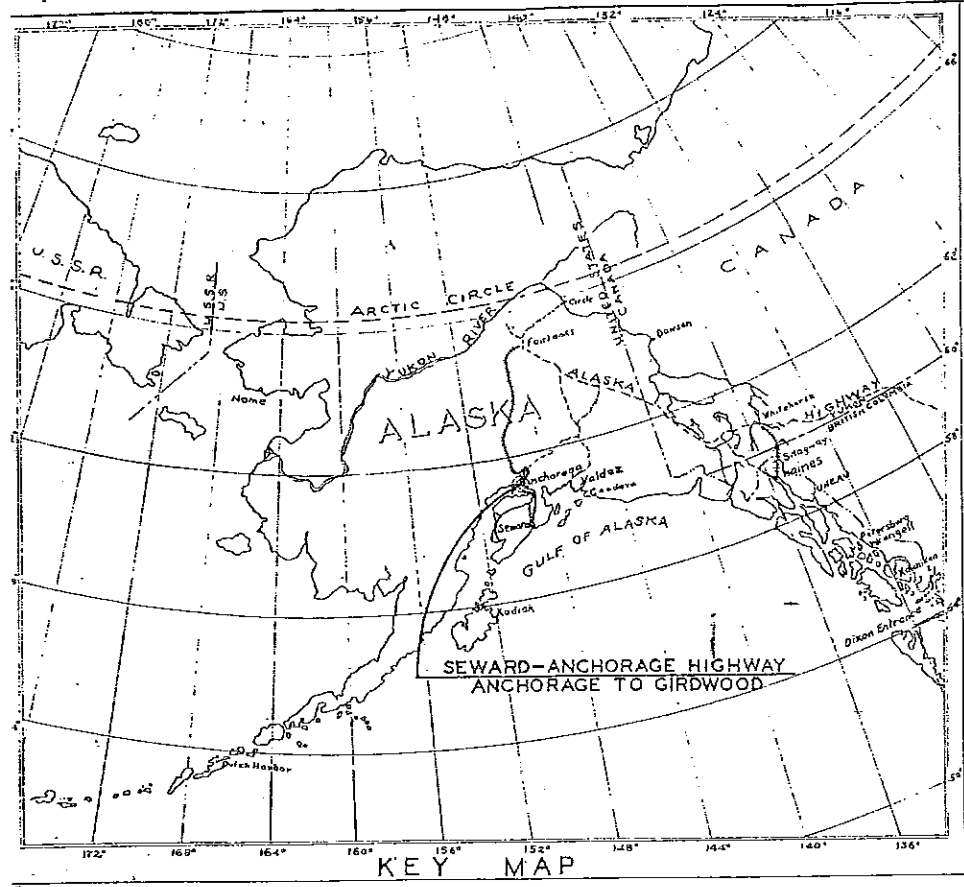


TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward-Anchorage Hwy.	D-192	1951	1	48



ALASKA ROAD COMMISSION

PLAN AND PROFILE OF PROPOSED HIGHWAY

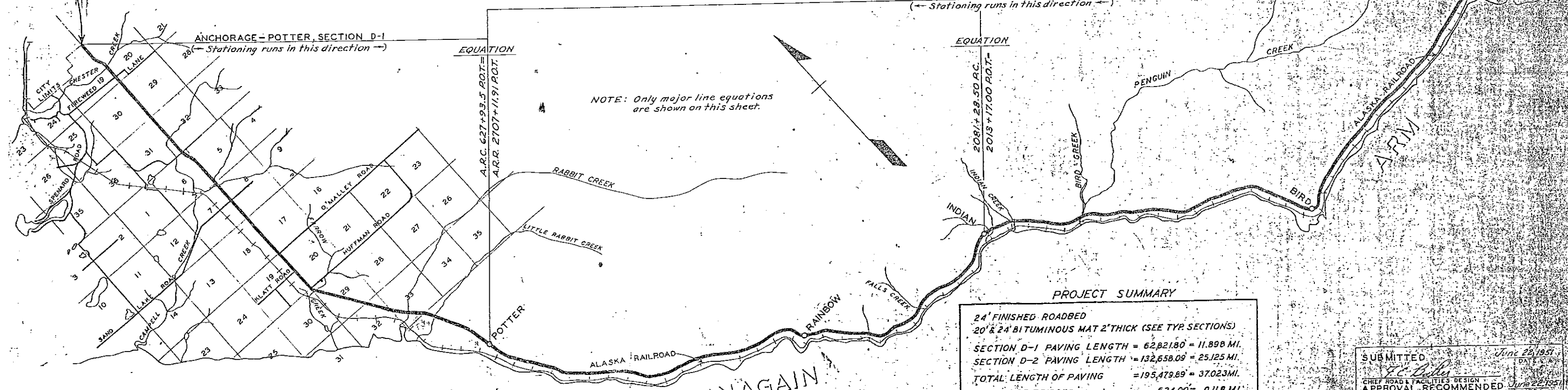
SEWARD-ANCHORAGE HIGHWAY ANCHORAGE TO GIRDWOOD

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION, ESTIMATE, CULVERTS
	LIST & SUMMARY OF BORROW
3	MATERIALS LOCATION SKETCH
4-45	PLAN & PROFILE
46	STANDARD CULVERT DETAILS
47	STANDARD CONSTRUCTION SIGNS
48	STANDARD BARRICADE

BEGINNING OF PROJECT
STA. 0+00

END OF PROJECT
STA. 1304+40



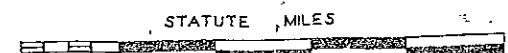
PROJECT SUMMARY

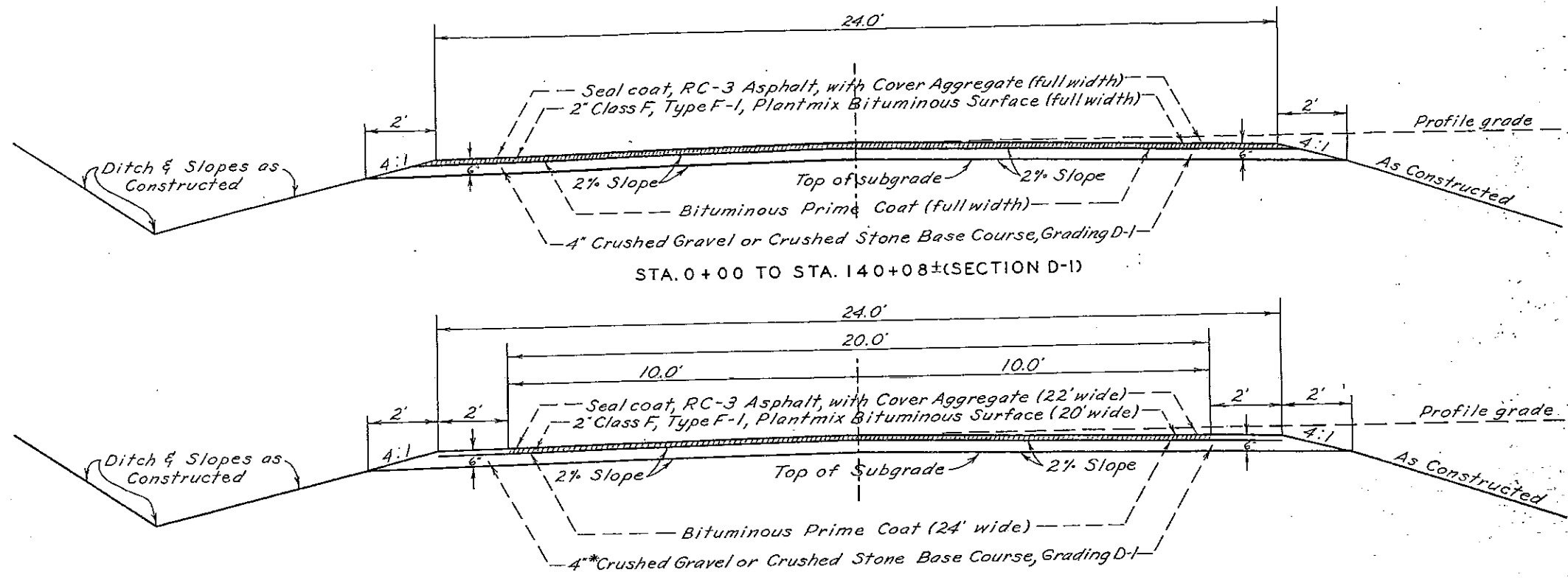
24' FINISHED ROADBED	
20' & 24' BITUMINOUS MAT 2" THICK (SEE TYP SECTIONS)	
SECTION D-1 PAVING LENGTH	= 62,821.80' = 11.898 MI.
SECTION D-2 PAVING LENGTH	= 132,658.09' = 25.125 MI.
TOTAL LENGTH OF PAVING	= 195,479.89' = 37.023 MI.
LENGTH OF BRIDGES (NO WORK THIS CONTRACT)	= 624.00' = 0.118 MI.
TOTAL LENGTH OF PROJECT	= 196,103.89' = 37.141 MI.

CONVENTIONAL SIGNS

P LINE HUB (SET)	MILE POSTS
BASE OR SURVEY LINE	CULVERTS
TOWNSHIP LINE	RETAINING WALL
SECTION LINE	POWER POLE
RESERVATION LINE	TELEPHONE OR TELEGRAPH POLE
	TRAVELED WAY
	MARSH

SUBMITTED *W.C. Kelly* June 22, 1951
 CHIEF ROAD & FACILITIES DESIGN
 APPROVAL RECOMMENDED *W.C. Kelly* June 22, 1951
 CHIEF ENGINEERING DIVISION
 APPROVED *W.C. Kelly* June 22, 1951
 CHIEF ENGINEER
 ALASKA ROAD COMMISSION





GENERAL NOTES

1. Grades are subject to adjustment.
2. Curves shall be superelevated and widened as staked by the Engineer. Where widening is used on the shoulder the paving shall be widened also.
3. Approaches shall be constructed to all existing side roads.
4. Borrow Pit location is shown on Sheet No.3.
5. Depths of surfacing and base course as shown on the Typical Section are compacted thickness.

* Between Sta. 1740+00 and Sta. 2013+00, Section D-2, total depth shall be 6" under the pavement and 8" on the shoulders. The bottom layer shall be 3" deep, Grading C-1. The top layer shall be 3" under the pavement and 5" on the shoulders, and shall be Grading D-1.
 STA. 140+08.00 TO STA. 627+93.50 (SECTION D-1)
 STA. 1304+40.00 TO STA. 2707+11.91 (SECTION D-2)

TYPICAL SECTIONS OF IMPROVEMENT

SUMMARY OF BORROW

*Major Borrow, Section D-1	8,000 Cu.Yd.
Anticipated Additional, Section D-1	2,000 Cu.Yd.
Anticipated Additional, Section D-2	2,500 Cu.Yd.
Total Borrow	12,500 Cu.Yd.

* Major Borrow, Section D-1	
LOCATION	QUANTITY
Sta. 113+00 to Sta. 118+00	1,300 Cu.Yd.
Sta. 205+00 to Sta. 209+50	1,200 Cu.Yd.
Sta. 252+50 to Sta. 258+50	500 Cu.Yd.
Sta. 573+00 to Sta. 586+00	1,100 Cu.Yd.
Sta. 618+00 to Sta. 622+00	1,500 Cu.Yd.
Sta. 623+00 to Sta. 627+00	2,400 Cu.Yd.
Total	8,000 Cu.Yd.

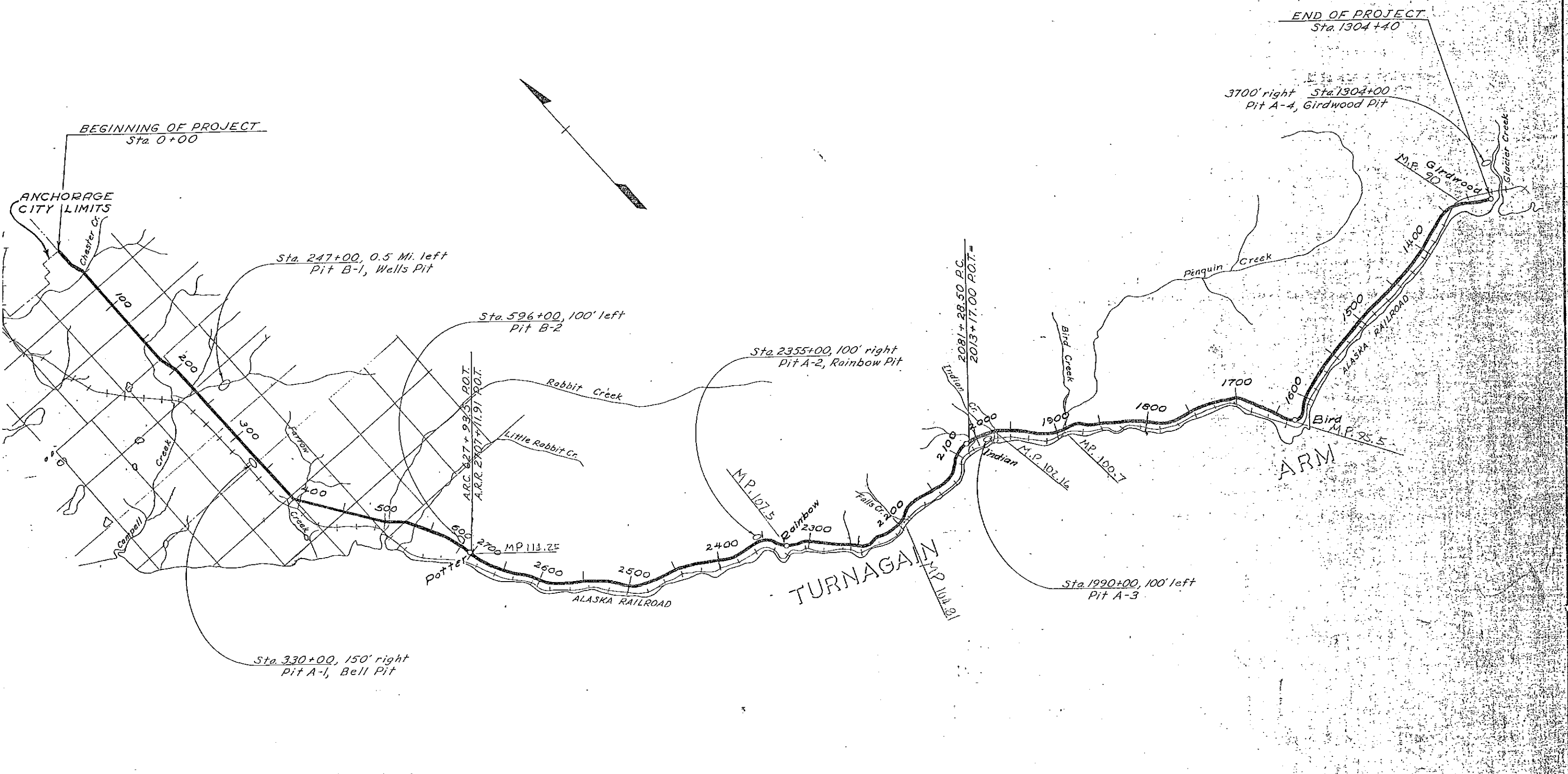
Note: For location of Borrow Pits see Sheet No.3. Overhaul measurement for payment shall be from the Pit nearest the point of use on the roadway.

ESTIMATE OF QUANTITIES

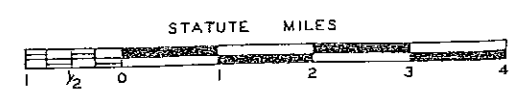
ITEM NO.	QUANTITY	UNIT	ITEM
3	All Required		Extra and Miscellaneous Work
24(1)	6,000	Cu.Yd.	Unclassified Excavation
26(1)	12,500	Cu.Yd.	Unclassified Excavation for Borrow, Case 1
28(2)	12,500	Cu.Yd. Mi.	Special Overhaul of Borrow (1000' free haul)
43(1)	37.02	Mile	Fine Grading Subgrade and Shoulders
45	6,800	Unit	Watering
45(5)	Lump Sum	Lump Sum	Providing and Maintaining Water Plant or Plants
48(1)	15	Acre	Pit Clearing
48(2)	50,000	Cu.Yd.	Pit Stripping
52A(2)	134,000	Ton	Crushed Gravel or Crushed Stone Base Course, Class 2, Grading D-1
52A(3)	15,000	Ton	Crushed Gravel or Crushed Stone Base Course, Class 2, Grading C-1
110(4)	700	Ton	Medium-Curing Cut-Back Asphalt, Grade 1, for Prime Coat
110(7)	1,700	Cu.Yd.	Blotter Material for Prime Coat
113(4)	4,800	Ton	Cover Aggregate for Type 3 Seal Coat, Grading B
113(8)	590	Ton	Rapid-Curing Cut-Back Asphalt, Grade 3, for Seal Coat
140(1)	50,000	Ton	(Class F Pavement, Type F-1) Plant Mixture, Grading A-1
140(5)	2,500	Ton	Rapid-Curing Cut-Back Asphalt, Grade 3, for Type F-1
253(1)	204	Lin. Ft.	24" Corrugated Galvanized Sheet Metal Culvert Pipe
253(2)	204	Lin. Ft.	30" Corrugated Galvanized Sheet Metal Culvert Pipe
406	1,250	Hour	Rolling
25(1)	1,600	Cu.Yd.	Unclassified Excavation for Structures
140(10)	4,000	Ton	Dry Plant Mix Aggregate Grading A-1 in Stockpile

LIST OF CULVERTS

STATION	DESCRIPTION	NEW CMP	
		24"	30"
492+50	2 New 30" x 102' C.M.P.		204
576+50	New 24" x 46' C.M.P.	46'	
584+50	New 24" x 46' C.M.P.	46'	
601+50	New 24" x 58' C.M.P.	58'	
619+00	New 24" x 54' C.M.P.	54'	
	Total	204	204



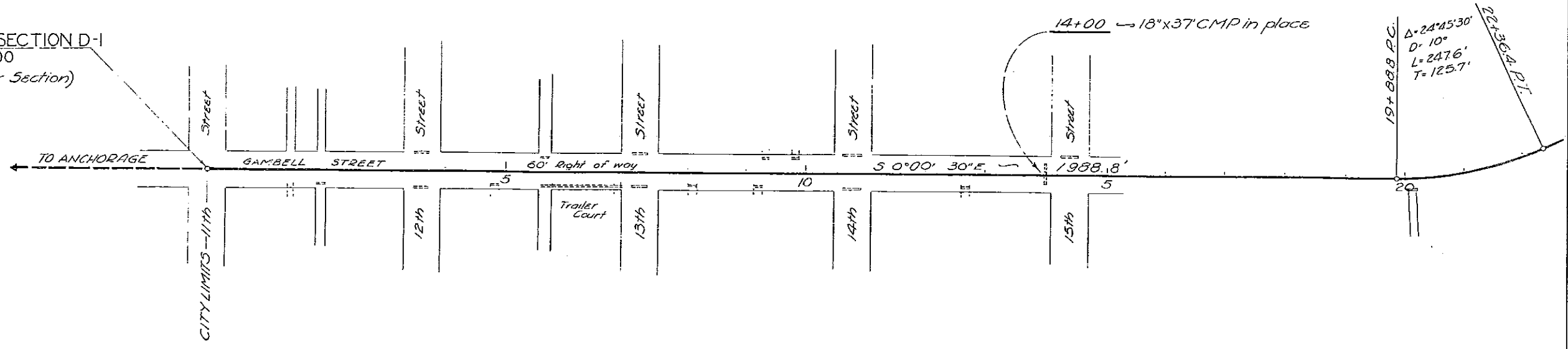
Note: A-designates crusher and hot plant site
 B-designates borrow pit



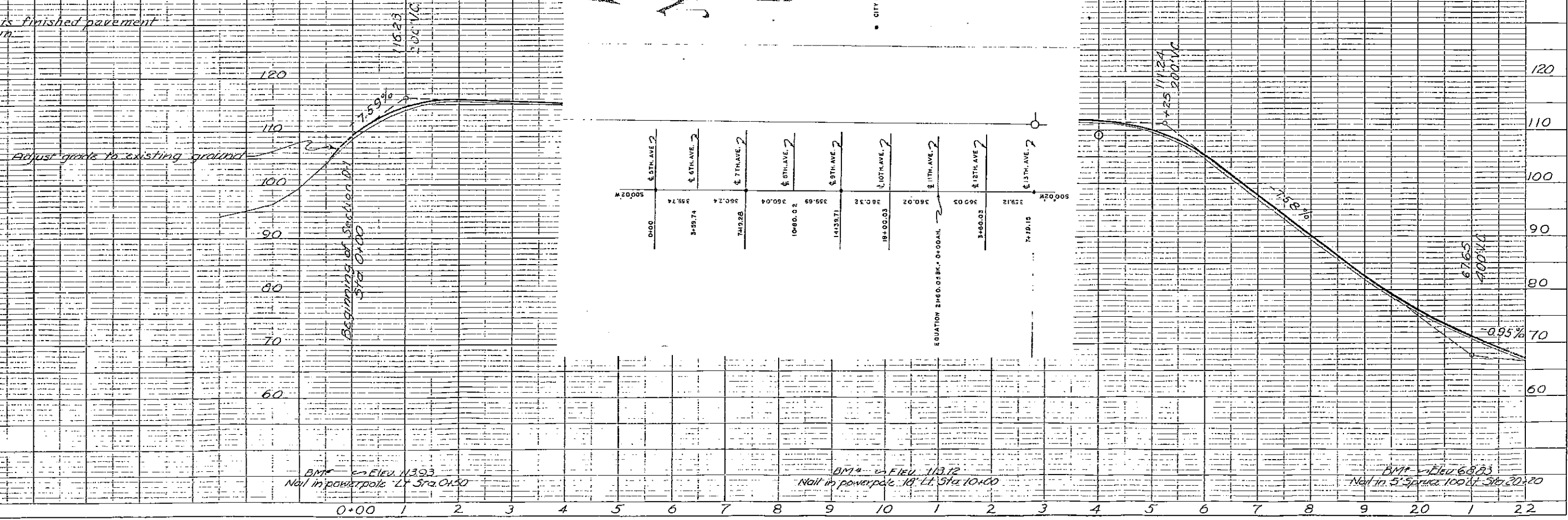
BORROW LOCATION SKETCH

NOTE - This paving project has its beginning at Anchorage and its end at Girdwood. Surveyed stationing has been run from each end toward Potter. For convenience the project has been broken into two sections, D-1 from Anchorage to Potter, and D-2 from Girdwood to Potter.

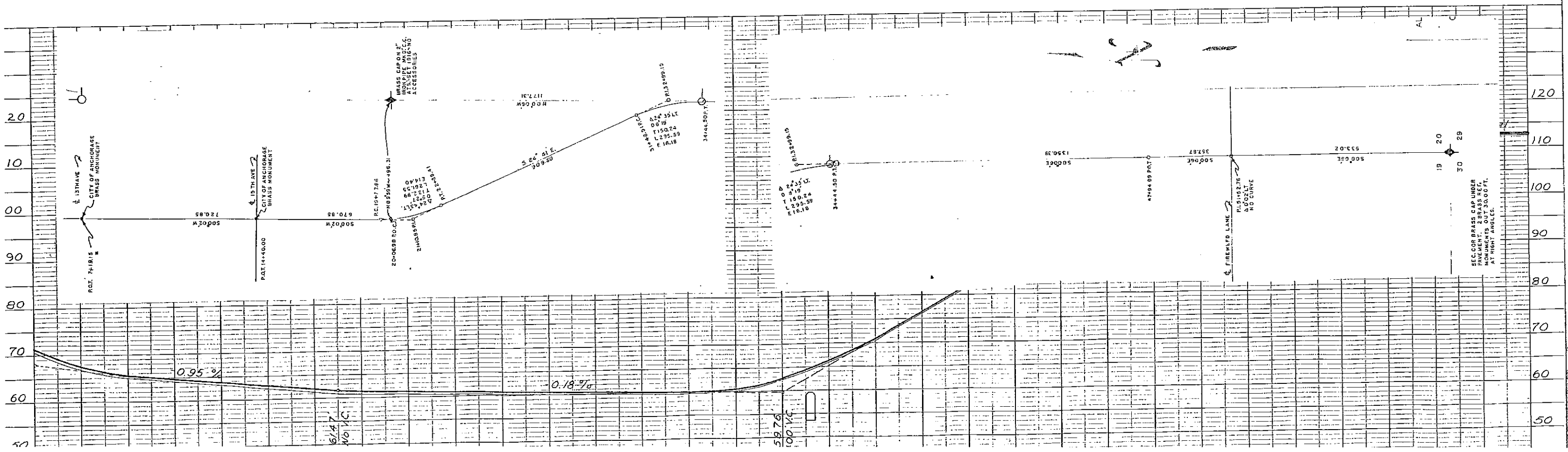
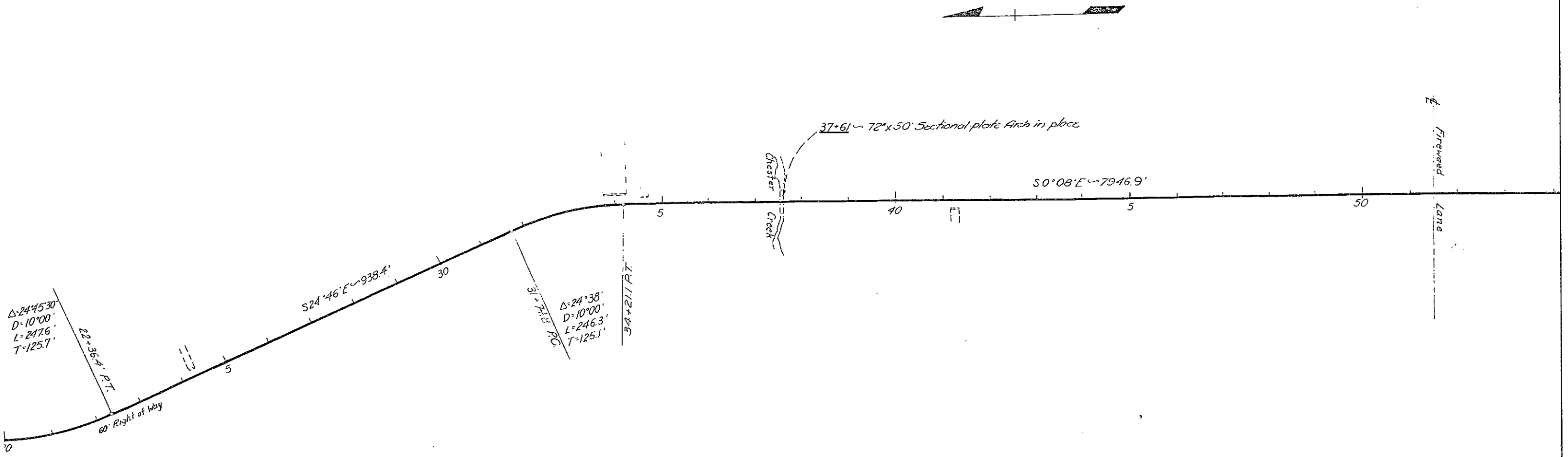
BEGINNING OF SECTION D-1
STA. 0+00
(Anchorage to Potter Section)



NOTE - Grade shown is finished pavement grade at crown

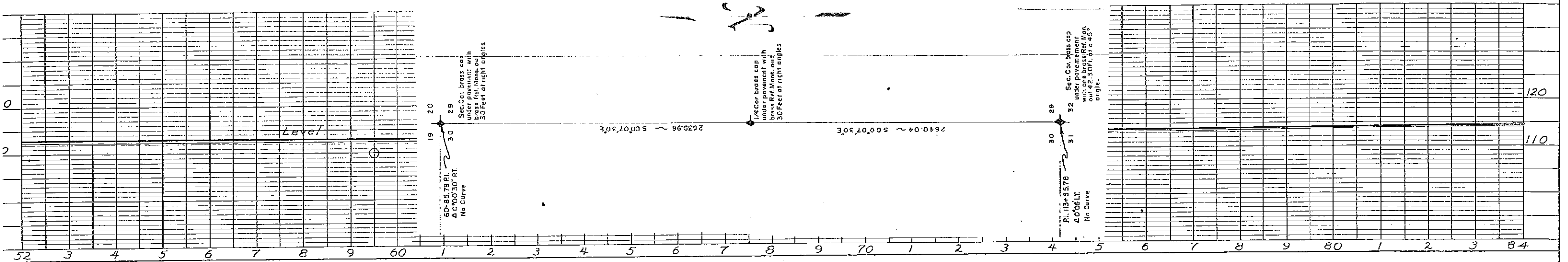
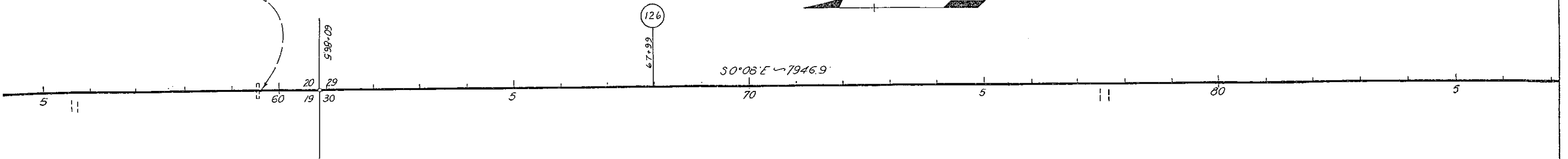


TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-1	1951	5	48

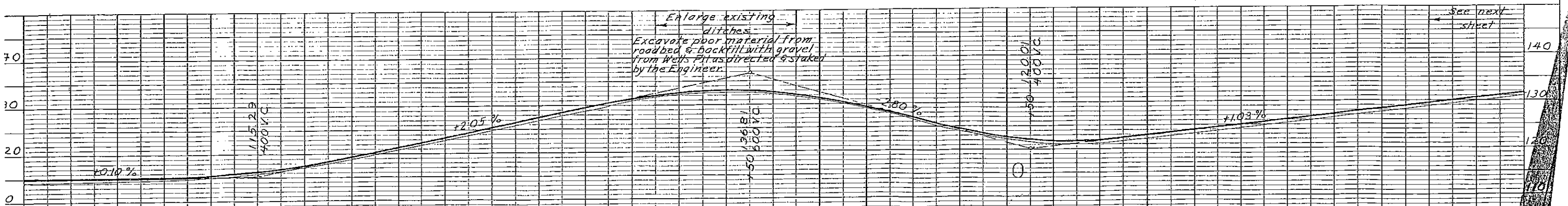
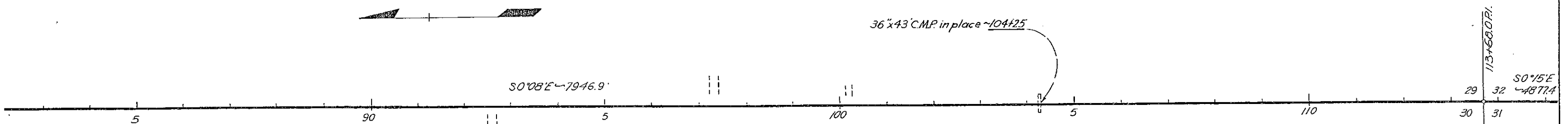


TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward - Anchorage Hwy.	Paving D-7	1951	6	48

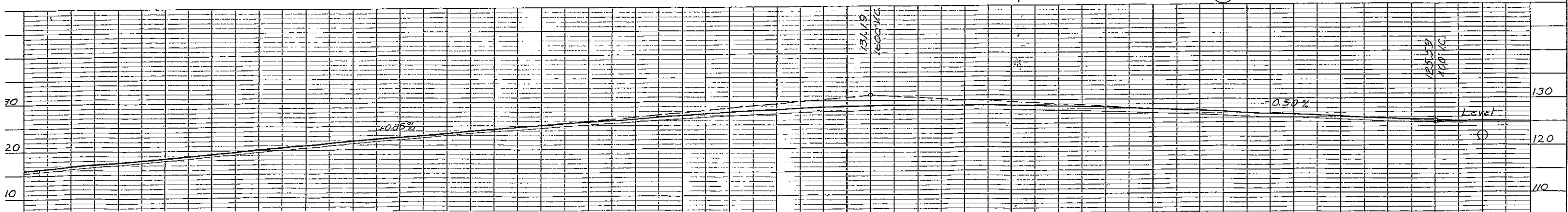
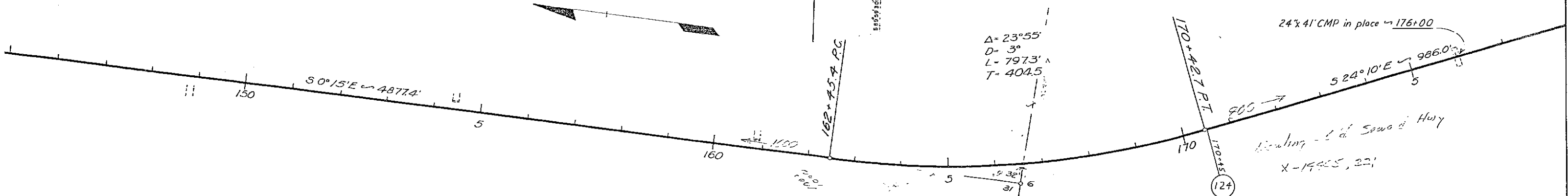
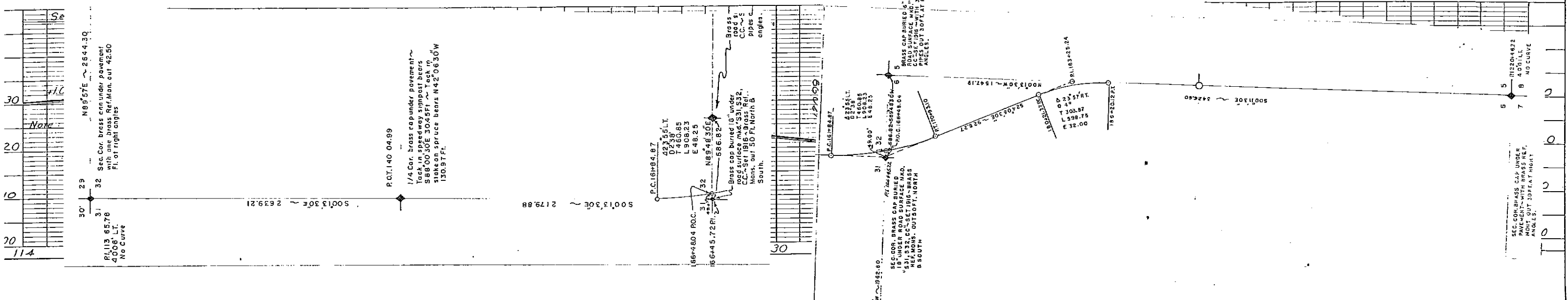
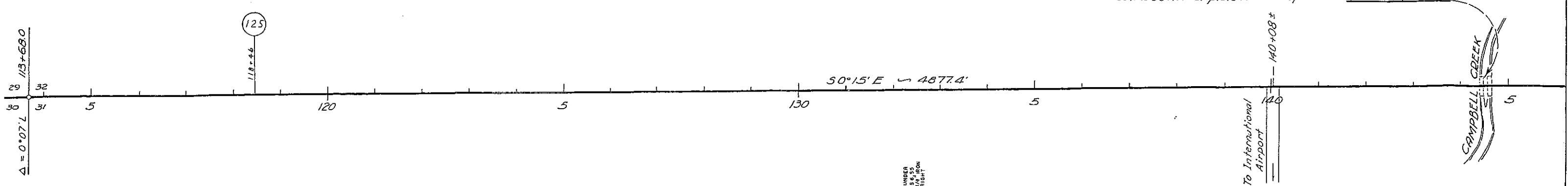
24x36 C.M.P. in place ~59+50



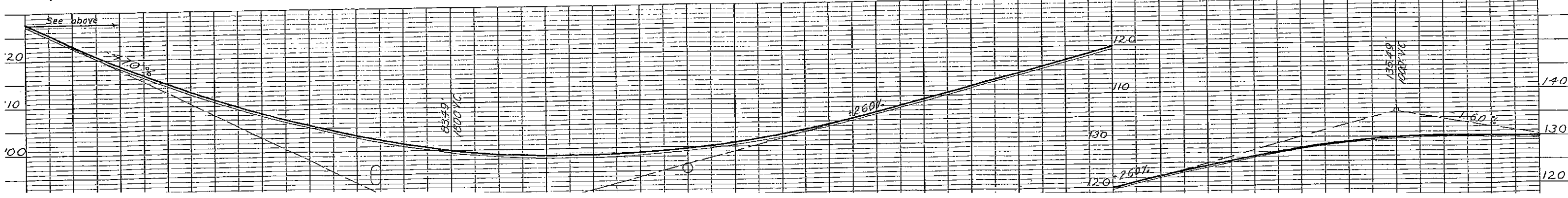
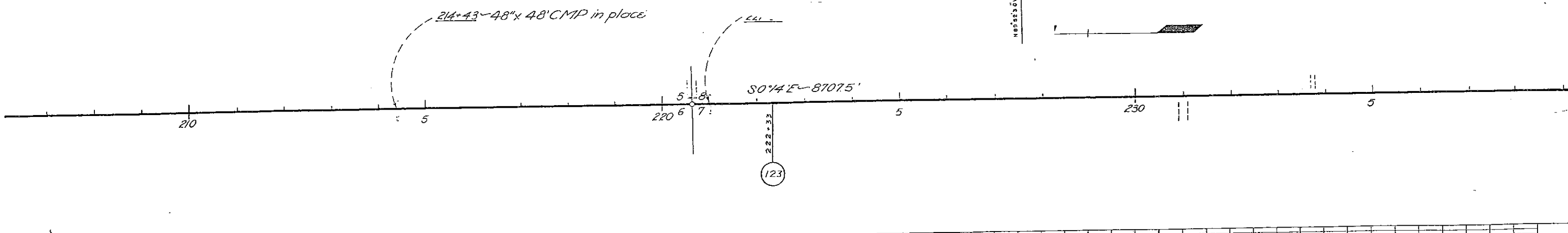
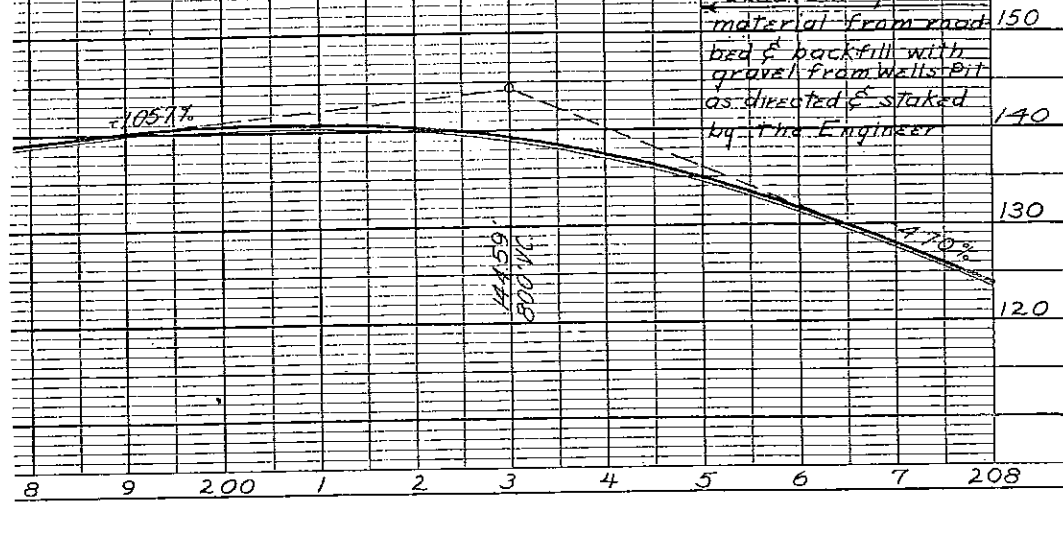
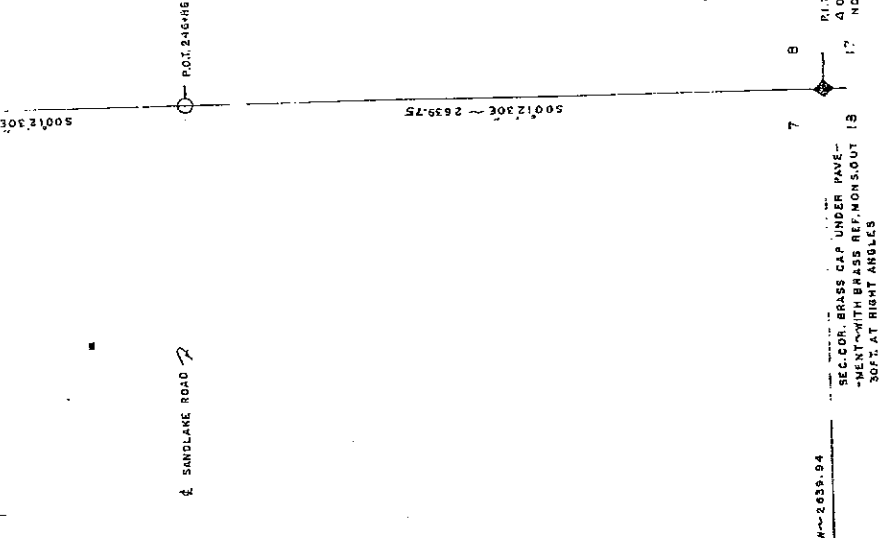
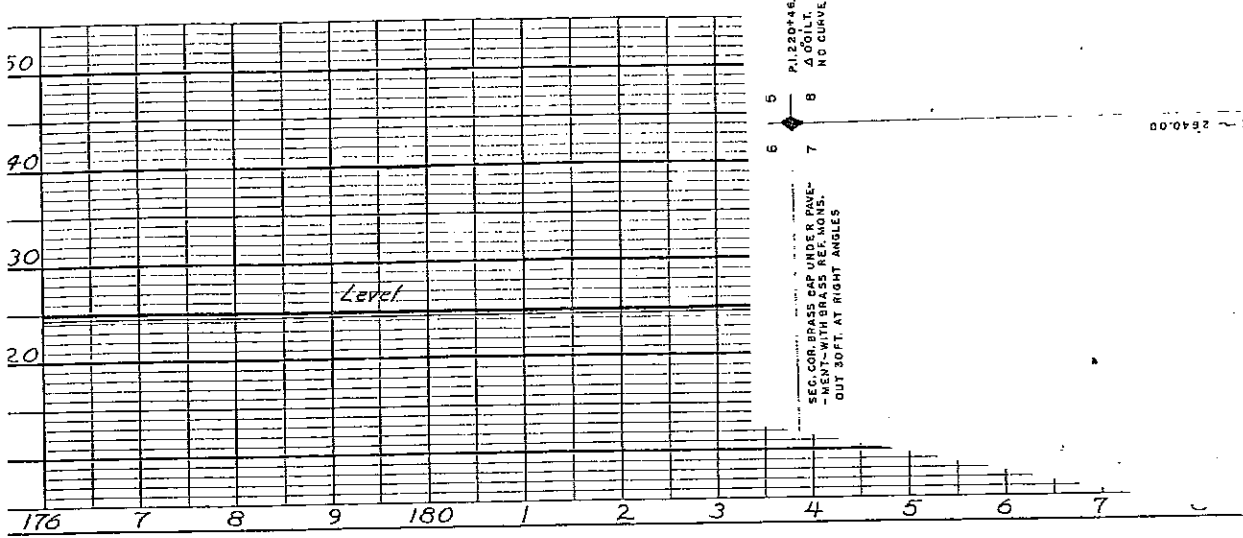
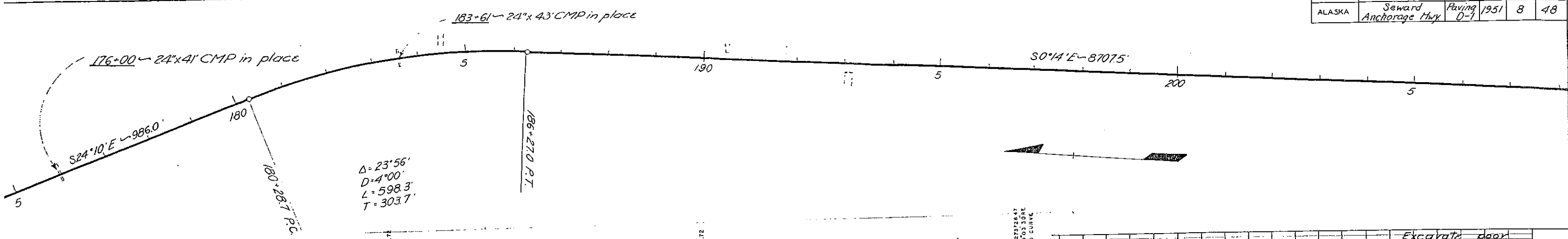
36x43 C.M.P. in place ~104+25



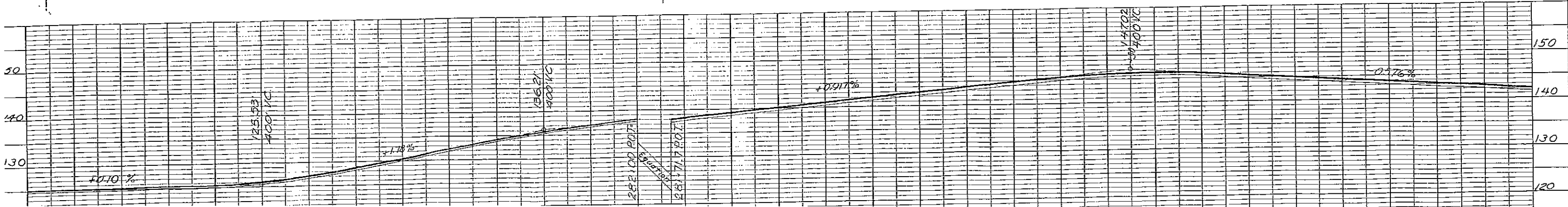
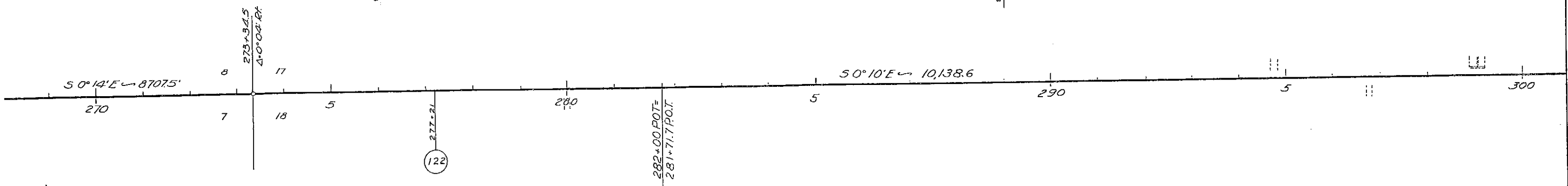
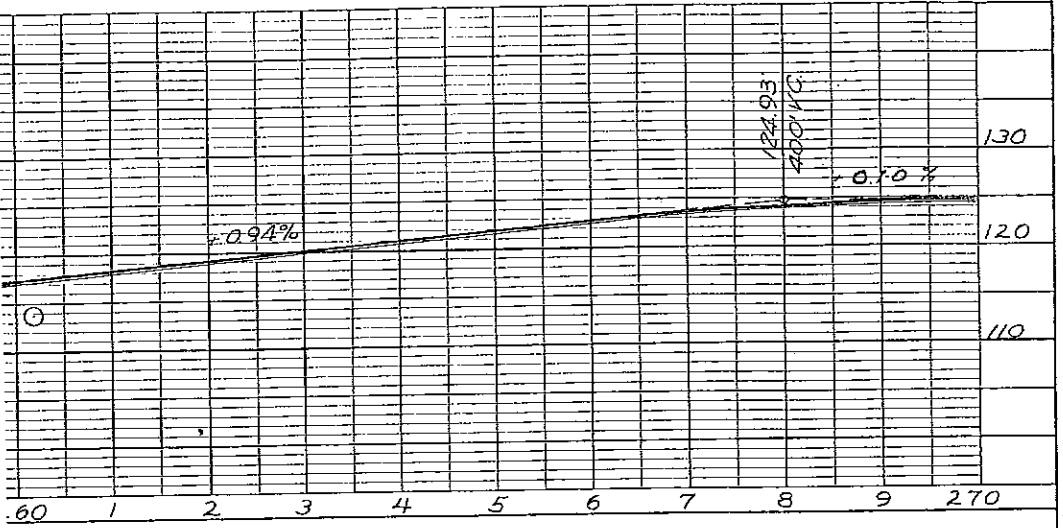
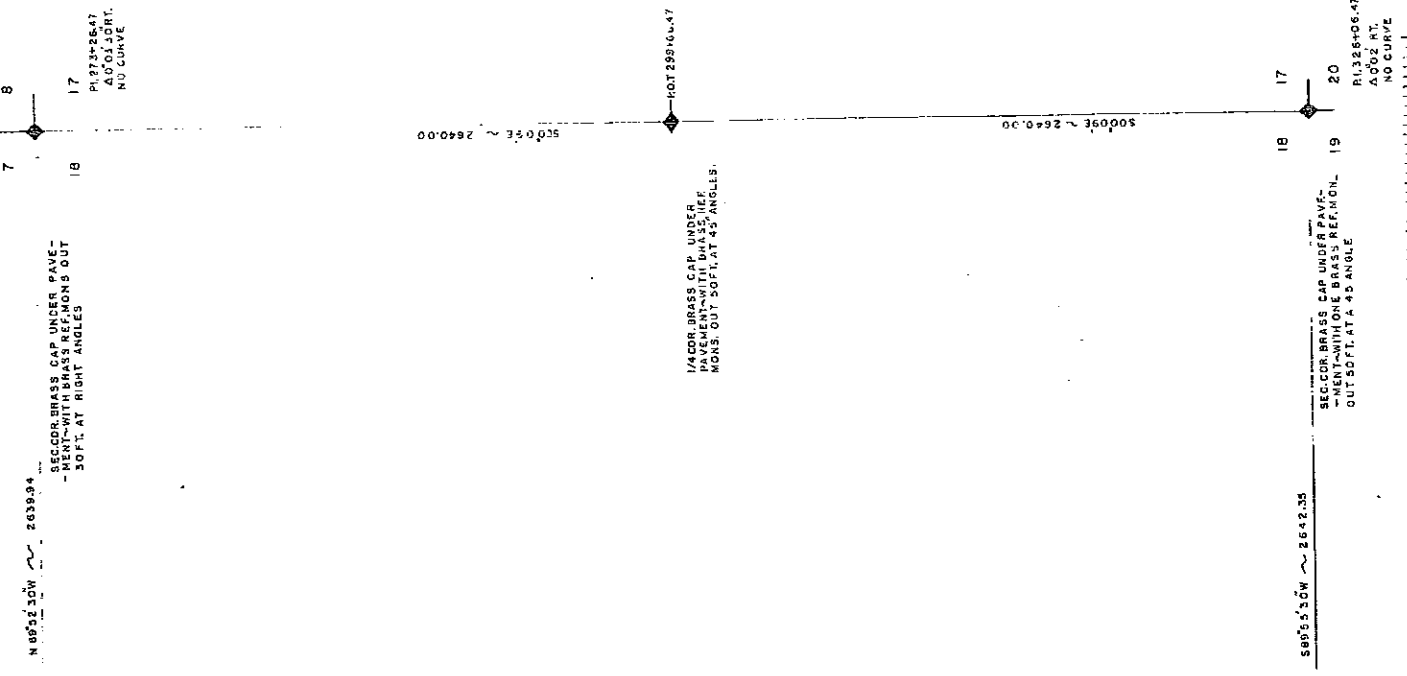
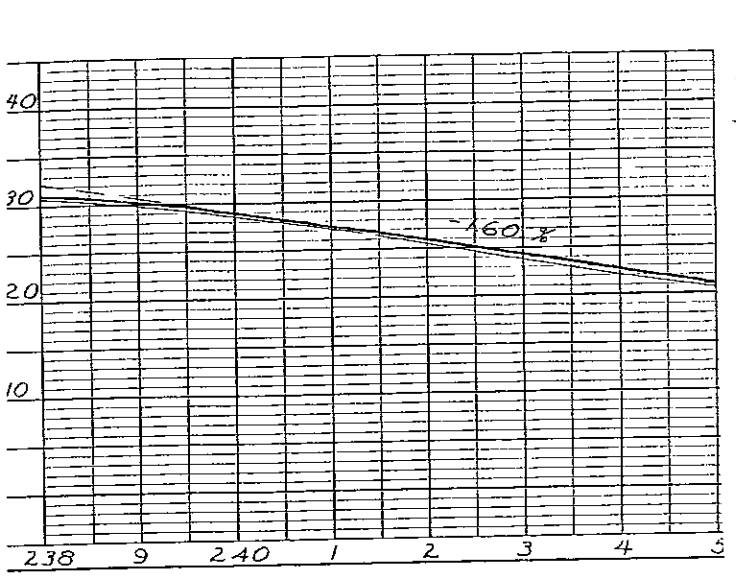
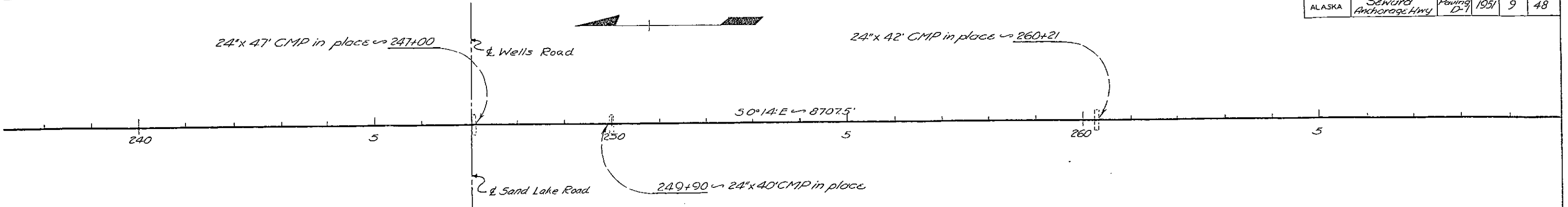
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SEWARD ANCHORAGE	Revised D-1	1951	7	48



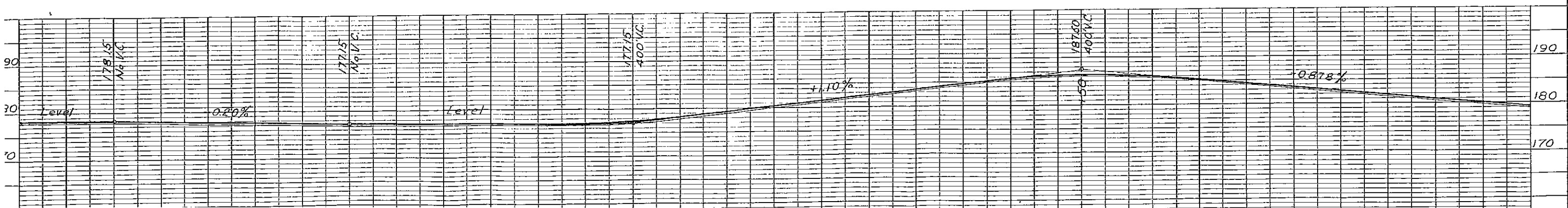
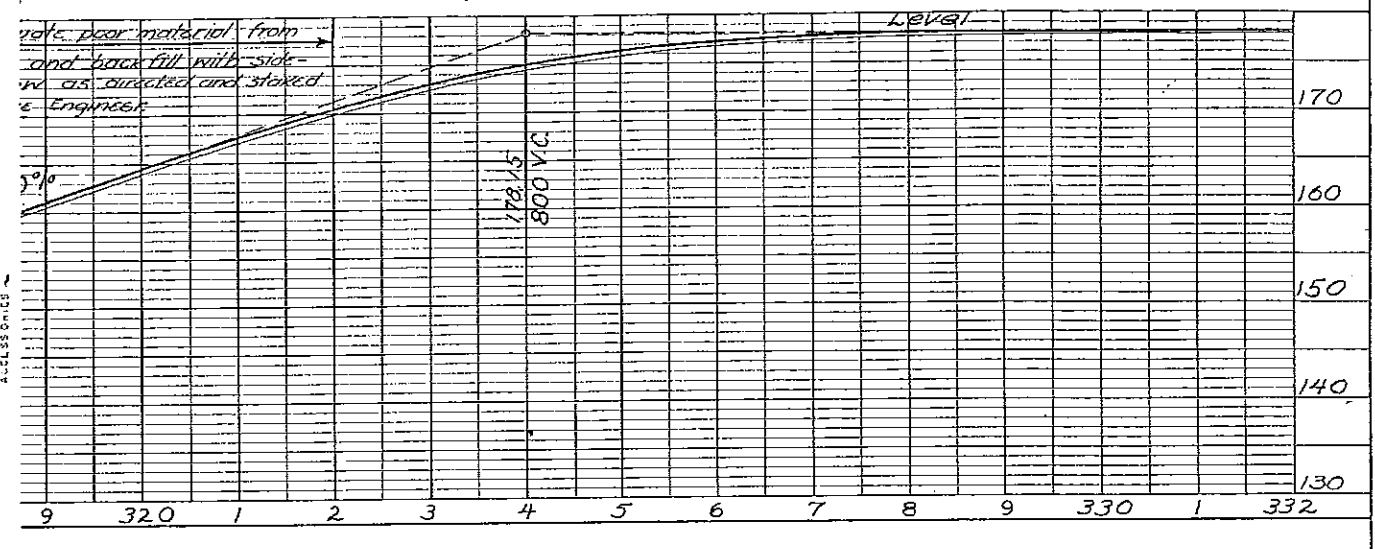
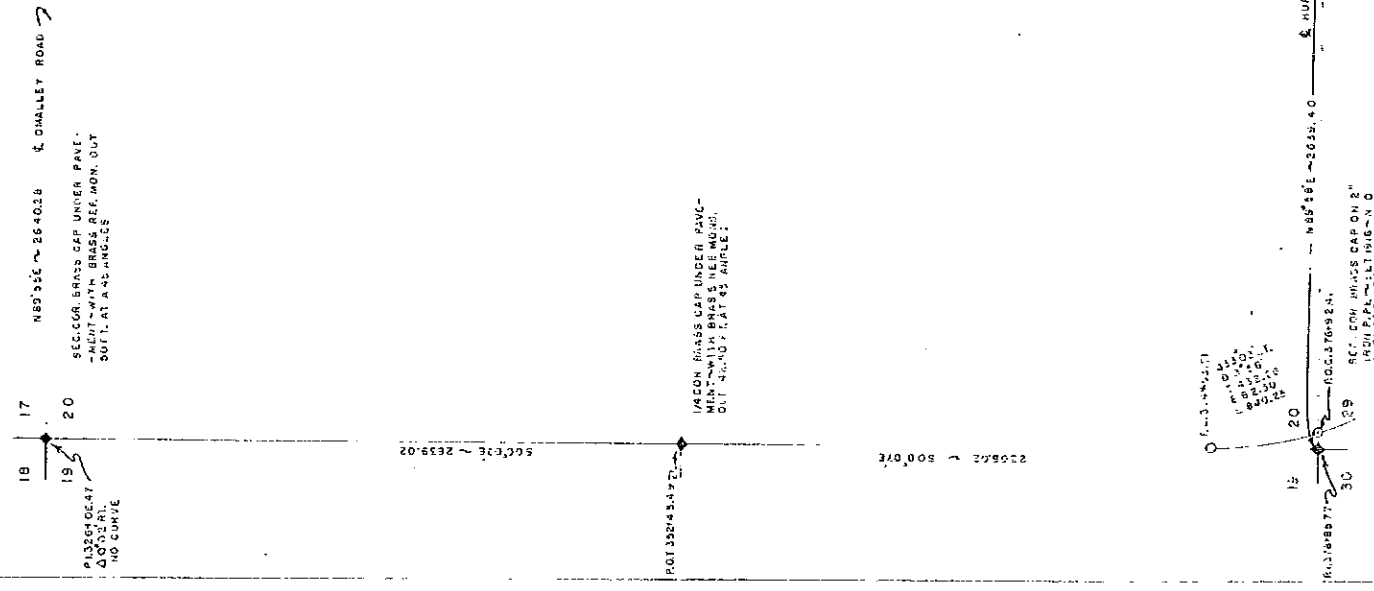
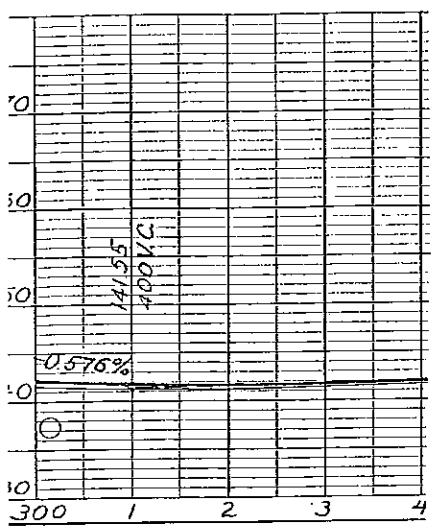
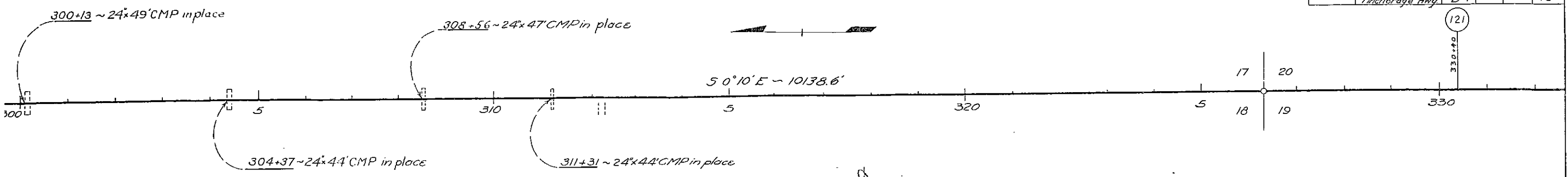
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-1	1951	8	48



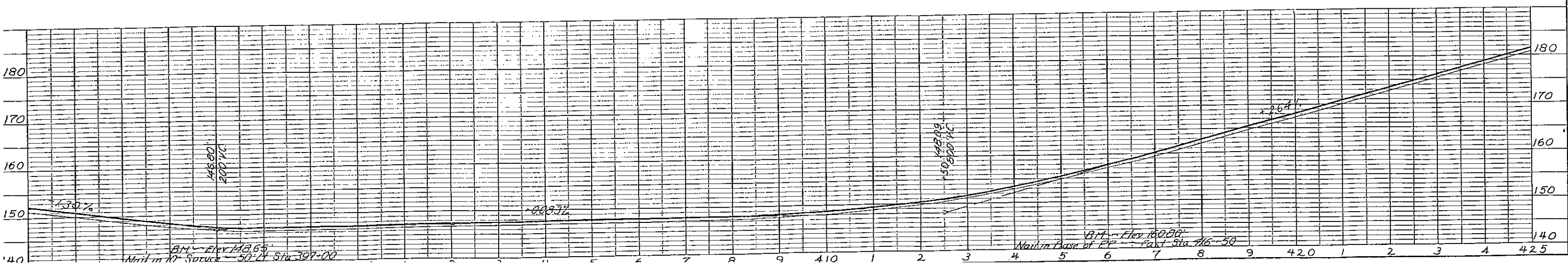
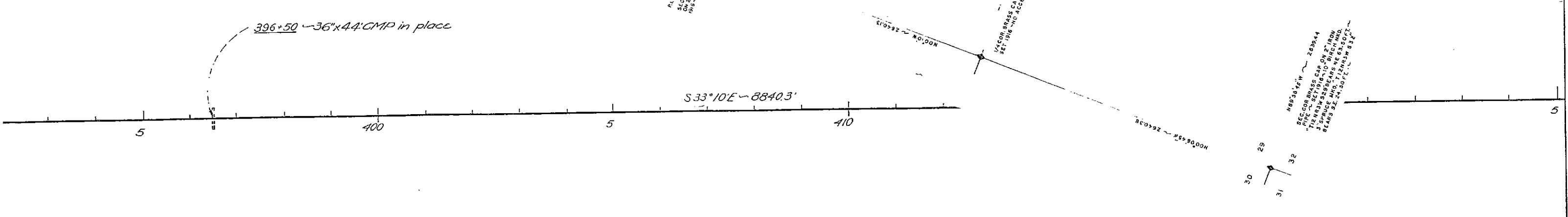
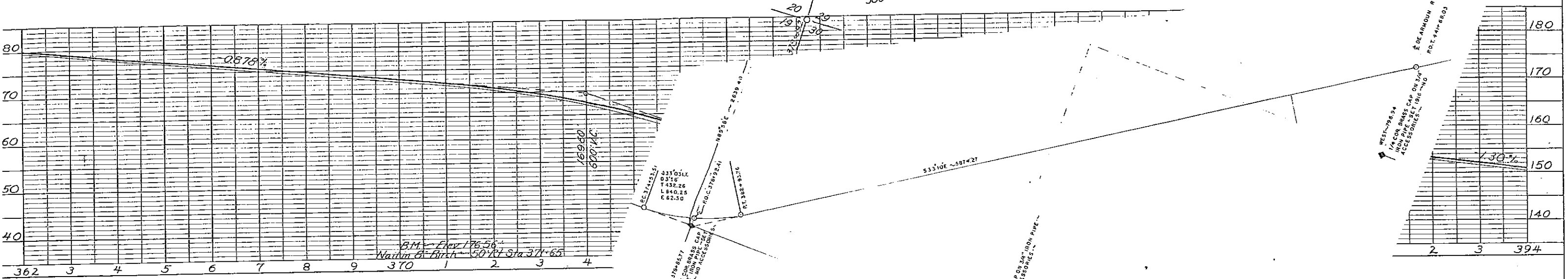
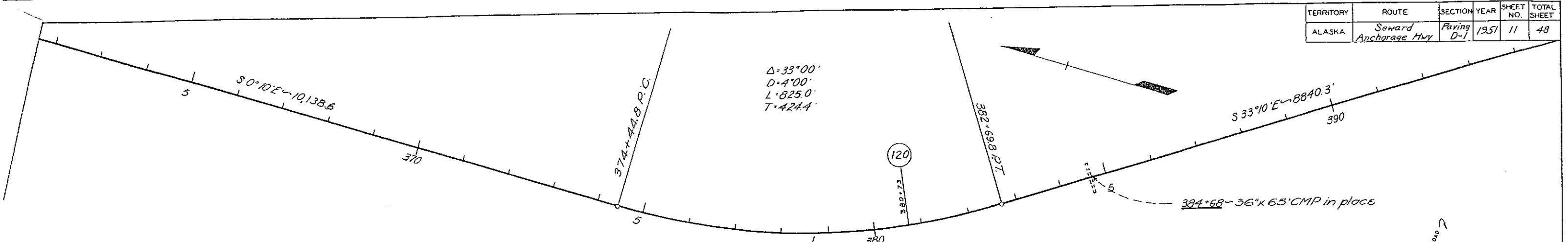
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-7	1951	9	48



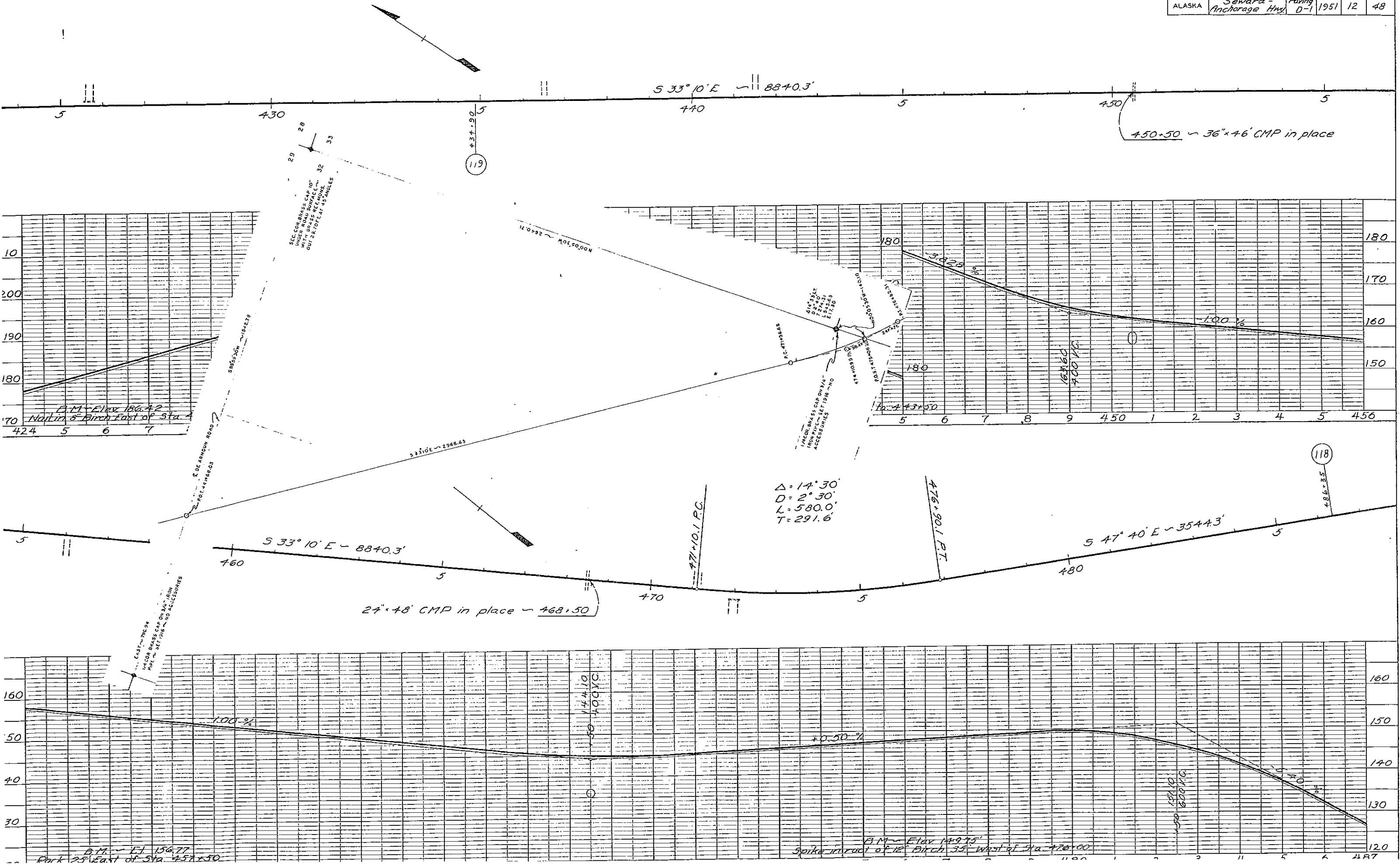
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward-Anchorage Hwy	Parting D-1	1951	10	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEET
ALASKA	Seward Anchorage Hwy	Paving D-1	1951	11	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward-Anchorage Hwy	Paring D-1	1951	12	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward - Anchorage Hwy	Paving D-1	1951	13	48

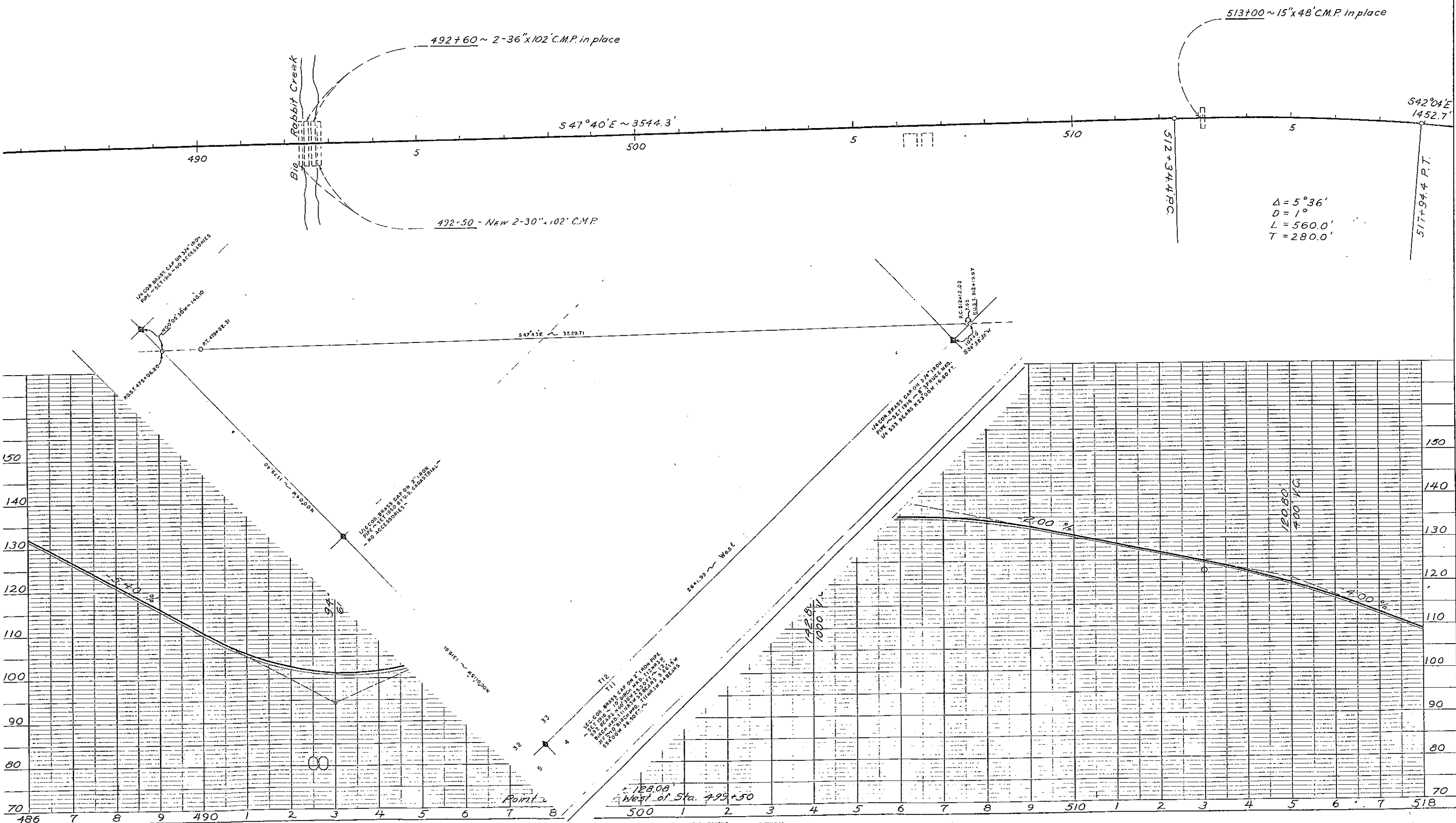
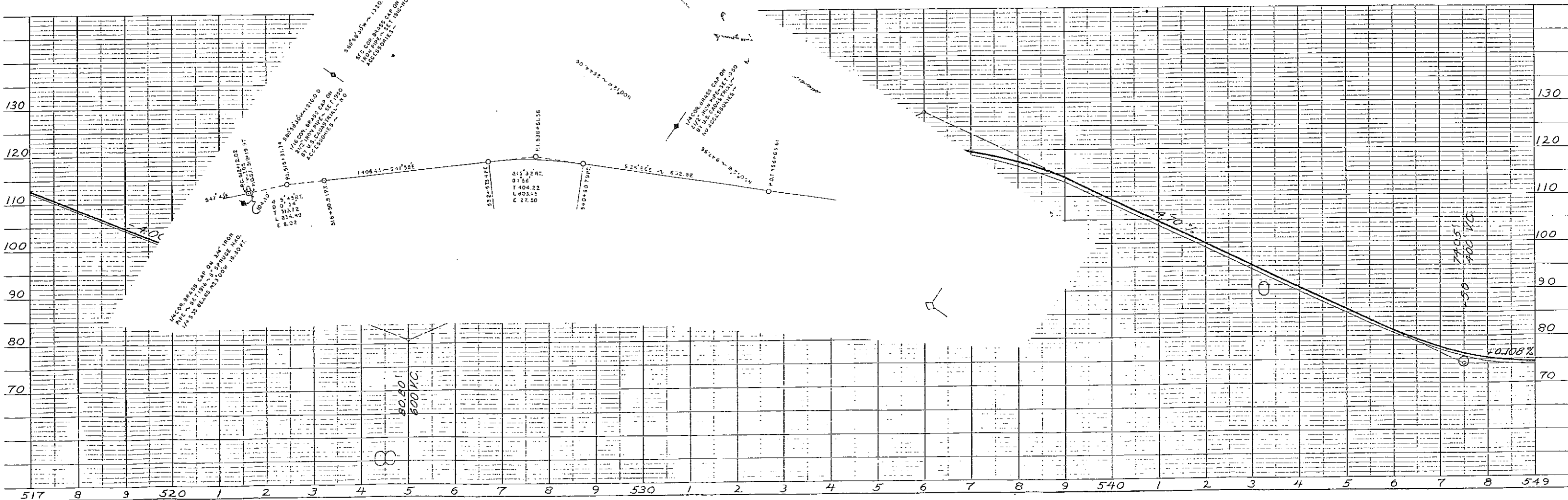
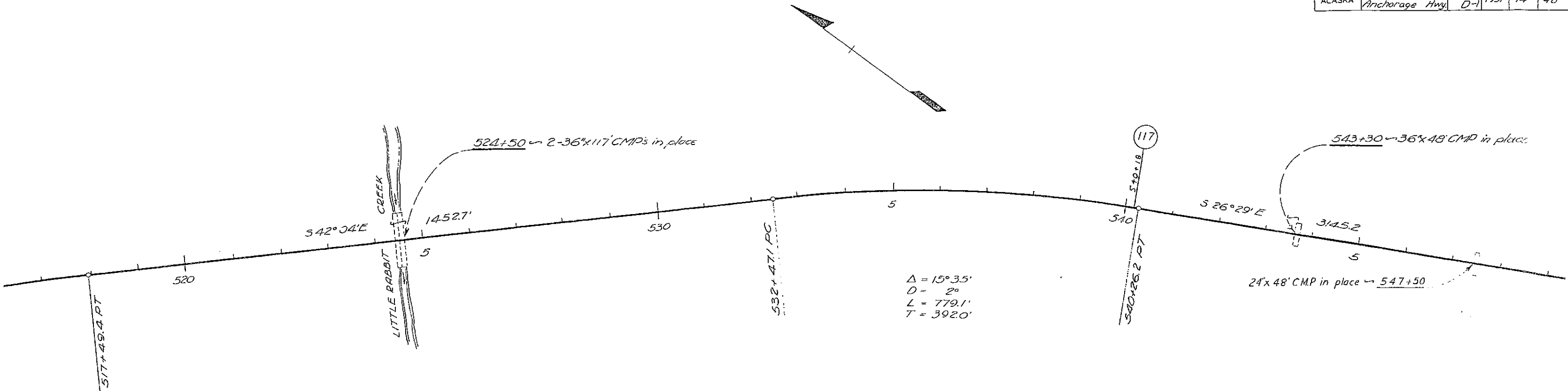
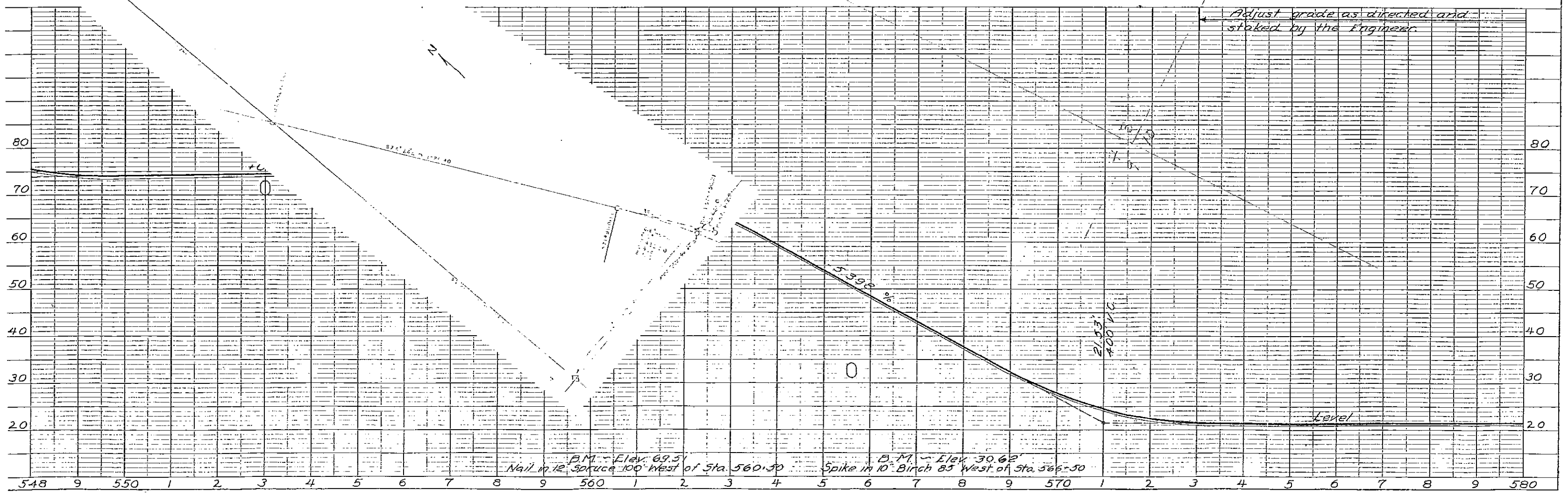
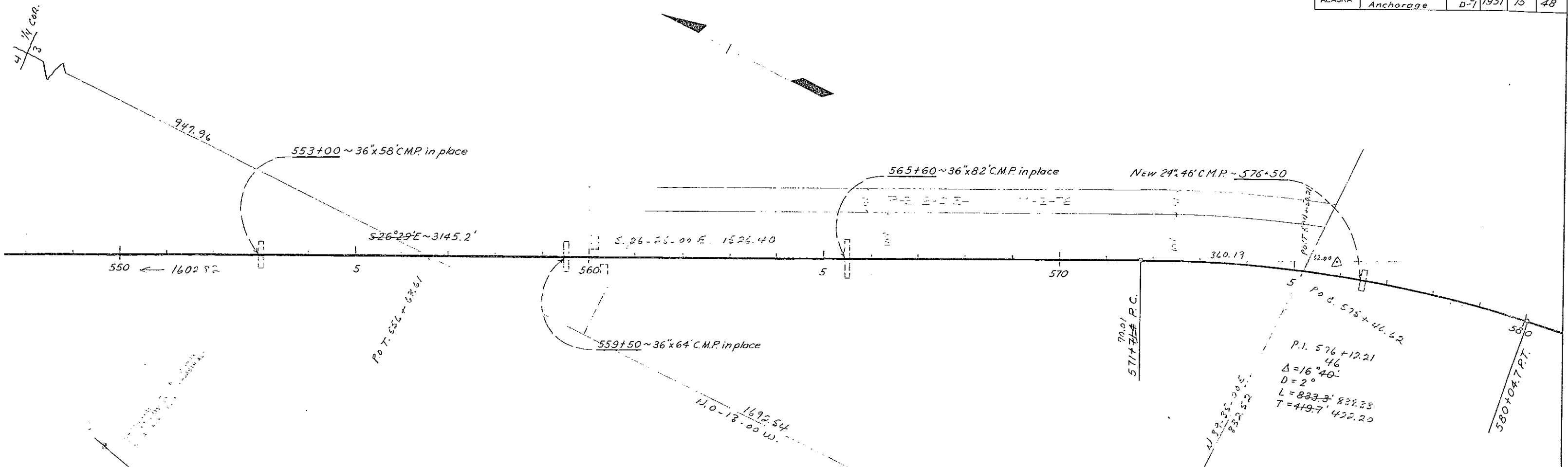


PLATE 1 - PLAN - PROFILE OF R.A.E. STATIONING

TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward-Anchorage Hwy	Rowing D-1	1951	14	48



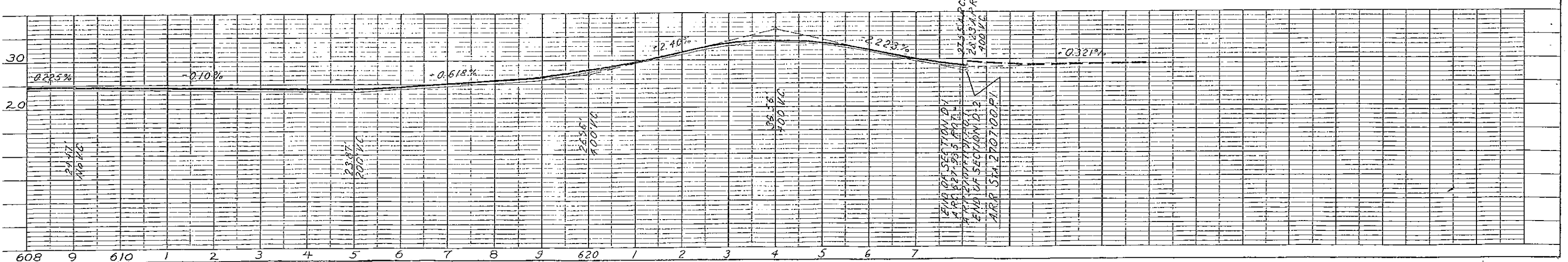
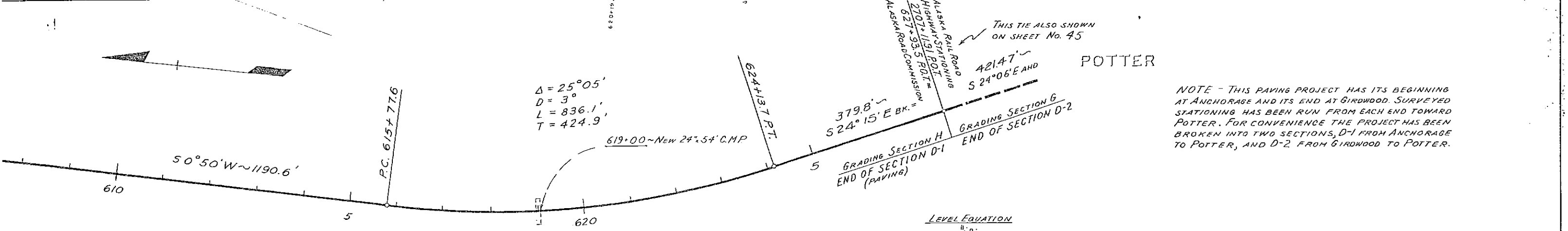
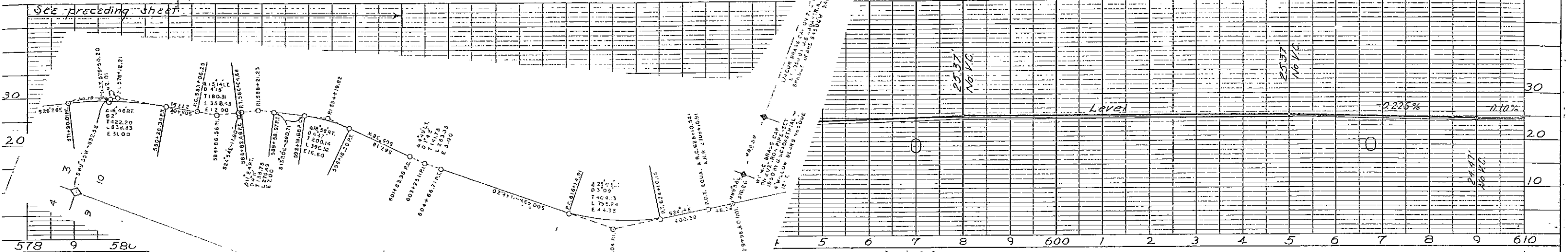
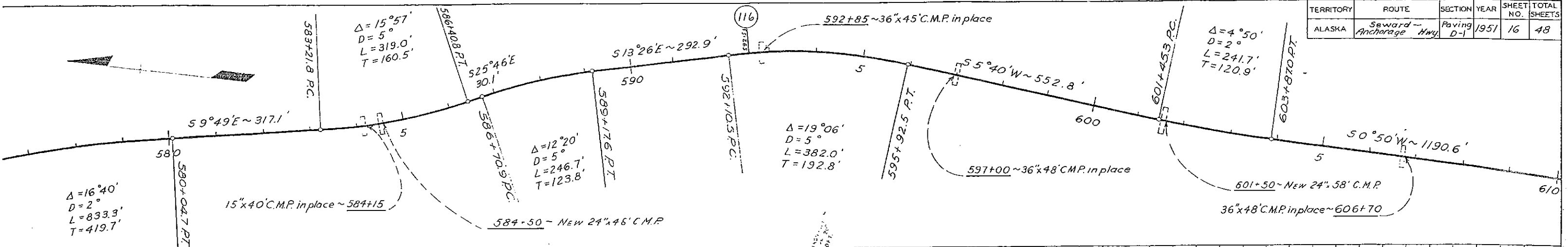
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward - Anchorage	Paving D-1	1951	15	48



B.M. - Elev. 69.51
Nail in 12" spruce 100' West of Sta. 560+50

B.M. - Elev. 30.62
Spike in 10" Birch 85' West of Sta. 565+50

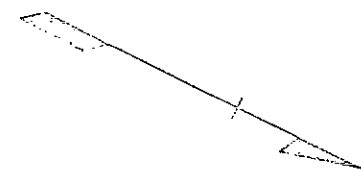
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward - Anchorage Hwy.	Paving D-1	1951	16	48



TERRITORY	ROUTE	SECTION	DATE
ALASKA	Seward Anchorage Hwy.	D-2	1951

$\Delta = 9^{\circ}14'30''$
 $D = 4^{\circ}06'$
 $L = 231.64'$
 $T = 115.77'$

END OF SECTION D-2, END OF SECTION D-1



POTTER

1124'50" BEAR - N 22°15' W AND - 379.8'

POTTER CENTER
 ALASKA RAIL ROAD
 HIGHWAY STATIONING
 2707+1191 (101)
 2707+933 (101)
 ALASKA ROAD CO. 11-11-1951
 2705+40
 84' x 72' CMP in place

NOTE - THIS PAVING PROJECT HAS ITS BEGINNING AT ANCHORAGE AND ITS END AT GIRDWOOD. SURVEYED STATIONING HAS BEEN RUN FROM EACH END TOWARD POTTER. FOR CONVENIENCE THE PROJECT HAS BEEN BROKEN INTO TWO SECTIONS, D-1 FROM ANCHORAGE TO POTTER, AND D-2 FROM GIRDWOOD TO POTTER.

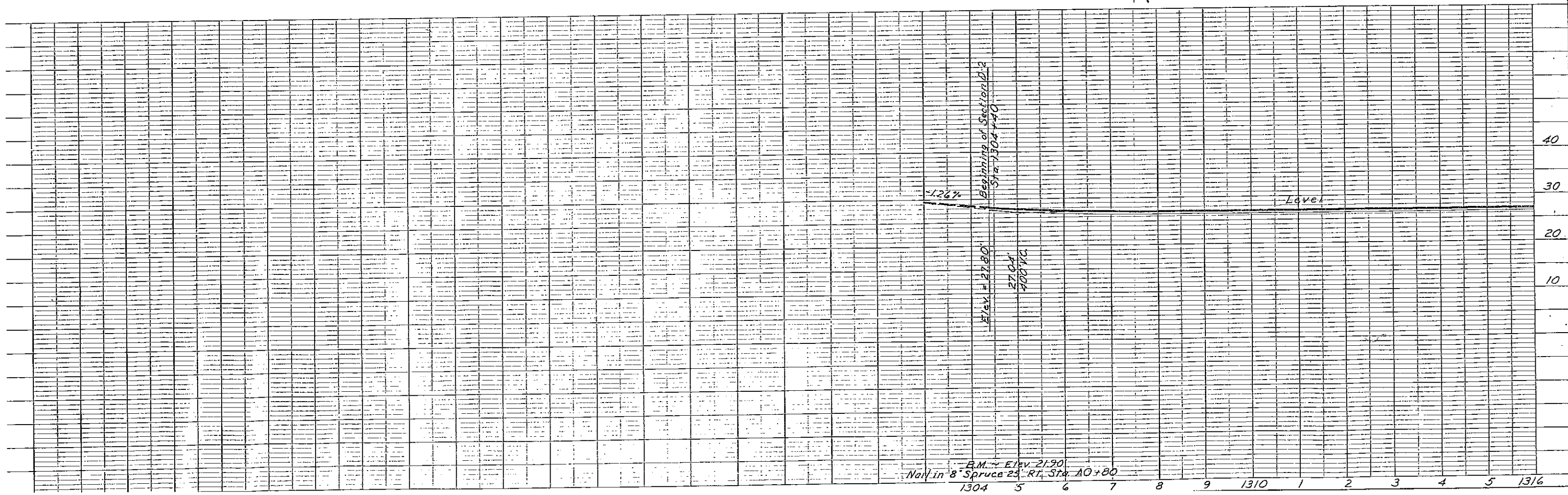
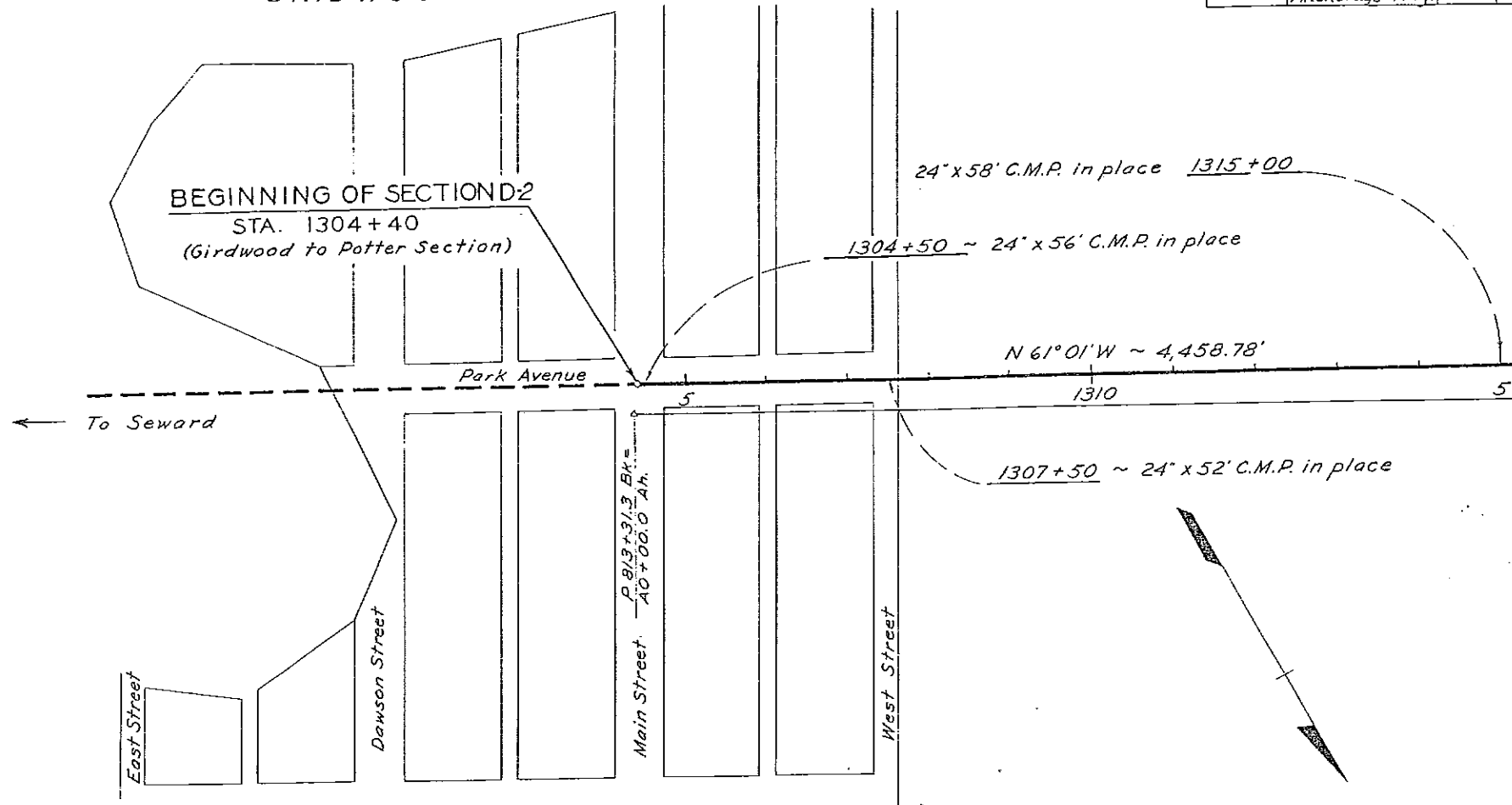
LEVEL EQUATION

D.M. 566 - ELEV. 26.73
 Spike in large tree NW of Potter Section House

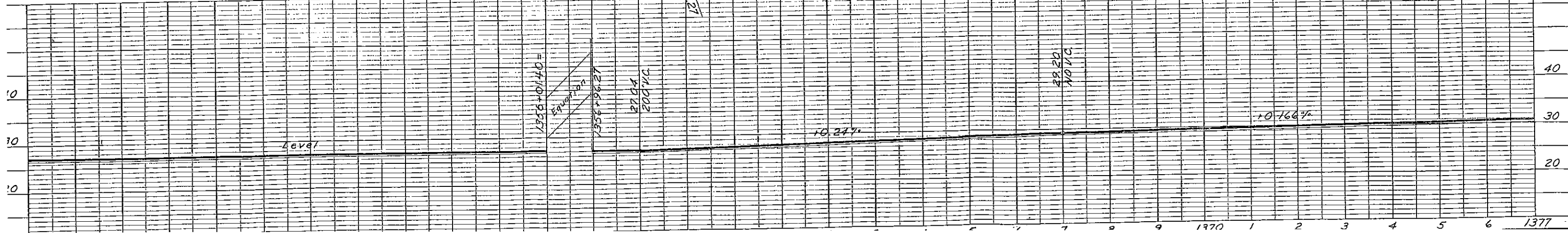
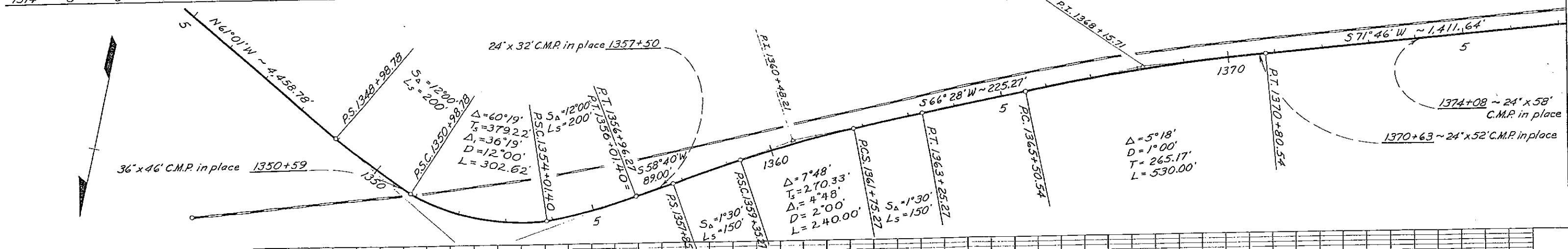
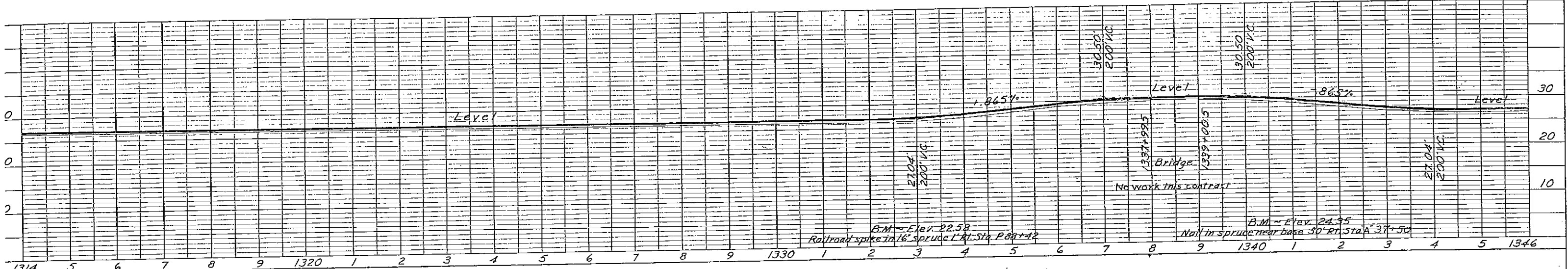
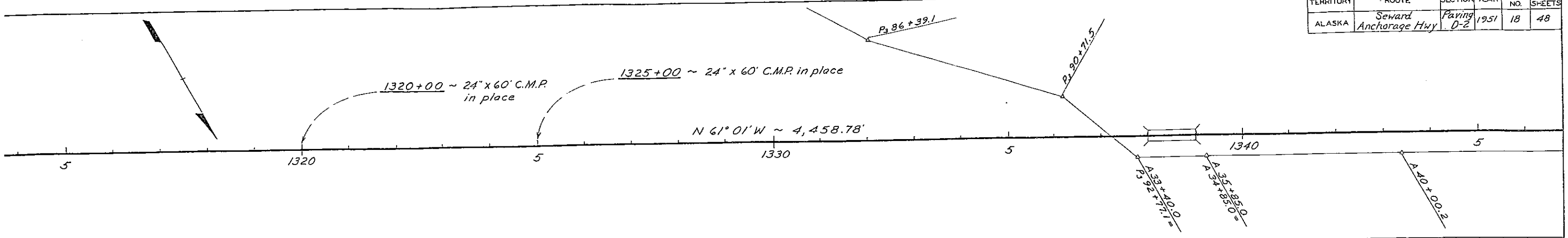
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	17	48

GIRDWOOD

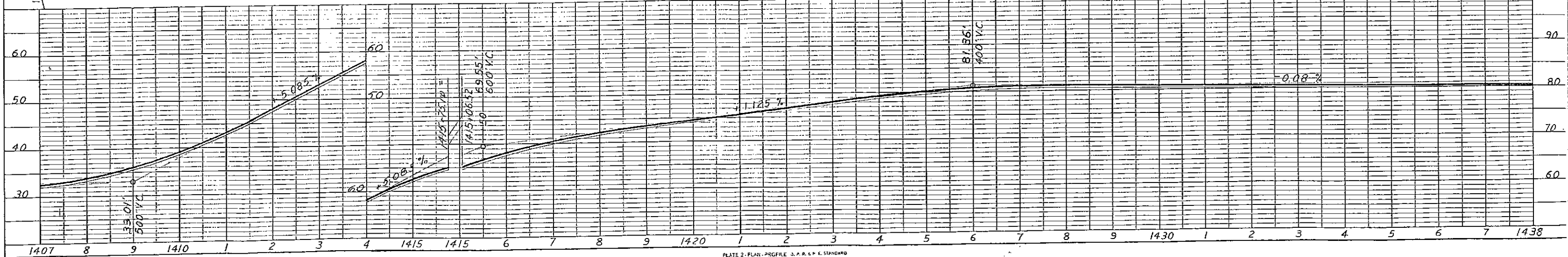
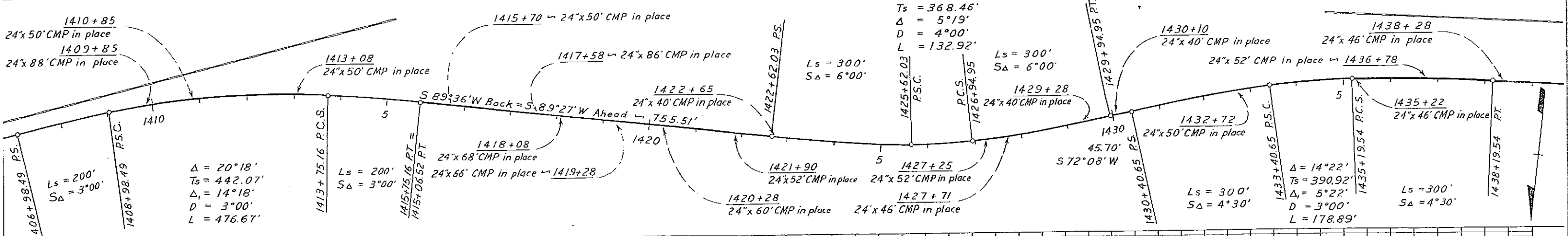
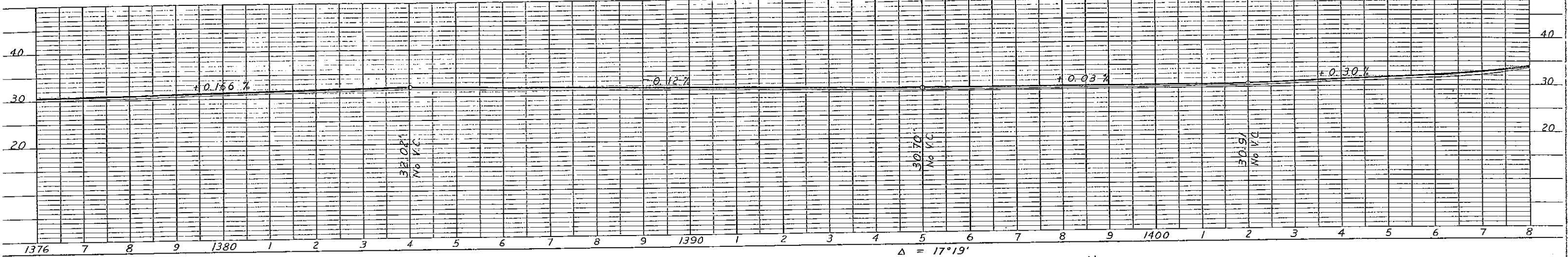
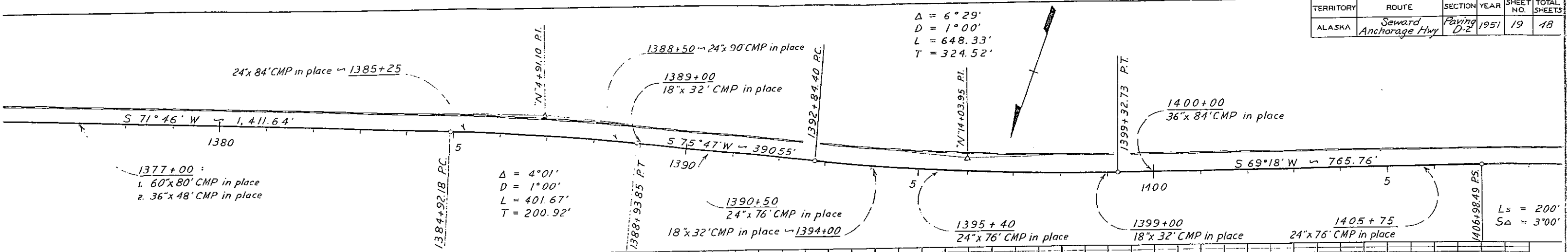
NOTE - THIS PAVING PROJECT HAS ITS BEGINNING AT ANCHORAGE AND ITS END AT GIRDWOOD. SURVEYED STATIONING HAS BEEN RUN FROM EACH END TOWARD POTTER. FOR CONVENIENCE THE PROJECT HAS BEEN BROKEN INTO TWO SECTIONS, D-1 FROM ANCHORAGE TO POTTER, AND D-2 FROM GIRDWOOD TO POTTER.



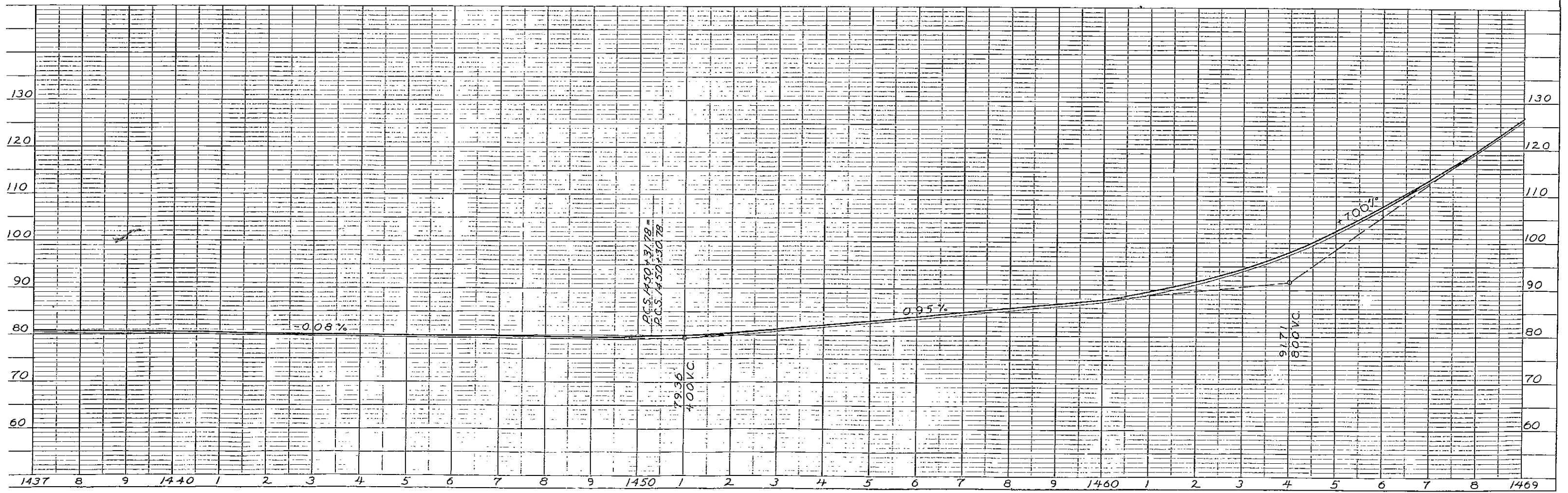
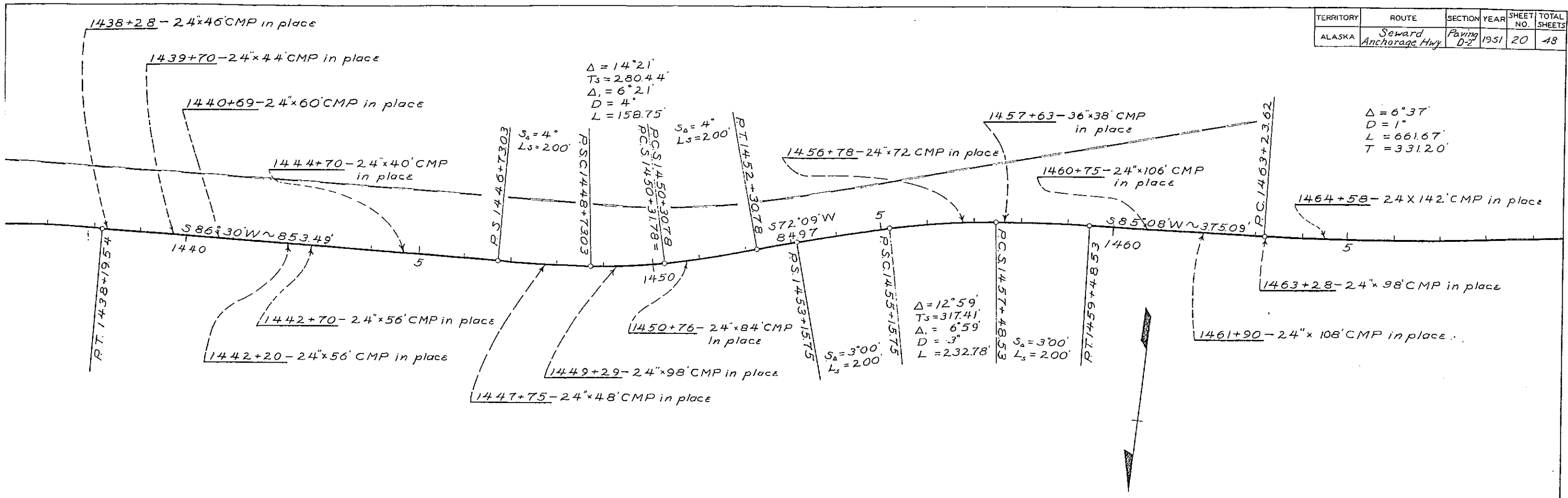
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-2	1951	18	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-2	1951	19	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-2	1951	20	48



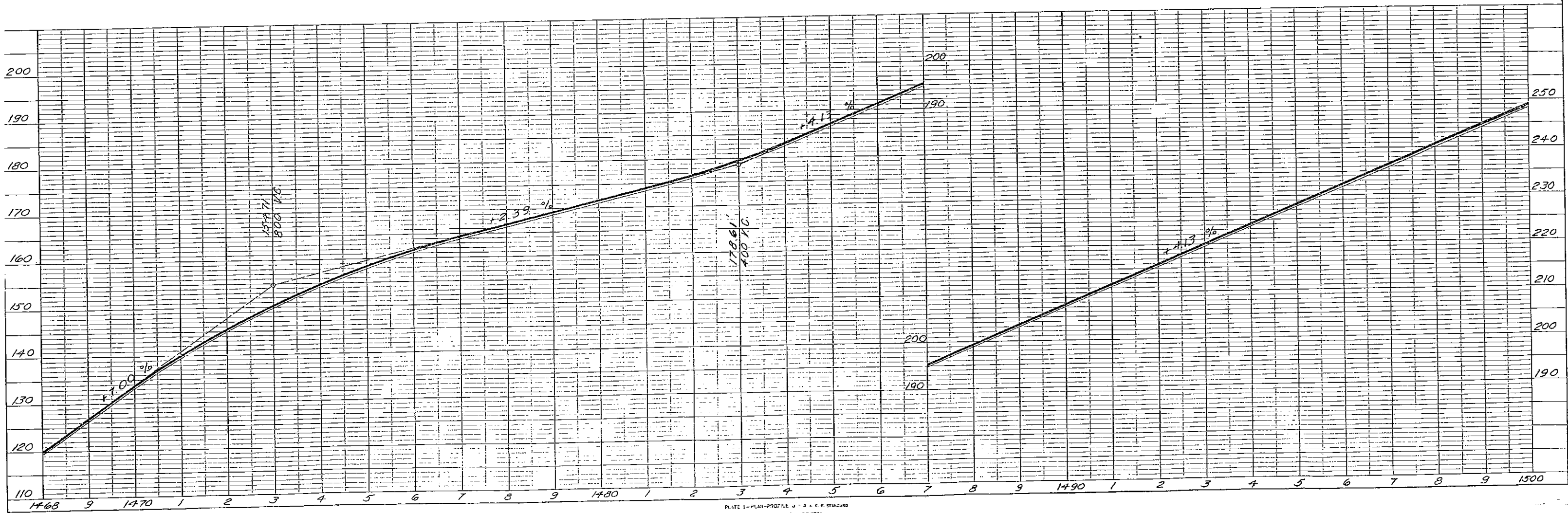
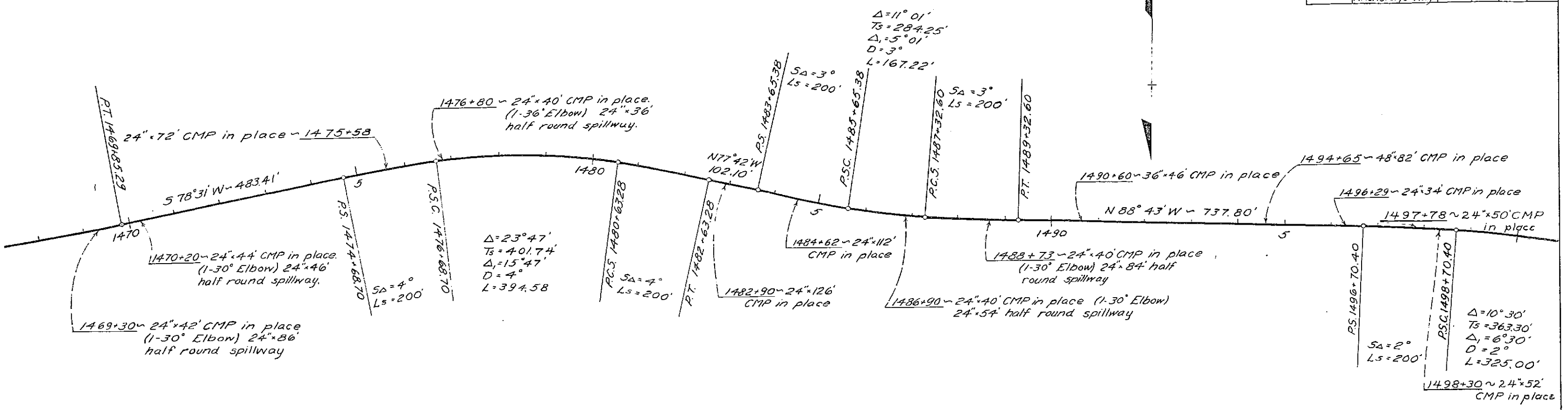
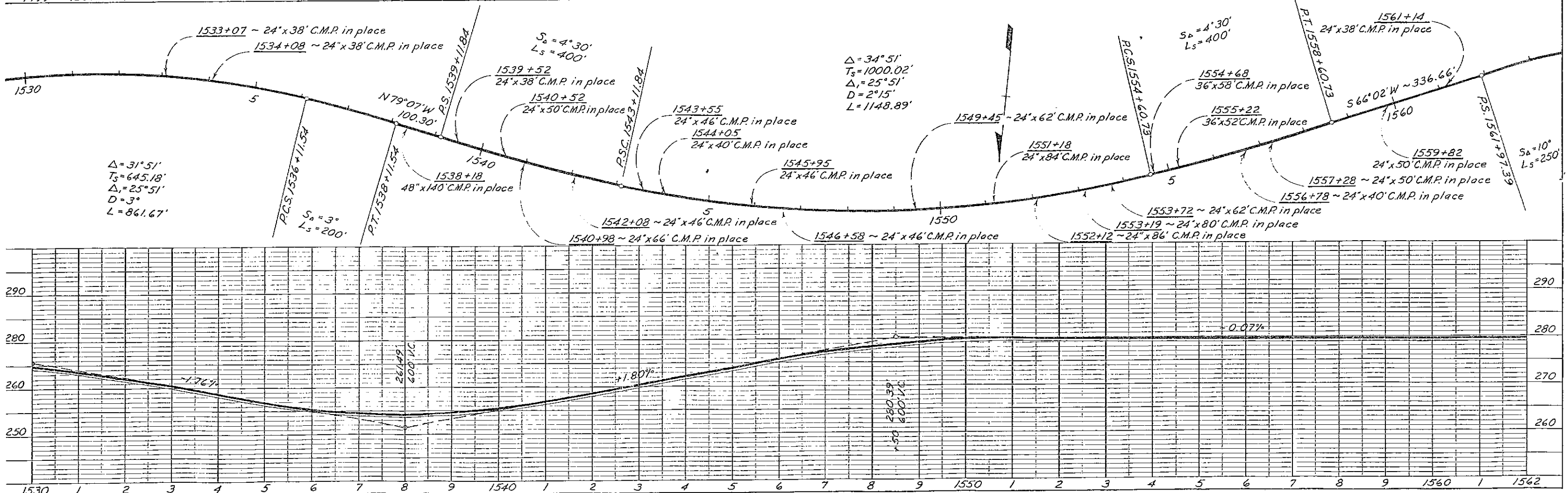
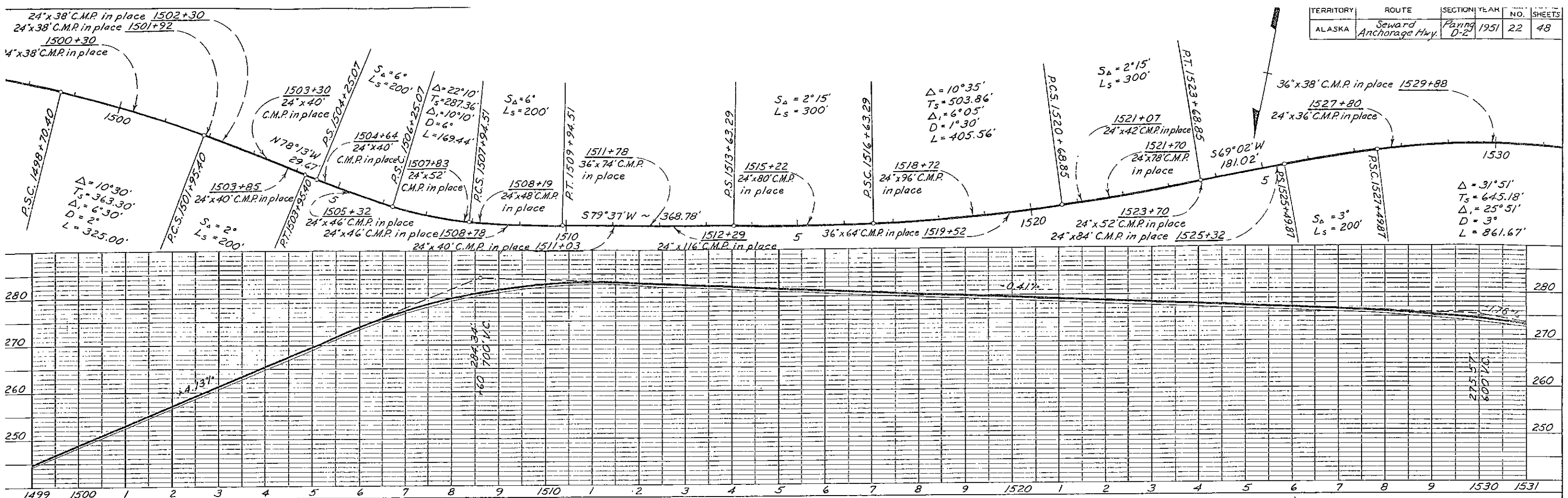
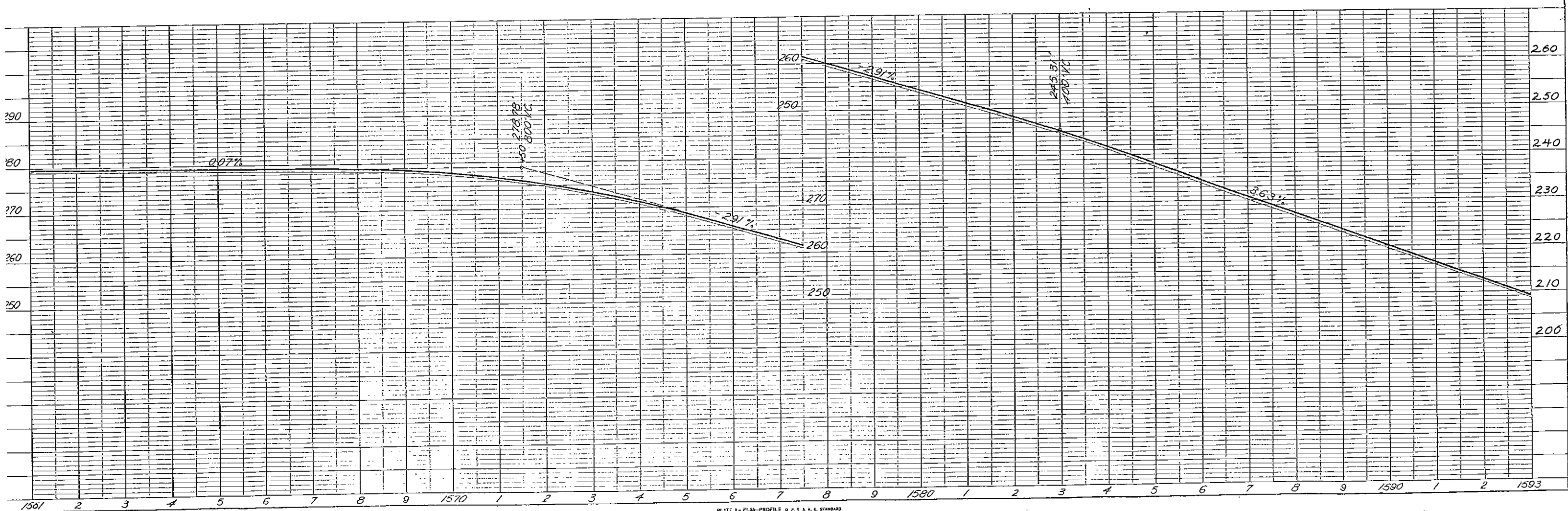
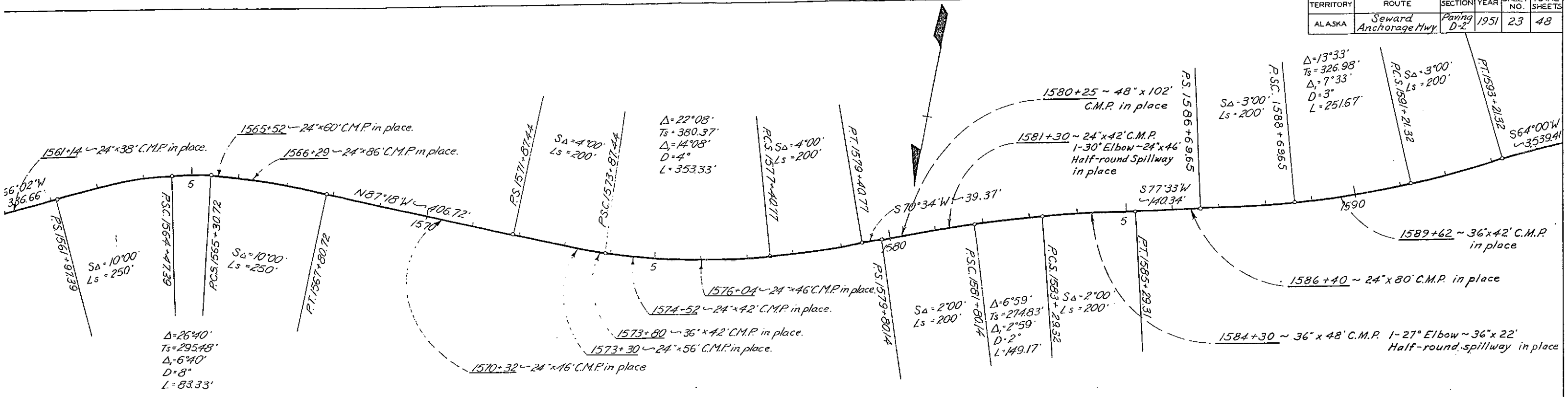


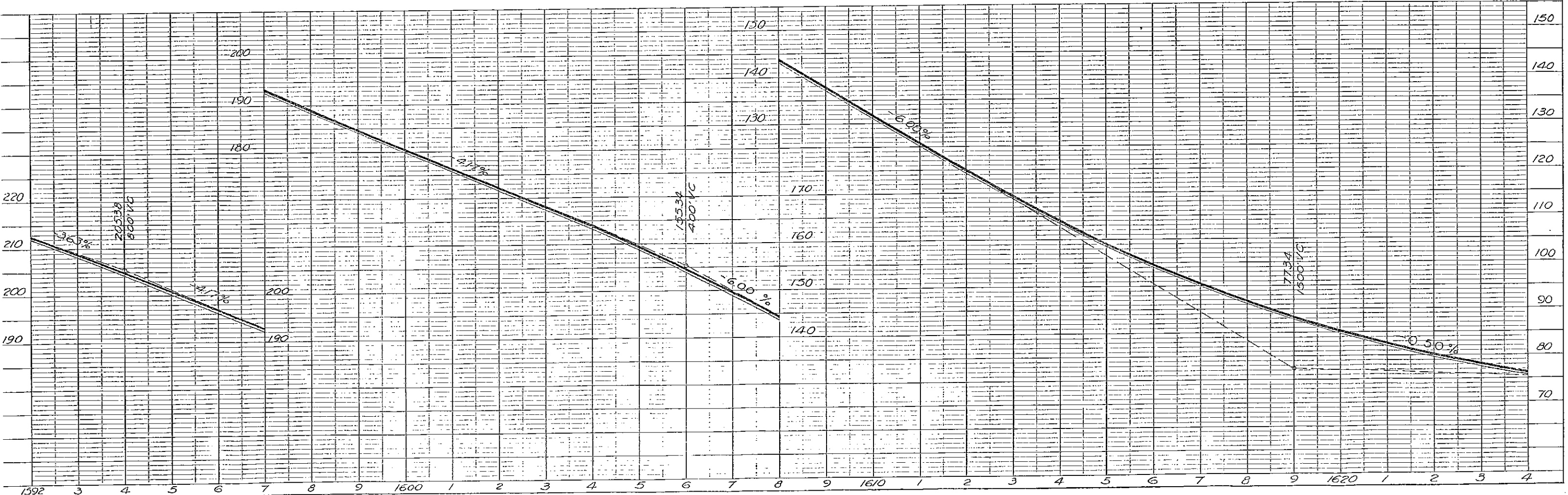
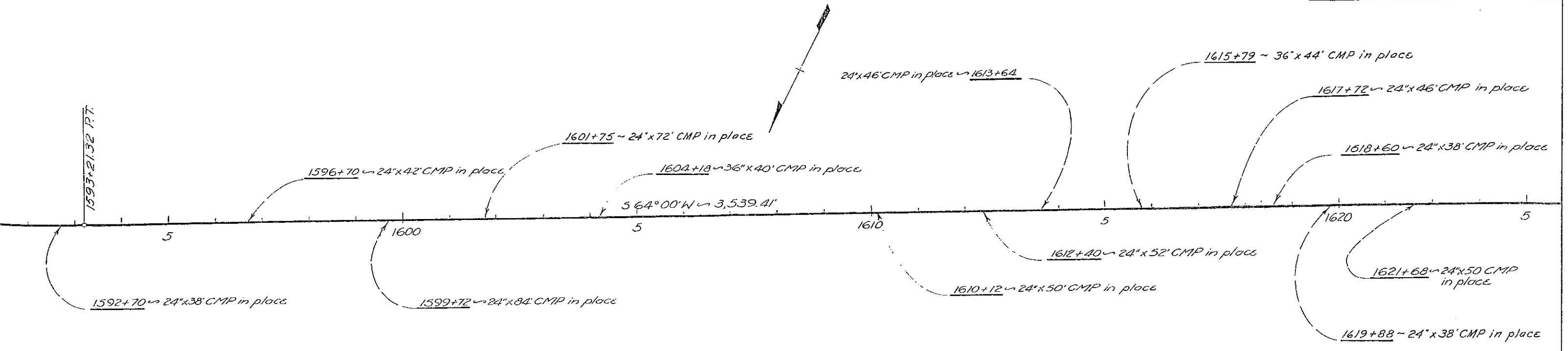
PLATE 1 - PLAN-PROFILE - A. R. E. STANDARD
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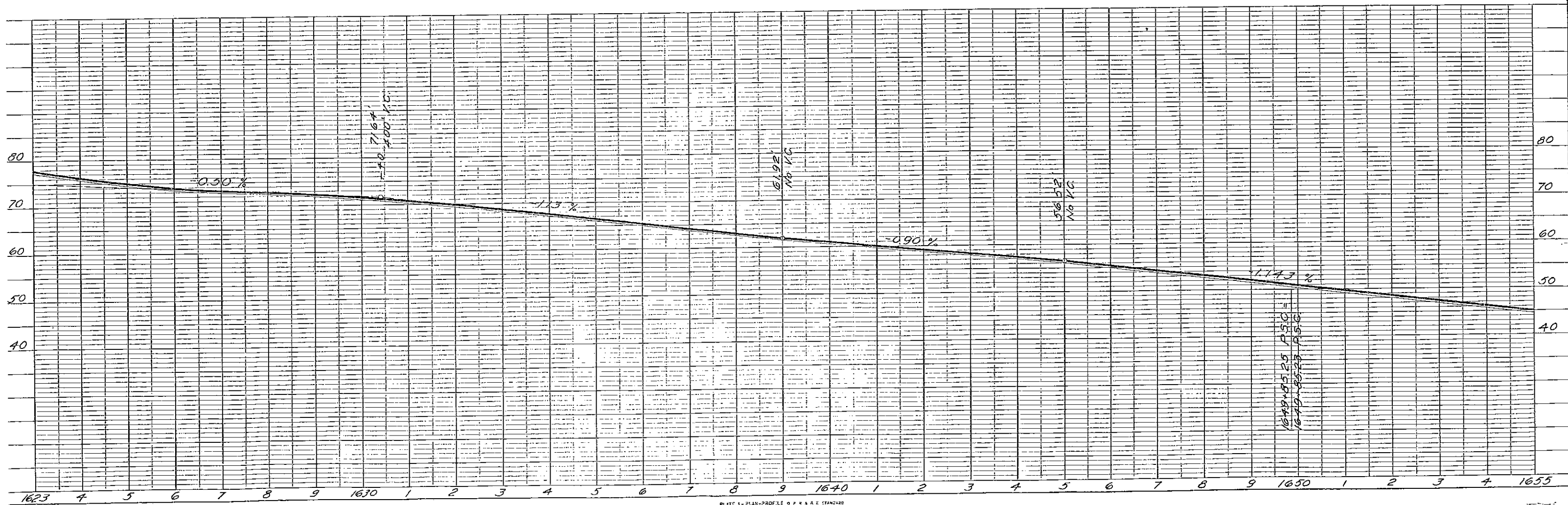
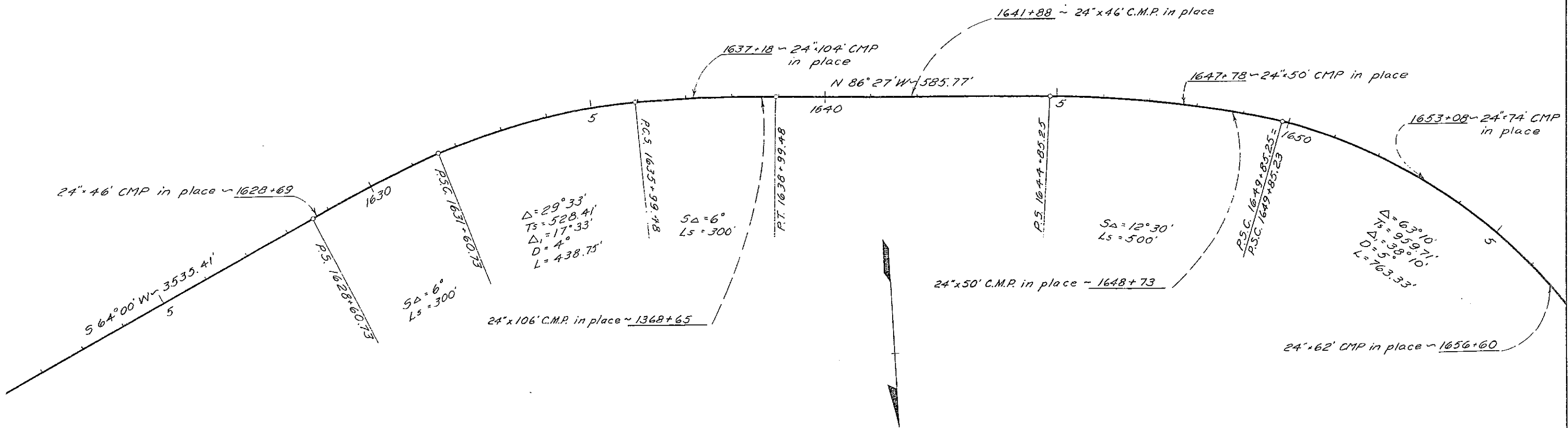
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	23	48



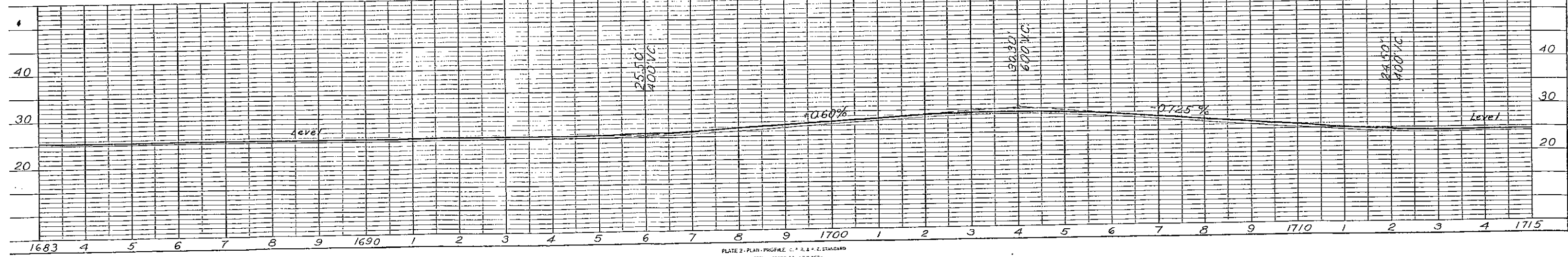
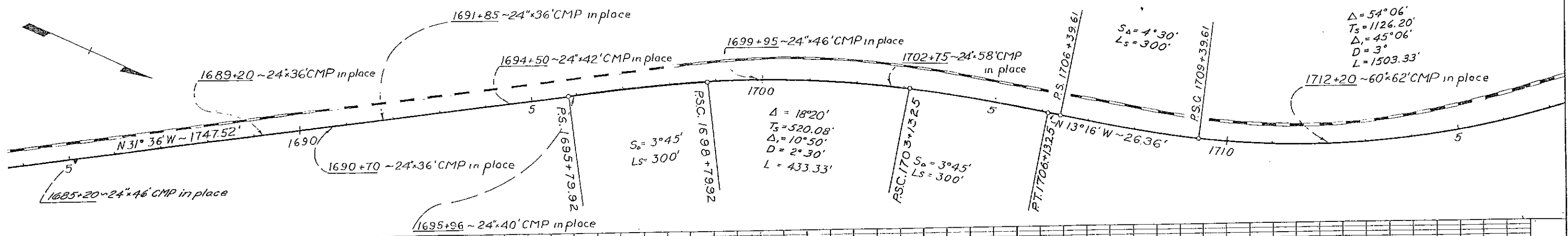
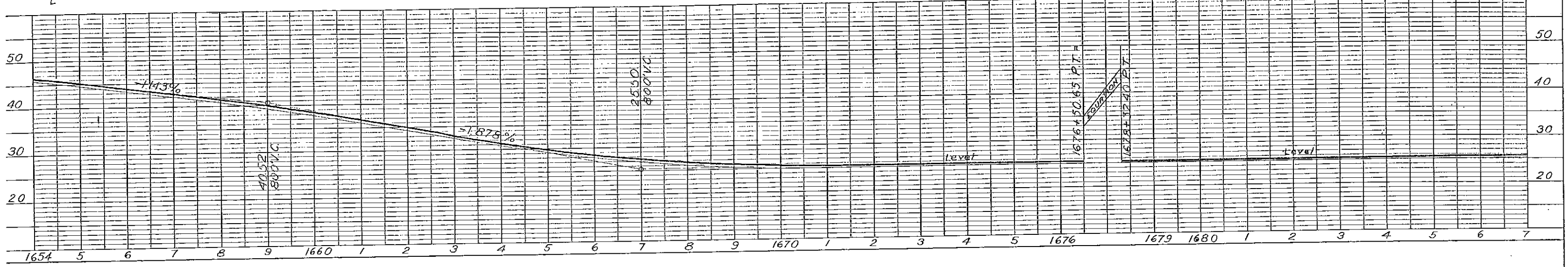
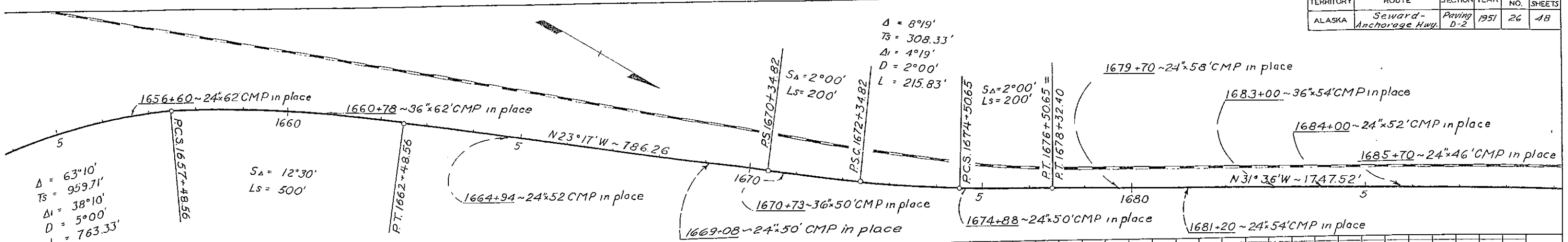
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Poling D-2	1951	24	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	25	48



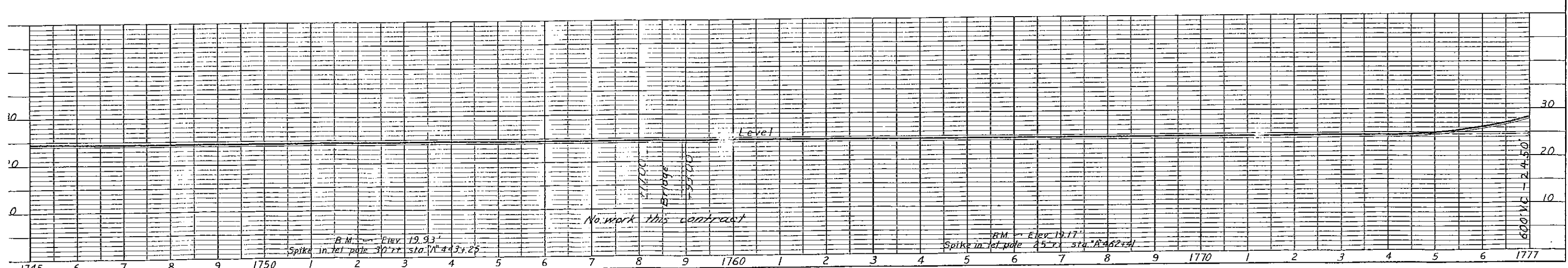
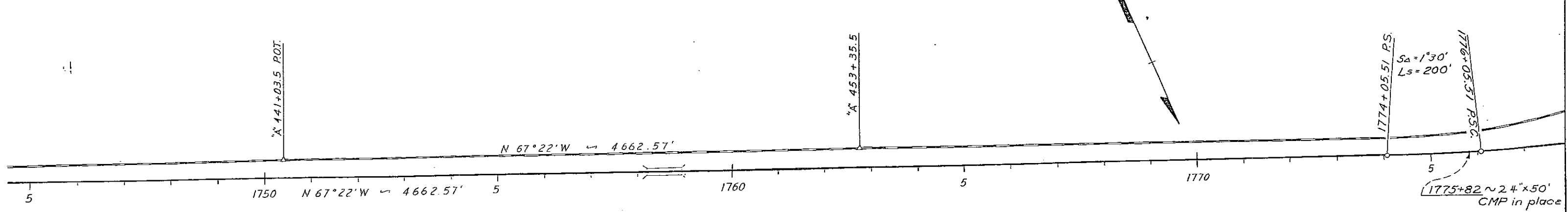
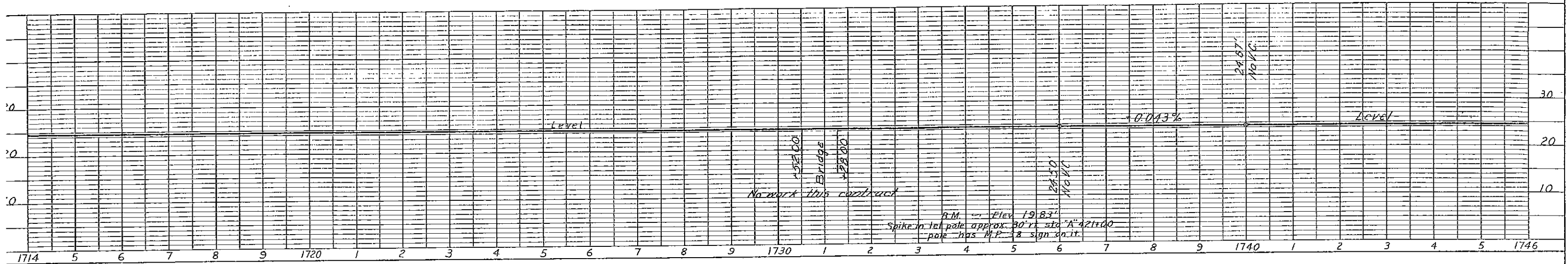
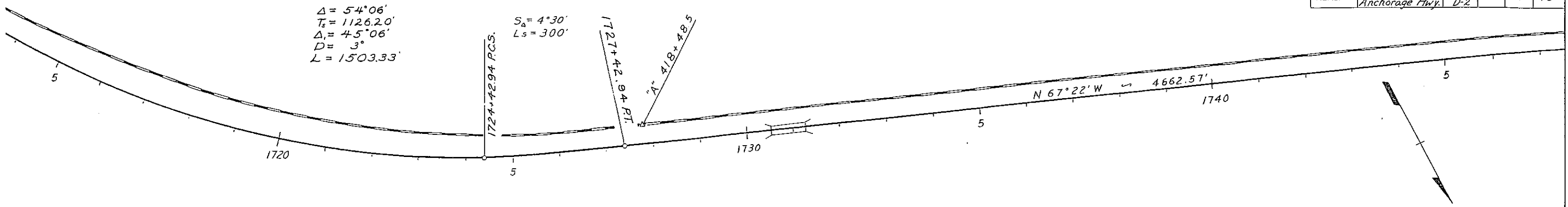
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward-Anchorage Hwy.	Paving D-2	1951	26	48



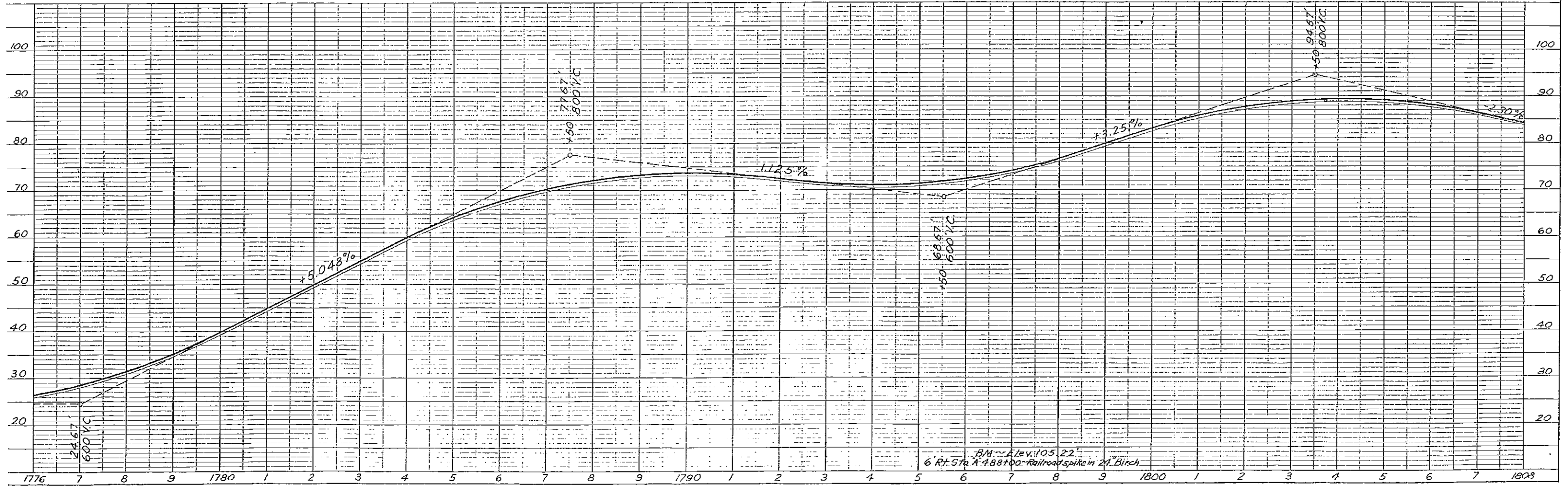
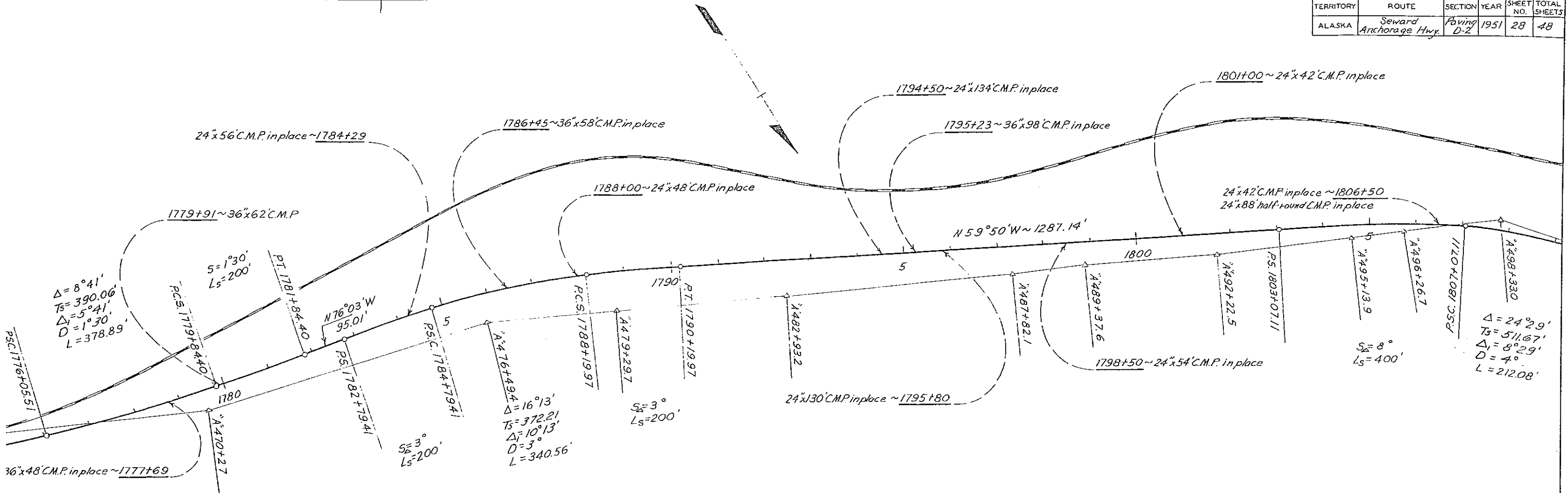
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	27	48

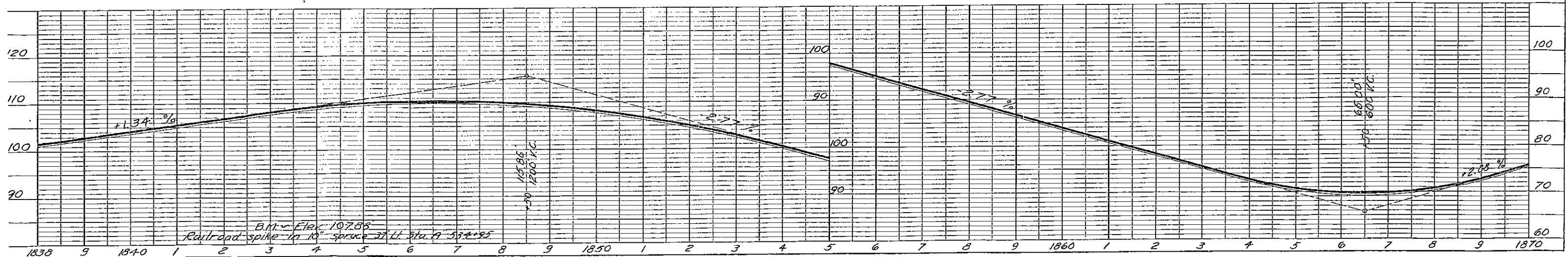
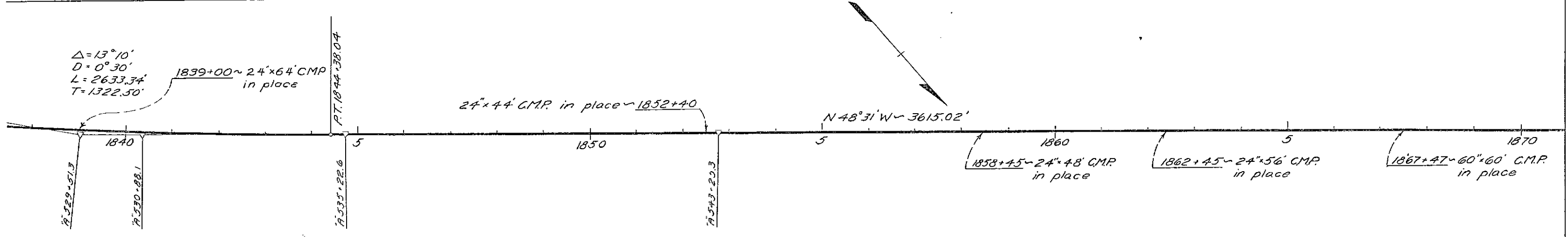
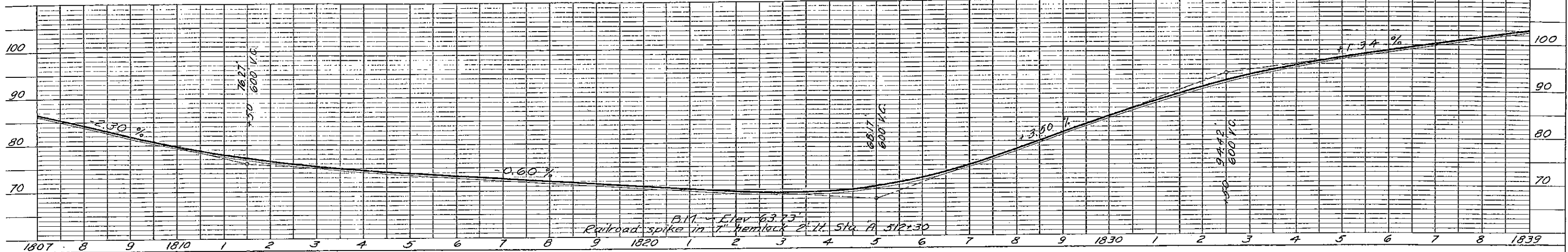
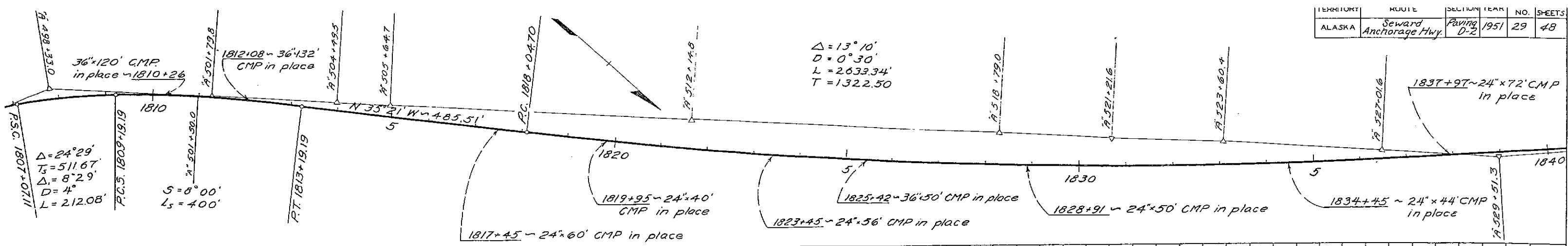
$\Delta = 54^{\circ}06'$
 $T_s = 1126.20'$
 $\Delta_s = 45^{\circ}06'$
 $D = 3^{\circ}$
 $L = 1503.33'$

$S_a = 4^{\circ}30'$
 $L_s = 300'$

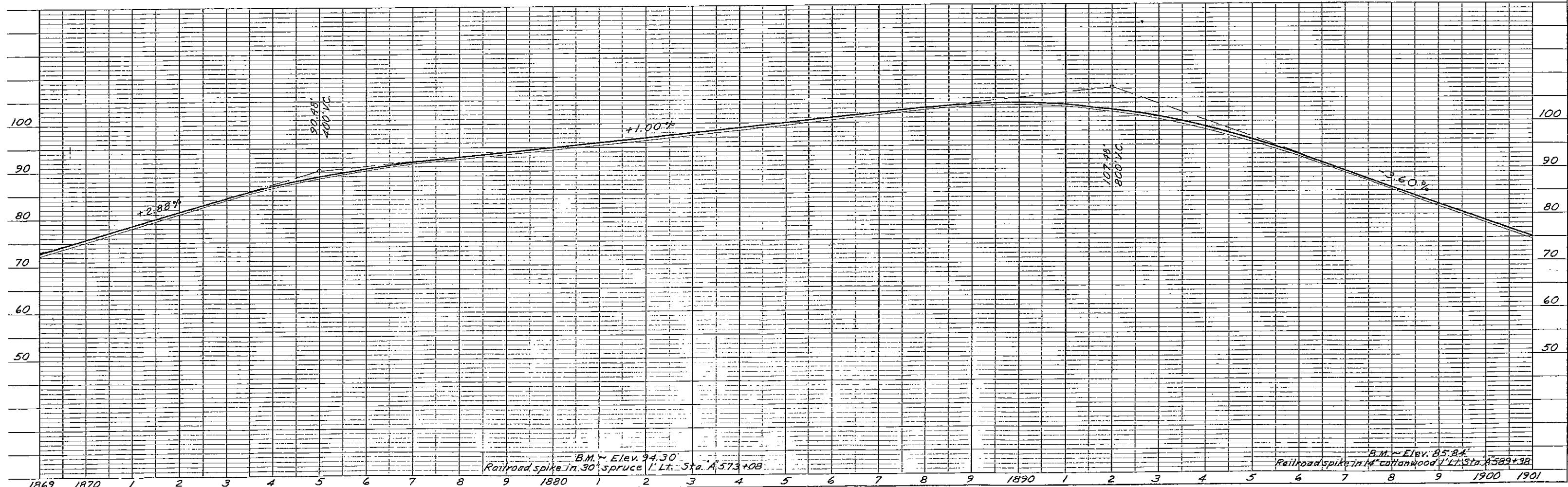
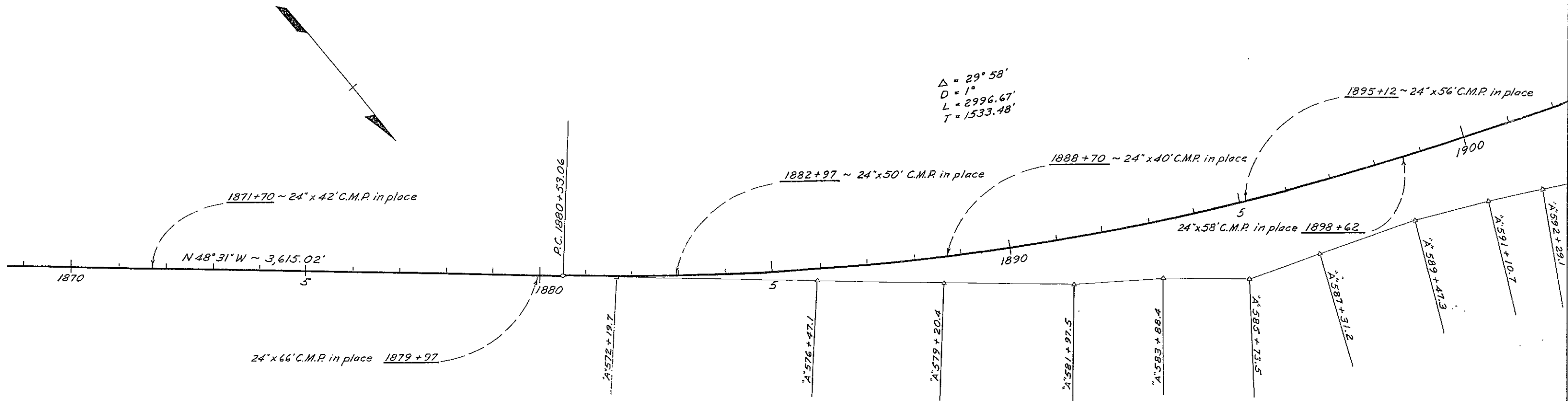


TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	28	48

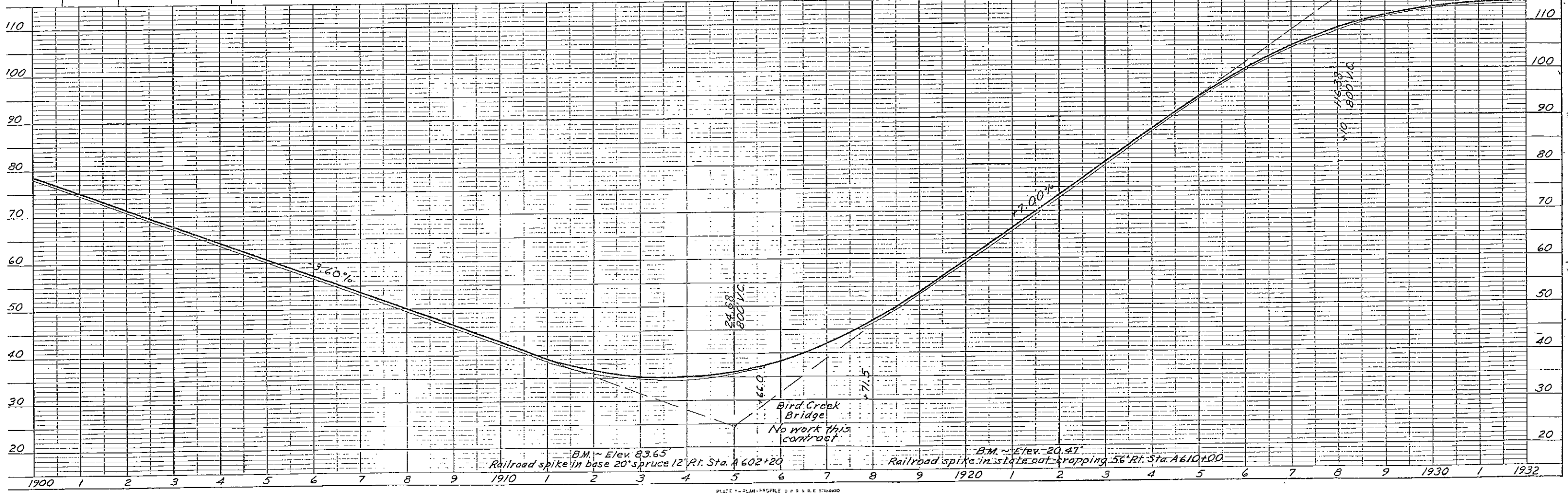
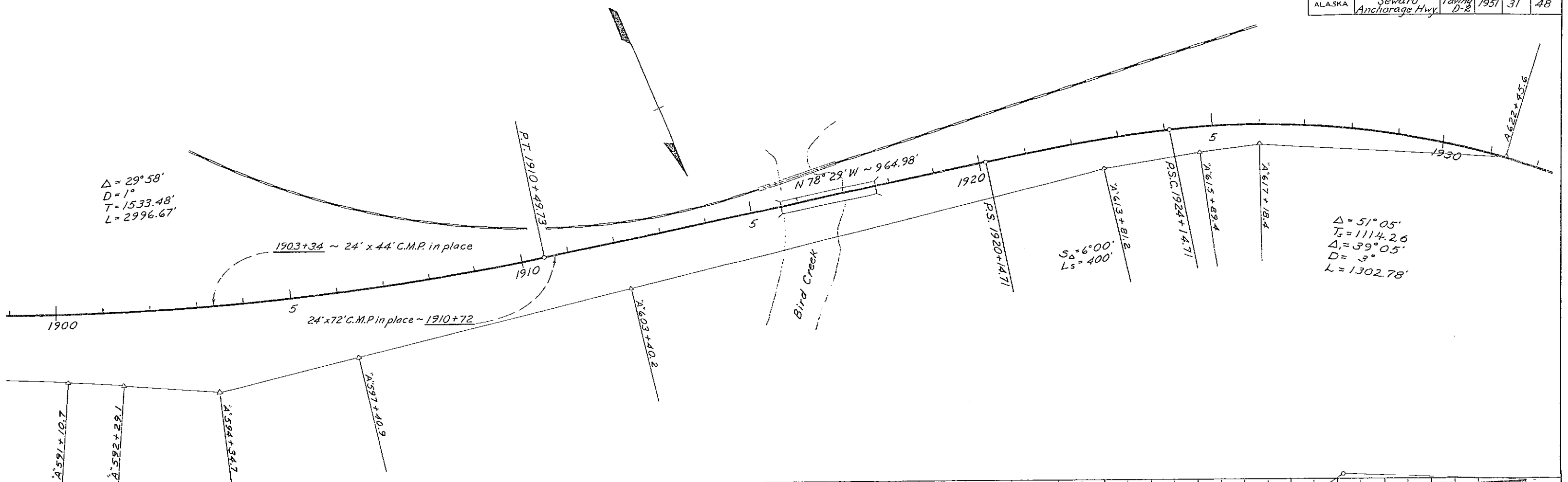




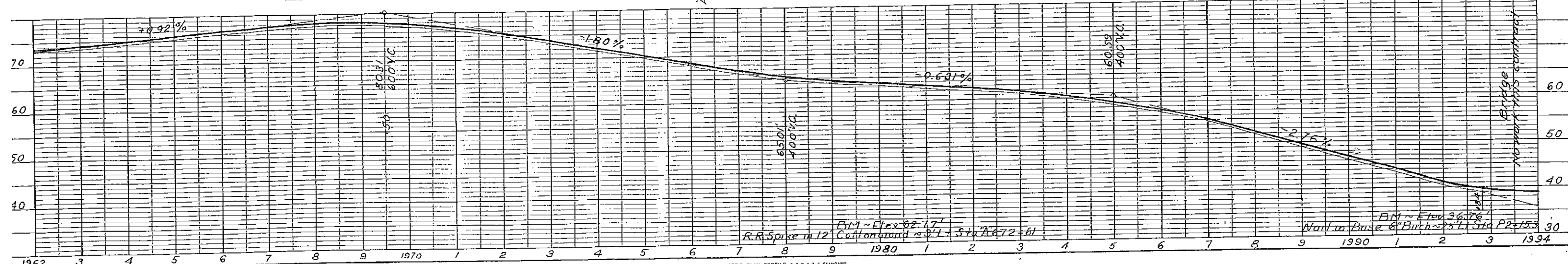
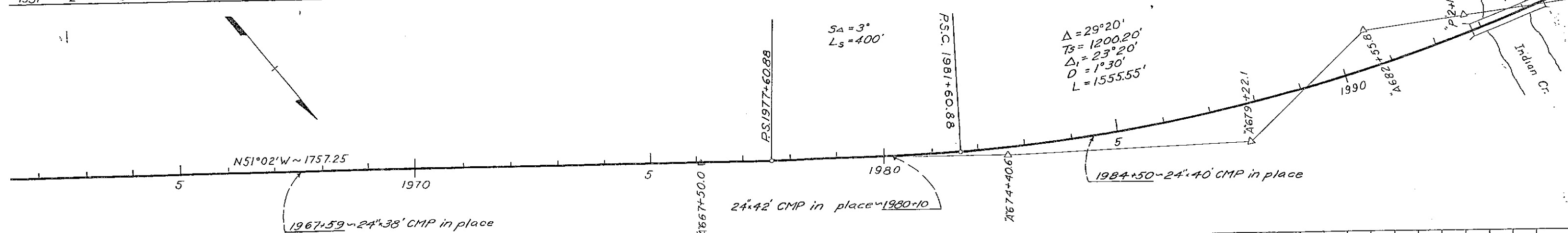
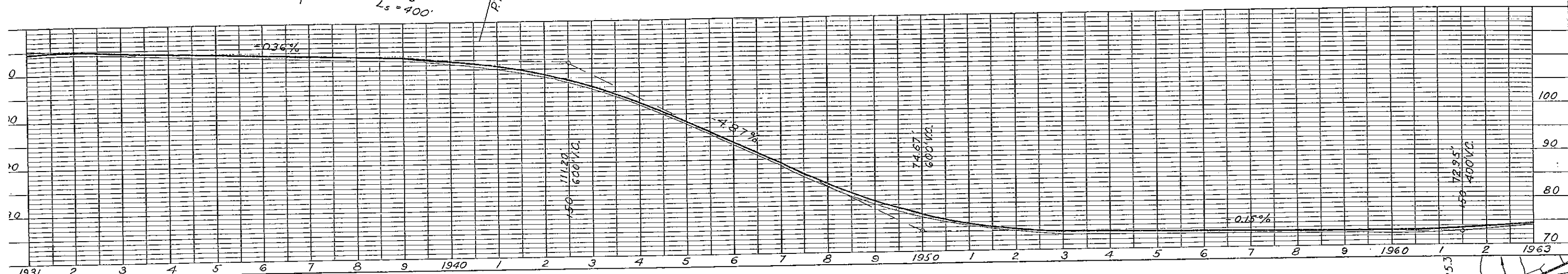
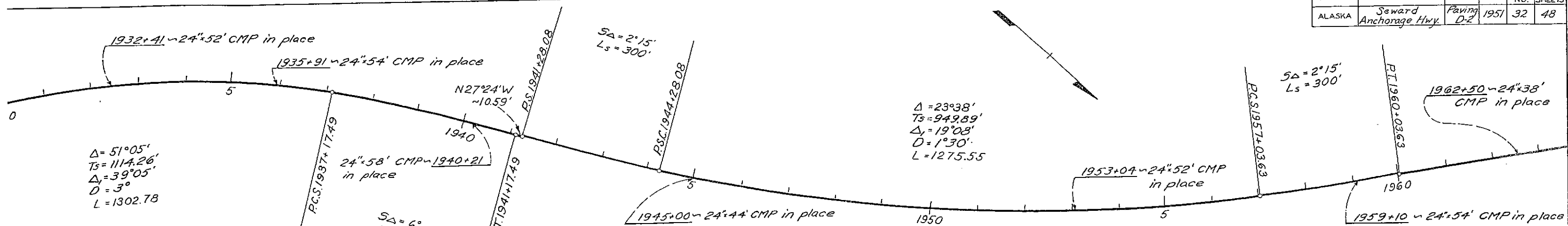
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	30	48



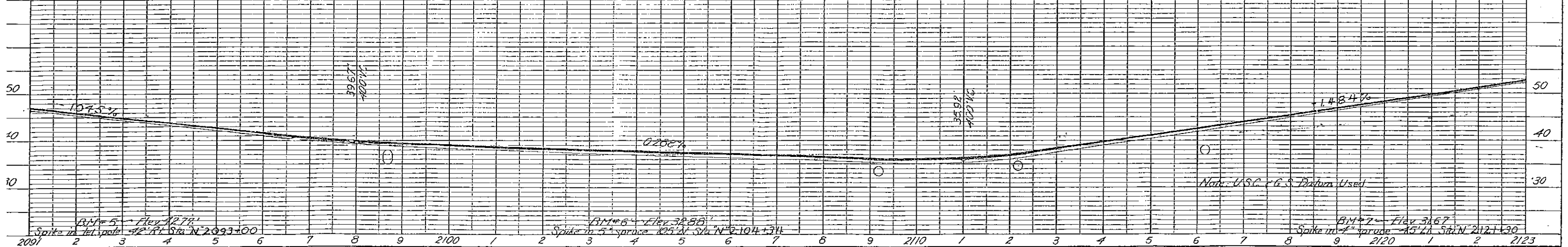
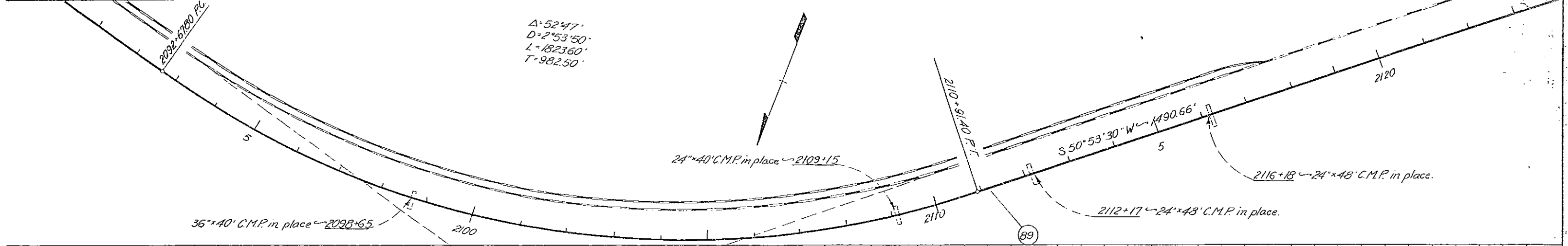
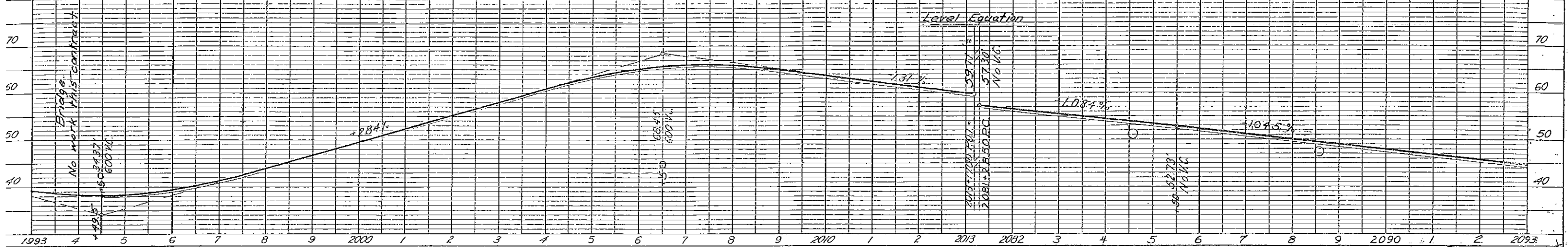
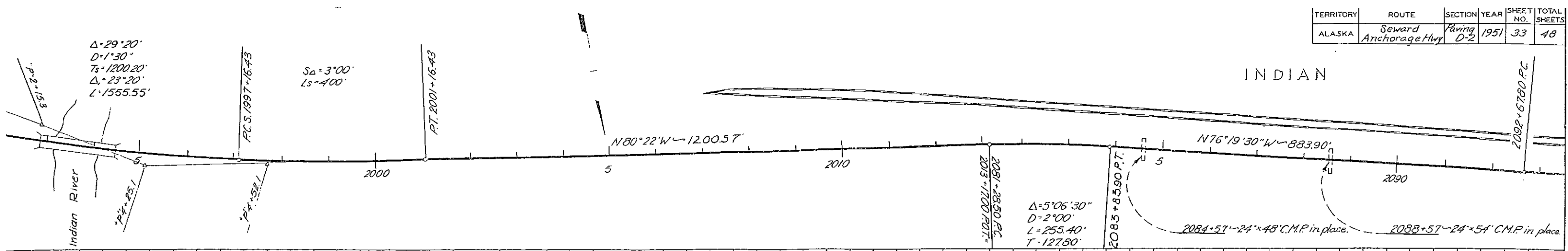
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	31	48



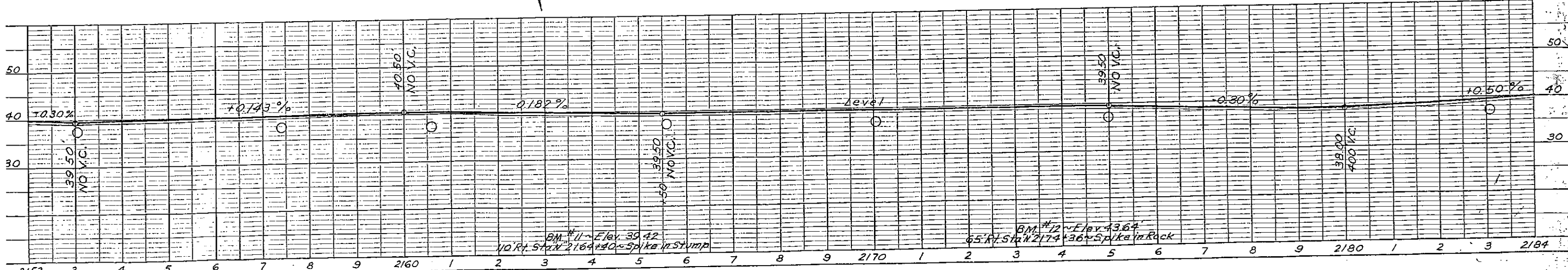
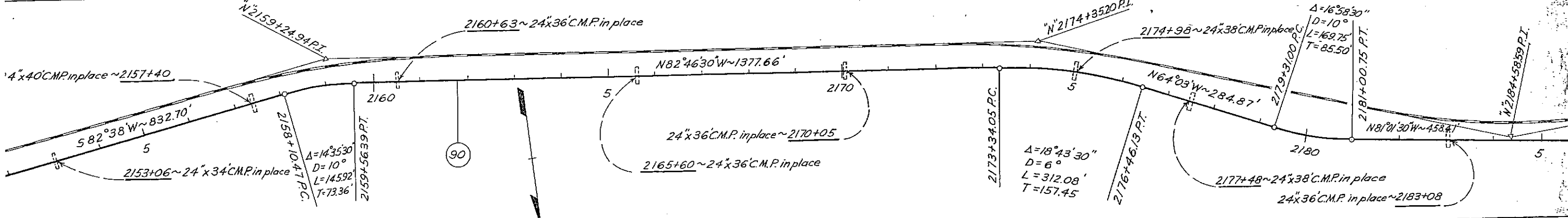
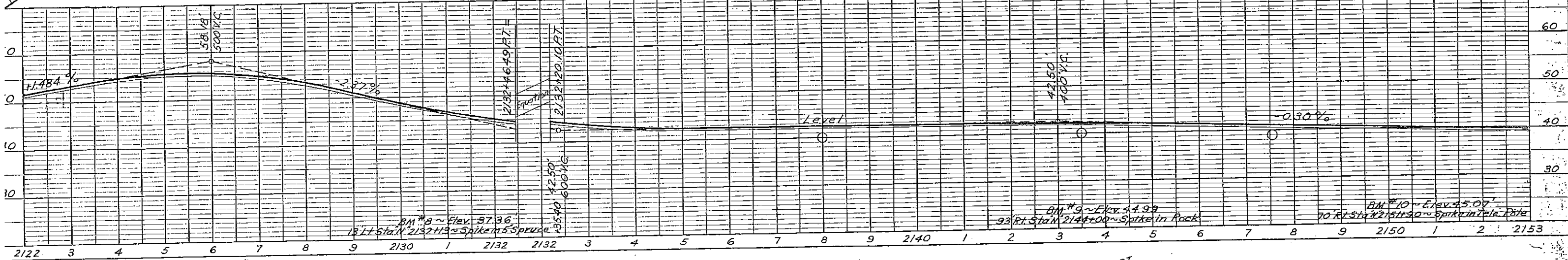
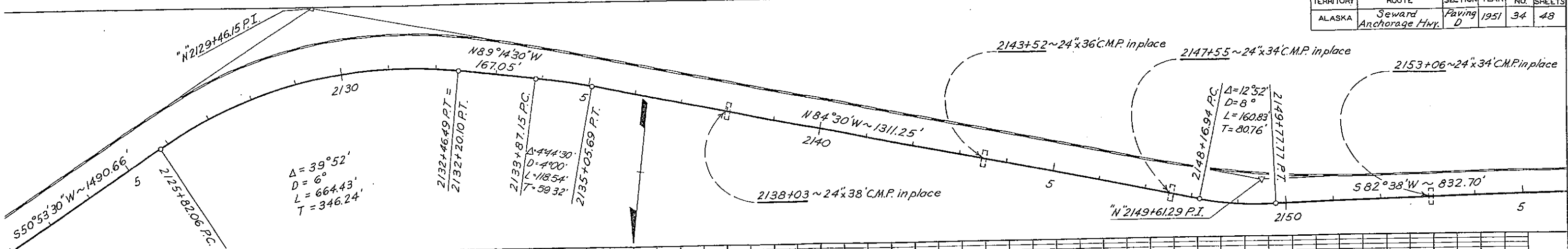
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	32	48



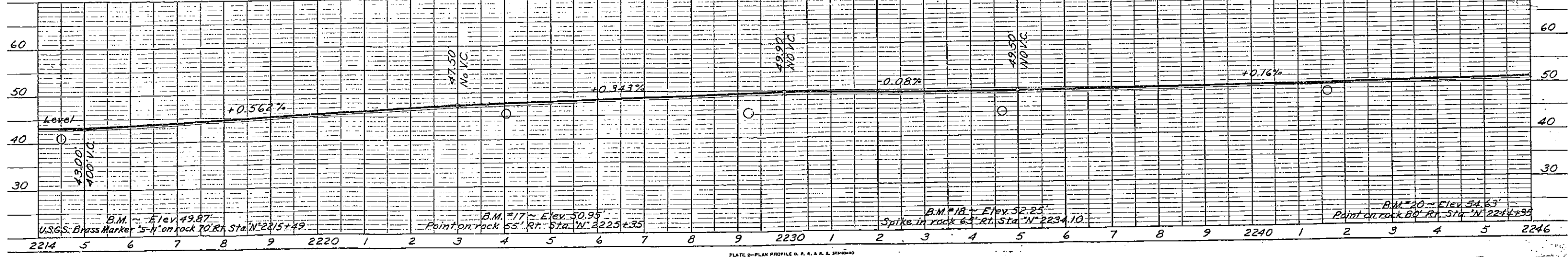
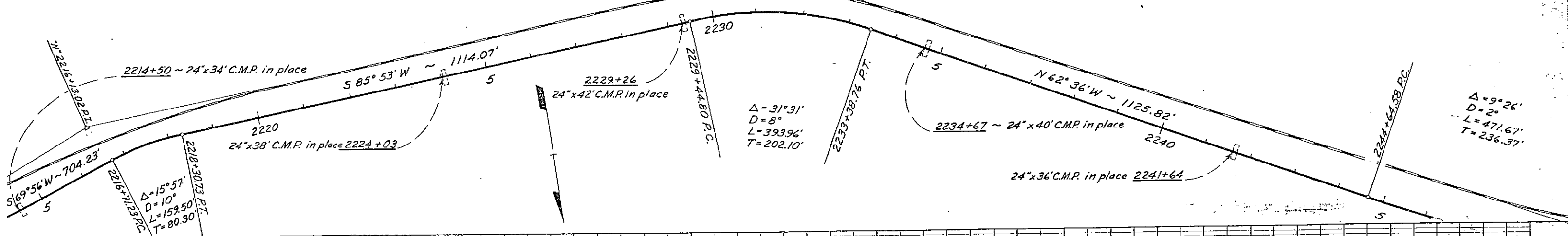
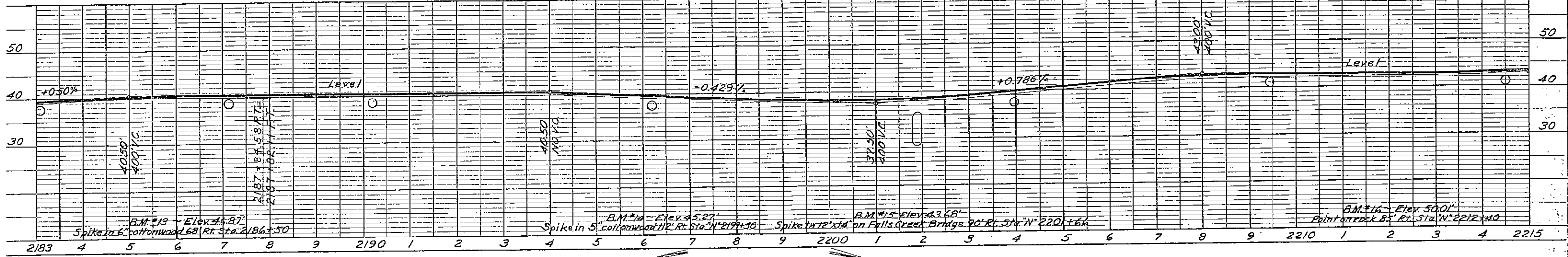
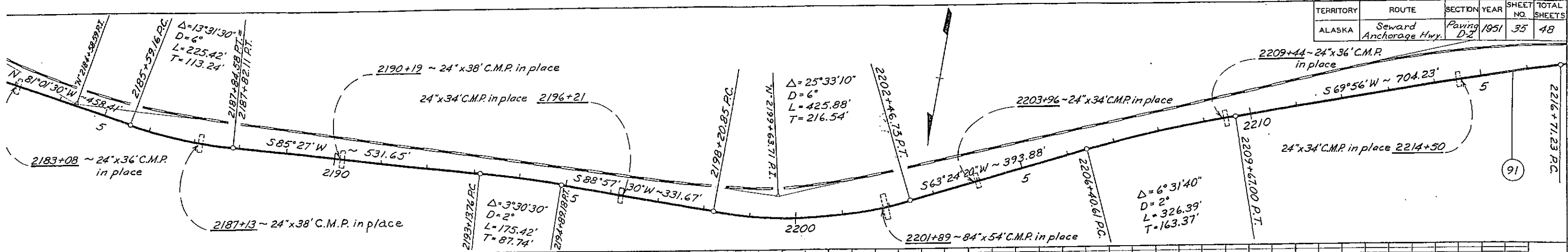
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-2	1951	33	48



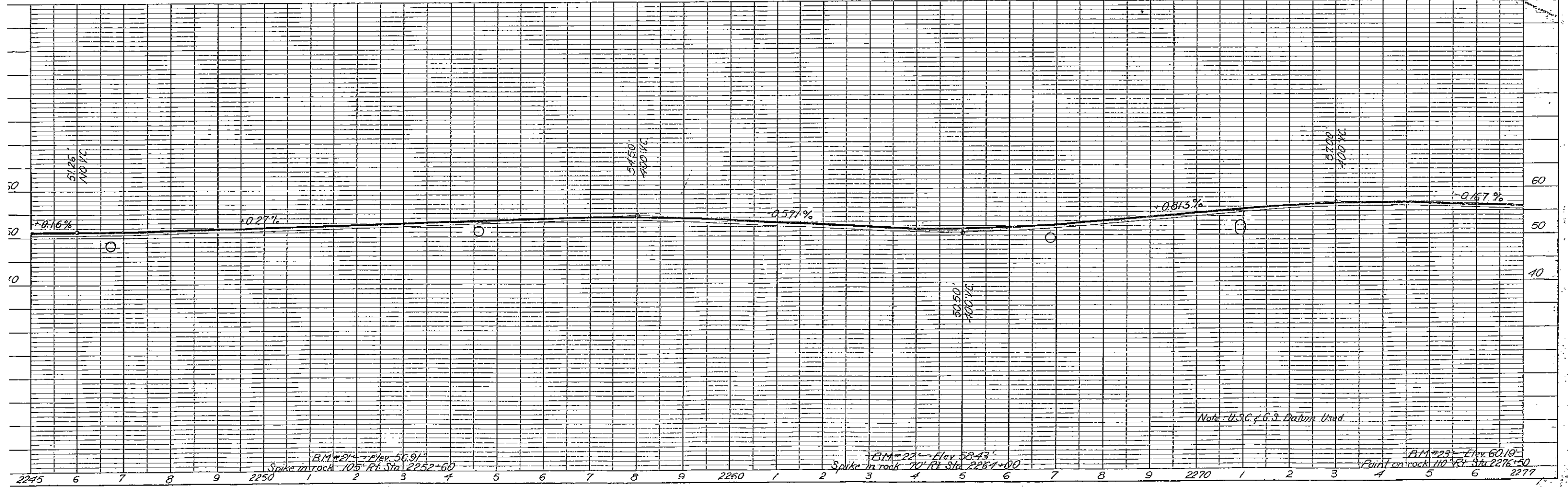
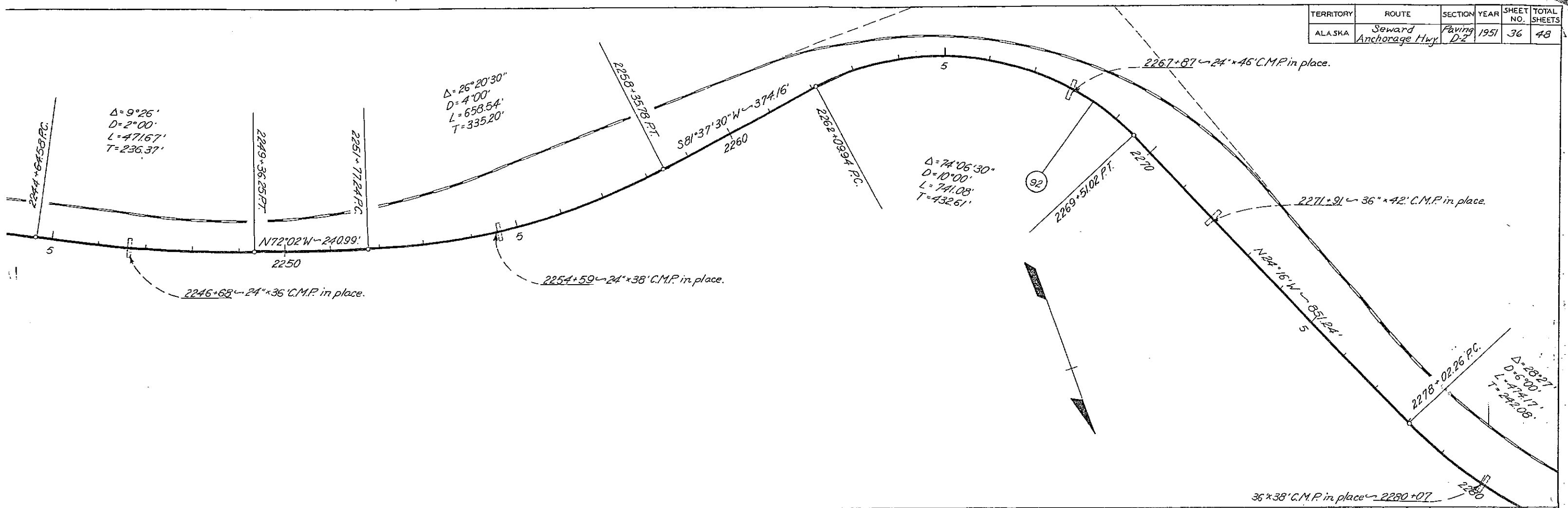
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D	1951	34	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	35	48



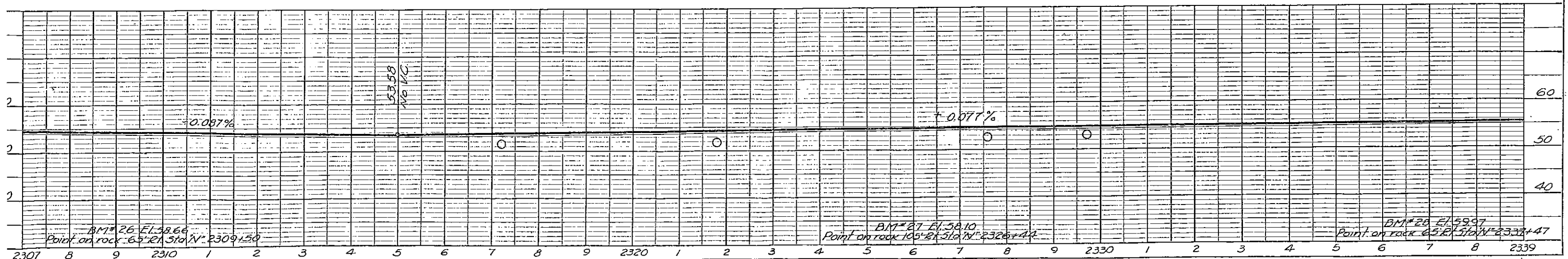
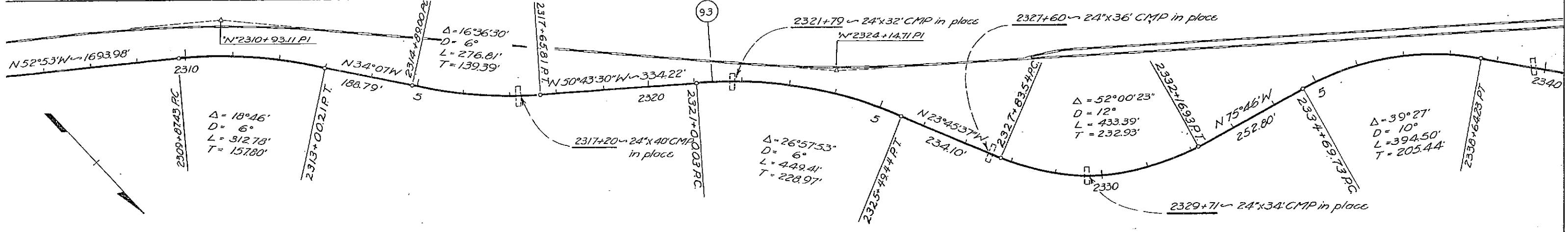
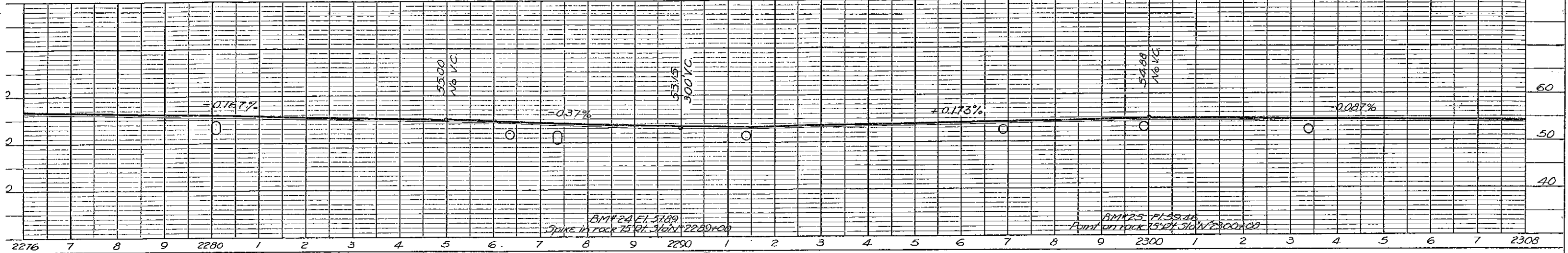
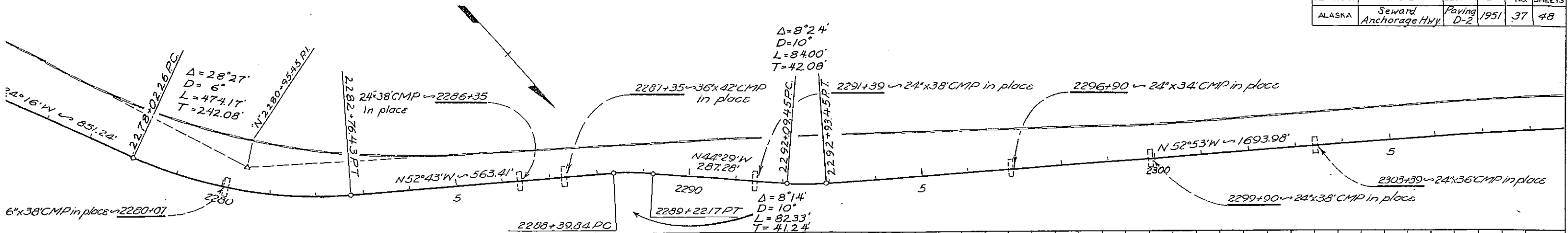
TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-2	1951	36	48



BM #21 - Elev. 56.91' Spike in rock 105' Rt. Sta. 2252+60
 BM #22 - Elev. 58.43' Spike in rock 70' Rt. Sta. 2287+00
 BM #23 - Elev. 60.19' Point on rock 110' Rt. Sta. 2276+50

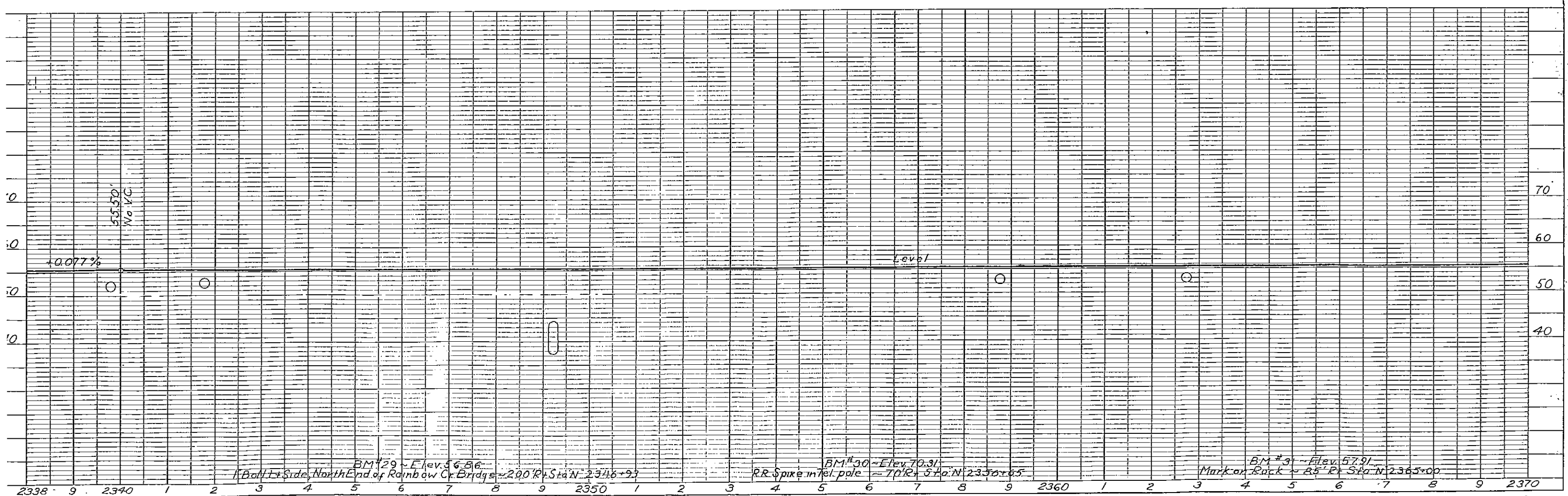
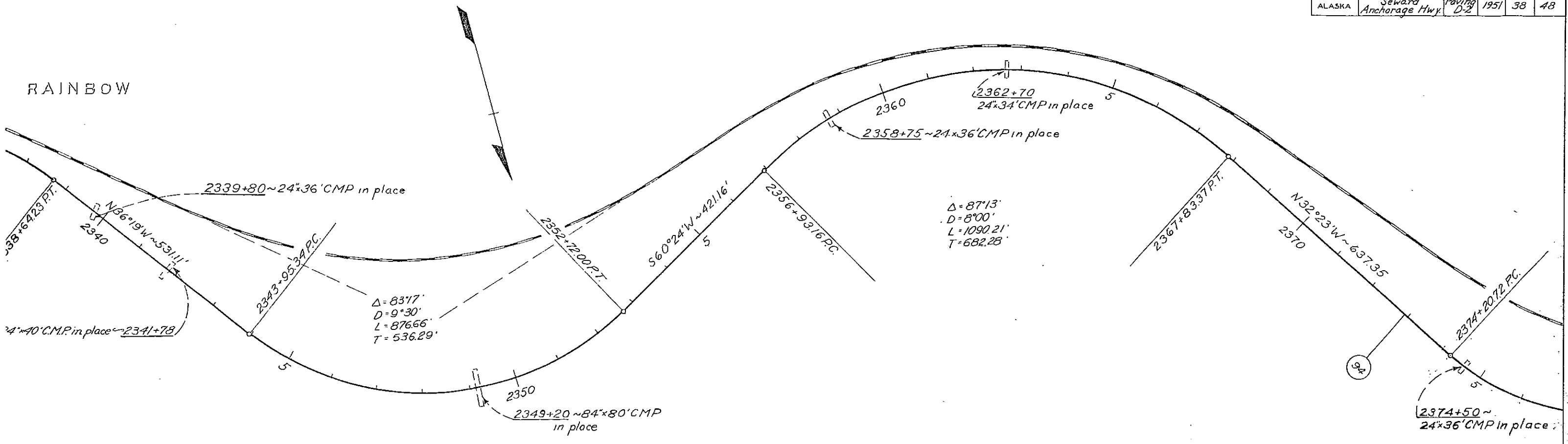
Note: U.S.C. & G.S. Datum Used

TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-2	1951	37	48

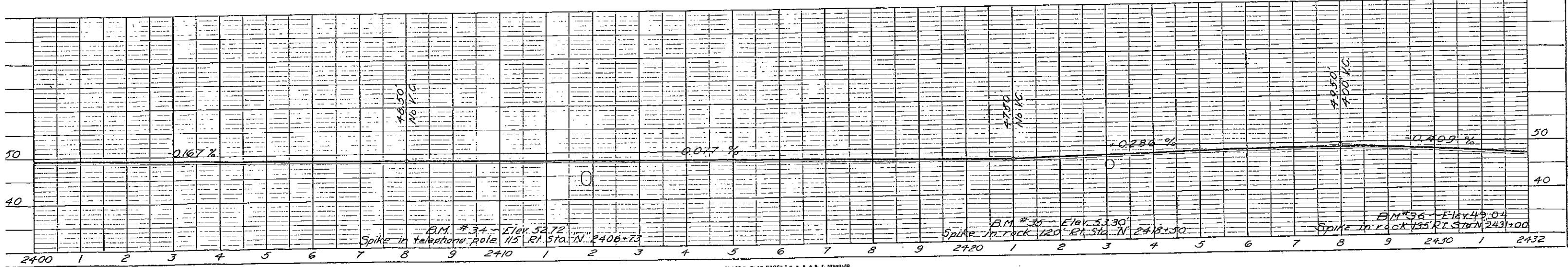
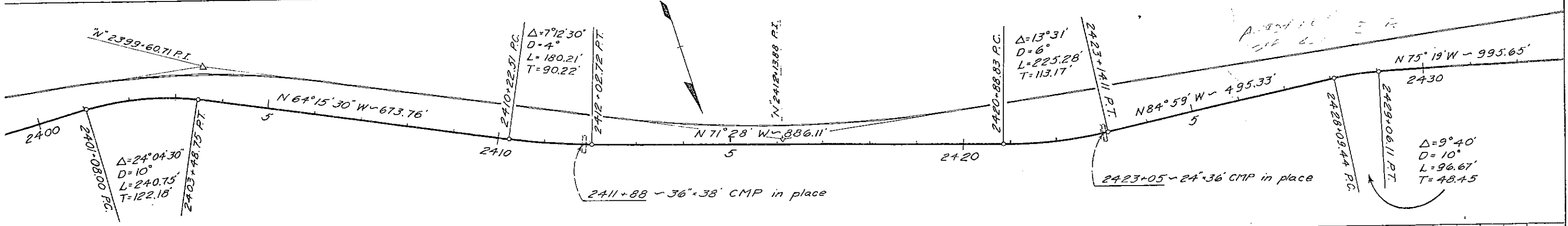
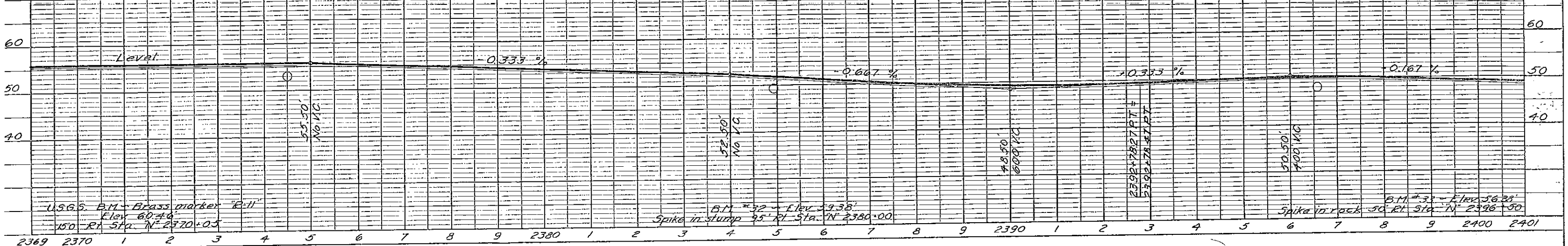
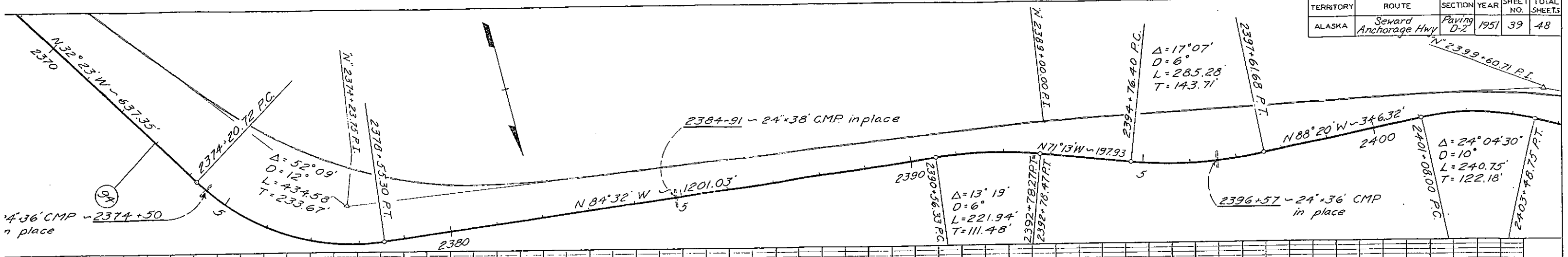


TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-2	1951	38	48

RAINBOW



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy	Paving D-2	1951	39	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	40	48

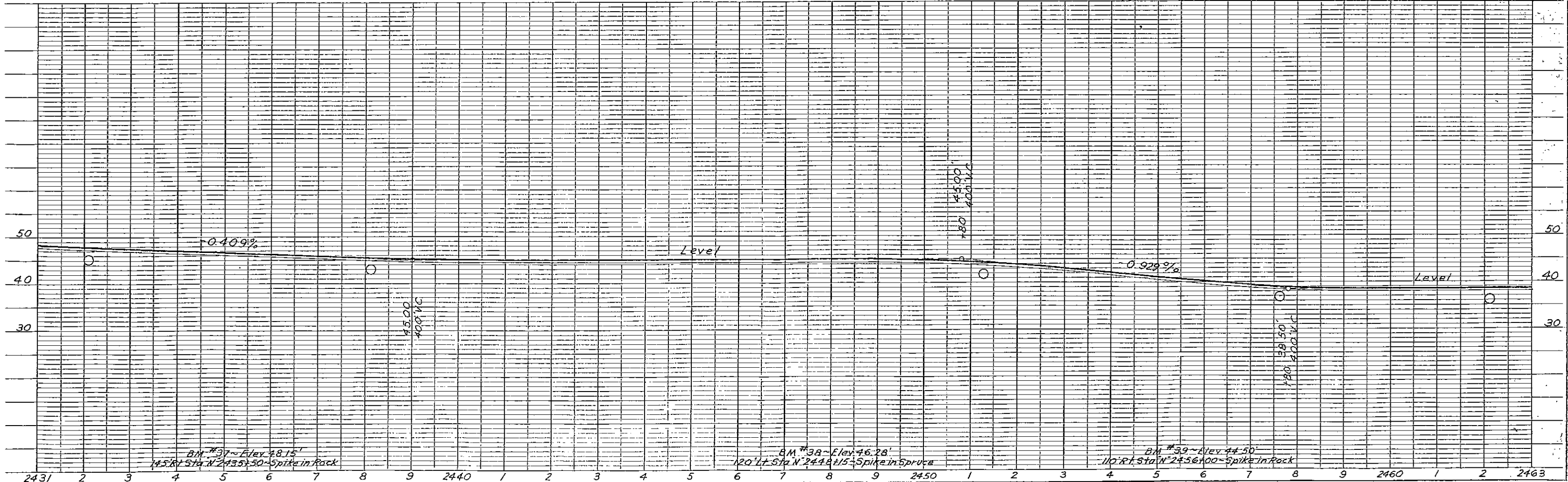
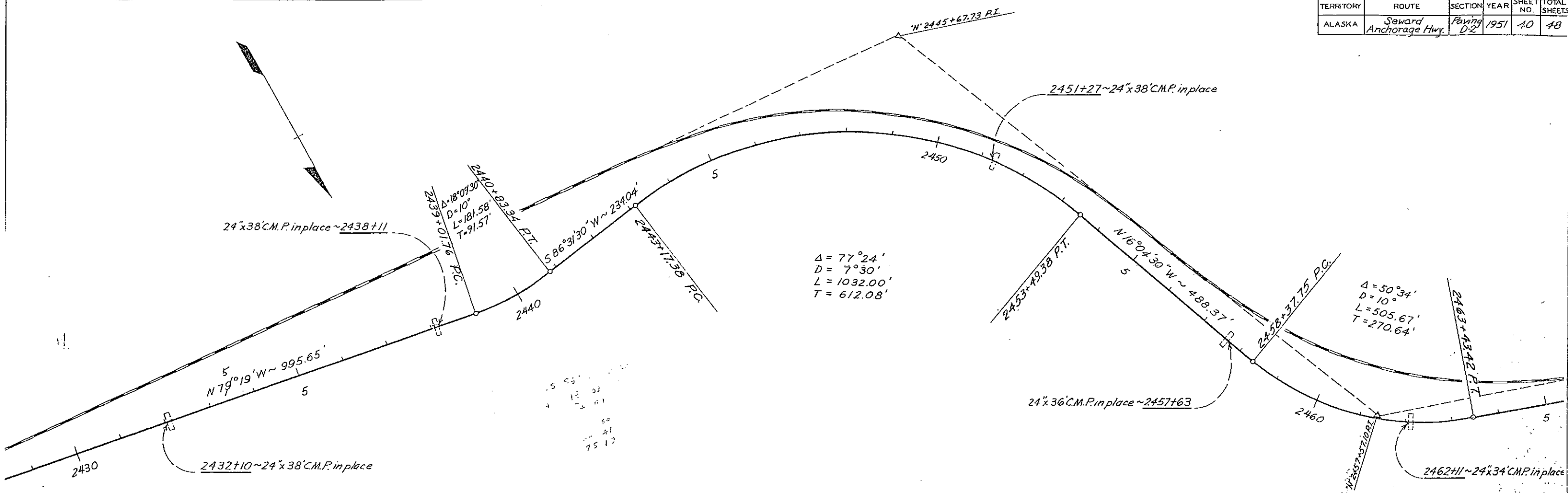
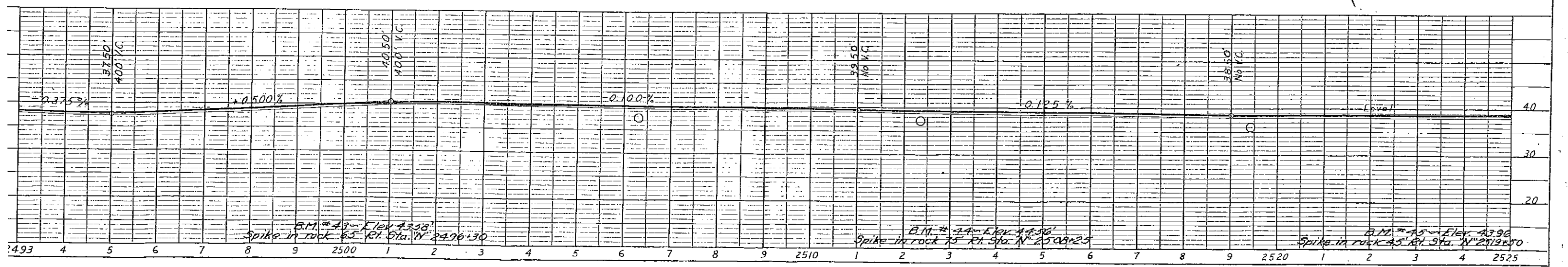
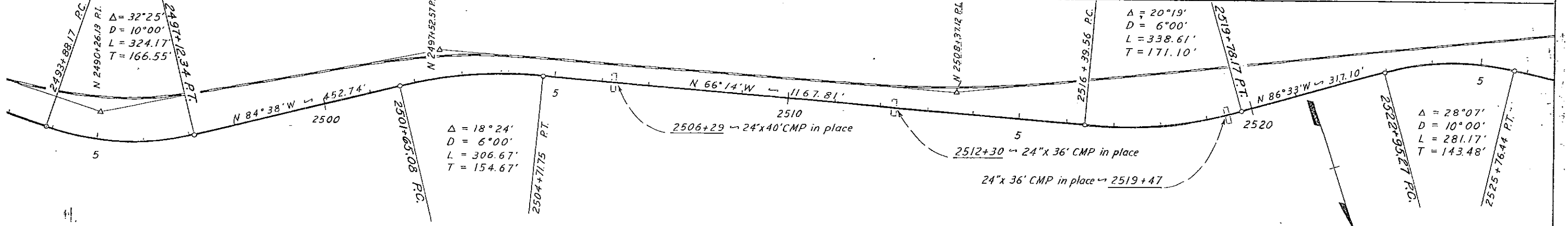
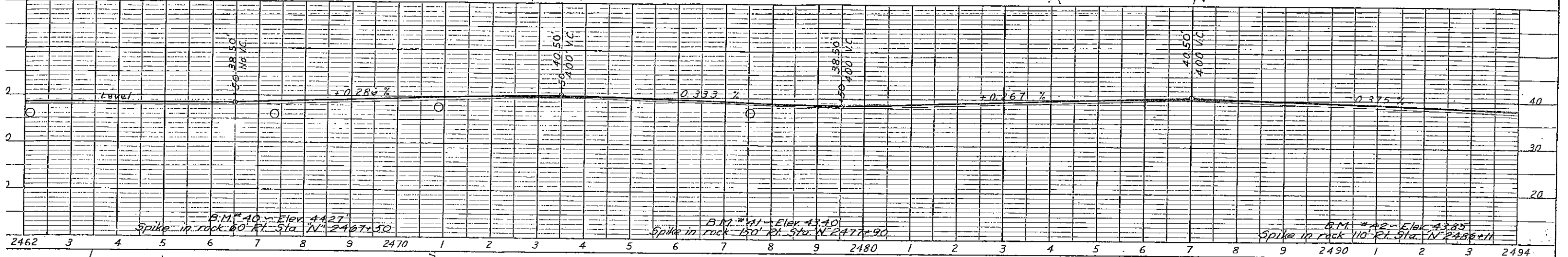
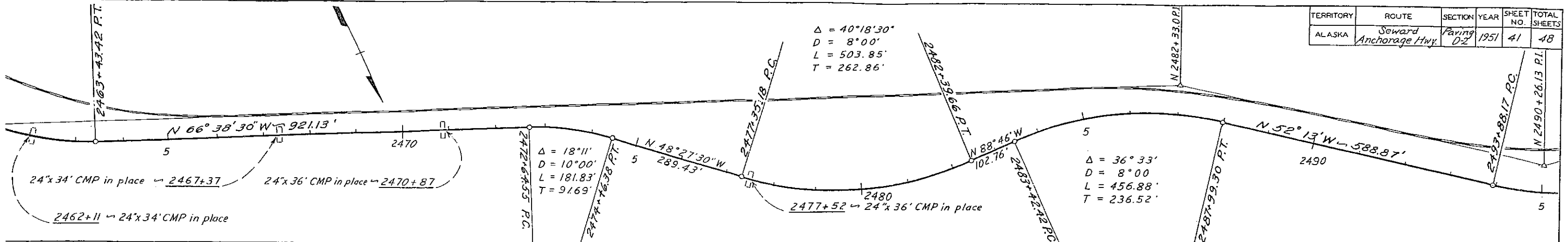


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TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	41	48



TERRITORY	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	Seward Anchorage Hwy.	Paving D-2	1951	42	48

