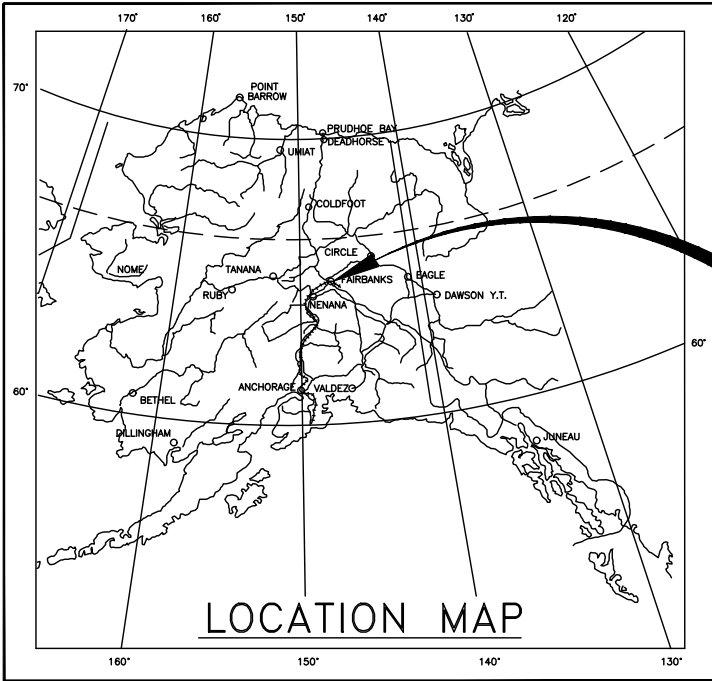


P:\holt road - itb-26-07\civil3d drawing files\3\Title Sheet-TITLE SHEET Fri, Aug/21/26 01:56pm



PROJECT
LOCATION



CITY OF FAIRBANKS

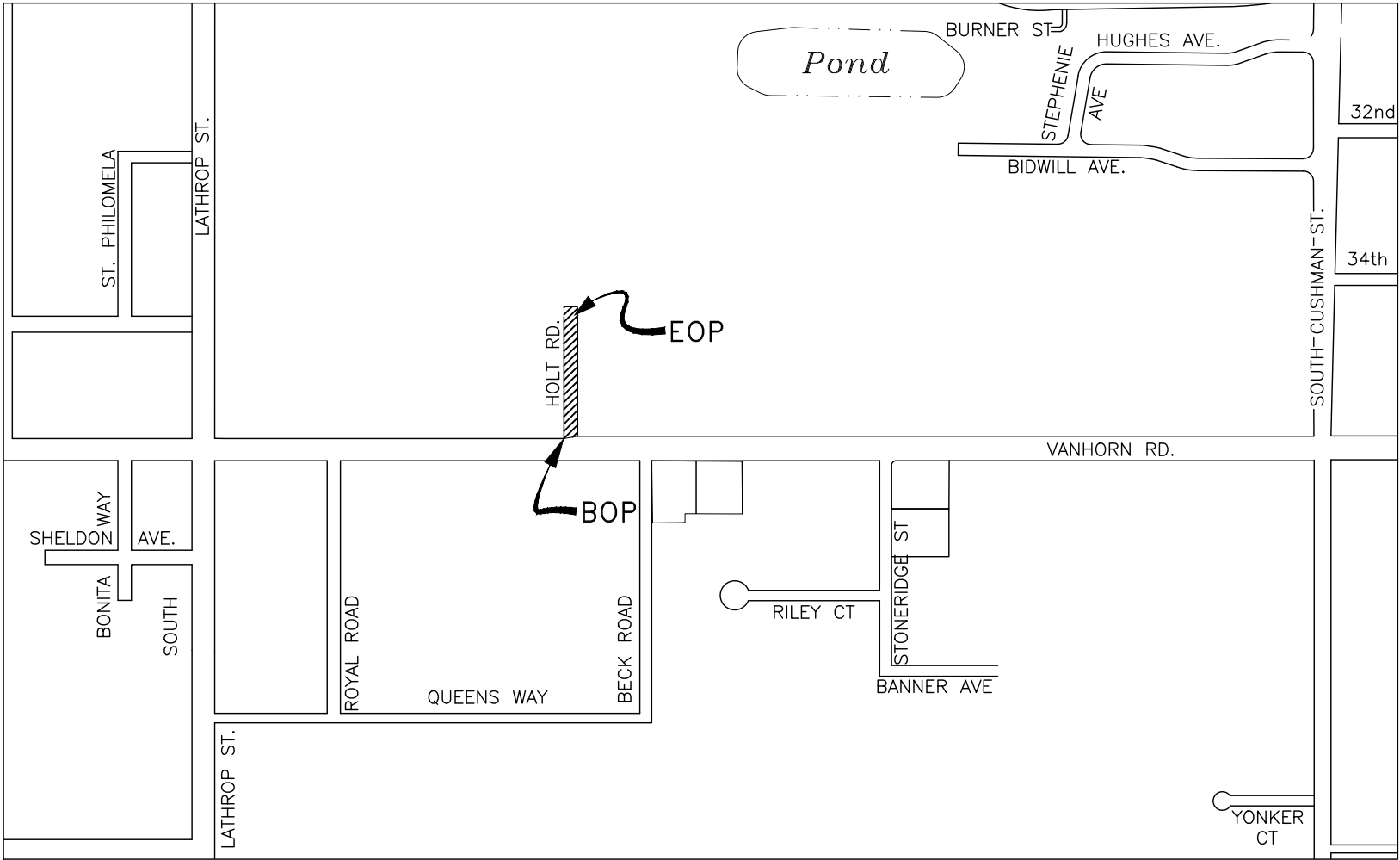
PROPOSED GRADING, PAVING & DRAINAGE

PROJECT #: ITB-26-07

HOLT ROAD RESURFACING

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	LEGEND
A3-A4	SURVEY CONTROL
A5	ESTIMATE OF QUANTITIES, GENERAL NOTES, AND ABBREVIATIONS
B1	TYPICAL SECTION
D1-D2	DETAILS
F1-F2	ROADWAY PLAN & PROFILE
CD2	CITY OF FAIRBANKS STANDARD DETAILS



VICINTY MAP

DATE	REVISION	BY

SCALE:

DESIGNED: TMZ
DRAWN: EEG
CHECKED: TMZ
DATE:

APPROVED

CITY ENGINEER
DATE



HOLT ROAD RESURFACING

CITY OF FAIRBANKS, ALASKA
Engineering Department
Project ITB-26-07

A1
OF 11
SHEETS

CONTROL NOTES

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

FAIRBANKS LDP DEFINITION:
LINEAR UNIT: U.S. SURVEY FOOT (SFT)
DATUM: NAD83(2011)
PROJECTION: LAMBERT CONFORMAL CONIC, (SINGLE PARALLEL)
STANDARD PARALLEL AND GRID ORIGIN: 64°51'00"N
CENTRAL MERIDIAN (GRID ORIGIN): 146°56'00"W
FALSE NORTHING: 200,000 SFT
FALSE EASTING: 800,000 SFT
STANDARD PARALLEL SCALE: 1.00003 (EXACT)

THE THE BASIS OF COORDINATES FOR THIS PROJECT IS POINT NO. 1, "CITY HALL ROOF2," (ACORN ID: "FCH1") A FIXED POSITION TRIMBLE ZEPHYR 3 GEODETIC ANTENNA ON THE ROOF OF FAIRBANKS CITY HALL.
THE NAD 83 (2011) EPOCH (2010) POSITION FOR POINT NO. 1 IS BASED ON THE RESULTS OBTAINED FROM THE MEAN OF MULTIPLE STATIC GPS OBSERVATIONS SENT TO THE NGS OPUS UTILITY FOR PROCESSING.

NAD 83 (2011) EPOCH (2010)
LATITUDE: 64° 50' 23.61722" NORTH, LONGITUDE 147° 43' 16.35657" WEST
FAIRBANKS LOW DISTORTION PROJECTION COORDINATES (US SURVEY FEET)
PROJECT BEARINGS ARE FAIRBANKS 05-05-15 LDP GRID BEARINGS.

THE BASIS OF BEARINGS IS FAIRBANKS LDP.

ROW LINES SHOWN WERE DRAWN BY CITY OF FAIRBANKS (WILLIAM IRVING, PLS)

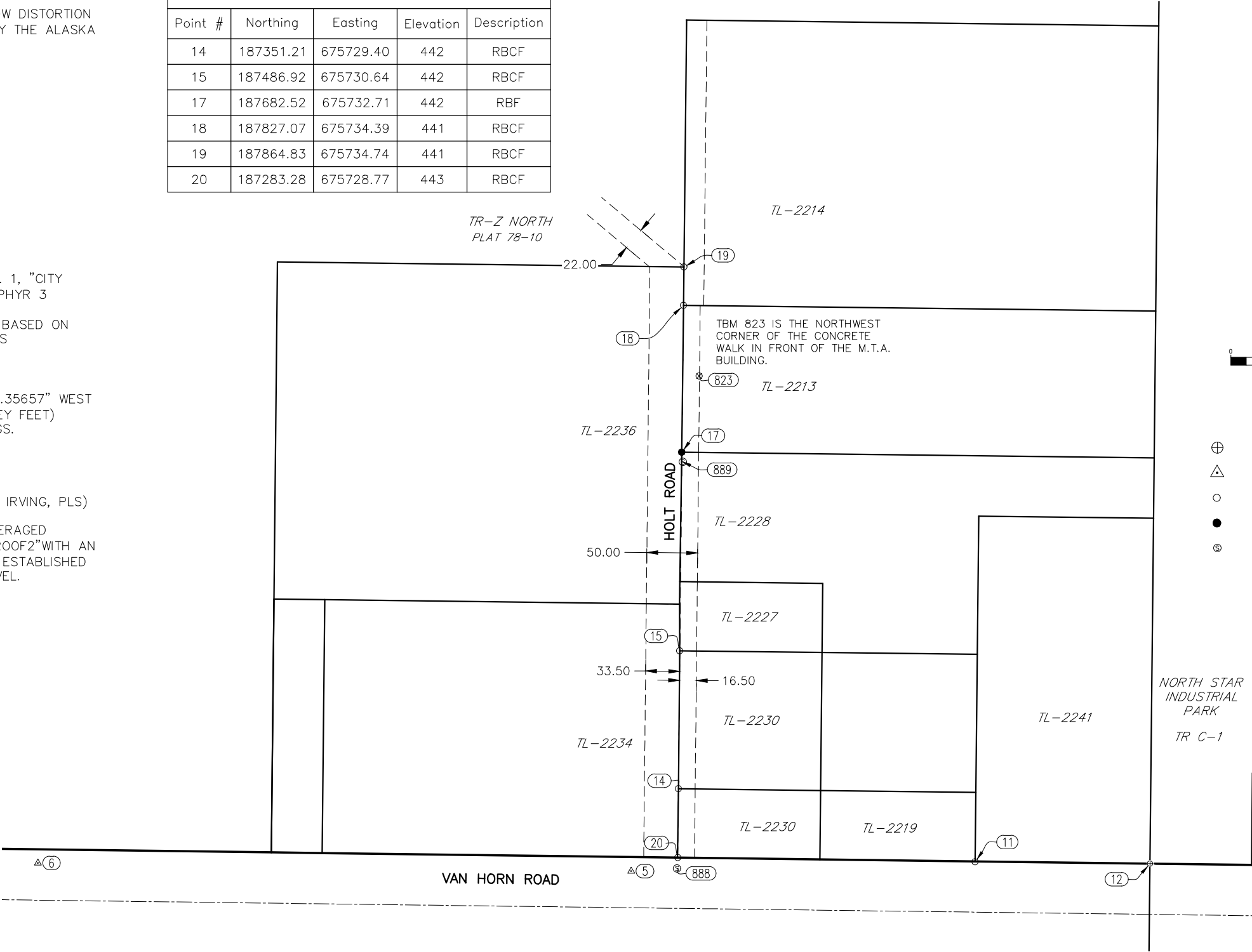
THE BASIS OF VERTICAL CONTROL IS DERIVED FROM MULTIPLE AVERAGED STATIC GNSS SOLUTIONS HOLDING POINT NUMBER 1, "CITY HALL ROOF2"WITH AN ELEVATION OF 484.873' NAVD88. TBM ELEVATIONS ON SITE WERE ESTABLISHED WITH DIFFERENTIAL LEVELS, USING A TOPCON DL-502 DIGITAL LEVEL.

PROTECT OR REPLACE EXISTING PROPERTY CORNERS

HORIZONTAL CONTROL				
Point #	Northing	Easting	Elevation	Description
5	187269.99	675682.89	444.72	SPIKE
6	187278.06	675098.84	443.56	SPIKE
12	187277.45	676193.62	443.42	PRIMF PRIMF TR-C

VERTICAL CONTROL				
Point #	Northing	Easting	Elevation	Description
823	187757.6	675749.8	443.22	CONC
888	187272.6	675728.1	444.15	SSMH
889	187672.8	675733.8	441.77	SSMH

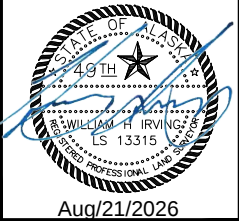
MONUMENTS TO BE REPLACED				
Point #	Northing	Easting	Elevation	Description
14	187351.21	675729.40	442	RBCF
15	187486.92	675730.64	442	RBCF
17	187682.52	675732.71	442	RBF
18	187827.07	675734.39	441	RBCF
19	187864.83	675734.74	441	RBCF
20	187283.28	675728.77	443	RBCF



EASEMENT NOTE

THE 50' ROW EASEMENT FOR HOLT ROAD RUNS "PARALLEL TO THE EAST LINE OF THE NORTHWEST QUARTER OF SECTION 22, T1S, 41W, PER EASEMENT 2014-001120, F.R.D., ALASKA. AND MAY OR MAY NOT BE COINCIDENT WITH THE NORTH/SOUTH BOUNDARY LINES OF THE SERVIENT LOTS OF THE EASEMENT.

SURVEY CONTROL

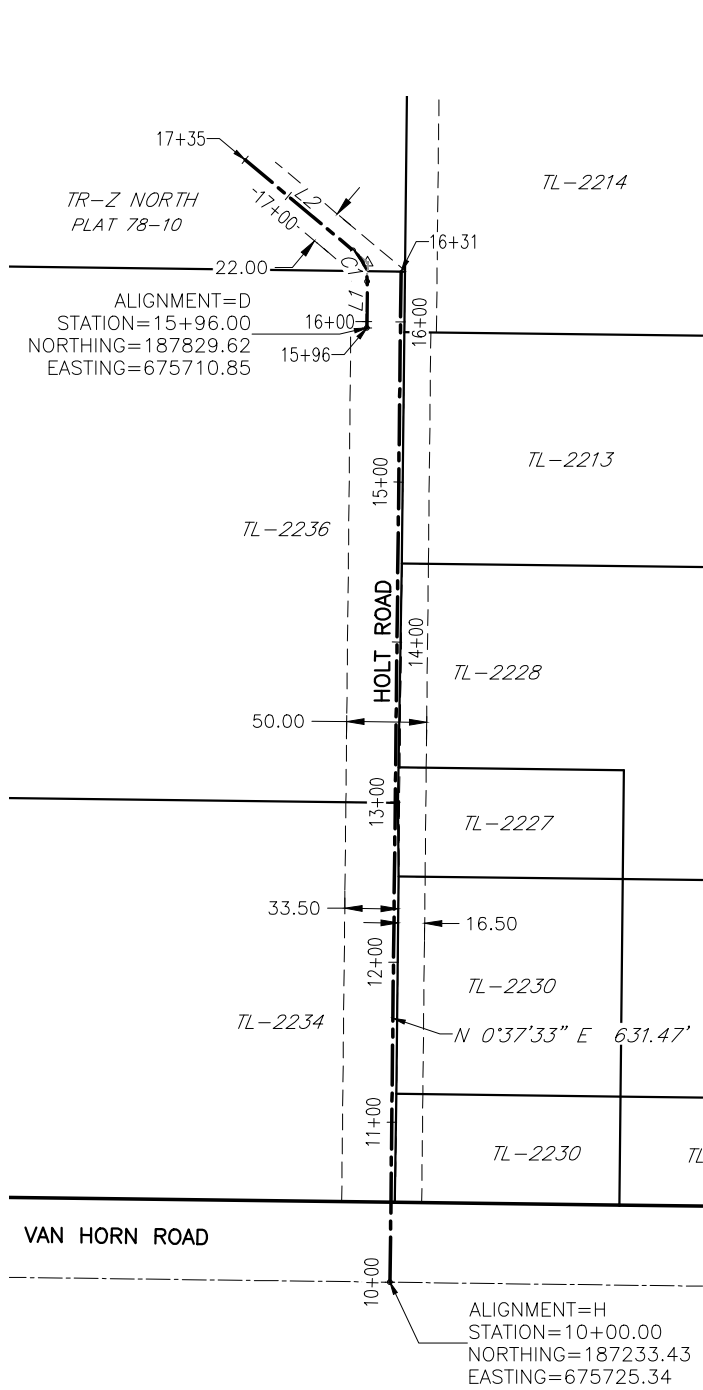


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				DRAWN: EEG					
				CHECKED: TMZ					
DATE	REVISION	BY		DATE:	DATE				OF 11 SHEETS

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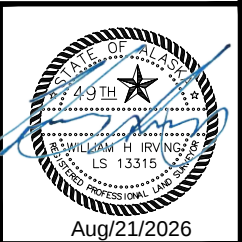
ALIGNMENT D			
Number	Radius	Length	Chord Bearing
L1		29.07	N0° 37' 33.23"E
C1	25.00	22.09	N24° 41' 13.38"W
L2		88.07	N50° 00' 00.00"W



EASEMENT NOTE

THE 50' ROW EASEMENT FOR HOLT ROAD RUNS "PARALLEL TO THE EAST LINE OF THE NORTHWEST QUARTER OF SECTION 22, T1S, 41W, PER EASEMENT 2014-001120, F.R.D., ALASKA. AND MAY OR MAY NOT BE COINCIDENT WITH THE NORTH/SOUTH BOUNDARY LINES OF THE SERVIENT LOTS OF THE EASEMENT.

SURVEY CONTROL



			SCALE:
DATE	REVISION	BY	

DESIGNED: TMZ
DRAWN: EEG
CHECKED: TMZ
DATE:

APPROVED
CITY ENGINEER
DATE



HOLT ROAD RESURFACING

CITY OF FAIRBANKS, ALASKA
Engineering Department
Project ITB-26-07

A4
OF 11
SHEETS

P:\holt road - itb-26-07\civil3d drawing files\3 Quantities-Notes-ABBREVIATIONS Fri, Aug/21/26 01:56pm

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

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

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

E – EAST
e – SUPERELEVATION
EA – EACH
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
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
LTDL – LEFT DITCH LINE
LT – LEFT
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
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
RTDL – RIGHT DITCH LINE
RMC – RIGID METAL CONDUIT
ROW – RIGHT OF WAY
R&R – REMOVE AND REPLACE
RT – RIGHT
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
TC –TOP 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

ESTIMATE OF QUANTITIES – BASE BID

ITEM NO.	PAY ITEM	PAY UNIT	QUANTITY
202.0001.0000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQUIRED
203.0003.0000	UNCLASSIFIED EXCAVATION	CUBIC YARD	1085
301.0001.00D1	AGGREGATE BASE COURSE GRADING D–1	TON	440
303.0001.0000	RECONDITIONING	STATION	6.50
304.0001.000F	SUBBASE, GRADING F	TON	1185
401.001.002B	HMA, TYPE II; CLASS B	TON	230
401.0004.0000	ASPHALT BINDER, GRADE 52E–40	TON	13
604.0004.0000	ADJUST EXISTING MANHOLE	EACH	2
618.0004.0000	SEEDING	SQUARE YARD	1280
639.0001.0000	DRIVEWAY	EACH	10
640.0001.0000	MOBILIZATION AND DEMOBILIZATION	ALL REQUIRED	LUMP SUM
642.0001.0000	CONSTRUCTION SURVEYING	ALL REQUIRED	LUMP SUM
642.0006.0000	REPLACE EXISTING WITH PRIMARY MONUMENT	EACH	6
642.0010.0000	MONUMENT CASING	EACH	6
643.0002.0000	TRAFFIC MAINTENANCE	ALL REQUIRED	LUMP SUM
671.2000.0000	SPEED HUMP	EACH	1

ESTIMATING FACTORS

ITEM NO.	PAY ITEM	FACTOR
301.0001.00D1	AGGREGATE BASE COURSE GRADING D–1	145 LB / CF
304.0001.000F	SUBBASE, GRADING F	2 TON / CY
401.0001.002B	HMA, TYPE II; CLASS B	150 LB / CF
401.0004.0000	ASPHALT BINDER, GRADE PG 52E–40	5.5% WEIGHT OF 401.0001.002B

GENERAL NOTES

- GRADES, ALIGNMENTS, APPROACH LOCATIONS, LENGTHS AND LOCATIONS OF CONDUIT RUNS SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. ALL DISTANCES SHOWN IN THE PLANS ARE HORIZONTAL MEASUREMENTS.
- SAWCUT ALL MATCH LINES WHERE NEW CONSTRUCTION OF PAVEMENT, SIDEWALK OR CURBING ABUTS EXISTING. SAWCUTS SUBSIDIARY TO RESPECTIVE PAY ITEMS.
- APPLY WATER FOR DUST CONTROL DAILY OR AS DIRECTED BY THE ENGINEER. PAY SUBSIDIARY TO PAY ITEM 643.0002.0000 TRAFFIC MAINTENANCE.
- 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.
- ALL PAYMENTS REQUESTED BY THE CONTRACTOR SHALL BE DEVELOPED BY THE CONTRACTOR IN A FORM ACCEPTABLE TO THE ENGINEER. PAY ESTIMATES SHALL BE SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
- CONTRACTOR IS RESPONSIBLE FOR PROVIDING THEIR OWN STAGING AREA.
- NUMEROUS UNDERGROUND UTILITIES EXIST WITHIN THE PROJECT CORRIDOR. THE CONTRACTOR SHALL CONTACT UTILITY OWNERS AND GET LOCATES PRIOR TO EXCAVATION.
- PRESERVE AND PROTECT EXISTING LANDSCAPE AND FENCING IN PLACE. SUBSIDIARY TO PAY ITEM 202.0001.0000.

ESTIMATE OF QUANTITIES,
GENERAL NOTES, AND
GENERAL NOTES



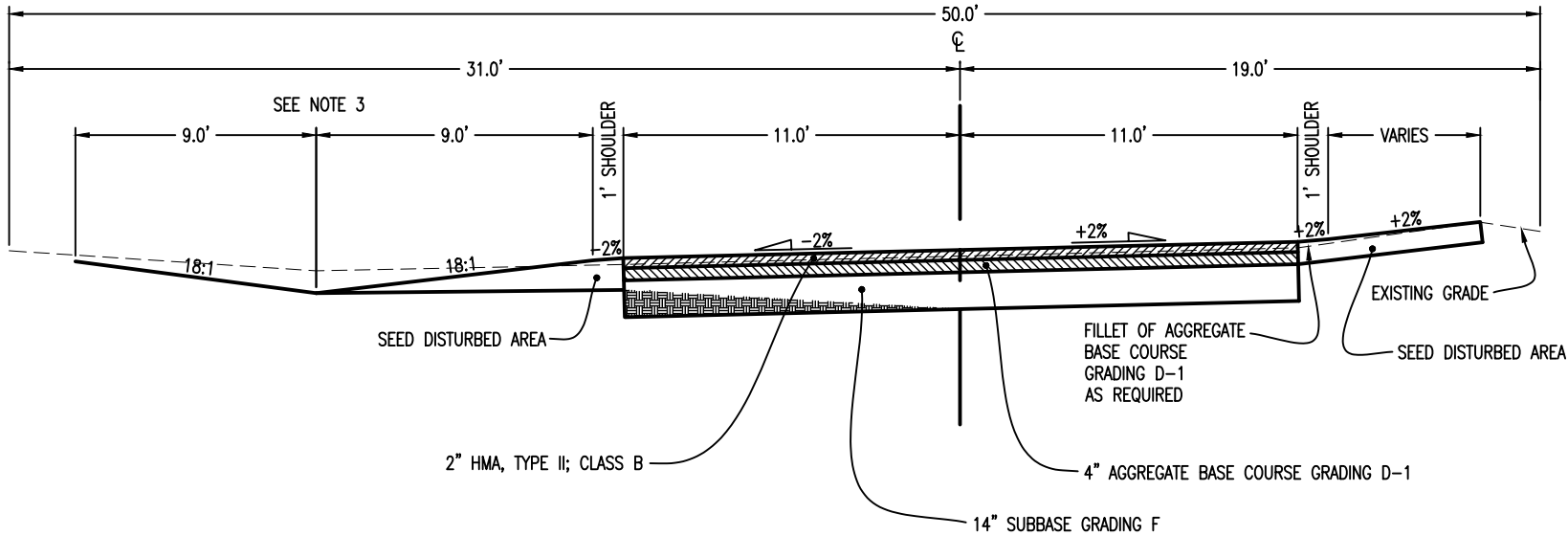
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				DRAWN: EEG					
				CHECKED: TMZ	CITY ENGINEER				
DATE	REVISION	BY		DATE:	DATE				

P:\holt road - itb-26-07\civil3d drawing files\3 Typical Section-Holt-TYPICAL SEC02.Fri, Aug/21/26 01:56pm

TYPICAL SECTION NOTES

1. SAW CUT ASPHALT DRIVEWAYS AND PAVE ALL DRIVEWAYS FROM ROADWAY TO LIMITS DEFINED IN DRIVEWAY TABLE.
2. SEE SHEET D2 FOR DRIVEWAY TABLE AND DRIVEWAY DETAILS
3. TYPICAL STATION RANGE FOR SWALE
12+77.37 TO EOP

NON-TYPICAL STATION RANGE FOR SWALE
10+62.34 TO 12+77.37
SEE SHEET F1 FOR CONTROL



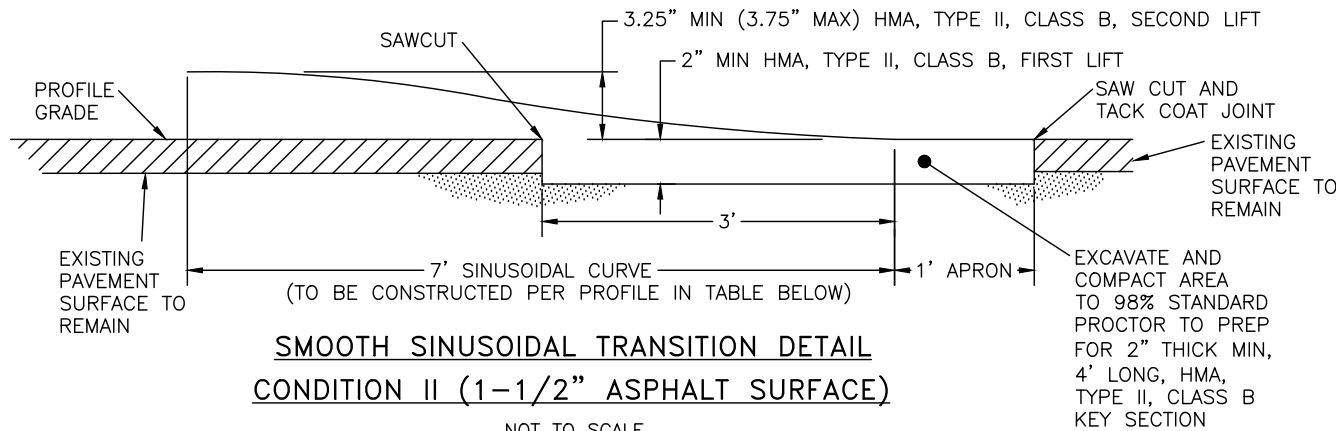
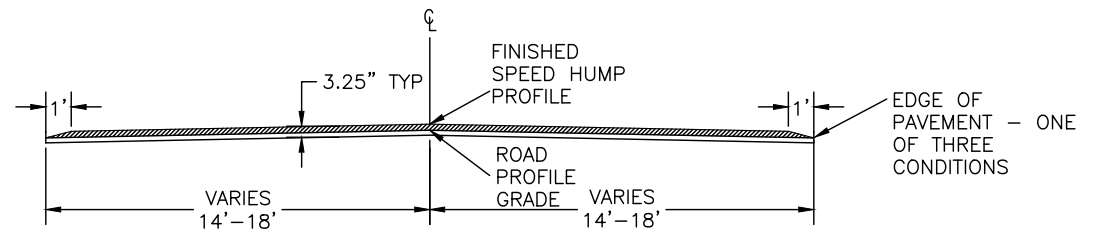
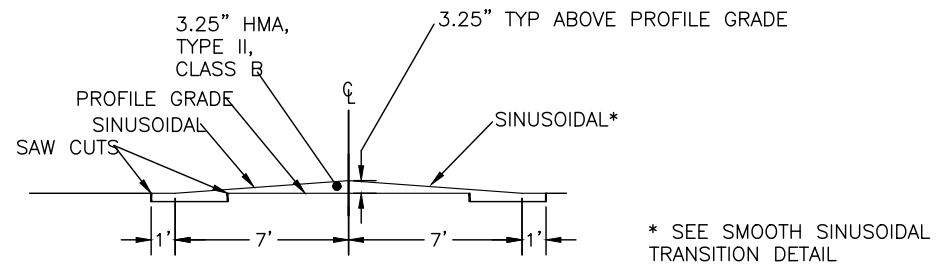
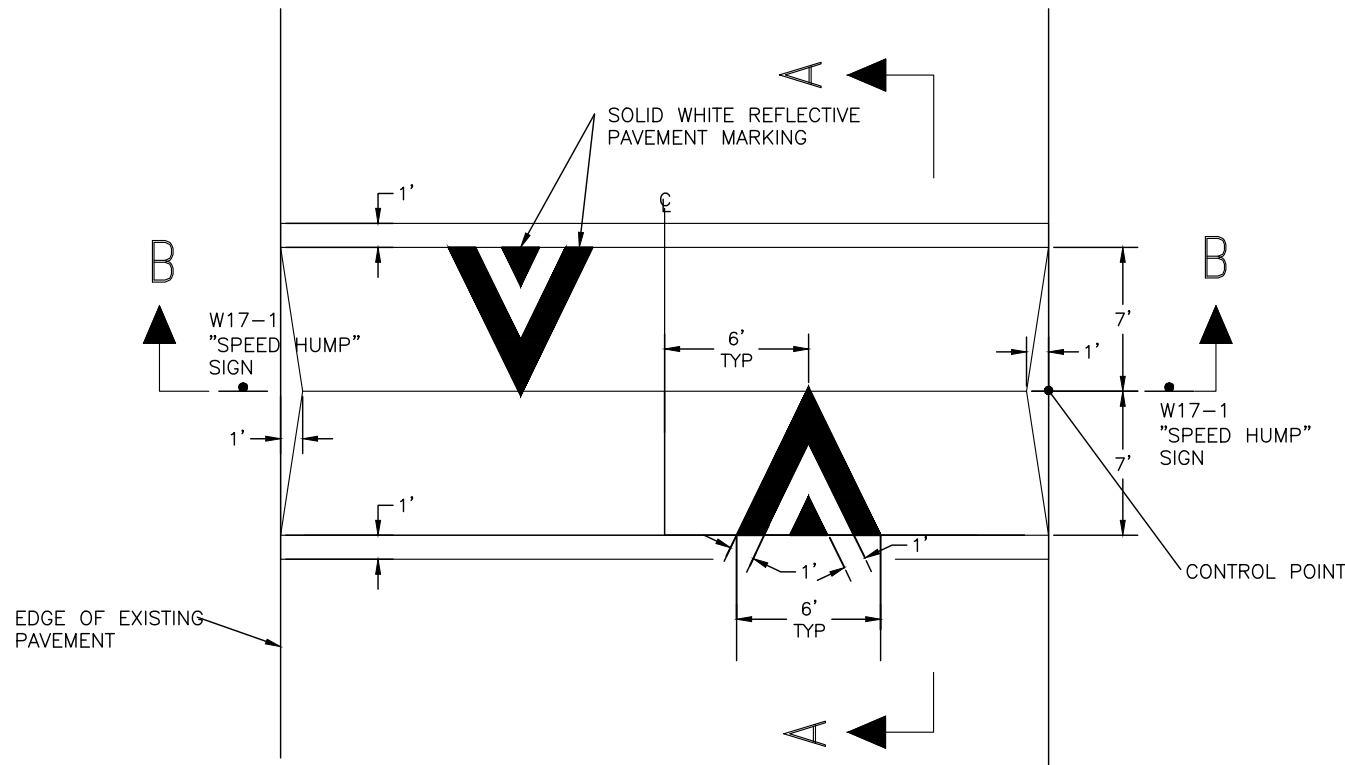
TYPICAL SECTION 1

TYPICAL SECTION



			SCALE:	DESIGNED: TMZ	APPROVED CITY ENGINEER		HOLT ROAD RESURFACING	CITY OF FAIRBANKS, ALASKA Engineering Department Project ITB-26-07	B1 OF 11 SHEETS
				DRAWN: EEG					
				CHECKED: TMZ					
DATE	REVISION	BY		DATE:	DATE				

P:\holt road - itb-26-07\civil3d drawing files\13 SpeedHump-Speed Hump Fri, Aug/21/26 01:57pm



DISTANCE (FEET)	0.0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0
FINISHED HEIGHT (INCHES)	0.00	0.00	0.00	0.05	0.19	0.41	0.70	1.05	1.43	1.82	2.20	2.55	2.84	3.06	3.20	3.25	3.25

SPEED HUMP NOTES

1. SPEED HUMPS SHALL BE 16' LONG MEASURED ALONG CENTERLINE, INCLUDING A 1-FOOT APRON ON EACH END.
2. RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL.
3. MARKINGS ARE SUBSIDIARY TO PAY ITEM 671 SPEED HUMP. EACH SYMBOL IS 16.24 SQUARE FEET.
4. INSTALL PERFORATED STEEL SIGN POSTS PER ALASKA TRAFFIC MANUAL. SIGNS ARE SUBSIDIARY TO PAY ITEM 671 SPEED HUMP.
5. PRIOR TO PAVING SPEED HUMPS, THE BASE COURSE SHALL BE GRADED AND RECOMPACTED TO 98% OF THE STANDARD PROCTOR.

SPEED HUMP DETAILS



08/21/2026

SCALE:

DESIGNED: TMZ

APPROVED

DRAWN: EEG

CITY ENGINEER

CHECKED: TMZ

DATE

DATE:



HOLT ROAD RESURFACING

CITY OF FAIRBANKS, ALASKA
Engineering Department

Project ITB-26-07

D1

OF 11
SHEETS

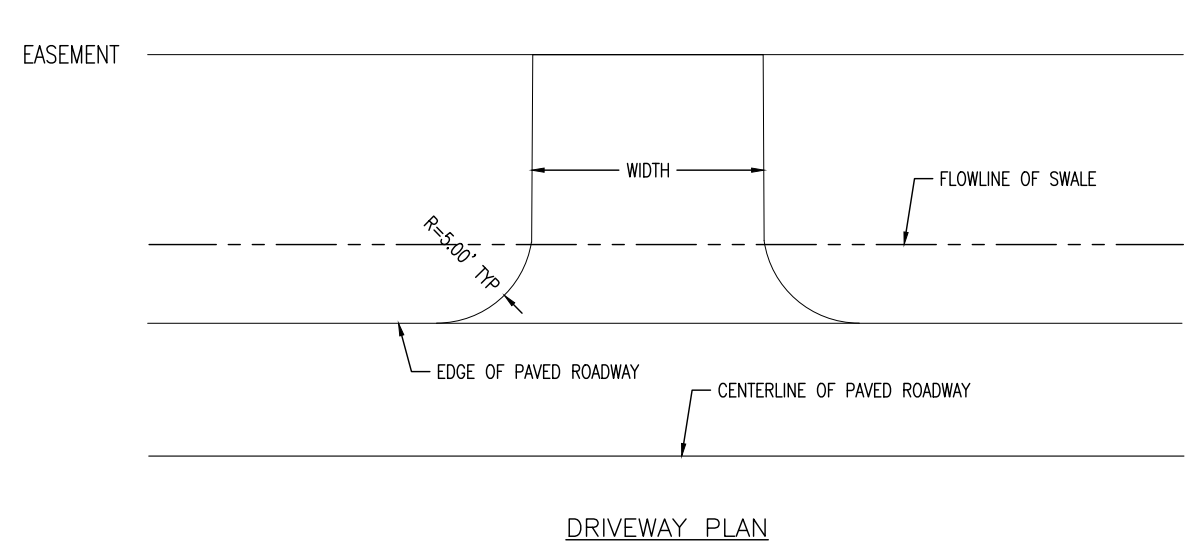
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REVISION

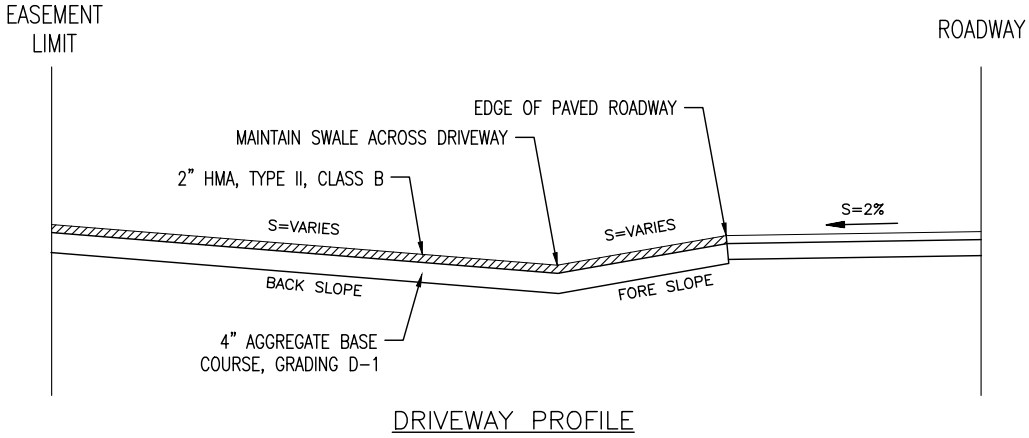
BY

P:\holt road - itb-26-07\civil3d drawing files\3 Driveway Table-DRIVEWAY TABLE Fri, Aug/21/26 01:57pm

DRIVEWAY TABLE – HOLT ROAD								
DRIVEWAY NO.	STATION	OFFSET		WIDTH (FT)	LENGTH (FT)	SURFACE (EXISTING)	PAVEMENT (PROPOSED)	LIMITS
		LT	RT					
DW1	10+86.22		X	18	9	GRAVEL	2” HMA, 4” D–1	PAVE TO EASEMENT LIMITS
DW2	11+00.00	X		30	20	ASPHALT	2” HMA, 4” D–1	MATCH TO EXISTING PAVE.
DW3	11+60.91	X		30	20	ASPHALT	2” HMA, 4” D–1	MATCH TO EXISTING PAVE.
DW4	12+12.69		X	40	9	ASPHALT	2” HMA, 4” D–1	MATCH TO EXISTING PAVE.
DW5	12+32.07	X		30	20	ASPHALT	2” HMA, 4” D–1	MATCH TO EXISTING PAVE.
DW6	12+67.88		X	19	9	GRAVEL	2” HMA, 4” D–1	PAVE TO EASEMENT LIMITS
DW7	13+96.59	X		40	20	GRAVEL	2” HMA, 4” D–1	PAVE TO EASEMENT LIMITS
DW8	13+90.75		X	40	8	GRAVEL	2” HMA, 4” D–1	PAVE TO EASEMENT LIMITS
DW9	14+65.86		X	34	8	GRAVEL	2” HMA, 4” D–1	PAVE TO EASEMENT LIMITS
DW10	15+58.63		X	46	8	GRAVEL	2” HMA, 4” D–1	PAVE TO EASEMENT LIMITS



DRIVEWAY DETAIL

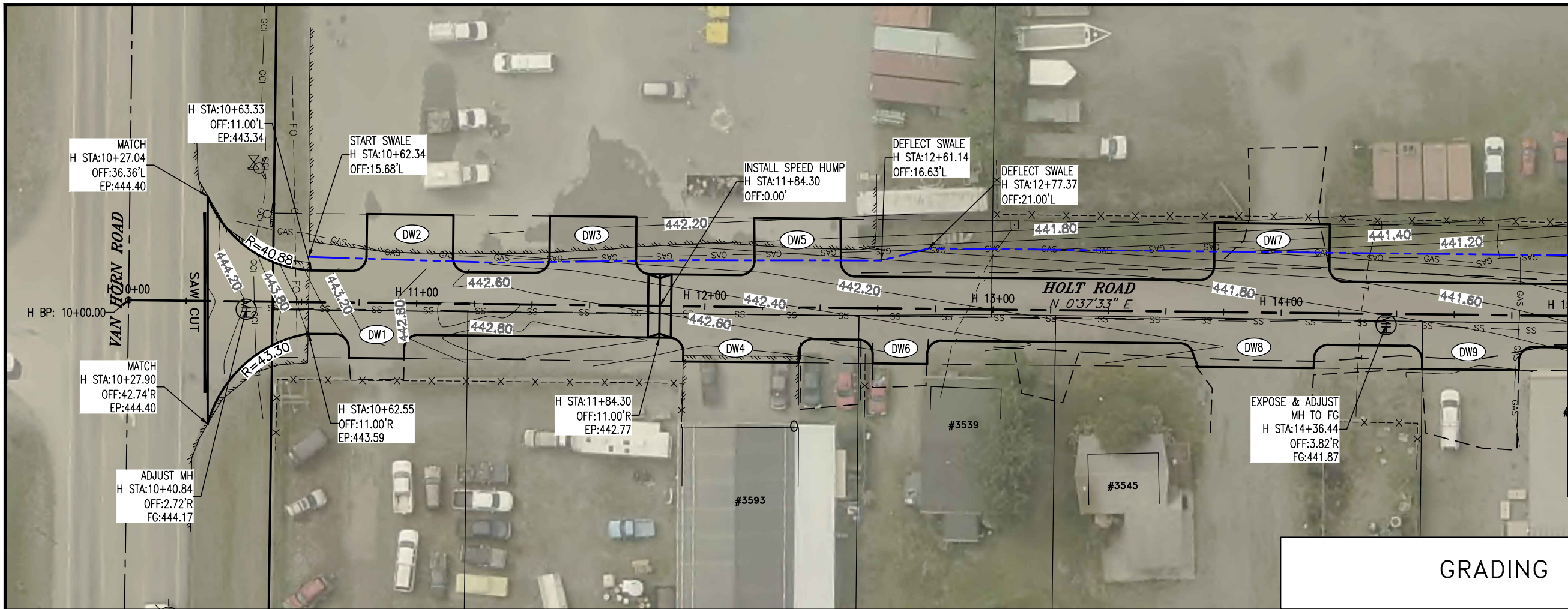


DRIVEWAY TABLE
& DETAILS



			SCALE:	DESIGNED: TMZ	APPROVED CITY ENGINEER		<u>HOLT ROAD RESURFACING</u>	CITY OF FAIRBANKS, ALASKA Engineering Department Project ITB-26-07	D2
				DRAWN: EEG					
				CHECKED: TMZ					
DATE	REVISION	BY		DATE:	DATE				OF 11 SHEETS

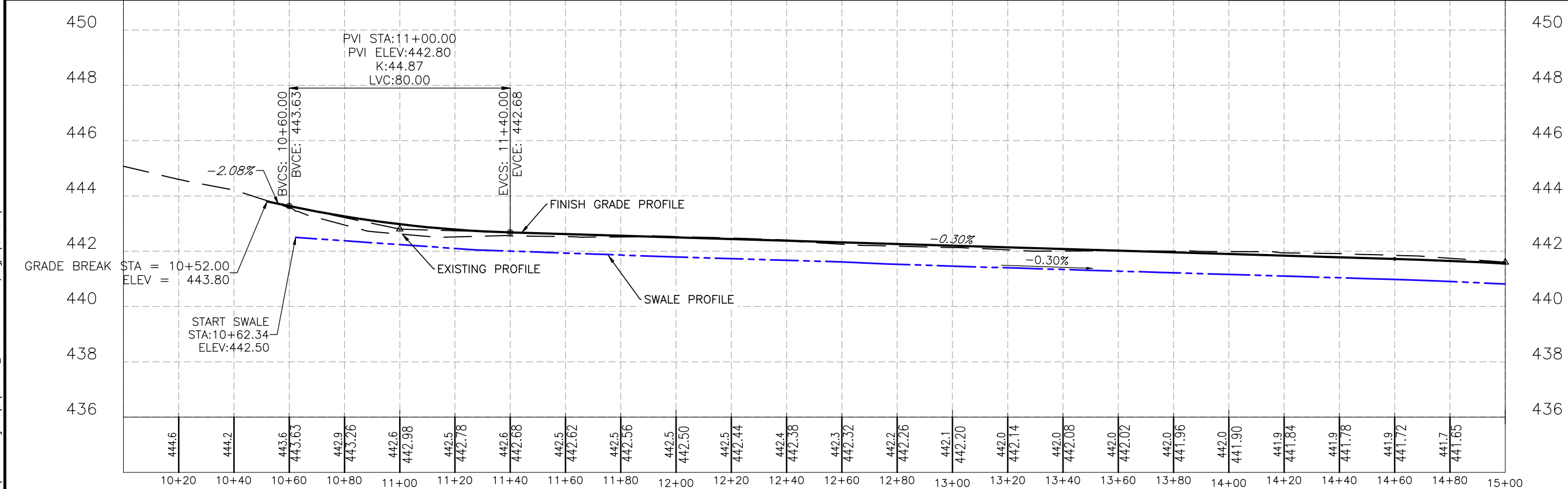
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NOTES:

1. GRADE SWALE TO DRAIN TO DITCH. MINOR ADJUSTMENTS TO LINE, GRADE, AND SHAPE OF SWALE MAY BE REQUIRED IN THE FIELD TO ENSURE PROPER DRAINAGE. ALL ADJUSTMENTS ARE SUBSIDIARY TO PAY ITEM 303.0001.0000 RECONDITIONING.

GRADING



DATE	REVISION	BY

SCALE:

DESIGNED: TMZ
DRAWN: EEG
CHECKED: TMZ
DATE:

APPROVED

CITY ENGINEER

DATE



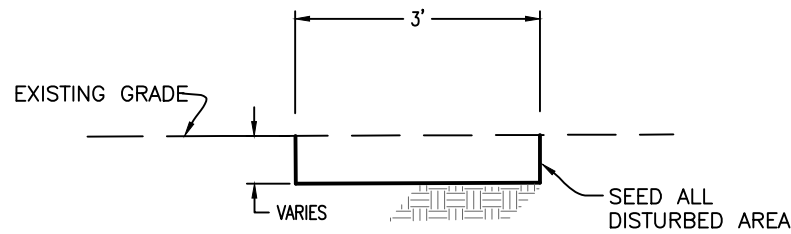
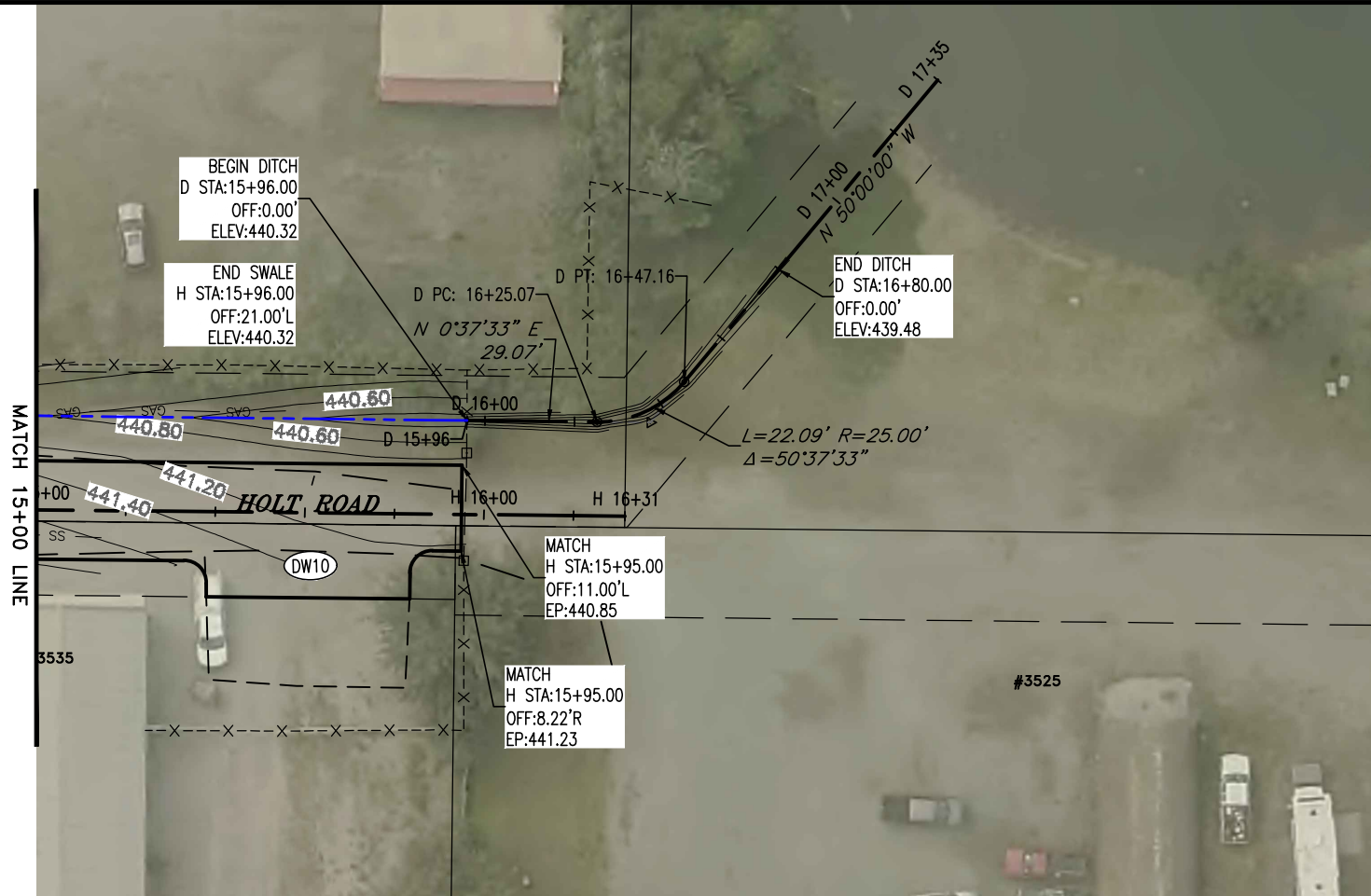
HOLT ROAD RESURFACING

CITY OF FAIRBANKS, ALASKA
Engineering Department
Project ITB-26-07

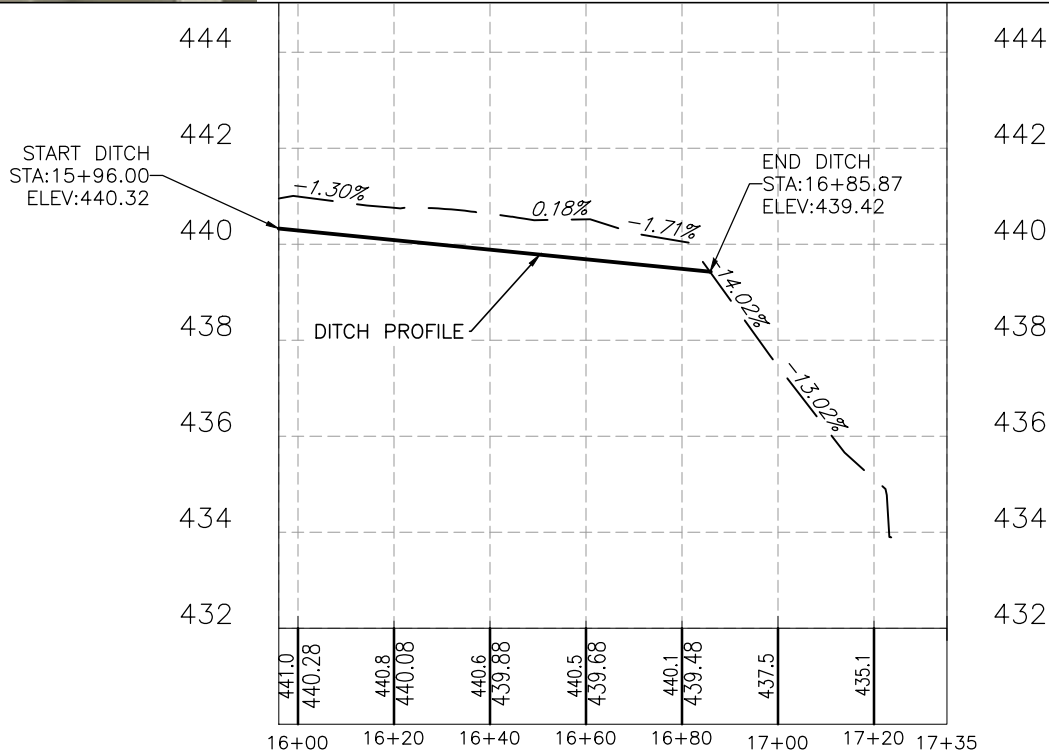
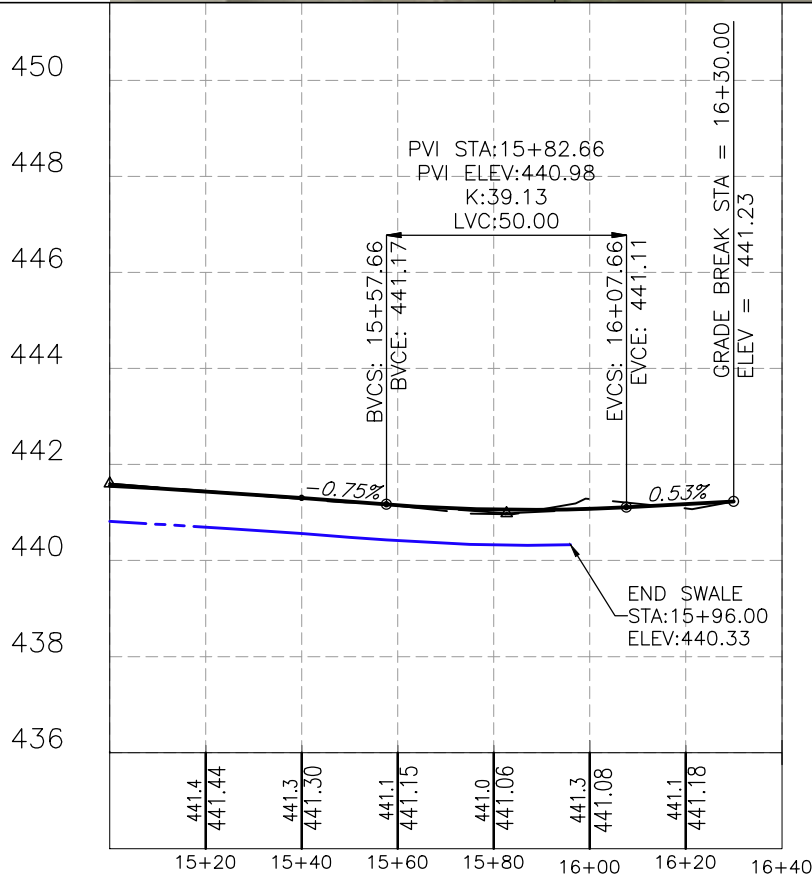
F1

OF 11
SHEETS

P:\holt road - itb-26-07\civil3d drawing files\3\Plan-Prof-Holt-Plan-Prof-F2 Fri, Aug/21/26 02:01pm



DITCH DETAIL



GRADING



08/21/2026

DATE	REVISION	BY

SCALE:

DESIGNED: TMZ
DRAWN: EEG
CHECKED: TMZ
DATE:

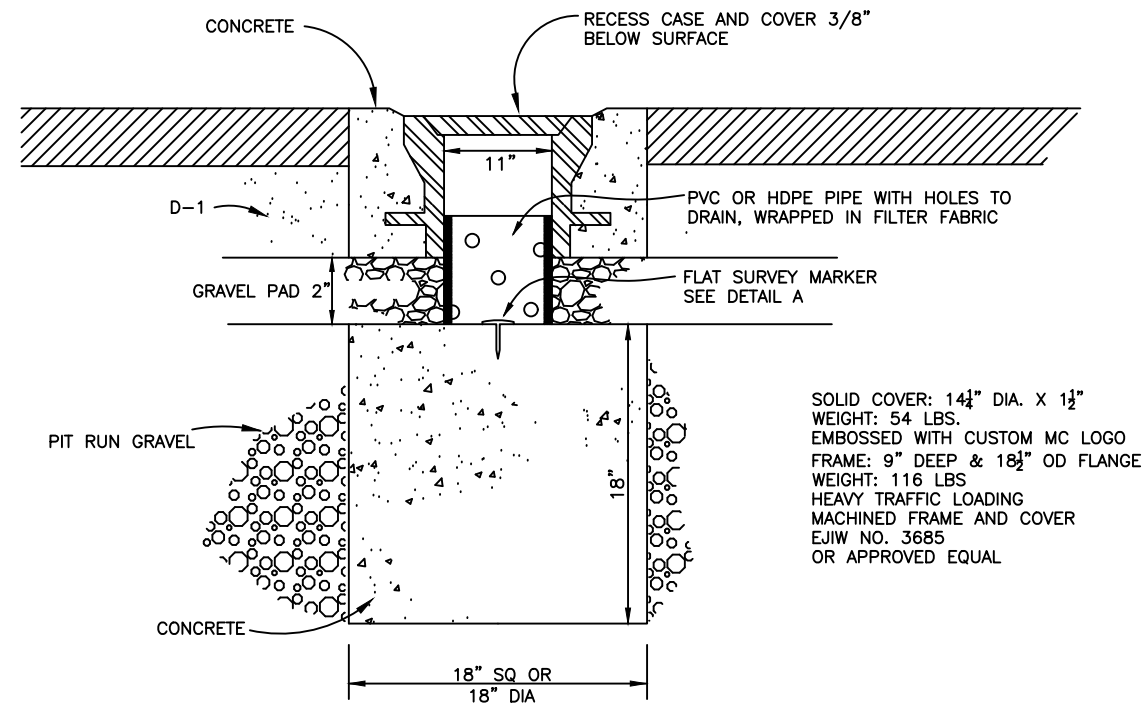
APPROVED
CITY ENGINEER
DATE



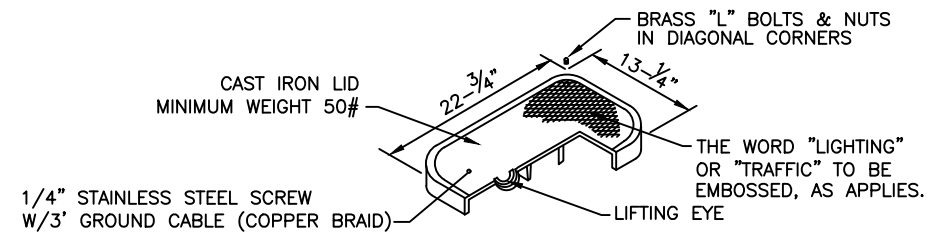
HOLT ROAD RESURFACING

CITY OF FAIRBANKS, ALASKA
Engineering Department
Project ITB-26-07

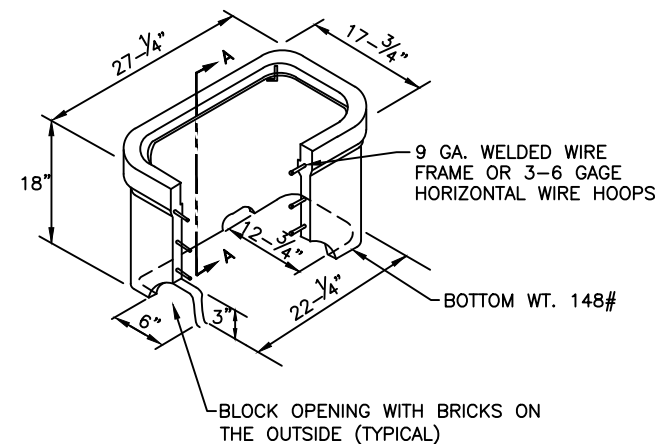
F2
OF 11
SHEETS



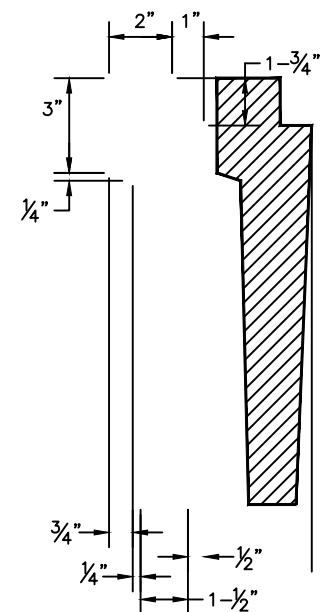
MONUMENT BASE AND CASE DETAIL



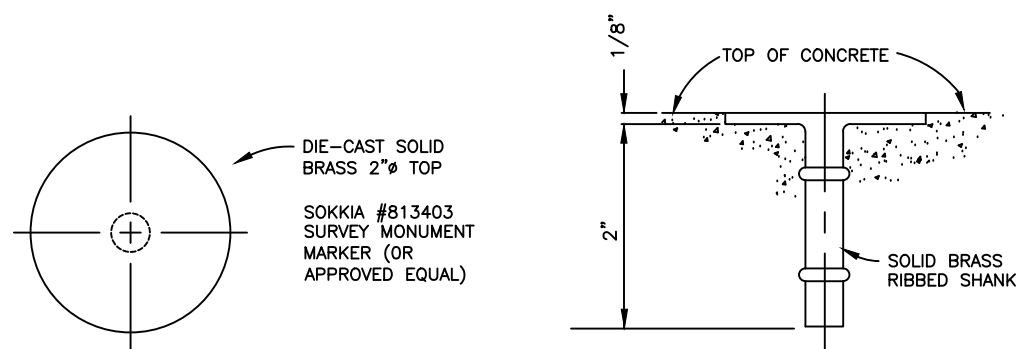
TYPE IA JUNCTION BOX



TYPE IA JUNCTION BOX DETAIL



SECTION A-A



TOP VIEW

PROFILE

FLAT SURVEY MARKER DETAIL A



08/21/2026

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
DATE	REVISION	BY

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