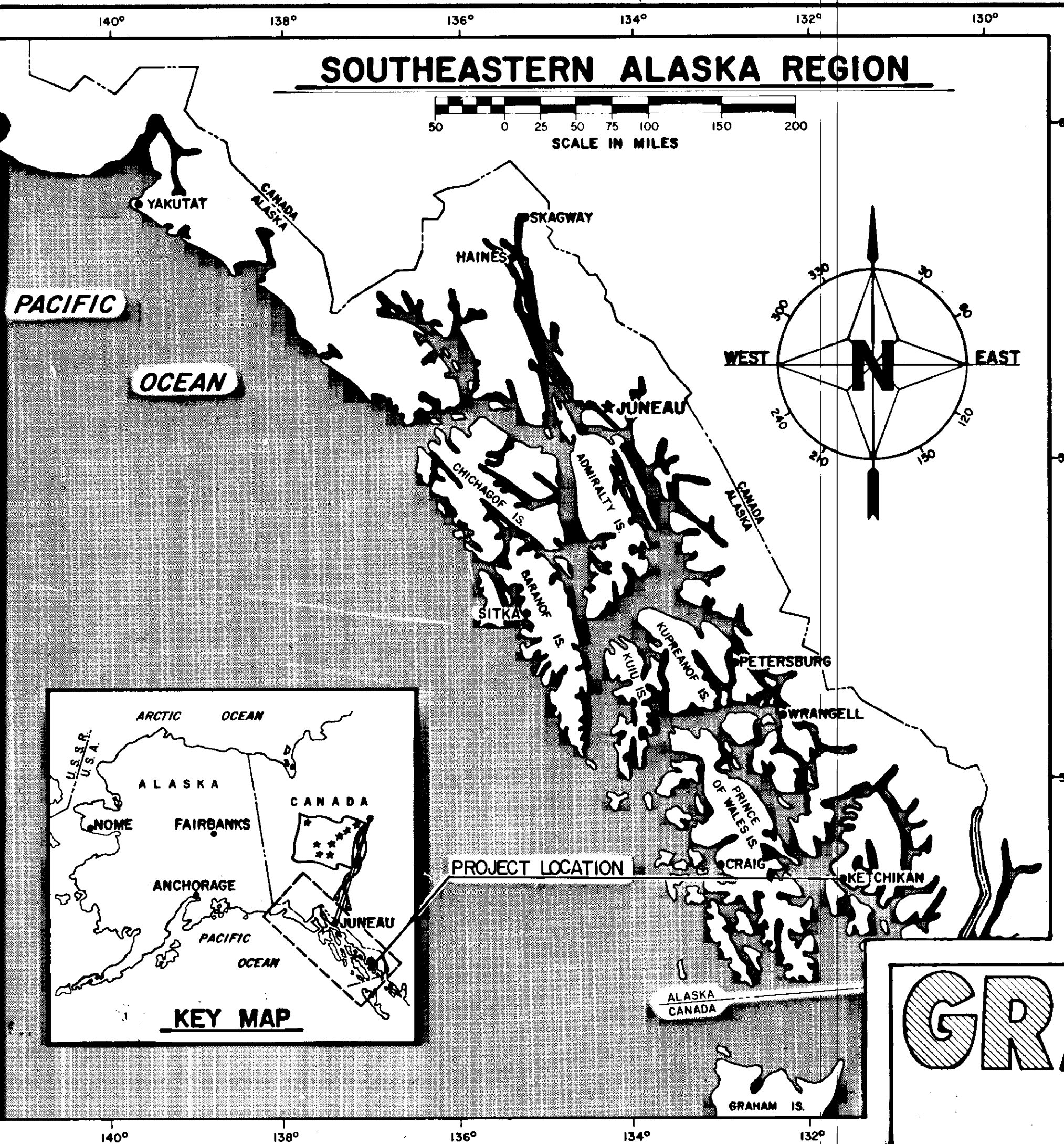




STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEASTERN REGION
DESIGN AND CONSTRUCTION DIVISION



**NORTH
POINT HIGGINS ROAD**

69808

**GRADING, PAVING, DRAINAGE,
SIDEWALKS**

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION
3	SUMMARY OF QUANTITIES
4	MISC. DETAIL SHEET
5 - 6	SUMMARIES
7 - 16	PLAN AND PROFILE SHEETS
17	DRAINAGE DETAILS

THE FOLLOWING STANDARD DRAWINGS ARE INCLUDED IN THESE PLANS:
A-1, C-01.02, C-02.00, C-03.01, C-04.00, D-01.00, D-04.10, D-05.10, D-20.01, D-23.00, D-26.01, D-27.01, D-30.00, G-04.01S, G-04.01W, G-14.02S, G-14.01W, G-18.01, I-14.00, I-20.00, I-20.01, I-23.00, I-30.01, I-40.00, I-81.00, L-03.01, L-10.01, L-20.01, M-05.00, M-16.00, M-20.10, M-23.10, S-00.00, S-05.00, S-20.00, S-30.01, T-21.80, L-23.03, L-30.01

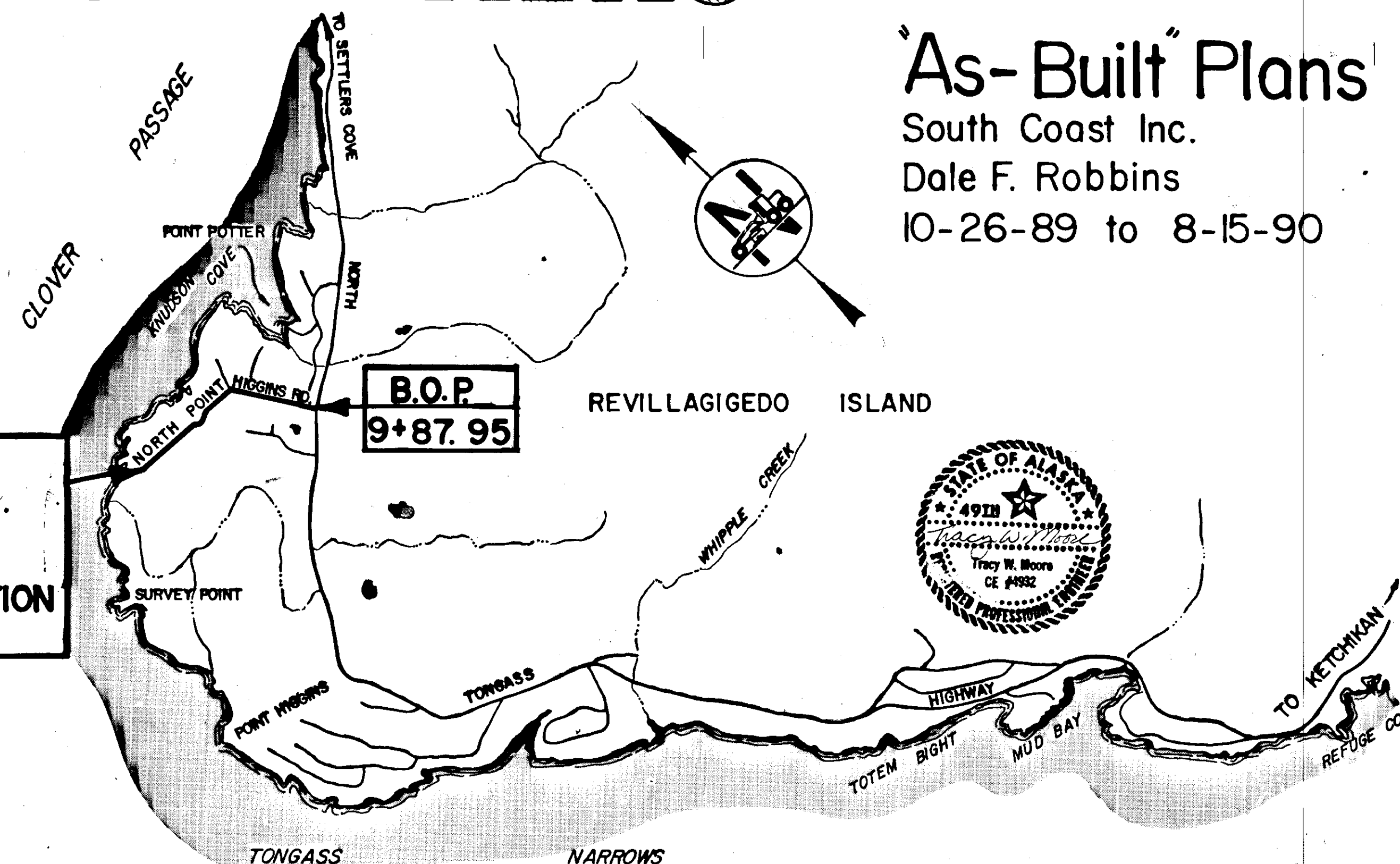
DESIGN DESIGNATION

ADT (1988) = 989
ADT (2008) = 1207
DHV = 133
% T = 4
V = 30 M.P.H.
T.I. = 6.5

DESIGN SUMMARY

WIDTH OF ROADWAY = 34'
WIDTH OF PAVEMENT = 31.5'
LENGTH OF PAVEMENT = 4,927' (0.933 mile)
LENGTH OF PROJECT = 4,927' (0.933 mile)
WIDTH OF SUBGRADE = 44.5'

END TEMPORARY
CONNECTION 59+15
END PROJECT/BEGIN
TEMPORARY CONNECTION
57+84.75



"As-Built" Plans

South Coast Inc.
Dale F. Robbins
10-26-89 to 8-15-90

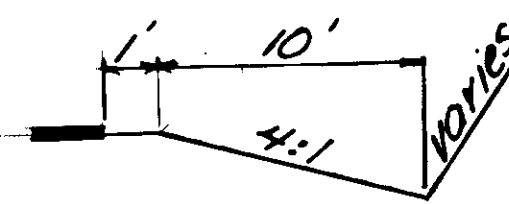
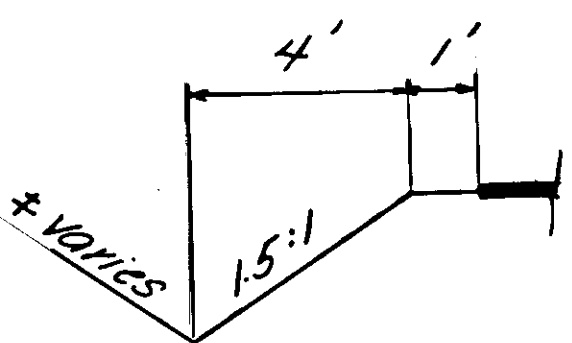
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEASTERN REGION DESIGN SECTION

APPROVED
[Signature]
S.E. Region Design Chief
Date 7-12-89

APPROVED
[Signature]
Director, S.E. Region Design & Construction
Date 7-12-89

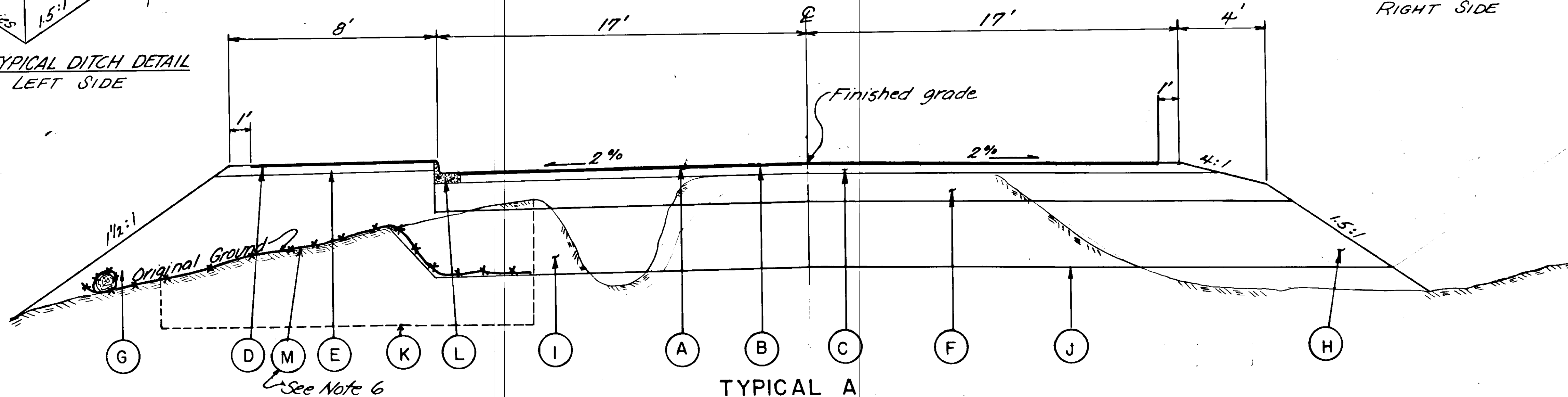
PROJECT NUMBER: 69808	ENGINEER'S STAMP STATE OF ALASKA 49th D. L. Moore CE-7436
DATE: 07-14-89	
SHEET 1 OF 17	

TYPICAL SECTIONS

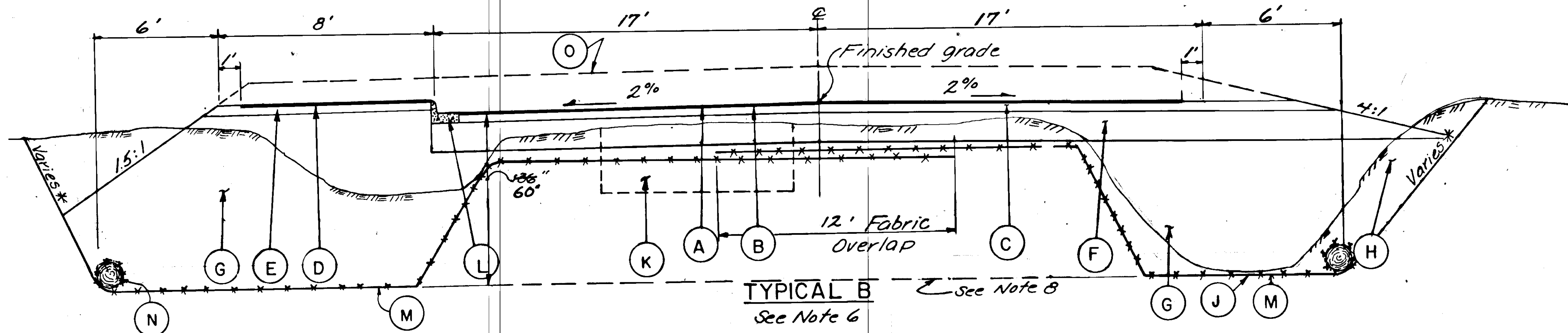


TYPICAL DITCH DETAIL
RIGHT SIDE

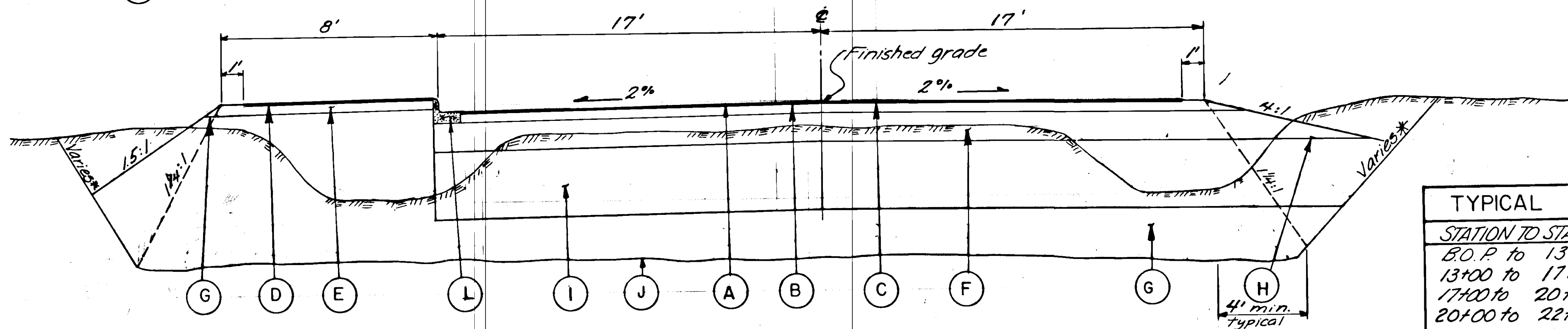
TYPICAL DITCH DETAIL
LEFT SIDE



TYPICAL A



TYPICAL B
See Note 6



TYPICAL C
See Surcharge Detail, Sht. 3

TYPICAL SECTION NOTES

- IN AREAS OF ROCK EXCAVATION, THE LIMITS OF EXCAVATION SHALL BE 12 INCHES BELOW THE TOP OF THE FINISHED SURFACE, WITHIN THE LIMITS OF THE ROAD BED.
- SUBCUT AREAS WILL BE DETERMINED BY THE ENGINEER. WHEN A SUBCUT IS IN A FABRIC AREA, FABRIC SHALL BE PLACED ALONG THE SUBCUT LIMITS AS DIRECTED BY THE ENGINEER.
- THE LIMITS OF EXCAVATION FOR TYPICAL "C" SHALL BE THE LIMITS OF PEAT. SATURATED SILTY TYPE MATERIAL SHALL NOT BE EXCAVATED. THE WIDTH OF THE PEAT EXCAVATION SHALL BE DETERMINED FROM A 1 1/4:1 LINE PROJECTION FROM THE SHOULDER POINT TO THE BOTTOM OF PEAT, OR BE THE MINIMUM DISTANCE SHOWN.
- IN LIEU OF THE LOG FABRIC ANCHOR, THE CONTRACTOR MAY DOUBLE BACK THE OUTSIDE EDGE ON TOP OF A 2" BORROW LAYER A DISTANCE OF 6'. ALL FABRIC SHALL BE PLACED TRANSVERSE TO CENTERLINE.
B.O.P. TO 12+00, 18+50 TO 19+50, 28+00 TO 31+00,
- CHANGES IN THE EXCAVATION LIMITS SHALL BE DETERMINED BY THE ENGINEER. VARIATION IN THE BORROW THICKNESS REQUIREMENTS MAY OCCUR AS DETERMINED BY THE ENGINEER.
- THE FOLLOWING AREAS SHALL NOT BE GRUBBED PRIOR TO THE PLACEMENT OF FABRIC. TREES SHALL BE FLUSH CUT AND STUMPS SHALL BE REMOVED OR TURNED UPSIDE DOWN.
B.O.P. TO 12+00, 18+50 TO 19+50, 28+00 TO 31+00,
- CURB AND GUTTER SHALL NOT BE CONSTRUCTED OVER FABRIC AREAS UNTIL 120 DAYS AFTER EMBANKMENT HAS BEEN PLACED.
- FROM STA. 31+50 TO STA. 35+00 THE ENTIRE EXISTING ROADWAY SHALL BE EXCAVATED TO 36" DEPTH AND FABRIC PLACED IN ONE CONTINUOUS SHEET ACROSS THE SECTION.

LEGEND

(A)	2" Asphalt Concrete, Type I
(B)	M/C-30 Prime Coat
(C)	4" Crushed Aggregate Base Course
(D)	1 1/2" Asphalt Concrete
(E)	3" Crushed Aggregate Base Course
(F)	10" Subbase, Grading "B"
(G)	Borrow and/or Usable Excavation
(H)	Unclassified Excavation
(I)	24" Borrow
(J)	Limit of Excavation
(K)	Limit of Subcut
(L)	Curb & Gutter, Type I, See Note 7
(M)	Embankment Fabric
(N)	Cedar Log, 10"-14" dia.
(O)	Surcharge - See Sht. 3 for details

* BACKSLOPE TABLE

SOIL TYPE	SLOPE
Peat	1/2:1
Granular Soil	1 1/2:1
Silt	2:1
Rock	1/4:1

TYPICAL SUMMARY

STATION TO STATION	TYPICAL
B.O.P. to 13+00	B
13+00 to 17+00	C
17+00 to 20+00	B
20+00 to 22+00	C
22+00 to 36+00	B
36+00 to 53+00	A
53+00 to E.O.P.	C

1. These station limits shall be used as a guideline and the actual location will be as directed by the Engineers.

DATE	DESCRIPTION OF CHANGE
7/10/89	CHANGED TYPICAL B, AS DIRECTED BY MATERIALS

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

NORTH POINT HIGGINS ROAD
PROJECT NO. 69808
TYPICAL SECTIONS

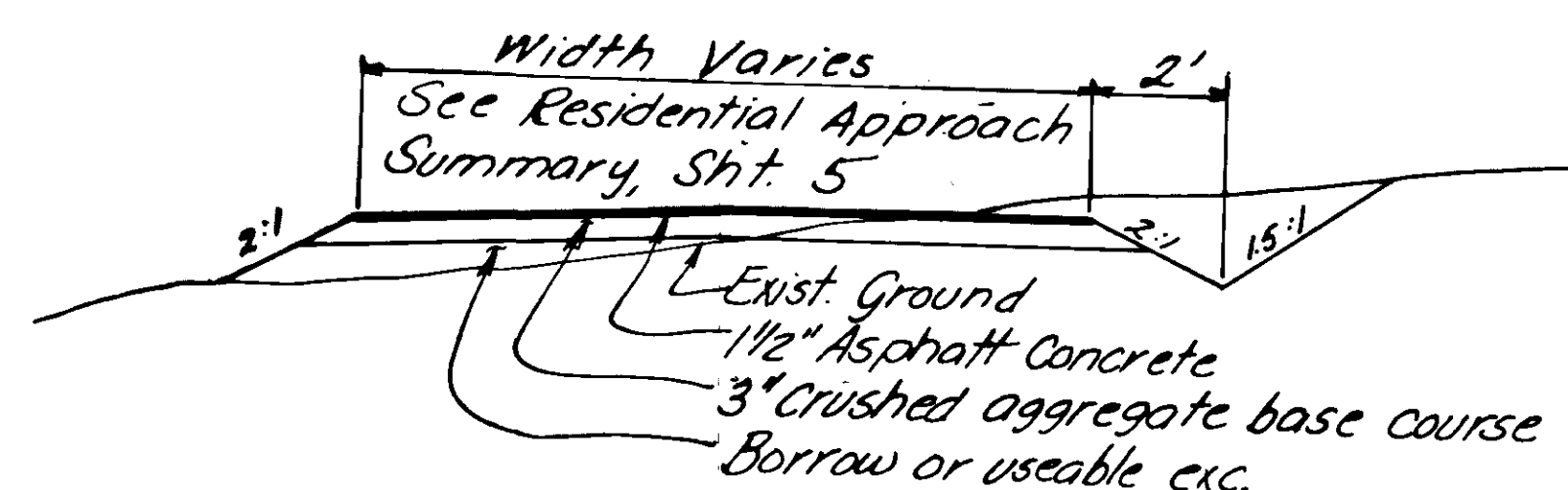
APPROVED BY: JOHN HENRY
DESIGNED BY: TWM
RECOMMENDED BY: L. Moore
DESIGN ENGINEER, GROUP
DATE: 7/12/89
PROJECT MANAGER
LEAD DESIGNER

DESIGNED BY: TWM
DRAWN BY: DLM
CHECKED BY: DLM
SCALE: NONE
DATE: 06-14-89
SHEET 2 OF 19



ESTIMATE OF QUANTITIES

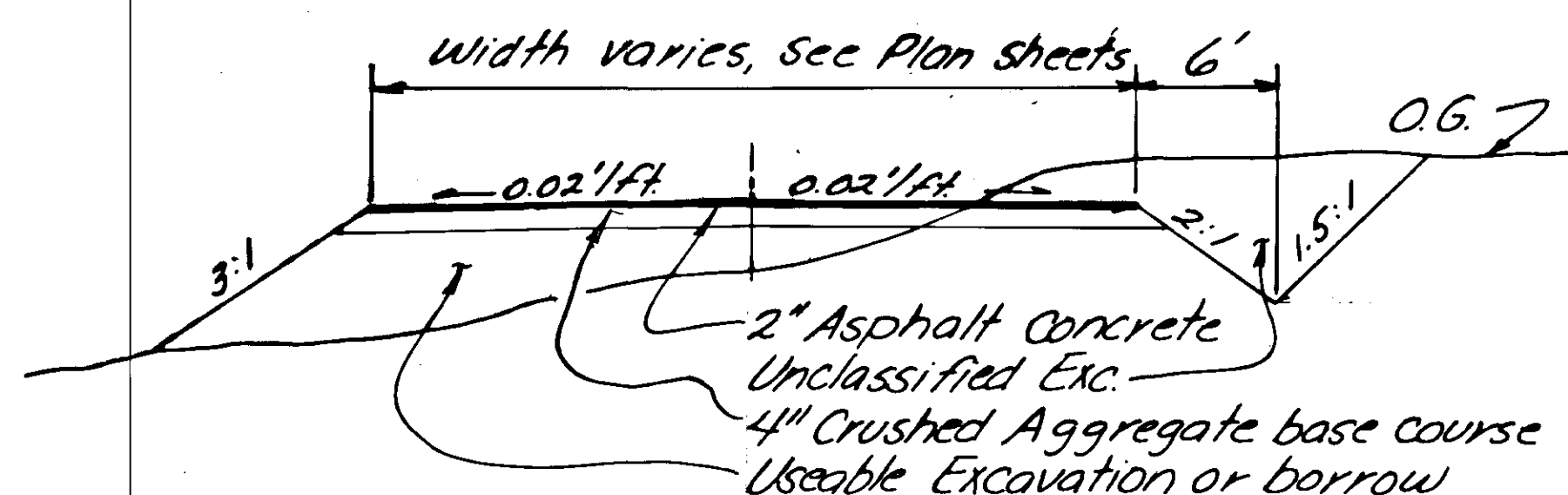
ITEM NO.	ITEM	UNIT	QUANTITY	
109 (2)	DBE Adjustment	C.S.	All Req'd.	
201 (3B)	Clearing & Grubbing - Approx. Quant. 5.5 Ac.	L.S.	All Req'd.	
202 (1)	Removal of Structures & Obstructions	L.S.	All Req'd.	
202 (4)	Removal of Culvert Pipe	L.F.	950	1087
202 (10)	Single Mailbox Installation	Ea.	8	17
202 (11)	Multiple Mailbox Installation	L.F.	12	16
203 (3)	Unclassified Excavation	C.Y.	60,000	65012
203 (6)	Borrow	TON	60,000	46,674.73
301 (1)	Crushed Aggregate Base Course	TON	3,200	7990.4
304 (1)	Subbase, Grading "B"	TON	13,500	13,904.76
401 (1)	Asphalt Concrete, Type II	TON	3,000	2910.24
401 (2)	AC-2.5 Asphalt Cement	TON	100	149.33
403 (1)	MC-30 Liquid Asphalt for Prime Coat	TON	20	19.02
603 (1-12)	12 inch Corrugated Steel Pipe	L.F.	80	59
603 (1-18)	18 inch Corrugated Steel Pipe	L.F.	400	760
603 (1-24)	24 inch Corrugated Steel Pipe	L.F.	402	1154
604 (3)	Reconstruct Existing Manhole	Ea.	2	
604 (5)	Inlet, Type "A"	Ea.	7	
606 (3)	Removal & Disposal of Guardrail (Shts 13-14)	L.F.	370	350
607 (4)	Reconstruct Fence	L.F.	190	165
608 (3)	Asphalt Sidewalk	S.Y.	4,000	3289.7
609 (2)	Curb & Gutter, Type I	L.F.	4,800	4708
615 (1)	Standard Signs	S.F.	146.26	
618 (1)	Seeding	Acres	3	2.566
625 (1)	Pipe Handrail	L.F.	225	224
630 (2)	Geotextile Reinforcement	S.Y.	26,000	21,000
639 (1)	Residence Driveways	Ea.	30	41
640 (1)	Mobilization & Demobilization	L.S.	All Req'd.	
641 (1)	Temporary Erosion & Pollution Control	C.S.	All Req'd.	
642 (1)	Construction Surveying	C.S.	All Req'd.	
643 (2)	Traffic Maintenance	L.S.	All Req'd.	
643 (15)	Flagging	L.S.	All Req'd.	
643 (18)	Watering	m gal	100	173.475
670 (1)	Painted Traffic Markings (See Detail, Sht. 4)	L.S.	All Req'd.	
NEW ITEMS				
607 (3)	CHAIN LINK FENCE	L.F.	250	
203 (3A)	"J" LINE MODIFICATIONS	L.S.	949	
203 (3B)	STA 25+50 to 26+25 LT. RE-EXCAVATION	L.S.	1194	



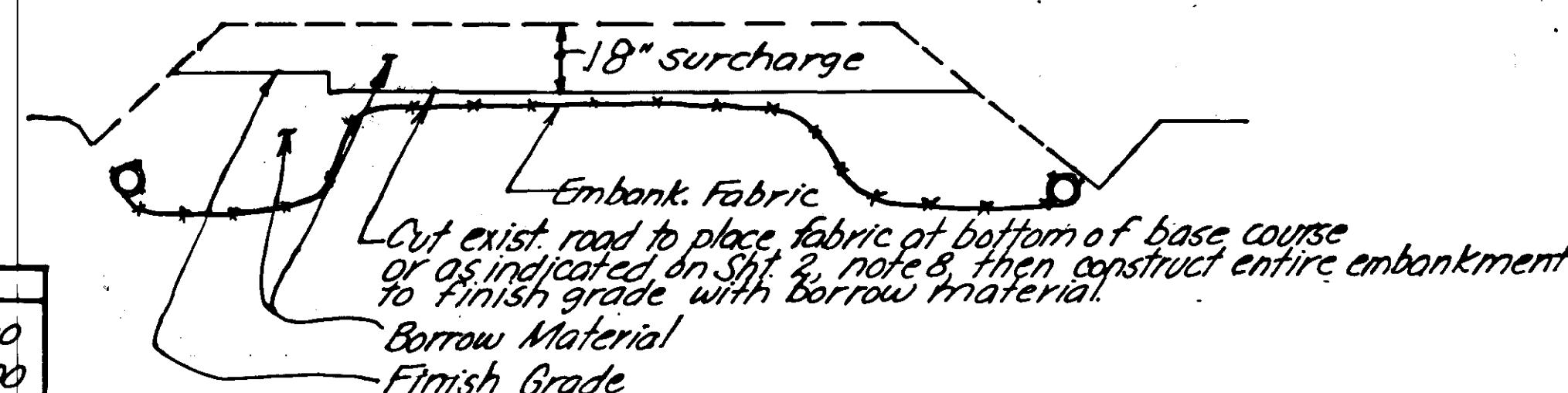
DRIVEWAY CONSTRUCTION DETAIL

NOTES:

- The paving limit shall be 10' from back of sidewalk on the left 20' from edge of pavement on the right or to R/W line, whichever is less.
- The above detail shall be used to construct driveways from the roadway to the paving limit.
- Beyond the paving limits, the contractor shall smoothly grade crushed aggregate base course to match the existing driveway as directed by the Engineer.



APPROACH ROAD DETAIL



SURCHARGE DETAIL

NOTES:

- Surcharge shall be left in place a minimum of 150 days, then remove to bottom of base course. Surcharged Areas Loaded Dec. 21, 1989 To May 20, 1990
- Removal of surcharge material shall be used to flatten fill slopes along the project as directed by the Engineer.

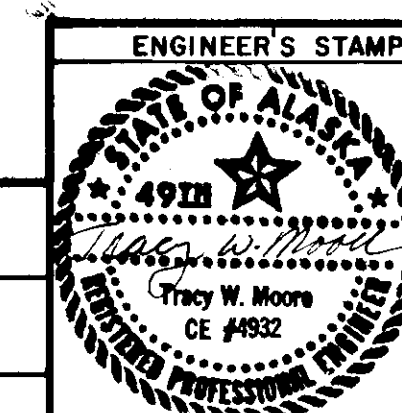
GENERAL NOTES

- GRADES AND ALIGNMENTS AS SHOWN ON THE PLANS ARE SUBJECT TO MINOR REVISIONS.
- PIPE CONDUIT LENGTHS AND LOCATIONS AND INLET LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO MINOR REVISIONS.
- AERIAL FACILITIES ELECTRICAL, TELEPHONE AND CABLE LOCATED ALONG THE PROJECT WILL BE RELOCATED BY OTHERS.
- ALL WASTE MATERIAL SHALL BE DISPOSED OF OUTSIDE THE PROJECT LIMITS AT A LOCATION APPROVED BY THE ENGINEER. **DISPOSAL AREA AT POINT HIGGINS SCHOOL**
- CLEARING AND GRUBBING SHALL OCCUR FROM SLOPE STAKE TO SLOPE STAKE OR AS DIRECTED BY THE ENGINEER. CLEARING WORK SHALL ALSO INCLUDE CLEANING UP DEBRIS LEFT FROM POLE LINE RELOCATION.
- AT THE PRECONSTRUCTION CONFERENCE THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL BY THE ENGINEER. CONTINUOUS ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
- RADIUS OFFSETS SHOWN ON PLANS INDICATE OFFSET DISTANCE AND STATIONS TO EDGE OF PAVEMENT. THE EMBANKMENT SHALL SMOOTHLY TRANSITION FROM 1' TO 0' TO MATCH THE EDGE OF PAVEMENT AT THE MATCH LINE.
- THE KETCHIKAN GATEWAY BOROUGH'S QUARRY LOCATED APPROXIMATELY 1.6 MILES NORTH OF THE BOP HAS BEEN APPROVED FOR USE ON THIS PROJECT FOR BORROW MATERIAL. DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE BOROUGH'S QUARRY DEVELOPMENT PLAN. NO ROYALTY PAYMENT WILL BE REQUIRED. ALL OTHER MATERIALS ARE CONTRACTOR FURNISHED. **QUARRY USED WAS LOCATED AT MILE 15.5 AT THE NORTH TONGASS BAPTIST CHURCH**
- WASTE SITES FOR THE PROJECT ARE BEING PURSUED BY THE DEPARTMENT. THE CONTRACTOR IS ADVISED TO CONTACT THE S.E. REGION CONSTRUCTION OFFICE AT (907) 789-6247, AS TO THE STATUS OF THESE SITES.
- ALL BACKSLOPES, EXCEPT ROCK, SHALL BE SEED. WASTE AREAS OR LOCAL, STATE AND FEDERAL GOVERNMENT PROPERTY SHALL BE SEED.
- ALL EXCAVATION, EXCEPT ROCK, IS CONSIDERED WASTE.
- THE CURB TRANSITION DETAIL ON SHEET 4 SHALL BE USED AT ALL PUBLIC ROAD APPROACHES AND SHALL BE CONSTRUCTED TO MEET REQUIREMENTS FOR HANDICAP RAMPS.

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		
BY	DATE	DESCRIPTION OF CHANGE
RECORD OF REVISIONS		

NORTH POINT HIGGINS ROAD
PROJECT NO. 69808
QUANTITIES

APPROVED BY: JOHN HENRY DESIGN GROUP CHIEF DATE: 7/14/89	DESIGNED BY: DLM DATE: 06-14-89	SCALE: None
RECOMMENDED BY:	DRAWN BY:	DATE:
PREPARED BY: T.W. MOORE PROJECT MANAGER	DESIGN ENGINEER, GROUP L. Meoria LEAD DESIGNER	CHECKED BY: EJC
		SHEET 3 OF 17



PIPE CONDUIT SUMMARY			
STATION	NEW PIPE	PIPE REMOVAL	REMARKS
0+09	24" x 80' 85	40'	
1+00	24" x 78' 75	47'	
3+90	18" x 38'	40'	Driveway, Lt.
5+12	18" x 28'		Driveway, Rt.
6+38	18" x 110'	30'	Driveway, Lt.
7+10	18" x 32'	20'	Driveway, Lt.
7+73	18" x 32'	20'	Driveway, Lt.
8+15	12" x 46' 12		See Detail, Sht. 16
8+64	24" x 52'	30'	CHANDLER RD.
9+09	24" x 60'	40'	
9+16		38'	Driveway, Lt.
9+37		30'	
9+50	24" x 62' 65		
2+32	18" x 38'	30'	Driveway, Lt.
3+82	18" x 32'	20'	Driveway, Lt.
5+01	18" x 32'	26'	Driveway, Lt.
5+58	12" x 46' 12		See Detail, Sht. 16
6+08	24" x 30'	30'	Christopher Road, Lt.
6+78	24" x 32'	40'	Driveway, Lt.
7+70	24" x 44'		Driveway, Rt.
10+75	18" x 26'		Driveway, Rt.
4+30	24" x 64' 60	40'	N. HIGGINS CT.
9+75		20'	Driveway, Lt.
9+92		40'	
9+98	24" x 56' 57		See Detail, Sht. 16
9+05	24" x 18' 16		See Detail, Sht. 16
9+36	24" x 42'	41'	Mattie Road
9+62	18" x 32'	20'	Driveway, Lt.
9+65	18" x 40'	30'	Driveway, Lt.
3+41	18" x 32'	25'	Driveway, Lt.
4+86		24'	Driveway, Lt.
5+00		36'	MOORE RD.
8+00	12" x 46' 12		See Detail, Sht. 16
8+50	24" x 54'		RIGGING LN.
9+46	24" x 32'		Driveway, Lt.
9+98		40'	Existing Rd, Lt.; Ditch to drain
9+96	24" x 60' 66		
0+79	18" x 32' 40		Driveway, Lt.
2+85	18" x 60'		Driveway, Rt.
3+32	24" x 60'		Approach Rd, Rt.
3+73	12" x 46' 12		See Detail, Sht. 16
5+11	24" x 46' 10		See Detail, Sht. 16
5+11	24" x 46'		See Detail, Sht. 16
5+30		52'	Existing Road, Rt.
6+42		42'	
8+20	24" x 100' 80	60'	
8+80	12 x 11		
5+38	18" x 34'		Driveway, Rt.
5+90	24" x 56'		Christopher Road, Rt.
11+00	18" x 36'		Driveway, Lt.
11+30	24" x 40'		
14+48	18 x 28		CD #2
20+90	18 x 30		"
53+65	18 x 40		"
50+56	18 x 52		"
52+35	24 x 60		Rt.

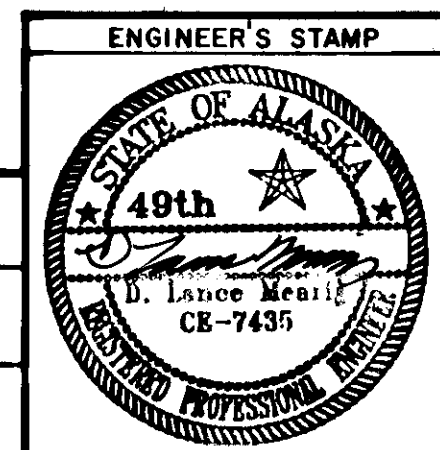
RESIDENCE DRIVEWAY SUMMARY					
STATION	LT.	RT.	CURB CUT WIDTH	DRIVEWAY WIDTH	REMARKS
11+36		X	24'		Grade to match exist. @ R/W
11+00	X			20'	
13+67		X		14'	
13+90	X		20'		
14+08		X		14'	
14+48		X		14'	
15+12		X		14'	
16+38	X		20'		
17+10	X			14'	
17+64		X		14'	
17+73	X		14'		
19+24	X		20'		
20+16	X		20'		
21+05		X	20'		
21+60		X		14'	
22+28		X		14'	
22+32	X		20'		Grade to match exist. @ 55' Lt.
23+42		X		20'	Grade to match exist. @ R/W
23+82	X		14'		
24+56		X		14'	
25+01	X		14'		
25+38		X		14'	
26+79	X		14'		
28+64		X		20'	
28+83		X		16'	
F 10+75		X		14'	Grade to match exist. @ 60' Rt. F. & E
32+62	X		14'		Grade to match exist. @ 60' Lt.
32+65		X		16'	Grade to match exist. @ Row
33+41	X		14'		" " " " @ 45' Rt.
34+86	X		14'		" " " " @ R.O.W.
37+45		X		20'	Grade to match exist. @ 150' Rt.
39+46	X		14'		" " " " @ R.O.W.
40+10	X		20'		Grade to match exist. @ 60' Rt.
40+79	X		14'		" " " " @ R.O.W.
40+85		X		14'	as shown @ R.O.W.
50+36		X		14'	Grade to match exist. @ 90' Rt.
53+65		X		20'	" " " " @ R.O.W.
56+58		X		14'	" " " " @ R.O.W.

BASIS OF ESTIMATE	
ITEM	FACTOR
203 (6)	1.95 Tons/C.Y.
301 (1)	2.04 Tons/C.Y.
304 (1)	1.98 Tons/C.Y.
401 (1)	122 #/SK - inch depth
402 (1)	6.0 % of Item 401 (1)
403 (1)	.25 gal./SK (256 gal./ton)

SIGNING SCHEDULE										
NO.	STATION	OFFSET		CODE NO.	LEGEND	SIZE	AREA S. F.	NO. POSTS	FACING TRAFFIC	REMARKS
		LT.	RT.							
1	10+05	36'		R1-1	Stop	30 x 30	6.25	1	EB	
3	11+63		40'	R1-1	Stop	30 x 30	6.25	1	SB	
4	11+63		40'	D3-1	KNUDSON CRVE RD	8 x 50	2.78	1	NB	mount on same post as 3
5	12+05		23'	R7-101	No Parking Anytime	12 x 18	1.5	1	WB	
6	12+75		27'	R7-101	"	12 x 18	1.5	1	EB	
7	12+90		23'	R2-1	Speed Limit 25	24 x 30	5.0	1	WB	
8	15+35		23'	R1-1	Stop	30 x 30	6.25	1	SB	
10	18+35	35'		R1-1	Stop	30 x 30	6.25	1	NB	
11	18+95		30'	R1-1	Stop	30 x 30	6.25	1	SB	
12	18+95		30'	D3-1	CHANDLER RD	8 x 38	2.71	1	EW	mount on same post as 9
13	22+60		27'	R7-101	No Parking Anytime	12 x 18	1.5	1	EB	
14	23+05		23'	R7-101	"	12 x 18	1.5	1	WB	
15	25+85		30'	R1-1	Stop	30 x 30	6.25	1	NB	
16	26+25		32'	R1-1	Stop	30 x 30	6.25	1	SB	
17	26+25		32'	D3-1	CHRISTOPHER RD	8 x 45	2.5	1	EW	mount on same post as 14
18	29+15		33'	R1-1	Stop	30 x 30	6.25	1	NB	
19	29+15		32'	R1-1	Stop	30 x 30	6.25	1	SB	
20	30+60		35'	R1-1	Stop	30 x 30	6.25	1	SB	
18A				D3-1	N. HIGGINS CT.	8 x 36	2.0	1	EW	mount on same post as 18
21	30+60		35'	D3-1	W. MATTLE RD	8 x 36	2.0	1	EW	mount on same post as 20
22	31+85		27'	R7-101	No Parking Anytime	12 x 18	1.5	1	EB	
23	34+30		24'	R7-101	"	12 x 18	1.5	1	WB	
24	35+25		30'	R1-1	Stop	30 x 30	6.25	1	SB	
24B	35+25		30'	D3-1	MOORE RD.	8 x 30	1.67	1	EW	mount on same post as 24A
25	38+30		36'	R1-1	Stop	30 x 30	6.25	1	NB	
26	38+30		36'	D3-1	RIGGING LN.	8 x 32	1.78	1	EW	mount on same post as 25
27	39+65		27'	R1-2	Speed Limit 25	24 x 30	5.0	1	EB	
28	47+85		27'	R2-1	"	24 x 30	5.0	1	WB	
29	50+35		27'	R7-101	No Parking Anytime	12 x 18	1.5	1	EB	
30	52+60		27'	R1-1	Stop	30 x 30	6.25	1	SB	
30A	52+60		27'	D3-1	MIZZEN LN.	8 x 30	1.67	1	EW	mount on same post as 30
31	53+15		30'	R1-2	Speed Limit 25	24 x 30	5.0	1	EB	
32A				D3-1	BELCON HILL LN	8 x 45	2.5	1	EW	mount on same post as 32
32	55+70		27'	R1-1	Stop	30 x 30	6.25	1	SB	
33	56+50		30'	R7-101	No Parking Anytime	12 x 18	1.5	1	EW	
34	57+00		23'	R7-101	"	12 x 18	1.5	1	WB	
35	58+60		75'	W14-2A	End	24 x 24	4.0	1	WB	
36				OM-4	Red	18 x 18	2.25	1	WB	mount on same post as 35

- NOTES:
- All signs to be installed behind sidewalk shall have a 7' clear distance from top of sidewalk to bottom of sign. See Std. Dwg. S-05.00.
 - Sign posts shall be 2"x2" perforated steel tubing with 2 1/4"x2 1/4" sleeves. See Std. Dwg. S-05.00 & S-30.01 for details on post height & embedment depth.
 - All sign panels shall be .080 thick & be unframed.
 - Sign locations are approximate & subject to minor revisions.
 - Existing signs and posts not scheduled for reinstallation shall be removed and disposed of by the contractor.

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		NORTH POINT HIGGINS ROAD PROJECT NO. 69808 SUMMARIES		APPROVED BY: JOHN HENRY DESIGN GROUP CHIEF 7/12/89 DATE	DESIGNED BY: DLM SCALE: NONE
RECORD OF REVISIONS				RECOMMENDED BY: DESIGN ENGINEER, GROUP "A" DATE	DRAWN BY: DATE: 07-14-89
				PREPARED BY: T.W. MOORE PROJECT MANAGER	CHECKED BY: EJC SHEET 5 OF 17



REMOVAL OF STRUCTURES AND OBSTRUCTIONS

STATION	OFFSET	REMARKS
B.O.P.		Remove exist. pavement to match line.
0+55	30' Rt.	Remove Concrete Pad
1+33	24' Rt.	Relocate sign to "K" 11+60, 30' Lt.
1+85	27' Rt.	Reconstruct walkway level to back of side-walk-construct step to match existing walk
4+65	23' Rt.	Remove hydrant.
15+25	20' Rt.	Relocate Forget-me-not Lane & Garden Lane sign to multiple mailbox installation @ 15+40, 28' Rt.
7+25	16' Rt.	Relocate Bus Shelter to 17+25, 30' Rt.
9+55	30' Lt.	Remove concrete sidewalk to new fence line. Grade to match B/s grade.
21+30	22' Rt.	Remove fence to back of ditch
22+15	36' Lt.	Relocate Bus Shelter to 22+15, 45' Rt.
40+35	18' Lt.	Relocate shed to new gravel pad @ 40+60, 30' Rt.
43+45	20' Rt.	Relocate "Clover Pass Resort" sign to 43+70, 30' Rt., mount on 4"x4" post.
43+76	48' Lt.	See note on Sht. 13.
71+30	34' Rt.	Remove sign
F.O.P.		Remove exist. pavement to match line.

SPECIAL	DITCH	SUMMARY
STATION TO STATION		REMARKS
19+20, Rt.	20+50, Rt.	Dimensions to be field determined by the Engineer
20+50, Lt.	21+95, Rt.	" " " " " " " "
26+20, Rt.	28+55, Rt.	" " " " " " " "
29+30, Rt.	29+75, Rt.	" " " " " " " "
34+45, Rt.	34+75, Rt.	" " " " " " " "
34+50, Lt.	34+80, Lt.	" " " " " " " "

STATION	OFFSET	MAILBOX	PAPER TUBES	EXISTING LOCATION	QUANTITY
30+00	28' Rt.	5		30+00, 28' Rt.	8 L.F.
34+45	28' Rt.	3	4	34+73, 16' Rt. 34+75, 12' Lt. 35+35, 28' Rt.	4 L.F.
40+50	28' Rt.	4	3	40+60, 30' Lt. 41+20, 24' Lt. 41+65, 43' Lt.	4 L.F.

MAILBOX INSTALLATION NOTES

1. POST LOCATION MAY VARY AS DIRECTED BY THE ENGINEER.
2. OTHER DESIGNS MAY BE ACCEPTABLE, IF APPROVED BY THE ENGINEER.
3. PAPER BOXES SHALL BE MOUNTED ON THE MAILBOX AT APPROVED LOCATIONS.
4. PAPER BOXES THAT CAN'T BE MOUNTED ON A MAILBOX SHALL BE MOUNTED ON A SINGLE TREATED 4"x4" WOOD POST, AS APPROVED BY THE ENGINEER.

SINGLE MAILBOX INSTALLATION SUMMARY

STATION	OFFSET	MAILBOX	PAPER TUBES	EXISTING LOCATION	COMMENTS
15+40-35	28' Rt.	1	1	15+25, 20' Rt. 15+89, 16' Rt.	mount on double box support
19+15-18+95	28' Rt.		1	18+95, 20' Rt.	mount on 4x4 post
19+65+30	28' Rt.		1	19+65, 20' Rt.	mount on 4x4 post
28+45	28' Rt.	1	1	28+50, 8' Rt. 29+15, 20' Rt.	
37+15	28' Rt.	1	2	37+15, 40' Rt.	
38+20+00	28' Rt.	1	3	38+70, 35' Lt.	mount on double box support
55+00	28' Rt.	1	1	55+17, 36' Rt. 55+44, 5' Rt.	
56+30-80	28' Rt.	2	2	56+43, 30' Rt.	mount on double box support

RECONSTRUCT FENCE SUMMARY

STATION	OFFSET	L.F.	REMARKS
15+90	25' Lt.	75'	Reconstruct fence to 5' from back of sidewalk, salvage turf & topsoil & replace after pipe is installed.
19+55	30' Lt.	65'	Reconstruct fence to 5' from back of sidewalk
35+20	22' Lt.	50'	Reconstruct fence to back of ditch

SUPERELEVATION TRANSITION TABLE					
B/S	E/S	STATION	TRANS. LENGTH	FROM	TO
X		29+17	145'	-0.2	.06
	X	32+03	145'	.06	-0.2
X		35+83	110'	-0.2	.04
	X	37+13	90'	.04	Flat
X		38+98	95'	Flat	.055
	X	40+30	95'	.055	Flat
X		42+15	90'	Flat	.04
	X	43+45	110'	.04	-0.2
X		53+56	90'	-0.2	.02
	X	58+65	50'	.02	match curve

1. SUPERELEVATION SHALL BE ROTATED ABOUT CENTERLINE.
2. RATE OF SUPERELEVATION IS SHOWN ON THE P AND P SHEETS.

Additional Single Mailboxes

11+90 Rt.
14+15 Rt.
16+00 Rt.
22+45 Rt.
23+20 Rt.
26+90 Rt.
32+85 Rt.
33+50 Lt.
38+45 Rt.
50+80 Rt.

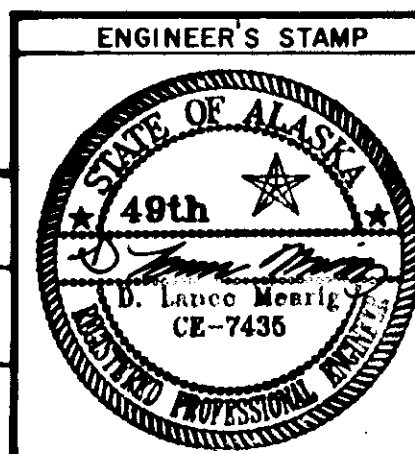
BY	DATE	DESCRIPTION OF CHANGE
		RECORD OF REVISIONS

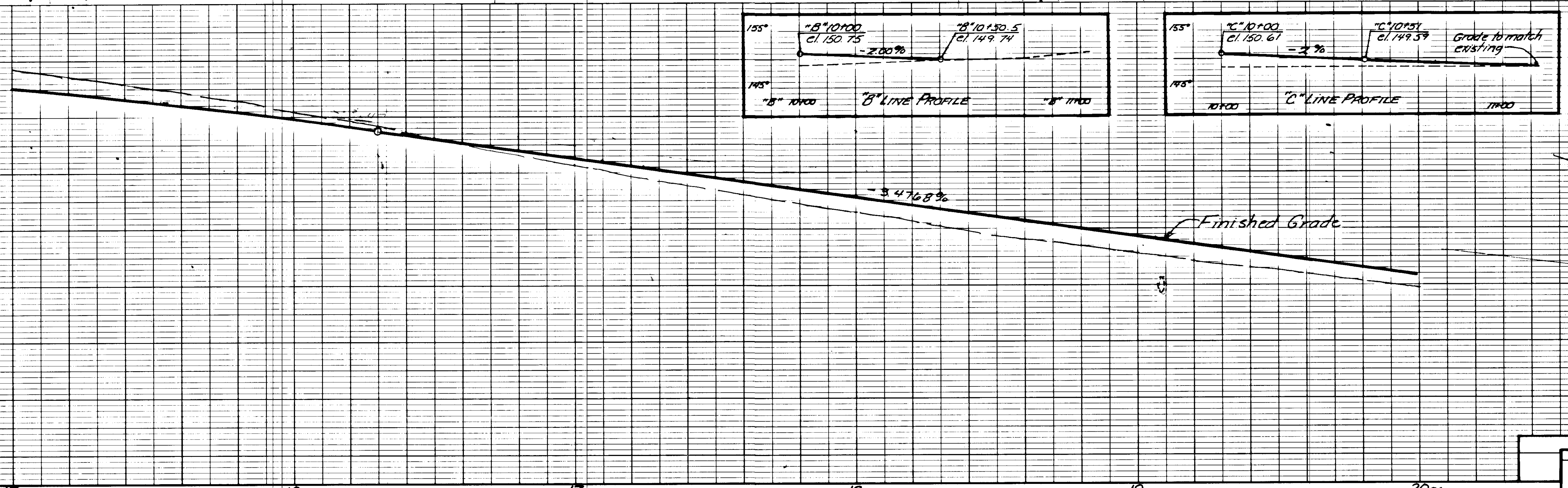
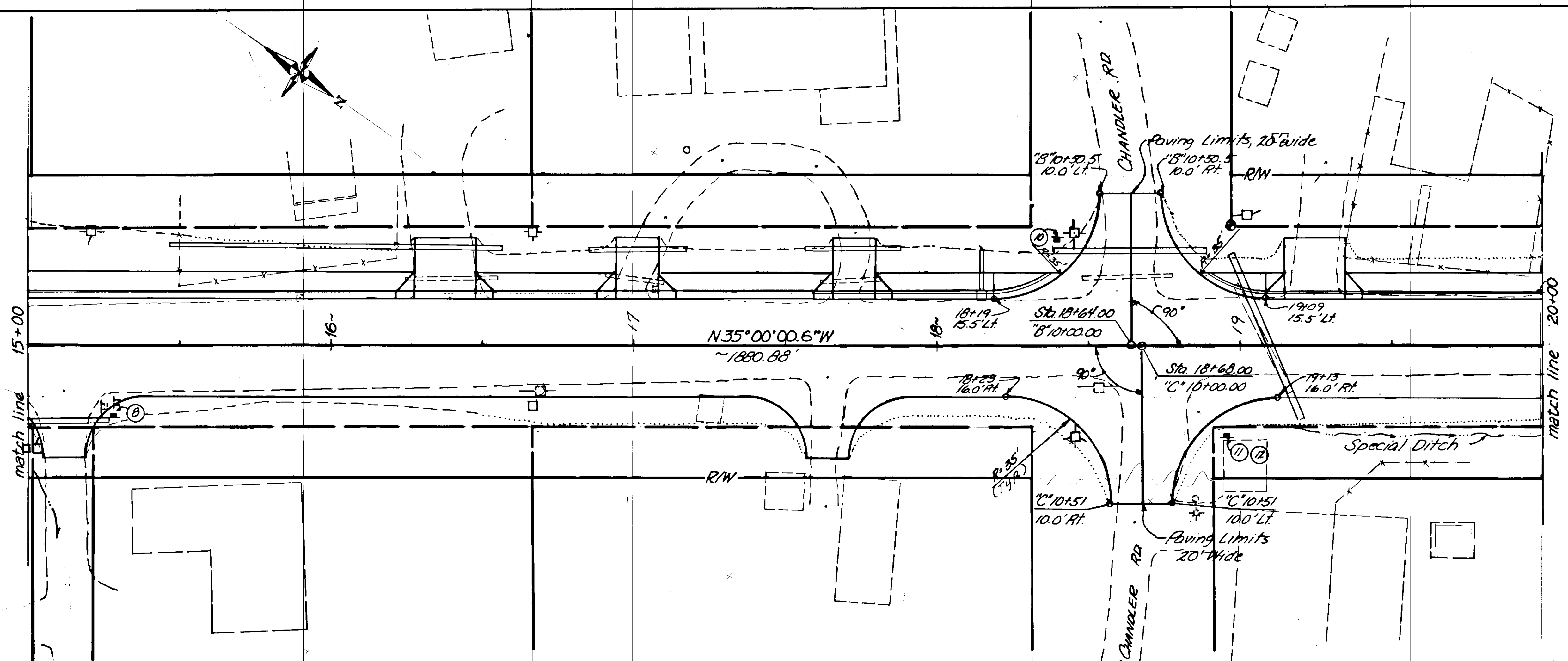
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

NORTH POINT HIGGINS ROAD
PROJECT NO. 69808
MAILBOX DETAILS AND MISC. SUMMARIES

APPROVED BY: JOHN HENRY DESIGN GROUP CHIEF
RECOMMENDED BY: L.W. MOORE PROJECT MANAGER
DESIGNED BY: DLM
DRAWN BY: EJC
CHECKED BY: EJC
DATE: 7/12/89
DATE: 7/14/89

SCALE: None
SHEET 6 OF 17





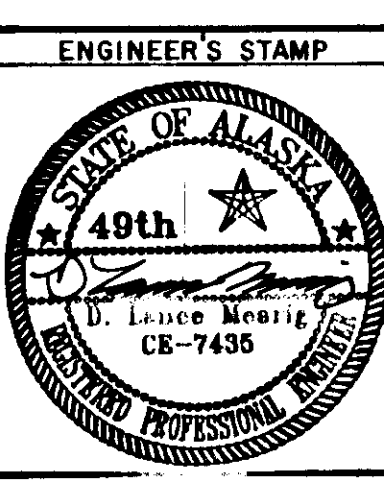
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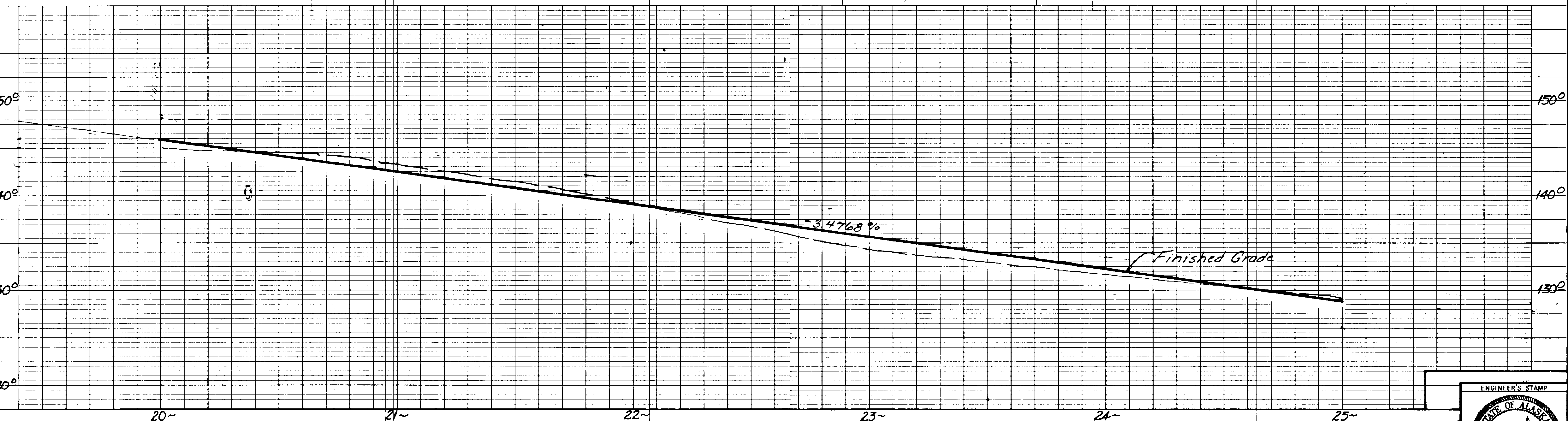
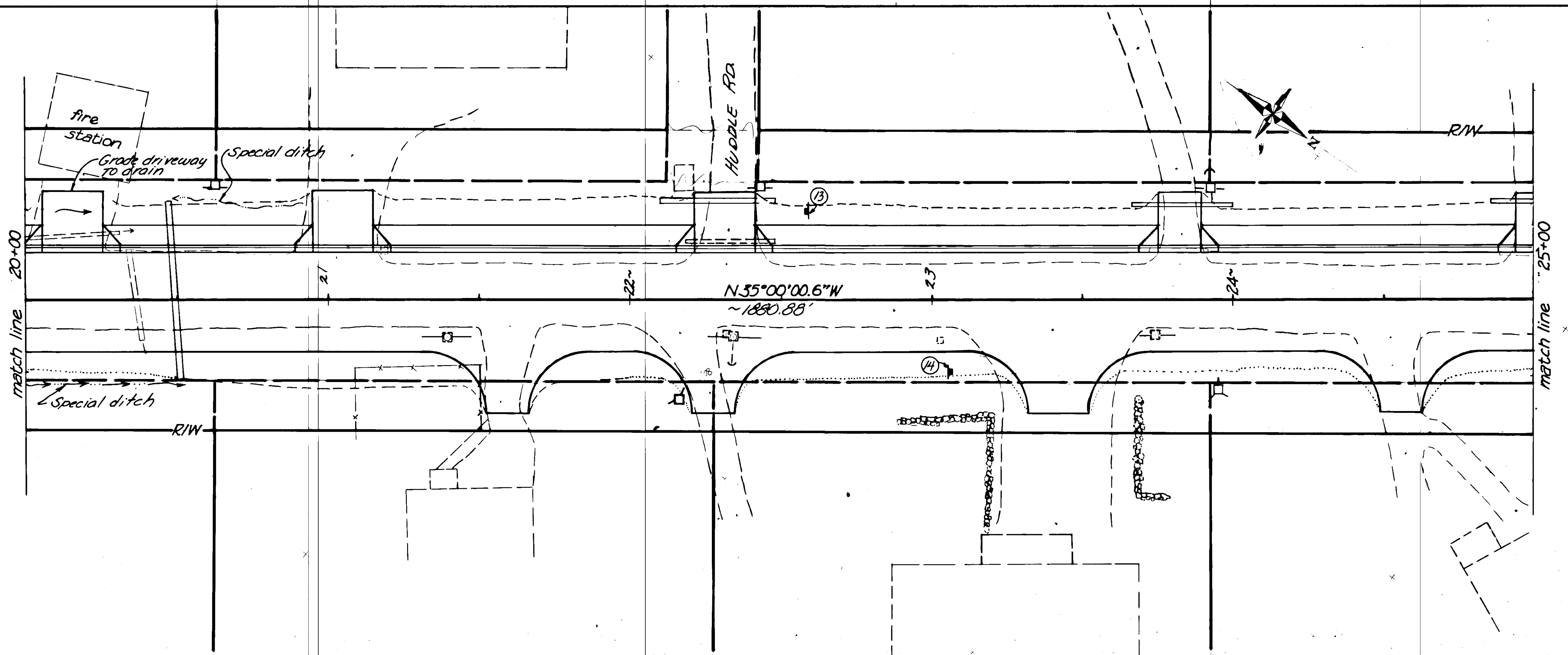
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

NORTH POINT HIGGINS ROAD
PROJECT NO. 69808
PLAN AND PROFILE

APPROVED BY:
JOHN HENRY
DESIGN GROUP CHIEF
DATE: 7/12/89
RECOMMENDED BY:
DESIGN ENGINEER, GROUP "A"
DATE:
PREPARED BY:
T.W. MOORE
PROJECT MANAGER
L. Meering
LEAD DESIGNER

DESIGNED BY:
DLM
DRAWN BY:
DATE:
07-14-89
CHECKED BY:
EJC
SHEET 8 OF 17





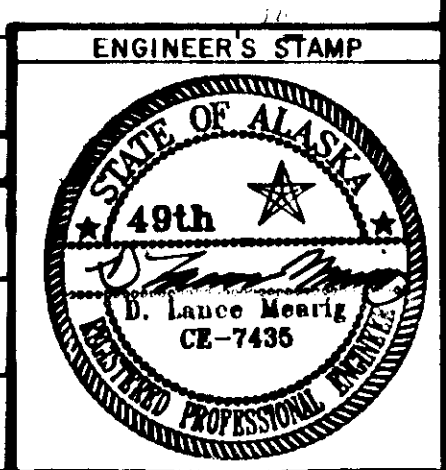
NO.	DATE	DESCRIPTION OF CHANGE

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

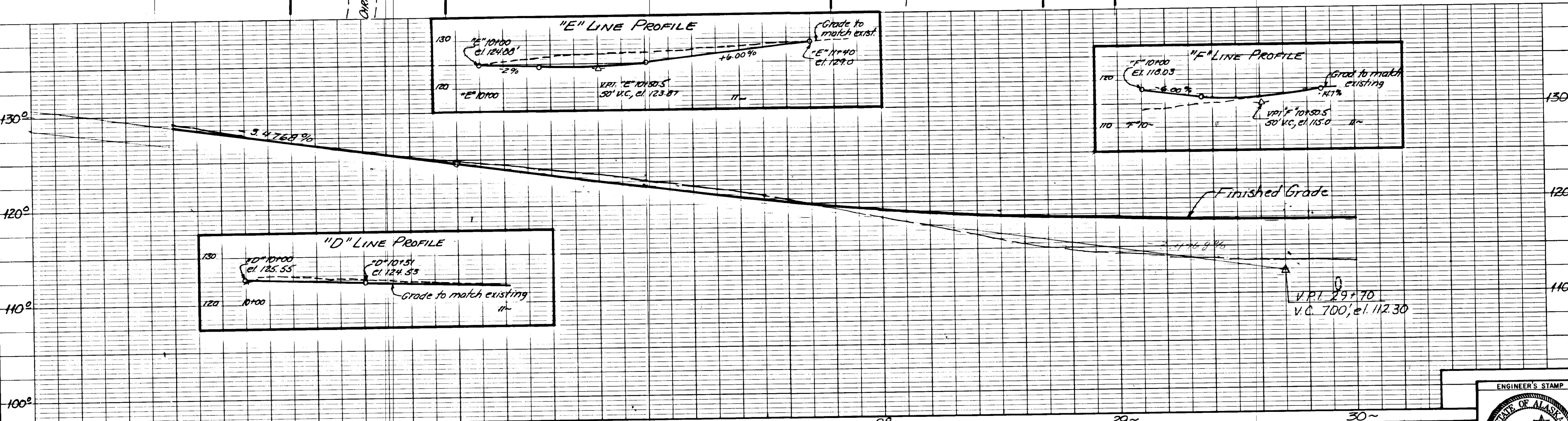
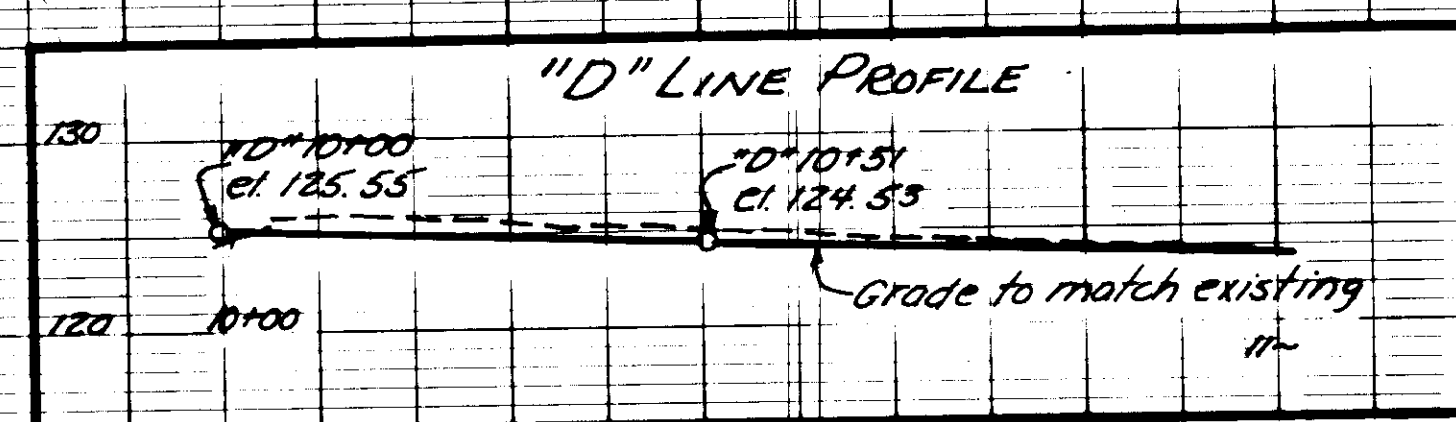
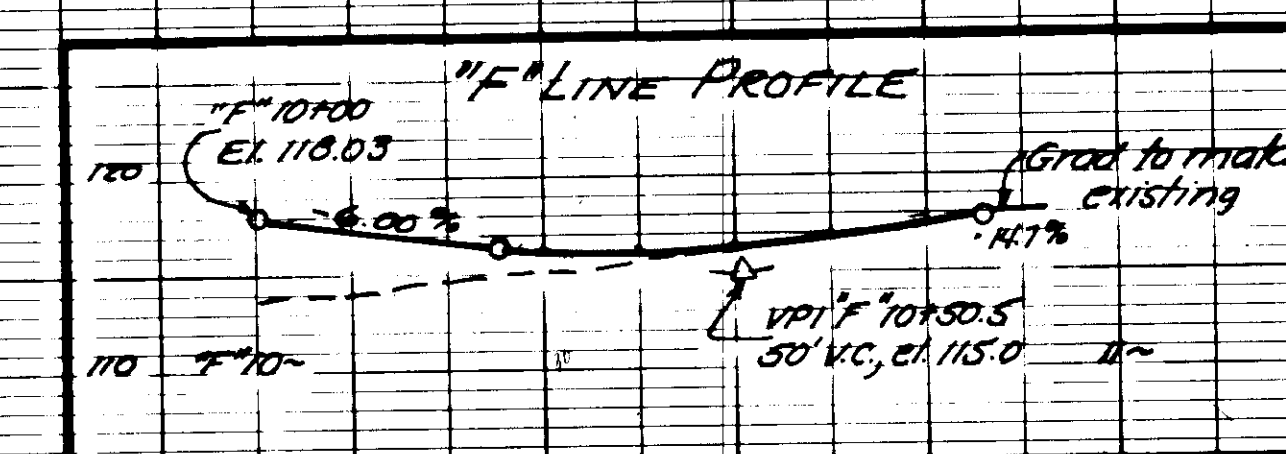
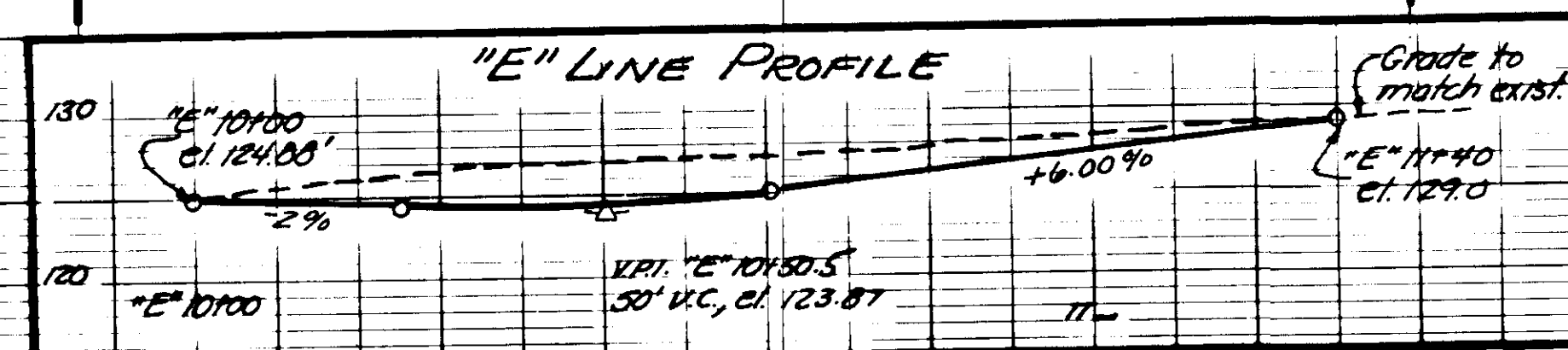
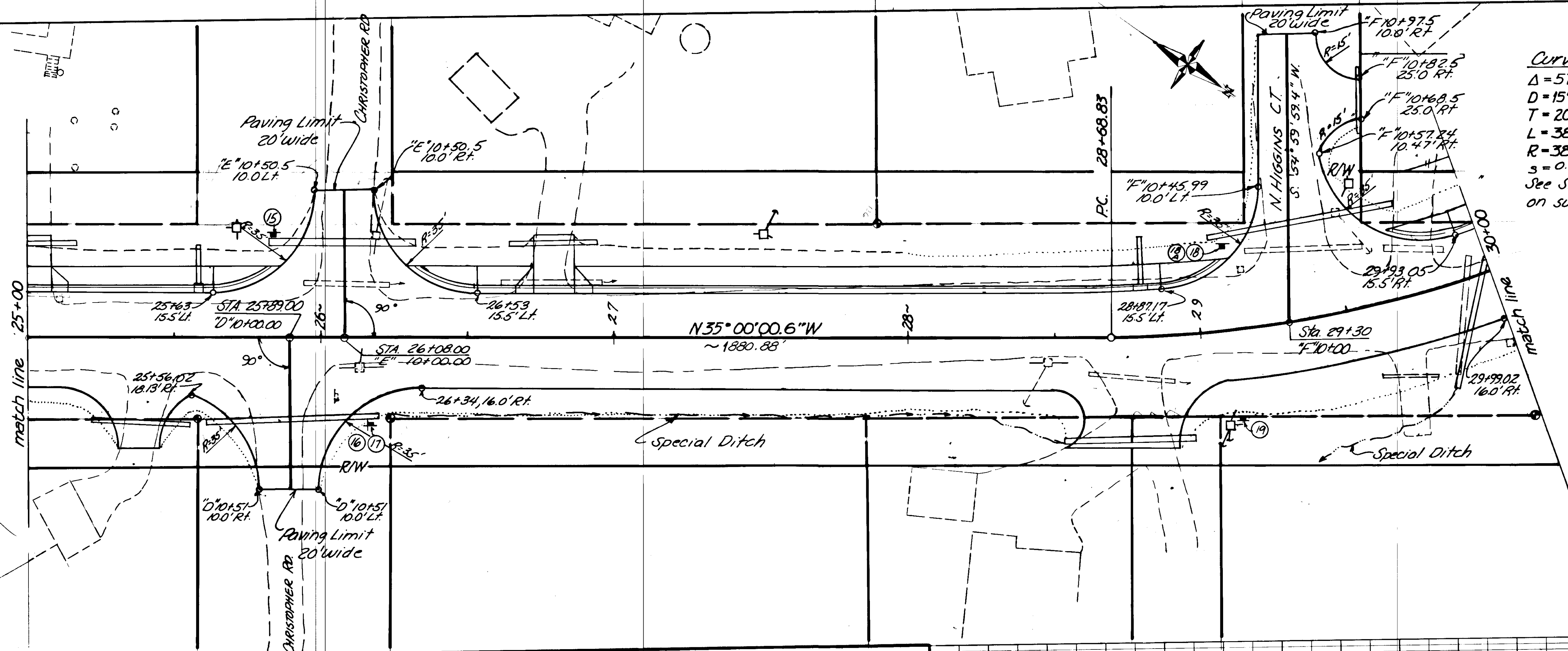
NORTH POINT HIGGINS ROAD
PROJECT NO. 69808
PLAN AND PROFILE

APPROVED BY: JOHN HENRY DESIGN GROUP CHIEF DATE: 7/12/89
RECOMMENDED BY: _____ DATE: _____
PREPARED BY: T.W. MOORE PROJECT MANAGER L. Mevrig LEAD DESIGNER

DESIGNED BY: DLM
DRAWN BY: _____
CHECKED BY: EJC
HORIZ. SCALE: as shown
VERT. SCALE: _____
DATE: 07.14.89
SHEET 9 OF 17



Curve Data
 $\Delta = 57^{\circ}22'25.1''$
 $D = 15^{\circ}00'00''$ Lt
 $T = 209.01'$
 $L = 382.49'$
 $R = 381.97'$
 $s = 0.06\%$
 See Sht. 6 for information
 on superelevation



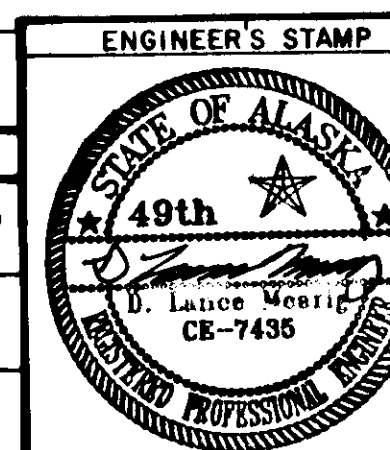
BY	DATE	DESCRIPTION OF CHANGE
RECORD OF REVISIONS		

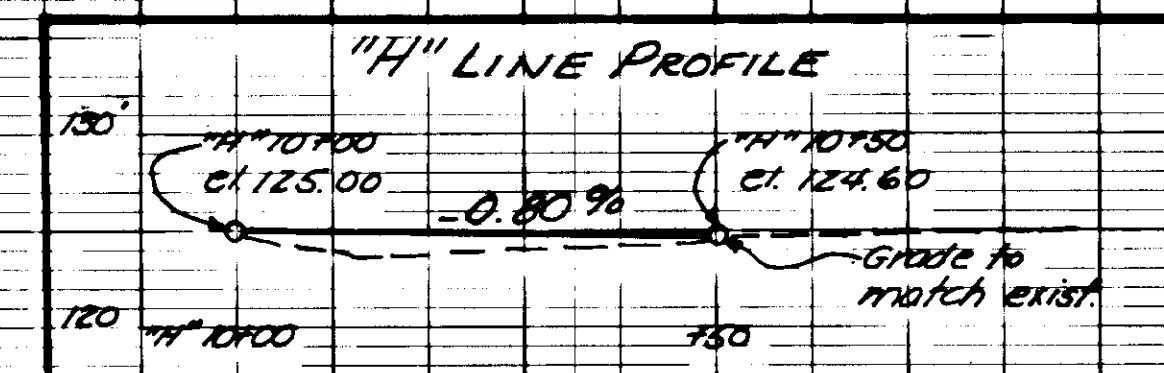
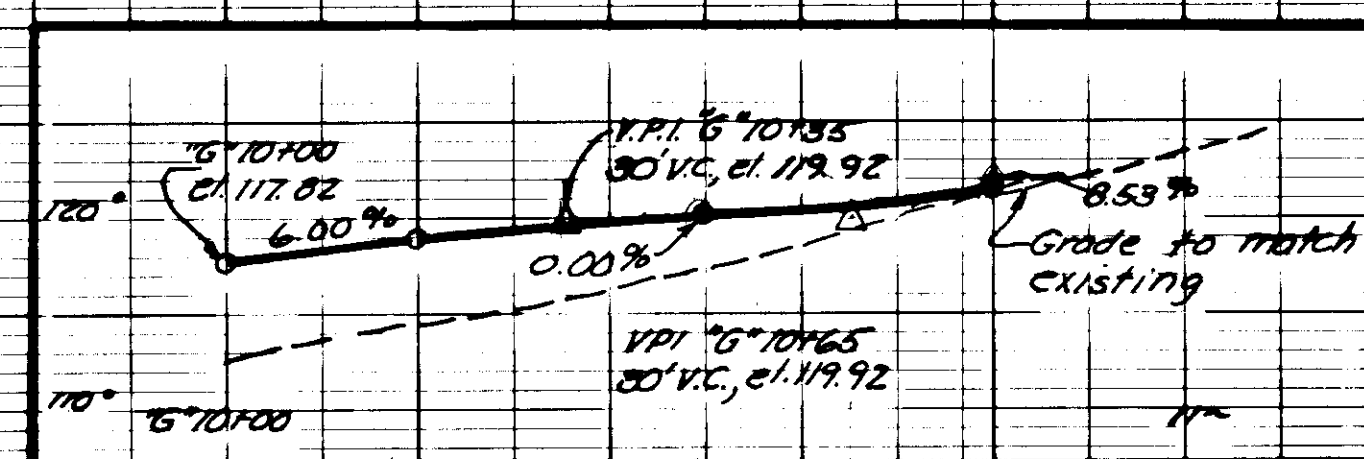
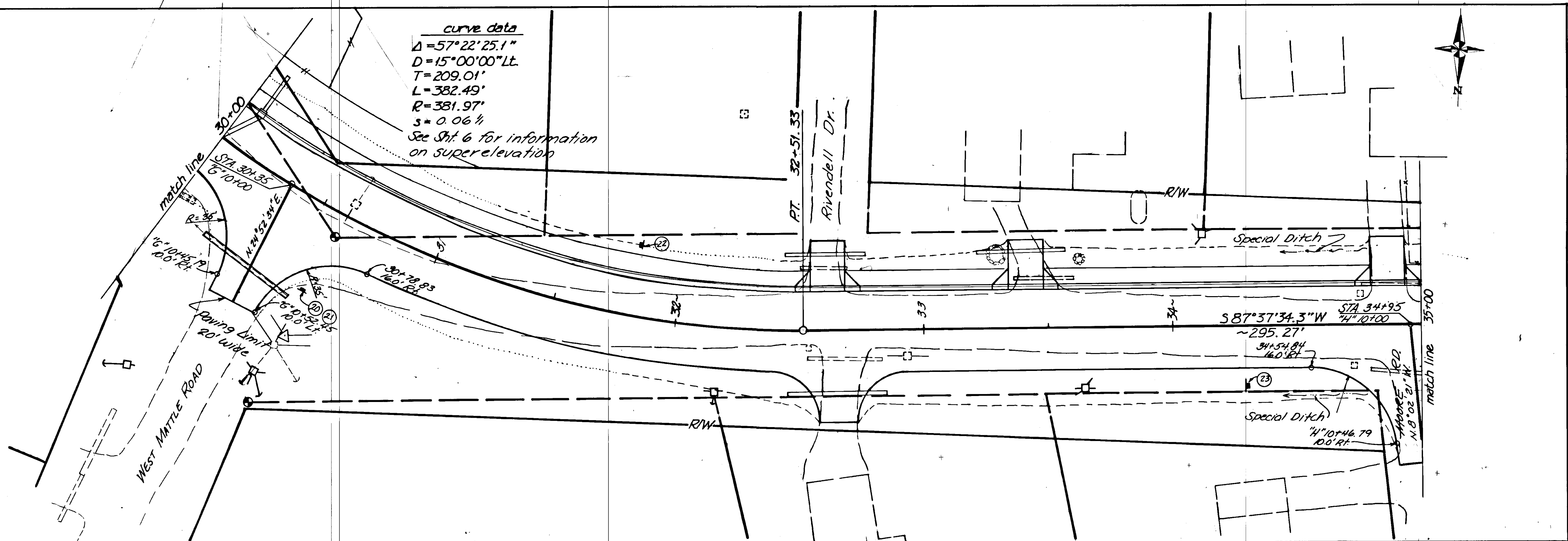
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

NORTH POINT HIGGINS ROAD
 PROJECT NO. 69808
 PLAN AND PROFILE

APPROVED BY: JOHN HENRY
 DESIGN GROUP CHIEF
 7/12/09
 RECOMMENDED BY: L. W. Moore
 PROJECT MANAGER
 L. Meavig
 LEAD DESIGNER

DESIGNED BY: DLM
 DRAWN BY: EJC
 CHECKED BY: EJC
 HORIZ. SCALE: as shown
 VERT. SCALE: 1" = 10'
 DATE: 07-14-09
 SHEET 10 OF 17

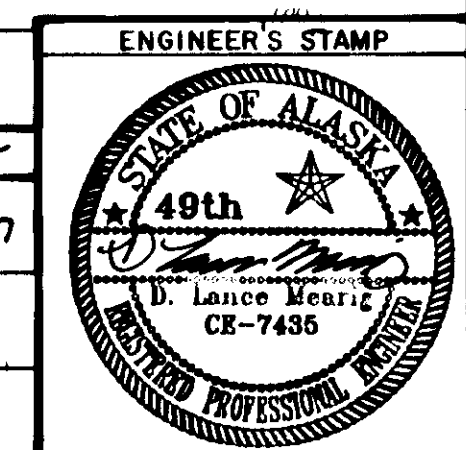


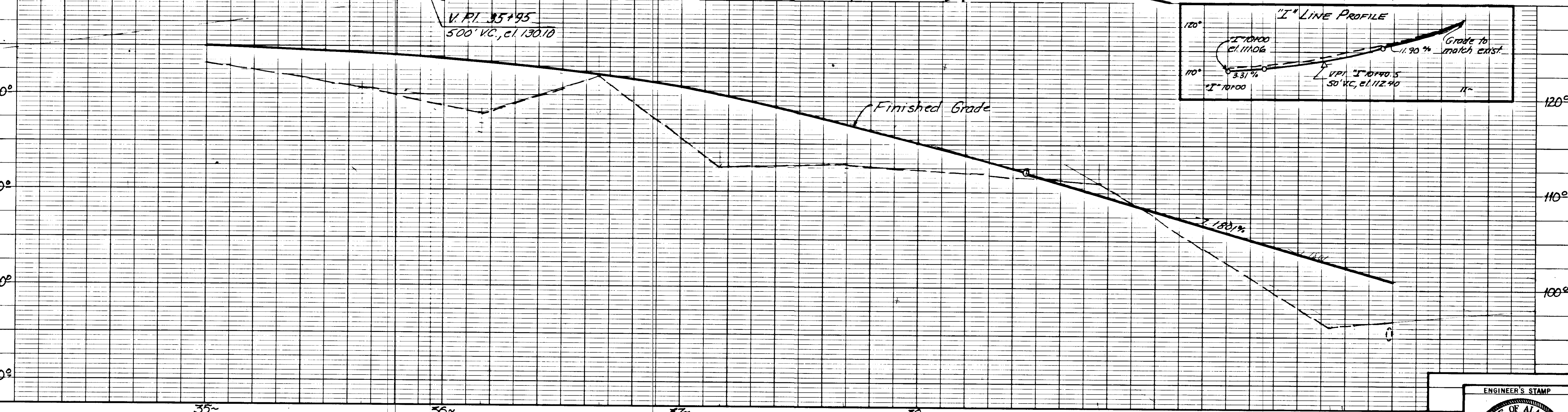
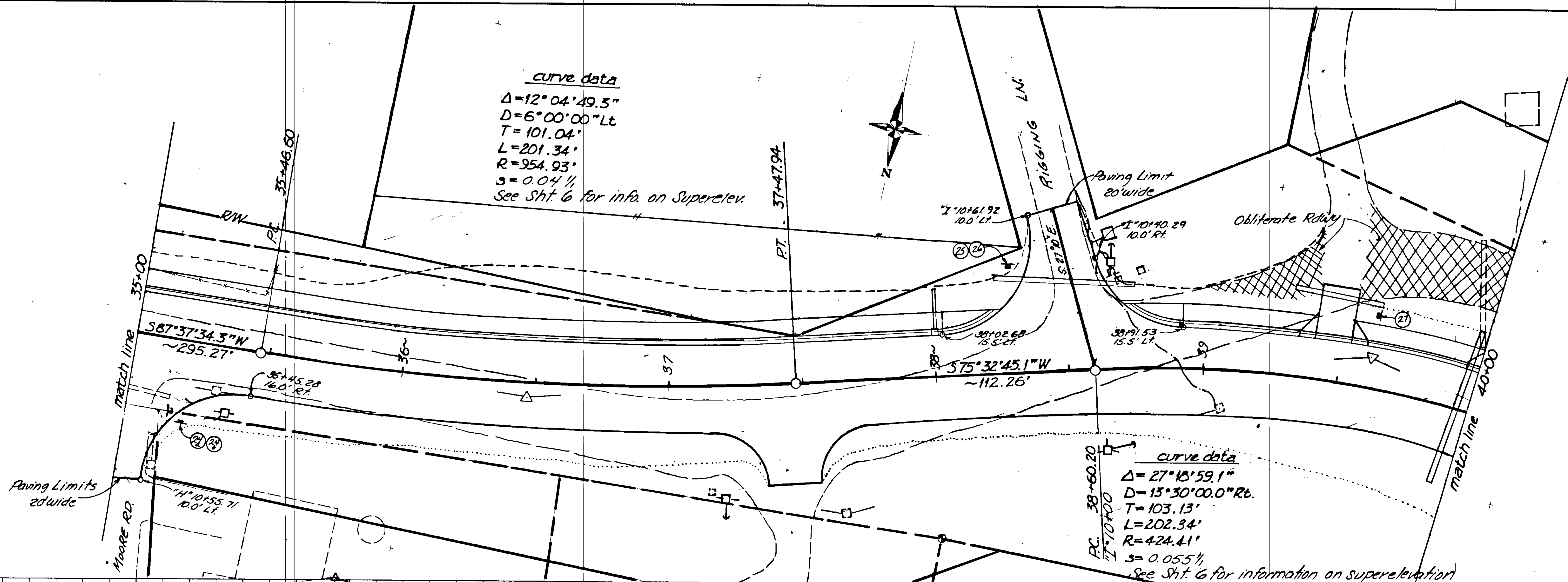


		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION	
		& PUBLIC FACILITIES	
		SOUTHEAST REGION DESIGN & CONSTRUCTION	
Y	DATE	DESCRIPTION OF CHANGE	
RECORD OF REVISIONS			

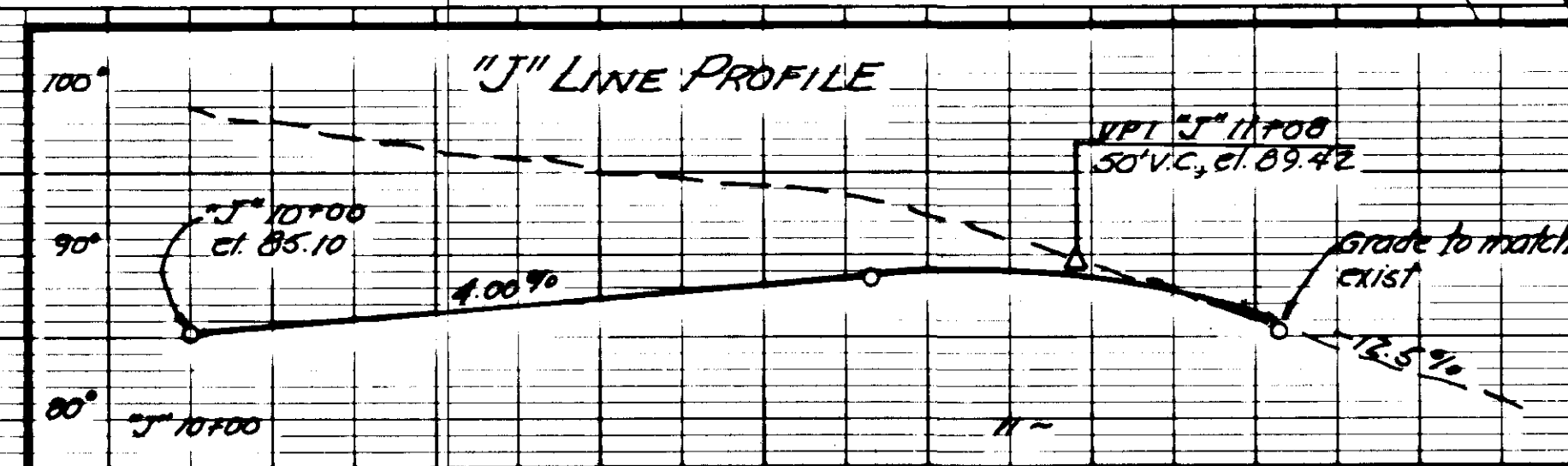
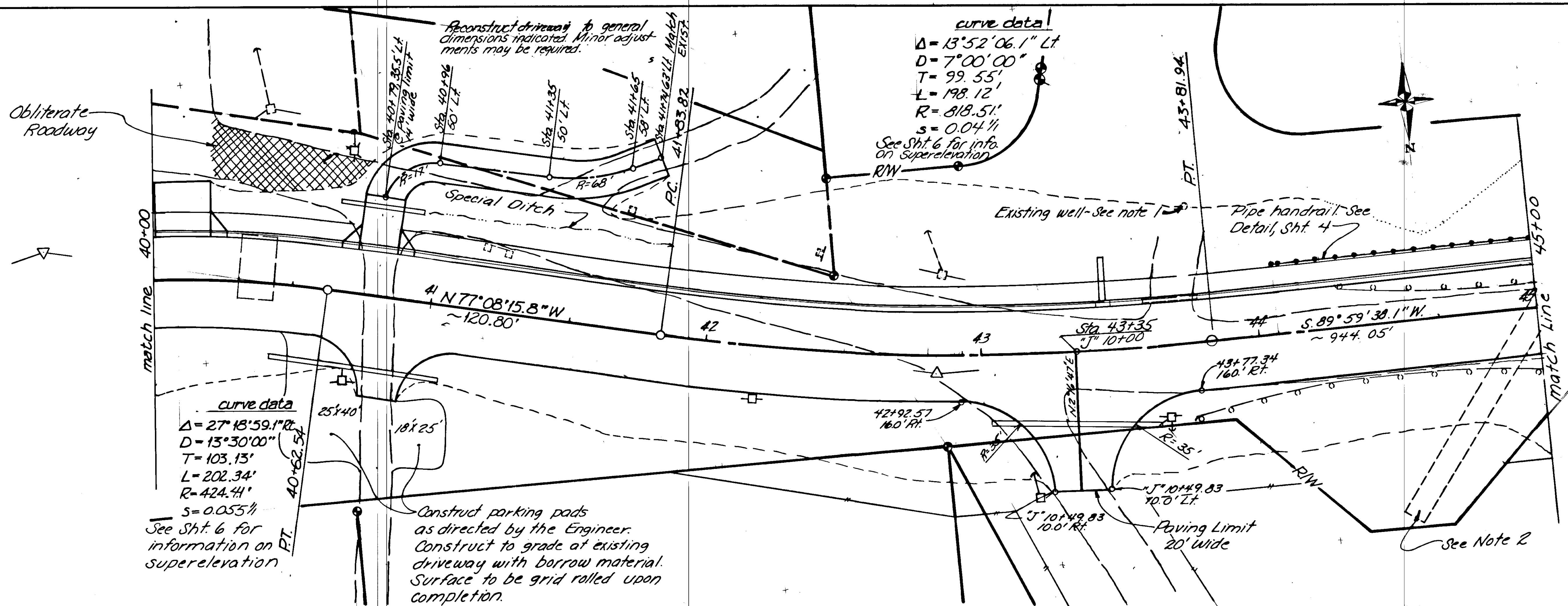
NORTH POINT HIGGINS ROAD
PROJECT NO. 69808
PLAN AND PROFILE

APPROVED BY: <u>JOHN HENRY</u>	DESIGN GROUP CHIEF	7/12/89 DATE	DESIGNED BY: <u>DLM</u>	HORIZ. SCALE: VERT. SCALE: <u>AS SHOWN</u>
RECOMMENDED BY:	DESIGN ENGINEER, GROUP "A"	DATE	DRAWN BY:	DATE: <u>07-14-89</u>
PREPARED BY: <u>T.W. MOORE</u>	<u>L. Meavig</u> PROJECT MANAGER LEAD DESIGNER		CHECKED BY: <u>EJC</u>	SHEET <u>11</u> OF <u>17</u>





STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		NORTH POINT HIGGINS ROAD PROJECT NO. 69808 PLAN AND PROFILE		APPROVED BY: JOHN HENRY DESIGN GROUP CHIEF 1/12/89	DESIGNED BY: DLM DRAWN BY: DATE	HORIZ. SCALE: AS SHOWN VERT. SCALE: AS SHOWN DATE: 07-14-89	SHEET 12 OF 17
PREPARED BY: T.W. MOORE PROJECT MANAGER		CHECKED BY: L. Mearns LIAISON DESIGNER		ENGINEER'S STAMP STATE OF ALASKA 49th D. Lance Mearns CE-7435			



- NOTES-
- 43+75 Lt. fill the exist well in accordance with 18 ACC. 80, 020 (C). Unless otherwise approved by DEC the existing casing shall be cut flush with the proposed backslope and filled with gravel to within 10 feet of the new cutoff elevation. The upper 10 feet of the casing shall be filled with concrete. This work shall be a subsidiary obligation of the contract.
 - The water quality of the residential water supply right of station 44+50 ± shall meet or exceed the water quality of Clover Pass Creek 500 feet left of station 45+00 ±.
Control of drainage into stream from construction work shall be performed under Sect. 641.

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

NORTH POINT HIGGINS ROAD
 PROJECT NO. 69808
 PLAN AND PROFILE

APPROVED BY:
 JOHN HENRY
 DESIGN GROUP CHIEF
 7/12/89
 DATE

RECOMMENDED BY:
 I. W. MOORE
 PROJECT MANAGER

DESIGNED BY:
 DLM
 DATE

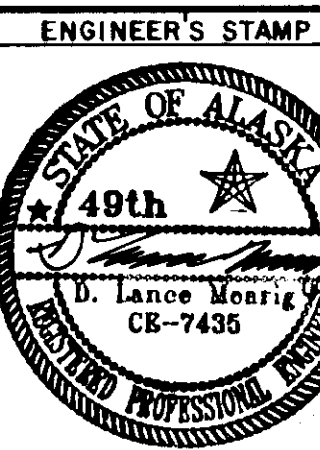
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 EJC

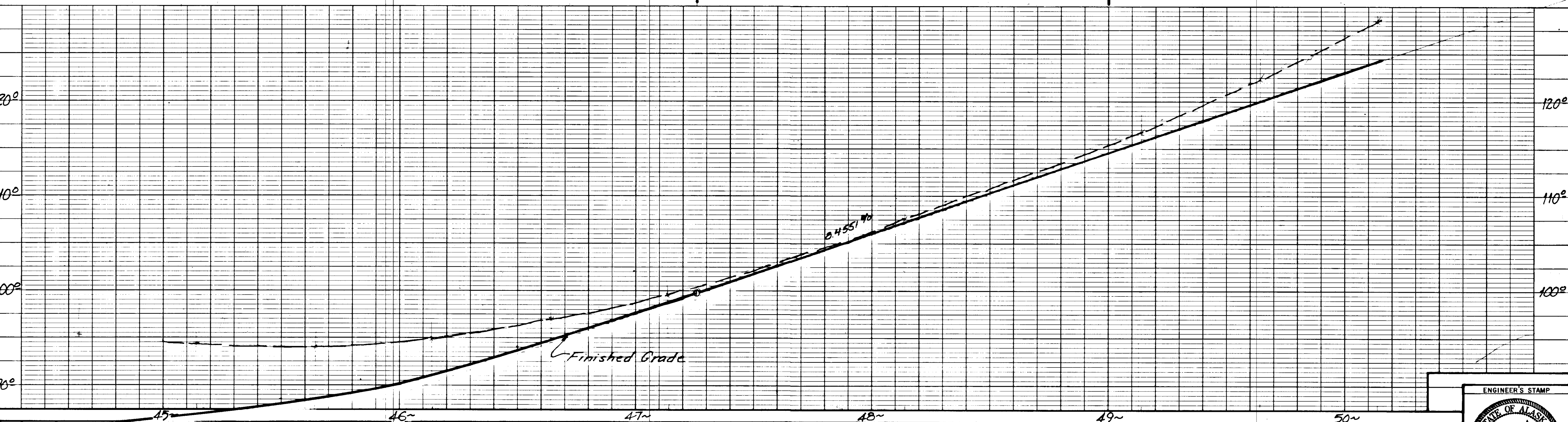
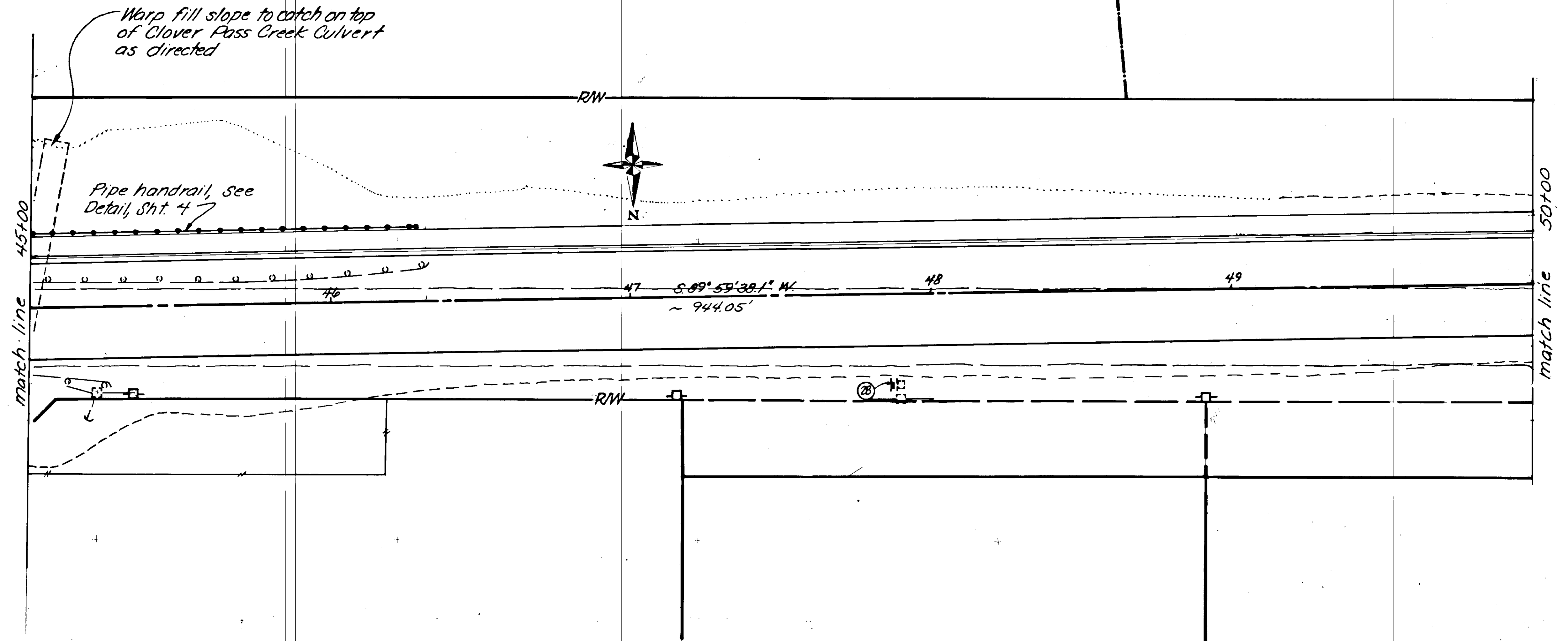
CHECKED BY:
 L. Meariq
 LEAD DESIGNER

HORIZ. SCALE:
 VERT. SCALE: 85 shown

DATE:
 07-14-89

SHEET 13 OF 17





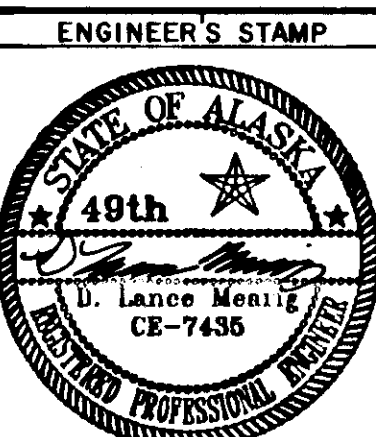
BY	DATE	DESCRIPTION OF CHANGE

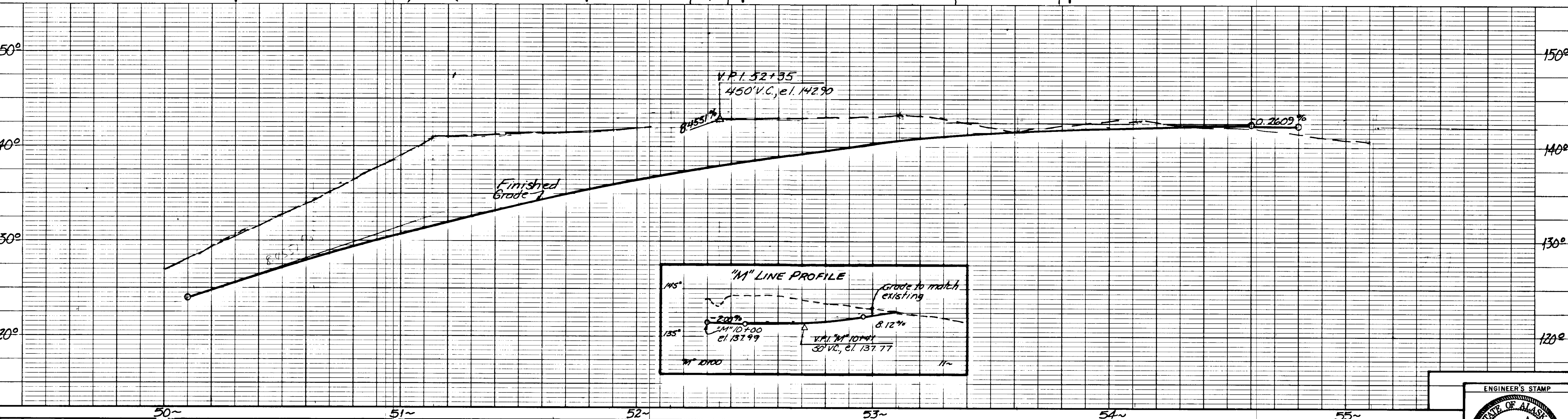
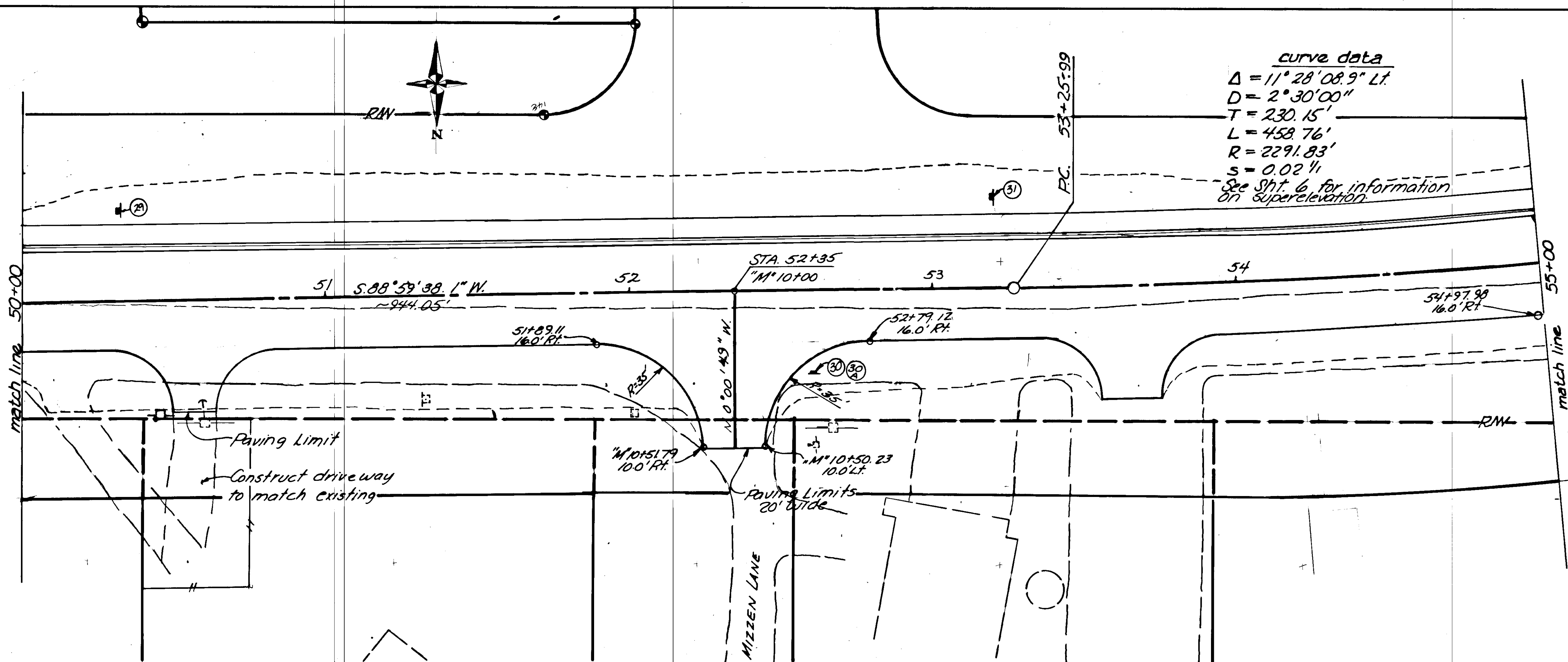
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

NORTH POINT HIGGINS ROAD
PROJECT NO. 69808
PLAN AND PROFILE

APPROVED BY: JOHN HENRY DESIGN GROUP CHIEF DATE: 11/2/09
RECOMMENDED BY: _____ DATE: _____
DESIGNED BY: _____ DATE: _____
PREPARED BY: J. MOORE PROJECT MANAGER L. Mearig LEAD DESIGNER

DESIGNED BY: DLM
DRAWN BY: _____
CHECKED BY: EJC
HORIZ. SCALE: as shown
VERT. SCALE: _____
DATE: 07-14-09
SHEET 14 OF 17





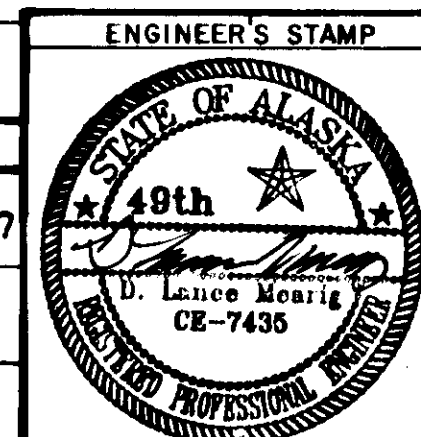
BY	DATE	DESCRIPTION OF CHANGE

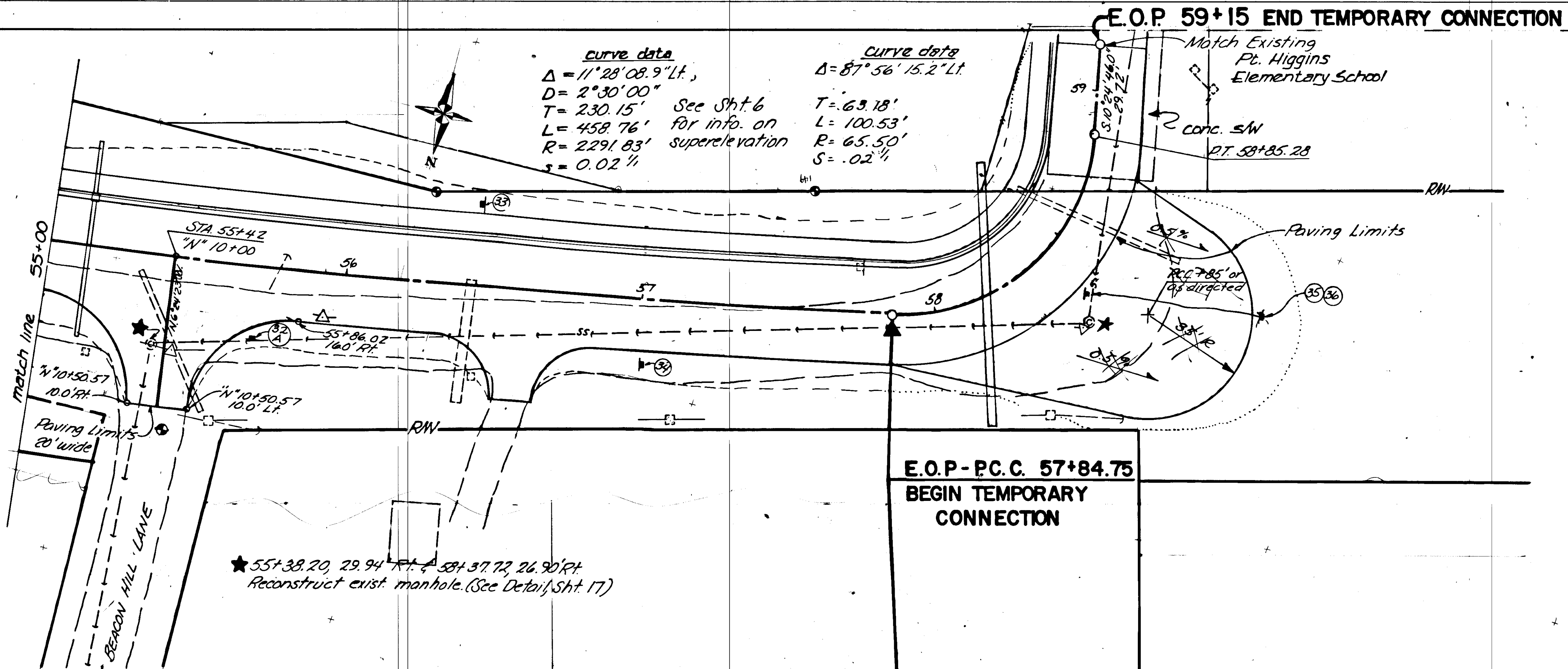
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

NORTH POINT HIGGINS ROAD
 PROJECT NO. 69808
 PLAN AND PROFILE

APPROVED BY: JOHN HENRY
 DESIGN GROUP CHIEF
 7/12/89
 RECOMMENDED BY: DESIGN ENGINEER, GROUP "M"
 DATE: 07-14-89
 PREPARED BY: T. MOORE PROJECT MANAGER
 L. Meoria LEAD DESIGNER

DESIGNED BY: DLM
 DRAWN BY: DATE: 07-14-89
 CHECKED BY: EJC
 SHEET 15 OF 17





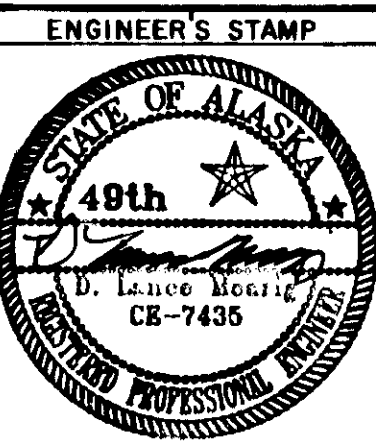
DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

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

NORTH POINT HIGGINS ROAD
 PROJECT NO. 69808
 PLAN AND PROFILE

APPROVED BY: JOHN HENRY DESIGN GROUP CHIEF 2/12/89 DATE	DESIGNED BY: DLM	HORIZ. SCALE: as shown
RECOMMENDED BY:	DRAWN BY:	DATE: 07-14-89
PREPARED BY: I. Moore PROJECT MANAGER	DESIGN ENGINEER, GROUP L. Mearia LEAD DESIGNER	CHECKED BY: EJC
		SHEET 16 OF 17

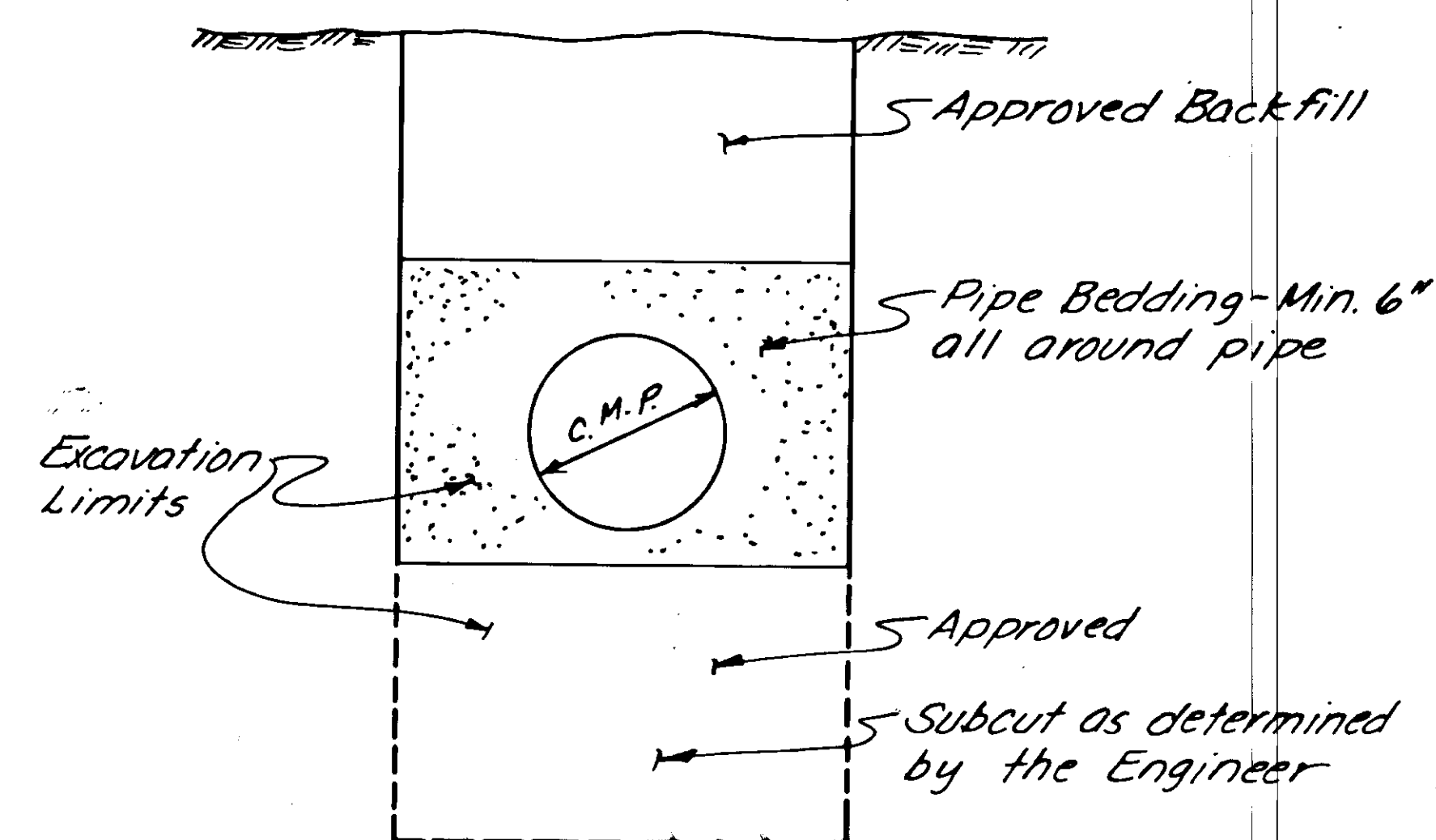


INLET TYPE "A"		SUMMARY
STATION #	OFFSET	T.O.C. EL.
18+15	16.5' Lt.	152.62
25+58	16.5' Lt.	126.22
28+80	16.5' Lt.	118.25
30+05	16.5' Lt.	117.25
38+00	16.5' Lt.	114.77
43+45	16.5' Lt.	84.81
55+11	16.5' Lt.	142.30

* Reduce D+9" distance shown on Standard Drawing D-26.01 to D+6"

DRAINAGE NOTES:

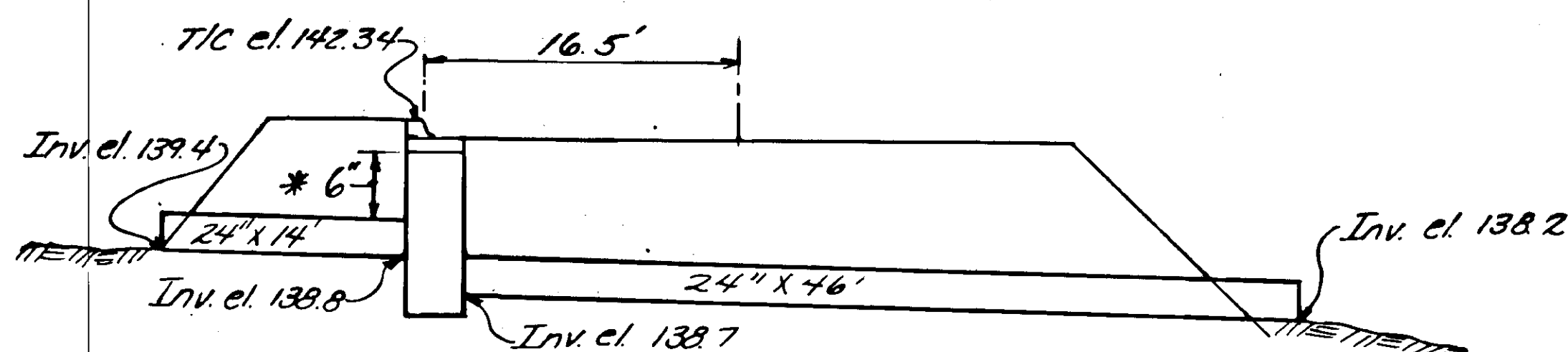
1. Standard curb inlet grates shall conform to the design pattern G3 R, as shown on Std. Dwg. D-23.02.



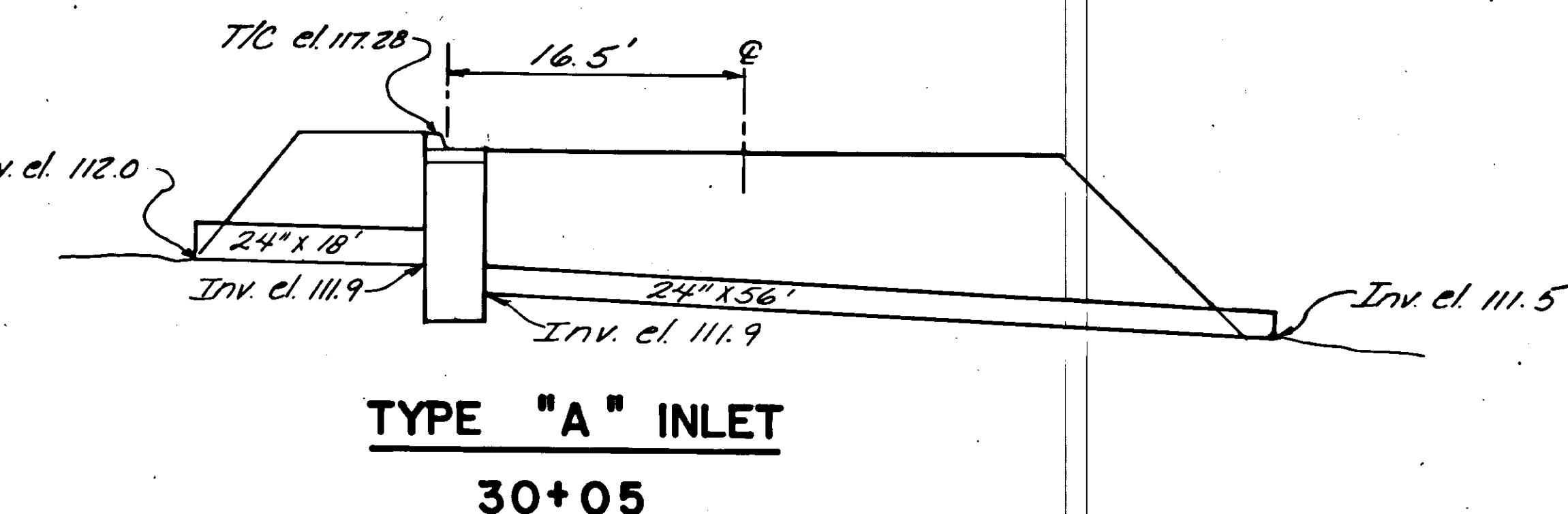
NOTES:

1. Backfill not from excavation shall be Borrow or otherwise directed by the Engineer.
2. Subcut will be required to stabilize all cross culverts. Other culverts requiring subcuts will be determined by the Engineer.
3. Pipe bedding shall be 2" minus material, subject to approval by the Engineer.

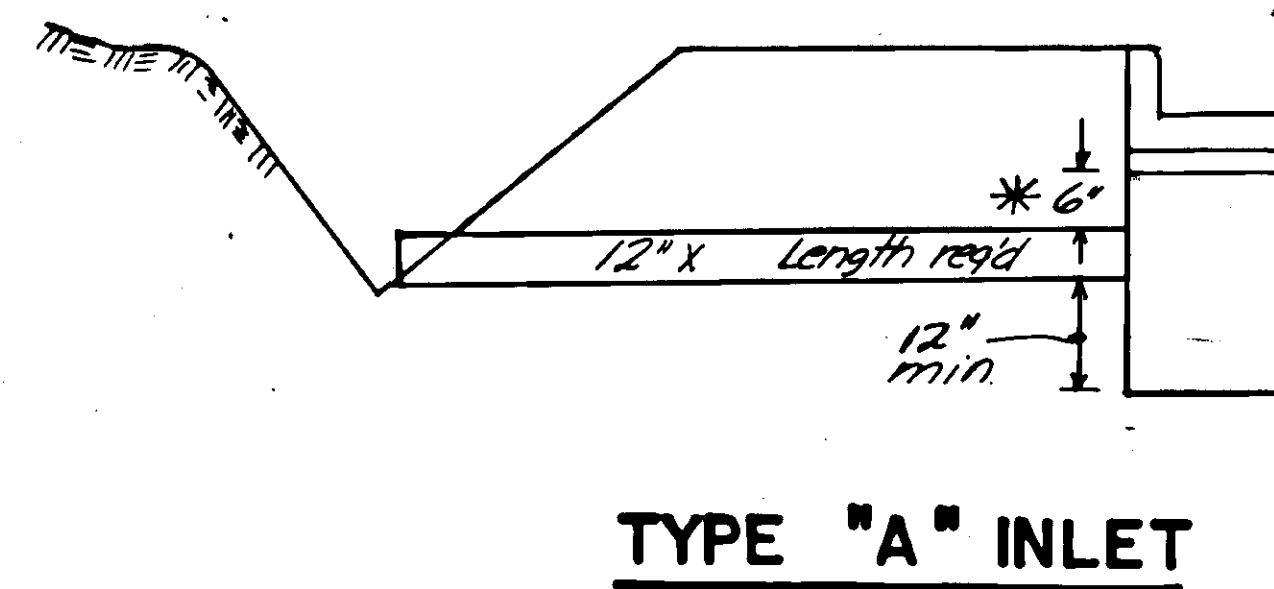
TYPICAL PIPE EXCAVATION DETAIL



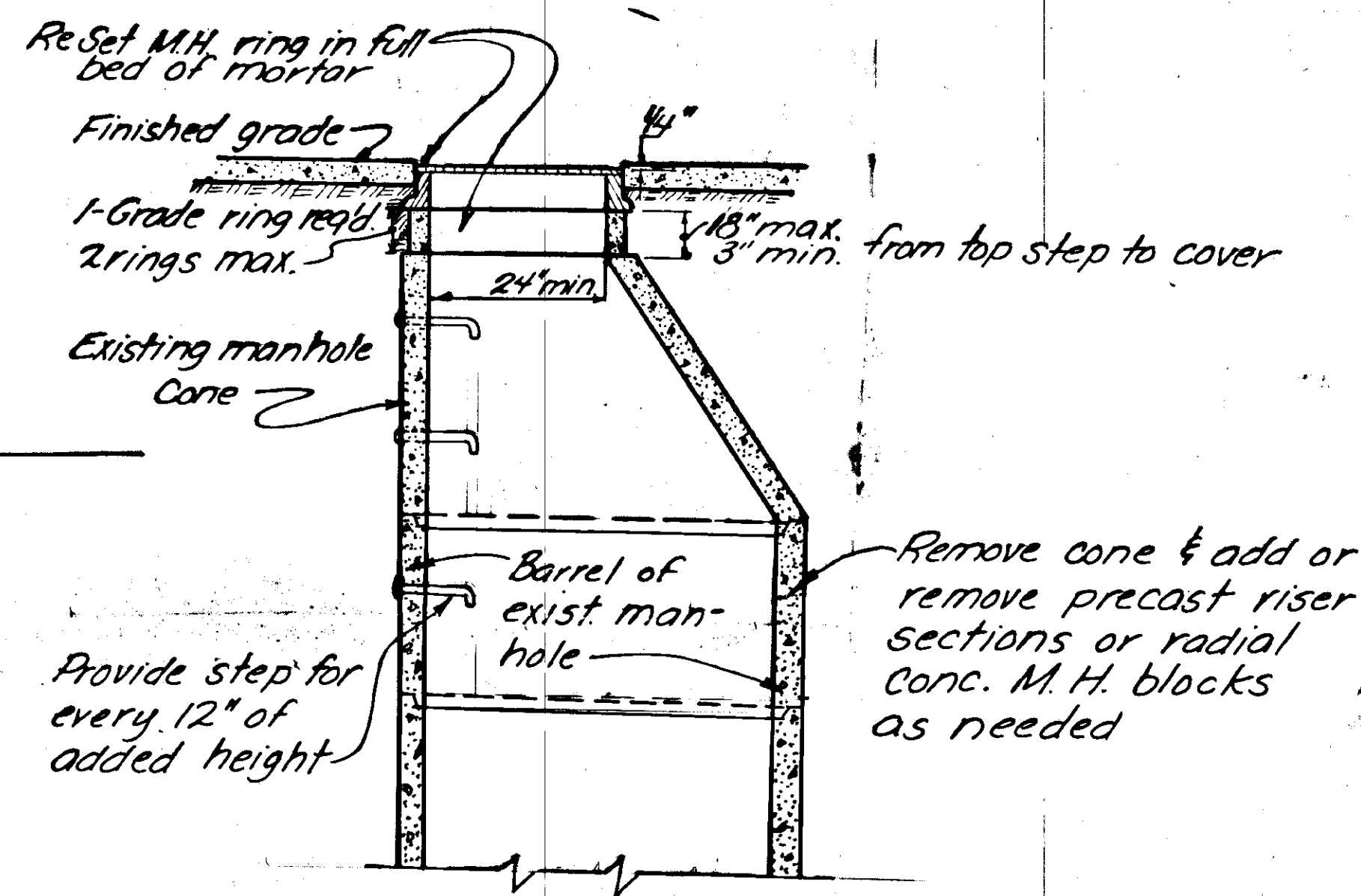
TYPE "A" INLET 55+11



TYPE "A" INLET 30+05



TYPE "A" INLET



MANHOLE RECONSTRUCTION

TYPICAL DRAINAGE DETAILS

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

NORTH POINT HIGGINS ROAD
PROJECT NO. 69808
DRAINAGE DETAILS

APPROVED BY: JOHN HENRY DESIGN GROUP CHIEF 7/12/89 DATE	DESIGNED BY: T. Moore SCALE: NONE
RECOMMENDED BY:	DRAWN BY:
DESIGN ENGINEER, GROUP "A"	DATE: 07-14-89
PREPARED BY: T. Moore PROJECT MANAGER	CHECKED BY: EJC
LEAD DESIGNER	SHEET 17 OF 17

