

TYPICAL SECTION
B.O.P. TO E.O.P.

TYPICAL SECTION LEGEND

- ① EXISTING GROUND
- ② EXISTING PAVEMENT: 3" - 4" IN DRIVING LANES
1 1/2" ON SHOULDERS
- ③ RECYCLED PAVEMENT—6 INCH DEPTH—EXISTING 6" D-1 1/2" ATB
- ④ 3" A.C. PAVEMENT—2 EACH 1 1/2" LIFTS—1-3" LIFT
- ⑤ CRUSHED AGGREGATE BASE COURSE
- ⑥ TACK COAT (2 COATS - 1 @ TOP OF RECYCLED ASPHALT
1 BETWEEN A.C. PAVEMENT LIFTS)
- ⑦ LINEAR GRADING
- ⑧ DITCH RECONDITIONING
- ⑨ CLEARING
- ⑩ EXISTING BASE COURSE—6"

TYPICAL SECTION NOTES

- 1. ALL SUPERELEVATION TRANSITIONS SHALL BE ROTATED ABOUT CENTERLINE, UNLESS OTHERWISE NOTED ON THE PLANS.
- 2. CLEARING SHALL BE AS STAKED BY THE ENGINEER.

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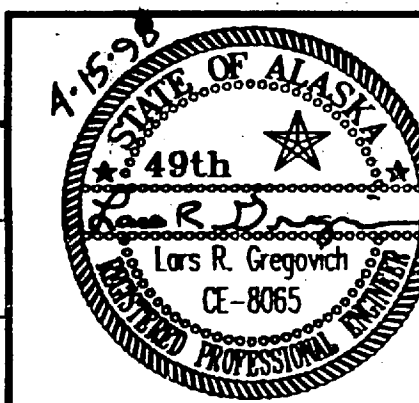
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ 71942

TYPICAL SECTION

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1998
CHECKED BY: A. STEININGER	SHEET 2 OF 42



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
120(1)	DBE ADJUSTMENT <small>NO INCENTIVE OR DISINCENTIVE</small>	CONTINGENT SUM	ALL REQUIRED
201(1A)	CLEARING <small>THIS ITEM WAS NOT USED</small>	ACRE	1.0
201(3A)	CLEARING AND GRUBBING	ACRE	0.5 68.77
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	10,000 9,840
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	1,296 1,427
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	10,500 10,761
203(6)	BORROW <small>CO #1 TOU TO CJ 1407 ± 1.86 PROCTOR = B, DIA. 52 CY.</small>	TON	13,000 14,907
203(11)	LINEAR GRADING	STATION	150 148
203(12)	DITCH RECONDITIONING	STATION	60 67.1
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	5,000 4,251.70
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B	TON	12,000 11,765.3
401(2)	ASPHALT CEMENT, PG 58-28	TON	725 627.09
402(2)	STE-1 ASPHALT FOR TACK COAT	TON	50 10.73
406(4) *	RECYCLED PAVEMENT - 6 INCH DEPTH DELETED CO #1	SQUARE YARD	60,000
406(2)	GSS-1 ASPHALT FOR RECYCLED PAVEMENT DELETED CO #1	TON	425
407(4)	CRUSHED ASPHALT DELETED CO #1	SQUARE YARD	9,500
401(3)	ASPHALT CEMENT, PBA-2 CO #1, DIA 2"	TON	272.22
603(1-18)	18 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	91 152
603(1-24)	24 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	171 300
603(1-36)	36 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	154 149
603(1-48)	48 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	254
603(1-54)	54 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	64
603(1-60)	60 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	236
603(1-72)	72 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	105
603(1-96)	96 INCH CORRUGATED STEEL PIPE	LINEAR FOOT	80
603(9-24)	24 INCH CORRUGATED ALUMINUM PIPE	LINEAR FOOT	48 71
604(4)	ADJUST EXISTING MANHOLE	EACH	3
611(2A)	RIPRAP, CLASS I	TON	1,250 2,935.50
611(2B)	RIPRAP, CLASS II	TON	300 643.6
611(3)	RIPRAP, CLASS III BOULDERS	EACH	20 16
613(1)	RIGHT-OF-WAY MONUMENTS	EACH	11
614(1)	SURVEY MONUMENTS	EACH	23 24
614(2)	MONUMENT CASES	EACH	14
615(1)	STANDARD SIGNS	SQUARE FOOT	290 291.7
618(1)	SEEDING	ACRE	1.5 1.086
618(5)	TEMPORARY SEEDING	ACRE	1.0 0.93
619(2)	MATTING	SQUARE YARD	1,000 686
627(10)	ADJUSTMENT OF VALVE BOX	EACH	2 3
627(11)	ADJUSTMENT OF WATER CONDUIT	EACH	2
628(1)	CAPPING EXISTING 8 INCH STEEL PIPE	EACH	8 4
628(2)	TELEPHONE CABLE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
630(1)	GEOTEXTILE, SEPARATION	SQUARE YARD	9,750 8889
635(1)	INSULATION BOARD <small>NOT USED</small>	MBM	1.5
639(3)	APPROACHES	EACH	38 39
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641(1)	EROSION & POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
641(2)	EROSION & POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
641(3)	EROSION & POLLUTION CONTROL	MAN-HOUR	15 96
641(4)	ROCK CHECK DAM	EACH	50 42
641(5)	MAINTENANCE OF ROCK CHECK DAM	EACH	50 6
641(6)	SILT FENCE	LINEAR FOOT	100 98
641(7)	MAINTAINING FLOW AT FISH STREAMS	EACH	15 12
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
642(2)	3-PERSON SURVEY PARTY <small>NOT USED</small>	HOURLY	10
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQUIRED
643(15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED
643(27)	TRAFFIC CONTROL DEVICES	CONTINGENT SUM	ALL REQUIRED
643(29)	NEWSPAPER ADVERTISEMENTS	CONTINGENT SUM	ALL REQUIRED
644(6)	ENGINEERING TRANSPORTATION	LUMP SUM	ALL REQUIRED
660(6)	TRAFFIC COUNT SYSTEM COMPLETE	LUMP SUM	ALL REQUIRED
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED
670(8)	RECESSED PAVEMENT MARKERS	EACH	250 257
408(4) *	* COLD PLANING, C.O. #1 (REPLACES 406(1))	SQUARE YARD	59,690

BASIS OF ESTIMATE

ITEM NO.	ITEM	ESTIMATING FACTOR
203(6)	BORROW	1.86 2.10 TON/C.Y.
301(1)	CRUSHED AGGREGATE BASE COURSE	2.10 TON/C.Y.
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B	122 LB/S.Y./INCH
401(2)	ASPHALT CEMENT, PG 58-28	5.3 6% OF ITEM 401(1)
402(2)	STE-1 ASPHALT FOR TACK COAT	0.05 0.08 GAL/S.Y.
406(2)	CSS-1 ASPHALT FOR RECYCLED PAVEMENT	1.75 GAL/S.Y. & 241 GAL/TON

GENERAL NOTES

- LOCATIONS FOR BASE RECONSTRUCTION ARE APPROXIMATE ONLY AND SHALL BE STAKED IN THE FIELD BY THE ENGINEER. ADDITIONAL AREAS MAY BE DESIGNATED FOR BASE RECONSTRUCTION.
- EXCAVATION FOR INSTALLATION OF ALL RIPRAP ITEMS SHALL BE INCIDENTAL.

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STATE OF ALASKA
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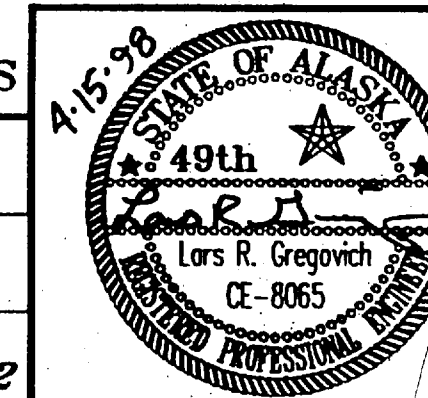
HAINES

HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ 71942

ALASKA

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1998
CHECKED BY: A. STEININGER	SHEET 3 OF 42



ESTIMATE OF QUANTITIES

CULVERT SUMMARY

STATION	EXISTING PIPE		PIPE REMOVAL	NEW PIPE INSTALLATION											REMARKS				
	SIZE	TYPE		PIPE NO.	18" CMP	24" CMP	36" CMP	48" CMP	54" CMP	60" CMP	72" CMP	96" CMP	24" CAP						
60+88				P-1											105'				
61+17, LT	24"	CMP	40'																
61+42	24"	CMP	90'																
61+45	24"	CMP	90'																
62+27, LT	24"	CMP														EXISTING TO REMAIN			
63+82, LT	24"	CMP														EXISTING TO REMAIN			
65+08, LT	24"	CMP														EXISTING TO REMAIN			
66+54, LT	24"	CMP														EXISTING TO REMAIN			
67+83, LT	24"	CMP														EXISTING TO REMAIN			
69+09, LT	24"	CMP	40'	P-2	48'	44'										EXISTING 24" CULVERT USED AS SLEEVE FOR NEW 18"			
69+51, RT	24"	CAP	7'	P-3									87'			REPAIR DAMAGED END			
69+96, LT	48"	CMP														EXISTING TO REMAIN			
70+88	66"	CMP	72'	P-4									80'						
79+25, RT	18"	CMP	30'	P-12	30'											NEW APPROACH CULVERT			
80+57, RT	18"	CMP														EXISTING TO REMAIN			
81+88	24"	CAP														EXISTING TO REMAIN			
83+45	24"	CAP	58'	P-5									64'						
90+00 LT	24"	CAP	9'	ADDED											6'				
87+14, RT		CMP														EXISTING TO REMAIN			
87+31	24"	CAP	74'	P-6															
90+00 RT	24"	CAP	2'	ADDED											5'	EXISTING TO REMAIN			
94+48 LT	24"	CAP		ADDED											9'	EXISTING TO REMAIN			
97+29	24"	CAP	64'													RELOCATED TO 97+70			
97+70		CAP		P-7A															
100+85, LT	24"	CMP	8'	P-7B											5'	REPAIR DAMAGED END			
100+85, RT	24"	CMP	8'	P-7D											8'	REPAIR DAMAGED END			
102+25, RT	18"	CMP														EXISTING TO REMAIN			
104+03, RT	18"	CMP	30'	NEW											34'	EXISTING TO REMAIN			
104+35, LT	24"	CAP	8'	P-7C											8'	REPAIR DAMAGED END NEW			
104+35, RT	24"	CAP	64'	P-7E											64'	REPAIR DAMAGED END FULL LENGTH PIPE			
105+71, RT	18"	CMP	26'	P-7F	26'34'														
106+31, RT	18"	CMP														EXISTING TO REMAIN			
94+48 RT	24"	CAP	2'	ADDED											4'				
108+68, RT	24"	CMP														EXISTING TO REMAIN			
109+92, RT	18"	CMP														EXISTING TO REMAIN			
110+12	24"	CAP														EXISTING TO REMAIN			
116+95	24"	CAP	55'	P-8A											57'				
118+75	24"	CAP	64'	P-8B											64'				
121+35	24"	CAP														EXISTING TO REMAIN			
121+76, RT	18"	CMP	5'	P-8C	5'											REPAIR DAMAGED END			
126+09, RT	24" 18"	CMP	19'	P-9A											30'	DRIVEWAY PIPE			
126+09, RT	30"	CMP	19'													DRIVEWAY PIPE			
127+40	24"	CAP	70'	P-9B											70'				
127+45	24"	CAP	70'																
128+25, RT	18"	CMP	50' 30'	P-10											35'	REMOVE 2 EXIST. PIPES			
134+45	18"	CMP	20'	P-11											30'				
140+00	24"	CMP	70'	P-13											70' 6"				
144+21	24"	CAP														EXISTING TO REMAIN			
144+68, RT	18"	CMP	26'	P-14	30' 35"														
147+80	36"	CAP														EXISTING TO REMAIN			
152+64	24"	CAP														EXISTING TO REMAIN			
156+40, RT	24"	CAP	5'	P-15											5'	REPAIR INLET END			
159+86, LT	24"	CAP	5'	P-16											5'	REPAIR OUTLET END			
159+88, RT	24"	CAP	7'	P-16A											8'				
165+99 RT	24"	CAP	2'	ADDED												EXISTING TO REMAIN			
168+74	24"	CAP	110'	P-17											92'				
195+50	24"	CAP		NEW											80'	PIPE SKEWED AND SLOTTED TO INTERCEPT WATER FLOW			
174+27	24"	CAP														EXISTING TO REMAIN			
180+60	24"	CAP	83'	P-18											84'				
192+73 RT	24"	CAP	5'	ADDED												EXISTING TO REMAIN			
205+24	24"	CAP	88'	P-19											90'				
TOTALS =					1,296		152'	300'	149'	91'	171'	154'	254'	64'	238'	105'	80'	71'	46'

CULVERT SUMMARY NOTE:

= CULVERT LOCATED ON FISH STREAM SUBJECT TO ADF&G PERMIT. SEE APPENDIX A FOR SPECIFIC TIME CONSTRAINTS AND PERMIT CONDITIONS.

DRIVEWAY/APPROACH SUMMARY

STATION	OFFSET		EXIST. WIDTH	EXIST. PAVED	SURFACE UNPAVED	QUANTITY	REMARKS
	LT	RT					
61+17	X		21'	X		1 EA	FAIR DRIVE
61+65		X	13'		X	1 EA	DELETED
62+27	X		20'		X	1 EA	
63+34	X		30'		X	1 EA	BIGFOOT/PETRO EXPRESS
64+28	X		30'		X	1 EA	
64+77		X	24'		X	1 EA	DELETED
65+08	X		18'	X		1 EA	HAINES HARDWARE
66+54	X		18'		X	1 EA	
67+83	X		30'		X	1 EA	TURNER CONSTRUCTION
69+09	X		24'	X		1 EA	JONES POINT ROAD
69+96	X		20'		X	1 EA	RADIO SHACK
70+36		X	24'	X		1 EA	FOREST GROVE DRIVE
71+53	X		32'	X		1 EA	EAGLE'S NEST HOTEL
73+71	X		32'		X	1 EA	SAWMILL ROAD
73+72		X	20'		X	1 EA	
79+22		X	16'	X		1 EA	
80+57	X		16'		X	1 EA	
87+13	X		14'	X		1 EA	
87+50		X	22'	X		1 EA	PIEDAD ROAD
87+73	X		24'		X	1 EA	WELLFIELD ROAD
96+89	X		12'	X		1 EA	
102+25	X		14'	X		1 EA	
104+03	X		16'		X	1 EA	
105+71	X		10'		X	1 EA	
106+31	X		16'	X		1 EA	
108+68	X		16'		X	1 EA	
109+92	X		16'		X	1 EA	
112+88	X		16'		X	1 EA	CATHEDRAL VIEW DRIVE
121+76	X		16'	X		1 EA	
125+12	X		20'	X		1 EA	
126+09	X		10'		X	1 EA	
128+25	X		12'		X	1 EA	
134+41	X		14'		X	1 EA	
144+68	X		12'	X		1 EA	
148+84	X		N/A	X		1 EA	PAVED APRON AT HOUSE
162+41	X		20'		X	1 EA	
173+62	X		22'	X		1 EA	SOUTH AIRPORT ACCESS
185+93	X		24'	X		1 EA	AIRPORT ROAD
77+00	X					1 EA	NEW - 34' WIDE
81+40	X					1 EA	NEW - 34' WIDE
126+50	X					1 EA	NEW - 24' WIDE
TOTAL =						39	38 EA

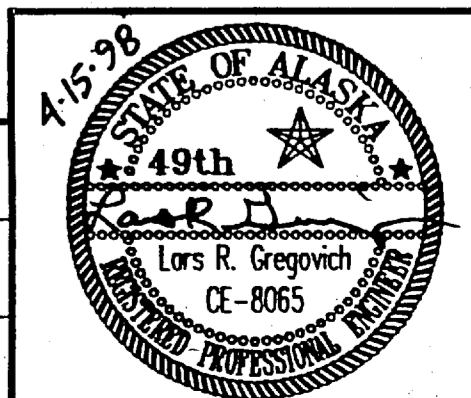
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STATE OF ALASKA
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HAINES
HNS-HAINES HWY-UNION ST. TO AIRPORT
ALASKA
NH-095-6(17) ~ 71942
MISCELLANEOUS SUMMARIES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1998
CHECKED BY: A. STEININGER	SHEET 4 OF 42



EXISTING MONUMENT SUMMARY

STATION	OFFSET	TYPE	COORDINATES		ELEVATION	COMMENTS
			NORTHING	EASTING		
69+39.94	0.20' R	PT	16165.9538	50315.6463	26.21	TO BE REMOVED
72+64.42	0.53' L	PC	16360.9896	50056.3121	24.87	TO BE REMOVED
77+41.44	2.47' R	PRC	16739.3743	49777.6253	24.88	TO BE REMOVED
81+11.55	2.95' R	PT	17037.8539	49564.5182	25.40	TO BE REMOVED
82+61.72	2.51' R	PC	17131.3416	49447.5351	25.57	TO BE REMOVED
87+15.13	3.34' L	PI	17296.8575	49031.0743	25.46	TO BE REMOVED
88+91.47	2.12' R	PC	17339.2255	48859.8995	25.46	TO BE REMOVED
95+36.89	1.38' R	PT	17692.9920	48336.4701	23.99	TO BE REMOVED
97+39.09	1.86' R	PC	17858.2850	48220.0450	23.98	TO BE REMOVED
101+28.63	1.38' R	PT	18125.9610	47939.7696	24.92	TO BE REMOVED
104+29.37	1.98' R	PC	18279.6252	47681.2023	25.10	TO BE REMOVED
107+63.19	2.52' R	PT	18424.3959	47380.5960	25.37	TO BE REMOVED
111+23.94	1.51' R	PC	18551.9205	47043.1270	25.73	TO BE REMOVED
119+00.19	1.41' R	PT	18620.4384	46278.5609	23.53	TO BE REMOVED
122+47.52	0.05' L	PC	18557.8176	45936.9186	23.58	TO BE REMOVED
126+01.38	0.86' R	PT	18537.2829	45584.6303	23.88	TO BE REMOVED
147+83.81	0.58' R	PC	18679.8309	43406.8606	23.85	TO BE REMOVED
152+10.71	0.55' R	PT	18703.7280	42980.6300	23.77	HA-1, HORIZONTAL CONTROL PT.
155+32.06	0.29' L	PC	18718.6620	42659.6180	24.81	HA-2, HORIZONTAL CONTROL PT.
160+88.02	1.74' L	PT	18924.3270	42154.2751		TO BE REMOVED
162+47.03	1.07' R	PC	19029.9046	42035.3325		TO BE REMOVED
171+32.60	1.21' L	PC	19272.3327	41205.3426		TO BE REMOVED
176+95.09	0.38' R	PT	19470.0654	40687.2297		TO BE REMOVED
187+60.98	0.02' R	PT	20135.7962	39855.7390		TO BE REMOVED
191+67.80	0.37' L	PT	20420.5670	39565.4582		TO BE REMOVED
194+99.82	0.21' L	PC	20639.2554	39315.6399		TO BE REMOVED
203+27.10	0.23' R	PT	20749.7542	38540.3356		TO BE REMOVED

NEW MONUMENT SUMMARY

STATION	OFFSET	COORDINATES		MONUMENTS			COMMENTS	
		NORTHING	EASTING	R/W	SURVEY	CASE		
61+14.71	59.24' L	15768.8042	51047.8452		X			
64+81.45	58.68' L	15882.6277	50688.3152	X				
65+12.50	61.31' R	16005.0209	50707.7953	X				
65+27.49	44.07' L	15915.0705	50650.9149		X			
71+02.95	59.44' R	16311.4918	50221.3012		X			
71+82.73	0.93' L	16311.4194	50121.2530		X			
72+62.51	61.30' L	16311.3470	50021.2048		X			
75+17.09	41.07' L	16516.8390	49846.7399		X			
78+95.55	43.50' R	16900.2284	49744.9025		X			
84+74.70	31.71' R	17267.1215	49275.7123		X			
87+95.16	11.20' L	17305.4873	48951.1264		X	X		
93+98.18	66.64' R	17633.7129	48472.7383	X				
94+03.15	0.87' R	17590.9743	48422.5261		X	X		
95+03.88	52.16' L	17633.5818	48314.4397	X				
99+56.02	14.83' R	18031.1555	48086.0760		X	X		
102+77.24	56.58' R	18151.9076	47782.5108	X				
103+48.87	64.87' R	18292.9149	47782.4894	X				
110+86.38	0.08' L	18537.0696	47077.6700		X	X		
114+83.24	56.07' R	18689.5232	46700.1641	X				
103+13.50	4.55' R				X			
123+48.63	60.71' R	18603.3007	45830.0637		X	X		
124+69.50	13.68' L	18520.6861	45716.7972		X	X		
138+47.88	0.33' R	18618.7550	44340.8012		X	X		
138+51.93	60.33' R	18678.8874	44340.7015	X				
151+79.71	64.02' R	18765.5023	43014.9096	X				
151+84.63	20.93' L	18855.7079	43014.6995	X				
159+14.85	+54.10' R/A	18837.1927	42302.8198		X	X		
162+53.36	16.45' R	19045.6998	42040.5361		X	X		
173+95.25	33.16' L	19295.3827	40937.9244		X			
174+72.98	146.67' R	19489.3546	40937.3020	X				
181+47.45	15.75' R	19759.7137	40339.4166		X	X		
184+28.02	1.10' R	19920.2606	40108.8566		X	X		
189+89.88	14.24' R	20309.8877	39705.8995		X	X		
196+00.10	14.41' R	20711.5673	39243.3714		X	X		
202+42.78	13.62' R	20793.0869	38614.7729		X	X		
TOTAL				11	29	23	14	

PATH: Q:\HNS\71942\DR\SUM2	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION
PLOT: P:\-LIB\ -PLOT\ PLOT.F.PCP(1) OR PLOTH.PCP(2)	
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HAINES

HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ 71942

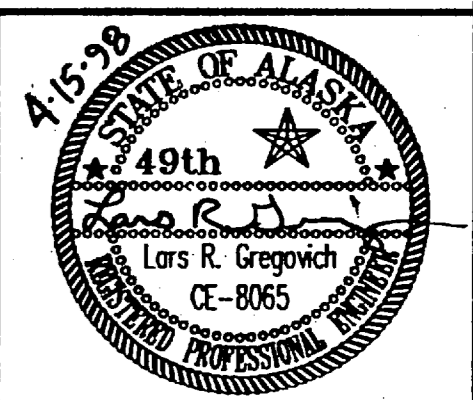
ALASKA

MISCELLANEOUS SUMMARIES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: L. GREGOVICH
DRAWN BY: R. SNYDER
CHECKED BY: A. STEININGER

PROJECT NO. 71942
DATE: APRIL 1998
SHEET 5 OF 42



BEGIN TEMPORARY CONNECTION
BEGIN PROJECT
 "O" STA. 59+00.00
 N 15,780.5465
 E 51,270.2677

END TEMPORARY CONNECTION
 "O" STA. 60+00.00

ADJUST & INSULATE WATER MAIN. SEE UTILITY ADJ. DETAILS

SEE CULVERT INSTALLATION DETAILS ON SHEET 12

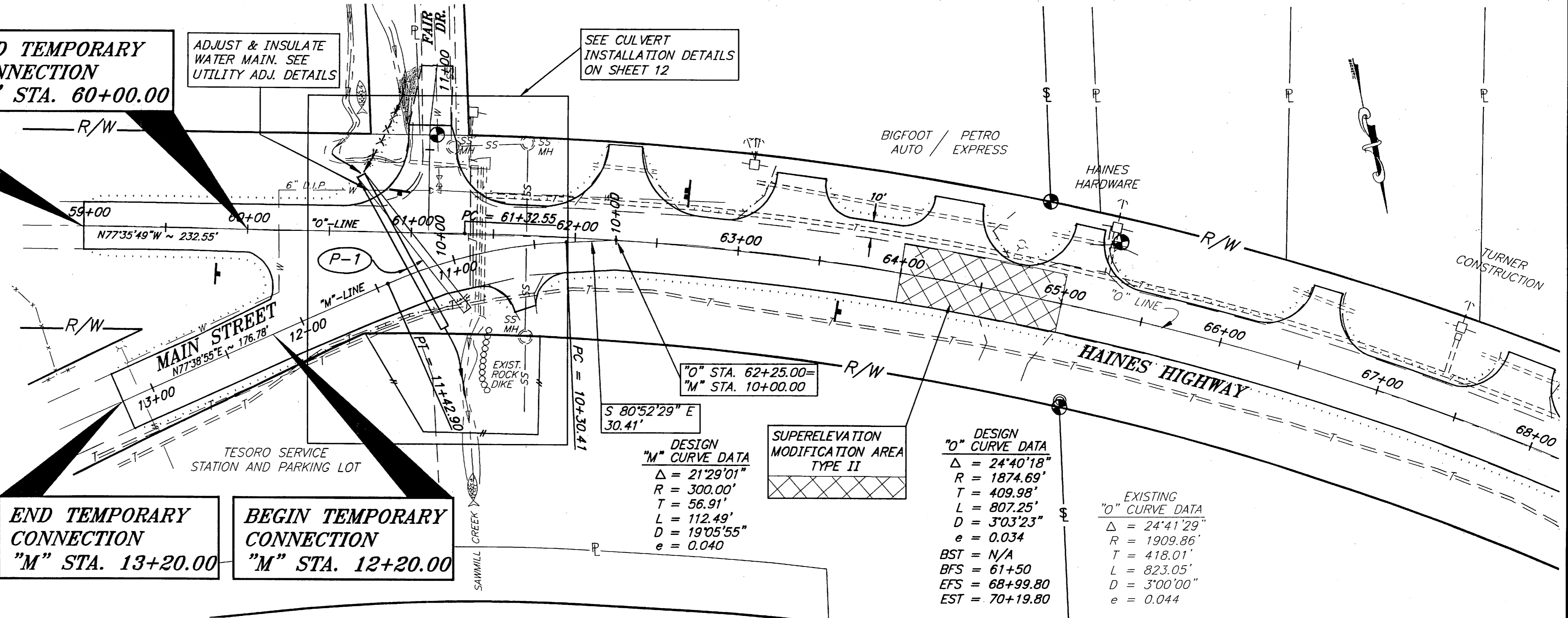
BASIS OF CONTROL

HORIZONTAL CONTROL:
 THE HORIZONTAL CONTROL FOR THIS PROJECT IS THE BASELINE BETWEEN THE RECOVERED MONUMENTS HA-1 (STA 152+11) AND HA-2 (STA 155+32) WITH A BEARING OF N 87°20'11" W. THE COORDINATES FOR HA-1 ARE: N 18,703.7280 E 42,980.6300

VERTICAL CONTROL:
 THE VERTICAL CONTROL FOR THIS PROJECT IS THE TOP OF CENTERLINE MONUMENT HA-2 (STA 155+32) WITH AN ELEVATION OF 24.81' MSL.

END TEMPORARY CONNECTION
 "M" STA. 13+20.00

BEGIN TEMPORARY CONNECTION
 "M" STA. 12+20.00

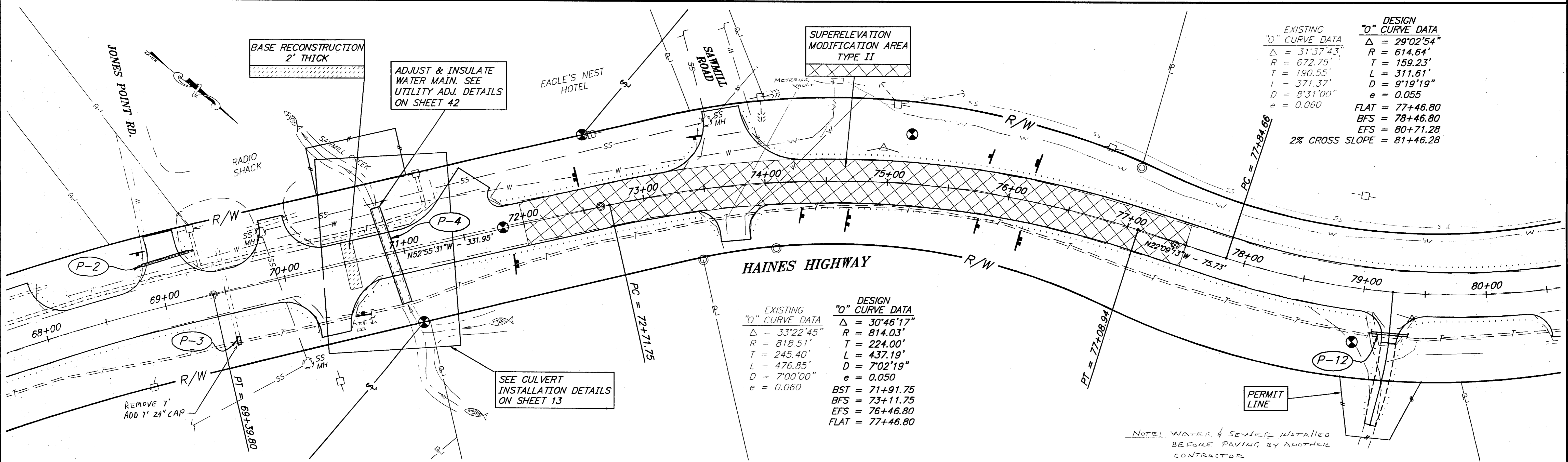


DESIGN "O" CURVE DATA

Δ	= 24°40'18"
R	= 1874.69'
T	= 409.98'
L	= 807.25'
D	= 3°03'23"
e	= 0.034
BST	= N/A
BFS	= 61+50
EFS	= 68+99.80
EST	= 70+19.80

EXISTING "O" CURVE DATA

Δ	= 24°41'29"
R	= 1909.86'
T	= 418.01'
L	= 823.05'
D	= 3°00'00"
e	= 0.044



EXISTING "O" CURVE DATA

Δ	= 31°37'43"
R	= 672.75'
T	= 159.23'
L	= 190.55'
D	= 8°31'00"
e	= 0.060

DESIGN "O" CURVE DATA

Δ	= 29°02'54"
R	= 614.64'
T	= 159.23'
L	= 311.61'
D	= 9°19'19"
e	= 0.055
FLAT	= 77+46.80
BFS	= 78+46.80
EFS	= 80+71.28
2% CROSS SLOPE	= 81+46.28

EXISTING "O" CURVE DATA

Δ	= 33°22'45"
R	= 818.51'
T	= 245.40'
L	= 476.85'
D	= 7°00'00"
e	= 0.060

DESIGN "O" CURVE DATA

Δ	= 30°46'17"
R	= 814.03'
T	= 224.00'
L	= 437.19'
D	= 7°02'19"
e	= 0.050
BST	= 71+91.75
BFS	= 73+11.75
EFS	= 76+46.80
FLAT	= 77+46.80

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	P:\HNS\71942\DR\SETUP-2.DWG	VIEWS:	P1, P2, TB1
PLOT:	P:\LIB\PLOT\PLTF.PCP(1) OR PLOTH.PCP(2)	SCALE:	40
BY:		DATE:	
DESCRIPTION OF CHANGE:			

RECORD OF REVISIONS

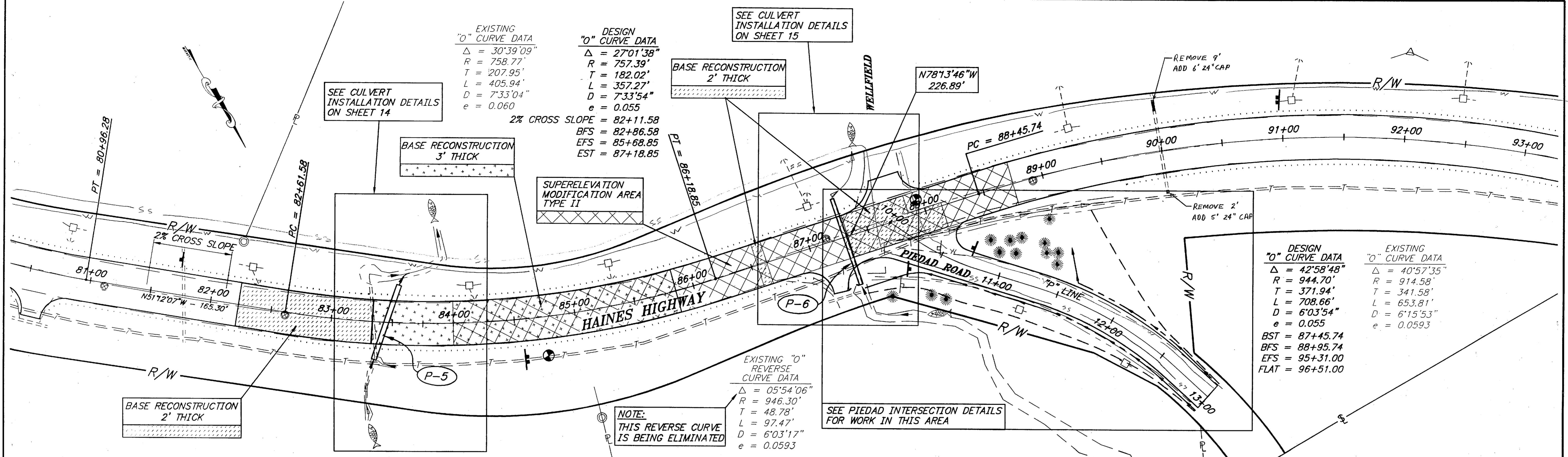
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHWEST REGION

HAINES
 HNS-HAINES HWY-UNION ST. TO AIRPORT
 NH-095-6(17) ~ 71942
 ALASKA
 B.O.P. TO STA. "O" 80+50

DESIGNED BY:
 L. GREGOVICH
 DRAWN BY:
 R. SNYDER
 CHECKED BY:
 A. STEININGER

PROJECT NO.
 71942
 DATE:
 APRIL 1998
 SHEET 6 OF 42





EXISTING "O" CURVE DATA
 $\Delta = 30'39'09''$
 $R = 758.77'$
 $T = 207.95'$
 $L = 405.94'$
 $D = 7'33'04''$
 $e = 0.060$

DESIGN "O" CURVE DATA
 $\Delta = 27'01'38''$
 $R = 757.39'$
 $T = 182.02'$
 $L = 357.27'$
 $D = 7'33'54''$
 $e = 0.055$

2% CROSS SLOPE = 82+11.58
 BFS = 82+86.58
 EFS = 85+68.85
 EST = 87+18.85

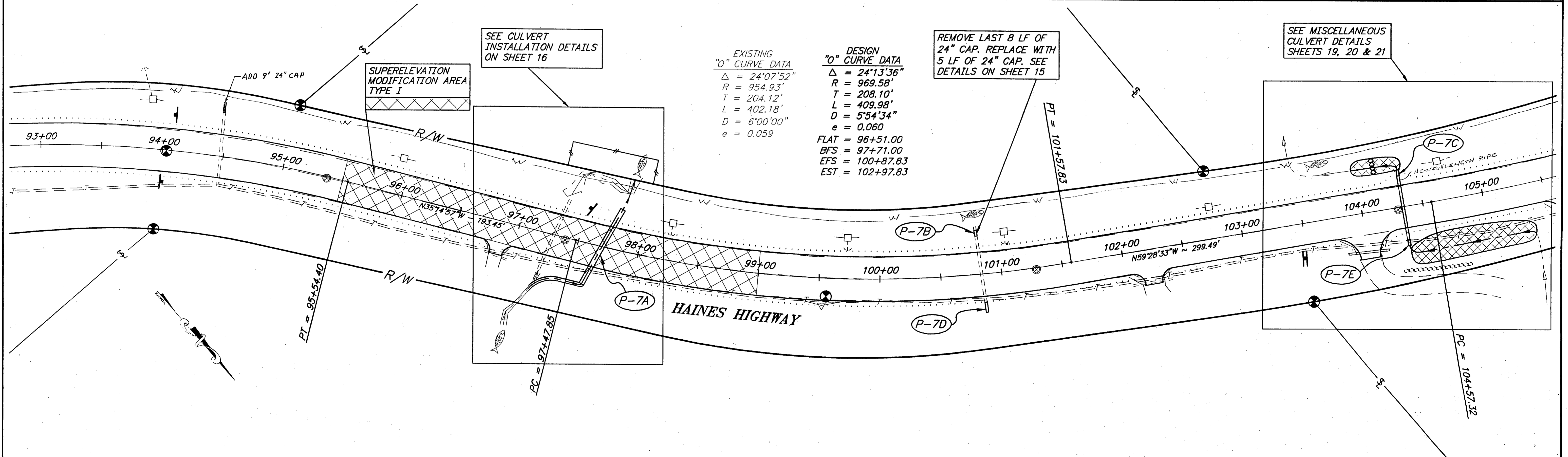
EXISTING "O" REVERSE CURVE DATA
 $\Delta = 05'54'06''$
 $R = 946.30'$
 $T = 48.78'$
 $L = 97.47'$
 $D = 6'03'17''$
 $e = 0.0593$

DESIGN "O" CURVE DATA
 $\Delta = 42'58'48''$
 $R = 944.70'$
 $T = 371.94'$
 $L = 708.66'$
 $D = 6'03'54''$
 $e = 0.055$

EXISTING "O" CURVE DATA
 $\Delta = 40'57'35''$
 $R = 914.58'$
 $T = 341.58'$
 $L = 653.81'$
 $D = 6'15'53''$
 $e = 0.0593$

BST = 87+45.74
 BFS = 88+95.74
 EFS = 95+31.00
 FLAT = 96+51.00

NOTE:
 THIS REVERSE CURVE IS BEING ELIMINATED



EXISTING "O" CURVE DATA
 $\Delta = 24'07'52''$
 $R = 954.93'$
 $T = 204.12'$
 $L = 402.18'$
 $D = 6'00'00''$
 $e = 0.059$

DESIGN "O" CURVE DATA
 $\Delta = 24'13'36''$
 $R = 969.58'$
 $T = 208.10'$
 $L = 409.98'$
 $D = 5'54'34''$
 $e = 0.060$

FLAT = 96+51.00
 BFS = 97+71.00
 EFS = 100+87.83
 EST = 102+97.83

SEE MISCELLANEOUS CULVERT DETAILS SHEETS 19, 20 & 21

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

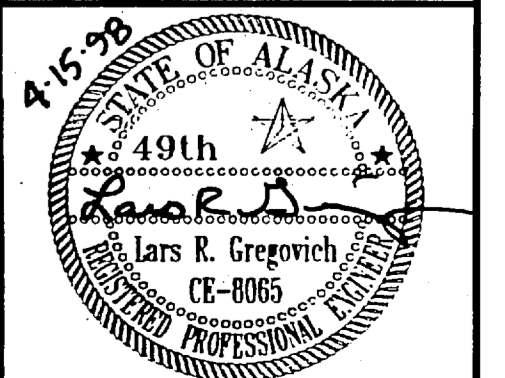
PATH: P:\HNS\71942\DR\SETUP-2.DWG		VIEWS: P3, P4, TB2	
PLOT: P:\LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)		40 SCALE	
BY:	DATE:	DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS			

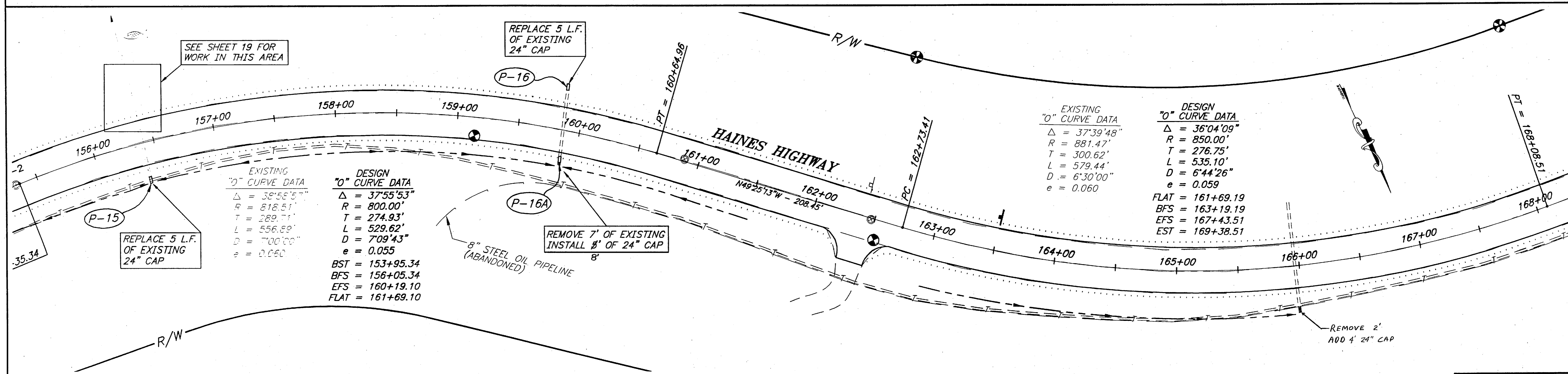
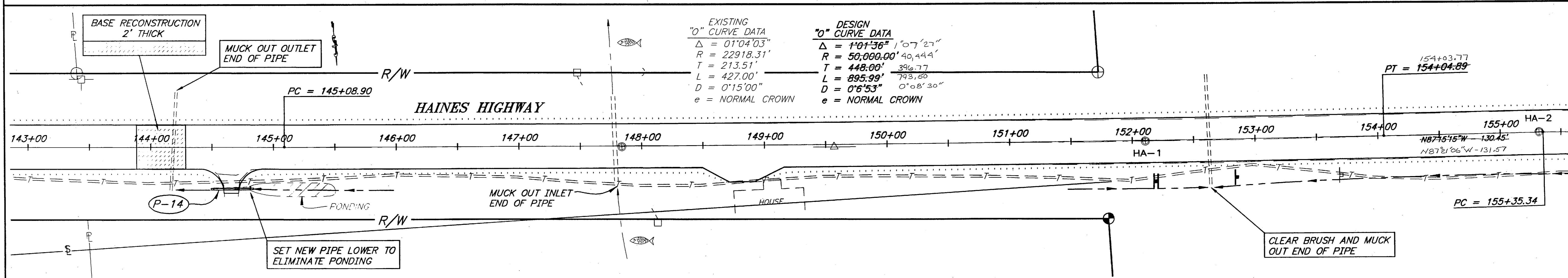
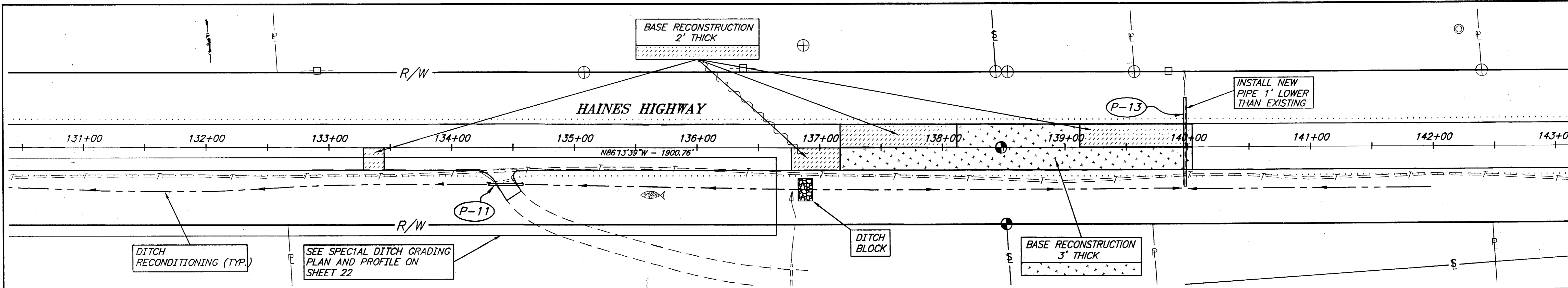
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHWEST REGION

HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
 NH-095-6(1?) ~ 71942
 STA. "O" 80+50 TO "O" STA. 105+00

DESIGNED BY: L. GREGOVICH
 DRAWN BY: R. SNYDER
 CHECKED BY: A. STEININGER

PROJECT NO. 71942
 DATE: APRIL 1998
 SHEET 7 OF 42





EXISTING "O" CURVE DATA	DESIGN "O" CURVE DATA
$\Delta = 01^{\circ}04'03''$	$\Delta = 1^{\circ}01'36''$ / $1^{\circ}07'27''$
$R = 22918.31'$	$R = 50,000.00'$ / $40,444'$
$T = 213.51'$	$T = 448.00'$ / $396.77'$
$L = 427.00'$	$L = 895.99'$ / $793.50'$
$D = 0'15'00''$	$D = 0'6'53''$ / $0^{\circ}08'30''$
$e = \text{NORMAL CROWN}$	$e = \text{NORMAL CROWN}$

EXISTING "O" CURVE DATA	DESIGN "O" CURVE DATA
$\Delta = 37^{\circ}39'48''$	$\Delta = 36^{\circ}04'09''$
$R = 881.47'$	$R = 850.00'$
$T = 300.62'$	$T = 276.75'$
$L = 579.44'$	$L = 535.10'$
$D = 6'30'00''$	$D = 6'44'26''$
$e = 0.060$	$e = 0.059$

EXISTING "O" CURVE DATA	DESIGN "O" CURVE DATA
$\Delta = 38^{\circ}58'55''$	$\Delta = 37^{\circ}55'53''$
$R = 818.51'$	$R = 800.00'$
$T = 289.77'$	$T = 274.93'$
$L = 556.89'$	$L = 529.62'$
$D = 7^{\circ}00'00''$	$D = 7^{\circ}09'43''$
$e = 0.060$	$e = 0.055$

BST = 153+95.34
 BFS = 156+05.34
 EFS = 160+19.10
 FLAT = 161+69.10

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

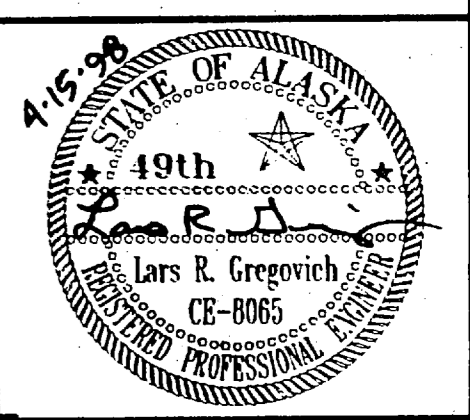
PATH: P:\HNS\71942\DR\SETUP-2.DWG		VIEWS: P7, P8, P9, TB4	
PLOT: P:\-LIB\-PLOT\PLTF.PCP(1) OR PLOTH.PCP(2)		40 SCALE	
BY:	DATE:	DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS			

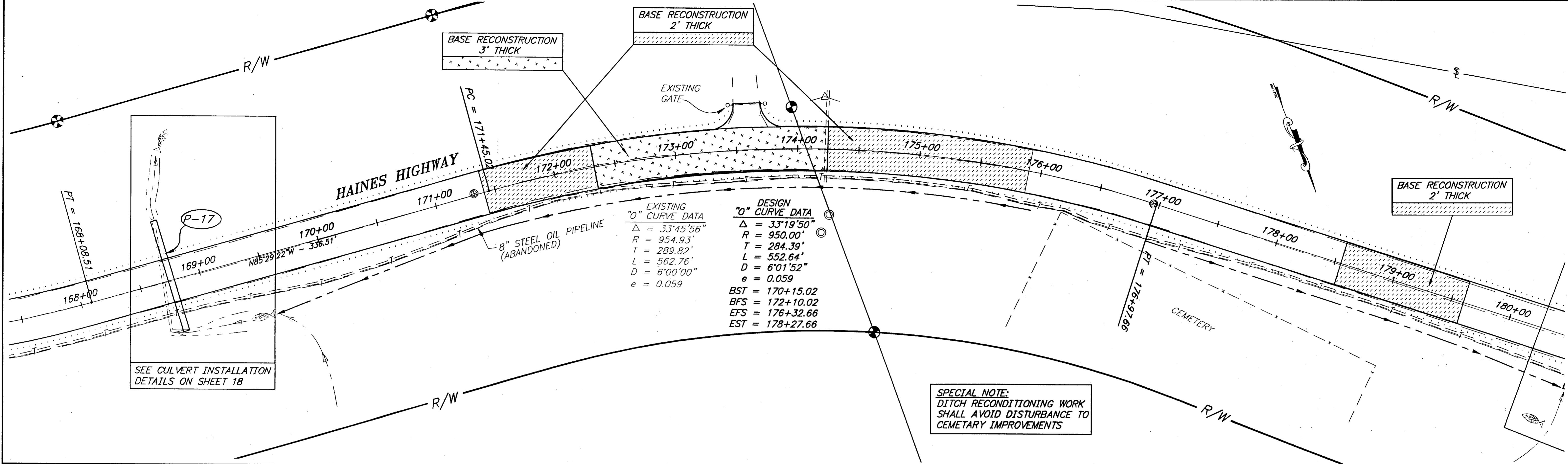
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHWEST REGION

HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
 NH-095-6(17) ~ 71942
 STA. "O" 130+00 TO "O" STA. 168+00

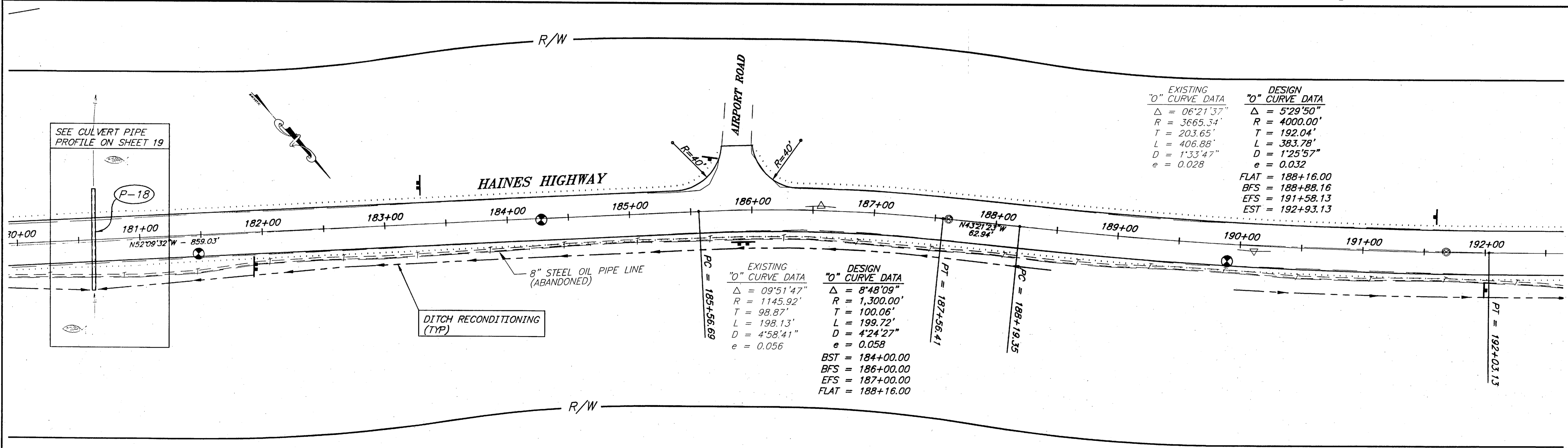
DESIGNED BY: L. GREGOVICH
 DRAWN BY: R. SNYDER
 CHECKED BY: A. STEININGER

PROJECT NO. 71942
 DATE: APRIL 1998
 SHEET 9 OF 42





EXISTING "O" CURVE DATA	DESIGN "O" CURVE DATA
$\Delta = 33^{\circ}45'56"$	$\Delta = 33^{\circ}19'50"$
$R = 954.93'$	$R = 950.00'$
$T = 289.82'$	$T = 284.39'$
$L = 562.76'$	$L = 552.64'$
$D = 6^{\circ}00'00"$	$D = 6^{\circ}01'52"$
$e = 0.059$	$e = 0.059$
	BST = 170+15.02
	BFS = 172+10.02
	EFS = 176+32.66
	EST = 178+27.66



EXISTING "O" CURVE DATA	DESIGN "O" CURVE DATA
$\Delta = 06^{\circ}21'37"$	$\Delta = 5^{\circ}29'50"$
$R = 3665.34'$	$R = 4000.00'$
$T = 203.65'$	$T = 192.04'$
$L = 406.88'$	$L = 383.78'$
$D = 1^{\circ}33'47"$	$D = 1^{\circ}25'57"$
$e = 0.028$	$e = 0.032$
	FLAT = 188+16.00
	BFS = 188+88.16
	EFS = 191+58.13
	EST = 192+93.13

EXISTING "O" CURVE DATA	DESIGN "O" CURVE DATA
$\Delta = 09^{\circ}51'47"$	$\Delta = 8^{\circ}48'09"$
$R = 1145.92'$	$R = 1,300.00'$
$T = 98.87'$	$T = 100.06'$
$L = 198.13'$	$L = 199.72'$
$D = 4^{\circ}58'41"$	$D = 4^{\circ}24'27"$
$e = 0.056$	$e = 0.058$
	BST = 184+00.00
	BFS = 186+00.00
	EFS = 187+00.00
	FLAT = 188+16.00

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

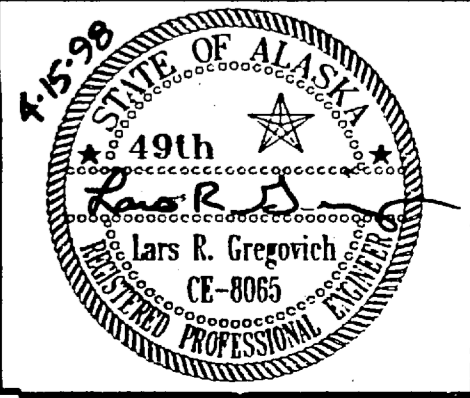
PATH: P:\HNS\71942\DR\SETUP-2.DWG	IEWS: P10, P11, TB5
PLOT: P:\LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)	40 SCALE
BY:	DATE:
DESCRIPTION OF CHANGE:	

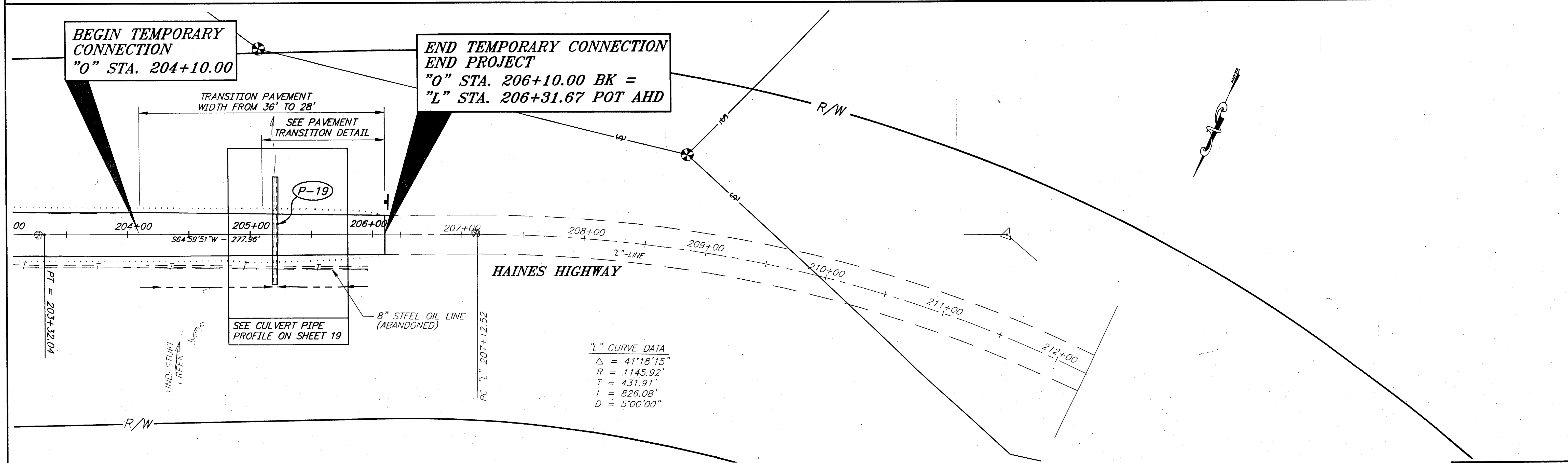
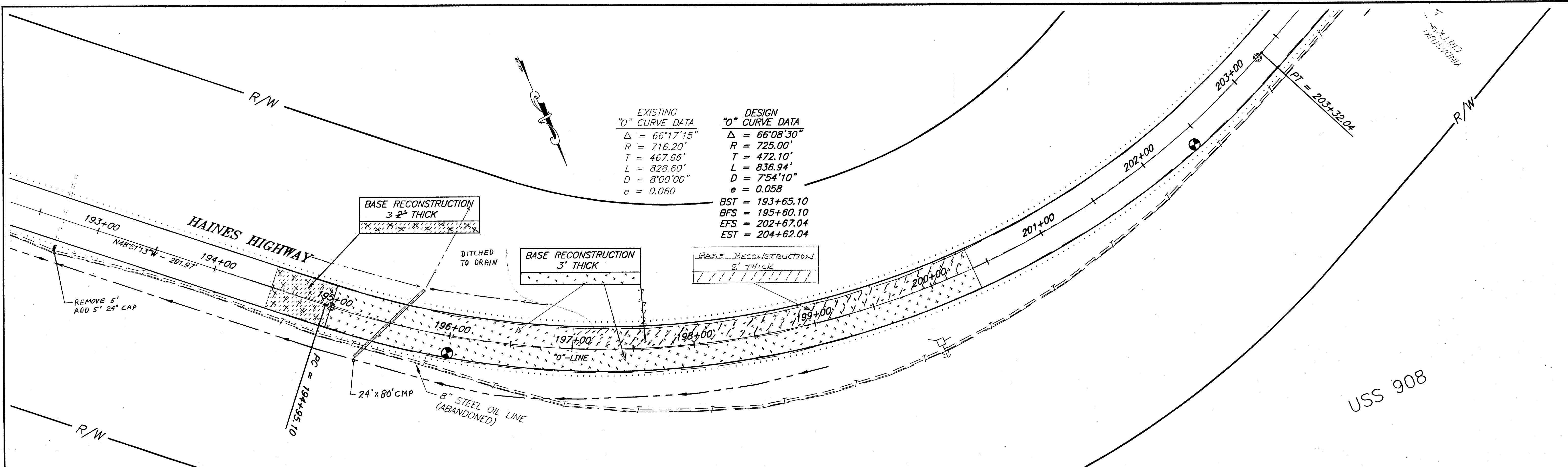
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHWEST REGION

HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
 NH-095-6(17) ~ 71942
 STA. "O" 168+00 TO "O" STA. 192+00

DESIGNED BY: L. GREGOVICH
 DRAWN BY: R. SNYDER
 CHECKED BY: A. STEININGER

PROJECT NO. 71942
 DATE: APRIL 1998
 SHEET 10 OF 42





EXISTING "O" CURVE DATA
 $\Delta = 66^{\circ}17'15''$
 $R = 716.20'$
 $T = 467.66'$
 $L = 828.60'$
 $D = 8^{\circ}00'00''$
 $e = 0.060$

DESIGN "O" CURVE DATA
 $\Delta = 66^{\circ}08'30''$
 $R = 725.00'$
 $T = 472.10'$
 $L = 836.94'$
 $D = 7^{\circ}54'10''$
 $e = 0.058$

BST = 193+65.10
 BFS = 195+60.10
 EFS = 202+67.04
 EST = 204+62.04

"L" CURVE DATA
 $\Delta = 41^{\circ}18'15''$
 $R = 1145.92'$
 $T = 431.91'$
 $L = 826.08'$
 $D = 5^{\circ}00'00''$

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

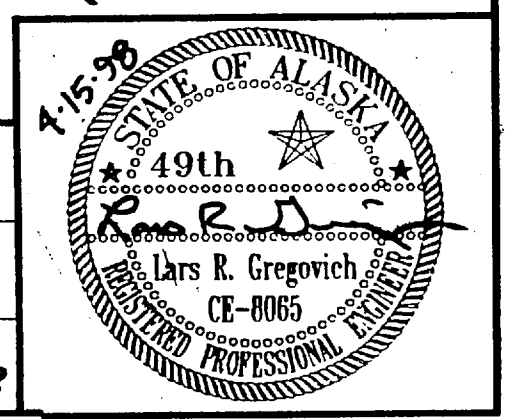
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BY:	DATE:	DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS			

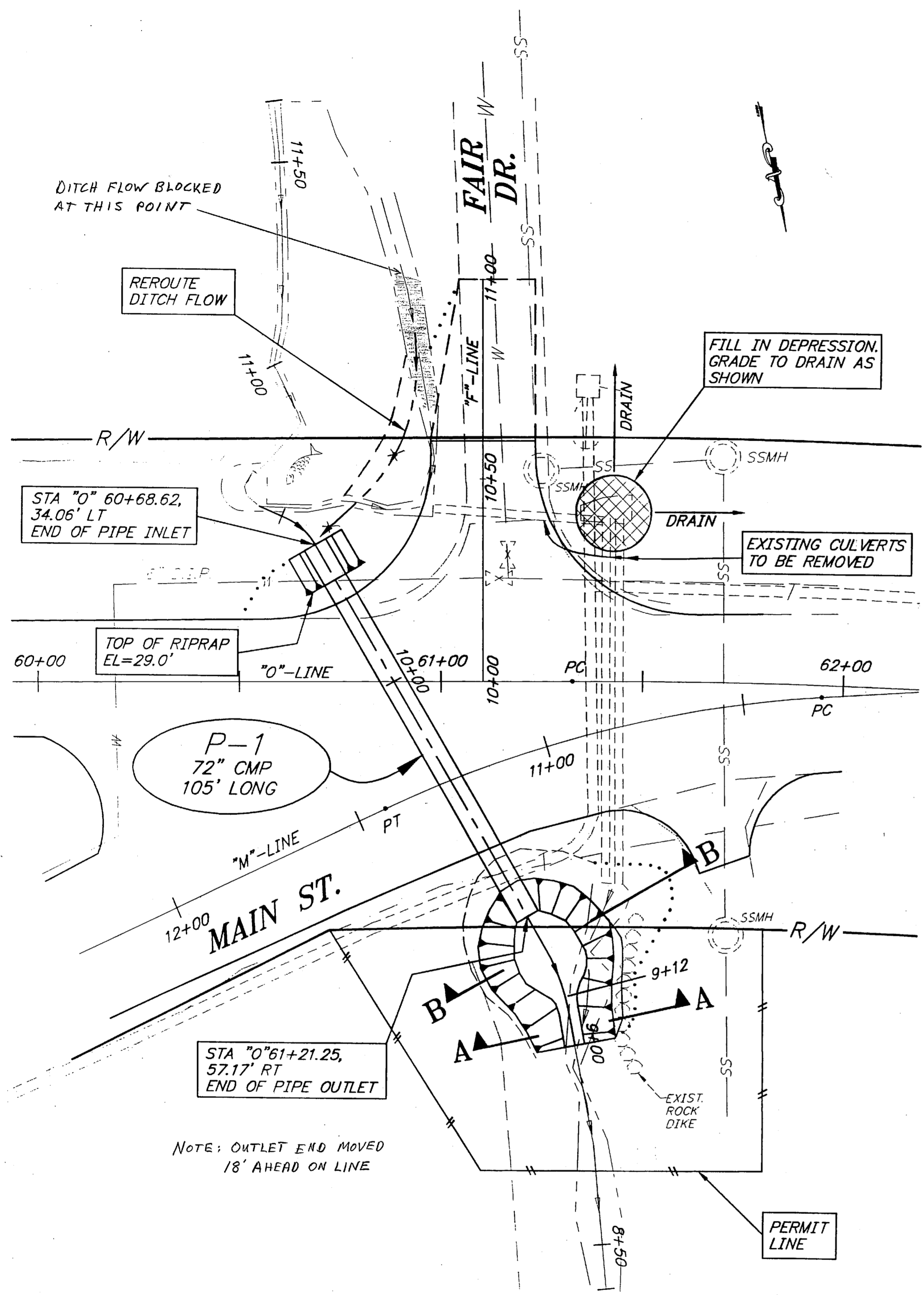
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHWEST REGION

HAINES ALASKA
 HNS-HAINES HWY-UNION ST. TO AIRPORT
 NH-095-6(17) ~ 71942
 STA. "O" 192+00 TO E.O.P.

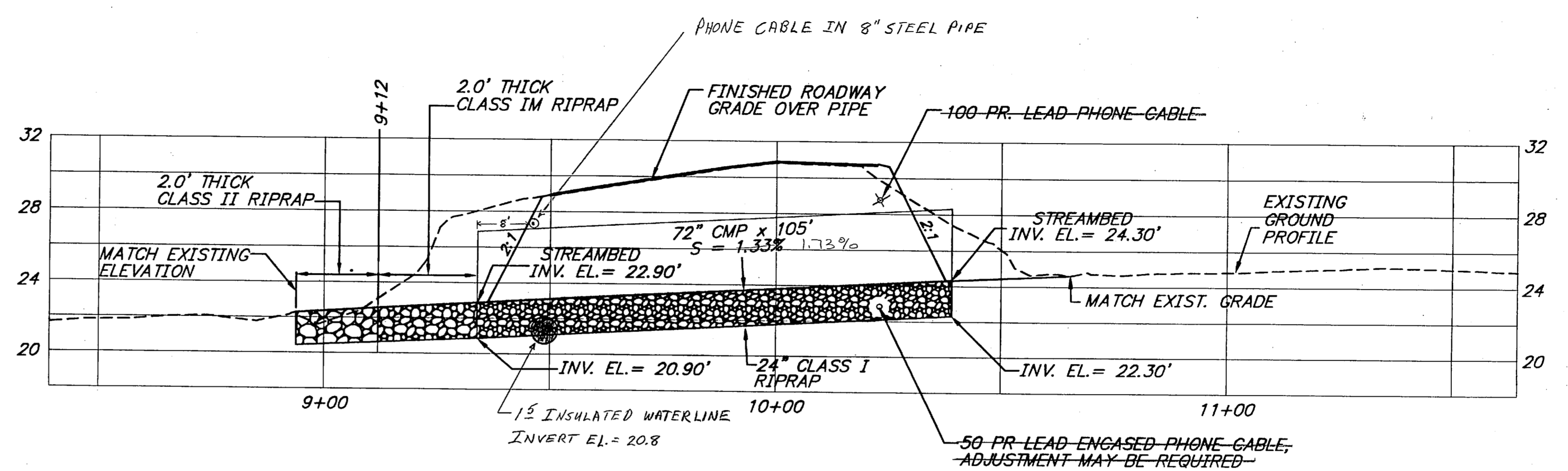
DESIGNED BY:
 L. GREGOVICH
 DRAWN BY:
 R. SNYDER
 CHECKED BY:
 A. STEININGER

PROJECT NO.
 71942
 DATE:
 APRIL 1998
 SHEET 11 OF 42





PLAN - PIPE P-1



PIPE P-1 AND STREAMBED PROFILE

HYDROLOGIC AND HYDRAULIC SUMMARY *	
PIPE P-1	
DRAINAGE AREA	0.42 sq. mi.
EXCEEDANCE PROBABILITY	2%
DESIGN DISCHARGE	91 cfs
DESIGN HIGH WATER	28.5 ft
ANTICIPATED ADDITIONAL BACKWATER	0.4 ft

* HYDROLOGIC AND HYDRAULIC ANALYSIS BY DEAN G. GRIGGS, P.E. REGIONAL HYDROLOGIST

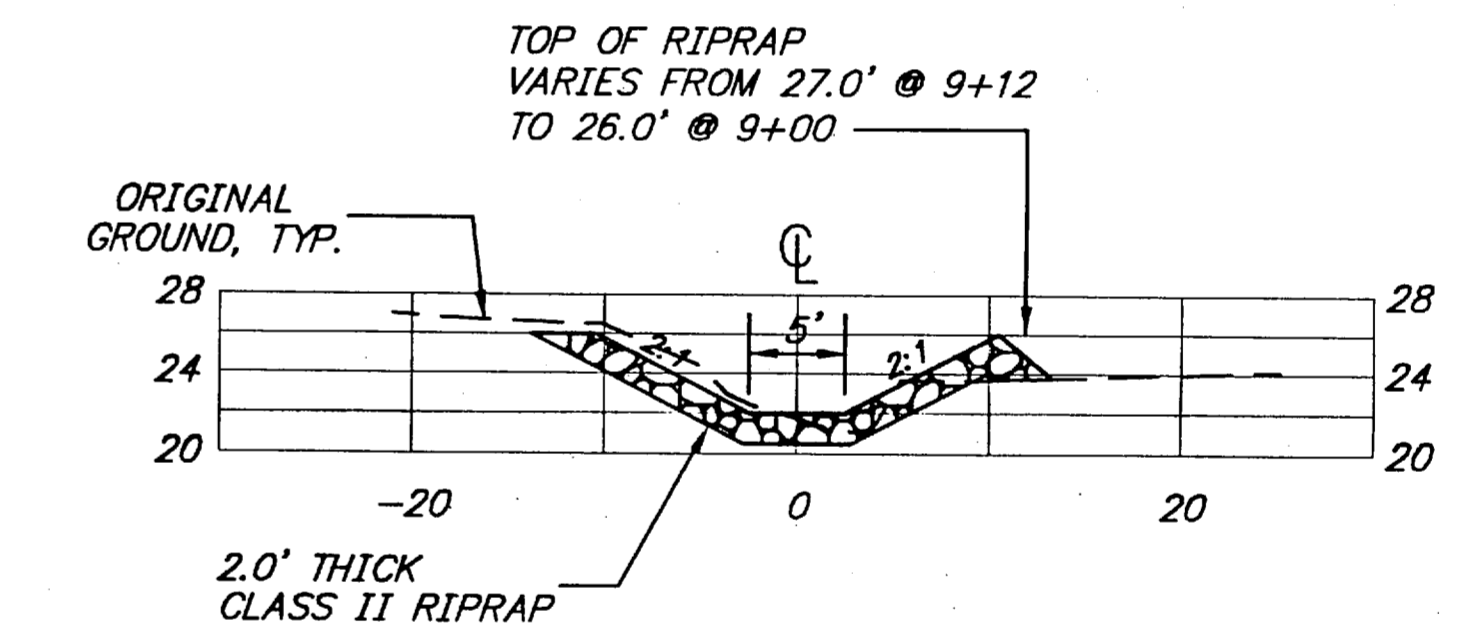
RIPRAP SIZING NOTES

CLASS I
PER DOT STD. SPECS. MEDIAN WT. = 25 lb.

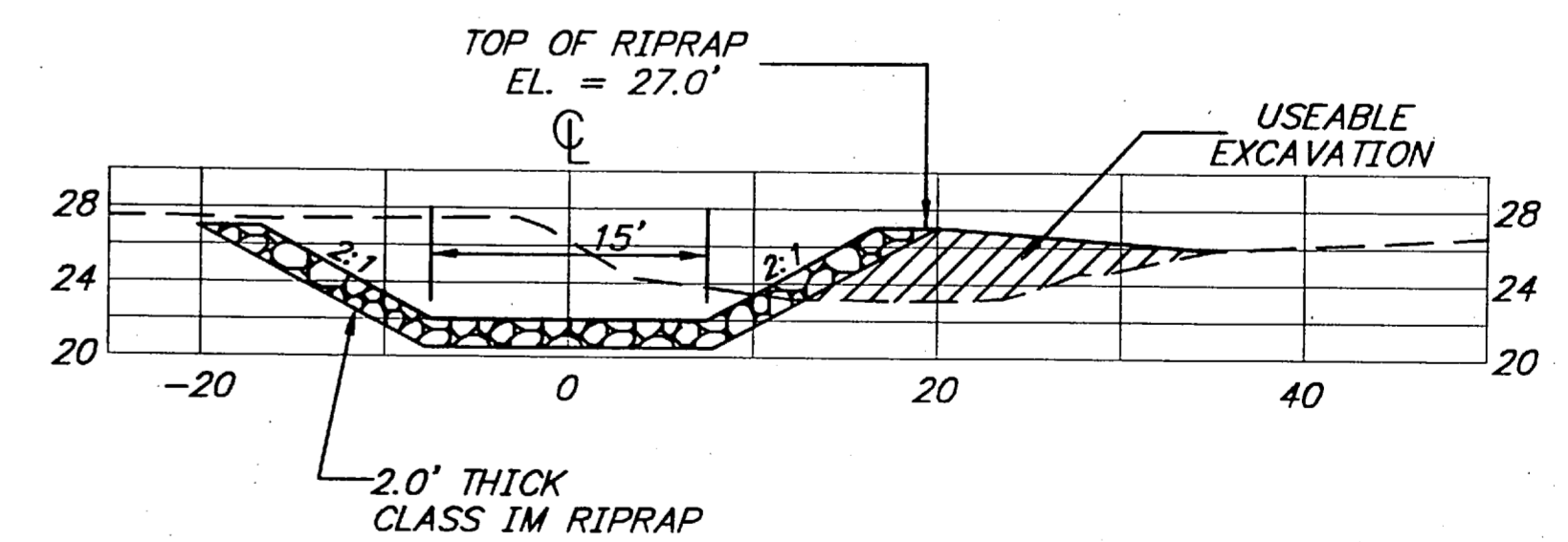
CLASS IM
SPECIAL GRADING MEDIAN WT. = 50 lb.

CLASS II
PER DOT STD. SPECS. MEDIAN WT. = 200 lb.

CLASS III BOULDERS
SPECIAL GRADING SIZE AS NOTED ON PLANS AND SPECIAL PROVISIONS



SECTION A-A
APPLIES FROM STA. 9+00 TO 9+12



SECTION B-B
AT STA 9+25

- NOTES:**
- TOP OF RIPRAP AT INLET HEADWALL = 29.0 FT.
 - TOP OF RIPRAP AT OUTLET HEADWALL = 27.0 FT.

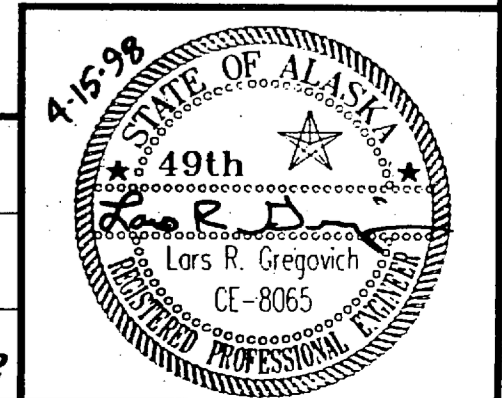
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

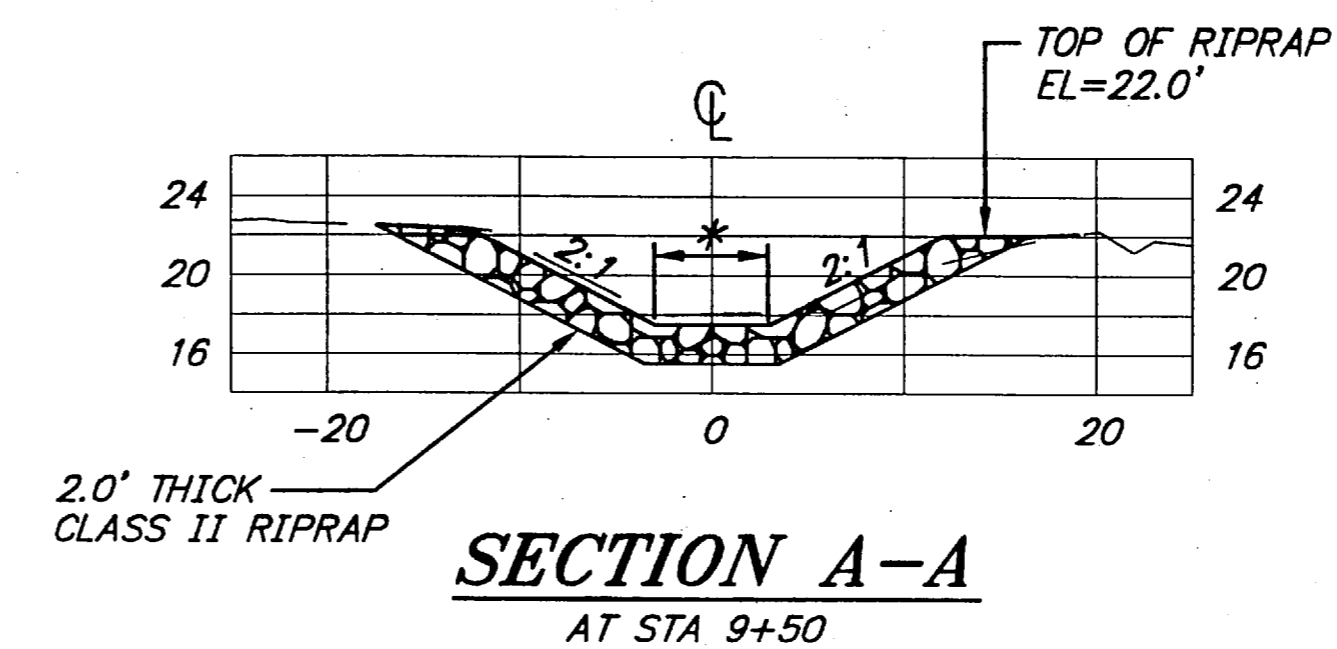
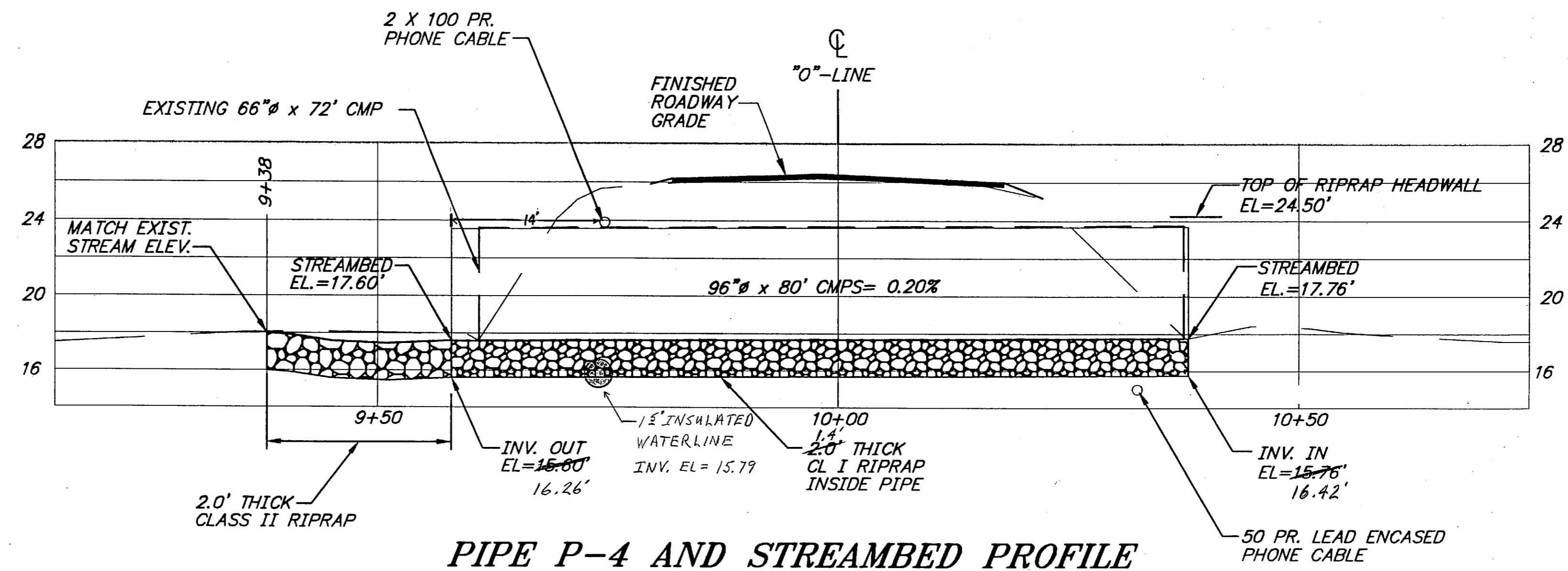
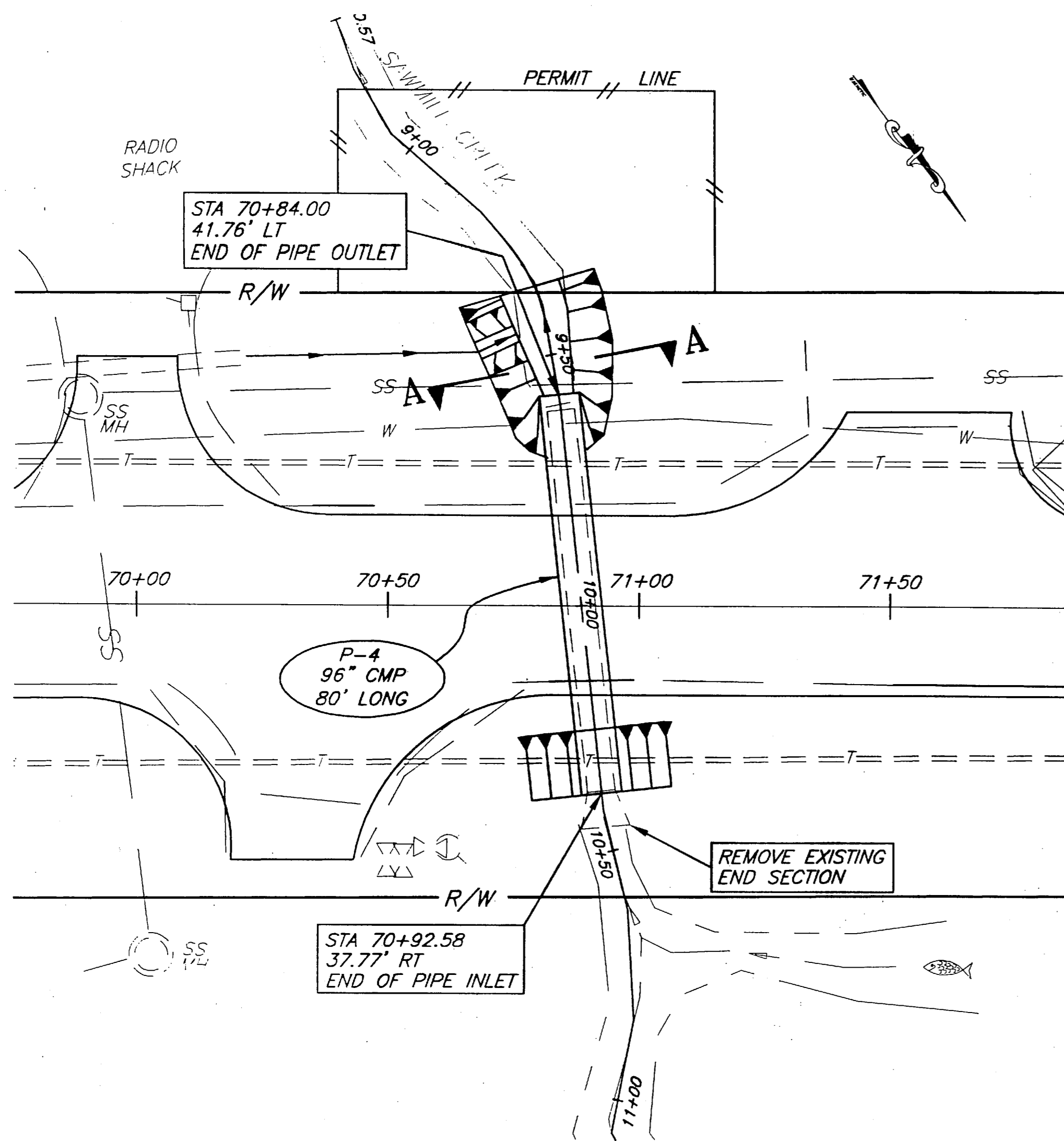
RECORD OF REVISIONS	
PATH:	Q:\HNS\71942\DR\PIPE-1
PLOT:	P:\LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)
BY:	DATE: DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES
HAINES HWY - UNION ST. TO AIRPORT
NH-095-6(17) ~ PROJECT NO. 71942
ALASKA
CULVERT INSTALLATION PLAN

DESIGNED BY: L. GREGOVICH
DRAWN BY: L.R.G. / R&M
CHECKED BY: A. STEININGER
PROJECT NO. 71942
DATE: APRIL 1998
SHEET 12 OF 42





HYDROLOGIC AND HYDRAULIC SUMMARY *	
PIPE P-4	
DRAINAGE AREA	0.77 sq. mi.
EXCEEDANCE PROBABILITY	2%
DESIGN DISCHARGE	218 cfs
DESIGN HIGH WATER	23.7 ft
ANTICIPATED ADDITIONAL BACKWATER	0.5 ft

* HYDROLOGIC AND HYDRAULIC ANALYSIS BY DEAN G. GRIGGS, P.E. REGIONAL HYDROLOGIST

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\HNS\71942\DR\PIPE-2
PLOT:	P:\-LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)
BY:	DATE:
DESCRIPTION OF CHANGE:	

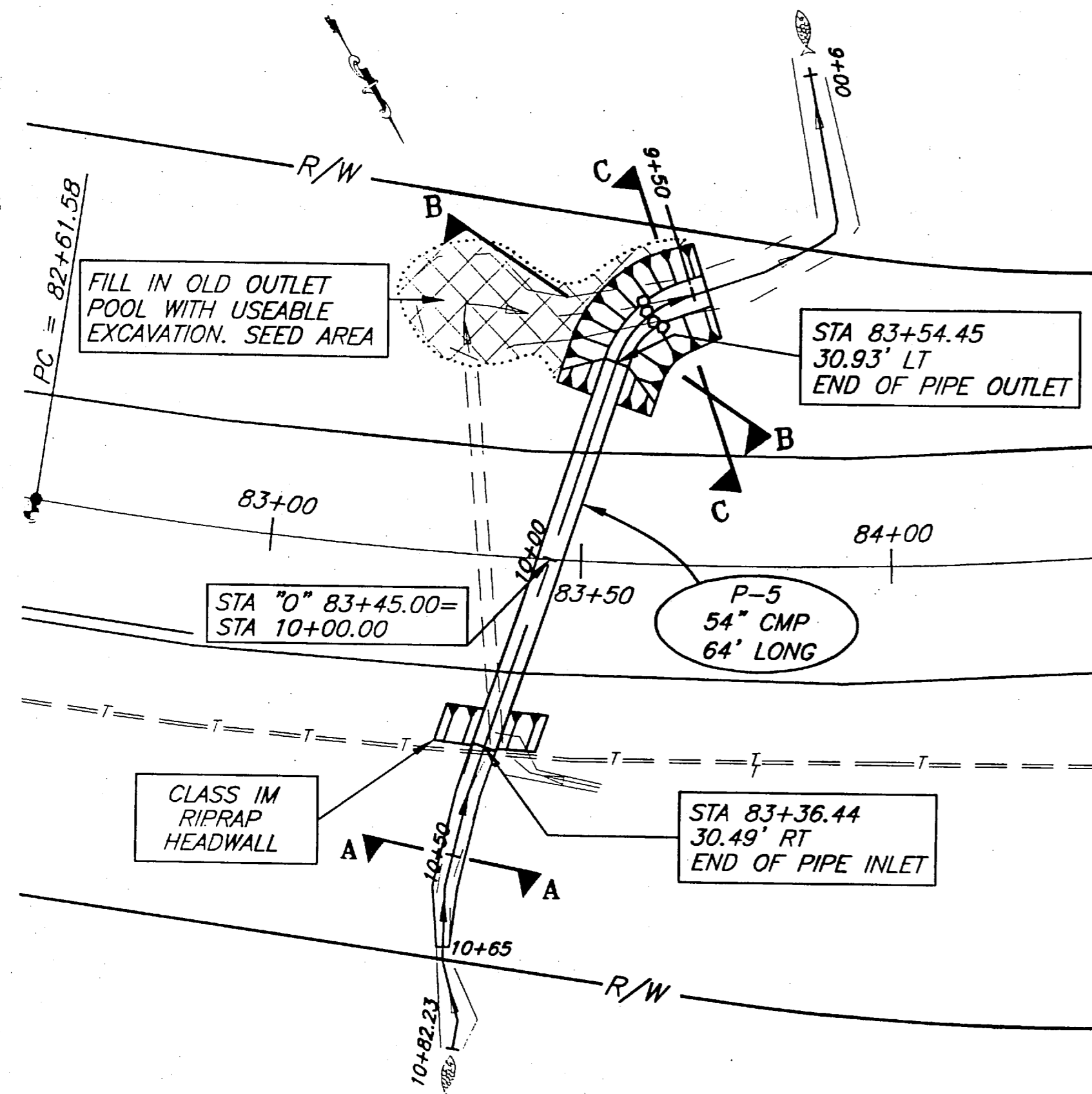
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES ALASKA
HNS - HAINES HIGHWAY UNION ST. TO THE AIRPORT
PROJECT NO. NH-095-8(17)/71942
CULVERT INSTALLATION PLAN

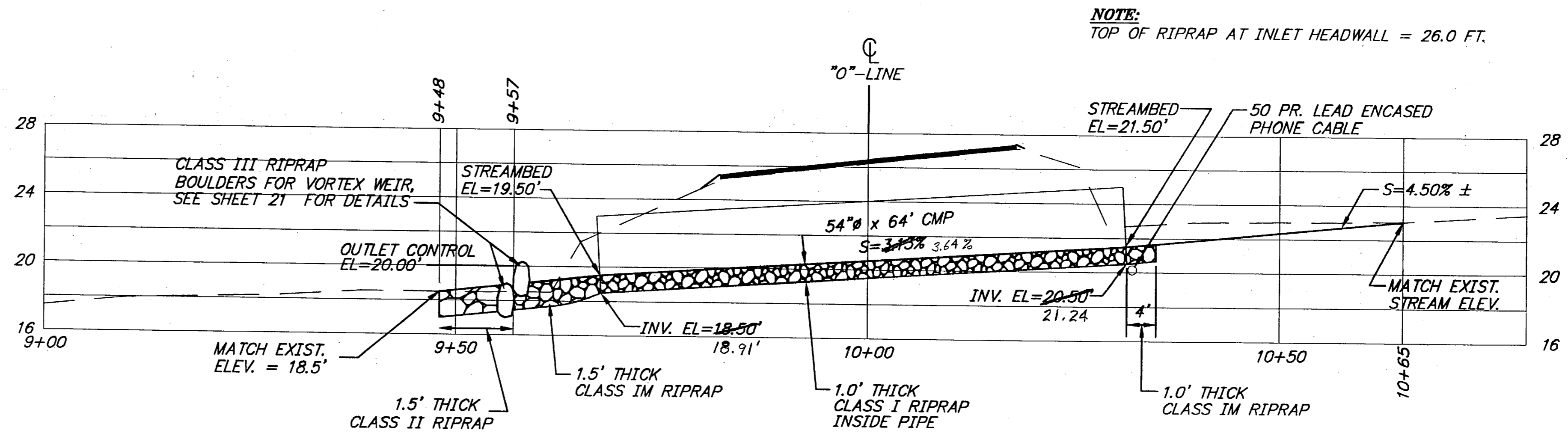
DESIGNED BY: L. GREGOVICH
DRAWN BY: L.R.G. / R&M
CHECKED BY: A. STEININGER

PROJECT NO. 71942
DATE: APRIL 1998
SHEET 13 OF 42

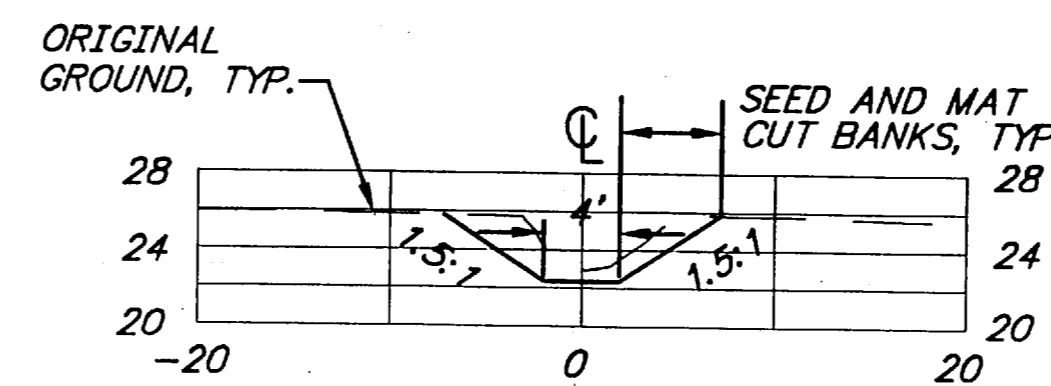




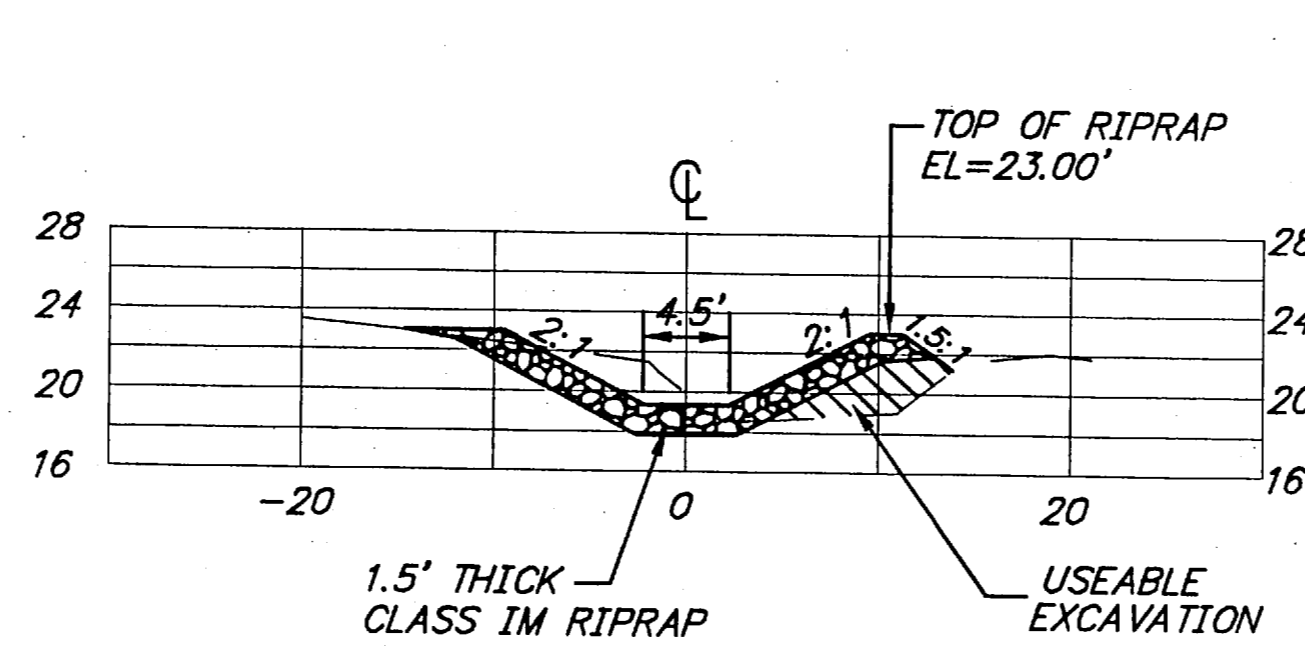
PLAN - PIPE P-5



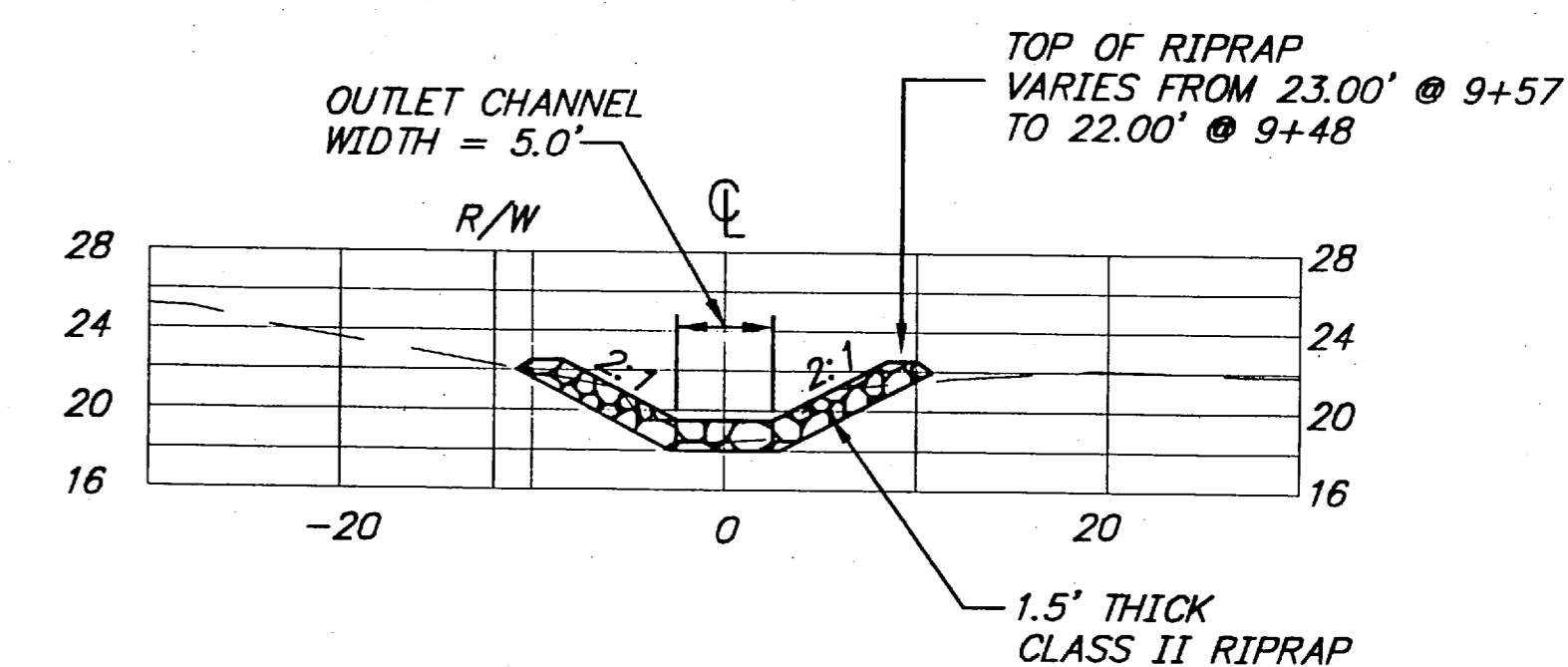
PIPE P-5 AND STREAMBED PROFILE



SECTION A-A
AT STA 10+50



SECTION B-B
STA 9+62



SECTION C-C
STA 9+52

HYDROLOGIC AND HYDRAULIC SUMMARY *	
PIPE P-5	
DRAINAGE AREA	0.22 sq. mi.
EXCEEDANCE PROBABILITY	2%
DESIGN DISCHARGE	79 cfs
DESIGN HIGH WATER	26.3 ft
ANTICIPATED ADDITIONAL BACKWATER	0.3 ft

* HYDROLOGIC AND HYDRAULIC ANALYSIS BY
DEAN G. GRIGGS, P.E. REGIONAL HYDROLOGIST

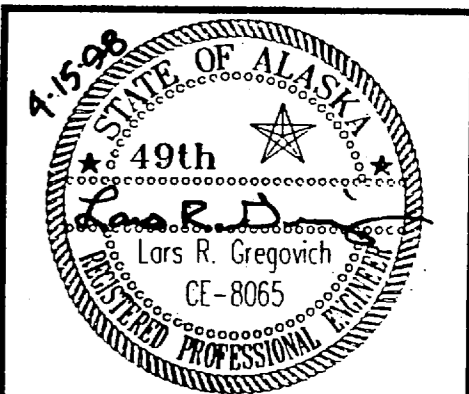
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

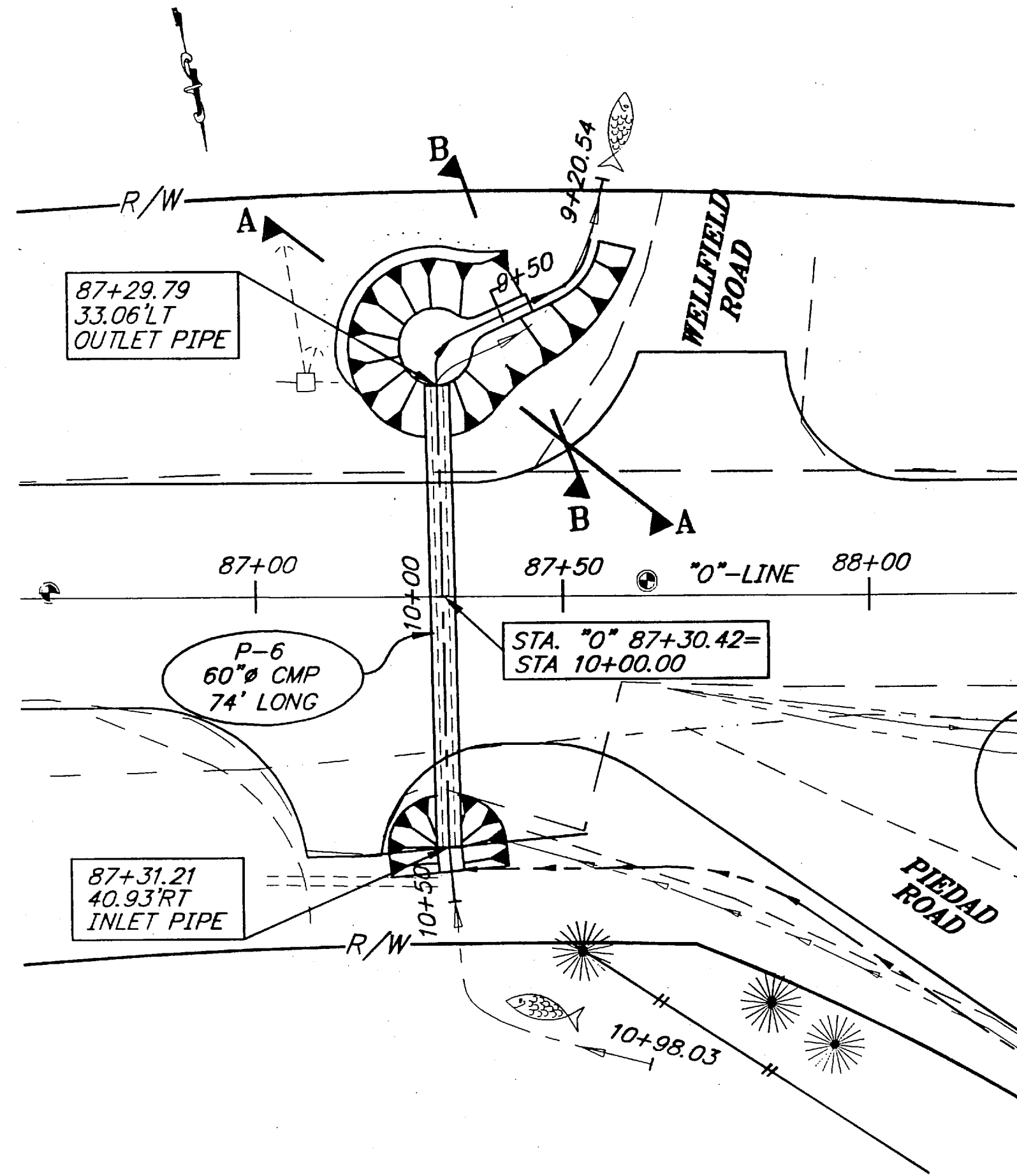
RECORD OF REVISIONS		
PATH:	Q:\HNS\71942\DR\PIPE-2	
PLOT:	P:\LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)	
BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

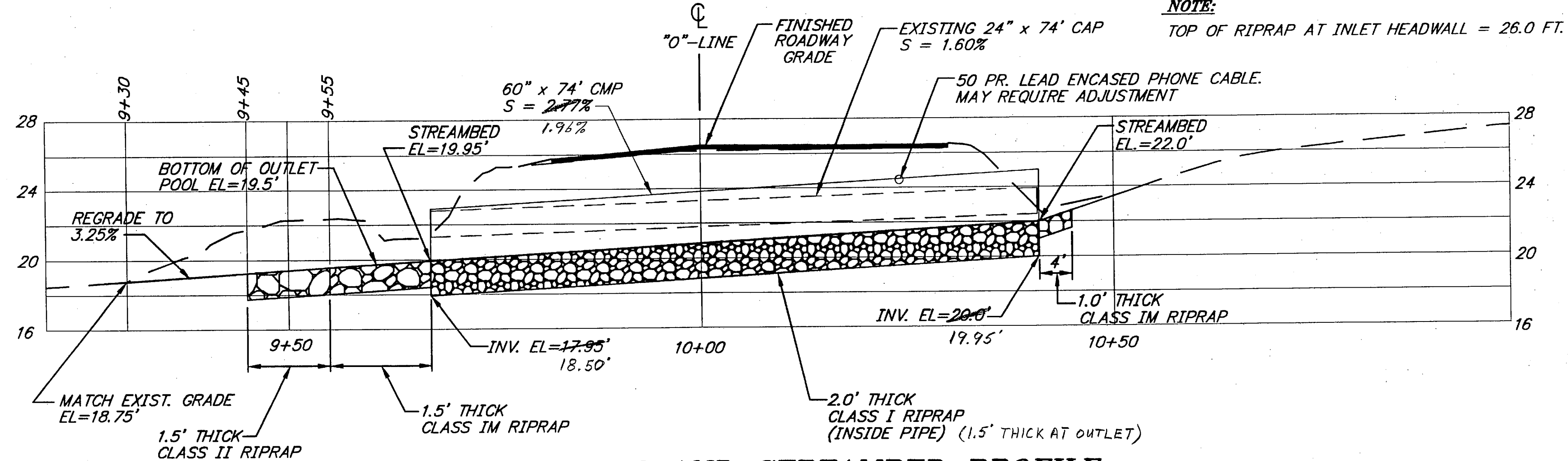
HAINES ALASKA
HNS - HAINES HIGHWAY UNION ST. TO THE AIRPORT
PROJECT NO. NH-095-6(17)/71942
CULVERT INSTALLATION PLAN

DESIGNED BY:	L. GREGOVICH	PROJECT NO.	71942
DRAWN BY:	L.R.G. / R&M	DATE:	APRIL 1998
CHECKED BY:	A. STEININGER	SHEET 14 OF 42	

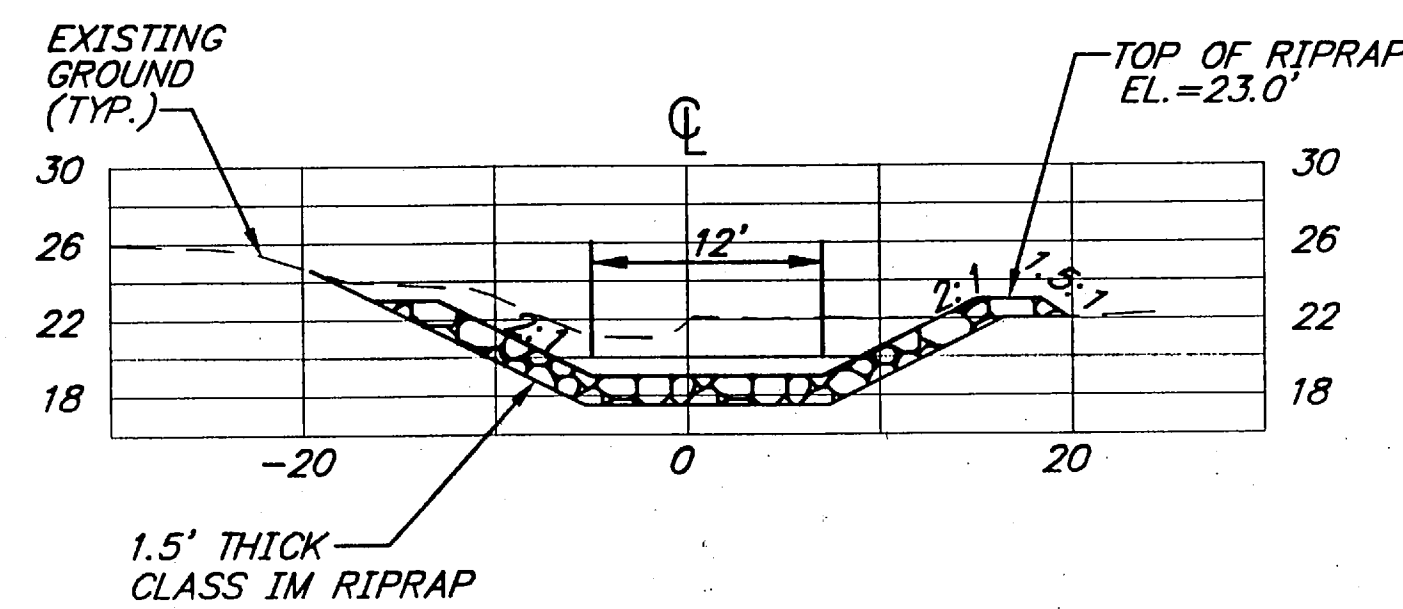




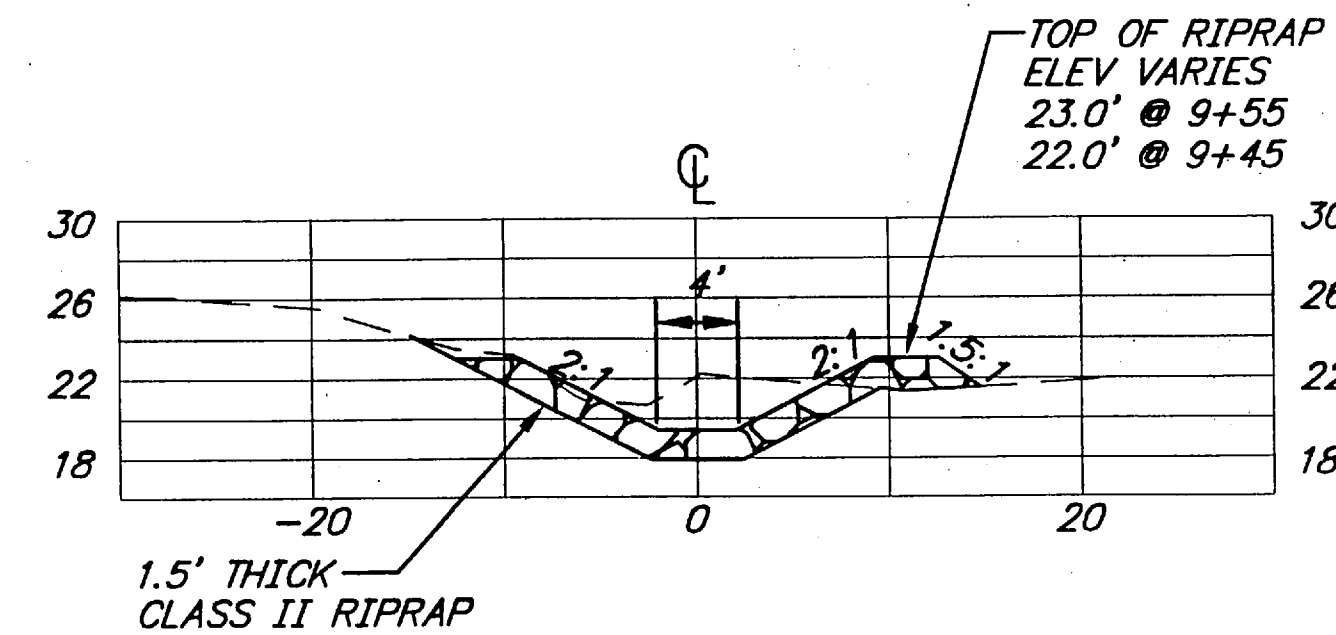
PLAN - PIPE P-6



PIPE P-6 AND STREAMBED PROFILE



SECTION A-A
AT OUTLET POOL - STA 9+61



SECTION B-B
AT OUTLET APRON - STA 9+44 TO 9+55

HYDROLOGIC AND HYDRAULIC SUMMARY *

PIPE P-6

DRAINAGE AREA	0.26 sq. mi.
EXCEEDANCE PROBABILITY	2%
DESIGN DISCHARGE	91 cfs
DESIGN HIGH WATER	26.7 ft
ANTICIPATED ADDITIONAL BACKWATER	0.4 ft

* HYDROLOGIC AND HYDRAULIC ANALYSIS BY
DEAN G. GRIGGS, P.E. REGIONAL HYDROLOGIST

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\HNS\71942\DR\PIPE-6
PLOT:	P:\-LIB\ -PLOT\PLOT.PCP(1) OR PLOT.PCP(2)
BY:	
DATE:	
DESCRIPTION OF CHANGE:	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES

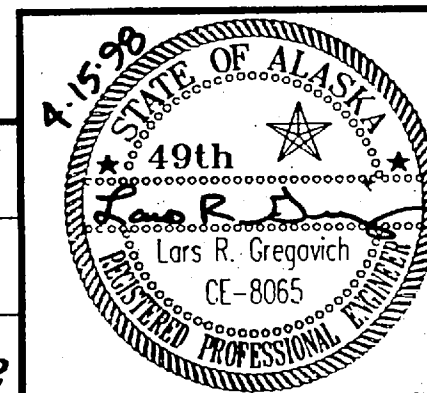
HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ PROJECT NO. 71942

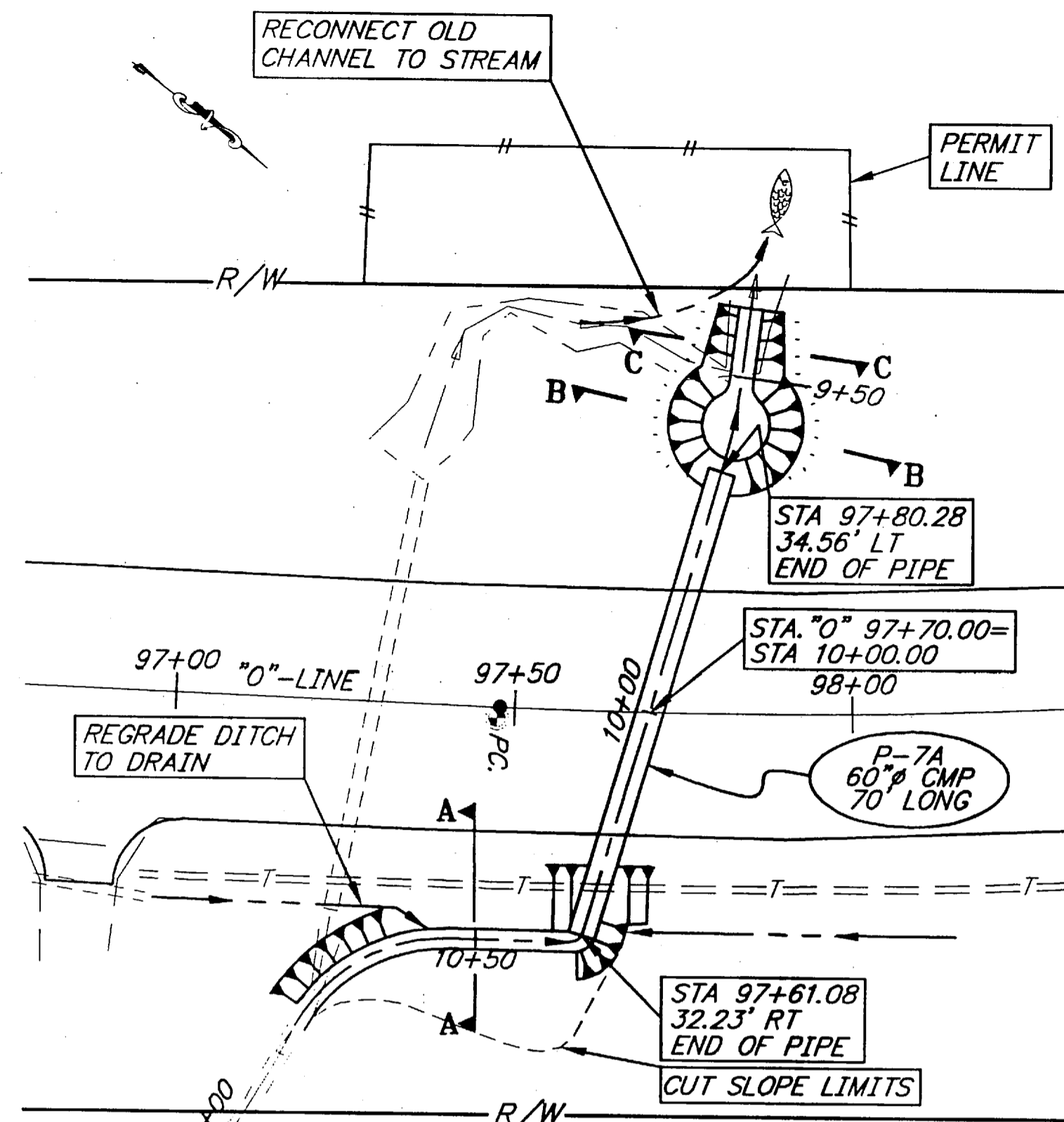
ALASKA

CULVERT INSTALLATION PLAN

DESIGNED BY: L. GREGOVICH
DRAWN BY: L.R.G./R&M
CHECKED BY: A. STEININGER

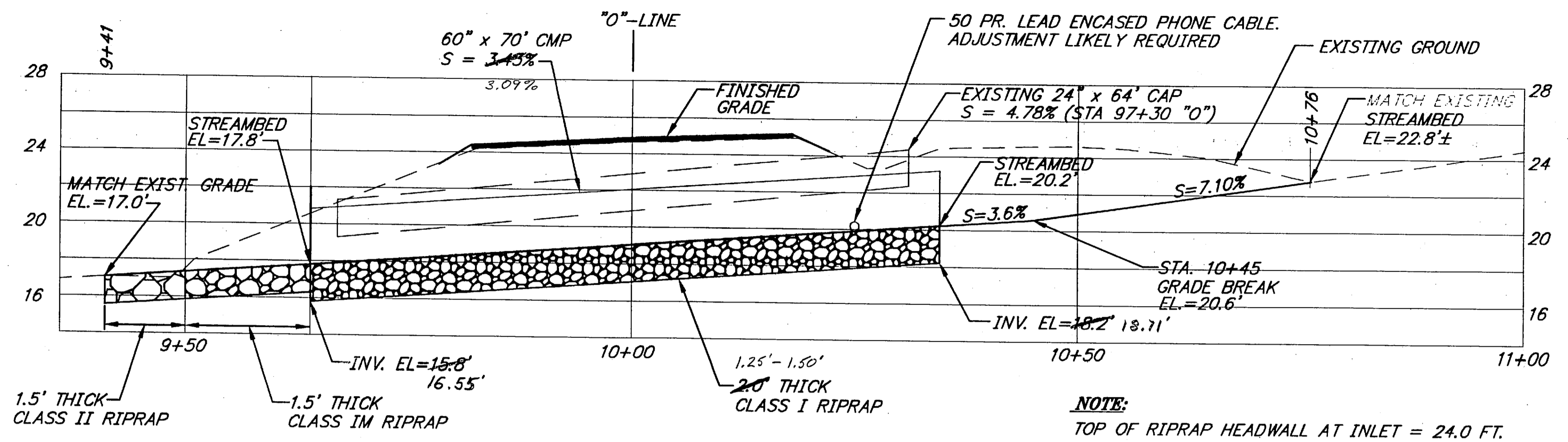
PROJECT NO. 71942
DATE: APRIL 1998
SHEET 15 OF 42



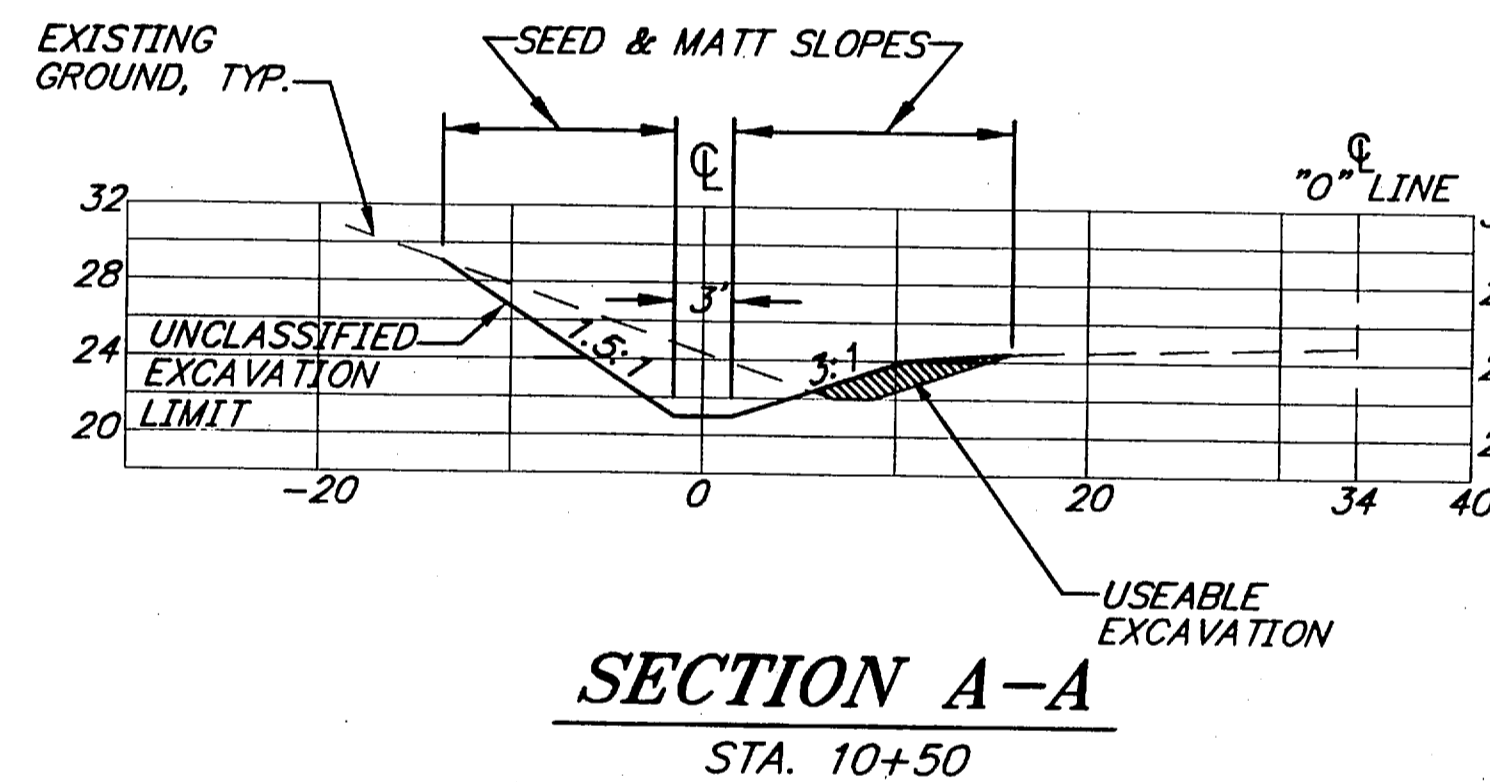


NOTE:
DITCHING BETWEEN STA. 10+35 AND 10+80 WILL NOT BE PAID FOR AS DITCH RECONDITIONING. MATERIAL REMOVED WILL BE PAID FOR AS UNCLASSIFIED EXCAVATION.

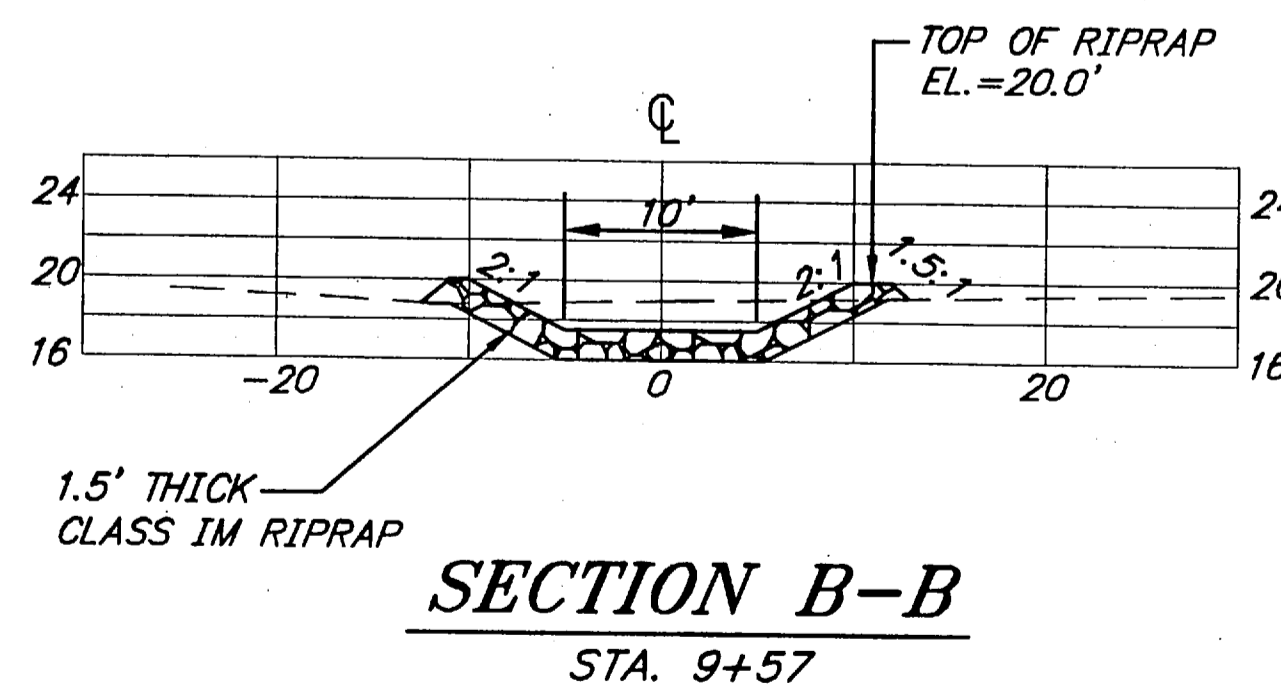
PLAN - PIPE P-7A



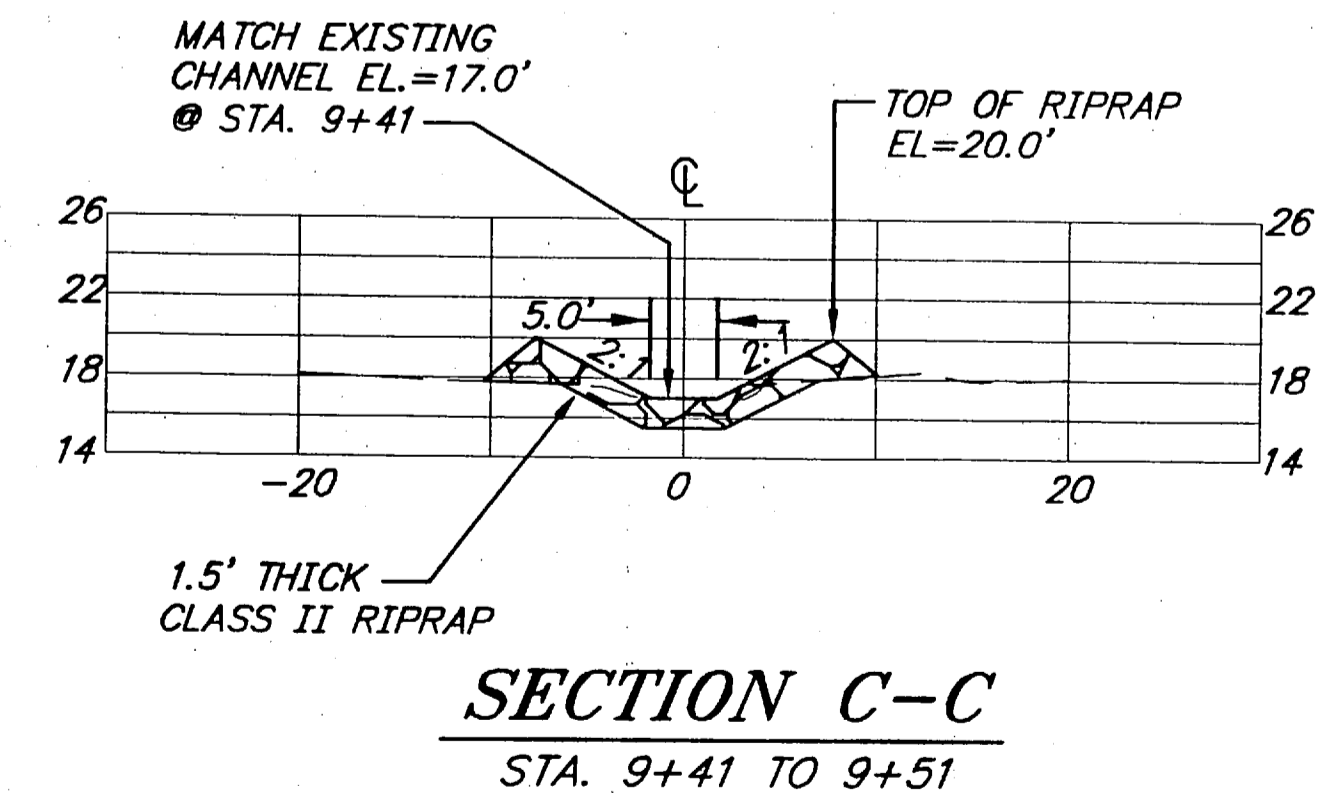
PIPE P-7A AND STREAMBED PROFILE



SECTION A-A
STA. 10+50



SECTION B-B
STA. 9+57



SECTION C-C
STA. 9+41 TO 9+51

HYDROLOGIC AND HYDRAULIC SUMMARY *

PIPE P-7A

DRAINAGE AREA	0.24 sq. mi.
EXCEEDANCE PROBABILITY	2%
DESIGN DISCHARGE	45 cfs
DESIGN HIGH WATER	26.0 ft
ANTICIPATED ADDITIONAL BACKWATER	0.2 ft

* HYDROLOGIC AND HYDRAULIC ANALYSIS BY DEAN G. GRIGGS, P.E. REGIONAL HYDROLOGIST

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\HNS\71942\DR\PIPE-7		
PLOT: P:\-LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES

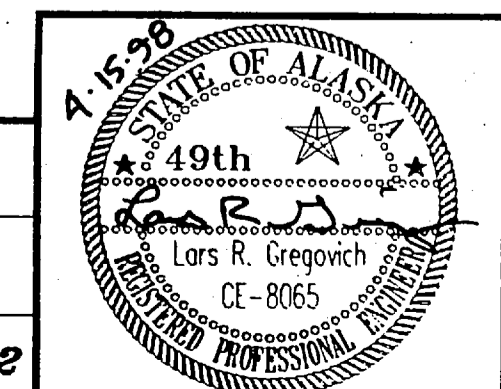
HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ PROJECT NO. 71942

ALASKA

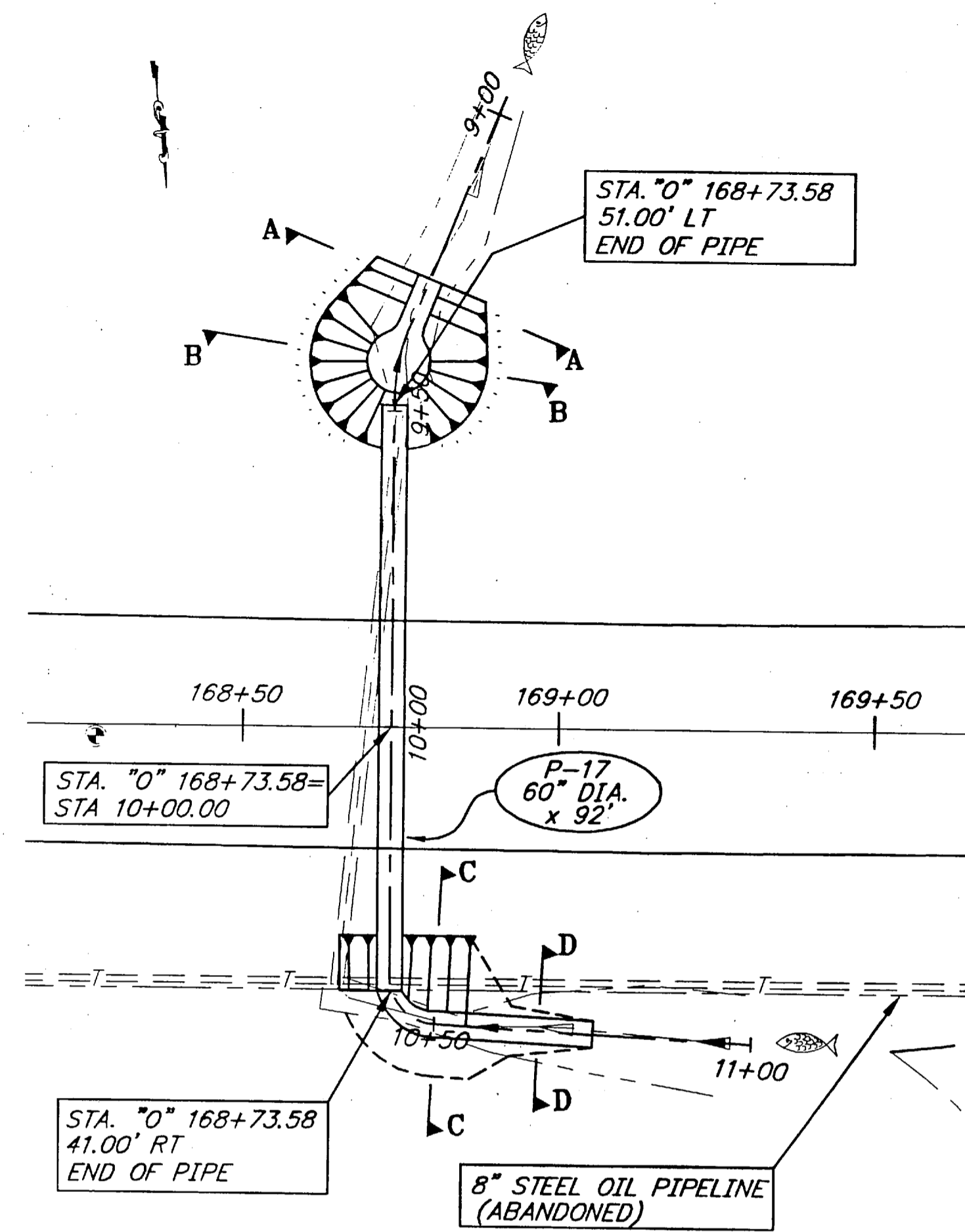
CULVERT INSTALLATION PLAN

DESIGNED BY: L. GREGOVICH
DRAWN BY: L.R.G. / R&M
CHECKED BY: A. STEININGER

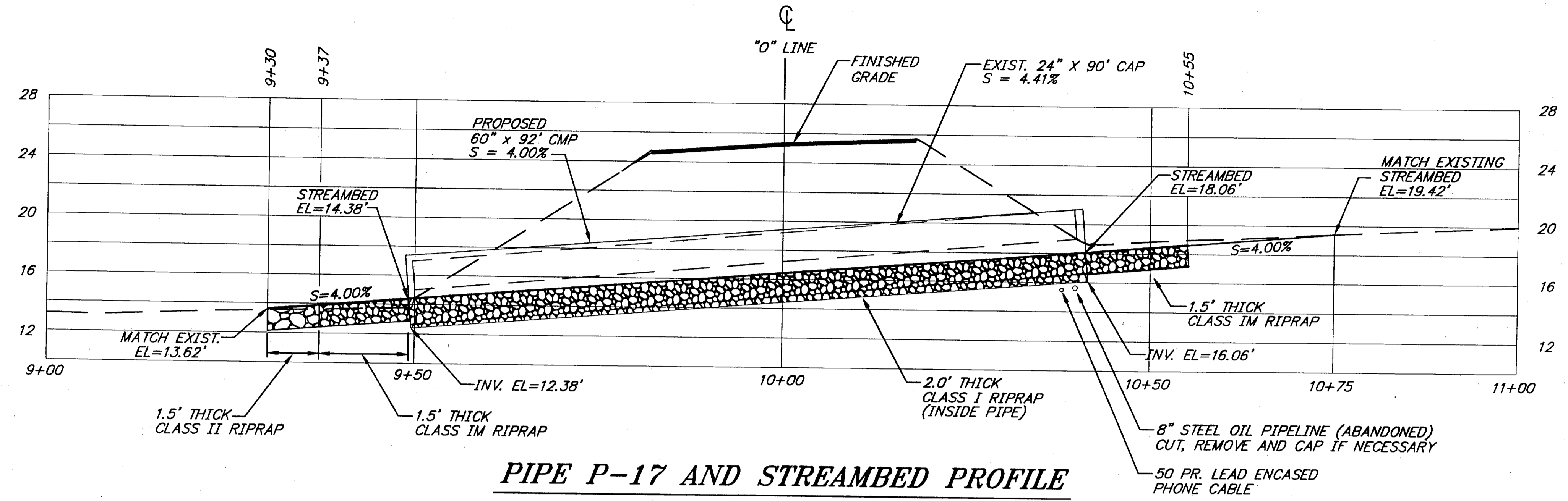
PROJECT NO. 71942
DATE: APRIL 1998
SHEET 16 OF 42



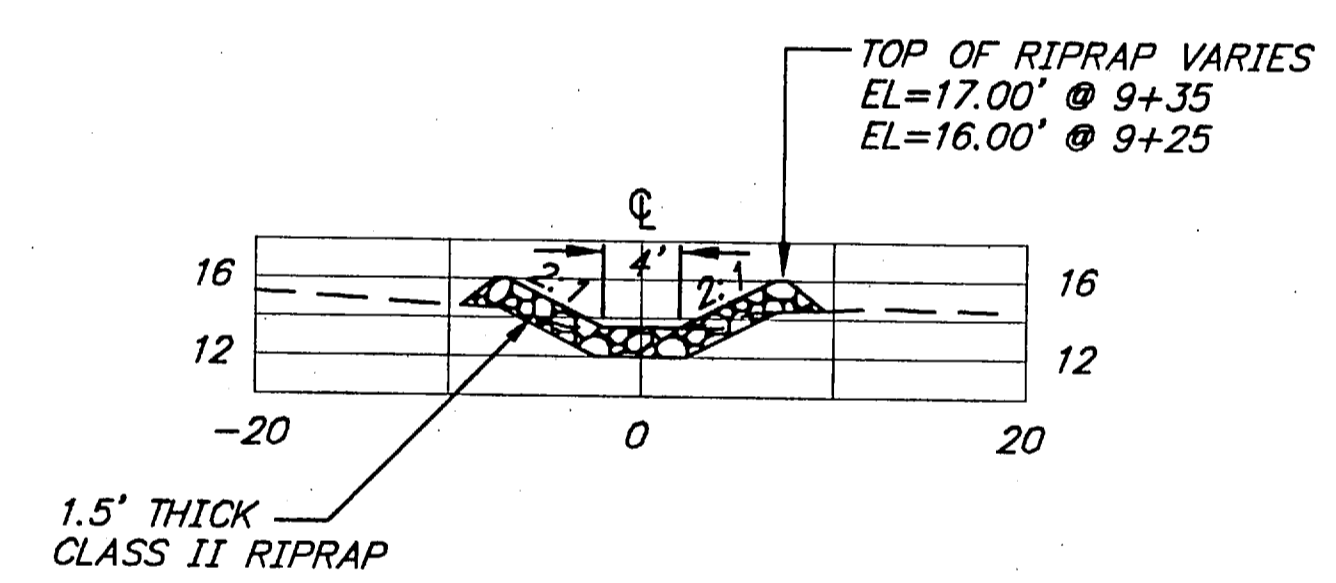
NOTE:
TOP OF RIPRAP AT INLET HEADWALL = 23.5'



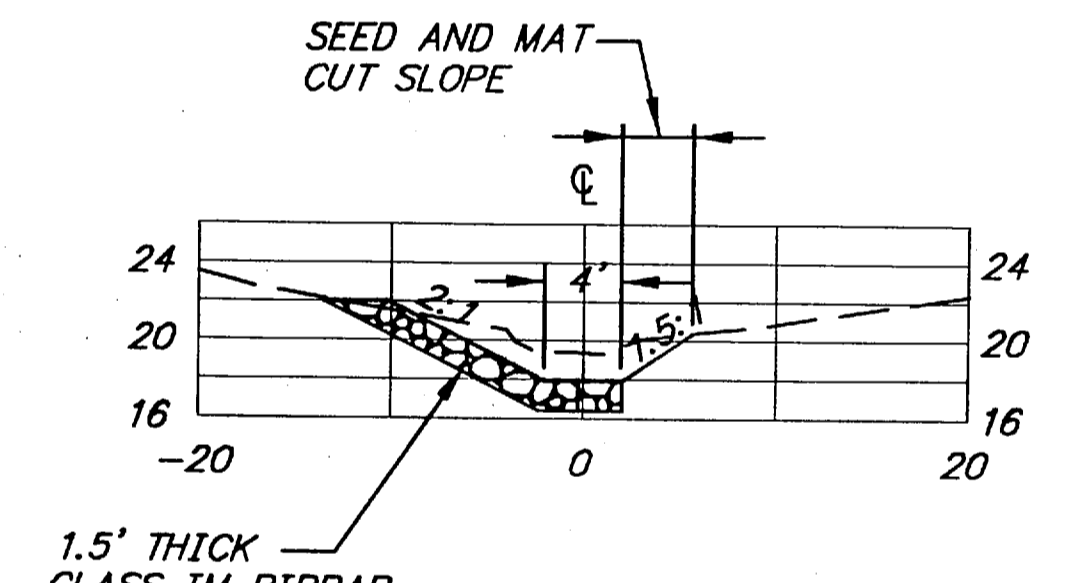
PLAN - PIPE P-17



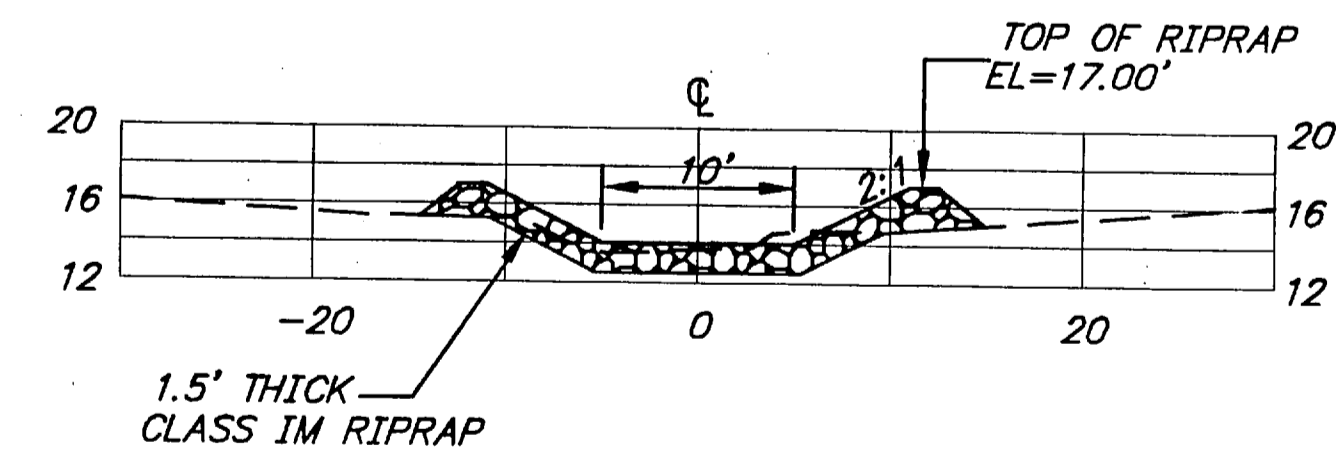
PIPE P-17 AND STREAMBED PROFILE



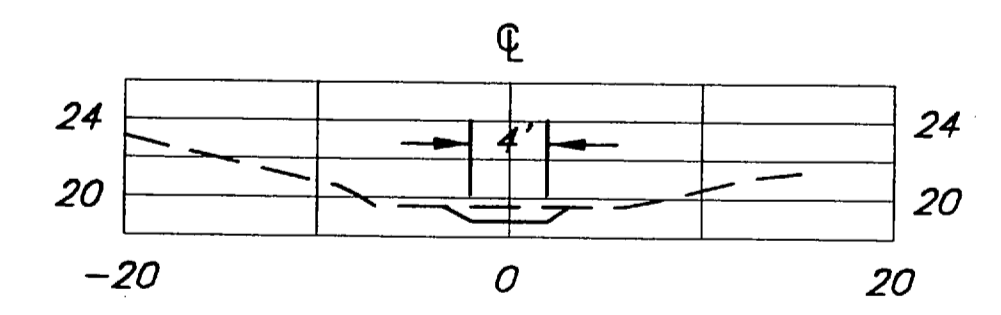
SECTION A-A
OUTLET APRON - STA 9+29 TO 9+37



SECTION C-C
STA 10+50



SECTION B-B
OUTLET POOL - STA 9+42



SECTION D-D
STA 10+65

HYDROLOGIC AND HYDRAULIC SUMMARY *	
PIPE P-17	
DRAINAGE AREA	0.30 sq. mi.
EXCEEDANCE PROBABILITY	2%
DESIGN DISCHARGE	102 cfs
DESIGN HIGH WATER	23.6 ft
ANTICIPATED ADDITIONAL BACKWATER	0.6 ft

* HYDROLOGIC AND HYDRAULIC ANALYSIS BY
DEAN G. GRIGGS, P.E. REGIONAL HYDROLOGIST

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

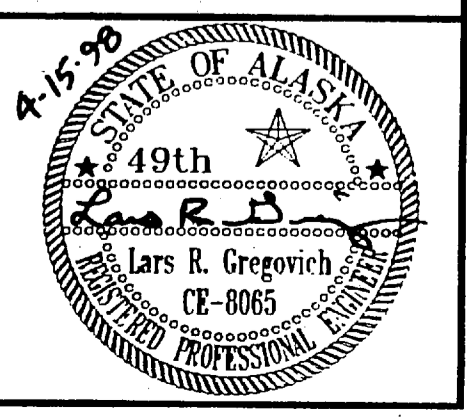
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

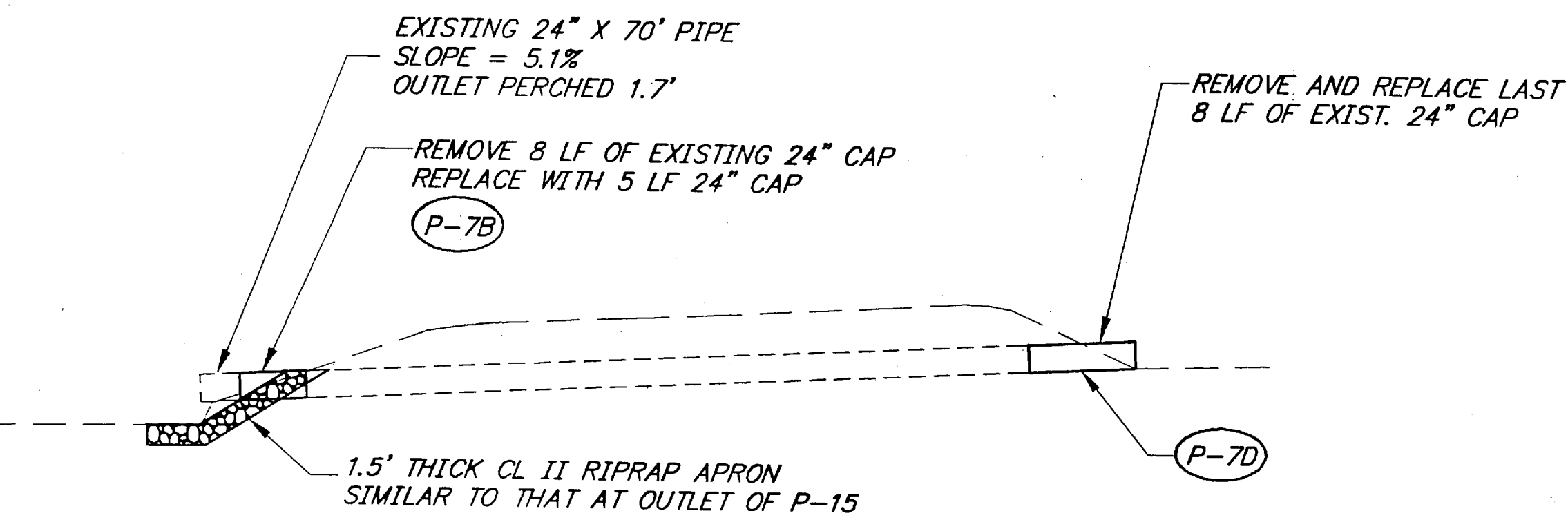
HAINES
HNS-HAINES HWY - UNION ST. TO AIRPORT
NH-095-6(17) ~ PROJECT NO. 71942
ALASKA

CULVERT INSTALLATION PLAN

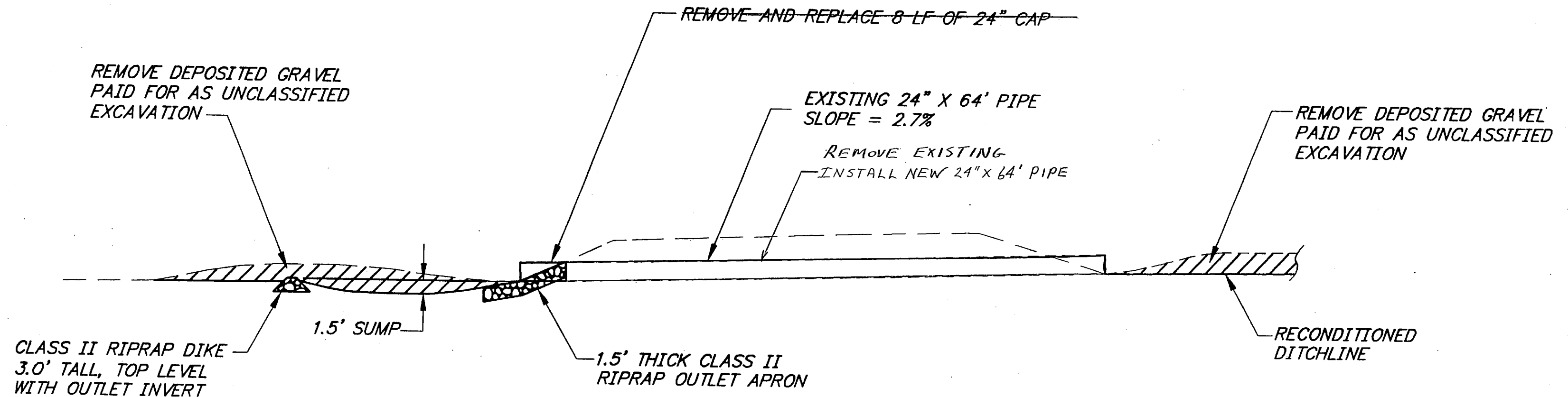
DESIGNED BY: L. GREGOVICH
DRAWN BY: L.G./R.S.
CHECKED BY: A. STEININGER

PROJECT NO. 71942
DATE: APRIL 1998
SHEET 18 OF 42

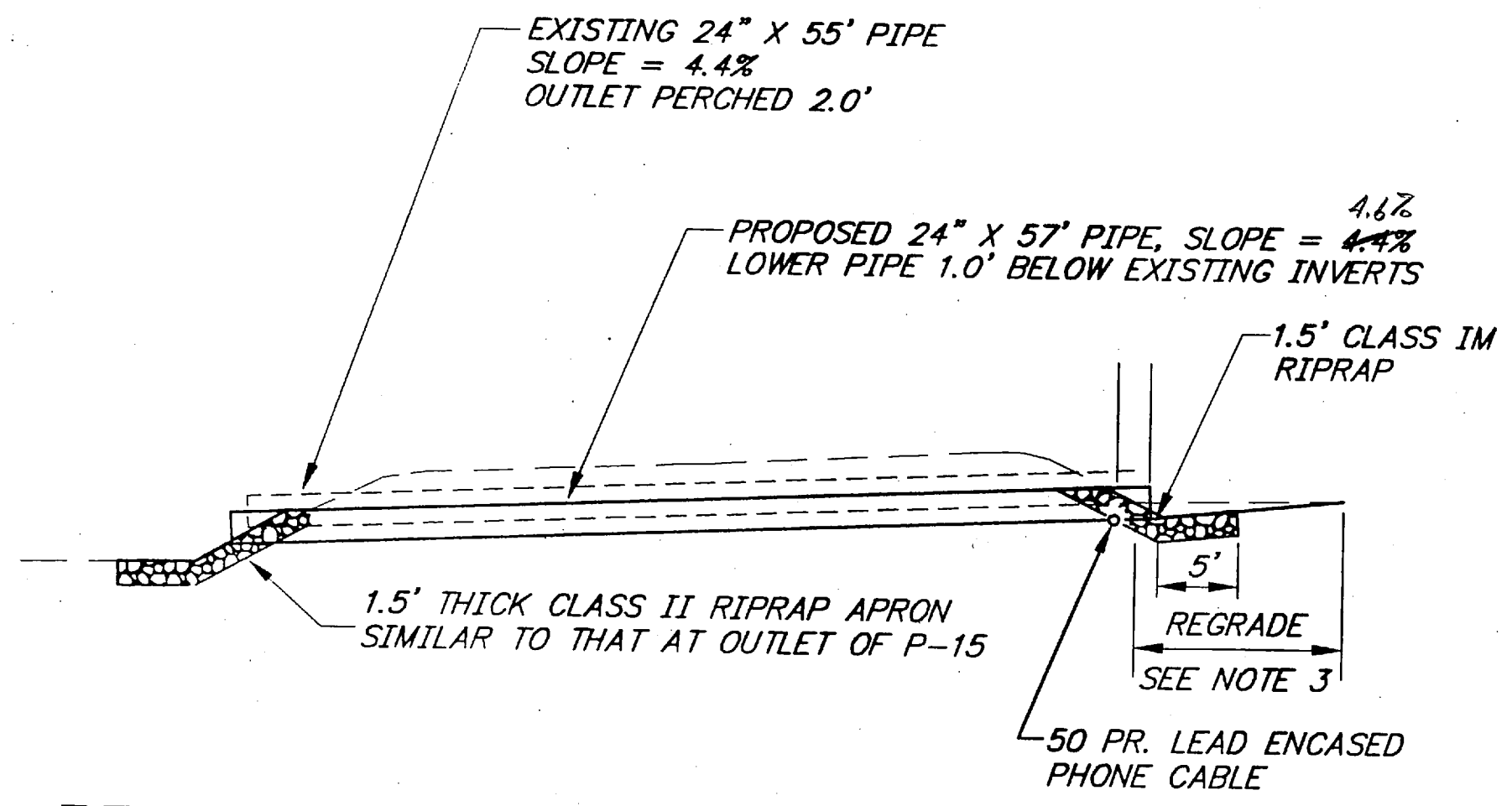




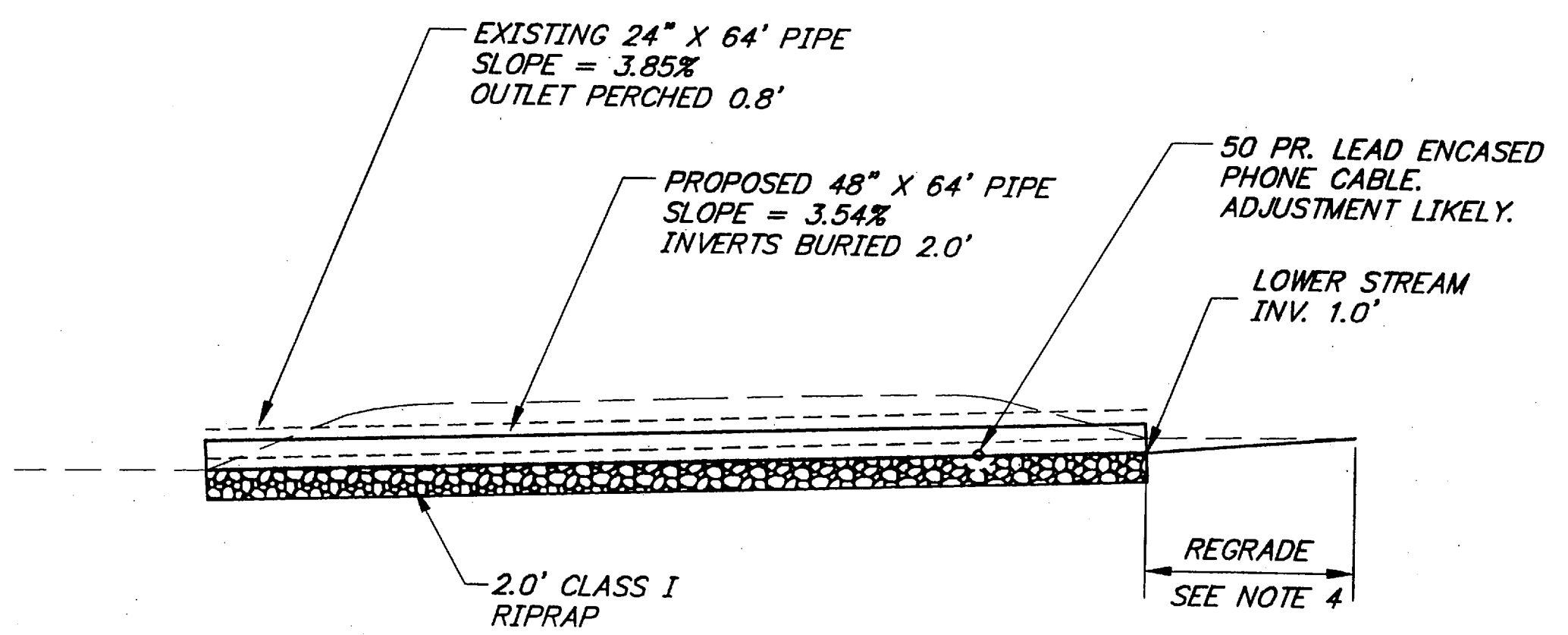
PROFILE FOR PIPE P-7B & 7D (STA 100+85)
NO MATERIAL INSIDE PIPE



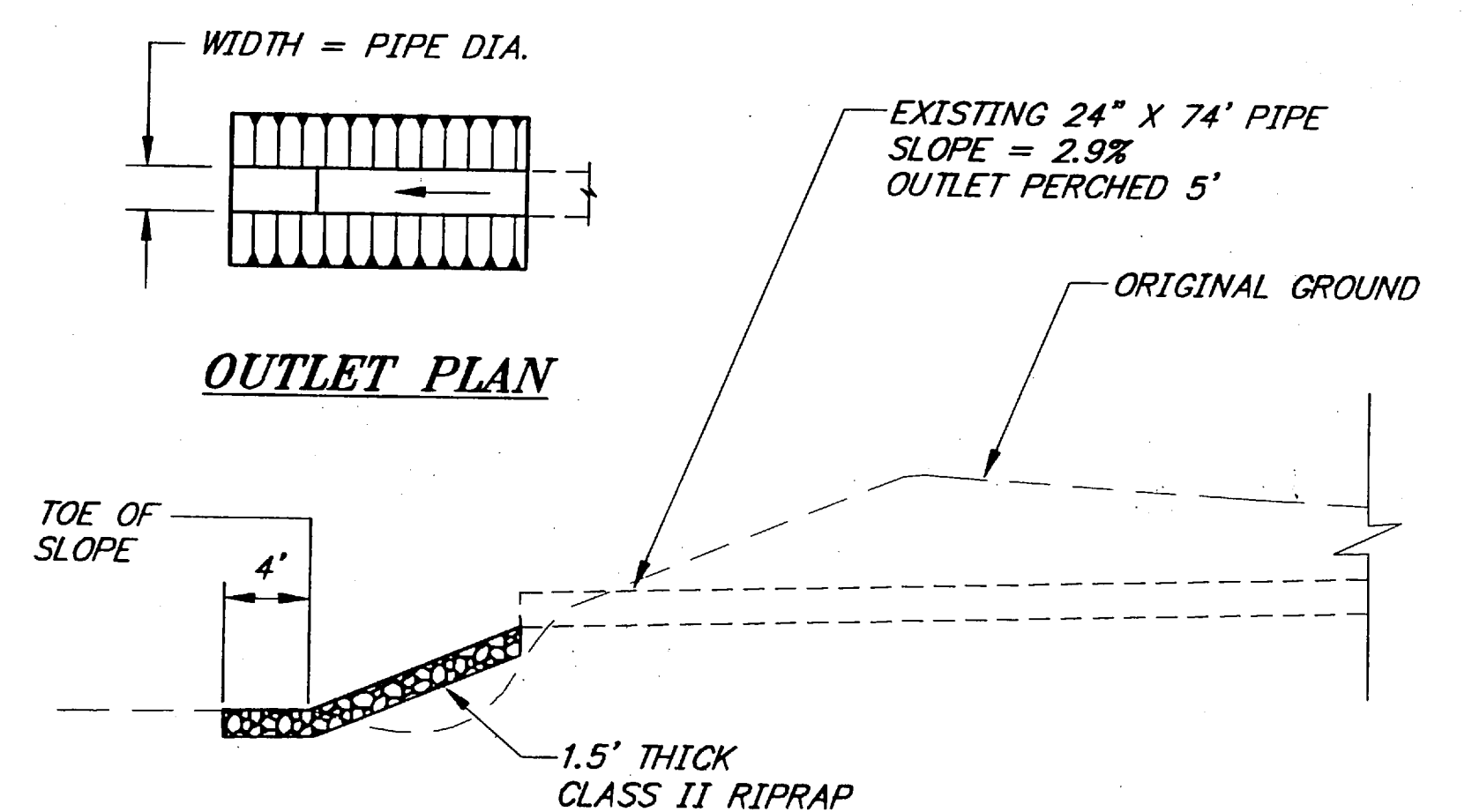
PROFILE FOR PIPE P-7C (STA 104+35)
NO MATERIAL INSIDE PIPE
SEE SPECIAL PLAN SHEET 21



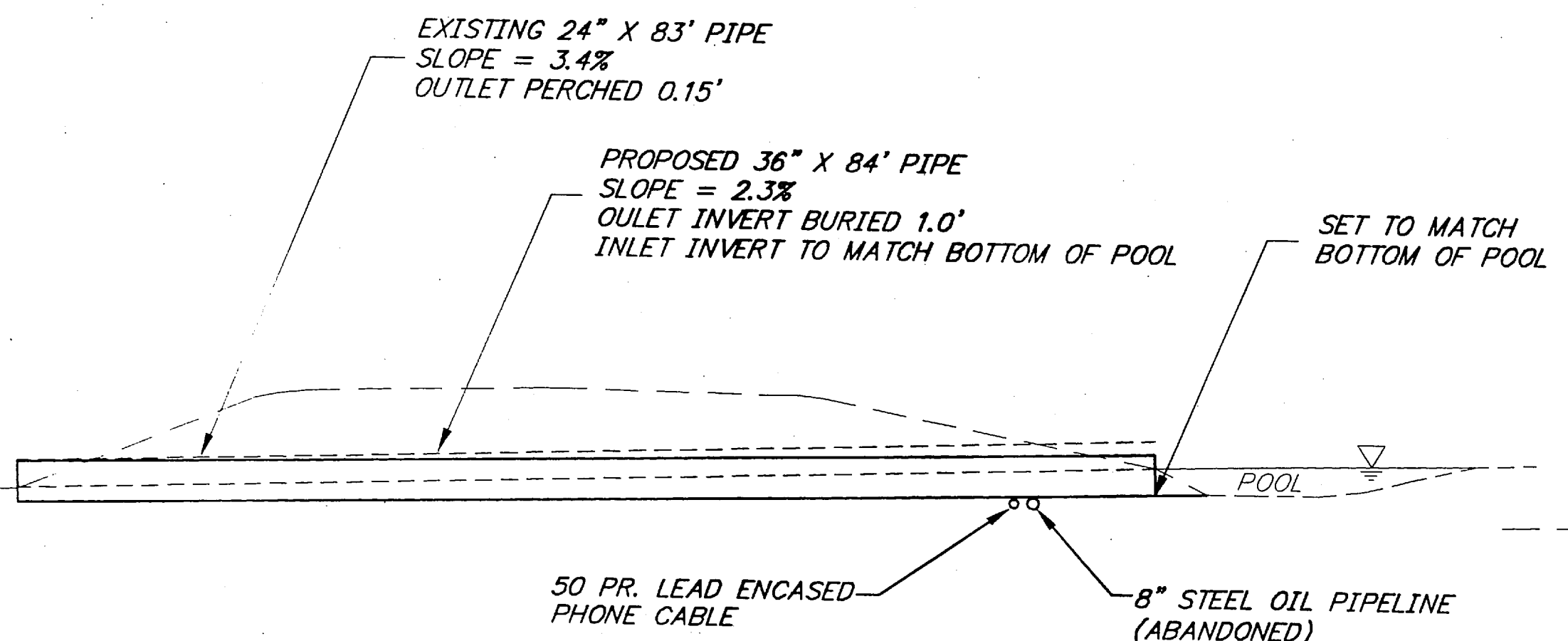
PROFILE FOR PIPE P-8A (STA 116+95)
NO MATERIAL INSIDE PIPE



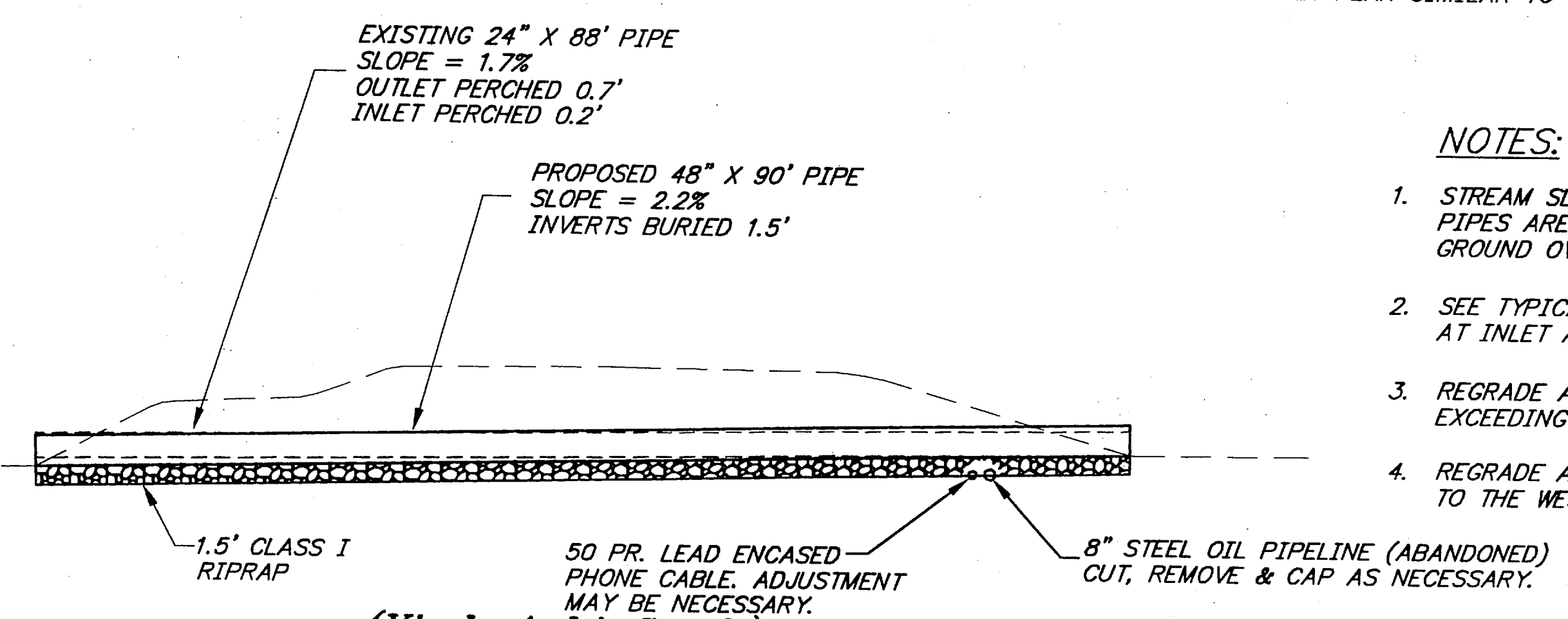
PROFILE FOR PIPE P-8B (STA 118+75)



PROFILE FOR PIPE P-15 (STA 156+40)
OUTLET PLAN SIMILAR TO TYPICAL OUTLET PLAN, EXCEPT LENGTHENED



PROFILE FOR PIPE P-18 (STA 180+60)
NO MATERIAL INSIDE PIPE



PROFILE FOR PIPE P-19 (STA 205+20)
(Yindastuki Creek)

- NOTES:**
1. STREAM SLOPE PROFILES ABOVE AND BELOW THESE PIPES ARE GRAPHICAL, THEY ARE NOT SURVEYED. EXISTING GROUND OVER PIPE AND CULVERT INVERTS WERE SURVEYED.
 2. SEE TYPICAL SCOUR PROTECTION DETAILS FOR TREATMENTS AT INLET AND OUTLET ENDS OF PIPES.
 3. REGRADE AT SLOPE OF PIPE TO DAYLIGHT, BUT NOT EXCEEDING THE R/W LINE.
 4. REGRADE AT SLOPE OF PIPE TO DAYLIGHT UP THE DITCHLINE TO THE WEST, BUT NOT UP THE STREAM CHANNEL.

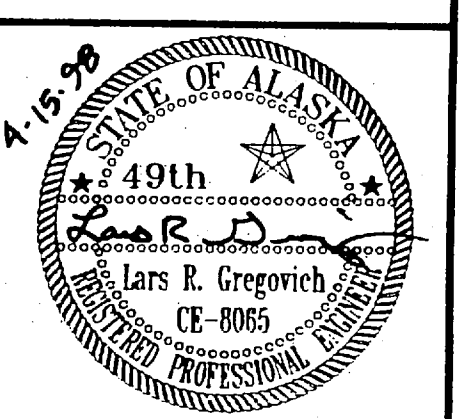
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: Q:\HNS\71942\DR\PIPEPRO		
PLOT: P:\-LIB\-PLOT\PLOT.PCP(10) OR PLOTH.PCP(20)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES: HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ PROJECT NO. 71942
ALASKA
MISCELLANEOUS PIPE PROFILES

DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: L.G./R.S.	DATE: APRIL 1998
CHECKED BY: A. STEININGER	SHEET 19 OF 42



RIPRAP SPRING NOTES

CLASS I

PER DOT STD. SPECS. MEDIAN WT. \approx 25 lb.

CLASS IM

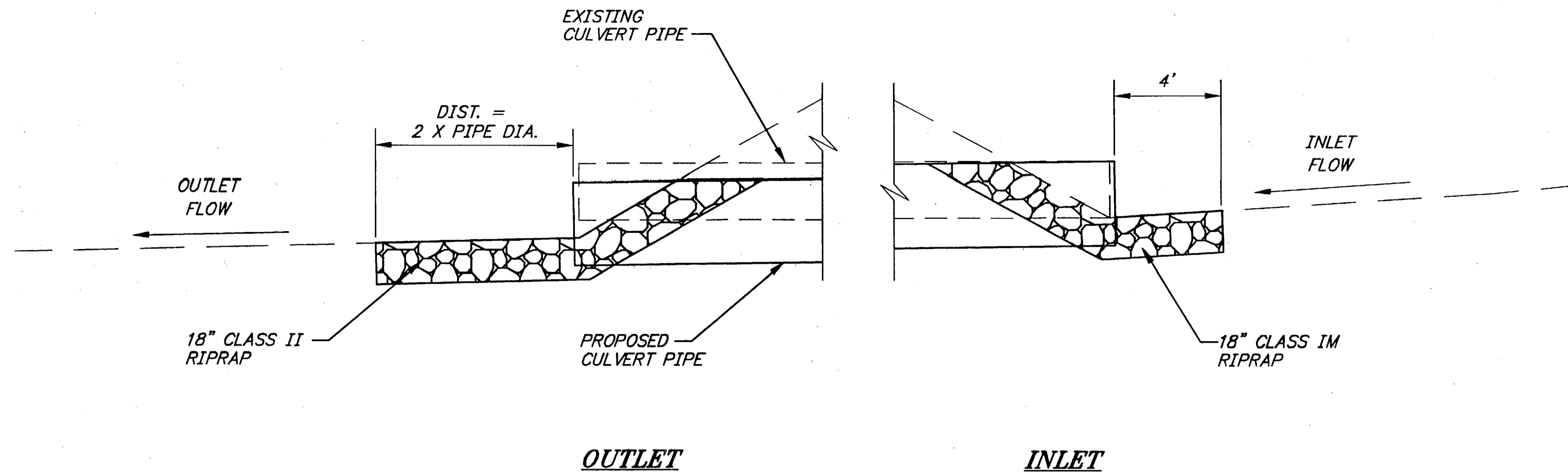
SPECIAL GRADING MEDIAN WT. = 50 lb.

CLASS II

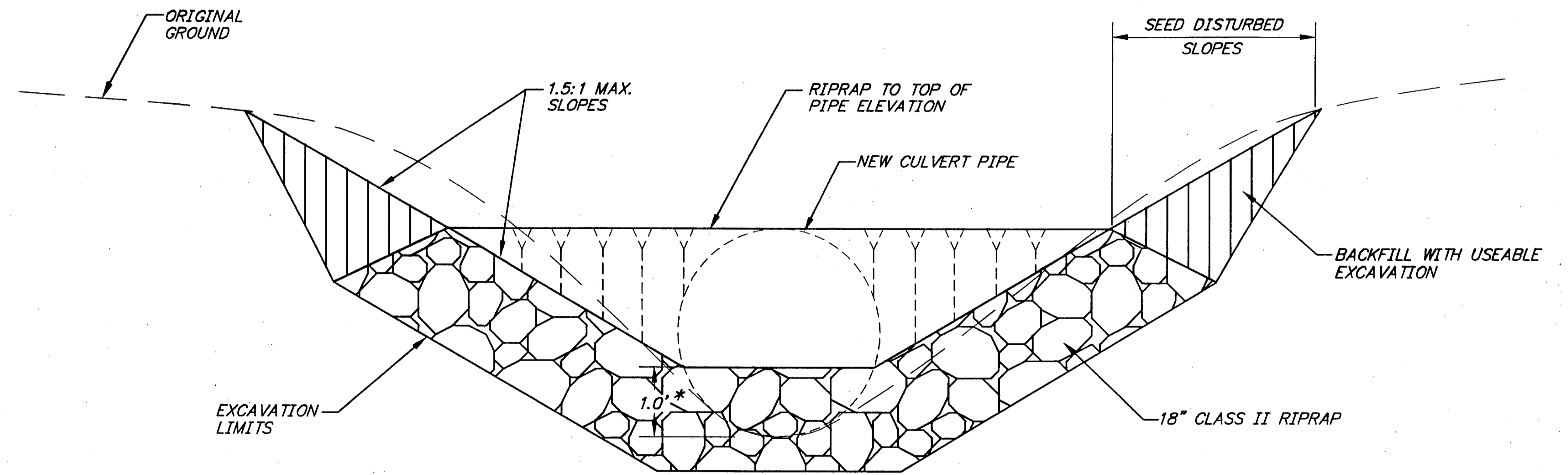
PER DOT STD. SPECS. MEDIAN WT. \approx 200 lb.

CLASS III BOULDERS

SPECIAL GRADING SIZE AS NOTED ON PLANS AND SPECIAL PROVISIONS



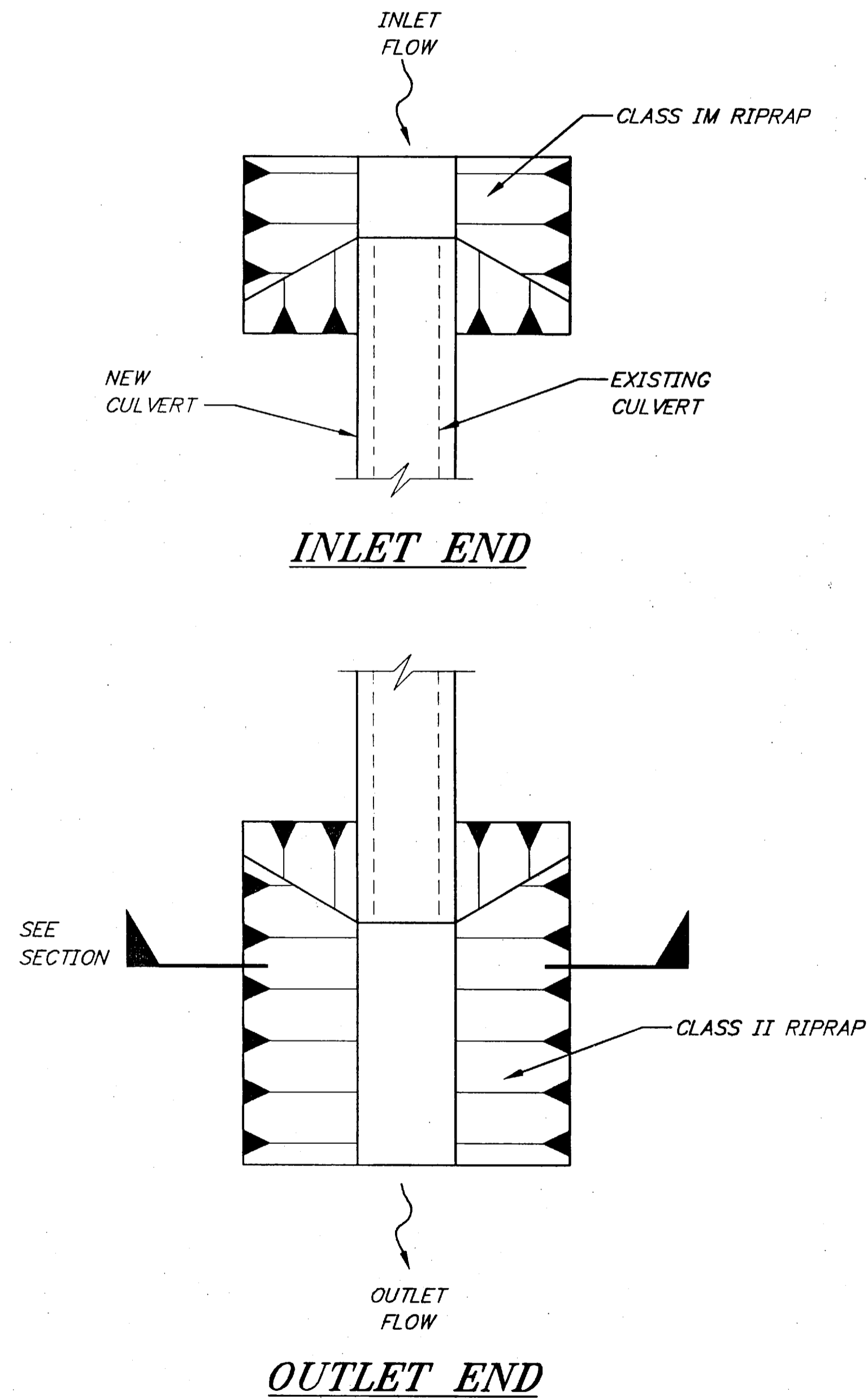
PROFILE



* OR AS SPECIFIED

SECTION AT OUTLET
INLET SECTION SIMILAR

NOTE
THESE TYPICALS APPLY TO THE FOLLOWING LOCATIONS:
P-7C AT 104+35, P-8B AT 118+75,
P-18 AT 180+60, P-19 AT 205+20



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\HNS\71942\DR\CMPPLAN		
PLOT: P:\-LIB\-PLOT\PLOT.PCP(10) OR PLOTH.PCP(20)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES

HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ PROJECT NO. 71942

ALASKA

TYPICAL SCOUR PROTECTION DETAILS

DESIGNED BY:
L. GREGOVICH

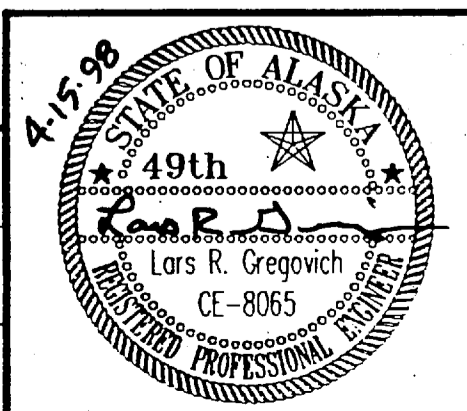
DRAWN BY:
L.G./R.S.

CHECKED BY:
A. STEININGER

PROJECT NO.
71942

DATE:
APRIL 1998

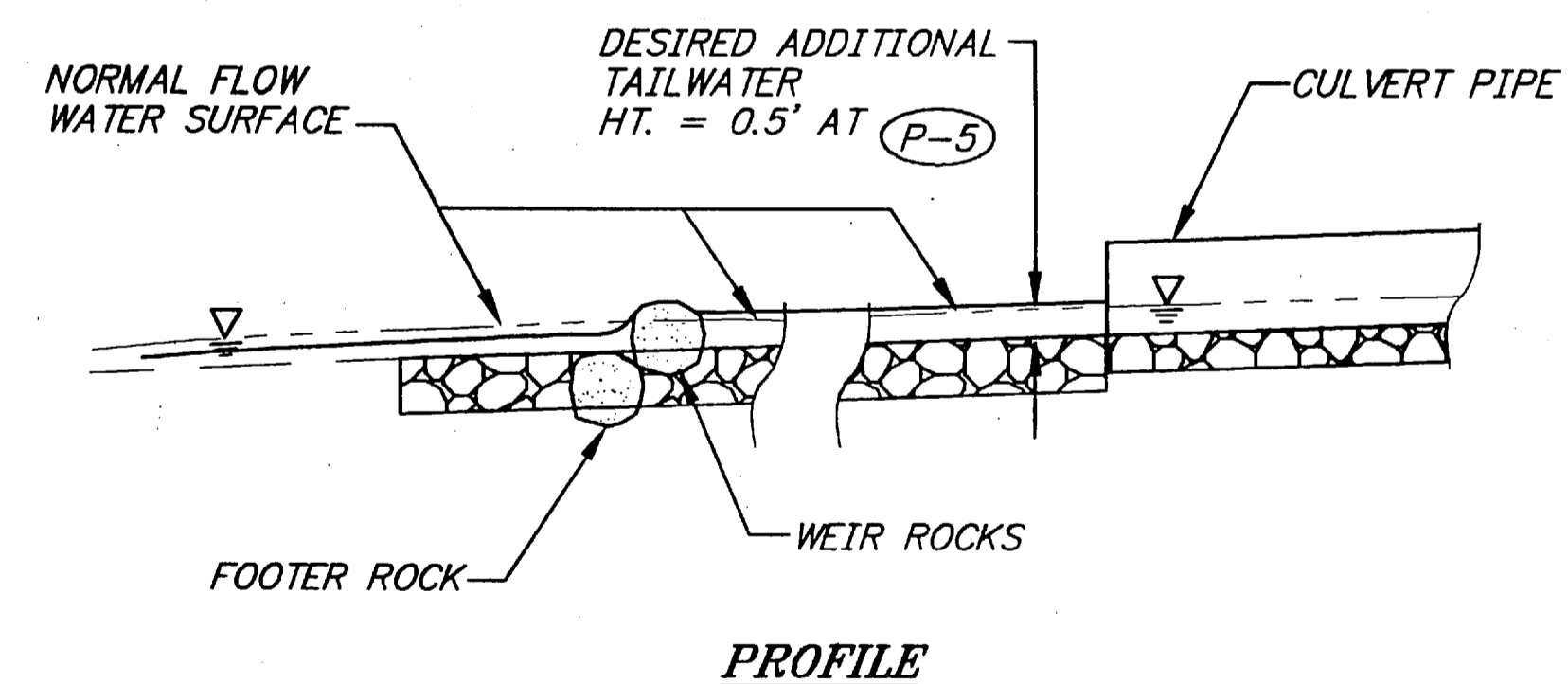
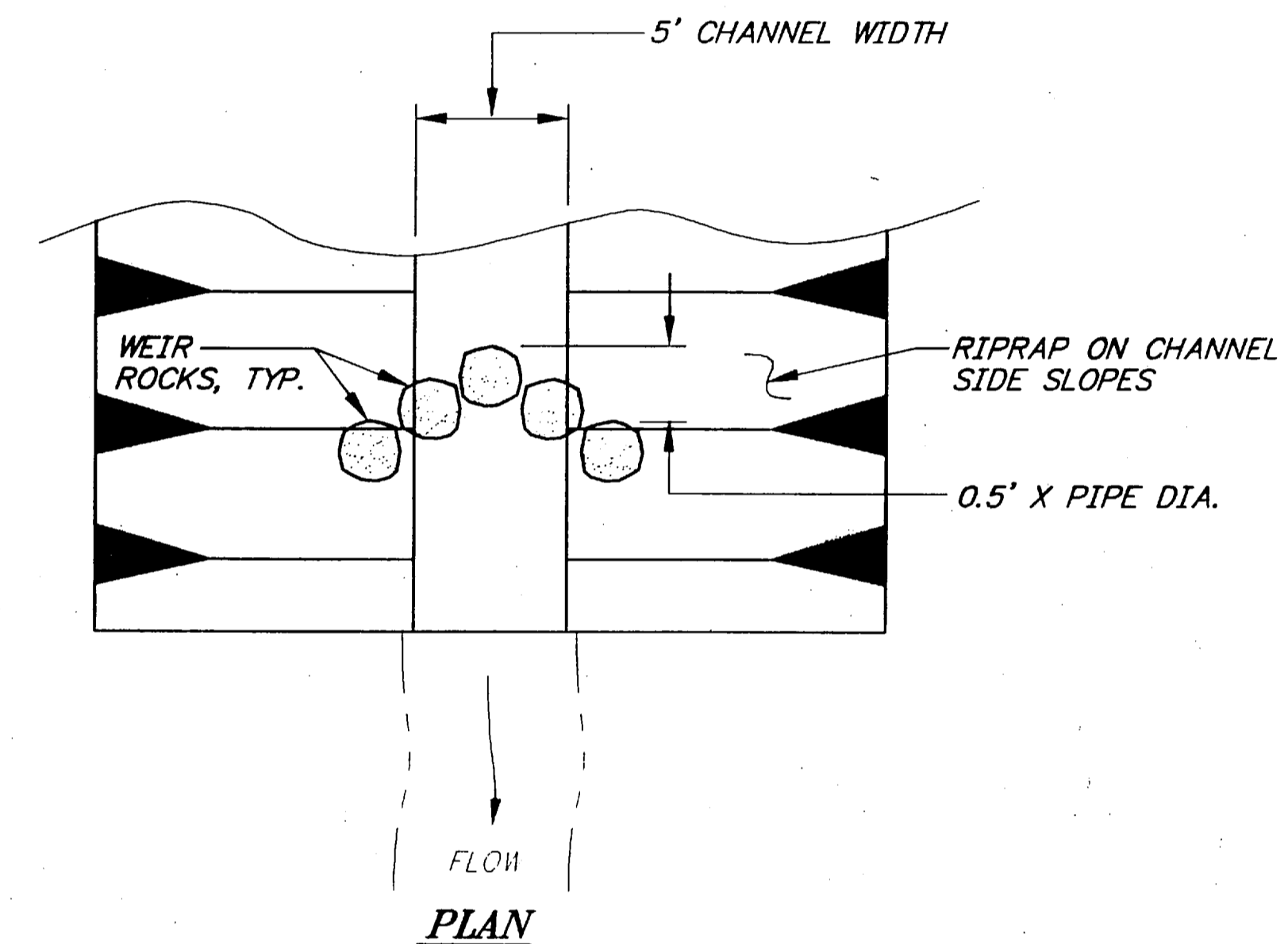
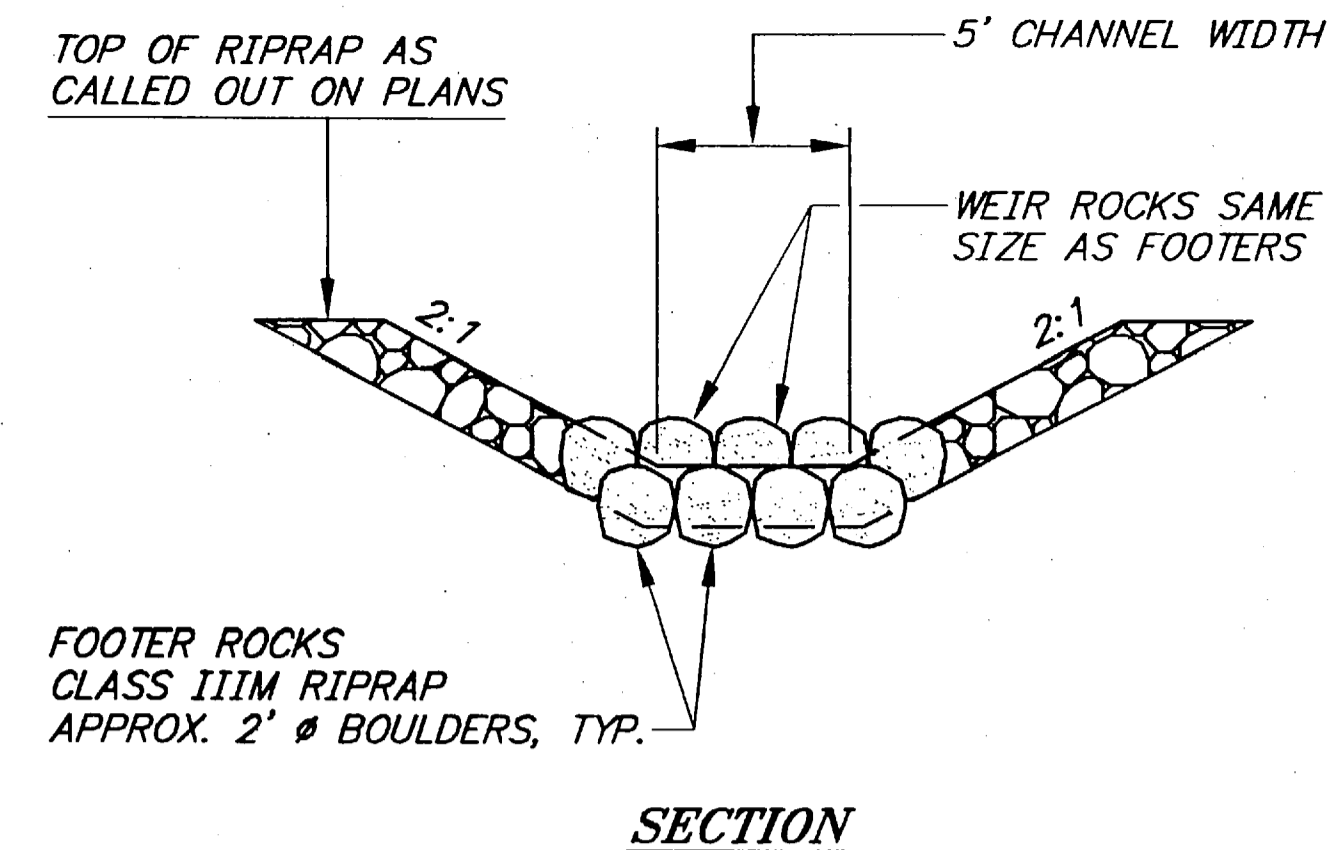
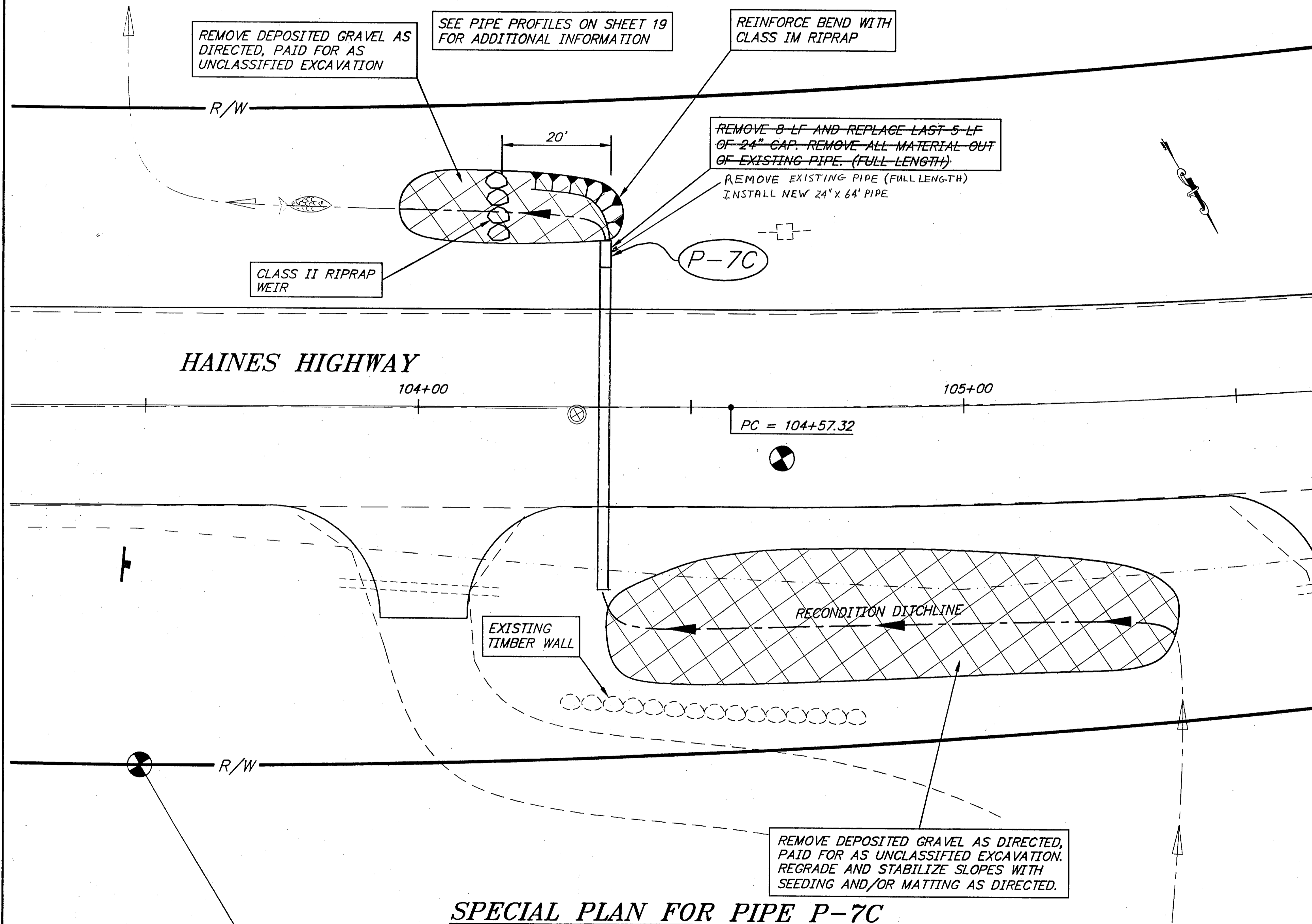
SHEET **20** OF **42**



RIPRAP SIZING NOTES

- CLASS I**
PER DOT STD. SPECS. MEDIAN WT. = 25 lb.
- CLASS IM**
SPECIAL GRADING MEDIAN WT. = 50 lb.
- CLASS II**
PER DOT STD. SPECS. MEDIAN WT. = 200 lb.
- CLASS IIIM**
SPECIAL GRADING SIZE AS NOTED ON PLANS AND SPECIAL PROVISIONS

NOTE: THESE DETAILS ARE INTENDED TO BE USED IN CONJUNCTION WITH THE STIPULATIONS IN THE CORRESPONDING FISH AND GAME PERMITS AND THE PROJECT ENVIRONMENTAL COMMITMENTS.



VORTEX WEIR DETAILS

OUTLET CHANNEL SLOPE AS SHOWN ON SPECIFIC INSTALLATION PLAN APPLIES AT PIPE P-5, STA. 83+45

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\HNS\71942\DR\CMPDET2
PLOT:	P:\-LIB\-PLOT\PLTF.PCP(1) OR PLOTH.PCP(2)
BY:	
DATE:	
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES

HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ PROJECT NO. 71942

ALASKA

DESIGNED BY:
L. GREGOVICH

DRAWN BY:
L.G./R.S.

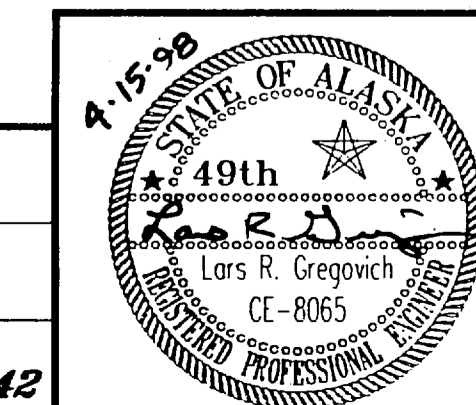
CHECKED BY:
A. STEININGER

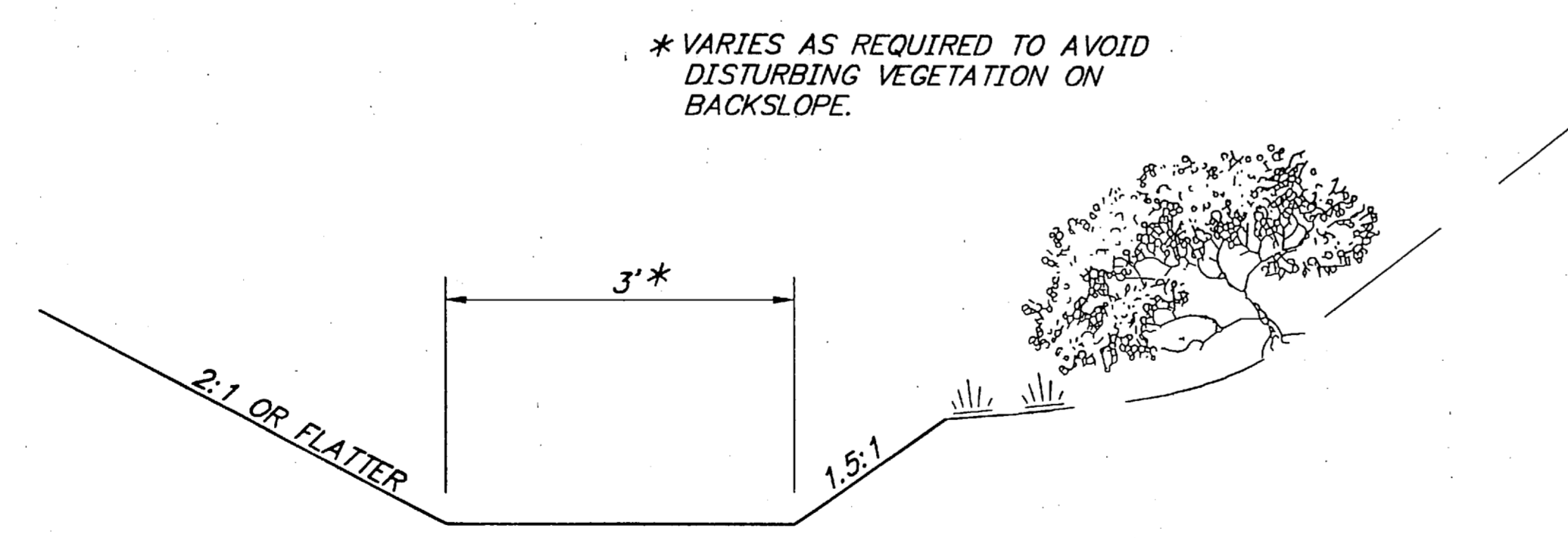
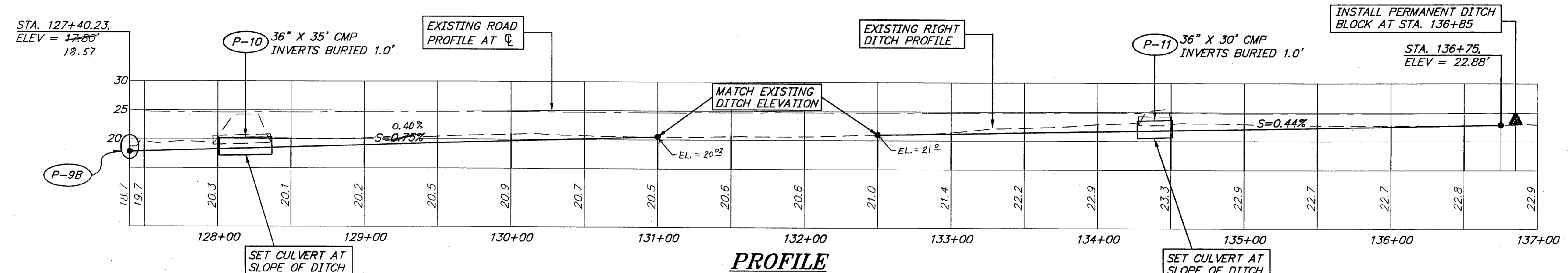
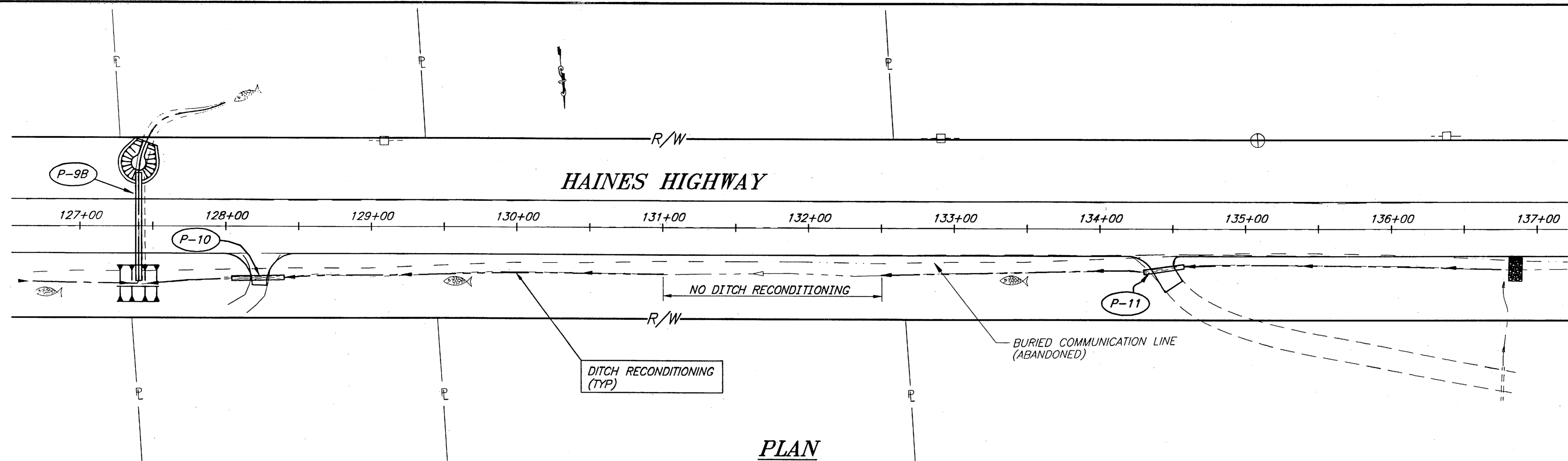
PROJECT NO.
71942

DATE:
APRIL 1998

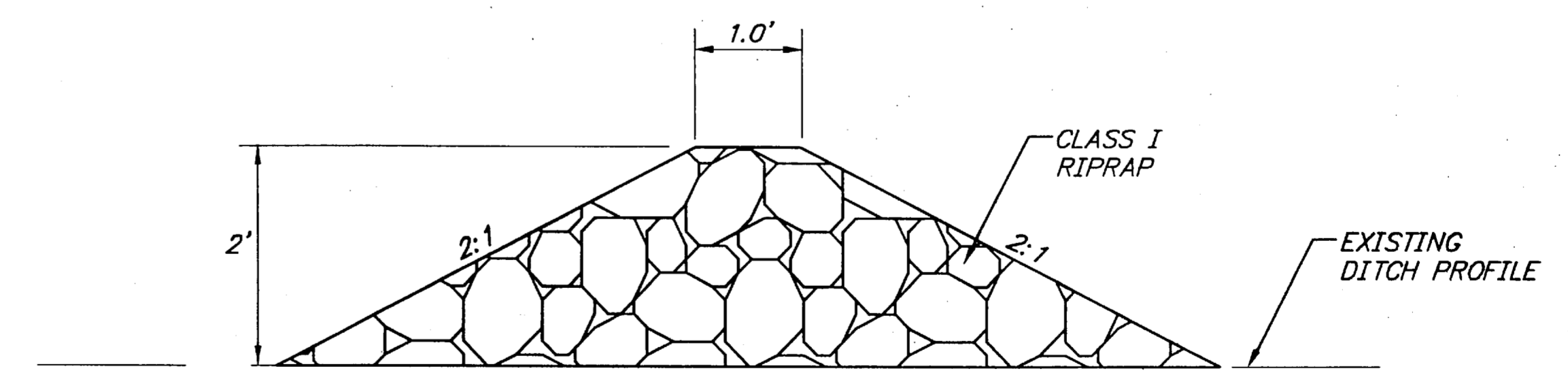
SHEET 21 OF 42

MISCELLANEOUS CULVERT DETAILS





**TYPICAL SECTION
DITCH RECONDITIONING**
(APPLIES ON THIS PLAN SHEET ONLY)



PERMANENT DITCH BLOCK DETAIL

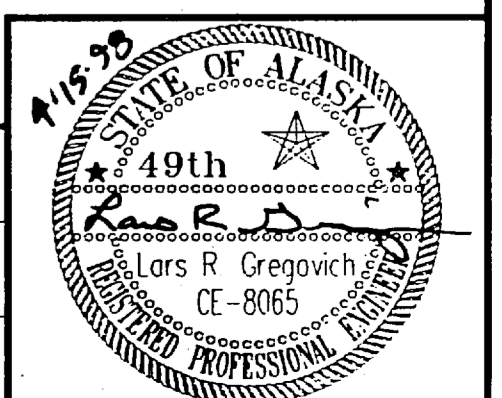
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\HNS\71942\DR\FISHDCH		
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES HNS-HAINES HIGHWAY-UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ 71942
SPECIAL DITCH GRADING PLAN & PROFILE
STA. 127+40 TO STA. 137+00

DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: L.G./R.S.	DATE: APRIL 1998
CHECKED BY: A. STEININGER	SHEET 22 OF 42

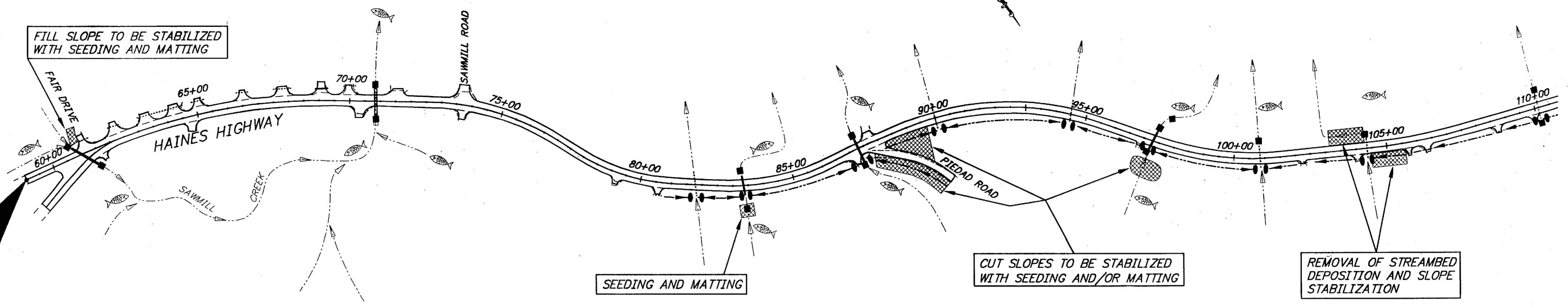


LEGEND

- FISH STREAM
- EXISTING STREAM OR DITCH FLOW PATTERN
- DITCH RECONDITIONING
- TEMPORARY ROCK CHECK DAM (SEDIMENT FILTER)
- SILT FENCE
- PERMANENT RIPRAP SCOUR PROTECTION

**BEGIN PROJECT
"0" STA. 59+00**

FILL SLOPE TO BE STABILIZED WITH SEEDING AND MATTING



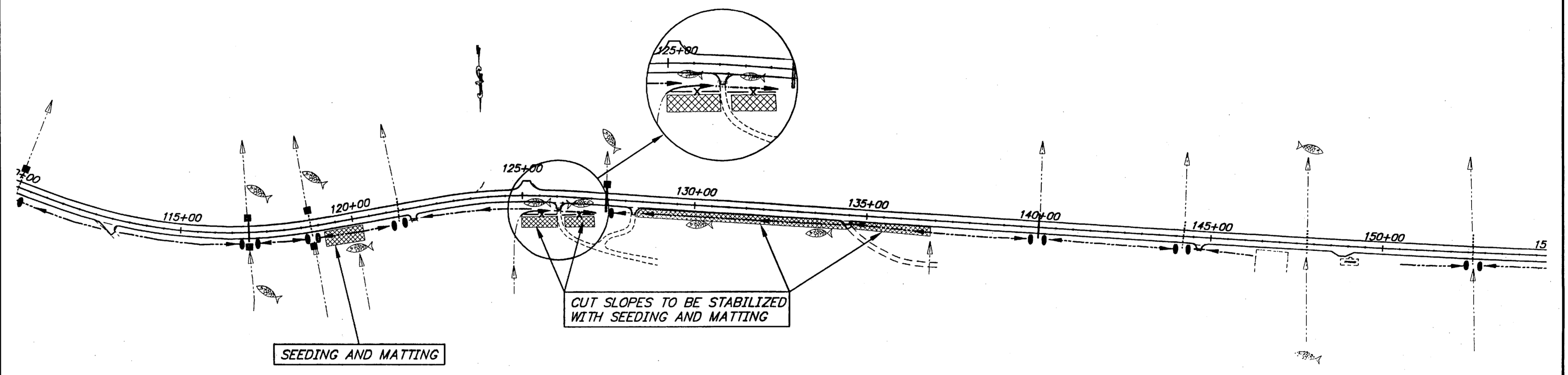
SEEDING AND MATTING

CUT SLOPES TO BE STABILIZED WITH SEEDING AND/OR MATTING

REMOVAL OF STREAMBED DEPOSITION AND SLOPE STABILIZATION

ESCP PLAN NOTES:

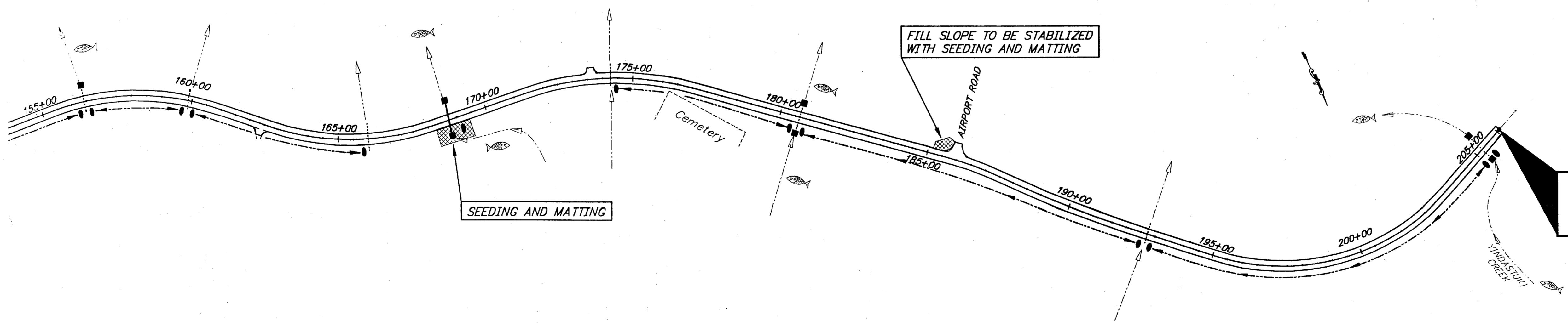
1. SEE SHEET 24 FOR SPECIFIC WORK ITEMS AND WORK AREAS SUBJECT TO FISH AND GAME PERMITS.
2. SEE SHEET 40 FOR ROCK CHECK DAM DETAIL.
3. ROCK CHECK DAMS SHALL BE REGULARLY INSPECTED AND MAINTAINED AS NECESSARY DURING CONSTRUCTION.
4. REFER TO OTHER PLAN SHEETS FOR DITCH RECONDITIONING LIMITS, SLOPE LIMITS, CULVERT INSTALLATION PLANS AND RIPRAP SCOUR PROTECTION DETAILS.
5. REFER TO THE SPECIAL PROVISIONS FOR SPECIAL SEED MIXTURE AND SPECIAL MATTING MATERIALS.
6. TEMPORARY SEEDING SHALL BE USED ON DISTURBED SLOPES THAT WILL BE RESHAPED LATER IN THE PROJECT OR ON SLOPES THAT CAN NOT BE HYDROSEEDING AND/OR MATTED WITHIN 14 DAYS AFTER DISTURBING.



SEEDING AND MATTING

CUT SLOPES TO BE STABILIZED WITH SEEDING AND MATTING

FILL SLOPE TO BE STABILIZED WITH SEEDING AND MATTING



SEEDING AND MATTING

**END PROJECT
STA. 206+10.00**

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

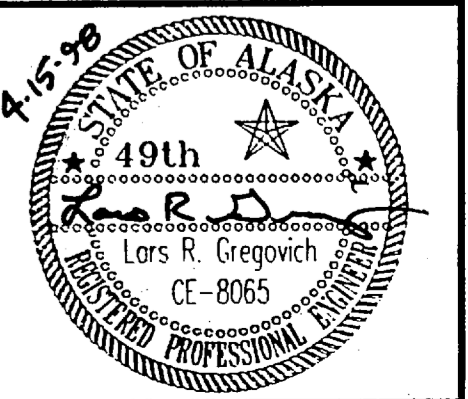
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BY:		DATE:	
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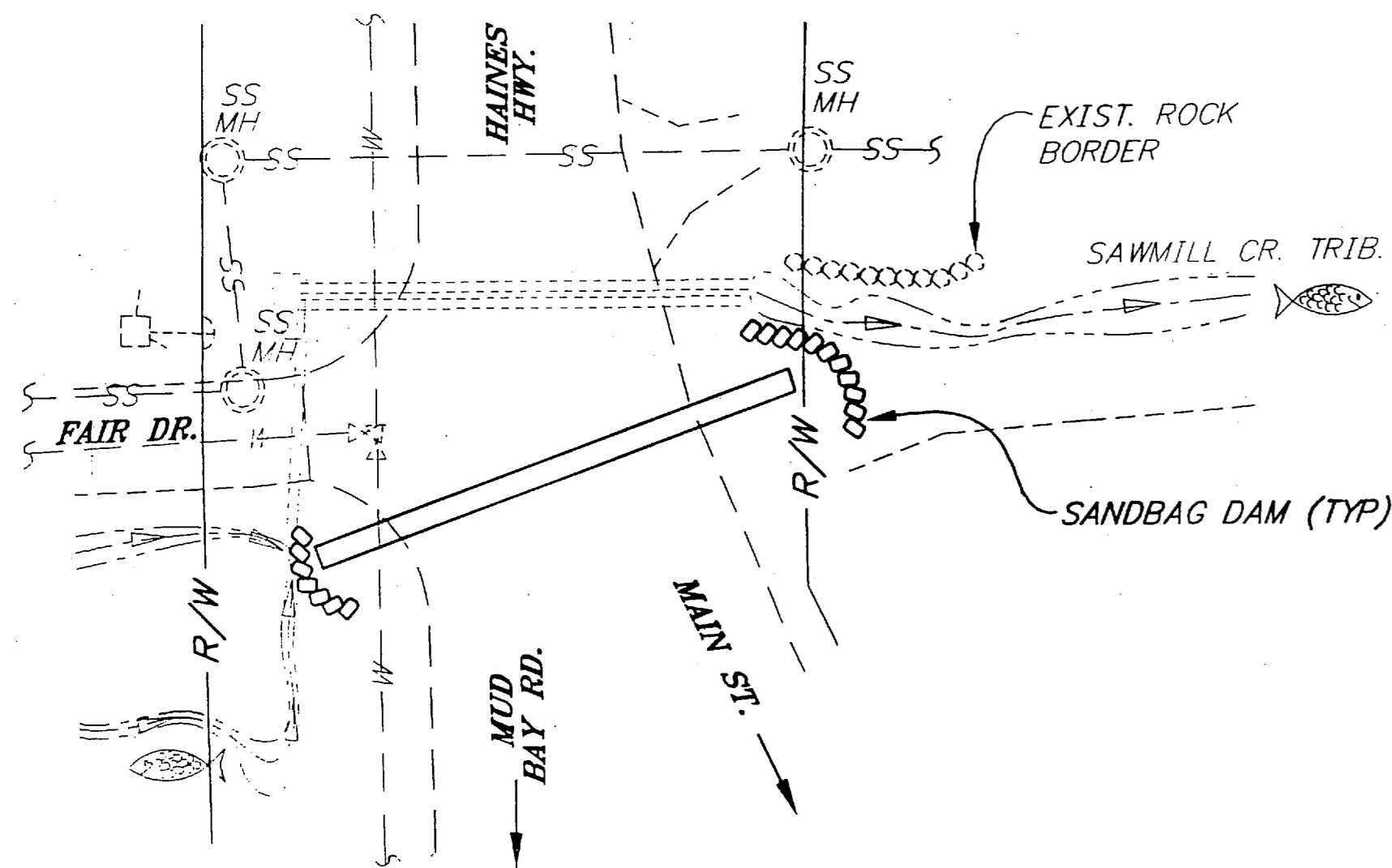
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES HNS—HAINES HWY—UNION ST. TO AIRPORT ALASKA
NH—095—6(17) ~ 71942
EROSION & SEDIMENT CONTROL PLAN

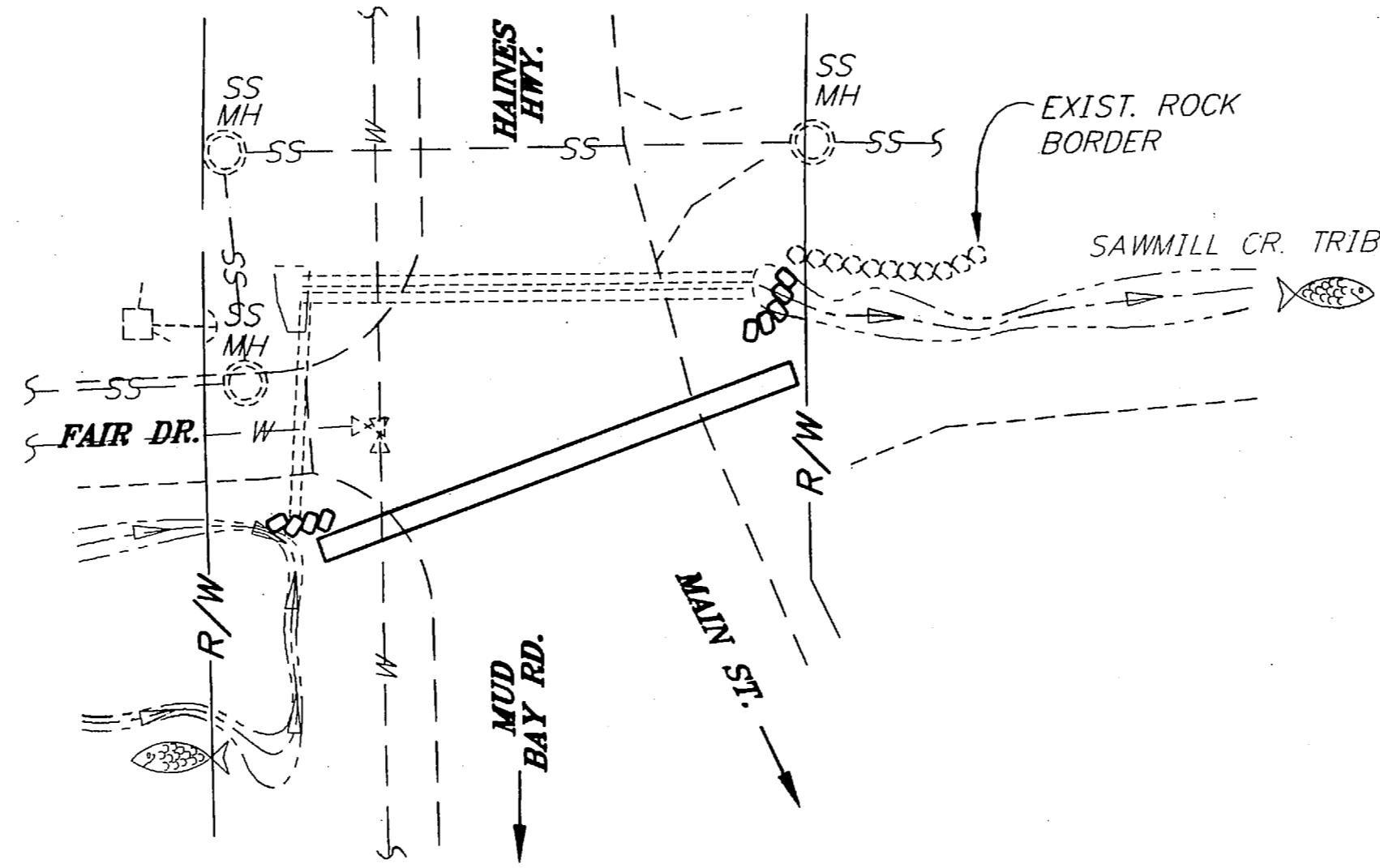
DESIGNED BY:
L. GREGOVICH
DRAWN BY:
R. SNYDER
CHECKED BY:
A. STEININGER

PROJECT NO.
71942
DATE:
APRIL 1998
SHEET **23** OF **42**





SPECIAL CULVERT INSTALLATION DETAIL
@ STA. "0" 61+00



SPECIAL CULVERT REMOVAL DETAIL
@ STA. "0" 61+00

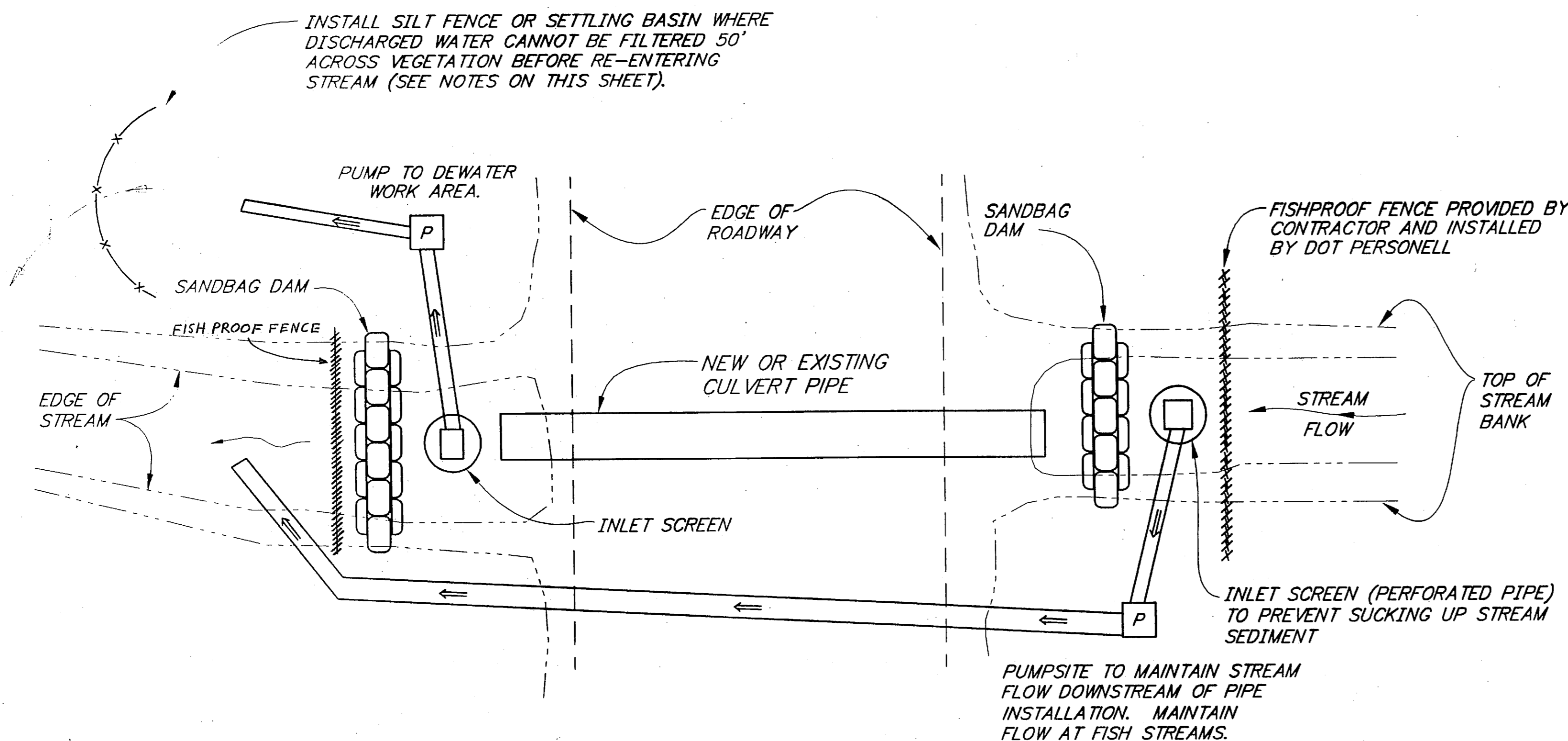
GENERAL NOTES

1. FISH SHALL BE EXCLUDED FROM WORK AREAS TWO DAYS PRIOR TO BEGINNING WORK OPERATIONS IN A DESIGNATED FISH STREAM. THIS WORK WILL BE DONE BY DOT PERSONNEL. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 1 WEEK IN ADVANCE OF SCHEDULED WORK.
2. INSTREAM WORK AREAS SHALL BE DEWATERED. WATER FROM PIPE INSTALLATION AREAS MAY BE PUMPED TO A LOW AREA THAT DRAINS ACROSS A VEGETATED SURFACE TO A NATURAL DRAINAGE AREA. OUTLET FROM PUMP TO BE LOCATED NO CLOSER THAN 50 FEET FROM FISH STREAM.
3. MULTIPLE PUMPS MAY BE NECESSARY TO DEWATER WORK AREAS AND/OR MAINTAIN STREAM BYPASS FLOW. THE CONTRACTOR SHALL PROVIDE ADEQUATE QUANTITIES AND SIZES OF PUMPS.

FISH STREAM/WATERWAY AREAS
SUBJECT TO PERMIT

1. THE FOLLOWING ITEMS OF WORK ARE SUBJECT TO ADF&G PERMITS:

- 60+88 INSTALLATION OF NEW CULVERT (P-1) AND RIPRAP SCOUR PROTECTION
- 61+42 REMOVAL OF EXISTING CULVERT
- 61+45 REMOVAL OF EXISTING CULVERT
- 70+87 REMOVAL OF EXISTING CULVERT, INSTALLATION OF NEW CULVERT (P-4) AND RIPRAP SCOUR PROTECTION
- 83+35 REMOVAL OF EXISTING CULVERT
- 83+45 REMOVAL OF EXISTING CULVERT, INSTALLATION OF NEW CULVERT (P-5) AND RIPRAP SCOUR PROTECTION
- 87+31 REMOVAL OF EXISTING CULVERT, INSTALLATION OF NEW CULVERT (P-6) AND RIPRAP SCOUR PROTECTION
- 97+30 REMOVAL OF EXISTING CULVERT
- 97+70 INSTALLATION OF NEW CULVERT (P-7A) AND RIPRAP SCOUR PROTECTION
- 100+85 REMOVAL AND REPLACEMENT OF DAMAGED INLET AND OUTLET ENDS OF AN EXISTING CULVERT (P-7B & P-7D) AND RIPRAP SCOUR PROTECTION
- 104+35 REMOVAL AND REPLACEMENT OF DAMAGED OUTLET END OF AN EXISTING CULVERT (P-7C) AND RIPRAP SCOUR PROTECTION. ALSO REMOVAL OF STREAM BEDLOAD DEPOSITION.
- 116+95 REMOVAL OF EXISTING CULVERT, INSTALLATION OF NEW CULVERT (P-8A) AND RIPRAP SCOUR PROTECTION
- 118+75 REMOVAL OF EXISTING CULVERT, INSTALLATION OF NEW CULVERT (P-8B) AND RIPRAP SCOUR PROTECTION
- 118+75 TO 119+45 RT RECONDITIONING OF ROADSIDE DITCH
- 124+80 TO 124+40 RT RECONDITIONING OF ROADSIDE DITCH
- 126+10 RT REMOVAL OF EXISTING TWIN DRIVEWAY CULVERTS, INSTALLATION OF NEW DRIVEWAY CULVERT (P-9A) AND RIPRAP HEADWALLS
- 127+40 REMOVAL OF EXISTING TWIN CULVERTS, INSTALLATION OF NEW CULVERT (P-9B) AND RIPRAP SCOUR PROTECTION
- 127+40 TO 136+75 RT RECONDITIONING OF ROADSIDE DITCH
- 128+25 REMOVAL AND REPLACEMENT OF EXISTING DRIVEWAY CULVERT (P-10)
- 134+45 REMOVAL AND REPLACEMENT OF DRIVEWAY CULVERT (P-11)
- 147+80 RT REMOVAL OF MATERIAL BLOCKING INLET OF EXISTING PIPE
- 156+40 REMOVAL AND REPLACEMENT OF INLET END OF CULVERT (P-15) AND RIPRAP SCOUR PROTECTION
- 168+75 REMOVAL OF EXISTING CULVERT, INSTALLATION OF NEW CULVERT (P-17) AND RIPRAP SCOUR PROTECTION
- 180+60 REMOVAL OF EXISTING CULVERT, INSTALLATION OF NEW CULVERT (P-18) AND RIPRAP SCOUR PROTECTION
- 205+20 REMOVAL OF EXISTING CULVERT, INSTALLATION OF NEW CULVERT (P-19) AND RIPRAP SCOUR PROTECTION



MAINTAINING FLOW AT FISH STREAMS
(FOR PERMITTED FISH STREAM LOCATIONS)

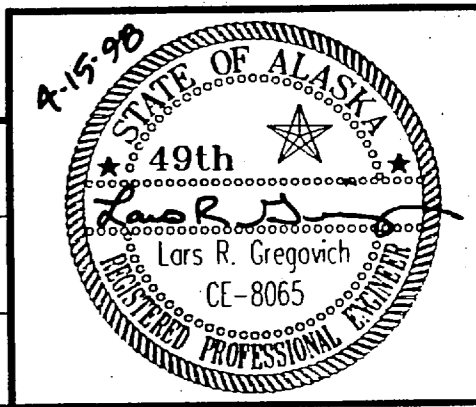
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: Q:\HNS\71942\DR\—ESCP2		
PLOT: P:\—LIB\—PLOT\PLOT.PCP(1) OR PLOT.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

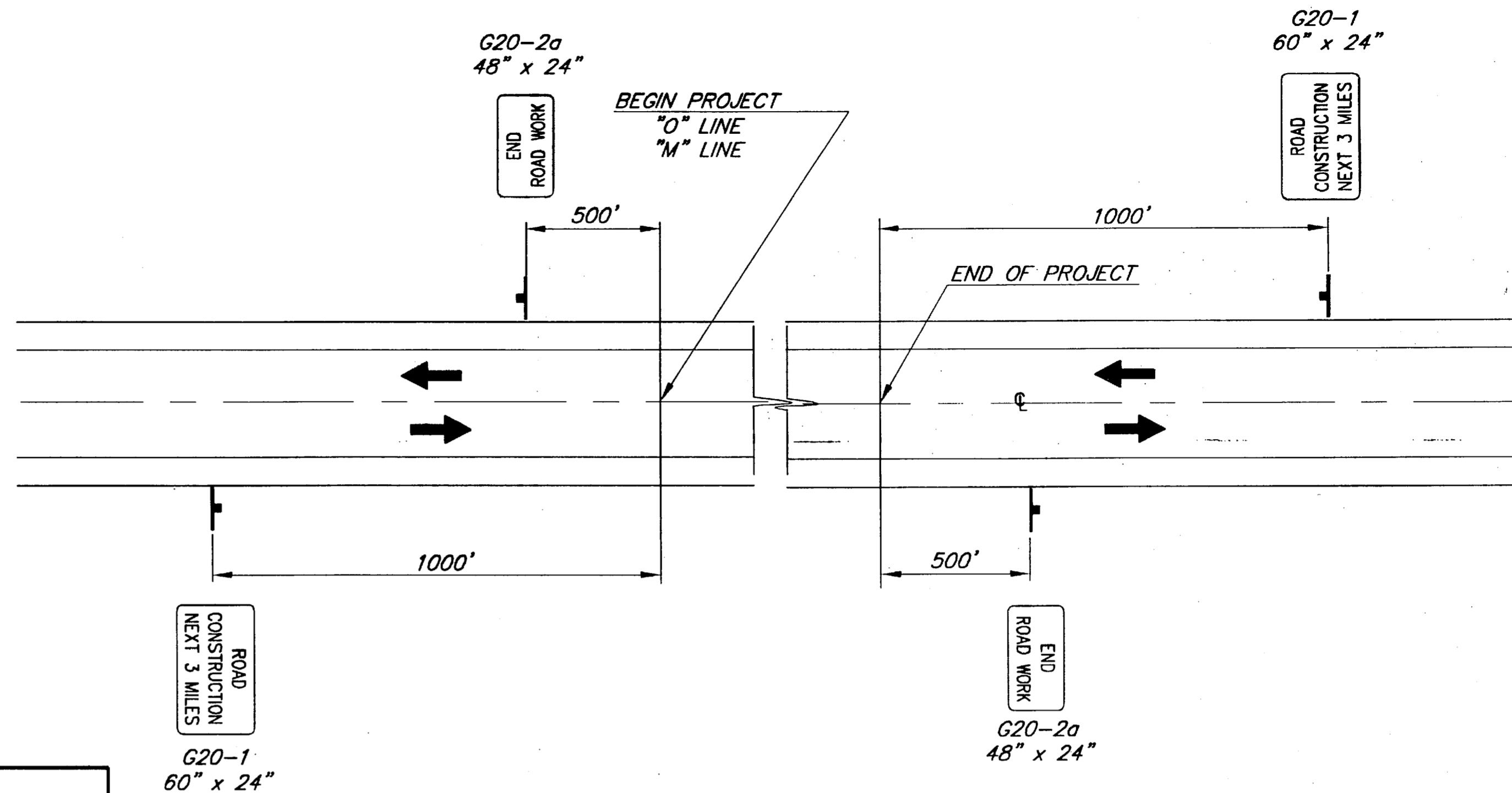
HAINES HNS—HAINES HWY—UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ 71942
ENVIRONMENTAL AND ESCP DETAILS

DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1998
CHECKED BY: A. STEININGER	SHEET 24 OF 42



TRAFFIC CONTROL NOTES

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS.
2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
4. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
5. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.04 OF THE SPECIFICATIONS.
6. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
7. CHANNELIZATION DEVICES, IF USED AT NIGHT, SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.
8. THE MAXIMUM LENGTH OF A ONE LANE, TWO-WAY WORK ZONE (FLAGGER SETUP) SHALL BE 1000 FT. AND THE MINIMUM SEPARATION BETWEEN WORK ZONES SHALL BE 1000'. IF VEHICLE STOP TIME EXCEEDS FIVE MINUTES, THE CONTRACTOR SHALL SHORTEN HIS WORK ZONE OR RESCHEDULE HIS WORK TO A LESS BUSY HOUR.
9. THE CONTRACTOR SHALL GIVE 24 HOURS ADVANCE NOTICE BEFORE WORKING ON DRIVEWAYS.
10. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONFIGURATIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE PORTIONS OF DETAILS ON THESE SHEETS.
11. FLAGGERS SHALL BE IN RADIO CONTACT WITH ONE ANOTHER.
12. THE CONTRACTOR SHALL PATCH ALL BASE RECONSTRUCTION AREAS AND CULVERT WORK AREAS WITH CRUSHED ASPHALT IMMEDIATELY AFTER FINISHING WORK IN THESE AREAS. THE CRUSHED ASPHALT IN THESE AREAS SHALL BE MAINTAINED UNTIL THE PAVEMENT IS RECYCLED AND MIXED WITH EMULSION.

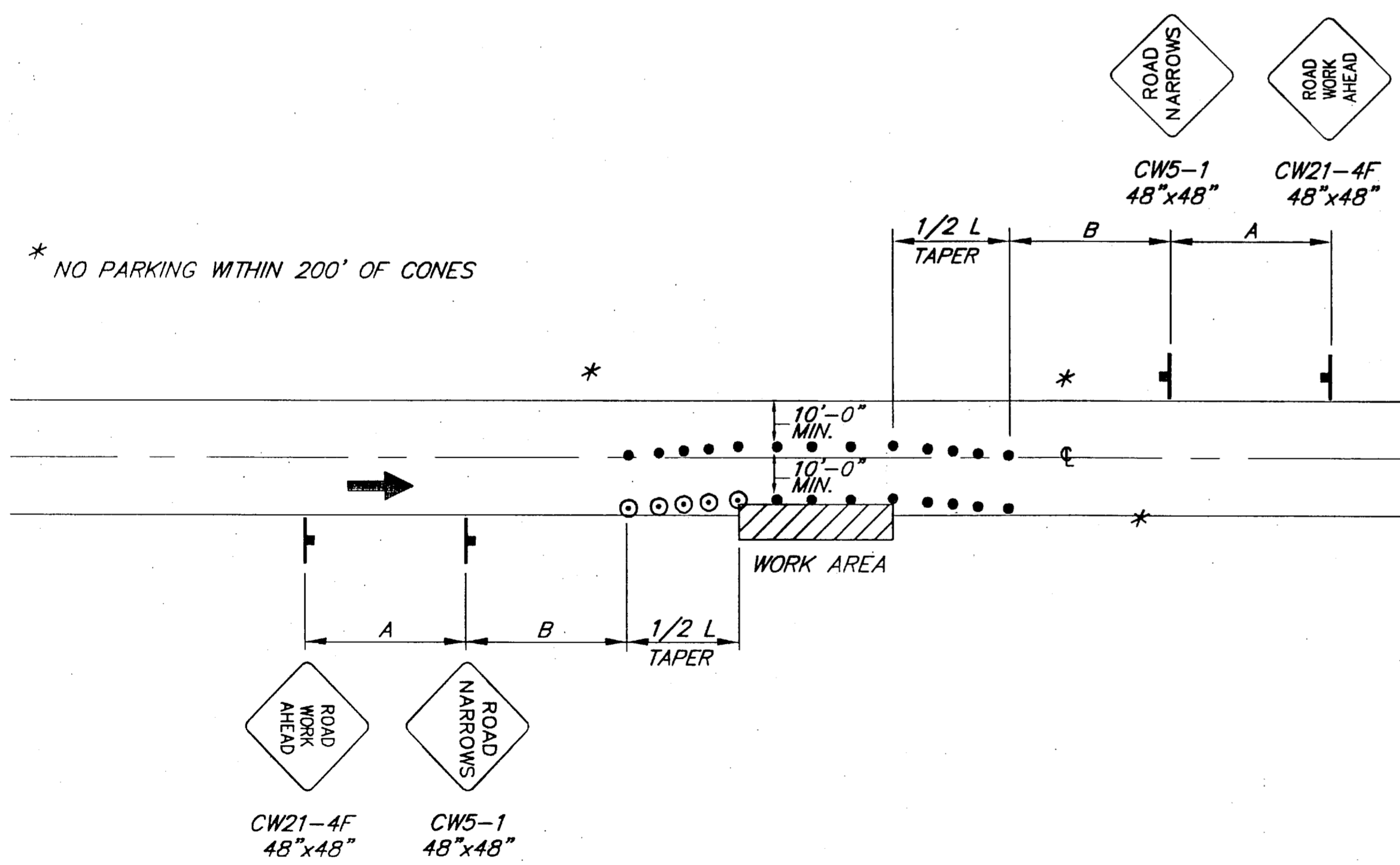


LEGEND

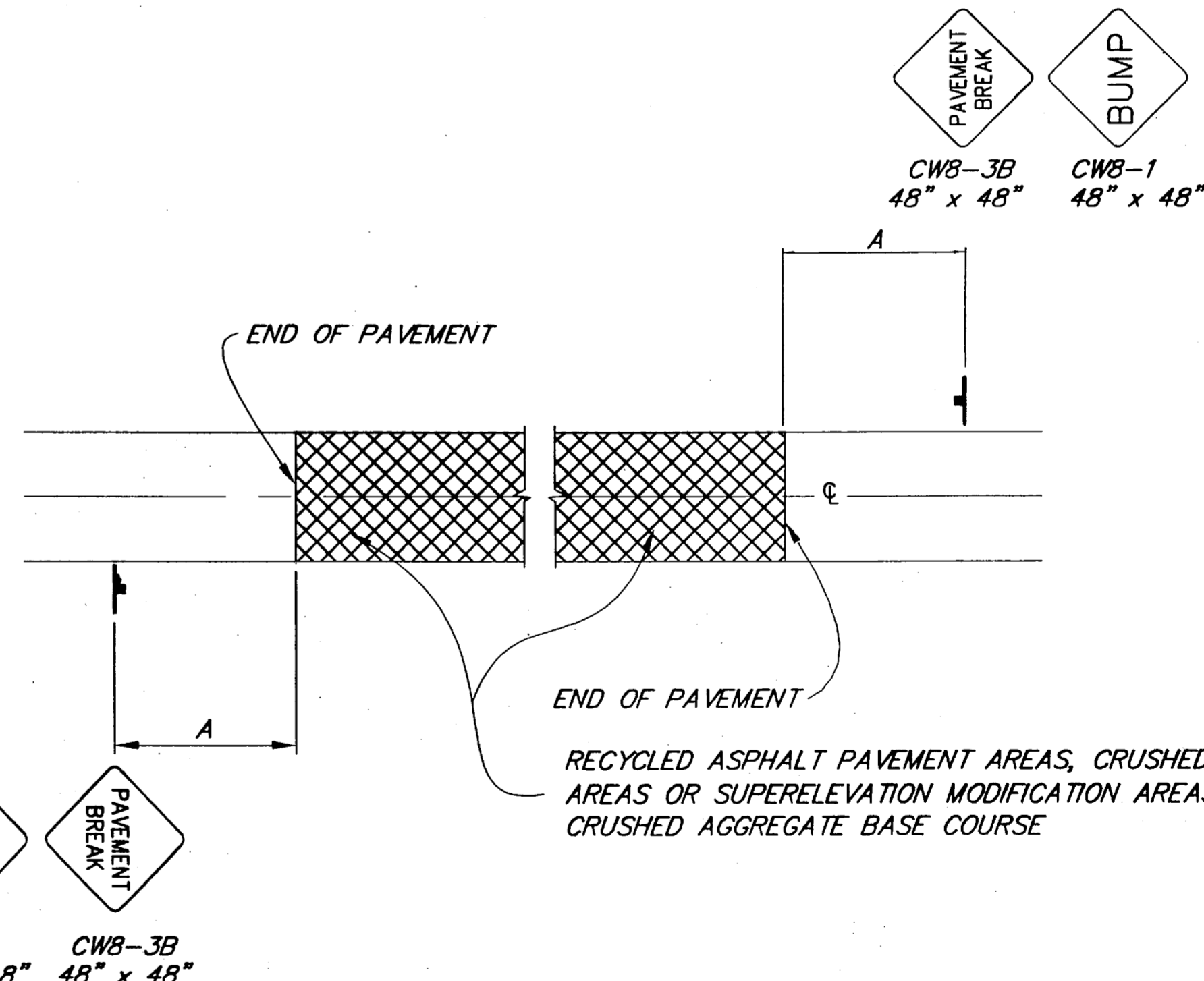
- SIGN
- CONE
- DRUM
- FLAGGING STATION

	35 MPH	55 MPH
A =	200'	500'
B =	200'	500'
C =	200'	500'

PERMANENT CONSTRUCTION SIGNING



NOTE: IF ONLY ONE LANE IS AFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.



RECYCLED ASPHALT PAVEMENT AREAS, CRUSHED PAVEMENT AREAS OR SUPERELEVATION MODIFICATION AREAS WITH CRUSHED AGGREGATE BASE COURSE

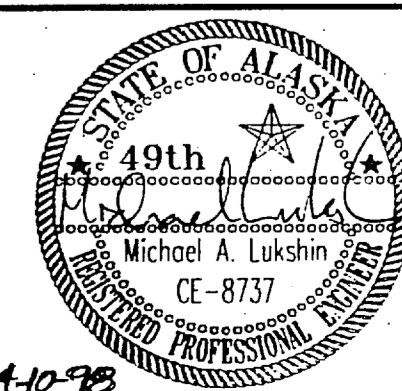
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

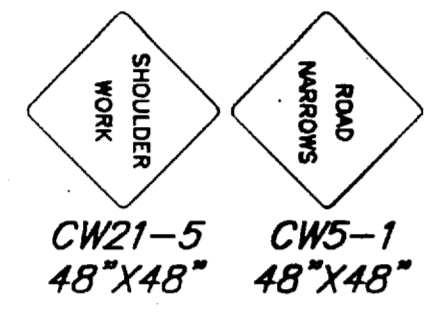
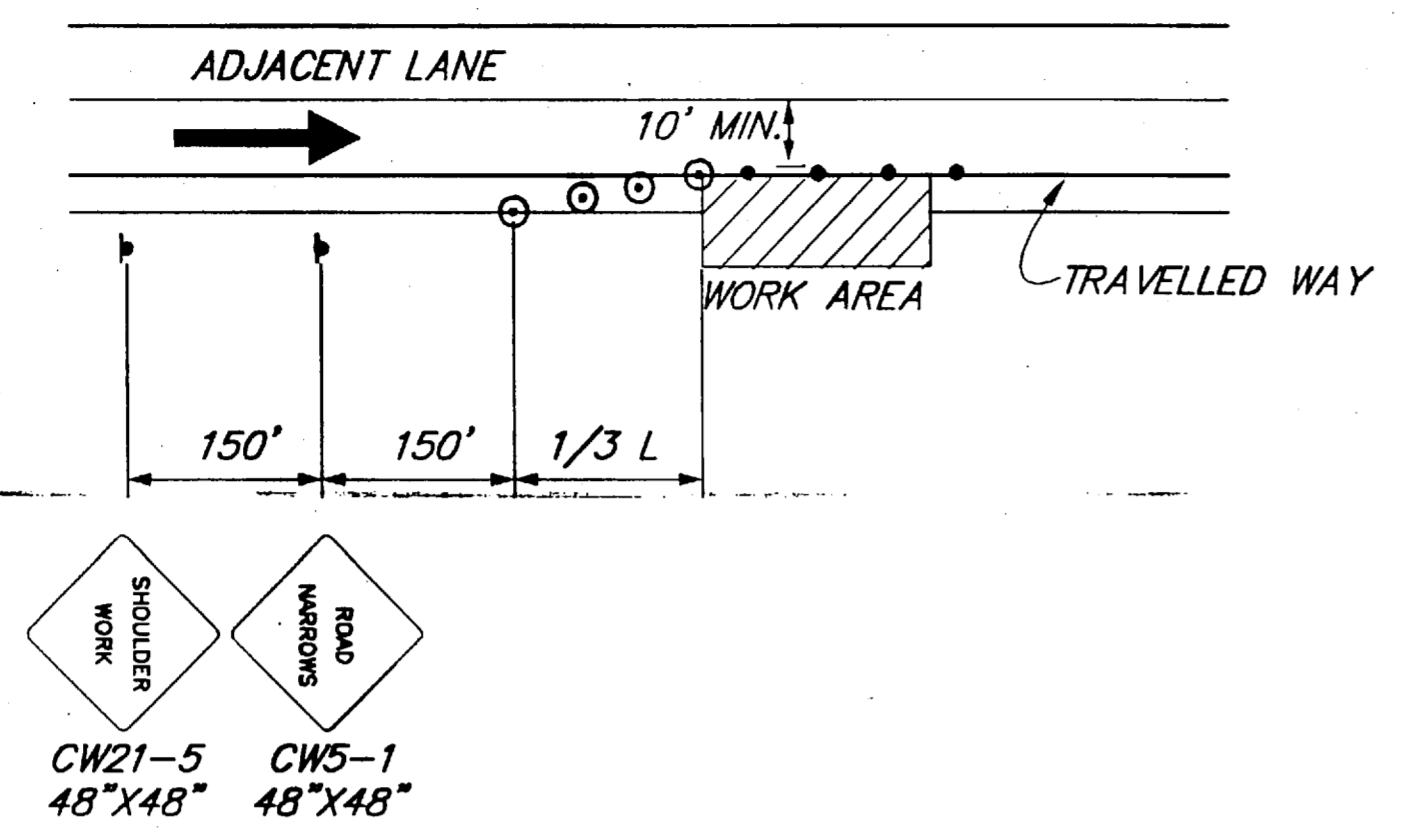
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PLOT: P: \-LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

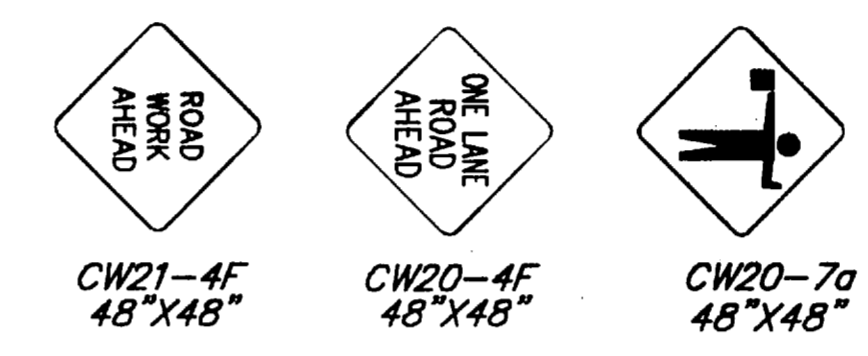
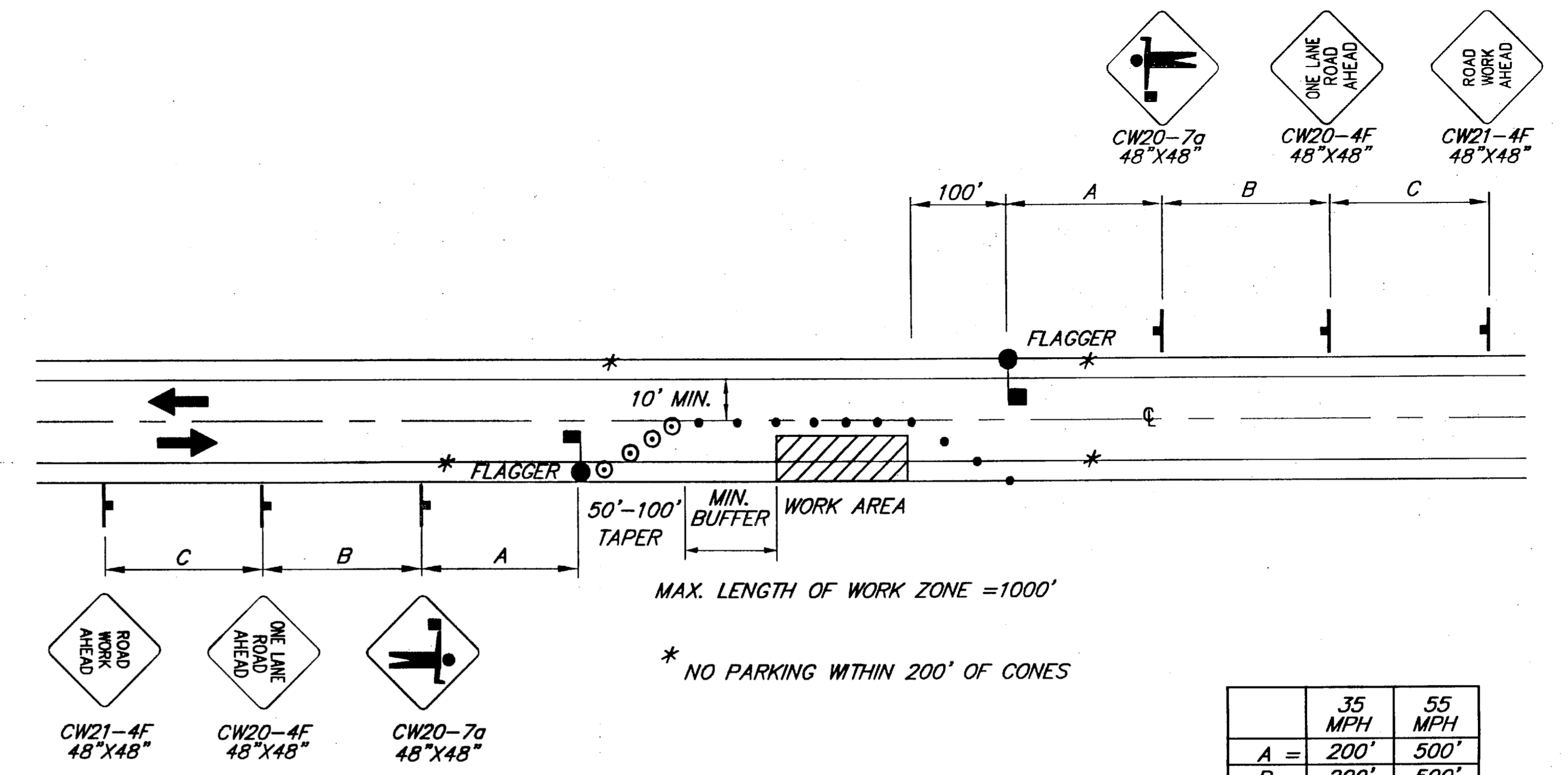
HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
NH-095-8(1?) ~ 71942
**PERMANENT CONSTRUCTION SIGNING
AND TRAFFIC CONTROL PLANS**

DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1998
CHECKED BY: M. LUKSHIN	SHEET 25 OF 42





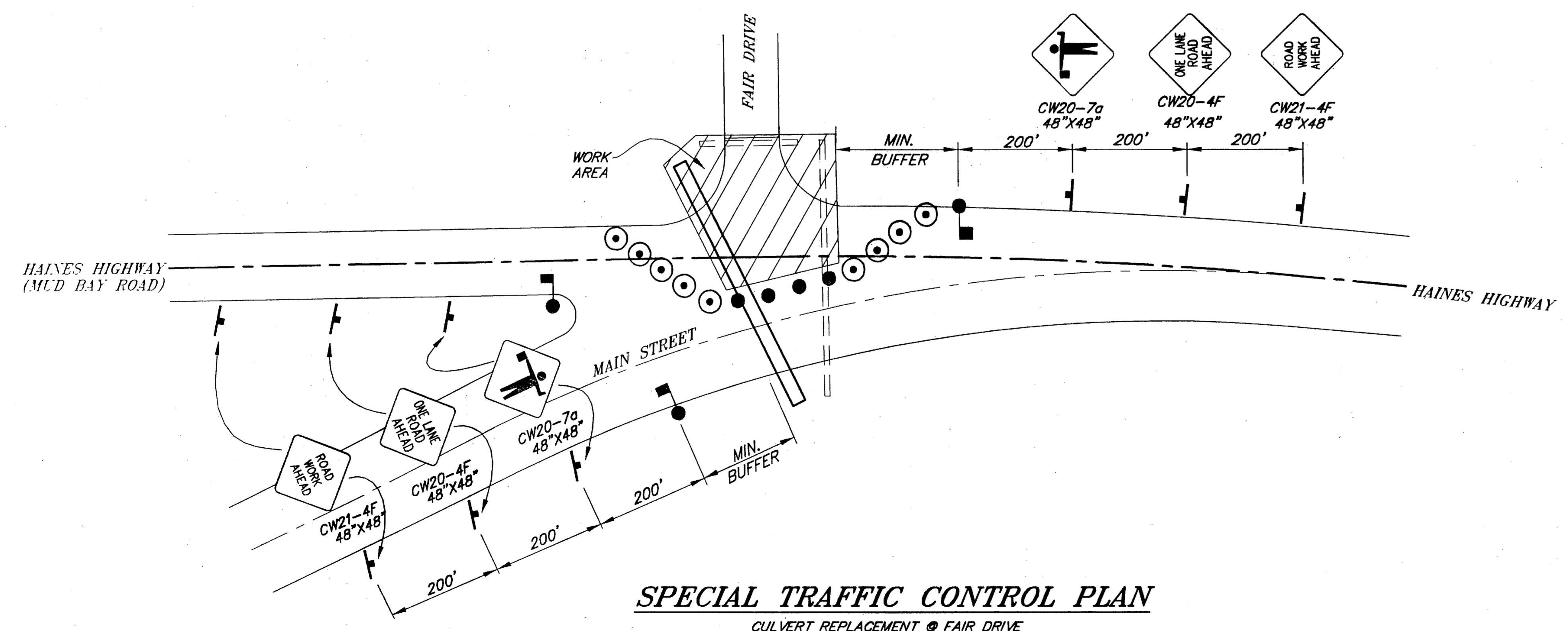
SHOULDER WORK



* NO PARKING WITHIN 200' OF CONES

	35 MPH	55 MPH
A =	200'	500'
B =	200'	500'
C =	200'	500'

**SINGLE LANE CLOSURE
TWO LANE ROAD**



SPECIAL TRAFFIC CONTROL PLAN
CULVERT REPLACEMENT @ FAIR DRIVE

LEGEND

- SIGN
- CONE
- DRUM
- FLAGGING STATION

$L = W \times T$

WHERE=

- L = LENGTH OF TAPER
- W = WIDTH OF OFFSET
- T = TAPER RATE

SPEED (MPH)	BUFFER LENGTH (FT)	CONE/DRUM SPACING (FT)	TAPER RATE (T)
35	120	35	20.4:1
55	335	55	55:1

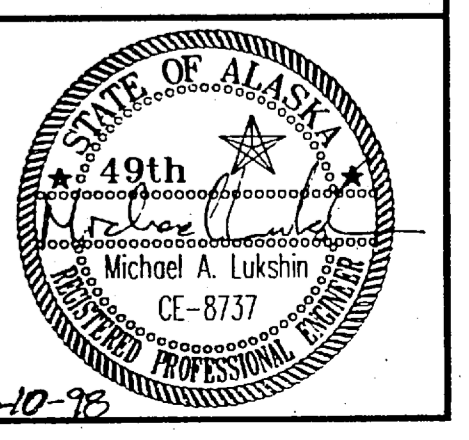
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q: \HNS\71942\DR\ -TCP2		
PLOT: P: \-LIB\ -PLOT\PLOT.F.PCP(1) OR PLOT.H.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES
HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ 71942
ALASKA
TRAFFIC CONTROL PLANS

DESIGNED BY: L. GREGOVICH
DRAWN BY: R. SNYDER
CHECKED BY: M. LUKSHIN
PROJECT NO. 71942
DATE: APRIL 1998
SHEET 26 OF 42



SIGN SUMMARY

POST NO.	0" LINE STATION	OFFSET LT RT	CODE NO (ASDS)	FACING	LEGEND	SIZE		AREA (FT ²)	POST SIZE *	REMARKS
						W	H			
1	59+82	X	R1-1	E	STOP	30"	30"	6.25	2.5" PT	
2	60+93	X	D3-1	E/W	FAIR DR	30"	6.75"	1.40	2.5" PT	
			D3-1	S/N	HAINES HWY	42"	6.75"	1.97		
			R1-1	S	STOP	30"	30"	6.25		
3	62+67	X		W	← 5 MI	54"	24"	9.00	3.5" P	2 POSTS REMOVE IF NECESSARY DURING CONSTRUCTION, THEN REINSTALL AFTERWARD.
				W	FORT SEWARD ↗	54"	12"	4.50		
				W	FAIRGROUNDS DALTON CITY ↗	66"	18"	8.25		
4	63+66	X	R2-1	E	SPEED LIMIT 35	30"	36"	7.50	2.5" PT	
5	68+89	X	D3-1	SW/NE	HAINES HWY	42"	6.75"	1.97	2.5" PT	
			D3-1	SE/NW	JONES PT RD	42"	6.75"	1.97		
			R1-1	SW	STOP	30"	30"	6.25		
6	70+56	X	D3-1	NE	FOREST GROVE DR	42"	6.75"	1.97	2.5" PT	
			R1-1	NE	STOP	30"	30"	6.25		
7	71+87	X	D1-1	SE	← SAWMILL ROAD	84"	12"	7.00	2" P	6-4.5 LETTER HT.
8	72+47	X	I-2A	NW	HAINES CITY LIMITS	48"	36"	12.00	2.5" PT	REMOVE SIGN
				NW	SPEED CHECKED BY RADAR	-	-	-		
9	73+47	X	D3-1	N/S	HAINES HWY	42"	6.75"	1.97	2.5" PT	
			D3-1	E/W	SAWMILL RD	42"	6.75"	1.97		
			R1-1	S	STOP	30"	30"	6.25		
10	74+68	X	D2-3	SE	AIRPORT 2 MOSQUITO LAKE 26 CANADA BORDER 39	102"	36"	25.5	3" P	6-4.5 LETTER HT.
			M1-6	SW	ALASKA 7	24"	24"	4.00		
11	75+78	X	SPECIAL	SE	ADOPT A HIGHWAY...	-	-	-		EXIST. SIGN TO REMAIN
			SPECIAL	SE	HAINES WOMEN'S CLUB	-	-	-		
12	75+78	X	SPECIAL	NW	ADOPT A HIGHWAY...	-	-	-		EXIST. SIGN TO REMAIN
			SPECIAL	NW	-	-	-	-		
13	76+15	X	-	SE	BUCKLE UP - FOR SAFETY	-	-	-		EXIST. SIGN TO REMAIN
14	76+18	X	D1-1	NW	SAWMILL RD →	84"	12"	7.00	2" P	6-4.5 LETTER HT.
15	81+71	X	R2-1	NW	SPEED LIMIT 35	30"	36"	7.50	2.5" PT	
16	84+58	X	D1-1	E	PIEDAD RD →	76"	12"	6.33	2" P	6-4.5 LETTER HT.

SIGN SUMMARY (CONT.)

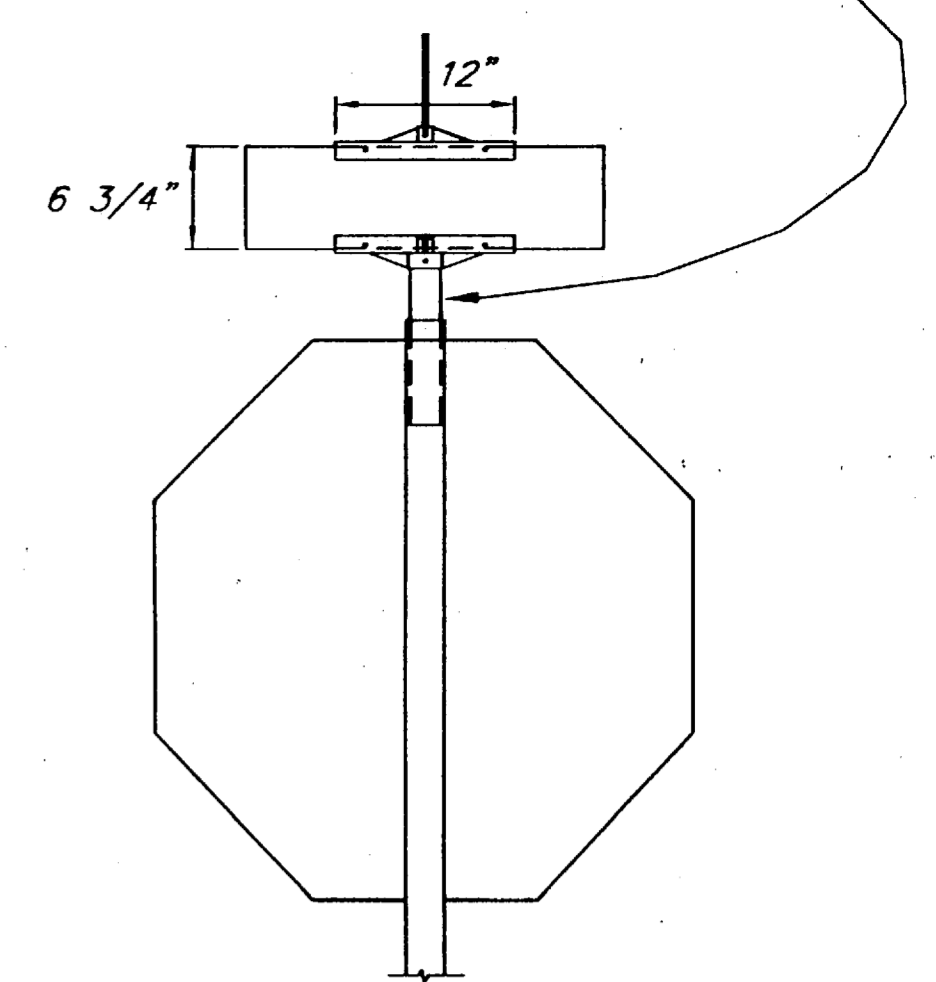
POST NO.	STATION	OFFSET LT RT	TYPE	FACING	LEGEND	SIZE		AREA (FT ²)	POST SIZE *	REMARKS
						W	H			
17	87+63	X	R2-1	SE	SPEED LIMIT 15	30"	36"	7.50	2.5" PT	ON PIEDAD RD.
18	88+02	X	R1-1	NW	STOP	30"	30"	6.25	2.5" PT	ON PIEDAD RD.
19	90+99	X	D2-1	NW	← PIEDAD RD	76"	12"	6.33	2" P	6-4.5" LETTER HT.
20	94+03	X	R2-1	SE	SPEED LIMIT 55	30"	36"	7.50	2.5" PT	
21	94+09	X	R2-1	NW	SPEED LIMIT 35	30"	36"	7.50	2.5" PT	
22	97+54	X	R2-5A	NW	REDUCED SPEED AHEAD	30"	36"	7.50	2.5" PT	
23	103+49	X	M10-2	SE/NW	2	6"	8"	0.66	2.5" PT	2 SIGNS MOUNTED BACK TO BACK ON SINGLE POST
24	129+30	X	SPECIAL	SE	CUSTOMS 38 MILES	36"	24"	6.00	2" P	
			SPECIAL	SE	NO ENTRY 11:00 PM TO 7:00 AM	36"	18"	4.50		
25	152+22	X	M10-2	E/W	3	6"	8"	0.66	2.5" PT	2 SIGNS MOUNTED BACK TO BACK ON SINGLE POST
26	152+84	X	W1-2R	E	↗	36"	36"	9.00	2.5" PT	
			W13-1	E	50 M.P.H.	24"	24"	4.00		
27	163+50	X	W1-2L	NW	↖	36"	36"	9.00	2.5" PT	
			W13-1	NW	50 M.P.H.	24"	24"	4.00		
28	181+96	X	I-5	SE	↗	24"	24"	4.00	2.5" PT	
					AIRPORT	24"	6"	1.00		
29	183+31	X	SPECIAL	NW	↑	48"	24"	8.00	2.5" PT	2 POSTS
					STATE TROOPERS	60"	10.00			
30	185+70	X	D3-1	SW	HAINES HWY	42"	6.75"	1.97	2.5" PT	
			R1-1	SW	STOP	30"	30"	6.25		
31	185+86	X	D1-3	SW	← CANADA BORDER	48"	36"	12.00	2" P	
					HAINES →					
32	191+61	X	I-5	NW	↖	24"	24"	4.00	2.5" PT	
					AIRPORT	24"	6"	1.00		
33	192+00	X	W1-2L	SE	↗	36"	36"	9.00	2.5" PT	
			W13-1	SE	45 M.P.H.	24"	24"	4.00		
34	206+35	X	W1-2R	SW	↖	36"	36"	9.00	2.5" PT	
			W13-1	SW	45 M.P.H.	24"	24"	4.00		
TOTAL AREA = 289.67										

GENERAL SIGNING NOTES

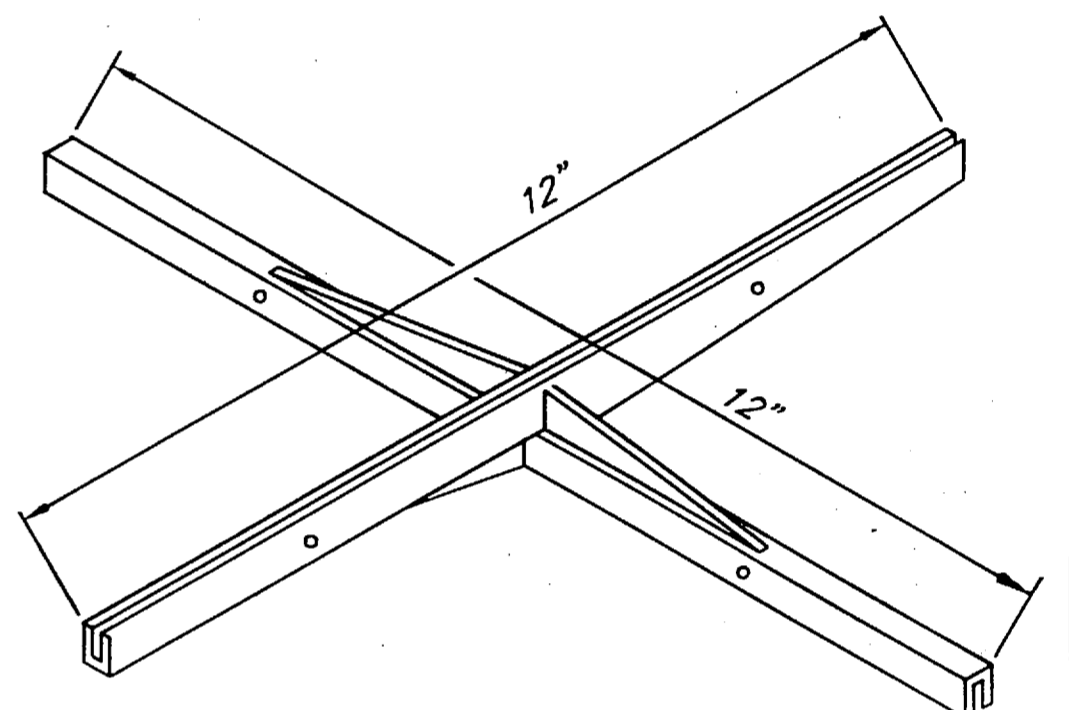
- SIGN LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO MINOR REVISIONS.
- SEE STD. DWG. S-30.01 FOR POST SLEEVE TYPE SOIL EMBEDMENT.
- ALL SIGN POSTS SHALL BE TELESCOPING PERFORATED GALVANIZED SQUARE STEEL POSTS OR STEEL PIPES.
- ALL NEW SIGNS SHALL BE UNFRAMED EXCEPT AS NOTED IN THE STANDARD SIGN SCHEDULE.
- ALL EXISTING SIGNS NOT BEING RELOCATED SHALL BE DISMANTLED BY THE CONTRACTOR AND STOCKPILED AT THE STATE OF ALASKA D.O.T./P.F. MAINTENANCE STATION AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO 615(1).
- ALL D3-1 STREET SIGNS SHALL HAVE THE LEGEND ON BOTH SIDES AND BE THE EXTRUDED BLADE TYPE.
- SIGNS SHALL BE INSTALLED SO THAT THE BOTTOM OF THE SIGN IS A MINIMUM HEIGHT OF 7' ABOVE THE ROADWAY SURFACE.
- SEE STANDARD DRAWING S-05.00 FOR LATERAL CLEARANCE TO SIGNS.
- SEE STANDARD DRAWING S-30.01 FOR POST EMBEDMENT DETAILS.
- PRIOR TO INSTALLING POSTS, THE CONTRACTOR SHALL LOCATE AND PROTECT ALL EXISTING AND NEW UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO PIPELINES, INTERCONNECT CABLES, SIGNAL SYSTEMS, LIGHTING SYSTEMS, STORM AND SANITARY SEWERS, WATER SYSTEMS AND TELEPHONE AND ELECTRICAL CABLES. ALL EXISTING UTILITIES ARE NOT NECESSARILY SHOWN ON THE PLANS.
- STEEL PIPES WILL HAVE MULTI DIRECTIONAL BREAKWAY COUPLINGS AS PER STANDARD SPEC 615-2.01.

* P = PIPE
PT = PERFORATED TUBE

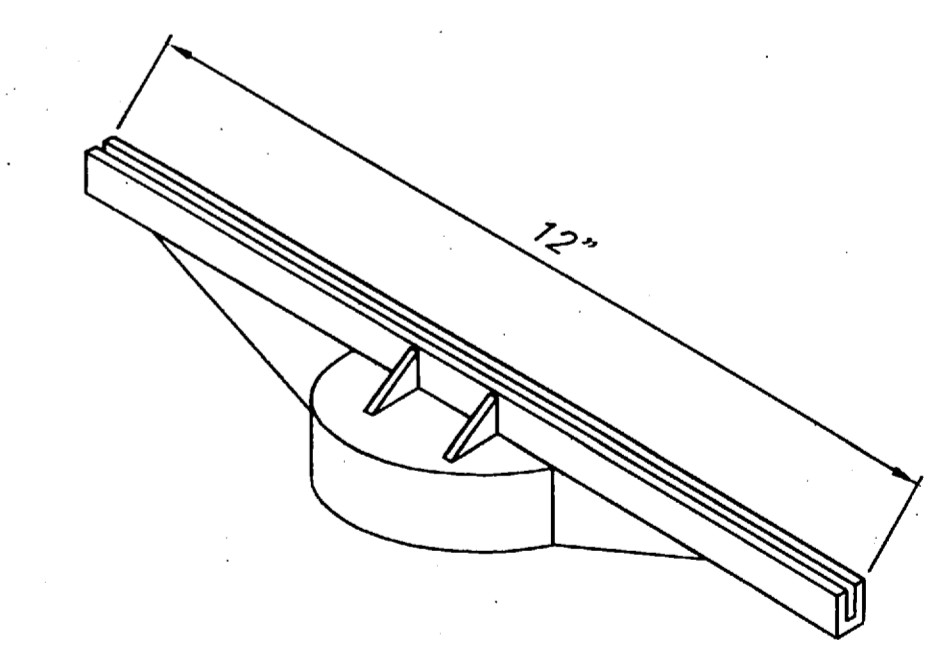
REDUCE THE PIPE DIMENSION TO THE SIZE THAT IS NEEDED TO MATE WITH THE SIGN POST BRACKET



SIGN POST DETAIL



TYPICAL HEAVY DUTY SIGN TO SIGN CROSS BRACKET



TYPICAL HEAVY DUTY SIGN TO POST BRACKET

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

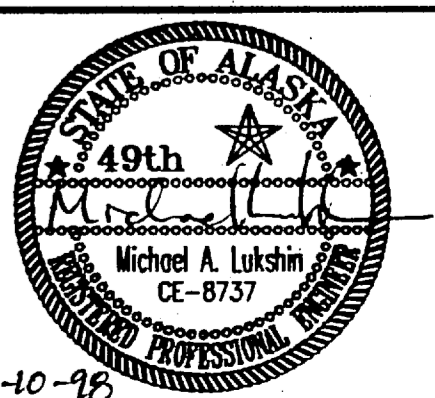
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ 71942

SIGNING SUMMARY

DESIGNED BY: L.G./R.P.	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1998
CHECKED BY: M. LUKSHIN	SHEET 27 OF 42



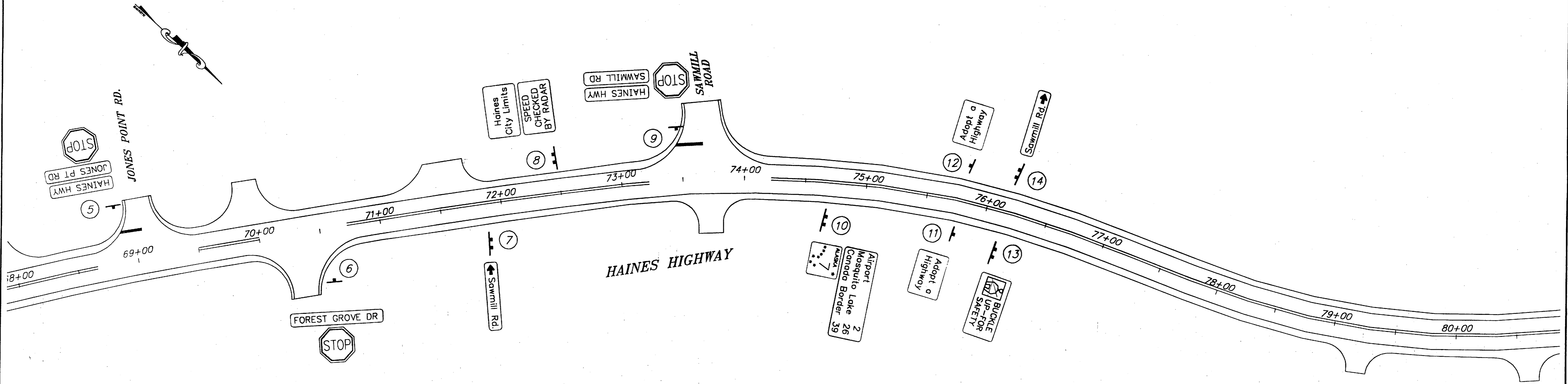
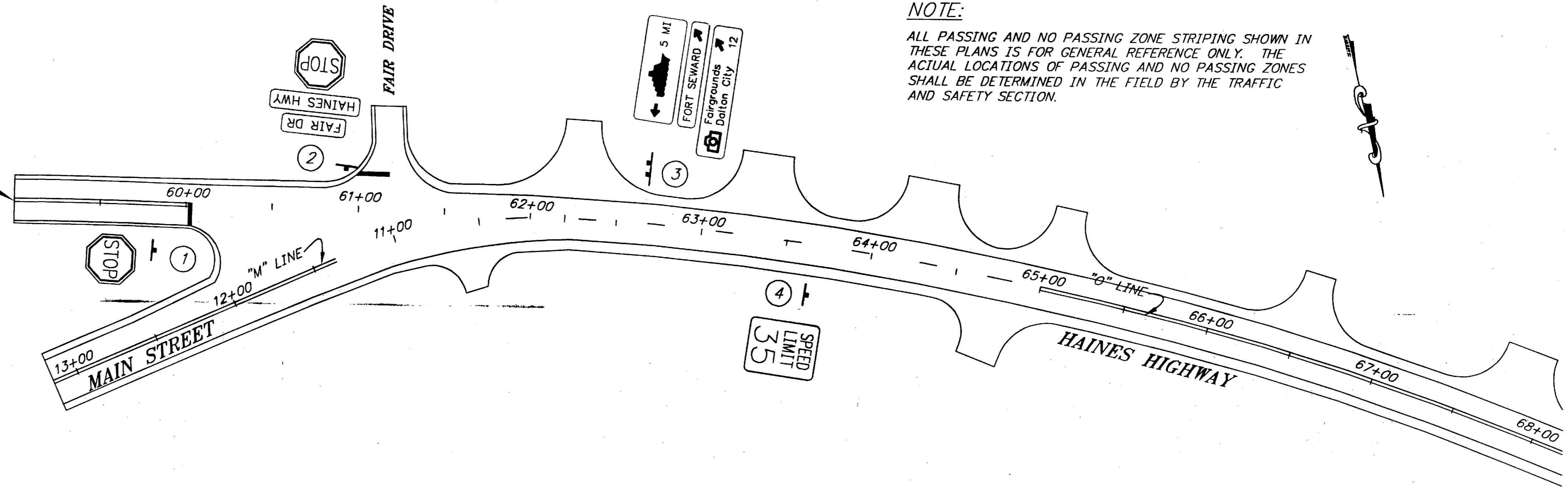
BEGIN TEMPORARY CONNECTION
BEGIN PROJECT
"0" STA. 59+00.00

STRIPING NOTES:

- 1) CENTERLINE STRIPING SHALL BE LAID OUT IN THE FIELD, AS DIRECTED BY THE PROJECT ENGINEER.
- 2) APPROXIMATE STRIPING QUANTITIES
 22,000' YELLOW
 30,000' WHITE

NOTE:

ALL PASSING AND NO PASSING ZONE STRIPING SHOWN IN THESE PLANS IS FOR GENERAL REFERENCE ONLY. THE ACTUAL LOCATIONS OF PASSING AND NO PASSING ZONES SHALL BE DETERMINED IN THE FIELD BY THE TRAFFIC AND SAFETY SECTION.

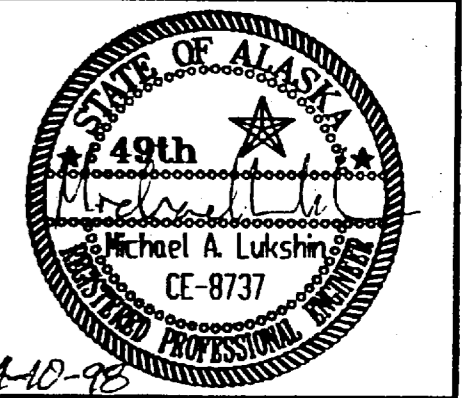


RECORD OF REVISIONS	
BY:	DATE:
DESCRIPTION OF CHANGE:	

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

HAINES
 HNS-HAINES HWY-UNION ST. TO AIRPORT
 NH-095-6(17) ~ 71942
B.O.P. TO STA. "0" 80+50
 STRIPING & SIGNING PLANS

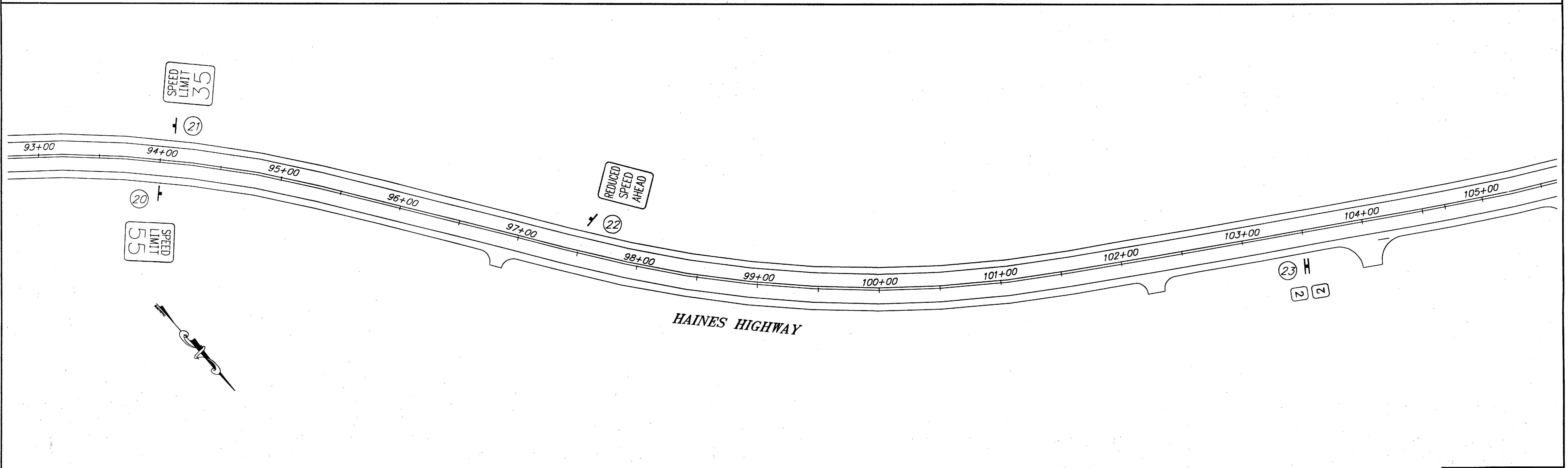
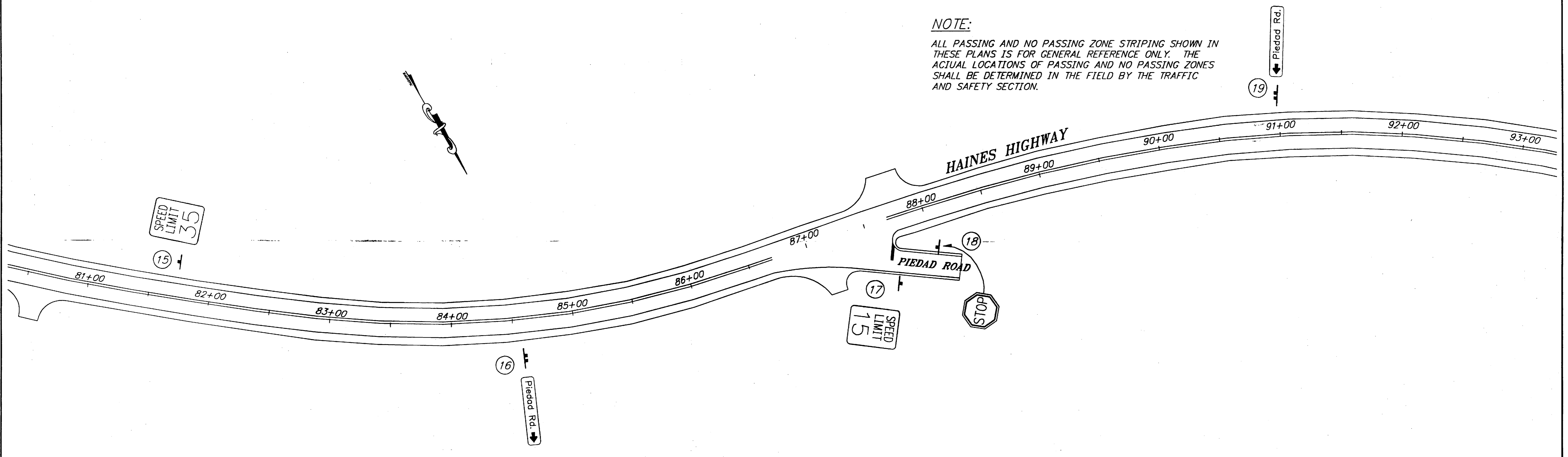
DESIGNED BY: R. PURVES	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1998
CHECKED BY: M. LUKSHIN	SHEET 28 OF 42



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

NOTE:

ALL PASSING AND NO PASSING ZONE STRIPING SHOWN IN THESE PLANS IS FOR GENERAL REFERENCE ONLY. THE ACTUAL LOCATIONS OF PASSING AND NO PASSING ZONES SHALL BE DETERMINED IN THE FIELD BY THE TRAFFIC AND SAFETY SECTION.



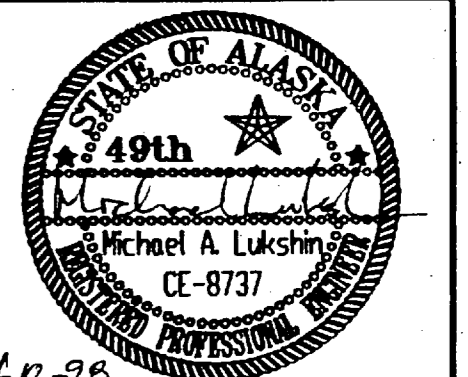
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: Q:\HNS\71942\DR\STRSIGN VIEWS: P3, P4, TB2		
PLOT: P:\-LIB\-PLOT\PLOT.PCP(1) OR PLOT.PCP(2) 40 SCALE		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ 71942
STA. "0" 80+50 TO "0" STA. 105+00
STRIPING & SIGNING PLANS

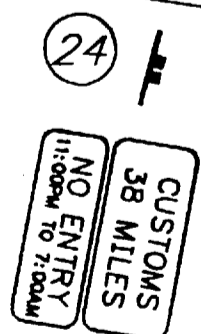
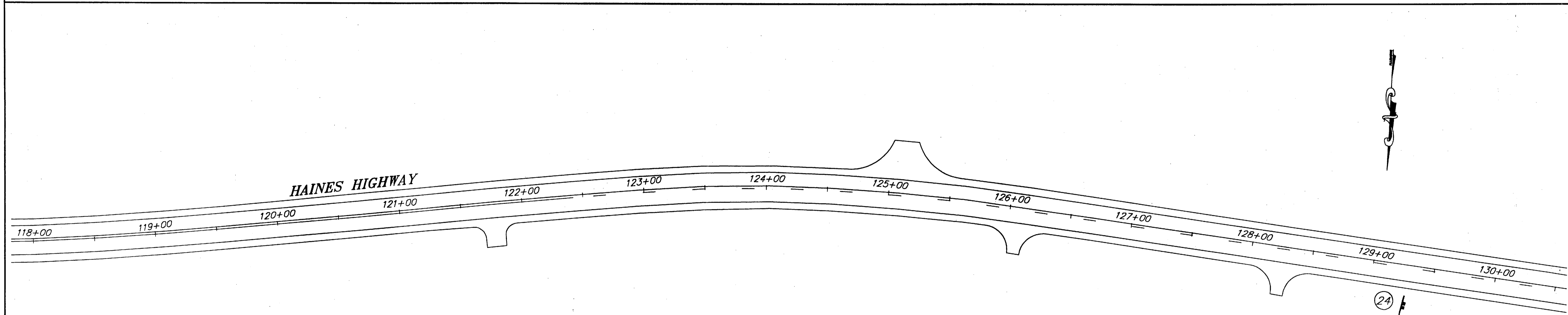
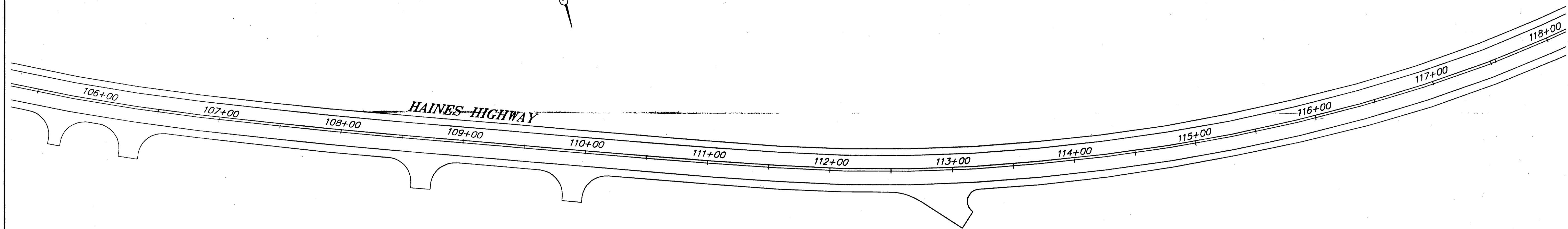
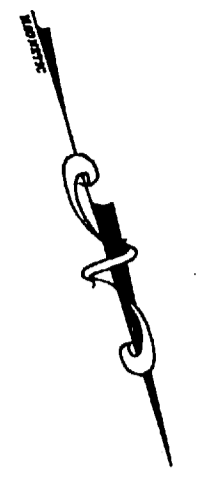
DESIGNED BY: <i>R. PURVES</i>	PROJECT NO. 71942
DRAWN BY: <i>R. SNYDER</i>	DATE: APRIL 1998
CHECKED BY: <i>M. LUKSHIN</i>	SHEET 29 OF 42



4.0-98

NOTE:

ALL PASSING AND NO PASSING ZONE STRIPING SHOWN IN THESE PLANS IS FOR GENERAL REFERENCE ONLY. THE ACTUAL LOCATIONS OF PASSING AND NO PASSING ZONES SHALL BE DETERMINED IN THE FIELD BY THE TRAFFIC AND SAFETY SECTION.



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

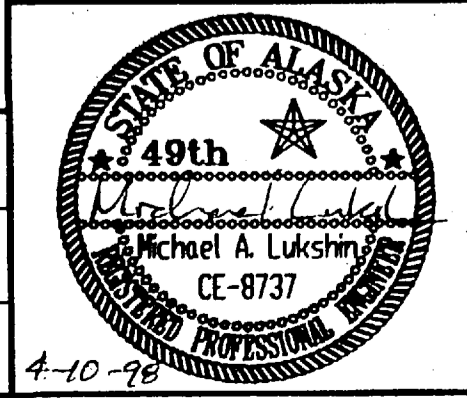
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PLOT: P: \—LIB\—PLOT\—PLOT.PCP(1) OR PLOTH.PCP(2) 40 SCALE		
BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES HNS—HAINES HWY—UNION ST. TO AIRPORT ALASKA
NH—095—6(17) ~ 71942
STA. "0" 105+00 TO "0" STA. 130+00
STRIPING & SIGNING PLANS

DESIGNED BY: R. PURVES
DRAWN BY: R. SNYDER
CHECKED BY: M. LUKSHIN

PROJECT NO. 71942
DATE: APRIL 1998
SHEET 30 OF 42



RECORD OF REVISIONS

NOTE:

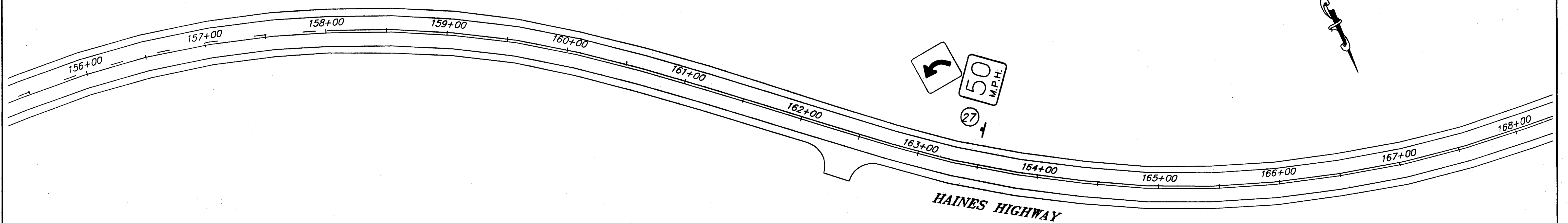
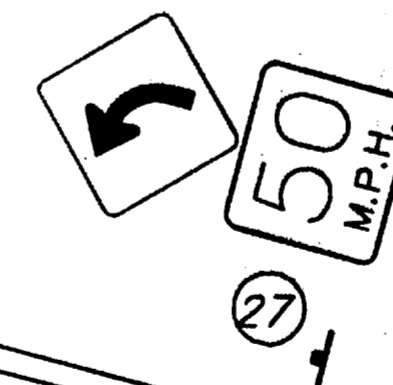
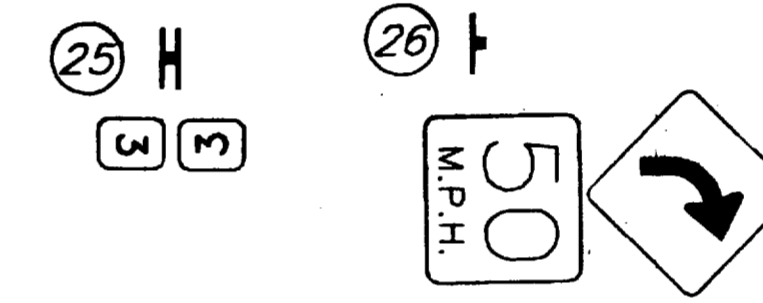
ALL PASSING AND NO PASSING ZONE STRIPING SHOWN IN THESE PLANS IS FOR GENERAL REFERENCE ONLY. THE ACTUAL LOCATIONS OF PASSING AND NO PASSING ZONES SHALL BE DETERMINED IN THE FIELD BY THE TRAFFIC AND SAFETY SECTION.

HAINES HIGHWAY

131+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00

HAINES HIGHWAY

143+00 144+00 145+00 146+00 147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00 155+00



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

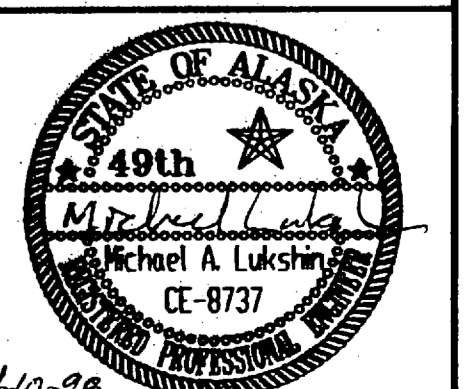
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PLOT: P:\—LIB\—PLOT\PLOT.PCP(1) OR PLOT.PCP(2)		40 SCALE	
BY:	DATE:	DESCRIPTION OF CHANGE:	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

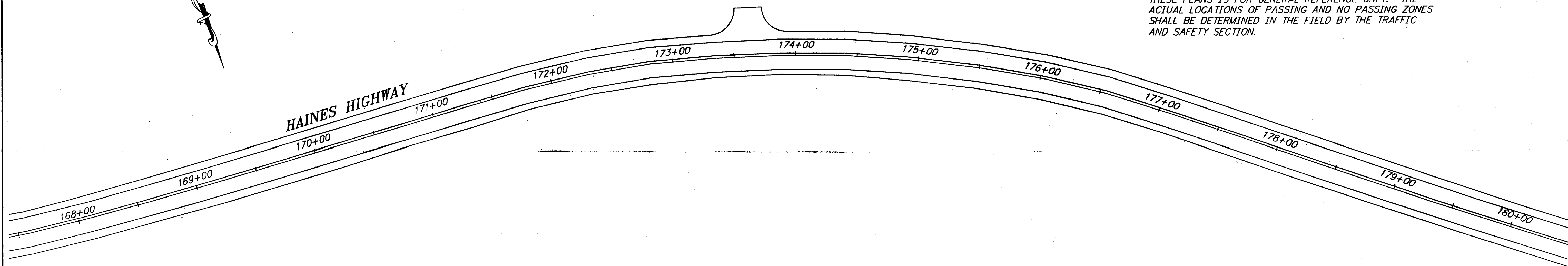
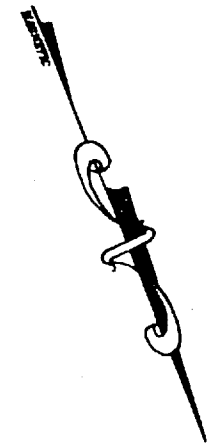
HAINES HNS—HAINES HWY—UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ 71942
STA. "0" 130+00 TO "0" STA. 168+00
STRIPING & SIGNING PLANS

DESIGNED BY: R. PURVES
DRAWN BY: R. SNYDER
CHECKED BY: M. LUKSHIN

PROJECT NO. 71942
DATE: APRIL 1998
SHEET 31 OF 42

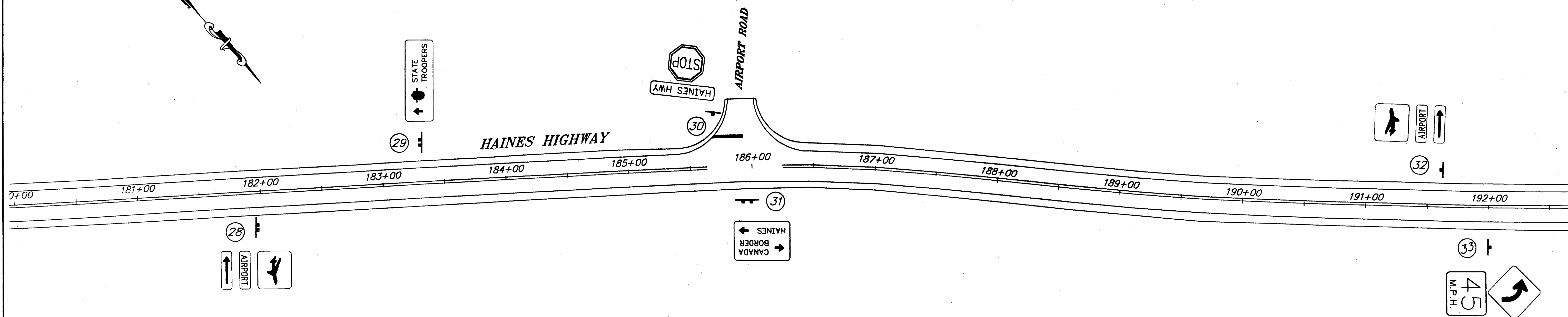
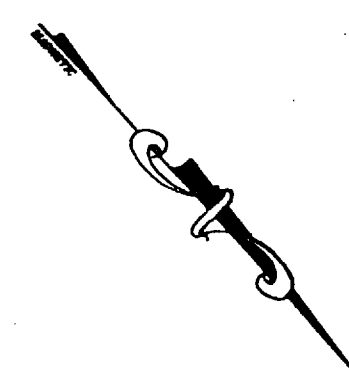


RECORD OF REVISIONS



NOTE:

ALL PASSING AND NO PASSING ZONE STRIPING SHOWN IN THESE PLANS IS FOR GENERAL REFERENCE ONLY. THE ACTUAL LOCATIONS OF PASSING AND NO PASSING ZONES SHALL BE DETERMINED IN THE FIELD BY THE TRAFFIC AND SAFETY SECTION.



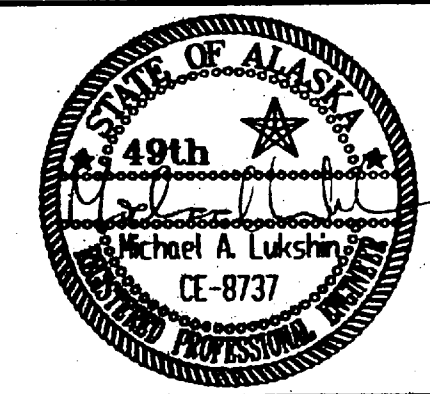
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: Q:\HNS\71942\DR\—STRSIGN VIEWS: P10, P11, TB5		
PLOT: P:\—LIB\—PLOT\—PLOT.F.PCP(1) OR PLOT.H.PCP(2) 40 SCALE		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

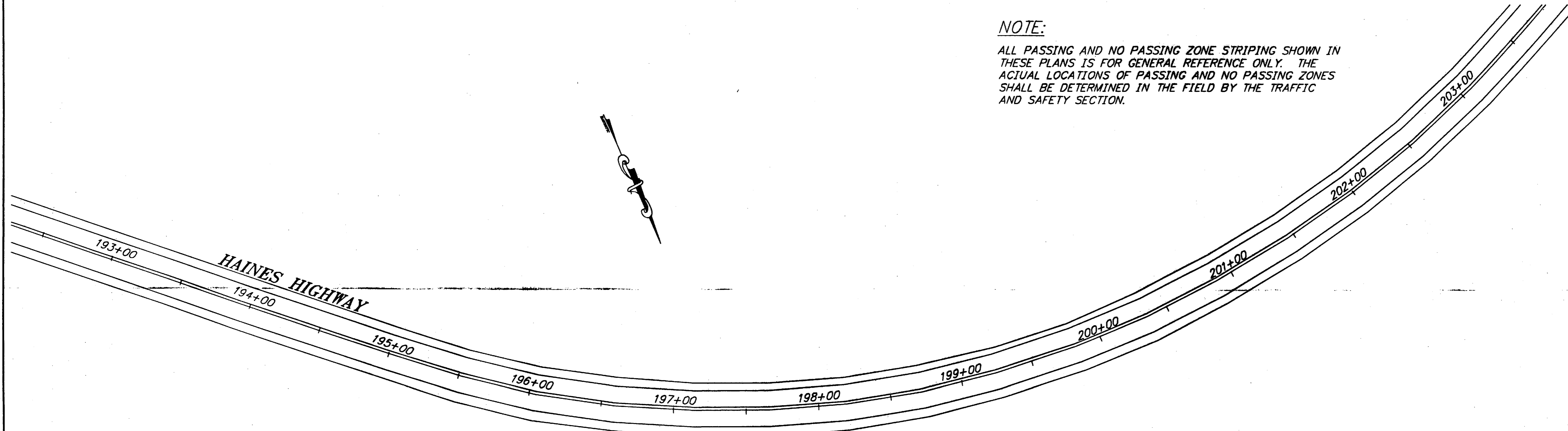
HAINES HNS—HAINES HWY—UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ 71942
STA. "0" 168+00 TO "0" STA. 192+00
STRIPING & SIGNING PLANS

DESIGNED BY: <i>R. PURVES</i>	PROJECT NO. 71942
DRAWN BY: <i>R. SNYDER</i>	DATE: APRIL 1998
CHECKED BY: <i>M. LUKSHIN</i>	SHEET 32 OF 42

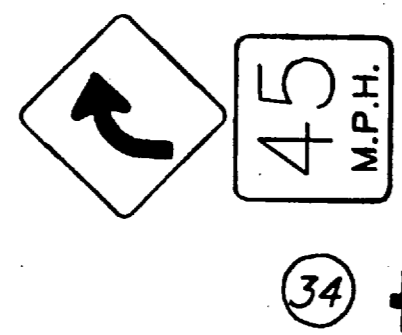
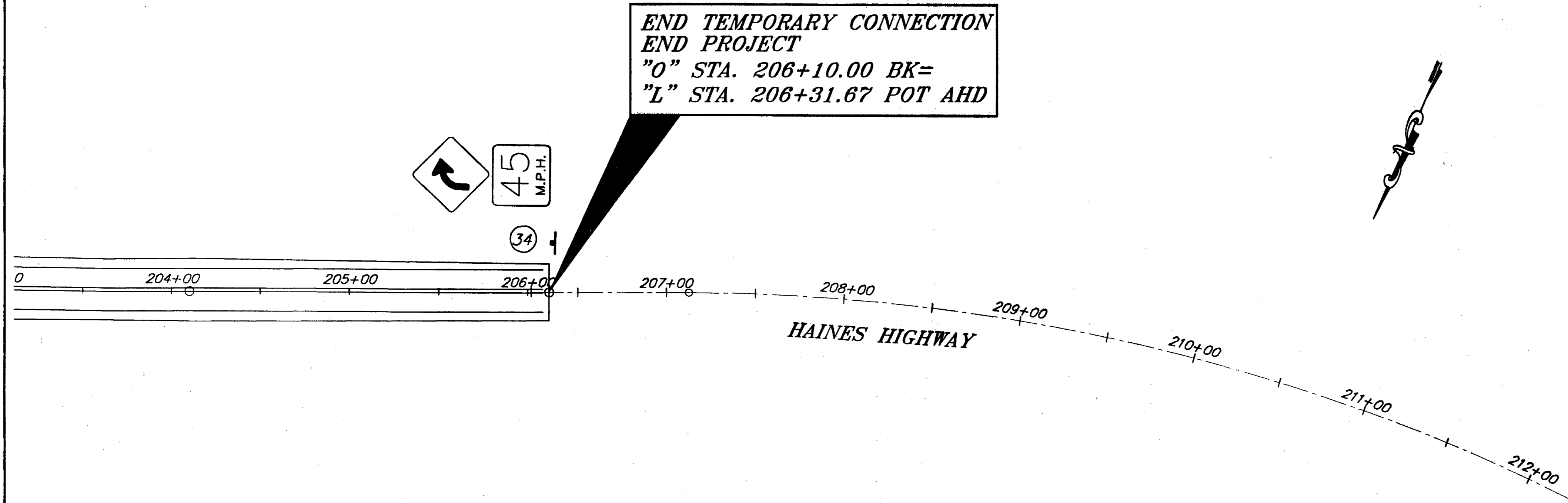


NOTE:

ALL PASSING AND NO PASSING ZONE STRIPING SHOWN IN THESE PLANS IS FOR GENERAL REFERENCE ONLY. THE ACTUAL LOCATIONS OF PASSING AND NO PASSING ZONES SHALL BE DETERMINED IN THE FIELD BY THE TRAFFIC AND SAFETY SECTION.



END TEMPORARY CONNECTION
 END PROJECT
 "O" STA. 206+10.00 BK=
 "L" STA. 206+31.67 POT AHD



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: Q: \HNS\71942\DR\STRSIGN VIEWS: P12, P13, TB6		
PLOT: P: \-LIB\ -PLOT\ PLOT.PCP(1) OR PLOTH.PCP(2) 40 SCALE		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

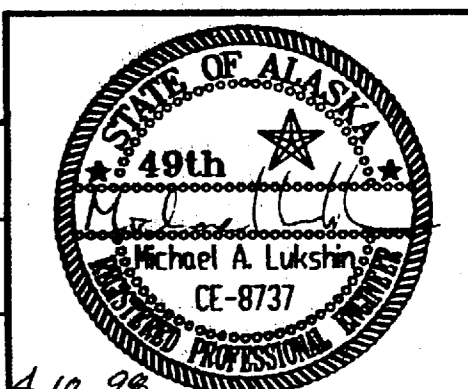
HAINES

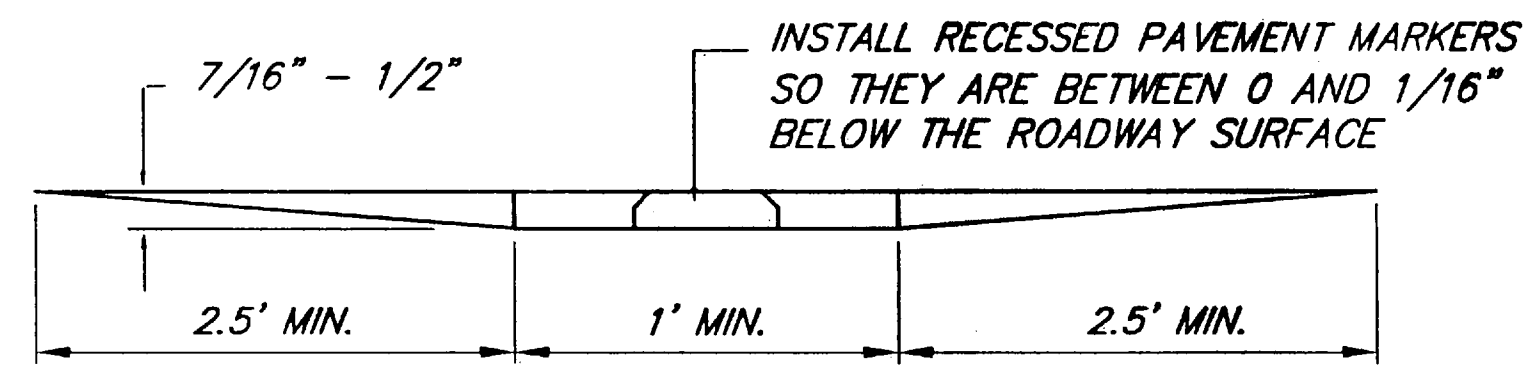
HNS-HAINES HWY-UNION ST. TO AIRPORT
 NH-095-6(17) ~ 71942
STA. "O" 192+00 TO E.O.P.
 STRIPING & SIGNING PLANS

ALASKA

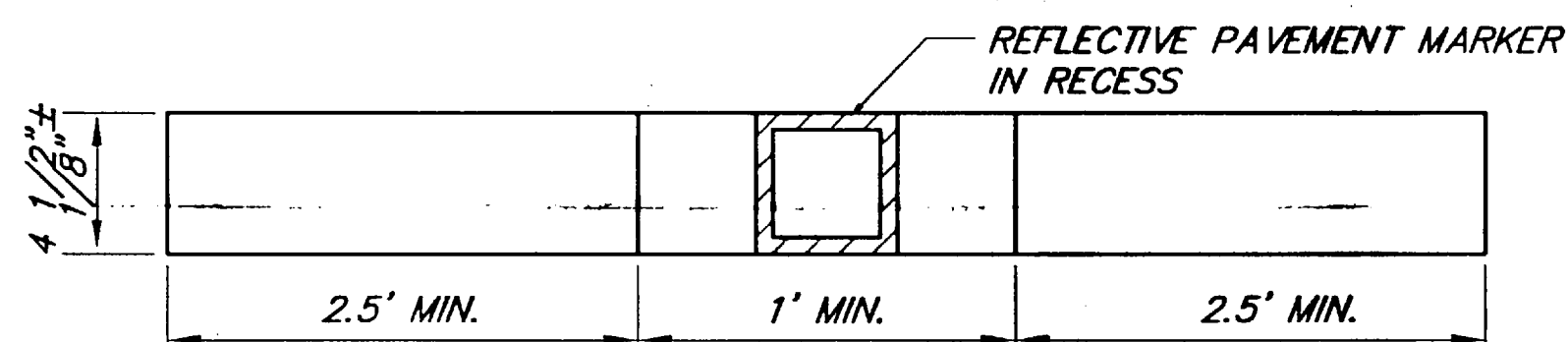
DESIGNED BY:
R. PURVES
 DRAWN BY:
R. SNYDER
 CHECKED BY:
M. LUKSHIN

PROJECT NO.
 71942
 DATE:
 APRIL 1998
 SHEET 33 OF 42

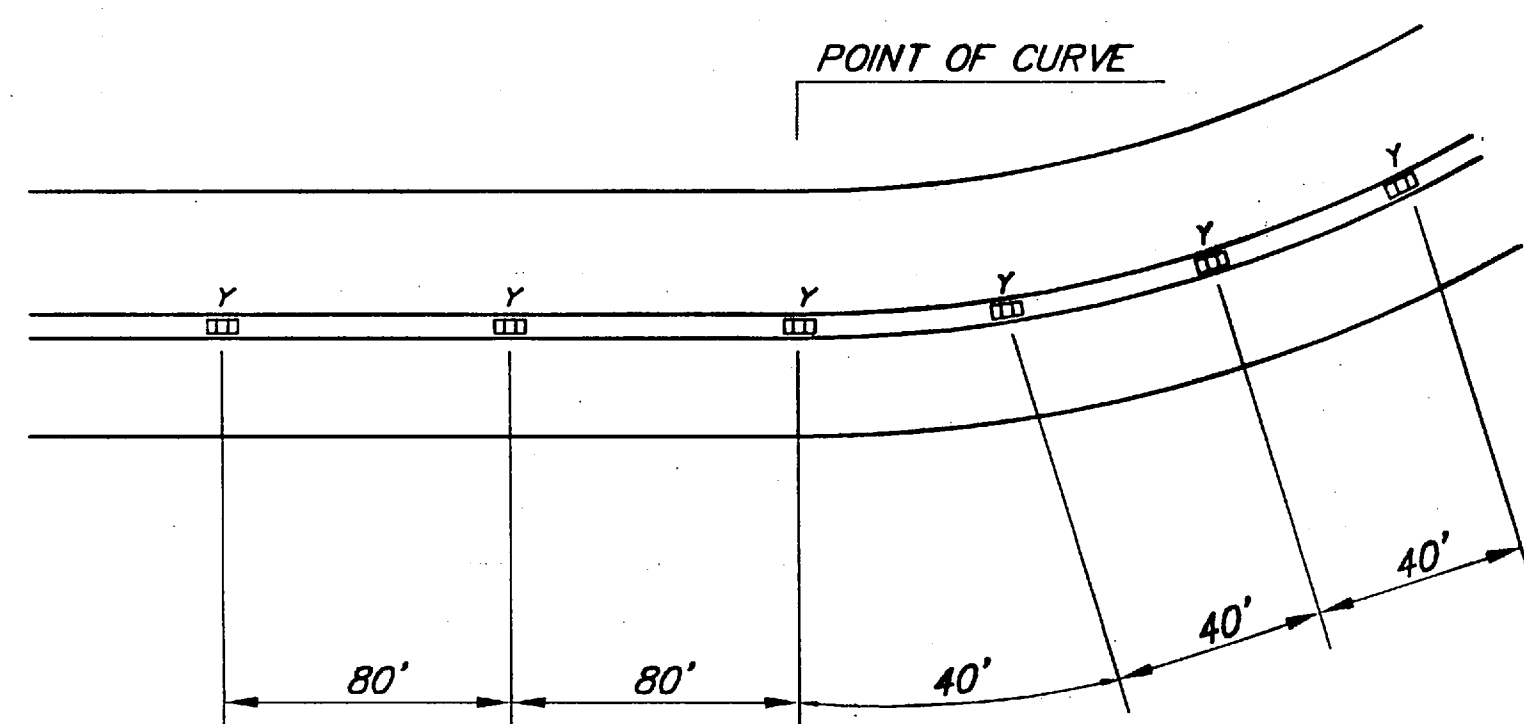




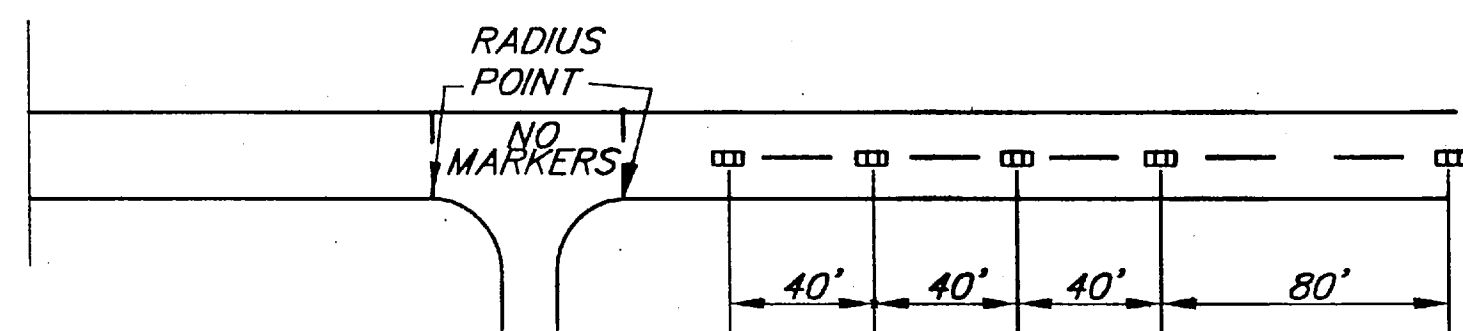
**SECTION X-X
RECESSED PAVEMENT MARKER**



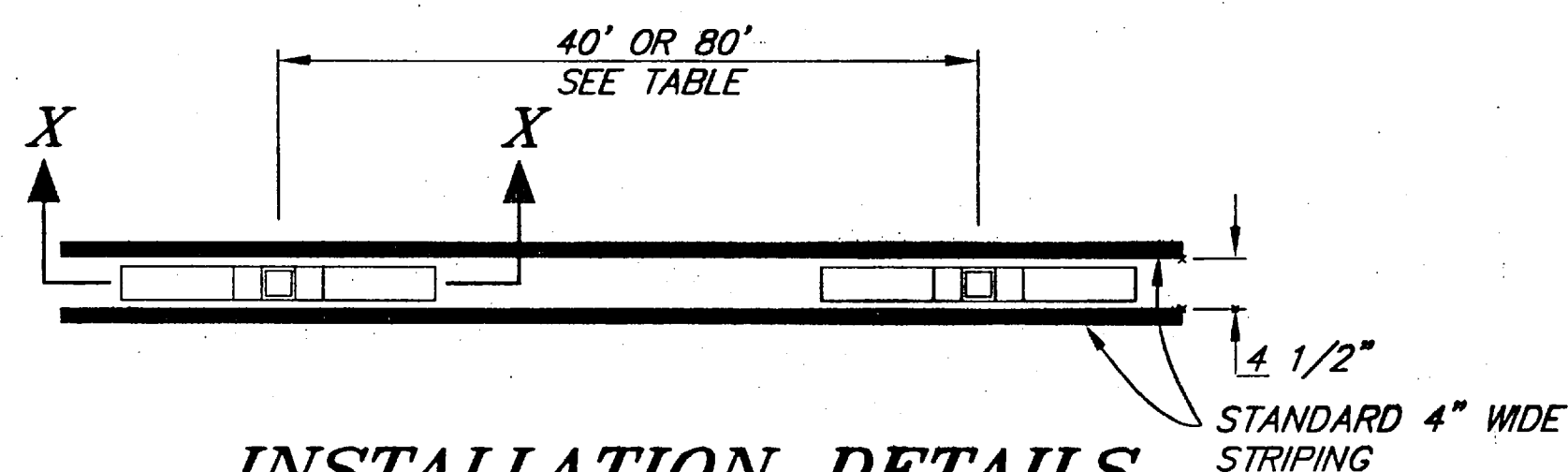
**PLAN
RECESSED PAVEMENT MARKER**



**TWO LANE, TWO WAY DETAIL
RECESSED PAVEMENT MARKER**



**INTERSECTION APPROACH DETAIL
RECESSED PAVEMENT MARKER**

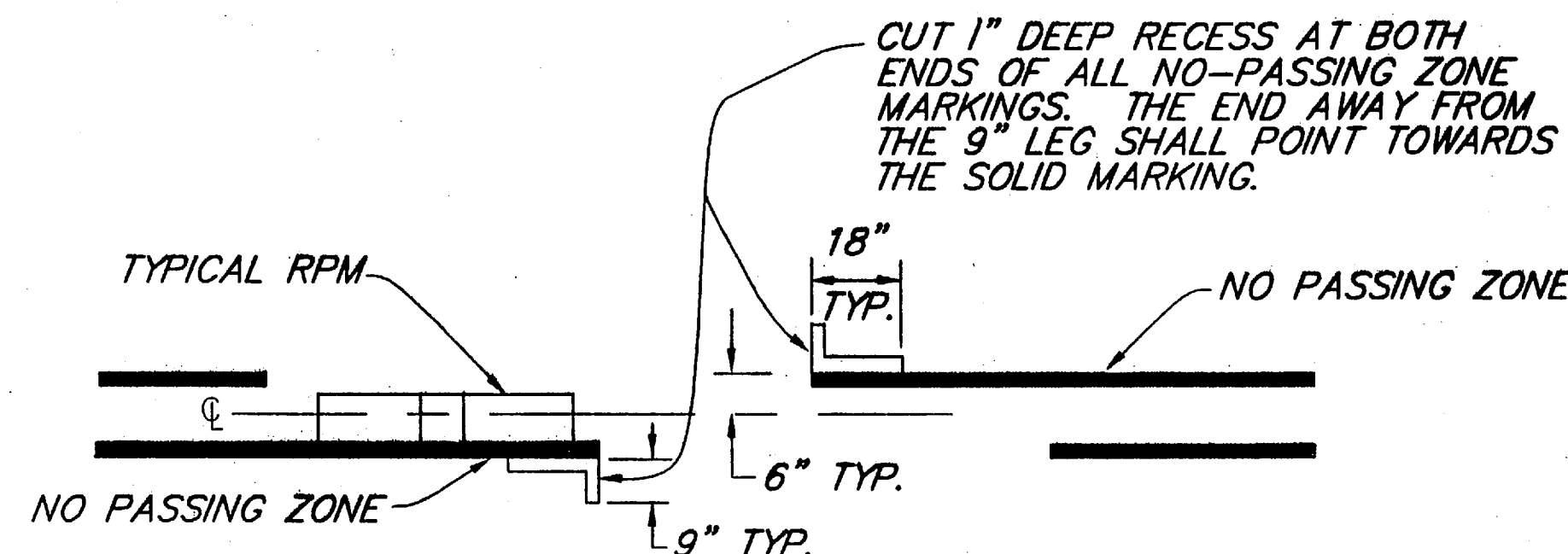


**INSTALLATION DETAILS
RECESSED PAVEMENT MARKER**

R.P.M. SUMMARY TABLE						
BEGIN STATION	END STATION	ROADWAY GEOMETRICS	SPACING		QTY	COMMENTS
			80'	40'		
"M" 13+20	"M" 12+00			X	4	
"O" 59+00	"O" 60+00			X	4	
"O" 62+20	"O" 63+40			X	4	
63+40	72+00		X		10	
72+00	73+20			X	4	
74+20	81+00			X	17	
81+00	82+60		X		2	
82+60	86+20			X	9	
86+20	87+40			X	4	
88+50	95+50			X	17	
95+50	97+50		X		3	
97+50	101+60			X	10	
101+60	155+40		X		67	
155+40	160+60			X	13	
160+60	162+80		X		4	
162+80	168+00			X	15	
168+00	171+50		X		4	
171+50	177+00			X	7	
177+00	184+30		X		9	
184+30	185+50			X	4	
186+50	187+70			X	4	
187+70	195+00		X		9	
195+00	203+00			X	21	
203+00	206+10		X		4	
			TOTAL =		249	

RPM AND STRIPING NOTES

1. RPM SPACING SHALL START OVER AT INTERSECTION BOUNDARY.
2. ONLY PUBLIC ROADWAYS WILL BE MARKED AS INTERSECTION APPROACHES.
3. REFLECTIVE PAVEMENT MARKERS SHALL HAVE DUAL YELLOW REFLECTIVE SURFACES.
4. LOCATIONS OF MARKERS IN SITUATIONS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE PROJECT ENGINEER.
5. RPM QUANTITIES ARE APPROXIMATE ONLY AND MAY VARY.
6. LATERAL PLACEMENT OF RECESSED PAVEMENT MARKERS SHALL BE BETWEEN DOUBLE YELLOW STRIPES OR IN LINE WIDTH SKIP STRIPES.
7. EXISTING NO-PASSING ZONES SHALL BE REFERENCED BEFORE CONSTRUCTION BEGINS BY THE CONTRACTOR FOR TEMPORARY AND PERMANENT MARKING PLACEMENT.
8. STRIPED LANE WIDTHS SHALL BE 12.0 FT. WIDTH SHALL TAPER IN 100 FT. TO MATCH EXISTING AT B.O.P. AND E.O.P.



NO PASSING GROOVES

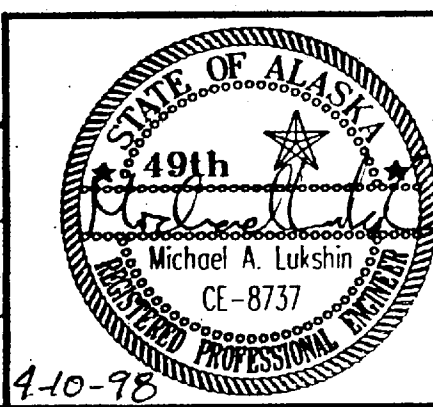
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

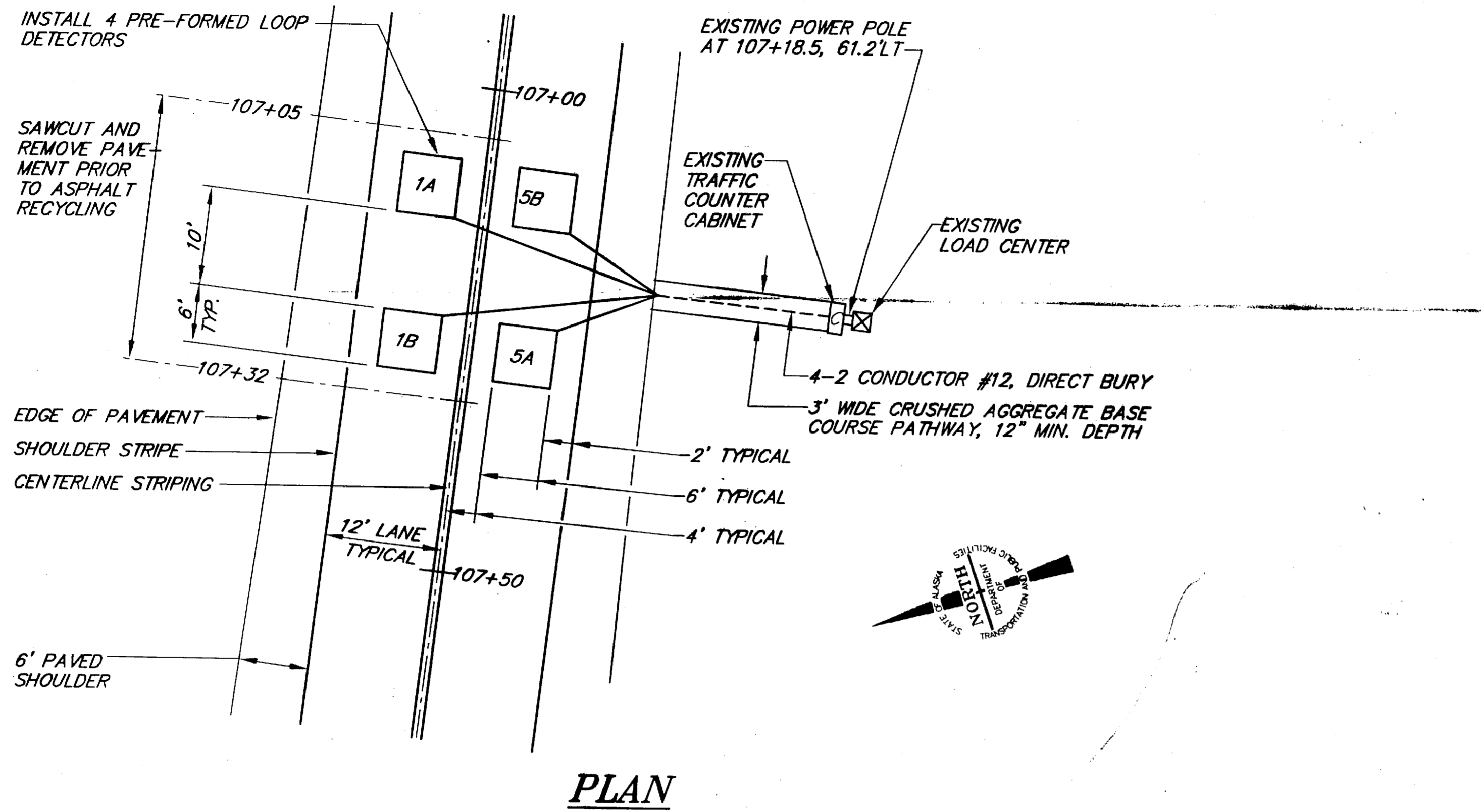
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PLOT: P:\-LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

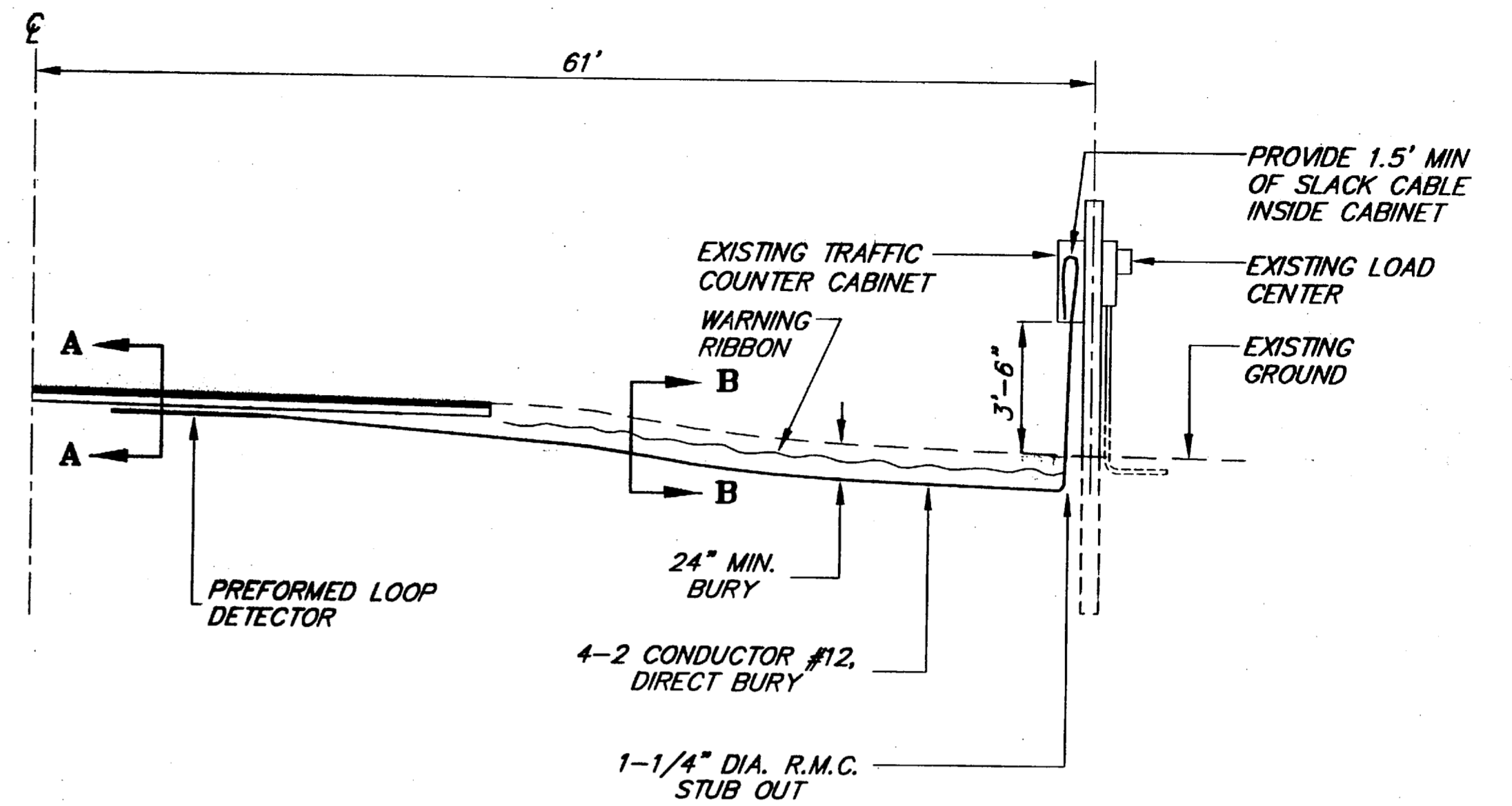
HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
NH-095-8(17) ~ 71942
**RECESSED PAVEMENT MARKERS
AND STRIPING DETAILS AND NOTES**

DESIGNED BY: R. PURVES	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1988
CHECKED BY: M. LUKSHIN	SHEET 34 OF 42





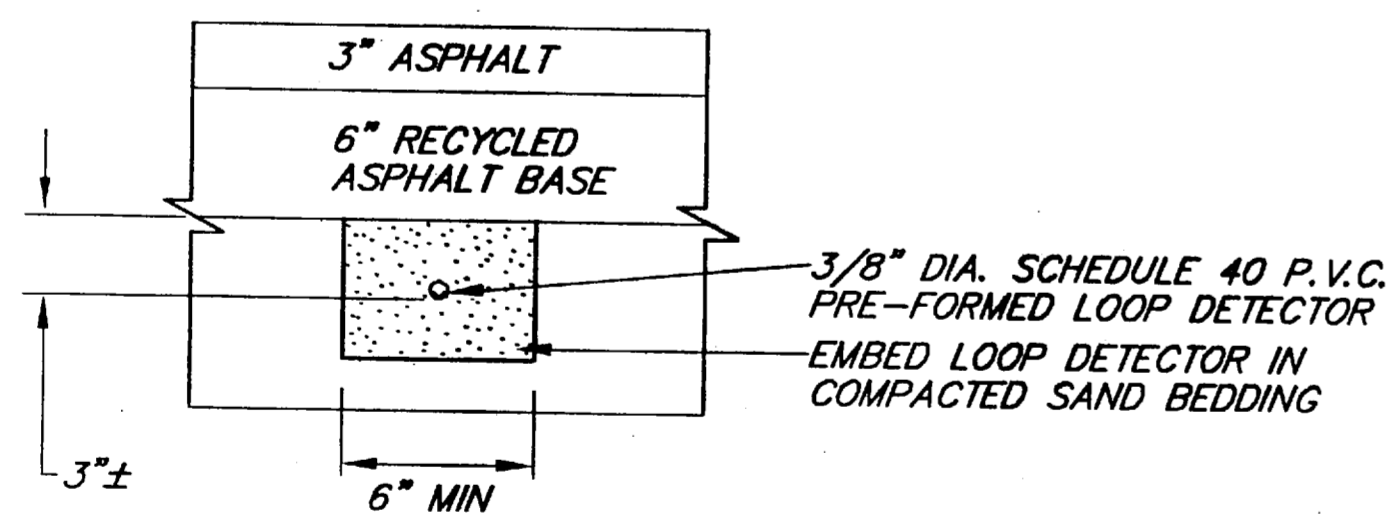
PLAN



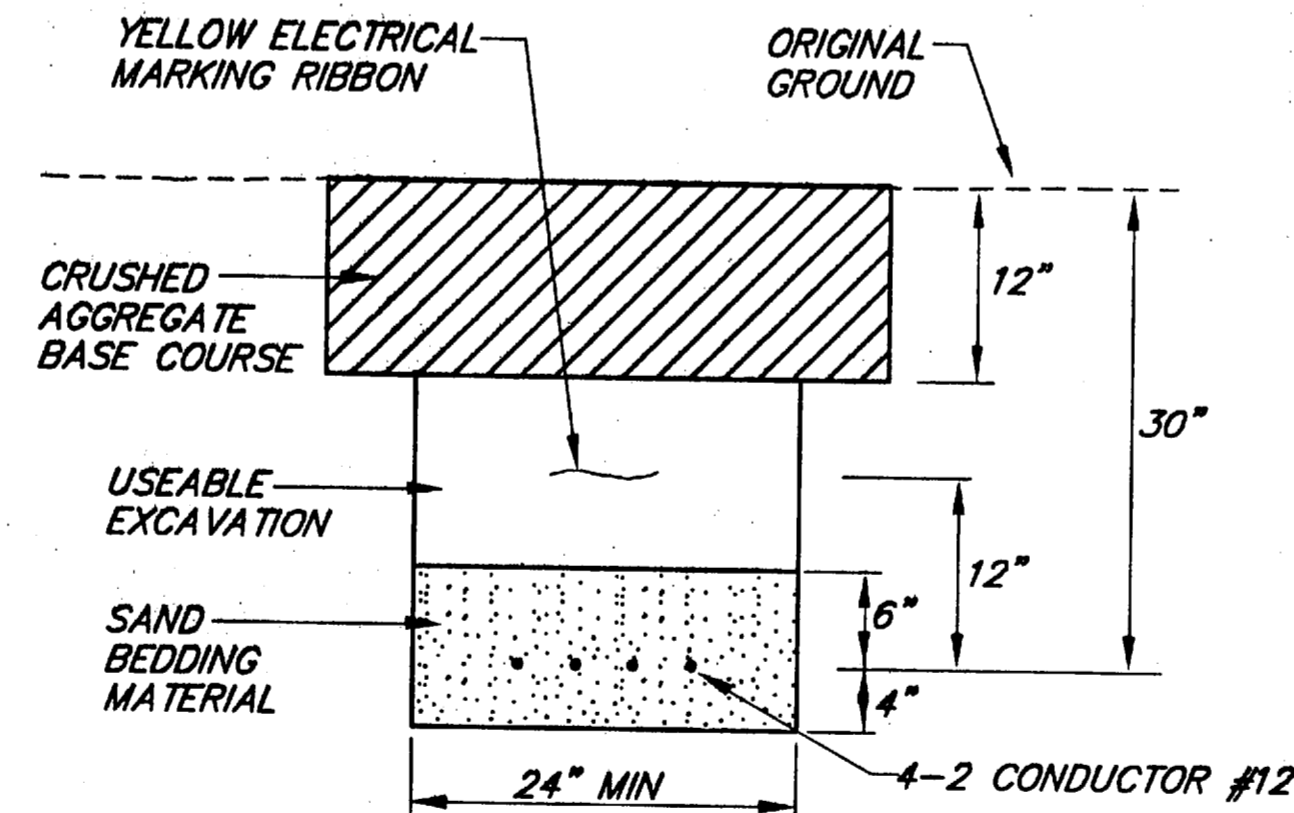
SECTION PROFILE
NOT TO SCALE

NOTES:

1. LOOP DETECTORS SHALL BE INSTALLED PRIOR TO RECYCLING OF ASPHALT IN ROADWAY.
2. ALL NEW PREFORMED LOOPS SHALL BE ALIGNED PARALLEL TO ϕ IN THEIR RESPECTIVE DRIVING LANES.



SECTION A-A



SECTION B-B

PATH: PQ\HNS\71942\DR\LOOPDET		
PLOT: P:\-LIB\ -PLOT\ PLOT.F.PCP(1) OR PLOTH.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES

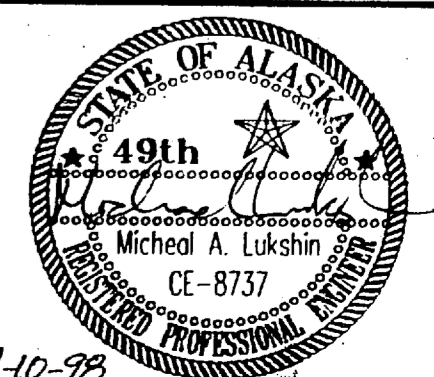
HNS-HAINES HIGHWAY - UNION ST. TO AIRPORT
NH-095-8(17) ~ 71942

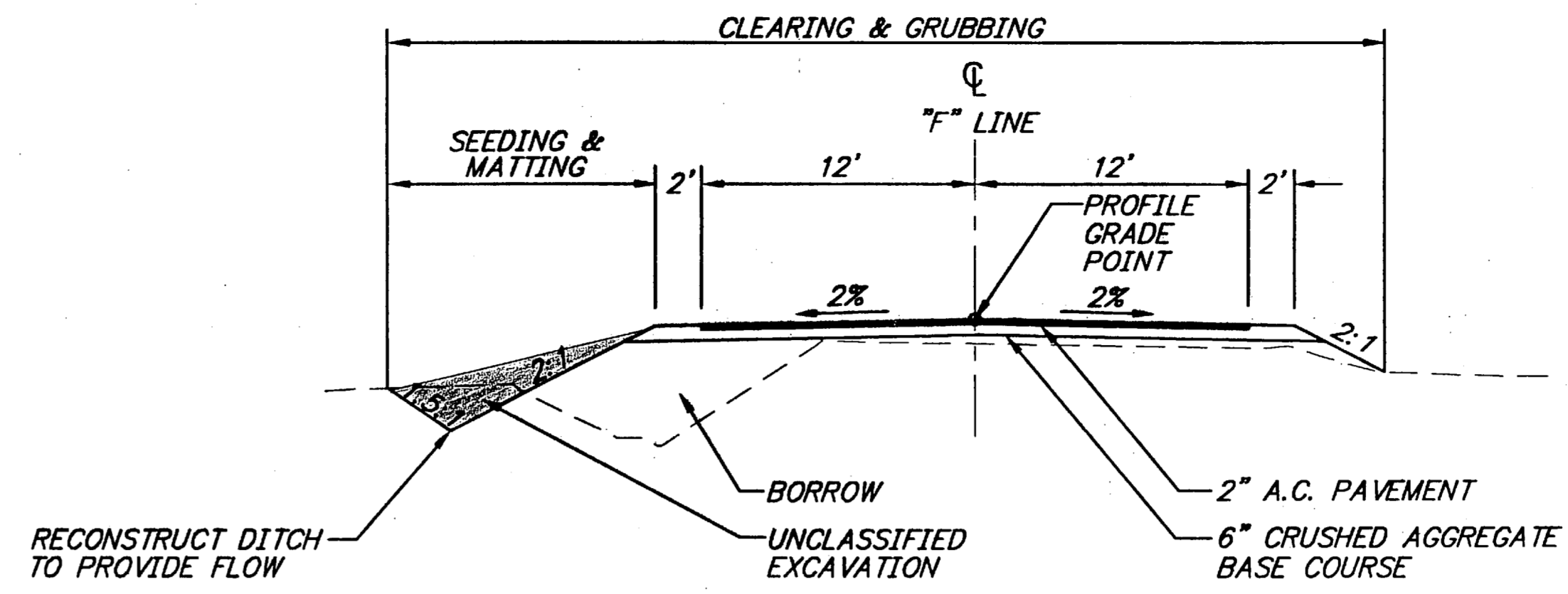
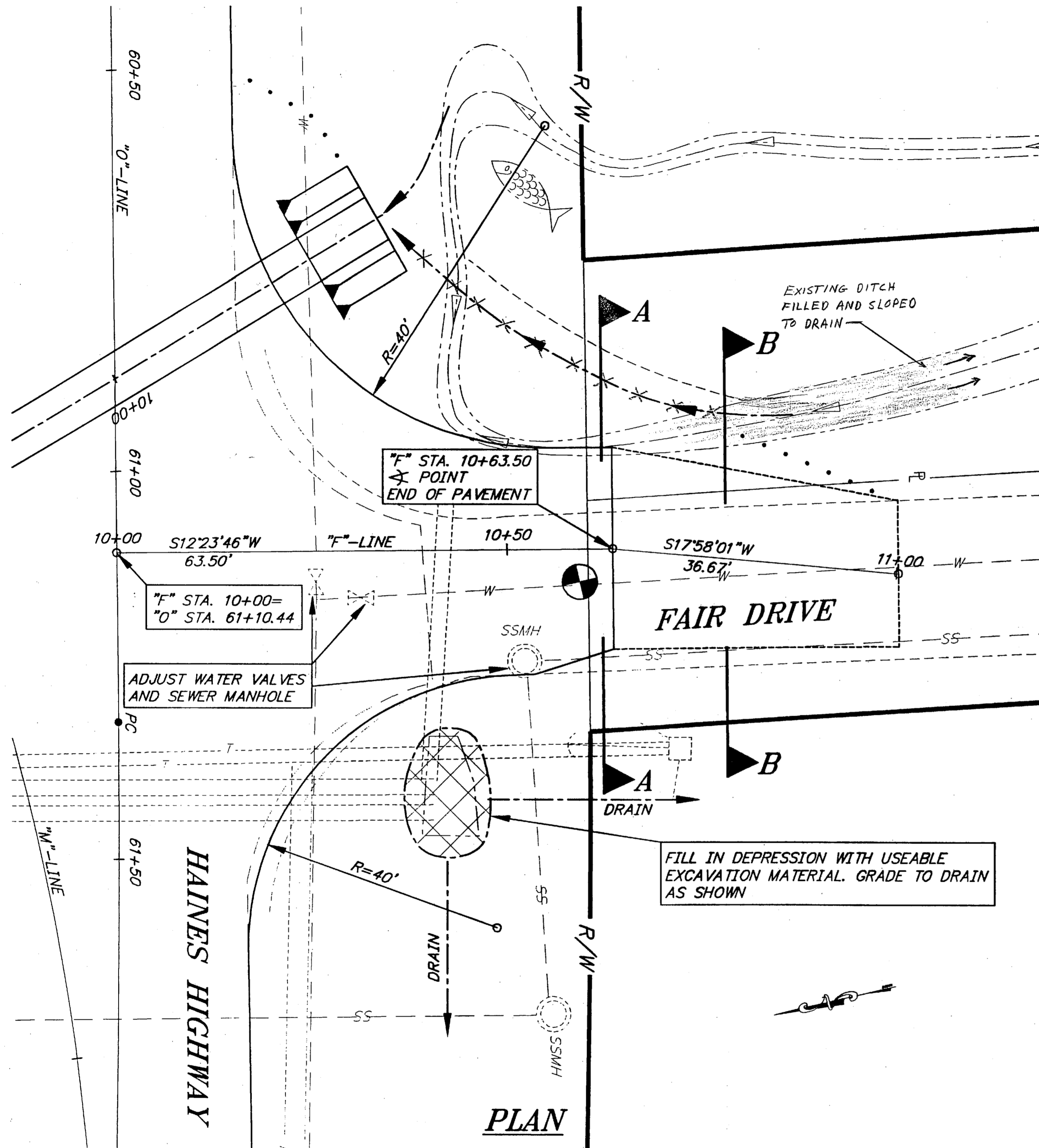
ALASKA

TRAFFIC COUNTER DETAILS

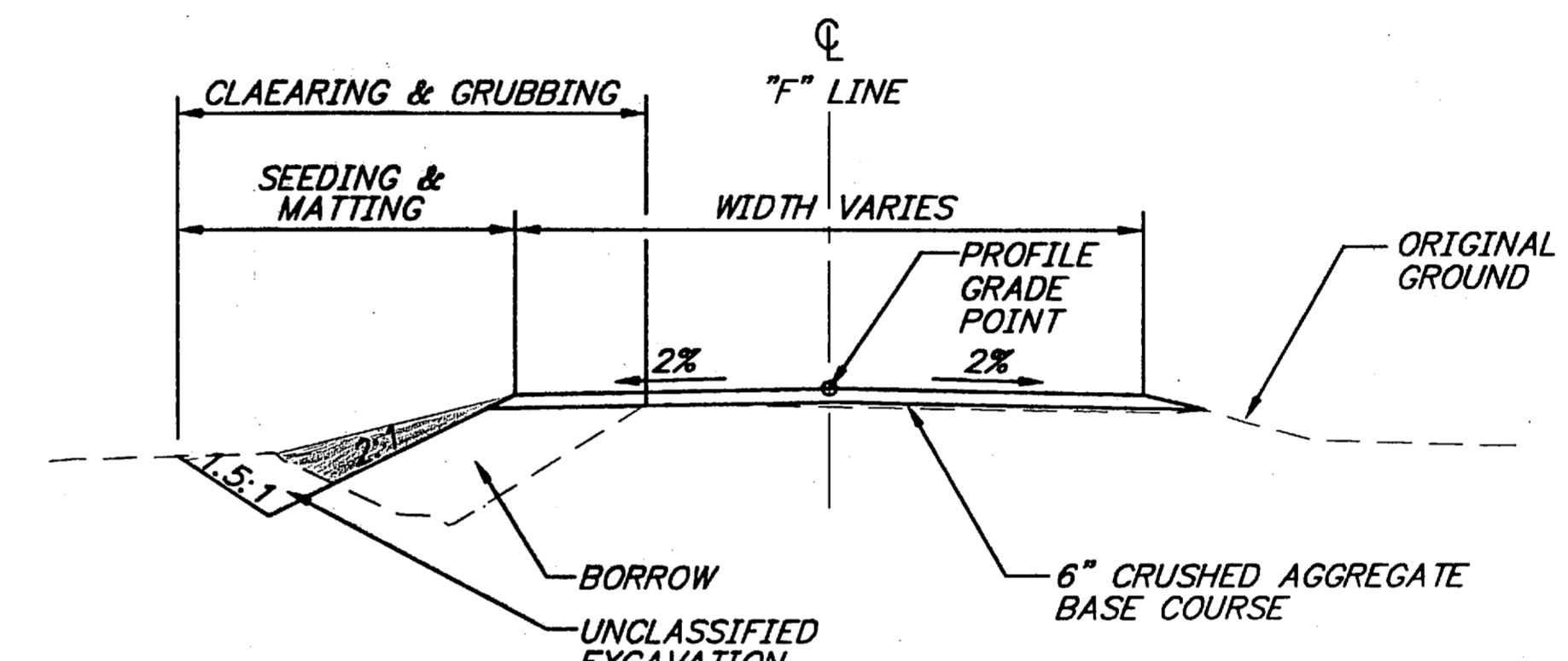
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: C. PAYTON	PROJECT NO. 71942
DRAWN BY: L.R.G./R&M/R.S.	DATE: APRIL 1998
CHECKED BY: J. AHLGREN	SHEET 35 OF 42

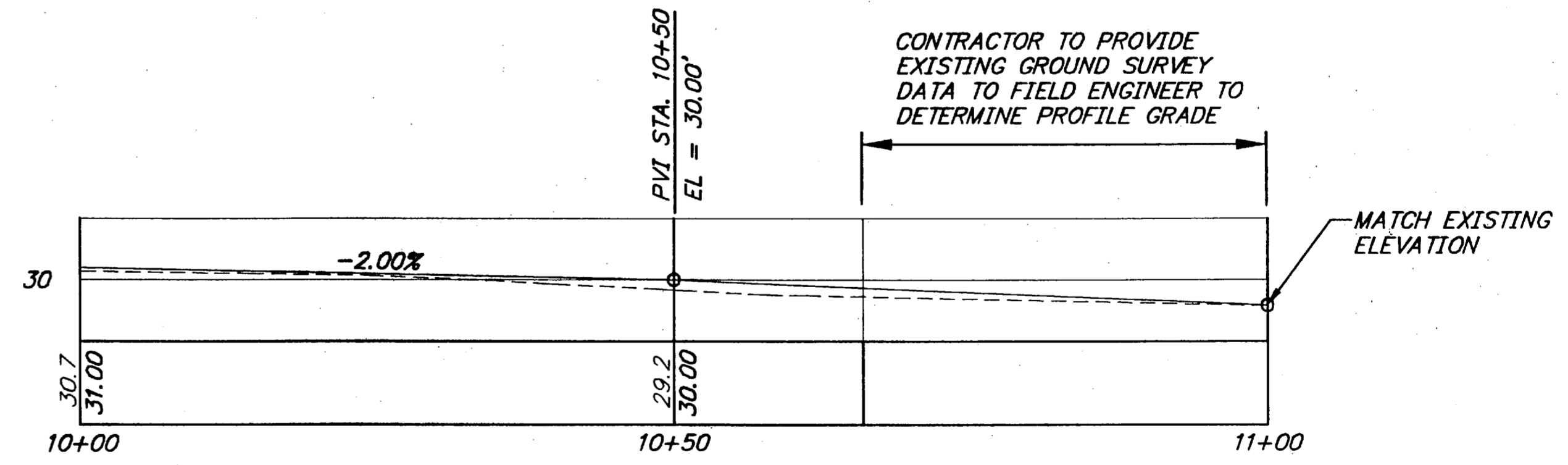




SECTION A-A



SECTION B-B



PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

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PLOT: P: \LIB\PLOT\PL0TF.PCP(1) OR PLOTH.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

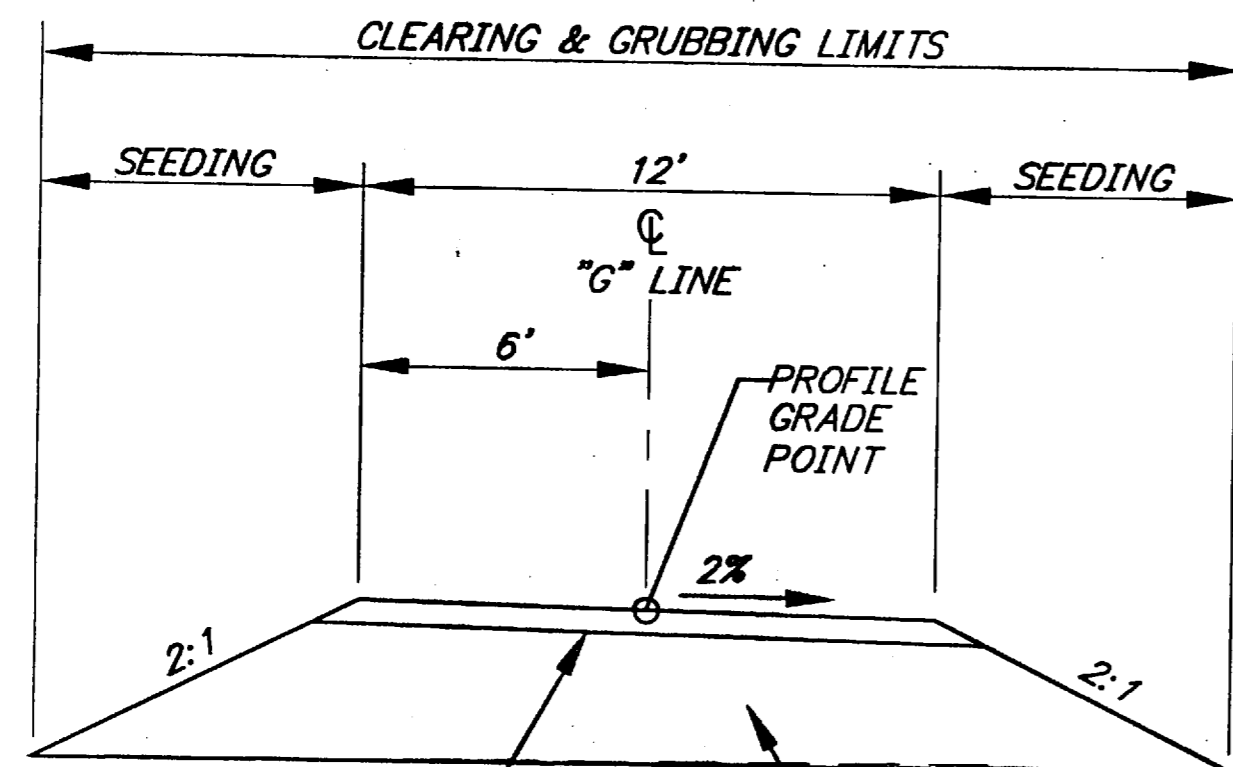
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ PROJECT NO. 71942

FAIR DRIVE INTERSECTION IMPROVEMENTS

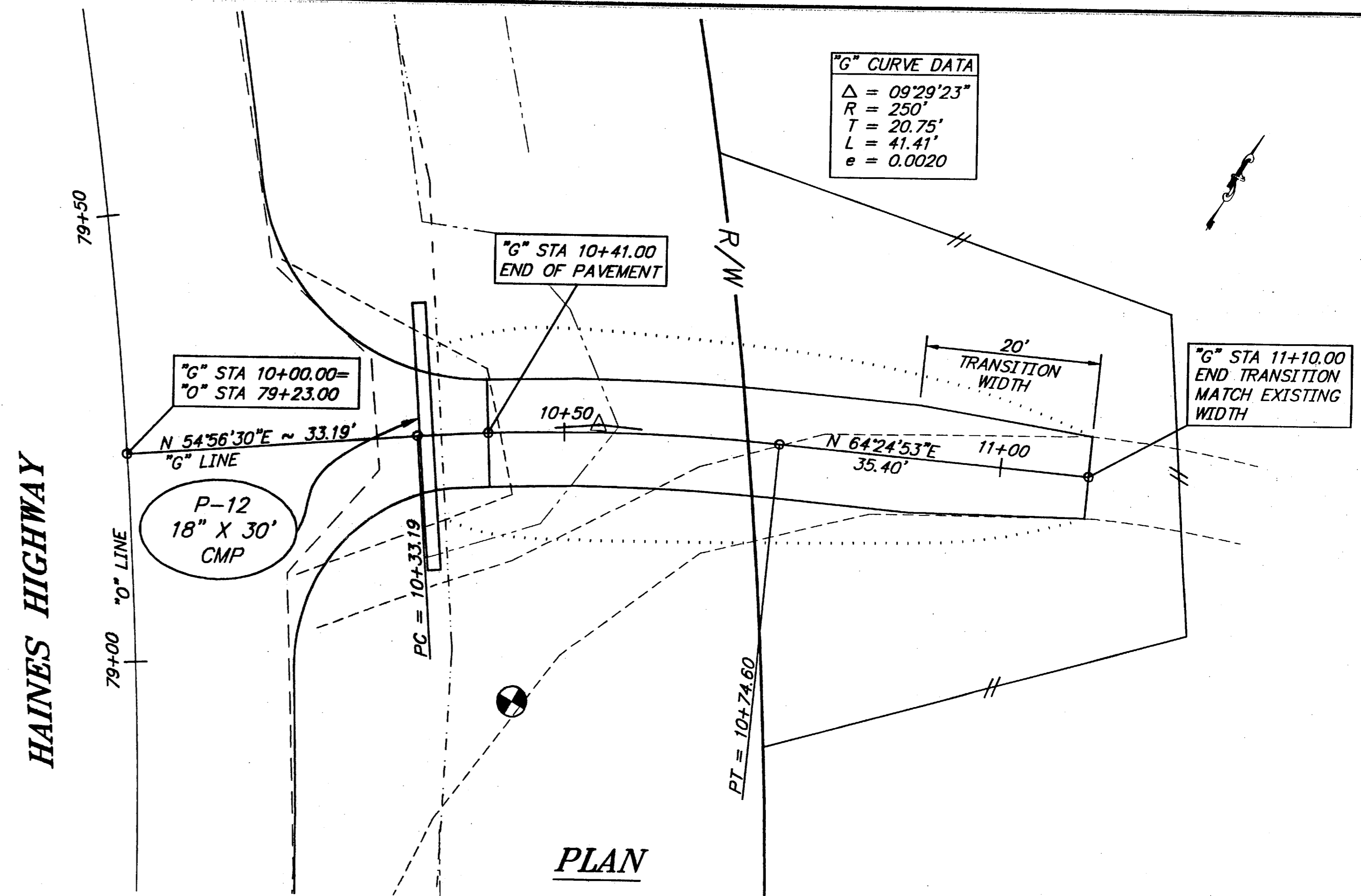
DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: L.G./R.S.	DATE: APRIL 1998
CHECKED BY: A. STEININGER	SHEET 36 OF 42





6" CRUSHED AGGREGATE BASE COURSE
(EXCEPT IN PAVING LIMITS, THEN
4" CRUSHED AGG. BASE + 2" A.C. PAVEMENT)
BORROW

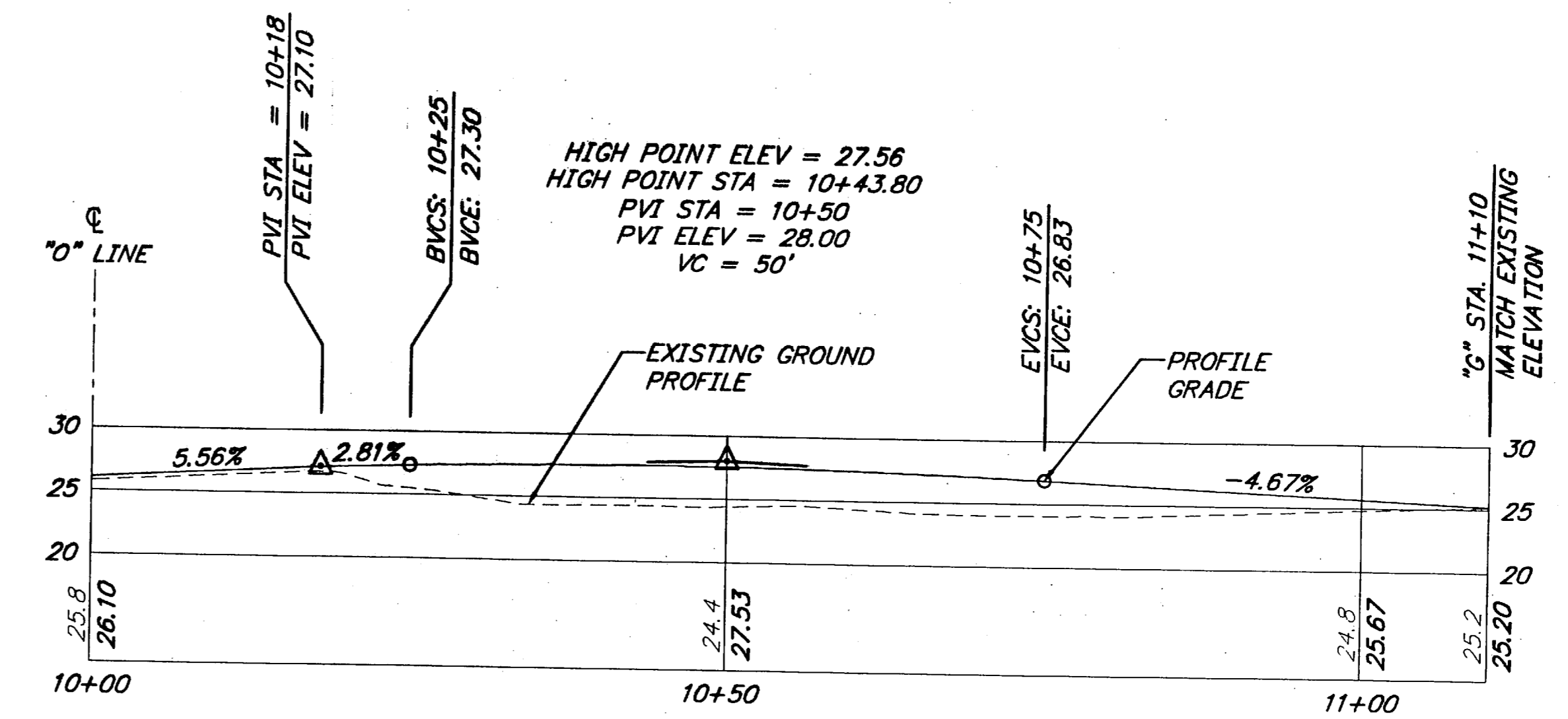
TYPICAL SECTION



"G" CURVE DATA

Δ	= 09'29'23"
R	= 250'
T	= 20.75'
L	= 41.41'
e	= 0.0020

PLAN



PROFILE

PATH:	Q:\HNS\71942\GARDEN
PLOT:	P:\LIB\ -PLOT\ PLOT.PCP(1) OR PLOTH.PCP(2)
BY:	
DATE:	
DESCRIPTION OF CHANGE:	

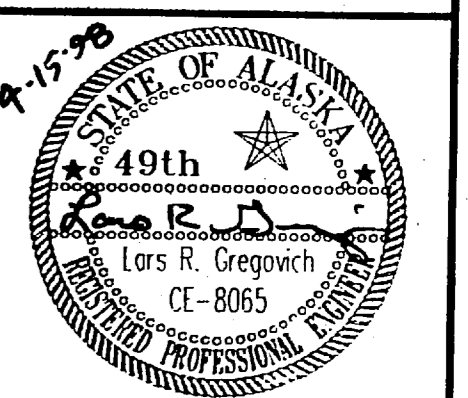
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

HAINES
HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ PROJECT NO. 71942
ALASKA
DRIVEWAY INTERSECTION PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	L. GREGOVICH	PROJECT NO.	71942
DRAWN BY:	R. SNYDER	DATE:	APRIL 1998
CHECKED BY:	A. STEININGER	SHEET 37 OF 42	

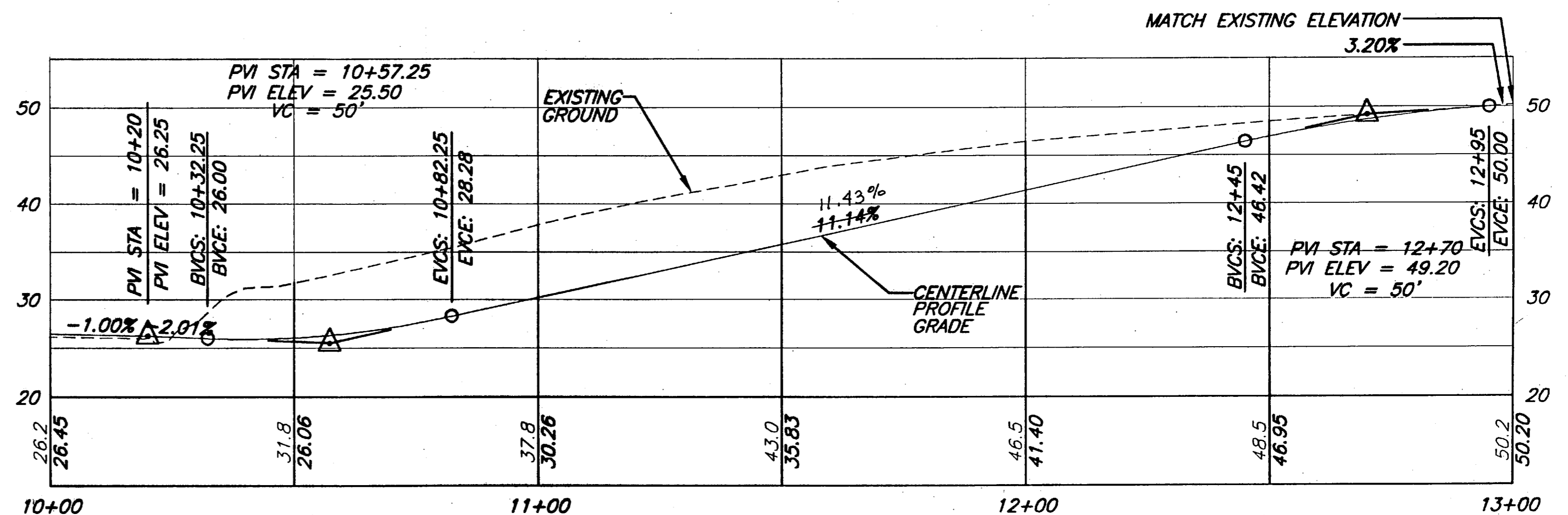
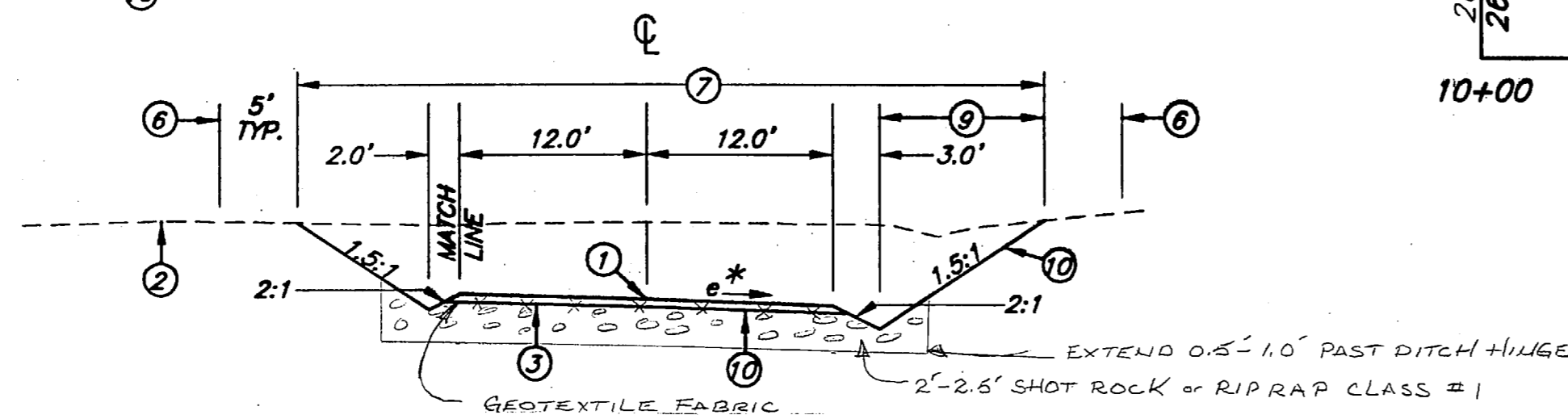
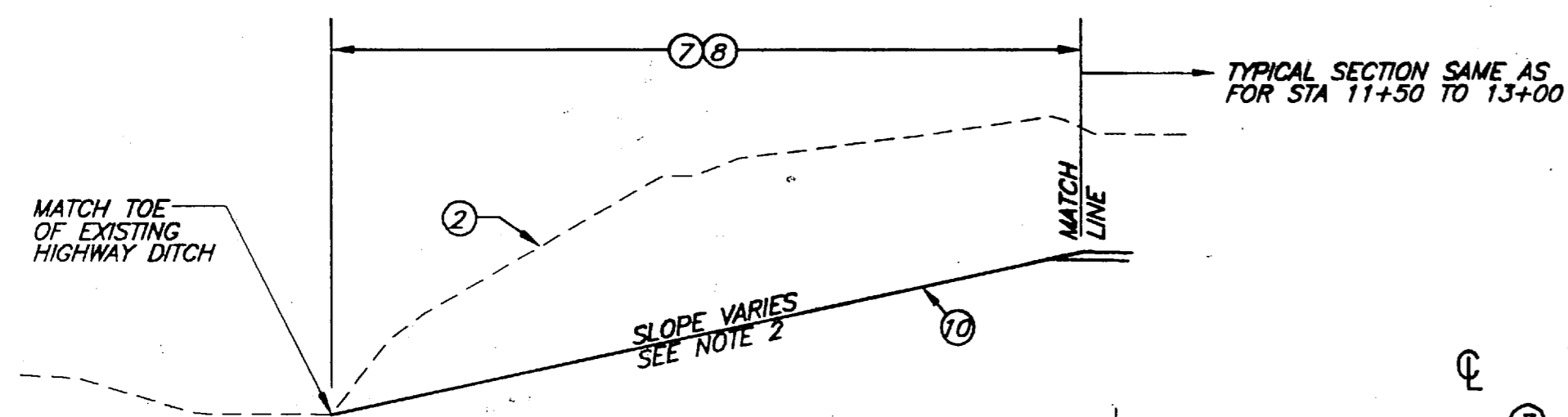
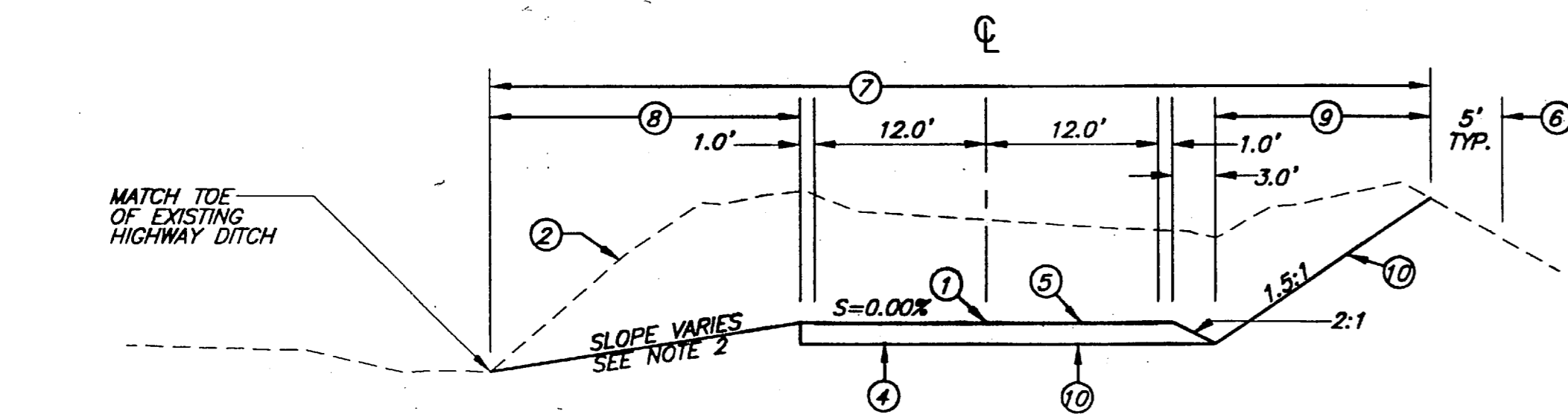
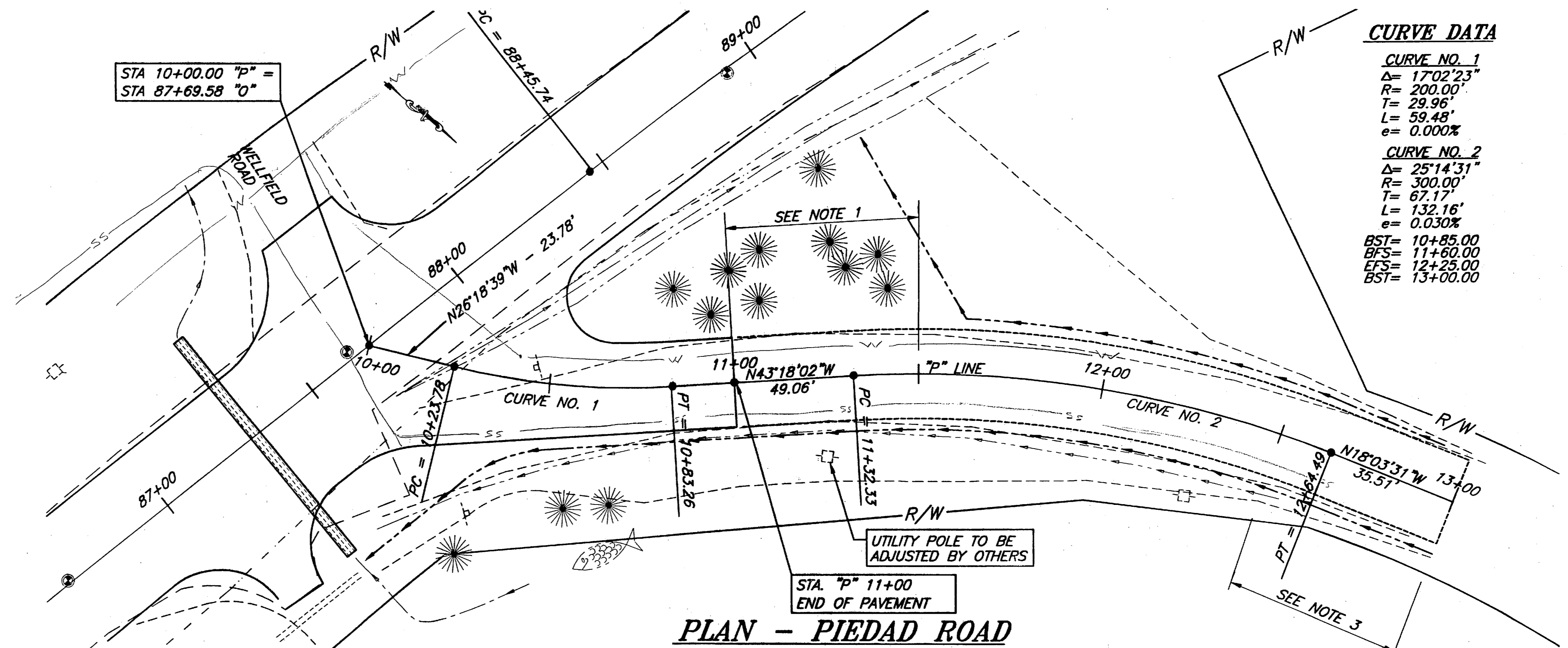


NOTES:

1. TRANSITION TOP WIDTH FROM 26.0' TO 24.0' BETWEEN STA'S 11+00 AND 11+50 "P".
2. REFER TO DESIGN CROSS SECTIONS FOR ACTUAL SLOPES.
3. TRANSITION DITCHES (BOTH LEFT AND RIGHT) FROM TYPICAL SECTION TO MATCH EXISTING BETWEEN STA'S 12+50 AND 13+00 "P".
4. BEDROCK MAY BE ENCOUNTERED DURING UNCLASSIFIED EXCAVATION WORK.

TYPICAL SECTION LEGEND

- 1 PROFILE GRADE POINT
- 2 ORIGINAL GROUND
- 3 6" CRUSHED AGGREGATE BASE COURSE
- 4 12" CRUSHED AGGREGATE BASE COURSE
- 5 2" A.C. PAVEMENT
- 6 CLEARING
- 7 CLEARING AND GRUBBING
- 8 SEEDING
- 9 SEEDING AND MATTING
- 10 UNCLASSIFIED EXCAVATION LIMITS



PROFILE - PIEDAD ROAD

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\HNS\71942\DR\PIEDAD
PLOT:	P:\LIB\PILOT\PILOT.PCP(1) OR PLOT.PCP(2)
BY:	
DATE:	
DESCRIPTION OF CHANGE:	

RECORD OF REVISIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

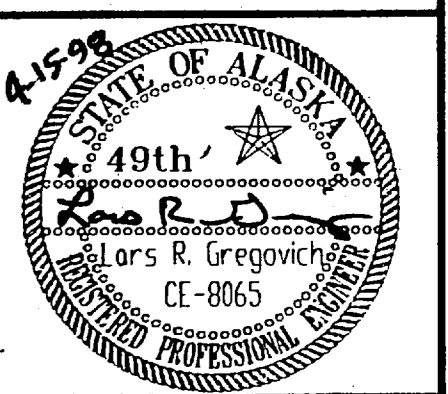
HAINES

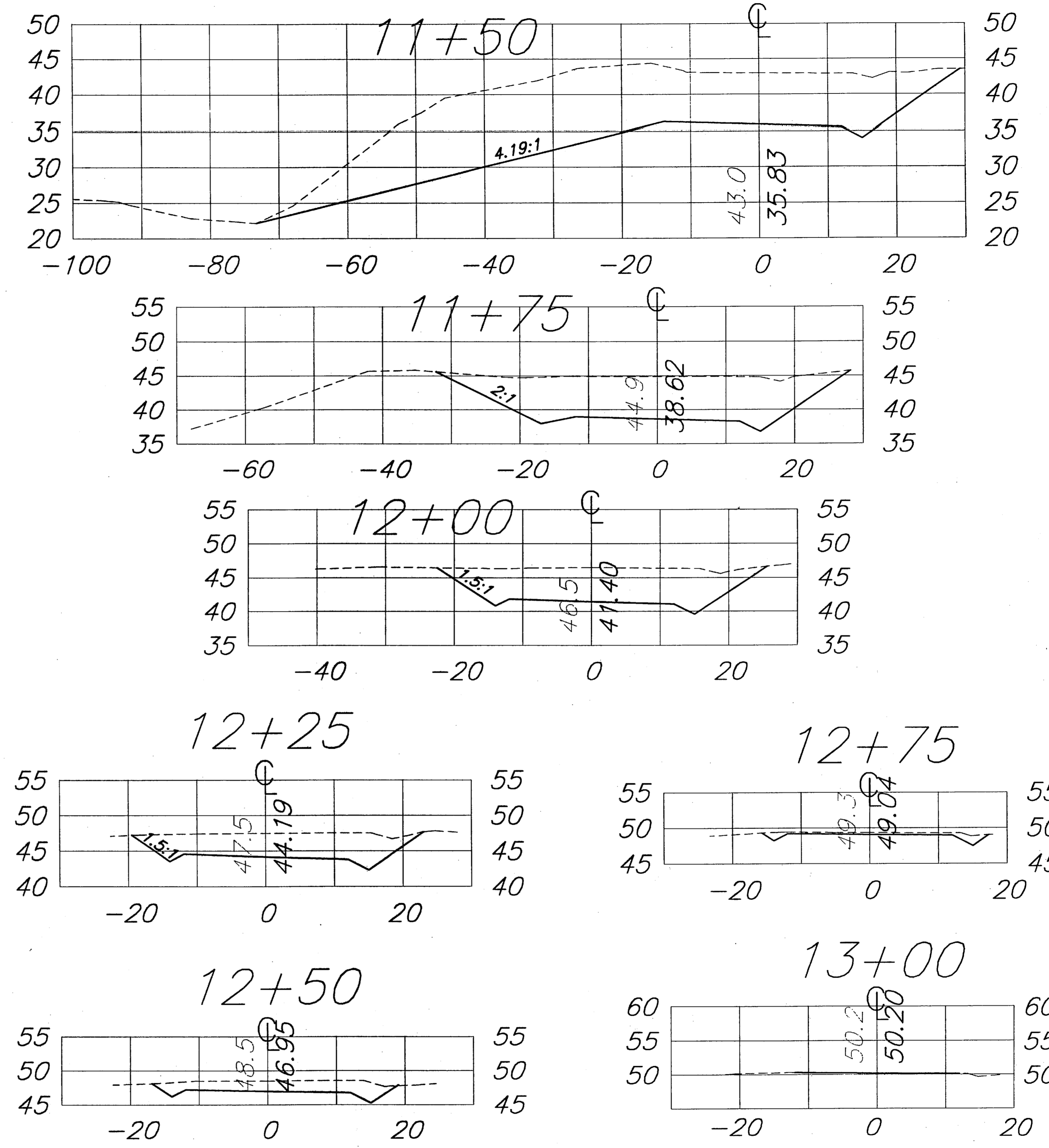
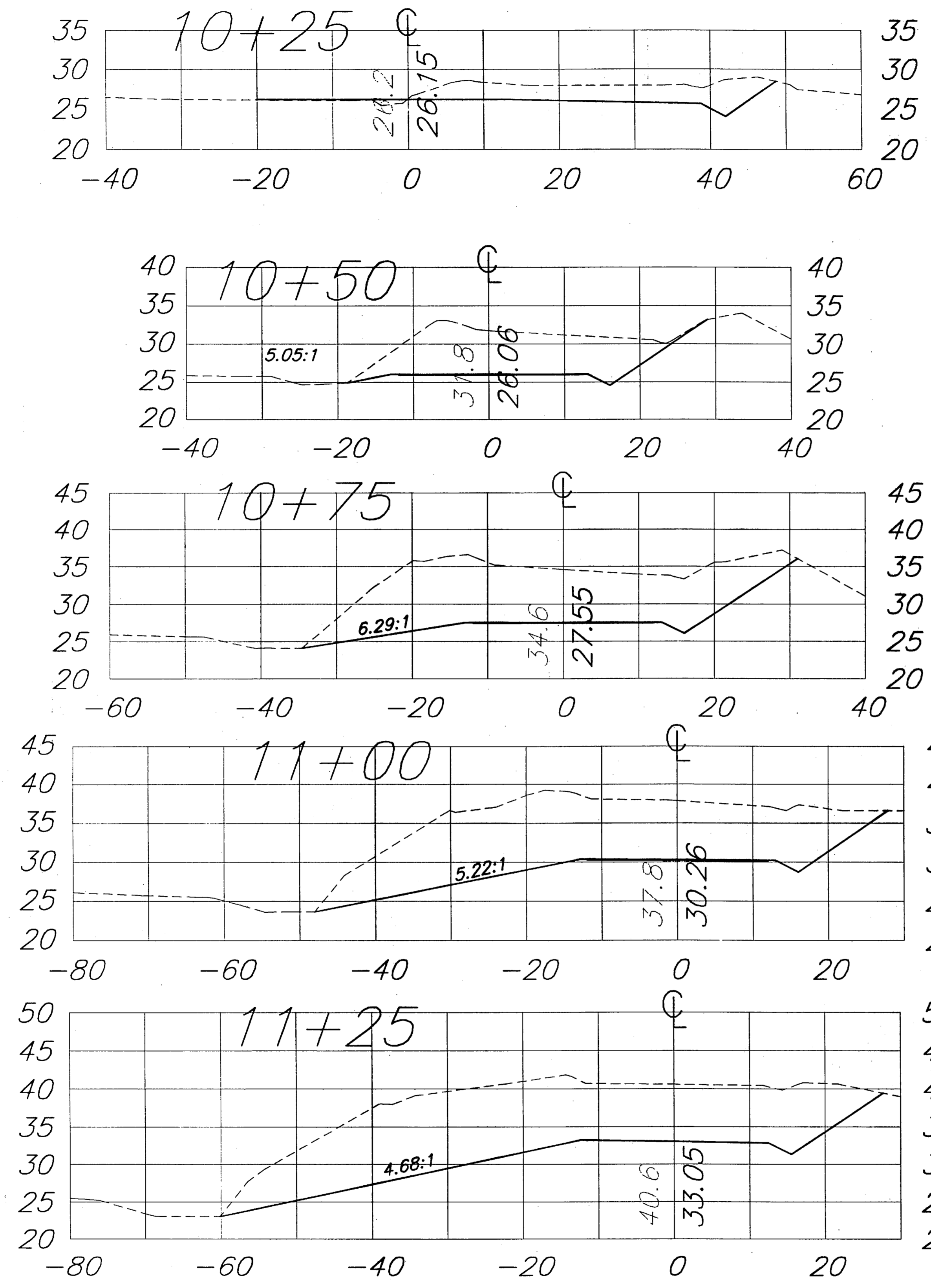
HNS-HAINES HWY-UNION ST. TO AIRPORT
 NH-095-6(17) ~ 71942

ALASKA

PIEDAD INTERSECTION PLAN

DESIGNED BY:	L. GREGOVICH	PROJECT NO.	71942
DRAWN BY:	DOT/R&M	DATE:	APRIL 1998
CHECKED BY:	A. STEININGER	SHEET	38 OF 42





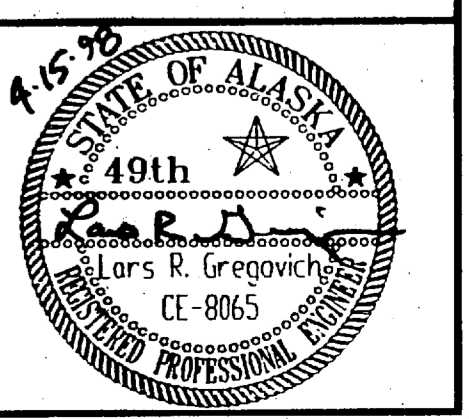
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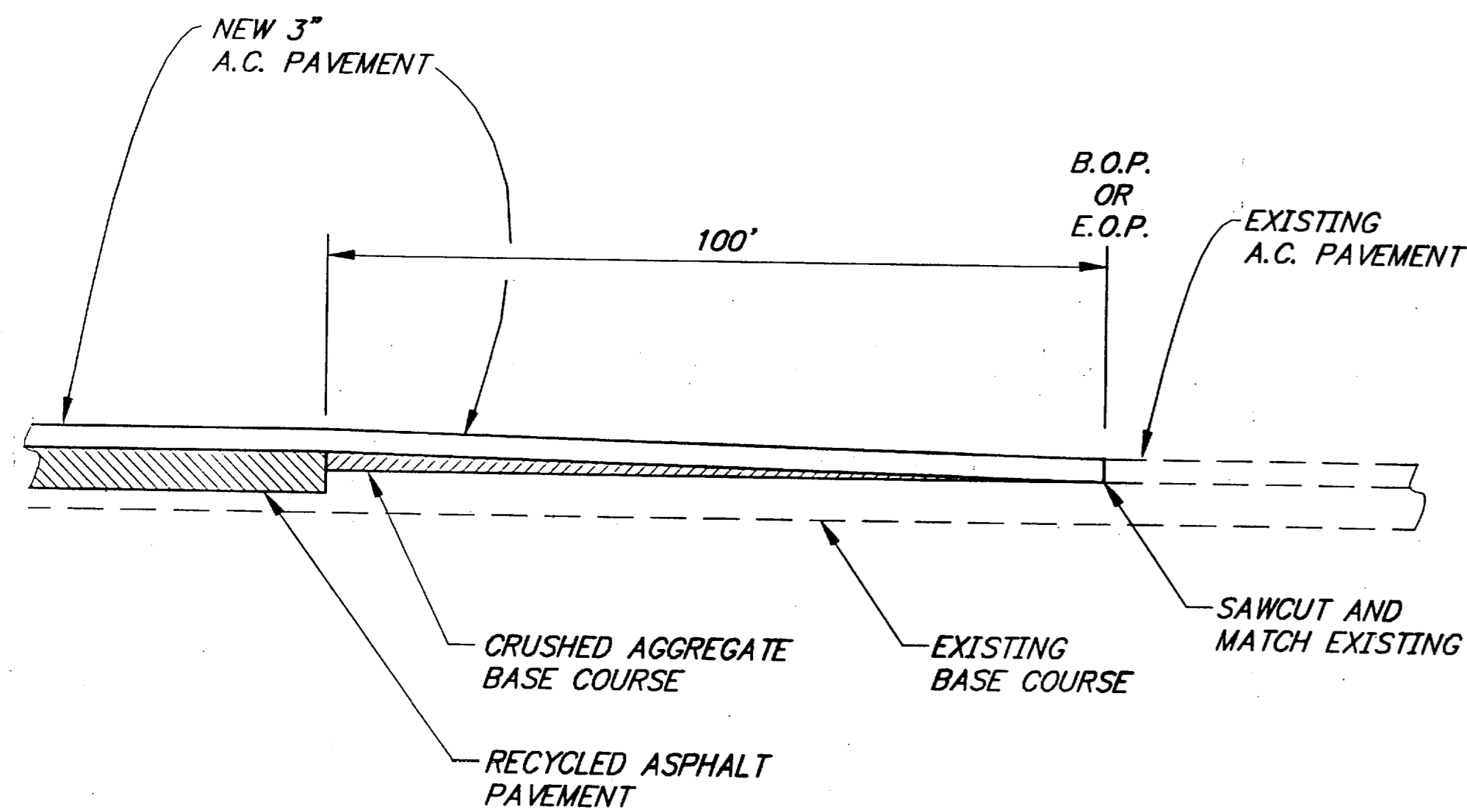
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

HAINES
 HNS-HAINES HWY-UNION ST. TO AIRPORT
 ALASKA
 NH-095-6(17) ~ 71942
PIEDAD CROSS SECTIONS

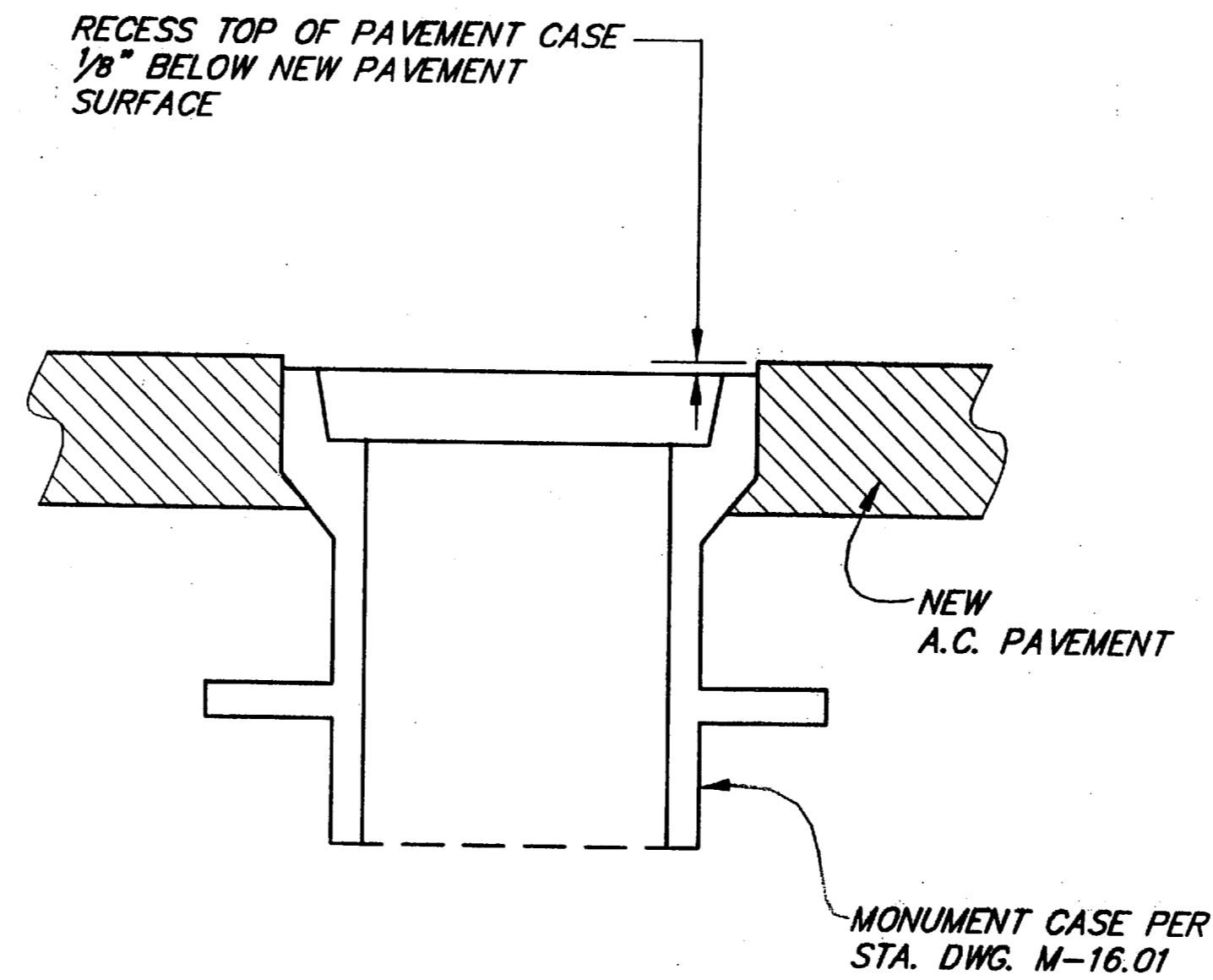
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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DRAWN BY:	L. GREGOVICH	DATE:	APRIL 1998
CHECKED BY:	A. STEININGER	SHEET	39 OF 42

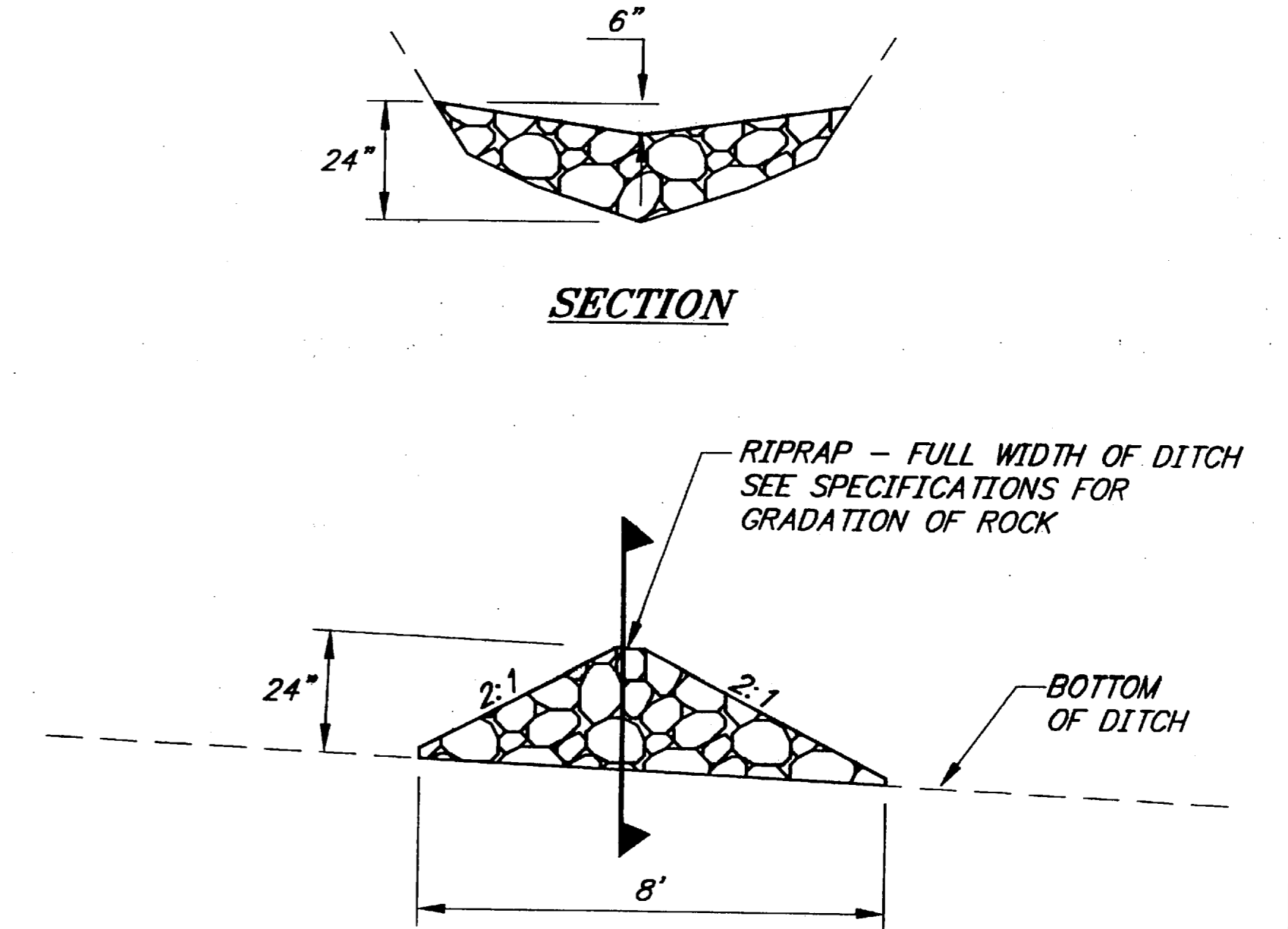




1 A.C. PAVEMENT TRANSITION DETAIL
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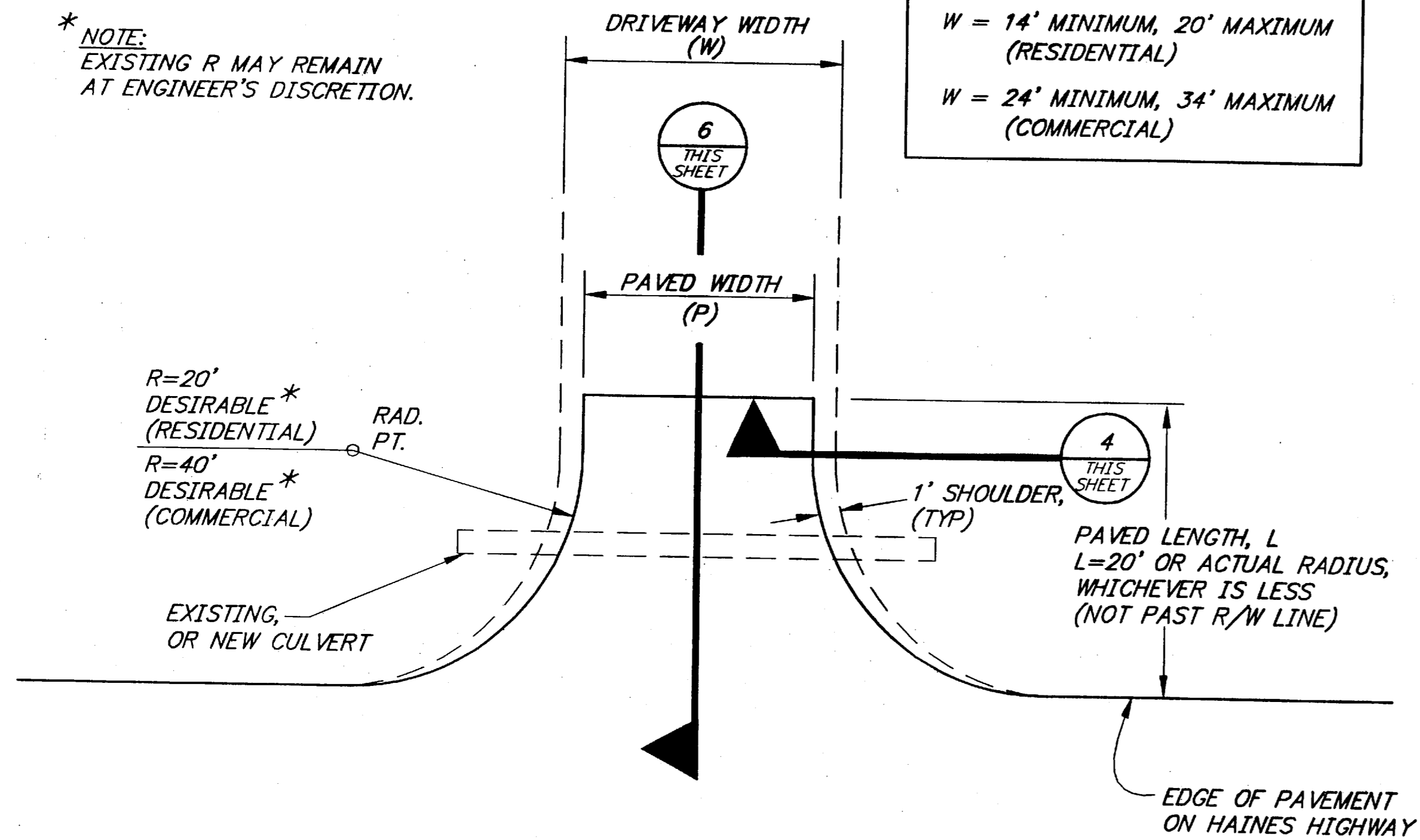


3 MONUMENT CASE INSTALLATION DETAIL
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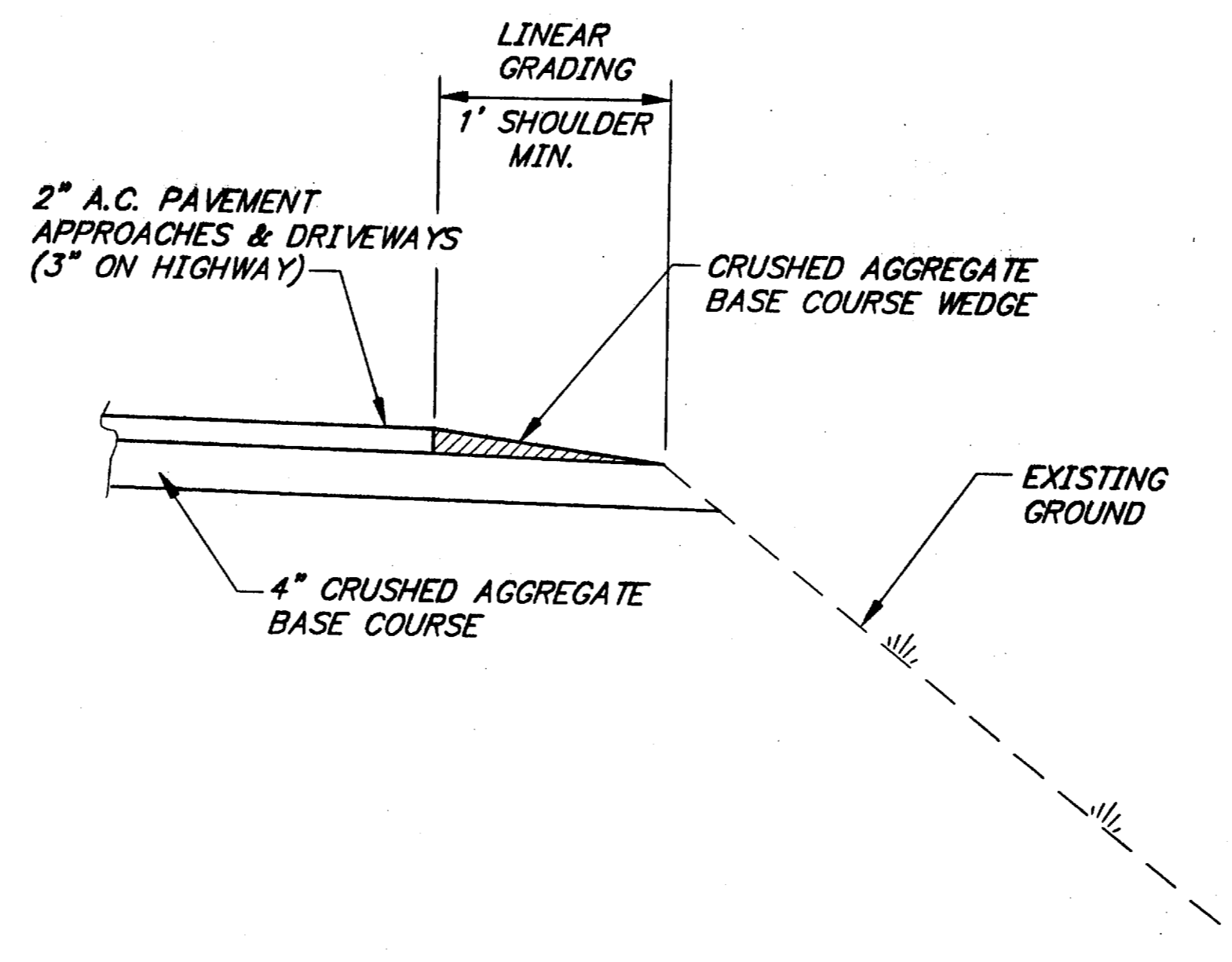


5 ROCK CHECK DAM (SEDIMENT FILTER)
NOT TO SCALE

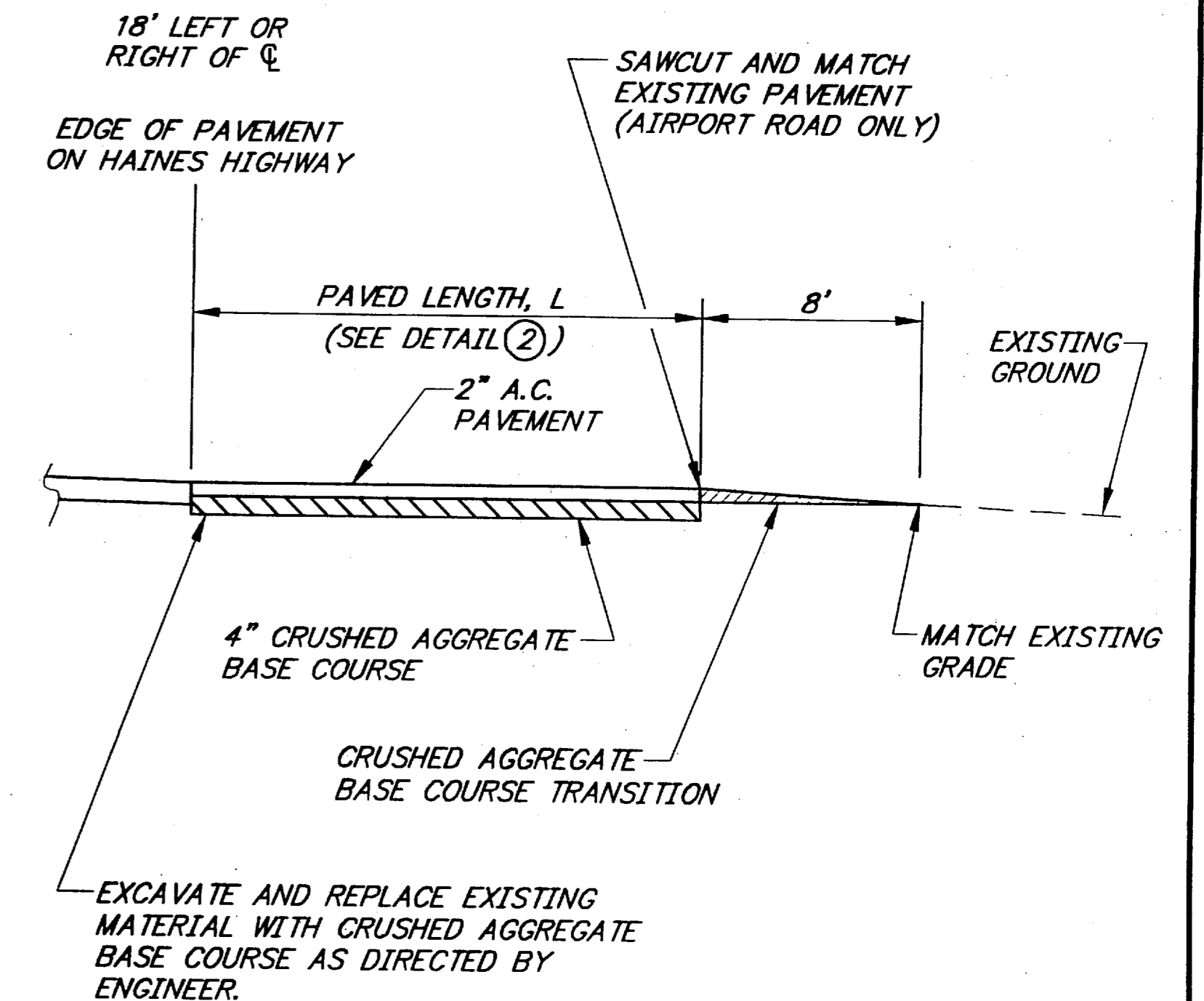
* NOTE:
EXISTING R MAY REMAIN
AT ENGINEER'S DISCRETION.



2 APPROACH DETAIL - PLAN VIEW
NOT TO SCALE



4 APPROACH SHOULDER DETAIL
NOT TO SCALE



6 APPROACH DETAIL
NOT TO SCALE

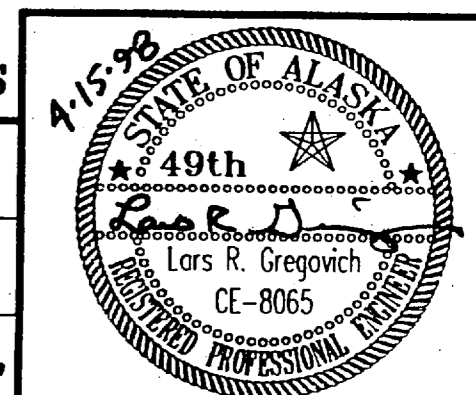
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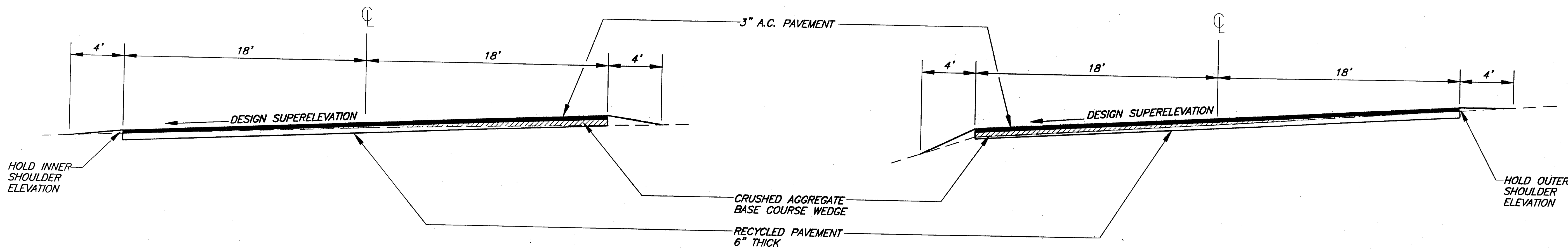
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HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT ALASKA
NH-095-6(17) ~ 71942
MISCELLANEOUS DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

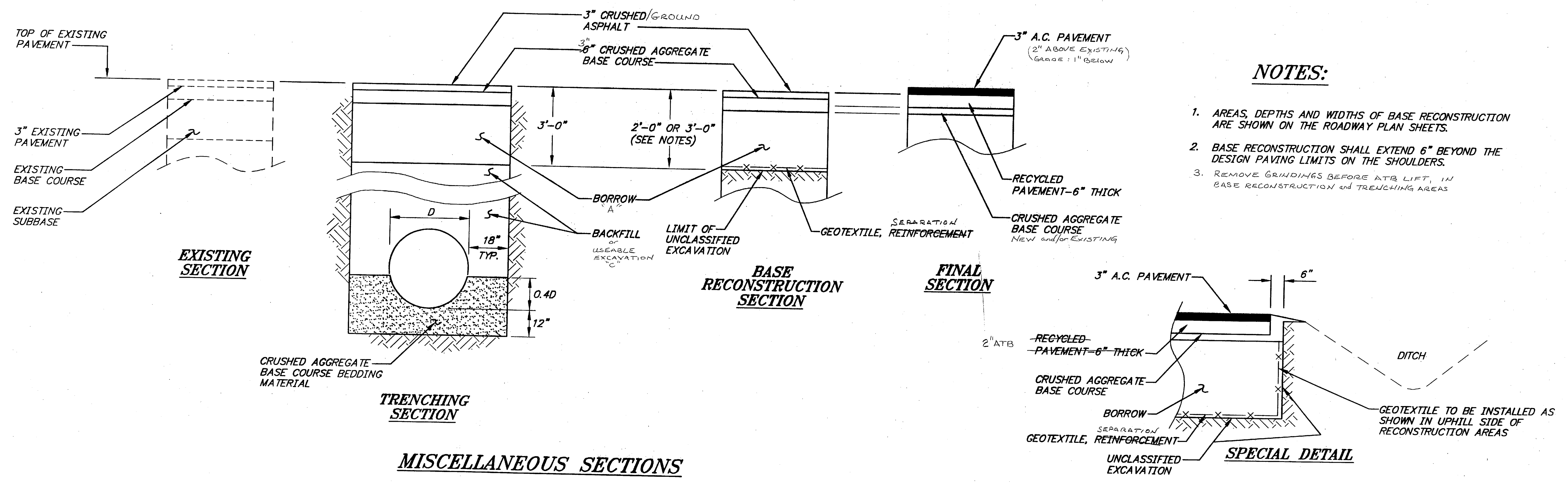
DESIGNED BY: L. GREGOVICH	PROJECT NO. 71942
DRAWN BY: R. SNYDER	DATE: APRIL 1998
CHECKED BY: A. STEININGER	SHEET 40 OF 42





SUPERELEVATION MODIFICATION - TYPE I
(EXISTING SUPERELEVATION TOO FLAT)

SUPERELEVATION MODIFICATION - TYPE II
(EXISTING SUPERELEVATION TOO STEEP)



NOTES:

1. AREAS, DEPTHS AND WIDTHS OF BASE RECONSTRUCTION ARE SHOWN ON THE ROADWAY PLAN SHEETS.
2. BASE RECONSTRUCTION SHALL EXTEND 6" BEYOND THE DESIGN PAVING LIMITS ON THE SHOULDERS.
3. REMOVE GRINDINGS BEFORE ATB LIFT, IN BASE RECONSTRUCTION AND TRENCHING AREAS

MISCELLANEOUS SECTIONS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\HNS\71942\DR\ -SUPERS		
PLOT: P:\-LIB\ -PLOT\ PLOT.PCP(4) OR PLOT.PCP(8)		
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RECORD OF REVISIONS		

STATE OF ALASKA
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SOUTHEAST REGION

HAINES HNS-HAINES HWY-UNION ST. TO AIRPORT
NH-095-6(17) ~ 71942 ALASKA

**MISCELLANEOUS SECTIONS AND
SUPERELEVATION MODIFICATIONS**

DESIGNED BY:
L. GREGOVICH

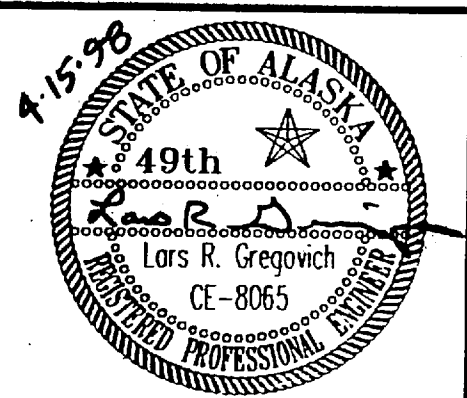
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L.G./R&M/R.S.

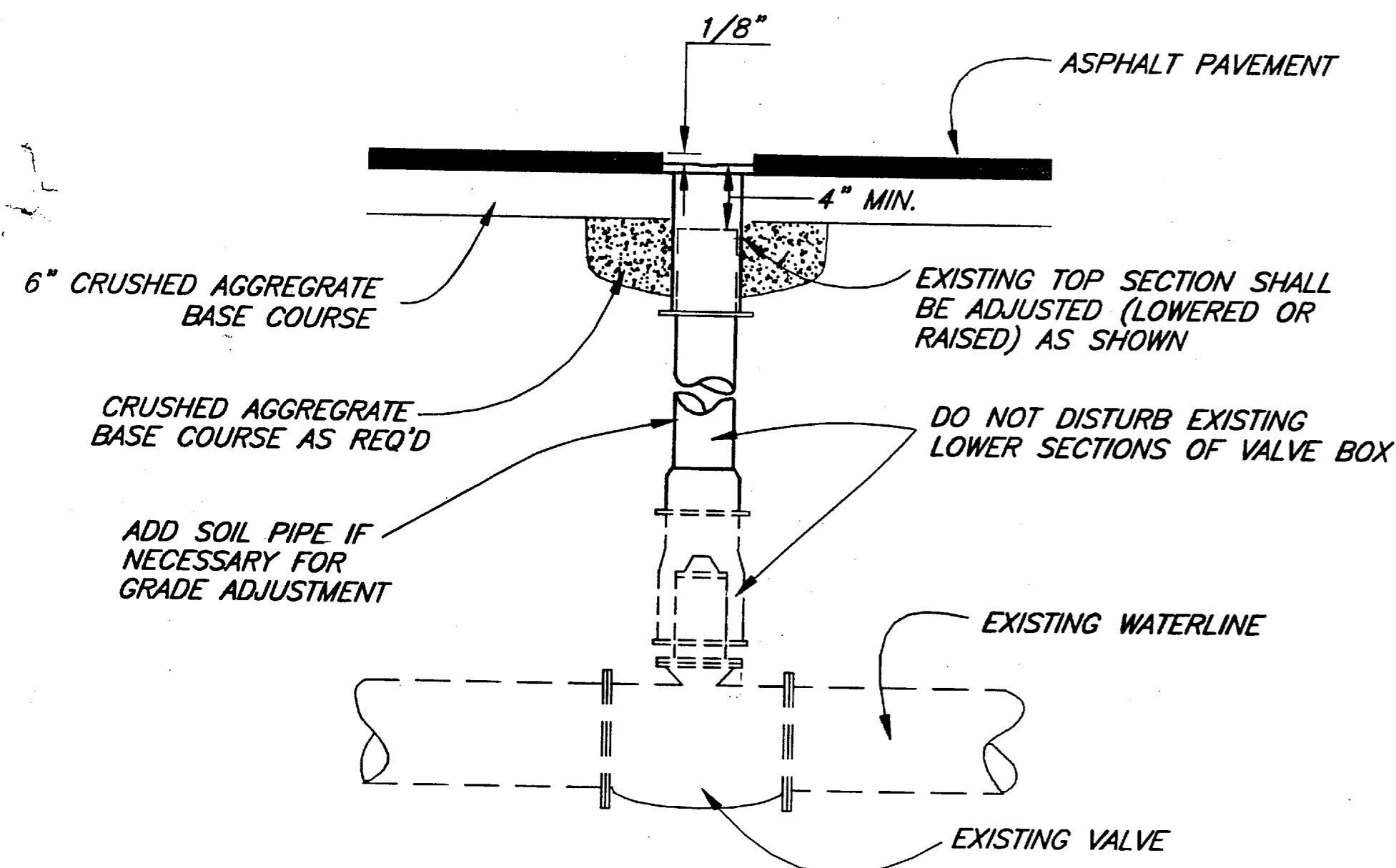
CHECKED BY:
A. STEININGER

PROJECT NO.
71942

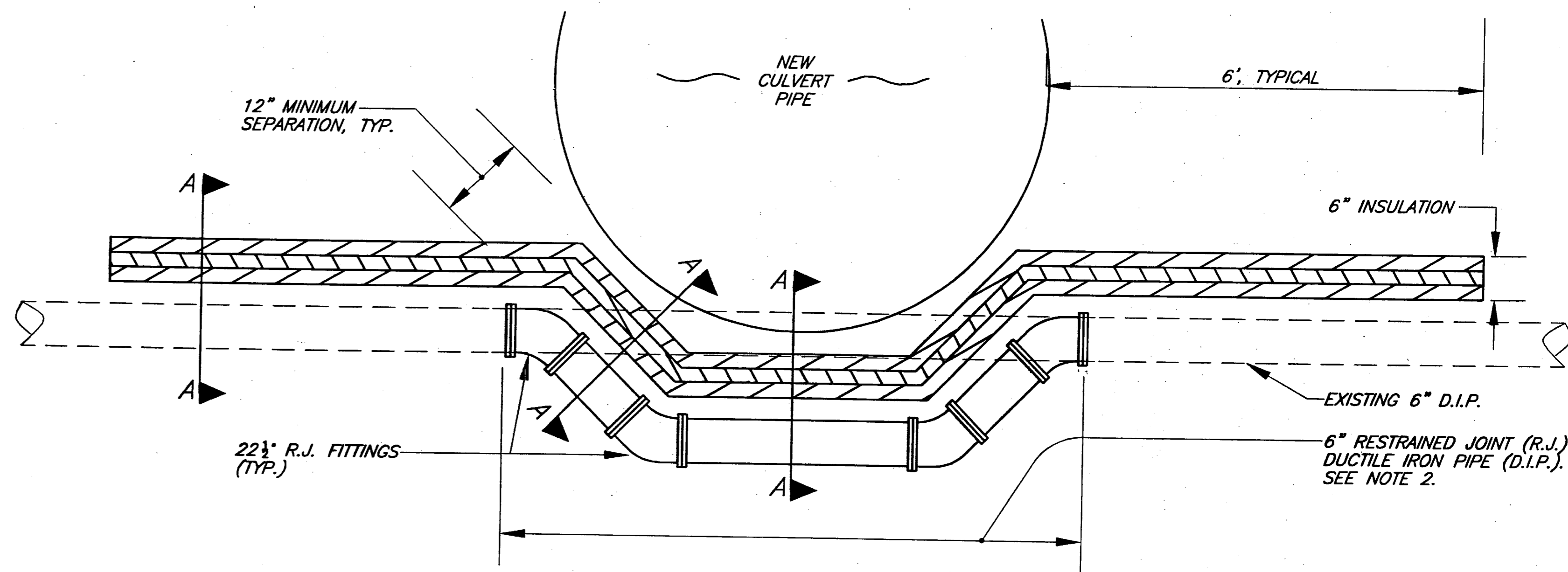
DATE:
APRIL 1998

SHEET **41** OF **42**



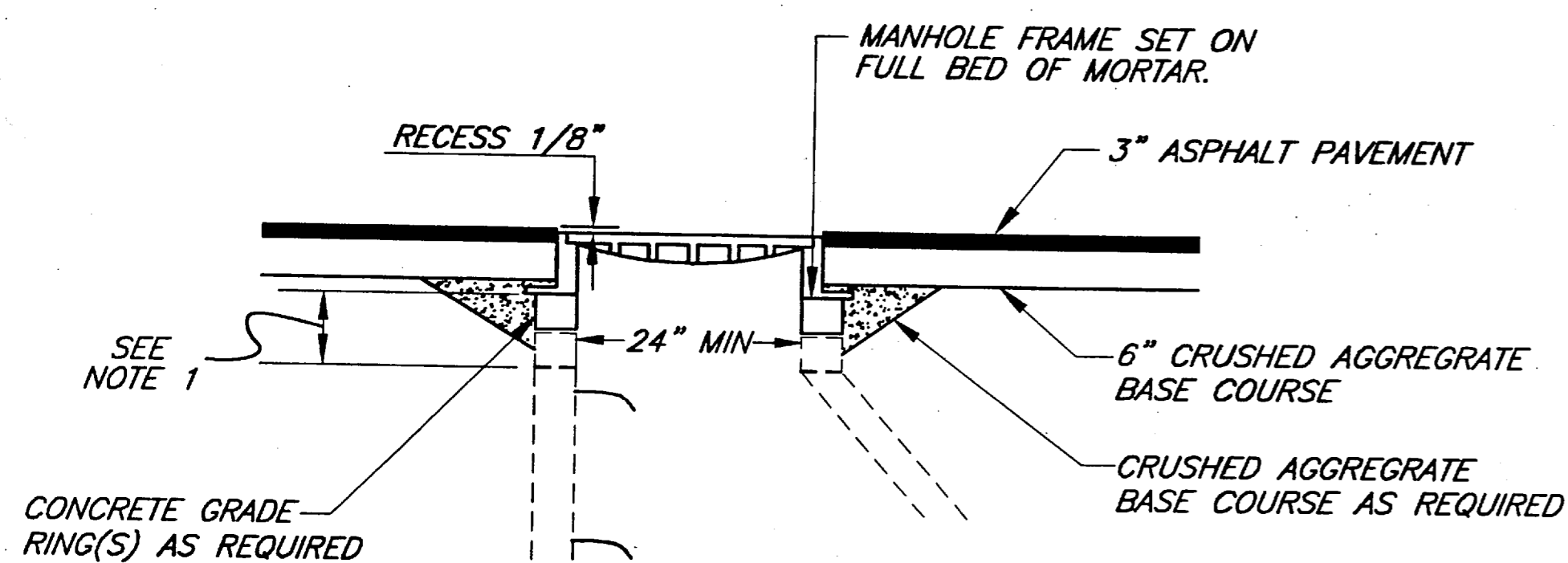


VALVE BOX ADJUSTMENT DETAIL

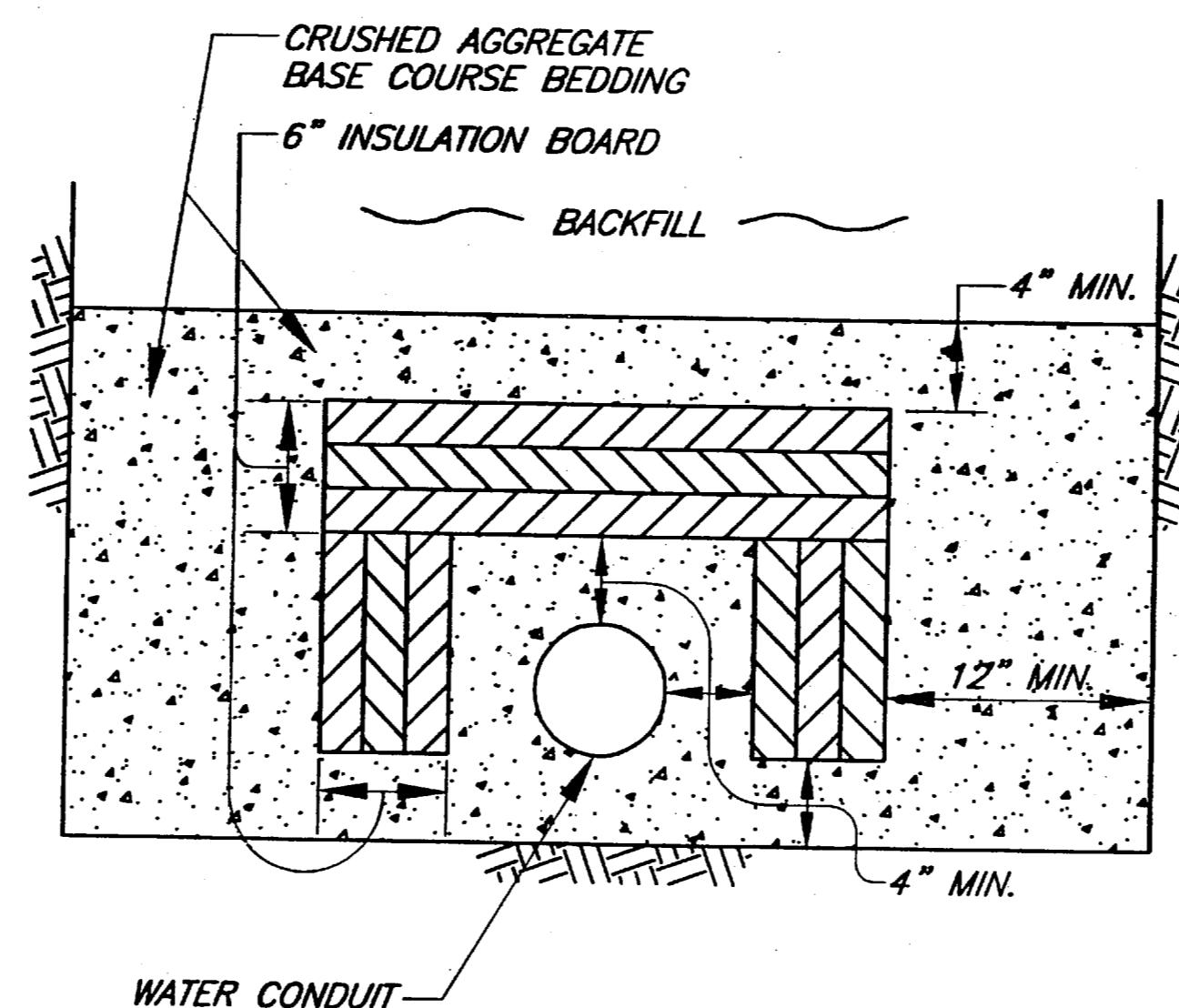


WATER LINE ADJUSTMENT

SEE NOTE 3



ADJUST SEWER MANHOLE



SECTION A - A

NOTES:

- 1) MANHOLE ADJUSTMENT SHALL BE MADE WITH GRADE RINGS NOT EXCEEDING 12" TOTAL HEIGHT BETWEEN BOTTOM OF MANHOLE FRAME AND TOP OF MANHOLE CONE.
- 2) REFER TO SPECIAL PROVISIONS IN SECTION 627 REGARDING R.J. D.I.P. AND R.J. FITTINGS.
- 3) IF THERE IS SUFFICIENT VERTICAL CLEARANCE TO INSTALL 6" OF INSULATION BOARD, THE WATER MAIN WILL NOT REQUIRE ADJUSTMENT.
- 4) STAGGER LONGITUDINAL AND TRANSVERSE INSULATION BOARD JOINTS TO THE EXTENT POSSIBLE.

RECORD OF REVISIONS	
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FED NO. NH-095-6(17) ~ 71942

UTILITY ADJUSTMENTS AND DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	L. GREGOVICH	PROJECT NO.	71942
DRAWN BY:	DOT/R&M	DATE:	APRIL 1998
CHECKED BY:	A. STEININGER	SHEET	42 OF 42

