

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	1	19

FEB 4 1972

STATE OF ALASKA DEPARTMENT OF HIGHWAYS

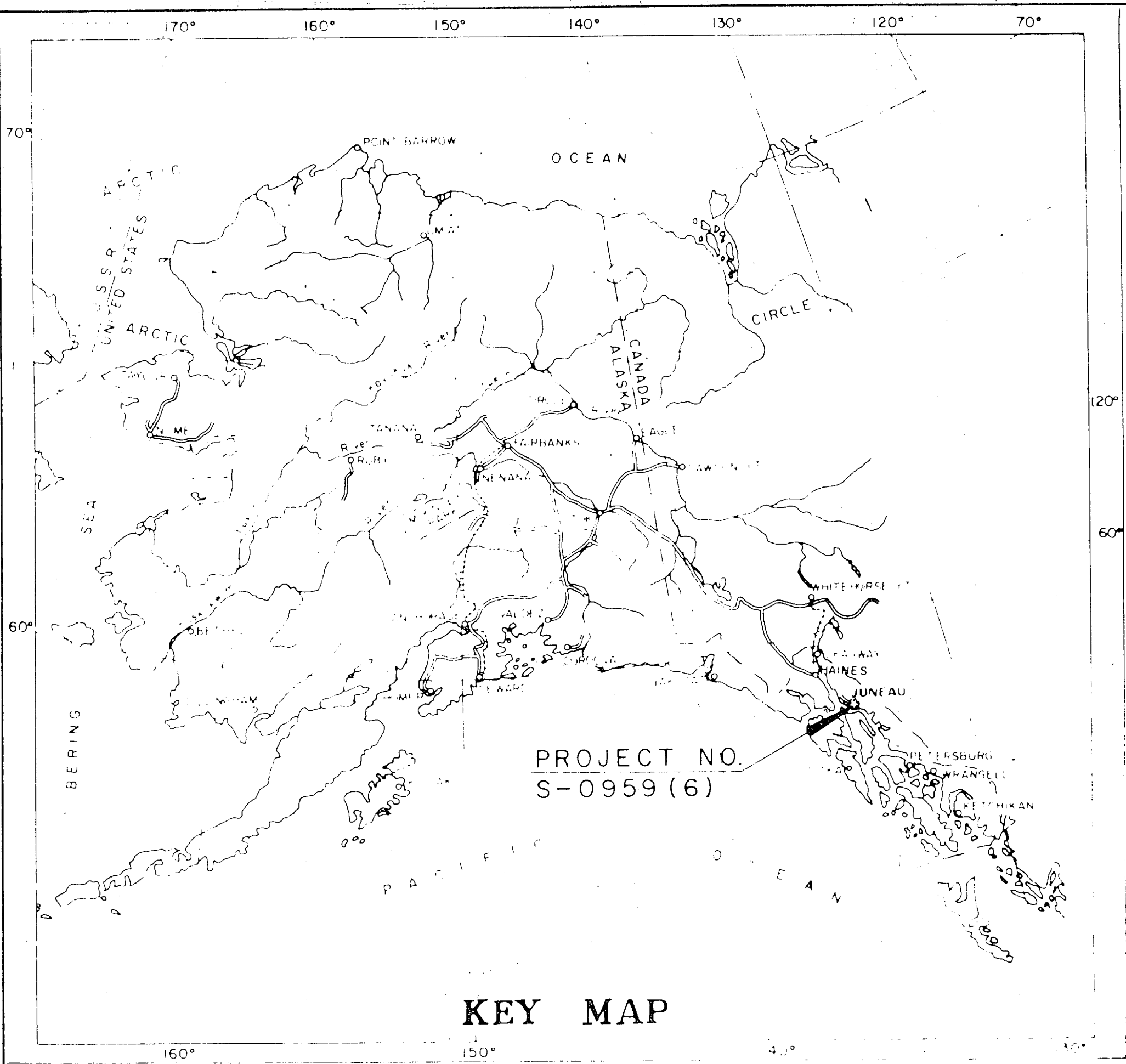
PLAN AND PROFILE PROPOSED HIGHWAY PROJECT

S-0959(6)
NORTH DOUGLAS HIGHWAY
GRADING, DRAINAGE, & PAVING

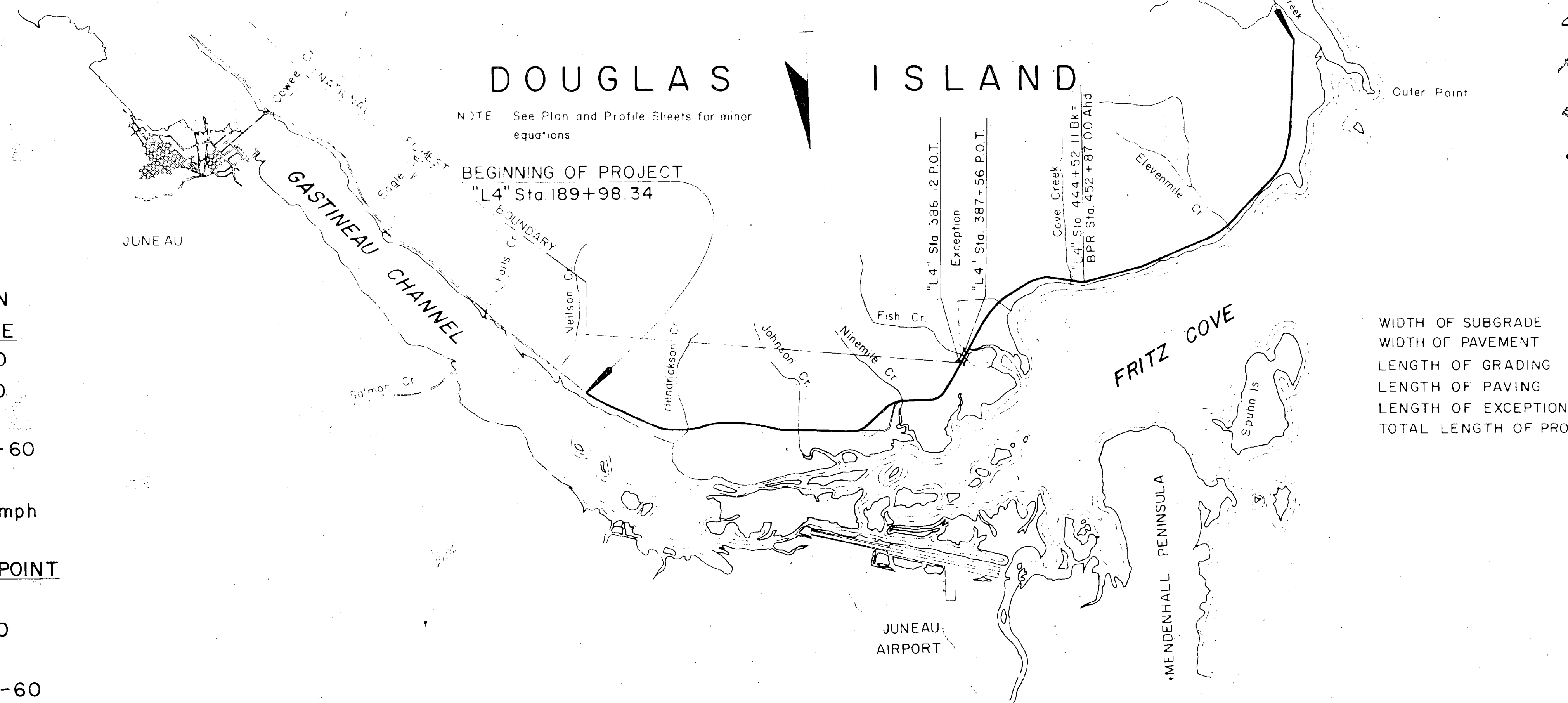
INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-4	TYPICAL SECTIONS
5	ESTIMATE & QUANTITIES
6-9	TABLES & DETAILS
10-19	PLAN & PROFILE

The following standard drawings apply to this project: A-1, D-1a, M(1,2), R-1, R-4, R-6 R-8, R-10, T-1, T-5, T-9, T-10, T-11, T-16, (1,2) T-17, T-18, T-19, T-20,



KEY MAP



NOTE See Plan and Profile Sheets for minor equations

— AS BUILT PLANS —

Contractor: Burgess Construction Company
Project Eng.: Charles R. Henry, L.S. & Mark E. Robitaille, H&W II
Begin Construction: January 29, 1972
Completed: June 30, 1973

PROJECT SUMMARY

	3.5 mi. to FRITZ COVE	FRITZ COVE to OUTER POINT
WIDTH OF SUBGRADE	34'	34'
WIDTH OF PAVEMENT	24'	24'
LENGTH OF GRADING	25,299.22' = 4.792 mi.	(Roadbed Reconditioning)
LENGTH OF PAVING	25,299.22' = 4.792 mi.	19,161.60' = 3.629 mi.
LENGTH OF EXCEPTION	144.00' = 0.027 mi.	
TOTAL LENGTH OF PROJECT	44,460.82' = 8.421 mi.	

DESIGN DESIGNATION
3.5 mi. to FRITZ COVE

ADT (1969)	=	270
ADT (1989)	=	950
DHV (12%)	=	114
D	=	40-60
T	=	5%
V	=	50 mph

FRITZ COVE to OUTER POINT

ADT (1970)	=	65
ADT (1990)	=	230
DHV (20%)	=	46
D	=	40-60
T	=	5%
V	=	50 mph

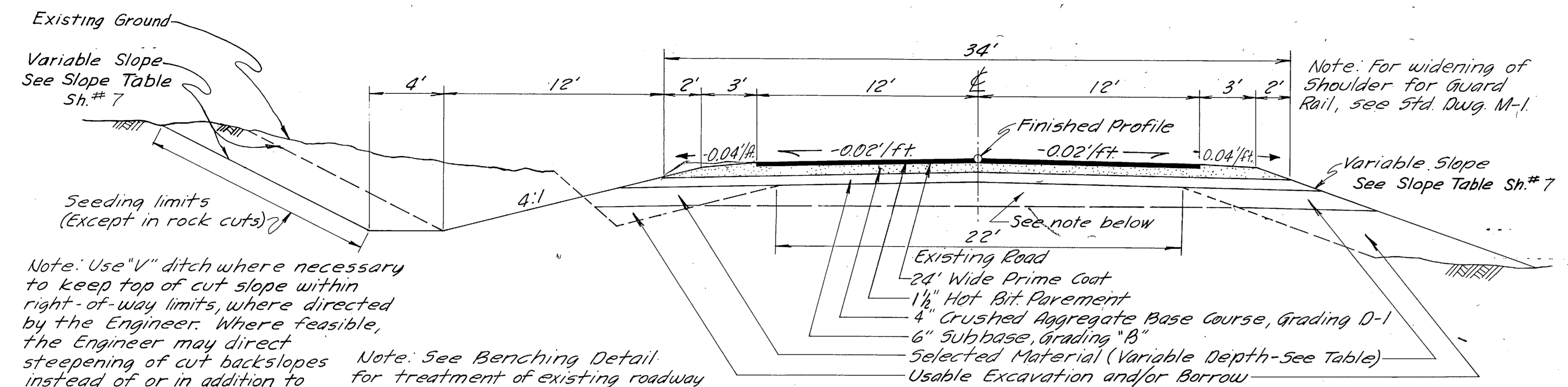
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

APPROVED: *Margaret E. Wilder* October 15, 1971
SOUTHEAST DISTRICT ENGINEER DATE

APPROVED: *[Signature]* 10-28-71
for COMMISSIONER OF HIGHWAYS DATE

FEB 4 1972

TYPICAL SECTIONS OF IMPROVEMENT

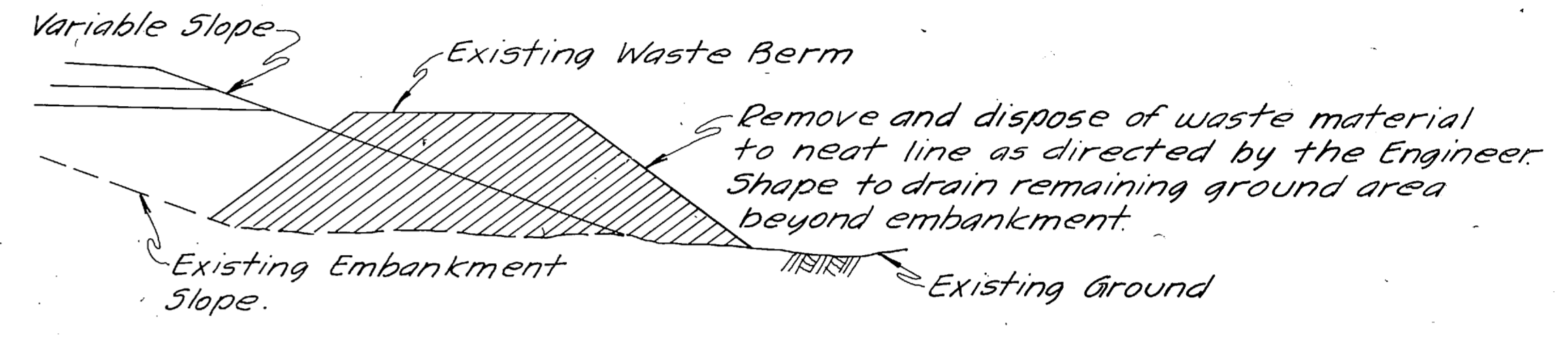


Note: Use "V" ditch where necessary to keep top of cut slope within right-of-way limits, where directed by the Engineer. Where feasible, the Engineer may direct steepening of cut backslopes instead of or in addition to use of "V" ditches.

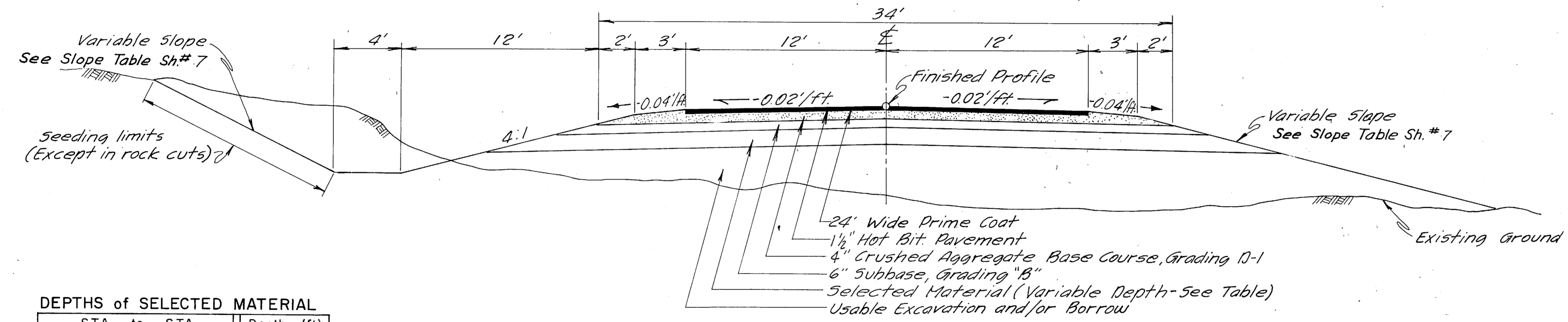
Note: See Benching Detail for treatment of existing roadway embankment and ditch fore slope.

STA. 189+98.34 to STA. 315+36
STA. 348+26 to STA. 444+52.11

Note: When Finished Profile is less than 12" above existing grade, undercut for selected material. Otherwise selected material will only be used under extended shoulders and in new construction. See table this sheet for depth.



REMOVAL OF EXISTING WASTE BERMS
See table below



STA. 315+36 to STA. 348+26

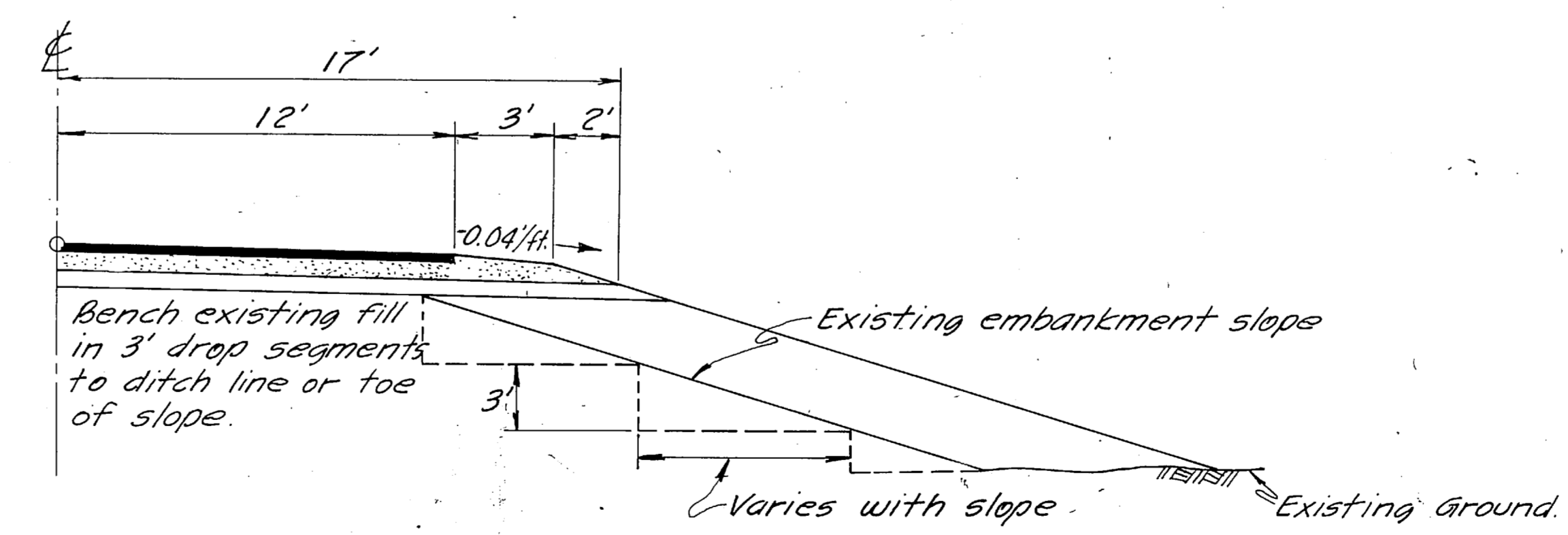
DEPTHS of SELECTED MATERIAL

STA. to STA.	Depth (ft.)
190+00 — 203+00	1.0
203+00 — 211+00	2.0
211+00 — 220+00	1.5
220+00 — 228+00	1.0
228+00 — 246+50	2.0
246+50 — 281+00	3.5
281+00 — 289+00	1.5
289+00 — 310+00	3.5
310+00 — 315+36	1.5
315+36 — 327+50	1.5
327+50 — 333+00	1.0
333+00 — 341+00	1.5
341+00 — 352+00	1.0
369+00 — 375+00	2.0
375+00 — 378+00	1.0
378+00 — 384+50	2.0
384+00 — 390+00	1.0
390+00 — 403+00	2.0
403+00 — 405+00	3.5
405+00 — 444+52	2.0
"A" & "B" Lines	1.0

WASTE BERM REMOVAL

STA. to STA.	STA. to STA.
197+25 — 198+75	303+50 — 304+50
199+75 — 200+75	305+50 — 306+50
204+00 — 205+00	312+50 — 313+50
210+50 — 218+50	315+50 — 317+50
223+00 — 224+50	345+50 — 347+50
235+50 — 237+00	351+50 — 352+50
241+50 — 242+50	398+00 — 399+25
266+50 — 267+50	410+00 — 413+00
275+00 — 276+00	417+00 — 418+00
279+50 — 280+50	421+00 — 422+00
286+00 — 288+50	428+00 — 444+50
290+50 — 292+50	

Note: Excavation of berm will be paid for under Item # 203(3).
Note: Waste berm locations are approximate only and are on the right side of the road.



TYPICAL BENCHING IN EXISTING EMBANKMENT SECTION

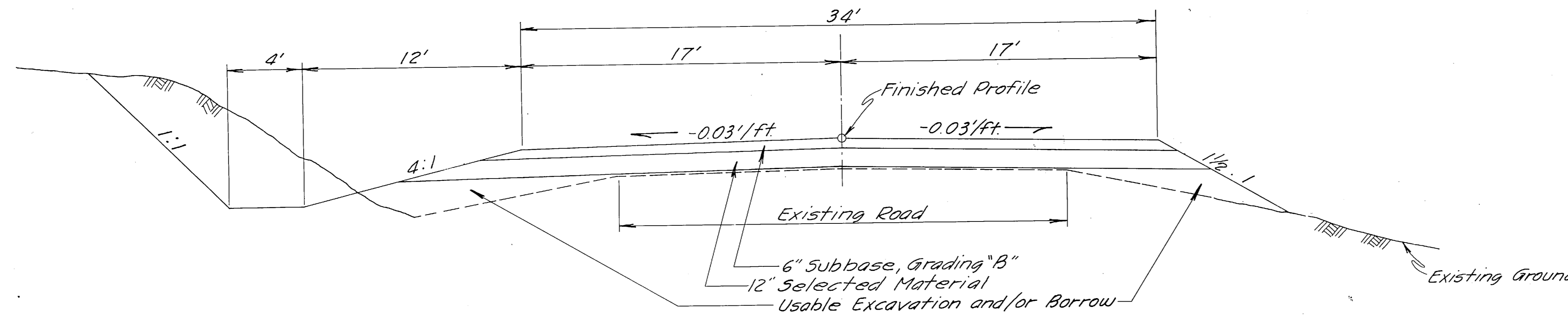
AS ADVERTISED

TYPICAL SECTIONS OF IMPROVEMENT

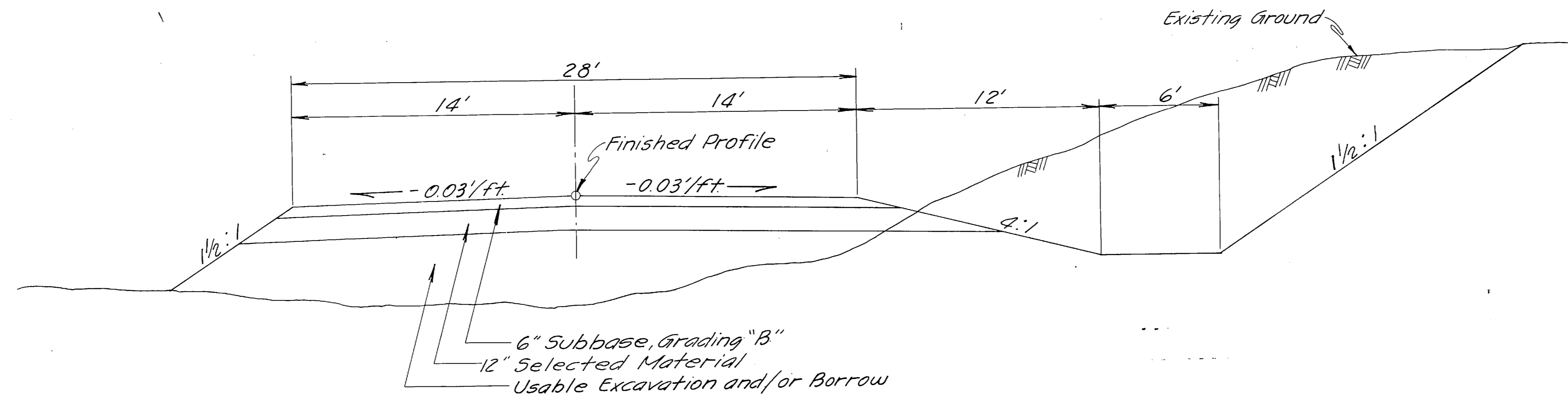
FEB 4 1972

GENERAL NOTES

- Grade and alignment shown on these plans are subject to minor revisions.
- Culvert lengths and locations are approximate only and are subject to minor revisions.
- Clearing Limits: 15' beyond slope limits or to R/W whichever is smaller.
- All approaches shall be 14' wide and shall have turning radii of 30', unless otherwise shown on the plans.
- All Utility poles within the slope limits will be moved by others.
- All culverts to be removed will be disposed of by the contractor.
- All existing signs are to be removed by others.
- All right-of-way widths shall be 50' left and right of \mathcal{C} , unless otherwise noted.



"A" LINE

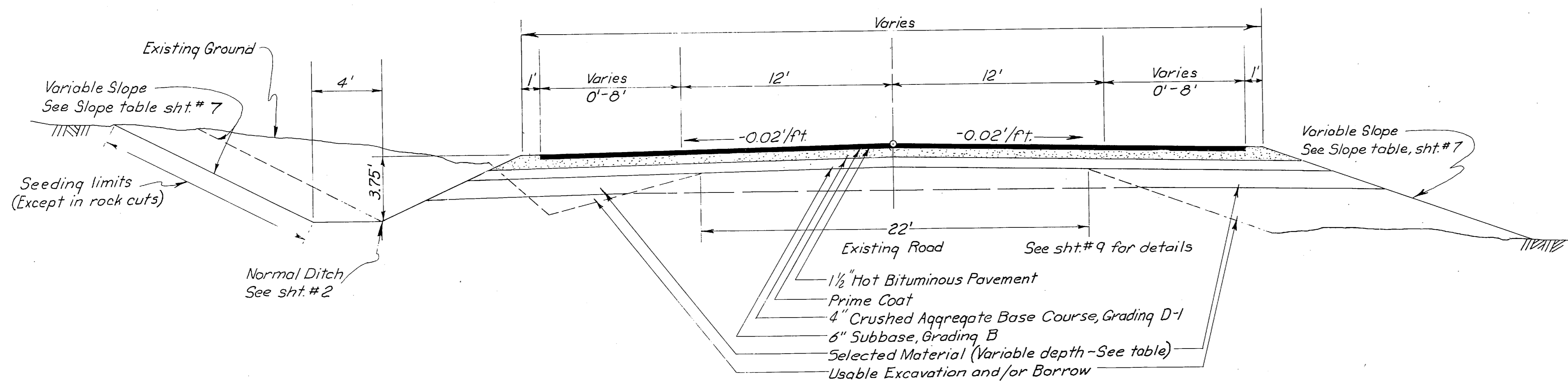


"B" LINE

MAILBOX WIDENING & LOCATION TABLE		
Station	Lt. or Rt.	Mailboxes*
"L" 193+87	Lt.	1
"L" 202+32	Rt.	1
"L" 206+47	Lt.	1
"L" 210+84	Lt.	1
"L" 213+13	Rt.	1
"L" 215+77	Lt.	1
"L" 218+36	Rt.	2
"L" 220+77	Lt.	1
"L" 222+83	Lt.	1
"L" 225+30	Lt.	1
"L" 226+88	Rt.	1
"L" 229+14	Lt.	1
"L" 237+27	Lt.	1
"L" 239+58	Rt.	3
"L" 289+83	Rt.	1
"L" 296+85	Lt.	1
"L" 306+03	Rt.	1

* Paper tubes shall be installed on mailbox posts below mailbox

Widening will not be constructed for paper tube alone.

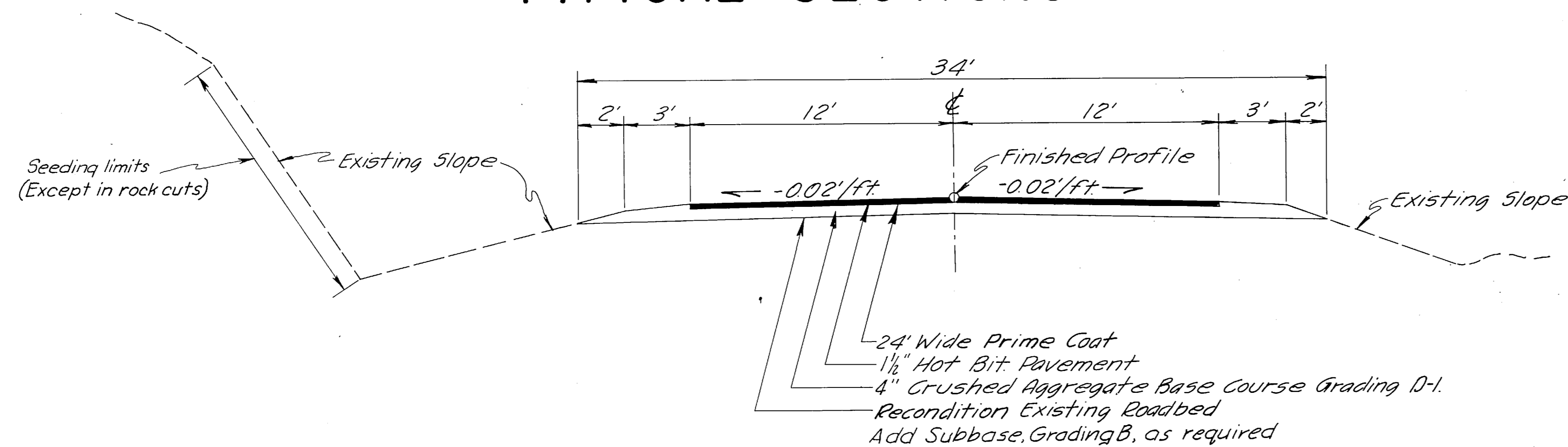


MAILBOX WIDENING (Rt. & Lt.)

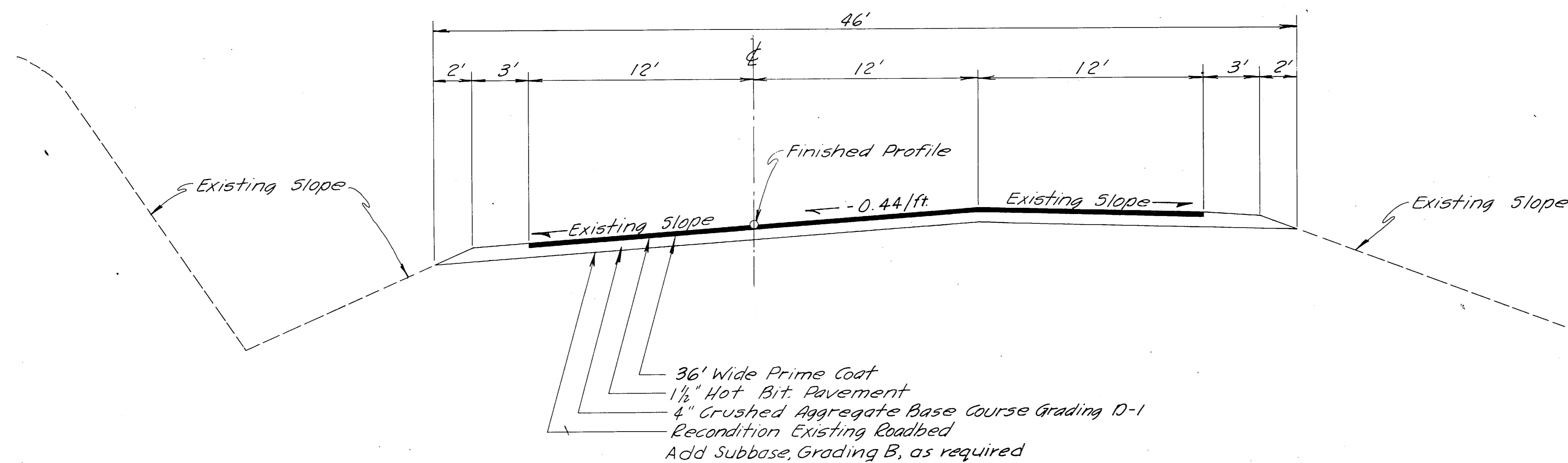
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	4	19

TYPICAL SECTIONS OF IMPROVEMENT

FEB 4 1972



STA. 444+52.11 =
BPR. STA. 452 + 87.00 PC to STA. 644+50



STA. 461+00 to STA. 467+00

ADVERTISED

CULVERT SUMMARY

STATION	Pipe Conduit						Height of Cover Feet	REMARKS	STATION	Pipe Conduit						Height of Cover Feet	REMARKS		
	18" L.F.	24" L.F.	30" L.F.	36" L.F.	54" L.F.	78" L.F.				60" (26E) L.F.	60" (26G) L.F.	60" (26H) L.F.	60" (26I) L.F.	60" (26L) L.F.	60" (31G) Each			60" (26M) L.F.	
"L4" 193+32		1817					9	X	285+25	32								X	C.O.#1
193+60 Lt.	32						2		291+75	32								X	C.O.#1
195+69		6676					9		"L4" 282+41									X	Riprap inlet
202+33	202+37	7062					4		283+85	283+79 Lt.	32							X	
205+74		58					3		285+60	285+70 Lt.	32							X	
C.O.#8 199+15 Lt.	32						2	X	C.O.#8 286+31		560							X	C.O.#8 DELETED 24"x50" C.M.P. + 24" END SECTION
207+30		2830*					6	X	291+36	291+50 Lt.	28							X	
208+60 Lt.	32						2	X	288+00		6470							X	
209+77				2686			11	X	290+93	291+15	68							X	
213+23		64					5		293+98			28						X	
214+17		6058					3		295+58	295+79 Lt.	32							X	
214+00						54	5		296+33	296+58 Lt.	32							X	
216+17		6258					4		283+84	283+80 Rt.	20							X	
218+24		7061					4		297+67	297+80 Lt.	32							X	
220+02	220+00	7668					6		299+40		2419							X	
220+50 Lt.	32						2	X	300+45 Lt.									X	
221+76	221+68	60					3		310+05	309+95	6660							X	
206+70	207+00 Lt.						2	X	314+85	314+70	5672							X	
222+56 Lt.	32						2	X	309+19 Lt.									X	
224+56	224+48 Lt.						2	X	321+50 Lt.									X	
228+36	228+40	56					3		322+06	322+15	84							X	
230+8	230+85	64					4		C.O.#10 336+25		540							X	C.O.#10 DELETED 24"x54" C.M.P. + 24" END SECTION
228+78	32								290+10 Rt.									X	
232+25	32								343+36		62							X	Riprap inlet and outlet
235+25	32								307+25		32							X	
277+85	32								303+75		32							X	
233+50	233+58	66					5		306+25		32							X	
237+10 Lt.	32						2	X	346+50		74							X	
C.O.#8 237+36		540					3		349+98		60							X	
239+85 Rt.	32						2	X	365+83	365+57	80							X	
239+75	239+85 Lt.						2	X	371+57	369+51	60							X	
240+58					12		6	X	379+49 Rt.		3234							X	
243+55 Rt.	32						2	X	396+39			14						X	
243+55 Lt.	32						2	X	401+65	401+10	8240							X	
245+44 Lt.				14			6	X	408+15	408+28			14					X	Riprap inlet and outlet
246+20 Lt.	32						2	X	410+87	410+82	5460							X	
249+00 Lt.	32						2	X	414+31			30						X	
250+09		2816					5	X	414+90 Rt.		32							X	
C.O.#8 251+35		560					3		415+65 Rt.		32							X	
253+15 Lt.	32						2	X	418+57			74						X	
256+12				14			7	X	417+46	419+56	86							X	
257+55 Lt.	28						2	X	421+39		34							X	
259+27		6652					4		425+53		26							X	
196+50	44								426+82					22				X	Riprap inlet and outlet
217+14	32								C.O.#1		34							X	C.O.#1
260+83 Lt.	28						2	X	C.O.#7		36							X	C.O.#7
263+02		3432					7	X	428+52					22				X	
265+34		68					3		432+68	432+66	70							X	
269+38	269+35	7472					7		436+97	436+98	6084							X	
275+77	275+62	4452					2		440+16	440+21	5460							X	
278+48 Lt.	28						2	X	444+12					18				X	
279+52	279+45 Lt.						2	X	"X" 4+45" 4+25	32								X	
									"A" 11+46		64	90						X	C.O.#8

AS ADVERTISED

FEB 4 1972

SLOPE TABLE							
LEFT			RIGHT				
Sta.	to	Sta.	Slope	Sta.	to	Sta.	Slope
190+00		191+00	1:1 C	190+00		191+38	1:1 C
		191+38	3:1 F	192+00		192+50	3:1 F
192+00		195+50	1:1 C	193+00		195+70	1:1 C
		195+69	4:1 F	196+00		199+07	4:1 F
196+00		199+07	1:1 C	199+00		199+50	4:1 C
		202+50	3:1 C	200+00		205+70	4:1 F
203+00		209+00	1:1 C	206+00		209+00	3:1 F
		209+81	4:1 F			209+80	1 1/2:1 F
210+00		219+00	1:1 C			210+00	2:1 F
		220+00	4:1 F	211+00		218+25	4:1 F
221+00		225+00	1:1 C			219+00	2:1 C
		225+50	3:1 C			220+00	3:1 F
228+00		238+00	1:1 C	221+00		232+00	4:1 F
		240+58	2:1 F			235+50	3:1 F
		241+00	4:1 F	236+00		237+53	4:1 F
		242+00	1 1/2:1 C			238+00	1:1 C
243+00		244+00	2:1 C			240+00	4:1 F
		245+00	4:1 F			240+58	2:1 F
246+23		250+00	1:1 C	241+00		242+00	4:1 F
		250+17	4:1 F	243+00		244+00	2:1 C
		251+00	1:1 C			245+00	4:1 F
		251+35	4:1 F			245+00	2:1 F
252+00		253+47	1:1 C	245+78		246+23	4:1 F
		254+00	2:1 C	246+50		248+50	1:1 C
255+50		256+00	4:1 F	249+00		251+50	4:1 F
		256+10	2:1 F	252+00		254+00	2:1 C
256+50		257+50	4:1 F			254+50	4:1 F
		259+00	1:1 C			255+00	2:1 C
		259+33	4:1 F	255+50		262+00	4:1 F
260+00		262+00	1:1 C	262+50		264+50	3:1 F
		263+00	4:1 F	265+00		266+00	4:1 F
266+00		268+00	1:1 C	268+50		269+00	3:1 F
		269+00	4:1 F	269+34		270+00	2:1 F
272+00		278+50	1:1 C	272+00		276+00	4:1 F
		279+00	4:1 F	276+50		278+00	1:1 C
280+00		281+00	2:1 F	278+50		280+00	4:1 F
		282+00	1 1/2:1 F	281+00		281+00	2:1 F
283+00		283+66	2:1 F	282+00		283+00	1:1 F
		284+00	1:1 C			283+00	2:1 F
		288+00	4:1 F	284+00		284+00	1:1 C
288+63		290+00	1:1 C	285+00		285+00	4:1 F
		290+96	4:1 F	285+50		286+00	1:1 C
292+00		293+00	1:1 C	286+33		286+00	4:1 F
		294+00	3:1 F			290+00	1:1 C
295+00		296+00	4:1 F	290+96		292+00	4:1 F
		297+00	1:1 C	293+00		295+00	3:1 F
311+00		312+00	1:1 C			296+00	4:1 F
		313+00	1:1 C			297+00	1:1 C
		315+00	4:1 F	298+00		313+00	4:1 F
316+00		317+00	2:1 C	314+00		315+00	3:1 F
		318+00	1:1 C	321+00		321+50	4:1 F
		321+50	4:1 F	322+00		323+00	2:1 F
322+00		322+15	2:1 F			324+00	4:1 F
323+00		339+00	1:1 C	325+00		334+00	1:1 C
		339+50	4:1 F	335+00		338+50	4:1 F
340+00		341+50	2:1 F	339+00		339+50	3:1 F
		342+00	1 1/2:1 F	340+00		341+50	2:1 F
344+50		344+00	2:1 F	342+00		343+50	1 1/2:1 F
		347+00	4:1 F	344+50		345+00	1:1 C
348+00		349+00	2:1 C	345+50		345+00	2:1 F

SLOPE TABLE							
LEFT			RIGHT				
Sta.	to	Sta.	Slope	Sta.	to	Sta.	Slope
349+98		352+00	4:1 F	346+00		352+00	4:1 F
		353+00	1:1 C	353+00		355+50	1:1 C
361+00		361+50	4:1 F	356+00		357+50	4:1 F
		362+50	1:1 C	358+00		360+50	1:1 C
		362+58	4:1 F	361+00		363+00	4:1 F
		367+57	1:1 C	363+50		365+67	3:1 F
368+58		369+58	1:1 C	366+00		370+58	1:1 C
		370+58	1:1 C			371+58	4:1 F
376+58		378+58	1:1 C	372+58		373+58	1:1 C
		379+58	1:1 C	374+58		376+58	4:1 F
384+58		386+12	4:1 F	377+58		383+58	1:1 C
		387+56	4:1 C	384+58		386+12	4:1 F
		388+58	1:1 C			387+56	2:1 F
389+58		390+58	1:1 C			388+58	4:1 C
		391+58	1:1 C	389+58		395+58	1:1 C
		400+08	4:1 F	396+58		398+58	4:1 F
400+58		402+08	2:1 F	400+08		402+58	2:1 F
		402+58	3:1 F			403+58	3:1 F
404+58		404+08	4:1 F	404+08		404+58	1:1 C
		406+08	1:1 C	405+08		406+08	4:1 F
		406+58	4:1 F			406+58	4:1 F
407+08		409+08	3:1 F	407+08		408+58	2:1 F
		409+58	1:1 C			409+08	3:1 F
		414+07	4:1 F	409+58		410+57	4:1 F
414+57		418+07	1:1 C			411+07	1:1 C
		418+57	4:1 F	411+57		412+57	4:1 F
		419+07	1:1 C	413+07		414+07	1:1 C
419+57		420+07	4:1 F			414+32	4:1 F
		420+57	1:1 C	414+57		417+07	1:1 C
		421+57	4:1 F	417+57		418+07	4:1 F
422+07		424+57	1:1 C	418+57		419+57	3:1 F
		425+13	4:1 C	420+07		421+07	4:1 F
425+53		427+09	4:1 F			421+45	3:1 F
		427+32	1:1 C			421+57	4:1 F
		428+50	4:1 F	422+07		425+13	1:1 C
429+10		432+16	1:1 C			426+57	3:1 F
		432+00	4:1 F			426+82	2:1 F
433+10		443+16	1:1 C			427+09	4:1 F
		443+66	4:1 F			427+32	1:1 C
444+12		444+29	1:1 F			428+16	3:1 F
		444+66	1:1 C			432+16	4:1 F
						432+66	3:1 F
						433+16	3:1 F
						433+57	2:1 F
						434+16	3:1 F
						435+66	4:1 F
						436+34	3:1 F
						439+16	2:1 F
						439+42	3:1 F
						440+21	2:1 F
						440+66	4:1 F
						443+16	3:1 F
						443+66	2:1 F

SUPERELEVATION TABLE		
Station	Left	Right
190+38	-2%	-2%
191+88	-2%	+2%
205+41	-2%	+2%
206+91	-2%	-2%
221+93	-2%	-2%
223+20	-2%	-2%
223+43	-2.8%	+2.8%
238+54	-2.8%	+2.8%
238+77	-2%	+2.8%
240+03	-2%	-2%
244+22	-2%	-2%
245+05	-2%	-2%
245+72	-5.1%	+5.1%
250+20	-5.1%	+5.1%
251+80	0%	0%
253+41	+5.1%	-5.1%
258+20	+5.1%	-5.1%
258+85	-2%	-2%
259+70	-2%	-2%
271+92	-2%	-2%
273+00	-2%	-2%
273+42	+3.5%	-3.5%
279+22	+3.5%	-3.5%
281+05	0%	0%
282+92	-3.5%	+3.5%
289+38	-3.5%	+3.5%
289+81	-2%	-2%
290+88	-2%	-2%

See Superelevation Std. R-8.

SUPERELEVATION TABLE		
Station	Left	Right
314+36	-2%	-2%
315+30	-2%	-2%
315+86	-4.4%	+4.4%
330+10	-4.4%	+4.4%
330+67	-2%	-2%
331+50	-2%	-2%
336+53	-2%	-2%
337+23	-2%	-2%
338+03	+5.6%	-5.6%
346+72	+5.6%	-5.6%
347+42	+5.6%	-2%
348+22	-2%	-2%
354+21	-2%	-2%
354+95	-2%	-2%
355+71	-6%	+6%
365+27	-6%	+6%
366+01	-2%	+6%
366+77	-2%	-2%
395+91	-2%	-2%
397+28	-2%	-2%
397+41	+2.4%	-2.4%
423+13	+2.4%	-2.4%
423+48	-2%	-2%
424+03	-2%	-2%
428+51	-2%	-2%
429+35	-2%	-2%
430+01	+5.1%	-5.1%
438+92	+5.1%	-5.1%
439+57	-2%	-2%
440+42	-2%	-2%

MONUMENT SUMMARY				
"L4" Station	Location	Point	Monument	
191+38.36	Centerline	P. C.	1	
205+91.00	Centerline	P. T.	1	
222+92.48	Centerline	P. C.	1	
239+02.52	Centerline	P. C.	1	
245+21.55	Centerline	P. C.	1	
250+70.24 Bk. =	Centerline	P. T. Bk.	1	
250+75.59 Ahd.		P. O. T. Ahd.	1	
252+90.89	Centerline	P. C.	1	
258+70.90 Bk. =	Centerline	P. T. Bk.	1	
258+72.08 Ahd.		P. O. T. Ahd.	1	
272+92.49	Centerline	P. C.	1	
279+71.92 Bk. =	Centerline	P. T. Bk.	1	
279+72.91 Ahd.		P. O. T. Ahd.	1	
282+40.33	Centerline	P. C.	1	
289+87.77 Bk. =	Centerline	P. T. Bk.	1	
289+88.94 Ahd.		P. O. T. Ahd.	1	
315+30.31	Centerline	P. C.	1	
330+00.42	Centerline	P. T.	1	
337+52.90	Centerline	P. C.	1	
347+21.91	Centerline	P. T.	1	
355+20.95	Centerline	P. C.	1	
365+70.80 Bk. =	Centerline	P. T. Bk.	1	
365+78.47 Ahd.		P. O. T. Ahd.	1	
396+91.16	Centerline	P. C.	1	
410+00.00	Centerline	P. O. C.	±	
410+27.20	Centerline	M.O.C.	1	
423+63.23	Centerline	P. T.	1	
429+51.27	Centerline	P. C.	1	
430+00.00	Centerline	P. T.	±	
439+42.44	Centerline	P. T.	1	

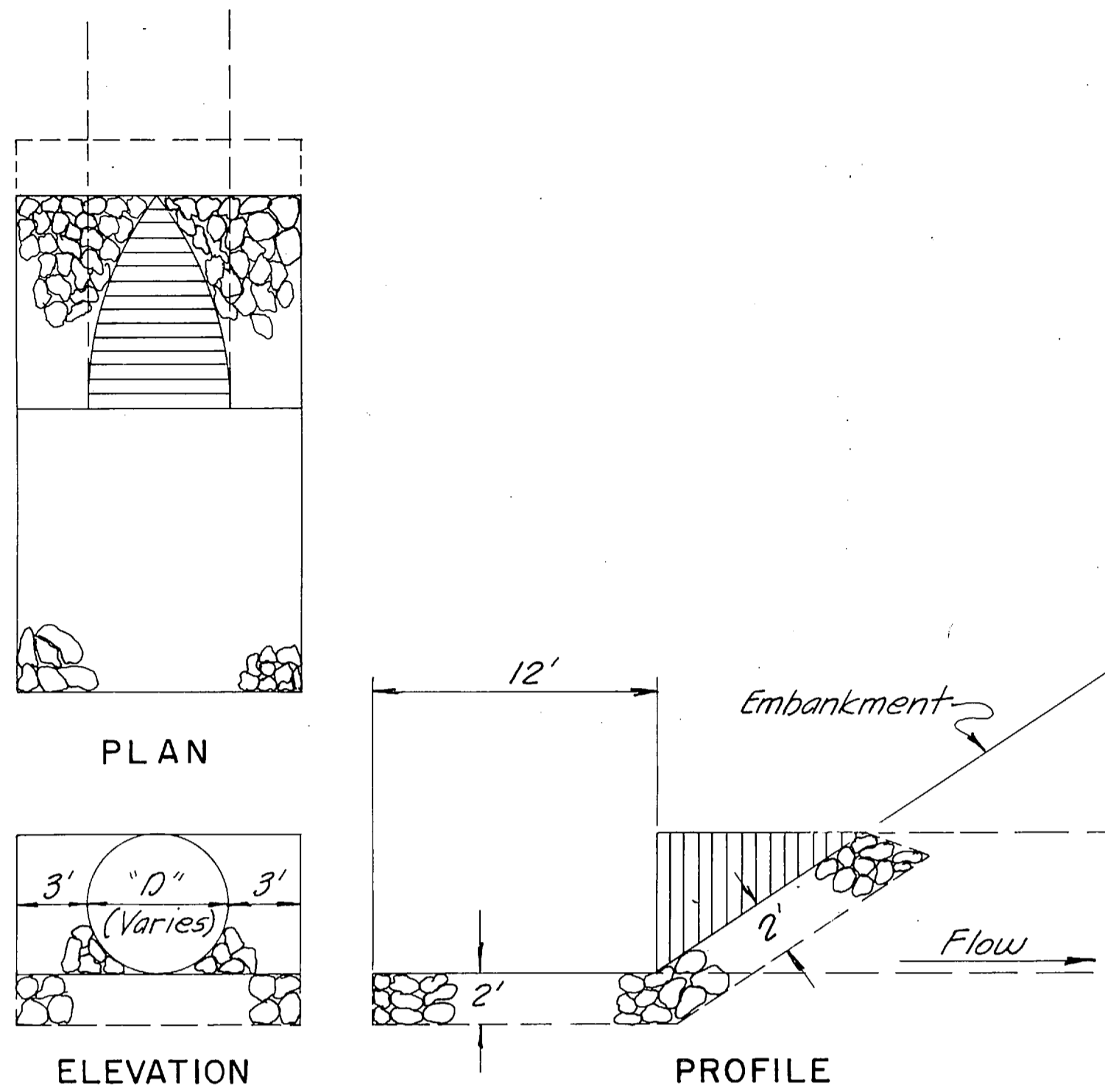
Sheet 19 All P.C. & P.T. Total 24
* Monument Case to be furnished at each location.

GUARDRAIL SUMMARY					
Sta.	to	Sta.	Side	Length	Remarks
"L4" 281+00		"L4" 283+50	Left	250'	
"L4" 281+25		"L4" 283+50	Right	225'	
"A" 12+77L1		"L4" 323+00Rt.		362.5'	See Detail
"A" 10+33		"A" 13+57	Right	350'	See Detail
"L4" 340+75		"L4" 344+00	Right	325'	
"L4" 340+75		"L4" 344+75	Left	400'	
"L4" 385+37		"L4" 386+12	Right	75'	See Detail for Fish Creek Bridge approach guardrail
"L4" 385+62		"L4" 386+12	Left	50'	See Detail for Fish Creek Bridge approach guardrail
"L4" 387+56		"L4" 388+06	Right	50'	See Detail for Fish Creek Bridge approach guardrail
"L4" 387+56		"L4" 388+31	Left	75'	See Detail for Fish Creek Bridge approach guardrail
"L4" 443+75		"BPR" 454+10	Right	200'	

MISCELLANEOUS DETAILS

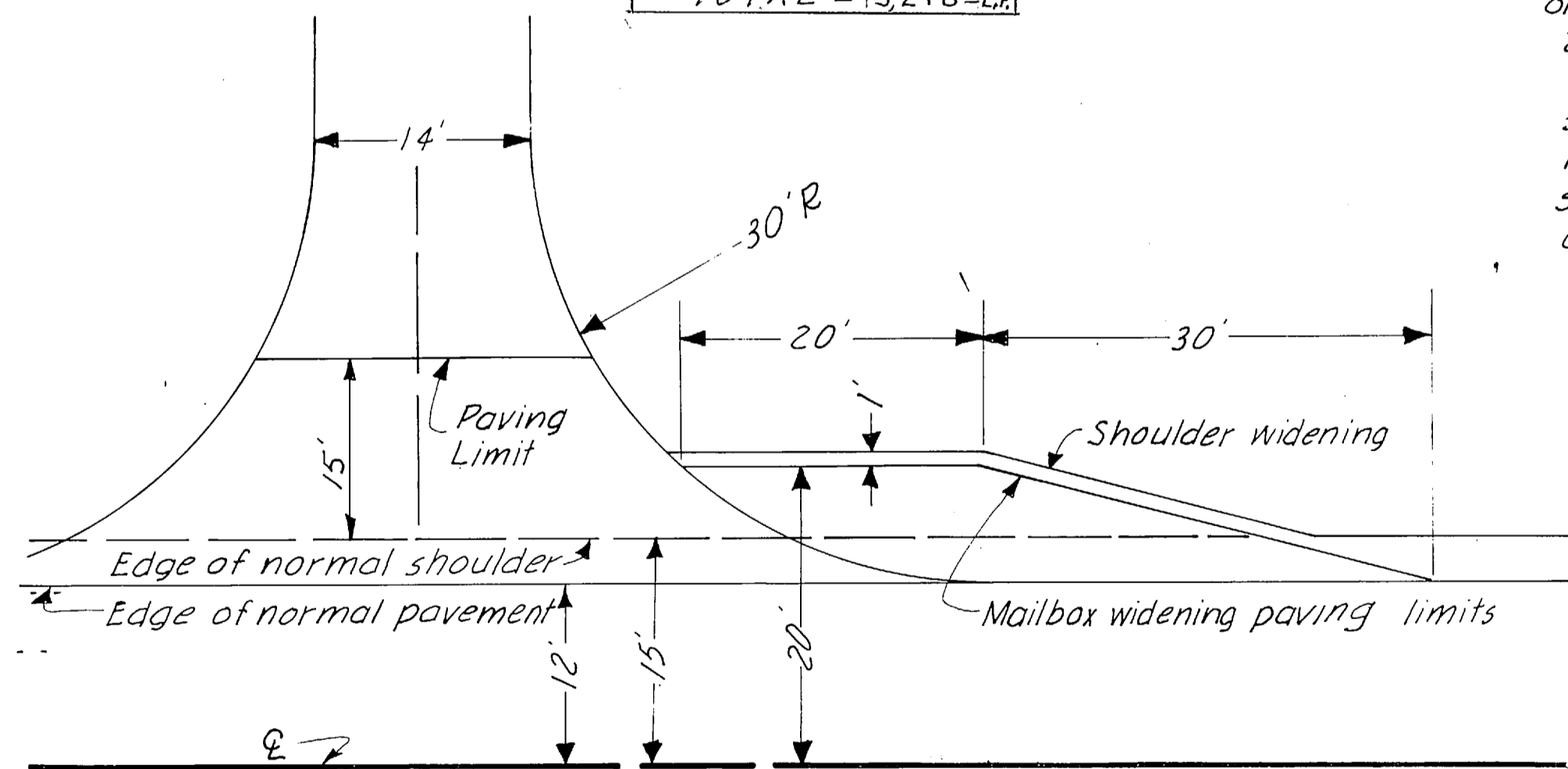
4 1972

CULVERT PIPE REMOVAL AND DISPOSAL					
Station	Length(L.F)	Station	Length(L.F)	Station	Length(L.F)
"L4" 193+50 Lt	22	"L4" 243+50 Rt	20 1/2	"L4" 389+57	40
195+75	56 5/8	243+50 Lt	20	375+80	44
198+23	44	246+28 Lt	20	379+49 Rt	20
202+37 2/5	44 4/2	251+25 2/5	45 4/4	401+65	70 6
205+66 2/0	42	259+27	45 4/4	410+82	48
213+23 2/5	40 3/6	265+34 2/5	45 4/4	412+64	36
214+17 2/0	45 4/12	269+35 5/0	65 4/0	415+67 Rt	20
215+65 Lt	20	273+30	45 4/7	417+98 Rt	30
216+17 2/0	45 4/2	275+62	45 4/6	418+63	50
218+24 2/5	40 4/3	279+35	40 3/9	419+56	56
220+00 2/2	48 4/8	286+31	50 3/2	422+93	38
220+50 Lt	20	288+00	40 3/8	430+14	38
221+68 7/5	45 4/4	290+98	40 6/2	431+16	40
222+75 Lt	20	303+40	40 3/8	432+66	58
224+75 Lt	20 2/4	307+95 2/5	49 4/4	433+56	56
228+40 2/2	58 4/0	309+05	40 4/0	434+95	46
228+80 Lt	19	314+91	48 4/6	436+37	40
230+86 7/0	40 4/0	319+60 Rt	44	436+99	46
232+40 Lt	20	320+90 Rt	42	439+26	55
233+40 5/0	40 4/5	345+70	40	440+16	48
		349+98	42 4/0	441+58	35
237+20 Lt	20 2/4	355+98	40	"A" 11+38	74
237+36	42	363+52	46	"A" 14+10	50
239+70 Rt	20 4/2	364+78	47	"L4" 199+10 Lt	20 3/7
239+70 Lt	20	365+80	48 4/8	TOTAL	2929 L.F.
176+50	20	245+65	40 2/2	285+50	22
206+60	35	253+15	20	292+85	20
206+75	20	255+36	26	295+79	22
207+30	7	257+50	20	296+58	20
209+77	60	283+95	24	297+80	24
				TOTAL =	3,246 L.F.

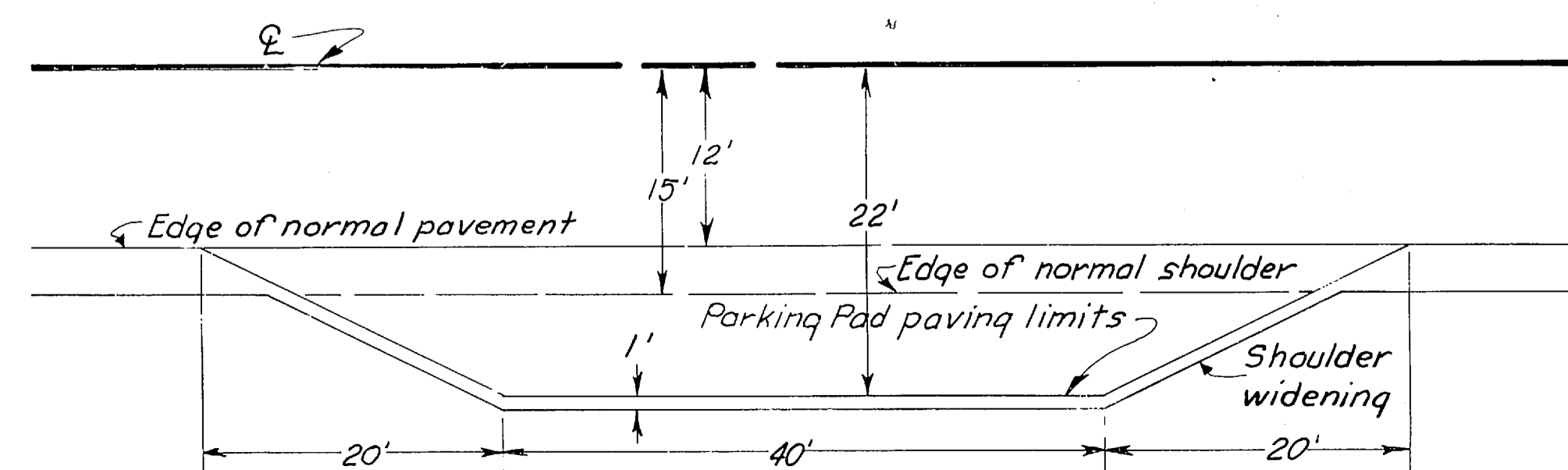


TYPICAL RIPRAP PROTECTION FOR PIPE INLET & OUTLET

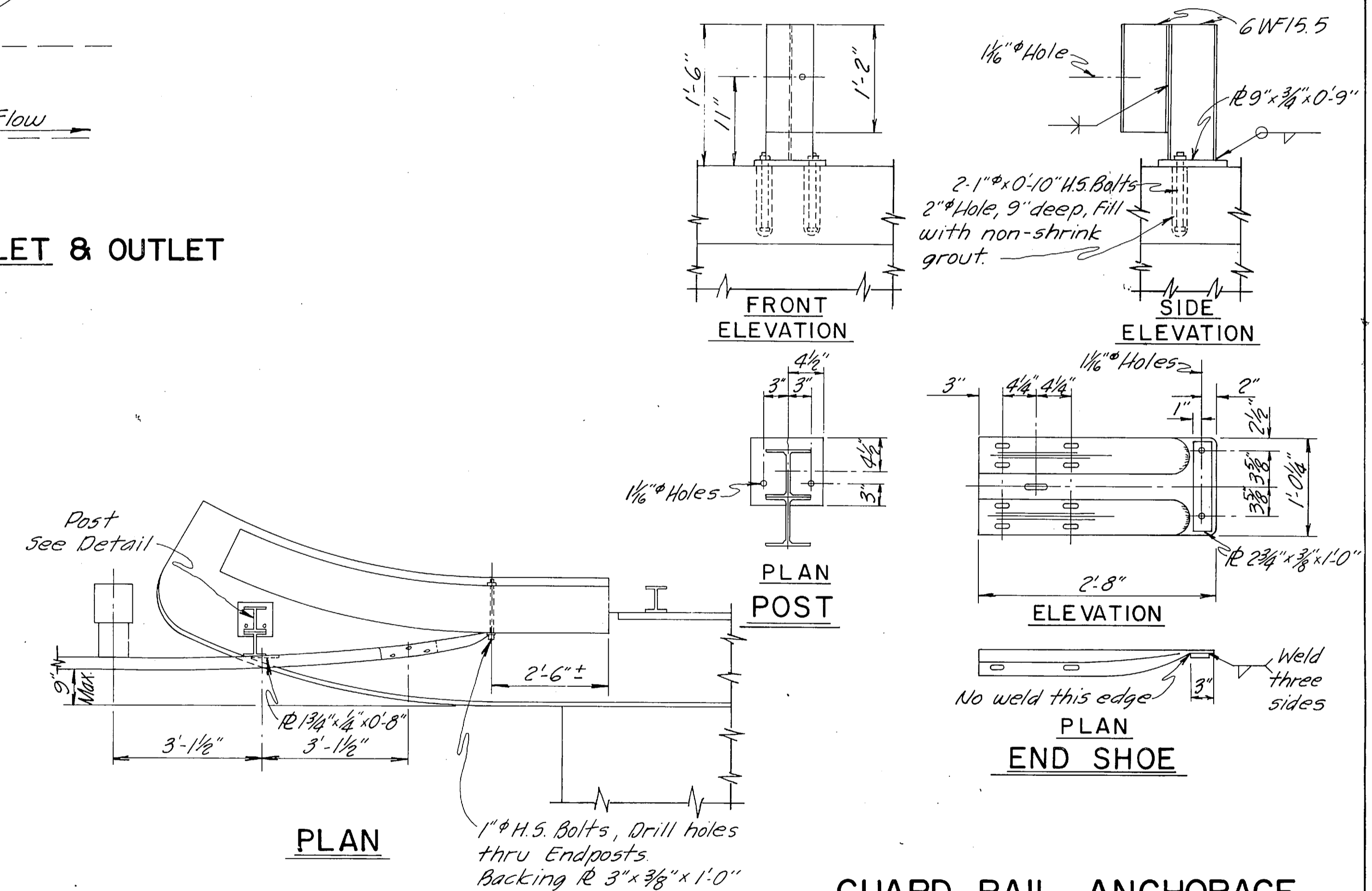
- Notes:
- Riprap protective mats shall be installed at the inlets of the following pipes: Sta. "L" 240+58, 282+41, 343+36, 426+82 & 444+12 and on the outlet of pipes at Sta. "L" 343+36 + 426+82.
 - All riprap shall be Class 1.
 - Riprap shall be laid to conform with the natural streambed and embankment slopes, within limits staked by the Engineer.



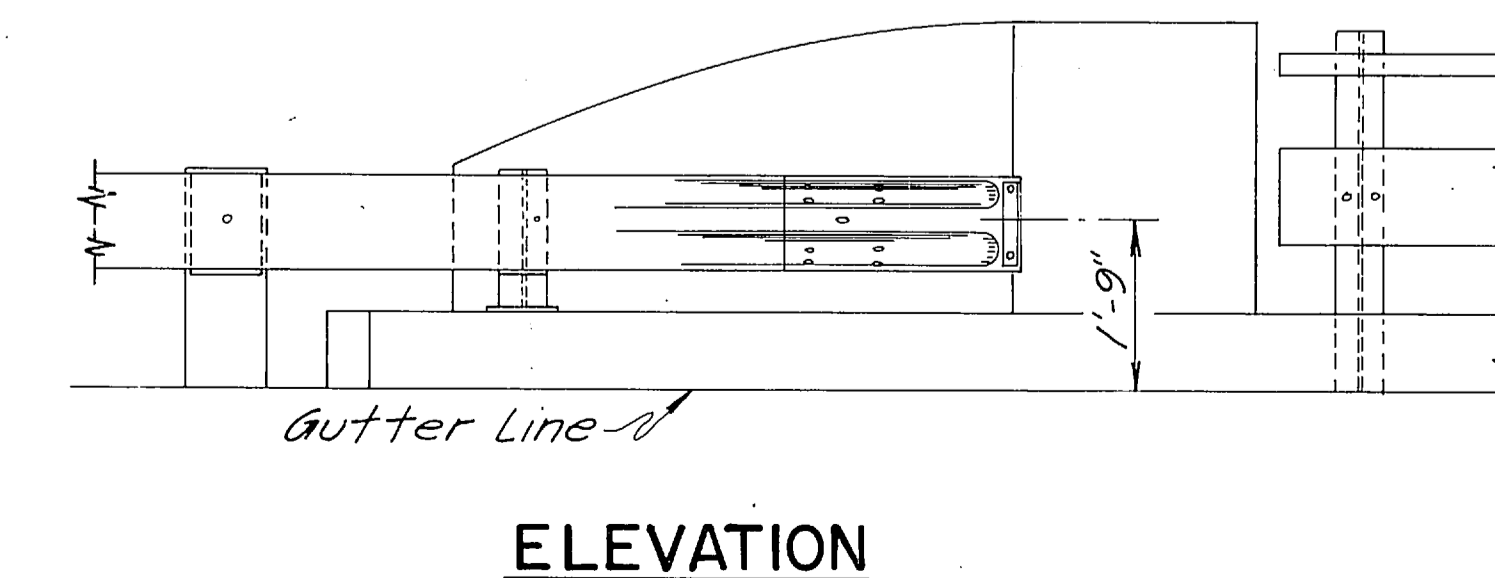
PAVED MAILBOX WIDENING DETAIL



PAVED PARKING PAD DETAIL



GUARD RAIL ANCHORAGE DETAILS



ELEVATION

AS ADVERTISED

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	10	19

HORIZONTAL CONTROL

Based on an initial bearing of N 46° 53' 46" W between As-Built Sta. 183+88.40 and "L4" Sta. 198+68.60. (On preceding project S-0959(1), this bearing is denoted as N 47° 39' 39" W).

VERTICAL CONTROL

Based on B.P.R. brass cap B.M. 24.6' Lt. of Sta. 98+55. (Near the intersection of 3rd and "H" Streets in Douglas). Elev. 97.00

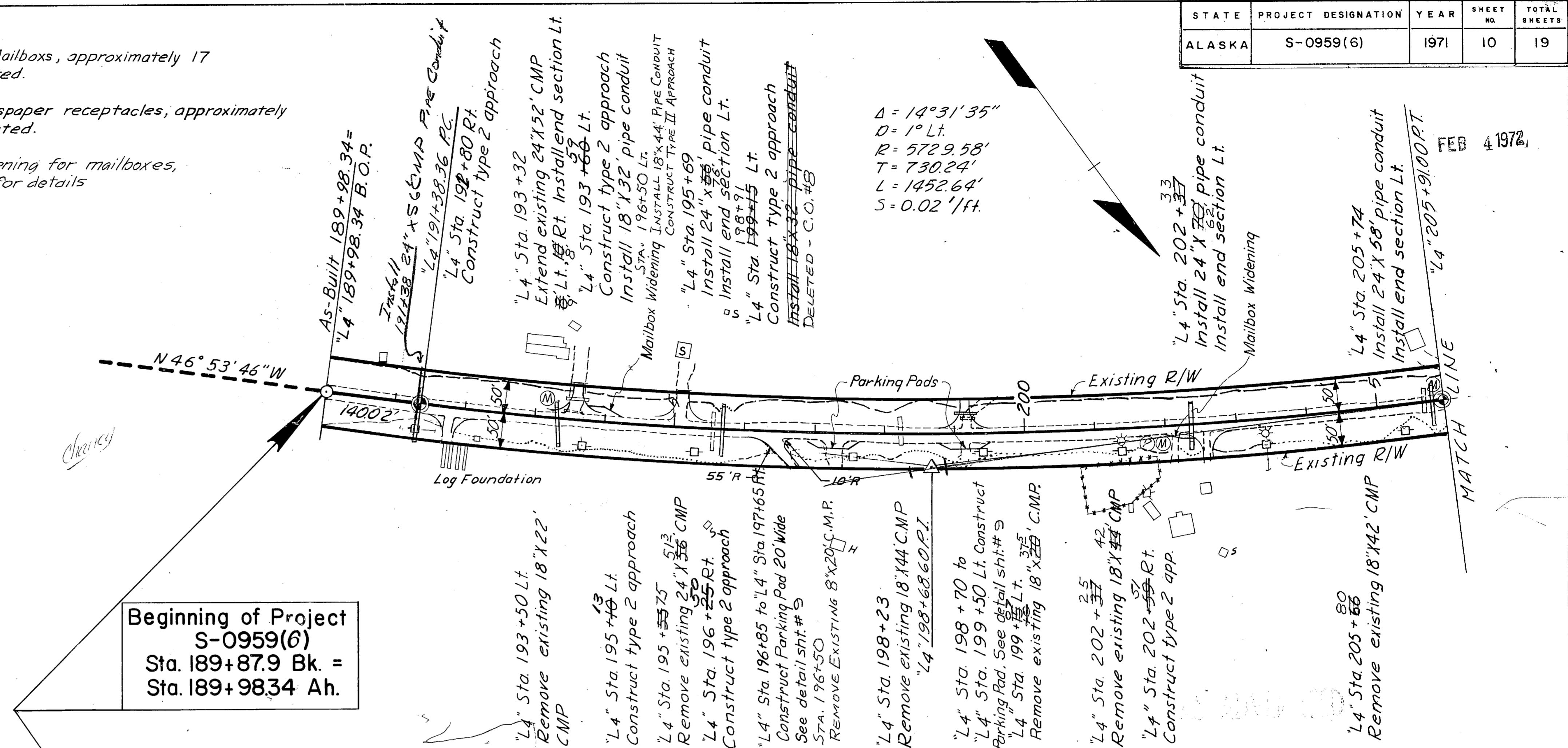
- Ⓜ Indicates Mailboxes, approximately 17 to be relocated.
- Ⓟ Indicates Newspaper receptacles, approximately 9 to be relocated.

Note: For widening for mailboxes, see sht. no. 9. for details

Δ = 14° 31' 35"
 D = 1° Lt.
 R = 5729.58'
 T = 730.24'
 L = 1452.64'
 S = 0.02' / ft.

PLAN	SURVEYED	DATE
NO.	BY	
	NOTED	
	CHCKD	
	CHKD	

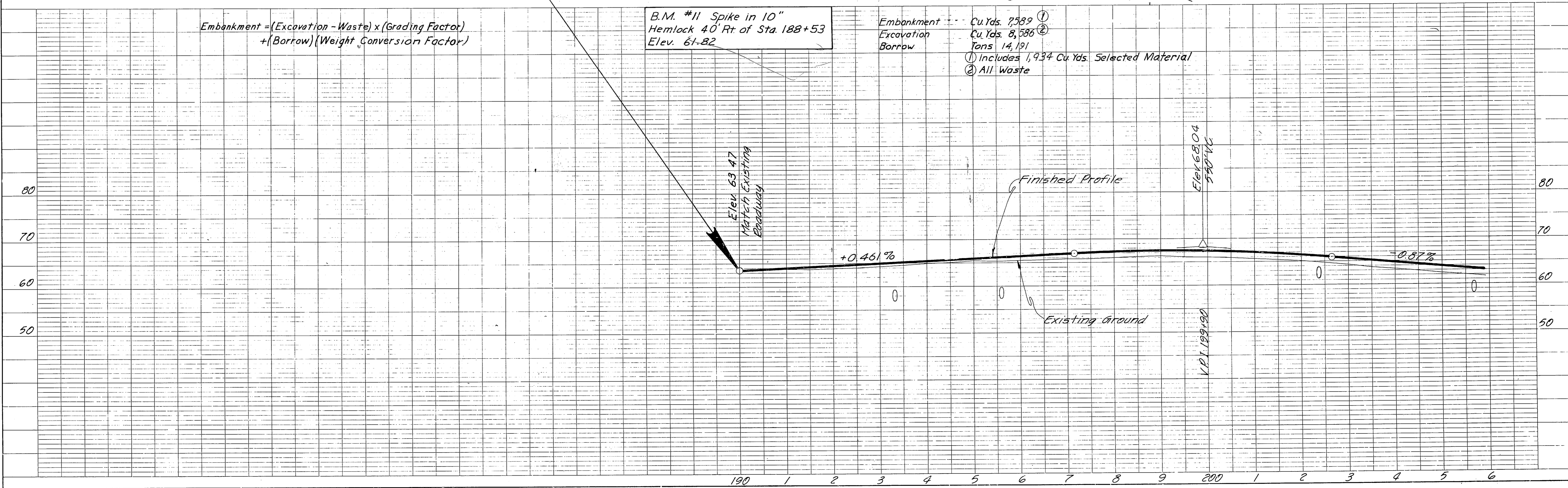
PROFILE	SURVEYED	DATE
NO.	BY	
	NOTED	
	CHCKD	
	CHKD	



$$\text{Embankment} = (\text{Excavation} - \text{Waste}) \times (\text{Grading Factor}) + (\text{Borrow}) (\text{Weight Conversion Factor})$$

B.M. #11 Spike in 10" Hemlock 40' Rt of Sta. 188+53 Elev. 61.82

Embankment - Cu. Yds. 7,589
 Excavation - Cu. Yds. 8,586
 Borrow - Tons 14,191
 ① Includes 1,934 Cu. Yds. Selected Material
 ② All Waste



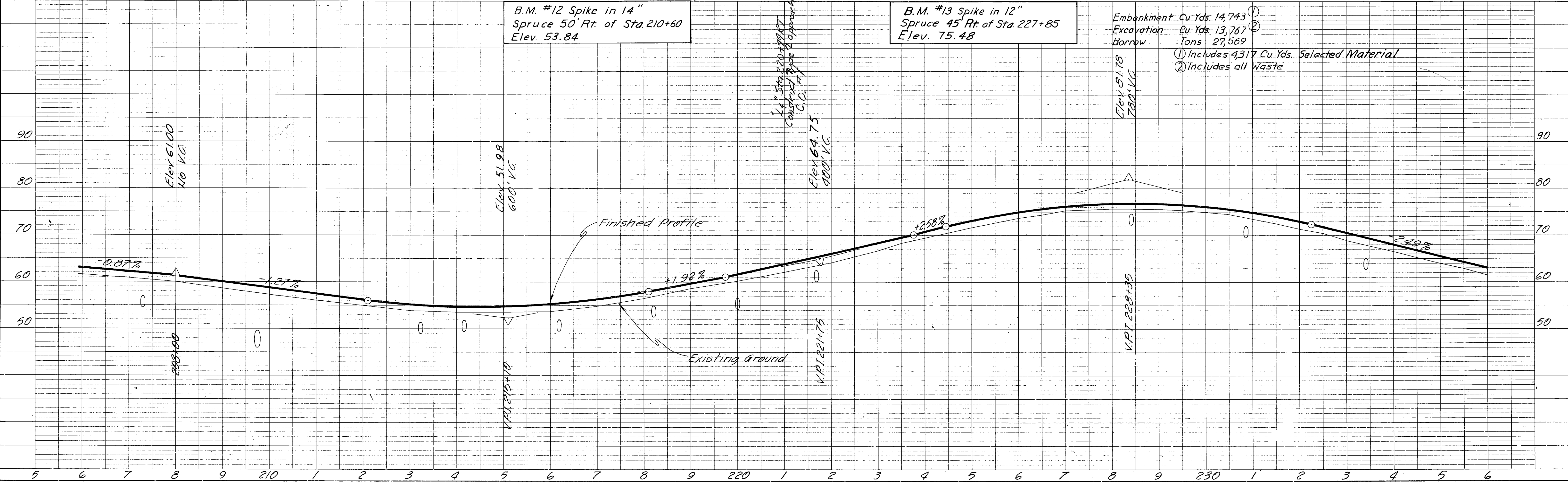
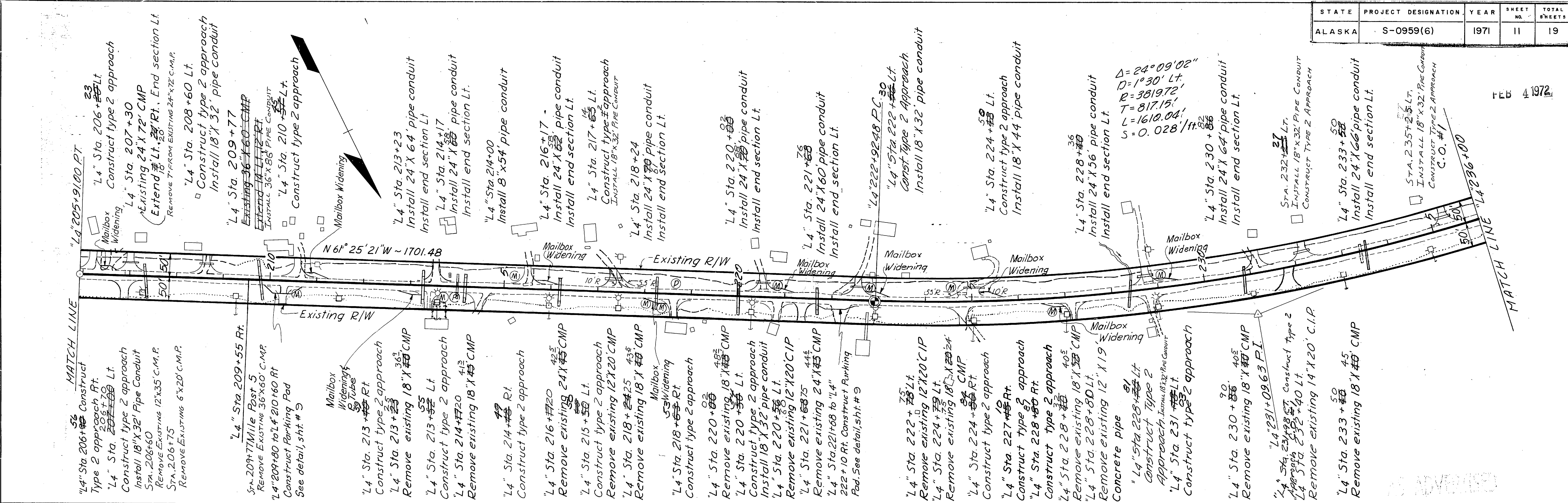
FEB 4 1972

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	11	19

FEB 4 1972

PLAN	DATE
NO.	

PROFILE	DATE
NO.	

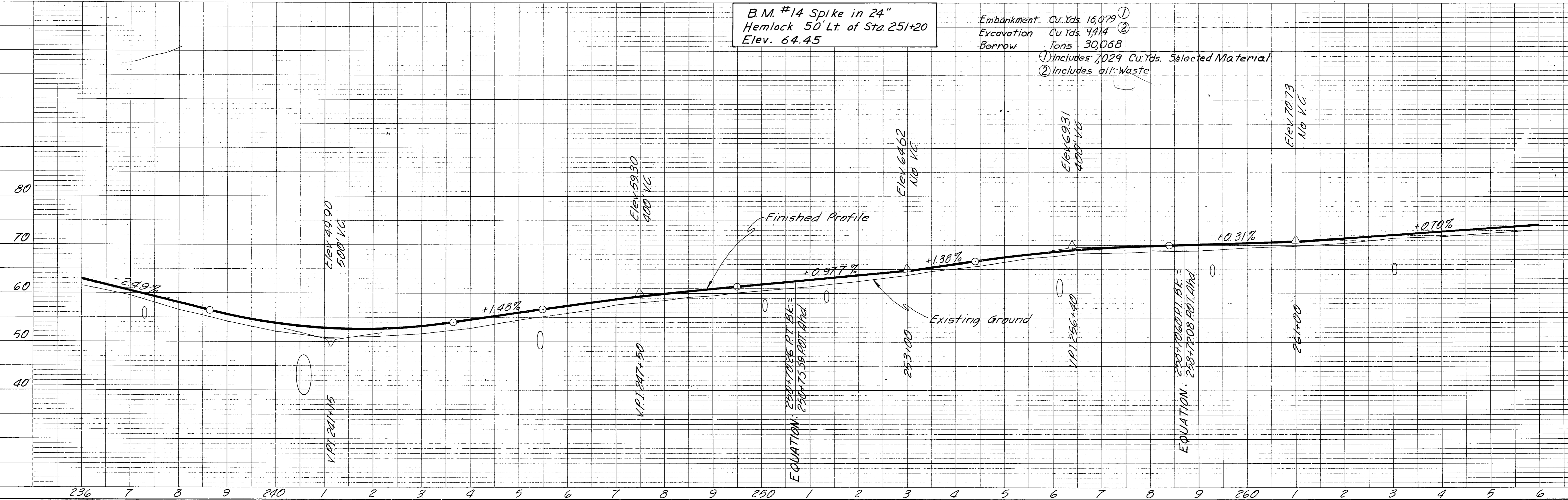
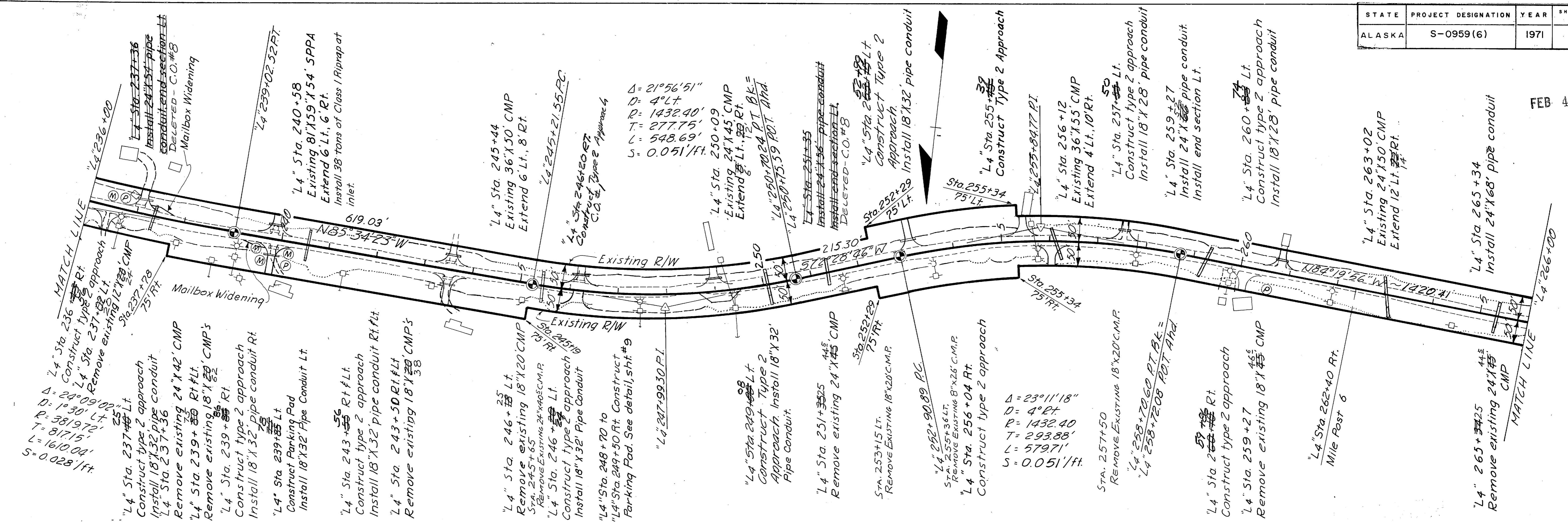


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	12	19

FEB 4 1972

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

PROFILE	SURVEYED	BY	DATE
NO.			
B. M. NOTED			
STRUCTURE NOTATION(S) CHKD			

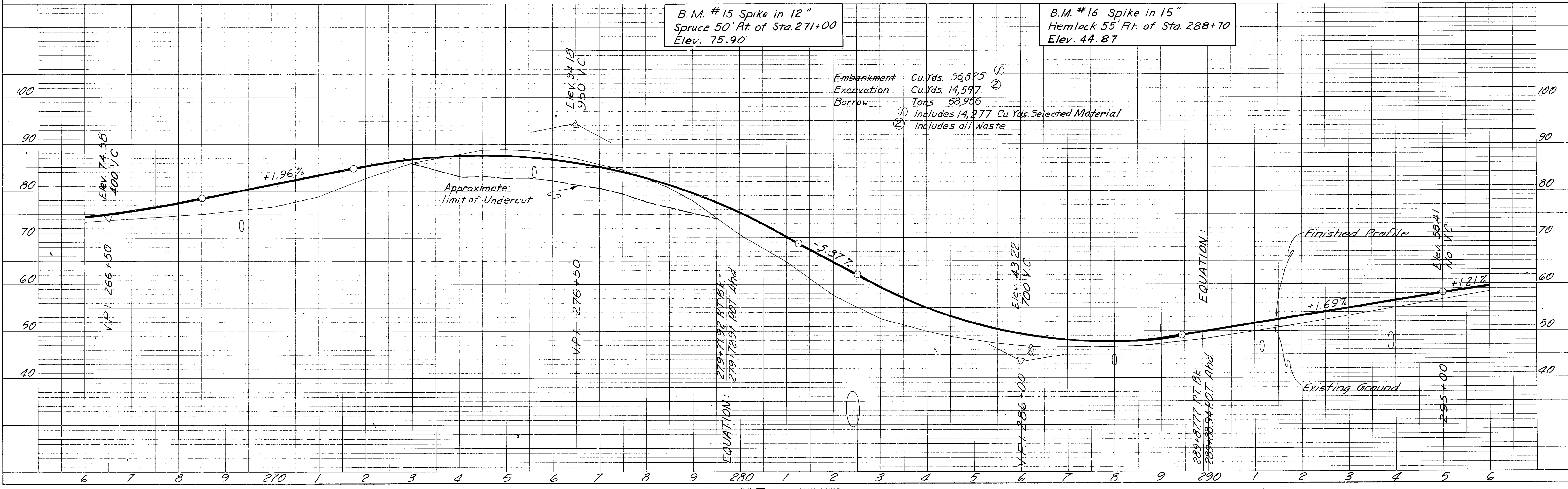
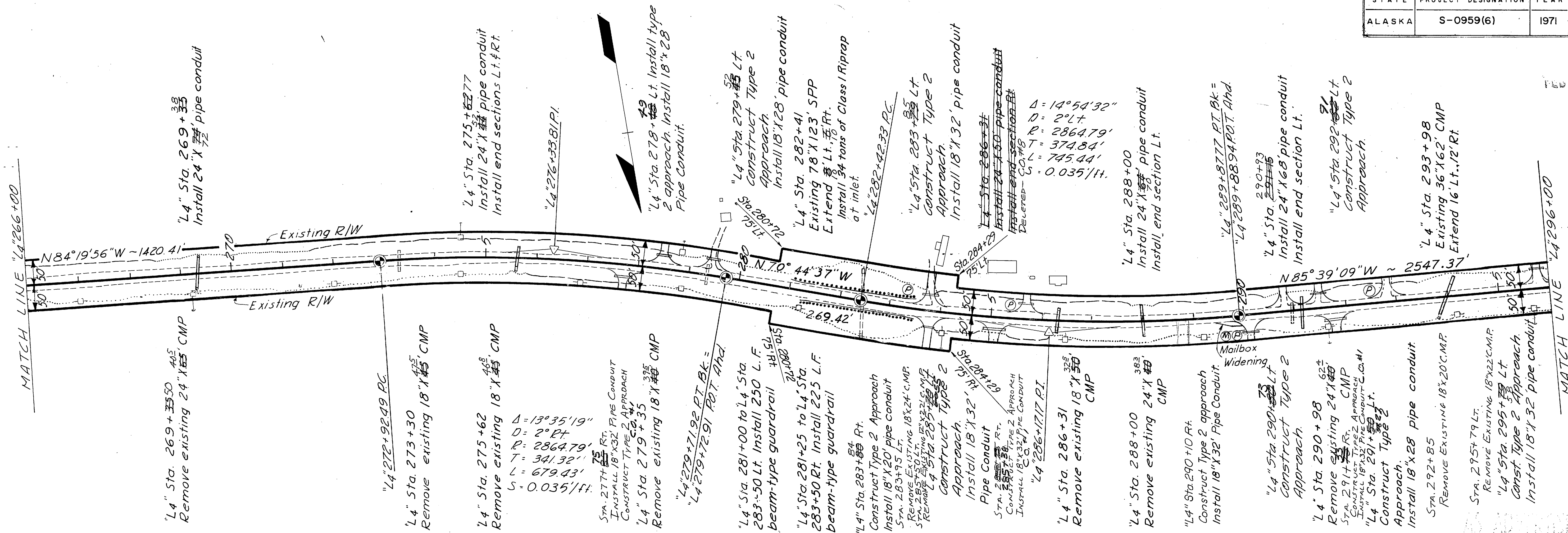


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	13	19

FEB 4 1972

PLAN	DATE
SURVEYED CHECKED NOTE BOOK RT. OF WAY CHECKED NO.	

PROFILE	DATE
SURVEYED CHECKED NOTE BOOK STRUCTURE NOTATIONS CHECKED NO.	

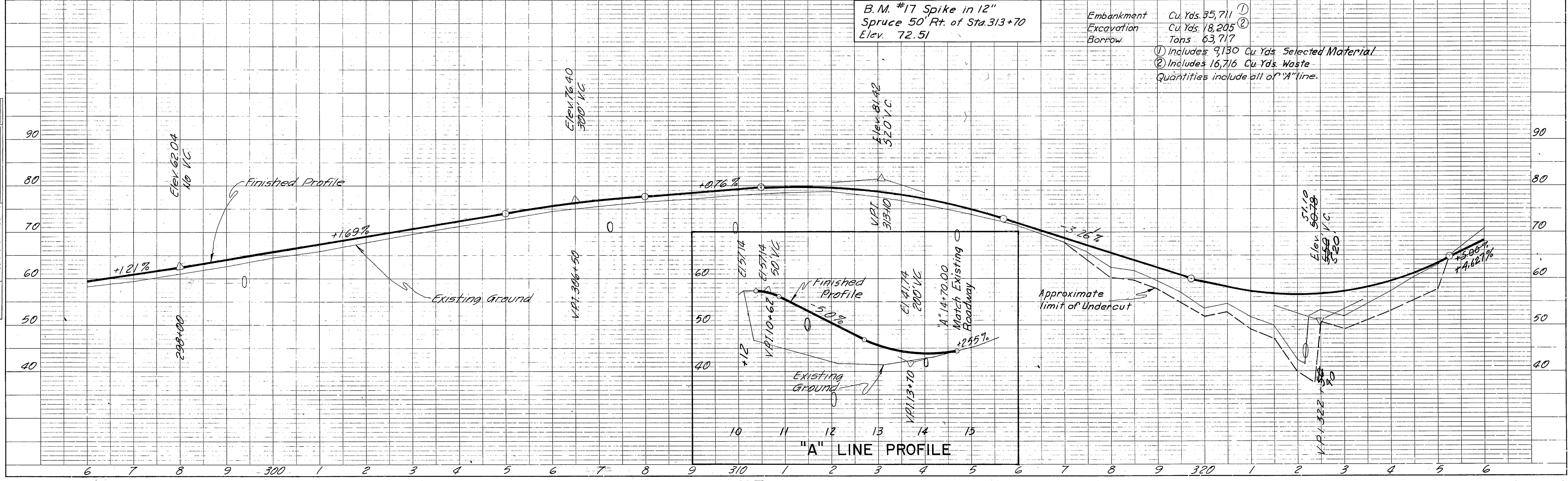
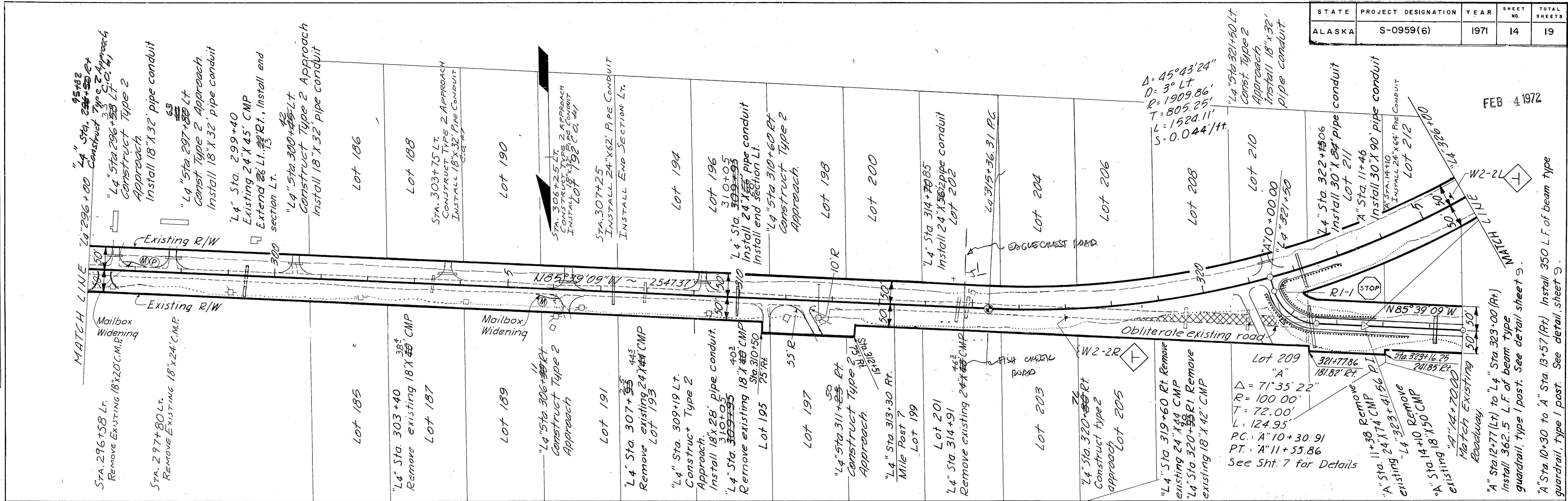


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	14	19

FEB 4 1972

PLAN	BY	DATE
SURVEYED		
PLOTTED		
CHECKED		
RT. OF WAY CHECKED		

PROFILE	BY	DATE
SURVEYED		
GRADES CHECKED		
STRUCTURE NOTATIONS CHECKED		



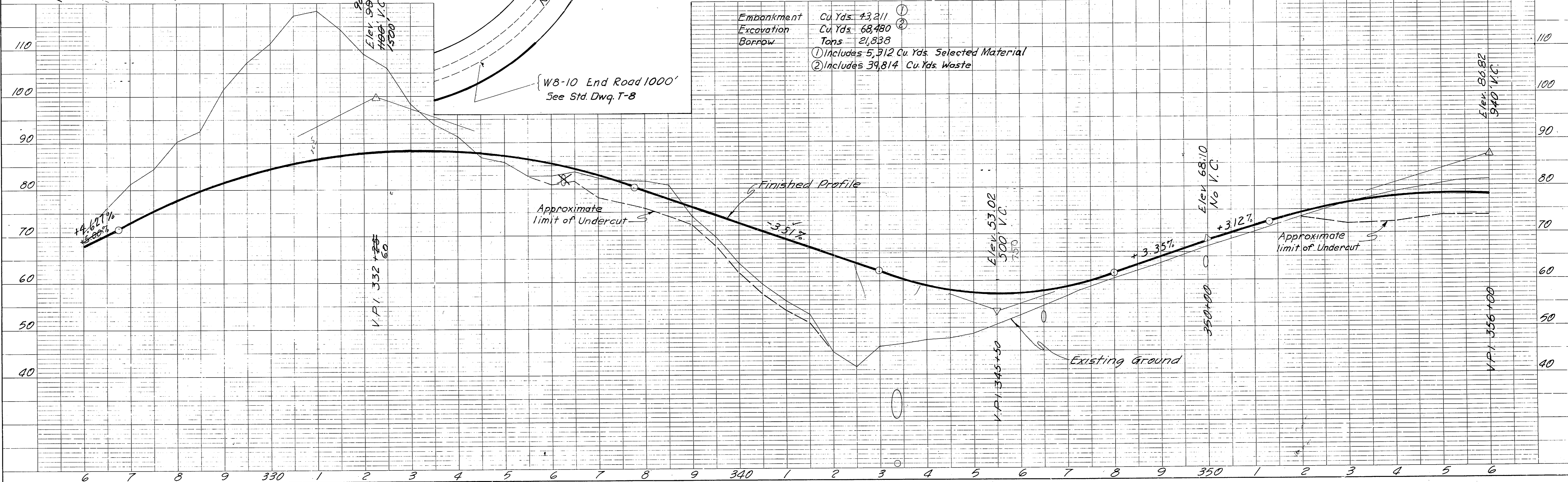
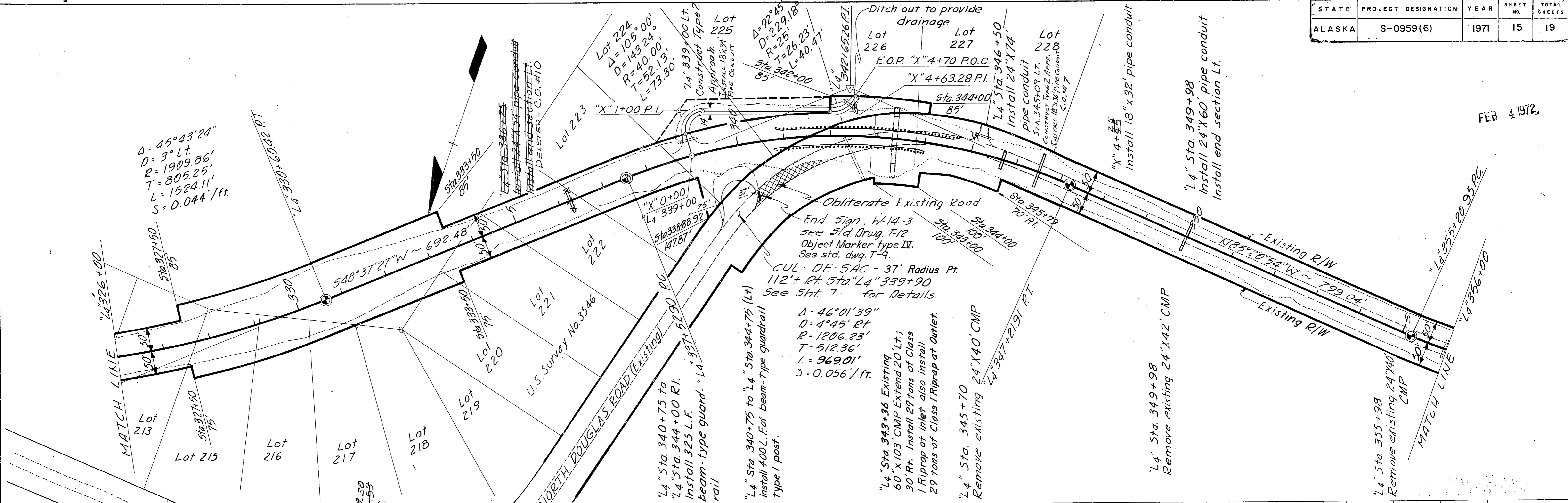
Embarkment Cu Yds. 35,711
 Excavation Cu Yds. 18,205
 Borrow Tons 63,717
 ① Includes 9,130 Cu Yds. Selected Material
 ② Includes 16,716 Cu Yds. Waste
 Quantities include all of "A" line.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	15	19

FEB 4 1972

PLAN	DATE
SURVEYED PLOTTED NOTE BOOK ALIGNMENT CHECKED RT. OF WAY CHECKED NO.	

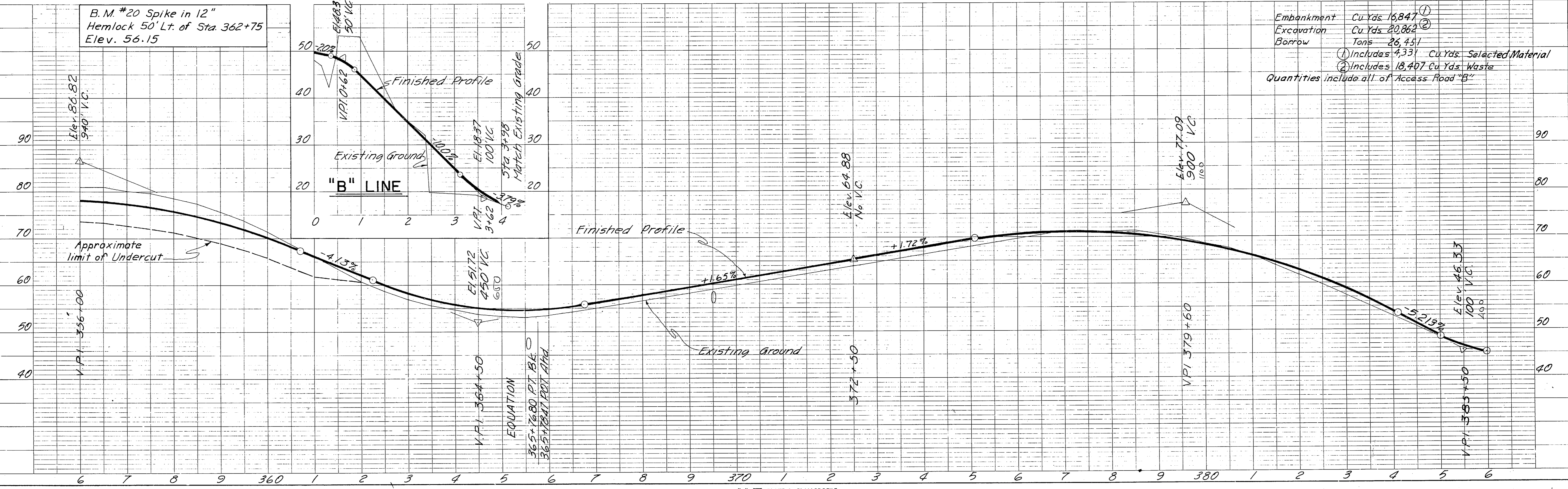
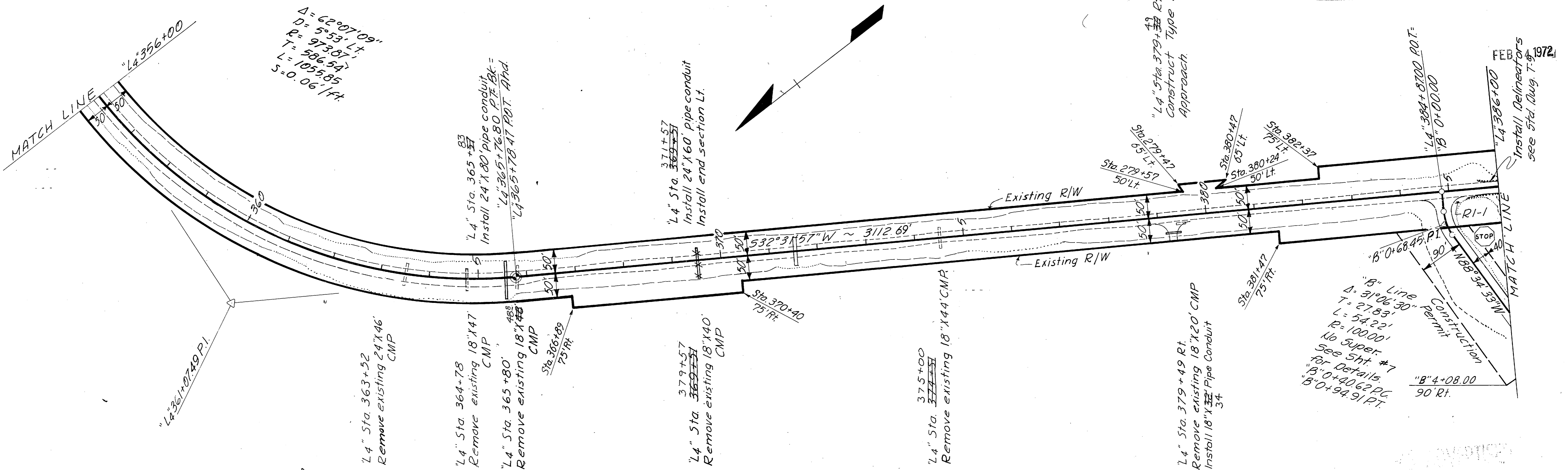
PROFILE	DATE
SURVEYED GRADES CHECKED B. M. S. NOTED STRUCTURE NOTATION CHECKED NO.	



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	16	19

PLAN	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
STRUCTURE NOTATIONS CHECKED		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
STRUCTURE NOTATIONS CHECKED		



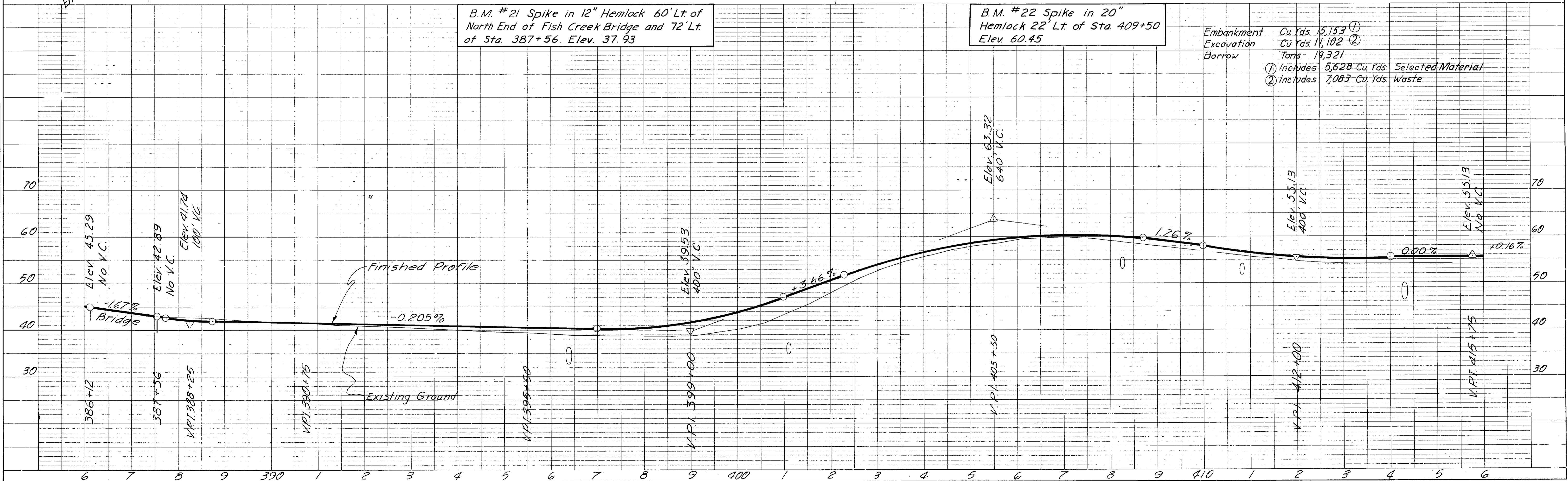
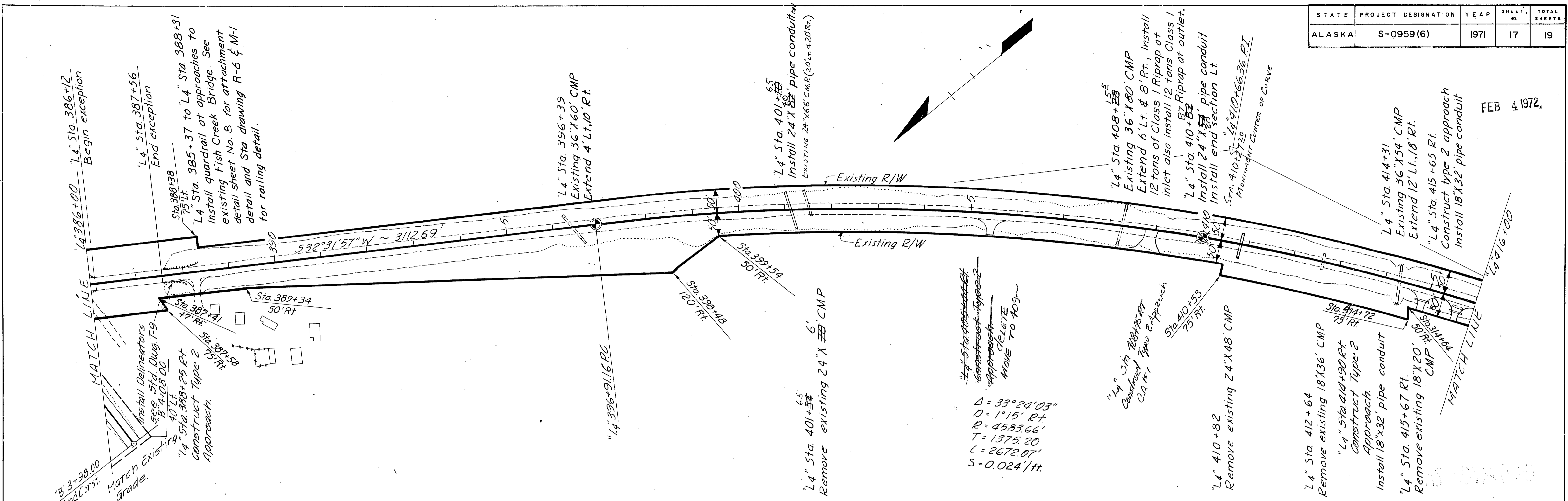
Embankment Cu.Yds. 16,847
 Excavation Cu.Yds. 20,862
 Borrow Tons 26,451
 ① Includes 4,331 Cu.Yds. Selected Material
 ② Includes 18,407 Cu.Yds. Waste
 Quantities include all of Access Road "B"

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	17	19

FEB 4 1972

PLAN	DATE
SURVEYED	
NOTED	
ALIGNED	
CHECKED	
RT. OF WAY	
CHECKED	
NO.	

PROFILE	DATE
SURVEYED	
NOTED	
CHECKED	
B.M. NOTED	
STRUCTURE	
NOTATIONS	
CHK'D	
NO.	



B.M. #21 Spike in 12" Hemlock 60' Lt. of North End of Fish Creek Bridge and 72' Lt. of Sta. 387+56. Elev. 37.93

B.M. #22 Spike in 20" Hemlock 22' Lt. of Sta. 409+50 Elev. 60.45

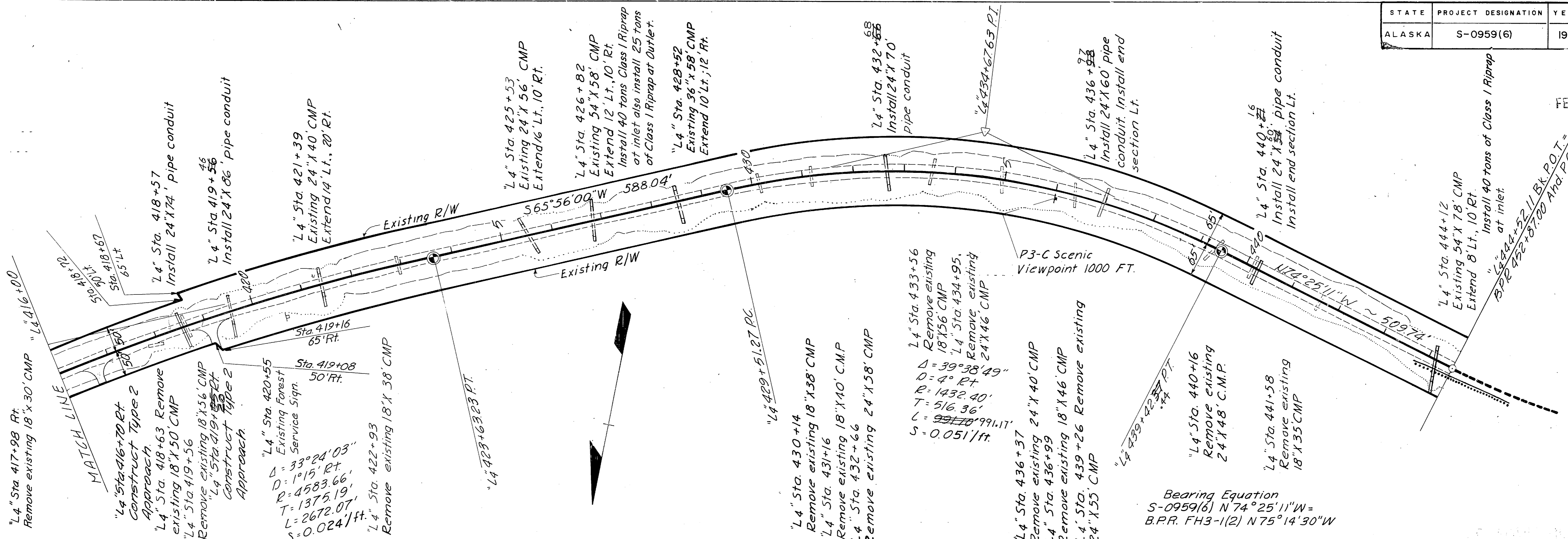
Embankment Cu Yds. 15,153
 Excavation Cu Yds. 11,102
 Borrow Tons 19,321
 ① Includes 5,628 Cu Yds. Selected Material
 ② Includes 7,083 Cu Yds. Waste

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	S-0959(6)	1971	18	19

FEB 4 1972

PLAN	DATE
SURVEYED, PLOTTED, ALIGNED, CHECKED, RT. OF WAY CHECKED.	

PROFILE	DATE
SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, SUBMITTALS CHECKED.	

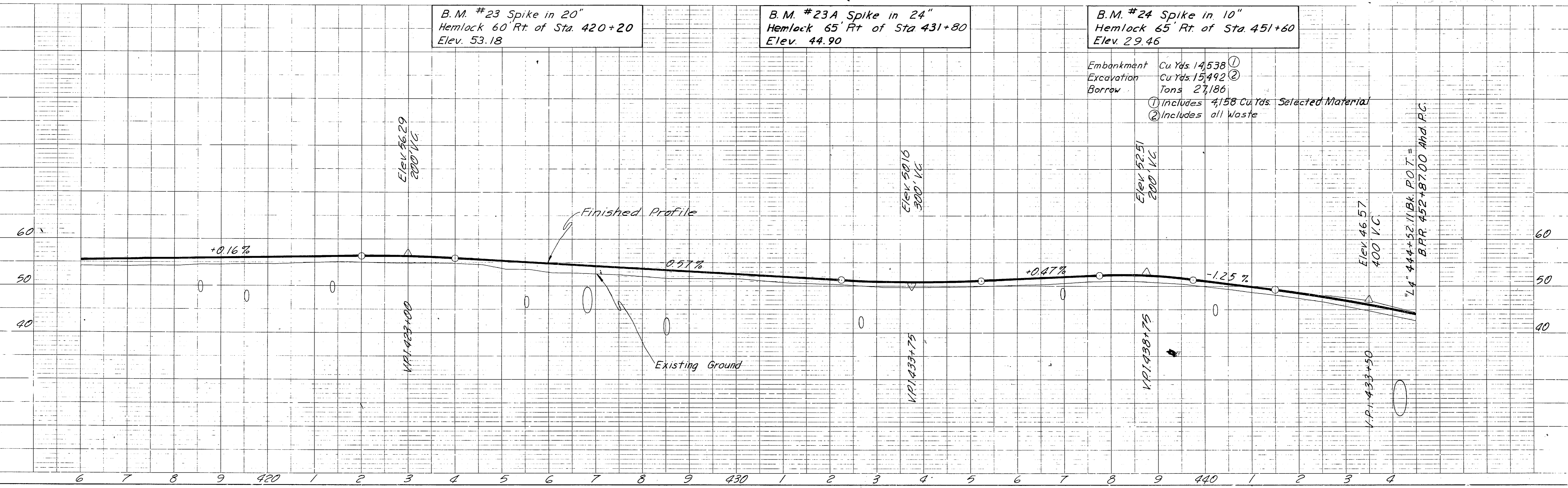


B.M. #23 Spike in 20" Hemlock 60' Rt. of Sta. 420+20 Elev. 53.18

B.M. #23A Spike in 24" Hemlock 65' Rt. of Sta 431+80 Elev. 44.90

B.M. #24 Spike in 10" Hemlock 65' Rt. of Sta 451+60 Elev. 29.46

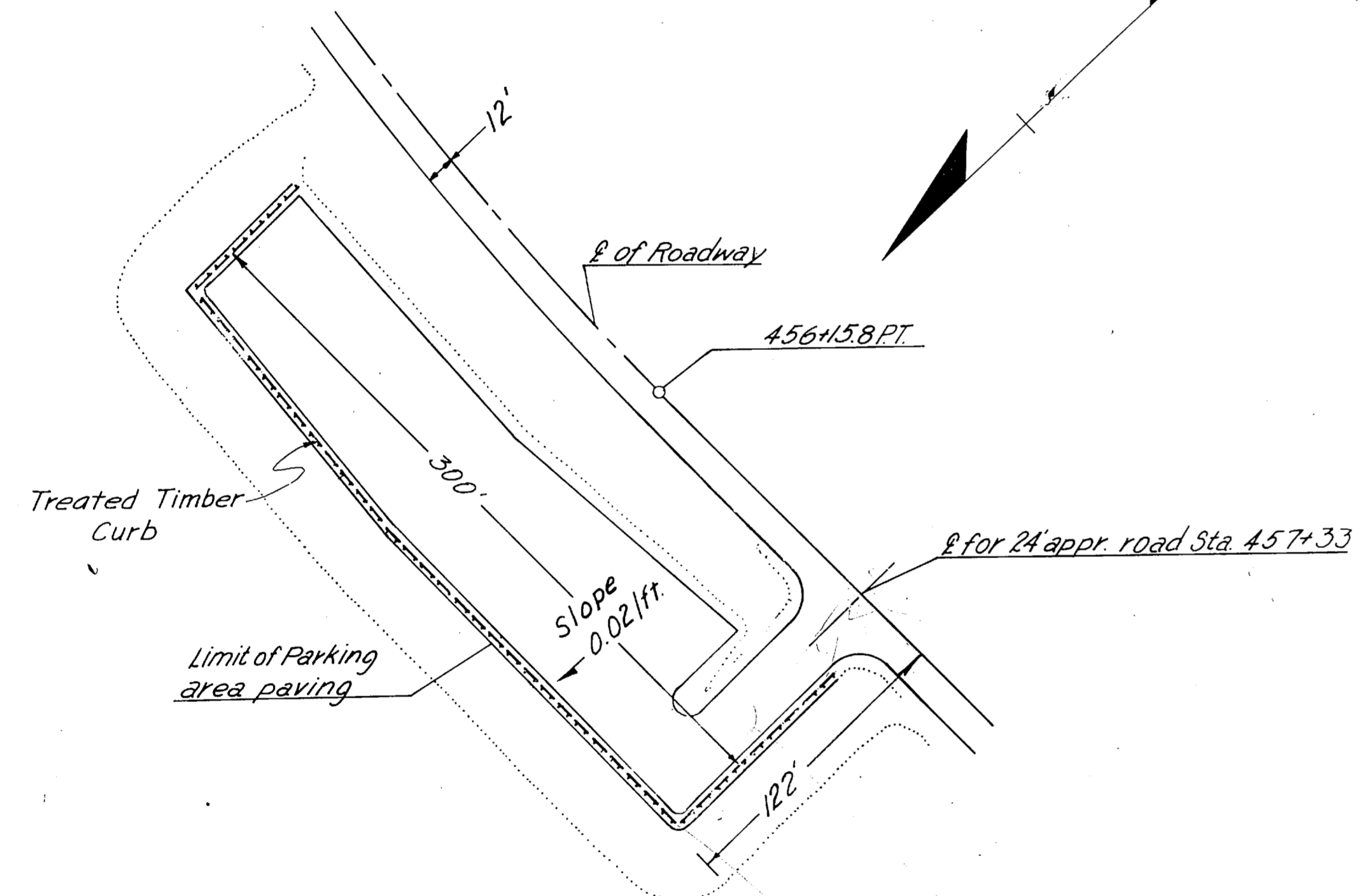
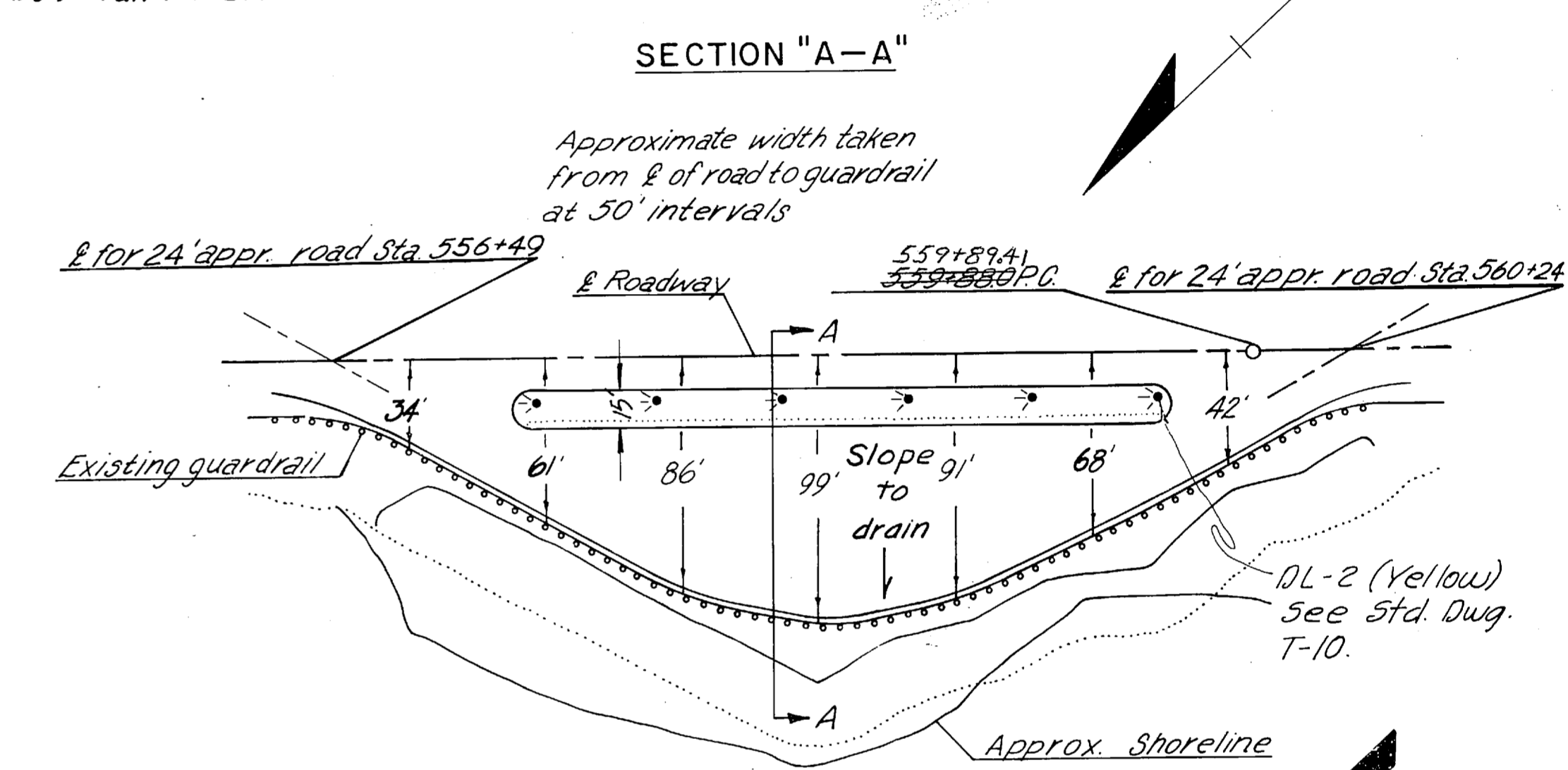
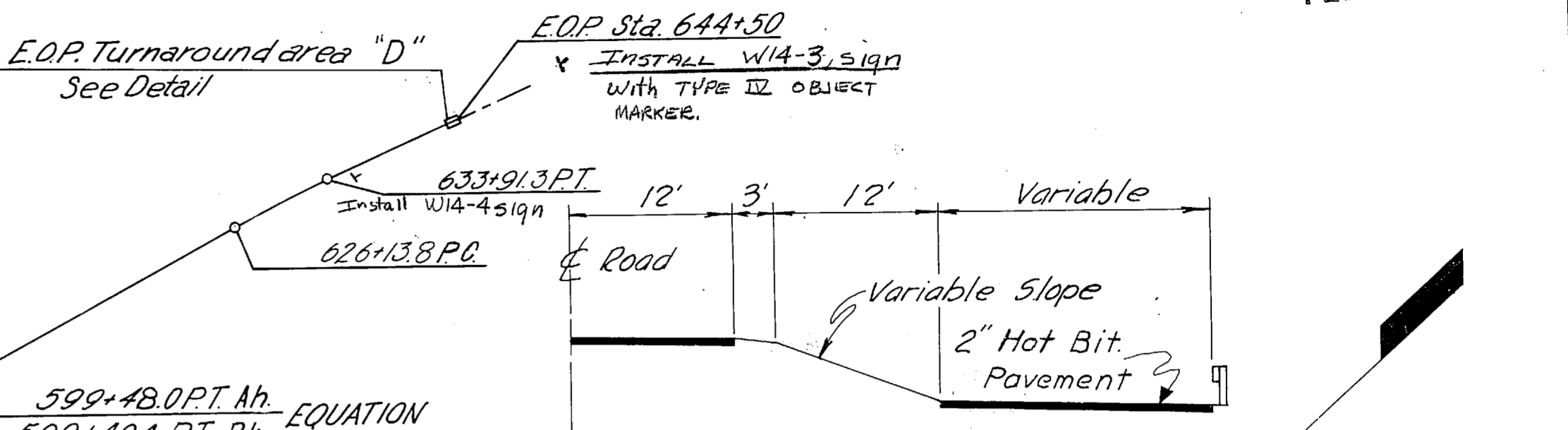
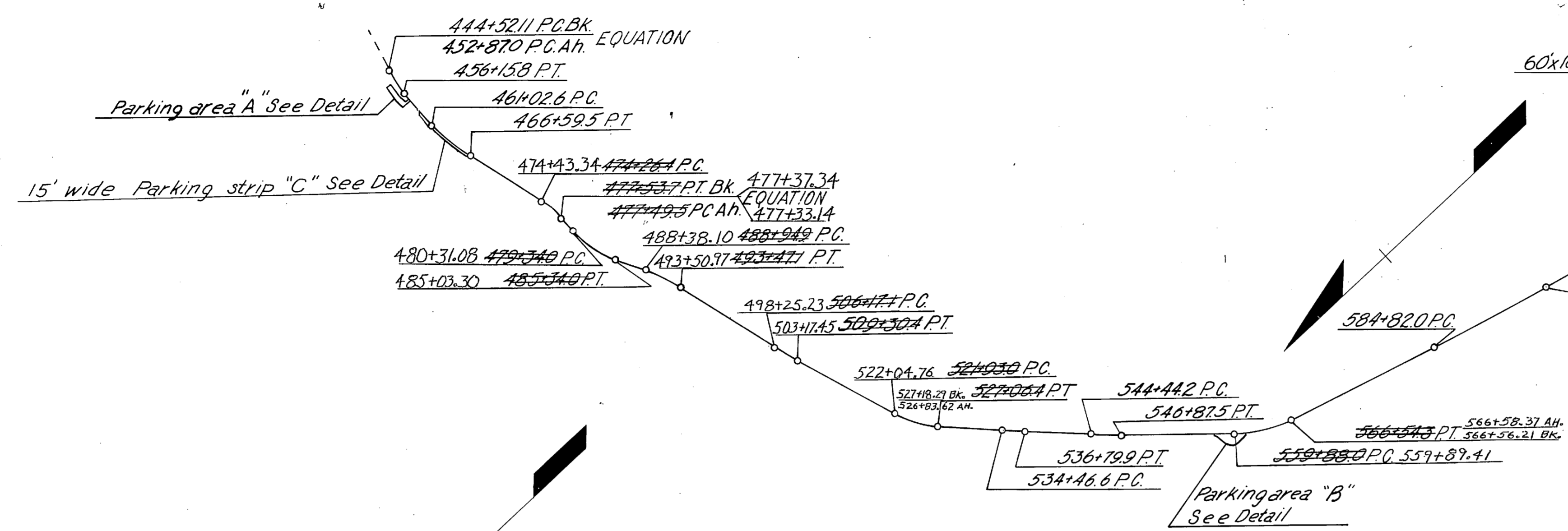
Embankment Cu Yds 14,538
Excavation Cu Yds 15,492
Borrow Tons 27,186
① Includes 4,158 Cu Yds. Selected Material
② Includes all Waste



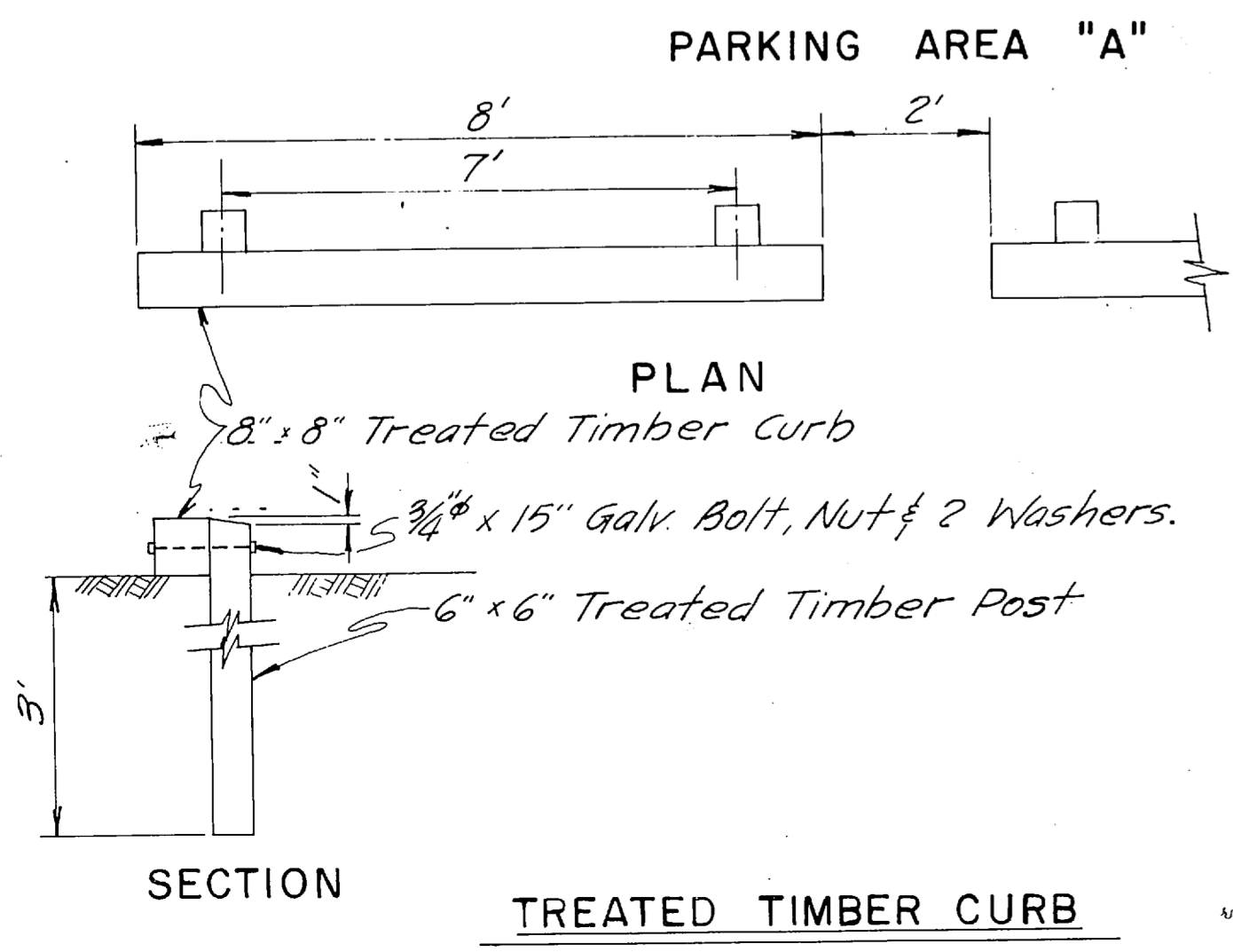
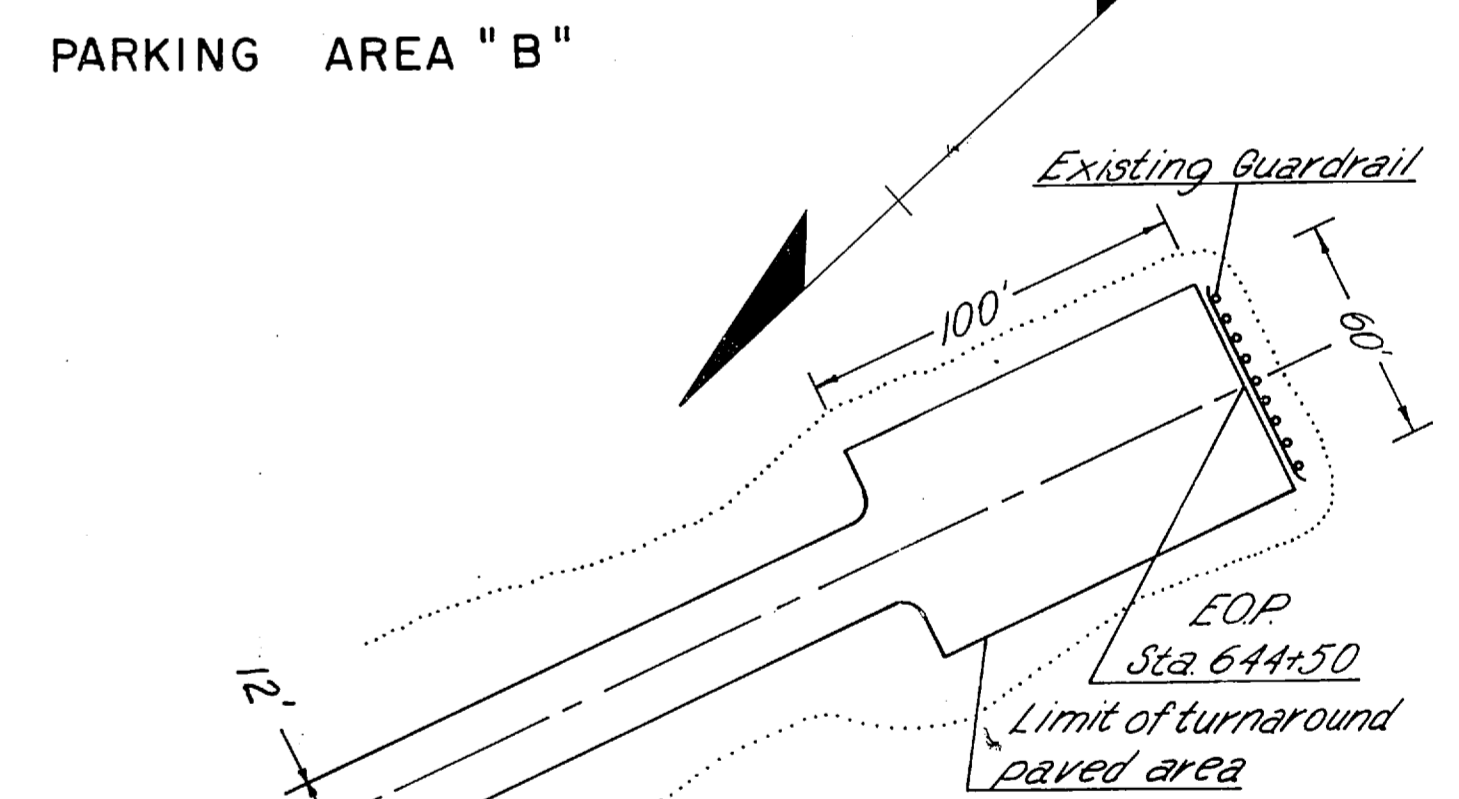
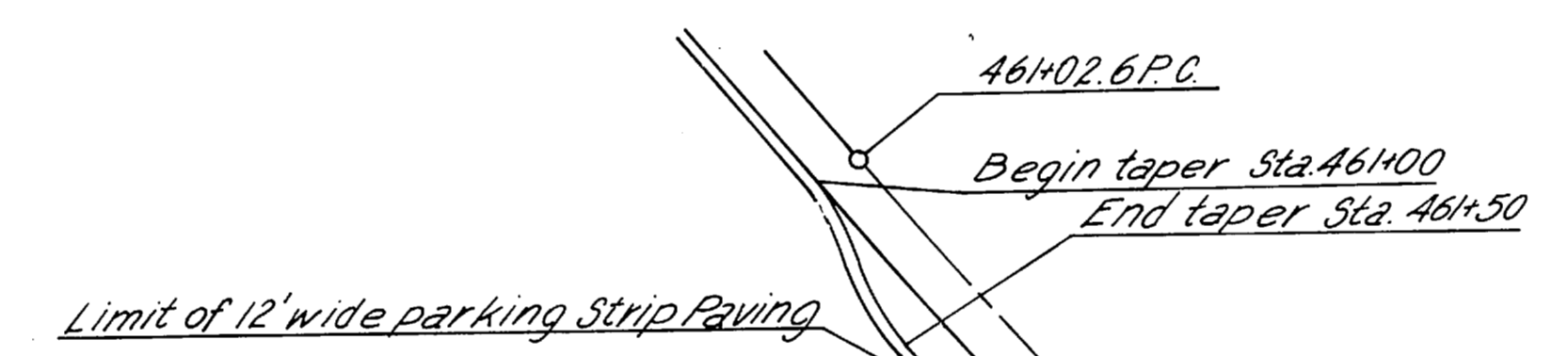
DETAILS - FRITZ COVE TO OUTER POINT SECTION

FEB 4 1972

Note: All cut slopes other than rock will be seeded in the areas from the forest boundary ahead



Note: Install ϵ Monument & Case at each P.C. & P.T.



Note: Post & Curb shall be Alaska White Spruce, Douglas Fir, Western Hemlock, Sitka Spruce or Larch, construction grade, and shall be rough and normal in size. Moisture content in the outer 1/2" shall not exceed 20% prior to treatment.

Preservative treatment shall conform to State of Alaska Std. Specifications of July 1965, or shall consist of brushing or dipping timber with (or in) a creosote petroleum solution (as specified in AA5HO 133-60) until a minimum penetration of 1/4" has been achieved.