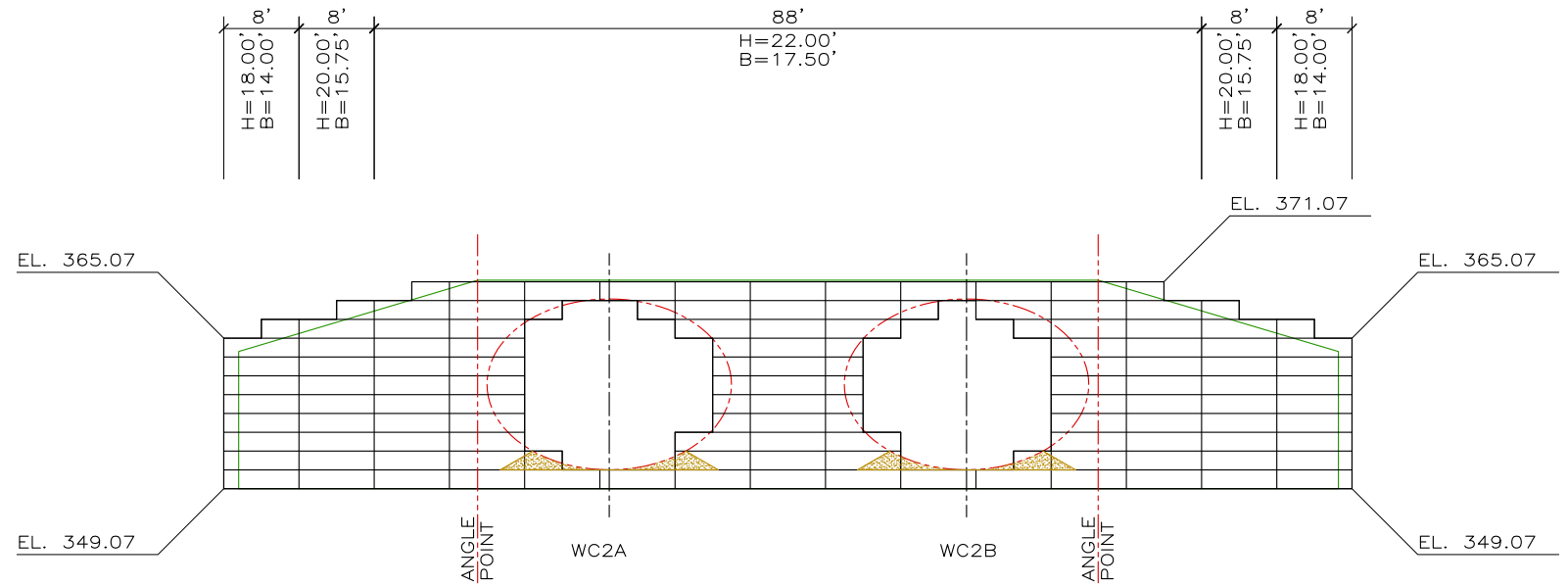


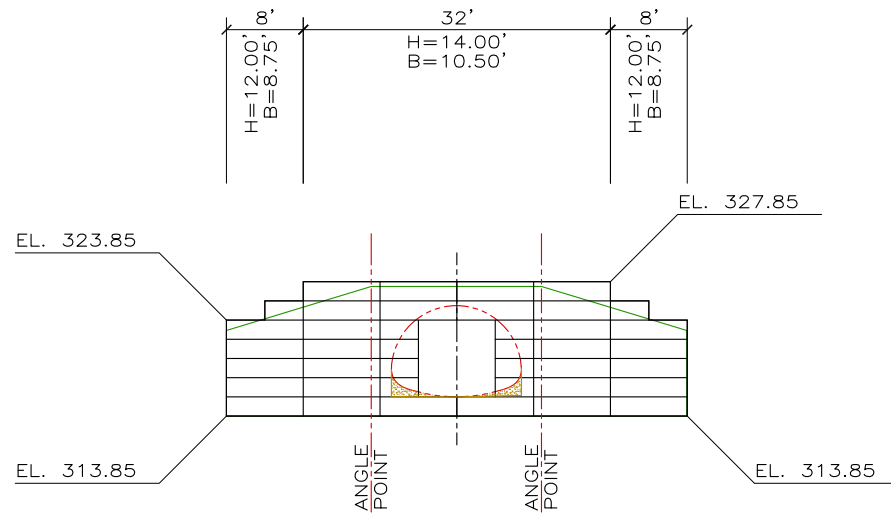
WC1-1 FACE AREA: 624  
 MINUS CULVERT FACE AREA: -64  
 TOTAL FACE AREA: 560 SQ. FT.

**DEVELOPED ELEVATION - WCI-1**



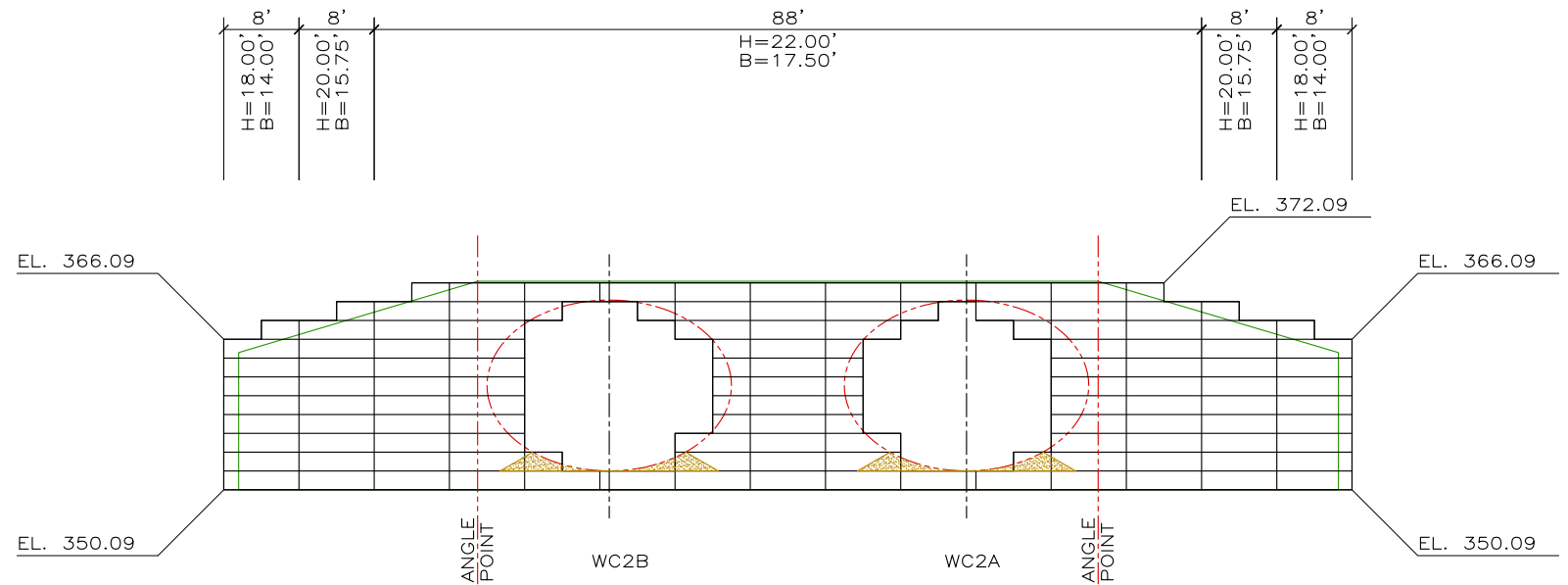
WC2A&B-1 FACE AREA: 2,496  
 MINUS CULVERT FACE AREA: -592  
 TOTAL FACE AREA: 1,904 SQ. FT.

**DEVELOPED ELEVATION - WC2A&B-1**



WC1-2 FACE AREA: 624  
 MINUS CULVERT FACE AREA: -64  
 TOTAL FACE AREA: 560 SQ. FT.

**DEVELOPED ELEVATION - WCI-2**



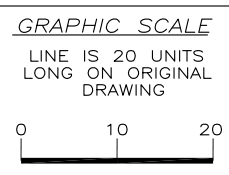
WC2A&B-2 FACE AREA: 2,496  
 MINUS CULVERT FACE AREA: -592  
 TOTAL FACE AREA: 1,904 SQ. FT.

**DEVELOPED ELEVATION - WC2A&B-2**

150923AW STERLING HIGHWAY

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REV.NO.	DATE	BY	DESCRIPTION



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 AMJ

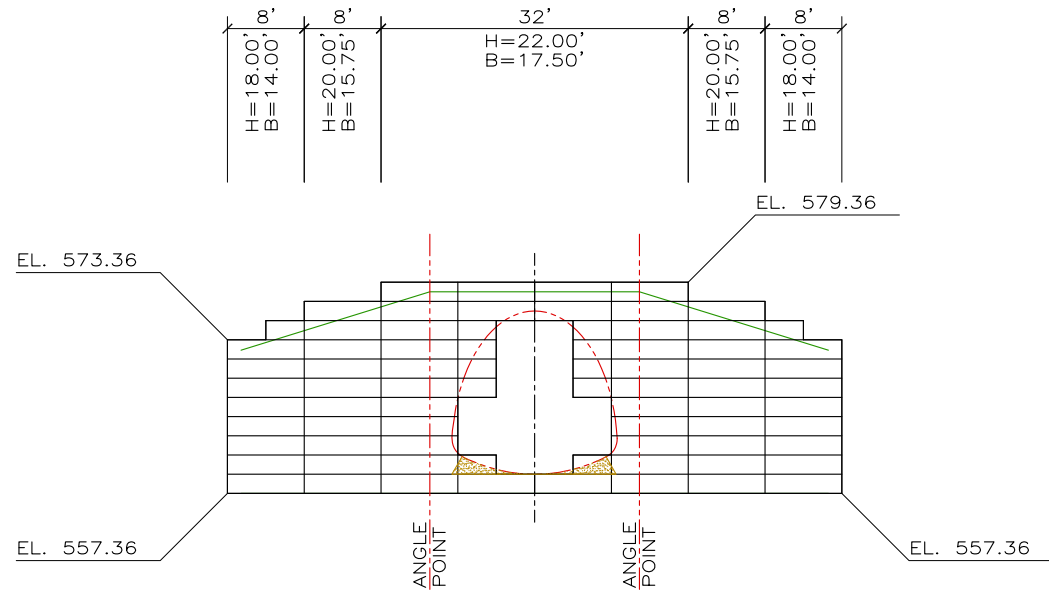
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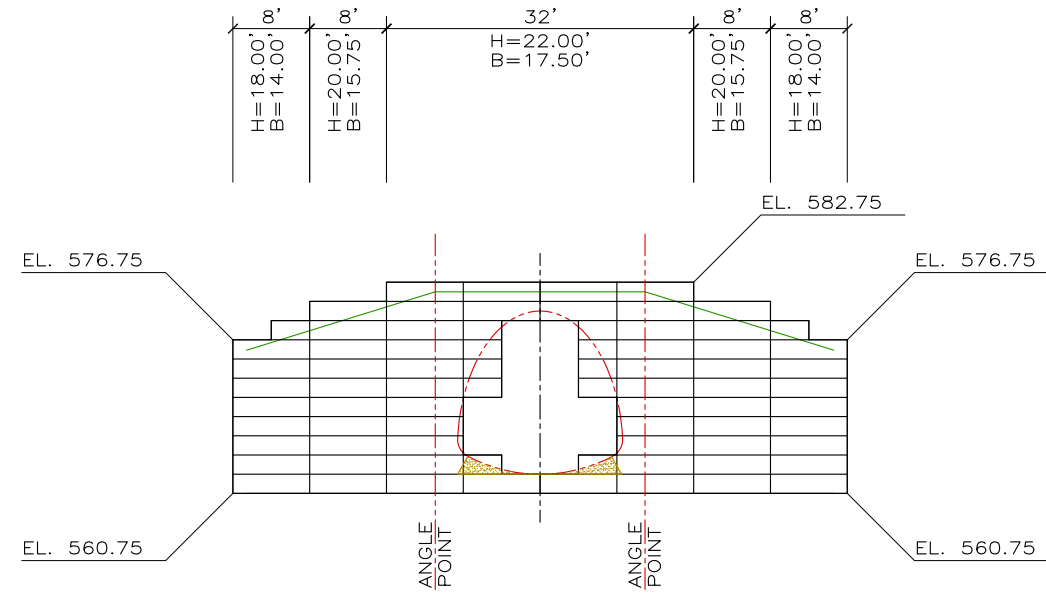
**FOR BIDDING PURPOSES ONLY**  
 WELDED WIRE WALL  
**STERLING HIGHWAY MP 58-79**  
 ALASKA DOT  
 STERLING, ALASKA  
 DEVELOPED ELEVATIONS

PROJECT NO.  
 150923AW  
 SHEET  
**1**  
 OF 5



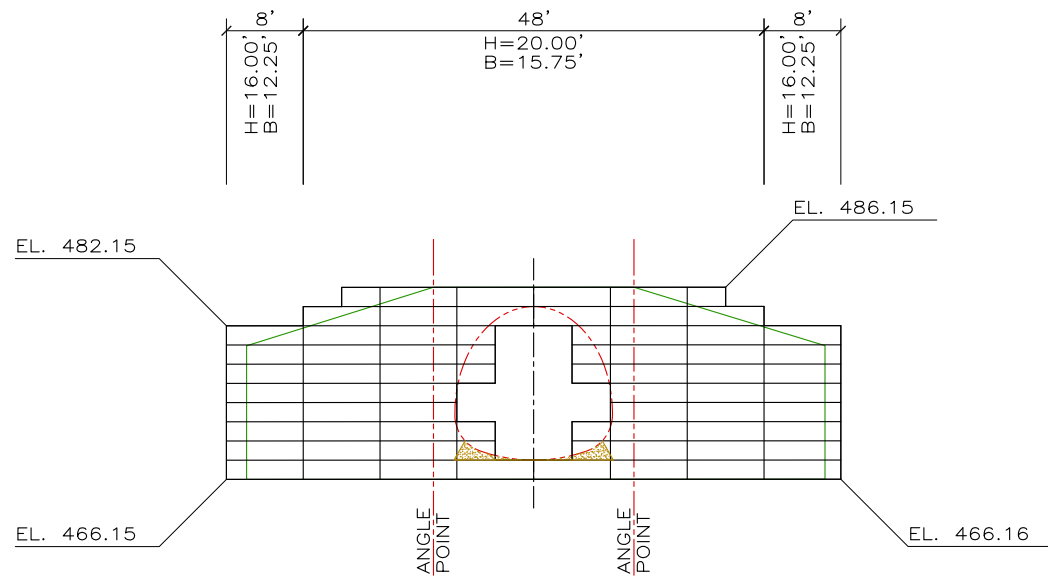
WC3-1 FACE AREA: 1,296  
 MINUS CULVERT FACE AREA -176  
 TOTAL FACE AREA: 1,120 SQ. FT.

**DEVELOPED ELEVATION - WC3-1**



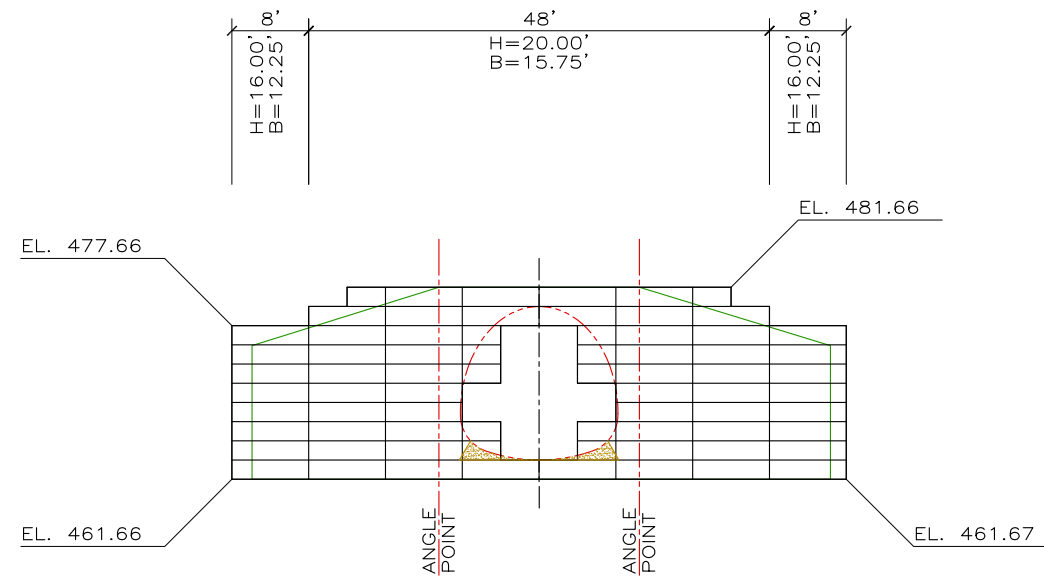
WC3-2 FACE AREA: 1,296  
 MINUS CULVERT FACE AREA -176  
 TOTAL FACE AREA: 1,120 SQ. FT.

**DEVELOPED ELEVATION - WC3-2**



WC4-1 FACE AREA: 1,200  
 MINUS CULVERT FACE AREA -144  
 TOTAL FACE AREA: 1,056 SQ. FT.

**DEVELOPED ELEVATION - WC4-1**



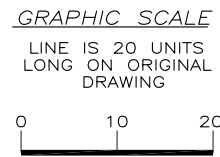
WC4-2 FACE AREA: 1,200  
 MINUS CULVERT FACE AREA -144  
 TOTAL FACE AREA: 1,056 SQ. FT.

**DEVELOPED ELEVATION - WC4-2**

150923AW STERLING HIGHWAY

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AMJ

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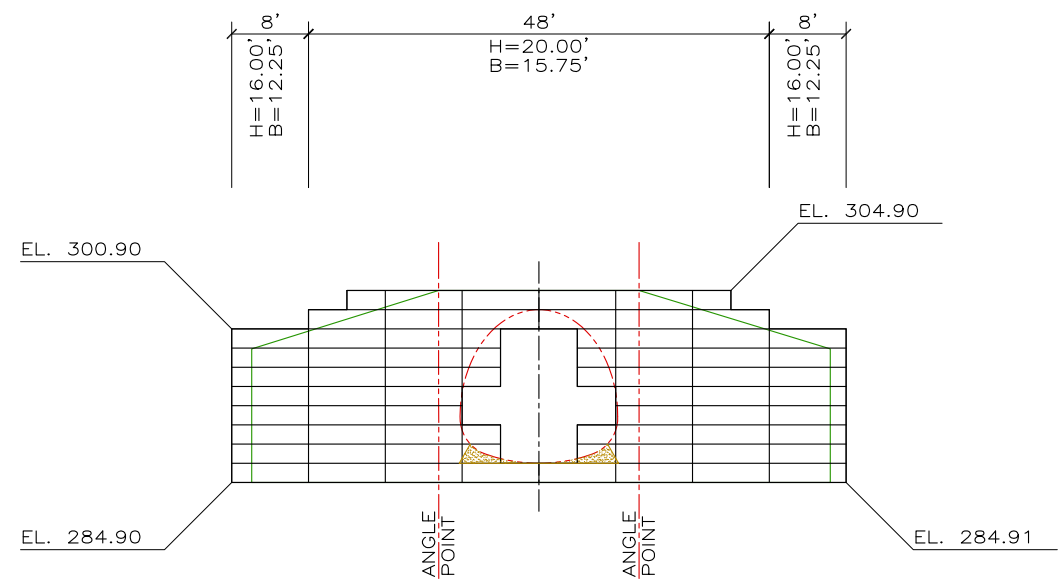
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 ALASKA DOT  
 STERLING, ALASKA  
 DEVELOPED ELEVATIONS

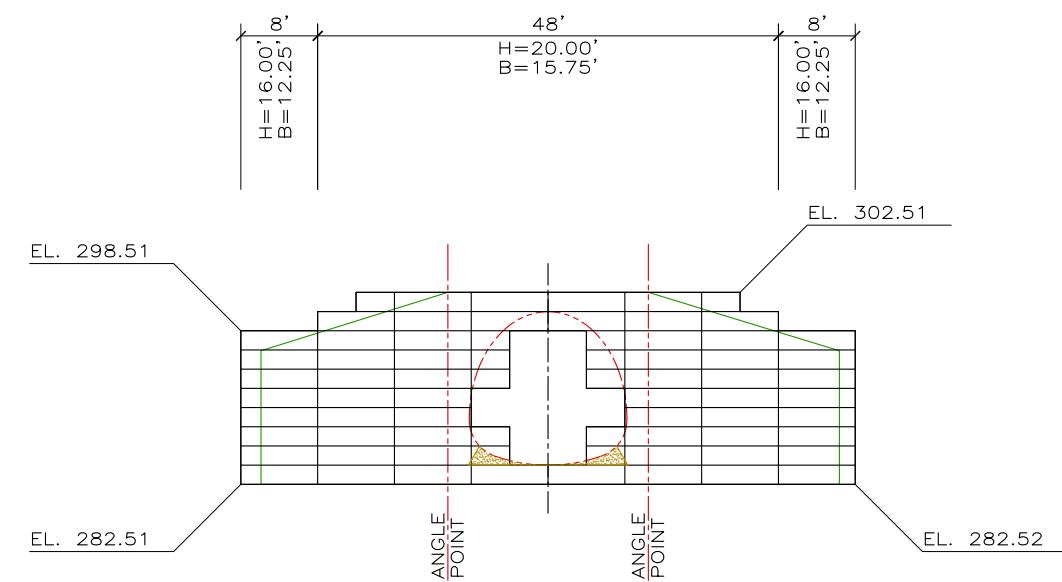
PROJECT NO.  
150923AW  
 SHEET  
**2**  
 OF 5

150923AW STERLING HIGHWAY



WC5-1 FACE AREA: 1,200  
 MINUS CULVERT FACE AREA -144  
 TOTAL FACE AREA: 1,056 SQ. FT.

**DEVELOPED ELEVATION - WC5-1**



WC5-2 FACE AREA: 1,200  
 MINUS CULVERT FACE AREA -144  
 TOTAL FACE AREA: 1,056 SQ. FT.

**DEVELOPED ELEVATION - WC5-2**

150923AW STERLING HIGHWAY MP 58-79  
 SKILAK LAKE RD. TO STERLING

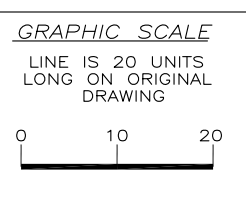
WC1-1 FACE AREA:	560 SQ. FT.
WC1-2 FACE AREA:	560 SQ. FT.
WC2A&B-1 FACE AREA:	1,904 SQ. FT.
WC2A&B-2 FACE AREA:	1,904 SQ. FT.
WC3-1 FACE AREA:	1,120 SQ. FT.
WC3-2 FACE AREA:	1,120 SQ. FT.
WC4-1 FACE AREA:	1,056 SQ. FT.
WC4-2 FACE AREA:	1,056 SQ. FT.
WC5-1 FACE AREA:	1,056 SQ. FT.
WC5-2 FACE AREA:	1,056 SQ. FT.
<b>TOTAL WC FACE AREA:</b>	<b>11,392 SQ. FT.</b>

THERE ARE ALSO GABIONS ON THE PROJECT FOR 22 MOOSE JUMP-OUTS.

GABIONS: 36 CY PER JUMP-OUT  
 22x32: 792 CY TOTAL

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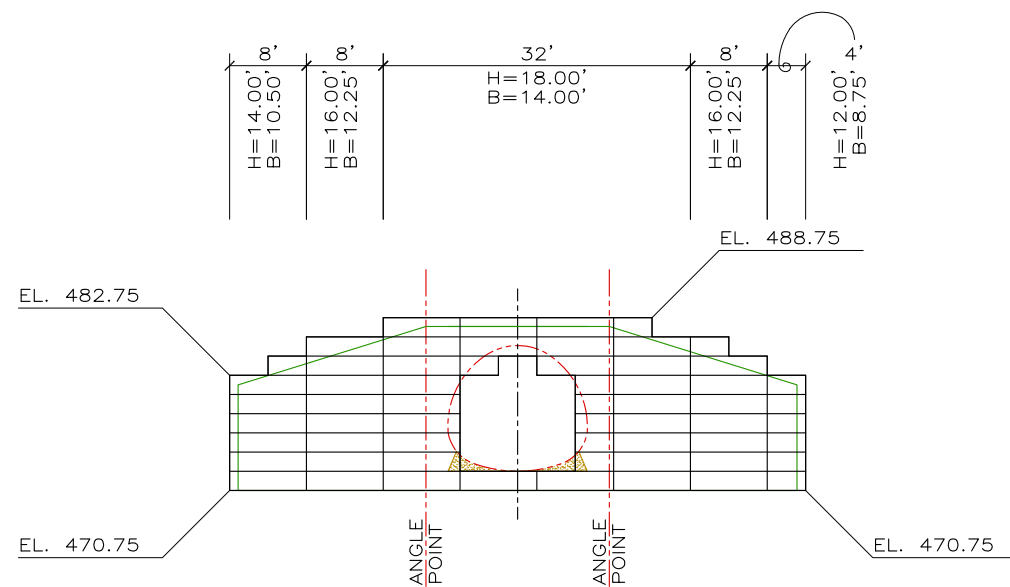
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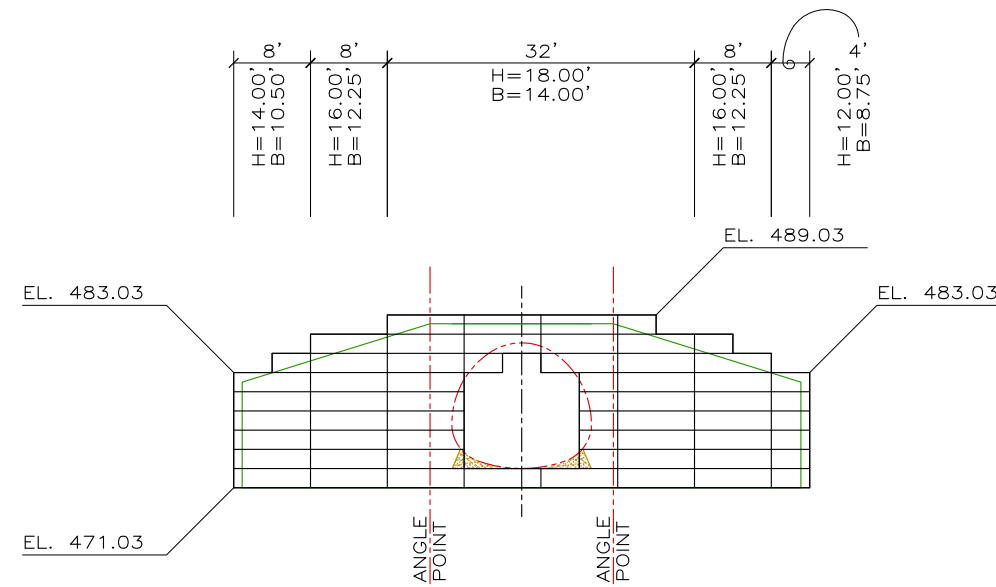
**FOR BIDDING PURPOSES ONLY**  
 WELDED WIRE WALL  
**STERLING HIGHWAY MP 58-79**  
 ALASKA DOT  
 STERLING, ALASKA  
 DEVELOPED ELEVATIONS

PROJECT NO.  
 150923AW  
 SHEET  
**3**  
 OF 5



KENAI WC-1 FACE AREA: 968  
 MINUS CULVERT FACE AREA: -128  
 TOTAL FACE AREA: 840 SQ. FT.

**DEVELOPED ELEVATION - KENAI WC-1**



KENAI WC-2 FACE AREA: 968  
 MINUS CULVERT FACE AREA: -128  
 TOTAL FACE AREA: 840 SQ. FT.

**DEVELOPED ELEVATION - KENAI WC-2**

150923AW STERLING HIGHWAY MP 58-79  
 KENAI NWR VISITOR ENHANCEMENTS

KENAI WC-1 FACE AREA:	840 SQ. FT.
KENAI WC-2 FACE AREA:	840 SQ. FT.
<b>TOTAL WC FACE AREA:</b>	<b>1,680 SQ. FT.</b>

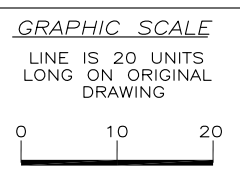
**PROJECT-SPECIFIC NOTES:**

1. REFERENCE DRAWINGS: BASED ON PROJECT PLANS FROM PROJECT PLANS FROM ALASKA DOT DOWNLOADED 4.6.17
2. BLACK AND WHITE REPRODUCTION OF THIS COLOR ORIGINAL MAY REDUCE ITS EFFECTIVENESS AND LEAD TO INCORRECT INTERPRETATION.
3. IT IS ASSUMED THAT ALL MATERIALS, BACKFILL AND CONSTRUCTION METHODS FOR HILFIKER M.S.E. WALLS WILL CONFORM TO HILFIKER'S SPECIFICATIONS AND/OR THOSE OF THE HILFIKER ENGINEERING CONSULTANT.
4. THIS IS NOT AN ENGINEERED SUBMITTAL. ALL INFORMATION HEREON IS DERIVED FROM THE REFERENCE DRAWINGS, AND IS SUBJECT TO GEOMETRIC AND GEOTECHNICAL CONFIRMATION. THE APPLICABLE HILFIKER CONSTRUCTION GUIDE AND SPECIFICATIONS ARE AN INTEGRAL PART OF THIS SUBMITTAL.
5. UPON ENGINEERED DESIGN, HILFIKER RETAINING WALLS SHALL BE RESPONSIBLE ONLY FOR THE INTERNAL STABILITY OF THE RETAINING WALL, AND NOT FOR GLOBAL STABILITY OR FOUNDATION BEARING CAPACITY. THE OWNER/CONTRACTOR SHALL BE RESPONSIBLE FOR ALL JOB SITE DRAINAGE, SAFETY AND FALL PROTECTION PROVISIONS FOR WORKERS IN COMPLIANCE WITH OSHA AND ANY OTHER APPLICABLE REQUIREMENTS.
6. WALL DESIGN SHALL REQUIRE A NON-SATURATED BACKFILL. SURFACE AND SUBSURFACE DRAINAGE CONTROL MAY BE REQUIRED TO PREVENT SATURATION OF THE BACKFILL OR TO RELIEVE HYDROSTATIC PRESSURES. DRAINAGE CONTROL SHALL BE AS SPECIFIED IN THE OWNER'S PROJECT PLANS AND SPECIFICATIONS, OR AS DIRECTED BY THE OWNER'S ENGINEER.

150923AW STERLING HIGHWAY

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PROJ. MGR. HKH
ENGINEER
CADD BY AMJ

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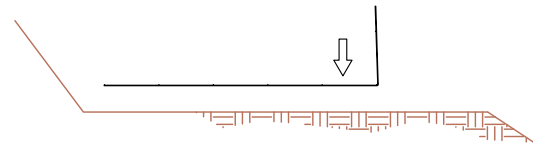
**SINCE 1902**  
 QUALITY PRODUCTS

DWG DATE 11 APR 17
REVISION DATE
SCALE NOTED

<b>FOR BIDDING PURPOSES ONLY</b>
WELDED WIRE WALL
<b>STERLING HIGHWAY MP 58-79</b>
ALASKA DOT STERLING, ALASKA
DEVELOPED ELEVATIONS

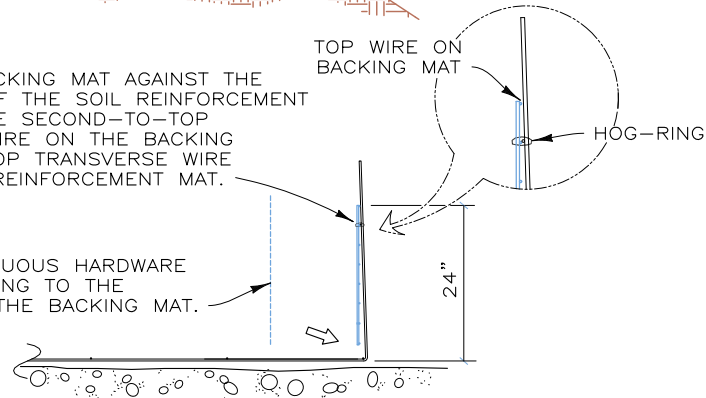
PROJECT NO. 150923AW
SHEET <b>4</b>
OF 5

**STEP 1**  
PLACE THE FIRST COURSE OF SOIL REINFORCEMENT MATS ON PREPARED FOUNDATION



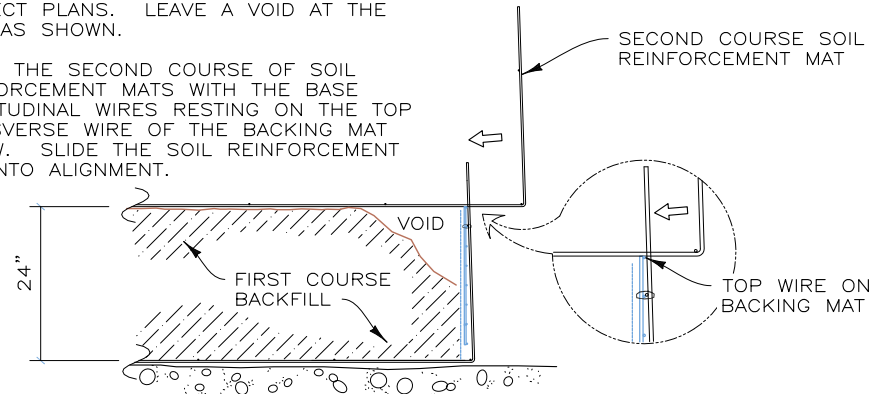
**STEP 2**  
PLACE THE BACKING MAT AGAINST THE INSIDE FACE OF THE SOIL REINFORCEMENT MAT. CLIP THE SECOND-TO-TOP TRANSVERSE WIRE ON THE BACKING MAT TO THE TOP TRANSVERSE WIRE ON THE SOIL REINFORCEMENT MAT.

INSTALL CONTINUOUS HARDWARE CLOTH, HOG-RING TO THE TOP WIRE ON THE BACKING MAT.

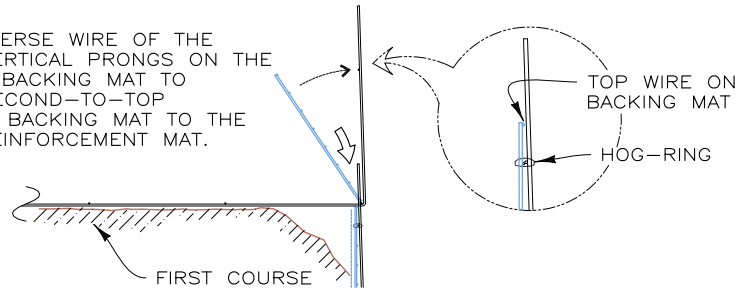


**STEP 3**  
PLACE AND COMPACT THE BACKFILL IN LAYERS AND DENSITIES AS SPECIFIED IN THE PROJECT PLANS. LEAVE A VOID AT THE FACE AS SHOWN.

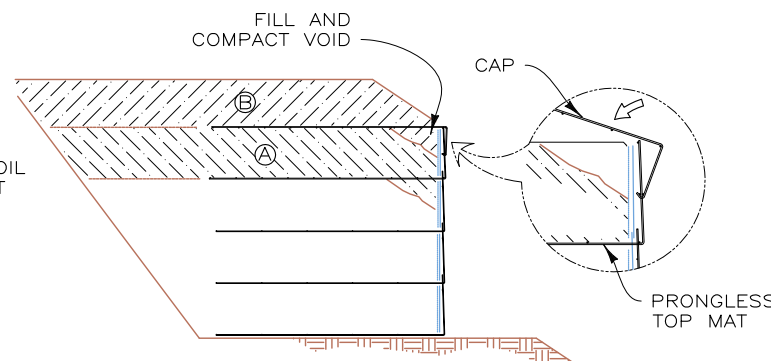
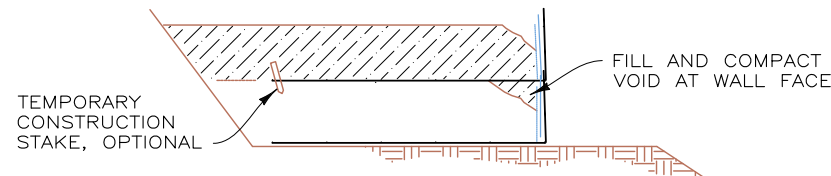
PLACE THE SECOND COURSE OF SOIL REINFORCEMENT MATS WITH THE BASE LONGITUDINAL WIRES RESTING ON THE TOP TRANSVERSE WIRE OF THE BACKING MAT BELOW. SLIDE THE SOIL REINFORCEMENT MAT INTO ALIGNMENT.



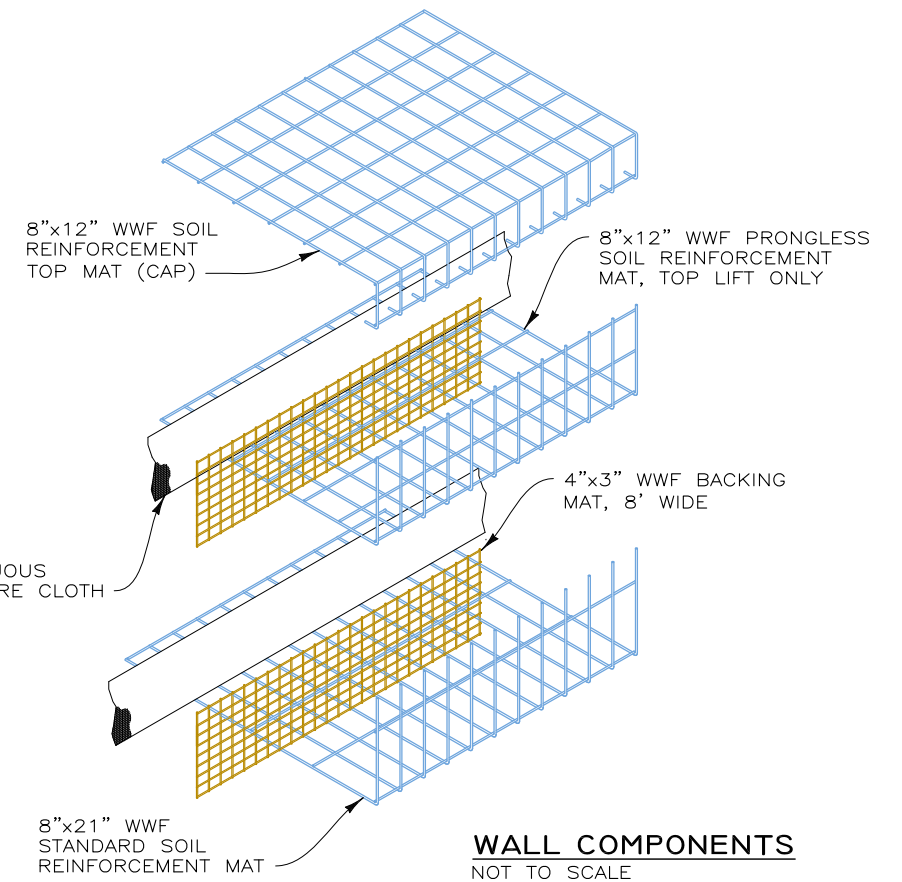
**STEP 4**  
HOOK THE BOTTOM TRANSVERSE WIRE OF THE BACKING MAT OVER THE VERTICAL PRONGS ON THE LOWER MAT. ROTATE THE BACKING MAT TO VERTICAL AND CLIP THE SECOND-TO-TOP TRANSVERSE WIRE ON THE BACKING MAT TO THE TOP WIRE ON THE SOIL REINFORCEMENT MAT.



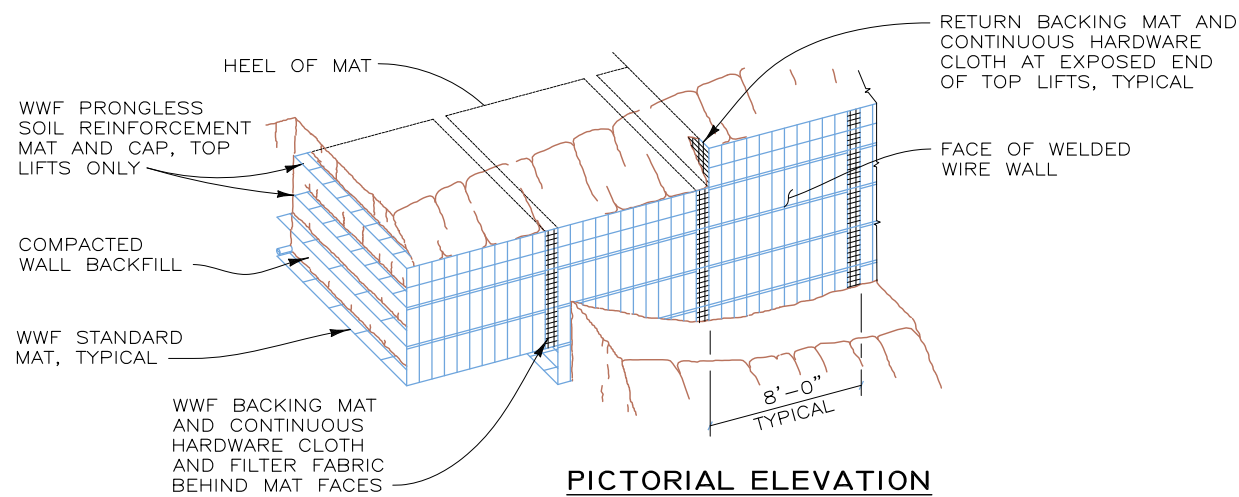
**STEP 5**  
INSTALL THE CONTINUOUS HARDWARE CLOTH. PLACE AND COMPACT THE BACKFILL TO THE BASE ELEVATION OF THE NEXT MAT. REPEAT STEPS 3 THROUGH 5 TO THE TOP LIFT.



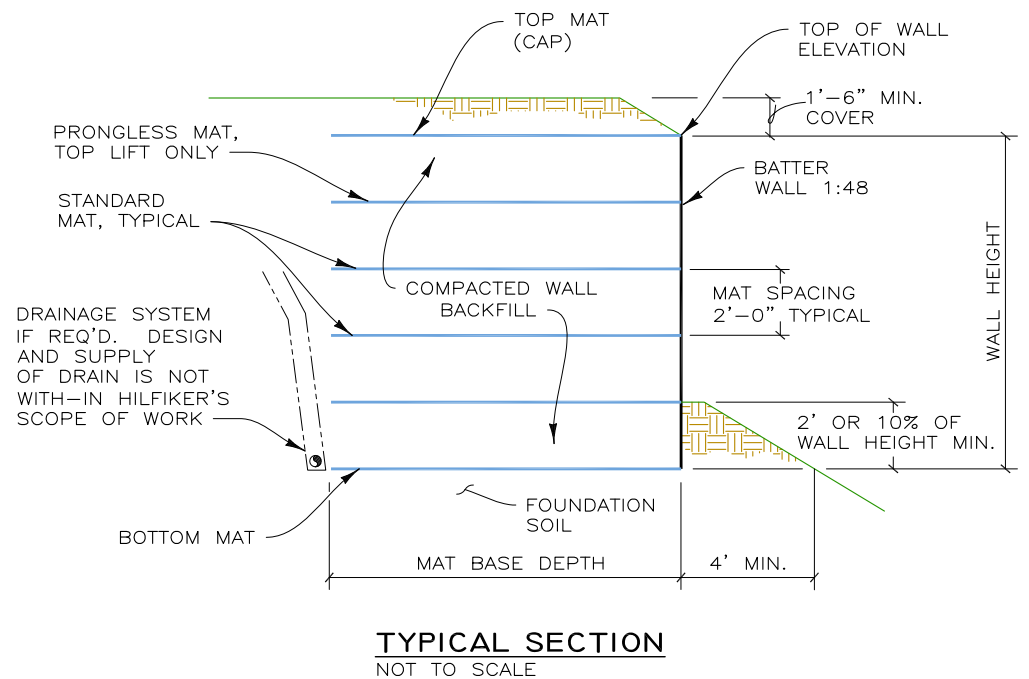
**STEP 6: TOP LIFT**  
PLACE THE TOP LIFT PRONGLESS MAT, BACKING MAT AND CONTINUOUS HARDWARE CLOTH. PLACE AND COMPACT BACKFILL IN AREA "A". HOOK THE CAP OVER THE MIDDLE TRANSVERSE WIRE ON THE PRONGLESS MAT, AND ROTATE INTO PLACE. BACKFILL "B" TO 1'-6" MIN. COVER OVER THE CAP.



**CONSTRUCTION SEQUENCE**  
NOT TO SCALE



**PICTORIAL ELEVATION**  
NOT TO SCALE

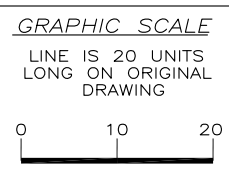


**TYPICAL SECTION**  
NOT TO SCALE

150923AW STERLING HIGHWAY

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**STERLING HIGHWAY MP 58-79**  
ALASKA DOT  
STERLING, ALASKA  
CONSTRUCTION SEQUENCE AND DETAILS

PROJECT NO.  
150923AW  
SHEET  
**5**  
OF 5