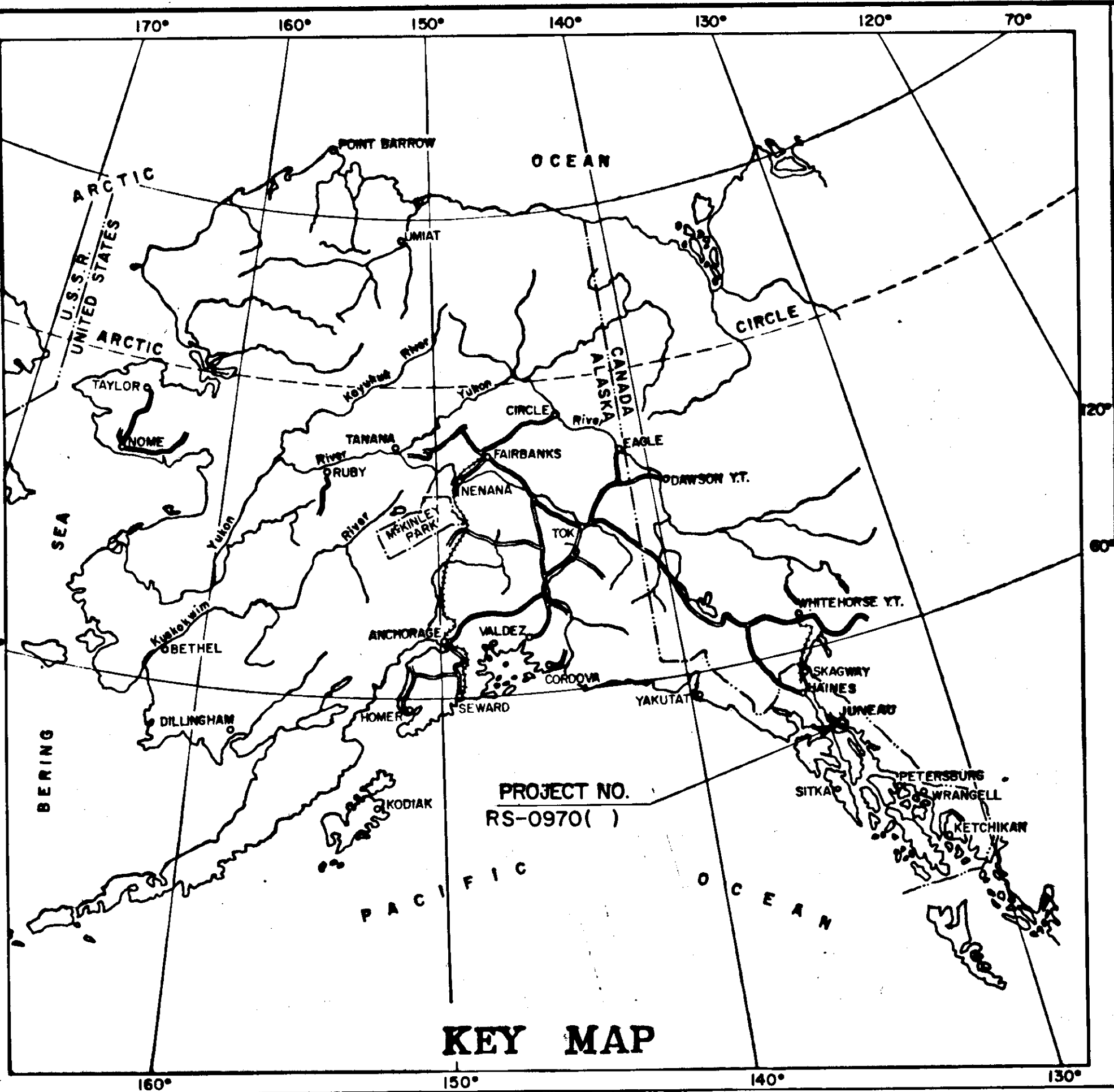


STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0970 (3)	1	5



# STATE OF ALASKA DEPARTMENT OF HIGHWAYS

## PLAN AND PROFILE PROPOSED HIGHWAY PROJECT RS-0970(3) FRITZ COVE ROAD PAVING AS BUILT PLANS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION AND ESTIMATE OF QUANTITIES
3	INTERSECTION MODIFICATION DETAIL
4	SUBSURFACE DRAIN DETAIL
5	RETAINING WALL DETAIL

The following standard drawings apply to this project: A-1, B-04.00, B-05.00, C-00.03, C-10.00, C-11.01, D-02.02, D-24.12, D-27.10, M-05.00, M-16.03, T-21.01, T-22.00

DESIGN DESIGNATION

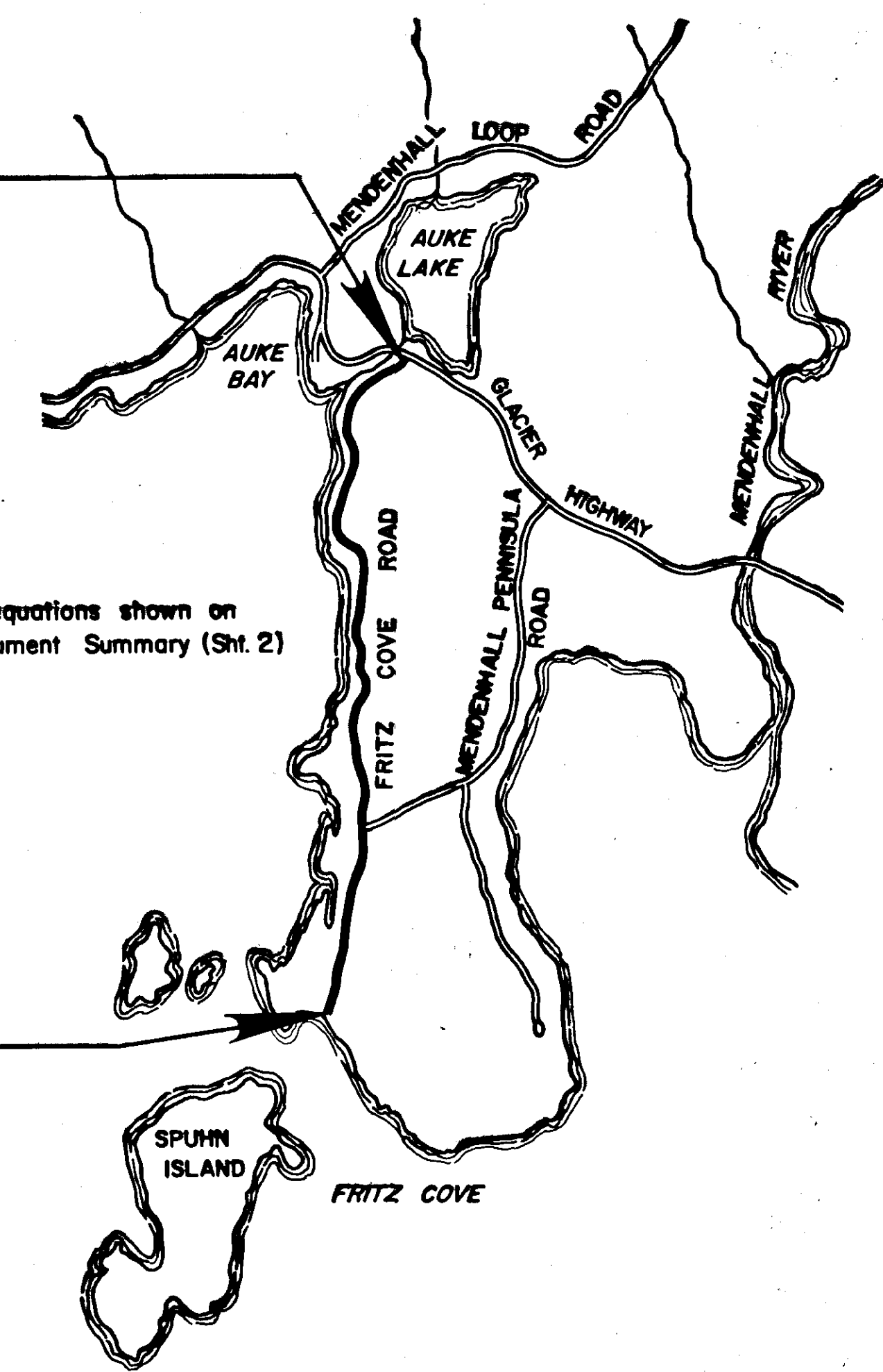
ADT (1975)	=	580
ADT (1985)	=	850
DHV (15%)	=	125
D	=	35-65
T	=	4%

BEGIN PROJECT  
RS-0970(3)  
AsBit. "O" 2+90.0



Note: All equations shown on Monument Summary (Sht. 2)

END PROJECT  
RS-0970(3)  
AsBit. "O" 140+45.6



PROJECT SUMMARY

WIDTH OF PAVING	= 24'
LENGTH OF PAVING	= 13,508.86' = 2.5585 mi.
LENGTH OF TRANSITION	= 25'
LENGTH OF PROJECT	= 13,508.86' = 2.5585 mi.

Contractor: Red Sam Mining Co.  
Proj. Engr: Phillip R. Speer  
Beginning Date: July 6, 1977  
Ending Date: September 9, 1977

STATE OF ALASKA  
DEPARTMENT OF HIGHWAYS  
APPROVED  
*[Signature]*  
SOUTHEAST DIVISION ENGINEER  
Date 4/14/77

STATE OF ALASKA  
DEPARTMENT OF HIGHWAYS  
APPROVED  
*[Signature]*  
COMMISSIONER OF HIGHWAYS  
Date 4/14/77

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	RS-0970 (3)	1977	2

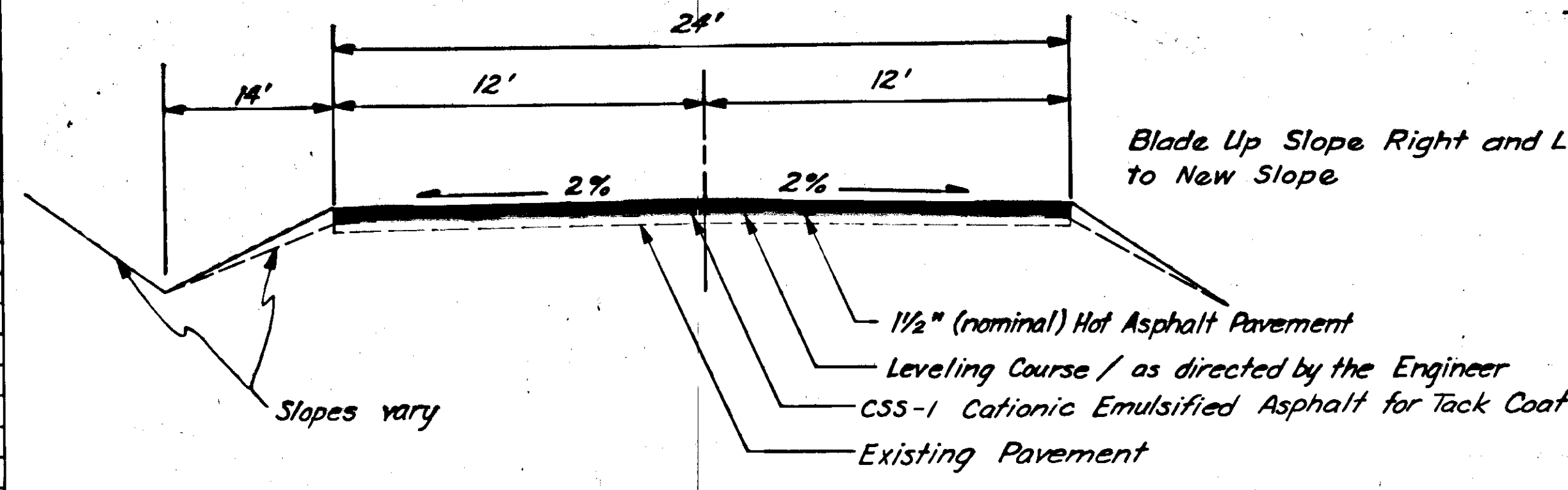
### MONUMENT SUMMARY

AsBlt. Stationing	Location	Point	Remarks
5+00	Q	P.O.T.	Adjust
9+50.35	"	P.C.	"
13+77.57	"	P.T.	"
16+85.84	"	P.C.	"
19+57.57 Bk=	"	P.T.	"
19+51.70 Ahd.	"	P.O.T.	"
21+72.96	"	P.C.	"
22+84.29	"	P.T.	"
25+80.9	"	P.C.	"
28+71.7 Bk=	"	P.T.	"
31+25.4 Ahd.	"	P.O.T.	"
32+66.7	"	P.C.	"
36+12.3	"	P.T.	"
40+99.4	"	P.C.	"
46+98.2	"	P.T.	"
48+55.0	"	P.C.	"
52+60.6	"	P.T.	"
57+82.7	"	P.C.	"
59+96.9	"	P.T.	"
61+25.0	"	P.C.	"
63+31.7	"	P.T.	"
64+95.95	"	P.C.	"
67+29.28	"	P.T.	"
68+88.06	"	P.C.	"
70+05.95	"	P.T.	"
70+06.78	"	P.C.	"
72+36.78 Bk=	"	P.T.	"
72+39.09 Ahd.	"	P.O.T.	"
76+02.5 Bk=	"	P.T.	"
75+99.1 Ahd.	"	P.O.T.	"
80+00.00	"	P.O.T.	"
83+68.6	"	P.C.	"
88+30.9	"	P.T.	"
88+37.8	"	P.C.	"
92+42.4	"	P.T.	"
98+00.0	"	P.O.T.	"
103+00.0	"	P.O.T.	"
106+72.6	"	P.C.	"
109+90.5	"	P.T.	"
115+45.6	"	P.C.	"
122+56.4	"	P.T.	"
126+00.00	"	P.O.T.	"
131+22.8	"	P.C.	"
135+77.4	"	P.R.C.	"
138+80.7	"	P.T.	"

### ESTIMATE OF QUANTITIES

Item No.	Item	Unit	Quantity
1A	Furnishing and Maintaining Engineering Facilities	L.S.	All Req'd
110 (1)	Mobilization	L.S.	All Req'd
111 (1)	Temporary Erosion and Pollution Control	C.S.	All Req'd
115 (1)	Traffic Maintenance	L.S.	All Req'd
201 (8)	Ditch Cleaning	L.F.	14,041
202 (4)	Removal and Disposal of Culvert Pipe	L.F.	108-110
206 (2)	Class I Excavation for Structures	C.Y.	57-63
301 (1)	Crushed Aggregate Base Course	Ton	500-497
401 (1)	Hot Asphalt Pavement	Ton	4,342-4351.08
401 (2)	AC - 5 Asphalt Cement	Ton	260.5-235.33
401 (4)	Anti-Stripping Additive	C.S.	All Req'd
402 (2)	CSS - 1 Emulsified Asphalt for Tack Coat	Ton	15-8.01
403 (1)	MC - 30 Liquid Asphalt for Prime Coat	Ton	1.9-0.33
501 (1)	Class A Concrete	L.S.	All Req'd
501 (5)	Coarse Concrete Aggregate	Ton	188-115
501 (6)	Fine Concrete Aggregate	Ton	55-56
503 (1)	Reinforcing Steel	L.S.	All Req'd
603 (22A)	8" Pipe Conduit	L.F.	60
603 (22E)	18" Pipe Conduit	L.F.	28-68
603 (22G)	24" Pipe Conduit	L.F.	80
604 (5)	Inlet, Type "B"	Each	1
605 (2)	8" Preforated Pipe for Underdrain	L.F.	332
605 (5)	Porous Backfill Material	C.Y.	122-104
605 (6)	Trench-lining Fabric, 14.7' wide roll	L.F.	285-250
614 (3)	Adjust Existing Monument Cases	Each	41
670 (1)	Painted Traffic Markings	L.S.	All Req'd
506 (1)	Untreated Timber	MBM	0.3-517
203(B)	Borrow	Ton	126

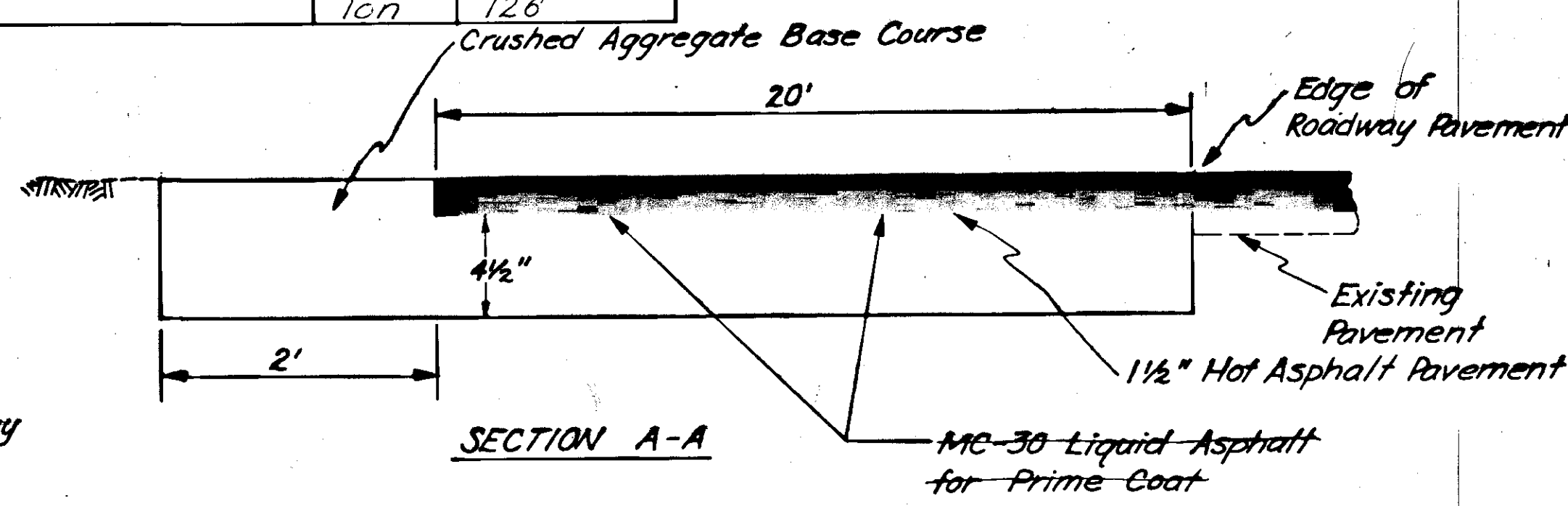
605(7)  
605(8)



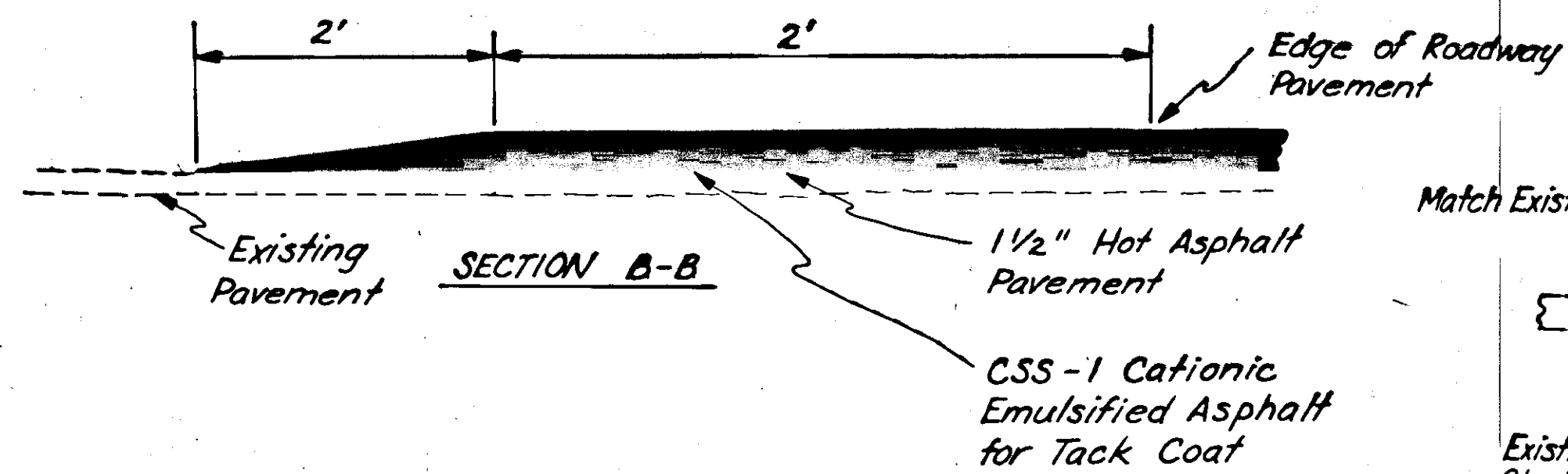
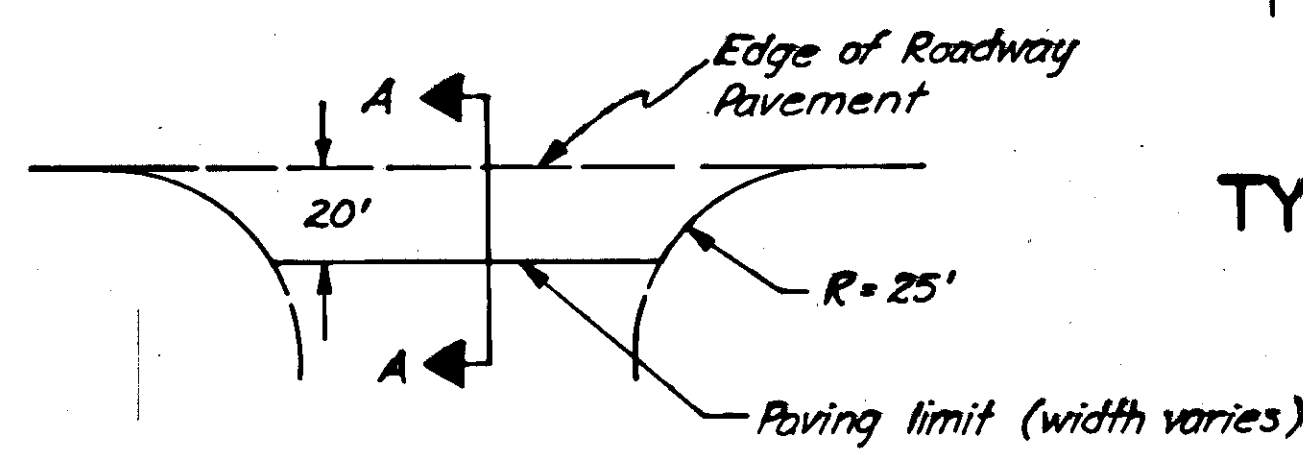
TYPICAL SECTION

GENERAL NOTES

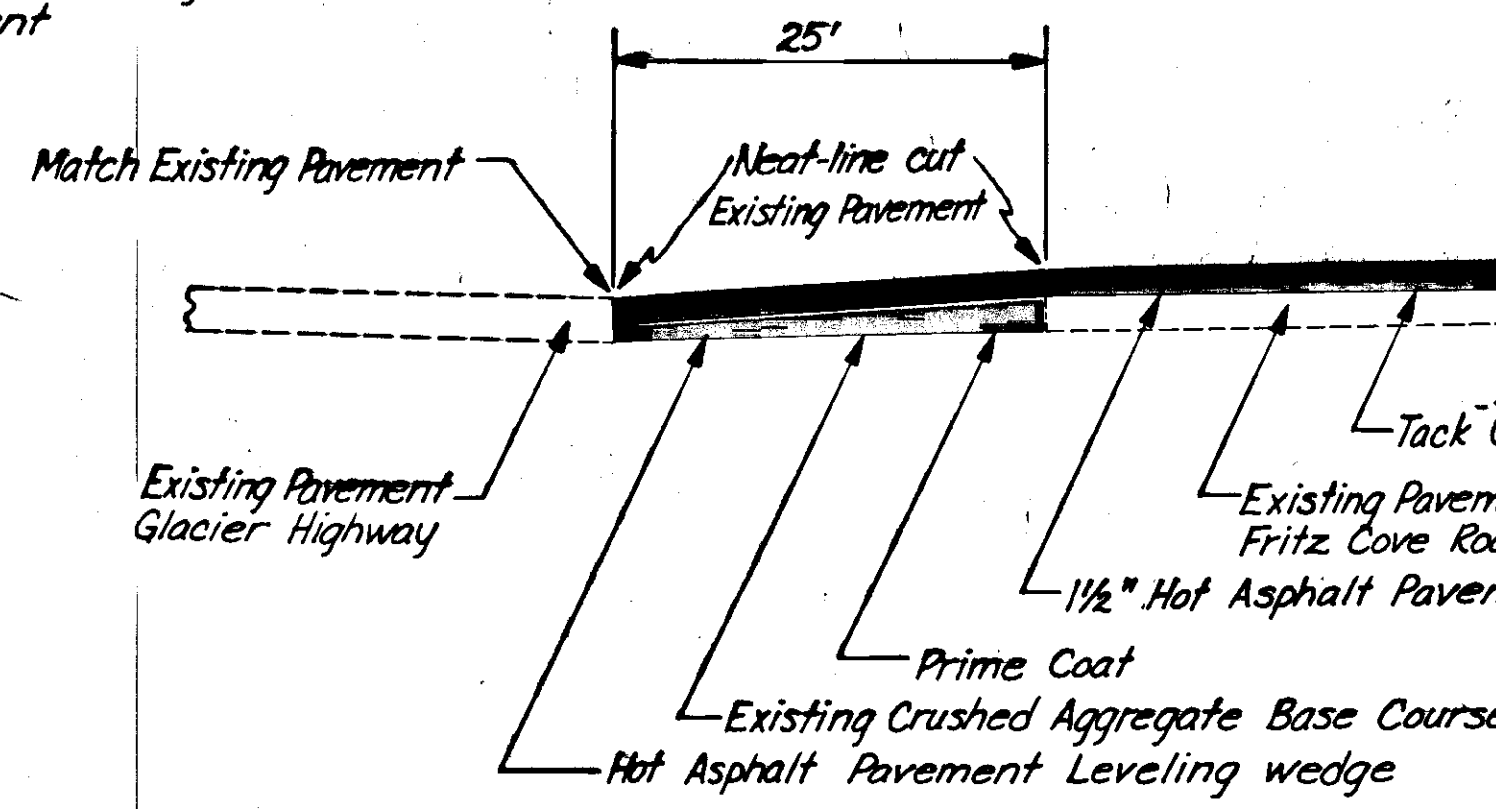
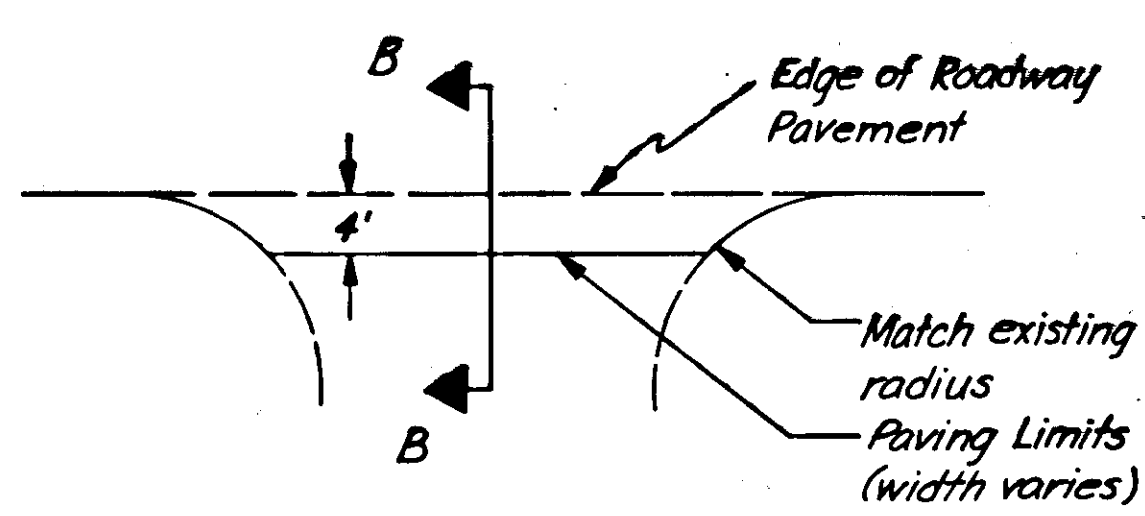
1. All approaches and intersections shall be paved as detailed on this sheet.
2. As Blt. Stationing for this project shall be that as established in Project S-0970- (2), Glacier Highway; Fritz Cove Road, Grading & Drainage.
3. Any excavation necessary for the unpaved intersections and approaches shall be incidental to Item 301 (1), Crushed Aggregate Base Course.
4. The parking area turnout at Sta. 67+25 and the widened areas at the beginning and end of project shall be paved full width with 1 1/2" (nominal) of Hot Asphalt Pavement.
5. The pavement transition from the existing Glacier Highway shall be the form of a butt joint as detailed below. 25' of existing roadway pavement shall be removed and this removal of pavement shall be considered incidental to 401(1) Hot Asphalt Pavement.



TYPICAL UNPAVED INTERSECTION & APPROACH SURFACING DETAIL



TYPICAL PAVED INTERSECTION & APPROACH SURFACING DETAIL

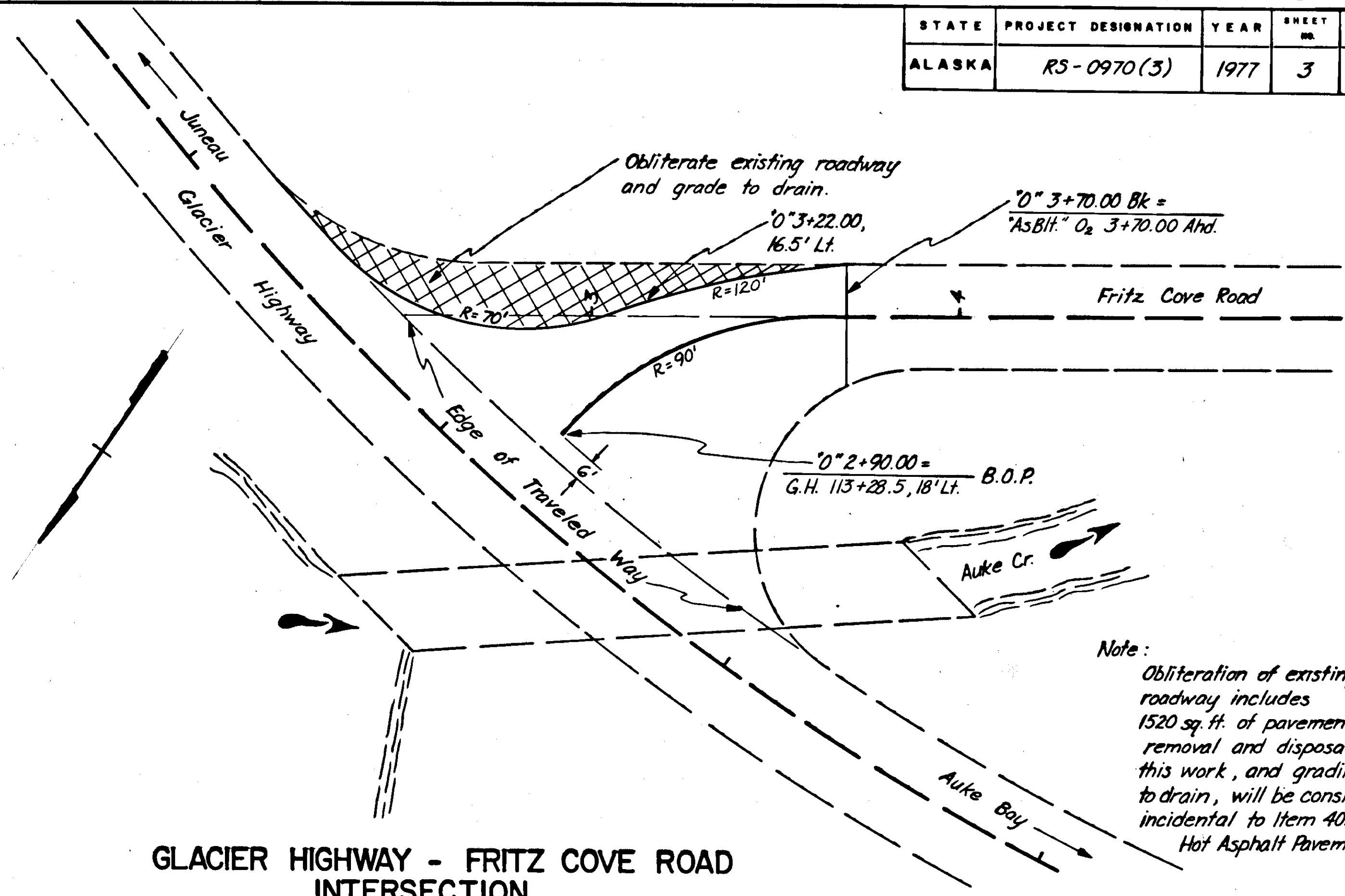


PAVEMENT TRANSITION DETAIL AT GLACIER HIGHWAY

### BASIS OF ESTIMATE

Item No.	Estimating Factor
301 (1)	1.96 Ton / cu. yd.
401 (1)	112 lb. / sq. yd. / in. depth
401 (2)	6% of 401 (1)
402 (2)	0.1 gal. / sq. yd., 253 gal. / Ton
403 (1)	0.25 gal. / sq. yd., 256 gal. / Ton
501 (5)	1.5 Ton / cu. yd.
501 (6)	1.5 Ton / cu. yd.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0970(3)	1977	3	5

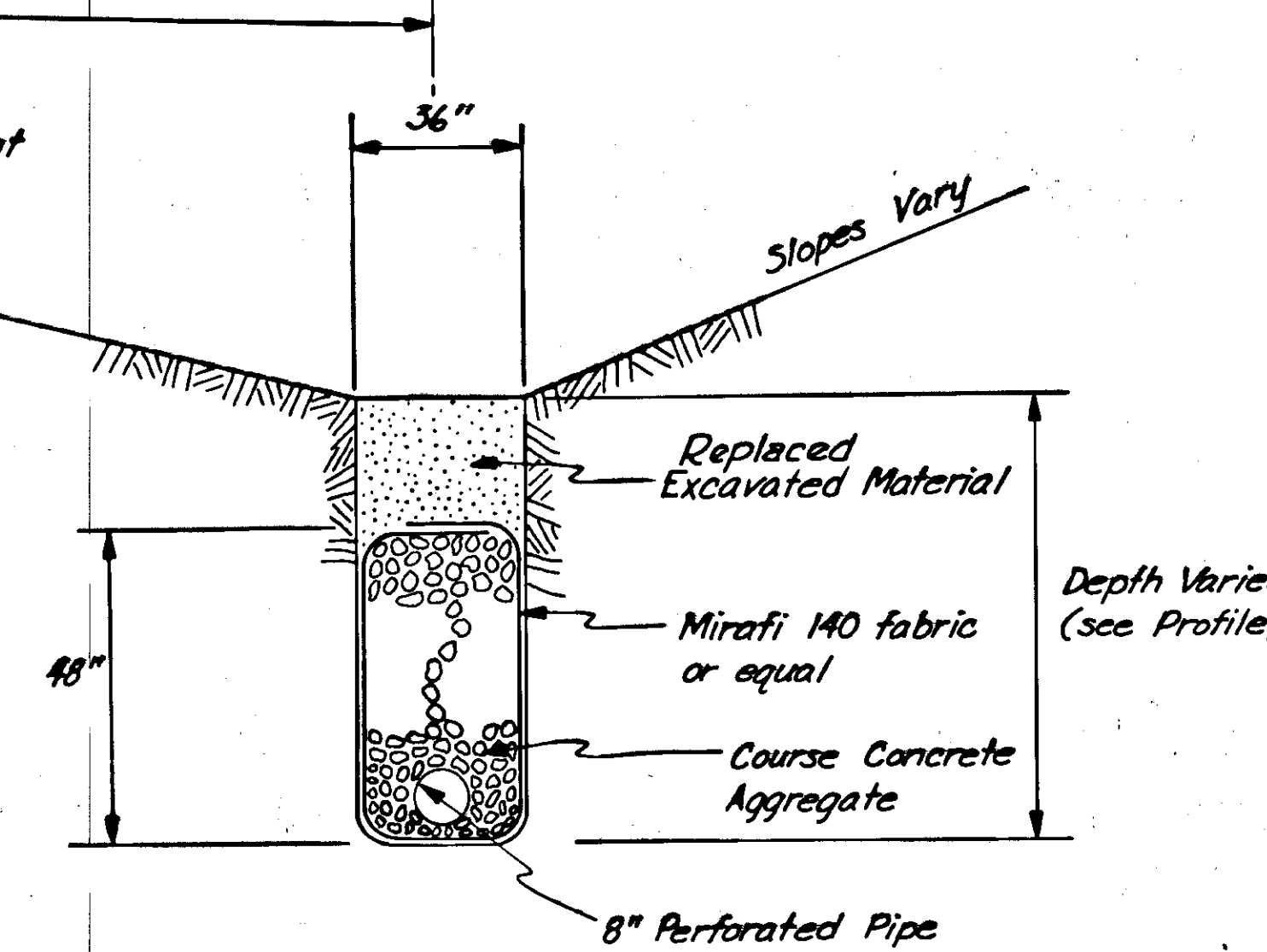


Note:  
 Obliteration of existing roadway includes 1520 sq. ft. of pavement removal and disposal; this work, and grading to drain, will be considered incidental to Item 401(1), Hot Asphalt Pavement.

GLACIER HIGHWAY - FRITZ COVE ROAD  
 INTERSECTION  
 MODIFICATION DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0970 (3)	1977	4	5

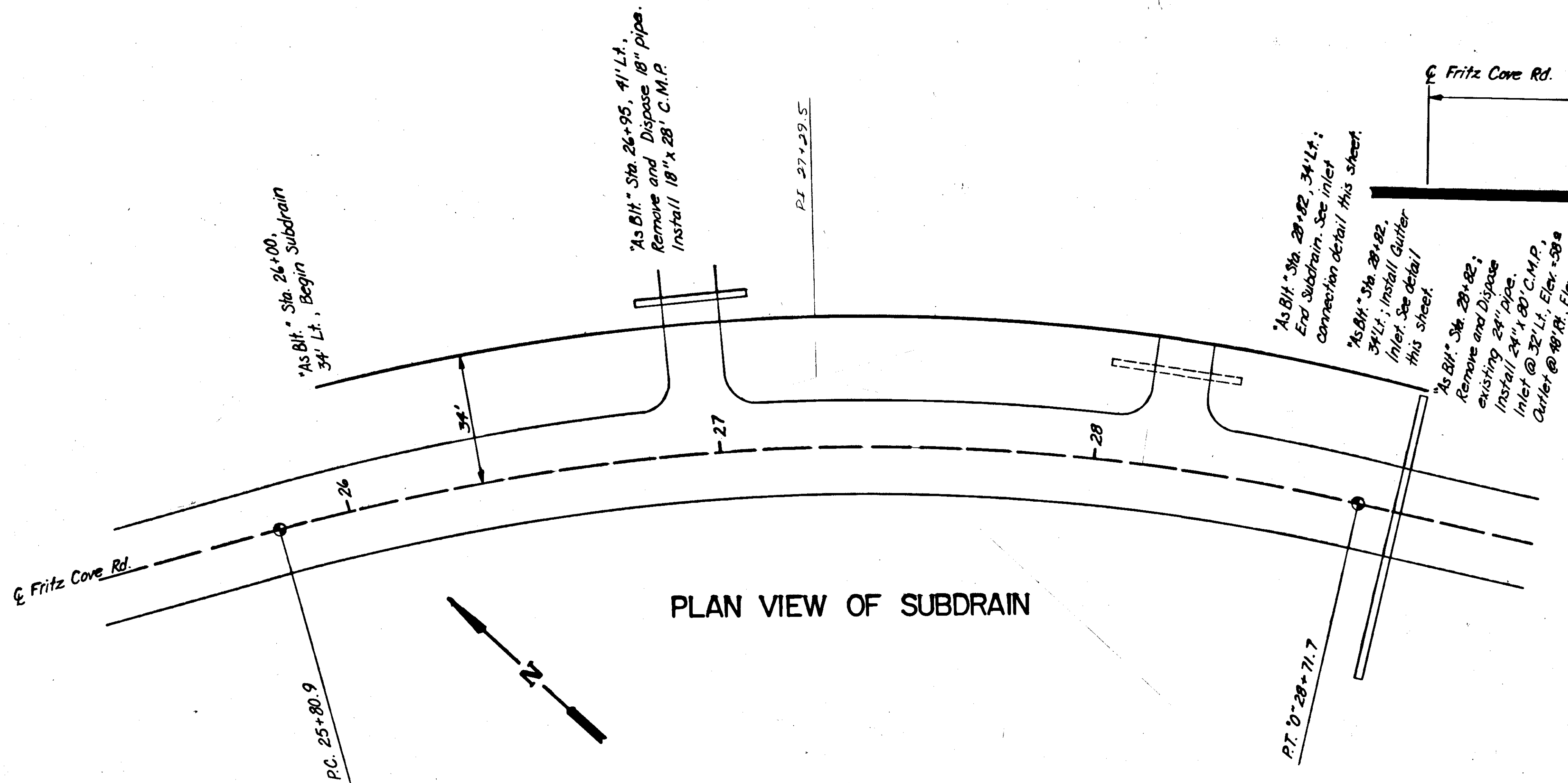
**SUBSURFACE DRAIN  
DETAIL**



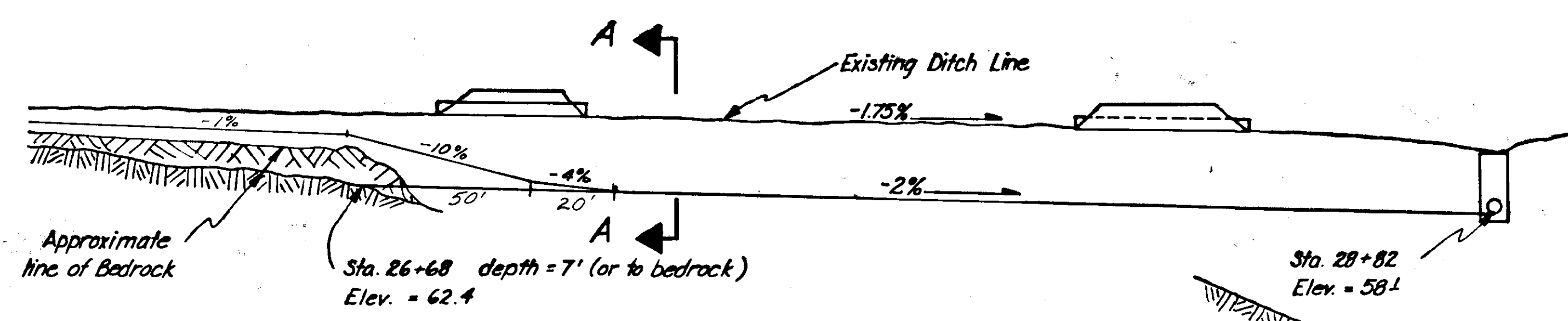
**SECTION A-A  
SUBSURFACE DRAIN SYSTEM  
DETAIL  
(No Scale)**

**GENERAL NOTES**

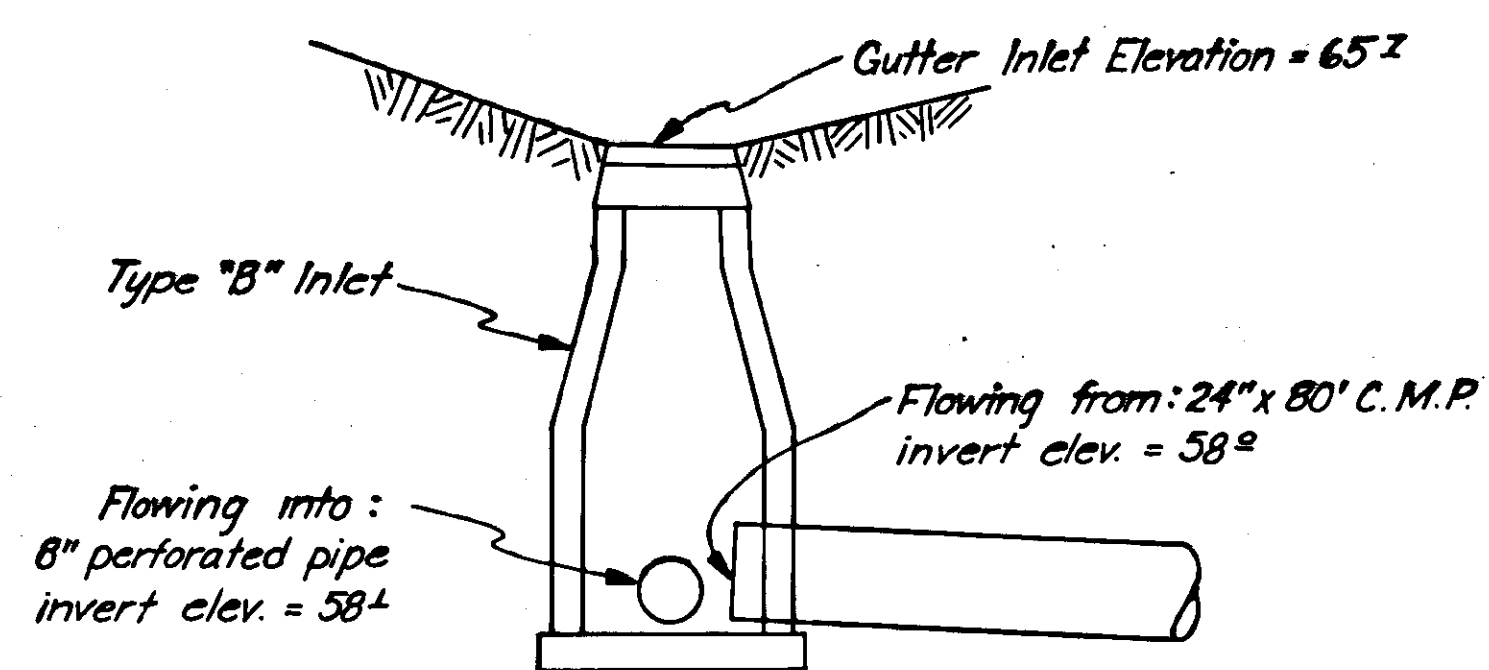
1. Bottom grade of subdrain shall be to the line shown on the detail this sheet, or to berock, as directed by the Engineer.
2. It shall be the responsibility of the Contractor to dispose of all material from trench excavation deemed excess by the Engineer.
3. The wall of the excavated subdrain trench shall be shored where necessary as directed by the Engineer. This work will be considered incidental to Item 605 (2) 8" Perforated Pipe for Underdrain.
4. Excavated silty material from the trench shall be used for backfill above the subdrain, to render the ditch bottom impervious.
5. The filtration fabric shown above shall be "Mirafi 140" made by Celanese Fiber Industries, Inc., or equal.
6. The Contractor has the option of using a Type "B" Gutter Inlet or a C.M.P. Drop Inlet as detailed on this sheet.
7. Backfilling of the subdrain trench will be considered incidental to Item 605 (2), 8" Perforated Pipe for Underdrain.
8. The Contractor shall build the subdrain and associated drainage at the beginning of the project to allow the roadway embankment to dry out before building the retaining wall.



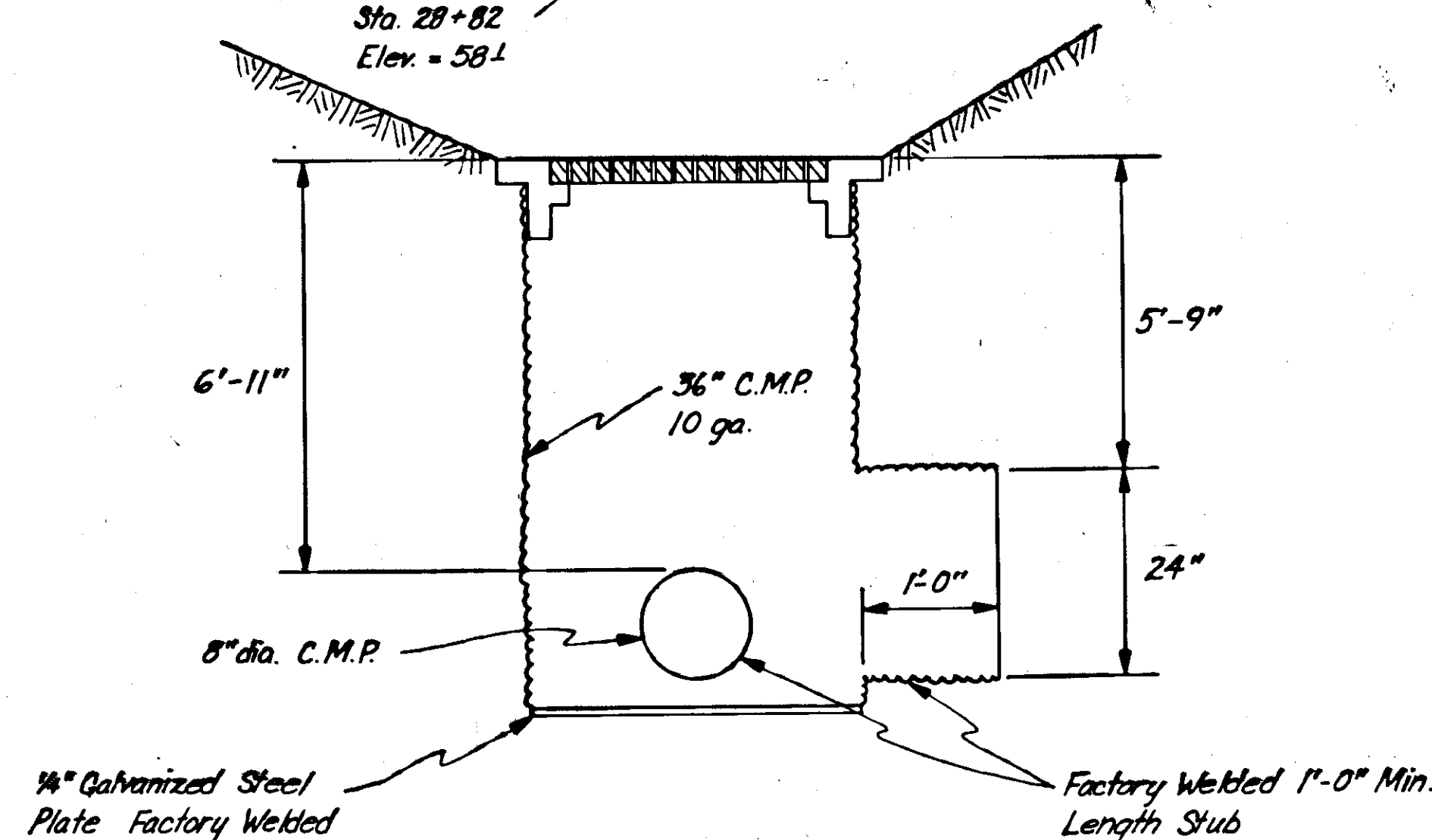
**PLAN VIEW OF SUBDRAIN**



**PROFILE OF SUBDRAIN**



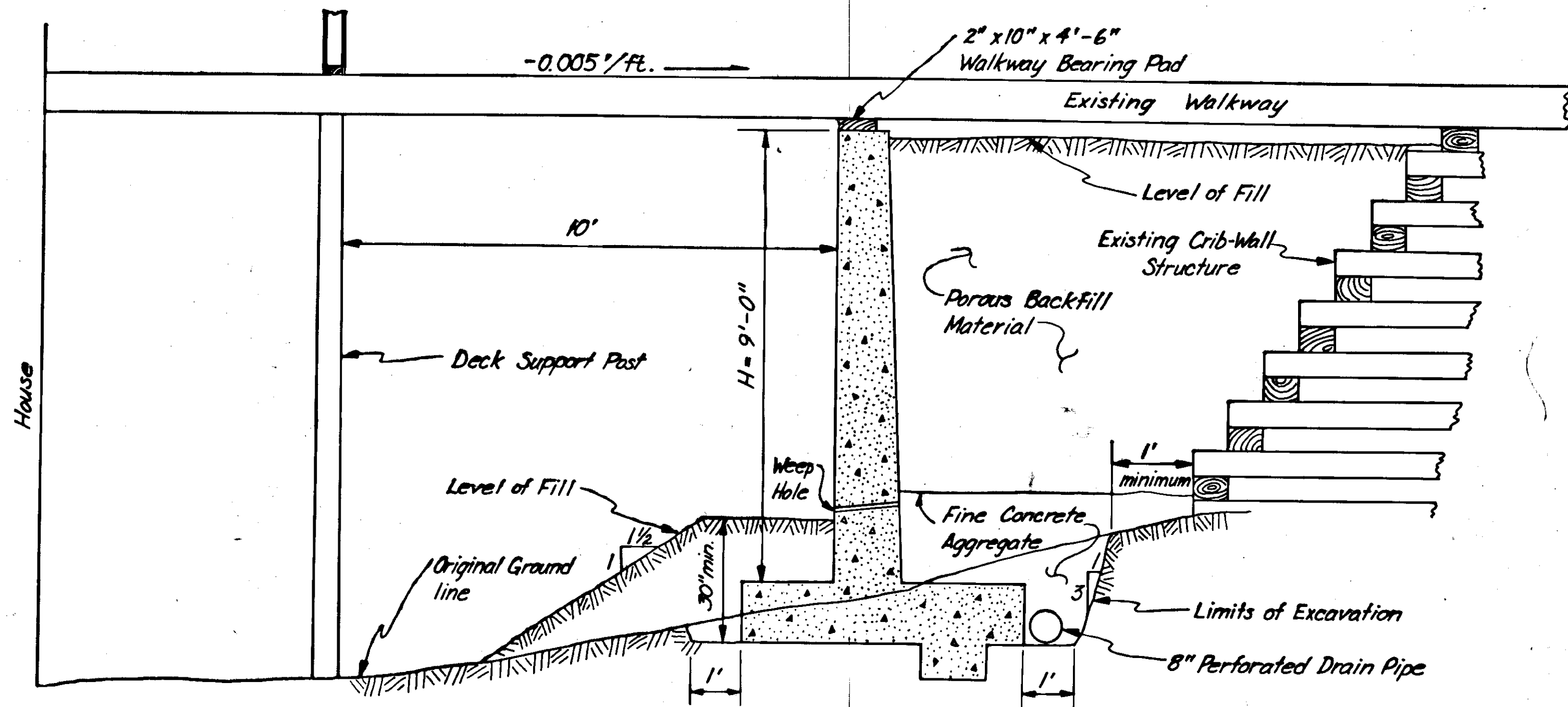
**TYPE "B" INLET CONNECTION DETAIL**



**OPTIONAL C.M.P. INLET  
DETAIL**

# RETAINING WALL DETAIL

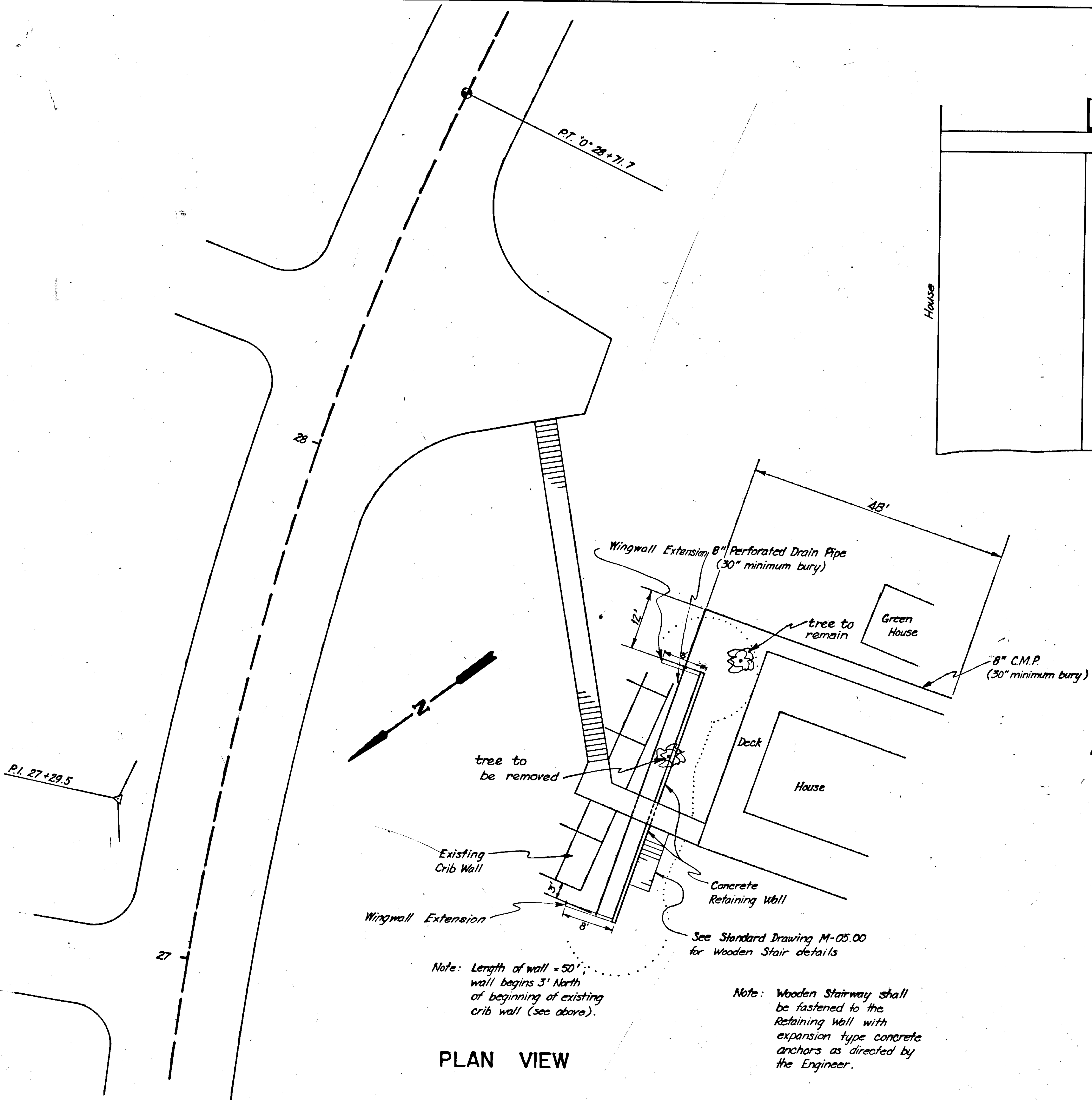
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0970 (3)	1977	5	5



## CONCRETE RETAINING WALL DETAIL TYPICAL SECTION

### GENERAL NOTES

1. Weep Holes shall be installed at 5' intervals longitudinally in the concrete wall 18" above the flange (see Standard Drawings).
2. Subsurface drainage water collected by the perforated pipe shall be routed past the house via the 8" C.M.P. This conduit shall maintain a minimum depth of burial of 30" except at the outlet where the pipe will then intersect the ground surface.
3. The Fine Concrete Aggregate shall be placed and compacted as directed by the Engineer.
4. The Contractor shall, at the direction of the Engineer, adequately support the existing walkway during construction, and shall provide access to the house through the duration of construction.
5. Refer to the Standard Drawings for the dimensions and reinforcing steel schedule of the retaining wall.
6. Tree removal will be considered incidental to other items of work.
7. Excavation for retaining wall and retaining wall construction shall be done as last item of work on job to allow the roadway embankment to dry out, following subdrain construction.



## PLAN VIEW

Note: Length of wall = 50'  
wall begins 3' North  
of beginning of existing  
crib wall (see above).

Note: Wooden Stairway shall  
be fastened to the  
Retaining Wall with  
expansion type concrete  
anchors as directed by  
the Engineer.

See Standard Drawing M-05.00  
for Wooden Stair details