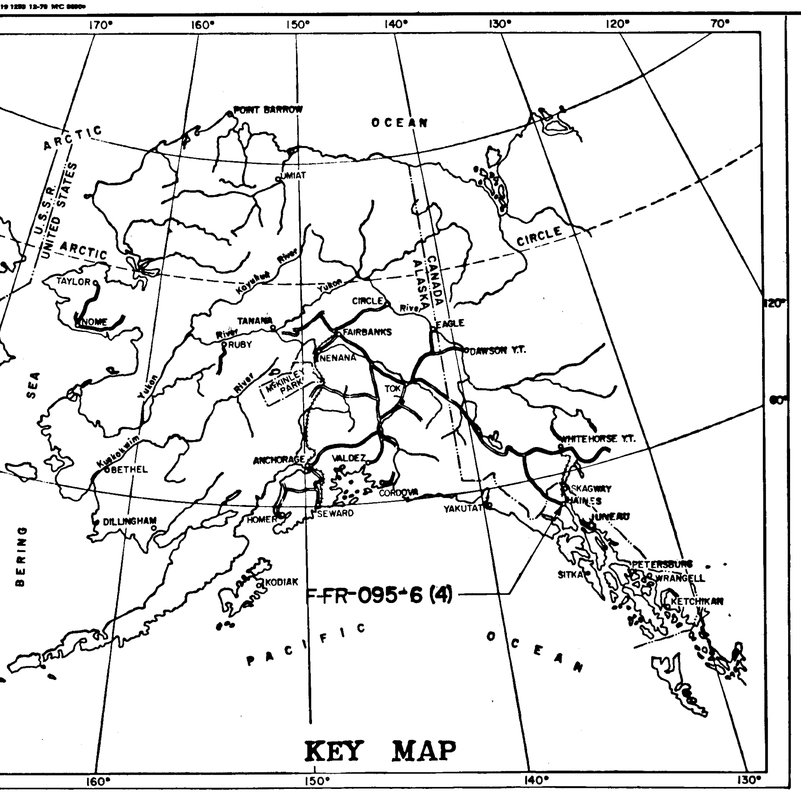
STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1	26

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
F-FR-095-6(4)
12.5 MI. - 25.3 MI. HAINES HIGHWAY
GRADING, PAVING, & DRAINAGE

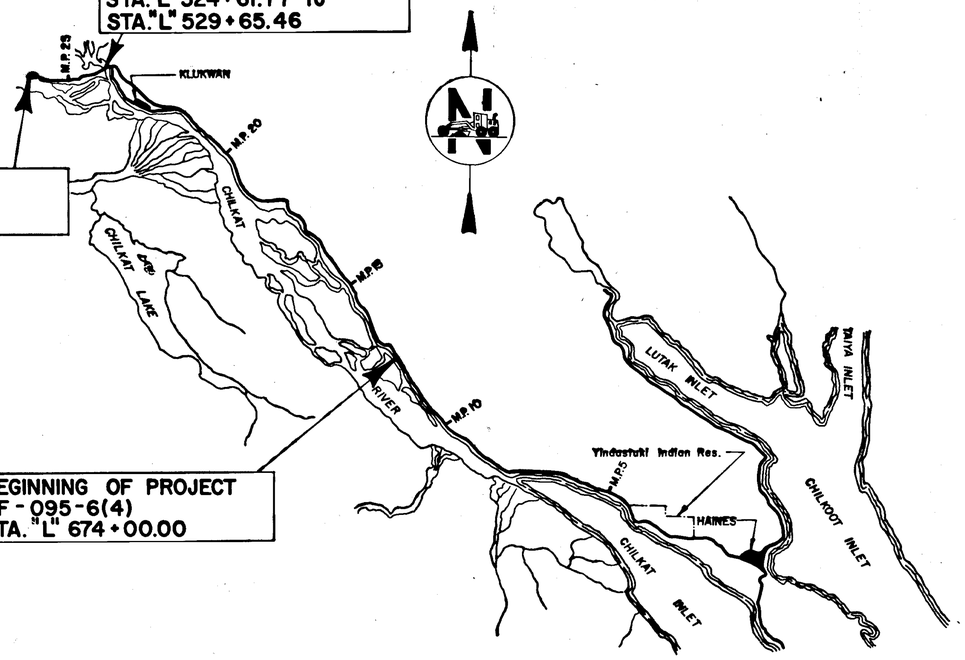


KEY MAP

Exception: Chilkat River Bridge
STA. "L" 524+61.77 to
STA. "L" 529+65.46

END OF PROJECT
RF-095-6(4)
STA. "L" 604+75.47

BEGINNING OF PROJECT
RF-095-6(4)
STA. "L" 674+00.00



DESIGN DESIGNATION

ADT 1978	=	355
ADT 2000	=	1,374
DHV 12 %	=	165
D	=	60-40
T	=	10 %
T.I.	=	7.5

PROJECT SUMMARY

WIDTH OF PAVEMENT	=	28'	
LENGTH OF PROJECT	=	65,504.98'	= 12.41 mi.
LENGTH OF EXCEPTIONS	=	503.69'	= 0.10 mi.
TOTAL LENGTH OF PROJECT	=	66,008.67'	= 12.51 mi.

INDEX OF SHEETS

THE FOLLOWING STANDARD DRAWINGS SHALL APPLY TO THIS PROJECT: A-1, C-00.04, C-10.03, C-11.03, D-01.00, D-04.00, D-05.00, D-07.00, G-04.15, G-04.34, G-13.14, G-14.06, G-18.12, G-24.00, G-24.10, I-40.11, I-41.00, I-80.00, M-16.03, S-00.11, S-05.00, S-20.10, S-30.12, & T-21.03

AS BUILT PLAN
MATSU-STEPHAN J.V.
LARRY GEISE, P.E.
AUGUST 1980 TO AUGUST 1981

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Wallace K.W. Wilson Date 3/27/80
SOUTHEASTERN REGION
DESIGN/CONSTRUCTION ENGINEER

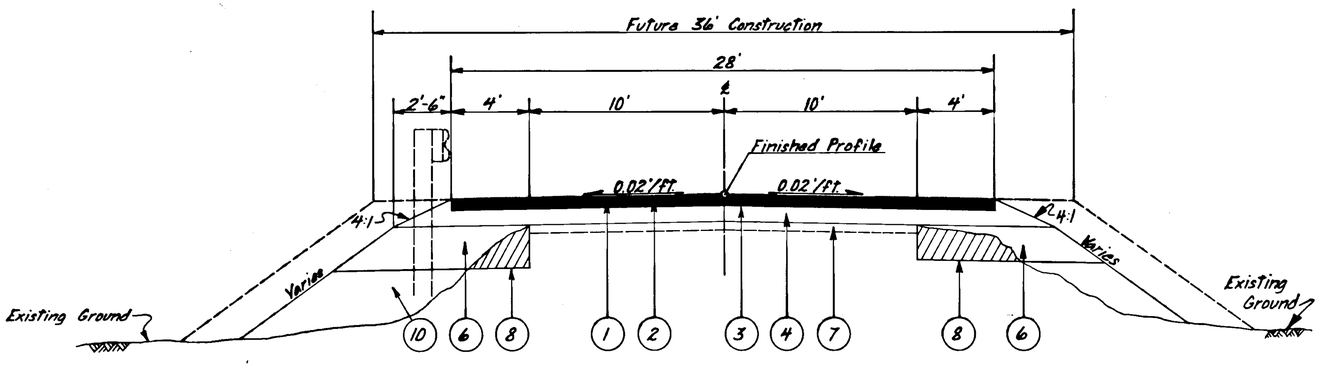
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Date 5/12/80
FOR DIRECTOR-HIGHWAY DESIGN & CONSTRUCTION

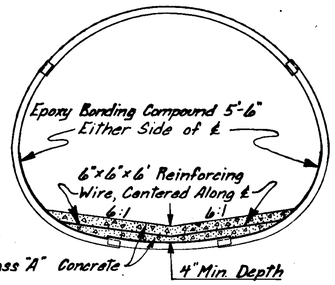
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	2	26

TYPICAL SECTIONS OF IMPROVEMENT

RECONDITION TYPICAL "A"



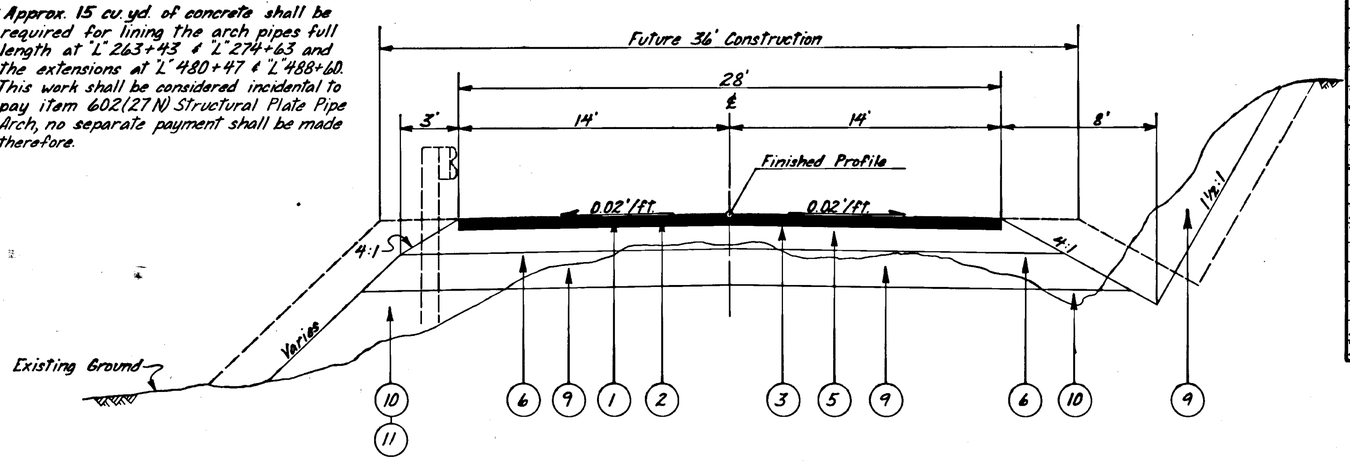
NOTE: Roadway shall be constructed to top of select material prior to reconditioning of existing roadbed.



PIPE ARCH LINER DETAIL

NOTE: Approx. 15 cu yd of concrete shall be required for lining the arch pipes full length at ℄ 263+43 & ℄ 274+63 and the extensions at ℄ 480+47 & ℄ 488+60. This work shall be considered incidental to pay item 602(27 N) Structural Plate Pipe Arch, no separate payment shall be made therefore.

RECONSTRUCTION TYPICAL "B"



FILL SLOPE TABLE

LEFT		RIGHT	
STA. – STA.	SLOPE	STA. – STA.	SLOPE
℄674 ~ – ℄685 ~	2:1	℄674 ~ – ℄677+50	3:1
℄685+50 – ℄689+50	4:1	℄678 ~ – ℄731 ~	4:1
℄690 ~ – 0"729 ~	1½:1	℄731+50 – ℄737+50	3:1
℄729+50 – ℄736 ~	2:1	℄738 ~ – ℄741+50	2:1
℄736+50 – ℄12 ~	4:1	℄10 ~ – 0"21 ~	3:1
℄12+50 – 0"19 ~	3:1	0"21+50 – 0"26 ~	4:1
0"19+50 – 0"37 ~	4:1	0"26+50 – 0"29 ~	3:1
0"37+50 – 0"41 ~	1½:1	0"29+50 – 0"35+50	4:1
0"41+50 – 0"47 ~	4:1	0"36 ~ – 0"40 ~	3:1
0"47+50 – 0"52+50	3:1	0"40+50 – 0"54+50	4:1
0"53 ~ – 0"56 ~	1½:1	0"55 ~ – ℄76 ~	3:1
0"56+50 – 0"58+50	4:1	℄76+50 – ℄89 ~	4:1
0"59 ~ – 0"60 ~	2:1	℄89+50 – ℄100+50	3:1
0"60+50 – ℄74 ~	4:1	℄101 ~ – ℄106 ~	4:1
℄74+50 – ℄87 ~	3:1	℄106+50 – ℄110+50	2:1
℄87+50 – ℄93 ~	1½:1	℄111 ~ – ℄117 ~	4:1
℄93+50 – ℄99 ~	2:1	℄117+50 – ℄125+50	3:1
℄99+50 – ℄111 ~	3:1	℄126 ~ – ℄133 ~	2:1
℄111+50 – ℄114 ~	1½:1	℄133+50 – ℄138 ~	3:1
℄114+50 – ℄119 ~	3:1	℄138+50 – ℄143+50	2:1
℄119+50 – ℄124 ~	1½:1	℄144 ~ – ℄149+50	3:1
℄124+50 – ℄129+50	3:1	℄150 ~ – ℄151 ~	4:1
℄130 ~ – ℄132 ~	1½:1	℄151+50 – ℄153+50	3:1
℄132+50 – ℄148 ~	3:1	℄154 ~ – ℄159 ~	4:1
℄148+50 – ℄170 ~	2:1	℄161 ~ – ℄167 ~	2:1
℄170+50 – ℄172+50	4:1	℄167+50 – ℄185 ~	4:1
℄173 ~ – ℄179 ~	3:1	℄185+50 – 0"192+50	2:1
℄180 ~ – 0"190+50	1½:1	0"193 ~ – 0"201+50	4:1
0"191 ~ – 0"192+50	4:1	0"202 ~ – ℄298 ~	3:1
0"193 ~ – 0"194 ~	1½:1	℄298+50 – ℄300 ~	2:1
0"194+50 – 0"202 ~	4:1	℄300+50 – 0"335 ~	3:1
0"202+50 – ℄207 ~	1½:1	0"335+50 – 0"340 ~	1½:1
℄207+50 – ℄221 ~	3:1	0"340+50 – ℄351 ~	4:1
℄221+50 – ℄245 ~	2:1	℄351+50 – ℄365 ~	3:1
℄245+50 – ℄263 ~	3:1	℄365+50 – ℄385 ~	2:1
℄263+50 – ℄284 ~	4:1	℄385+50 – ℄401 ~	4:1
℄284+50 – ℄289 ~	2:1	℄401+50 – ℄405+50	2:1
℄289+50 – ℄333 ~	3:1	℄406 ~ – ℄469 ~	3:1
0"333+50 – ℄348 ~	4:1	℄469+50 – ℄472+50	2:1
℄348+50 – ℄352+50	2:1	℄473 ~ – ℄513+50	3:1
℄353 ~ – ℄364 ~	4:1	℄514 ~ – ℄517+50	2:1
℄364+50 – ℄370 ~	2:1	℄518 ~ – ℄532 ~	3:1
℄370+50 – ℄375 ~	3:1	℄532+50 – ℄545 ~	2:1
℄375+50 – ℄384+50	2:1	℄546 ~ – ℄604 ~	3:1
℄385 ~ – ℄389 ~	3:1		
℄389+50 – ℄390 ~	2:1		
℄390+50 – ℄396 ~	4:1		
℄396+50 – ℄407 ~	1½:1		
℄407+50 – ℄412 ~	3:1		
℄412+50 – ℄436 ~	4:1		
℄436+50 – ℄454 ~	2:1		
℄454+50 – ℄463 ~	3:1		
℄463+50 – ℄472 ~	2:1		
℄472+50 – ℄492 ~	4:1		
℄492+50 – ℄498 ~	3:1		
℄498+50 – ℄510 ~	2:1		
℄510+50 – ℄532 ~	3:1		
℄532+50 – ℄566 ~	2:1		
℄567 ~ – ℄577 ~	4:1		
℄577+50 – ℄604 ~	3:1		

NOTE: All cut back slopes shall be 1½:1 except in areas of solid rock. Back slopes in solid rock shall be ¼:1.

BASIS OF ESTIMATE

ITEM NO.	ITEM	FACTOR
301(1)	Crushed Agg. Base Course	2.09 Tons/Cubic Yard
401(1)	Hot Asphalt Pave.(Class I)	121 lbs./Sq. Yd./Inch Depth
401(2)	AC-5 Asphalt Cement	6% of Item 401(1)
201(3B)	Clearing and Grubbing	Approx. 4 Acres
402(2)	CSS-1 Emul. Asph. for Tack	0.1 Gal./Sq. Yd., 253 Gal./Ton
403(1)	MC-30 Liquid Asph. Prime	0.25 Gal/Sq. Yd., 256 Gal./Ton
670(6)	Thermoplastic Pave. Marks	Approx. 62,000 L.F. Striping

TYPICAL SECTION APPLICATION TABLE

TYPICAL "A" FROM	TYPICAL "A" TO	TYPICAL "B" FROM	TYPICAL "B" TO	REMARKS
℄674 ~	℄685+05.80			
		℄685+05.80	℄730+10.47	
℄730+10.47	℄14+00.39			
		℄14+00.39	℄64+05.89	
℄64+05.89	℄68 ~			
		℄68 ~	℄80 ~	
℄80 ~	℄103+30.22			
		℄103+30.22	℄130+69.03	
℄130+69.03	℄147+90.98			
		℄147+90.98	℄206+98.75	
℄206+98.78	℄323+17.09			
		℄323+17.09	℄360 ~	
℄360 ~	℄378+19.27			
		℄378+19.27	℄408+87.47	
℄408+87.47	℄604+75.47			

SHOT ROCK EMBANKMENT SUMM.

FROM	TO	ESTIMATED QUANTITY
0"690 ~	0"720+19	6308 Cu. Yd.
0"37+50	0"41+50	936 Cu. Yd.
0"52+50	0"55 ~	265 Cu. Yd.

NOTE: All rock embankment is on left.

LABELING INDEX

(1)	3" Hot Asphalt Pavement, (2 – 1½" Lifts)
(2)	CSS-1 Emulsified Asphalt for Tack Coat
(3)	MC-30 Liquid Asphalt for Prime Coat
(4)	4" Crushed Aggregate Base Course
(5)	6" Crushed Aggregate Base Course
(6)	9" Selected Material
(7)	Reconditioned Roadbed
(8)	9" Linear Grading
(9)	Unclassified Excavation
(10)	Useable Unclassified Excavation
(11)	Shot Rock Embankment

ESTIMATE OF QUANTITIES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	F-FR-095-6(4)	1980	3

ITEM NO.	ITEM	UNIT	SHEET NUMBERS																					
			6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25		
1	Furnish & Maintain Engineering Facilities	L.S.																						
109(1)	Petroleum Escalation	C.S.																						
110(1)	Mobilization	L.S.																						
111(1)	Temporary Erosion & Pollution Control	C.S.																						
112(1)	Training Program in Accordance with F.H.W.A. Order Interim 7-2(2)	C.S.																						
114(1)	Construction Engineering by the Contractor	L.S.																						
115(1)	Traffic Maintenance	L.S.																						
201(3B)	Clearing and Grubbing	L.S.																						
202(4)	Removal and Disposal of Culvert Pipe	L.F.	105	54	275	363	199	207		200	179	231	143	92	144	242	358	779	633	249	128			
203(3)	Unclassified Excavation	C.Y.	684	2491	997	3303	3647	1330	1594	1199	327	9874	986			3412	1891	5273						
203(5D)	Embankment	C.Y.	3306	6920	3355	4106	4431	2585	2400	2753	17,861	8663	2215	2963	1525	3928	2458	5516	4833	3980	4803	865		
203(7)	Linear Grading	STA.	11.0		12.4	4.2	29	19.0	6.3	17.1			23.0	60.0	32.0	1.2	18.2	5.5	62.0	62.0	62.0	4.8		
301(1)	Crushed Aggregate Base Course	TON	2057	2930	2527	3160	3436	3019	2164	3718	2524	3668	3015	5847	2974	3550	3585	3537	6080	4565	4969	381		
303(1)	Reconditioning	STA.	11.0		12.4	4.2	2.9	19.0	6.3	17.1			23.0	60.0	32.0	1.2	18.2	5.5	62.0	62.0	62.0	4.8		
401(1)	Hot Asphalt Pavement (Class I)	TON	1186	1299	1325	1546	1673	1705	1127	1750	1174	1728	1644	3388	1918	1792	1850	1776	3527	3227	3589	279		
401(2)	AC-5 Asphalt Cement	TON	71.2	77.9	79.5	92.8	100.4	102.3	67.6	105.0	70.4	103.7	98.7	203.3	115.1	107.5	111.0	106.6	211.7	193.7	215.7	16.8		
402(3)	CSS-1 Emulsified Asphalt for Tack Coat	TON	1.3	1.4	1.5	1.7	1.8	1.9	1.2	1.9	1.3	1.9	1.8	3.7	2.1	2.0	2.0	1.9	3.8	3.8	3.9	0.3		
403(1)	MC-30 Liquid Asphalt for Prime Coat	TON	6.4	7.0	7.1	8.3	9.0	9.2	6.1	9.4	6.3	9.3	8.8	18.2	10.3	9.6	10.0	9.5	19.0	18.9	19.3	1.5		
603(22G)	24" Pipe Conduit	L.F.	122	58	112	330	170	226		214		192	164	58	158	292	382	164	446	222				
603(22H)	30" Pipe Conduit	L.F.																58			160			
603(22I)	36" Pipe Conduit	L.F.			172		50				76	74		52				60	200					
602(27K)	6'-1" x 4'-7" Structural Plate Pipe Arch	L.F.									70													
602(27N)	8'-2" x 5'-9" Structural Plate Pipe Arch	L.F.												116						20				
606(1)	Beam Type Guardrail (Type 1 Post)	L.F.		625		975	2050	1050	550	250					350	450	850	200						
606(3)	Removal and Reconstruction of Guardrail	L.F.	325	1675	1275	51	574													250				
614(1)	Survey Monuments	EA.	4	6	4	5	5	2	4	6	4	3	7	8	6	6	8	6	12	8	7	1		
614(2)	Monument Cases	EA.	4	6	4	5	5	2	4	6	4	3	7	8	6	6	8	6	12	8	7	1		
615(1)	Standard Signs	S.F.	40.06	26.0	1.06	13.0	14.06		14.06	26.0	27.06	12.0	26.06	37.06	26.0	14.06	40.06	36.25	7.31	80.12	1.06			
627(1)	Watering	M.GAL.																		4				
629(2)	Object Markers	EA.																500						
670(1)	Painted Traffic Markings	L.S.								1		2	1		1			2	2	2	8	1		
670(6)	Thermoplastic Pavement Markings	L.S.																	60					
680(4D)	Telephone Cable Relocation	L.F.				150																		
683(1)	Approaches	EA.																						
684(7D)	4" Rigid Steel Conduit	L.F.																						

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	4	

MONUMENT & CASE SUMMARY

STATION	OFFSET	POINT	STATION	OFFSET	POINT
"L" 676+73.10	℄	P.C.	"L" 244+72.91	℄	P.T.
"L" 684+17.92	℄	P.T.	"L" 251+24.95	℄	P.C.
"L" 685+93.67 Bk.	℄	P.O.T.	"L" 257+64.67	℄	P.T.
"O" 685+93.67 Ahd.		P.C.	"L" 261+33.81	℄	P.C.
"O" 694+72.74 Bk.	℄	P.T.	"L" 266+87.16	℄	P.T.
"L" 694+72.29 Ahd.		P.O.T.	"L" 274+17.97	℄	P.C.
"L" 699+40.06 Bk.	℄	P.O.T.	"L" 277+95.42	℄	P.T.
"O" 699+40.06 Ahd.		P.C.	"L" 294+39.42	℄	P.C.
"O" 702+60.92	℄	P.T.	"L" 301+15.93	℄	P.T.
"O" 703+26.59	℄	P.C.	"L" 305+03.39	℄	P.C.
"O" 707+96.82	℄	P.T.	"L" 311+34.85	℄	P.T.
"O" 712+35.52	℄	P.C.	"L" 314+26.34	℄	P.C.
"O" 717+33.31	℄	P.T.	"L" 321+13.71	℄	P.T.
"O" 723+76.42	℄	P.C.	"L" 324+17.09 Bk.	℄	P.O.T.
"O" 729+09.39 Bk.	℄	P.T.	"O" 324+17.09 Ahd.		P.C.
"L" 729+10.47 Ahd.		P.O.T.	"O" 333+17.03	℄	P.T.
"L" 733+12.13	℄	P.C.	"O" 338+70.23	℄	P.C.
"L" 741+47.25 Bk.	℄	P.T.	"O" 344+62.58 Bk.	℄	P.T.
"L" 9+98.11 Ahd.		P.O.T.	"L" 344+65.90 Ahd.		P.O.S.T.
"L" 15+00.39 Bk.	℄	P.O.T.	"L" 346+53.72	℄	P.C.
"O" 15+00.39 Ahd.		P.C.	"L" 350+33.90	℄	P.T.
"O" 23+90.15	℄	P.T.	"L" 353+00.18	℄	P.C.
~~"O" 26+08.48~~	~~℄~~	~~P.C.~~	"L" 356+23.08	℄	P.T.
~~"O" 35+17.64~~	~~℄~~	~~P.T.~~	"L" 358+77.16	℄	P.C.
"O" 37+36.73	℄	P.C.	"L" 364+27.47	℄	P.T.
"O" 41+36.85 Bk.	℄	P.T.	"L" 366+21.06	℄	P.C.
"L" 41+17.21 Ahd.		P.O.C.	"L" 371+34.37	℄	P.T.
"L" 47+09.47	℄	P.C.	"L" 374+46.75	℄	P.C.
"L" 50+73.61	℄	P.T.	"L" 377+19.27	℄	P.T.
"L" 54+47.28	℄	P.C.	"L" 388+49.16	℄	P.C.
"L" 62+85.94 Bk.	℄	P.T.	"L" 391+74.13	℄	P.T.
"L" 63+05.89 Ahd.		P.O.C.	"L" 393+86.15	℄	P.C.
"L" 75+48.20	℄	P.C.	"L" 395+17.32 Bk.	℄	P.T.
"L" 81+30.53	℄	P.T.	"L" 395+17.33 Ahd.		P.O.T.
"L" 104+30.22	℄	P.C.	"L" 400+27.47	℄	P.C.
"L" 108+15.46	℄	P.T.	"L" 407+87.47	℄	P.T.
"L" 110+12.74	℄	P.C.	"L" 428+98.35	℄	P.C.
"L" 115+47.73 Bk.	℄	P.T.	"L" 433+28.57 Bk.	℄	P.T.
"L" 115+51.28 Ahd.		P.O.T.	"L" 433+28.08 Ahd.		P.O.T.
"L" 119+38.62	℄	P.C.	"L" 435+05.82	℄	P.C.
"L" 122+02.83	℄	P.T.	"L" 439+88.78	℄	P.T.
"L" 124+30.65	℄	P.C.	"L" 441+20.15	℄	P.C.
"L" 129+69.03	℄	P.T.	"L" 445+79.33	℄	P.C.
"L" 136+44.00	℄	P.C.	"L" 447+39.11	℄	P.C.
"L" 147+00.36	℄	P.T.	"L" 452+37.40	℄	P.T.
"L" 148+81.60	℄	P.C.	"L" 460+82.85	℄	P.C.
"L" 153+62.78	℄	P.T.	"L" 466+51.27	℄	P.T.
~~"L" 160+62.99~~	~~℄~~	~~P.C.~~	"L" 467+00.42	℄	P.C.
~~"L" 168+79.04~~	~~℄~~	~~P.T.~~	"L" 471+76.24	℄	P.T.
"L" 170+12.26	℄	P.C.	"L" 478+91.95	℄	P.C.
"L" 183+44.05	℄	P.T.	"L" 480+40.08	℄	P.T.
"L" 184+91.60 Bk.	℄	P.O.T.	"L" 481+46.12	℄	P.C.
"O" 184+91.60 Ahd.		P.C.	"L" 486+14.29 Bk.	℄	P.T.
"O" 200+16.84	℄	P.T.	"L" 486+14.46 Ahd.		P.O.T.
"O" 202+13.26	℄	P.C.	"L" 500+16.19	℄	P.C.
"O" 203+90.50 Bk.	℄	P.T.	"L" 505+97.86	℄	P.T.
"L" 205+98.78 Ahd.		P.O.T.	"L" 510+44.77	℄	P.C.
"L" 208+04.52	℄	P.C.	"L" 523+50.61	℄	P.T.
"L" 212+65.81	℄	P.T.	"L" 543+48.75	℄	P.C.
"L" 216+63.70	℄	P.C.	"L" 548+04.06	℄	P.T.
"L" 223+72.37 Bk.	℄	P.T.	"L" 562+04.41	℄	P.I.
"L" 223+72.53 Ahd.		P.O.T.	"L" 574+47.82	℄	P.C.
"L" 241+57.47	℄	P.C.	"L" 579+67.26	℄	P.T.
			"L" 592+86.39	℄	P.C.
			"L" 598+66.39	℄	P.T.
			"L" 604+75.47	℄	P.C.-E.O.P.

TOTAL - 112 Monuments & Cases

RIGID STEEL CONDUIT SUMMARY

STATION	SIZE	LENGTH	REMARKS
"L" 422+00	4"	60'	4' Cover

NOTE: Riprap shall be placed around the inlets & outlets of structural plate pipe arches at "L" 263+43 and "L" 274+68 for a depth of 2' to an elevation of 4' above the pipe, and a width of twice the pipe width. This work shall be considered incidental to the pipe construction.

CULVERT PIPE REMOVAL SUMMARY

STATION	LENGTH	STATION	LENGTH
"L" 680+08	54'	"L" 309+20	45'
"L" 690+28	51'	"L" 321+76	56'
"L" 711+04	54'	"AsBlt" 339+68	47'
"L" 718+55	50'	"AsBlt" 343+46	46'
"L" 729+28	54'	"L" 345+96	49'
"L" 735+90	85'	"L" 348+24	47'
"L" 735+95	86'	"L" 350+39	53'
"AsBlt" 26+34	53'	"L" 352+50	52'
- 31+17	52'	"L" 355+17	52'
"AsBlt" 34+12	54'	"L" 360+00	53'
"O" 34+25-"O" 35+75	150'		
"AsBlt" 35+05	54'	"L" 360+70	52'
- 39+79	46'	"L" 372+75	46'
- 48+84	55'	"L" 376+41	44'
"AsBlt" 61+63	46'	"L" 381+02	59'
"L" 65+16	52'	"L" 383+24	52'
		"L" 391~ - "L" 396~	500'
"L" 68+16	51'	"L" 397+54	55'
"L" 83+59	47'	"L" 405+60	60'
"L" 89+54	54'	"L" 408+39	58'
"L" 94+02	55'	"L" 413+84	54'
"L" 119+08	47'	"L" 418+64	62'
"L" 129+29	51'	"L" 420+79	60'
"L" 136+09	49'	"L" 422+88	80'
"L" 138+70	53'	"L" 424+60	64'
"AsBlt" 152+32	76'	"L" 428+50	53'
- 160+71	55'	"L" 433+19	60'
- 164+70	48'	"L" 438+22	50'
- 169+83	47'	"L" 443+96	46'
- 181+47	55'	"L" 454+17	50'
- 189+19	65'	"L" 466+50	52'
- 196+30	64'	"L" 472+14	56'
"AsBlt" 201+98	45'	"L" 476+35	51'
"L" 218+39	46'	"L" 511+94	54'
"L" 223+43	52'	"L" 536+97	48'
"L" 239+38	47'	"L" 537+89	96'
"L" 277+96	45'	"L" 582+10	42'
"L" 299+51	43'	"L" 583+05	86'
SUBTOTAL	2,091'	TOTAL	4,581'

408+36		X	14'
237+90		X	14'
214+20		X	14'
215+30		X	14'
227+90		X	14'

APPROACH SUMMARY

STATION	LEFT	RIGHT	WIDTH
"L" 115+00	X		14'
"L" 197+~~80~~ 50		X	14'
"L" 198+~~75~~ 60	X		14'
"L" 206+75		X	14'
"L" 297+~~58~~ 35		X	14'
~~"L" 403+10~~		~~X~~	~~14'~~
"L" 404+50	X		24'
"L" 421+50 NOT PAVED		X	14'
"L" ~~431+85~~ 432+00	X		24'
"L" 523+00		X	14'
"L" 523+00	X		14'
"L" 548+~~28~~ 25	X		14'
"L" ~~577+28~~ 576+80	X		14'
"L" 577+~~58~~ 40		X	14'
"L" 580+00	X		14'
"L" 588+~~30~~ 15	X		14'
"L" ~~593+75~~ 594+25	~~X~~	Right	14'
"L" 597+~~28~~ 60		X	14'
"L" 598+~~00~~ 60	X		14'
"L" 603+~~00~~ 05	X		14'
519+14	X		14'
520+40	X		14'
583+50	X		14'
497+60 NOT PAVED		X	14'

CULVERT INSTALLATION SUMMARY

STATION	DIA.	LENGTH	HEIGHT of COVER	STATION	DIA.	LENGTH	HEIGHT of COVER
"L" 680+~~08~~ 80	24"	~~54'~~ 64'	3'	"L" 321+76	24"	~~58'~~ 60'	2.5'
"O" 690+~~28~~ 50	24"	~~58'~~ 54'	4'	"O" 339+68	24"	~~56'~~ 60'	3'
"O" 711+~~04~~ 18	24"	~~58'~~ 54'	3'	"O" 343+46	24"	~~58'~~ 62'	2'
"O" 718+~~55~~ 78	24"	58'	4'	"L" ~~395+96~~ 396+00	24"	~~56'~~ 54'	2'
"L" 729+~~28~~ 50	24"	~~54'~~ 56'	5'	"L" 348+24	24"	~~56'~~ 54'	1.5'
"L" 735+~~90~~ 80	36"	~~86'~~ 88'	7'	"L" 350+~~39~~ 43	24"	~~68'~~ 62'	4.5'
"L" 735+~~95~~ 86	36"	~~86'~~ 88'	7'	"L" 352+50	24"	56'	4'
"O" ~~26+34~~ 30	24"	~~68'~~ 72'	1.5'	"L" 355+~~17~~ 09	24"	~~58'~~ 64'	3'
"O" 31+~~17~~ 07	24"	~~58'~~ 60'	1.5'	"L" 360+~~00~~ 08	24"	52'	2.5'
"O" 34+12	24"	~~80'~~ 72'	1.5'	~~"L" 360+70~~	~~24"~~	~~54'~~	~~3.5'~~
"O" 35+~~05~~ 88	24"	~~62'~~ 64'	1.5'	"L" 372+75	24"	~~56'~~ 50'	3.5'
"O" 36+~~86~~ 92	24"	62'	1.5'	~~"L" 376+41~~	~~24"~~	~~56'~~	~~2.5'~~
"O" 39+79	24"	~~58'~~ 58'	3.5'	"L" 381+02 380+94	24"	~~58'~~ 56'	2.5'
"L" 48+~~84~~ 50	24"	~~58'~~ 62'	1.5'	"L" 383+~~24~~ 11	24"	54'	4.5'
"L" 61+~~63~~ 38	36"	~~50'~~ 52'	1.5'	"L" 397+~~54~~ 60	24"	54'	3'
				403+58	36"	66'	
"L" 65+16	24"	52'	1.5'	"L" ~~405+60~~ 408+62	36"	~~58'~~ 66'	5'
~~"L" 68+16~~	~~24"~~	~~56'~~	~~2'~~	~~"L" 408+39~~	~~30"~~	~~58'~~	~~1.5'~~
"L" 83+~~59~~ 28	24"	~~54'~~ 50'	2'	~~"L" 413+84~~	~~24"~~	~~56'~~	~~3'~~
"L" 89+55	24"	~~58'~~ 50'	5'	"L" 418+~~64~~ 59	36"	64'	2'
"L" 94+~~02~~ 00	24"	~~58'~~ 52'	5'	"L" 420+79	36"	60'	1.5'
"L" 119+~~08~~ 15	24"	~~54'~~ 50'	2'	~~"L" 422+88~~	~~36"~~	~~76'~~	~~2'~~
"L" ~~129+29~~ 130+06	24"	52'	2'	"L" 424+~~60~~	24"	58'	4'
"L" 136+~~70~~ 02	24"	52'	3'	~~"L" 428+50~~	~~24"~~	58'	~~4.5'~~
"L" 138+70	24"	~~54'~~ 64'	3.5'	~~"L" 433+14~~	~~24"~~	60'	~~3'~~
"L" 152+~~24~~ 23	36"	~~76'~~ 98'	6'	"L" 438+22	24"	52'	3.5'
"L" 160+50 ① *	6'-1"x4'-7"	70'	8'	~~"L" 443+96~~	~~24"~~	~~54'~~	~~2'~~
"L" ~~169+83~~ 168+10	24"	~~70'~~ 68'	6.5'	"L" 454+17	24"	~~54'~~ 56'	3'
~~"L" 179+88~~	~~24"~~	~~64'~~	~~2'~~	"L" 466+~~50~~ 88	24"	~~54'~~ 62'	3.5'
"O" 187+25	24"	~~58'~~ 56'	5'	"L" 472+~~14~~ 18	24"	~~56'~~ 64'	6'
2@58 lin.ft. "O" ~~194+85~~ 193+85	36"	~~74'~~ 116'	1.5'	"L" 476+~~35~~ 64	24"	~~62'~~ 60'	3.5'
"O" 199+90	24"	~~68'~~ 60'	1.5'	"L" 480+47 ① *	8'-2"x5'-9"	~~28'~~ 15'	4'
~~"L" 218+39~~	~~24"~~	~~50'~~	~~2'~~	"L" 488+60 ① *	8'-2"x5'-9"	8'	5'
"L" 223+~~43~~ 41	24"	~~56'~~ 52'	3'	"L" 511+~~98~~ 95	24"	~~58'~~ 56'	3'
"L" 239+38	24"	~~68'~~ 68'	5'	"L" 536+~~97~~ 93	24"	54'	4'
"L" 263+~~43~~ ② *	8'-2"x5'-9"	~~56'~~ 57'	2.5'	"L" 537+89	24"	~~54'~~ 58'	4'
270+68	8'-2"x5'-9"	60'					
9'-4"x6'-11" "L" 274+68 ② *	~~8'-2"x5'-9"~~	60' 105'	4'	"L" 582+~~28~~ 05	30"	~~58'~~ 56'	2'
"L" 277+96	36"	52'	2.5'	"L" 583+05	30"	54'	2'
"L" 299+51	24"	48'	3.5'	"L" 583+~~86~~ 09	30"	54'	2'
"L" 309+20	~~24"~~ 36"	~~52'~~ 54'	1.5'	733+96	24"	60'	
				207+36	24"	62'	
				695+20	24"	66'	

① = Pipe Arch Conduit
② = " " " (See Sheet 2 for Details)
③ = " " " Extension (See Sheet 2 for Details)
* = Warp Slopes To 1½ : 1

GUARDRAIL INSTALLATION SUMMARY

BEGIN	END	LENGTH	LT.	RT.	REMARKS
"O" 690+75	"O" 691+75	100'	X		
"L" 691+75	"O" 705+00	1325'	X		Reconstruct *
"O" 705+00	"O" 711+25	625'	X		
"O" 711+25	"L" 730+75	1950'	X		Reconstruct *
"O" 27+00	"O" 32+50	550'	X		
"O" 36+86	"L" 43+00	625'	X		Reconstruct *
"L" 43+00	"L" 63+50	2050'	X		
"L" 70+50	"L" 74+50	400'	X		
"L" 79+50	"L" 86+00	650'	X		
"L" 108+50	"L" 114+00	550'	X		
"L" 123+50	"L" 126+00	250'	X		
"L" 313+00	"L" 316+50	350'	X		
"O" 339+00	"O" 343+50	450'	X		
"L" 374+50	"L" 385+00	1050'	X		
"L" 523+81	"L" 524+59	75'		X	Reconstruct *
"L" 524+05	"L" 524+59	50'	X		" *
"L" 529+69	"L" 530+23	50'		X	" *
"L" 529+69	"L" 530+46	75'	X		" *

NOTES: 1. From "O" 690+75 to "L" 730+75 no steel posts shall be used in the installations.
2. * = Existing guardrail with wooden posts.

GENERAL NOTES

1. The following timing guidelines are a part of this contract.
   a. From 21.5 to 26 mile - no restrictions.
   b. From 14 to 21.5 mile - no construction activity or truck hauling from September 21 to February 15.
   c. From 18 to 21 mile - no constraint on trucks hauling from Feb. 15 to Sept. 2 however, there will be no construction allowed from Feb. 15 to April 30.
2. If either or both of the eagles nests located at Stations ± 315+00 or ± 318+00 are active during the 1981-1982 season, the following restrictions shall apply;
   a. From May 1 to June 14 - no construction within 330 feet of an active nest
   b. From June 15 to July 15 - light construction with discretion will be allowed within 330 feet of an active nest, i.e. grading and paving
   c. From July 16 to August 20 - no construction within 330 feet of an active nest
   d. From August 21 to September 20 - no restrictions.
3. Those areas of the typical section shown for Future Construction are not a part of this contract.
4. Alignment as shown on these plans is subject to minor revision.
5. Stationing with "L" designation refers to alignment as staked in the field. Stationing with "O" designation refers to a designed alignment.
6. Sections of the existing roadway which are to be abandoned shall be obliterated and graded to drain as directed by the engineer. All material removed from these sections shall be utilized on the project unless otherwise directed by the engineer. and paid for as embankment only.
7. Culvert lengths and locations are approximate only, and are subject to minor revision.
8. The location of the 8" pipeline as shown on the plans is approximate and it shall be the responsibility of the contractor to locate it prior to any work which may result in damage to the utility. Full Payment will be made under Section 109-1.04 to cut and cap any pipeline that conflicts with cross culvert installations.
   Areas estimated for pipeline removal:
   Station "O" 34+25 to "O" 35+75 and "L" 391+00 to "L" 396+00
   Following the slope staking of the above area the engineer will designate specific locations that the pipeline shall be cut and the remaining pipe capped. It is anticipated that only one cut and cap will be required at each end of the above listed area. Caps shall consist of ¼" steel plate, welded all the way around to the ends of the pipe and painted with two coats of approved rust resistant paint. All work shall be subject to approval by the engineer.
   Work shall be measured and paid for under Item 204 (4) Removal and Disposal of Culvert Pipe. Cutting and capping of pipe shall be considered incidental to other items and no direct payment shall be made therefore.
9. The location of the buried telephone cable as shown on the plans is approximate and it shall be the contractors responsibility to locate it prior to any work that may result in damage to the utility. Assistance in locating the cable may be obtained from the manager of the "General Telephone Co. of Alaska" in Haines.
   The contractor shall have all damages to the cable repaired by the General Telephone Co. of Alaska, at his expense.
   After clearing, grubbing and slope staking of the following area is completed the contractor shall relocate the cable outside the construction zone. Cable shall have a minimum bury of 3'. No splicing will be required.
   Station "O" 34+25 to "O" 35+75 and "L" 391+00 to "L" 396+00
10. The Project Engineer shall be notified prior to cutting any 12" in diameter or larger cottonwood trees. due to the possibility of warping slopes to avoid th
11. The following pipe conduits shall be installed 4" below normal stream bed grade; "L" 735+90 twin, "O" 26+34, "L" 61+63, "L" 138+70, "L" 160+50, and "O" 194+ Installations shall be coordinated with the Project Engineer and the Department of Fish and Game.
12. The culvert installation and stream realignment at Sta. 194+00 shall be completed prior to July 1.
13. Superelevations shall be calculated in accordance with Standard Drawing I-80.00, Case II, table 2, e=0.060.
14. All centerline striping shall be thermoplastic, all edge striping shall be paint. The layout of centerline markings, including no passing zones, shall be in accordance with the Alaska Traffic Manual, and shall be part of construction engineering by the contractor. A striping plan shall be submitted for approv
15. All waste material shall be placed outside the R.O.W. or at a location appro by the Engineer.
16. Approaches shall be paved to 20' from traveled way.
17. Clearing limits shall be 10' beyond slope limits in cut areas and 5' beyond slope limits in fill areas or to the R.O.W. whichever is less.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	5	26

SIGNING SCHEDULE

NO.	STATION	OFFSET LT.	OFFSET RT.	CODE NO.	LEGEND	SIGN PANEL SIZE	SIGN PANEL AREA	POST NO. of POSTS	POST LENGTH	POST EMBED.	FACING TRAFFIC	REMARKS
	"L" 674+48		26'	W1-2R		36"×36"	9.0	2	15'	3'	W.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-2R
	"L" 675+79	20'		W1-2R		36"×36"	9.0	2	14'	3'	E.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-2R
	"L" 686+53		26'	M10-2	13	6"×12¾"	0.53	1	9'	3'	W.B.	Milepost
				M10-2	13	6"×12¾"	0.53				E.B.	Milepost
	"L" 687+25	26'		W1-2L		36"×36"	9.0	2	14'	3'	E.B.	
				W13-1	50 M.P.H	24"×24"	4.0				E.B.	MOUNT BELOW W1-2L
	"O" 700+27		22'	W1-2L		36"×36"	9.0	2	13'	3'	W.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-2L
	"O" 710+97	16'		W1-2R		36"×36"	9.0	2	12'	3'	E.B.	INSTALL BEHIND GRDRAIL
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-2R
	"L" 739+16		26'	M10-2	14	6"×12¾"	0.53	1	9'	3'	E.B.	Milepost
				M10-2	14	6"×12¾"	0.53				W.B.	Milepost
	"L" 12+00		26'	W1-4R		36"×36"	9.0	2	14'	3'	W.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-4R
	"O" 37+44	26'		W1-4R		36"×36"	9.0	2	15'	3'	E.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-4R
	"L" 60+10		26'	M10-2	15	6"×12¾"	0.53	1	9'	3'	E.B.	Milepost
				M10-2	15	6"×12¾"	0.53				W.B.	Milepost
	"L" 101+30		26'	W1-5R		36"×36"	9.0	2	14'	3'	W.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-5R
	"L" 112+93		28'	M10-2	16	6"×12¾"	0.53	1	7'	3'	E.B.	Milepost
				M10-2	16	6"×12¾"	0.53				W.B.	Milepost
	"L" 132+69	26'		W1-5R		36"×36"	9.0	2	15'	3'	E.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-5R
	"L" 133+44		26'	W1-4R		36"×36"	9.0	2	14'	3'	W.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-4R
	"L" 156+62	26'		W1-4R		36"×36"	9.0	2	11'	3'	E.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-4R
	"L" 157+63		26'	W1-5L		36"×36"	9.0	2	11'	3'	W.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-5L
	"L" 165+59		26'	M10-2	17	6"×12¾"	0.53	1	12'	3'	E.B.	Milepost
				M10-2	17	6"×12¾"	0.53				W.B.	Milepost
	"L" 188+50		26'	W11-8	Symbol	36"×36"	9.0	1	12'	3'	W.B.	
					HORSE X-ING	24"×18"	3.0				W.B.	
	"L" 206+50	26'		W11-8	Symbol	36"×36"	9.0	1	12'	3'	E.B.	
					HORSE X-ING	24"×18"	3.0				E.B.	
	"L" 208+99	26'		W1-5L		36"×36"	9.0	2	12'	3'	E.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-5L
	"L" 220+30		26'	M10-2	18	6"×12¾"	0.53	1	10'	3'	E.B.	Milepost
				M10-2	18	6"×12¾"	0.53				W.B.	Milepost
	"L" 259+90		26'	W15-1	SLIDE AREA	36"×36"	9.0	1	11'	3'	W.B.	
	"L" 261+75	26'		W15-2	END SLIDE AREA	36"×36"	9.0	1	11'	3'	E.B.	
	"L" 272+93		26'	M10-2	19	6"×12¾"	0.53	1	10'	3'	E.B.	Milepost
				M10-2	19	6"×12¾"	0.53				W.B.	Milepost
	"L" 278+50		26'	W15-2	END SLIDE AREA	36"×36"	9.0	1	12'	3'	W.B.	
	"L" 280+25	26'		W15-1	SLIDE AREA	36"×36"	9.0	1	12'	3'	E.B.	
	"L" 291+39		26'	W1-2L		36"×36"	9.0	2	13'	3'	W.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-2L
	"L" 304+16	26'		W1-2R		36"×36"	9.0	2	12'	3'	E.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-2R
	"O" 325+56		26'	M10-2	20	6"×12¾"	0.53	1	9'	3'	E.B.	Milepost
				M10-2	20	6"×12¾"	0.53				W.B.	Milepost
	"O" 335+70		26'	W1-4L		36"×36"	9.0	2	10'	3'	W.B.	
				W13-1	45 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-4L
	"L" 353+30	26'		W1-4L		36"×36"	9.0	2	13'	3'	E.B.	
				W13-1	45 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-4L
	"L" 371+47		26'	W1-2L		36"×36"	9.0	2	13'	3'	W.B.	
				W13-1	50 M.P.H	24"×24"	4.0				W.B.	MOUNT BELOW W1-2L
	"L" 378+22		26'	M10-2	21	6"×12¾"	0.53	1	9'	3'	E.B.	Milepost
				M10-2	21	6"×12¾"	0.53				W.B.	Milepost

SIGNING SCHEDULE

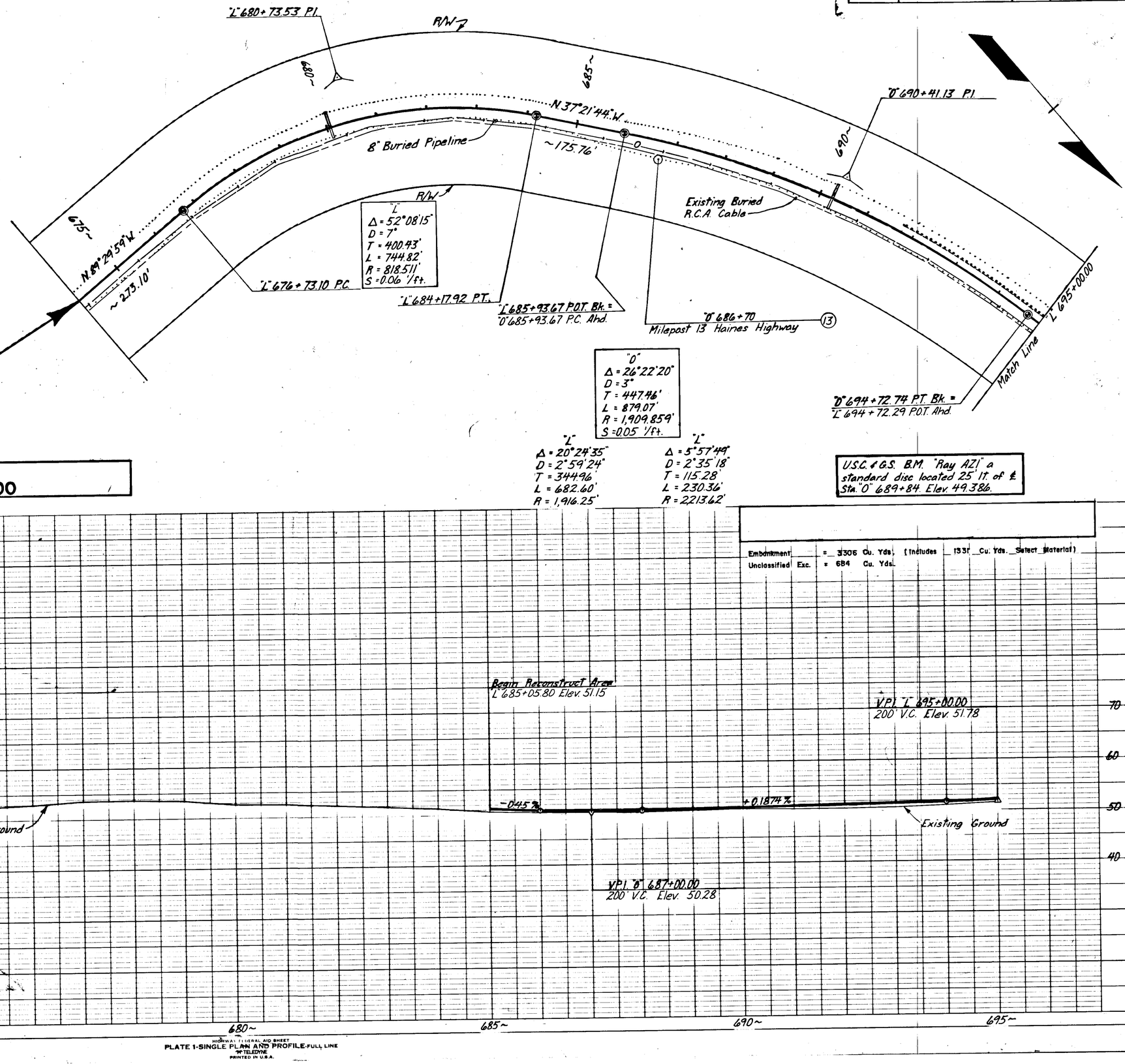
NO.	STATION	OFFSET LT.	OFFSET RT.	CODE NO.	LEGEND	SIGN PANEL SIZE	SIGN PANEL AREA	POST NO. of POSTS	POST LENGTH	POST EMBED.	FACING TRAFFIC	REMARKS
	"L" 380+19	19'		W1-2R		36"×36"	9.0	2	13'	3'	E.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-2R
	"L" 399+79		24'	D1-1	← KLUKWAN	90"×24"	15.0	2	11'	3'	W.B.	
	"L" 403+90	26'		R1-1	STOP	30"×30"	6.25	1	14'	3'	N.B.	
	"L" 410+52	21'		D1-1	KLUKWAN →	90"×24"	15.0	2	9'	3'	E.B.	
	"L" 430+85		26'	M10-2	22	6"×12¾"	0.53	1	11'	3'	E.B.	Milepost
				M10-2	22	6"×12¾"	0.53				W.B.	Milepost
	"L" 431+82	26'		R1-1	STOP	30"×30"	6.25	1	16'	3'	N.B.	
	"L" 476+20		26'	W15-1	SLIDE AREA	36"×36"	9.0	1	13'	3'	W.B.	
	"L" 478+93	26'		W15-2	END SLIDE AREA	36"×36"	9.0	1	12'	3'	E.B.	
	"L" 483+47		26'	M10-2	23	6"×12¾"	0.53	1	11'	3'	E.B.	Milepost
				M10-2	23	6"×12¾"	0.53				W.B.	Milepost
	"L" 491+42		26'	W15-2	END SLIDE AREA	36"×36"	9.0	1	11'	3'	W.B.	
	"L" 491+63	26'		W15-1	SLIDE AREA	36"×36"	9.0	1	13'	3'	E.B.	
	"L" 507+45		26'	W1-2L		36"×36"	9.0	1	15'	3'	W.B.	
				W13-1	50 M.P.H.	24"×24"	4.0				W.B.	MOUNT BELOW W1-2L
	"L" 524+53		26'	T1-1	CHILKAT RIVER	24"×48"	8.0	2	11'	3'	W.B.	
	"L" 526+51	13'		W1-2R		36"×36"	9.0	2	13'	3'	E.B.	Mount on Bridge
				W13-1	50 M.P.H.	24"×24"	4.0				E.B.	MOUNT BELOW W1-2R
	"L" 529+82	20'		T1-1	CHILKAT RIVER	24"×48"	8.0	2	9'	3'	E.B.	
	"L" 536+10		26'	M10-2	24	6"×12¾"	0.53	1	12'	3'	E.B.	Milepost
				M10-2	24	6"×12¾"	0.53				W.B.	Milepost
	"L" 588+72		26'	M10-2	25	6"×12¾"	0.53	1	11'	3'	E.B.	Milepost
				M10-2	25	6"×12¾"	0.53				W.B.	Milepost
					TOTAL		441.28 S.F.	74	594'			

1. Sign locations and post lengths are approximate only and are subject to minor revisions.
2. All sign posts shall be telescoping perforated galvanized steel posts; the 2" size shall be used above ground and the 2¼" size shall be used below ground for the sleeve.
3. All posts shall be installed with sleeve type embedment in accordance with standard drawing S-30.12, except that the 2¼" size shall be used for the entire embedment depth.
4. Post lengths are from the cut off in the sleeve to the top of the post. See Standard Drawings S-05.00 & S-30.12.
5. All existing signs shall be dismantled by the contractor and stockpiled at the State of Alaska, DOT&P/F Maintenance Station as directed by the engineer. This work shall be considered incidental to item 615(1) Standard Signs and no separate payment shall be made therefore.
6. All signs shall be unframed.
7. All signs shall be .063" thick.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	6	26

HORIZONTAL CONTROL: Based on a bearing of N.12°25'14"W. from highway ℄ monument P.T. 657+25.95 to highway ℄ monument P.C. 661+77.78.

VERTICAL CONTROL: Based on U.S.C.&G.S. and G.S.C. bench marks located throughout the project. See plan sheets for locations & elevations.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	7	26

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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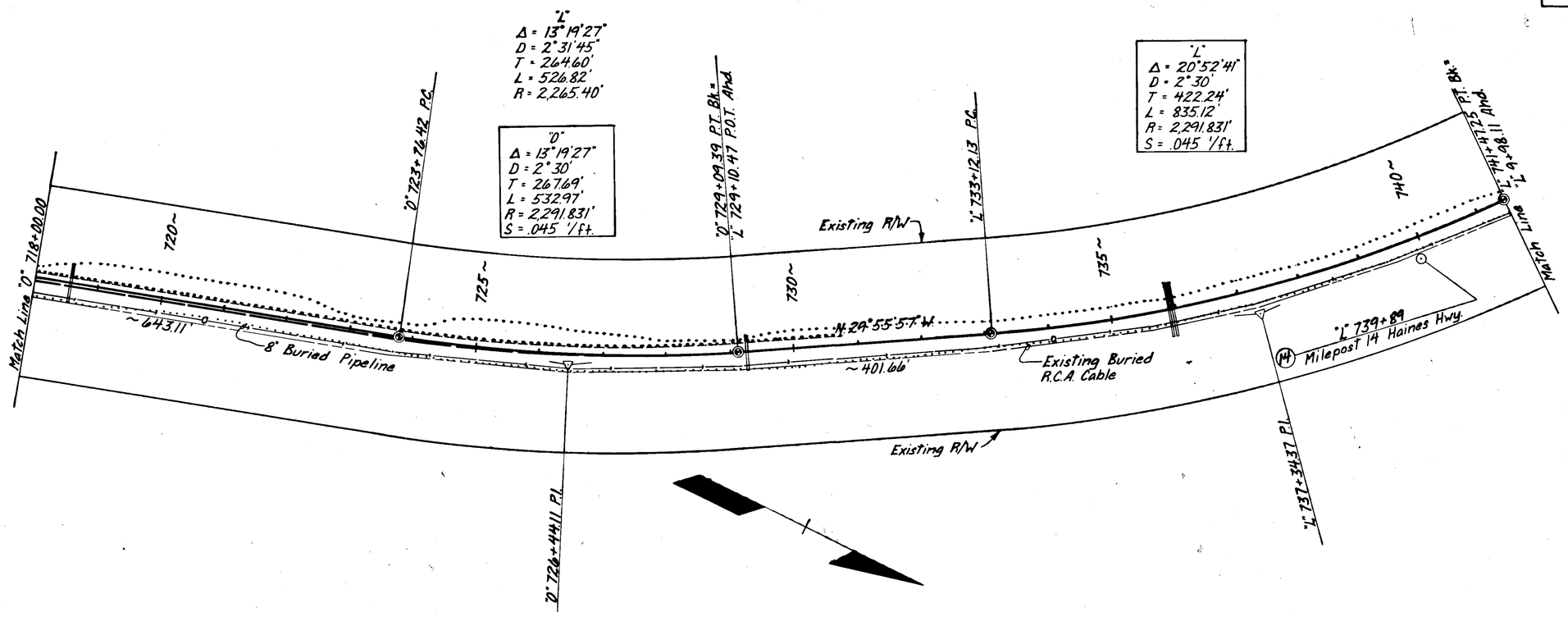
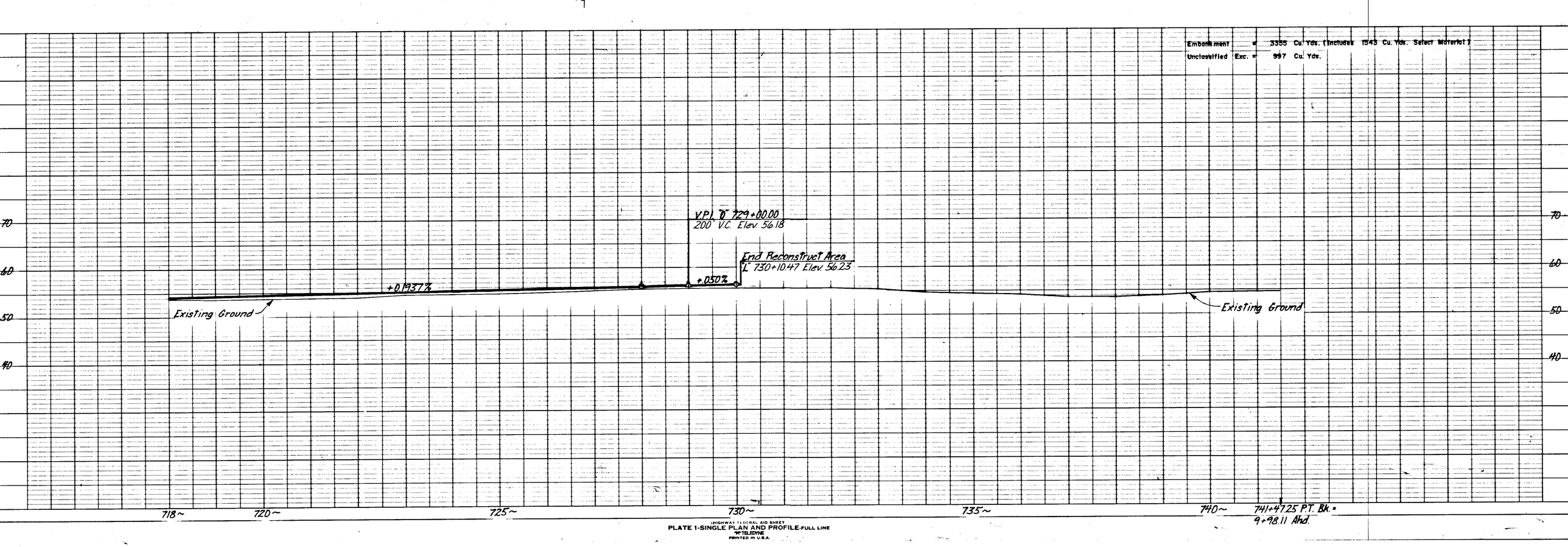
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	8	26





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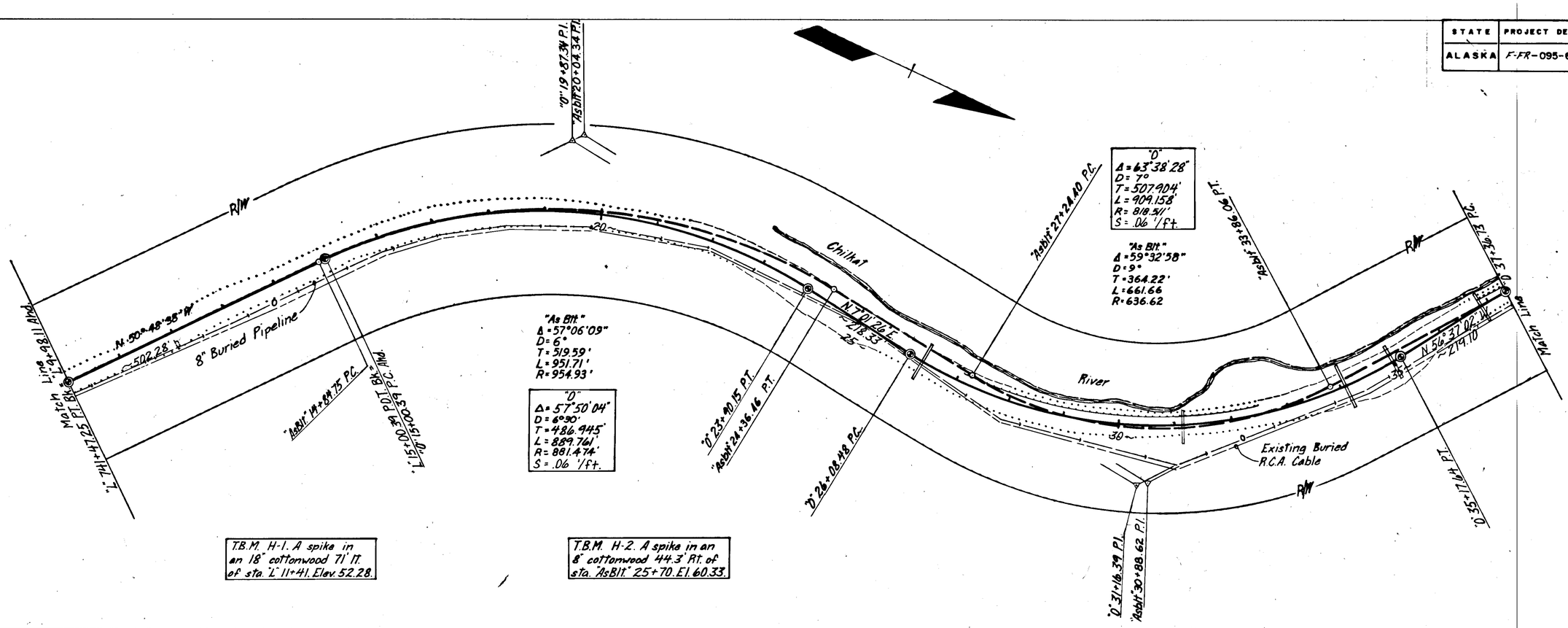
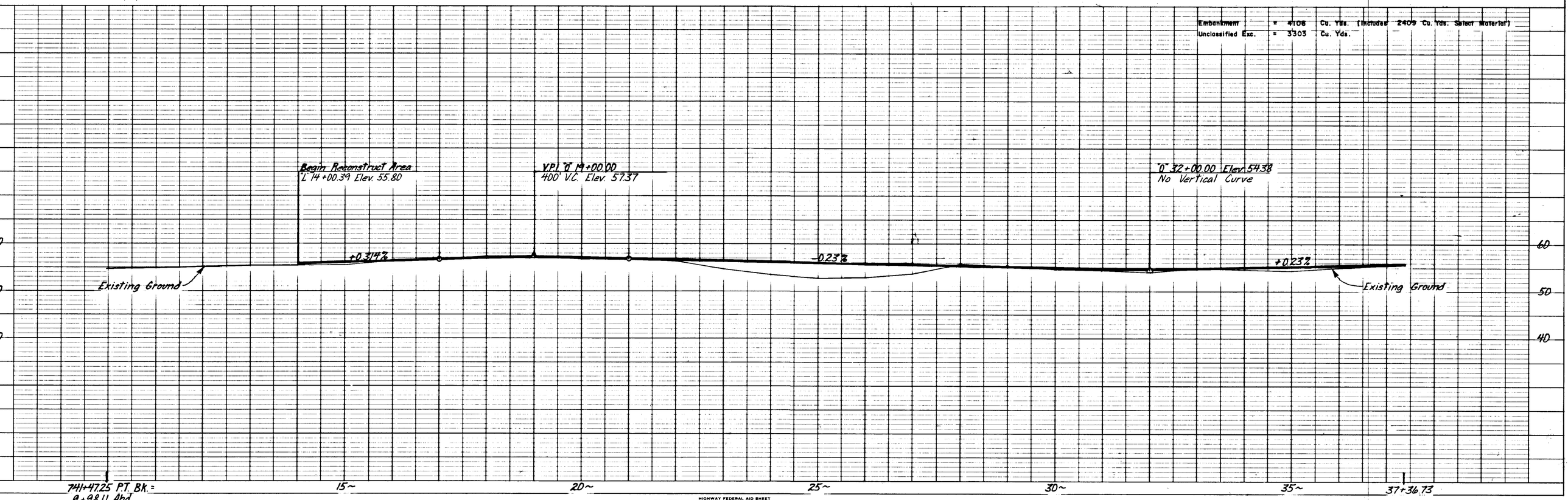
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	9	26



T.B.M. H-1. A spike in an 18" cottonwood 71' Rt. of sta. "L" 11+41. Elev. 52.28.

T.B.M. H-2. A spike in an 8" cottonwood 44.3' Rt. of sta. "As Blt" 25+70. El. 60.33.

Embankment = 4108 Cu. Yds. (Includes 2409 Cu. Yds. Select Material)
Unclassified Exc. = 3303 Cu. Yds.



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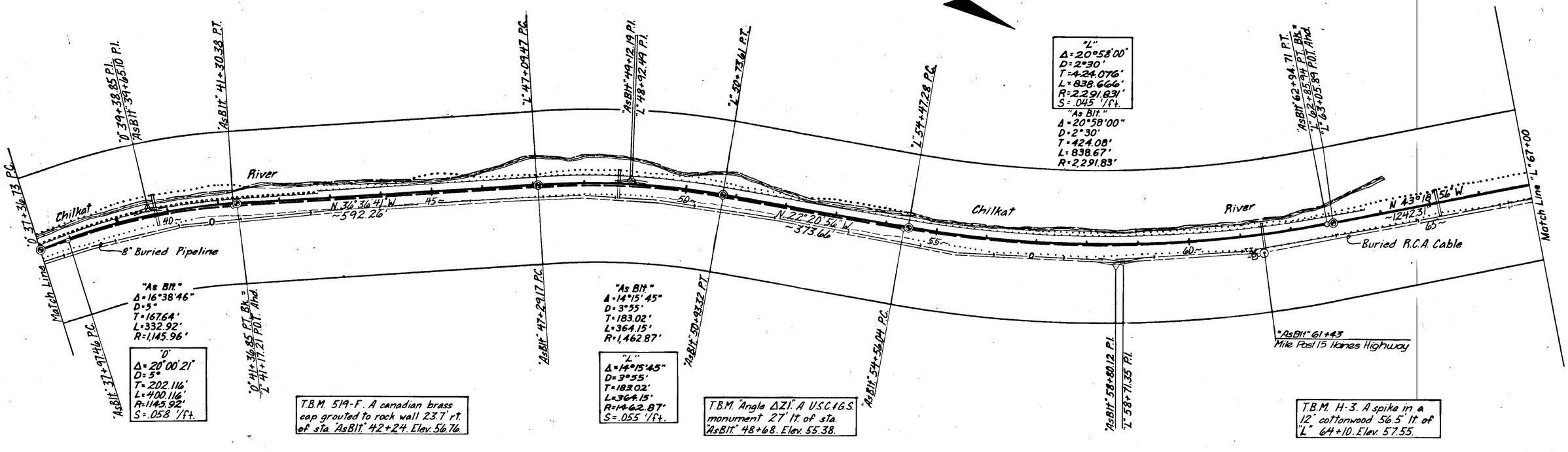
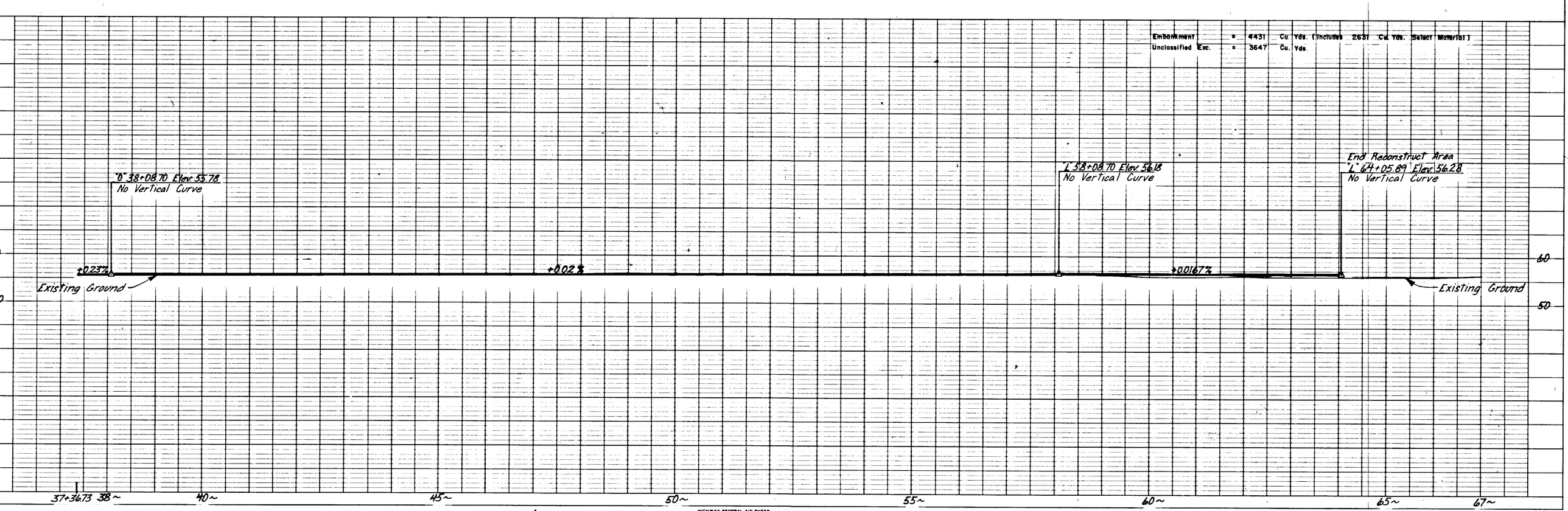
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	10	26





HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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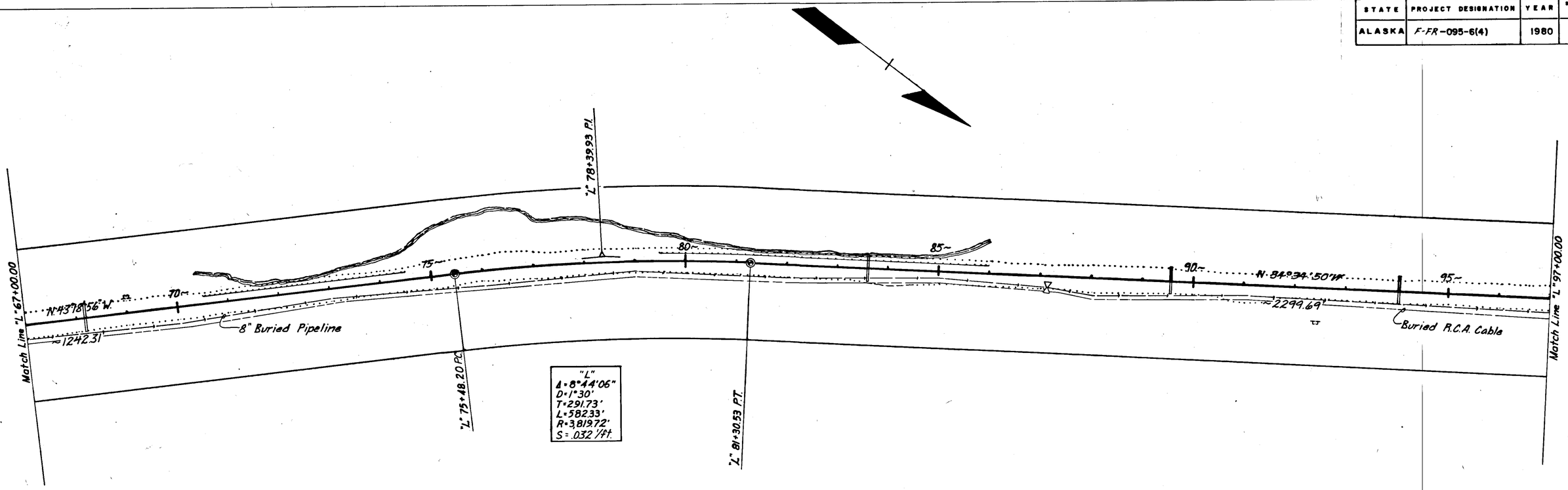
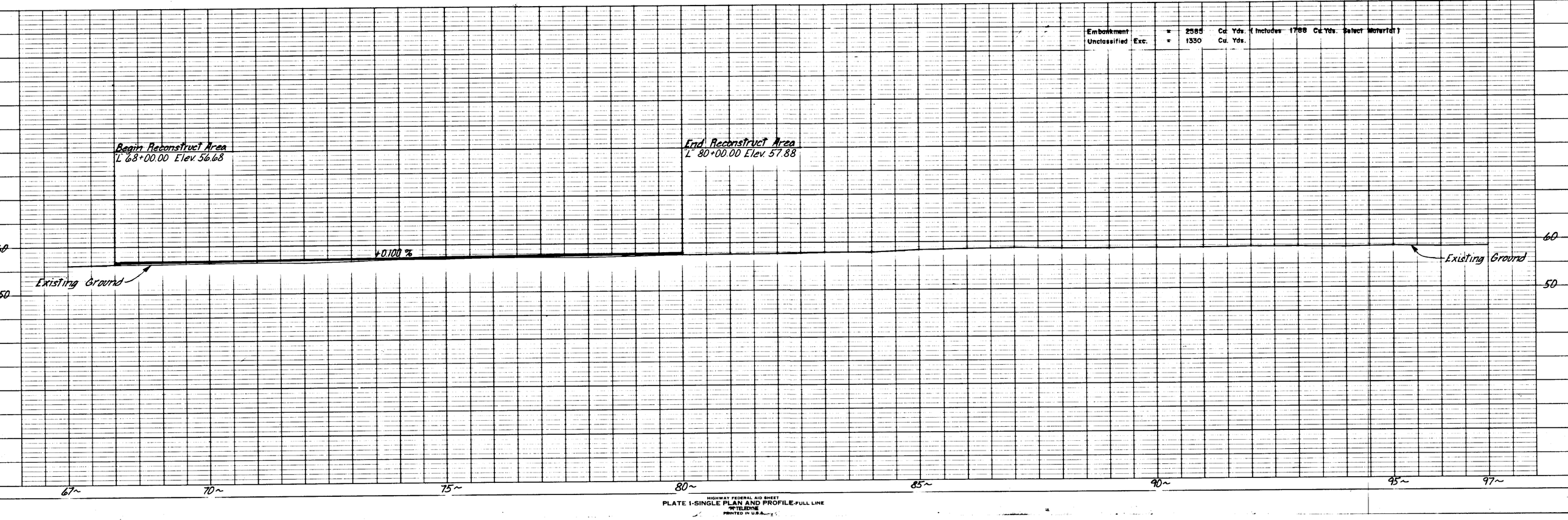
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	11	26





HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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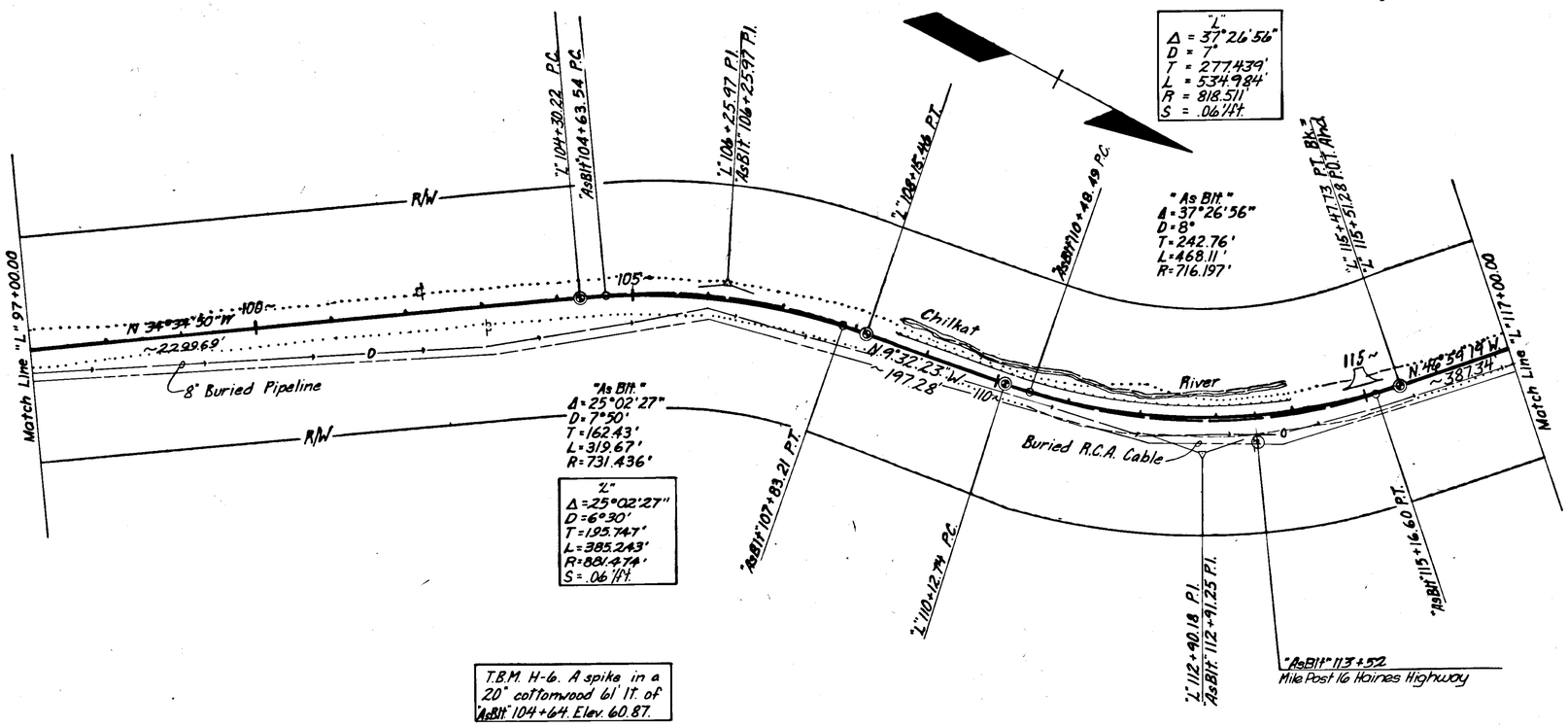
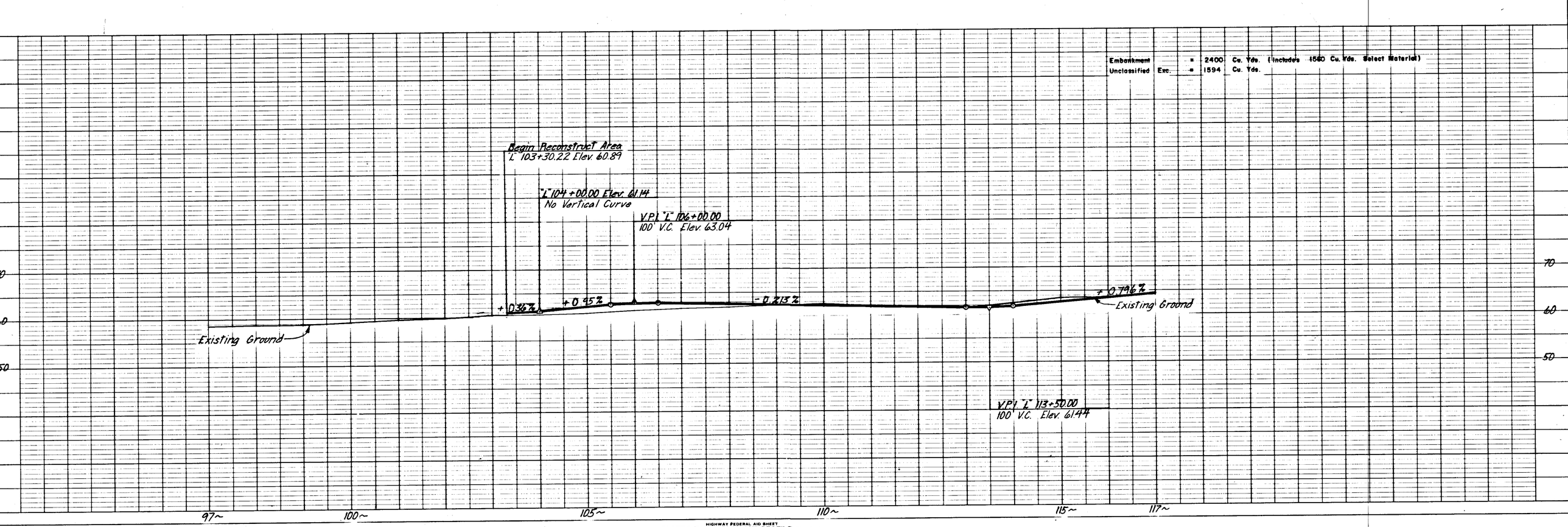
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	12	26





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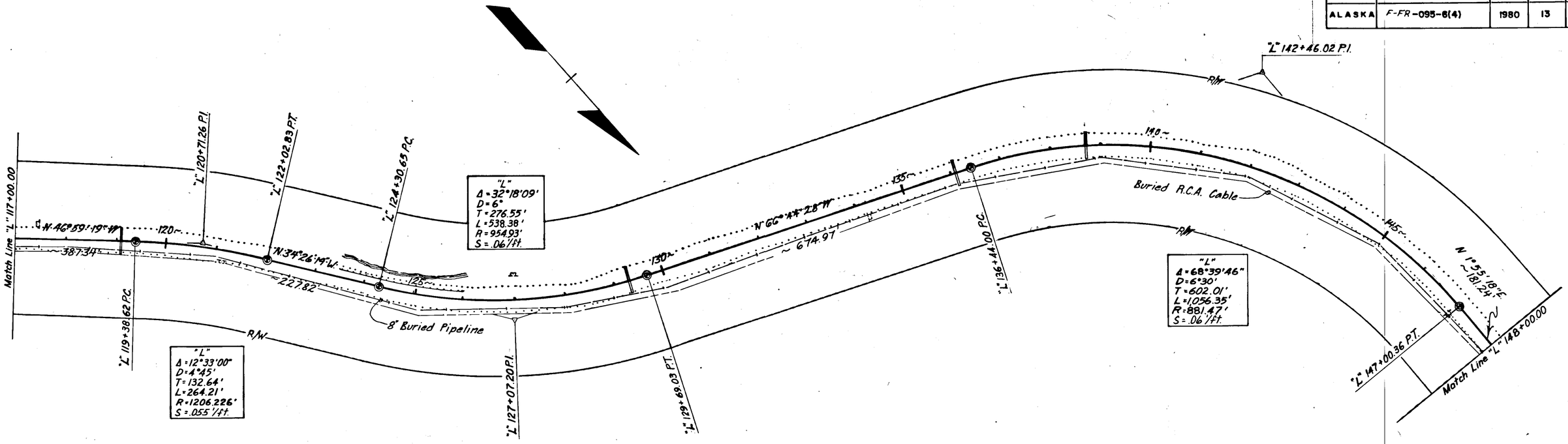
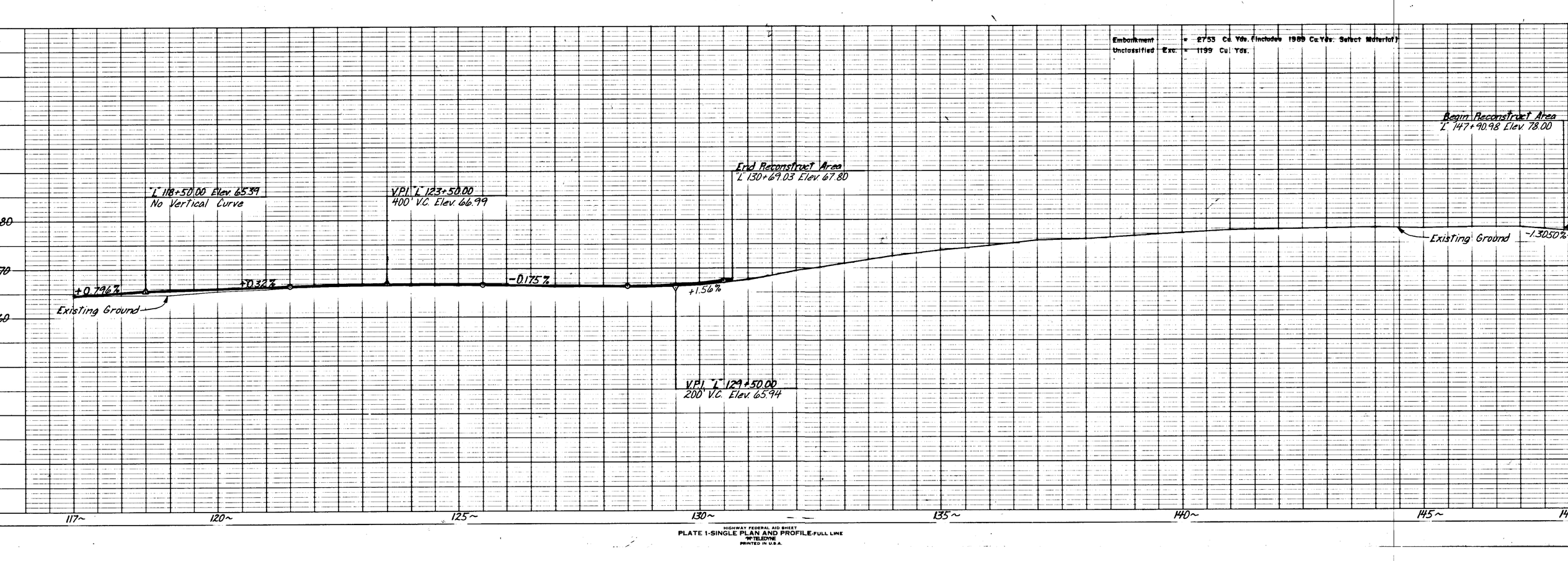
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	13	26



T.B.M. H-7. A spike in a 20" cottonwood 94.6' lt. of sta. "L" 117+67. Elev. 62.07

T.B.M. H-9. A spike in a 12" cottonwood 50.5' lt. of sta. "L" 143+34. Elev. 79.57.

Embankment = 2753 Cu. Yds. (Includes 1989 Cu.Yds. Select Material)
Unclassified Exc. = 1199 Cu. Yds.



HIGHWAY FEDERAL AID SHEET
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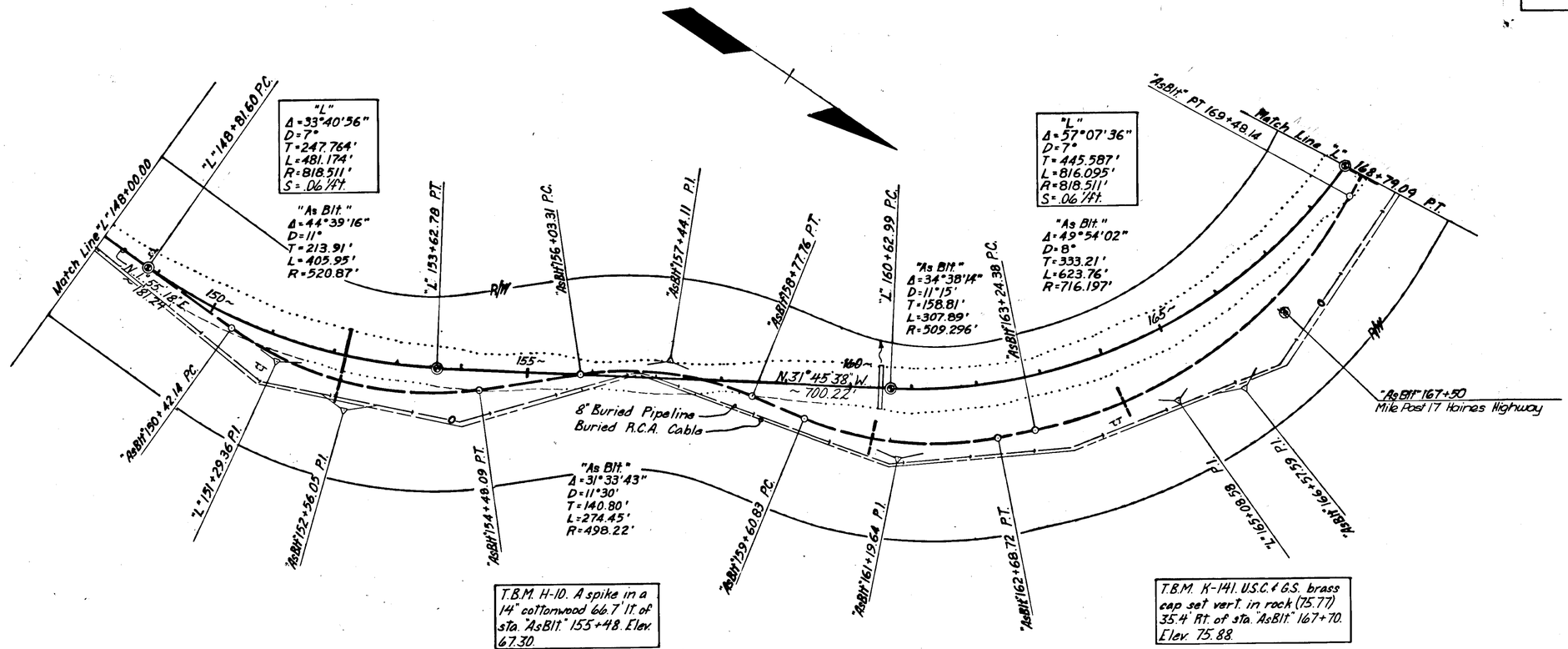
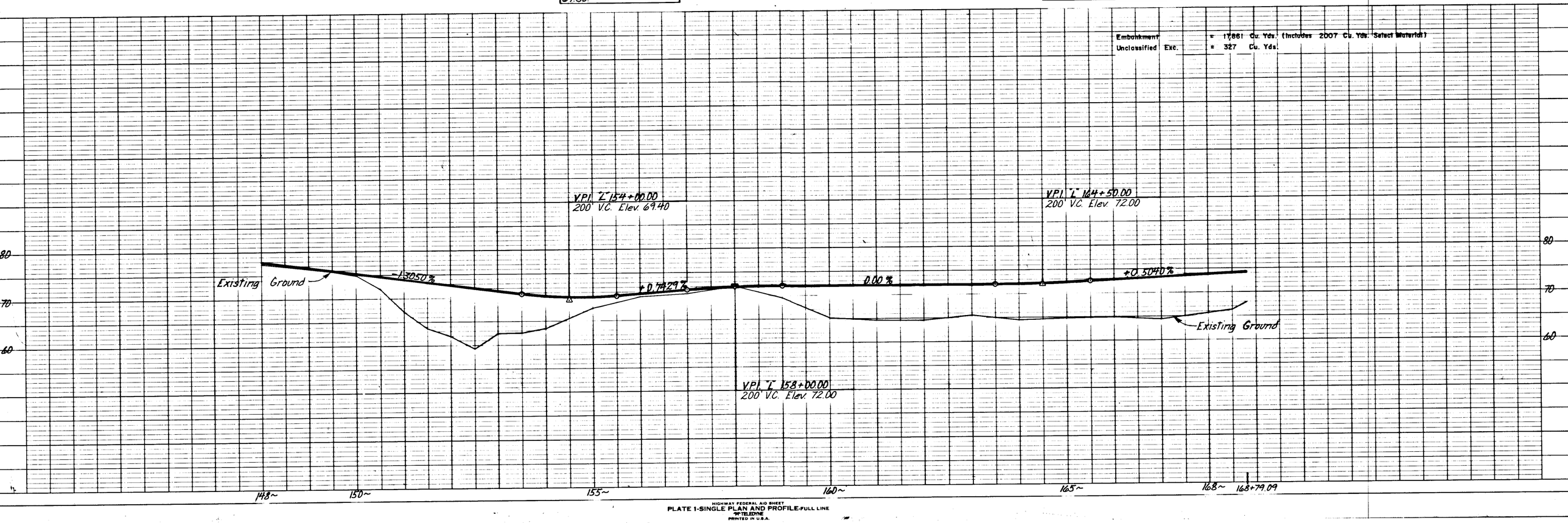
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	14	26



Embankment = 17,861 Cu. Yds. (Includes 2007 Cu. Yds. Select Material)
Unclassified Exc. = 327 Cu. Yds.



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	15	26

"L" 178+78.19 P.I.

PI 178+60.48 "As Blt"

"As Blt" 173+52.55 P.T.

"As Blt" 172+40.17 P.I.

"L" 170+12.26 P.C.

"As Blt"
Δ = 20°50'13"
D = 9°10'
T = 114.93'
L = 227.31'
R = 625.045'

"As Blt"
Δ = 59°10'49"
D = 9°
T = 361.51'
L = 657.56'
R = 636.62'

"As Blt" 174+98.97 P.C.

"As Blt" 171+25.24 P.C.

"L"
Δ = 93°13'31"
D = 7°
T = 865.933'
L = 1331.789'
R = 818.511'
S = .06'/Ft.

"As Blt" 181+56.53 P.T.

"As Blt" 182+29.31 P.C.

"As Blt"
Δ = 27°23'12"
D = 8°
T = 174.50'
L = 342.33'
R = 716.197'

"L" 183+44.051 P.T. Bk.
"O" 183+44.051 P.T. Ah.

"As Blt" 184+09.81 P.I.

"As Blt" 185+71.64 P.T.

"As Blt" 187+65.35 P.C.

"As Blt"
Δ = 49°40'58"
D = 12°
T = 221.04'
L = 414.02'
R = 477.465'

"O" 184+91.601 P.C.

"As Blt" 189+86.39 P.I.

"As Blt" 191+79.37 P.T.

"O"
Δ = 106°46'00"
D = 7°
T = 1101.456'
L = 1525.237'
R = 818.511'
S = .06'/Ft.

"As Blt" 194+28.07 P.C.

"As Blt"
Δ = 63°37'18"
D = 10°
T = 355.40'
L = 636.22'
R = 572.958'

"As Blt" 200+64.29 P.T. Bk.
"As Blt" 200+64.19 Ah.

Match Line "O" 199+00.00

"As Blt" 197+83.47 P.I.

Match Line

"L" 168+79.09 P.T.

T.B.M. H-11. A spike in a 24" cottonwood 50.0' lt. of sta. "As Blt" 179+65. Elev. 69.46.

T.B.M. H-12. A spike in an 8" cottonwood 47.3' rt. of sta. "As Blt" 191+48. Elev. 75.29

Shoulder
Stream Bed
Toe of Slope
1V:2H
8'
6" Gravel Layer

NOTE: Bottom Grade of Proposed Stream Will Approx. Match Existing Stream Bottom.

STREAM REALIGNMENT DETAIL
"O" 193 + 25± TO "O" 194 + 25±
Approx. Depth of Excavation 1½

8" Buried Pipeline
Buried R.C.A. Cable

Embankment = 8663 Cu. Yds. (Includes 2916 Cu. Yds. Select Material)
Unclassified Exc. = 9874 Cu. Yds.

"O" 195+93.057 P.I.

+0.5040%
+1.7333%
+0.4333%
-1.367%
-2.633%
+0.579%
+0.350%

Existing Ground

V.P.I. "L" 172+00.00
300' V.C. Elev. 75.78

V.P.I. "L" 175+00.00
300' V.C. Elev. 80.98

V.P.I. "L" 181+00.00
300' V.C. Elev. 83.58

V.P.I. "O" 184+00.00
300' V.C. Elev. 79.48

V.P.I. "O" 187+00
300' V.C. Elev. 71.58

V.P.I. "O" 195+00.00
400' V.C. Elev. 75.73

168+79.09 170~ 175~ 180~ 185~ 190~ 195~ 199~

90 80 70 60

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	16	26

"L" 216+63.70 P.C.

"L" 220+29.78 P.I.

"AsBM" 202+10.24 P.C.

"AsBM" 204+20.40 P.I.

"O" 203+02.06 P.I.

"O" 203+90.50 P.T. B.K.
"L" 205+98.78 P.O.T. Ahd.

"L" 208+04.52 P.C.

"L"
Δ = 8°50'29"
D = 1°55'
T = 231.10'
L = 461.29'
R = 2989.345'
S = .04 1/4"

220~

R/W

S 77°35'32"W

215~

~397.89'

210~

S 86°26'01"W

~205.74'

"L" 217+95
Mile Post 18 Haines Highway

"L"
Δ = 35°26'00"
D = 5°
T = 366.08'
L = 708.67'
R = 1145.916'
S = .058 1/4"

"L" 223+72.37 P.T. B.K.=
"L" 223+72.53 P.O.T. Ahd.

225~

N 66°58'28"W

~1784.94'

Match Line "L" 230+00.00

"O" 199+00.00

S 77°34'17"W

~196.42'

"O" 200+16.838 P.T.

"As Blt."
Δ = 8°02'34"
D = 1°55'
T = 210.16'
L = 419.62'
R = 2989.345'

"O" 202+13.26 P.C.

"AsBM" 206+29.86 P.T.

"L" 210+35.62 P.I.

"L" 212+65.81 P.T.

"O"
Δ = 8°51'44"
D = 5°
T = 88.799'
L = 177.243'
R = 1145.912'
S = .058 1/4"

T.B.M. H-13. A spike in a 6" cottonwood 5.8' lt. of sta. "AsBlt." 203+34. Elev. 90.39.

Embankment = 2215 Cu. Yds. (Includes 1449 Cu. Yds. Select Material)
Unclassified Exc. = 986 Cu. Yds.

End Reconstruct Area
"L" 206+98.75 Elev. 103.08

VPI "O" 202+00.00
400' V.C. Elev. 100.23

"O" 203+90.50 P.T. B.K.

Equation

"L" 205+98.78 P.O.T. Ahd.

+3.50%

+0.570%

Existing Ground

120
110
100
90

199~ 200~ 205~ 210~ 215~ 220~ 225~ 230~

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	17	2

Match Line "L" 230+00.00

N 66°58'28" W
≈1784.94

"L" 241+57.47 P.C.

"L" 243+15.80 P.I.

"L" 244+72.91 P.T.

N 54°37'11" W
≈652.04

"L" 251+24.95 P.C.

"L" 254+47.84 P.I.

"L" 257+64.67 P.T.

N 35°25'41" W
≈369.14

Match Line "L" 260+00.00

"L"
Δ = 12°21'17"
D = 3°55'
T = 158.33'
L = 315.44'
R = 1462.87'
S = .055'/ft.

"L"
Δ = 19°11'30"
D = 3°
T = 322.89'
L = 639.72'
R = 1909.859'
S = .050'/ft.

Embankment = 2963 Cu. Yds. (Includes 2291 Cu. Yds. Select Material)
Unclassified Exc. = 0

Match Line "L" 260+00.00

N 35°25'41" W
≈369.14

"L" 261+33.81 P.C.

"L" 264+11.28 P.I.

"L" 266+87.16 P.T.

N 24°49'20" W
≈730.816

"L" 270+91
Mile Post Haines Highway

"L" 274+17.97 P.C.

"L" 276+07.73 P.I.

"L" 277+95.42 P.T.

N 10°02'20" W
≈1644.00

Match Line "L" 290+00.00

"L"
Δ = 10°36'21"
D = 1°55'
T = 277.47'
L = 553.35'
R = 2989.345'
S = .040'/ft.

"L"
Δ = 14°47'00"
D = 3°55'
T = 189.78'
L = 377.45'
R = 1462.871'
S = .055'/ft.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	18	26

Match Line "L" 290+00.00

N.10°02'20"W.
~166.4.00'

"L" 294+39.42 P.C.

295~

R/W

"L"
Δ = 40°35'27"
D = 6°
T = 353.15'
L = 676.51'
R = 954.930'
S = .060'/ft.

"L" 301+15.93 P.T.

300~

N.50°37'47"W.
~387.46'

"L" 305+03.39 P.C.

305~

Truck Emergency Turnout
See Standard Drawing I-41.00

"L" 308+24.33 P.I.

310~

"L"
Δ = 25°15'30"
D = 4°
T = 320.94'
L = 631.46'
R = 1432.395'
S = .055'/ft.

"L" 311+34.85 P.T.

N.25°22'17"W.
~2914.8'

Buried R.C.A. Cable

315~

"L" 314+26.34 P.C.

"L"
Δ = 34°22'06"
D = 5°
T = 354.37'
L = 687.37'
R = 1145.916'
S = .058'/ft.

"L" 317+80.17 P.I.

320~

R/W

"L" 321+13.71 P.T.

Match Line "L" 322+00.00

N.59°44'23"W.
~303.38'

R/W

330'

Eagles Nest

330'

Eagles Nest

8" Buried Pipeline

R/W

"L" 297+42.57 P.I.

Embankment = 1525 Cu. Yds. (Includes 1222 Cu. Yds. Select Material)
Unclassified Exc. = 0

Existing Ground

Existing Ground

110
100
90

290~ 295~ 300~ 305~ 310~ 315~ 320~ 322~

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	19	26

Match Line "L" 322+00.00

N 59° 44' 23" W. ~303.38

"AsBlt" 324+23.39 P.C.

"L" 324+17.09 P.C.

"AsBlt" 324+70 Mile Post 20 Haines Highway

"L" 328+78.74 P.I. "AsBlt" 328+78.74 P.I.

R/W

8" Buried Pipeline

R/W

N 28° 14' 31" W. ~553.203'

Buried R.C.A. Cable

"L" 333+17.03 P.T.

"AsBlt" 333+11.63 P.T.

Truck Emergency Turnout See Standard Drawing E-41.00

"AsBlt" 336+64.08 P.C.

"AsBlt" 337+22.92 P.I.

"AsBlt" 337+81.75 P.T. Bk. "AsBlt" 337+81.76 P.T. Ahd.

"AsBlt" 339+01.02 P.C.

"L" 338+70.23 P.C. Bk. "O" 338+70.23 P.C. Ahd.

"O" 341+84.53 P.I.

"AsBlt" 341+85.50 P.I.

"AsBlt" 344+36.08 P.T.

"O" 344+62.58 P.T. Bk. "L" 344+65.90 P.O.T. Ahd.

"L" 346+53.72 P.C.

"L" 348+47.30 P.I.

R/W

N 75° 37' 48" W. ~187.82

R/W

N 49° 01' 03" W. ~266.28'

"L" 350+33.90 P.T.

Match Line "L" 352+00.00

"L"
Δ = 31° 29' 52"
D = 3° 30'
T = 461.65'
L = 899.94'
R = 1637.02'
S = .045 '/ft.

"AsBlt"
Δ = 31° 05' 18"
D = 3° 30'
T = 455.35'
L = 899.94'
R = 1637.022'

"AsBlt"
Δ = 1° 10' 36"
D = 1°
T = 58.84'
L = 117.67'
R = 5729.579'

"AsBlt"
Δ = 48° 09' 19"
D = 9°
T = 284.48'
L = 535.06'
R = 636.620'

"O"
Δ = 47° 23' 17"
D = 8'
T = 314.299'
L = 592.35'
R = 716.197'
S = .060 '/ft.

"L"
Δ = 26° 36' 45"
D = 7°
T = 193.58'
L = 380.18'
R = 818.511'
S = .060 '/ft.

T.B.M. H-20. A spike in a 12" cottonwood 49' rt. of sta. "AsBlt" 326+68. Elev. 108.19.

T.B.M. N-141 U.S.C. & G.S. brass cap on vert. rock face (108.54) 32.4' rt. of sta. "AsBlt" 339+67. Elev. 108.79.

Embankment = 3928 Cu. Yds. (Includes 2825 Cu. Yds. Select Material)
Unclassified Exc. = 3412 Cu. Yds.

Begin Reconstruct Area "L" 323+17.09 Elev. 102.52

+0.050%

"L" 329+00.00 Elev. 102.81 No Vertical Curve

+0.50%

V.P.I. "L" 335+00.00 200' V.C. Elev. 105.81

+1.050%

V.P.I. "O" 339+00.00 200' V.C. Elev. 110.01

+0.20%

V.P.I. "O" 341+50.00 200' V.C. Elev. 110.51

+1.450%

V.P.I. "O" 343+50.00 200' V.C. Elev. 113.41

+0.500%

"O" 344+50.00 Elev. 113.91 No Vertical Curve

+0.350%

"L" 348+50.00 Elev. 115.30 No Vertical Curve

+0.20%

V.P.I. "L" 350+00.00 200' V.C. Elev. 115.60

-0.925%

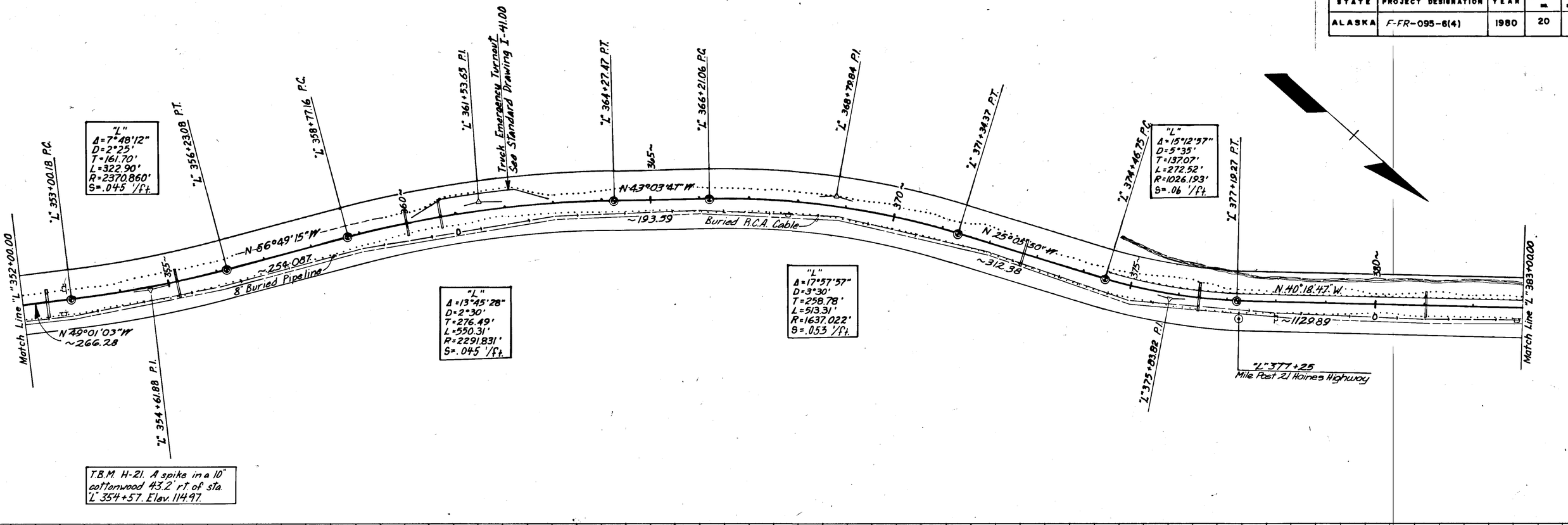
Existing Ground

120
110
100

322~ 325~ 330~ 335~ 340~ 345~ 350~ 352~

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	20	26



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	21	26

"L"
Δ = 3°14'59"
D = 1°
R = 5729.578'
L = 324.97'
T = 162.53'
S = .025 '/ft.

"L"
Δ = 1°18'42"
D = 1°
R = 5729.578'
L = 131.17'
T = 65.59'
S = .025 '/ft.

"L"
Δ = 38°00'00"
D = 5°
R = 1145.916'
L = 760.00'
T = 394.57'
S = .058 '/ft.

Match Line "L" 383+00.00

Match Line "L" 414+00.00

385~

390~

395~

400~

405~

410~

~112.98'

N 43°33'46" W

~212.02'

N 42°15'04" W

~510.74'

~2110.88'

N 80°15'04" W

8" Buried Pipeline

Buried R.C.A. Cable

"L" 388+49.16 P.C.

"L" 390+11.69 P.I.

"L" 391+74.13 P.T.

"L" 393+86.15 P.C.

"L" 394+57.74 P.I.

"L" 395+17.32 P.T. Bk. =
"L" 395+17.33 P.T. Ahd.

"L" 400+27.47 P.C.

"L" 404+22.04 P.I.

"L" 407+82.47 P.T.

NOTE: Poles & overhead cable shall be retired by others.

Embankment = 5516 Cu. Yds. (includes 2694 Cu. Yds. Select Material)
Unclassified Exc. = 5273 Cu. Yds.

V.P.I. "L" 393+00.00
900' V.C. Elev. 174.96

+5.44%

-5.90%

+4.70%

End Reconstruction
"L" 408+87.47 Elev. 132.97

-.34%

V.P.I. "L" 383+50.00
450' V.C. Elev. 123.28

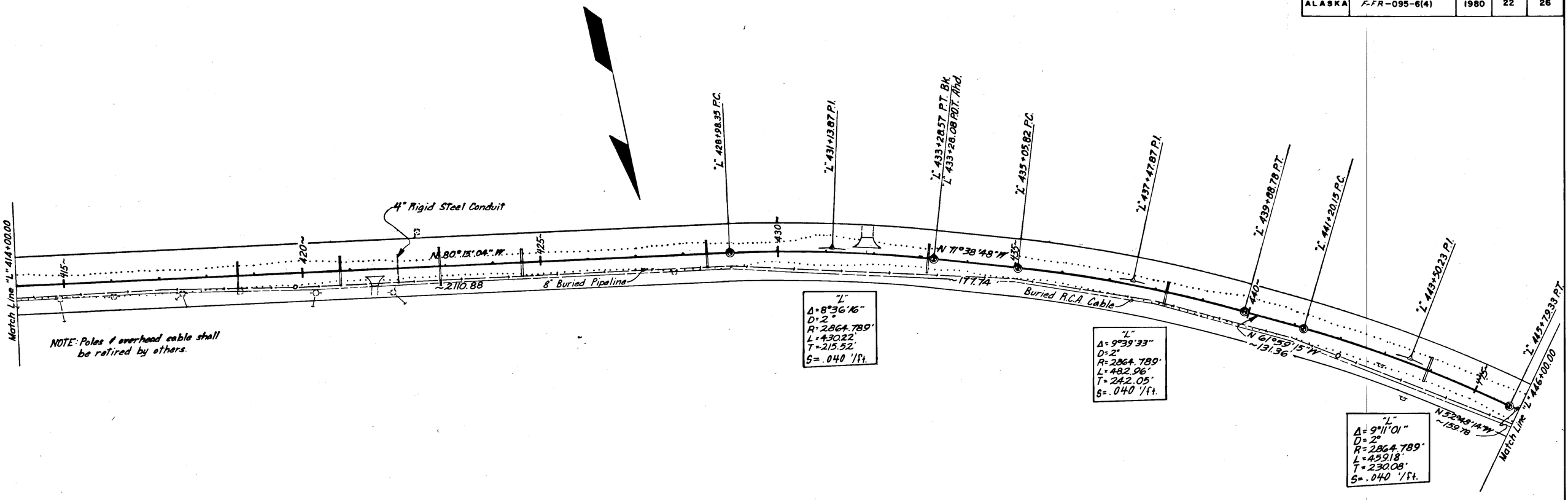
V.P.I. "L" 404+00.00
800' V.C. Elev. 110.06

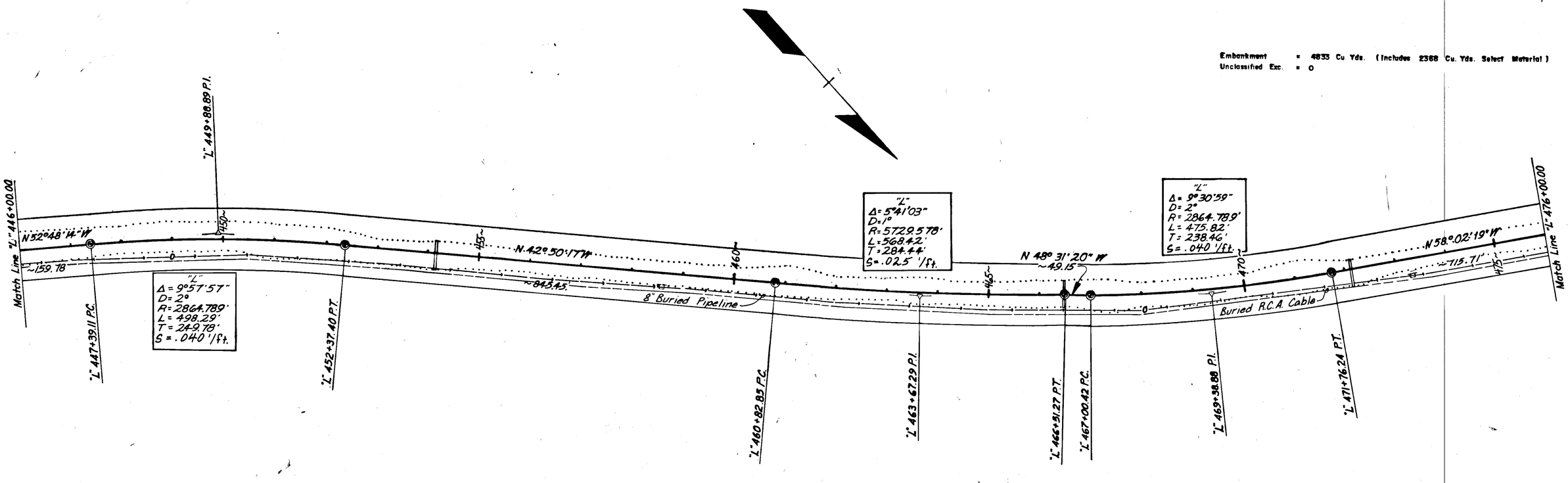
180 170 160 150 140 130 120 110 100

383~ 385~ 390~ 395~ 400~ 405~ 410~ 414~

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
"R" TELEDYNE
PRINTED IN U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	22	26





Embankment = 4833 Cu Yds. (Includes 2368 Cu. Yds. Select Material)
Unclassified Exc. = 0

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	23	26

Match Line "L" 476+00.00

N 58°02'19" W
~715.71'

"L" 478+91.93 P.C.

"L" 479+66.06 P.I.

"L" 480+40.08 P.T.

"L" 481+46.12 P.C.

N 53°06'04" W
~106.039'

"L"
Δ = 4°56'15"
D = 3°20'
R = 1718.873'
L = 148.13'
T = 74.11'
S = .053 '/ft.

"L" 483+81.38 P.I.

"L" 486+14.29 P.T. Bk.
"L" 486+14.46 P.O.T. Ahd.

"L"
Δ = 14°02'42"
D = 3°
R = 1909.859'
L = 468.17'
T = 235.26'
S = .050 '/ft.

8" Buried Pipeline

N 39°03'22" W
~1401.73'

Buried R.C.A. Cable

"L" 500+16.19 P.C.

"L"
Δ = 11°38'00"
D = 2°
R = 2864.789'
L = 581.67'
T = 291.84'
S = .040 '/ft.

"L" 503+08.03 P.I.

"L" 503+97.86 P.T.

N 27°25'22" W
~446.913'

Match Line "L" 507+00.00

KLEHINI RIVER

Match Line "L" 538+00.00

S 61°10'06" W
1998.138'

CHILKAT RIVER

Match Line "L" 507+00.00

N 27°25'22" W
~446.91'

"L" 510+44.77 P.C.

"L"
Δ = 91°24'32"
D = 7°
R = 818.511'
L = 1305.84'
T = 838.89'
S = .060 '/ft.

8" Buried Pipeline

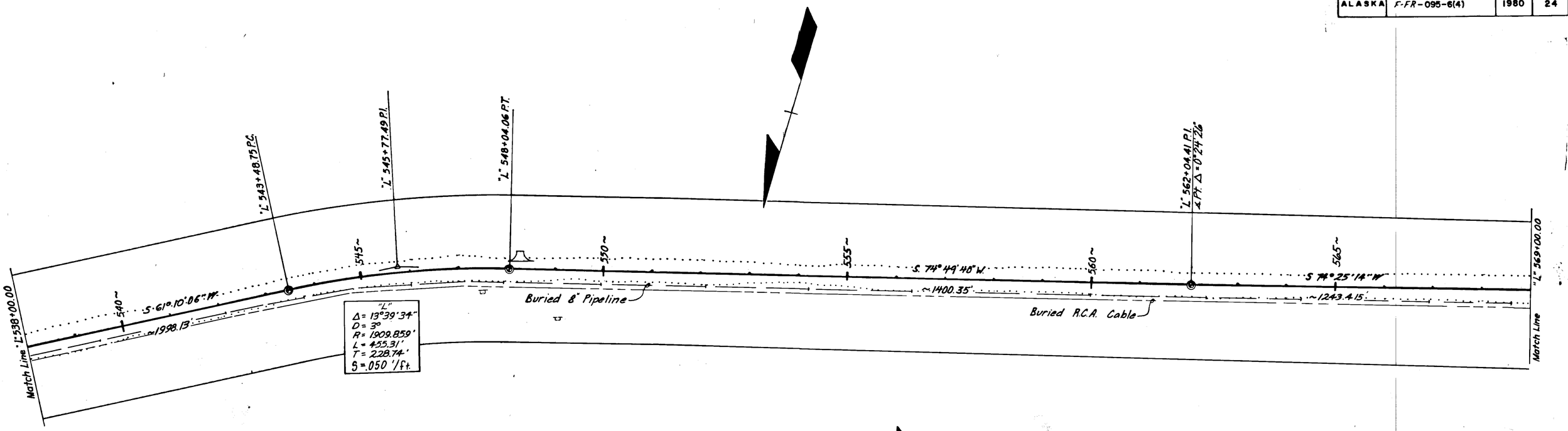
Buried R.C.A. Cable

"L" 523+50.61 P.T.

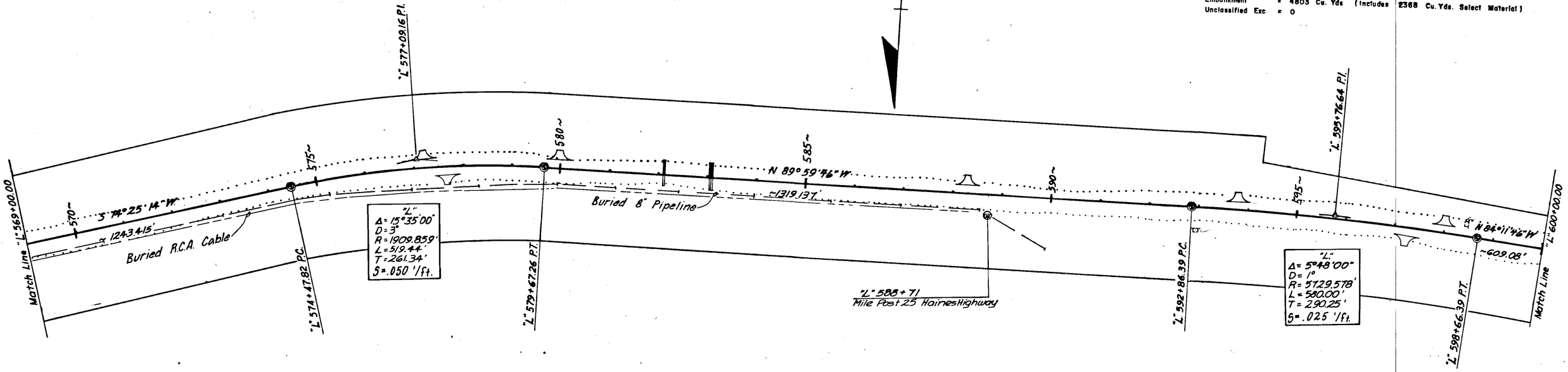
"L" 518+83.66 P.I.

Embankment = 3980 Cu. Yds. (Includes 2175 Cu. Yds. Select Material)
Unclassified Exc. = 0

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	24	26



Embankment = 4803 Cu. Yds (Includes 2368 Cu. Yds. Select Material)
Unclassified Exc. = 0



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-FR-095-6(4)	1980	25	26

Match Line "L" 600+00.00

N 84°11'46" W
~609.08

"L" 604+75.47 PC

PT 607+38.32

PT 609+92.80

60~

PC 611+41.22

PT 612+86.49

PT 614+26.33

PC 617+02.18

PT 618+85.23

PT 620+53.49

PC 622+17.83

PT 623+44.93

PT 624+39.19

PC 627+02.30

PT 628+40.59

PT 629+77.54

END OF PROJECT
STA. "L" 604+75.47

Embankment = 865 Cu. Yds. (Includes 182 Cu. Yds. Select Material)
Unclassified Exc. = 0

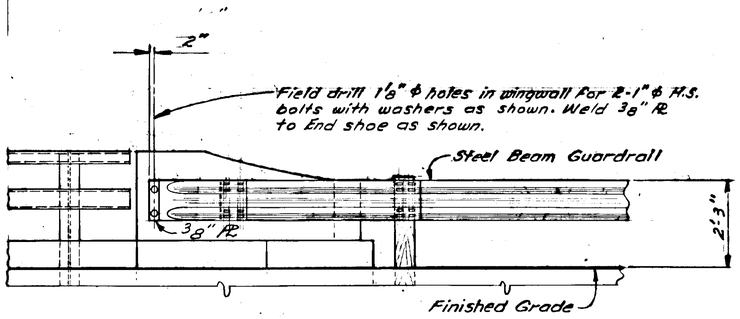
80
70
60
50

600~

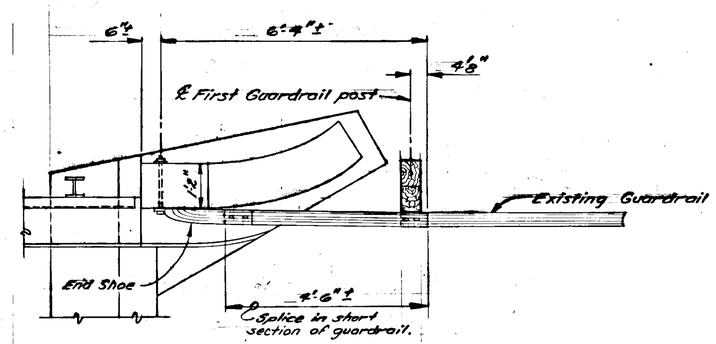
605~

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

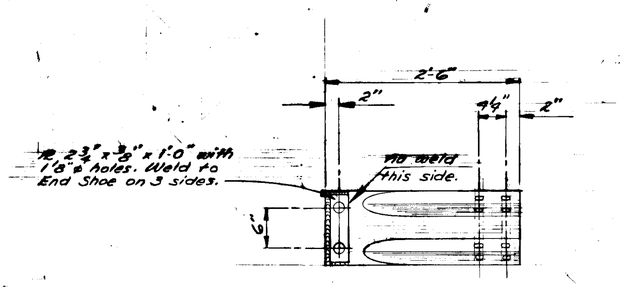
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FFR-095-6(4)	1980	26	26



ELEVATION
(No Scale)



PLAN
(No Scale)



REINFORCED END SHOE DETAIL
(No Scale)

NOTE: Reconstruction of guardrail at Chilkat River Bridge includes 4 terminal sections & 12 additional 10" x 10" posts.

CHILKAT RIVER BRIDGE

Route No. FAP-95

GUARDRAIL MODIFICATIONS

State of Alaska
DEPARTMENT OF TRANSPORTATION and PUBLIC FACILITIES
Juneau, Alaska

Date 4-28-80
Approved [signature]

BRIDGE NO. 742
DWNG. NO.