

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

AS - BUILTS  
**DYEA ROAD RECONSTRUCTION**

FHWA PROJECT NO. RS-0997(4)  
STATE PROJECT NO. 69149

CONTRACTOR: SOUTH COAST INC.  
ORIGINAL CONTRACT AMOUNT: \$1,797,125.00  
PROJECT ENGINEER: Greg Browning  
START DATE: OCTOBER 17, 1991  
END DATE: AUGUST 31, 1992

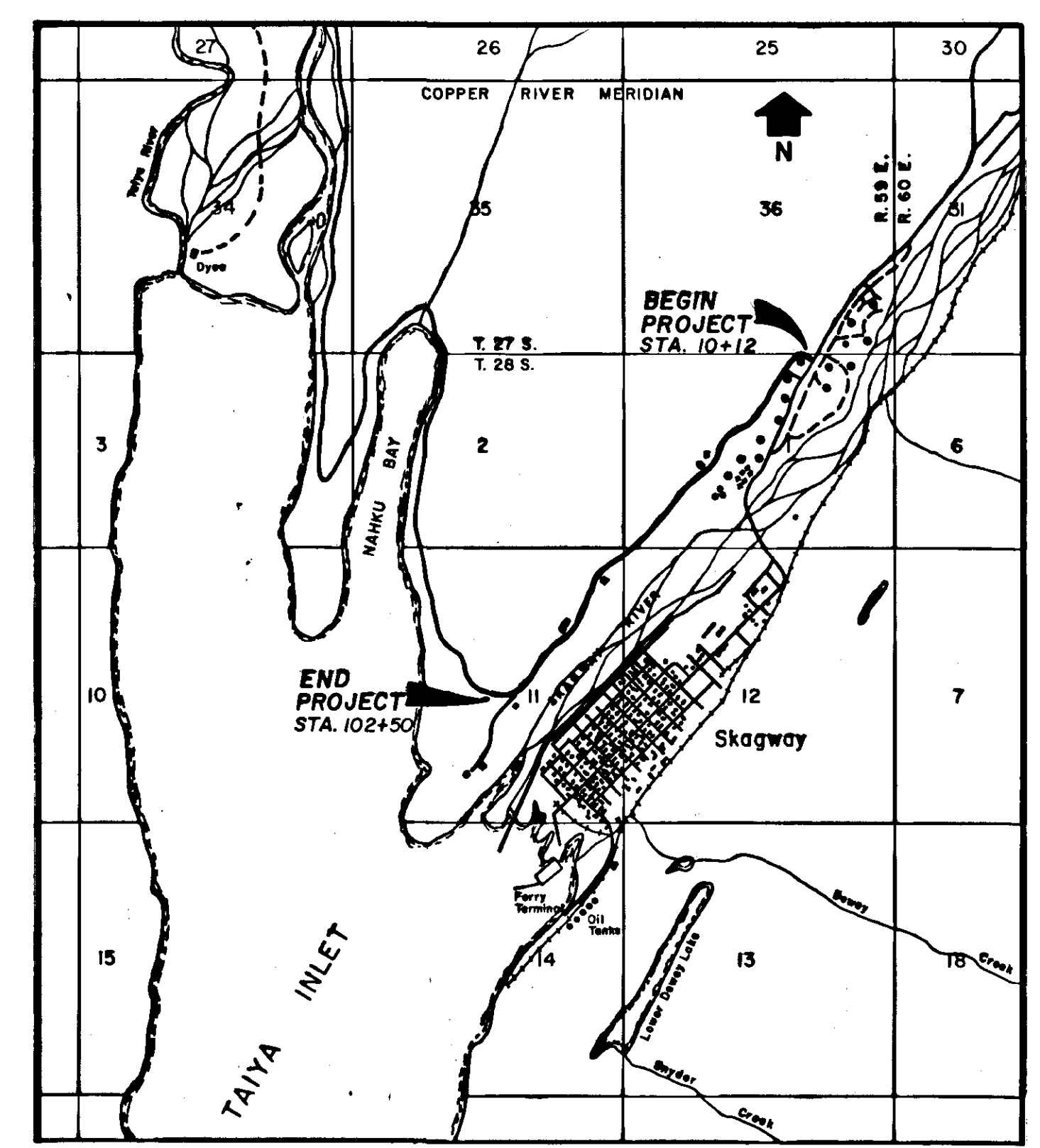
INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-3	TYPICAL SECTIONS AND CONTROL POINT SUMMARY
4	ESTIMATE OF QUANTITIES AND SUMMARIES
5	SUPERELEVATION DETAIL AND SIGN SUMMARY
6	PLAN & PROFILE B.O.P TO STA. 25+50
7	PLAN & PROFILE STA. 25+50 TO STA. 41+00
8	PLAN & PROFILE STA. 41+00 TO STA. 56+50
9	PLAN & PROFILE STA. 56+50 TO STA. 72+00
10	PLAN & PROFILE STA. 72+00 TO STA. 87+50
11	PLAN & PROFILE STA. 87+50 TO E.O.P.
12-15	DRIVEWAY PROFILES
16	TRAFFIC CONTROL PLAN
17-18	DETAILS
19	INTERSECTION GRADING, ILLUMINATION AND PAVEMENT MARKINGS DETAILS
20	DRIVEWAY PROFILES, GEOTEXTILE WALL DETAIL

**DESIGN DESIGNATION**

ADT (1992)	=	320
ADT (2012)	=	475
DHV (12%)	=	57
% T	=	10%
T.I.	=	7.5
V. (B.O.P. TO E.O.P.)	=	30 M.P.H.
E.A.L.	=	65,570

**PROJECT SUMMARY**

LENGTH OF PROJECT	=	9,238' (1.75 mi.) ✓
LENGTH OF PAVING	=	9,188' (1.74 mi.) ✓
LENGTH OF GRADING	=	9,238' (1.75 mi.) ✓
WIDTH OF PAVEMENT	=	24.0' ✓
WIDTH OF SUBGRADE	=	VARIABLES, 54' MAX. ✓



✓ The following Standard Drawings apply to this project:  
A-1\*, C-01.03, C-02.01, D-01.01, D-05.10, D-06.01, D-14.02, D-30.01, F-03.01, G-45.00, I-40.00, I-81.00, L-03.01, L-10.01, L-23.00, L-30.01, M-13.01, M-16.01, S-00.00, S-05.00, & S-30.01  
\* SYMBOLS THAT ARE NOT INCLUDED IN STD. DWG. A-1 ARE LABELED ON THE DRAWINGS

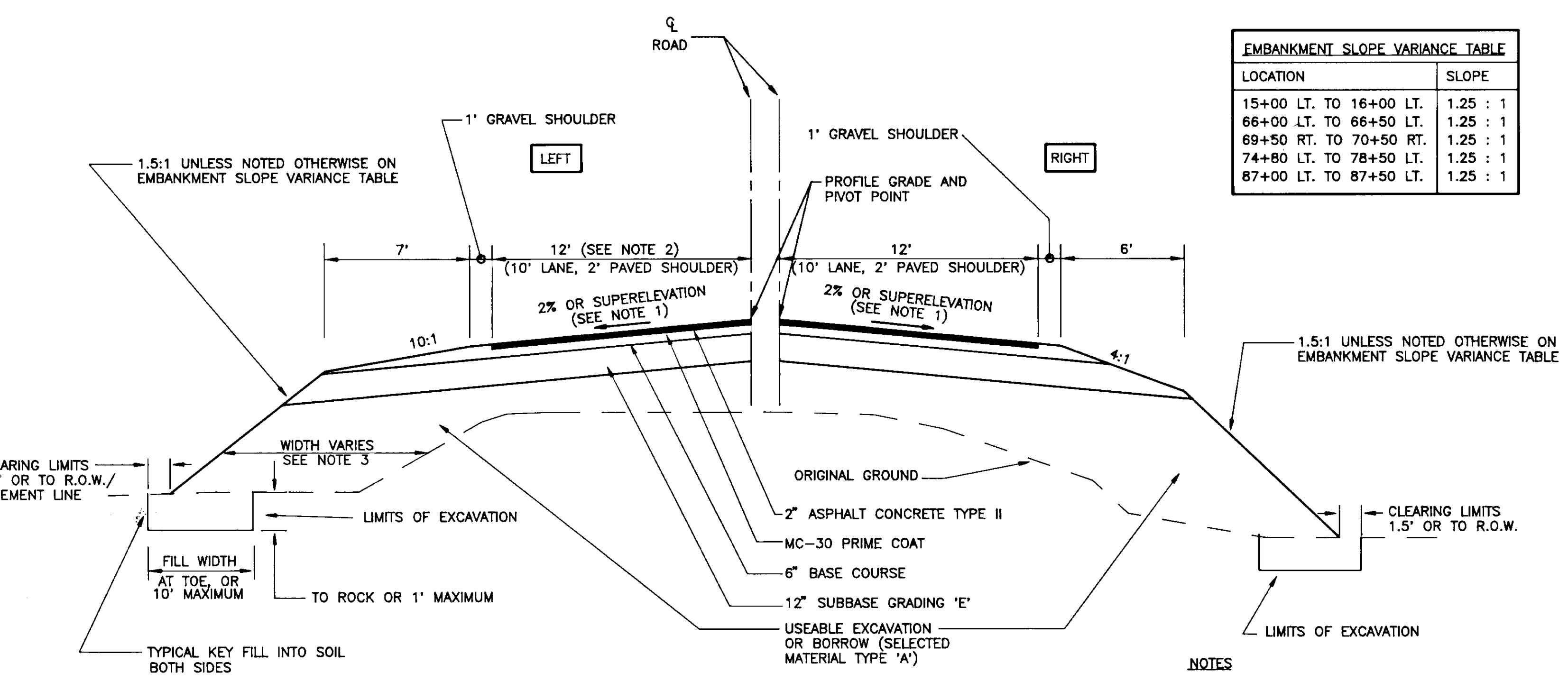
**DESIGN EXCEPTIONS**

- ✓ 1. FROM STATION 11+23.55 TO STATION 13+89.02, THERE IS A HORIZONTAL CURVE WITH A RADIUS LESS THAN MINIMUM DEPARTMENT CRITERIA.
- ✓ 2. FROM STATION 74+07 TO STATION 97+59, THERE ARE THREE SETS OF REVERSING CURVES (TWO BETWEEN STATION 74+07 AND STATION 79+85 AND ONE BETWEEN STATION 92+51 AND STATION 97+59) REQUIRING SPECIAL SUPERELEVATION TREATMENTS THAT ARE NOT IN CONFORMANCE WITH DEPARTMENT CRITERIA.

BY:	DATE:	DESCRIPTION OF CHANGE:
J. A. M.	7/10/91	NEW DRAWING ISSUED, SHEET NO. 20 ADDED.

**RECORD OF REVISIONS**

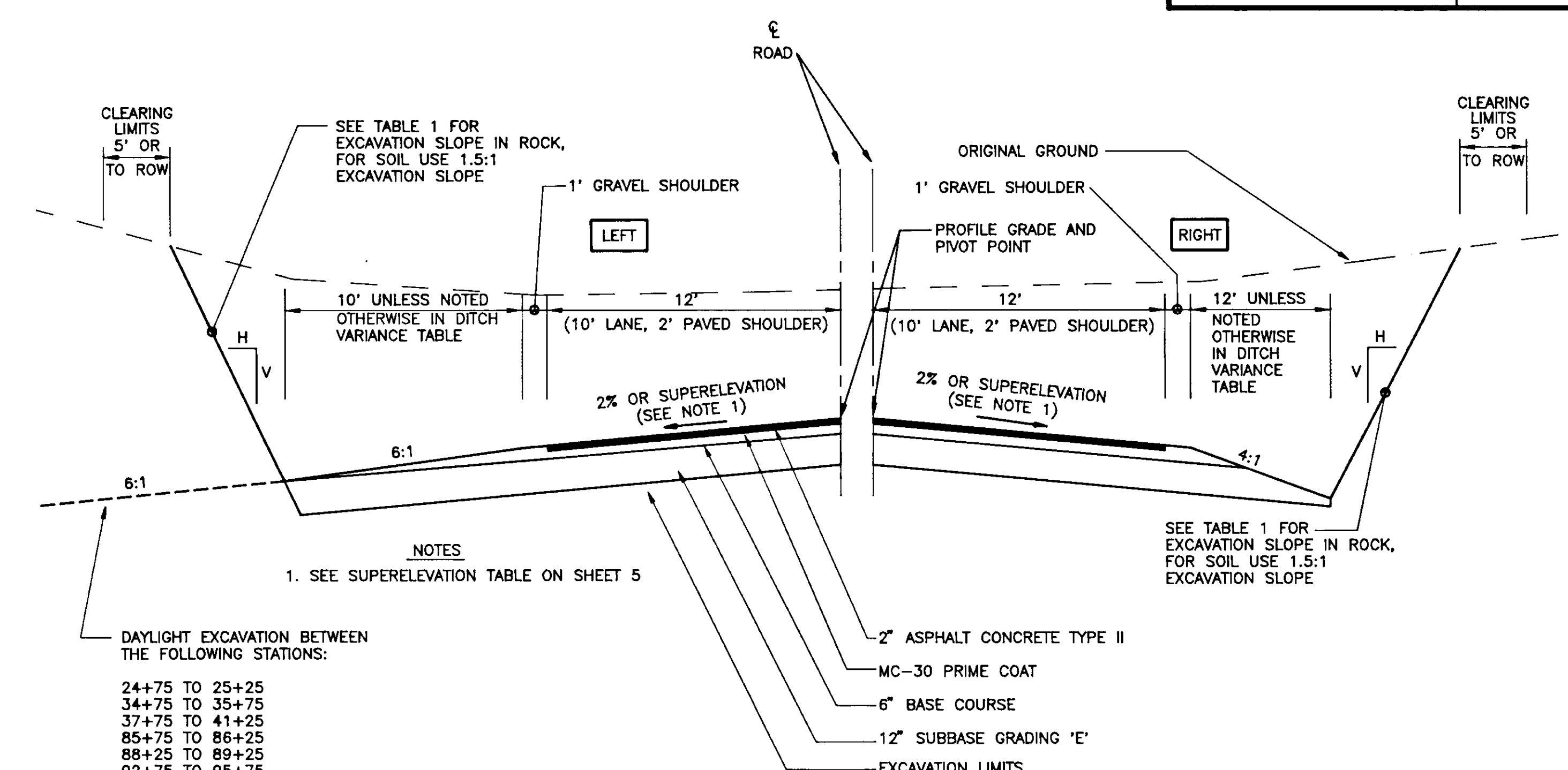
PROJECT NUMBER: RS-0997(4) 69149	ENGINEER'S SEAL
DATE: JUNE 1991	
SHEET 1 OF 20	



LOCATION	SLOPE
15+00 LT. TO 16+00 LT.	1.25 : 1
66+00 LT. TO 66+50 LT.	1.25 : 1
69+50 RT. TO 70+50 RT.	1.25 : 1
74+80 LT. TO 78+50 LT.	1.25 : 1
87+00 LT. TO 87+50 LT.	1.25 : 1

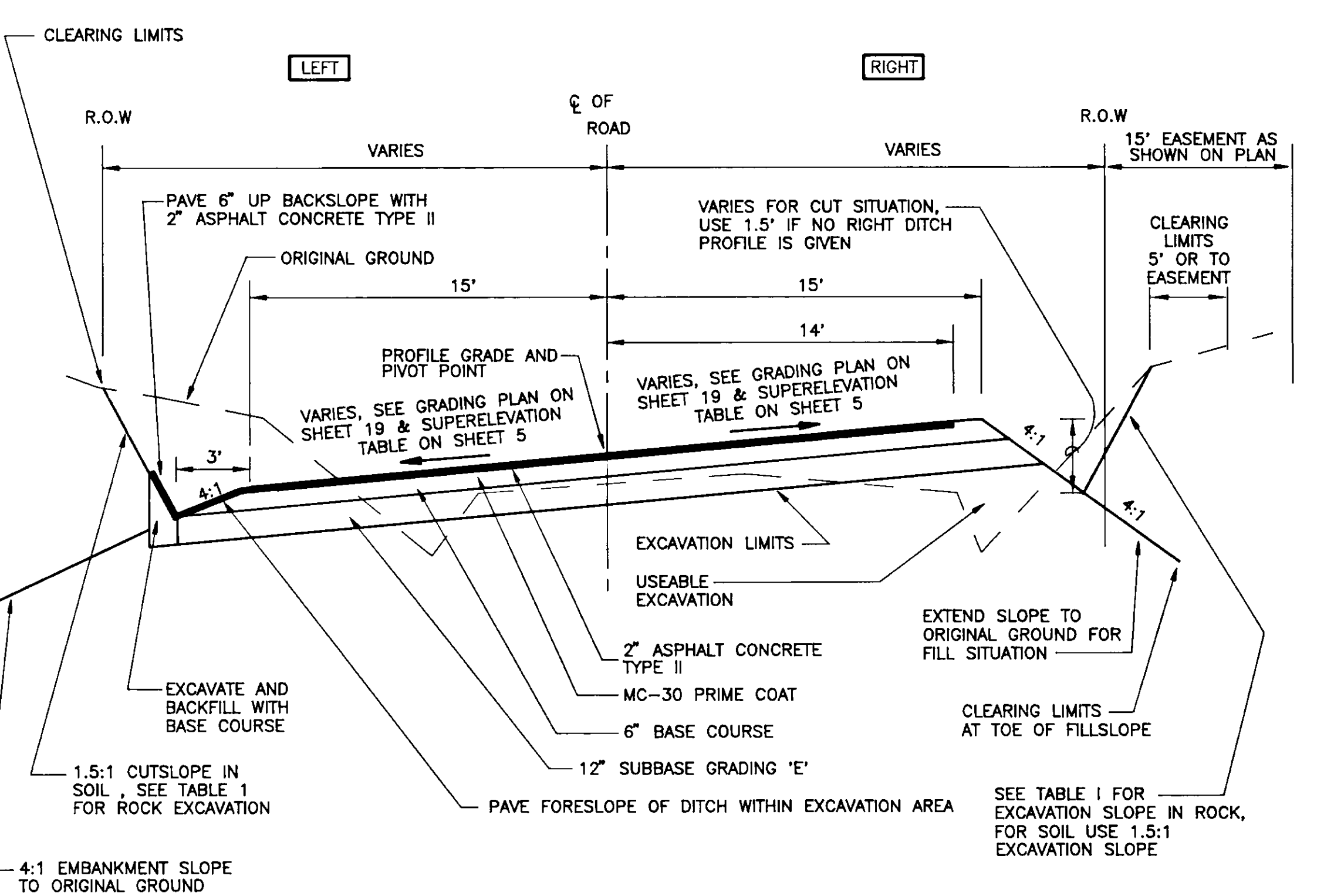
**TYPICAL SECTION FOR EMBANKMENT CONSTRUCTION**  
 STA. 15+00 TO STA. 81+50  
 STA. 14+00 TO STA. 15+00 (TRANSITION SECTION)  
 STA. 85+50 TO E.O.P

- NOTES**
- SEE SUPERELEVATION TABLE ON SHEET 5.
  - EXTEND 2' PAVED SHOULDER ON LEFT SIDE BETWEEN STA. 43+10 AND STA. 45+00 FOR PARKING AS SHOWN ON SHEET 8
  - CONSTRUCT GEOTEXTILE RETAINING WALL FROM STA 66+16 LT. TO STA 66+32 LT., STA 75+25 LT. TO STA 76+07 LT., AND STA 76+23 LT. TO STA 77+25 LT. SEE DETAIL ON SHEET NO. 20.

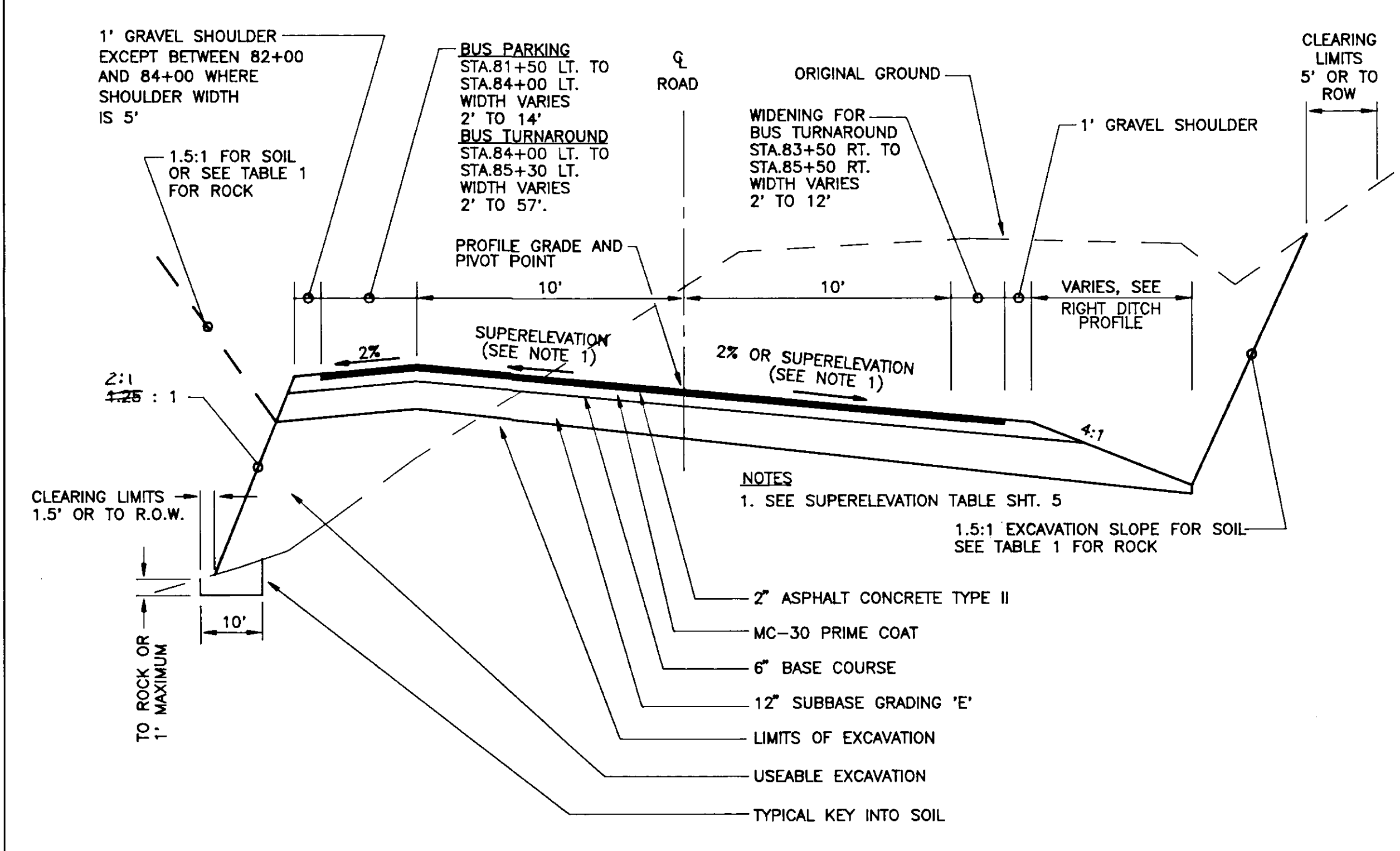


**TYPICAL SECTION FOR EXCAVATION CONSTRUCTION**  
 STA. 15+00 TO STA. 81+50  
 STA. 14+00 TO STA. 15+00 (TRANSITION SECTION)  
 STA. 85+50 TO E.O.P

- NOTES**
- SEE SUPERELEVATION TABLE ON SHEET 5
- DAYLIGHT EXCAVATION BETWEEN THE FOLLOWING STATIONS:  
 24+75 TO 25+25  
 34+75 TO 35+75  
 37+75 TO 41+25  
 85+75 TO 86+25  
 88+25 TO 89+25  
 92+75 TO 95+75



**TYPICAL SECTION**  
 B.O.P. TO STA. 14+00



**TYPICAL SECTION FOR BUS/RV PARKING AND TURNAROUND**  
 STA. 81+50 TO STA. 85+50

LOCATION	WIDTH
13+89 RT. TO 15+45 RT.	VARIABLES, SEE DITCH PROFILE
34+50 RT. TO 41+50 RT.	VARIABLES, SEE DITCH PROFILE
42+45 RT. TO 44+00 RT.	VARIABLES, SEE DITCH PROFILE
54+50 LT. TO 58+00 LT.	WIDTH = 6' AT 6:1 SLOPE
60+50 RT. TO 63+50 RT.	VARIABLES, SEE DITCH PROFILE
66+50 LT. TO 69+00 LT.	WIDTH = 6' AT 6:1 SLOPE
70+75 RT. TO 79+35 RT.	WIDTH = 6' AT 4:1 SLOPE
80+00 RT. TO 88+00 RT.	VARIABLES, SEE DITCH PROFILE
97+00 RT. TO 99+00 RT.	VARIABLES, SEE DITCH PROFILE

NOTE: DITCH PROFILES ARE LOCATED IN THE PROFILE PORTION OF PLAN/PROFILE SHEETS.

FROM STA.	TO STA.	SLOPE H:V
13+62	31+00	0.75:1
31+00	E.O.P.	0.35:1

- GENERAL TYPICAL SECTION NOTES:**
- CONSTRUCT GRAVEL SHOULDERS AT SAME CROSS-SLOPE OR SUPERELEVATION AS ADJOINING PAVEMENT.
  - CHANGES IN ROADWAY SLOPES, BACKSLOPE AND SHOULDER WIDTHS SHALL BE ACCOMPLISHED WITHIN 50' TRANSITIONS, EXCEPT WHEN SHOWN OTHERWISE.

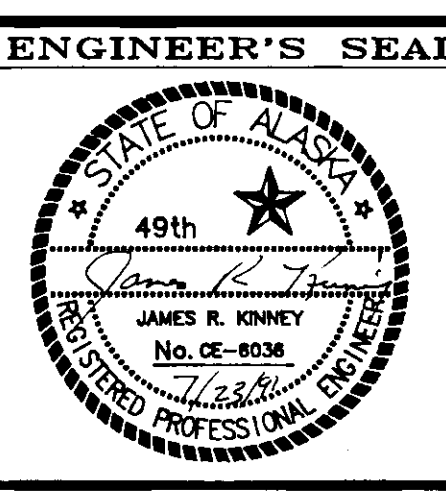
DATE:	DESCRIPTION OF CHANGE:
7/10/91	Revise Typical Section for Embankment Construction
7/22/91	Delete Subbase Thickness Table; Delete Grubbing Limits

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

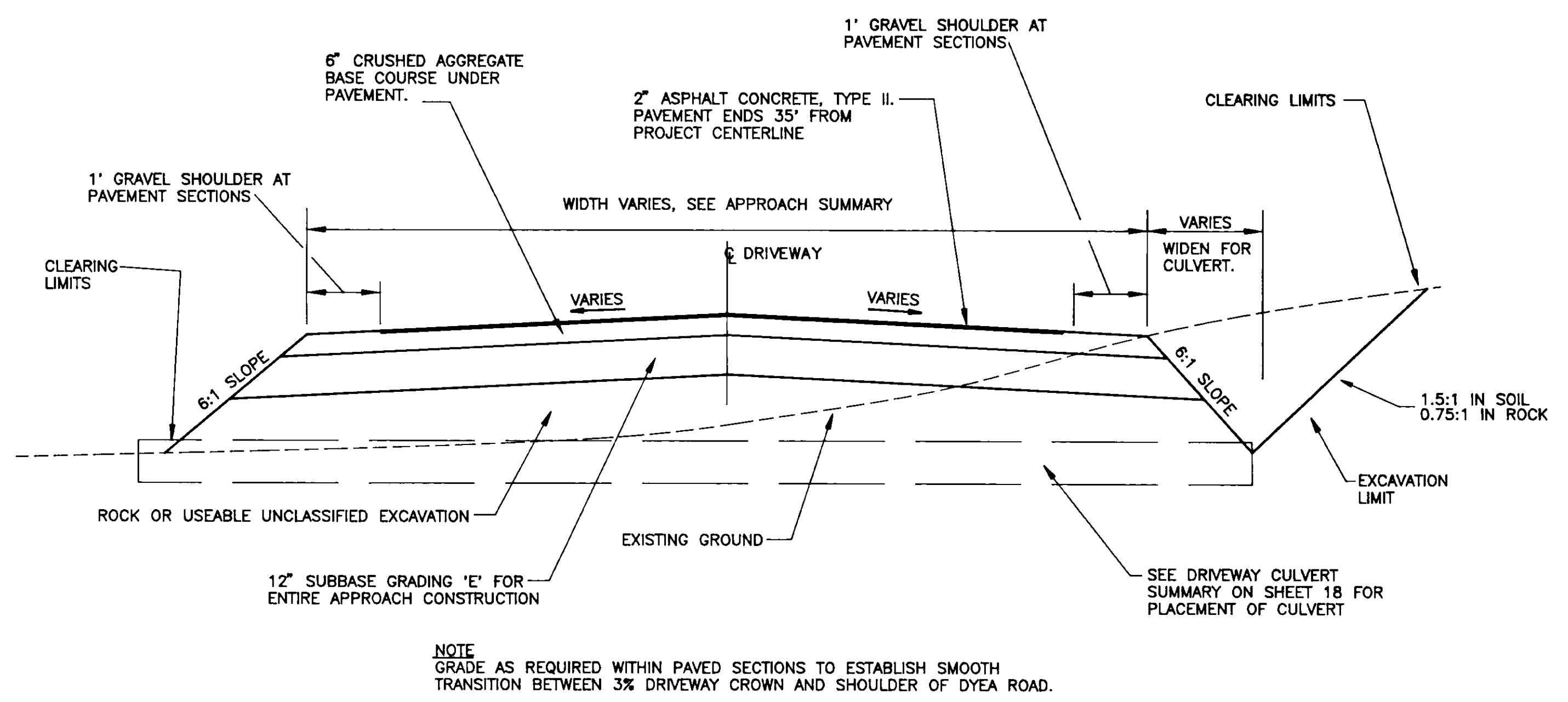
SKAGWAY  
 DYEA ROAD RECONSTRUCTION  
 TYPICAL SECTIONS

DESIGNED BY: R.S.R.  
 DRAWN BY: J.A.M.  
 CHECKED BY: J.R.K.

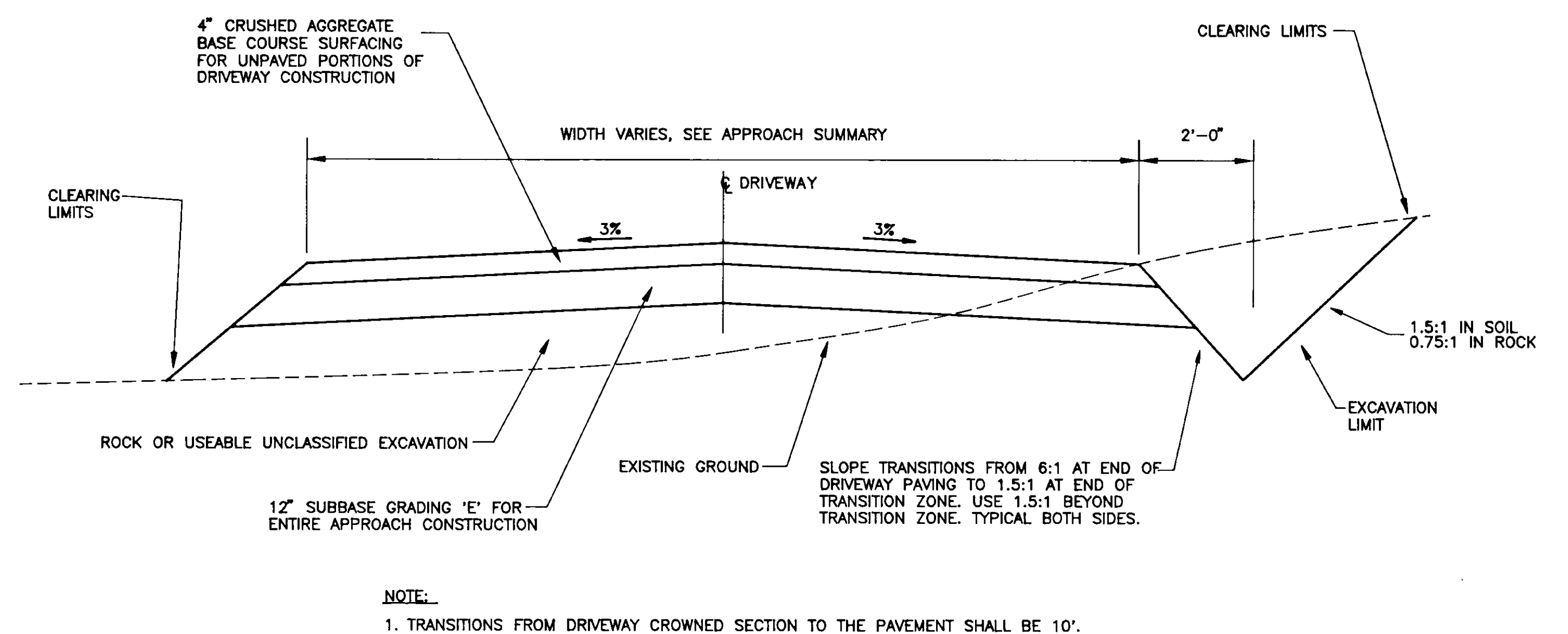
SCALE: NO SCALE  
 DATE: JUNE 1991  
 SHEET 2 OF 20



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



**TYPICAL DRIVEWAY SECTION (PAVED)**  
NOT TO SCALE



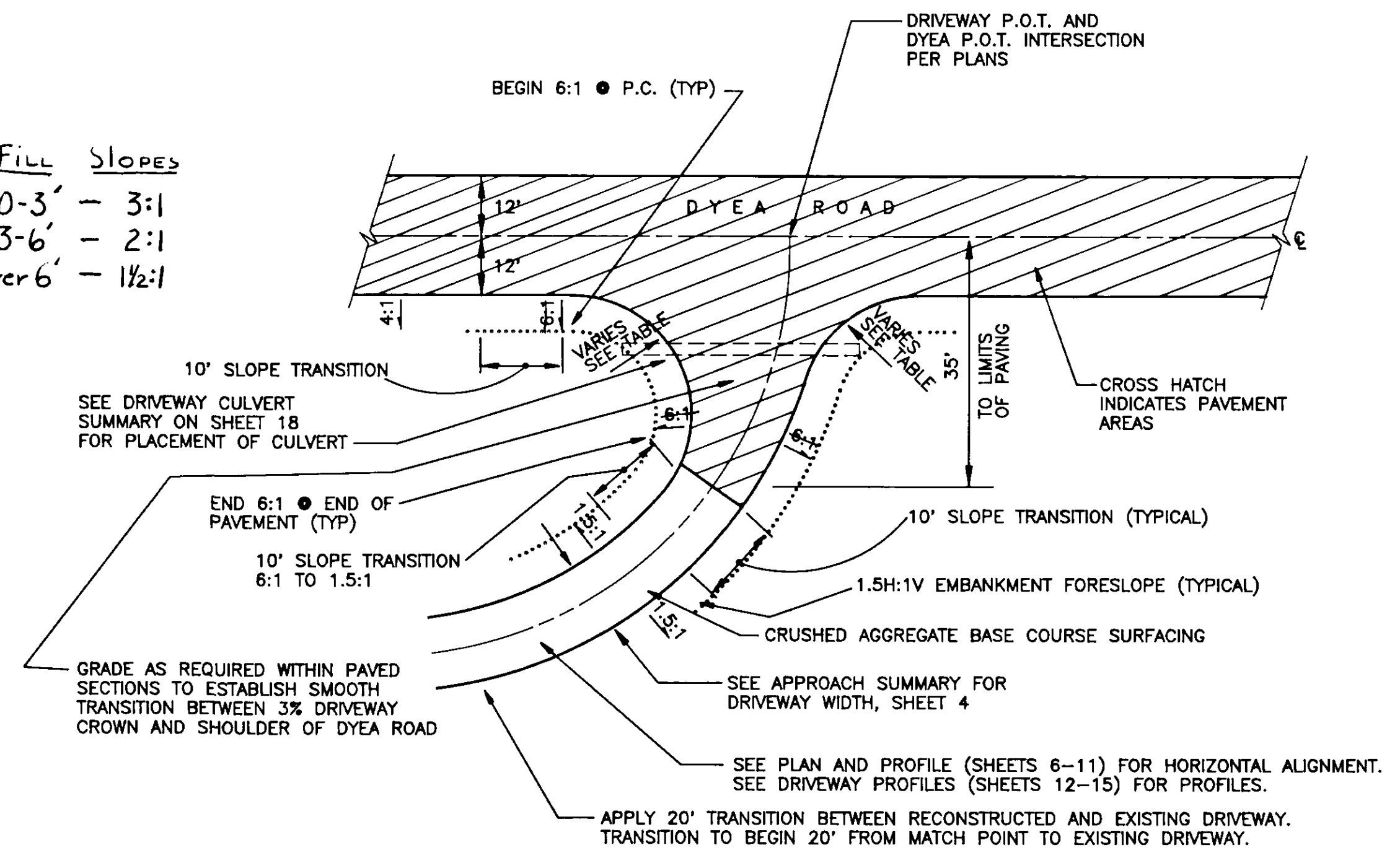
**TYPICAL DRIVEWAY SECTION (UNPAVED)**  
NOT TO SCALE

CONTROL POINT SUMMARY				
CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
D-1	53108.17	38900.33	115.27	REBAR W/ PLASTIC CAP
D-2	52864.03	38664.25	110.51	REBAR W/ PLASTIC CAP
D-3	52683.75	38550.45	119.29	REBAR W/ PLASTIC CAP
D-4	52337.91	38242.84	151.86	REBAR W/ PLASTIC CAP
D-5	51978.02	38156.63	183.86	'X' CHISELED IN BEDROCK
D-6	51732.36	37926.70	202.39	REBAR W/ PLASTIC CAP
D-7	51586.36	37587.81	218.52	REBAR W/ PLASTIC CAP
D-8	51386.58	37290.00	221.34	REBAR W/ NO CAP
D-9	50922.96	37173.30	222.95	#4 REBAR W/ 'X'
D-10	50486.08	36643.73	243.18	REBAR W/ PLASTIC CAP
D-11	49864.04	36175.19	295.96	REBAR W/ PLASTIC CAP
D-12	49541.95	35853.76	288.39	REBAR W/ PLASTIC CAP
D-13	49089.67	35347.16	311.43	REBAR W/ PLASTIC CAP
D-14	48875.49	35031.85	301.29	REBAR W/ PLASTIC CAP
D-15	48366.71	34725.36	280.47	REBAR W/ PLASTIC CAP
D-16	48130.99	34624.26	272.12	REBAR W/ PLASTIC CAP
D-17	47687.69	34419.50	264.26	REBAR W/ PLASTIC CAP
D-18	47513.22	34070.00	263.97	REBAR W/ PLASTIC CAP
D-19A	47026.18	33816.83	262.82	REBAR W/ PLASTIC CAP
D-22	46564.30	33381.35	247.90	REBAR W/ PLASTIC CAP
D-23	46434.93	33090.85	-	REBAR W/ PLASTIC CAP
D-24	46517.07	32636.46	-	REBAR W/ PLASTIC CAP

**NOTES**

- ELEVATIONS SHOWN ARE FROM SUPPLEMENTAL SURVEY BY ASCG DATED MARCH 1990.
- CONTROL POINTS MAY OR MAY NOT EXIST AT THE TIME OF CONSTRUCTION.
- CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF CONTROL POINTS PRIOR TO USE.

Fill Slopes  
0-3' - 3:1  
3-6' - 2:1  
Over 6' - 1 1/2:1



**TYPICAL DRIVEWAY (PLAN VIEW)**  
NOT TO SCALE

DRIVEWAY FILLET CURVE TABLE		
DRIVEWAY STATION	RIGHT RADIUS	LEFT RADIUS
12+12 RT.	20'	20'
21+00 LT.	6'	20'
21+22 RT.	20'	15'
28+55 LT.	20'	20'
29+60 LT.	20'	20'
30+43 RT.	15'	20'
33+20 RT.	15'	20'
42+13 RT.	15'	20'
42+80 LT.	20'	20'
45+65 LT.	15'	20'
51+70 LT.	20'	20'
58+75 LT.	15'	20'
66+50 LT.	10'	20'
68+45 RT.	20'	20'
70+64 RT.	20'	20'
71+75 LT.	20'	20'
73+24 RT.	20'	10'
73+42 LT.	20'	20'
75+05 RT.	20'	10'
75+50 RT.	200'	10'
85+41 LT.	20'	20'
93+50 LT.	20'	20'
100+50 LT.	20'	10'
101+12 RT.	20'	20'
101+50 LT.	20'	20'

DATE:	DESCRIPTION OF CHANGE:
7/10/91	Add Driveways to Fillet Curve Table
7/22/91	Delete Grubbing Limits

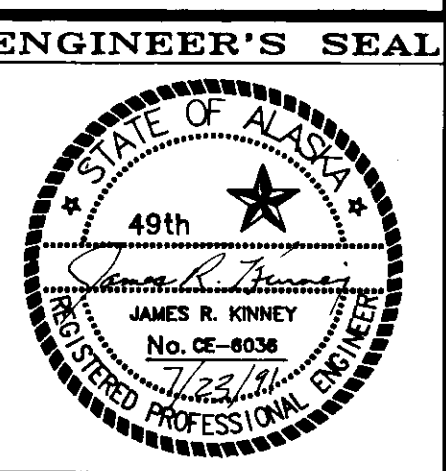
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

SKAGWAY  
DYEA ROAD RECONSTRUCTION  
TYPICAL SECTIONS AND  
CONTROL POINTS SUMMARY

PREPARED BY  
ARCTIC SLOPE CONSULTING GROUP, INC.  
Engineers • Architects • Scientists • Surveyors

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY:	R.S.R.	SCALE	NO SCALE
DRAWN BY:	J.A.M.	DATE:	JUNE 1991
CHECKED BY:	J.R.K.	SHEET	3 OF 20



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	TOTAL
✓ 120(1)	DBE Adjustment	C.S.	All Req'd
✓ 201(3A)	Clearing and Grubbing	Acres	6.26
✓ 202(1)	Removal of Structures and Obstructions	L.S.	All Req'd
✓ 202(2)	Removal of Pavement	S.Y.	429 511
✓ 202(4)	Removal of Culvert Pipes	L.F.	452 + 16
✓ 203(1)	Common Excavation UNCLASSIFIED EXCAVATION	C.Y.	7554 49,567
✓ 203(2)	Rock Excavation	C.Y.	30217
✓ 203(6)	Borrow Type 'A'	Ton	1498 0
✓ 203(11)	Controlled Blasting	S.Y.	10000 1,140
✓ 203(12)	Utility Trenches	L.F.	359 240
✓ 203(13)	Rock Bolts	L.F.	1000 0
✓ 301(1)	Crushed Aggregate Base Course	Ton	13000 13,634
✓ 304(2)	Subbase, Grading 'E'	C.Y.	15100 15,222
✓ 401(1)	Asphalt Concrete, Type II	Ton	3275 3544
✓ 401(2)	AC-5 Asphalt Cement	Ton	197 204
✓ 403(1)	MC-30 Liquid Asphalt for Prime Coat	Ton	27 0
✓ 501(6)	Class W Concrete	C.Y.	22-
✓ 506(5)	Wooden Rail	L.F.	282 218
✓ 601(1)	Metal Flume Downdrain	L.F.	124 111,5
✓ 603(1-12)	12 Inch Corrugated Steel Pipe	L.F.	28 0
✓ 603(1-18)	18 Inch Corrugated Steel Pipe	L.F.	458 517
✓ 603(1-24)	24 Inch Corrugated Steel Pipe	L.F.	616 701
✓ 603(1-48)	48 Inch Corrugated Steel Pipe	L.F.	108 114
✓ 603(3-12)	End Section for 12 Inch Corrugated Steel Pipe	Each	2 0
✓ 603(3-18)	End Section for 18 Inch Corrugated Steel Pipe	Each	14 10
✓ 603(3-24)	End Section for 24 Inch Corrugated Steel Pipe	Each	12 10
✓ 607(5)	Drive Gate	Each	2 --
✓ 603(14)	BACK SLOPE PROTECTION 203(15) CONTAINMENT BERM RECONSTRUCTION 633(3) RETAINING WALL CAP		
✓ 616(5)	ADD ELECTRICAL WORK FOR THAW WIRE, 618(1) BEDDING (603-10 ALK) 633(3) RETAINING WALL SLOPE		
✓ 615(1)	Standard Signs	S.F.	257 242
✓ 615(4)	Object Markers	Each	4 --
✓ 616(3)	Culvert Thaw Wire Installation	L.F.	904 126.5
✓ 631(2)	Geotextile, Riprap Liner	S.Y.	195 348
✓ 633(1)	Geotextile Retaining Wall	S.F.	1008 1042.5
✓ 639(1)	Residence Driveways	Each	23 50
✓ 640(1)	Mobilization and Demobilization	L.S.	All Req'd
✓ 641(1)	Temporary Erosion and Pollution Control	C.S.	All Req'd
✓ 642(1)	Construction Surveying	L.S.	All Req'd
✓ 643(2)	Traffic Maintenance	L.S.	All Req'd
✓ 643(3)	Permanent Construction Signing	Ea/Day	959 1,311
✓ 643(4)	Construction Sign	Ea/Day	2050 1422
✓ 643(5)	Type II Barricade	Ea/Day	2000 3,285
✓ 643(6)	Type III Barricade	Ea/Day	400 24
✓ 643(7)	Traffic Cone	Ea/Day	10500 1,220
✓ 643(13)	Temporary Pavement Markings	Sta	185 12
✓ 643(15)	Flagging	Hr	2900 3470
✓ 643(16)	Pilot Car	Hr	70 23
✓ 643(18)	Watering	M-Gal	300 351
✓ 644(1)	Field Office	L.S.	All Req'd 0
✓ 644(2)	Field Laboratory	L.S.	All Req'd 0
✓ 660(3)	Highway Lighting System Complete	L.S.	All Req'd
✓ 661(3)	Load Center, Type 3	Each	1
✓ 670(1)	Painted Traffic Markings	L.S.	All Req'd
✓ 670(8)	Recessed Pavement Markers	Each	231 252
✓ 642(5)	INSTALL SURVEY PROPERTY MONUMENTS (63), 642(5) ADDITIONAL SURVEYING, 644(1) ENGINEERING VEHICLE		

REMOVAL OF STRUCTURES/OBSTRUCTIONS, PAVEMENT, AND CULVERTS

STATION	LOCATION	REMARKS
10 + 35	---	Remove Existing Pavement
11 + 04	---	Remove 60' culvert
12 + 12	RT	Remove 24' culvert
12 + 63	RT	Remove Thaw Pipe
15 + 25	LT	Remove 50' of Fence
15 + 44	RT	Remove 36' culvert
21 + 03	---	Remove 38' culvert
21 + 20	RT	Remove 30' culvert
29 + 62	LT	Remove 16' culvert
41 + 80	RT	Remove Gate & Posts
42 + 44	---	Remove 48' culvert
45 + 20	LT	Remove Gate & Posts
46 + 80	---	Remove 44' culvert
70 + 32	---	Remove 28' culvert
72 + 02	---	Salvage 1" Galv. Pipe for Tract 10 Owner
76 + 11	---	Remove 37' culvert
80 + 81	---	Remove 33' culvert
99 + 18	---	Remove 34' culvert
101 + 12	RT	Remove 24' culvert

ROADWAY CROSS CULVERT SUMMARY \*

PIPE NO.	DIA.	LENGTH (LF)	FROM			TO			FLUME (LF)	GEOTEXTILE** (SY)	NO. OF END SECTIONS
			STATION	LOCATION	INV. ELEV.	STATION	LOCATION	INV. ELEV.			
P-16	24"	54'	13+60	21' RT	101.62	13+60	27' LT	100.94	---	2	
P-1	24"	46'	11+00	24.6' RT	101.62	11+00	21.4' LT	100.94	---	---	
P-2	48"	52'	15+47	25' RT	104.03	15+57	26.0' LT	101.99	---	32	
P-3	24"	48'	25+00	18.4' RT	169.66	25+00	29.6' LT	168.22	---	1	
P-4	24"	48'	37+00	22.2' RT	216.79	37+00	25.8' LT	215.35	15	14	
P-5	24"	54'	40+50	21.8' RT	217.45	40+50	32.2' LT	216.37	11	17	
P-6	24"	48'	42+45	18.6' RT	219.96	42+45	27.4' LT	219.05	---	9	
P-7	24"	44'	46+80	18.4' RT	234.83	46+80	25.6' LT	233.51	9	18	
P-8	24"	48'	61+73	21.9' RT	287.06	61+73	26.1' LT	285.62	---	9	
P-9	24"	52'	70+32	23.8' RT	303.16	70+32	28.2' LT	300.61	---	---	
P-10	24"	42'	72+50	17.4' RT	295.77	72+50	24.6' LT	294.93	---	1	
P-11	48"	52'	76+15	19.8' RT	282.07	76+15	31.7' LT	274.44	---	38	
P-12	24"	48'	80+82	19.8' RT	263.76	80+82	28.2' LT	262.08	31	15	
P-13	24"	46'	87+33	19.6' RT	256.76	87+33	26.4' LT	255.15	24	---	
P-14	24"	48'	97+75	20.5' RT	242.79	97+75	27.5' LT	241.35	34	---	
P-15	24"	46'	101+95	18.4' RT	254.56	101+95	27.6' LT	253.18	---	43	

\* FOR DRIVEWAY CULVERT SUMMARY SEE SHEET 18 \*\*USE UNDER DISSIPATORS & OVER SHOT-ROCK EMBANKMENT

CULVERT NOTES

- STATIONING FOR THE CULVERT PIPES ARE ONLY APPROXIMATE AND MAY BE LOCATED AS DIRECTED BY THE ENGINEER.
- INVERT ELEVATIONS FOR THE CULVERT PIPES ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.
- THE INLET AND OUTLET END OF PIPE P-11 AND THE INLET AND OUTLET END OF PIPE P-2 SHALL BE CONSTRUCTED WITH HEADWALL TYPE II AS SHOWN IN D-30.01 OF THE STD. DRAWINGS. BEDDING DEPTH ON P-2 AND P-11 SHALL BE 18 INCHES.
- ALL CULVERTS, END SECTIONS AND FLUMES SHALL BE STEEL.
- THAW WIRES SHALL BE INSTALLED IN ALL ROADWAY CROSS CULVERTS, PER STANDARD DRAWING D-14.02. THAW WIRES SHALL BE 5 WATTS/LF @ 115 VOLTS. THAW WIRE INSTALLATION LENGTH = CULVERT LENGTH + 12 LF.
- GEOTEXTILE RIPRAP LINER SHALL BE PLACED BETWEEN THE BOTTOM OF TRENCH, OVER SHOT ROCK EMBANKMENT, AND BACKFILL/BEDDING (SEE DETAIL SHEET 18).
- SEE SHEET 18 FOR CULVERT ENERGY DISSIPATOR AND RIPRAP DITCH DETAILS.
- GRADE INLET AND OUTLETS OF DRIVEWAY CULVERTS TO DRAIN.
- IF ONLY ONE CULVERT END SECTION IS TO BE INSTALLED ON A CULVERT, THEN IT SHALL BE PLACED ON THE INLET OF THE CULVERT.

MONUMENT SUMMARY

STATION	LOCATION	REMARKS
13+75	12' RT	INSTALL NEW MONUMENT AND CASE
22+50	10' LT	INSTALL NEW MONUMENT AND CASE
27+75	10' LT	INSTALL NEW MONUMENT AND CASE
32+00	10' RT	INSTALL NEW MONUMENT AND CASE
36+50	10' RT	INSTALL NEW MONUMENT AND CASE
41+50	10' LT	INSTALL NEW MONUMENT AND CASE
47+00	10' RT	INSTALL NEW MONUMENT AND CASE
49+97.65	1.06' RT	REMOVE AND REPLACE EXISTING MONUMENT, INSTALL NEW CASE. SEE NOTE 2.
51+46.40	4.99' LT	REMOVE AND REPLACE EXISTING MONUMENT, INSTALL NEW CASE. SEE NOTE 2.
55+50	10' RT	INSTALL NEW MONUMENT AND CASE
59+44.15	6.93' LT	REMOVE AND REPLACE EXISTING MONUMENT, INSTALL NEW CASE. SEE NOTE 2.
63+77.71	12.15' RT	REMOVE AND REPLACE EXISTING MONUMENT, INSTALL NEW CASE. SEE NOTE 2.
67+50	10' LT	INSTALL NEW MONUMENT AND CASE
71+25	10' RT	INSTALL NEW MONUMENT AND CASE
77+50	10' LT	INSTALL NEW MONUMENT AND CASE
79+16.18	2.65' LT	REMOVE AND REPLACE EXISTING MONUMENT, INSTALL NEW CASE. SEE NOTE 2.
83+00	12' LT	INSTALL NEW MONUMENT AND CASE
83+35.72	4.91' RT	REMOVE AND REPLACE EXISTING MONUMENT AT STATION AND LOCATION SHOWN. INSTALL NEW CASE.
89+06.40	8.87' LT	REMOVE AND REPLACE EXISTING MONUMENT, INSTALL NEW CASE. SEE NOTE 2.
93+00	10' LT	INSTALL NEW MONUMENT AND CASE
100+00	10' LT	INSTALL NEW MONUMENT AND CASE

- NOTE:
- MONUMENT CASES WITHIN ROADWAY PAVEMENT SHALL BE CONSTRUCTED PER DETAIL, SHEET 18.
  - IN THE EVENT OF A CONFLICT BETWEEN THE CALCULATED STATION/OFFSET AND THE REFERENCE SURVEY, THE REFERENCE SURVEY SHALL BE THE METHOD USED TO REPLACE THE REMOVED OR DISTURBED MONUMENT. THIS WORK WILL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS OF THIS PROJECT.

DRIVEWAY APPROACH SUMMARY

STATION	LOCATION	WIDTH	REMARKS
12 + 12	RT	18'	Cemetery Driveway
13 + 45	RT	---	Obliterate - No Longer in Use
21 + 00	LT	14'	Driveway Approach to ROW Only
25+00 21 + 22	RT	18'	Common Driveway
28 + 55	LT	14'	Driveway Approach to ROW Only
29 + 60	LT	14'	
30 + 43	RT	14'	
33 + 20	RT	14'	
42 + 13	RT	14'	
42 + 80	LT	18'	Cemetery Driveway
45 + 65	LT	18'	Landfill Driveway
51 + 70	LT	18'	Driveway Approach to ROW Only
58 + 75	LT	18'	Common Driveway
66 + 50	LT	18'	Common Driveway
68 + 45	RT	14'	
70 + 64	RT	14'	
71 + 75	LT	14'	
73 + 24	RT	46'	Common Driveway
73 + 42	LT	18'	Common Driveway
73 + 90	RT	---	Obliterate Driveway
75 + 05	RT	14'	
75 + 50	RT	14'	
85 + 41	LT	18'	Driveway Approach to ROW Only
93 + 50	LT	14'	
100 + 50	LT	18'	Common Driveway
101 + 12	RT	14'	
101 + 50	LT	18'	Road to Yakutania Point
46 + 30	LT	14'	
23 + 20	RT	14'	
67 + 00	LT	16'	
79 + 00	LT	14'	
80 + 00	LT	14'	

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

BASIS OF ESTIMATE

ITEM	DESCRIPTION	FACTOR
203(6)	Borrow Type 'A'	145 LBS/CF
301(1)	Crushed Aggregate Base Course	145 LBS/CF
304(2)	Subbase, Grading E	145 LBS/CF
401(1)	Asphalt Concrete, Type II	116 LBS/SY-in
401(2)	AC-5, Asphalt Cement	6% of 401(1)
403(1)	MC-30 Liquid Asphalt for Prime Coat	1.95 LBS/SY

HEADWALL SUMMARY

HEADWALL	STATION	LOCATION	TOP OF WALL ELEV.	REMARKS
H-1	15 + 47	25' RT	109.0	Construct all headwalls
H-2	15 + 47	26' LT	107.0	(Type II) per ADOT/PF
H-3	76 + 15	18.8' RT	287.0	Std. Dwg. D-30.01
H-4	76 + 15	31.3' LT	279.54	

NOTE: STATION AND LOCATION OF HEADWALL REFERS TO THE C OF HEADWALL AT THE OUTSIDE FACE.

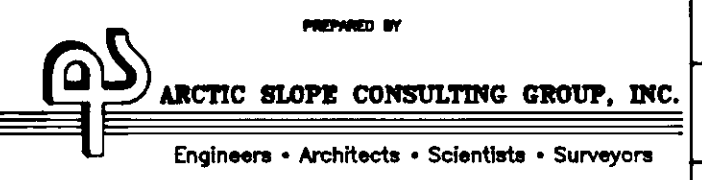
GATE SUMMARY

STATION	LOCATION	REMARKS
41+50	55' RT	INSTALL 20' GATE
45+90	48' LT	INSTALL 20' GATE

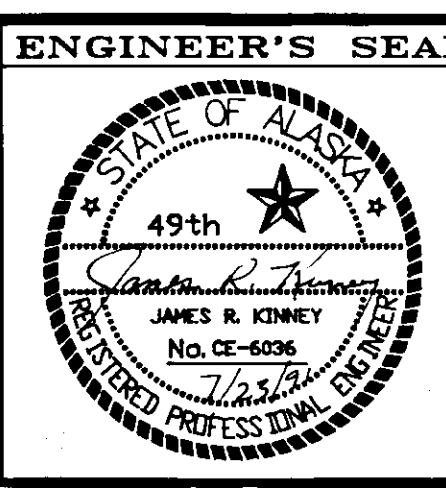
NOTE: GATES ARE DOUBLE SWING, AND SHALL BE 5' HIGH. STATION/LOCATION SPECIFIES THE CENTER OF GATE.

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

SKAGWAY  
DYEA ROAD RECONSTRUCTION  
ESTIMATE OF QUANTITIES  
AND SUMMARIES

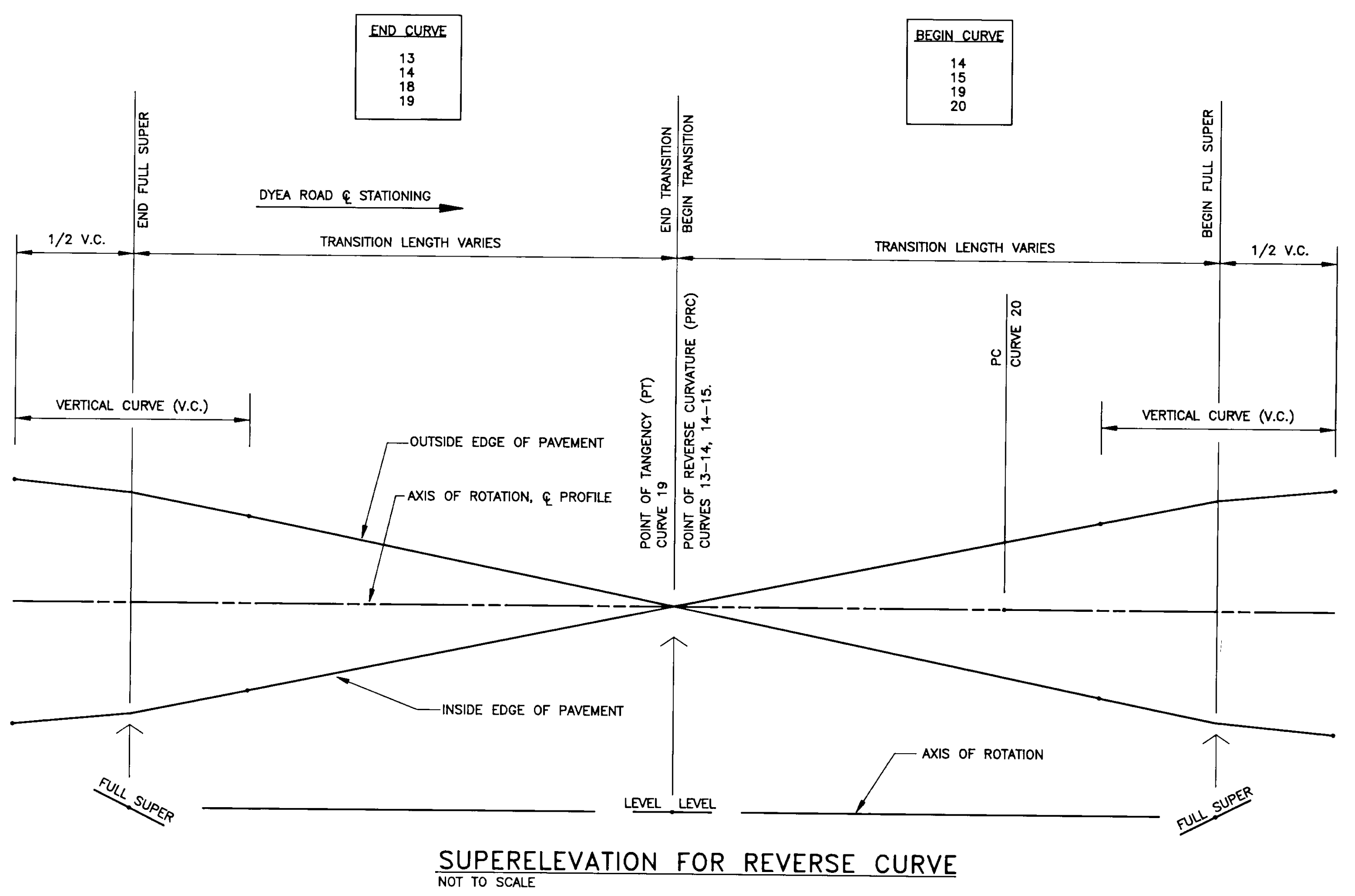


DESIGNED BY: L.B./K.F. SCALE: AS SHOWN  
DRAWN BY: J.A.M. DATE: JUNE 1991  
CHECKED BY: J.R.K. SHEET 4 OF 20



DATE	DESCRIPTION OF CHANGE
7/10/91	Revised Est. of Quantities, Cross-Culvert, Driveway, and Headwall Summaries
7/22/91	Revised Basis of Estimate: Borrow Type 'A' Factor = 145 lbs/CF
7/23/91	Revised Gate Summary and Estimate of Quantities

RECORD OF REVISIONS



CURVE NO.	BEGIN TRANSITION	LENGTH	BEGIN FULL SUPER	SLOPE	END FULL SUPER	LENGTH	END TRANSITION	DIRECTION	REFERENCE DETAIL	
									BEGIN CURVE	END CURVE
									1	10 + 12.00
2	15 + 65.92	120.00	16 + 85.92	0.016	18 + 27.20	120.00	19 + 47.20	RT	GRADING/SD I-81.00	SD I-81.00/EFBS=PT
3	20 + 60.31	154.20	22 + 14.51	0.049	23 + 17.20	154.20	24 + 71.40	LT	SD I-81.00	SD I-81.00
4	24 + 97.53	165.90	26 + 63.43	0.0555	28 + 61.63	165.90	30 + 27.53	RT	SD I-81.00	SD I-81.00
5	33 + 57.88	170.40	35 + 28.28	0.058	37 + 21.72	170.00	38 + 91.72	LT	SD I-81.00	SD I-81.00
6	38 + 91.84	170.40	40 + 62.24	0.058	41 + 86.76	170.00	43 + 56.76	RT	SD I-81.00	SD I-81.00
7	45 + 98.75	143.40	47 + 42.15	0.043	48 + 75.72	143.40	50 + 19.12	LT	SD I-81.00	SD I-81.00
8	52 + 54.54	125.40	53 + 79.94	0.033	55 + 02.23	125.40	56 + 27.63	RT	SD I-81.00	SD I-81.00
9	56 + 82.04	120.00	58 + 02.04	0.0145	59 + 37.32	120.00	60 + 57.32	RT	SD I-81.00	SD I-81.00
10	60 + 62.47	120.00	61 + 82.47	0.0125	63 + 02.19	120.00	64 + 22.19	LT	SD I-81.00	SD I-81.00
11	64 + 60.00	139.80	65 + 99.80	0.041	67 + 18.33	139.00	68 + 57.33	RT	SD I-81.00	SD I-81.00
12	68 + 58.60	165.00	70 + 23.60	0.0555	71 + 22.36	165.90	72 + 88.26	LT	SD I-81.00	SD I-81.00
13	73 + 05.31	102.00	74 + 07.31	0.020	75 + 26.87	66.00	75 + 92.87	RT	SD I-81.00	SD I-81.00
14	75 + 92.87	66.00	76 + 58.87	0.020	77 + 47.63	66.00	78 + 13.63	LT	SD I-81.00/BFS=PC	RC DETAIL
15	78 + 13.63	66.00	78 + 79.63	0.020	79 + 84.79	102.00	80 + 86.79	RT	RC DETAIL	RC DETAIL
16	81 + 35.99	161.40	82 + 97.39	0.053	84 + 40.06	161.40	86 + 01.46	RT	RC DETAIL	SD I-81.00/EFBS=PT
17	86 + 12.07	159.60	87 + 71.67	0.052	89 + 43.17	159.60	90 + 51.77	LT	SD I-81.00	SD I-81.00
18	91 + 48.94	102.00	92 + 50.94	0.020	94 + 56.00	66.00	95 + 22.00	RT	SD I-81.00	SD I-81.00
19	95 + 22.00	66.00	95 + 88.00	0.020	96 + 93.41	66.00	97 + 59.41	LT	SD I-81.00/BFS=PC	RC DETAIL
20	97 + 59.41	120.00	98 + 79.41	0.050	102 + 00.00	50.00	102 + 50.00	RT	RC DETAIL	RC DETAIL
									RC DETAIL	MATCH EXISTING

NOTES:

- SUPERELEVATION IS ROTATED ABOUT PIVOT POINT.
- SD I-81.00 = STANDARD DETAIL I-81.00.
- RC DETAIL = SUPERELEVATION FOR REVERSE CURVE (SHOWN ABOVE).
- GRADING = GRADING PLAN, REFER TO SHEET 19.
- BFS=PC OR EFS=PT STANDS FOR : BEGIN FULL SUPER = PC CURVE OR END FULL SUPER = PT CURVE.

SIGNING SUMMARY

SIGN NO.	STATION	LEFT	RIGHT	CODE NO.	LEGEND	SIGNAL PANEL		DIRECTION	REMARKS
						SIZE	AREA (SF)		
1	10+31	-	-	R1-1	STOP	-	-		REMOVE AND SALVAGE
2	10+37	35	-	R1-1	STOP	30"X30"	6.25	NW	INSTALL NEW SIGN
3	11+17	-	-	-	WARNING...	-	-		REMOVE AND SALVAGE
4	11+66	-	-	-	DO NOT LITTER	-	-		REMOVE AND SALVAGE
5	11+97	-	20	W1-8	(CHEVRON)	24"X30"	5.00	SE	INSTALL NEW SIGN
6	12+28	-	20	W1-8	(CHEVRON)	24"X30"	5.00	SW	INSTALL NEW SIGN
7	12+45	-	-	-	SPEED LIMIT 25	-	-		REMOVE AND SALVAGE
8	12+61	-	20	W1-8	(CHEVRON)	24"X30"	5.00	SE	INSTALL NEW SIGN
9	12+93	-	20	W1-8	(CHEVRON)	24"X30"	5.00	SE	INSTALL NEW SIGN
10	13+50	25	-	W3-1	STOP AHEAD	36"X36"	9.00	SW	INSTALL ON LIGHT POLE
11	14+00	-	20	R2-1	SPEED LIMIT 25	30"X36"	7.50	NE	INSTALL NEW SIGN
12	15+79	-	-	-	-	-	-		REMOVE AND SALVAGE
13	16+00	23	-	W1-1R	CURVE	36"X36"	9.00	SW	INSTALL NEW SIGN
14	62+43	-	-	-	ROAD NARROWS	-	-		REMOVE AND SALVAGE
15	66+00	-	23	R2-1	SPEED LIMIT 25	30"X36"	7.50	NE	INSTALL NEW SIGN
16	73+30	28	-	R1-1	STOP	30"X30"	6.25	SE	INSTALL ON POWER POLE
17	77+50	23	-	R2-1	SPEED LIMIT 25	30"X36"	7.50	SW	INSTALL NEW SIGN
18	78+55	-	-	-	NARROW ROAD	-	-		REMOVE AND SALVAGE
19	81+40	-	23	D9-100	(CAMERA SYMBOL)	24"X24"	4.00	NE	INSTALL NEW SIGN
				D9-100	SCENIC VIEW	6"X24"	1.00		
				D9-L	←	6"X24"	1.00		
20	82+00	-	23	W8-3	PAVEMENT ENDS	36"X36"	9.00	NE	INSTALL NEW SIGN
					2000 FT	6"X36"	1.50		INSTALL NEW SIGN
21	83+50	-	22	R8-3	NO PARKING	24"X30"	5.00	NE	INSTALL NEW SIGN
22	83+50	29	-	R8-2	NO PARKING	24"X30"	5.00	SW	INSTALL NEW SIGN
					EXCEPT ON SHOULDER				
23	84+15	-	23	R8-3	NO PARKING	24"X30"	5.00	NE	INSTALL NEW SIGN
24	84+60	62	-	R8-3	NO PARKING	24"X30"	5.00	NW	INSTALL NEW SIGN
25	84+85	-	25	R8-3	NO PARKING	24"X30"	5.00	NE	INSTALL NEW SIGN
26	84+90	66	-	R8-3	NO PARKING	24"X30"	5.00	NW	INSTALL NEW SIGN
27	85+32	40	-	R8-3	NO PARKING	24"X30"	5.00	NW	INSTALL NEW SIGN
28	87+50	23	-	D9-100	(CAMERA SYMBOL)	24"X24"	4.00	SW	INSTALL NEW SIGN
				D9-100	SCENIC VIEW	6"X24"	1.00		INSTALL NEW SIGN
				D9-R	→	6"X24"	1.00		INSTALL NEW SIGN
29	99+50	-	23	W5-1	ROAD NARROWS	36"X36"	9.00	NE	INSTALL NEW SIGN
30	100+50	-	23	W8-3A	PAVEMENT ENDS	36"X36"	9.00	NE	INSTALL NEW SIGN
31	100+77	-	-	R2-1	SPEED LIMIT 25	-	-		REMOVE AND SALVAGE
32	101+00	23	-	R2-1	SPEED LIMIT 25	30"X36"	7.50	SW	INSTALL NEW SIGN
33	101+35	23	-	R1-1	STOP	30"X30"	6.25	S	INSTALL NEW SIGN
34	9+75	5	-	W1-7	←	24"X48"	8.0	NW	INSTALL NEW SIGN
35	11+25	23	-	D1-2	SKAGWAY →	24"X72"	12.0	NW	INSTALL NEW SIGN
					CARCROSS ←				
36	36+64	-	-	M10-2	MILE POST 3	6"X8"	0.33		REMOVE AND REPLACE
37	51+70	42	-	OM-4	END OF RD. MARKERS	18"X18"	-	NW	INSTALL NEW SIGN
38	51+80	41	-	OM-4	END OF RD. MARKERS	18"X18"	-	NW	INSTALL NEW SIGN
39	82+50	29	-	R8-2	NO PARKING	24"X30"	5.0	SW	INSTALL NEW SIGN
					EXCEPT ON SHOULDER				
40	83+00	-	22	D4-1	PARKING	24"X30"	5.0	NE	INSTALL NEW SIGN
					(HORIZONTAL) ←				
41	85+45	37	-	OM-4	END OF RD. MARKERS	18"X18"	-	N	INSTALL NEW SIGN
42	85+53	36	-	OM-4	END OF RD. MARKERS	18"X18"	-	N	INSTALL NEW SIGN
43	88+10	-	-	M10-2	MILE POST 4	6"X8"	0.33		REMOVE AND REPLACE
44	102+25	23	-	R2-1	SPEED LIMIT 25	30"X36"	7.50	NE	INSTALL NEW SIGN
45	42+75	23	-	D4-1	PARKING	24"X30"	5.0	NE	INSTALL NEW SIGN
					(HORIZONTAL) ←				
46	45+10	23	-	D4-1	PARKING	24"X30"	5.0	SW	INSTALL NEW SIGN
					(HORIZONTAL) →				
47	80+20	-	23	-	NEXT TRUCK TURNAROUND	30"X30"	22.55	NE	INSTALL NEW SIGN
					5 ± MILES	36" ↻	7.5		2-2 1/2 PT. (SERIES C)

SIGNING NOTES

- SIGN LOCATIONS AND POST LENGTHS ARE APPROXIMATE AND ARE SUBJECT TO MINOR REVISIONS.
- ALL SIGN POSTS SHALL BE TELESCOPING, PERFORATED, GALVANIZED STEEL POST; AND SHALL BE 2 1/2" X 2 1/2" SIZE.
- ALL POSTS SHALL BE INSTALLED WITH SLEEVE TYPE EMBEDMENT IN ACCORDANCE WITH STANDARD DRAWING S-30.01.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

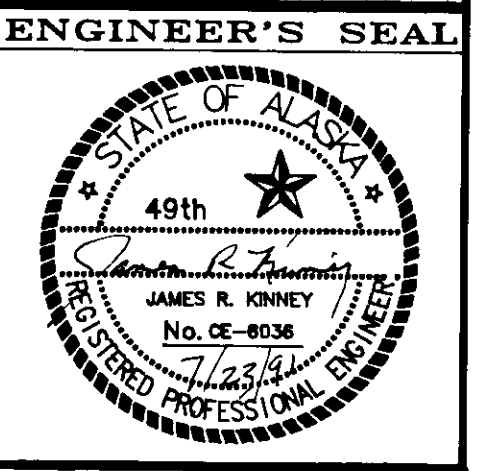
DATE	DESCRIPTION OF CHANGE:
7/10/91	Revise Speed Limit Signs & Relocate Sign No. 32
7/22/91	Deleted Areas for Sign #s 37, 38, 41, and 42 (Code No. OM-4)

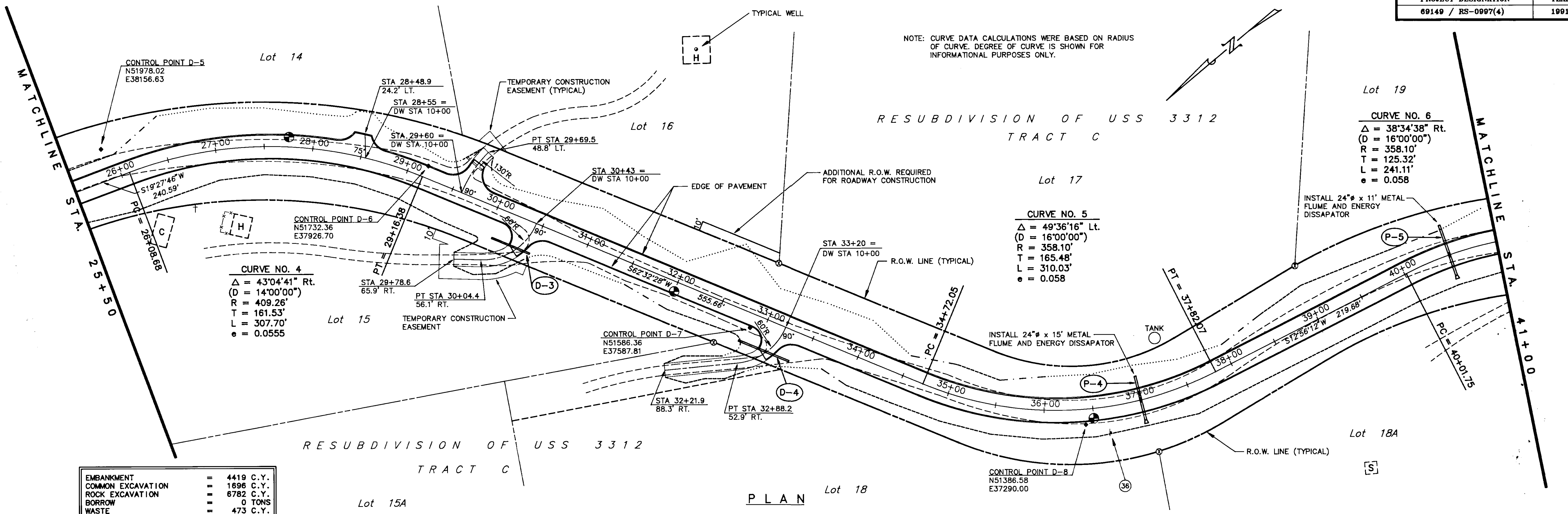
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

SKAGWAY  
DYEA ROAD RECONSTRUCTION  
SUPERELEVATION DETAIL AND  
SIGN SUMMARY

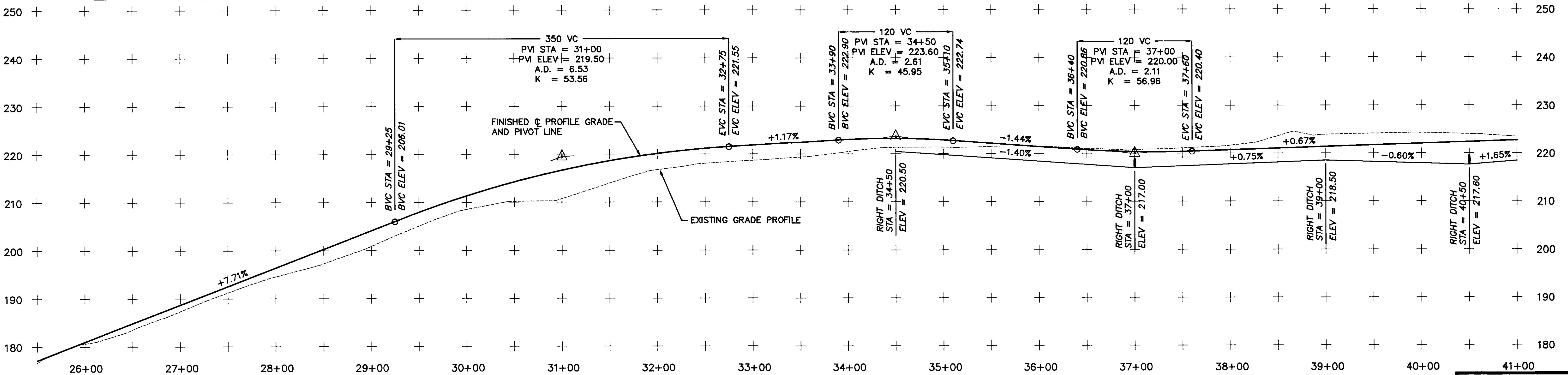
DESIGNED BY: R.S.R.  
DRAWN BY: J.A.M.  
CHECKED BY: J.R.K.

SCALE: AS SHOWN  
DATE: JUNE 1991  
SHEET 5 OF 20





EMBANKMENT	=	4419 C.Y.
COMMON EXCAVATION	=	1696 C.Y.
ROCK EXCAVATION	=	6782 C.Y.
BORROW	=	0 TONS
WASTE	=	473 C.Y.



PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

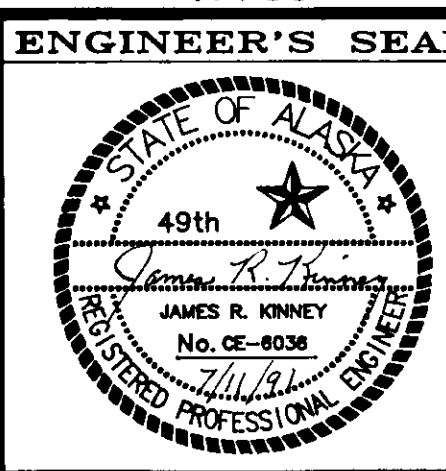
DATE	DESCRIPTION OF CHANGE
7/10/91	Added Driveway at 28+55 Lt.; Deleted Temp. Constr. Easement

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

SKAGWAY  
DYE ROAD RECONSTRUCTION  
PLAN AND PROFILE  
STA. 25+50 TO STA. 41+00

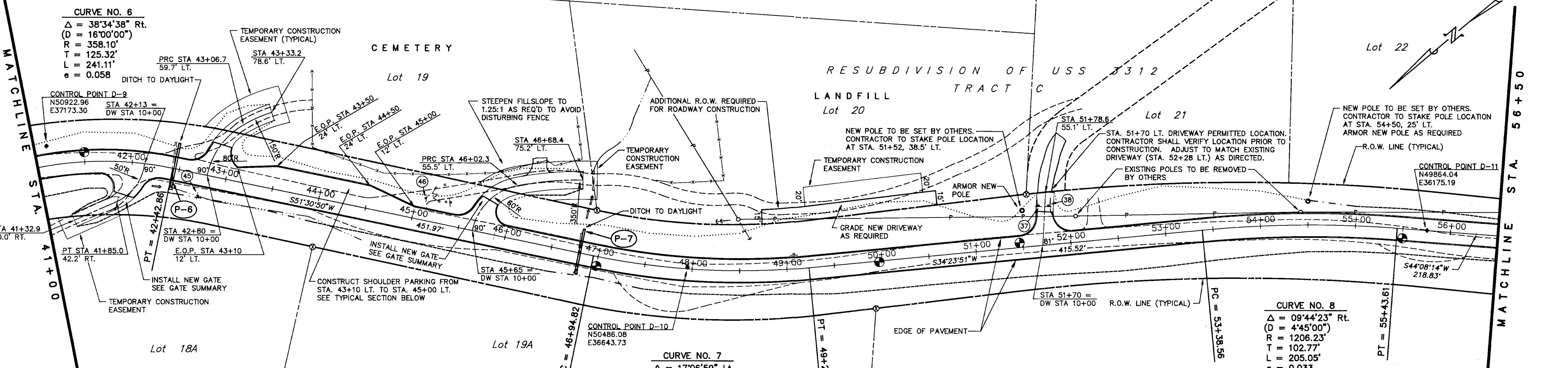
DESIGNED BY: R.S.R.  
DRAWN BY: R.S.R./J.A.M.  
CHECKED BY: J.R.K.

SCALE AS SHOWN  
DATE: JUNE 1991  
SHEET 7 OF 20



MATCHLINE STA. 41+00

MATCHLINE STA. 56+50

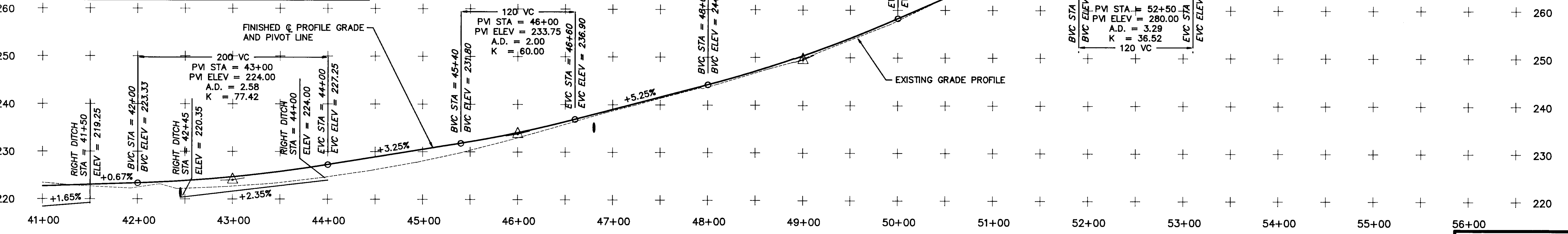
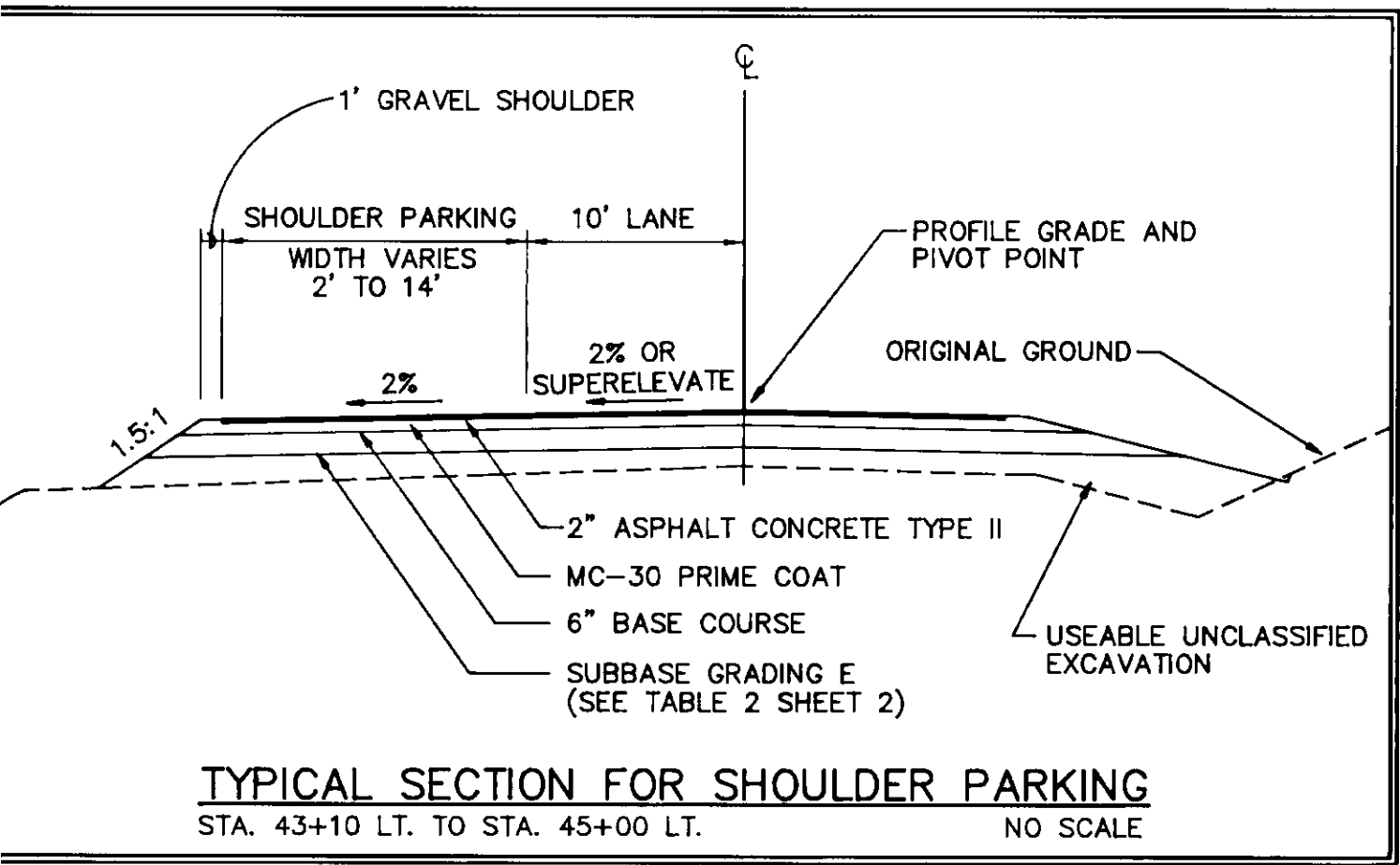


**CURVE NO. 7**  
 $\Delta = 17^{\circ}06'59''$  Lt.  
 $(D = 7'30'00'')$   
 $R = 763.94'$   
 $T = 114.97'$   
 $L = 228.22'$   
 $e = 0.043$

**CURVE NO. 8**  
 $\Delta = 09^{\circ}44'23''$  Rt.  
 $(D = 4'45'00'')$   
 $R = 1206.23'$   
 $T = 102.77'$   
 $L = 205.05'$   
 $e = 0.033$

EMBANKMENT	=	4368 C.Y.
COMMON EXCAVATION	=	1111 C.Y.
ROCK EXCAVATION	=	4442 C.Y.
BORROW	=	0 TONS
WASTE	=	460 C.Y.

**PLAN**



**PROFILE**

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

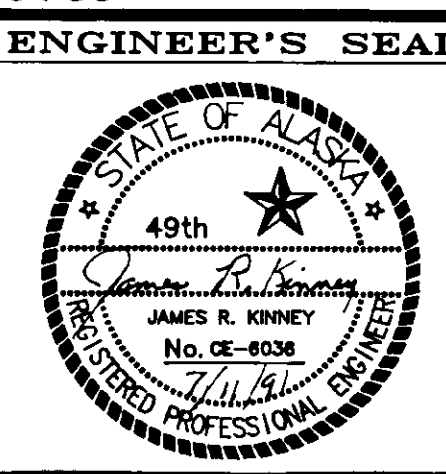
DATE	DESCRIPTION OF CHANGE
7/10/91	Deleted Temporary Construction Easement; Added Existing Driveway

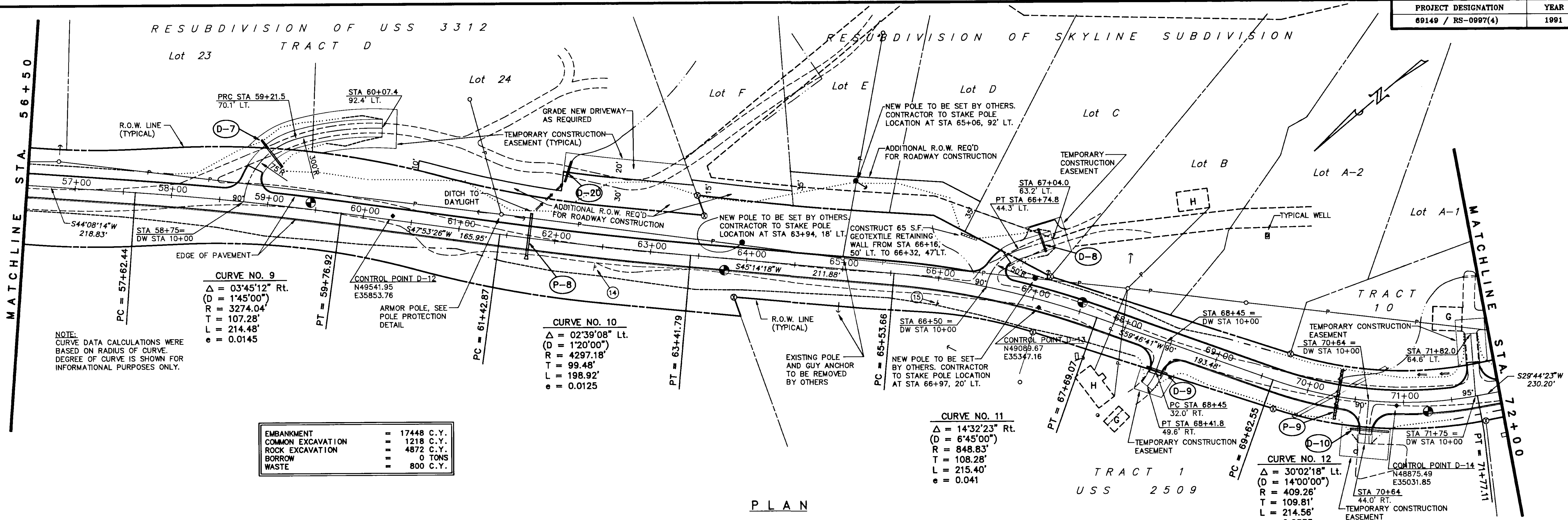
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 SOUTHEAST REGION DESIGN & CONSTRUCTION

SKAGWAY  
 DYEA ROAD RECONSTRUCTION  
 PLAN AND PROFILE  
 STA. 41+00 TO STA. 56+50

DESIGNED BY: R.S.R.  
 DRAWN BY: R.S.R./J.A.M.  
 CHECKED BY: J.R.K.

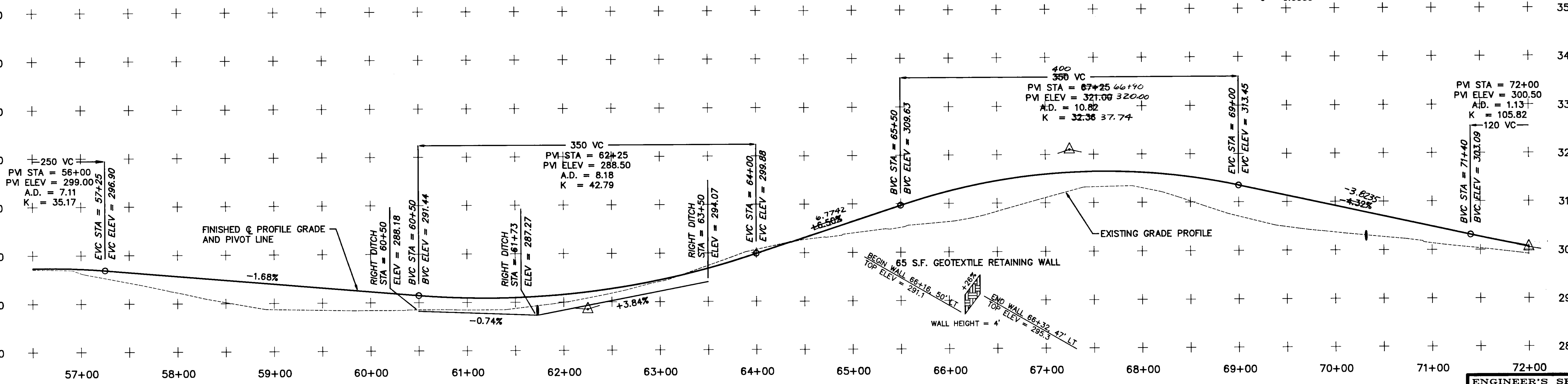
SCALE	AS SHOWN
DATE	JUNE 1991
SHEET	8 OF 20





EMBANKMENT	=	17448 C.Y.
COMMON EXCAVATION	=	1218 C.Y.
ROCK EXCAVATION	=	4872 C.Y.
BORROW	=	0 TONS
WASTE	=	800 C.Y.

PLAN



PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

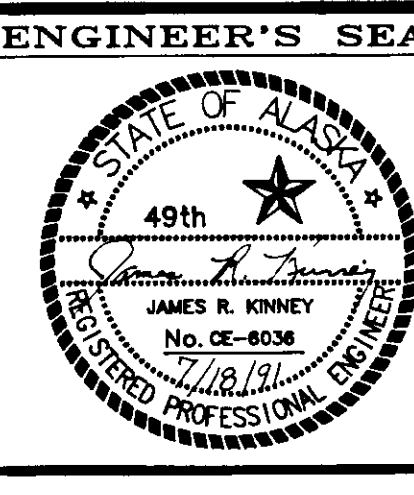
DATE	DESCRIPTION OF CHANGE
7/10/91	Added Retaining Walls; Deleted Req'd R.O.W. & Temp. Constr. Easements
7/13/91	Revised Temp. Constr. Easement for Lot C, Resub. of Skyline Subd.
7/18/91	Revised Temp. Constr. Easements; Deleted 370 SF Retaining Wall

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

SKAGWAY  
 DYEA ROAD RECONSTRUCTION  
 PLAN AND PROFILE  
 STA. 56+50 TO STA. 72+00

DESIGNED BY: R.S.R.  
 DRAWN BY: R.S.R./J.A.M.  
 CHECKED BY: J.R.K.

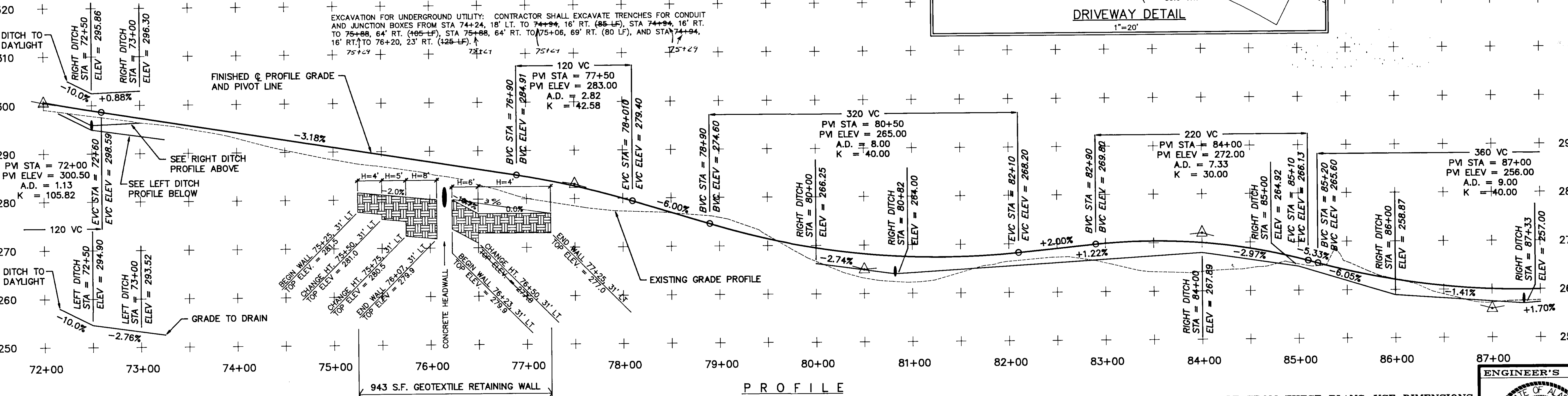
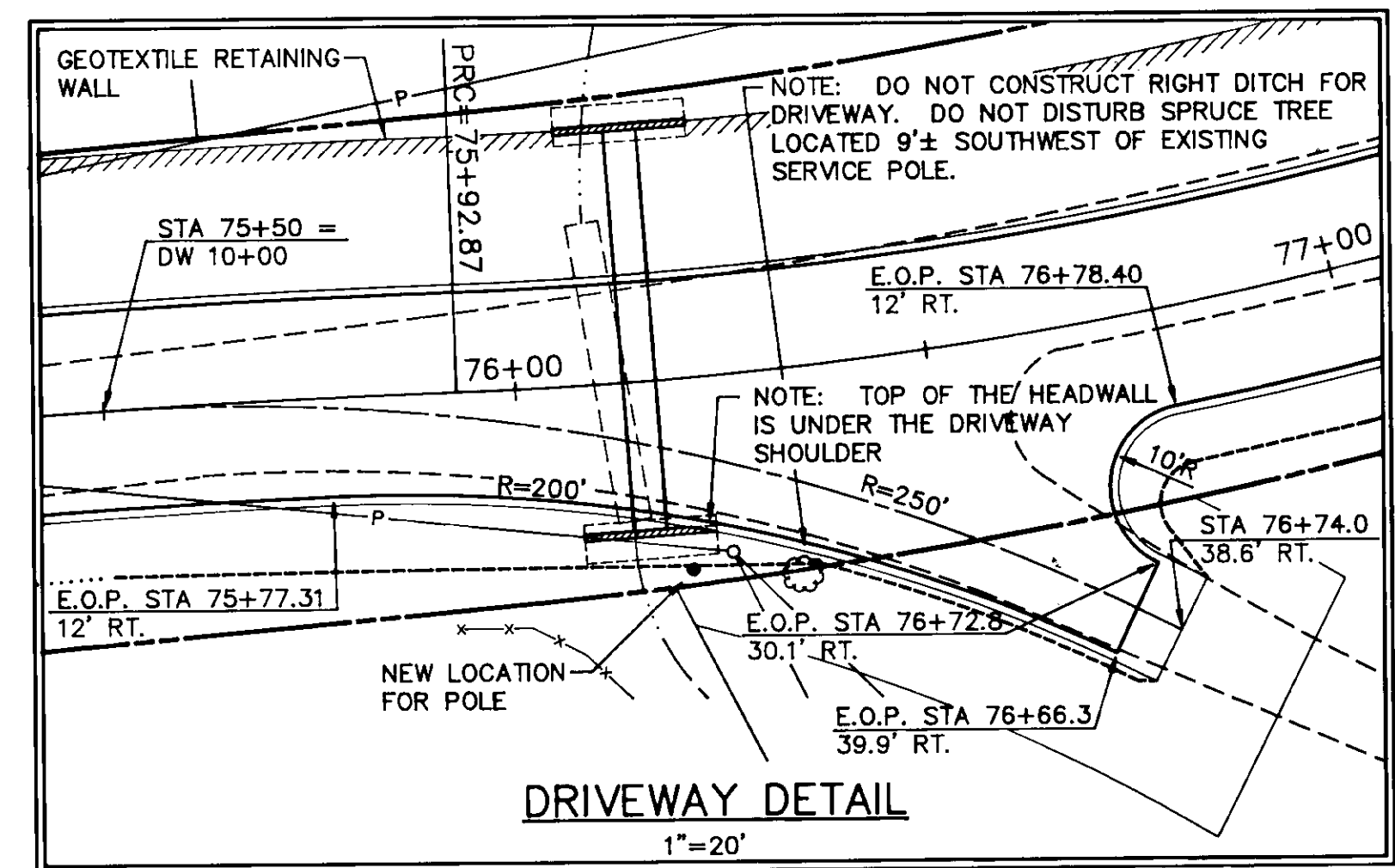
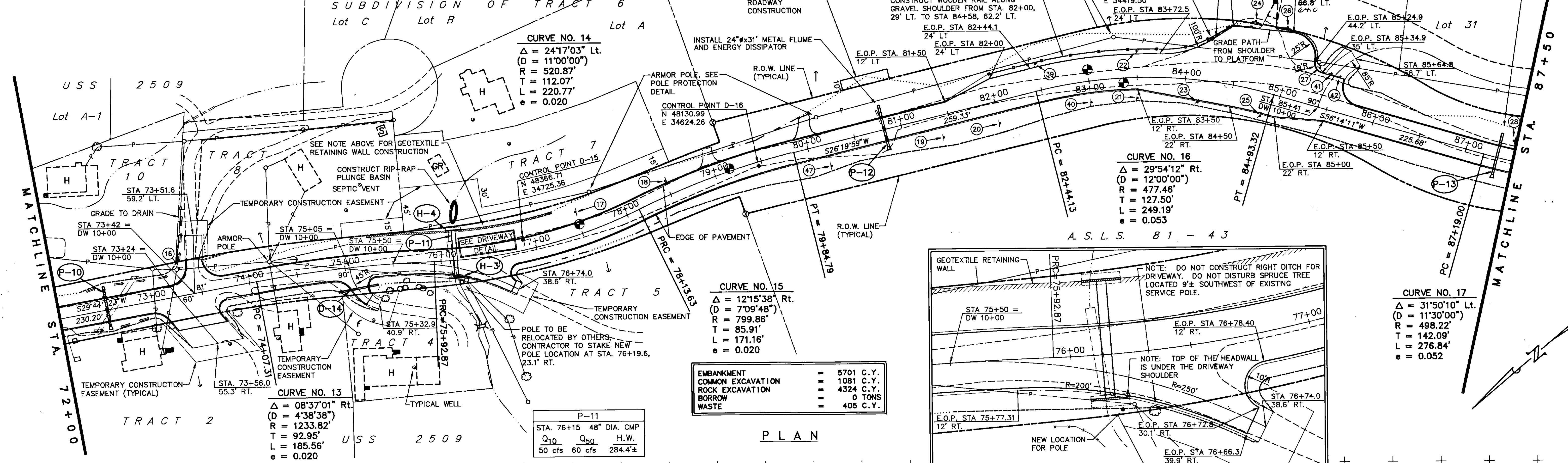
SCALE AS SHOWN  
 DATE: JUNE 1991  
 SHEET 9 OF 20





GEOTEXTILE RETAINING WALL CONSTRUCTION NOTE:  
 CONSTRUCT GEOTEXTILE RETAINING WALL FROM STA. 75+25, 31' LT. TO 76+07, 31' LT., AND FROM STA. 76+23, 31' LT. TO 77+25, 31' LT. MAINTAIN 31' OFFSET FROM CENTERLINE ALONG ENTIRE LENGTH OF WALL.

NOTE: CURVE DATA CALCULATIONS WERE BASED ON RADIUS OF CURVE. DEGREE OF CURVE IS SHOWN FOR INFORMATIONAL PURPOSES ONLY.



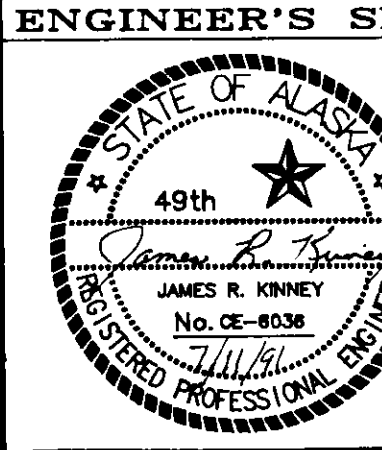
BY:	DATE:	DESCRIPTION OF CHANGE:
RSR	7/10/91	Added Retaining Wall and Temp. Constr. Easement; Deleted Req'd R.O.W.

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

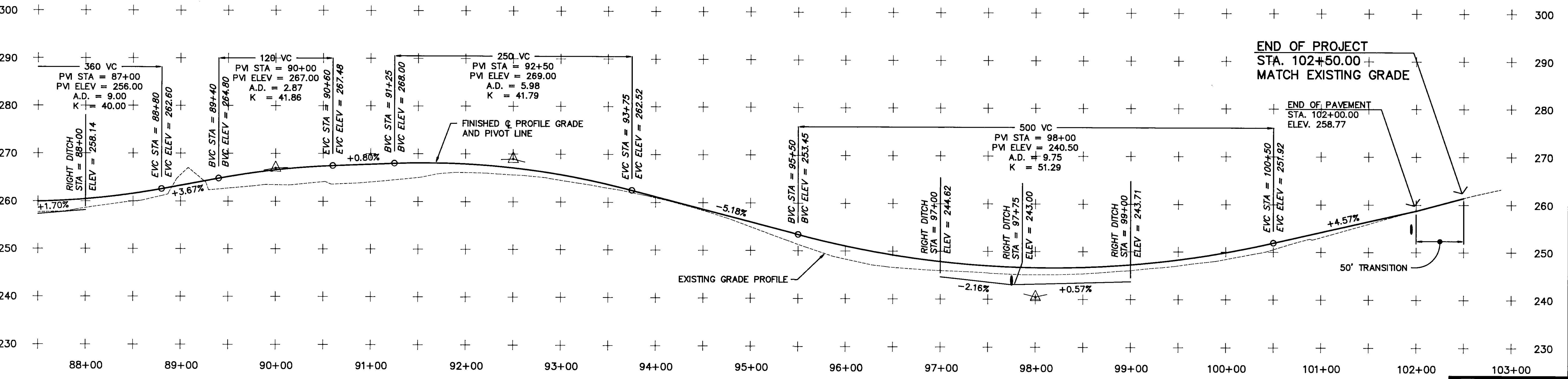
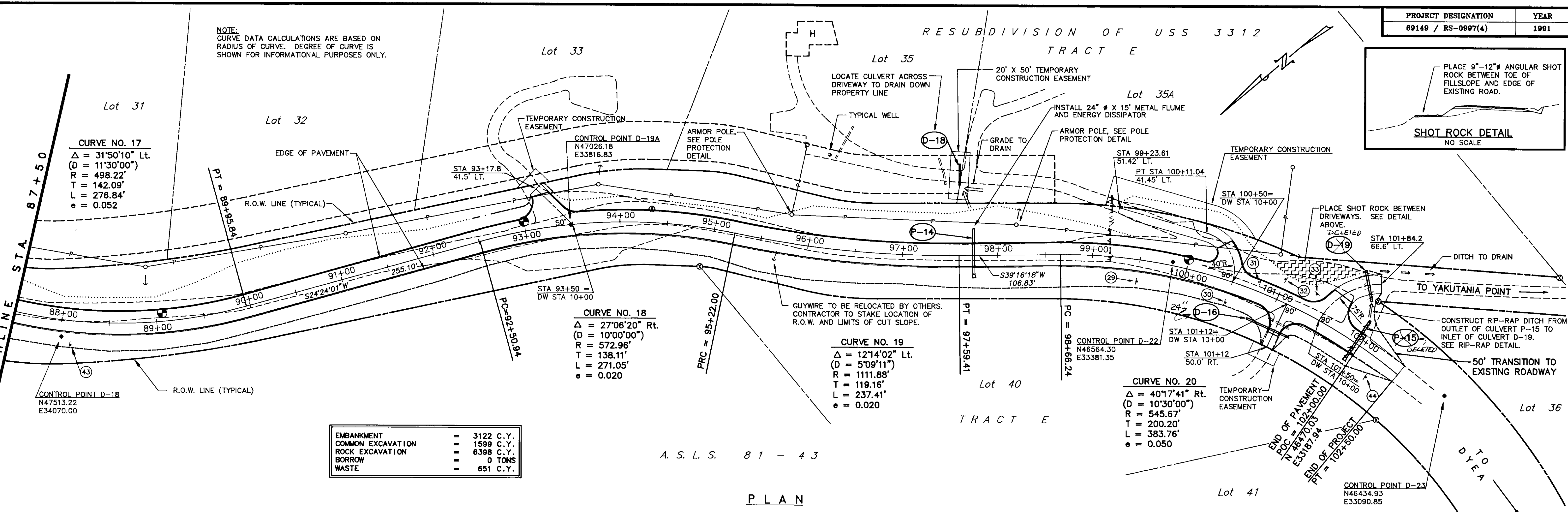
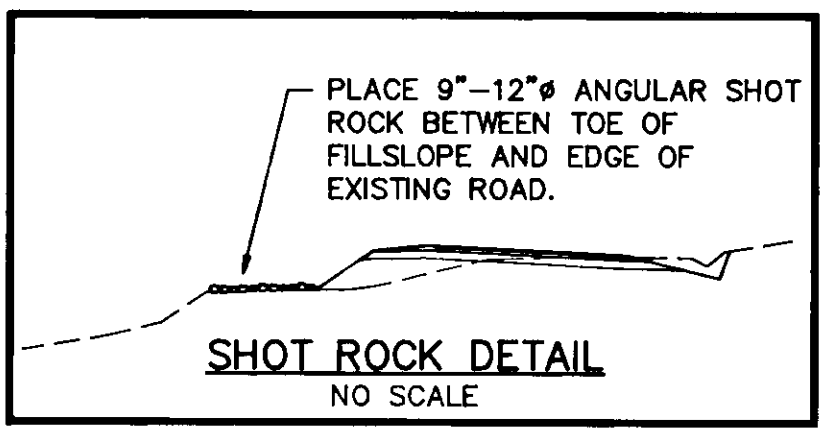
SKAGWAY  
 DYEA ROAD RECONSTRUCTION  
 PLAN AND PROFILE  
 STA. 72+00 TO STA. 87+50

PREPARED BY  
 ARCTIC SLOPE CONSULTING GROUP, INC.  
 Engineers • Architects • Scientists • Surveyors

DESIGNED BY:	R.S.R.	SCALE	AS SHOWN
DRAWN BY:	R.S.R./J.A.M.	DATE:	JUNE 1991
CHECKED BY:	J.R.K.		SHEET 10 OF 20



PROJECT DESIGNATION	YEAR
69149 / RS-0997(4)	1991



DATE:	DESCRIPTION OF CHANGE:
7/10/91	Redesign Driveway to DW100+50, Lt.; Deleted Temp. Constr. Easement

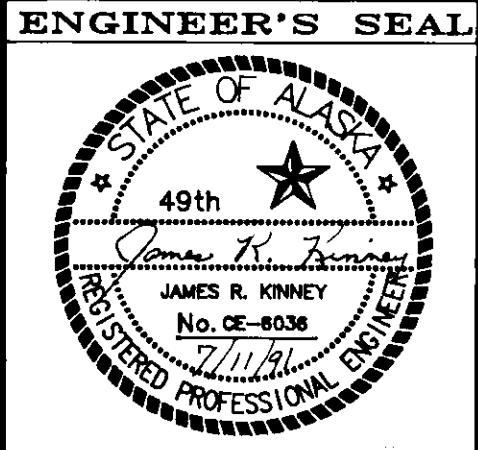
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

SKAGWAY  
DYEA ROAD RECONSTRUCTION  
PLAN AND PROFILE  
STA. 87+50 TO E.O.P.

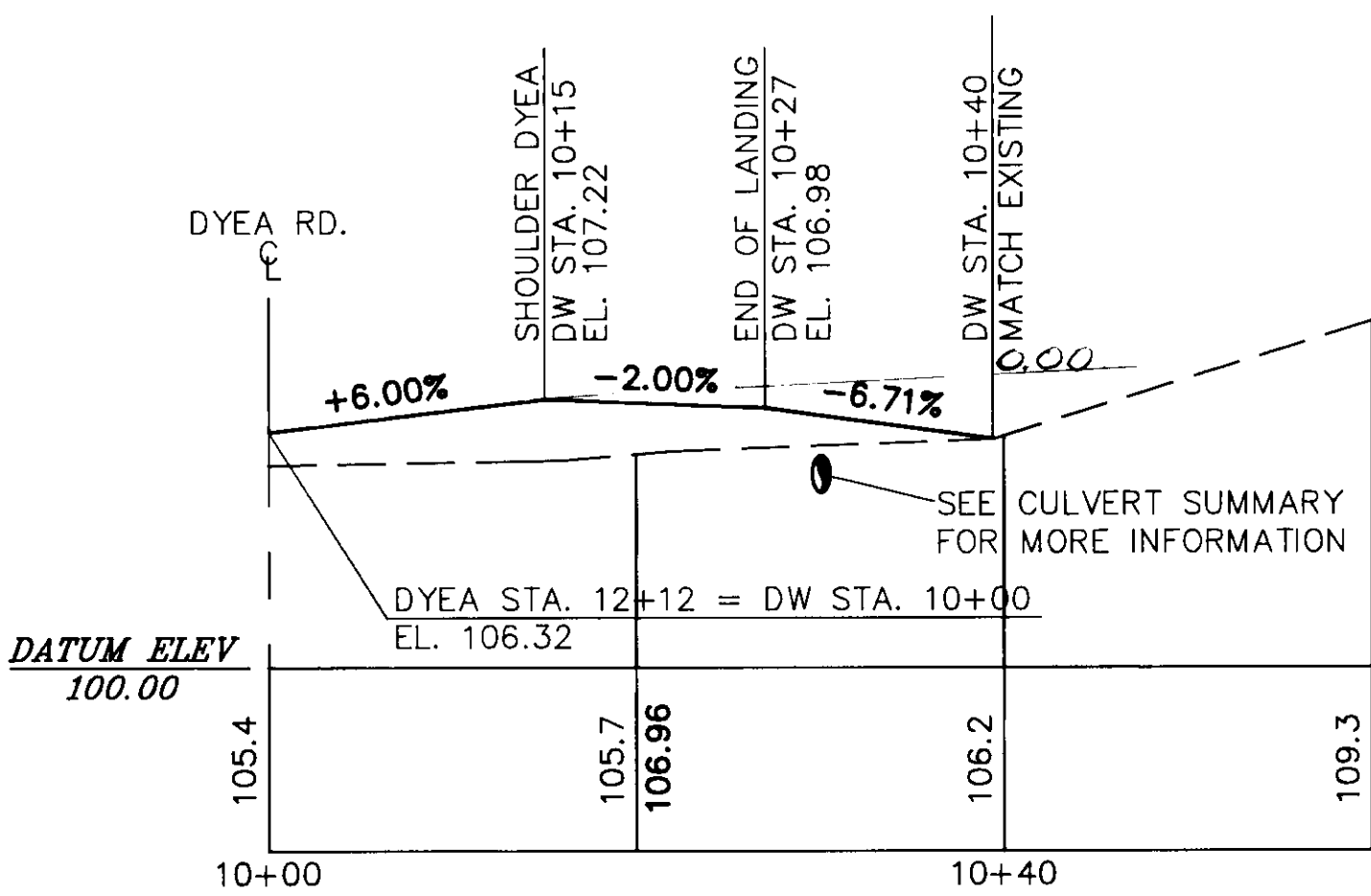
PREPARED BY  
ARCTIC SLOPE CONSULTING GROUP, INC.  
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DESIGNED BY: R.S.R.  
DRAWN BY: R.S.R./J.A.M.  
CHECKED BY: J.R.K.

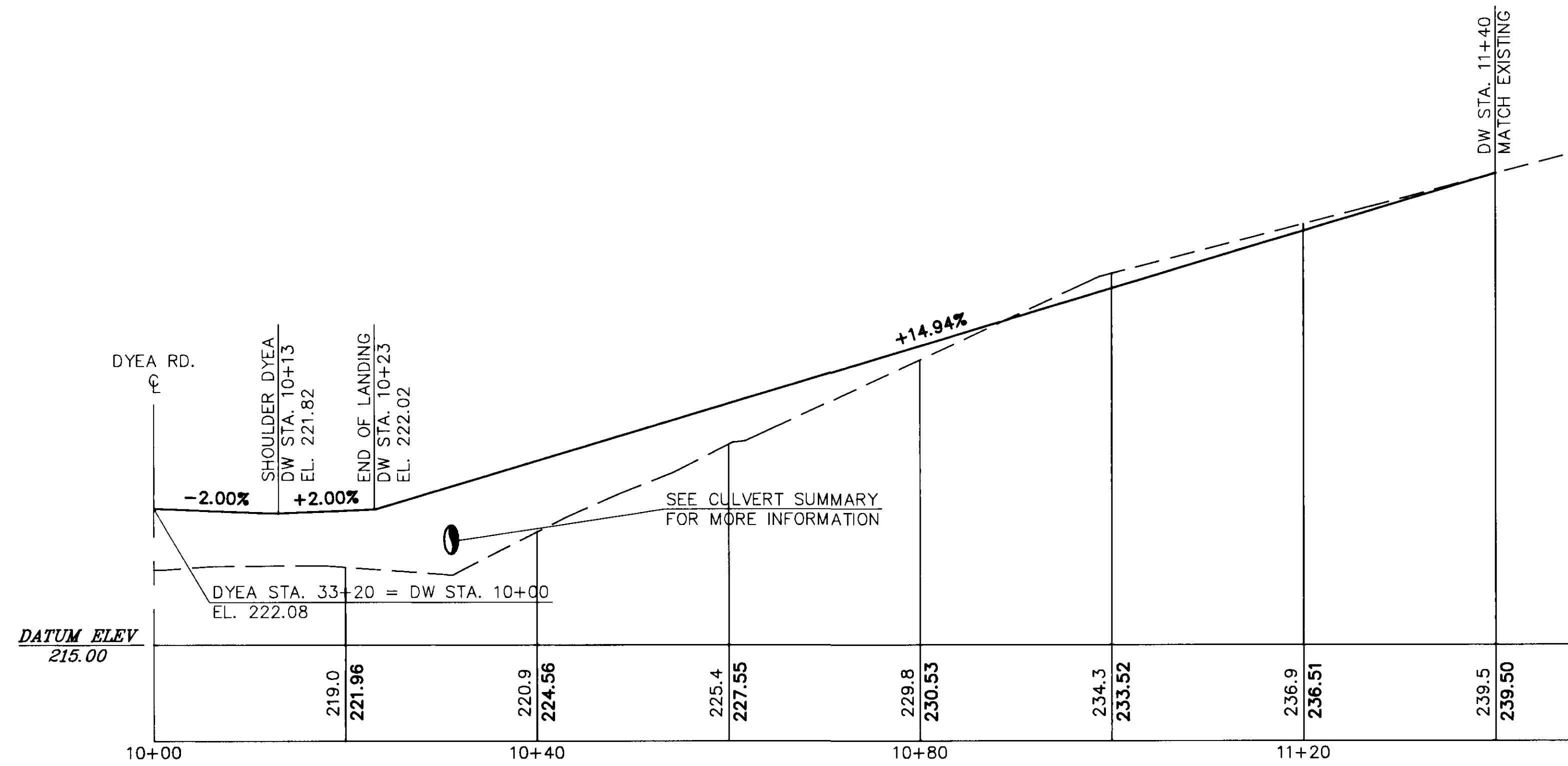
SCALE: AS SHOWN  
DATE: JUNE 1991  
SHEET 11 OF 20



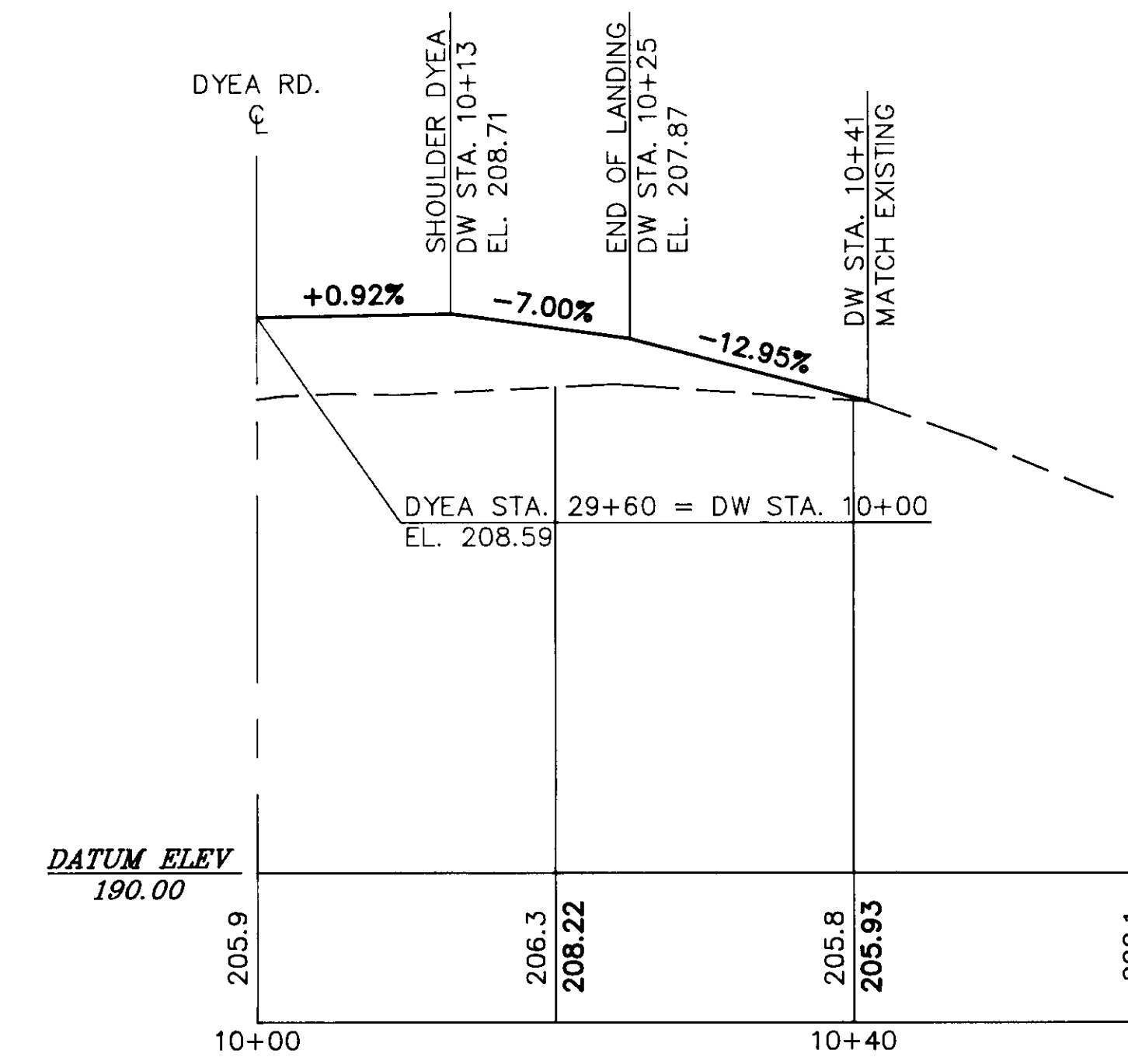
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS



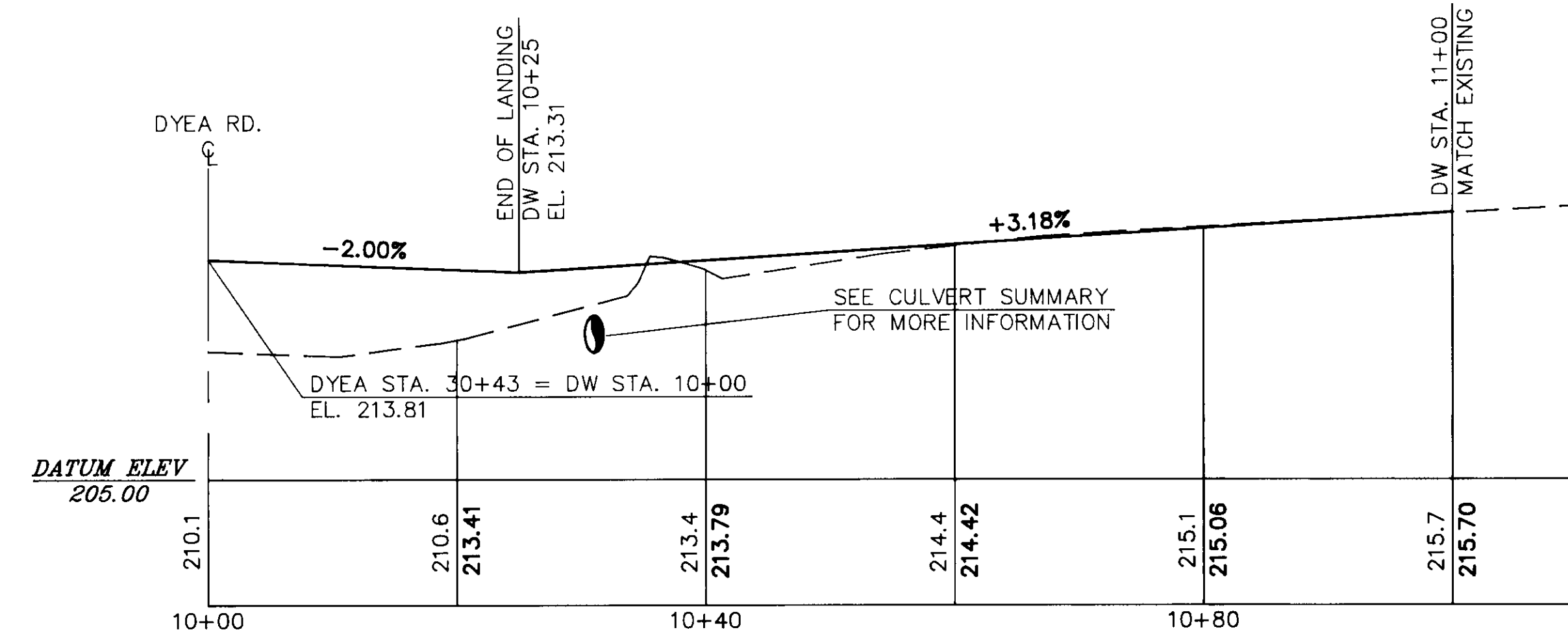
DRIVEWAY STA. 12+12, RT.



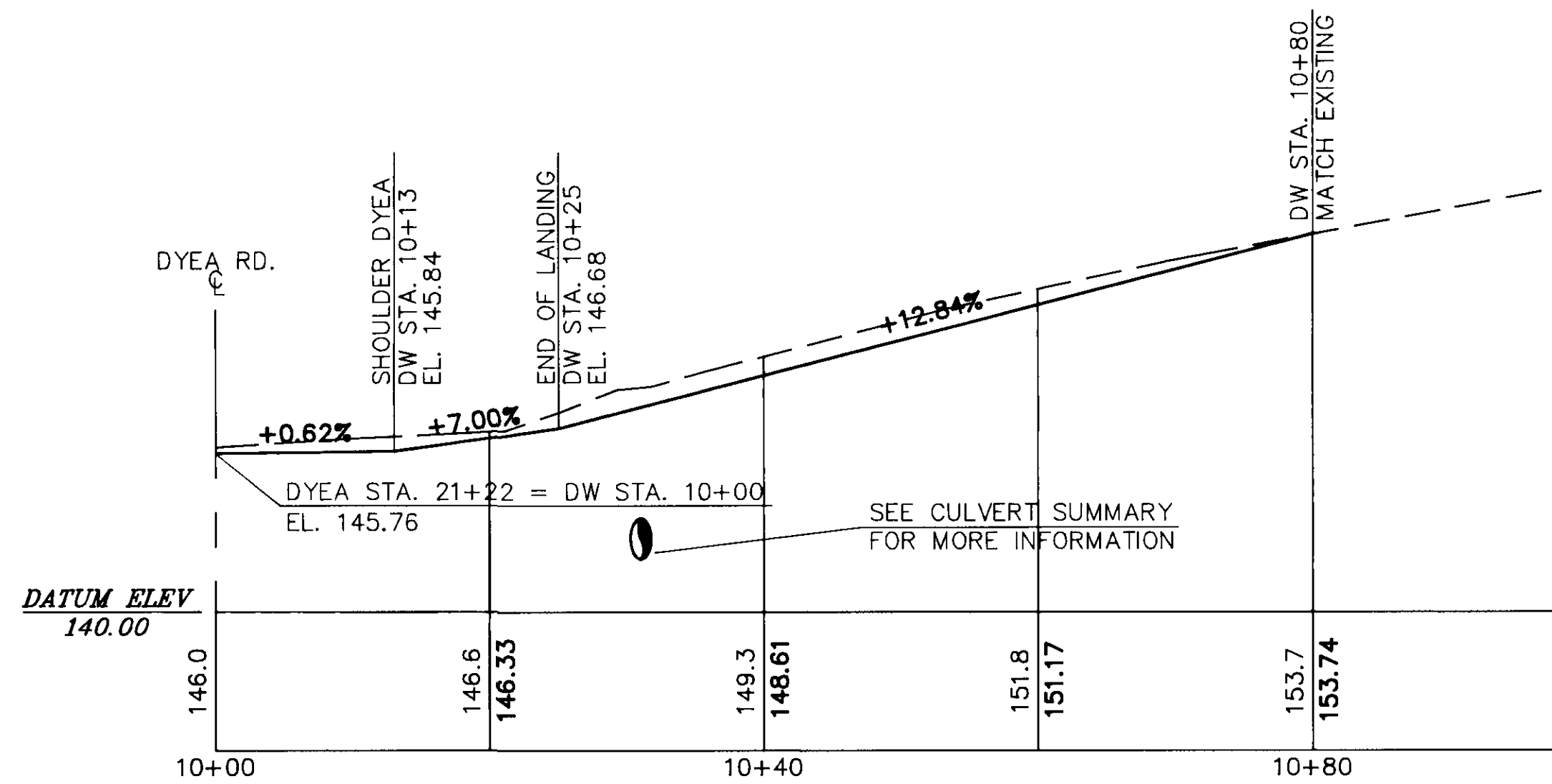
DRIVEWAY STA. 33+20, RT.



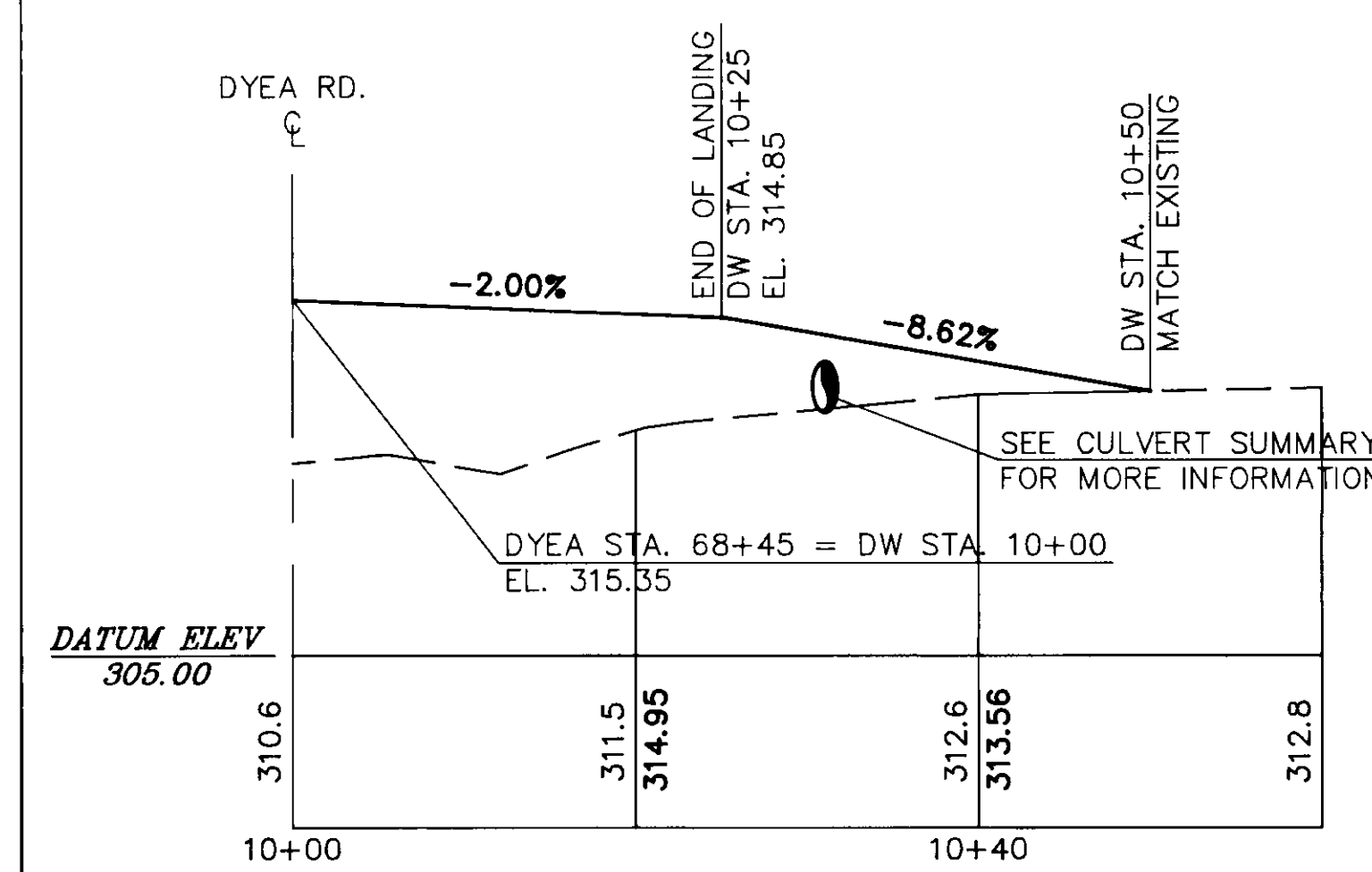
DRIVEWAY STA. 29+60, LT.



DRIVEWAY 30+43, RT.



DRIVEWAY 21+22, RT.



DRIVEWAY STA. 68+45, RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

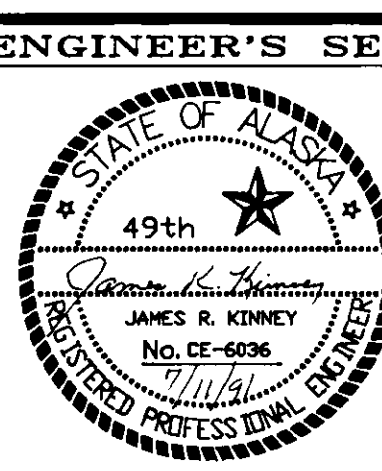
BY:	DATE:	DESCRIPTION OF CHANGE:
J.A.M.	7/10/91	NEW DRAWING ISSUED

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

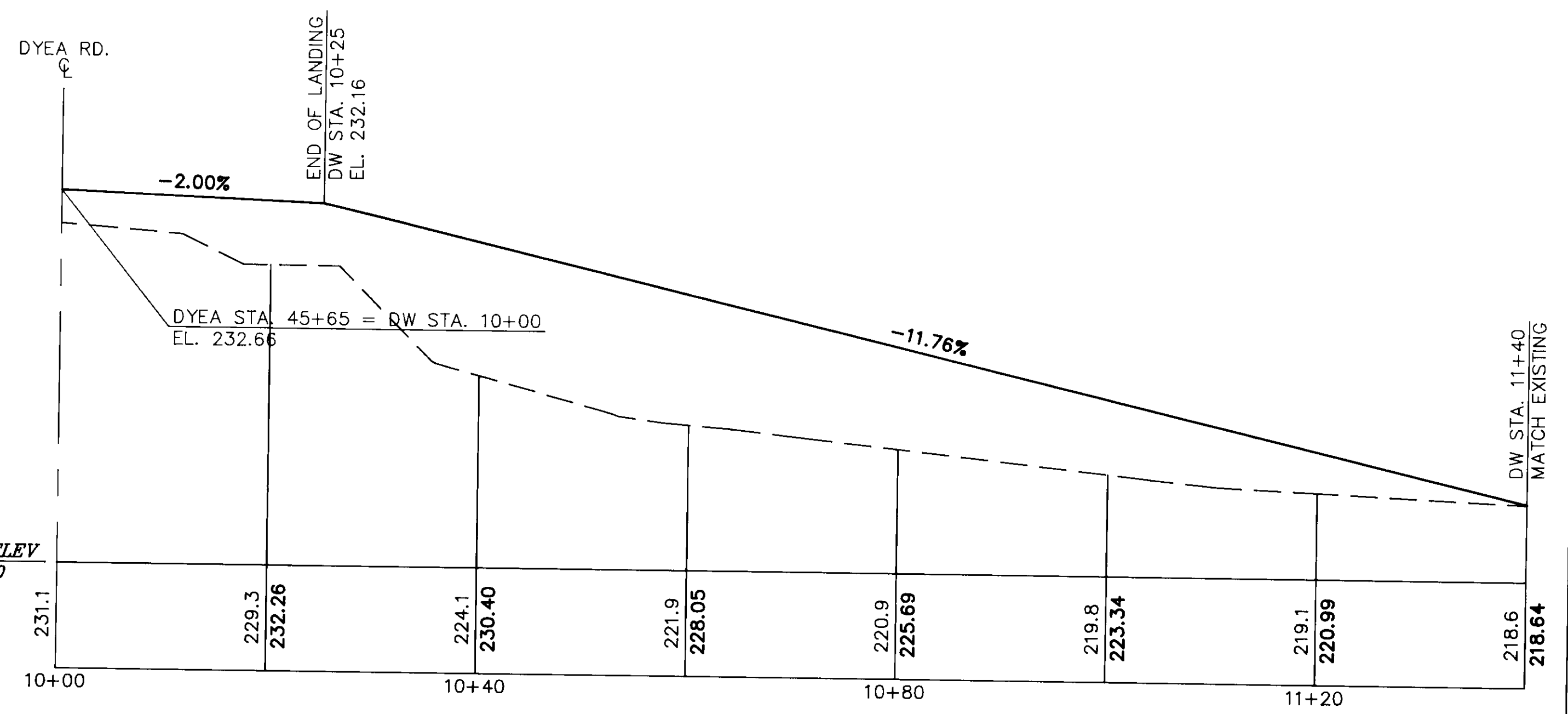
SKAGWAY  
DYEA ROAD RECONSTRUCTION  
DRIVEWAY PROFILES

PREPARED BY  
ARCTIC SLOPE CONSULTING GROUP, INC.  
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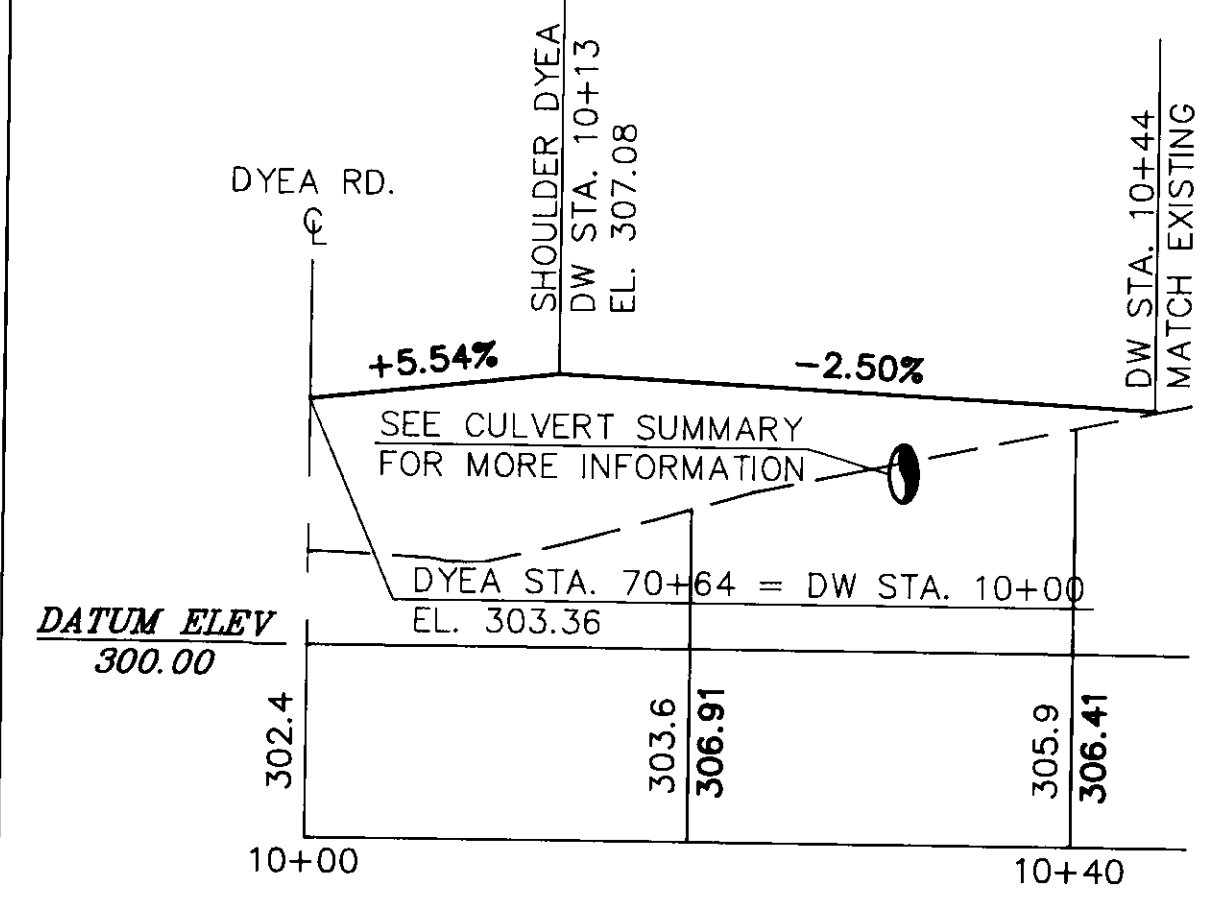
DESIGNED BY:	R.S.R.	SCALE	NO SCALE
DRAWN BY:	J.A.M.	DATE:	JUNE 1991
CHECKED BY:	R.S.R.	SHEET	12 OF 20



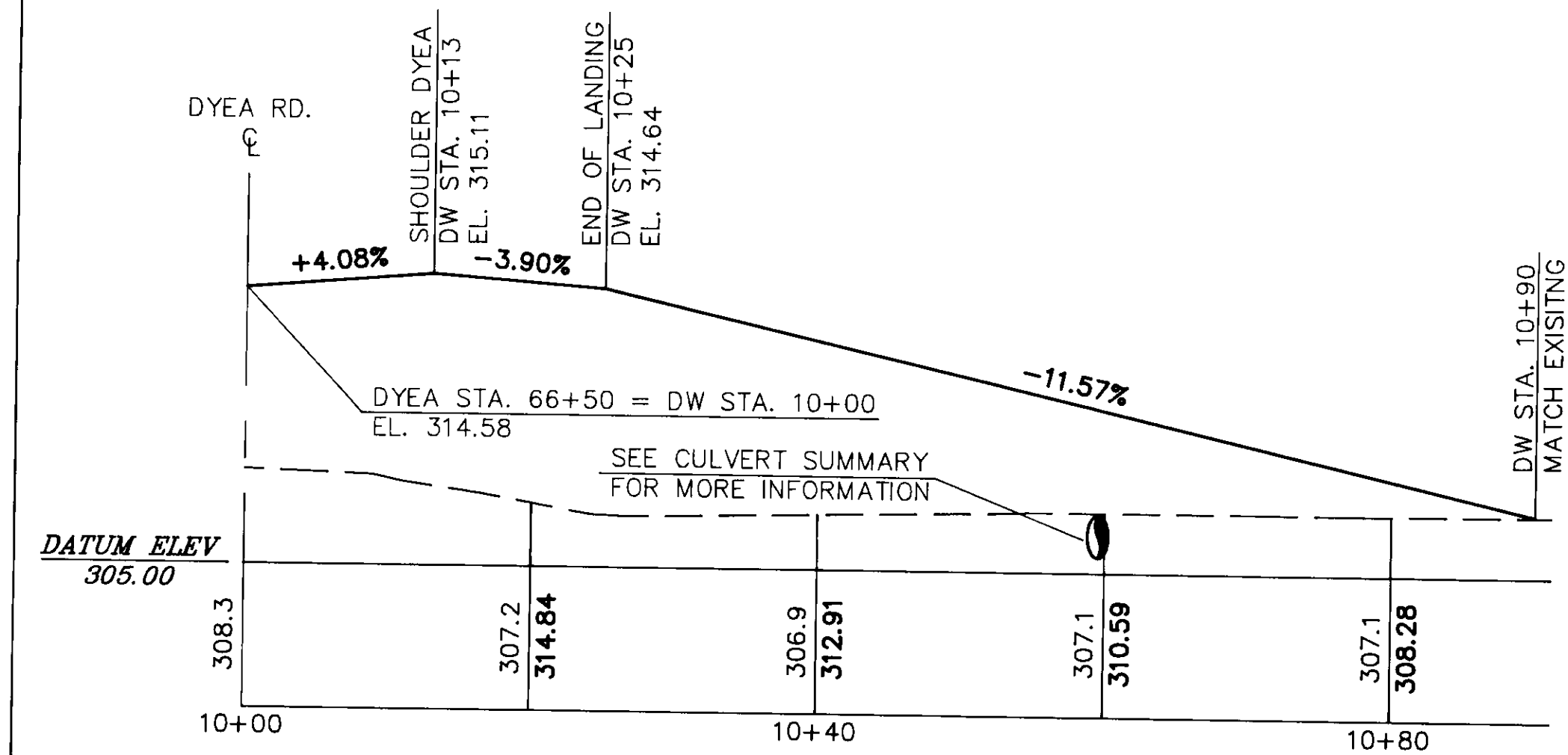
RECORD OF REVISIONS



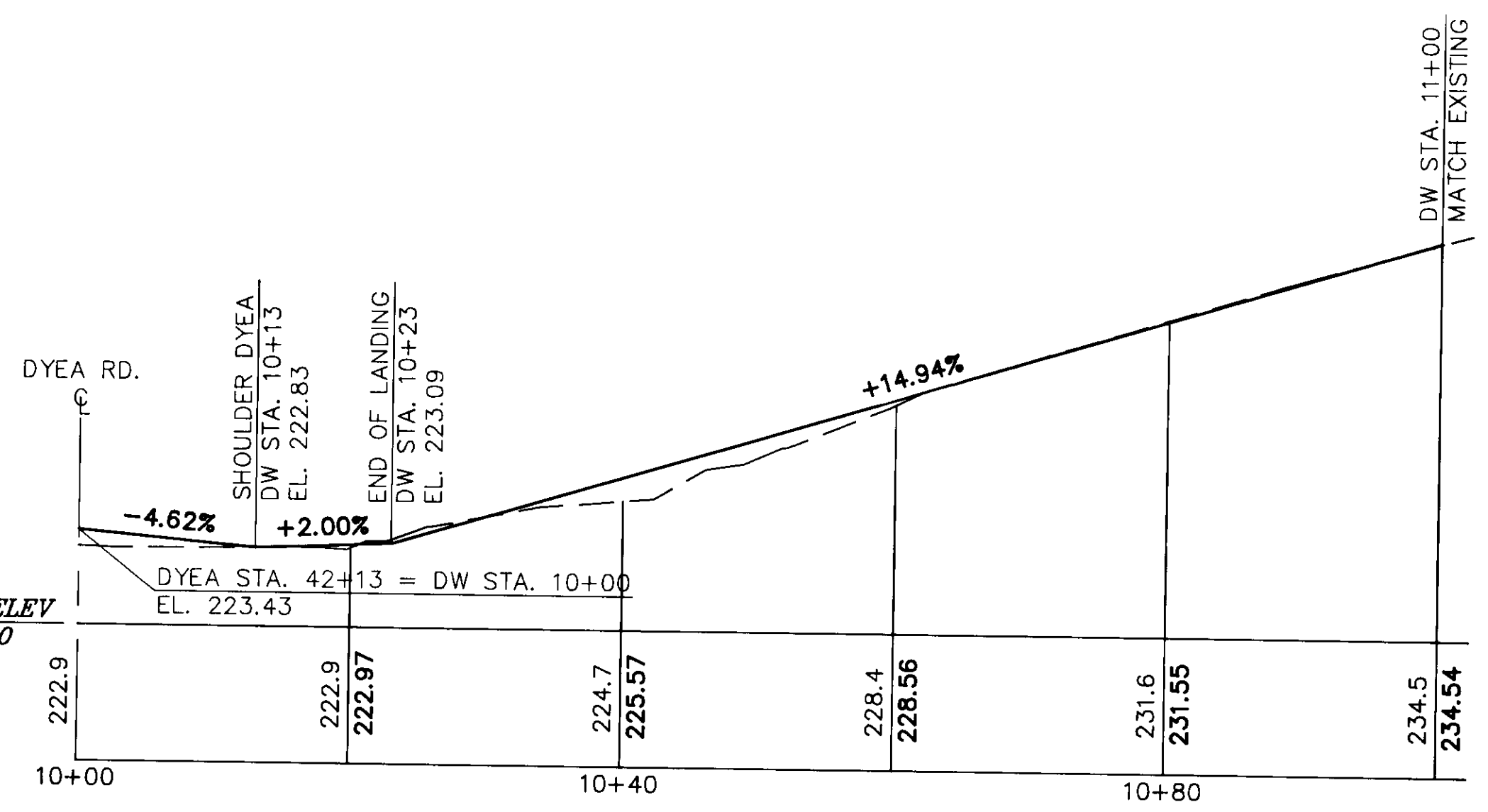
DRIVEWAY 45+65, LT.



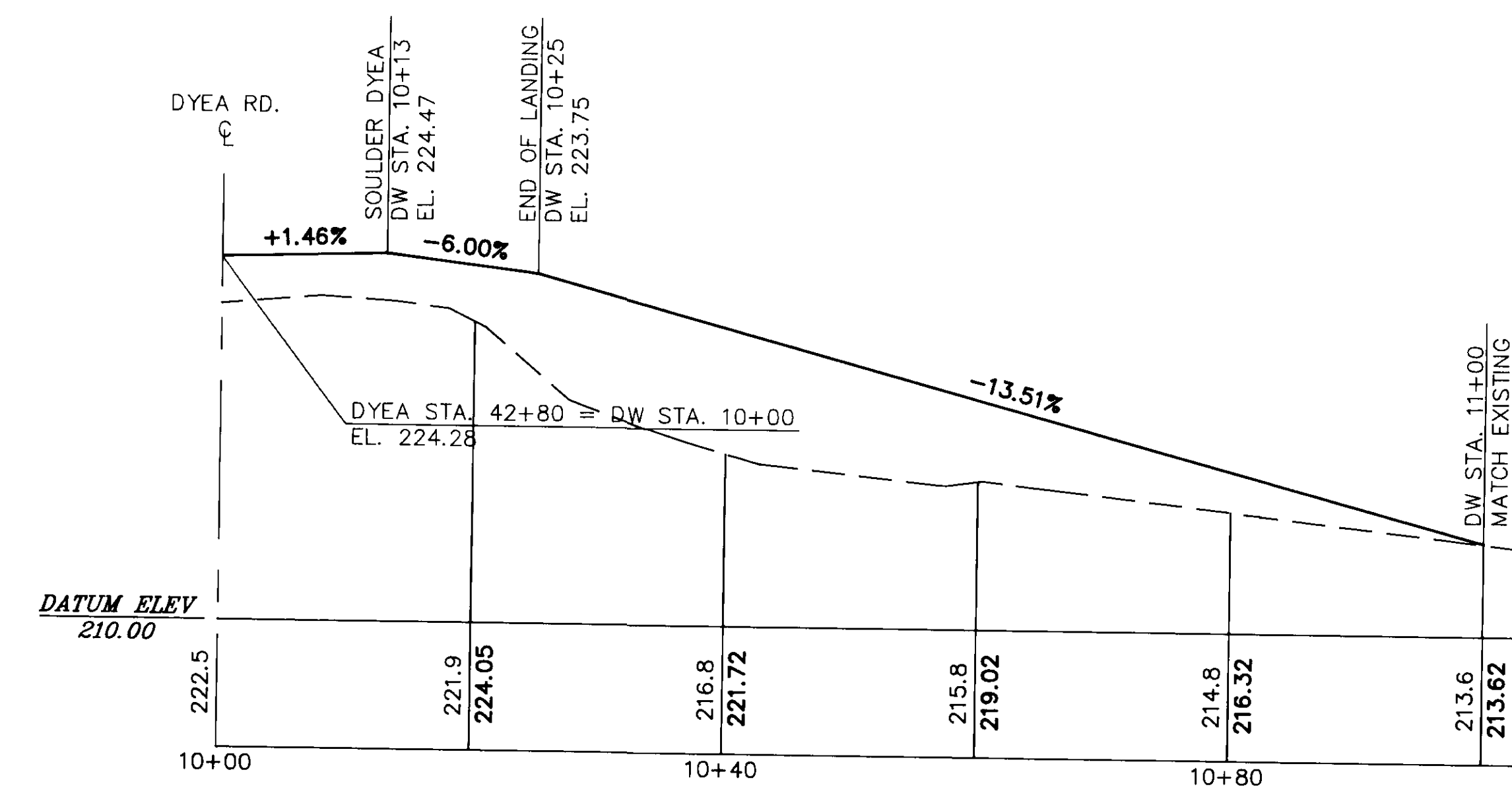
DRIVEWAY STA. 70+64, RT.



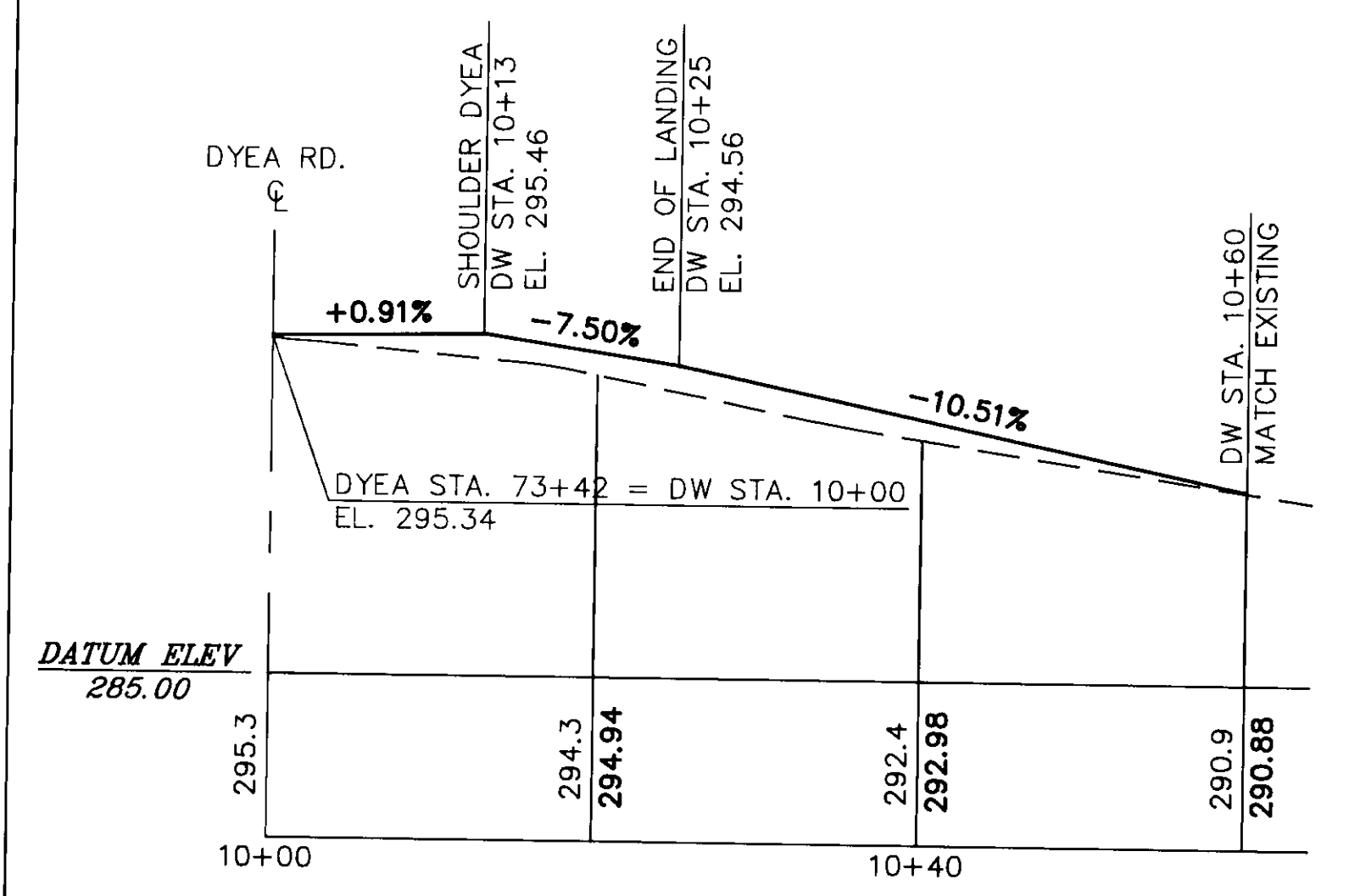
DRIVEWAY STA. 66+50, LT.



DRIVEWAY STA. 42+13, RT.



DRIVEWAY 42+80, LT.



DRIVEWAY STA. 73+42, LT.

DATE	DESCRIPTION OF CHANGE
7/10/91	NEW DRAWING ISSUED

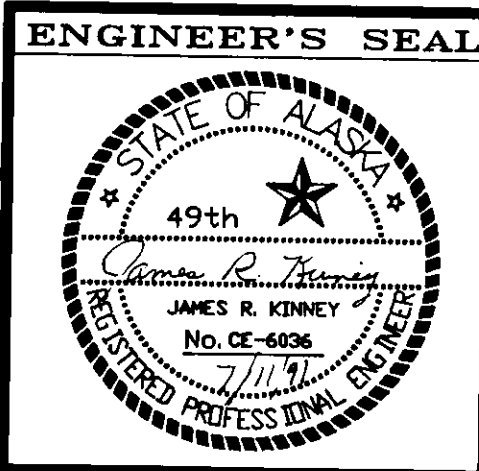
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

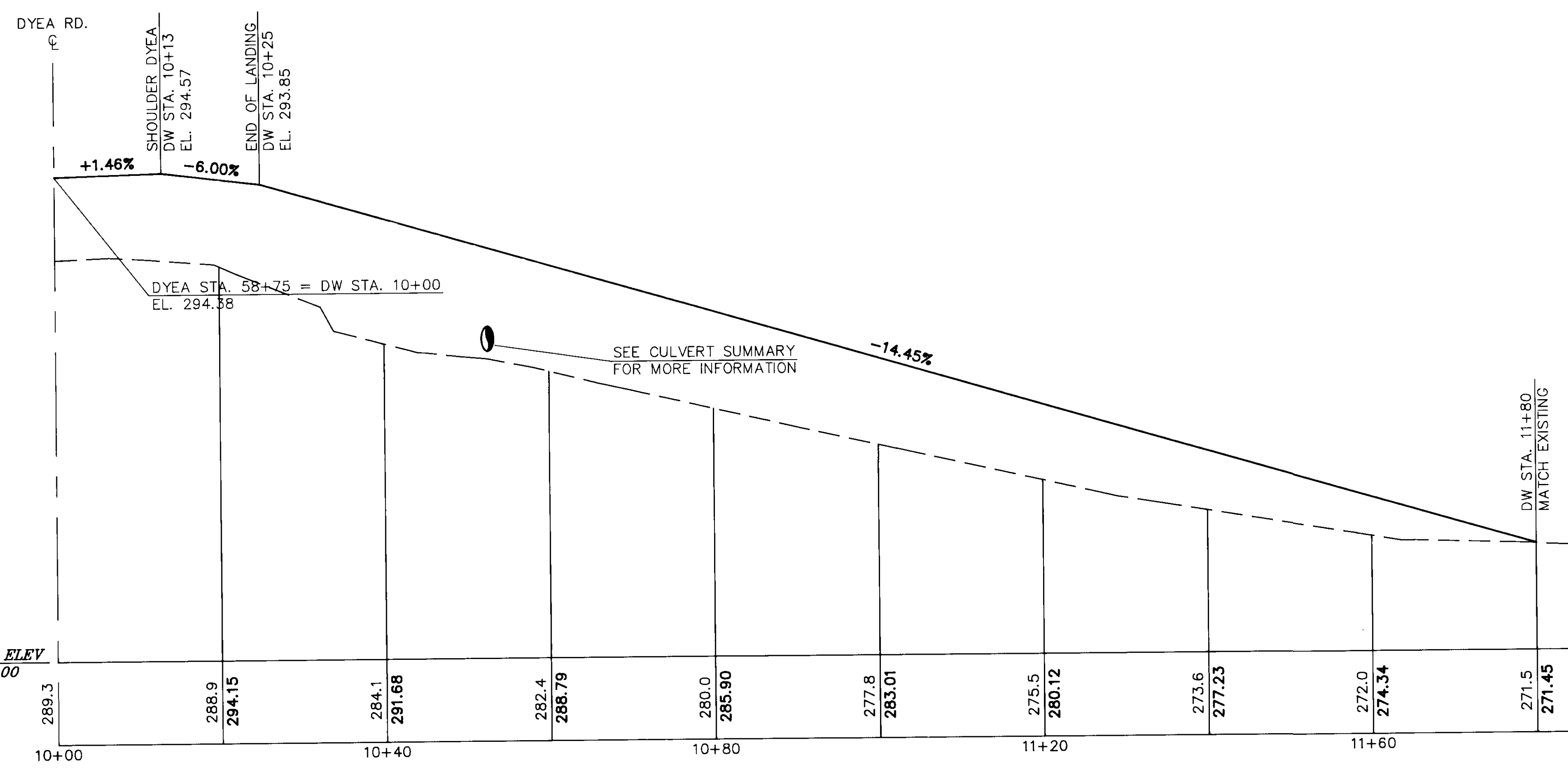
SKAGWAY  
DYE ROAD RECONSTRUCTION  
DRIVEWAY PROFILES

PREPARED BY  
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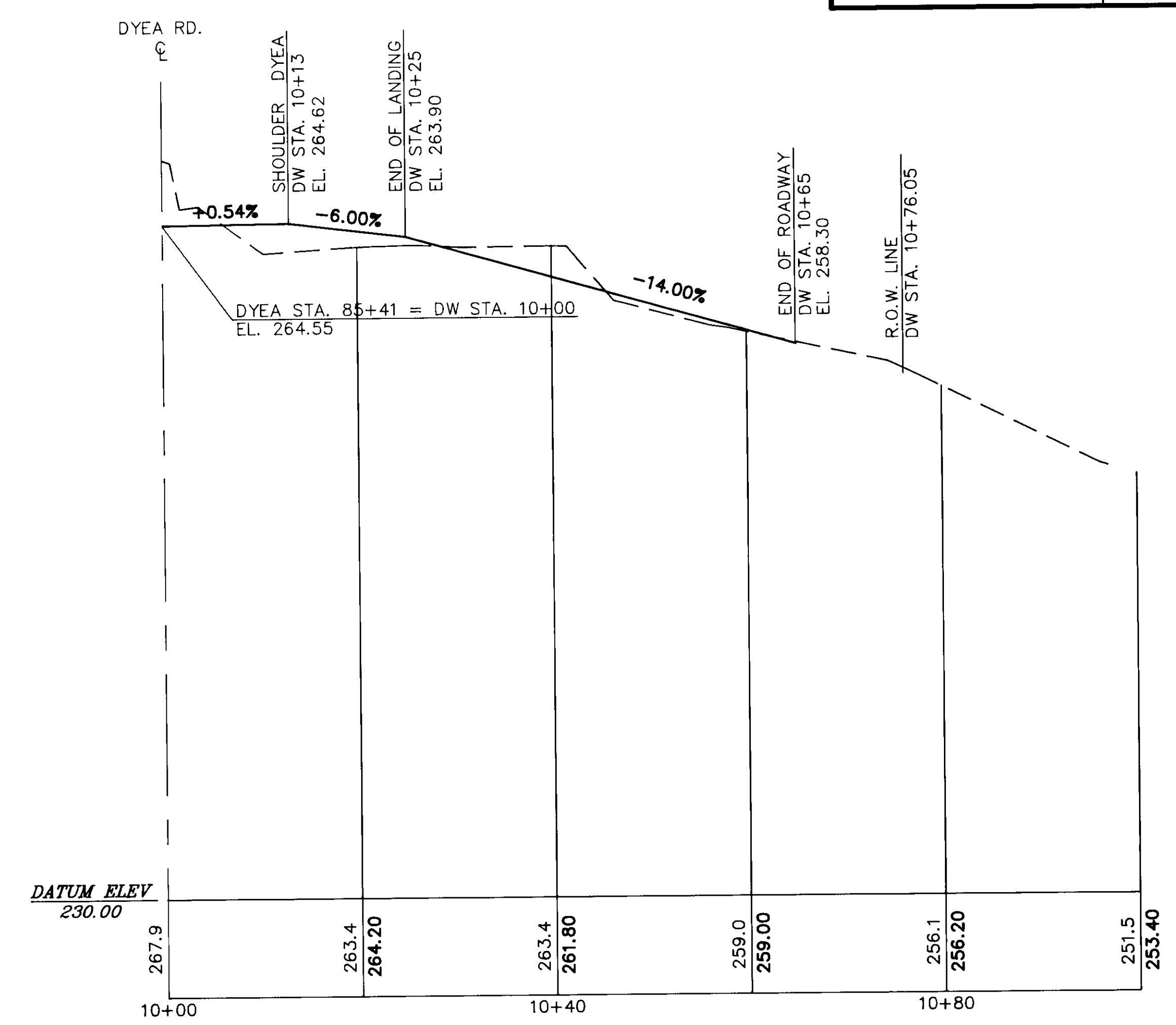
DESIGNED BY: R.S.R.  
DRAWN BY: J.A.M.  
CHECKED BY: R.S.R.  
SCALE: NO SCALE  
DATE: JUNE 1991  
SHEET 13 OF 20

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

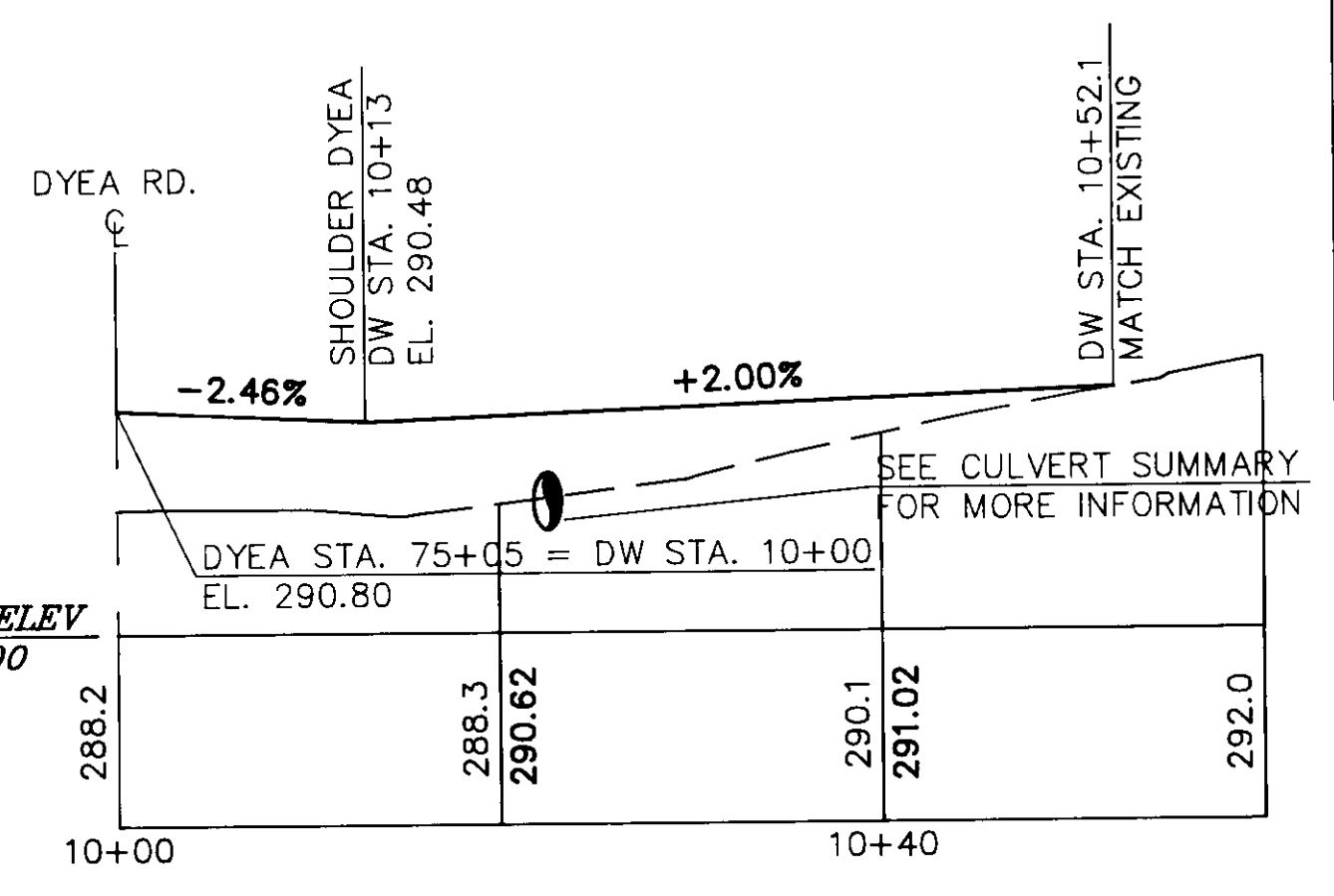




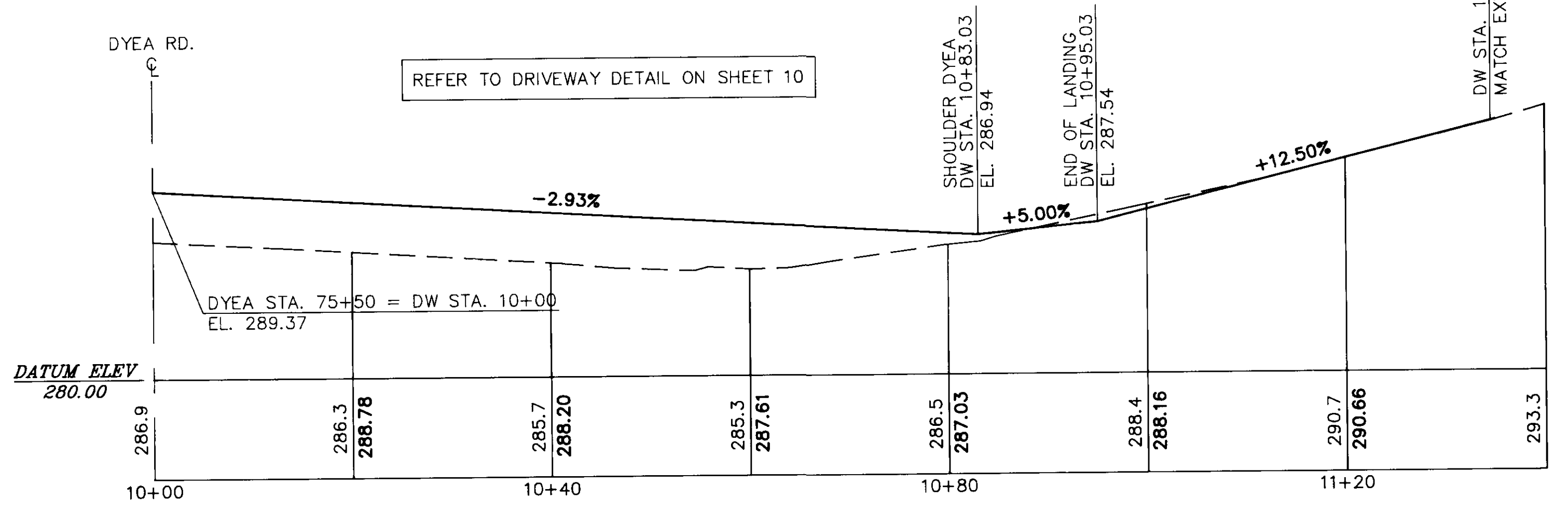
DRIVEWAY STA. 58+75, LT.



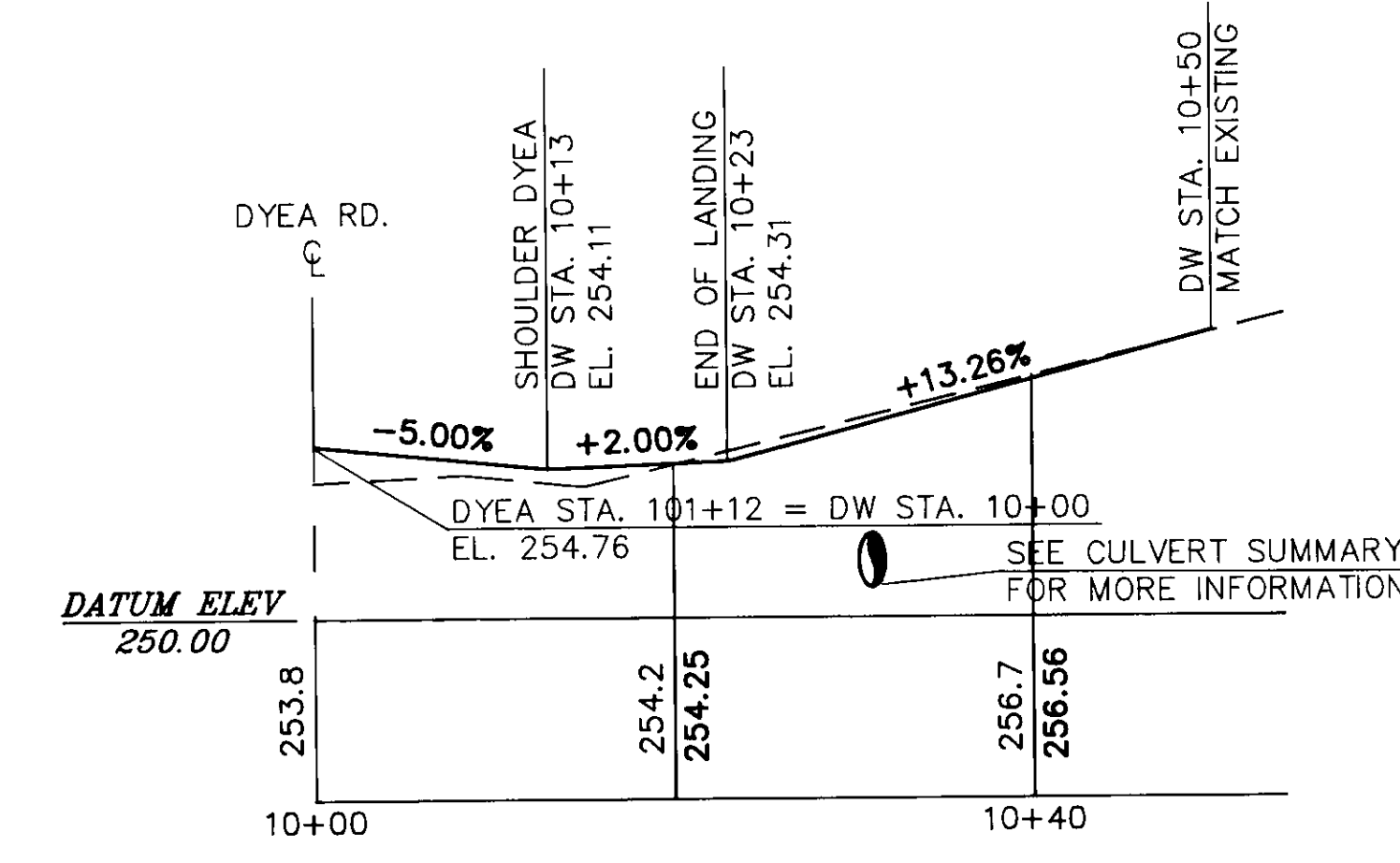
DRIVEWAY STA. 85+41, LT.



DRIVEWAY STA. 75+05, RT.



DRIVEWAY STA. 75+50, RT.



DRIVEWAY STA. 101+12, RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

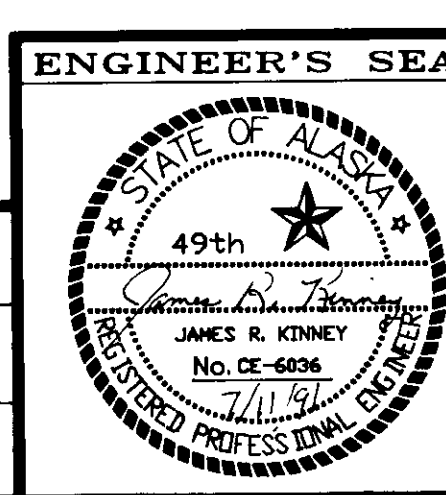
NO.	DATE	DESCRIPTION OF CHANGE
1	7/10/91	NEW DRAWING ISSUED

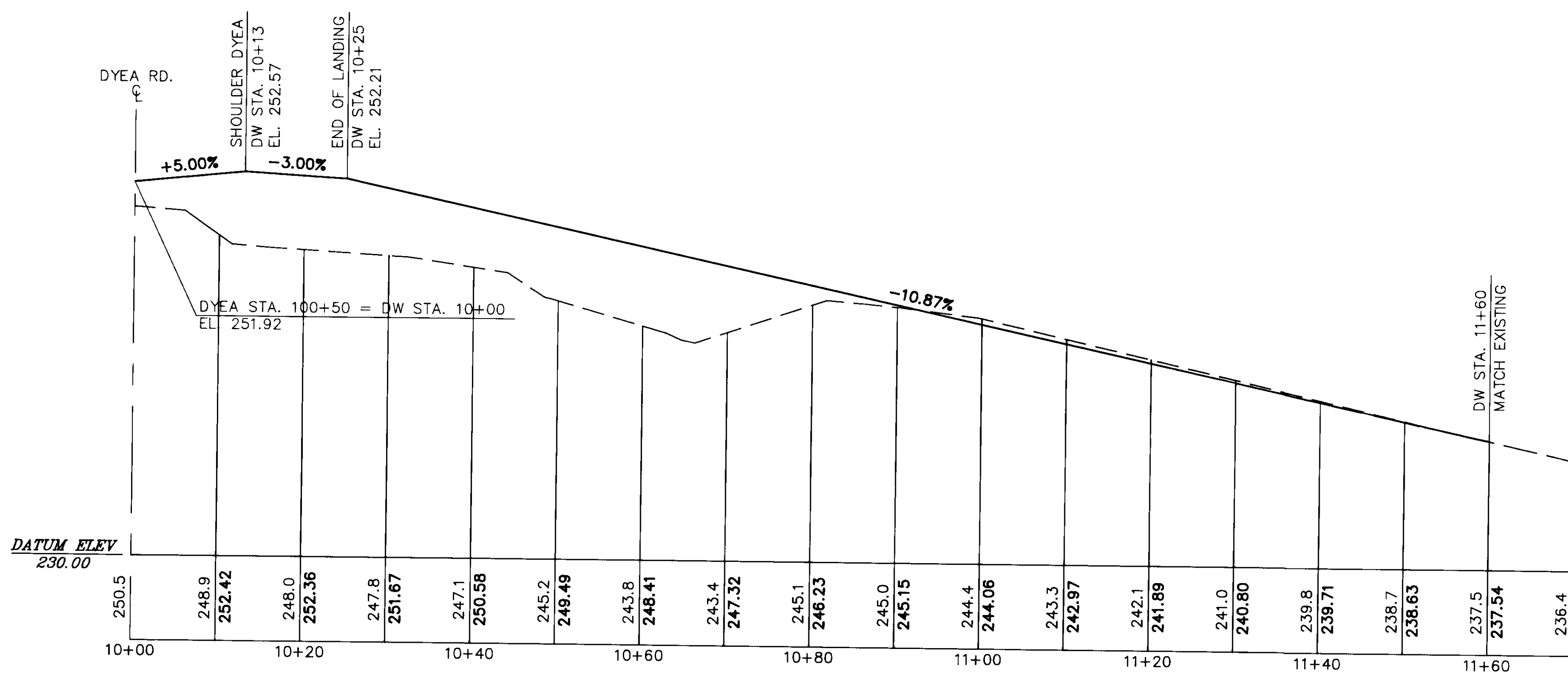
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

SKAGWAY  
DYEA ROAD RECONSTRUCTION  
DRIVEWAY PROFILES

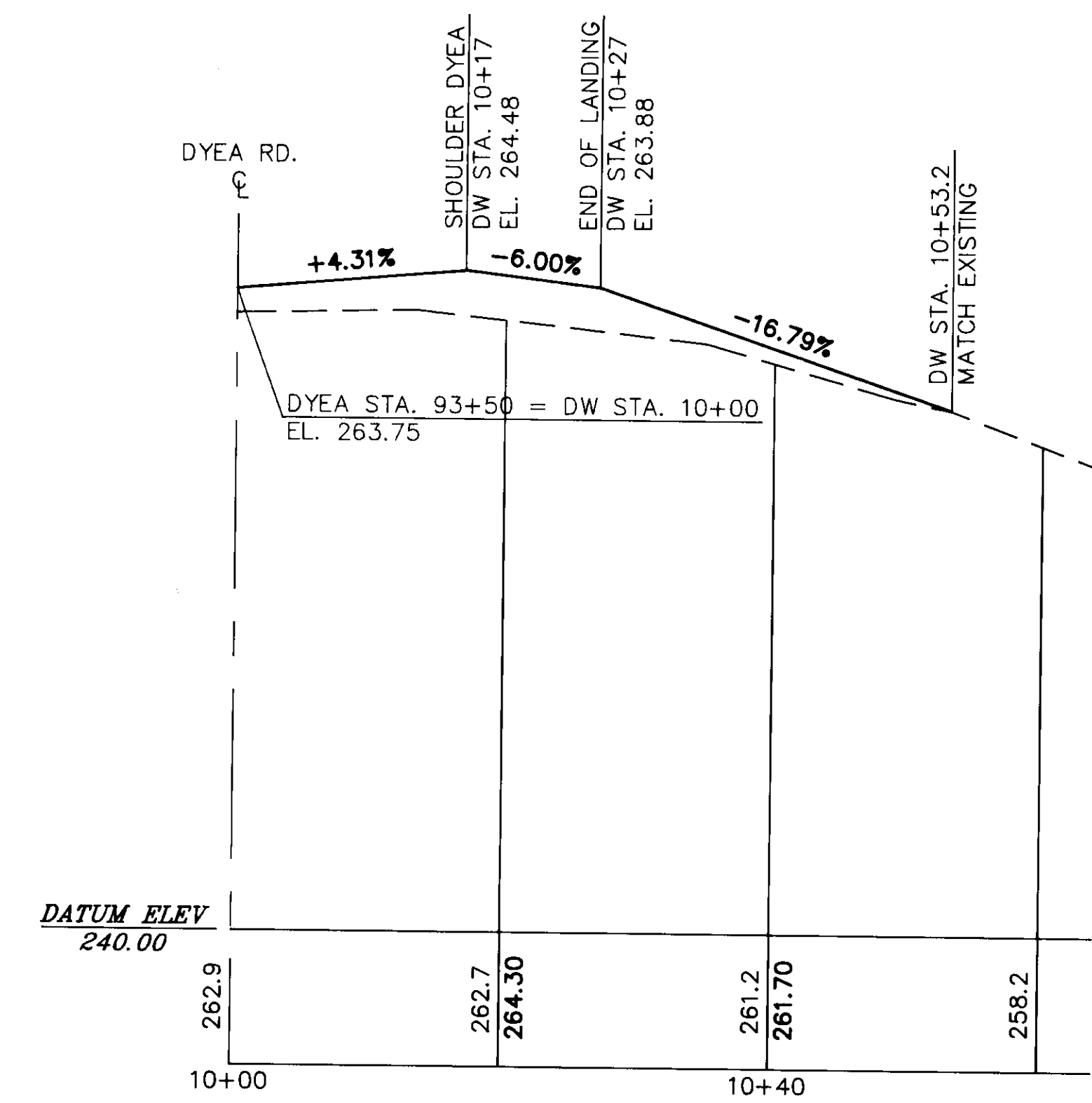
PREPARED BY  
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DESIGNED BY:	R.S.R.	SCALE	NO SCALE
DRAWN BY:	J.A.M.	DATE:	JUNE 1991
CHECKED BY:	R.S.R.	SHEET	14 OF 20

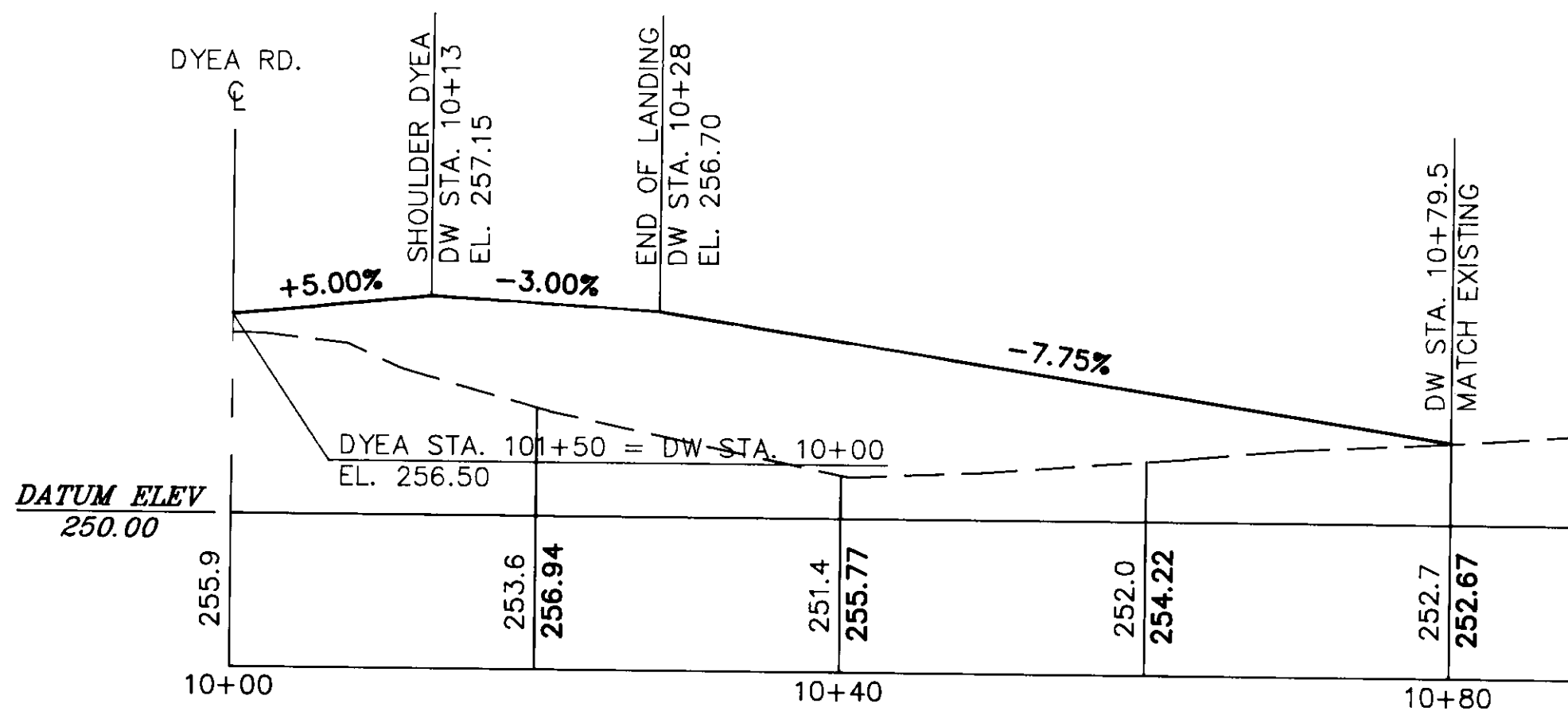




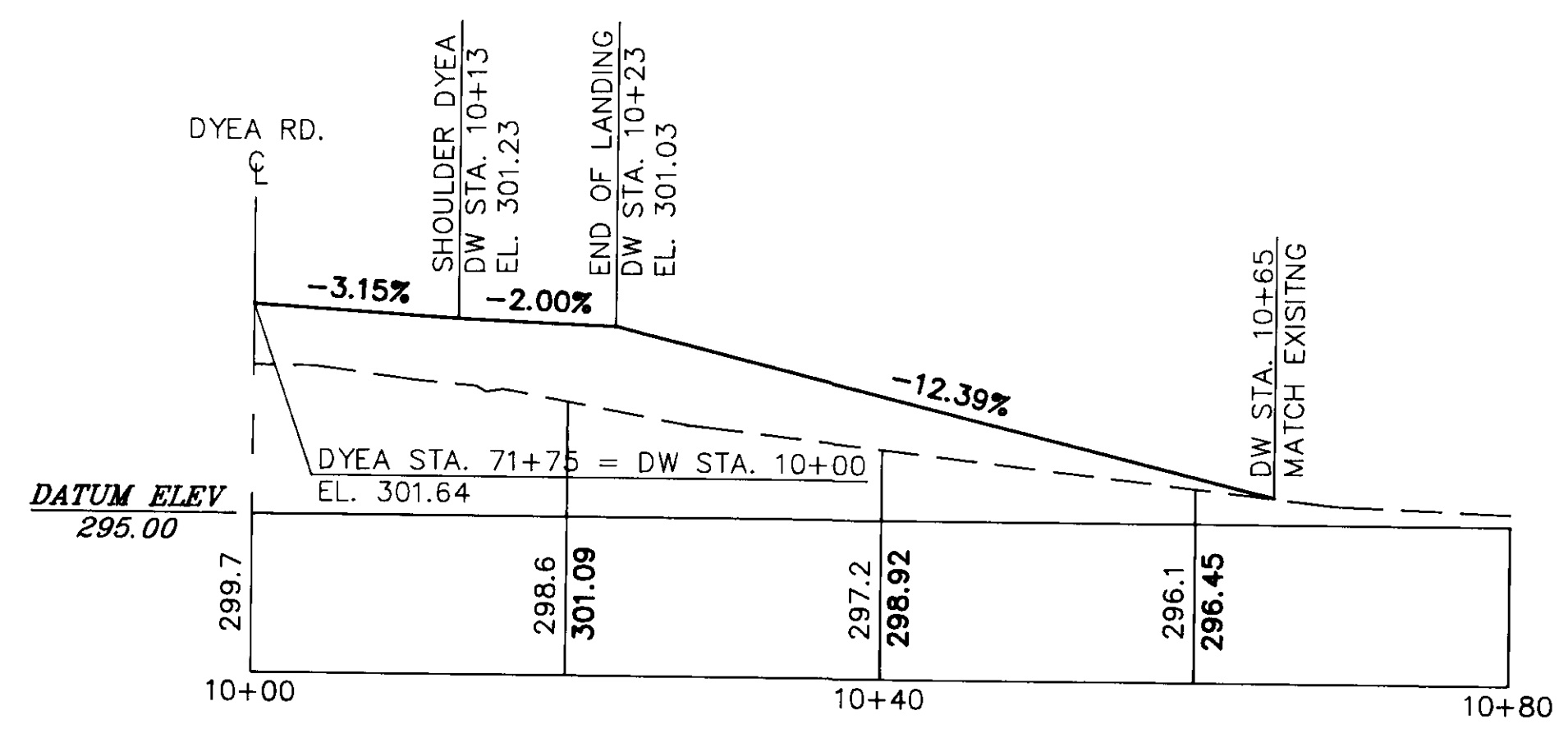
DRIVEWAY STA. 100+50, LT.



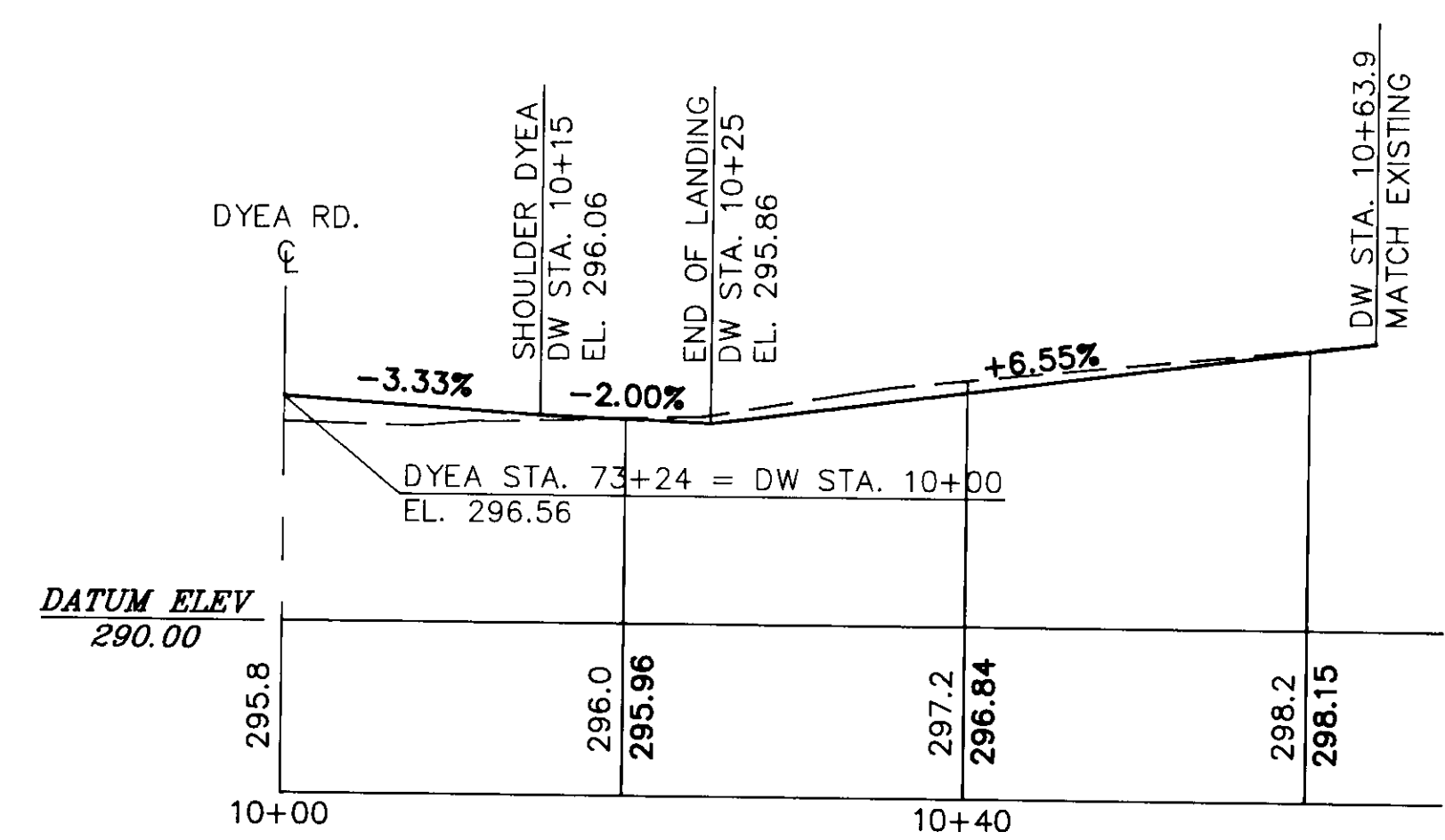
DRIVEWAY STA. 93+50, LT.



DRIVEWAY STA. 101+50, LT.



DRIVEWAY STA. 71+75, LT.



DRIVEWAY STA. 73+24, RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

NO.	DATE	DESCRIPTION OF CHANGE
1	7/10/91	REVISED DRIVEWAY 100+05, LT TO DRIVEWAY 100+50, LT; MOVED DRIVEWAY 51+70, LT TO SHEET NO. 20.

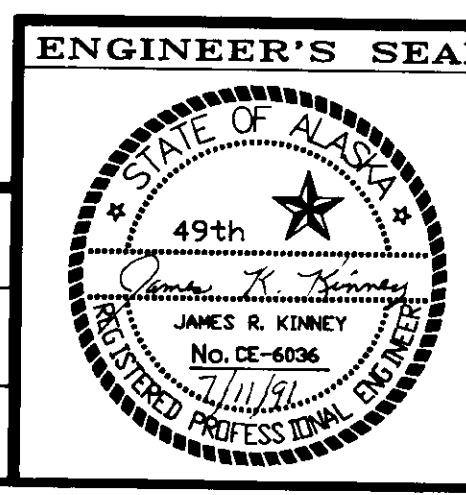
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

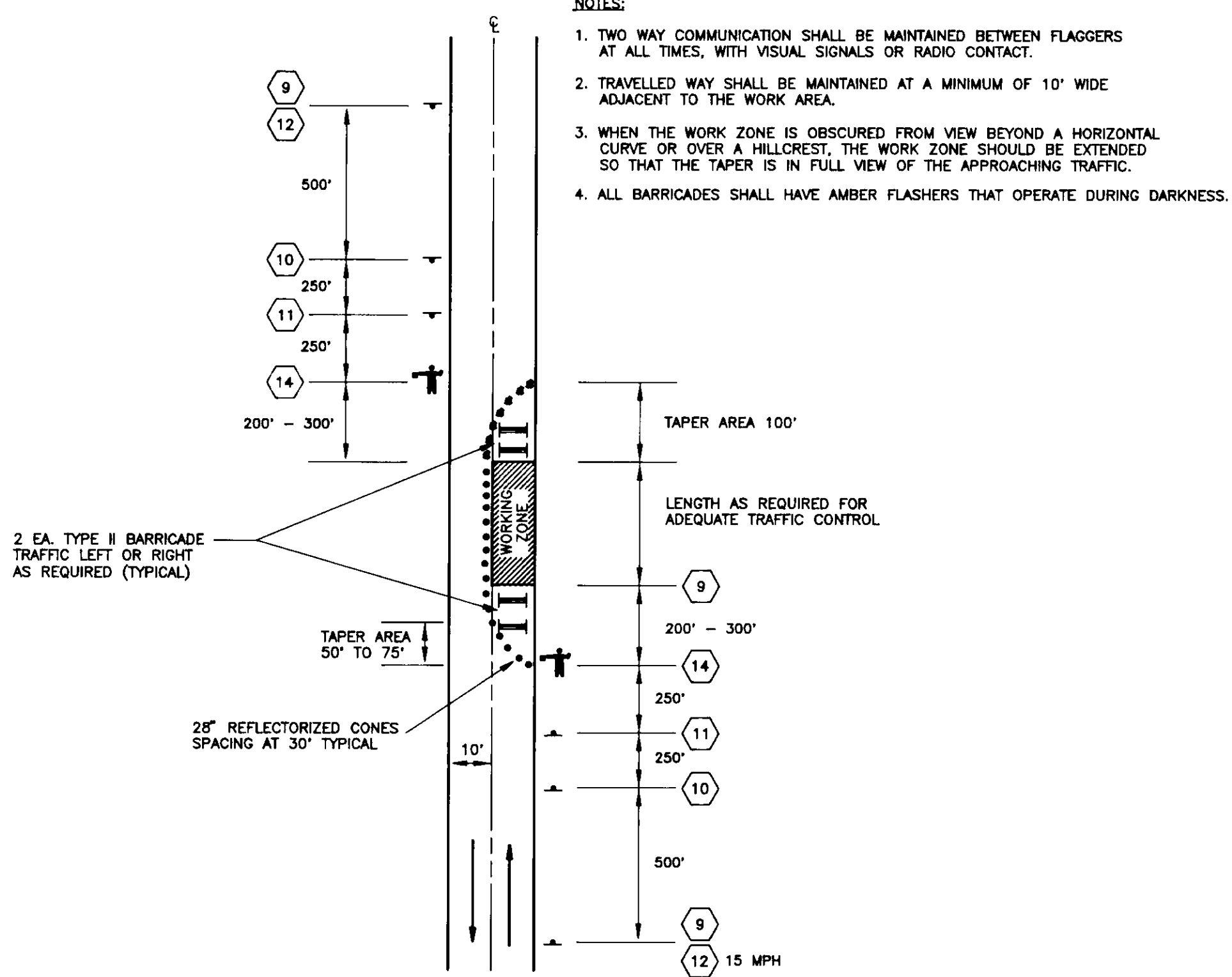
SKAGWAY  
DYEA ROAD RECONSTRUCTION  
DRIVEWAY PROFILES

PREPARED BY  
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DESIGNED BY: R.S.R.  
DRAWN BY: J.A.M.  
CHECKED BY: R.S.R.

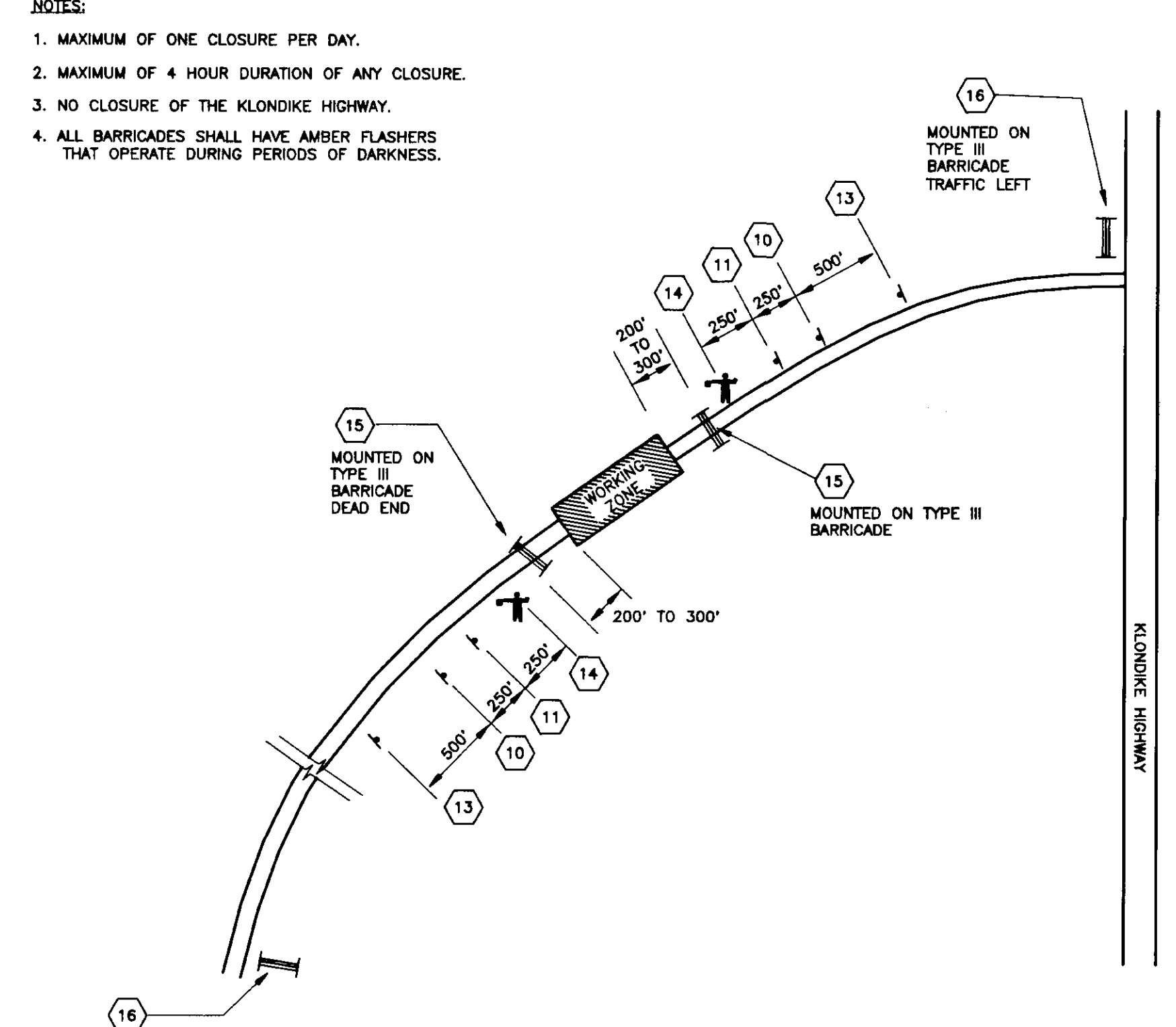
SCALE  
NO SCALE  
DATE:  
JUNE 1991  
SHEET 15 OF 20





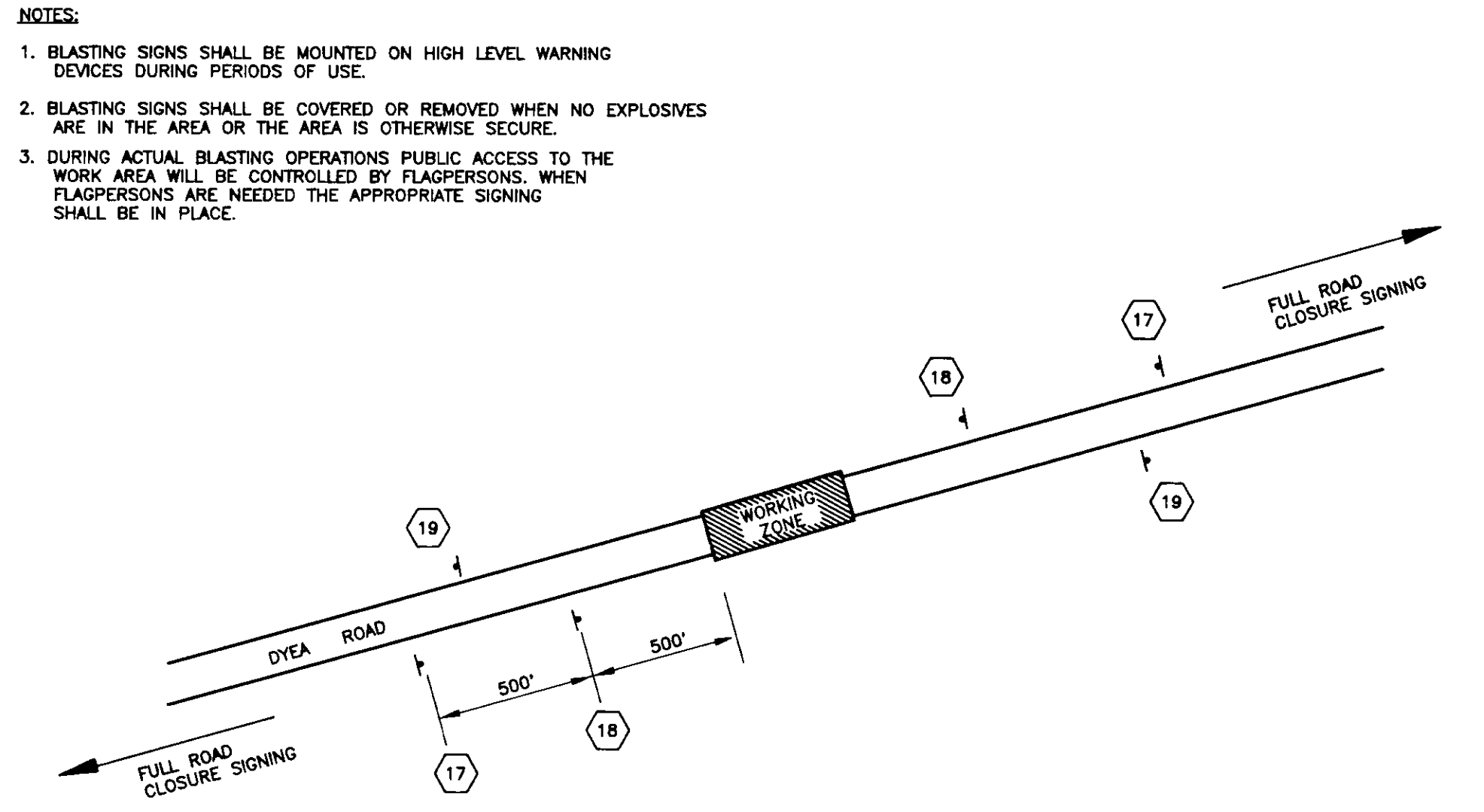
**ONE LANE CLOSURE WITH FLAGGING**

NOT TO SCALE



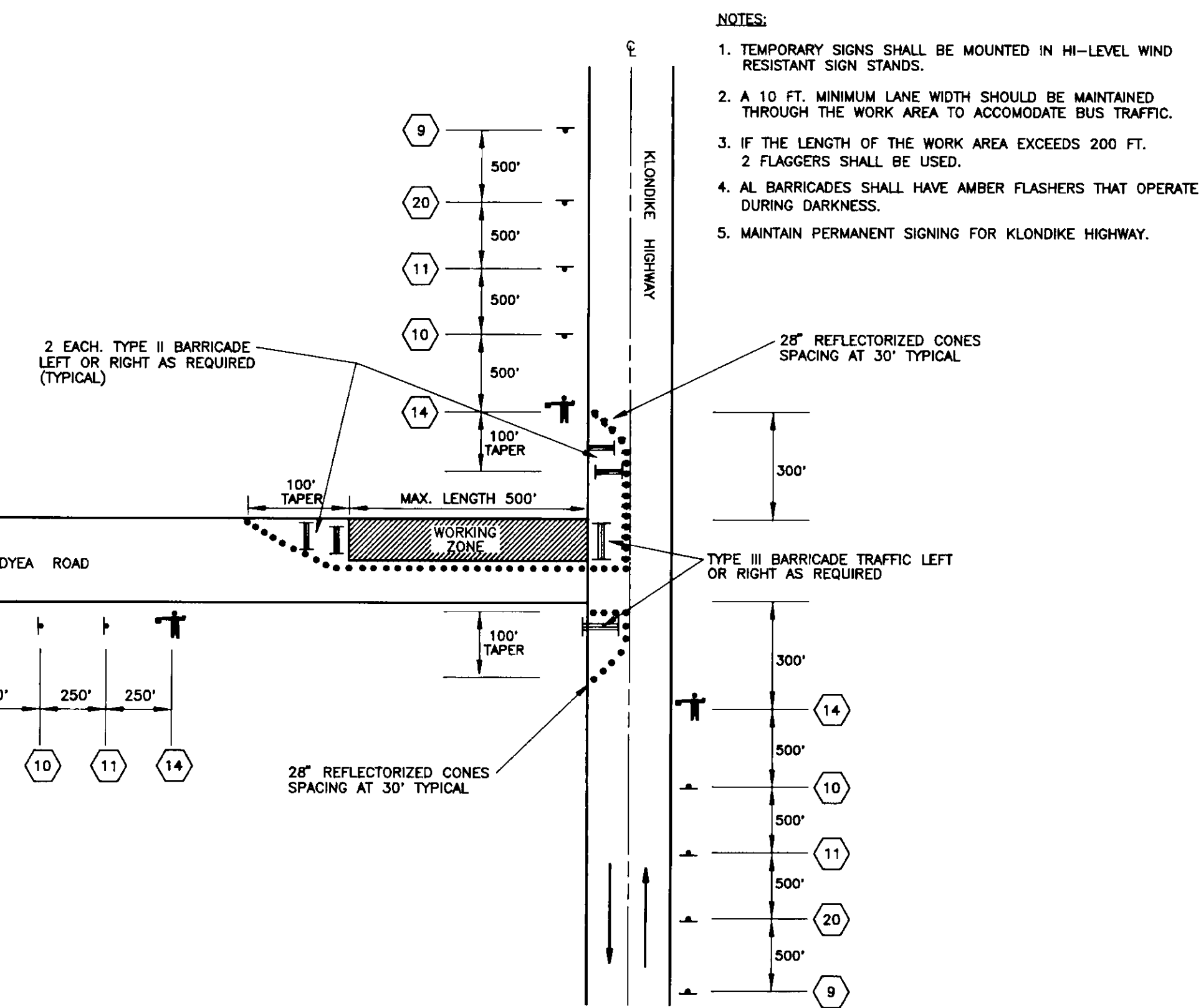
**FULL ROAD CLOSURE**

NOT TO SCALE



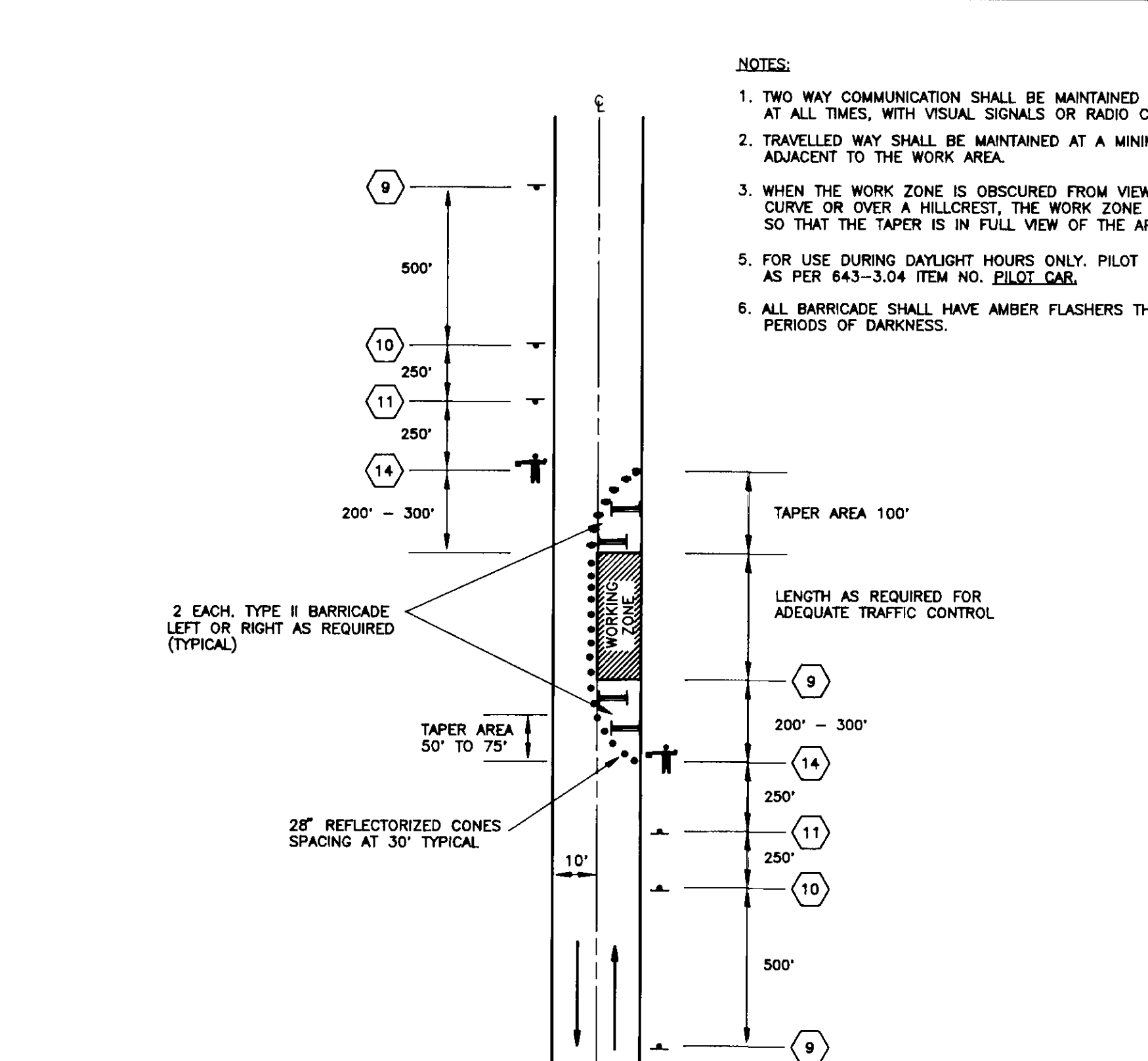
**BLASTING ZONE TCP**

NOT TO SCALE



**INTERSECTION TCP**

NOT TO SCALE



**ONE LANE CLOSURE WITH PILOT CAR**

NOT TO SCALE

CONSTRUCTION SIGNS			
NO.	SIZE	DESIGNATION *	LEGEND
1	48 X 48	CG20-1	ROAD CONSTRUCTION NEXT 2 MILES
2	48 X 48	CW20-1F	ROAD CONSTRUCTION AHEAD
3	48 X 48	CW20-1E	ROAD CONSTRUCTION 1500 FT
4	48 X 48	CW20-1A	ROAD CONSTRUCTION 500 FT
5	24 X 12	CW1-6L	←
6	24 X 12	CW1-6R	→
7	60 X 24	G20-2	END CONSTRUCTION
8	48 X 48	CW20-1B	ROAD CONSTRUCTION 1000 FT
9	48 X 48	CW20-4F	ONE LANE ROAD AHEAD
10	48 X 48	CW20-7A	FLAGMAN 500 FT
11	36 X 36	CW20-B	BE PREPARED TO STOP
12	24 X 24	W13-1	SPEED LIMIT ADVISORY
13	48 X 48	CW20-3B	ROAD CLOSED 1000 FT
14		FLAGGER STATION	⊕
15	48 X 30	R11-2	ROAD CLOSED
16	60 X 30	R11-4	ROAD CLOSED TO THRU TRAFFIC
17	48 X 48	CW22-1	BLASTING ZONE 1000 FT
18	42 X 36	CW22-2	TURN OFF 2-WAY RADIO
19	42 X 36	CW22-3	END BLASTING ZONE
20	48 X 48	CW20-7F	FLAGMAN AHEAD

\* FROM ALASKA SIGN DESIGN (A.S.D.S.) ADDITIONAL SIGNS MAY BE NECESSARY AS CONDITIONS DICTATE.

NOTE FOR PERMANENT CONSTRUCTION SIGNING SEE SHEET 17.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

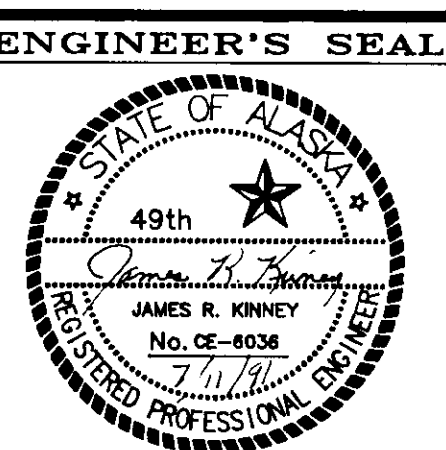
DATE:	DESCRIPTION OF CHANGE:
7/10/91	NEW DRAWING ISSUED

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

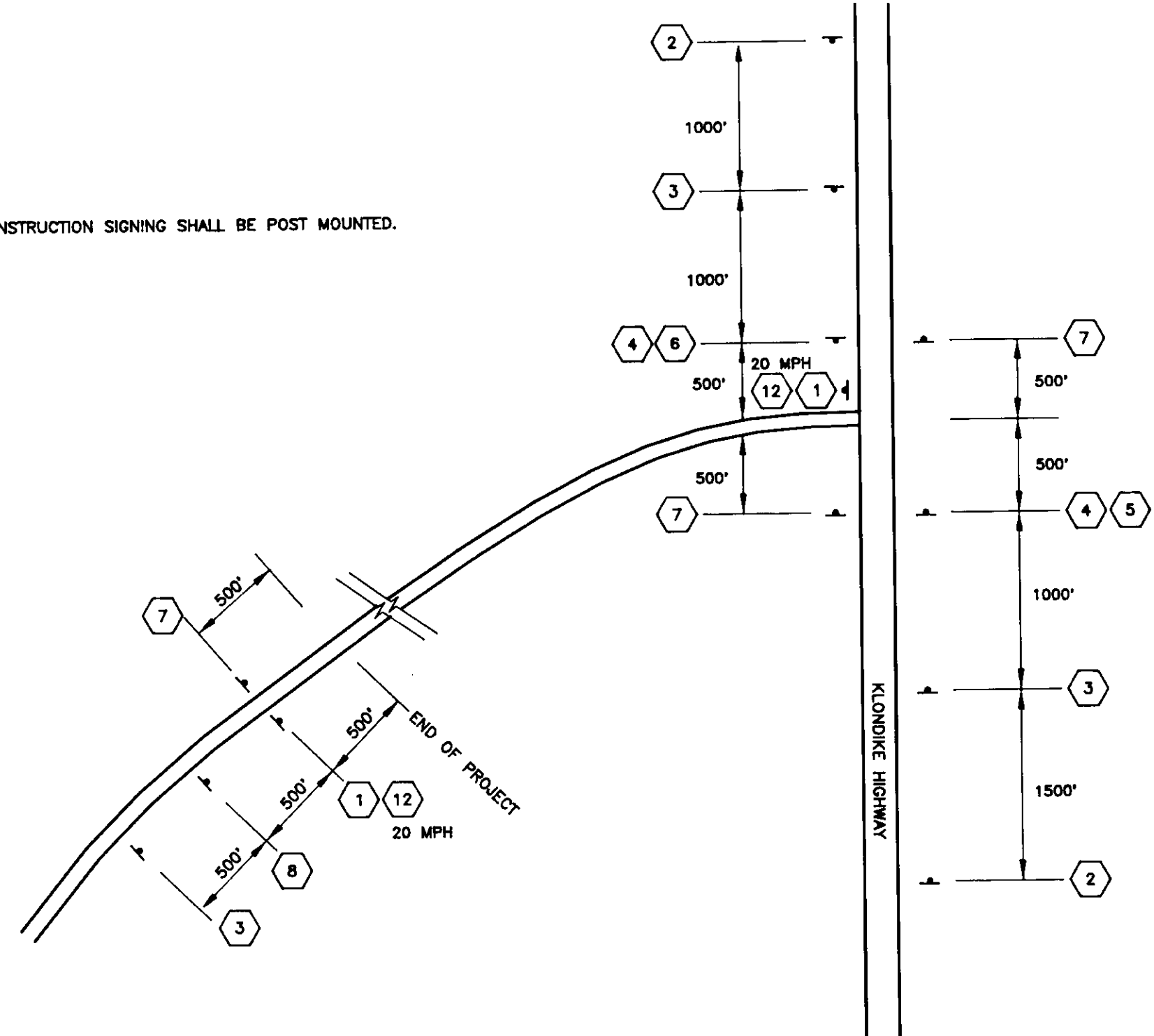
SKAGWAY  
DYEA ROAD RECONSTRUCTION  
TRAFFIC CONTROL PLAN

DESIGNED BY: B.E.P.  
DRAWN BY: J.A.M.  
CHECKED BY: J.R.K.

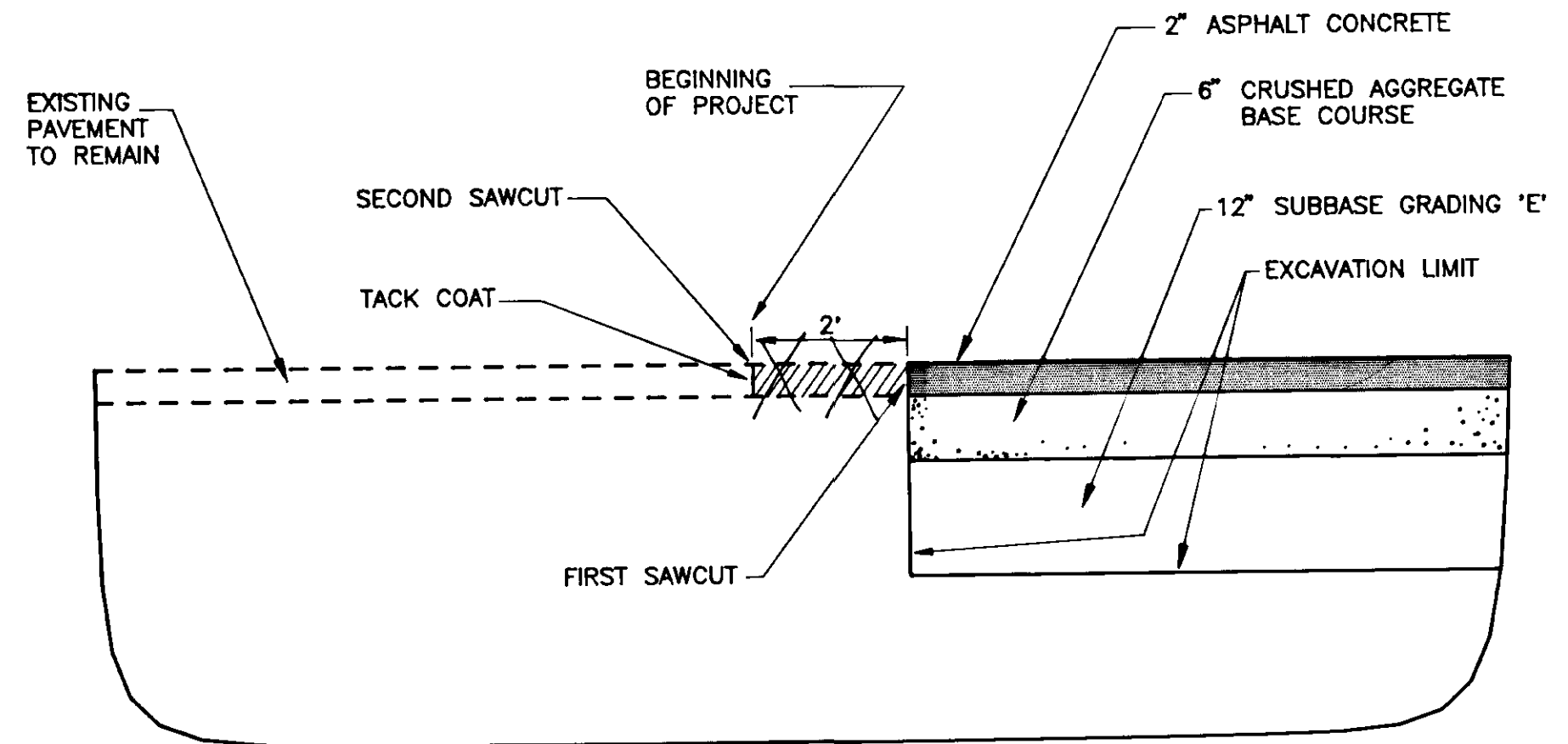
SCALE: NO SCALE  
DATE: JUNE 1991  
SHEET 16 OF 20



NOTES:  
1. ALL PERMANENT CONSTRUCTION SIGNING SHALL BE POST MOUNTED.

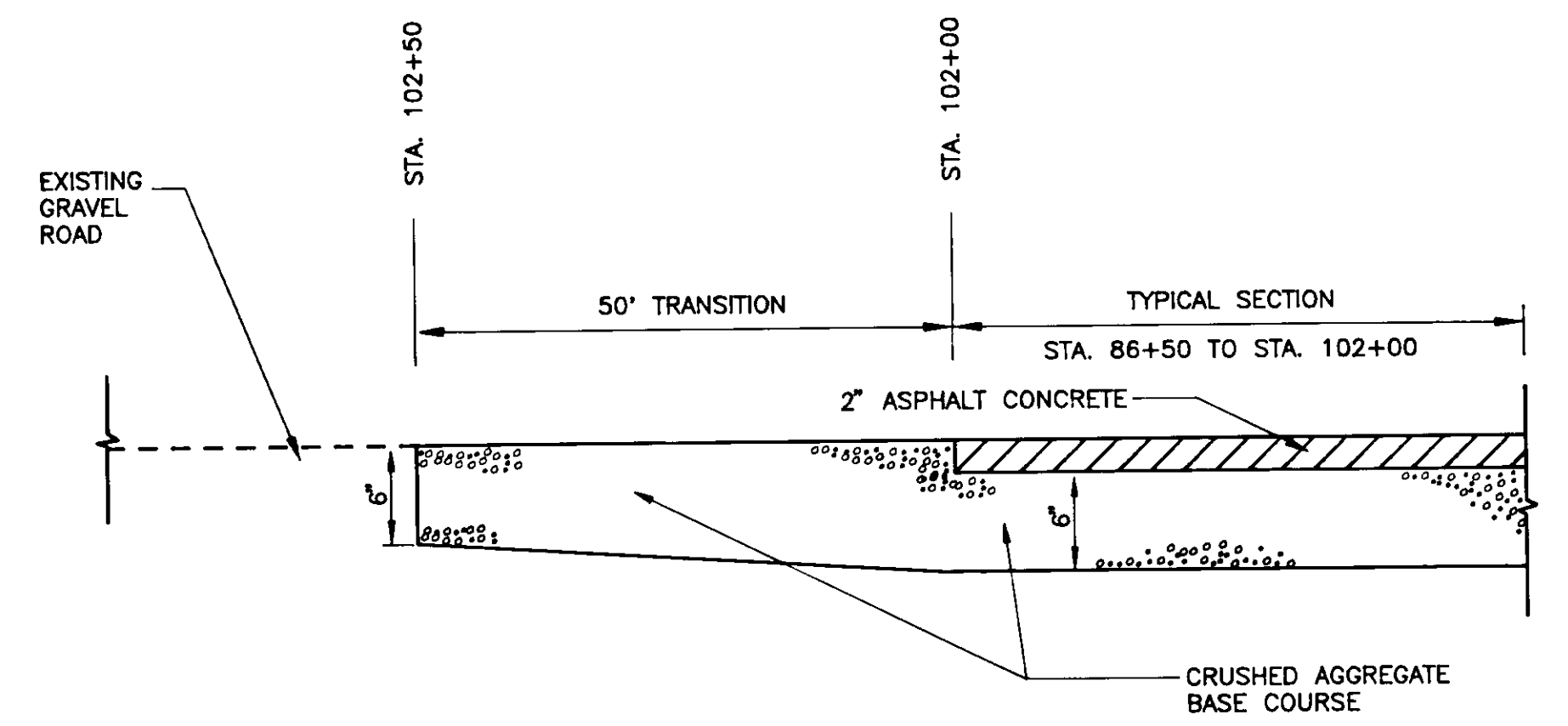


**PERMANENT CONSTRUCTION SIGNING**  
NOT TO SCALE

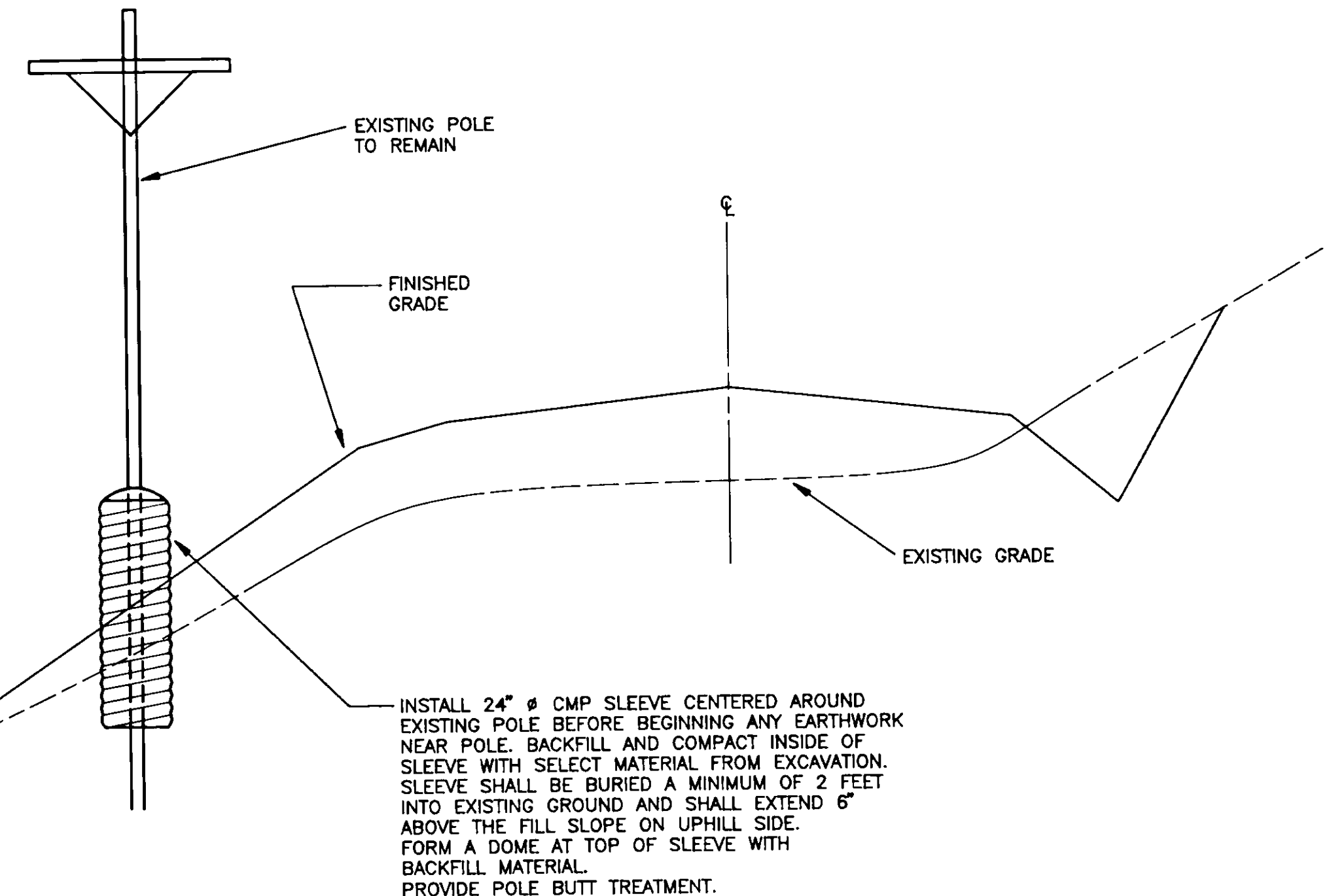


NOTES:  
1. CONTRACTOR SHALL PERFORM TWO SAWCUTS. FIRST SAWCUT SHALL PRECEDE EXCAVATION, SUBBASE AND BASE COURSE PLACEMENT. SECOND SAWCUT SHALL PRECEDE PAVING. COMPACT EXPOSED EXISTING BASE BEFORE PAVING.  
2. TACK COAT SHALL MEET REQUIREMENTS OF STD. SPEC. 402(1), AND SHALL BE SUBSIDIARY TO PAVING.

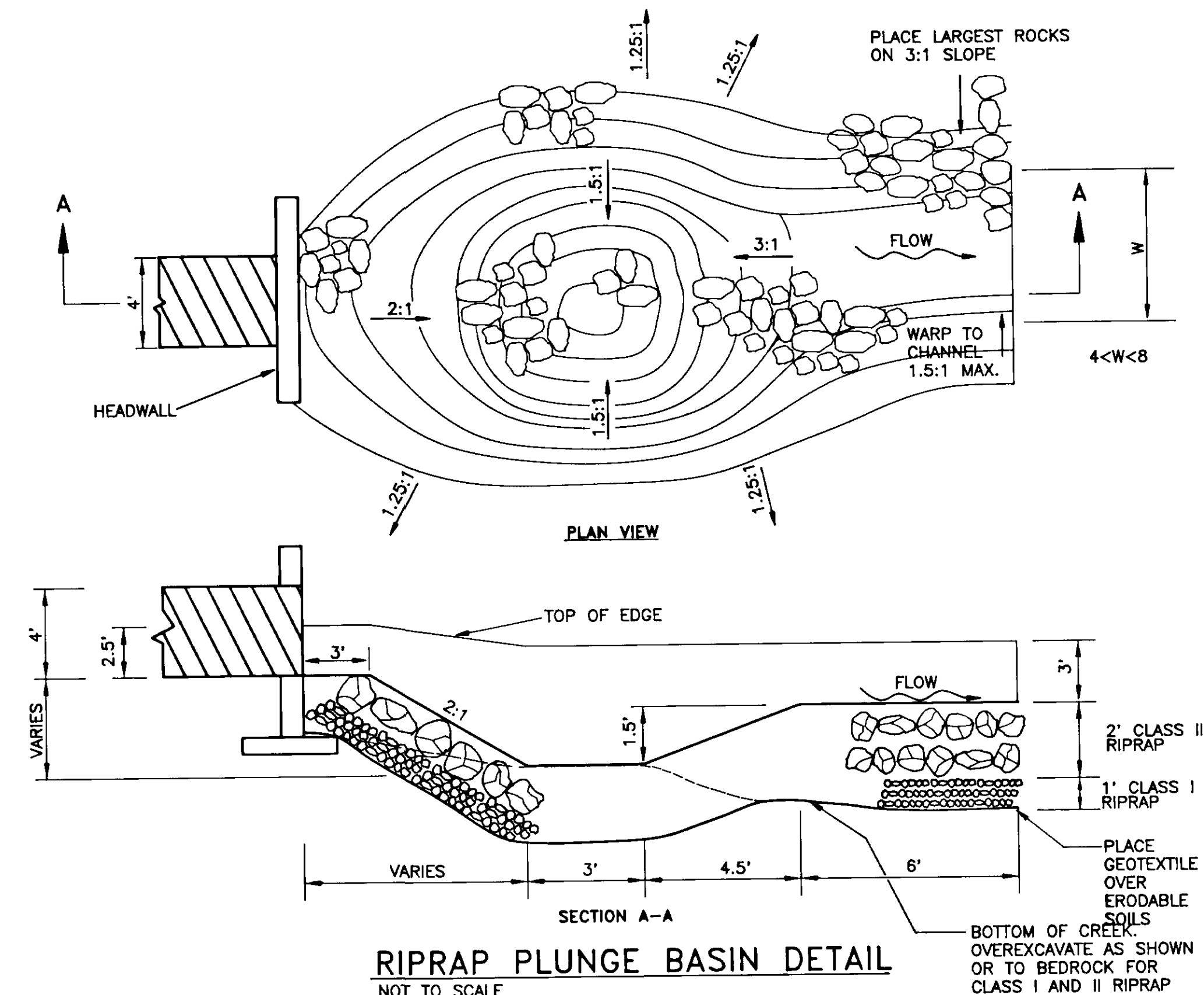
**PAVEMENT MATCH JOINT DETAIL AT B.O.P.**  
NOT TO SCALE



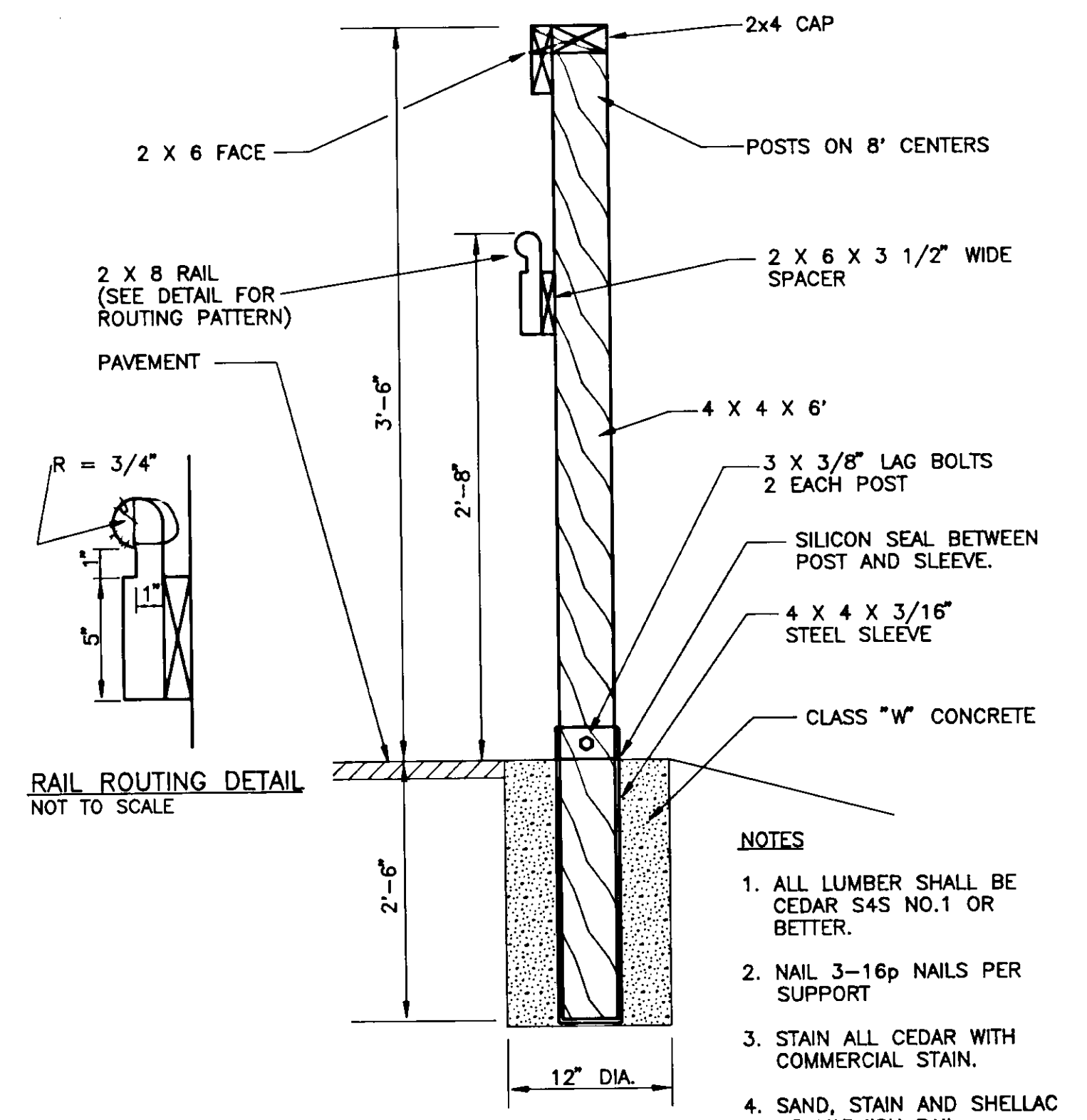
**TRANSITION DETAIL AT END OF PROJECT**  
NOT TO SCALE



**POLE PROTECTION DETAIL**  
NOT TO SCALE



**RIPRAP PLUNGE BASIN DETAIL**  
NOT TO SCALE



**WOODEN RAIL DETAIL**  
NOT TO SCALE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

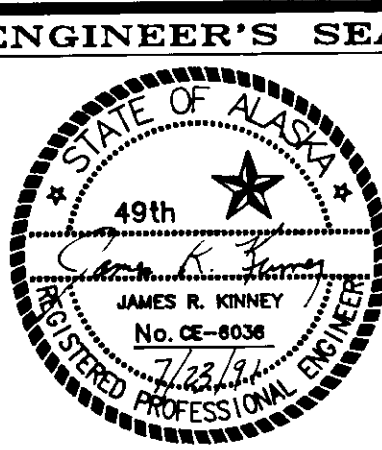
BY:	DATE:	DESCRIPTION OF CHANGE:
J.A.M.	7/10/91	NEW DRAWING ISSUED
R.S.R.	7/22/91	REVISED SUBBASE GRADING 'A' TO SUBBASE GRADING 'E'

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

SKAGWAY  
DYEA ROAD RECONSTRUCTION  
TYPICAL DETAILS

PREPARED BY  
**ARCTIC SLOPE CONSULTING GROUP, INC.**  
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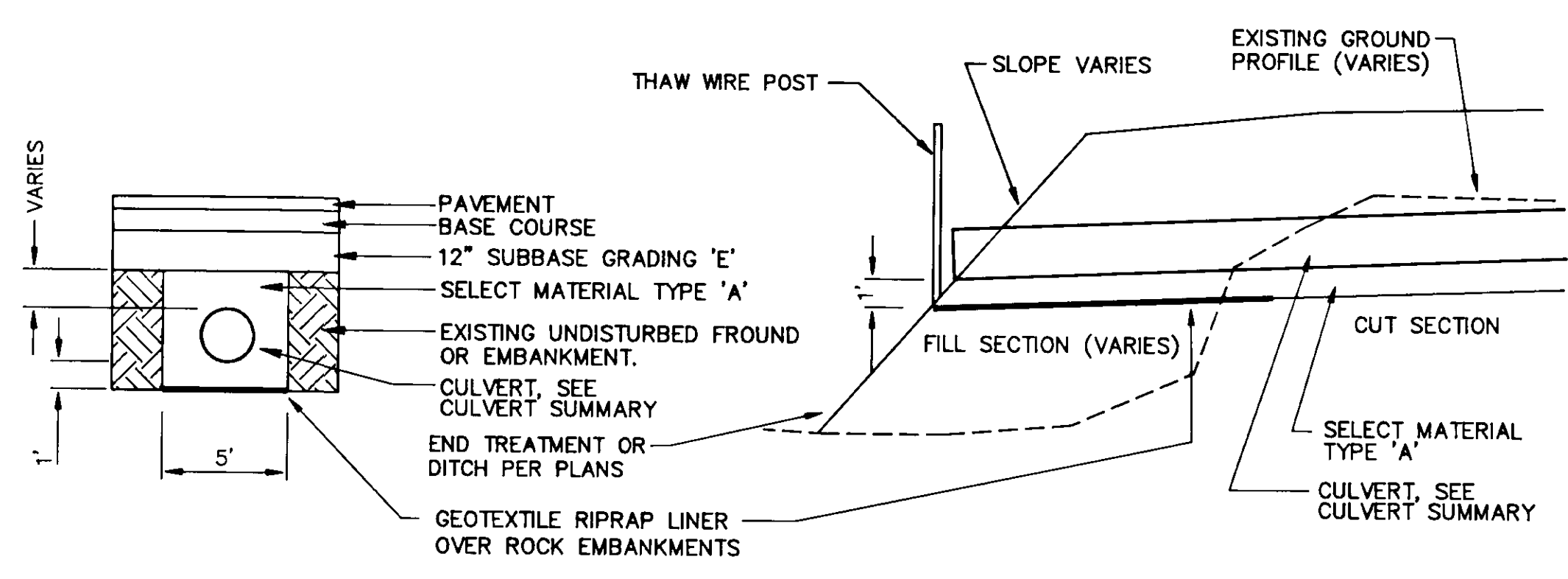
DESIGNED BY:	R.S.R.	SCALE	AS SHOWN
DRAWN BY:	J.A.M.	DATE:	JUNE 1991
CHECKED BY:	J.R.K.	SHEET	17 OF 20





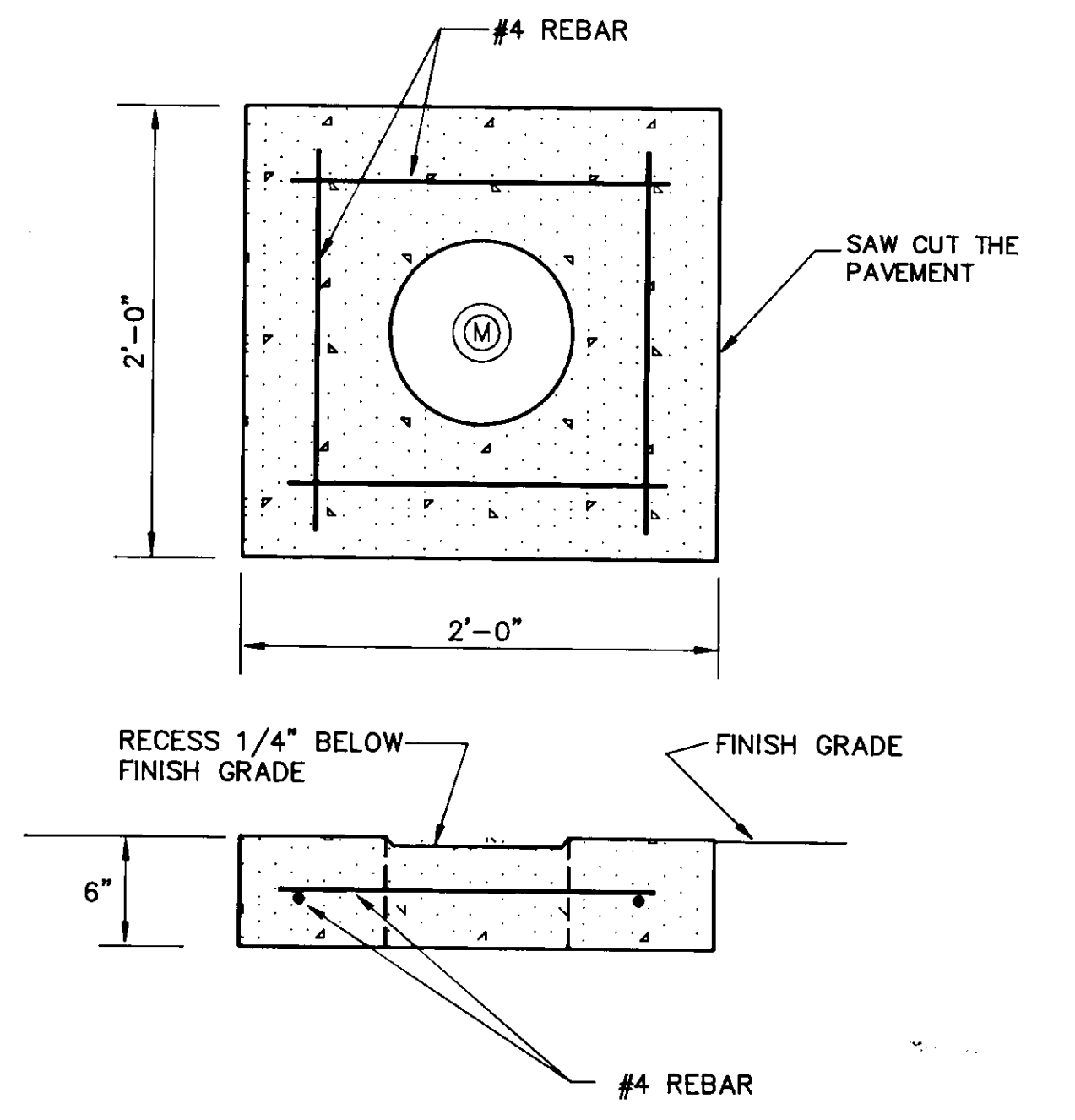
DRIVEWAY CULVERT SUMMARY										
PIPE	DIA.	LENGTH	FROM			TO			NUMBER OF END SECTIONS	
			STATION	LOCATION	INV. ELEV.	STATION	LOCATION	INV. ELEV.		
D-1	12"	28'	11 + 97	30' RT	104.5	12 + 25	30' RT	104.9	2 + THRU WIRE	
D-2	18"	76'	20 + 81	31' RT	139.5	23 + 57	31' RT	144.3	2	
D-3	18"	42'	30 + 06	31' RT	209.1	30 + 48	31' RT	211.3	2	
D-4	18"	56'	32 + 80	31' RT	218.5	33 + 36	31' RT	219.1	2	
D-5	NOT USED									
D-6	NOT USED									
D-7	18"	34'	58 + 87	65' LT	285.0	59 + 11	40' LT	282.2	-	
D-8	18"	24'	66 + 88	70' LT	305.0	67 + 01	49' LT	306.0	-	
D-9	18"	22'	68 + 36	31' RT	312.1	68 + 57	31' RT	311.8	2	
D-10	18"	40'	70 + 49	31' RT	304.7	70 + 86	31' RT	303.0	2	
D-11	NOT USED									
D-12	NOT USED									
D-13	NOT USED									
D-14	18"	42'	74 + 91	24.5' RT	288.0	75 + 33	20.5' RT	287.3	2	
D-15	NOT USED									
D-16	18"	52'	100 + 78	31' RT	249.6	101 + 30	31' RT	252.0	2 + THRU WIRE	
D-17	NOT USED									
D-18	18"	22'	FIELD LOCATE AS SHOWN AT 97+60 LT						-	-
D-19	18"	26'	FIELD LOCATE AS SHOWN AT 101+90 LT						-	-
D-20	18"	22'	FIELD LOCATE AS SHOWN AT 62+05 LT						-	-

SEE SHEET 4 FOR GENERAL CULVERT NOTES

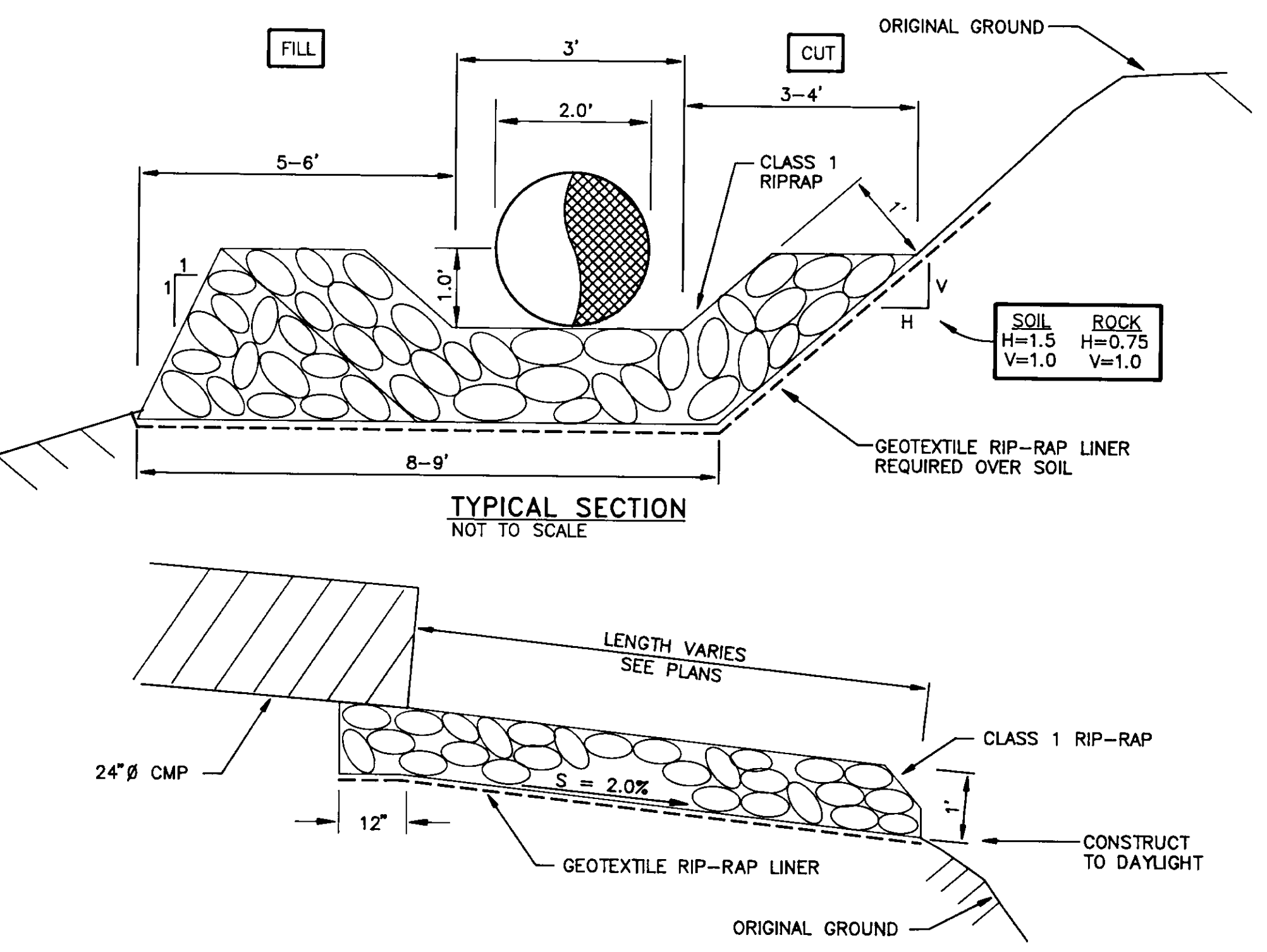


- NOTES
1. GEOTEXTILE SHALL EXTEND INTO CUT SECTION OF CULVERT TRENCH 1' OR MORE.
  2. GEOTEXTILE SHALL BE USED ONLY WHERE CULVERT PIPE EXTENDS OVER SHOT ROCK EMBANKMENT.

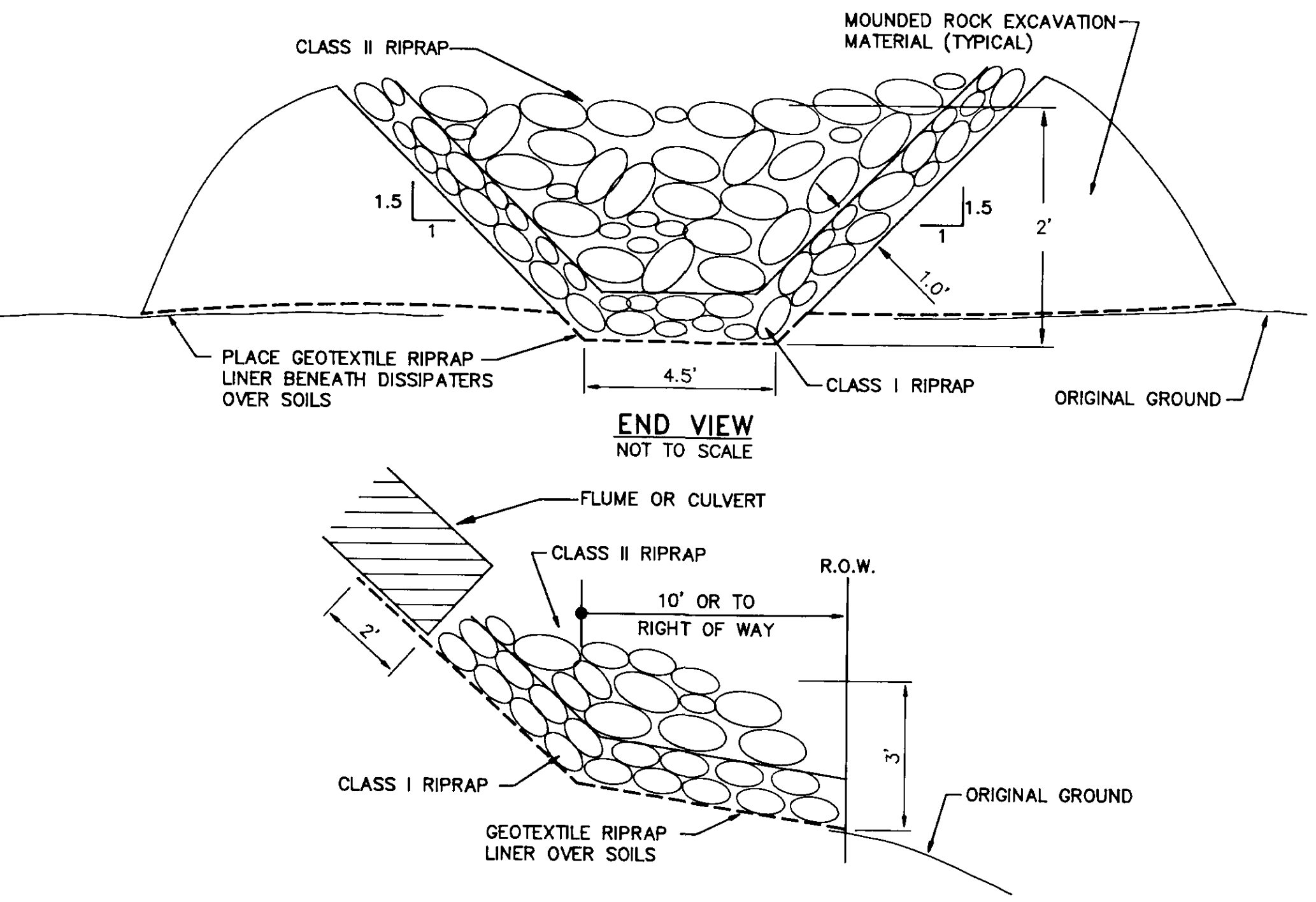
TYPICAL CROSS-CULVERT TRENCH DETAIL  
NOT TO SCALE



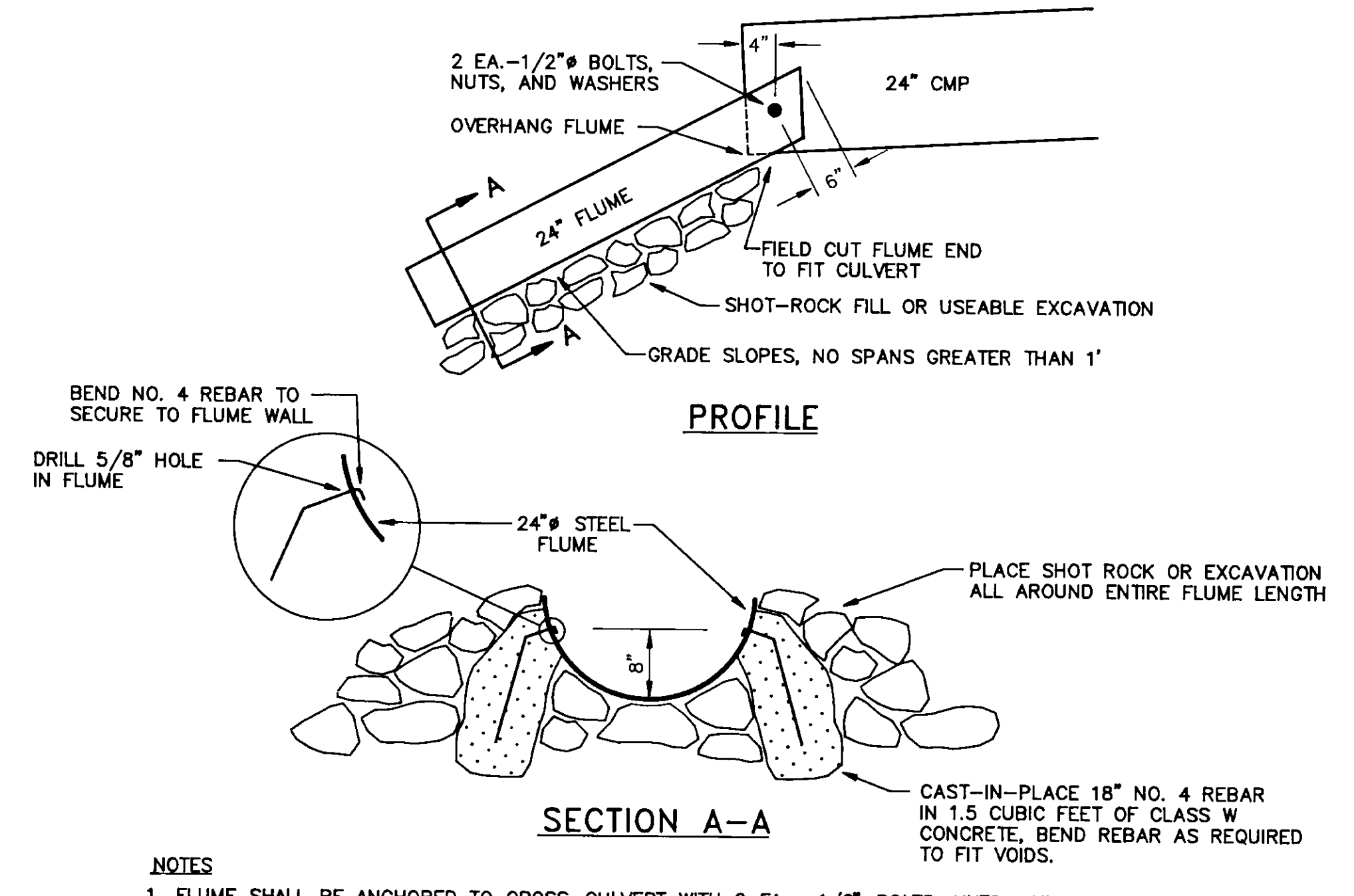
MONUMENT CASE DETAIL  
NOT TO SCALE



TYPICAL PROFILE  
NOT TO SCALE  
RIP-RAP DITCH DETAIL



END VIEW  
NOT TO SCALE  
PROFILE  
NOT TO SCALE  
CROSS-CULVERT ENERGY DISSIPATOR DETAIL



- NOTES
1. FLUME SHALL BE ANCHORED TO CROSS-CULVERT WITH 2 EA. 1/2\"/>
  - 2. OUTLET OF PIPE SHALL OVERHANG INLET OF FLUME BY 6\"/>
  - 3. FLUME SHALL BE STEEL.
  - 4. CONCRETE REBAR ANCHORS SHALL BE PLACED AT MID-POINT AND DOWNSTREAM END.

FLUME DETAIL  
NOT TO SCALE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

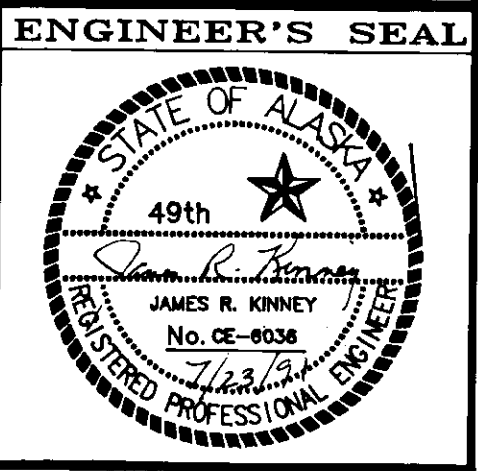
DATE:	DESCRIPTION OF CHANGE:
7/10/91	NEW DRAWING ISSUED
7/22/91	REVISED CROSS-CULVERT TRENCH DETAIL

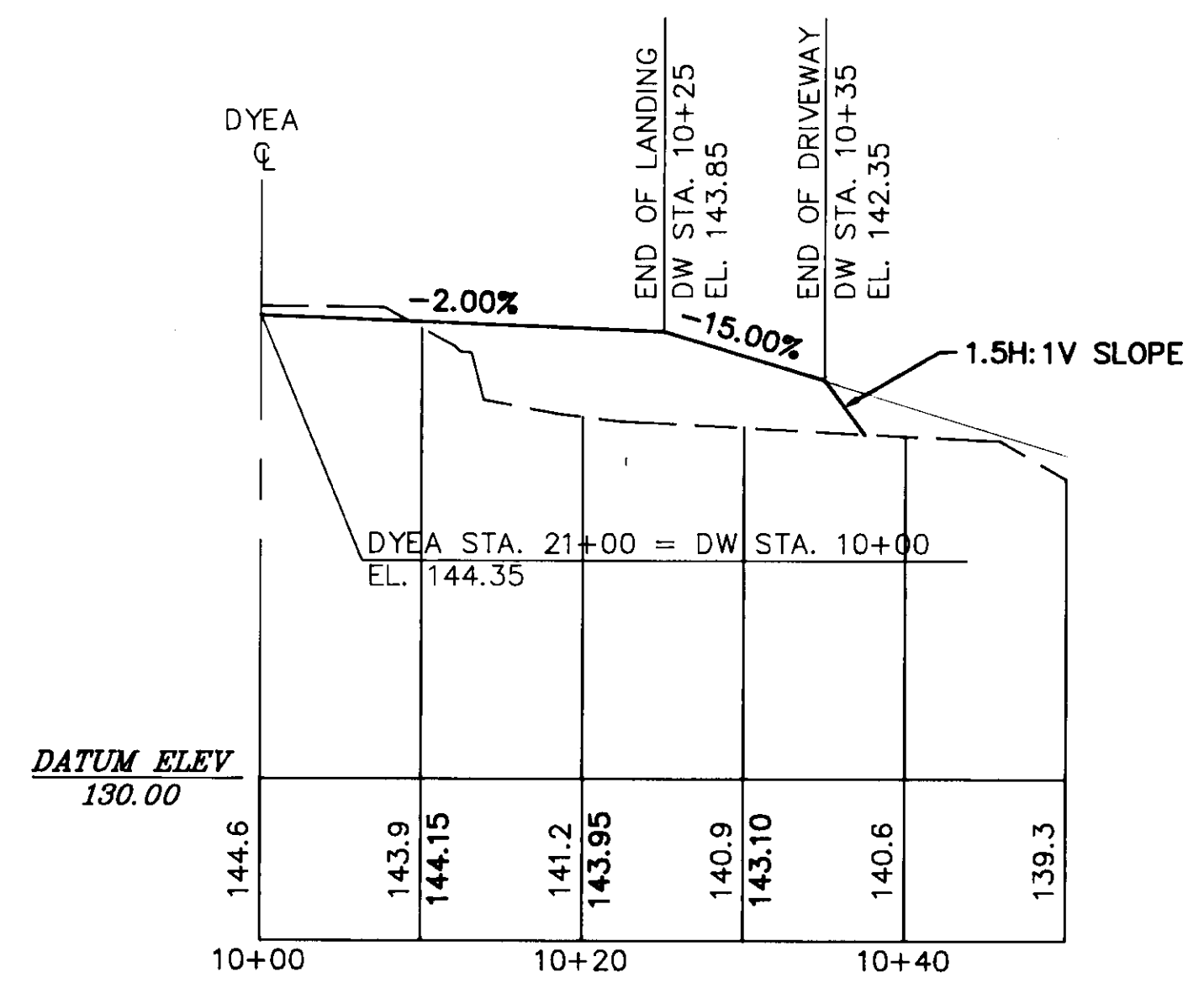
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

SKAGWAY  
DYEA ROAD RECONSTRUCTION  
TYPICAL DETAILS

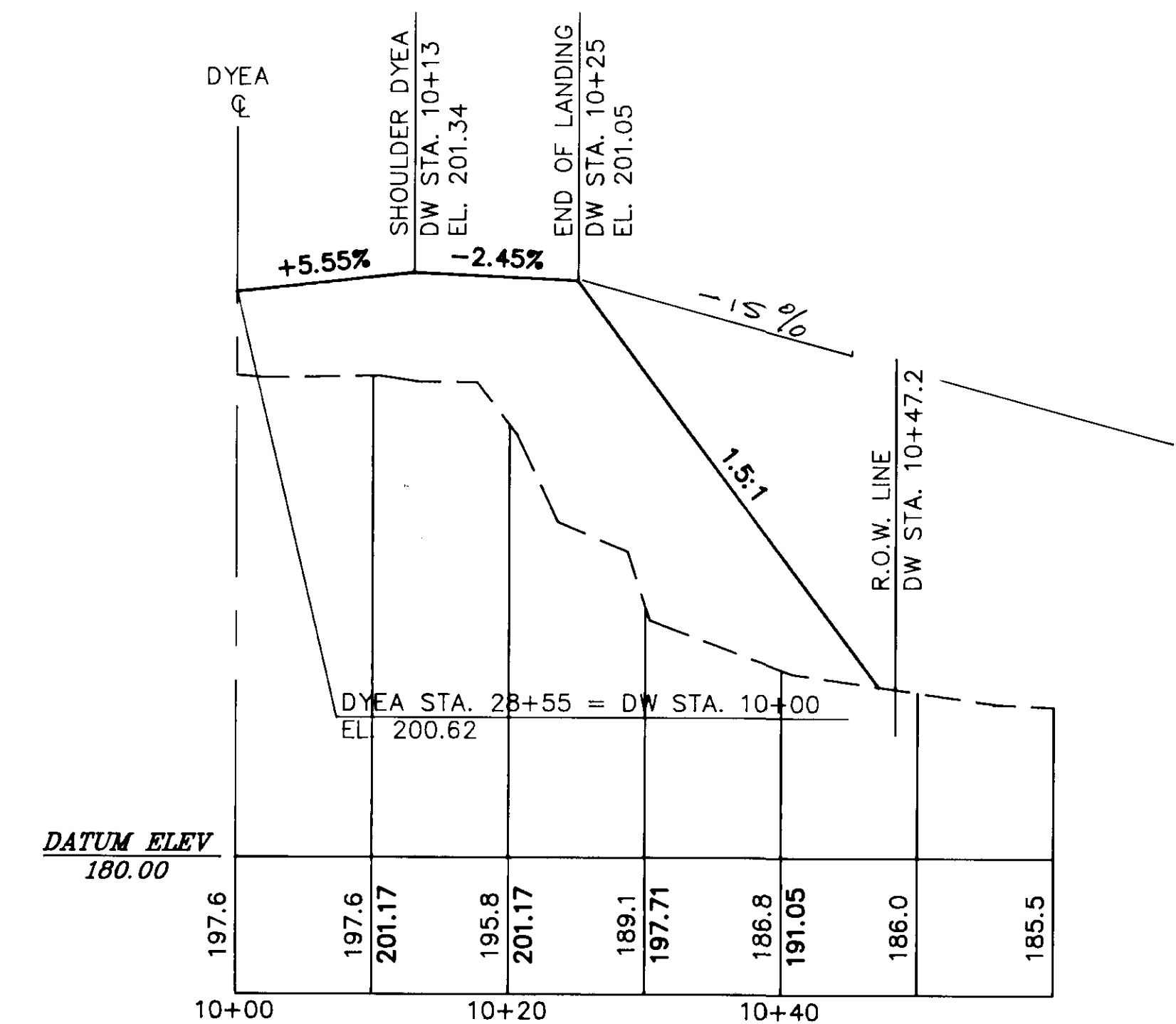
PREPARED BY  
ARCTIC SLOPE CONSULTING GROUP, INC.  
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DESIGNED BY:	L.B./K.F.	SCALE	NO SCALE
DRAWN BY:	J.A.M.	DATE:	JUNE 1991
CHECKED BY:	J.R.K.	SHEET	18 OF 20

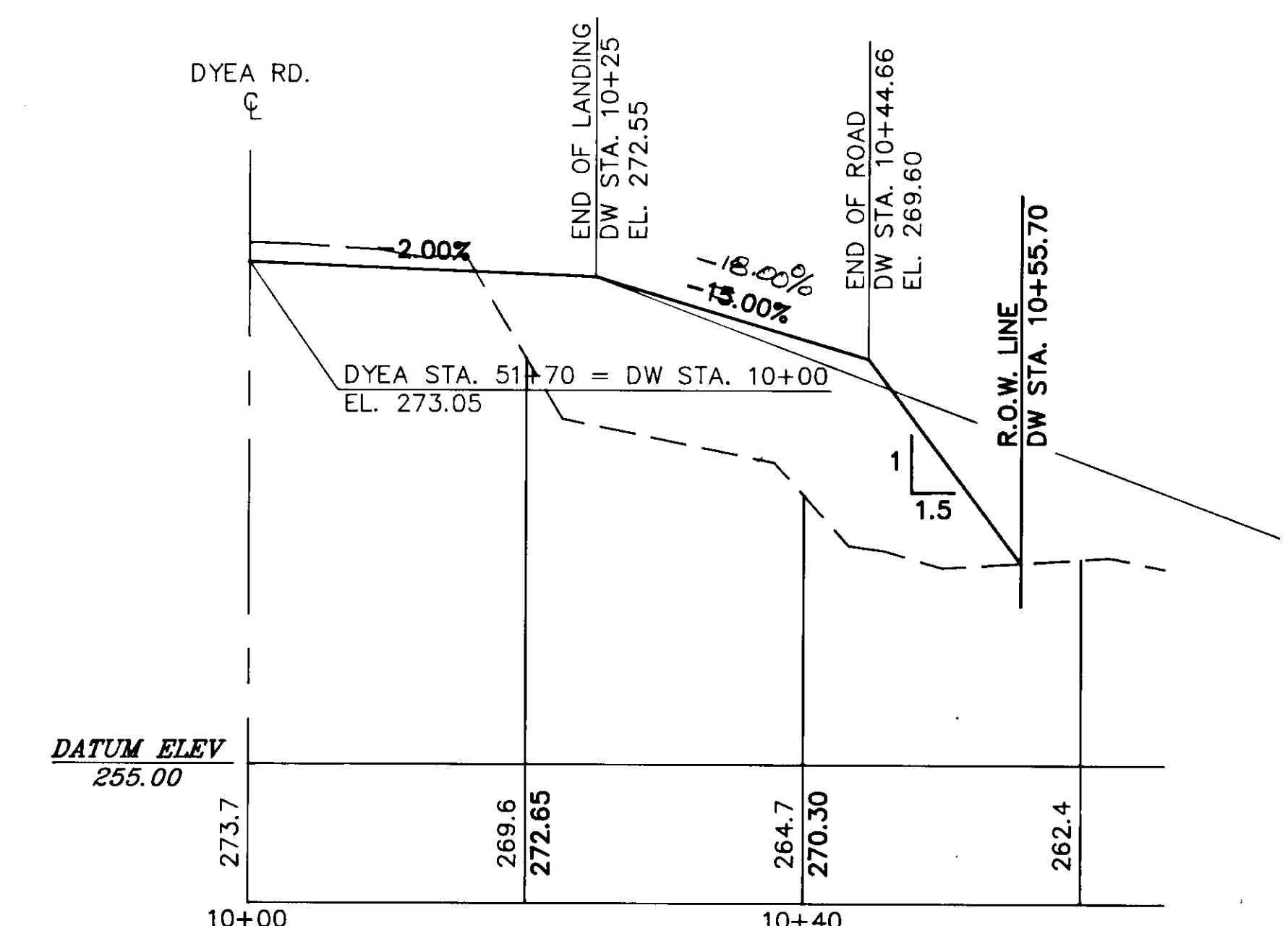




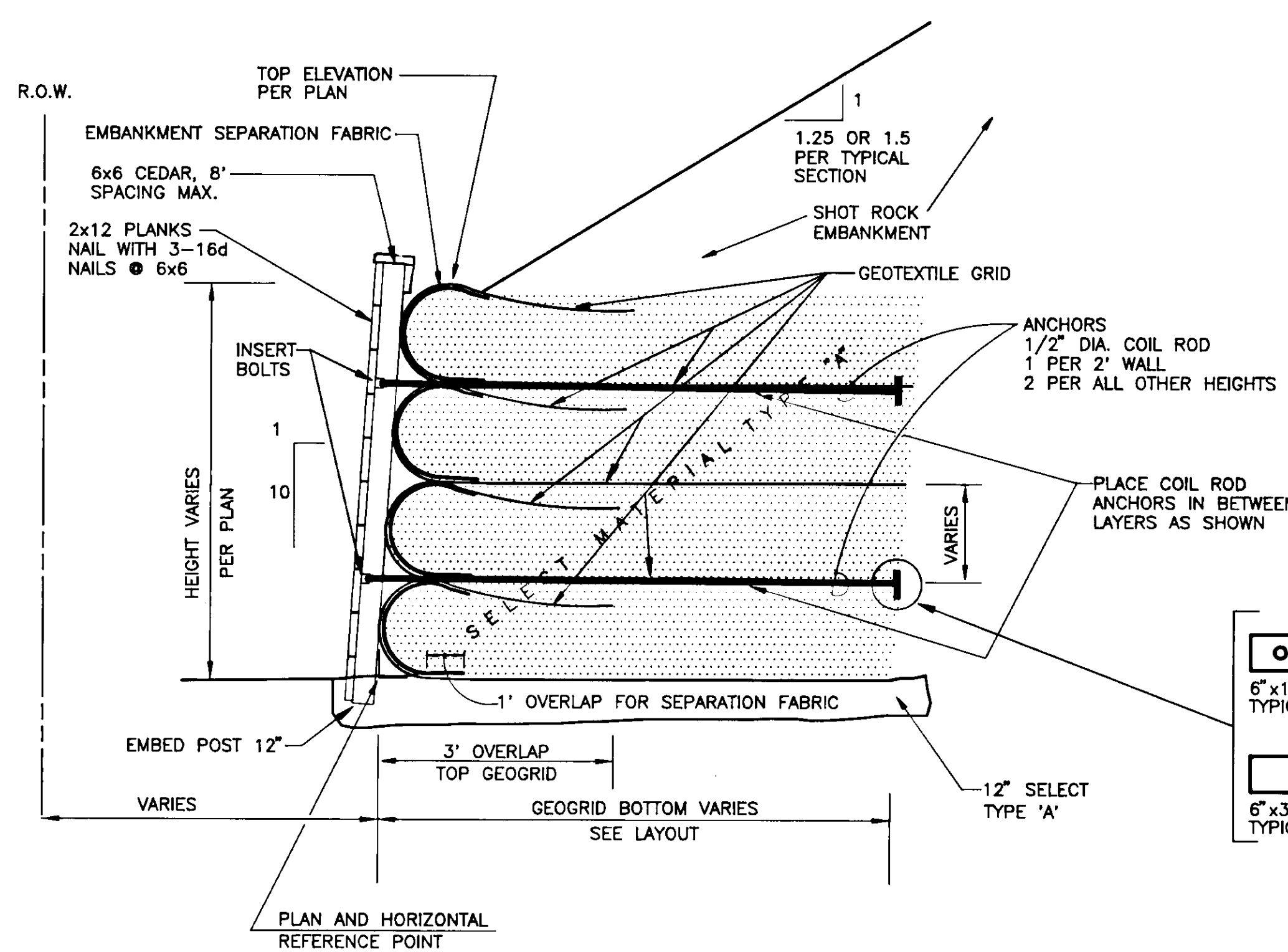
DRIVEWAY STA. 21+00, LT.



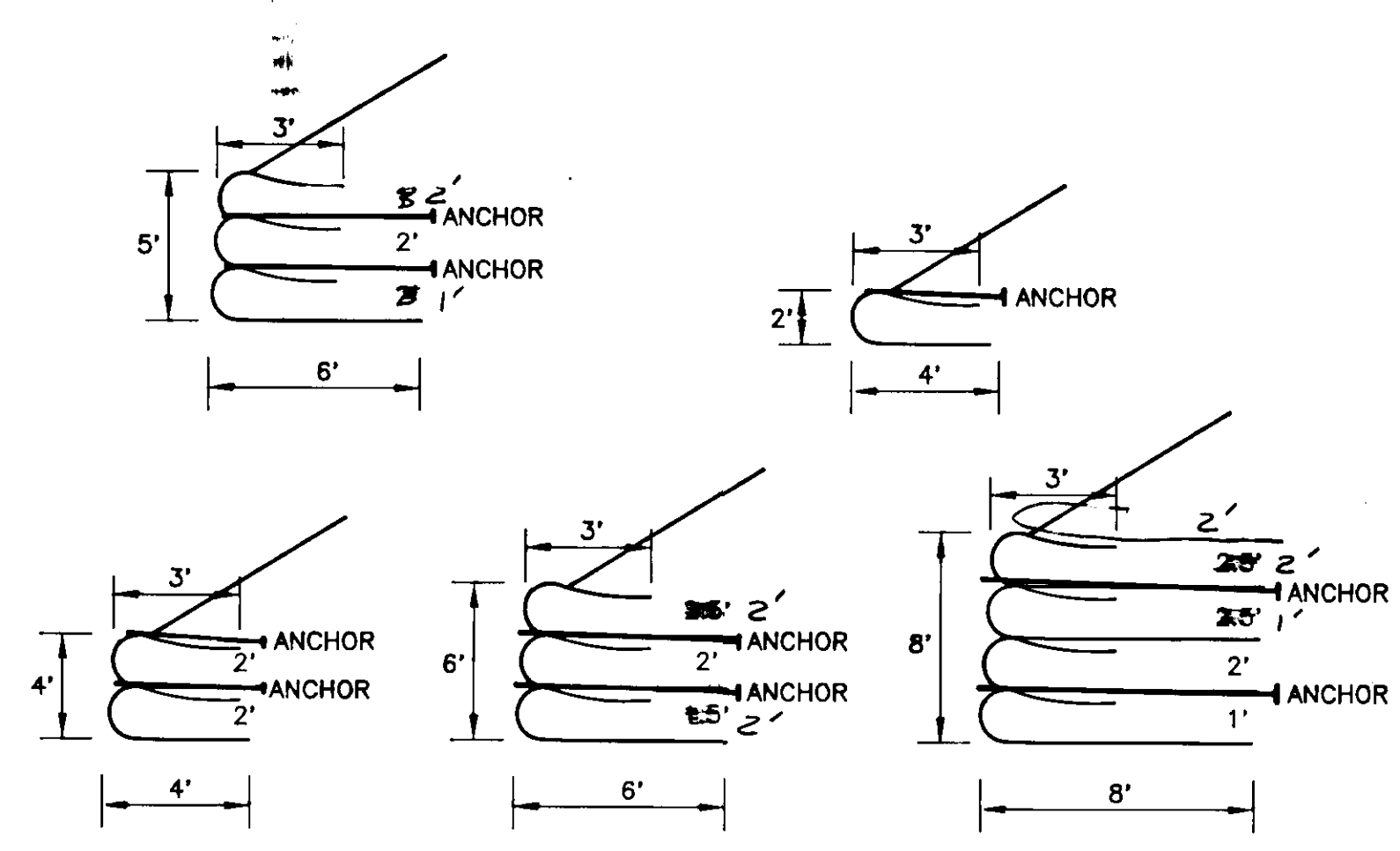
DRIVEWAY STA. 28+55, LT.



DRIVEWAY STA. 51+70, LT.

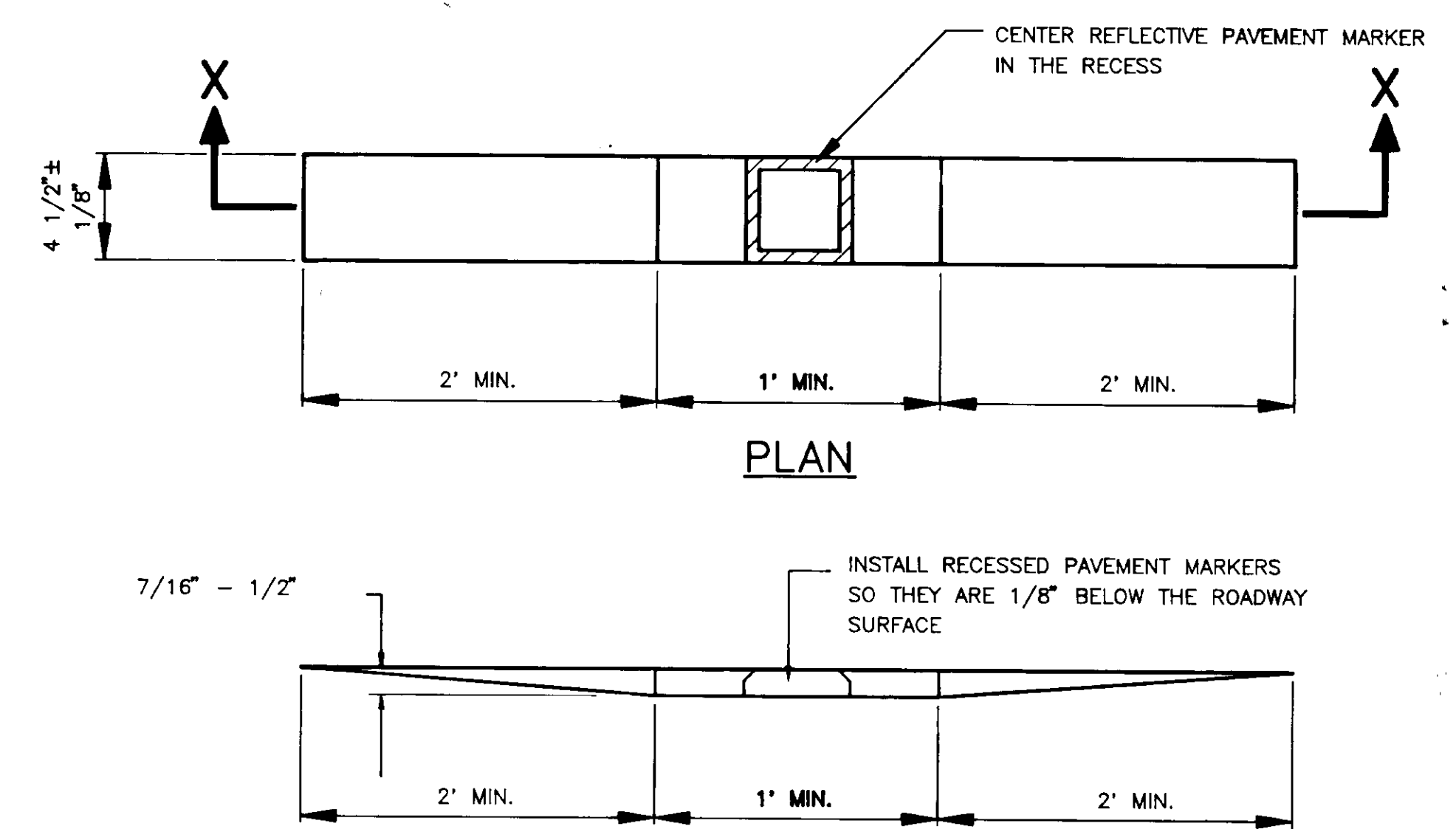


GEOTEXTILE WALL DETAIL



LAYER AND ANCHOR LAYOUT

- NOTES:
- EMBANKMENT SEPARATION GEOTEXTILE AT FACE OF EMBANKMENT, SHALL NOT EXCEED 1' OVERLAP.
  - ALL LUMBER SHALL BE CEDAR S4S NO. 2 OR BETTER.
  - NAIL PLANKS 3--16p NAILS PER 6x6.
  - STAIN ALL CEDAR WITH COMMERCIAL STAIN.



INSTALLATION DETAILS  
RECESSED PAVEMENT MARKER

NOTE: RECESSED PAVEMENT MARKER PLACEMENT SHALL BE IN ACCORDANCE WITH THE DETAILS ON SHEET 19

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE:	DESCRIPTION OF CHANGE:
M. 7/10/91	NEW DRAWING ISSUED
M. 7/24/91	ADDED RECESSED PAVEMENT MARKER DETAIL

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

SKAGWAY  
DYEA ROAD RECONSTRUCTION  
DRIVEWAY PROFILES

DESIGNED BY: R.S.R.  
DRAWN BY: J.A.M.  
CHECKED BY: R.S.R.

SCALE	NO SCALE
DATE:	JUNE 1991
SHEET	20 OF 20

