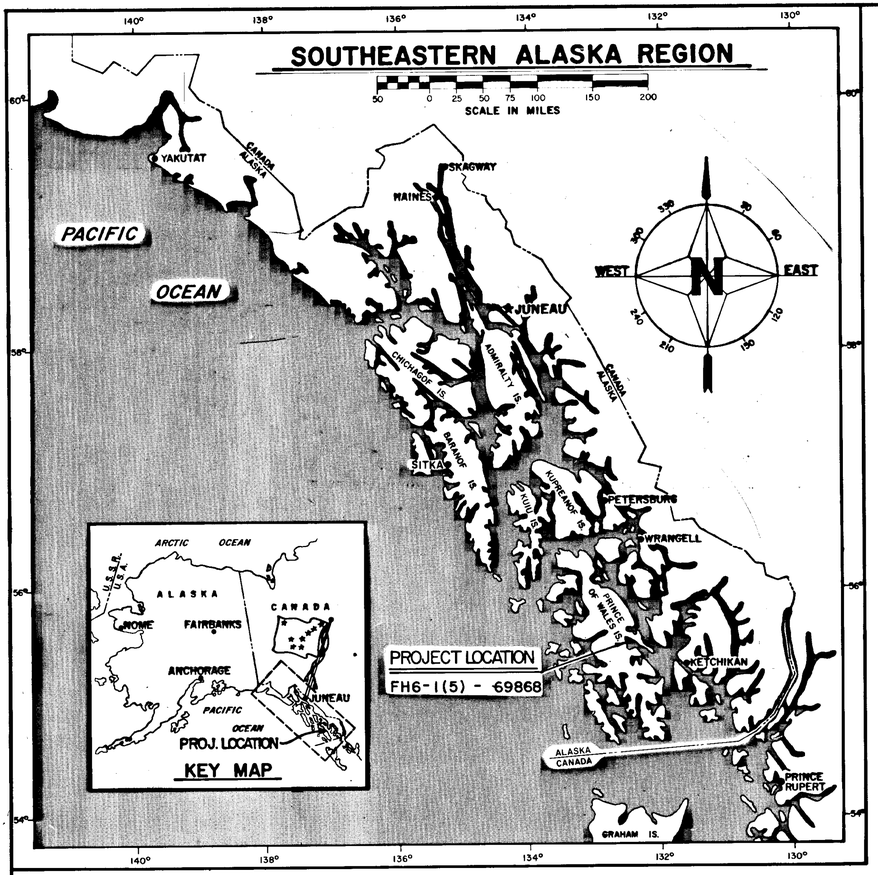


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEASTERN REGION
DESIGN AND CONSTRUCTION DIVISION

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3 - 4	SUMMARIES
5	MISCELLANEOUS DETAILS
6	MATERIAL SITES
7 - 29	PLAN & PROFILE SHEETS
30 - 31	INTERSECTION DETAILS
FT1 - FT6	FERRY TERMINAL PAVING PROJECT

THE FOLLOWING STANDARD DRAWINGS ARE INCLUDED IN THESE PLANS:
A-1, C-01.01, C-02.00, C-03.01, D-01.01, D-04.10, D-06.01, G-04.03S, G-04.03W, G-12.00, G-13.01, I-40.00, I-41.00, T-21.01

HARRIS RIVER TO CLARK BAY

FH6-1(5)
69868

-PAVING-

INCLUDING
CLARK BAY FERRY TERMINAL
PAVING

"As-Built" Plans

Begin Construction: 5/29/89
Complete Construction: 11/8/89
Project Engineer: Brian Belt
Contractor: Associated Sand & Gravel, Inc.

DESIGN DESIGNATION

V	50 MPH
ADT (88)	165
ADT (2009)	298
DHV (14%)	42
%T	7
E.A.L.	27,650

EQUATIONS

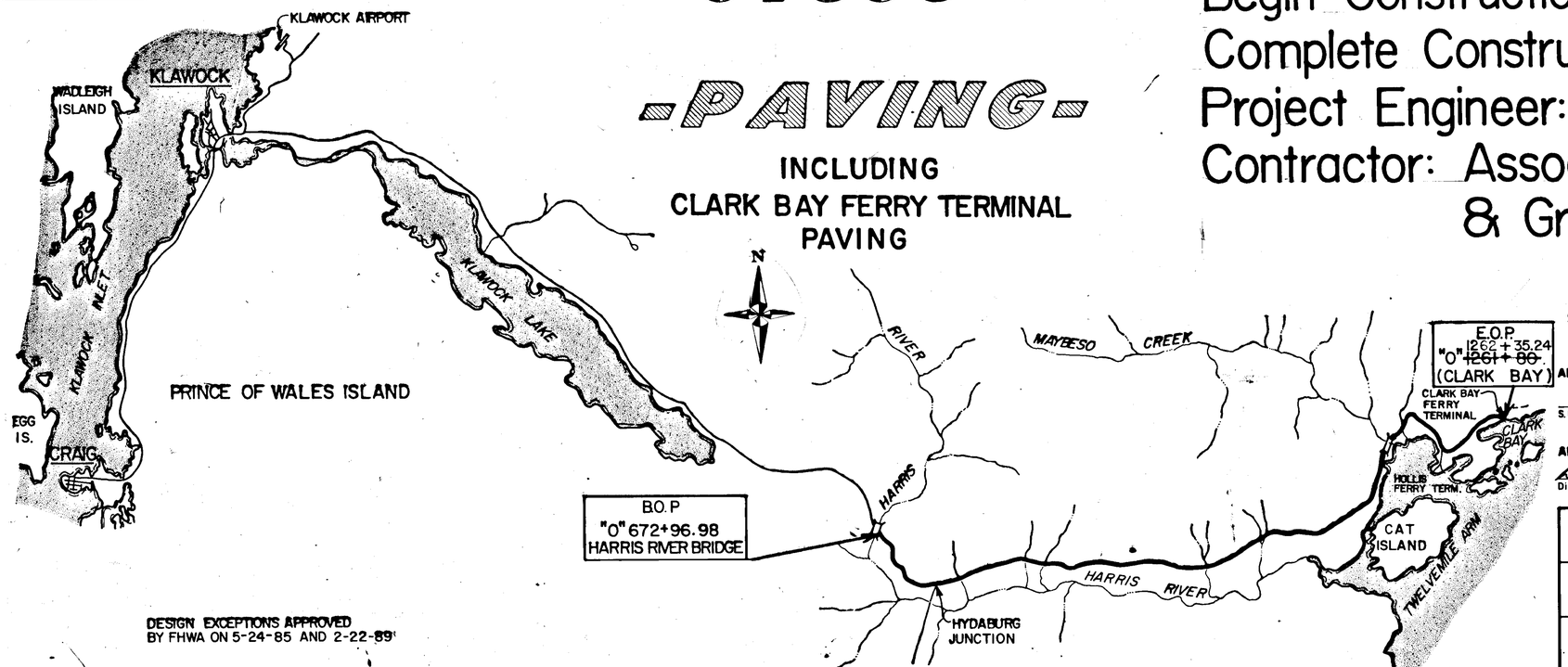
BACK		AHEAD
672+98.00	=	672+96.98
901+10.87	=	901+11.76
967+34.33	=	967+63.75
1034+74.41	=	1034+80.48
1146+50.57	=	1146+36.46

PROJECT SUMMARY

PAVEMENT WIDTH		28 FEET
PAVEMENT LENGTH	58,621.26	~~58,802.98~~ FEET
PROJECT LENGTH	11.16	~~11.22~~ MILES

FUNCTION CLASSIFICATION

RURAL MAJOR COLLECTOR



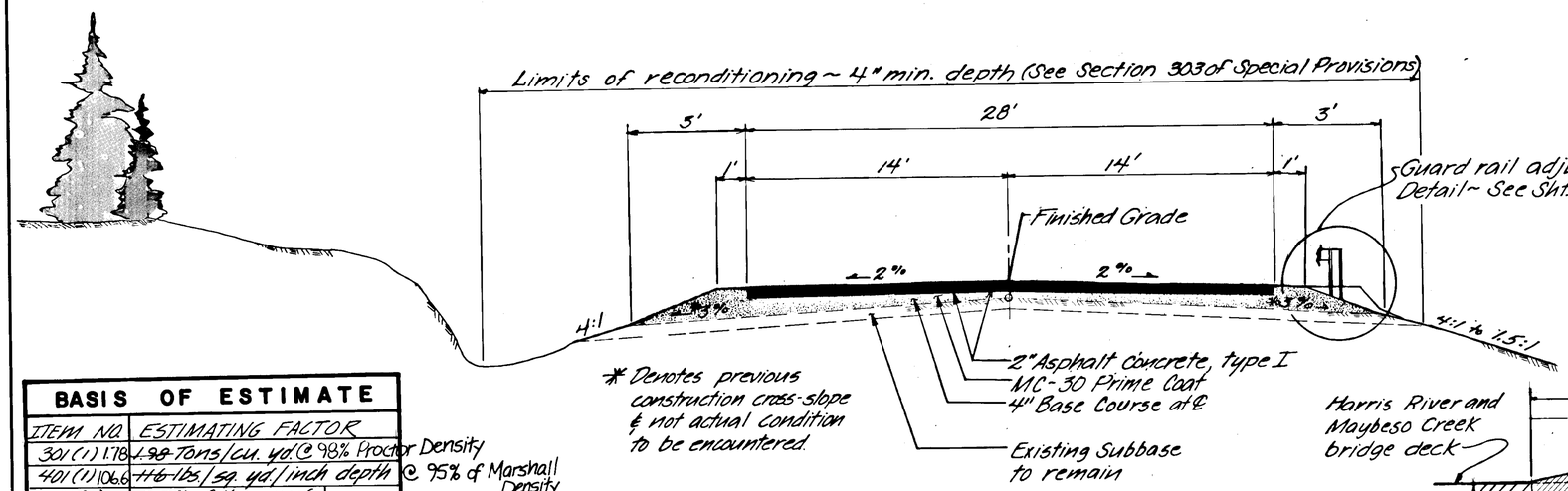
DESIGN EXCEPTIONS APPROVED BY FHWA ON 5-24-85 AND 2-22-89

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEASTERN REGION DESIGN SECTION

APPROVED _____ Date 3-2-89
S.E. Region Design Chief

APPROVED _____ Date 5-2-89
Director, S.E. Region Design & Construction

PROJECT NUMBER:	ENGINEER'S STAMP
FH6-1(5) - 69868	STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER Tracy W. Moore CE #9332
DATE:	
SHEET 1 OF 31	

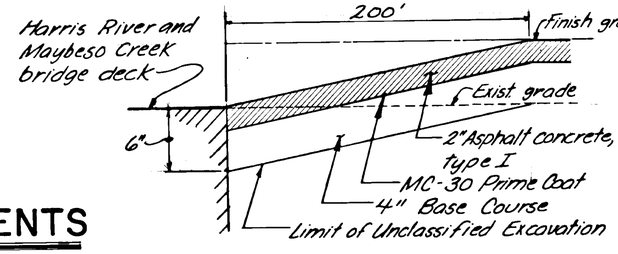


BASIS OF ESTIMATE	
ITEM NO.	ESTIMATING FACTOR
301(1) 106	1.98 Tons/cu. yd. @ 98% Proctor Density @ 95% of Marshall Density
401(1) 106	116 lbs/sq. yd./inch depth
401(2)	6.0 % of item 401(1)
403(2) 012	0.2 gal./sq. yd. - 253 gal./ton @ 60°F.

TYPICAL SECTION OF IMPROVEMENTS

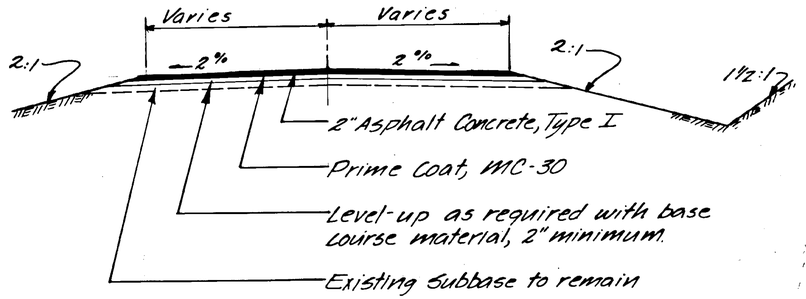
NOT TO SCALE

STA. 672+96.98 TO STA. ~~1261+80~~ 1262+35.24



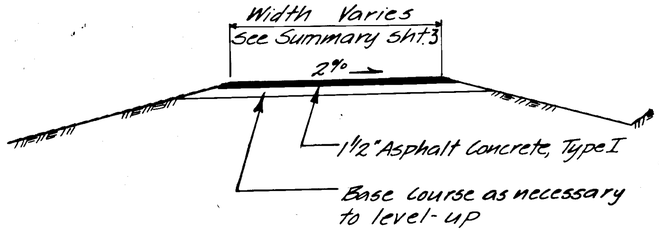
BRIDGE APPROACH TRANSITIONS

NOTE: Guardrail adjustment transition shall be as directed by the Engineer



APPROACH ROAD TYPICAL

NOTE
Paving limits to be as shown on the detail sheets or as directed by the engineer.



RESIDENTIAL DRIVEWAY TYPICAL

1. Paving limits to be 25' from the shoulder or to the R/W line, whichever is less.

GENERAL NOTES

1. Grades & alignments shown on the plans may be subject to minor revisions by the Engineer.
2. Pipe conduit locations & lengths may be subject to minor revisions as approved by the Engineer.
3. Superelevation transition lengths shall be 150 feet with the point of rotation on centerline. Two-thirds of the transitions length shall be outside the horizontal curve. Except when the degree of curve is 6°00' or greater, the entire transition shall be outside the curve.
4. Hay bales and/or filters may be required on the stream(s) below the construction site to entrap sediment being washed downstream. This work, if required, will be paid for under temporary erosion & pollution control.
5. In areas of guard rail, the contractor shall smoothly grade the base from the edge of pavement & adjust the guard rail as necessary to provide required 27" distance from finish ground to top rails.
6. Unclassified excavation removed under this project shall only be disposed at approved locations.
7. Traffic Control Plan will be in accordance with Standard Drawing C-03.01 and Section 643 of the specifications.
8. Waste sites within the Right-of-Way will be controlled by the Engineer. Waste placed outside the Right-of-Way will require necessary approvals from the controlling agencies and will be requested by the contractor and obtained by the department.
9. The Maybeso & Harris River bridge decks are not to be paved, however, they are required to be cleaned & striped.
10. The quantity of Base Course includes approximately 5,000 tons for leveling purposes.

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

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

HARRIS RIVER TO CLARK BAY—PAVING

TYPICAL SECTIONS

APPROVED BY: John W. Henry, DESIGN CHIEF, 2-25-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP ** DATE
PREPARED BY: Ta Keene, PROJECT MANAGER; J.M. Stahl, LEAD DESIGNER

DESIGNED BY: T. W. MOORE
DRAWN BY: CSA
CHECKED BY:
SCALE: NONE
DATE:
SHEET 2 OF 31

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #9332
REGISTERED PROFESSIONAL ENGINEER

A/E SUPPLIES 11/1/89

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANT.	
109 (2)	DBE Adjustments	C.S.	All Req'd.	
201 (1B)	Clearing	L.S.	All Req'd.	
203 (3)	Unclassified Excavation	C.Y.	~~40,000~~	8397.5
203 (11)	Ferry Terminal Grading	L.S.	All Req'd.	
203 (12)	Special Ditching	Station	~~333~~	47.85
203 (13)	Foreslope Repair	S.Y.	~~220~~	1,235.31
203 (14)	Stream Channel Repair	L.S.	All Req'd.	
301 (1)	Crushed Aggregate Base Course	Ton	70,000	13,476.7
303 (2)	Reconditioning	Mile	~~11.5~~	11.09
401 (1)	Asphalt Concrete, Type I	Ton	~~24,000~~	4,420.5
4-01 (1)	Asphalt Price Adjustment	Ton	(-) 840.25	
401 (2)	AC-5 Asphalt Cement	Ton	~~1440~~	1457.75
403 (1)	MC-30 Liquid Asphalt for Prime Coat	Ton	~~145~~	83.79
603 (1-24)	24 inch Corrugated Steel Pipe	L.F.	~~453~~	446
603 (1-30)	30 inch Corrugated Steel Pipe	L.F.	12	
603 (1-36)	36 inch Corrugated Steel Pipe	L.F.	132	
603 (3A)	End Section for 24" Corrugated Steel Pipe	Ea.	2	
603 (3B)	End Section for 30" Corrugated Steel Pipe	Ea.	5	
603 (3C)	End Section for 36" Corrugated Steel Pipe	Ea.	1	
603 (3D)	End Section for 42" Corrugated Steel Pipe	Ea	1	
603 (22)	Conduit cleaning	Ea.	~~18~~	19
~~603 (3)~~	~~8 inch perforated pipe underdrain~~ Deleted	~~L.F.~~	~~250~~	
606 (6)	End Anchorage	Ea.	~~7~~	6
606 (8)	Adjustment of existing guardrail	L.F.	~~3362~~	3362.5
618 (1)	Seeding	Acre	~~2~~	
639 (1)	Residence Driveways	Ea.	~~10~~	15
640 (1)	Mobilization & Demobilization	L.S.	All Req'd.	
641 (1)	Temporary erosion & pollution control	C.S.	All Req'd.	(not used)
642 (1)	Construction Surveying	L.S.	All Req'd.	
642 (1A)	Construction Surveying for Ferry terminal	L.S.	All Req'd.	
643 (1)	Traffic Maintenance	L.S.	All Req'd.	
643 (3)	Permanent Construction Signing	Ea/day	~~600~~	1560
643 (4)	Construction Sign	Ea/day	~~200~~	1,526
643 (5)	Type II Barricade	Ea/day	~~200~~	962
643 (7)	Traffic Cone	Ea/day	~~600~~	2,547
643 (8)	Drum	Ea/day	~~100~~	871
643 (13)	Temporary Traffic Marking.	Sta.	~~588~~	585.66
643 (15)	Flagging	man hour	~~1200~~	3,728.5
643 (18)	Watering	M.gal.	~~500~~	481.5
644 (1)	Field Office	L.S.	All Req'd.	
644 (2)	Field Laboratory	L.S.	All Req'd.	
644 (6)	Engineering Transportation	L.S.	All Req'd.	
645 (1)	Training Program	M.H.	~~1000~~	713
670 (1)	Painted Traffic Markings	L.S.	All Req'd.	
670 (1A)	Painted Traffic Markings For ferry term.	L.S.	All Req'd.	
605 (2)	Culvert Embankment Repair (C.O.2)	L.S.	All Req'd.	
605 (3)	Modified Underdrain (C.O.3)	L.S.	All Req'd.	
606 (1)	W-Beam Guardrail, Wood Post (C.O.4)	L.F.	2,100.00	
606 (4)	Removal and Reconstruction of Guardrail (C.O.4)	L.F.	62.50	
606 (9)	Buried End Anchorage (C.O.4)	Each	3.00	
614 (5)	Right-of-Way Monumentation (C.O.6)	L.S.	All Req'd.	

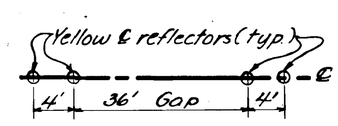
APPROACH ROAD SUMMARY

STATION	LT.	RT.	RADIUS	WIDTH	REMARKS
"0" 691+60	X		25'	20'	20 Mile* Spur
"0" 713+23		X	30'	28'	Hydaburg Rd.*
"0" 926+70		X	25'	14'	Upper Harris RV. Rd.*
"0" 1013+50		X	25'	16'	Lower Harris RV. Rd.*
"0" 1075+00		X	25'	18'	Subdivision Road*
"0" 1115+95	X		25'	14'	Maybeso Crk. Road*
"0" 1115+95		X	25	18'	Old Hollis Road*
"0" 1164+40	X		25'	20'	Forest Service*
"0" 1191+97		X	25'	28'	Hollis* Spur
"0" 1216+70	X		25'	20'	Subdivision Road*
"0" 1252+27		X	25'	20'	Subdivision Road*
					*See Detail Sheets 29 & 30

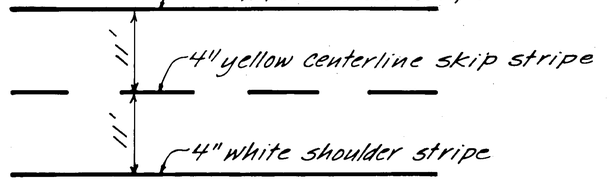
DITCH BASIN SUMMARY

STATION	DISTANCE "A"	DISTANCE "B"	ENERGY DISAPATOR	EXCAVATION DISPOSAL AREA*
762+00	25'	20'	Yes	Sta. 829 to 835
798+20	25'	20'	NO	" " " "
801+30	30'	15'	NO	" " " "
859+40	15'	10'	NO	" " " "
867+80	15'	10'	NO	" " " "
885+15	15'	8'	Yes	Sta. 829 to 835
885+95	20'	15'	Yes	" " " "
896+30	15'	10'	NO	" " " "
899+00	15'	10'	NO	" " " "
904+80	15'	10'	NO	" " " "
920+75	15'	10'	NO	" " " "
926+75	15'	10'	NO	Sta. 1042+50
928+35	15'	10'	NO	" " "
990+50	15'	10'	Yes	" " "
1036+25	15'	10'	NO	" " "
1049+00	15'	10'	NO	" " "
1100+00	15'	10'	NO	Sta. 1042+50
Total Unclassified Excavation 1,100 C.Y. (Estimated)				

*NOTE: Waste excavation may be disposed of on existing fill slopes between sta. 829 & 835, Rt, or any slope where R/W and fill heights permit.



TEMPORARY TRAFFIC MARKING PLAN
(SEE SPEC. PROV. 643 - 3.04)



TYPICAL STRIPING PLAN

NOTES:

1. The contractor shall apply edge & centerline striping in accordance with the Alaska Traffic Manual & Standard Drawing T-21.01.
2. The Engineer will mark the beginning & ending of all passing zones.
3. Gaps in the striping at major intersections shall be determined by the Engineer. See Intersection Detail Sheets 29-30.
4. Temporary markings shall consist of centerline reflectors spaced at 40' intervals. (See Section 643 for more information)
5. The estimated striping quantities are as follows:
   - Solid yellow - 14.5 miles
   - Solid White - 22.5 miles
   - Stop bars - 2 Each
   - Skip Yellow - 3.4 miles

RESIDENTIAL DRIVEWAY SUMMARY

STATION	LT.	RT.	WIDTH	RADIUS
939+20 ~~947+80~~		✓	14'	25'
~~943+40~~ 947+80		✓	14'	25'
~~949+00~~ 953+20		✓	14'	25'
~~952+80~~ 965+95		✓	14'	25'
~~966+80~~ 971+00 990+10		✓	14'	25'
~~971+00~~ ~~989+50~~		✓	14'	25'
1149+80		✓	14'	25'
1219+50		✓	14'	25'
1225+50	✓		14'	25'

Station	LT.	RT.	Width	Radius
936+60		✓	14'	25'
951+20		✓	14'	25'
1083+20		✓	14'	25'
1158+90	✓		18'	25'
1216+70		✓	24'	25'

ENGINEER'S STAMP

STATE OF ALASKA 49TH — Tracy W. Moore CE #4932 — REGISTERED PROFESSIONAL ENGINEER

BY	DATE	DESCRIPTION OF CHANGE
		RECORD OF REVISIONS

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

HARRIS RIVER TO CLARK BAY - PAVING

SUMMARIES

APPROVED BY: John W. Henry (DESIGN CHIEF) 2-28-89 (DATE)
RECOMMENDED BY: (DESIGN ENGINEER, GROUP) (DATE)
PREPARED BY: (PROJECT MANAGER) (LEAD DESIGNER)

DESIGNED BY: T. W. MOORE
DRAWN BY: C.S.A.
CHECKED BY:
SCALE: NONE
DATE:
SHEET 3 OF 31

A/E SUPPLIED 1/1/2000

CONDUIT SUMMARY

STATION	LENGTH OF NEW PIPE 24"	30"	36"	END SECT. DIA.	COND. CLEANING	REMARKS
882+90		8'Rt.				Extension necessary due to line shift
691+00						Remove exist. approach road Conduit
691+00	46' 48'					
724+48					X	Includes ditch basin cleaning
757+80			64'			
773+00				30"Lt	X	Includes ditch basin cleaning
788+68	56'					
788+72				36"Lt		
791+38	9' 44'Lt.		60' 68'			Extension
798+10					X	Overflow conduit
798+20					X	
801+30					X	Includes ditch basin cleaning
815+62		41' 54'Lt		36"Lt		
839+62				30"Lt		Extension
841+50				24"Lt		
847+10	60'					
859+40		0' 54'Lt		30"Lt	X	Extension
881+90					X	
885+15					X	
885+95				42"Lt	X	
896+30		0' 4'Lt		30"Lt		Extension
899+00					X	
901+00					X	
904+80				24"Lt	X	
926+80	78' 74'					Skew ahead of road intersection, right
928+35					X	
935+30	60' 74'					Outlet to match flow line of old c.m.p.
961+50 87	181' 55'					
1013+80						Remove exist. approach road culvert
1026+25					X	
1036+25					X	
1049+00					X	
1067+70					X	Includes ditch basin cleaning
1082+65					X	Includes ditch basin cleaning
1085+30					X	Includes ditch basin cleaning
1252+27	80' 90'					Across approach road
890+30	8'Rt.					Extend as required due to line shift
TOTALS	A606 453'	12'	132'	9ea.	19 ea.	
896+20					X	
1033+20			8'Rt.			Extension necessary to fit road prism

ADJUST GUARD RAIL SUMMARY

BEGIN		END	LGTH.	LT.	RT.
954+80	to	959+55 45	30.5' 475'		X
1037+60	to	1040+10	250'		X
1044+00 60	to	1048+37 1049+00	437.5'		X
1069+50 45	to	1074+00 1073+95	450'		X
1099+80 1098+60	to	1106+50 10	1215' 750'		X
1152+25	to	1154+00	175'		X
1153+00	to	1154+75	175'	X	
1178+75	to	1181+00	225'		X
1225+75	to	1230+00	425'		X
1133+20	to	1134+00	100'		X
1133+00	to	1134+00	25'	X	

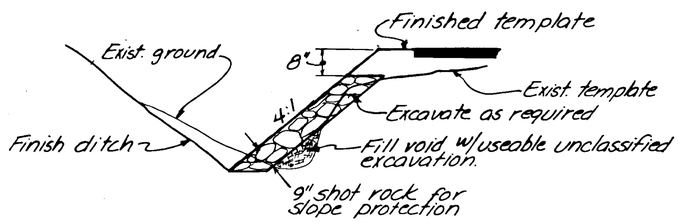
SPECIAL DITCH SUMMARY

STATION TO STATION	LT.	RT.	QUANTITY	REMARKS
"A"10+30 "A"10+80	X	X	1.0	Sheet E9 for details
"0"691+70 "0"693+30	X		1.6	
"0"734+40 "0" 734+60	X		0.2	
"0"739+50 "0" 743+00	X		3.5	Remove & dispose driveway c.m.p.
"0"765+50 "0"766+50	X		1.0	
"0"782+60 "0" 783+80	X		1.2	Flow to c.m.p. 783+80
"0" 787+25 "0" 788+65	X		1.4	Flow to c.m.p. 788+68
"0"863+90 "0" 866+00	X		2.1	864+15 is grade break
* "0"867+80 "0"868+90	X		1.1	
"0"885+00 "0" 890+00	X		5.0	
"0"902+00 "0" 903+00	X		1.0	
"0"918+00 "0" 919+50	X		1.5	
"0"923+00 "0" 925+00	X		2.0	
"0"928+10 "0" 928+60	X		0.5	
"0"938+65 "0" 938+85	X		0.2	
"0"944+00 "0" 944+60	X		0.6	Place rock shoulder
"0"961+50 "0" 961+90		X	0.4	Ditch through old road bed
"1013+00 "0" 1015+60	X		2.6	
"0"1025+20 "0"1026+00	X		0.8	
"0"1061+00 "0"1061+80	X		0.8	const. 10' wide flat bottom ditch
"0"1065+80 "0"1066+00	X		0.2	Place rock shoulder
"0"1097+50 "0" 1100+00	X		2.5	const. 10' wide flat bottom ditch
"0"1181+00 "0"1181+30		X	0.3	
"0"1216+00 "0"1216+80	X		0.8	
* 874+00 875+00	X		1.0	*Out of Sequence
Total			33.3	

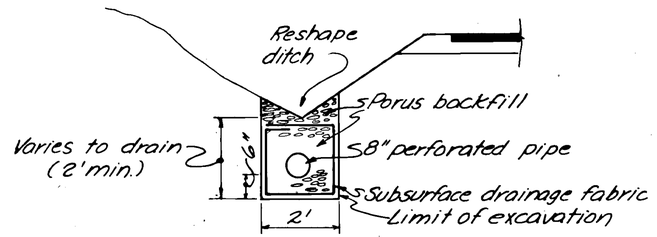
FORESLOPE REPAIR SUMMARY

STATION	APPROX. QUANT. *	REMARKS
724+50 Lt.	10	
733+20 Lt.	15	Also repair backslope to 4:1
766+00 Lt.	25	
773+00 Lt.	15	
801+30 Lt.	25	
841+50 Lt.	15	
874+50 Lt.	30	
919+30 Lt.	15	
938+75 Lt.	10	Around C.M.P. inlet
970+00 Lt.	15	
1065+90 Lt.	10	
1067+70 Lt.	10	Around C.M.P. inlet
1192+00 Lt.	15	
1207+90 Lt.	10	Around C.M.P. inlet
Total	220	S.Y.

* NOTE: Quantities shown may vary as the engineer will determine exact limits of foreslope repair in the field.



FORESLOPE REPAIR DETAIL



NOTES:
1. Begin underdrain Sta. ~~693+30~~ 691+50 Lt, End underdrain @ Sta. 694+00
2. Slope to drain ~~back~~ ahead to outfall @ Sta. ~~690+80~~ 690+50, 50' Lt, 8" CMP
3. Depth of underdrain may vary from 2' min. to 6'.

UNDERDRAIN DETAIL

Underdrain modified, See C.O.3

BY	DATE	DESCRIPTION OF CHANGE
		RECORD OF REVISIONS

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

HARRIS RIVER TO CLARK BAY - PAVING

SUMMARIES

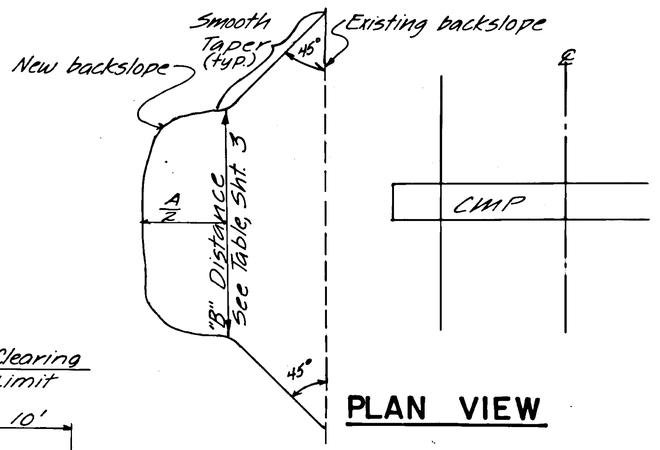
APPROVED BY: John W. Kleasey DESIGN CHIEF 2-28-80 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP DATE
PREPARED BY: PROJECT MANAGER, LEAD DESIGNER

DESIGNED BY: | SCALE:
DRAWN BY: | DATE:
CHECKED BY: | SHEET 4 OF 31

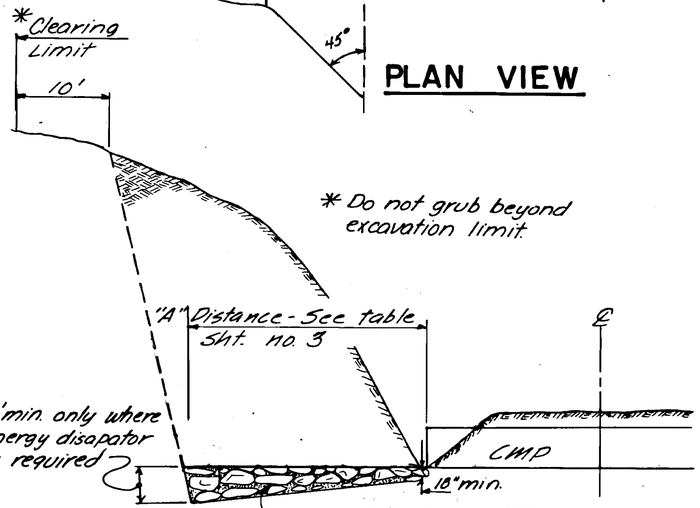
ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore OE #4532
REGISTERED PROFESSIONAL ENGINEER

A/E SUPPLIES 11-020

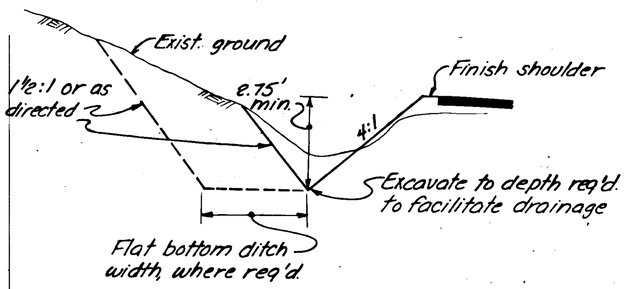
DITCH BASIN CONSTRUCTION DETAILS



PLAN VIEW

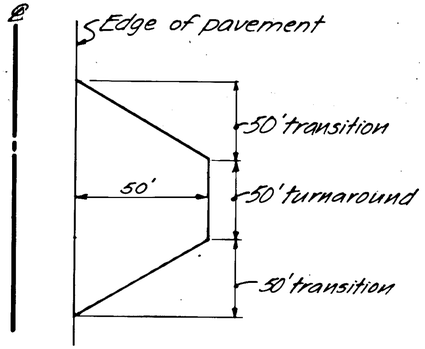


SECTION VIEW



DITCH BASIN NOTES

1. Riprap required for energy disapator may come from unclassified excavation or other quarry rock.
2. Engineer may require that the ditch basin be offset slightly from the centerline of the culvert to facilitate maintenance of the basin.
3. Ditch basin invert shall be 1 foot lower than inlet of culvert unless otherwise indicated on the plan sheets.
4. Contractor shall protect the culvert ends & repair damage by his forces at his expense.
5. "A" and "B" distances shown are approximate only and are subject to change.
6. Backslope shall be ¼:1 in rock, 1½:1 in other soils, or as directed by the Engineer.

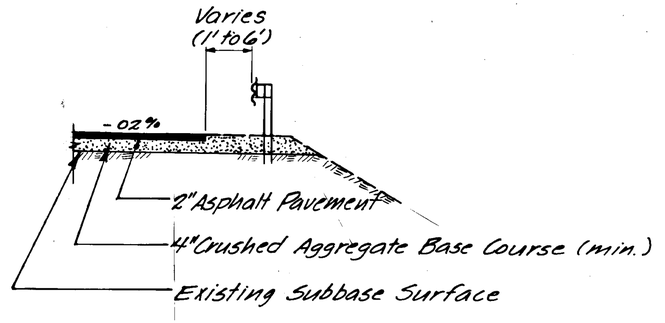


SCHOOL BUS TURNAROUND

PAVING DETAIL

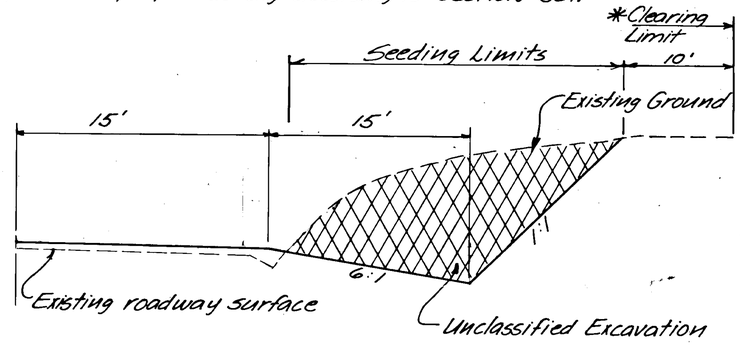
STATIONS 919+75 AND 1250+65

1. Place 1½" of pavement and Base Course as necessary to maintain a 3% grade from the edge of roadway.
2. School bus "Turnouts" are not to be paved.



GUARD RAIL ADJUSTMENT DETAILS

NOTES:
1. Post block & rail to be raised uniformly to provide smooth continuous appearance, in accordance with the Standard Drawings.
2. All end sections to be disconnected prior to adjustment.
3. Base course material placed beneath and behind the rail shall be compacted to proper density according to SECTION 301.



EXCAVATION DETAIL

STA. 1140+50 to 1145+50
see Plan sheet 24

NOTES:
1. Excavation material shall be disposed of at an approved source as determined by the engineer.
2. Excavation area shall be seeded in accordance with SECTION 618.

SPECIAL DITCHING DETAILS (See Summary on Sht. 4)

BY	DATE	DESCRIPTION OF CHANGE
		RECORD OF REVISIONS

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

HARRIS RIVER TO CLARK BAY – PAVING

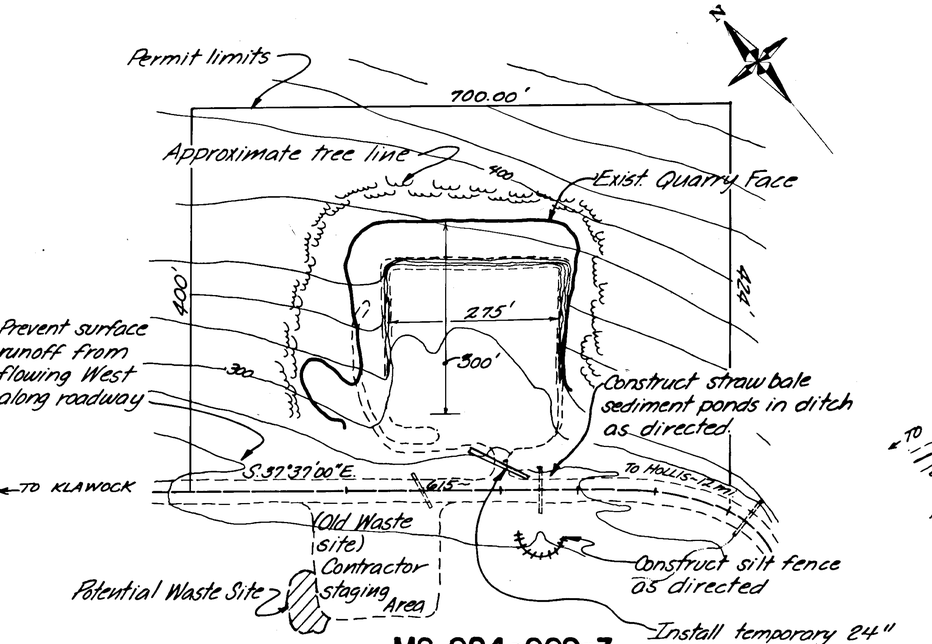
MISCELLANEOUS DETAILS

APPROVED BY: John W. Henry, DESIGN CHIEF, 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP ** DATE
PREPARED BY: PROJECT MANAGER; LEAD DESIGNER

DESIGNED BY: T. Moore
DRAWN BY: CSa
CHECKED BY:

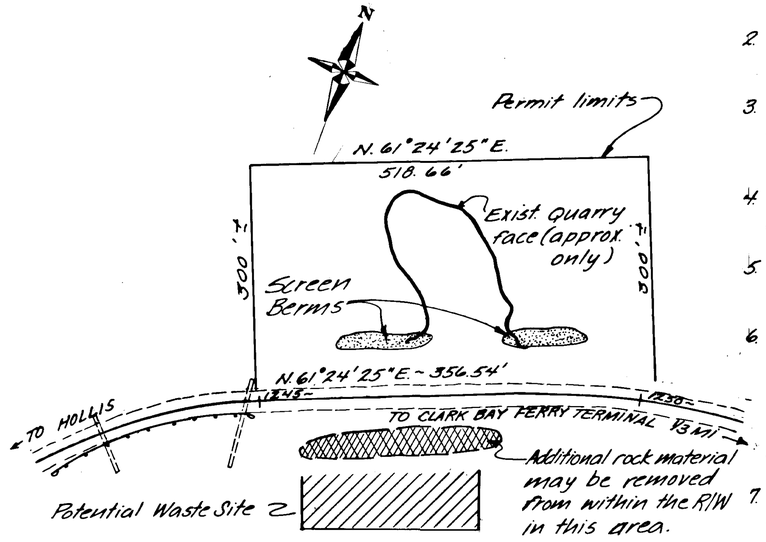
SCALE: None
DATE:
SHEET 5 OF 31

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #4532
REGISTERED PROFESSIONAL ENGINEER



MS-924-009-3

Not Used

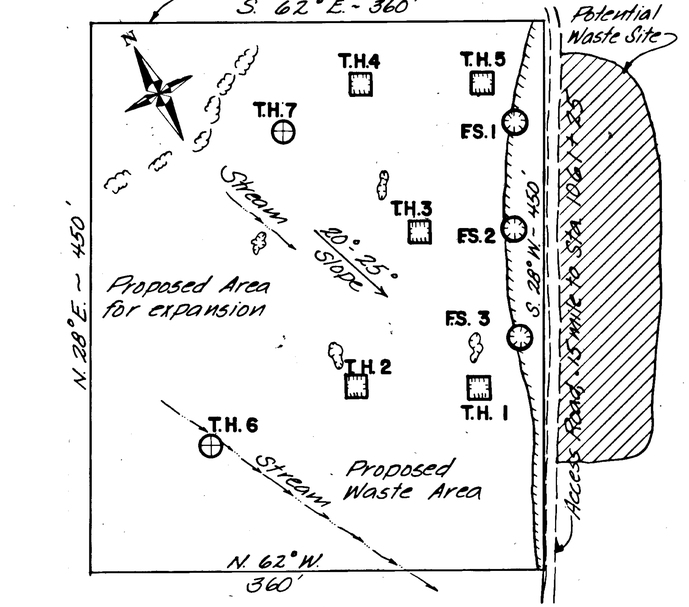


M.S.F.H. 6-001-3

Not Used

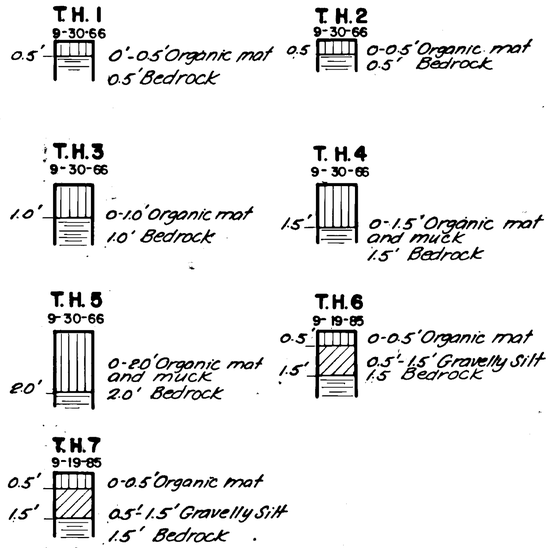
DEVELOPMENT NOTES

1. The Department of Transportation & Public Facilities has secured a permit from the Forest Service to extract 75,000 cubic yards of material from the quarry M.S. 924-009-3.
2. The D.O.T./P.F. has recieved agency approval from the Depart. of Natural Resources to extract 75,000 C.y. of material from quarry M.S. 924-018-3, & M.S.F.H. 6-001-3.
3. Quarries M.S. 924-009-3, F.H.-6-001-3, & M.S. 924-018-3 are suitable as sources for aggregate base & asphalt aggregate; however, blending with sand may be required depending on the contractors operation.
4. A mining plan shall be submitted by the contractor for approval by the engineer prior to commencement of quarry operation.
5. Maximum bench height shall be 30'. Minimum bench width shall be 20'. All benches shall be accessible from the quarry floor.
6. Clearing of trees shall be performed so that a 50' zone is maintained at all times between a working face and the edge of trees. At completion of mining, this 50' zone shall exist: in-situ tree stumps may be left which are no higher than 4' above the surrounding ground level. Pit clearing shall be considered incidental to other items of work. Merchantable timber (min. dia. of 8") shall be cold decked in areas selected by the contractor & approved by the Engineer.
7. Quarry activity shall be limited to the work associated with drilling & shooting of rock, crushing aggregate & storing of materials for incorporation into the project. Activities such as personnel camp operations shall not be allowed unless the contractor makes an agreement with the appropriate agency. A copy of such agreement must be provided to the Engineer before such a camp is set up.
8. Stream flows, steady or intermittent, shall be diverted outside of the quarry work sites before beginning operations. The working floor of the quarry shall drain freely at all times. This work if required, will be paid for under Item 641(1) Temporary erosion & pollution control. Any surface water within the quarry work area shall be filtered by approved methods & be directed away from anadromous streams as directed by the Engineer.



MS-924-018-3 Not Used

TEST HOLE RESULTS



RECLAMATION NOTES

1. The quarry floor shall be well drained & leveled to the approval of the Engineer. The floor shall be cleared of loose material & all oversized boulders.
2. Overburden shall be placed over the waste sites & shall be seeded in accordance with SECTION 618. The berms depicted in the schematic on this sheet shall be seeded & visually free of large debris. There shall be a minimum of 20' wide & 8' high. Berms shall be constructed in such a manner as to provide only one access into & out of the quarry. Seeding shall be paid for under Item 618.
3. All work involved with quarry reclamation shall be considered incidental to other contract work unless otherwise stated.

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

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

HARRIS RIVER TO CLARK BAY-PAVING

MATERIAL SITES

APPROVED BY: _____ DESIGN CHIEF 2-28-89 DATE
RECOMMENDED BY: _____ DESIGN ENGINEER, GROUP DATE
PREPARED BY: _____ PROJECT MANAGER _____ LEAD DESIGNER

DESIGNED BY: T. Moore
DRAWN BY: [illegible]
CHECKED BY:
SCALE: None
DATE: 12/30/88
SHEET 6 OF 31

ENGINEER'S STAMP
STATE OF ALASKA
49TH
Tracy W. Moore
CE #9332
REGISTERED PROFESSIONAL ENGINEER

HORIZONTAL CONTROL

Basis of Horizontal Control is the accepted centerline bearing of S.51°12'00"E. between station 678+76.45 P.T. & station 686+66.76 P.C. of project RS-0924(9) Klawock to Hollis, Stage I, as established by the existing Right-of-Way monuments of Project RS-0924(9).

VERTICAL CONTROL

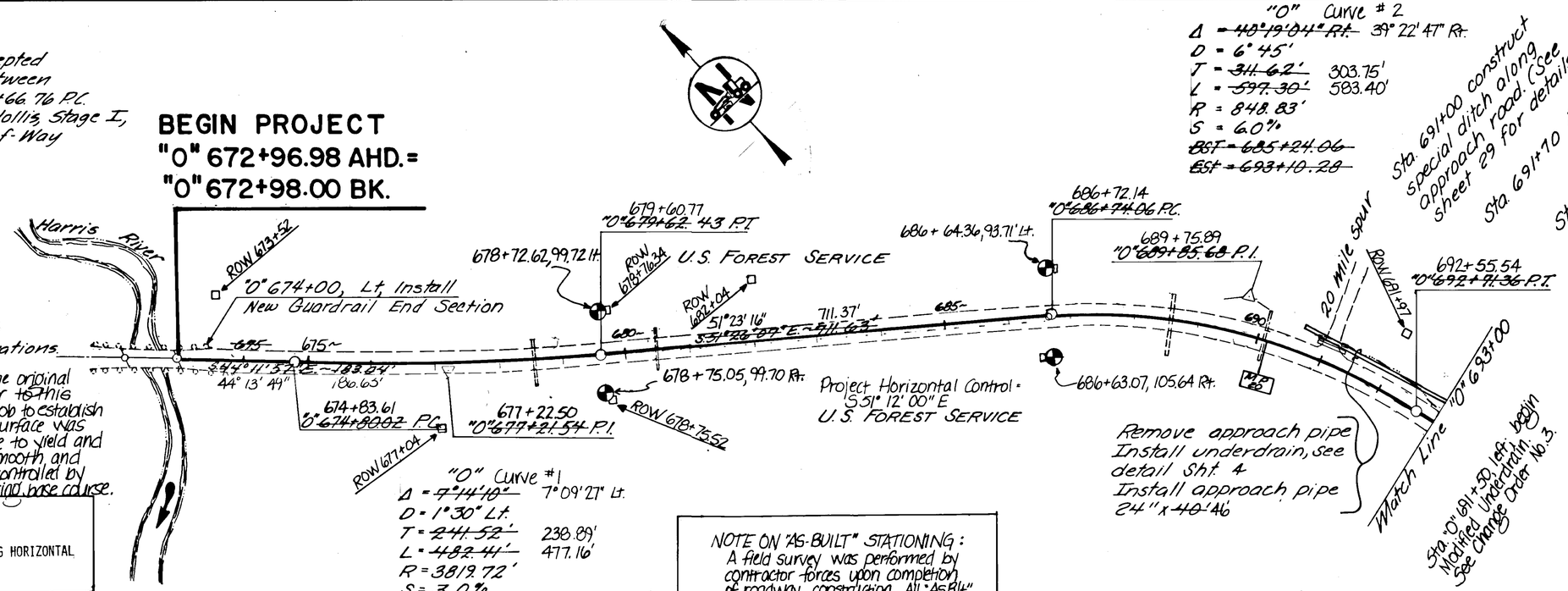
Basis of Vertical Control is Bench Mark #55 D, with an elevation of 263.92 & located 40' Rt of station 715+00. It is described as an 8" spike in a 10" diameter Spruce tree. It was established from bench marks set in 1958 from tidal observations.

Vertical alignment was constructed during the original subgrade construction project completed prior to this project. No surveying was performed on this job to establish Vertical control of the finished surface. The surface was established by placing base aggregate on grade to yield and filling low spots as required to achieve a smooth, and uniform longitudinal surface. Cross-slopes were controlled by automatic slope control equipment in the grader placing base course.

LEGEND
(NOTE: TYPICAL ON EACH SHEET)
⊞ INDICATES RIGHT OF WAY MONUMENT TO BE TIED INTO DURING HORIZONTAL CONTROL WORK. SEE SECTION 642 FOR MORE INFORMATION.

● → Existing concrete ROW monuments tied into for Basis of Bearing.

□ → 6' Carsonite ROW markers installed this Project @ U.S.F.S. Boundary. Typical offset for markers = 100.00' left or right of ℄.

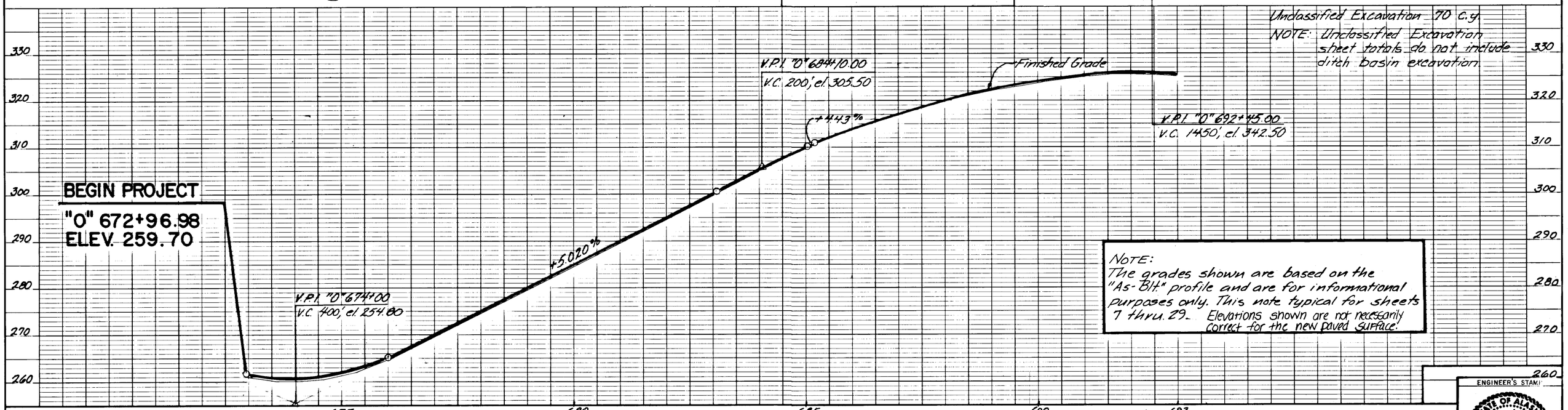


"0" Curve #1
Δ = 7°14'40" 7°09'27" Lt.
D = 1°30' Lt.
T = 241.52' 238.89'
L = 482.41' 477.16'
R = 3819.72'
S = 3.0%
BST = 673+88.02
EST = 680+62.43

"0" Curve #2
Δ = 40°19'04" Rt. 39°22'47" Rt.
D = 6°45'
T = 314.62' 303.75'
L = 597.30' 583.40'
R = 848.83'
S = 6.0%
BST = 685+24.06
EST = 693+10.28

Sta. 691+00 construct special ditch along approach road (See sheet 29 for details)
Sta. 691+70 Begin special ditch
Sta. 693+30 End Special ditch

NOTE ON "AS-BUILT" STATIONING:
A field survey was performed by contractor forces upon completion of roadway construction. All "As Bilt" stationing recorded is based upon that survey, except for ROW markers at 100' offsets which are tied to the stationing of the Right-of-Way plans for this project.



Unclassified Excavation 70 c.y.
NOTE: Unclassified Excavation sheet totals do not include ditch basin excavation.

NOTE:
The grades shown are based on the "As-Bilt" profile and are for informational purposes only. This note typical for sheets 7 thru 29. Elevations shown are not necessarily correct for the new paved surface.

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING

PLAN AND PROFILE

APPROVED BY: John W. Berry CHIEF 2-28-89
RECOMMENDED BY: DESIGN ENGINEER, GROUP ___ DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: Sa
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:
SHEET 7 OF 31

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #4932
REGISTERED PROFESSIONAL ENGINEER

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY — PAVING
PLAN AND PROFILE

APPROVED BY: John W. Denny — DESIGN CHIEF — 2-28-89 DATE
RECOMMENDED BY: — DESIGN ENGINEER, GROUP — DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: Wa
HORIZ. SCALE:
VERT. SCALE:
DATE:

ENGINEER'S STAMP
STATE OF ALASKA 49TH Tracy W. Moore CE #4532

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING
PLAN AND PROFILE

APPROVED BY: John W. Henry, DESIGN CHIEF, 2-28-89
RECOMMENDED BY: DESIGN ENGINEER, GROUP, DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY:
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

SHEET 9 OF 31

ENGINEER'S STAMP
STATE OF ALASKA 49TH Tracy W. Moore CE #4932

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING

PLAN AND PROFILE:

APPROVED BY: John W. Henry, DESIGN CHIEF, 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP " " DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: Cba
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

ENGINEER'S STAMP
STATE OF ALASKA 49TH Tracy W. Moore CE #4932 REGISTERED PROFESSIONAL ENGINEER

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING
PLAN AND PROFILE

APPROVED BY: John W. Henry, DESIGN CHIEF, 2-28-89
RECOMMENDED BY:
DESIGN ENGINEER, GROUP, DATE
PREPARED BY:
DESIGNED BY: T. Moore
DRAWN BY: Asa
CHECKED BY:
HORIZ. SCALE:
VERT. SCALE:
DATE:
ENGINEER'S STAMP
STATE OF ALASKA 49TH Tracy W. Moore CE #4932

"O" Curve #14
Δ = ~~12°05'32" Lt.~~ 12°08'52" Lt.
D = 3°00'
T = ~~202.29'~~ 203.20'
L = ~~403.08'~~ 404.93'
R = 1909.86'
S = 4.5%
~~BST = 818+56.62~~
~~EST = 824+59.70~~

U.S. FOREST SERVICE

Sta. 815+62 Lt; add 30" end section

ROW 811+85

819+33.13
"O" 819+56.62 P.C.

ROW 821+85

821+36.36
"O" 823+59.90 P.T.

831+89.92
"O" 831+97.39 P.C.

ROW 831+83

Match Line "O" 806+00

Match Line "O" 833+00

ROW 806+84

ROW 816+85

821+36.36
"O" 821+58.91 P.I.

ROW 826+84.3

U.S. FOREST SERVICE

810 815 820 825 830

S. 85°35'35" E. ~~1696.50'~~
85° 31' 55" 1813.15'

N. ~~92°18'53" E. 833.69'~~
82° 19' 13" 851.06

Approved waste site. Maintain roadway cross slope entire area & gridroll surface. Seed slopes.

+0.0929 %

Finished Grade

+2.1268 %

"O" 828+60 V.P.I.
V.C. 400', el. 195.04

806 810 815 820 825 830 833

210 200 190 180 170

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY – PAVING

PLAN AND PROFILE

APPROVED BY: John W. Henry DESIGN CHIEF 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP "" DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: CSa
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

SHEET 12 OF 31

ENGINEER'S STAMP
STATE OF ALASKA
4918
Tracy W. Moore
CE #4918
REGISTERED PROFESSIONAL ENGINEER

"O" Curve # 15

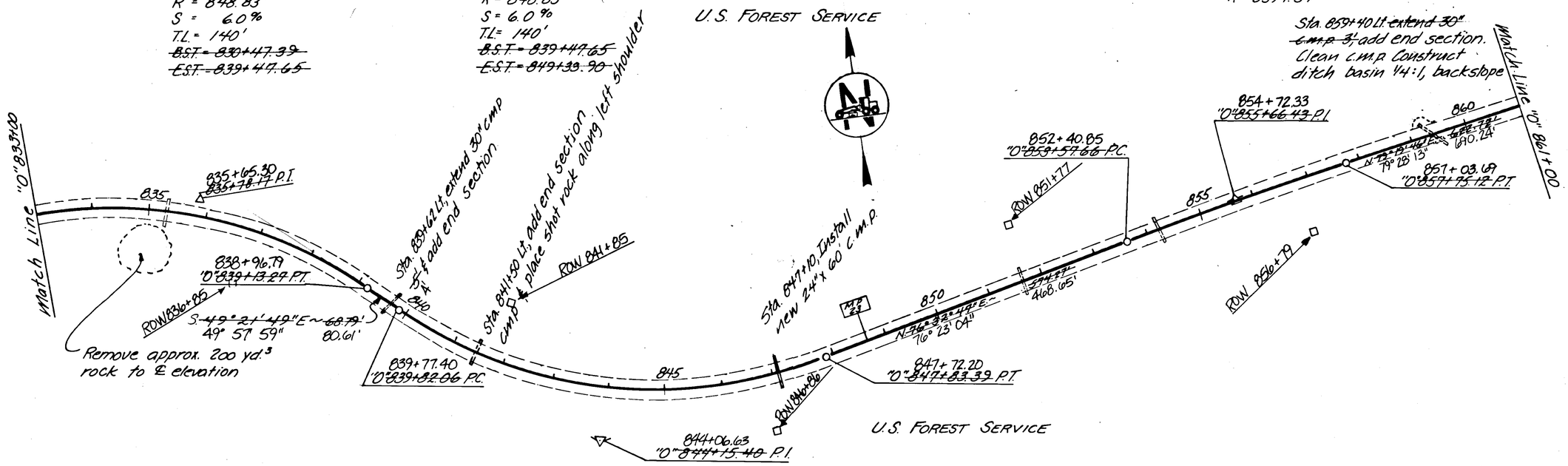
Δ = ~~48°19'18" Rt~~	47°42'49" Rt.
D = 6°45'	
T = ~~390.78'~~	375.38'
L = ~~715.88'~~	706.87'
R = 848.83'	
S = 6.0%	
T.L. = 140'	
~~B.S.T. = 830+47.39~~	
~~E.S.T. = 839+47.65~~	

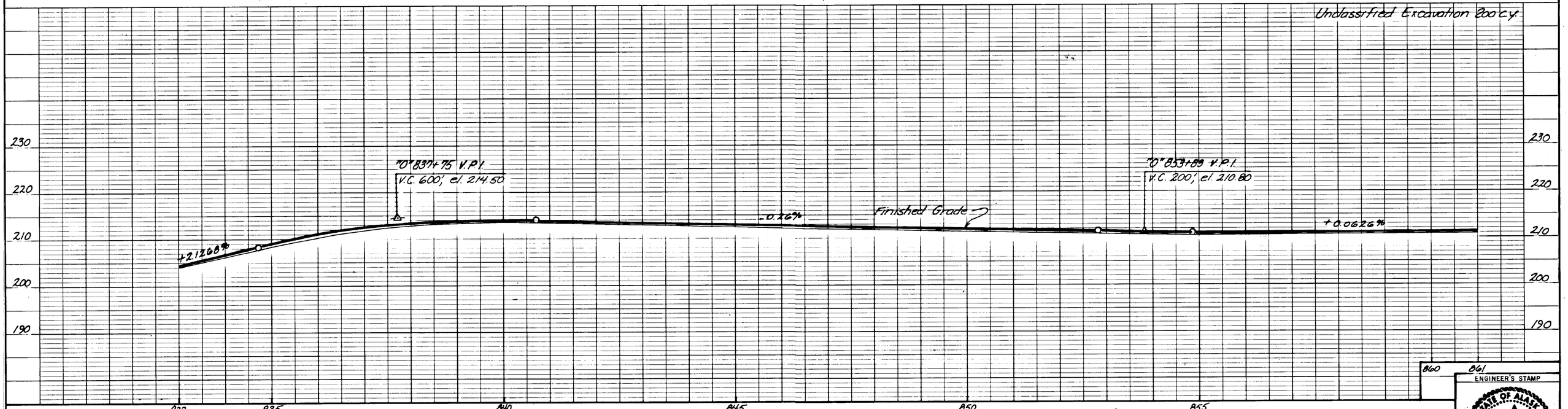
"O" Curve # 16

Δ = ~~54°05'24" Lt~~	53°38'57" Lt.
D = 6°45'	
T = ~~433.34'~~	429.23'
L = ~~801.33'~~	794.80'
R = 848.83'	
S = 6.0%	
T.L. = 140'	
~~B.S.T. = 839+49.65~~	
~~E.S.T. = 849+33.90~~	

"O" Curve # 17

Δ = ~~2°46'59" Rt~~	3°05'08" Rt.
D = 0°40'00"	
T = ~~208.77'~~	231.48'
L = ~~417.45'~~	462.84'
R = 8594.37'	





BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING

PLAN AND PROFILE

APPROVED BY: John W. Henry, DIR. & CHIEF, DATE 2-28-89
RECOMMENDED BY: DESIGN ENGINEER, GROUP "", DATE
PREPARED BY: DM Hal

DESIGNED BY: T. Moore
DRAWN BY: cja
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

SHEET 13 OF 31

ENGINEER'S STAMP
STATE OF ALASKA
49TH
Tracy W. Moore
CE #9332
REGISTERED PROFESSIONAL ENGINEER

SUPPLIES 14620

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

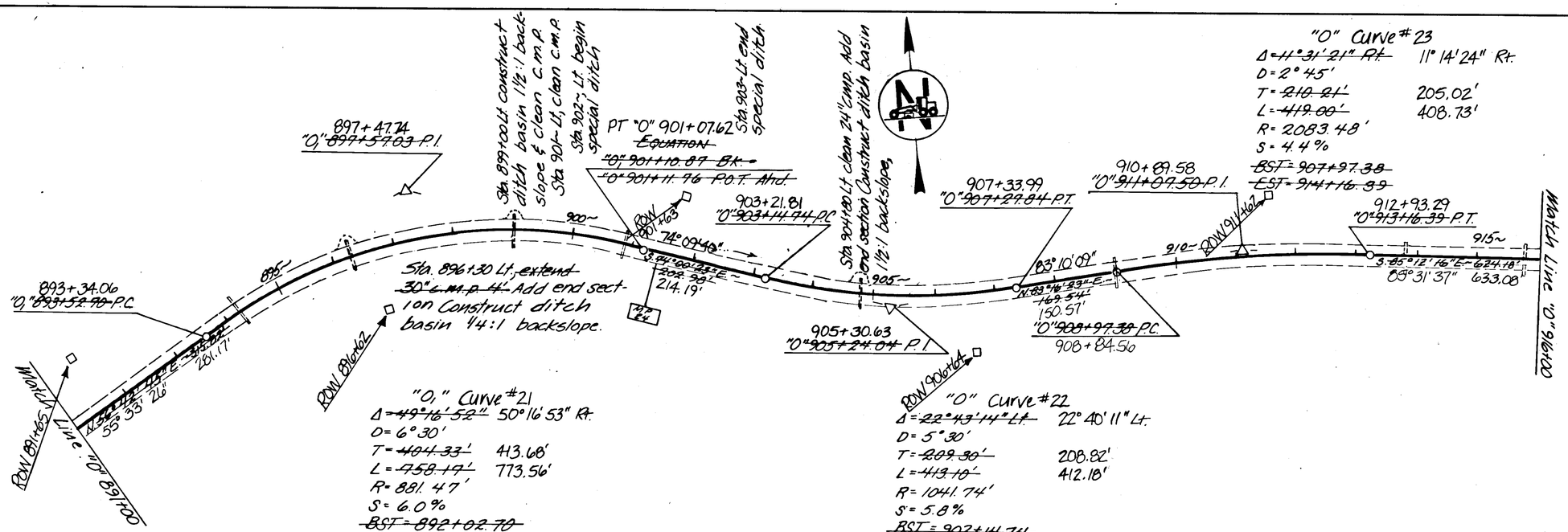
HARRIS RIVER TO CLARK BAY - PAVING
PLAN AND PROFILE

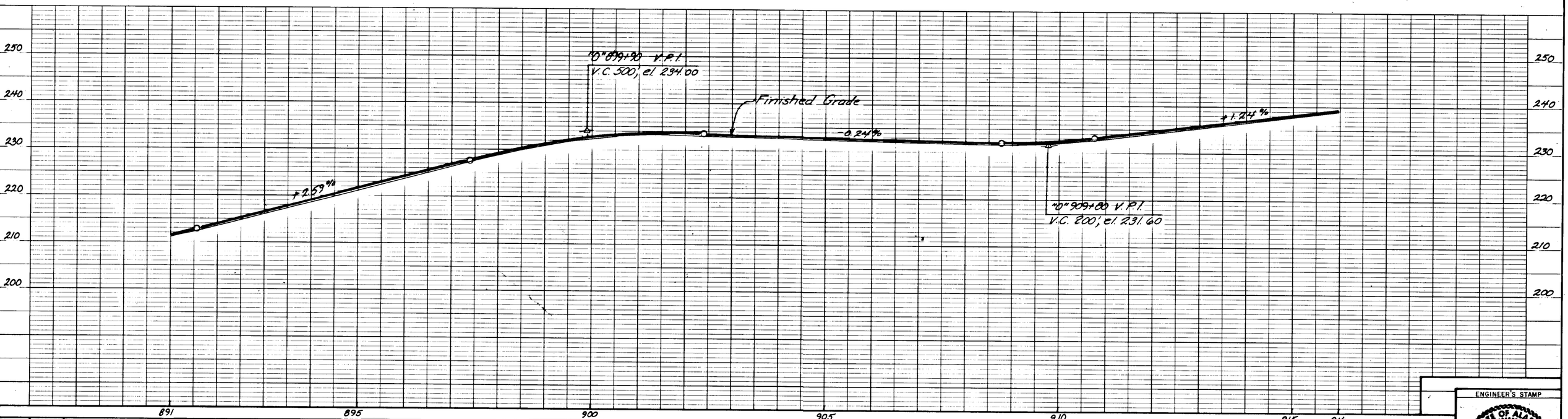
APPROVED BY: John W. Henry — DESIGN CHIEF — DATE 2-28-89
RECOMMENDED BY: — DESIGN ENGINEER, GROUP — DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: CBa
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:
SHEET 14 OF 31

ENGINEER'S STAMP
STATE OF ALASKA 49TH Tracy W. Moore CE #4932





BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION PRECONSTRUCTION

HARRIS RIVER TO CLARK BAY - PAVING
PLAN AND PROFILE

APPROVED BY: John W. Henry CHIEF 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP II DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: Jw
CHECKED BY:
HORIZ. SCALE:
VERT. SCALE:
DATE:

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #4932

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING
PLAN AND PROFILE

APPROVED BY: [signature] CHIEF 2-28-89
RECOMMENDED BY:
DESIGN ENGINEER, GROUP
PREPARED BY:

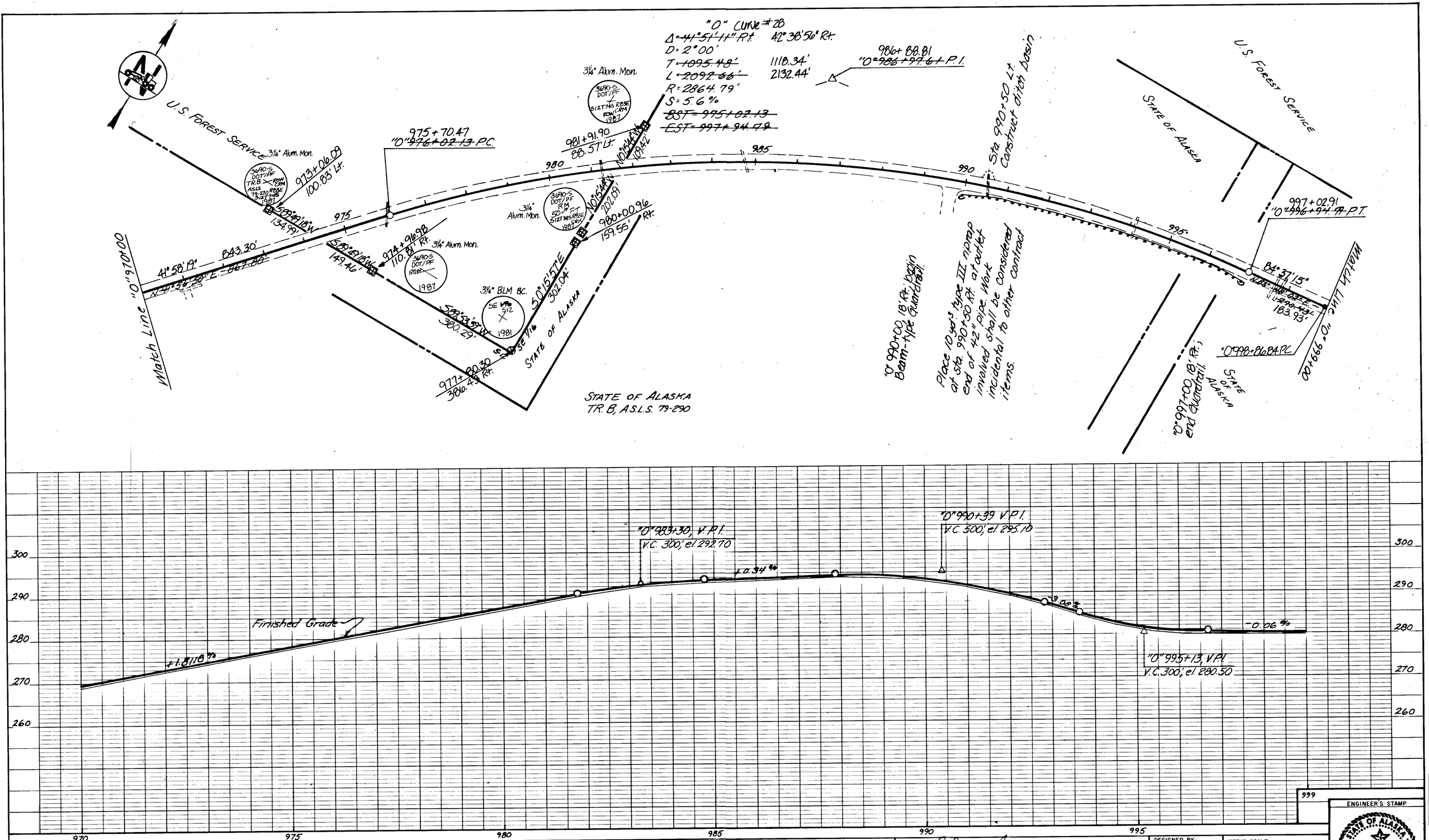
DESIGNED BY: T. Moore
DRAWN BY: [initials]
CHECKED BY:
HORIZ. SCALE:
VERT. SCALE:
DATE:

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #4932

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES	HARRIS RIVER TO CLARK BAY - PAVING PLAN AND PROFILE	APPROVED BY: John W. Henry, DESIGN CHIEF, 2-28-89 DATE RECOMMENDED BY: DESIGN ENGINEER, GROUP DATE PREPARED BY:	DESIGNED BY: T. Moore DRAWN BY: CHECKED BY:
		HORIZ. SCALE: VERT. SCALE: DATE:	SHEET 17 OF 31

ENGINEER'S STAMP

STATE OF ALASKA 49TH Tracy W. Moore CE #4932 REGISTERED PROFESSIONAL ENGINEER



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY – PAVING

PLAN AND PROFILE

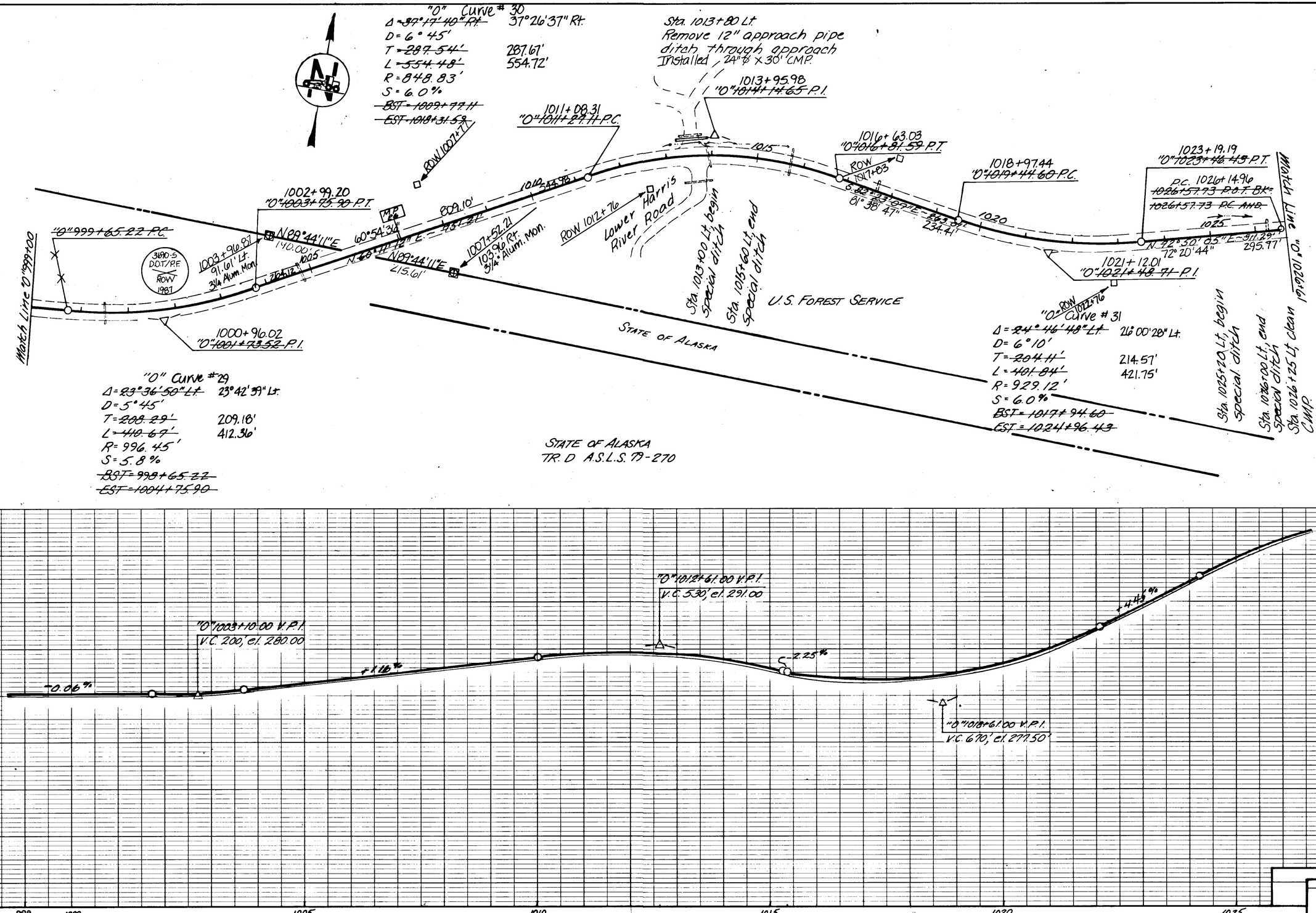
APPROVED BY: John W. Denny, DESIGN CHIEF, 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP II DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: CSa
CHECKED BY:
HORIZ. SCALE:
VERT. SCALE:
DATE:
SHEET 18 OF 31

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #8532
REGISTERED PROFESSIONAL ENGINEER

BY	DATE	DESCRIPTION OF CHANGE

APPLIES 114020



BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY – PAVING
PLAN AND PROFILE

APPROVED BY: John W. Denney (DLSIG) CHIEF 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP "" DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY:
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

SHEET 18 OF 34

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #4532
REGISTERED PROFESSIONAL ENGINEER

APPROVED BY: John W. Denny, CHIEF	2-28-89
RECOMMENDED BY: DESIGN ENGINEER, GROUP	DATE
PREPARED BY:	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY — PAVING

PLAN AND PROFILE

DESIGNED BY: T. Moore
DRAWN BY: CBa
CHECKED BY:
HORIZ. SCALE:
VERT. SCALE:
DATE:

ENGINEER'S STAMP
STATE OF ALASKA 49TH Tracy W. Moore CE #4932 REGISTERED PROFESSIONAL ENGINEER

Match Line "0" 1055+50

N 32° 13' 44" E ~~1355.78~~ 1554.30'
52° 11' 58"

MP 27

"0" 1061+44.90 ~~"0" 1061+83.81 P.C.~~

Sta. 1061+00 Lt; begin special ditch

Sta. 1061+80 Lt, end Special ditch move ditch line away from road shoulder.

"0" Curve #34

Δ = ~~29°48'49" Rt~~ 28°47'48" Rt.
D = 3°45'
T = ~~406.73'~~ 392.25'
L = ~~795.03'~~ 767.92'
R = 1527.89'
S = 3.5%
~~BST = 1060+83.81~~
~~EST = 1070+48.07~~

"0" 1065+90.54 P.I.
1065+37.15

1069+12.82 ~~"0" 1069+78.83 P.T.~~

1071+09.13 ~~"0" 1071+14.31 P.C.~~

N 89° 59' 41" E
~~1092.35'~~
~~39.47'~~
190.30'

STATE OF ALASKA

Sta. 1065+80 Lt, begin special ditch
Sta. 1066+00 Lt, end Special ditch
place riprap on shoulder Lt.

Sta. 1067+70 Lt, clean 30" CMP and ditch basin. Place riprap around inlet.

1075+13.88 ~~"0" 1075+11.14 P.I.~~

"0" Curve #35

Δ = ~~49°46'49" Lt~~ 50°59'13" Lt.
D = 6°45'
T = ~~393.83'~~ 404.75'
L = ~~737.49'~~ 755.37'
R = 848.83'
S = 5.7%
~~BST = 1070+48.07~~
~~EST = 1079+63.31~~

ASLS 79-271 Cor. 9 — ROW SSTATS RDAE CRM 4725-S 1989

"0" Curve #36

Δ = 21°40'50" Rt ~~Δ = 19°30'57" Rt~~
D = 6°45'
T = ~~145.98'~~ 162.54'
L = ~~289.12'~~ 321.20'
R = 848.83'
S = 6.0%
~~BST = 1079+63.31~~
~~EST = 1084+01.97~~

STATE OF ALASKA
Tr. C, A.S.L.S. 79-271

3490-S DOT/PF RM1 Cor. 10 TR CASLS 79-270 SSTATS RDAE CRM 1987

1083+26.48 ~~"0" 1083+60.95 P.T.~~

1084+84.92
53.68 Lt.

1081+67.82 ~~"0" 1082+17.81 P.I.~~

1080+05.28 ~~"0" 1080+71.83 P.C.~~

1078+64.50 ~~"0" 1078+54.79 P.T.~~

Cor. 10

51° 41' 24" 1083

N 51° 41' 24" E
~~242.64'~~
240.83'

Cor. 9

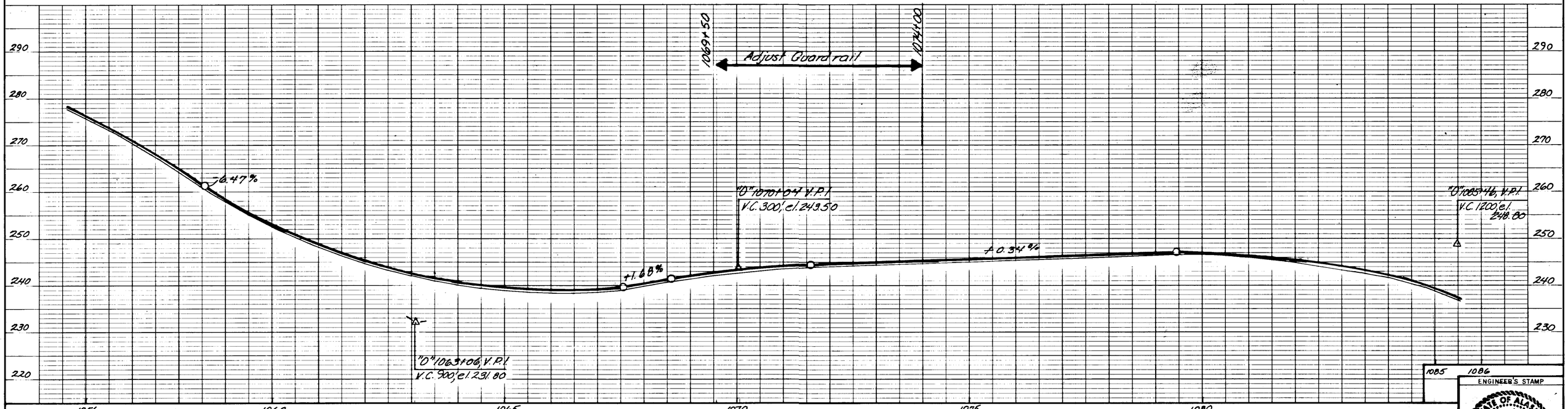
Quarry site used for this project.

1080
N 38° 41' 24" E
30° 00' 34"
140.78'

Sta. 1082+65 Lt; clean out 30" CMP and ditch basin

Sta. 1085+30 Lt; clean out 24" CMP & ditch basin. Private water pipe alongside & end of CMP to remain undamaged

"0" 1085+50



BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING

PLAN AND PROFILE

APPROVED BY: John W. Kenny DESIGN CHIEF 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP "-" DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: CSa
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

SHEET 31 OF 31

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #8332
REGISTERED PROFESSIONAL ENGINEER

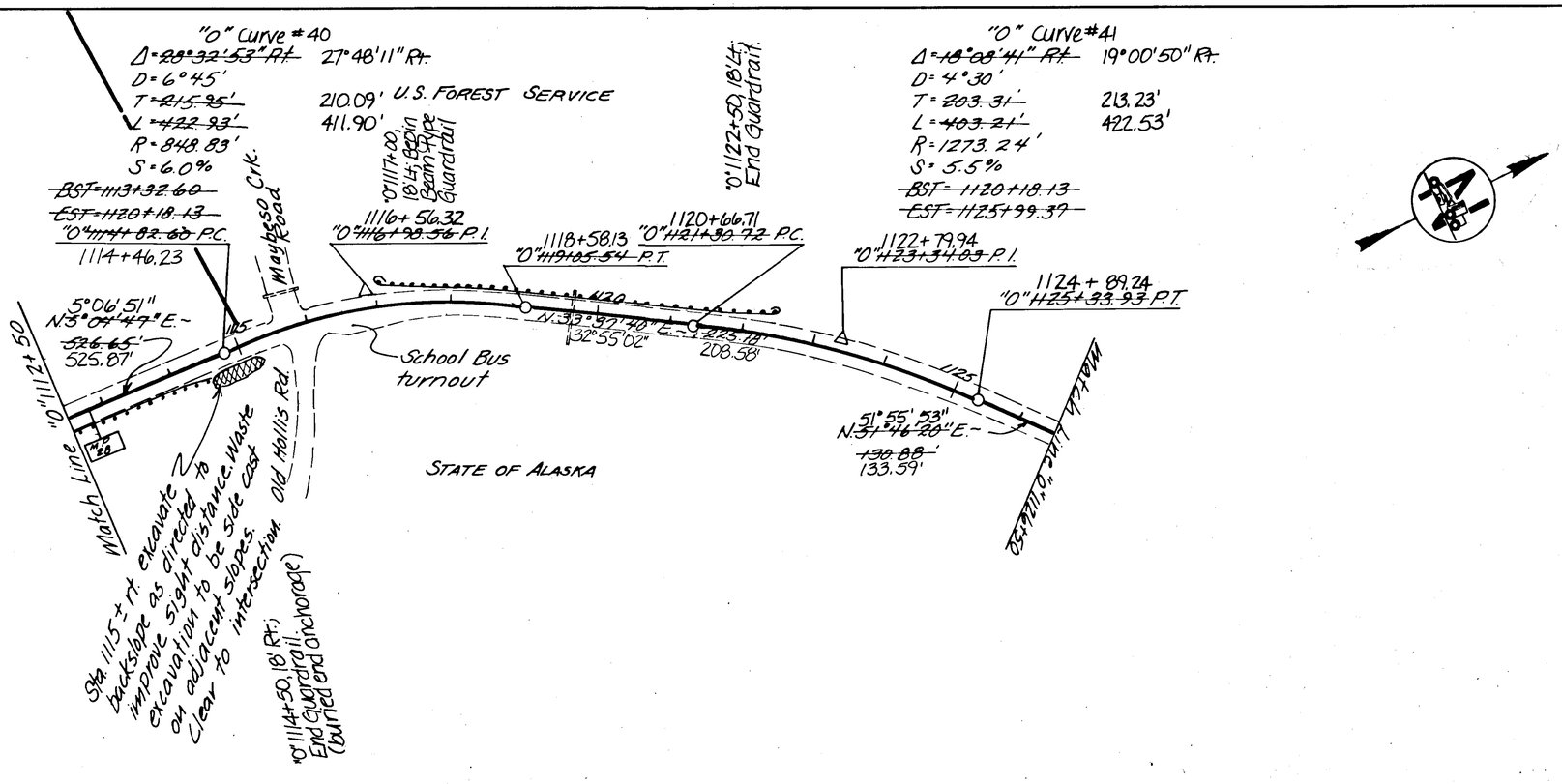
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

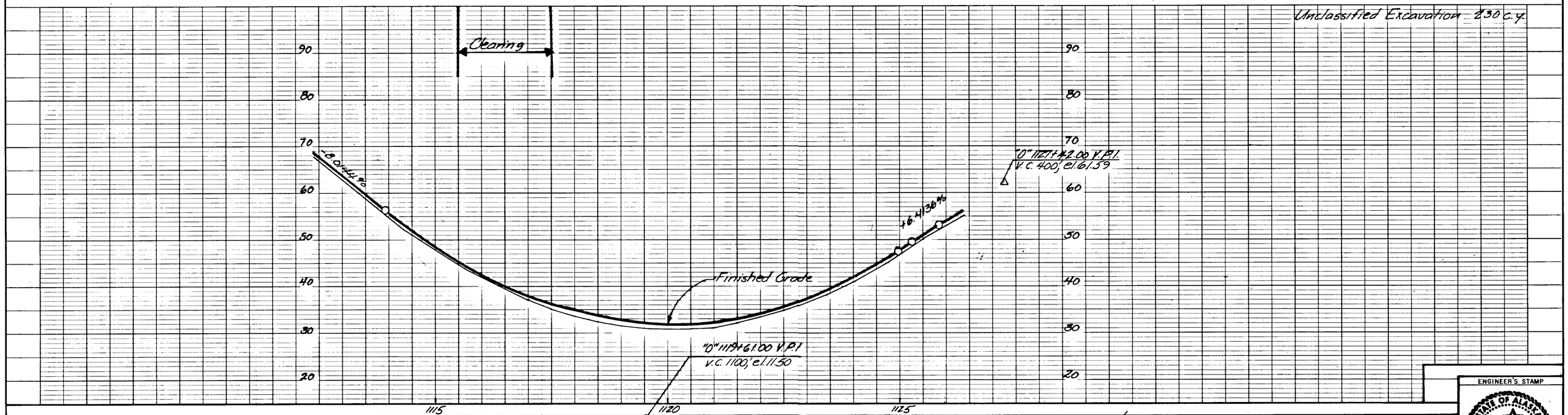
HARRIS RIVER TO CLARK BAY - PAVING

PLAN AND PROFILE

APPROVED BY: John W. Henry, DESIGN CHIEF	DATE 2-28-89
RECOMMENDED BY: DESIGN ENGINEER, GROUP " "	DATE
PREPARED BY:	
DESIGNED BY: T. Moore	HORIZ. SCALE:
DRAWN BY:	VERT. SCALE:
CHECKED BY:	DATE:

ENGINEER'S STAMP: STATE OF ALASKA, 49TH, Tracy W. Moore, CE #4532, REGISTERED PROFESSIONAL ENGINEER





BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING

PLAN AND PROFILE

APPROVED BY: John W. Henry, DESIGN CHIEF, 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP "" DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: CSA
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

SHEET 23 OF 31

ENGINEER'S STAMP
STATE OF ALASKA 49TH
Tracy W. Moore CE #9332
REGISTERED PROFESSIONAL ENGINEER

SUPPLIES 114020

U.S. FOREST SERVICE
STATE OF ALASKA
MAYBESO BRIDGE PAVING EXCEPTION
Sta. 1140+51 Lt. to Sta.1145+50Lt., excavate backslope as indicated, or as directed by the Engineer, to improve sight distance on horizontal curve. See detail, Sht. 4.
"0"
Δ72°06'45" Rt.
D= 10° 15'
T: 406.96'
L: 703.53'
R= 558.98'
S= 6.0%
1136+56.44
"0" P.I.
1126+22.83
"0" P.C.
1128+47.69
"0" P.I.
1130+45.16
"0" P.T.
1132+49.48
"0" P.C.
1139+53.01
"0" P.T.
1140+01.95
"0" P.C.
N11°21'24" E
48.94'
1142+20.97
"0" P.I.
1144+13.38
"0" P.T.
N26°43'54" E
1146+52.84
"0" P.C. Ahd
1147+85.46
"0" P.I.
1149+18.08
"0" P.T.
239.47'
239.49'
Match Line "0" 1126+50
Match Line "0" 1151+50
"0" Curve #42
Δ= 48°41'14" Lt.
D= 11° 31' 42"
T= 224.86'
L= 422.32'
R= 497.00'
S= 6.0%
"0" Curve #44
Δ= 48°37'30" Lt.
D= 11° 49' 06"
T= 219.02'
L= 411.43'
R= 484.80'
S= 6.0%
"0" Curve #45
Δ= 1°19'34" Lt.
D= 00° 31' Lt.
T= 132.62'
L= 265.23'
R= 11,459.16'
NC
Unclassified Excavation 8000 c.y.
"0" 1127+67.50 V.P.I.
V.C. 400', el. 37.08
Finished Grade
"0" 1146+22.00 V.P.I.
V.C. 200', el. 36.80
"0" 1149+08.00 V.P.I.
V.C. 250', el. 38.30
+0.32%
+2.3257%
70
60
50
40
30
20
1127
1130
1135
1140
1145
1150
1152

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

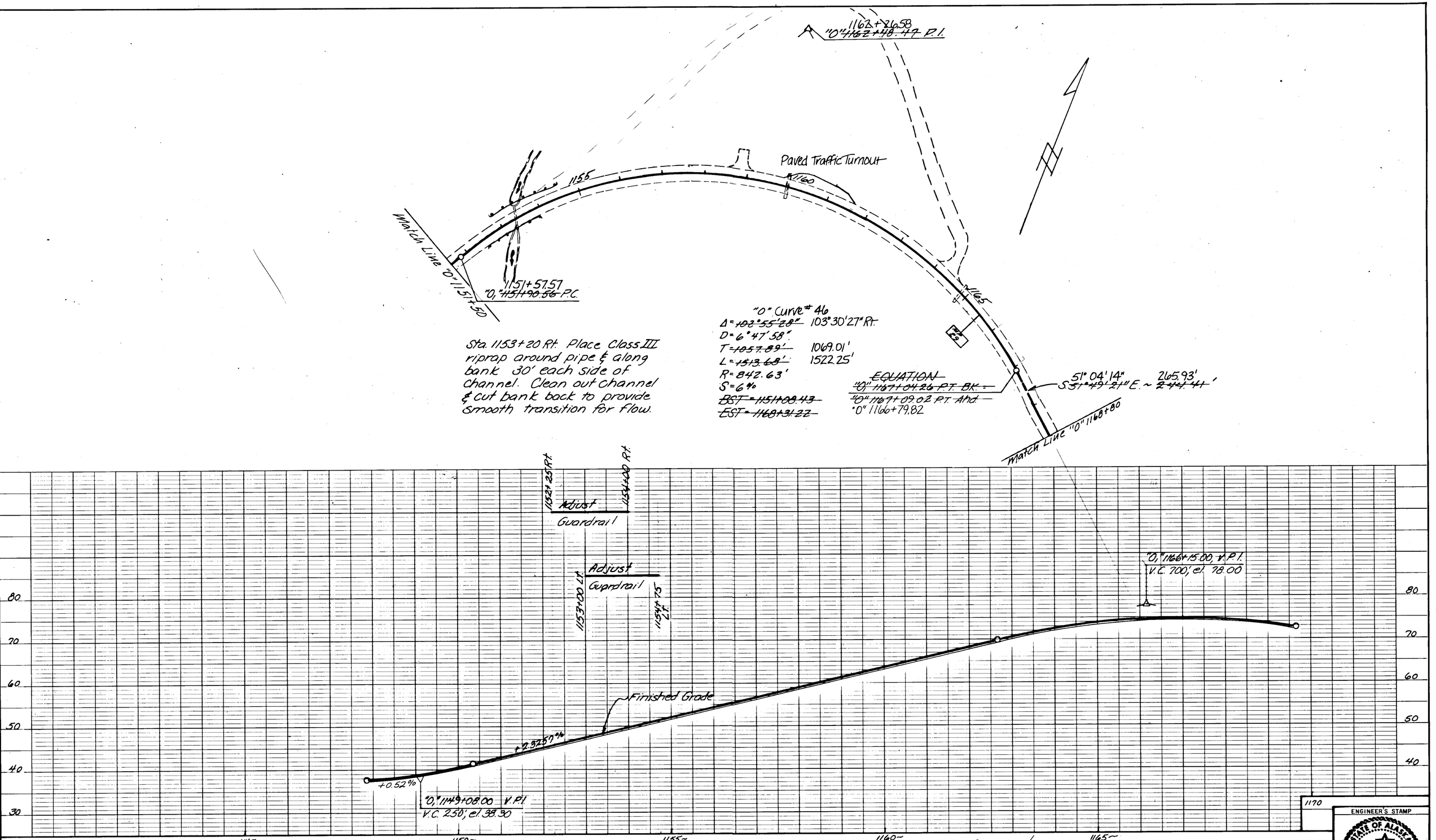
HARRIS RIVER TO CLARK BAY - PAVING

PLAN AND PROFILE

APPROVED BY: John W. Henry, DESIGN CHIEF	2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP	DATE
PREPARED BY:	
DESIGNED BY: T. Moore	HORIZ. SCALE:
DRAWN BY:	VERT. SCALE:
CHECKED BY:	DATE:
	SHEET 24 OF 31

ENGINEER'S STAMP

STATE OF ALASKA 49TH Tracy W. Moore CE #4932 REGISTERED PROFESSIONAL ENGINEER



BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING

PLAN AND PROFILE

APPROVED BY: John W. Denny DESIGN CHIEF 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP ___ DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: CSa
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

SHEET 25 OF 31

ENGINEER'S STAMP
STATE OF ALASKA
49TH
Tracy W. Moore
OE #4932
REGISTERED PROFESSIONAL ENGINEER

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

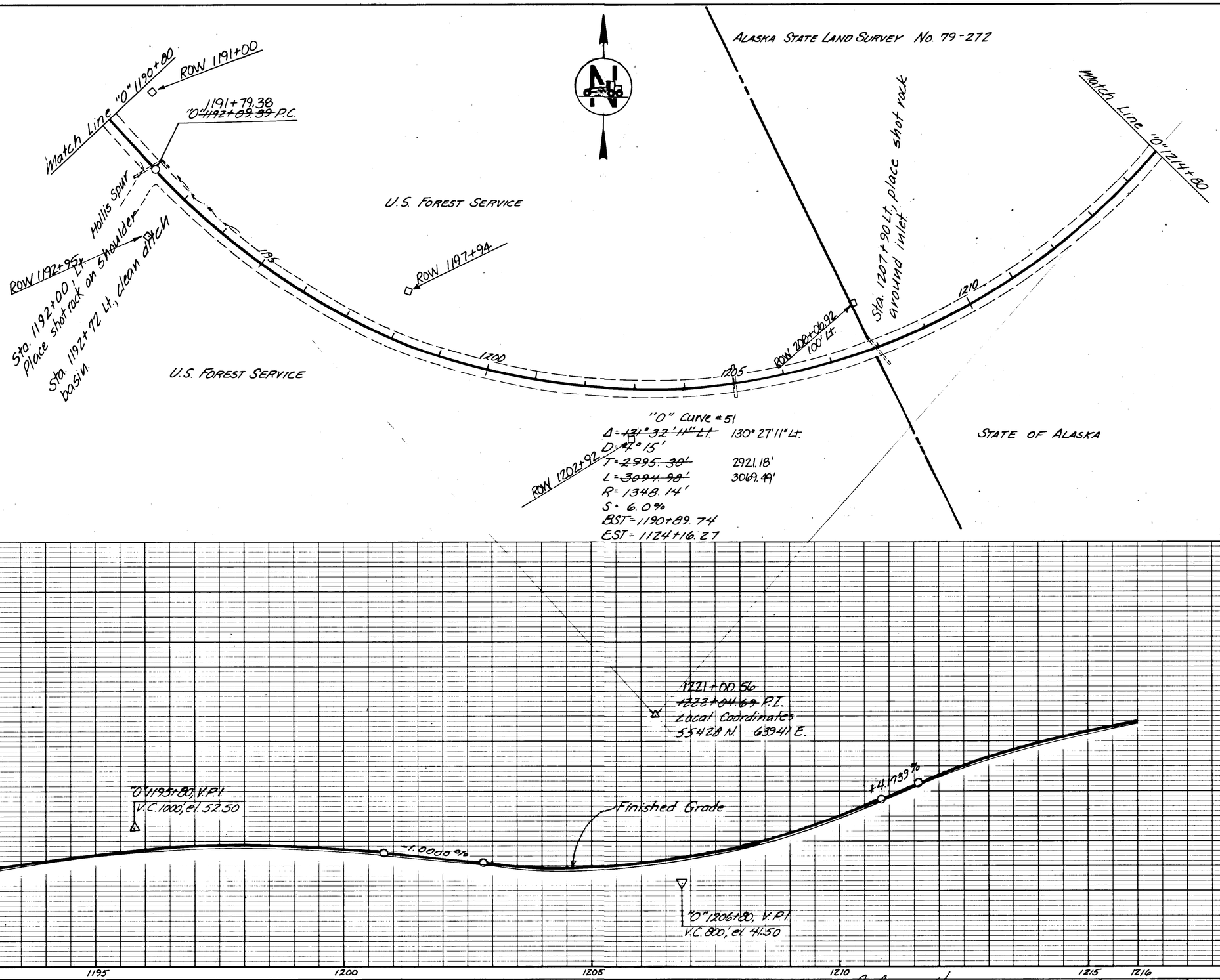
HARRIS RIVER TO CLARK BAY - PAVING
PLAN AND PROFILE

APPROVED BY: [signature] DESIGN CHIEF 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP " " DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: [initials]
CHECKED BY:

HORIZ. SCALE:
VERT. SCALE:
DATE:

ENGINEER'S STAMP
STATE OF ALASKA 49TH — Tracy W. Moore CE #4932



BY	DATE	DESCRIPTION OF CHANGE

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

HARRIS RIVER TO CLARK BAY – PAVING

PLAN AND PROFILE

APPROVED BY: John W. Denny — DESIGN CHIEF — 2-28-89 DATE	DESIGNED BY: T. Moore	HORIZ. SCALE:	
RECOMMENDED BY: — DESIGN ENGINEER, GROUP — DATE	DRAWN BY:	VERT. SCALE:	
PREPARED BY: — DESIGN ENGINEER, PROJECT — DATE	CHECKED BY:	DATE:	SHEET 27 OF 31

ENGINEER'S STAMP
STATE OF ALASKA
Tracy W. Moore
CE #4932
REGISTERED PROFESSIONAL ENGINEER

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY - PAVING
PLAN AND PROFILE

APPROVED BY: John W. Henry, DESIGN CHIEF, 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP, DATE
PREPARED BY:

DESIGNED BY: T. Moore
DRAWN BY: CBa
CHECKED BY:
HORIZ. SCALE:
VERT. SCALE:
DATE:

ENGINEER'S STAMP
STATE OF ALASKA 49TH Tracy W. Moore CE #4532

BY	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

HARRIS RIVER TO CLARK BAY – PAVING
PLAN AND PROFILE

APPROVED BY: [signature] DESIGN CHIEF 2-28-89 DATE
RECOMMENDED BY: DESIGN ENGINEER, GROUP DATE
PREPARED BY: [signature]

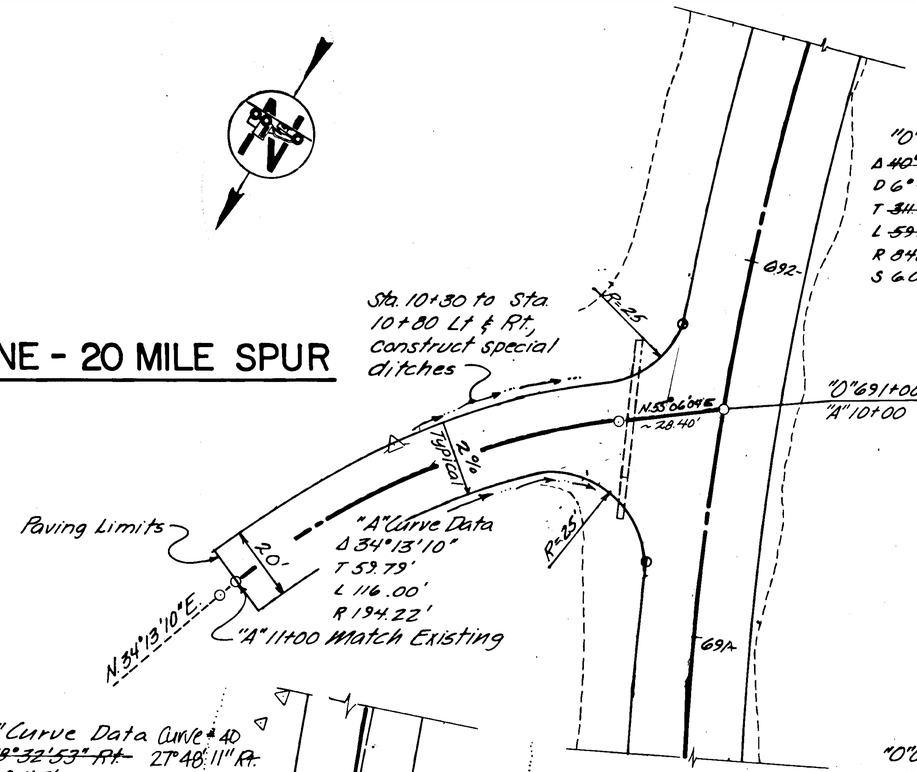
DESIGNED BY: T. Moore
DRAWN BY: CSa
CHECKED BY:

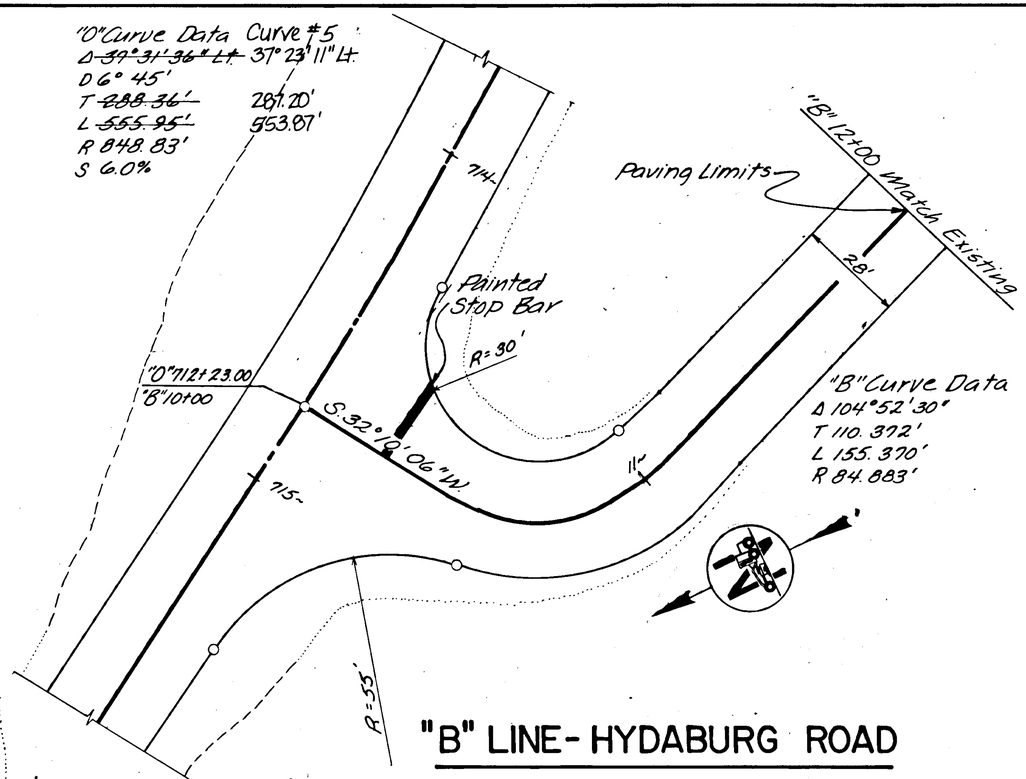
HORIZ. SCALE:
VERT. SCALE:
DATE:

SHEET 29 OF 31

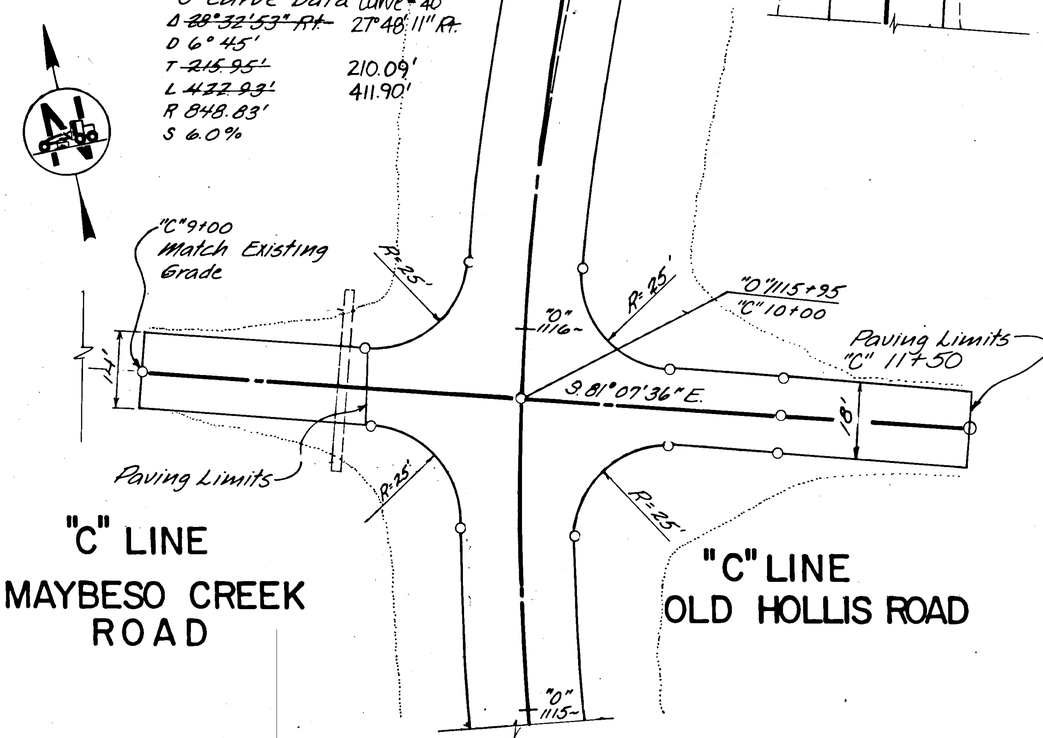
ENGINEER'S STAMP
STATE OF ALASKA 49TH Tracy W. Moore CE #4932 REGISTERED PROFESSIONAL ENGINEER

"A" LINE - 20 MILE SPUR



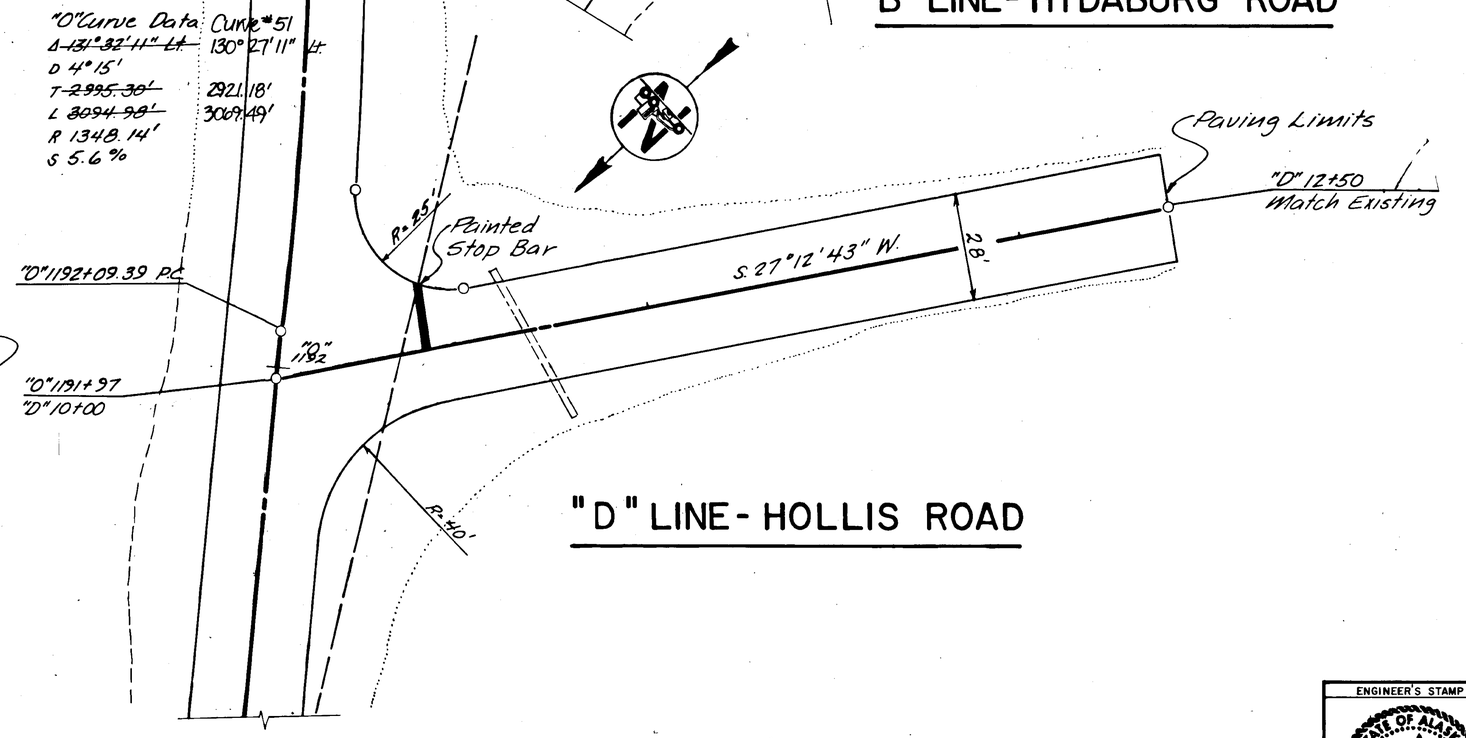


"B" LINE - HYDABURG ROAD



"C" LINE MAYBESO CREEK ROAD

"C" LINE OLD HOLLIS ROAD



"D" LINE - HOLLIS ROAD

BY	DATE	DESCRIPTION OF CHANGE
		RECORD OF REVISIONS

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

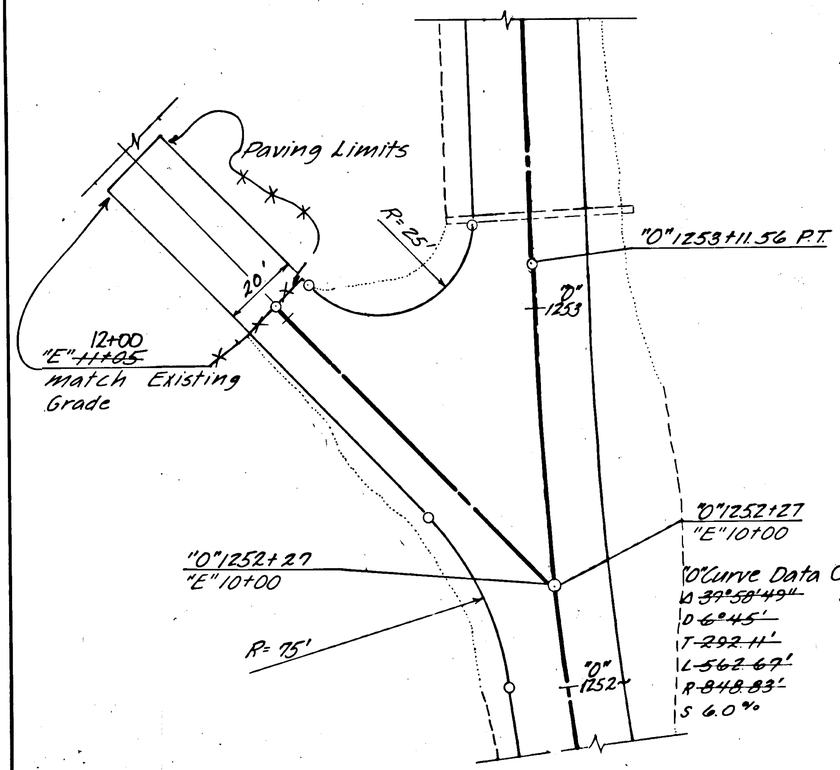
HARRIS RIVER TO CLARK BAY - PAVING

INTERSECTION DETAILS

APPROVED BY: John W. Stern — DESIGN CHIEF — 2-28-89 DATE
RECOMMENDED BY: — DESIGN ENGINEER, GROUP — DATE
PREPARED BY: T W Moore — PROJECT MANAGER; DM Stolz — LEAD DESIGNER

DESIGNED BY: T. Moore
DRAWN BY: CA
CHECKED BY:
SCALE: NONE
DATE:
SHEET 30 OF 31

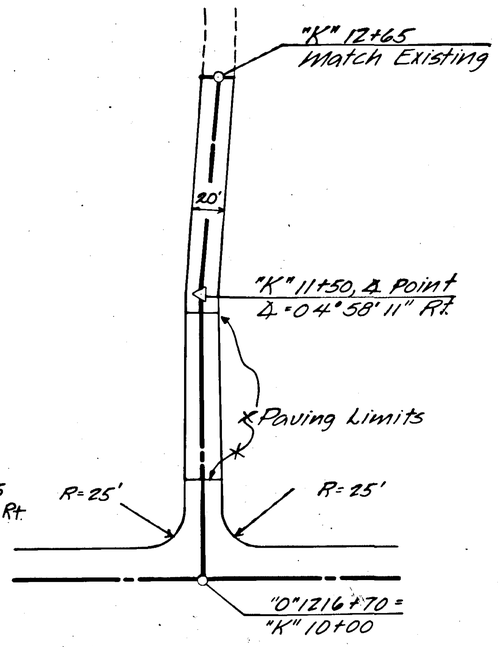
ENGINEER'S STAMP
STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER
Tracy W. Moore CE #9332



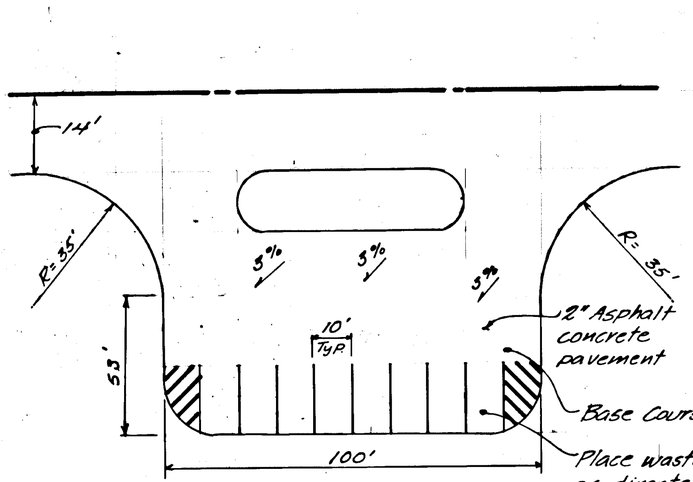
"O" Curve Data Curve #55

Δ ~~37°58'49"~~	37°49'53" Rt.
D ~~6°45'~~	6°44'26"
T ~~292.11'~~	291.28'
L ~~562.67'~~	561.24'
R ~~848.83'~~	850.00'
S 6.0%	

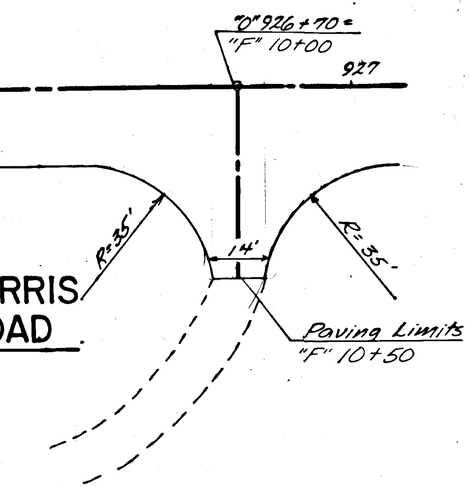
"E" LINE - SUBDIVISION ROAD



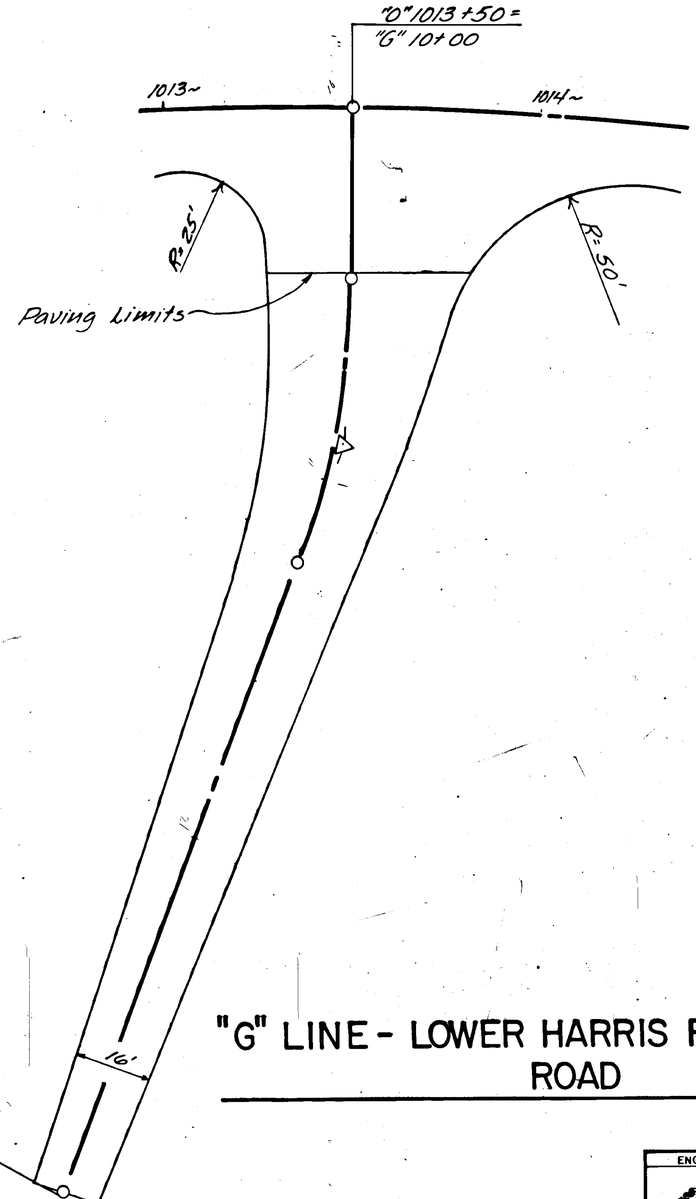
"K" LINE - SUBDIVISION ROAD



PARKING TURNOUT



UPPER HARRIS RIVER ROAD



"G" LINE - LOWER HARRIS RIVER ROAD

BY	DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

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

HARRIS RIVER TO CLARK BAY - PAVING

INTERSECTION DETAILS

APPROVED BY: John W. Abney, DESIGN CHIEF — DATE 2-28-89		DESIGNED BY: T. Moore	SCALE: None
RECOMMENDED BY: DESIGN ENGINEER, GROUP ** — DATE		DRAWN BY: cbc	DATE:
PREPARED BY: T. Moore, PROJECT MANAGER — Jon Stolz, LEAD DESIGNER		CHECKED BY:	SHEET 31 OF 31

ENGINEER'S STAMP
STATE OF ALASKA
49TH
Tracy W. Moore
CE 8582
REGISTERED PROFESSIONAL ENGINEER

A.E. SUPPLIES 114009