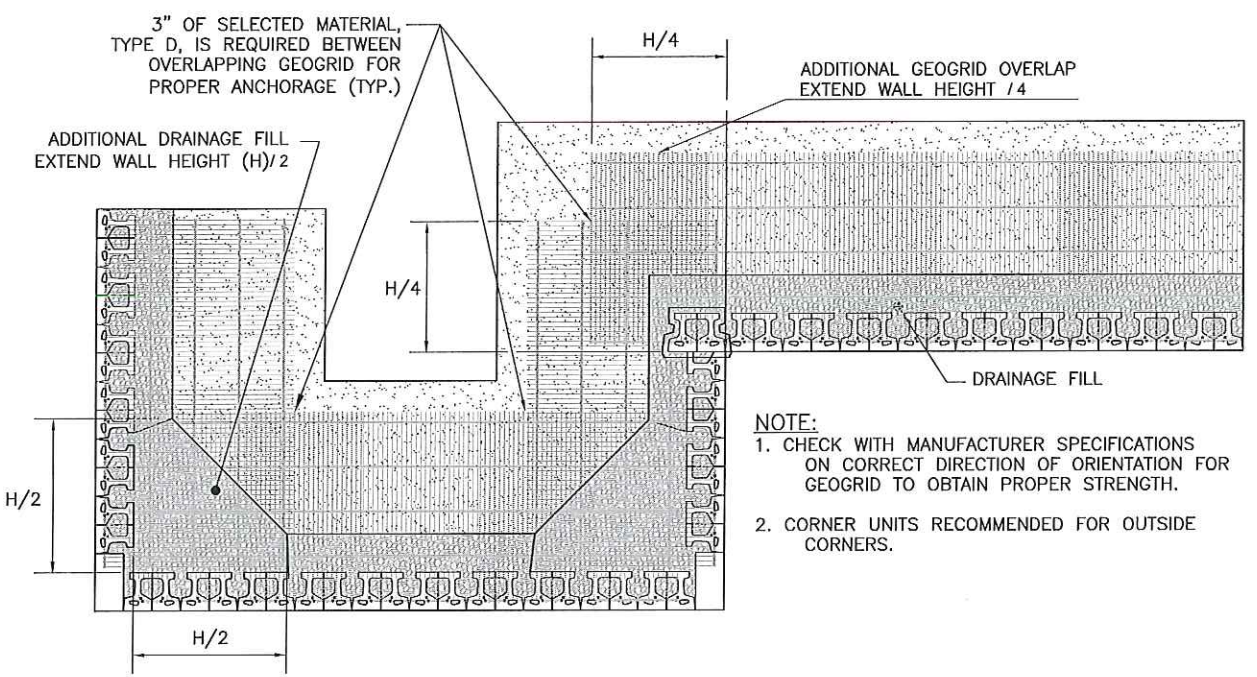


TOP OF WALL STEPS
NTS

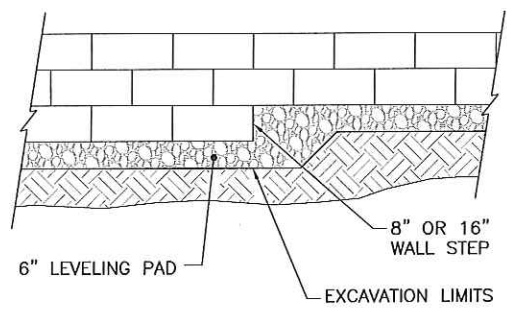


**POWER POLE GRID OBSTRUCTION
PLAN DETAIL I**
NTS

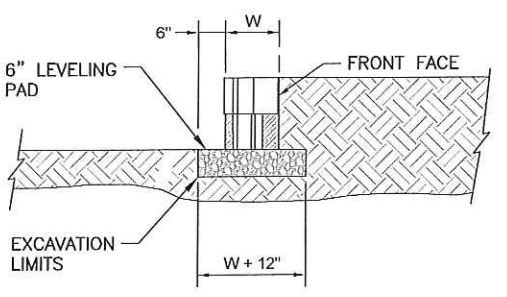
NOTE:
1. ALL GEOGRID SHALL BE PLACED IN THE SAME DIRECTION OR ORIENTATION.



GEOGRID INSTALLATION AT CORNERS
NTS



ELEVATION
NOTE:
1. THE LEVELING PAD IS TO BE CONSTRUCTED OF D-1 BASE COURSE OR CONCRETE.



LEVELING PAD DETAIL
NTS

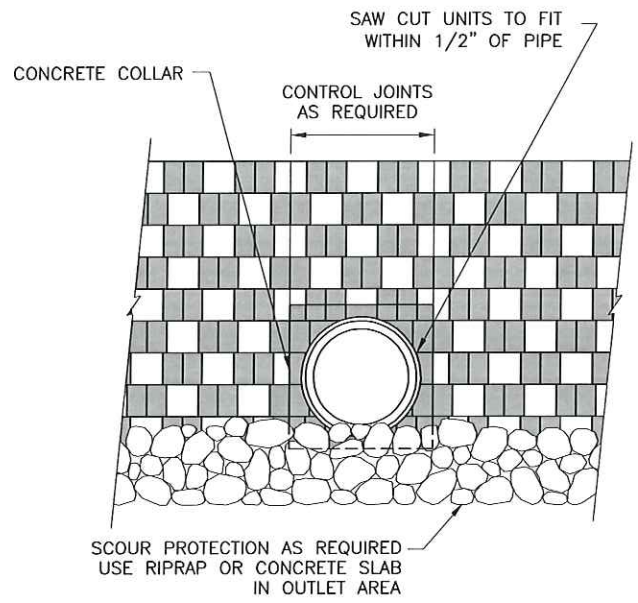
PLANS DEVELOPED BY:
GOLDER ASSOCIATES INC.
2121 ABBOTT ROAD, SUITE 100
ANCHORAGE, AK 99507
(907) 344-6001
AECC311



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AND PEDESTRIAN ACCESS**
RETAINING WALL DETAIL

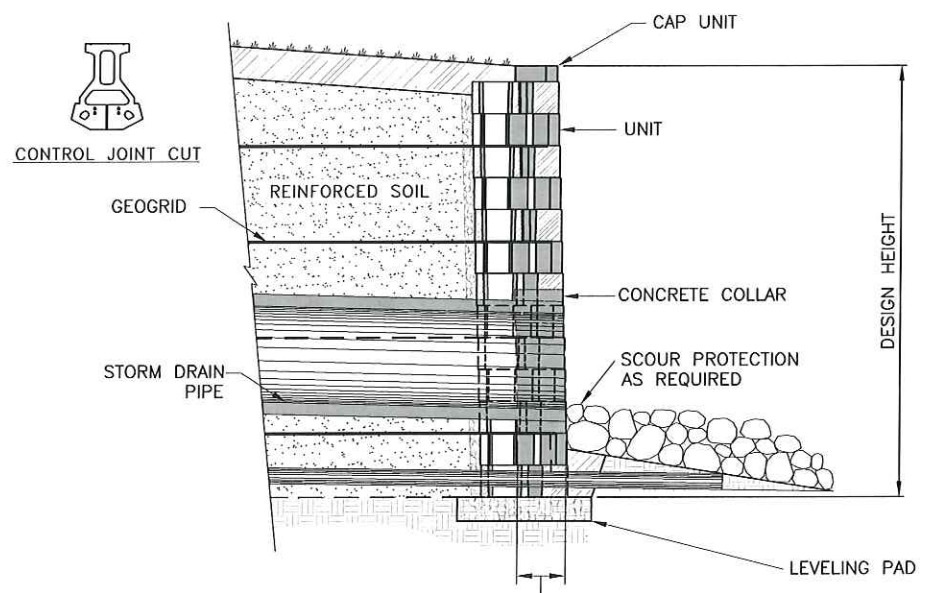
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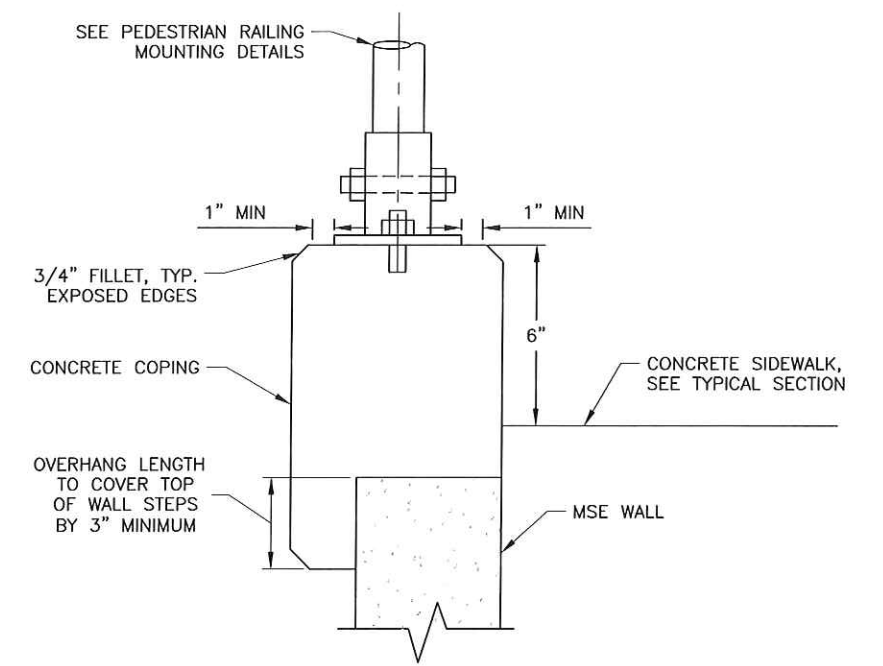


TYPICAL PIPE OUTLET DETAIL
NTS

NOTE:
A CONCRETE COLLAR SHALL BE CAST AROUND PIPE FOR EASE OF CONSTRUCTION AND APPEARANCE.



TYPICAL PIPE OUTLET SECTION
NTS



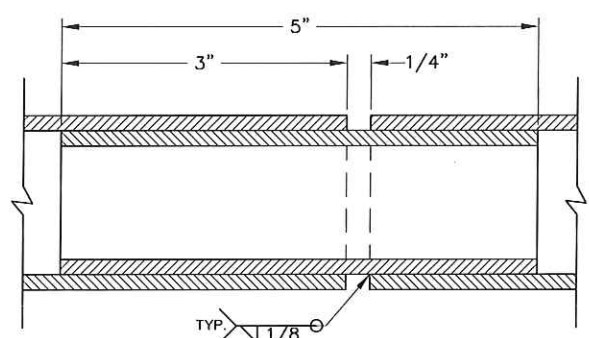
CONCRETE COPING DETAIL
NTS

CONCRETE COPING NOTES:

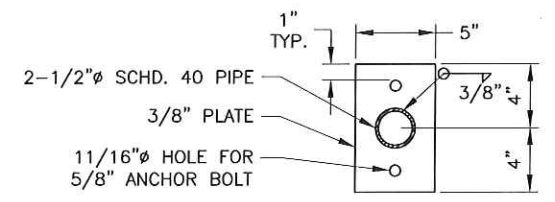
1. DEVELOP SPECIFIC COPING DETAILS FOR CONTRACTOR SELECTED WALL SYSTEM.
2. DIMENSIONS SHOWN ARE REQUIRED CONSTRAINTS.

PEDESTRIAN RAILING NOTES:

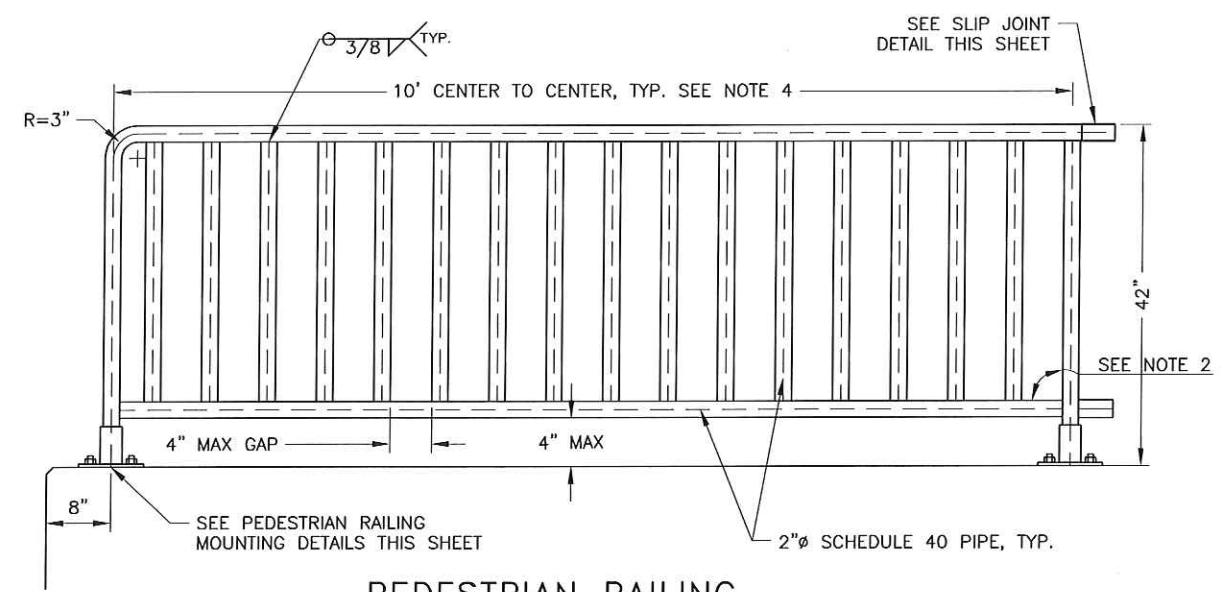
1. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL PIPE HANDRAIL PRIOR TO FABRICATION FOR THE ENGINEER'S REVIEW AND APPROVAL.
2. FABRICATE SO ALL VERTICAL RAILING MEMBERS ARE PLUMB AFTER INSTALLATION. CONSIDER THE GRADE OF THE WALL WHEN FABRICATING.
3. RAILING PANELS SHALL BE SPLICED USING SLIP JOINT TO PROVIDE CONTINUOUS RAILING. SEE DETAIL.
4. USE 7.5' RAIL SEGMENT AT SIDEWALK PULLOUT TRANSITIONS.
5. USE SINGLE RAIL SEGMENTS FOR RAIL CHANGE OF DIRECTION AT SIDEWALK PULLOUT TRANSITION WITH 4" MAX GAP BETWEEN FINAL VERTICAL RAIL SEGMENTS.
6. OVERALL LENGTH OF RAILING SEGMENT MAY BE LIMITED DUE TO CONFIGURATION OF WALL. SEE M-SHEETS FOR MSE WALL PLANS.
7. ALL RAILING MEMBERS AND ASSOCIATED HARDWARE SHALL BE GALVANIZED.
8. RAILING SHALL BE CENTERED IN TOP OF COPING.
9. ALL VERTICAL MEMBERS SHALL BE SPACED TO MAINTAIN A UNIFORM GAP.
10. VERIFY ALL CONTROLLING DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.
11. CUT ALL BOLT ENDS SO THEY DO NOT EXTEND MORE THAN 1/4" BEYOND NUTS.



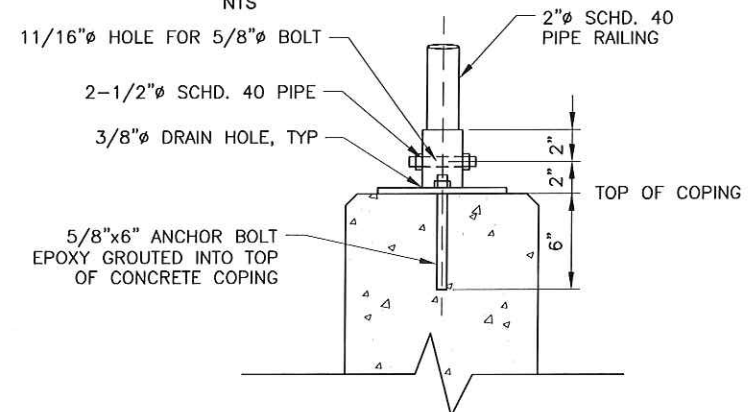
SLIP JOINT DETAIL
NTS



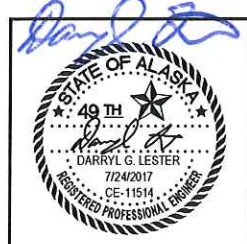
PEDESTRIAN RAILING MOUNTING PLAN DETAIL
NTS



PEDESTRIAN RAILING ELEVATION DETAIL
NTS



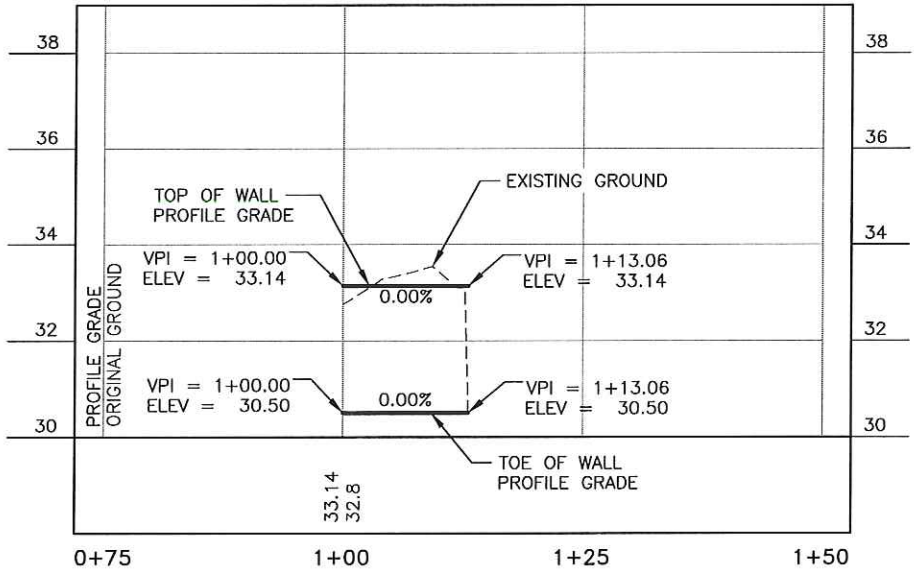
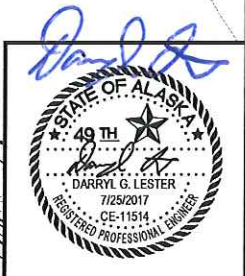
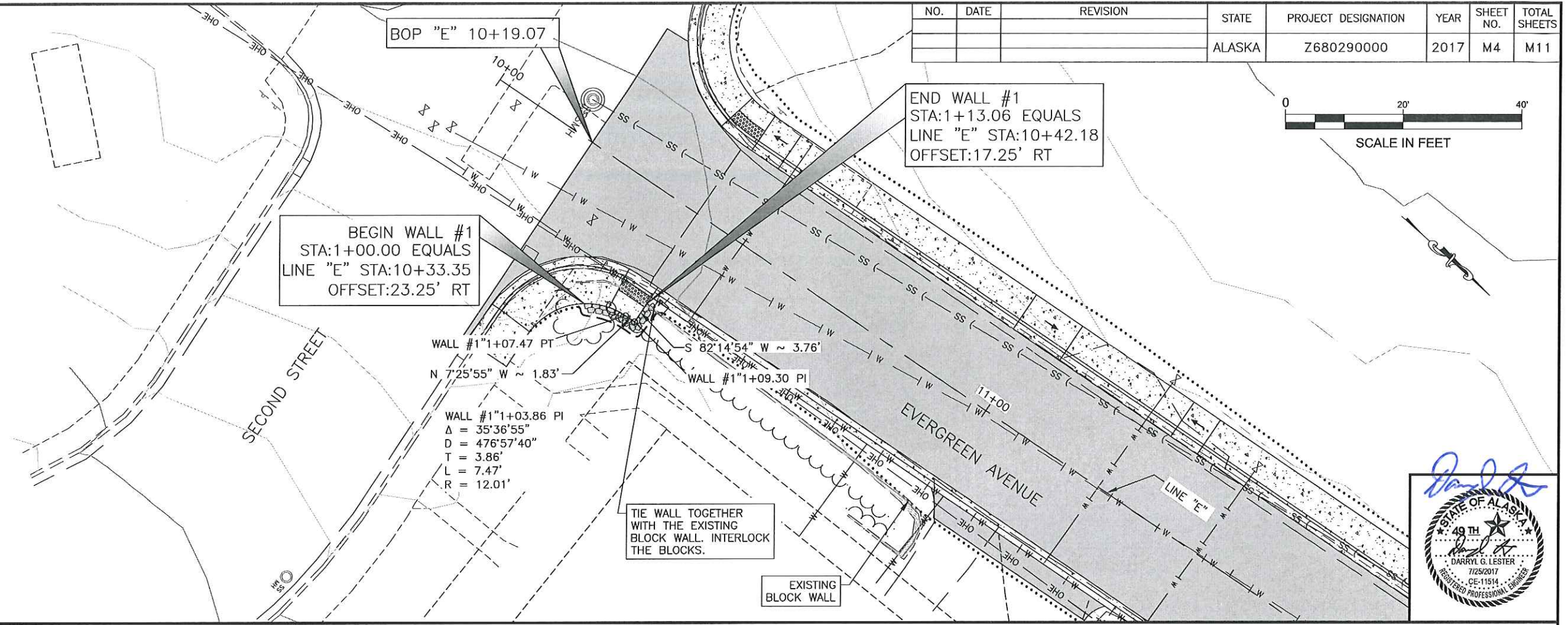
PEDESTRIAN RAILING MOUNTING DETAIL
NTS



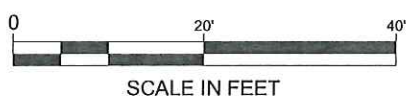
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 6860 GLACIER HIGHWAY, JUNEAU, AK 99811
 (907) 465-1763
EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS
 RETAINING WALL DETAIL

FILE Q:\Wrg\66029\Planiset\66029_M4-M11_Ret Wall P&P.dwg DATE 7/25/2017 11:16 LAYOUT M4 DESIGNED ## CHECKED ## DRAFTED ###

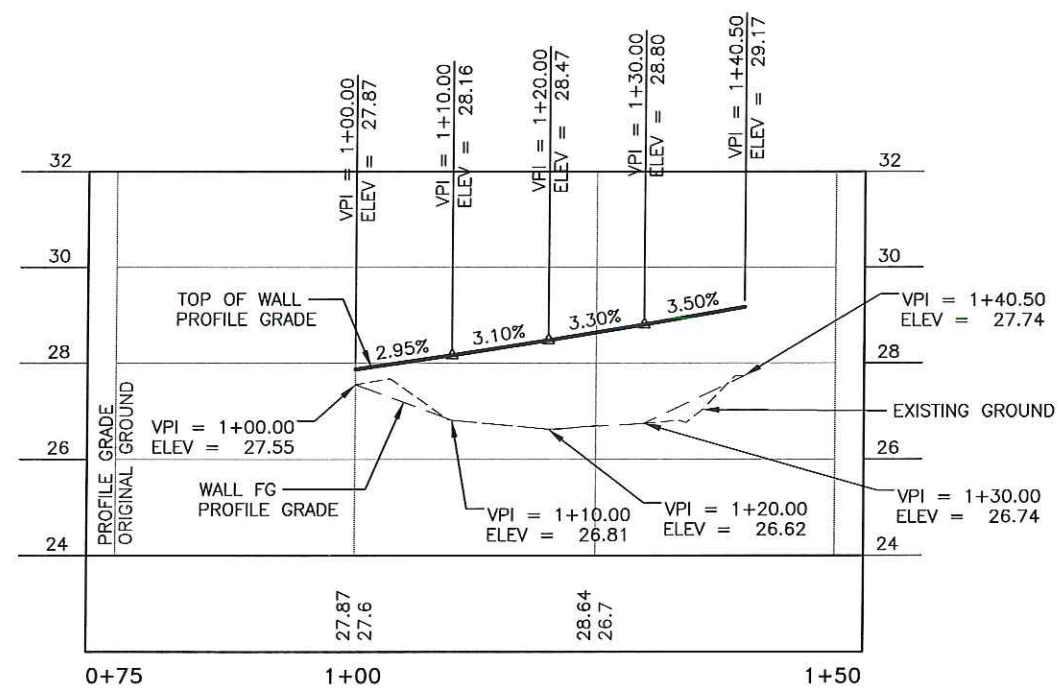
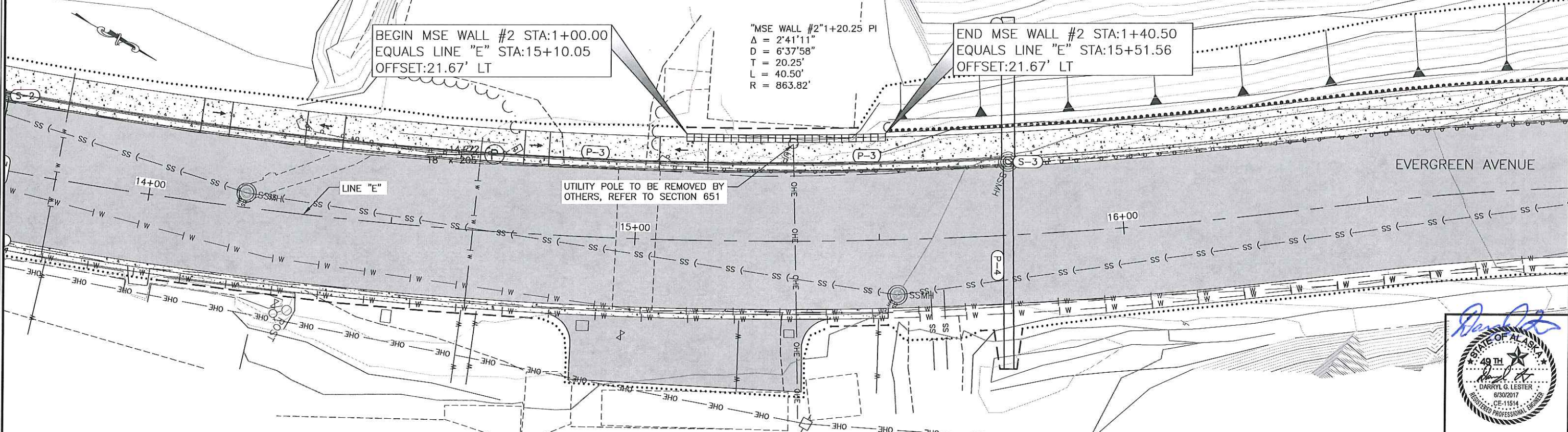
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| | | | ALASKA | Z680290000 | 2017 | M4 | M11 |



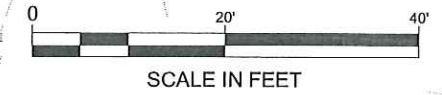
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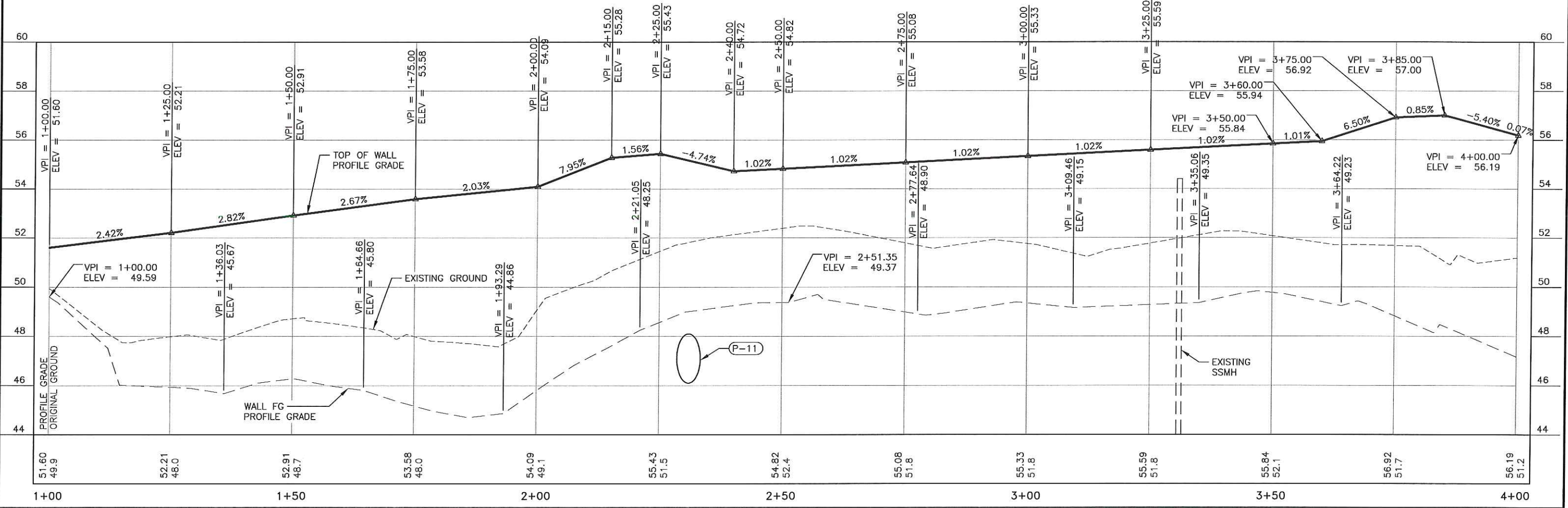
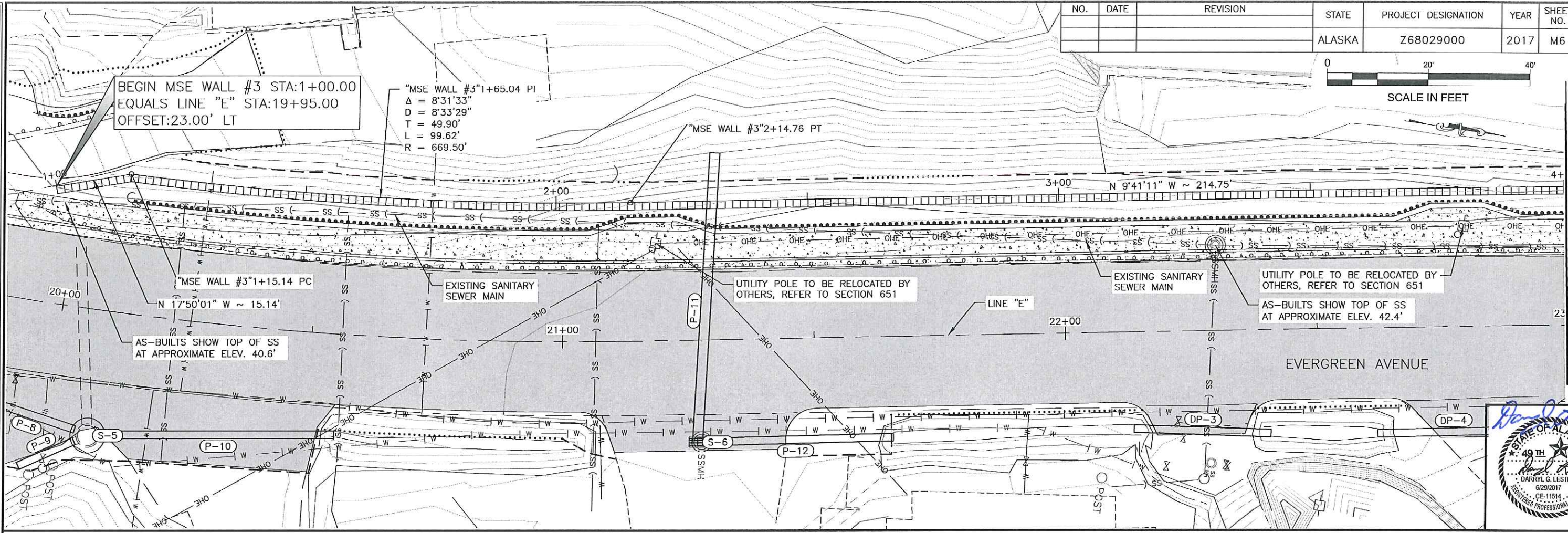
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| | | | ALASKA | Z680290000 | 2017 | M5 | M11 |



| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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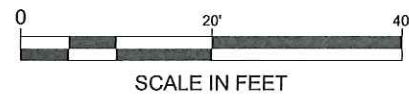


MATCH "MSE WALL #3" 4+00 LINE

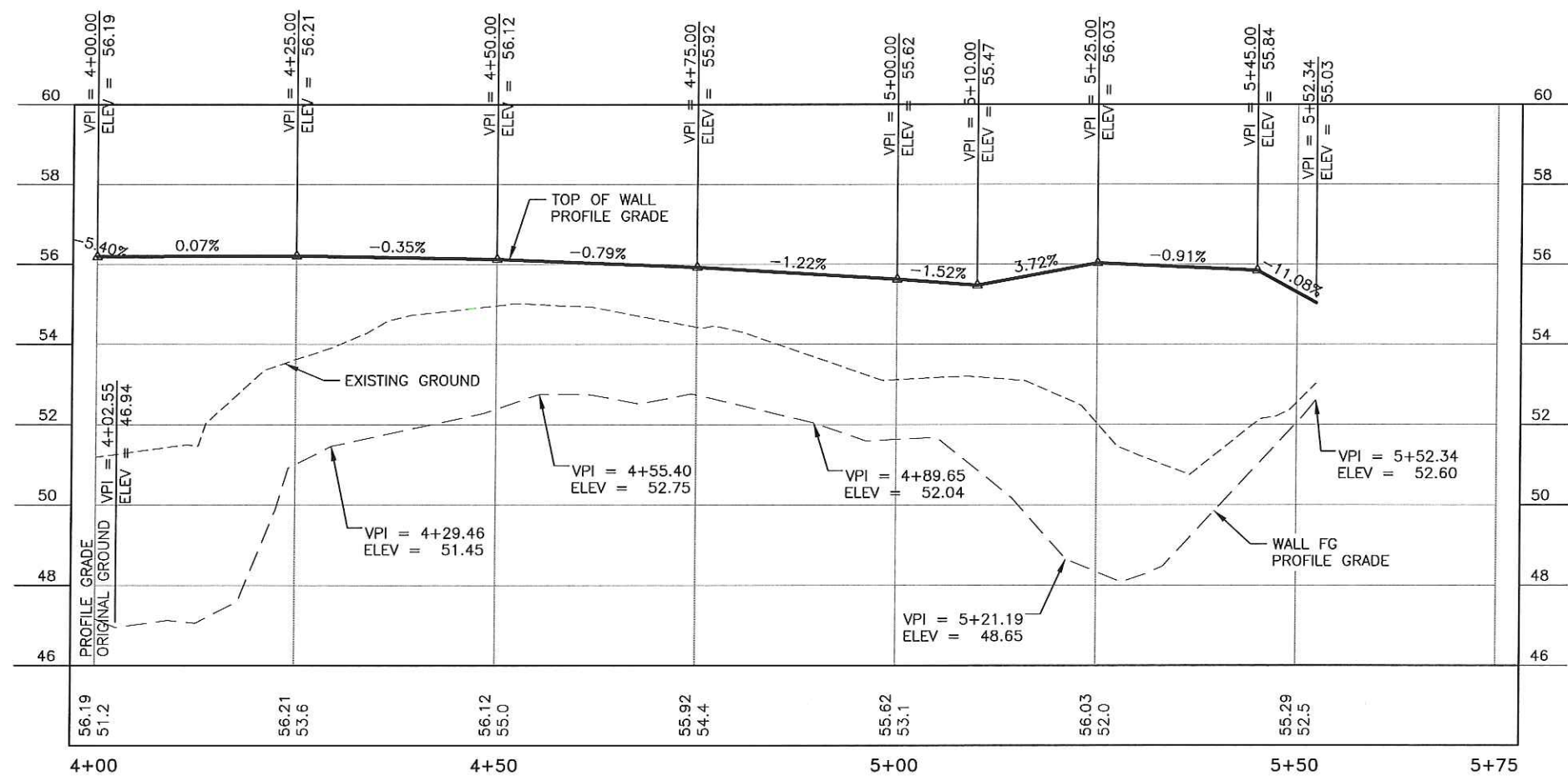
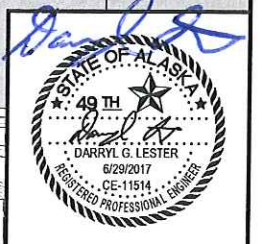
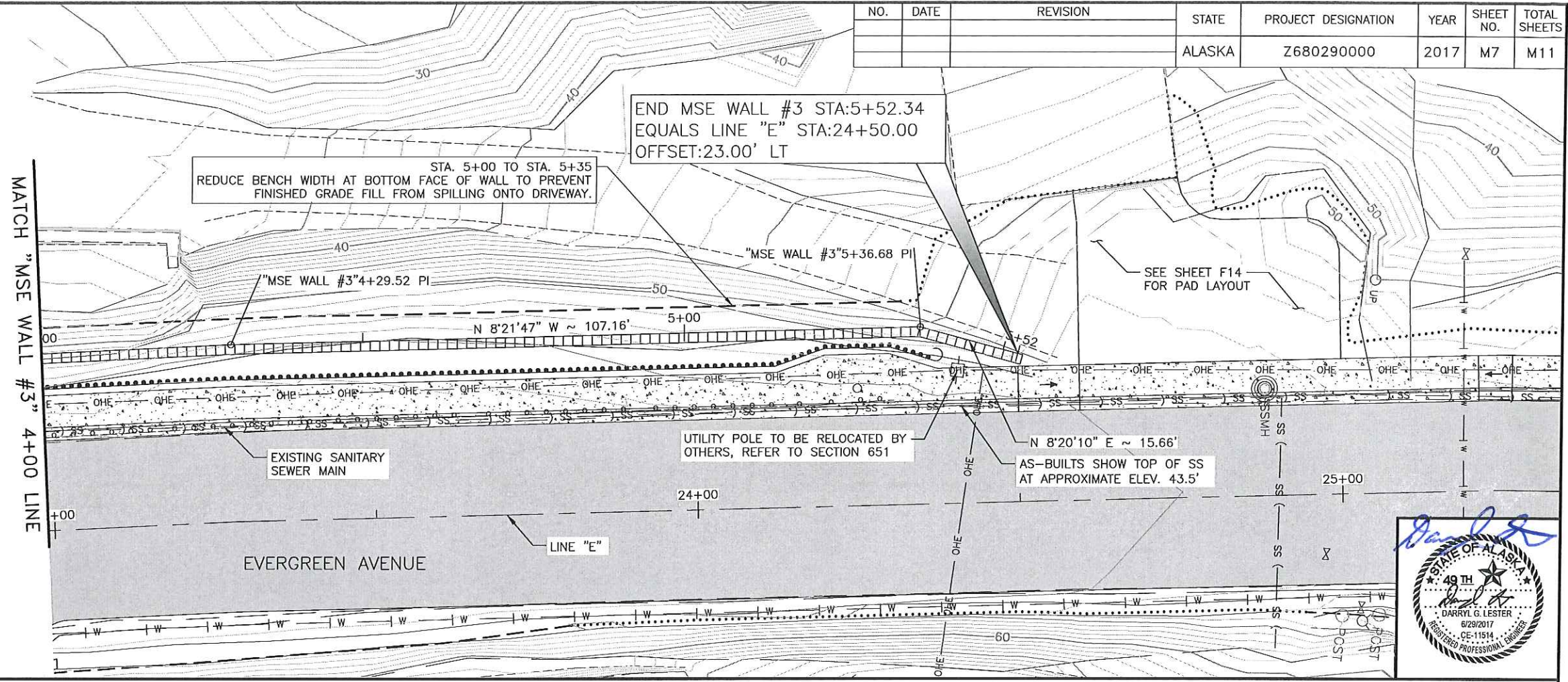


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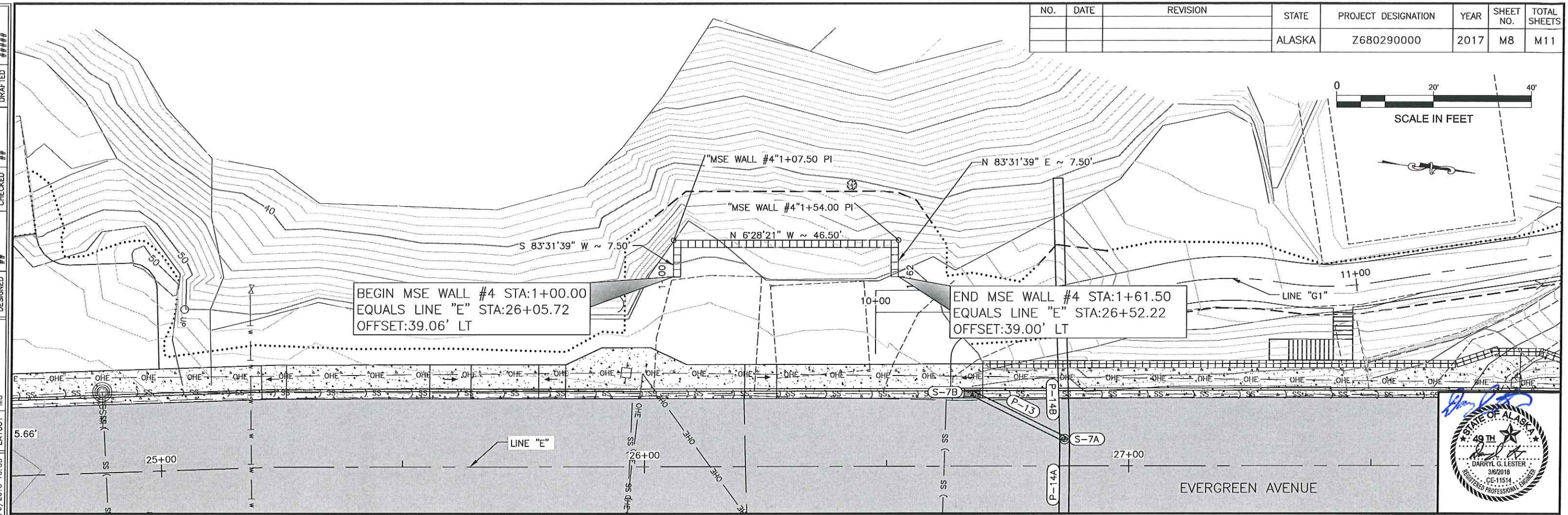
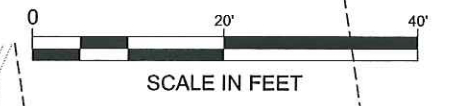
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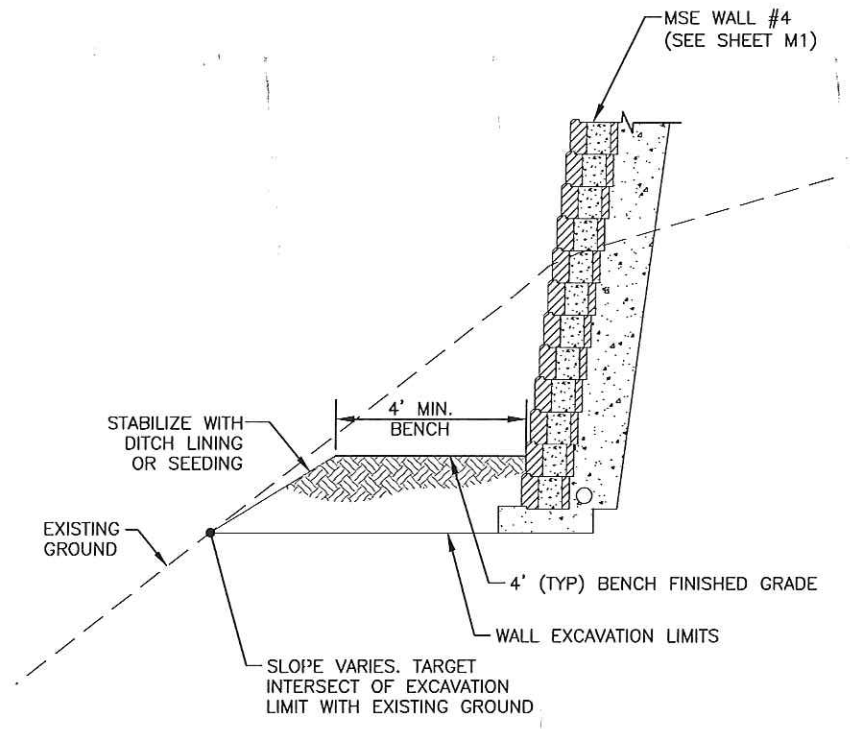
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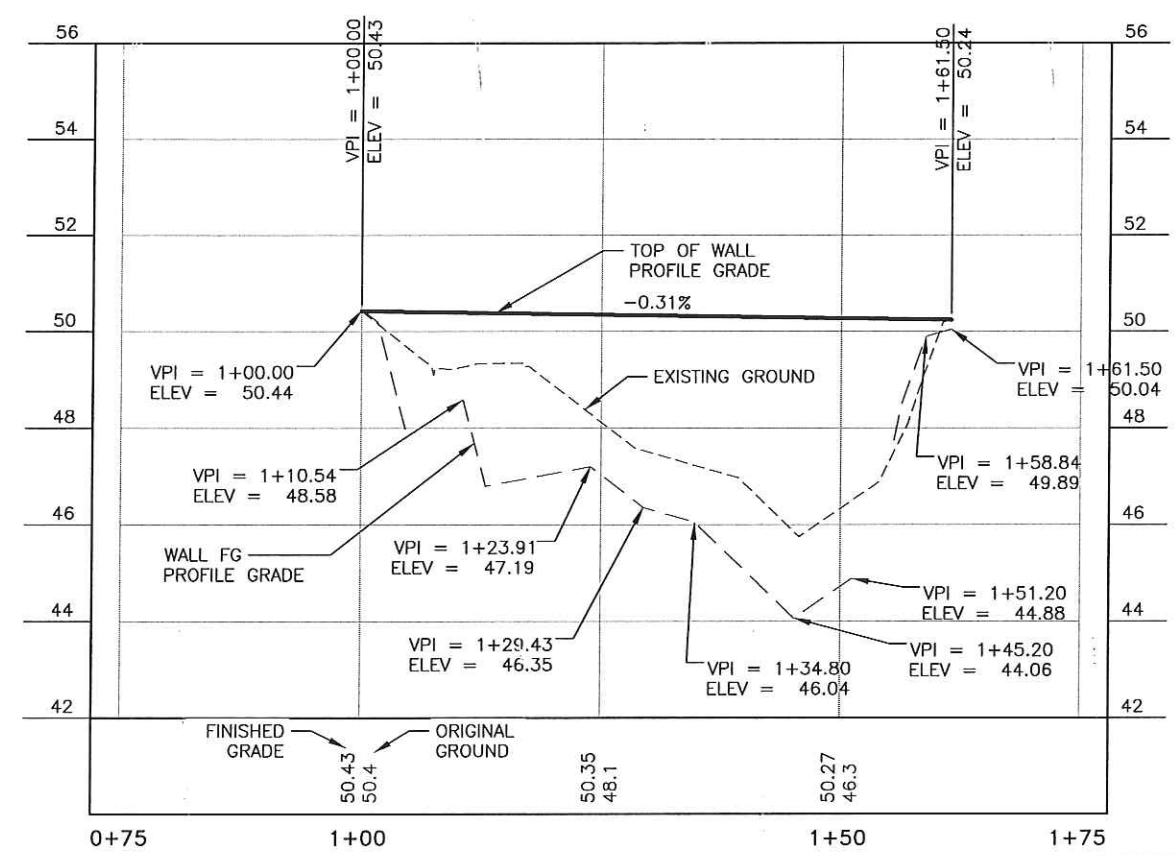
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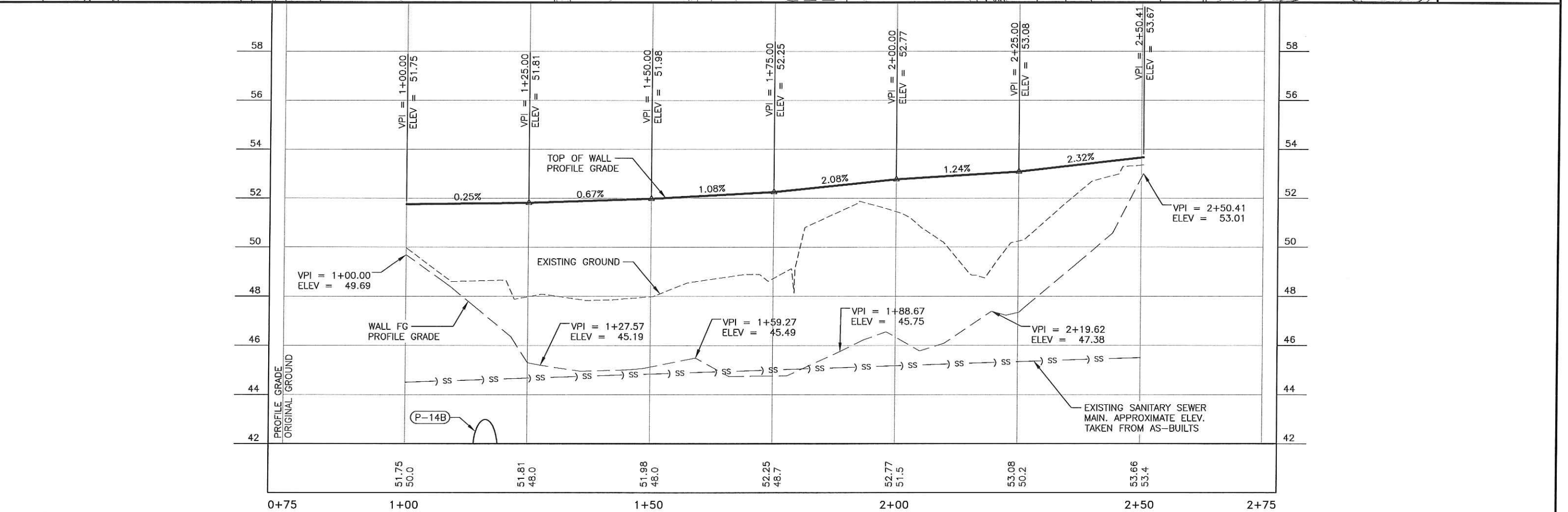
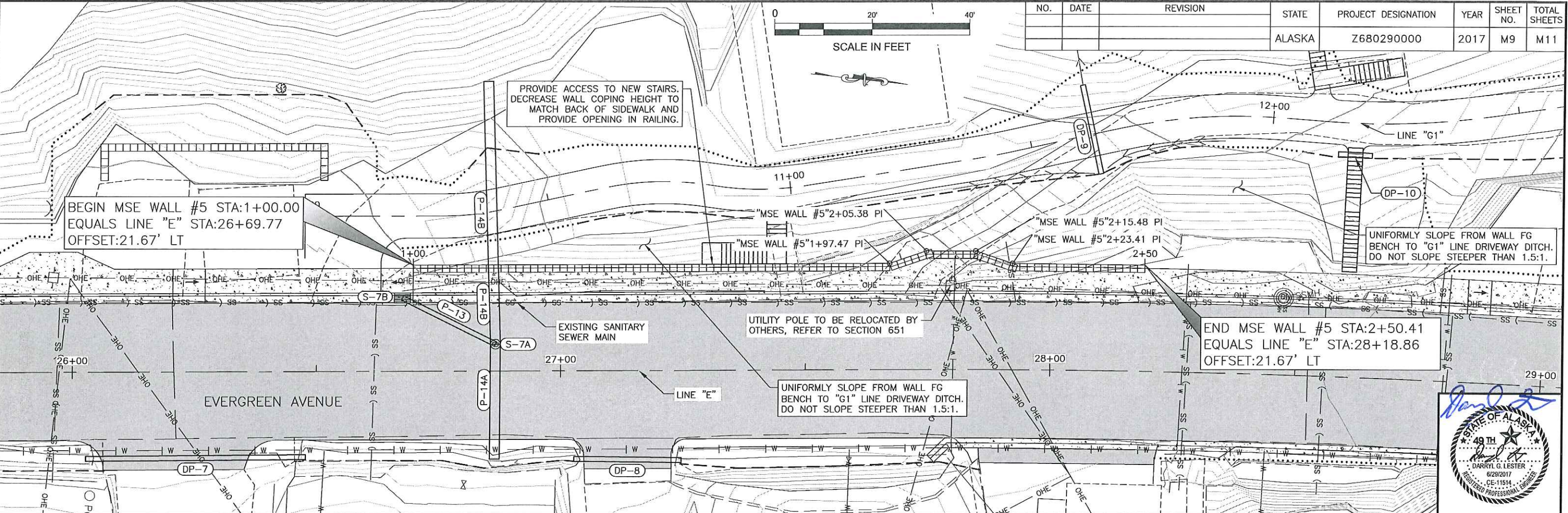
FINISH GROUND TYPICAL
NTS



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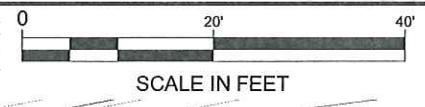
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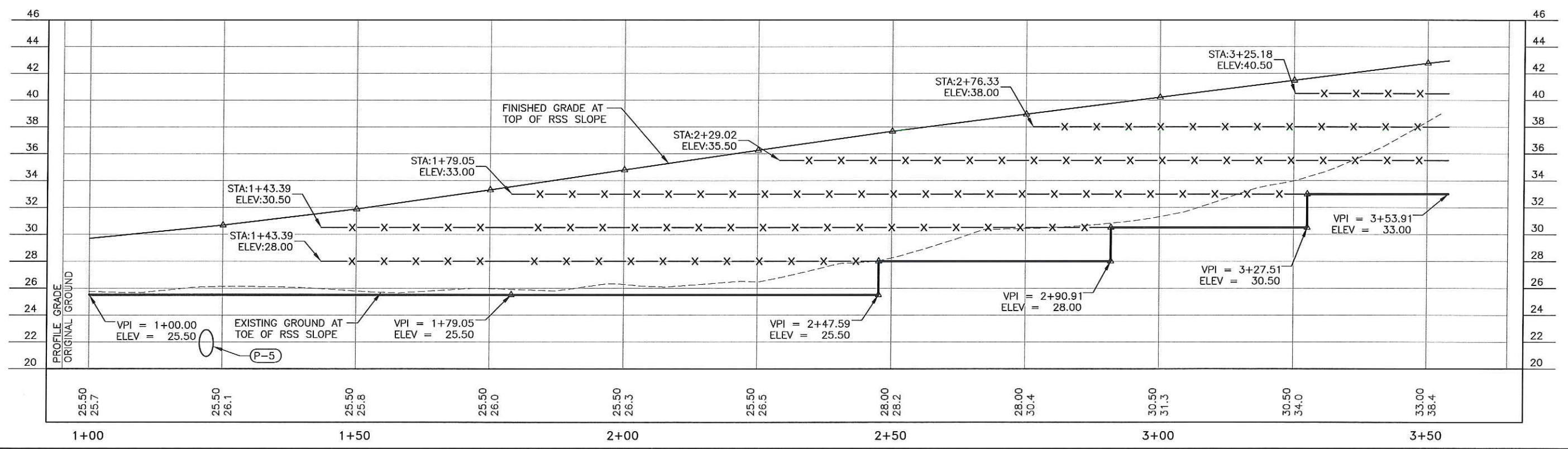
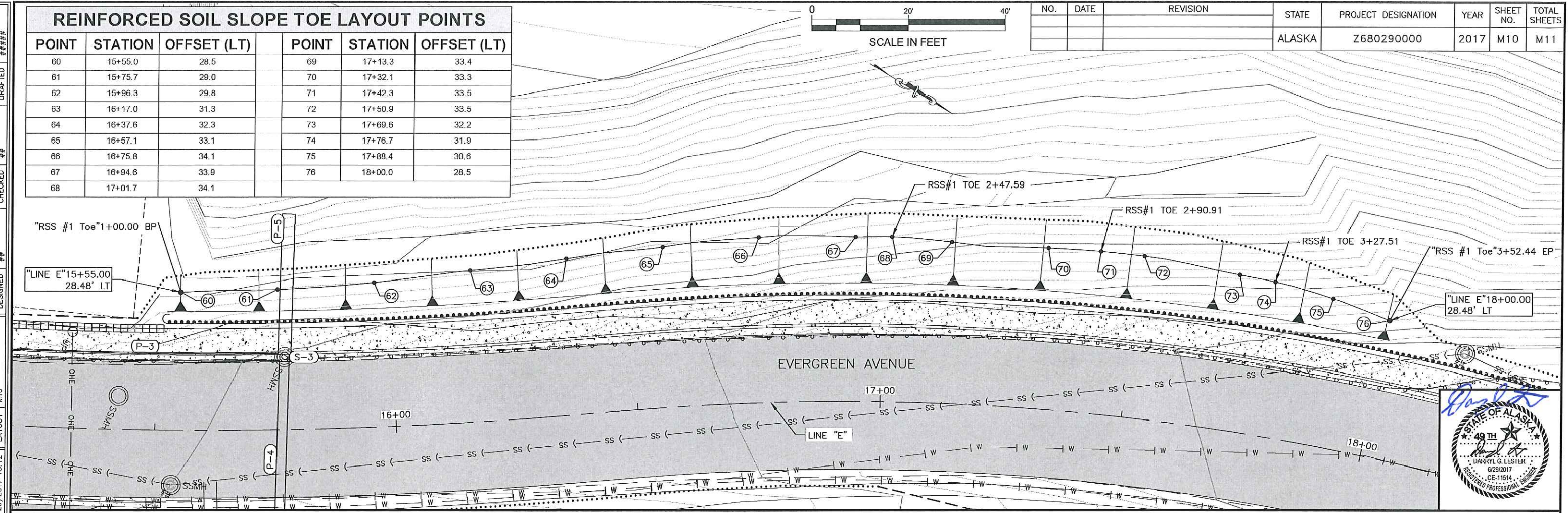


REINFORCED SOIL SLOPE TOE LAYOUT POINTS

| POINT | STATION | OFFSET (LT) | POINT | STATION | OFFSET (LT) |
|-------|---------|-------------|-------|---------|-------------|
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| 61 | 15+75.7 | 29.0 | 70 | 17+32.1 | 33.3 |
| 62 | 15+96.3 | 29.8 | 71 | 17+42.3 | 33.5 |
| 63 | 16+17.0 | 31.3 | 72 | 17+50.9 | 33.5 |
| 64 | 16+37.6 | 32.3 | 73 | 17+69.6 | 32.2 |
| 65 | 16+57.1 | 33.1 | 74 | 17+76.7 | 31.9 |
| 66 | 16+75.8 | 34.1 | 75 | 17+88.4 | 30.6 |
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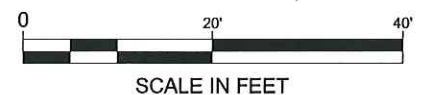
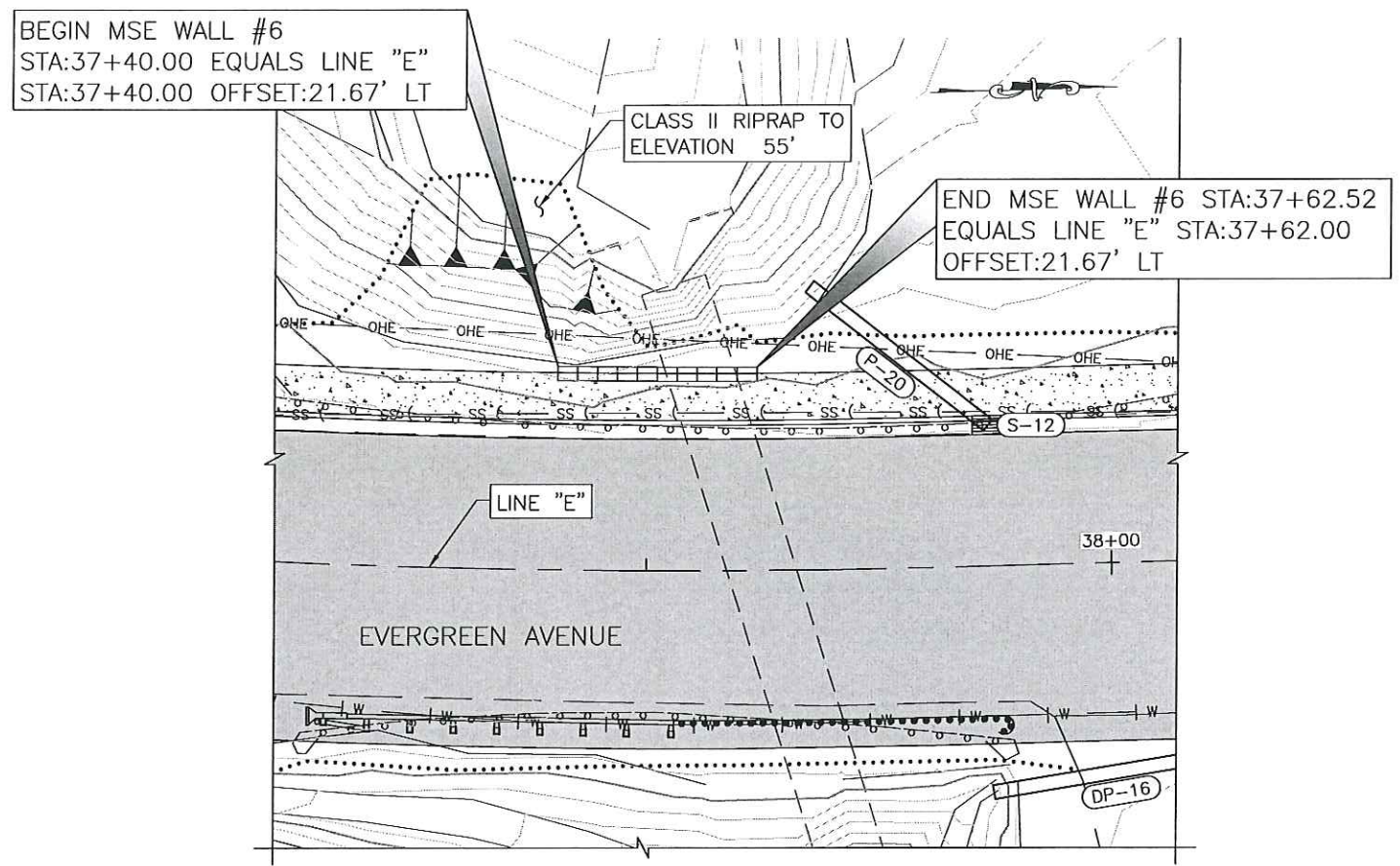


| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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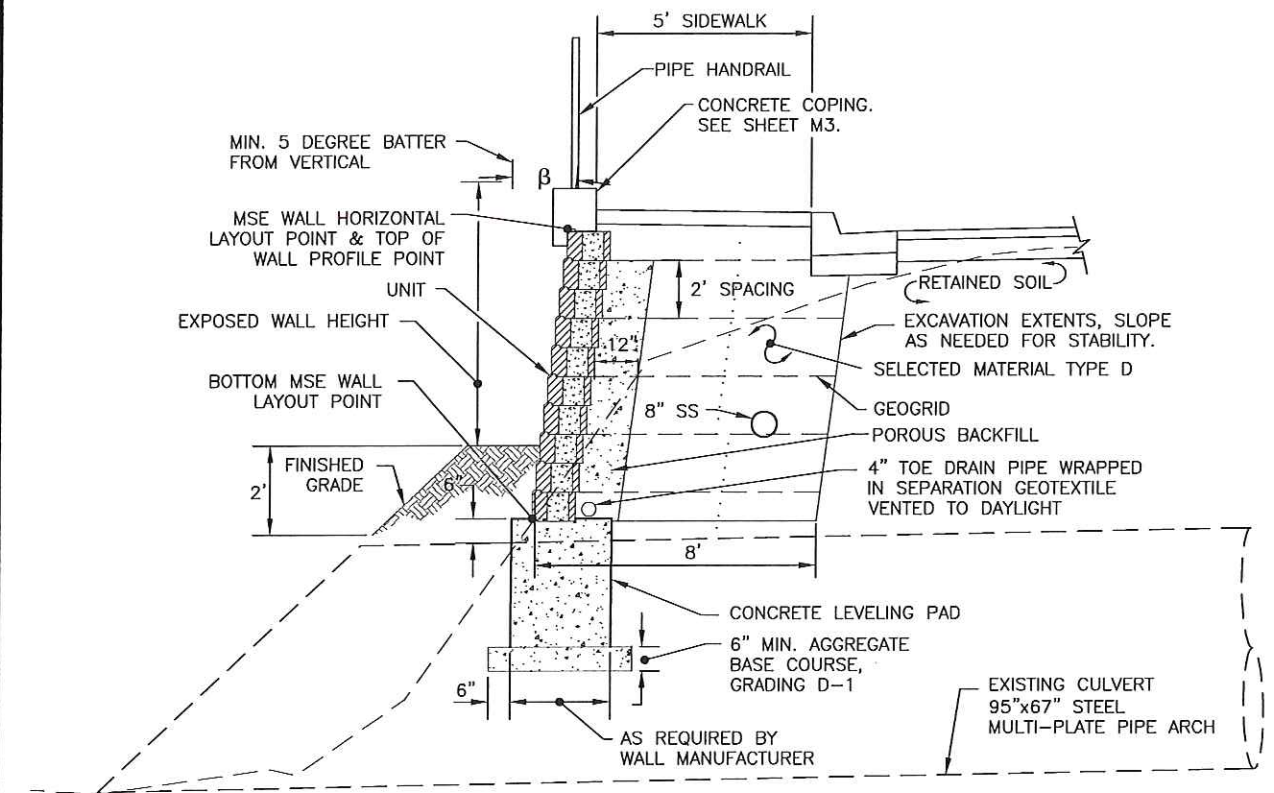
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 CHECKED: #
 DRAFTED: #
 SHEET NO.: M10
 TOTAL SHEETS: M11

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 DESIGNED: K. K., D.L.
 CHECKED: K. K., D.L.
 DRAFTED: R. G.

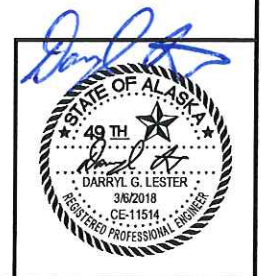


PLAN

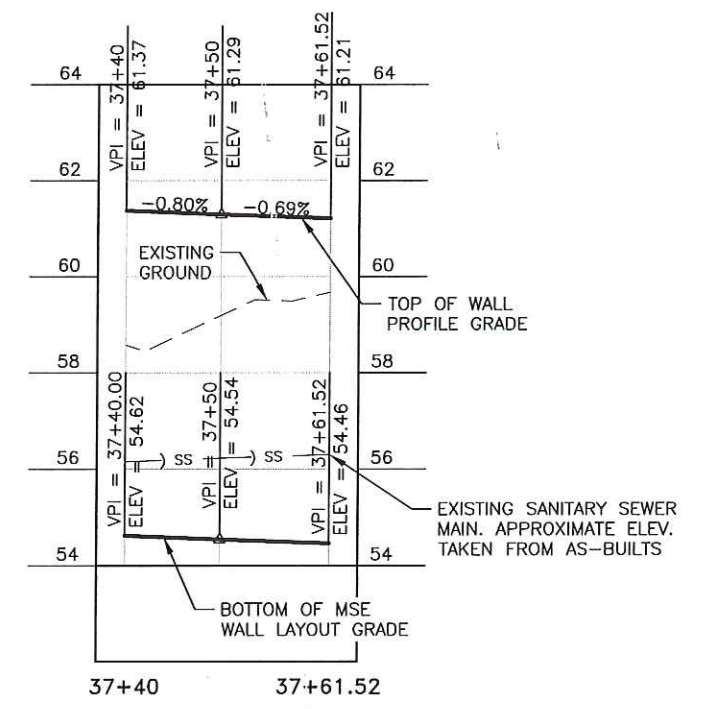
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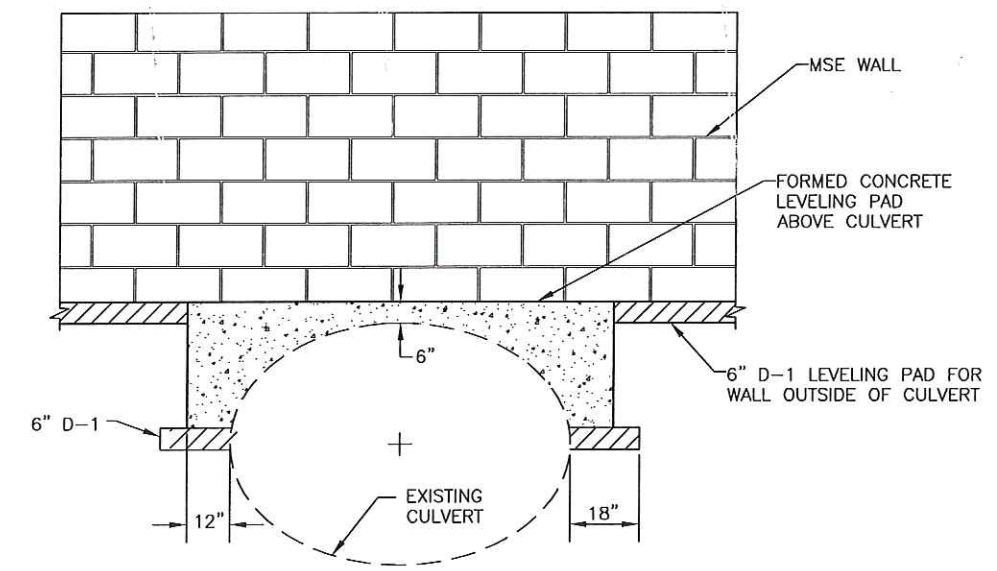
SECTION VIEW



MSE WALL #6 PLAN & PROFILE



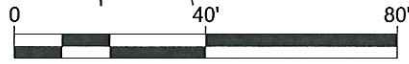
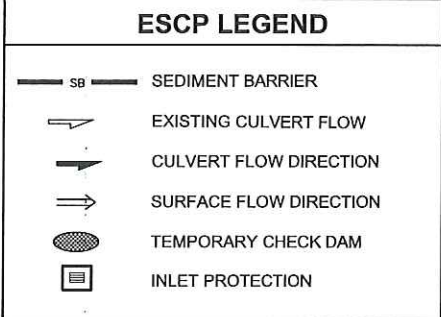
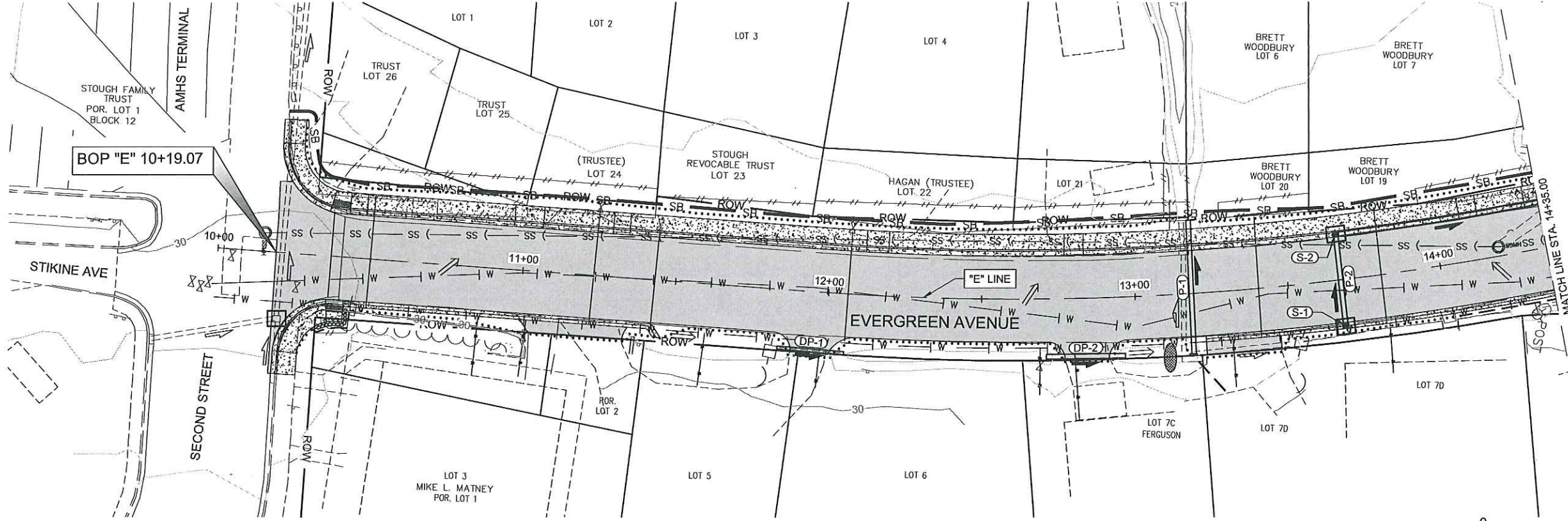
PROFILE



ELEVATION VIEW

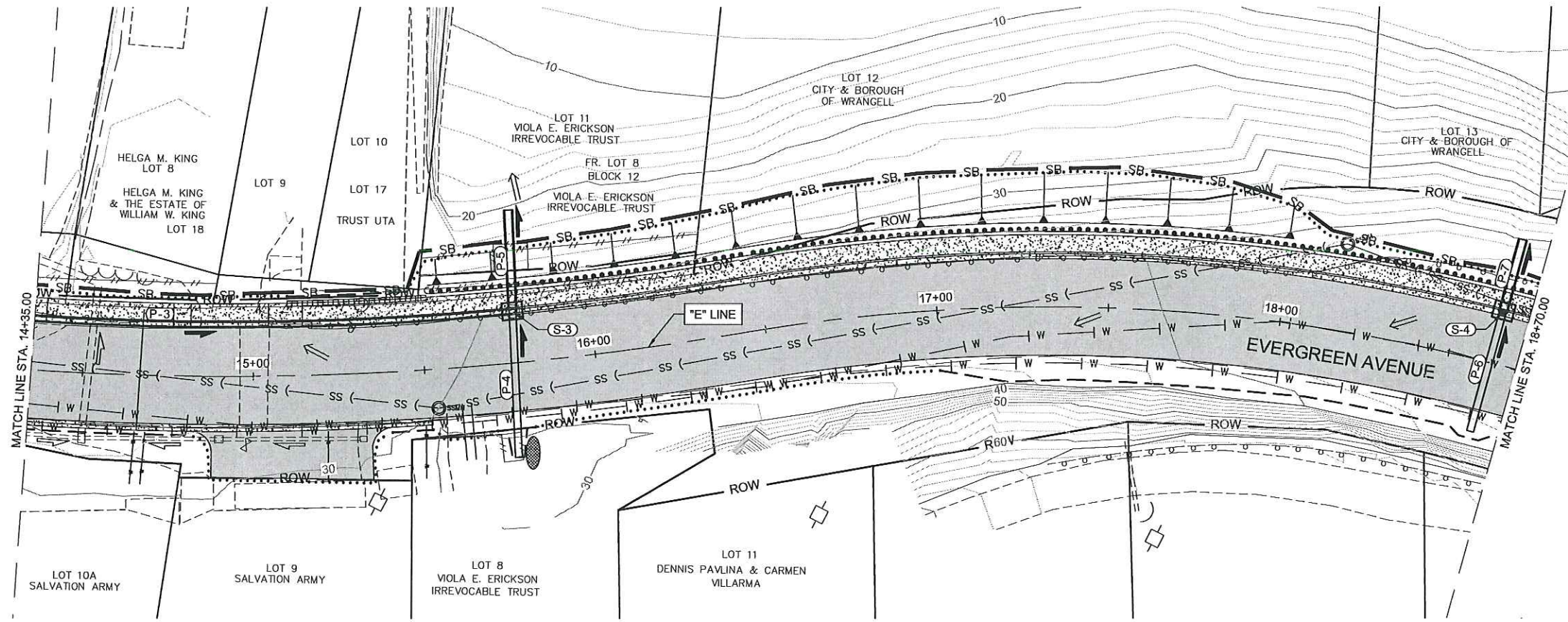
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| | | | ALASKA | Z680290000 | 2017 | P1 | 7 |

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 DESIGNED D.B.
 CHECKED K.K.
 DRAFTED R.G.



ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

EROSION & SEDIMENT CONTROL PLAN

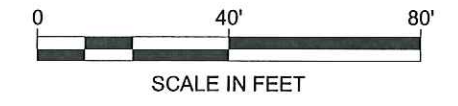
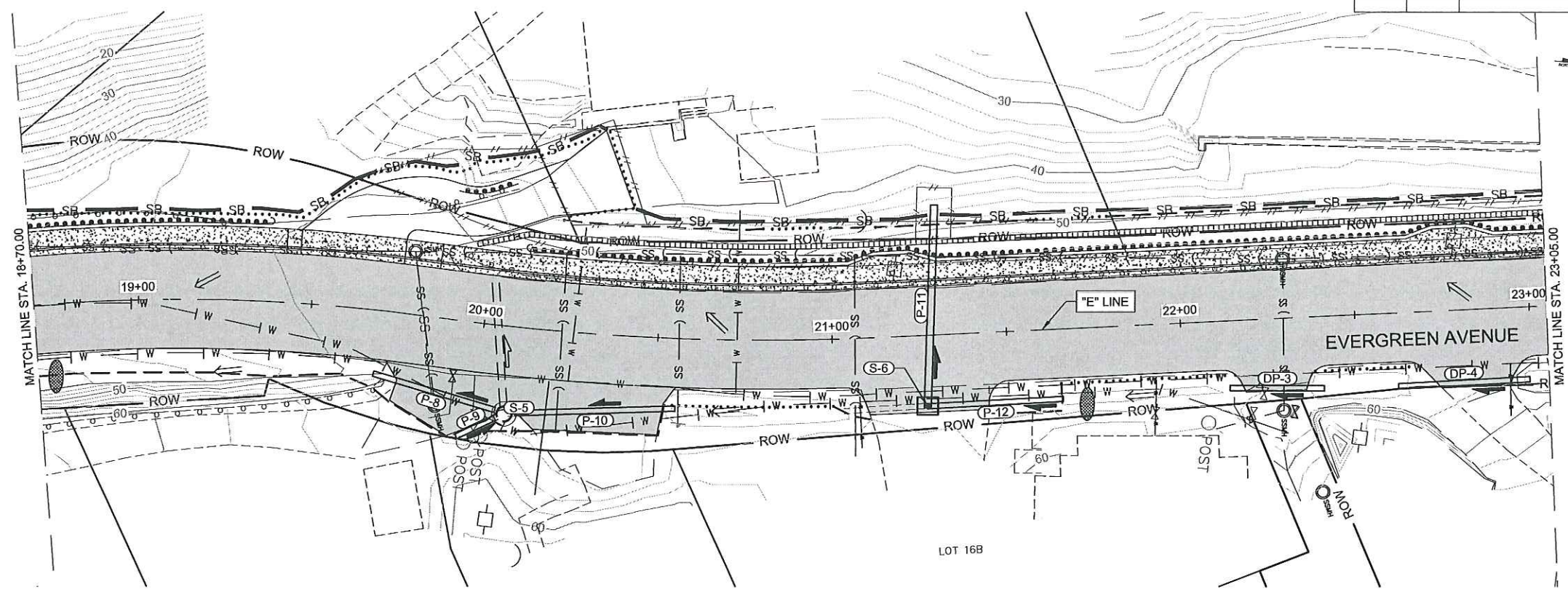


GENERAL NOTES:

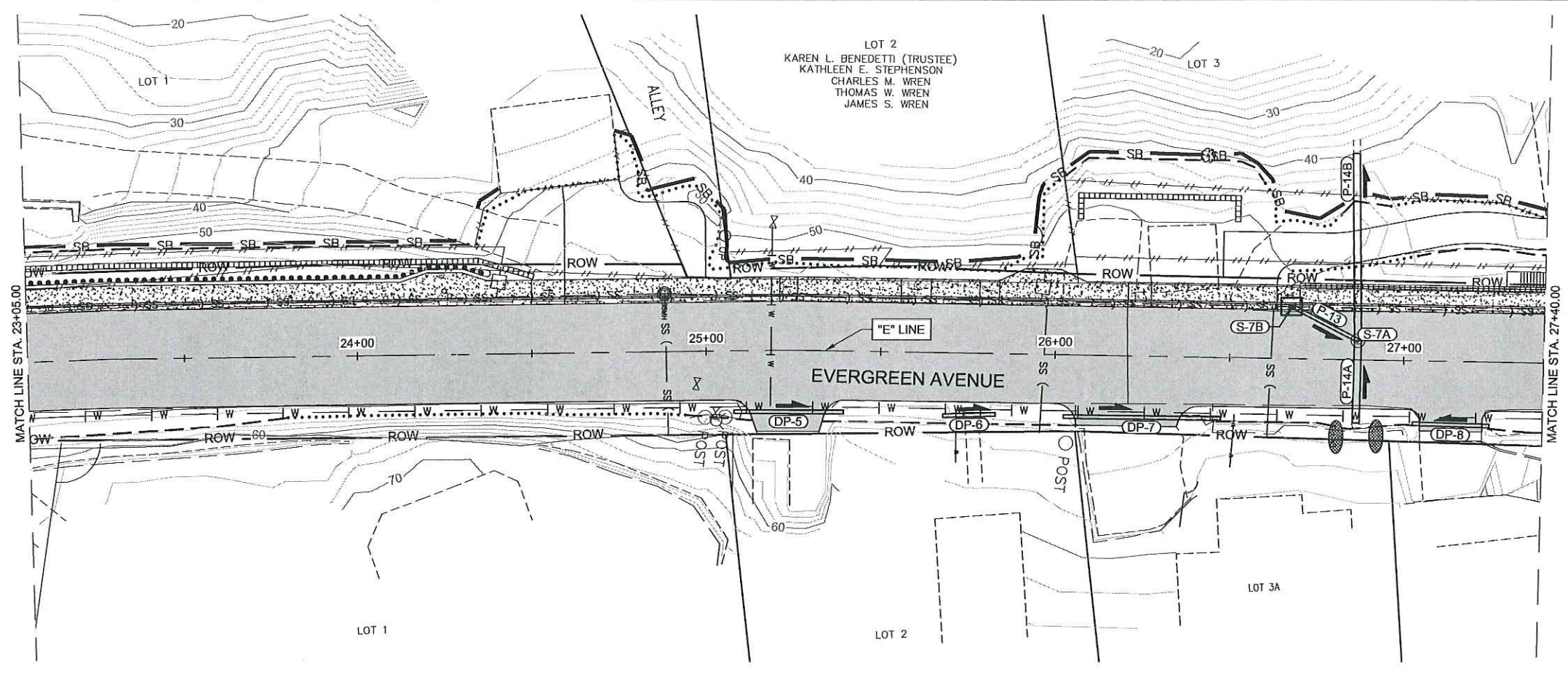
1. THE LOCATIONS OF TEMPORARY EROSION & SEDIMENT POLLUTION CONTROLS ARE RECOMMENDATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A SWPPP ACCORDING TO SECTION 641 OF THE SPECS.
2. INSTALL EROSION AND SEDIMENT CONTROL DEVICES BEFORE BEGINNING GROUND DISTURBING ACTIVITIES.
3. WHEN INSTALLING FIBER ROLLS FIRMLY SECURE AND PROVIDE CONTINUOUS CONTACT WITH THE SURFACE ON WHICH IT IS INSTALLED.
4. EROSION CONTROL MEASURES WILL BE EVALUATED BY THE ENGINEER BASED ON EFFECTIVENESS. THOSE FOUND INEFFECTIVE MUST BE REPLACED OR REPAIRED WITHIN 24 HOURS FOLLOWING NOTIFICATION.
5. MAINTAIN DEVICES. MONITOR DAILY.
6. SEE SECTION 201 OF THE SPECIAL PROVISIONS FOR THE TIME RESTRICTIONS ON CLEARING AND GRUBBING.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | P2 | 7 |

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 DRAFTED R.G.



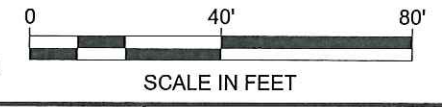
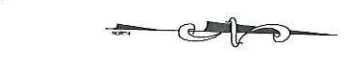
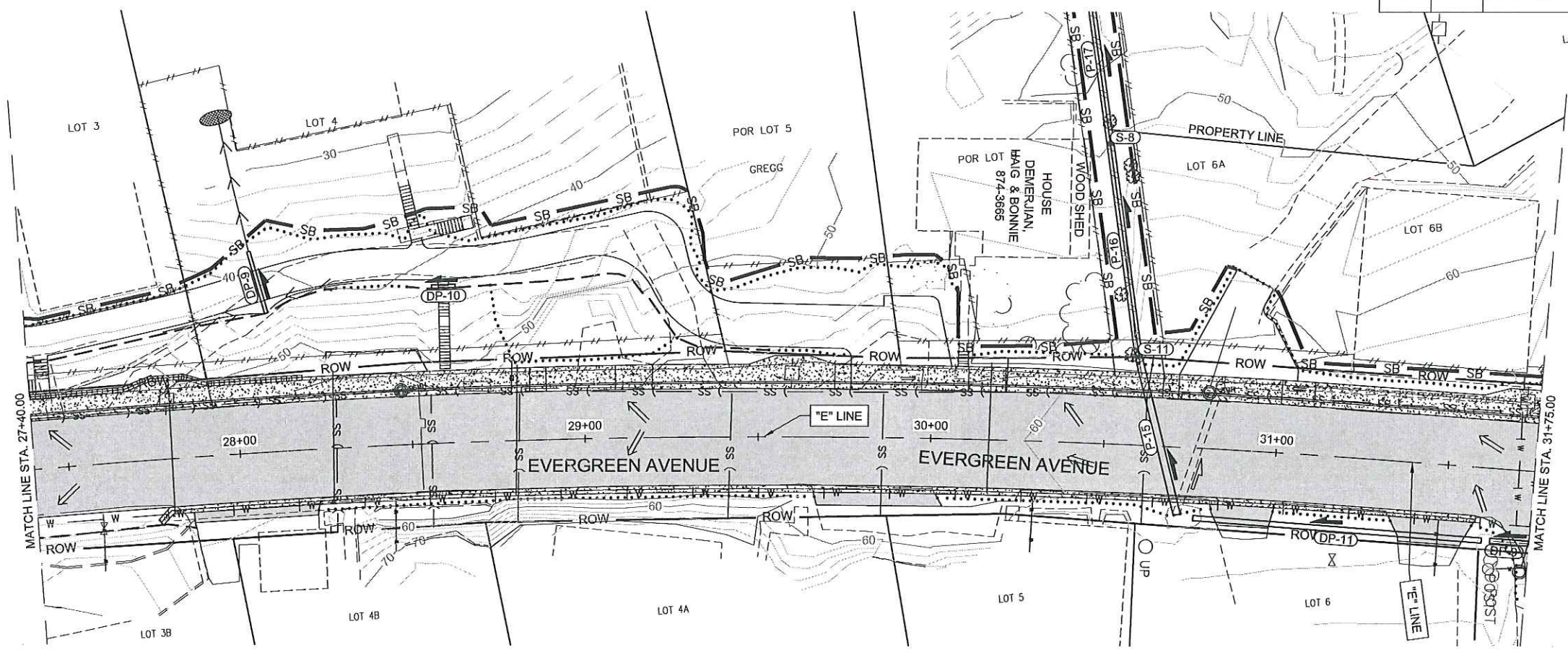
ESCP NOT SEALED IN
 ACCORDANCE WITH ALASKA
 HIGHWAY PRECONSTRUCTION
 MANUAL
 SECTION 1120.7.3
 DATED NOVEMBER 15, 2013



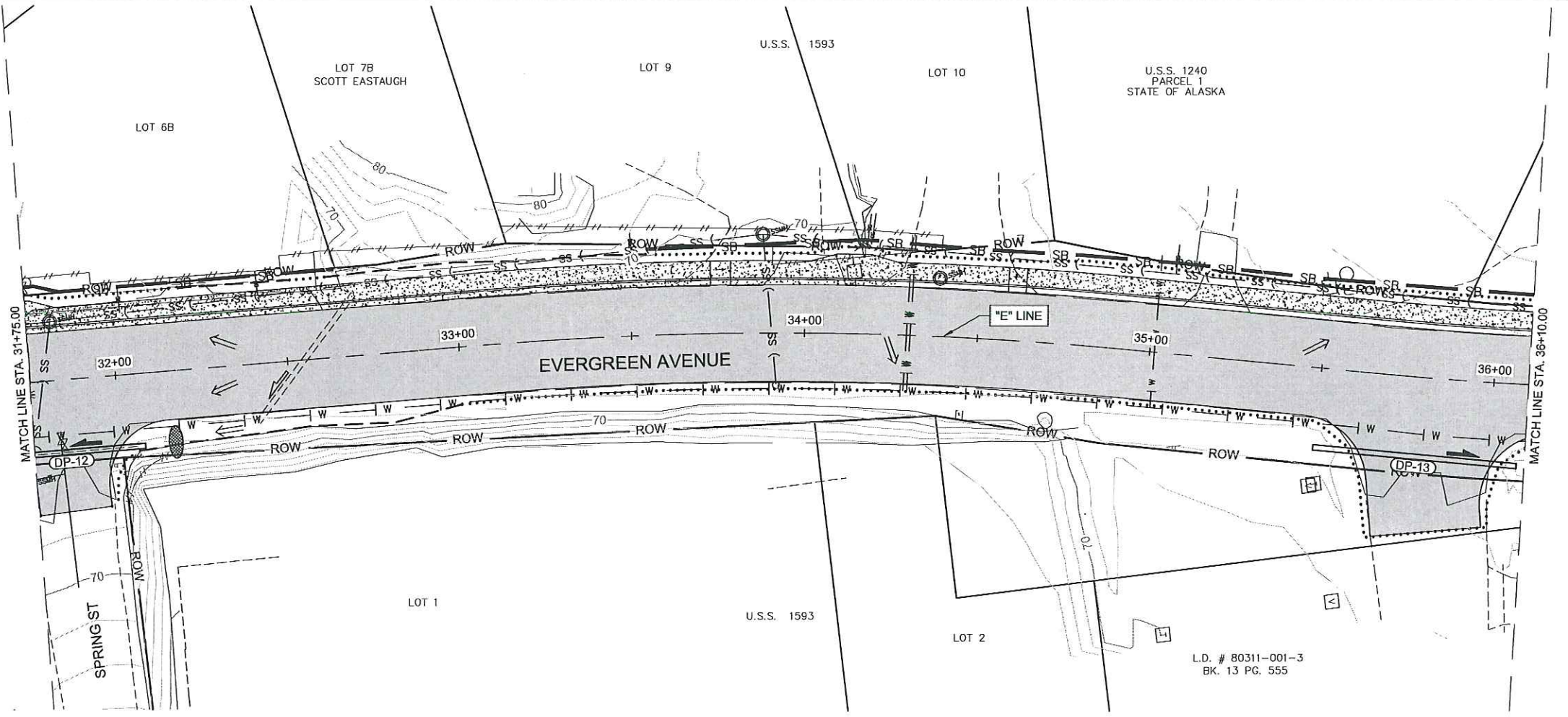
**EROSION & SEDIMENT
 CONTROL PLAN**

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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | P3 | 7 |



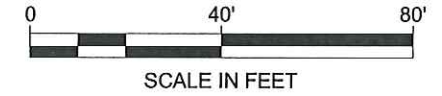
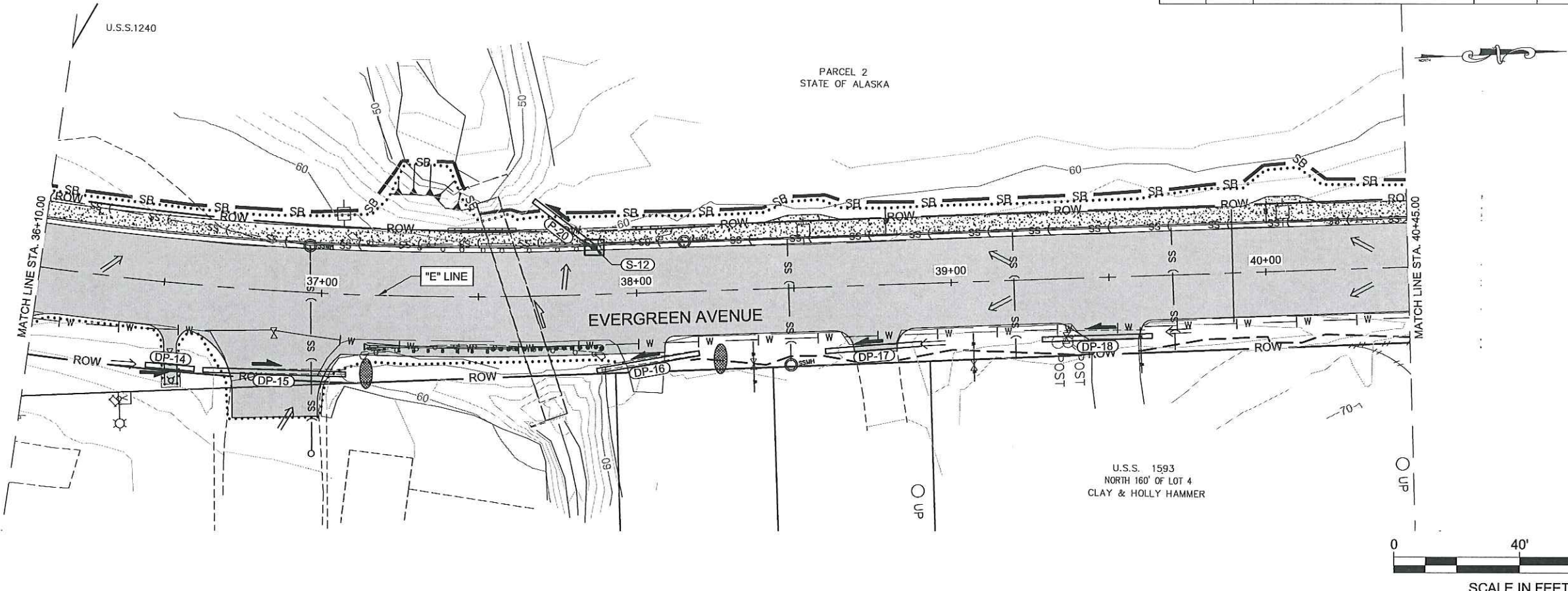
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EROSION & SEDIMENT CONTROL PLAN

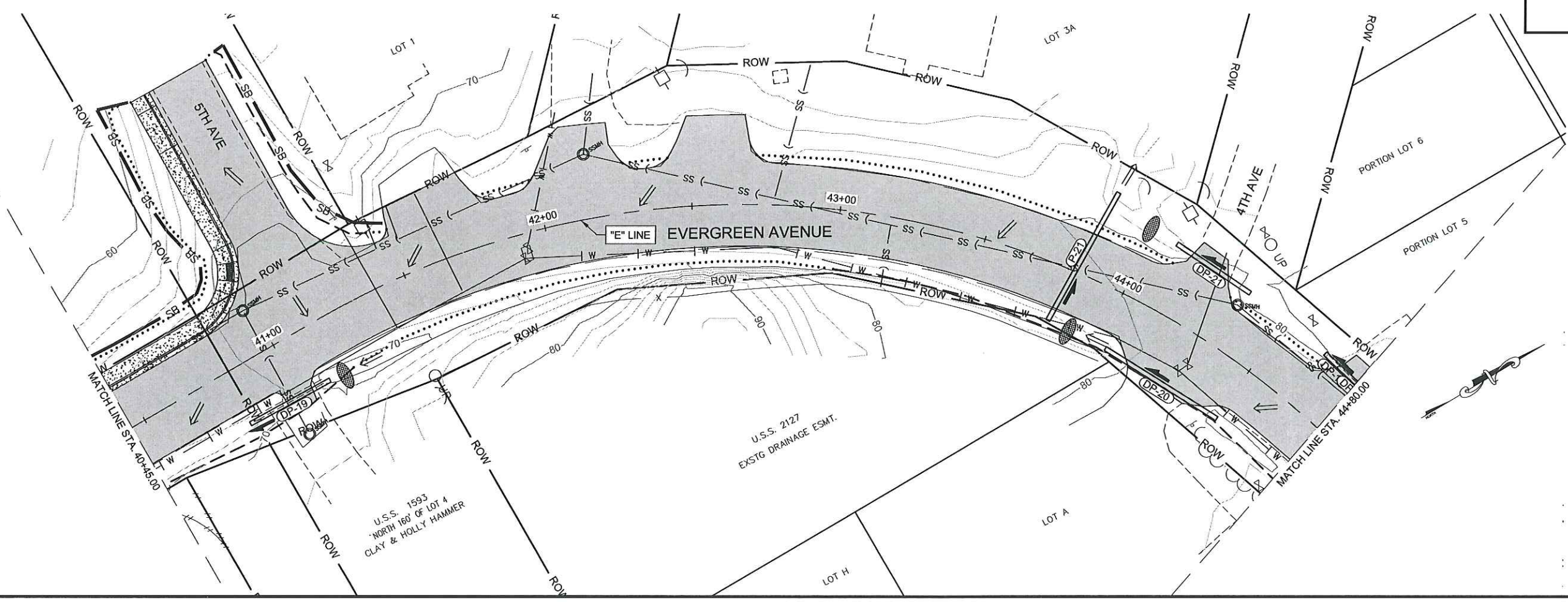
L.D. # 80311-001-3
BK. 13 PG. 555

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | P4 | 7 |



ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

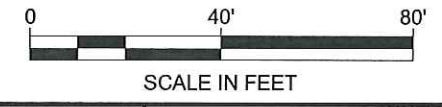
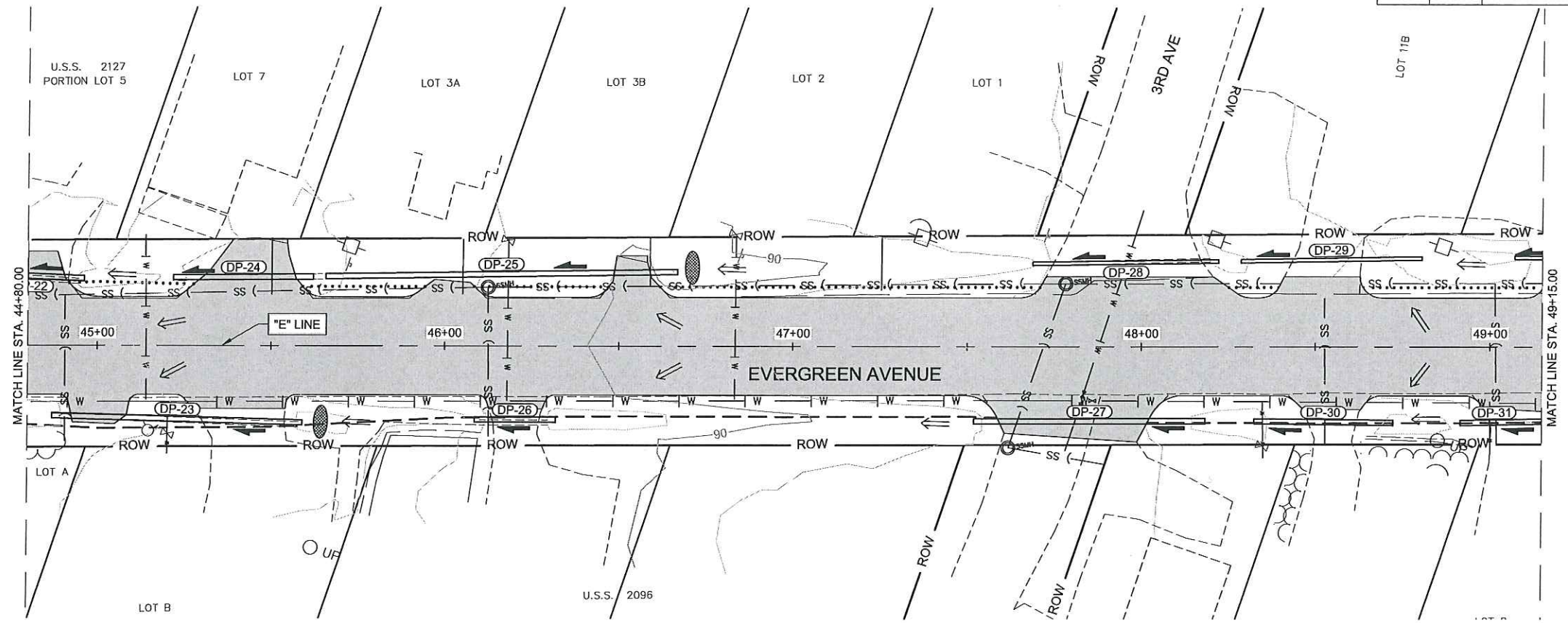
EROSION & SEDIMENT CONTROL PLAN



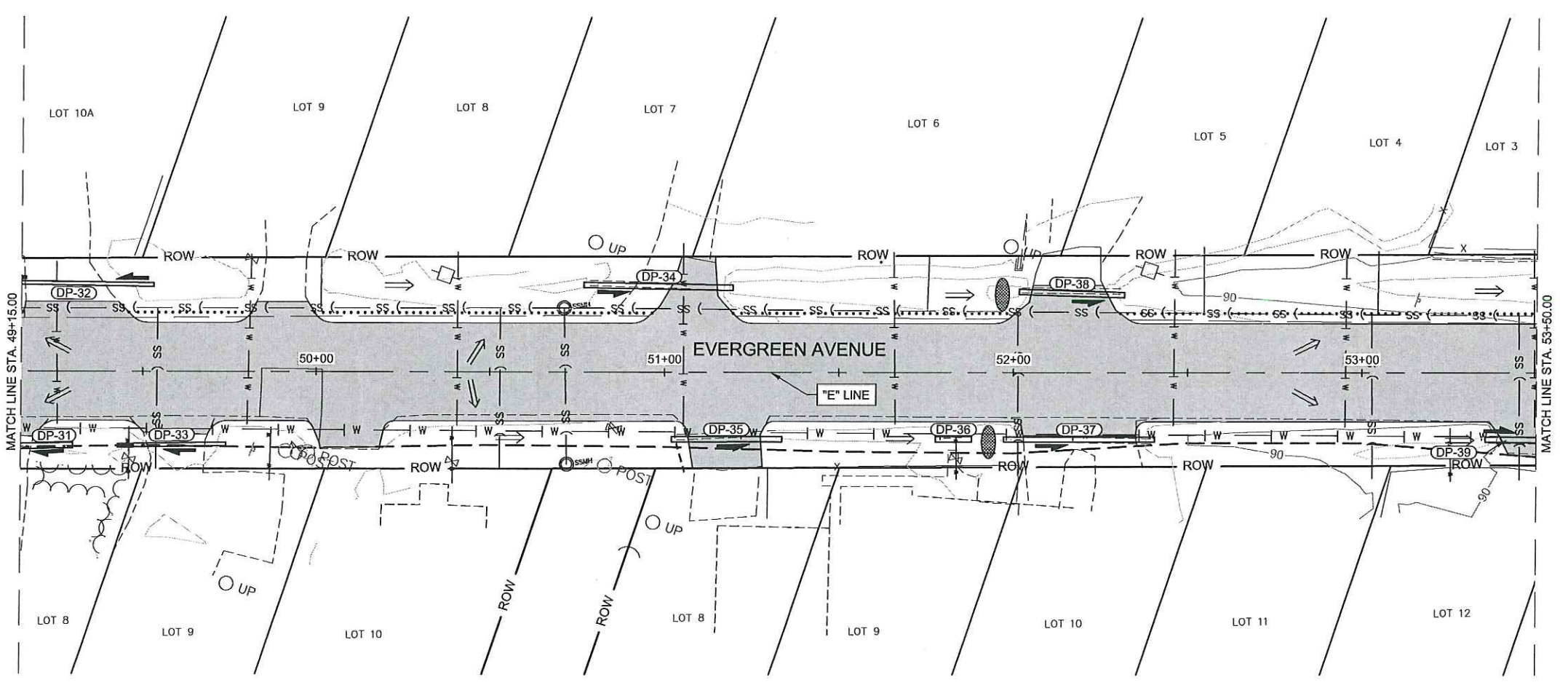
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 CHECKED K. K.
 DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | P5 | 7 |

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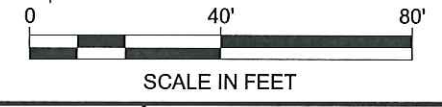
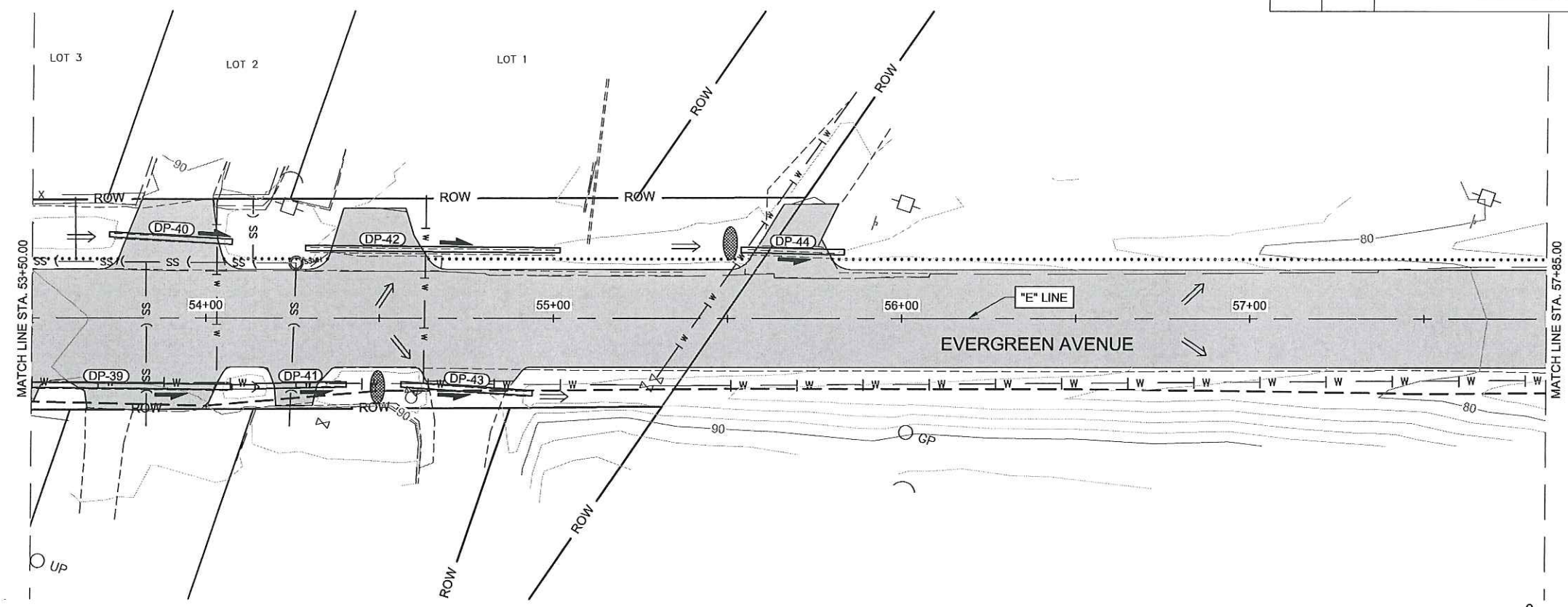
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EROSION & SEDIMENT CONTROL PLAN

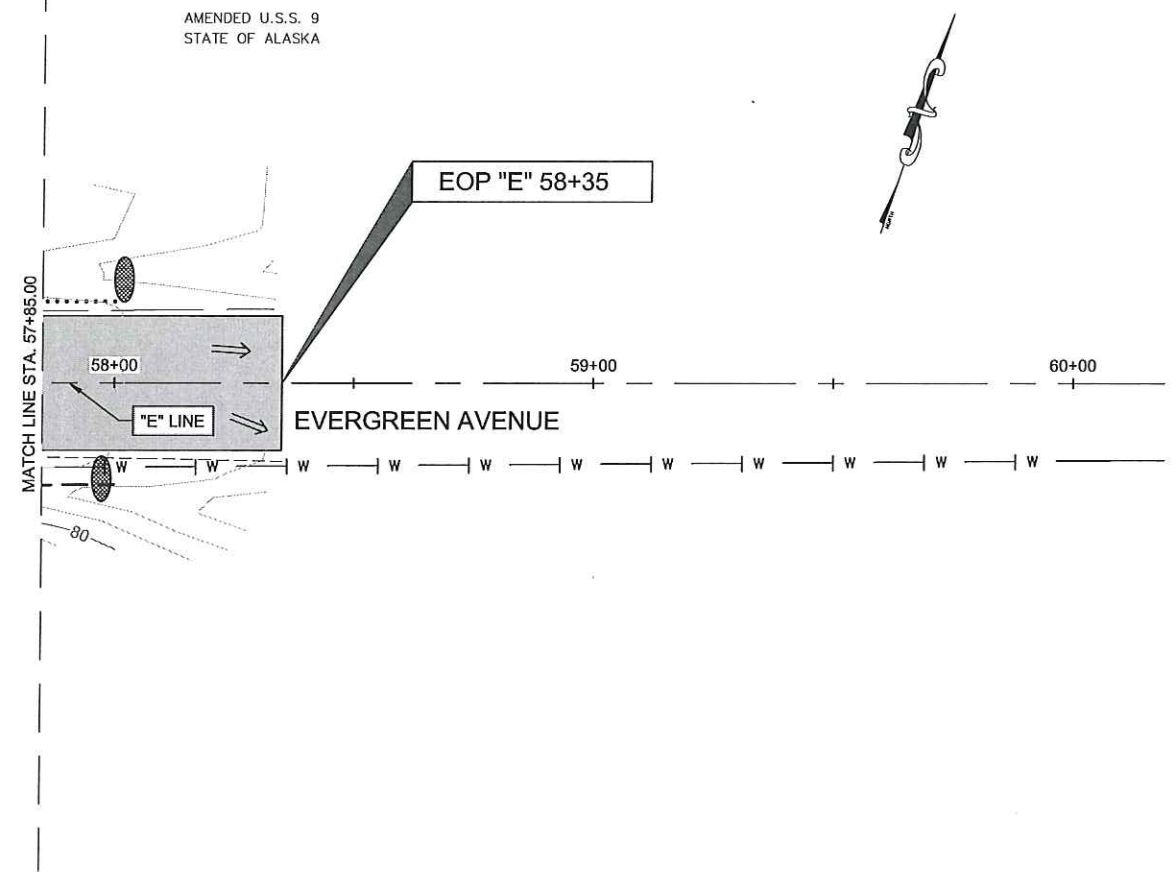
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| | | | ALASKA | Z680290000 | 2017 | P6 | 7 |



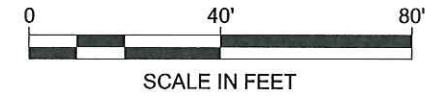
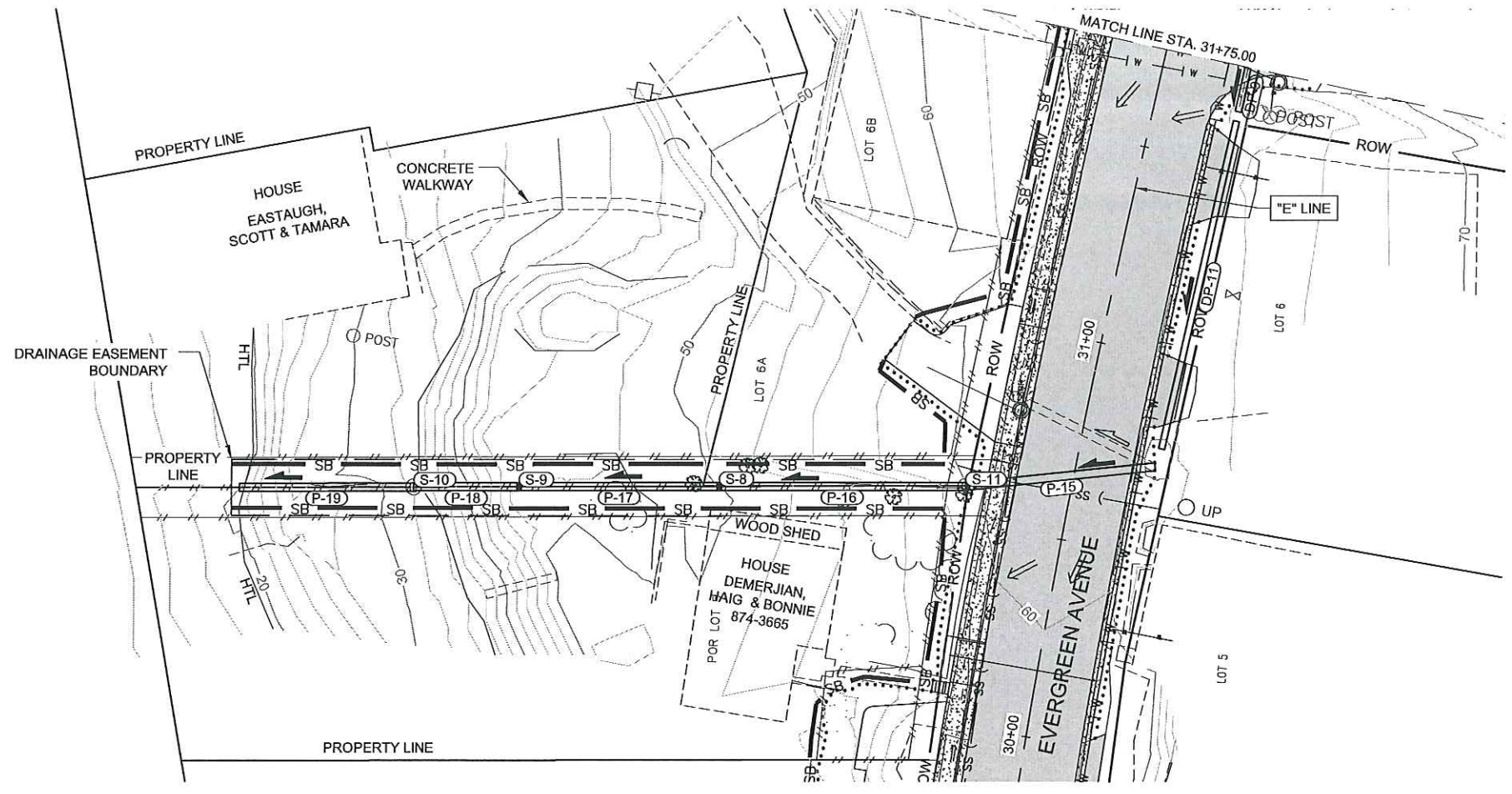
ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

EROSION & SEDIMENT CONTROL PLAN



FILE Q:\Wrg\68029\Planset\68029_P1-P7_ESCP.dwg DATE 6/30/2017 3:08 PM LAYOUT P7 DESIGNED D.B. CHECKED K.K. DRAFTED R.G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | ALASKA | Z680290000 | 2017 | P7 | 7 |

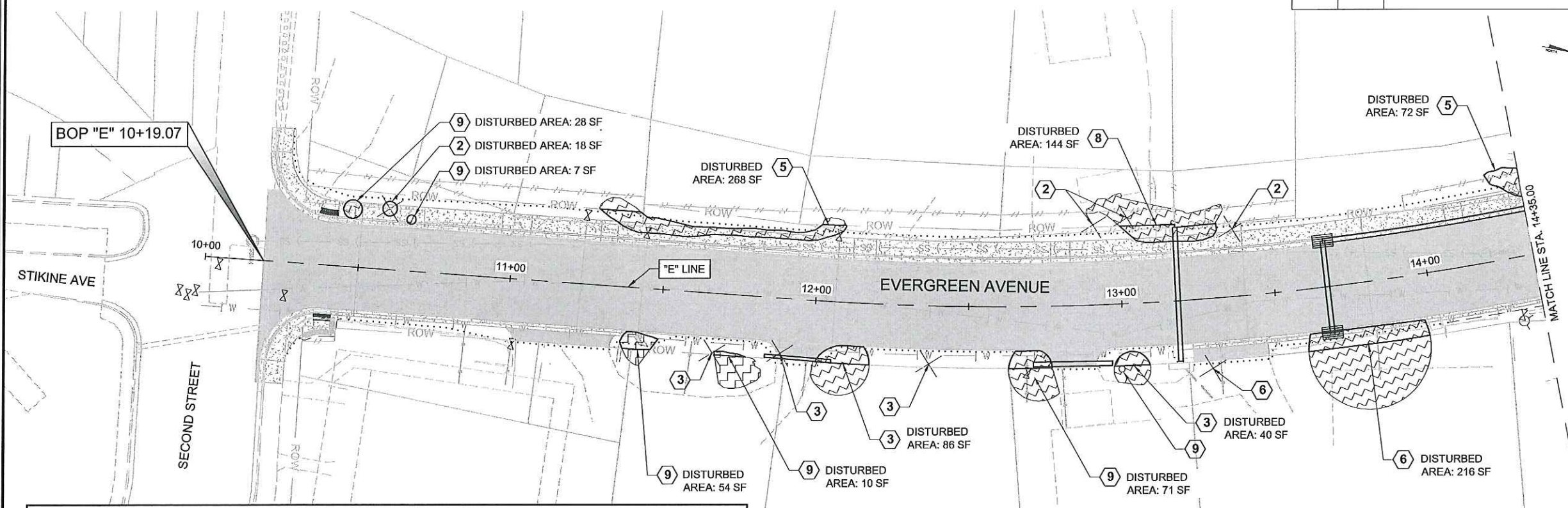


ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

EROSION & SEDIMENT CONTROL PLAN

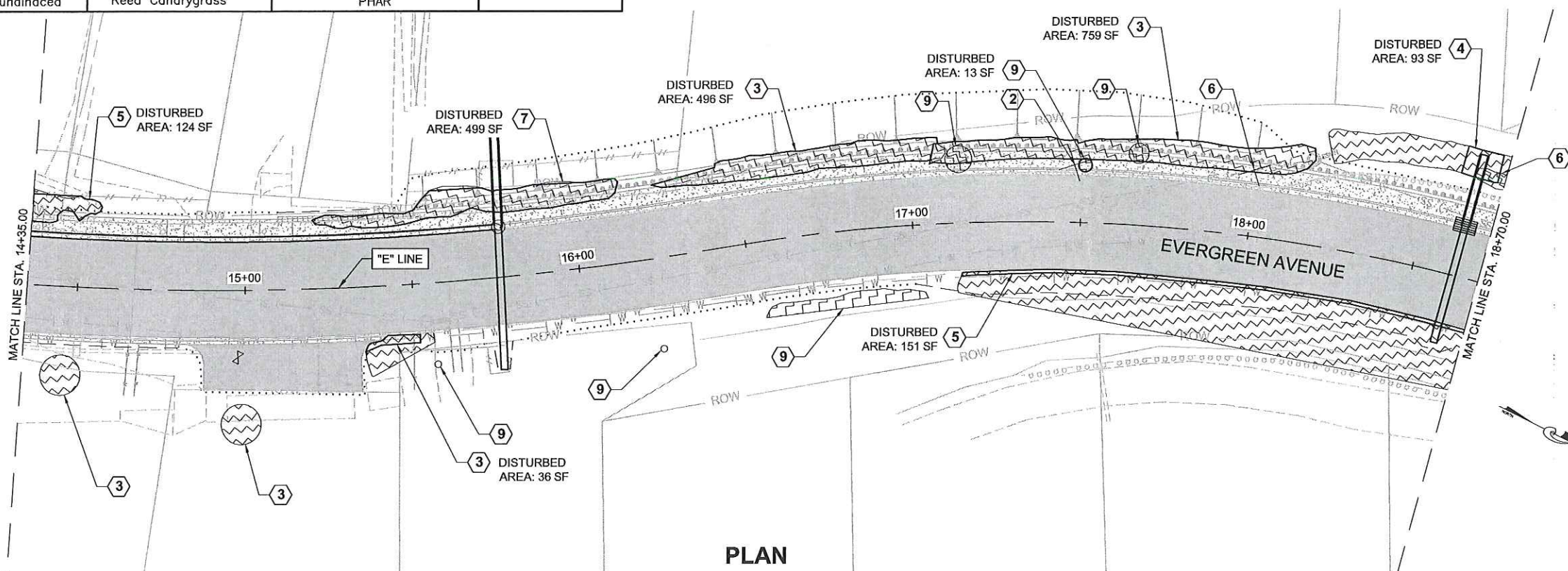
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | Q1 | 6 |

FILE Q:\Wg\68029\Plans\68029_01-06_Inv_Species.dwg DATE 6/30/2017 2:41 PM LAYOUT Q1 DESIGNED K. K., D.L. CHECKED K. K., D.L. DRAFTED R. G.

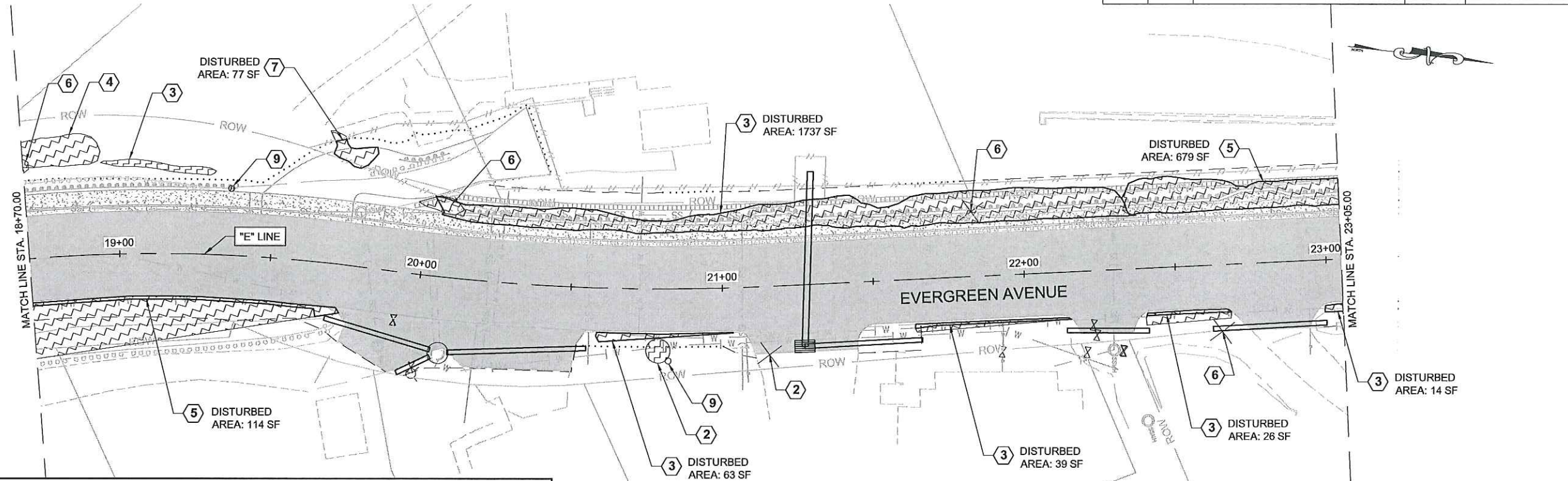


| INVASIVE SPECIES | | | | |
|------------------|-----------------------|------------------|--------------|---------|
| NO. | SCIENTIFIC NAME | COMMON NAME | ABREVIATION | REMARKS |
| ① | Fatsia Japonica | Paperplant | FAJA | |
| ② | Hieracium Aurantiacum | Orange Hawkweed | HIAU | |
| ③ | Hieracium Caespitosum | Meadow Hawkweed | HICA | |
| ④ | 3, 9 | 3, 9 | HICA-PHAR | |
| ⑤ | 3, 7, 9 | 3, 7, 9 | HICA-PHAR-LE | |
| ⑥ | Leucanthemum Vulgare | Oxeye Daisy | LEVU | |
| ⑦ | 6, 3 | 6, 3 | LEVU-HICA | |
| ⑧ | 6, 9 | 6, 9 | LEVU-PHAR | |
| ⑨ | Phalaris Arundinacea | Reed Canarygrass | PHAR | |

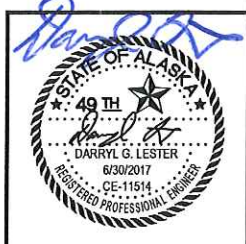
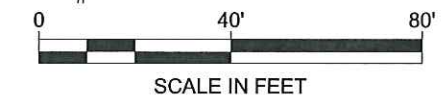
INVASIVE SPECIES PLAN



| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | Q2 | 6 |



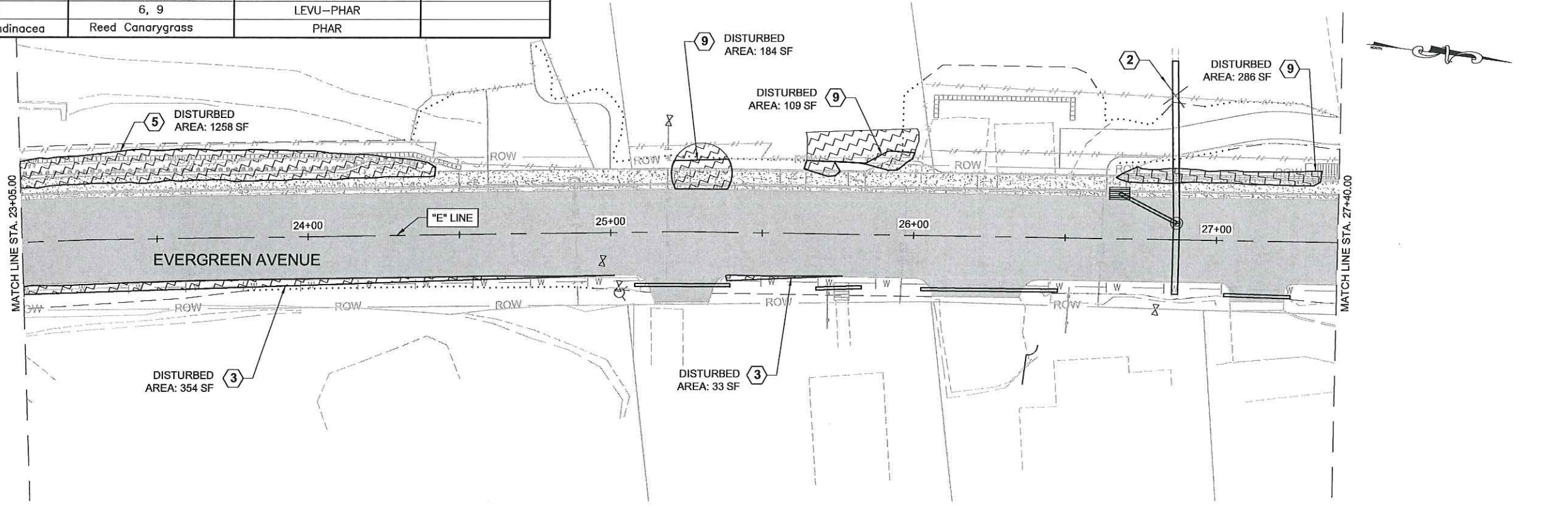
PLAN



INVASIVE SPECIES

| NO. | SCIENTIFIC NAME | COMMON NAME | ABREVIATION | REMARKS |
|-----|-----------------------|------------------|--------------|---------|
| ① | Fatsia Japonica | Paperplant | FAJA | |
| ② | Hieracium Aurantiacum | Orange Hawkweed | HIAU | |
| ③ | Hieracium Caespitosum | Meadow Hawkweed | HICA | |
| ④ | 3, 9 | 3, 9 | HICA-PHAR | |
| ⑤ | 3, 7, 9 | 3, 7, 9 | HICA-PHAR-LE | |
| ⑥ | Leucanthemum Vulgare | Oxeye Daisy | LEVU | |
| ⑦ | 6, 3 | 6, 3 | LEVU-HICA | |
| ⑧ | 6, 9 | 6, 9 | LEVU-PHAR | |
| ⑨ | Phalaris Arundinacea | Reed Canarygrass | PHAR | |

INVASIVE SPECIES PLAN

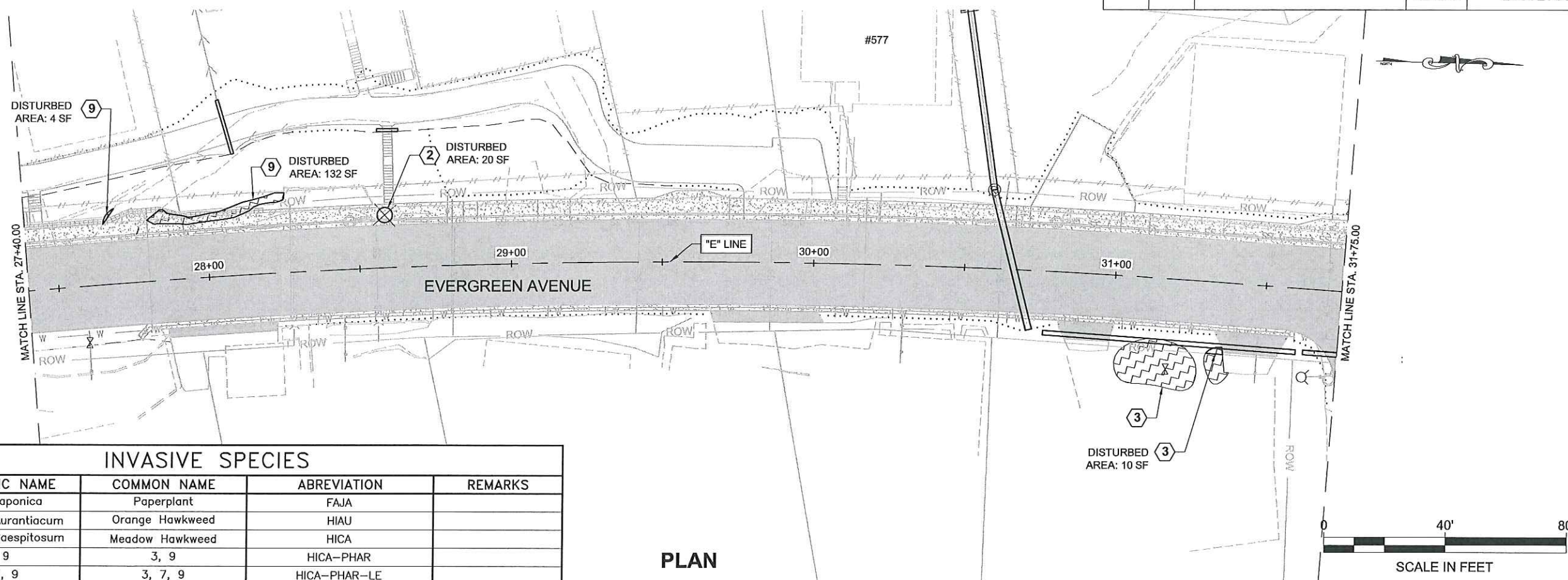


PLAN

FILE Q: \\wq\68029\Planset\68029_01-06_Inv_Species.dwg
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 DESIGNED K. K., D.L. CHECKED K. K., D.L. DRAFTED R. G.

FILE | O: \Wrg\68029\Planset\68029_01-08_Inv_Species.dwg DATE 6/30/2017 2:42 PM LAYOUT 03 DESIGNED K. K., D.L. CHECKED K. K., D.L. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | Q3 | 6 |

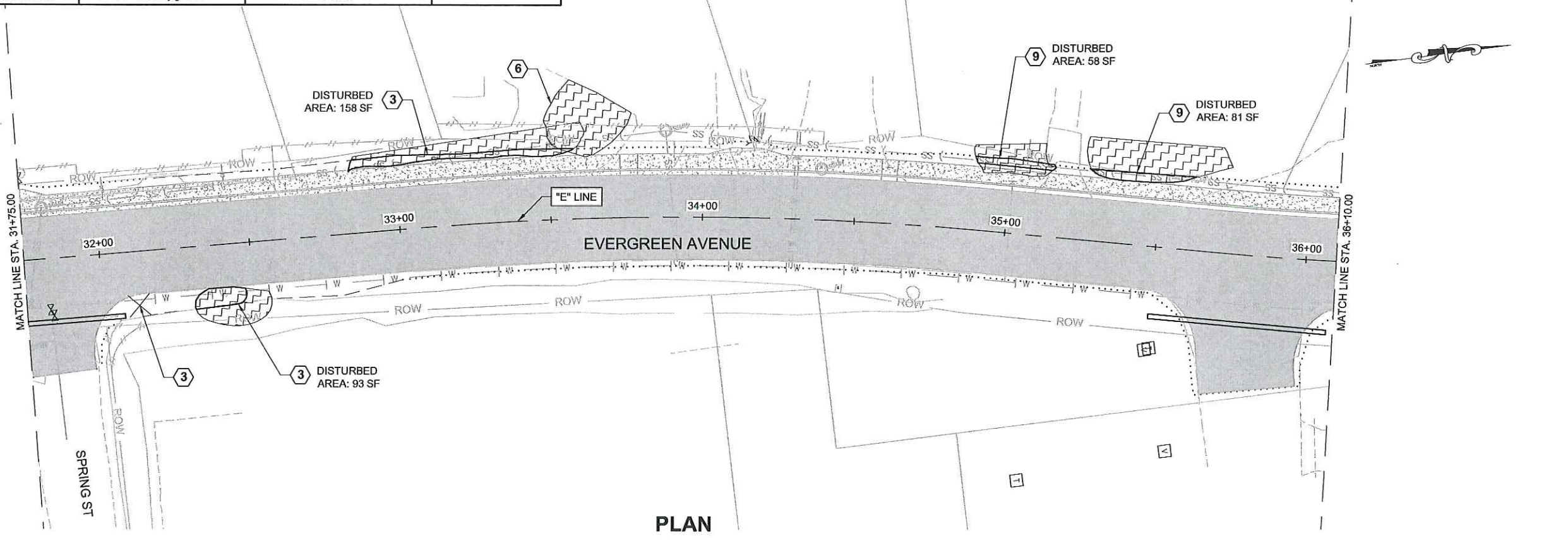


| INVASIVE SPECIES | | | | |
|------------------|-----------------------|------------------|--------------|---------|
| NO. | SCIENTIFIC NAME | COMMON NAME | ABREVIATION | REMARKS |
| ① | Fatsia Japonica | Paperplant | FAJA | |
| ② | Hieracium Aurantiacum | Orange Hawkweed | HIAU | |
| ③ | Hieracium Caespitosum | Meadow Hawkweed | HICA | |
| ④ | 3, 9 | 3, 9 | HICA-PHAR | |
| ⑤ | 3, 7, 9 | 3, 7, 9 | HICA-PHAR-LE | |
| ⑥ | Leucanthemum Vulgare | Oxeye Daisy | LEVU | |
| ⑦ | 6, 3 | 6, 3 | LEVU-HICA | |
| ⑧ | 6, 9 | 6, 9 | LEVU-PHAR | |
| ⑨ | Phalaris Arundinacea | Reed Canarygrass | PHAR | |

PLAN



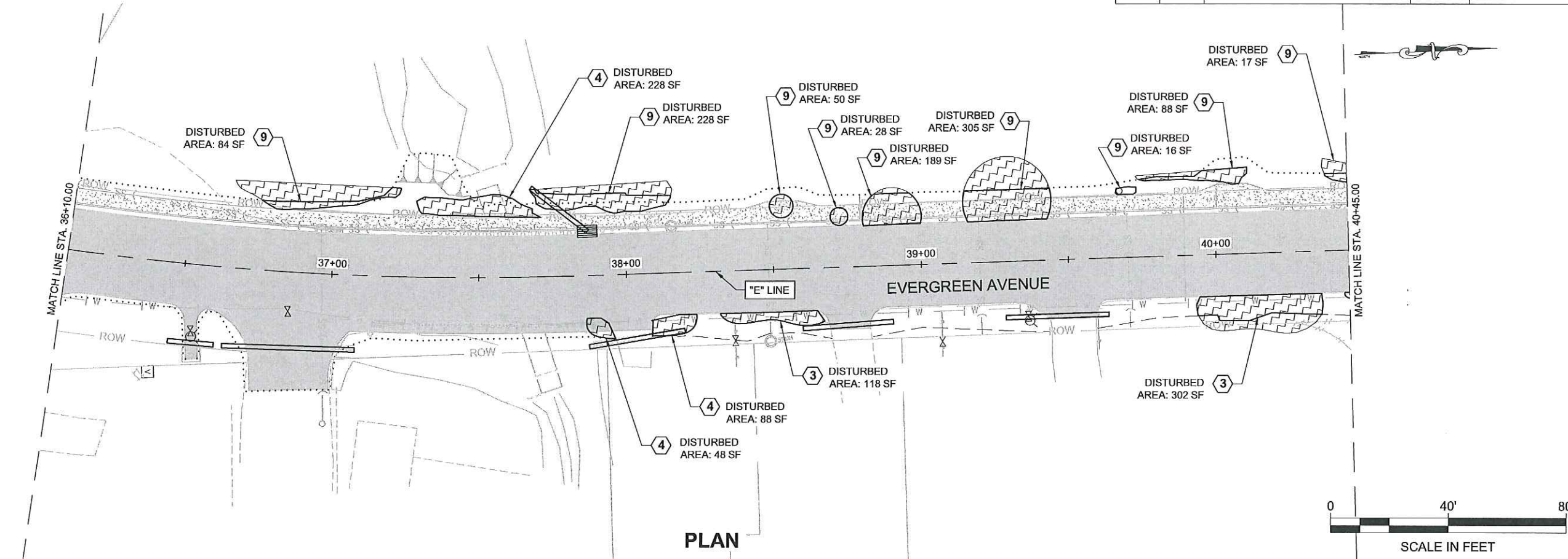
INVASIVE SPECIES PLAN



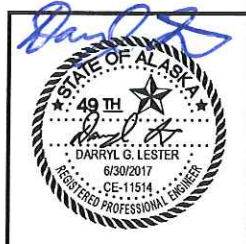
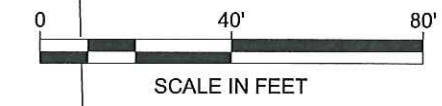
PLAN

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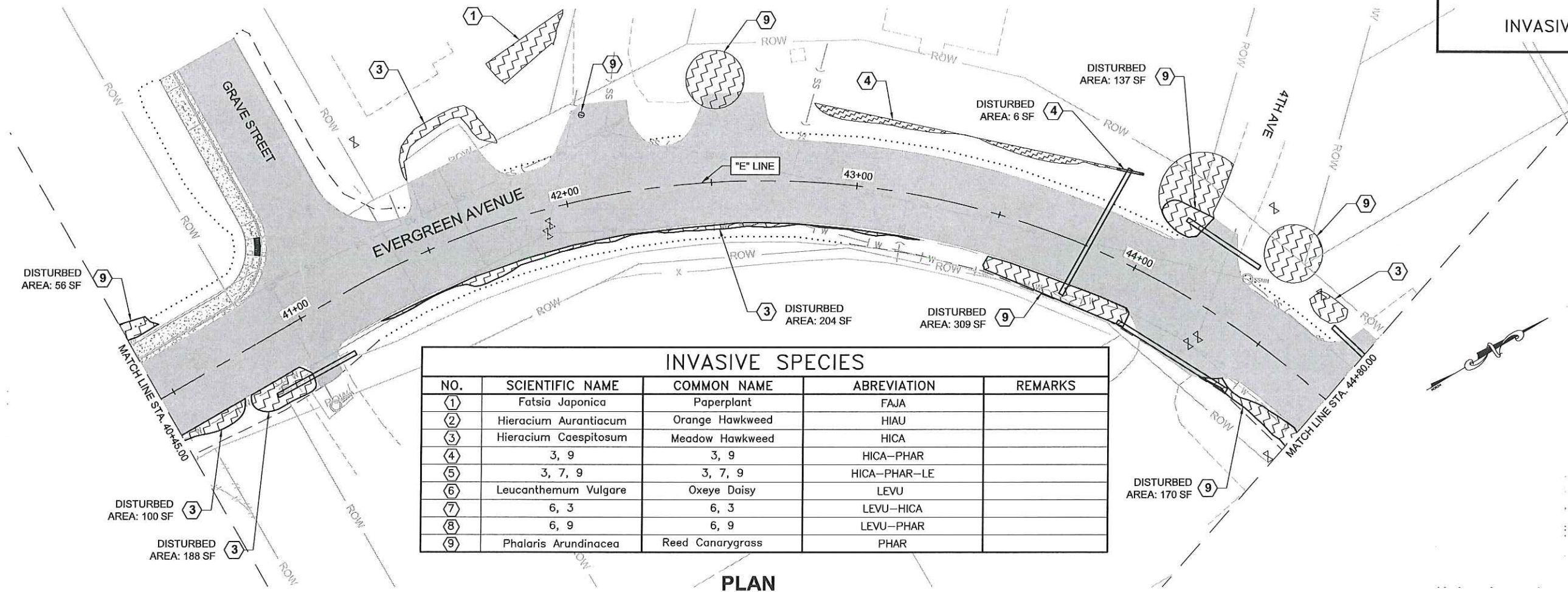
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | Q4 | 6 |



PLAN



INVASIVE SPECIES PLAN

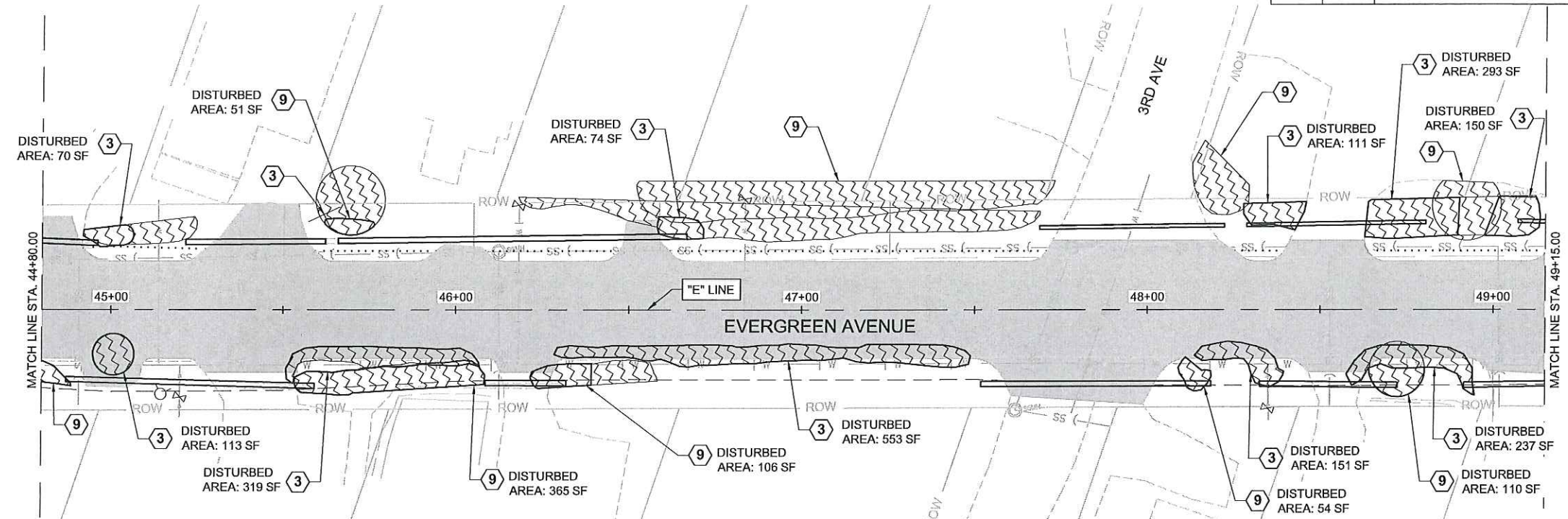


PLAN

| INVASIVE SPECIES | | | | |
|------------------|-----------------------|------------------|--------------|---------|
| NO. | SCIENTIFIC NAME | COMMON NAME | ABBREVIATION | REMARKS |
| 1 | Fatsia Japonica | Paperplant | FAJA | |
| 2 | Hieracium Aurantiacum | Orange Hawkweed | HIAU | |
| 3 | Hieracium Caespitosum | Meadow Hawkweed | HICA | |
| 4 | 3, 9 | 3, 9 | HICA-PHAR | |
| 5 | 3, 7, 9 | 3, 7, 9 | HICA-PHAR-LE | |
| 6 | Leucanthemum Vulgare | Oxeye Daisy | LEVU | |
| 7 | 6, 3 | 6, 3 | LEVU-HICA | |
| 8 | 6, 9 | 6, 9 | LEVU-PHAR | |
| 9 | Phalaris Arundinacea | Reed Canarygrass | PHAR | |

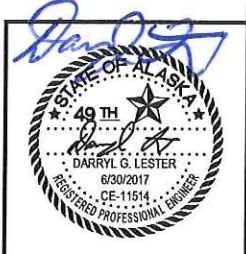
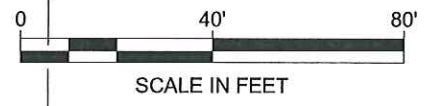
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| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | Q5 | 6 |

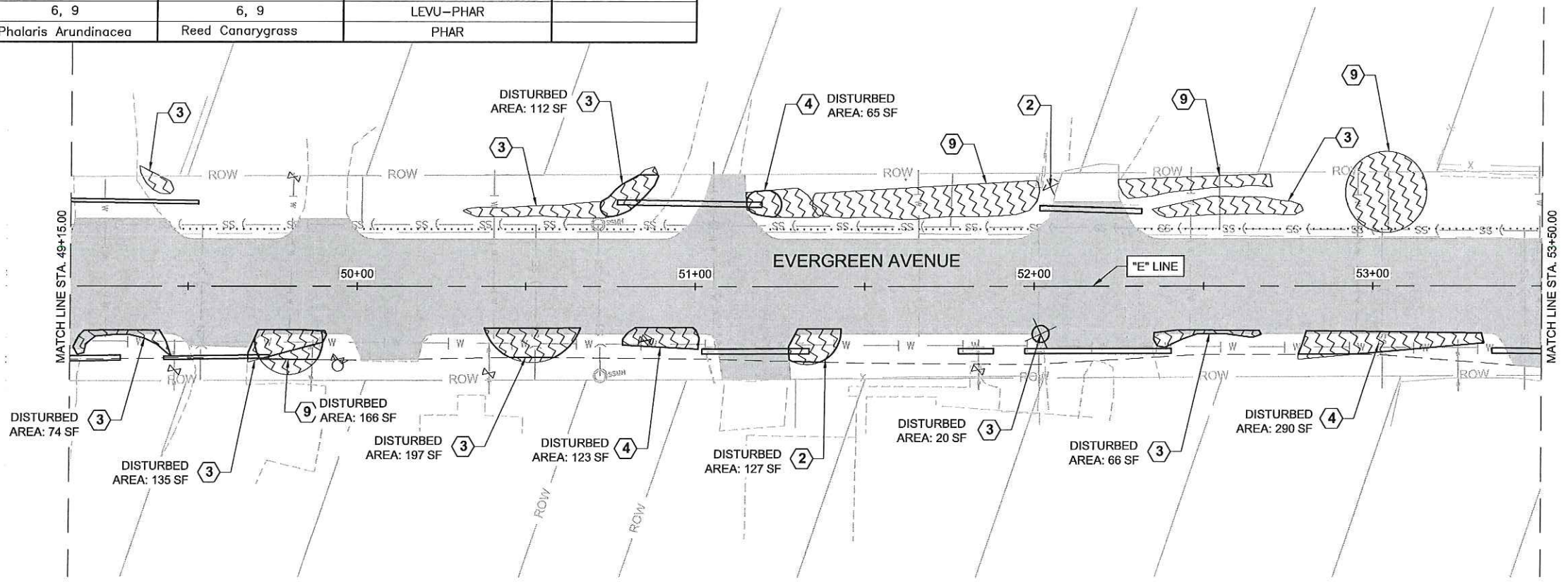


| INVASIVE SPECIES | | | | |
|------------------|-----------------------|------------------|--------------|---------|
| NO. | SCIENTIFIC NAME | COMMON NAME | ABREVIATION | REMARKS |
| ① | Fatsia Japonica | Paperplant | FAJA | |
| ② | Hieracium Aurantiacum | Orange Hawkweed | HIAU | |
| ③ | Hieracium Caespitosum | Meadow Hawkweed | HICA | |
| ④ | 3, 9 | 3, 9 | HICA-PHAR | |
| ⑤ | 3, 7, 9 | 3, 7, 9 | HICA-PHAR-LE | |
| ⑥ | Leucanthemum Vulgare | Oxeye Daisy | LEVU | |
| ⑦ | 6, 3 | 6, 3 | LEVU-HICA | |
| ⑧ | 6, 9 | 6, 9 | LEVU-PHAR | |
| ⑨ | Phalaris Arundinacea | Reed Canarygrass | PHAR | |

PLAN



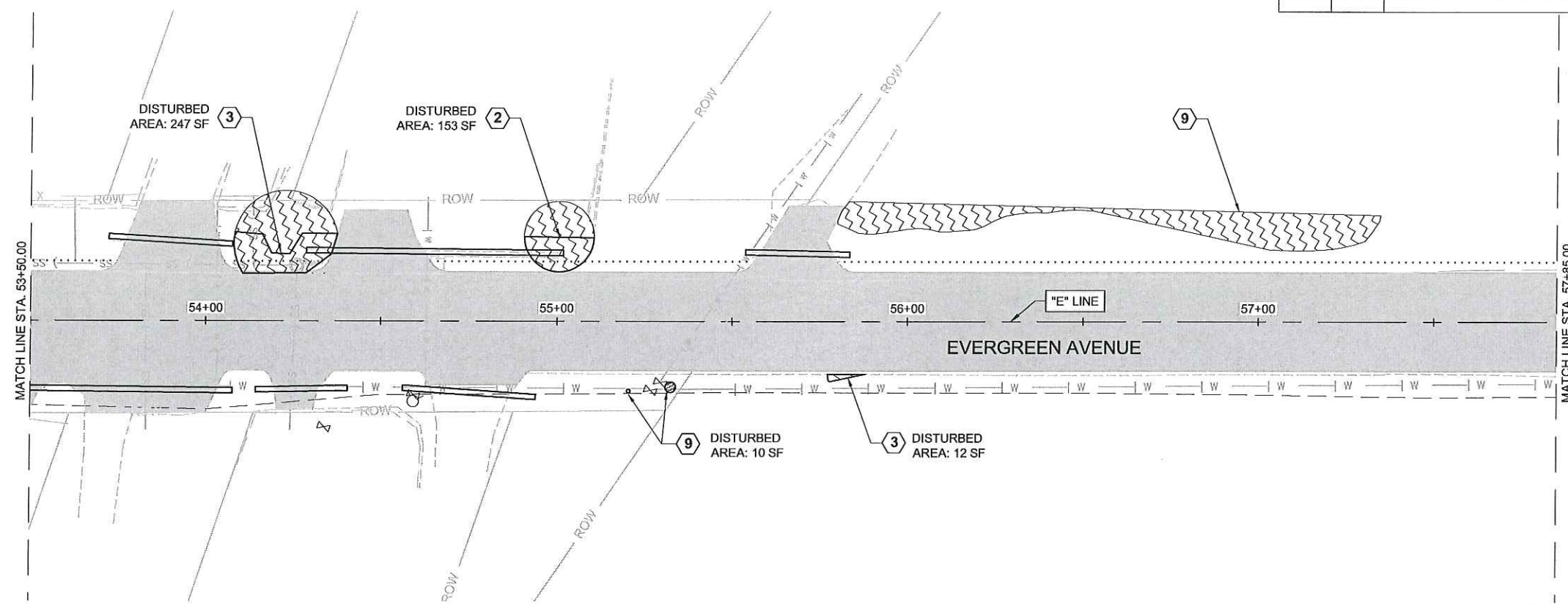
INVASIVE SPECIES PLAN



PLAN

FILE Q:\Wg\68029\Planset\68029_01-06_Inv_Species.dwg DATE 6/30/2017 2:43 PM LAYOUT Q6 DESIGNED K. K., D.L. CHECKED K. K., D.L. DRAFTED R. G.

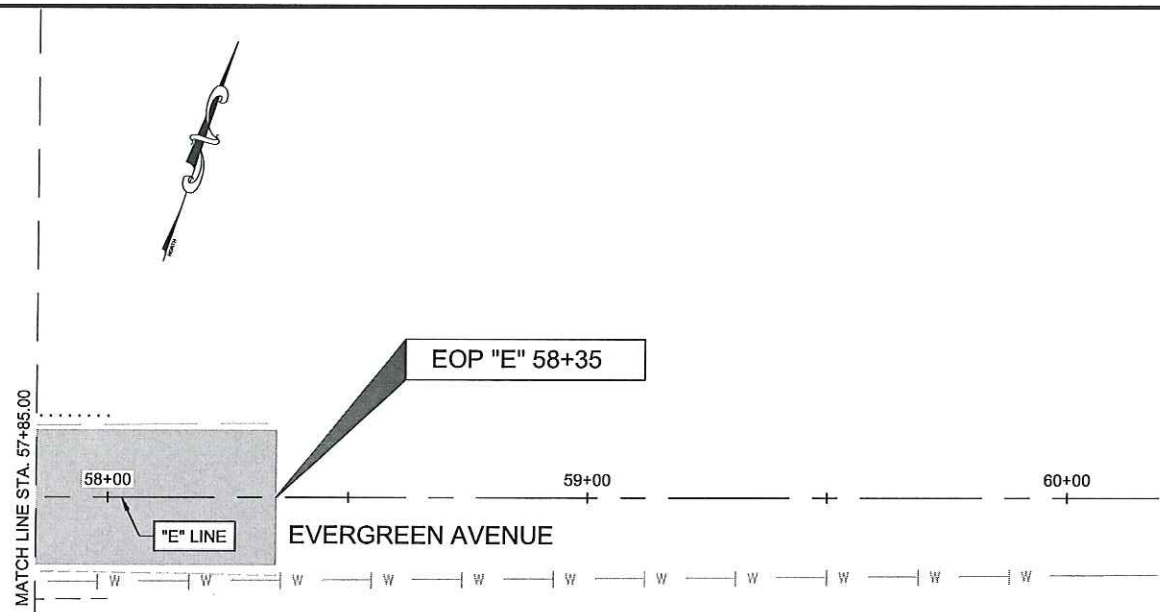
| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | Q6 | 6 |



PLAN



INVASIVE SPECIES PLAN



PLAN

| INVASIVE SPECIES | | | | |
|------------------|-----------------------|------------------|--------------|---------|
| NO. | SCIENTIFIC NAME | COMMON NAME | ABREVIATION | REMARKS |
| ① | Fatsia Japonica | Paperplant | FAJA | |
| ② | Hieracium Aurantiacum | Orange Hawkweed | HIAU | |
| ③ | Hieracium Caespitosum | Meadow Hawkweed | HICA | |
| ④ | 3, 9 | 3, 9 | HICA-PHAR | |
| ⑤ | 3, 7, 9 | 3, 7, 9 | HICA-PHAR-LE | |
| ⑥ | Leucanthemum Vulgare | Oxeye Daisy | LEVU | |
| ⑦ | 6, 3 | 6, 3 | LEVU-HICA | |
| ⑧ | 6, 9 | 6, 9 | LEVU-PHAR | |
| ⑨ | Phalaris Arundinacea | Reed Canarygrass | PHAR | |

| PARCEL TABLE | | | | |
|--------------|-------------------------------|----------|-----------|----------------|
| PARCEL | OWNER | AREA | REMAIN | RECORDING DATA |
| DELETED | Stough Family Trust | DELETED | DELETED | |
| E-2 | Stough Family Trust | 25 S.F. | 1378 S.F. | |
| TCE-2A | Stough Family Trust | 117 S.F. | | |
| E-3 | Yvonne Slough Revocable Trust | 196 S.F. | 1263 S.F. | |
| TCE-3A | Yvonne Slough Revocable Trust | 206 S.F. | | |
| TCE-4A | Yvonne Slough Revocable Trust | 103 S.F. | | |
| E-5 | Yvonne Slough Revocable Trust | 156 S.F. | 1394 S.F. | |
| TCE-5A | Yvonne Slough Revocable Trust | 327 S.F. | | |
| E-6 | Yvonne Slough Revocable Trust | 89 S.F. | 1068 S.F. | |
| TCE-6A | Yvonne Slough Revocable Trust | 284 S.F. | | |
| DELETED | Yvonne Slough Revocable Trust | DELETED | DELETED | |
| DELETED | Yvonne Slough Revocable Trust | DELETED | DELETED | |
| E-7 | Brett Woodbury | 15 S.F. | 726 S.F. | |
| TCE-7A | Brett Woodbury | 148 S.F. | | |
| DELETED | Brett Woodbury | DELETED | DELETED | |
| DELETED | Brett Woodbury | DELETED | DELETED | |
| E-8 | Brett Woodbury | 88 S.F. | 1538 S.F. | |
| TCE-8A | Brett Woodbury | 237 S.F. | | |
| E-9 | Helga M. King | 110 S.F. | 552 S.F. | |
| TCE-9A | Helga M. King | 214 S.F. | | |
| E-10 | Helga M. King | 145 S.F. | 264 S.F. | |
| TCE-10A | Helga M. King | 144 S.F. | | |
| E-24 | Wka L. Motney | 50 S.F. | 1594 S.F. | |
| TCE-24A | Wka L. Motney | 90 S.F. | | |
| TCP-24B | Wka L. Motney | 51 S.F. | | |
| TCP-25 | Wka L. Motney | 152 S.F. | | |
| TCP-26 | Wka L. Motney | 8 S.F. | | |
| TCP-27 | Wka L. Motney | 23 S.F. | | |
| E-28 | Russel M. & Nancy L. Ferguson | 14 S.F. | 3090 S.F. | |
| TCE-28A | Russel M. & Nancy L. Ferguson | 69 S.F. | | |
| TCP-28B | Russel M. & Nancy L. Ferguson | 151 S.F. | | |
| TCP-29 | Alan Marie High | 141 S.F. | | |
| E-37 | Stough Family Trust | 393 S.F. | 424 S.F. | |
| TCE-37A | Stough Family Trust | 237 S.F. | | |

LEGEND

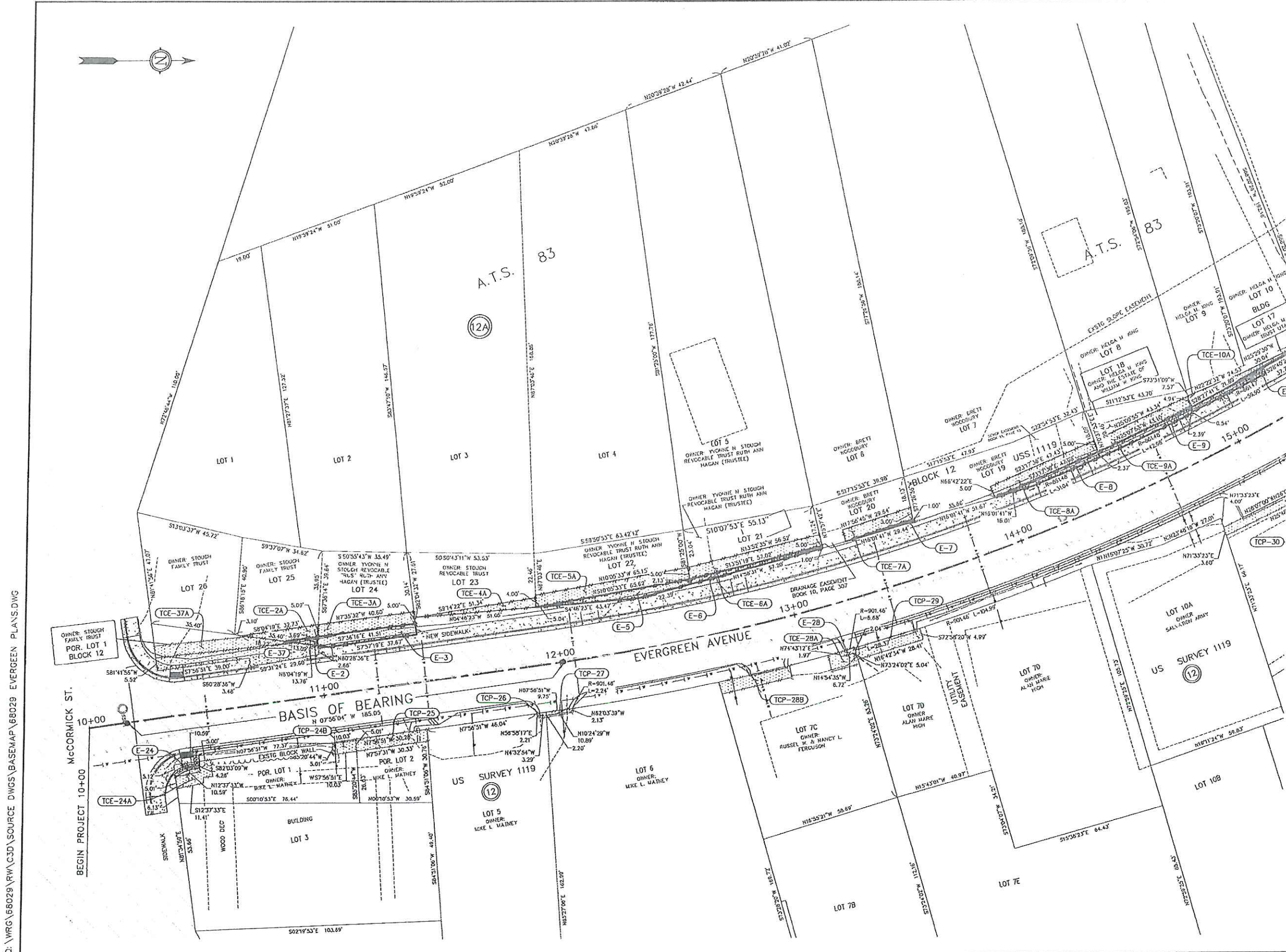
- ⊙ DOT/PF CENTERLINE BRASS CAP RECOVERED
- ⊕ GLO/BLM ROCK MONUMENT RECOVERED
- ⊗ BPR BRASS CAP MONUMENT RECOVERED
- ⊙ SECONDARY MONUMENT RECOVERED
- N58°20'00"E DATA OF RECORD
- ▭ EXISTING RIGHT-OF-WAY
- ▭ PARCEL REQUIRED

20 15 10 5 0 20 40 60
GRAPHIC SCALE IN FEET

| DATE | REVISIONS | BY |
|---------|---------------------------------------|-----|
| 1/26/17 | DELETED E-6B, E-6C, E-7B AND E-7C | CRC |
| 12/2/16 | REVISED E-6C AND E-7C | CRC |
| 9/29/16 | DELETED PARCEL 1, ADDED E-37, TCE-37A | CRC |

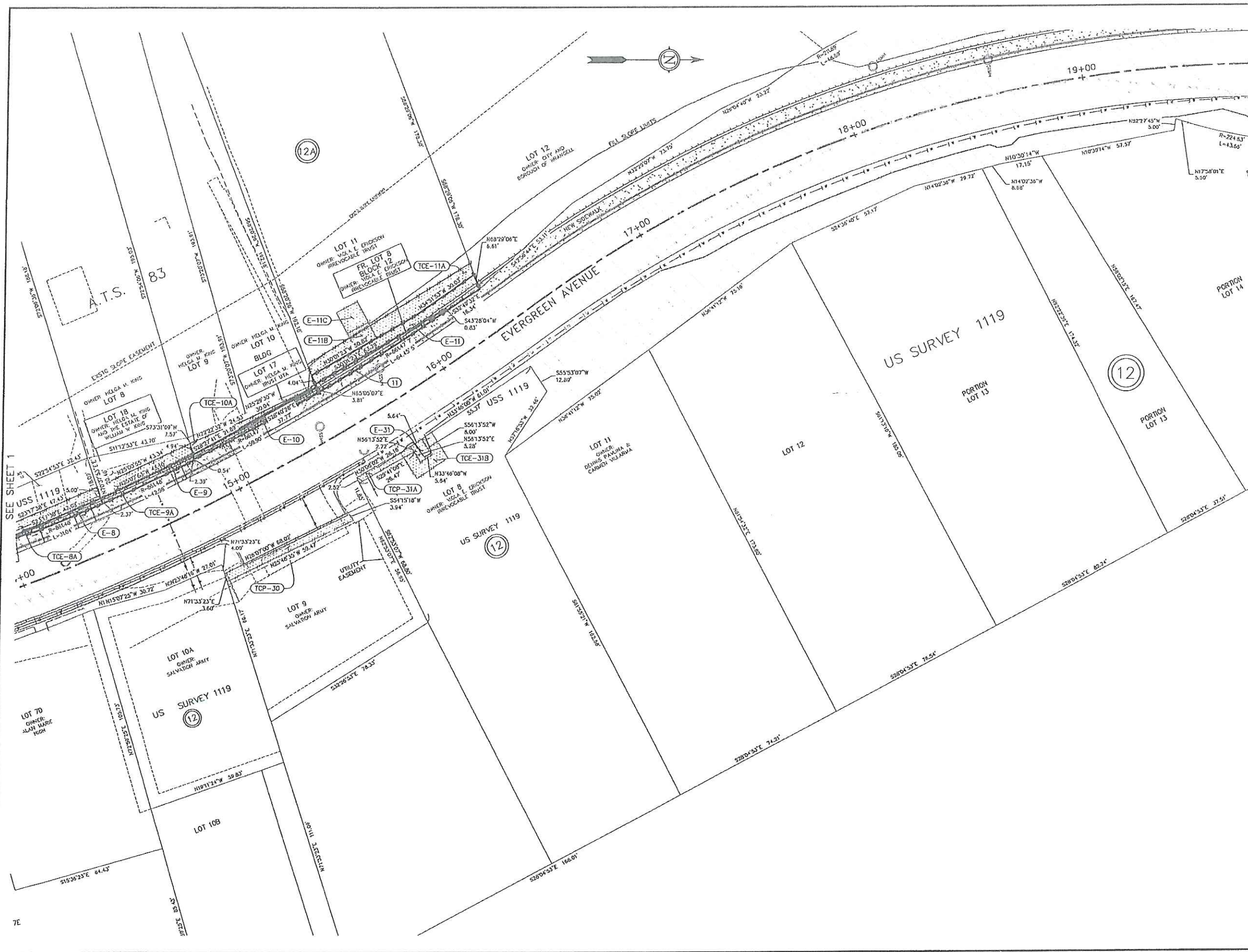
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT
 0003158 / Z680290000
 WRANGELL-EVERGREEN AVENUE
 IMPROVEMENTS AND PEDESTRIAN ACCESS

| | | | | | |
|---------|---------|------|-----------|-------|---------|
| DRAWN | TLS/CRC | DATE | 12/6/2016 | SCALE | GRAPHIC |
| CHECKED | | DATE | | SHEET | 1 OF 10 |



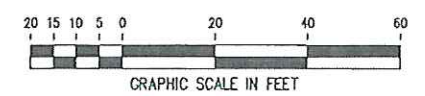
Q:\WRG\66029\RW\CSD\SOURCE DWGS\BASEMAP\66029 EVERGREEN PLANS.DWG

| PARCEL | OWNER | AREA | REMAIN | RECORDING DATA |
|---------|------------------------------------|----------|------------|----------------|
| 11 | Yola E. Erickson Irrevocable Trust | 173 S.F. | 0 S.F. | 2016-000290-0 |
| E-11 | Yola E. Erickson Irrevocable Trust | 266 S.F. | 14407 S.F. | 2016-000292-0 |
| TCE-11A | Yola E. Erickson Irrevocable Trust | 469 S.F. | | |
| E-11B | Yola E. Erickson Irrevocable Trust | 79 S.F. | 14328 S.F. | 2016-000293-0 |
| E-11C | Yola E. Erickson Irrevocable Trust | 100 S.F. | 14228 S.F. | |
| TCP-30 | Sullivan Army | 220 S.F. | | |
| E-31 | Yola E. Erickson Irrevocable Trust | 46 S.F. | 11805 S.F. | 2016-000291-0 |
| TCP-31A | Yola E. Erickson Irrevocable Trust | 69 S.F. | | |
| TCE-31B | Yola E. Erickson Irrevocable Trust | 140 S.F. | | |



LEGEND

- DOT/PF CENTERLINE BRASS CAP RECOVERED
- GLO/BLM ROCK MONUMENT RECOVERED
- BPR BRASS CAP MONUMENT RECOVERED
- SECONDARY MONUMENT RECOVERED
- DATA OF RECORD
- EXISTING RIGHT-OF-WAY
- PARCEL REQUIRED



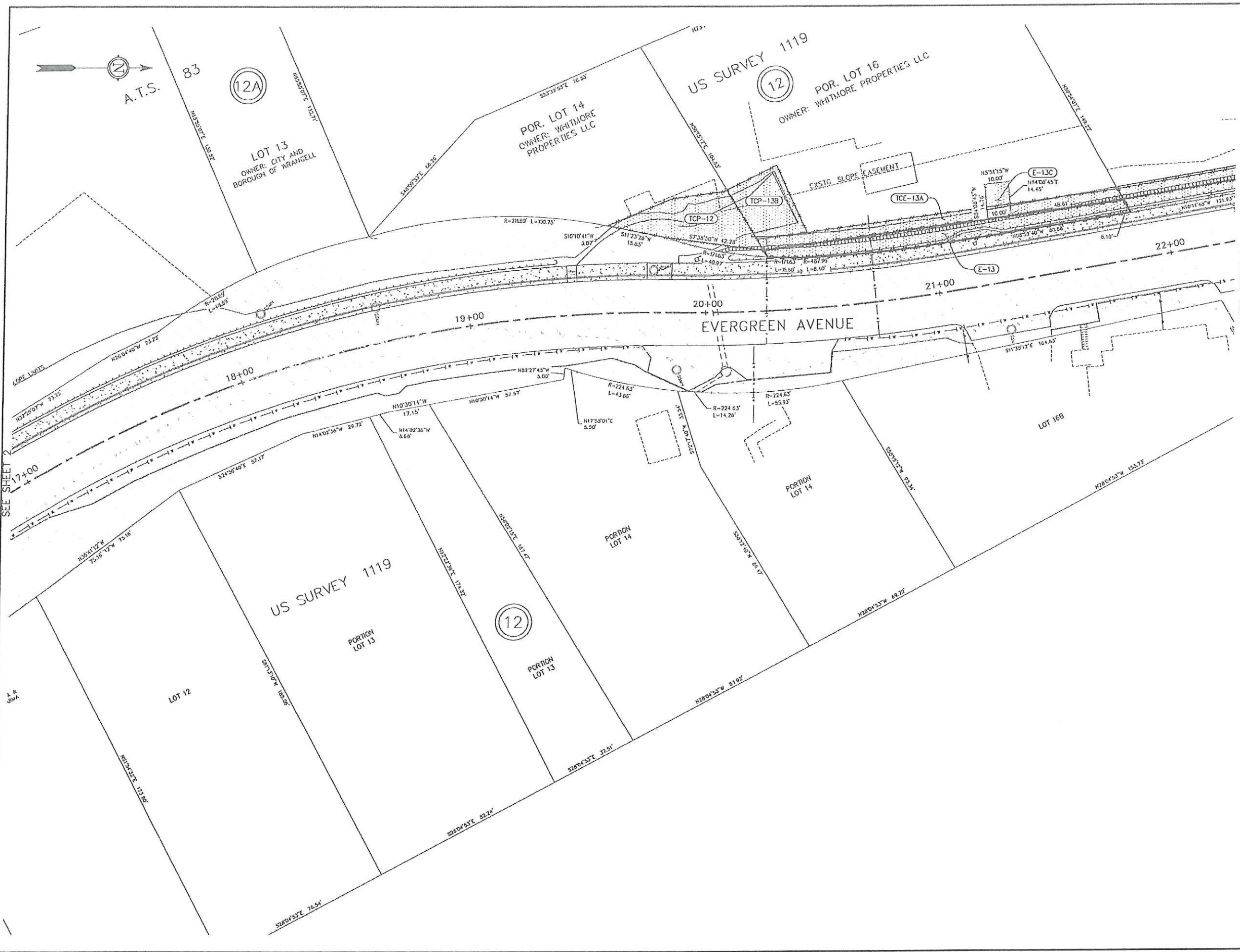
| DATE | REVISIONS | BY |
|---------|-------------|-----|
| 5/15/17 | ADDED E-11C | CRC |

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT
 0003158 / Z680290000
 WRANGELL-EVERGREEN AVENUE
 IMPROVEMENTS AND PEDESTRIAN ACCESS

| | | | | | |
|---------|---------|------|-----------|-------|---------|
| DRAWN | TL5/CRC | DATE | 12/6/2016 | SCALE | GRAPHIC |
| CHECKED | | DATE | | SHEET | 2 OF 10 |

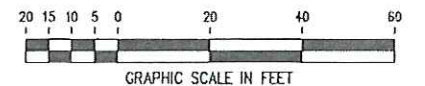
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| PARCEL TABLE | | | | |
|--------------|-------------------------|----------------------|--------|----------------|
| PARCEL | OWNER | AREA | REMAIN | RECORDING DATA |
| TCP-12 | Whitmore Properties LLC | 875 S.F. | | |
| E-12A | DELETED | | | |
| E-12B | Whitmore Properties LLC | 97 S.F. 6903 S.F. | | |
| E-13 | Whitmore Properties LLC | 1018 S.F. 17600 S.F. | | |
| TCE-13A | Whitmore Properties LLC | 776 S.F. | | |
| TCP-13B | Whitmore Properties LLC | 610 S.F. | | |
| E-13C | Whitmore Properties LLC | 146 S.F. 17454 S.F. | | |



LEGEND

- DOT/PP CENTERLINE BRASS CAP RECOVERED
- GLO/BLM ROCK MONUMENT RECOVERED
- BPR BRASS CAP MONUMENT RECOVERED
- SECONDARY MONUMENT RECOVERED
- DATA OF RECORD
- EXISTING RIGHT-OF-WAY
- PARCEL REQUIRED



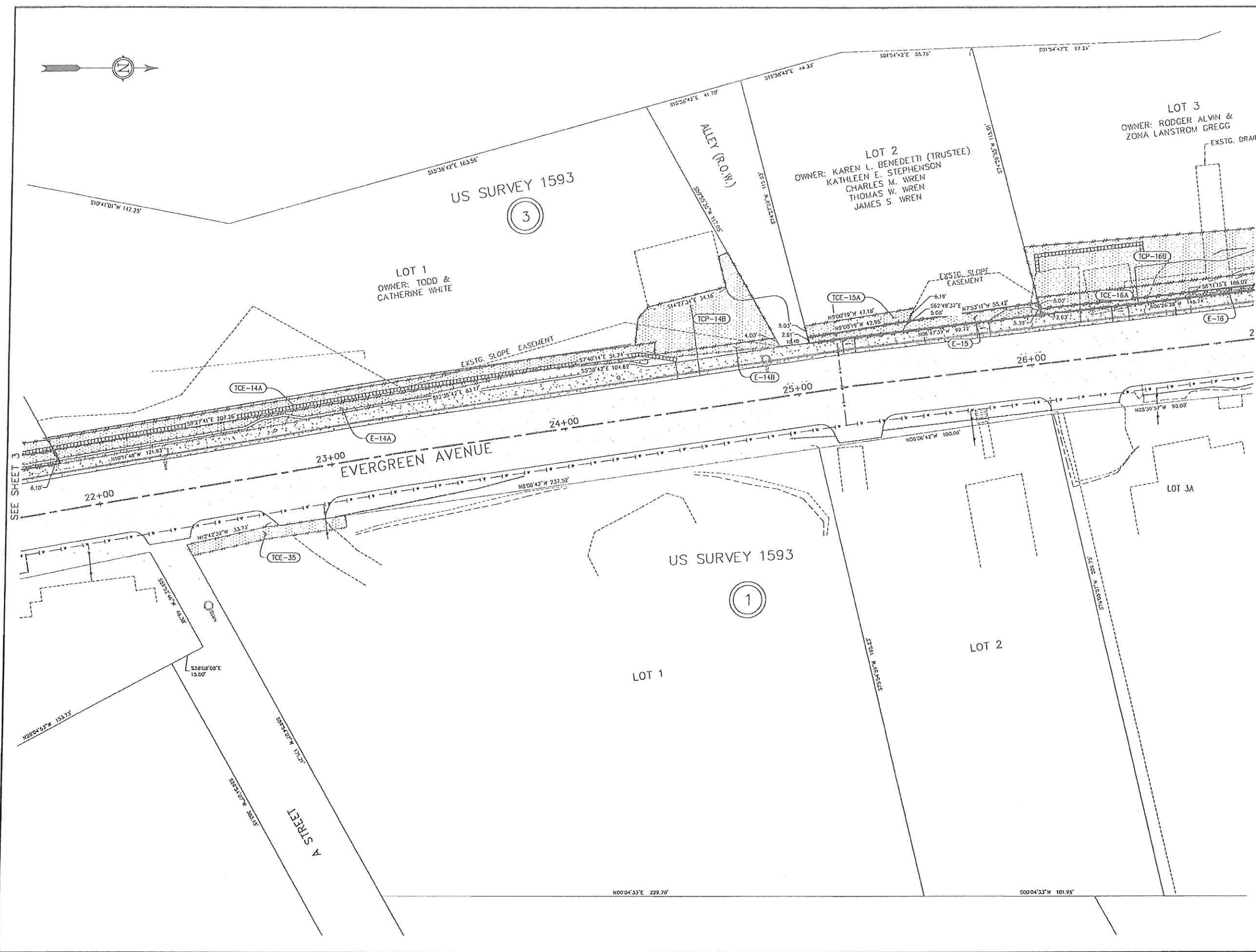
| | | |
|---------|---------------|-----|
| DATE | REVISIONS | BY |
| 3/30/17 | DELETED E-12A | CRC |

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT
 000315B / Z680290000
 WRANGELL-EVERGREEN AVENUE
 IMPROVEMENTS AND PEDESTRIAN ACCESS

| | | | | | |
|---------|---------|------|-----------|-------|---------|
| DRAWN | TLS/CRC | DATE | 12/6/2016 | SCALE | GRAPHIC |
| CHECKED | | DATE | | SHEET | 3 OF 10 |

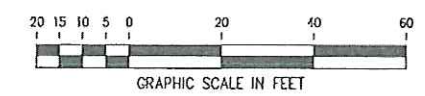
C:\WRG\68029\RW\CSD\SOURCE DWGS\BASEMAP\68029-EVERGREEN-PLANS.DWG

| PARCEL | OWNER | AREA | REMAIN | RECORDING DATA |
|---------|------------------------------------|-----------|------------|----------------|
| E-14A | Todd and Catherine White | 846 S.F. | 30849 S.F. | |
| E-14B | Todd and Catherine White | 191 S.F. | 30858 S.F. | |
| TCE-14A | Todd and Catherine White | 1300 S.F. | | |
| TCP-14B | Todd and Catherine White | 1240 S.F. | | |
| E-15 | Karen L. Benedetti (Trustee) | 418 S.F. | 11363 S.F. | |
| TCE-15A | Karen L. Benedetti (Trustee) | 228 S.F. | | |
| E-16 | Rodger Alvin & Zona Lanstrom Gregg | 407 S.F. | 21075 S.F. | |
| TCE-16A | Rodger Alvin & Zona Lanstrom Gregg | 918 S.F. | | |
| TCP-16B | Rodger Alvin & Zona Lanstrom Gregg | 3568 S.F. | | |
| TCE-35 | Frank M. Worfel | 339 S.F. | | |



LEGEND

- ⊙ DOT/PF CENTERLINE BRASS CAP RECOVERED
- ⊕ GLO/BLM ROCK MONUMENT RECOVERED
- ⊕ BPR BRASS CAP MONUMENT RECOVERED
- ⊙ SECONDARY MONUMENT RECOVERED
- N58°20'00"E DATA OF RECORD
- ▭ EXISTING RIGHT-OF-WAY
- ▭ PARCEL REQUIRED

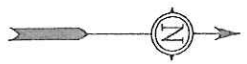


| DATE | REVISIONS | BY |
|---------|-----------------|-----|
| 4/17/17 | REVISED TCP-14B | CRC |
| 3/30/17 | REVISED E-15 | CRC |
| 11/7/16 | REVISED TCP-16B | CRC |

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
0003158 / Z680290000
WRANGELL-EVERGREEN AVENUE
IMPROVEMENTS AND PEDESTRIAN ACCESS

| | | | | | |
|---------|---------|------|-----------|-------|---------|
| DRAWN | TLS/CRC | DATE | 12/6/2016 | SCALE | GRAPHIC |
| CHECKED | | DATE | | SHEET | 4 OF 10 |

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ZIMOVIA STRAIT

US SURVEY 1593

EASTAUGH SUBDIVISION

LOT 6A
OWNER: SCOTT RUOFF EASTAUGH

US SURVEY 1593

LOT 4
OWNER: RODGER ALVIN & ZONA LANSTROM GREGG

POR LOT 5
OWNER: RODGER ALVIN & ZONA LANSTROM GREGG

POR LOT 5
OWNER: HAIG & BONNIE L. DEMERJIAN

LOT 3
OWNER: RODGER ALVIN & ZONA LANSTROM GREGG

EVERGREEN AVENUE

LOT 4A

LOT 5
OWNER: MELVILLE & LINDA BJORGE

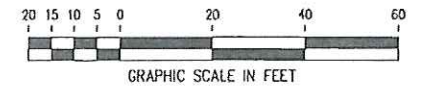
LOT 6
OWNER: CHARLES LANNY HAMLEY

US SURVEY 1593

| PARCEL | OWNER | AREA | REMAIN | RECORDING DATA |
|---------|------------------------------------|-----------|------------|----------------|
| E-17 | Rodger Alvin & Zona Lanstrom Gregg | 530 S.F. | 21922 S.F. | |
| TCE-17A | Rodger Alvin & Zona Lanstrom Gregg | 625 S.F. | | |
| TCP-17B | Rodger Alvin & Zona Lanstrom Gregg | 7913 S.F. | | |
| E-18 | Rodger Alvin & Zona Lanstrom Gregg | 143 S.F. | 10264 S.F. | |
| TCP-18A | Rodger Alvin & Zona Lanstrom Gregg | 1379 S.F. | | |
| E-19 | Haig & Bonnie L. Demerjian | 286 S.F. | 13617 S.F. | |
| TCE-19A | Haig & Bonnie L. Demerjian | 346 S.F. | | |
| E-19B | Haig & Bonnie L. Demerjian | 1556 S.F. | 11891 S.F. | |
| TCP-19C | Haig & Bonnie L. Demerjian | 531 S.F. | | |
| E-20B | Scott Ruoff Eastaugh | 496 S.F. | 18268 S.F. | |
| E-20C | Scott Ruoff Eastaugh | 1079 S.F. | 13287 S.F. | |

LEGEND

- DOT/PF CENTERLINE BRASS CAP RECOVERED
- GLO/BLM ROCK MONUMENT RECOVERED
- BPR BRASS CAP MONUMENT RECOVERED
- SECONDARY MONUMENT RECOVERED
- DATA OF RECORD
- EXISTING RIGHT-OF-WAY
- PARCEL REQUIRED

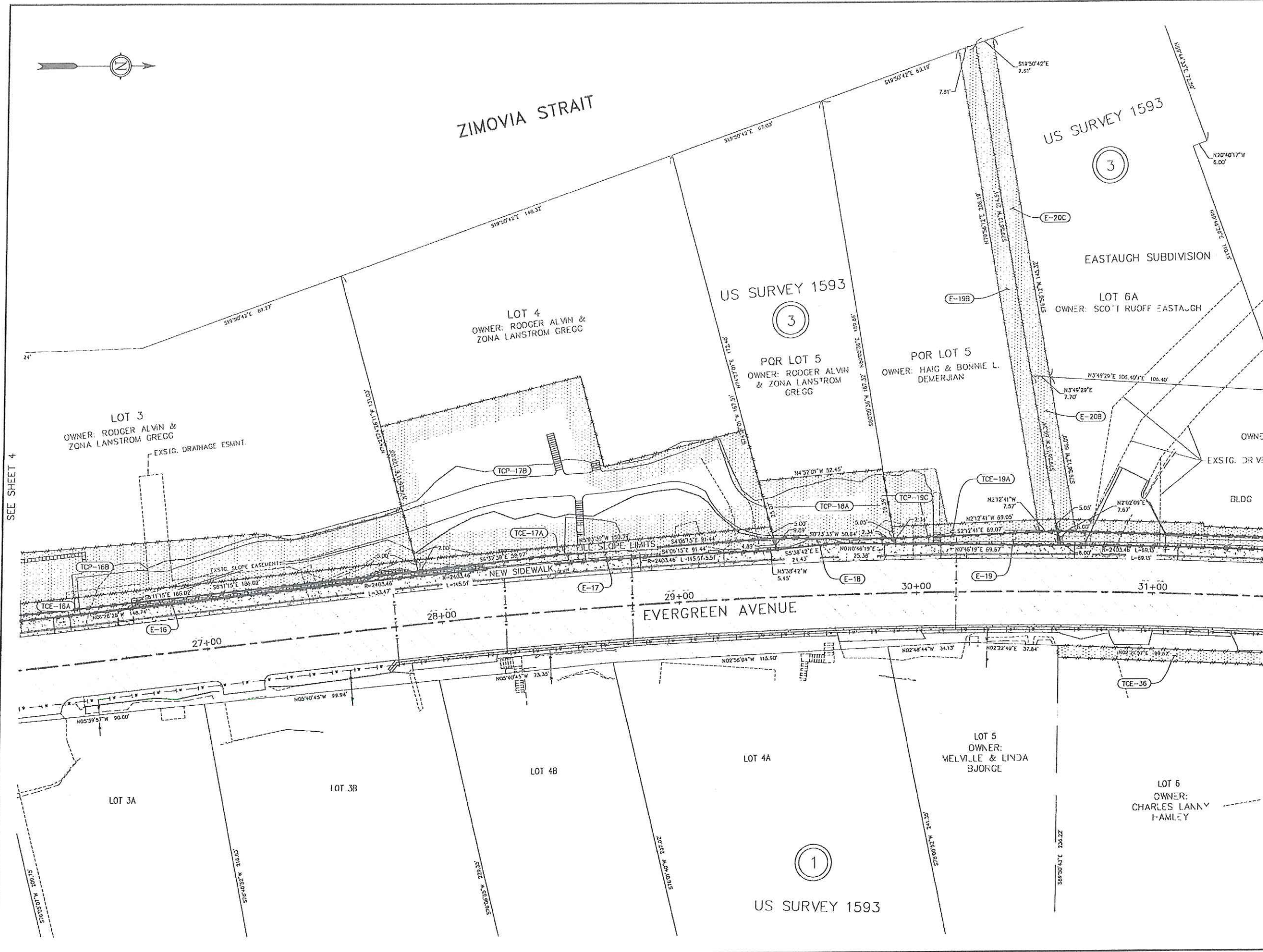


| DATE | REVISIONS | BY |
|---------|--|-----|
| 12/6/16 | REVISED TCP-17B | CRC |
| 11/7/16 | REVISED TCP-16B & TCP-19C | CRC |
| 6/30/16 | REVISED TCP-16B & TCP-17B, DELETED TCP-16C | CRC |

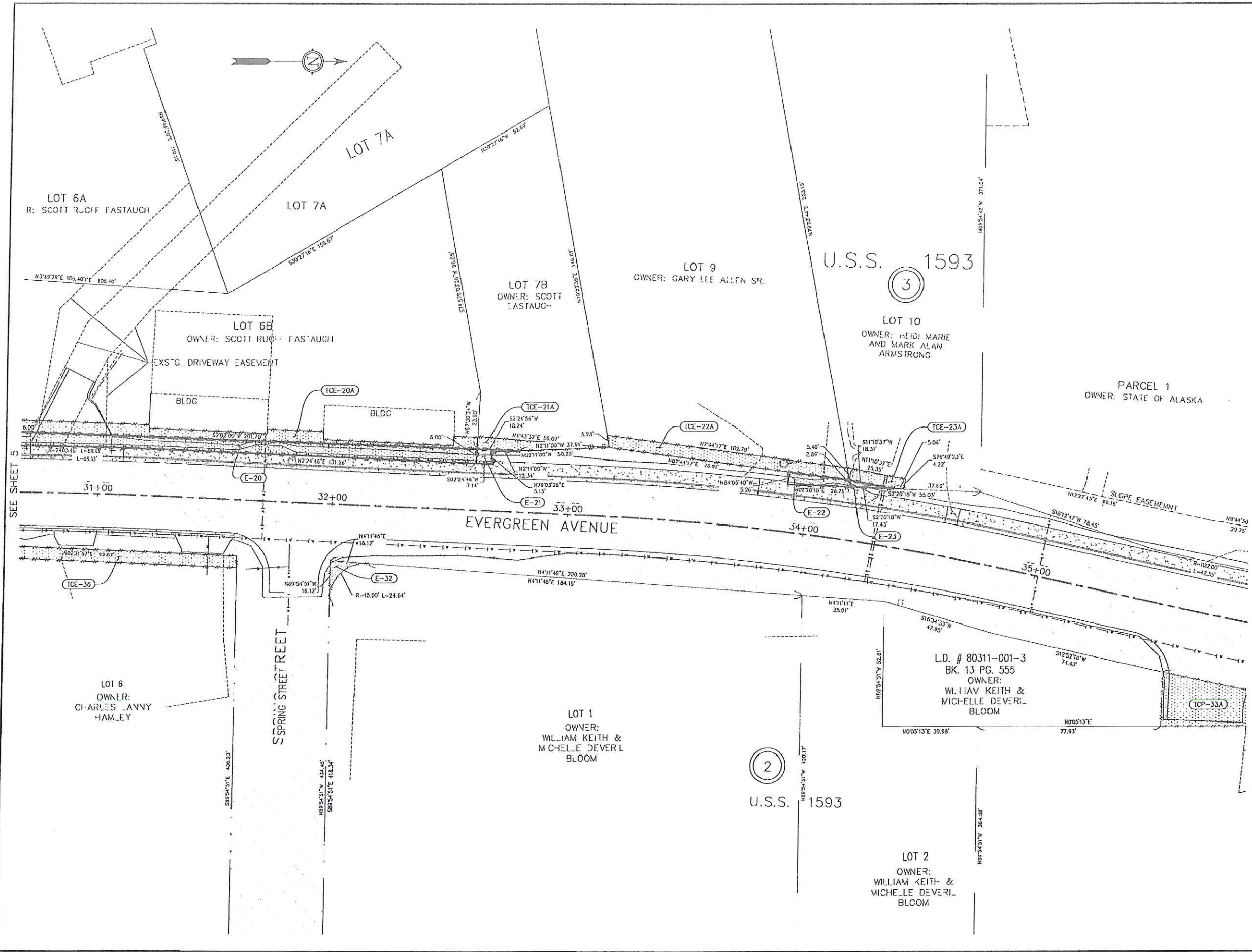
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
0003158 / Z680290000
WRANGELL-EVERGREEN AVENUE
IMPROVEMENTS AND PEDESTRIAN ACCESS

| | | | | | |
|---------|---------|------|-----------|-------|---------|
| DRAWN | TLS/CRC | DATE | 12/6/2016 | SCALE | GRAPHIC |
| CHECKED | | DATE | | SHEET | 5 OF 10 |

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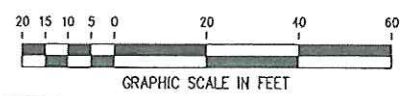


| PARCEL TABLE | | | | |
|--------------|---------------------------------------|-----------|------------|----------------|
| PARCEL | OWNER | AREA | REMAIN | RECORDING DATA |
| E-20 | Scott Russell Eastaugh | 1104 S.F. | 15660 S.F. | |
| TCE-20A | Scott Russell Eastaugh | 731 S.F. | | |
| E-21 | Scott Eastaugh | 45 S.F. | 6730 S.F. | |
| TCE-21A | Scott Eastaugh | 177 S.F. | | |
| E-22 | Gary Lee Allen Sr. | 106 S.F. | 21992 S.F. | |
| TCE-22A | Gary Lee Allen Sr. | 514 S.F. | | |
| E-23 | Held Marie and Mark Alan Armstrong | 25 S.F. | 32794 S.F. | |
| TCE-23A | Held Marie and Mark Alan Armstrong | 120 S.F. | | |
| E-32 | William Keith & Michelle Deverl Bloom | 57 S.F. | 63304 S.F. | |



SEE SHEET 7

- LEGEND**
- ⊙ DOT/PF CENTERLINE BRASS CAP RECOVERED
 - ⊕ GLO/BLM ROCK MONUMENT RECOVERED
 - ⊗ BPR BRASS CAP MONUMENT RECOVERED
 - ⊙ SECONDARY MONUMENT RECOVERED
 - NSB20'00"E DATA OF RECORD
 - EXISTING RIGHT-OF-WAY
 - PARCEL REQUIRED



| DATE | REVISIONS | BY |
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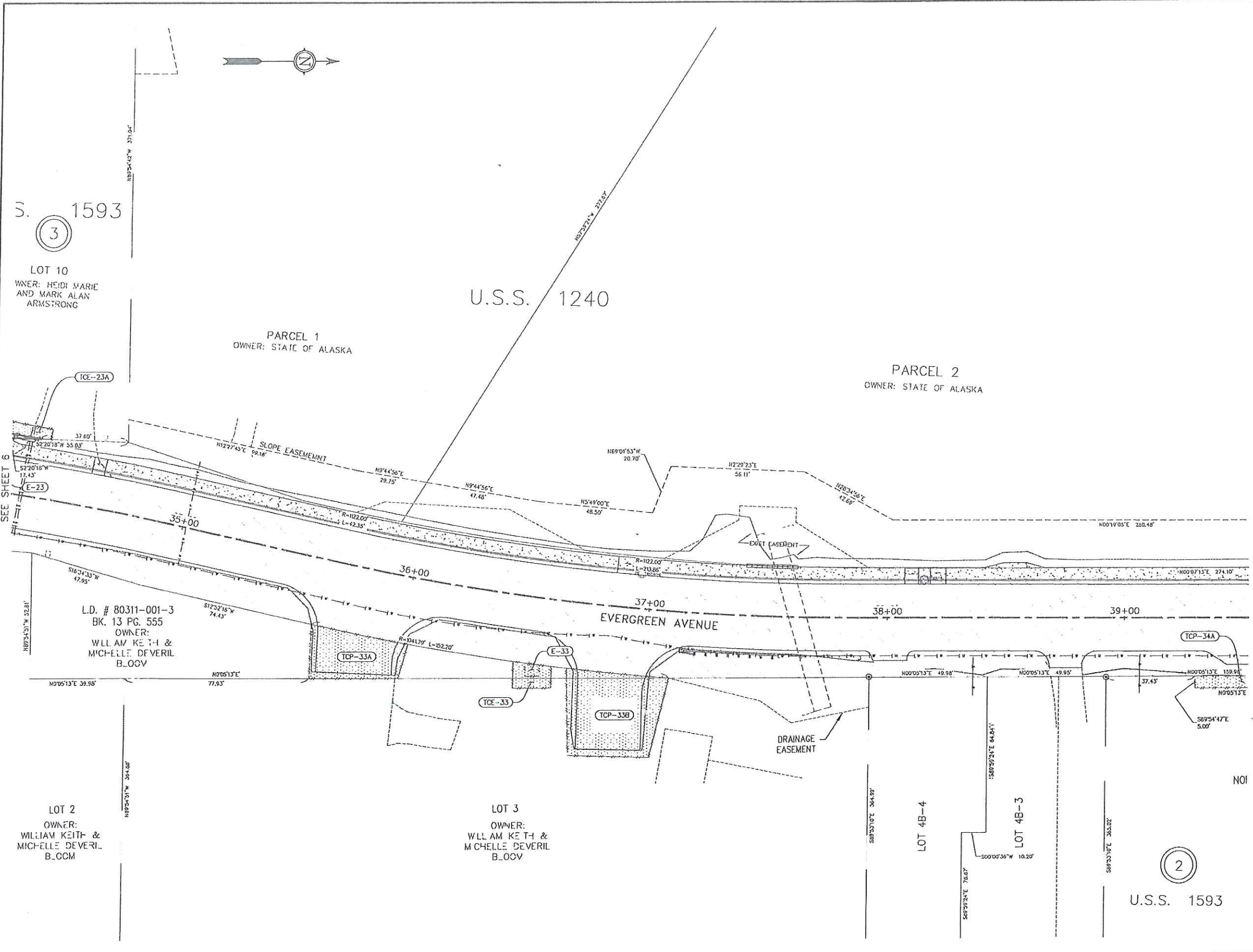
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT
0003158 / Z680290000

WRANGELL-EVERGREEN AVENUE
IMPROVEMENTS AND PEDESTRIAN ACCESS

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| DRAWN | TLJ/CRC | DATE | 12/6/2016 | SCALE | GRAPHIC |
| CHECKED | | DATE | | SHEET | 6 OF 10 |

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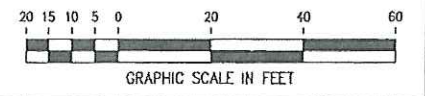
| PARCEL TABLE | | | | |
|--------------|---------------------------------------|-----------|-------------|----------------|
| PARCEL | OWNER | AREA | REMAIN | RECORDING DATA |
| E-33 | William Keith & Michelle Deveril Blom | 31 S.F. | 117510 S.F. | |
| TCE-33 | William Keith & Michelle Deveril Blom | 131 S.F. | | |
| TCP-33A | William Keith & Michelle Deveril Blom | 731 S.F. | | |
| TCP-33B | William Keith & Michelle Deveril Blom | 1338 S.F. | | |
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SEE SHEET 8

LEGEND

- DOT/PF CENTERLINE BRASS CAP RECOVERED
- GLO/BLM ROCK MONUMENT RECOVERED
- BPR BRASS CAP MONUMENT RECOVERED
- SECONDARY MONUMENT RECOVERED
- DATA OF RECORD
- EXISTING RIGHT-OF-WAY
- PARCEL REQUIRED



| | | | |
|------|--------|------------------------------------|-----|
| DATE | 7/5/16 | ADDED E-33, TCE-33, REVISED TCP-33 | CRC |
| | | REVISIONS | BY |

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT
 0003158 / 2680290000
 WRANGELL-EVERGREEN AVENUE
 IMPROVEMENTS AND PEDESTRIAN ACCESS

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| DRAWN | TLS/CRC | DATE | 12/6/2016 | SCALE | GRAPHIC |
| CHECKED | | DATE | | SHEET | 7 OF 10 |

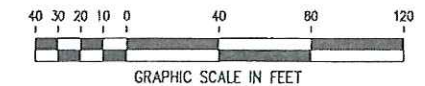
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| PROJECT DESIGNATION | SHEET NO. | TOTAL SHEETS |
| PROJECT NO. Z680290000 | 8 | 10 |

| PARCEL TABLE | | | | |
|--------------|---------------------|----------|--------|----------------|
| PARCEL | OWNER | AREA | REMAIN | RECORDING DATA |
| TCP-34A | Cloy & Holly Hammer | 199 S.F. | | |
| | | | | |
| | | | | |



- LEGEND**
- ⊙ DOT/PF CENTERLINE BRASS CAP RECOVERED
 - ⊕ GLO/BLM ROCK MONUMENT RECOVERED
 - ⊗ BPR BRASS CAP MONUMENT RECOVERED
 - ⊙ SECONDARY MONUMENT RECOVERED
 - DATA OF RECORD
 - ▭ EXISTING RIGHT-OF-WAY
 - ▭ PARCEL REQUIRED



| | | |
|--------|--------------|-----|
| DATE | REVISIONS | BY |
| 6/1/16 | DELETED E-34 | CRC |

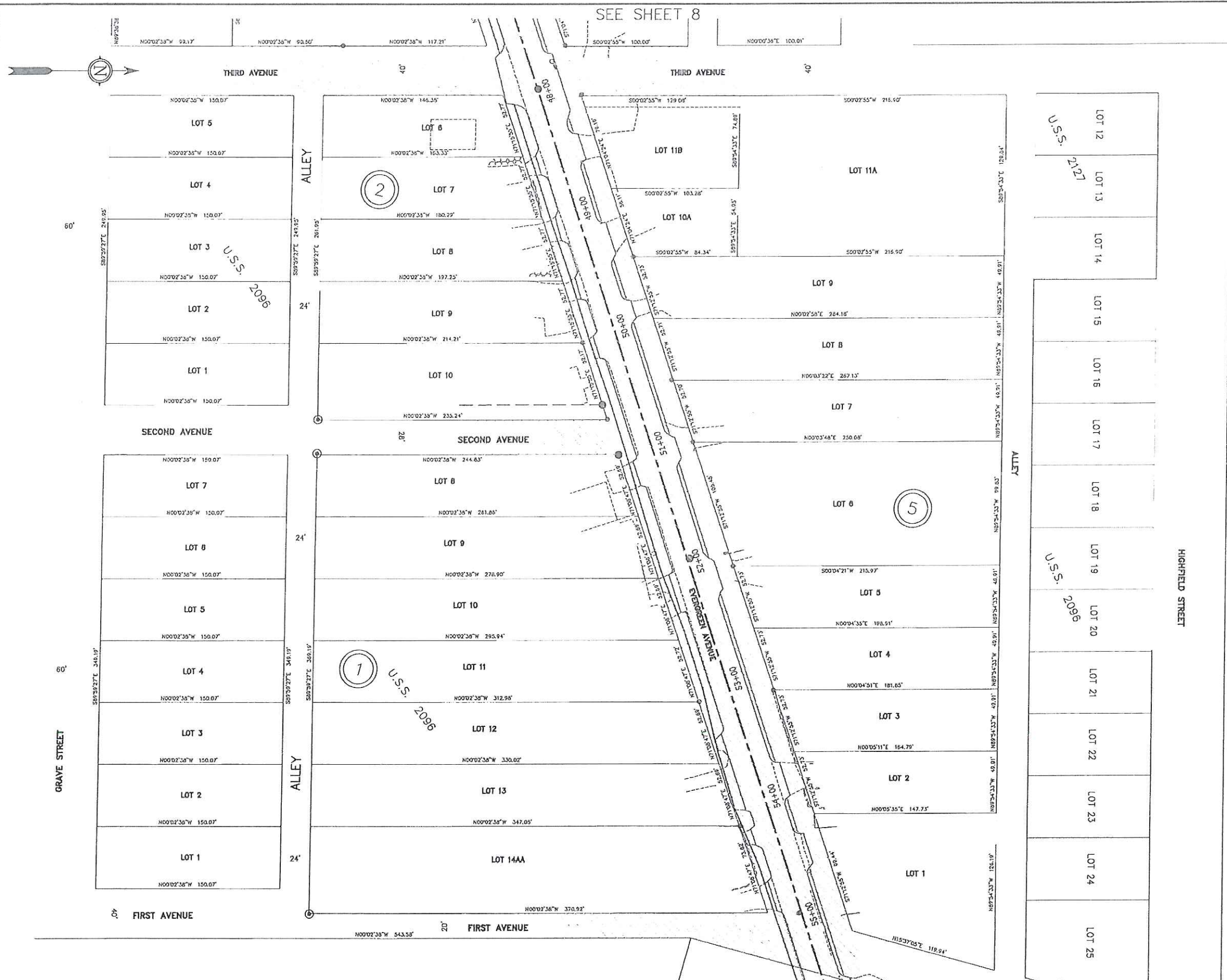
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT
 0003158 / Z680290000

WRANGELL-EVERGREEN AVENUE
 IMPROVEMENTS AND PEDESTRIAN ACCESS

| | | |
|---------|-----------|---------|
| DRAWN | DATE | SCALE |
| TLS/CRC | 12/6/2016 | GRAPHIC |
| CHECKED | DATE | SHEET |
| | | 8 OF 10 |

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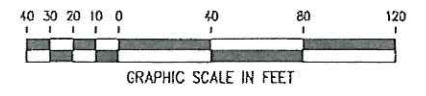
SEE SHEET 8



SEE SHEET 10

LEGEND

- ⊙ DOT/PF CENTERLINE BRASS CAP RECOVERED
- ⊕ GLO/BLM ROCK MONUMENT RECOVERED
- ⊗ BPR BRASS CAP MONUMENT RECOVERED
- ⊙ SECONDARY MONUMENT RECOVERED
- N58°20'00"E DATA OF RECORD
- [] EXISTING RIGHT-OF-WAY
- [] PARCEL REQUIRED



| DATE | REVISIONS | BY |
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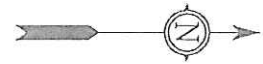
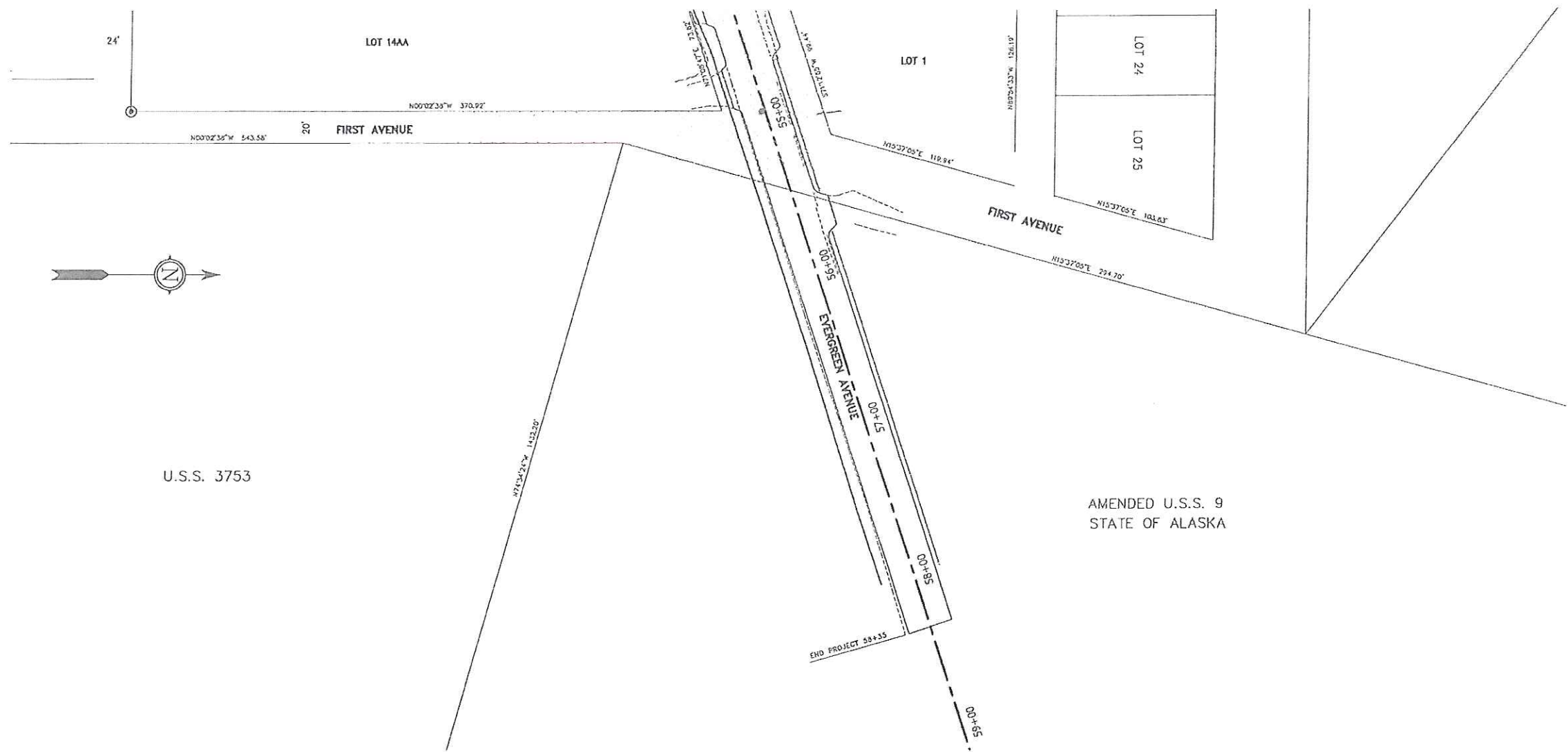
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT
 0003158 / Z680290000
 WRANGELL-EVERGREEN AVENUE
 IMPROVEMENTS AND PEDESTRIAN ACCESS

| | | |
|---------|-----------|---------|
| DRAWN | DATE | SCALE |
| TLS/CRC | 12/6/2016 | GRAPHIC |
| CHECKED | DATE | SHEETg |
| | | 9 of 10 |

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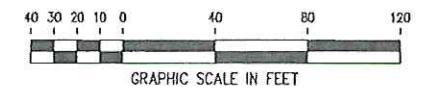
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|------------------------|-----------|--------------|
| PROJECT DESIGNATION | SHEET NO. | TOTAL SHEETS |
| PROJECT NO. 2680290000 | 10 | 10 |

SEE SHEET 9



LEGEND

- ⊙ DOT/PF CENTERLINE BRASS CAP RECOVERED
- ⊕ GLO/BLM ROCK MONUMENT RECOVERED
- ⊗ BPR BRASS CAP MONUMENT RECOVERED
- ⊙ SECONDARY MONUMENT RECOVERED
- NS8°20'00"E DATA OF RECORD
- ▭ EXISTING RIGHT-OF-WAY
- ▭ PARCEL REQUIRED



| DATE | REVISIONS | BY |
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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT
 0003158 / Z680290000

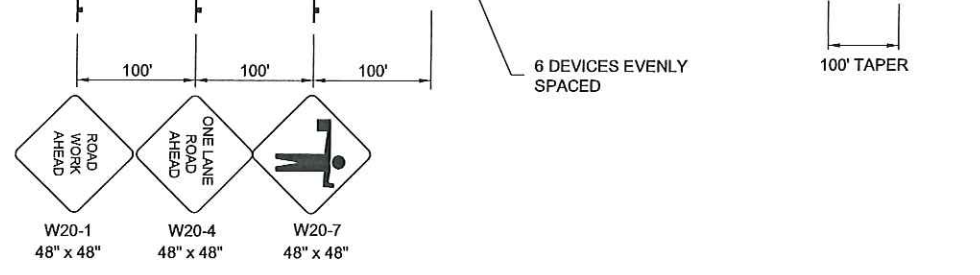
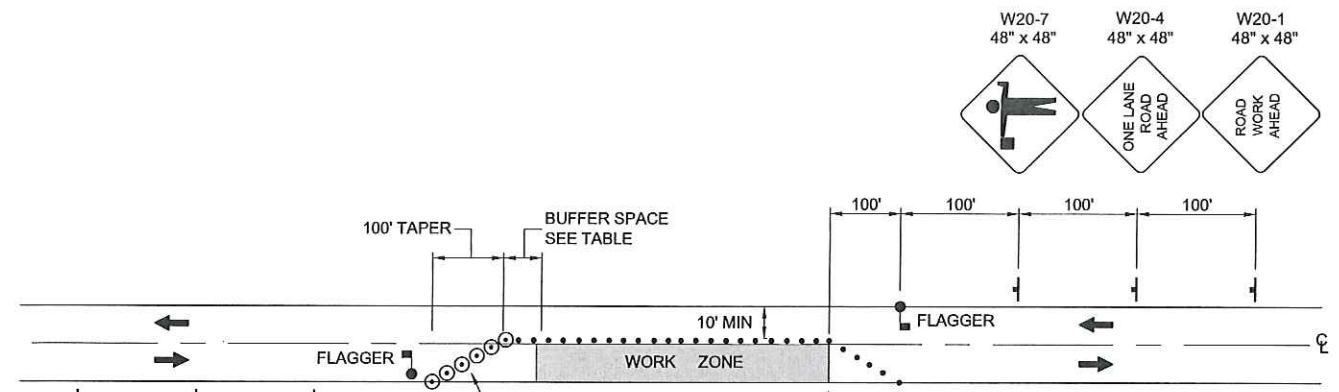
WRANGELL-EVERGREEN AVENUE
 IMPROVEMENTS AND PEDESTRIAN ACCESS

| | | |
|---------|-----------|----------|
| DRAWN | DATE | SCALE |
| TLS/CRC | 12/6/2016 | GRAPHIC |
| CHECKED | DATE | SHEET |
| | | 10 OF 10 |

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FILE Q:\Wg\68029\Plans\68029_T1_Traffic-Cntl.dwg
 DATE 7/18/2017 1:43 PM LAYOUT T1
 DESIGNED D.B., D.L. CHECKED K. K. DRAFTED R. G.

| NO. | DATE | REVISION | STATE | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
| | | | ALASKA | Z680290000 | 2017 | T1 | 1 |

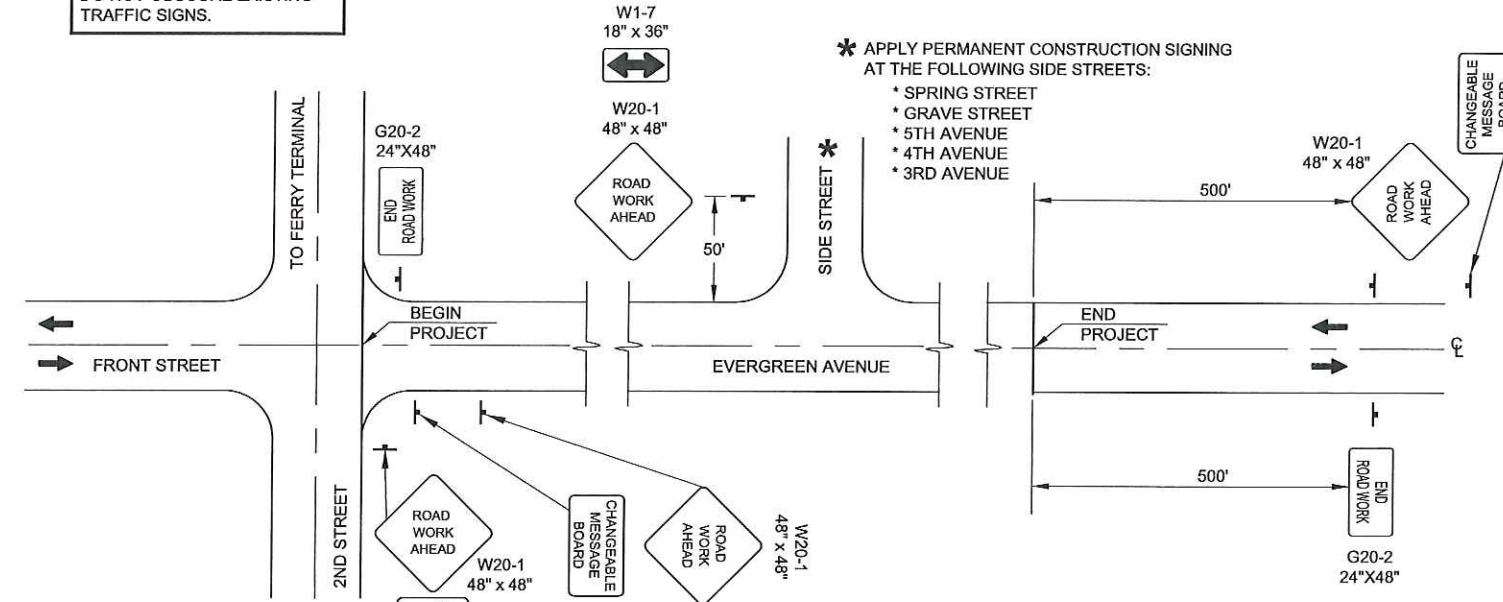


TWO LANE ROADWAY-SINGLE LANE CLOSURE

LEGEND

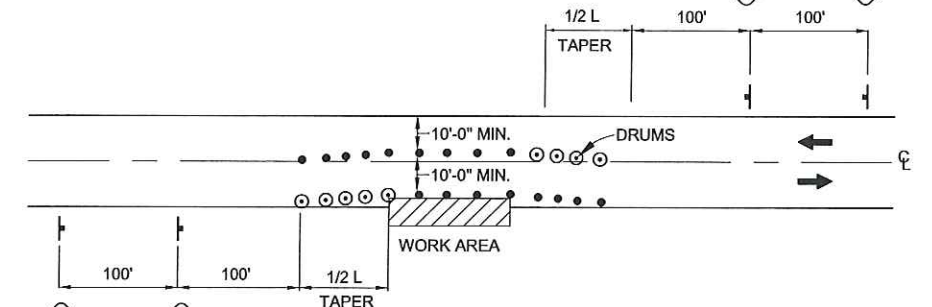
- SIGN
- CONE
- DRUM
- FLAGGING STATION
- HIGH LEVEL WARNING DEVICES

CONSTRUCTION SIGNS SHALL BE PLACED SUCH THAT THEY DO NOT OBSCURE EXISTING TRAFFIC SIGNS.

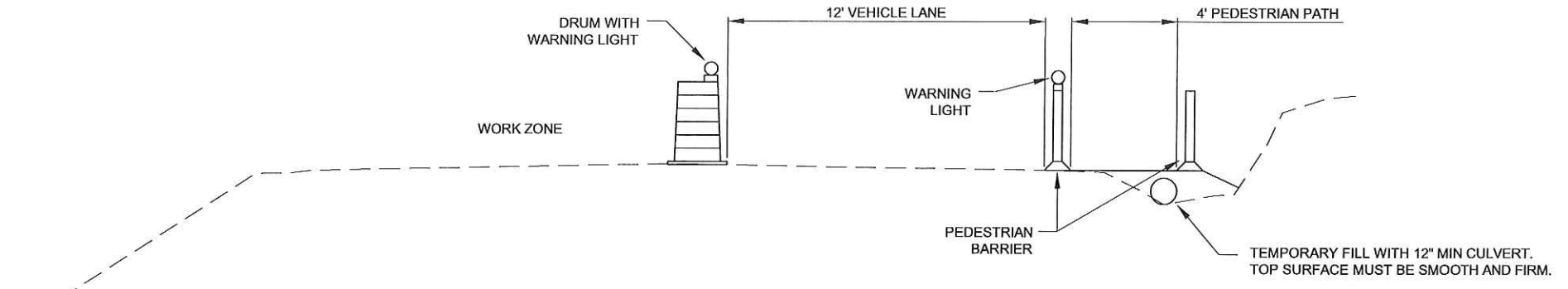


PERMANENT CONSTRUCTION SIGNING

- NOTES:**
- IF ONLY ONE LANE IS EFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.
 - MAXIMUM ENCROACHMENT OF 2' IN A 12' LANE.

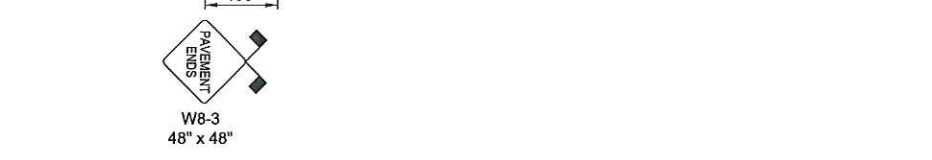
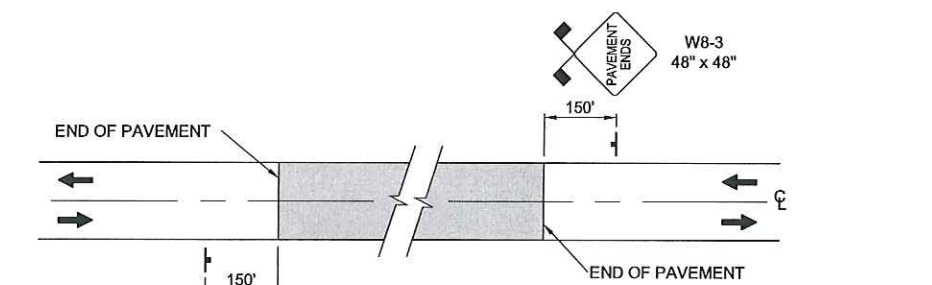


ROADWAY ENCROACHMENT



PEDESTRIAN ROUTING

TEMPORARY FILL WITH 12" MIN CULVERT. TOP SURFACE MUST BE SMOOTH AND FIRM.



SIGNING FOR UNPAVED AREA

TRAFFIC CONTROL NOTES

- TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
- CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
- DRIVEWAYS MAY BE CLOSED DURING ACTUAL WORK ON A GIVEN DRIVEWAY, PROVIDED THAT THE CLOSURE DOES NOT EXCEED 8 HOURS AND THE AFFECTED RESIDENTS HAVE BEEN GIVEN 24 HOURS NOTICE OF THE CLOSURE.
- REFERENCE THE REQUIREMENTS OF SUBSECTION 643-3.03.

TCP SETUP TABLE

| SPEED (MPH) | MIN MERGING TAPER LENGTH (L) IN FEET | | | MIN NUMBER OF DEVICES WIDTH OF OFFSET (W) IN FEET | | | MAX DEVICE SPACING IN FEET | | BUFFER SPACE (FT) |
|-------------|--------------------------------------|-----|-----|---|-----|-----|----------------------------|---------------|-------------------|
| | 10' | 11' | 12' | 10' | 11' | 12' | ALONG TAPER | ALONG TANGENT | |
| 25 OR BELOW | 105 | 115 | 125 | 6 | 6 | 6 | 25 | 50 | 155 |
| 30 | 150 | 165 | 180 | 6 | 7 | 7 | 30 | 60 | 200 |

TCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1400.3.5 DATED JANUARY 30, 2012.

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 6860 GLACIER HIGHWAY, JUNEAU, AK 99811
 (907) 465-1763
EVERGREEN AVENUE IMPROVEMENTS AND PEDESTRIAN ACCESS

TRAFFIC CONTROL PLAN