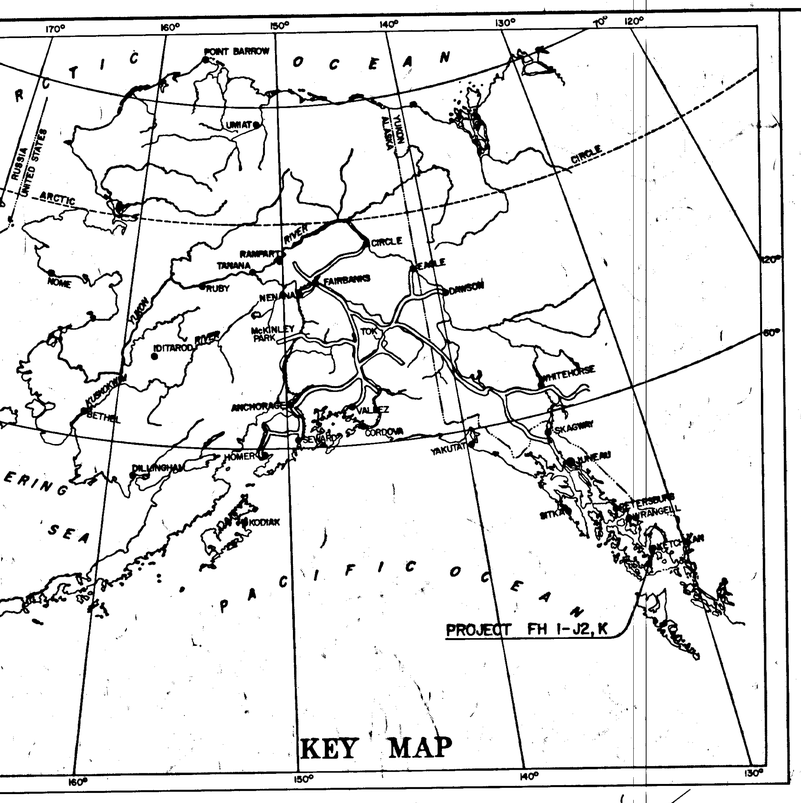
STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 1	J2,K	1959	1	27

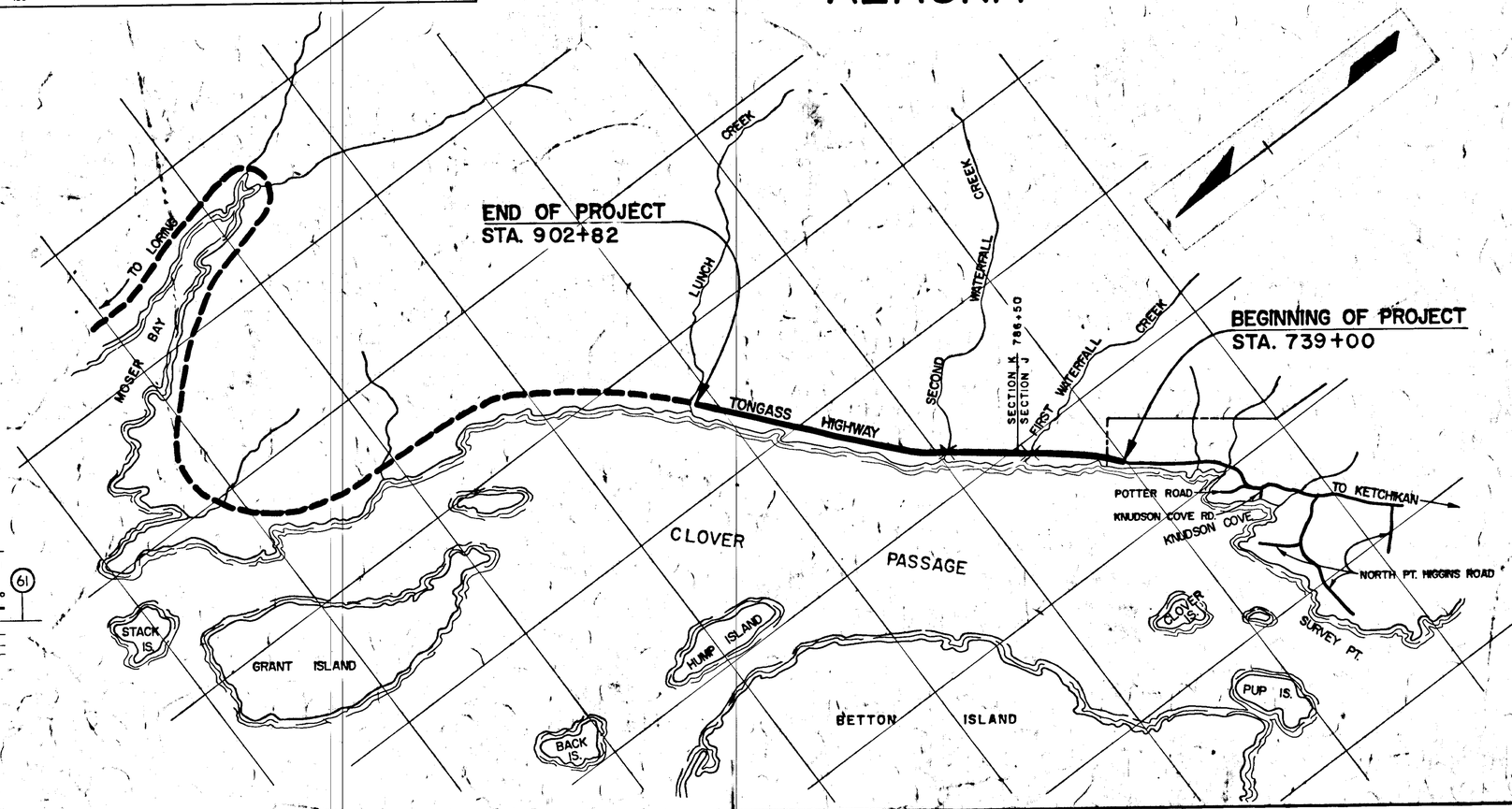
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION 10

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
FH 1-J2,K
GRADING, DRAINAGE AND BRIDGES
TONGASS HIGHWAY
3.11 MILES - CLASS 2
ALONG CLOVER PASSAGE TO LUNCH CREEK
ALASKA FOREST HIGHWAY SYSTEM

TONGASS NATIONAL FOREST
ALASKA



KEY MAP



CONVENTIONAL SIGNS

- SECTION LINE
- CULVERT
- UTILITY POLE
- "P" LINE
- LINE TO BE CONSTRUCTED
- MILE POST (61)
- RIGHT OF WAY LINE
- TRAVELED WAY

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3-6	ESTIMATE OF QUANTITIES
7-12	PLAN AND PROFILE SHEETS
13-23	BRIDGE PLANS
24	STANDARD CULVERTS
25	STANDARD SIGNS
26	STANDARD BARRICADES
27	PROJECT IDENTIFICATION SIGN

TYPE OF IMPROVEMENT
GRADING 0011
BRIDGES X001

DETAILED CROSS SECTIONS FOR THIS PROJECT ARE AVAILABLE FOR INSPECTION IN THE DIVISION OFFICE AT JUNEAU.

PROJECT SUMMARY

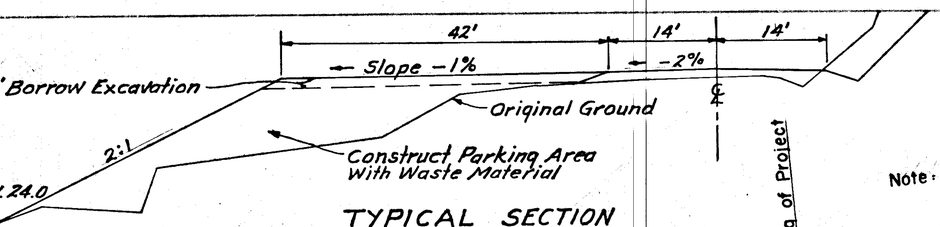
WIDTH OF SUBGRADE	28'
LENGTH OF GRADING	16,106.10' = 3.05 MI.
LENGTH OF BRIDGES	312.20' = 0.06 MI.
TOTAL LENGTH OF PROJECT	16,418.30' = 3.11 MI.

SCALE
0 100 200 300 400 500 Feet

AS BUILT PLANS
Date
District Resident Engineer

APPROVED
for the Prentice Julian Date 7/19/60
REGIONAL ENGINEER
BUREAU OF PUBLIC ROADS
REGION TEN

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 1	J2,K	1959	7	27

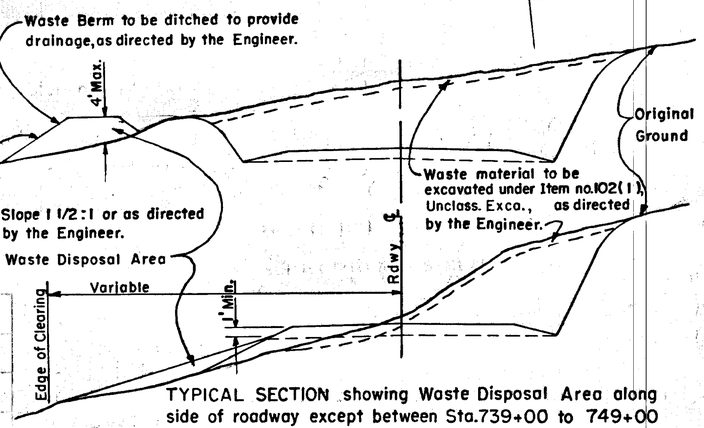


TYPICAL SECTION

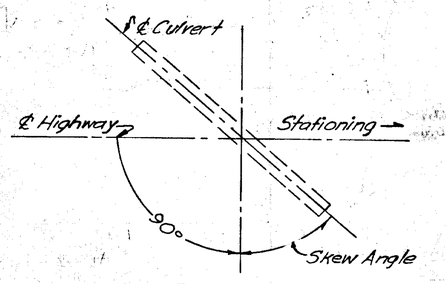
Showing Parking Area to be Constructed Lt. of Sta. 739+75 to 740+75, Lt. of Sta. 779+35 to 780+15, Lt. of Sta. 809+00 to 810+00 and Lt. of Sta. 858+60 to 859+40 as directed by the Engineer.

NOTES: Waste material Sta. 739+00 to approx. 749+00 to be disposed of in Parking Area Lt. Sta. 739+75 to 740+75 as directed by the Engineer.

Waste excavation shall be placed and dressed as shown on the typical sections as directed by the Engr.



TYPICAL SECTION showing Waste Disposal Area along side of roadway except between Sta.739+00 to 749+00 and Parking Areas.



Horizontal Control: True bearings were extended from the survey of Project FH 1-J1 (Point Higgins to Clover Pass, 1938)

Vertical Control: Datum used was derived from BM Elev. 60.75 35' Rt Sta. 782+28, Spike in base of 24" hemlock on Project FH 1-J1.

CLOVER PASSAGE

Note: Buildings Rt. 743+60, 745+70 & Lt. 748+65, 750+75 to be moved by others

Power Poles Lt. Sta. 739+60 and 741+80 to be moved by others.

Sta. 739+00 Beginning of Project Tongass Highway

Construct Parking Area N 35°29'E

R.O.W. Lines

M.H.H.W.

Existing R.O.W.

Existing Rdwy.

Lines as Staked

Line to be Constructed

Sta 740+50 15"x 20' CMP Installed in Culvert Stairway

Timber Stairway Sta. 745+30

Herman S Graham

Kathleen W Britton

Sidney M Young

Thomas Bomstead

Randall D Jensen

Tongass National Forest

U. S. S. N. O. 2 8 0 5

Δ 9°01' D 4°Rt. T 112.9' L 225.4'

Δ 20°06' D 9°Rt. Ts 188.1' Lc 73.3' Δc 6°36'

Δs 6°45' Ls 150'

N 64°36'E

N 44° 30'E

N 34°00'E 760

Δ 26°34'30" D 6°04' Lt. T 223.23 L 438.05

~~D=9°Lt.~~ ~~Ts=224.3'~~ ~~Lc=240.0'~~ ~~Δ=30°36'~~ ~~Δs=4°30'~~ ~~Ls=100'~~ ~~Δs=4°30'~~ ~~Ls=100'~~

Set-back line for special treatment occupied and used only upon approval of the Regional Forester.

Setback Line

Setback Line

AS BUILT PLANS

B.M. Nail on 14" hemlock, 11' Lt. of Sta. 743+94 Elev. 61.65

Note: Profile shown is top of subgrade

NOTE: All Borrow from Pit 1200' North of Sta. 896+00

+5.86%

+2.872%

+2.694%

-2.662%

+0.23%

Subgrade Grade

El. 42.20 500' V.C.

El. 41.51

El. 77.36 300' V.C.

El. 108.95 N.O.V.C.

Clearing 400 Acres

Grubbing 257 Acres

Waste 3144 C.Y.

See Page Ahead For Quantities

Uncl. Exc. = 2000 C.Y.
Borrow Exc. 1129 C.Y.
O.H. Borrow = 3375 C.Y. Mi.

Emb. = 2200 C.Y.
" = 847 C.Y.

Uncl. Exc. = 7493 C.Y.
Borrow Exc = 1869 C.Y.
O.H. Borrow = 5285 C.Y. Mi.

Emb. = 7760 C.Y.
" = 1402 C.Y.

See Page Ahead " "

730 735 740 745 750 755 760

120 110 100 90 80 70 60 50 40

PLATE 1 - PLANIMETRIC & E.P.S. STANDARD THE FREDERICK POST CO., Chicago 24, U.S.A.

J-9

STATE	ROUTE	SECTION	YEAR	SHEET NO.	T S
ALASKA	FH 1	J2,K	1959	8	

CLOVER PASSAGE

U.S. SURVEY NO. 3524
Warren R. Stanley

Set-back line for special treatment occupied and used only upon approval of the Regional Forester

Setback Line

Setback Line

Construct Parking Area

Waterfall

First

See Bridge Plans Sheets 13 – 23

Line to be Constructed

Line as Staked

EQUATION

EQUATION

EQUATION

EQUATION

Δ = 11°55'
D = 2°57'
T = 203.3
L = 405.1

~~Δ = 17°47'30"~~
~~D = 7° Lt.~~
~~Ts = 203.3'~~
~~Lc = 104.2'~~

Δ = 21°30'
D = 4°30' Lt.
Ts = 316.87
Lc 327.78
Δc 14°45'

~~Δ = 21°32'~~
~~D = 4°30' Lt.~~
~~Ts = 317.26'~~
~~Lc = 328.4'~~
~~Δc = 14°47'~~

Δ = 33°46'
D = 6° Rt.
Ts = 390.3'
Lc = 362.8'
Δc = 21°46'

~~Δ = 9°30'30"~~
~~D = 4° Rt.~~
~~T = 119.1'~~
~~L = 237.7'~~

Δs = 5°15' Ls = 150'

~~Δs = 5°15' Ls = 150'~~

Δs = 3°22'30" Ls = 150'

~~Δs = 3°22'30" Ls = 150'~~

Δs = 6° Ls = 200'

Δs = 6° Ls = 200'

N 34°00' E

N 25°43' E

N 43°30'30" E

N 59°29' E

N 37°57' E

760 | 765 | 775 | 780 | 785 | 790

~~P.C. 759+23.8~~ | ~~P.T. 760+42.9~~ | ~~P.S. 761+73.2~~ | ~~P.C. 761+81.37~~ | ~~P.T. 761+61.5~~ | ~~P.C.C. 763+23.2~~ | ~~P.T. 763+76.5~~ | ~~P.C.C. 764+27.4~~ | ~~P.C.S. 765+82.3 Ah.~~ | ~~P.T. 765+77.4 Bk.~~ | ~~2 P.T. 765+82.3 Ah.~~ | ~~P.C. 766+24.7~~ | ~~P.C.S. 768+24.7~~ | P.C.S. 771+87.5 | P.T. 773+87.5 | P.S. 774+21.9 | P.S. 774+23.9 | P.S.C. 775+71.9 | P.S.C. 775+73.1 | P.C.S. 778+99.6 | P.C.S. 779+02.3 | P.T. 780+49.68 Bk. = P.T. 780+51.86 Ah. | P.T. 780+52.3

P3 757+88.3 | P2 794+28.2 | P3 759+19.4 Bk. P2 795+52.1 Ah. | P2 796+96.8 | P2 799+26.2 | P2 800+31.6 | P2 801+65.3 | P2 803+80.8 | P2 804+92.4 | P2 806+94.5 Bk. P3 770+61.8 Ah. | P2-808+76.8 | P2-811+53.4 | P3 773+31.8 | P2-813+91.8 | P3 776+00.9 | P1 777+41.2 | P3 778+26.8 | P3 779+60.9 | P3 780+78.5 | P3 782+17.6 | P3 783+60.1 | P3 785+30.4 | P3 787+14.4 | P3 788+39.0

P1. 763+86.5

P3 773+06.4

770 P1 770+15.0

765+86.47 Bk. = 765+94.67 Ah.

B.M. Nail on 24" cedar, 4' Lt. of Sta. 760+40 Elev. 101.21

B.M. On 36" stump, 76' Rt. of Sta. 771+15, Rag around nail on top of stump.

B.M. On 12" hemlock, 10' Lt. of Sta. 781+05 Elev. 139.40

El. 147.95 400' V.C.

El. 150.86 250' V.C.

+2.662% +2.694%

Subgrade Grade +0.30%

+3.479%

760+14 ~~760+46~~ – 18" × 50' ~~Install 18" × 64' C.M.P.~~

761+06 ~~761+30~~ – 18" × 76' ~~Install 18" × 68' C.M.P.~~

763+26 ~~762+70~~ – 18" × 88' ~~Install 18" × 66' C.M.P.~~

765+77.4 Bk. 765+82.3 Ah. EQUATION

766+90 ~~767+04~~ – ~~Install 24" × 86' C.M.P.~~ 24" × 90'

772+25 ~~772+15~~ – 24" × 58' ~~Install 24" × 54' C.M.P.~~

773+38 ~~773+32~~ – 18" × 42' ~~Install 18" × 44' C.M.P.~~

775+87 ~~775+72~~ – 18" × 40' ~~Install 18" × 40' C.M.P.~~

778+72 – Install 18" × 42' C.M.P. Constr. outlet ditch Lt.

779+35 to 780+15 – Construct Parking Area Lt.

780+57.43

First Waterfall Creek Bridge

782+28.37 ~~782+28.53~~

784+58 ~~784+55~~ – 18" × 40' ~~Install 18" × 44' C.M.P.~~ Constr. outlet ditch Lt.

783+40

786+39 ~~786+40~~ – 18" × 74' ~~Install 18" × 52' C.M.P.~~

AS BUILT PLANS

Signed Resident Engineer

Date

Clearing 6.59 Acres

Grubbing 3.70 Acres

Waste 7265 Cu. Yd.

Waste = 1010 C.Y.

Waste = 573 C.Y.

Uncl. Exc. 20,010 C.Y.
Borrow Exc. 6128 C.Y.
O.H. Borrow 15,314 C.Y. Mi.

Emb. 20,370 C.Y.
" 4596 C.Y.

Uncl. Exc. = 7413 C.Y.
Borrow Exc. = 1323 C.Y.
O.H. Borrow = 3044 C.Y. Mi

Emb. = 7413 C.Y.
" = 995 C.Y.

160 | 150 | 140 | 130 | 120 | 110 | 100 | 90

760 | 765 | 770 | 775 | 780 | 785 | 790

PLATE I – PLAN PROFILE B. P. R. STANDARD
FREDERICK POST CO., CHICAGO - 2554

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 1	J2,K	1959	9	27

CLOVER PASSAGE

U.S. Survey No. 3163

Set-back line for special treatment occupied and used only upon approval of the Regional Forester

P3 790+67.7 | P3 793+51.2 | P3 795+63.8 | P3 797+92.2 | P3 800+37.8 | P3 803+45.1

Pi 792+66.0 Ahead
Pi 792+60.4 Back

790 | 795 | 800 | 805 | 810 | 815 | 820

N 37°57' E | N 42°11' E | N 38°19' E | N 28°26' E

Setback Line | 200' | Line as Staked | Line to be Constructed | Setback Line

49.65
PC 790+48.6

Δ = 4°14' 4°19'30"
D = 1° Rt. 1°00' Rt
T = 211.8' 216.35
L = 423.3' 432.50

PT 794+82.15 Bk
794+71.98 Bk
794+63.4 Ah
794+74.34 Ah
EQUATION

PC 804+92.88
PC 805+35.2

Δ = 3°52' ~~4°3'57"~~
D = 1° Lt. D = 1°00'
T = 193.4' T = 197.62
L = 386.7' L = 395.01

PT 809+21.0
Construct Parking Area.

Pi 806+30.50
Pi 807+29.6
P3 807+79.8
P3 805+70.4
PT 808+82.82 Bk =
808+89.06 Ah
EQUATION
P3 810+11.5
P3 811+08.9 Second Waterfall Cr.
P3 812+21.3
P3 813+24.5
P3 814+94.9
P3 816+30.0
Pi 817+12.4
P3 819+10.0

See Bridge Plans Sheets 13-23

PC 814+61.37
PC 814+64.7

Δ = 9°50'30" ~~Δ = 9°53'~~
D = 2°00' Lt ~~D = 2° Lt.~~
T = 246.64 ~~T = 247.7'~~
L = 492.08 ~~L = 494.2'~~

PT 819+53.45 Bk =
PT 819+58.9
PT 819+54.11 Ah

B.M. Nail on 14" hemlock, 36' Lt. of Sta. 793+83 Elev. 198.80

B.M. Nail on leaning cedar, 24' Lt. of Sta. 811+21 Elev. 179.07

El. 188.26
500' V.C.

El. 171.52
300' V.C.

El. 178.21
200' V.C.

EQUATION

794+15
794+63.4 Ah.
794+71.98k.

790+38 30"x104'
790+36 ~~Install 30"X118' C.M.P.~~

792+78 24"x44'
792+72 ~~Install 24"X60' C.M.P.~~

794+78 18"x42'
794+64 ~~Install 24"X48' C.M.P.~~

796+28 18"x62'
796+49 ~~Install 18"X60' C.M.P.~~

797+50 24"x68'
797+59 ~~Install 18"X72' C.M.P.~~

799+11 ~~Install 18"X52' C.M.P.~~
800+06 18"x58'

801+50 24"x78'
801+42 ~~Install 24"X78' C.M.P.~~

802+70

804+01 18"x54'
804+04 ~~Install 18"X60' C.M.P.~~

804+54 ~~Install 18"X56' C.M.P.~~
804+83

806+78 ~~Install 18"X44' C.M.P.~~
806+62 18"x44

809+00 to 810+00
Construct Parking Area Lt.
810+09 ~~Install 18"X44' C.M.P.~~
810+43

811+03.45
Second Waterfall Creek Bridge

812+44.55

815+00 Install 18"x46' CMP

819+00 ~~Install 18"X44' C.M.P.~~
Constr. outlet ditch 18"x40'

+3.479% | -1.977% | +1.063% | +1.43%

Subgrade Grade

AS BUILT PLANS

Clearing 5.15 Acres
Grubbing 3.67 Acres

Waste 1201 C.Y. | Waste 113 C.Y. | Waste 340 C.Y. | Waste 1501 C.Y. | Waste 3641 C.Y.

Uncl Exc. = 2817 C.Y.
Borrow Exc. = 1524 C.Y.
O.H. Borrow = 3290 C.Y. Mi.
Emb. = 2817 C.Y.
" = 1146 C.Y.

Uncl Exc. = 7687 C.Y.
Borrow Exc. = 3310 C.Y.
O.H. Borrow 6514 C.Y. Mi.
Emb. = 7632 C.Y.
" = 2489 "

See Page Ahead For Quantities

210 | 200 | 190 | 180 | 170 | 160 | 150 | 140 | 130

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 1	J2,K	1959	9	2

CLOVER PASSAGE

U.S. Survey No. 3163

P3 790+67.7 · P3 793+51.2 · P3 795+63.6 · P3 797+92.2 · P3 800+37.8 · P3 803+45.1

P1 792+66.0 Pt 792+60.4

790 · N 37°57'E · 795 · N 42°11'E · 800 · N 38°19'E · 815 · N 28°26'E

Setback Line

Line as Staked

Line to be Constructed

200'

200'

Set-back line for special treatment occupied and used only upon approval of the Regional Forester

P.C. 790+48.6 (49.65)

Δ = ~~4°14'~~ 4°19'30"
D = ~~1°~~ Rt. 1°00' Rt
T = ~~211.8'~~ 216.35
L = ~~423.3'~~ 432.50

P.T. 794+82.15 Bk. ~~794+71.98 Bk.~~
794+74.34 Ah. ~~794+63.4 Ah.~~

EQUATION

P.C. 804+92.88 · P.C. 805+35.2

~~Δ = 3°52'~~ Δ = 3°57'
~~D = 1° Lt.~~ D = 1°00'
~~T = 193.4'~~ T = 197.62
~~L = 386.7'~~ L = 395.0'

P.T. 809+21.0

Construct Parking Area 810

Waterfall Ct.

P.C. 814+61.37 · P.C. 814+64.7

Δ = 9°50'30" ~~Δ = 9°53'~~
D = 2°00' Lt ~~D = 2° Lt.~~
T = 246.64 ~~T = 247.7'~~
L = 492.08 ~~L = 494.2'~~

P.T. 819+53.45 Bk. = P.T. 819+59.2
P.T. 819+54.11 Ah.

See Bridge Plans Sheets 13-23

P.C. 806+90.50 · P1 807+28.6 · P3 807+79.8 · P.T. 808+87.88 Bk. = 808+89.06 Ah. · EQUATION · P3 810+11.5 · P3 811+08.9 Second · P3 812+21.3 · P3 813+24.5 · P3 814+94.9 · P3 816+30.0 · P1 817+12.4 · P3 819+10.0 · P3 805+79.4

B.M. Nail on 14" hemlock, 36' Lt. of Sta. 793+83 Elev. 198.80

B.M. Nail on leaning cedar, 24' Lt. of Sta. 811+21 Elev. 179.07

El. 188.26 500' V.C. · El. 171.52 300' V.C. · El. 178.21 200' V.C.

EQUATION

+3.479% · -1.977% · +1.063% · +1.43%

Subgrade Grade

790+38 30" x 104' · 790+36 – Install 30" X 118' C.M.P.

792+78 ~~792+72~~ 24" x 44' – Install ~~24" X 60'~~ C.M.P.

794+78 ~~794+54~~ 18" x 42' – Install ~~24" X 48'~~ C.M.P.

794+15 · 794+63.4 Ah. · 794+71.98 Bk.

796+28 ~~796+49~~ 18" x 62' – Install 18" X 60' C.M.P.

797+50 ~~797+69~~ 24" x 68' – Install 18" X 72" C.M.P.

799+11 – Install 18" X 52' C.M.P. · 800+06 18" x 58'

801+50 ~~801+42~~ 24" x 78' – Install 24" X 78' C.M.P.

802+70

804+01 ~~804+04~~ 18" x 54' – Install 18" X 60' C.M.P.

~~804+54~~ – Install 18" X 56' C.M.P. · 804+83

806+78 ~~806+62~~ – Install 18" X 44' C.M.P. · 806+62 18" x 44'

809+00 to 810+00 Construct Parking Area Lt. ~~810+09~~ – Install 18" X 44' C.M.P. · 810+43

811+03.45 Second Waterfall Creek Bridge

812+44.55

815+00 Install 18" x 46' C.M.P.

819+00 – Install ~~18" X 44'~~ 18" x 40' C.M.P. Constr. outlet ditch

AS BUILT PLANS

Clearing 6.15 Acres

Grubbing 3.67 Acres

Waste 1201 C.Y. · Waste 113 C.Y. · Waste 340 C.Y. · Waste 1501 C.Y. · Waste 3641 C.Y.

Uncl Exc. = 2817 C.Y. Borrow Exc. = 1524 C.Y. O.H. Borrow = 3290 C.Y. Mi.
Emb. = 2817 C.Y. " = 1146 C.Y.

Uncl Exc. = 7687 C.Y. Borrow Exc. = 3310 C.Y. O.H. Borrow 6514 C.Y. Mi.
Emb. = 7632 C.Y. " = 2489 "

See Page Ahead For Quantities

790 · 795 · 800 · 805 · 810 · 815 · 820

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 1	J2,K	1959	10	27

CLOVER PASSAGE

Set-back line for special treatment occupied and used only upon approval of the Regional Forester

Line to be Constructed — N 59°00'E

Setback Line

Lines as Staked

Setback Line

P3-822+08.8 · P3-823+13.5 · P3-825+49.7 · P3-826+11.1 · P1 828+24.3 · P3-838+41.8 · P3-839+89.8 · P3-842+56.6 · P3-844+64.6 · P3-845+87.3 · P3-848+28.9 · P3-850+05.0 · P3-851+42.7

820 · 825 · 830 · 835 · 840 · 845 · 850

P.T. 819+53.46 Bk
P.T. 820+58.61 Ah
P.I. 820+54 Ah

EQUATION

N 28° 26' E

P.C. 821+98.0

Δ 30°34'
D 2°30' Rt.
T 626.3'
L 1222.7'

P3-827+84.7 · P3-829+07.4 · P3-830+17.8 · P3-831+27.1

P.T. 834+20.7 · P3-834+60.4 · P2-872+84.8 · P2 876+58.5

200' · P3-836+58.2 · P.C. 837+39.7

Δ 9°36'
D 4° Rt
T 120.3'
L 240.0'

P.T. 839+79.7

N 68° 36' E

P1 838+60

PS 840+98.0

P.S.C. 842+98.0

P2-879+79.6 · P1 845+00.6 · P2-881+55.3

P.C.S. 846+69.0

P.T. 848+69.0

N 22° 55' E

Δ 45°41'
D 8° Lt.
Ts 402.6'
Lc 371.0'
Δc 29°41'

Δs 8°
Ls 200

Δs 8°
Ls 200

P2-884+85.4 · P2-886+27.6 · P.C. 886+48.0 · P2-886+81.0 · P.T. 887+20.8 · P2-889+06.0

Δ 26°06'
D 4°
T 332.0'
L 652.5'

P1 852+26.8
852+24.73

ALIGNMENT AND GRADE PERCENT SHOWN ARE SUBJECT TO ADJUSTMENT

826+00 El. 202.52 400' V.C.

+1.43%

-1.60%

+2.465%

Subgrade Grade

B.M. Nail on 36" cedar, 91' Lt. of Sta. 840+30 Elev. 183.1

836+00 — 835+94 — Install 30"X140' C.M.P., 15° Skew Lt. Ahead

844+32 — 844+35 — Install 42"X146' C.M.P., 42° Skew Lt. Ahead

845+30 El. 171.64 400' V.C.

847+19 — 847+10 — Install 24"X82' C.M.P., 15° Skew Lt. Ahead

840+13 Install 18"X40' C.M.P.

848+09 Install 18"X44' C.M.P.

| | | |

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 1	J2,K	1959	11	27

CLOVER PASSAGE

Lines as Staked

N 49°01'E

N 44°51'E

Setback Line

Set-back line for special treatment occupied and used only upon approval of the Regional Forester

Δ 4°10'
D 1°00' Lt
T 208.4'
L 416.7

Δ 26°06'
D 4° Rt
T 332.0'
L 652.5'

Δ 11°22'
D 2° Rt
T 285.1'
L 568.3'

Δ = 12°19'
D = 2° Rt
T = 309.17
L = 615.83

Construct Parking Area

Line to be Constructed

EQUATION

P.T. 855+45.23 Bk. = P.T. 865+47.3 Bk. = 856+14.3 Ah. = 856+12.23 Ah.

EQUATION

PT 865+65.0 Bk. = 865+65.6 Ah.

EQUATION

P.T. 855+14.3 Ah. = 855+47.3 Bk.

P1 852+12.68
P.I. 852+24.73

P1 863+57.3

P1 877+45.3
P.I. 877+69.37

P.I. 880+76.03

P.C. 848+92.72

P.C. 861+48.9

P.C. 874+60.2

P.T. 848+81.0

P2-886+81.0
P2-889+06.0
P3-850+05.0
P3-851+47.7
P2-891+57.9
P3-852+66.7
P2-893+39.8
P3-855+98.0
P2-895+33.1
P3-859+94.3
P2-899+75.4
P3-862+60.9
P3-865+56.9
P3-866+76.5
P3-869+13.1
P3-870+09.5
P3-871+80.1
P3-873+67.9
P3-874+76.0
P3-875+58.3
P3-877+20.3
P3-878+80.3
P3-880+28.6

850 855 860 865 870 875 880

+2.465%
-4.086%
-3.52%
+3.64%

E.I. 185.20
700' V.C.
850+80

E.I. 158.52
200' V.C.
857+00

E.I. 97.29
600' V.C.
874+40

850+32 — Install 18"X44' C.M.P. — Constr. outlet ditch Lt.

855+01 — 864+85 — Install 24"X112' C.M.P. 40° Skew Lt. Ahead

857+44 — 857+64 — Install 18"X78' 18"X96' C.M.P.

858+60 to 859+40 — Construct Parking Area Lt.

24" X 50' — 864+12 — Install 24"X84' C.M.P.; 55° Skew Lt. Ahead

868+04 — 868+40 — Install 18"X96' C.M.P. 25° Skew Lt. Ahead

24"X106'

869+63 — 869+87 — Install 24"X92' C.M.P. 20° Skew Lt. Ahead

24"X82'

871+95 — 872+39 — 30"X110' Install 24"X98' C.M.P.; 25° Skew Lt. Ahead

874+52 — 874+85 — Install 18"X44' C.M.P., Constr. outlet ditch.

876+50 — 876+68 — 18"X48' Install 18"X70' C.M.P. 25° Skew Lt. Ahead

877+65 — 877+86 — 18"X56' Install 18"X86' C.M.P. 15° Skew Lt. Ahead

DELETED
879+85 — Install 18"X44' C.M.P.

140 130 120 110 100

B.M. On hemlock, 81' Lt. of Sta. 861+90 Elev. 149.45

B.M. Spike in 30" cedar, 84' Lt. of Sta. 865+00 Elev. 132.78

Subgrade Grade

Clearing 6.83 Acres

Grubbing 3.70 Acres

Waste 1981 C.Y.

Waste 232 C.Y.

Waste 2822 C.Y.

Waste 84 C.Y.

Waste 1329 C.Y.

Page Ahead

See Page Back For Quantities

Uncl. Exc. = 5169 C.Y.
Borrow Exc. = 2297 "
O.H. Borrow = 2132 C.Y. Mi

Emb. = 5100 C.Y.
" = 1727 "

Uncl. Exc. = 2561 C.Y.
Borrow Exc. = 1128 C.Y.
O.H. Borrow = 890 C.Y. Mi

Emb. = 2561 C.Y.
" = 848 "

Uncl. Exc. = 13899 C.Y.
Borrow Exc. = 3217 "
O.H. Borrow = 1991 C.Y. Mi.

Emb. = 15274 C.Y.
" = 2419 "

AS BUILT PLANS

Signed Resident Engineer — Date

PLATE I—PLAN-PROFILE B.P.R. STANDARD
THE BLUEPRINT POST CO. Chicago 1944

Borrow Exc. = 1128 C.Y.

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	FH 1	J2,K	1959	12	27

CLOVER PASSAGE

Set-back line for special treatment occupied and used only upon approval of the Regional Forester

Line to be Constructed

N 56°13'E

Δ = 7°05'30"
D = 2° Lt
T = 177.6
L = 354.58

~~Δ = 6°42'~~
~~D = 2° Lt~~
~~T = 167.7'~~
~~L = 335.0'~~

PC 891+56.0
PC 891+39.87

PT 894+94.45
PT 894+85.0

Approximate location where access road must be constructed if contractor elects to use this listed source.

Did not use.

Setback Line

N 49°31'E

200'

Setback Line

200'

Lines as Staked

800'

BORROW PIT
Listed Source

LUNCH CREEK

700

As directed by the Engineer portions of felled trees within the borrow pit area shall be saved in accordance Section 100.

Construct turn around. Widen Lt. side only, as directed by the engineer.

AS BUILT PLANS

DEVELOPMENT AND RIGHT OF WAY DIMENSIONS SHOWN ARE SUBJECT TO ADJUSTMENT

AS BUILT PLANS

P3-878+80.3
PT 880+28.5
PT 880+76.03
P3-881+87.8
P3-884+43.4
P3-887+69.0
P3-889+31.7
P3-890+83.9
P3-892+16.9
PI 893+17.7
P3-894+15.7
P3-896+13.1
P3-898+26.4
P3-899+22.4
P3-901+51.7
P3-902+75.2
P3+905+32.5

WI-1+62.1
WI-2+67.5
WI-4+83.6
WI-6+65.5
WI-8+30.0
WI-9+18.1
WI-0+00
P3-896+13.1 = WI-0+00

525'

48"×104' 880+12 — Install 42"×134' C.M.P.
879+92
E1. 12.628 600' V.C.
882+50
+3.64%
-0.302%
Subgrade Grade
884+50 883+83 — Install 18"X44' C.M.P. Constr. outlet ditch.
888+00 888+68 — Install 18"×70' C.M.P. 18"×52'
889+93 889+68 — Install 36"×104' C.M.P. Constr. outlet ditch. 40° Skew Lt. Ahead 42"×164'
B.M. On 24" hemlock, 65' Lt. of Sta. 891+70 Elev. 112.60
892+65 893+48 — Install 24"×52' C.M.P. 24"×54'
894+25
E1. 123.23 300' V.C.
DELETED
894+90 — Install 24"×66' C.M.P.
895+67 895+72 — Install 24"×60' C.M.P. 24"×54'
897+22 896+60 — Install 24"×52' C.M.P. 15° Skew Lt. Ahead
-2.00%
900+53 900+58 — Install 30"×118' C.M.P. 40° Skew Lt. Ahead 36"×70'
Sta. 902+82 END OF PROJECT TONGASS HWY., SEC.
E1. 106.09

Clearing 5.21 Acres
Grubbing 2.70 Acres

Waste 1990 C.Y.
Waste 838 C.Y.
Waste 1003 C.Y.
Waste 759 C.Y.
Waste 613 C.Y.

See Page Back Quantities

Uncl. Exc. = 17538 C.Y.
Borrow Exc. = 5315 "
O. H. Borrow = 1520 C.Y. Mi

Emb. = 16317 C.Y.
" = 3996 "

880 885 890 895 900 905 910

40 30 20 110 100

Beam-type Guardrail

*Station - Station	Lt. or Rt.	Length	Remarks
739+75 - 740+75	Lt.	170'	Parking Area
745+00 - 747+50	Lt.	250'	
754+75 - 756+25	Lt.	150'	
755+50 - 755+85	Rt.	35'	
760+50 - 763+25	Lt.	275'	
766+75 - 769+15	Lt.	240'	
779+35 - 780+15	Lt.	145'	Parking Area
790+00 - 790+90	Lt.	90'	
790+25 - 790+75	Rt.	50'	
796+75 - 797+25	Lt.	50'	
801+00 - 802+00	Lt.	100'	
809+00 - 810+00	Lt.	170'	Parking Area
826+75 - 827+25	Lt.	50'	
830+25 - 830+90	Lt.	65'	
832+00 - 834+00	Lt.	200'	
835+25 - 836+50	Lt.	125'	
835+25 - 836+50	Rt.	125'	
844+25 - 846+00	Lt.	175'	
843+50 - 845+00	Rt.	150'	
847+25 - 848+75	Lt.	150'	
855+00 - 855+75	Lt.	75'	
858+60 - 859+40	Lt.	150'	Parking Area
868+25 - 870+00	Lt.	175'	
871+50 - 873+25	Lt.	175'	
871+75 - 872+25	Rt.	50'	
877+75 - 878+50	Lt.	75'	
879+50 - 880+40	Lt.	90'	
889+80 - 891+50	Lt.	170'	
900+25 - 901+25	Lt.	100'	
Total		3825'	

* or as directed by the engineer.

STATE PLANE SURVEY BY P.R.A. STARKENS
THE PROJECT POST OF KING, 2E1