STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
RS-0953(2)
FISH CREEK ROAD
GRADING, DRAINAGE
& AGGREGATE SURFACING
AS BUILT

DESIGN DESIGNATION
ADT (75%) = 800
ADT (1995) = 800
DHV (25%) = 200
D = 25-75
T = -5%

PROJECT SUMMARY
LENGTH OF PROJECT = 28,700.00’ = 55.40 MI.

The following standard drawings apply to this project:
A-1, A-1-020, C-1-020, C-010, D-0201, D-0301, D-0700,
D-0430, D-0511, D-0530.

Contractor = BERG CONSTRUCTION
Project Engineer = LARRY GEESE 1975
PARK MURPHY 1976
PHELIE SPEER 1977
Construction Time = SEPT 2, 1975
JUNE 8, 1977

APPENDIX
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

APPROVED
WALTER S. PHILLIPS
COMMISSIONER OF HIGHWAYS
MAY 24, 1976
TYPICAL SECTIONS OF IMPROVEMENTS

TABLE OF SLOPE CUTS

<table>
<thead>
<tr>
<th>Station</th>
<th>L1 (Ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0+00</td>
<td>10</td>
</tr>
<tr>
<td>1+00</td>
<td>15</td>
</tr>
</tbody>
</table>

Solid Rock cut slopes shall be 1/2. See detail.

SECTION AS

Concrete Pad 1 replaces with bedding material to bottom of Post or 2D whichever is less.

DETAIL FOR SOLID ROCK CUTS

Note: This detail shall be used in lieu of standard drawing 2-02.00 input areas, or as directed by the Engineer.

ESTIMATE OF QUANTITIES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>101/1</td>
<td>Mobilization</td>
<td>L.S.</td>
<td>All Req'd</td>
</tr>
<tr>
<td>110/1</td>
<td>Temporary Erosion and Pollution Control</td>
<td>C.S.</td>
<td>All Req'd</td>
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<tr>
<td>201/2</td>
<td>Subbase Grading 'B'</td>
<td>Cts.</td>
<td>13.774</td>
</tr>
<tr>
<td>912/1</td>
<td>Fish Creek Bridge Modifications</td>
<td>L.S.</td>
<td>All Req'd</td>
</tr>
<tr>
<td>609/2799</td>
<td>28&quot; PVC Pipe Conduit</td>
<td>L.F.</td>
<td>400</td>
</tr>
<tr>
<td>609/2799</td>
<td>36&quot; PVC Pipe Conduit</td>
<td>L.F.</td>
<td>40</td>
</tr>
<tr>
<td>609/2799</td>
<td>42&quot; PVC Pipe Conduit</td>
<td>L.F.</td>
<td>40</td>
</tr>
<tr>
<td>609/2799</td>
<td>60&quot; PVC Pipe Conduit</td>
<td>L.F.</td>
<td>36</td>
</tr>
<tr>
<td>800/1</td>
<td>Roadway Construction</td>
<td>L.S.</td>
<td>All Req'd</td>
</tr>
<tr>
<td>801/1</td>
<td>Parking Area Construction</td>
<td>T.C.</td>
<td>3000</td>
</tr>
<tr>
<td>801/1</td>
<td>Access Road Construction</td>
<td>L.F.</td>
<td>1100</td>
</tr>
</tbody>
</table>

GENERAL NOTES

1. The clearing limits shall be to a next line ten feet beyond the slope limits in cut sections and five feet beyond the slope limits in fill sections or to the R.O.W. limits whichever is less.

2. Clearing will be required in waste disposal area within the R.O.W. Waste material shall not be placed outside living trees. No waste shall be permitted within the R.O.W. limits from Station 335+00 to the End of Project.

3. The top 12' of embankment below the 6" of subbase shall be select material.

4. The Minium grade on this project shall not exceed 10%.

5. All points of grade change shall have a vertical curve with a minimum sight distance of 280'.

6. Embankment widening shall generally be constructed on the down hill side of the cross slope, however widening may be done on either side provided the drainage is not detrimentally affected. Existing waste along the slopes throughout the project will have to be dredged to accommodate embankment widening.

7. All cutters shall be extended in accordance with section 63 for the sections and pad for as provided in section 892 of the special provisions.

8. From Station 120+00 to Station 285+00 the contractor may construct a ditch widening of centerline. 60,000 cubic yards of rock may be removed for use elsewhere on the project. The widening shall be graded to drain (see detail). The widening shall be uniform in width for the entire length of the above expansion limits.

9. Where the roadway embankment is solid rock the areas to be widened shall be constructed with shot rock.

10. The Contractor may receive grades in cut areas to obtain material for widening throughout the project.

11. Grades in the following areas shall be reconstructed to not exceed 10%.

<table>
<thead>
<tr>
<th>Percent</th>
<th>Existing Grade</th>
<th>New Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-25%</td>
<td>2.15%</td>
<td>1.15%</td>
</tr>
<tr>
<td>26-50%</td>
<td>2.15%</td>
<td>1.15%</td>
</tr>
<tr>
<td>51-75%</td>
<td>2.15%</td>
<td>1.15%</td>
</tr>
<tr>
<td>76-100%</td>
<td>2.15%</td>
<td>1.15%</td>
</tr>
</tbody>
</table>

12. No construction equipment will be allowed to operate outside of roaded excavation or embankment limits without written permission of the Engineer.

13. Major work will be required from Station 890 to 895 in order to obtain adequate vertical and horizontal alignment.
GENERAL NOTES:

1. Guardrail shall be installed to comply with Standard Drawing # S-30.01 unless otherwise shown.

2. Deck cables shall be tightened after stringer by alternates.

3. Drift pins shall be 8-4 and of sufficient length to penetrate first, member completely and second member to its center.

TYPICAL SECTION

Note: All cables not shown in this view for clarification

TYPICAL SECTION

Stakes outlining side of outer stringer log to a minimum 8' vertical rise (both sides); stringer cut longitudinally to ensure straightness. Natch stringer log for deck cables.

RE-ESTABLISH GRAVEL SURFACE UPON COMPLETION OF DECK WIDENING

Riveting & dispose brow log, both sides

6" STEEL POST SYSTEM DETAIL

6" staples, place as required

6" greave stop log (existing)

36" stringer log

36" stringer log

1"-18 lag bolt & washer

cable cleat assembly, see detail

12"-12" continuous native timber greave stop, notch for cables

standard guardrail bolt system with 24" bolt

2"-12" native timber guardrail post

5"X12" spacer block

standard beam type guardrail element

galvanized wire rope, 15,000# working strength, including eye

place end of cable beneath first wrap
LEGEND

DENOTES MONUMENTS LOCATED

DESCRIPTION

M.S. 953-820-3

A portion of Lot 1, U.S. 3809, Section 12, T. 42 N., R. 148 W., 6th P.M., as
particularly described as follows:

Beginning at Care No. 1, M.S. 953-820-3, a point on N 83° 18' E 2949.44 ft to
Lot 1 U.S. 3809 common with Care 1, M.S. 953-820-3, a point on N 83° 18' E
2949.44 ft to Care 2, M.S. 953-820-3, thence N 50° E 900 ft to Care 3, M.S.
953-820-3, thence N 50° 0'E 900 ft to Care 4, M.S. 953-820-3, thence
N 83° 18' E 2949.44 ft to Care 5, M.S. 953-820-3, thence N 83° 18' E 2949.44 ft
to Care 6, M.S. 953-820-3, thence to Care 1, M.S. 953-820-3, thence to
point of beginning.

STATE of ALASKA
Department of Highways

A Plat of M.S. 953-820-3
A Portion of Lot 1 U.S.S. 3559
About 10 Miles Northwest of Douglas, Alaska

MAY 1973