

**STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES**

**PLAN AND PROFILE  
PROPOSED HIGHWAY PROJECTS  
RF-097-2(5) (AS-BUILT)  
KLONDIKE HIGHWAY  
22<sup>ND</sup> AVENUE TO SANATORIUM ROAD  
GRADING, PAVING & DRAINAGE  
&  
A-83871  
SKAGWAY FERRY TERMINAL PAVING**

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1	19

INDEX OF SHEETS	
SHT. NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	SKAGWAY FERRY TERMINAL PAVING
4	SEWER OUTFALL EXTENSION
5	ESTIMATE OF QUANTITIES
6	SUMMARY TABLES
7-8	MISCELLANEOUS DETAILS
9	SIGNING AND STRIPING
10	TRAFFIC CONTROL PLANS
11-17	PLAN AND PROFILE SHEETS
18-19	INTERSECTION DETAILS

THE FOLLOWING STANDARD DRAWINGS SHALL APPLY TO THIS PROJECT: A-1, C-00.00, C-10.01, C-11.01, D-01.00, D-04.00, D-05.00, D-20.00, D-23.00, D-24.00, D-26.00, F-04.00, F-04.01, G-04.00S, G-04.00W, G-14.00S, G-14.00W, G-18.00, G-24.00S, G-24.00W, I-20.00, I-40.00, M-16.00, S-00.00, S-05.00, S-20.00, S-30.00, T-20.00, T-21.00, T-22.00

**PROJECT SUMMARY**

WIDTH OF SUBGRADE	= 45', 39'
WIDTH OF PAVEMENT	= 41', 32', 28'
LENGTH OF PAVEMENT	= 7608.26' = 1.441 mi.
LENGTH OF GRADING	= 8023.26' = 1.520 mi.
LENGTH OF PROJECT	= 7608.26' = 1.441 mi.
LENGTH OF EXCEPTION	= 481.83' = 0.091 mi.
LENGTH OF TEMPORARY CONNECTION	= 415.00' = 0.079 mi.

**DESIGN DESIGNATION**

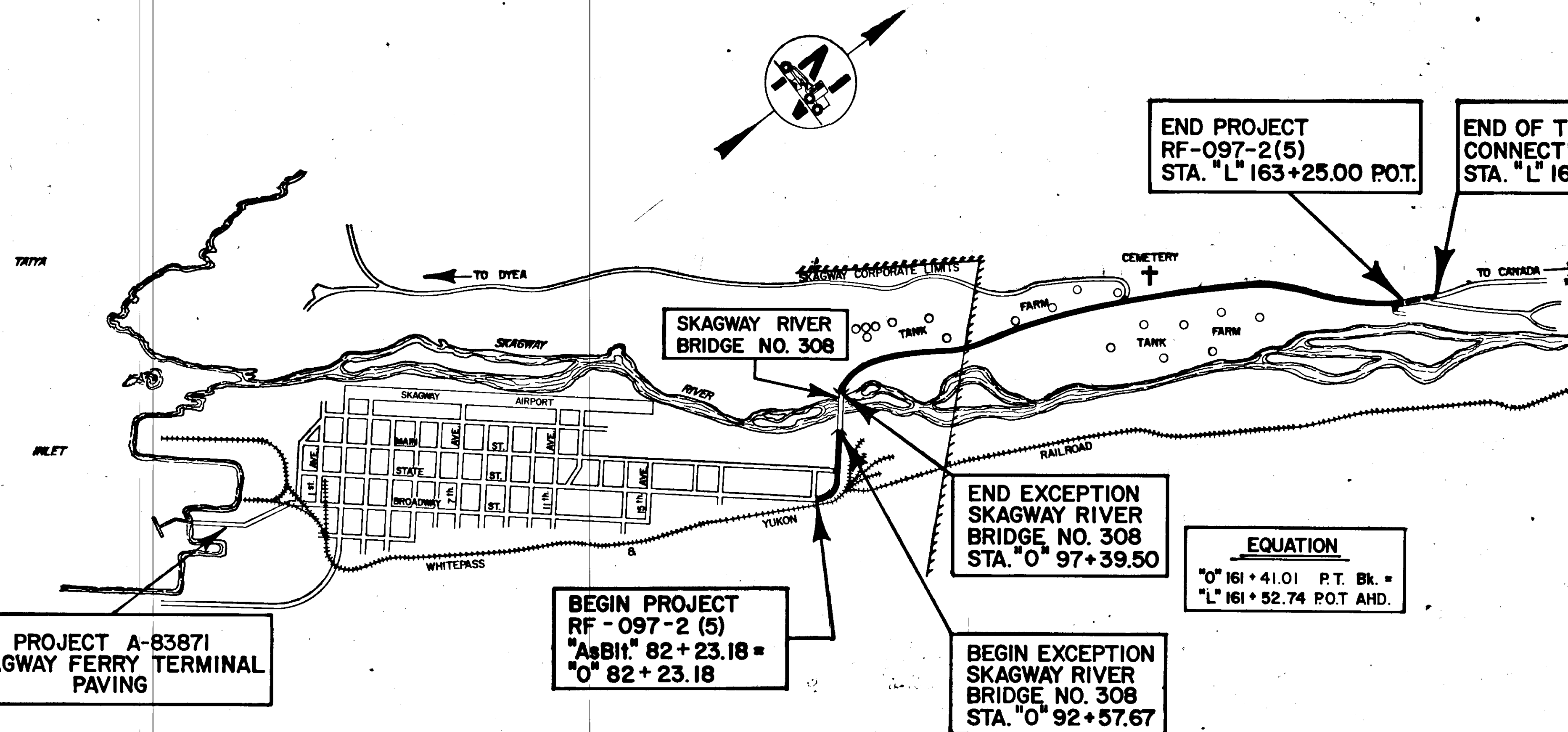
22<sup>ND</sup> AVE. TO DYEA ROAD

A.D.T. (1981)	= 492
A.D.T. (2000)	= 979
V	= 30-50
T	= 5%
T.I.	= 6.5

DYEA ROAD TO SANATORIUM ROAD

A.D.T. (1981)	= 343
A.D.T. (2000)	= 683
V	= 50
T	= 5%
T.I.	= 6.5

**PROJECT A-83871  
SKAGWAY FERRY TERMINAL PAVING**



**'AS-BUILT'**

END PROJECT  
RF-097-2(5)  
STA. "L" 163+25.00 P.O.T.

END OF TEMPORARY  
CONNECTION  
STA. "L" 167+40.00 P.O.C.

SKAGWAY RIVER  
BRIDGE NO. 308

END EXCEPTION  
SKAGWAY RIVER  
BRIDGE NO. 308  
STA. "O" 97+39.50

**EQUATION**  
"O" 161+41.01 P.T. Bk. =  
"L" 161+52.74 P.O.T. AHD.

BEGIN PROJECT  
RF-097-2(5)  
"AsBlt" 82+23.18 =  
"O" 82+23.18

BEGIN EXCEPTION  
SKAGWAY RIVER  
BRIDGE NO. 308  
STA. "O" 92+57.67

PROJ. ENGR.: G. HOGINS  
CONTRACTOR: ASSOCIATED SAND & GRAVEL  
START-UP: JULY 1, 1983  
COMPLETION: SPRING 1984

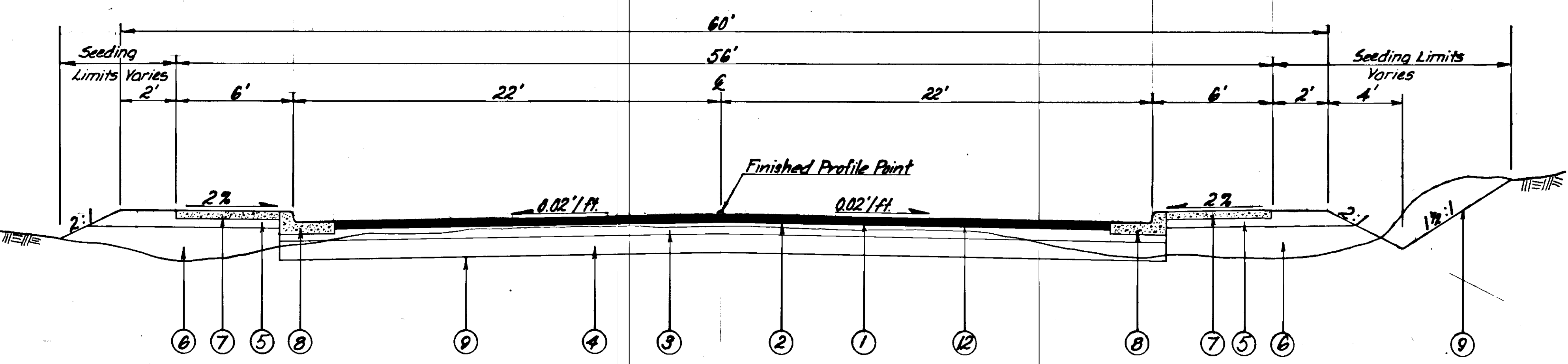
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

APPROVED  
*Wallace Kullback* DATE 2-10-83  
S. E. REGION DESIGN / CONSTRUCTION ENGINEER

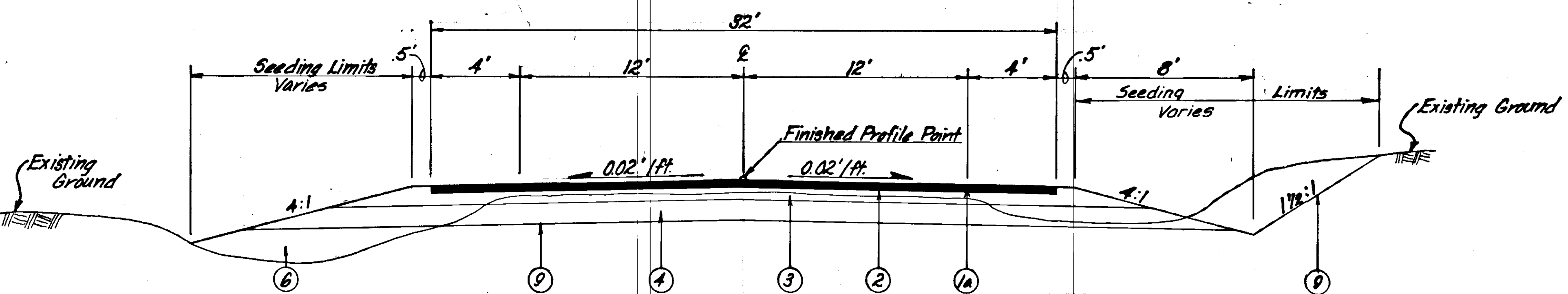
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

APPROVED  
*Charles J. White* DATE 3-10-83  
DIRECTOR, HIGHWAY DESIGN / CONSTRUCTION

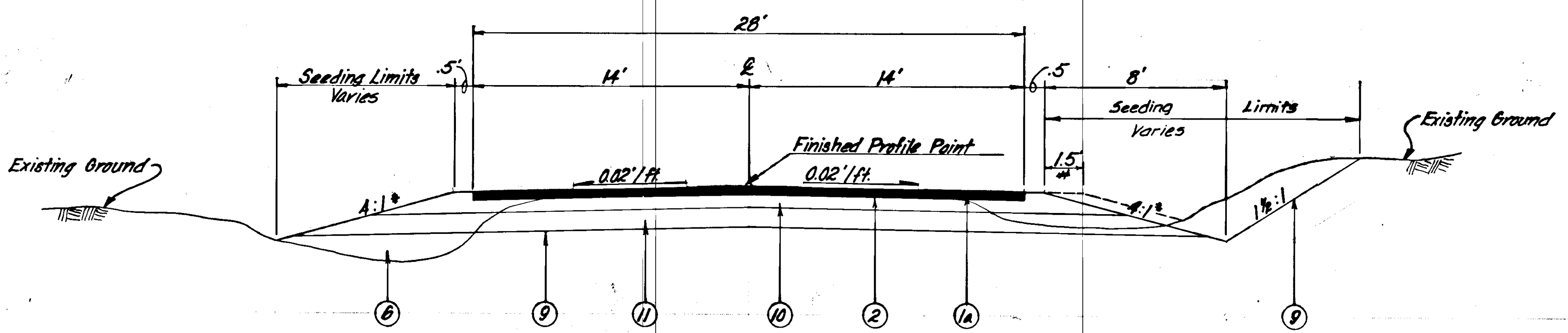
### TYPICAL SECTIONS OF IMPROVEMENT



B.O.P. STA. 0+82+23.18 to STA. 0+91+00  
For Transition, see General Note 6.



STA. 0+97+39.50 to STA. 0+133+60.00  
See General Note 7



STA. 0+135+00.00 to E.O.P. STA. L+163+25.00  
See General Note 8

\* From Sta. L+164+00 to End of Temporary Connector, the slopes will change from 4:1 to 2:1.  
\* 1.5' Guardrail Widening from Sta. L+164+30 to Sta. L+167+40. (Right Side Only)



### GENERAL NOTES

- Grades and Alignments shown on the plans are subject to minor revisions.
- Storm Inlets, Culvert locations and lengths are subject to minor revisions.
- No Asphalt Pavement is to be placed on the Skagway River Bridge.
- Clearing and Grubbing limits shall be 10' beyond the slope limits in cut areas and 5' beyond the slope limits in fill areas, or to the R/W line, easement line or permit line as directed by the Engineer.
- All waste material shall be disposed of outside the R/W Limits shown on the plans at a location selected by the Contractor and approved by the Engineer.
- Between Stations 0+91+00 and 0+92+57.67, the roadway width shall smoothly transition from 44 feet to 28 feet. Asphalt thickness will remain 3" to 0+92+57.67.
- Between Stations 0+97+39.50 and 0+99+00.00, the roadway width shall smoothly transition from 28' to 32'.
- Between Stations 0+133+60.00 and 0+135+00.00, the roadway width shall smoothly transition from 32' to 28'.
- All existing pavement removed in the roadway section will be paid for as Item 203(3) - Unclassified Excavation. Saw Cut shall be considered incidental.
- Superelevation Transition lengths shall be as shown on the plans with the pivot point on Centerline. See Summary on sheet G for begin and end full Superelevation Stations.
- From the E.O.P., the roadway section shall be smoothly transitioned into the existing section at Station L+167+40.
- The Contractor is responsible for any damage to underground or suspended utilities that is a result of his construction.
- The City of Skagway has scheduled some construction in the vicinity that may coincide with the scheduling of work under this contract, in particular, water line construction between Main St. and Alaska St. This work is scheduled to be completed by June 20, 1983 and the Contractor should make every effort to coordinate his work with that of the City.
- Existing Fire Alarm Junction Boxes shall be raised to match new surface elevations. Locations on the plans are only approximate. The Fire Alarm Conduits are buried ±18" below existing surface and it shall be the Contractor's responsibility to keep the alarm cables operational and repair any damage that may result from his operations.

DELETED BY CITY WORK

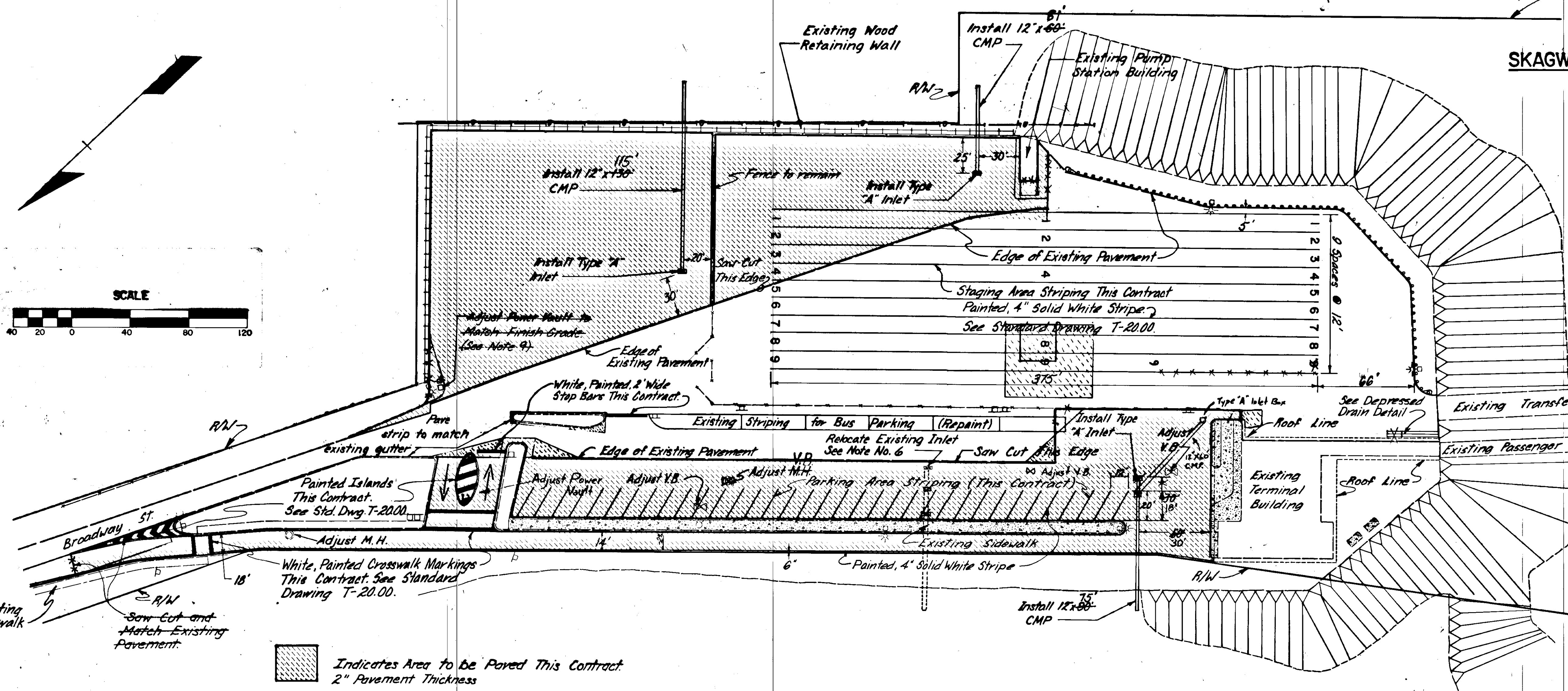
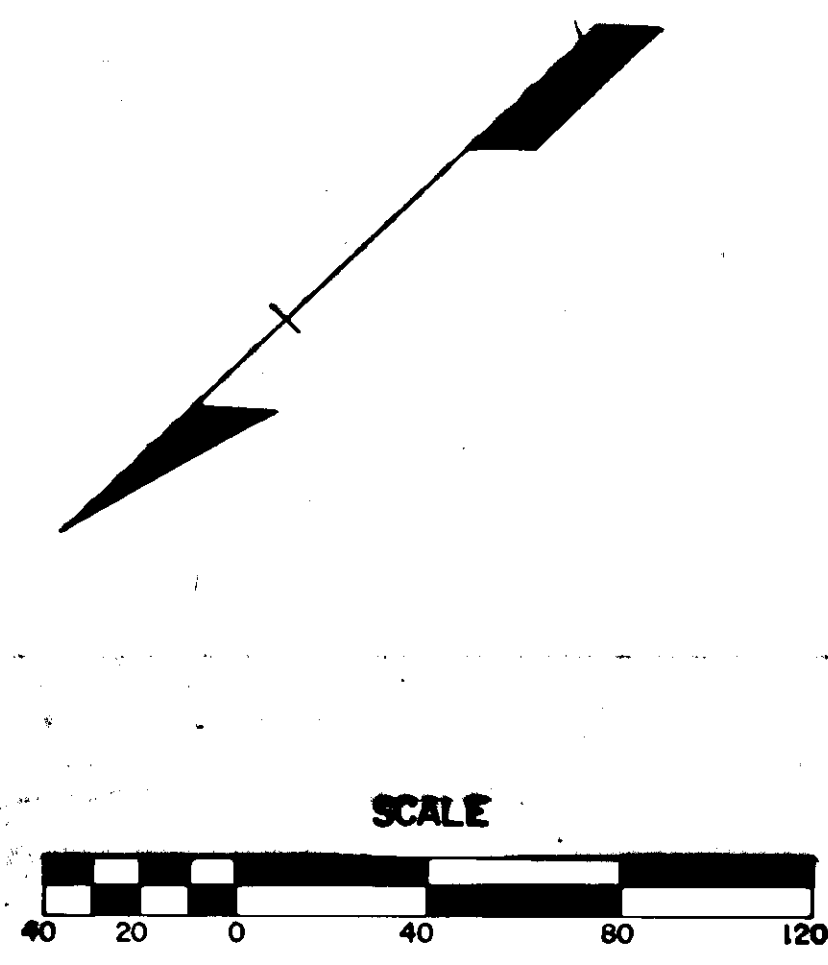
### LABELING INDEX

①	3" Hot Asphalt Pavement (Type II), Two Lifts
①a	2" Hot Asphalt Pavement (Type II)
②	MC-30 Liquid Asphalt for Prime Coat
③	6" Crushed Aggregate Base Course
④	10" Subbase (Grading 'A')
⑤	4" Subbase (Grading 'A')
⑥	Embankment or Useable Unclassified Excavation
⑦	4" Concrete Sidewalk (6" depth for Curb Cuts)
⑧	Curb and Gutter (Standard)
⑨	Approx. Limits of Unclass. Excavation
⑩	4" Crushed Aggregate Base Course
⑪	9" Subbase (Grading 'A')
⑫	CSS-1 Asphalt for Tack Coat
○	

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	3	19
	A-83871	1983	1	2

**SKAGWAY FERRY TERMINAL PAVING**

A-83871



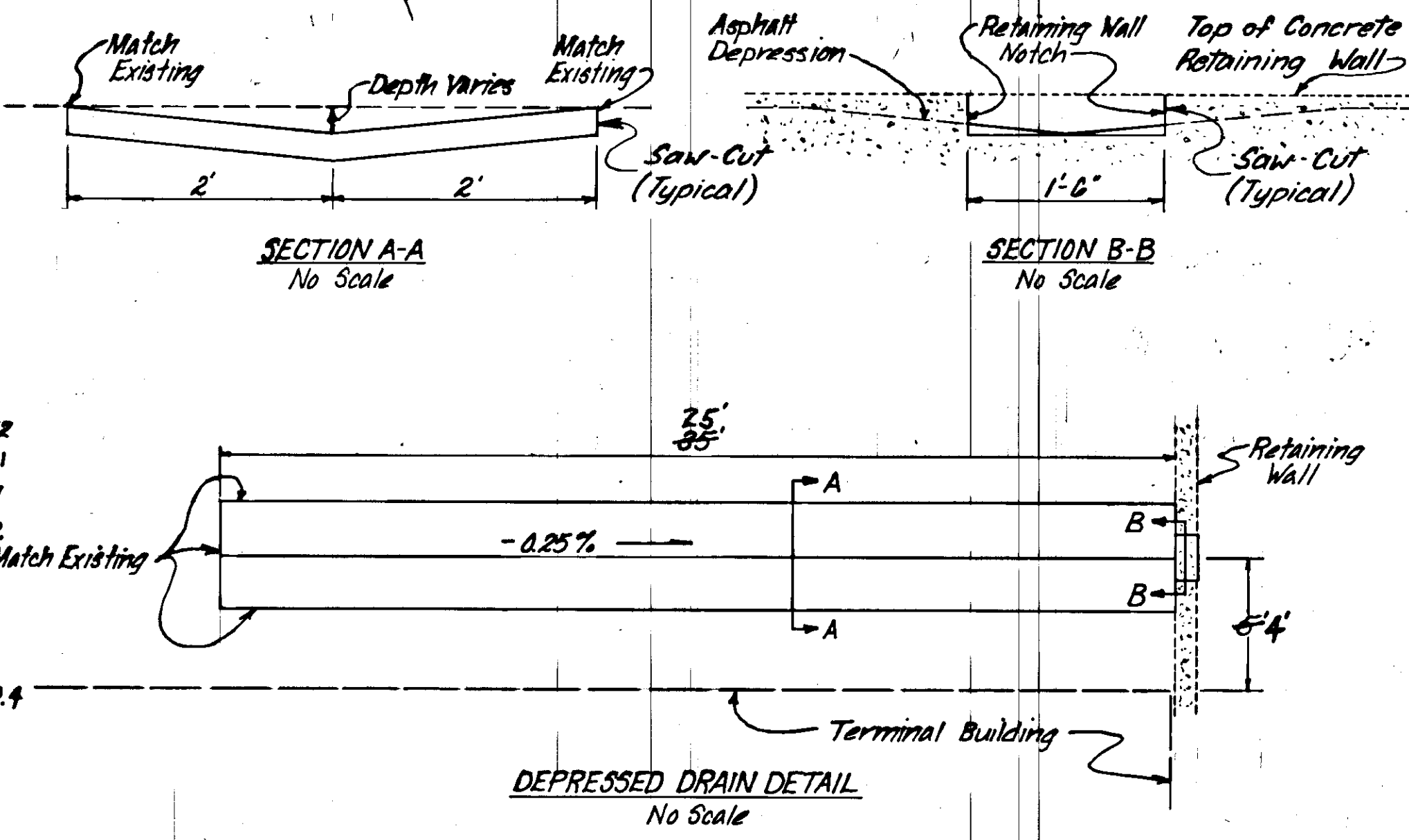
Indicates Area to be Paved This Contract  
2" Pavement Thickness

**GENERAL NOTES**

- The contractor is required to grade the existing subbase material such that it will provide a smooth transition from the existing pavement and direct surface runoff toward inlet box locations or open slopes. Inlet box elevations shall be determined by the Contractor in the field such that drainage is facilitated. Grade, compaction, and inlet box elevations shall be approved by the Engineer as specified in the Special Provisions.
- Aggregate Base Course shall be used as required for final grading.
- Areas where Buildings, Fence Posts, Etc. have been removed from existing pavement, the contractor shall complete site preparation for paving, as required.
- The striping plan shall be as shown. Numbers shall be 12" wide stripes and be 5' in length.
- The pavement thickness shall be 2 inches in all areas.
- The existing inlet shall be relocated along the existing outfall pipe and against the curb as shown. This shall be paid for as an inlet installation under Item 604(5) Inlets, Type "A". Removal of excess culvert, sawcuts, and excavation and backfill shall all be considered incidental.
- Inlet frames and grates shall be field inlet type with open bicycle proof grate.
- Culvert pipes shall have a minimum cover of 18 inches in all areas and shall have a minimum slope of 10 percent.
- Power vault adjustment shall be considered incidental to other items and no separate payment shall be made.
- Removal of existing painted terminal markings shall be considered incidental to Item 670(B).
- Removal of structures and obstructions shall be considered incidental to other items of work. All obstructions removed shall be disposed at a location approved by the engineer.
- Vertical Control is shown on Sheet No. 11.

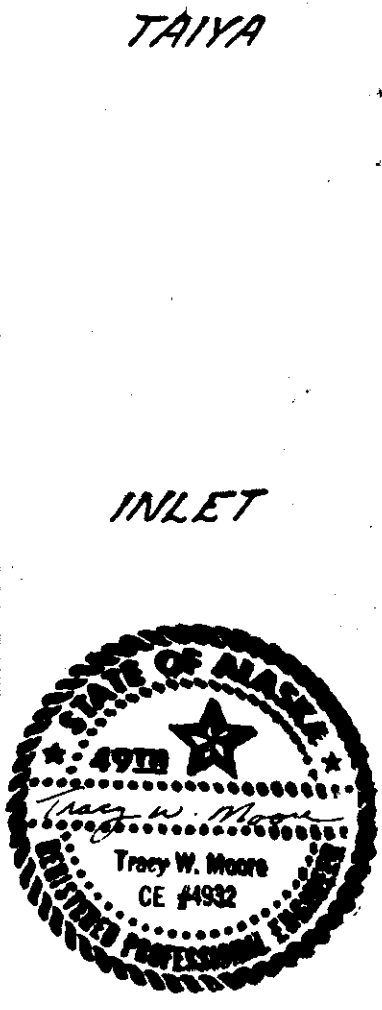
ESTIMATE OF QUANTITIES			
ITEM NO.	ITEM	UNIT	QUANT.
110(1)	Mobilization	L.S.	All Req'd
114(A)	Construction Surveying by the Contractor (Ferry Terminal)	L.S.	All Req'd
116(1)	Furnishing and Maintaining Field Office	L.S.	All Req'd
116(2)	Furnishing and Maintaining Field Laboratory	L.S.	All Req'd
203(9)	Ferry Terminal Site Preparation	L.S.	All Req'd
301(1)	Crushed Aggregate Base Course	Ton	660
401(1)	Asphalt Concrete, Type II	Ton	444
401(2)	Asphalt Cement	Ton	667
403(2)	MC-30 Liquid Asphalt for Prime Coat	Ton	93
603(1-12)	12" Inch Corrugated Steel Pipe	L.F.	280 L.F.
604(4)	Adjust Existing Manholes	Each	2
604(5)	Inlets, Type "A"	Each	4
628(11)	Adjustment of Valve Box	Each	2
632(1)	Sewer Conduit	L.F.	232
632(2)	Submerged Sewer Line Placement	L.S.	All Req'd
670(B)	Painted Terminal Markings	L.S.	All Req'd

ESTIMATE OF ROADWAY MARKING QUANTITIES		
MATERIAL	TYPE	QUANTITY
Paint	4" White Shoulder / Parking	5880 L.F.
Paint	Crosswalk	2 ea.
Paint	Numbers	27 ea.
Paint	Islands	2 ea.
Paint	Arrows	2 ea.
Paint	Stop Bars	2 ea.



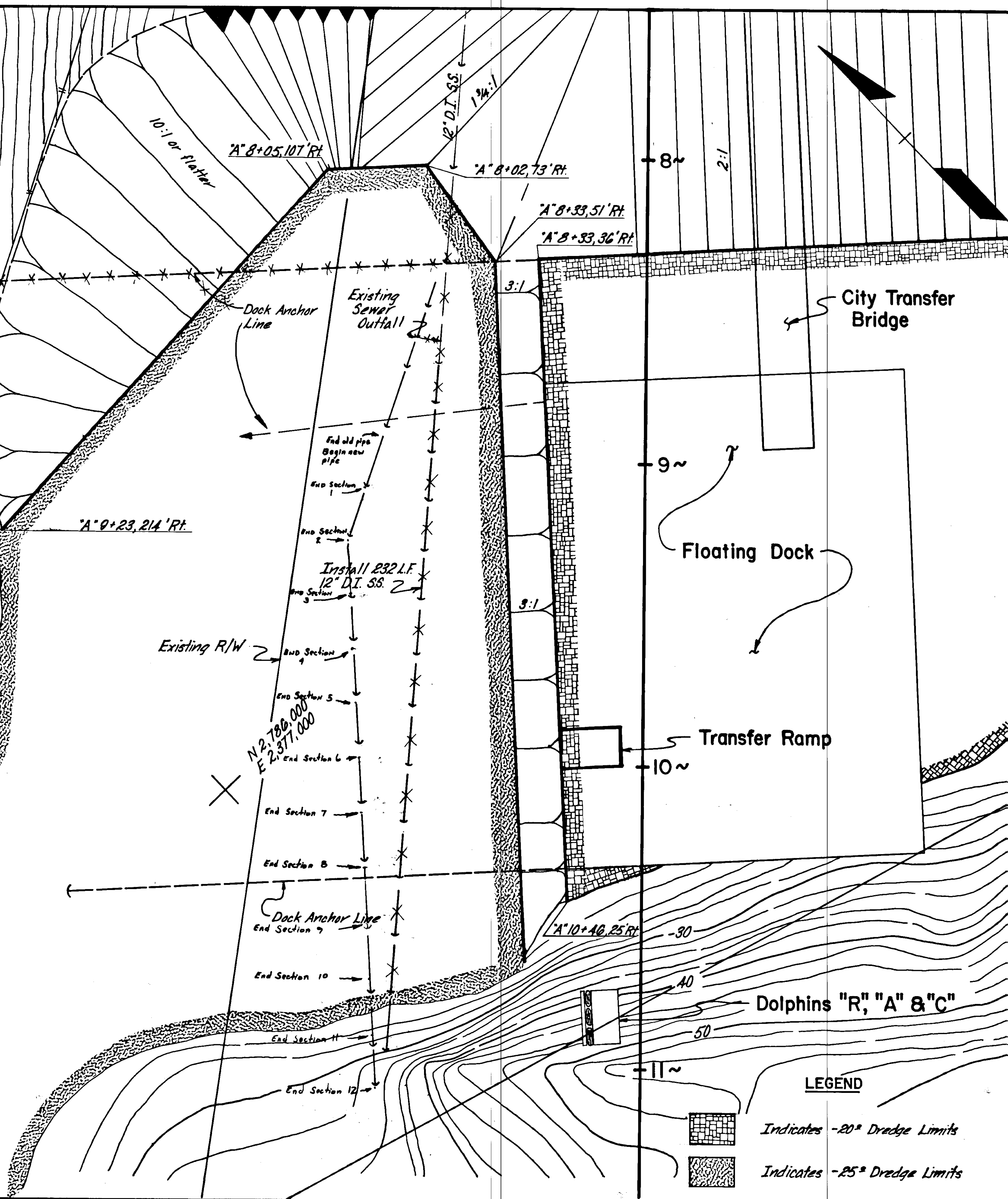
**DEPRESSED DRAIN NOTES**

- The Engineer may require changes in the distances shown in order to facilitate drainage of the existing asphalt depression.
- The Contractor shall notch the top of the retaining wall as shown such that drainage is allowed. The notch shall be smoothly finished with mortar. If rebar is encountered, it shall be cut off below the finished mortar.
- The asphalt cuts, asphalt removal, grading of the subbase and the notching and finishing of the retaining wall shall be incidental to Item 203(9), Ferry Terminal Site Preparation. Asphalt shall be paid for at the Contract Unit Price.



# SKAGWAY SEWER OUTFALL EXTENSION

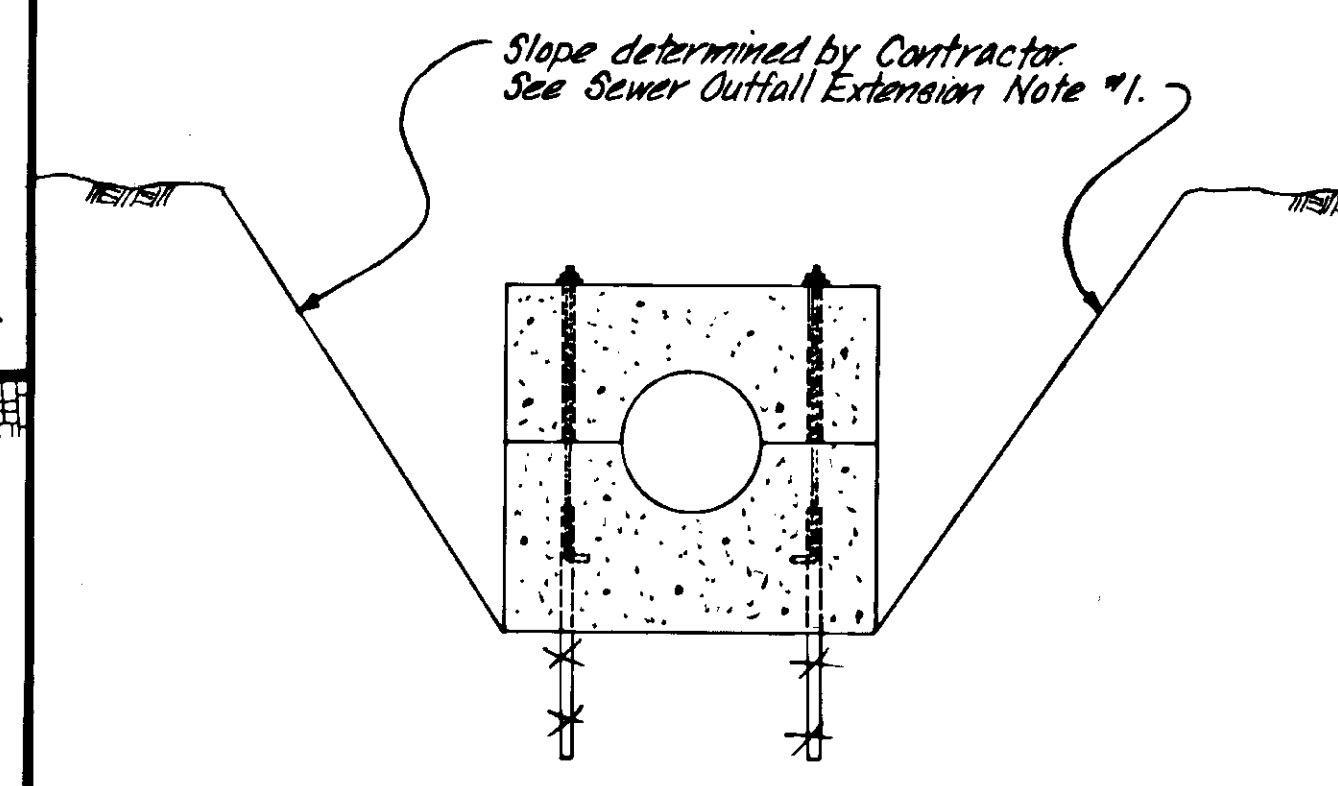
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	4	19
	A-83671	1983	2	2



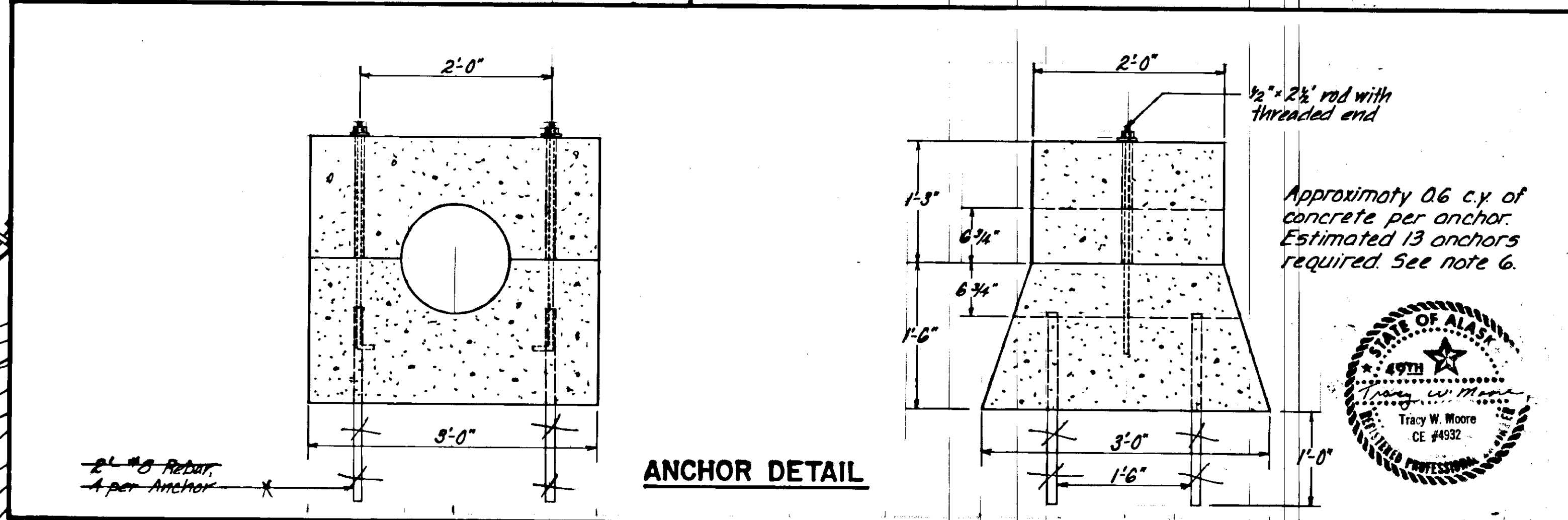
## SEWER OUTFALL EXTENSION NOTES

(SEE SHEET 3 FOR ESTIMATE OF QUANTITIES)

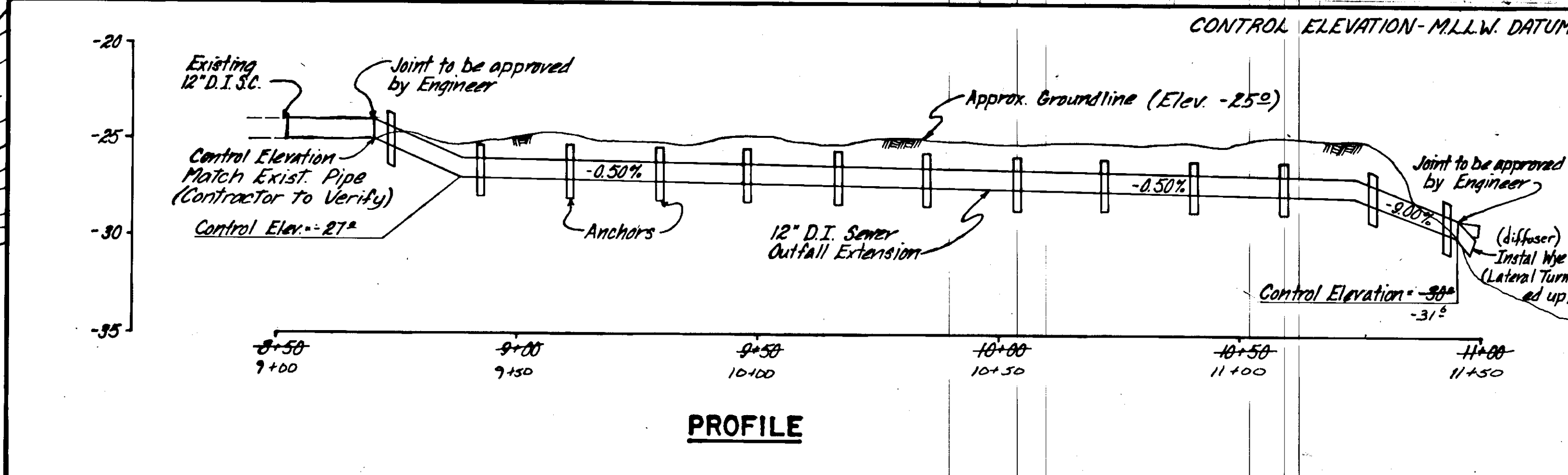
- The Sewer Line shall be placed in a trench as shown in the Sewer Line Typical. Side slopes shall be cut such that placement of the pipe and anchors is safely accomplished. The slopes will not be required to stand after completion. Backfilling the trench will not be required.
- Soils encountered in the trenching area are described as clean, unconsolidated sands and gravels with an estimated 10% + 3/4" material.
- The existing groundline along the pipe may be somewhat uneven as per standard dredging tolerances.
- There are two heavy chain link dock anchor lines located approximately on the plans. The Contractor shall be responsible for working around the anchor lines and for any damage caused as a result of his operations.
- The existing outfall terminates with a wye fitting. The Contractor shall remove this fitting and either reinstall it or an equivalent unit on the end of the extended line by a method approved by the Engineer.
- Concrete anchors shall be installed approximately 4 feet ahead of each joint, for each pipe length up to 18 1/2 feet.
- The Contractor may, at his expense, cast additional rebar and/or loops or hooks into the anchors to prevent damage during handling and placement.
- Minor revisions in alignment or grade may be made by the Engineer.
- The Contractor shall field verify the length of sewer conduit required before placing his pipe order.
- The Contractor shall coordinate his efforts to maintain the sewage flow during his construction with City of Skagway officials. Any pumping, rerouting, storage, etc., of the sewage shall be at the Contractors expense.
- Trench excavation may be used as backfill or disposed of in such a manner as to create no berms on the existing dredged ground-line.



SEWER LINE TYPICAL



ANCHOR DETAIL



PROFILE



### ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	SHEET NUMBERS								RF-097-2(5) 22nd Ave. to Sanatorium Rd Total	A 93871 Ferry Terminal Paving Total	GRAND TOTAL
			10	11	12	13	14	15	16				
110 (1)	Mobilization	L.S.									All Required	All Required	All Required
111 (1)	Temporary Erosion & Pollution Control	C.S.									All Required		All Required
112 (1)	Training Program in Accordance w/ F.H.W.A. Order, Interim 7-2(2)	C.S.									All Required		All Required
113 (1)	Flagging	Man Hr.									Estimated Quantity = 1000 Man Hrs.		
114 (1)	Construction Surveying by the Contractor	L.S.									1000 272		1000 272
114 (1A)	Construction Surveying by the Contractor (Ferry Terminal)	L.S.									All Required	All Required	All Required
115 (1)	Traffic Maintenance	L.S.									All Required		All Required
116 (1)	Furnishing & Maintaining Field Office	L.S.									All Required	All Required	All Required
116 (2)	Furnishing & Maintaining Field Laboratory	L.S.									All Required	All Required	All Required
201 (2B)	Clearing & Grubbing	L.S.									All Required		All Required
202 (1)	Removal of Structures and Obstructions	L.S.									All Required		All Required
202 (4)	Removal & Disposal of Culvert Pipe	L.F.	48	0	34	67	132	30	85				308 381
203 (3)	Unclassified Excavation	C.Y.	558	64	1174	2478	1411	1233	595				8664
203 (8)	Embankment	C.Y.	463	1474	1142	104	864	1219	2363				7629
203 (9)	Ferry Terminal Site Preparation	L.S.									All Required	All Required	All Required
301 (1)	Crushed Aggregate Base Course	Ton	1025	750	1346	2027	1952	1218	1298				9616 1049
304 (1)	Subbase, Grading "A"	Ton	2014	1690	2384	3665	3799	2850	2710				19142 20479
401 (1)	Asphalt Concrete, Type "II"	Ton	523	398	430	626	658	557	390				2582 3685
401 (2)	Asphalt Cement, AC-5	Ton	31.4	23.9	25.8	37.6	39.5	33.4	23.4				215.8 207
402 (2)	CS-1 Asphalt for Tack Coat	L.S.									All Required	All Required	All Required
403 (2)	MC-30 Liquid Asphalt for Prime Coat	Ton	3.2	2.4	3.7	5.3	5.6	4.7	3.2				29.1 16.8
603 (1-12)	12-Inch Corrugated Steel Pipe	L.F.											
603 (1-18)	18-Inch Corrugated Steel Pipe	L.F.	587	0	0	0	0	70	0				657 664
603 (1-24)	24-Inch Corrugated Steel Pipe	L.F.	0	0	0	0	36	0	18				54
603 (2-13+22)	13x22-Inch Corrugated Steel Pipe Arch	L.F.	0	0	84	96	0	0	0				180 166
603 (2-22+36)	22x36-Inch Corrugated Steel Pipe Arch	L.F.	78	0	0	0	60	0	53				190
603 (2-36+38)	36x38-Inch Corrugated Steel Pipe Arch	L.F.	0	0	0	0	52	0	0				52 72
604 (4)	Adjust Existing Manholes	Each	1	0	0	0	0	0	0				1 2
604 (5)	Inlet, Type "A"	Each	5	0	0	0	0	0	0				5
606 (1)	Beam Type Guard Rail, Type 1 Post	L.F.	0	0	87.5	0	0	0	200				287.5
606 (4)	Removal & Reconstruction of Existing Guard Rail	L.F.	0	135	222	0	0	0	150				507
606 (6)	End Anchorages	Each	0	2	2	0	0	0	3				7
607 (4)	Reconstructed Fence	L.F.	0	0	0	0	133	367	0				500 389
608 (1-4)	Concrete Sidewalk, 4" Depth	S.Y.	525	346	0	0	0	0	0				871
608 (1-6)	Concrete Sidewalk, 6" Depth	S.Y.	60	0	0	0	0	0	0				60 49
609 (2)	Curb & Gutter, Type "Standard"	L.F.	972	570	0	0	0	0	0				1542 1617
614 (1)	Survey Monuments	Each	4	4	3	2	3	1	3				20
614 (2)	Monument Cases	Each	4	4	3	2	3	1	3				20
615 (1)	Standard Signs	S.F.	26.19	3077	44.33	15.00	17.58	15.00	21.50				170.37
618 (1)	Seeding	M.S.F.	5	9	22	20	24	25	38				143
618 (4)	Water for Maintenance	M. Gal.											
627 (1)	Watering	M. Gal.											
628 (11)	Adjust Existing Valve Box	Each	3	0	0	0	0	0	0				3 6
632 (1)	Sewer Conduit	L.F.											
632 (2)	Submerged Sewer Line Placement	L.S.											
639 (1)	Approaches	Each	3	0	4	3	3	4	1				18 17
660 (9)	Adjust Existing Junction Box	Each	2	0	0	0	0	0	0				2 0
670 (1)	Painted Traffic Markings	L.S.									All Required	All Required	All Required
670 (8)	Painted Terminal Markings	L.S.									All Required	All Required	All Required
680 (1)	Oil Line Relocation	L.S.									All Required	All Required	All Required

### ESTIMATE OF QUANTITIES



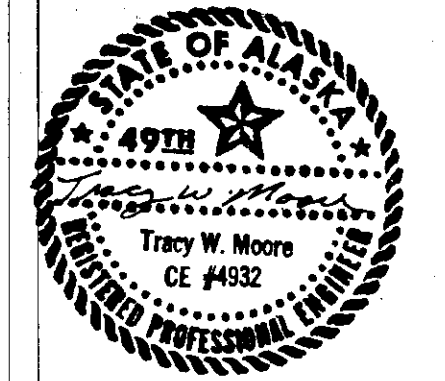
BASIS OF ESTIMATE	
ITEM NO.	ESTIMATING FACTOR
203 (8)	1.8 Tons / Cu. Yd.
301 (1)	1.96 Tons / Cu. Yd.
304 (1)	1.90 Tons / Cu. Yd.
401 (1)	116 lbs / S.Y. / Inch Depth
401 (2)	6% of Item 401 (1)
402 (2)	0.04 Gal. / S.Y. (Residual), 240 Gal. / Ton. Application Rate = .10 Gal. / S.Y.
403 (2)	.25 Gal. / S.Y., 256 Gal. / Ton

**SUMMARY TABLES**

FULL SUPERELEVATION SUMMARY *	
Begin Full Superelevation	End Full Superelevation
0+82+84.02	0+86+45.20
0+88+30.59	0+90+33.77
0+98+17.78	0+103+91.40
0+108+58.34	0+112+98.16
0+123+44.23	0+128+31.88
0+140+51.34	0+154+96.18
0+157+73.27	0+161+03.16
L+164+18.53	L+167+51.29

\* Computed using Washington St. Superelevation Transition Geometrics.  
Copy will be provided upon request.

ABBREVIATIONS	
F.H.	Fire Hydrant
M.H.	Manhole
V.B.	Valve Box



STATION	PIPE LENGTH			PIPE ARCH	REMARKS
	18"	24"	30"		
0+86+06, E				78"	36" x 22"
0+104+50, 23' Lt.				42"	22" x 13"
0+107+00, 27' Lt.				42"	22" x 13"
0+108+03, E				54"	22" x 13" Deleted
0+111+17, 22' Lt.				18"	22" x 13"
0+114+06, 24' Lt.				24"	22" x 13"
0+114+36, 23' Rt.				40"	22" x 13"
0+125+62, 23' Rt.		36'			
0+128+84, E				52" 72"	58" x 36"
0+132+91, 103' Lt.				60"	36" x 22"
0+148+23, 24' Lt.	38'				
0+151+10, 24' Lt.	32'				
L+161+92, E				58'	36" x 22"
L+166+07, E		18'			extend existing pipe (both ends)

STATION	OFFSET		WIDTH	REMARKS
	LEFT	RIGHT		
0+83+84-84+100		X	40'	
0+85+62	X		20'	
0+86+67	X		20'	
0+99+10	X		40'	DELETED
0+104+49.50		X	18'	
0+104+51	X		18'	
0+107+00	X		24'	
0+114+08	X		14'	
0+114+90-35		X	14'	
0+116+94		X	18'	
0+125+62		X	20'	
0+128+63	X		17'	
0+130+63		X	18'	
0+142+25	X		20'	
0+148+23	X		20'	
0+150+69		X	20'	DELETED
0+151+10	X		18'	
0+160+87		X	24'	
L+162+74		X	34'	

STATION	POINT	REMARKS
0+82+37.00	P.O.T.	
A+10+00.00	P.O.T.	
0+82+46.52	P.C.	
0+87+57.50	P.O.T.	
B+10+00.00	P.O.T.	
0+88+12.79	P.C.	
0+89+42.23	P.T.	
0+90+71.27	P.T.	
0+91+18.00	P.O.T.	
C+10+00.00	P.O.T.	
0+98+00.17	P.C.	
0+100+30.41	P.C.C.	
0+104+36.40	P.T.	
0+108+28.60	P.C.	
0+113+43.41	P.T.	
0+123+14.48	P.C.	
0+128+77.14	P.T.	
0+132+91.00	P.O.T.	
D+10+00.00	P.O.T.	
0+146+21.59	P.C.	
0+155+28.87	P.T.	
0+157+52.51	P.C.	
0+161+41.01	P.T. Bk.	
L+161+52.74	P.O.T. Ahd.	
0+86+61.85	P.T.	

\* Station Out of Order

CULVERT REMOVAL SUMMARY			
STATION	LENGTH	STATION	LENGTH
0+86+10, E	18'	0+132+75, 96' Lt.	56'
0+104+50, 21' Lt.	34'	0+148+23, 21.5' Lt.	30' 15"
0+108+03, E	30'	L+161+92, E	49'
		L+162+75, 35' Rt.	36'
0+111+17, 21.5' Lt.	18'		
0+114+06, 20' Lt.	19'		
0+125+62, 22' Rt.	30'		
0+128+84, E	46'		

STATION	OFFSET		WIDTH	REMARKS
	LEFT	RIGHT		
0+82+37.00	X	X	36'	22nd Avenue
0+87+57.50	X	*	36'	Main Street (S)
		X	44'	Main Street (N)
0+91+18.00	X	*	24' 26'	Alaska Street
		X	24'	White Pass Access
0+132+91.00	X		28'	Dyea Road
L+166+87.50		X	28'	Sanatorium Road

STRUCTURE SUMMARY						
STRUCTURE	TYPE	STATION	OFFSET		T.C. ELEV.	INV. ELEV.
			LEFT	RIGHT		
S-1	A	0+82+77 19	21'		56.08'	51.65
S-2	A	0+84+15 13	21'		57.39'	52.42
S-3	A	0+86+15	21'		59.94'	54.90
S-4	A	0+87+93 80+14	21'		63.18'	58.10
S-5	A	0+87+93 94	21'		62.53'	59.00

CURB CUT SUMMARY				
STATION	OFFSET		WIDTH	REMARKS
	LEFT	RIGHT		
0+83+84		X	40' 36"	Scopy Smith Museum Cemetery
0+85+62	X		20' 16"	
0+86+67	X		20' 16"	

PIPE SUMMARY						
PIPE	DIA.	LENGTH	FROM		TO	
			STRUCTURE	ELEV.	STRUCTURE	ELEV.
P-1	18"	64' 46"	existing structure	51.35	S-1	51.65
P-2	18"	124' 12"	S-1	51.75	S-2	52.42
P-3	18"	182' 18"	S-2	52.50	S-3	54.90
P-4	18"	175' 19"	S-3	55.00	S-4	58.10
P-5	18"	42' 40"	S-4	58.20	S-5	59.00

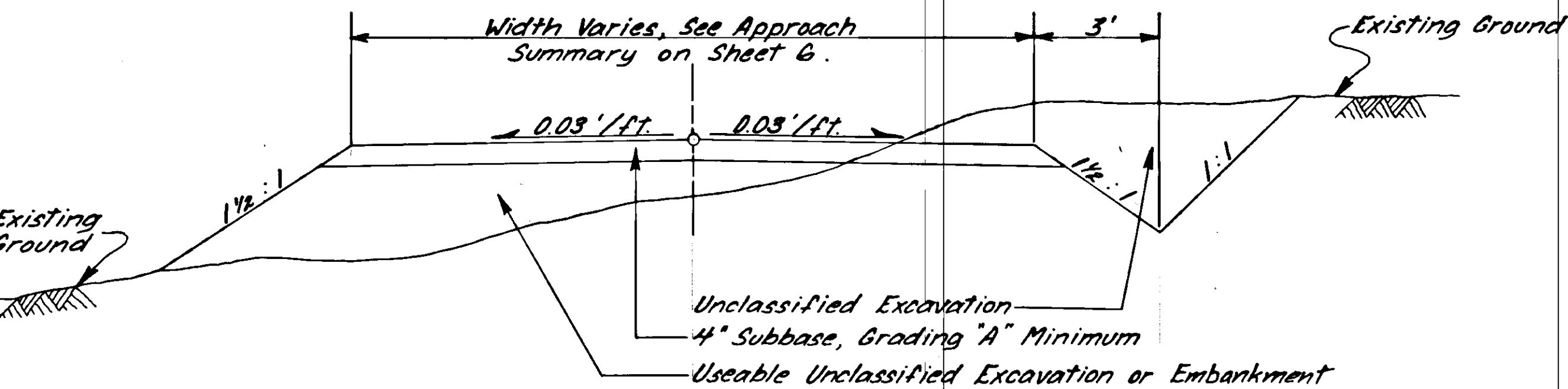
REMOVAL OF STRUCTURES AND OBSTRUCTIONS				
STATION	OFFSET		DESCRIPTION OF ITEM	REMARKS
	LEFT	RIGHT		
0+82+11 to 0+82+74	22'		59' of Storm Drain	Disconnect from Structure at 0+82+10, Lt. & Dispose
0+82+75	24'	22'	Two Inlet Structures and Connecting Pipe	Remove and Dispose
0+98+11, E			Cattle Guard	Remove and Dispose

GUARD RAIL SUMMARY						
STATION	TO	STATION	LEFT	RIGHT	LINEAL FEET	REMARKS
0+92+84 08		0+92+57.67	X		54' 54"	Reconstruct
0+97+39.50		0+98+20.15	X		86' 75"	Reconstruct
0+98+20.15		0+99+00	X		87.5'	Install
0+97+39.50		0+98+82 99+30	X		142' 12.5"	Reconstruct
0+98+82		0+99+25	X		13'	Remove & Dispose
L+164+32 25		L+166+30 20	X		200' 12.5"	Install
L+166+30 20		L+166+95 65	X		65' 62.5"	Reconstruct
L+167+00		L+167+40 10	X		55' 12.5"	Reconstruct

WATER & SEWER MAIN APPURTENANCE SUMMARY			
STATION	OFFSET		REMARKS
	LEFT	RIGHT	
0+82+30	27'		Adjust V.B.
0+82+70-83+68	4'	23'	Adjust V.B.
0+87+50		15' 19.5"	Adjust M.H.
0+87+88	21' 33"		Adjust V.B.
0+83+60		33'	Adjust M.H.
0+83+31		33.0'	
0+83+24		33.0'	
0+83+17		33.0'	
0+83+10		33.0'	

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	7	19

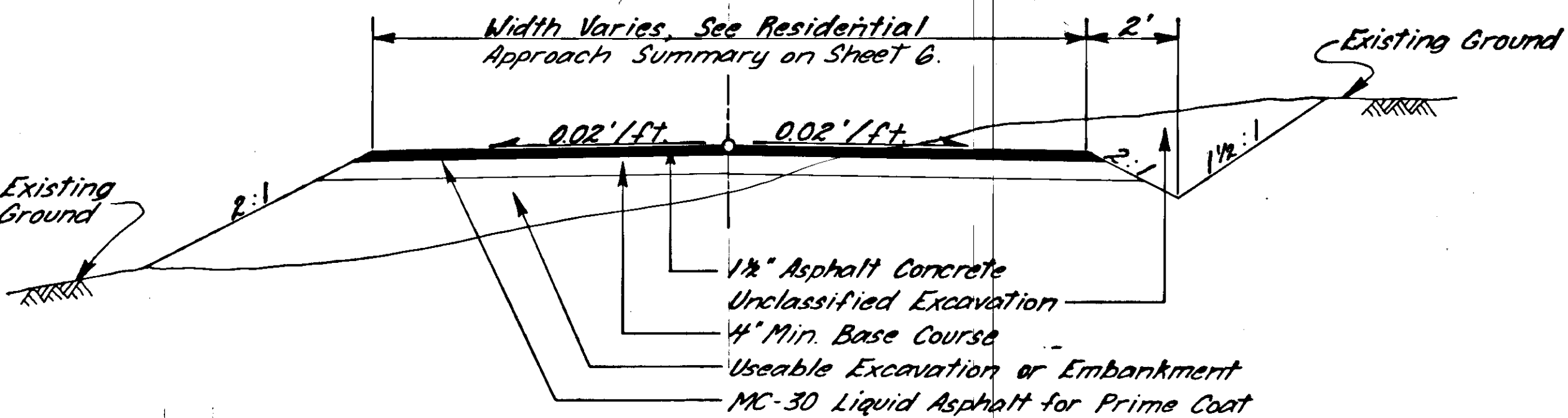
### APPROACH ROAD DETAIL



#### APPROACH ROAD NOTES

- Approaches shall be constructed with the same structural section as shown on the Typical Section for Sta. 0+135+00 to 4+163+25 except that beyond the paving limits the above Approach Road Detail shall be used.
- All work involved in forming, shaping, & construction shall be considered incidental to the bid items involved. Materials required shall be paid for at contract bid prices.

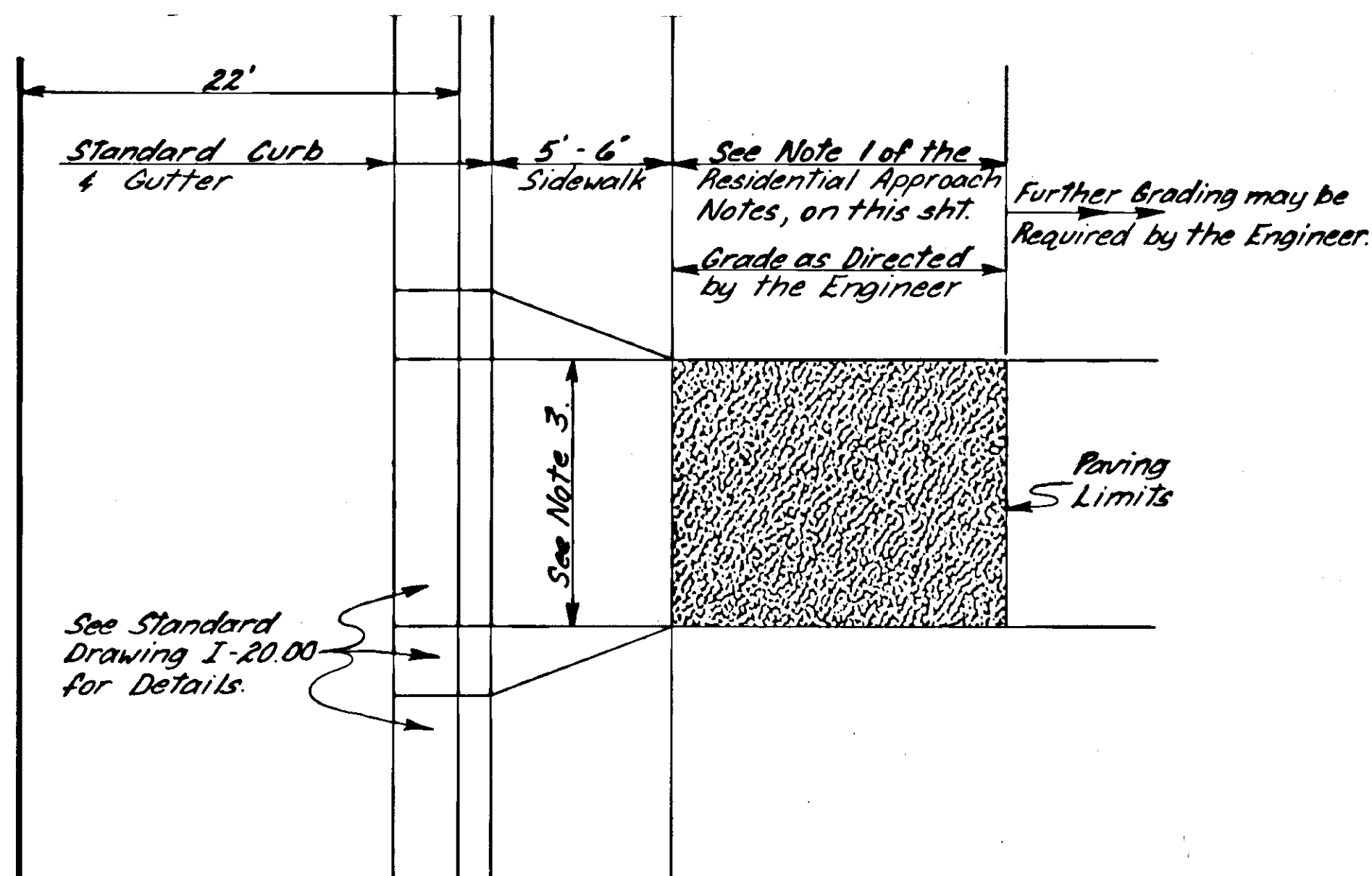
### RESIDENTIAL APPROACH DETAIL



#### RESIDENTIAL APPROACH NOTES

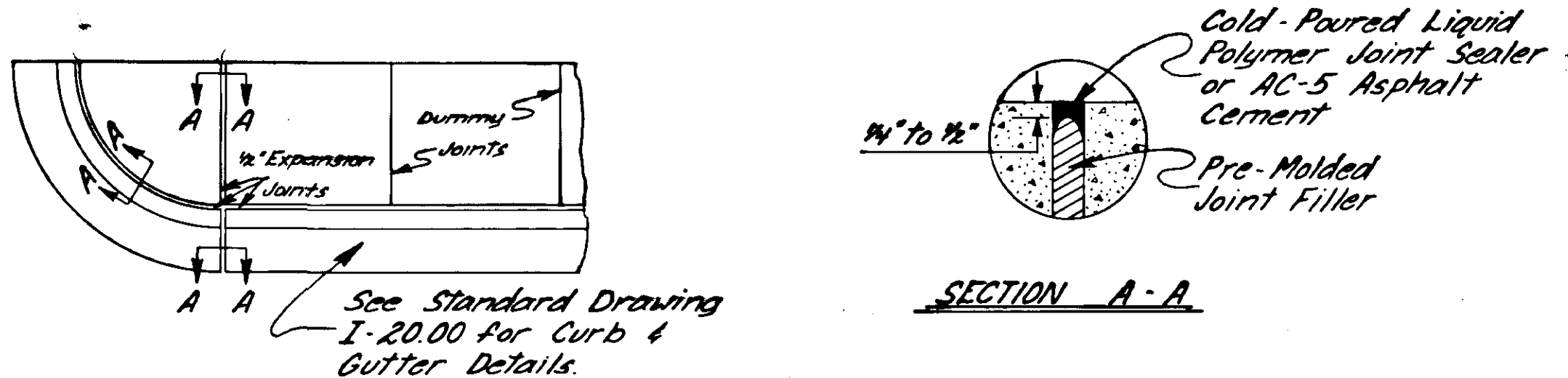
- The paving limit shall be to the R/W line, or 25' Max. from the edge of shoulder, or 10' Min. The above detail shall be used to construct the driveway from the shoulder to the paving limit.
- Beyond the paving limit, the contractor shall smoothly grade crushed egg base course to match the existing driveway as directed by the engineer.
- All work involved shall be paid for under Section 639(1).
- Paving radii shall be 15' unless otherwise noted in the Residential Approach Summary on Sheet 6.
- Embankment or excavation required to construct driveways shall be considered incidental to Section 639(1).
- A constant cross slope may be used to provide drainage on approach as directed by the Engineer.

### CURB CUT DETAIL



### TYPICAL CURB & SIDEWALK JOINT DETAILS

N.T.S.



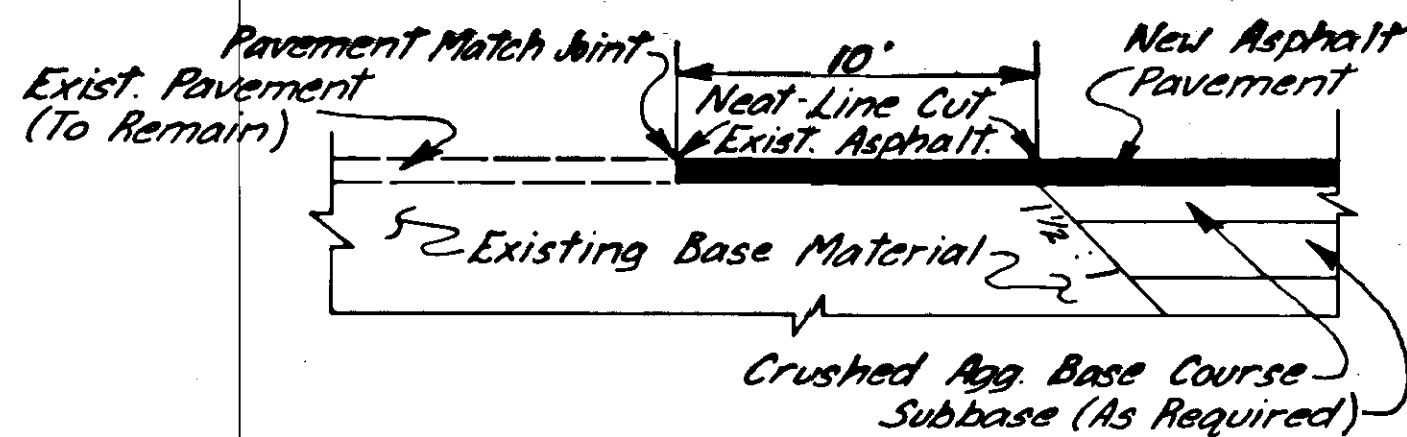
#### CURB CUT NOTES

- This area shall be constructed with the structural section shown in the residential approach detail.
- Payment for all work involved in this area shall be made under Section 639(1).
- Width of curb cuts vary, see Curb Cut Summary on sheet 6.

#### SIDEWALK NOTES

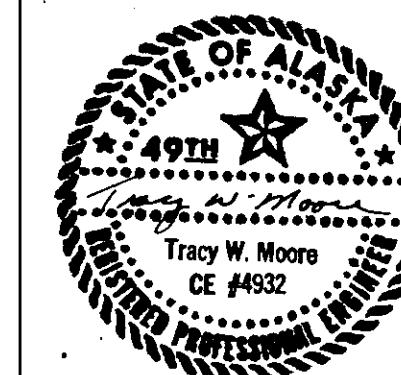
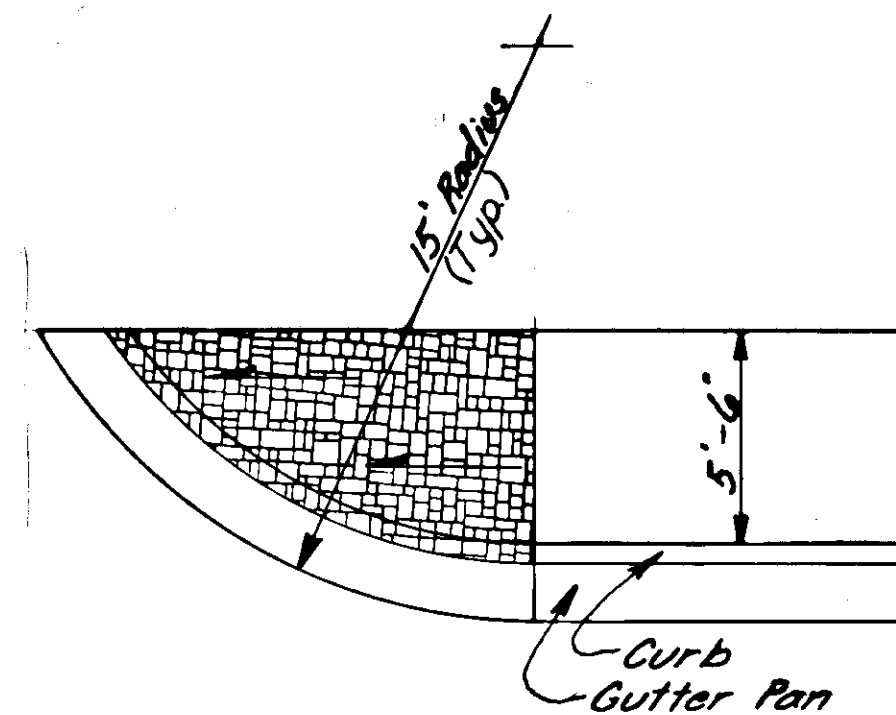
- Pre-molded expansion joint filler & liquid polymer joint sealer (see specifications) or AC-5 Asphalt Cement shall be considered incidental to Items 608(1-4) & 608(1-6) Concrete Sidewalk. No separate payment shall be made therefore.
- Curb & sidewalk expansion joints shall immediately precede all curb & sidewalk transition areas & immediately precede & following all curb cuts. Thereafter they shall be placed at intervals of 30', except where shorter sections are needed for closure.
- Sidewalk expansion joints shall be opposite expansion joints in adjoining curb & gutter. Dummy joints shall be equally spaced between expansion joints; spacing shall not exceed 5'.
- Sidewalk transition areas shall have a wood float finish or rougher finish.
- Indicates curb & sidewalk transition area. The entire area shall be constructed with the same type of concrete used in the standard type curb & gutter. The face of curb & the sidewalk shall transition smoothly from the normal gutter pan elevation to full height in the area indicated in the sidewalk transition detail, this sheet. The transitions will be paid for as 4" depth sidewalk and a full 5'-6" width will be assumed for its length.

### PAVEMENT MATCH JOINT DETAIL



STA. 83+23.18

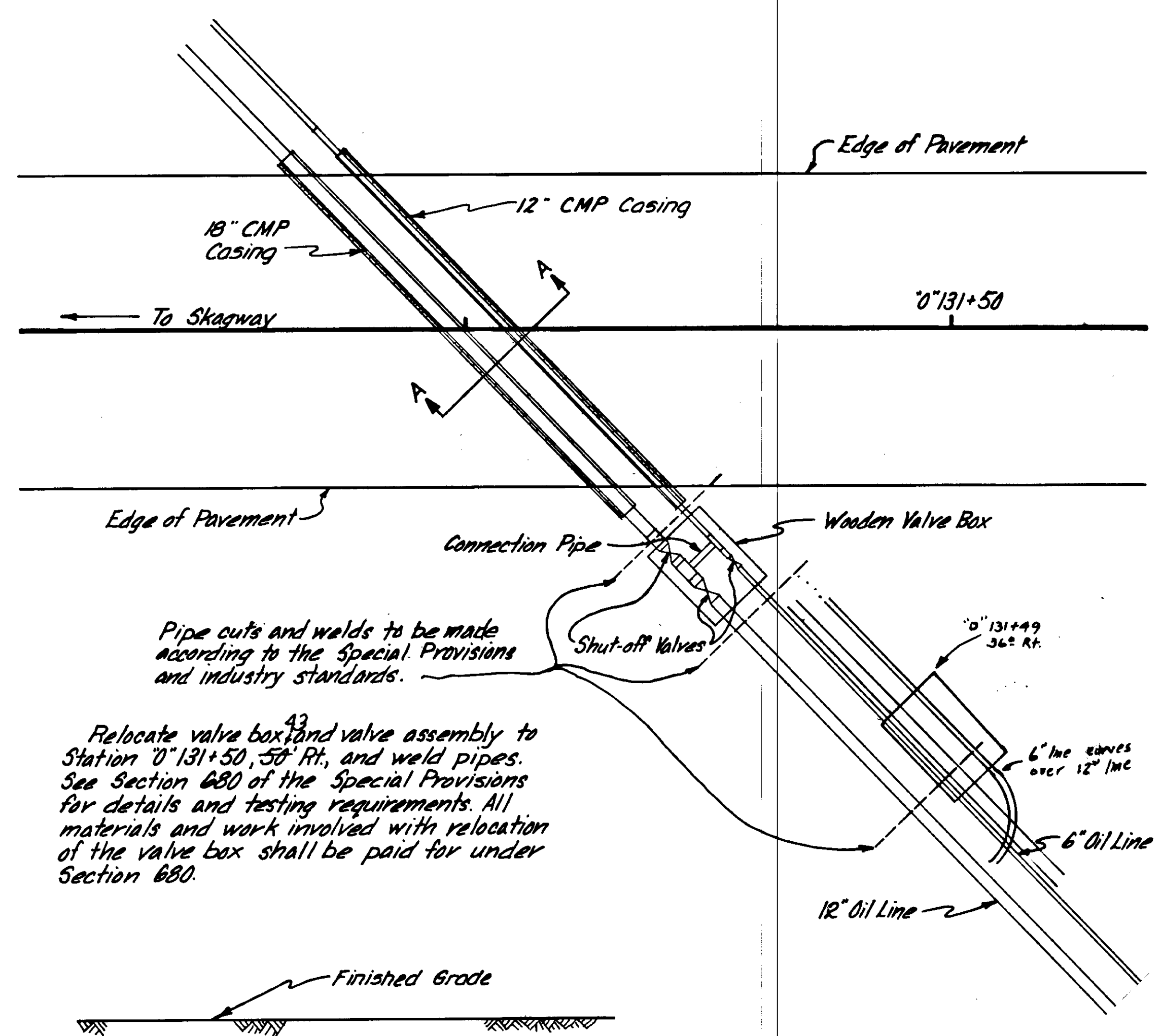
### SIDEWALK TRANSITION DETAIL



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	8	19

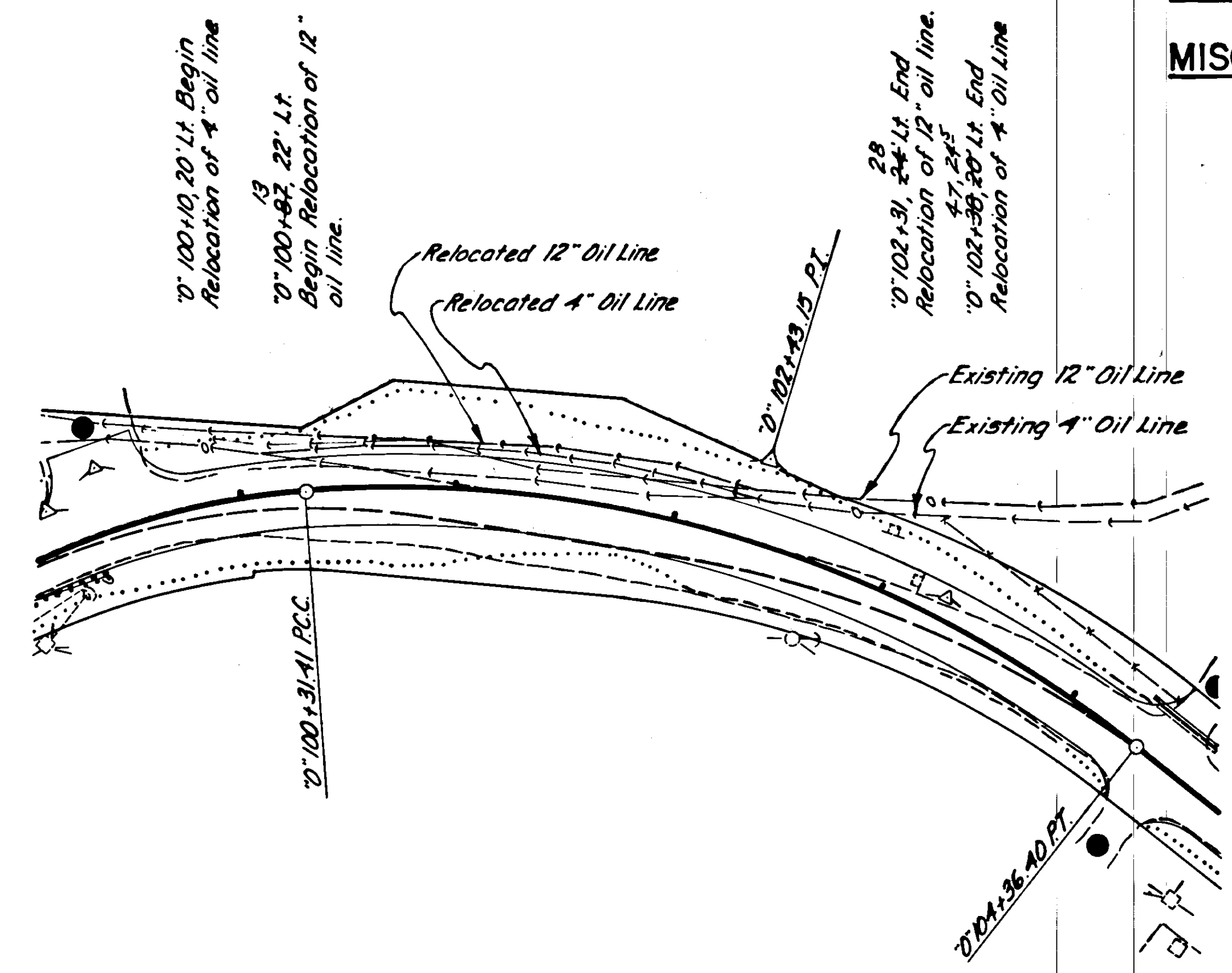
MISCELLANEOUS DETAILS

OIL LINE RELOCATION DETAIL



SECTION A-A

CMP Casings shall be provided under the road prism for protection of oil lines. All work and materials involved shall be paid for under Section 680 of the Special Provisions.



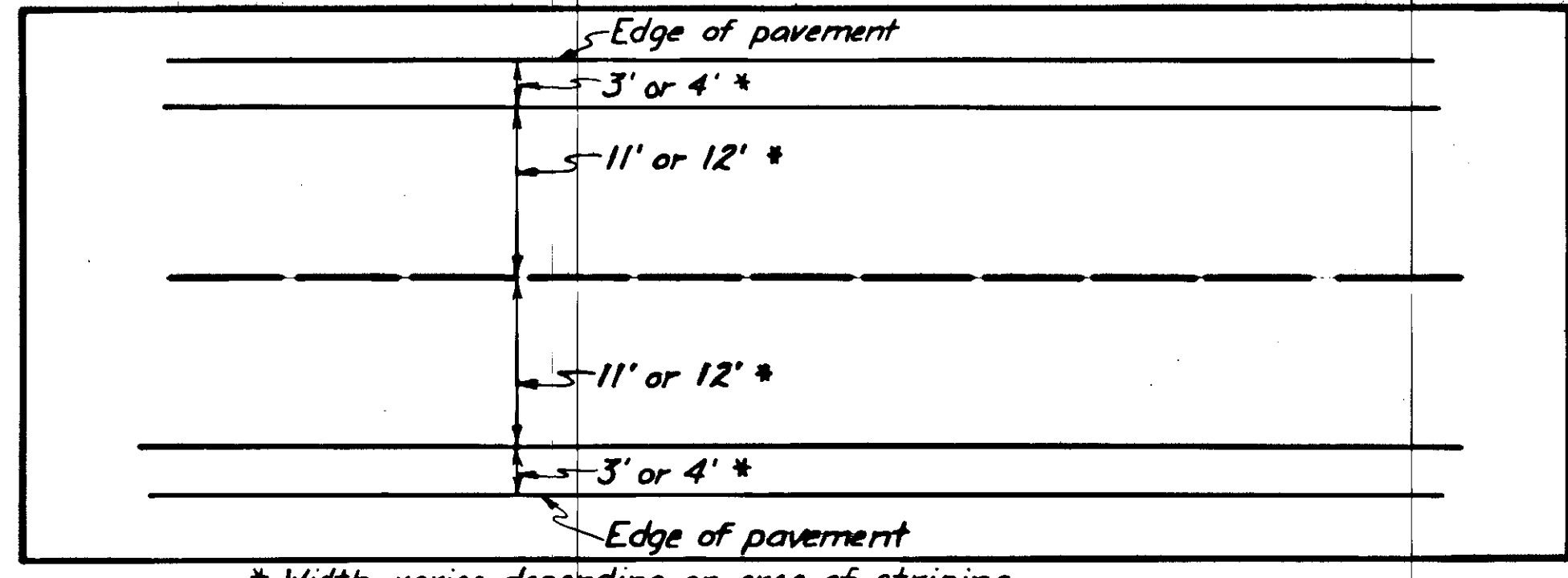
OIL LINE NOTES

- Oil line stations and offsets are approximate only and may vary in the field.
- The Contractor is responsible for repairing any damage to the oil line that occurs as a result of his construction.
- The Contractor shall install new pipe in the relocation area and remove the abandoned section.

ESTIMATE OF OIL LINE RELOCATION QUANTITIES	
MATERIAL	QUANTITY
4" Oil Line	242 298 L.F.
12" Oil Line	225 152 L.F.
12" CMP Casing	50 L.F.
18" CMP Casing	50 L.F.
Treated Timber	1.5 m.b.f.



### TYPICAL STRIPING PLAN



\* Width varies depending on area of striping.

- Shoulder stripes shall begin at the Skagway River Bridge.
- Only centerline skip stripes and parking Tees shall be used on the urban typical section.
- Lane widths shall transition smoothly from 12' to 11' between Sta. 0+91+60 and Sta. 0+92+55 and between Sta. 0+133+60 and Sta. 0+135+00. They shall transition smoothly from 11' to 12' between Sta. 0+97+40 and Sta. 0+99+00.
- Shoulder stripes shall continue through residential approaches but shall be carried around the radii at approach roads, terminating at the end of the radius.

### SIGNING AND STRIPING SUMMARY

#### GENERAL SIGNING NOTES

- Sign locations are approximate only and are subject to revisions.
- All existing signs and posts shall be removed and salvaged and delivered to the Department of Transportation and Public Facilities maintenance yard in Skagway. Payment for this item of work shall be considered incidental to item 615(1) Standard Sign, and no separate payment will be made therefore.
- All sign posts shall be telescoping perforated galvanized steel; the 2" size shall be used above ground and the 2 1/4" shall be used below ground.
- All D3-1 street name signs have the legend on both sides.
- Sign post length includes the one foot telescope inside the base. Lengths are for estimating only. Actual lengths may vary.
- Relocation of existing sign and installation of new post shall be considered incidental.

#### GENERAL STRIPING

- All pavement marking shall be painted.
- Marking as shown in the plan are approximate only. The exact locations shall be determined after grade is complete. The contractor is responsible for all alignment layout. The Engineer will determine the beginning and ending of the No Passing Zones. (See Typical Striping Plan).
- Markings for parking shall be Type "A" as shown on Standard Drawing T-20.00

### SIGNING SCHEDULE

NO.	STATION	OFFSET		CODE NO.	LEGEND	SIGN PANEL THICKNESS			NO. OF POSTS	POST TYPE	POST SIZE	POST LENGTH	EMBEDMENT	FACING TRAFFIC	REMARKS	
		LT.	RT.			SIZE	UNFRAMED	FRAMED								AREA
1	83+74	2		I-8	Ferry	30x24	.080		5.0	1	PST	2"x2"	13'	3'	SB	
2	87+22	35		R1-1(L,T)	STOP	30x30	.080		6.25	1	PST	2"x2"	16'	3'	EB	
3	87+86		32	R1-1(L,T)	STOP	30x30	.080		6.25	1	PST	2"x2"	16'	3'	WB	
3B	84+00		30	R1-1(L,T)	STOP	30x30	.080		6.25	1	PST	2"x2"	13'	3'	WB	
4	89+80	32		R2-1(T)	Speed Limit 25	30x36	.080		7.5	1	PST	2"x2"	14'	3'	SB	
5	90+80	33		R1-1(L,T)	STOP	30x30	.080		6.25	1	PST	2"x2"	15'	3'	EB	
6	92+10		21	I-3	Skagway River (4 1/2 x 6)	24x56	.080		9.33	2	PST	2"x2"	11'	3'	NB	
6B	91+40		30	R1-1(L,T)	STOP	30x30	.080		6.25	1	PST	2"x2"	12'	3'	WB	
7	98+10		24	W1-2R(T)	→	36x36	.080		9.0	1	PST	2"x2"	16'	3'	NB	
8	98+10		24	W1-13(T)	25 mph	24x24	.080		4.0						NB	Mount on same post - 7
9	98+50	36		I-3	Skagway River (4 1/2 x 6)	24x56	.080		9.33	2	PST	2"x2"	10'	3'	SB	
9A	98+70		24	W11-20	Loose Livestock	36x36	.080		9.0	1	PST	2"x2"	13'	3'	NB	
10	106+50	28		W1-2L(T)	↙	36x36	.080		9.0	1	PST	2"x2"	15'	3'	NB	
11	106+50	28		W1-13(T)	25 mph	24x24	.080		4.0						NB	Mount on same post - 10
12	109+00		23	R2-1(T)	Speed Limit 35	30x36	.080		7.5	1	PST	2"x2"	13'	3'	SB	
13	109+00	23		R2-1(T)	Speed Limit 25	30x36	.080		7.5	1	PST	2"x2"	13'	3'	NB	
15	132+50	33		R1-1(L,T)	STOP	30x30	.080		6.25	1	PST	2"x2"	12'	3'	EB	
16	135+40															
16	136+00	26		D1-2	Skagway Dyed	24x66	.100		11	2	PST	2"x2"	15'	3'	SB	
17	137+00		24	M10-2	MP 2	6x8	.080		.33	1	PST	2"x2"	11'	3'	NB	
18	140+00		22	R2-1(T)	Speed Limit 35	30x36	.080		7.5	1	PST	2"x2"	13'	3'	NB	
19	140+00	22		R2-1(T)	Speed Limit 35	30x36	.080		7.5	1	PST	2"x2"	13'	3'	SB	
20	167+20-15	30		R1-1(T)	STOP	30x30	.080		6.25	1	PST	2"x2"	17'	3'	WB	
21	159+00	22		W11-20	Loose Livestock	36x36	.080		9.0	1	PST	2"x2"	10'	3'	EB	
22	87+22	35		D3-1	Main St	8x22	.080		1.22						NB	Mount above #2
23	87+86	32		D3-1	Main St	8x22	.080		1.22						NB	Mount above #3
24	90+80	33		D3-1	Alaska St	8x24	.080		1.44						NB	Mount above #5
25	163+00	30		R1-1(L,T)	STOP	30x30	.080		6.25		PST	2"x2"	16'	3'	WB	



MATERIAL	TYPE	QUANTITY
Paint	4" White Shoulder -	14,009 L.F.
Paint	4" Yellow Centerline - Skip	1400 L.F.
Paint	4" Yellow Centerline - Solid	14,080 L.F.
Paint	Stop Bar - White	4
Paint	White Parking Tees	62 Ea

GENERAL NOTES

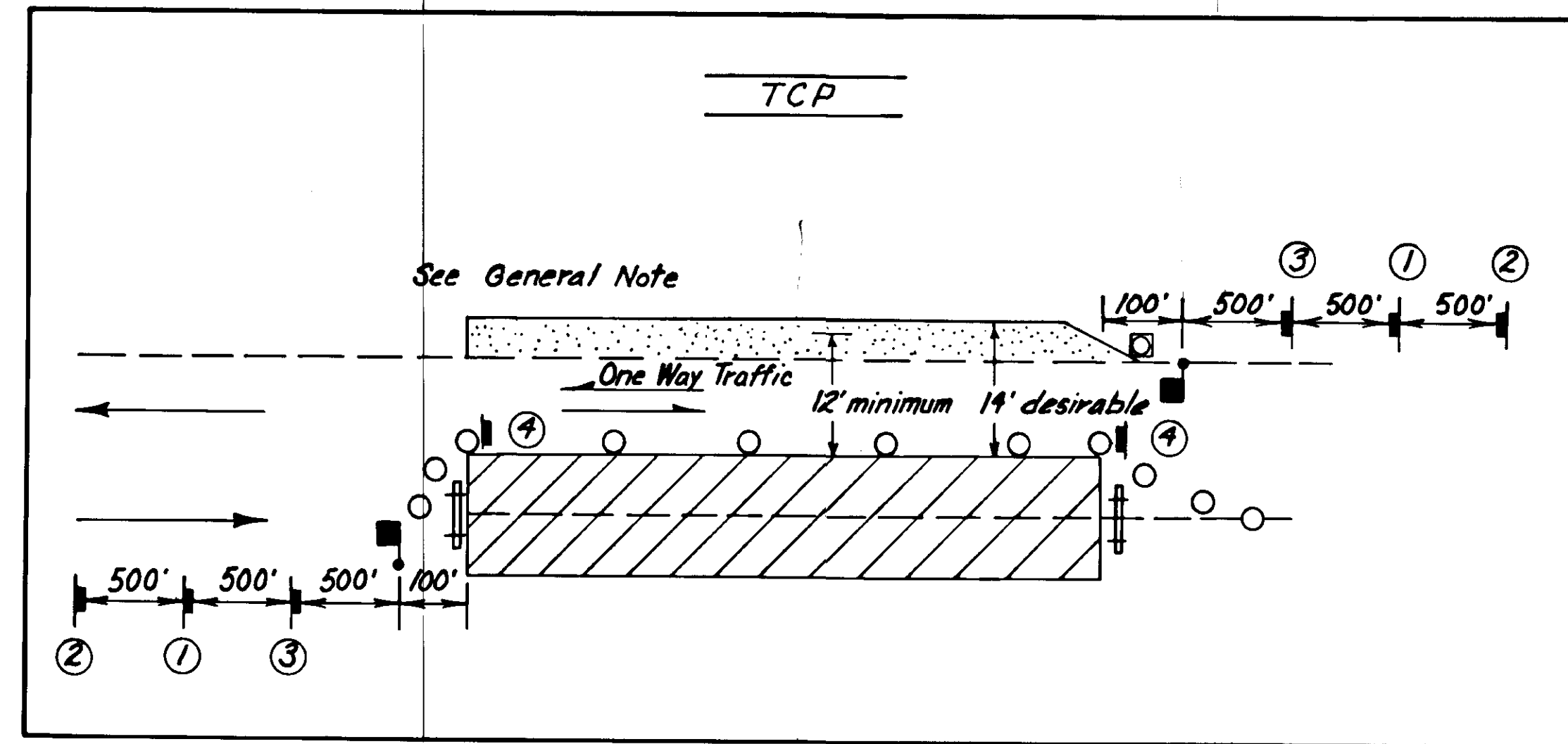
- ① Spacing of cones and drums shall be as directed by the engineer.
- ② Contractor shall provide a temporary, portable lighting system for illumination of the detour areas during non-daylight hours.
- ③ Signs for detour areas shall be of a portable nature and shall be moved as required to maintain their proper spacing.
- ④ Flagman shall be provided during those times that two-way traffic cannot be maintained.
- ⑤ No more excavation will be performed than what can be backfilled by the end of the shift so as to leave the roadway in a safe condition during non-working hours.
- ⑥ The Contractor may secure the use of detours along the project and shall coordinate his work with the City of Skagway before detouring any traffic over any side street.
- ⑦ The Contractor shall be responsible for keeping the public advised through the local news media of his construction activities and scheduling.
- ⑧ The TCP shall be used in conjunction with and in addition to the Standard Drawings, the Standard and Special Provisions, the Alaska Traffic Manual, the Manual on Uniform Traffic Control Devices, and current industry standards for safe and efficient operation.
- ⑨ Signs shown in the schematics shall be in place only when the conditions they warn about exist.
- ⑩ The Contractor shall designate one of his employees whose responsibility shall be the installation and maintenance of all required traffic control devices. All traffic control elements shall be maintained 24 hours a day.
- ⑪ The Contractor shall use the the following Traffic Control Plan (TCP) during the construction of this project. The Contractor may submit a TCP of his own, however any changes to this TCP will require written approval of the Engineer prior to beginning any construction. See Section 115 of the Special Provisions for more details.
- ⑫ The construction sign summary shown herein is to be used for cost estimating only. Other signs may be required by the Engineer or used at the Contractor's option.
- ⑬ After the existing roadway is disturbed the Contractor shall keep the roadway in a safe traversable condition free of rutting or washboarding as directed by the Engineer.
- ⑭ A 3 hour roadway closure will be permitted for installing the CMP encasement for the Oil Line Relocation. This closure shall be approved by the engineer and shall not interfere with Ferry Traffic schedules.

TRAFFIC CONTROL PLAN

TCP

① Place drums, signs, barriers and cones as per TCP schematic diagram. Widen with useable excavation to the bottom of the subbase plane. Use subbase as necessary to construct width required. This material shall be incorporated into the typical section. Traffic shall be one-way on the section being worked upon.

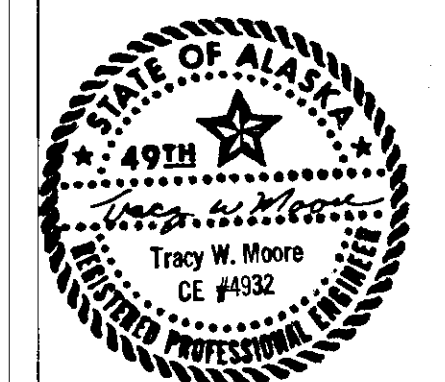
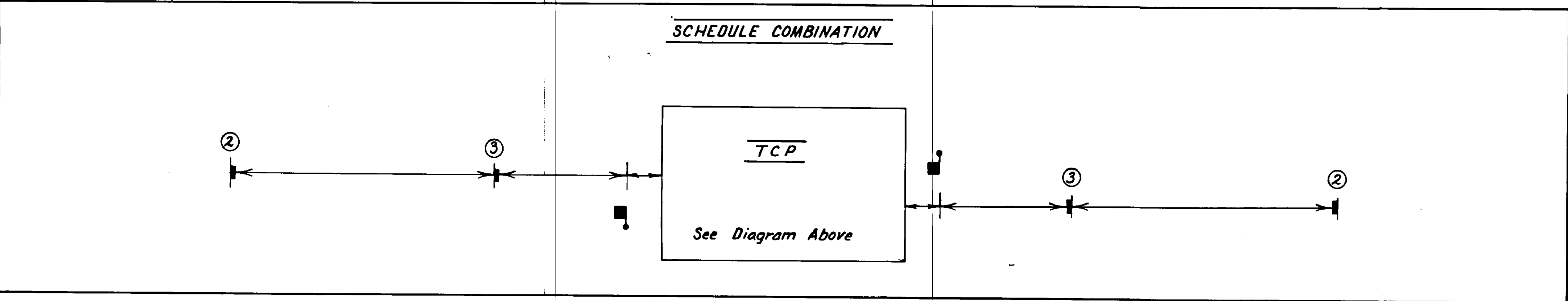
No.	Quant.	Type	Legend	Size	Total
1		CW20-4	One Lane Road	48x48	2
2		CN20-1	Road Construction 1500 ft.	48x48	2
3		CW20-7A	Flagman Symbol	48x48	2
		CN20-7A	500 Feet	24x18	2
4		CW13-1	10 MPH	24x24	2



SYMBOLS

- 55-gallon drum painted orange with white stripes as per Alaska Traffic Manual.
- ◻ Orange Safety Cone
- ≡ Type III Barricade
- ▨ Work Area
- ▨ Temporary widening with suitable material as required. Width of widening varies from 2 to 10 feet.
- Flagman
- ② Temporary Sign and Identification Code

SCHEDULE COMBINATION



BEGIN PROJECT  
RF-097-2(5)  
"O" 82+23.18 =  
"L" 82+23.18

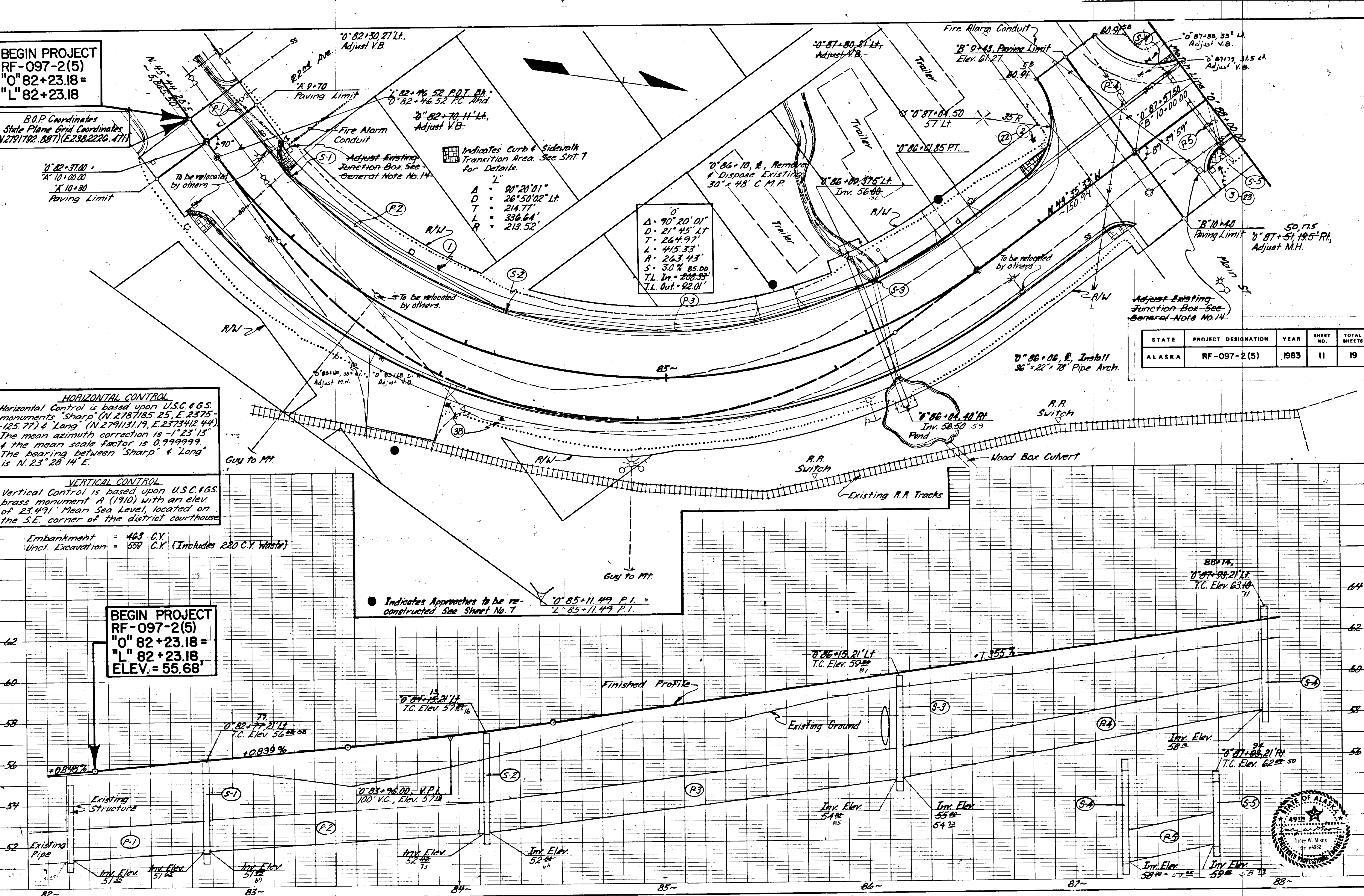
B.O.P. Coordinates  
State Plane Grid Coordinates  
N 2791792.887 (E 2382226.477)

**HORIZONTAL CONTROL**  
Horizontal Control is based upon U.S.C. & G.S. monuments "Sharp" (N. 2787185.25, E. 2375-125.77) & "Long" (N. 2791131.19, E. 2373412.44). The mean azimuth correction is -1° 23' 13" & the mean scale factor is 0.999999. The bearing between "Sharp" & "Long" is N. 23° 28' 14" E.

**VERTICAL CONTROL**  
Vertical Control is based upon U.S.C. & G.S. brass monument A (1910) with an elev. of 23.491' Mean Sea Level, located on the S.E. corner of the district courthouse.

Embankment = 403 C.Y.  
Uncl. Excavation = 559 C.Y. (Includes 220 C.Y. Waste)

BEGIN PROJECT  
RF-097-2(5)  
"O" 82+23.18 =  
"L" 82+23.18  
ELEV. = 55.68'



Indicates Curb & Sidewalk Transition Area. See SHT. 7 for Details.

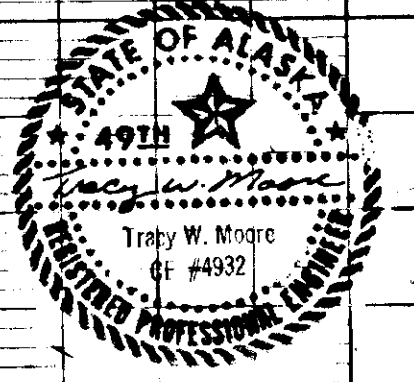
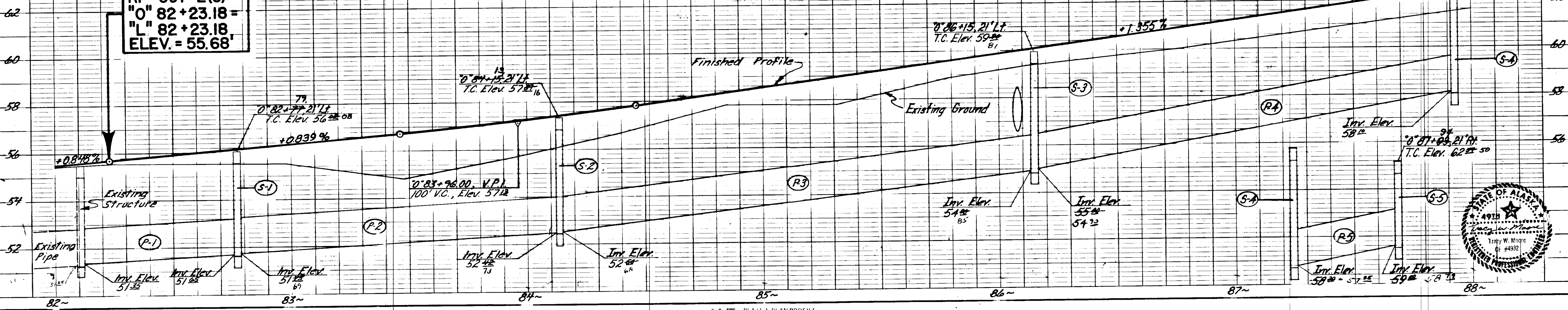
L = 90° 20' 01"  
D = 26° 50' 02" Lt.  
T = 214.77'  
L = 330.64'  
R = 213.52'

0+  
Δ = 90° 20' 01"  
D = 21° 45' Lt.  
T = 264.97'  
L = 415.33'  
R = 263.43'  
S = 30% 85.00  
T.L. In. = 208.99'  
T.L. Out. = 92.01'

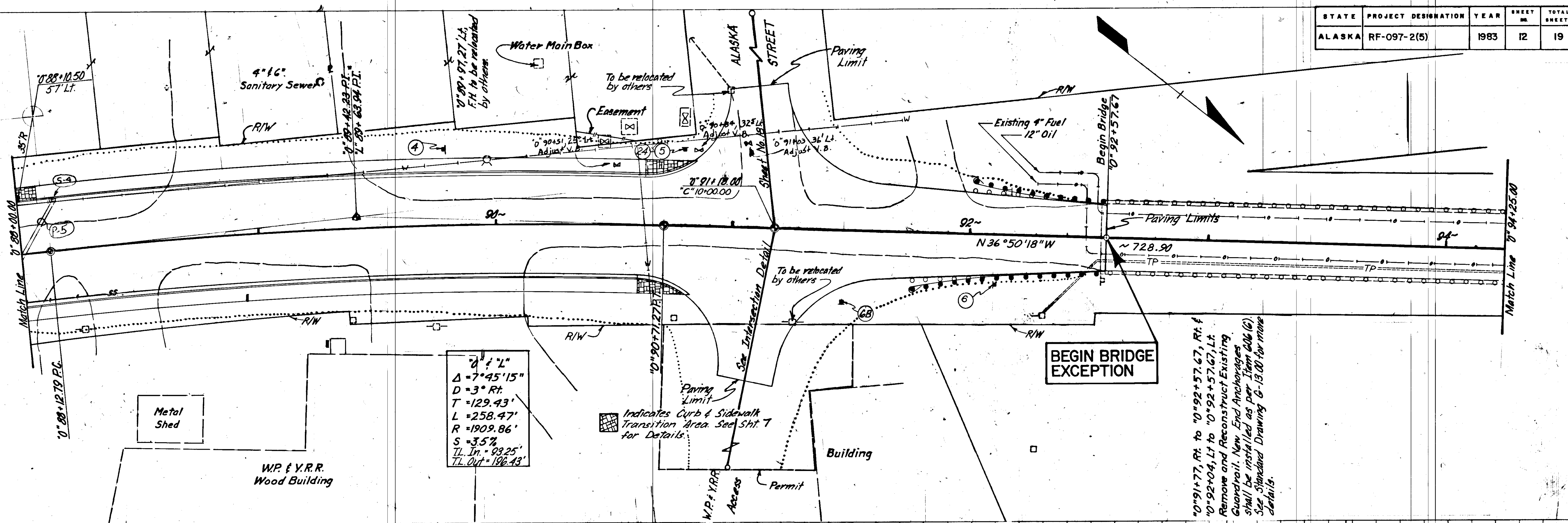
● Indicates Approaches to be re-constructed. See Sheet No. 7

Adjust Existing Junction Box - See General Note No. 14

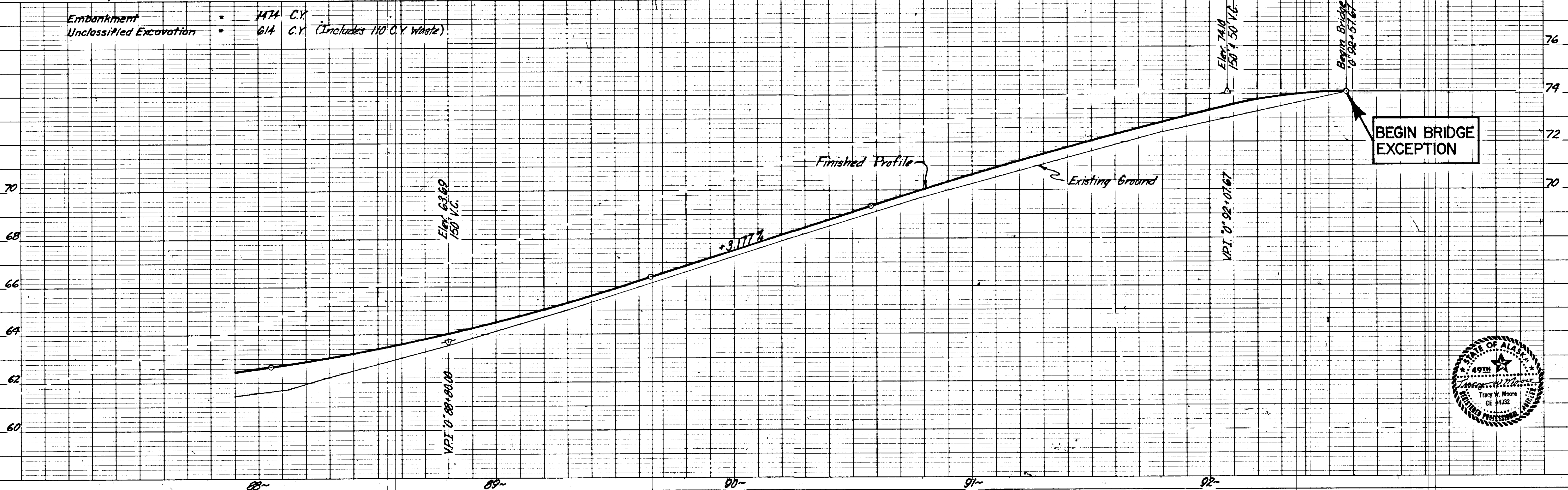
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	11	19

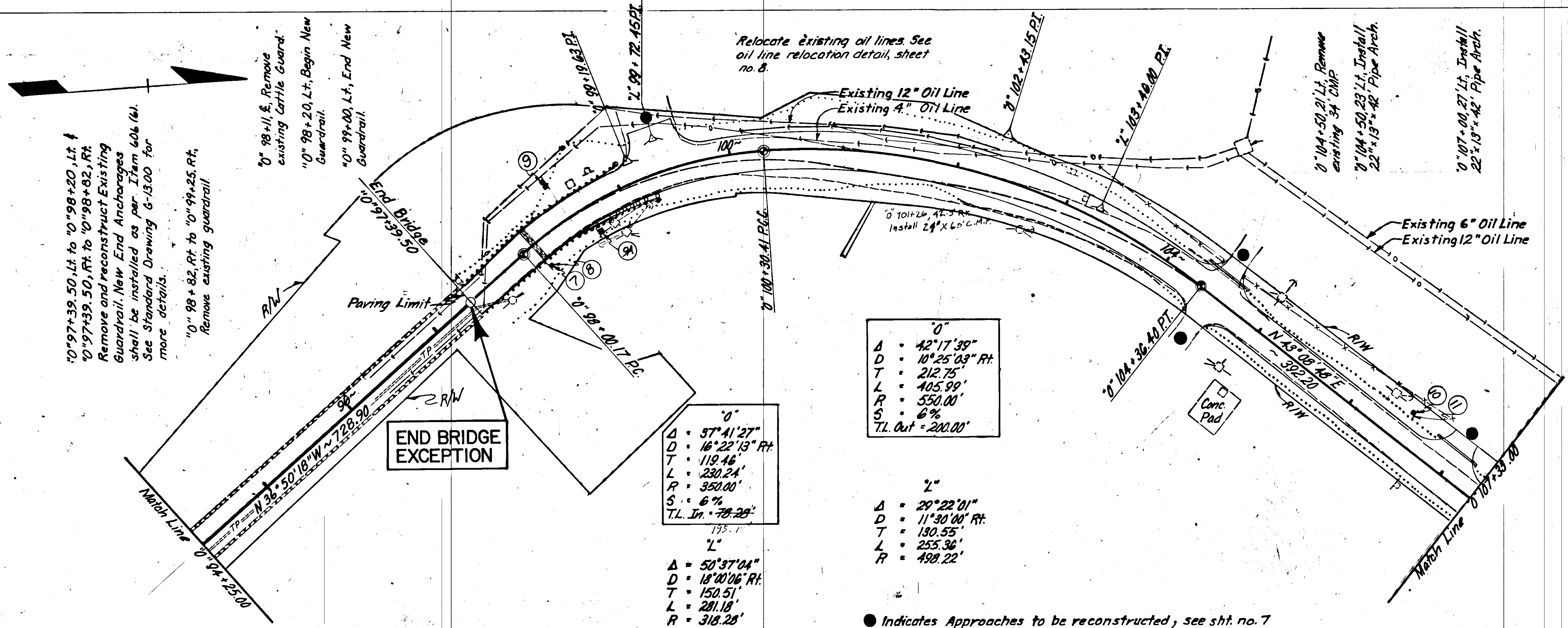


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	12	19



Embankment = 1474 C.Y.  
 Unclassified Excavation = 614 C.Y. (Includes 110 C.Y. Waste)





"0"	
A	42° 17' 39"
D	10° 25' 03" Rt.
T	212.75'
L	405.99'
R	550.00'
S	6%
TL. Out	= 200.00'

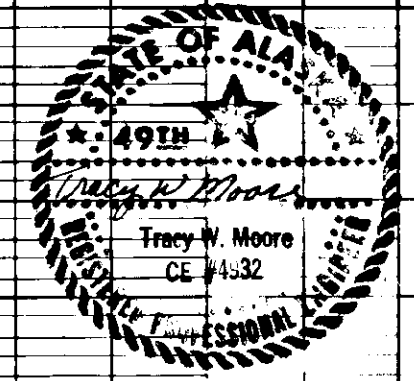
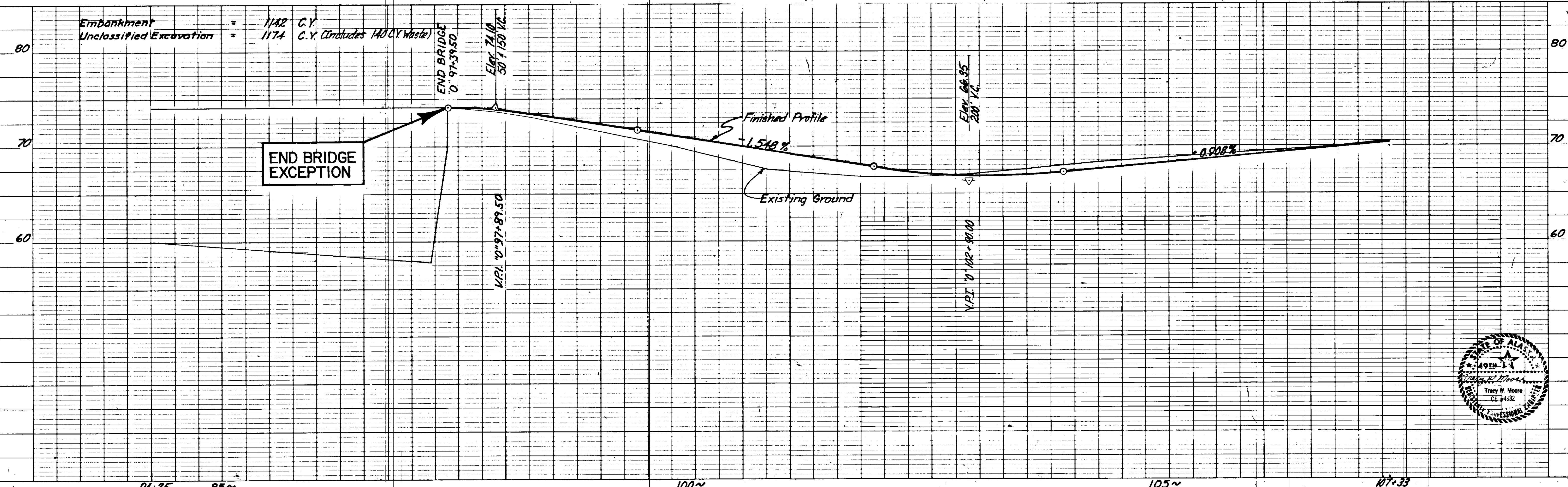
"0"	
A	57° 41' 27"
D	16° 22' 13" Rt.
T	119.46'
L	230.24'
R	350.00'
S	6%
TL. In	= 78.28'

"2"	
A	29° 22' 01"
D	11° 30' 00" Rt.
T	130.55'
L	255.36'
R	498.22'

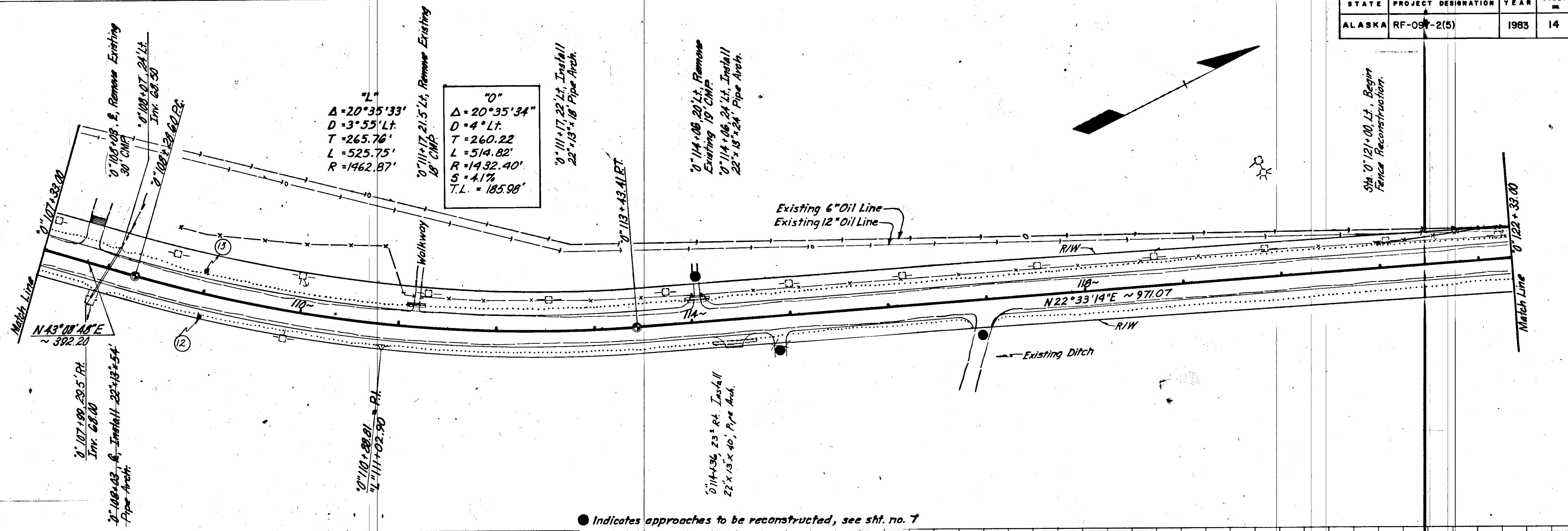
"2"	
A	50° 37' 04"
D	18° 00' 06" Rt.
T	150.51'
L	281.18'
R	318.28'

● Indicates Approaches to be reconstructed, see sht. no. 7

Embankment = 1142 C.Y.  
Unclassified Excavation = 1174 C.Y. (Includes 140 C.Y. Waste)

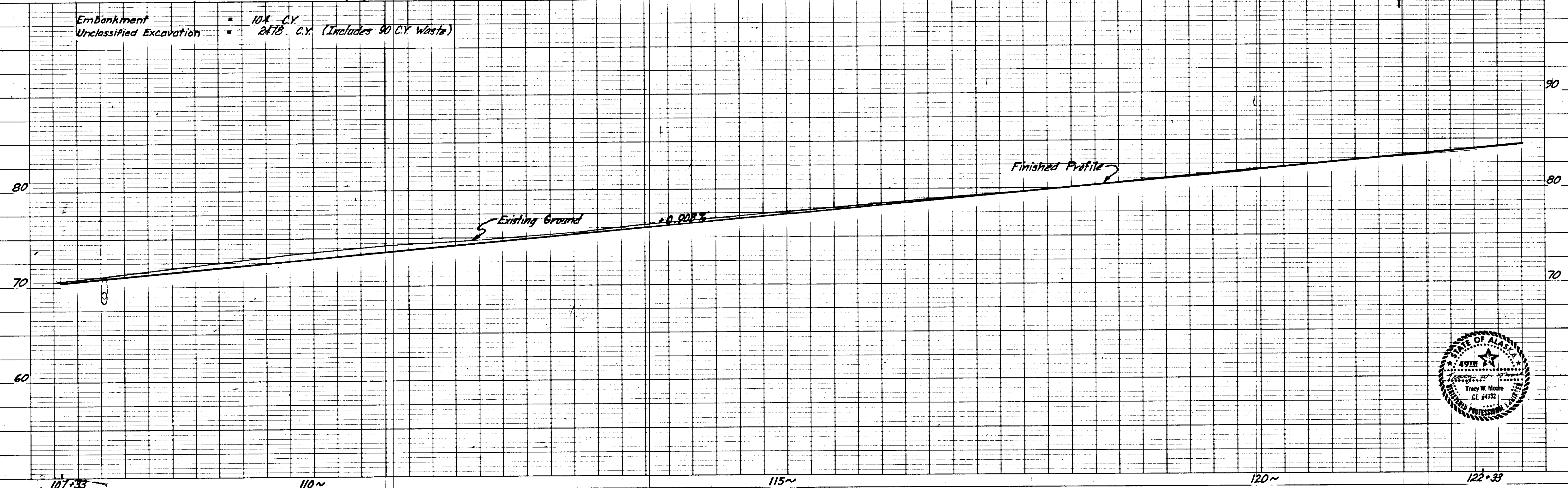


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	14	19

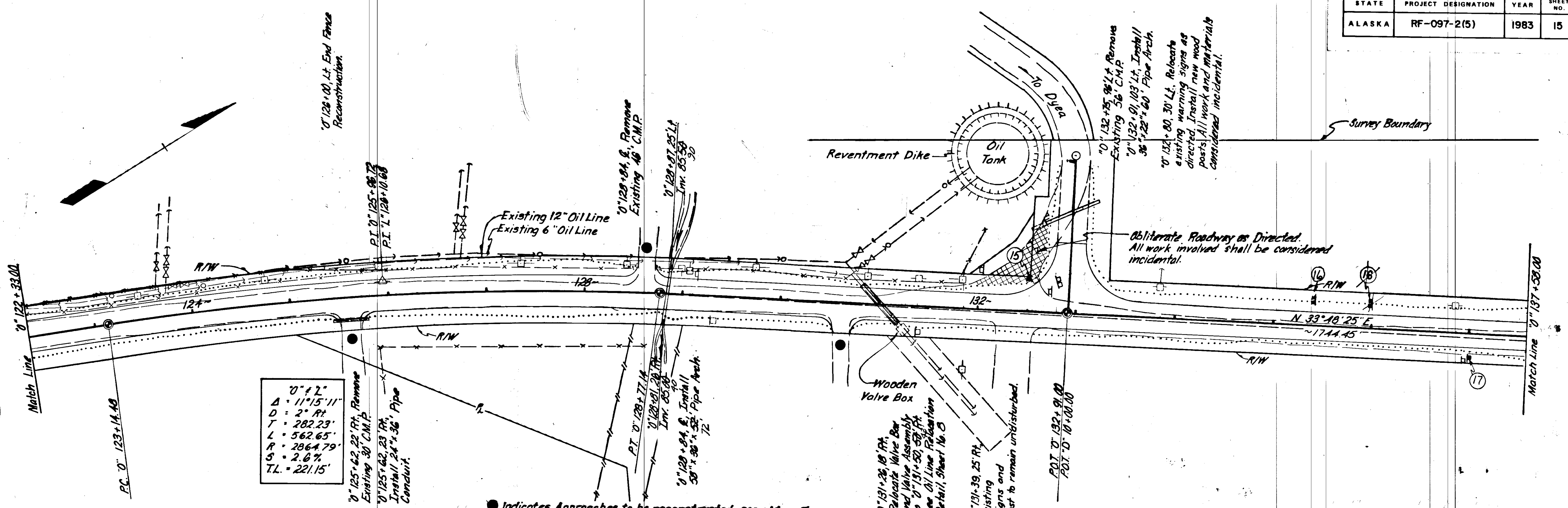


● Indicates approaches to be reconstructed, see sht. no. 7

Embankment 10% C.Y.  
 Unclassified Excavation 2478 C.Y. (Includes 90 C.Y. Waste)



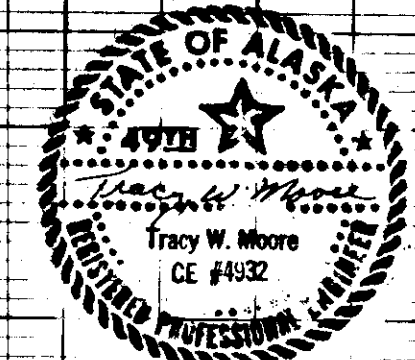
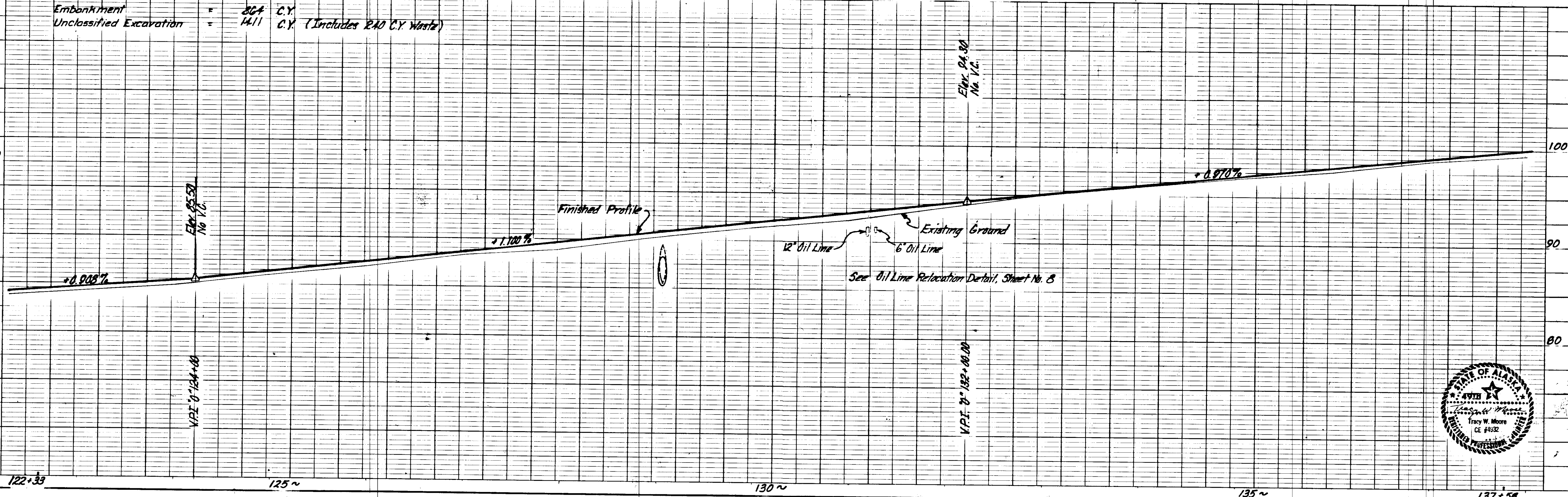
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	15	19



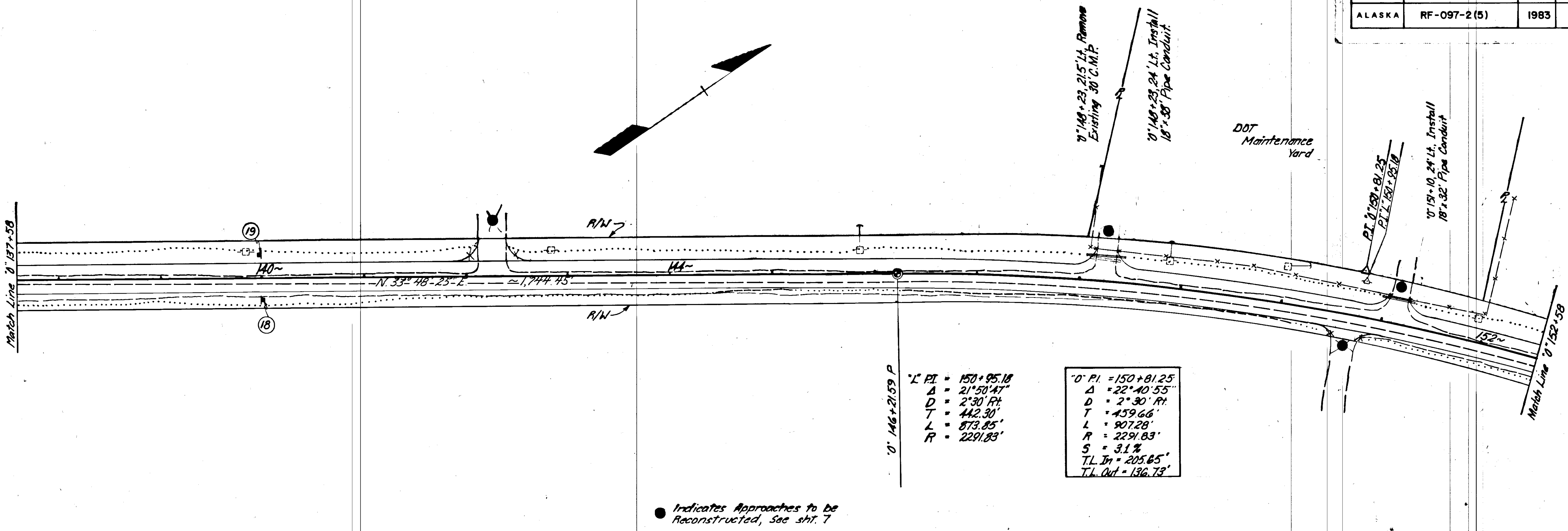
0" 4 2"  
 Δ = 11° 15' 11"  
 D = 2° RT  
 T = 282.23'  
 L = 562.65'  
 R = 2864.79'  
 S = 2.6%  
 T.L. = 221.15'

● Indicates Approaches to be reconstructed, see sht. no. 7

Embankment = 864 C.Y.  
 Unclassified Excavation = 1411 C.Y. (Includes 240 C.Y. Waste)



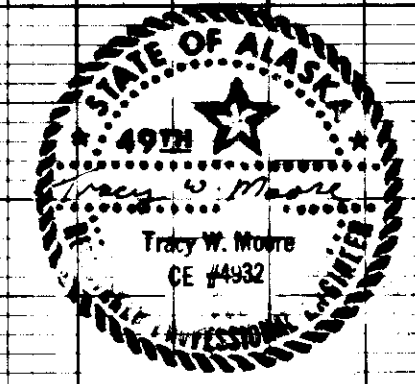
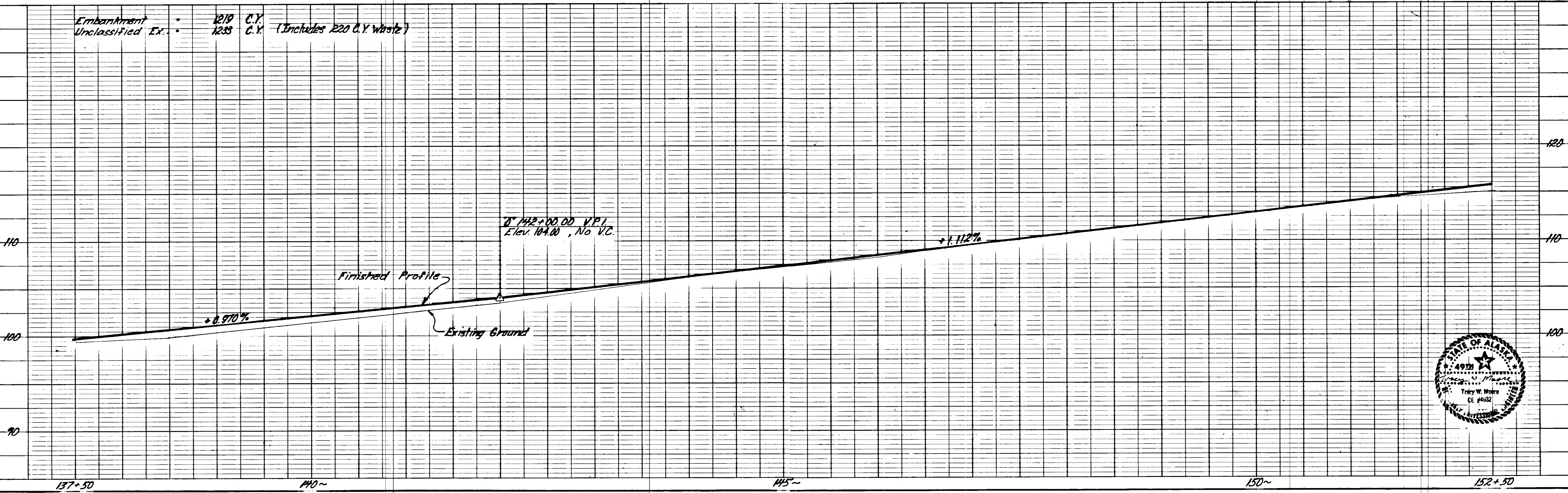
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	16	19



0' P.I. = 150+95.18	0' P.I. = 150+81.25
Δ = 21°50'47"	Δ = 22°40'55"
D = 2°30' RT	D = 2°30' RT
T = 442.30'	T = 459.66'
L = 873.85'	L = 907.28'
R = 2291.83'	R = 2291.83'
	S = 3.1%
	T.L. In = 205.65'
	T.L. Out = 136.73'

● Indicates Approaches to be Reconstructed, See sht. 7

Embankment 1219 C.Y.  
 Unclassified Ex. 1233 C.Y. (Includes 220 C.Y. Waste)

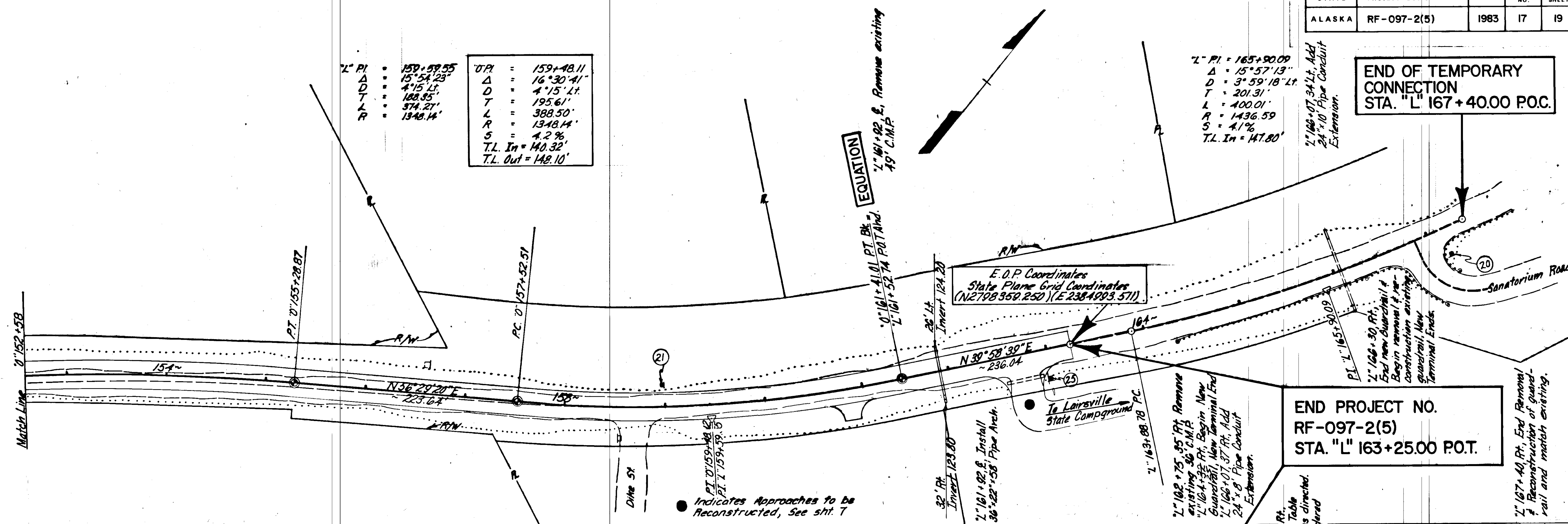


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	17	19

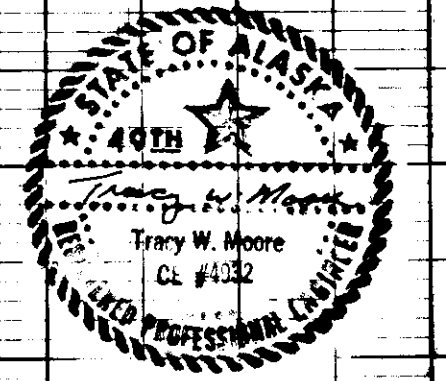
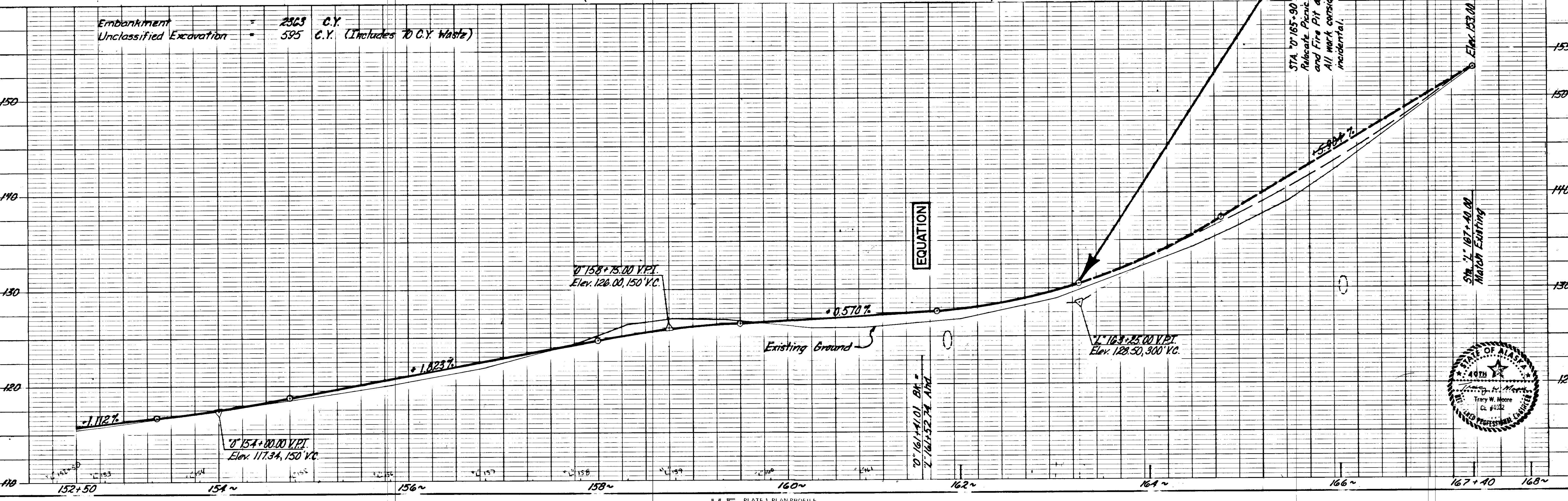
L' PI = 159+59.55	U' PI = 159+48.11
Δ = 15°54'23"	Δ = 16°30'41"
D = 4'15" Lt.	D = 4'15" Lt.
T = 100.35	T = 195.61
L = 374.27'	L = 388.50'
R = 1348.14'	R = 1348.14'
	S = 4.2%
	T.L. In = 140.32'
	T.L. Out = 148.10'

L' PI = 165+90.09
Δ = 15°57'13"
D = 3°59'18" Lt.
T = 201.31'
L = 400.01'
R = 1436.59'
S = 4.1%
T.L. In = 147.80'

END OF TEMPORARY CONNECTION STA. "L" 167+40.00 P.O.C.

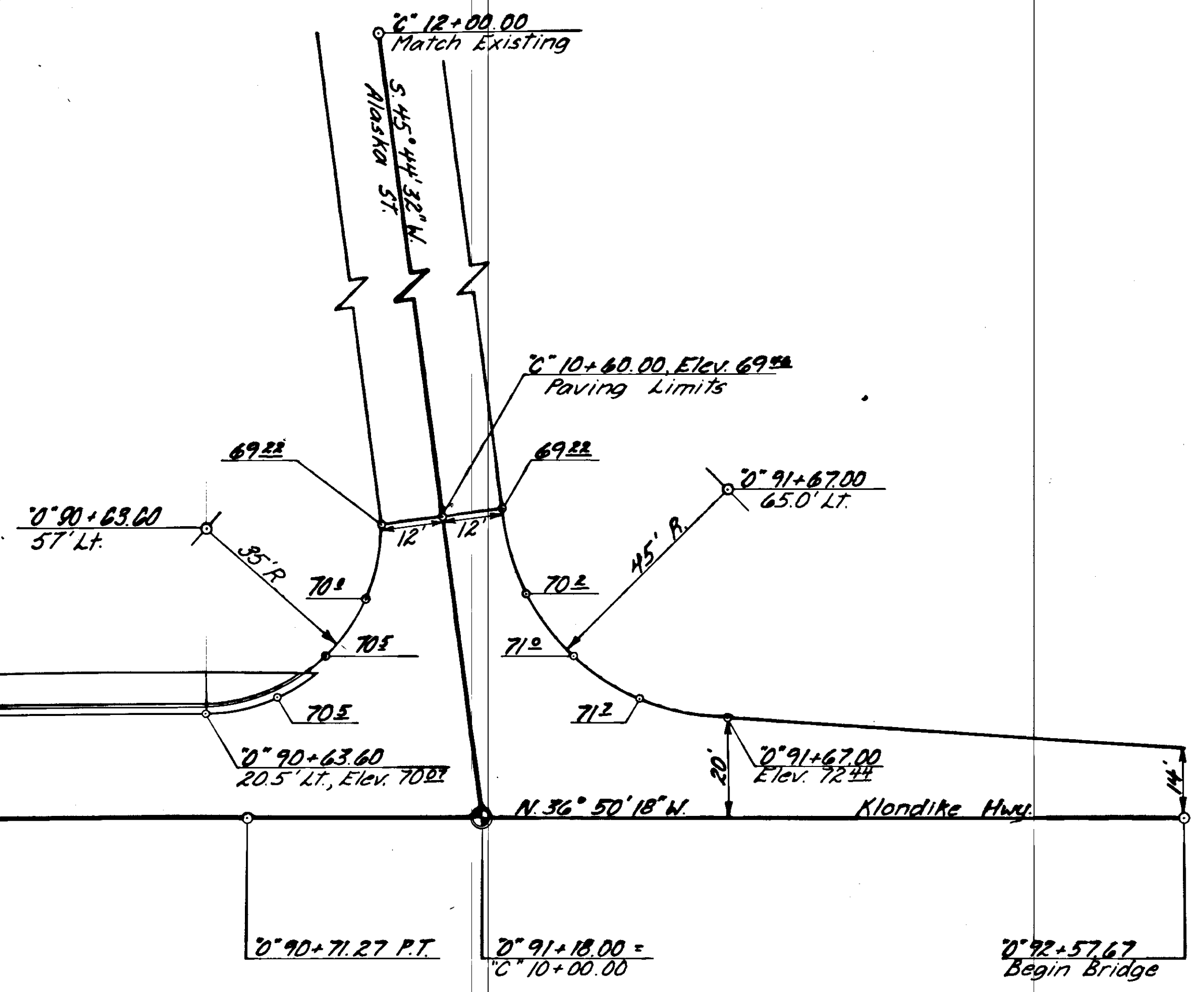


Embankment = 2963 C.Y.  
 Unclassified Excavation = 595 C.Y. (Includes 70 C.Y. Waste)

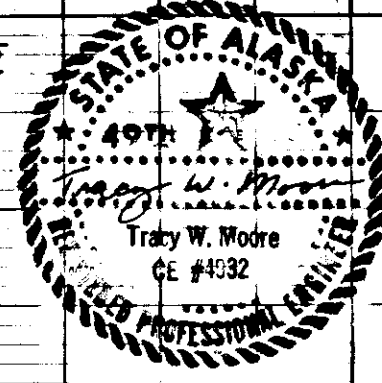
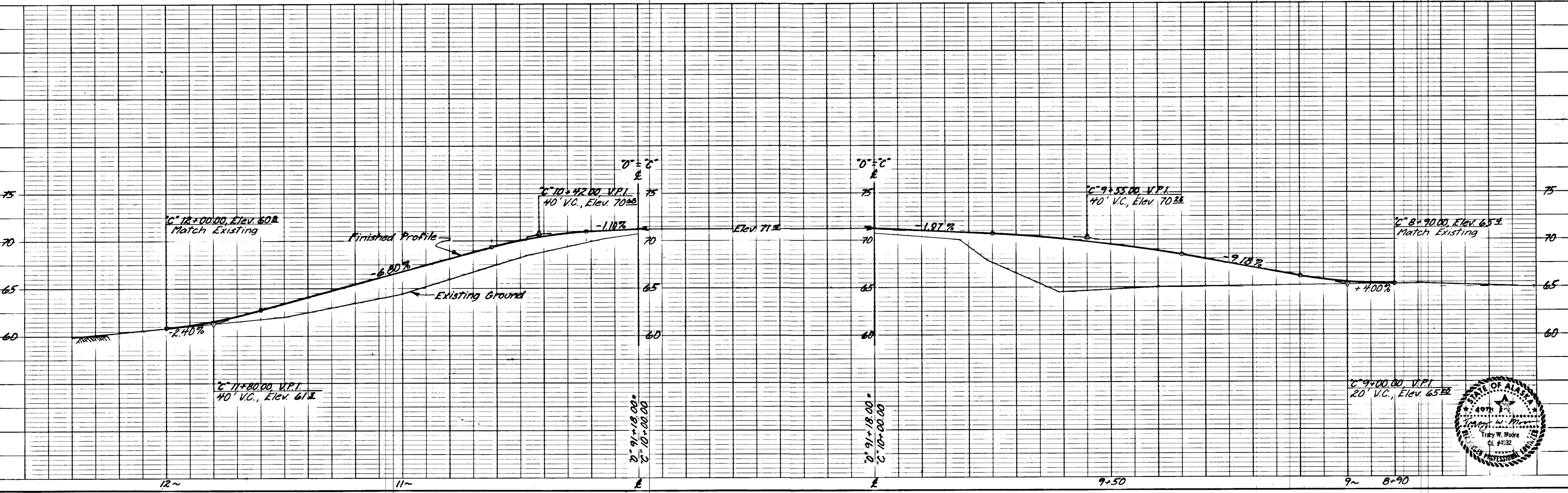
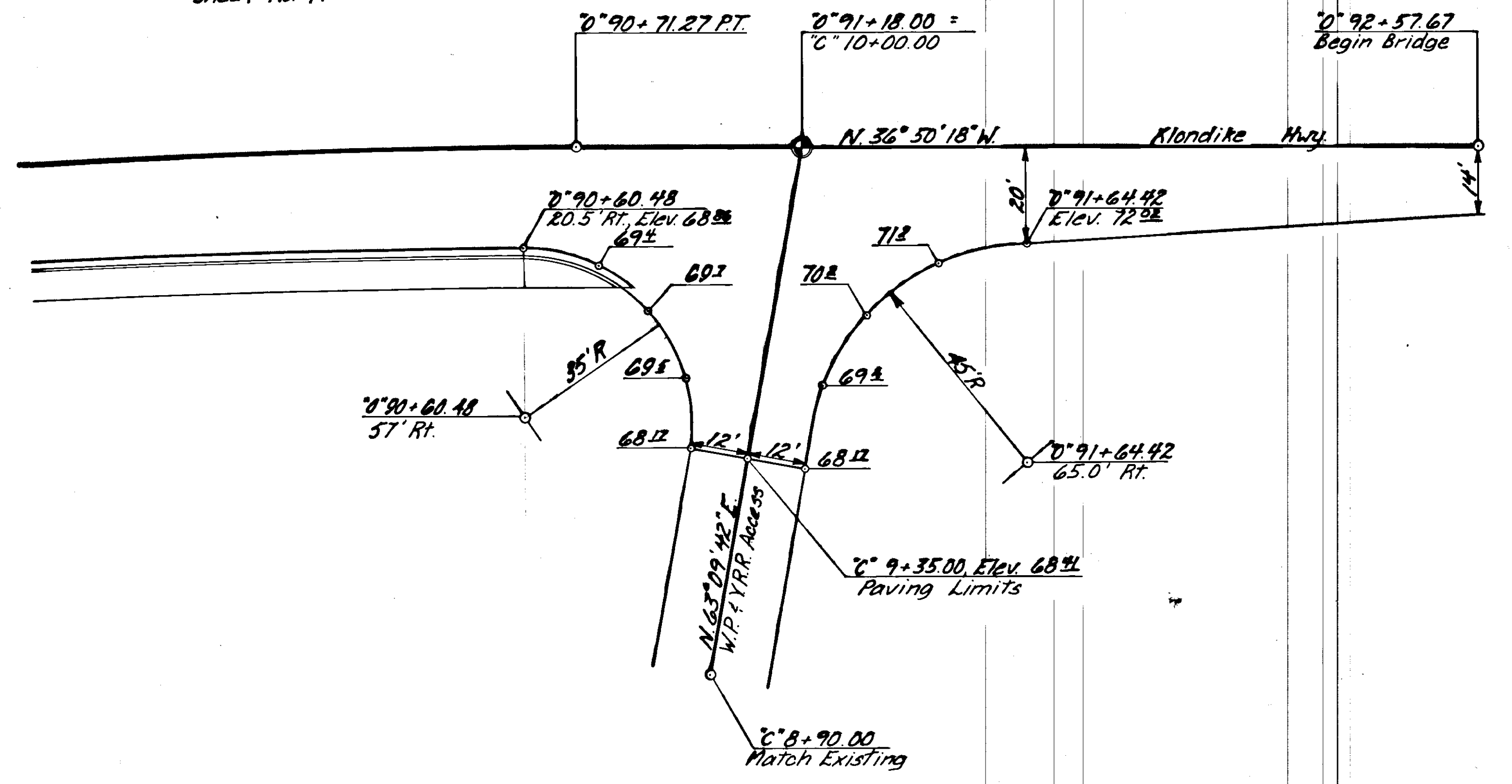


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	18	19

**ALASKA STREET**  
See Approach Road Detail  
Sheet No. 7.



**W.P. & Y.R.R. ACCESS**  
See Approach Road Detail  
Sheet No. 7.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RF-097-2(5)	1983	19	19

**DYEA ROAD**  
See Approach Road Detail, Sheet 7

**SANATORIUM ROAD**  
See Approach Road Detail, Sheet 7

