

KEY MAP

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

PLAN AND PROFILE  
PROPOSED HIGHWAY PROJECT  
**FISH CREEK BRIDGE  
AND APPROACHES**  
**RS-M-0953(3)**  
**B-30062**

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	RS-M-0953(3)	I	II

AB-38

SHEET NO.	INDEX
1	TITLE SHEET
2	TYPICAL SECTION - APPROACHES
3	PLAN & PROFILE - APPROACHES
4	GENERAL LAYOUT
5	SITE PLAN
6	FOOTINGS
7	ARCH RIB
8	ARCH CONNECTIONS
9	TYPICAL SECTION - BRIDGE
10	DECK PANELS
11	BRIDGE RAILING

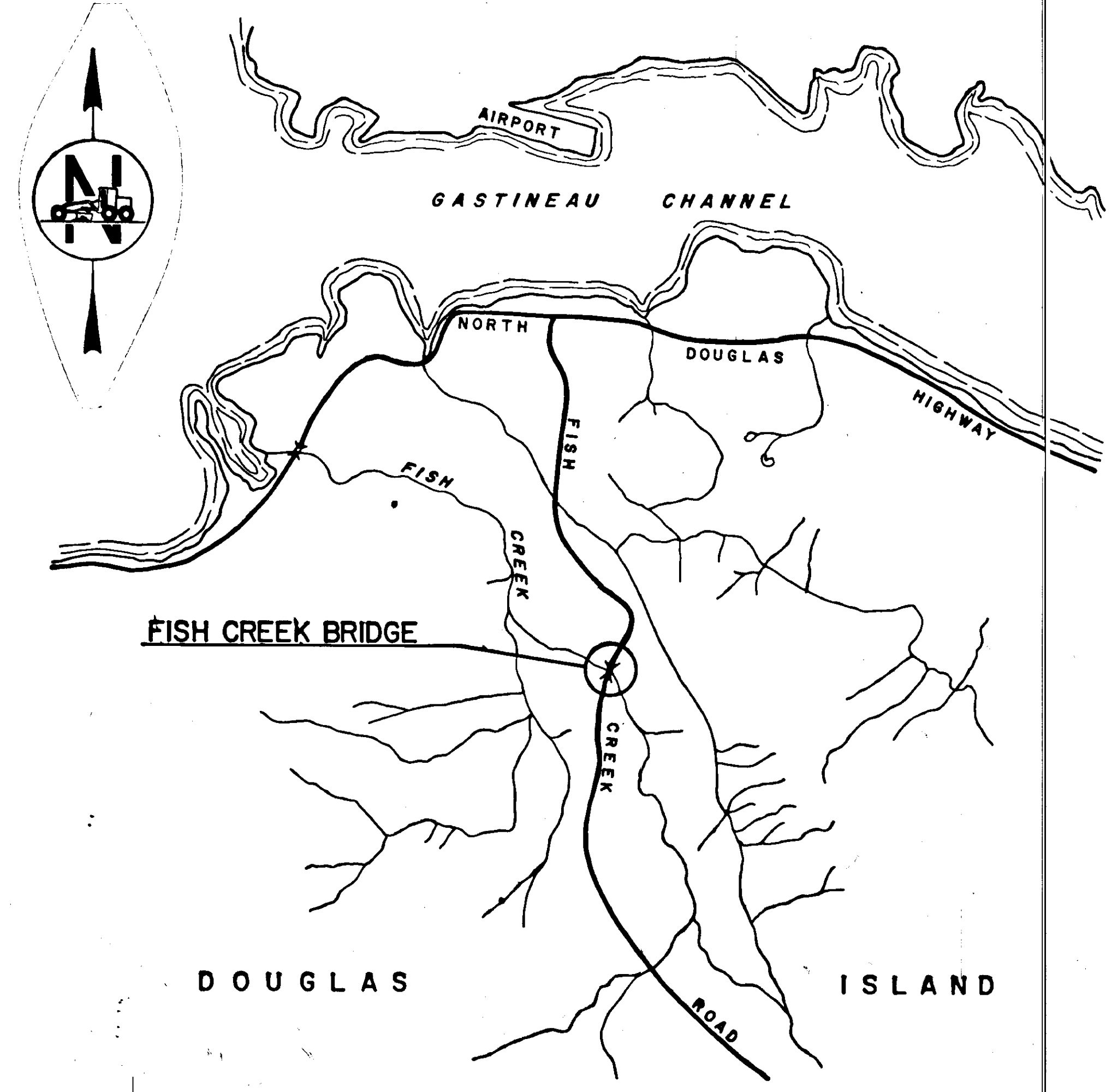
THE FOLLOWING STANDARD DRAWINGS SHALL APPLY TO THIS PROJECT: A-1, C-01.01, C-02.00, C-03.01, C-04.00, E-09.00, G-04.01 S, G-04.01 W, G-14.02 S, G-14.02 W, G-15.00, G-18.01, G-24.02 S, G-24.02 W, I-41.00, M-13.00, S-00.00, S-05.00, S-20.00, S-30.01

**PROJECT SUMMARY**

WIDTH OF SUBBASE = 26'  
 WIDTH OF BRIDGE = 30'  
 LENGTH OF GRADING = 1423' = 0.270 mi.  
 LENGTH OF BRIDGE = 192' = 0.036 mi.  
 LENGTH OF PROJECT = 1615' = 0.306 mi.

**DESIGN DESIGNATION**

ADT 1983.....112  
 ADT 2003.....184  
 DHV (11%).....20  
 T.....4.5%  
 T.I.....5.0  
 V.....30



"As-Built Plans"  
 QUADRA CONSULTANTS  
 PAT KEMP, PROJECT ENGR.  
 6-26-85 to 7-18-86

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 &  
 PUBLIC FACILITIES

APPROVED  
*William K. Wilson* Date 4-26-85  
 SOUTHEASTERN REGION DESIGN ENGINEER

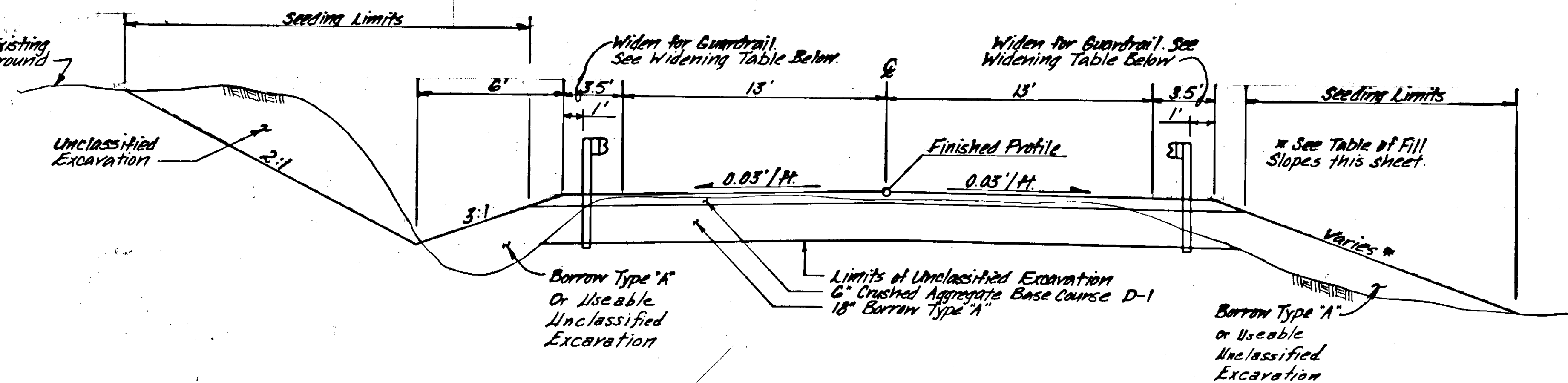
STATE OF ALASKA  
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APPROVED  
*Dr. Dick Meyer* Date 4-26-85  
 DIRECTOR, S/E. DESIGN/CONSTRUCTION

# TYPICAL SECTION OF IMPROVEMENT

## GENERAL NOTES

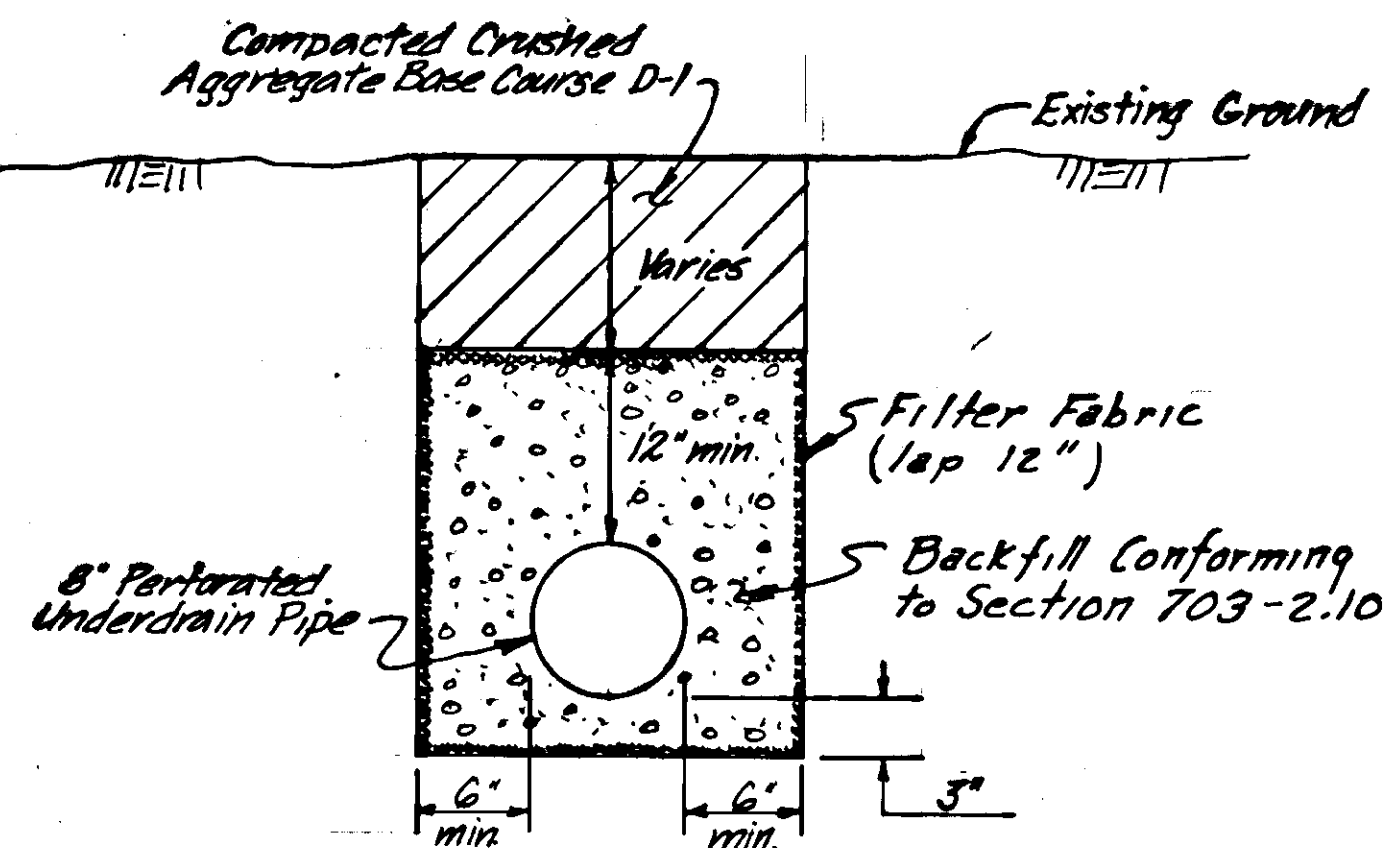
- Grades and Alignments shown on the plans are subject to minor revisions.
- Clearing and Grubbing Limits shall be 10' beyond the slope limits in Cut Areas and 5' beyond the slope limits in Fill Areas.
- All waste material shall be disposed of outside the R/W limits shown on the plans at a location selected by the Contractor and approved by the Engineer.
- Obliteration of existing roadway shall be considered incidental to this Contract and no separate payment shall be made therefor.
- See special provision 115-3.01 for Traffic Control Plan.



Height	Slope
0-5'	3:1
5'-10'	2:1
10'+	1 1/2:1

Station to Station		Offset	
		Left	Right
0+17+45	0+18+21	X	X
0+20+14	0+20+89	X	X

Note: Transition to the 3.5' widening 50' before 0+17+45 and after 0+20+89.



PERFORATED PIPE UNDERDRAIN DETAIL

### Estimated Underdrain Quantities

Unclassified Excavation = 12.0 C.Y.  
 Porous Backfill = 10.0 C.Y.  
 8" Perforated Underdrain Pipe = 40 L.F.  
 Trench Lining Fabric = 15' wide x 40' long

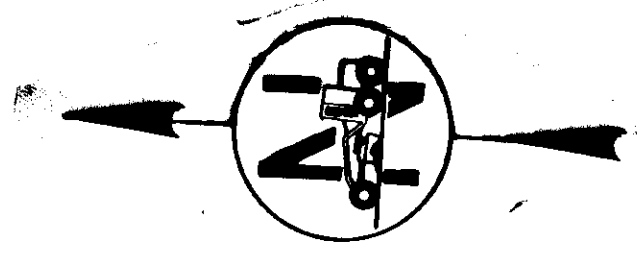
NO.	ITEM	FACTOR
301(2)	Crushed Aggregate Base Course	1.96 Ton / cu. yd.
401(3)	Asphalt Concrete, Type II	112.5 lbs / SY ~ Inch
Incidental	Asphalt Cement AC-5	6% / Ton of Item 401
402(2)	CSS-1 Asphalt for Tack Coat	0.04 Gal / sY Residual 240 Gal / Ton Application Rate = 0.10 Gal / s.Y.

ITEM NO.	ITEM	UNIT	BRIDGE	APPROACH	GRAND
			TOTAL	TOTAL	TOTAL
109 (2)	DBE and WBE Adjustment	C.S.	All Required	All Required	All Required
110 (2)	Mobilization and Demobilization	L.S.	All Required	All Required	All Required
111 (1)	Temporary Erosion and Pollution Control	C.S.	All Required	All Required	All Required
114 (1)	Construction Surveying by the Contractor	L.S.	All Required	All Required	All Required
115 (1)	Traffic Maintenance	L.S.	All Required	All Required	All Required
116 (1)	Furnishing and Maintaining Field Office	L.S.	All Required	All Required	All Required
201 (2B)	Clearing and Grubbing	L.S.	0	All Required	All Required
202 (1)	Removal of Structures and Obstructions	L.S.	All Required	All Required	All Required
203 (3)	Unclassified Excavation	C.Y.	0	<del>1500</del>	<del>1500</del> 6947
203 (5A)	Borrow Type "A"	C.Y.	0	<del>5430</del>	<del>5430</del> 4364
206 (1)	Excavation for Structures	C.Y.	<del>450</del>	0	<del>450</del> 540
301 (2)	Crushed Aggregate Base Course D-1	C.Y.	0	<del>750</del>	<del>750</del> 7879
301 (3)	Crushed Aggregate Wearing Course E.W.O.*5	L.S.	All Required	All Required	All Required
401 (3)	Asphalt Concrete Type II E.W.O.*6	S.Y.	<del>647603.6</del>	<del>0</del> 155.5	<del>647603.6</del> 759.1
402 (2)	CSS-1 Asphalt for Tack Coat (Estimated Quantity = 0.1 Tons)	L.S.	All Required	0	All Required
501 (1)	Class "A" Concrete	L.S.	All Required	0	All Required
503 (1)	Reinforcing Steel	L.S.	All Required	0	All Required
506 (1)	Treated Timber	L.S.	All Required	0	All Required
507 (3)	Timber Bridge Railing	L.F.	384	0	384
605 (6)	Underdrain Deleted C.O.*1	L.S.	0	All Required	All Required
606 (2)	Beam Type Guardrail, Type I Post	L.F.	0	300	300
606 (6)	End Anchorages	Each	0	4	4
615 (1)	Standard Signs	S.F.	0	900	900
618 (1)	Seeding	M.S.F.	0	<del>60</del>	<del>60</del> 8234
670 (1)	Painted Traffic Markings E.W.O.*6	L.S.	All Required	All Required	All Required
501 (7)	Column Bent Change E.W.O.*1	L.S.	All Required	All Required	All Required
603 (13)	4" Pipe E.W.O.*2	L.S.	All Required	All Required	All Required
603 (22)	3" Pipe E.W.O.*4	L.S.	All Required	All Required	All Required

# FISH CREEK BRIDGE

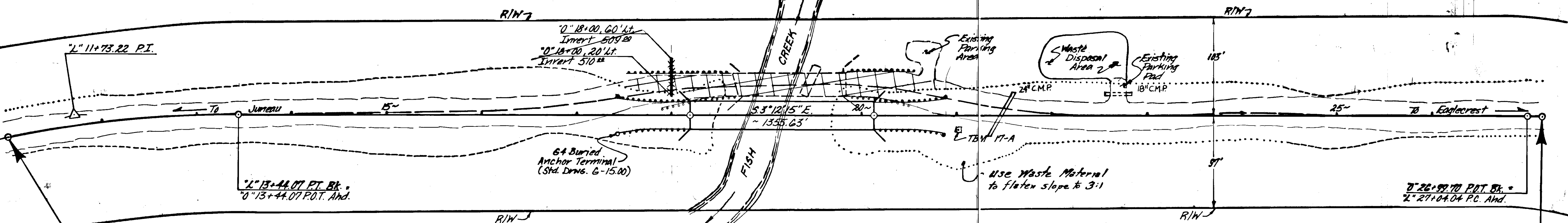
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-M-0953(3)	1985	3	11

"L"  
 Δ = 16°24'03"  
 D = 4°46'00" Rt.  
 T = 173.22'  
 L = 344.07'  
 R = 1202.00'



"0" 17+46, Lt. & Rt., Begin Guardrail. (Use buried end section on Rt. side)  
 "0" 18+21, Lt. & Rt., End Guardrail.  
 "0" 20+13, Lt. & Rt., Begin Guardrail.  
 "0" 20+88, Lt. & Rt., End Guardrail.  
 "0" 18+00, Lt. Install 8" x 40" Perforated Pipe Underdrain. See Detail sheet 2. Note: The location of the underdrain may require field adjustment to provide optimum drainage of the springs appearing in the existing bridge approach.

"L"  
 Δ = 34°16'01"  
 D = 11°32'49" Rt.  
 T = 152.00'  
 L = 295.06'  
 R = 493.35'



BEGIN PROJECT  
 RS-M-0953(3)  
 STA. "L" 11+00.00 P.O.C.

END PROJECT  
 RS-M-0953(3)  
 STA. "L" 27+19.34 P.O.C.

**HORIZONTAL CONTROL**  
 The Basis of Bearing is the line of sight between a recovered Dept. of Highways Brass Cap Monument "Airport" and a recovered U.S.C. & G.S. Brass Cap Monument "Net" having an accepted Mean A.S.P.C. Zone 1 Grid Bearing of S. 86°56'06" E.

**VERTICAL CONTROL**  
 Vertical Control is based on TBM 17-A, a spike in a 30" spruce located 15' Rt. of Sta. "0" 21+01, with an accepted elevation of 510.75.

Note: TBM 17-A will be destroyed during the course of the construction of this project. It will be the Contractor's responsibility to establish a new Vertical Control Point based on TBM 17-A.

