



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

**PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
SKAGWAY FERRY TERMINAL TO 22ND AVE.
F-RRP-HHS-097-2(3)
GRADING, PAVING & DRAINAGE
&
SCHOOL CROSSING ILLUMINATION**

INDEX OF SHEETS	
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1	TITLE SHEET
2	TYPICAL SECTIONS
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THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT: A-1, C-00.04, C-10.02, C-11.02, D-02.02, D-03.01, D-23.01, D-26.02, D-27.10, D-06.10, I-20.01, I-40.10, L-03.11, L-10.13, L-30.01, M-16.03, S-00.10, S-05.00, S-20.10, S-30.11, T-20.03, T-21.02, T-22.00, U-03.00

PROJECT SUMMARY

WIDTH OF SUBGRADE	=	40', 45'
WIDTH OF PAVEMENT	=	28', 41'
LENGTH OF PAVING	=	7,202.91' - 1.364 mi.
LENGTH OF GRADING	=	7,202.91' - 1.364 mi.
LENGTH OF TEMPORARY CONNECTION	=	53.48' - 0.010 mi.
LENGTH OF PROJECT	=	7,202.91' - 1.364 mi.

DESIGN DESIGNATION

FERRY TERMINAL TO 1ST AVE. & BROADWAY

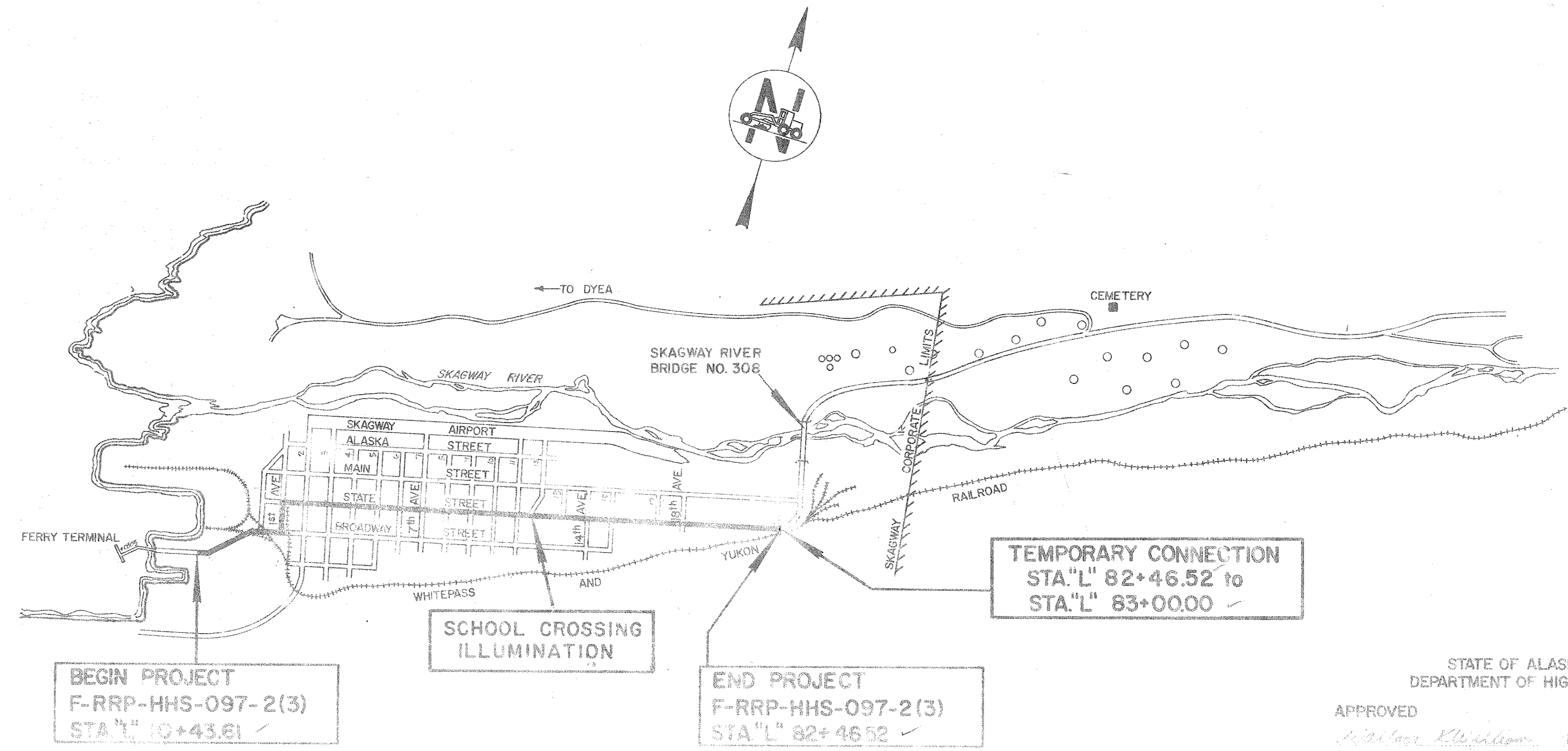
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ADT 1999	=	53
DHV 44%	=	23
D	=	90-10
% T	=	13%
TRAFFIC INDEX	=	6.0

DESIGN DESIGNATION

1ST AVE. & BROADWAY TO 22ND AVE.

ADT 1977	=	1525
ADT 1999	=	6000
DHV 12%	=	720
D	=	60-40
% T	=	5%
TRAFFIC INDEX	=	8.0

AS BUILT
CONTRACTOR: ALASKA INTERNATIONAL CONSTRUCTION
EARTH MOVERS OF FAIRBANKS
PROJECT ENGINEER: M. PAUL TAYLOR, P.E.
REGAL PROJ: 10-11-78 END PROJ: 70-21-79



STATE OF ALASKA DEPARTMENT OF HIGHWAYS
APPROVED: [Signature] Date: 5/25/78
STATE OF ALASKA DEPARTMENT OF HIGHWAYS
APPROVED: [Signature] Date: 5/25/78
DIRECTOR - HIGHWAY DESIGN & CONSTR.

LABELING INDEX

- ① 1/2" Hot Asphalt Pavement (Class I)
- ② 3" Hot Asphalt Pavement (Class I)
- ③ MC-30 Liquid Asphalt for Prime Coat
- ④ CSS-1 Emulsified Asphalt for Tack Coat
- ⑤ 6" Crushed Aggregate Base Course
- ⑥ 9" Subbase, Grading "A" (See Table Below for 23" Subbase Grading A)
- ⑦ Unclassified Excavation
- ⑧ 4" Concrete Sidewalk
- ⑨ 6" Subbase, Grading "A"
- ⑩ Standard Curb & Gutter
- ⑪ Leveling Course
- ⑫ Existing Pavement
- ⑬ Monolithic Curb & Sidewalk
- ⑭ Modified French Drain (See Detail on Sht. No. 24)

BASIS OF ESTIMATE

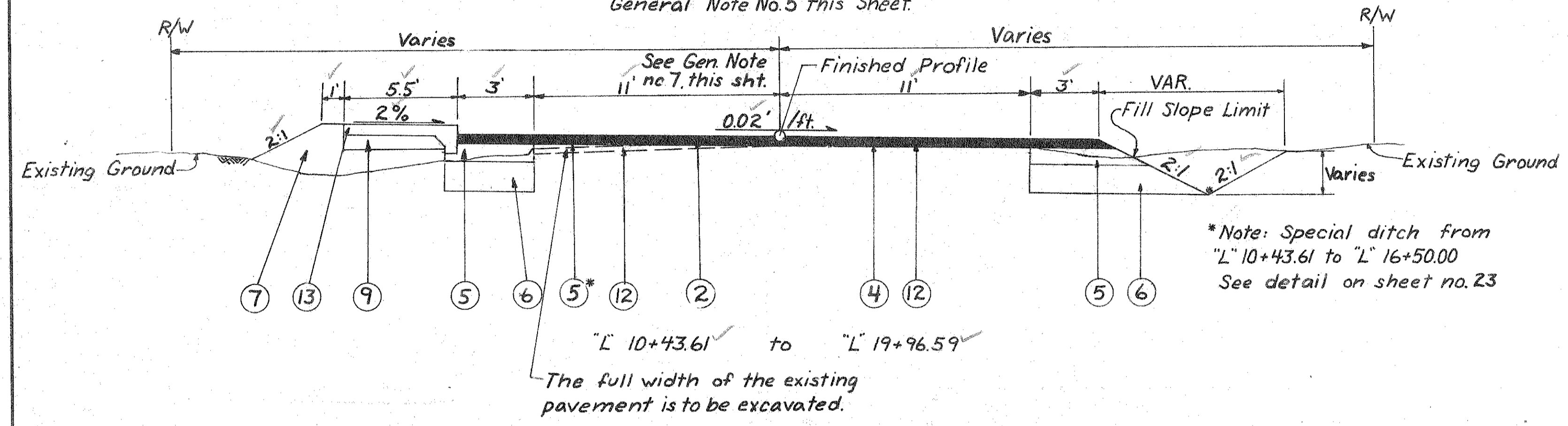
Item No.	Estimating factor
301(1)	1.96 Tons Per Cu. Yd.
304(1)	1.87 Tons Per Cu. Yd.
401(1)	112 lbs. Per Sq. Yd. Per Inch Depth
401(2)	6 % of Item 401(1)
402(2)	0.1 Gal. Per Sq. Yd. - 253 Gals. Per Ton
403(1)	0.25 Gal. Per Sq. Yd. - 256 Gal. Per Ton at 60°F.

GENERAL NOTES

- Grades & alignment shown on the plans are subject to minor revisions.
- Storm inlets, culvert locations, & lengths are subject to minor revisions.
- The clearing & grubbing limits shall be a neat line 5' beyond the construction limits or to the construction permit line, whichever is less.
- Removing & replacing riprap when installing 18" conduit pipe @ "L" 14+95 ft. shall be incidental to item 603(22F) 18" pipe conduit & no separate payment shall be made therefor.
- Superelevation transition is from "L" 10+43.61 to "L" 12+00 & "L" 17+50 to "L" 19+96.59 & finished grades for rt. & lt. E.P. are shown on the plan & profile sheets.

NOTE: See Detail on Sheet No. 23 For Monolithic Curb & Sidewalk

*Varied Depth Crushed Agg. Base Course For Superelevation Transition see General Note No. 5 this Sheet.

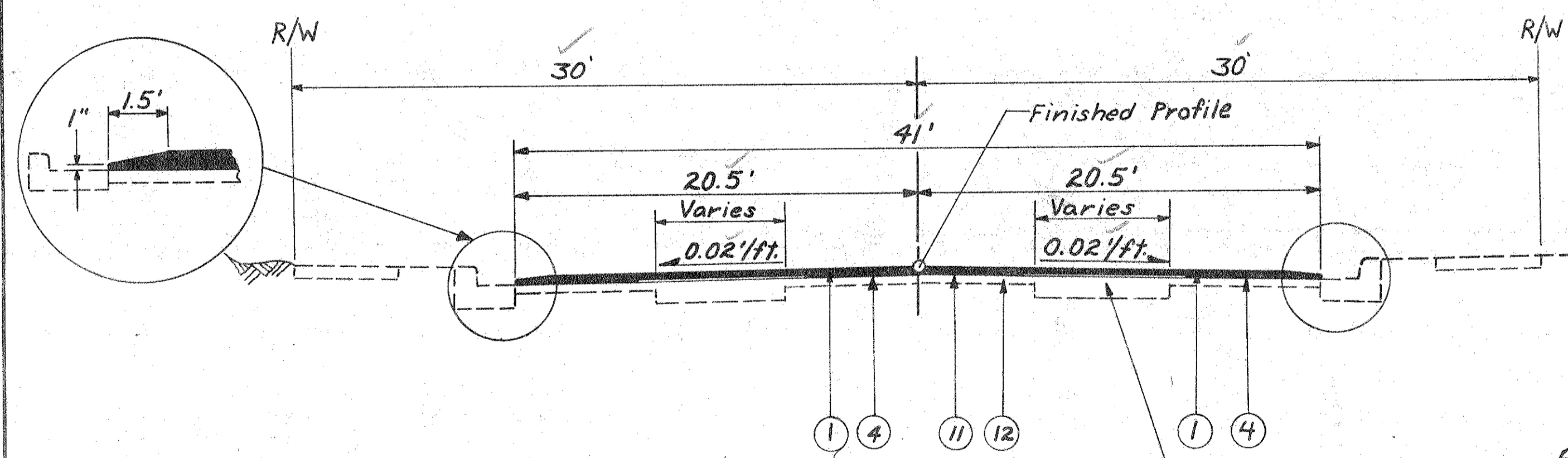
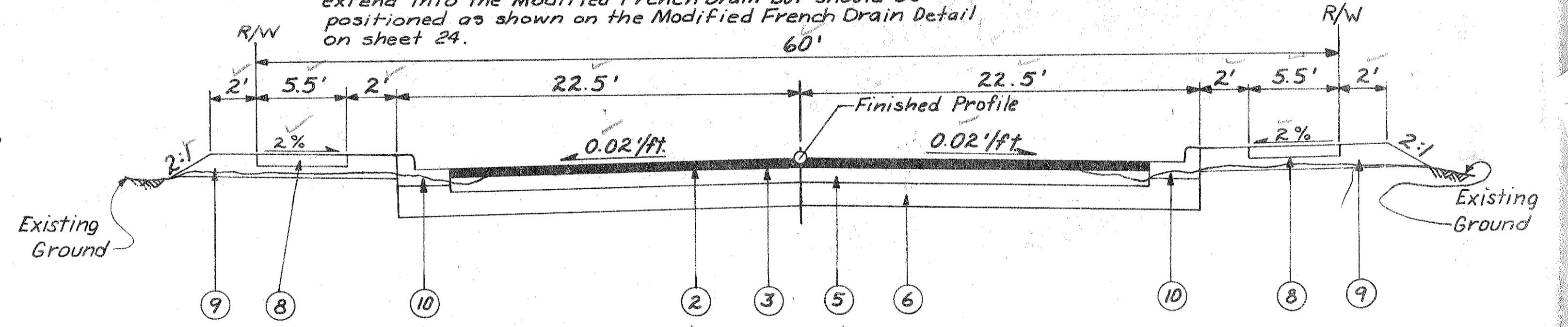
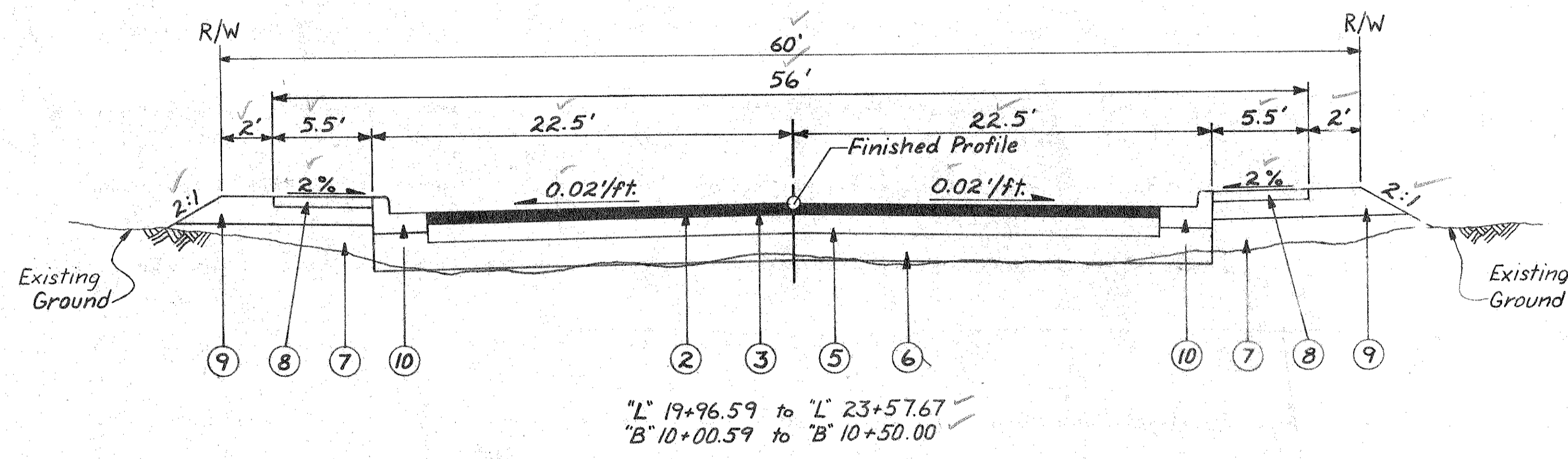


"L" 10+43.61 to "L" 19+96.59
The full width of the existing pavement is to be excavated.

23" Subbase Grading "A"

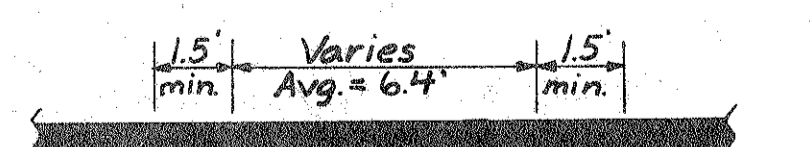
STATION	TO STATION	STATION	TO STATION
"L" 47+00.00	"L" 55+80.00	"L" 65+90.00	"L" 66+90.00
"L" 58+80.00	"L" 60+50.00	"L" 68+20.00	"L" 76+77.68
"L" 62+70.00	"L" 63+60.00	"O" 82+38.00	"O" 83+00.00

Note: Areas of Subbase Grading "A" as stationed above shall not extend into the Modified French Drain but should be positioned as shown on the Modified French Drain Detail on sheet 24.



GENERAL NOTES (Cont)

- Begin pavement & monolithic curb & sidewalk transition from sta. L 18+66.59 Lt. to L 19+66.59 22' Lt.
- All intersections between 2nd Ave & 22nd Ave shall have a paving limit of 30' from finished profile line.
- Soapy Smith Monument @ "L" 23+29.00 29' Lt. shall remain in place & the proposed sidewalk shall be installed around it as directed by the engineer.



Existing Concrete Patch
Reinforcing Fabric (as directed by engineer) with AC-5 asphalt cement binder.
1/2" Hot Asphalt Pavement
Existing Pavement

REINFORCING FABRIC DETAIL
"L" 26+37 to "L" 47+00

ADJUST EXISTING VALVE BOXES

STATION	OFFSET	STATION	OFFSET
"L" 26+02.00	22' Lt.	"L" 56+88.00	10' Lt.
"L" 29+26.00	20.5' Lt.	"L" 57+29.00	26' Lt.
"L" 29+46.00	9.5' Rt.	"L" 57+47.00	10' Lt.
"L" 29+48.00	17.5' Rt.	"L" 59+63.00	10' Lt.
"L" 31+68.00	9.5' Rt.	"L" 60+08.00	23.7' Rt.
"L" 32+18.00	9.5' Rt.	"L" 60+28.00	10' Lt.
"L" 34+48.00	9.5' Rt.	"L" 62+48.00	10' Lt.
"L" 35+05.00	9.5' Rt.	"L" 63+08.00	10' Lt.
"L" 37+28.00	9.5' Rt.	"L" 65+25.00	10' Lt.
"L" 37+28.00	16.9' Rt.	"L" 65+86.00	10' Lt.
"L" 37+88.00	9.5' Rt.	"L" 68+08.00	10' Lt.
"L" 40+08.00	9.5' Rt.	"L" 68+68.00	10' Lt.
"L" 40+68.00	9.5' Rt.	"L" 70+88.00	10' Lt.
"L" 42+88.00	10' Lt.	"L" 71+48.00	10' Lt.
"L" 43+49.00	10' Lt.	"L" 73+68.00	10' Lt.
"L" 45+68.00	10' Lt.	"L" 74+28.00	10' Lt.
"L" 46+27.00	10' Lt.	"L" 76+50.00	10' Lt.
"L" 48+46.00	10' Lt.	"L" 77+08.00	10' Lt.
"L" 49+08.00	10' Lt.	"L" 79+27.00	10' Lt.
"L" 51+27.00	10' Lt.	"L" 79+83.00	10' Lt.
"L" 51+88.00	10' Lt.	"L" 82+08.00	10' Lt.
"L" 54+08.00	10' Lt.	"L" 82+68.00	10' Lt.
"L" 56+68.00	10' Lt.		
"L" 58+9.00	9.5' Rt.		

MONUMENT SUMMARY

STATION	ADJUST	INSTALL	REMARKS
"L" 10+43.61		X	
"L" 16+77.96		X	
"L" 18+26.27		X	
"L" 19+96.59		X	
"L" 23+57.68		X	
"L" 51+57.68		X	
"L" 68+37.68		X	
"L" 82+46.52		X	

SEWER MAIN & DRAINAGE APPERTENANCE

STATION	OFFSET	REMARKS
"L" 20+26.00	CL	ADJUST M.H.
"L" 23+16.00	2' Rt.	" " "
"L" 23+28.00	8' Rt.	" " "
"L" 23+36.00	5' Lt.	" " "
"L" 23+61.00	3' Lt.	" " "
"L" 23+73.00	9' Lt.	" " "
"L" 24+97.00	19' Rt.	" " "
"L" 26+37.00	CL	NO ADJUSTMENT NECESSARY
"L" 26+59.00	21.5' Rt.	ADJUST M.H.
"L" 31+94.00	2' Rt.	NO ADJUSTMENT NECESSARY
"L" 36+18.00	16' Rt.	NO ADJUSTMENT NECESSARY
* "L" 41+87.00	22' Rt.	" " "
"L" 43+26.00	9.5' Rt.	" " "
"L" 45+88.00	11' Rt.	" " "
"L" 50+12.00	10.3' Rt.	ADJUST M.H.
"L" 51+48.00	9.7' Rt.	NO ADJUSTMENT NECESSARY
* "L" 55+77.00	20.3' Rt.	" " "
* "L" 58+58.00	20.2' Rt.	" " "
* "L" 59+89.00	16.5' Rt.	" " "
* "L" 61+38.00	20' Rt.	" " "
* "L" 64+01.00	20' Rt.	" " "
* "L" 66+97.00	20' Rt.	" " "
* "L" 69+78.00	20' Rt.	" " "
* "L" 72+56.00	20' Rt.	" " "
"L" 76+76.00	4' Rt.	ADJUST M.H.
"L" 79+43.00	3.5' Rt.	" " "
"L" 82+22.00	3' Rt.	" " "

SIGN SCHEDULE

NO.	STATION	OFFSET	TYPE	LEGEND	SIZE AREA		REMARKS
					INCHES	SQ. FT.	
1	"L" 11+00	30' Rt.	R2-1	SPEED LIMIT 25	30X36	7.50	
2	"L" 13+35	30' Rt.	W10-1	RAILROAD WARNING	36	7.11	
3	"L" 16+20	20' Rt.	R15-1	RAILROAD CROSSING	48X48	16.00	FURNISHED AND
4	"L" 16+55	20' Lt.	"	"	"	"	ERECTED BY R. R.
5	"L" 18+07	20' Rt.	"	"	"	"	"
6	"L" 18+25	20' Lt.	"	"	"	"	"
7	"L" 19+20	28' Lt.	W10-1	RAILROAD WARNING	36	7.11	
8	"L" 19+20	30' Rt.	D1-1	← WHITEHORSE	84X12	7.00	6"U.C. 4.5" L.C.
9	"L" 20+20	30' Rt.	R1-1	STOP	30X30	6.25	
10	"L" 20+20	30' Rt.	D3-1	FIRST AVENUE	30X8	1.67	MOUNT ABOVE #9
11	"L" 20+20	30' Rt.	D3-1	BROADWAY ST.	42X8	2.33	MOUNT ABOVE #10
12	"L" 20+28	28' Lt.	R1-2	YIELD	36X36X3	3.9	
13	"L" 21+00	28' Lt.	W10-1	RAILROAD WARNING	36	7.11	
14	"L" 21+00	28' Lt.	W10-1R	ARROW	24X12	2	MOUNT BELOW #13
15	"L" 22+00	28' Lt.	I4-4	FERRY →	24X36	6.00	
16	"L" 22+00	28' Rt.	D1-1	WHITEHORSE →	84X12	7.00	6"U.C. 4.5" L.C.
17	"L" 23+15	28' Rt.	R1-2	YIELD	36X36X3	3.90	
18	"L" 23+15	28' Rt.	D3-1	STATE ST.	30X8	1.67	MOUNT ABOVE #17
19	"L" 23+32	24.5' Lt.	R1-1	STOP	30X30	6.25	
20	"L" 23+32	28' Lt.	"	"	"	"	
21	"L" 23+32	28' Lt.	D3-1	FIRST AVENUE	30X8	1.67	MOUNT ABOVE #17
22	"L" 25+30	24.5' Lt.	I4-4	← FERRY	24X36	6.00	
23	"L" 25+30	24.5' Rt.	R2-1	SPEED LIMIT 25	30X36	7.50	
24	"L" 26+03	24' Rt.	STOP	STOP			REMOVE
25	"L" 26+60	32' Rt.	R1-1	STOP	30X30	6.25	
26	"L" 26+60	32' Rt.	D3-1	STATE ST.	30X8	1.67	MOUNT ABOVE #25
27	"L" 27+20	24.5' Rt.	R2-1	SPEED LIMIT 25	30X36	7.50	
28	"L" 26+55	30' Lt.	R1-1	STOP	30X30	6.25	
29	"L" 26+55	30' Lt.	D3-1	TWENTIETH AVENUE	48X8	4.00	MOUNT ABOVE #28
30	"L" 27+05	30' Rt.	R1-1	STOP	30X30	6.25	
31	"L" 27+05	30' Rt.	D3-1	STATE ST.	30X8	1.67	MOUNT ABOVE #30
32	"L" 27+05	24.5' Lt.	R2-1	SPEED LIMIT 25	30X36	7.50	
33	"L" 29+36	34' Lt.	R1-1	STOP	30X30	6.25	
34	"L" 29+36	34' Lt.	D3-1	TWENTY FIRST AVENUE	54X8	4.50	MOUNT ABOVE #33
35	"L" 29+85	32' Rt.	R1-1	STOP	30X30	6.25	
36	"L" 29+85	32' Rt.	D3-1	STATE ST.	30X8	1.67	MOUNT ABOVE #35
37	"L" 81+30	24.5' Rt.	W8-3	PAVEMENT ENDS	36X36	9.00	
38	"L" 82+12	32' Lt.	R1-1	STOP	30X30	6.25	
39	"L" 82+12	32' Lt.	D3-1	TWENTY SECOND AVE.	54X8	4.50	MOUNT ABOVE #38
40	"L" 82+62	30' Rt.	R1-1	STOP	30X30	6.25	
41	"L" 82+62	30' Rt.	D3-1	STATE ST.	30X8	1.67	MOUNT ABOVE #40
42	"L" 82+90	24' Rt.	W10-1	RAILROAD WARNING	36	7.11	
43	"L" 82+90	24' Rt.	W10-1R	ARROW	24X12	2.00	MOUNT BELOW #42
TOTAL S.F.						194.76	

SUMMARY OF QUANTITIES

CURB CUT SUMMARY

STATION	WIDTH	LT.	RT.	REMARKS
"L" 13+50.00	24'	X		COMMERCIAL
"L" 24+22.00	20'		X	COMMERCIAL
"L" 24+97.68	20'	X	X	ALLEY
"L" 25+30.00	24'		X	COMMERCIAL
"L" 25+94.00	24'		X	COMMERCIAL
"L" 47+37.68	20'		X	ALLEY-See note below
"L" 78+17.68	20'		X	ALLEY
"L" 80+97.68	20'	X		ALLEY
"L" 81+80.90	14'		X	RESIDENCE

NOTE: Remove existing curb cut at "L" 47+50 ± Rt. and reconstruct sidewalk. The installation of the alley cut shall be under the direction of the Engineer.

APPROACH SUMMARY

STATION	WIDTH	RT.	LT.	REMARKS
"L" 13+50	22'	X		

NOTE: Construct approach @ "L" 13+50 Rt. per Standard Drawing I-40.10 except that the pavement shall be 1 1/2" thick, on a 4" Crushed Aggregate Base Course, and "Unclassified Excavation and/or Borrow".

ADJUST EXISTING INLETS

STATION	LT.	RT.
"L" 29+51.00		X
"L" 46+27.00		X
"L" 60+28.00	X	
"L" 65+87.00	X	
"L" 68+67.00		X

REMOVE & REPLACE CURB & GUTTER

STATION	TO	STATION	LT.	RT.	LENGTH
"L" 43+42.00		"L" 43+57.00	X		15'
"L" 49+00.00		"L" 49+15.00	X		15'
"L" 54+52.00		"L" 54+82.00	X		30'
"L" 54+62.00		"L" 54+80.00		X	18'
"L" 55+61.00		"L" 55+86.00	X		25'
"L" 57+40.00		"L" 57+55.00	X		15'
"L" 58+08.00		"L" 58+28.00	X		20'
"L" 60+20.00		"L" 60+35.00	X		15'
"L" 63+86.00		"L" 66+88.00	X		302'
"L" 65+21.00		"L" 65+32.00		X	11'
"L" 68+60.00		"L" 68+72.00	X		12'
"L" 69+28.00		"L" 69+64.00	X		36'
"L" 70+14.00		"L" 70+90.00		X	76'
"L" 71+42.00		"L" 71+57.00		X	15'
"L" 74+26.00		"L" 76+48.00	X		222'
TOTAL					827'

NOTE: All cuts shall be saw cut. Expansion joints shall be placed at both ends of curb & gutter.

* SEE PAVEMENT CLEARANCE DETAIL ON SHEET NO. 23

STRUCTURE SUMMARY

STRUCTURE	TYPE	LOCATION	OFFSET		TOP OF CURB ELEV.	INVERT ELEV.
			LT.	RT.		
S-1	A	"L" 23+09.26		20.5'	14.95	12.28
S-2	A	"L" 23+24.12	20.5'		14.89	11.61
S-3	B	"L" 24+06.10		20.5'	15.53	10.00, 10.50, EXIST. 8.21
S-4	A	"L" 23+91.24	20.5'		15.45	12.17
S-5	A	"L" 77+05.18	20.5		51.26	46.97, 47.02
S-6	A	"L" 77+05.18		20.5	51.26	47.43
S-7	A	"L" 79+85.18	20.5		53.68	49.34, 49.59
S-8	A	"L" 79+85.18		20.5	53.68	49.80
S-9	FIELD INLET	"L" 82+72.00	26'		G.E. 54.20	51.80
S-10	FIELD INLET	"L" 82+72.00		26'	G.E. 54.00	52.33
S-11	A	"L" 82+10.50	20.5		55.54	51.25
S-12	A	"B" 10+35.45	20.5		14.92	11.67

G.E. = GRATE INLET

PIPE SUMMARY

PIPE	DIA.	LENGTH	LOCATION	INVERT ELEVATION	
				INLET	OUTLET
P-12	36"X22"	86'	"L" 71+18.00 SKEW 45° Lt.	42.95	42.40
P-13	18"	19'	"L" 14+95.00 Rt.	12.30	10.00

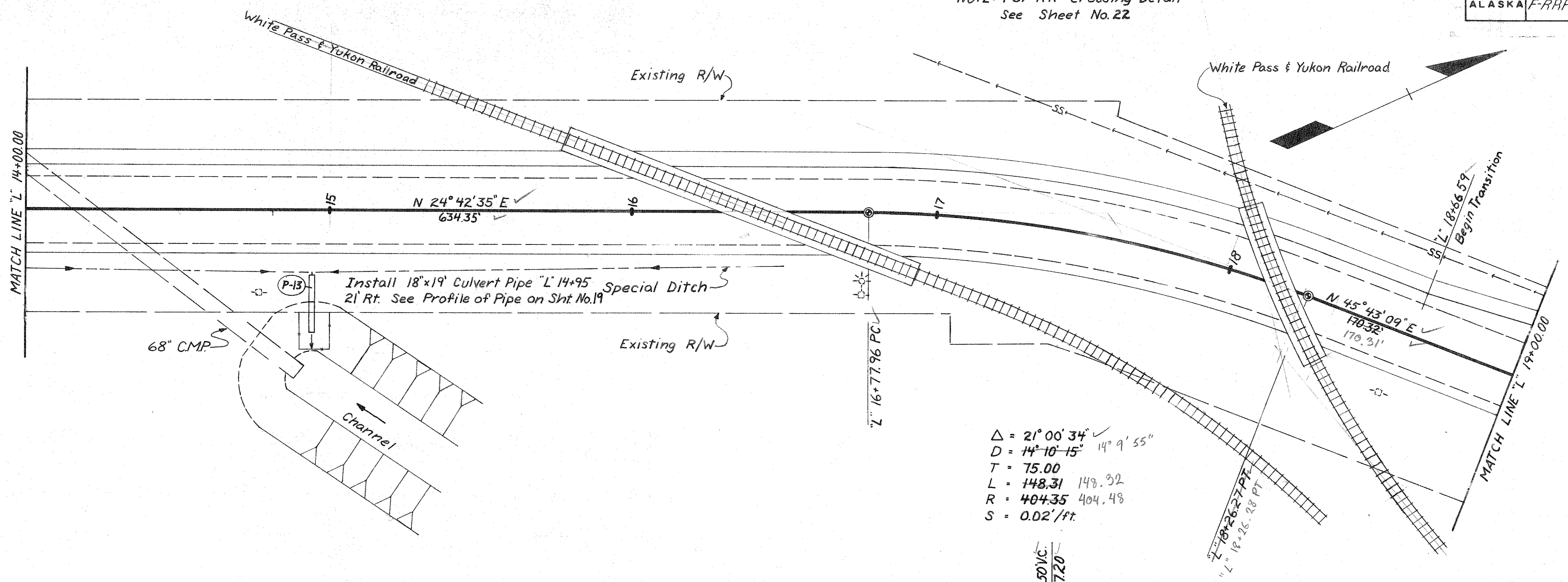
SIGNING NOTES: Posts shall be perforated square tube. Removed or replaced signs & posts shall be stockpiled in the highway maintenance yard & shall be incidental to item 615(1) "Standard Signs".

PIPE SUMMARY

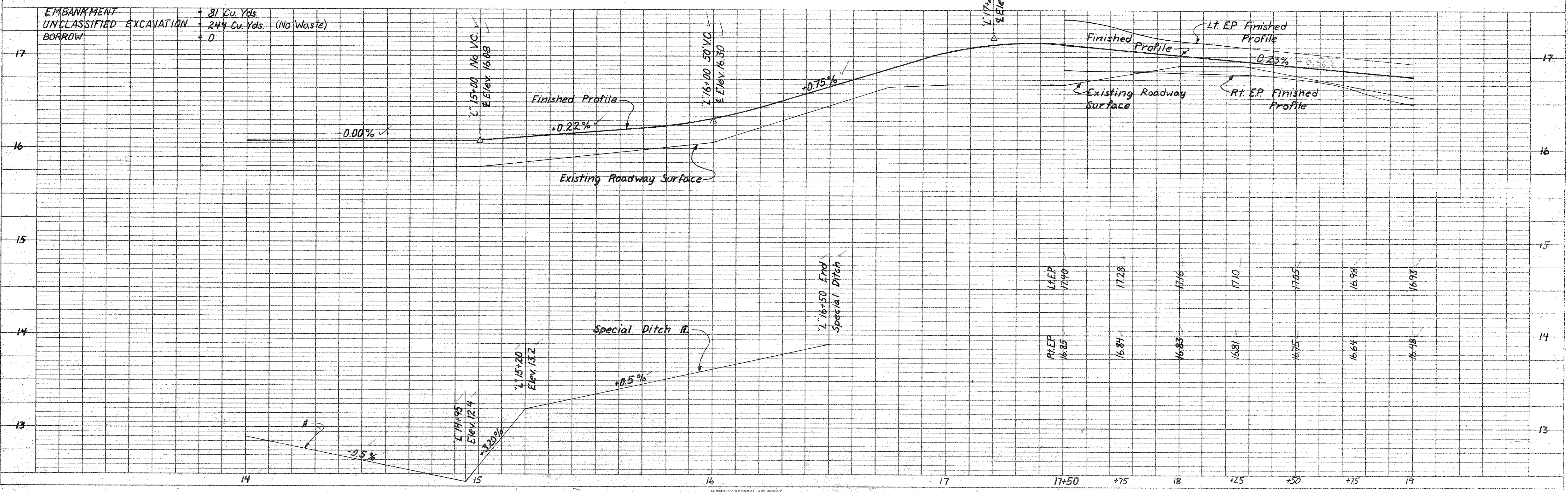
PIPE	DIA.	LENGTH	FROM		TO	
			STRUCTURE	ELEV.	STRUCTURE	ELEV.
P-1	18"	56'	S-12	11.67	EXISTING M.H.	10.00
P-2	18"	18'	S-2	11.61	"	11.43
P-3	18"	36'	S-1	12.28	S-3	10.50
P-4	18"	46'	S-4	11.67	S-3	10.00
P-5	18"	280'	S-5	46.97	EXISTING C.B.	44.72
P-6	18"	42'	S-6	47.43	S-5	47.62
P-7	18"	280'	S-7	49.34	S-5	47.02
P-8	18"	42'	S-8	49.80	S-7	49.39
P-9	18"	58'	S-9	51.80	S-11	51.25
P-10	18"	48'	S-10	52.33	S-9	51.80
P-11	18"	22'	S-11	51.25	S-7	49.59
SEE SHEET NO. 5	18"	52'				
TOTAL	LF	1199'				

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RAP-HHS-097-2(3)	1978	6	25

NOTE: For RR Crossing Detail
See Sheet No. 22



$\Delta = 21^{\circ} 00' 34''$
 $D = 14^{\circ} 10' 15'' \quad 14^{\circ} 9' 55''$
 $T = 75.00$
 $L = 148.31 \quad 148.32$
 $R = 404.35 \quad 404.48$
 $S = 0.02' / ft.$



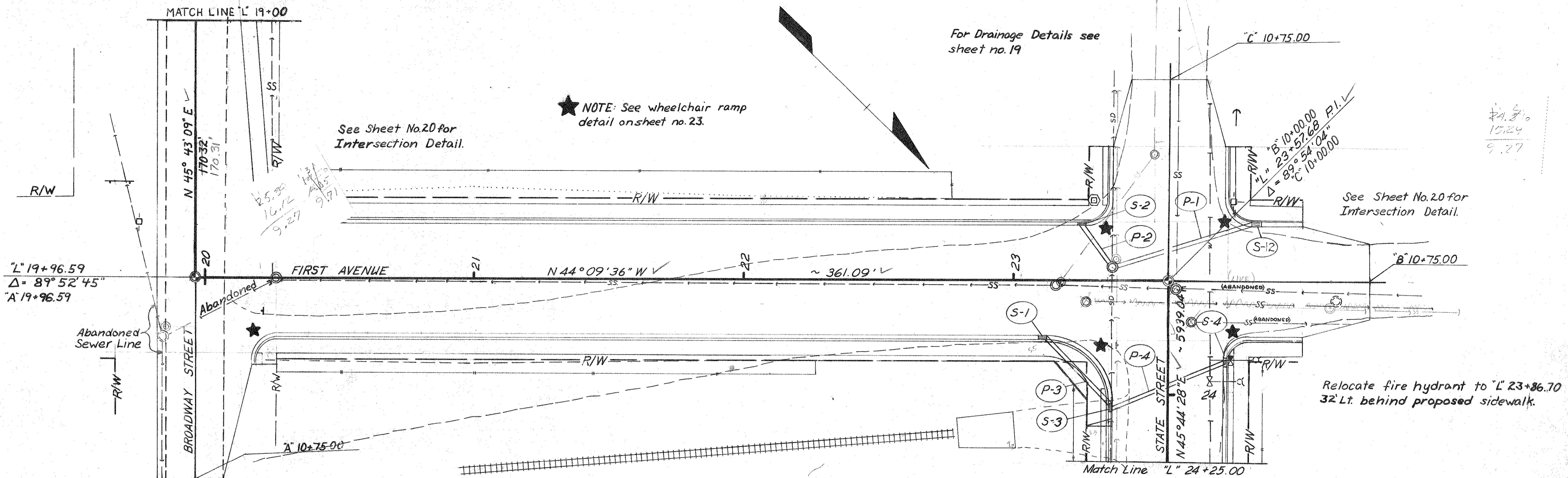
PLAN	DATE
BY	
REVISIONS	
NOTED	
ALIGNED	
CHECKED	
BY	
DATE	

PROFILE	DATE
BY	
REVISIONS	
NOTED	
GRADES	
CHECKED	
BY	
DATE	

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	7	25

DATE	BY	REVISION

PLAN
 NOTE BOOK
 No. _____

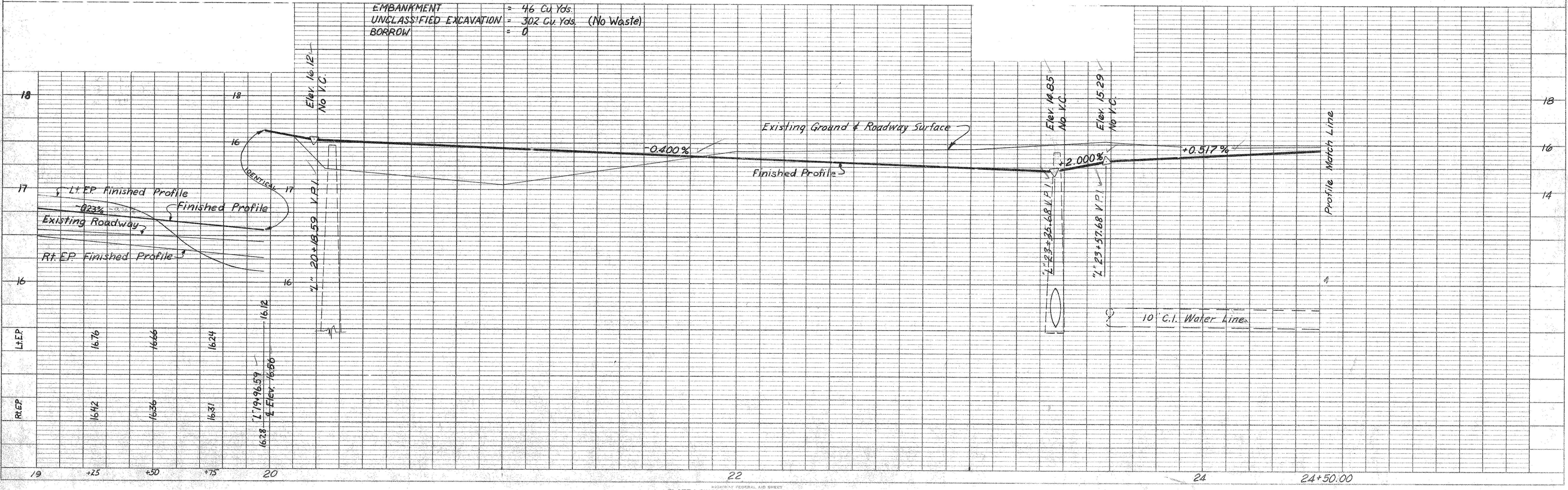


24.8%
 15.24
 9.27

DATE	BY	REVISION

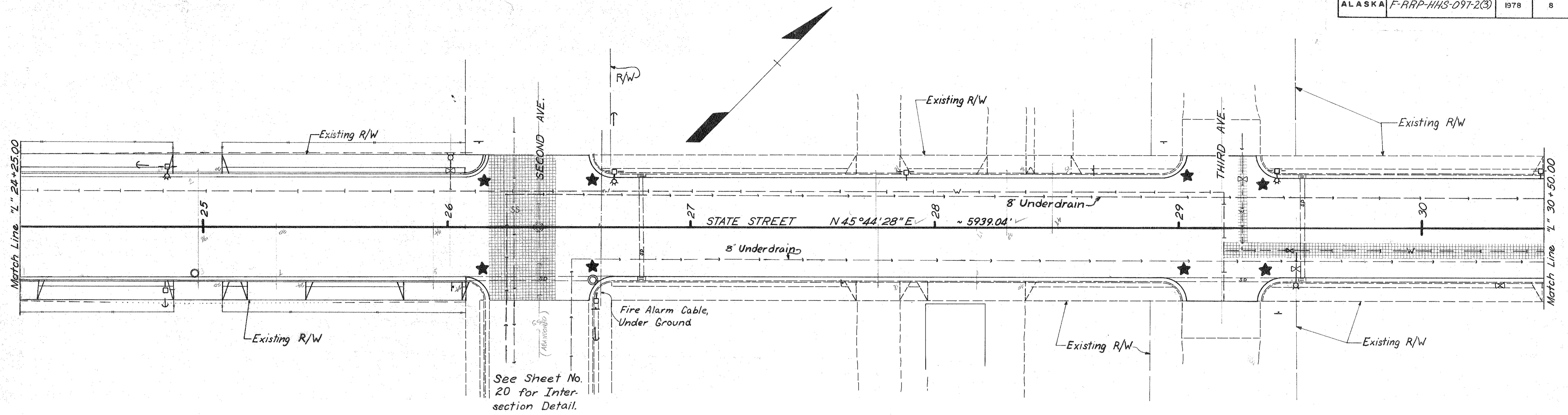
PROFILE
 NOTE BOOK
 No. _____

EMBANKMENT = 46 Cu. Yds.
 UNCLASSIFIED EXCAVATION = 302 Cu. Yds. (No Waste)
 BORROW = 0



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	8	25

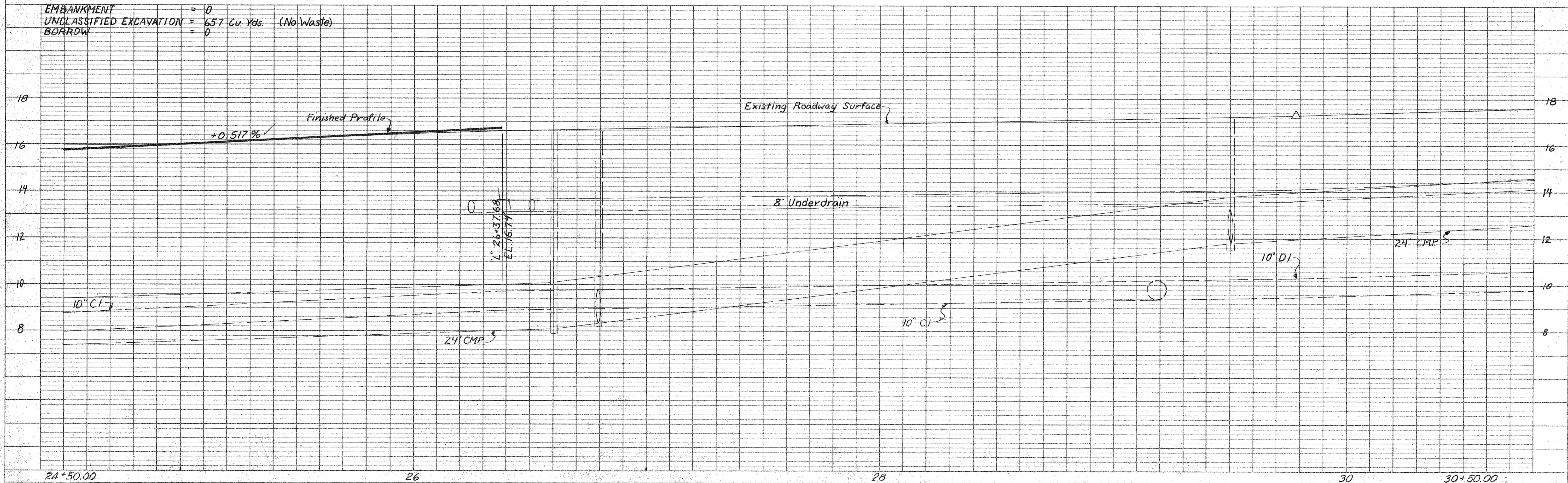
PLAN
 SURVEYED BY: _____
 PLOTTED BY: _____
 NOTE BOOK No. _____
 DATE _____
 CHECKED BY: _____
 STRUCTURE NOTATIONS CHECKED



See Sheet No. 20 for Intersection Detail.

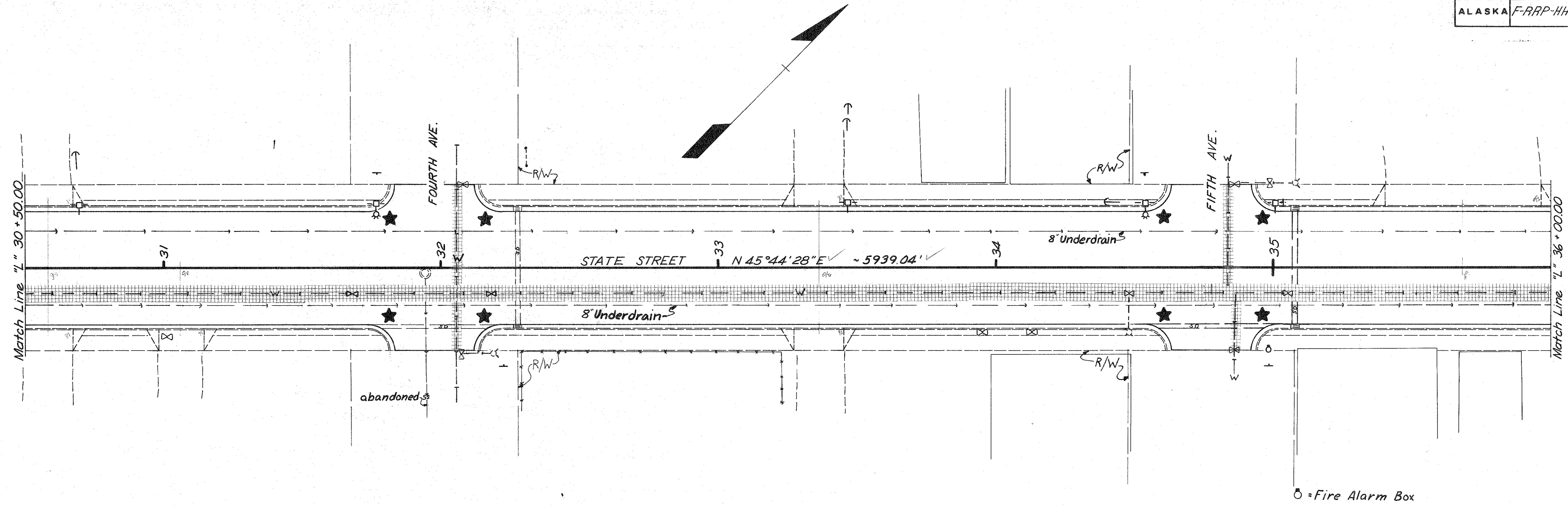
▨ = EXISTING CONCRETE PATCH

PROFILE
 SURVEYED BY: _____
 PLOTTED BY: _____
 NOTE BOOK No. _____
 DATE _____
 CHECKED BY: _____
 STRUCTURE NOTATIONS CHECKED

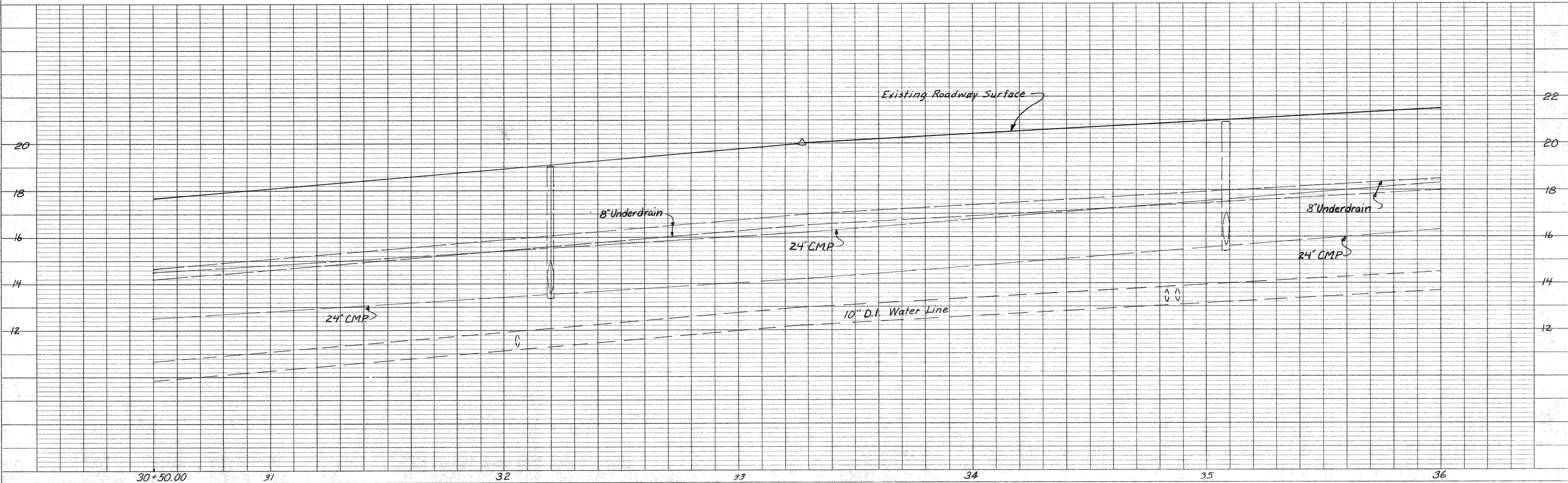


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	9	25

SURVEYED BY _____ DATE _____
 PLAN
 NOTE BOOK ALIGNMENT CHECKED _____
 No. _____ RT. OF WAY CHECKED _____

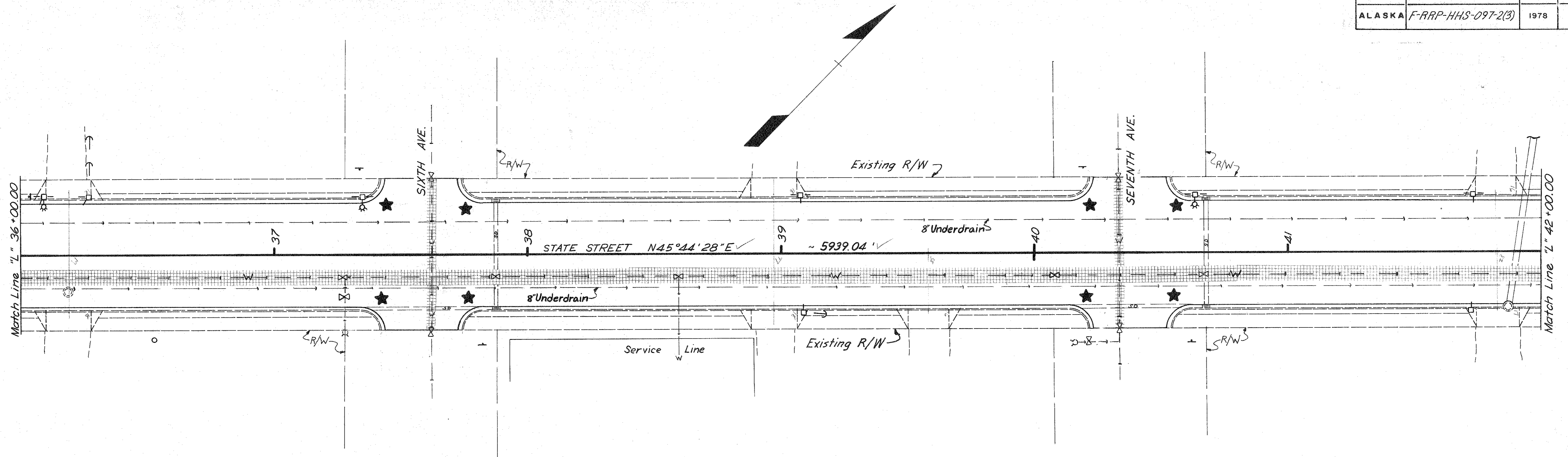


SURVEYED BY _____ DATE _____
 PROFILE
 NOTE BOOK GRADES CHECKED _____
 No. _____ STRUCTURE NOTATIONS CHECKED _____

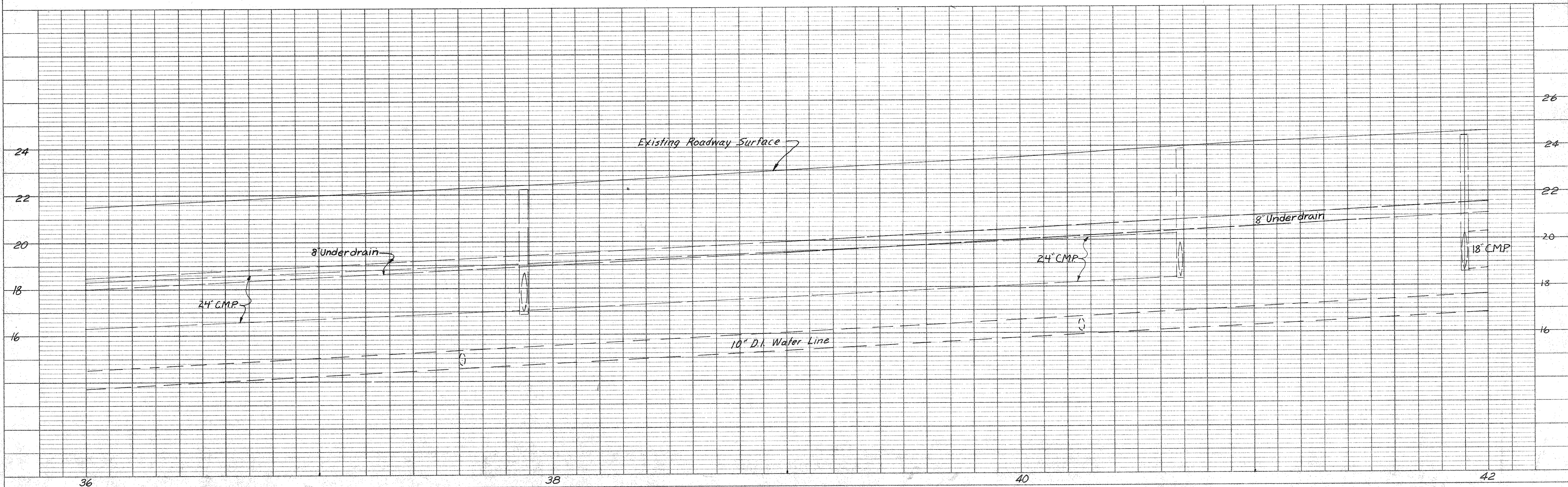


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	10	25

SURVEYED BY DATE
 PROFILE CHECKED BY DATE
 NOTE BOOK NO. STRUCTURE NOTATIONS CHECKED
 PLAN NOTE BOOK NO. ALIGNMENT CHECKED BY DATE
 RT. OF WAY CHECKED BY DATE

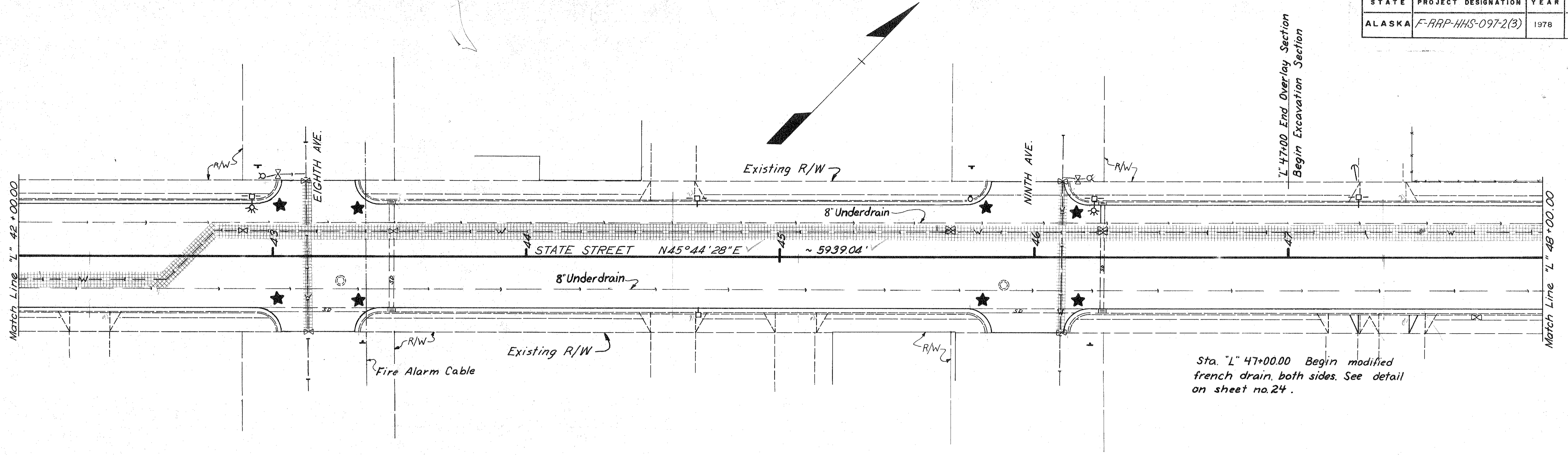


SURVEYED BY DATE
 PROFILE CHECKED BY DATE
 NOTE BOOK NO. STRUCTURE NOTATIONS CHECKED
 PROFILE NOTE BOOK NO. ALIGNMENT CHECKED BY DATE
 RT. OF WAY CHECKED BY DATE



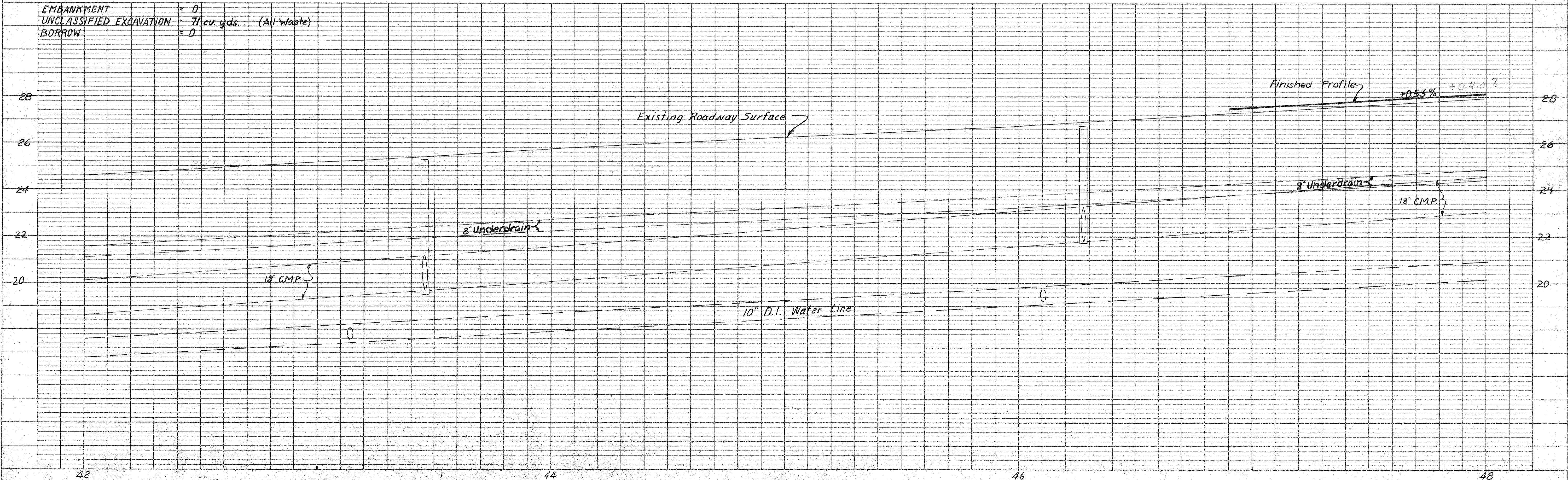
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	11	25

PLAN
 DATE: _____
 BY: _____
 CHECKED: _____
 NOTE BOOK: _____
 ALIGNMENT CHECKED: _____
 ET. OF WAY CHECKED: _____
 No. _____

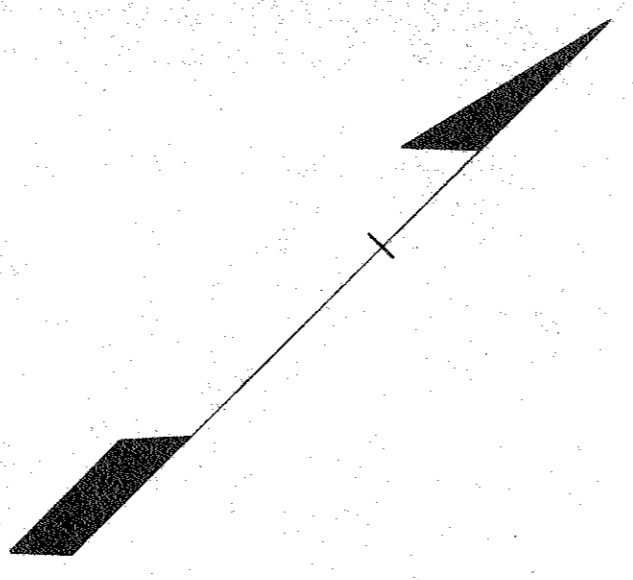


Sta. "L" 47+00.00 Begin modified french drain, both sides. See detail on sheet no. 24.

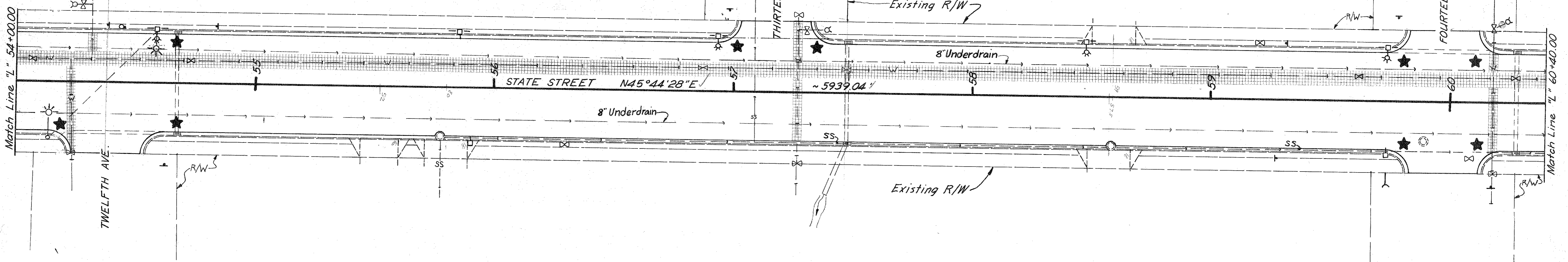
PROFILE
 DATE: _____
 BY: _____
 CHECKED: _____
 NOTE BOOK: _____
 GRADES CHECKED: _____
 S. M. NOTED: _____
 STRUCTURE NOTATIONS CHECKED: _____
 No. _____



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	13	25

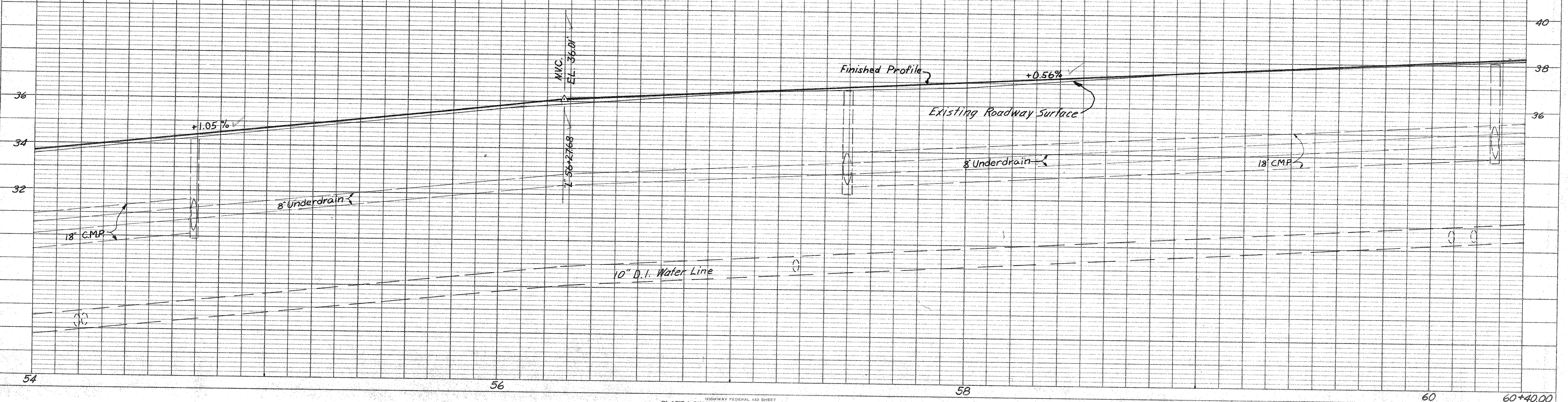


NOTE: For School Crossing Illumination Plans & Details see Sheet No. 23



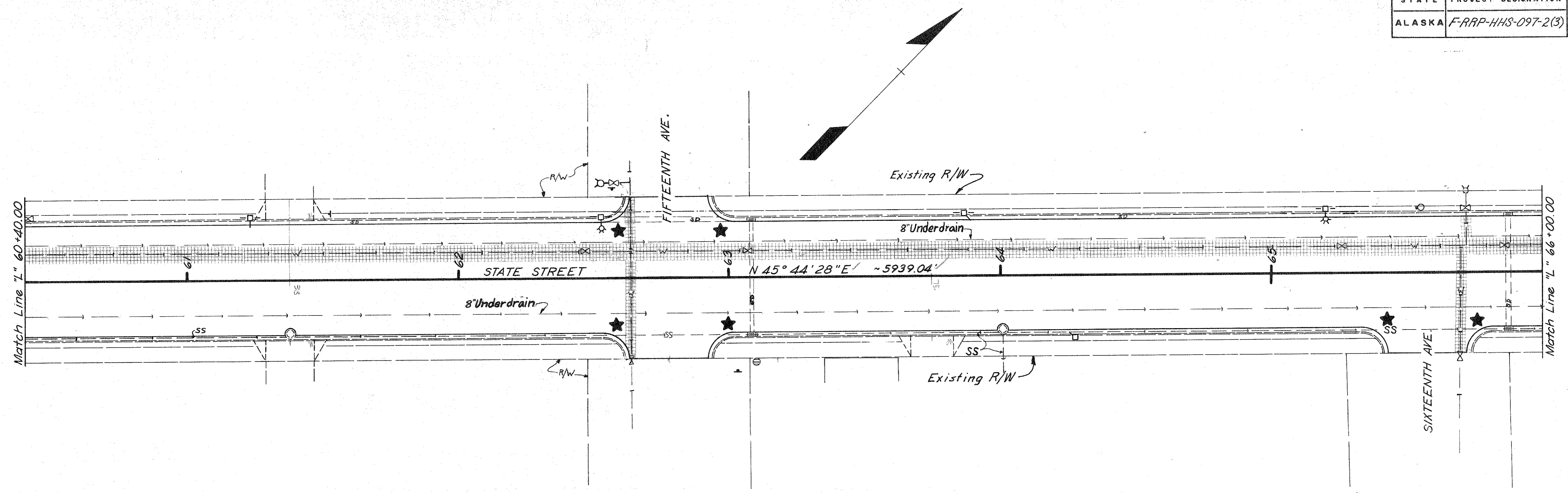
PLAN	SURVEYED	DATE
	NOTED	
	NOTED	
	NOTED	
	NOTED	
	NOTED	

EMBANKMENT	= 0
UNCLASSIFIED EXCAVATION	= 1870 Cu. Yds. (All Waste)
BORROW	= 0



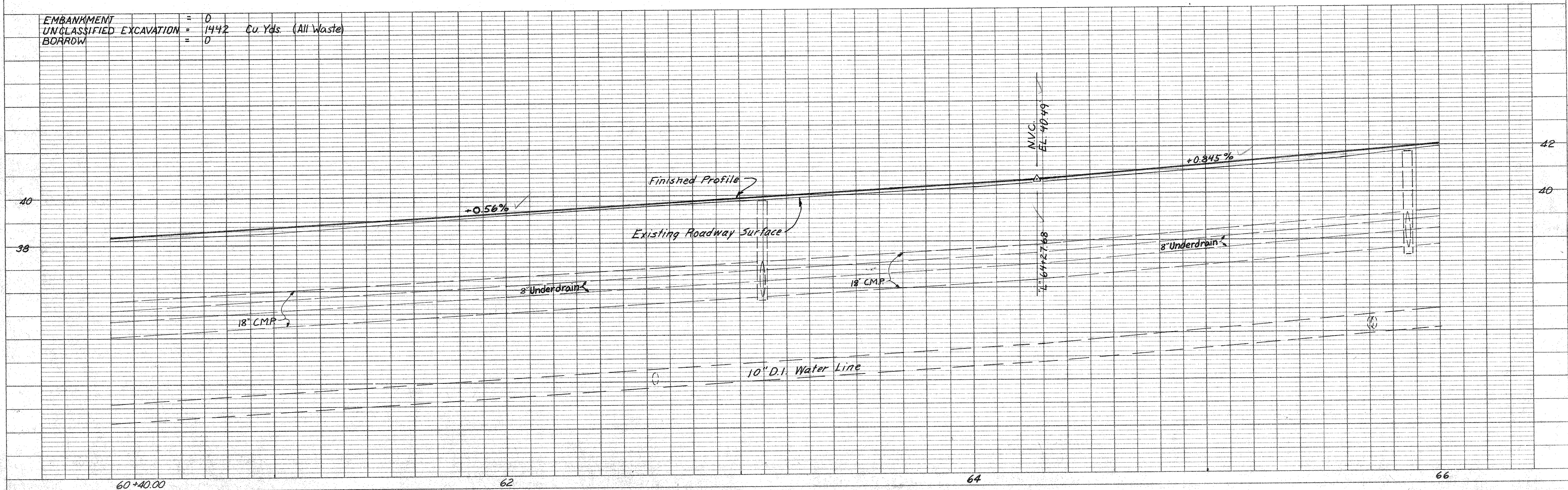
PROFILE	SURVEYED	DATE
	NOTED	
	NOTED	
	NOTED	
	NOTED	
	NOTED	

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	14	25



PLAN
 SURVEYED _____ DATE _____
 NOTED _____
 NOTE BOOK _____
 ALIGNMENT CHECKED _____
 RT. OF WAY CHECKED _____
 No. _____

EMBANKMENT	=	0	
UNCLASSIFIED EXCAVATION	=	1442	Cu. Yds. (All Waste)
BORROW	=	0	

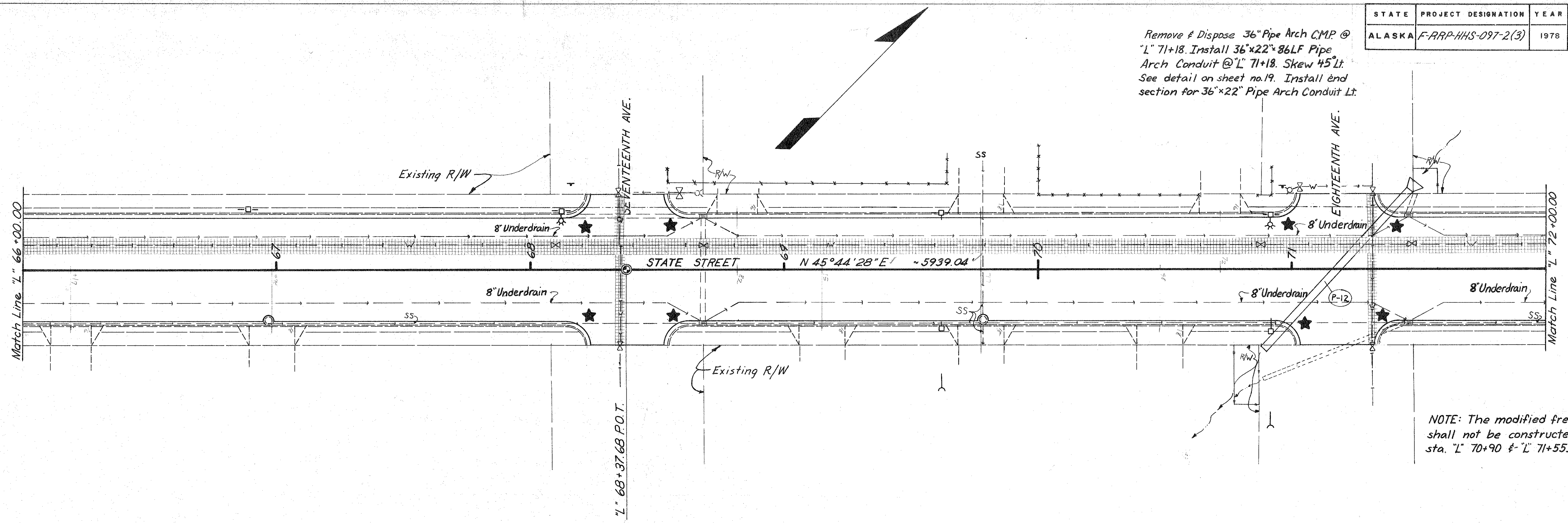


PROFILE
 SURVEYED _____ DATE _____
 NOTED _____
 NOTE BOOK _____
 E. A. S. NOTED _____
 STRUCTURE NOTATIONS CHECKED _____
 No. _____

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	15	25

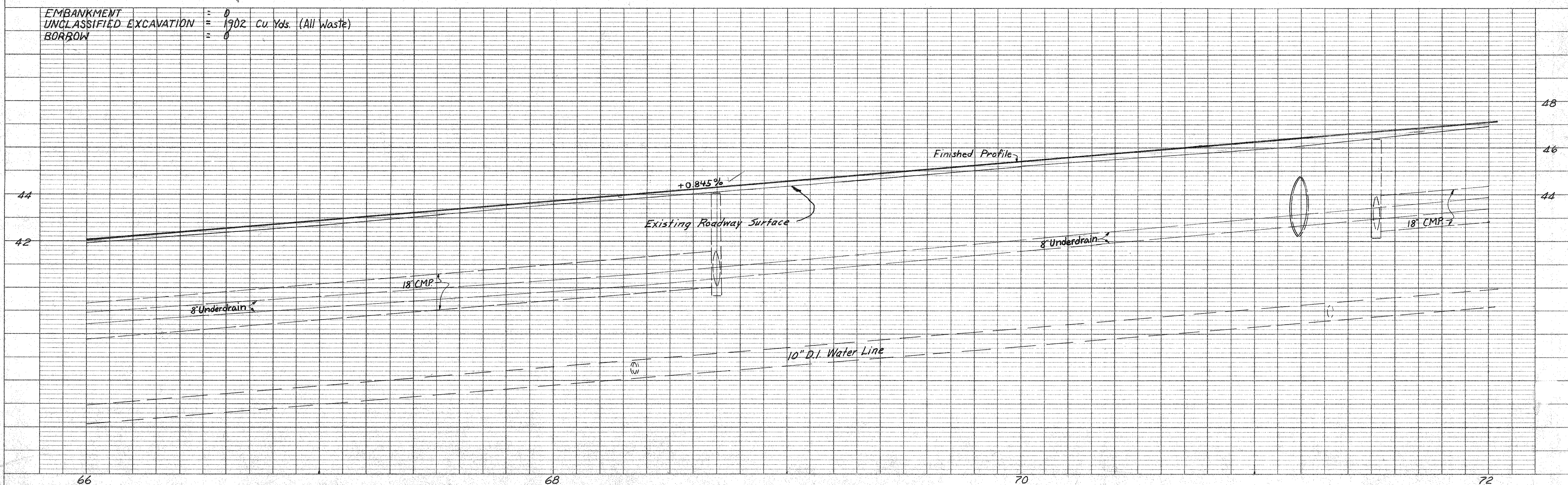
Remove & Dispose 36" Pipe Arch CMP @ "L" 71+18. Install 36"x22" 86LF Pipe Arch Conduit @ "L" 71+18. Skew 45 Lt. See detail on sheet no.19. Install end section for 36"x22" Pipe Arch Conduit Lt.

PLAN
 SURVEYED BY: _____ DATE: _____
 NOTE BOOK NO. _____
 STRUCTURE NOTATIONS CHECKED BY: _____
 NO. _____



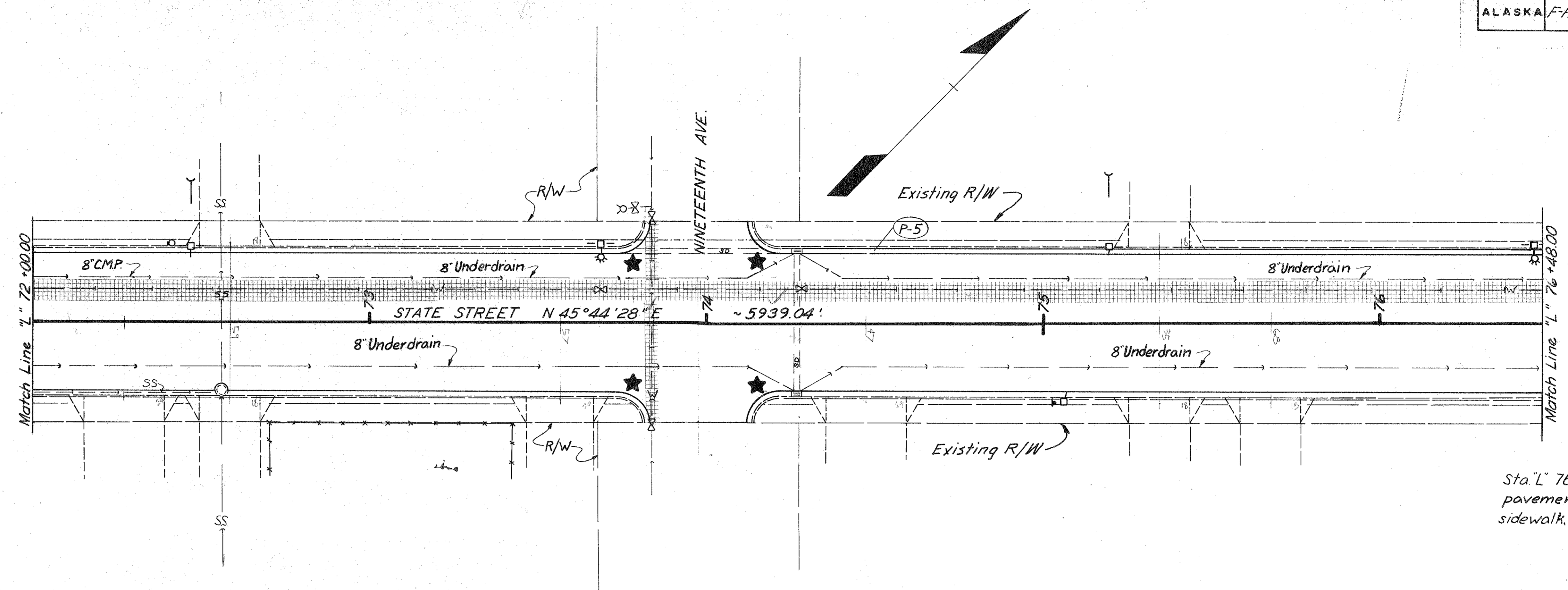
NOTE: The modified french drain shall not be constructed between sta. "L" 70+90 & "L" 71+55.

PROFILE
 SURVEYED BY: _____ DATE: _____
 NOTE BOOK NO. _____
 GRADE CHECKED BY: _____
 STRUCTURE NOTATIONS CHECKED BY: _____
 NO. _____



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RRP-HHS-097-2(3)	1978	16	25

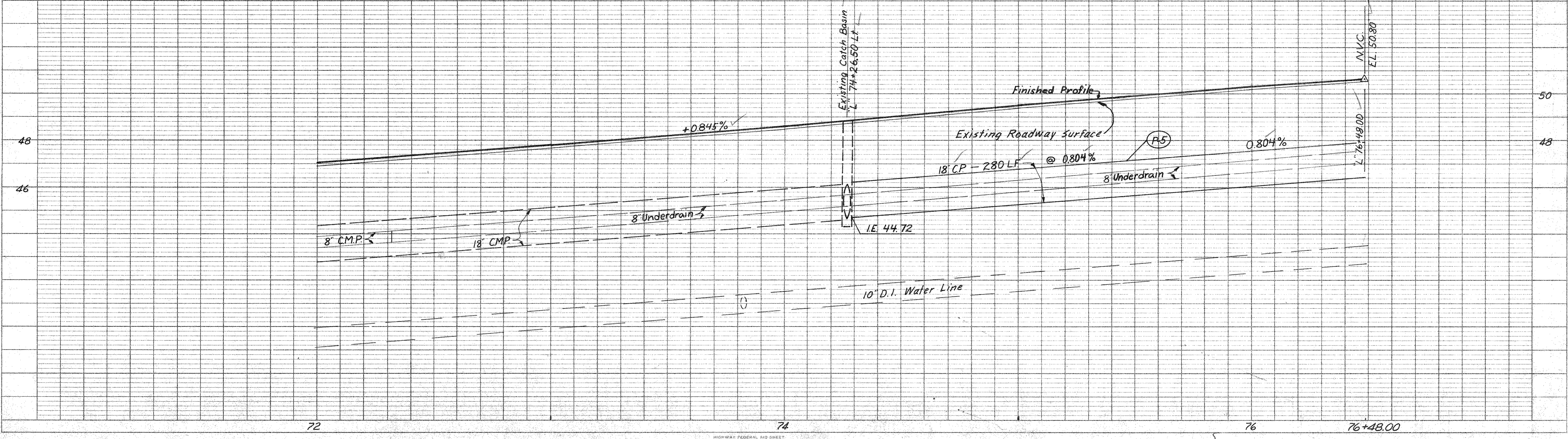
DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 ATTACHMENT CHECKED: _____
 NO. OF WAY CHECKED: _____



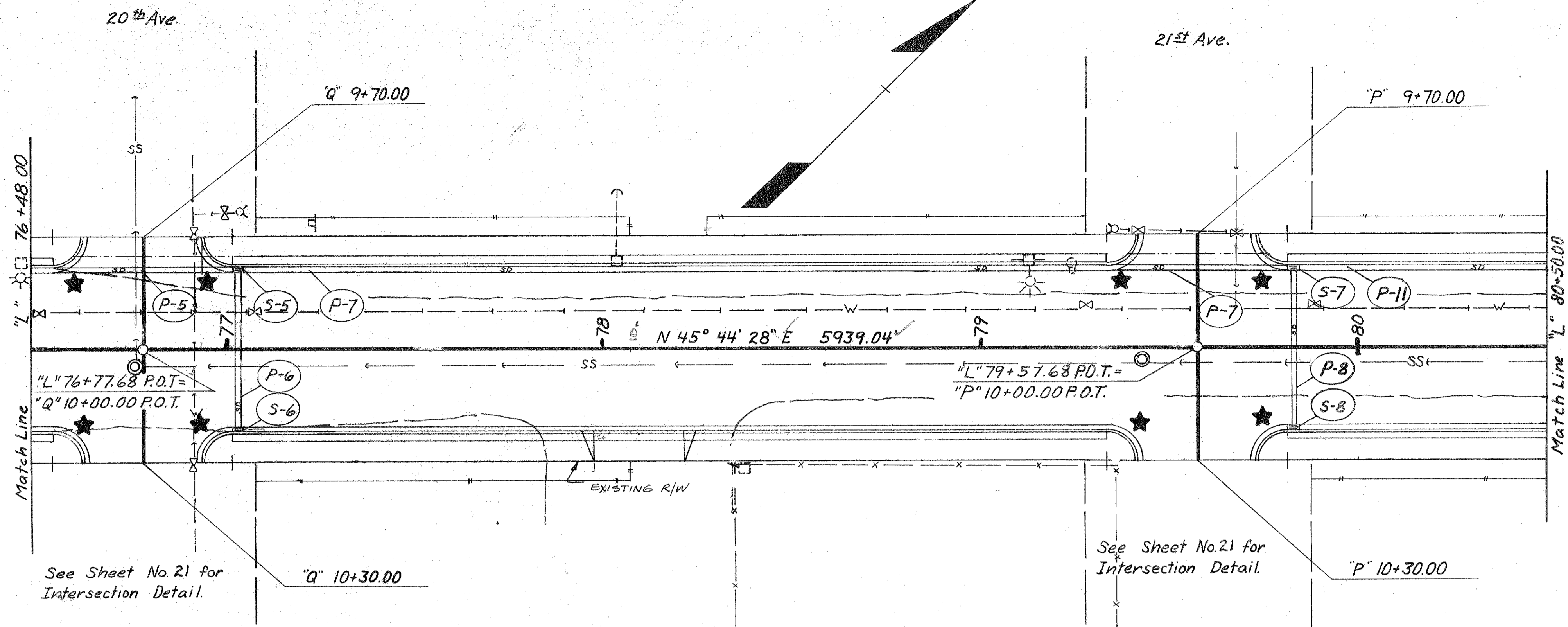
Sta. L 76+48.00 End existing pavement, curb & gutter, and sidewalk, & drainage systems.

EMBANKMENT	= 0
UNCLASSIFIED EXCAVATION	= 1527 Cu. Yds. (All Waste)
BORROW	= 0

DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 GRADES CHECKED: _____
 E. A. S. NOTED: _____
 STRUCTURE ADJUSTMENTS CHECKED: _____



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RFP-HHS-097-2(3)	1978	17	25



Sta. "L" 76+48.00
Begin New
Construction

See Sheet No. 21 for
Intersection Detail.

See Sheet No. 21 for
Intersection Detail.

Embankment	=	0
Unclassified Excavation	=	1063 Cu. Yds. (All Waste)
Borrow	=	0

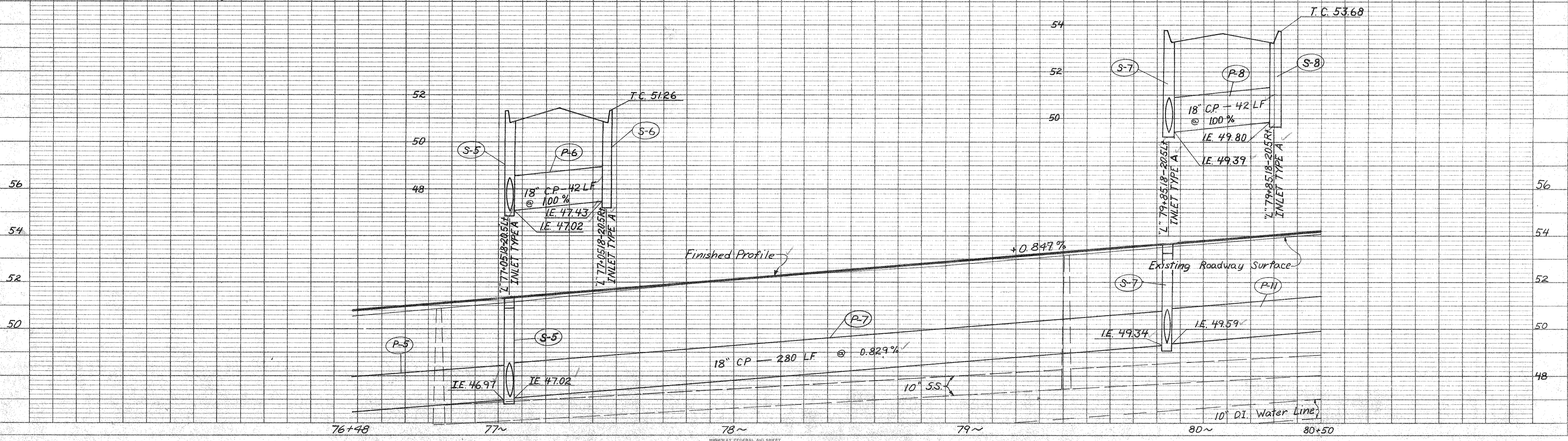


PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE

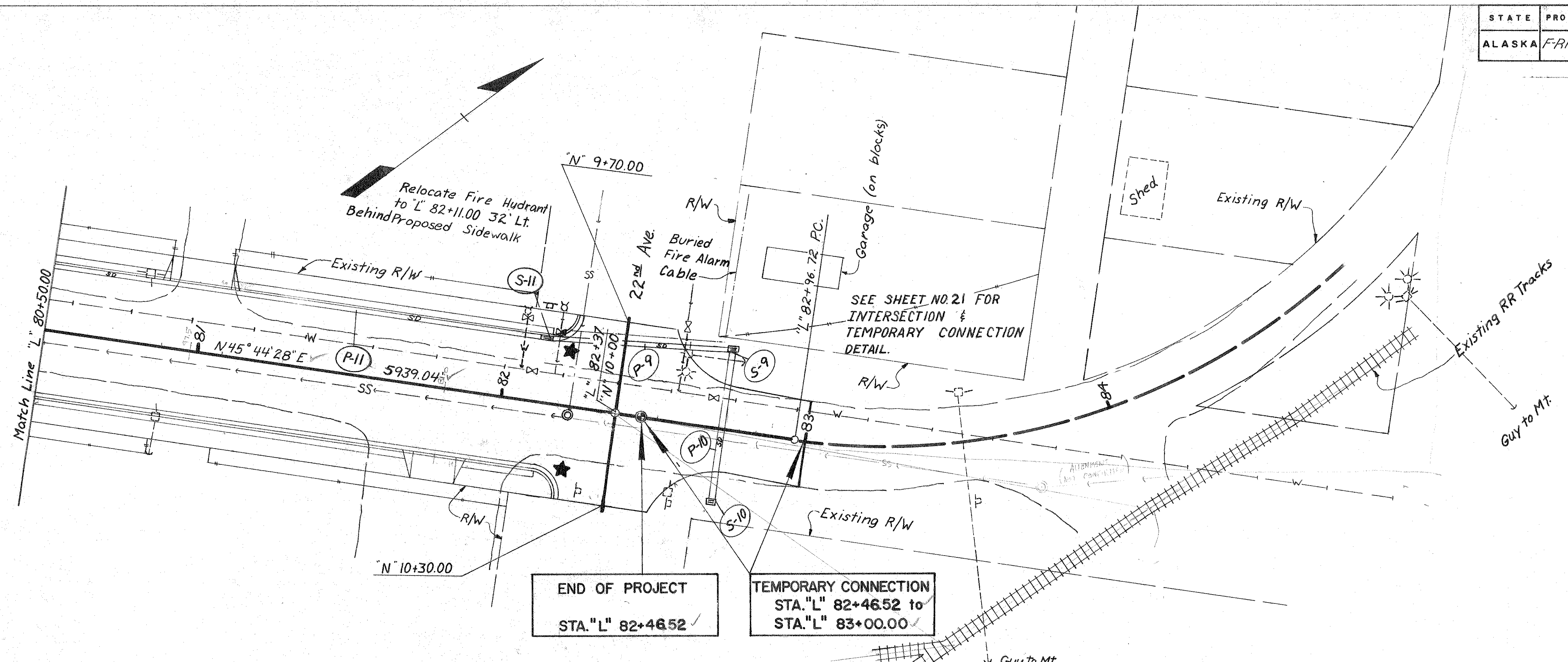
DATE	BY	REVISION

PLAN
 CHECKED: _____
 PLOTTED: _____
 NOTE BOOK ALIGNMENT CHECKED: _____
 RT. OF WAY CHECKED: _____
 No. _____

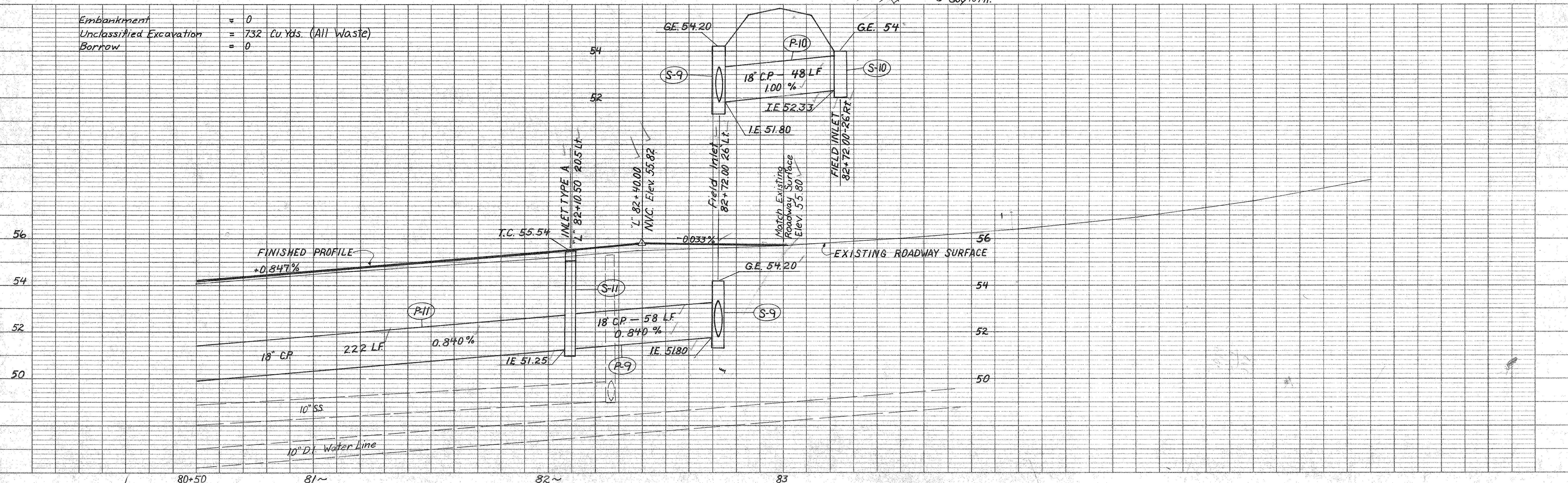
DATE	BY	REVISION

PROFILE
 CHECKED: _____
 PLOTTED: _____
 NOTE BOOK GRADES CHECKED: _____
 E. & M. NOTED: _____
 STRUCTURE NOTATIONS CHECKED: _____
 No. _____

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FRRP-HHS-097-2(3)	1978	18	25



Embankment	= 0
Unclassified Excavation	= 732 Cu. Yds. (All Waste)
Borrow	= 0



PLAN

DATE

BY

NO. OF SHEETS

NO. OF SHEETS CHECKED

NO. OF WAY CHECKED

PROFILE

DATE

BY

NO. OF SHEETS

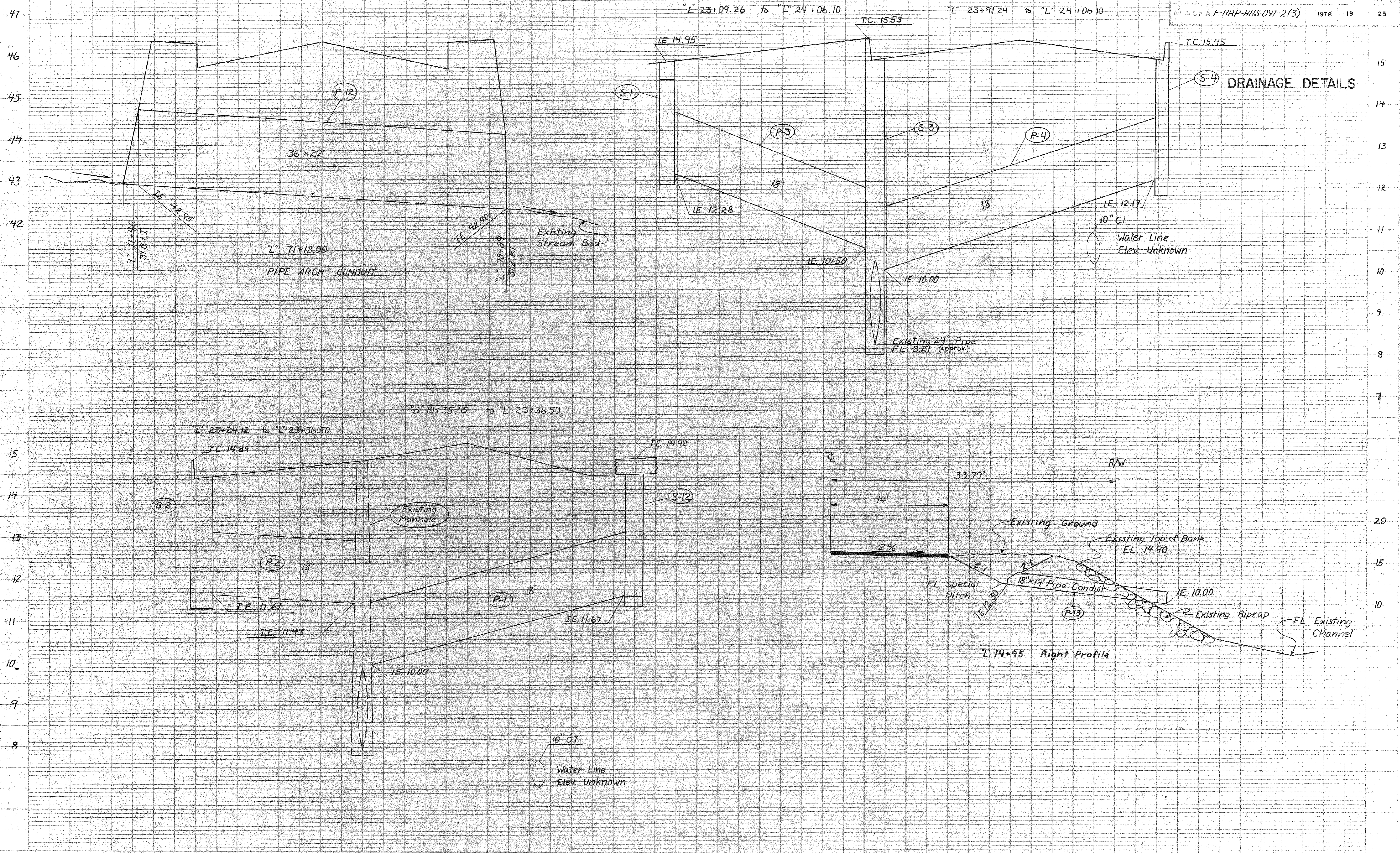
NO. OF SHEETS CHECKED

NO. OF WAY CHECKED

NO. OF STRUCTURE NOTATIONS CHECKED

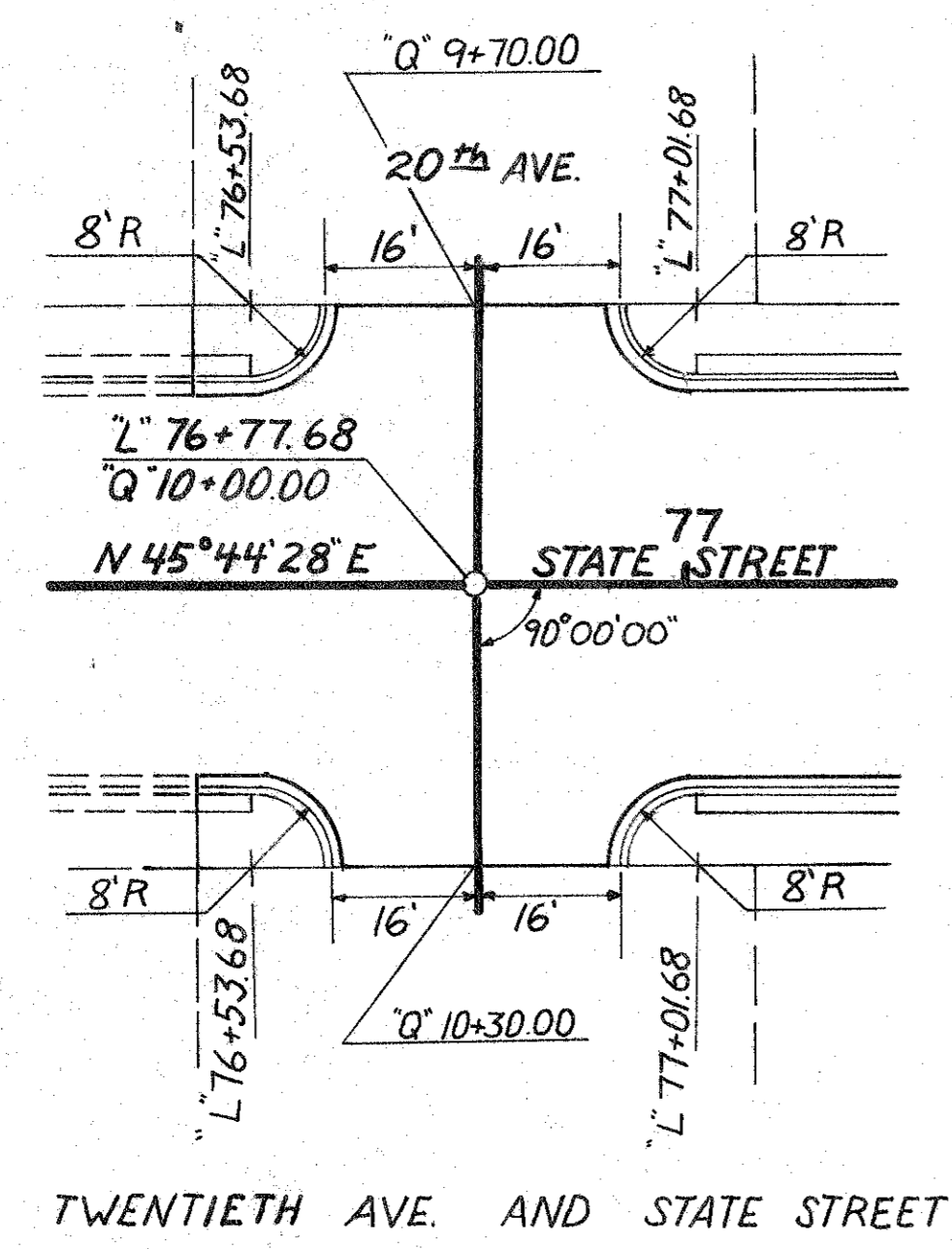
PLAN
 SURVEYED BY: []
 PLOTTED BY: []
 DATE: []

PROFILE
 SURVEYED BY: []
 PLOTTED BY: []
 DATE: []

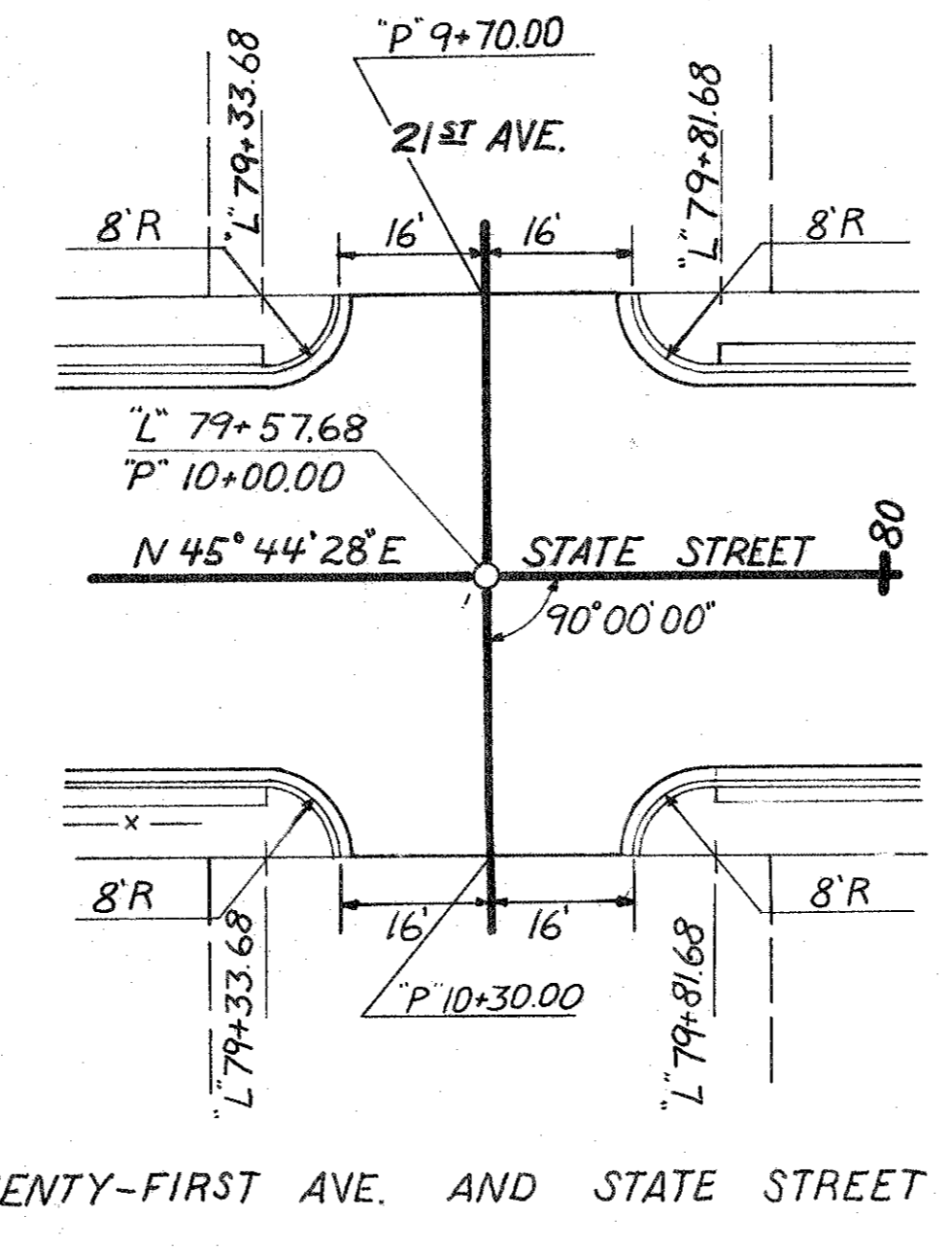


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RAP-HHS-097-2 (3)	1978	21	25

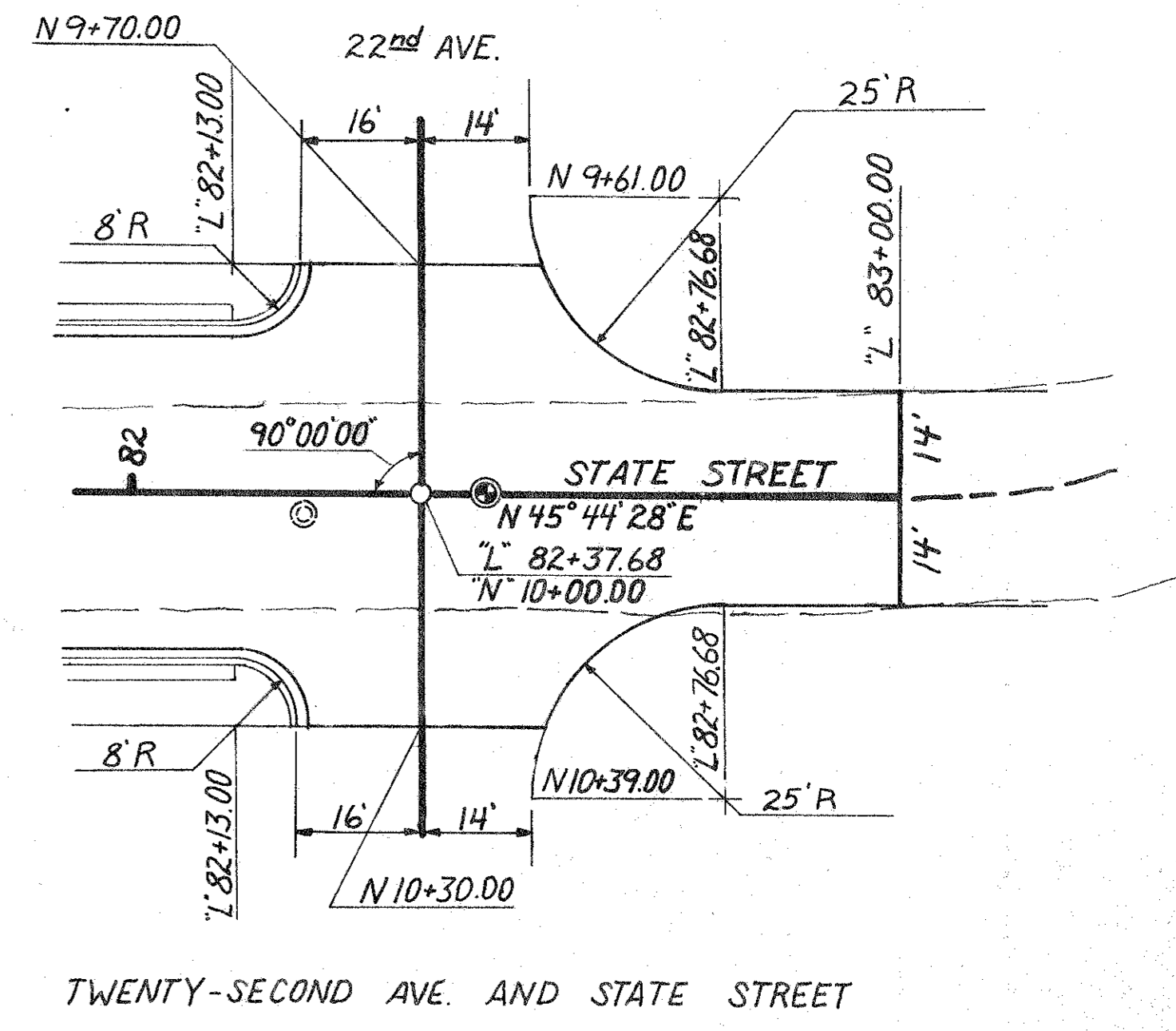
INTERSECTION DETAILS



TWENTIETH AVE. AND STATE STREET



TWENTY-FIRST AVE. AND STATE STREET



TWENTY-SECOND AVE. AND STATE STREET

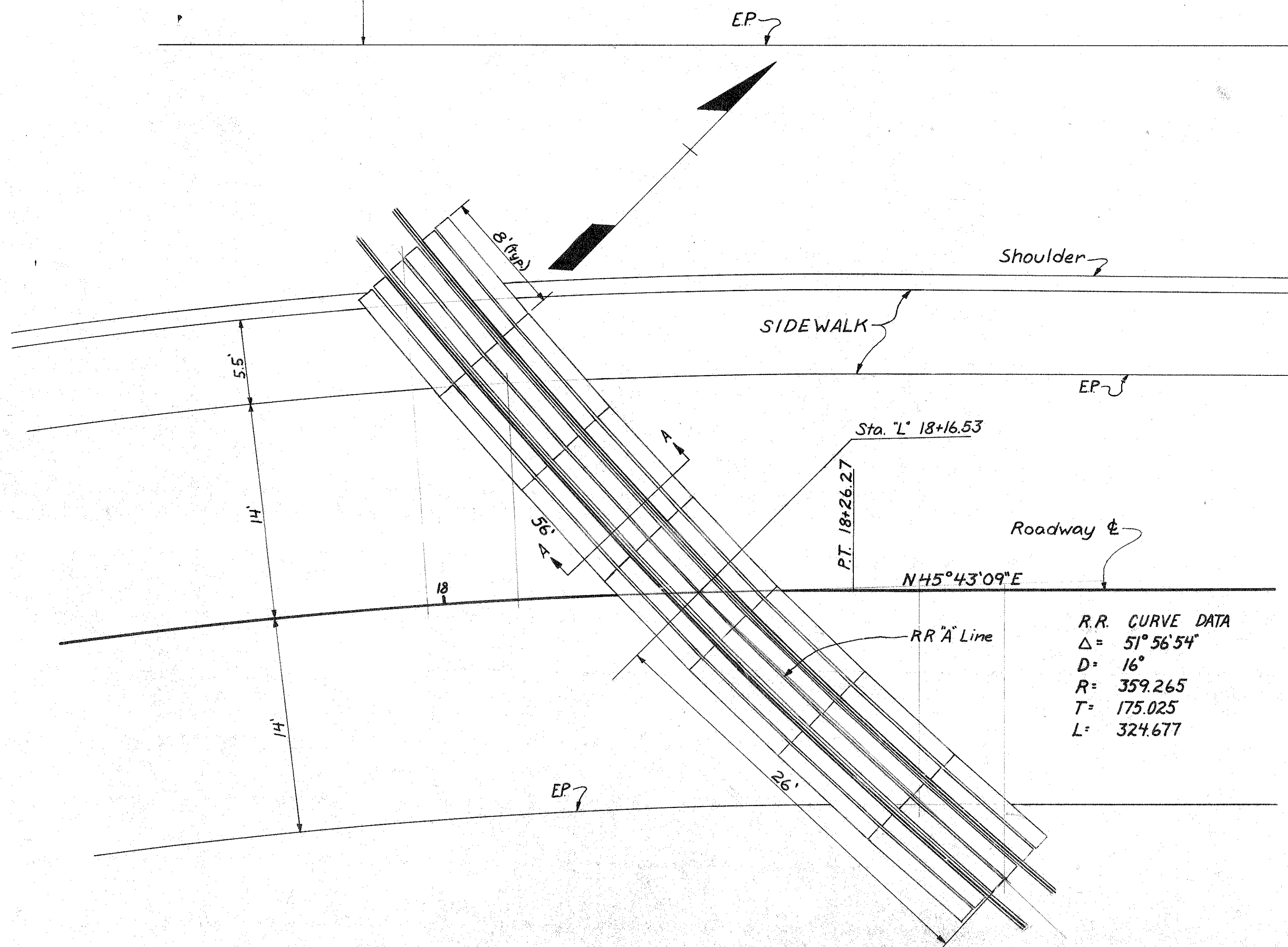
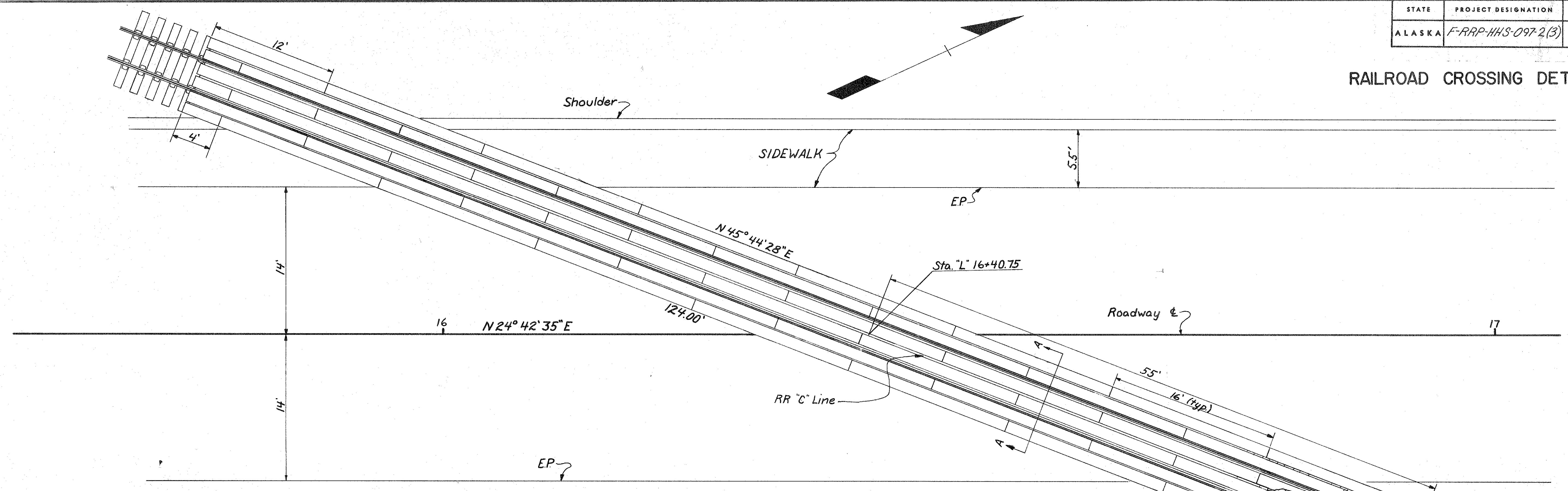
PLAN

DATE	
BY	
SURVEYED	
NOTED	
NOTE BOOK	
ALIGNED CHECKED	
RT. OF WAY CHECKED	
No.	

PROFILE

DATE	
BY	
SURVEYED	
NOTED	
NOTE BOOK	
GRADES CHECKED	
B. M.'S. NOTED	
STRUCTURE INDICATORS CHECKED	
No.	

RAILROAD CROSSING DETAIL



R.R. CURVE DATA

$\Delta =$	51° 56' 54"
$D =$	16°
$R =$	359.265
$T =$	175.025
$L =$	324.677

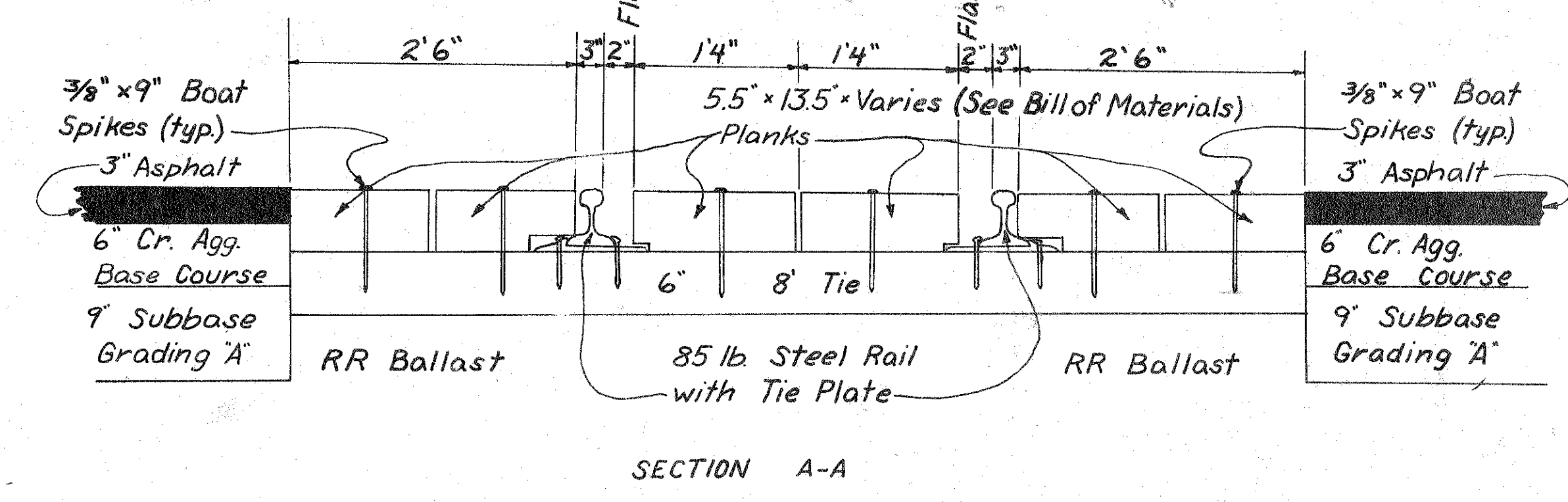
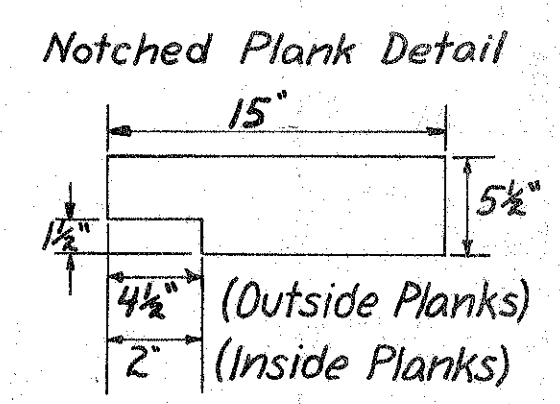
GENERAL NOTES

- Timber shall conform to the following:
 A. Grading: Douglas Fir - "Construction" - Post & Timbers, West Coast Lumbermans Assn. No. - 16 Par. 131-b. Douglas Fir - Structural Post & Stringers Western Pine Assn. (4-15-4) Par. 492-497. Inspection Certificates shall be furnished, (Assn. or otherwise authorized agency)
 B. Treatment: Timber shall be treated with an 8lb empty cell treatment of (a) Creosote, (b) Creosote Petroleum Blend, (c) Pentachlorophenol according to American Wood Preservers Assn. Certificates shall be furnished covering the treatment.
- Elevation of sidewalk at R.R. crossing shall be adjusted to grade of wood planking. Length of sidewalk transition shall be a 10' min. An expansion joint shall be established between the concrete sidewalk & the wood planking.

RR Ties Spaced
19 3/16" Center to Center

BILL OF MATERIAL

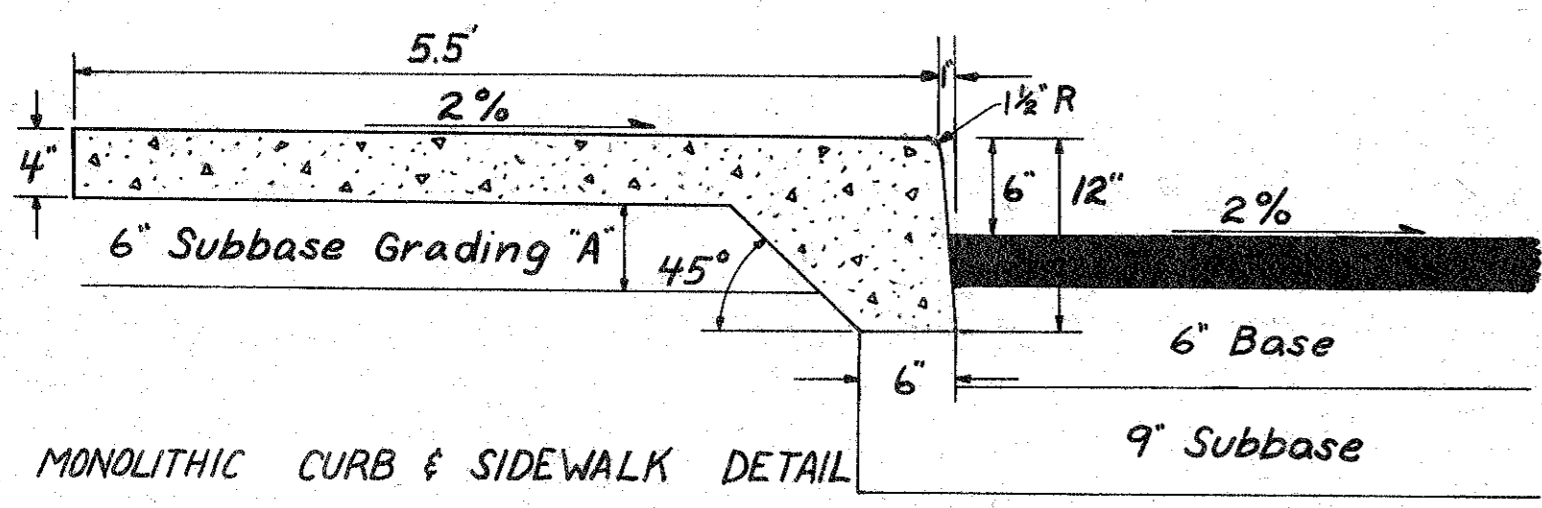
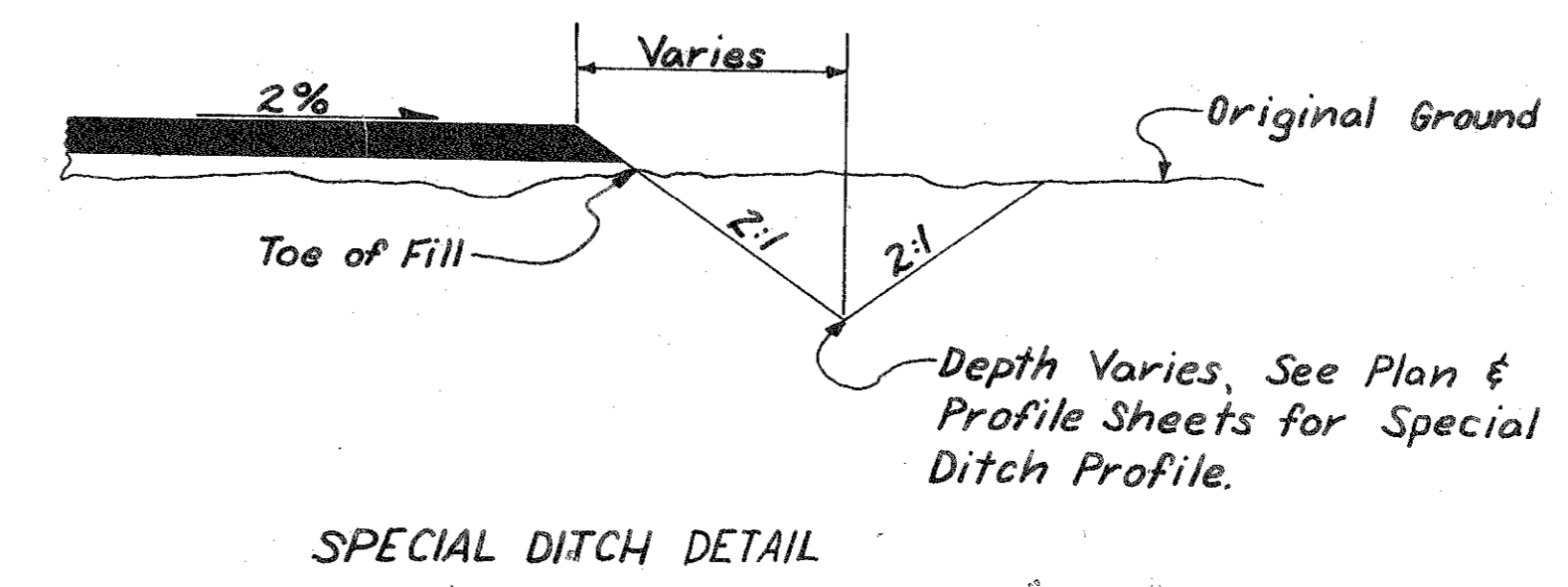
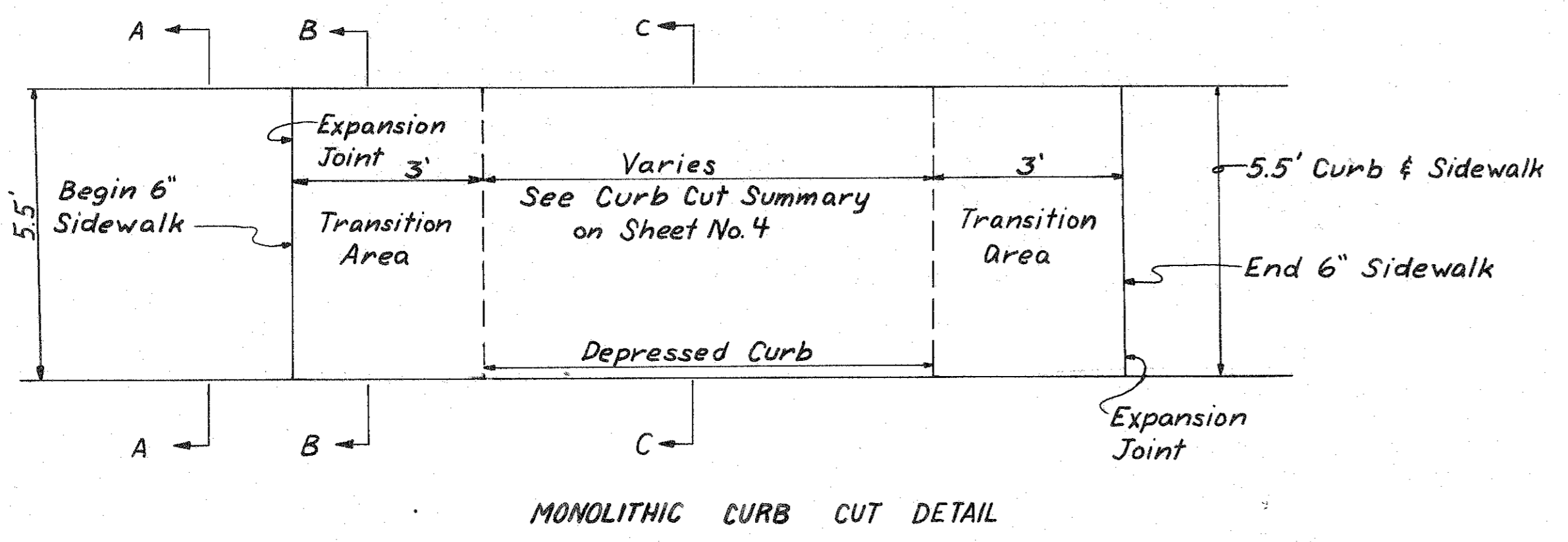
2 pcs	5 1/2" x 15" x 4"	Planks
30 pcs	" x " x 8"	"
2 pcs	" x " x 12"	"
28 pcs	" x " x 16"	"
1 pcs	" x " x 4"	Notched Plank
15 pcs	" x " x 8"	"
1 pcs	" x " x 12"	"
14 pcs	" x " x 16"	"
486 pcs	3/8" x 9"	Boat Spikes



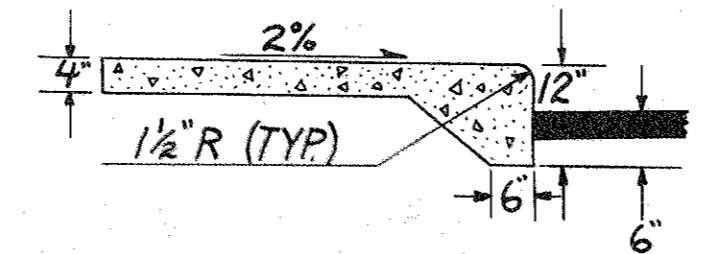
SECTION A-A

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RAP-HHS-097-2(3)	1978	23	25

MISCELLANEOUS DETAILS



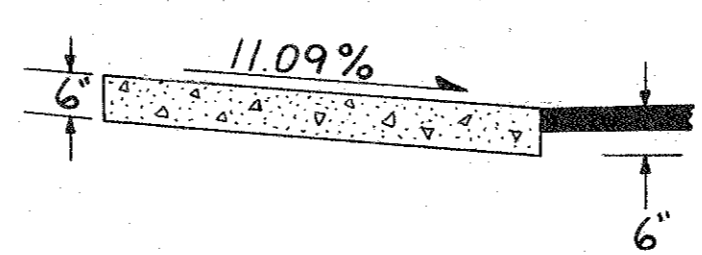
Section A-A



Section B-B

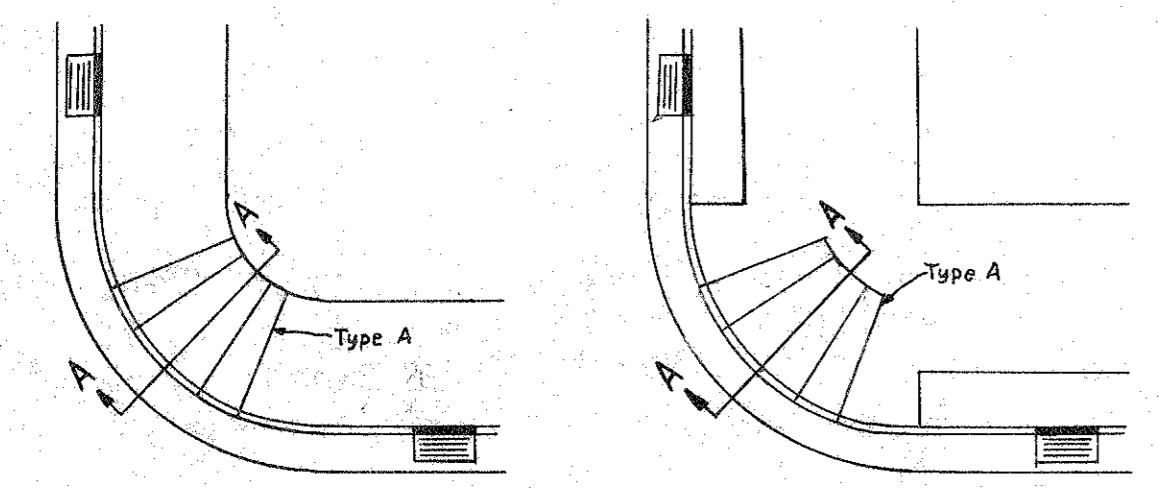


Section C-C



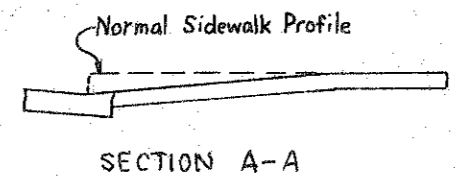
SCHOOL CROSSING ILLUMINATION DETAIL GENERAL NOTES

1. Locations Given are Approximate only and are Subject to Minor Field Adjustments.
2. All Luminaires Shall be Mounted 30' Above the Roadway Surface. All Mast Arms Shall be 12' Long.
3. All Luminaires Shall be 120/240 V, Type Sox Low Pressure Sodium and Shall be of the Wattage Shown in the Illumination Table.
4. The Footing for the Luminaire Pole Shall be Cast-in-Drilled Holes, Type I.
5. All Conduit Shall be 1 1/2" Pipe Conduit.
6. Wood Pole Mounting Luminaire Supports are Hot Dip Galvanized. Support Ends are 2" IPS. Support Arm Shall be 2" O.D. Pipe and have a 5° Tilt. Maximum Weight- 130 lbs. Mounting Supports Shall Withstand a Velocity Pressure of at least 100 m.p.h. Wind.

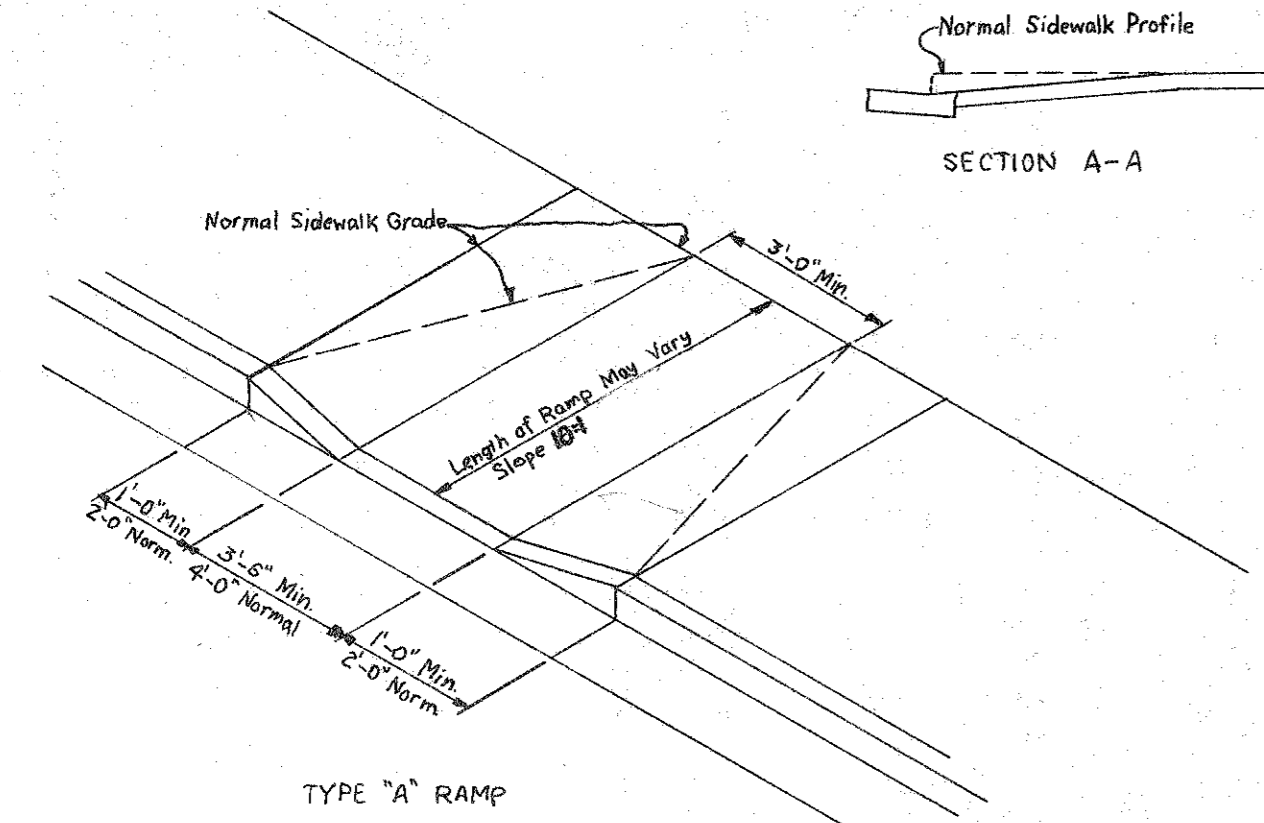


WHEELCHAIR RAMP DETAIL GENERAL NOTES

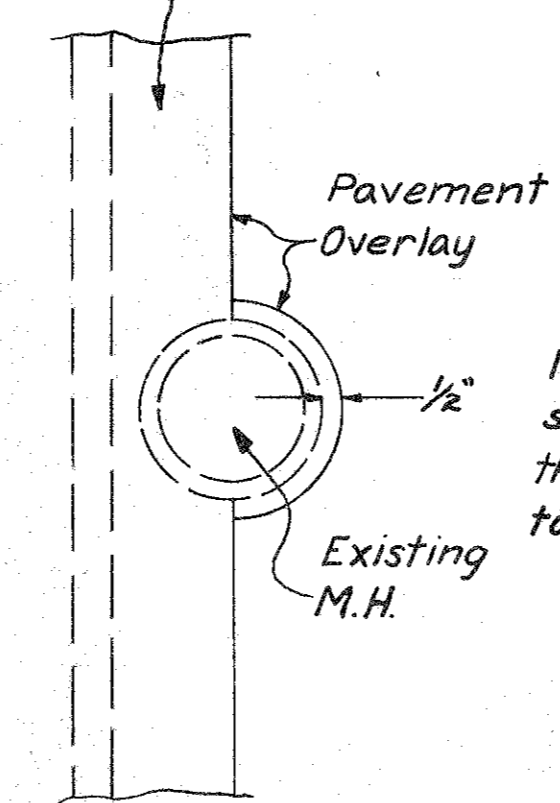
1. Ramps should have a wood float finish or rougher finish.
2. Ramps should have a small curb face of 1/2".



WHEELCHAIR RAMP DETAIL

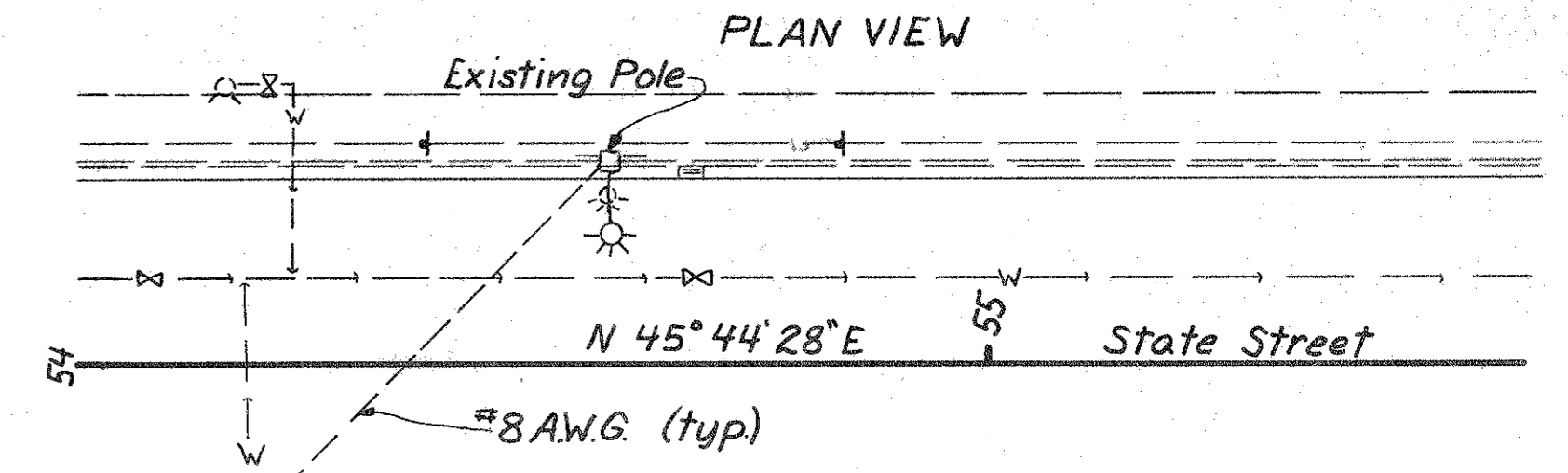
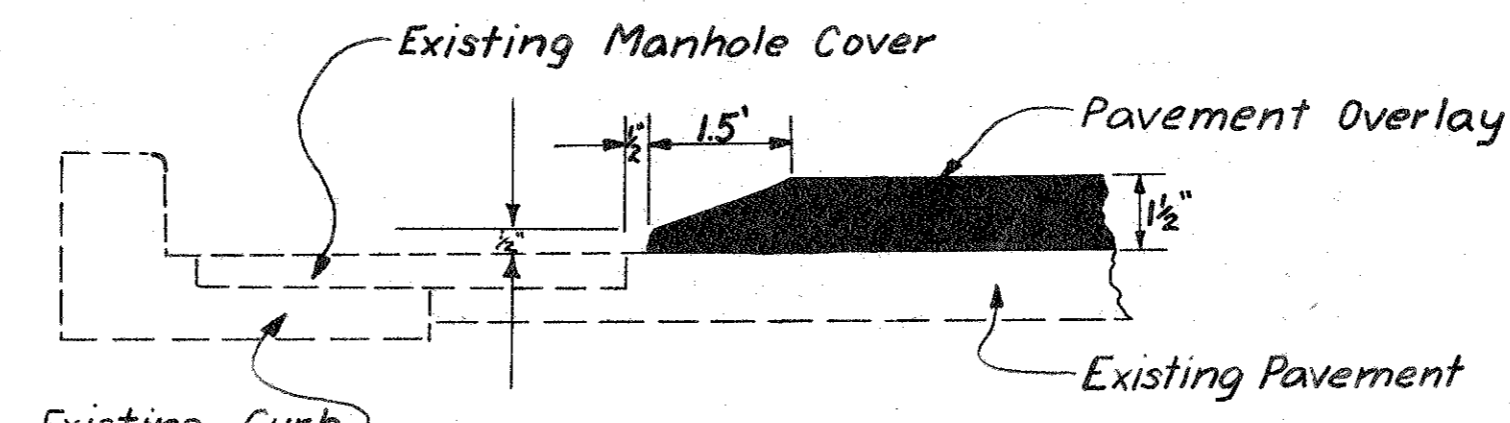


Existing Curb & Gutter



NOTE: For locations refer to stations marked with an * in the sewer main & drainage app. table on sheet no. 4.

PAVEMENT CLEARANCE DETAIL FOR EXISTING MANHOLE COVERS IN GUTTER



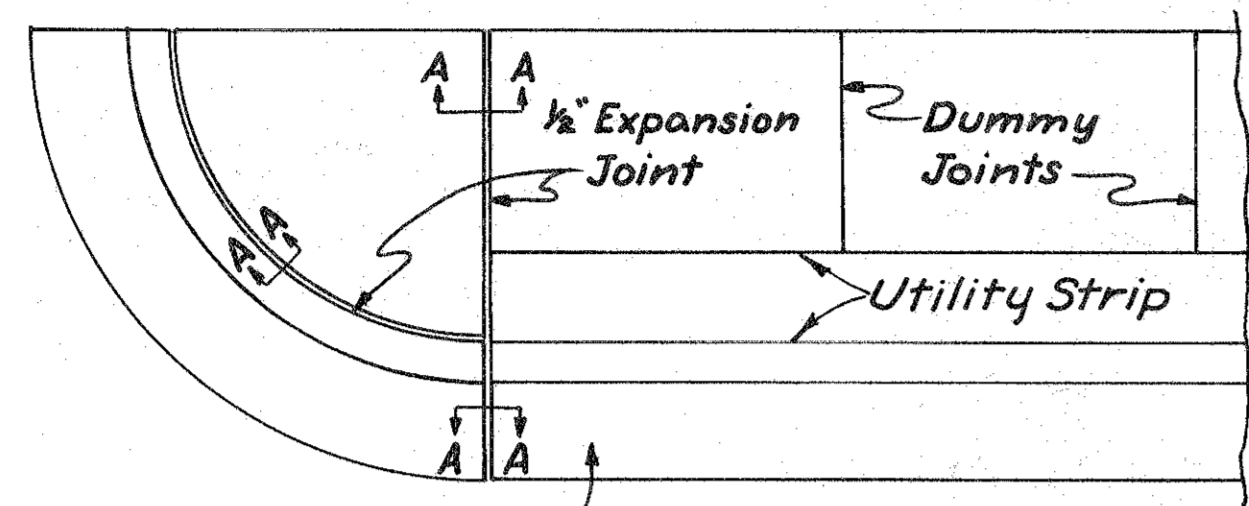
Install Luminaire & Pole

Station	DEPTH FT.	Item	Luminaire Wattage	Remarks
"L" 54+12.00	23.5	Luminaire	180 W	
"L" 54+85.50	22.8*	Luminaire	180 W	Mount Luminaire on existing pole.

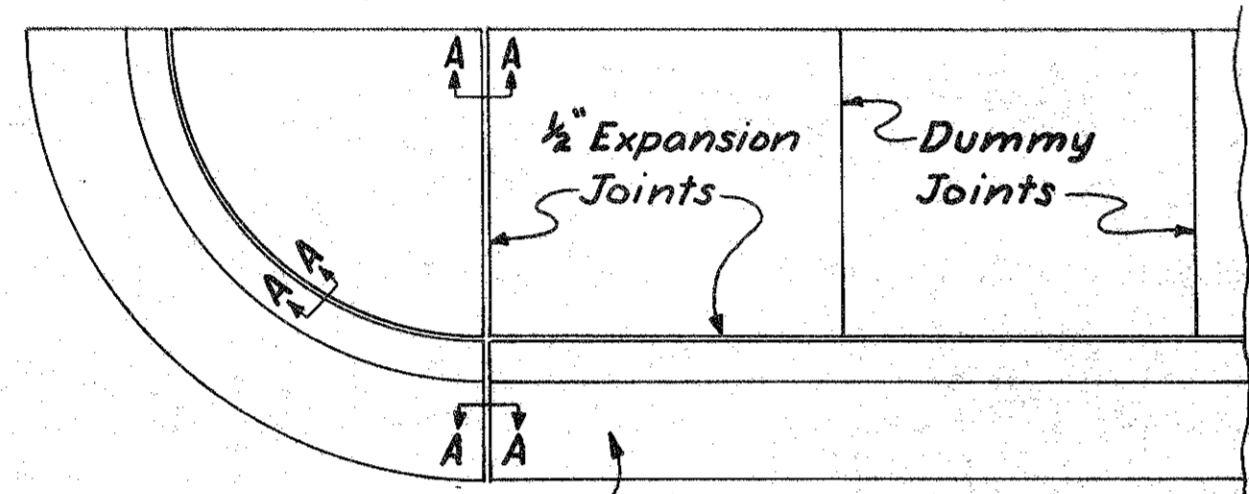
12th AVE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-RAP-HHS-097-2(3)	1978	24	25

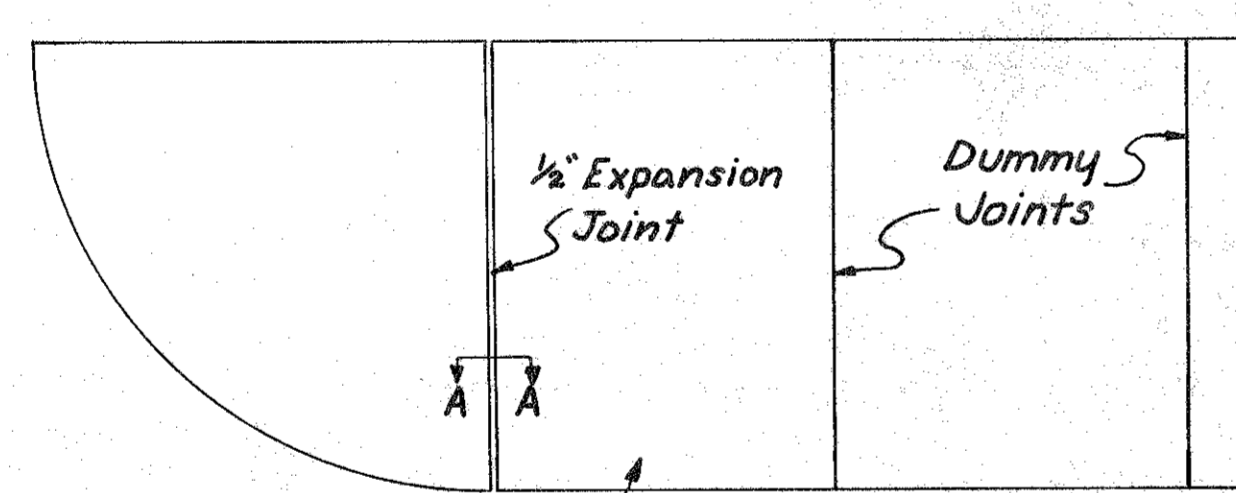
TYPICAL CURB & SIDEWALK JOINT DETAILS



See standard drawing I20.01 for curb & gutter details.



See standard drawing I20.01 for curb & gutter details.



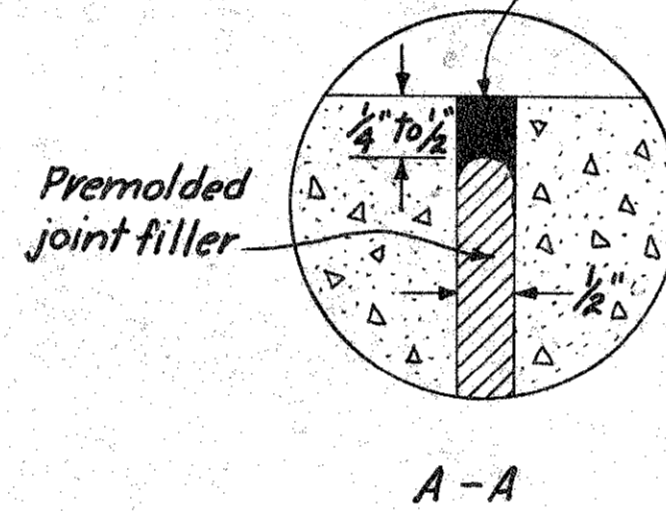
See monolithic curb & sidewalk details on sheet No. 23

CURB and SIDEWALK

General Notes

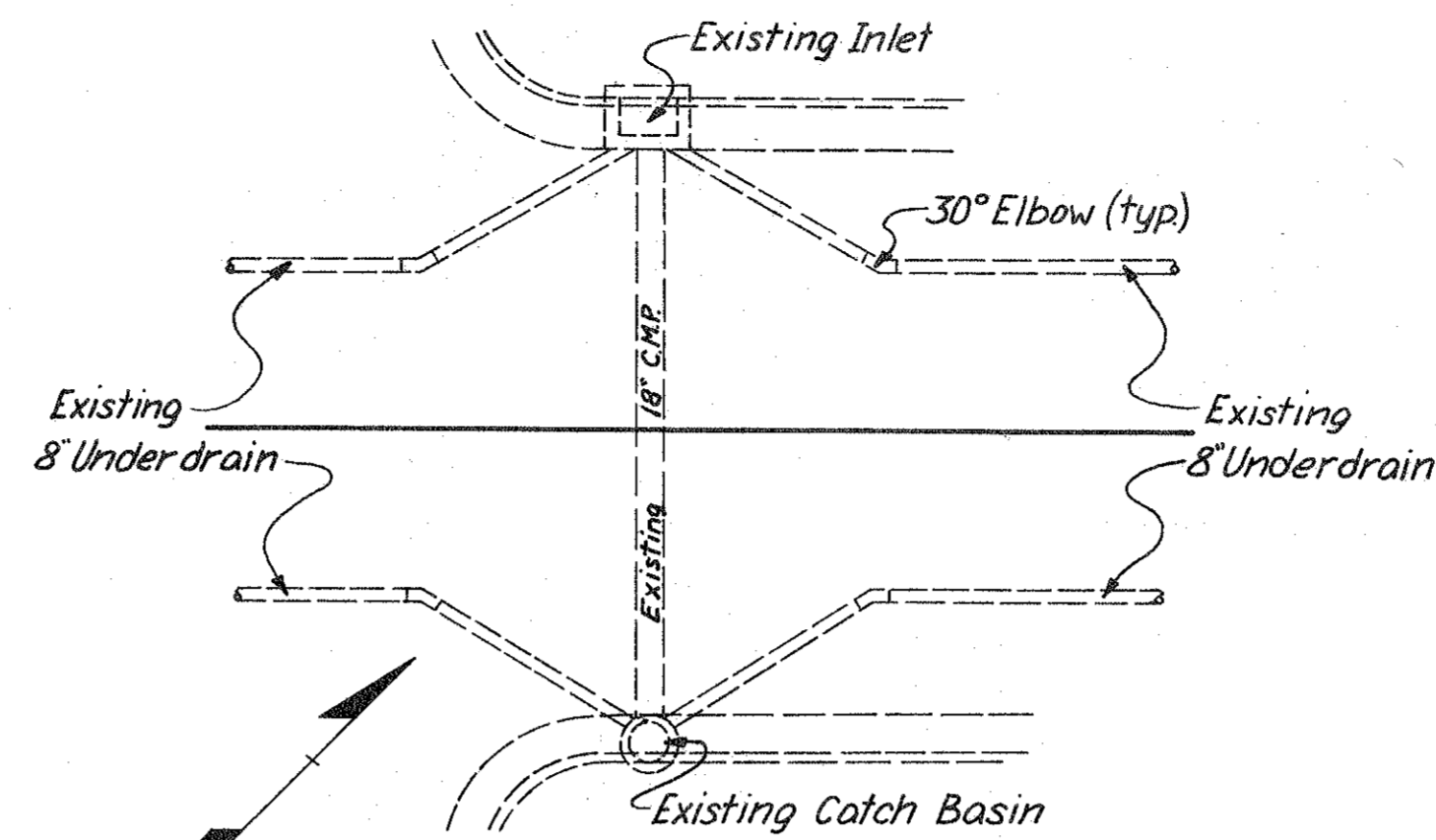
1. Premolded expansion joint filler & liquid polymer joint sealer (see specs.) or AC-5 asphalt cement shall be considered incidental to pay Item 608(1) "Concrete Sidewalk" and no separate payment shall be made therefore.
2. Curb & Gutter expansion joints shall be at each end of the curb returns, and immediately following & preceding curb cuts. Thereafter they shall be placed at intervals of 30' except where shorter sections are needed for closure.
3. Sidewalk expansion joints shall be opposite expansion joints in adjoining curb & gutter. Dummy joints shall be equally spaced between expansion joints and the spacing shall not exceed 5'.
4. Wheelchair ramps shall be constructed as detailed on sheet number 23 and located on the Plan and Profile Sheets with a ★.

Cold-poured liquid polymer joint sealer or AC-5 asphalt cement



EXISTING 8" UNDERDRAIN OUTLET

See Note No. 5 Below

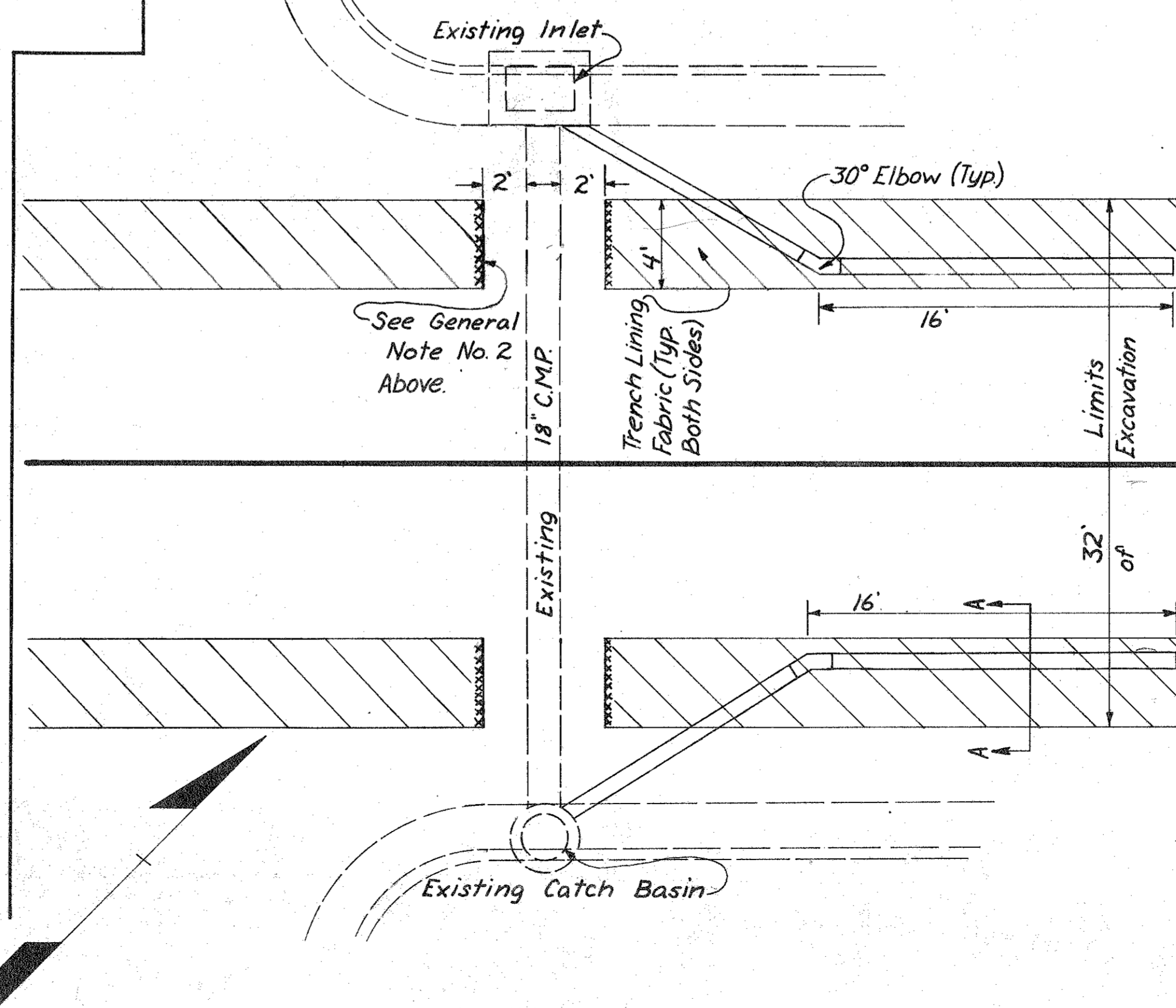


MODIFIED FRENCH DRAIN OUTLET

GENERAL NOTES

1. All existing 8" Underdrain that remains in area of excavation shall be flushed & cleaned of sediment.
2. At conflicts with an existing cross culvert pipe only the modified french drain shall terminate & resume at the distances shown in the detail below.
3. The 8" Underdrain outlet shall be graded to drain to the satisfaction of the engineer.
4. All work done relating to the modified french drain outlet shall be incidental to Item 605(6) "Trench Lining Fabric 14' 7" wide roll" and Item 605(7) Coarse Concrete Agg. & no separate payment shall be made therefore.
5. The existing 8" underdrain has an inlet & outlet system only at the drop inlets & catch basins between 17th & 19th Avenues as shown above.
6. Existing 8" underdrain is 8" CMP between "L" 70+72.68 to "L" 72+32.68 Lt. & "L" 70+22.68 to "L" 71+62.68 Rt.

TYPICAL INTERSECTION DETAIL OF MODIFIED FRENCH DRAIN OUTLET BETWEEN "L" 47+00 and "L" 76+48

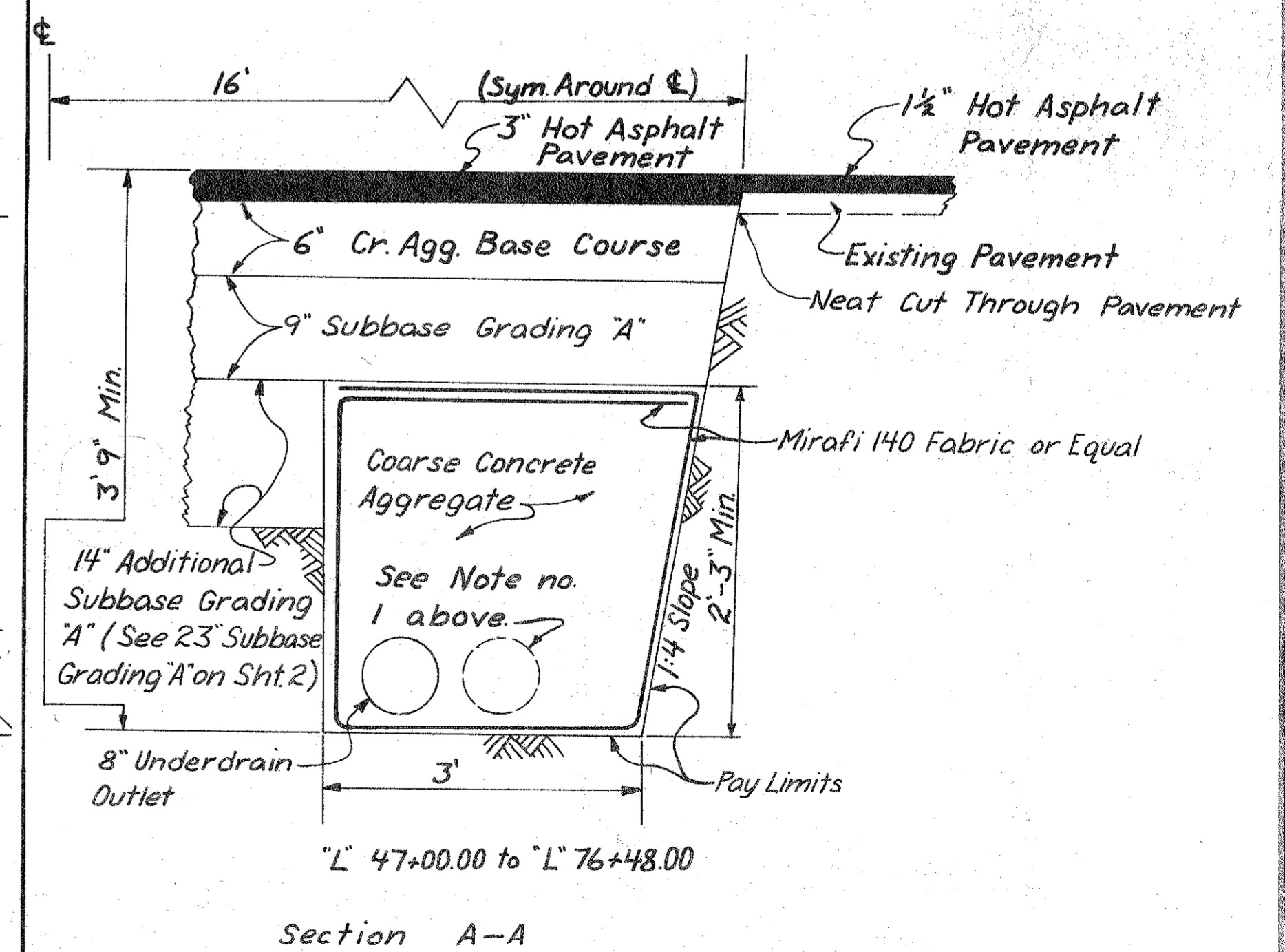


MISCELLANEOUS DETAILS

MODIFIED FRENCH DRAIN GENERAL NOTES

1. It shall be the responsibility of the contractor to remove & dispose of the 8" perforated pipe & material from unclassified excavation deemed excess by the Engineer. Removal of 8" Underdrain shall be paid for as incidental to item no. 203(3) "Unclassified Excavation" & no separate payment shall be made therefore.
2. The filtration fabric shall be "Mirafi 140" made by Celanese Fiber Industries Inc., or equal.
3. The modified french drain shall not be constructed between stations "L" 70+90.00 & "L" 71+55.00.

MODIFIED FRENCH DRAIN DETAIL (No Scale)

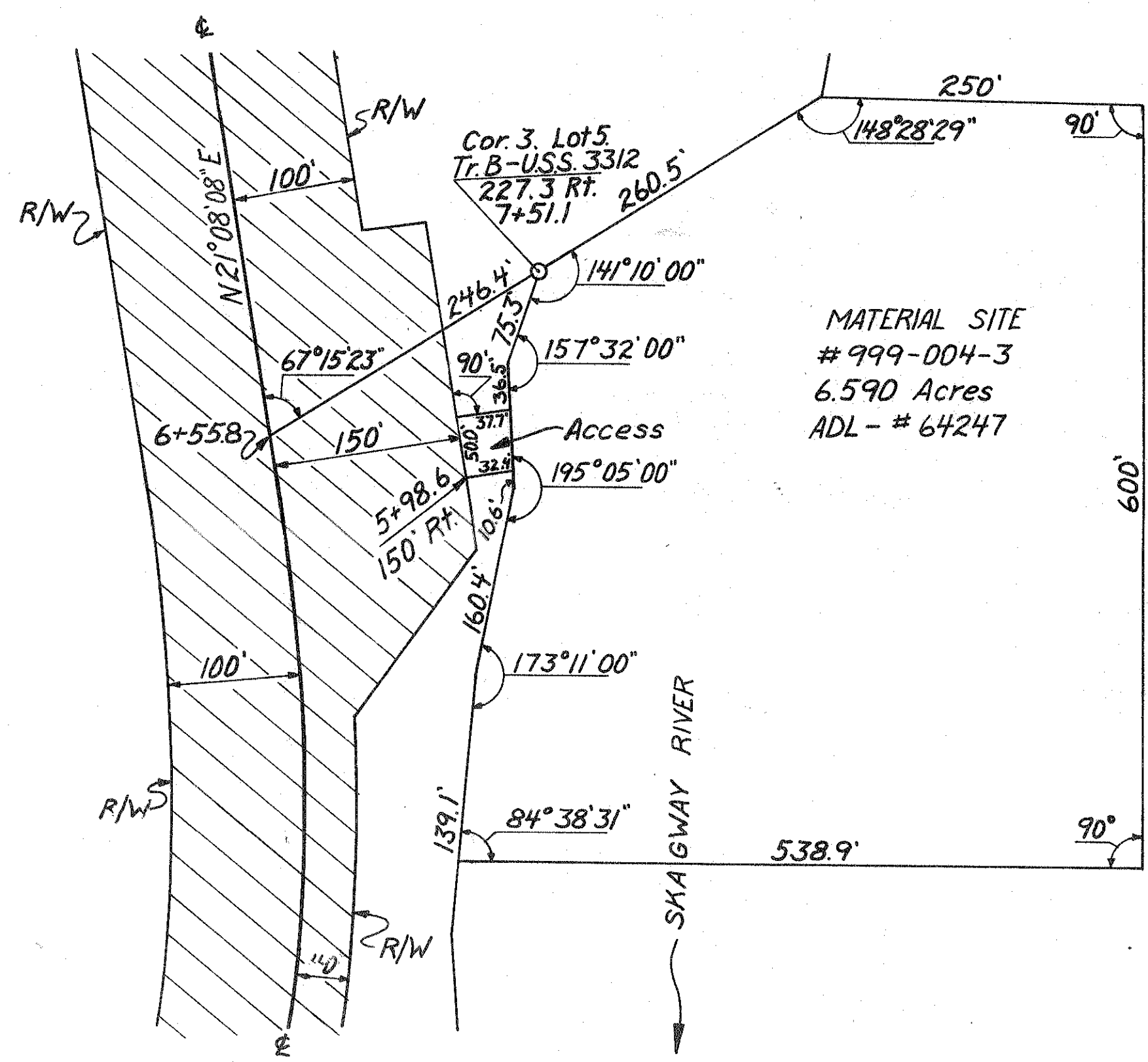


GENERAL NOTES

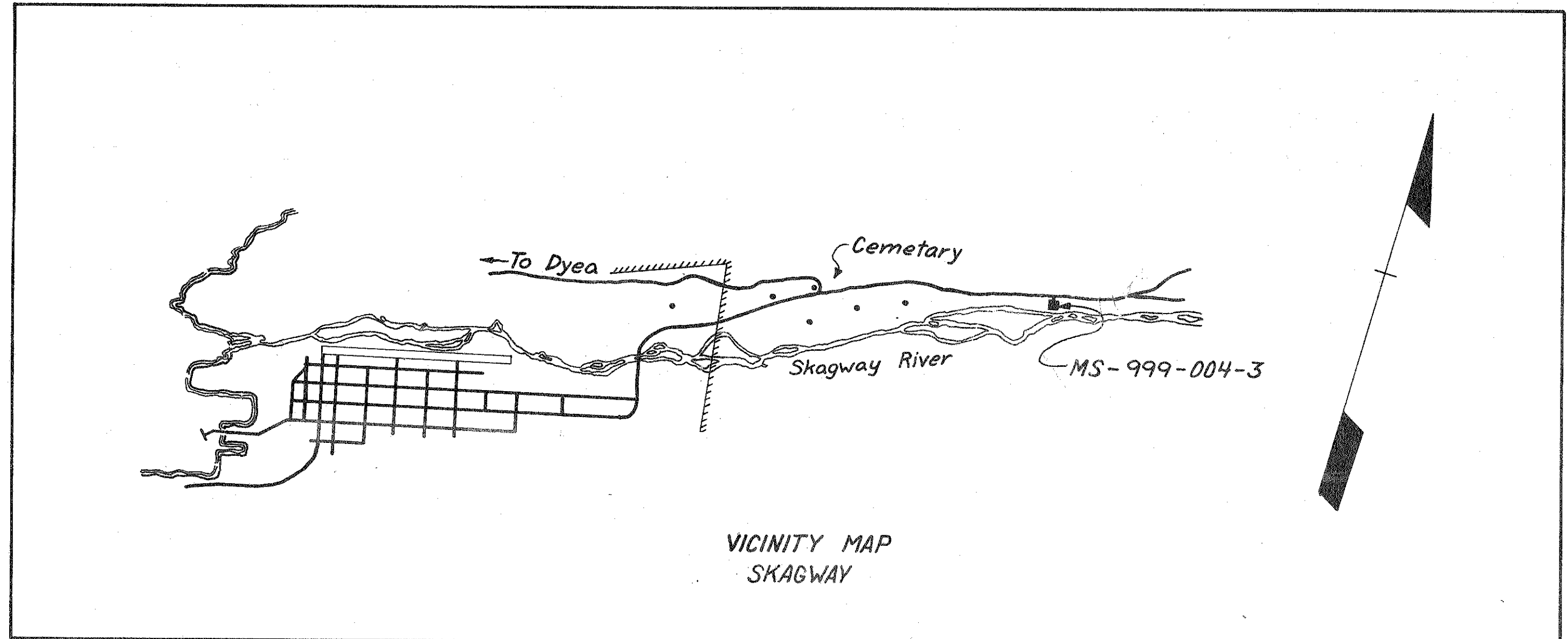
1. The contractor shall be responsible for any violations of the Alaska Water Quality Standards, e.g., any runoff into the Skagway River.
2. The contractor shall avoid any operations near the active channels of the Skagway River.
3. Upon completion of materials removed, no equipment or debris shall remain in the area. Clean-up shall be performed to the satisfaction of the engineer.
4. No stockpile shall remain upon completion of materials removal unless approved by the engineer.
5. The contractor shall submit to the engineer for his approval, contour maps showing (A) The existing topography of the pit, and (B) his proposal for the finished condition of the area upon completion of materials removal.

DESCRIPTION

MS. No. 999-004-3
 A certain tract or parcel of land lying and being situate in Lot 5, Tract B, of U.S. Survey No. 3312 and in unsurveyed lands adjacent to the Skagway River, 1st Judicial District, State of Alaska, being more particularly bounded and described as follows, to wit:
 Beginning at corner No. 3, Lot 5, Tract B, U.S. Survey No. 3312, being 227.3' right of Surveyed Centerline Station 7+51.1, Point on Tangent, of Alaska Highway Project No. S-0999(7); thence N 88°23'29"E a distance of 260.5'; thence S 60°00'00"E a distance of 250.0'; thence S 30°00'00"E a distance of 600.0'; thence N 60°00'00"W a distance of 538.9'; thence N 35°21'29"E along the easterly boundary of said Lot 5 a distance of 139.1'; thence N 42°10'29"E a distance of 160.4'; thence N 27°05'29"E a distance of 10.6'; thence N 68°51'54"W a distance of 32.4' to a point on the easterly Right of Way line of said highway project; thence N 21°08'06"E along said Right of Way line a distance of 50.0'; thence S 68°51'54"E a distance of 37.7'; thence N 27°05'29"E a distance of 36.4'; thence N 49°33'29"E a distance of 75.3' to the point and place of beginning.
 Containing 6.590 acres, more or less.



MATERIAL SITE
 # 999-004-3
 6.590 Acres
 ADL - # 64247



VICINITY MAP
 SKAGWAY