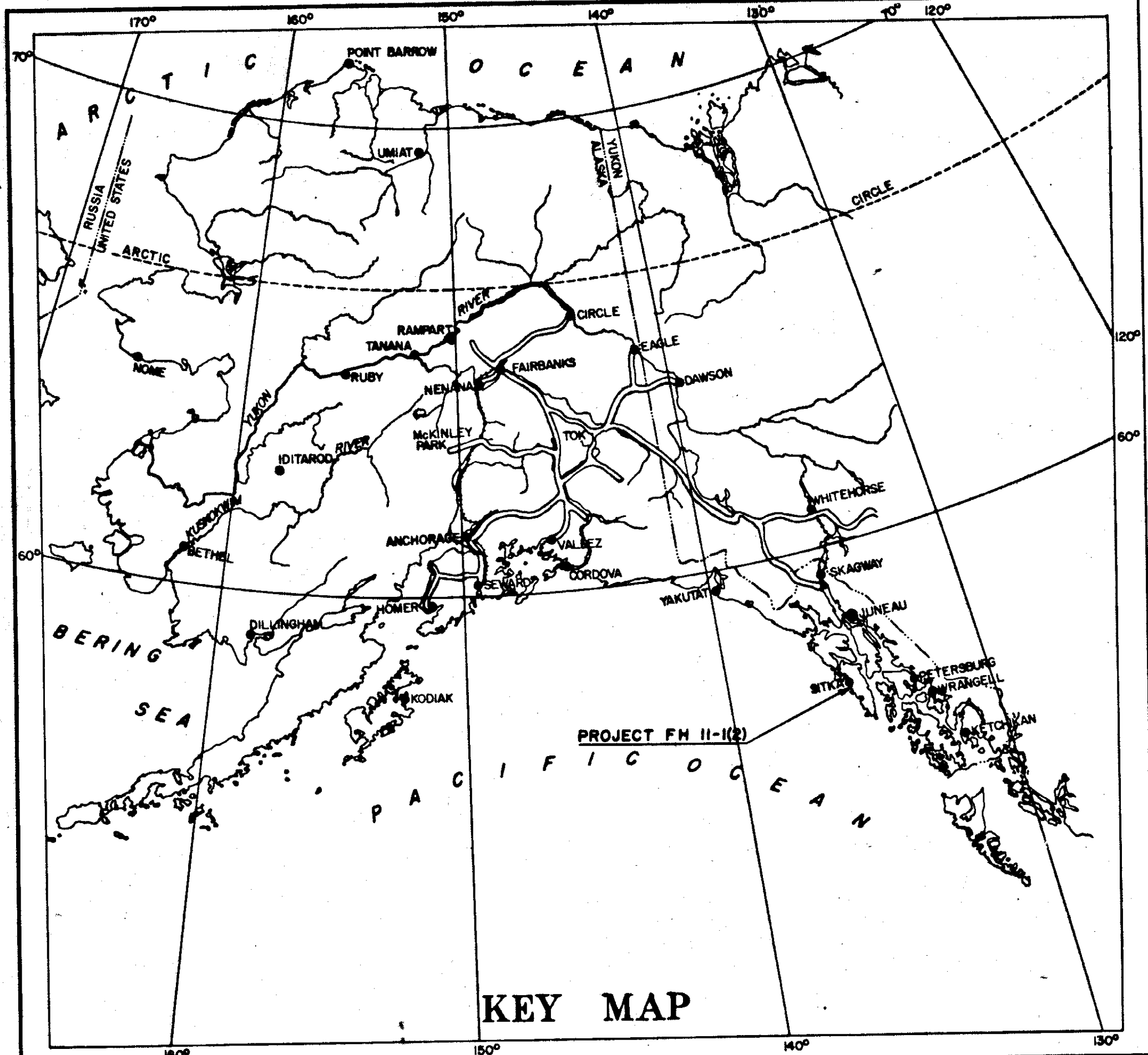


STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH II	I	1962	I	24

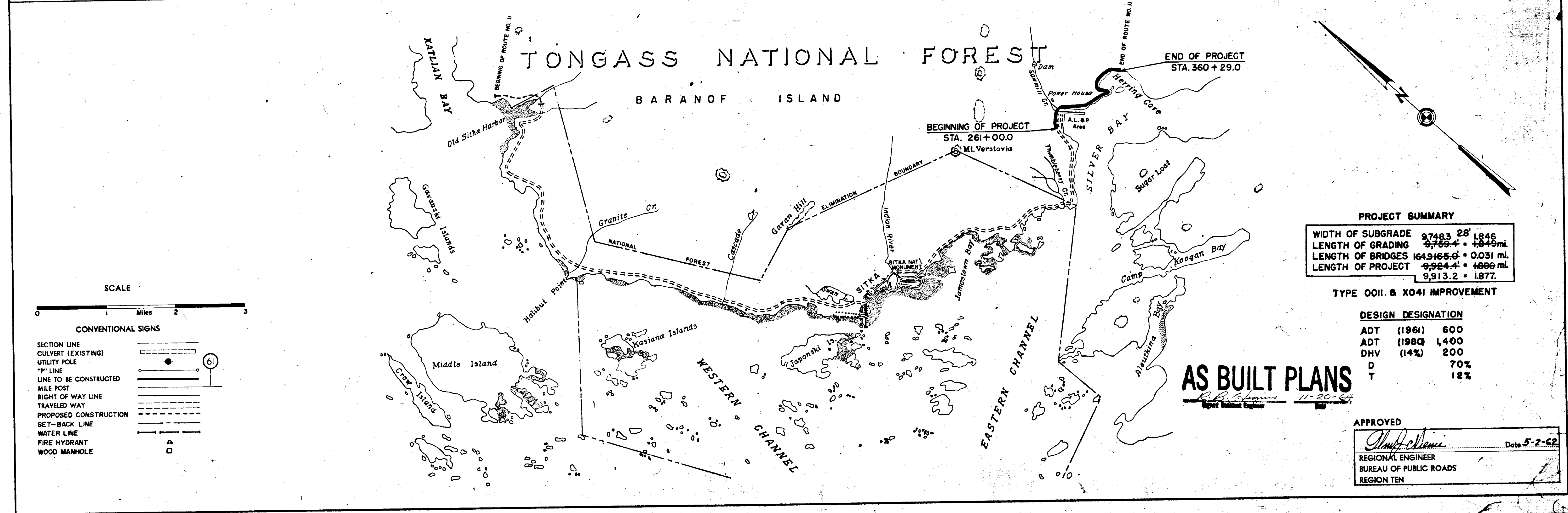


U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 10

PLANS FOR PROPOSED
ALASKA FOREST HIGHWAY PROJECT
FH 11-1(2)
GRADING, DRAINAGE, AND BRIDGE
SAWMILL CREEK TO HERRING COVE
SITKA HIGHWAY
CLASS 2.
TONGASS NATIONAL FOREST

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION & ESTIMATE OF QUANTITIES
3-5	ESTIMATED QUANTITIES
6	DERRICK PLACED ROCK EMBANKMENT DETAIL & STRUCTURAL PLATE ARCH DETAIL
7-10	PLAN & PROFILE SHEETS
11-19	BRIDGE PLANS - R61593-A to G
20	STANDARD APPROACHES RIO-S-3
21	STANDARD CULVERTS RIO-S-4
22	PROJECT IDENTIFICATION SIGN RIO-S-6B
23	SUMMARY OF STANDARD SIGNS
24	STANDARD BEAM GUARD RAIL RIO-S-5

Field investigation reports of the foundation materials and detailed cross sections for this project are available for inspection in the Federal Highway Projects Office, Region 10, Bureau of Public Roads in Juneau, Alaska, and in Bureau of Public Roads District offices, Anchorage and Fairbanks, Alaska.



PROJECT SUMMARY	
WIDTH OF SUBGRADE	9748.3 28' 1846
LENGTH OF GRADING	9759.4 = 1.849 mi.
LENGTH OF BRIDGES	1649.65.6 = 0.031 mi.
LENGTH OF PROJECT	9924.4 = 1.880 mi.
	9,913.2 = 1.877

TYPE 0011 & X041 IMPROVEMENT

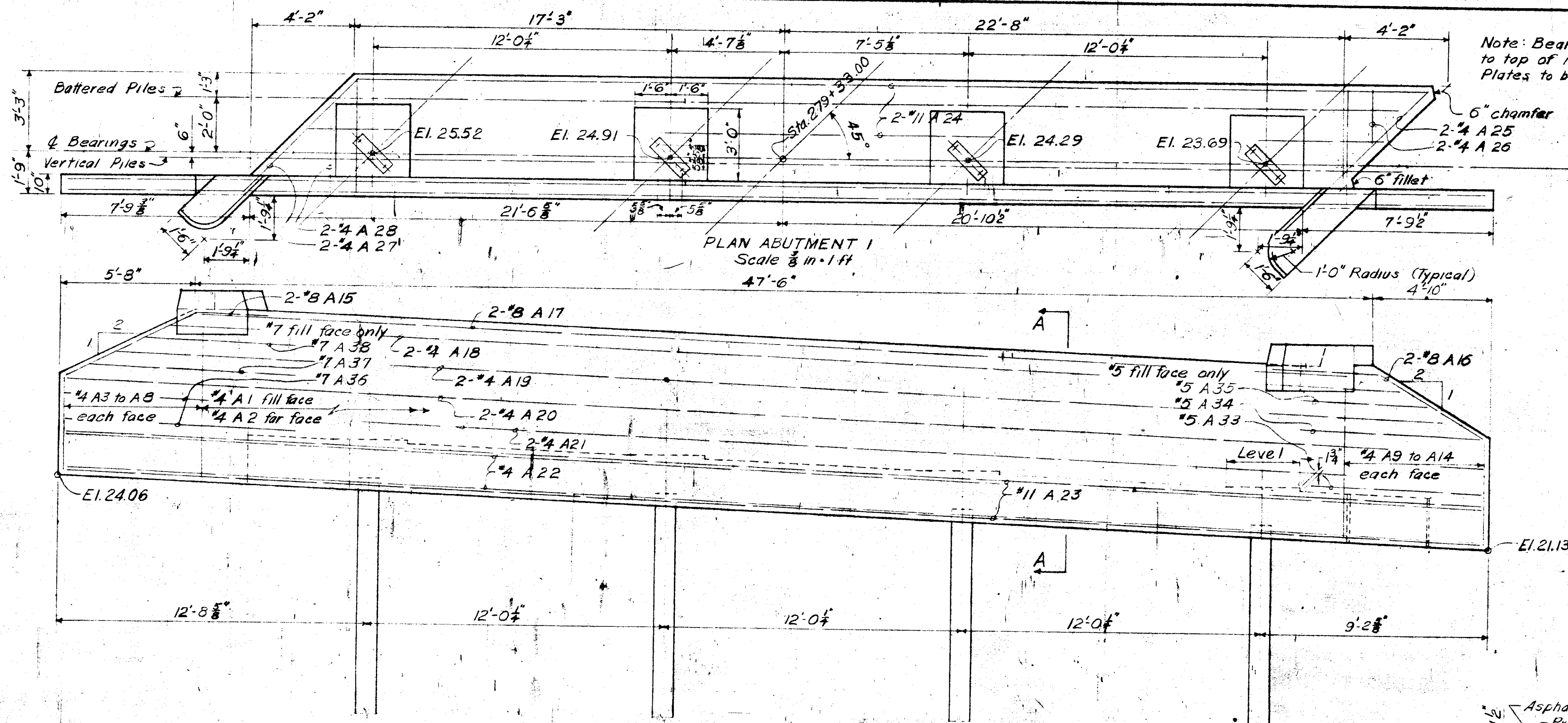
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ADT	(1980) 1,400
DHV	(14%) 200
D	70%
T	12%

AS BUILT PLANS

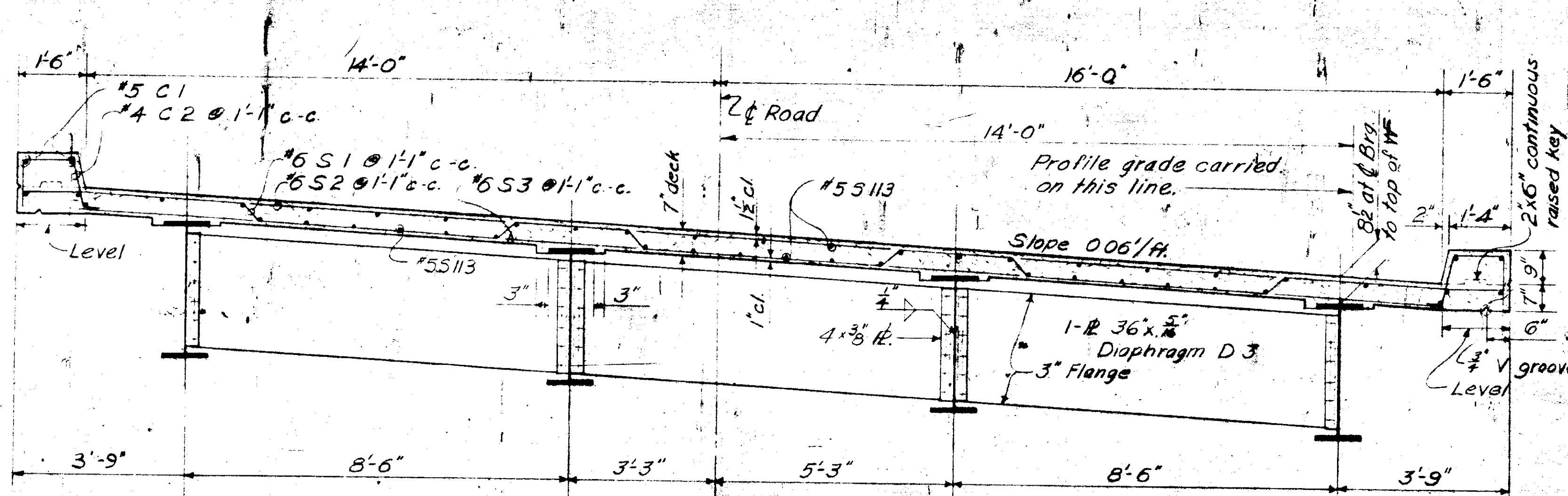
APPROVED
Thompson
REGIONAL ENGINEER
BUREAU OF PUBLIC ROADS
REGION TEN
Date 5-2-62

CONVENTIONAL SIGNS	
SECTION LINE	---
CULVERT (EXISTING)	---
UTILITY POLE	●
"P" LINE	---
LINE TO BE CONSTRUCTED	---
MILE POST	---
RIGHT OF WAY LINE	---
TRAVELED WAY	---
PROPOSED CONSTRUCTION	---
SET-BACK LINE	---
WATER LINE	---
FIRE HYDRANT	□
WOOD MANHOLE	□

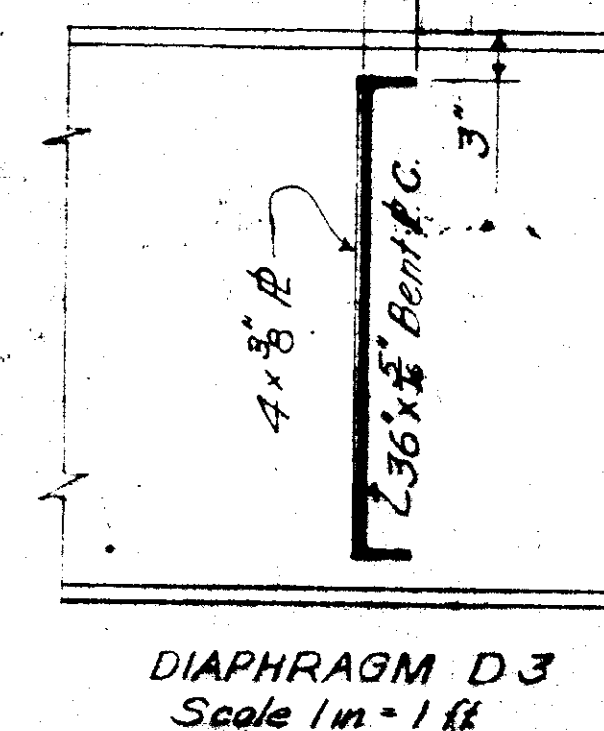
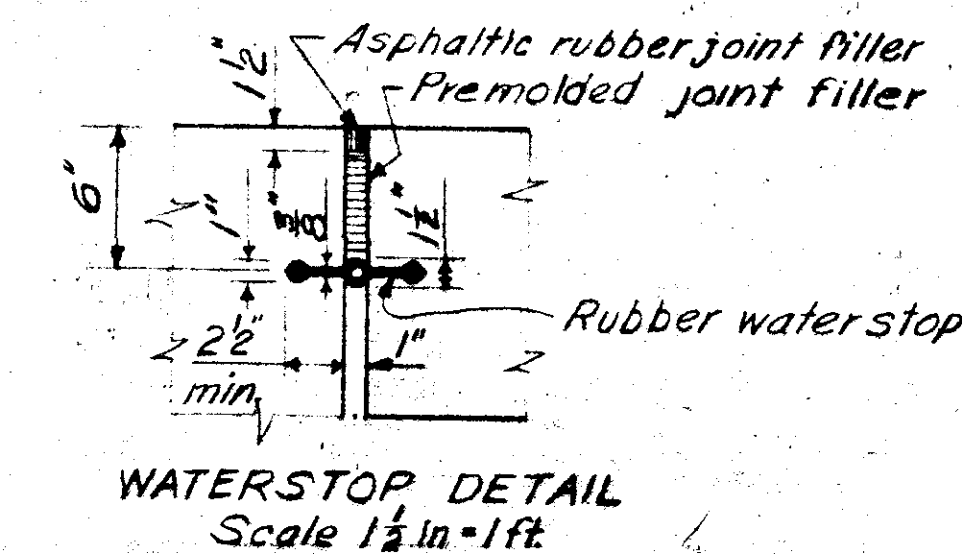
DESIGNED BY CND
 DRAWN BY CND
 CHECKED BY CND JUL 1961



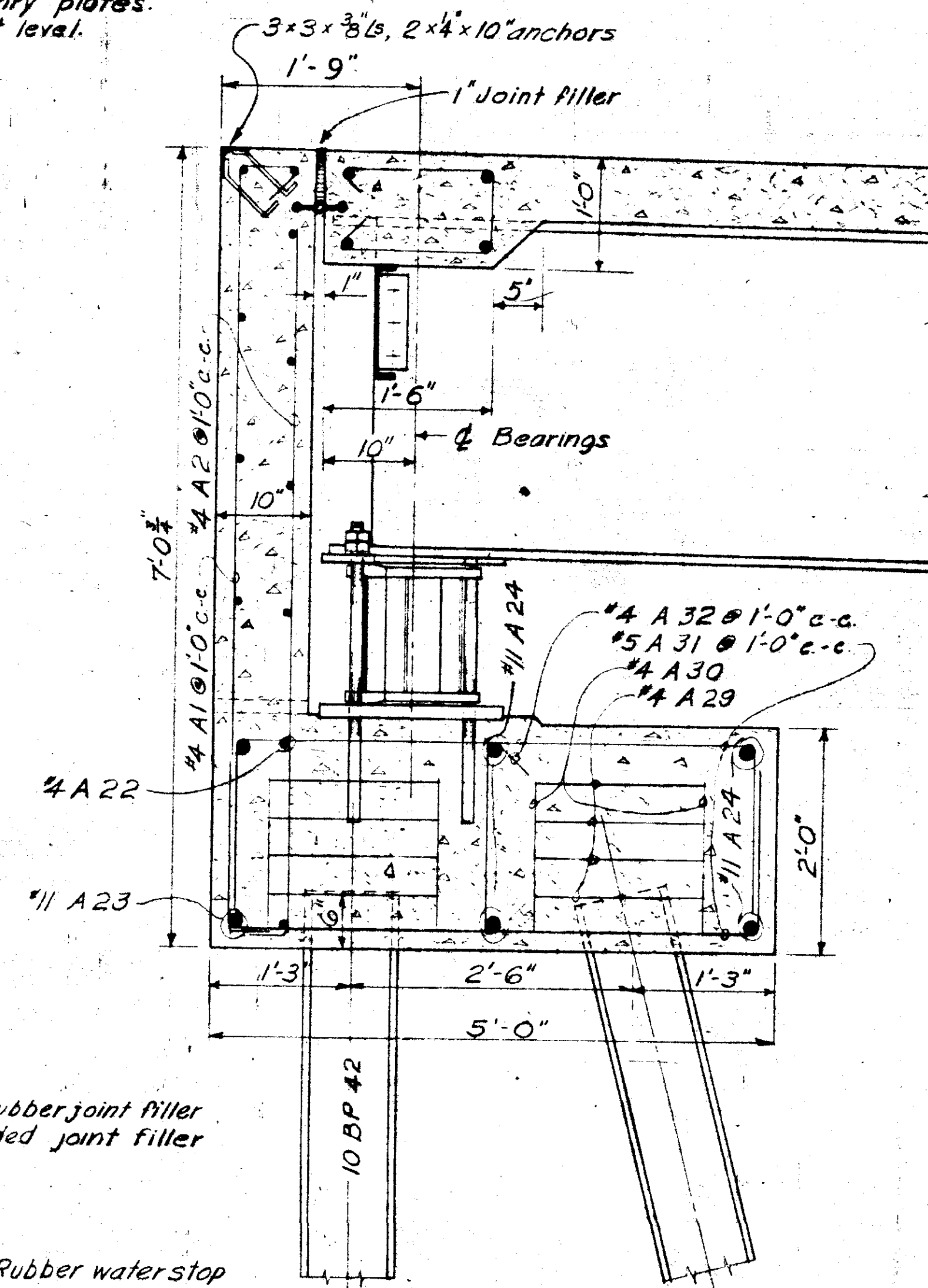
ELEVATION ABUTMENT I
 Scale 3/8 in = 1 ft



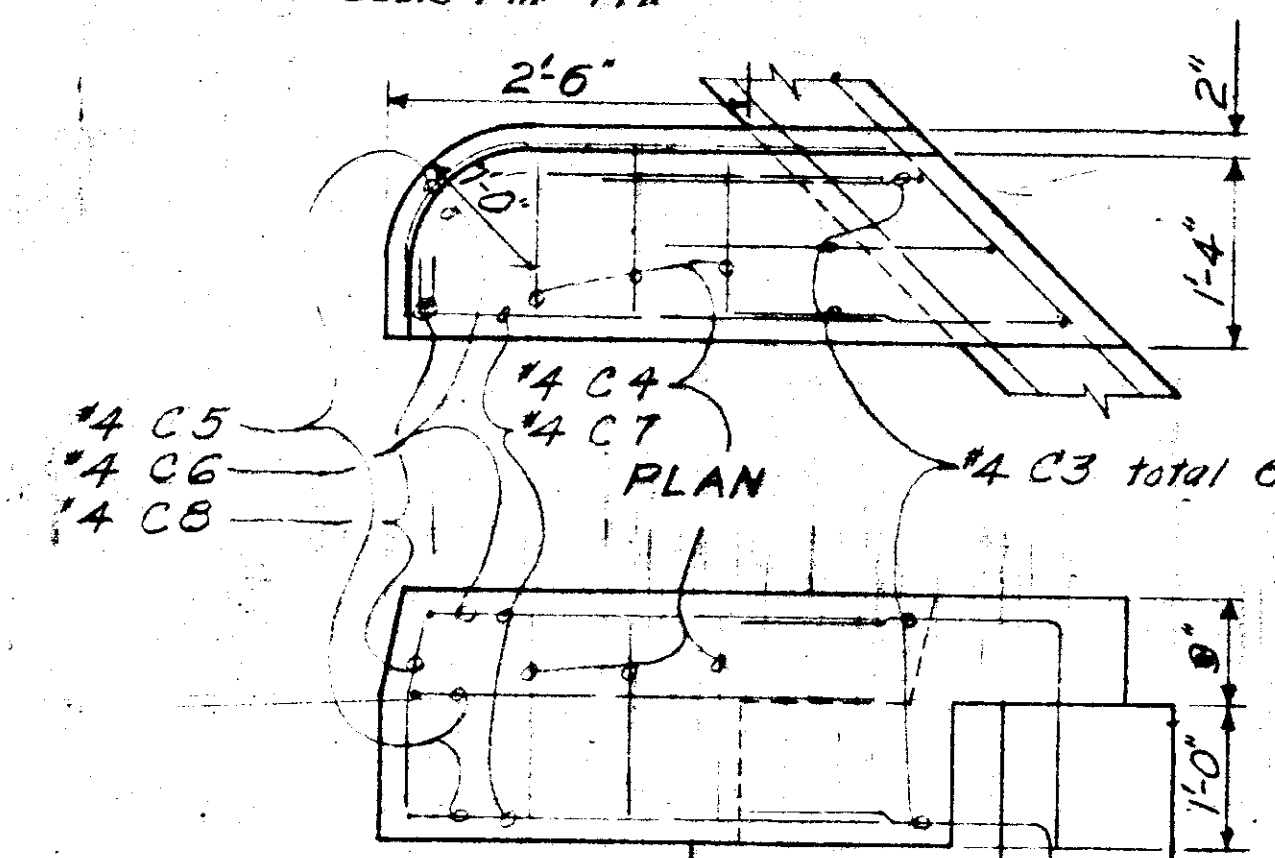
TYPICAL DECK SECTION
 Scale 1/2 in = 1 ft



DIAPHRAGM D3
 Scale 1 in = 1 ft



SECTION A-A
 Scale 1 in = 1 ft



ELEVATION
 TYPICAL CURB END DETAILS
 Scale 1/2 in = 1 ft

BUREAU OF PUBLIC ROADS SAN FRANCISCO, CALIFORNIA

SAWMILL CREEK BRIDGE

SITKA HIGHWAY

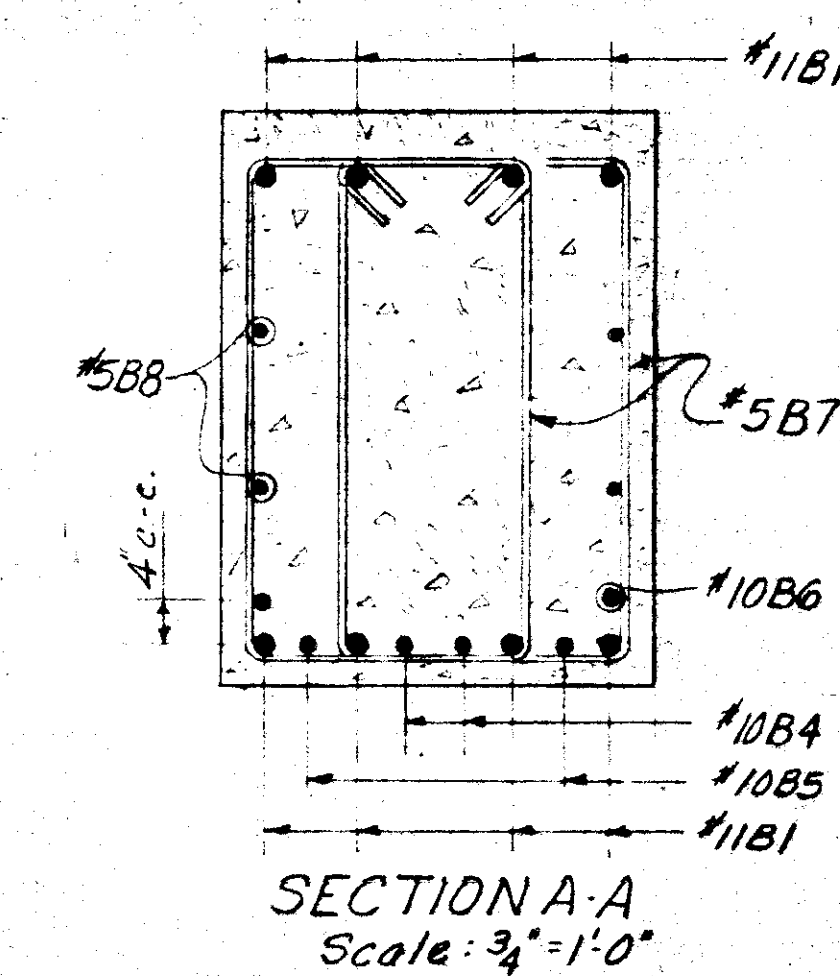
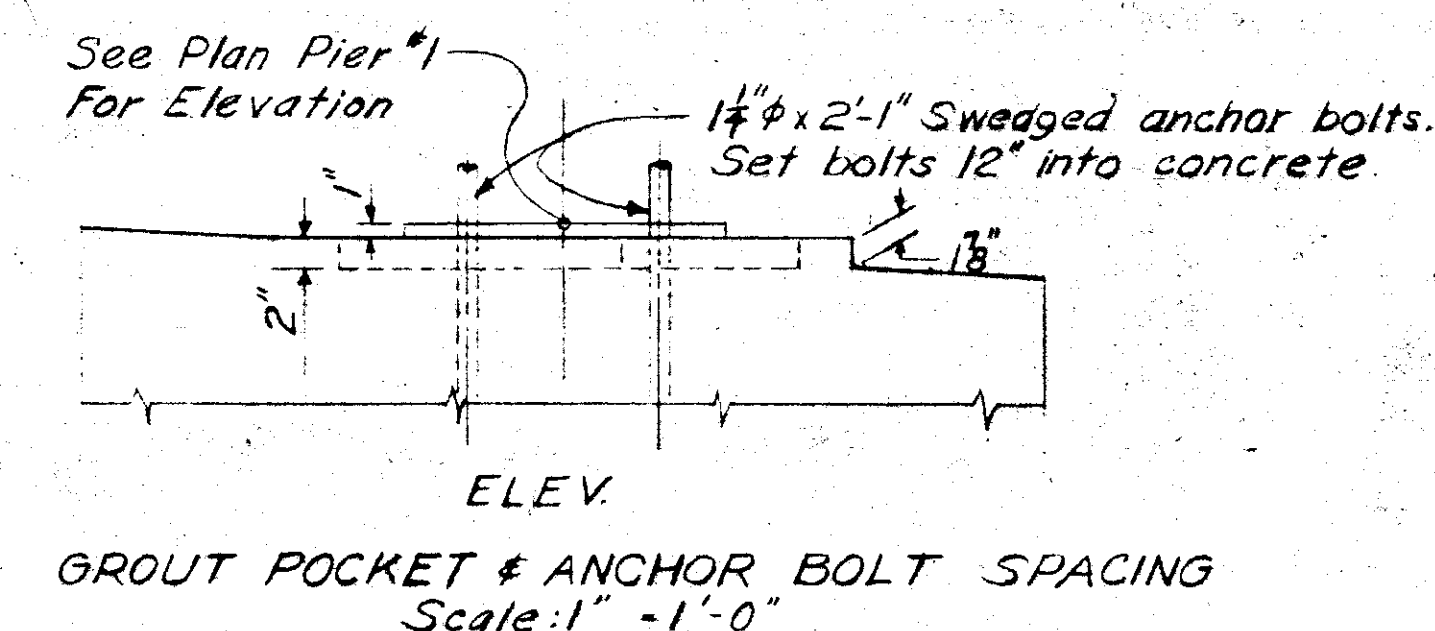
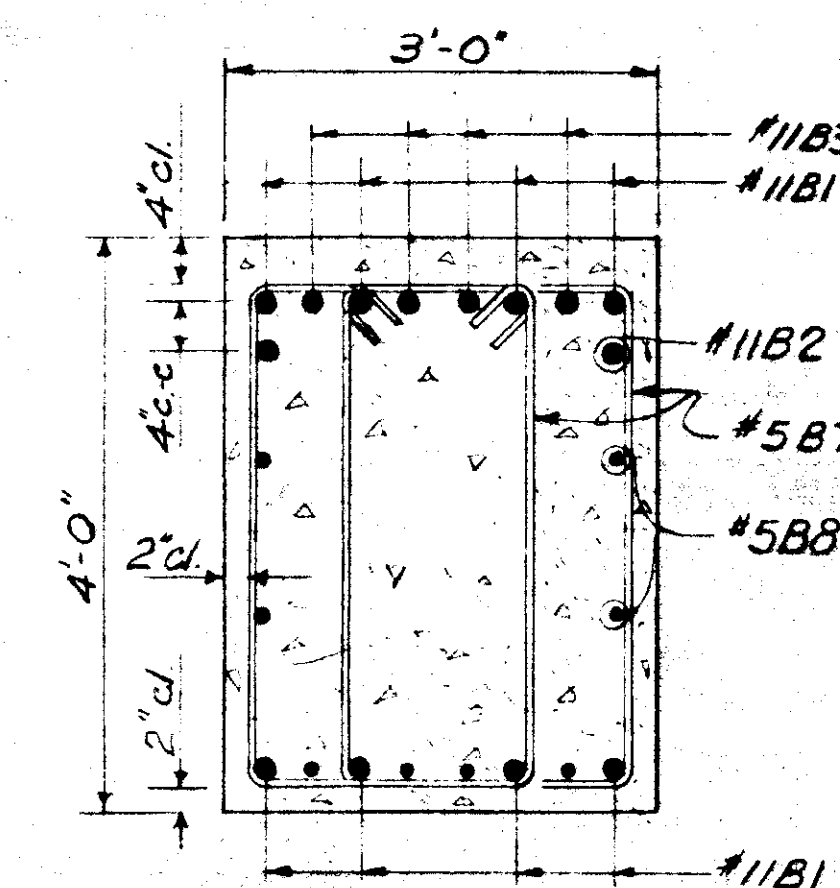
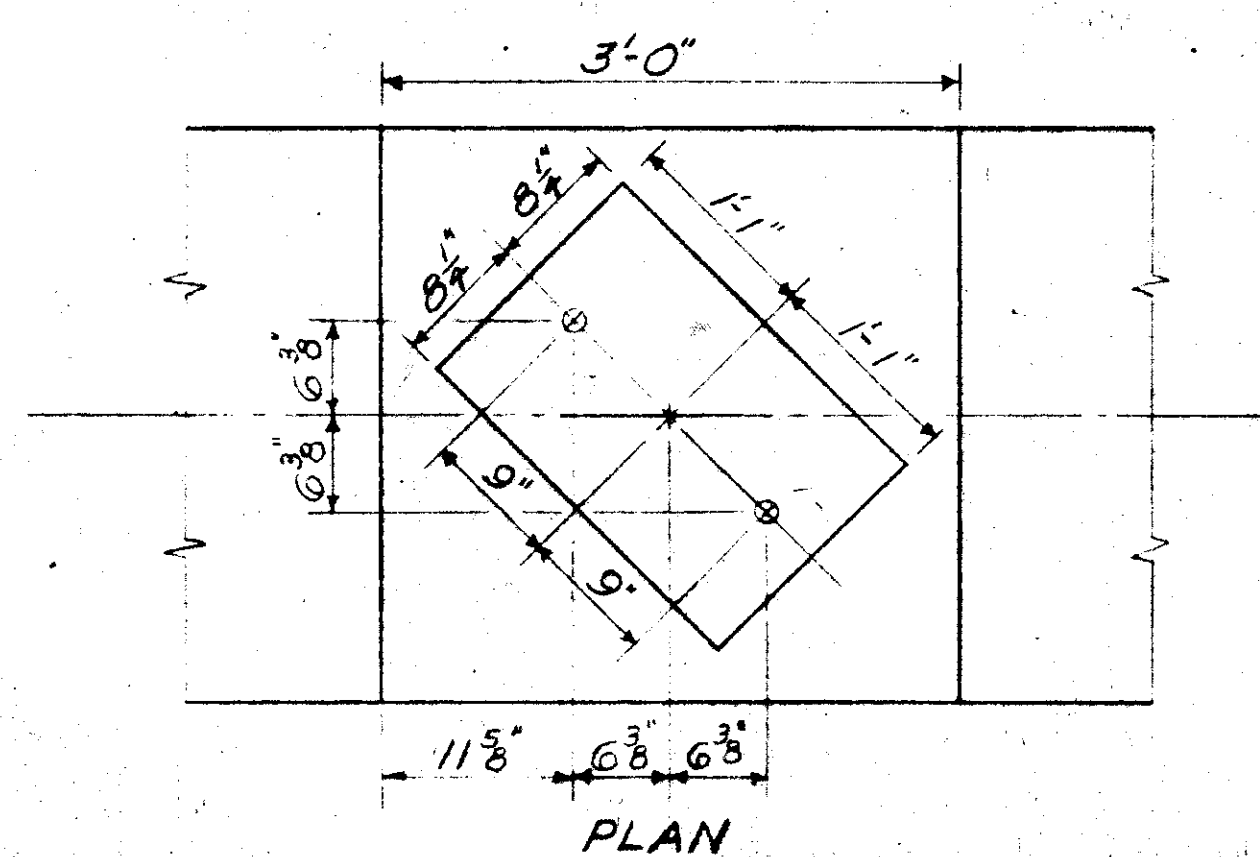
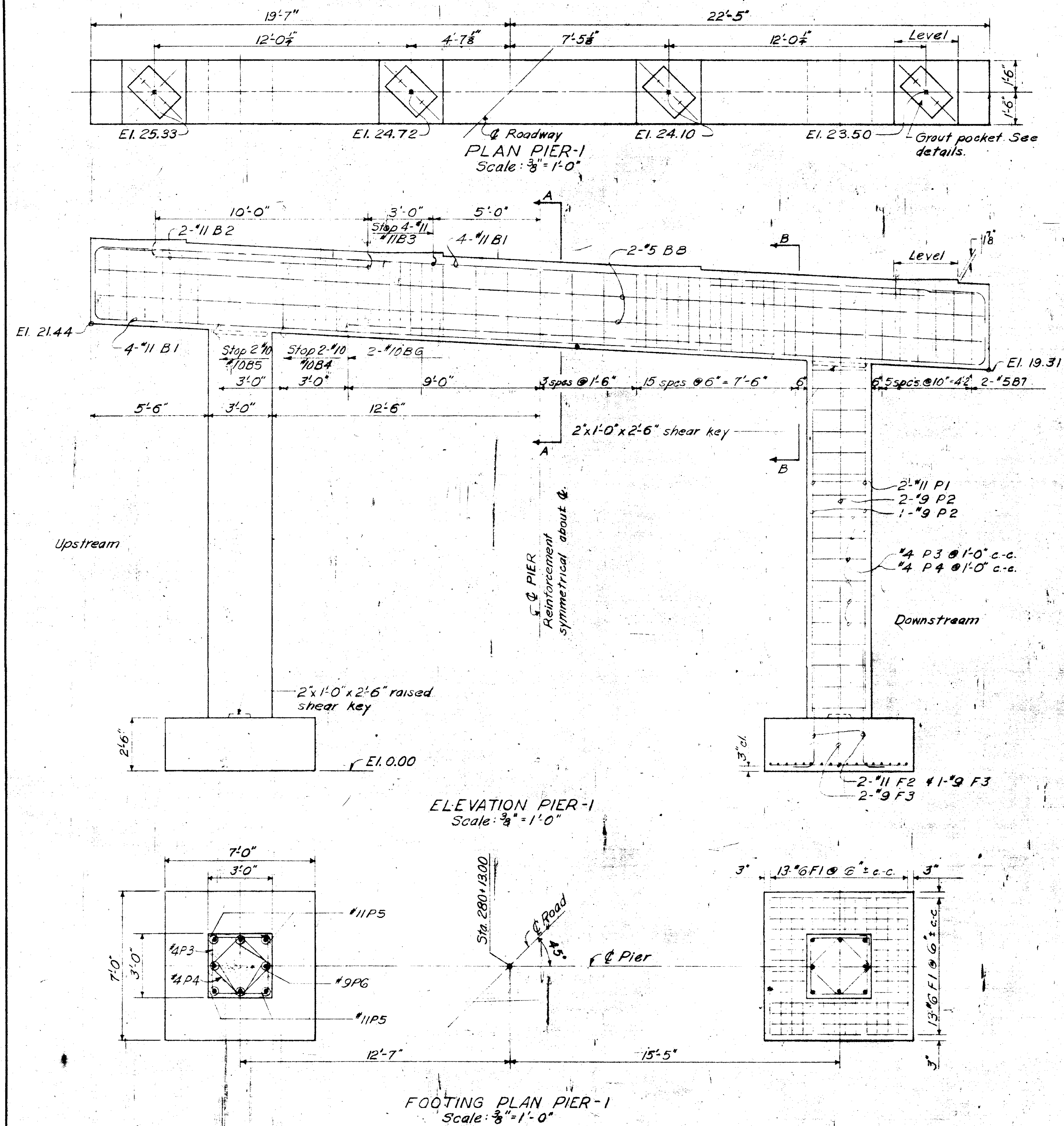
ALASKA FOREST HIGHWAY PROJECT II-1(2)
 STATE BRIDGE NO. 1079

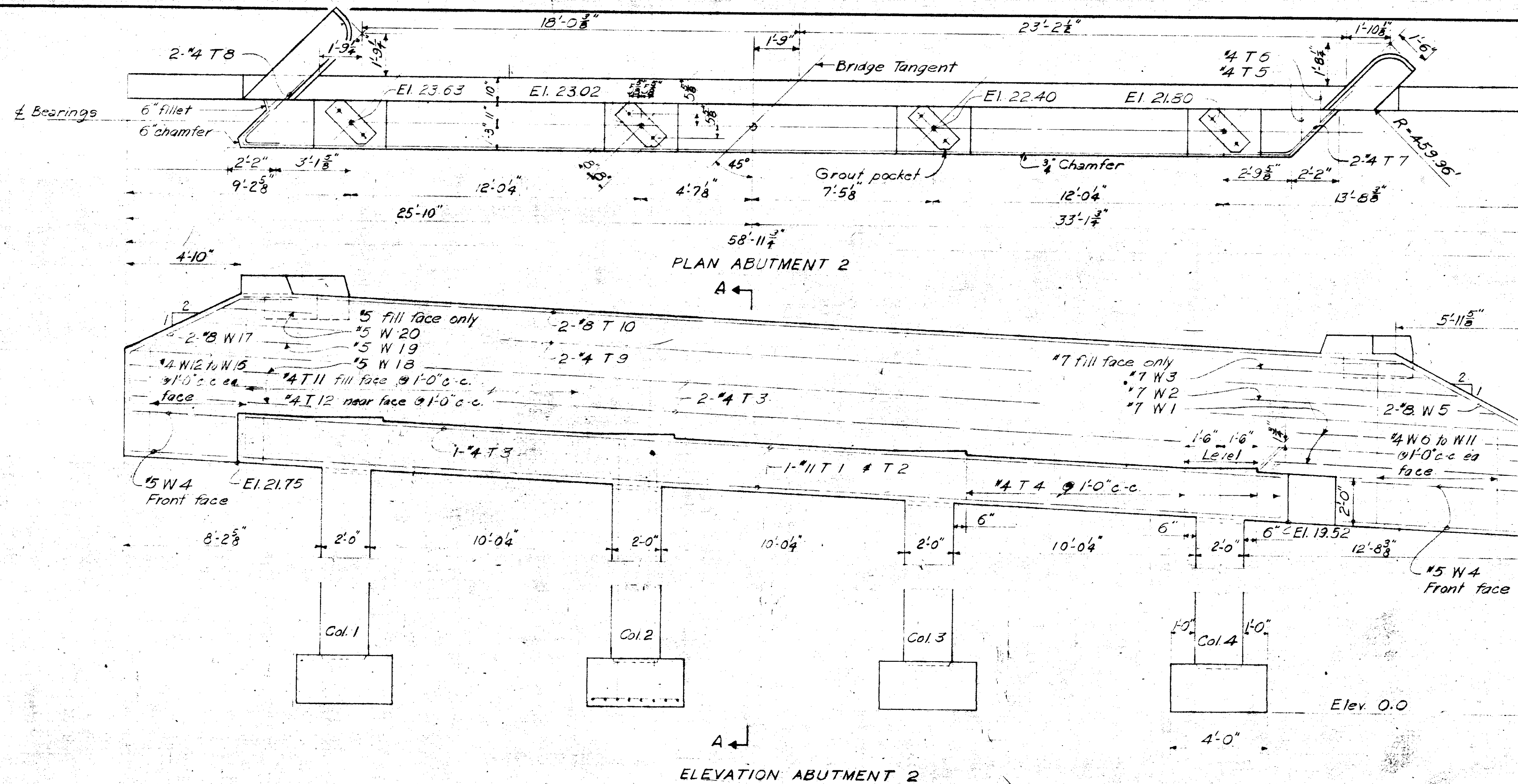
SCALE: AS NOTED

SHEET 2 OF 7 SHEETS

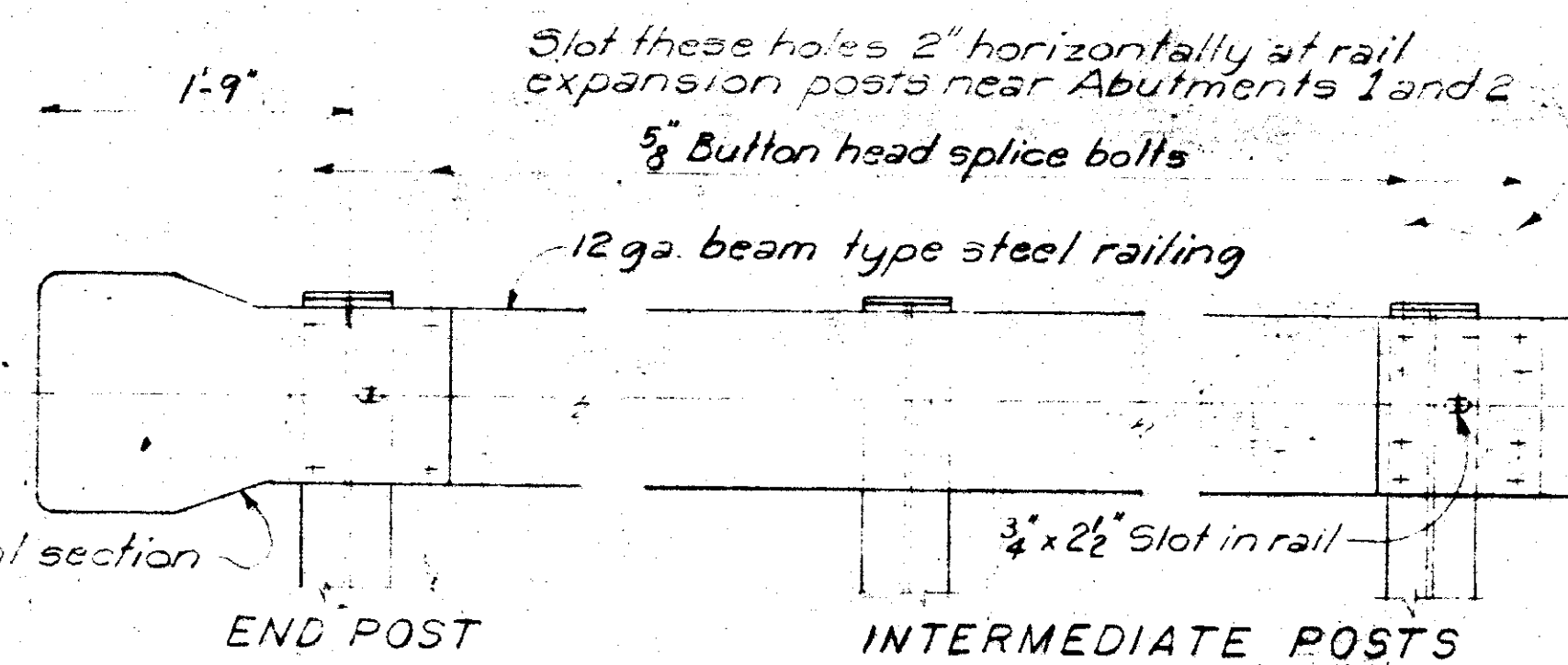
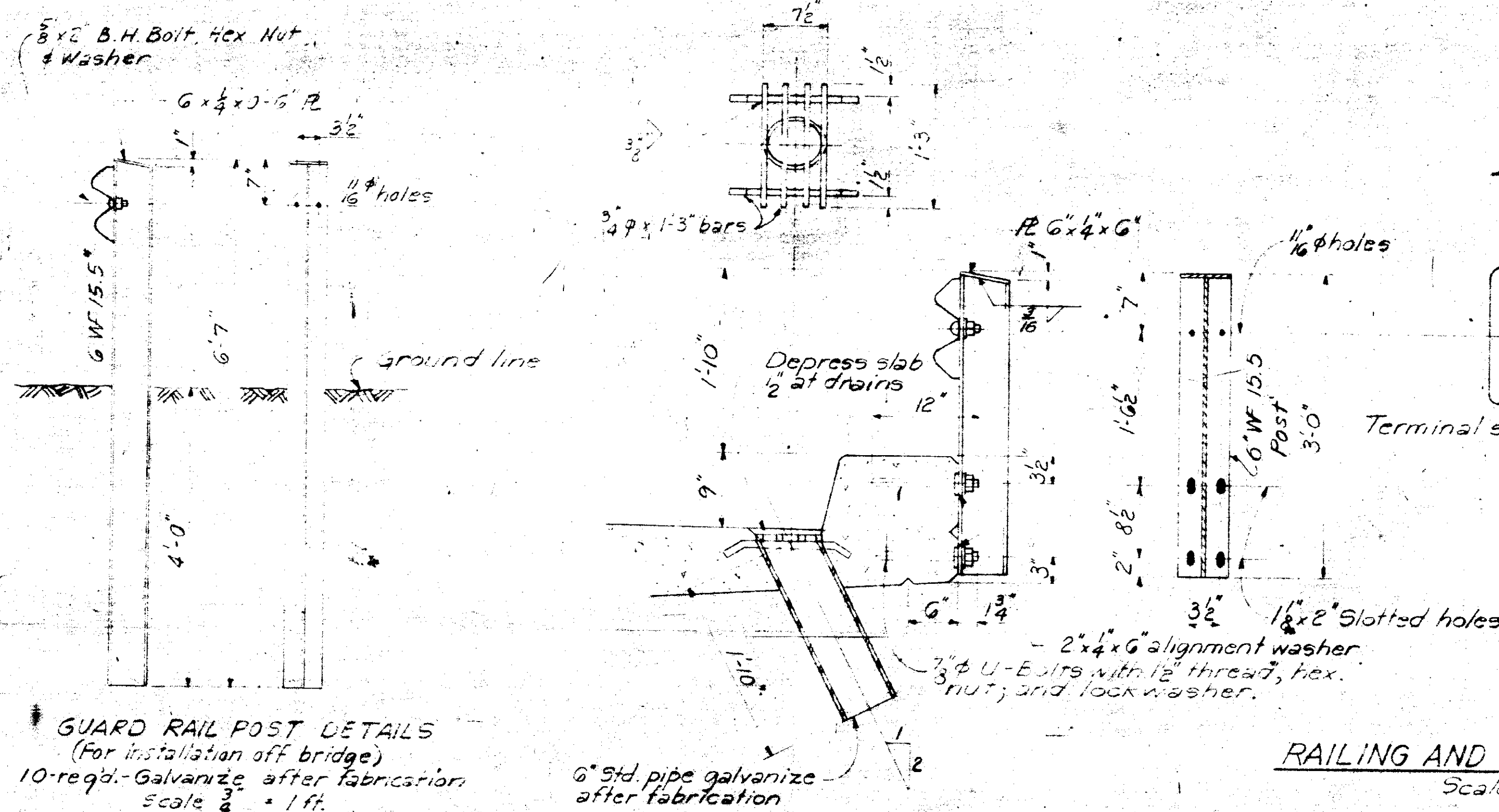
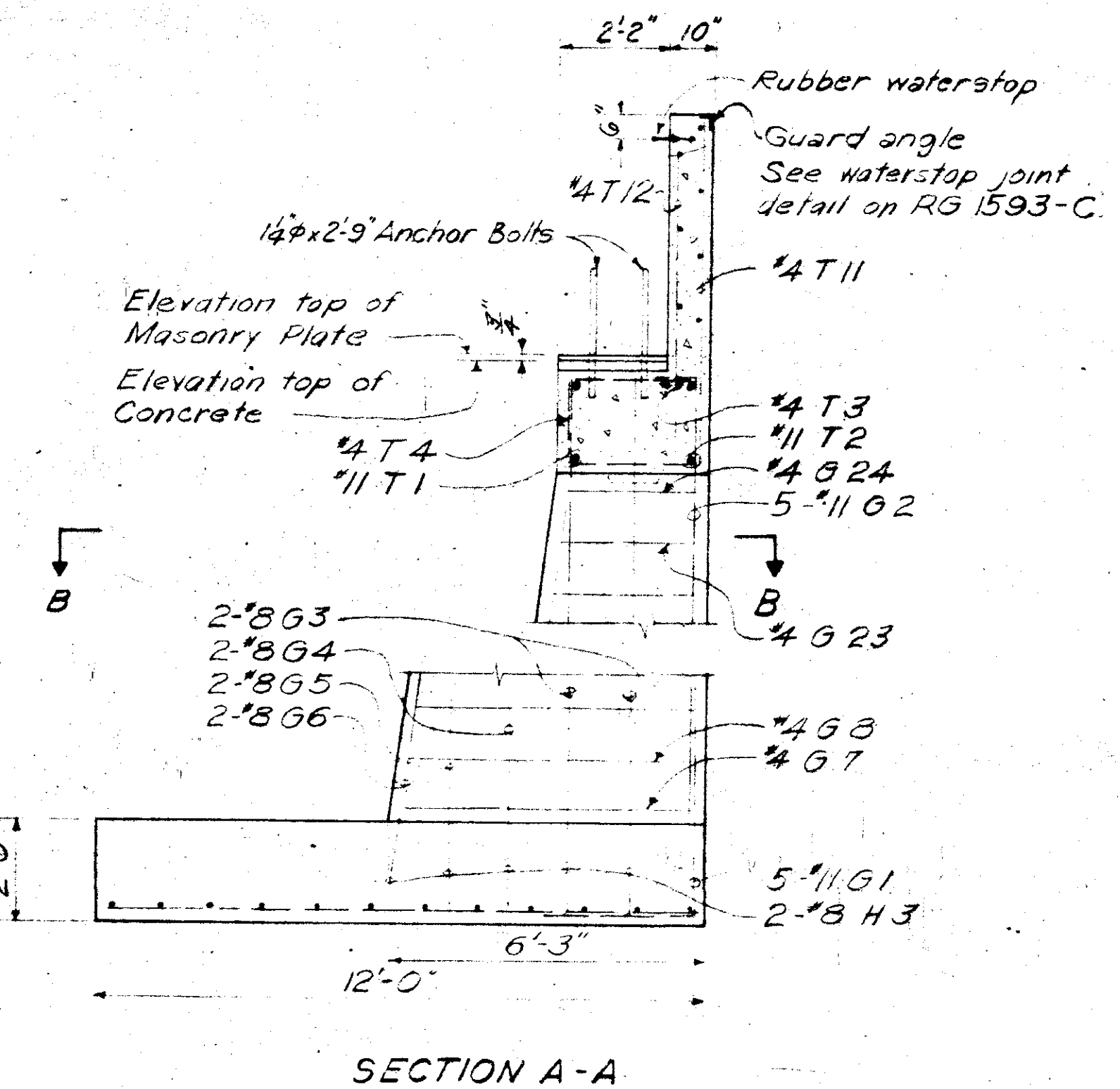
JULY 1961

RG 1593-B

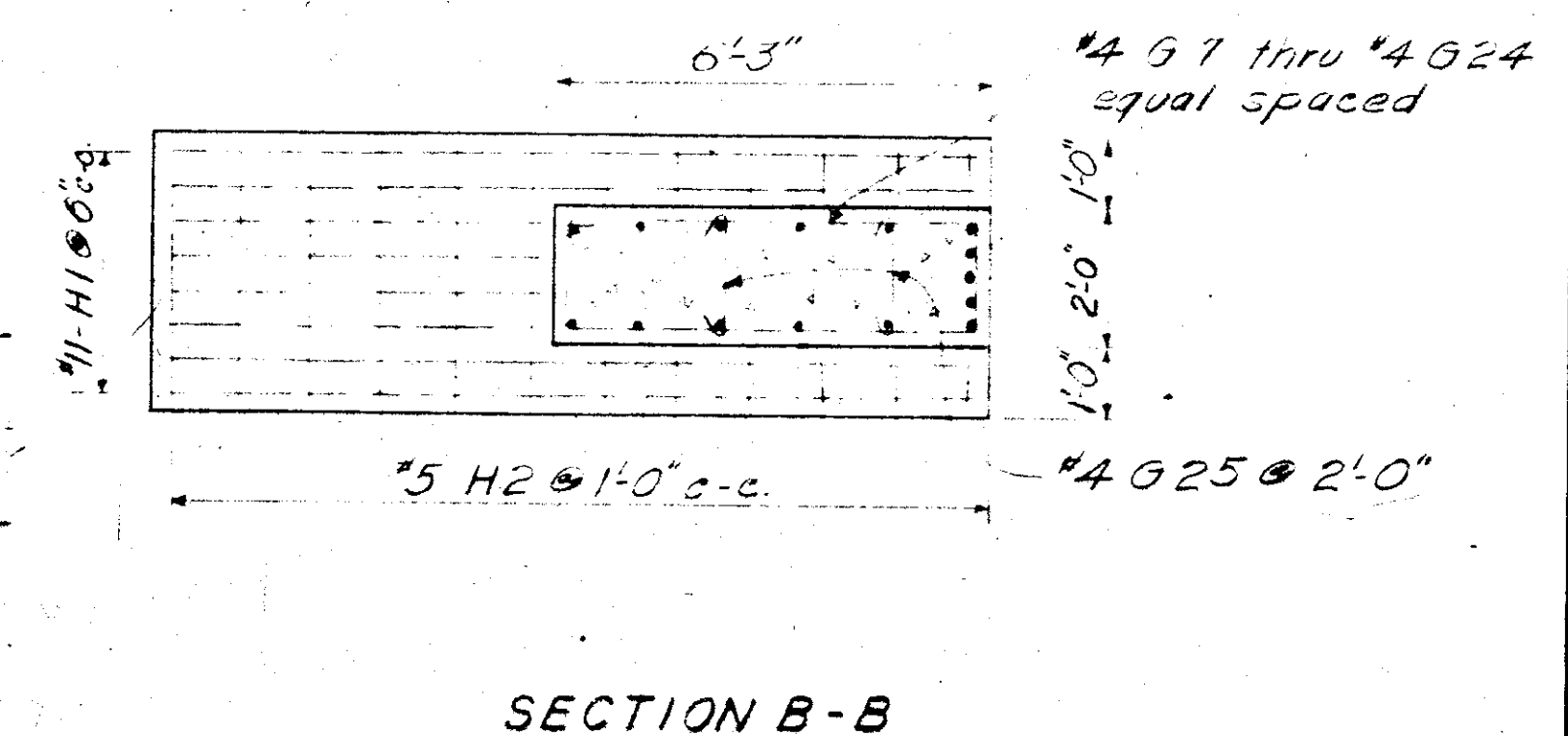




Note: Bearing elevations are to top of masonry plates. Plates to be set level.

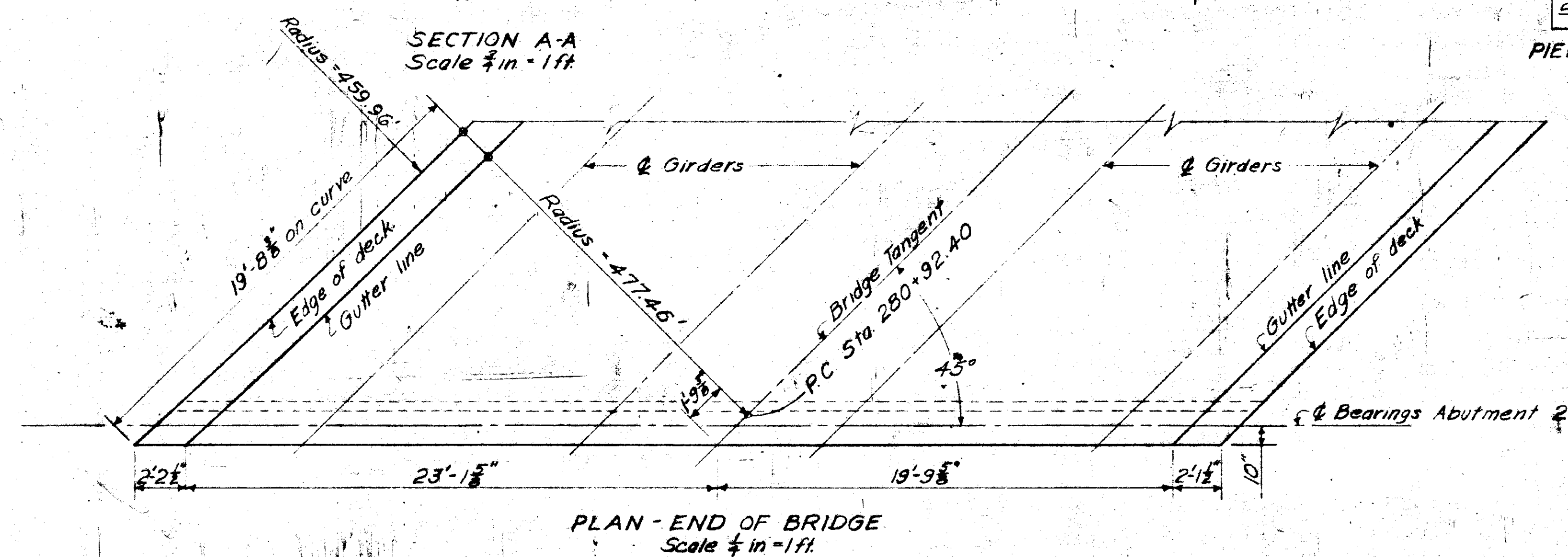
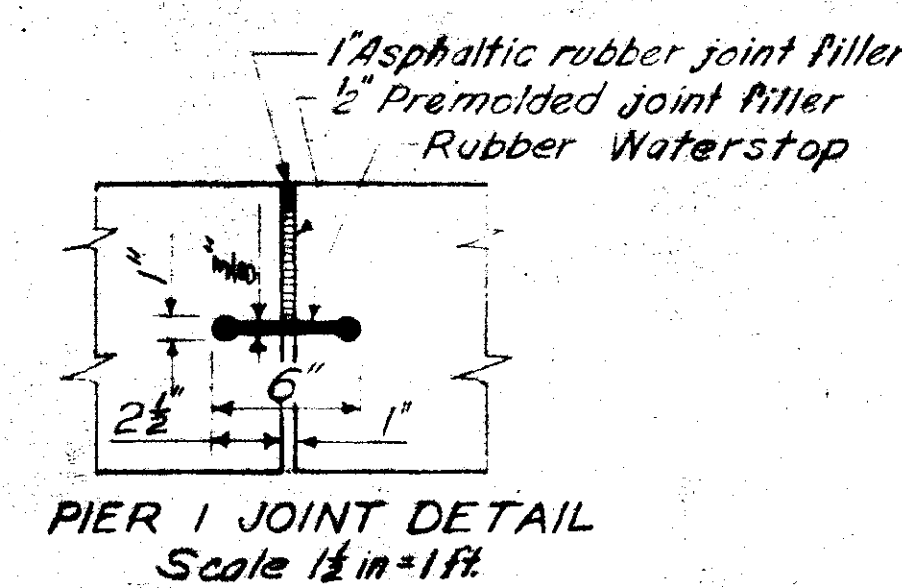
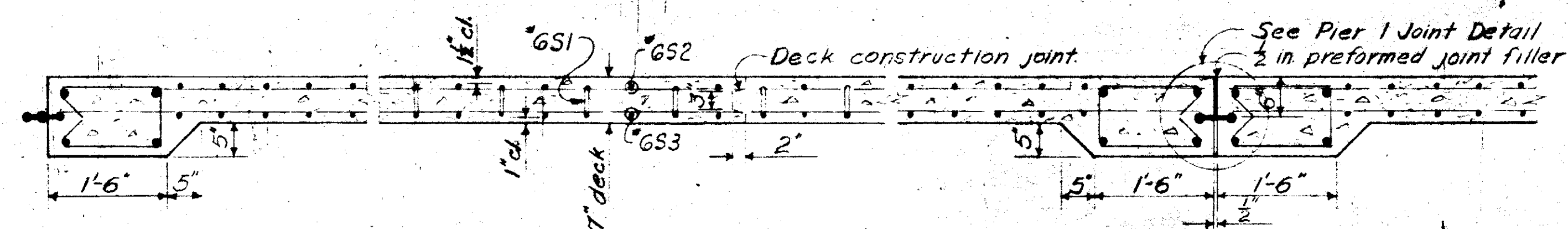
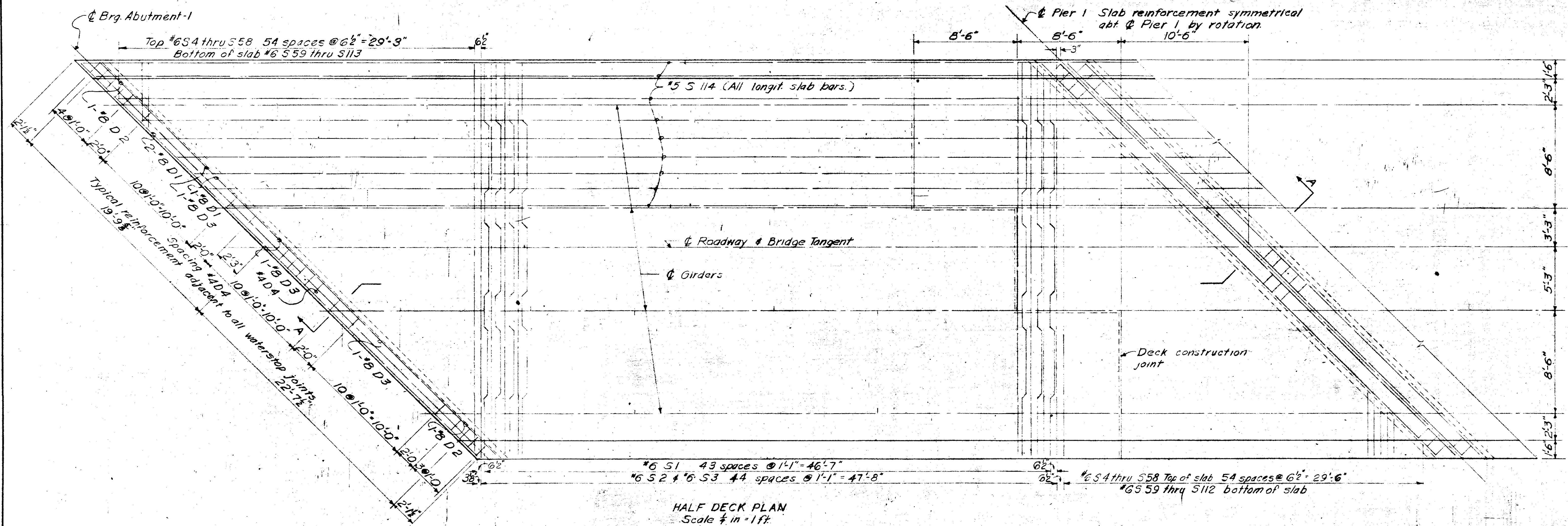


Note: Set top and bottom U-bolts after curb grade has been established. Posts to be set vertical. Contractor to provide suitable metal shims to align posts. Provide 1" min. expansion in railing at posts marked "E" on drawing R61593-A. Place 1" asbestos sheet packing between the rail elements; adjust bolts to provide sliding fit and set thread. All items of rail construction shall be galvanized after fabrication.



DESIGNED BY: CND
DRAWN BY: Honore May 1961
CHECKED BY: CND, J. L. 1961





DESIGNED BY CND
DRAWN BY CND
CHECKED BY CND, July 1961

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
SAN FRANCISCO, CALIFORNIA

SAWMILL CREEK BRIDGE
SITKA HIGHWAY
ALASKA FOREST HIGHWAY PROJECT 11-1(2)
STATE BRIDGE No. 1079

SCALE AS NOTED
SHEET 6 OF 7 SHEETS
JULY 1961

RG1593-F

DESIGNED BY CND
DRAWN BY A.T.
CHECKED BY CMG JULY 1961

LOCATION	STRAIGHT BARS				BENT BARS				BENDING DIAGRAMS	
	MARK	NO.	SIZE	LENGTH	MARK	NO.	SIZE	LENGTH	ALL DIMENSIONS ARE OUT-TO-OUT	
Pier 2 Footing	F1	56	6	6'-8"					X Y	
					F2	8	11	7'-0"	5'-6"	1'-6"
					F3	8	9	6'-6"	5'-3"	1'-3"
Downstream Column	P1	4	11	20'-6"						
"	P2	4	9	20'-6"						
Both					P3	37	4	11'-4"		
"					P4	37	4	8'-0"		
Upstream Column	P5	4	11	22'-2"						
"	P6	4	9	22'-2"						
Cap					B1	8	11	45'-7"		
"	B2	4	11	10'-0"						
"	B3	8	11	15'-8"						
"	B4	2	10	24'-0"						
"	B5	2	10	30'-0"						
"	B6	2	10	18'-0"						
"					B7	49	5	11'-6"		
"	B8	4	5	41'-8"						
Deck Slab Transv.					S1	88	6	33'-5"		
"	S2	90	6	32'-8"						
"	S3	90	6	30'-0"						
"	S4		6	32'-6"						
"	Thru									
"	S58		6	3'-4"						
"	S59		6	29'-6"						
"	Thru									
"	S113		6	2'-6"						
"	Longit	S114	86	5	41'-2"					
Transverse Edge Beam	D1	24	8	46'-2"						
"	D2	8	8	4'-10"						
"	D3	14	8	11'-8"						
"					D4	168	4	4'-6"		
Curbs	C1	32	5	19'-8"						
"					C2	298	4	4'-0"		
Abutment 2, All Flys.	H1	32	11	11'-8"						
"	H2	48	5	3'-8"						
"					H3	40	8	5'-0"	4'-0"	1'-0"
"					G1	20	11	7'-0"	5'-6"	1'-6"
"	Column 1	G2	5	11	21'-4"					
"	"	G3	4	8	21'-4"					
"	All Columns	G4	8	8	14'-6"					
"	"	G5	8	8	8'-0"					
"	Column 1	G6	2	8	19'-4"					
"	"	G2	5	11	20'-8"					
"	"	G3	4	8	20'-8"					
"	"	G6	2	8	18'-8"					

LOCATION	STRAIGHT BARS				BENT BARS				BENDING DIAGRAMS	
	MARK	NO.	SIZE	LENGTH	MARK	NO.	SIZE	LENGTH	ALL DIMENSIONS ARE OUT-TO-OUT	
Abutment 2 Column 3	G2	5	11	20'-0"						
"	G3	4	8	20'-0"						
"	G6	2	8	18'-0"						
"	G2	5	11	19'-6"						
"	G3	4	8	19'-6"						
"	G6	2	8	17'-6"						
"	All Columns				G7	4	15'-8"	5'-10"		
"					Thru					
"					G24	4	9'-4"	2'-8"		
"					G25	72	4	2'-8"		
"	Bridge Sect.	T1	2	11	43'-6"					
"		T2	2	11	58'-6"					
"		T3	5	4	58'-6"					
"					T4	42	4	9'-4"	2'-8"	
"					T5	1	4	7'-8"	1'-10"	
"					T6	1	4	6'-0"	1'-0"	
"					T7	2	4	5'-0"		
"					T8	2	4	5'-0"		
Back wall	T9	2	4	53'-0"						
"	T10	2	8	47'-8"						
"	T11	48	4	6'-8"						
"	T12	48	4	6'-0"						
Wings	W1	2	7	13'-0"						
"	W2	1	7	10'-6"						
"	W3	1	7	7'-6"						
"	W4	4	5	10'-0"						
"					W5	2	8	13'-7"		
"	W6	2	4	6'-8"						
"	W7	2	4	6'-7"						
"	W8	2	4	6'-2"						
"	W9	2	4	5'-8"						
"	W10	2	4	5'-2"						
"	W11	2	4	4'-8"						
"	W12	2	4	6'-6"						
"	W13	2	4	6'-0"						
"	W14	2	4	5'-6"						
"	W15	2	4	5'-0"						
"	W16	2	4	4'-6"						
"					W17	2	8	11'-3"		
"					W18	2	5	8'-0"		
"					W19	1	5	6'-0"		
"					W20	1	5	4'-0"		
Abut. 1 & 2 Brackets					C3	24	4	3'-10"		
"					C4	12	4	5'-9"		
"					C5	8	4	3'-3"		
"					C6	4	4	3'-0"		
"					C7	8	4	3'-3"		
"					C8	4	4	1'-5"		

LOCATION	STRAIGHT BARS				BENT BARS				BENDING DIAGRAMS	
	MARK	NO.	SIZE	LENGTH	MARK	NO.	SIZE	LENGTH	ALL DIMENSIONS ARE OUT-TO-OUT	
Abut. 1 Back Wall	A1	45	4	6'-8"						
"	A2	45	4	6'-2"						
Wings	A3	2	4	3'-7"						
"	A4	2	4	4'-1"						
"	A5	2	4	4'-7"						
"	A6	2	4	5'-1"						
"	A7	2	4	5'-7"						
"	A8	2	4	6'-2"						
"	A9	2	4	6'-2"						
"	A10	2	4	6'-2"						
"	A11	2	4	5'-9"						
"	A12	2	4	5'-3"						
"	A13	2	4	4'-9"						
"	A14	2	4	4'-3"						
"					A15	2	8	9'-7"	3'-0"	6'-7" 2'-8"
"					A16	2	8	9'-0"	3'-0"	6'-0" 2'-3"
Back wall	A17	2	8	47'-0"						
"	A18	2	4	50'-0"						
"	A19	2	4	53'-6"						
"	A20	2	4	57'-8"						
"	A21	2	4	57'-8"						
Footing	A22	2	4	57'-8"						
"	A23	2	11	57'-8"						
"	A24	4	11	43'-9"						
"	A25	2	4	6'-3"						
"	A26	2	4	2'-6"						
"	A27	2	4	6'-3"						
"	A28	2	4	3'-6"						
"					A29	32	4	5'-2"		
"	A30	32	4	1'-3"						
"					A31	78	5	7'-8"		
"					A32	39	4	2'-8"		
Wings	A33	2	5	5'-6"						
"	A34	1	5	5'-6"						
"	A35	1	5	4'-0"						
"	A36	2	7	7'-0"						
"	A37	1	7	6'-0"						
"	A38	1	7	4'-6"						

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
SAN FRANCISCO, CALIFORNIA
SAWMILL CREEK BRIDGE
SITKA HIGHWAY
ALASKA FOREST HIGHWAY PROJECT 11-1 (P)
STATE BRIDGE NO. 1079

SCALE: NONE

SHEET 7 OF 7 SHEETS

JULY 1961

RG1593-G

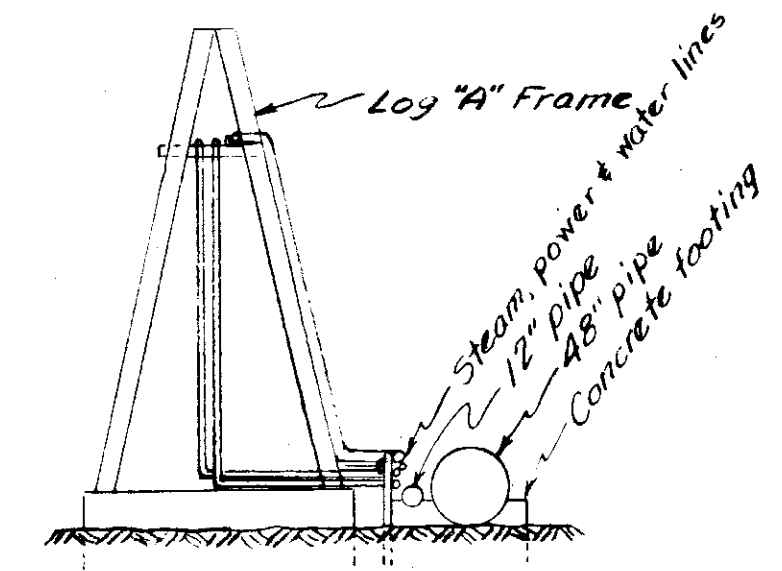
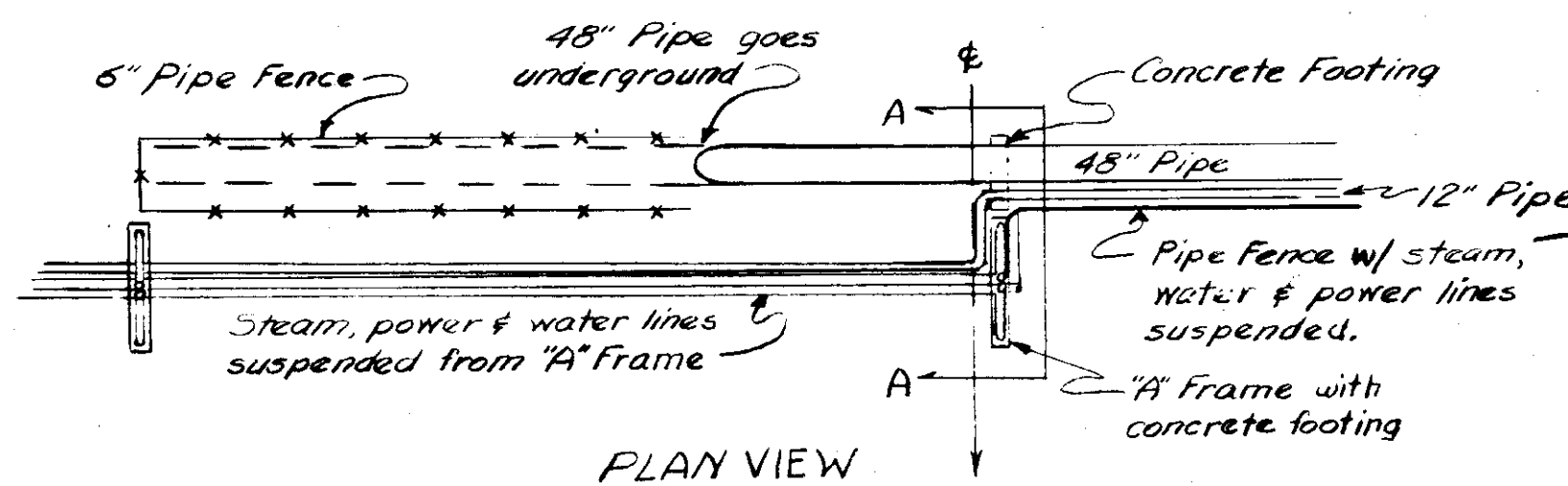
FIG. G-3

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 11	I	1962	7	24

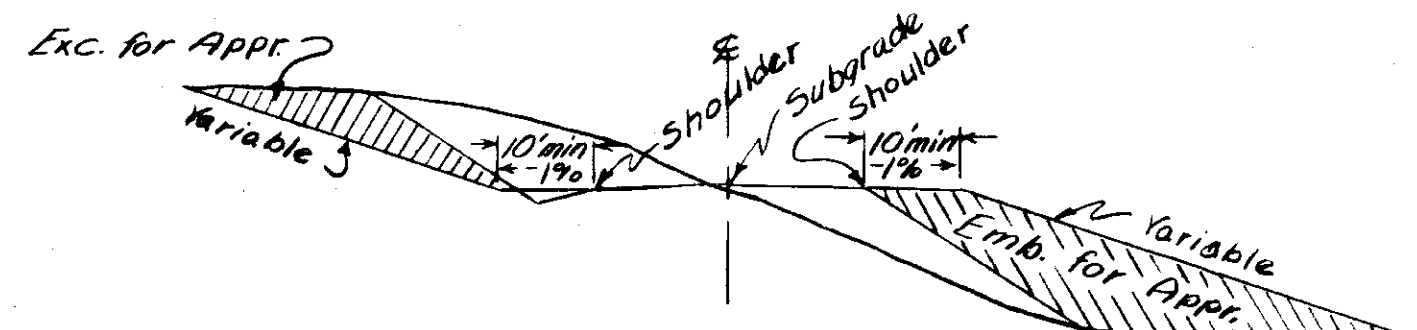
AS BUILT PLANS
 11-20-64
 Date

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

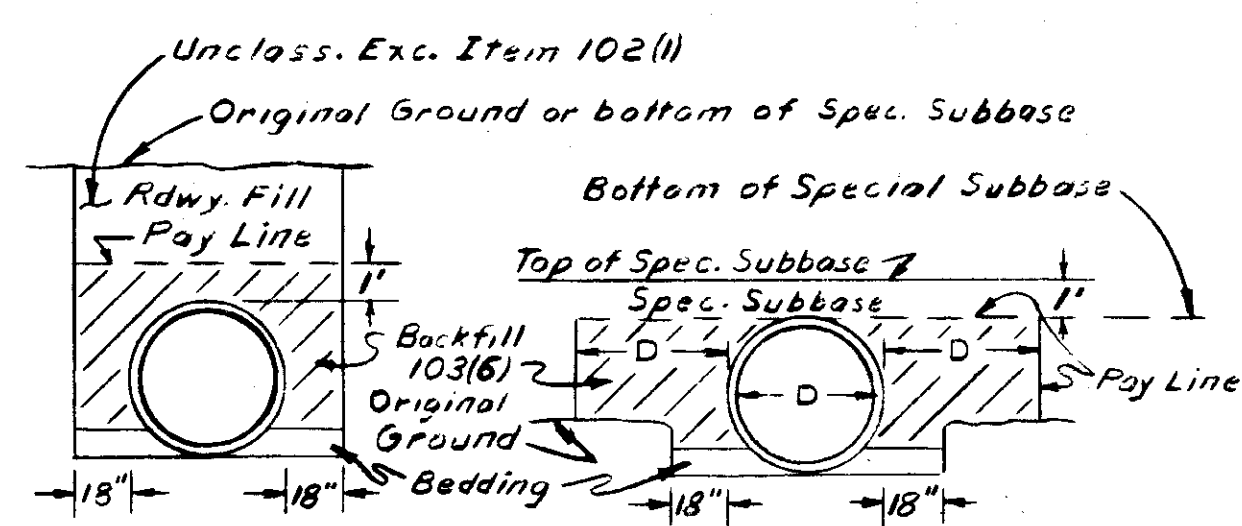
PROFILE	DATE	BY
SURVEYED		
NOTED		
GRADES		
CHECKED		
B. M. NOTED		
STRUCTURE		
NOTATION		
CHECKED		
NO.		



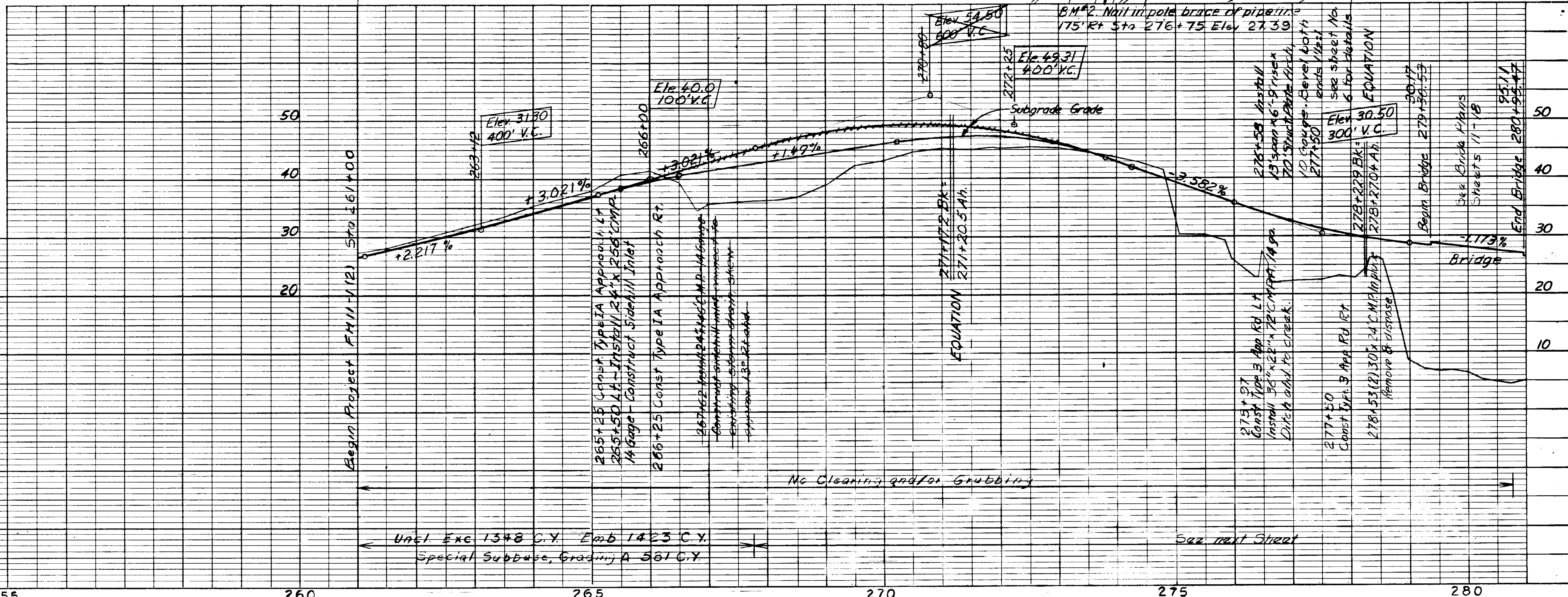
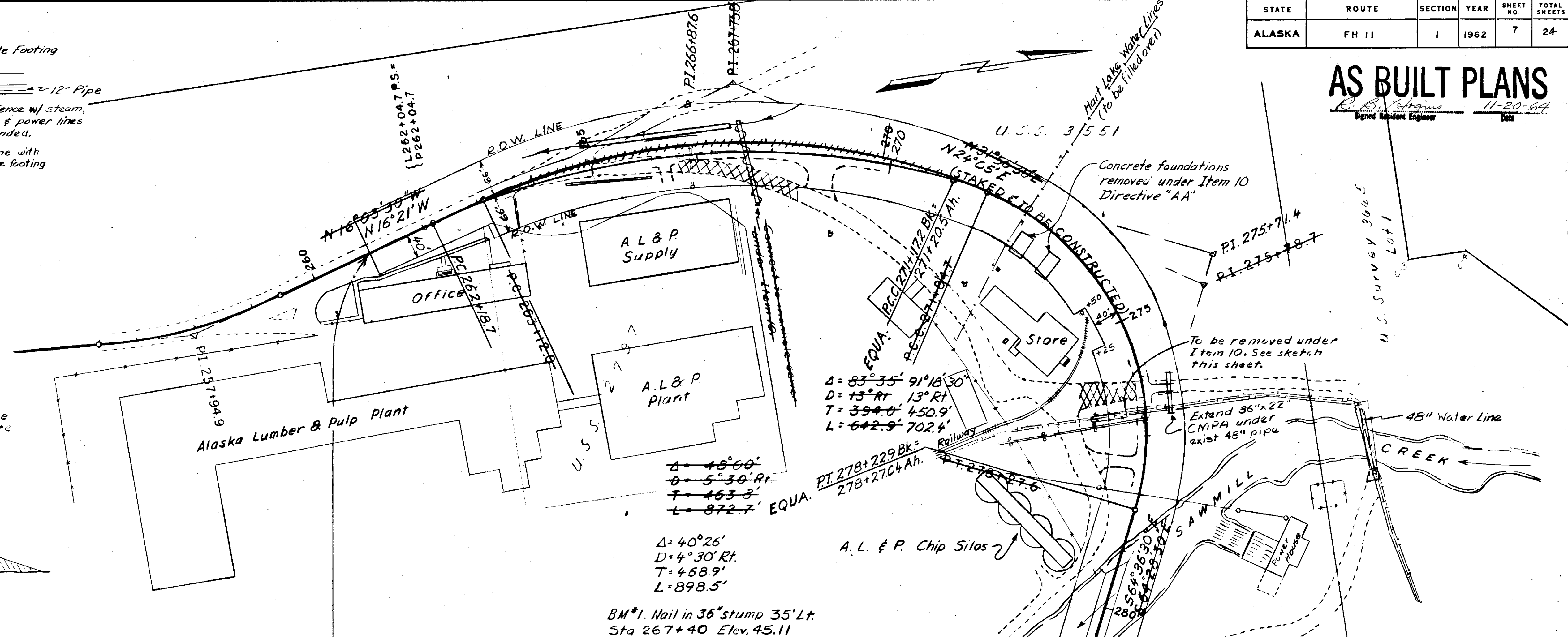
Section showing "A" Frame to be removed and pipes to be relaid thru 13"x6"x9" Bituminous Coated Structural Plate Arch Culvert Sta. 276+58, under Item 10.



TYPICAL SECTION SHOWING TYPE 3 APPROACH
 (For plan see sheet 20)



TYPICAL SECTIONS SHOWING BACKFILL DETAILS FOR CMP



Uncl. Exc 1348 C.Y. Emb 1423 C.Y.
 Special Subbase, Grading A 361 C.Y.

See next sheet

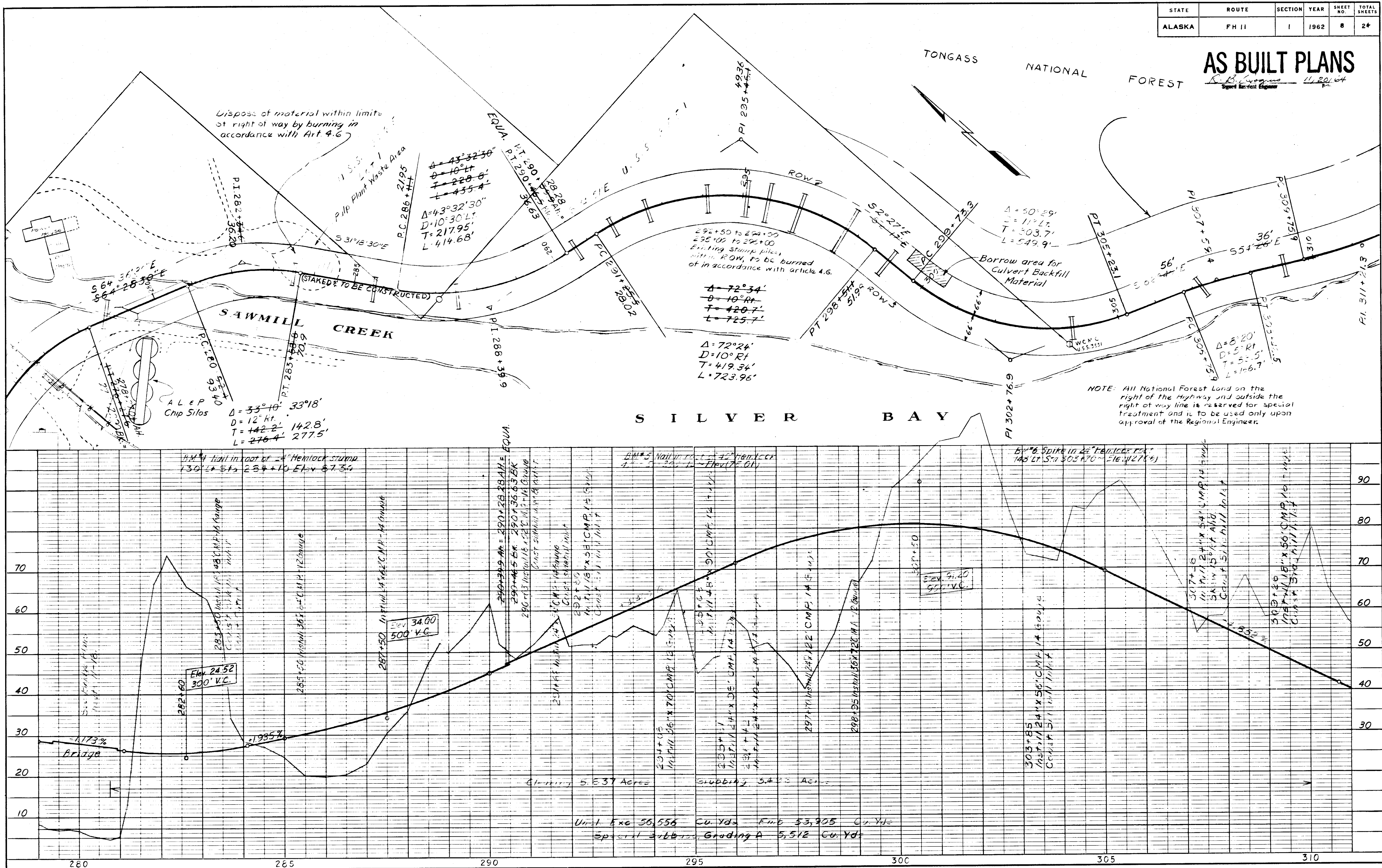
STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 11	I	1962	8	24

AS BUILT PLANS

R. B. Rogers
Supt. District Engineer
11/20/64

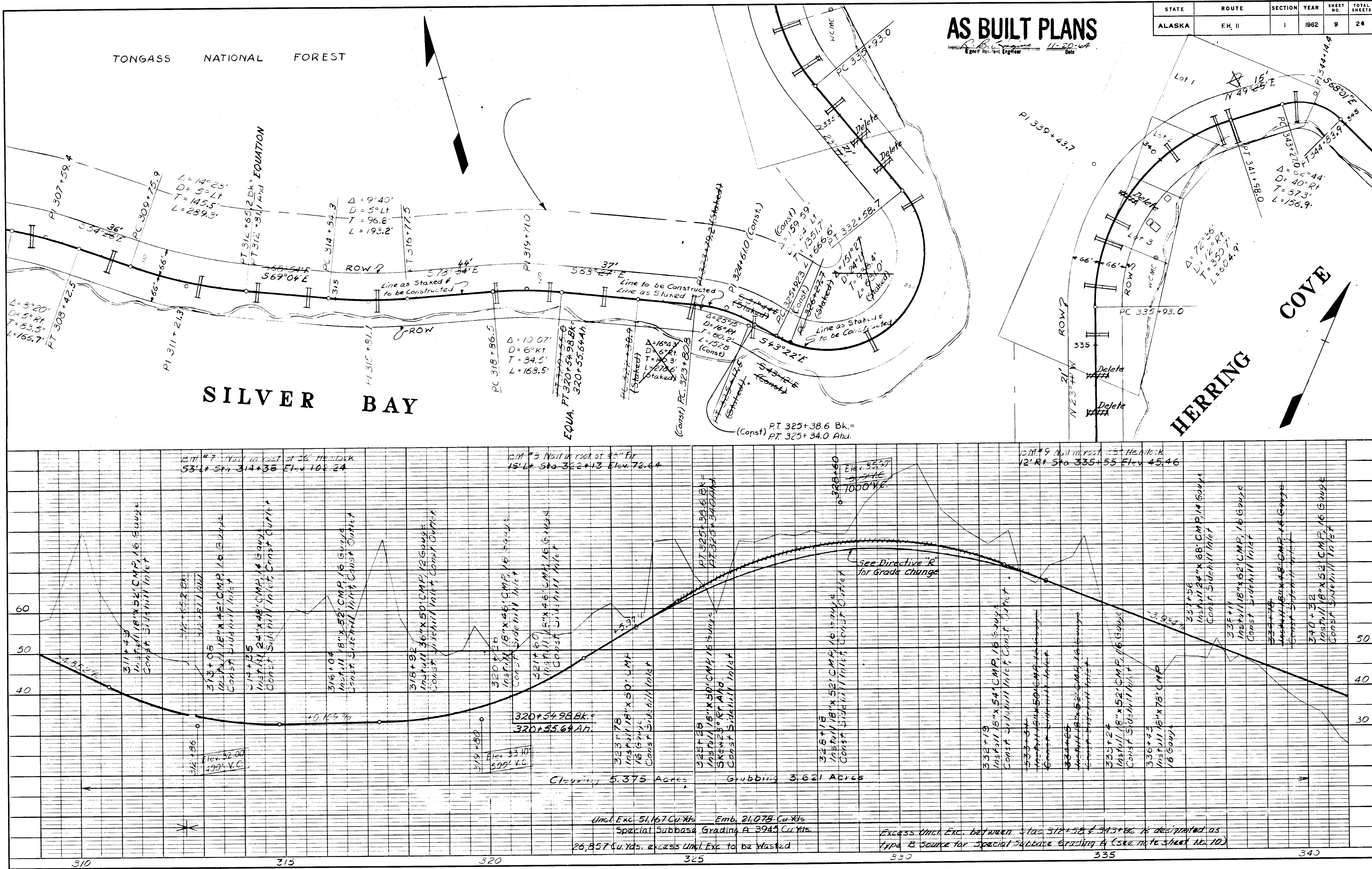
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	BY	
	NO.	
	NO.	
	NO.	

PROFILE	SURVEYED	DATE
	BY	
	NO.	
	NO.	
	NO.	



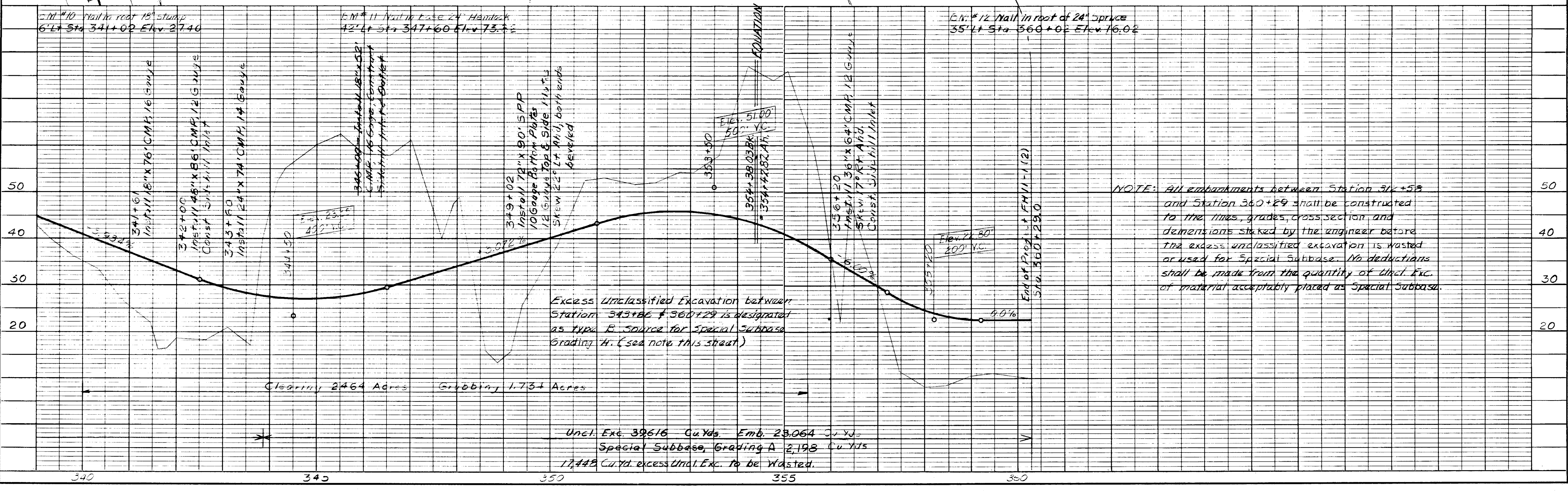
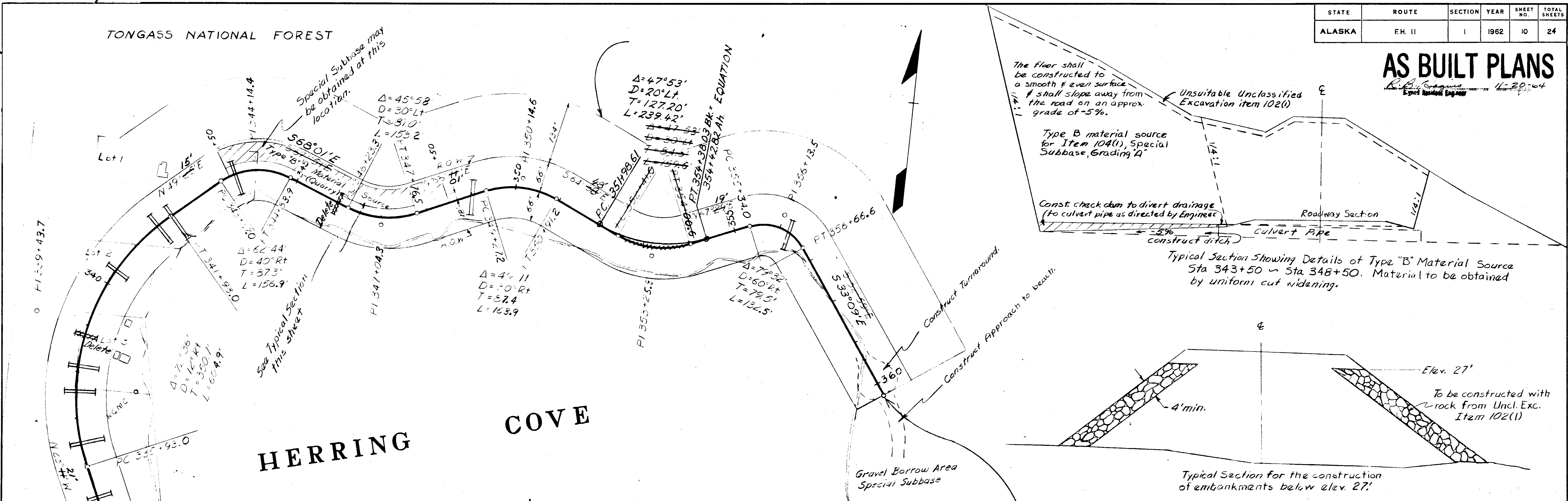
PLAN	DATE
SURVEYED	BY
NOTE BOOK	NO.
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	

PROFILE	DATE
SURVEYED	BY
NOTE BOOK	NO.
STRUCTURE NOTATION	



STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F.H. II	I	1962	10	24

AS BUILT PLANS
11-20-64



PLAN	DATE	BY	DATE
SURVEYED			
NOTED			
GRADES CHECKED			
STRUCTURE NOTATIONS CHECKED			

PROFILE	DATE	BY	DATE
SURVEYED			
NOTED			
GRADES CHECKED			
STRUCTURE NOTATIONS CHECKED			

GENERAL NOTES

SPECIFICATIONS: Construction Bureau of Public Roads FP61. Design AASHTO Standard Specifications for Highway Bridges 1957.

DEAD LOAD: Concrete 150 Lbs. per cu. ft. Paving allowance 25 Lbs. per sq. ft. of roadway surface. Earth backfill 120 Lbs. per cu. ft. equivalent fluid pressure = 36 Lbs. per sq. ft.

LIVE LOAD: H20-S16-44 Loading. Impact $1 + \frac{50}{L+125}$ (L = span length). Max. I = 30 %.

UNIT STRESSES: Concrete $f_c = 1320$ psi. Reinforcement steel $f_s = 20,000$ psi. n = 10. Structural steel as per above specifications.

CONCRETE: All concrete shall be Class A. Maximum size of coarse aggregate shall be 1 1/2". All concrete shall be mixed with an air entraining admixture. All concrete shall be vibrated. All exposed corners shall be chamfered 3/4" unless otherwise noted.

FINISHING CONCRETE: Roadway slab and curb shall be finished according to specifications. The outside faces of slab and both faces of the curbs shall be given a "Rubbed Finish". All other exposed surfaces shall be given an "Ordinary Finish".

REINFORCEMENT STEEL: All bars shall be deformed intermediate grade steel conforming to A.S.T.M. Specifications A15-58T and A305-56T. Except as shown all dimensions refer to centers of bars. Where no dimension is shown minimum cover is 2".

STRUCTURAL STEEL: High strength low alloy steel conforming to A.S.T.M. Specification A441 shall be used where indicated on the plans by the suffix "L.A.". All other structural steel shall conform to ASTM Specifications A7-56T. All welding shall conform to the current "Standard Specifications for Highway and Railway Bridges" of the American Welding Society. Unless otherwise noted field connections shall be made with 3/4" rivets or 3/4" high tensile strength bolts conforming to ASTM Specification A325-55T. Rivets or high strength bolts shall be paid for as low alloy steel. Shop assembly and reaming of girder splices is required. Shop plans must be approved by the Engineer before fabrication is started. All structural steel shall be blast cleaned in accordance with specifications FP61. Shop and field contact surfaces and surfaces in contact with concrete shall not be painted. All other surfaces shall be given one prime and one intermediate coat of red lead paint. The final field coat shall be aluminum paint.

PILING: Steel shall conform to A.S.T.M. Specifications A7-56T. Splices if used shall be made by means of single bevel butt weld which will develop the section of the pile. Payment for splices is to be included in the bid price for furnishing 10" B P 42 Piles. All piles to be driven to a minimum load value of 30 tons.

STEEL BRIDGE RAILING: All items of rail construction are included in the contract item for "Steel Bridge Railing" and includes the beam type steel railing, steel posts and all rail and post securing bolts, nuts, washers and shims. All items of rail construction shall be galvanized. The pay length for steel bridge railing shall be measured from end to end of terminal sections.

BRIDGE HEAD REFLECTORS: See Sheet No. 19 of 24.

ESTIMATE

Structure Excavation	125	Cu. yd.
Class "A" Concrete	252	Cu. yd.
Reinforcing Steel	54,500	Lbs.
Steel Bridge Railing	3,946	Lin. Ft.
Structural Steel (low alloy)	120,000	Lbs.
* Structural Steel (carbon)	15,200	Lbs.
Driving 10" B P 42 Piles	8	Each
Furnish 10" B P 42 Piles	400	Lin. Ft.
* Includes weight of guard angles and drains.		

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
SAN FRANCISCO, CALIFORNIA

SAWMILL CREEK BRIDGE

SITKA HIGHWAY
ALASKA FOREST HIGHWAY PROJECT 11-1 (2)
STATE BRIDGE No. 1079

APPROVED: *A. M. Goodall*
CHIEF, WESTERN BRIDGE DESIGN

SCALE: 1" = 20'-0"

JULY 1961

SHEET 1 OF 7 SHEETS

RG1593-A

DESIGNED BY CND
DRAWN BY Honore
CHECKED BY CND
JULY 1961

