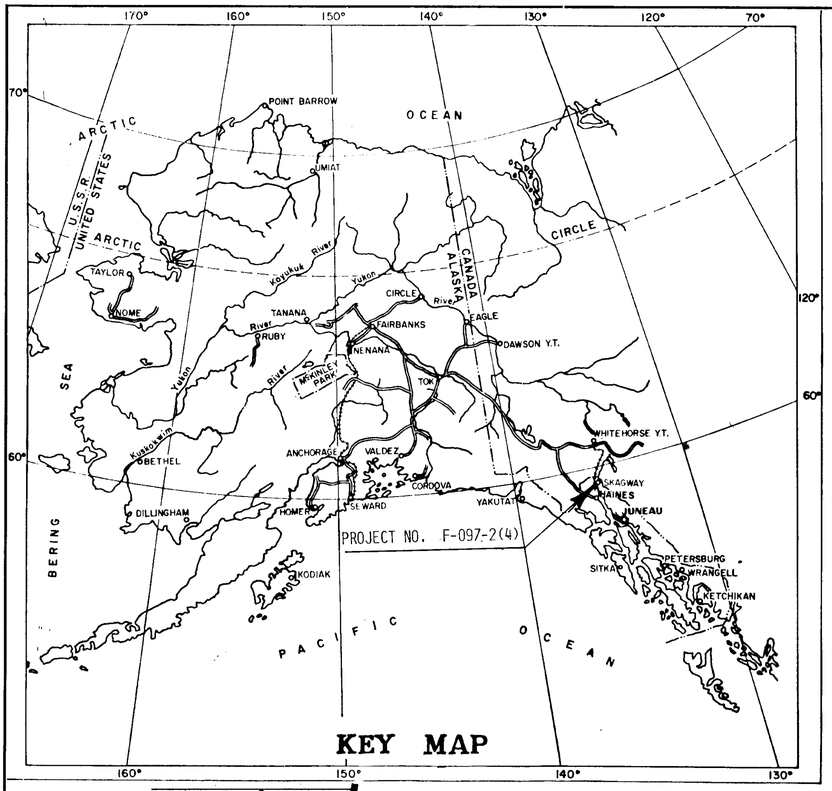
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	1	33

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
F-097-2 (4)-(A-38402) & F-097-2(8)
KLONDIKE HIGHWAY~SANITORIUM ROAD to CANADIAN BORDER
GRADING AND SURFACING,



KEY MAP

PROJECT SUMMARY

WIDTH OF SUBGRADE: NOMINAL 28' VARIES 28' TO 32'±

LENGTH OF SURFACING: 61,925.80 = 11,729 MI.

LENGTH OF PROJECT = 11,925.80 = 11.729

DESIGN SPEED: 40 M.P.H. VS. 50 M.P.H. FOR RURAL ARTERIAL

HORIZONTAL ALIGNMENT: P.I. STA. 200+03, 1107+84-1112+28, 1126+2, 1383+63-1396+79, 1415+18-1430+00, 1497+85-1503+61

INADEQUATE S.S. DIST.

ON HORIZONTAL CURVES: P.I. STA. 183+89, 203+03, 224+61, 231+16, 260_00-280+00, 1092+95, 1030+00, 1133+00, 1294+63, 1383+63, 1392+75, 1425+84, 1457+18, 1490+00-1486+00, 1534+00, 1539+00 & 1150+00

INADEQUATE S.S.DIST.

ON VERTICAL CURVES: V.P.I. 1583+00

INADEQUATE CLEAR ZONE BETWEEN EXISTING BACKSLOPE & EDGE T.W. 8.6 MILES ±

EXCEPTIONS APPROVED

DIRECTOR OF DESIGN & CONSTRUCTION 12/14/84 & FHWA 12/20/84

DESIGN DESIGNATION

SANITORIUM ROAD TO CANADIAN BORDER

ADT 1983 = 187

ADT 2004 = 289

DHV 12% = 35

D = 60-40

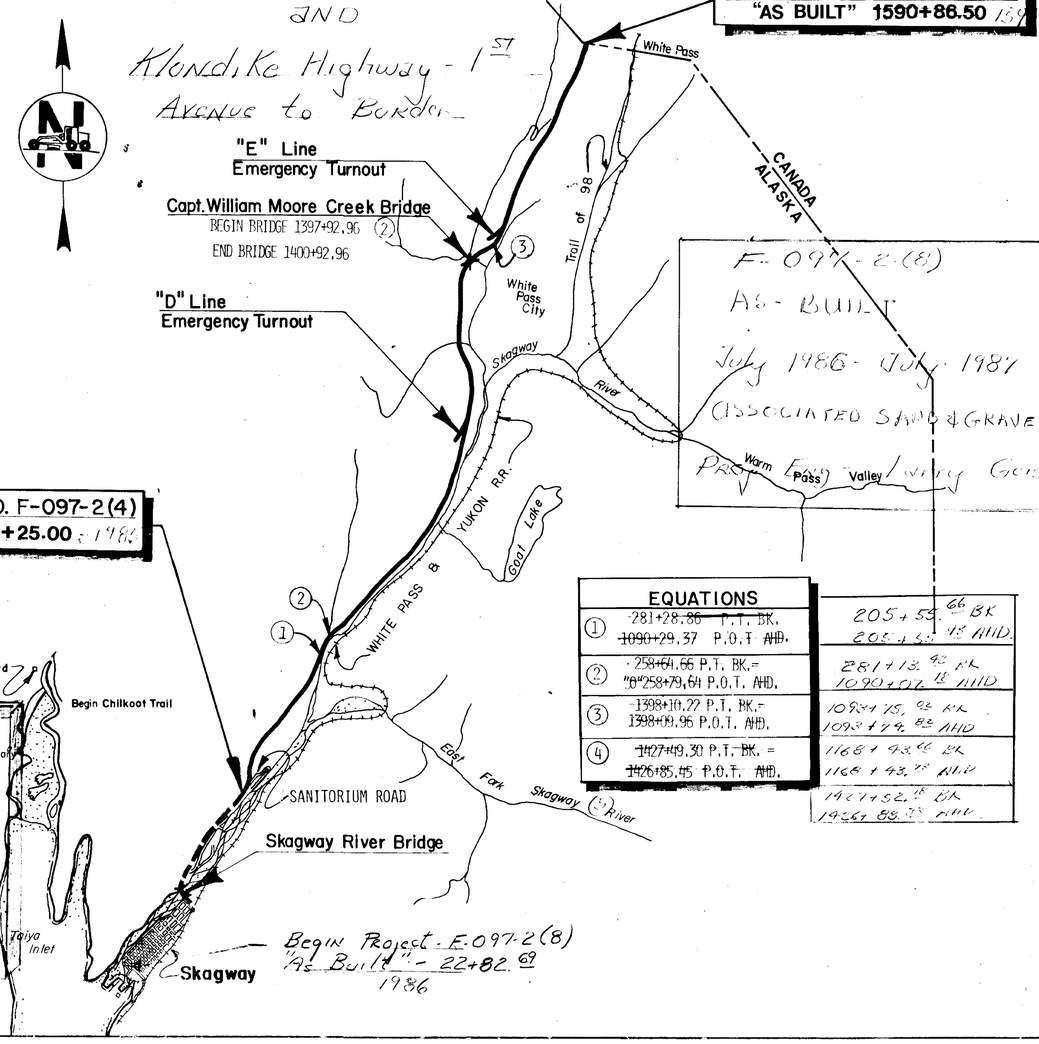
%T = 6%

V = 40 MPH

END PROJECT NO.F-097-2(4) "AS BUILT" 1590+86.50 (15) +00 & F-097-2(8) 5A

AND

Klondike Highway - 1ST Avenue to Border



EQUATIONS		
①	~~281+28.86~~ P.T. BK. = ~~1090+29.37~~ P.O.T. AHD.	205+53.66 BK = 205+53.43 AHD.
②	~~258+64.66~~ P.T. BK. = "B" 258+79.64 P.O.T. AHD.	281+13.92 BK = 1090+06.18 AHD
③	~~1398+10.27~~ P.T. BK. = ~~1398+09.96~~ P.O.T. AHD.	1094+15.92 BK = 1093+79.83 AHD
④	~~1427+19.30~~ P.T. BK. = ~~1426+85.45~~ P.O.T. AHD.	1168+93.66 BK = 1168+93.39 AHD
		1927+52.15 BK = 1926+88.35 AHD

INDEX OF SHEETS

THE FOLLOWING STANDARD DRAWINGS ARE INCLUDED IN THIS PROJECT

A-1, C-00.00 C-10.01, C-11.01 D-01.00, D-04.01, D-05.01, G-04.01W, G-14.01W, G-15.00, G-18.00, M-16.00, S-00.00 S-05.00, S-30.00, T-21.00

F-097-2(8) AS-BUILT July 1986 - July 1987 ASSOCIATED SAND & GRAVEL

F-097-2(4) AS-BUILT June 1985 - May 1986 SELEY INC May Eng. - Living Gone

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
APPROVED BY: Wallace K. Williams, CHIEF Southeast Design
DATE: 2/21/85

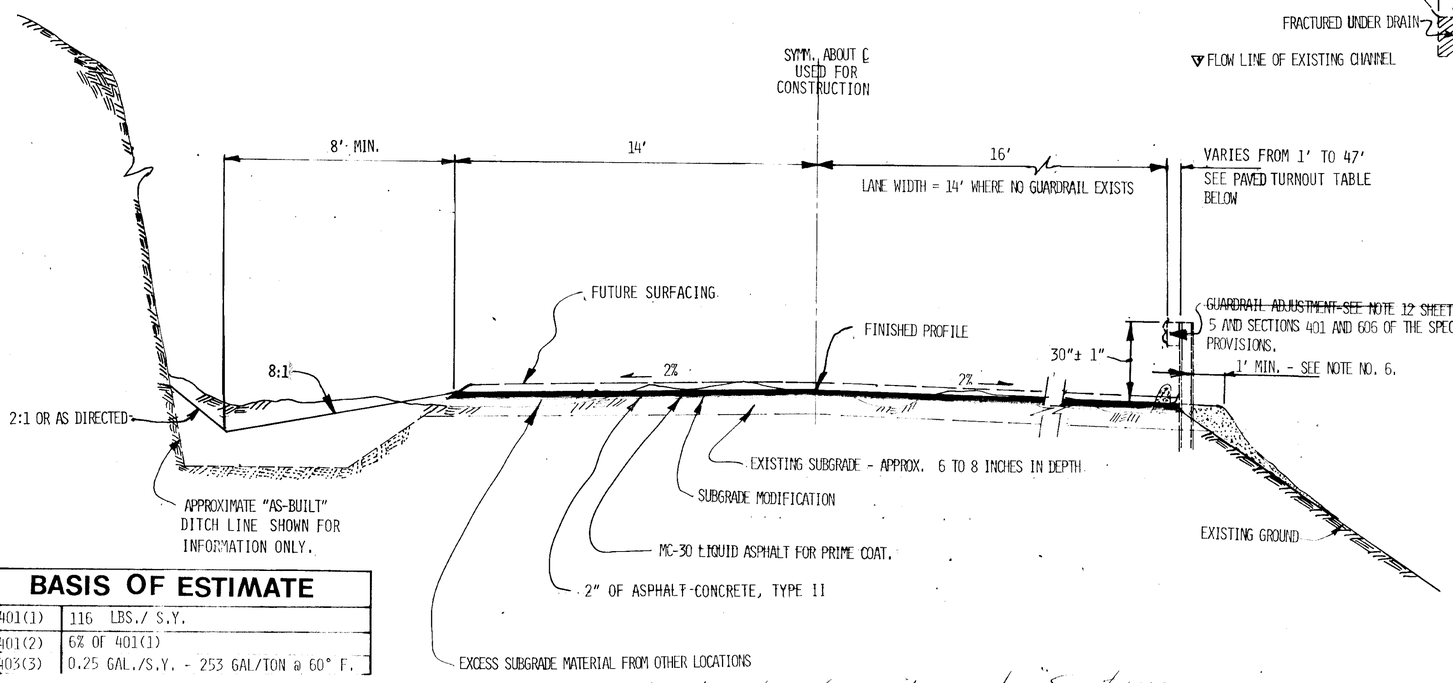
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
APPROVED BY: _____, DIRECTOR Southeast Region Design and Construction
DATE: _____

STATE OF ALASKA 49TH — Wm. L. BAUMGARTNER NO. 1597-E REGISTERED PROFESSIONAL ENGINEER

Plans of the 1985 paving, base course project and the 1986 overlay project. It was compiled to include all relevant, typical roadway dimensions on one set of plans. Remarked and Vertical Movement 1 to 3" Under Passings. In case of conflict 1986 details govern over 1985.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-097-2(4)	1984	2	33

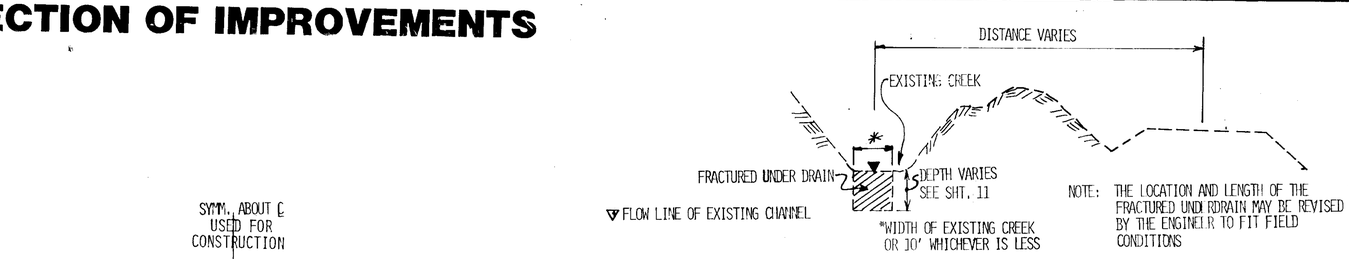
TYPICAL SECTION OF IMPROVEMENTS



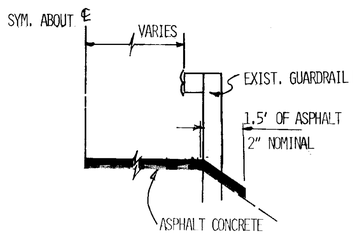
See Sheet 2A for Typical Sections

BASIS OF ESTIMATE

401(1)	116 LBS./ S.Y.
401(2)	6% OF 401(1)
403(3)	0.25 GAL./S.Y. - 253 GAL/TON @ 60° F.



TYPICAL SECTION
FRACTURED UNDERDRAIN
STA. 194+50 TO STA. 199+70 ±



INSTALL FROM
STA. 1395+92 TO STA. 1397+92 LT.
STA. 1400+92 TO STA. 1402+92, RT.
STA. 1419+00 TO STA. 1421+00, RT. &
STA. 1423+50 TO STA. 1425+00 RT.

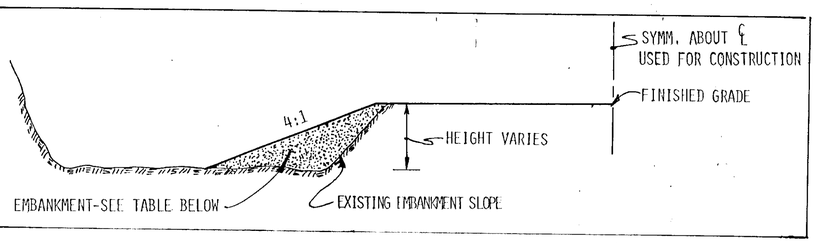
1. AREAS OF PAVING SHALL BE AS SHOWN ABOVE OR AS DIRECTED.
2. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 401(1&2)

EROSION DETAIL

GENERAL NOTES

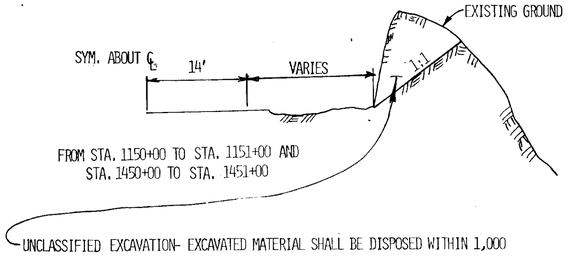
1. THE STATIONING CURVE DATA, AND EXISTING MONUMENTS SHOWN IN THIS PLAN ASSEMBLY ARE "AS-BUILT" AND ORIGINATED FROM "AS-BUILT" PROJECT NUMBERS RF-097-2(5), 22 ND. AVENUE TO SANITORIUM ROAD, DATED 1983, S 0999(6) SKAGWAY TO CARCROSS HIGHWAY, DATED 1966, AND ALS-0999(12), SKAGWAY TO THE CANADIAN BORDER, DATED 1974. THE STATE OFFERS NO GUARANTEE AS TO THE ACCURACY OF THE ELEVATIONS, STATIONS, BEARINGS, DISTANCES, CURVE DATA, OR LOCATIONS OF EXISTING MONUMENTS: THESE ITEMS ARE PROVIDED TO THE CONTRACTOR FOR HIS GENERAL INFORMATION AND USE IN DEVELOPING THE CONTROL ALIGNMENTS, Red line changes have been done to set curves according to finished line only. Roadway grades shown are theoretical only. Actual grades will vary.
2. THE HORIZONTAL AND VERTICAL ALIGNMENTS ARE TO BE ASBUILT AND DEVELOPED BY THE CONTRACTOR. SEE SECTION 114 OF THE SPECIAL PROVISIONS. THESE ALIGNMENTS ARE TO BE DEVELOPED BY BEST FITTING THE "ASBUILT" DATA AND THE OTHER DETAILS SHOWN IN THE ACCOMPANYING PLANS TO THE EXISTING ROADWAY PRISM.
3. ~~ALL SUPERELEVATION IS TO BE INSTALLED BY ROTATING THE SUPERELEVATION ABOUT THE INSIDE SHOULDER. RATES OF SUPERELEVATION AND BEGIN/END STATIONS FOR SUPERELEVATION TRANSITIONS ARE SHOWN ON THE PLAN AND PROFILE SHEETS.~~ Method of rotation varies to meet field conditions
4. PLACEMENT OF PRIME COAT OR ASPHALT MATERIAL SHALL NOT BEGIN UNTIL THE ENGINEER HAS APPROVED THE RESHAPED/MODIFIED SUBGRADE. APPROVAL OF THE RESHAPED SUBGRADE SHALL NOT BE GRANTED UNTIL THE CONTRACTOR HAS BLUE TOPPED THE EXISTING SUBGRADE AND RESHAPED THE EXISTING SUBGRADE (SUBGRADE MODIFICATION).

B.O.P. STA. 163+25.00 to E.O.P. STA. 1590+86.5



EMBANKMENT AREAS			
STA. TO STA.	LT.	RT.	APPROXIMATE C.Y OF EMBANKMENT
1225+00 TO 1238+00	✓		3,500
1250+00 TO 1255+00	✓		225
1335+00 TO 1344+00	✓		400
1381+00 TO 1387+00	✓		300
1488+10 TO 1489+60	✓		600
LOCATIONS VARIES-SEE SHT. FOR DETAILS AND PLAN AND PROFILE SHEETS FOR LOCATIONS	8	6	280
GUARDRAIL FLAIR 200+10 TO 201+25	✓		200
GUARDRAIL FLAIR 241+10 TO 241+50		✓	200
GUARDRAIL FLAIR 243+10 TO 243+50	✓		100

PAVED TURNOUT TABLE				
STA. TO STA.	LT.	RT.	APPROX. WIDTH	REMARKS
245+00 TO 245+75	✓		25'	BLACK LAKE TURNOUT
250+50 TO 255+00	✓		15'	BLACK LAKE TURNOUT
264+50 TO 271+00		✓	VARIES	TURNOUT WIDTH VARIES FROM 0 TO 22 FEET
1098+00 TO 1100+00		✓	VARIES	0 TO 10 FEET
1101+50 TO 1100+00		✓	VARIES	0 TO 42 FEET
1124+50 TO 1128+10		✓	VARIES	0 TO 47 FEET
1136+75 TO 1139+50	✓		VARIES	0 TO 36 FEET
1202+00 TO 1209+00		✓	VARIES	0 TO 19 FEET
1209+50 TO 1215+00		✓	VARIES	0 TO 20 FEET
1242+50 TO 1246+60		✓	VARIES	0 TO 45 FEET
1263+50 TO 1268+00		✓	VARIES	0 TO 20 FEET
1272+00 TO 1281+50		✓	VARIES	0 TO 16 FEET
1291+35 TO 1298+00		✓	VARIES	0 TO 42 FEET
LOWER ESCAPE RAMP	✓		VARIES	SEE SHT. 20
1418+50 TO 1426+50		✓	VARIES	0 TO 82 FEET ℄ 0 TO 46 FEET
UPPER ESCAPE RAMP	✓		VARIES	SEE SHT. 25
1497+50 TO 1500+00	✓		VARIES	0 TO 20 FEET
1564+50 TO 1568+90	✓		VARIES	0 TO 40 FEET
1576+40 TO 1581+50	✓		VARIES	0 TO 30 FEET



UNCLASSIFIED EXCAVATION- EXCAVATED MATERIAL SHALL BE DISPOSED WITHIN 1,000 FEET ± OF THE CENTER OF THE CUT, PRODUCTION BLAST HOLES REQUIRED FOR THE EXCAVATION OF THIS MATERIAL SHALL BE DRILLED FROM THE TOP OF THE CUT, HORIZONTAL LIFTERS SHALL NOT BE USED, AND LOCATION(S) MAY BE VARIED BY THE ENGINEER

STATE OF ALASKA 49TH
Wm. L. BAUMGARTNER NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

5. THE CONTRACTOR SHALL CLEAN ALL DITCHES AS DETAILED ON THE TYPICAL SECTION. THIS WORK ALSO INCLUDES THE REMOVAL OF ANY BOULDERS FROM THE EXISTING DITCH LINE(S) AS DIRECTED, THE CONSTRUCTION OF ANY SPECIAL DITCH REQUIRED, AND ALL ENGINEERING AND STAKING REQUIRED FOR INSTALLATION OF SPECIAL DITCH(S) SHALL BE PAID FOR AS EXTRA WORK UNDER ITEMS 114(7) & 203(3)
6. DISPOSAL AREA FOR SPOIL FROM DITCH CLEANING OR EXCESS SUBGRADE MODIFICATION. LOCATIONS, PERCENT OF COMPACTION, AND SLOPES SHALL BE AS DIRECTED IN LOCATING DISPOSAL AREA(S). THE PROPOSED GUARDRAIL LOCATIONS SHALL HAVE FIRST PRIORITY. PROPOSED GUARDRAIL LOCATIONS HAVE PRIORITY SO THAT THE EXISTING ROADBED IS SHIFTED INTO TO 2 FEET LEFT, OR THE EXISTING EMBANKMENT IS WIDENED AND THE GUARDRAIL INSTALLED AS DETAILED ON THIS SHEET. PAYMENT FOR THIS WORK IS SUBSIDIARY OBLIGATION UNDER ITEM 302.
7. PAINTED PAVEMENT MARKINGS ARE REQUIRED ON THIS PROJECT FROM THE B.O.P. TO THE E.O.P. A DOUBLE YELLOW CENTERLINE AND WHITE EDGE LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE PAVED SHOULDER DETAIL SHOWN ON STANDARD DRAWING T-21.00, SECTION 670 OF THE STANDARD SPECIFICATIONS AND SECTION 670 AND 708 OF THE SPECIAL PROVISIONS. TEMPORARY PAVEMENT MARKINGS MAY BE REQUIRED, SEE SHEET 5 FOR DETAILS.
8. THE CONTRACTOR'S ATTENTION IS CALLED TO THE LAST TWO PARAGRAPHS IN SUBSECTION 108-1.05 OF THE STANDARD SPECIFICATIONS.

ESTIMATE OF QUANTITIES

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	3	33

ITEM No.	ITEM	UNIT	SHEET NUMBERS 10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Total
110(2)	Mobilization & Demobilization	L.S.																									All Re
111(1)	Temporary Erosion & Pollution Control	L.S.																									All Re
112(1)	Training Program in accord. w/FHWA Order, Interim 7.2(2)	L.S.																									All Re
113(1)	Flagging	M.H.																									1800
114(1)	Const. Engineering & staking by the contractor	L.S.																									All Re
115(1)	Traffic Maintenance	LS							Estimated Quantity of Construction Signs 300 S.F.																		All Re
116(7)	Engineering Facilities	L.S.																									
116(8)	Contractor Furnished Vehicles	E.a.																									All Re
203(3)	Unclassified Excavation	C.Y.							2,205												2,200						2
203(8)	Embankment	C.Y.M		540	60							3,500	225			400		340	60			620		60			4,40
203(9)	Fractured Underdrain	S.Y.		380																							5,80
301(1)	Crushed Aggregate Base Course	TON	200	100	100	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	2,60
402(3)	Processing for Subgrade Modifications	Sta.	28.25	31.50	32.00	26.29	27.70	24.00	22.95	25.30	25.55	24.55	26.58	25.24	23.75	28.95	28.77	20.07	16.36	27.37	29.77	26.72	29.15	24.52	21.66	19.30	616.
401(1)	Asphalt Concrete, Type II	TON	106	1,229	1,378	1,134	1,200	1,130	896	982	1,175	965	1,218	1,108	1,160	1,333	1,116	782	675	1,479	1,411	1,012	1,162	944	948	849	26,39
401(2)	Asphalt Cement (AC-5)	TON	66.33	73.18	82.68	68.03	72.04	67.76	53.77	58.91	70.51	57.86	73.10	66.50	69.61	79.91	66.95	46.92	40.51	88.76	84.65	60.95	69.72	56.62	56.88	50.94	1,583
403(2)	MC-30 Liquid Asphalt for Prime Coat	TON	9.4	10.4	11.7	9.6	10.2	9.6	7.6	8.3	10.0	8.2	10.4	9.4	9.9	11.3	9.5	6.6	5.7	12.6	12.0	8.6	9.9	8.0	8.0	7.2	224.
603(22A)	18 Inch Pipe	L.F.		200				150.0										100.0			150	50		150			800
603(22B)	24 Inch Pipe	L.F.															50.0										50.
606(1)	Beam type Guardrail, Type 1 post (wood post only)	L.F.	125.0	687.5	1350.0	1000.0		250.0										87.5	737.5	275.0	237.5	875.0		187.5			3473
606(5)	Remove & Dispose of Guardrail	L.F.	75.0	150.0	62.5	25.0		37.5											125.0	50.0	75.0			62.5			66.
606(6)	End Anchorages	Ea.	2	5	6	1	1	4	1			1					1	2	3		5	2		4		2	40.
606(8)	Installation of posts (Inst of new post + blocks on 12'6" Center + between exist. posts @ 12'6" Centers	Ea.	109	30		108	7																				254
606(9)	Guardrail Adjustments	L.F.	200	637.5		1,600	2,005	1,960	1,603	1,946	2,532	2,573	2,900	2,824	2,544	2,404	2,895	2,875	1,614	1,516	2,300	1,195	1,768	2,318	2,485	2,295	46,95
614(1)	Survey Monuments	Ea.	6	1	2	3		1	1		2		2			4	1	1	1	1	2		2			3	33
614(2)	Monument Cases	Ea.	6	1	2	3		1	1		2		2			4	1	1	1	1	2		2			3	33
615(1)	Standard Signs	S.F.		27	1		14	39	1	1				1		1	1	26		27	26	14	13	1		1	194
670(1)	Painted Traffic Markings	L.S.							Estimated Quantity of Yellow Paint - 22,500 S.F. ~ White Paint - 42,000 S.F.																		All Re

60' OF 17'-0"x8'-10" PIPE ARCH REQUIRED IF CONTRACTOR ELECTS TO USE STATE FURNISHED MATERIAL SITE. PAYMENT IS INCIDENTAL TO OTHER ITEMS OF WORK. NOT INSTALLED ON THIS PROJECT

Quantity totals for the pipe have not been entered for the individual projects

STATE OF ALASKA 49TH
DATE
Wm L BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	1-097-2(4)	1985	4	33

GUARDRAIL SUMMARY

Approximate Only

FROM STATION	TO STATION	OFFSET ⑤ LEFT	OFFSET ⑤ RIGHT	REMOVE DISPOSE	INSTALL	END SECT	REMARKS ② & ③
166+50	172+50		✓				INSTALL 49 NEW INTERMEDIATE POSTS/BLOCKS @ 12'-6" C.C. ①
172+75	173+50		✓	25.0	75.0	1	REMOVE EXISTING END SECTION
183+25	183+75		✓	50.0	50.0	1	REMOVE EXISTING END SECTION 2-12.5' PANELS
183+75	195+25		✓				INSTALL 90 NEW INTERMEDIATE POST/BLOCKS @ 12'-6" C. C. ①
193+50	194+50	✓			100.00	2	ANCHOR BOTH ENDS TO ROCK USING TERMINAL END & CONCRETE ANCHORS SHOWN ON STANDARD DRAWING G-15.00 ④
194+90	195+50		✓	25.0	62.5	1	REMOVE EXISTING END SECTION
200+00	201+25	✓		125.0	125.0	2	REMOVE EXISTING RAIL AND END SECTIONS ④
236+00			✓		550.	2	
243+00	244+50	✓			150.0	2	
245+75	251+00	✓		37.5	625.0	2	REMOVE 3 PANELS AT 251+00 LT. INSTALL NEW GUARDRAIL AND END SECTIONS, MATCH END OF EXISTING GUARDRAIL
254+50	255+00	✓		25.0	25.0		
261+00	270+00		✓	25.0	1000.0	1	TIE TO EXISTING RAIL AT 270+00
270+00	1100+74±		✓				INSTALL 115 NEW INTERMEDIATE POST/BLOCKS @ 12'-6" C.C. ①
1107+00			✓			1	INSTALL NEW TERMINAL END ASSEMBLY ONLY
1124+00	1125+25	✓			125'	2	ANCHOR 1125 END TO ROCK.-SEE STANDARD DRAWING G-15.00
1129+62.5	1130+87.5	✓		37.5	125	1	④
1158+10			✓			1	INSTALL NEW TERMINAL END ASSEMBLY
1235+00		✓				1	INSTALL NEW TERMINAL END ASSEMBLY
1373+50			✓			1	INSTALL NEW TERMINAL END ASSEMBLY
1387+00	1388+00	✓			87.5	2	ANCHOR BOTH ENDS TO ROCK. SEE STANDARD DRAWING G-15.00 ④
1395+00		✓				1	INSTALL TERMINAL END ASSEMBLY ONLY
1402+42	1403+42		✓	12.5	100	1	INSTALL NEW GUARDRAIL AND END SECTION
1402+92	1404+00	✓		75.0	175	0	INSTALL NEW GUARD RAIL MATCH TO EXISTING
1408+25	1412+50		✓	37.5	462.5	1	
1416+90		✓				1	INSTALL NEW TERMINAL END ASSEMBLY ONLY
1431+15	1433+90		✓	50.0	275.0	0	NO END SECTION REQUIRED
1447+50			✓			1	INSTALL NEW TERMINAL END ASSEMBLY ONLY
1460+00		✓				1	INSTALL NEW TERMINAL END ASSEMBLY ONLY
1461+12	1462+62		✓	62.5	150.0	1	MATCH TO EXISTING GUARDRAIL ④
1463+00	1463+50	✓		12.5	50	1	④
1465+10	1465+18		✓		37.5	1	④
1484+00	1492+75		✓		875	1	MATCH TO EXISTING GUARDRAIL ④
1490+00		✓				1	INSTALL NEW TERMINAL END ASSEMBLY ONLY
1531+13	1531+75		✓	62.5	62.5	1	④
1534+35						1	INSTALL TERMINAL END ASSEMBLY ONLY
1536+00	1537+00		✓		125.0	2	INSTALL NEW GUARDRAIL AND END SECTION ④
1581+10		✓				1	INSTALL NEW END SECTION
1588+75		✓				1	INSTALL NEW END SECTION (DIAPHRAGM, CABLES, ETC.)

① INSTALL INTERMEDIATE POSTS AND BLOCK-SEE SECTION 606 OF THE SPECIAL PROVISIONS.

② ALL POST AND BLOCKS REQUIRED SHALL BE TYPE I WOOD POSTS.

③ THE CONTRACTOR SHOULD ANTICIPATE THE POSSIBLE PRESENCE OF A COARSE ROCK EMBANKMENT AND BEDROCK WITHIN THE DRIVING LIMITS OF POSTS.

④ INSTALL EMBANKMENT FOR GUARDRAIL FLAIRS AS DETAILED ON SHT. NO. 12.

⑤ OFFSET TO FACE OF RAIL SHALL BE 16 FEET UNLESS OTHERWISE DIRECTED.

MONUMENT SUMMARY

STATION	POINT	MONUMENT & CASE B.O.P.
163+88.78	P.C.	✓ ①
167+88.79	P.T.	✓
174+45.48	P.C.	✓
177+07.98	P.T.	✓
181+78.85	P.C.	✓
185+97.60	P.T.	✓
192+50.96	P.C.	✓
241+64.57	P.T.	✓
247+76.10	P.C.	✓
272+97.38	P.T.	✓
278+74.88	P.C.	✓
281+28.85	P.T. Bk. =	✓
1090+29.37	P.O.T. Ahd.	
1138+52.97	P.T.	✓
1150+89.76	P.C.	✓
1194+35.47	P.I.	✓
1203+11.92	P.C.	✓
1241+19.41	P.I.	✓
1257+09.36	P.C.	✓
1320+94.16	P.I.	✓
1327+35.22	P.I.	✓
"D" 9+60.41 LT.		✓
"D" 9+98.67 P.I. RT.		✓
1336+00	P.O.T.	✓
1365+00.00	P.I.	✓
1375+75.93	P.O.T.	✓
1401+13.61	P.C.	✓
1427+49.30	P.T. Bk. =	✓
1426+85.45	P.O.T. Ahd.	✓
"O" 1449+07.19	P.O.T. =	✓
"E" 0+99.00 P.C.	13.70 LT.	✓
1464+50.13	P.T.	✓
1511+53.82	P.I.	✓
1525+36.83	P.C.	✓
1577+83.74	P.T.	✓
1585+53.57	P.C.	✓
1590+86.50	E.O.P.	✓

See Sheet 9A for Continued Monument Schedule

MONUMENT NOTES:

① EACH MONUMENT CASE SHALL BE SET IN A 9"X9"X9" BLOCK OF CONCRETE. THE LID OF THE CASE SHALL BE SET 1/2 INCH BELOW THE FINISHED SURFACE.

STANDARD SIGNING SCHEDULE

NO.	STATION	DIST. FROM ℄ LT.	DIST. FROM ℄ RT.	CODE NO.	LEGEND	SIGN PANEL THICKNESS SIZE	SIGN PANEL THICKNESS UNFRAMED	SIGN PANEL THICKNESS FRAMED	AREA S.F.	POST NO. OF POSTS	POST TYPE	POST SIZE	POST LENGTH	POST EMBEDMENT	FACING TRAFFIC	REMARKS
Sht 11	1931+25		✓	M10-2	Mile 3	28"x12"			1.0	1	TUBE	2"	13'	3'	NB/SB	mount signs back to back
12	2961+65		✓		" 4											
14	1101+05		✓		" 5											
16	1161+25		✓		" 6											
19	1214+65		✓		" 7											
21	1269+45		✓		" 8											
23	1320+25		✓		" 9											
24	1393+05		✓		" 10											
27	1426+58		✓		" 11											
29	1498+74		✓		" 12											
31	1534+54		✓		" 13											
33	1584+34		✓		" 14											
	1954+15		20	W1-2R	↱	36x36			9.0							mount on exist. Post and in same direct as existing
	1954+15		20	W13-1	30 mph ↰	24x24			4.0							
	2044+50	21		W1-2L		36x36			9.0							
	2044+50	21		W13-1	30 mph	24x24			4.0							
	1111+00		18	W1-5R	↰	36x36			9.0							
	1111+00		18	W13-1	30 mph ↱	24x24			4.0							
	1181+00	18		W1-5R		36x36			9.0							
	1191+00	18		W13-1	30 mph	24x24			4.0							
	1191+10		18	W1-1R	↱	36x36			9.0							
	1191+10		18	W13-1	30 mph ↰	24x24			4.0							
	1126+50	16		W1-1R		36x36			9.0							
	1126+50	16		W13-1	30 mph	24x24			4.0							
	1379+80		18	W1-4L	↰	36x36			9.0							
	1379+80		18	W13-1	30 mph ↱	24x24			4.0							
	1391+60	18		W1-4L		36x36			9.0							
	1391+60	18		W13-1	30 mph	24x24			4.0							
	1413+10		18	W1-4L	↱	36x36			9.0							
	1413+10		18	W13-1	30 mph ↰	24x24			4.0							
	1429+00	18		W1-4L		36x36			9.0							
	1429+00	18		W13-1	30 mph	24x24			4.0							
	1454+00		16	W1-4L	↰	36x36			9.0							
	1454+00		16	W13-1	35 mph ↱	24x24			4.0							
	1465+50	16		W1-4L		36x36			9.0							
	1465+50	16		W13-1	35 mph	24x24			4.0							
	1470+50		17	W1-5R	↱	36x36			9.0							
	1470+50		17	W13-1	35 mph ↰	24x24			4.0							
	1503+60	18		W1-4L		36x36			9.0							
	1503+60	18		W13-1	35 mph	24x24			4.0							

STATE OF ALASKA 49TH
Wm. L. BAUMGARTNER
NO. 15574
REGISTERED PROFESSIONAL ENGINEER

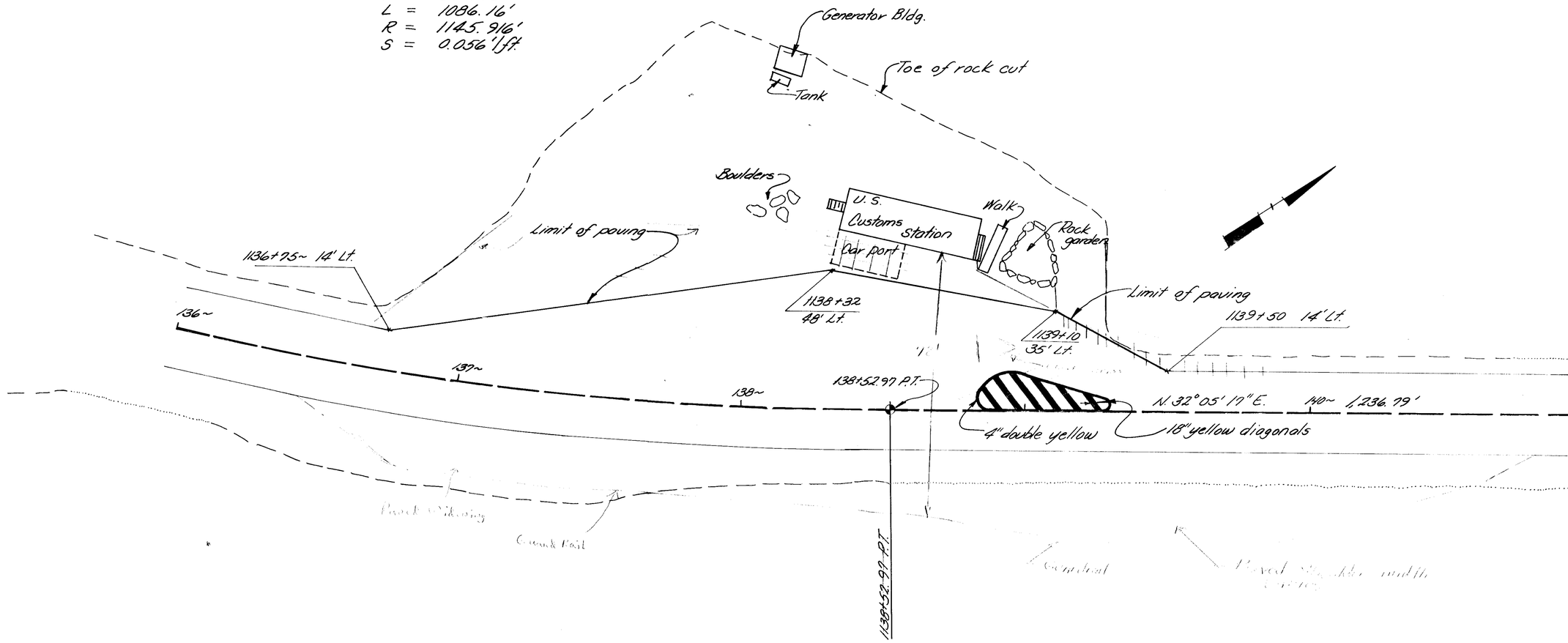
GENERAL SIGNING NOTES

1. SIGN LOCATIONS & POST LENGTHS ARE APPROXIMATE ONLY & ARE SUBJECT TO MINOR REVISIONS.
2. ALL SIGN POSTS SHALL BE SQUARE TELESCOPING PERFORATED GALVANIZED STEEL POSTS THE 2" SIZE SHALL BE USED ABOVE GROUND & THE 2 1/4" SIZE SHALL BE USED BELOW GROUND FOR THE SLEEVE.
3. ALL SIGN POSTS SHALL BE INSTALLED WITH THE SLEEVE TYPE EMBEDMENT AS PER STANDARD DRAWING S-30.12 EXCEPT THAT THE 2 1/4" 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-30.00.
5. THIS WORK SHALL ALSO CONSIST OF THE REMOVAL AND INSTALLATION OF NEW SIGN PANELS, THE REMOVAL AND REINSTALLATION OF EXISTING SIGNS THAT ARE OBSTRUCTING CONSTRUCTION, AND THE DELIVERY OF EXISTING SIGNS TO BE REPLACED, TO THE SKAGWAY MAINTENANCE STATION. ALL OF THE ABOVE WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 615(1) "STANDARD SIGNS".

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	F-097-2(4)	1985	6

U.S. CUSTOMS STATION
-DETAILS-

"As-Built" Curve Data
Δ = 54° 18' 29"
D = 5° Lt.
T = 587.76'
L = 1086.16'
R = 1145.916'
S = 0.056'/ft.

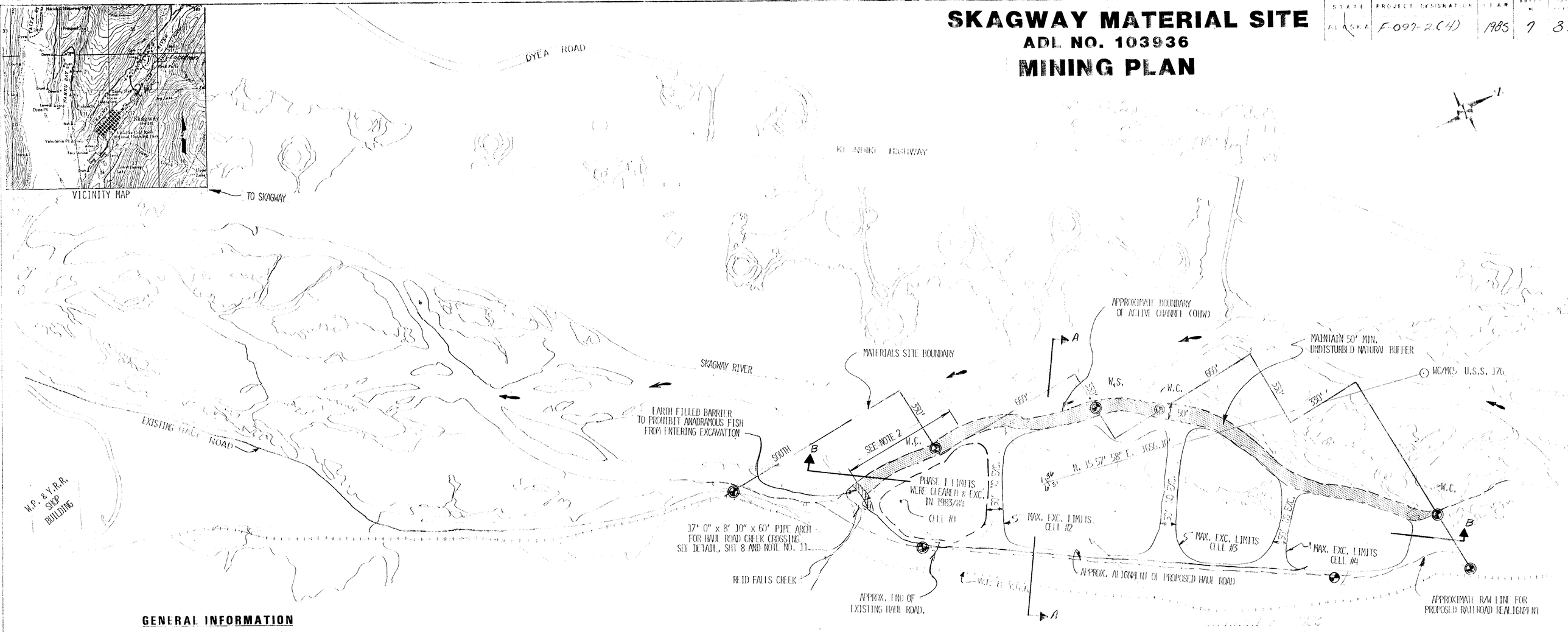


STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

K&E

STATE	PROJECT DESIGNATION	YEAR	SHT	
ALASKA	F-097-2(4)	1985	7	8

SKAGWAY MATERIAL SITE
ADL NO. 103936
MINING PLAN



GENERAL INFORMATION

DOMINANT MATERIAL: GREY, SANDY GRAVEL - A-1-a, N.F.S., WITH BOULDERS (MAX. SIZE SEEN 26")

SITE LOCATION: WITHIN T-27S., R.60E., C.R.M., UNSURVEYED SECTION 31, T-28S., R-59E., C.R.M., UNSURVEYED SECTION 1 AND T-28S., R-60E., C.R.M. UNSURVEYED SECTION 6.

OWNER: STATE OF ALASKA, DIVISION OF LAND AND WATER MANAGEMENT (ADL 103936)

LEASEE: ALASKA DEPARTMENT OF TRANSPORTATION MAINTAINS VALID SALE CONTRACT FOR 3 YEAR PERIOD ENDING JUNE 1987.

TOTAL ACREAGE: APPROXIMATELY 80.0 TOTAL ACRES ALTHOUGH MATERIAL EXTRACTION IS LIMITED TO 53.8 (ACCORDING TO D.N.R. CONTRACT)

LOCATION AND ECOLOGY: THE SKAGWAY MATERIAL SITE IS LOCATED ON AN ABANDONED SIDE CHANNEL OF THE SKAGWAY RIVER APPROXIMATELY ONE MILE NORTH OF THE CITY OF SKAGWAY. THE LIMITS OF EXTRACTION ARE GENERALLY BOUNDED BY THE ORDINARY HIGH WATER LEVEL (ACTIVE CHANNEL) OF THE SKAGWAY RIVER ON THE WEST AND THE W.P. & Y.R.R. (PACIFIC AND ARCTIC RAILROAD) RIGHT OF WAY ON THE EAST.

THE DEPOSIT CONSISTS OF RIVER DEPOSITED SAND AND GRAVELS WITH BOULDERS. BOULDERS FROM 16" TO 26" ARE PRESENT THROUGHOUT THE SITE. MATERIAL PASSING THE #200 SCREEN ON SAMPLES TESTED RANGED FROM 1 TO 4 PERCENT.

OVERBURDEN: AVERAGE DEPTH OF ORGANIC SOIL IS APPROXIMATELY 8", BUT VARIES IN DEPTH FROM 0-12".

VEGETATION: UNDISTURBED AREAS OF THE PIT GENERALLY CONTAIN COTTONWOOD AND ALDER TREES TO A MAXIMUM DIAMETER OF 24". SCATTERED WILLOW BRUSH IS ALSO PRESENT.

WATER TABLE: DURING TIME OF INVESTIGATION (10/84) DEPTH OF WATER TABLE VARIED BETWEEN 3.0 AND 8.5'. SEASONAL FLUCTUATION OF WATER TABLE DEPTH SHOULD BE EXPECTED.

GENERAL NOTES

1. PRIOR TO BEGINNING ANY WORK WITHIN THE PIT: THE CONTRACTOR UNDER THE DIRECTION OF THE ENGINEER SHALL SURVEY, MONUMENT, AND FLAG THE PROPOSED RAILROAD RIGHT-OF-WAY, THE PIT BOUNDARY, THE HAUL ROAD, AND BUFFER ZONE.
2. THIS EXISTING EARTH FILLED BUFFER BERM SHALL BE RECONSTRUCTED TO MATCH THE BUFFER ZONE BEING LEFT BETWEEN THE ACTIVE CHANNEL AND CELL #2.
3. ORGANIC MATERIAL STRIPPED AS OVERBURDEN SHALL BE PLACED ON UNVEGETATED AREAS AS OF THE BUFFER ZONE (RECONSTRUCTED PER FIRST) ADJACENT TO AND ON TOP OF THE BUFFER ZONE TO RE-ESTABLISH VEGETATION AND PREVENT EROSION.
4. AN EARTH FILLED BARRIER OR BERM SHALL BE ESTABLISHED ADJACENT TO THE MOUTH OF REID FALLS CREEK ON THE NORTH BANK TO PROHIBIT ANADRAMOUS FISH FROM ENTERING THE PIT.
5. USABLE FIREWOOD CLEARED FROM THE PIT AREA SHALL BE MADE AVAILABLE TO THE PUBLIC. OTHER CLEARED MATERIAL SHALL BE DISPOSED OF (BURNED) WITHIN EXCAVATION BOUNDARIES.
6. A 50' MINIMUM BUFFER ZONE OF UNDISTURBED MATERIAL PARALLELING THE ACTIVE CHANNEL SHALL BE LEFT IN PLACE TO SEGREGATE THE RIVER FROM THE WORKING AREA AND PROHIBIT THE ENTRANCE OF ANADROMOUS FISH INTO THE PIT DURING PERIODS OF HIGH WATER. IN AREAS WHERE THE NATURAL BUFFER HAS BEEN ALTERED OR ELIMINATED (DUE TO PRIOR OPERATIONS) A BERM EQUAL TO THE ELEVATION OF THE UPSTREAM BUFFER ZONE SHALL BE CONSTRUCTED PARALLELING AND ADJACENT TO THE ACTIVE CHANNEL.
7. ADDITIONAL SOILS INFORMATION MAY BE OBTAINED FROM THE SOUTHEAST REGIONAL MATERIALS ENGINEER.
8. THE SEQUENCE OF OPERATIONS SHALL GENERALLY CONSIST OF:

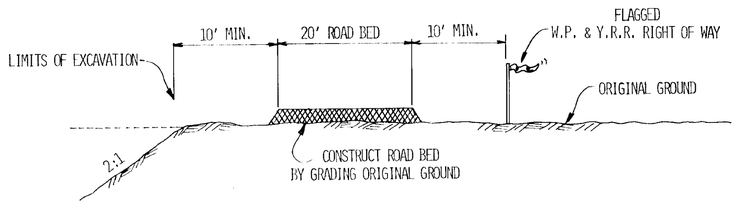
   PHASE I - MATERIAL IS EXCAVATED WITHIN LIMITS OF THE CELLS TO DEPTH NO GREATER THAN DEPTH OF THE WATER TABLE.

   PHASE II - MATERIAL WILL BE REMOVED BY DREDGING OPERATION TO MAXIMUM DEPTH OF 15 FEET.

   RECLAMATION - PONDS CREATED FROM DREDGING OPERATION MAY BE USED AS FISH REARING PONDS.
9. FINAL (ALL) PIT SLOPES SHALL BE NO GREATER THAN 2:1.
10. OPERATIONAL PERMITS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR (SUCH AS, BUT NOT LIMITED TO CRUSHER PLANT OR SCREENING PLANT). ASPHALT PLANT SHALL NOT BE LOCATED WITHIN MATERIAL SITE.
11. ALL LABOR AND MATERIALS REQUIRED TO GAIN INGRESS & EGRESS FROM THIS MATERIAL SITE SHALL BECOME THE PROPERTY OF THE STATE UPON COMPLETION OF THE PROJECT. PAYMENT FOR THESE ITEMS ARE INCIDENTAL TO OTHER ITEMS OF WORK APPEARING IN THE BID SCHEDULE.

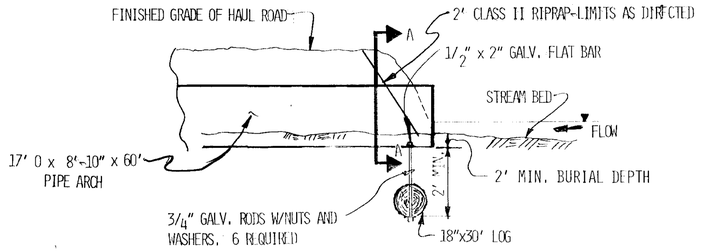
STATE OF ALASKA 49TH
Wm. L. BAUMGARTNER NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TO SHE
ALASKA	F-099-2(4)	1985	8	3



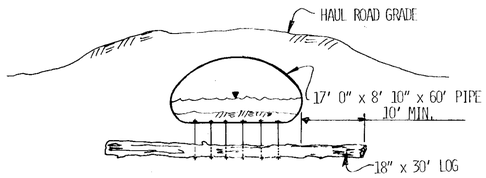
TYPICAL HAUL ROAD SECTION
WITHIN MATERIAL SITE

SCALE: HORZ: 1" = 200'
VERT.: NOT TO SCALE



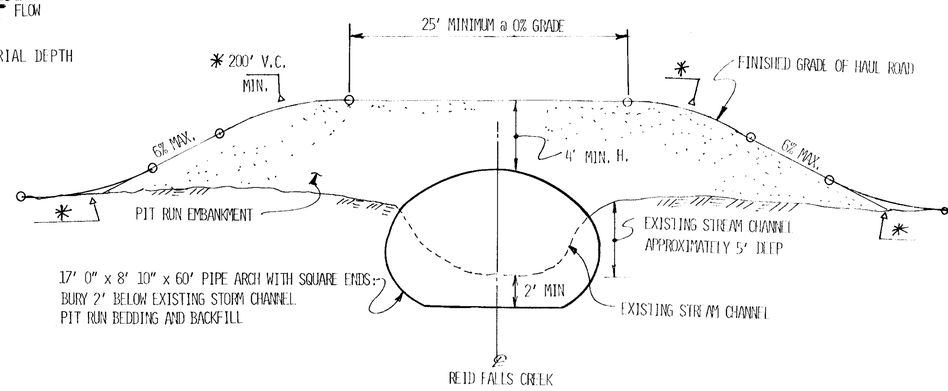
PIPE ARCH
ANCHORING DETAIL
SIDE VIEW

NOT TO SCALE



SECTION A-A

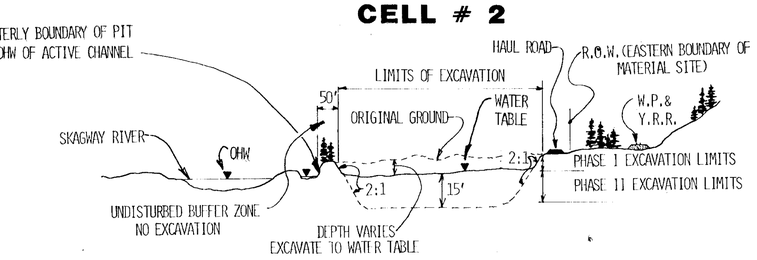
PIPE ARCH



REID FALLS CREEK
HAUL ROAD CROSSING DETAIL

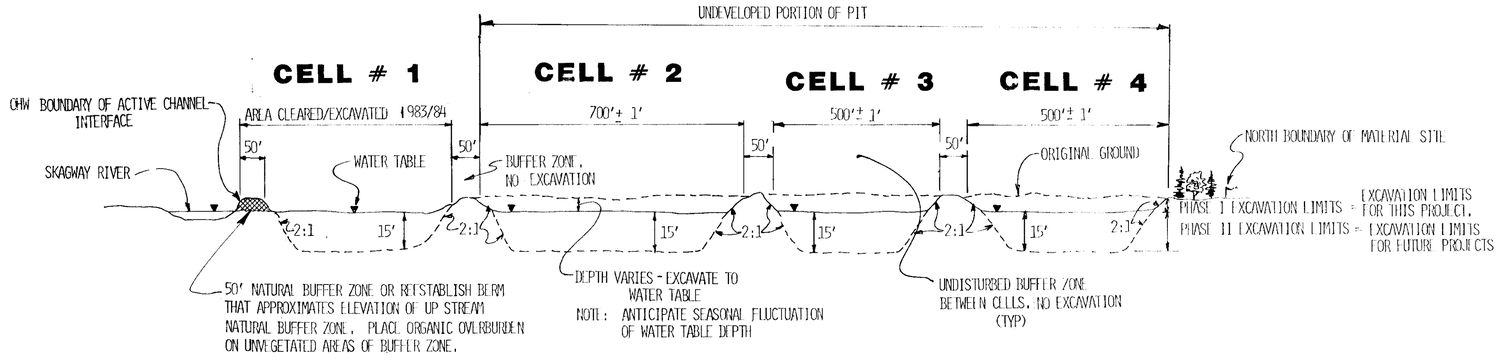
NOT TO SCALE

HYDRAULIC DATA		
DESIGN FREQUENCY YRS.	50	100
DESIGN AREA SQ. MI.	3.3	
DESIGN DISCHARGE CFS	600	660



SKAGWAY MATERIAL SITE
SECTION A-A

SCALE: HORIZ. 1"=10'
VERT. NOT TO SCALE



SKAGWAY MATERIAL SITE
SECTION B-B

SCALE: HORIZ: 1" = 200'
VERT: NOT TO SCALE

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

SKAGWAY MATERIAL SITE

LOG OF TEST HOLINGS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	10	33

BEGIN PROJECT NO. F-097-2(4)
"AS-BUILT" 163+25.00

BST~ Begin Supertransition
BFS~ Begin Full Super
EFS~ End Full Super
EST~ End Supertransition

Δ = 15°57'13"
D = 3°59'18'
T = 201.31
L = 400.01
R = 1436.61
S = 4.0%

BST As directed*
BFS 164+25
EFS 167+26
EST 169+16

Survey Boundary

N 39°58'39"E 63.78'

163+63.18 P.C.

167+88.70 P.T.

175+77.04 P.I.

175+77.10 P.I.

Mon. @ P.T. 177+07.92
El. on Brass Cap 732.52

Δ = 16°45'
D = 4°
T = 210.88'
L = 418.75'
R = 1432.40'
S = 4.0%
BST 180+52
BFS 180+42
ESF 185+34
EST 187+24

181+75.73
181+78.85 P.C.

185+97.60 P.T.

N 24°01'26"E ~656.69

N 34°31'26"E ~470.87

N 17°46'26"E ~653.36

Match Line

Sanitarium Road

* PAVING LIMIT 25' BEYOND EDGE OF TRAVELED WAY

Mon. @ P.T. 188485.60 Bk.
El. on Brass Cap 2784.21

Mon. @ P.T. 186485.19
El. on Brass Cap 1571.61

Δ = 16°30'41"
D = 4° 15' Ct.
L = 395.67'
R = 1348.50'

"AS-BH" 155+28.87 P.T.

"AS-BH" 157+53.51 P.C.

N 56°29'20"E 229.64'

"AS-BH" 161+41.01 P.T. Bk. =
"AS-BH" 161+52.74 P.O.T. Ahd.

N 39°58'39"E 236.00

P.C.
B.O.P.

159+48.12 P.I. Bk. =
159+59.13 P.I. Ahd.

EXISTING SIGN LEGENDS
① No maint. 10/15 to 5/1
② Speed limit 40
③ Speed limit 40
④ Rocks next 12 miles

Δ = 100°30'
D = 4° Rt.
T = 131.62'
L = 262.90'
R = 1432.41'
S = 4.0%

BST 173+18
BFS 175+06
EFS 176+44
EST 178+34

Δ = 10°36'
D = 4° Rt
T = 131.02
L = 262.50
R = 1432.41
S = 4.0%
TL = 150'

174+45.48 P.C.

177+40.98 P.T.
177+57.92

188+73.73 P.C.

*HORIZONTAL CONTROL
Horizontal alignment for this project is based on "As built" bearings for Project No. (s) RF-097-2(5) see detail this sht.

VERTICAL CONTROL
Vertical control is based upon U.S.C.&G.S. brass monument A (1910) with an elev. of 2349.1' Mean sea level (1950) located on the S.E. corner of the District Courthouse and Boundary Point 117, a cross on the west side of the monument, located at the summit of White Pass. Elevation is 2916.58 feet Mean Sea Level. (U.S.C.& G.S., 1950 value)

T.B.M. # SS-17 Spike in 18" Cottonwood 40' Rt. of Sta. 163+30 & 41' N. of the Liarsville Campground sign Elev. 128.64.

GUARDRAIL CRITERIA
The guardrail design on this project was completed in accordance with State of Alaska Road Design Memo #22 and AASHTO Guide for selecting, Locating & Designing Traffic Barriers, (1977)

+6.98%
+8.86%
Existing Ground

164+90.08 P.T.
166+86.49 P.C.

194+40.17
400' V.C.

190+85.09
500' V.C.

300 280 260 240 220 200 180 160 140 120

163+25 190~ 180~ 190~ 191+50

STATE OF ALASKA 49TH
William L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

KEUFFEL & ESSER PLATE 1 PLAN PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	S
ALASKA	F-097-2(4)	1985	//	3

SEE DETAILS ON SHT. 12

SEE DETAILS ON SHT. 12

Match Line

Match Line

EXISTING SIGN LEDGEND

① - 3 mile (milepost)
② - 30 m.p.h.
③ - 30 m.p.h.

Fractured Underdrain

Flow line of existing channel Lt. of centerline

Exist. Highway Profile

End fractured underdrain Stg. 199+70 ± Lt. Elev. 396.0 ±

Begin fractured underdrain Stg. 194+50 ± Lt. Elev. 344.0 ±

PROFILE
NO SCALE

Exist Ground

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	12	31

Δ = 9° 56' 24"
D = 4°
T = 125.76
L = 246.83
R = 1432.39
S = 4.0%
Tₑ = 150'

Δ = 10°00'55"
D = 4° Lt.
T = 125.61
L = 250.38
R = 1432.39
S = 4.0%
BST 222+11
BFS 223+99
EFS 225+24
EST 227+12

223+36.25 PC.

223+86.63 PT.

Match Line 223+00.00

Mon.@ P.I. 2278+52.76
El. on Brass Cap 542.59

231+46.12 P.I.

N 29°35'49"E ~402.50'

225~

230~

235~

N 39°39'54"E 673.44
N 39°43'48"E ~680.72'

Mon.@ P.I. 2384+83.20
El. on Brass Cap 529.52

228+32.74 PC.

228+88.13 PT.

Δ = 10°01'59"
D = 4° Rt.
T = 126.99
L = 259.33
R = 1432.394
S = 4.0%
BST 228+62
BFS 230+52
EFS 231+79
EST 233+69
Δ = 9°54'25"
D = 4° Rt
T = 124.15
L = 247.61
R = 1432.39
S = 4.0%
Tₑ = 150'

232+44.43

232+46.46 PT.

234+61.76 P.I.

Mon.@ P.I. 2394+39.79
El. on Brass Cap 535.47

240 ± Rt.
Begin Rail
ROCK ANCHOR
24" x 50' CMP
24 ± Skew

240+37.51 PK

240+44.52 P.I.

Mon.@ P.I. 2397+18.87
El. on Brass Cap 535.47

240~

233+13.87

233+23.87 PC.

Δ = 14°29'
D = 6° Rt.
T = 121.34
L = 241.39
R = 954.93
S = 5.0%

241+59.79

241+66.77 PT.

242 ± 50 Rt.
End Rail.

BST 237+96
BFS 239+96
EFS 240+91
EST 243+11
Δ = 14°45'18"
D = 6° RT
T = 123.64
L = 245.92
R = 954.93
S = 5.0%
Tₑ = 150'

SEE "GUARDRAIL FLAIR" DETAILS, THIS SHEET.

Block

Lake

N 54°25'12"E 603.14
N 54°12'48"E ~611.53'

245~

BST 246+15
BFS 248+57
EFS 249+64
EST 252+06 !

Δ = 24°18'46"
D = 9° Lt.
T = 137.13
L = 270.14
R = 636.62
S = 5.75%
Tₑ = 150'

247+62.93

247+76.76 PC.

Δ = 24°12'09"
D = 9°Lt.
T = 136.50
L = 268.92
R = 636.620'
S = 5.75%

250+45.02 PT.

250+33.68

250~

255+00.00

Match Line

Mon.@ P.I. 2501+33.61
El. on Brass Cap 555.64

255~

GUARDRAIL FLAIR DETAILS

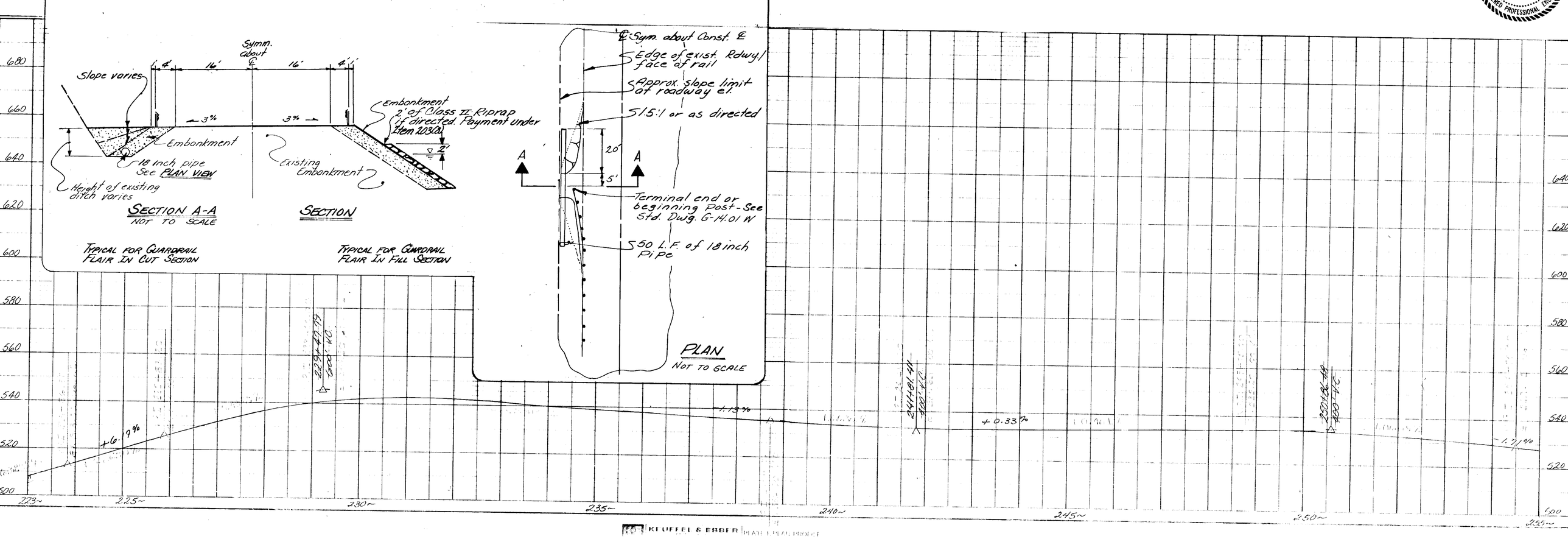
SECTION A-A
NOT TO SCALE

SECTION

TYPICAL FOR GUARDRAIL FLAIR IN CUT SECTION

TYPICAL FOR GUARDRAIL FLAIR IN FILL SECTION

PLAN
NOT TO SCALE



KLUFFEL & EBBER | PLAN & PLAN PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	13	

Match Line 255+00.00

256+36.34 P.C.

256+22.68 P.O.S.T. 2518 3.0 FT. BK. On Brass Cap 526.43

256+68.68 "T" 258+64.66 P.T. BK. 0+258+79.64 P.T. Ahd

Δ = 27°12'29"
D = 11° 06' 36" Rt
T = 125.71
L = 246.61
R = 519.65
S = 6.0%
Tc = 150'

CONSTRUCT TO
Δ = 27°21'
D = 11° RT.
T = 126.73
L = 248.637
R = 520.871
S = 0.060
BST 254+70
BFS 257+20
EFS 257+82
BST 257+82

N 57° 18' 55" E 298.81
N 57°21'39"E ~298.39

260+37.74 P.C.
261+22.99 P.T.

Δ = 25°15'
D = 7° Lt
T = 183.33'
L = 360.91'
R = 818.511'
S = 0.060
EST 262+06
BFS 262+06
EFS 264+01
BST 264+01

Δ = 23° 42' 39"
D = 6° 28' 49" Lt
T = 188.30
L = 363.40
R = 988.34
S = 6.0%
Tc = 150'

264+83.70 P.T.

N 23° 40' 16" E
538.96
N 32°06'39"E ~169.20

N 95°28'09"E ~146.78

Δ = 16° 32' 30"
D = 5° Lt
T = 166.55'
L = 330.78'
R = 1145.916'
S = 4.5%
EST 270+33
BFS 270+33
EFS 272+31
EST 272+31

267+35.88 P.I.

270+66.60 P.C.

Δ = 14° 44' 20"
D = 5° 07' 53" Lt
T = 144.41
L = 287.23
R = 1116.57
S = 4.5%
Tc = 150'

272+87.33 P.T.

Δ = 15° 31' 41"
D = 6° 30' 13"
T = 122.61'
L = 243.39'
R = 881.41'
S = 7.0%
Tc = 150.00'

N 19°01'56" E 280.52
N 18°55'49"E ~ 577.50

BST 279+80
BFS 279+50
BST 280+54
EST 282+79

278+44.88 P.C.

Δ = 16°30'31"
D = 6°30'
T = 127.89'
L = 253.97'
R = 881.974'
S = 5.25%

280+98.85 P.T. Ahd

Δ = 0°20'16" Lt
D = 0°

280+89.53 P.T. BK

N. 3° 43' 40" E ~ 60.16'

Match Line

280+02.76 P.I.

Mon @ P.T. 281+11.47 BK
EL on Brass Cap 662.81

Mon @ P.O.S.T. 262+60.00 Ahd
EL on Brass Cap 535.06

Mon @ P.C. 270+00.10
EL on Brass Cap 571.06

Mon @ P.T. 277+87.33
EL on Brass Cap 556.43

TAS-Bohlff"
D = 29°21'
D = 12°
T = 116.17'
L = 229.92'
R = 477.465

DELETED

(F.A.S. Vehicle Turnout Sta.)

266+51.00 P.C.
266+66.32 P.I.
266+99.82 P.T.

271+39.15 P.I.

271+44.51 P.C.

Δ = 3°21'30"
D = 2° Rt
T = 83.98'
L = 167.92'
R = 2,864.789
S = 2.5%
EST 267+00
BFS 267+00
EFS 267+22
BST 267+22

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

680
660
640
620
600
580
560
540
520

-1.7%

+1.705%

+2.31%

+8.353%

+8.932%

255+00
260
265
270
275
280

KEUFFEL & ESSER | PLATE 1 PLAN PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	14	33

EXISTING SIGN LEGENDS
1. Speed Limit 40
2. Speed Limit 40
3. Historical Exhibit Ahead
4. 30 m.p.h.
5. Historical Sign

Match Line

1090+89.53
N. 3° 23' 24" E.
~100'
1091+89.53 P.C.

1092+95.89 P.I.
Δ= 11°39' 35"
D= 5° 30' Rt.
T= 106.36'
L= 211.99'
R= 1041.741'
S= 4.75%
EST 1092+61
BFS 1092+61
EFS 1093+29
EST 1095+59

1094+01.52 P.T.
N 14° 57' 56" E
N 15° 02' 59" E
~422.07'
1098+23.67 P.C.

1099+34.33 P.I.
Δ= 29° 16' 48"
D= 10° Lt.
T= 149.67'
L= 292.80'
R= 572.958'
S= 0.06%
EST 1102+99
BFS 1103+97
EFS 1104+16
BST 1104+16

1098+43.74 P.T.
N 30° 22' 32" E
N 30° 27' 35" E
~160.32'

1102+04.06 P.C.
Δ= 15° 24' 36"
D= 7° Rt.
T= 110.74'
L= 220.14'
R= 818.511'
S= 5.25%
BST 1096+90
BFS 1099+00
EFS 1099+68
BST 1099+68

1103+53.73 P.I.
N 1° 05' 44" E
N 1° 10' 47" E.
~83.07'

1104+96.86 P.T.

1105+19.93 P.C.
Δ= 56° 17' 38"
D= 15° Rt.
T= 204.36'
L= 375.29'
R= 381.972'
S= 6.0%
EST 1106+62
BFS 1106+62
EFS 1108+72
BST 1108+72

1107+84.28 P.I.
Δ= 41° 29' 46"
D= 12° 28' 55" Lt.
T= 135.16'
L= 338.93'
R= 465.33'
S= 6.0%
Tc= 150'

1107+06, Lt. Begin Guardrail
1108+52, Lt. End Guardrail
1 @ 18" x 40' Cmp.

1109+56.39
1109+52.32 P.T.
N 57° 23' 22" E
N 57° 28' 25" E
~103.15'

1110+18.89
1112+18.89 P.T.
Δ= 42° 17' 27"
D= 13° Lt.
T= 170.47'
L= 325.31'
R= 440.737'
S= 0.06%
EST 1111+41
BFS 1111+41
EFS 1113+01
BST 1113+01

1110+58.37 P.C.
1111+43.73
1113+03.68 P.T.

1111+95.04 P.T.
1111+92.25
EST 1115+92
BFS 1115+92
EFS 1115+98
BST 1115+98

N 15° 58' 34" E
N 15° 10' 58" E
~135.28'

1114+72.76
1115+07.25
1115+18.96 P.C.

1116+70.80 P.T.
N 20° 13' 18" E
N 24° 17' 37" E.
~466.89'

1118+00.00
Match Line

Δ= 8° 14' 44"
D= 4° 57' 18" Rt.
T= 103.41'
L= 206.07'
R= 1156.37'
S= 5.47%
Tc= 150'

Δ= 90° 06' 39"
D= 6° 0' 0"
T= 76.08'
L= 157.84'
R= 954.88'
S= 5.0%

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

+0.033 %/%
1200' V.C.
Sta. 1099+12.24
Exist. Ground
-5.475 %/%

1090+89.00
1095
1100
1105
1110
1115
700
680
660
640
620

KEUFFEL & ESSER | PLATE 1, PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	15	33

N

1123+66.67
1123+67 P.T.

1125+75 LT
BEGIN GUARDRAIL

1126+14
END GUARDRAIL

1129+10 LT, ROCK ANCHOR
BEGIN GUARDRAIL

1130+10 LT.
End Rail

SEE DETAILS ON SHT. 12

R/W

1120

1125

1130

1135

1140

1110+00.00
Match Line

1142+00.00
Match Line

1124+57.69 P.C.

1125+50.47
1125+51 P.T.

1127+64.89
1127+66.87 P.C.

SEE DETAILS ON SHT. 12

1138+52.97 P.T.

See sheet no 6 for pavement & striping details and typical

U.S. Customs Station

N 24° 13' 18" E
N24°17'37"E
~466.89'
463.13

Δ = 62°06'09"
D = 15° Rt.
T = 229.98'
L = 414.02'
R = 381.972'
S = 0.06%

BST 1119+70
BFS 1122+20
EFS 1124+68
EST 1126+30

N 86° 25' 57" E
N86°23'46"E
~215.10'
211.41

Δ = 62° 12' 39"
D = 15° 02' 18" Rt
T = 229.88
L = 413.68
R = 381.00
S = 6.0%
TL = 150'

Δ = 54° 18' 29"
D = 5° Lt.
T = 587.76'
L = 1086.16'
R = 1145.916'
S = 4.5%

EST 1126+50
BFS 1128+34
EFS 1130+87
EST 1139+87

Δ = 54° 37' 05"
D = 4° 59' 12 LT
T = 593.27
L = 1095.30
R = 1149.00
S = 4.5%
TL = 150'

1133+55.15 BK
1133+54.57 P.I.

R/W

1131+75, RT,
END GUARDRAIL

1133+50, RT,
BEGIN GUARDRAIL

N 31° 48' 52" E
N 32° 05' 17" E.
~1236.79'
1232.60

MON. @ P.T. 1138+57.18
BT. ON BRASS CAP 751.67

EXISTING SIGN LEGEND
(1) - 30 m.p.h.
(2) - 30 m.p.h.
(3) - 30 m.p.h.
(4) - Customs
(5) - 40 m.p.h.
(6) - 25 m.p.h.

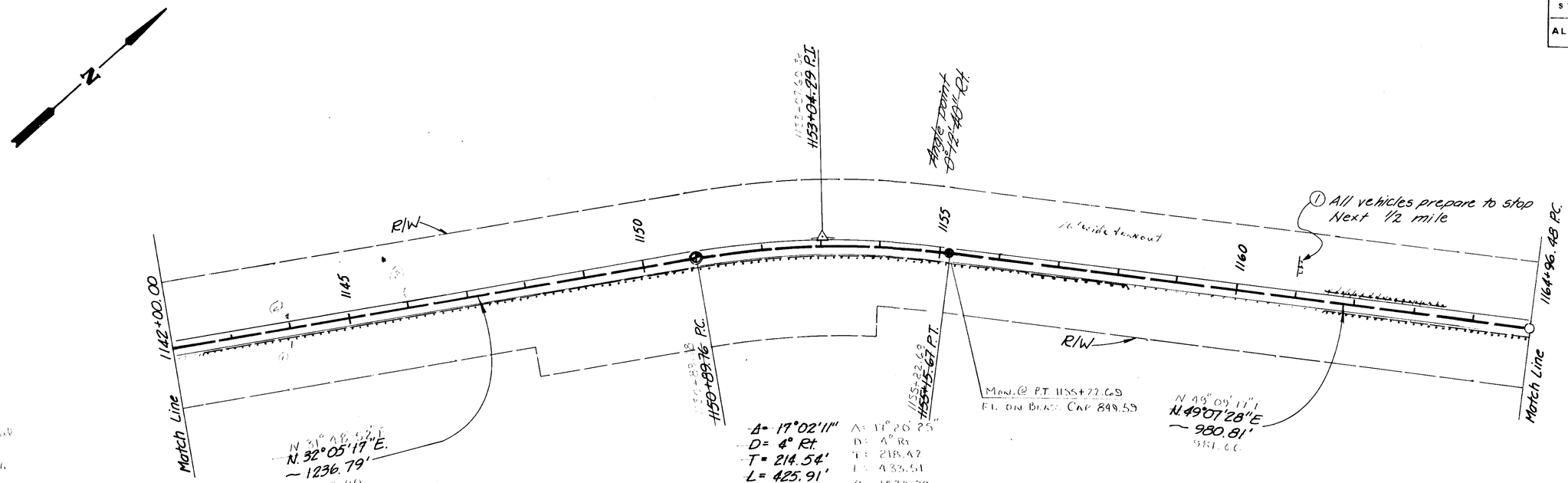
STATE OF ALASKA 49TH
Wm. L. BAUMGARTNER NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

1118~ 1120 1125~ 1130~ 1135 1140~ 1145~

760 720 700 680 660 640 620

KEUFFEL & ESSER | PLATE 1, PLAN-PROFILE

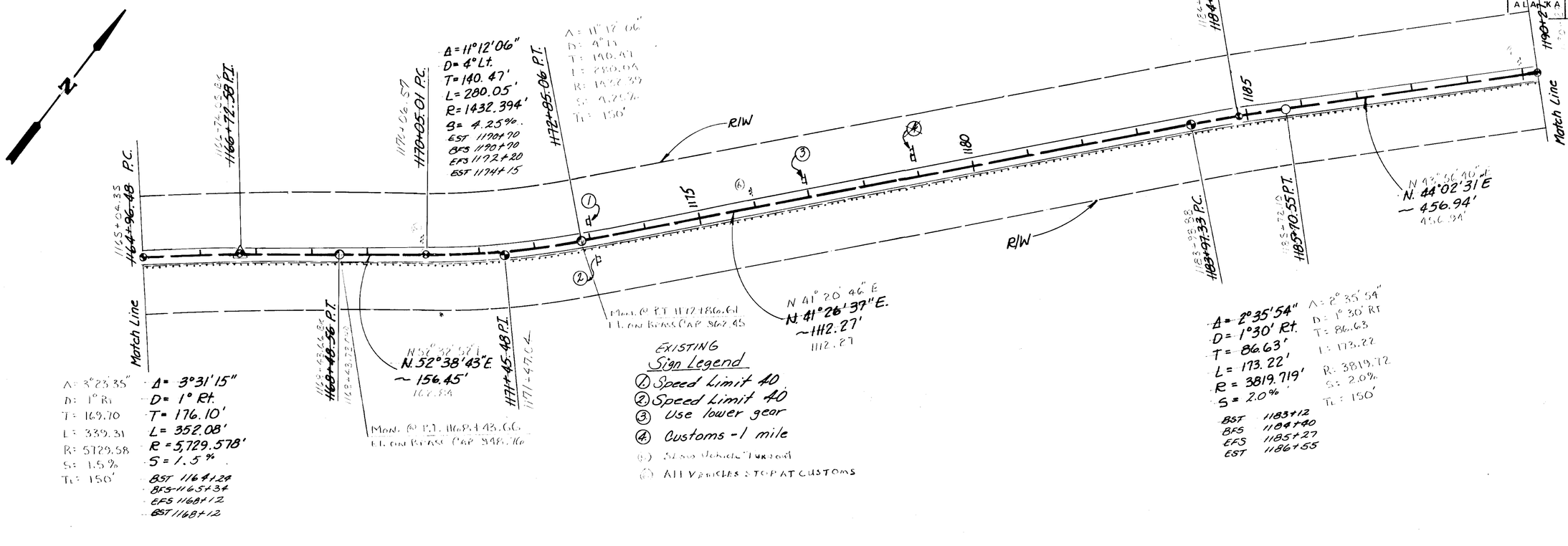
STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	16	33

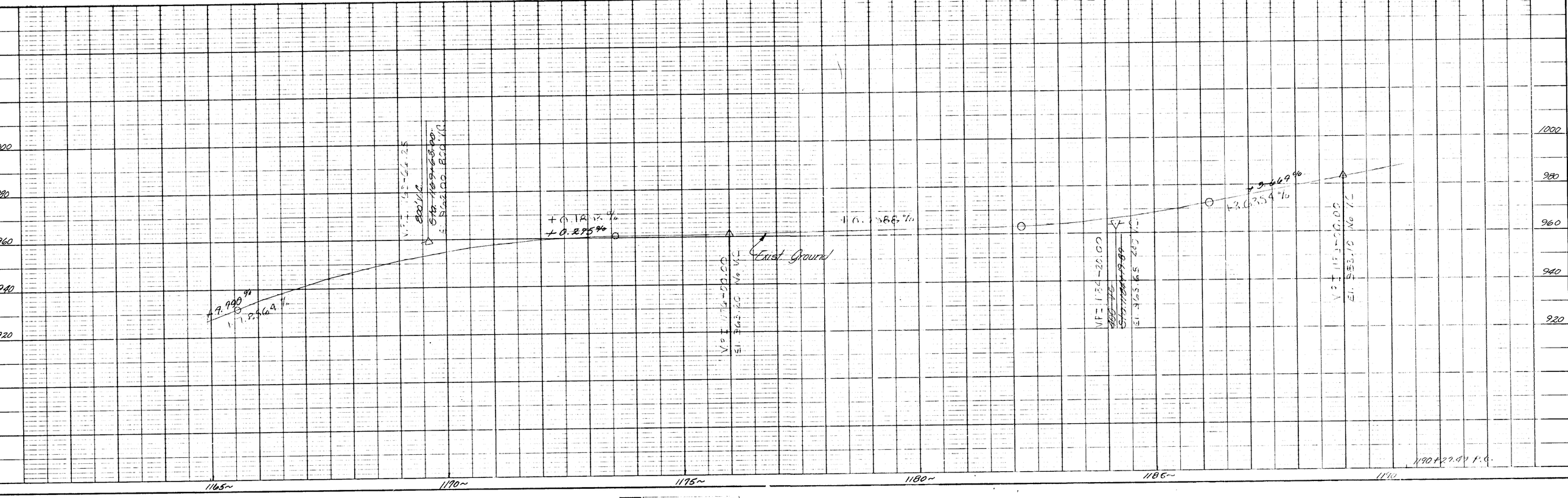


STATE OF ALASKA 49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

KEUFFEL & ESSER | PLATE 1. PLAN PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	17	33





KEUFFEL & ESSER

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	F-097-2(4)	1985	18

N

Δ = 6° 06' 50"
D = 0° 45' Lt.
T = 407.98'
L = 815.18'
R = 7639.437'
S = 1.25%
Tc = 150'

BST 1189+55
BFS 1190+63
EFS 1198+06
EST 1199+14

Δ = 11° 40' 30"
D = 0° 55' Lt.
T = 639.03'
L = 1273.64'
R = 6250.449'
S = 1.5%
Tc = 150'

BST 1202+39
BFS 1203+49
EFS 1215+24
EST 1215+85.56

1190+29.49 P.C.
1190+27.49

1194+37.68 P.C.
1194+35.47 P.I.

1198+44.23
1198+42.67 P.T.

1203+15.18
1203+19.2 P.C.

1209+48.81 P.C.
1209+50.95 P.I.

1215+85.56 P.T.
215+78.04

Match Line

1195 1200 1205 1210 1215

R/W

Mon. @ P.T. 1198+44.23
El. on Brass Cap 1018.08

N 37° 99' 50" E
N. 37° 55' 41" E.
469.25'
470.95

Mon. @ P.C. 1203+15.18
El. on Brass Cap 1035.39

Match Line

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED
NO

1000
980
960
940
920

+3.667%
+4.503%

Exist. Ground

1000' V.C.
Sta. 1203+69.88

1190+29.49 P.C. 1195 1200 1205 1210 1215 1215+85.56 P.T.

KEUFFEL & ESSER | PLATE 1 PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	19	33

N

1215+78.04
1215+85.56 P.T.

Match Line

1216+15.77 P.C.
N. 26° 01' 03" E.
N. 26° 15' 11" E.
~ 30.21'
29.97

1217+70.53 Bk.
1218+68.29 P.T.

1219+30.70
1219+68.47 P.T.
N 43° 31' 20" E.
N. 43° 39' 28" E.
~ 100.92'
113.66

1220+34.36
1220+49.39 P.C.

Δ = 11°06'56"
D = 4°30" Lt.
T = 123.90'
L = 247.02'
R = 1273.240'
S = 4.5%

Δ = 11°11'32"
D = 4°30' Lt.
T = 125.88'
L = 250.94'
R = 1273.24
S = 4.5%
Tc = 150'

EST 1220+85
BFS 1220+85
EFS 1222+00
EST 1224+00

1222+66.41 P.T.
1222+85.30

1220

1221+43.29 P.T.
1221+60.24 Bk.

1225

1229+28.18
1229+45.52 P.C.

Δ = 17°24'17"
D = 5°45' Rt.
T = 152.52'
L = 302.70'
R = 996.448'
S = 5%
EST 1216+89
BFS 1216+89
EFS 1218+45
EST 1218+45

Δ = 17°24'17"
D = 5° 45' Rt
T = 152.52
L = 302.69
R = 996.45
S = 5.0%
Tc = 150'

N 32° 13' 48" E
N 32° 32' 32" E.
~ 649.11'
647.88

R/W

1230

16' Wide Turnout

Δ = 17° 05' 40"
D = 2° 15' Lt
T = 288.51
L = 574.57
R = 2546.48
S = 2.25%
Tc = 150'

Δ = 13°05'02"
D = 2°15' Lt.
T = 292.02'
L = 581.50'
R = 2546.479'
S = 2.25%

EST 1228+15
BFS 1229+65
EFS 1234+42
EST 1235+97

1235+02.75
1234+94.02 P.T.

1237+75, Lt,
Begin Guardrail

"Slow Vehicle" Turnout

1240

1240+41.81 P.C.
1240+43.47

Match Line

Mon. @ P.O.S.T. 1231+94.33 Bk.
El. on Brass Cap 1175.50

1232+07.54 P.T.
1232+ 42.36

N 19° 18' 08" E.
N 19° 27' 30" E.
~ 544.79'
545.72

STATE OF ALASKA
49TH
Wm. L. BALMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

1200
1180
1160
1140
1120
1100
1080

+4.593%
+6.296%
+2.449%

Existing Ground

200' Vert. Curve
Sta. 1221+99.88

1215~ 1215+85.56 P.T. 1220~ 1225~ 1230~ 1235~ 1240~ 1240+41.81 P.C.

KEUFFEL & ESSER | PLATE 1 PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOT SHE
ALASKA	F-097-2(4)	1985	20	3

N

Δ = 3° 55' 04"
D = 2° 30' Rt
T = 78.39
L = 156.71
R = 2291.83
S = 3.0%
T_L = 150'

Δ = 3°52'43"
D = 2°30' Rt.
T = 77.60'
L = 155.15'
R = 2291.831'
S = 3%
BST 1239+37
BFS 1240+93
EFS 1241+44
EST 1243+00

1240+43.47 PC
1240+61.81 PC

1241+21.86
1241+19.41 PT

1241+96.96 P.T.

1242+22 Lt
END DRAINSTRAIL (ROCK ANCHOR)
18" x 40' CMP

Match Line

1245

POT 1247+00.00

R/W

1250

1255

1257+11.80
1257+09.56 P.C.

Δ = 11°33'10"
D = 0°45' Lt
T = 772.83
L = 1540.41
R = 7639.64
S = 3.0%
T_L = 100'

Δ = 11°33'09"
D = 0°45' Lt.
T = 772.79'
L = 1540.34'
R = 7639.437'
S = 1.25%
BST 1256+42
BFS 1257+42
EFS 1272+16
EST 1273+16

POC 1264+00.00

1260

1265

1267+00.00

① Speed Limit 40

② Speed Limit 40

Match Line

Mon. @ P.T. 1242+00.18
El. on Brass Cap 1201.32

Mon. @ P.O.T. 1249+52.76
El. on Brass Cap 1218.62

Mon. @ P.O.S.T. 1264+75.29 BK
El. on Brass Cap 1230.16

N 23°13'12" E
N. 23°20'13" E.
~1512.40'
1511.62

1264+82.15 P.T.
1264+34.63 BK

R/W

STATE OF ALASKA
49TH
Wm. L. BAUMGÄRTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

+2.409%

1240+41.81 PC

1240

1245

1250

1255

1260

1265

1267

1280

1260

1240

1220

1200

1180

1160

Existing Ground

+0.799%

KLEINFELDER & EBBER | PLATE 1, PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SH
ALASKA	F-097-2(9)	1985	

Δ = 11°33'09"
D = 0°45' Lt.
T = 772.79'
L = 1540.34'
R = 7639.437'
S = 0.03'/ft.

Δ = 11° 33' 10"
D = 0° 45' 11"
T = 772.85
L = 1540.41
R = 7639.64
S = 3.0%
Tₗ = 100'

1267+00.00 P.O.C.

1272+49.70 P.T.

Δ = 1°48'50"
D = 0°36' Lt.
T = 181.46
L = 362.78
R = 11459.16
S = 0.75%

1279+52.97 P.C.

Δ = 1°48'49"
D = 0°30' Lt.
T = 181.38'
L = 362.72'
R = 11459.156'
S = 0.25%

1283+15.69 P.T.

1287+66.35 P.C.

1287+63.92 P.T.

1292+24.08 P.C.

1292+22.67

Match Line

R/W

1270 1275 1280 1285 1290

Historical marker ahead ①

1289+20.30 P.T.

N. 20°57'29" E.
~ 303.78'
305.65

N 20°56'24" E

1296+06.38 P.C.

1296+08.90

N 9°51'17" E

N. 9°58'15" E.
~ 290.69'
290.67

1281+34.35 P.I.

1281+36.85 P.I.

N 11°40'07" E

N. 11°47'04" E.
~ 703.27'
703.24

Δ = 10°59'14"
D = 3°30' Rt.
T = 157.44'
L = 313.92'
R = 1637.022'
S = 3.75%
BST 1284+86
BFS 1286+66
EFS 1288+60
EST 1290+40

Δ = 10°59'14"
D = 3°30' Rt.
T = 157.44
L = 313.92
R = 1637.02
S = 3.75%
Tₗ = 180'

+8.2238 %

+7.5160 %

+7.971 %

+8.0276 %

+7.971 %

+7.5160 %

Exist. ground

1440 1420 1400 1380 1360 1340 1320 1300 1280 1260 1240

1267~ 1270~ 1275~ 1280~ 1285~ 1290~ 1292+24.08 P.C.

NOTE BOOK CROSS SECTIONED
B.M. NOTED
STRUCTURES MATCHED
NO

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

KEUFFEL & ESSER | PLATE 3, PLAN PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	22	33

Δ = 23°34'23"
D = 5° Lt.
T = 239.11'
L = 471.46'
R = 1145.916'
S = 4.5%

BST 1290+89
BFS 1292+92
EFS 1296+27
EST 1298+30

Δ = 7°23'30"
D = 4° Lt.
T = 92.52'
L = 184.79'
R = 1432.394'
S = 4.0%

BST 1302+34
BFS 1304+24
EFS 1304+82
EST 1306+72

Δ = 1°20'32"
D = 4° 11'
T = 91.90'
L = 183.56'
R = 1432.39'
S = 4.0%
Tl = 196'

SECTION LINE

NATIONAL PARK BOUNDARY

1294+24.08 P.C.

1296+95.54 P.T.

1303+61.19 P.C.

1305+45.48 P.T.

1311+32.54 P.T.

1316+00.00

Match Line

1295

1300

1305

1310

1315

R/W

22'

1294+63.19 P.T.

Mon. @ P.I. 1294+66.57 P.C.
11.00 Rad. @ Az. 148.50

N. 2°36'54" W.
— 665.65'

1304+53.71 P.T.

R/W
N 10°09'06" W
N. 10°00'24" W
— 517.78'

1310+63.76 P.C.

1312+01.08 P.T.

N 1°54'28" W
N. 1°46'04" W
— 674.98'

Match Line

EXISTING SIGN LEGENDS
① Avalanche Area
② Historical Marker Ahead

5 NATIONAL PARK BOUNDARY

Δ = 8°19'38"
D = 6° Rt.
T = 68.82'
L = 137.40'
R = 954.93'
S = 5.0%
Tl = 215.37'

Δ = 8°14'20"
D = 6° Rt.
T = 68.78'
L = 137.32'
R = 954.930'
S = 5.0%
V.C.

BST 1309+12
BFS 1311+32
EFS 1311+32
EST 1313+52

P.I. 1316+00.00
El. 1641.50 V.C.

STATE OF ALASKA
49TH
WM. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

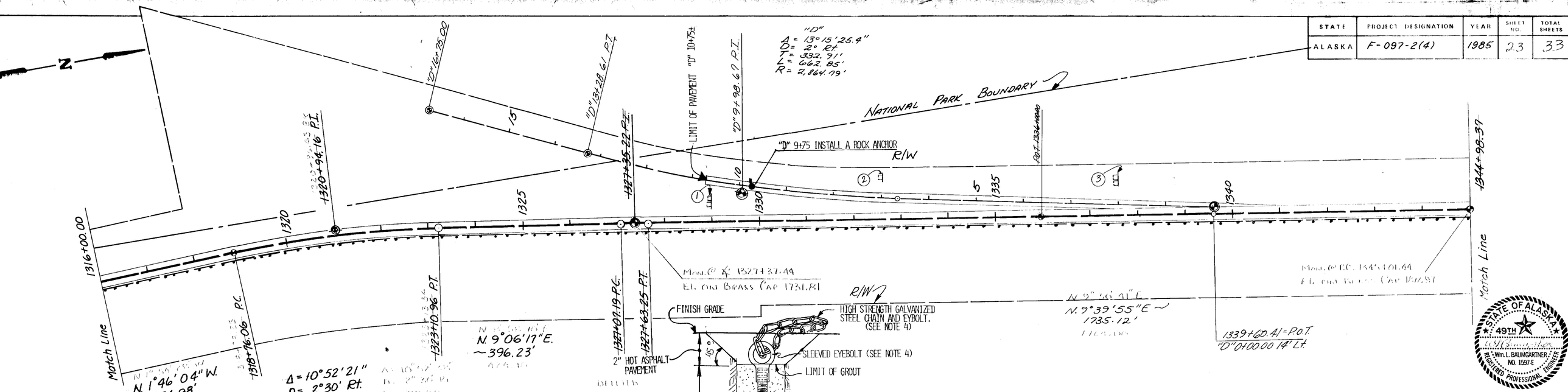
1640
1620
1600
1580
1560
1540
1520
1500
1480
1460
1440

1290 1292+24.08 P.C. 1295 1300 1305 1310 1315 1316+00.00

+7.19%
+1.33%
Existing Ground

KEUFFEL & ESSER | PLATE 1 PLAN PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	23	33



EXISTING SIGN LEGENDS

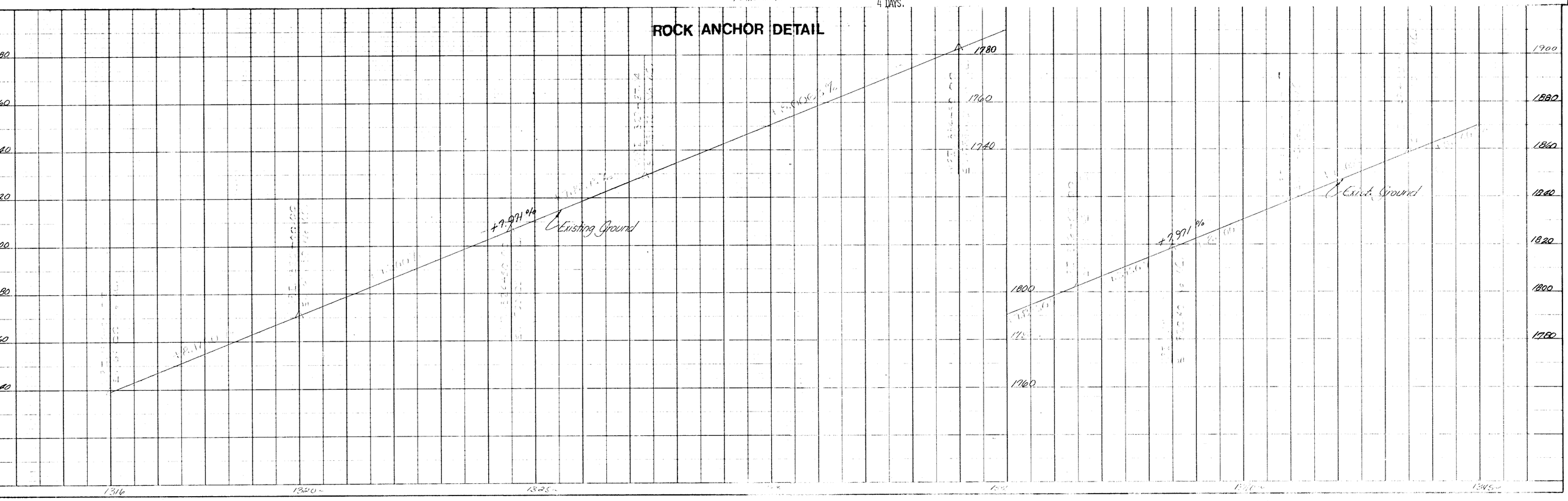
1. Truck Escape Ramp-No Parking
2. No Parking
3. Truck Escape Ramp-No Parking

NOTES:

1. ALL ROCK BOLTS TO BE INSTALLED IN THIS WORK SHALL BE MANUFACTURED BY A MANUFACTURER OF ROCK BOLTS & THE ROCK BOLTS SHALL BE FABRICATED FROM DEFORMED BARS.
2. ROCK BOLT SHALL BE FULLY CORROSION PROTECTED AND ALL PARTS OF THE BOLT UP TO, AND INCLUDING COVER NUT, SHALL BE ENCASED IN GROUT.
3. ANCHORAGE SHALL BE MECHANICAL EPOXY OR CEMENT GROUT. IF GROUT IS USED, IT SHALL BE A NON-SHRINK TYPE GROUT AND ACHIEVE A STRENGTH OF 3000 PSI IN NOT MORE THAN 4 DAYS.
4. CHAINS, EYEBOLT AND ROCK BOLT SHALL BE RATED FOR TENSION CARRYING CAPACITY OF 100,000 POUNDS.
5. THE CORROSION PROTECTION SYSTEM AND THE INSTALLATION OF THE ROCK BOLTS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE MANUFACTURERS SPECIFICATIONS.
6. PAYMENT FOR THIS ITEM SHALL BE INCIDENTAL TO OTHER ITEMS OF WORK SHOWN IN THE BID SCHEDULE.

STATE OF ALASKA 49TH STATE Wm. L. BAUMGARTNER NO. 1597-E REGISTERED PROFESSIONAL ENGINEER

ROCK ANCHOR DETAIL



KEUFFEL & ESSER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	24	33

Z

Δ = 30° 39' 48"
D = 6° 45' 03"
T = 232.69
L = 454.22
R = 848.826
S = 5.25%
Tc = 15.0

Δ = 30° 39' 47"
D = 6° 45' Lt.
T = 232.71'
L = 454.27'
R = 848.826'
S = 5.25%
BST 1343+44
BFS 1345+74
EFS 1348+77
EST 1348+77

1345+25.64 P.T.

1352+36.09 P.T.

Install new 24"x50' pipe

R/W

1350

1355

1360

1365

1370

PC 1344+98.37

Match Line

P.C. 1345+01.44
Mon. Cap 1872.97

1347+31.08 P.T.

P.O.C. 1347+00.00

1348+98.22 P.C.

N 71° 09' 07" W
N 20° 59' 52" W
~ 64.74'
62.56

1354+49.32
1354+39.55 P.T.

Δ = 36° 56' 23"
D = 8° 45' Rt.
T = 218.71'
L = 422.17'
R = 654.809'
S = 5.25%
EST 1350+87
BFS 1350+89
EFS 1353+60
EST 1356+00

Δ = 36° 56' 01"
D = 8° 45' Rt
T = 218.67
L = 422.10
R = 654.81
S = 5.25%
Tc = 24.0'

N 15° 46' 59" E
N 15° 56' 31" E
~ 1935.34'
1937.99

1361+50.00
1364+15 P.C.C.

1383+74.89 P.C.

Mon. P.C. 1373+78.31
Ft. on Prop. Cap 2107.15

Match Line

EXISTING SIGN LEGEND
① Truck escape ramp 1,000 ft.
② Truck escape ramp 1/2 mile

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

+8.00% +7.05% +5.25% +4.99% +5.25% +8.00% +8.00% +7.05% +4.99% +8.00%

Existing Ground

2000 1980 1960 1940 1920 1900 1880 1860

2100 2080 2060 2040 2020 2000

1345 1350 1355 1360 1365 1370 1383+74.89 P.C.

KEUFFEL & ESSER | PLATE 3, PLAN PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	25	37

Δ = 4°01'09"
D = 1° Lt.
T = 201.04'
L = 401.92'
R = 5729.578'
S = 1.5%
BST 1373+02
BFS 1374+12
EFS 1377+40
EST 1378+50

1373+74.89 P.C.
1377+77.53
1377+96.81 P.T.
1375
1380
1385
1388+83.92 P.C.
1389+85.56
1389+79.47 P.T.
1385+19.47
1385+20.03
1387+14.47 P.T.
1387+14.85 Bk
1387+14.47 Ahd
1388+36.35
1388+36.20 P.T.
1390
1391+61.55 P.C.
1391+64.55
1391+94.53
1392+74.09 P.I.
1392+77.72 PC
1393+82.27 P.T.
1393+86.47
Match Line
R/W
SEE DETAILS ON SHEET 12

Mon. @ P.C. 1373+78.31
El. on Brass Cap 2102.15

1375+76.00 P.C.
1375+95.93 P.T.

Mon. @ P.C. 1383+85.56
El. on Brass Cap 2166.20

N 11°41'22" E
N 11°55'22" E
— 407.11'
407.03

1387+39.39
1387+39.54 P.T.

N 23°23'17" W
N 38°24'37" W
— 62.83'
61.96

Δ = 37°48'01"
D = 15°13'46" Rt
L = 248.21
R = 376.22
S = 6.0%
TL = 150'

Δ = 38°05'08"
D = 15° Rt.
T = 131.84'
L = 253.90'
R = 381.972'
S = 0.06%
EST 1386+65
BFS 1387+65
EFS 1389+53
BST 1390+03

N 0°35'16" W
N 0°19'29" W
— 325.35
328.28

Δ = 27°35'22"
D = 12°30' Rt
T = 112.54'
L = 220.72'
R = 458.37'
S = 0.06%
BST 1390+03
BFS 1392+45
EFS 1393+00
BST 1393+00

Δ = 27°44'32"
D: 12°30' Rt
T: 113.19
L: 221.99
R: 458.37
S: 6.0%
TL: 292'

Δ = 50°40'39"
D = 5°
T = 178.89
L = 354.92
R = 381.97
S = 6.0%
TL = 150'

Δ = 50°19'59"
D = 15° Lt.
T = 179.47'
L = 335.55'
R = 381.972'
S = 0.06%
BST 1380+17
BFS 1382+67
EFS 1384+36
EST 1384+36

Mon. @ P.C. 1389+64.55
El. on Brass Cap 2139.53

Match Line

EXISTING SIGN LEGENDS
(1) 35 m.p.h.
(2) 30 m.p.h.

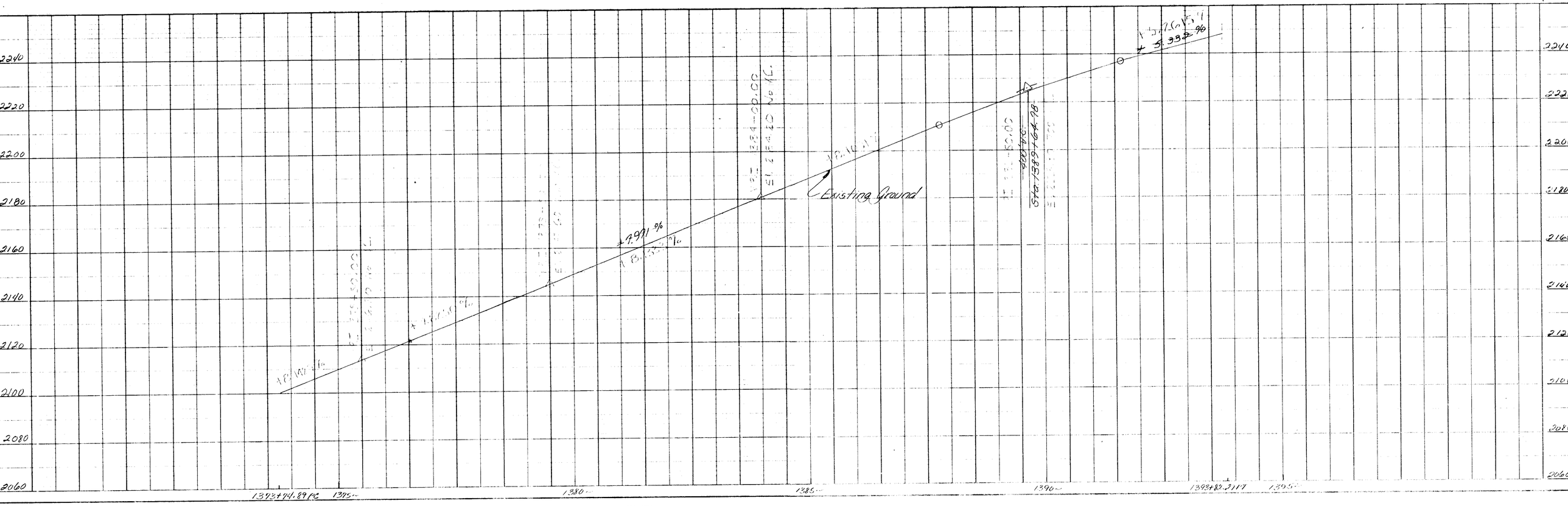
1374+75.69
End Rail

1385+49, KT,
Keeson Boardwalk

1387+74
Begin Rail

1387+88 Lt.
End Rail

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER



KEUFFEL & ESSER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	F-097-2(4)	1985	26

Δ = 41°12'45"
D = 13°
T = 165.17
L = 316.02
R = 440.74
S = 6.0%
TL = 150'

Δ = 41°10'44"
D = 13°
T = 165.57'
L = 316.76
R = 440.74'
S = 0.06%

EST 1395+77
BFS 1395+77
EFS 1397+59
* BB 1397+92.96

* TRANSITION FROM 6% SUPERELEVATION LEFT AT EFS TO 3% SUPER LEFT AT BEGIN BRIDGE
** TRANSITION FROM 3% SUPER RIGHT AT END BRIDGE TO 6% SUPERELEVATION RIGHT AT B.F.S.

Z

1394+82, LT, BEGIN GUARDRAIL

1394+97.13 P.C.

1398+10.96 P.T. BK

1398+09.96 P.O.T.

Begin Bridge 1397+92.96

1397+91, LT, END GUARDRAIL

End Bridge 1400+26.96

1400+98, LT, BEGIN GUARDRAIL

ROCK ANCHOR
1401+25, LT,
END GUARDRAIL
1 1/8" X 40' COMP.

POA 1405+00.00

1407+62.89 P.T.
1407+66.26 BK

POA 1409+00.00

1410

1412+32.84 P.T.
1412+35.92

1413+00.00

R/W

1405

1401

1393+82.27

1396+59.73

Match Line

Mon. @ P.C. 1394+97.13
EL. ON BRASS CAP 2257.46

Mon. @ P.B. 1401+17.92
EL. ON BRASS CAP 2301.83

N. 27°15'53" E.
~111.89'

N. 13°54'51" W.
~303.65'

N. 58°50'09" E.
~285.91'

Δ = 72°45'00"
D = 6°30' Rt.
T = 649.28'
L = 1119.23'
R = 881.474'
S = 5.25%

Δ 72°46'13"
D 6°30' RT
T 648.34
L 1118.00
R 881.47
S 6.0%
TL = 230'

** END BRIDGE 1400+92.00
BFS 1401+90
EFS 1411+59
EST 1413+87

1397+91, RT, END GUARDRAIL

1400+96, RT, BEGIN GUARDRAIL

1403+50, RT, END GUARDRAIL

1408+50 RT
Begin Rail

EXISTING SIGN LEGENDS

1. Slippery when wet
2. William Moore Creek
3. William Moore Creek
4. Slippery when wet

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

2380
2360
2340
2320
2300
2280
2260
2240

+5.332%
+7.486%
+7.941%
+1.342%

Existing Ground

Sta. 1398+09.96 P.O.T.
Sta. 1400+92.00 P.C.C.
Sta. 1408+50.32 P.C.C.

1395 1400 1405 1410

KEUFFEL & ESSER | PLATE 1, PLAN PROFILE

STATE	PROJECT DESIGNATION	YEAR
ALASKA	F-097-2(9)	1985

N

Match Line Sta 1413+00.00

1411+37, LT.
BEGIN BRIDGE RAIL
Rock anchor

1418+33.94 P.I.

1415

P.C. 1415+18.75

N 58° 50' 44" E
N. 58° 50' 09" E.
~ 285.91'
285.77

1419+37, LT.
END GUARDRAIL
& 18"x 40' CMP

1420

1420+34.90
1420+35.69 P.T.

1421+07.65
1421+00.45 P.C.

S. 39° 21' 08" E.
S. 38° 29' 24" E.
~ 64.78'
73.25'

Δ = 82° 42' 29"
D = 16° R=
L = 516.92'
R = 358.10'
T = 315.19'
S = 0.06' /ft.
BFS 1421+53
EFS 1419+53
EST 1419+53

Δ = 82° 02' 08"
D = 16° R=
T = 311.49
L = 512.72
R = 358.10
S = 6.0%

1425

1425+84.52 P.I.

Δ = 110° 18' 19"
D = 19° Lt.
L = 648.85'
R = 337.03'
T = 484.07'
S = 0.06' /ft.
BFS 1421+83
EFS 1426+46
EST 1426+96

Δ = 109° 39' 12"
D = 17° Lt
T = 477.51
L = 649.53
R = 337.03
S = 6.0%
TL = 250'

1426+85.45 P.T.
1427+49.30 P.C.
Grd 2496.36
Tgt 2496.36

MON. @ P.O.S.T. 1426+56.50 AHD.
EL ON BRASS CAP 2496.36

R/W

1430

R/W

1434+35.69 P.T.

P.C. 1434+96.26

1435

Δ = 19° 53' 09"
D = 6° Lt.
L = 331.43'
R = 954.93'
T = 167.40'
S = 5.0%

1439+26.69 P.T.

10+65.92 P.I.

1439+19.00
10+45.00

BST 1432+51
BFS 1434+77
EFS 1436+63
EST 1438+83

N 11° 21' 05" E
N. 11° 21' 10" E.
~ 523.51'
539.64

1441+69.81 BK.
END BRIDGE RAIL

MON. @ P.I. 1439+19.00 BK.
EL ON BRASS CAP 2506.44

1435+47.92 P.C.

N 31° 09' 40" E
N. 31° 14' 19" E.
~ 918.81'
919.27

Δ = 19° 39' 31"
D = 6° Lt.
L = 169.95
L = 328.64
R = 954.93
S = 5.0%
TL = 220'

1441+69.81 BK.
END BRIDGE RAIL

EXISTING SIGN LEGENDS

(1) - 30 m.p.h.
(2) - 30 m.p.h.
(3) - Trucks use low gear

STATE OF ALASKA
49TH
William L. Baumgartner
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL

PROFILE
SURVEYED
PLOTTED
CROSS CHECKED
B. M. NOTED
NO. STRUCTURE NOTATIONS ON

2540
2520
2500
2480
2460
2440
2420
2400
2380
2360

Existing Ground

+1.34%
-0.95%
+7.62%
-7.77%
+4.89%

1413+00.00 BK. Sta 1413+00.00 AHD.
Elev. 2360.00 No. PC.
1426+85.45 POT. Sta 1426+85.45 POT AHD.
EQUATION
1428+05.45 POT AHD.
1432+51.00 BK. Sta 1432+51.00 AHD.
Elev. 2425.58 No. PC.
1439+19.00 BK. Sta 1439+19.00 AHD.
Elev. 2506.44 No. PC.

1413 1415 1420 1425 1426 1427 1428 1429 1430 1435 1439+93.00 1440

KEUFFEL & ESSER | PLATE 1, PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	F-097-2(9)	1985	28

"E" 8+50 INSTALL A ROCK ANCHOR SEE SHT. 23 FOR DETAILS

Match Line 1439+73.00 = 10+45.00 Ahead

Match Line

1442+59.20 P.C.

1443+55.90 P.I.

1444+51.55 P.T.

1445

1446+38.59 P.C.

1447+25.30 P.I.

1448+11.34 P.T.

1449+07.19 P.O.T.

"E" 0+94.00 RC. 13.70' Lt. = "0" 1449+07.19 P.O.T.

1450

1451

1452+22.59 P.I.

1453

1454+43.15

1454+98.69 P.T.

1455

1454+46 P.I. P.C.

1455+22.59 P.T.

1456

1457+20.12 P.I.

1457+48.46 P.I.

1458

1459

1460

1461

1462

1463

1464

1464+50.13 P.T.

1464+69.15 P.I.

1465

1466

1467

1468

1469

1469+50.00 Match Line

R/W

SEE DETAILS ON SHT. 12

SEE DETAILS ON SHT. 12

N. 11° 21' 10" E. — 523.51' — 534.64

N. 22° 53' 38" E. — 187.04' — 195.21

N. 12° 31' 44" E. — 230.95' — 238.95

N. 33° 54' 45" E. — 48.02' — 48.21

N. 17° 56' 27" W. — 196.95' — 192.91

N. 15° 07' 26" E. — 788.69' — 794.10

Δ = 51° 51' 12"
D = 10° 15' Lt.
L = 505.88'
R = 558.98'
T = 271.15'
S = 0.06%.

Δ = 21° 23' 01"
D = 6° Rt.
L = 356.40'
R = 954.93'
T = 180.29'
S = 0.05%

EST 1451+15
BFS 1451+15
EFS 1453+26
EST 1453+26

Δ = 21° 13' 26"
D = 5° 58' 01" Rt
T = 182.40
L = 360.62
R = 973.33
S = 5.0%

Δ = 11° 32' 28"
D = 6° Rt
L = 192.35'
R = 954.93'
T = 96.50'
S = 5.0%

EST 1441+12
BFS 1443+32
EFS 1443+28
EST 1443+28

Δ = 10° 21' 54"
D = 6° Lt.
L = 192.75'
R = 954.93'
T = 86.61'
S = 5.0%

EST 1447+12
BFS 1447+12
EFS 1447+38
EST 1447+38

Δ = 9° 59' 42"
D = 6° Lt.
T = 85.52
L = 166.64
R = 954.93
S = 5.0%

Δ = 51° 21' 47"
D = 9° 56' 12" Lt.
T = 276.97
L = 516.18
R = 574.69
S = 6.0%

EST 1455+30
BFS 1455+30
EFS 1458+70
EST 1458+70

Δ = 33° 03' 53"
D = 11° Rt.
L = 300.59'
R = 520.87'
T = 154.61'
S = 0.06 %
Δ = 32° 52' 13"
D = 10° 59' 05" Rt
T = 153.86
L = 299.24
R = 521.60
S = 6.0%

EST 1462+93
BFS 1462+93
EFS 1464+67
EST 1464+33

EXISTING SIGN LEGENDS

1. Truck Escape Ramp → No Parking
2. No Parking
3. Truck Escape Ramp, No Parking
4. 35 m.p.h.
5. 35 m.p.h.

STATE OF ALASKA 49TH STATE
Wm. L. BAUMGARTNER NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

2700
2680
2660
2640
2620
2600
2580
2560
2540
2520

+4.494%
+6.898%
+6.825%
+1.895%
+16.444%
+8.217%
Existing Ground
Sta 1449+40.00 EL 2566.9 STA %
Sta 1452+90.00 EL 2589.1 STA %
Sta 1462+90.00 EL 2681.1 STA %

1440
1445
1450
1455
1460
1465
1469+50.00

KEUFFEL & ESSER | PLATE E, PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	29	33

N

Sta. 1469+50.00

Match Line

1470

1475

1480

1485

1490

1495

1496+22.00

Match Line

R/W

R/W

Mon. @ P.C. 1484+41.62
El. on Brass Cap 2789.54

SEE DETAILS ON SHT. 12

1474+45.35 P.I.

1476+68.12 BK

1478+94.31 P.C.

1478+70.85

1480+26.68 P.I.

1480+46.54

1481+79.81

1484+41.62 P.C.

1484+63.53 P.T.

1487+12.92 BK

1487+33.66 P.I.

1489+60.53 P.T.

1489+80.61

1491+67.53

1491+87.83 P.C.

1492+73.26 BK

1492+78.58 P.T.

1493+77.87

1493+98.24 P.T.

1472+35.53 P.C.

1472+38.82

1476+48.31 P.T.

1476+48.93

1480+26.19 P.I.

1480+26.68

1484+41.62

1484+63.53 P.T.

1489+60.53 P.T.

1489+80.61

1492+73.26 BK

1492+78.58 P.T.

1493+77.87

1493+98.24 P.T.

N 14°53'29" E
N 15°07'26" E
~ 788.69'
784.10

N 33°25'18" E
N 33°33'04" E
~ 226.00'
213.92

N 15°10'06" E
N 15°28'37" E
~ 267.49'
261.81

N 56°22'51" E
N 56°52'38" E
~ 201.30'
206.92

N 42°42'35" E
N 42°48'37" E
~ 407.02'
410.10

Δ = 18°25'38"
D = 4°30' Rt.
L = 409.49'
R = 1273.24'
T = 206.53'
S = 4.5%
BST 14714+39
BFS 14931+39
EFS 14725+48
EST 14774+48

Δ = 18°34'55"
D = 4° 24' 36" Rt
T = 212.59
L = 421.35
R = 1299.29
S = 4.5%

Δ = 18° 18' 12"
D = 5° 55' 27" Lt
T = 155.81
L = 308.96
R = 967.17
S = 5.0%

Δ = 18°04'27"
D = 6° Lt.
L = 301.23'
R = 954.93'
T = 151.88'
S = 5.0%
BST 14774+64
BFS 14991+84
EFS 14780+65
EST 14821+85

Δ = 41°24'01"
D = 8° Rt.
L = 517.50'
R = 716.20'
T = 270.63'
S = 5.5 %
BST 14893+25
BFS 14851+66
EFS 14888+43
BFS 14888+43

Δ = 41° 12' 51"
D = 7° 56' 28" Rt
T = 271.30
L = 518.99
R = 721.50
S = 5.5%

Δ = 14°04'01"
D = 6°30' Lt.
L = 216.41'
R = 881.47'
T = 108.75'
S = 5.25%

Δ = 13° 46' 20"
D = 6° 30' Lt
T = 105.67
L = 210.34
R = 881.47
S = 5.25%
BST 14921+38
BFS 14921+38
EFS 14931+02
EST 14951+32

1411+31, RT.
END GUARDRAIL

1411+80.00, RT.
BEGIN GUARDRAIL

1491+00, RT.
END GUARDRAIL

EXISTING SIGN LEGENDS
① Truck Escape Ramp - 1/2 mile
② 35 m.p.h.

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

+8.44108'/s

-8.217 %

+7.880 %

+7.387 %

+6.608 %

Existing Ground

1469+50

1475

1480

1485

1490

1495

1496+22

1170

2840

2820

2800

2780

KEUFFEL & ESSER | PLATE 1, PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET No.
ALASKA	F-097-2(4)	1985	30

N

BST 1496+18
BFS 1498+68
EFS 1499+30
EST 1499+30

Δ=28°27'25"
D=12°30' Lt
L=227.66'
R=458.37'
T=116.23'
S=6.0%/ft.

1497+85.26 P.C.
1497+37.37
1499+12.92 P.I.
1499+03.97
1499+01.49 P.I.
1502+15.69 P.T.
1502+04.68

Match Line
1496+22.00
N 42°42'31"E
N.42°48'37"E
407.02'
416.10

1500
N 14°18'22"W
N.14°21'12"E.
53.28'
42.50

1500+66.20 P.C.
1500+37.50
1503+60.42 P.T.
1503+41.58

35 m.p.h.

1505

N 39°21'11"E
N.39°21'44"E.
608.96'
668.11

1510

1511+79.16 P.C.
1511+53.82 P.T.

Δ=25°00'32"
D=8°30' Rt.
L=294.22'
R=674.07'
T=149.49'
S=5.75%

EST 1501+90
BFS 1501+90
EFS 1502+90
EST 1504+80

Δ=6°50'44"
D=2°15'13"
T=169.41
L=338.32
R=2546.48
S=2.25%
E=156'

BST 1508+69
BFS 1510+19
EFS 1512+87
EST 1514+39

Δ=8°17'07"
D=2°15' Lt.
L=368.23'
R=2546.48'
T=184.44'
S=2.75%

1510+09.75
1508+69.38 P.C.
1513+48.07
1513+37.64 P.T.

R/W

1515

AOF 1519+00.00

1520

R/W

N 30°40'27"E
N 31°04'37"E.
1,199.22'
1188.94

1525

1525+36.83
1525+37.01
Match Line P.C. 516

3020

3000
2980
2960
2940
2920
2900
2880
2860
2840
2820

+8.023%
+6.081%
+4.219%
+3.060%
+7.289%
Existing Ground

1496+22
1500
1505
1510
1515
1520
1525+36.83 P.C.

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

KEUFFEL & ESSER | PLATE 1, PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	F-097-2(4)	1985	31

Match Line PC Sta. 1525+36.83

Δ = 52° 23' 15"
D = 8° 15'
T = 352.32
L = 654.89
R = 716.20
S = 5.5%
Tc = 235'

Δ = 52°06'51"
D = 8° Lt.
L = 651.43'
R = 716.20'
T = 350.20'
S = 5.5%
BST 1524+20
BFS 1526+55
EFS 1530+70
EST 1530+70

1525+37.01

1528+89.03 P.I.

N 21°02'14"W
80.60'
77.73

1528+89.55 P.C.

1528+89.55 P.C.

1531+86.76 P.T.

1533+54.34 P.I.

1533+54.34 P.I.

R/W

1535

1530

SEE DETAILS ON SHT. 12

SEE DETAILS ON SHT. 12

R/W

Δ = 26°44'36"
D = 8° Rt.
T = 170.25
L = 334.29
R = 716.20
S = 5.5%
Tc = 235'

Δ = 26°25'17"
D = 8° Rt.
L = 330.27'
R = 716.20'
T = 168.12'
S = 5.5%
ST 1533+87
BFS 1533+87
EFS 1534+82
EST 1534+82

1535+99.88 P.T.

1535+99.88 P.T.

1537+47.26 P.C.

1537+45.99 P.C.

N 5°11'48"E
N 5°23'03"E.
146.86'
148.38

Δ = 15°30'01"
D = 3°45' Rt.
L = 413.34'
R = 1527.89'
T = 207.94'
S = 4%

EST 1538+40
BFS 1538+90
EFS 1540+64
BST 1540+64

Δ = 15°21'25"
D = 3° 45' Rt
T = 201.35
L = 417.19
R = 1527.89
S = 4.0%
Tc = 190'

1539+53.93 P.T.

1539+54.61 P.T.

1540

1541+59.45

1541+59.35 P.T.

1542+34.23

1542+34.29 P.C.

N 20°39'13"E
N 20°53'04"E.
74.94'
74.78

Δ = 5°15'00"
D = 1°30' Rt.
L = 350.00'
R = 3819.72'
T = 175.12'
S = 2.25%

Δ = 5°16'19"
D = 1° 30' Rt
T = 175.36
L = 351.46
R = 3819.72
S = 2.25%
Tc = 136'

EST 1543+02
BFS 1543+02
BFS 1545+16
BST 1545+16

1544+09.59 P.T.

1544+10.09 P.C.

1545

1545+84.29 P.T.

1545+84.29 P.T.

N 26°08'04"E.
86.13'
84.27

N 25°55'32"E

Δ = 6°15'00"
D = 2°45' Lt
L = 227.27'
R = 2083.48'
T = 113.75'
S = 3.25%

EST 1547+53
BFS 1547+53
EFS 1548+15
EST 1548+15

1546+43.96

1546+88.40 P.C.

Δ = 6°18'29"
D = 2°45' Lt
L = 229.35
R = 2083.48
T = 114.78
S = 3.25%
Tc = 105'

1548+97.69 P.T.

1548+97.69 P.T.

1549+88.86

1549+99.23

Match Line PC Sta. 1549+88.86

1547+34.74 P.I.

1547+84.15 P.I.

N 19°37'08"E
N 19°53'04"E
91.19'
85.91

1527+61.81, RT,
Private Guardrail

1527+83.51, RT,
Elec. Guardrail

1525+68, RT,
Private Guardrail

1536+93, RT,
Elec. Guardrail

STATE OF ALASKA
49TH
Wm. L. BALDWIN
NO. 15974
REGISTERED PROFESSIONAL

Existing Ground

+8.00% +7.35% +1.18% +8.23%

1525+36.83 PC

1530

1535

1540

1545

Existing Ground

+6.39%

1547+17.69

1550

KEUFFEL & ESSER | PLATE 1, PLAN-PROFILE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	F-097-2(4)	1985	32

Mon @ P.C. 1552+09.48
El. on P.C. 3214.13

Δ = 23°41'09"
D = 10° Lt.
L = 236.86'
R = 572.96'
T = 120.15'
S = 0.06%.

EST 1553+11
BFS 1553+11
EFS 1553+43
BST 1553+43

BST 1560+24
BFS 1562+44
EFS 1563+60
EST 1565+80

Δ = 15°43'17"
D = 6° Lt.
L = 262.02'
R = 954.93'
T = 131.84'
S = 5.0%

Match Line P.C. Sta. 1549+88.86

P.I. Sta. 1550+61.92

P.C. Sta. 1552+11.49

P.T. Sta. 1554+48.35

P.I. Sta. 1555+70.81

P.C. Sta. 1561+70.92

P.T. Sta. 1564+32.94

Match Line P.C. Sta. 1571+55.22

R/W

1550 1555 1560 1565 1570

N 7°31'28" E
N 3°02'18" E
~772.28'
772.60

Δ = 15°53'46"
D = 6°
T = 132.31
L = 264.91
R = 954.93
S = 5.0%
Tc = 220'

P.I. Sta. 1563+02.76

N 18°31'05" E
N 18°45'35" E
~531.39'
532.21

P.I. Sta. 1551+34.69

P.T. Sta. 1551+57.77

N 28°25'49" E
13.11

N 28°38'04" E
~76.80'

P.I. Sta. "0" 1553+31.64

N 4°42'26" E
N 4°56'55" E
~53.07'
53.07

P.C. Sta. 1555+01.42

P.T. Sta. 1556+39.53

Δ = 8°45'00"
D = 6° Rt.
L = 145.83'
R = 954.93'
T = 73.06'
S = 5%

EST 1550+62
BFS 1550+62
EFS 1550+62
BST 1550+62

Δ = 13°48'40"
D = 10° Rt.
L = 138.11'
R = 572.96'
T = 69.39'
S = 0.06%.

EST 1555+70
BFS 1555+70
EFS 1555+70
EST 1556+20

Δ = 8°47'40"
D = 6° Rt
T = 73.43
L = 146.57
R = 954.93
S = 6.0%

Δ = 12°48'48"
D = 10° Rt
T = 69.40
L = 138.13
R = 572.96
S = 6.0%

EXISTING
SIGN LEGENDS
① Trucks use low gear
② White Pass - Elev. 3290
③ White Pass - Elev. 3290

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

3360
3340
3320
3300
3280
3260
3240
3200
3180

+6.391%
+6.985%
Existing Ground
Sta. 1564+00.00
Elev. 3290.00

1549+88.86 PC 1550 1555 1560 1565 1570 1571+55.22 PC

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-097-2(4)	1985	33	33

Δ = 12°34'13.8"
D = 2° Lt.
L = 628.52'
R = 2864.79'
T = 315.53'
S = 2.75%

BST 1570+55
BFS 1572+05
EFS 1577+34
EST 1578+82

1571+63.43
1571+55.22 P.C. Sta

1574+68.63 BK
1574+70.75 P.I. Sta

Match Line

1575

Δ = 12° 17' 06"
D = 2° 17'
T = 306.20
L = 610.08
R = 2869.79
S = 2.75%
TL = 150'

1577+72.51
1577+83.74 P.T. Sta

1580

1581+43, LT,
END GUARDRAIL

R/W

N 9° 39' 38" W
N 9°31'55.8"W
~769.83'
806.99

1584+60
36" x 20' CMP
all L.L. Lt

36" x 18' CMP
all L.L. Lt

Mon. @ P.I. 1587+36.64 BK.
El. ON BRASS CAP 3259.59

1585

1585+79.45
1585+53.57 P.C. Sta

Δ = 30°35'58.6"
D = 6° Rt.
L = 509.99'
R = 954.93'
T = 261.24'
S = 5.0%
BST 1584+07
BFS 1586+29
EFS 1589+91
EST 1592+11

Δ = 20° 21' 28"
D = 6° 32' 40" Rt
T = 157.19
L = 311.07
R = 875.50
S = 5.0%
TL = 150'

1587+36.64 BK
1588+14.81 P.I. Sta

1588+75, LT,
BEGIN GUARDRAIL

1588+90.52
1588+83.56 P.T. Sta

P.C. Sta

N 10° 46' 50" E
N 21°04'02.8"E
~22.94'
212.29

1590

1590+65, LT,
END GUARDRAIL

UNITED STATES
CANADA
N 39°05'26.9"W

1590+86.50

Mon. @ P.O.S.T. 1591+02.81 BK.
El. ON BRASS CAP 3258.65

EXISTING
SIGN LEGENDS
① Speed Limit 40
② Welcome to the U.S. Customs & Info. 9 miles ahead
Stop & Report
③ U.S. Canada Border
④ U.S. Canada Border

STATE OF ALASKA
49TH
Lynn L. BAUMGARTNER
NO. 1567-E
REGISTERED PROFESSIONAL ENGINEER

-3.49% 3.02%
-6.63% +0.64% +6.84% +0.88% -1.79%

V.C. 1578+22.50
400' V.C.
Sta 1578+22.50
El. 3260.55

V.C. 1585+27.50
400' V.C.
Sta 1585+27.50
El. 3255.45

V.P.I. 1587+42.50
200' V.C.
Sta 1587+42.50
El. 3255.45 400' V.C.

Existing Ground

3320
3300
3280
3260
3240
3220

1578
1580
1585
1590

KEUFFEL & ESSER | PLATE 1 PLAN-PROFILE