

INDEX TO SHEETS		SHEET NO.	DESCRIPTION
1	2		
TITLE SHEET	2		TYPICAL SECTION
SPECIAL DITCH LOCATIONS	3-5		
PLAN SHEETS	6-13		

AS
CONSTRUCTED

PLANS PREPARED BY
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WESTERN DIRECT FEDERAL DIVISION

FOR

ALASKA FOREST HIGHWAY PROJECT 9-1(2)

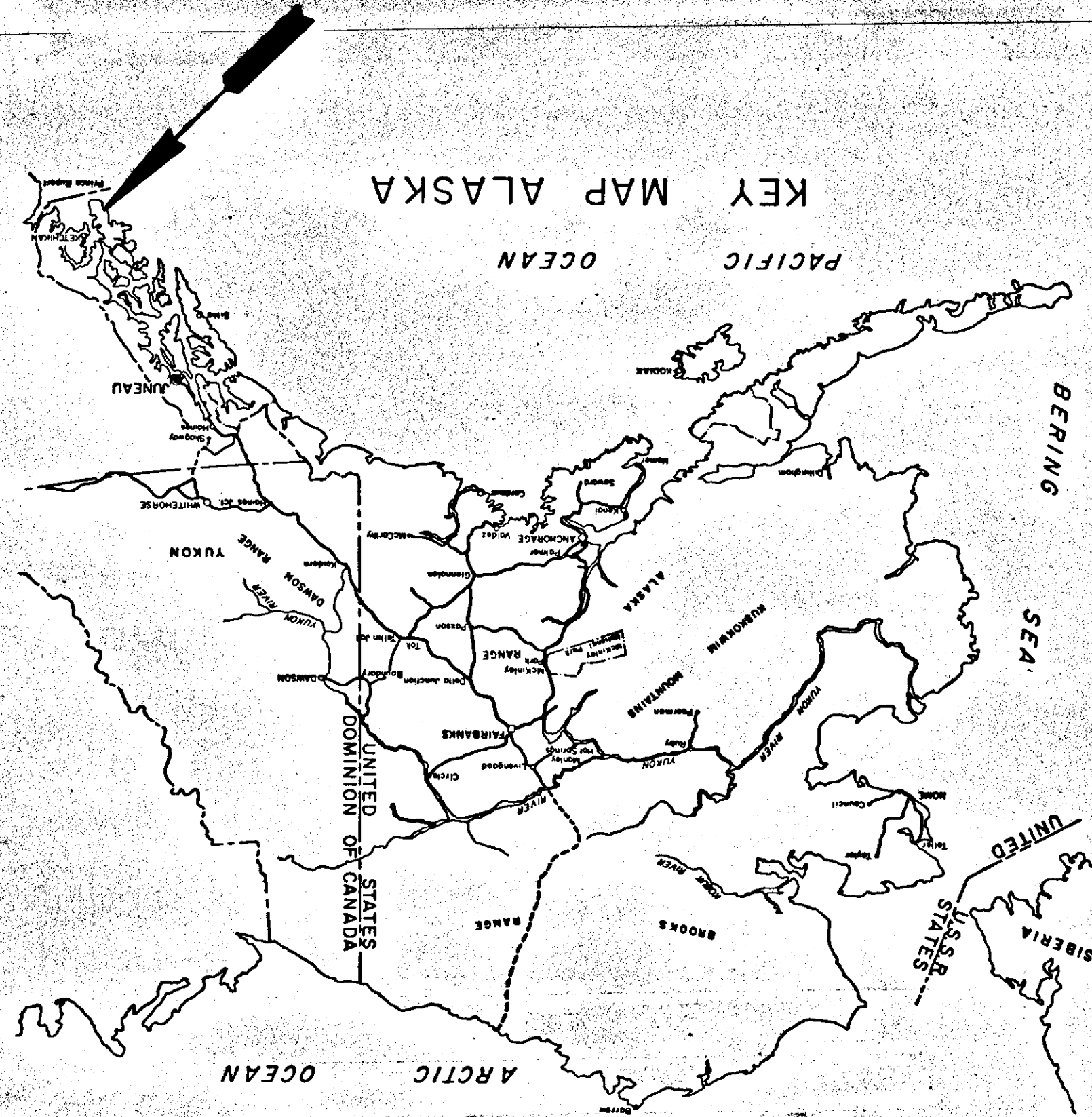
BIG SALT HIGHWAY

CLASS 2

LENGTH 8.018 MILES

TONGASS NATIONAL FOREST

ALASKA

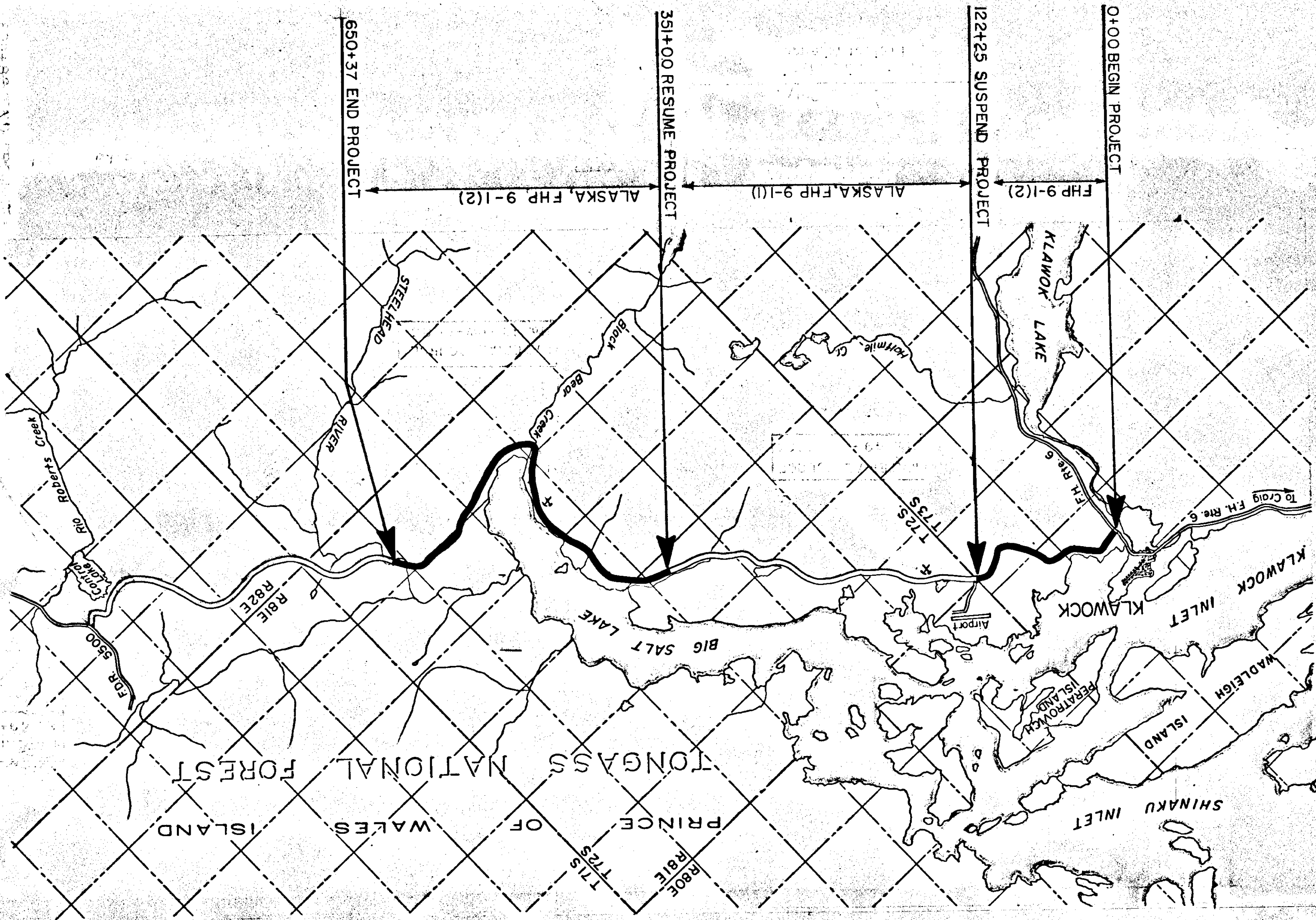


CONVENTIONAL SYMBOLS

- COUNTY LINE
- TOWNSHIP OR RANGE LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH LINE
- NATIONAL PARK OR FOREST BOUNDARY
- LINE TO BE CONSTRUCTED
- LIMIT OF SLOPE LINE TOP OF CUT
- LIMIT OF SLOPE LINE TOP OF FILL
- PROPOSED RIGHT OF WAY LINE
- EXISTING RIGHT OF WAY LINE
- LIMITED ACCESS RIGHT OF WAY
- RAILROAD
- EXISTING FENCE
- EXISTING CULVERT
- CULVERT TO BE CONSTRUCTED
- EXISTING BRIDGE
- PROPOSED BRIDGE
- POWER POLES (EXISTING & PROPOSED)
- TELEPHONE/TELEGRAPH POLES (EXIST & PROPOSED)
- JOINT USE POLES (EXISTING & PROPOSED)

SCALE IN MILES

0 1 2 3 4



Description of Project

Improvement: Grading

Roadbed Width: 22' at Profile Grade

Project Began: 7/20/81

Project Completed: 2/22/82

Project Engineer: J.B. Arriaga

Plans

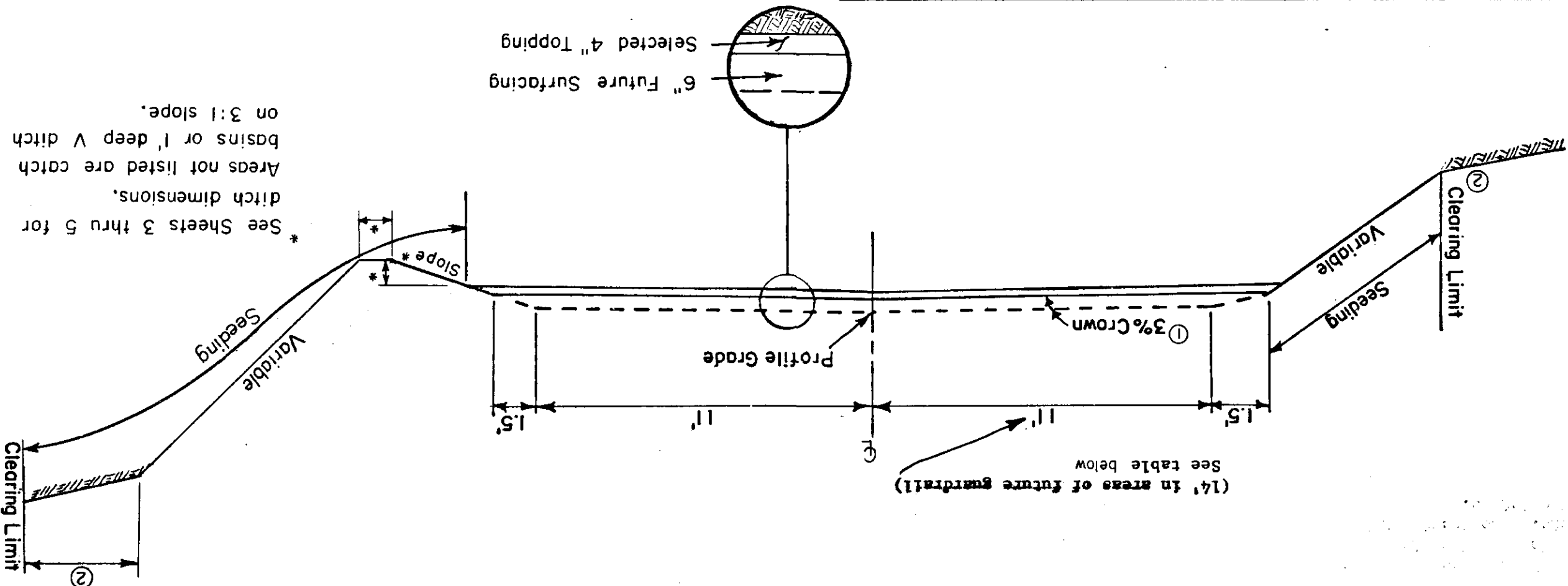
Prepared: M. Eastman

Checked: J.B. Arriaga 7/23/82

Reviewed: J.B. Arriaga

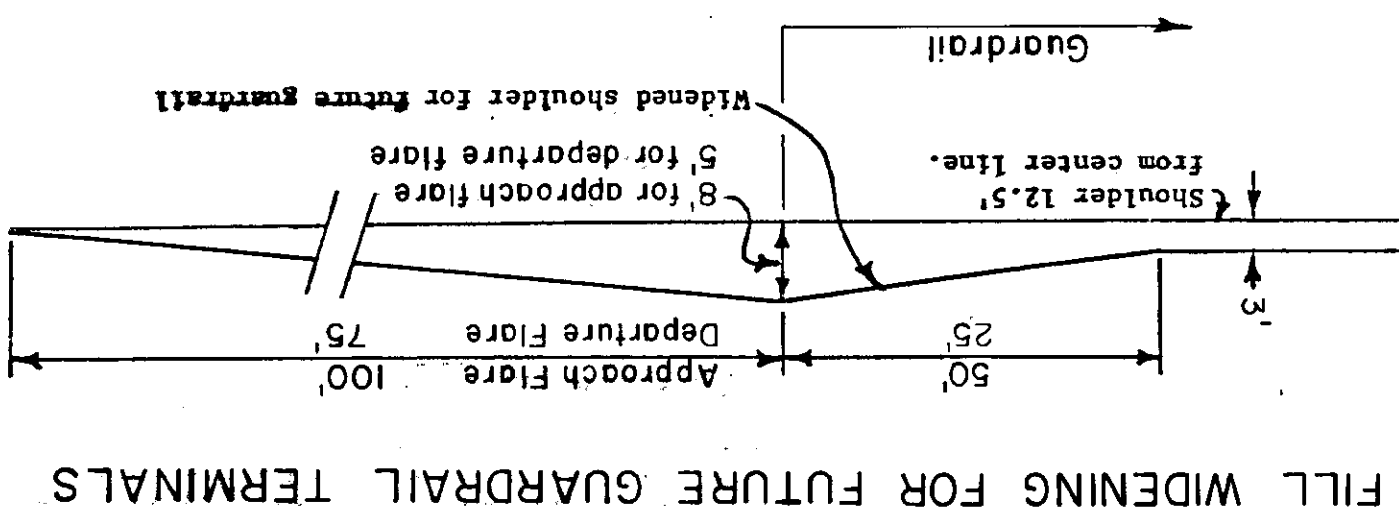
TYPICAL SECTION

- ① Super-elevations on curves are at the rate "e" as indicated under curve data on plan sheets
- ② Variable Width



* See Sheets 3 thru 5 for ditch dimensions. Areas not listed are catch basins or 1' deep V ditch on 3:1 slope.

FILL WIDENING FOR FUTURE GUARDRAIL			FILL WIDENING FOR FUTURE GUARDRAIL		
STATION TO STATION	SIDE	TERMINAL	STATION TO STATION	SIDE	TERMINAL
41+50 - 43+00	Right	B-B	463+50 - 474+00	Left	A-A
89+00 - 90+00	Right	B-Bridge	506+00 - 507+05	Left	B-Bridge
89+50 - 90+00	Left	A-Bridge	506+00 - 507+05	Right	B-Bridge
90+63 - 91+00	Right	Bridge-A	508+50 - 509+00	Left	Bridge-A
90+63 - 91+50	Left	Bridge-B	508+50 - 509+00	Right	Bridge-A
374+00 - 381+50	Left	A-B	538+00 - 542+50	Left	A-A
398+00 - 401+50	Left	B-A	573+00 - 577+50	Left	A-B
407+85 - 415+33	Left	A-A	589+00 - 592+50	Left	A-B
425+50 - 453+50	Left	A-A	595+50 - 611+50	Left	A-A
			624+00 - 644+50	Left	A-A



FILL WIDENING FOR FUTURE GUARDRAIL TERMINALS

STATION TO STATION	SLOPE	DEPTH	WIDTH	LT/RT
12+50	6:1	2	2	Rt
15+50	6:1	2.5	1.5	Rt
16+00	6:1	2	2	Rt
16+50	6:1	2	3	Rt
18+00	6:1	2	2	Rt
23+50	9:1	3	2	Rt
25+00	6:1	2	2	Rt
30+00	6:1	2	4	Rt
30+50	6:1	2	6	Rt
31+00	6:1	2	2	Rt
33+50	6:1	3	4	Rt
34+00	3:1	1	2	Rt
36+00	3:1	1	2	Rt
38+00	6:1	2	2	Rt
39+00	7:1	3.5	2	Rt
40+50	6:1	3	2	Rt
41+00	6:1	2	2	Rt
41+00	3:1	1	0	Lt
44+50	3:1	1	0	Lt
46+50	6:1	2	2	Rt
46+00	3:1	1	0	Lt
64+00	3:1	1	2	Lt
66+28	8:1	4	4	Lt
67+00	3:1	1	2	Lt
80+50	6:1	2	2	Rt
83+50	6:1	2	0	Rt
85+50	6:1	2	2	Rt
94+00	6:1	2	0	Rt
96+50	6:1	2	0	Rt
98+50	3:1	1	0	Rt
99+88	5:1	2.5	4.0	Rt
100+50	6:1	2.0	0	Rt
103+00	3:1	1.0	0	Lt
105+00	5:1	2.5	4.0	Rt
106+00	6:1	2.0	0	Rt
108+50	6:1	2.0	2.0	Rt

STATION TO STATION	SLOPE	DEPTH	WIDTH	LT./RT.
117+50	6:1	2.0	2.0	Rt
120+00	6:1	2.0	2.0	Rt
122+00	6:1	3.0	4.0	Rt
122+50	6:1	2.0	2.0	Rt
351+50	3:1	1.0	2.0	Rt
353+00	3:1	1.0	2.0	Rt
353+50	3:1	1.0	2.0	Rt
355+00	3:1	1.0	2.0	Rt
355+00	3:1	1.0	2.0	Rt
358+00	3:1	1.0	2.0	Rt
358+00	3:1	1.0	2.0	Rt
359+00	3:1	1.0	2.0	Rt
359+50	3:1	1.0	2.0	Rt
363+50	3:1	1.0	2.0	Rt
364+00	3:1	1.0	2.0	Rt
366+50	6:1	2.0	4.0	Rt
370+50	3:1	1.0	0	Rt
370+75 BK				
371+00 AH				
371+50	6:1	2.0	4.0	Rt
372+50	6:1	2.0	4.0	Rt
373+62	6:1	4.0	4.0	Rt
374+00	6:1	2.0	4.0	Rt
378+00	6:1	2.0	4.0	Rt
379+33	6:1	2.0	2.0	Rt
380+51	6:1	2.0	4.0	Rt
381+01	6:1	2.0	3.2	Rt
381+51	6:1	2.0	3.1	Rt
382+53	6:1	2.0	4.0	Rt
383+00	6:1	2.0	2.0	Rt
383+50	6:1	2.0	3.5	Rt
383+98	6:1	2.0	4.0	Rt
384+46	9:1	3.0	4.0	Rt
384+96	18:1	6.0	6.0	Lt
387+60	6:1	2.0	4.0	Rt
385+46	15:1	5.0	6.0	Lt
385+98	12:1	4.0	6.0	Lt
386+48	15:1	5.0	6.0	Lt
387+25	12:1	4.0	6.0	Lt
387+60	15:1	5.0	6.0	Lt
388+10	9:1	3.0	6.0	Lt
388+10	6:1	2.0	2.0	Rt
389+61	6:1	2.0	0	Rt

STATION TO STATION	SLOPE	DEPTH	WIDTH	LT/RT
389+95	-	3:1	1.0	0
391+10	392+13	6:1	2.0	2.0
392+63	395+18	6:1	2.0	4.0
395+82	398+95	6:1	2.0	4.0
396+95	397+95	6:1	2.0	2.0
398+45	403+63	6:1	2.0	4.0
403+63	-	6:1	2.0	4.0
404+61	414+10	6:1	2.0	4.0
405+49	-	6:0	2.0	4.0
406+90	-	6:1	2.0	4.0
407+45	407+85	6:1	2.0	2.0
414+85	-	7:1	4.0	4.0
415+80	416+75	6:1	2.0	4.0
421+50	422+00	6:1	3.0	0
422+50	-	3:1	1.0	2.0
422+50	-	7.5:1	2.5	0
423+00	-	6:1	2.0	4.0
423+50	-	6:1	2.0	0
424+00	424+50	3:1	1.0	0
425+00	426+50	4.5:1	1.5	0
427+00	-	6:1	2.0	0
427+65	-	6:1	3.0	4.0
428+50	429+00	6:1	2.0	2.0
429+50	430+50	3:1	1.0	0
431+00	-	4.5:1	1.5	0
431+50	-	9:1	3.0	4.0
432+00	433+50	3:1	1.0	0
434+00	-	4.5:1	1.5	0
434+50	-	3:1	1.0	0
435+00	436+50	3:1	1.0	0
437+00	-	6:1	2.0	3.0
437+50	-	6:1	3.0	3.0
438+00	439+00	6:1	2.0	0
439+50	441+50	4.5:1	1.5	0
442+00	446+50	6:1	2.0	4.0

NOTE: When only one station is listed, the data applies to that station only.

SPECIAL DITCH LOCATIONS

CONT'D

STATION TO STATION	SLOPE	DEPTH	WIDTH	LT/RT
443+00	6:1	2.0	2.0	Lt
447+00	4:1	2.0	2.0	Rt
447+50	6:1	2.0	4.0	Rt
450+00	6:1	2.0	2.0	Rt
450+50	6:1	2.0	4.0	Rt
455+50	3:1	1.0	0	Lt
462+50	3:1	1.0	0	Lt
463+50	3:1	1.0	0	Rt
464+00	3:1	1.0	0	Rt
464+50	3:1	1.0	0	Lt
474+50	3:1	1.0	0	Rt
474+50	3:1	1.0	0	Rt
475+00	3:1	1.0	0	Rt
475+50	4.5:1	1.5	0	Rt
476+00	6:1	2.0	2.0	Rt
484+00	3:1	1.0	0	Lt
485+00	3:1	1.0	0	Lt
488+00	3:1	1.0	0	Rt
488+50	3:1	1.0	0	Lt
489+00	3:1	1.0	0	Rt
489+50	3:1	1.0	0	Lt
491+50	3:1	1.0	0	Rt
500+00	3:1	1.0	0	Lt
501+50	3:1	1.0	0	Lt
503+50	3:1	1.0	0	Lt
505+00	3:1	1.0	0	Lt
506+00	3:1	1.0	0	Rt
506+50	3:1	1.0	0	Rt
516+50	6:1	2.0	2.0	Rt
517+50	3:1	1.0	0	Lt
517+50	3:1	1.0	0	Rt
532+50	3:1	1.0	2.0	Rt
533+23	6:1	3.0	4.0	Rt
534+00	4.5:1	1.5	2.0	Rt
534+50	3:1	1.0	2.0	Rt
535+00	3:1	1.0	2.0	Rt
536+62	10:1	5.0	4.0	Rt
537+50	6:1	2.0	2.0	Rt
538+00	3:1	2.5	2.0	Rt
539+00	6:1	2.0	2.0	Rt
541+75	7:1	3.5	4.0	Rt
542+50	6:1	2.0	2.0	Rt
543+29	9:1	3.5	4.0	Rt
544+00	6:1	2.0	2.0	Rt
545+00	3:1	1.0	0	Lt

STATION TO STATION	SLOPE	DEPTH	WIDTH	LT/RT
545+50	6:1	3.0	4.0	Rt
546+00	3:1	1.0	0	Lt
546+00	6:1	2.0	2.0	Rt
548+00	6:1	2.0	2.0	Rt
550+00	3:1	1.0	1.0	Rt
551+00	6:1	2.0	2.0	Rt
551+50	3:1	1.0	0	Lt
552+50	3:1	1.0	0	Lt
552+50	3:1	1.0	2.0	Rt
552+50	3:1	1.0	2.0	Rt
554+50	6:1	2.0	2.5	Rt
555+00	6:1	2.0	2.0	Rt
556+00	6:1	2.0	2.0	Rt
558+50	6:1	2.0	2.0	Rt
559+36	8:1	4.0	4.0	Rt
560+00	6:1	2.0	2.0	Rt
560+70	10:1	5.0	4.0	Rt
561+50	6:1	2.0	2.0	Rt
562+31	11:1	5.5	4.0	Rt
563+50	3:1	1.0	0	Lt
564+00	6:1	2.0	0	Rt
564+00	3:1	1.0	0	Lt
565+50	3:1	1.0	0	Lt
566+09	8:1	3.0	4.5	Rt
566+50	6:1	2.0	2.0	Rt
567+50	4.5:1	1.5	0	Rt
568+00	3:1	1.0	0	Lt & Rt
568+40	6:1	3.0	4.0	Rt
569+00	3:1	1.0	0	Rt
571+00	6:1	3.0	4.0	Rt
571+50	3:1	1.0	0	Rt
576+00	10:1	5.0	4.0	Rt
578+00	9:1	3.0	3.0	Rt
578+71	12:1	4.0	3.0	Rt
579+00	15:1	5.0	0	Rt
579+30	3:1	1.0	0	Lt
579+30	12:1	4.0	0	Rt
579+58	9:1	4.5	0	Rt
580+00	3:1	1.0	0	Lt
580+50	6:1	2.0	2.0	Rt
581+00	9:1	3.0	0	Rt

SPECIAL DITCH LOCATIONS

CONT'D

STATION TO STATION	SLOPE	DEPTH	WIDTH	LT/RT
581+00	3:1	1.0	0	Lt
581+50	12:1	4.0	0	Rt
582+00	6:1	2.0	2.0	Rt
583+00	15:1	7.5	4.0	Rt
583+50	12:1	4.0	2.0	Rt
584+26	12:1	6.0	2.0	Rt
585+00	6:1	2.0	2.0	Rt
586+00	6:1	2.0	0	Rt
586+57	9:1	3.0	3.0	Rt
587+00	6:1	2.0	0	Rt
588+50	6:1	2.0	0	Rt
589+00	6:1	2.0	2.0	Rt
589+36	6:1	3.0	4.0	Rt
590+06	7.5:1	2.5	4.0	Rt
590+50	6:1	2.0	0	Rt
591+64	8:1	4.0	2.0	Rt
592+00	4.5:1	1.5	0	Lt
592+00	3:1	1.0	0	Rt
593+00	3:1	1.0	0	Lt
597+85	8:1	4.0	4.0	Rt
599+61	8:1	4.0	4.0	Rt
601+73	8:1	4.0	4.0	Rt
602+50	3:1	1.0	0	Rt
603+24	6:1	2.0	2.0	Rt
604+07	6:1	2.0	0	Rt
604+50	3:1	1.0	0	Rt
609+28	15:1	7.5	4.0	Rt
610+00	3:1	1.0	0	Rt
611+50	3:1	1.0	0	Rt
612+55	10:1	5.0	4.0	Lt
612+55	3:1	1.0	0	Rt
613+00	3:1	1.0	0	Lt
614+88	12:1	4.0	4.0	Rt
615+54	12:1	6.0	4.0	Rt
616+00	9:1	3.0	0	Rt
616+28	8:1	4.0	4.0	Rt
616+50	3:1	1.0	0	Lt
618+00	-	-	0	Rt

STATION TO STATION	SLOPE	DEPTH	WIDTH	LT/RT
649+00	9:1	3.0	4.0	Rt
649+60	6:1	2.0	0	Rt
649+90	7.5:1	2.5	0	Rt
650+37 BK=	-	-	-	-
650+00 AH	9:1	3.0	0	Lt&Rt

STATION TO STATION	SLOPE	DEPTH	WIDTH	LT/RT
617+00	-	6:1	2.0	Rt
617+50	-	3:1	1.0	Rt
618+00	618+50	4.5:1	1.5	Rt
619+00	619+50	3:1	1.0	Lt
619+00	-	3:1	1.0	Rt
619+50	-	6:1	2.0	Rt
620+00	-	7.5:0	2.5	Rt
620+50	-	9:1	3.0	Rt
621+00	624+00	6:1	2.0	Lt
621+00	-	9:1	3.0	Rt
621+50	-	12:1	4.0	Rt
622+00	623+50	9:1	3.0	Rt
624+50	625+00	6:1	2.0	Rt
627+00	629+00	6:1	2.0	Rt
629+67	-	8:1	4.0	Rt
630+00	631+00	6:1	2.0	Rt
631+50	-	9:1	3.0	Rt
631+89	-	8:1	3.0	Rt
632+50	633+00	6:1	2.0	Rt
633+67	-	8:1	4.0	Rt
634+50	636+00	6:1	2.0	Rt
637+00	-	8:1	4.0	Rt
637-50	-	6:1	2.0	Rt
638+50	-	7.7:1	4.0	Rt
639+00	-	6:1	2.0	Rt
639+67	-	5:1	2.5	Rt
640+00	640+50	6:1	2.0	Rt
640+76	-	8:1	4.0	Rt
641+00	641+50	6:1	2.0	Rt
642+17	-	4.5:1	1.5	Rt
643+00	643+50	6:1	2.0	Rt
645+15	-	10:1	5.0	Rt
647+50	-	6:1	4.0	Rt
648+00	-	4:1	2.0	Lt
648+00	-	10.5:1	6.0	Rt
648+50	-	9:1	4.0	Rt

CONT'D

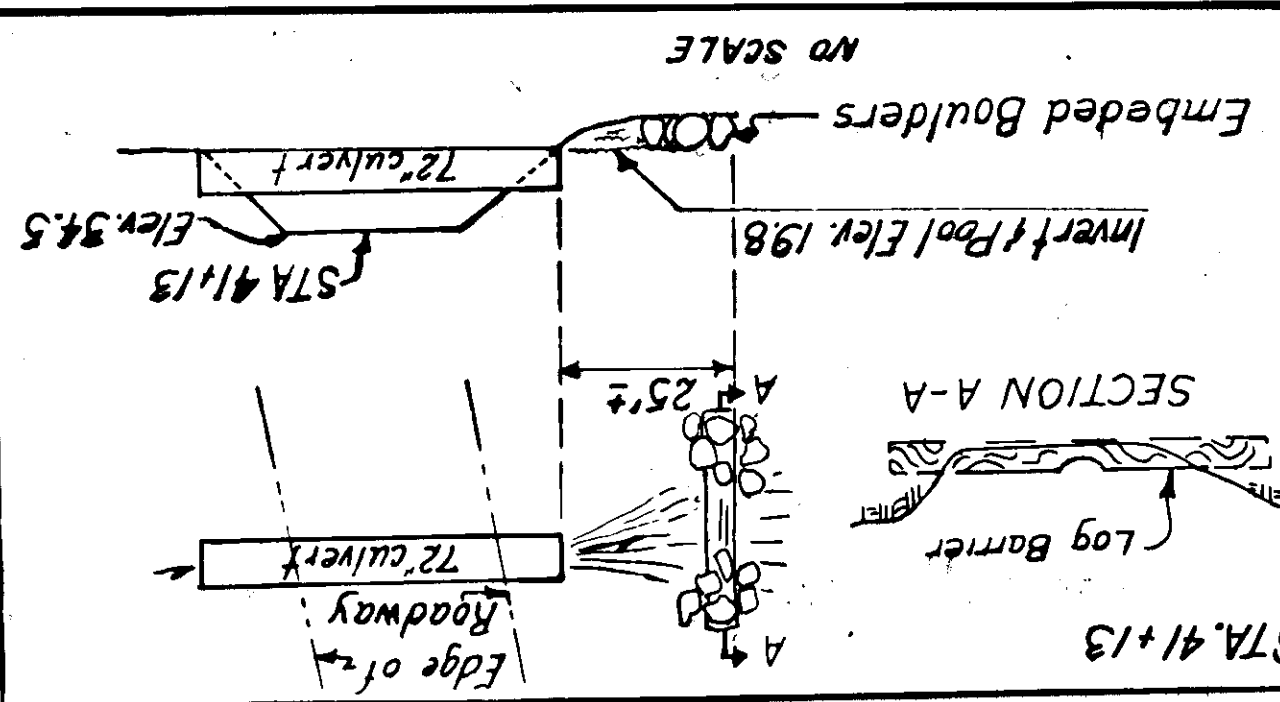
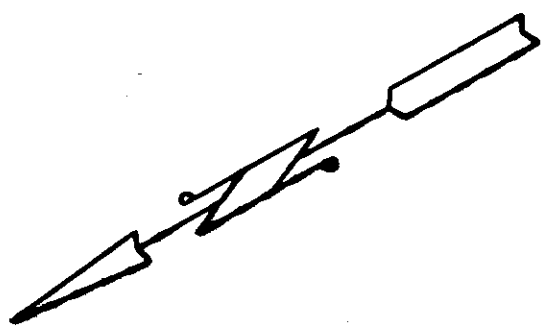
SPECIAL DITCH LOCATIONS

CSP = Galvanized Corrugated Steel Pipe

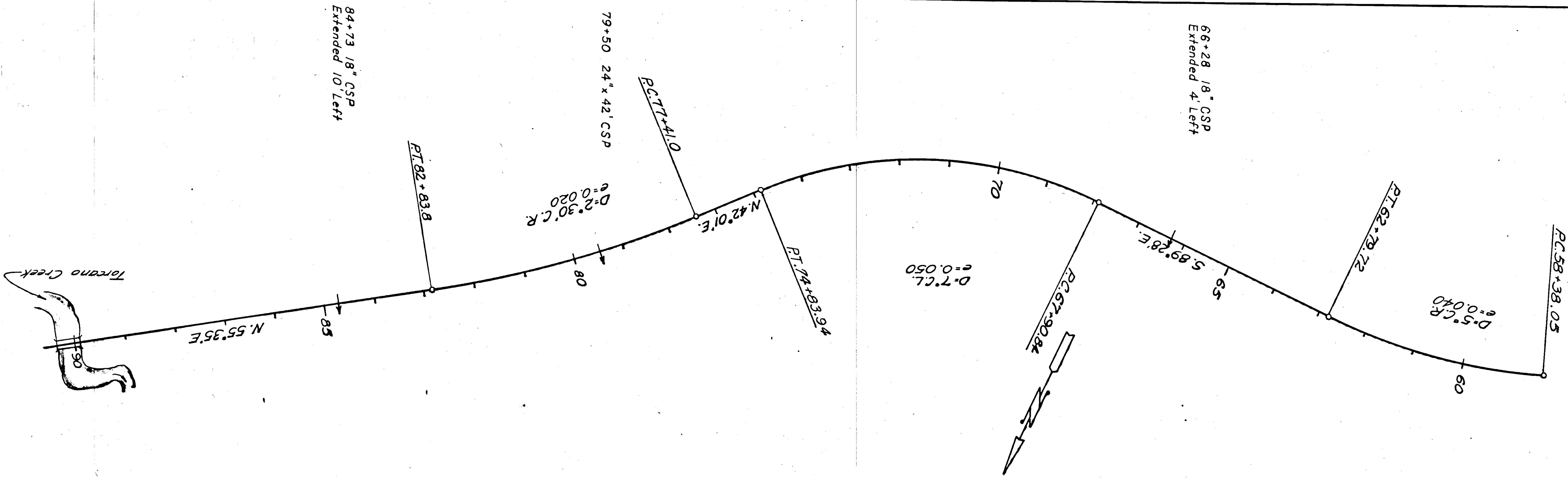
CAP = Corrugated Aluminum Pipe

Alignment

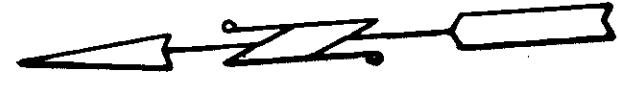
Alignment shown is a reproduction of the original Forest Service design for the route and may not reflect the actual field alignment.



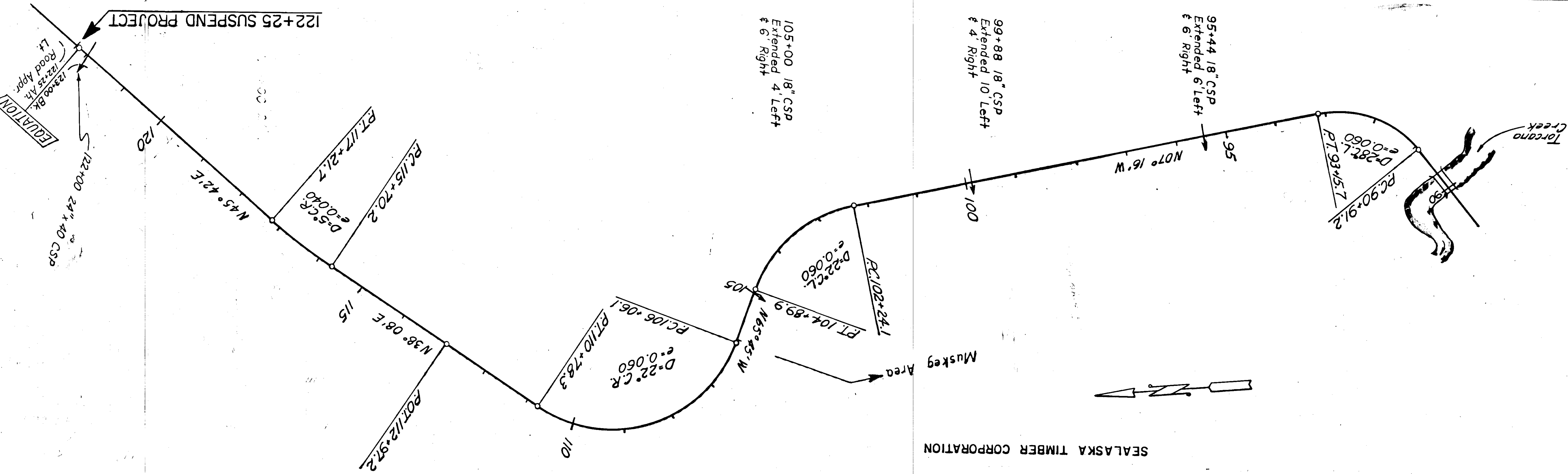
SEALASKA TIMBER CORPORATION



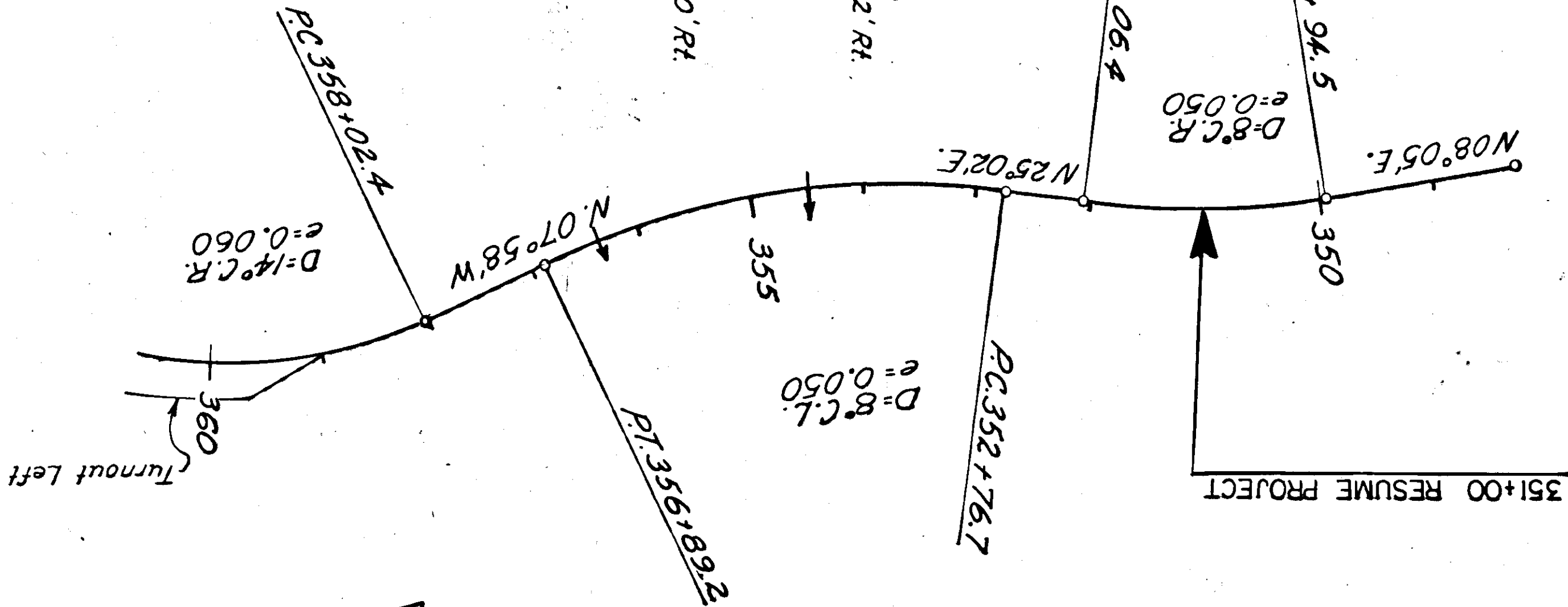
SEALASKA TIMBER CORPORATION



Muskeg Area



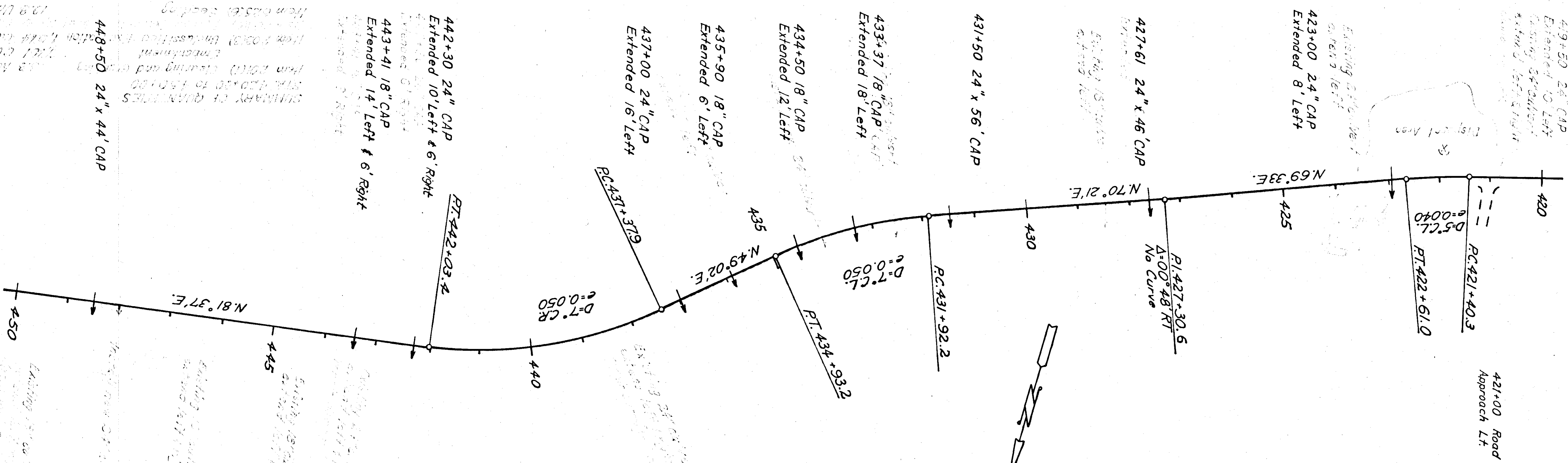
SEALASKA TIMBER CORPORATION



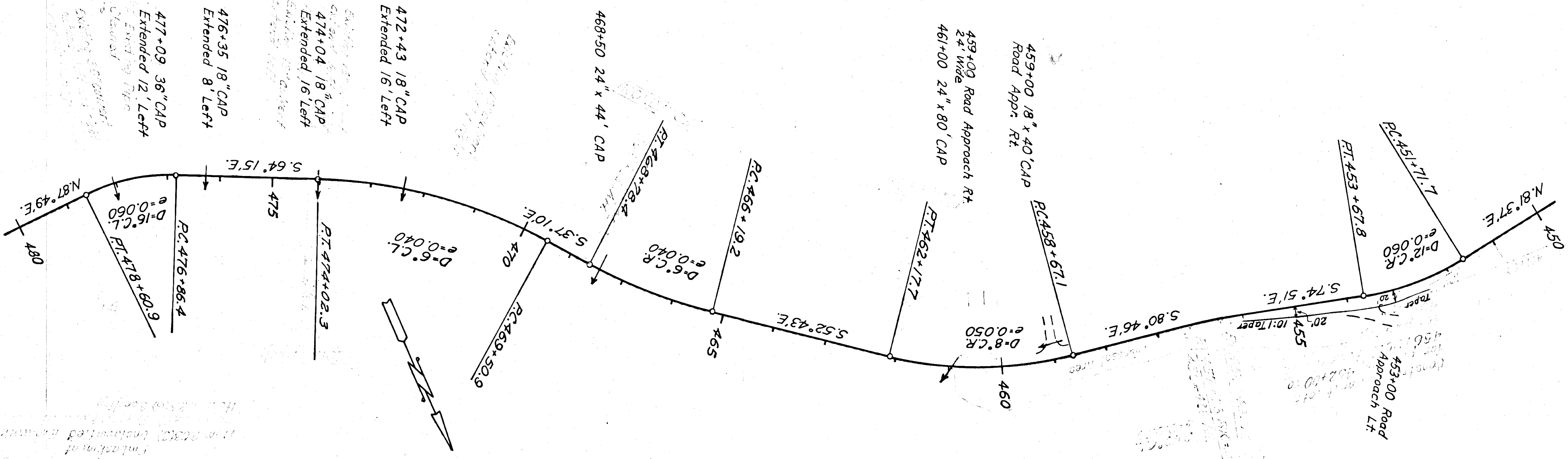
354+50 36" CAP
Extended 4' Lt. & 2' Rt.

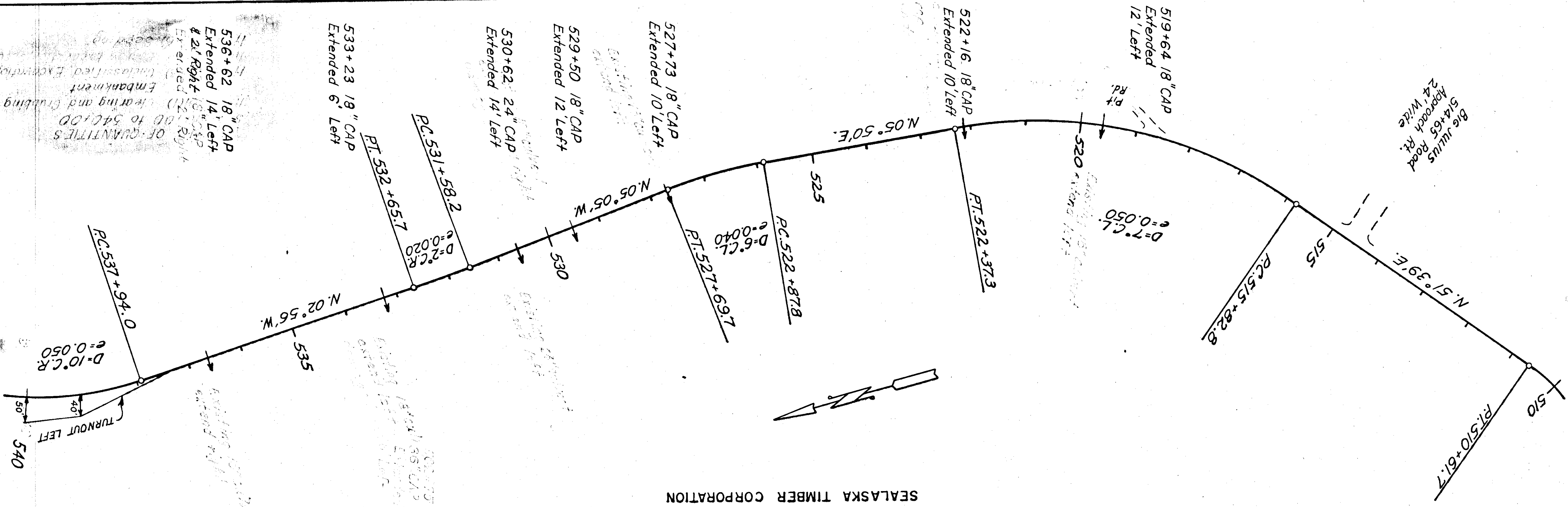
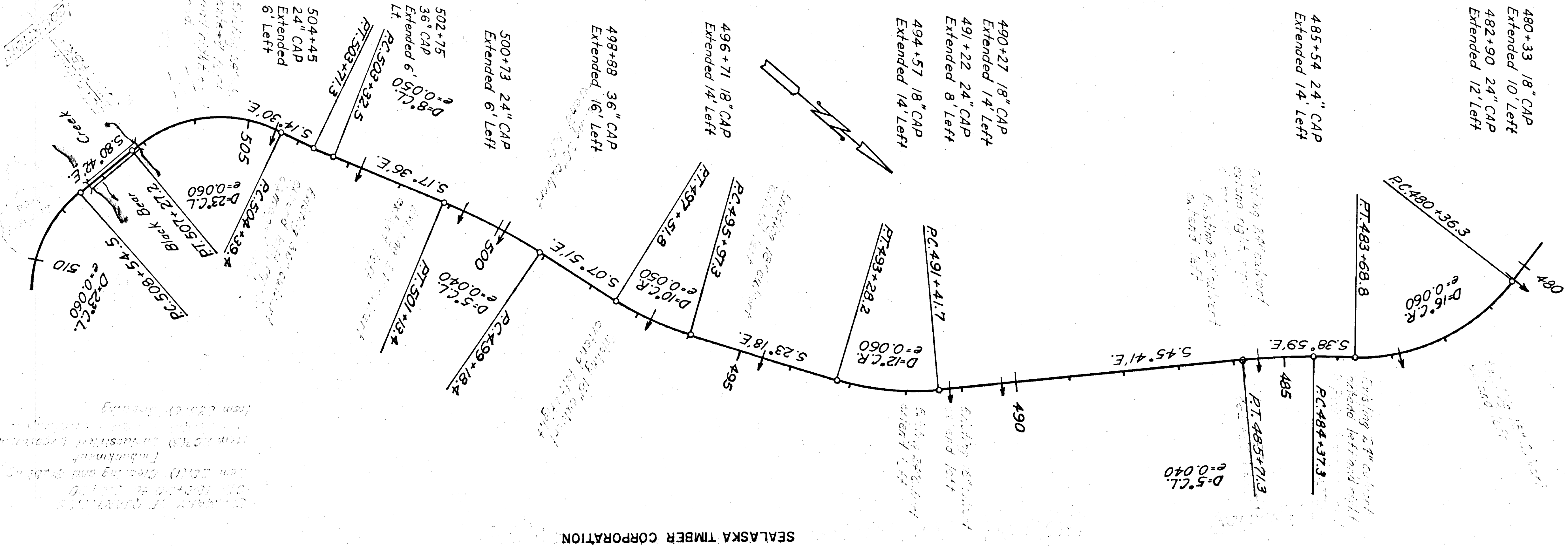
356+35 18" CAP
Extended 8' Lt. & 10' Rt.

SEALASKA TIMBER CORPORATION



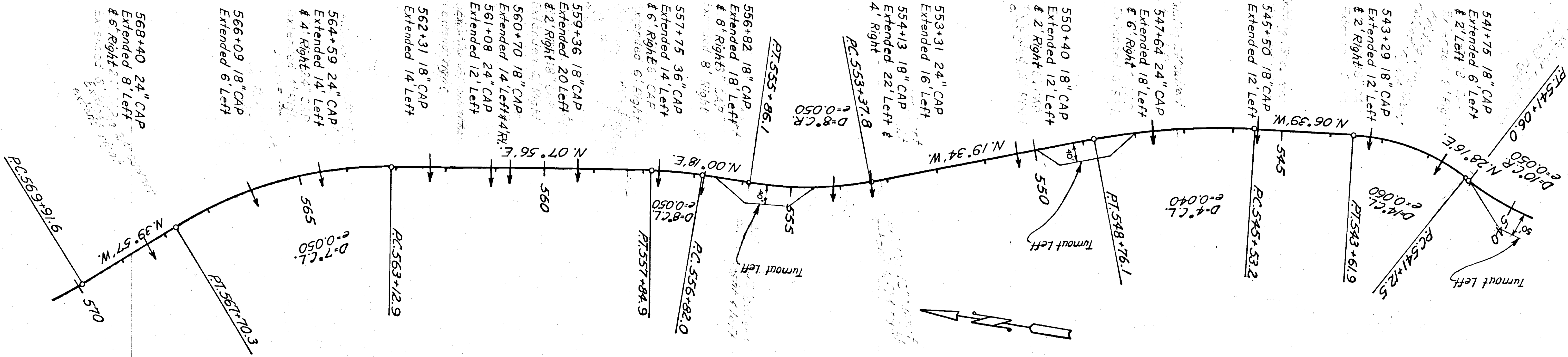
SEALASKA TIMBER CORPORATION





SUMMARY OF QUANTITIES
STA 541+00 TO 570+00
3.00 C.Y.s
4565 C.Y.s
183 cu yds.
Embankment Excavation
From 20' (3) Clearing and Grubbing
From 60' (3) Grubbing
19.6 Units

SEALASKA TIMBER CORPORATION



SEALASKA TIMBER CORPORATION

SUMMARY OF QUANTITIES
STA 570+00 TO 599+00
3.00 C.Y.s
4565 C.Y.s
183 cu yds.
Embankment Excavation
From 20' (3) Clearing and Grubbing
From 60' (3) Grubbing
19.6 Units

