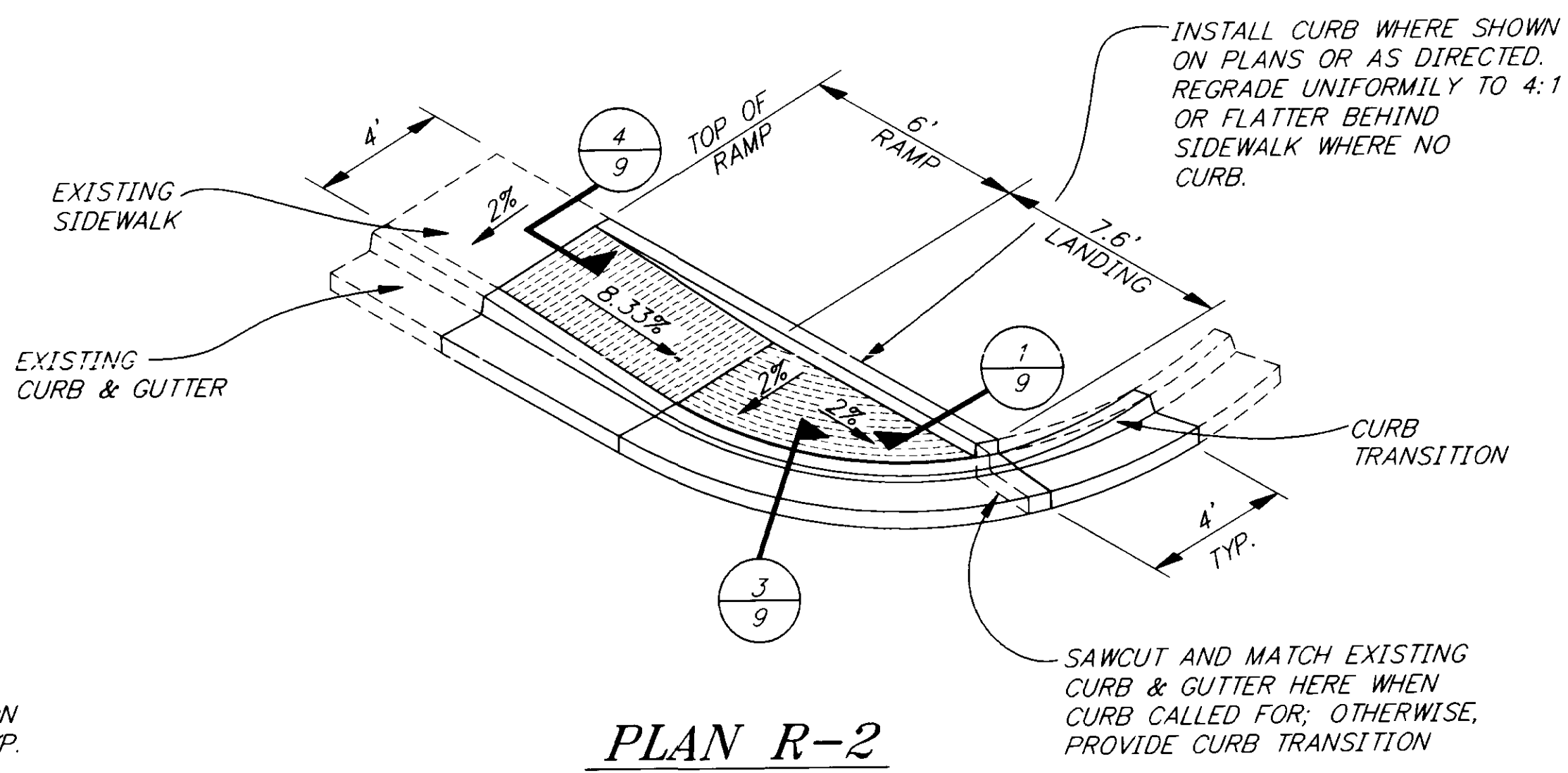
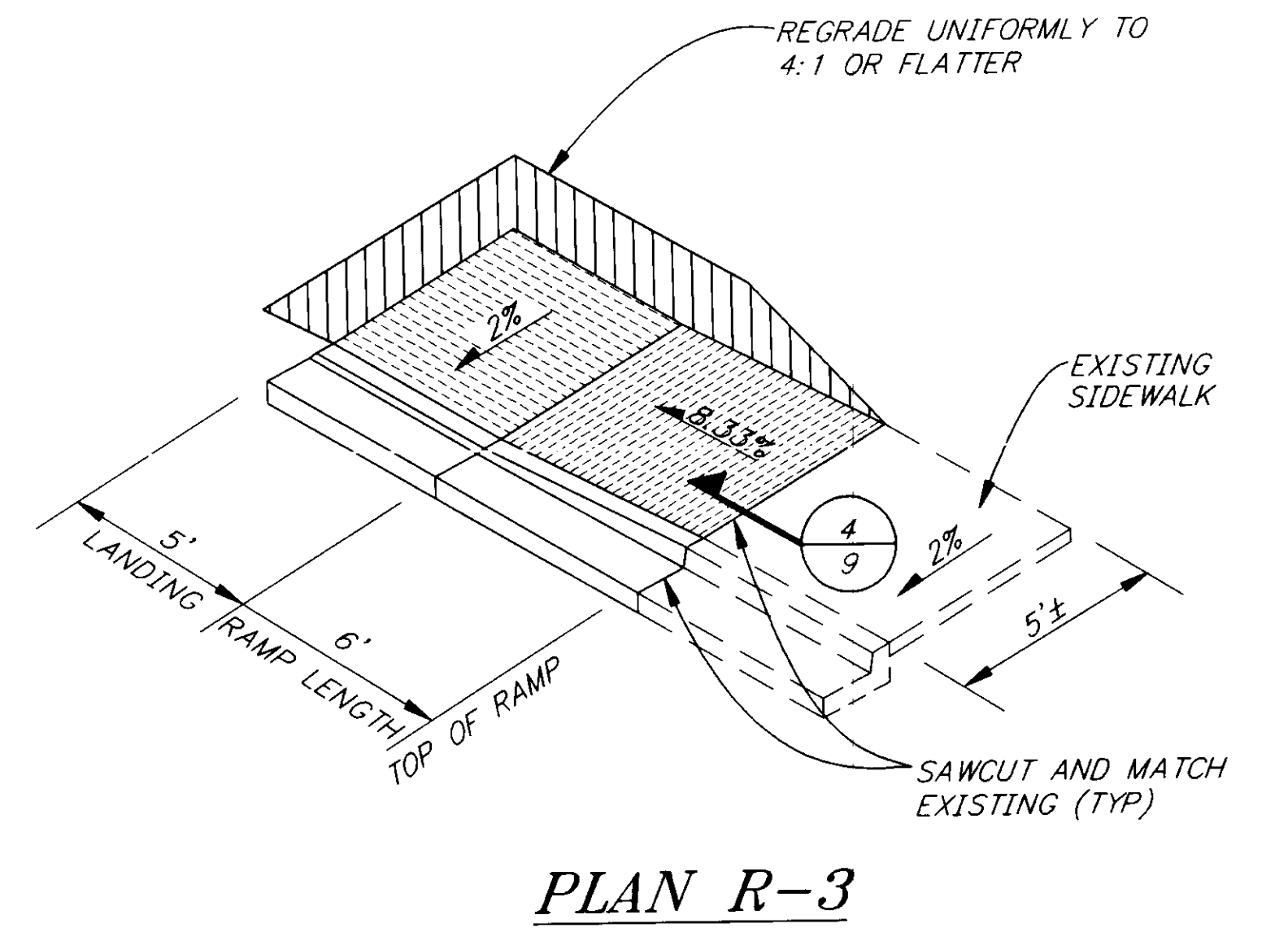


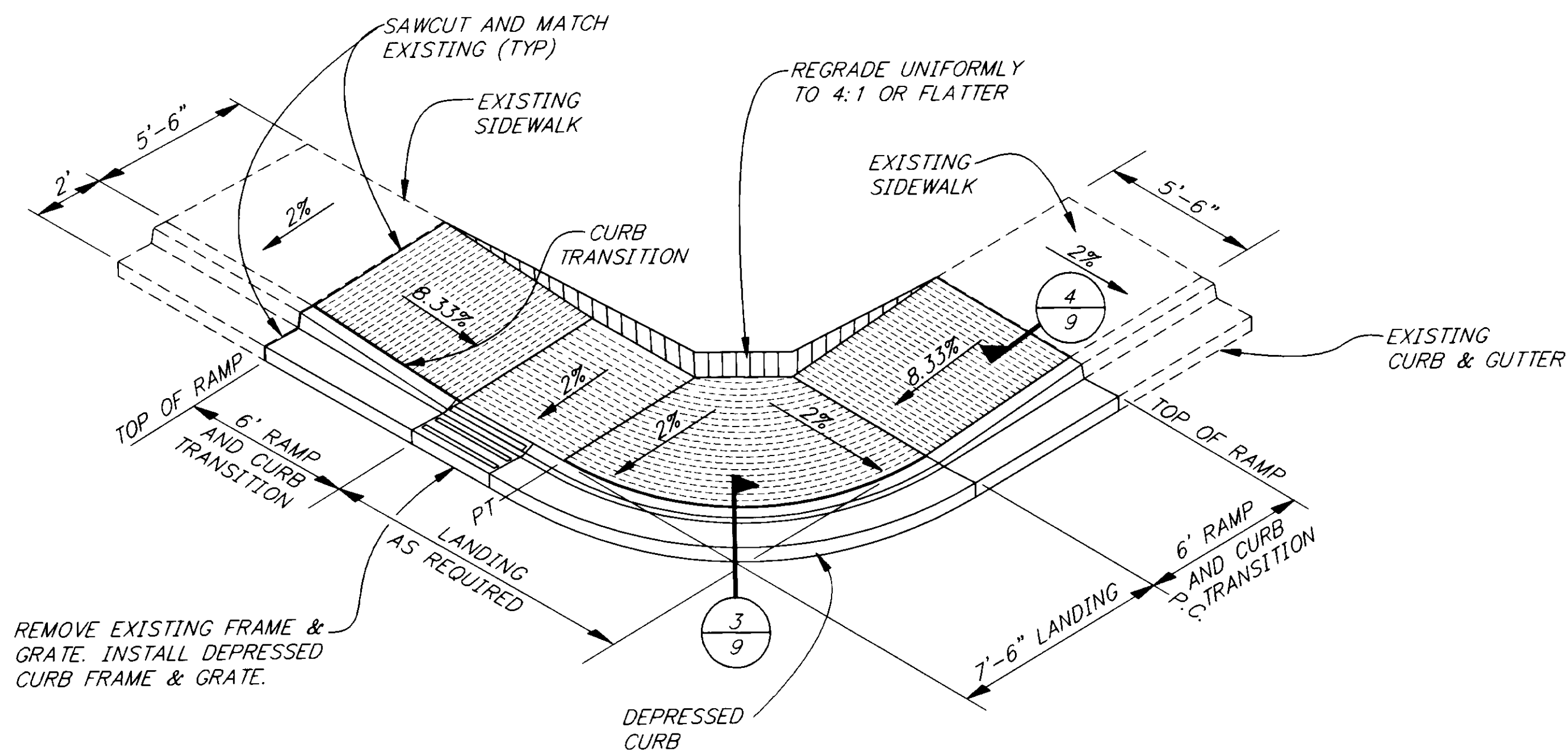
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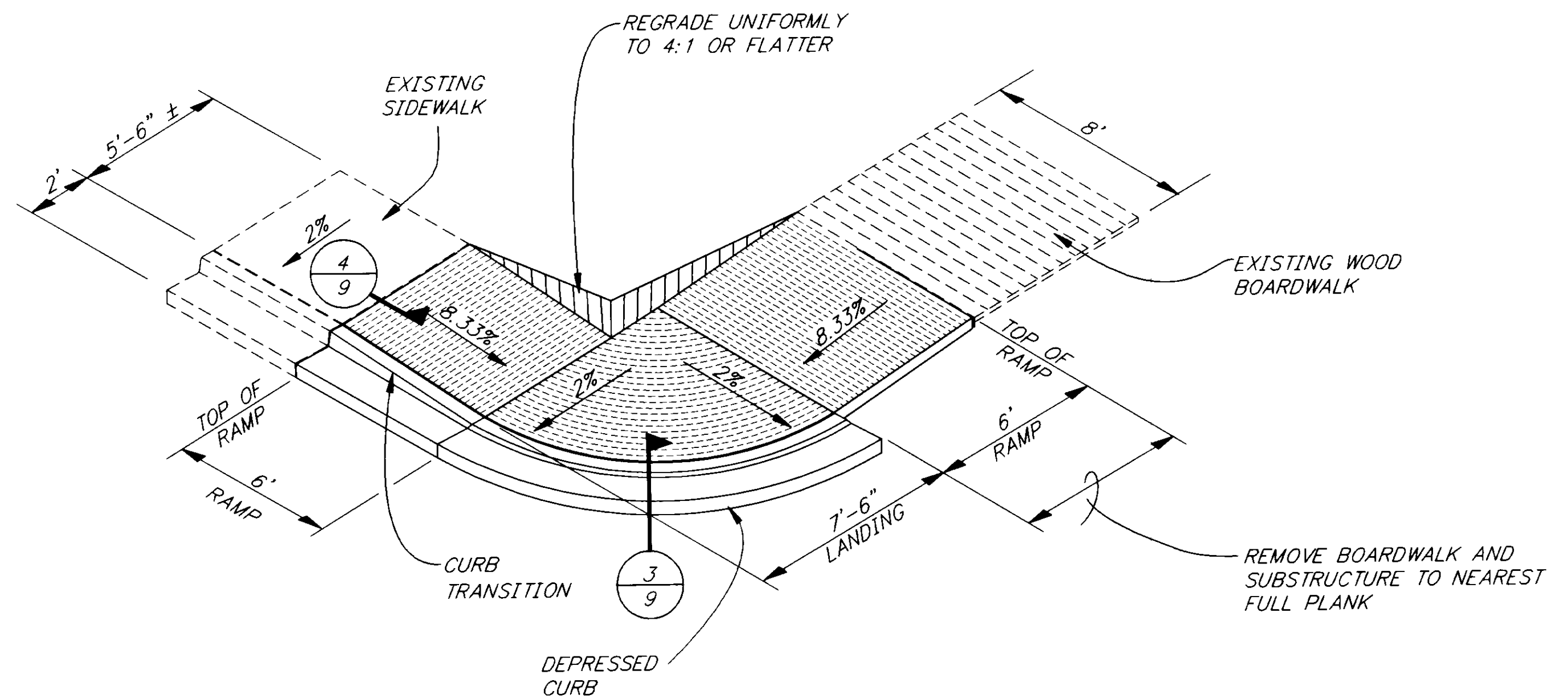
**PLAN R-2**



**PLAN R-3**



**PLAN R-4**



**PLAN R-5**

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH:	P: \SEA\72179\DR\—CURB1	
PLOT:	P: \—LIB\—PLOT\PLOT.F.PCP(4) OR PLOT.H.PCP(8)	
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

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

SKAGWAY

SKAGWAY ADA IMPROVEMENTS

FA-097-2(13) ~ PROJECT NO. 72179

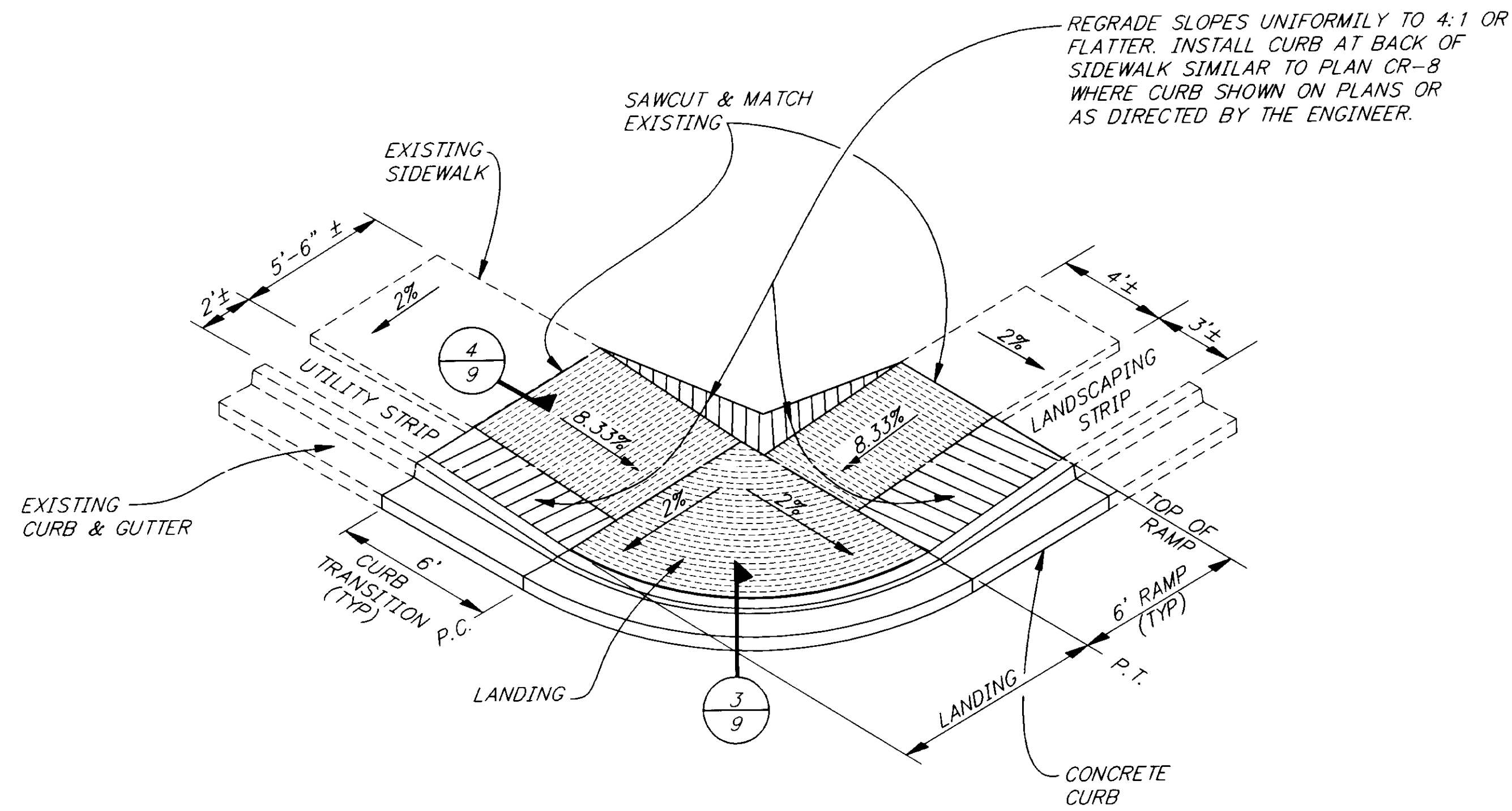
**TYPICAL SIDEWALK RAMP PLANS**

ALASKA

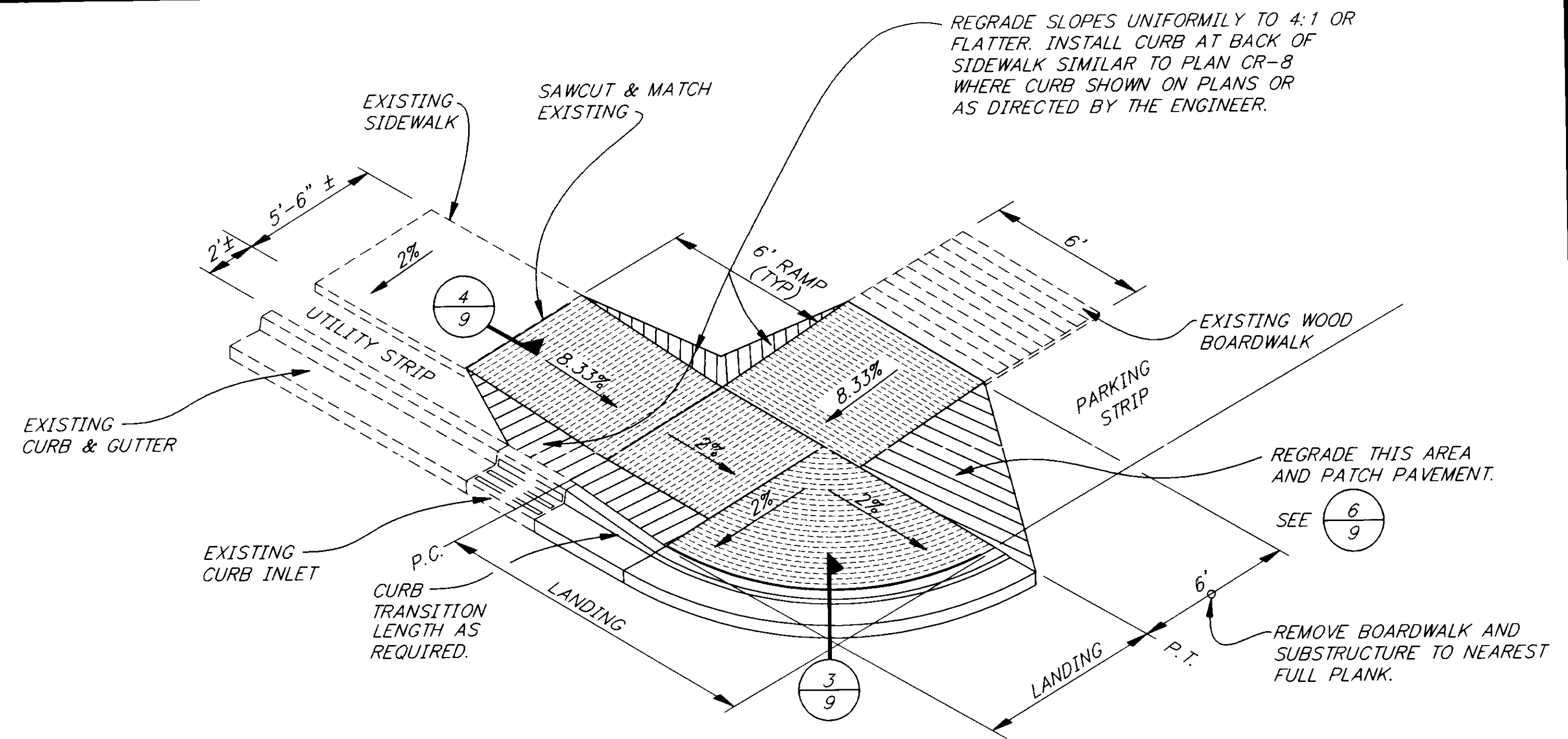
DESIGNED BY: D. WILLIAMS  
 DRAWN BY: D. WILLIAMS/K. SNYDER  
 CHECKED BY: A. STEININGER

PROJECT NO. 72179  
 DATE: OCT. 1997  
 SHEET 2 OF 11

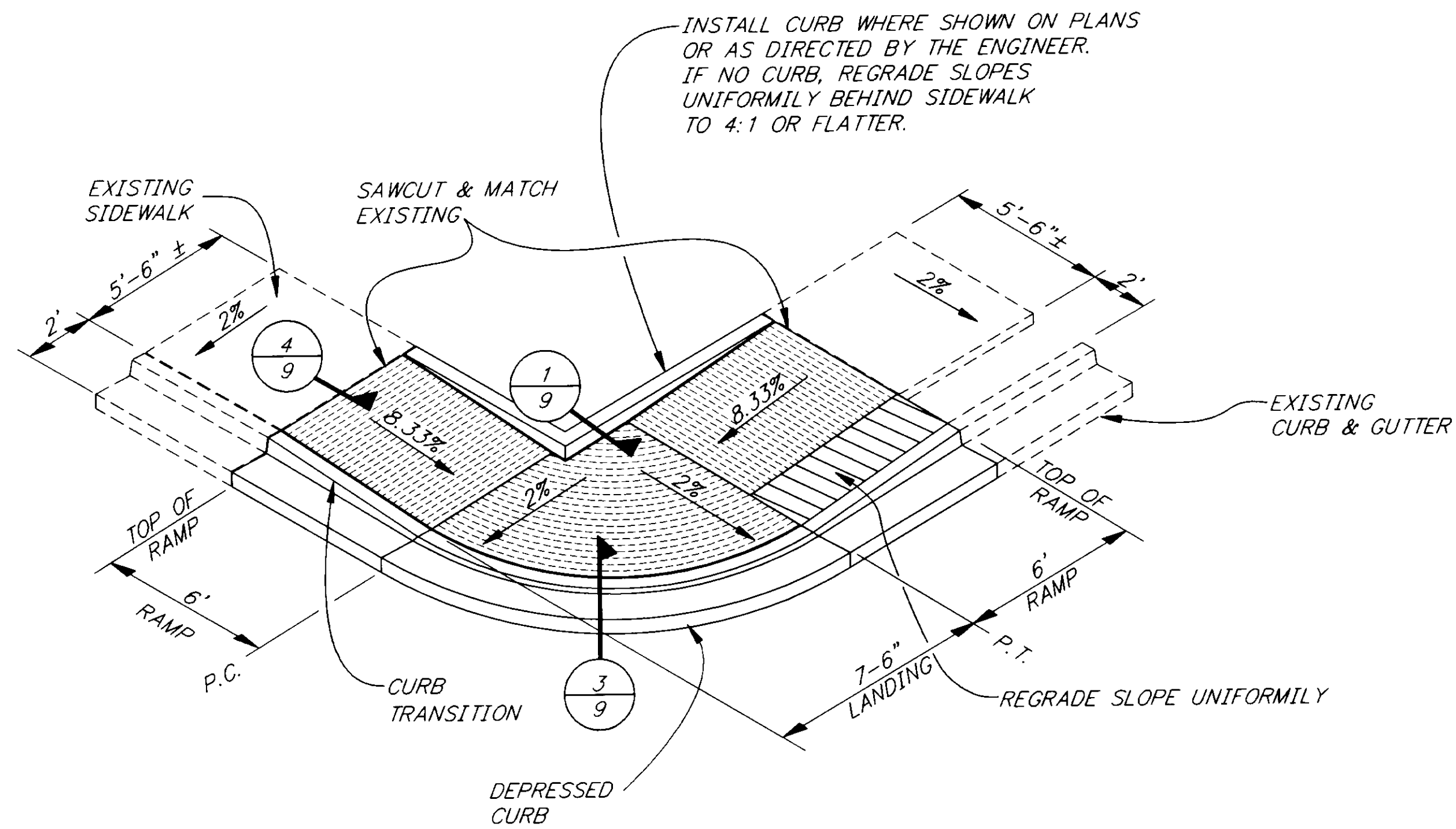




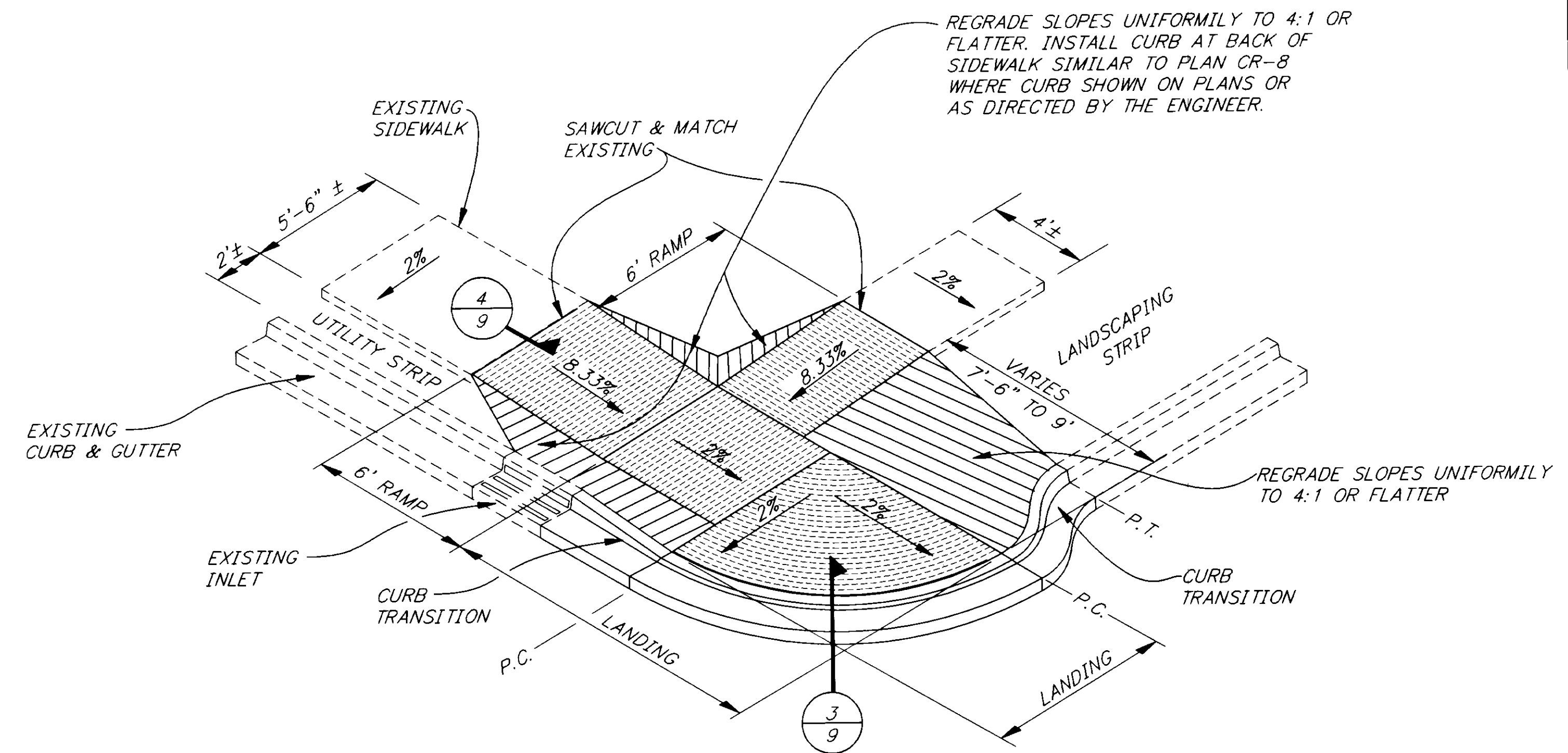
PLAN R-6



PLAN R-7



PLAN R-8



PLAN R-9

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
PATH:	P:\SEA\72179\DR\CURB2	
PLOT:	P:\-LIB\-PLOT\PLOTF.PCP(4) OR PLOTH.PCP(8)	
BY:	DATE:	DESCRIPTION OF CHANGE:

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

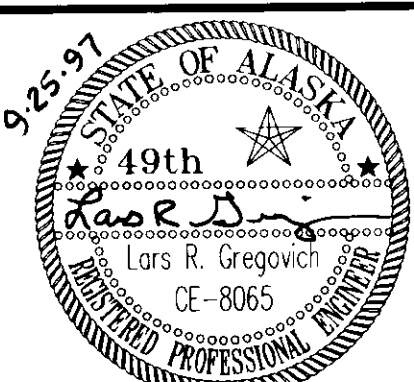
SKAGWAY

SKAGWAY ADA IMPROVEMENTS  
 FA-097-2(13) ~ PROJECT NO. 72179

ALASKA

DESIGNED BY: D. WILLIAMS  
 DRAWN BY: D. WILLIAMS/K. SNYDER  
 CHECKED BY: A. STEININGER

PROJECT NO. 72179  
 DATE: OCT. 1997  
 SHEET 3 OF 11



WHEELCHAIR RAMP DETAILS

**ESTIMATE OF QUANTITIES**

ITEM NO.	ITEM	UNIT	QUANTITY
120(1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D.
202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	51.9 <del>493.2</del>
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	842 <del>764</del>
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	99 <del>290</del>
401(3)	A.C. PAVEMENT REMOVAL AND REPLACEMENT	SQUARE YARD	95 <del>755.0</del>
604(8)	REMOVE AND REPLACE FRAME AND GRATE	EACH	2
608(1A)	CONCRETE SIDEWALK - 4" THICK	SQUARE YARD	205.0 <del>354</del>
608(1B)	CONCRETE SIDEWALK - 6" THICK	SQUARE YARD	27.9 <del>160.8</del>
609(1)	CURB, TYPE 1	LINEAR FOOT	91.6 <del>73</del>
609(2)	CURB AND GUTTER, TYPE 1	LINEAR FOOT	861.7 <del>718</del>
615(1)	STANDARD SIGNS	SQUARE FOOT	12
639(3)	APPROACHES	EACH	11
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQ'D.
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQ'D.
643(3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQ'D.
670(9)	METHYL METHACRYLATE CROSSWALK MARKINGS, 2' WIDE	LINEAR FOOT	74.5 <del>783</del>
670(10)	PAINTED PARKING MARKINGS, 4" WIDE	LINEAR FOOT	109 <del>160</del>
670(11)	PAINTED CURB MARKINGS	LINEAR FOOT	542 <del>700</del>

**BASIS OF ESTIMATE**

ITEM NO.	ITEM	QUANTITY
301(1)	CRUSHED AGGREGATE BASE COURSE	1.96 TON/CY
401(1)	ASPHALT CONCRETE PAVEMENT	116 lbs/SY/IN DEPTH

**BASIS OF CONTROL**

**HORIZONTAL CONTROL:**

THERE IS NO BASIS OF BEARING OR COORDINATES FOR THIS PROJECT. THE PROJECT HAS AN APPROXIMATE CENTERLINE STATIONING SHOWN ON THE PLANS. THE STATIONING OF IMPROVEMENTS ARE APPROXIMATE ONLY AND THE LOCATION OF THE EXISTING IMPROVEMENTS SHALL GOVERN THE LAYOUT OF NEW IMPROVEMENTS.

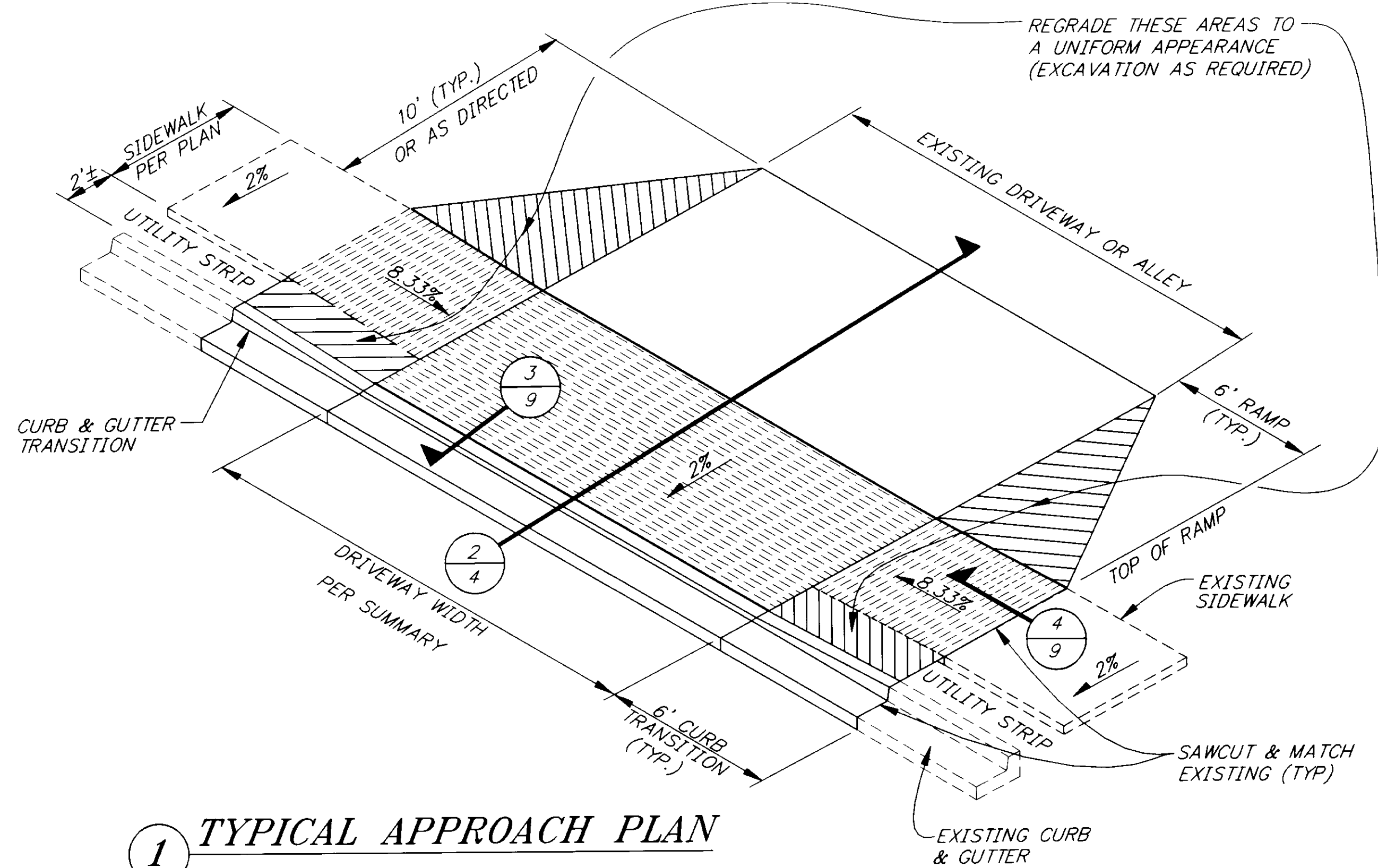
**VERTICAL CONTROL:**

THERE IS NO PROFILE ASSOCIATED WITH THE CENTERLINE STATIONING. VERTICAL CONTROL FOR IMPROVEMENTS SHALL BE THE EXISTING PAVEMENT, TOP-BACK-OF-SIDEWALK AND TOP-BACK-OF-CURB.

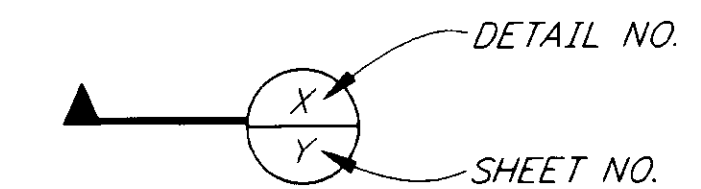
**GENERAL NOTES**

- ALL CURB GUTTERS AND SIDEWALK SHALL BE CLASS "A" CONCRETE WITH A 28-DAY COMPRESSIVE STRENGTH OF  $f_c = 3000$  psi.
- STATIONING IN SUMMARY TABLES REFERENCE CENTER OF DRIVEWAY OR LANDING. LOCATION OF DRIVEWAY CURB CUTS AND WHEELCHAIR RAMPS ARE APPROXIMATE AND MAY BE ADJUSTED TO BETTER FIT SITE CONDITIONS.
- SIDEWALK AT DRIVEWAY CURB CUTS SHALL BE CONSTRUCTED WITH 6" THICK CONCRETE - ALL OTHER SIDEWALKS AND RAMPS SHALL BE 4" THICK.
- EXISTING BASE SHALL BE RECOMPACTED TO THE ENGINEER'S SATISFACTION.
- SIDEWALK, CURB AND GUTTER AT DRIVEWAY CURB CUTS SHALL BE ACCOMPLISHED IN SECTIONS SO THAT ACCESS IS MAINTAINED AT ALL TIMES (UNLESS ACCESS IS AVAILABLE BY ANOTHER ROUTE). A 9' WIDE ACCESS AT DRIVEWAY CURB CUTS SHALL REMAIN OPEN TO VEHICLE TRAFFIC AT ALL TIMES. AFFECTED PROPERTY OWNERS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITIES AT THE DRIVEWAY.
- SIDEWALK, CURB AND GUTTER SHALL BE ALLOWED TO CURE FOR AT LEAST 24 HOURS BEFORE ALLOWING PEDESTRIAN TRAFFIC AND AT LEAST 72 HOURS BEFORE ALLOWING VEHICLE TRAFFIC.
- DRIVEWAY AND RAMPS SHALL HAVE A BROOMED FINISH RUNNING PERPENDICULAR TO THE DIRECTION OF TRAVEL.
- EXISTING FENCES AND LANDSCAPING ADJACENT TO WORK SHALL NOT BE DAMAGED. DAMAGE AS A RESULT OF CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- EXISTING PAINTED CROSSWALKS SHALL BE REMOVED AND NEW CROSSWALK MARKINGS SHALL BE PLACED AS DETAILED ON THE PLANS.
- RAMP LENGTHS AND CURB TRANSITION LENGTHS MAY BE ADJUSTED TO MATCH EXISTING CONTROL OR EXPANSION JOINTS AS LONG AS THE FOLLOWING MINIMUM LENGTHS AND MAXIMUM GRADES ARE MAINTAINED:

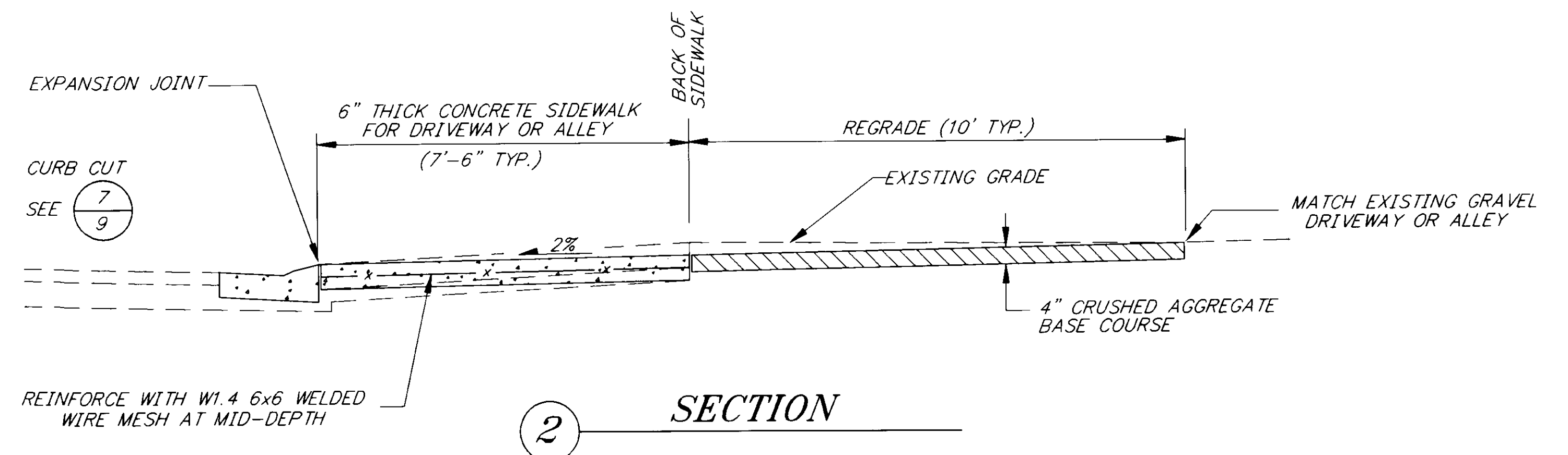
MINIMUM CURB TRANSITION LENGTH = 2'  
 MAXIMUM SIDEWALK RAMP SLOPE = 8.33% (1:12)



**1 TYPICAL APPROACH PLAN**



**DETAIL REFERENCE EXPLANATION**



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	P: \SEA\72179\DR\EST
PLOT:	P: \-LIB\ -PLOT\ PLOT.F.PCP(4) OR PLOT.H.PCP(8)
BY:	DATE: DESCRIPTION OF CHANGE:

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

SKAGWAY  
 SKAGWAY ADA IMPROVEMENTS  
 FA-097-2(13) ~ PROJECT NO. 72179  
**ESTIMATE OF QUANTITIES  
 AND APPROACH DETAILS**

DESIGNED BY:	D. WILLIAMS	PROJECT NO.	72179
DRAWN BY:	KK/BA/KS	DATE:	OCT. 1997
CHECKED BY:	L. GREGOVICH	SHEET	4 OF 11



### SIDEWALK RAMP SUMMARY

STATION & OFFSET	DETAIL	REMOVAL		INSTALLATION			REMARKS	
		SIDEWALK	C & G (L.F.)	PAVEMENT (S.Y.)	4" S.W. (S.Y.)	C & G (L.F.)		CURB (L.F.)
5+25, RT	R-1	5.8	15	-	5.0	15	16.77	
9+45, RT	R-2	5.6 4.8	11.8 75	-	4.8 75	11.8 75	14.73	
10+03, RT	R-2	6.1 4.1	21.6 76	-	6.1 76	21.6 76	-	
11+50, RT	R-2	4.4 4.9	15.2 75	-	4.4 75	15.2 75	-	
11+50, LT	R-3	4.4 6.1	11	-	4.4 75	11	-	
19+75, LT	R-4	12.1 11.6	21.7 78	1.4 75	12.1 78	21.7 78	-	SIMILAR TO R-4, BUT NO CURB INLET.
20+20, RT	R-5	4.5 6.3	21 79	1.3 79	12.5 79	22 79	-	
23+20, RT	R-3	11.1 10.4	32.2 77	-	11.1 77	32.2 77	-	
23+25, LT	R-4	14.4 15.3	30	-	14.4 75	30	-	NEW DEPRESSED FRAME & GRATE
23+58, LT	R-4	12.2 15.3	30.5 78	-	12.2 75	30.5 78	-	NEW DEPRESSED FRAME & GRATE
23+82, LT	R-8	12.2	21.5 79	-	12.2	21.5 79	-	
26+13, LT	R-6	12.6 11.2	21.1 77	-	12.6 77	21.1 77	-	
26+13, RT	R-4	4.9	13	-	0 75	13	-	SIMILAR TO R-4, BUT NO CURB INLET.
26+62, LT	R-6	12.0 11.2	21.2 77	-	12.1 77	21.2 77	-	
26+62, RT	R-7	11.4 8.6	17.5 79	-	12.0 79	17.5 79	-	
28+12, LT							15	
28+99, LT	R-9	12.5 15.0	24 77	-	12.5 75	24 77	-	
28+99, RT	R-7	12.1 11.0	24 77	4.8 75	16.1 75	24 77	14.673	
29+36, LT	R-9	12.8 15.0	24.1 77	-	12.8 75	24.1 77	-	
29+36, RT	R-7	14.1 11.0	20 77	3.1 75	18.8 75	20 77	-	
29+60, RT		0.8			0.5			
31+78, LT	R-9	12.8 15.0	24 77	-	12.4 75	24 77	16.5	
31+78, RT	R-7	11.6 11.0	24.5 77	3.1 75	15.1 75	24.5 77	-	
32+16, LT	R-9	15.0	22 77	-	15.0	22 77	-	
32+16, RT	R-7	11.4 11.0	16.5 77	2.1 75	13.4 75	16.5 77	-	
29+60, LT							16.5	
MISCELLANEOUS PAVEMENT PATCHES					4.4 77.5			
TOTALS		236.7	439	30.9	257.6	445	91.6	43

### DRIVEWAY RAMP SUMMARY

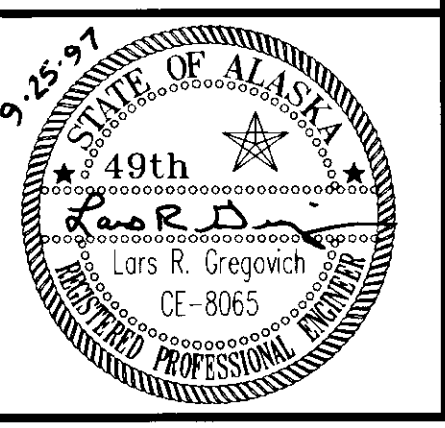
STATION & OFFSET	DETAIL	WIDTH	REMOVAL		INSTALLATION			REMARKS	
			C & G (L.F.)	4" AND 6" SIDEWALK (S.Y.)	4" S.W. (S.Y.)	6" S.W. (S.Y.)	C & G (L.F.)		PAVEMENT (S.Y.)
13+50, LT	CR-3	30'	-	18.3	18.3	-	-	-	REMOVE EXISTING D/W CUT
20+68, LT	D-1	18'	31 30	18.4 18.3	18.3 18.3	11 -	31 79	-	
24+98, LT	D-1	18'	35.3 26	23 22.3	23 7.3 7	19.8 15.0	35.3 26	-	
24+98, RT	D-1	60 18'	13.1 26	58.2 22.3	8.6 7.3	41.8 15.0	73.1 26	-	
25+95, RT	-	25'	31 29	22.5 44.5	3.4 3.7	40 40.8	31 29	-	
26+16, RT	-	18'	23.7 24	15 20.0	0 5.0	21.3 15.0	23.7 24	0 33.3	
26+13, RT						4.4			
27+77, LT	D-1	18'	14 26	8.6 22.3	8.6 7.3	15.0	32 26	-	
27+77, RT	D-1	18'	30.5 26	22.8 22.3	7.3	15.1 15.0	30.5 26	-	
30+38, LT	-	18'	25 26	18.7 22.3	3.1 7.3	15.5 15.0	25 26	21.7 27.1	
30+58, LT	-	18'	25 26	18.7 22.3	3.1 7.3	15.5 15.0	25 26	52.3 43.3	
30+58, RT	D-1	18'	32 26	22.9 22.3	7.3	15.1 15.0	32 26	-	
MISC. PAVEMENT PATCHES								0 27.3	
TOTALS			265	257.2	96.4	160.8	265	74 125.0	

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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 DESIGN & CONSTRUCTION

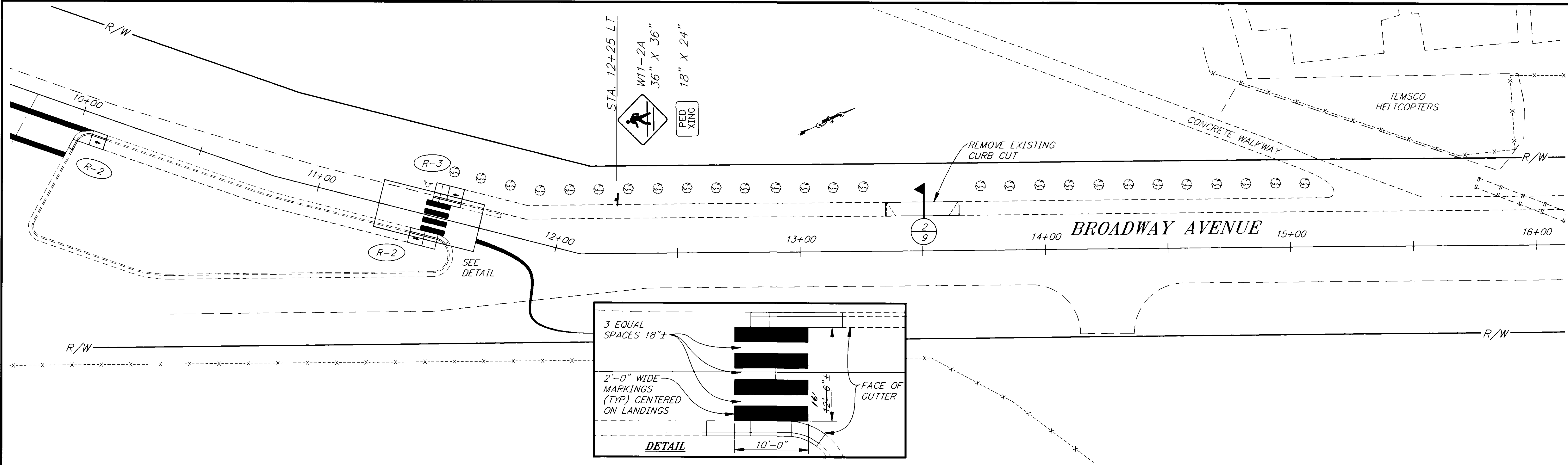
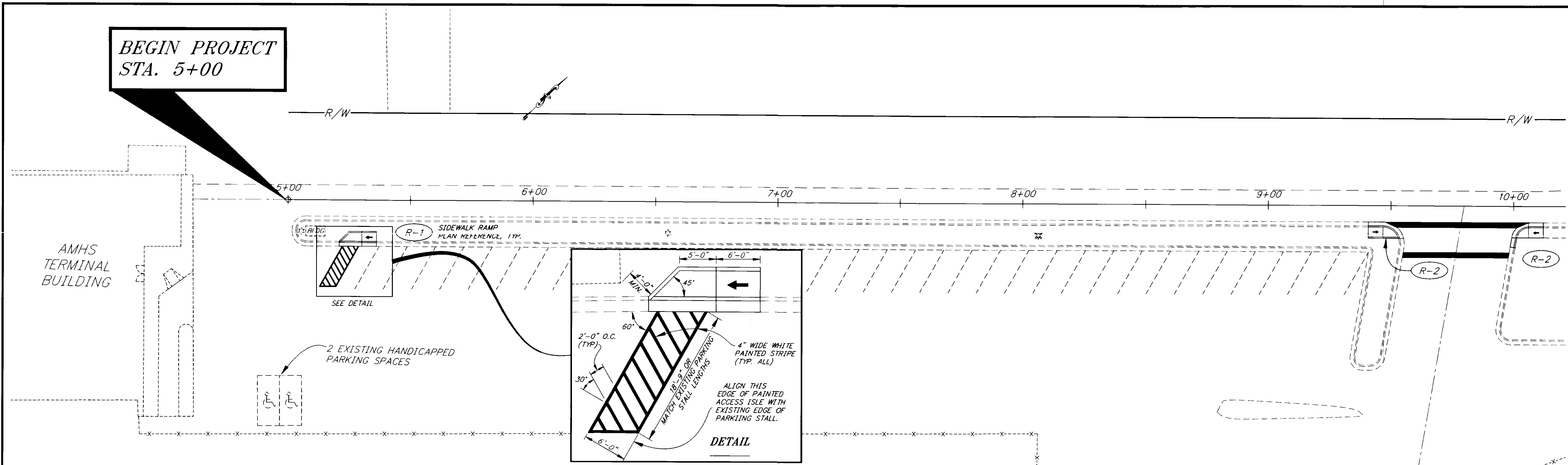
SKAGWAY  
SKAGWAY ADA IMPROVEMENTS  
FA-097-2(13) ~ PROJECT NO. 72179  
ALASKA  
**DRIVEWAY & SIDEWALK  
RAMP SUMMARIES**

DESIGNED BY:	D. WILLIAMS	PROJECT NO.	72179
DRAWN BY:	K. SNYDER	DATE:	OCT. 1997
CHECKED BY:	L. GREGOVICH	SHEET	5 OF 11



NOTE: DO NOT SCALE FROM THESE PLANS--USE DIMENSIONS

**BEGIN PROJECT  
STA. 5+00**



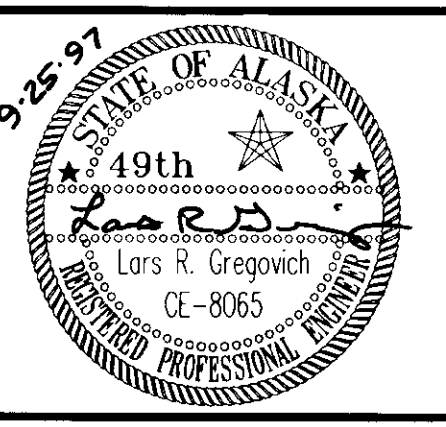
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

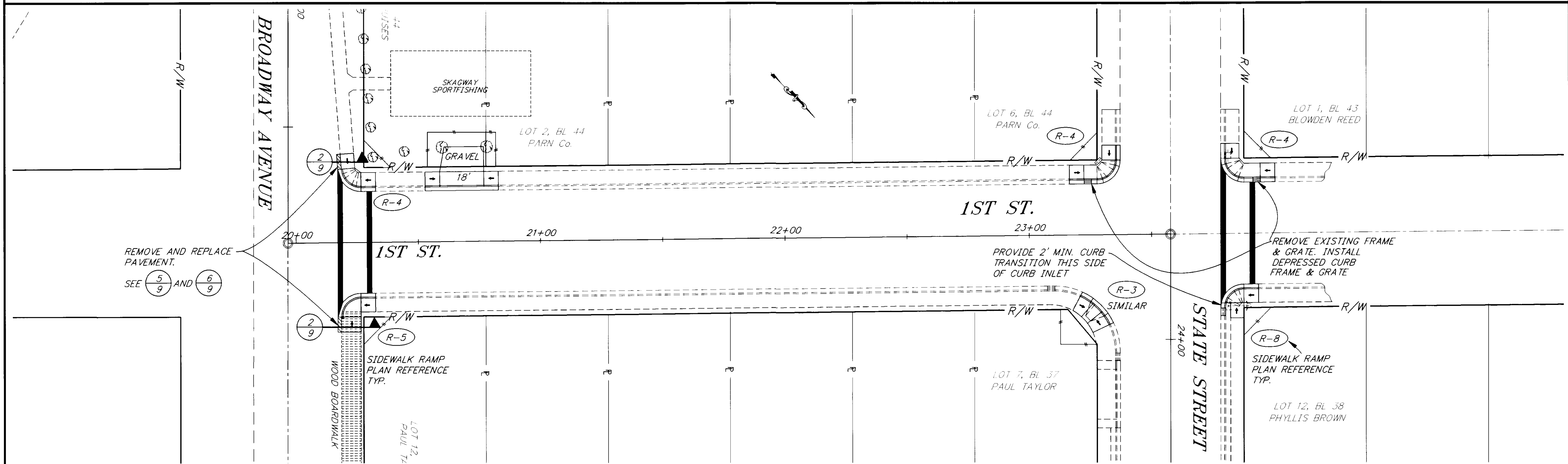
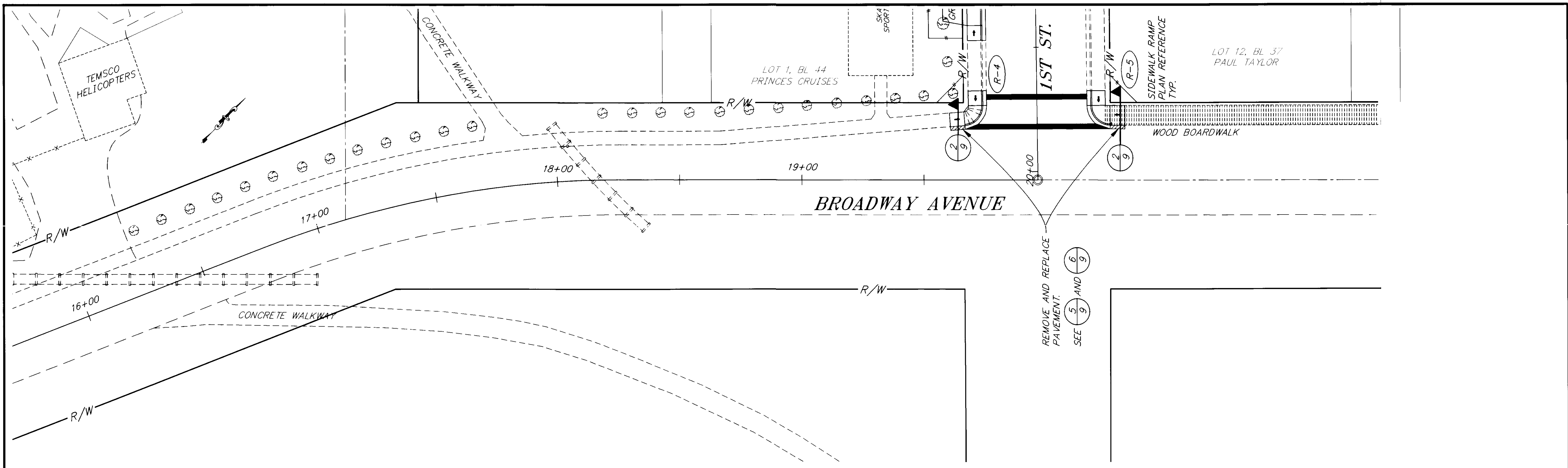
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

SKAGWAY  
SKAGWAY ADA IMPROVEMENTS  
FA-097-2(13) ~ PROJECT NO. 72179  
ALASKA  
B.O.P. TO STA. 16+00  
LAYOUT PLANS

DESIGNED BY: L. GREGOVICH/D. WILLIAMS	PROJECT NO. 72179
DRAWN BY: D. WILLIAMS/K. SNYDER	DATE: OCT. 1997
CHECKED BY: A. STEININGER	SHEET 6 OF 11





NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

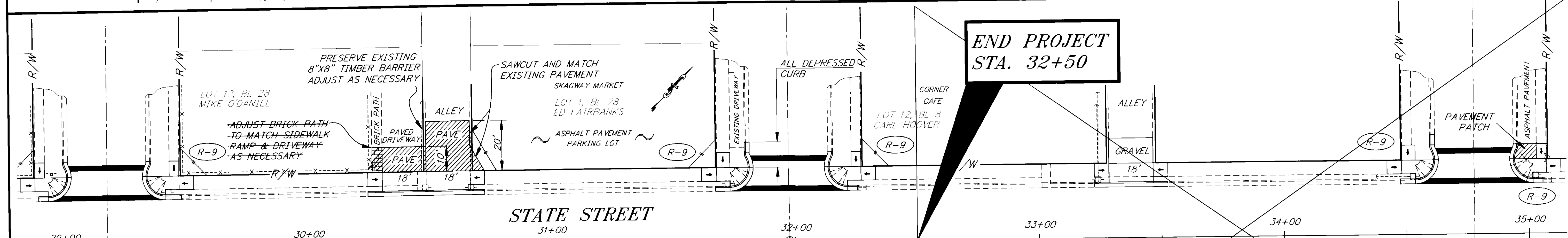
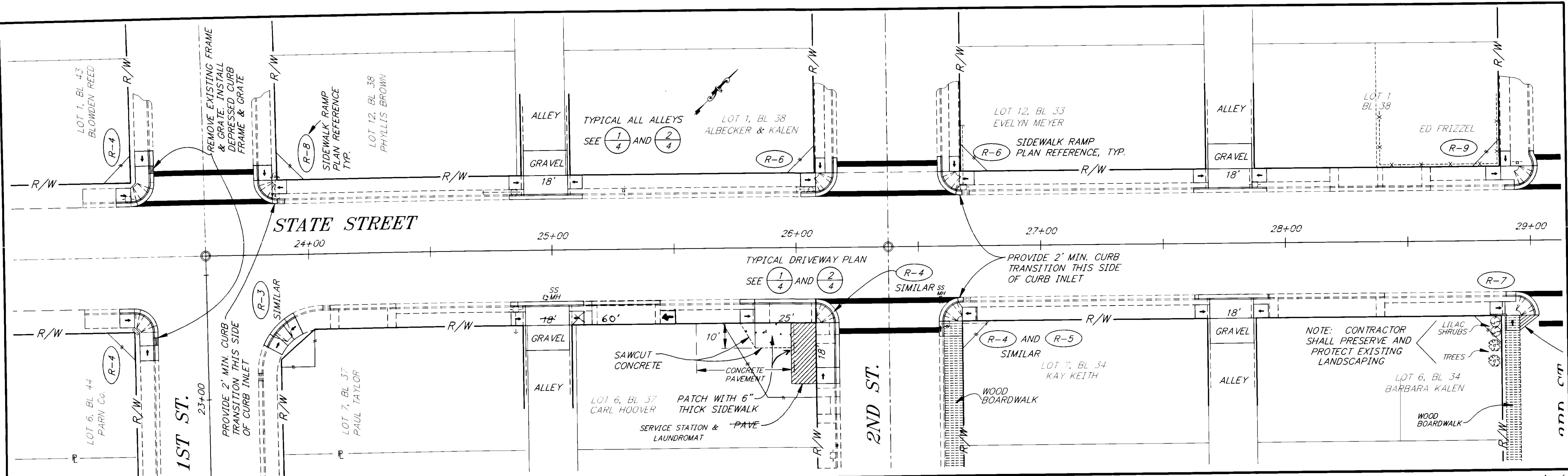
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BY:		DATE:	
		DESCRIPTION OF CHANGE:	

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

SKAGWAY  
 SKAGWAY ADA IMPROVEMENTS  
 FA-097-2(13) ~ PROJECT NO. 72179  
 STA. 16+00 TO STA. 24+00  
 LAYOUT PLANS

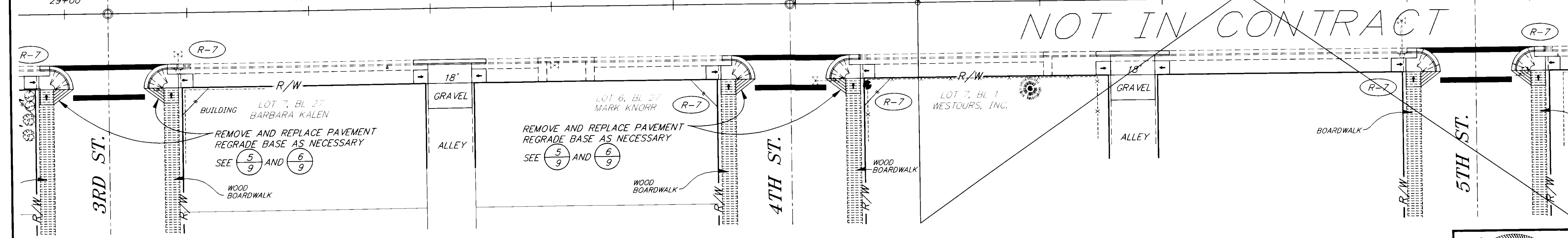
DESIGNED BY:	L. GREGOVICH/D. WILLIAMS	PROJECT NO.	72179
DRAWN BY:	D. WILLIAMS/K. SNYDER	DATE:	OCT. 1997
CHECKED BY:	A. STEININGER	SHEET	7 OF 11





**END PROJECT  
STA. 32+50**

NOT IN CONTRACT



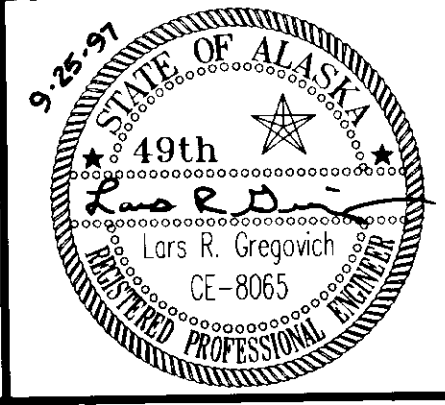
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

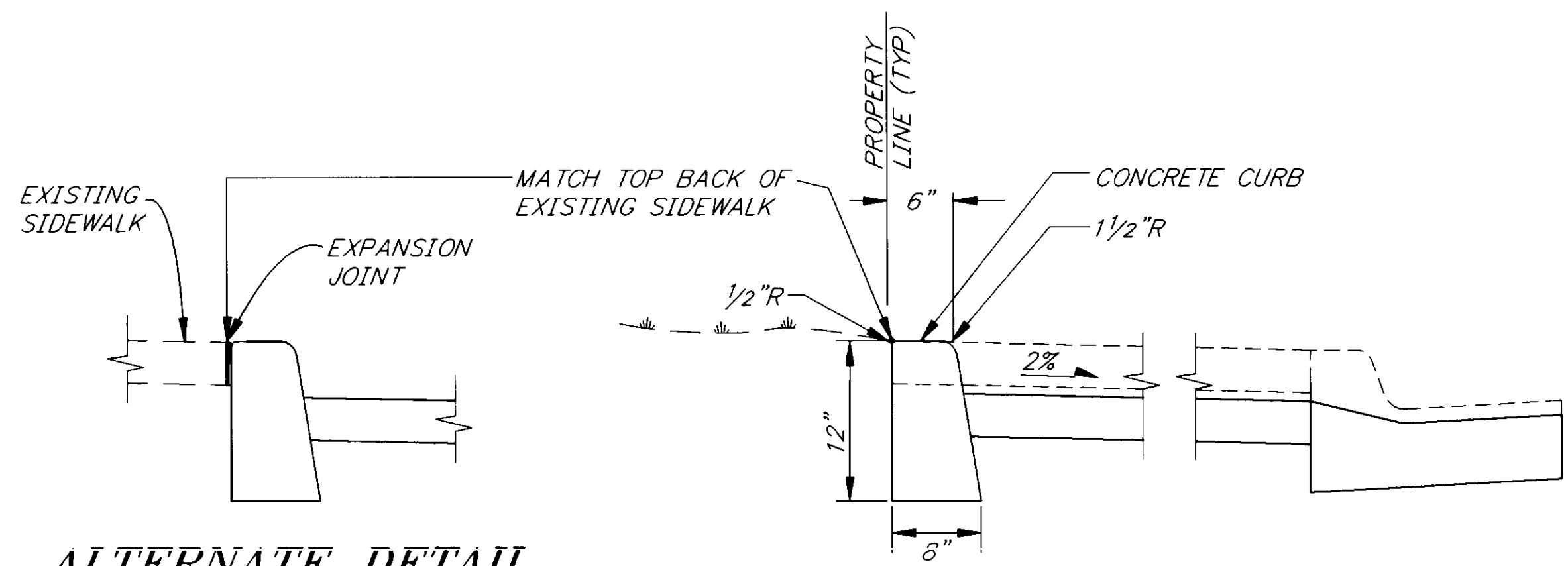
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BY:	DATE:	DESCRIPTION OF CHANGE:

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

SKAGWAY  
 ALASKA  
**SKAGWAY ADA IMPROVEMENTS**  
 FA-097-2(13) ~ PROJECT NO. 72179  
**STA. 24+00 TO E.O.P.**  
 LAYOUT PLANS

DESIGNED BY: L. GREGOVICH/D. WILLIAMS	PROJECT NO. 72179
DRAWN BY: D. WILLIAMS/K. SNYDER	DATE: OCT. 1997
CHECKED BY: A. STEININGER	SHEET 8 OF 11

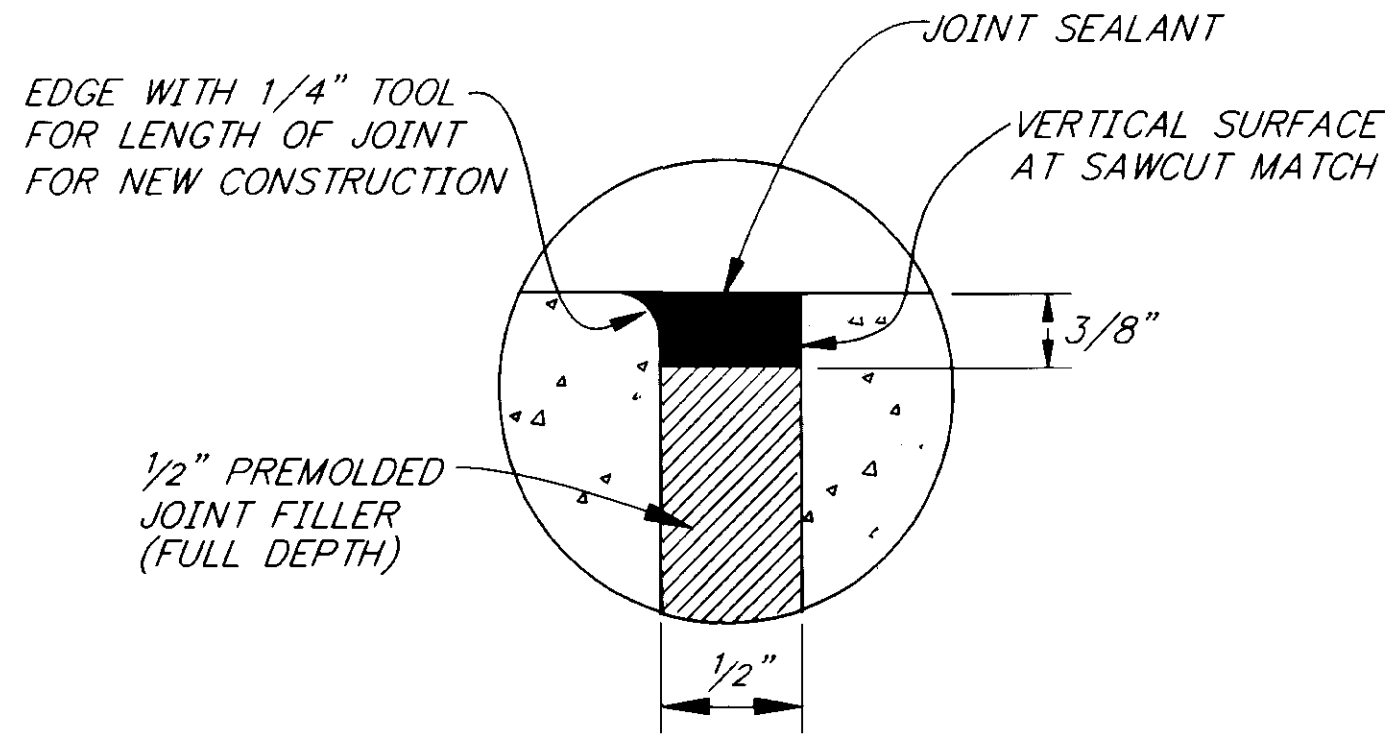




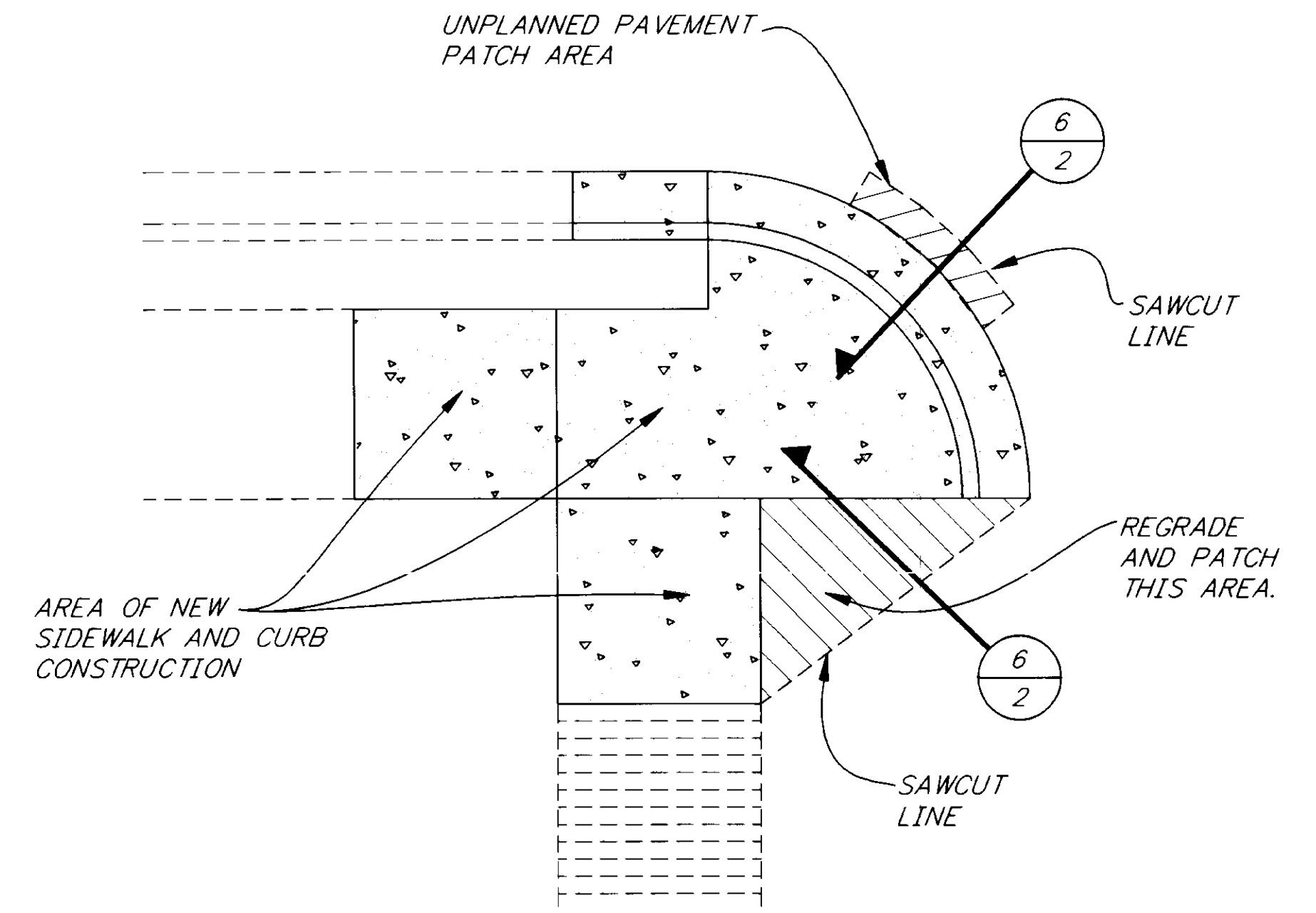
**ALTERNATE DETAIL**

TO BE USED WHERE EXISTING SIDEWALK OCCURS BEHIND CURB

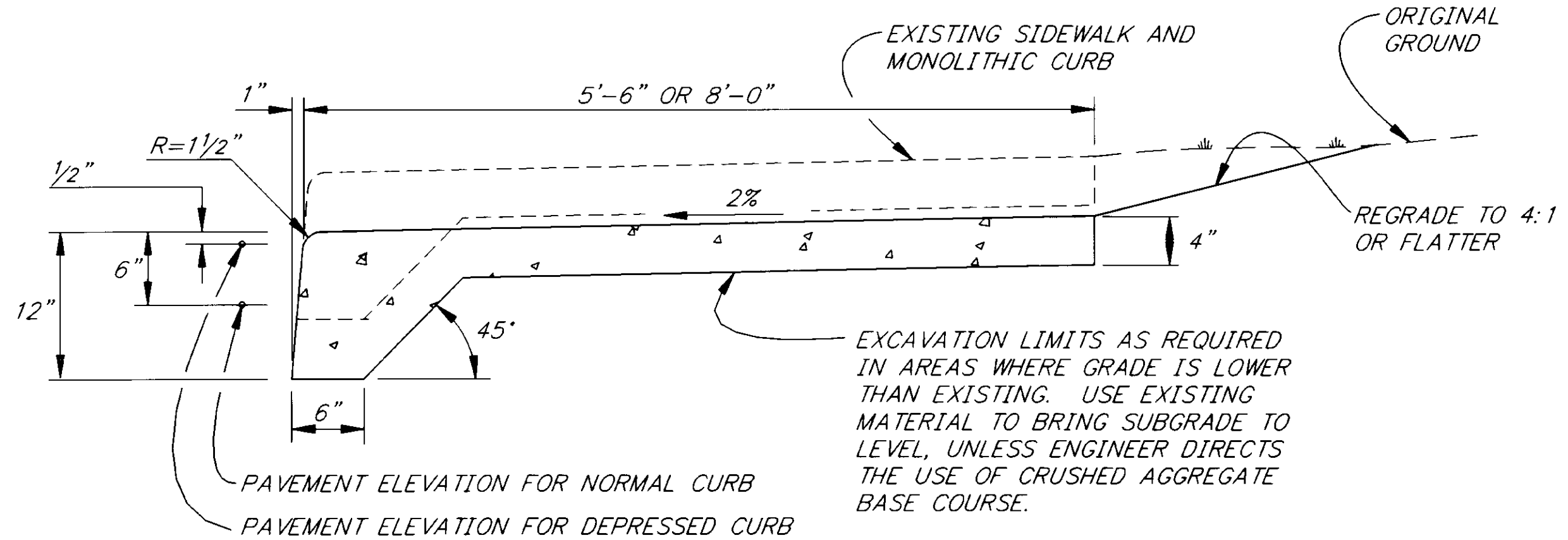
**1 CONCRETE CURB DETAIL**



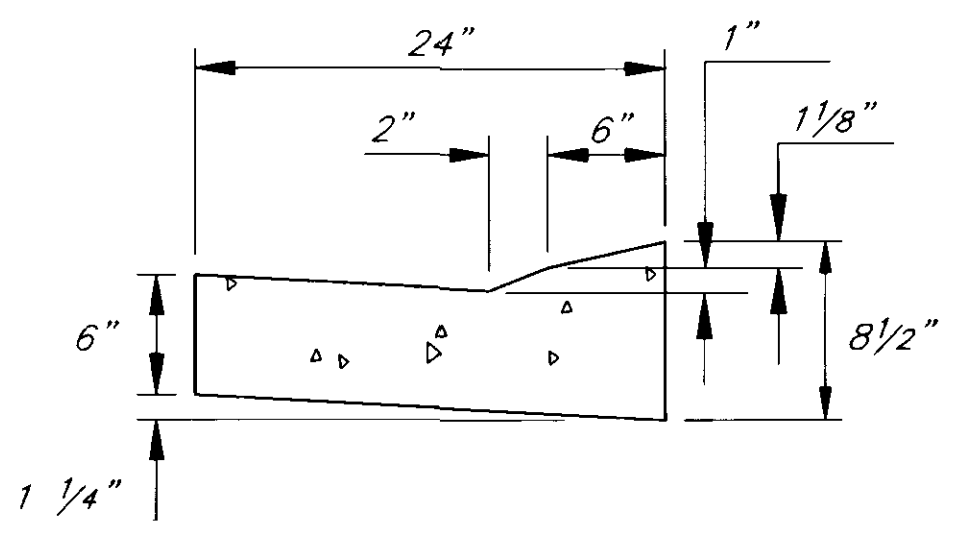
**4 EXPANSION JOINT DETAIL**



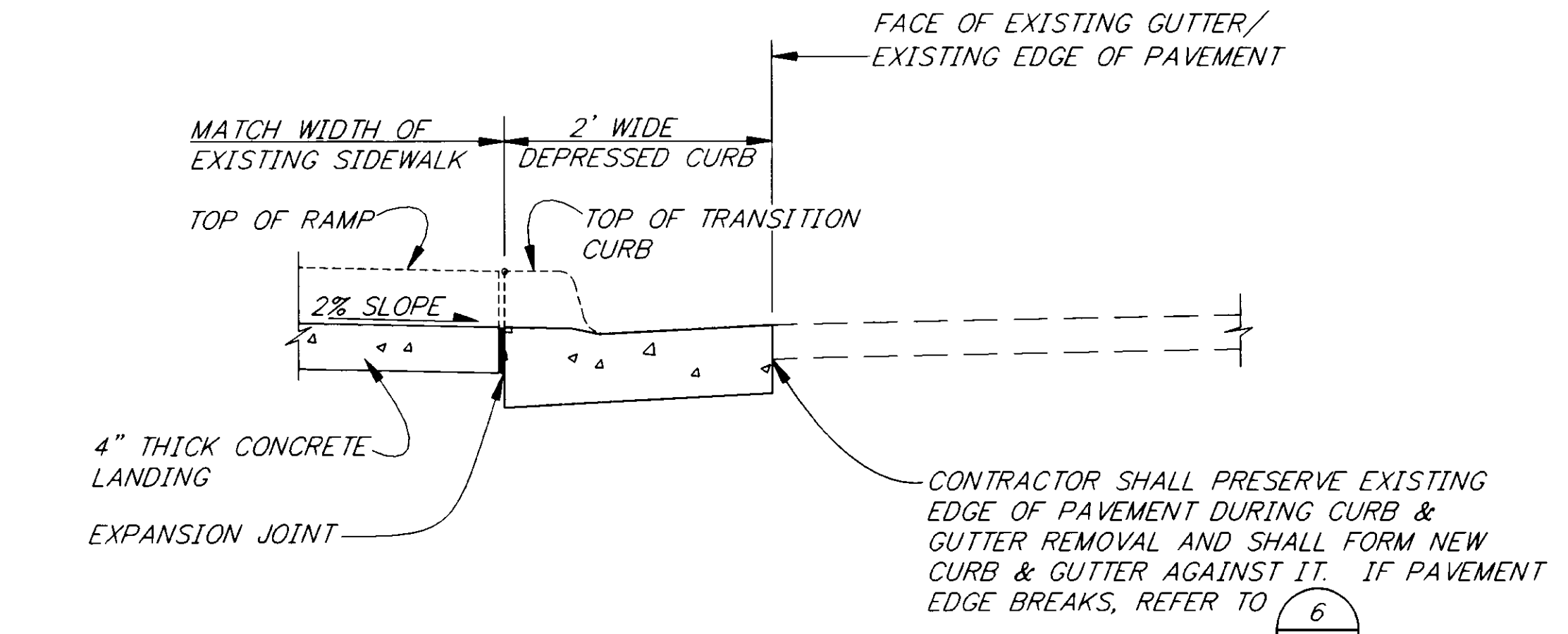
**5 TYPICAL A.C. PAVEMENT PATCHING PLAN**



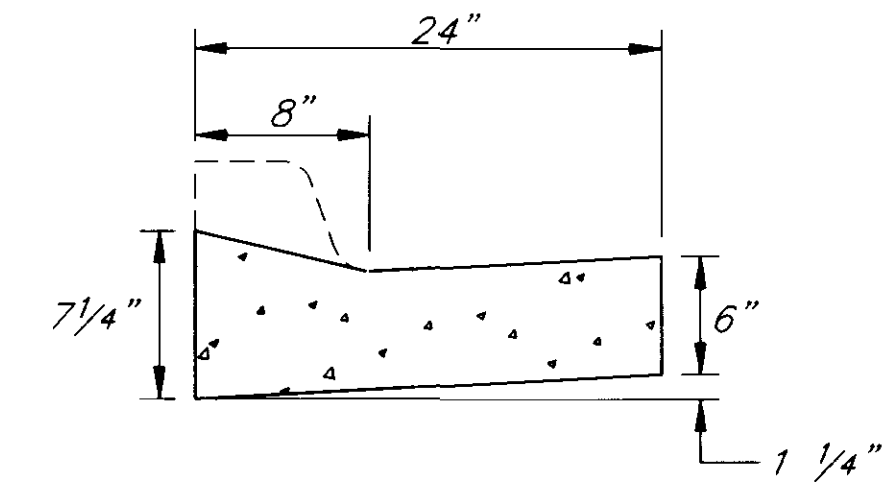
**2 MONOLITHIC CURB AND SIDEWALK DETAIL**



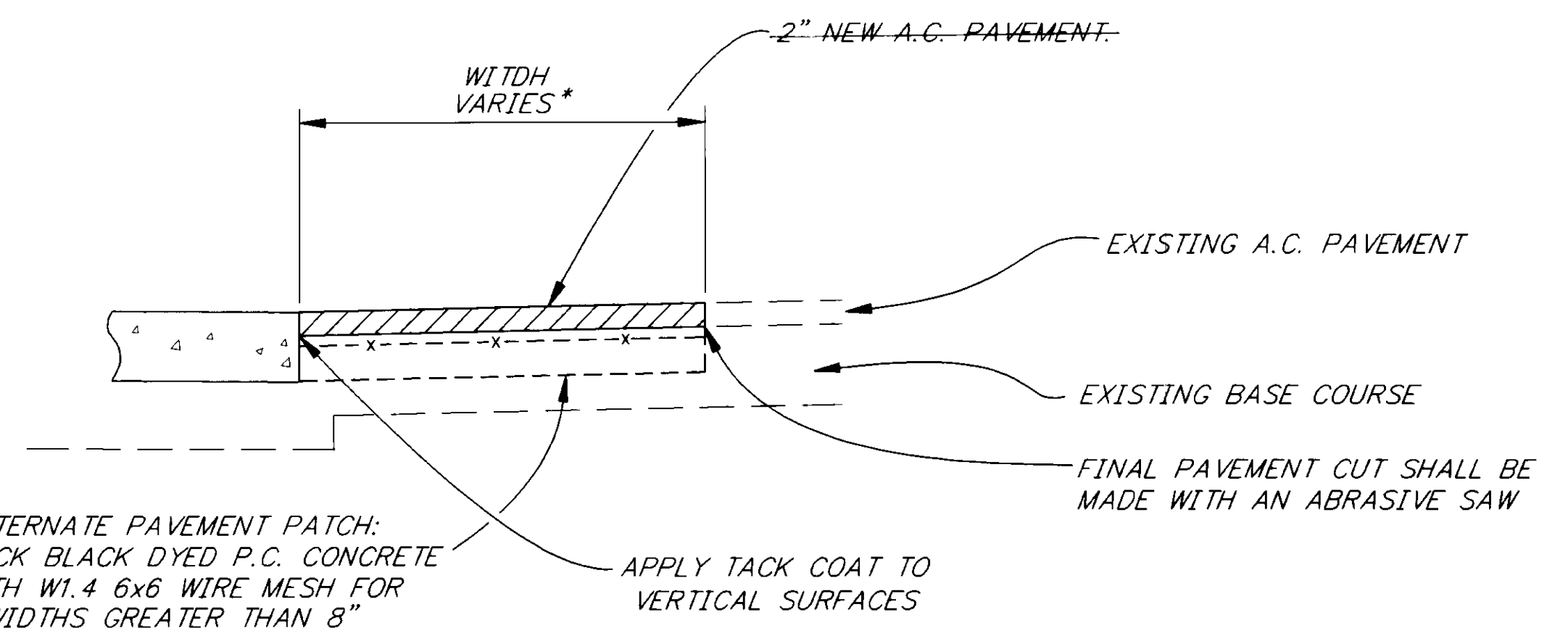
**7 CURB CUT DETAIL**  
TO BE USED AT ALL DRIVEWAYS AND ALLEYS.



**3 CURB & GUTTER DETAIL**



**8 DEPRESSED CURB DETAIL**  
TO BE USED AT ALL H.C. ACCESSIBLE SIDEWALK LANDINGS.



**6 A.C. PAVEMENT PATCH DETAIL**

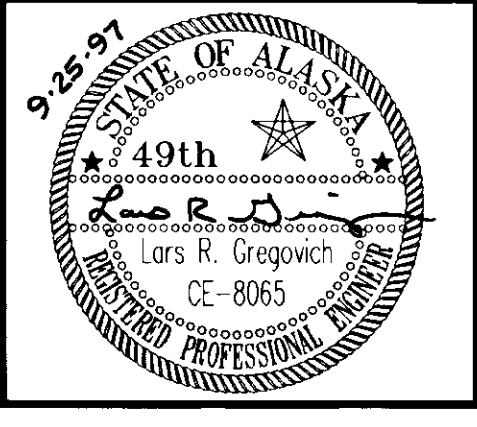
\* WIDTH SHALL BE MINIMIZED TO THE EXTENT PRACTICABLE

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BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

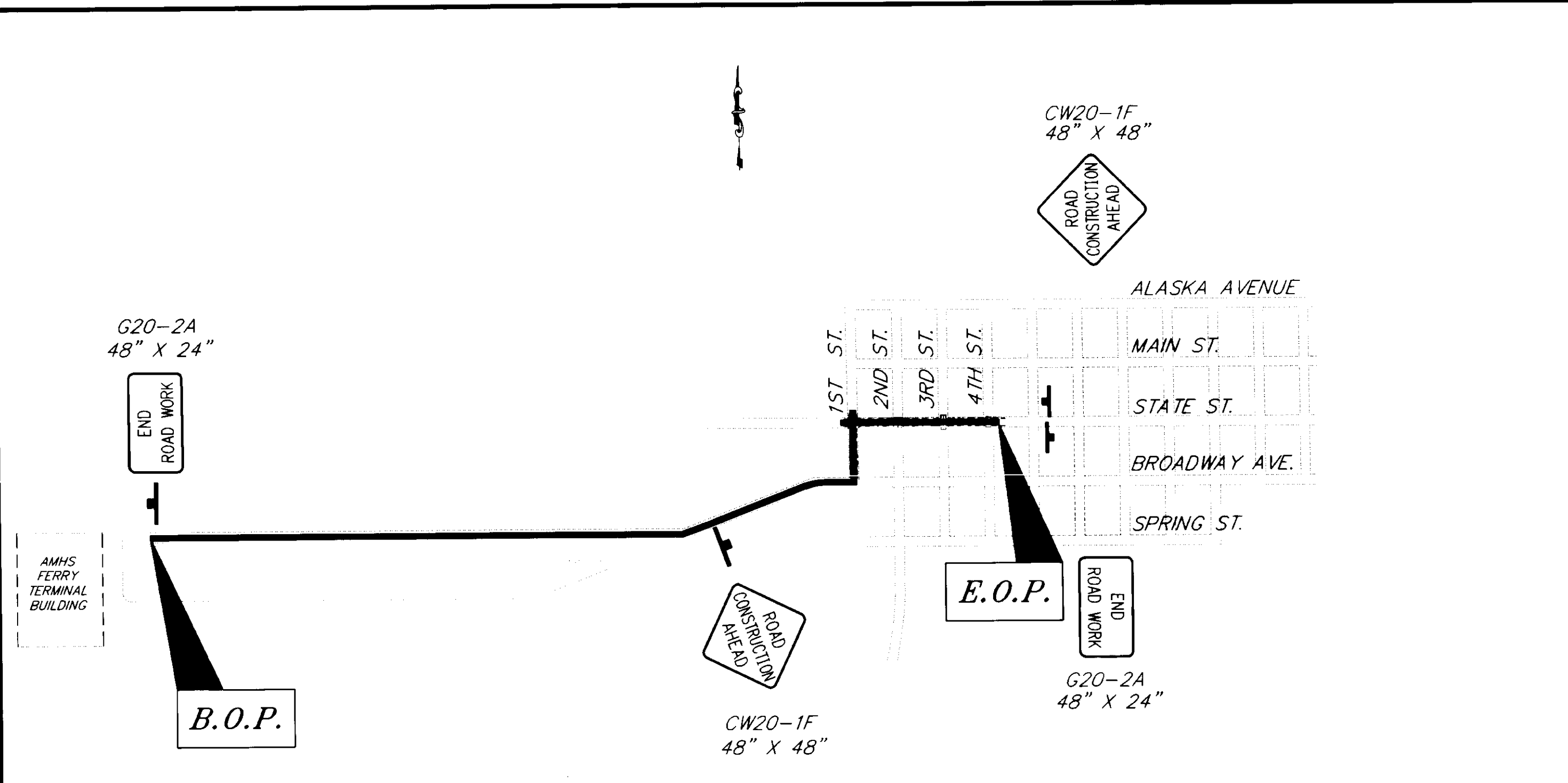
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

SKAGWAY  
SKAGWAY ADA IMPROVEMENTS  
ALASKA  
FA-097-2(13) ~ PROJECT NO. 72179  
**MISCELLANEOUS DETAILS**

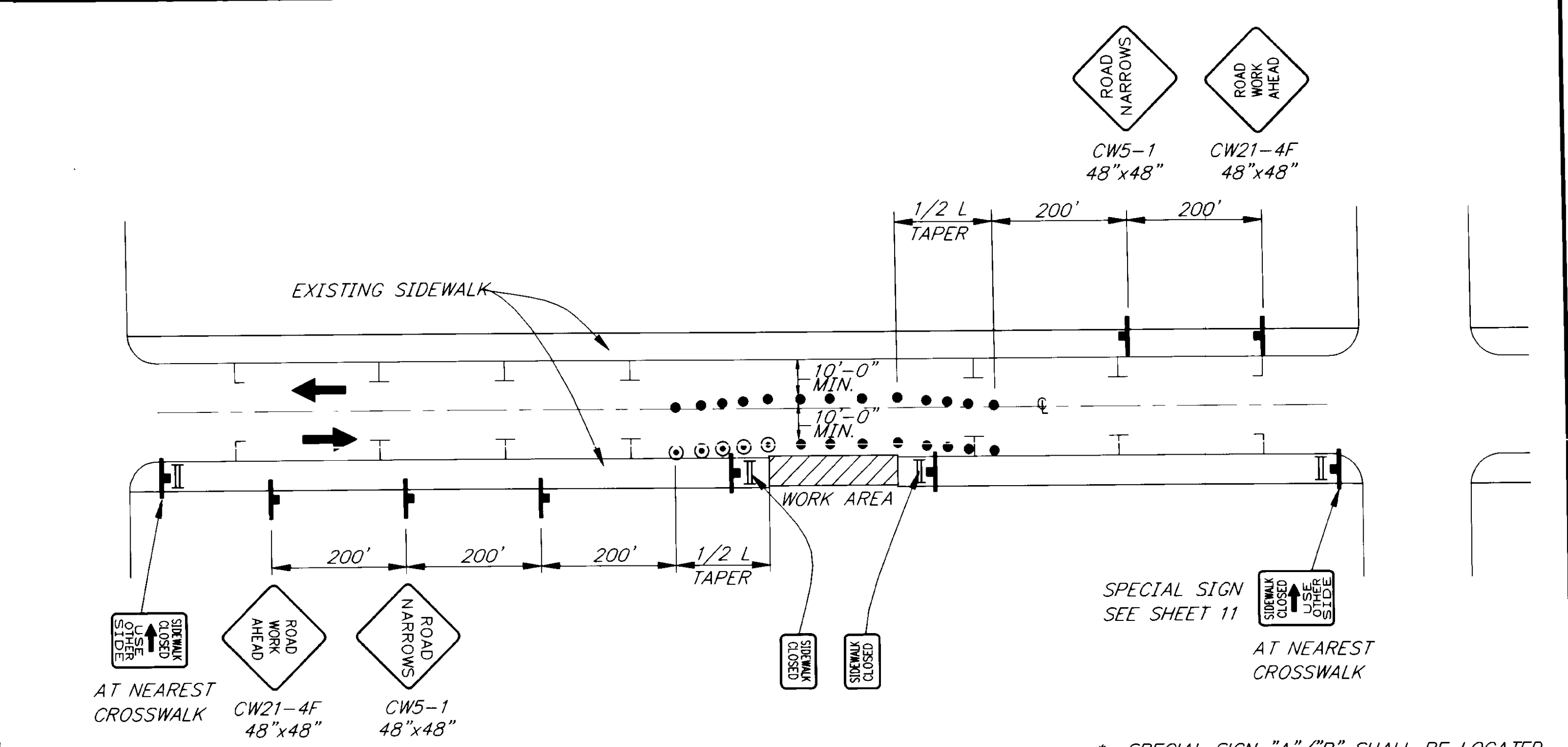
DESIGNED BY: D. WILLIAMS	PROJECT NO. 72179
DRAWN BY: W. HICKOK	DATE: OCT. 1997
CHECKED BY: L. GREGOVICH	SHEET 9 OF 11



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



**PERMANENT CONSTRUCTION  
SIGNING**



**ROADWAY ENCROACHMENT**

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

**LEGEND**

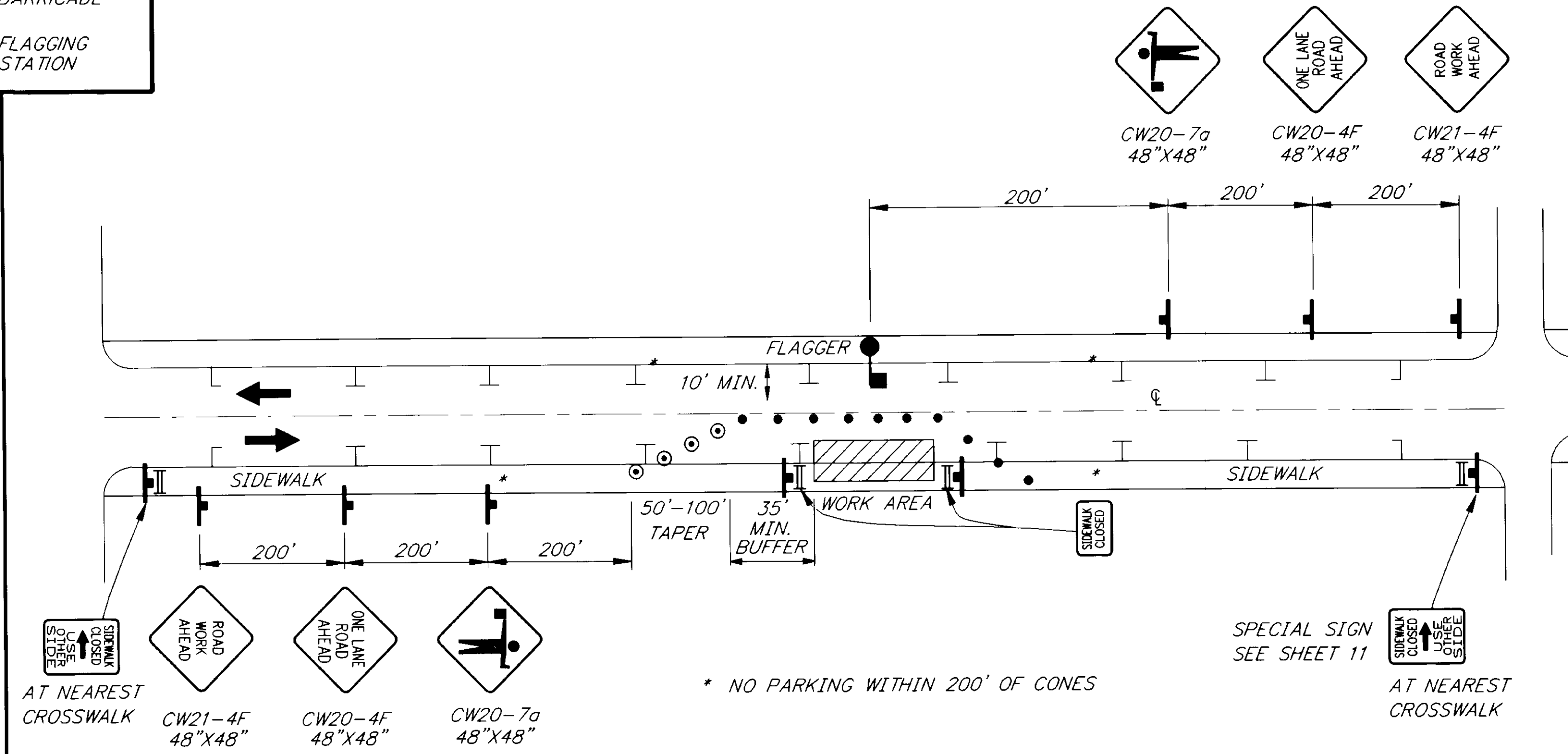
- SIGN
- CONE
- DRUM
- TYPE II BARRICADE
- FLAGGING STATION

**TRAFFIC CONTROL NOTES**

1. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED IN THE WORK ZONE AT ALL TIMES. IF VEHICLE STOP TIME EXCEEDS THREE MINUTES WITH A SINGLE LANE CLOSURE, THE CONTRACTOR SHALL OPEN THE ROADWAY TO TWO LANE, TWO WAY TRAFFIC.
2. DRIVING LANES SHALL BE A MINIMUM WIDTH OF 10'-0".
3. APPROACH ROADWAYS SHALL BE MAINTAINED AND REMAIN ACCESSIBLE AT ALL TIMES.
4. TWO LANES SHALL BE MAINTAINED OPEN AT WORK SITES DURING NON-WORKING HOURS.
5. MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES SHALL BE EQUAL TO THE SPEED LIMIT IN FEET.
6. THE MAXIMUM LENGTH OF A ONE LANE, TWO-WAY WORK AREA SHALL BE 100 FT. ONLY ONE LANE CLOSURE WORK ZONE MAY BE IN EFFECT AT ONE TIME.
7. THE LENGTH OF TAPER (L) SHALL BE DETERMINED BY THE FOLLOWING FORMULA, BUT SHALL NEVER BE LESS THAN 50 FEET.  

$$L = \frac{WS^2}{60}$$

L=MINIMUM LENGTH OF TAPER  
S=POSTED SPEED LIMIT  
W=WIDTH IN FEET
8. SPECIAL SIGNS "A", "B" AND "C" SHALL BE MOUNTED ON TYPE II BARRICADES.
9. A SIDEWALK CLOSURE IS ALLOWED ONLY ON ONE SIDE OF THE STREET AT A TIME. A UNIMPEDED PEDESTRIAN ROUTE SHALL EXIST ON THE OPPOSITE SIDE OF THE STREET.
10. TYPE "A" FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES AT SIDEWALK CLOSURES AND BYPASSES.
11. PROPERTY OWNERS SHALL BE NOTIFIED 24 HOURS PRIOR TO STARTING WORK IN THEIR DRIVEWAY.
12. EVERY EFFORT SHOULD BE MADE TO MAINTAIN PEDESTRIAN PASSAGE ON BOTH SIDES OF THE ROAD. IF CLOSING ONE SIDE IS UNAVOIDABLE, PEDESTRIANS SHOULD BE DIRECTED TO CROSS AT THE INTERSECTIONS, NOT MIDBLOCK.



**TWO LANE ROAD  
SINGLE LANE CLOSURE**

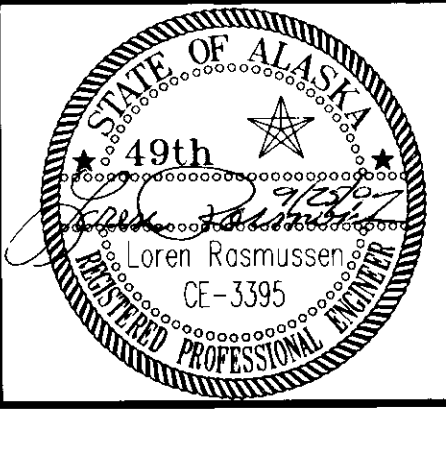
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

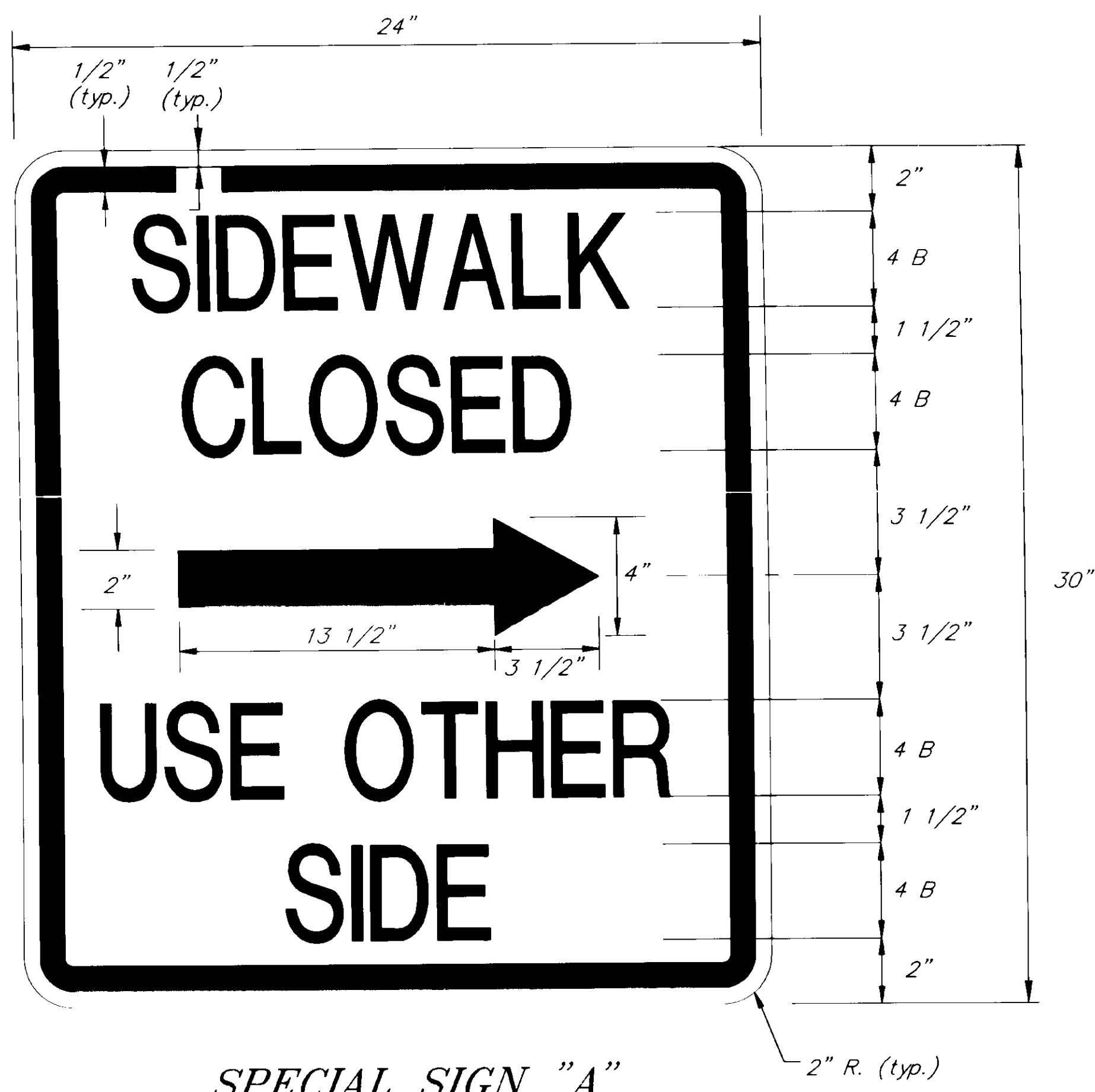
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PLOT: P: \-LIB\ -PLOT\ PLOT1.PCP(1) OR PLOT1.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
<b>RECORD OF REVISIONS</b>		

STATE OF ALASKA  
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SOUTHEAST REGION DESIGN & CONSTRUCTION

SKAGWAY  
SKAGWAY ADA IMPROVEMENTS  
ALASKA  
FA-097-2(13) ~ PROJECT NO. 72179  
**TRAFFIC CONTROL PLAN**

DESIGNED BY: J. ALHGREN	PROJECT NO. 72179
DRAWN BY: K. SNYDER	DATE: OCT. 1997
CHECKED BY: J. ALHGREN	SHEET 10 OF 11

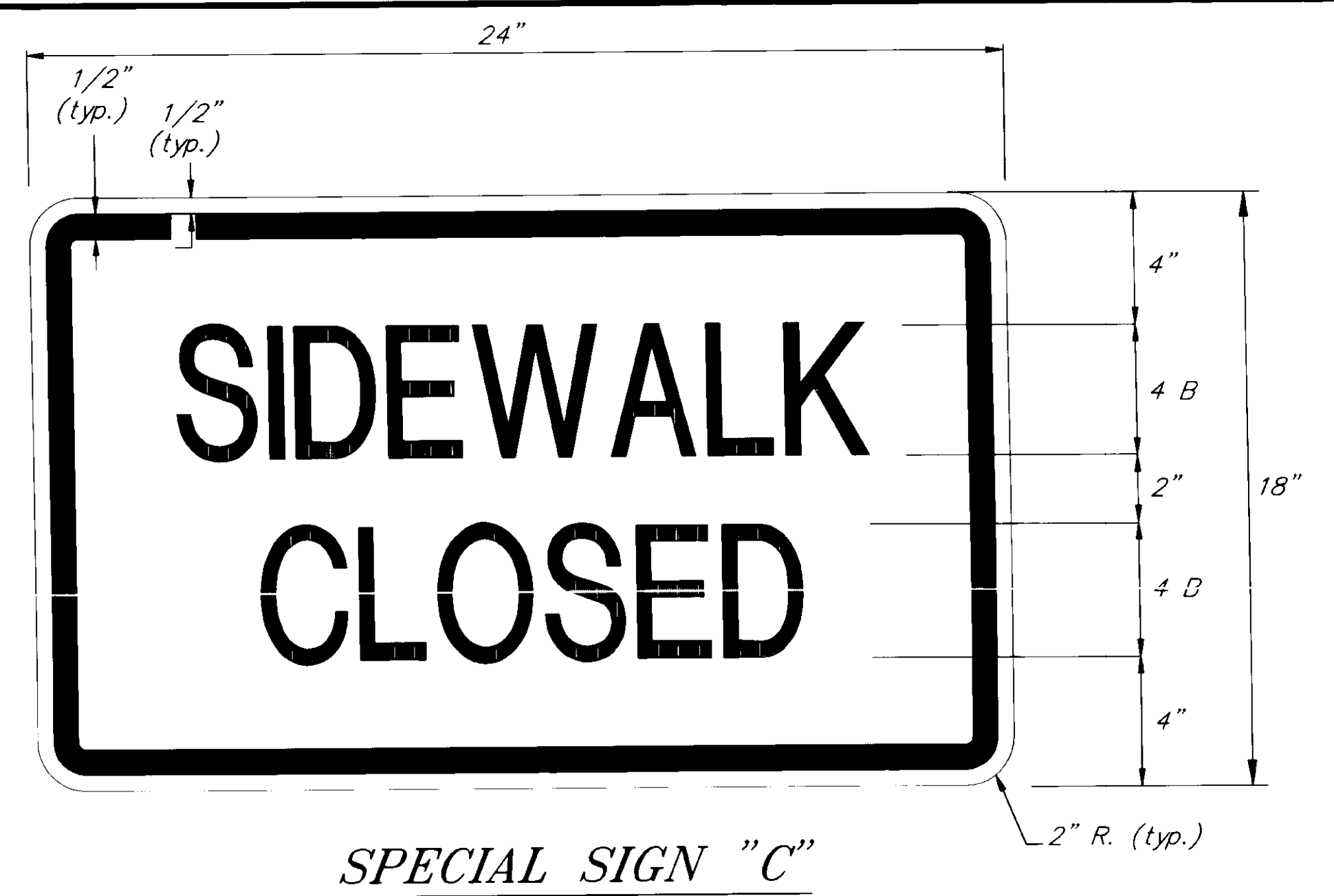
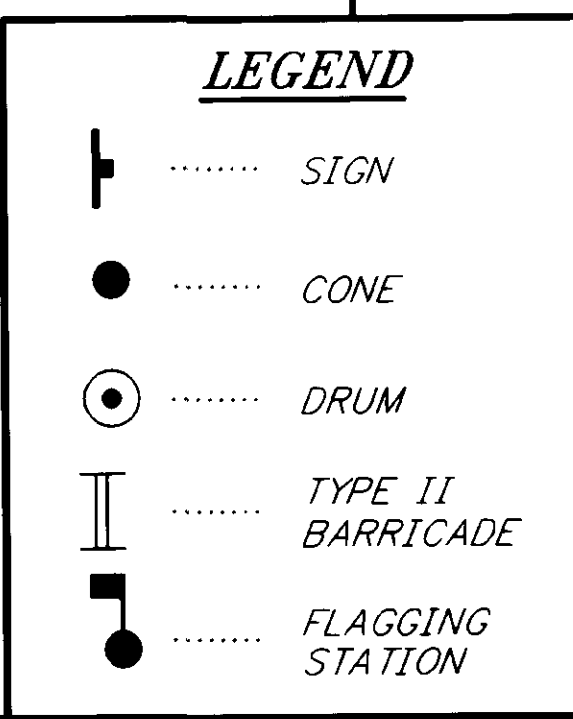




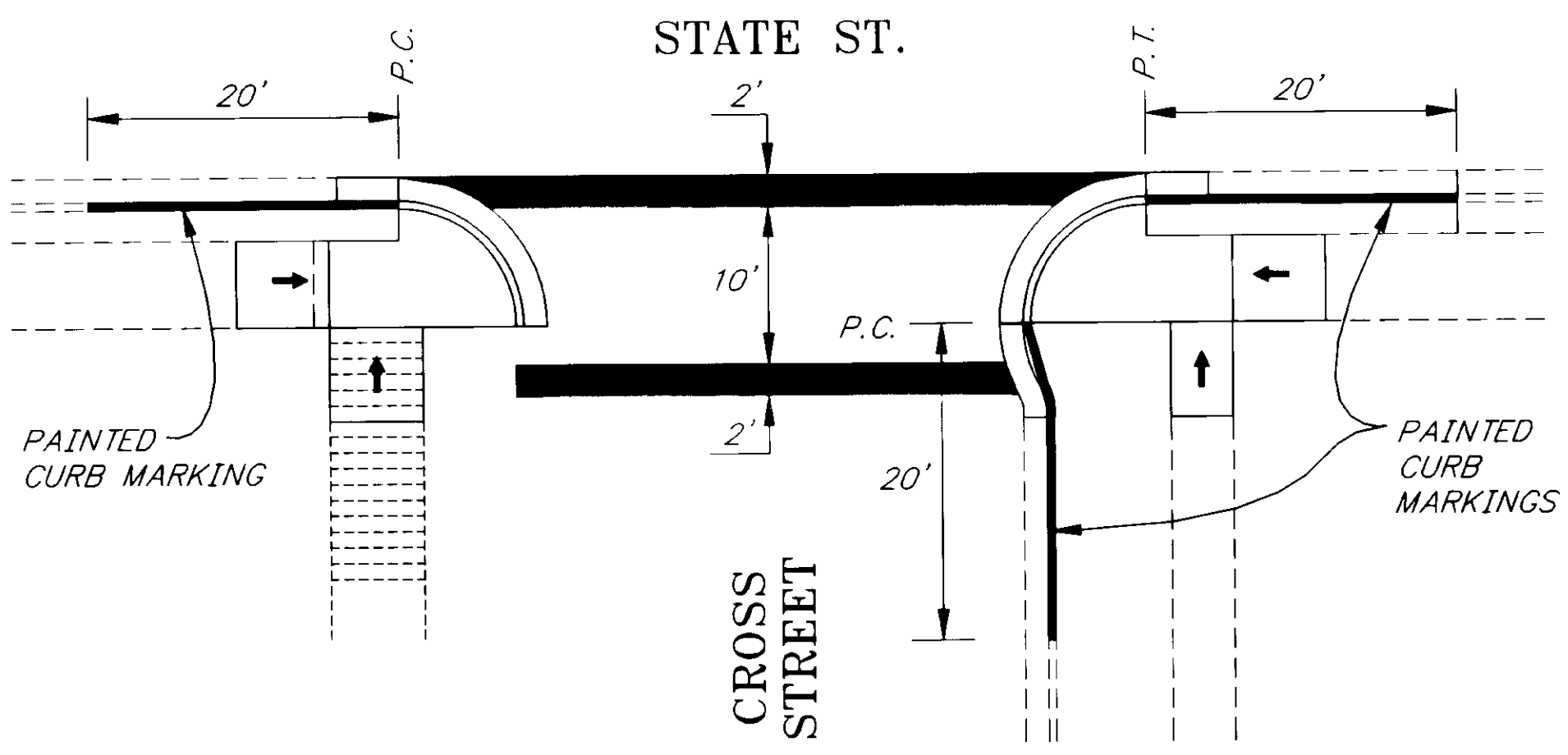
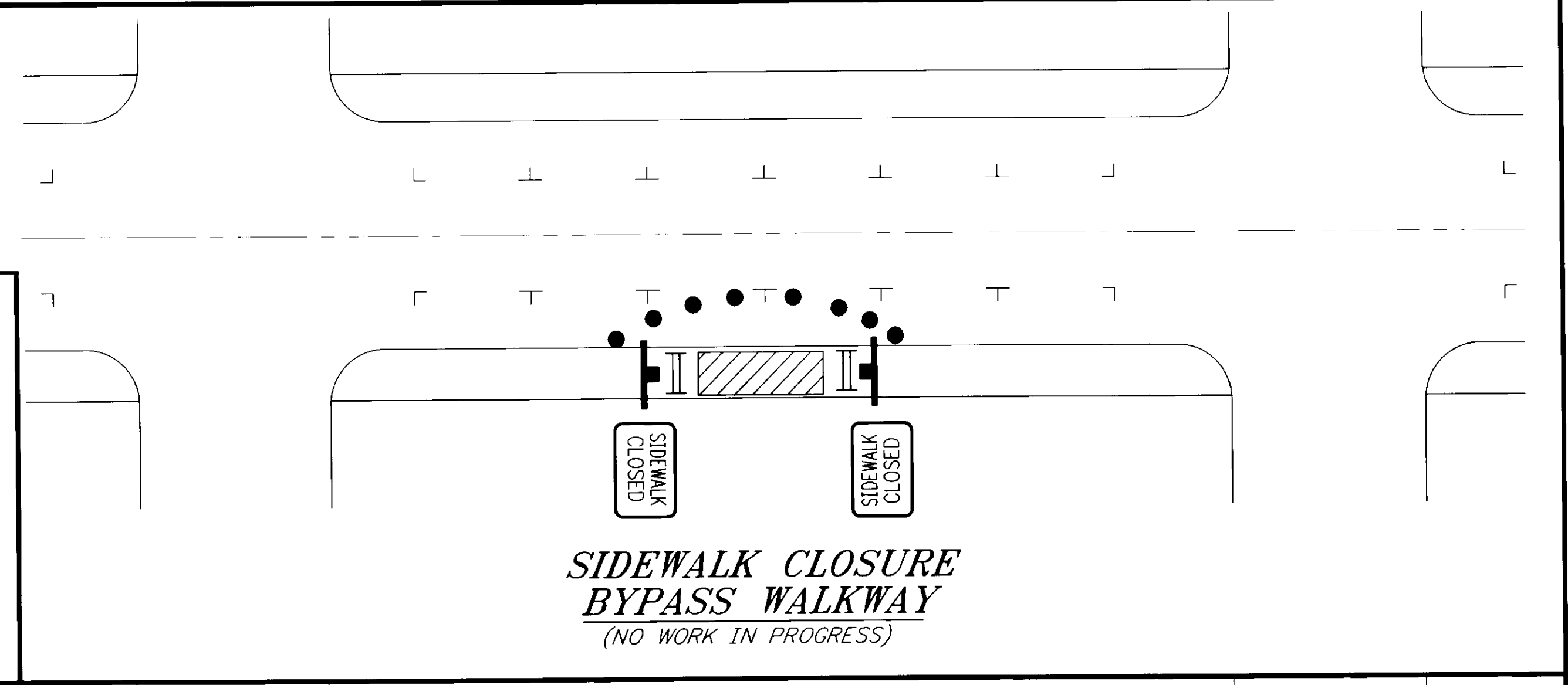
*SPECIAL SIGN "A"*  
\* *SPECIAL SIGN "B"*

**SIGN NOTES:**

- SIGNS SHALL HAVE WHITE BACKGROUND WITH BLACK LEGEND. LETTERING SHALL BE AS SHOWN ON THE PLAN.
- SPECIAL SIGN "A" IS SHOWN, SPECIAL SIGN "B" SHALL HAVE THE ARROW POINTING THE OPPOSITE DIRECTION.
- SIGNS SHALL CONFORM TO ALASKA SIGN DESIGN STANDARDS (ASDS). LETTERING SHALL BE 4" HIGH AND SERIES B.
- CONTRACTOR SHALL HAVE ENOUGH CONSTRUCTION SIGNS (INCLUDING SPECIAL SIGNS) ON HAND TO ACCOMMODATE HIS PLANNED VOLUME OF WORK.



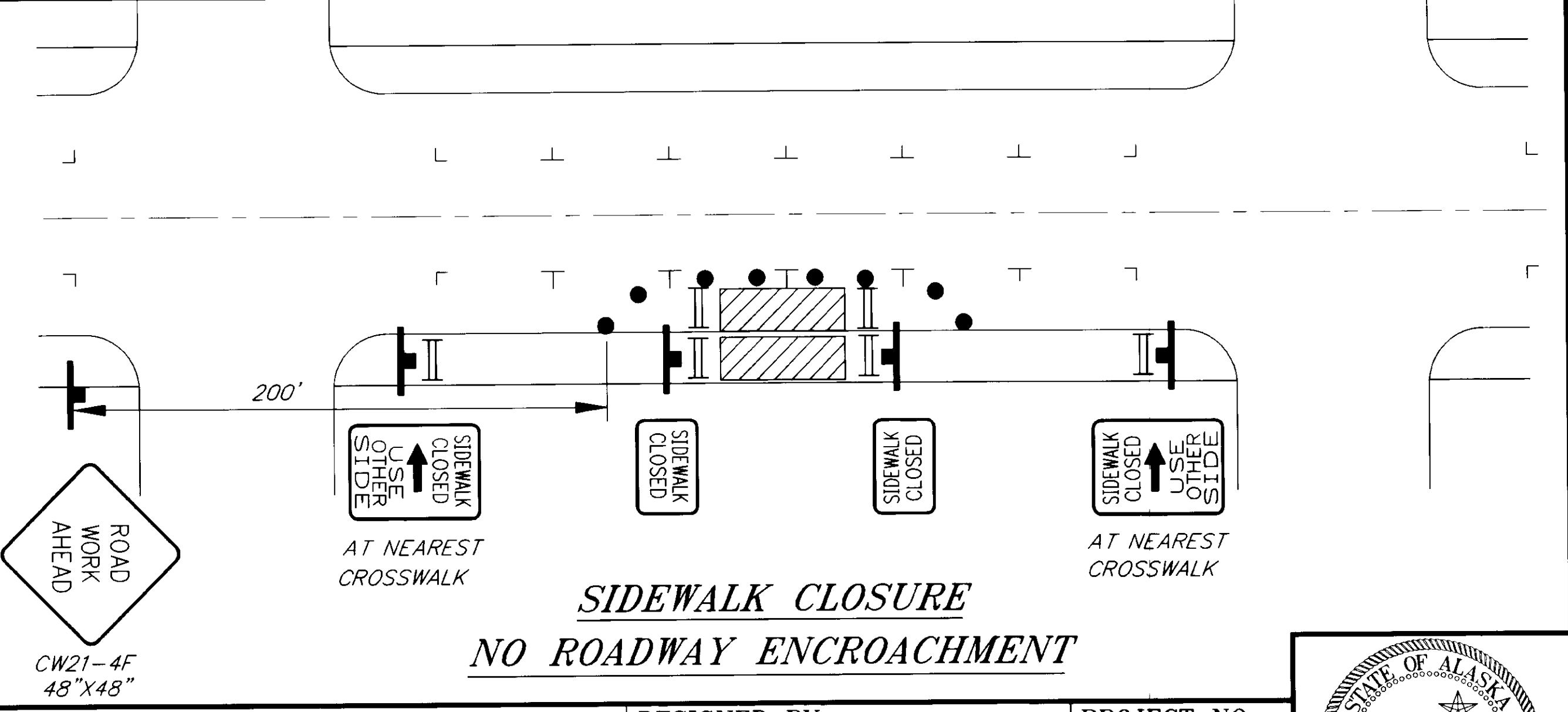
*SPECIAL SIGN "C"*



*CROSSWALK MARKING DETAIL*  
*"BAR" TYPE*

**STRIPING & PAINTING NOTES**

- ALL CROSSWALK MARKINGS SHALL BE METHYL METHACRYLATE.
- ALL CURB MARKINGS SHALL BE YELLOW PAINT. PAINT TOP AND FACE OF CURB.
- EXISTING MARKINGS SHALL BE REMOVED.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P: \SEA\72179\DR\ -TCP2		
PLOT: P: \-LIB\ -PLOT\PLOT.F.PCP(1) OR PLOT.F.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:

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

SKAGWAY  
SKAGWAY ADA IMPROVEMENTS  
FA-097-2(13) ~ PROJECT NO. 72179  
ALASKA  
**TRAFFIC CONTROL PLAN**  
**STRIPING & SPECIAL SIGN DETAILS**

DESIGNED BY: J. ALHGREN	PROJECT NO. 72179
DRAWN BY: CSA/K. SNYDER	DATE: OCT. 1997
CHECKED BY: J. ALHGREN	SHEET 11 OF 11

