NO.	DATE	REVISION

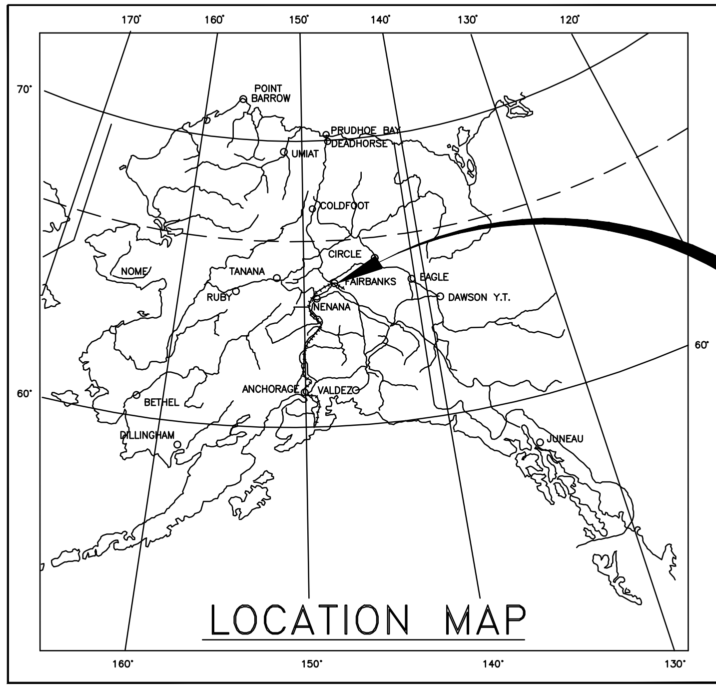
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	A1	67
CDS ROUTE: 176200	MILEPOINT: 0.645 TO 1.1622			

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT

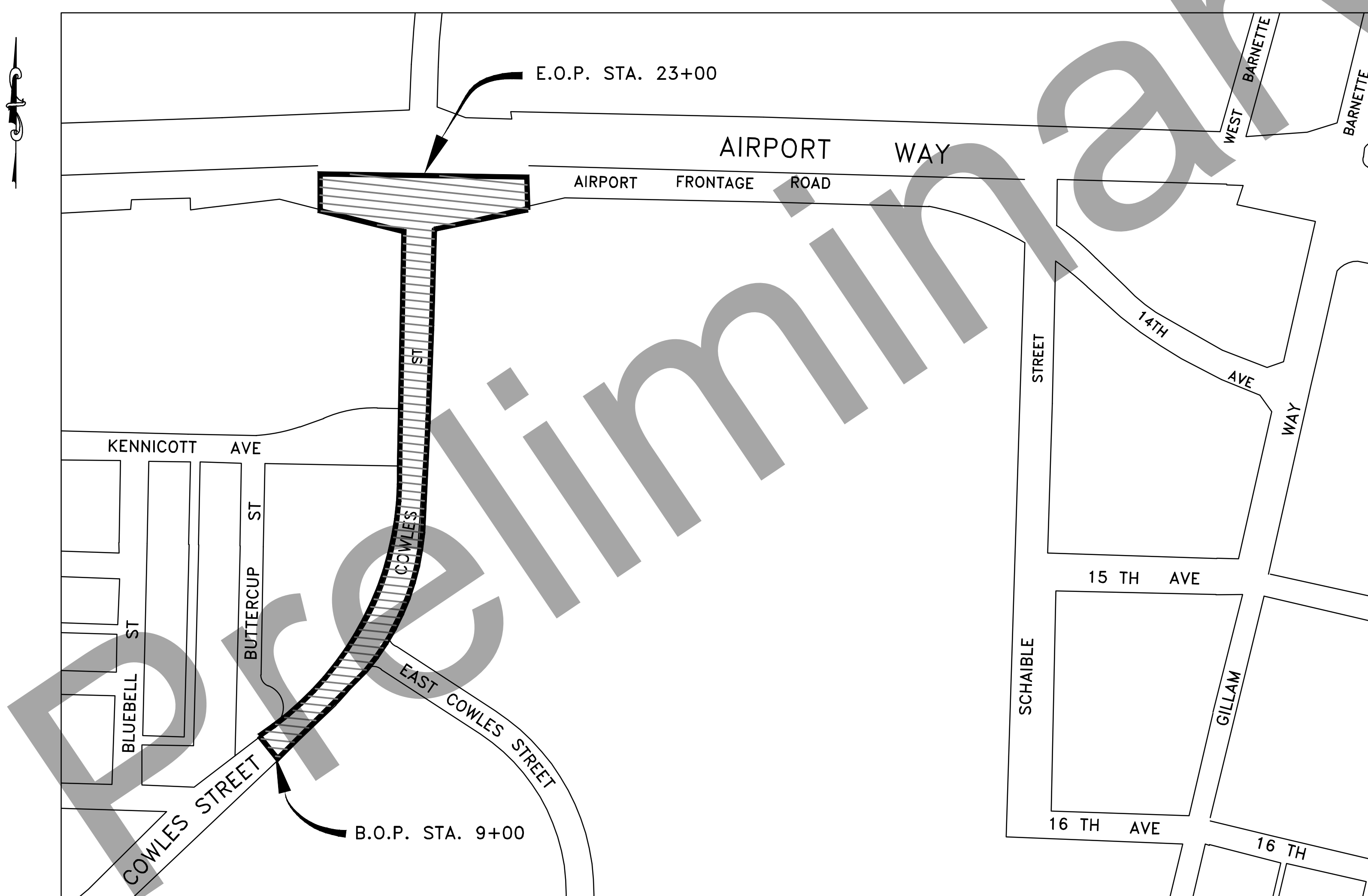
COWLES STREET RECONSTRUCTION
AIRPORT WAY TO EAST COWLES
TBD/NFHWY00883

GRADING, DRAINAGE, PAVING, ILLUMINATION & SIGNALIZATION



LOCATION MAP

THE FOLLOWING STANDARD PLANS APPLY TO THIS PROJECT:
I–20.20, I–21.12, I–22.11, I–30.10
L–03.11, L–23.02, L–30.11
S–00.12, S–01.02, S–05.02, S–30.05
T–20.04, T–21.04, T–22.04, T–23.01
COF CD1, COF CD2, COF SD1, COF SD2



VICINTY MAP

DESIGN DESIGNATIONS

	EAST COWLES TO AIRPORT WAY
ADT (2017)	8,300
ADT (2035)	9,760
ADT (2045)	10,680
DHV (10%)	975
PERCENT TRUCKS (T)	4.4%
DIRECTIONAL SPLIT (D)	40/60
DESIGN SPEED (V)	25 MPH
DESIGN EAL'S (30 YEARS)	1,436,707

PROJECT SUMMARY

WIDTH OF PAVEMENT	VARIES
LENGTH OF GRADING	1400'
LENGTH OF PAVING	1400'
LENGTH OF PROJECT	1400'

IVET HALL, P.E., PROJECT MANAGER
ROBERT H. PRISTASH, P.E., DESIGNER/DESIGN ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED BY:

_______________ DATE _______

Lauren Little, P.E.
Preconstruction Engineer, Northern Region

ACCEPTED FOR CONSTRUCTION:

_______________ DATE _______

Joseph P. Kemp, P.E.
Regional Director, Northern Region

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	A2	A5

	RECOVERED	SET
BLM MONUMENT		
GLO MONUMENT		
USC&GS MONUMENT		
PRIMARY MONUMENT		
CENTERLINE MONUMENT IN CASING		
PRIMARY R.O.W. MONUMENT		
BEARING OBJECT		
MISCELLANEOUS MONUMENT		
LINE OF SIGHT MONUMENT		
CONCRETE R.O.W. MONUMENT		
BENCHMARK		BM
REBAR AND CAP		
REBAR		
IRON PIPE		
PK NAIL		
SPIKE		
HUB AND TACK		
CONSTRUCTION CENTERLINE	5+00	
MISCELLANEOUS CENTERLINE	10+00	
STATION EQUATION	"L"48+97.23 POT BK= "O"48+97.23 PC AHD	
PROJECT RIGHT-OF-WAY LINE	R/W	
EXISTING RIGHT-OF-WAY LINE		
EXISTING PROPERTY LINE		
CONTROLLED ACCESS LINE	C/A	
UTILITY EASEMENT LINE	PUE	
TEMPORARY EASEMENT LINE (TCP OR TCE)	TCP	
ACCESS OR SECTION LINE EASEMENT	ACCESS EASEMENT	
PROPOSED CUT SLOPE LIMIT		
PROPOSED FILL SLOPE LIMIT		
SECTION LINE		
1/4 SECTION LINE		
1/16 SECTION LINE		
TOWNSHIP & RANGE LINE	T. 2 N. / T. 1 N. / T. 1 E. / T. 2 E.	

	EXISTING	PROPOSED
SANITARY SEWER	SS	SS
FUEL LINE	O	O
GAS LINE	G	GAS
WATER LINE	W	W
METER, VALVE, FIRE HYDRANT	W	W
EXISTING STORM DRAIN (FLOW DIRECTION)	SD	
PROPOSED STORM DRAIN		CB
FIBER OPTIC LINE	FO	
DIRECT BURIAL TELEPHONE CABLE	T	T
ELECTRIC DUCT	E	
ELECTRIC LINE (OVERHEAD)		
POWER POLE LINE		
JOINT USE POWER & TELEPHONE		
TELEPHONE POLE LINE		
POLE ANCHOR		
STUB POLE (POWER OR TELEPHONE)		
ACS TELEPHONE DUCT		
GCI TELEPHONE DUCT		
TELEPHONE PEDESTAL		
BURIED CABLE MARKER		
PIPELINE MARKER OR VALVE		
CATCH BASIN OR DROP INLET		
MANHOLE	MH	MH
SANITARY SEWER CLEAN OUT		

	EXISTING	PROPOSED
ROADWAY/PAVEMENT EDGE		
FENCE	X	X
CURB AND GUTTER		
DETECTABLE WARNINGS		
GUARDRAIL		
CULVERT PIPE		
SIGN		H
MAILBOX	MB	MB
RAILROAD TRACKS		
RAILROAD DEVICES	CROSS-BUCK, FLASHING LIGHT	CANTILEVER, SWITCH
TREE LINE		
WATER BOUNDARY		
ORDINARY HIGH WATER LINE		
FLOW CENTERLINE		
FLOW DIRECTION		
WETLANDS		
EXISTING BUILDINGS	H	
POST OR BOLLARD		
WELL OR MONITORING WELL	W	
SEPTIC PIPE	S, W	
FUEL TANK FILL PIPE/VENT	F	
SATELLITE DISH	SAT. DISH	
TEST HOLE	TH	
CONIFER TREE		
DECIDUOUS TREE		
PARKING METER		
VEHICLE PLUG-IN		
SHRUB		

H = HOUSE
G = GARAGE
M = MERCHANT/STORE
B = BARN
S = SHED
P = PRIVY
SS= SERVICE STATION
W = WAREHOUSE

	EXISTING	PROP(
JUNCTION BOX, TYPE IA		5
JUNCTION BOX, TYPE II		6
JUNCTION BOX, TYPE III		3
SIGNAL FACE, VEHICULAR	42	42
SIGNAL FACE, BACKPLATE	42	42
SIGNAL FACE, LEFT TURN, BACKPLATE	43	43
SIGNAL FACE, PEDESTRIAN	80	48
LOOP DETECTOR	33	73
VIDEO DETECTOR	2	2
RADAR DETECTOR	4	4A
OPTICOM DETECTOR	1	1
PEDESTRIAN PUSH BUTTON	1	1
SIGNAL POST W/O MAST ARM		1
SIGNAL POLE W/MAST ARM		4
SIGNAL CONTROLLER		
LOAD CENTER		
LUMINAIRE		
RIGID METAL CONDUIT		

LEGEND

STATE OF ALASKA 49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\Legend - General Notes-LEGEND Thu, Dec/21/23 02:05pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	A3	A5

ABBREVIATIONS

ABD – ABANDONED
AC – ASPHALT CONCRETE
AP – ANGLE POINT
ABC – AGGREGATE

BASE COURSE
BK SDWK – BACK OF SIDEWALK
BLDG – BUILDING
BL – BASELINE
BOP – BEGINNING OF PROJECT
BV – BUTTERFLY VALVE

CB – CATCH BASIN
CC – CURB CUT
CI – CAST IRON
CL – CENTER LINE
CONC – CONCRETE
CS – CONDENSATE SERVICE
CSP – CORRUGATED STEEL PIPE
CPP – CORRUGATED POLYETHYLENE PIPE

D – DUCT BANK
DIA – DIAMETER
DIP – DUCTILE IRON PIPE
DL – DITCH LINE
DG – DOWN GUY
DW – DRIVEWAY

E – EAST
e – SUPERELEVATION
EA – EACH
EL – ELEVATION
ELEV – ELEVATION
EOP – END OF PROJECT
EP – EDGE OF PAVEMENT
ES – END SECTION
EXIST – EXISTING

FG – FINISH GRADE
FH – FIRE HYDRANT
FL – FLOW LINE
FLG – FLANGE
FOC – FACE OF CURB
FRM – FRAME
FW – FLUSHWELL

G – GUTTER
GB – GRADE BREAK
GP – GRADE POINT
GRP– GUARD POST
GR – GRADE
GRT – GRATE
GV – GATE VALVE

HB – HORIZONTAL BEND
HDPE – HIGH DENSITY POLYETHYLENE
HPS – HIGH PRESSURE SODIUM LUMINAIRE
HWR – HOT WATER RETURN
HWS – HOT WATER SUPPLY
HWSS – HOT WATER SERVICE SUPPLY

ID – INSIDE DIAMETER
IE – INVERT ELEVATION
INS – INSULATION

L – LENGTH OF CURVE
L – LEFT
LTDL – LEFT DITCH LINE
LF – LINEAL FEET

MAX – MAXIMUM
MB – MAILBOX
MH – MANHOLE
MIN – MINIMUM
MON – MONUMENT
MV – MERCURY VAPOR LUMINAIRE

NC – NORMALLY CLOSED
NE – NORTHEAST
NW – NORTHWEST
N – NORTH
N.I.C. – NOT IN CONTRACT

OD – OUTSIDE DIAMETER
OFF – OFFSET
OG – ORIGINAL GROUND

PC – POINT OF CURVATURE
PCC – POINT OF COMPOUND CURVE
PI – POINT OF INTERSECTION
PIV – POST INDICATOR VALVE
PL – PROPERTY LINE
POT – POINT ON TANGENT
PRC – PROPERTY CORNER
PP – POWER POLE
PT – POINT OF TANGENCY
PLVC – POLYVINYL CHLORIDE
PUE – PERMANENT UTILITY EASEMENT
PVC – POINT OF VERTICAL CURVATURE
PVI – POINT OF VERTICAL INTERSECTION
PVMT – PAVEMENT
PVT – POINT OF VERTICAL TANGENCY

R – RADIUS
R – RIGHT
RTDL – RIGHT DITCH LINE
RMC – RIGID METAL CONDUIT
ROW – RIGHT OF WAY
R&R – REMOVE AND REPLACE

RPM – REINFORCED PLASTIC MORTAR

SMTA – SELECTED MATERIAL TYPE A
s – SLOPE
S – SOUTH
SE – SOUTHEAST
SM – SEWER MAIN
SMH – SEWER MANHOLE
SMHS– SEWER MANHOLES
SCH – SCHEDULE
SD – STORM DRAIN
SI – STREET INTERSECTION
SL – STREET LIGHT
SP – STEEL PIPE
SS – SEWER SERVICE
ST – STEAM
STA – STATION
STS – STEAM SERVICE
SW – SOUTHWEST

T – TELEPHONE
TBC –TOP BACK OF CURB
TCP– TEMP. CONSTRUCTION PERMIT
TOC – TOP OF CONDUIT
TOP – TOP OF PIPE
TYP– TYPICAL

UG – UNDERGROUND

VB – VALVE BOX

W – WEST
WM – WATER MAIN
WS – WATER SERVICE
WSP – WOOD STAVE PIPE

GENERAL NOTES

1. GRADES, ALIGNMENTS, APPROACH LOCATIONS, LENGTHS AND LOCATIONS OF STORMDRAINS AND UTILITIES AND INSULATION SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. ALL DISTANCES SHOWN IN THE PLANS ARE HORIZONTAL MEASUREMENTS.
2. STATION, OFFSET AND ELEVATION LABELS ARE TO GRADE POINT, TOP BACK OF CURB OR BACK OF SIDEWALK UNLESS OTHERWISE SPECIFIED.
3. SAWCUT ALL MATCH LINES WHERE NEW CONSTRUCTION OF PAVEMENT, SIDEWALK OR CURBING ABUTS EXISTING. SAWCUTS SUBSIDIARY TO RESPECTIVE PAY ITEMS.
4. CLEAR AND GRUB ROADWAY WITHIN PROJECT LIMITS, SUBSIDIARY TO PAY ITEM 202.0001.0000.
5. INSTALL TYPE I CURB (STAND–UP CURB) AT BACK OF SIDEWALK FOR DEPRESSED AND TRANSITION SECTIONS FOR CURB RAMPS AS SHOWN ON THE PLANS. PAYMENT SUBSIDIARY TO PAY ITEM 608.0006.0000.
6. ALL EXISTING ASPHALT PAVEMENT TO BE REMOVED SHALL BE DELIVERED TO THE CITY OF FAIRBANKS PUBLIC WORKS YARD AT 2121 PEGER ROAD. PAY SUBSIDIARY TO ITEM 202.0001.0000.
7. APPLY WATER FOR DUST CONTROL DAILY OR AS DIRECTED BY THE ENGINEER. PAY SUBSIDIARY TO PAY ITEM 643.0002.0000.
8. PAYMENT FOR PAY ITEM 202.0001.0000 REMOVAL OF STRUCTURES AND OBSTRUCTIONS SHALL BE A LUMP SUM PAYMENT FOR REMOVING ALL ITEMS IN CONFLICT WITH THE IMPROVEMENTS. THESE ITEMS ARE NOT LISTED. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD VERIFY THE NATURE OF THIS WORK BEFORE BIDDING.
9. PROVIDE THE ENGINEER 4 HOURS NOTICE, PERSONNEL AND EQUIPMENT TO VERIFY AT A MINIMUM OF 50 FOOT STATIONS, ELEVATIONS OF TOP OF BORROW AT CENTERLINE AND RT/LT OFFSETS AND GRADE POINT OF THE CURB. PAYMENT SHALL BE SUBSIDIARY TO PAY ITEM 642.0001.0000 CONSTRUCTION SURVEYING.
10. STRUCTURAL EXCAVATION AND BACKFILL ARE SUBSIDIARY TO THE ITEMS INSTALLED.
11. CONTRACTOR IS RESPONSIBLE FOR PROVIDING THEIR OWN STAGING AREA.
12. INSTALL DETECTABLE WARNING PLATES PER CITY OF FAIRBANKS STANDARD DETAIL CD1.
13. PRESERVE / PROTECT OR REPLACE EXISTING LANDSCAPING. PAYMENT IS SUBSIDIARY TO ITEM 202.0001.0000.
14. EXPRESSWAY CURB FOR MEDIANS & ISLANDS SHALL BE REINFORCED PER CITY STANDARD DETAILS.

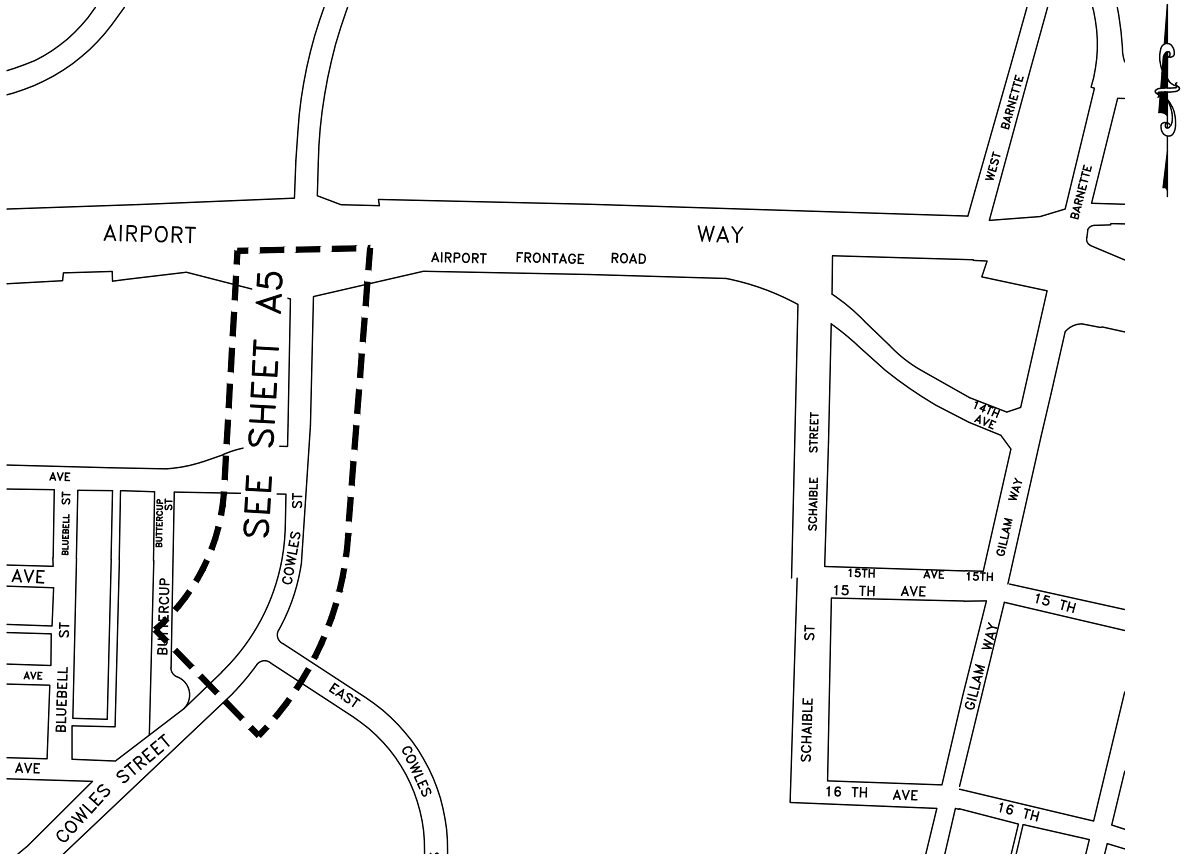
STATE OF ALASKA
49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER

ABBREVIATIONS & GENERAL NOTES

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\Legend - General Notes-ABBREVIATIONS & GENERAL NOTES Thu, Dec/21/23 02:05pm

1"=250' HORIZ., (FULL SIZE)

1"=500' HORIZ., (HALF SIZE)



HORIZONTAL CONTROL STATEMENT

THIS PROJECT IS LOCATED ENTIRELY WITHIN THE FAIRBANKS 05-05-15 LOW DISTORTION PROJECTION (LDP), A LOW DISTORTION PROJECTION CREATED BY THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES.

FAIRBANKS 05-05-15 LDP DEFINITION:

PROJECTION TYPE: LAMBERT CONFORMAL CONIC 1-PARALLEL
STANDARD PARALLEL: 64°51'00.0"N (64.85)
LATITUDE OF GRID ORIGIN: 64°51'00.0"N (64.85)
CENTRAL MERIDIAN (GRID ORIGIN): 146°56'00.0"W (-146.933333333333)
FALSE NORTHING: 200000.0 FT.
FALSE EASTING: 800000.0 FT.
GRID SCALE FACTOR: 1.00003
LINEAR UNITS: U.S. SURVEY FOOT
DATUM: D_NAD_1983_2011
ELLIPSOID: GRS_1980
SEMI-MAJOR AXIS (M): 6378137.01
INVERSE FLATTENING: 298.257222101

BASIS OF BEARING:

PROJECT BEARINGS ARE FAIRBANKS 05-05-15 LDP GRID BEARINGS.

BASIS OF COORDINATES:

THE BASIS OF COORDINATES FOR THIS PROJECT IS A LOCALIZATION ON THE FAIRBANKS LDP USING RECORD POSITION FOR POINTS 1, 13, 1711, AND 1740. THESE POINTS WERE PROVIDED BY ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES.

VERTICAL CONTROL STATEMENT:

THE VERTICAL DATUM FOR THIS PROJECT IS NAVD88 (GEOID 12A). THE BASIS OF ELEVATIONS FOR THIS PROJECT IS THE RECORD ELEVATION FOR "GPS LATHROP" FOUND ON RECORD OF SURVEY 2014-37, FAIRBANKS RECORDING DISTRICT. THE BASIS OF ELEVATION FOR THIS PROJECT IS 439.68' FOR "GPS LATHROP", POINT #204, A 3-1/4" ALUMINUM MONUMENT LOCATED NEAR THE SOUTHWEST CORNER OF THE INTERSECTION OF LATHROP STREET AND DAVIS ROAD.

PROJECT ELEVATIONS WERE ESTABLISHED BY DIFFERENTIAL LEVEL LOOPS, PERFORMED BY MULLIKIN SURVEYS, USING A LEICA DNA10 DIGITAL LEVEL TO ESTABLISH TEMPORARY BENCHMARKS ON THE PROJECT SITE. GPS PROJECT DATA VERIFIED THE TBM ELEVATIONS WITHIN 0.03'.

NOTE: THE CITY OF FAIRBANKS ENGINEERING DEPARTMENT RE-ESTABLISHED VERTICAL CONTROL IN DECEMBER 2023 USING A COMBINATION OF DIFFERENTIAL LEVELS AND GNSS VERIFICATION OF EXISTING TBMS SET BY MULLIKIN SURVEYS IN 2016. 6" SPIKES SET FOR TURN POINTS WERE REPLACED WITH MORE DURABLE TBM POINTS FOR THE PROJECT AREA. TBMS SET ON THE TOP NUT OF FIRE HYDRANTS WERE TRANSFERRED TO FLANGE "X" BOLTS ON THE HYDRANT CAP.

DESIGN SURVEY NOTES:

1. THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY PERFORMED BY MULLIKIN SURVEYS FROM JULY 20, 2016 THROUGH AUGUST 22, 2016.
2. BACKGROUND MAPPING INFORMATION DEPICTED IS FROM THE FAIRBANKS GIS AND IS SHOWN FOR ORIENTATION PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
3. THIS SURVEY WAS PERFORMED TO PROVIDE SURVEY CONTROL, RECORD RIGHT OF WAY BOUNDARY INFORMATION, AND DESIGN TOPOGRAPHIC AND FEATURE MAPPING ON A PORTION OF COWLES STREET IN FAIRBANKS, ALASKA.
4. PRIMARY HORIZONTAL CONTROL WAS ESTABLISHED USING STATIC GPS TECHNIQUES. STATIC AND RTK GPS OBSERVATIONS WERE MADE USING TOPCON/JAVAD LEGACY, LEGACY E, HIPER AND ODYSSEY DUAL FREQUENCY GPS/GLONASS ENABLED RECEIVERS. STATIC FILES WERE PROCESSED IN TOPCON TOOLS VERSION 7.5. TOTAL STATION OBSERVATIONS WERE MADE USING LEICA TS16 (3" INSTRUMENT) AND TS60 (1" INSTRUMENT) ROBOTIC TOTAL STATIONS.
5. COORDINATES LISTED IN CONTROL COORDINATE TABLES ARE FOR SET OR FOUND MONUMENTATION AND REFER TO THE POSITION OF THE PHYSICAL EVIDENCE RECOVERED.
6. THE MINIMUM CLOSURE OF THIS SURVEY MEETS OR EXCEEDS 1:5,000.
7. CONTOURS SHOWN ARE 1' INTERVALS.
8. ALL DIMENSIONS AND COORDINATES SHOWN ARE IN U.S. SURVEY FEET.
9. THE CENTERLINE AND RIGHT-OF-WAY LINES FOR COWLES STREET AND ALL SIDE STREETS ARE RECORD DIMENSIONS. USING INFORMATION FROM PLATS:

   A. OFFICIAL SURVEY OF FAIRBANKS TOWNSITE, ALASKA, AS REPRODUCED UNDER DIRECTION OF KARL THEILE, 1922

   B. BECK MAPS, 1955 (UNRECORDED)

   C. COWLES STREET, RECORD OF SURVEY 96-144, FAIRBANKS RECORDING DISTRICT

   D. SUBDIVISION OF FAIRBANKS BLOCKS 200, 208 & 209 A PORTION OF RICKERT HOMESTEAD, PLAT 75-109, FAIRBANKS RECORDING DISTRICT

   E. STATE OF ALASKA DEPARTMENT OF HIGHWAYS RIGHT OF WAY MAP, ALASKA PROJECT NO. F-062-4(12)

10. THE PROJECT CENTERLINE FOR ALIGNMENT "L2S" WAS CREATED USING A BEST FIT ALIGNMENT FROM FIELD RECOVERED CENTERLINE MONUMENTS AND IS NOT THE CENTERLINE FOR THE RIGHT OF WAY. THE BASIS OF STATIONING FOR PROJECT ALIGNMENT "L2S" IS 9+00.00 AND IS NEAR THE INTERSECTION OF COWLES STREET AND EAST COWLES AND HAS PROJECT COORDINATES OF:
    NORTHING: 194786.55
    EASTING: 674299.313

HORIZONTAL CONTROL

POINT NO.	ELEVATION	NORTHING	EASTING	DESCRIPTION
417	443.57	195296.20	674589.59	SPK KENNICOTT-COWLES
706	440.66	194963.38	674457.72	ROWCF
802	444.09	195897.38	674558.04	ROWCF CL
803	439.37	195386.07	674551.40	3/4" PIPE
827	439.40	195390.74	674185.51	ROWCF BC KENNICOTT & BUTTERCUP
834	440.08	195273.38	674549.98	3/4" PIPE
843	440.87	195872.18	674607.71	RBCF AC 2" TS
849	443.29	195272.70	674600.03	RBCF 2 ALCAP
850	441.13	194893.06	674469.68	RBCF 1.5 ALCAP
851	442.41	194899.12	674503.03	RBCF 1.5 ALCAP
852	441.27	194996.86	674533.89	RBCF 2 ALCAP
854	441.40	194820.66	674405.66	RBCF 1.5 ALCAP
855	441.04	194898.72	674342.48	RBARF 5/8 REBAR
869	439.05	195393.93	673930.54	RBCF FND 3.25
1722	442.44	196035.99	674559.66	ROWCF 1.5
1723	442.62	196034.34	674539.85	ROWCF reset 2014

VERTICAL CONTROL

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
204	192062	673538	439.68	PRIMF LATHROP GPS
414	196115	674593	442.82	3/4" PIPE
415	195878	674616	444.42	HYD CP
416	195682	674587	441.20	SPK
418	194969	674513	442.42	SPK
22691	195346	674585	441.75	TBM 3

MONUMENTS TO BE REPLACED

POINT NO.	ELEVATION	NORTHING	EASTING	DESCRIPTION
706	440.66	194963.38	674457.72	ROWCF
802	444.09	195897.38	674558.04	ROWCF CL
803	439.37	195386.07	674551.40	3/4" PIPE
834	440.08	195273.38	674549.98	3/4" PIPE
852	441.27	194996.86	674533.89	RBCF 2 ALCAP

STATE OF ALASKA 49TH WILLIAM H IRVING LS 13315 REGISTERED PROFESSIONAL LAND SURVEYOR

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

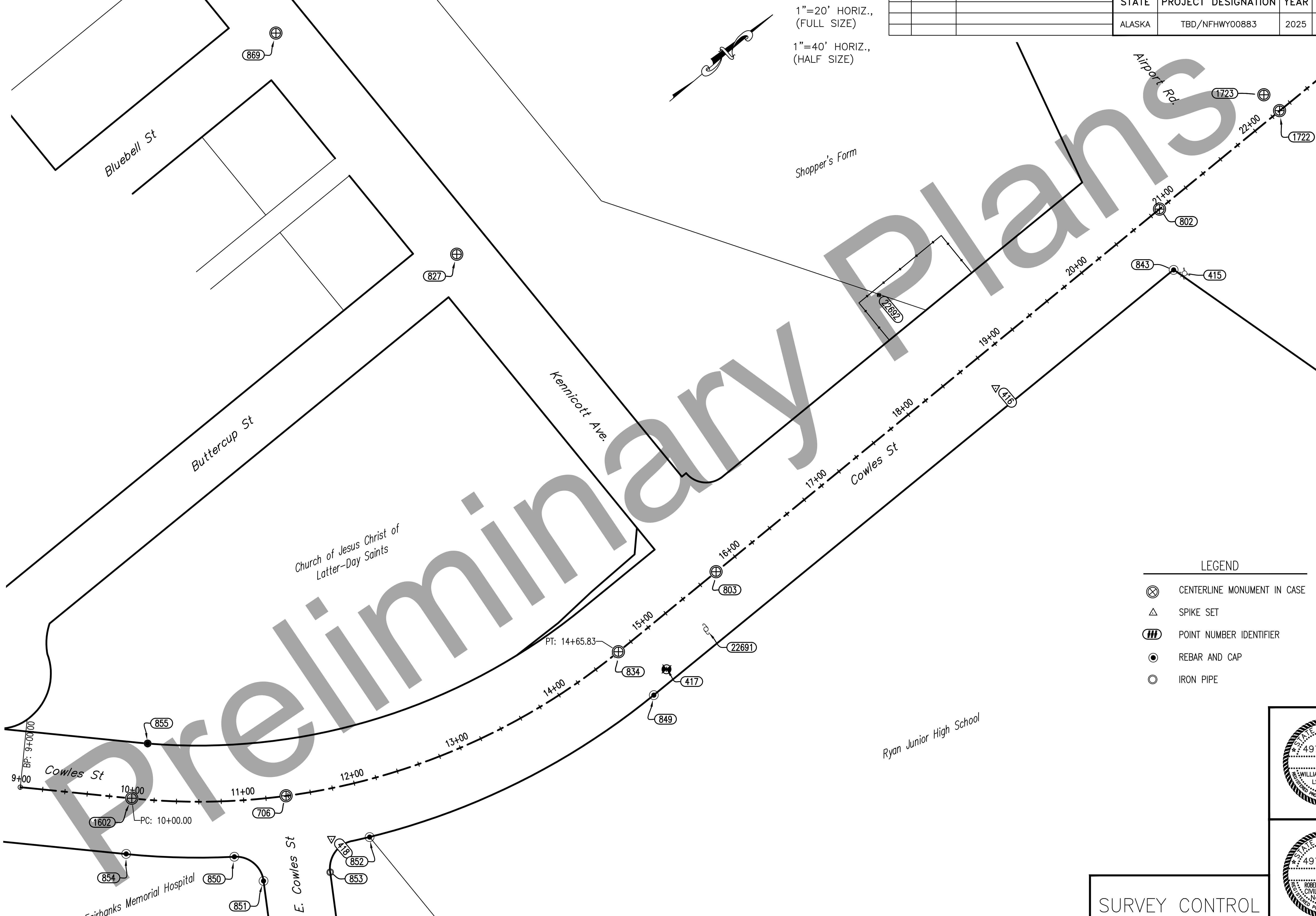
SURVEY CONTROL

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	A5	A5

1"=20' HORIZ., (FULL SIZE)

1"=40' HORIZ., (HALF SIZE)



STATE OF ALASKA 49TH WILLIAM H IRVING LS 13315 REGISTERED PROFESSIONAL LAND SURVEYOR

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

SURVEY CONTROL

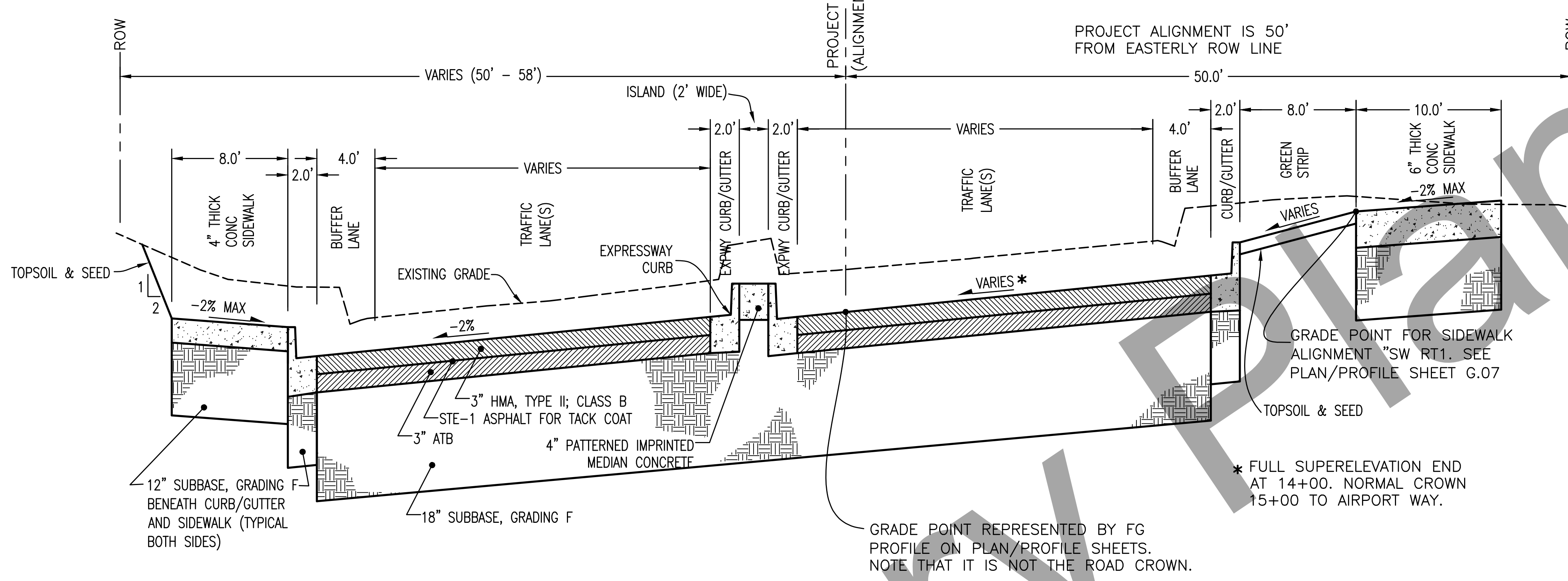
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\SURVEY CONTROL-A5 Thu, Dec/21/23 02:05pm

NO.	DATE	REVISION

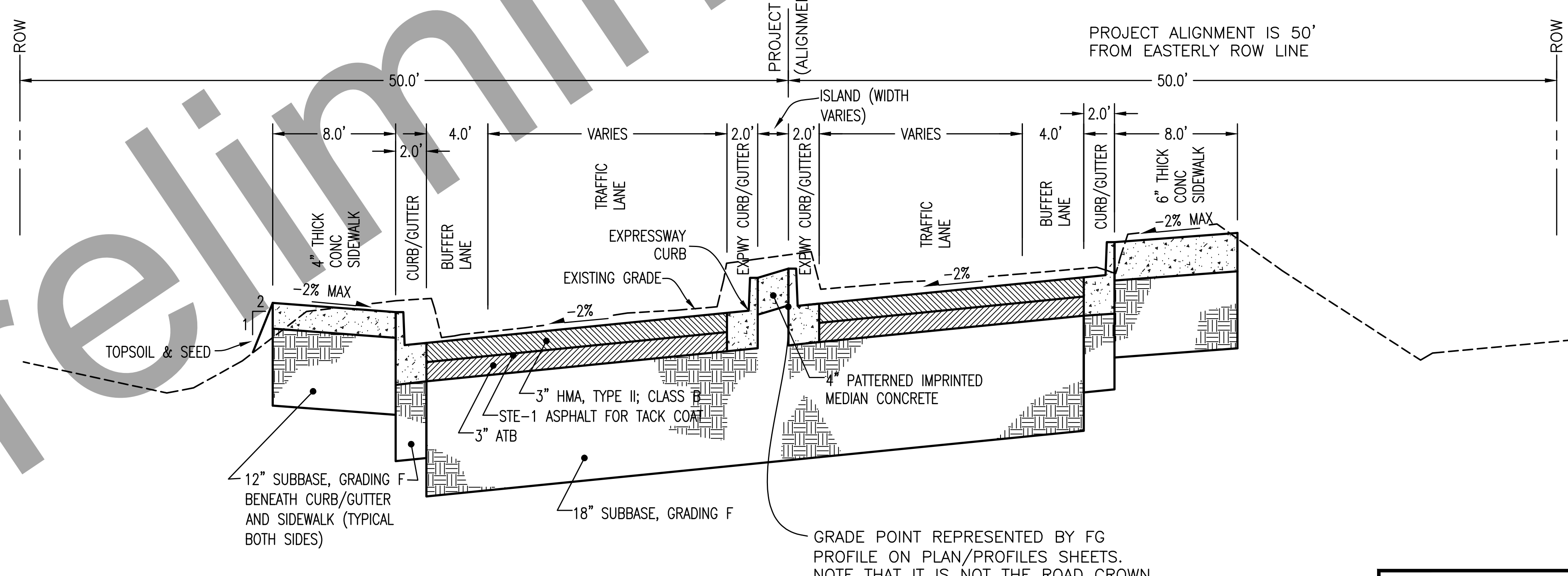
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	B1	B2

1"=5' HORIZ.,
1"=1' VERT.
(FULL SIZE)

1"=10' HORIZ.,
1"=2' VERT.
(HALF SIZE)



EAST COWLES STREET TO KENNICOTT AVENUE



BOP TO EAST COWLES STREET

TYPICAL SECTIONS

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

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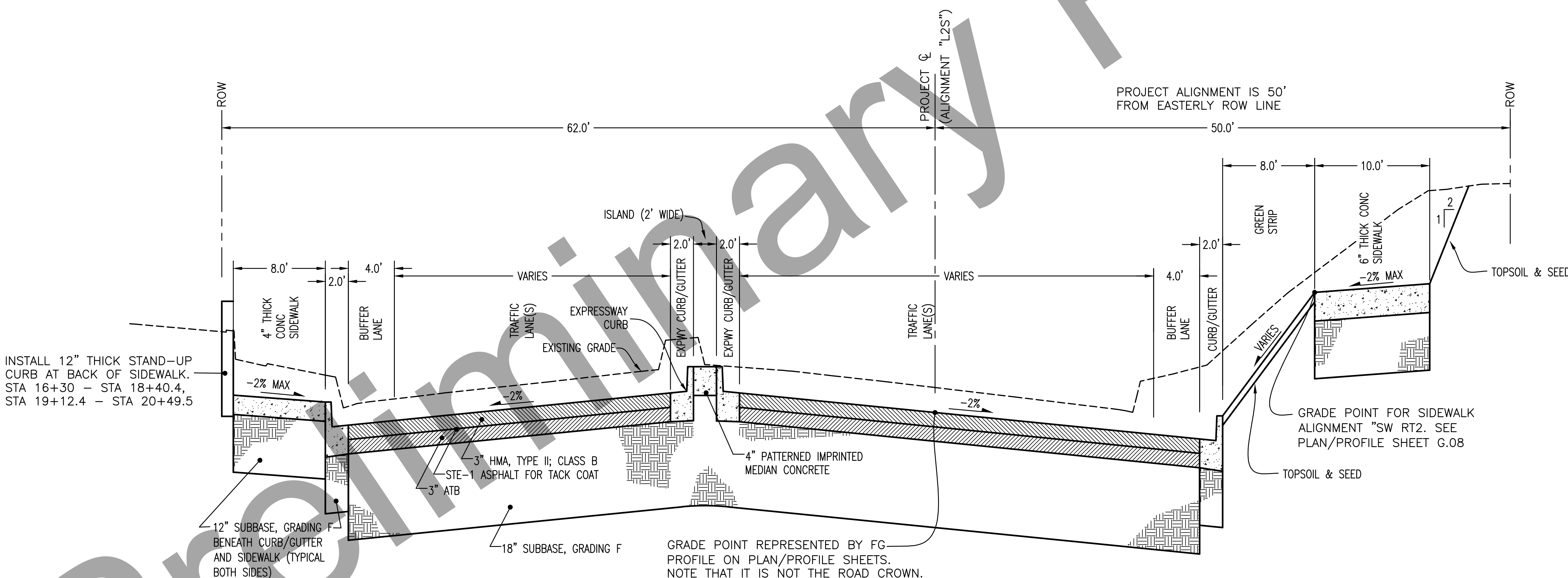
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\Typical Sections-B1 TYP SEC Thu, Dec/21/23 02:05pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	B2	B2

1"=5' HORIZ.,
1"=1' VERT.
(FULL SIZE)

1"=10' HORIZ.,
1"=2' VERT.
(HALF SIZE)



KENNICOTT AVENUE TO AIRPORT WAY

TYPICAL SECTIONS

STATE OF ALASKA
49TH
ROBERT H. PRISTASH
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REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\Typical Sections-B2 TYP SEC Thu, Dec/21/23 02:05pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	C1	C1

ESTIMATE OF QUANTITIES

Item No.	Pay Item	Quantity	Unit
202.0001.0000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	ALL REQ'D	LUMP SUM
202.2029.0000	RESOLUTION OF CONFLICTS	ALL REQ'D	CONTINGENT SUM
203.0003.0000	UNCLASSIFIED EXCAVATION	10155	CUBIC YARD
304.0001.000F	SUBBASE, GRADING F	12528	TON
306.0001.0000	ATB	1790	TON
306.0002.0000	ASPHALT BINDER, GRADE PG 52E-40	108	TON
401.0001.002B	HMA, TYPE II; CLASS B	1790	TON
401.0004.0000	ASPHALT BINDER, GRADE PG 52E-40	108	TON
401.0004.5228	ASPHALT BINDER, GRADE PG 52-28	4	TON
401.00012.002B	HMA, DRIVEWAY, TYPE II; CLASS B	52	TON
401.0013.0000	JOB MIX DESIGN	1	EACH
401.0015.0000	ASPHALT MATERIAL PRICE ADJUSTMENT	ALL REQ'D	CONTINGENT SUM
603.0021.0012	CORRUGATED POLYETHYLENE PIPE 12 INCH	660	LINEAR FOOT
603.0021.0018	CORRUGATED POLYETHYLENE PIPE 18 INCH	64	LINEAR FOOT
604.0001.0000	STORM SEWER MANHOLE	3	EACH
604.0003.0000	RECONSTRUCT EXISTING MANHOLE	5	EACH
604.0004.0000	ADJUST EXISTING MANHOLE	2	EACH
604.0005.000A	INLET, TYPE A	19	EACH
604.0010.0000	RECONSTRUCT INLET	2	EACH
608.0001.0004	CONCRETE SIDEWALK, 4 INCHES THICK	2,033	SQUARE YARD
608.0001.0006	CONCRETE SIDEWALK, 6 INCHES THICK	884	SQUARE YARD
608.0006.0000	CURB RAMP	14	EACH
608.2013.0005	CONCRETE SLABS, PATTERN IMPRINTED, 4 INCHES THICK	240	SQUARE YARD
609.0001.0001	CURB, TYPE 1	347	LINEAR FOOT
609.0002.0001	CURB AND GUTTER, TYPE 1	4,975	LINEAR FOOT
615.0001.0000	STANDARD SIGN	56	SQUARE FOOT
615.0002.0000	REMOVE AND RELOCATE SIGN	25	EACH
618.0004.0000	SEEDING	3,400	SQUARE YARD
620.0001.0000	TOPSOIL	3,400	SQUARE YARD
627.0010.0000	ADJUSTMENT OF VALVE BOX	3	EACH
639.0001.0000	DRIVEWAY	2	EACH
640.0001.0000	MOBILIZATION AND DEMOBILIZATION	ALL REQ'D	LUMP SUM
641.0001.0000	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	ALL REQ'D	LUMP SUM
641.0003.0000	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	ALL REQ'D	LUMP SUM
641.0005.0000	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL BY DIRECTIVE	ALL REQ'D	CONTINGENT SUM
641.0006.0000	WITHHOLDING	ALL REQ'D	CONTINGENT SUM
641.0007.0000	SWPPP MANAGER	ALL REQ'D	LUMP SUM
642.0001.0000	CONSTRUCTION SURVEYING	ALL REQ'D	LUMP SUM
642.0004.0000	SET PRIMARY MONUMENT	5	EACH
642.0005.0000	SET SECONDARY MONUMENT	3	EACH
642.0010.0000	MONUMENT CASE	5	EACH
642.0013.0000	THREE PERSON SURVEY PARTY	ALL REQ'D	CONTINGENT SUM
643.0002.0000	TRAFFIC MAINTENANCE	ALL REQ'D	LUMP SUM
643.0023.0000	TRAFFIC PRICE ADJUSTMENT	ALL REQ'D	CONTINGENT SUM
643.0025.0000	TRAFFIC CONTROL	ALL REQ'D	CONTINGENT SUM
643.2005.0000	PUBLIC INFORMATION PROGRAM	ALL REQ'D	LUMP SUM
644.0001.0000	FIELD OFFICE	ALL REQ'D	LUMP SUM
644.0006.0000	VEHICLES	ALL REQ'D	LUMP SUM
660.0001.0000	TRAFFIC SIGNAL SYSTEM COMPLETE, COWLES ST / KENNICOTT DR	ALL REQ'D	LUMP SUM
660.0001.0000	TRAFFIC SIGNAL SYSTEM COMPLETE, COWLES ST / AIRPORT WAY	ALL REQ'D	LUMP SUM
660.0003.0000	HIGHWAY LIGHTING SYSTEM COMPLETE, COWLES ST	ALL REQ'D	LUMP SUM
660.0007.0000	TEMPORARY SIGNAL SYSTEM COMPLETE, COWLES ST / KENNICOTT DR	ALL REQ'D	LUMP SUM
670.2002.0000	MMA PAVEMENT MARKINGS, INLAID	ALL REQ'D	LUMP SUM

TABLE OF ESTIMATING FACTORS

ITEM NO.	PAY ITEM	ESTIMATING FACTOR
204.0001.0000	SUBBASE, GRADING F	2 TON / CY
306.0001.0000	ATB	150 LBS / CF
306.0002.0000	ASPHALT BINDER, GRADE PG 52E-40	6% OF 306.0001.0000
401.0001.002B	HMA, TYPE II: CLASS B	150 LBS / CF
401.0004.0000	ASPHALT BINDER, GRADE PG 52E-40	6% OF 401.0001.002B
401.0004.5228	ASPHALT BINDER, GRADE PG 52-28	6% OF 401.0012.002B
401.0012.002B	HMA, DRIVEWAY, TYPE II: CLASS B	150 LBS / CF

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740

P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\Estimate of Quantities-ESTIMATE OF QUANTITIES Thu, Dec/21/23 02:05pm

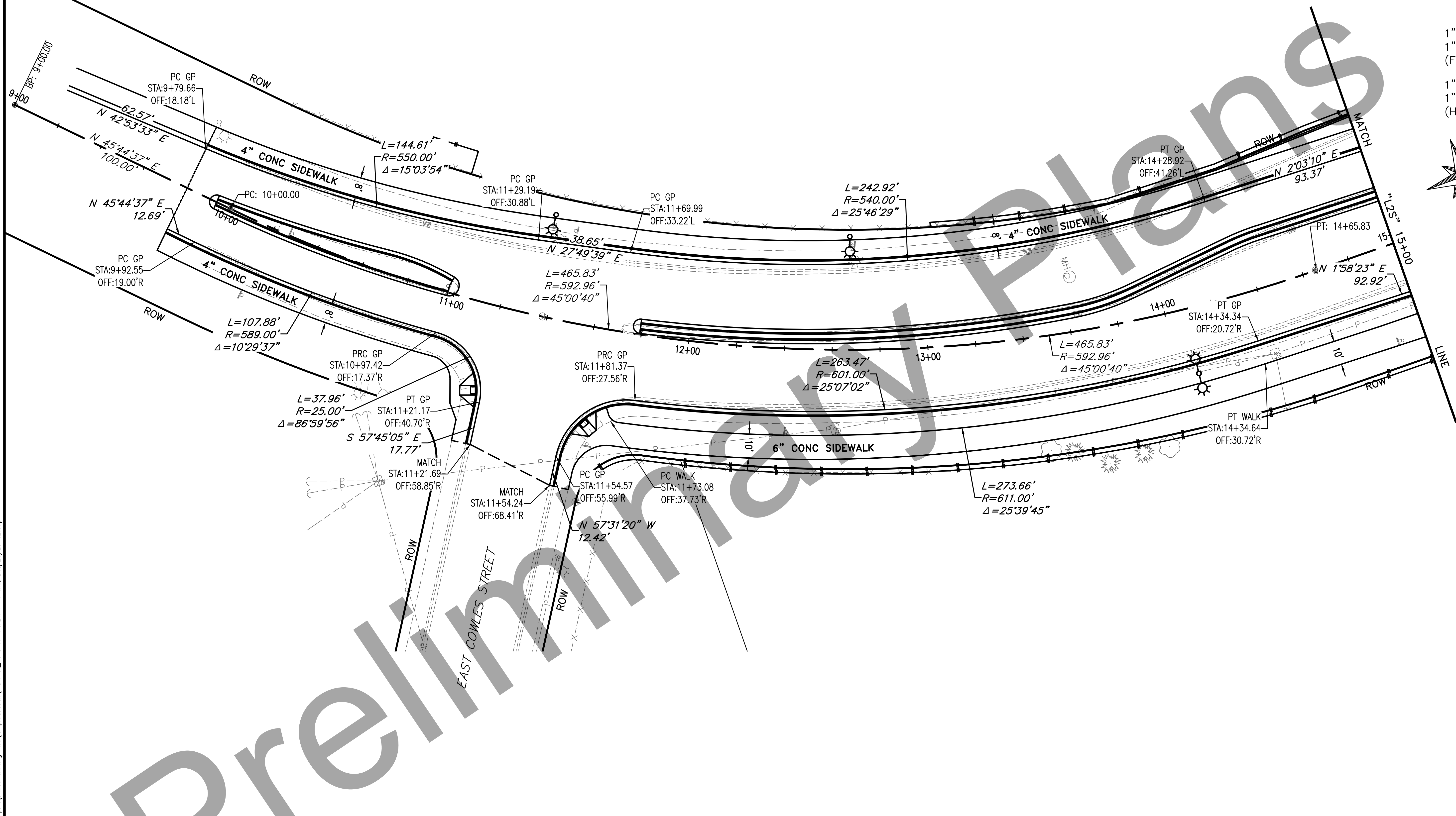
ESTIMATE OF QUANTITIES

STATE OF ALASKA 49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	F1	F5

1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)



STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

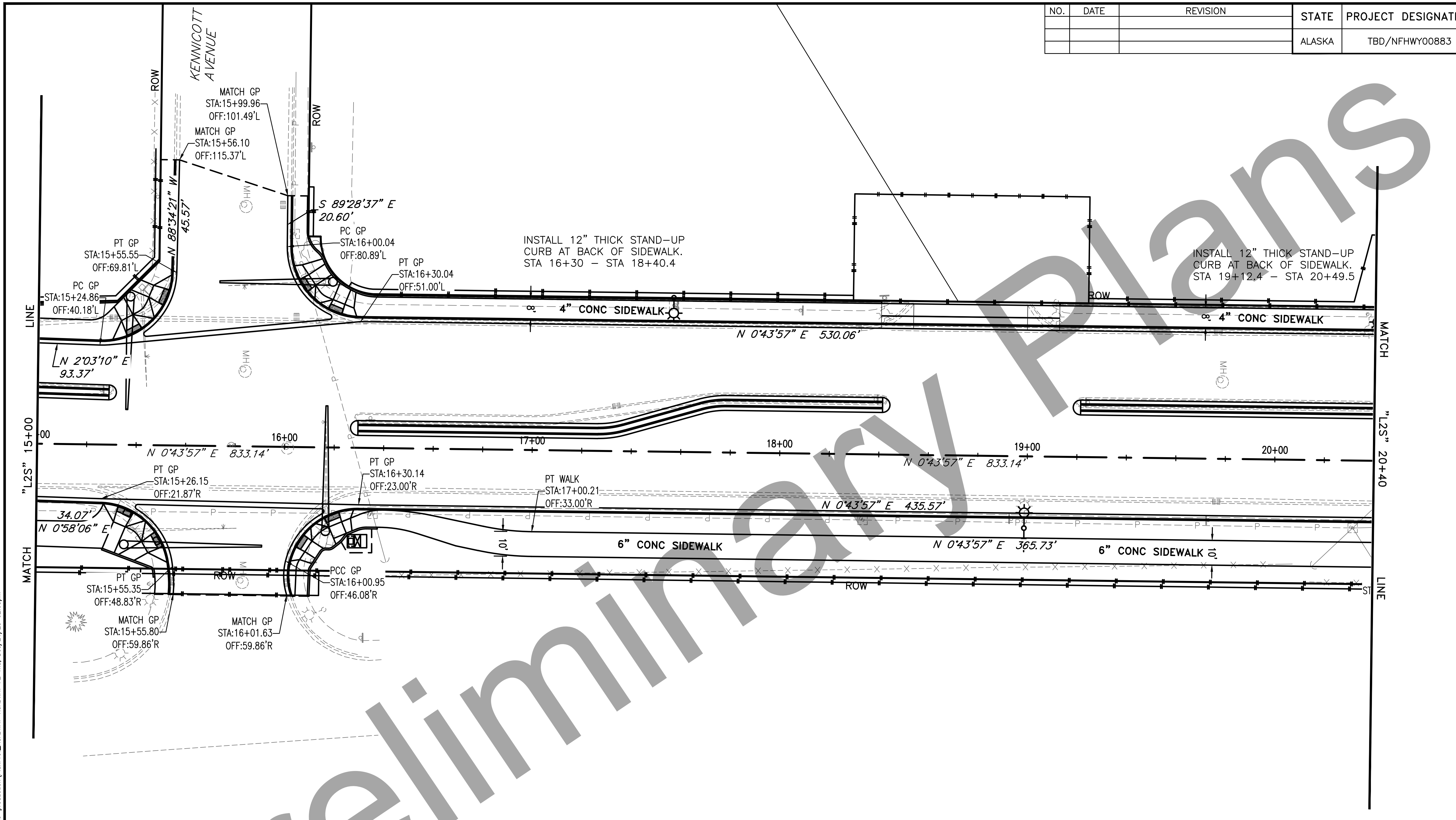
ROADWAY

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\PlanProf_ROADWAY-ROADWAY F1 Thu, Dec/21/23 02:05pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	F2	F5

1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)



ROADWAY

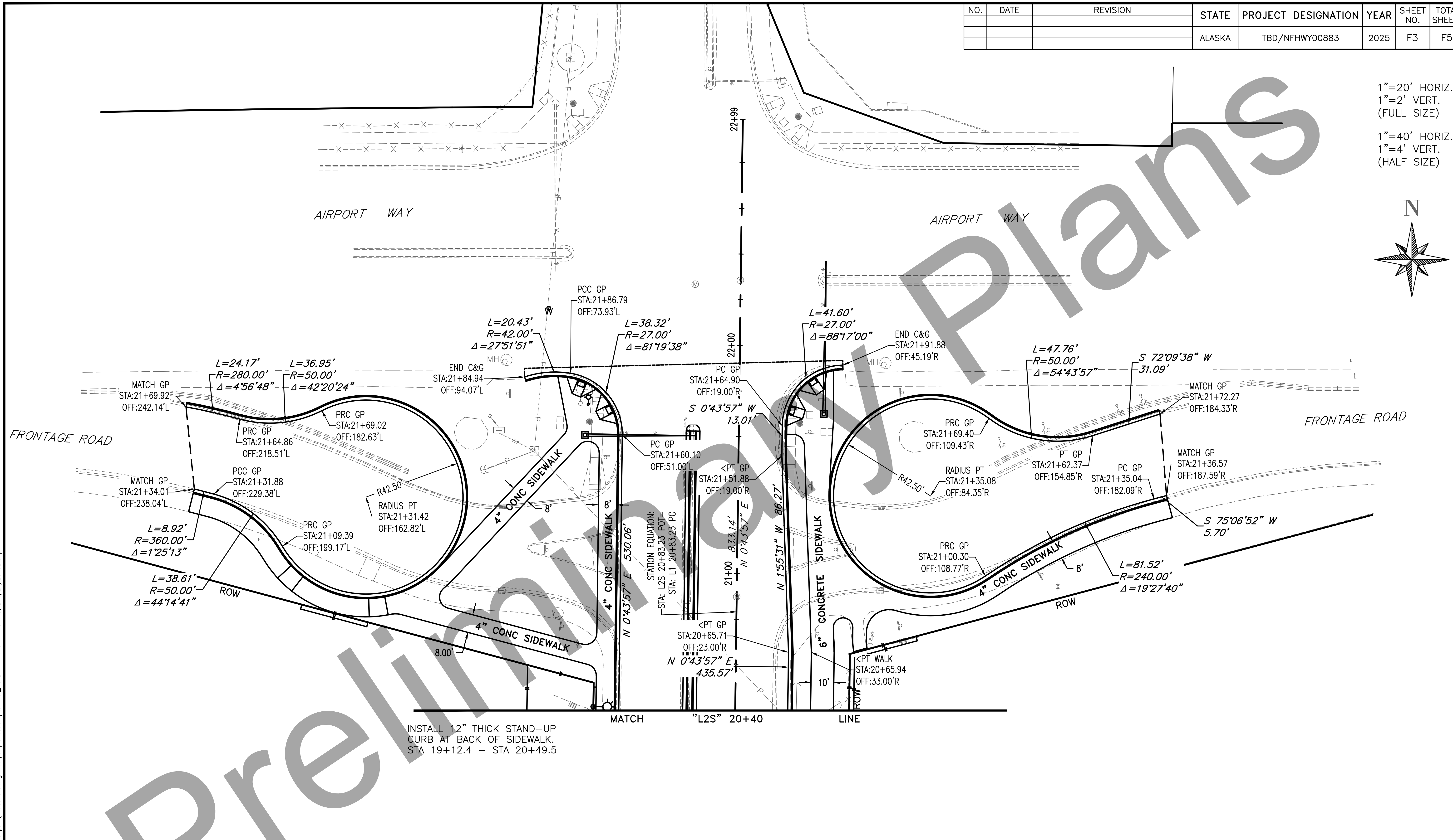
STATE OF ALASKA 49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct – south of airport\civil3d drawing files\3-production\PlanProf_ROADWAY-ROADWAY F2 Thu, Dec/21/23 02:05pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	F3	F5

1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)



INSTALL 12" THICK STAND-UP CURB AT BACK OF SIDEWALK. STA 19+12.4 – STA 20+49.5

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

ROADWAY

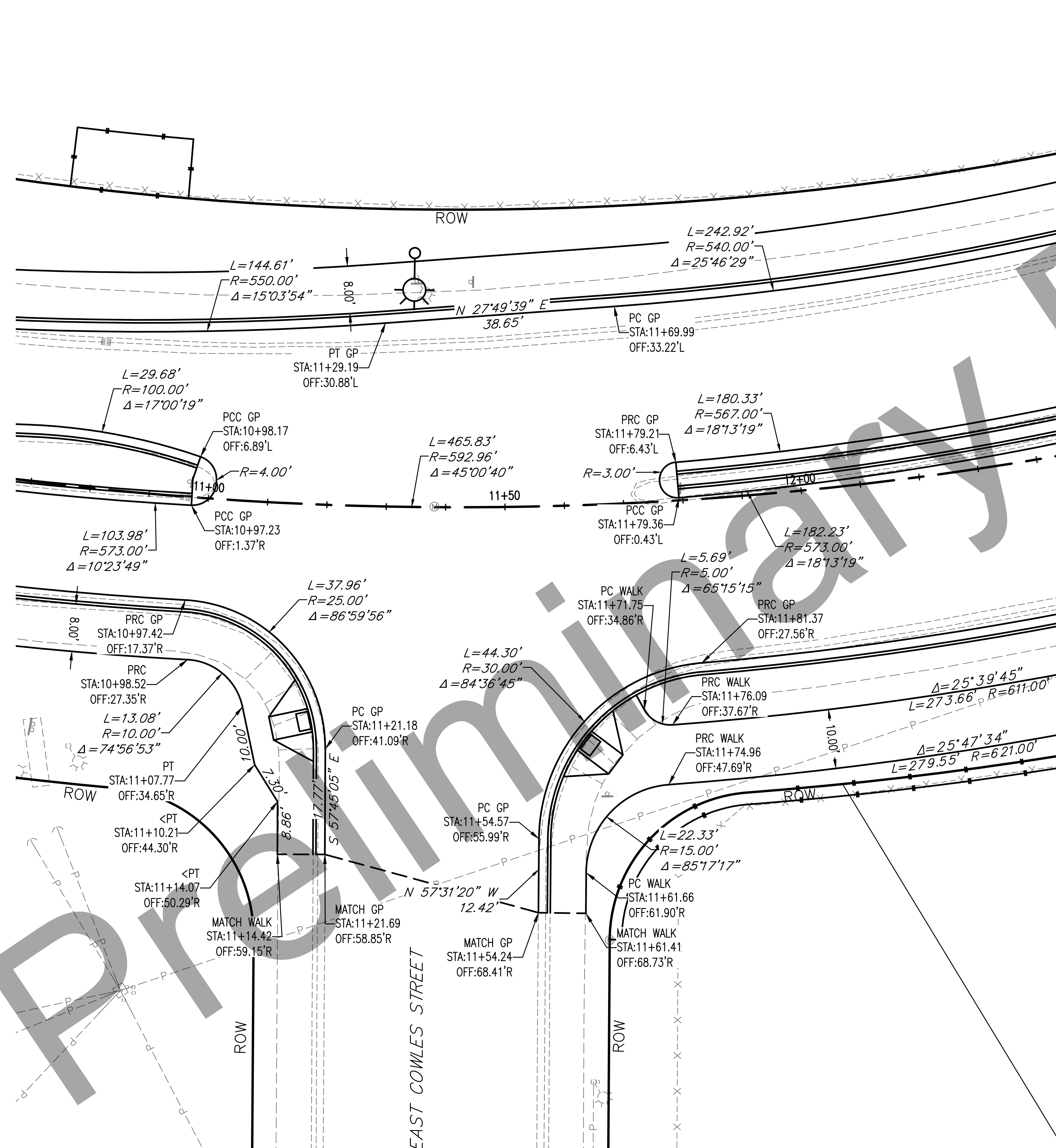
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct – south of airport\civil3d drawing files\3-production\PlanProf_ROADWAY-ROADWAY F3 Thu, Dec/21/23 02:06pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	F4	F5

1"=10' HORIZ., (FULL SIZE)

1"=20' HORIZ., (HALF SIZE)



STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

ROADWAY INTERSECTIONS

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5157 cowles reconstruct - south of airport\civil3d drawing files\3-production\ROADWAY_INTERSECT Detail-ROADWAY-F4 Thu, Dec/21/23 02:06pm

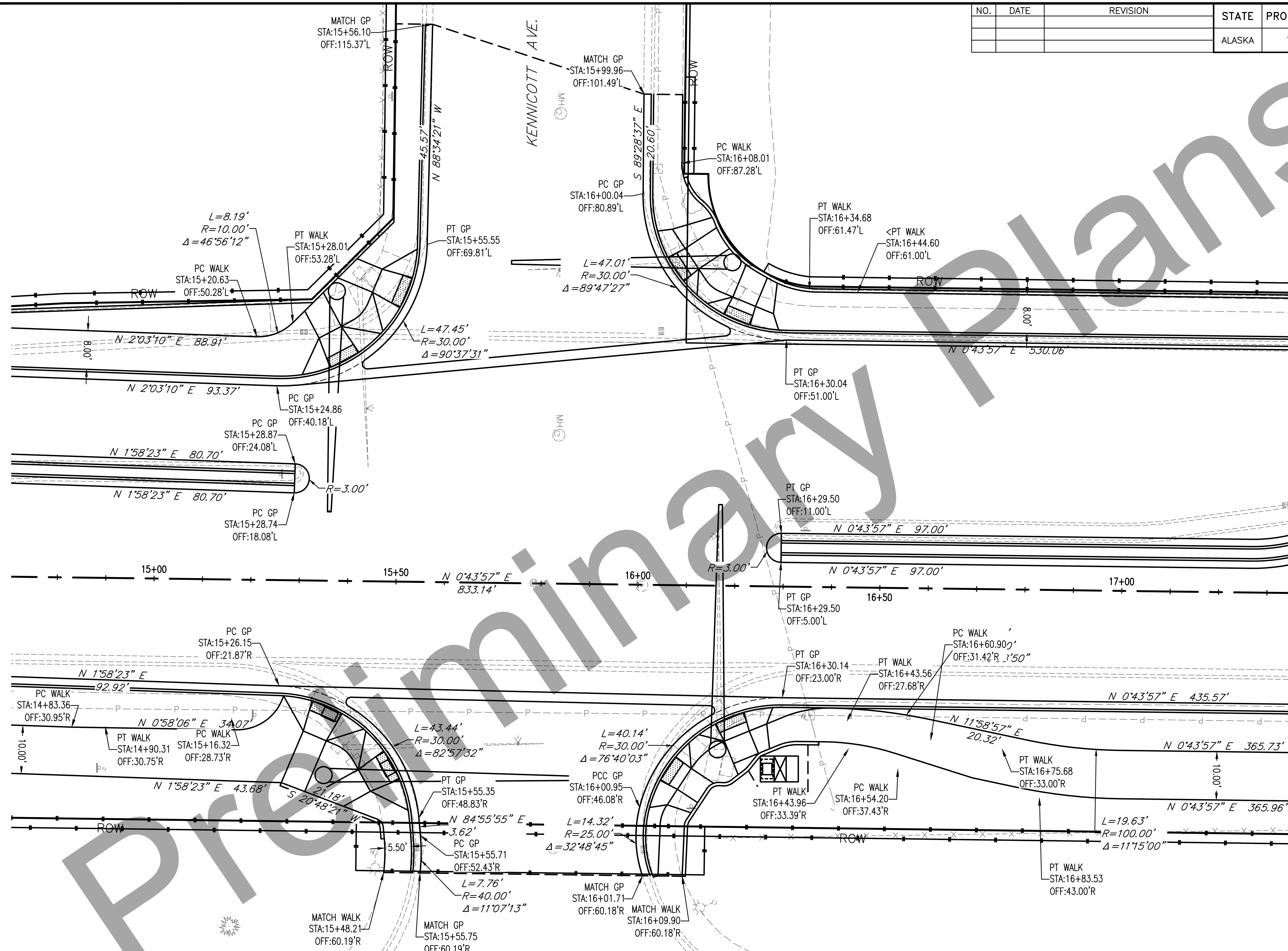
NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	F5	F5

N

1"=10' HORIZ., (FULL SIZE)

1"=20' HORIZ., (HALF SIZE)



ROADWAY INTERSECTIONS

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740

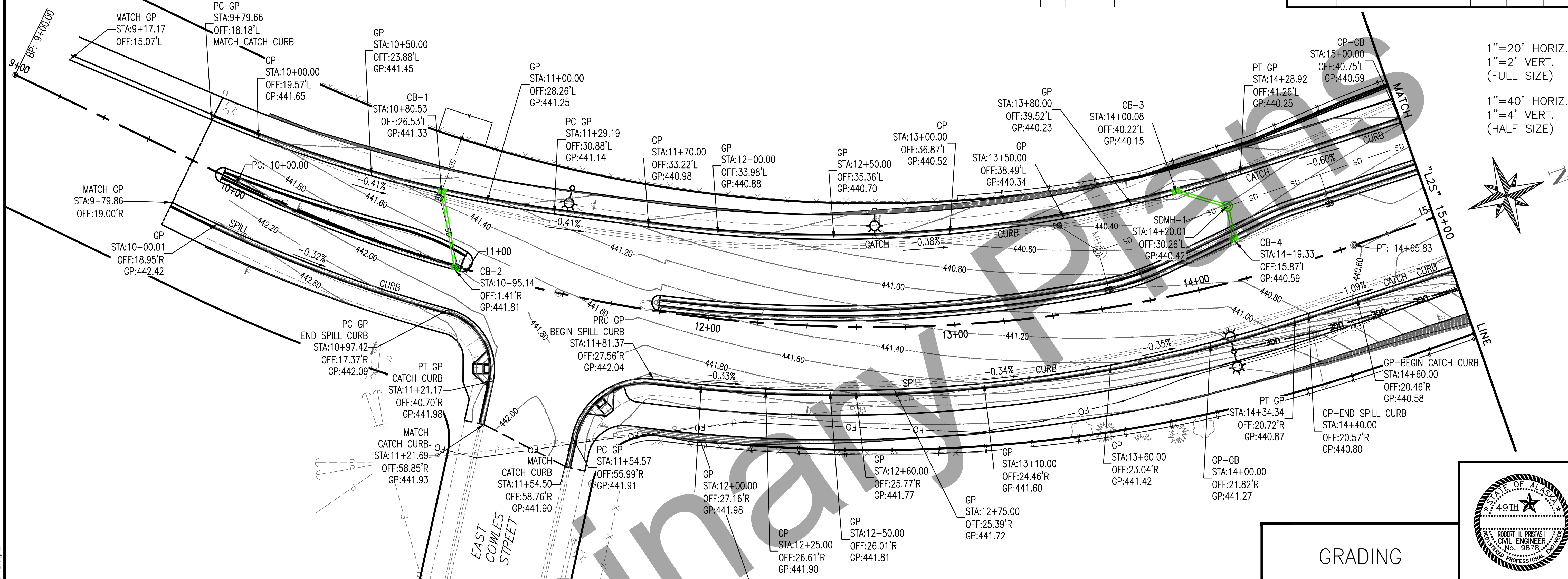
P:\51357 cowles reconstruct – south of airport\civil3d drawing files\3-production\ROADWAY_INTERSECT Detail-ROADWAY-F5 Thu, Dec/21/23 02:06pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G1	G17

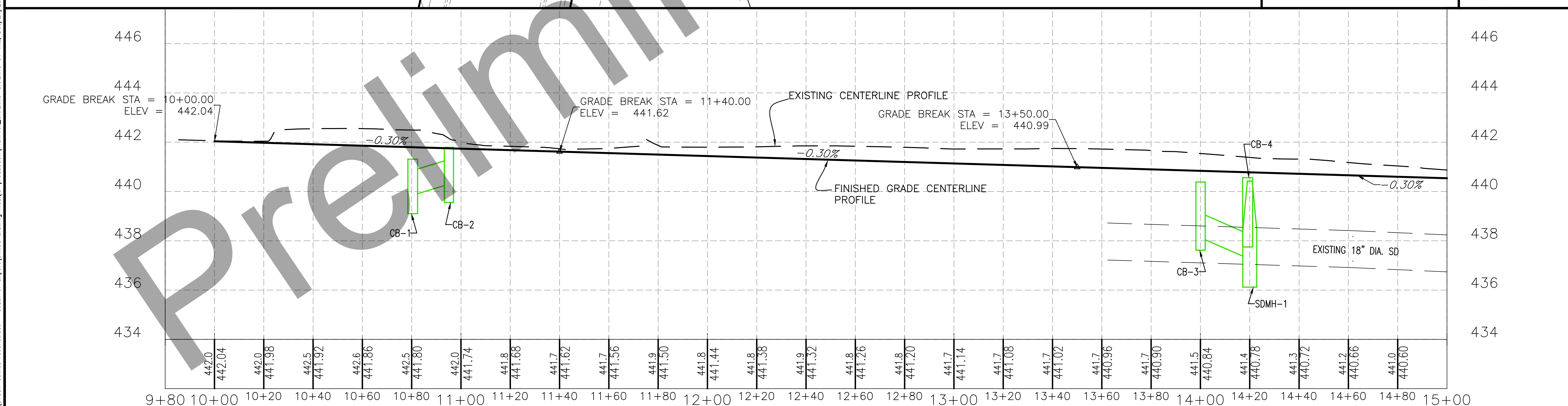
1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)



GRADING

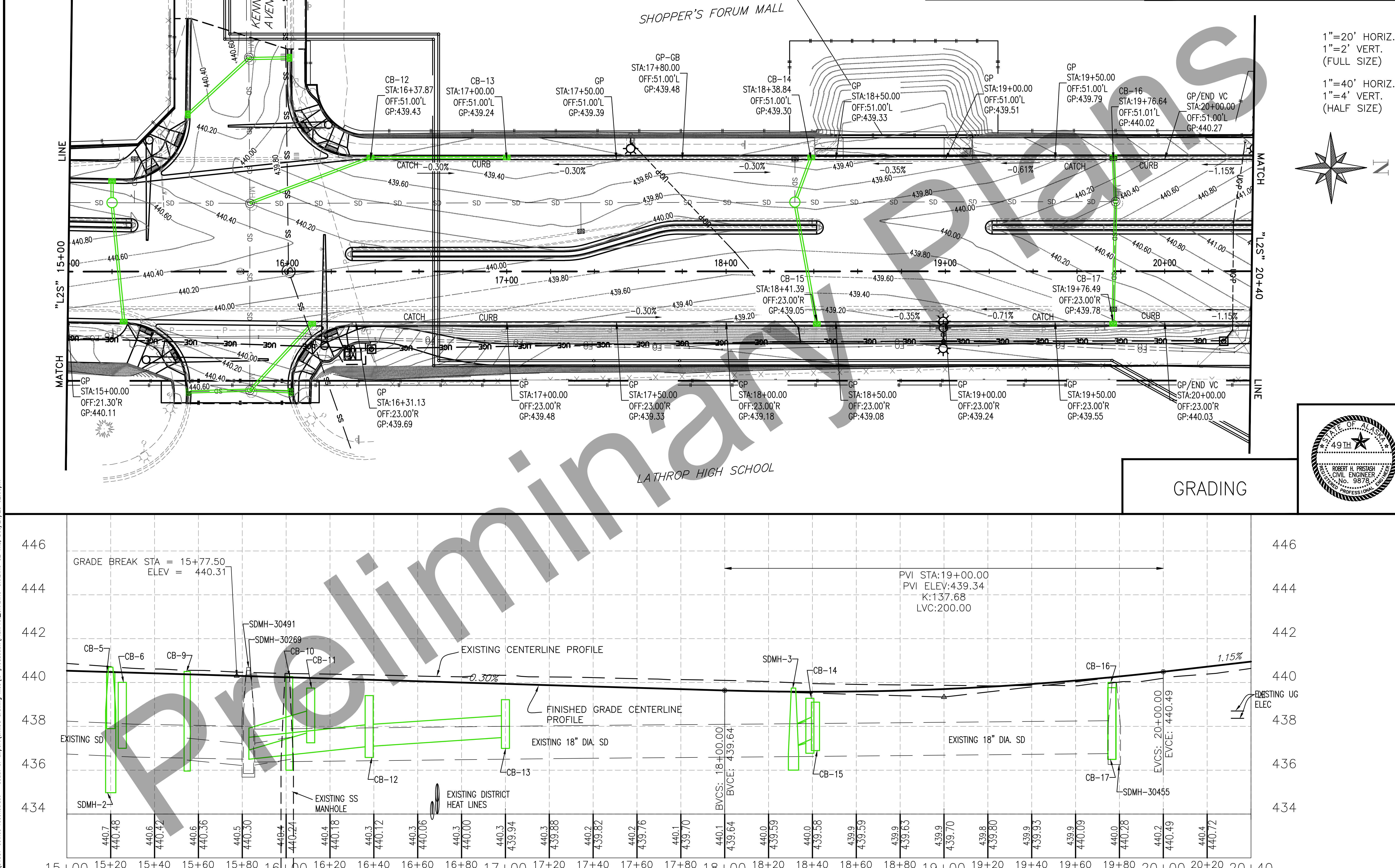
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
STATE OF ALASKA
49TH
REGISTERED PROFESSIONAL ENGINEER



PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5357 cowles reconstruct - south of airport\civil3d drawing files\3-production\PlanProf_GRADING-GRADING G1 Thu, Dec/21/23 02:06pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G.02	G17



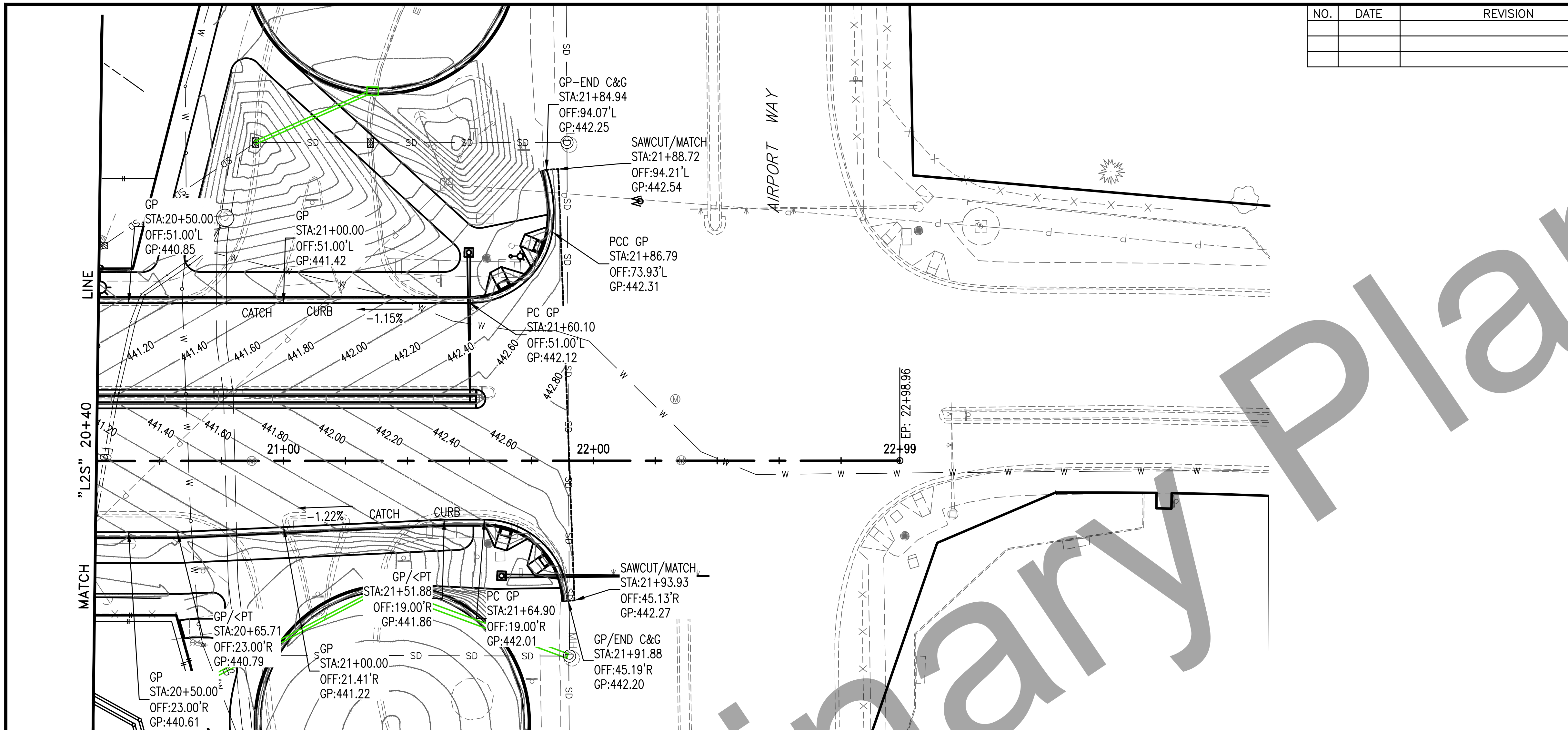
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\PlanProf_GRADING-GRADING G2 Thu, Dec/21/23 02:06pm

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

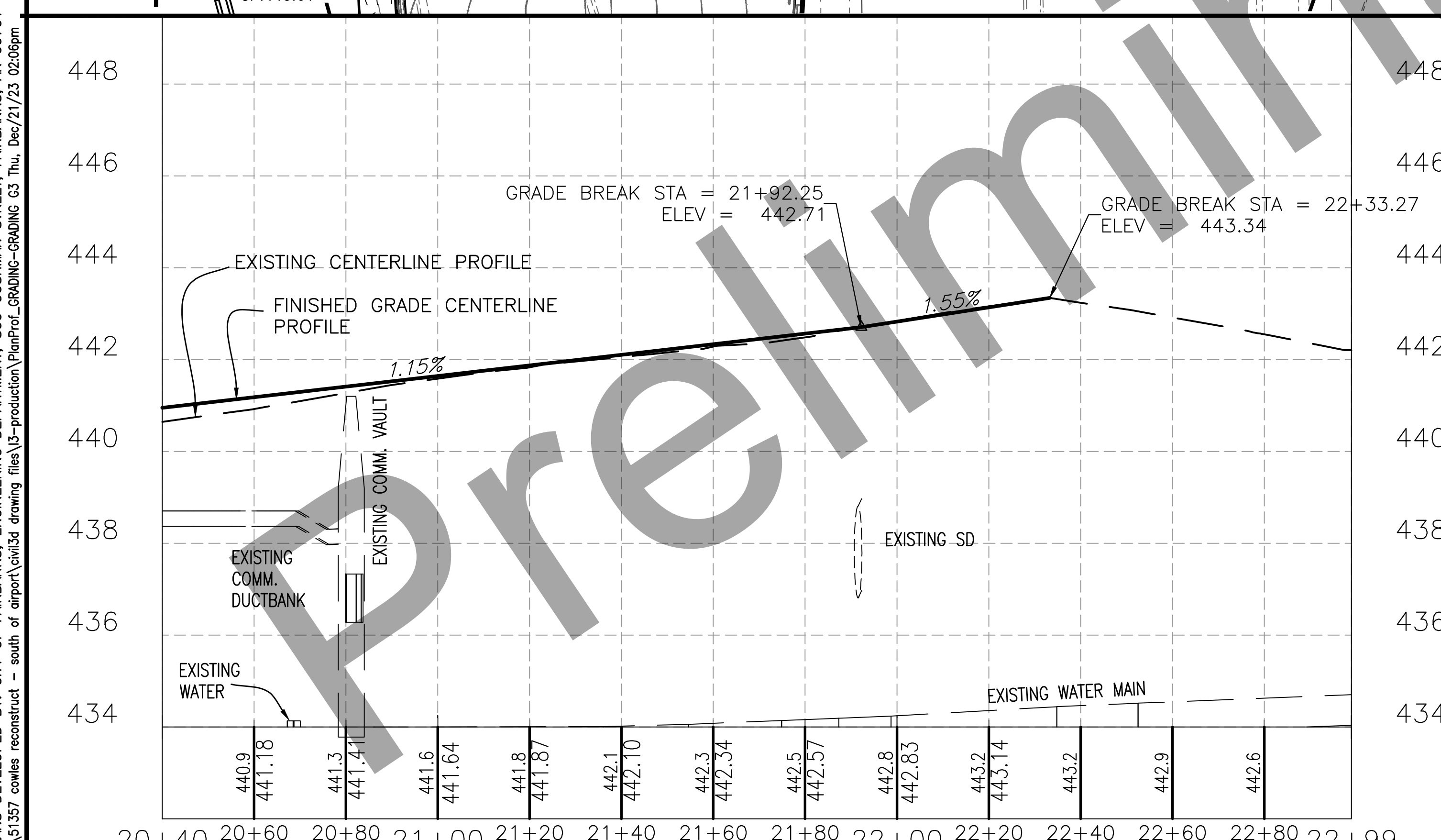
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	G.03	G17

1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)



GRADING



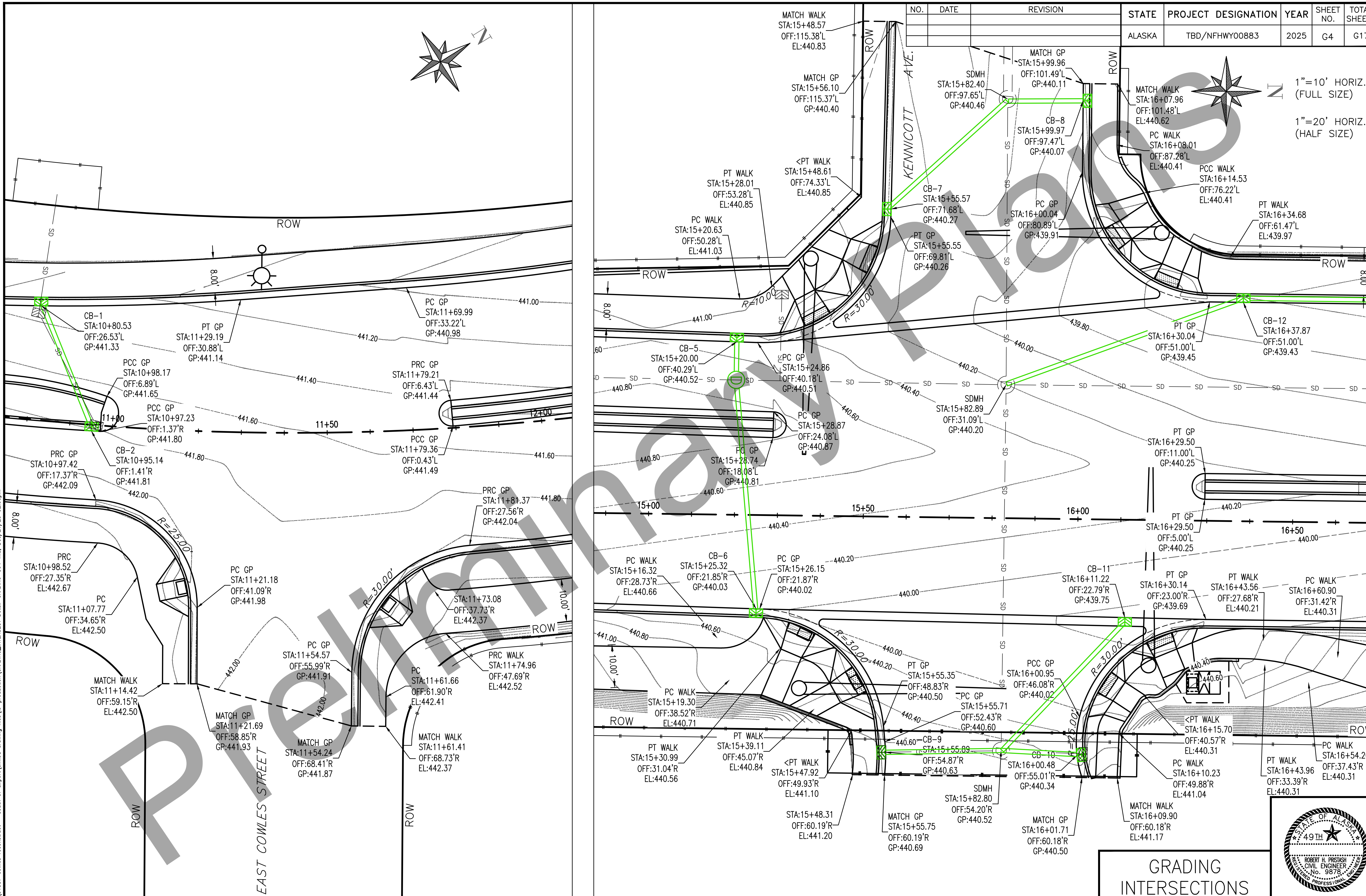
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\PlanProf_GRADING-GRADING G3 Thu, Dec/21/23 02:06pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G4	G17

1"=10' HORIZ., (FULL SIZE)

1"=20' HORIZ., (HALF SIZE)



STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

GRADING INTERSECTIONS

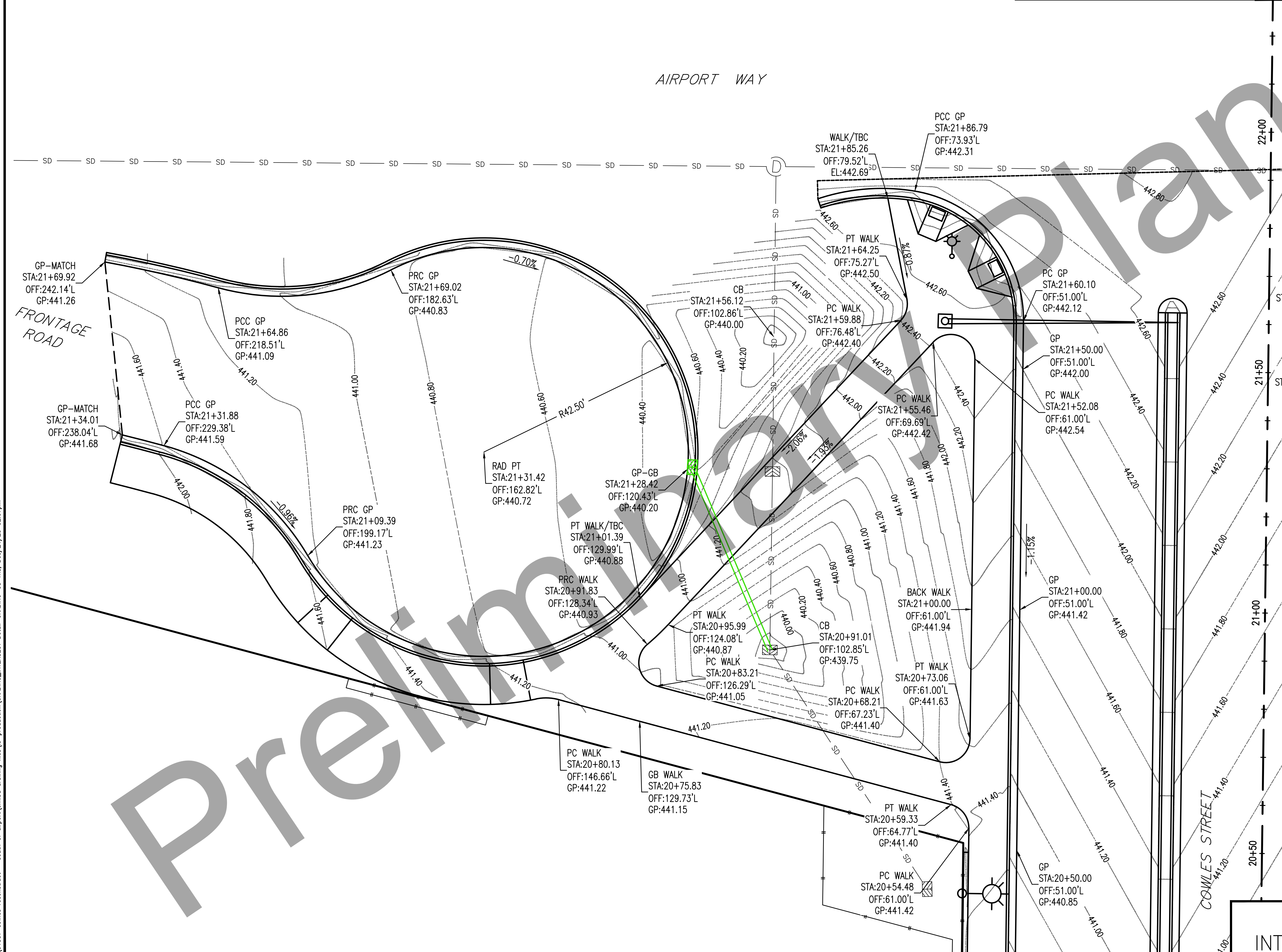
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\GRADING_INTERSECT Detail-GRADING-G04 Thu, Dec/21/23 02:06pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G5	G17

1"=10' HORIZ., (FULL SIZE)

1"=20' HORIZ., (HALF SIZE)



GRADING INTERSECTIONS

Preliminary Plans

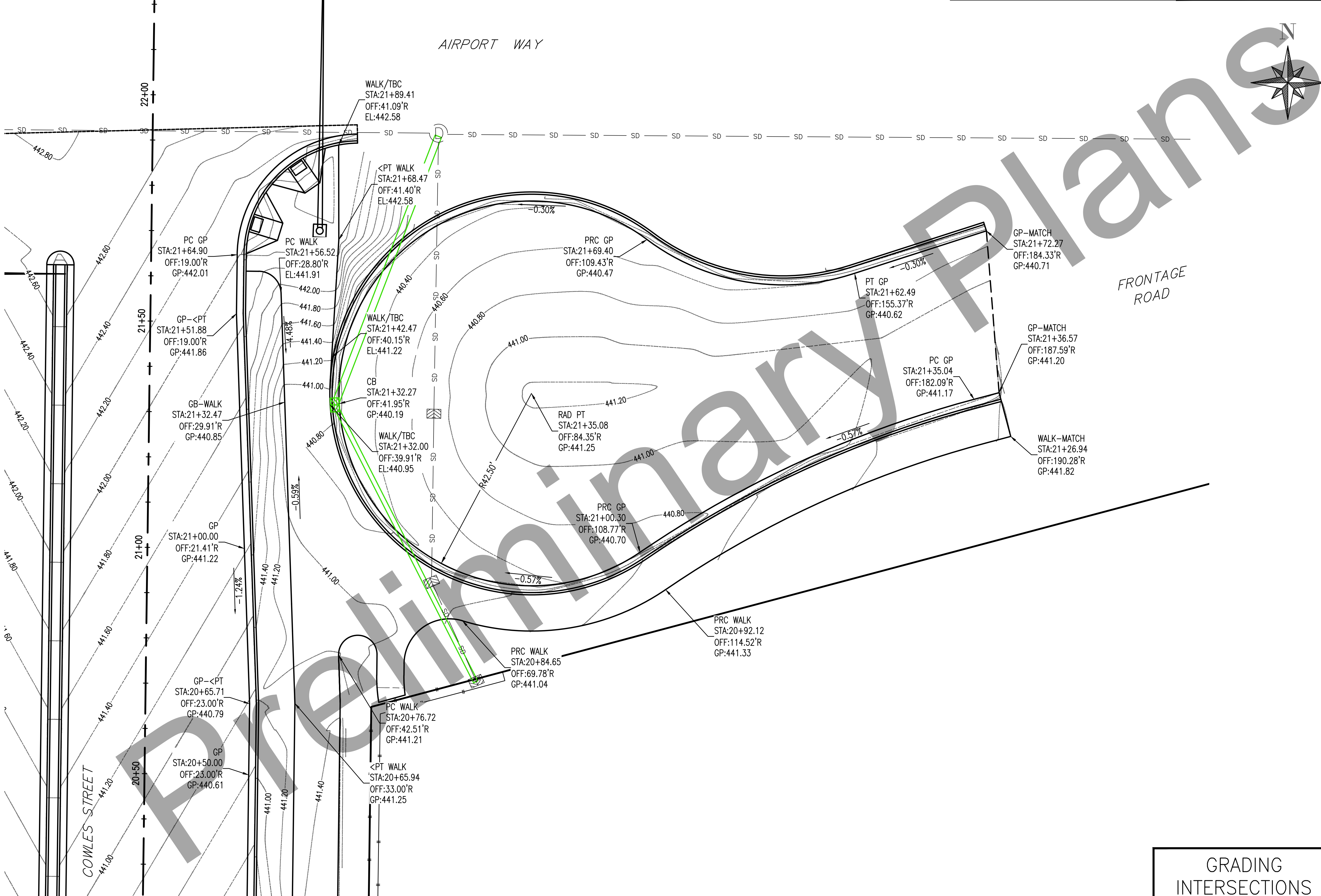
STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\GRADING_INTERSECT Detail-GRADING-G5 Thu, Dec/21/23 02:07pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	G6	G17

1"=10' HORIZ., (FULL SIZE)

1"=20' HORIZ., (HALF SIZE)



STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

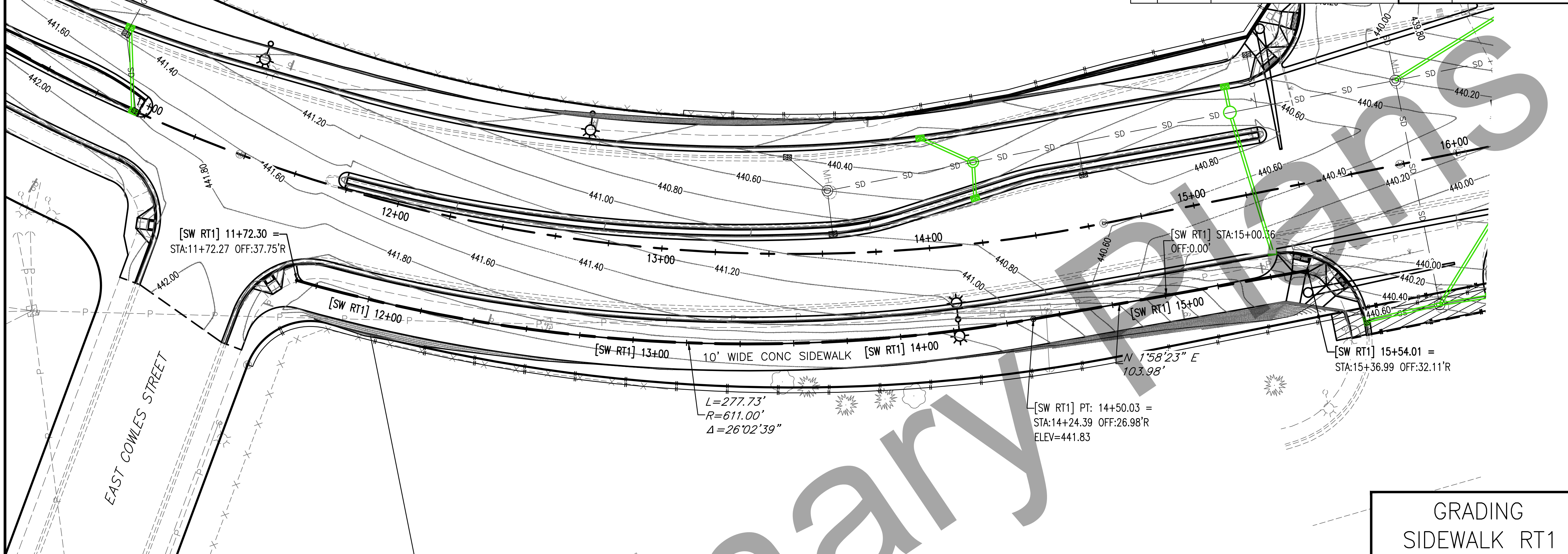
GRADING INTERSECTIONS

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G7	G17

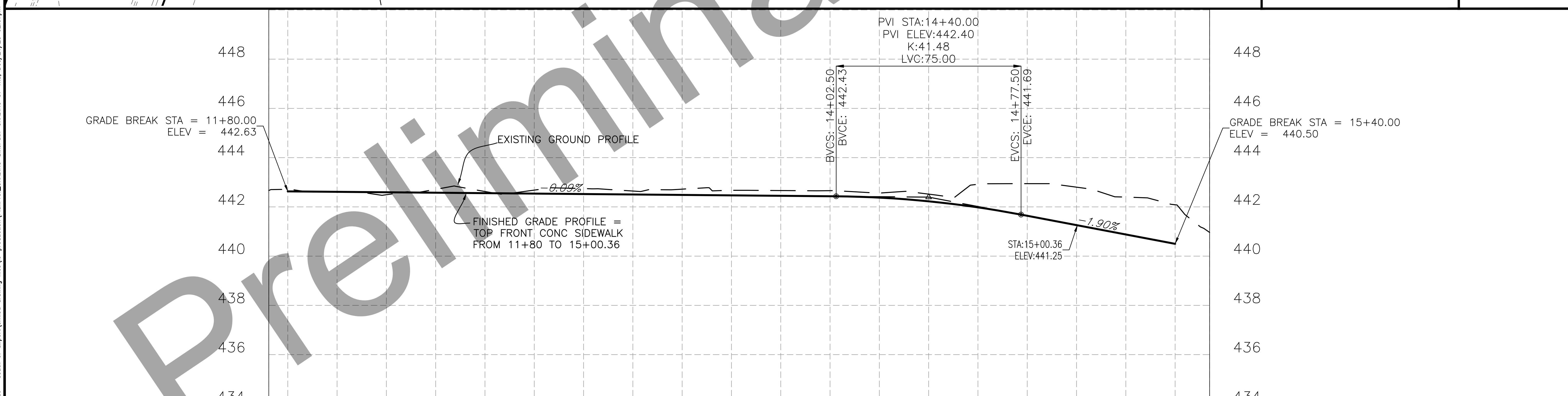
1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)



GRADING
SIDEWALK RT1

STATE OF ALASKA
49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER



STA	11+80	12+00	12+20	12+40	12+60	12+80	13+00	13+20	13+40	13+60	13+80	14+00	14+20	14+40	14+60	14+80	15+00	15+20	15+40
	442.7	442.6	442.5	442.7	442.6	442.7	442.7	442.6	442.7	442.7	442.7	442.7	442.6	442.5	442.9	442.9	442.8	442.4	442.1
	442.63	442.61	442.59	442.58	442.56	442.54	442.52	442.50	442.49	442.47	442.45	442.43	442.38	442.23	441.98	441.64	441.26	440.88	440.50

Preliminary Plans

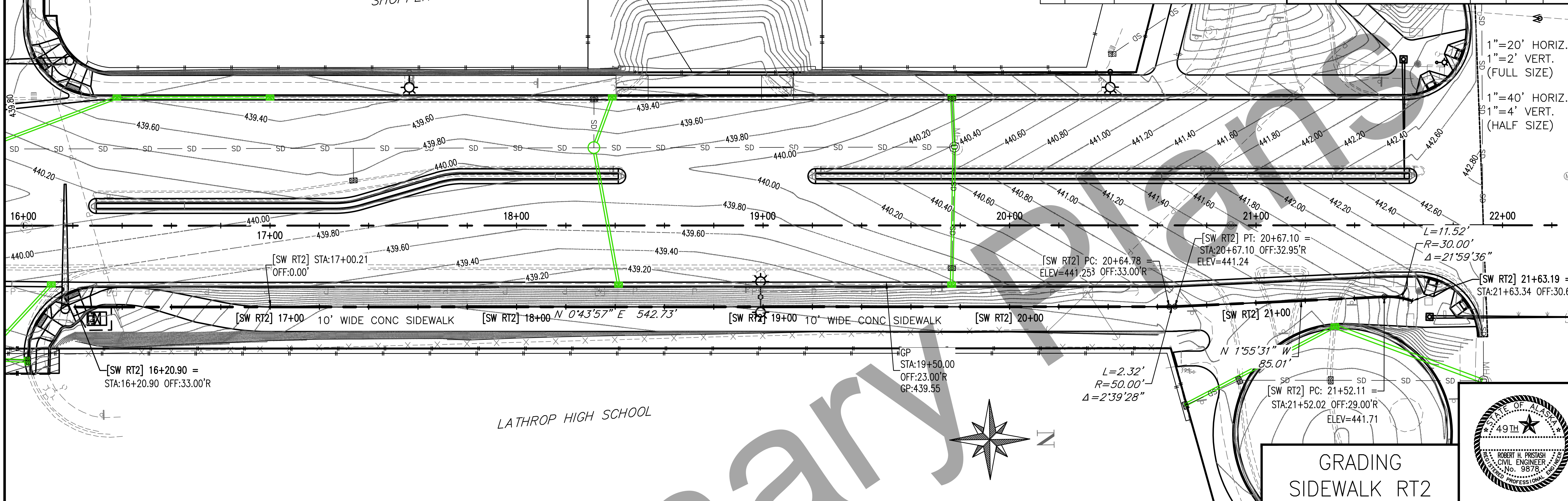
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5157 cowles reconstruct - south of airport\civil3d drawing files\3-production\PlanProf_GRADING-BikePath-GRADING G7 Thu, Dec/21/23 02:07pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G8	G17

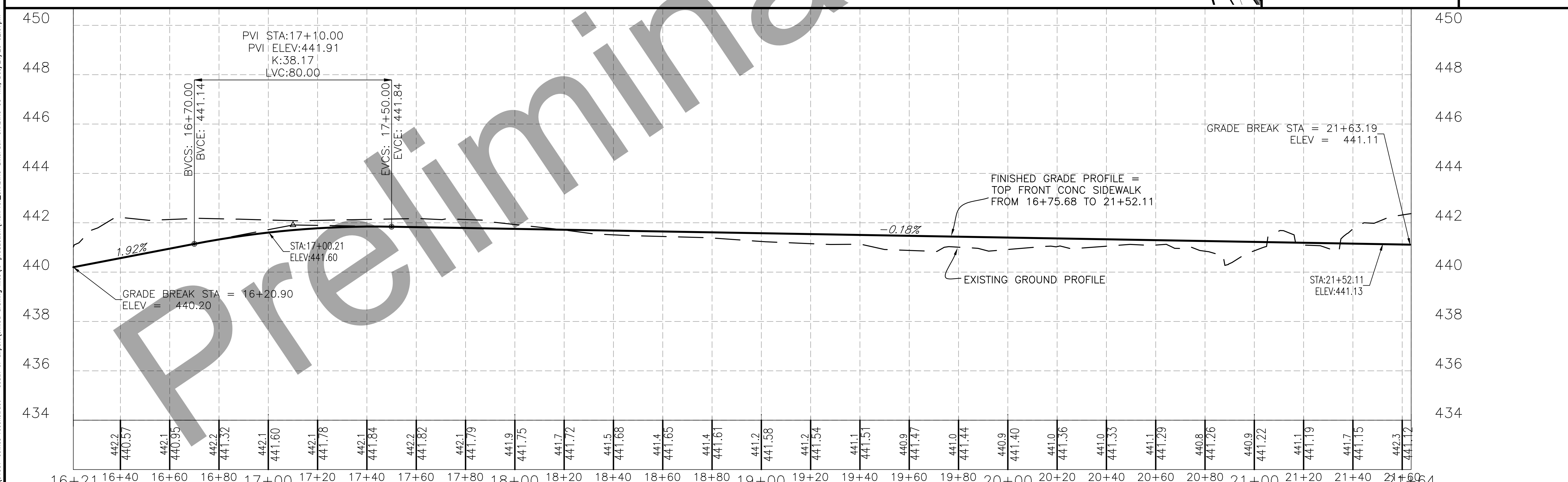
1"=20' HORIZ., 1"=2' VERT. (FULL SIZE)

1"=40' HORIZ., 1"=4' VERT. (HALF SIZE)



GRADING SIDEWALK RT2

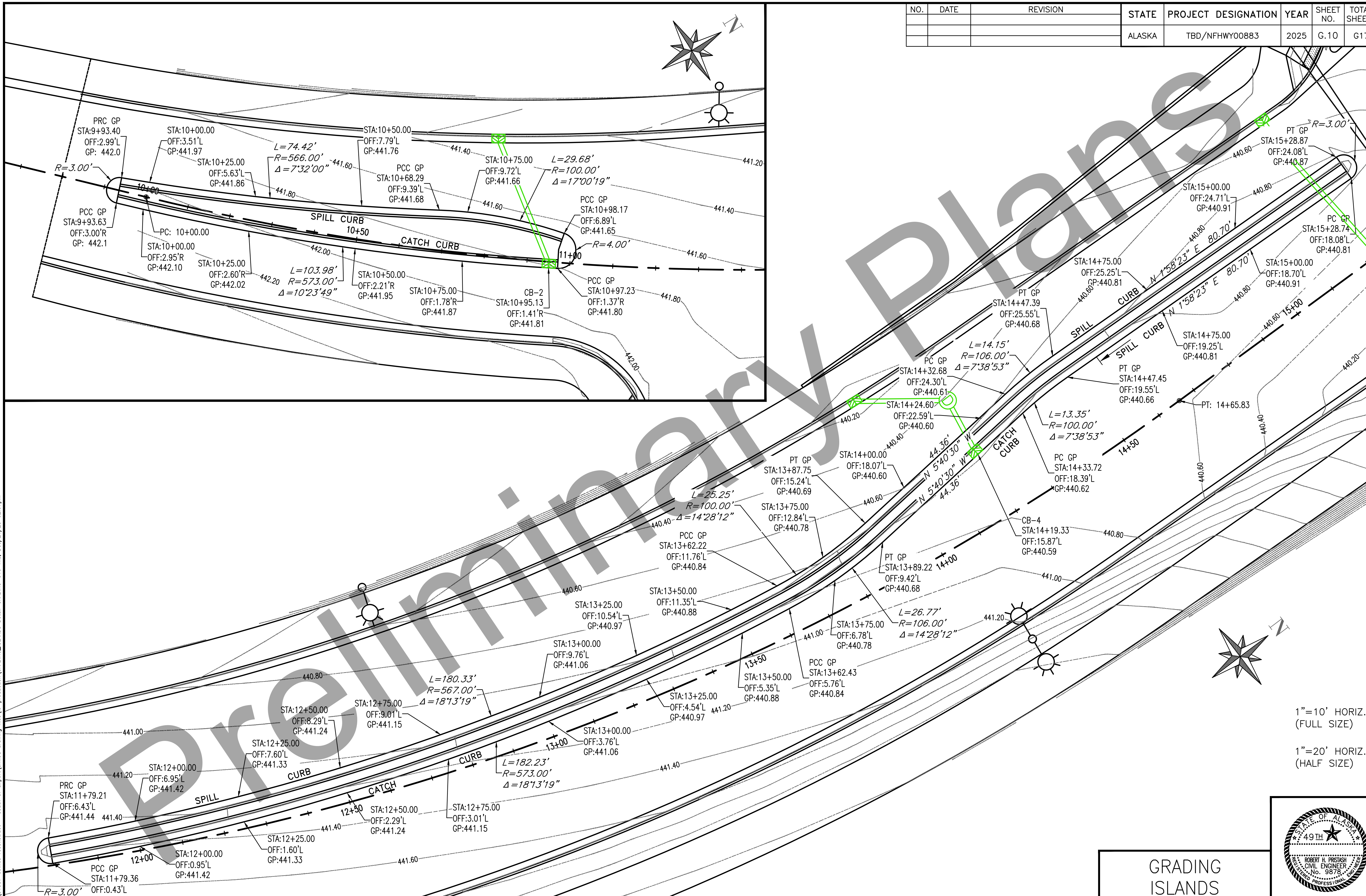
STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER



PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\PlanProf_GRADING-BikePath-GRADING G8 Thu, Dec/21/23 02:07pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G.10	G17



Preliminary Plans

1"=10' HORIZ.,
(FULL SIZE)

1"=20' HORIZ.,
(HALF SIZE)

STATE OF ALASKA
49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER

GRADING
ISLANDS

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5157 cowles reconstruct - south of airport\civil3d drawing files\3-production\GRADING_ISLANDS Detail-GRADING-G10 Thu, Dec/21/23 02:07pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G.11	G17

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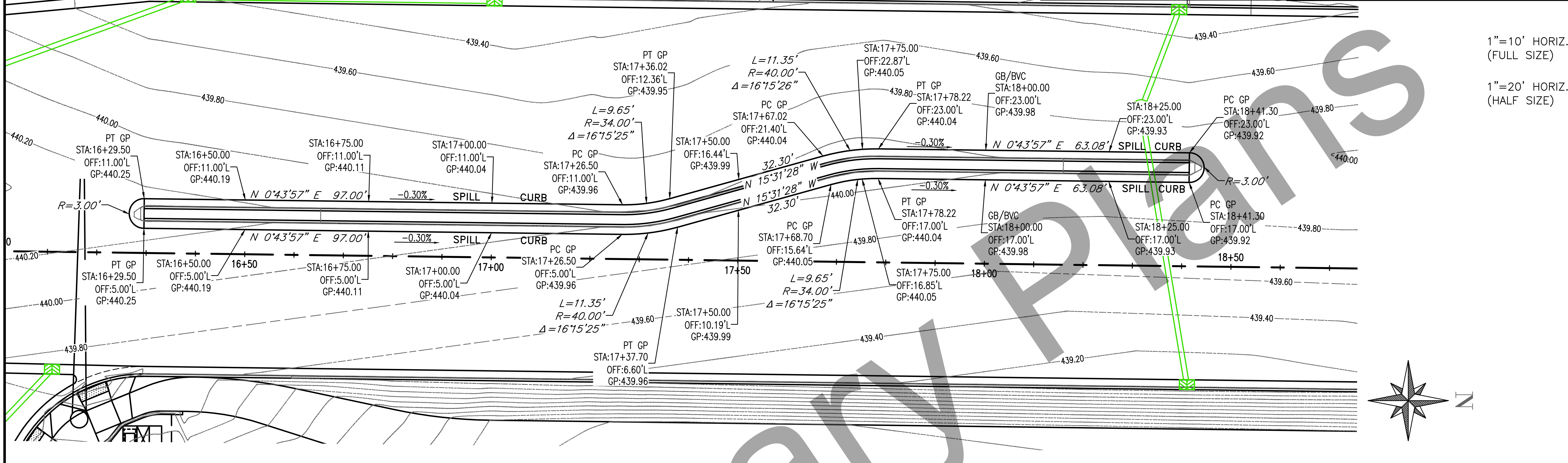
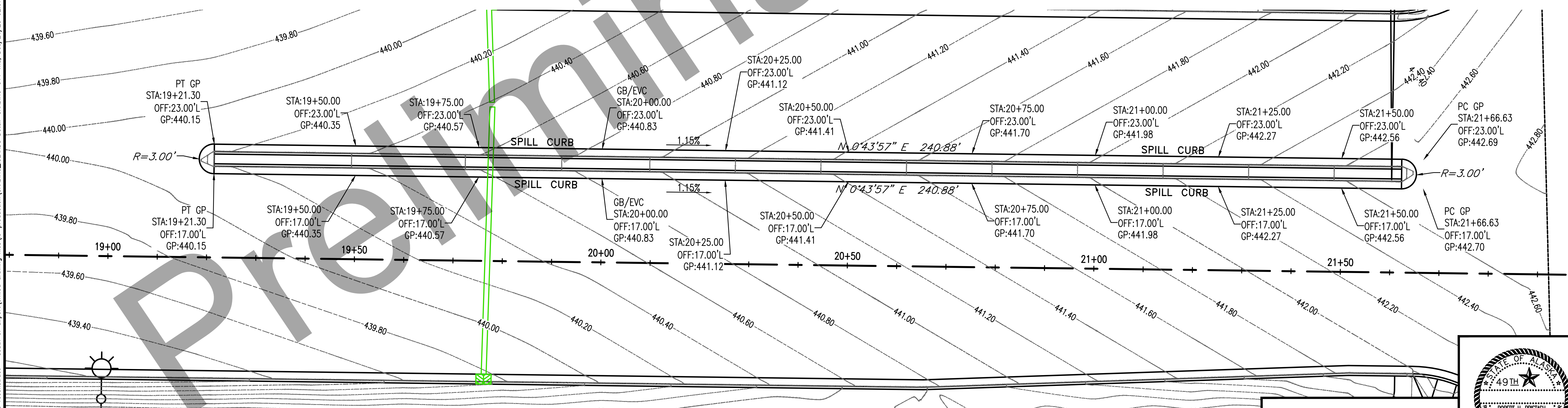
1"=20' HORIZ., (HALF SIZE)



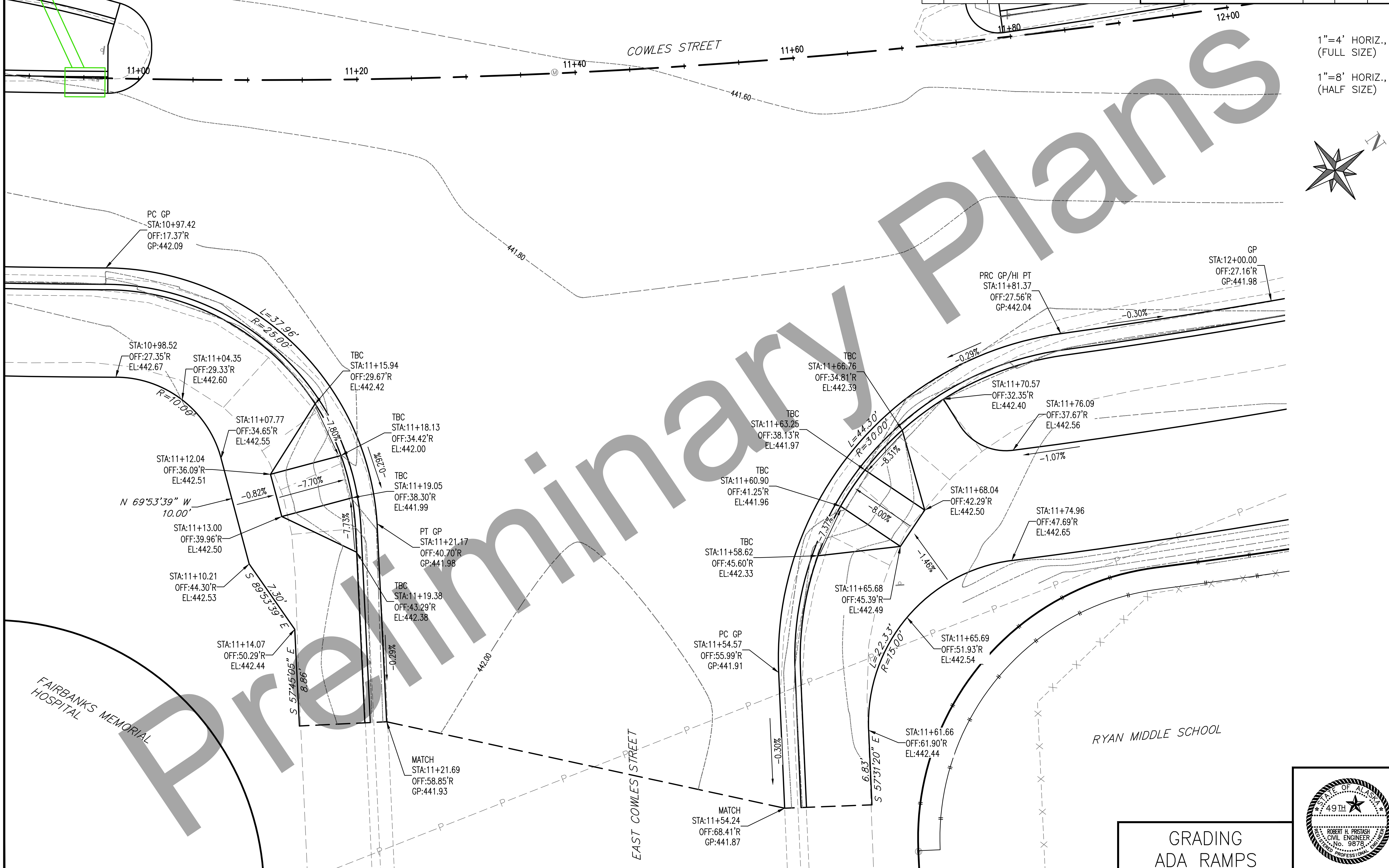


STATE OF ALASKA
49TH
ROBERT H. PRISTASH
CIVIL ENGINEER
No. 9878
REGISTERED PROFESSIONAL ENGINEER

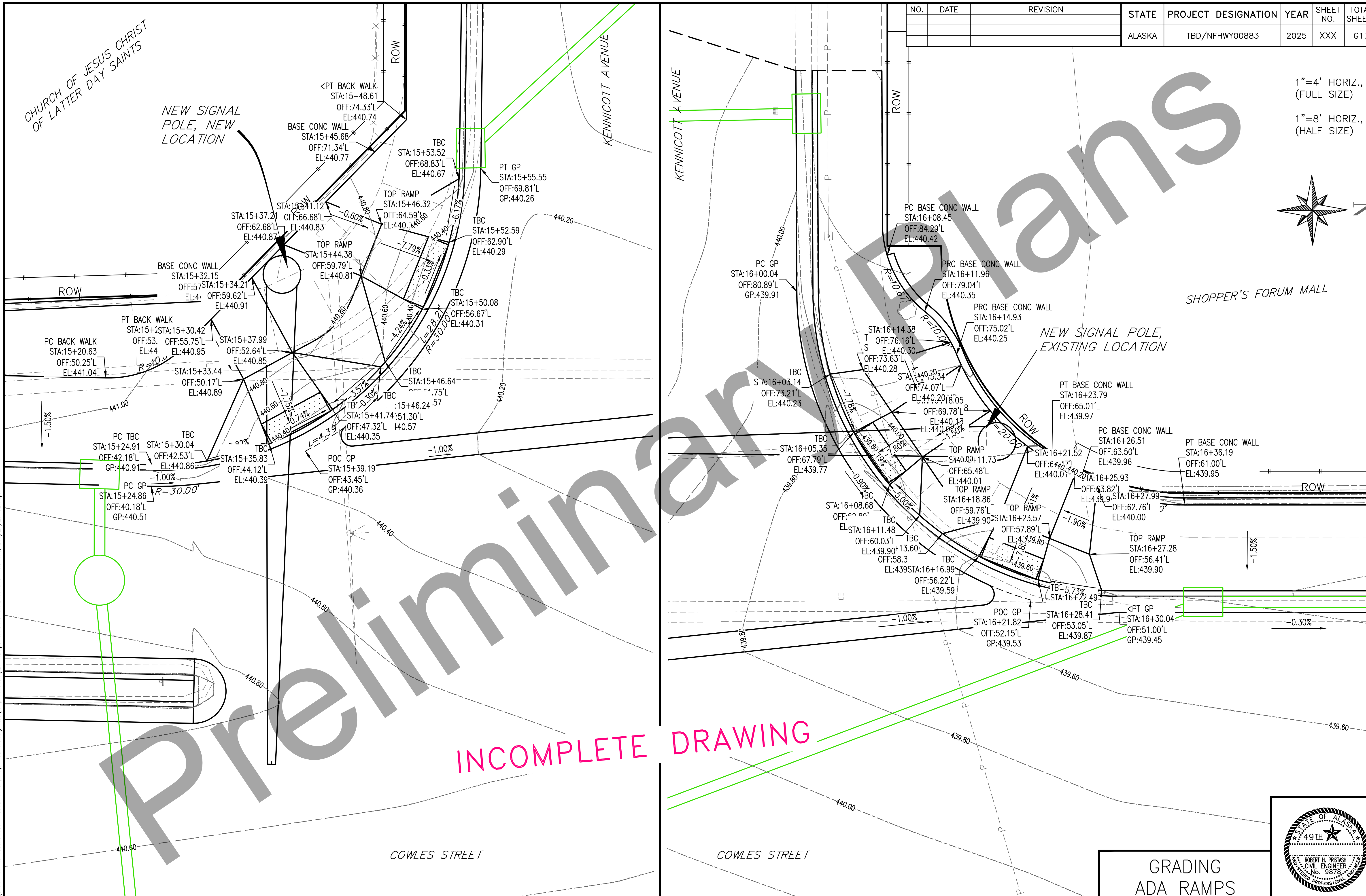
GRADING ISLANDS

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5157 cowles reconstruct - south of airport\civil3d drawing files\3-production\GRADING_ISLANDS Detail-GRADING-G11 Thu, Dec/21/23 02:07pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	G.12	G17



GRADING
ADA RAMPS



NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	XXX	G17

1"=4' HORIZ., (FULL SIZE)

1"=8' HORIZ., (HALF SIZE)

GRADING ADA RAMPS

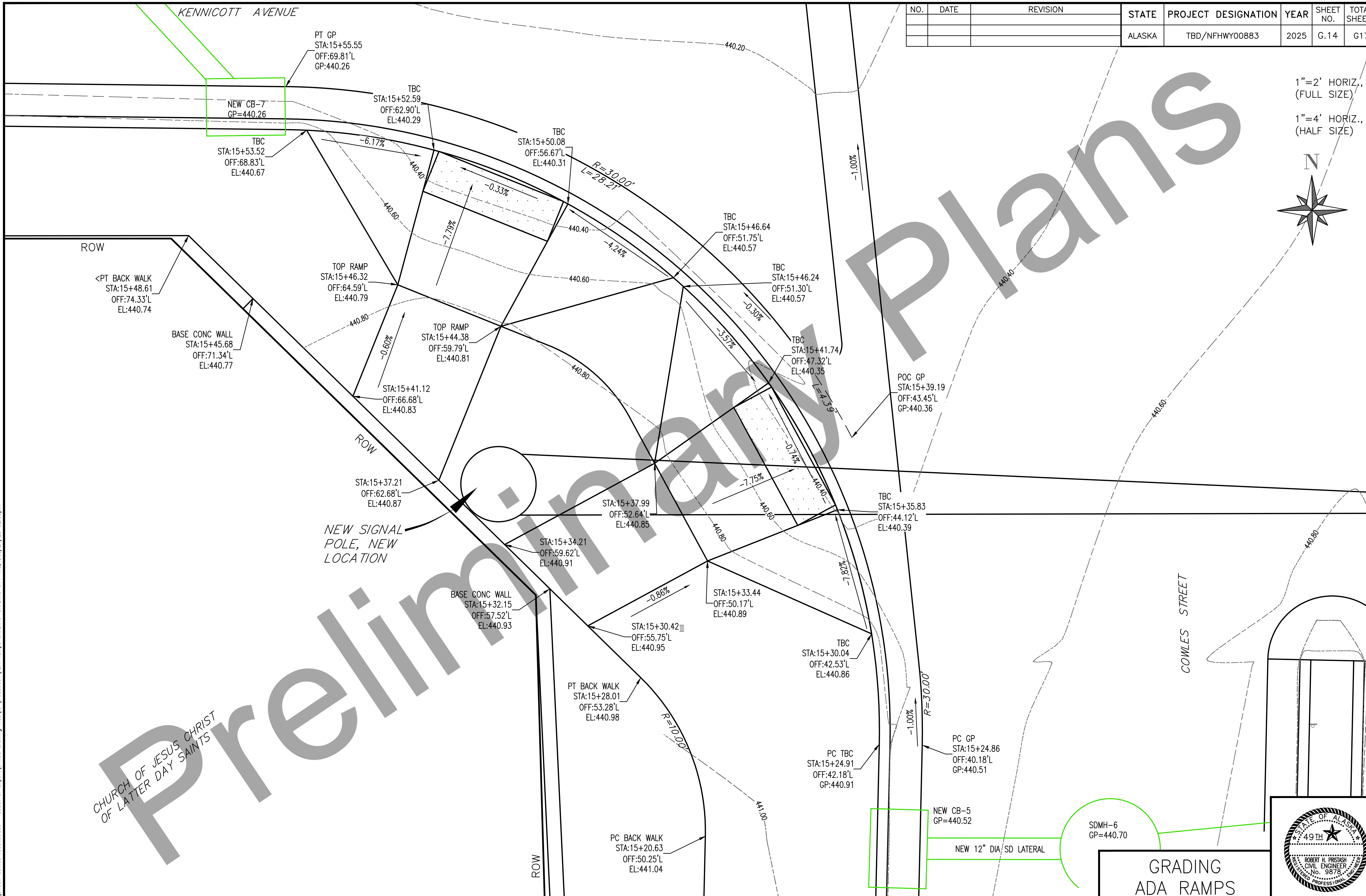
STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5157 cowles reconstruct - south of airport\civil3d drawing files\3-production\ADA Ramps GRADING-GRADING G13-VOID Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	G.14	G17

1"=2' HORIZ., (FULL SIZE)

1"=4' HORIZ., (HALF SIZE)

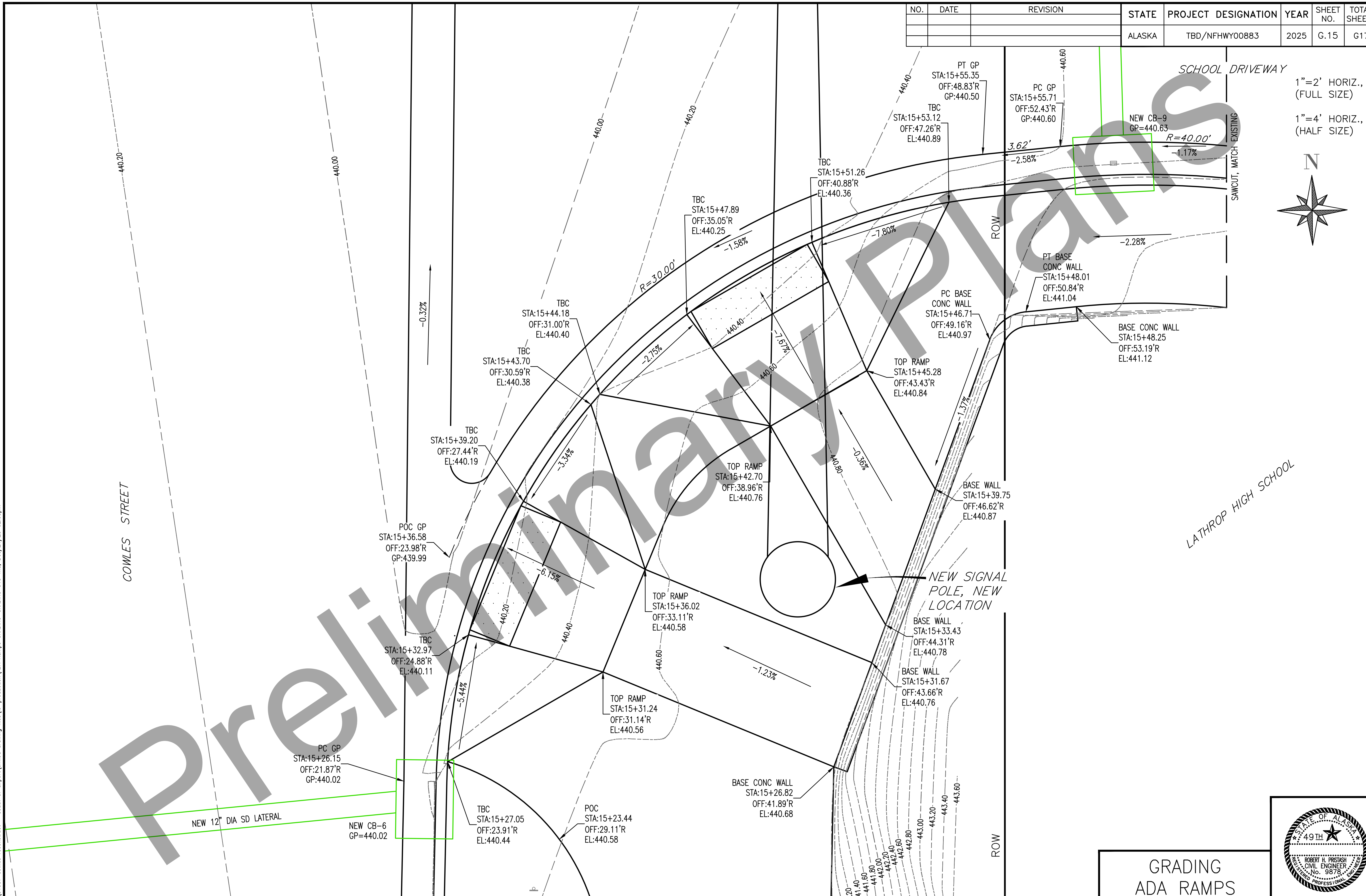


GRADING ADA RAMPS

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\ADA Ramps GRADING-GRADING G14 Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	G.15	G17

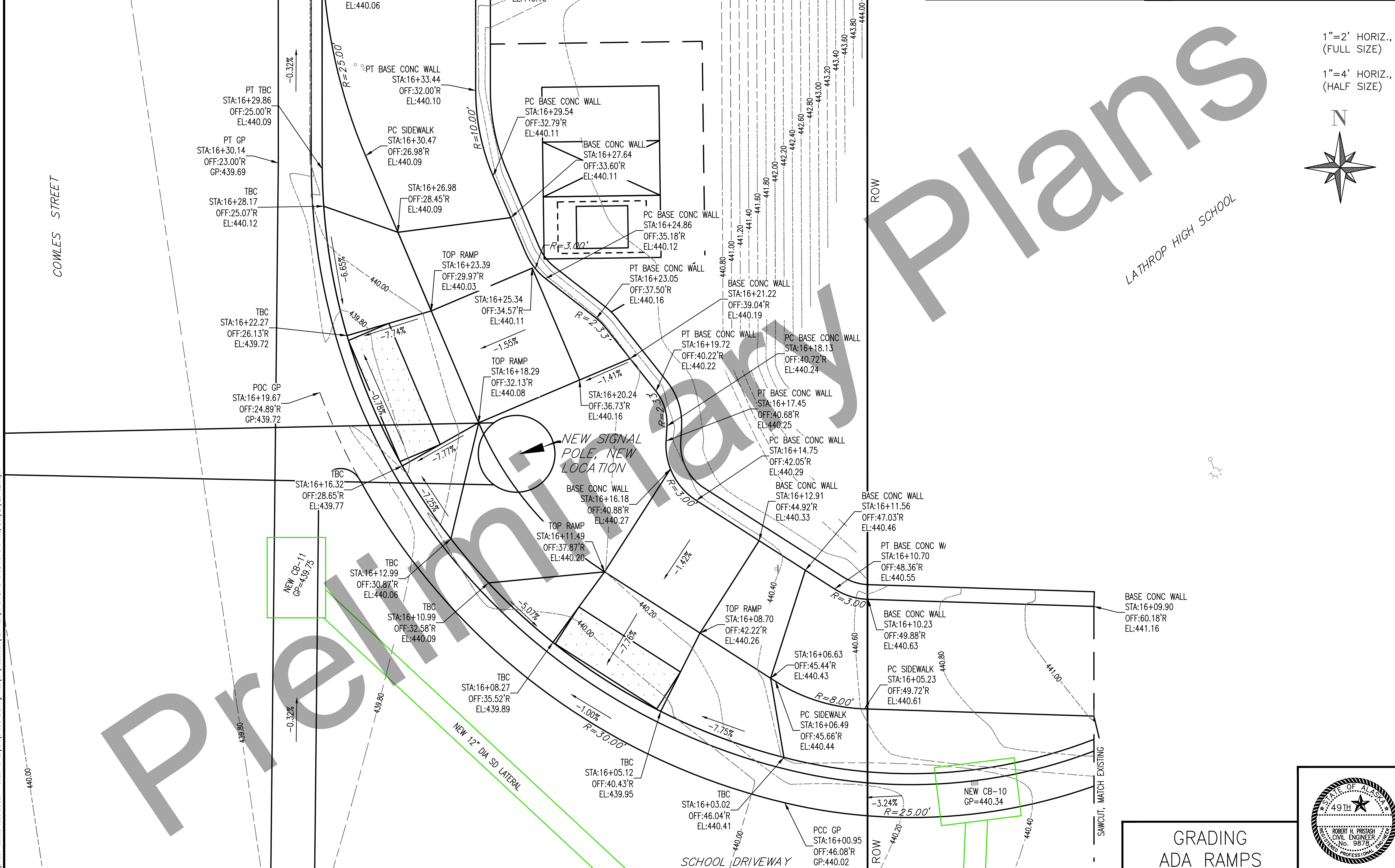


GRADING
ADA RAMPS

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5157 cowles reconstruct - south of airport\civil3d drawing files\3-production\ADA Ramps GRADING-GRADING G15 Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	G.16	G17



GRADING ADA RAMPS

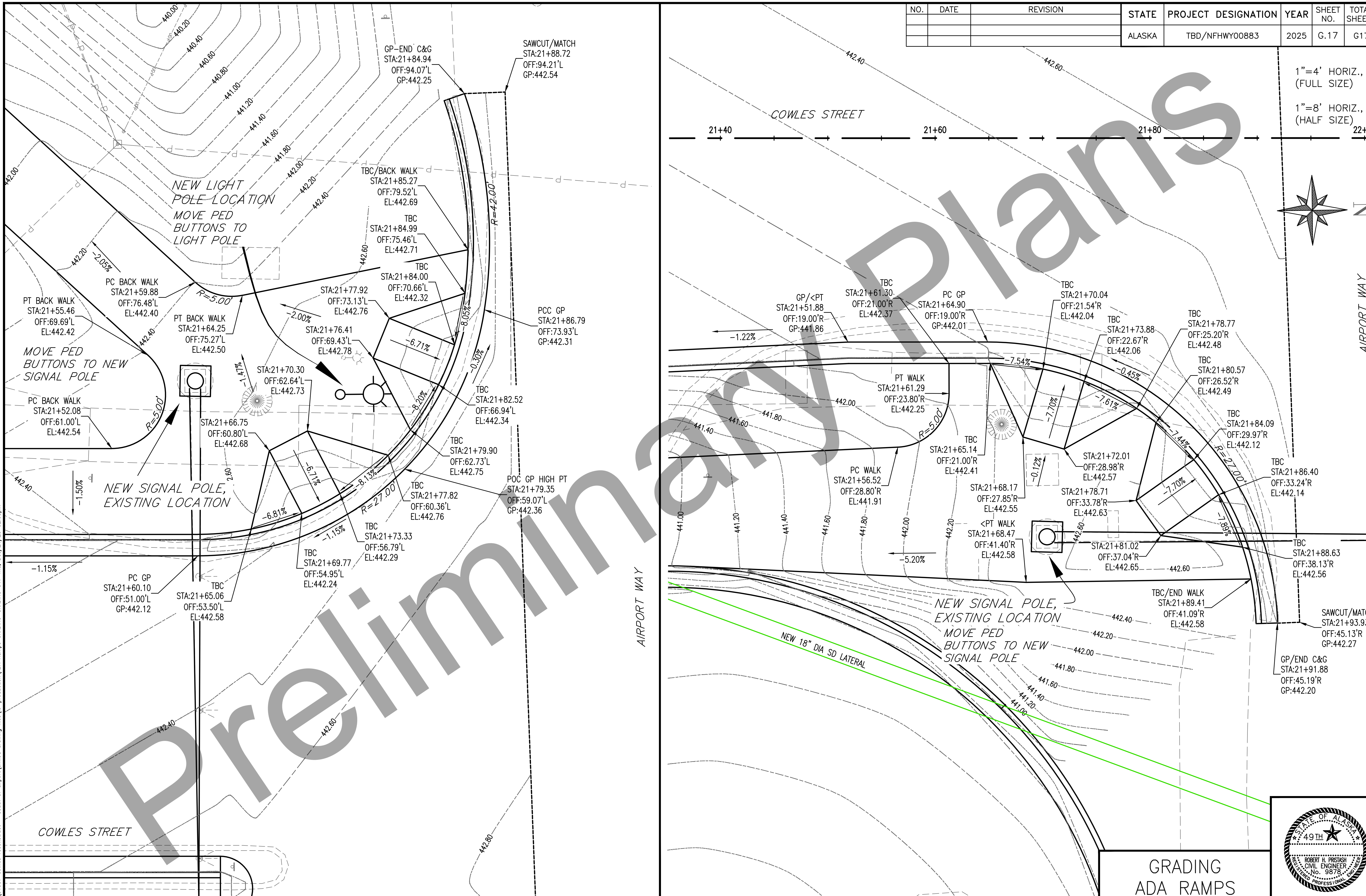
ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 — STATE OF ALASKA 49TH — REGISTERED PROFESSIONAL ENGINEER

Preliminary Plans

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5357 cowles reconstruct - south of airport\civil3d drawing files\3-production\ADA Ramps GRADING-GRADING G16 Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	G.17	G17

1"=4' HORIZ., (FULL SIZE)
1"=8' HORIZ., (HALF SIZE)



GRADING
ADA RAMPS

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\ADA Ramps GRADING-GRADING G17 Thu, Dec/21/23 02:08pm

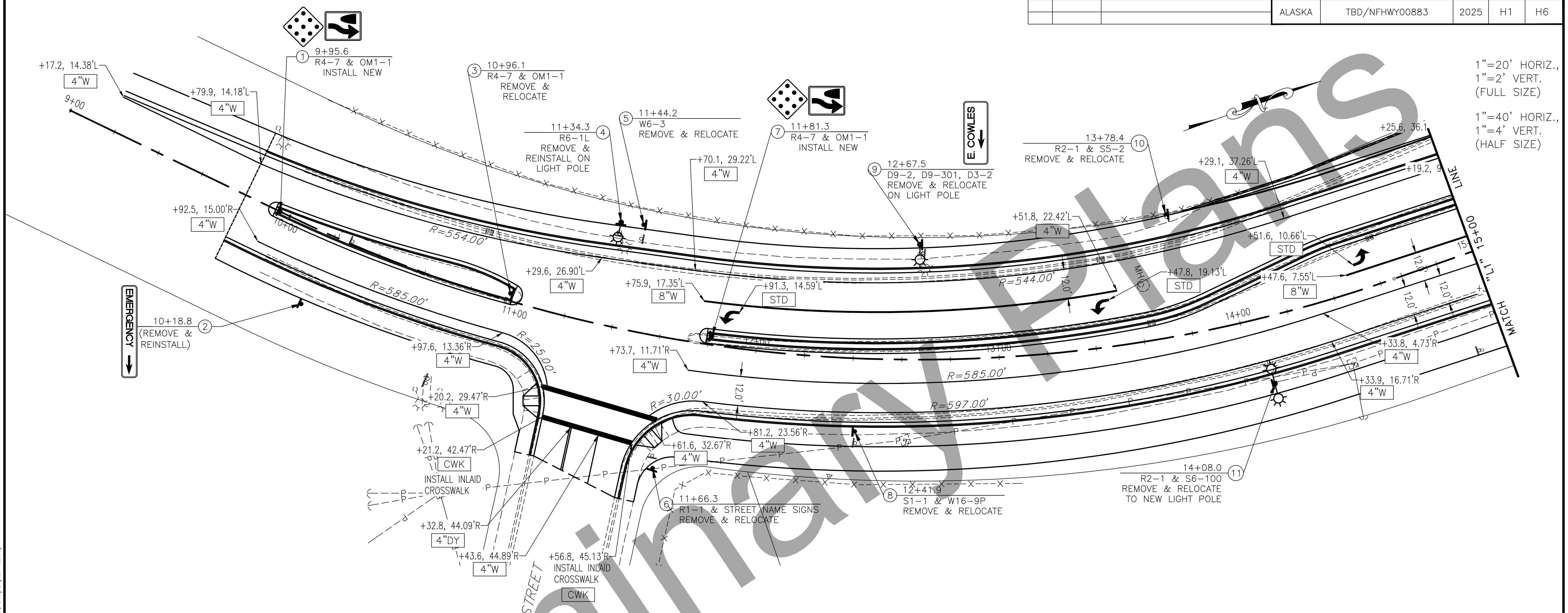
STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	H1	H6

1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)



TRAFFIC MARKING KEY

SYMBOLS	DESCRIPTION
4"W	4" WHITE LINE
8"W	8" WHITE LINE
STD	SEE STANDARD DRAWING
4"DY	4" DOUBLE YELLOW

NEW SIGN OR NEW SIGN LOCATION

SIGN & STRIPING

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

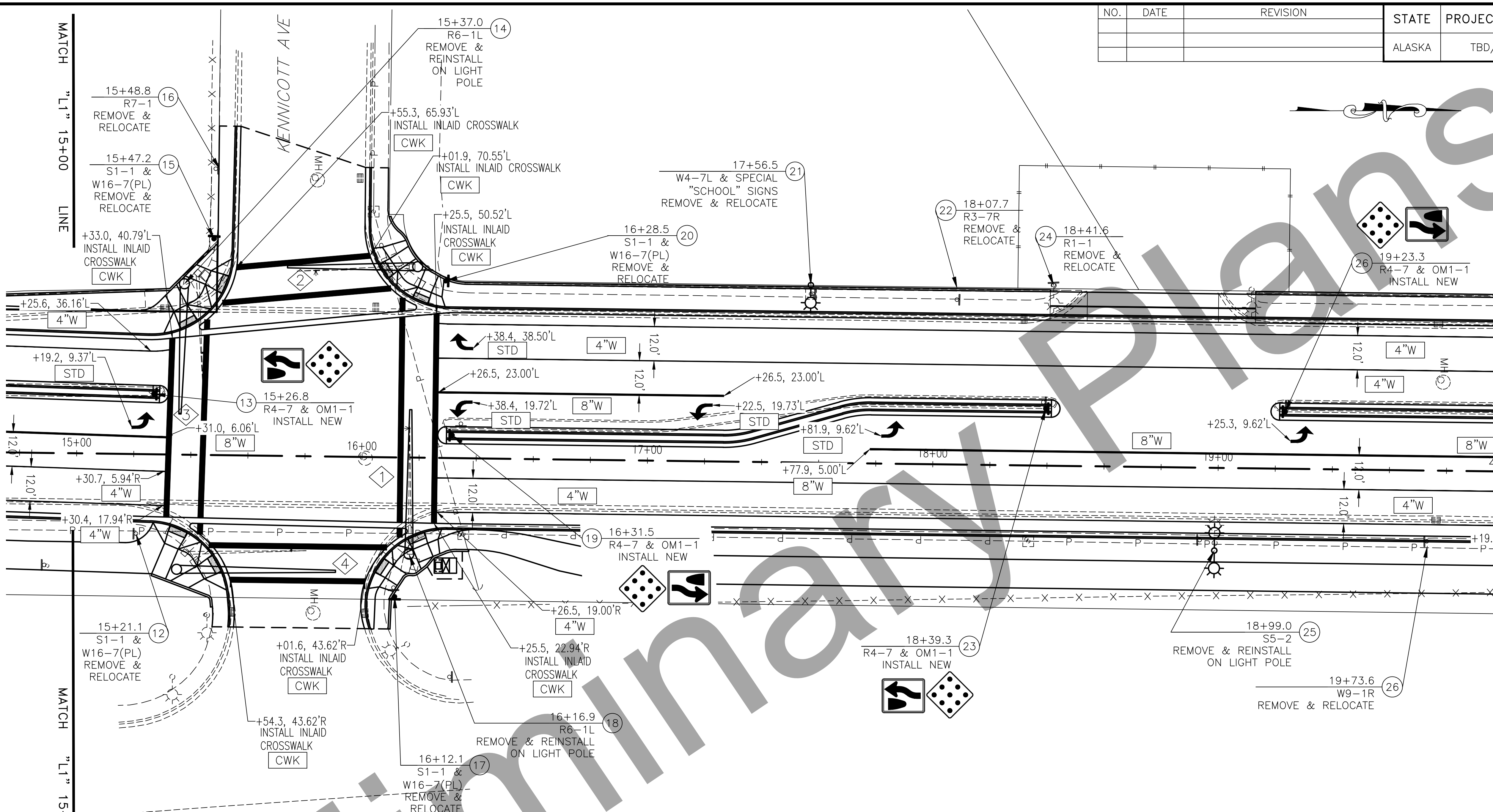
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\SIGN-STRIPING-H1 SIGN & STRIPING Thu, Dec/21/23 02:08pm

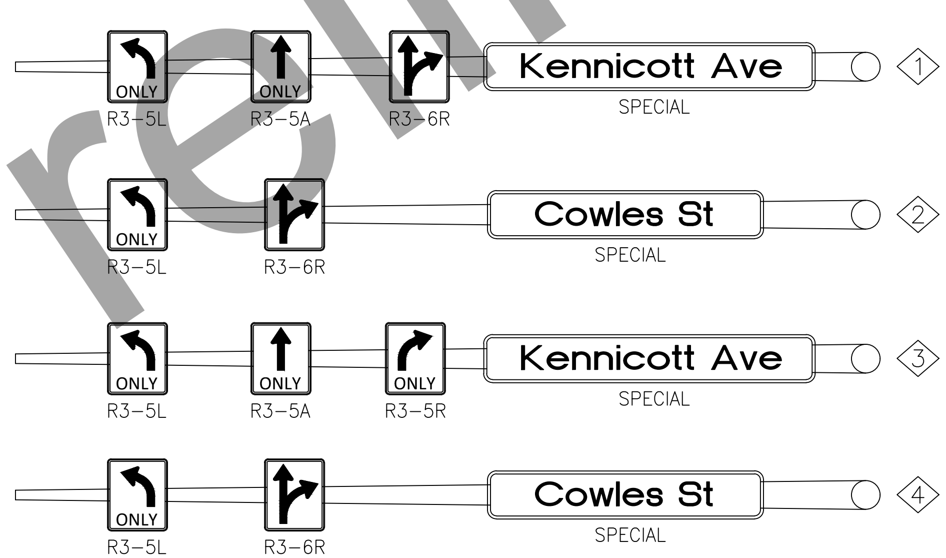
NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	H2	H6

1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)





SIGNAL CROSS-ARM SIGNAGE

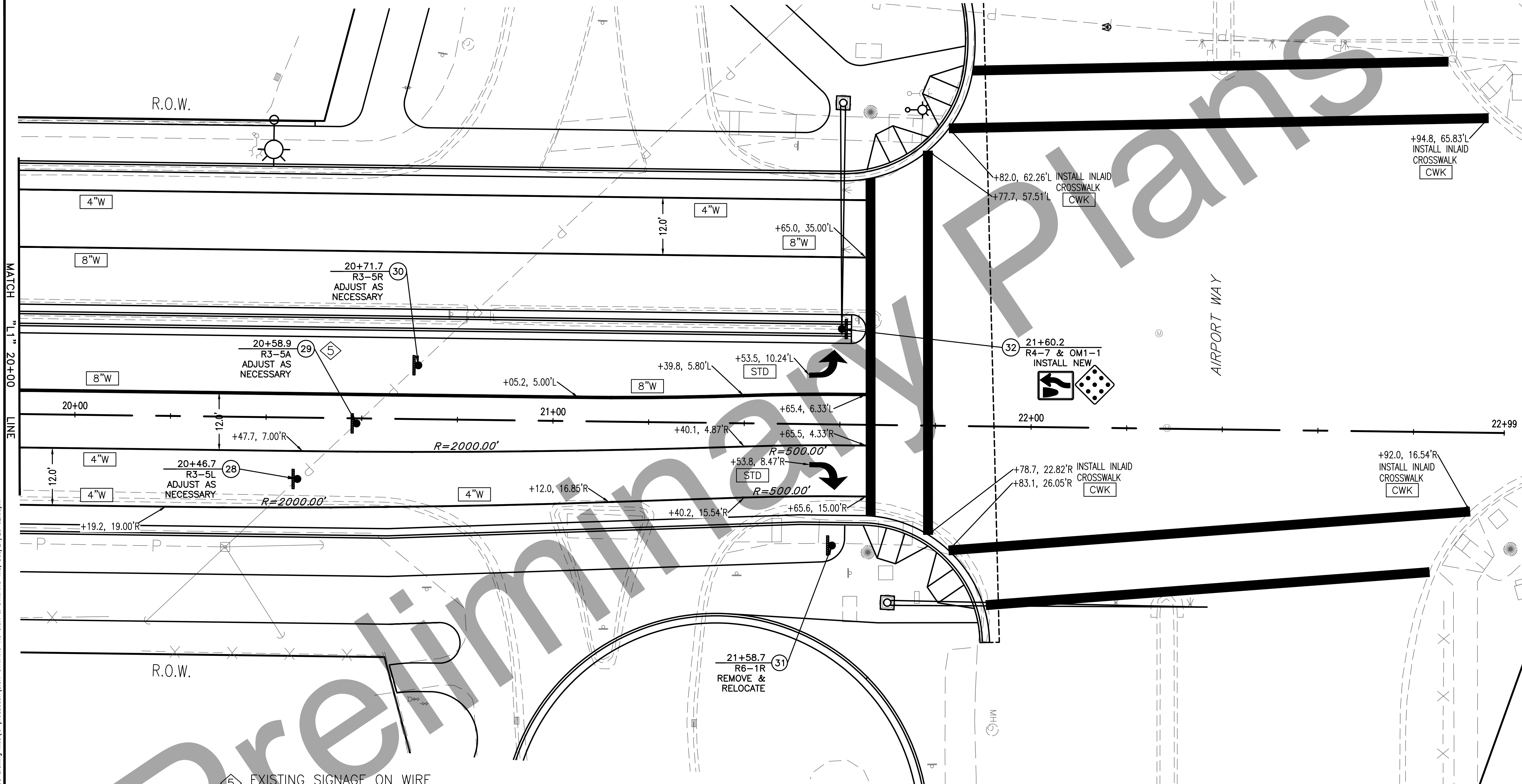
SHOWN FACING ON-COMING TRAFFIC

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

SIGN & STRIPING

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\SIGN-STRIPING-H2 SIGN & STRIPING Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	H3	H6



5 EXISTING SIGNAGE ON WIRE

SIGNS #27, #28 AND #29: ADJUST AS NECESSARY TO CENTER OVER RESPECTIVE LANES

1"=10' HORIZ., (FULL SIZE)

1"=20' HORIZ., (HALF SIZE)

SIGN & STRIPING

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

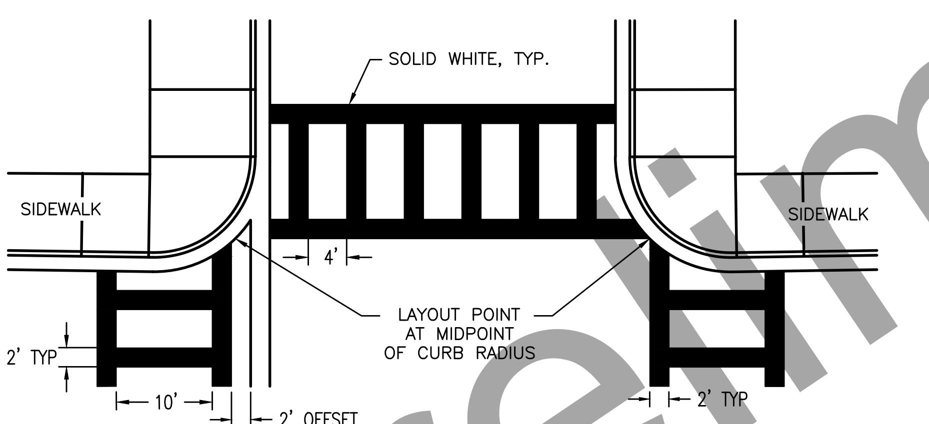
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\SIGN-STRIPING-H3 SIGN & STRIPING Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	H4	H6

1"=20' HORIZ., (FULL SIZE)

1"=40' HORIZ., (HALF SIZE)



(A) VALLEY GUTTER ON SIDE STREET

(B) WITHOUT VALLEY GUTTER

CROSSWALK STRIPING MARKING DETAIL

SCALE: N.T.S.

STRIPING NOTES:

1. ALL PAVEMENT MARKINGS ON NEW ASPHALT SHALL BE INLAID (250 MILS) METHYL METHACRYLATE LONGITUDINAL PAVEMENT MARKINGS AND SYMBOLS ON EXISTING ASPHALT THAT IS TO REMAIN SHALL BE SURFACE APPLIED PAINT CROSSWALK ON EXISTING ASPHALT THAT IS TO REMAIN SHALL BE SURFACE APPLIED METHYL METHACRYLATE.
2. DIMENSIONS REFER TO THE CENTER OF STRIPE, CENTER OF STRIPE GROUP, EDGE OF PAVEMENT, OR LIP OF CURB WHEN PRESENT.
3. TRANSITION NEW PAVEMENT MARKINGS TO MATCH EXISTING MARKINGS AT A 100:1 TAPER ON THE NEW ASPHALT.
4. MATCH STRIPING AT EDGE OF NEW PAVEMENT EXCEPT AS CALLED OUT IN THE PLANS.
5. FOR CLARITY, NOT ALL UTILITIES ARE SHOWN ON THESE SHEETS.
6. INSTALL DIRECTIONAL ARROWS IN ACCORDANCE WITH STANDARD DRAWINGS T-21.03 AND T-22.03 OR AS SHOWN ON THESE PLANS.

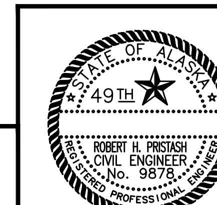
TRAFFIC MARKING KEY

SYMBOLS	DESCRIPTION
4"W	4" WHITE LINE
4"DY	4" DOUBLE YELLOW LINE
8"W	8" WHITE LINE
24"W	WHITE LINE
STD	SEE STANDARD DRAWING

NEW SIGN (SINGLE POST)

EXISTING SIGN TO BE REMOVED

SIGN & STRIPING



PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740

P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\SIGN-STRIPING-H4 SIGN & STRIPING Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	H5	H6

SIGNING SUMMARY

LOC NO.	STA	LOCATION LT.	LOCATION RT.	ASDS CODE	LEGEND	SIZE H x V (INCHES)	BRACING/FRAMING BRACED	BRACING/FRAMING FRAMED	AREA (SQ. FT)	MTG HGT. (FT)	DIR.	POSTS TYPE	POSTS SIZE	POSTS NO.	REMARKS
1	9+95.6	0.01		R4-7	KEEP RIGHT (SYMBOL)	24X30			5.00	7	S	PST	2.5	1	CONCRETE FOUNDATION
				OM1-1	OBJECT MARKER	18X18			3.00	4					
2	10+18.8		30.74		EMERGENCY (RIGHT ARROW)						S				REMOVE & REINSTALL SOIL EMBEDMENT
3	10+30	3.11		R4-7	KEEP RIGHT (SYMBOL)						N				REMOVE & RELOCATE CONCRETE FOUNDATION
				OM1-1	OBJECT MARKER										
4	11+34.3	42.75		R6-1L	ONE WAY (LEFT ARROW)						E				REMOVE & REINSTALL LIGHT POLE
5	11+44.2	43.77		W6-3	TWO-WAY TRAFFIC						N				REMOVE & REINSTALL SOIL EMBEDMENT
6	11+66.3		53.78		1600 E Cowles St						N				REMOVE & REINSTALL CONCRETE FOUNDATION
					E Cowles St 1600						S				
					1500 W Cowles St 1600						W				
					1600 W Cowles St 1500						E				
				R1-1	STOP SIGN						E				
7	11+81.3	3.48		R4-7	KEEP RIGHT (SYMBOL)	24X30			5.00	7	S	PST	2.5	1	REMOVE & REINSTALL CONCRETE FOUNDATION
				OM1-1	OBJECT MARKER	18X18			3.00	4					
8	12+41.9		30.04	S1-1	SCHOOL						S				REMOVE & REINSTALL SOIL EMBEDMENT
				W16-9P	HEAD										
9	12+67.5	47.25		D9-2							N				REMOVE & REINSTALL LIGHT POLE
				D9-301											
				D3-2	ONE WAY (RIGHT ARROW)										
10	13+78.4	50.00		R2-1	SPEED LIMIT						N				REMOVE & REINSTALL SIDEWALK MOUNT
				S5-2	END SCHOOL ZONE										

SIGNING SUMMARY

LOC NO.	STA	LOCATION LT.	LOCATION RT.	ASDS CODE	LEGEND	SIZE H x V (INCHES)	BRACING/FRAMING BRACED	BRACING/FRAMING FRAME D	AREA (SQ. FT)	MTG HGT. (FT)	DIR.	POSTS TYPE	POSTS SIZE	POSTS NO.	REMARKS
11	14+08.0		27.50	R2-1	SPEED LIMIT						S				REMOVE & REINSTALL SOIL EMBEDMENT
				S6-100	DRUG FREE SCHOOL ZONE										
12	15+21.1		27.96	S1-1	SCHOOL						S				REMOVE & REINSTALL SOIL EMBEDMENT
				W16-7P	DIAGONAL ARROW										
13	15+26.8	21.12		R4-7	KEEP RIGHT (SYMBOL)	24X30			5.00	7	S	PST	2.5	1	CONCRETE FOUNDATION
				OM1-1	OBJECT MARKER	18X18			3.00						
14	15+37.0	59.91		R6-1L	ONE WAY (LEFT ARROW)						N				REMOVE & REINSTALL SOIL EMBEDMENT
15	15+47.2	75.79		S1-1	KEEP RIGHT (SYMBOL)						W				REMOVE & REINSTALL SIDEWALK MOUNT
				W16-7P	OBJECT MARKER										
16	15+48.8	100.32		R7-1	NO PARKING ANYTIME						N				REMOVE & REINSTALL SOIL EMBEDMENT
17	16+12.1	48.84		S1-1	KEEP LEFT (SYMBOL)						E				REMOVE & REINSTALL SIDEWALK MOUNT
				W16-7P	OBJECT MARKER										
18	16+16.9		33.8 7	R6-1L	ONE WAY (LEFT ARROW)						W				REMOVE & REINSTALL LIGHT POLE
19	16+31.5	8.00		R4-7	KEEP RIGHT (SYMBOL)	24X30			5.00	7	E	PST	2.5	1	CONCRETE FOUNDATION
				OM1-1	OBJECT MARKER	18X18			3.00	4					
20	16+28.5	62.10		S1-1	KEEP LEFT (SYMBOL)						N				REMOVE & REINSTALL SIDEWALK MOUNT
				W16-7P	OBJECT MARKER										
21	17+56.5	62.25		W4-7L	KEEP LEFT (SYMBOL)						N				REMOVE & REINSTALL LIGHT POLE
				D3-201	RYAN JR. H.S./LATHROP H.S.										
22	18+07.7	100.32		R3-7R	RIGHT LANE MUST TURN RIGHT						N				REMOVE & REINSTALL SIDEWALK MOUNT
23	18+39.3	20.00		R4-7	KEEP RIGHT (SYMBOL)	24X30			5.00	7	E	PST	2.5	1	CONCRETE FOUNDATION
				OM1-1	OBJECT MARKER	18X18			3.00	4					
24	18+41.6	63.21		R1-1	STOP						W				REMOVE & REINSTALL LIGHT POLE
25	18+99.0	29.00		S5-2	END SCHOOL ZONE						S				REMOVE & REINSTALL LIGHT POLE
26	19+23.3	20.00		R4-7	KEEP RIGHT (SYMBOL)	24X30			5.00	7	S	PST	2.5	1	CONCRETE FOUNDATION
				OM1-1	OBJECT MARKER	18X18			3.00	4					

SIGN & STRIPING

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\SIGN-STRIPING-H5 SIGN TABLE Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	H6	H6

SIGNING SUMMARY

LOC NO.	STA	LOCATION LT.	LOCATION RT.	ASDS CODE	LEGEND	SIZE H x V (INCHES)	BRACING/FRAMING BRACED	BRACING/FRAMING FRAMED	AREA (SQ. FT)	MTG HGT. (FT)	DIR.	POSTS TYPE	POSTS SIZE	POSTS NO.	REMARKS
27	19+73.6	26.51		W9-1R	RIGHT LANE ENDS						S				REMOVE & REINSTALL SOIL ENBEDMENT
28	20+46.7		12.85	R3-5R	MANDATORY MOVEMENT LANE CONTROL (RIGHT)						S				ADJUST AS NESSEARY
29	20+58.9		27.96	R3-5A	MANDATORY MOVEMENT LANE CONTROL (AHEAD)						S				ADJUST AS NESSEARY
30	2+71.7	11.26		R3-5R	MANDATORY MOVEMENT LANE CONTROL (LEFT)						S				ADJUST AS NESSEARY
31	21+58.7		25.35	R6-1R	ONE WAY (RIGHT ARROW)						S				REMOVE & REINSTALL CONCRETE FOUNDATION
32	21+60.2	20.00		R4-7	KEEP RIGHT (SYMBOL)	24X30			5.00	7	N	PST	2.5	1	CONCRETE FOUNATON
				OM1-1	OBJECT MARKER	18X18			3.00	4					

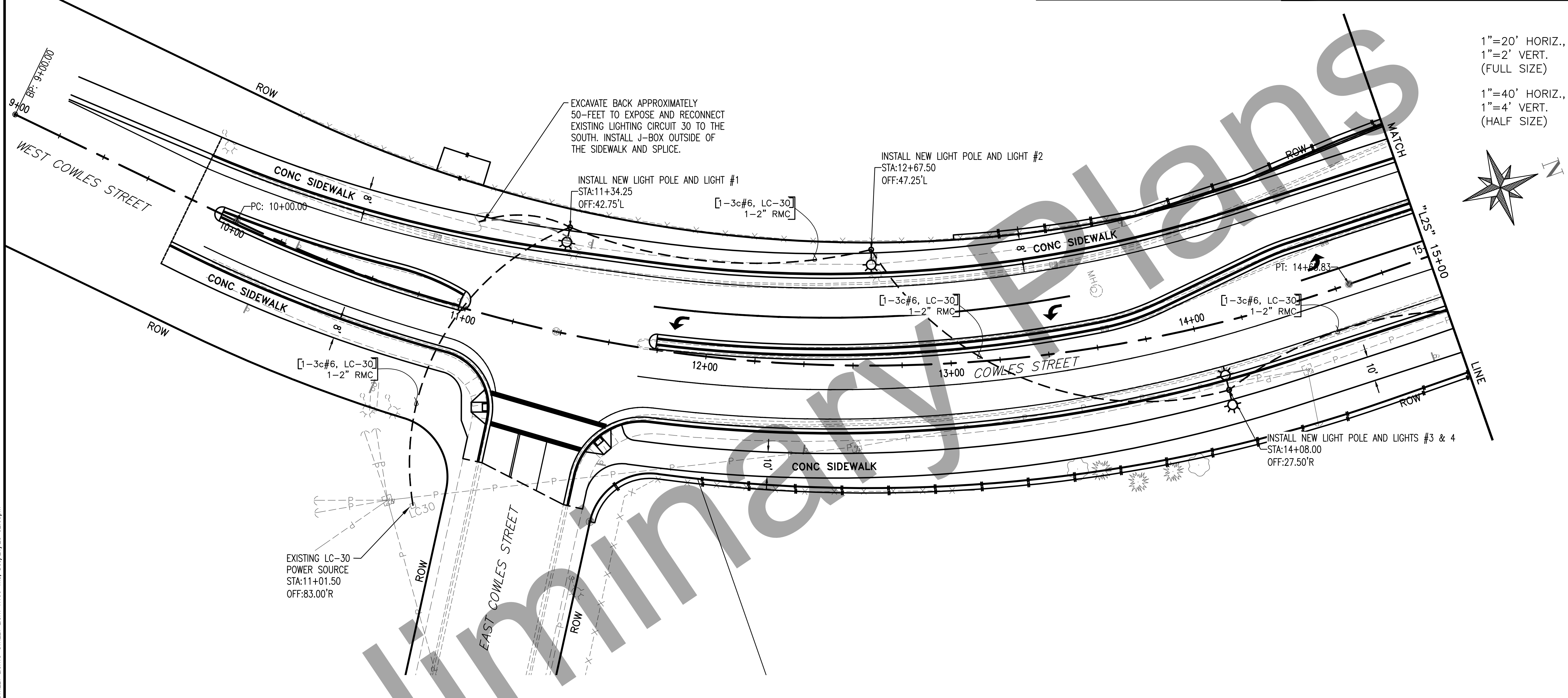
SIGN & STRIPING

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\SIGN-STRIPING-H6 SIGN TABLE Thu, Dec/21/23 02:08pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	H100	H103



LIGHT SUMMARY

LIGHT NO.	STATION	LOCATION LT.	LOCATION RT.	LOAD CENTER(LC)	CIRCUIT	LUMINAIRE ARM LENGTH(S)	MOUNTING HEIGHT	REMARKS
1	11+34.25	42.75		30	30	10'-4"	30'	TAPERED STEEL POLE
2	12+67.50	47.25		30	30	10'-4"	30'	TAPERED STEEL POLE
3 & 4	14+08.00		27.50	30	30	12'-4" STREET SIDE, 10'-4" SIDEWALK SIDE	30'	TAPERED STEEL POLE
5			RT.	30	30	XX'-X"	SEE SIGNAL PLANS	STEEL SIGNAL POLE
6		LT.		30	30	XX'-X"	SEE SIGNAL PLANS	STEEL SIGNAL POLE
7			RT.	30	30	XX'-X"	SEE SIGNAL PLANS	STEEL SIGNAL POLE
8		LT.		30	30	XX'-X"	SEE SIGNAL PLANS	STEEL SIGNAL POLE
9	17+56.50	62.25		30	30	10'-4"	30'	TAPERED STEEL POLE
10 & 11	18+99.00		29.00	30	30	12'-4" STREET SIDE, 10'-4" SIDEWALK SIDE	30'	TAPERED STEEL POLE
12	20+40.90	62.25		30	30	10'-4"	30'	TAPERED STEEL POLE

CORDINATE MAST ARM LENGTH ON SIGNAL POLES

660.0003.0000 HIGHWAY LIGHTING SYSTEM COMPLETE, LUMP SUM

DESCRIPTION	QUANTITY
STREET LIGHT POLE & FOUNDATION	6 EACH
MAST ARM & LUMINAIRE	12 EACH
TYPE IA JUNCTION BOX	7 EACH
RMC CONDUIT - 2"	1,450 LF
HIGHWAY BRANCH CIRCUIT AND GROUND: (3c#6)	1,450 LF
RECONNECT EXISTING LIGHTING CIRCUIT 30	1 EACH

STREET LIGHTS

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

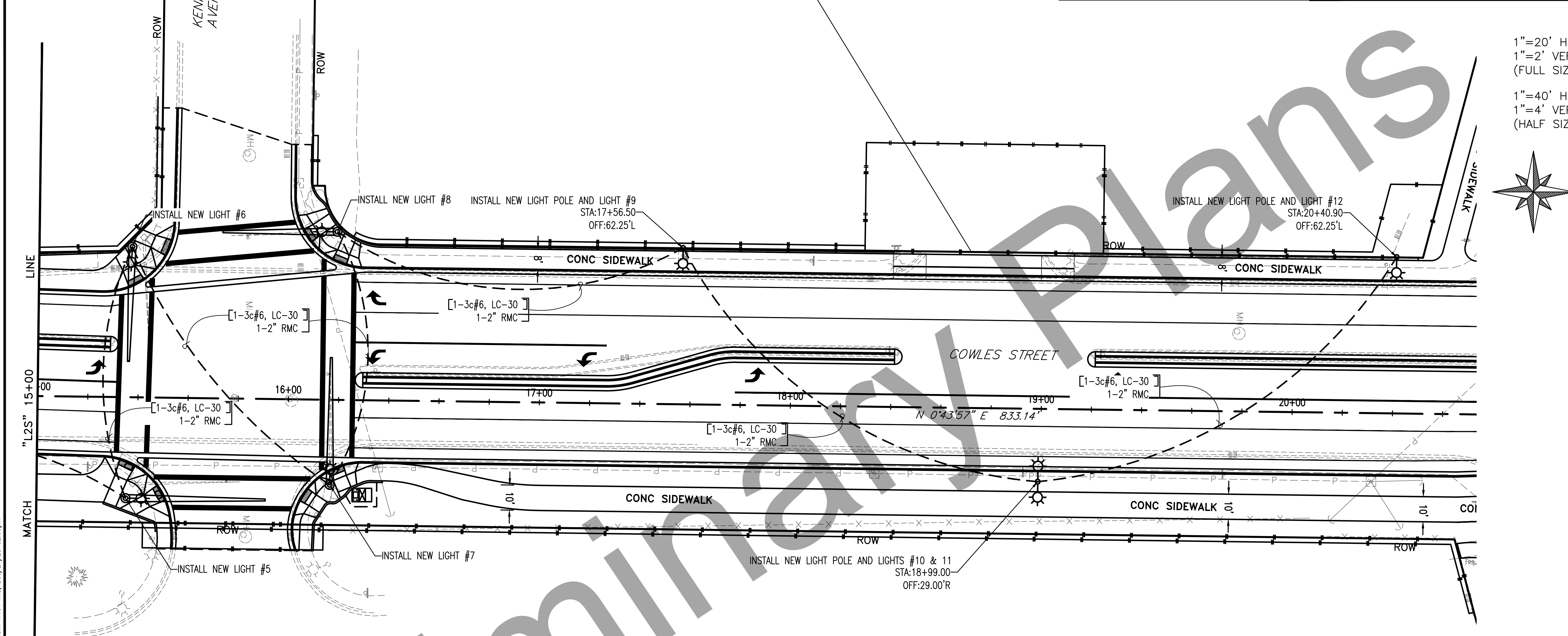
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\5357 cowles reconstruct - south of airport\civil3d drawing files\3-production\Plan_STREET LIGHTS-STREET LIGHT H100 Thu, Dec/21/23 02:09pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	H101	H103

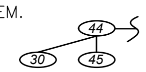
1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)



ILLUMINATION NOTES:

1. STREET LIGHT CIRCUIT POWER SOURCE IS LC–30, LOCATED AT THE INTERSECTION OF EAST AND WEST COWLES ST. LC–30 IS PART OF A CASCADING SYSTEM DOWN STREAM FROM LC–44 AND DEAD ENDS. MAINTAIN CASCADING SYSTEM.



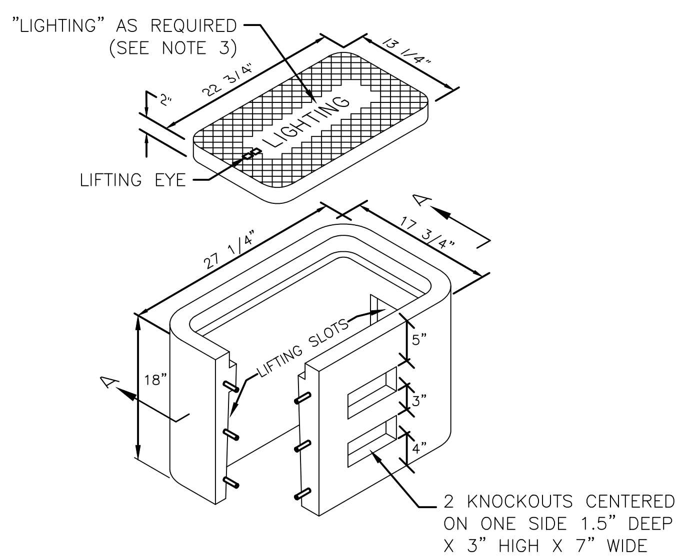
2. STATION OFFSET SHOWN IS TO THE CENTER OF LIGHT POLE FOUNDATION. STREET LIGHT POLE LOCATIONS ARE APPROXIMATE. STAKE LOCATIONS AND GET FINAL LOCATION APPROVAL IN WRITING FROM THE PROJECT ENGINEER.
3. JUNCTION BOXES ARE NOT SHOWN. INSTALL ONE JUNCTION BOX PER STREET LIGHT. INSTALL OUTSIDE OF SIDEWALK WHEN APPLICABLE. INSTALL TO THE SIDE OF THE STREET LIGHT FOUNDATION AS MUCH AS PRACTICABLE IN OTHER CASES.
4. OLD STREET LIGHT, LIGHTS, MAST ARMS, J–BOX LIDS TO BE SALVAGED AND DELIVERED TO THE CITY OF FAIRBANKS PUBLIC WORKS DEPARTMENT LOCATED AT 2121 PEGER ROAD.
5. COORDINATE CONDUIT RUNS WITH OTHER PROPOSED IMPROVEMENTS TO AVOID CONFLICTS. OTHER PROPOSED IMPROVEMENTS TAKE PRIORITY.
6. DEMO'ED STREET LIGHT POLES FOUNDATIONS AND J–BOXES TO BE REMOVED IN THEIR ENTIRETY.
7. SEE STANDARD DRAWINGS L–03.11 AND L–30.11 FOR TAPERED STEEL POLE AND FOUNDATION DETAILS.
8. LUMINAIRES: BASIS OF DESIGN IS AMERICAN LIGHTING AUTOBAHN: ATB2P903MVOLTR3P7SH. USE THIS MODEL LUMINAIRE OR APPROVED EQUAL. ORIENTATE LOCATION OF LUMINAIRES AS SHOWN ON THE PLAN SHEETS AND GET FINAL LOCATION APPROVAL IN WRITING FROM THE PROJECT ENGINEER.

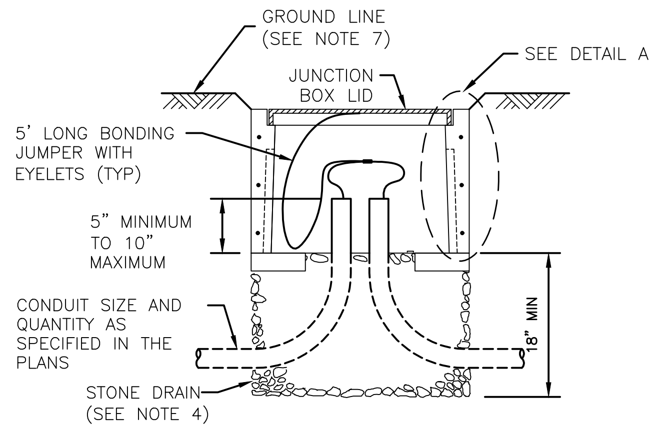
STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

STREET LIGHTS

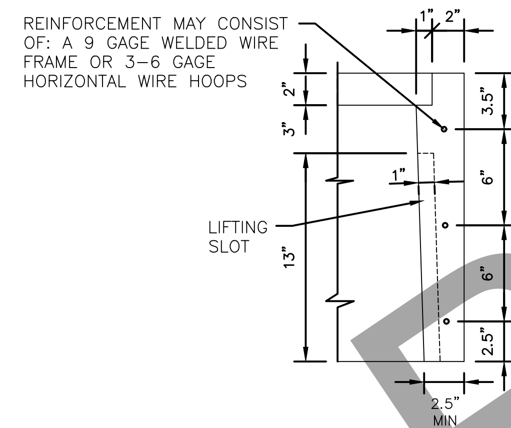
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459–6740
P:\5357 cowles reconstruct – south of airport\civil3d drawing files\3-production\Plan_STREET LIGHTS-STREET LIGHT H101 Thu, Dec/21/23 02:09pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	H102	H103





SECTION A–A



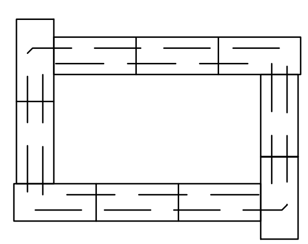
DETAIL A

JUNCTION BOX NOTES:

1. AVOID INSTALLING TYPE IA JUNCTION BOXES IN DRIVEWAYS OR IN LOCATIONS SUBJECT TO USE BY HEAVY TRUCKS. INSTALL JUNCTION BOXES ONLY AT THE LATERAL LOCATIONS ALLOWED IN SUBSECTION 660–3.04.
2. CONSTRUCT JUNCTION BOXES ACCORDING TO SECTION 501 USING CLASS A CONCRETE. REINFORCE TYPE IA JUNCTION BOXES AS SHOWN. SYNTHETIC STRUCTURAL FIBER–REINFORCED CONCRETE THAT MEETS ASTM C 1116 AND CONTAINS FIBER IN PROPORTIONS AS RECOMMENDED BY THE FIBER MANUFACTURER MAY BE ADDED FOR STRENGTH.
3. FOR JUNCTION BOXES THAT CONTAIN ILLUMINATION CONDUCTORS EXCLUSIVELY, FURNISH LIDS WITH THE WORD LIGHTING INSCRIBED INTO THEM. FOR OTHER JUNCTION BOXES, FURNISH LIDS WITH THE WORD TRAFFIC INSCRIBED INTO THEM.
4. UNDER JUNCTION BOXES, INSTALL STONE DRAINS THAT CONSIST OF POROUS BACKFILL MATERIAL CONFORMING TO SUBSECTION 703–2.10.
5. SET THE TOPS OF JUNCTION BOXES WITH THE FOLLOWING DIMENSIONS BELOW THE FINISHED SURROUNDING SURFACE:
   - 3/8" IN PAVED MEDIANS AND ADJACENT TO PEDESTRIAN FACILITIES
   - 3/16" IN PEDESTRIAN FACILITIES
   - 2" IN ALL OTHER AREAS
6. BOND JUNCTION BOX LIDS TO THE SYSTEM OF EQUIPMENT GROUNDING CONDUCTORS ACCORDING TO SUBSECTION 660–3.06. ATTACH BONDING JUMPERS TO THE JUNCTION BOX LIDS WITH STAINLESS STEEL HARDWARE.
7. INSTALL A 1/2" THICK PREFORMED BITUMINOUS JOINT MATERIAL AROUND JUNCTION BOXES INSTALLED IN PORTLAND CEMENT CONCRETE WALKWAYS.
8. PROVIDE CONDUIT GROUNDING BUSHINGS AND BOND TO 3/4"X10' COPPER CLAD GROUND ROD WITH #8 BARE COPPER BONDING WIRE (AS REQUIRED).

(A) TYPE IA JUNCTION BOX

NOT TO SCALE



(B) BRICK BASE TYPE IA

NOT TO SCALE

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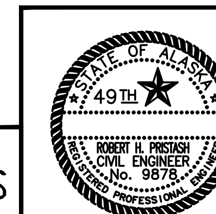
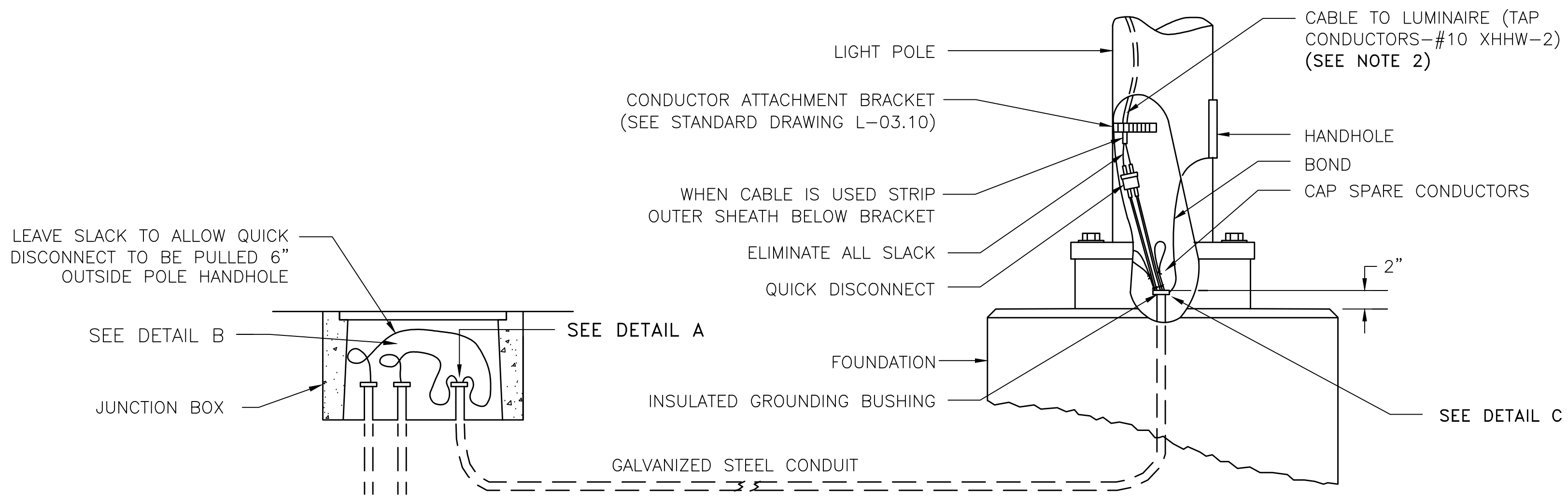
P:\51357 cowles reconstruct – south of airport\civil3d drawing files\3-production\Junction Box Detail-H102 Thu, Dec/21/23 02:09pm

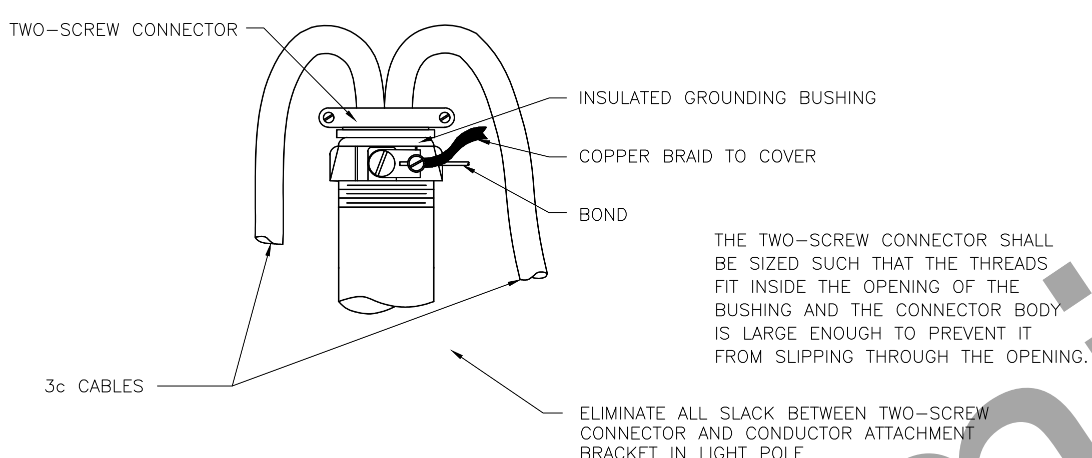
JUNCTION BOX DETAILS



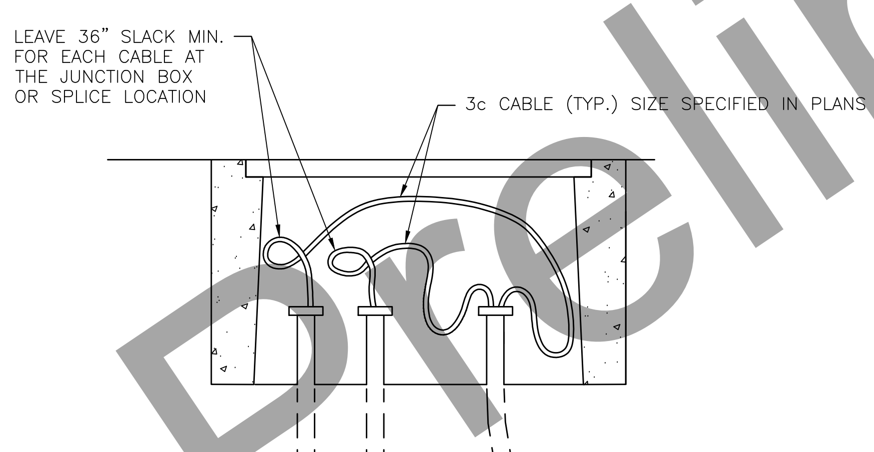
NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	H103	H103

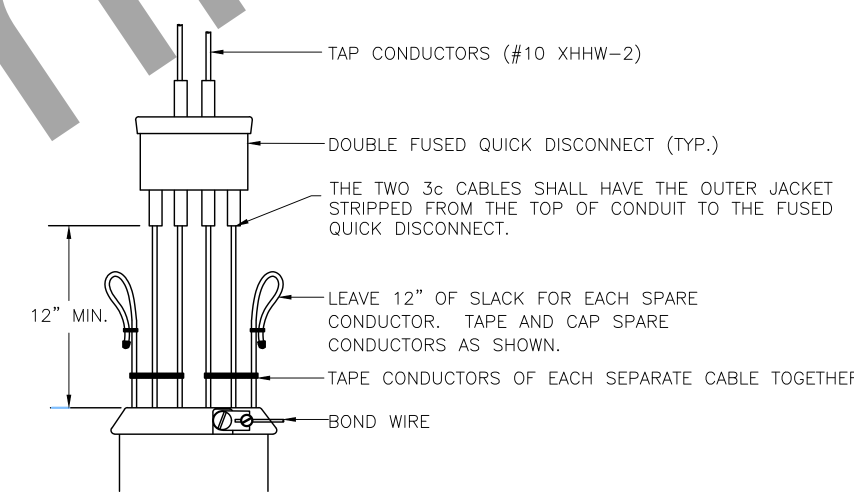




DETAIL A



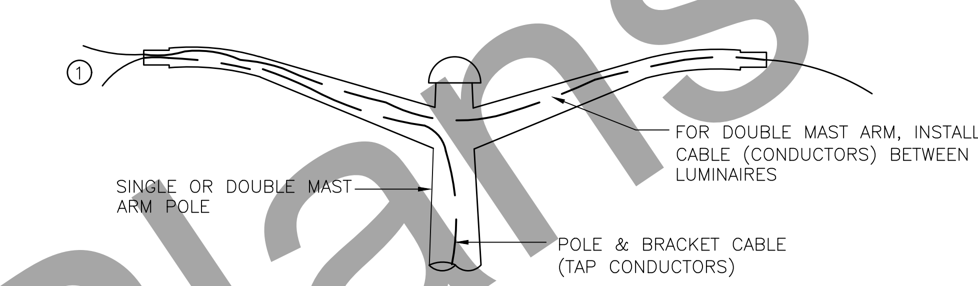
DETAIL B



DETAIL C

(A) LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS

NOT TO SCALE



(1) INSTALL 2"x1" REDUCING WASHER AND 1" CONNECTOR TO SECURE CONDUCTORS AT THE END OF THE MAST ARM

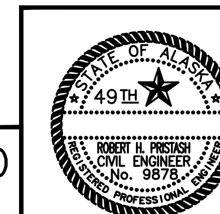
(B) LIGHT STANDARD MAST ARM WIRING DETAIL

NOT TO SCALE

NOTES:

1. LABEL ALL CABLES AND CONDUCTORS IN POLE BASE AND J-BOX.
2. LEAVE ENOUGH SLACK ABOVE THE CONDUCTOR ATTACHMENT BRACKET TO ALLOW THE QUICK DISCONNECT TO BE PULLED 6" OUTSIDE OF HANDHOLE.
3. NOT ALL GROUNDING CONDUCTORS, AS REQUIRED BY SECTION 660-3.06, ARE SHOWN IN THESE DETAILS.

LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS



PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\Lighting System Pole and j-box wiring Details-H103 Thu, Dec/21/23 02:09pm

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	----	TBD	Q1	Q2

SITE INFORMATION

1. SITE FUNCTION: ROAD
2. MEAN ANNUAL PRECIPITATION: 10.53 INCHES AT FAIRBANKS INTERNATIONAL AIRPORT (SOURCE: HTTPS://WWW.WRCC.DRI.EDU/CGI-BIN/CLIMAIN.PL?AK2968
3. 2-YEAR, 24-HOUR RAINFALL EVENT: 1.09 INCHES, STATION: FAIRBANKS F.O. SITE ID: 10-0215 (SOURCE: HTTPS://HDSC.NWS.NOAA.GOV/HDSC/PFDS/PFDS_MAP_AK.HTML)
4. PROJECT AREAS ARE LISTED BELOW, MATERIAL SITES NOT INCLUDED:

PROJECT INFORMATION TABLE	
PROJECT AREA (ACRES)	4.0
DISTURBED AREA (ACRE)	3.3
PRE-CONSTRUCTION IMPERVIOUS AREA	70%
POST-CONSTRUCTION IMPERVOUS AREA	82%
PRE-CONSTRUCTION RUNOFF COEFFICIENT	0.89
POST-CONSTRUCTION RUNOFF COEFFICIENT	0.91

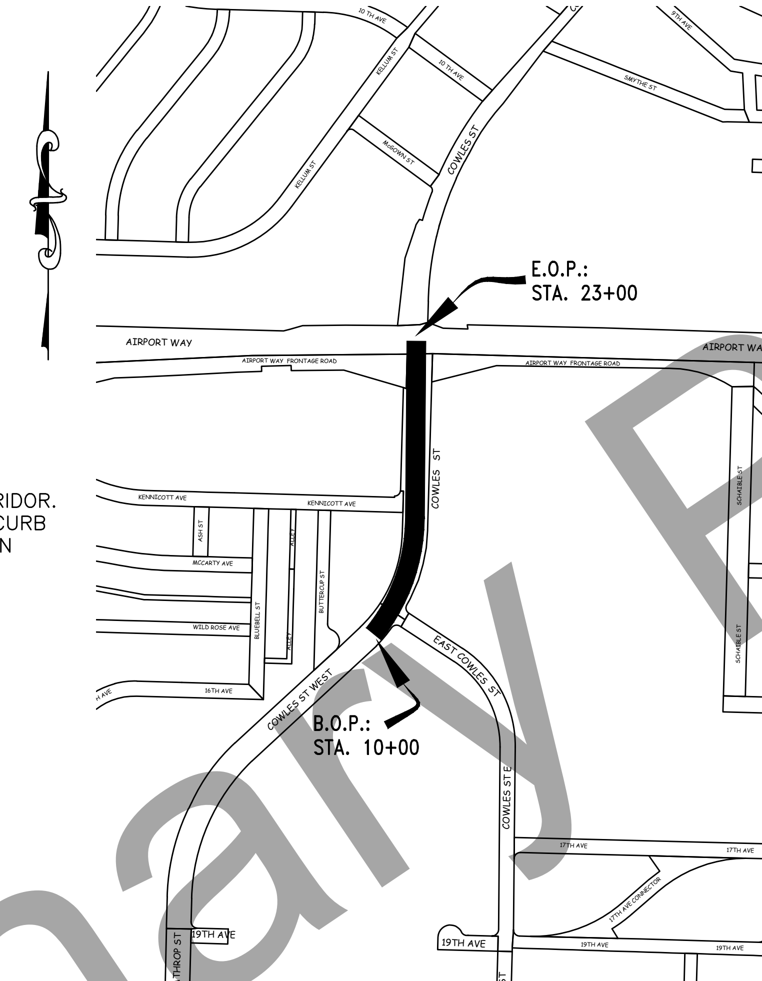
5. MATERIAL SITES: MATERIALS WILL BE CONTRACTOR FURNISHED.
6. LANDSCAPE TOPOGRAPHY: VERY FLAT, URBAN WITH COMMERCIAL AND RESIDENTIAL DEVELOPMENT IN PROJECT CORRIDOR. EXISTING SLOPES IN THIS AREA ARE RELATIVELY FLAT WITH POSITIVE DRAINAGE AWAY FROM STRUCTURES MOVING CURB AND GUTTER AND ROADS INTO EXISTING STORM DRAIN INFRASTRUCTURE. THE NEW ROAD AND STORM DRAIN DESIGN WILL EMULATE THE EXISTING ROAD SLOPES, AND DRAINAGE INFRASTRUCTURE.
7. DRAINAGE PATTERNS: SURFACE DRAINAGE VIA PIPED STORM DRAIN SYSTEM FLOWS TO THE CHENA RIVER.
8. APPROXIMATE GROWING SEASON: MAY 3 THROUGH OCTOBER 3.
9. EXISTING VEGETATION: PROJECT AREA IS RESIDENTIAL AND COMMERCIAL LANDSCAPED GRASS.
10. HISTORIC SITE CONTAMINATION: CONTAMINATED SITES HAVE BEEN IDENTIFIED WITHIN 1500 FEET THE PROJECT AREA (SOURCE: HTTPS://DEC.ALASKA.GOV/SPAR/CSP)
    - HAZARD ID: 3682, FILE ID: 102.38.100 (STATUS: ACTIVE)
    - HAZARD ID: 24049, FILE ID: 102.26.121 (STATUS: CLEANUP COMPLETE)
    - HAZARD ID: 24294, FILE ID: 102.26.079 (STATUS: CLEANUP COMPLETE)
    - HAZARD ID: 24335, FILE ID: 102.26.054 (STATUS: CLEANUP COMPLETE)
    - HAZARD ID: 25567, FILE ID: 102.38.162 (STATUS: CLEANUP COMPLETE)
    - HAZARD ID: 23773, FILE ID: 102.26.094 (STATUS: CLEANUP COMPLETE)
    - HAZARD ID: 24393, FILE ID: 102.26.070 (STATUS: CLEANUP COMPLETE – INSTITUTIONAL CONTROLS)
    - HAZARD ID: 27223 FILE ID: 102.26.184 (STATUS: CLEANUP COMPLETE)
    - HAZARD ID: 25462, FILE ID: 102.38.157 (STATUS: CLEANUP COMPLETE – INSTITUTIONAL CONTROLS)
    - HAZARD ID: 26243 FILE ID: 102.26.175 (STATUS: CLEANUP COMPLETE)
    - HAZARD ID: 1628, FILE ID: 102.38.040 (STATUS: CLEANUP COMPLETE – INSTITUTIONAL CONTROLS)
11. STAGING AND STOCKPILE AREAS: CONTRACTOR MUST SEEK LOCATIONS FOR STOCKPILING MATERIAL AND STAGING AND STORAGE OF EQUIPMENT. STAGING AND STOCKPILE AREAS MUST COMPLY WITH CGP, SWPPP, SECTION 641 SPECIFICATIONS, AND ALL PERMITS.

ENVIRONMENTAL INFORMATION

1. RECEIVING WATERS: CHENA RIVER
2. IMPAIRED WATER BODIES: NONE
3. TOTAL MAXIMUM DAILY LOAD (TDML): NONE
4. STORM SEWER / DRAINAGE SYSTEMS: FAIRBANKS MS4 DRAINS TO OUTFALLS AT CHENA RIVER
5. THREATENED AND ENDANGERED SPECIES: NONE
6. HISTORICAL & CULTURAL RESOURCE PRESENCE:

   THE ALASKA MILITARY HIGHWAY TELEPHONE AND TELEGRAPH LINE (AMHT&TL)
7. FISH & WILDLIFE HABITAT PRESENCE: ALL CONSTRUCTION ACTIVITIES SHALL COMPLY WITH THE MIGRATORY BIRD TREAT ACT TO PREVENT THE KILLING OR TAKING OF MIGRATORY BIRDS OR ANY PART, NEST, OR EGG OF ANY SUCH BIRDS.
8. EXISTING PUBLIC WATER SYSTEM (PWS) DRINKING WATER PROTECTION AREAS:
    - PWSID: AK2310730
    - WATER SYSTEM NAME: GOLDEN HEART UTILITIES
    - PWS CONTACT INFORMATION

      NAME: TARIK SPEAR PHONE: (907) 455-4444
      ADDRESS: 3691 CAMERON ST #201, FAIRBANKS, AK 99709



COWLES STREET RECONSTRUCTION
EAST COWLES ST. TO AIRPORT WAY
PROJECT LIMITS
NOT TO SCALE

EROSION & SEDIMENT CONTROL PLAN (ESCP) NOTES

1. THIS PROJECT WILL RESULT IN GROUND DISTURBANCE OF GREATER THEN 1 ACRE AND HAS THE POTENTIAL TO DISCHARGE STORM WATER TO WATERS OF THE U.S., AND WILL REQUIRE THE CONTRACTOR TO TO PREPARE A STORM WATER POLLUTION PREVENT PLAN (SWPPP). A NOTICE OF INTENT TO DISCHARGE (NOI) TO APPLY FOR COVERAGE UNDER THE ALASKA POLLUTANT DISCHARGE ELIMINATION SYSTEM (APDES) CONSTRUCTION GENERAL PERMIT (CGP) WILL BE REQUIRED. SINCE THIS PROJECT IS FURTHER LOCATED WITHIN THE FAIRBANKS URBANIZED AREA AND IS PUBLICLY-FUNDED, AND PURSUANT TO SECTION 2.1.4.3 OF THE CGP, A COPY OF THE SWPPP MUST BE SUBMITTED TO THE ADEC FOR REVIEW. SEE THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC) STORM WATER WEBPAGE HTTP://DEC.ALASKA.GOV/WATER/WNPSPC/STORMWATER/INDEX.HTM FOR THE CONSTRUCTION SITE STORM WATER PLAN REVIEW AND INSPECTION REQUIREMENTS APPLICABLE TO THIS PROJECT.
2. THIS EROSION & SEDIMENT CONTROL PLAN (ESCP) IS GENERAL IN NATURE AND IS PROVIDED AS GUIDANCE TO THE CONTRACTOR FOR DEVELOPMENT OF THE SWPPP.
3. THIS SHEET CONTAINS A PLAN VIEW OF COWLES ST AND ITS EXISTING STORM DRAIN SYSTEM, INCLUDING ALL KNOWN STORM DRAIN INLETS, MANHOLES, AND PIPED SECTIONS. THE CONTRACTOR SHALL SELECT AND APPLY APPROPRIATE CONTROLS TO PREVENT SEDIMENT AND OTHER POLLUTANTS FROM ENTERING THE PIPED STORM DRAIN SYSTEM AND DISCHARGING TO THE CHENA RIVER.
4. AT A MINIMUM, INLET PROTECTION (I.E. FILTER BAGS PLACED UNDER THE INLET GRATE) SHALL BE PROVIDED AT ALL INLETS WITHIN AND IMMEDIATELY ADJACENT TO THE PROJECT LIMITS.
5. INLET AND OUTLET PROTECTION SHALL BE ALSO PROVIDED AT ALL CULVERT LOCATIONS RECEIVING STORM WATER RUNOFF FROM THE PROJECT SITE. INLET PROTECTION FOR CULVERTS SHALL BE DESIGNED TO CONTROL SEDIMENT FROM ENTERING THE PIPE. OUTLET PROTECTION FOR CULVERTS SHALL BE DESIGNED TO CONTROL EROSION AT THE OUTLET BY REDUCING FLOW VELOCITY AND ENERGY. SPECIFIC CONTROL DEVICES SHALL BE SELECTED BY THE CONTRACTOR.
6. INLET PROTECTION INCLUDES ANY AND ALL BMPS TO PREVENT POLLUTION FROM ENTERING INLETS. CONTRACTOR TO ENSURE BMPS ARE IN GOOD WORKING CONDITION, AND ARE MAINTAINED PER ADEC CGP AND MANUFACTURER'S REQUIREMENTS. SPECIFIC BMPS AND LOCATIONS SHALL BE SELECTED BY THE CONTRACTOR.
7. STREET SURFACES ADJACENT TO THE WORK AREA SHALL BE SWEPT DAILY TO COLLECT ANY SEDIMENT OR OTHER CONSTRUCTION DEBRIS TRACKED OFFSITE.
8. THE CONTRACTOR SHALL DESIGNATE A CONCRETE WASHOUT AREA ONSITE, AS NECESSARY, TO CONTAIN THE WASHOUT WATER AND RESIDUALS DURING CONCRETE WORK ON COWLES ST.
9. HAVE A SPILL KIT AVAILABLE AT EACH WORK AREA WHEN HEAVY EQUIPMENT IS BEING UTILIZED.
10. PROVIDE CONSTRUCTION FENCING OR CONES AROUND WORK AREAS TO LIMIT POTENTIAL FOR VEHICLES TO DRIVE THROUGH AND TRACK SEDIMENT ONTO THE STREET SURFACE. CONTRACTOR TO ENSURE THAT SILT-LADEN RUNOFF WILL NOT REACH THE CHENA RIVER.
11. ANY POLLUTANTS THAT ARE COLLECTED IN OR NEAR THE COWLES ST STORM DRAIN SYSTEM WILL DISCHARGE TO THE CHENA RIVER VIA AIRPORT WAY TO MOORE STREET OUTFALL.
12. CONTRACTOR SHALL VERIFY DIRECTION OF FLOW PRIOR TO IMPLEMENTING BMPS.

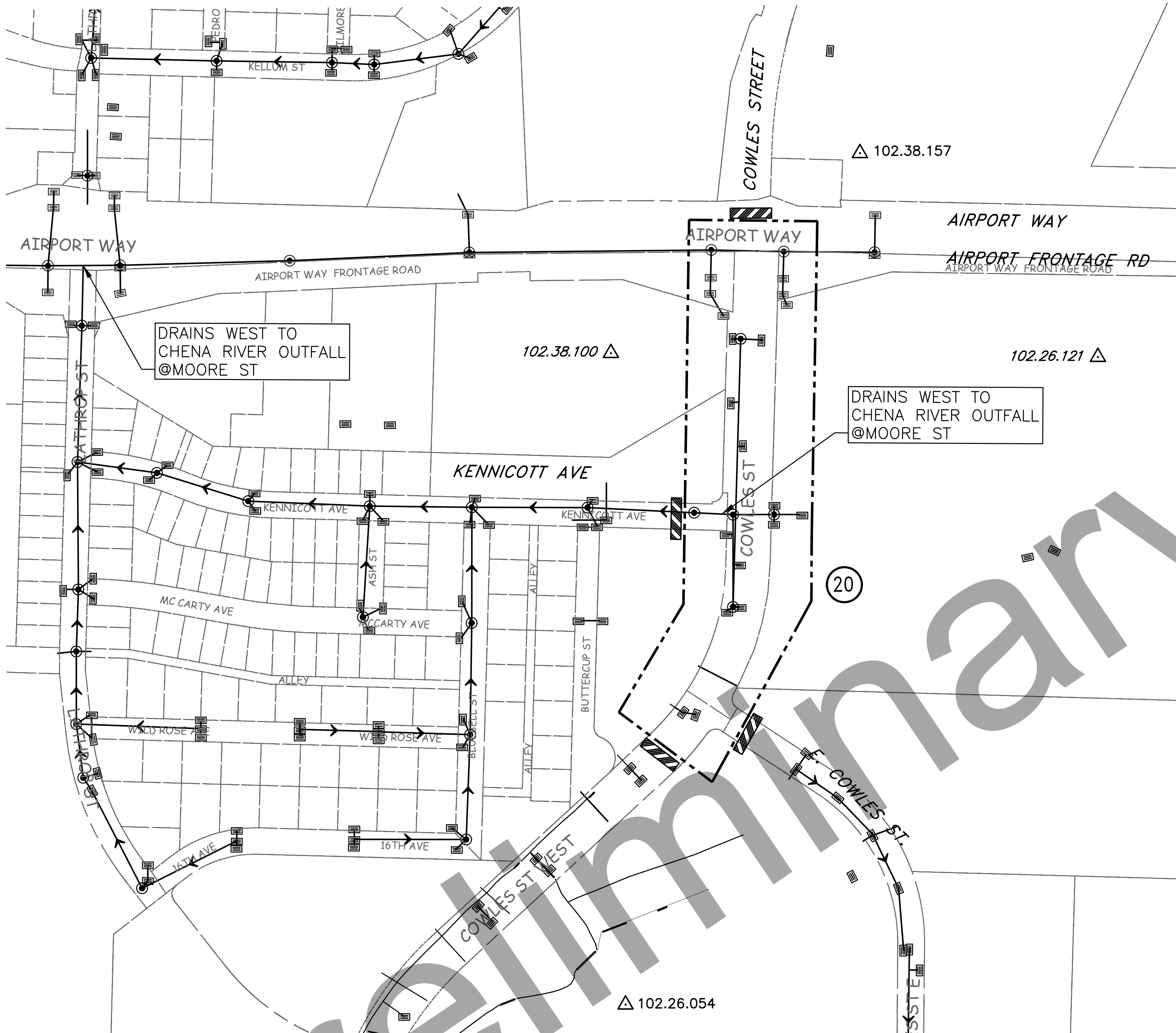
STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

EROSION AND SEDIMENT CONTROL PLAN

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\ESCP-Q1 Plan-ESCP Thu, Dec/21/23 02:09pm

NO.	DATE	REVISION

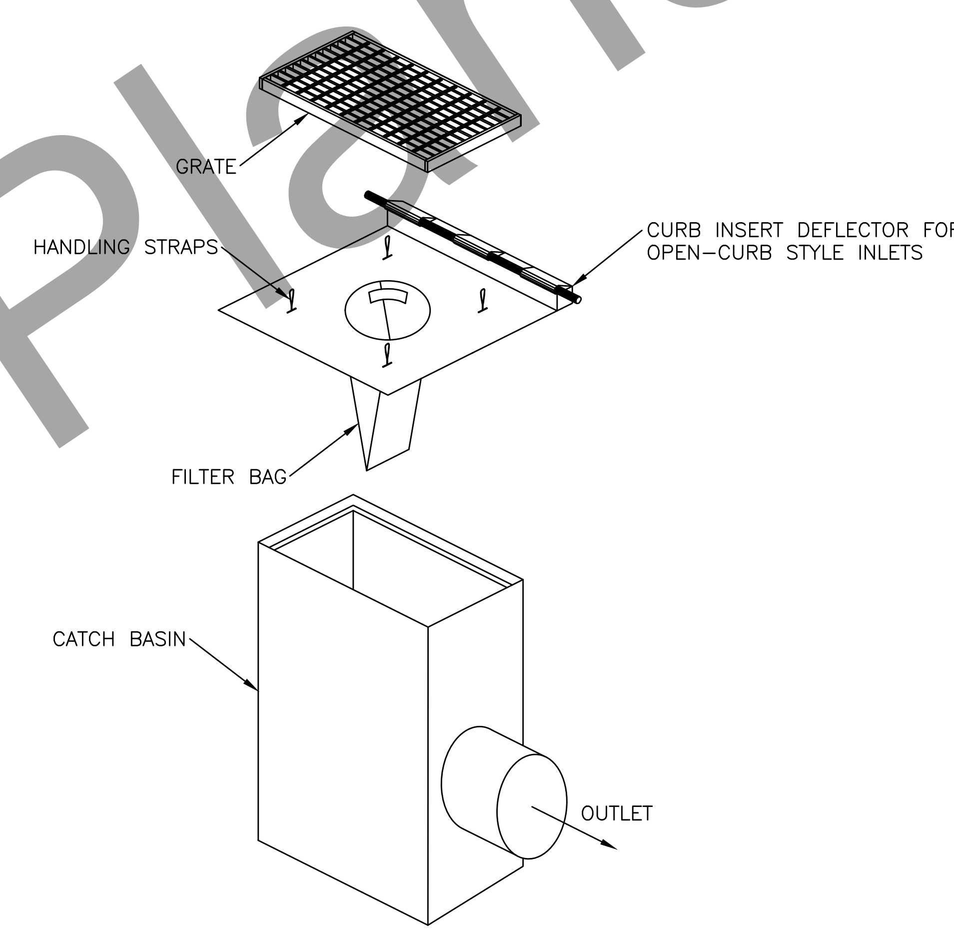
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	----	TBD	Q2	Q2



COWLES ST

LEGEND

- STORM DRAIN MANHOLE
- STORM DRAIN INLET
- STORM DRAIN PIPE
- PIPE FLOW DIRECTION
- OUTFALL
- CATCH BASIN & CULVERT PROTECTION AREA
- (##) APPROXIMATE # OF CBs STORM DRAIN PIPE & CULVERTS TO PROTECT
- DEC CONTAMINATED SITES FILE ID = XXX.XX.XXX
- VEHICLE TRACKING ENTRANCE/EXIT



CATCH BASIN INLET PROTECTION

NOT TO SCALE

EROSION & SEDIMENT CONTROL PLAN

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

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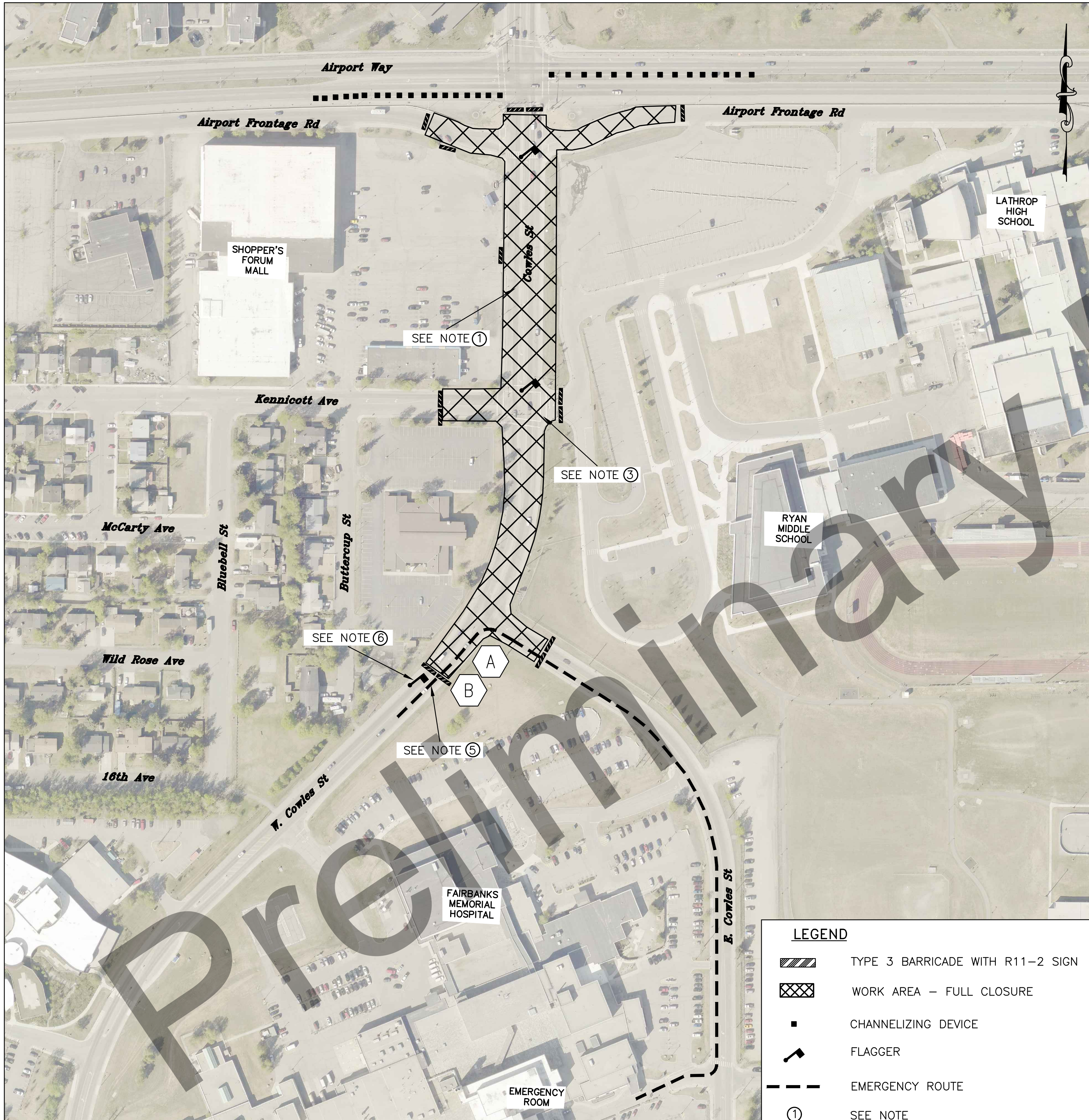
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	T1	T4



CONSTRUCTION ALLOWABLE LANE CLOSURES NOTES

1. COWLES STREET FROM AIRPORT WAY TO W/E COWLES STREET INTERSECTION MAY BE FULLY CLOSED TO VEHICULAR TRAFFIC DURING THE FOLLOWING ALLOWABLE CLOSURE:
   - AFTER THE FNSB SCHOOL DISTRICT'S LAST DAY OF SCHOOL FOR STUDENTS (MAY 17, 2024)
   - BEFORE THE FNSB SCHOOL DISTRICT'S FIRST DAY OF SCHOOL FOR STUDENTS (AUGUST 15, 2024)
   - SEE FNSB SCHOOL DISTRICT CALENDAR FOR SCHOOL SCHEDULE.
2. OUTSIDE OF THE ALLOWABLE CLOSURE, COWLES STREET AND THE COWLES / KENNICOTT INTERSECTION SHALL BE FULLY OPEN FROM 6:00 AM TO 8:00 PM, MONDAY THROUGH FRIDAY. COWLES AND THE COWLES / KENNICOTT INTERSECTION MAY BE RESTRICTED TO ONE LANE IN EACH DIRECTION FOR NIGHT WORK FROM 8:00 PM TO 6:00 AM, MONDAY THROUGH FRIDAY.
3. OUTSIDE OF THE ALLOWABLE CLOSURE, COWLES STREET AND THE COWLES / KENNICOTT INTERSECTION MAY BE FULLY CLOSED ON THE WEEKENDS STARTING FRIDAY AT 8:00 PM THRU MONDAY AT 6:00 AM. CONTRACTOR SHALL MAINTAIN EMERGENCY VEHICLE ACCESS AT ALL TIMES THROUGH THE PROJECT DURING THE WEEKEND CLOSURE.
4. THE AIRPORT WAY / COWLES STREET INTERSECTION SHALL REMAIN FULLY OPEN FROM 6:00 AM TO 8:00 PM. THE COWLES STREET / AIRPORT WAY INTERSECTION MAY BE RESTRICTED TO ONE LANE IN EACH DIRECTION FOR NIGHT WORK FROM 8:00 PM TO 6:00 AM.

EMERGENCY ROOM ACCESS REQUIREMENT NOTES

5. CONTRACTOR SHALL MAINTAIN ONE NORTHBOUND LANE FOR RIGHT TURNING MOVEMENTS THROUGH THE W/E COWLES STREET INTERSECTION AT ALL TIMES FOR EMERGENCY ROOM ACCESS. CONSTRUCT LANE WITH A 12' MINIMUM TRAVELED WAY. DRIVING SURFACE SHALL BE A FIRM SURFACE OF WELL COMPACTED APPROVED MATERIAL. FAILURE TO MAINTAIN EMERGENCY ACCESS WILL BE FINED $100 DOLLARS/MINUTE OF THE UNAUTHORIZED LANE REDUCTION OR CLOSURE.
6. CONTRACTOR TO PROVIDE FLAGGER AT W/E COWLES ISTREET INTERSECTION DURING CONSTRUCTION DAYTIME HOURS TO ASSIST VEHICLES TO THE EMERGENCY ROOM THROUGH PROJECT LIMITS.
7. SIGNS "A" AND "B" TO BE INCORPORATED INTO TRAFFIC CONTROL PLAN AT ALL ROUTES TO THE EMERGENCY ROOM.
8. SEE SHEET T3 FOR EMERGENCY ACCESS DETOUR ROUTE DETAILS.

A

HOSPITAL AND
EMERGENCY ROOM
ACCESS ONLY
→

B

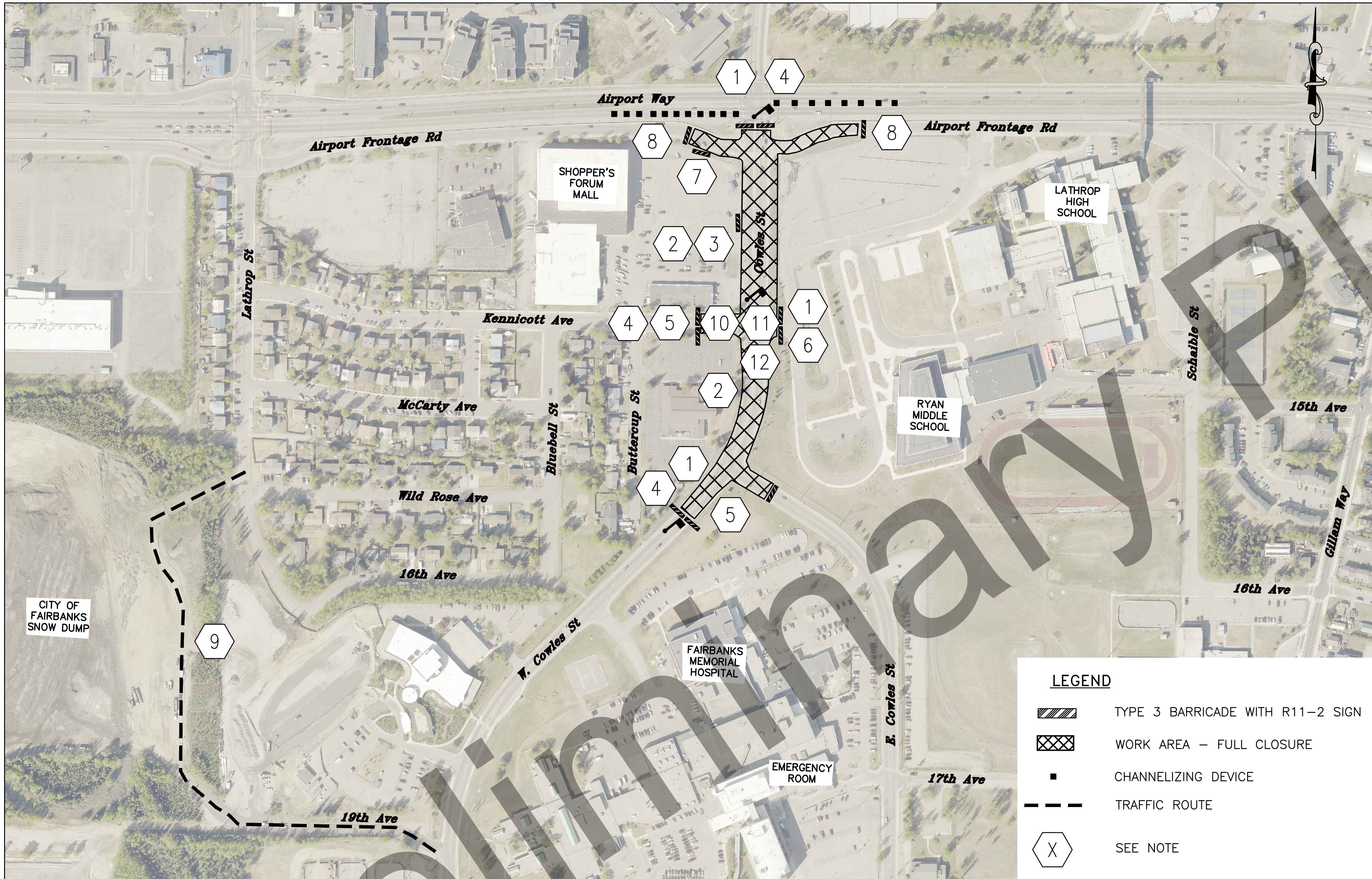
PUBLIC VEHICLES FOR
EMERGENCY ROOM
TURN ON HAZARDS AND
HONK TO ALERT FLAGGER

CONSTRUCTION
REQUIREMENTS
1 OF 2

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\TrafficControlPlan-TCP 1 Thu, Dec/21/23 02:09pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	T2	T4



GENERAL CONSTRUCTION PHASING NOTES

5. FOR THE DURATION OF THE ALLOWABLE CLOSURE, AS NOTED ON SHEET T1, THE FOLLOWING MAY BE CLOSED TO TRAFFIC:
   - THE W/E COWLES STREET INTERSECTION
   - COWLES STREET / KENNICOTT DRIVE INTERSECTION

6. RYAN MIDDLE SCHOOL AND LATHROP HIGH SCHOOL DRIVEWAY MAY BE CLOSED TO COWLES STREET FOR THE DURATION OF THE ALLOWABLE CLOSURE, AS NOTED ON SHEET T1, NOTE 1. ACCESS EXISTS OFF THE AIRPORT FRONTAGE ROAD.

7. SHOPPER'S FORUM MALL DRIVEWAYS (2) MAY BE CLOSED TO COWLES STREET. ACCESS EXISTS OFF KENNICOTT DRIVE OR AIRPORT FRONTAGE ROAD TO LATHROP STREET.

8. THE AIRPORT FRONTAGE ROADS MAY BE CLOSED TO THRU TRAFFIC FOR THE DURATION OF THE PROJECT. FINAL CONFIGURATION SHALL CLOSE FRONTAGE ROAD ACCESS TO COWLES STREET PERMANENTLY.

9. CONTRACTOR SHALL MAINTAIN LOCAL ACCESS THRU CITY OF FAIRBANKS SNOW DUMP FOR 2-WAY TRAFFIC. DELINEATE TEMPORARY ACCESS WITH CHANNELIZING DEVICES PER THE MUTCD WITH ATM SUPPLEMENT. IMPROVE ROAD STRUCTURE AS DIRECTED BY THE ENGINEER. CONTRACTOR TO COORDINATE WITH THE CITY OF FAIRBANKS FOR ACCESS. PAY SUBSIDIARY TO 643.0002.0000 TRAFFIC MAINTENANCE.

10. COWLES STREET SHALL HAVE A FULLY FUNCTIONAL SIGNALIZED INTERSECTION, TEMPORARY OR PERMANENT, BEFORE COWLES STREET IS REOPENED TO VEHICULAR TRAFFIC.

11. IF THE NEW SIGNAL POLES AT THE COWLES STREET / KENNICOTT DRIVE INTERSECTION ARE NOT INSTALLED AND FULLY FUNCTIONING AND OPERATIONAL BEFORE THE END OF THE COWLES STREET ALLOWABLE CLOSURE, PER NOTE 1 SHEET T1, THE CONTRACTOR SHALL PROVIDE TEMPORARY SIGNALS BY REINSTALLING THE EXISTING SIGNAL POLES TO THE NEW SIGNAL POLE FOUNDATIONS USING A POLE ADAPTER THAT TRANSITIONS FROM THE EXISTING BOLT PATTERN TO THE NEW BOLT PATTERN, OR AN APPROVED ALTERNATIVE. THIS WORK WILL BE PAID UNDER PAY ITEM 660.0007.0000 TEMPORARY SIGNAL SYSTEM COMPLETE.

12. STREET LIGHTING MAY BE TURNED OFF FROM MAY 17TH TO AUGUST 15TH. LIGHTING SHALL BE FULLY FUNCTIONAL AT ANY OTHER TIME. CONTRACTOR TO PROVIDE TEMPORARY LIGHTING IF PERMANENT LIGHTING IS NOT AVAILABLE TO MEET THESE DATES; THIS APPLIES ONLY TO THE COWLES STREET / KENNICOTT DRIVE INTERSECTION. PAY SUBSIDIARY TO 660.0003.0000 HIGHWAY LIGHTING SYSTEM COMPLETE, COWLES ST

PEDESTRIAN ACCESS REQUIREMENT NOTES

1. DURING THE ALLOWABLE CLOSURE AS SHOWN ON SHEET T1, NOTE 1, CONTRACTOR SHALL MAINTAIN (1) ADA COMPLIANT PEDESTRIAN CROSSING FOR WEST AND EAST MOVEMENTS AT THE FOLLOWING:
   - THE W/E COWLES STREET INTERSECTION
   - COWLES STREET / KENNICOTT DRIVE INTERSECTION
   - COWLES STREET / AIRPORT WAY INTERSECTION

2. CONTRACTOR SHALL MAINTAIN EXISTING SIDEWALK ON ONE SIDE OF THE ROADWAY FOR NORTH/SOUTH PEDESTRIAN MOVEMENT. WHEN NEW SIDEWALK IS CONSTRUCTED ON OPPOSING SIDE OF ROADWAY, CONTRACTOR MAY THEN RELOCATE PEDESTRIAN TRAFFIC TO NEWLY CONSTRUCTED SIDEWALK AND DEMO THE REMAINING EXISTING SIDEWALK.

3. IF CONTRACTOR OBTAINS 8' TEMPORARY CONSTRUCTION PERMIT FOR TEMPORARY PEDESTRIAN PATH WITH SHOPPER'S FORUM PROPERTY OWNER, THE CONTRACTOR MAY DEMO THE EXISTING SIDEWALK ON BOTH SIDES OF THE ROAD CONCURRENTLY BETWEEN KENNICOTT DRIVE AND AIRPORT WAY.

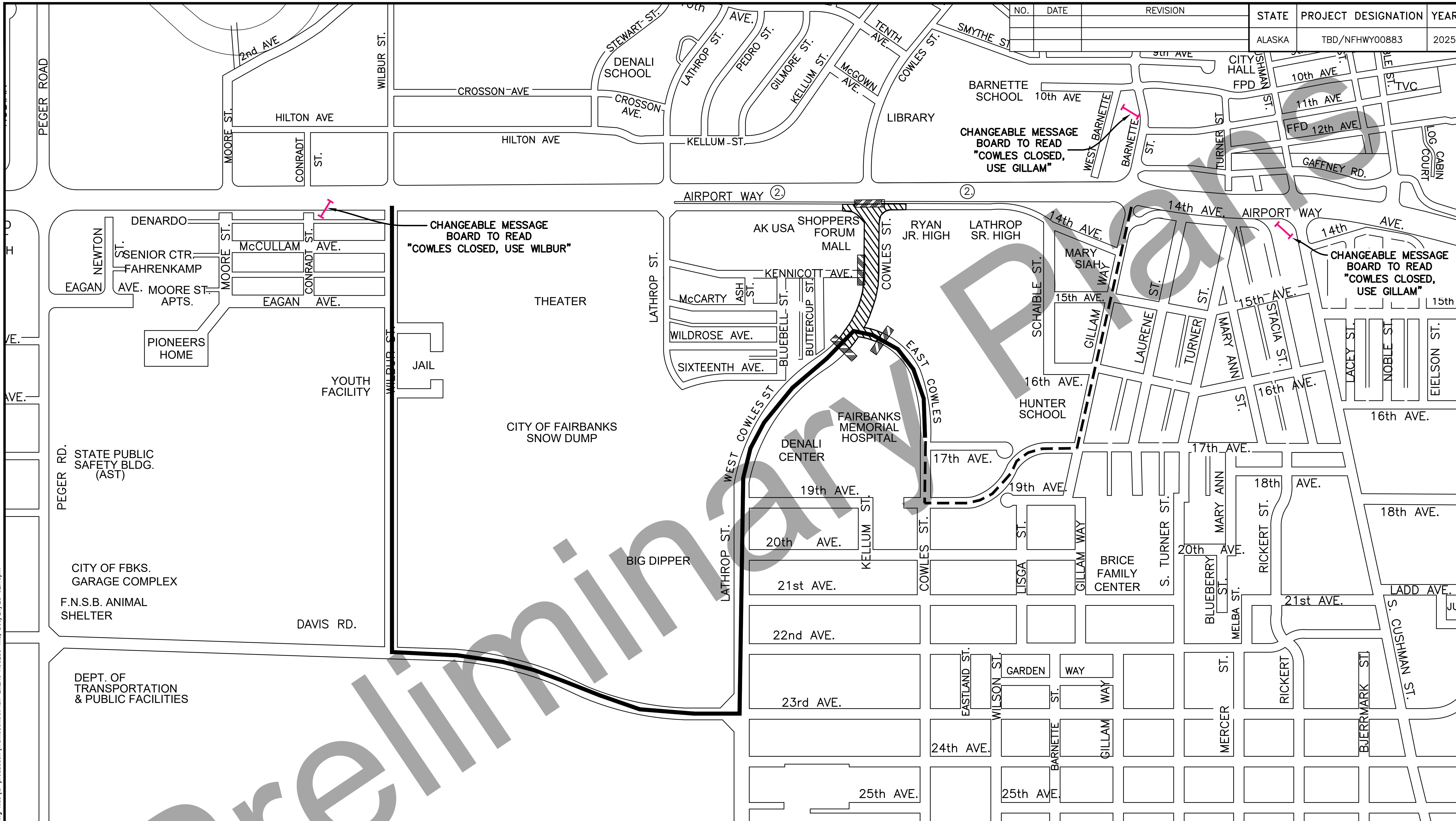
4. CONTRACTOR SHALL PROVIDE PEDESTRIAN FLAGGERS TO STOP PEDESTRIANS FROM ENTERING WORK ZONE AND KEEP THEM ON THE DESIGNATED PEDESTRIAN PATH.

CONSTRUCTION REQUIREMENTS 2 OF 2

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\TrafficControlPlan-TCP 2 Thu, Dec/21/23 02:09pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	T3	T4



LEGEND:

- PROJECT CONSTRUCTION LIMITS
- TYPE 3 BARRICADE
- GILLAM EMERGENCY DETOUR ROUTE
- WILBUR EMERGENCY DETOUR ROUTE
- CHANGEABLE MESSAGE SIGN

EMERGENCY ROOM DETOUR ROUTE NOTES

1. CONTRACTOR TO INCORPORATE THREE (3) PORTABLE CHANGEABLE MESSAGE BOARD SIGNS INTO TRAFFIC CONTROL PLAN. SUBSIDIARY TO 643(2) TRAFFIC MAINTENANCE.

2. EXISTING HOSPITAL GUIDE SIGNS ON AIRPORT WAY WHICH CONFLICT WITH CONSTRUCTION EMERGENCY ROOM DETOUR SIGNING SHALL BE COVERED DURING PROJECT.

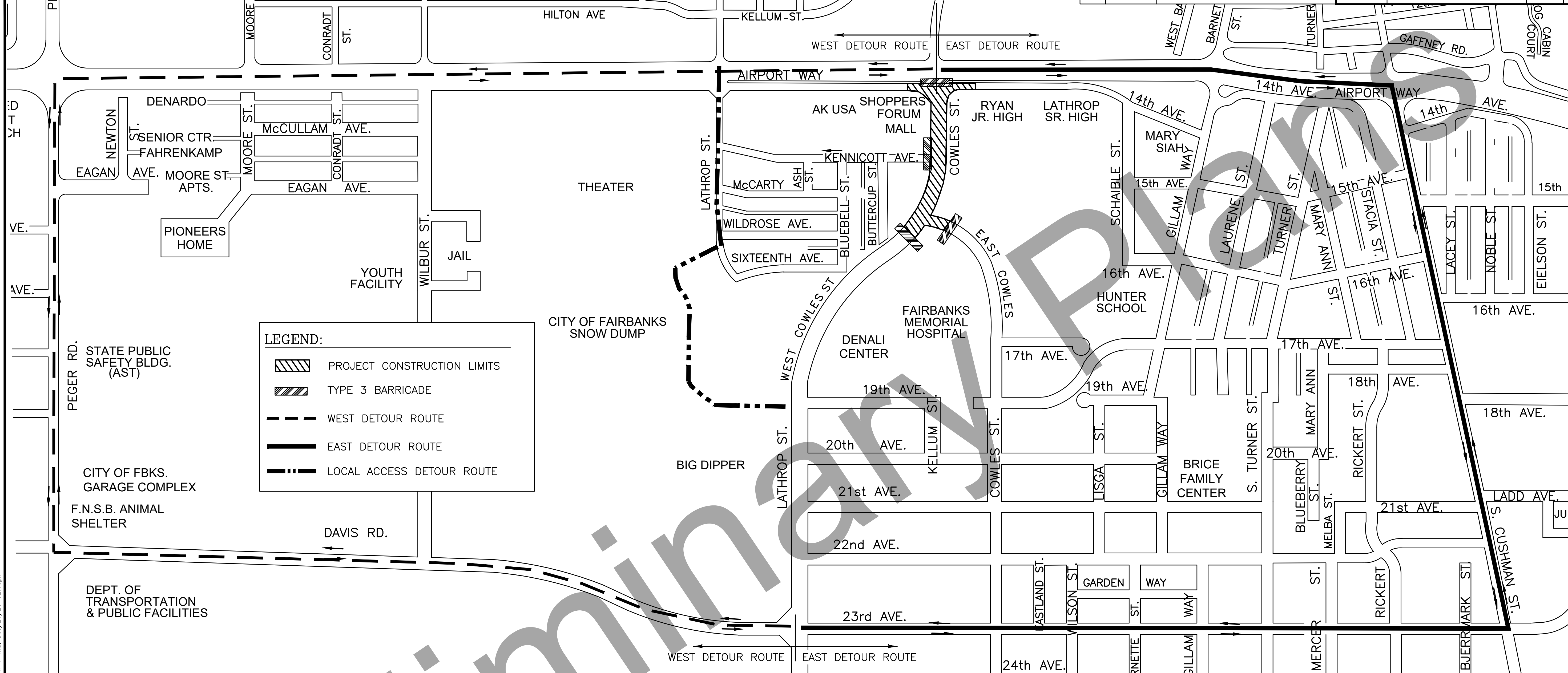
SCALE: NONE

EMERGENCY ACCESS DETOUR 1 OF 1

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\TrafficControlPlan-EMERG ACCESS Thu, Dec/21/23 02:10pm

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	T4	T4



TRAFFIC CONTROL GENERAL NOTES

1. THESE TRAFFIC CONTROL PLANS (TCPs) ARE GENERAL IN NATURE. CONTRACTOR TO PROVIDE DETAILED TRAFFIC CONTROL PLANS TO ENGINEER FOR APPROVAL 3 DAYS PRIOR TO CONSTRUCTION. NO WORK SHALL BEGIN WITHOUT AN APPROVED TCP.
2. REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT ADOT ADOPTED EDITION FOR TRAFFIC CONTROL PLAN SPECIFICATIONS.
3. IMPLEMENT ONLY ONE TRAFFIC CONTROL SETUP AT A TIME AND RESTORE FULL FUNCTION AS SOON AS PRACTICABLE.
4. ALL SIGNS AND BARRICADES SHALL MEET REQUIREMENTS OF THE CURRENT ALASKA TRAFFIC MANUAL (ATM), MUTCD, AND ALASKA SIGN DESIGN SPECIFICATION (ASDS). THE FINAL JUDGMENT IN THE SELECTION, NUMBER AND APPLICATION OF THE TRAFFIC CONTROL DEVICES AND LOCATION OF ALL TRAFFIC CONTROL MEASURES WILL REST WITH THE ENGINEER.
5. EXISTING SIGNS WHICH CONFLICT WITH CONSTRUCTION SIGNING SHALL BE COVERED DURING PROJECT.
6. CONSTRUCTION SIGNING SPECIFIED MAY BE ALTERED BY THE ENGINEER TO MEET CHANGING CONDITIONS AND TO PROTECT THE TRAVELING PUBLIC.
7. BARRICADE SETUPS SHALL HAVE 1 OPERABLE FLASHING LIGHT FOR EACH 10 FEET OF BARRICADE, WITH A MINIMUM OF 2 LIGHTS PER TYPE III BARRICADE. EXCEPT IN A TAPER WHERE ONLY THE FIRST TWO LIGHTS SHALL FLASH (TYPE A) AND THE REMAINDER SHALL BE STEADY BURN (TYPE C).
8. WHEN STREETS ARE RESTRICTED TO ONE LANE, THE MINIMUM CLEAR WIDTH SHALL BE 12' UNLESS OTHERWISE SPECIFIED ON AN APPROVED TRAFFIC CONTROL PLAN (TCP) OR AS DIRECTED BY THE ENGINEER.
9. ACCESS SHALL BE MAINTAINED FOR THE PASSAGE OF EMERGENCY VEHICLES THROUGH THE PROJECT.
10. ACCESS SHALL BE PROVIDED TO COMMERCIAL PROPERTIES DURING THEIR BUSINESS HOURS AND TO RESIDENTIAL PROPERTIES CONTINUOUSLY. CLOSURES SHALL NOT OCCUR WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER. COORDINATE CLOSURE PLANS WITH THE AFFECTED BUSINESS OWNERS AND PROPERTY OWNERS. NOTIFY OWNERS A MINIMUM OF 48 HOURS PRIOR TO IMPLEMENTATION OF AN APPROVED CLOSURE.
11. TPF MUST BE MAINTAINED AT ALL INTERSECTIONS AND STREETS WITHIN PROJECT LIMITS. TEMPORARY SIDEWALKS OR PATHS SHALL BE A MINIMUM OF 5-FEET WIDE WITH A MINIMUM OF 2" RECYCLED ASPHALT PAVEMENT (RAP) SURFACE OR APPROVED EQUAL.
12. PEDESTRIAN FLAGGERS SHALL BE PROVIDED FOR PUBLIC ACCESS AS REQUIRED THROUGHOUT THE PROJECT LIMITS.
13. ALTERNATE ACCESS MAY ALSO BE USED AS PART OF AN APPROVED TRAFFIC CONTROL PLAN. ALTERNATE ACCESS ROUTES SHALL BE CLEARLY SIGNED.
14. TYPE "A" FLASHING WARNING LIGHTS SHALL BE USED TO MARK THE TYPE III BARRICADES, ROAD CLOSURES AND ADVANCE DETOUR SIGNING AT NIGHT.
15. CONTRACTOR SHALL INTEGRATE TRAFFIC CONTROL WITH OTHER CONSTRUCTION IN THE AREA AS APPLICABLE.
16. CONTRACTOR SHALL PROVIDE AFFECTED RESIDENTS AND BUSINESS OWNERS NOTICE OF CONSTRUCTION A MAXIMUM OF 3 WEEKS AND A MINIMUM OF 1 WEEK PRIOR TO CONSTRUCTION. NOTICE TO INCLUDE NEWSPAPER ADVERTISEMENT AND FLYERS TO RESIDENTS AND BUSINESS OWNERS.
17. FNSB TRANSIT PURPLE, BLUE, ORANGE AND RED LINES ROUTE THROUGH PROJECT LIMITS. CONTRACTOR SHALL COORDINATE WITH FNSB TRANSIT FOR REROUTE.
18. ALL SPECIAL SIGNS SHALL BE FABRICATED OF MATERIALS CONFORMING TO SECTION 615 OF THE SPECIFICATIONS.
19. TEMPORARY DRIVING SURFACE SHALL AT A MINIMUM BE COMPACTED GRAVEL OR AS APPROVED BY THE ENGINEER.

CONSTRUCTION DETOUR 1 OF 1

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
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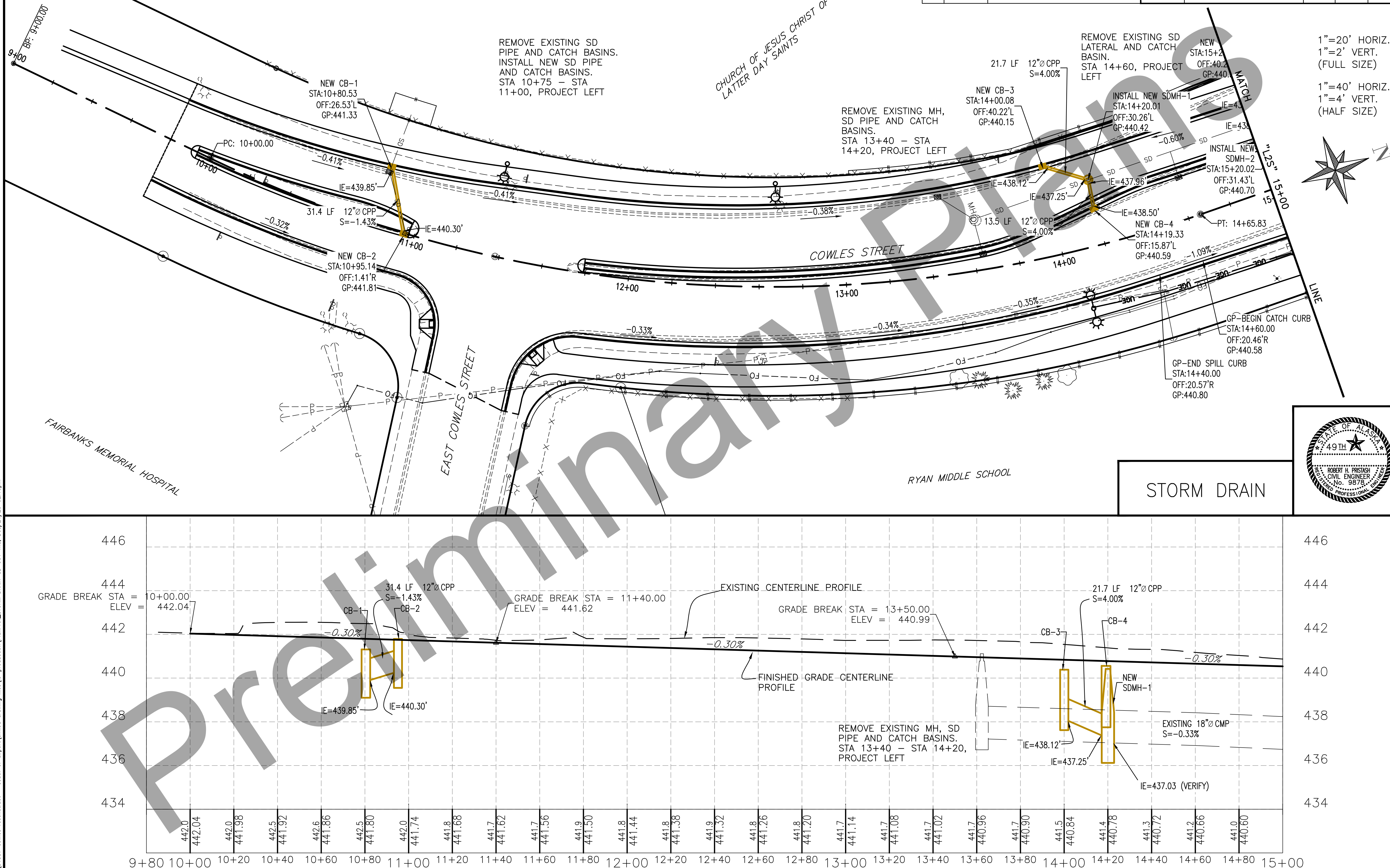
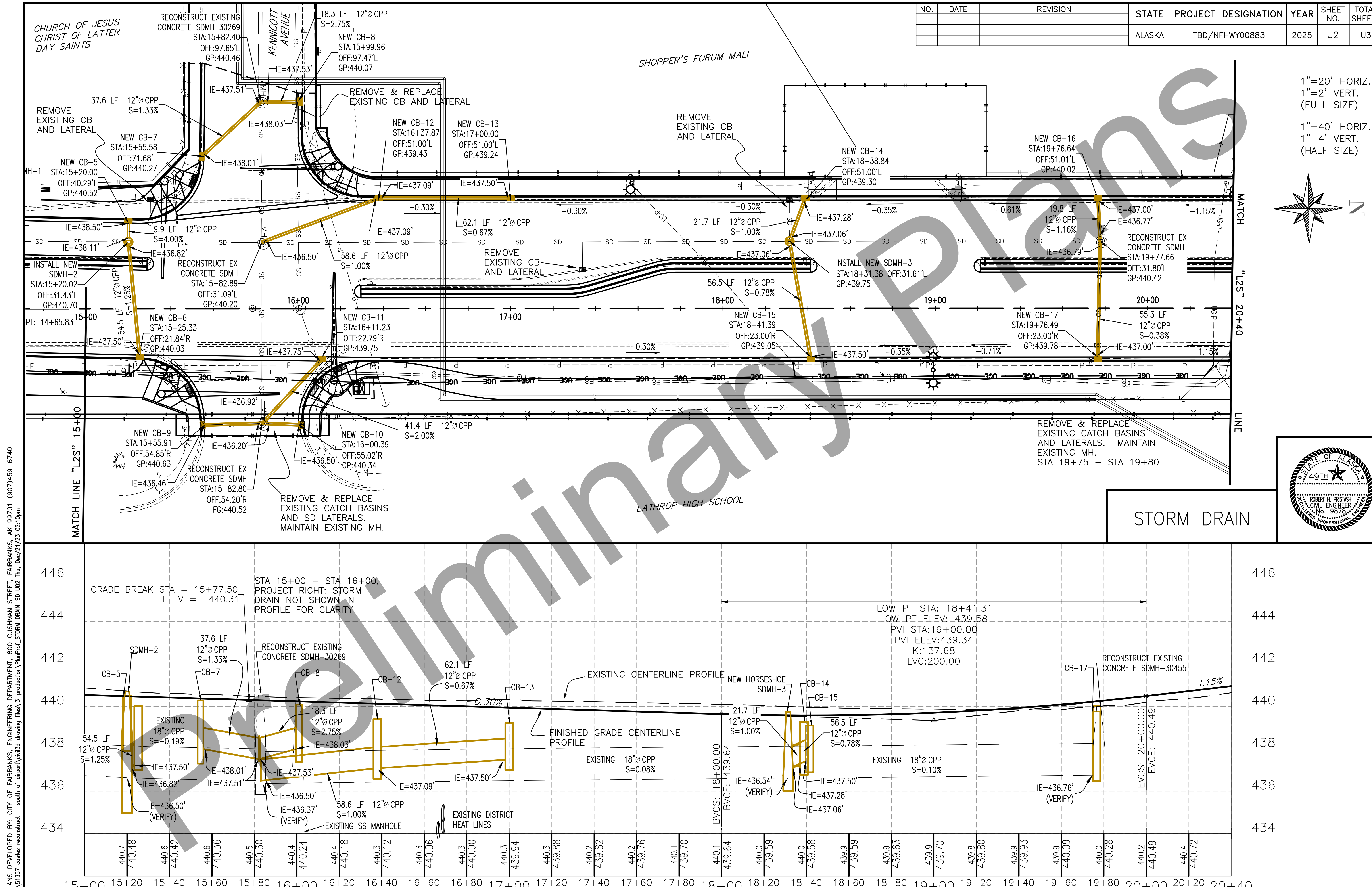
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	TBD/NFHWY00883	2025	U1	U3



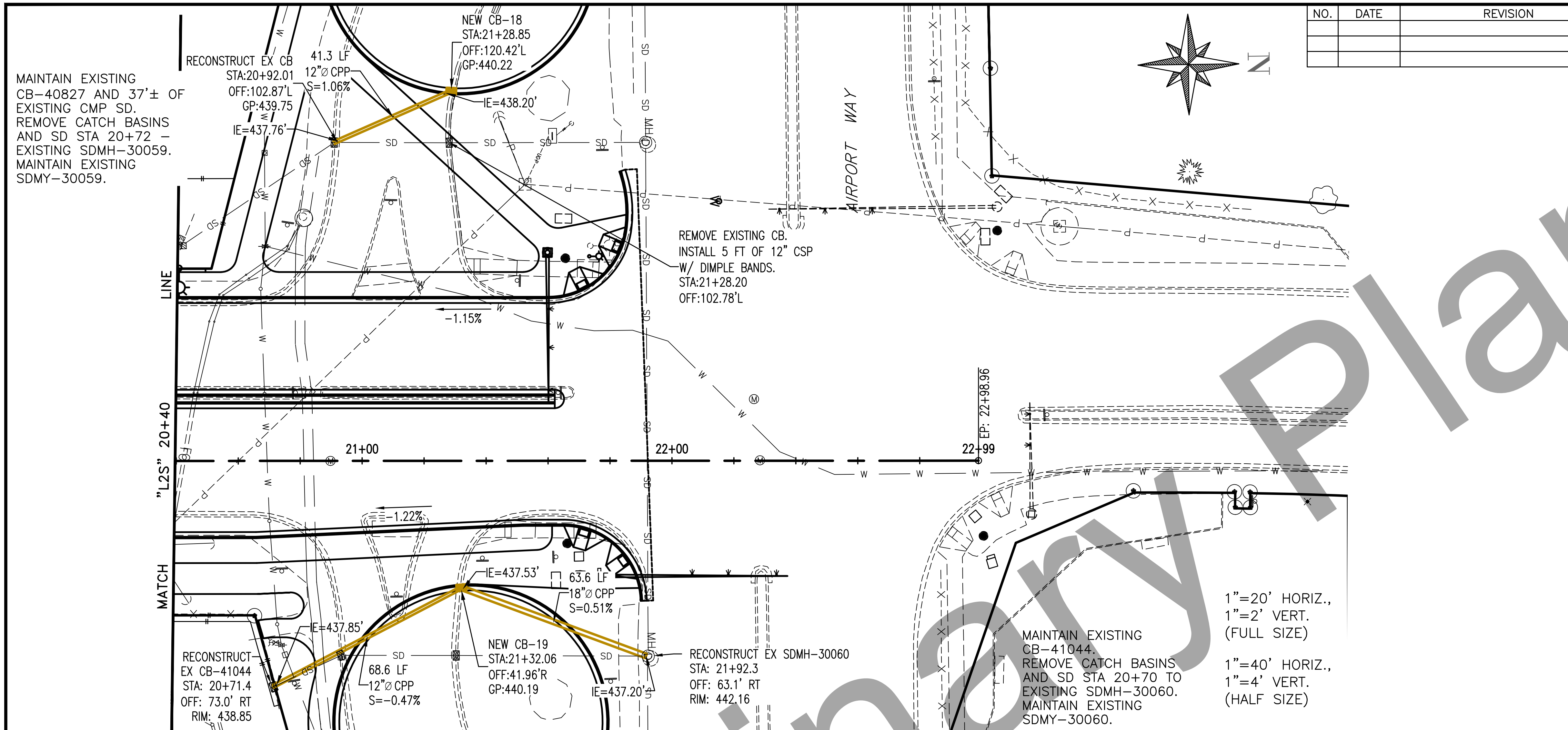
Preliminary Plans

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
P:\51357 cowles reconstruct - south of airport\civil3d drawing files\3-production\PlanProf_STORM DRAIN-SD U01 Thu, Dec/21/23 02:10pm


NO. DATE REVISION
STATE PROJECT DESIGNATION YEAR SHEET NO. TOTAL SHEETS
ALASKA TBD/NFHWY00883 2025 U2 U3
1"=20' HORIZ., 1"=2' VERT. (FULL SIZE)
1"=40' HORIZ., 1"=4' VERT. (HALF SIZE)
CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS
KENNICOTT AVENUE
SHOPPER'S FORUM MALL
LATHROP HIGH SCHOOL
RECONSTRUCT EXISTING CONCRETE SDMH 30269 STA:15+82.40 OFF:97.65'L GP:440.46
18.3 LF 12"Ø CPP S=2.75%
NEW CB-8 STA:15+99.96 OFF:97.47'L GP:440.07
IE=437.53'
IE=437.51'
REMOVE & REPLACE EXISTING CB AND LATERAL
37.6 LF 12"Ø CPP S=1.33%
REMOVE EXISTING CB AND LATERAL
IE=438.03'
NEW CB-7 STA:15+55.58 OFF:71.68'L GP:440.27
IE=438.01'
NEW CB-5 STA:15+20.00 OFF:40.29'L GP:440.52
NEW CB-12 STA:16+37.87 OFF:51.00'L GP:439.43
NEW CB-13 STA:17+00.00 OFF:51.00'L GP:439.24
IE=437.09'
IE=437.50'
-0.30%
62.1 LF 12"Ø CPP S=0.67%
IE=438.50'
9.9 LF 12"Ø CPP S=4.00%
IE=438.11'
IE=436.82'
RECONSTRUCT EX CONCRETE SDMH STA:15+82.89 OFF:31.09'L GP:440.20
IE=436.50'
58.6 LF 12"Ø CPP S=1.00%
REMOVE EXISTING CB AND LATERAL
INSTALL NEW SDMH-2 STA:15+20.02 OFF:31.43'L GP:440.70
54.5 LF 12"Ø CPP S=1.25%
PT: 14+65.83
15+00
16+00
17+00
18+00
19+00
20+00
NEW CB-6 STA:15+25.33 OFF:21.84'R GP:440.03
IE=437.50'
NEW CB-11 STA:16+11.23 OFF:22.79'R GP:439.75
IE=437.75'
IE=436.92'
NEW CB-9 STA:15+55.91 OFF:54.85'R GP:440.63
IE=436.20'
NEW CB-10 STA:16+00.39 OFF:55.02'R GP:440.34
41.4 LF 12"Ø CPP S=2.00%
IE=436.50'
IE=436.46'
RECONSTRUCT EX CONCRETE SDMH STA:15+82.80 OFF:54.20'R FG:440.52
REMOVE & REPLACE EXISTING CATCH BASINS AND SD LATERALS. MAINTAIN EXISTING MH.
REMOVE EXISTING CB AND LATERAL
NEW CB-14 STA:18+38.84 OFF:51.00'L GP:439.30
-0.30%
21.7 LF 12"Ø CPP S=1.00%
IE=437.28'
IE=437.06'
-0.35%
IE=437.06'
INSTALL NEW SDMH-3 STA:18+31.38 OFF:31.61'L GP:439.75
56.5 LF 12"Ø CPP S=0.78%
NEW CB-15 STA:18+41.39 OFF:23.00'R GP:439.05
IE=437.50'
-0.35%
-0.71%
NEW CB-16 STA:19+76.64 OFF:51.01'L GP:440.02
-0.61%
19.8 LF 12"Ø CPP S=1.16%
IE=437.00'
IE=436.77'
-1.15%
IE=436.79'
RECONSTRUCT EX CONCRETE SDMH STA:19+77.66 OFF:31.80'L GP:440.42
NEW CB-17 STA:19+76.49 OFF:23.00'R GP:439.78
55.3 LF 12"Ø CPP S=0.38%
IE=437.00'
-1.15%
REMOVE & REPLACE EXISTING CATCH BASINS AND LATERALS. MAINTAIN EXISTING MH. STA 19+75 – STA 19+80
MATCH LINE "L2S" 15+00
MATCH LINE "L2S" 20+40
STORM DRAIN
STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER
GRADE BREAK STA = 15+77.50 ELEV = 440.31
STA 15+00 – STA 16+00, PROJECT RIGHT: STORM DRAIN NOT SHOWN IN PROFILE FOR CLARITY
LOW PT STA: 18+41.31
LOW PT ELEV: 439.58
PVI STA:19+00.00
PVI ELEV:439.34
K:137.68
LVC:200.00
EXISTING CENTERLINE PROFILE
FINISHED GRADE CENTERLINE PROFILE
EXISTING 18"Ø CPP S=-0.19%
EXISTING 18"Ø CPP S=0.08%
EXISTING 18"Ø CPP S=0.10%
EXISTING DISTRICT HEAT LINES
EXISTING SS MANHOLE
NEW HORSESHOE SDMH-3
RECONSTRUCT EXISTING CONCRETE SDMH-30455
BVCS: 18+00.00 BVCE: 439.64
EVCS: 20+00.00 EVCE: 440.49
IE=436.50' (VERIFY)
IE=436.37' (VERIFY)
IE=436.54' (VERIFY)
IE=436.76' (VERIFY)
1.15%
446 444 442 440 438 436 434
15+00 15+20 15+40 15+60 15+80 16+00 16+20 16+40 16+60 16+80 17+00 17+20 17+40 17+60 17+80 18+00 18+20 18+40 18+60 18+80 19+00 19+20 19+40 19+60 19+80 20+00 20+20 20+40
PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
Preliminary Plans

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	TBD/NFHWY00883	2025	U3	U3

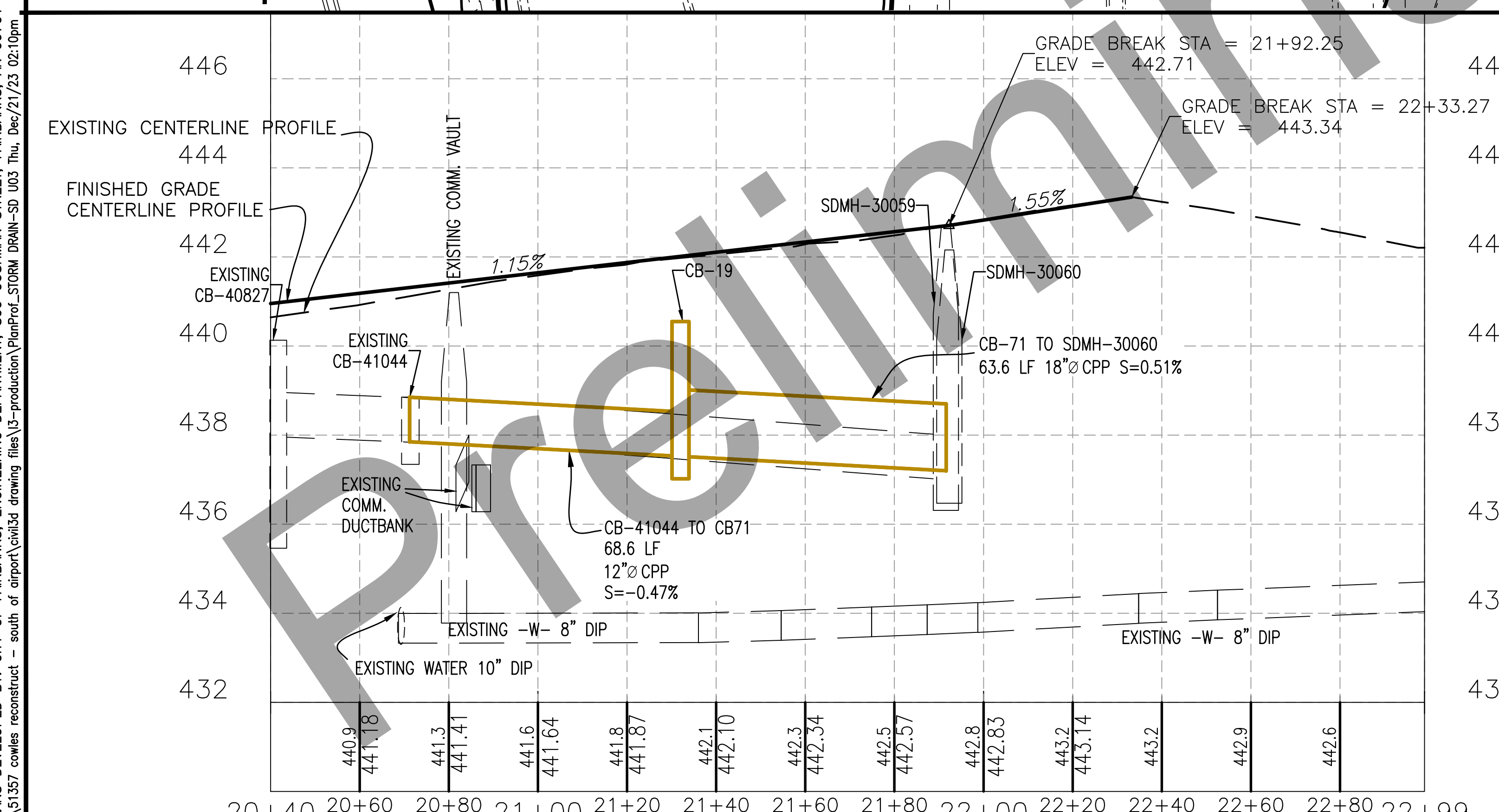


1"=20' HORIZ.,
1"=2' VERT.
(FULL SIZE)

1"=40' HORIZ.,
1"=4' VERT.
(HALF SIZE)

STORM DRAIN

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER



STORM DRAIN NOTES

1. AIR TEST OF NEW STORM DRAIN SHALL BE DONE AFTER ALL UNDERGROUND IMPROVEMENTS ARE COMPLETE.
2. SALVAGE STORM DRAIN CASTINGS AND DELIVER TO THE CITY OF FAIRBANKS PUBLIC WORKS YARD AT 2121 PEGER ROAD. PAY SUBSIDIARY TO RESPECTIVE 603 PAY ITEMS.
3. STRUCTURAL EXCAVATION, PIPE BEDDING, AND BACKFILL ARE SUBSIDIARY TO THE ITEMS INSTALLED.
4. VERIFY ELEVATION OF STORM DRAIN CONNECTION POINTS AND REPORT THESE SURVEY ELEVATIONS TO THE ENGINEER SO CHANGES CAN BE MADE IN THE GRADES AS REQUIRED TO MATCH EXISTING IMPROVEMENTS. PAYMENT SUBSIDIARY TO PAY ITEM 642.0001.0000 CONSTRUCTION SURVEYING.
5. CLEAN AFTER CONSTRUCTION ALL NEW AND REMAINING EXISTING STORM DRAIN SYSTEM DOWNSTREAM OF NEW STORM DRAIN. PAYMENT SUBSIDIARY TO 641.0003.0000 TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL.
6. ABANDON EXISTING STORM DRAIN PIPE IN PLACE EXCEPT WHERE CONFLICTS ARISE A RESULT OF NEW CONSTRUCTION. WHERE CONFLICTS EXIST, REMOVE EXISTING STORM DRAIN PIPE, PLUG ALL OPEN ENDS OF ABANDONDED PIPE NOT REMOVED WITH 12 INCHES OF SPRAYED URETHANE FOAM OR 4 INCHES OF CONCRETE. PAYMENT SUBSIDIARY TO PAY ITEM 202.0001.0000.
7. INSTALL NEW STORM DRAIN PIPE BEDDING PER PIPE BEDDING DETAIL SHOWN ON THE CITY OF FAIRBANKS STORM DRAIN DETAILS SD2.
8. PAYMENT FOR ALL SHORING, BRACING, TRENCH BOXES, ETC TO PROTECT BUILDINGS, TRAFFIC, AND PERSONS SHALL BE SUBSIDIARY TO THE STRUCTURE BEING INSTALLED.
9. INSTALL END SECTIONS ON ALL STORM DRAIN OUTLETS/INLETS.
10. FIELD STAKE ALL STORM DRAIN LOCATIONS FOR APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION.
11. ALL ACCESS FRAMES & COVERS/LIDS IN ASPHALT SHALL BE INSTALLED TO GRADE, DEPRESSED 3/8" BEFORE ASPHALT IS INSTALLED. NO CUTTING OUT ASPHALT SHALL BE ALLOWED WITHOUT APPROVAL OF THE ENGINEER.

PLANS DEVELOPED BY: CITY OF FAIRBANKS, ENGINEERING DEPARTMENT, 800 CUSHMAN STREET, FAIRBANKS, AK 99701 (907)459-6740
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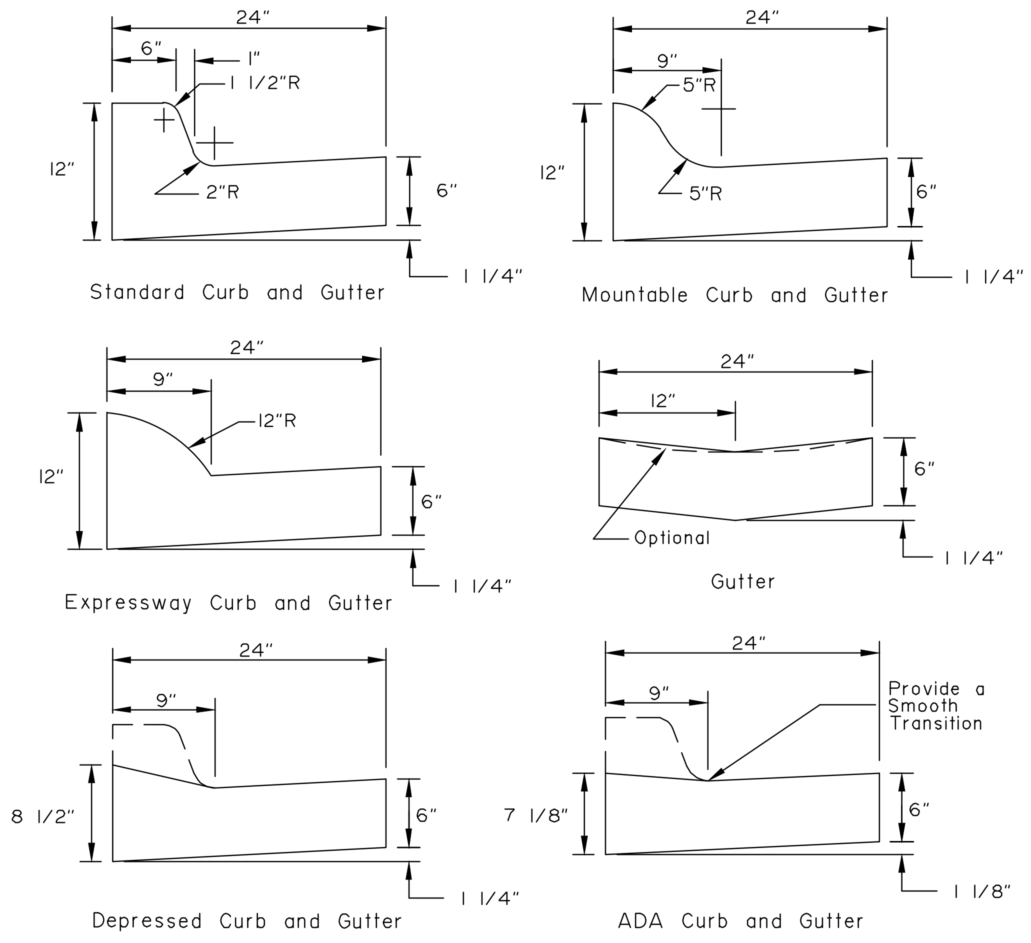
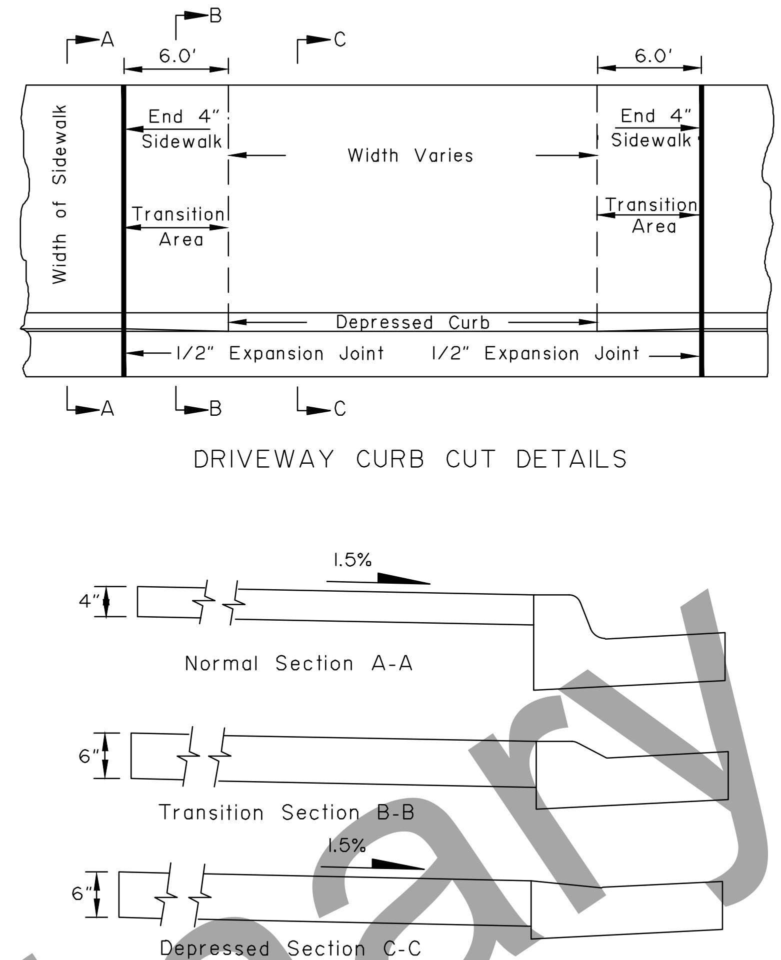
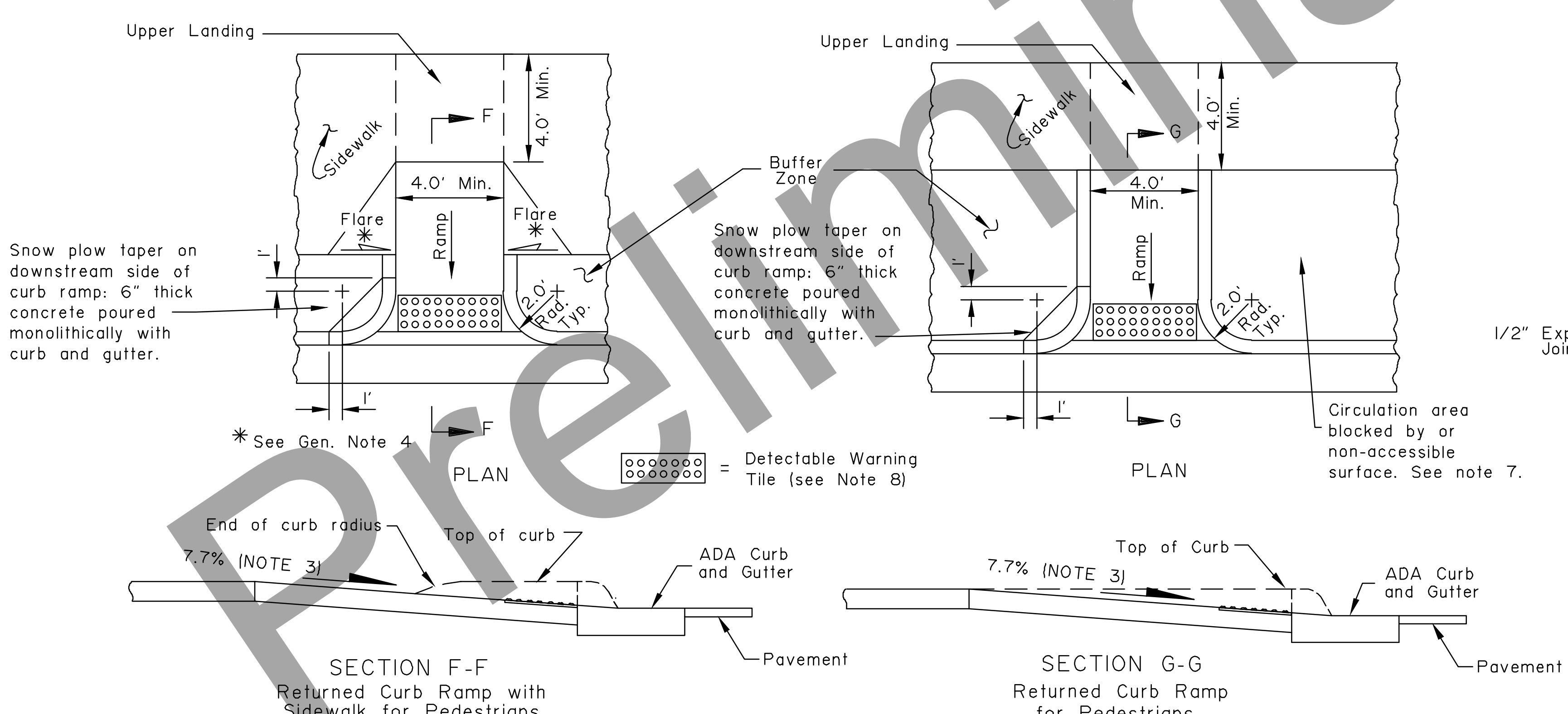


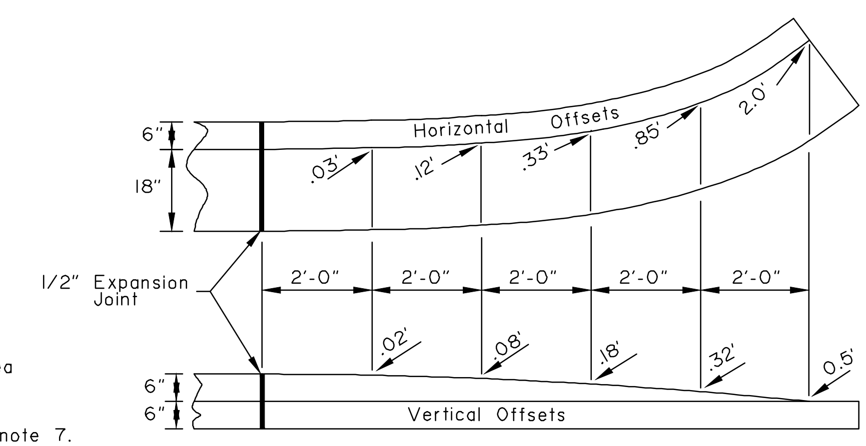
CURB and GUTTER DETAILS



CONSTRUCTION NOTES:

1. Use the type of curb and gutter shown on the plans.
2. Construct ramp runs and landings of concrete, regardless of whether the sidewalk is asphalt or concrete.
3. Construct ramp slopes at a 7.7% nominal grade, or flatter. Ramp slopes may be increased to a maximum of 8.3% when site conditions warrant it. Ramp lengths should be increased to keep grades under the 8.3% maximum, but are not required to exceed 15.0 feet. The resulting ramp grade at a 15.0 foot ramp length is acceptable even if it exceeds 8.3%.
4. Construct flare slopes at 8.3% (measured paralllel to the curb line) or flatter, sidewalk cross slopes at 1.5% nominal (1.0% min. and 2.0% max), and ADA Curb and Gutter gutter pan slopes at 4.7% nominal. Construct grade breaks perpendicular to ramp runs.
5. Do not construct flare slopes steeper than 10.0%, sidewalk cross slopes steeper than 2.0% and ADA Curb and Gutter gutter pan slopes steeper than 5.0%. These are the steepest slopes allowed under the 2006 ADA Standards for Transportation Facilities.
6. Provide a coarse broomed finish on ramp runs perpendicular to the ramp slope.
7. When approved by the Engineer, curb returns may be replaced with flares at locations where access to the side of a ramp run is free of poles, utility boxes, other obstructions, or non-accessible surfaces such as a dirt planter strips. See Standard Plan I-22 for flare details.
8. Install 24" wide detectable warning tiles for the full width of the ramp. Provide tiles with truncated domes meeting Section 705.1 of the 2006 ADA Standards for Transportation Facilities. Align truncated dome pattern in the predominant direction of wheelchair travel to permit wheels to roll between domes.
9. Maximum cross slope on upper landings, measured in any direction, is 2.0%. Maximum cross slope on ramps is 2.0% measured perpendicular to the ramp run.





CURB and GUTTER TERMINATION TRANSITIONS

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

CURB CUT
CURB & GUTTER
AND CURB RAMP DETAILS

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

I-20.20

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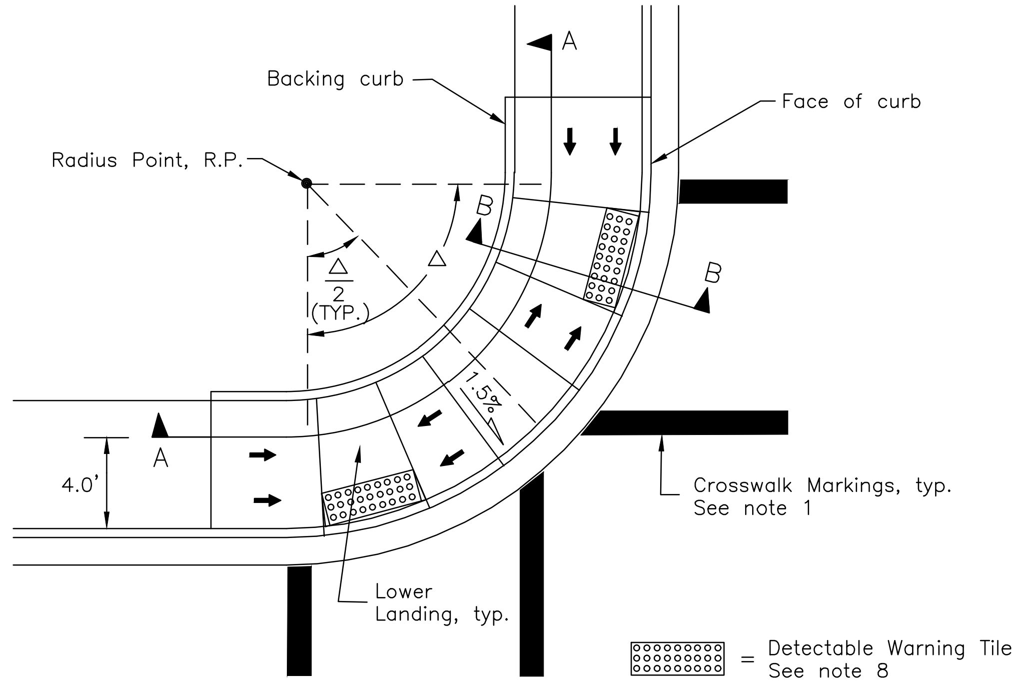
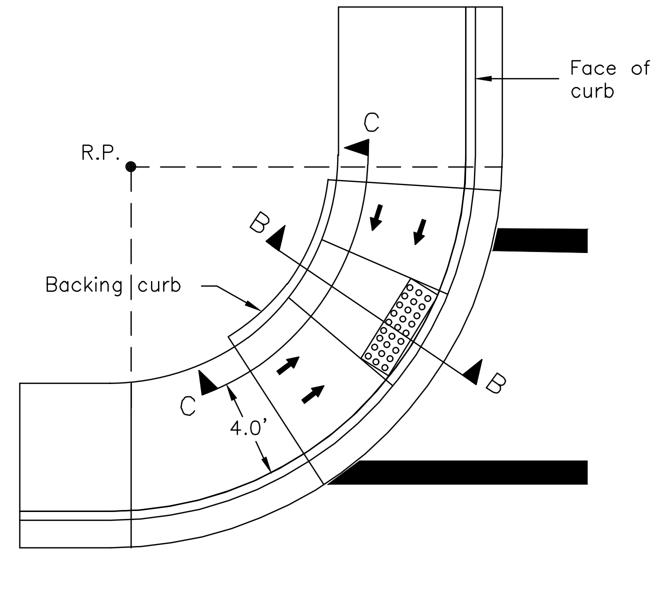


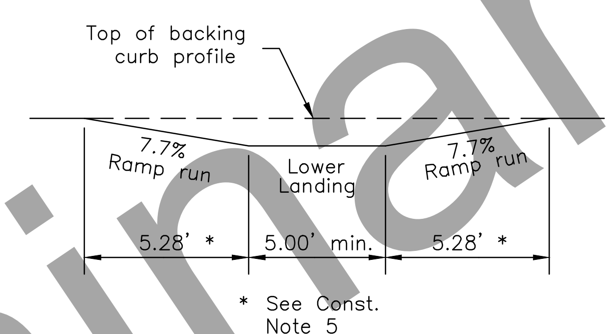
TWO CROSSING DIRECTIONS
At corner



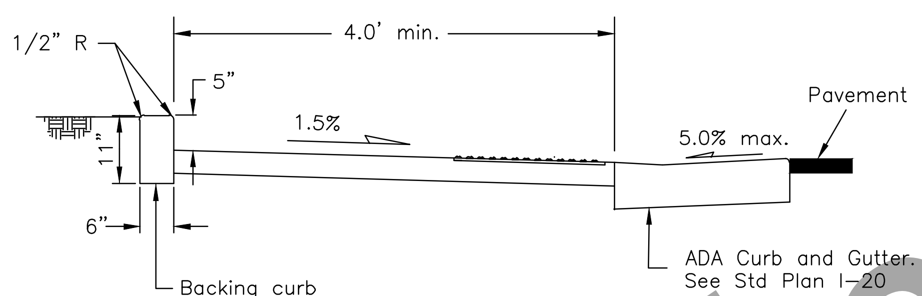
ONE CROSSING DIRECTION
At corner – generic location shown

CONSTRUCTION NOTES:

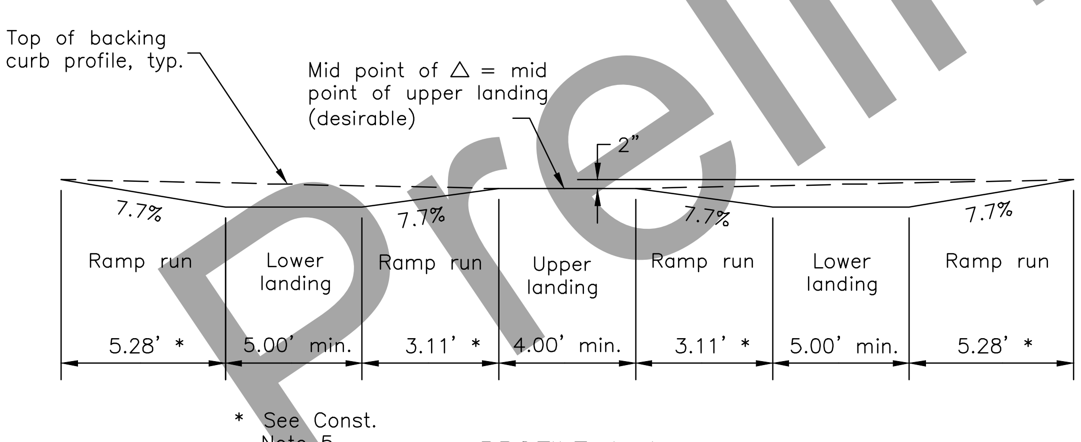
1. See plans for ramp type at specific locations. See striping plans for crosswalk layouts.
2. Construct ramp runs and landings of concrete, regardless of whether the sidewalk is asphalt or concrete.
3. When one parallel curb ramp will serve two directions, use the One Crossing Direction detail and refer to the striping plans for crosswalk layouts.
4. Ramp run lengths are shown for a flat sidewalk grade. For other sidewalk grades, increase or decrease ramp and flare lengths to maintain the slopes shown.
5. Construct ramp slopes at a nominal 7.7% grade, or flatter. Ramp slopes may be increased to a maximum of 8.3% when site conditions warrant it. Ramp lengths should be increased to keep grades under the 8.3% maximum, but are not required to exceed 15.0 feet. The resulting ramp grade at a 15.0 foot ramp length is acceptable even if it exceeds 8.3%.
6. Construct sidewalk cross slopes at 1.5% nominal (1.0% min. and 2.0% max).
7. Provide a coarse broomed finish running perpendicular to the curb on ramp runs and upper landings and parallel to the curb on lower landings.
8. Install 24" detectable warning tiles meeting Section 705.1 of the 2006 ADA Standards for Transportation Facilities for the full width of the ramp.
9. Maximum cross slope on lower landings is 2.0% as measured in any direction. Maximum cross slope on ramps is 2.0% measured perpendicular to the ramp run.
10. Provide 4" minimum thick concrete on ramps and landings.



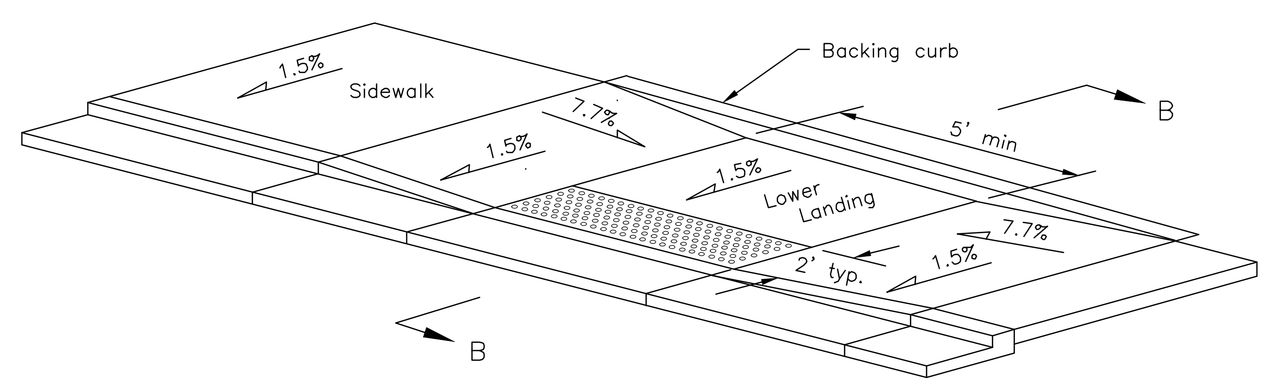
PROFILE C–C



SECTION B–B



PROFILE A–A



MID–BLOCK

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PARALLEL CURB RAMP

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

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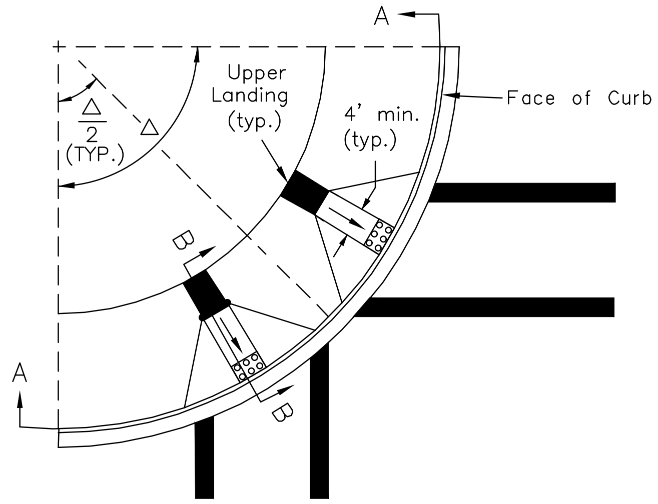
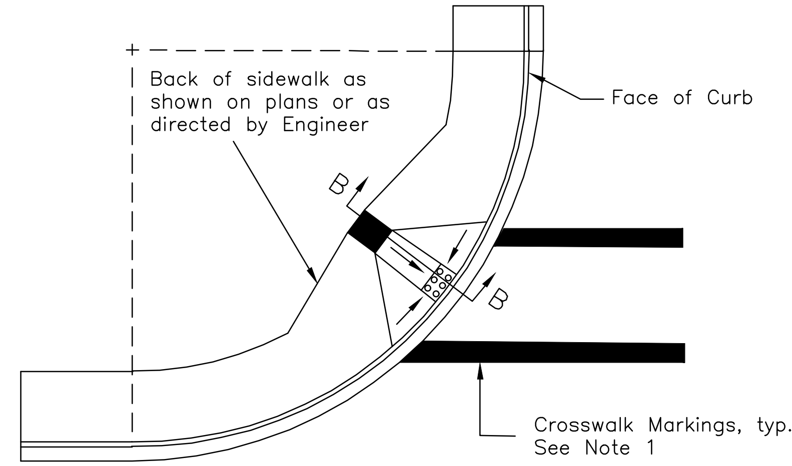
I-22.11 SHEET 1 of 1



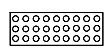
TWO CROSSING DIRECTIONS

At corner



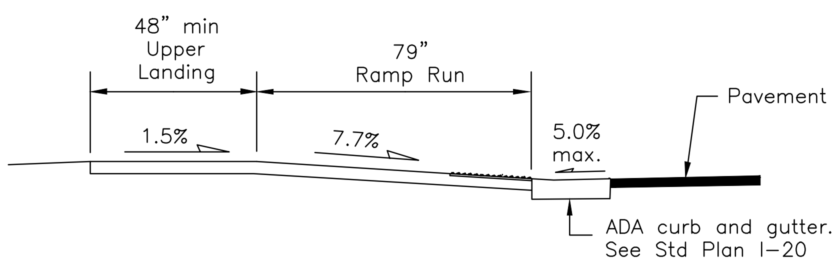
ONE CROSSING DIRECTION

At corner

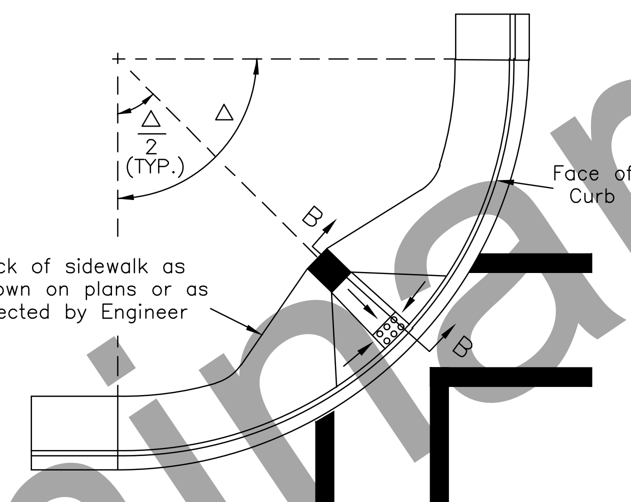
 = Detectable Warning Tile See Note 9

CONSTRUCTION NOTES

1. See plans for ramp type at specific locations. See striping plans for crosswalk layouts.
2. Construct ramp runs perpendicular to the curb face.
3. Construct ramp runs, flares, and upper landings of concrete, regardless of whether the sidewalk is asphalt or concrete.
4. Ramp run and flare lengths are shown for a flat sidewalk grade. For other sidewalk grades, increase or decrease ramp and flare lengths to maintain the slopes shown.
5. Construct ramp slopes at a nominal 7.7% grade, or flatter. Ramps slopes may be increased to a maximum of 8.3% when site conditions warrant it. Ramp lengths should be increased to keep grades under the 8.3% maximum, but are not required to exceed 15.0 feet. The resulting ramp grade at a 15.0 foot ramp length is acceptable even if it exceeds 8.3%.
6. Construct flare slopes at 8.3% (measured parallel to the curb line adjacent to the top back of curb) or flatter, and sidewalk cross slopes at a nominal 1.5% (1.0% min., 2.0% max). Do not construct flare slopes steeper than 10.0%, or sidewalk cross slopes steeper than 2.0%,
7. Provide a coarse broomed finish running parallel to the curb on ramp runs and flares.
8. When approved by the Engineer, flares may be replaced with a curb at locations where access to the side of a ramp run is blocked by poles, utility boxes, other obstructions, or by a non-accessible surface such as a dirt planter strip. See Standard Plan I-20 for details.
9. Install 24" detectable warning tiles for the full width of the ramp. Provide tiles with truncated domes meeting Section 705.1 of the 2006 ADA Standards for Transportation Facilities.
10. Maximum cross slope on upper landings, measured in any direction, is 2.0%. Maximum cross slope on ramps is 2.0% measured perpendicular to the ramp run.
11. Provide 4" minimum thick concrete on ramps, flares and landings

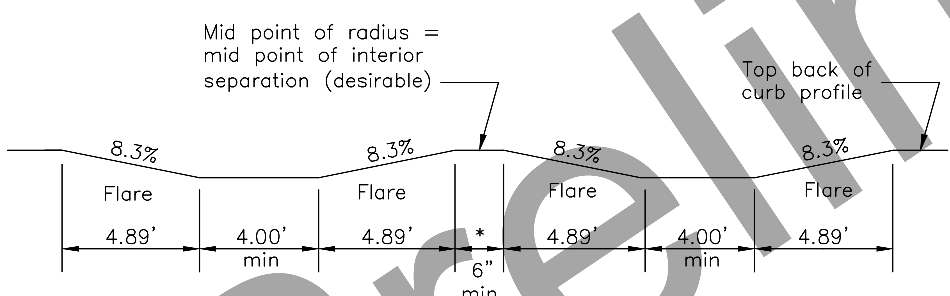


SECTION B-B



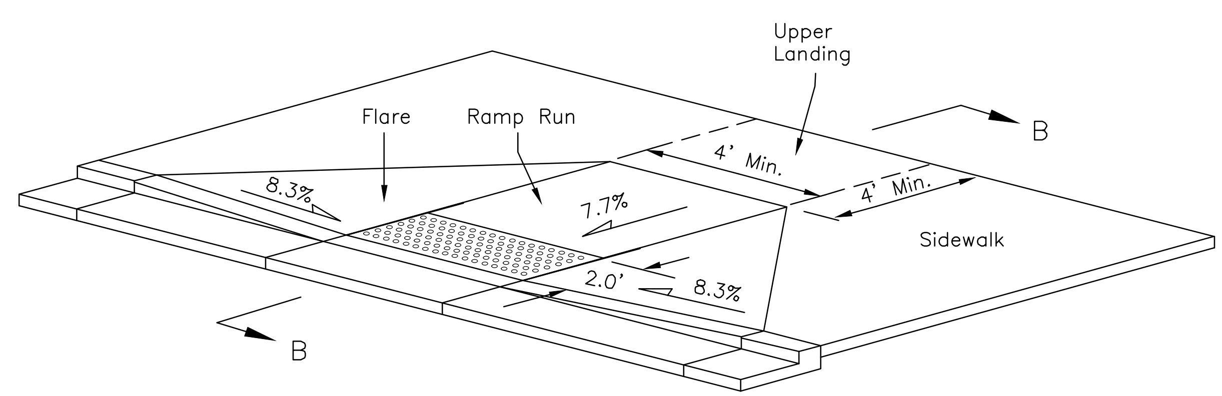
ONE RAMP - TWO DIRECTIONS

At corner



PROFILE A-A

* This dimension is adjustable depending on the curb radius and location of ramps



MID-BLOCK

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PERPENDICULAR CURB RAMP

Adopted as an Alaska Standard Plan by: *Carolyn Morehouse*

Carolyn Morehouse, P.E.
Chief Engineer

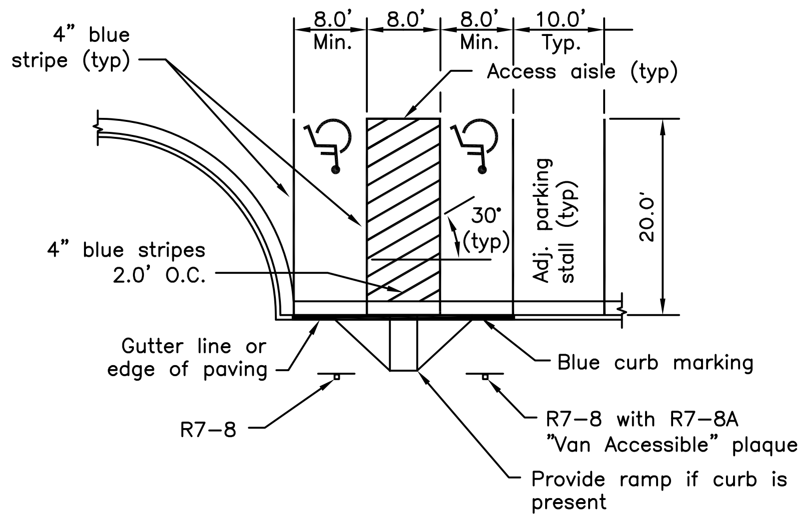
Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLH Date: 7/8/2020

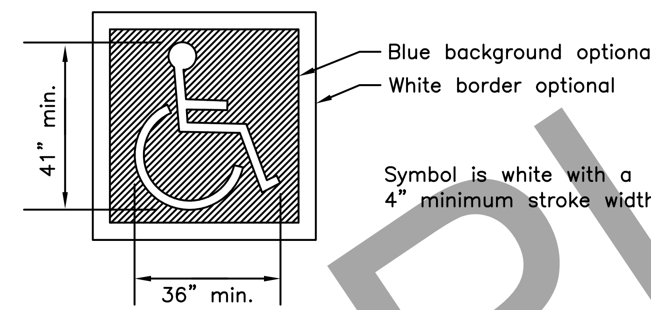
Next Code and Standards Review date: 7/8/2030

I-30.10

SHEET 1 of 1



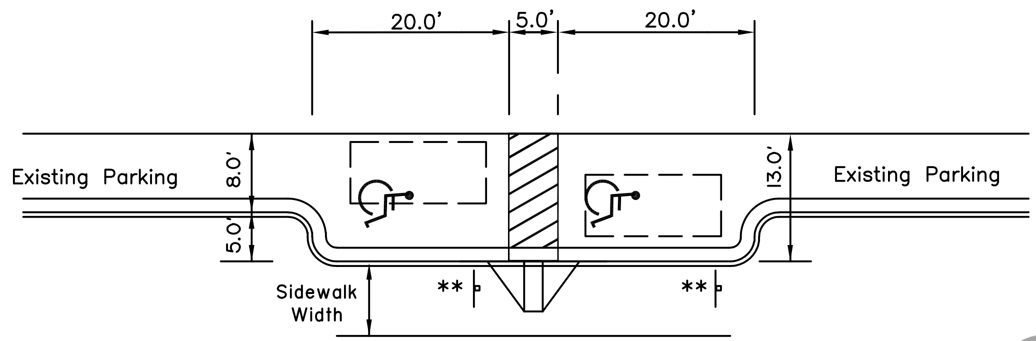
PARKING LOT ACCESSIBLE PERPENDICULAR PARKING



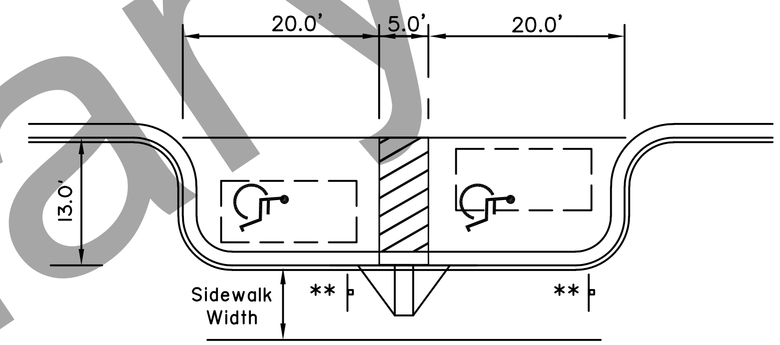
PAVEMENT MARKING SYMBOL DETAIL

GENERAL NOTES:

1. Accessible aisles and accessible routes and those pathways leading from the accessible parking space to the sidewalk shall be free of any obstructions, fixtures or loose surfaces.
2. See standard drawing I-20, I-21, I-22 for curb and curb ramp details.
3. All curb ramps shall be constructed of concrete.
4. The slope for all accessible parking spaces, van accessible parking spaces and access aisles shall not exceed 50:1 in any direction.
5. Although only perpendicular ramps are shown, either parallel or perpendicular ramps are allowable, space permitting.



ACCESSIBLE ON-STREET PARALLEL PARKING PARTIAL INSET



ACCESSIBLE ON-STREET PARALLEL PARKING FULL INSET

ON-STREET PARALLEL PARKING NOTES

1. The 13' width provides for 8' wide parking with a 5' wide access aisle on either side of a car.
2. Add a new curb ramp and 5' aisle between parking places for each additional two accessible parking spaces.
3. Parking spaces may be made van accessible by providing an unobstructed 8' sidewalk width next to each parking space. Ensure curb ramps, parking meters, sign posts, etc. do not encroach on the area where a van's lift would operate.
4. In some cases, ADAAG may allow normal-width parking spaces at the beginning and end of blocks to be designated as accessible. See the latest ADAAG.

** R7-8 "Reserved Parking" and, where appropriate (see note 3), R7-8A, "Van Accessible".

State of Alaska DOT&PF
ALASKA STANDARD PLAN

ACCESSIBLE PARKING

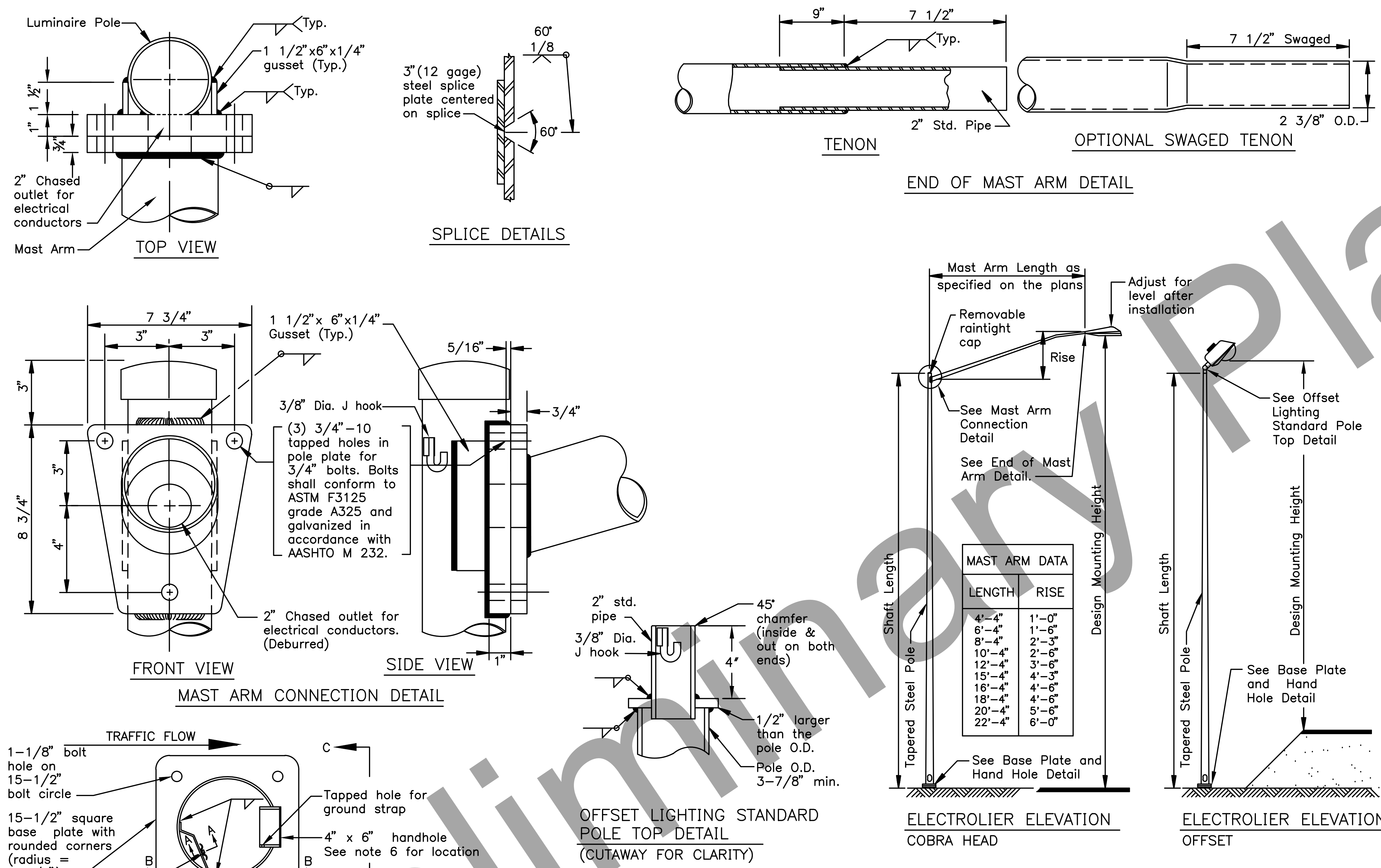
Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

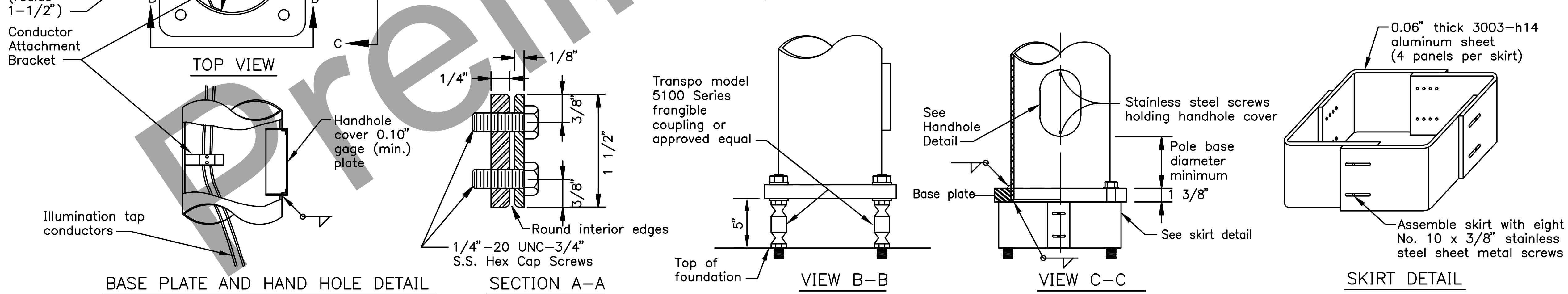
Last Code and Stds. Review
By: Date:

Next Code and Standards Review date:02/08/2029

I-30.10



MAST ARM DATA	
LENGTH	RISE
4'-4"	1'-0"
6'-4"	1'-6"
8'-4"	2'-3"
10'-4"	2'-6"
12'-4"	3'-6"
15'-4"	4'-3"
16'-4"	4'-6"
18'-4"	4'-6"
20'-4"	5'-6"
22'-4"	6'-0"



GENERAL NOTES

1. Design and fabricate all shafts to support a mast arm 22' long with luminaire. Assume each offset fixture weighs 60 lbs. and has an effective projected area of 2.8 SF. Assume each Cobra head weighs 55 lbs. and has an effective projected area of 1.2 square feet. With this dead load, limit the angular rotation of the pole top to 1° 40' maximum.
2. Weld size to be determined by manufacturer.
3. Mounting height, if specified in the plans, refers to the height of luminaire above the finished roadway surface. Adjust each pole's shaft length to maintain this difference in elevation whenever slope and/or offset varies.
4. Minimum outside diameter at the top of pole equals 3-7/8". Pole diameter shall taper uniformly from the top of pole to the base plate, with a maximum taper rate of 0.15" per foot.
5. Mast arm rise may vary ±0.5ft from the values listed in the table.
6. Locate the handhole at 90 degrees to the mast arm on the side of pole downstream from traffic flow.
7. Furnish all poles with a j-hook to support the illumination tap conductors. Furnish all mast arm poles with a removable raintight cap.
8. Frangible couplings shall be NCHRP 350, Test Level 3 compliant and installed in accordance with the manufacturers written instructions. A MASH compliant device does not exist at this time. See SPDR for more info.
9. Frangible couplings shall be installed into flush mounted female anchors so that no fixed hardware extends above the foundation top.
10. Install all components of the breakaway support system in accordance with the manufacturer's written instructions.
11. Fabricate the skirt from four pieces of 0.06" thick 3003 h-14 aluminum sheet. Bend each plate to provide corners with a 3/4" radius. Assemble the skirt with #10 x 3/8" self tapping stainless screws or pop rivets. The assembled skirt measures about 12-7/8" square.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

LIGHTING STANDARDS

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

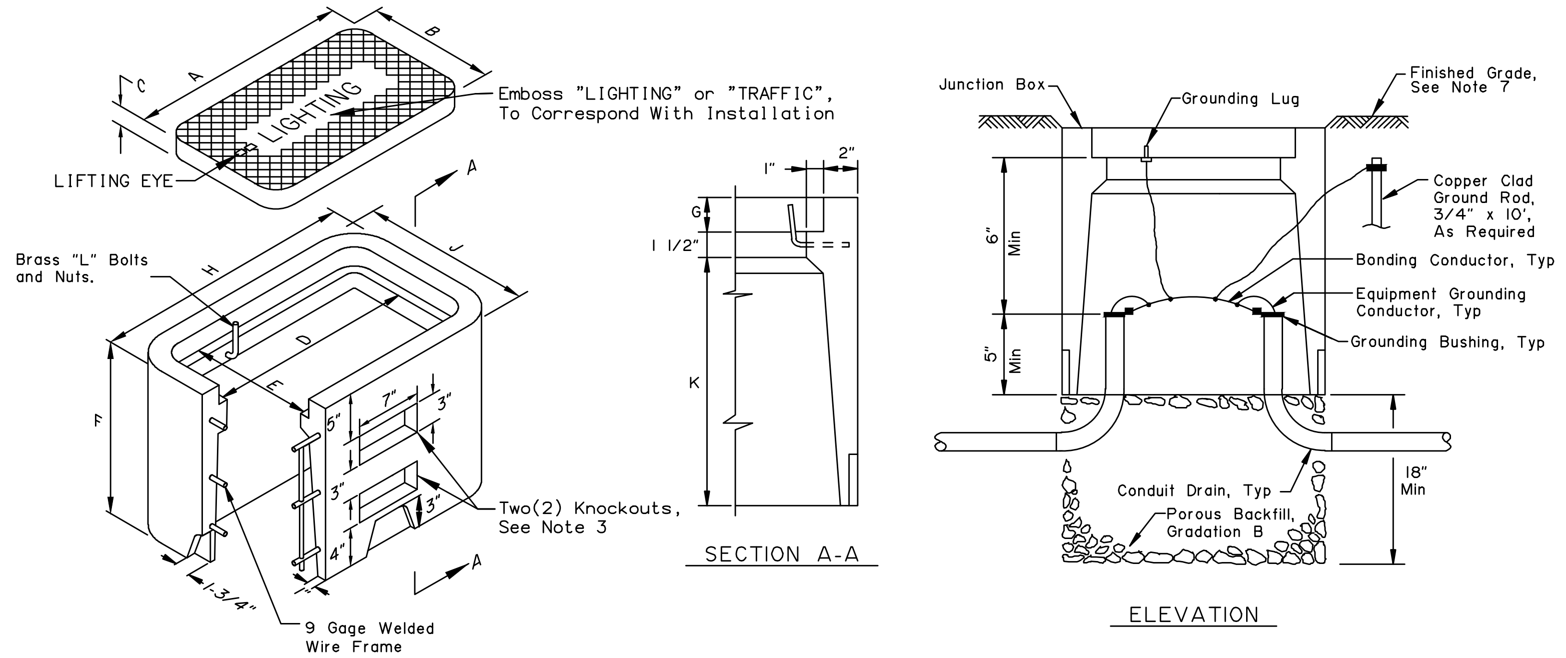
Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLK,MJM Date: 7/8/2020

Next Code and Standards Review Date: 7/8/2030

L-23.02

SHEET 1 of 1

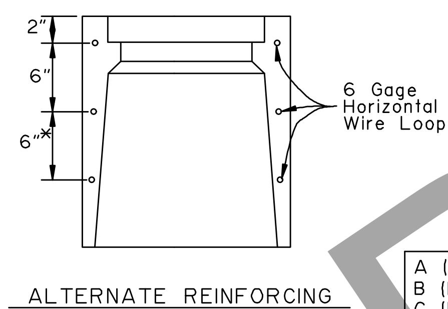


ISOMETRIC

SECTION A-A

ELEVATION

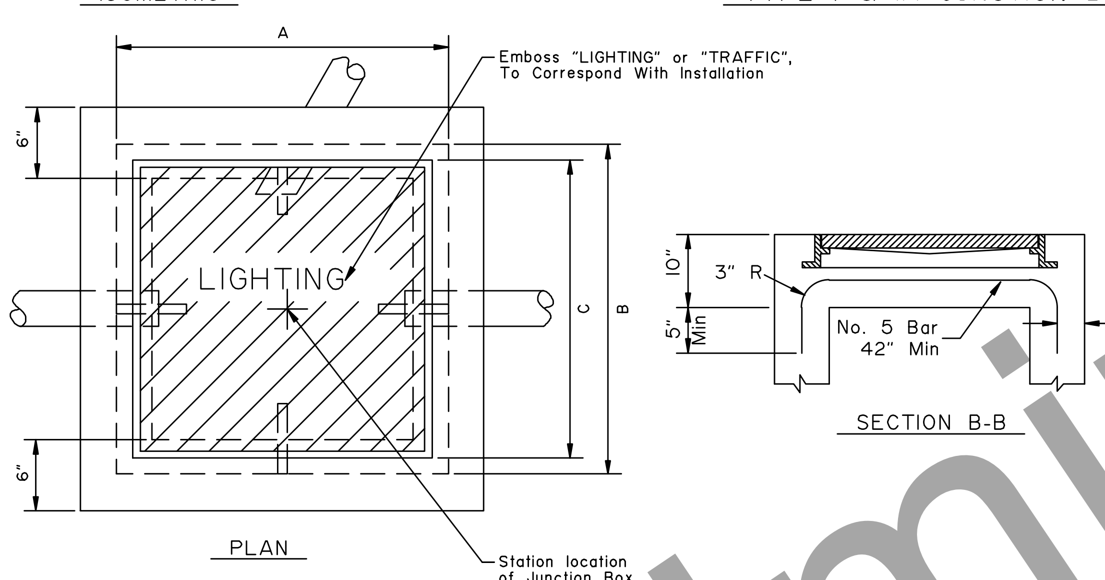
TYPE I & IA JUNCTION BOX



ALTERNATE REINFORCING
*Type IA Only

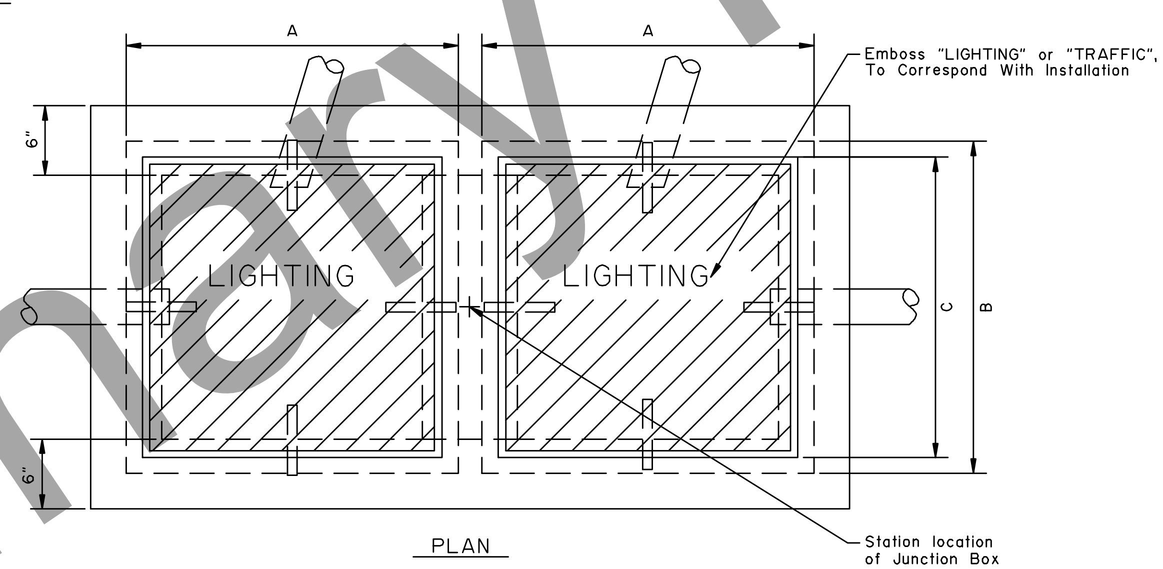
DIMENSIONS (IN)	TYPE I	TYPE IA
A	15	22 3/4
B	10	13 1/4
C	1 3/4	2
D	13 1/2	21 1/4
E	8 1/2	11 3/4
F	12	18
G	1 3/4	2
H	19 1/2	27 1/4
J	14 1/2	17 3/4
K	8 3/4	14 1/2

DIMENSIONS (IN)	TYPE II	TYPE III	TYPE IV
A (Max)	30	30	30
B (Max)	30	30	36
C (Min)	22	22	30
D (Min)	22	22	24
E (Min)	24	24	30

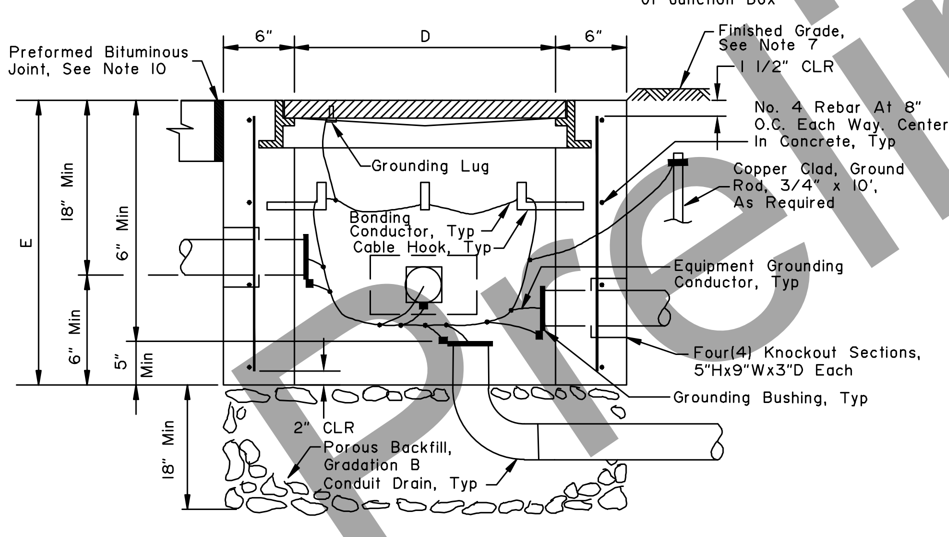


PLAN

SECTION B-B

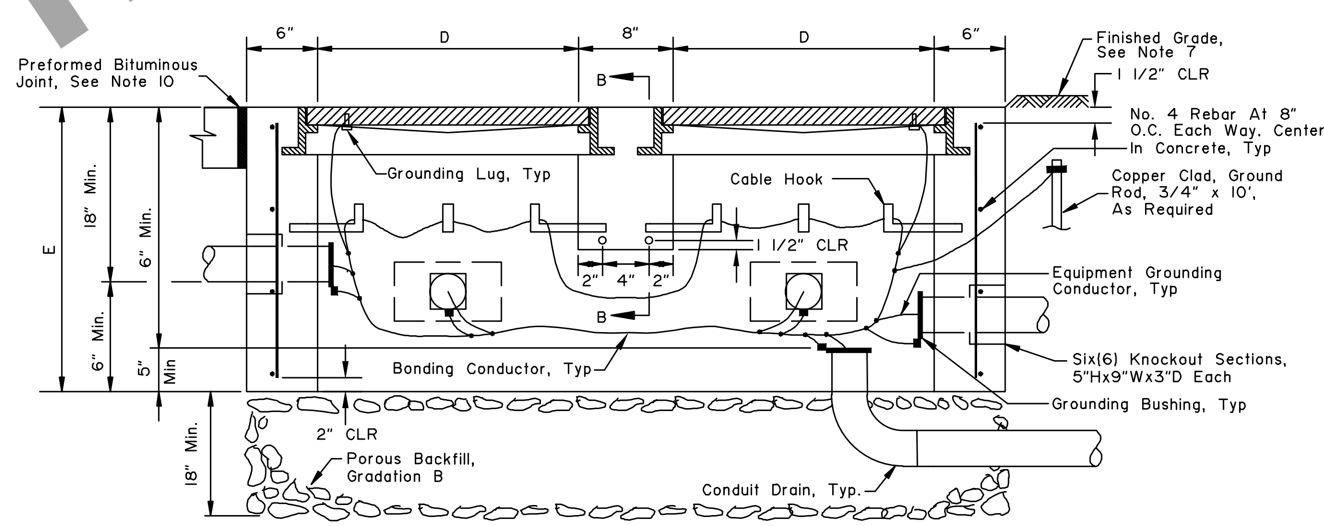


PLAN



ELEVATION

TYPE II JUNCTION BOX



ELEVATION

TYPE III & IV JUNCTION BOX

GENERAL NOTES:

1. See Alaska DOT&PF Standard Specifications for Highway Construction and Standard Plan Development Report (SPDR) for additional requirements.
2. Construct junction boxes using grade 60 reinforcing steel conforming to ASTM A615 and Class A concrete conforming to section 501 of the specifications.
3. Provide knockouts indicated in Type IA junction box when installed for loop detection. Conduit for loop detectors to enter junction box through knockouts.
4. Covers for junction boxes shall be cast iron. Type I & IA shall be secured to junction box with a minimum of two bolts and be rated ANSI/SCTE 77, Tier 8, minimum. Type II, Type III & Type IV cover shall weigh over 100 pounds and be ANSI/SCTE77, AASHTO H-20 traffic rated.
5. The minimum required bearing capacity for Type I shall be 6,800psf, for Type IA shall be 5,100psf, for Type II shall be 3,500psf, for Type III shall be 2,300psf, and for Type IV shall be 2,000psf.
6. See section 703-2.10 of the specifications for stone drain material requirements.
7. See section 660-3.04 of the specifications for top of junction box placement to finished grade requirements.
8. Provide conduits as required, size and quantity indicated in plans.
9. Provide grout around conduits in knockouts and for unused knockouts.
10. Provide a 1/2" thick preformed bituminous joint material around junction boxes installed in concrete walkways.
11. Metal conduits and junction box covers shall be bonded together to be electrically continuous using No. 8 AWG minimum copper bonding conductor. Cover shall be bonded using a tinned copper braided bonding jumper.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

JUNCTION BOXES FOR ELECTROLIER & TRAFFIC SIGNALS

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

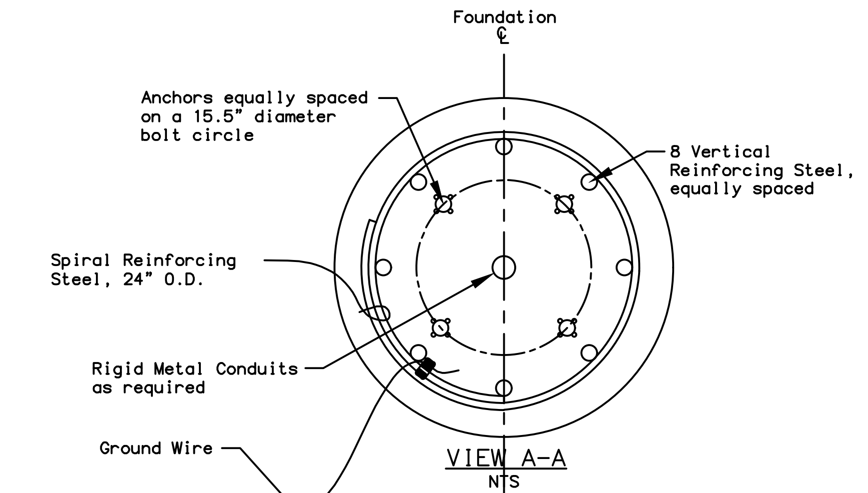
Last Code and Stds. Review
By: CNH Date: 7/15/2020

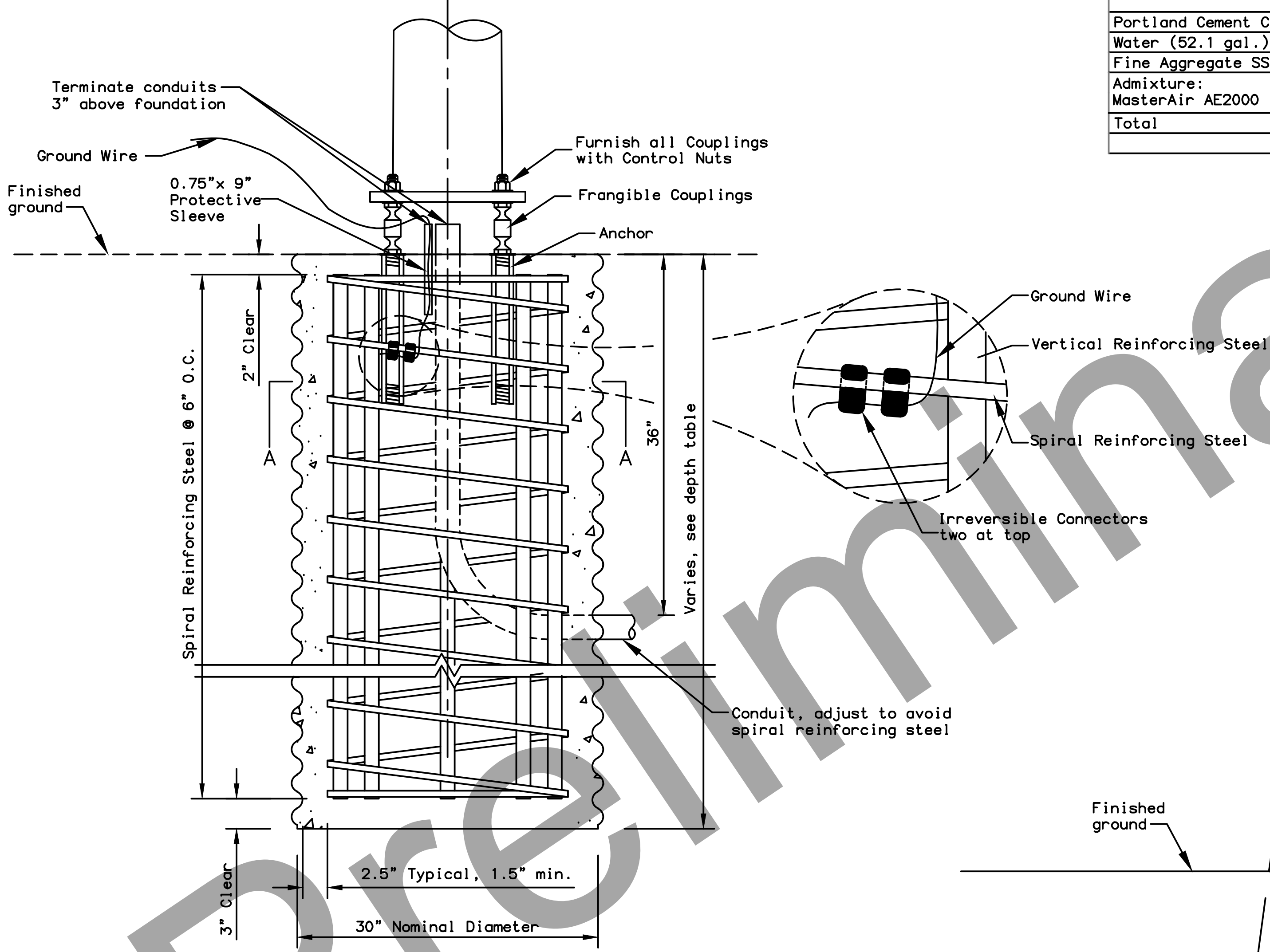
Next Code and Standards Review date: 7/15/2030

L-23.02

L-30.11

SHEET 1 of 1





FOUNDATION DETAILS
(Skirt omitted for clarity)

MATERIAL REQUIREMENTS		
Concrete	Class A	f'c = 4000 psi
CMP	AASHTO M218	14 ga.
Vertical Reinforcing Steel	AASHTO M31 #11	GR 60
Spiral Reinforcing Steel	AASHTO M31 #5	GR 60
Ground Wire		#4 AWG
Frangible Coupling and anchor	NCHRP 350 TL3 (See note 11)	Vu = 5.5 kips Tu = 43.2 kips
Conduit	Sch 40	RMC
Protective Sleeve	Sch 40	PVC

DEPTH TABLE

GRADE	FOUNDATION DEPTH BY APPLICATION (ft.)	
	ELECTROLIER * SEE NOTE 9	BREAKAWAY TRAFFIC SIGNAL
Flat to 6:1	8	6.5
>=6:1 to 3:1	9	7
>=3:1 to 1.5:1	10	8

CONTROLLED LOW STRENGTH MATERIAL MIX DESIGN

ITEM	BATCHING QUANTITIES PER CYD BATCH (lbs.)	APPLICABLE SPECS.
Portland Cement Concrete	188	701-2.01
Water (52.1 gal.)	435	712-2.01
Fine Aggregate SSD	3041	703-2.01
Admixture: MasterAir AE2000	2.0 oz.	711-2.02
Total	3664	

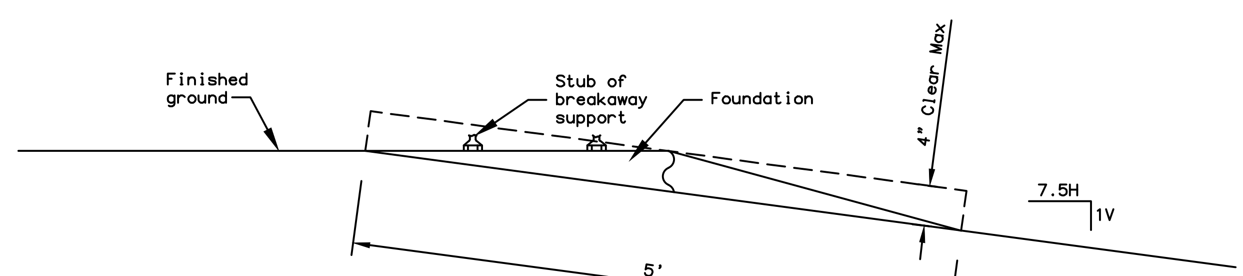
DESIGN NOTES:

Design Standard: 2013 Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals with 2019 interim.

Design Load: 1,000 lbs axial, 2,000 lbs shear, 50,000 ft-lbs moment.

NOTES:

1. This foundation is approved for electrolier and breakaway traffic signal applications in cohesionless soils with an N1-60 value of 10 or greater per AASHTO T-206, "Standard Penetration Test" (SPT). This foundation shall not be used if any of the following are encountered; water table above the bottom of foundation, very loose soils, organic soils, cohesive soils (clay), or soils susceptible to frost jacking. If any of these conditions are encountered, stop foundation work and contact the Engineer.
2. Place foundation in drilled or excavated hole with centerline of foundation located at the station, offset, and elevation specified in plans. Set foundation to satisfy the conditions depicted in clearance detail.
3. Form the foundation in corrugated metal pipe conforming to Subsection 707-2.01 of the Specifications.
4. Provide 1.5 extra turns at each end of the spiral reinforcing steel. Reinforcing steel shall not be spliced. Tie vertical reinforcing steel to each intersection of the spiral reinforcing steel.
5. Connect ground wire near the top of spiral reinforcing steel with two irreversible connectors as shown. Fasten connectors according to the manufacturers' recommendations including the use of manufacturer specified tools. The ground wire may be bare solid, stranded, or braided copper. Protect ground wire with protective sleeve as shown and fill with silicon sealant.
6. Complete all concrete work in conformance with Sections 501, 503, and 660 of the Specifications. Use a tube or tremie with a hopper head or other approved device when dropping concrete more than 5 feet per Subsection 501-3.05. Vibrate concrete during placement by mechanical vibration per Subsection 501-3.06. Ensure anchor threads are protected from contact with concrete during pour.
7. Backfill and compact according to Section 205, and Subsections 203-3.04 and 660-3.01 of the Specifications. Use select material, Type A or controlled low strength material as backfill material. Ensure area below foundation meets compaction requirements and is free of loose material and debris prior to concrete work.
8. Install all anchors according to the manufacturer's written installation instructions. Anchors shall be installed plumb. Anchors greater than 1:40 out-of-plumb will result in foundation rejection.
9. When used for electrolier reduce the foundation depth 1 foot when there is no luminaire arm or the luminaire arm is less than or equal to 12 feet.
10. Grade in depth table refers to fill slopes. If foundation is in a cut slope assume flat grade in table. To determine grade in fill slopes, use the most severe grade found within an 8 foot radius of the center of the foundation.
11. The frangible coupling referenced in this ASP is NCHRP 350 compliant. There is no MASH compliant device available at this time. See SPDR report for more info.
12. Special grading detail and/or shielding may be required to maintain 4" maximum clear distance.



CLEARANCE DETAIL
(See note 12)

State of Alaska DOT&PF
ALASKA STANDARD PLAN

CONCRETE STREET LIGHT POLE FOUNDATION

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLK,MJM Date: 7/8/2020

Next Code and Standards Review Date: 7/8/2030

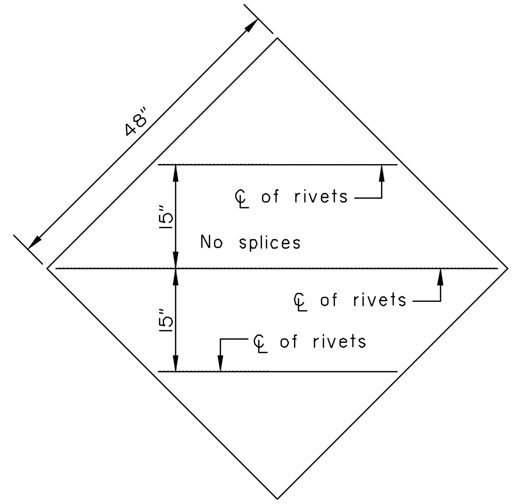
L-30.11

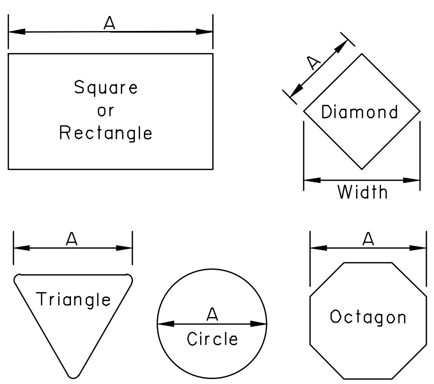
S-00.12

SHEET | of |

GENERAL NOTES

1. See the standard specifications for the aluminum alloys that you may use for sign sheeting and wind framing members.
2. Fabricate all signs from 0.125" thick aluminum sheeting.
3. Sign fabricators may use alternates to the zee shaped framing member with approval of the engineer, if the frame manufacturer certifies their design equals or exceeds the strength of the zee shaped design.
4. Install one piece wind framing members on all signs up to 23.5' wide. Use one splice in each wind frame on all signs wider than 23.5'. Locate splices at least 18" from all posts and panel edges. Stagger splices in adjacent framing members at least 8.0' apart.
5. Attach wind framing members with rivets or with an engineer approved, double sided, high strength, adhesive tape. Clean and handle sheeting and framing members and apply tape in accordance with the tape manufacturer's written instructions. Install two rivets in both ends of each framing member.
6. Use 3/16" diameter rivets conforming to aluminum alloy 6061-T6 for cold driven rivets, or aluminum alloy 6061-T43 for hot driven rivets.
7. Sign fabricators may use sign panels extruded with integral framing with approval of the engineer, if the manufacturer certifies their design equals or exceeds the strength of the 0.125" thick panel with framing attached to it.
8. Frame all signs taller than 8.0' with five wind framing members located (H-0.15)/4 spaces. If needed, make a horizontal splice at the middle wind frame.
9. Do not use round pipes for sign supports.

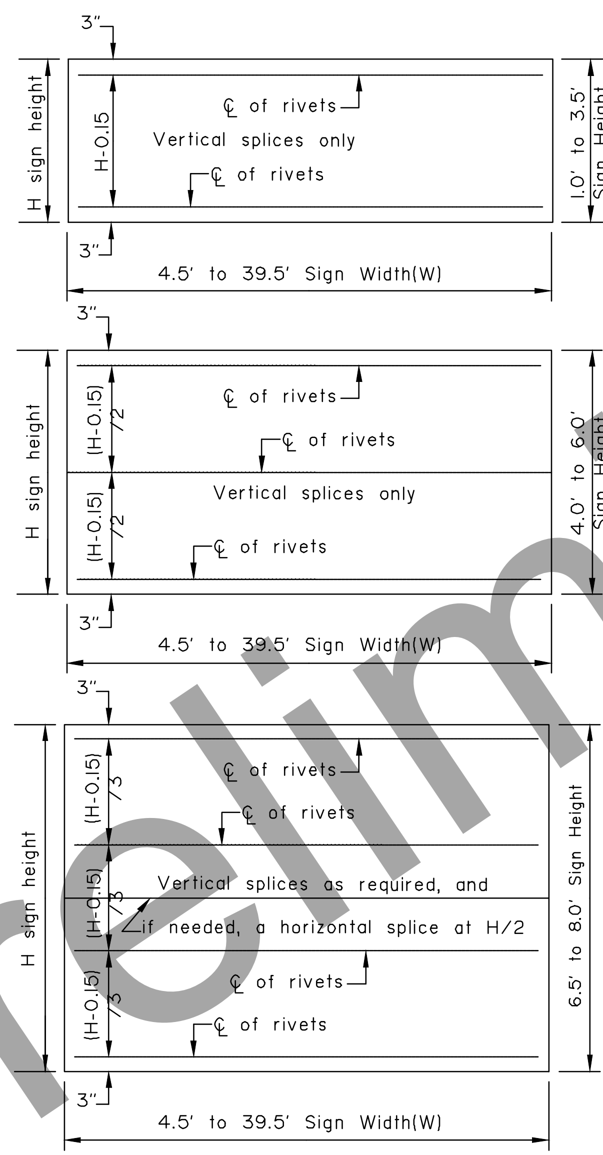




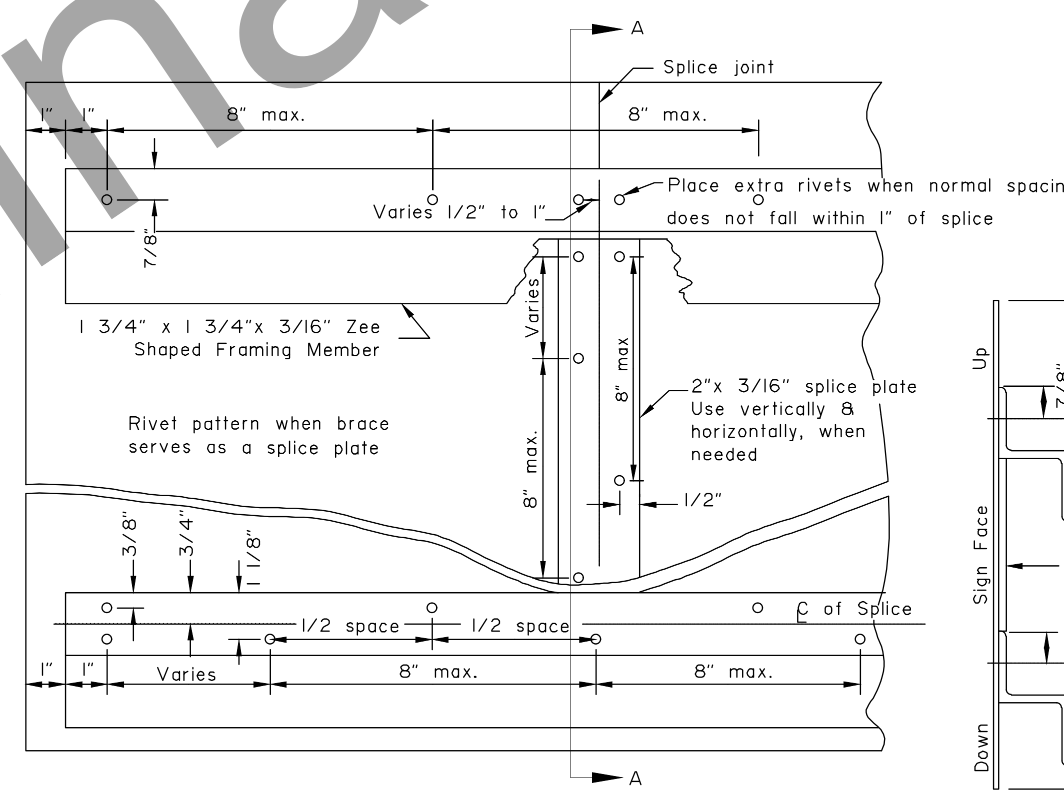
Maximum size unframed signs using 0.125" thick aluminum sheeting.	
Sign Shape	A
Squares, Shields, and Route Markers	48"
Rectangles	48"
Diamonds	48"
Triangles	48"
Rounds and Octagons	48"

Install wind framing on all signs that exceed the dimensions listed.

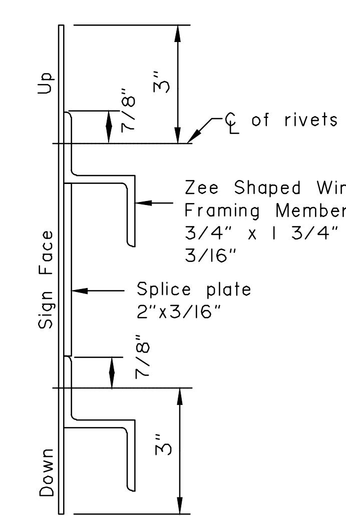
LIGHT SIGNS



WIND FRAMING LOCATIONS



RIVET DETAIL FOR ZEE SHAPED WIND FRAMING & SPLICE PLATE



SECTION A-A

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

SIGN FRAMING

Adopted as an Alaska Standard Plan by: Carolyn Morehouse

Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

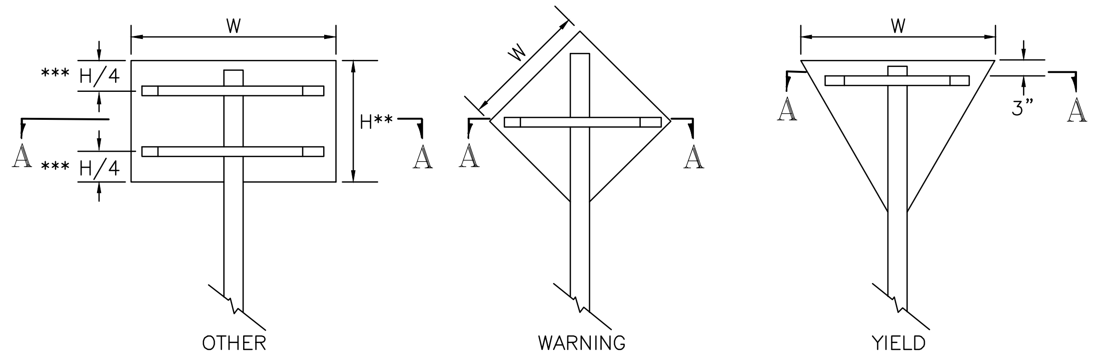
Last Code and Stds. Review
By: WTH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

S-00.12

S-01.02

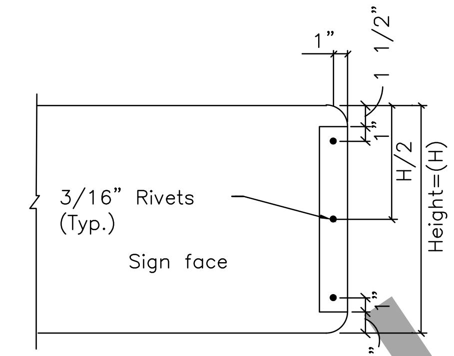
SHEET | of |



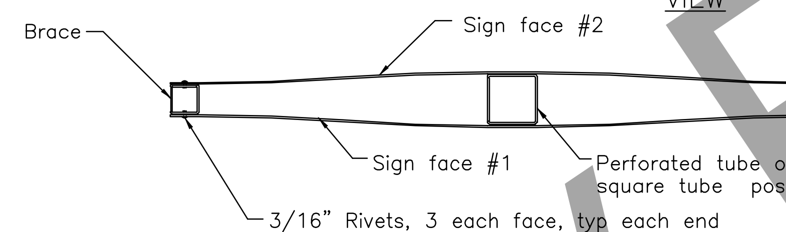
*** Use one brace when H ≤ 18"
Use two braces when 18"< H < 48"
Use three braces when H ≥ 48"

** Position of brace may be varied to match Predrilled mounting holes in panel

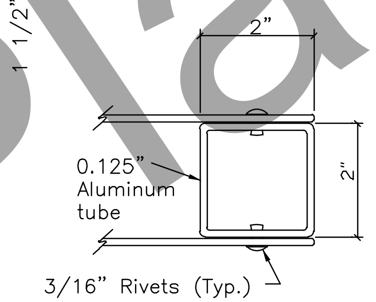
SIGN BRACING PLACEMENT



RIVET DETAIL ELEVATION VIEW

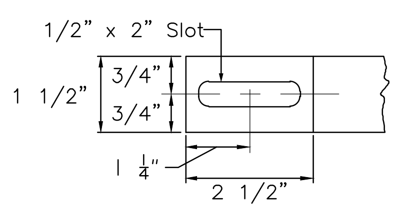


PLAN VIEW

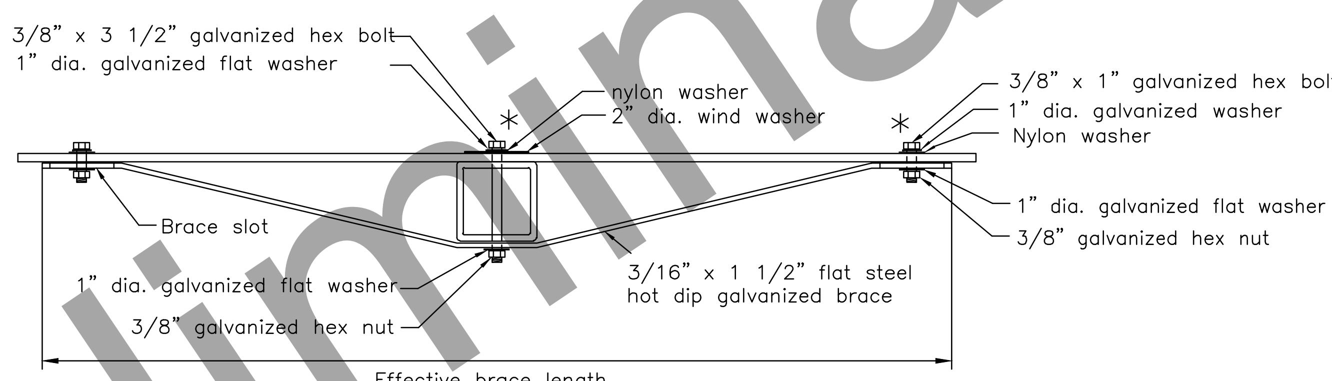


END BRACE DETAIL

SMALL STREET NAME SIGN (D3-1, D3-1A, D3-1D) BRACING DETAILS



DETAIL OF BRACE SLOT
Elevation view



* Adjust location of bracing so that bolts and washers will miss the sign legend

TUBE POST SIGN BRACING SECTION A-A
Plan view

Sign Width(W)	Effective Brace Length		
	Warning	Yield	Other
30"	36"	24"	24"
36"	42"	30"	30"
42"	48"	–	36"
48"	Two posts	36"	42"

< 30" No bracing required and use square tube

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

BRACING FOR SIGNS MOUNTED ON SINGLE POST

Adopted as an Alaska Standard Plan by: Carolyn Morehouse

Carolyn Morehouse, P.E.
Chief Engineer

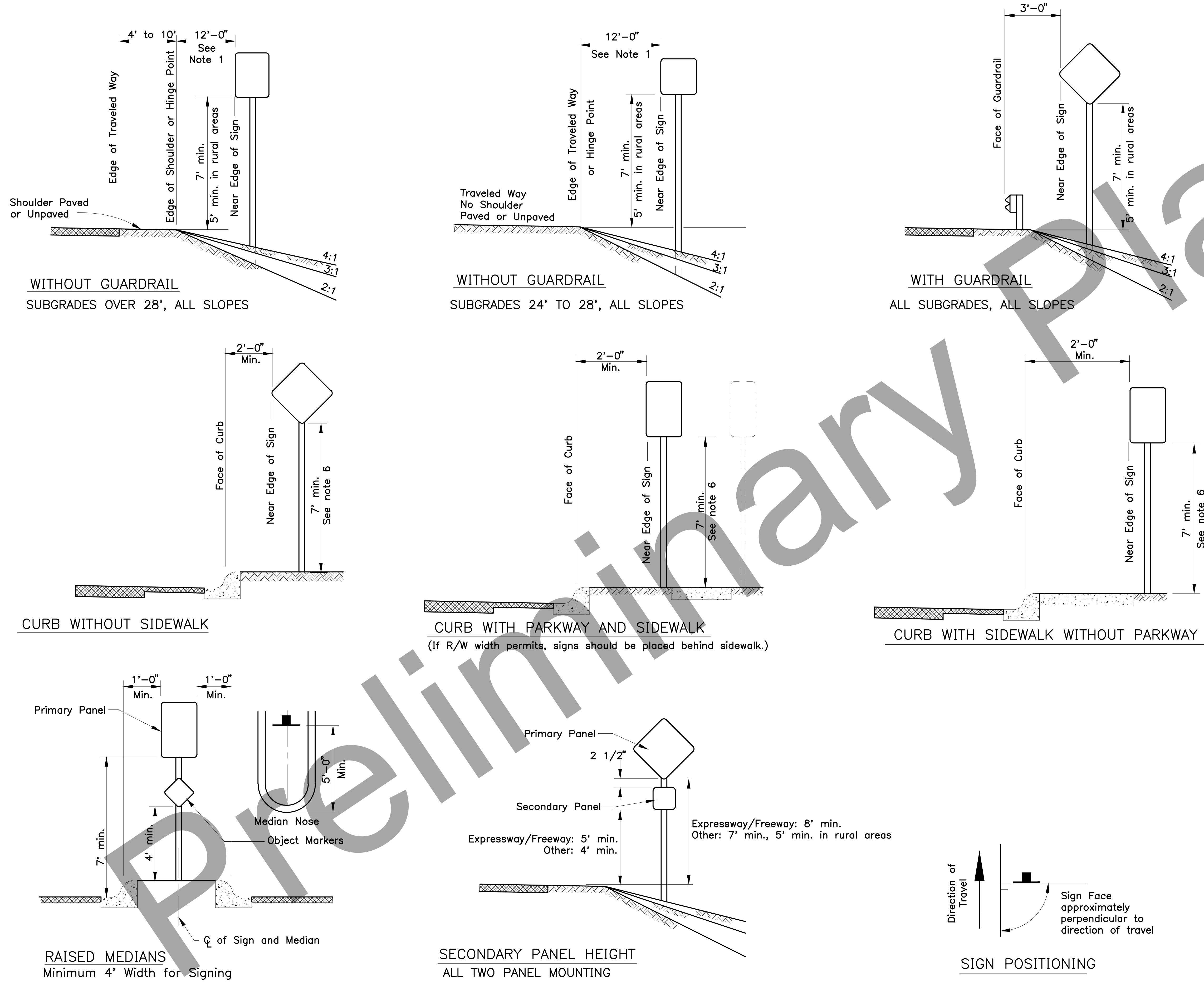
Adoption Date: 7/17/2020

Last Code and Stds. Review
By: WTH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

S-01.02

S-05.02 SHEET 1 of 1



GENERAL NOTES

1. Unless shown otherwise on the plans, the standard sign offset is 12'. The minimum is 6' where shoulder width is 6' or greater.
2. Add 6" to mounting height on unpaved roads.
3. If signs extend over bike paths, the minimum vertical clearance is 8' 0".
4. When signs are placed 30' or more from the edge of traveled way, mount them with the bottom of the sign at least 5' above the road surface at the near edge of the road.
5. When multiple hinged sign supports are used, mount hinges at least 7' above the ground.
6. Minimum mounting height is 7'-0" where parking or pedestrian movements are likely to occur, or where sings extend over sidewalks.
7. For construction signs in rural areas, mounting height shall be 7' minimum.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

POST MOUNTED SIGN
OFFSET AND HEIGHT

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

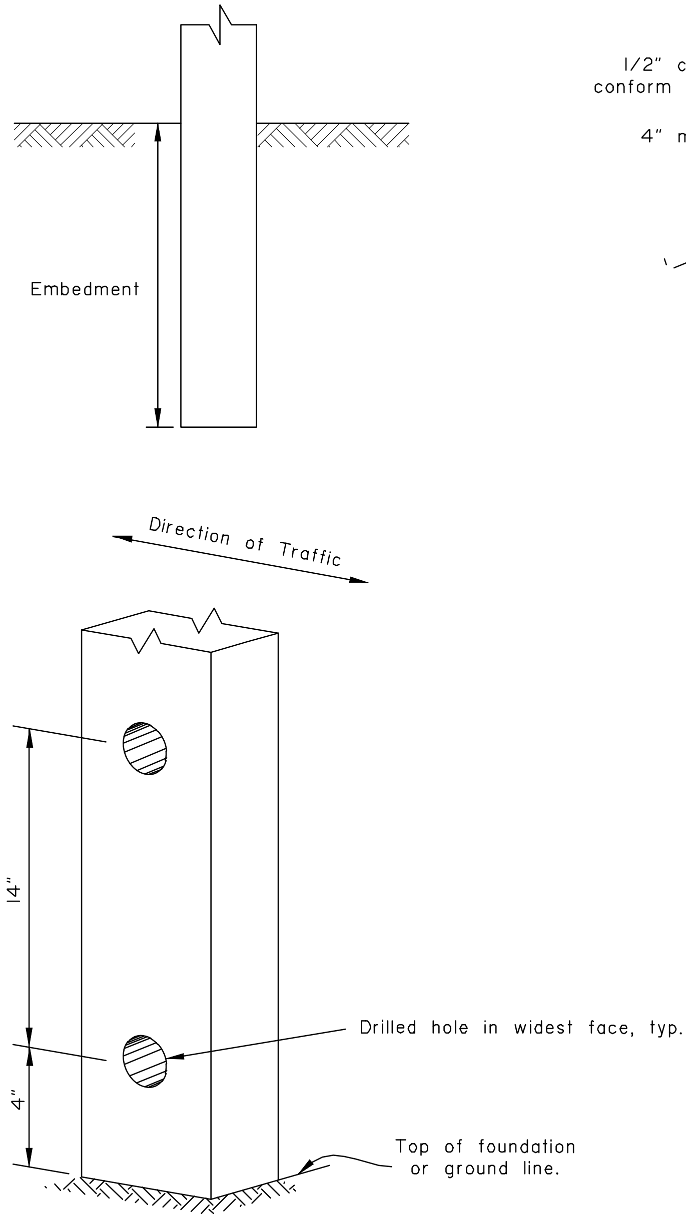
Adoption Date: 7/17/2020

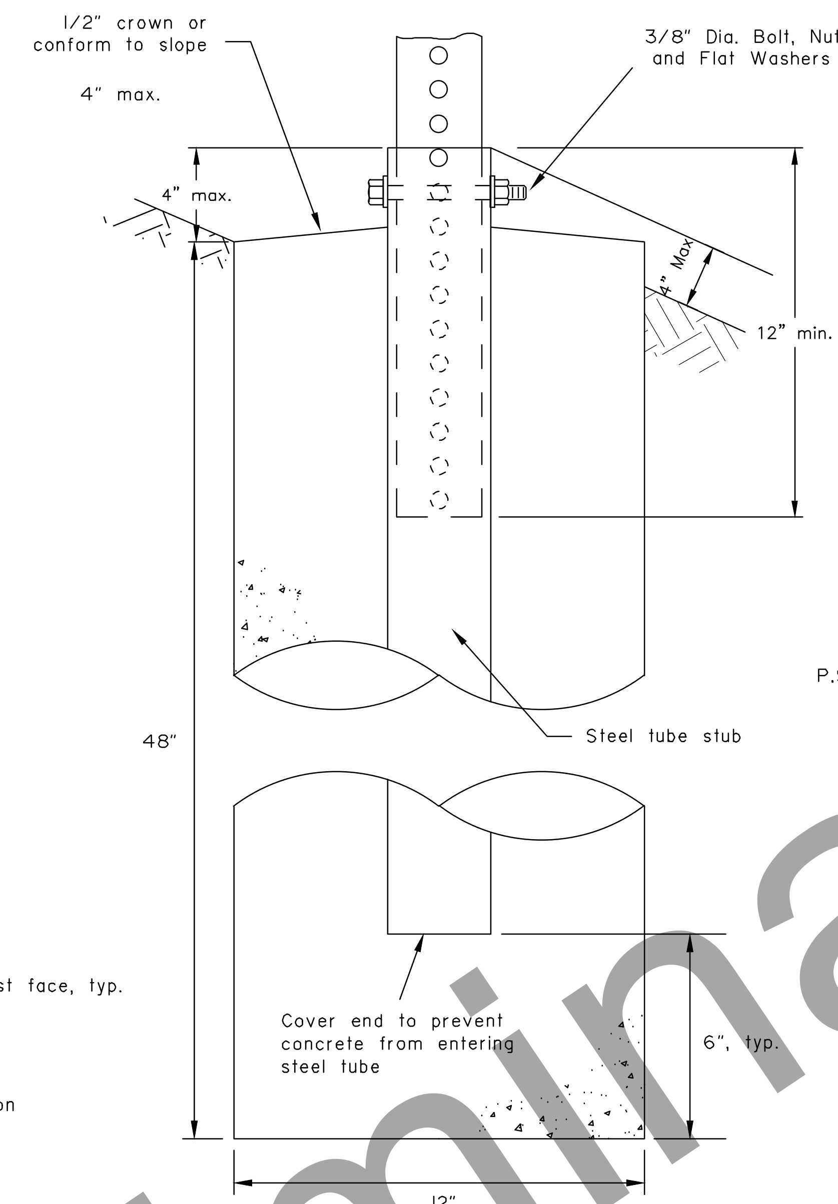
Last Code and Stds. Review
By: KLK Date: 7/8/2020

Next Code and Standards Review Date: 7/8/2030

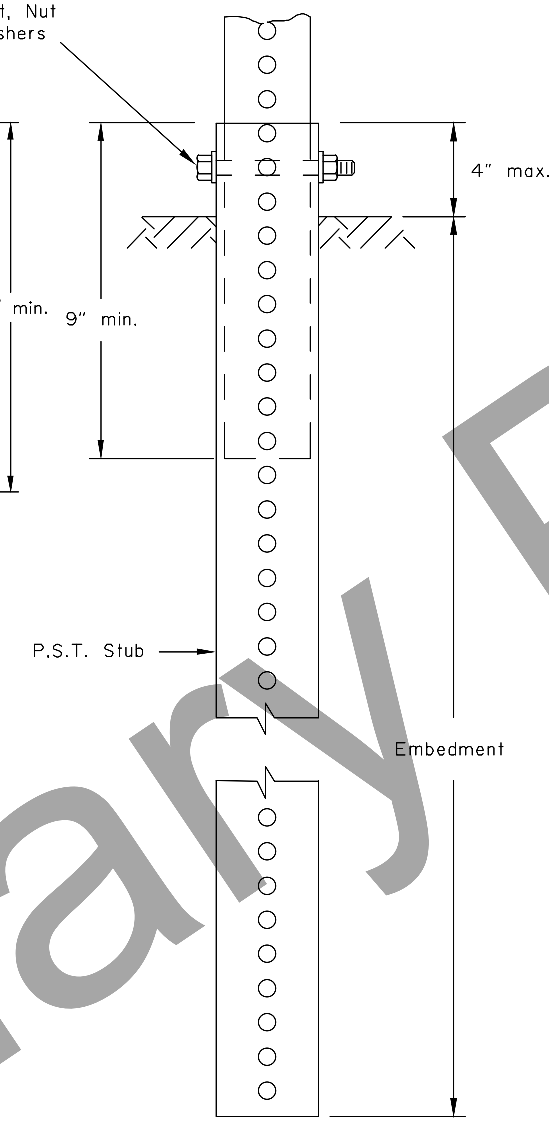
S-05.02

S-30.05 SHEET 1 of 1





SLEEVE TYPE
CONCRETE FOUNDATION



SLEEVE TYPE*
SOIL EMBEDMENT

GENERAL NOTES:

1. Sign shall be placed symmetrically around posts and refer to Standard Plan S-00 for sign framing details.
2. See plans for type of post, size and embedment type.
3. To maintain crashworthiness, install no more than the number of P.S.T.s or wood posts specified in the tables within 7' of each other.
4. Concrete shall be class B.
5. Do not use the supports on this drawing for multiple support signs if supports are separated by more than 7 feet.
6. Treat all field cuts and field drilled holes in wood posts in accordance with Section 730-2.04 of the Standard Specifications.

SIGN POST SPACING NOTES:

1. Install sign support in accordance with the table below, unless otherwise required by plans or specifications.
2. Exceptions:
   a. Use one post for all E5-1 gore signs, regardless of width.
   b. Use one 2.5" P.S.T. for all STOP signs, with or without street name signs.
3. Supports placed within 7' of each other must be acceptable for that use. See tables below for the sizes of wood posts and P.S.T.s that may be used within 7'. See Manufacturer's documentation for breakaway couplings and tubes that may be used within 7'.
4. See Standard Plan S-31 for frangible couplings, hinges, and foundations for tube and W-shape sign supports.

WOOD SIGN POSTS

SIZE	HOLE DIA.	EMBEDMENT*	NO. OF POSTS WITHIN 7 Ft. PATH
4"x4"	NONE	4'-1"	2
4"x6"	1 1/2"	5'-3"	2
6"x6"	1 1/2"	4'-9"	1
6"x8"	3"	4'-9"	1

* Embedment depth applies in both strong and weak soil.

WOOD POSTS

PERFORATED STEEL TUBES (P.S.T.)

POST SIZE	Embedment Depth	No. of P.S.T.s permitted within 7 ft path
1 1/2" x 1 1/2"	4'-8"	2
1 3/4" x 1 3/4"	4'-6"	2
2" x 2"	4'-3"	2
2 1/4" x 2 1/4"	5'-0"	1
2 1/2" x 2 1/2"	4'-6"	1

* Use 3"x3"x3/16" Stub for 2 1/2"x2 1/2" PST Applications.

PERFORATED STEEL TUBE (PST) POSTS

TUBE SIGN POST SPACING

Sign Width (feet)	No. of Posts	Distance Between Posts	Sign Overhang	Post Type: P.S.T.	Post Type: Wood	Post Type: Steel Tube	Post Type: W-Shape	Notes
0.5 to 4.0	1	-	0.5W	X	X	X		See Note 2.
4.5 to 10.0	2	0.6W	0.2W	X	X	X		See Note 3.
10.5 to 11.0	2	6	Varies	X	X	X		See Note 3.
11.5 to 13.0	2	8	Varies				X	
13.5 to 20.0	2	0.6W	0.2W				X	
20.5 to 22.5	3	8	Varies				X	
23.0 to 29.5	3	0.35W	0.15W				X	
30.0 to 31.5	4	8	Varies				X	
32.0 to 40.0	4	0.25W	0.125W				X	

TUBE SIGN POST SPACING

Note: Drawing not to scale

State of Alaska DOT&PF
ALASKA STANDARD PLAN

LIGHT SIGN STRUCTURE
POST EMBEDMENT

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

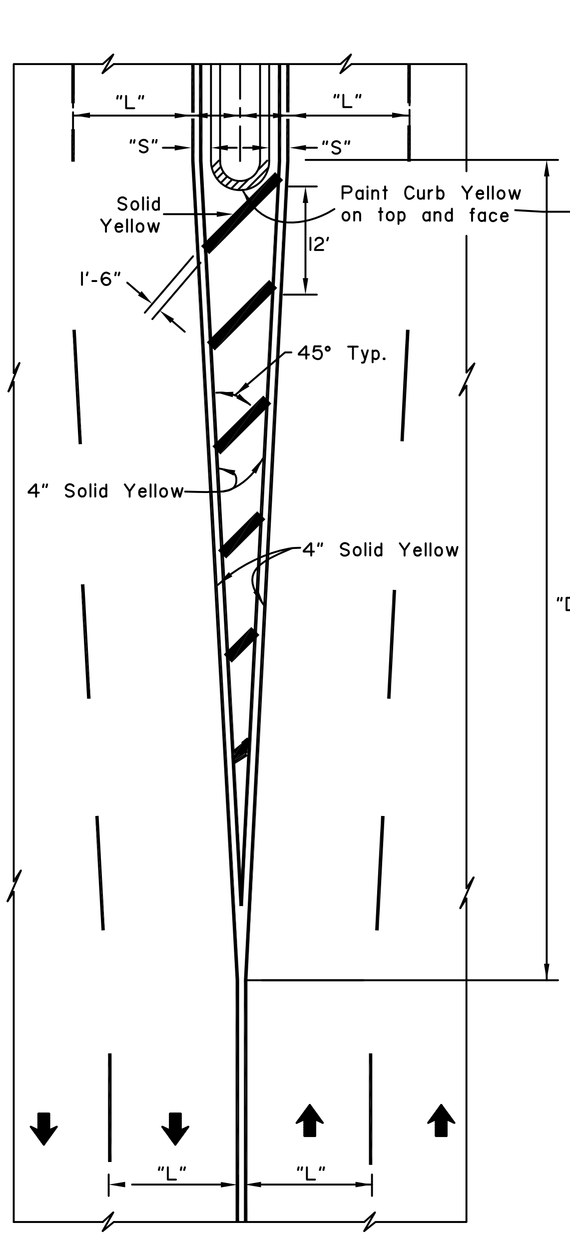
Last Code and Stds. Review
By: WTH Date: 7/8/2020

Next Code and Standards Review date: 7/8/2030

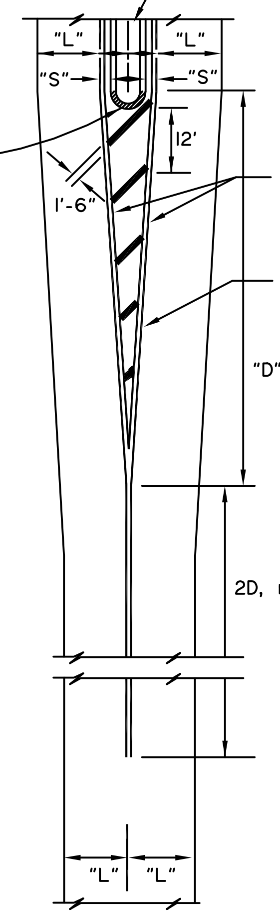
S-30.05

T-20.04

SHEET | of |

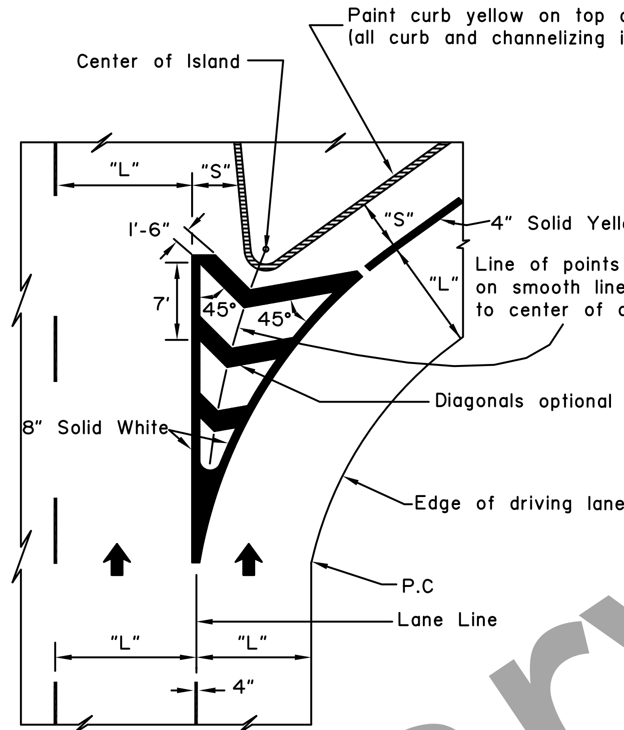


FOUR OR MORE LANES
DRIVE TO RIGHT



TWO LANES
DRIVE TO RIGHT

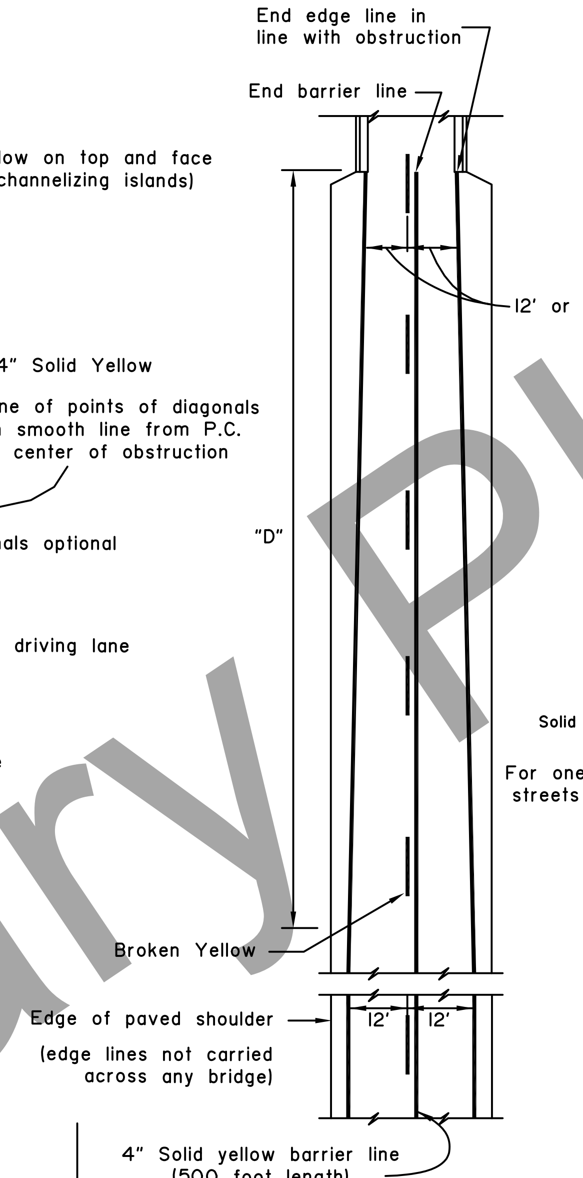
White longitudinal and diagonal markers identical to Four Lane Arrangement.



CHANNELIZING ISLAND

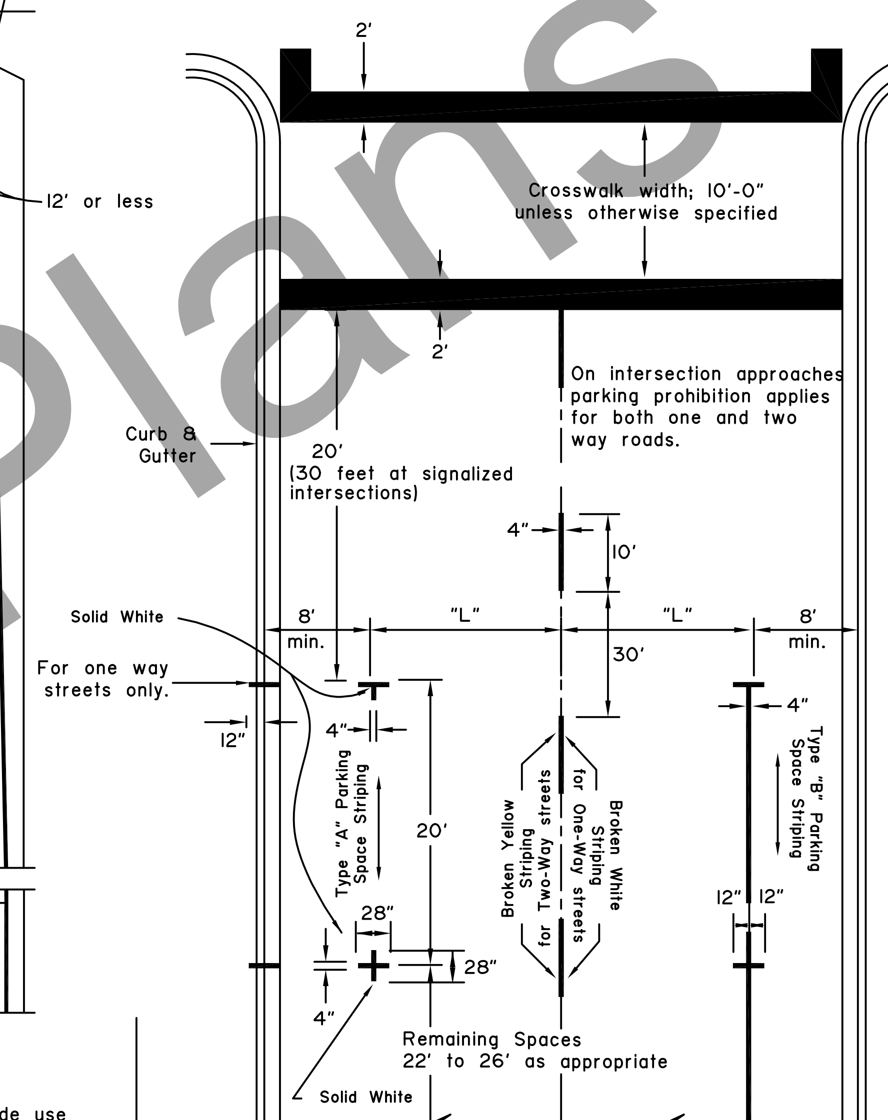
NOTES: "D" = Speed limit (mph) X "S" (offset width in feet) or as indicated on the plans. Minimum "D" = 100 feet urban, 200 feet rural.

APPROACH TO OBSTRUCTIONS



Note: On bridges over 24' wide use standard pavement markings. Barrier lines not used unless otherwise required.

EDGE LINE TRANSITION TO NARROW BRIDGE AND APPROACH BARRIER LINE

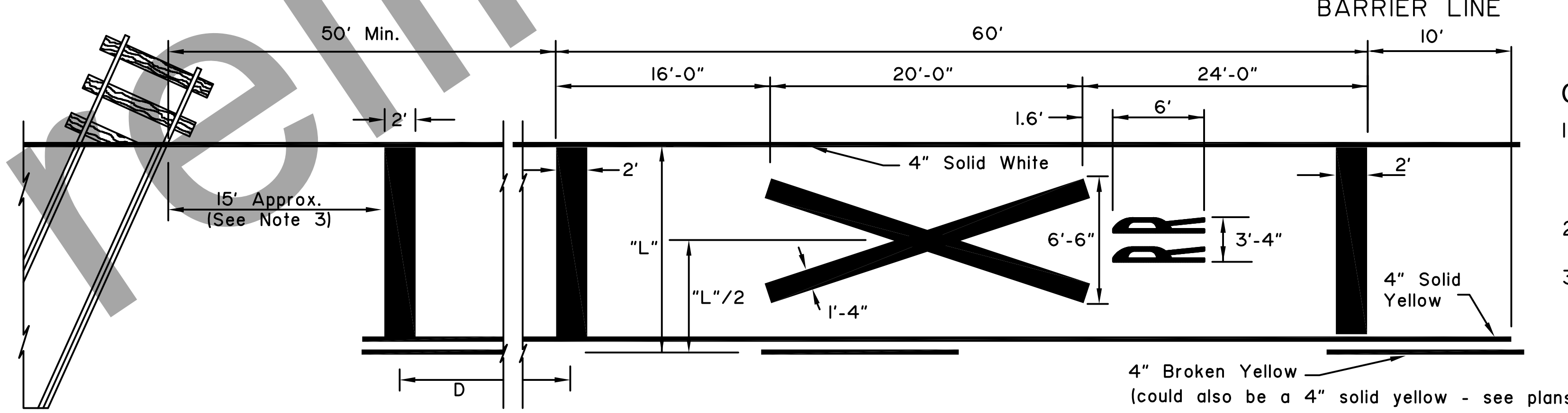


CENTERLINES FOR TWO LANE TWO WAY URBAN ROADS-PARKING LIMIT LINES

RAILROAD CROSSING NOTES:

1. All markings solid while unless indicated otherwise.
2. On 4-lane roadways place railroad crossing approach markings in each lane of the approach.
3. Locate Stop Bar 15' from railroad track or 8' from gate, if present.
4. Place edge lines and lane lines on a uni-directional approach in a normal manner except that the lane line(s) shall be solid 4" white in lieu of broken for a distance of (D+60') in advance of the stop bands.

POSTED LIMIT	D
30 M.P.H.	225'
40	350'
50	475'
60	625'



APPROACH TO RAILROAD CROSSING ON 2 LANE 2 WAY HIGHWAY

GENERAL NOTES:

1. "S"= offset distance as shown on the plans, otherwise 1 to 2 feet.
2. "L"= driving lane width.
3. See the Alaska Traffic Manual for additional guidance and/or restrictions on the use of traffic control devices.

NOT TO SCALE

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PAVEMENT MAKING APPLICATIONS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

Adoption Date: 02/08/2019

Last Code and Stds. Review
By: Date:

Next Code and Standards Review date: 02/08/2029

T-20.04

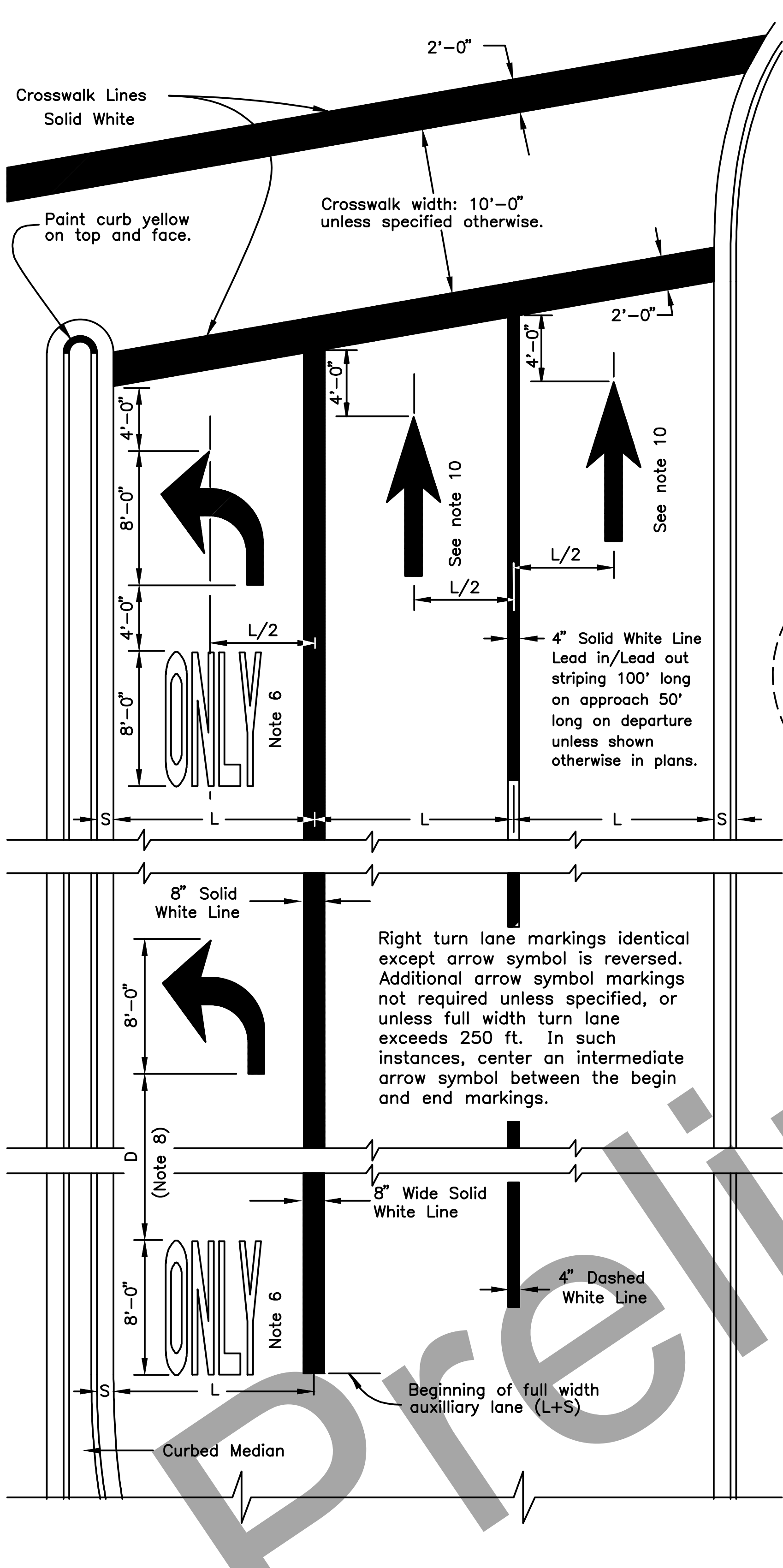
T-21.04

SHEET 1 of 1

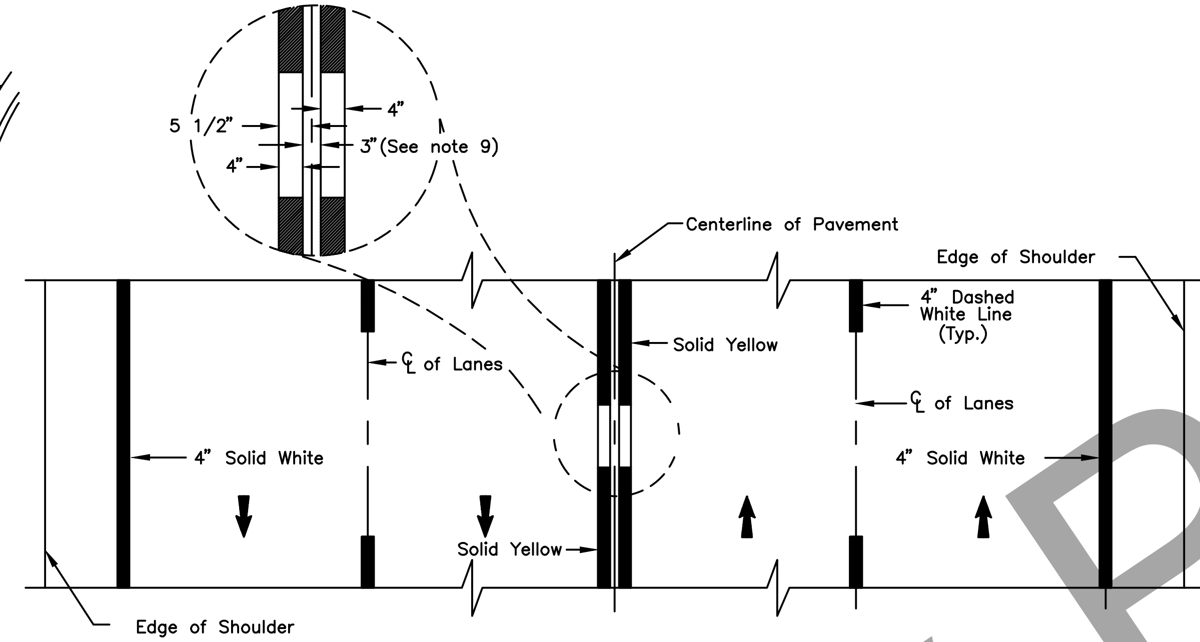
GENERAL NOTES:

1. All markings white unless indicated otherwise.
2. Lengths of stripe and gap for lane and center lines identical.
3. Lane lines for auxiliary lanes are unbroken solid lines.
4. "L" = driving lane width.
5. "S" = shy distance as shown on plans, otherwise 1 to 2 feet.
6. ONLY markings are required where through lanes change to turn lanes. In other cases, apply ONLY markings as indicated on plans.
7. See ALASKA TRAFFIC MANUAL for additional instruction on the use of TRAFFIC CONTROL DEVICES.
8. Adjust distance D between ONLY and Turn Arrow based on SPEED vs. D table. Table may be used for spacing between pairs of TWLT markings.
9. Adjust centerline spacing from 3" up to 5" where recessed pavement markers are required.
10. Arrows and symbols are used for through lanes only when the lane layout deviates from the normal intersection rules, and shall only be used where indicated in the plans.

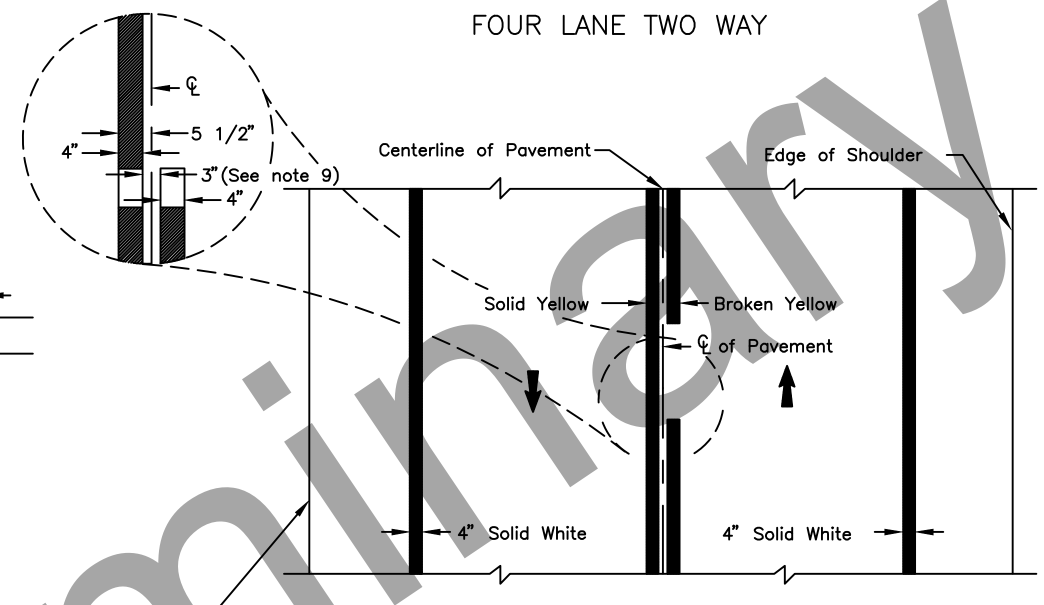
SPEED	D
25 or less	35'
30	45'
35	50'
40	60'
45	65'
50	75'
55 or more	80'



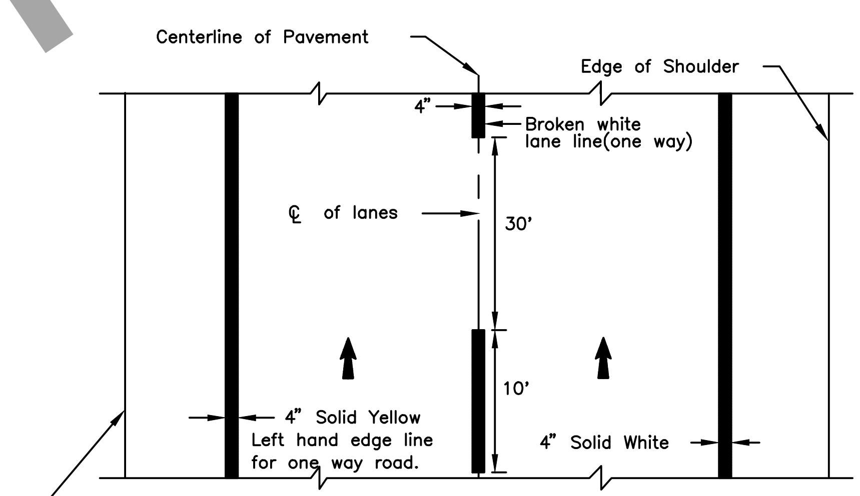
APPROACH TO INTERSECTION



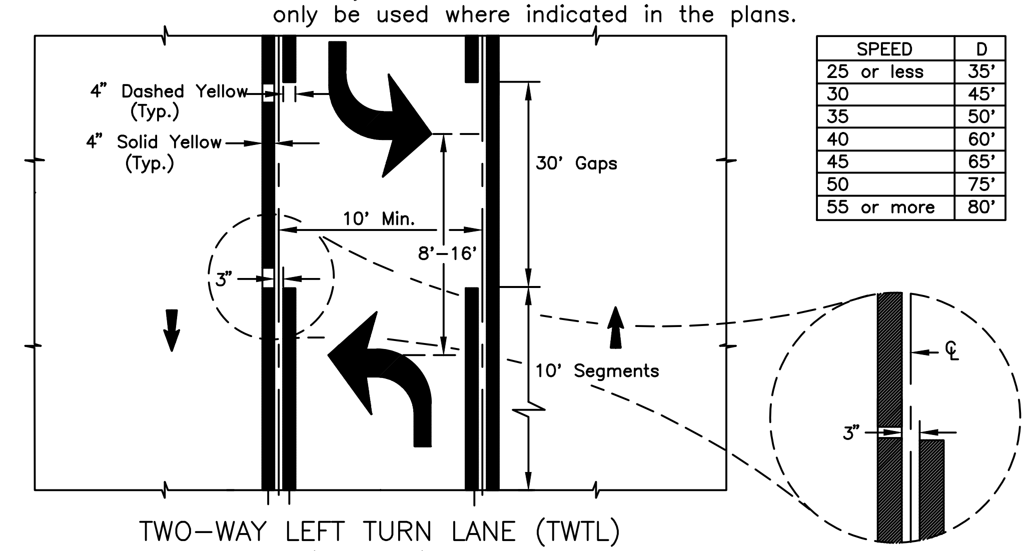
FOUR LANE TWO WAY



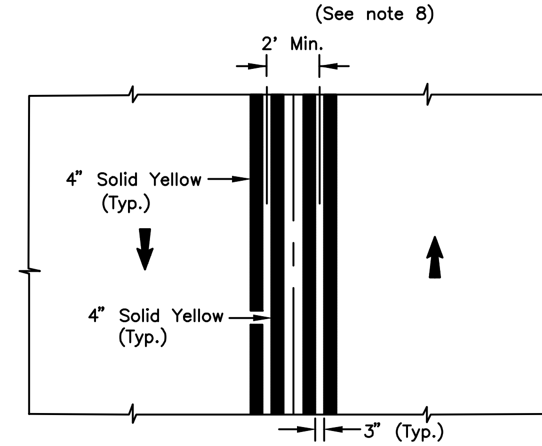
TWO LANE TWO WAY



TWO LANE ONE WAY



TWO-WAY LEFT TURN LANE (TWTL)
(See note 8)



STRIPED MEDIAN

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PAVEMENT MARKING APPLICATIONS

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

Last Code and Stds. Review
By: KLK Date: 7/8/2020

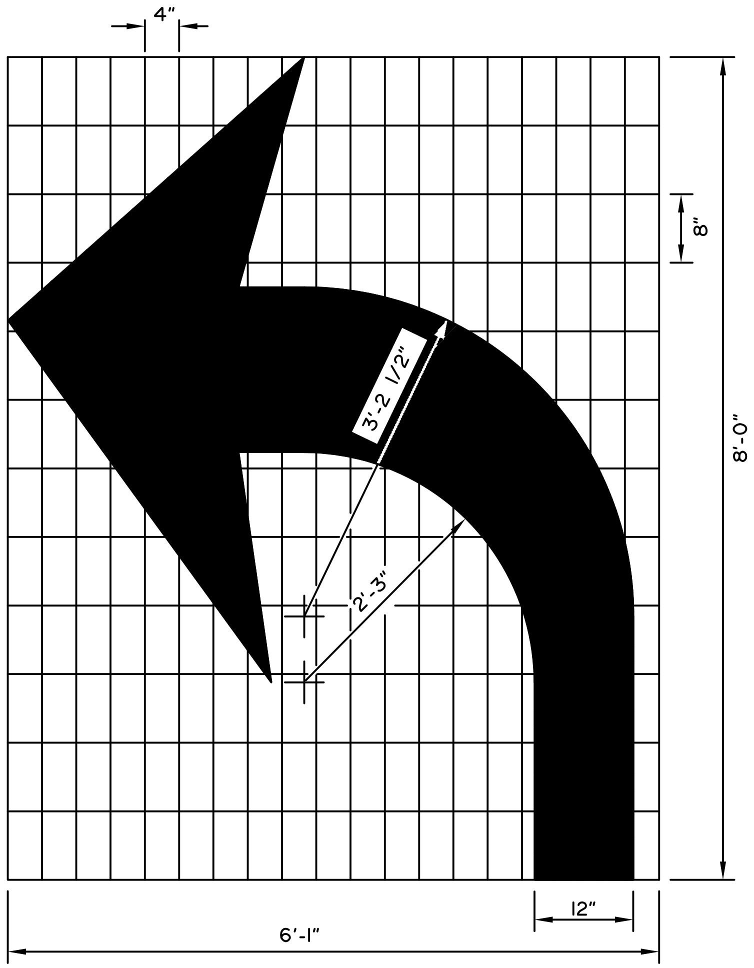
Next Code and Standards Review Date: 7/8/2030

T-21.04

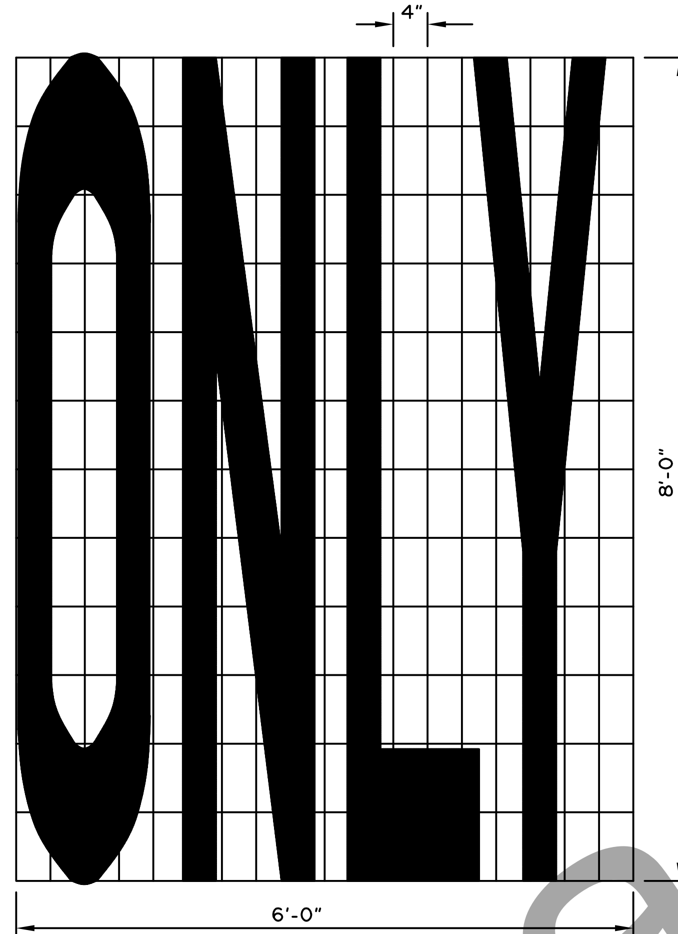
T-22.04 SHEET 1 of 1

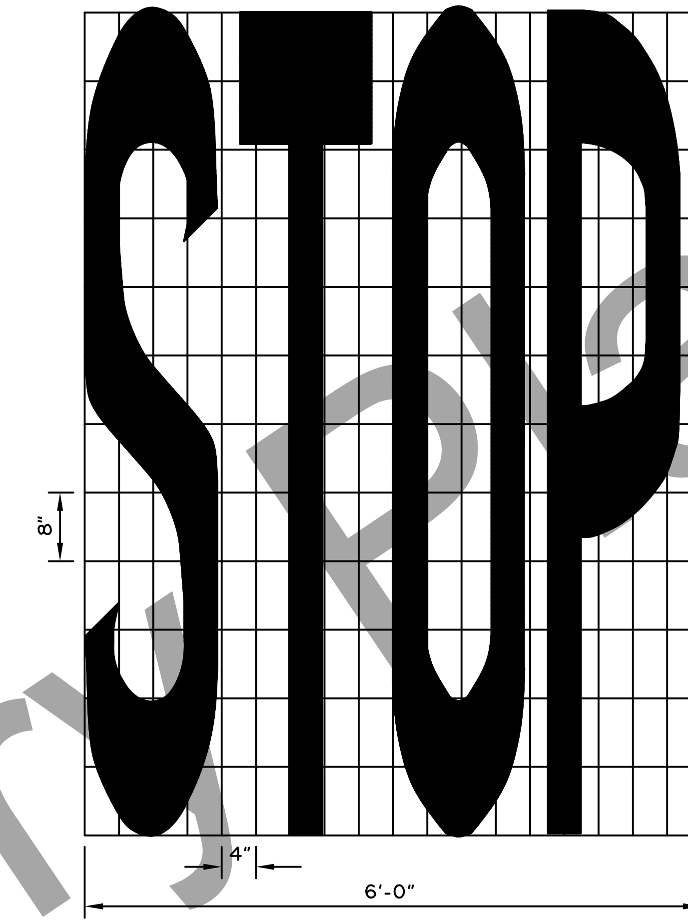
GENERAL NOTES:

1. All symbols shown shall be white and reflectorized in accordance with the Special Provisions.
2. See the Alaska Sign Design Specifications (ASDS) for lettering and symbols for pavement marking details not provided on this drawing.

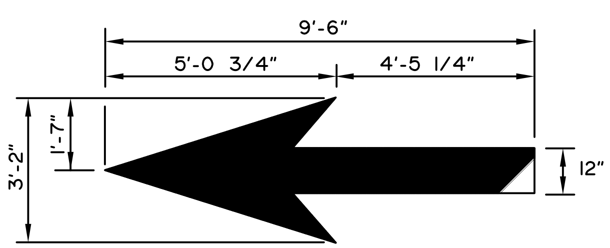


Right turn auxilliary lane usage markings identical except arrow symbol is reversed.

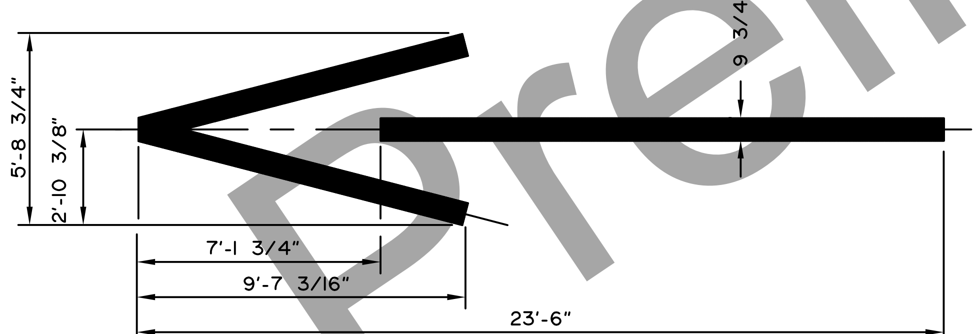




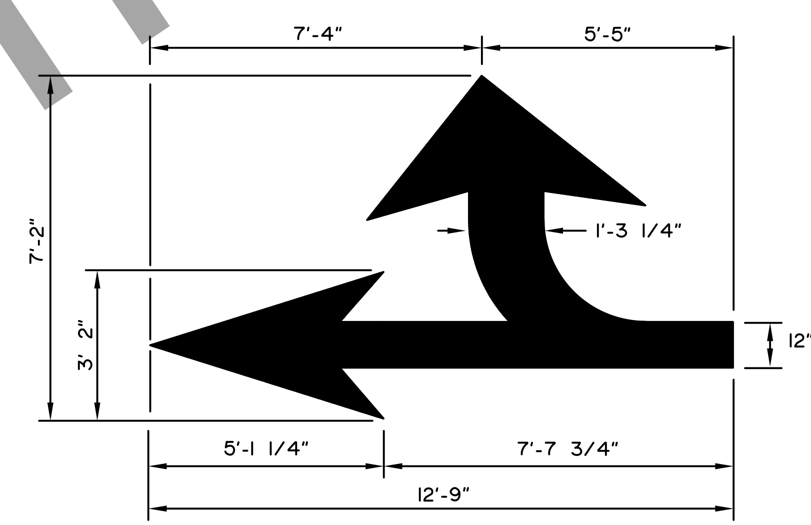
LAYOUT TEMPLATES FOR STENCILS



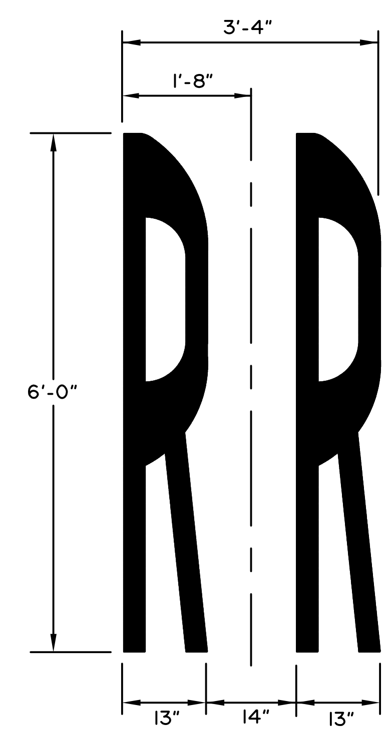
STRAIGHT AHEAD ARROW



WRONG WAY ARROW



COMBINATION ARROW



RAILROAD SYMBOL

State of Alaska DOT&PF
ALASKA STANDARD PLAN

PAVEMENT MARKING SYMBOL DIMENSIONS

Adopted as an Alaska Standard Plan by: Kenneth J. Fisher, P.E. Chief Engineer

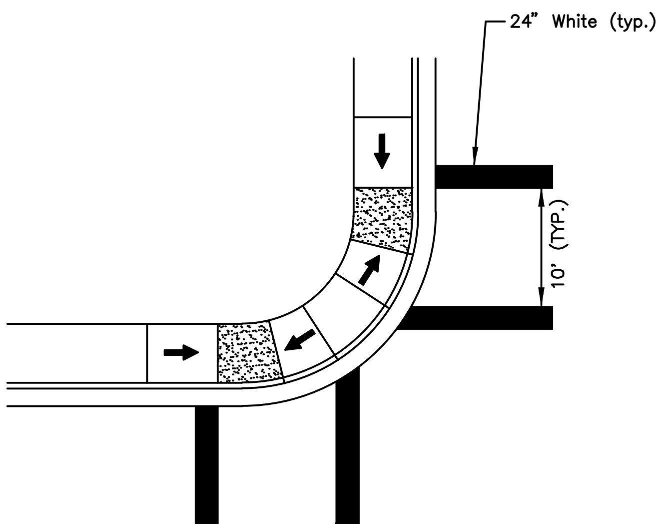
Adoption Date: 02/08/2019

Last Code and Stds. Review
By: Date:

Next Code and Standards Review date: 02/08/2029

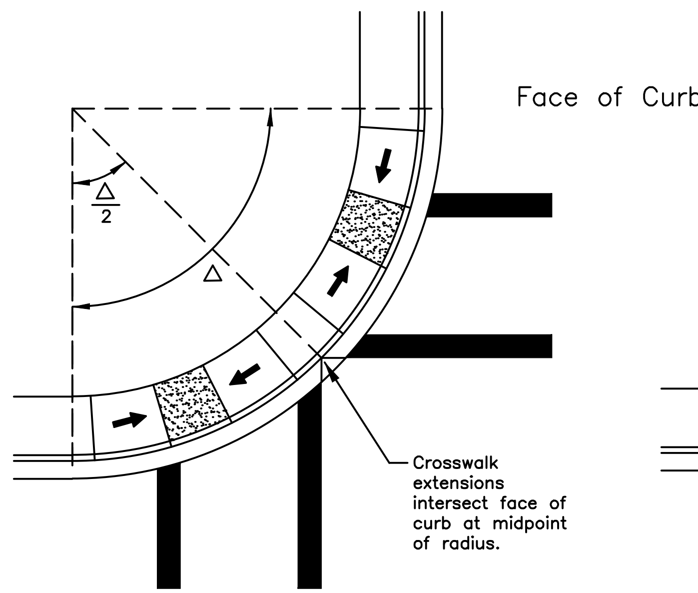
T-22.04

T-23.01 SHEET 1 of 1



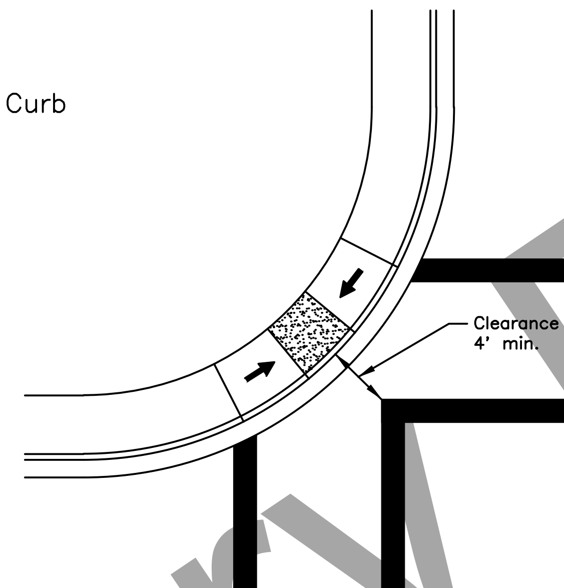
CASE 1

Dual Curb Ramps
Radius ≦ 25'



CASE 2

Dual Curb Ramps
25' < Radius ≦ 50'



CASE 3

Single Central Curb Ramp
25' ≦ Radius ≦ 50'
(Not Recommended)

GENERAL NOTES

1. The crosswalk locations shown assume a 90-degree intersection – adjust as necessary on skewed intersections to ensure that crosswalk landings (for parallel curb ramps) or ramp runs (for perpendicular curb ramps) fall within the inner edges of crosswalk stripes. If Case 3 (not recommended) is used, the layout should also be adjusted to provide at least the minimum clearance while maximizing the offset.
2. If only one crosswalk connects with a curb radius, it should be located as if there were two connecting crosswalks.
3. These details apply to parallel (shown) as well as perpendicular curb ramps.
4. Case 3, the layout for a single central curb ramp, should be used only when installing two ramps is not feasible. It should not be used for radii under 25 feet. See plans for ramp layout at particular locations.
5. Radius is measured to the face of curb.

State of Alaska DOT&PF
ALASKA STANDARD PLAN

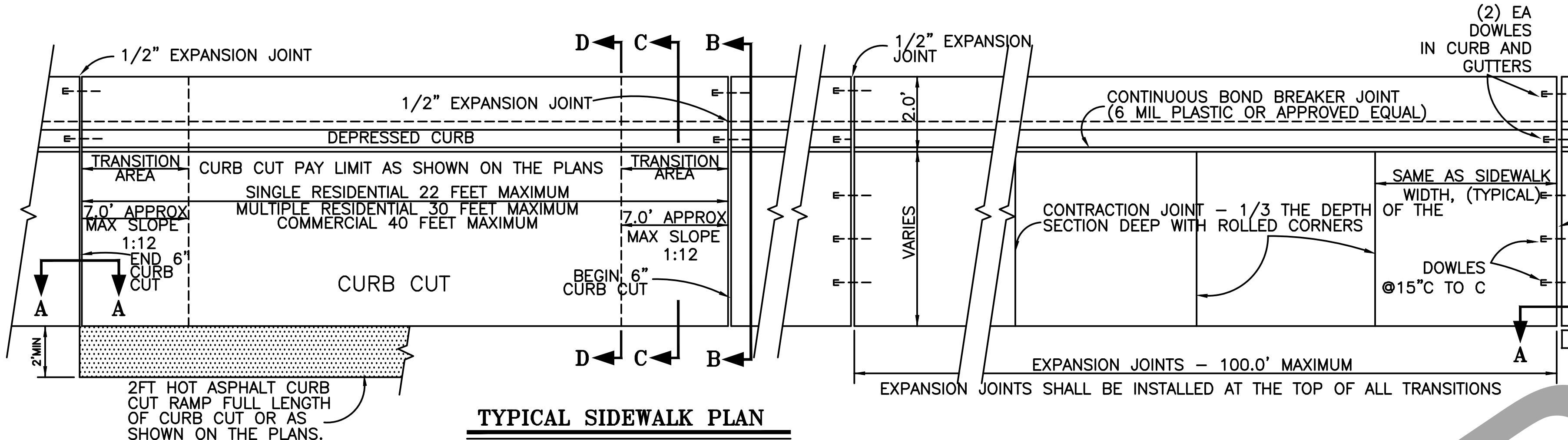
CROSSWALK LOCATION AT SIGNALIZED INTERSECTIONS

Adopted as an Alaska Standard Plan by: Carolyn Morehouse
Carolyn Morehouse, P.E.
Chief Engineer

Adoption Date: 7/17/2020

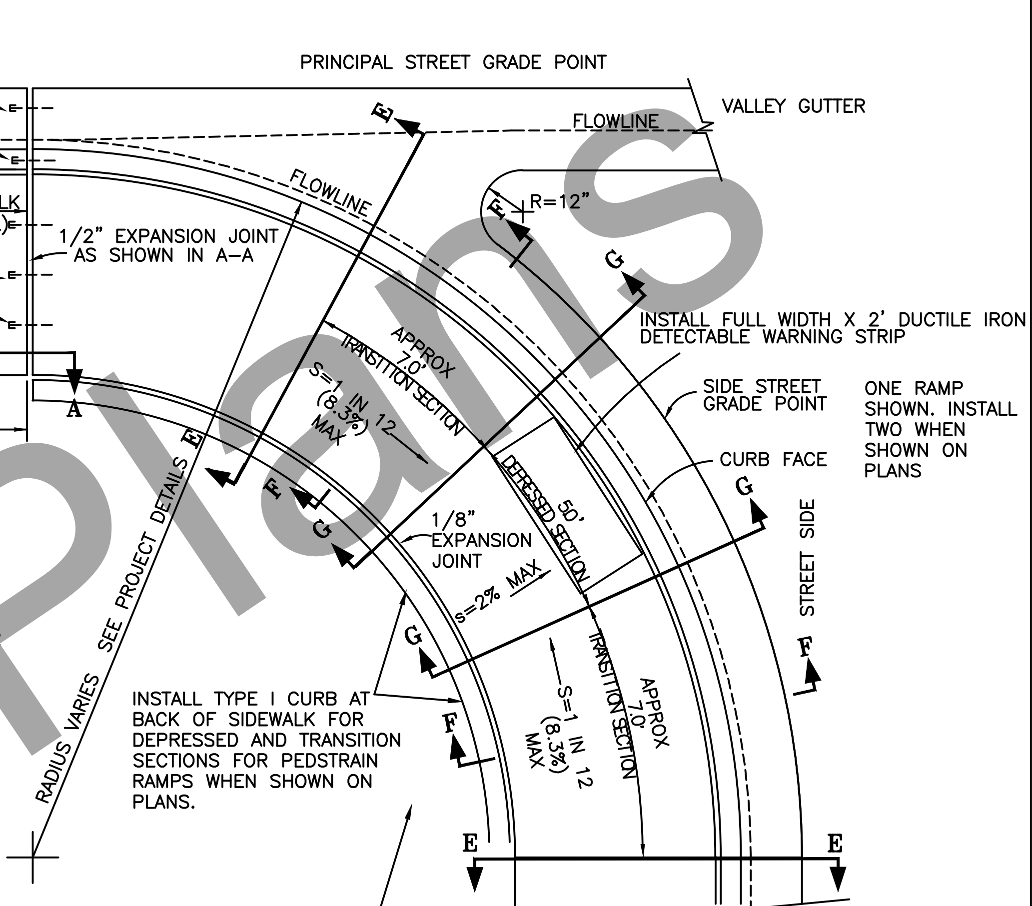
Last Code and Stds. Review
By: KLK Date: 7/8/2020

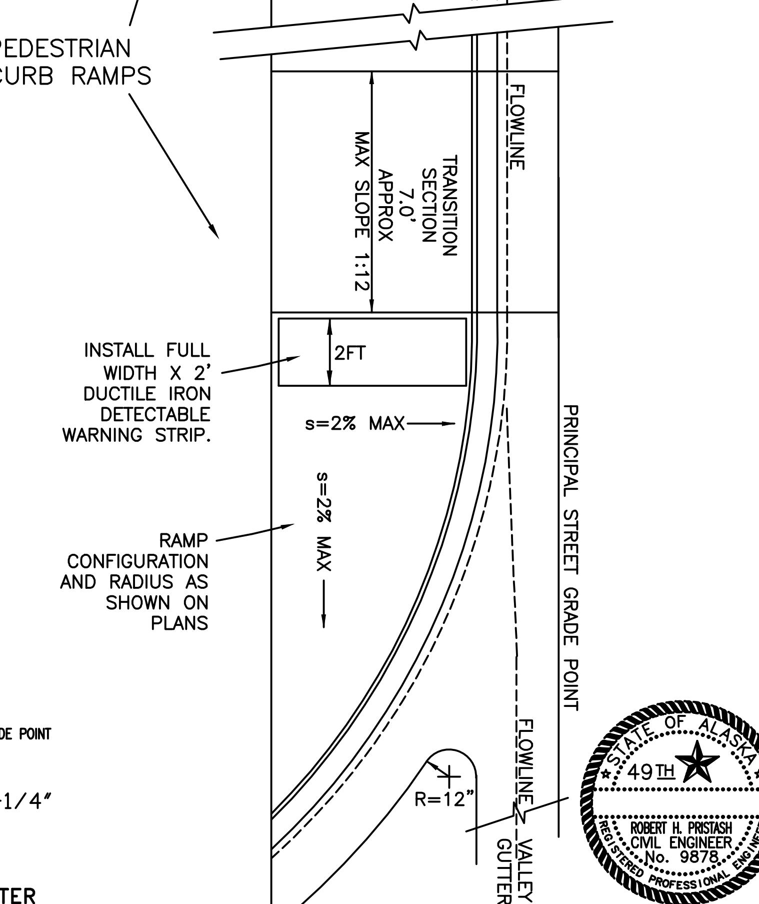
Next Code and Standards Review Date: 7/8/2030

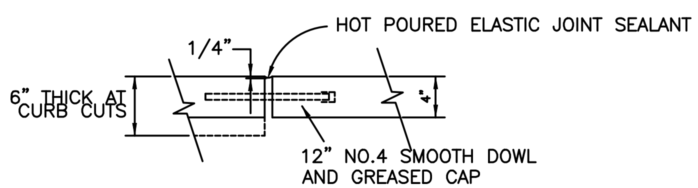


TYPICAL SIDEWALK PLAN

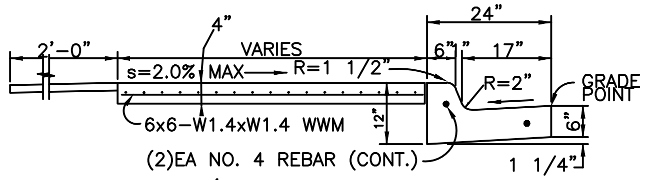
(VARIES WITH NO VALLEY GUTTER OR WITH SIDEWALK SEPARATED FROM CURB AS SHOWN ON PLANS)



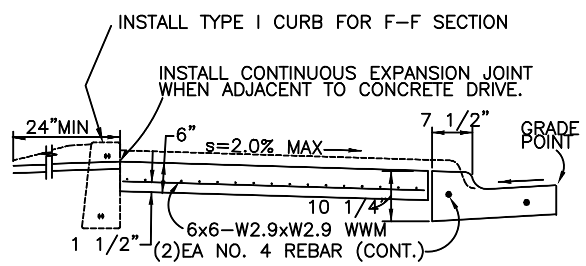




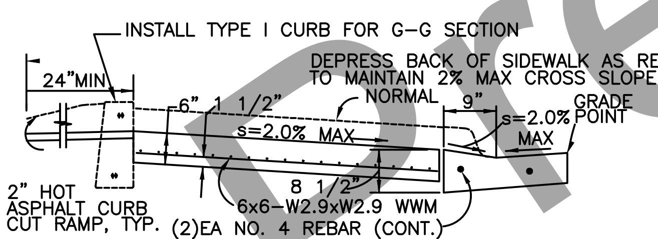
SECTION A–A



SECTION B-B/E-E NORMAL SECTION



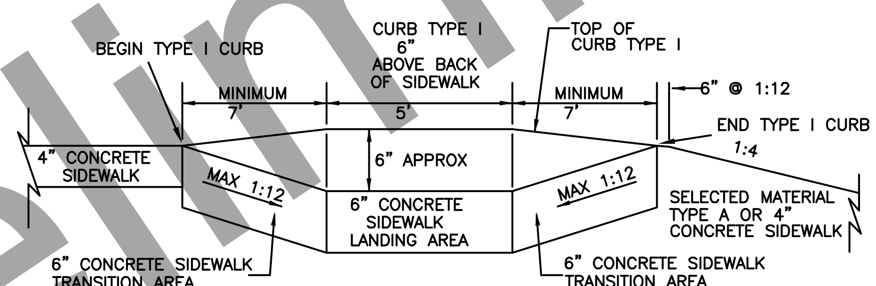
SECTION C-C/F-F TRANSITION SECTION



SECTION D-D/G-G DEPRESSED SECTION

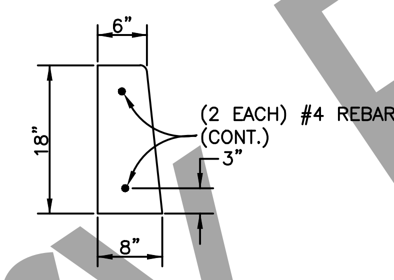
GENERAL NOTES:

1. CURB CUT SECTIONS SHALL BE 6" THICK TO INCLUDE TRANSITIONS.
2. CURB RAMP SECTIONS SHALL BE 6" THICK TO INCLUDE TRANSITIONS.
3. INSTALL CONTINUOUS FULL DEPTH 1/8" CONSTRUCTION JOINT AT ALL LOCATIONS WHERE SIDEWALK AND CURB (ANY TYPE) MEET.
4. PROTECT CONCRETE DURING CURE.
5. SIDEWALK – BROOM FINISH (MEDIUM)
6. SEAL ALL EXPANSION JOINTS WITH HOT POURED ELASTIC TYPE JOINT SEAL CONFORMING TO ASTM D6690
7. FOR SIDEWALKS LARGER OR DIFFERENTLY CONFIGURED THAN SHOWN PLACE EXPANSION AND CONTRACTION JOINTS AS ENGINEER DIRECTS.
8. INSTALL 1/2" CONSTRUCTION JOINT MATERIAL BETWEEN NEW CONCRETE AND AND ADJACENT BUILDINGS, POLES AND HYDRANTS.
9. ALL CURB RAMPS SHALL HAVE A DETECTABLE WARNING STRIP PER ADA REQUIREMENTS.
10. WWM STEEL REINFORCEMENT FOR PEDESTRIAN RAMPS AND CURB CUTS SHALL BE 6"X6"– W2.9 X W2.9 WWM. FOR NORMAL SIDEWALK REINFORCEMENT SHALL BE 6"X6"– W1.4 X W1.4 ALL STEEL SHALL BE SET ON SPACERS AND PULLED UP AS REQUIRED TO POSITION STEEL 1 1/2" UP FROM BOTTOM OF SIDEWALK.
11. EXPANSION AND CONTRACTION JOINTS IN THE SIDEWALK SHALL LINE UP WITH EXPANSION AND CONTRACTION JOINTS IN THE CURB.

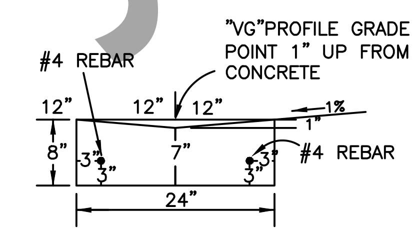


WWM REIENFORCEMENT NOT SHOWN FOR CLARITY SEE SECTION E–E, F–F, AND G–G THIS SHEET

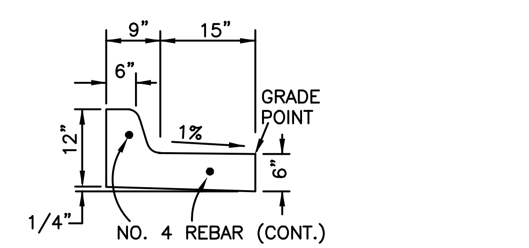
DEPRESSED/TRANSITION SIDEWALK PROFILE AT PEDESTRIAN CURB RAMP



CURB TYPE I

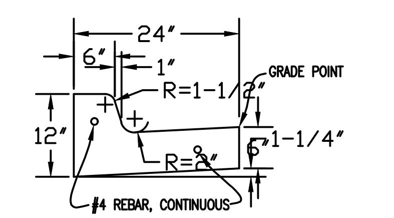


VALLEY GUTTER



1. CONSTRUCT REJECT CURB AND GUTTER AS SHOWN, WHERE INDICATED ON THE TYPICAL SECTIONS.

SPILL CURB & GUTTER



STANDARD CURB/GUTTER

DATE	REVISION	BY
3/31/21	UPDATE DEP. SECTION DETAIL/DEL. RED DYE NOTE	RHP/KLL
9/26/17	UPDATE CURB CUT & ADA DETAILS	RHP
7/26/17	DELETE AASHTO AND REPLACE WITH ASTM D 6690	RHP
2/1/10	NEW CD1	RHP,GSC

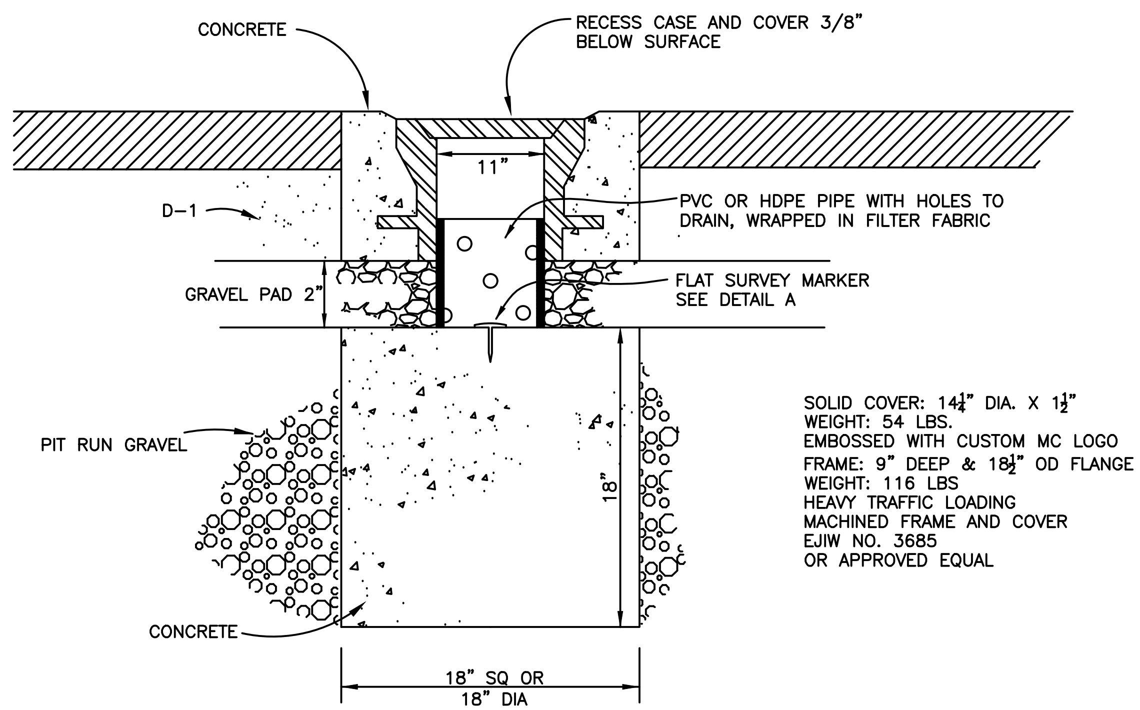
NOT TO SCALE

DESIGNED:	
DRAWN:	STAFF
CHECKED:	RHP,GSC
DATE:	3/23/07

CITY OF FAIRBANKS, ALASKA
ENGINEERING DIVISION

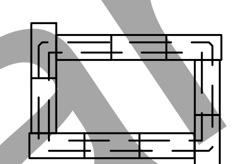
STANDARD CONCRETE DETAILS

CD1

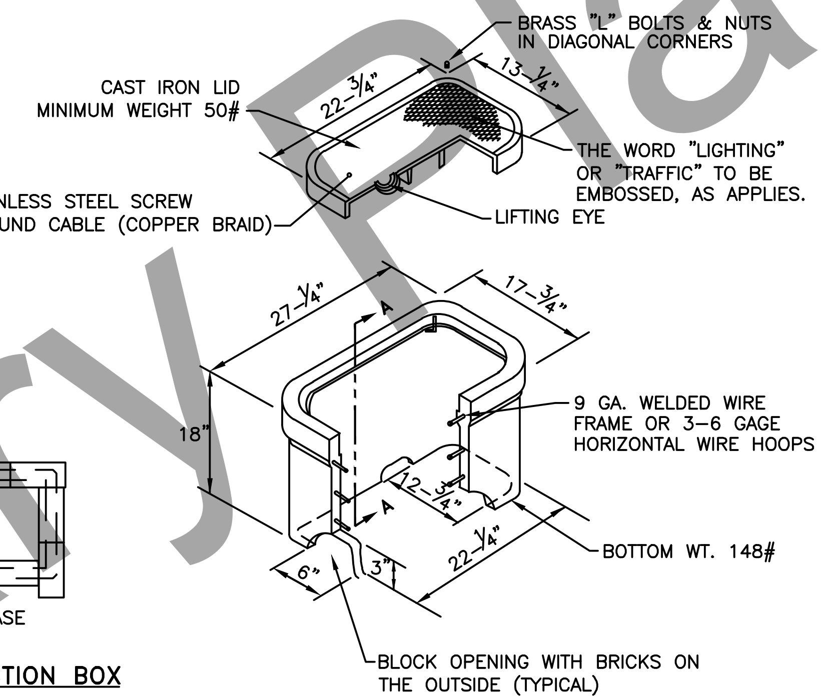


SOLID COVER: 14¼" DIA. X 1½"
WEIGHT: 54 LBS.
EMBOSSED WITH CUSTOM MC LOGO
FRAME: 9" DEEP & 18½" OD FLANGE
WEIGHT: 116 LBS
HEAVY TRAFFIC LOADING
MACHINED FRAME AND COVER
EJIW NO. 3685
OR APPROVED EQUAL

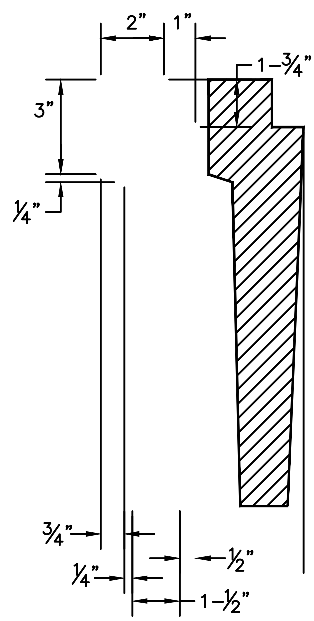
MONUMENT BASE AND CASE DETAIL



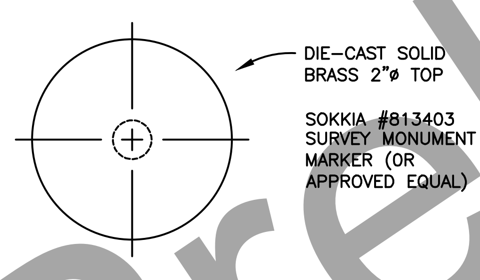
TYPE IA JUNCTION BOX



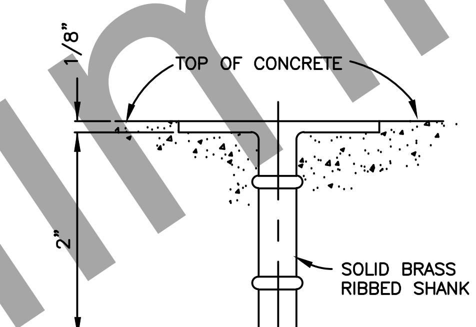
TYPE IA JUNCTION BOX DETAIL



SECTION A-A



TOP VIEW



PROFILE

FLAT SURVEY MARKER DETAIL A

STATE OF ALASKA 49TH ROBERT H. PRISTASH CIVIL ENGINEER No. 9878 REGISTERED PROFESSIONAL ENGINEER

DATE	REVISION	BY
4/19/22	UPDATED MON. CASE, DEL. STEEL, ADDED PVC/HDPE	RHP,KLL
11/19/14	JUNCTION BOX ADDED	RHP,STC
2/1/10	NEW CD2	RHP,GSC
10/27/08		RHP

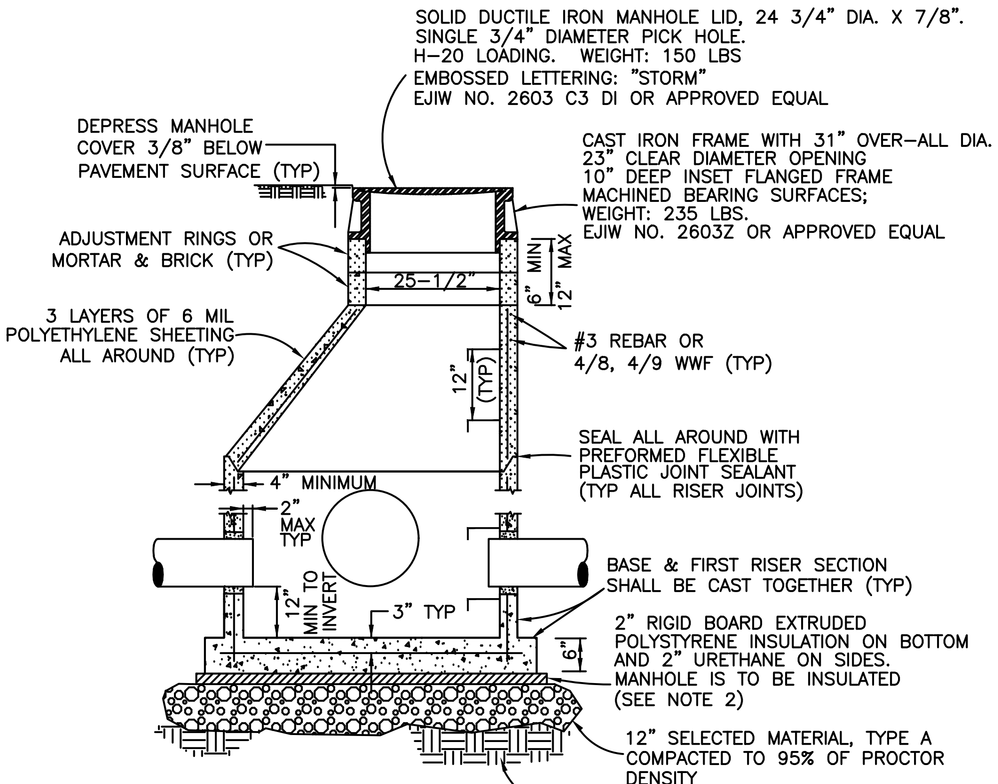
NOT TO SCALE

DESIGNED:	
DRAWN:	STAFF
CHECKED:	RHP,GSC
DATE:	3/23/07

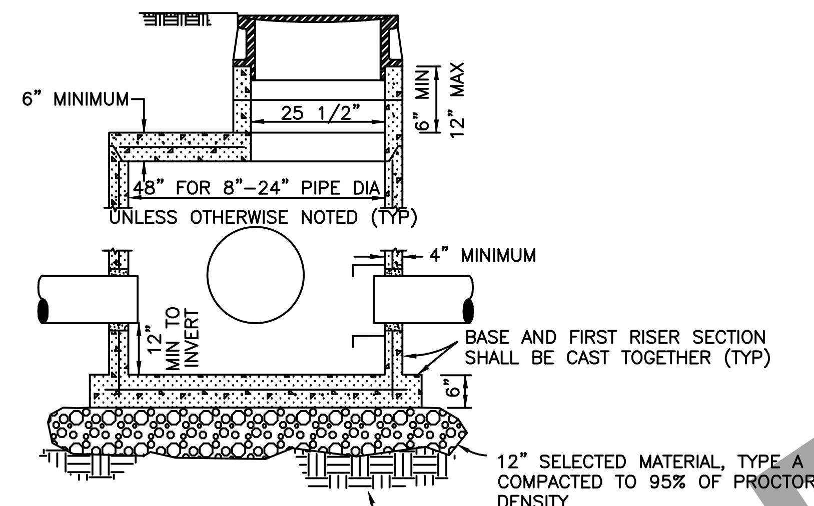
CITY OF FAIRBANKS, ALASKA
ENGINEERING DIVISION

STANDARD CONCRETE DETAILS
MONUMENT BASE, CASE AND MARKER

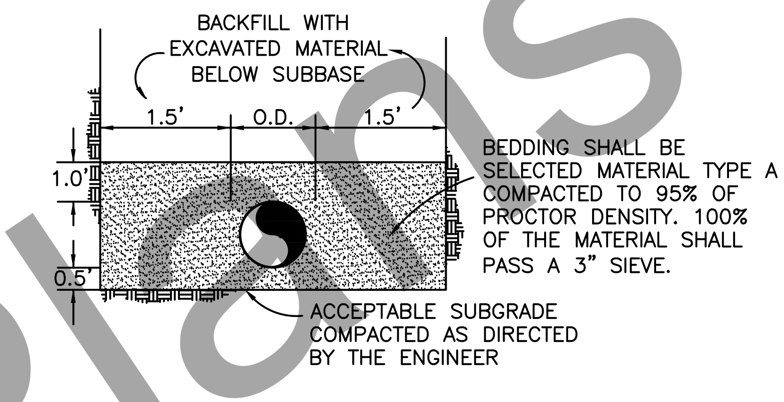
CD2



48" TYPE I

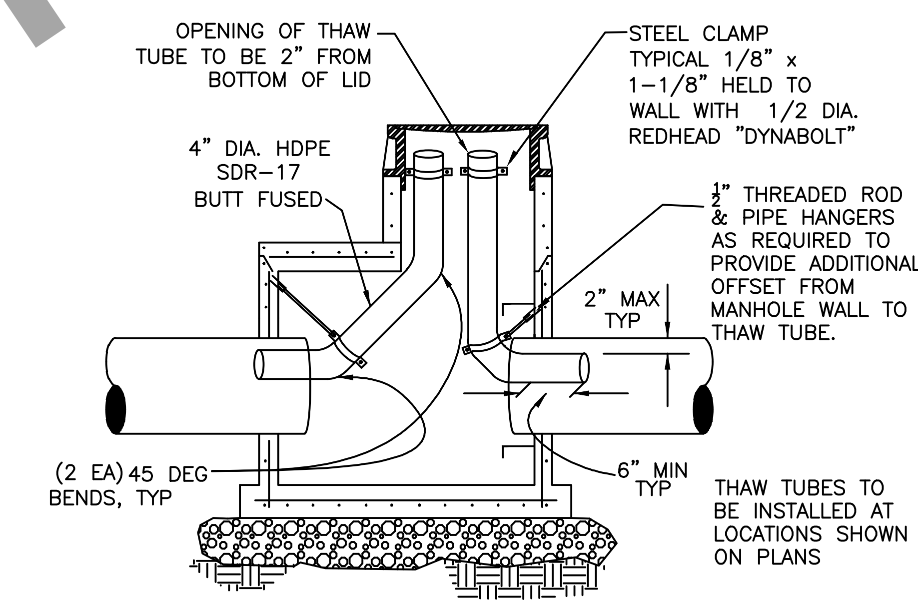


48" TYPE II

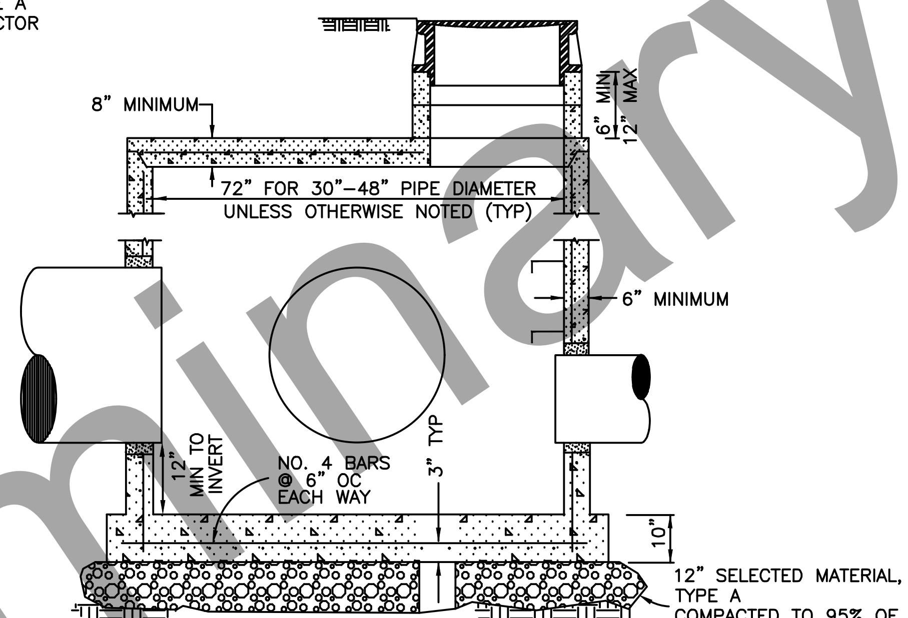


PIPE BEDDING DETAIL

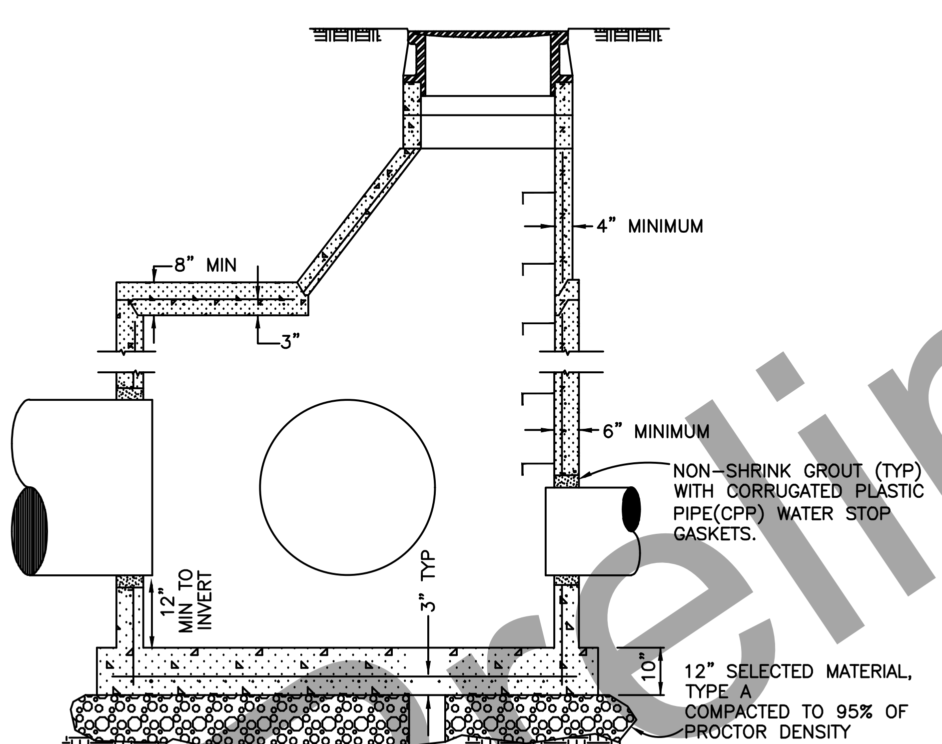
NOT TO SCALE



THAW TUBE DETAIL



72" TYPE II



72" TYPE I

(A) TYPICAL CONCRETE STORM DRAIN MANHOLES

NOT TO SCALE

STORM DRAIN MANHOLE NOTES:

1. OPENINGS IN MANHOLE TO RECEIVE PIPE SHALL BE 1" TO 2" LARGER THEN THE OD AND PIPE. LARGER OPENINGS SHALL BE FILLED AS DIRECTED BY THE ENGINEER. INSIDE GROUT SURFACE SHALL BE SMOOTH. PROVIDE CPP WATER STOP GASKETS.
2. TYPICALLY, STORM DRAIN MANHOLES DO NOT REQUIRE INSULATION. HOWEVER, SPECIAL CASES REQUIRE INSULATION OF ALL OUTSIDE SURFACES. SEE PLANS.
3. SEAL RISER JOINTS WITH FLEXIBLE PLASTIC JOINT SEALERS.
4. MANHOLE STEPS SHALL BE APPROVED GALVANIZED STEEL OR PLASTIC AND MEET CURRENT OSHA STANDARDS.
5. ALL GROUT SHALL BE NON-SHRINK. PROTECT GROUT DURING CURE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED METHOD.
6. REINFORCEMENT IN BASE, RISER, CONE, FLAT LID, AND ADJUSTING RINGS SHALL COMPLY WITH AASHTO SPECIFICATION M199/ASTM478.

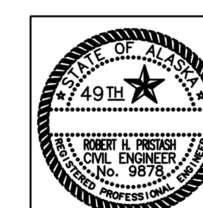
MANHOLE REINFORCEMENT SCHEDULE

SECTION	MANHOLE SIZE 48"	72"
FLAT BASE	0.39 SQ IN/FT EACH WAY	0.39 SQ IN/FT EACH WAY
RISER SECTION*	0.12 SQ IN/FT	0.18 SQ IN/FT
CONE SECTION*	0.12 SQ IN/FT	0.18 SQ IN/FT
FLAT LID**	0.12 SQ IN/FT EACH WAY	0.12 SQ IN/FT EACH WAY
ADJUSTING RING	0.024 SQ IN	0.024 SQ IN

(SHALL COMPLY WITH AASHTO M 199 /ASTM 478)

*CIRCUMFERENTIAL REINFORCING
ALL AREAS ARE MINIMUM CROSS-SECTIONAL AREA OF REINFORCEMENT PER FOOT OF SECTION.

**OPENINGS IN FLAT LIDS SHALL BE ADDITIONALLY REINFORCED WITH A MINIMUM OF THE EQUIVALENT OF 0.2 SQ IN OF STEEL AT 90°.



DATE		BY
3/13/17	WATER STOP GASKETS	RHP
2/3/10	NEW SD1	GSC,RHP
3/23/07		RHP

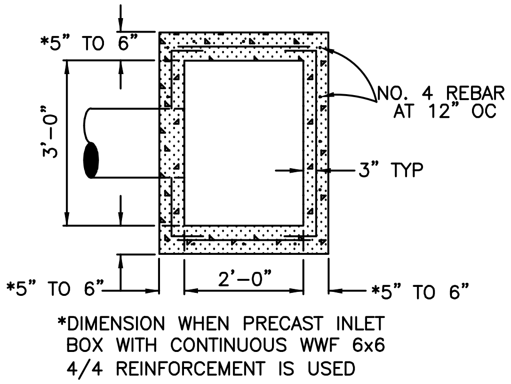
NOT TO SCALE

DESIGNED:
DRAWN: STAFF
CHECKED: RHP,GSC
DATE: 3/23/07

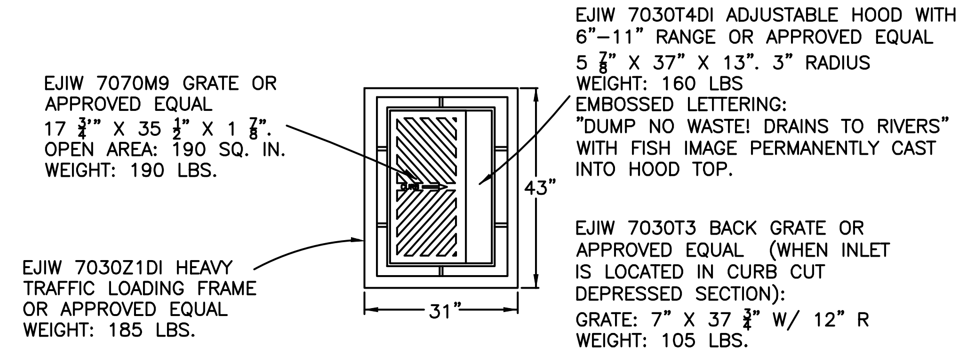
CITY OF FAIRBANKS, ALASKA
ENGINEERING DIVISION

STANDARD DETAILS
STORM DRAIN MANHOLES, THAW TUBES AND BEDDING

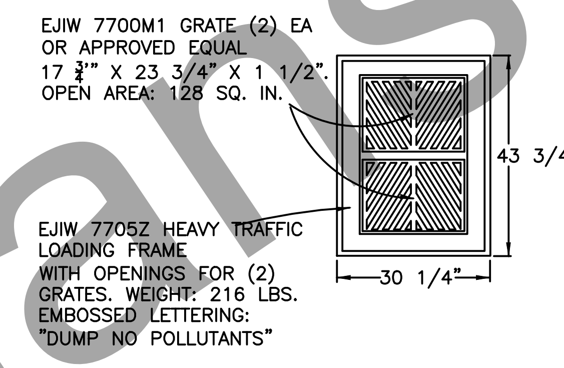
SD1

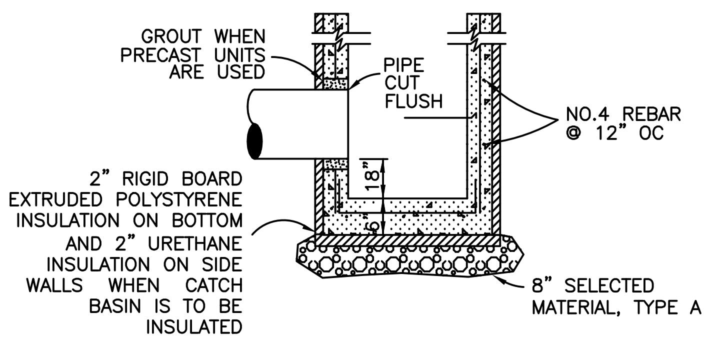


TYPICAL CURB INLET

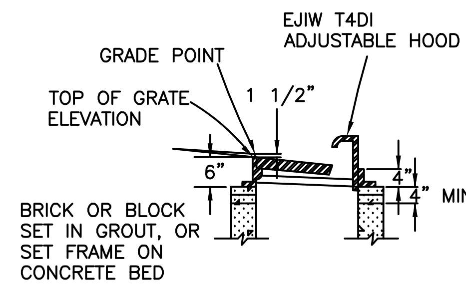


TYPICAL FIELD INLET

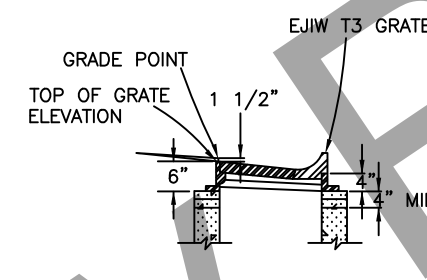




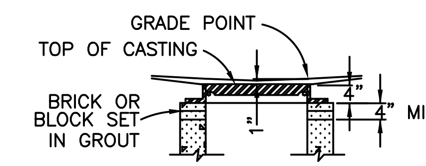
REINFORCED CATCH BASIN (STANDARD)



FRAME WITH ADJUSTABLE HOOD FOR INSTALLATION IN CURB FACE



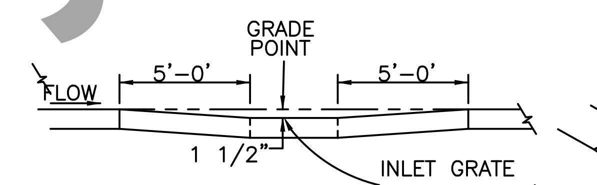
FRAME WITH BACK GRATE FOR INSTALLATION IN CURB CUT



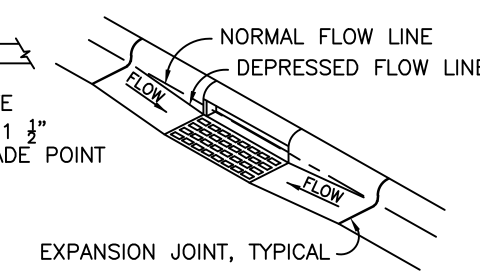
FRAME WITH DOUBLE OPENING

INLET BOX/CATCH BASIN DETAILS

NOT TO SCALE

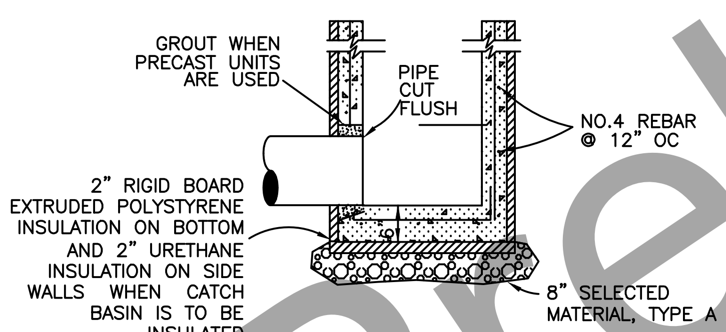


ON GRADE



PLAIN ISOMETRIC

DEPRESSION IN FLOW LINE AT INLET

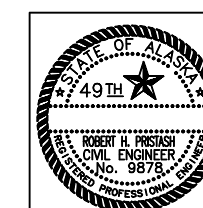


NO SUMP CATCH BASIN

ALTERNATE USED WHERE INDICATED ON PLANS

CATCH BASIN NOTES:

1. THE WORDS "INLET" AND "CATCH BASIN" SHALL BE INTERCHANGEABLE.
2. ALL GROUT SHALL BE NON-SHRINK. PROTECT GROUT DURING CURE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED METHOD.
4. TYPICALLY, CATCH BASINS ARE NOT INSULATED. HOWEVER, SPECIAL CASES REQUIRE INSULATION OF ALL OUTSIDE SURFACES. SEE PLAN NOTE TO INSULATE CB.
5. GROUT THE INSIDE FACE OF ALL JOINTS SMOOTH.



DATE	REVISION	BY
2/3/10	NEW SD2	GSC,RHP
3/23/07		RHP

NOT TO SCALE

DESIGNED:	
DRAWN:	STAFF
CHECKED:	RHP,GSC
DATE:	3/23/07

CITY OF FAIRBANKS, ALASKA

ENGINEERING DIVISION

STANDARD DETAILS
STORM DRAIN CATCH BASIN

SD2