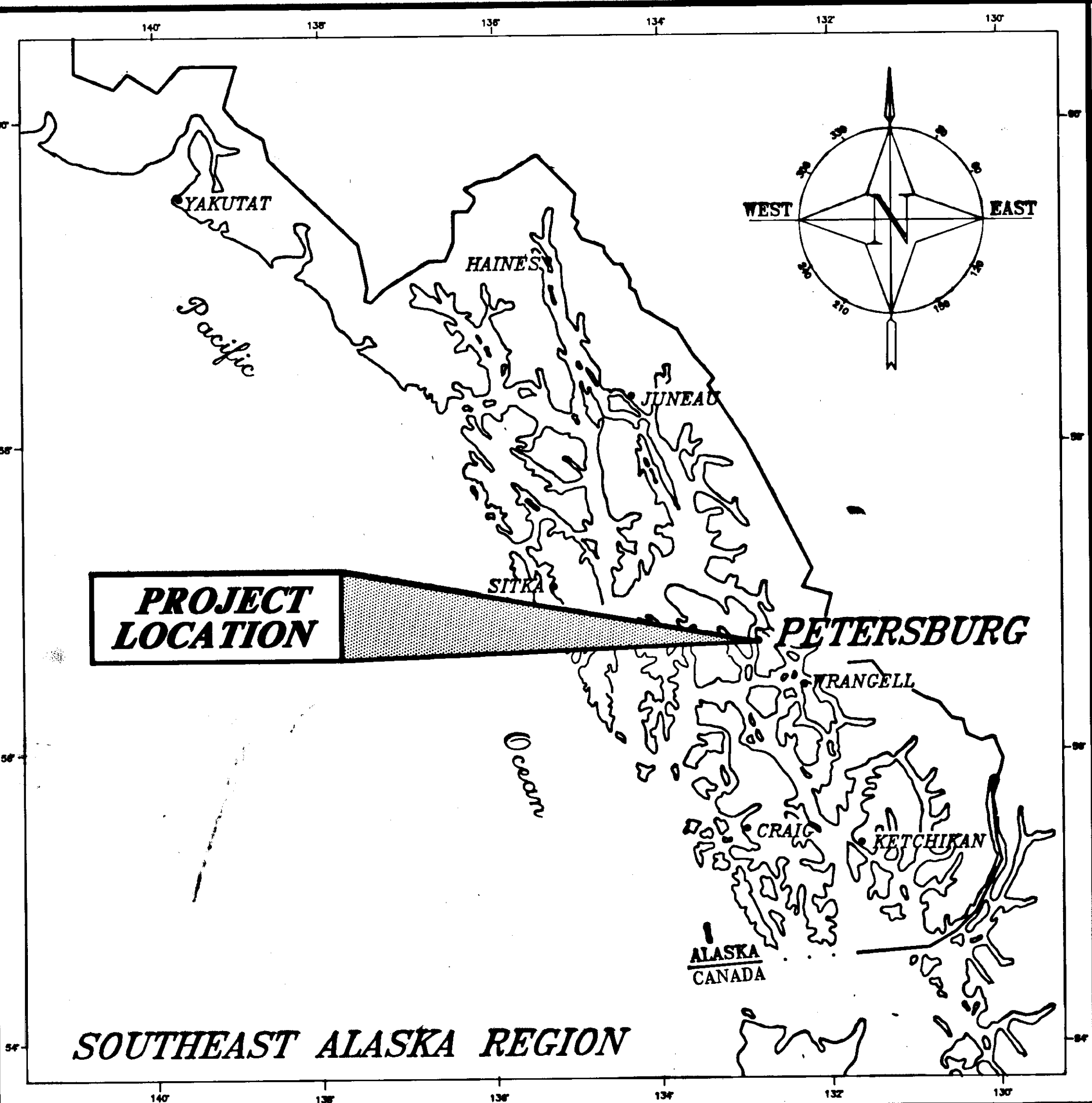




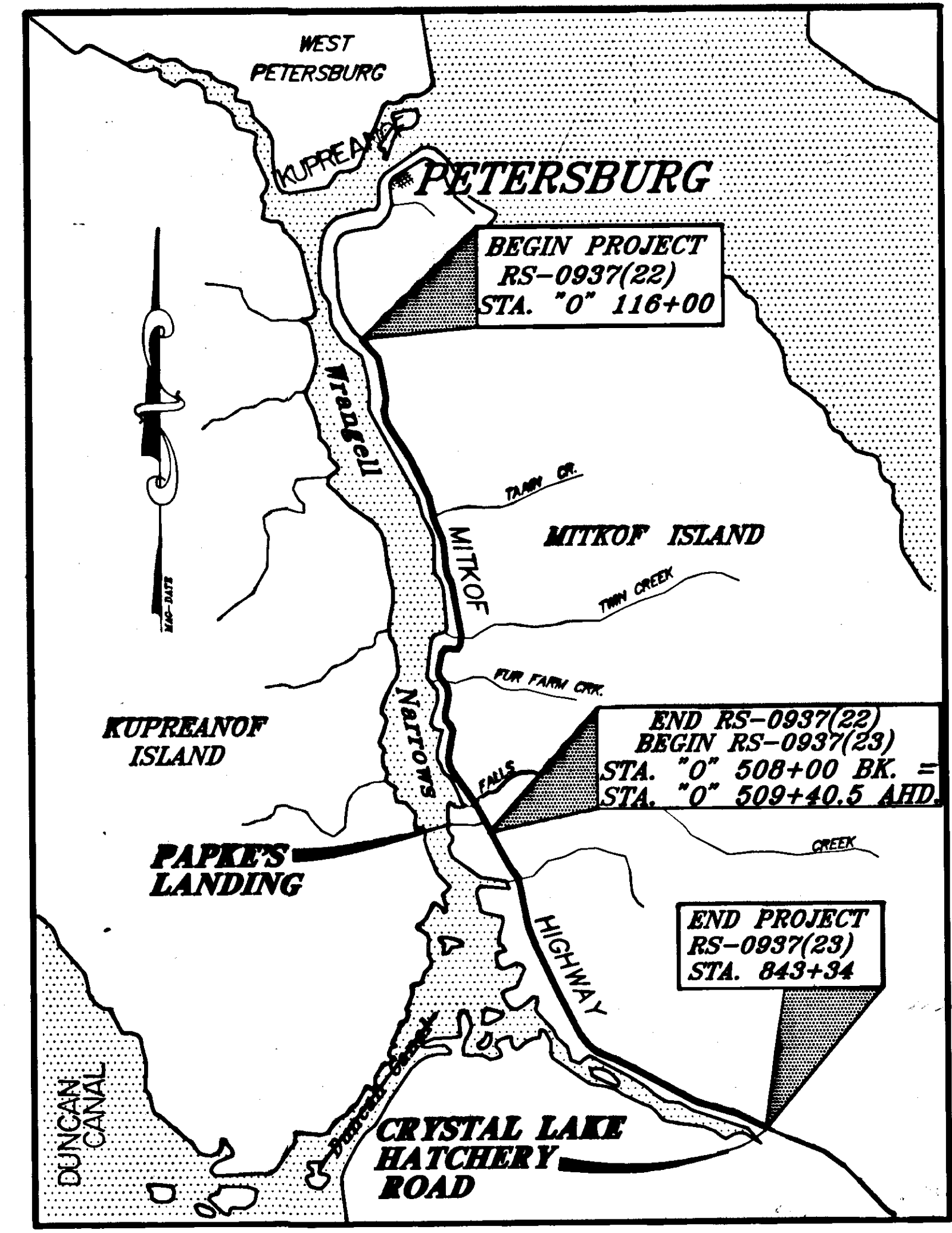
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION
DESIGN AND CONSTRUCTION DIVISION

Petersburg, Alaska
MITKOF HIGHWAY RECONSTRUCTION
SCOW BAY TO PAPKE'S LANDING
PROJECT NO. RS-0937(22) 70265
AND
PAPKE'S LANDING TO
CRYSTAL LAKE HATCHERY ROAD
PROJECT NO. RS-0937(23) 70287

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-4	TYPICAL SECTIONS
5	ESTIMATE OF QUANTITIES
6-12	SUMMARY TABLES & CONST. DETAILS
13	TRAFFIC CONTROL PLAN
14-31	PLAN AND PROFILE SHEETS
32-47	APPROACH & TURNOUT PROFILES
48	BRIDGE RAIL RETROFIT DETAILS
49-50	RIPRAP & BACK WATER CONTROL DETAILS
51	STRIPING & R.P.M. DETAILS
52	TRAFFIC COUNTER DETAILS

The following Standard Drawings apply to this project:
A-1, C-01.03, C-02.01, D-01.01, D-04.10, D-05.10, G-04.03S, G-09.01S, G-14.04S, G-18.00S, G-29.01S, I-81.00, M-16.01, S-00.00, S-05.00, S-20.00, S-30.01, T-20.00, T-21.01

"AS-BUILT" PLANS
Contractor: Red Samm Construction
Project Engineer: Chuck Correa
Begin Construction: April 13, 1992
End Construction: November 2, 1992



RS-0937(22)
PROJECT SUMMARY

WIDTH OF PAVING	=	32'
LENGTH OF EXCEPTION	=	121.77' (FALLS CRK. BRIDGE)
LENGTH OF PROJECT	=	39,200 (7.42 MILE)
LENGTH OF PAVING	=	38,928.23 (7.37 MILE)
LENGTH OF GRADING	=	38,928.23 (7.37 MILE)

RS-0937(22)
DESIGN DESIGNATION

A.D.T. 1990	=	804
A.D.T. 2010	=	981
DHV 12%	=	107
% T	=	7%
T.I.	=	7.0
V	=	50 M.P.H.
E.A.L.	=	93,980

RS-0937(22)
DESIGN EXCEPTIONS:
FHWA APPROVED: 8/29/91

RS-0937(22)
VERTICAL CURVES

V.P.I. STA.	CREST OR SAG	EXIST. LENGTH	MIN. LENGTH
136+85	CREST	400'	433'
142+45	SAG	500'	528'
156+50	CREST	725'	833'
170+65	CREST	400'	499'
203+85	CREST	750'	766'
244+35	SAG	400'	416'
250+20	CREST	550'	661'
282+90	CREST	600'	661'
324+15	SAG	450'	455'
383+10	SAG	550'	690'
448+80	CREST	650'	695'
460+15	CREST	300'	354'
466+80	SAG	400'	600'
493+65	SAG	550'	689'

RS-0937(22)
HORIZONTAL CURVES

P.I. STA.	EXIST. DEGREE OF CURVATURE	AASHTO MAX.
239+92	8°	6° 45'
247+39	8°	6° 45'
342+98	12°	6° 45'
356+50	9° 30'	6° 45'
377+29	10°	6° 45'
419+06	12°	6° 45'
426+36	11° 30'	6° 45'

RS-0937(23)
PROJECT SUMMARY

WIDTH OF PAVING	=	24'
LENGTH OF PROJECT	=	33,404' (6.33 MILES)
LENGTH OF PAVING	=	33,359' (6.32 MILES)
LENGTH OF GRADING	=	33,404' (6.33 MILES)

RS-0937(23)
DESIGN DESIGNATION

A.D.T. 1990	=	344
A.D.T. 2010	=	419
DHV 14%	=	58
T	=	8%
T.I.	=	6.0
V	=	50 M.P.H.
E.A.L.	=	65,000

RS-0937(23)
DESIGN EXCEPTIONS:
FHWA APPROVED: 8/29/91

VERTICAL CURVE EXCEPTIONS

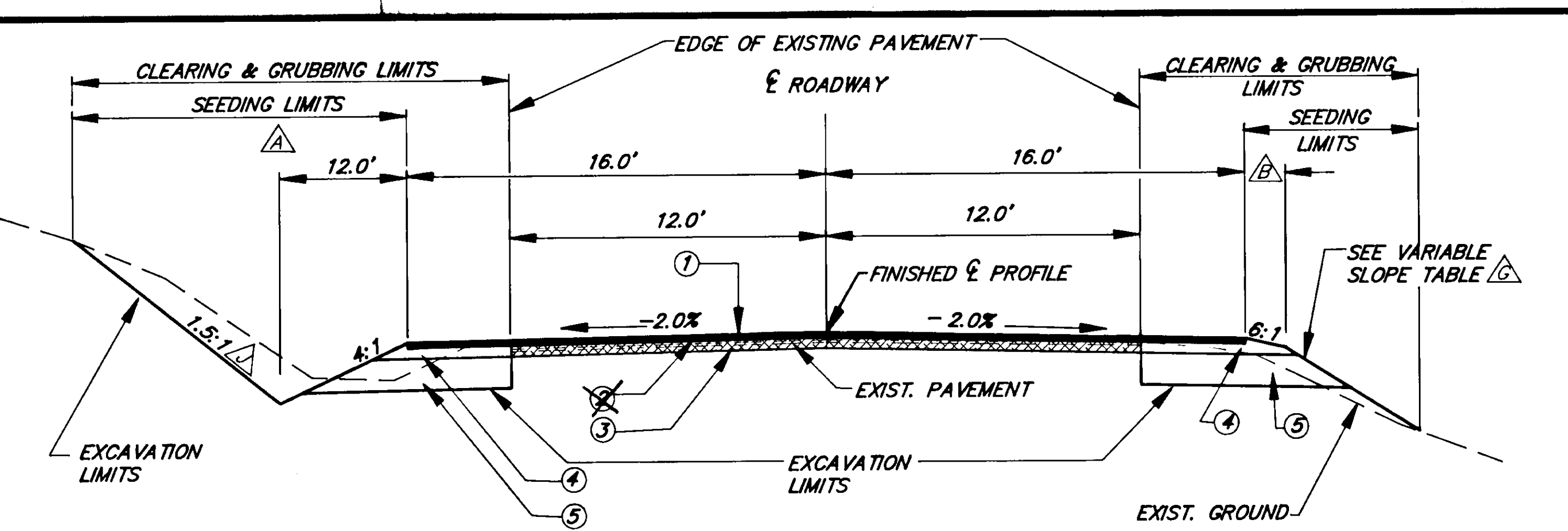
V.P.I. STATION	CREST OR SAG	EXISTING LENGTH (FEET)	MINIMUM LENGTH (FEET)
523+00	SAG	400	549
538+00	CREST	400	825
542+00	SAG	400	540
553+00	SAG	400	565
601+50	CREST	400	481
610+50	SAG	400	408
634+50	CREST	400	830
644+50	SAG	400	1102
666+00	CREST	400	439
686+00	CREST	500	559
710+00	SAG	400	451
735+00	CREST	400	451
739+00	SAG	400	428
884+00	CREST	400	426

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION DESIGN SECTION

APPROVED: *Barry P. McVail* Date: 1/14/92
S.E. Region Engineering Manager

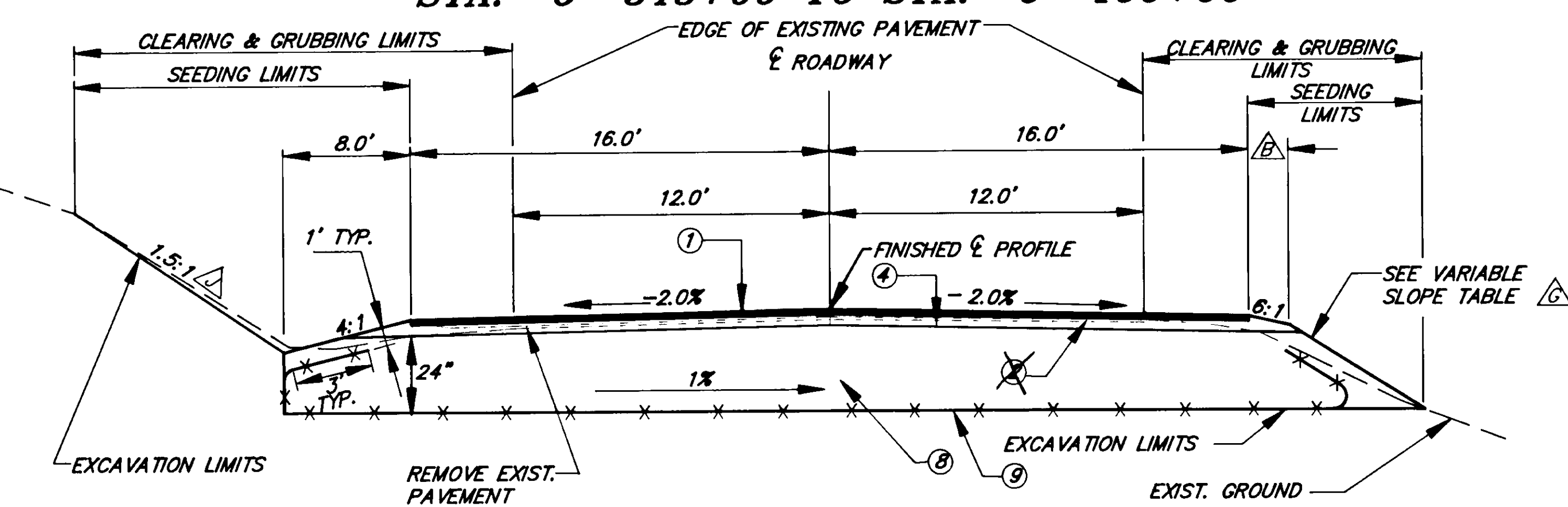
APPROVED: *Charles W. Correa* Date: 1/14/92
Director, S.E. Region Design & Construction

PROJECT NUMBERS: RS-0937(22) RS-0937(23)	ENGINEER'S SEAL STATE OF ALASKA 49TH Charles W. Correa CE 7228 REGISTERED PROFESSIONAL ENGINEER
DATE: JAN., 1992	
SHEET 1 OF 52	



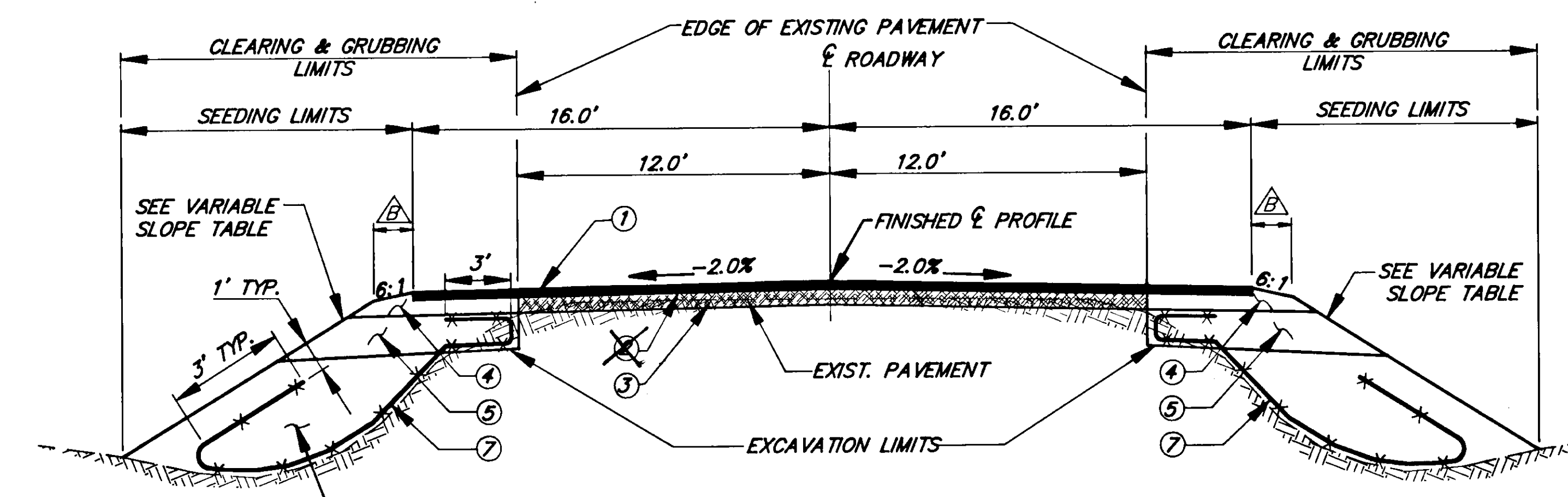
TYPICAL RECONSTRUCTION AREA SECTION

STA. "0" 117+50 TO STA. "0" 305+00
 STA. "0" 306+50 TO STA. "0" 345+00
 STA. "0" 348+00 TO STA. "0" 460+00



TYPICAL SUBDRAIN AREA SECTION

STA. "0" 305+00 TO STA. "0" 306+50 342+03 - 348+00 Left
 STA. "0" 345+00 TO STA. "0" 348+00 347+22 - 348+00 Right



TYPICAL RECONSTRUCTION AREA SECTION WITH REINFORCING FABRIC DETAIL

STA. "0" 460+00 TO STA. "0" 491+00

NOTE: SEE SHEET 4 FOR TYPICAL SECTION FROM STA. 491+00 TO STA. 843+09.

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

NC = NO CROWN
 ECS = END CROWN SECTION
 BFS = BEGIN FULL SUPER
 EFS = END FULL SUPER
 BCS = BEGIN CROWN SECTION

FOR TYPICAL CUT SECTION, USE 8' AT 4:1 BETWEEN THE FOLLOWING STATIONS: (TRANSITION LENGTH=300')

STA. "0" 117+00 TO 142+00
 "0" 201+50 TO 204+50
 "0" 240+00 TO 278+50
 "0" 294+00 TO 310+50
 "0" 343+70 TO 348+70
 "0" 374+50 TO 377+50

1'-0" WIDENING @ 6:1 REQUIRED ON ALL FILL SLOPES STEEPER THAN 4:1.

SEE VARIABLE SLOPE TABLE THIS SHEET AND SLOPE STABILIZATION DETAIL ON SHEET 3.

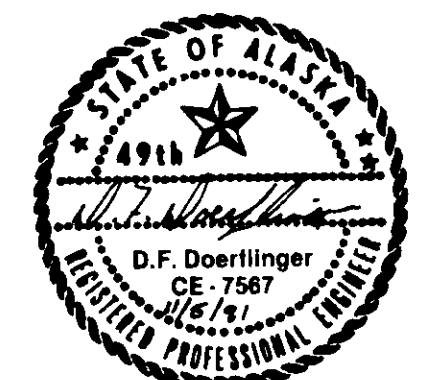
SEE SLOPE STABILIZATION DETAIL ON SHEET 3 AND ROCK CUT DETAIL ON SHEET 6.

GENERAL NOTES

- GRADES AND ALIGNMENT SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS.
- SUPERELEVATION IS ROTATED ABOUT CENTERLINE
- SEE SHEET 51 FOR STRIPING DETAILS. STRIPED LANES SHALL BE 11'.

LABELING INDEX	
①	2" ASPHALT PAVEMENT, TYPE II CLASS B
②	MC-30 PRIME COAT
③	CRUSHED ASPHALT BASE COURSE
④	4" CRUSHED AGGREGATE BASE COURSE
⑤	BORROW, TYPE "A" (14" MIN.)
⑦	GEOTEXTILE REINFORCEMENT
⑧	24" BORROW, TYPE D
⑨	GEOTEXTILE, RIPRAP LINER

VARIABLE SLOPE TABLE	
FILL HEIGHT	SLOPE
0-2'	8:1
2-5'	4:1
5-10'	2.5:1
10' ±	1.5:1
4'-6'	3:1

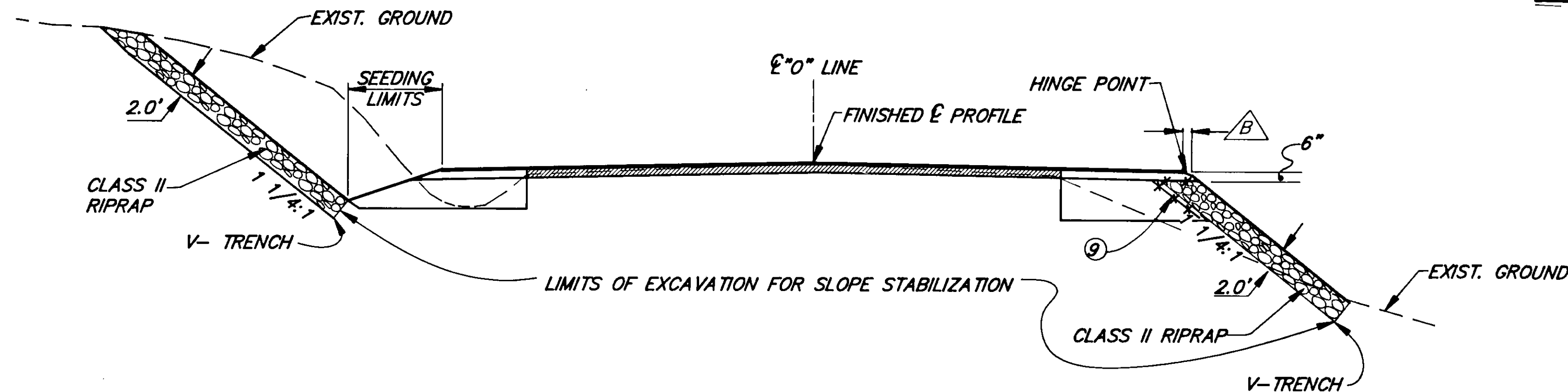


SUPERELEVATION TABLE

STATION	SUPERELEVATION	DESCRIPTION	STATION	SUPERELEVATION	DESCRIPTION
2 "0" 117+50		MATCH EXIST	18 "0" 297+46.86		ECS
"0" 118+99.60		NC	"0" 299+46.86	3.0%	BFS
"0" 118+99.60		NC	"0" 299+95.09	3.0%	EFS
3 "0" 121+04.60	6.0%	BFS	"0" 301+95.09		BCS
"0" 122+37.59	6.0%	EFS			
"0" 124+42.59		BCS			
"0" 131+59.84		ECS	19 "0" 305+18.08		ECS
"0" 134+04.84	6.0%	BFS	"0" 307+18.08	3.0%	BFS
"0" 135+56.54	6.0%	EFS	"0" 310+42.87	3.0%	EFS
"0" 138+01.54		BCS	"0" 312+42.87		BCS
"0" 139+04.29		ECS	20 "0" 313+71.24		ECS
"0" 141+49.29	6.0%	BFS	"0" 316+16.24	-0.0% -4.5%	BFS
"0" 144+88.52	6.0%	EFS	"0" 317+98.18	-0.0% -4.5%	EFS
"0" 147+33.52		BCS	"0" 320+43.18		BCS
"0" 155+13.11		ECS			
"0" 157+58.11	6.0%	BFS	21 "0" 335+52.79		ECS
"0" 159+42.56	6.0%	EFS	"0" 337+57.79	6.0%	BFS
"0" 161+87.56		BCS	"0" 345+38.69	6.0%	EFS
			"0" 347+43.69		BCS
"0" 173+81.30		ECS	22 "0" 347+94.55		ECS
"0" 176+26.30	6.0%	BFS	"0" 349+99.55	6.0%	BFS
"0" 177+26.95	6.0%	EFS	"0" 359+08.05	6.0%	EFS
"0" 179+71.95		BCS	"0" 361+13.05		BCS
"0" 180+99.98		ECS	23 "0" 362+49.28		ECS
"0" 183+44.98	6.0%	BFS	"0" 364+49.28	4.0%	BFS
"0" 184+72.76	6.0%	EFS	"0" 370+62.03	4.0%	EFS
"0" 187+17.76		BCS	"0" 372+62.20		NC
"0" 196+41.45		ECS	24 "0" 372+62.20		NC
"0" 198+41.45	4.0%	BFS	"0" 374+67.37	6.0%	BFS
"0" 201+55.06	4.0%	EFS	"0" 379+53.50	6.0%	EFS
"0" 203+55.06		BCS	"0" 381+63.50		BCS
"0" 212+09.66		ECS	25 "0" 382+56.37		ECS
"0" 214+09.66	3.0%	BFS	"0" 385+01.37	-0.0% -4.5%	BFS
"0" 215+58.72	3.0%	EFS	"0" 387+36.71	-0.0% -4.5%	EFS
"0" 217+58.72		BCS	"0" 389+81.71		BCS
"0" 226+09.55		ECS	26 "0" 390+43.50		ECS
"0" 228+88.55	-0.0% -5.0%	BFS	"0" 392+88.50	-0.0% -4.5%	BFS
"0" 232+22.26	-0.0% -5.0%	EFS	"0" 396+93.68	-0.0% -4.5%	EFS
"0" 234+67.26		BCS	"0" 398+76.70		BCS
"0" 235+76.68		ECS	27 "0" 398+76.70		ECS
"0" 237+81.68	6.0%	BFS	"0" 400+59.70	6.0%	BFS
"0" 241+75.65	6.0%	EFS	"0" 404+60.05	6.0%	EFS
"0" 243+83.19		NC	"0" 407+08.81		NC
"0" 243+83.19		NC	28 "0" 407+08.81		NC
"0" 245+90.72	6.0%	BFS	"0" 409+57.57	-0.0% -3.5%	BFS
"0" 248+73.66	6.0%	EFS	"0" 411+53.20	-0.0% -3.5%	EFS
"0" 250+73.66		BCS	"0" 413+98.20		BCS
"0" 251+45.24		ECS	29 "0" 413+98.20		ECS
"0" 253+65.24	-0.0% -4.5%	BFS	"0" 416+70.59	6.0%	BFS
"0" 254+27.87	-0.0% -4.5%	EFS	"0" 420+55.23	6.0%	EFS
"0" 256+27.87		BCS	"0" 422+23.09		BCS
"0" 264+36.56		ECS	30 "0" 422+23.09		ECS
"0" 266+11.56	-0.0% -3.5%	BFS	"0" 423+07.95	6.0%	BFS
"0" 267+52.38	-0.0% -3.5%	EFS	"0" 428+60.16	6.0%	EFS
"0" 269+27.38		BCS	"0" 430+35.16		BCS
"0" 275+88.48		ECS	31 "0" 440+66.25		ECS
"0" 278+03.48	-0.0% -4.0%	BFS	"0" 443+11.25	-0.0% -5.0%	BFS
"0" 280+98.00	-0.0% -4.0%	EFS	"0" 459+88.57	-0.0% -5.0%	EFS
"0" 283+13.00		BCS	"0" 462+33.57		BCS
"0" 288+87.59		ECS	32 "0" 462+89.60		ECS
"0" 291+32.59	-0.0% -5.5%	BFS	"0" 465+34.60	-0.0% -4.5%	BFS
"0" 292+30.18	-0.0% -5.5%	EFS	"0" 468+47.22	-0.0% -4.5%	EFS
"0" 294+75.18		BCS	"0" 470+92.22		BCS

TYPICAL SECTIONS OF IMPROVEMENT

DESIGNED BY:	D. Saldivar	PROJECT NO.	70265
DRAWN BY:	AutoCad/C.S.A.	DATE:	
CHECKED BY:	D. Doerflinger	SHEET	2 OF 52

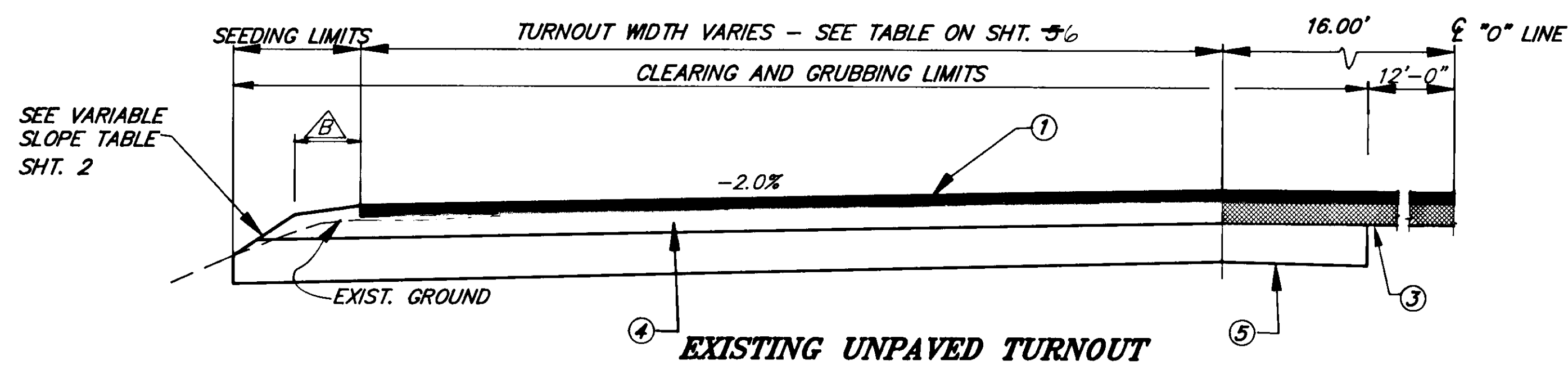
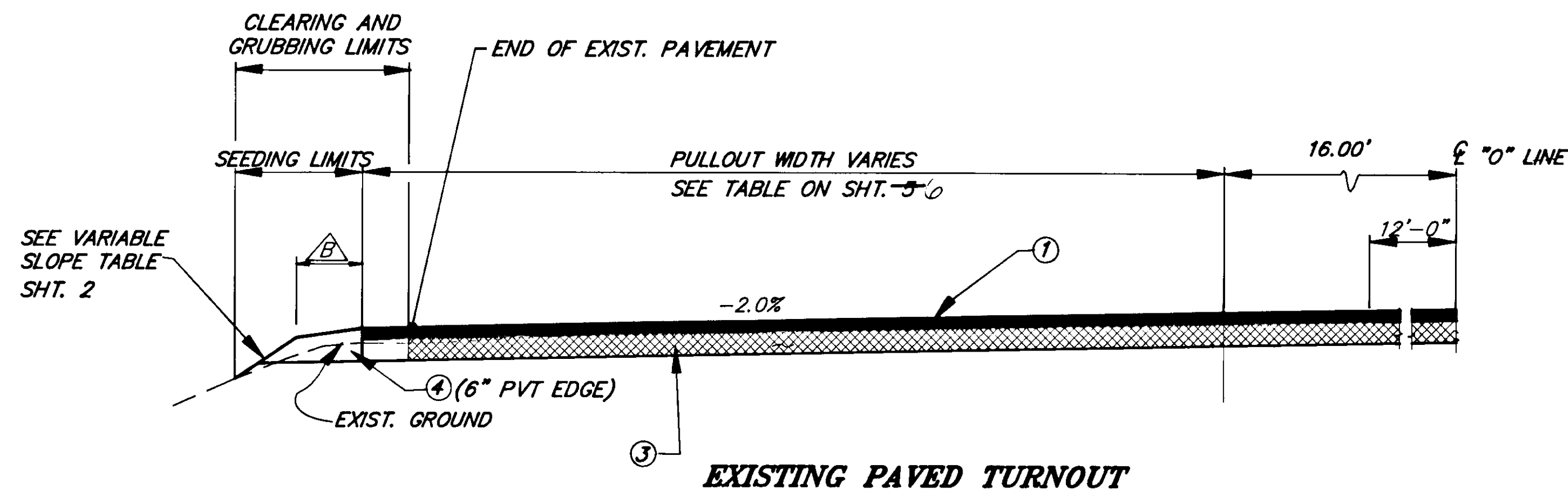


BACKSLOPE STABILIZATION	
FROM	TO
"0" 149+20 LT.	"0" 149+45 LT.
"0" 158+25 LT.	"0" 158+75 LT.
"0" 254+50 LT.	"0" 256+50 LT.
"0" 267+50 LT.	"0" 268+50 LT.
"0" 296+50 LT.	"0" 298+50 LT.
"0" 312+60 LT.	"0" 312+90 LT.
"0" 371+20 LT.	"0" 371+55 LT.

SLOPE STABILIZATION DETAIL

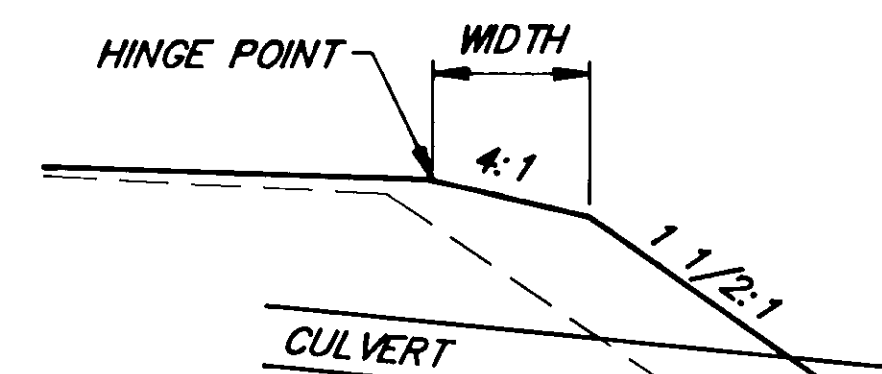
"0" 151+40 Lt. to 151+75 Lt.
 "0" 169+25 Lt. to 169+65 Lt.
 "0" 181+55 Lt. to 182+37 Lt.

FORESLOPE STABILIZATION		
FROM	TO	LT. RT.
"0" 136+30	"0" 136+70	X
"0" 142+00	"0" 143+00	X
"0" 173+25	"0" 174+50	X
"0" 193+50	"0" 194+50	X
"0" 270+00	"0" 270+40	X
"0" 288+50	"0" 289+50	X
"0" 327+50	"0" 330+70	X X
"0" 340+50	"0" 341+50	X X



TYPICAL SECTION - TURNOUT

NOTE: SEE SHEET 47 FOR DETAILS OF TURNOUTS AT 648+00, 704+50, 715+00 & 731+00



SLOPE EXCEPTION FOR CULVERT OUTLET

STATION	WIDTH	
	LT.	RT.
125+42		5'
168+38		9'
191+83		9'
197+63		9'
201+44		9'
207+54		9'
221+20		9'
243+88		9'
251+67		9'
286+19	9'	
289+08	9'	
302+36		9'
311+55		9'
321+99	9'	9'
374+42		9'
384+56	9'	9'
405+14	9'	9'
423+29	9'	9'
464+92	9'	9'
466+72	9'	9'
479+95	9'	9'

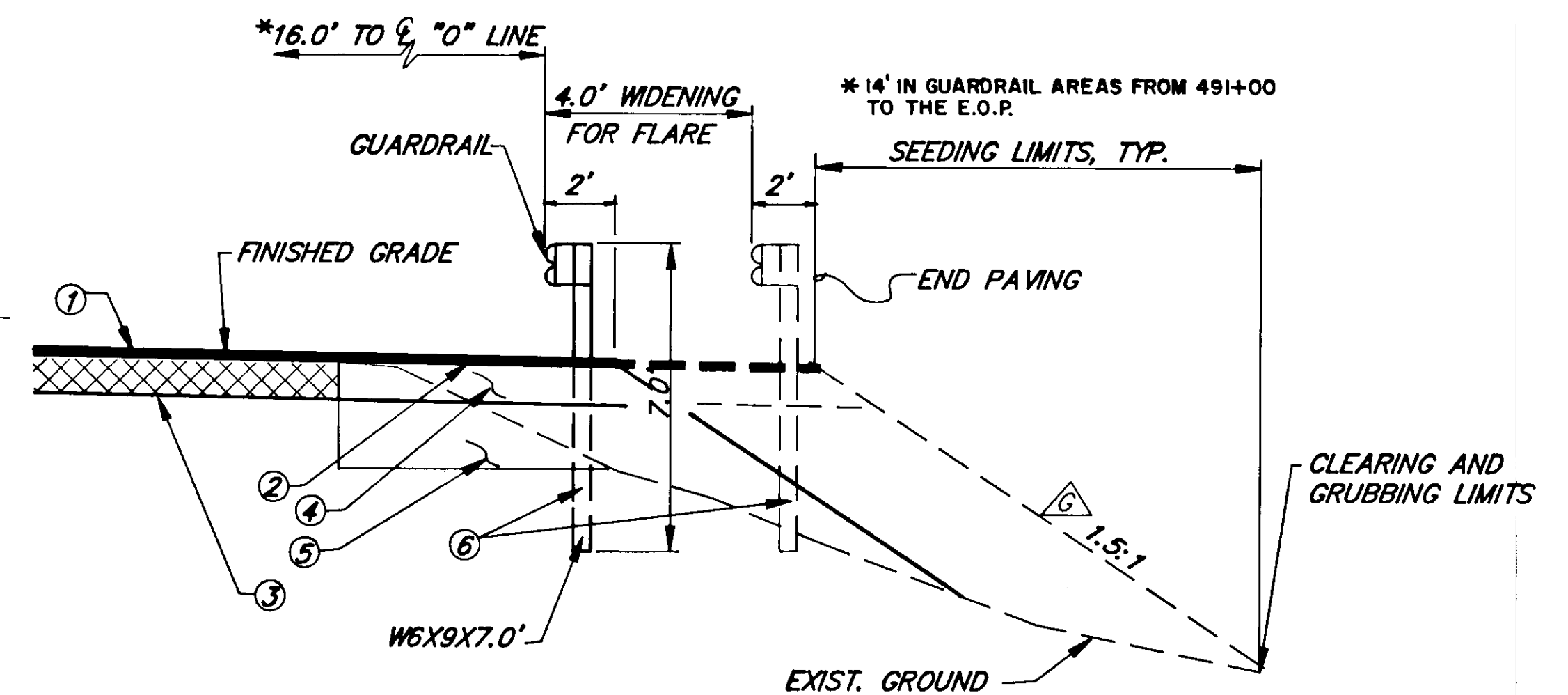
BASIS OF ESTIMATE

ITEM NO.	ESTIMATING FACTOR
203(6A)	1.85 TONS/CY.
203(6D)	1.85 TONS/CY.
301(1)	1.96 TONS/CY.
401(1)	116 LBS/YD ² IN DEPTH
401(2)	6.0% OF 401(1)
403(1)	0.25 GAL/YD ² 256 GAL/TON

- B 1'-0" WIDENING AT 6:1 REQUIRED ON ALL FILL SLOPES STEEPER THAN 4:1
- F 2.0' FOR DRIVEWAYS AND APPROACHES
- G TYPICAL FILL SLOPE OF 1.5:1 AT GUARDRAIL AREA EXCEPT FOR THE STATIONS LISTED IN THE SLOPE STABILIZATION TABLE THIS SHEET
- H SEE DRIVEWAY/APPROACH TABLE ON SHEET 6 FOR WIDTH.

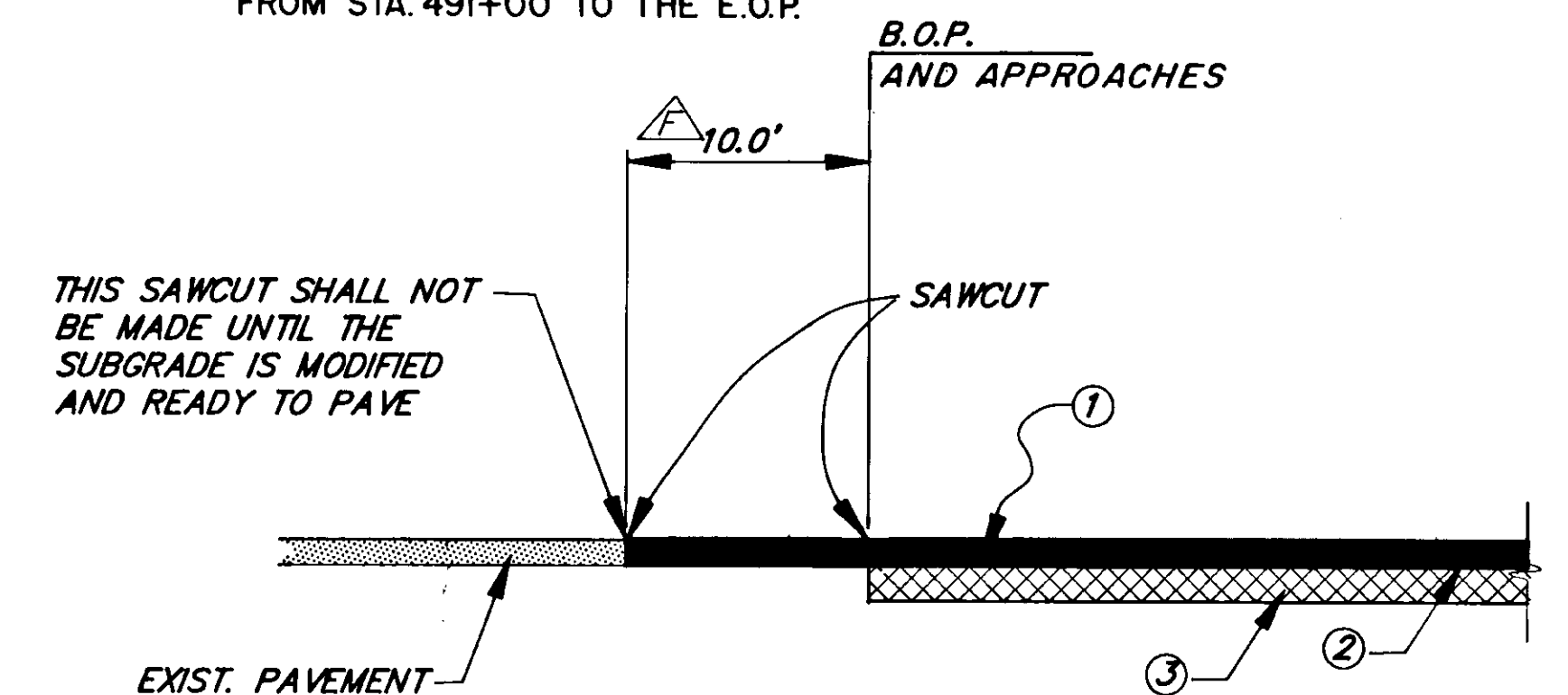
LABELING INDEX

①	2" ASPHALT PAVEMENT, TYPE II, CLASS B
②	MC-30 PRIME COAT
③	CRUSHED ASPHALT BASE COURSE
④	4" CRUSHED AGGREGATE BASE COURSE
⑤	BORROW, TYPE "A" (14" MIN.)
⑥	STEEL POST GUARDRAIL
⑨	GEOTEXTILE, RIPRAP LINER

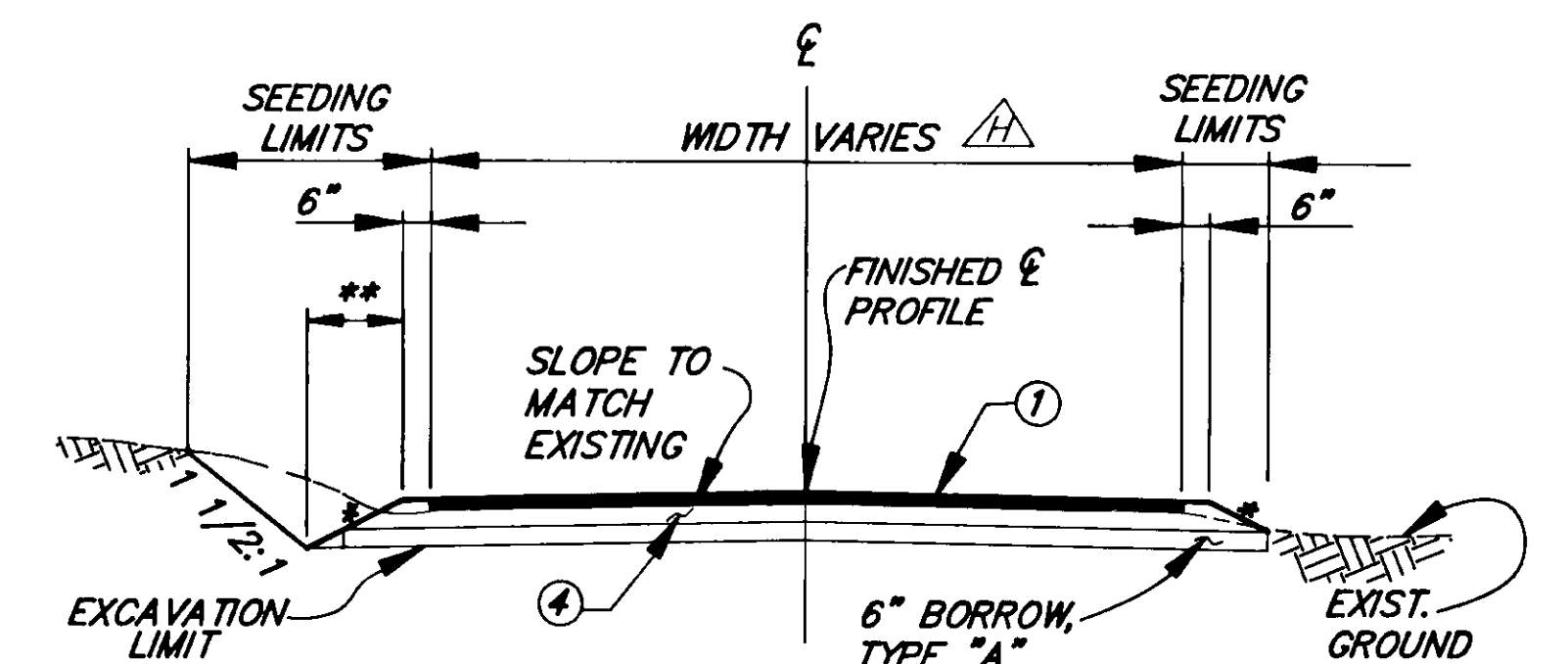


GUARDRAIL INSTALLATION

NOTE: SEE SHEET 4 FOR ADDITIONAL DETAILS FROM STA. 491+00 TO THE E.O.P.



PAVEMENT JOINT DETAIL



TYPICAL SECTION DRIVEWAYS AND APPROACHES

(CLEARING AND GRUBBING LIMITS SHALL BE AS DIRECTED BY THE ENGINEER)

SLOPE HEIGHT	*	**
LESS THAN 4'	6:1	12'
GREATER THAN 4'	2:1	4'

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

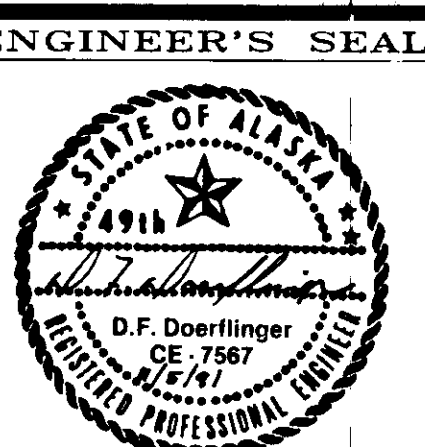
Petersburg

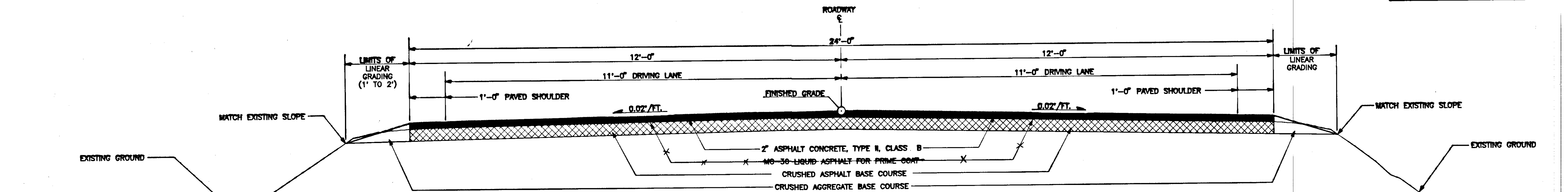
Mitkof Highway Reconstruction
 Scow Bay to Papke's Landing
 RS-0937(22) 70265
 Papke's Landing to Crystal Lake Hatchery Road
 RS-0937(23) 70287
TYPICAL SECTIONS OF IMPROVEMENTS

Alaska

DESIGNED BY:
 D. Saldivar
 DRAWN BY:
 AUTOCADD / C. Anderson
 CHECKED BY:
 D. Doerflinger

PROJECT NO.
 70265 / 70287
 DATE:
 9/91
 SHEET 3 OF 52





TYPICAL SECTION OF IMPROVEMENT - STA. 491+00 TO STA. 843+09

RECONSTRUCTION AREAS	
BEGIN STATION	END STATION
509 + 50.40	510 + 00.25
521 530 + 00	530 531 + 00
581 588 + 00.50	591 592 + 00.50
689 694 + 00.45	696 695 + 00.50
701 700 + 00	105706 + 00

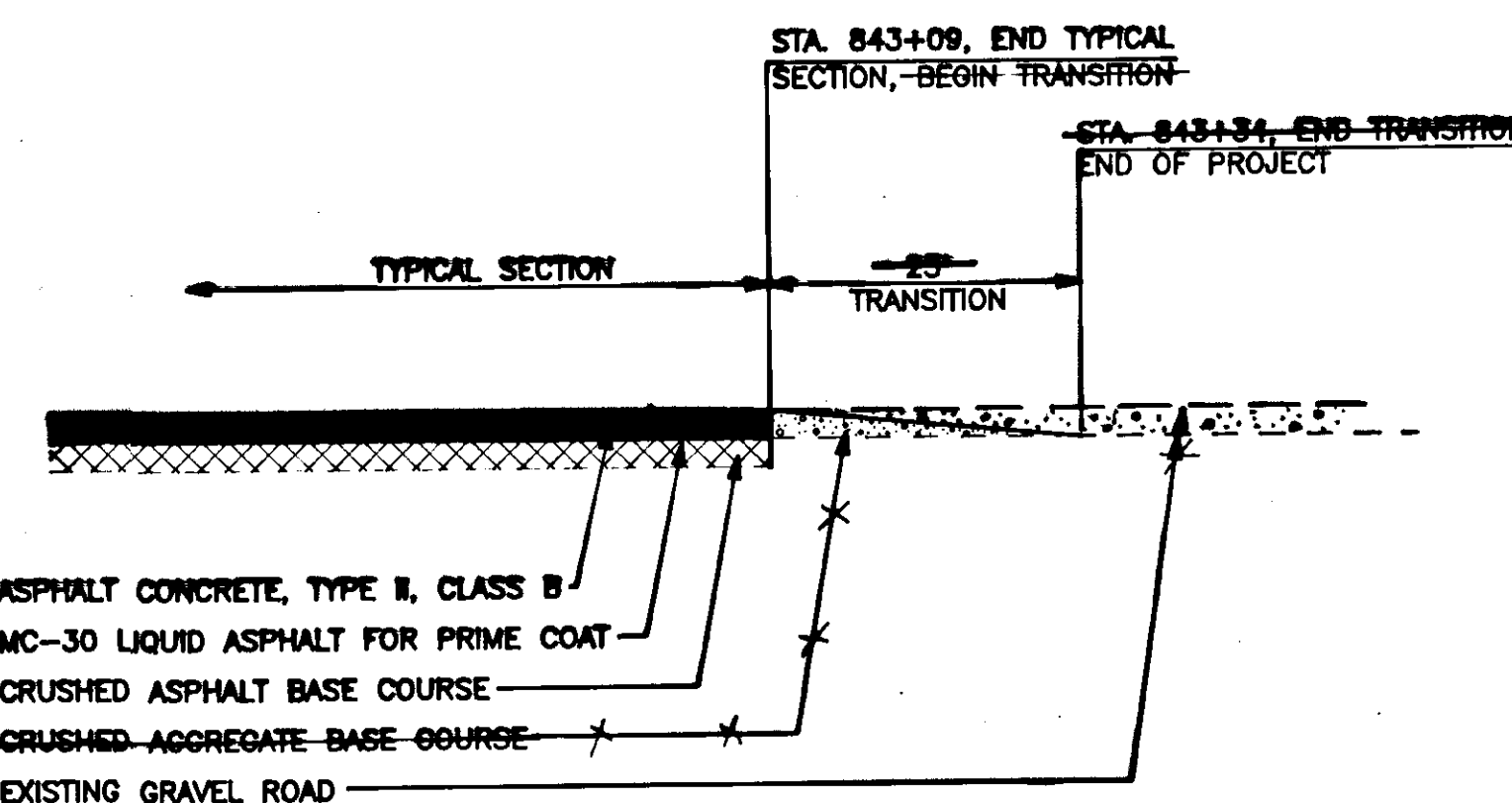
TYPICAL SECTION NOTES

1. THE DEPTH OF PULVERIZING FOR CRUSHED ASPHALT BASE COURSE SHALL BE 6 INCHES, AS MEASURED FROM THE SURFACE OF THE EXISTING PAVEMENT.
2. THE EXISTING PAVEMENT DEPTH VARIES FROM 1 INCH TO 1-1/2 INCHES.
3. IN RECONSTRUCTION AREAS AND OTHER AREAS WHERE IMPORTED AGGREGATE IS REQUIRED, THE DEPTH OF CRUSHED ASPHALT BASE COURSE SHALL BE INCREASED AS NECESSARY. HOWEVER, THE DEPTH OF PULVERIZATION OF THE EXISTING ASPHALT AND BASE MATERIAL SHALL REMAIN AT 6 INCHES BELOW THE EXISTING PAVEMENT SURFACE.
4. AFTER REGRADING OF THE FORESLOPES TO MATCH THE TOP OF THE NEW PAVEMENT, PRIME COAT SHALL BE APPLIED TO THE FORESLOPE IN GUARD RAIL AREAS. THE AREA TO BE PRIMED SHALL BE FROM THE EDGE OF THE NEW PAVEMENT TO SIX INCHES BEYOND THE BACK OF THE GUARD RAIL POSTS.

GENERAL NOTES:

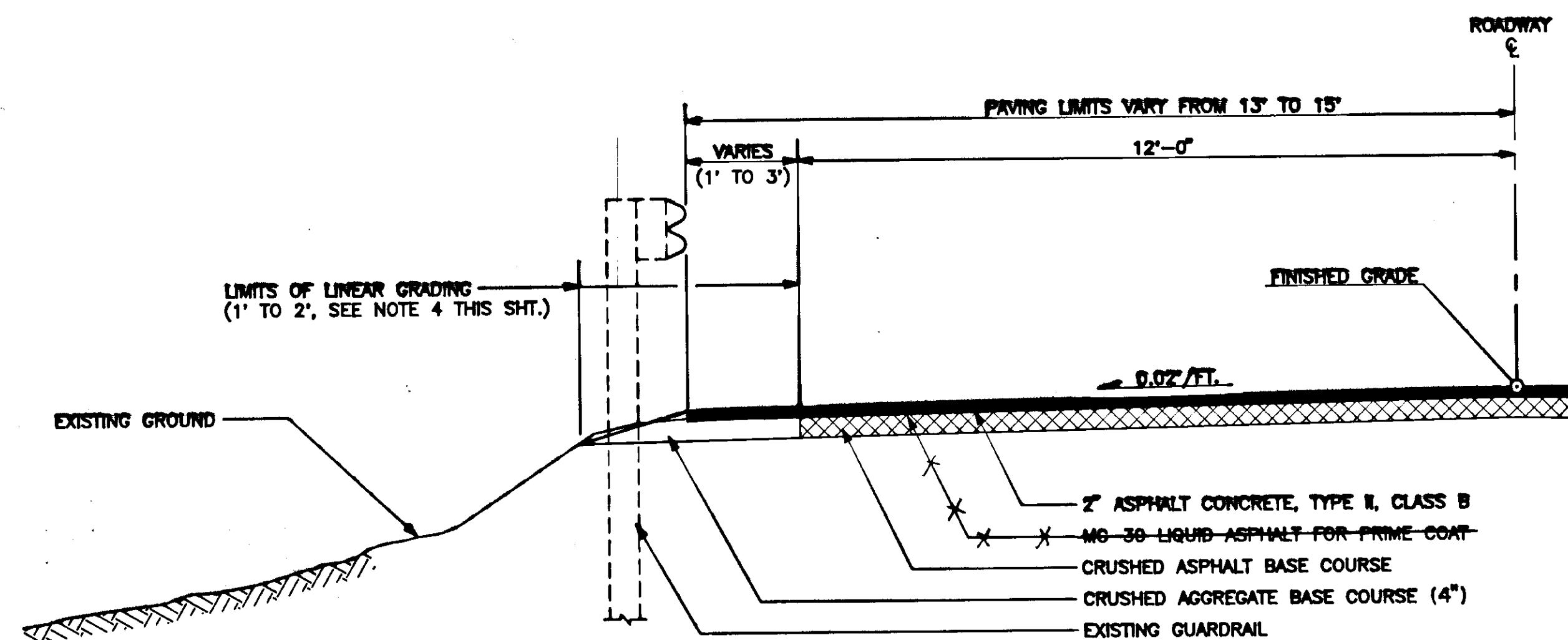
1. **HORIZONTAL CONTROL:** THE BASIS OF HORIZONTAL CONTROL IS THE LINE OF SIGHT BETWEEN CONTROL POINT MONUMENTS "MH-37-1" AND "MH-38-1" WITH A BEARING OF S 31° 52' 18" E. THE BASIS OF COORDINATES IS THE CONTROL POINT MONUMENT "MH-37-1" WITH ISOLATED COORDINATES OF N 67397.936 AND E 212991.692.
2. **VERTICAL CONTROL:** THE BASIS OF VERTICAL CONTROL IS THE TOP OF THE CONTROL POINT MONUMENT "MH-37-1" WITH AN ASSUMED ELEVATION OF 106.62 FEET.
3. THE E.O.P. IS LOCATED AT THE STRIPED CENTERLINE OF MITKOF HIGHWAY AT THE END OF THE EXISTING PAVEMENT.
4. THE CONTROL POINT MONUMENTS LISTED ON THIS SHEET ARE BELIEVED TO BE IN PLACE AT THE TIME OF ADVERTISING FOR BIDS AND MAY BE USED BY THE CONTRACTOR TO ASSIST IN ESTABLISHING CONTROL FOR THE PROJECT. IF USED, THE CONTRACTOR SHOULD VERIFY THAT THE CONTROL POINT MONUMENTS HAVE NOT BEEN DISTURBED.
5. THE LOCATIONS OF CONSTRUCTION ITEMS SHOWN ON THE PLANS ARE SUBJECT TO MINOR REVISIONS.

HORIZONTAL & VERTICAL CONTROL POINTS					
MONUMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
MH-36A	506+01.5	12.0 FT. LT	67958.760	212691.244	97.47
MH-37-1	512+37.7	11.4 FT. LT	67397.936	212991.692	106.62
MH-38-1	537+56.7	12.0 FT. LT	65261.405	214320.106	118.73
MH-39-1	556+24.2	12.0 FT. LT	63653.237	215267.632	61.05
MH-40-1	581+49.0	10.6 FT. RT	61159.389	215671.725	56.73
MH-41-1	599+60.4	10.2 FT. RT	59498.545	216395.003	106.21
MH-42-1	633+93.9	11.9 FT. RT	56379.031	217829.349	105.85
MH-43-1	666+55.4	11.5 FT. RT	53416.491	219193.593	94.15
MH-44-1	687+11.8	11.4 FT. RT	51548.989	220055.238	68.73
MH-45-1	696+74.5	16.1 FT. RT	50764.515	220613.254	49.50
MH-46-1	709+01.0	11.4 FT. RT	49914.982	221496.948	35.49
MH-47-1	716+53.8	11.1 FT. LT	49633.847	222195.121	51.05
MH-48-1	742+18.1	8.8 FT. LT	48680.510	224575.023	44.93
MH-49-1	760+44.3	11.3 FT. RT	47694.346	226112.430	48.62
MH-50-1	784+70.8	11.6 FT. RT	46430.951	228183.799	28.52
MH-51-1	798+07.0	11.5 FT. LT	46177.592	229494.069	36.10
MH-52-1	842+63.4	13.3 FT. RT	44466.667	233609.198	38.35



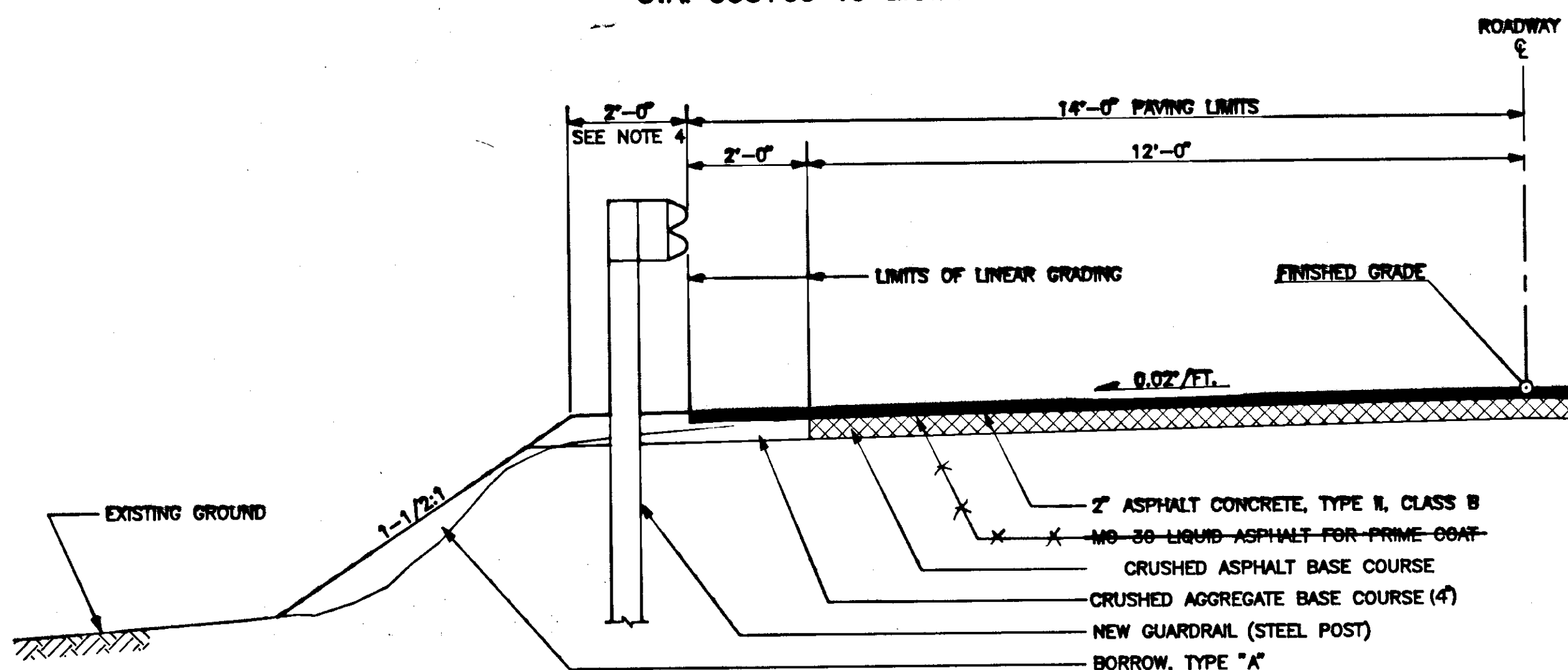
TRANSITION DETAIL AT E.O.P.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



TYPICAL SECTION IN AREAS OF EXISTING GUARDRAIL

STA. 508+00 TO E.O.P.



TYPICAL SECTION IN AREAS OF NEW GUARDRAIL

STA. 491+00 TO E.O.P.

BY:	DATE:	DESCRIPTION OF CHANGE:
	01/13/92	ADDED DETAILS
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
MITKOF HIGHWAY RECONSTRUCTION
TYPICAL SECTION

DESIGNED BY: J.M.M.B.
DRAWN BY: J.E.M.
CHECKED BY: D.L.M.

SCALE
NOT TO SCALE
DATE:
JAN., 1992
SHEET 4 OF 52



ESTIMATE OF QUANTITIES

			SCOW BAY TO PAPKE'S LANDING																		SHEET NUMBERS																		PAPKE'S TO CRYSTAL LAKE	CONTRACT TOTAL	ITEM NO.
ITEM NO.	ITEM	UNIT	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL																				
203(6E)	Borrow, Type E C.O.#3	Ton																			4,505		4,505	203(6E)																	
303(3)	Trench Reconditioning C.O.#2	Hour																			83		83	303(3)																	
120(1)	DBE ADJUSTMENT	C.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	120(1)																	
201(3A)	CLEARING AND GRUBBING	ACRE																			17,014	25	17,014	25	201(3A)																
201(6)	SELECTIVE TREE REMOVAL	EA.																			5	50	5	50	201(6)																
501(8)	Concrete Curtain Walls C.O.#2	L.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	501(8)																	
202(4)	REMOVAL OF CULVERT PIPE	L.F.	811	758	600	728	466	803	688	372	153	366	83	127	293	112	155	583	370		6,444	2,468	2,105	2,105	202(4)																
203(3)	UNCLASSIFIED EXCAVATION	C.Y.	3605	4102	4127	4260	2336	3245	3618	2530	2733	1932	1405	1709	1676	1561	1736	4081	1975	660	10,527	4,729	10,527	4,729	203(3)																
203(6A)	BORROW, TYPE A	TON	10021	7522	8737	9805	4414	8710	7595	3995	3739	3575	5572	4162	4895	3669	3110	6939	11617	5151	80,081	3,228	3,562	4,800	203(6A)																
203(6D)	BORROW, TYPE D	TON							1233			2467									2,352	3,700	2,352	3,700	203(6D)																
207(1)	LINEAR GRADING	STA.																			14.2	333.6	341	347.8	207(1)																
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	2000	2049	1907	2020	1122	1908	2098	1063	981	1182	947	1021	1022	1005	956	1998	1797	724	20,254	2,500	20,254	2,500	301(1)																
308(1)	CRUSHED ASPHALT BASE COURSE	S.Y.	7467	8000	8000	8000	4000	8000	7600	4133	3867	3200	4000	4000	4000	4000	4000	8000	8000	4783	10,526	10,305	10,526	10,305	308(1)																
401(1)	ASPHALT CONCRETE, TYPE II CLASS B	TON	1337	1354	1322	1329	722	1313	1379	730	679	682	643	643	699	640	660	1285	1247	734	10,563	8,739	10,563	8,739	401(1)																
401(2)	40(2A) ASPHALT CEMENT PBA-2 Asphalt Cement	TON	80.22	81.24	79.32	79.74	43.32	78.78	82.74	43.80	40.74	40.92	38.58	38.58	41.94	38.40	39.60	77.50	74.80	43.80	932.65	1044	574.73	642	401(2)																
403(1A)	NO. 30 LIQUID ASPHALT FOR PRIME COAT C.O.#1	TON	9.7	10.4	10.4	10.4	5.2	10.4	10.4	5.4	5.0	5.2	5.2	5.2	5.2	5.8	5.2	10.4	10.4	5.1	17.04	135	0	402	403(1A)																
602(2)	STRUCTURAL PLATE PIPE ARCH, SPAN 11'-5", RISE 7'-3"	L.F.																				100	100	100	602(2)																
603(17-18)	18 INCH PIPE	L.F.	482	399	248	250	176		350	190	208	116			188	56	52	118		100	2868	2933	103	105	603(17-18)																
603(17-24)	24 INCH PIPE	L.F.	206	318	392	520	148	430	646	198		284	80	180	180		66	426	496		4,284	4570	708	560	603(17-24)																
603(17-30)	30 INCH PIPE	L.F.	214	170	72			168								88	86	102			726	900	566	488	603(17-30)																
603(17-36)	36 INCH PIPE	L.F.	76		64		80	226				80						84			817	610	122	62	603(17-36)																
603(17-42)	42 INCH PIPE	L.F.				104					90										192	794	270	222	603(17-42)																
603(17-48)	48 INCH PIPE	L.F.																				320	258	320	258	603(17-48)															
603(17-60)	60 INCH PIPE	L.F.																				0	68	0	68	603(17-60)															
603(17-66)	66 INCH PIPE	L.F.																				172	118	172	118	603(17-66)															
603(17-96)	96 INCH PIPE	L.F.								102												102		102		603(17-96)															
603(19-36)	36 INCH X 46 INCH PIPE ARCH	L.F.			66	84															128	150	128	150	603(19-36)																
603(19-47)	47 INCH X 71 INCH PIPE ARCH	L.F.		136																	132	136	132	136	603(19-47)																
603(19-57)	57 INCH X 83 INCH PIPE ARCH	L.F.					148	144													288	292	288	292	603(19-57)																
603(19-105)	105 INCH X 169 INCH PIPE ARCH	L.F.													90						90		90		603(19-105)																
606(1)	W-BEAM GUARDRAIL	L.F.	137.5	600	662.5		200	955	1245	237.5	1422.5	1540	100				1200	100		400	7,637.5	8800	900	3537.5	606(1)																
606(2)	THREE BEAM GUARDRAIL	L.F.																			75	75	75	75	606(2)																
606(5)	REMOVAL AND DISPOSAL OF GUARDRAIL	L.F.	125	455	300	198			1050	205	1228	1330	28				1038			386	6400	6343	360	357	606(5)																
606(6)	END ANCHORAGES	EACH	2	7	7		2	1	5	2	6	3	1				3	1		4	40	44	4	44	606(6)																
606(13)	BRIDGE RAIL RETROFIT	L.F.																		262.5	262.5	262.5	262.5	606(13)																	
611(1A)	RIPRAP, CLASS II	C.Y.	422	597	222	6		541	518		948	1444		35					67		1335	4800	51.7	66	611(1A)																
611(8)	RIPRAP, CLASS III	C.Y.					21	41		24									24		116.3	110	48.9	165.2	611(8)																
615(1)	STANDARD SIGNS	S.F.	20.0	33.16	10.66	16.25	26.75	36.16	16.91		45.16		29.25	39.75	10.00	.66	30.50	31.50	9	43.75	3929	399.5	141.5	79.5	615(1)																
615(2)	REMOVE AND RELOCATE EXISTING SIGNS	EACH							2	2										3	2	7	2	7	615(2)																
618(1)	SEEDING	ACRE	1.7	2.1	2.9	3.1	1.3	1.5	2.1	1.4	1.2	1.0	1.5	1.2	1.3	1.4	1.2	3.0	2.7	1.4	17.457	32.0	2,530	19,987	618(1)																
619(2)	MATTING	S.Y.															722				628	722	628	722	619(2)																
627(1)	4 INCH P.V.C. PIPE	L.F.					159		100										176		644	435	644	435	627(1)																
630(2)	GEOTEXTILE, REINFORCEMENT	S.Y.																	17900		2903	19300	2903	19300	630(2)																
631(2)	GEOTEXTILE, RIPRAP LINER	S.Y.		41		6		36	1000									2000	67		1488	3150	1488	3150	631(2)																
633(1)	GEOTEXTILE RETAINING WALLS	S.F.						320	0												0	320	0	320	633(1)																
637(1)	BACKWATER CONTROL STRUCTURES	EACH																				2		2		637(1)															
639(3)	DRIVEWAYS	EACH	23	12	5	8	8	1	7	8	3	2	2	3	6	2	1	4	1	3	110	99	13	11	639(3)																
640(1)	MOBILIZATION AND DEMOBILIZATION	L.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	ALL REQ'D	640(1)																
641(1)	TEMPORARY EROSION AND POLLUTION CONTROL	C.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	ALL REQ'D	641(1)																
642(1)	CONSTRUCTION SURVEYING	L.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	ALL REQ'D	642(1)																
642(2)	THREE PERSON SURVEY PARTY	HOURL																			76.64	10	2.88	10	19.52	642(2)															
643(2)	TRAFFIC MAINTENANCE	L.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	ALL REQ'D	643(2)																
643(3)	PERMANENT CONSTRUCTION SIGNING	L.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	ALL REQ'D	643(3)																
643(4)	CONSTRUCTION SIGN	EA.PER DAY																			2,140	2500	451	822	643(4)																
643(5)	TYPE II BARRICADE	EA.PER DAY																			1,274	2000	137	1096	643(5)																
643(7)	TRAFFIC CONE	EA.PER DAY																			19,272	25000	3,602	6050	643(7)																
643(13)	TEMPORARY PAVEMENT MARKING	STATION	28.0	30	30	30	15	30	30	15.5	14.5	15	15	15	15	15	15	30	30	19	309.3	392	280.6	336	643(13)																
643(15)	FLAGGING	HOURL																			6,337	4000	1,266	2190	643(15)																
644(6)	ENGINEERING TRANSPORTATION	L.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	ALL REQ'D	644(6)																
645(1)	TRAINING PROGRAM	MAN-HR.																			1,913	1600	957	760	645(1)																
645(1)	Relocate Standard Sign C.O.#5	L.S.																			55		55		645(1)																
660(6)	TRAFFIC COUNT SYSTEM COMPLETE	L.S.																			ALL REQ'D		ALL REQ'D		660(6)																
661(3)	LOAD CENTER, TYPE 3	EA.	1																		1		1		661(3)																
670(1)	PAINTED TRAFFIC MARKINGS	L.S.																			ALL REQ'D	ALL REQ'D	ALL REQ'D	ALL REQ'D	670(1)																
671(2)	Fish Stream Relocation	C.O.#2																			ALL REQ'D	ALL REQ'D	ALL REQ'D	ALL REQ'D	671(2)																
671(4)	DRIVEWAY Drainage	C.O.#5																			606	576	448	467	671(4)																
670(8)	RECESSED PAVEMENT MARKERS	EACH	44	42	42	44	30	37	41	17	21	33	26	25	19	26	31	38	38	22	606	576	448	467	670(8)																

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

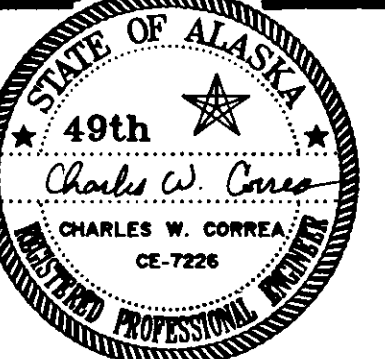
Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

Alaska

DESIGNED BY:	<i>D. Saldivar</i>
DRAWN BY:	<i>AutoCad/C.S.A.</i>
CHECKED BY:	<i>D. Doerflinger</i>

PROJECT NO.	70265
DATE:	01-13-92
SHEET 5 OF 52	



DRIVEWAY/APPROACH SUMMARY								
STATION	OFFSET		RADIUS		WIDTH	18"Ø CULVERT	CULVERT REMOVAL	REMARKS
	LT.	RT.	LT.	RT.				
RS- 0937 (22)								
"0" 117+91		X	50'	20'	20'			
"0" 118+78	X		20'	20'	20'	54'	55'	
"0" 122+85.50	X		20'	20'	~~18'15"~~			
"0" 123+88	X		20'	20'	~~18'16"~~	58'	~~36'42"~~	
"0" 124+25		X	30'	10'	~~16'13"~~			
"0" 125+66	X		20'	20'	14'	48'	40'	
"0" 125+68		X	20'	20'	14'			
"0" 126+66		X	10'	25'	48'			
"0" 130+15-62		X	20'	40'	~~24'25"~~			
"0" 130+33	X		20'	20'	20'	~~44'52"~~	40'	24" x 44"
"0" 131+50	X		20'	20'	~~18'16"~~	~~56'52"~~	42'	
"0" 133+25		X	25'	25'	24'			
"0" 134+24	X		20'	20'	20'	~~62'52"~~	~~27'~~	
"0" 135+49	X		20'	20'	~~20'16"~~	~~63'56"~~	~~37'35"~~	
"0" 135+75-25		X	25'	25'	24'			
"0" 136+56-60	X		20'	20'	14'		20'	
"0" 137+20		X	20'	20'	~~20'21"~~			
"0" 137+89	X		20'	20'	16'	~~52'50"~~	~~44'50"~~	
"0" 139+25		X	15'	25'	~~16'13"~~			
"0" 140+90	X						22'	
"0" 143+35		X	20'	4'	~~14'11"~~			
"0" 143+77.50	X		20'	20'	16'	~~50'60"~~	~~22'25"~~	
"0" 144+37		X	20'	20'	~~20'19"~~			
"0" 147+93		X	20'	0	~~20'19"~~			
"0" 148+98		X	20'	20'	~~20'22"~~			
"0" 150+74	X		20'	20'	16'	~~48'52"~~	24'	
"0" 150+82		X	20'	20'	20'	~~62'70"~~	~~15'70"~~	
"0" 159+31	X		20'	20'	~~14'13"~~	~~47'~~	23'	Deleted
"0" 142+22	X		20'	20'	15'	42'		
"0" 164+80	X		20'	20'	~~16'13"~~	60'	20'	
"0" 167+17	X		20'	20'	14'	56'	22'	
"0" 171+70	X		20'	20'	~~16'14"~~	52'	25'	
"0" 173+43	X		20'	20'	~~20'23"~~	~~52'62"~~	~~34'33"~~	
"0" 179+23	X						20'	
"0" 181+20	X					~~72'74"~~	~~30'20"~~	SEE TURNOUT SUMMARY
"0" 184+57	X					~~86'110"~~	~~20'22"~~	SEE TURNOUT SUMMARY
"0" 186+64	X		25'	9'	~~20'16"~~	~~64'~~	40'	Deleted
"0" 149+80	X		20'	70'	18'	48'		
"0" 193+43	X		30'	30'	~~20'17"~~			
"0" 207+73	X		20'	20'	16'	~~42'52"~~	~~30'35"~~	
"0" 209+04	X		30'	30'	16'	~~50'64"~~	22'	
"0" 235+20	X					72'		
"0" 216+50	X		10'	25'	~~14'12"~~		35'	
"0" 220+61	X		20'	20'	16'	~~58"~~	45'	Deleted
"0" 233+15	X		30'	30'	24'	~~60'76"~~	64'	
"0" 233+89		X	20'	20'	~~16'17"~~	48'	35'	
"0" 235+57-72		X	20'	20'	16'			
"0								

DRIVEWAY/APPROACH SUMMARY								
STATION	OFFSET		RADIUS		WIDTH	18"Ø CULVERT	CULVERT REMOVAL	REMARKS
	LT.	RT.	LT.	RT.				
"0" 282+75		X	25'	18'	24'-16'	53'-76"	38'	SEE NOTE SHT. 20
"0" 284+20	X		20'	20'	+6'-24'	56'	32'-27"	
"0" 287+00		X	+5'-5'	25'	-16'-14'			
"0" 288+00	X		40'	20'	24'	70'	40'	
"0" 293+50	X					84'		
"0" 413+05		X	20'	20'	22'			
"0" 302+22		X	20'	20'	16'	52'-84"	24'-26"	
"0" 316+76		X	20'	20'	+4'-15'			
"0" 317+40		X	20'	20'	-16'-15'			
"0" 317+66	X		20'	20'	18'	48'-60"	40'	
"0" 318+88	X		20'	20'	+6'-15'	52'-56"	38'	
"0" 319+40		X	20'	20'	+4'-12'			
"0" 320+00		X	20'	20'	17'			
"0" 322+59		X	20'	20'	+6'-18'			
"0" 322+68	X		20'	20'	-16'-12'			
"0" 323+75	X		30'	7'	24'-17'	72'-74"	30'-32"	
"0" 326+82	X		25'	25'	24'	70'-76"	45'-50"	
"0" 331+94		X	25'	25'	20'-18'	68'-64"	27'	
"0" 331+99	X		30'	30'	24'	68'	38'	
"0" 343+95	X		7'	30'	+6'-10'	54'	21'-30"	SEE NOTE SHT. 23
					14'-13'			
"0" 334+90	X		40'	40'	34'			
"0" 350+62	X		20'	20'	+6'-17'	48'-62"	24'-25"	
"0" 362+76		X	25'	25'	24'-17'			
"0" 363+33	X						21'	
"0" 364+61		X	20'	20'	-16'-15'			
"0" 371+61		X	20'	20'	14'			
"0" 375+93		X	20'	20'	+4'-13'			
"0" 383+96		X	25'	25'	14'			
"0" 385+15		X	20'	20'	14'			
"0" 444+25		X			18'-13'	42'		
"0" 391+57		X	25'	20'	24'-14'			SEE NOTE SHT. 24
"0" 391+81	X		25'	25'	-20'-16'	60'-76"	35'-36"	
"0" 396+78	X		20'	20'	+6'-13'	56'	22'-32"	
"0" 398+35	X		20'	20'	+6'-14'	56'	18'-25"	
"0" 404+22		X	20'	20'	-16'-14'			
"0" 404+75	X		20'	20'	+6'-12'	46'-56"	30'-32"	
"0" 419+12.50		X	20'	20'	-16'-18'	52'	20'-25"	
"0" 432+17		X	20'	20'	16'			
"0" 435+79		X	20'	20'	-20'-16'	60'	27'-40"	
"0" 440+32	X		20'	20'	14'	4'		
"0" 444+09		X	20'	20'	+4'-15'			
"0" 445+88	X		20'	20'	-18'-19'	56'-58"	30'	
"0" 467+35		X	15'	20'	+4'-13'			
"0" 490+62	X		40'	40'	-20'-22'			
"0" 442+47	X		20'	20'	16'	4'		
"0" 495+79		X	25'	25'	24'	100'-100"		
"0" 504+50-50+50	X		25'-50'	50'-25'	24'	72'		24" x 72"
"0" 472+30		X	20'	20'	25'			
TOTAL						2933'-2800"	+679'-15'1"	
RS-0937 (23)								
"0" 530+54		X	25'	25'	15'	55'-26"	55'	
"0" 551+90		X	25'	25'	15'			
"0" 583+91		X	25'	25'	15'			
"0" 623+91	X		25'	25'	15'	48'-24"	24'-50"	
"0" 665+84	X		50'	50'	50'			
"0" 763+54	X		50'	50'	30'			

TURNOUT SUMMARY				
STATION TO STATION				
FROM	TO	LT.	RT.	WIDTH
"0" 124+25	"0" 124+66		X	14'
"0" 128+86	"0" 129+01		X	10'
"0" 137+33	"0" 138+75		X	~~10'~~ 12'
"0" 140+94	"0" 141+78		X	~~10'~~ 12'
"0" 148+03	"0" 148+60		X	15'
"0" 159+75	"0" 160+25		X	~~10'~~ 22'
"0" 181+00	"0" 181+35	X		10'
"0" 184+10	"0" 184+60	X		~~10'~~ 13'
"0" 200+25	"0" 200+70		X	~~10'~~ 25'
"0" 219+90	"0" 220+40		X	~~10'~~ 25'
"0" 226+40.5	"0" 226+90.5		X	~~10'~~ 25'
"0" 276+80	"0" 277+20	X		10'
"0" 293+35	"0" 293+65	X		14'
"0" 386+50	"0" 386+87		X	~~10'~~ 15'
*"0" 682+23	"0" 684+69		X	33'
*"0" 704+42	"0" 704+92		X	33'
*"0" 714+24	"0" 715+39		X	38'
*"0" 730+67	"0" 731+57		X	39'

CLEARING & GRUBBING LIMITS

SEEDING LIMITS

SEE TYP. SECT. 5
SHT 2

EDGE OF EXISTING PAVEMENT

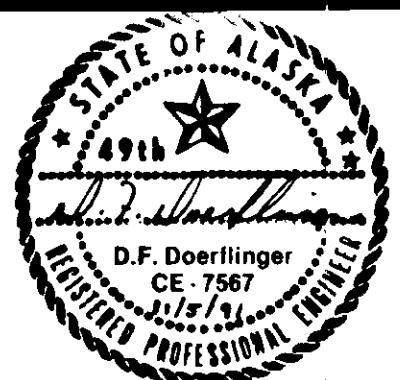
VARIES 1.5:1 TO 0.5:1

EXCAVATION LIMITS

4:1

IN THE EVENT THAT AREAS OF STABLE ROCK CUTS ARE ENCOUNTERED ALONG THE PROJECT, THE ENGINEER MAY REQUIRE CHANGES IN SLOPES TO PROVIDE UP TO 0.5:1 BACK SLOPES.

DESIGNED BY: <i>D. Saldivar</i>	PROJECT NO. 70265 / 70287
DRAWN BY: <i>AutoCad/C.S.A.</i>	DATE: 9/91
CHECKED BY: <i>D. Doersflinger</i>	SHEET 6 OF 52



F: /MITKOFF /APPROACH 1=

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

<i>Petersburg</i>	<i>Mitkof Highway Reconstruction</i>		<i>Alaska</i>
<i>Scow Bay to Papke's Landing- Papke's Landing to Crystal Lake Hatchery Road.</i>			
<i>RS-0937(22)</i>	<i>70265</i>	<i>RS-0937(23)</i>	<i>70287</i>

DRIVEWAY/APPROACH SUMMARY

CROSS CULVERT SUMMARY

STATION	24"Ø	30"Ø	36"Ø	42"Ø	96"Ø	36"X46"	54" X 66" 47" X 71"	59" X 81" 57" X 83"	105" X 169"	CULVERT REMOVAL	COMMENTS
"0" 118+55	72' 02'									INCHES/FEET 24X42 28	
"0" 123+00		-76' 00'								30X68	
"0" 125+42		-74'	72'							30X60 30	LT. SIDE DITCH TO DRAIN
"0" 129+78		-64'	60'							30X60 30	
"0" 134+94	-62' 50'									18X53 50	
"0" 136+38			-76' 78'							36X70	RIPRAP RT. SLOPE, DETAIL SHT. 3
"0" 142+68	+58' 72'									18X60 15	
"0" 146+65	64'									18X60 30	
"0" 150+35							-68' 00'			36X58X55	SEE DET. SHT. 49
"0" 150+44							-68' 00'				SEE DET. SHT. 49
"0" 152+40						-84' 04'				36X58X54	50
"0" 159+14	-68' 00'									24X65 30	
"0" 161+14	-62' 00'									24X60 30	
"0" 165+27		-88' 76'								30X75 10	
"0" 168+38	-62' 00'									24X52	
"0" 171+80	-62'		60'							24X58 30	
"0" 173+75		-82' 70'								30X82 4	
"0" 178+42		-72' 04'								30X72	
"0" 182+86	58'									24X58 54	
"0" 184+95			60'			-66'				36X58X65	64
"0" 187+77			-64'			64'				24X62 30	
"0" 190+30	+50' 60' 02'										RT. SIDE TO DRAIN
"0" 191+83	-70' 00'									24X60 30	
"0" 194+14	-64' 00'									24X63 10	RIPRAP OUTLET SEE DET. SHT. 9
"0" 197+63	-64' 00'									24X63 30	
"0" 201+44	-76' 04'									24X58 10	
"0" 207+54				-104' 100'						42X82 10	
"0" 212+15	-68' 00'									24X60 10	RIPRAP AS NEEDED RT. SLOPE
"0" 213+65	60'									24X42 30	
"0" 213+59	60'									24X42 54	
"0" 216+18	62'									24X55 30	
"0" 218+06	-64' 02'									24X54 53	
"0" 221+00										18X52	
"0" 221+20	-64' 00'									X 50	
"0" 225+88	-68' 00'									24X52	
"0" 230+10	-74' 00'									24X53 30	
"0" 238+66	-68' 00'									24X63 10	
"0" 242+17							-74' 72'			44X72X72	SEE DET. SHT. 49
"0" 242+27							-74' 72'			44X72X72	SEE DET. SHT. 49
"0" 243+77										36X65 04	
"0" 243+88											
"0" 245+94	-80' 00'									24X62 40	
"0" 251+61										30X67 03	
"0" 251+67		-84' 76'								30X67 03	
"0" 257+59	-76' 10'									24X74 05	
"0" 261+94	-68' 54'									24X58 10	RIPRAP OUTLET SEE DET. SHT. 9
"0" 265+14										36X65	
"0" 265+24											
"0" 265+30										36X60	
"0" 267+07	-74' 50'									24X53 18	
"0" 270+10											RIPRAP RT. SLOPE, DETAIL SHT. 3 & 49
"0" 270+20										36X58X75	RIPRAP RT. SLOPE, DETAIL SHT. 3 & 49
"0" 272+57	-76' 02'									24X75 10	
"0" 275+51	-70' 04'									24X74 02	RIPRAP OUTLET SEE DET. SHT. 9
"0" 277+50										36X85	RIPRAP OUTLET SEE DET. SHT. 9
"0" 278+59	66'									24X50	
"0" 282+45	64'									24X65 02	
"0" 286+19	-92' 06'									24X80	
"0" 289+08	-98' 74'									24X73 20	
"0" 292+67	-80' 06'									24X58 24	
"0" 223+46	65'									24 X 52	
"0" 256+14	84'									24 X 19	
"0" 130+30	44'									18 X 60	Driveway culvert

INDICATES FISH CREEK. IN-STREAM WORK IS RESTRICTED. SEE SECTION 107-1.11.

CROSS CULVERT SUMMARY

STATION	24"Ø	30"Ø	36"Ø	42"Ø	96"Ø	36"X46"	54" X 66" 47" X 71"	59" X 81" 57" X 83"	105" X 169"	CULVERT REMOVAL	COMMENTS
"0" 296+22	74' 60'									INCHES/FEET 24X70 15	
"0" 298+34	84' 76'									24X79 32	
"0" 302+36	78' 00'									24X65 00	
"0" 306+35	76' 54'									24X67 10	
"0" 311+55	58'									24X55 30	
"0" 316+10	88' 56'									24X55	
"0" 317+95	72' 56'									24X52 33	
"0" 321+99					102'					78X100	SEE DET. SHT. 49
"0" 329+09											LEAVE IN PLACE
"0" 329+30											LEAVE IN PLACE
"0" 337+27										42X76	
"0" 339+56										30X60	
"0" 342+38	-120' 104'									24X100 51	
"0" 348+83	84' 60'									24X76 10	
"0" 353+97	-88' 72'									24X75 00	
"0" 366+85	80' 05'									24X62 30	
"0" 374+42	92' 76'									24X65 24	
"0" 382+13	88' 72'									24X62	
"0" 384+56										96X80	SEE DET. SHT. 49
"0" 394+67	-88' 58'									24X60 54	
"0" 397+71	92' 50'									24X60	
"0" 405+14		88'								30X80 88	
"0" 423+29		-86' 116'								30X73	
"0" 425+23	-66' 112'									24X57	
"0" 429+12	130'										
"0" 429+22										24X100 78	
"0" 431+62										36X58X80 78	
"0" 436+55	60'									24X60 50	
"0" 440+80	72'									24X59 30	
"0" 444+09										30X78	
"0" 451+75	-84' 70'									24X65 60	
"0" 456+94	80' 78'									24X71 10	
"0" 464+00	-68' 38'									24X47 16	
"0" 464+92	-90' 72'									24X65 10	
"0" 466+72	-102' 92'									24X80 11	LT. & RT. DITCH TO DRAIN
"0" 469+33	-76' 02'									24X66 10	
"0" 473+79	-72' 58'									24X54 30	
"0" 479+95	88'									24X68	
"0" 504+50	72'									24 X 60	
NOTE: See Sht. 11 for summary of Culverts from Sta. 508+00 to the E.O.P.											
RS-0937(22)											
SHT. TOTAL	4,284	726	817	192	102	128	132	288	90	5,789	4847
DRIVEWAYS	18" 2,933	2808	610	194		150	136	292		1,679	1,597
TOTAL	18" 24" 2,933/4,570	726 900	817 610	192 194	102	128 150	132 136	288 292	90	7,468	6,444
RS-0937(23)											
TOTAL	18" 24" 105' 560	506 488	122 62	270 222	48" 258/	60" 68/	66" 118/		SPPA/ 100/	1,723	2,165
GRAND TOTAL	18" 24" 3,038/5,736	30" 1,508	36" 672	42" 476	48" 96" 258/102	60" 36" 46 68/150	66" 47" 71 118/136	57" 83 292	SPPA/105" 169 100/ 90	9,191	

BY: DATE: DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

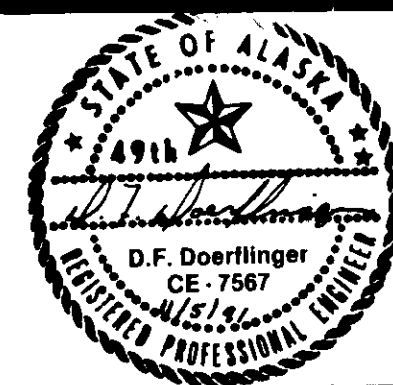
Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing - Papke's Landing to Crystal Lake Hatchery Road
RS-0937(22) 70265 RS-0937(23) 70287

Alaska

DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/C.S.A.
CHECKED BY: D. Doerflinger

PROJECT NO. 70265 - 70287
DATE: 9/91
SHEET 8 OF 52



PROPOSED DRIVEWAY CULVERT SUMMARY			
£ STATION	SIZE	OFFSET	
		LT.	RT.
118+78	18"X54'	24'	
123+88	18"X58'	24'	
125+66	18"X48'	24'	
130+33	18"X52'-60'	24'	
131+50	18"X52'-56'	24'	
134+24	18"X52'-62'	24'	
135+49	18"X56'-63'	24'	
137+89	18"X50'-52'	24'	
143+77.5	18"X60'-50'	28'	
142+22	18" X 42'	35.6'	
149+00	18" X 48'	28'	
150+74	18"X52'-48'	28'	
150+82	18"X70'-62'		24'
159+31	18"X47'	28'	Deleted
164+80	18"X60'	28'	
167+17	18"X56'	28'	
171+70	18"X52'	28'	
173+43	18"X62'-52'	28'	
181+20	18"X74'-72'	28'	
184+57	18"X110'-06'	28'	
186+64	18"X64'	28'	Deleted
207+73	18"X52'-42'	28'	
209+04	18"X64'-50'	28'	
220+61	18"X58'	28'	Deleted
233+15	18"X76'-60'	28'	
235+78	18"X50'-40'	28'	
236+99	18"X64'-62'	28'	
241+47	18"X62'-56'	26'	
233+09	18" X 48'		28.5'
282+75	18"X76'-53'		30'
284+20	18"X56'	28'	
288+00	18"X70'	40'	
293+50	18"X84'	28'	
302+22	18"X64'-52'		28'
317+66	18"X66'-48'	28'	
318+88	18"X56'-52'	28'	
323+75	18"X74'-72'	28'	
326+82	18"X76'-70'	28'	
331+94	18"X64'-68'		28'
331+99	18"X68'	28'	
343+95	18"X54'	24'	
350+62	18"X62'-48'	28'	
391+81	18"X76'-60'	28'	
396+78	18"X56'	28'	
335+20	18" X 72'	28'	
440+15	18" X 4'		
442+35	18" X 4'		
398+35	18"X56'	28'	
404+75	18"X56'-46'	28'	
419+12.5	18"X52'		45'
435+79	18"X60'		28'
445+88	18"X58'-56'	28'	
495+79	18"X100'-120'		85'
444+25	18" X 42'		31'
TOTAL	2868'-2,933'-		



CROSS CULVERT

1.5 D

6'

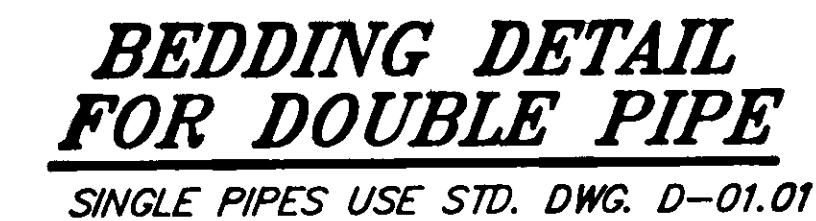
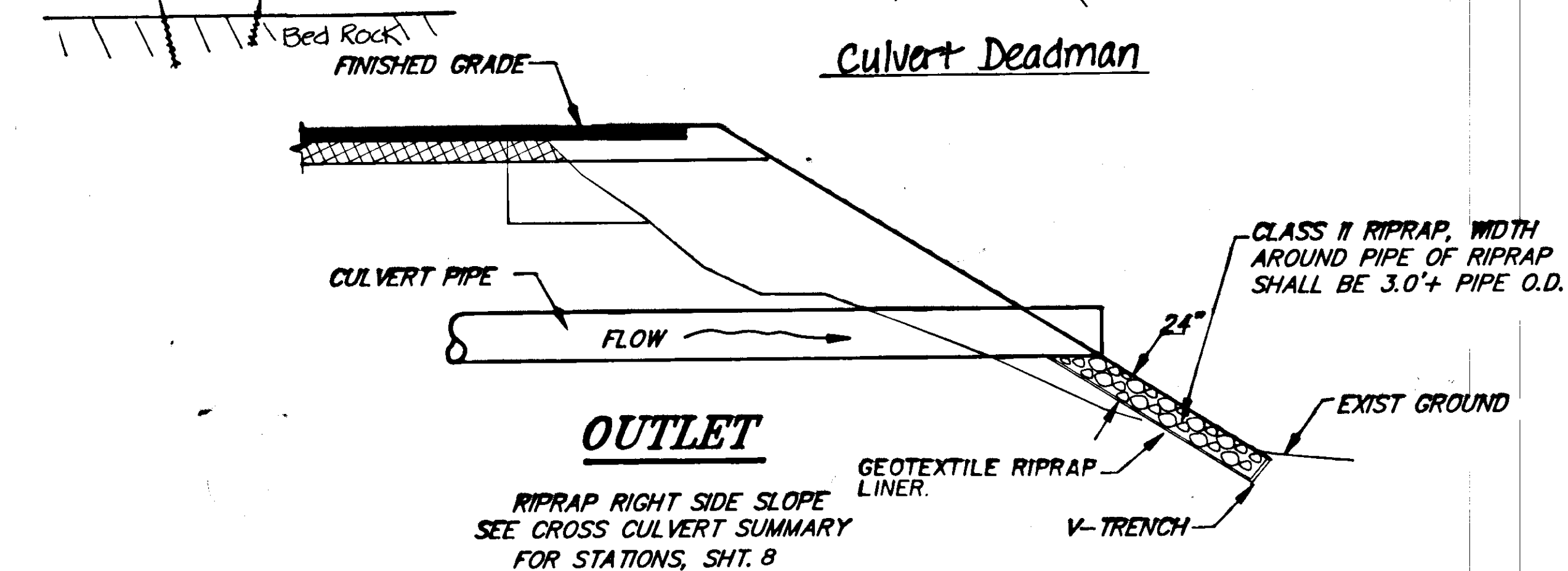
4" PVC

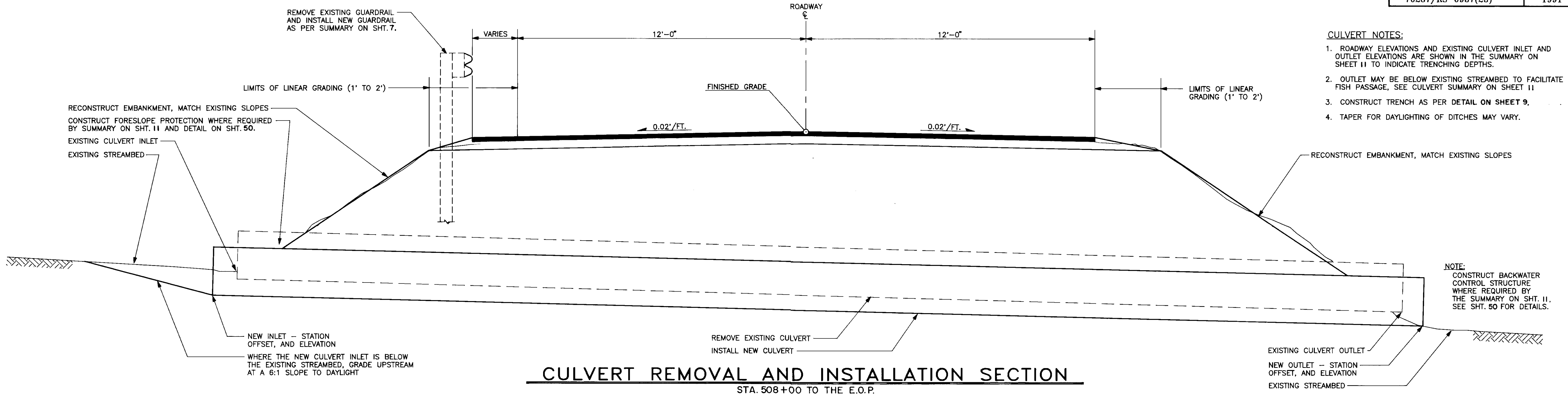
4" SWEEP 45°

TYPICAL WATERLINE CONDUIT
END DETAIL



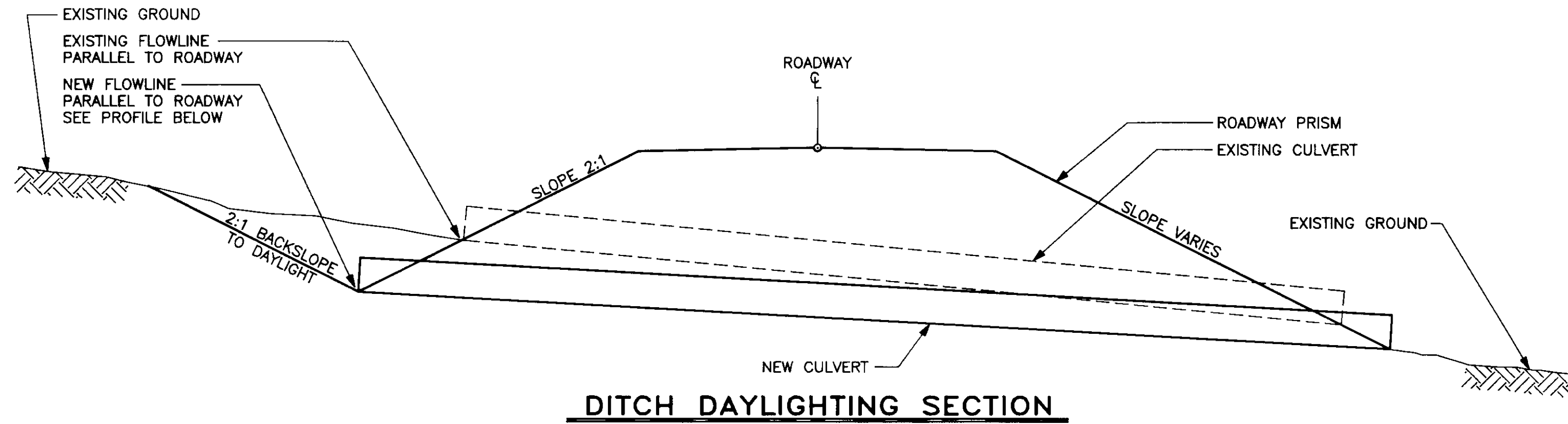
- DESIGN FOR REVIEW
- Turn Buckle
- Anchor Bolts
- 3/4" steel
- concrete
- 30"
- 48"
- 30"





- CULVERT NOTES:
1. ROADWAY ELEVATIONS AND EXISTING CULVERT INLET AND OUTLET ELEVATIONS ARE SHOWN IN THE SUMMARY ON SHEET 11 TO INDICATE TRENCHING DEPTHS.
 2. OUTLET MAY BE BELOW EXISTING STREAMBED TO FACILITATE FISH PASSAGE, SEE CULVERT SUMMARY ON SHEET 11
 3. CONSTRUCT TRENCH AS PER DETAIL ON SHEET 9.
 4. TAPER FOR DAYLIGHTING OF DITCHES MAY VARY.

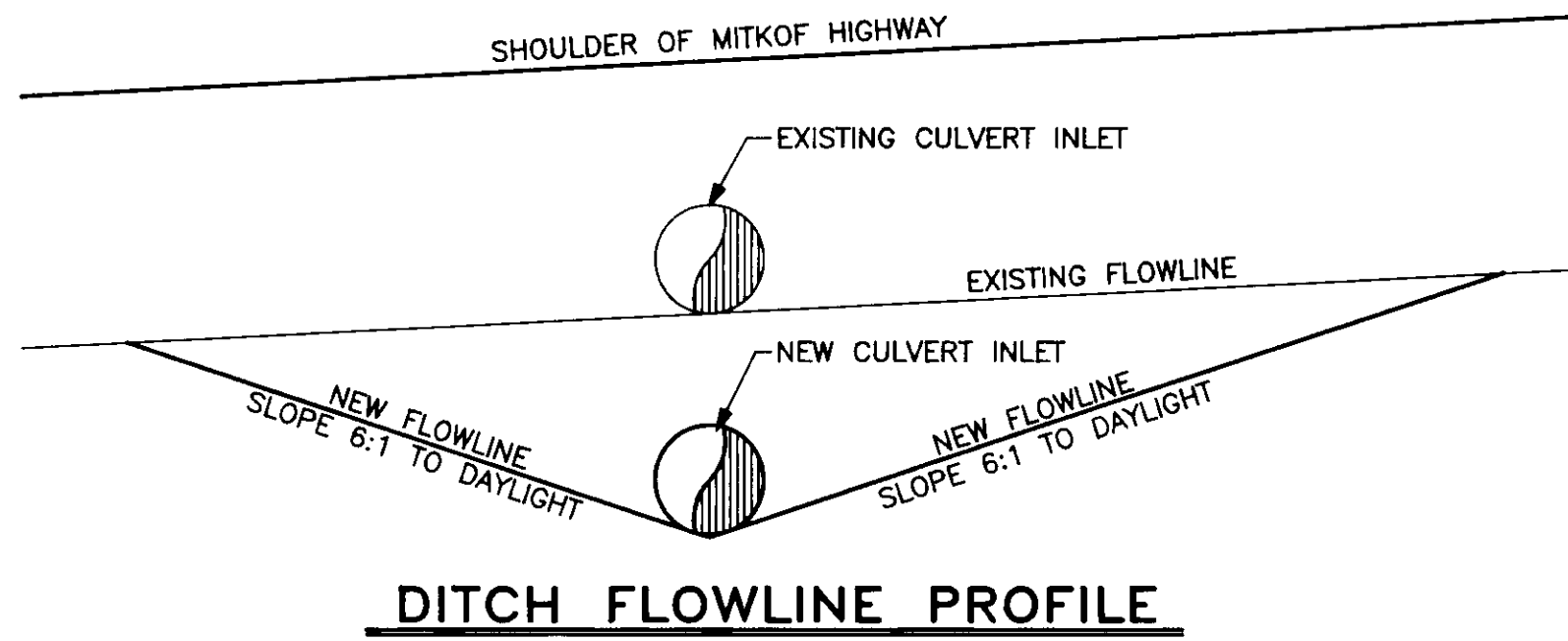
NOTE:
CONSTRUCT BACKWATER
CONTROL STRUCTURE
WHERE REQUIRED BY
THE SUMMARY ON SHT. 11.
SEE SHT. 50 FOR DETAILS.



Culvert Summary (cont. from sheet 11)				
Station	Culvert Removal		Culvert Construction	
	Diameter	Length	Diameter	Length
643+95	24"	72'	24"	72'
699+80	24"	56'	24"	54'
745+00	24"	58'	24"	60'
790+85	24"	60'	30"	59'
811+40	24"	68'	24"	69'
825+50	36"	48'	42"	48'
833+35	24"	60'	36"	60'
850+00	36"	63'	48"	62'
801+68 ^B			30"	85'

(60' installed)

(63' installed)



SPECIAL DITCH DETAILS
(FOR CULVERTS TO BE INSTALLED AT STA. 762+42 AND STA. 800+02)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
B. A.	01-13-92	DELETED DRIVEWAY & TURNOUT TYPICALS.
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
MITKOF HIGHWAY RECONSTRUCTION
CONSTRUCTION DETAILS

PREPARED BY
ARCTIC SLOPE CONSULTING GROUP, INC.
Engineers • Architects • Scientists • Surveyors

DESIGNED BY:	J.M.M.B.	SCALE	NOT TO SCALE
DRAWN BY:	J.E.M.	DATE:	SEPT. 1991
CHECKED BY:	D.L.M.		SHEET 10 OF 52



CULVERT SUMMARY

NOTE: CULVERT LOCATIONS & ELEVATIONS ARE SUBJECT TO MINOR FIELD CHANGES BY THE ENGINEER.

ADF & G CATALOG #	ROAD STATION	ROAD ELEVATION	CULVERT REMOVAL									CULVERT CONSTRUCTION									COMMENTS
			DIAMETER	LENGTH	INLET			OUTLET			DIAMETER	LENGTH	INLET			OUTLET					
					STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION			STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION			
—	530+54	108.43	18"	26'55"	530+67	26.0 RT	105.94	530+41	26.0 RT	105.54	18"	55'	530+76'4"	26.0 RT		530+29	26.0 RT		CONSTRUCT DRIVEWAY CULVERT TO MATCH EXISTING DITCH FLOW LINE		
— ~~531+42~~	~~532+45~~	115.0	24"	~~70'12"~~	532+47	36.0 RT	103.09	532+42	34.0 LT	101.42	24"	70'	~~532+79~~	36.0 RT		532+42	34.0 LT		CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
—	553+19	62.57	66"	103'00"	553+13	44.5 LT	42.49	553+24	58.3 RT	39.79	66"	118'04"	553+12'9"	53.5 LT	36.49	553+25	63.8 RT	35.82	CONSTRUCT FORESLOPE PROTECTION AS PER DETAIL SHEET 50,H=11'		
—	560+70	61.99	24"	65'	560+70	29.4 LT	53.79	560+69	35.6 RT	48.35	30"	66'	560+70'6"	29.4 LT		560+69	35.6 RT		CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
— ~~575+91~~	~~576+03~~	53.33	66"	62'	576+07	27.7 LT	42.83	575+98	33.2 RT	41.79	~~60'66"~~	68'	~~576+07~~	31.0 LT	40.63	575+98	34.9 RT	40.00	CONSTRUCT FORESLOPE PROTECTION AS PER DETAIL SHEET 50,H=7.5'		
—	579+77'15"	55.19	24"	65'	579+86	23.7 LT	47.66	579+67	38.6 RT	45.55	42"	70'	579+86'10"	26.1 LT	46.06	579+67	40.1 RT	44.55			
—	584+63'605"	61.42	24"	~~42'48"~~	584+63	23.6 RT	55.64	584+62	18.4 LT	55.38	24"	~~42'52"~~	584+63'30"	23.6 RT		584+62	18.4 LT		CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
—	590+90	76.59	24"	60'	590+91	28.9 RT	69.60	590+88	30.1 LT	66.70	24"	60'	590+90'90"	28.9 RT		590+88	30.1 LT		CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
—	593+74'125"	89.16	24"	80'	593+92	36.3 RT	75.11	593+56	34.7 LT	73.08	24"	80'	593+92'72"	36.3 RT		593+56	34.7 LT		CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
—	623+91	97.04	12"	24'	623+79	30.0 LT	94.21	624+03	30.0 LT	93.82	18"	~~50'40"~~	623+68'11"	30.0 LT		624+18	30.0 LT		CONSTRUCT DRIVEWAY CULVERT TO MATCH EXISTING DITCH FLOW LINE		
—	625+37'42"	98.59	24"	~~49'55"~~	625+39	21.8 LT	92.46	625+34	26.6 RT	88.27	24"	~~50'68"~~	625+34'44"	21.8 LT		625+34	26.6 RT		CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
10090	642+50	45.67	9'9" X 6'7"	79'	642+49	33.5 LT	30.17	642+50	45.5 RT	28.13	11'5" X 7'3"	100'	642+49'50"	48.6 LT	25.79	642+50	49.8 RT	25.00	STREAM DIVERSION REQUIRED DURING CONSTRUCTION, CONSTRUCT FORESLOPE PROTECTION AS PER DETAIL SHEET 50,H=8'		
—	656+67	73.67	24"	~~65'64"~~	656+68	33.2 RT	63.38	656+66	31.9 LT	60.95	24"	66'	656+68'33"	33.2 RT		656+66	31.9 LT		CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
10100	680+30	75.49	24"	~~82'80"~~	680+25	38.0 LT	63.90	680+35	43.0 RT	61.10	42"	92'	680+35'30"	45.4 LT	59.10	680+35	46.6 RT	58.70			
—	694+24	51.84	30"	74'	694+28	36.0 LT	36.22	694+20	36.0 RT	33.73	48"	80'	694+28'24"	39.0 LT	34.22	694+20	39.0 RT	31.73			
—	703+52	39.98	24"	~~61'60"~~	703+49	25.5 LT	31.92	703+55	35.4 RT	26.99	24"	62'	703+49'50"	25.5 LT		703+55	35.4 RT		CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
10105	708+83	34.71	EXISTING CULVERT TO REMAIN, SEE COMMENTS										720+73								CONSTRUCT BACKWATER CONTROL STRUCTURE AS PER DETAIL SHEET 50
10110	728+73	39.30	42"	~~88'94"~~	728+97	33.6 LT	25.61	728+49	40 RT	22.42	48"	96'	~~729+00~~	38.9 LT	21.57	728+48	41.7 RT	21.12			
10115	736+66	38.86	24"	73'	736+52	31.1 LT	32.47	736+79	37.1 RT	27.55	30"	84'	736+50	36.0 LT	27.00	736+79	43.0 RT	25.00	CONSTRUCT BACKWATER CONTROL STRUCTURE AS PER DETAIL SHEET 50 LIMIT UPSTREAM WORK ZONE TO WITHIN 20' OF PIPE INLET		
—	741+42	48.49	24"	~~70'60"~~	741+56	39.0 LT	43.48	741+30	24.0 RT	33.17	24"	~~70'60"~~	741+66'42"	39.0 LT		741+30	24.0 RT				
—	748+59										24"	60'	745+00						TO BE LOCATED IN THE FIELD BY THE ENGINEER (CONTACT A.D.O.T. & P.F. MAINTENANCE FOREMAN 772-4672)		
10130	751+59	49.56	24"	~~84'74"~~	751+78	36.4 LT	38.91	751+40	38.2 RT	33.56	30"	90'	751+86'59"	40.5 LT	38.91	751+40	38.2 RT	33.56	CONSTRUCT CULVERT TO MATCH EXISTING FLOW LINE		
10140	762+64	45.91	24"	72'	762+45	28.9 LT	37.35	762+82	32 RT	34.58	48"	82'	762+42'6"	34.4 LT	33.20	762+83	34.8 RT	32.46	SPECIAL UPSTREAM DITCH RECONSTRUCTION REQUIRED, SEE DITCH DAYLIGHTING DETAILS SHEET IO		
10150	772+91	29.44	24"	58'	772+92	27.8 LT	21.92	772+90	29.6 RT	20.22	30"	62'	772+92	30.7 LT	20.02	772+90	30.8 RT	19.43			
10155	777+25	26.46	24"	~~51'50"~~	777+26	24.4 LT	19.55	777+23	26.7 RT	18.40	30"	54'	777+26	26.4 LT	18.21	777+23	27.8 RT	17.69			
10160	785+98	28.75	24"	53'	785+97	22.8 LT	23.89	785+99	30.3 RT	21.88	36"	62'	785+97'30"	28.0 LT	20.46	785+98	32.8 RT	19.90			
10165	787+76	29.42	24"	~~59'50"~~	787+74	27.4 LT	23.18	787+78	31.5 RT	21.23	30"	66'	787+74'4"	31.3 LT	20.61	787+78	33.3 RT	20.00			
10170	799+98	36.27	24"	~~57'~~	800+01	26.5 LT	29.70	799+94	30.3 RT	26.59	30"	~~66"~~	800+02	32.0 LT	25.90	799+94	32.1 RT	25.24	SPECIAL UPSTREAM DITCH RECONSTRUCTION REQUIRED, SEE DITCH DAYLIGHTING DETAILS SHEET IO		
10180	806+90	39.28	30"	51'	806+90	23.9 LT	33.42	806+89	27.3 RT	30.31	42"	60'	806+90	29.4 LT	30.04	806+88	29.0 RT	29.20			

SIGN REMOVAL SUMMARY

[illegible]

SIGN SUMMARY

SIGN SUMMARY							
STATION	OFFSET	CODE NO.	LEGEND	SIGNAL PANEL		DIRECTION	REMARKS
				SIZE	AREA (SF)		
512+40	28' LT	R2-1	SPEED LIMIT 50	30" X 36"	7.5	SOUTH	
512+46	26' RT	R2-1	SPEED LIMIT 50	30" X 36"	7.5	NORTH	
~~610+86~~ 620+50	28' RT	M10-2	MP 13	6" X 12"	0.5	NORTH	INSTALL ON SAME POST
		M10-2	MP 13	6" X 12"	0.5	SOUTH	
~~662+36~~ 613+10	29' RT	M10-2	MP 14	6" X 12"	0.5	NORTH	INSTALL ON SAME POST
		M10-2	MP 14	6" X 12"	0.5	SOUTH	
665+54	39' LT	R1-1	STOP	30" X 30"	6.25	EAST	
~~713+98~~ 725+90	27' RT	M10-2	MP 15	6" X 12"	0.5	EAST	INSTALL ON SAME POST
		M10-2	MP 15	6" X 12"	0.5	WEST	
~~767+18~~ 778+70	29' RT	M10-2	MP 16	6" X 12"	0.5	EAST	INSTALL ON SAME POST
		M10-2	MP 16	6" X 12"	0.5	WEST	
~~817+83~~ 834+50	30' RT	M10-2	MP 17	6" X 12"	0.5	EAST	INSTALL ON SAME POST
		M10-2	MP 17	6" X 12"	0.5	WEST	
~~831+23~~ 842+70	25' RT	R2-1	SPEED LIMIT 50	30" X 36"	7.5	WEST	
~~831+24~~ 841+50	27' LT	R2-1	SPEED LIMIT 50	30" X 36"	7.5	EAST	
835+05	25' RT	D1-2	CRYSTAL LAKE HATCHERY →	~~30"~~ 42" X 24"	~~15.0~~ 12.0	WEST	
839+96	25' RT	W8-3	PAVEMENT ENDS	36" X 36"	9.0	WEST	
841+82	55' RT	R1-1	STOP	30" X 30"	6.25	SOUTH	
843+09	25' RT	R11-5	NO ROAD MAINTENANCE After Nov. 1 MP 12 MP 11 ←	48" X 24"	8.0	WEST	INSTALL ON SAME POSTS WITH EXISTING FOREST SERVICE SIGN
567+50	29' RT			(2) 6" X 12"	1.0	North & South	
514+70	30' RT			(2) 6" X 12"	1.0	North & South	
516+00	27' RT					South	
~~838+25~~	27' RT	R16-1	\$1000 Fine for Littering	42" X 42"	12.25	South	
843+35	29' LT	R12-1	No Studded Tires April 15 to Sept 30	66" X 84"	38.5	North	

NOTE: SEE SHEET 12 FOR REMAINDER OF SIGNING SUMMARIES.

SIGNING NOTES: (FOR SUMMARIES ON THIS SHEET ONLY)

1. SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATION TO BE DETERMINED BY THE ENGINEER.
2. SIGN PANEL THICKNESS SHALL BE 0.80"
3. ALL SIGN POSTS SHALL BE NEW TELESCOPING, PERFORATED, GALVANIZED 2" X 2" STEEL POSTS INSTALLED IN ACCORDANCE WITH STANDARD DRAWING S-05.00. APPROXIMATE TOTAL LENGTH OF POSTS IS 116 FEET.
4. ALL SIGNS SHALL BE INSTALLED AT "EXPRESSWAY" HEIGHT AS PER STANDARD DRAWING S-05.00.
5. ALL POSTS SHALL BE INSTALLED WITH SLEEVE TYPE EMBEDMENT IN ACCORDANCE WITH STANDARD DRAWING S-30.01.
6. EXISTING SIGNS TO BE REMOVED AND FURNISHED TO ADOT & PF MAINTENANCE IN PETERSBURG.

STATE OF ALASKA
49th
D. Lance Mearg
CE-7435
REGISTERED PROFESSIONAL ENGINEER

BY:	DATE:	DESCRIPTION OF CHANGE:
B.A.	1-14-92	ADDED NOTES, DELETED GUARDRAIL SUMMARY

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

**PETERSBURG
MITKOF HIGHWAY RECONSTRUCTION
SUMMARIES**

PREPARED BY

ARCTIC SLOPE CONSULTING GROUP, INC.

Engineers • Architects • Scientists • Surveyors

DESIGNED BY:	<i>J.M.M.B.</i>	SCALE	<i>NOT TO SCALE</i>
DRAWN BY:	<i>J.A.M.</i>	DATE:	<i>SEPT. 1991</i>
CHECKED BY:	<i>D.L.M.</i>	SHEET //	<i>OF 52</i>

STANDARD SIGN SUMMARY											
LOCATION		SIGN						POST			
Change Order #5	offset	SIGN NO.	LOCATION Plan	OFFSET LT. RT.	CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	SIZE	FACING TRAFFIC
119+25	27' Rt.	1	120+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
119+25	27' Lt.	2	120+00	28.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
143+65	27' Rt.	3	143+65	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
140+13	29' Lt.	4	140+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
144+92	28' Rt.	5	144+90	20.0'	M10-2	4 1/2 (X2)	6"x8"	.66	1	2"x2" PST	N & S.B.
146+50	29' Rt.	6	146+00	20.0'	R2-1	SPEED LIMIT 50	30"x36"	7.5	1	PST 2.5"	S.B.
146+68	29' Lt.	7	146+00	20.0'	R2-1	SPEED LIMIT 40	30"x36"	7.5	1	PST 2.5"	N.B.
151+80	29' Lt.	8	151+50	20.0'	R2-5C	SPEED ZONE AHEAD	30"x36"	7.5	1	PST 2.5"	N.B.
164+73	28' Rt.	9	166+00	30.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
164+92	29' Lt.	10	166+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
196+49	28' Rt.	11	197+40	20.0'	M10-2	5 1/2 (X2)	6"x8"	.66	1	2"x2" PST	N & S.B.
204+50	29' Rt.	12	203+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	2"x2" PST	S.B.
204+35	29' Lt.	13	203+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	2"x2" PST	N.B.
230+40	29' Rt.	14	231+00	19.0'	S3-1	SCHOOL BUS STOP AHEAD	30"x30"	6.25	1	PST 2.5"	S.B.
231+00	29' Rt.	15	232+00	30.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	2"x2" PST	S.B.
232+61	32' Lt.	16	232+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	2"x2" PST	N.B.
234+55	30' Rt.	17	234+81	20.0'	W1-4L		36"x36"	9.0	1	2.5" P	S.B.
234+55	30' Rt.	18	234+81	20.0'	W13-1	45 M.P.H.	24"x24"	4.0	1	PST 2.5"	S.B.
235+00	30' Lt.	19	235+00	20.0'	R2-1	SPEED LIMIT 50	30"x36"	7.5	1	PST 2.5"	N.B.
242+95	30' Lt.	20	243+45	20.0'	S3-1	SCHOOL BUS STOP AHEAD	30"x30"	6.25	1	PST 2.5"	N.B.
249+29	27' Rt.	21	250+75	20.0'	M10-2	6 1/2 (X2)	6"x8"	.66	1	PST 2.5"	N & S.B.
251+56	29' Rt.	22	251+00	20.0'	R2-1	SPEED LIMIT 50	30"x36"	7.5	1	PST 2.5"	S.B.
251+65	29' Lt.	23	251+73	20.0'	W1-4L		36"x36"	9.0	1	2.5" P	N.B.
251+65	29' Lt.	24	251+73	20.0'	W13-1	45 M.P.H.	24"x24"	4.0	1	PST 2.5"	N.B.
264+78	29' Rt.	25	262+50	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
269+00	30' Lt.	26	262+50	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
		27	287+75	45.0'	R1-1	STOP	30"x30"	6.25	1	PST 2.5"	W.B.
301+00	30' Rt.	28	301+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
301+44	30' Lt.	29	301+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
303+00	27' Rt.	30	304+65	20.0'	M10-2	7 1/2 (X2)	6"x8"	.66	1	2"x2" PST	N & S.B.
		31	328+75	20.0'	I-3	TWIN CREEK	42"x24"	7.0	2	PST 2.5"	S.B.
		32	329+50	20.0'	I-3	TWIN CREEK	42"x24"	7.0	2	PST 2.5"	N.B.
331+14	27' Rt.	33	331+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
331+14	27' Lt.	34	331+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
335+12	29' Rt.	35	335+12	20.0'	W1-4R		36"x36"	9.0	1	2.5" P	S.B.
335+12	29' Rt.	36	335+12	20.0'	W13-1	40 M.P.H.	24"x24"	4.0	1	PST 2.5"	S.B.
326+10	31' Lt.	37	335+12	20.0'	R2-1	SPEED LIMIT 50	30"x36"	7.5	1	PST 2.5"	N.B.
354+90	28' Rt.	38	356+30	20.0'	M10-2	8 1/2 (X2)	6"x8"	.66	1	2"x2" PST	N & S.B.
358+52	29' Rt.	39	360+00	20.0'	S3-1	SCHOOL BUS STOP AHEAD	30"x30"	6.25	1	PST 2.5"	S.B.
360+99	29' Rt.	40	361+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
360+99	29' Lt.	41	361+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
362+08	30' Lt.	42	362+08	20.0'	W1-4R		36"x36"	9.0	1	2.5" P	N.B.
362+08	30' Lt.	43	362+08	20.0'	W13-1	40 M.P.H.	24"x24"	4.0	1	PST 2.5"	N.B.
372+42	29' Rt.	44	372+42	20.0'	W1-2L		36"x36"	9.0	1	PST 2.5"	S.B.
372+42	29' Rt.	45	372+42	20.0'	W13-1	40 M.P.H.	24"x24"	4.0	1	PST 2.5"	S.B.
380+39	29' Rt.	46	381+00	20.0'	R2-1	SPEED LIMIT 50	30"x36"	7.5	1	PST 2.5"	S.B.
380+69	29' Lt.	47	381+00	20.0'	S3-1	SCHOOL BUS STOP AHEAD	30"x30"	6.25	1	PST 2.5"	N.B.
382+35	29' Lt.	48	381+83	20.0'	W1-2R		36"x36"	9.0	1	2.5" P	N.B.
382+35	29' Lt.	49	381+83	20.0'	W13-1	40 M.P.H.	24"x24"	4.0	1	PST 2.5"	N.B.
392+75	29' Rt.	50	393+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
392+75	29' Lt.	51	393+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
407+70	28' Rt.	52	402+70	20.0'	M10-2	9 1/2 (X2)	6"x8"	.66	1	2"x2" PST	N & S.B.
414+00	29' Rt.	53	414+00	20.0'	W1-4L		36"x36"	9.0	1	2.5" P	S.B.
414+00	29' Rt.	54	414+00	20.0'	W13-1	45 40 M.P.H.	24"x24"	4.0	1	PST 2.5"	S.B.
414+00	29' Lt.	55	415+00	20.0'	R2-1	SPEED LIMIT 50	30"x36"	7.5	1	PST 2.5"	N.B.
426+00	30' Rt.	56	426+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
426+00	30' Lt.	57	426+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
431+05	29' Rt.	58	431+55	20.0'	R2-1	SPEED LIMIT 50	30"x36"	7.5	1	PST 2.5"	S.B.
432+90	32' Lt.	59	431+05	20.0'	W1-4L		36"x36"	9.0	1	2.5" P	N.B.
432+90	32' Lt.	60	431+05	20.0'	W13-1	45 40 M.P.H.	24"x24"	4.0	1	PST 2.5"	N.B.
458+00	29' Rt.	61	458+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.
458+00	29' Lt.	62	458+00	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.
460+50	28' Rt.	63	453+60	20.0'	M10-2	10 1/2 (X2)	6"x12"	1.00	1	PST 2.5"	N & S.B.
468+35	29' Rt.	64	488+50	20.0'	W5-1A	SHOULDER NARROWS	36"x36"	9.0			S.B.
489+19	29' Lt.	65	489+50	20.0'	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	N.B.

BY:	DATE:	DESCRIPTION OF CHANGE:
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		
RECORD OF REVISIONS		

Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

SIGNING SUMMARY

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	PROJECT NO.
D. Saldivar	70265
DRAWN BY:	DATE:
AutoCad/C.S.A.	9/91
CHECKED BY:	SHEET 12 OF 52
K. Smith	



STANDARD SIGN SUMMARY											
LOCATION				SIGN				POST			
SIGN NO.	LOCATION	OFFSET LT. RT.	CODE NO. Δ	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	SIZE	FACING TRAFFIC		
66	490+10	28.0'		R1-1 STOP	30"x30"	6.25	1	PST 2.5"	W.B.		
67	492+50	20.0'		I-3 FALLS CREEK	42"x24"	7.0	2	PST 2.5"	S.B.		
68	494+00	20.0'		I-3 FALLS CREEK	42"x24"	7.0	2	PST 2.5"	N.B.		
69	496+00	28.0'		R1-1 STOP	30"x30"	6.25	1	PST 2.5"	E.B.		
70	500+00	20.0'		R8-1 NO PARKING ON PAVEMENT	24"x30"	5.0	1	PST 2.5"	S.B.		
71	505+00	28.0'		R1-1 STOP	30"x30"	6.25	1	PST 2.5"	E.B.		
72	505+25	20.0'		M10-2 11 Δ (X2)	6"x12"	1.00	1	2"x2" PST	N & S.B.		

500+19 29' Rt.
506+70 40' Rt.
514+70 30' Rt.

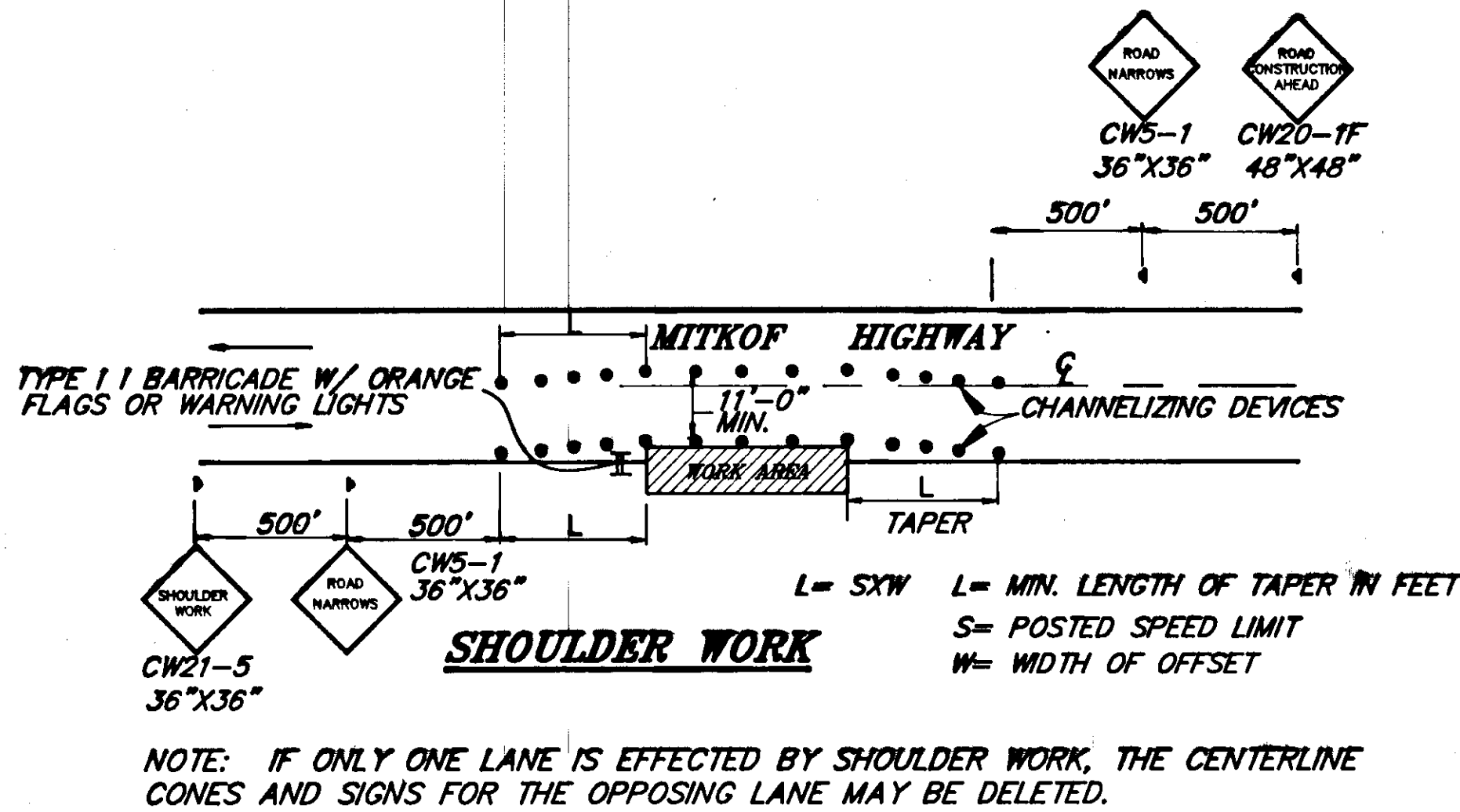
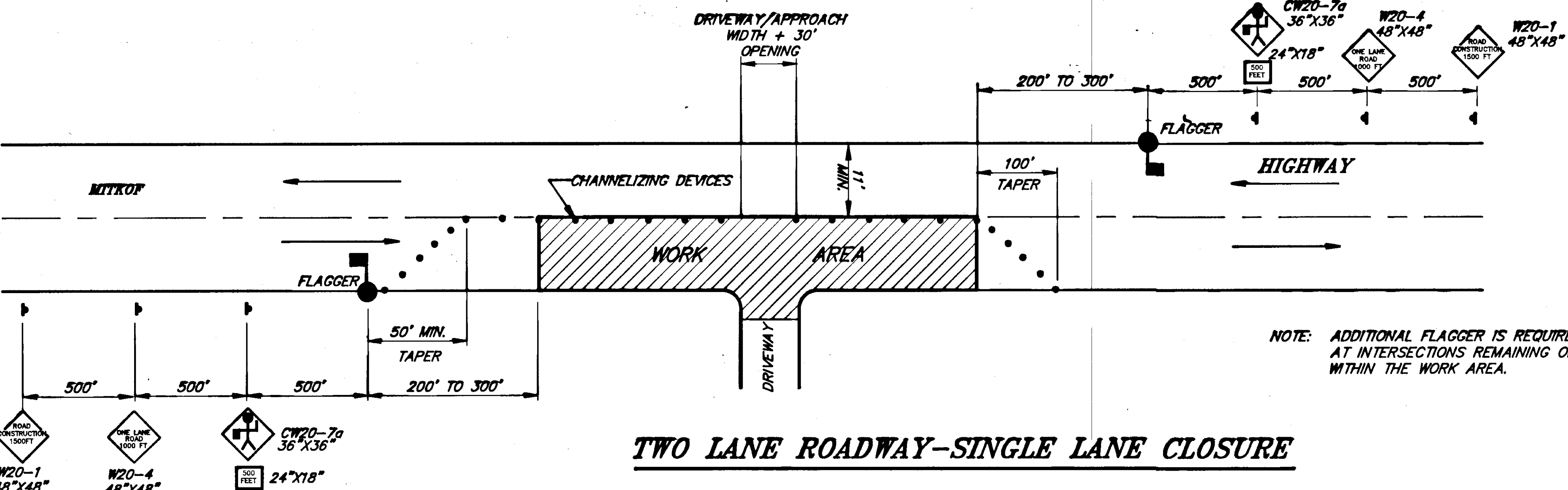
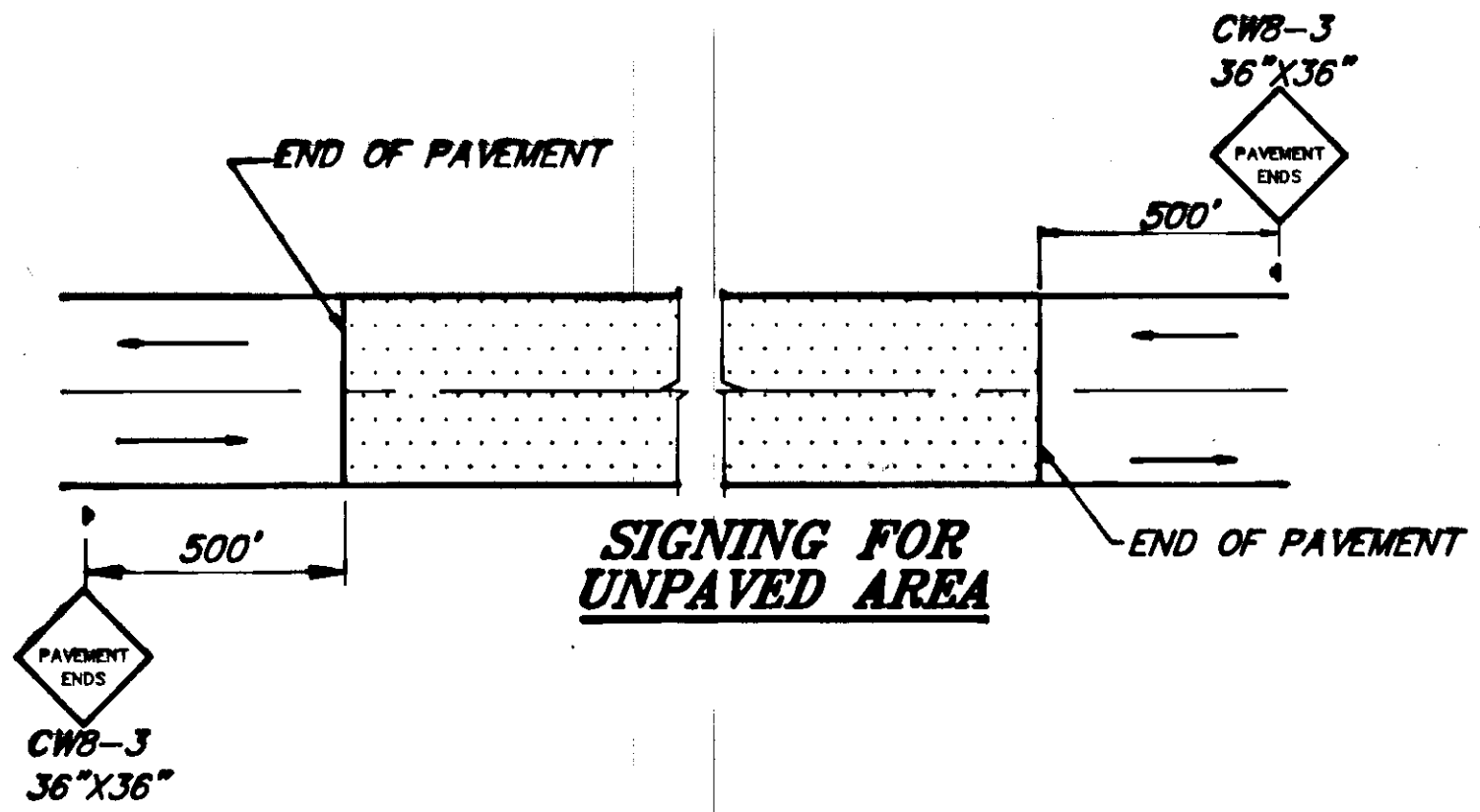
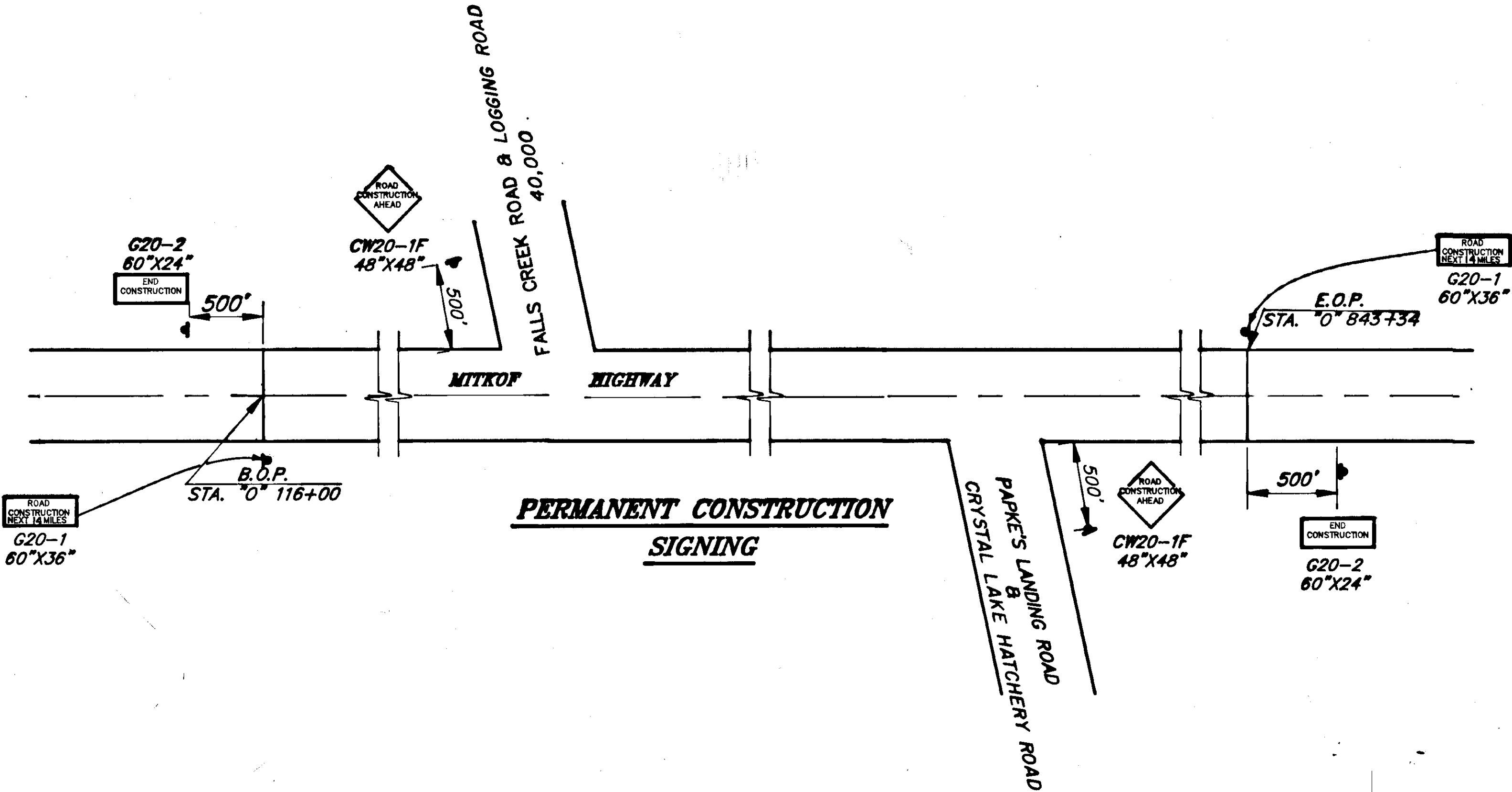
EXISTING SIGN SUMMARY									
EXISTING LOCATION			PROPOSED LOCATION			LEGEND	FACING TRAFFIC	REMARKS	
STATION	OFFSET		STATION	OFFSET					
	LT.	RT.		LT.	RT.				
131+85		30				NO PARKING ON PAVEMENT OR WITHIN 8 FT.	SB	REMOVE	
144+90		28				4 MILE POST	SB	REMOVE	
149+80	30					NO PARKING ON PAVEMENT OR WITHIN 8 FT.	NB	REMOVE	
153+45	28					SPEED LIMIT 40 M.P.H.	NB	REMOVE	
155+50		28				SPEED LIMIT 50 M.P.H.	SB	REMOVE	
172+70	28					SPEED LIMIT 50 M.P.H.	NB	REMOVE	
183+00	28					NO PARKING	NB	REMOVE	
197+40		28				5 MILE POST	SB	REMOVE	
234+40		25				CURVE SIGN  45 M.P.H.	SB	REMOVE	
243+60	28					SCHOOL BUS STOP AHEAD	NWB	REMOVE	
250+75		28				6 MILE POST	SB	REMOVE	
283+10		30	283+10		30	HOUSE NO. 662	SB	RELOCATE	
287+75	45					STOP SIGN	WB	REMOVE	
302+10		30	302+10		30	HOUSE NO. 692	SB	RELOCATE	
304+65		30				7 MILE POST	SB	REMOVE	
323+20		15	323+00		30	HOUSE NO. 728	SB	RELOCATE	
323+20		18	323+00		33	HOUSE NO. 730	SB	RELOCATE	
335+20		28				CURVE SIGN  40 M.P.H.	SB	REMOVE	
356+30		28				8 MILE POST	SWB	REMOVE	
362+55	28					CURVE SIGN  40 M.P.H.	NB	REMOVE	
372+10		28				CURVE SIGN  40 M.P.H.	SWB	REMOVE	
382+40	28					CURVE SIGN  40 M.P.H.	NWB	REMOVE	
402+70		28				9 MILE POST	SB	REMOVE	
414+10		28				CURVE SIGN  40 M.P.H.	SB	REMOVE	
431+60	28					CURVE SIGN  40 M.P.H.	NB	REMOVE	
453+80		30				10 MILE POST	SEB	RELOCATE Remo	
492+40		20				FALL CREEK	SEB	RELOCATE Remo	
496+00		40	496+00		40	STOP MITKOF RD. GUIDE PT OF INTEREST 14	NEB	Relocate	
499+95		40	499+95		40	PAPKE'S LANDING/MITKOF RD. GUIDE PT OF INTEREST 14	NEB	Relocate	
505+25		30				11 MILE POST	SEB	REMOVE	
507+80		30	507+80		30	KEEP OUR STATE CLEAN PLEASE DONT LITTER	SEB	RELOCATE Remo	
507+60		100				School Bus Stop Ahead		Relocate	

- △ SIGN SHALL BE MOUNTED ON THE SAME POST AS THE SIGN THAT IS LISTED JUST ABOVE IT.
- △ ALL SIGNS SHALL BE MOUNTED AT 7 FEET ABOVE THE ROADWAY. (ON STD. DWG. S-05.00, CHANGE RURAL DIMENSION A AND B FROM ALASKA SIGN DESIGN SPECIFICATION (ASDS).
- △ FOR PERFORATED STEEL TUBE, USE SLEEVE TYPE SOIL EMBEDMENT. FOR PIPE, USE CONCRETE FOUNDATION. SEE STD. DWG. S-3.
- △ TWO SIGNS REQUIRED, INSTALLED BACK TO BACK
- △ PST MEANS PERFORATED STEEL TUBE. P MEANS STEEL PIPE.
- △ 2 1/2" STEEL PIPES SHALL BE MOUNTED ON MULTI-DIRECTIONAL BREAKAWAY LOAD CONCENTRATION COUPLERS AS SPECIFIED IN S. 730-2.04 OF THE STANDARD SPECIFICATIONS.

NOTE: SEE SHEET 11 FOR SIGNING SUMMARIES FROM STA. 508+00 TO THE E.O.P.

TRAFFIC CONTROL NOTES

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES AT WORK AREAS.
2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
3. DRIVING LANES SHALL BE A MINIMUM WIDTH OF 11'-0".
4. INTERSECTION ROADWAYS SHALL REMAIN ACCESSIBLE AT ALL TIMES.
5. DRIVEWAYS MAY BE CLOSED DURING ACTUAL WORK ON A GIVEN DRIVEWAY PROVIDING THAT CLOSURE DOES NOT EXCEED 8 HOURS. AFFECTED RESIDENTS SHALL BE GIVEN A NOTICE 24 HOURS PRIOR TO THE CLOSURE OF DRIVEWAY ACCESS.
6. CONES SHALL BE USED FOR CHANNELING TRAFFIC THRU CONSTRUCTION AREA. CONES SHALL BE A MINIMUM HEIGHT OF 28 INCHES. MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES SHALL BE EQUAL TO THE SPEED LIMIT IN FEET.
7. THE MAXIMUM LENGTH OF A ONE LANE, TWO-WAY WORK AREA SHALL BE 2500 FT. THE MINIMUM SEPARATION BETWEEN ONE LANE WORK AREAS SHALL BE 2000 FT.
8. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.04 OF THE SPECIFICATIONS.
9. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
10. A SINGLE FLAGGER MAY BE APPROVED BY THE ENGINEER IF THE ENTIRE WORK AREA IS LESS THAN 50' LONG AND IS VISIBLE FROM BOTH DIRECTIONS.



TWO LANE ROADWAY-SINGLE LANE CLOSURE

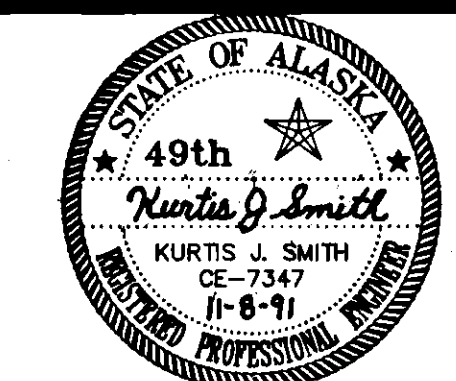
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

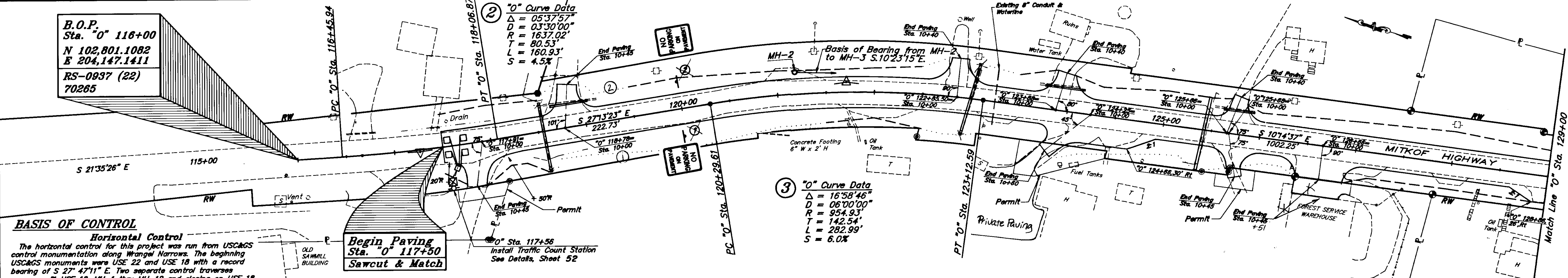
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing - Papke's Landing to Crystal Lake Hatchery Road
RS-0937(22) 70265 RS-0937(23) 70287
TRAFFIC CONTROL PLAN

DESIGNED BY:	D. Saldivar	PROJECT NO.	70265/70287
DRAWN BY:	AutoCad/C.S.A.	DATE:	9/91
CHECKED BY:	K. SMITH	SHEET	13 OF 52



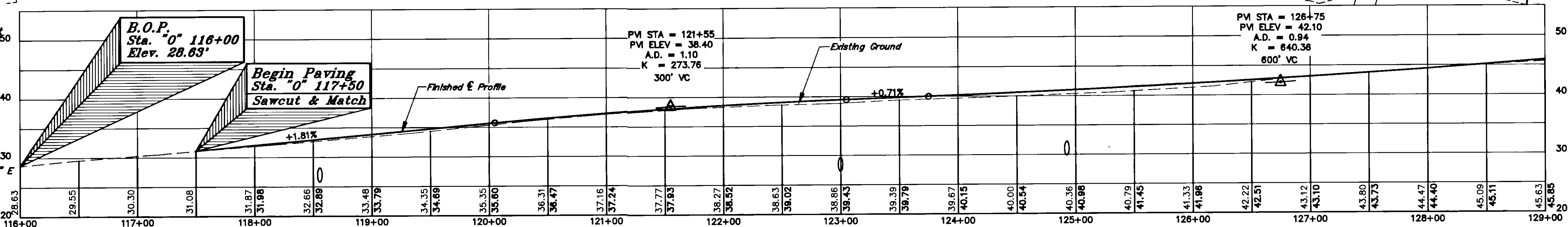


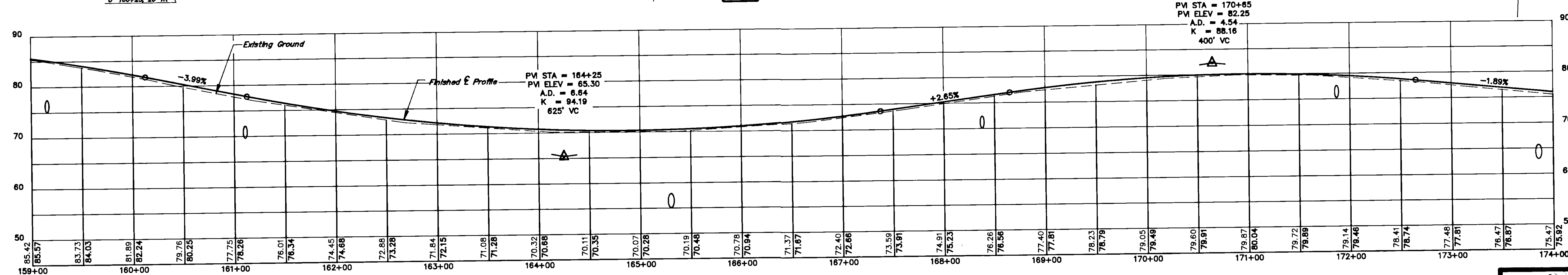
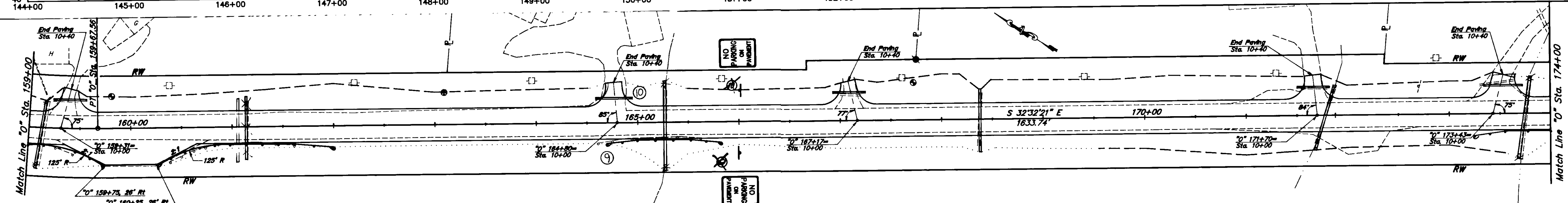
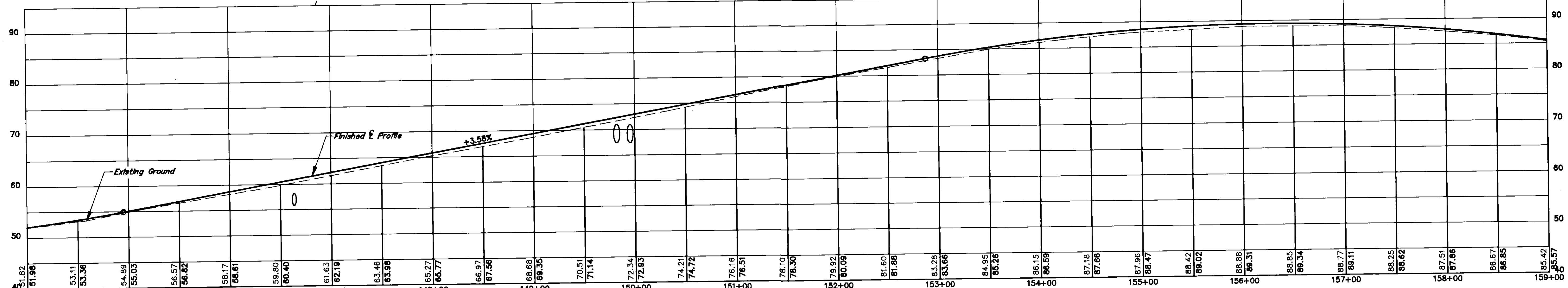
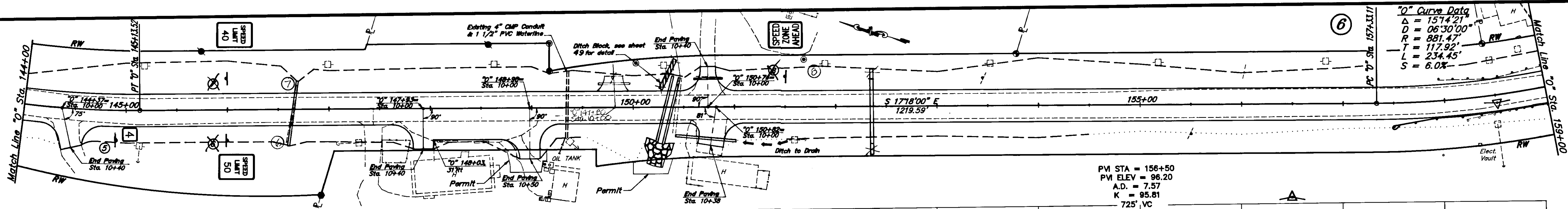
BASIS OF CONTROL

Horizontal Control
The horizontal control for this project was run from US&GS control monumentation along Wrangell Narrows. The beginning US&GS monuments were USE 22 and USE 18 with a record bearing of S 27° 47' 11\"/>

Vertical Control
The vertical control was based on simultaneous tide shots taken near control points MH-12 and MH-38. Elevation were then carried between points using the Wila total station and the error was proportionately adjusted out. Only one high tide on 8-11-90 was observed to determine the elevation base.

Project Specific Control
The basis of bearing for this project is the bearing of S 10°23'15\"/>





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

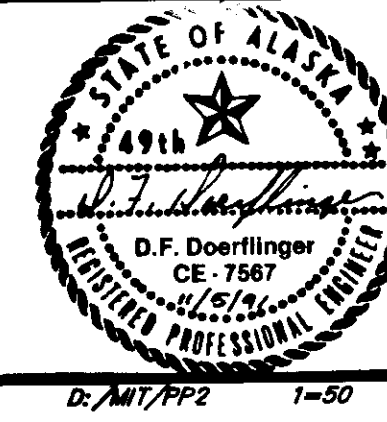
Mitkof Highway Reconstruction
 Scow Bay to Papke's Landing
 RS-0937(22) 70265

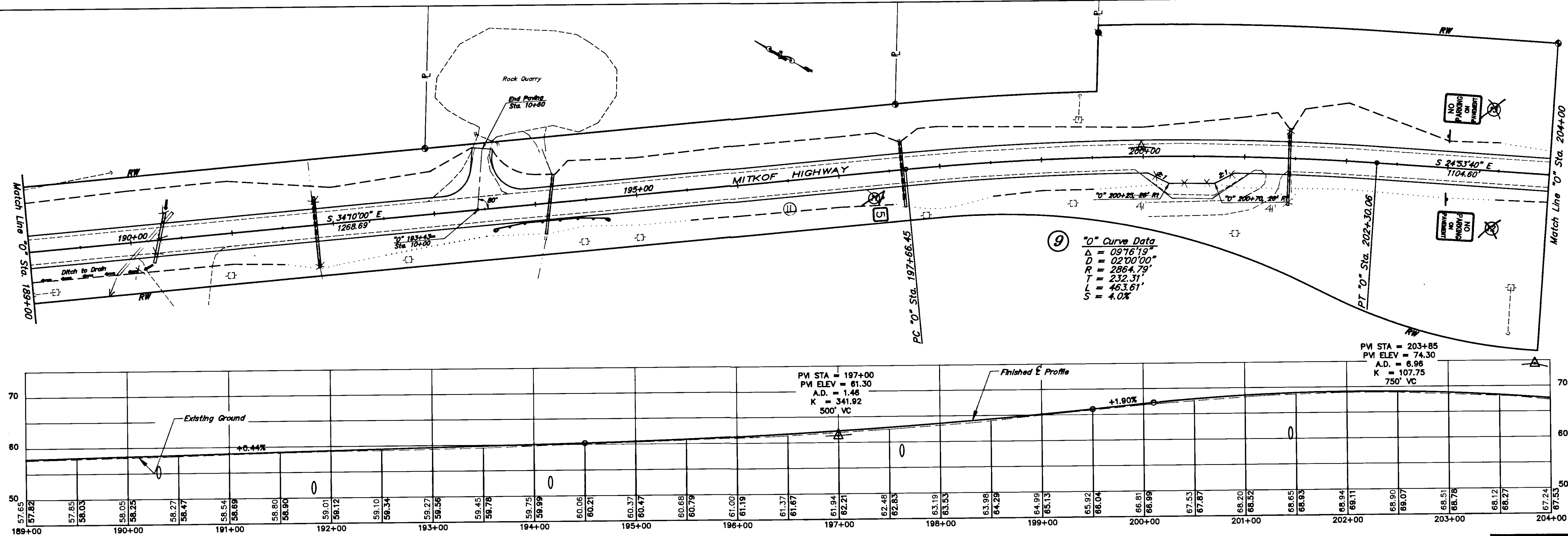
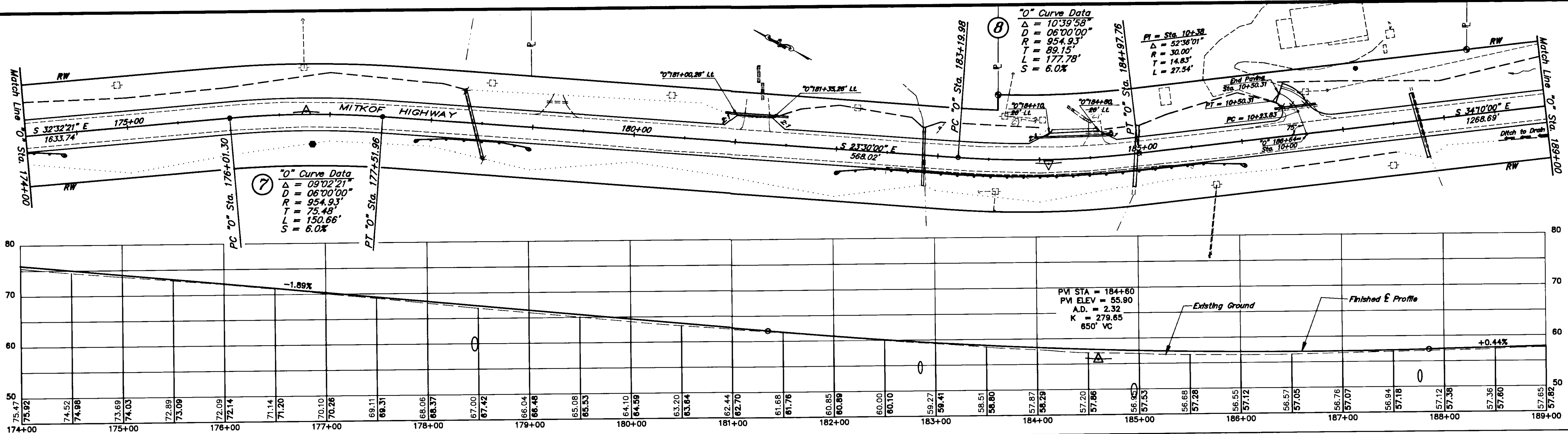
Plan & Profile

Alaska

DESIGNED BY: D. Saldivar
 M. Bunton
 DRAWN BY: AutoCad/R.K.S.
 CHECKED BY: D. Doerflinger

PROJECT NO.
 70265
 DATE: 9/91
 SHEET 15 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

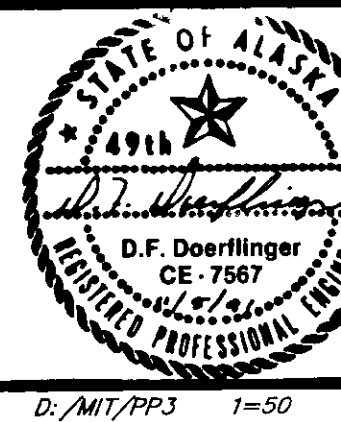
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

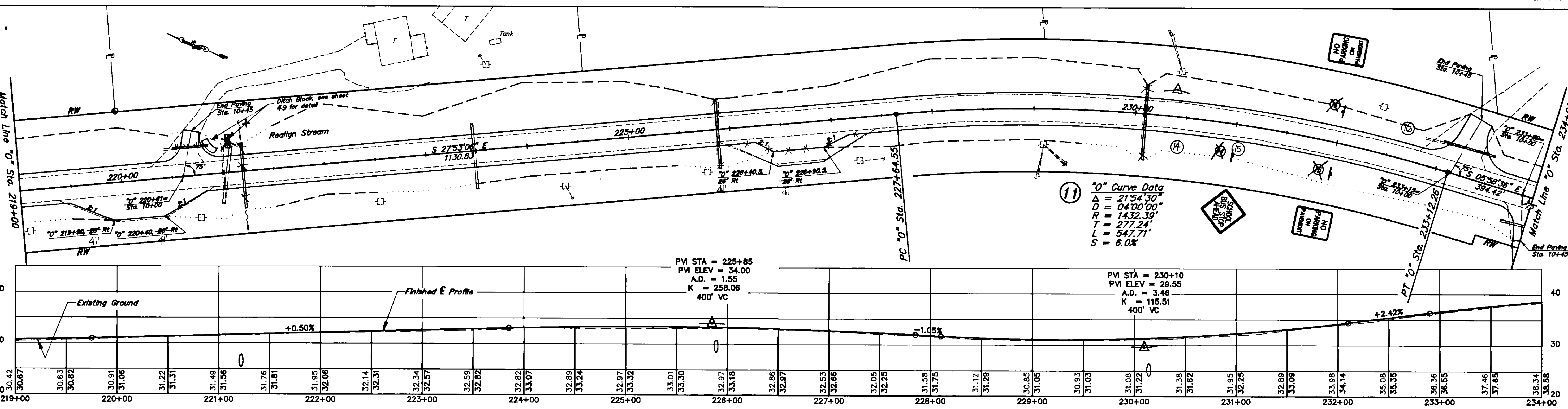
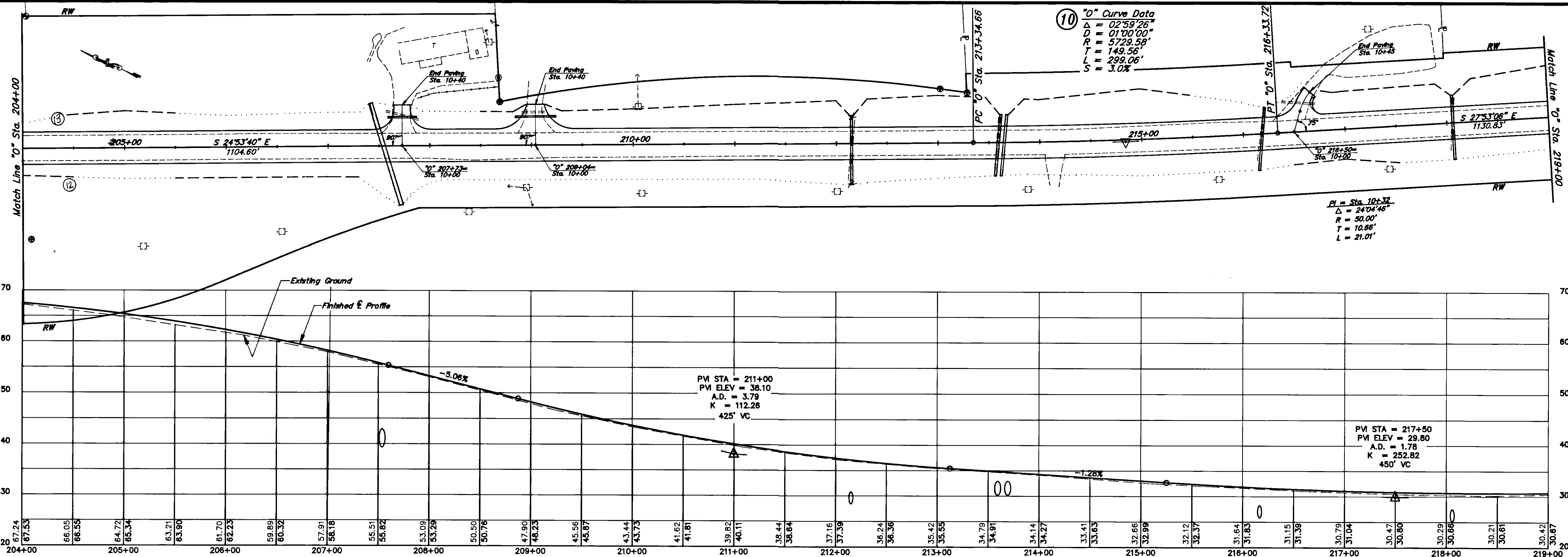
Plan & Profile

Alaska

DESIGNED BY: D. Saldivar
M. Bunton
DRAWN BY: AutoCad/R.K.S.
CHECKED BY: D. Doerflinger

PROJECT NO.
70265
DATE: 9/91
SHEET 16 OF 52





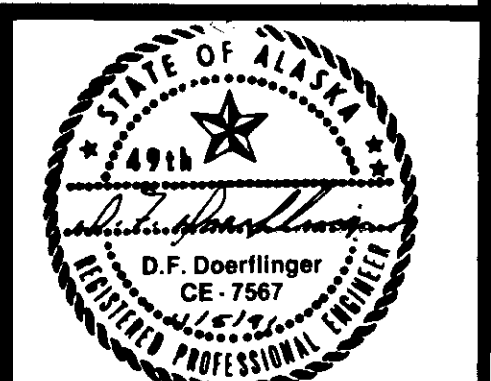
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

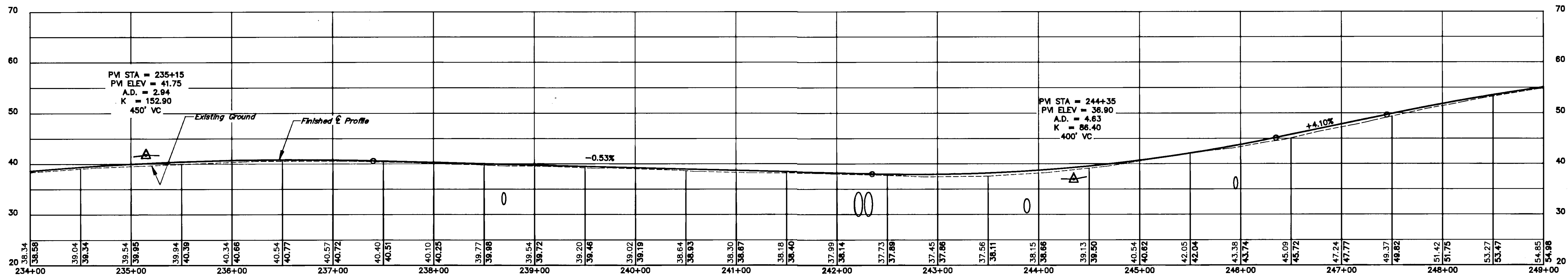
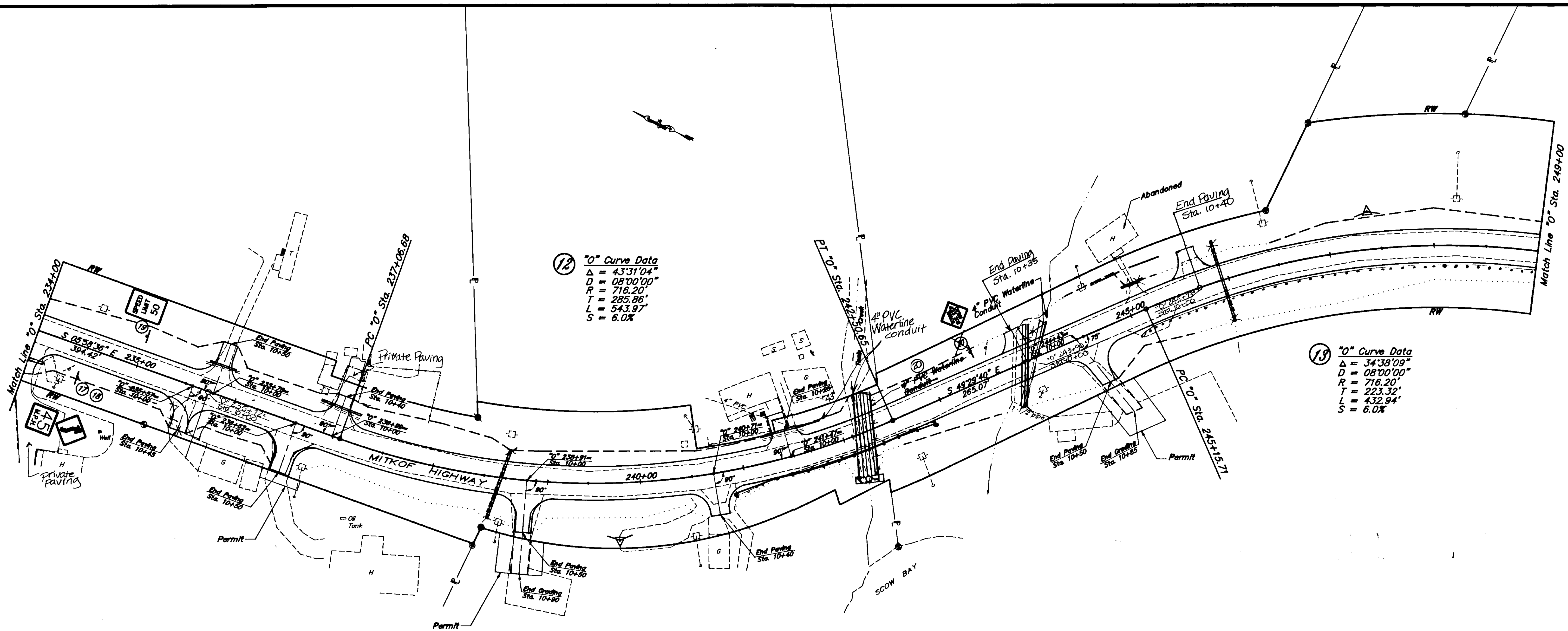
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg
 Mitkof Highway Reconstruction
 Scow Bay to Papke's Landing
 RS-0937(22) 70265
Plan & Profile

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. Saldivar M. Bunton	PROJECT NO. 70265
DRAWN BY: AutoCad/R.K.S.	DATE: 9/91
CHECKED BY: D. Doerflinger	SHEET 17 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

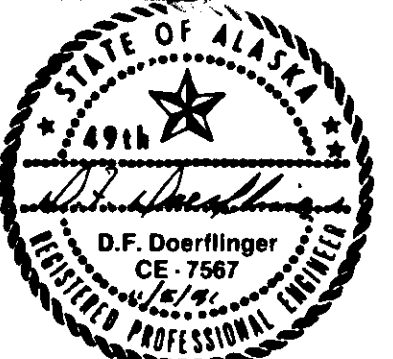
Mitkof Highway Reconstruction
 Scow Bay to Papke's Landing
 RS-0937(22) 70265

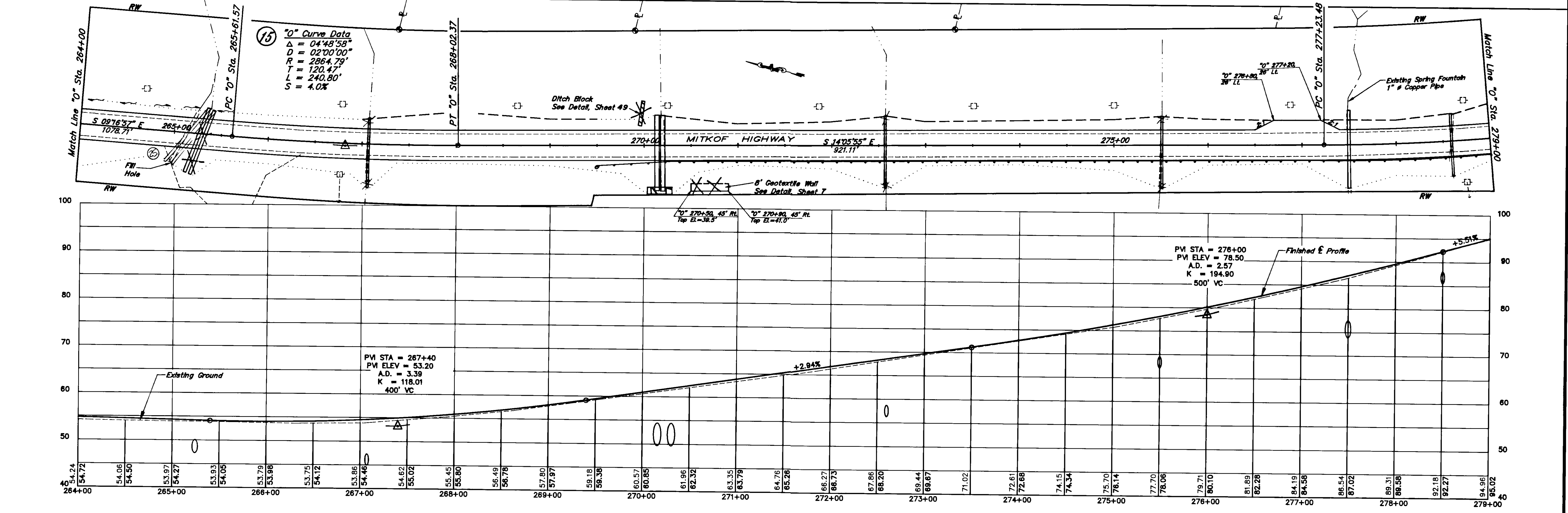
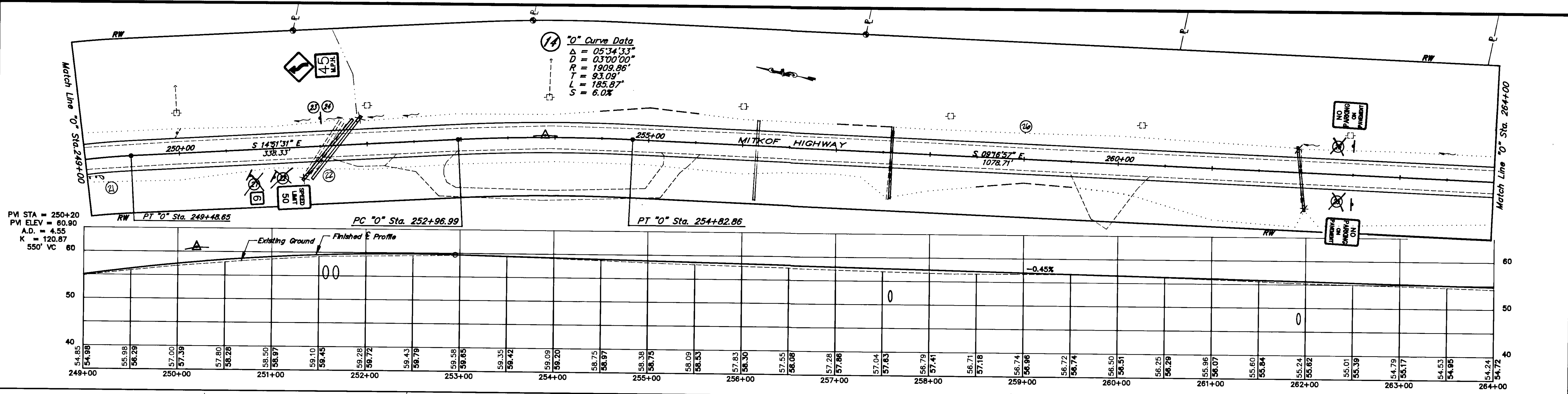
Plan & Profile

Alaska

DESIGNED BY: D. Saldivar
 M. Bunton
 DRAWN BY: AutoCad/R.K.S.
 CHECKED BY: D. Doerflinger

PROJECT NO.
 70265
 DATE: 9/91
 SHEET 18 OF 52





BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. Saldivar
M. Bunton

DRAWN BY: AutoCad/R.K.S.

CHECKED BY: D. Doerflinger

PROJECT NO. 70265

DATE: 9/91

SHEET 19 OF 52

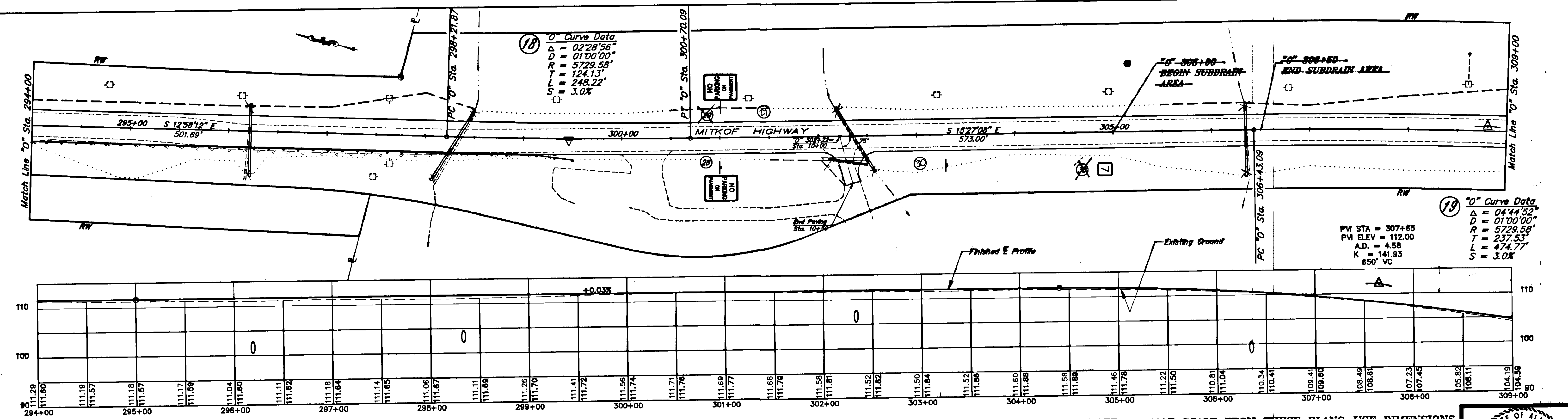
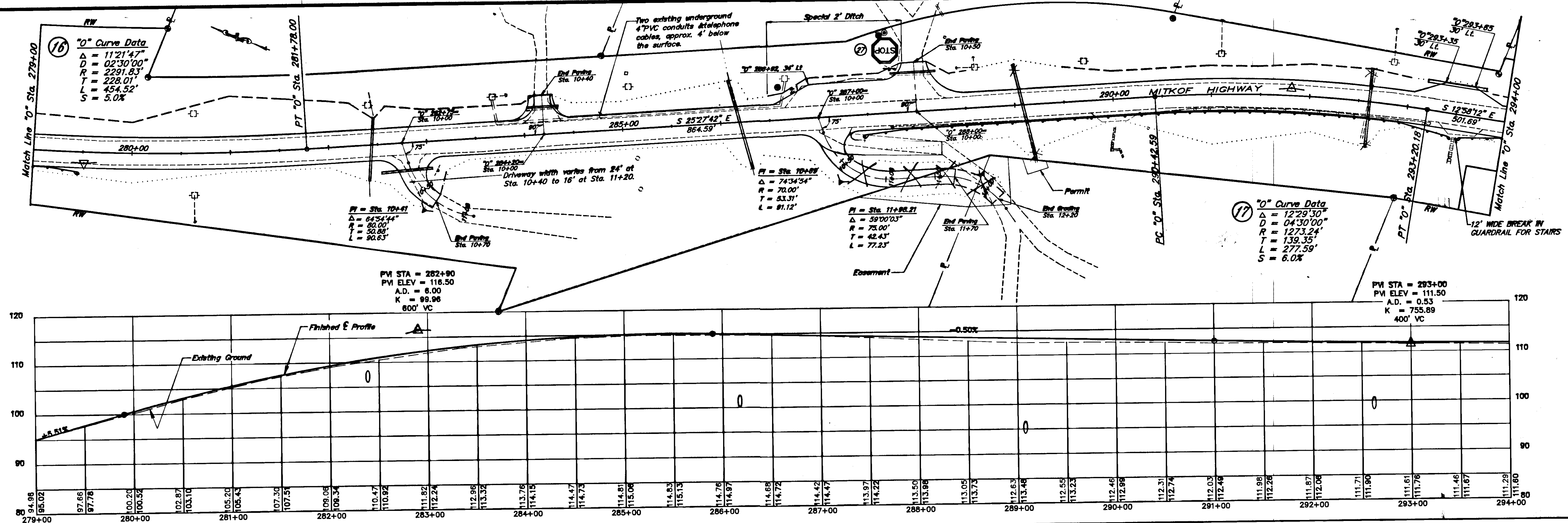
Plan & Profile

Alaska

DESIGNED BY: D. Saldivar
M. Bunton

DRAWN BY: AutoCad/R.K.S.

CHECKED BY: D. Doerflinger



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

	<i>Petersburg</i>
--	-------------------

**Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265**

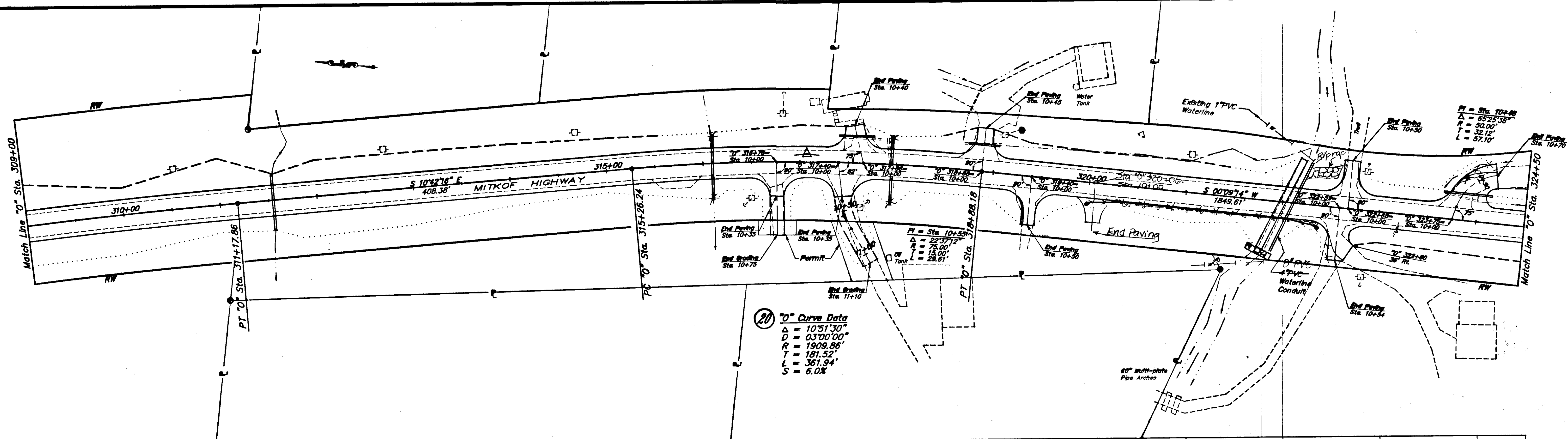
Plan & Profile

Alaska

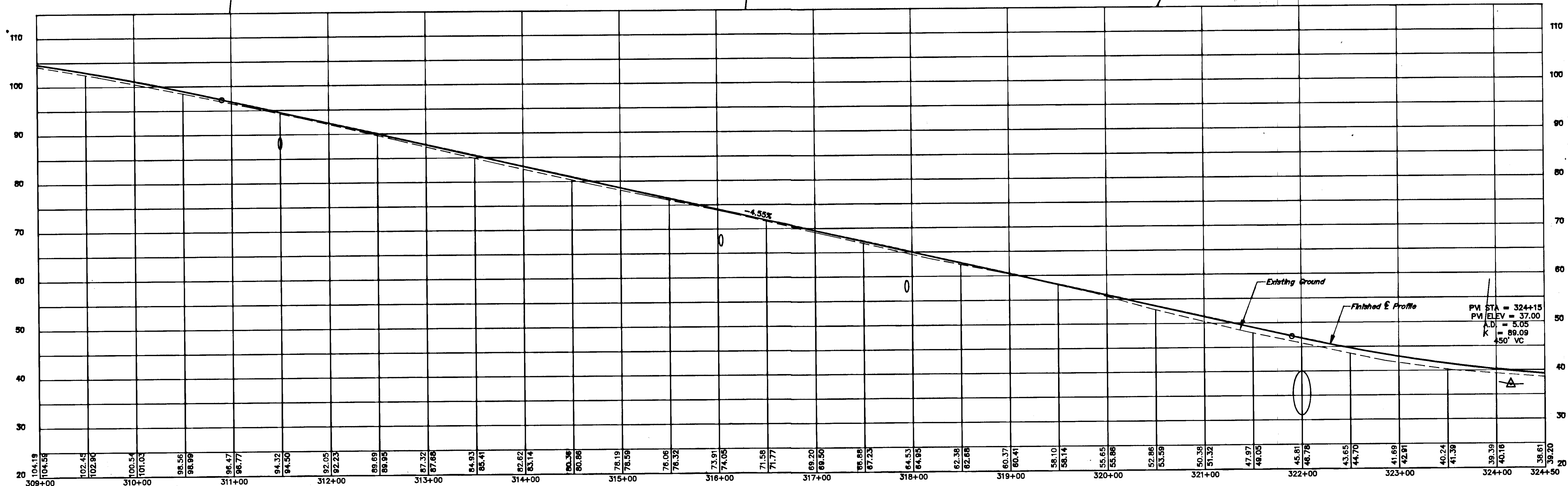
DESIGNED BY:	<i>D. Saldivar</i> <i>M. Bunton</i>
DRAWN BY:	<i>AutoCad/R.K.S.</i>
CHECKED BY:	<i>D. Doerflinger</i>

PROJECT NO.	70265
DATE:	9/91
SHEET	20 OF 52





20' Curve Data
 $\Delta = 10^\circ 51' 30''$
 $D = 0.300' 00''$
 $R = 1909.86'$
 $T = 181.52'$
 $L = 361.94'$
 $S = 6.0\%$



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

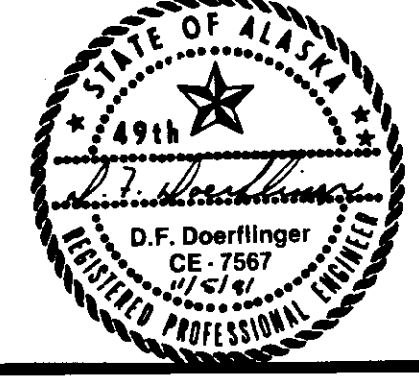
Mitkof Highway Reconstruction
 Scow Bay to Papke's Landing
 RS-0937(22) 70265

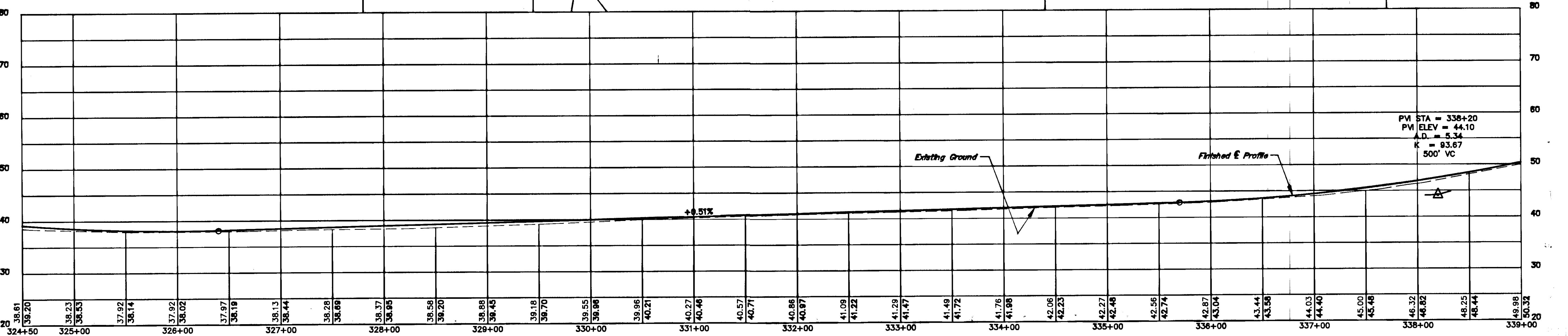
Plan & Profile

Alaska

DESIGNED BY: D. Saldivar
 M. Bunton
 DRAWN BY: AutoCad/R.K.S.
 CHECKED BY: D. Doerflinger

PROJECT NO. 70265
 DATE: 9/91
 SHEET 21 OF 52

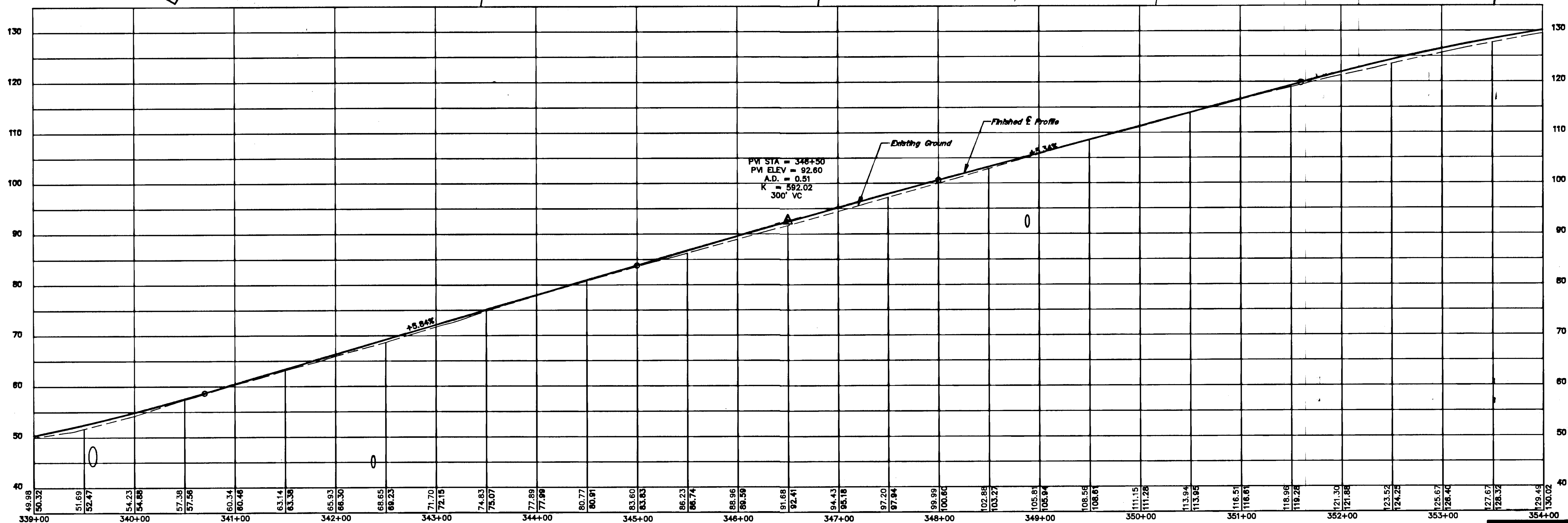
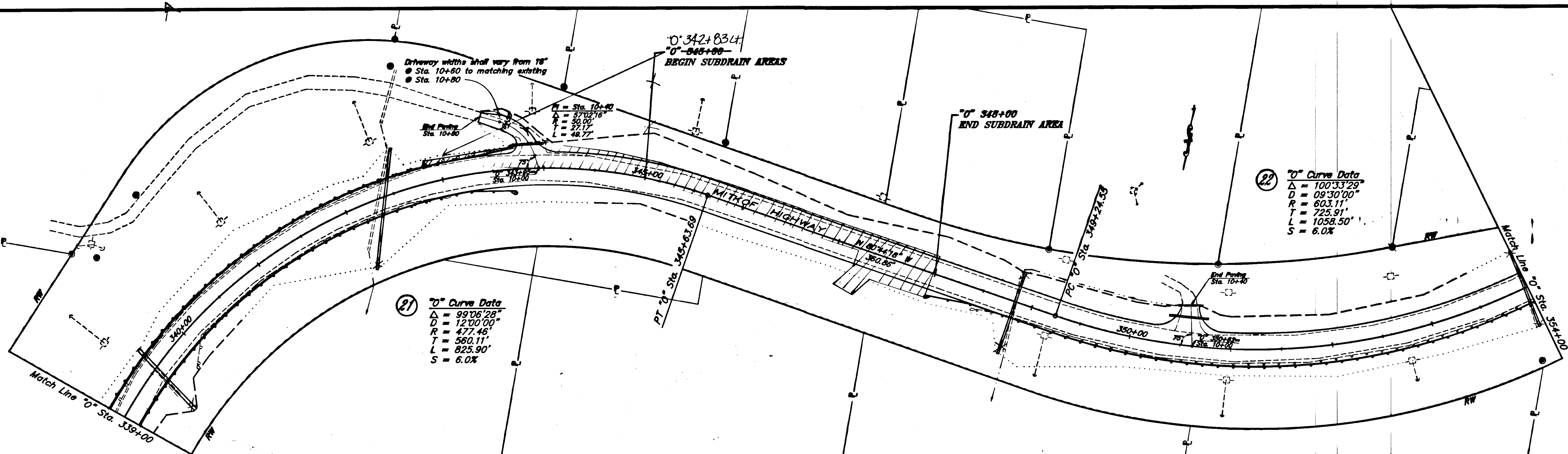




STATE OF ALASKA
49th
D.F. Doerflinger
CE 7567
11/5/94
REGISTERED PROFESSIONAL ENGINEER

MIT/PPG 1-50

Plan & Profile



NOTE: DO NOT SCALE FROM THESE PLANS--USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

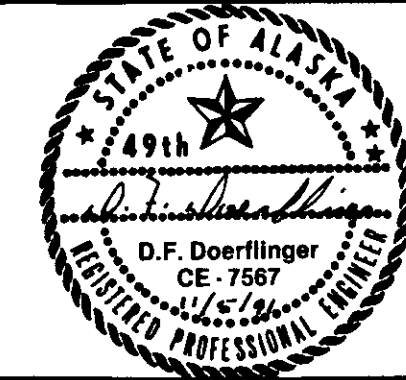
Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

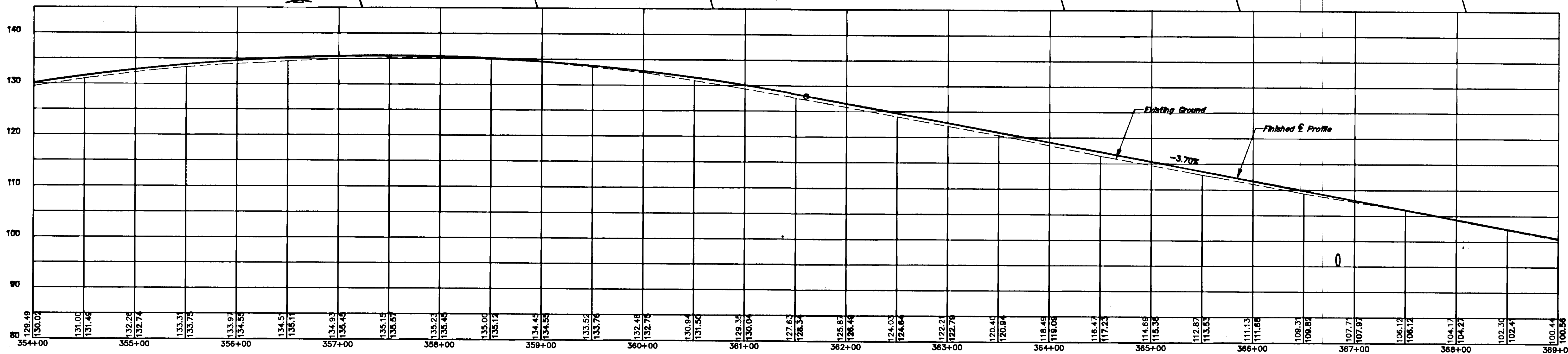
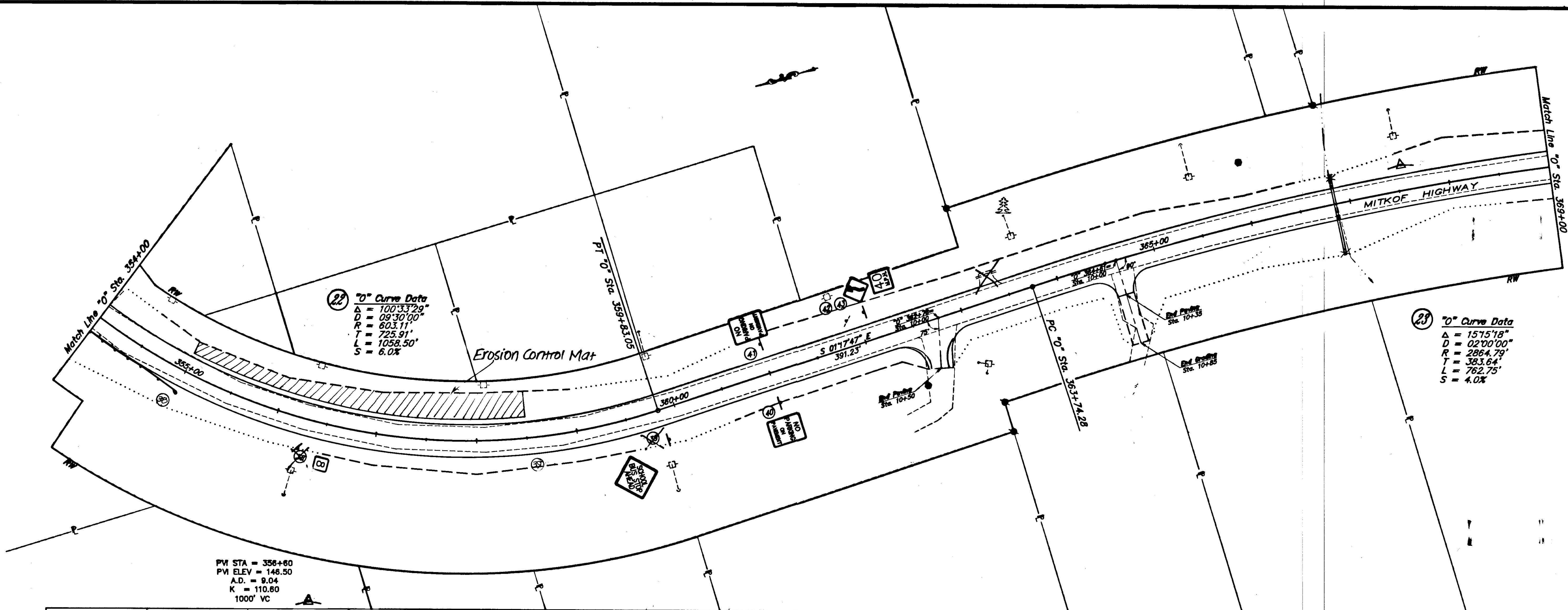
Alaska

DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/R.K.S.
CHECKED BY: D. Doerflinger

PROJECT NO. 70265
DATE: 9/91
SHEET 23 OF 52



Plan & Profile



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

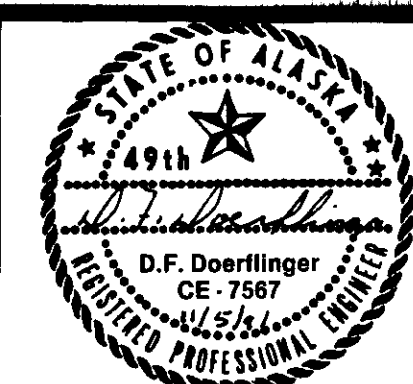
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

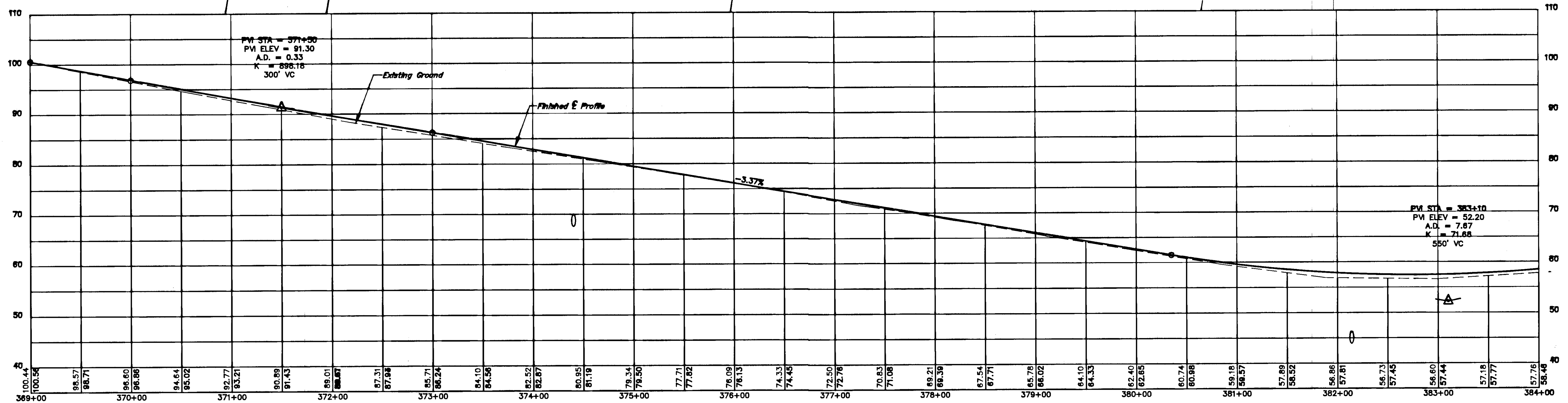
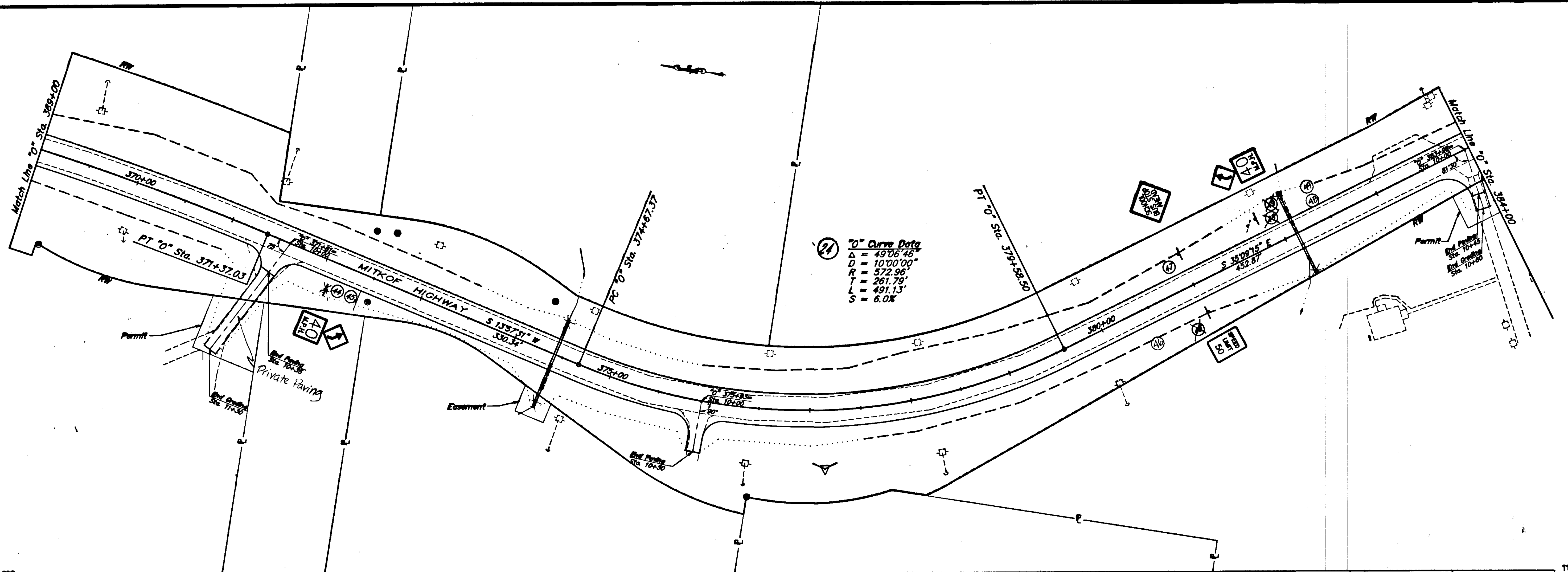
Plan & Profile

Alaska

DESIGNED BY: D. Saldivar
M. Buntun
DRAWN BY: AutoCad/R.K.S.
CHECKED BY: D. Doerflinger

PROJECT NO.
70265
DATE: 9/91
SHEET 24 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

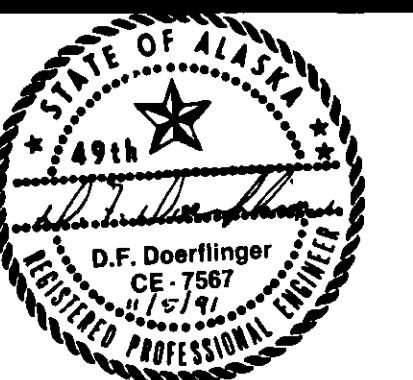
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

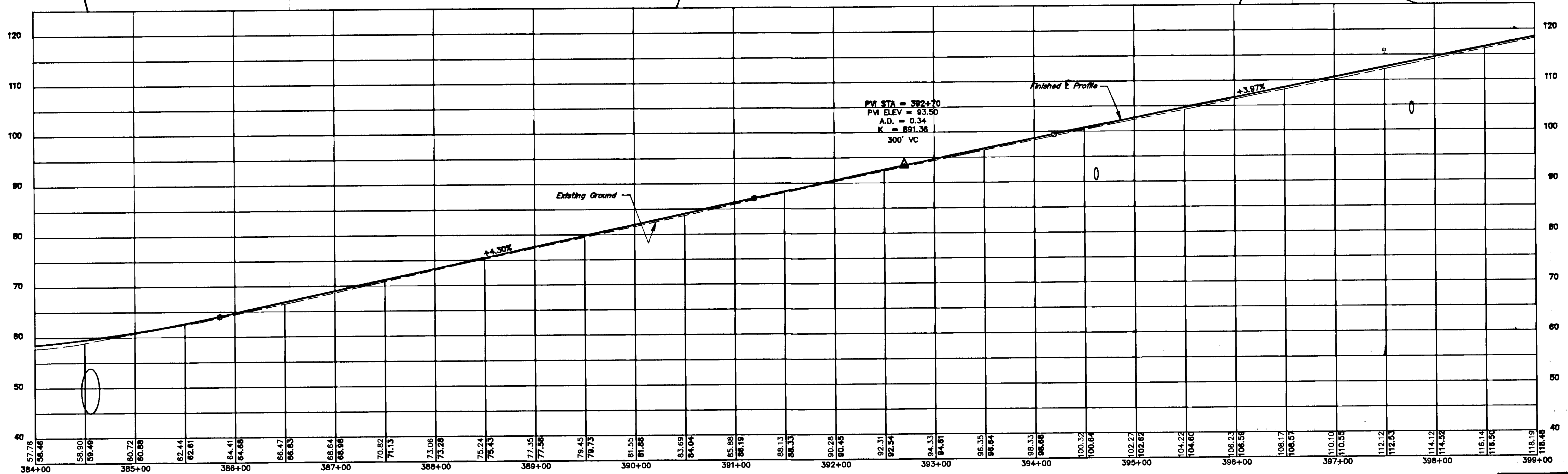
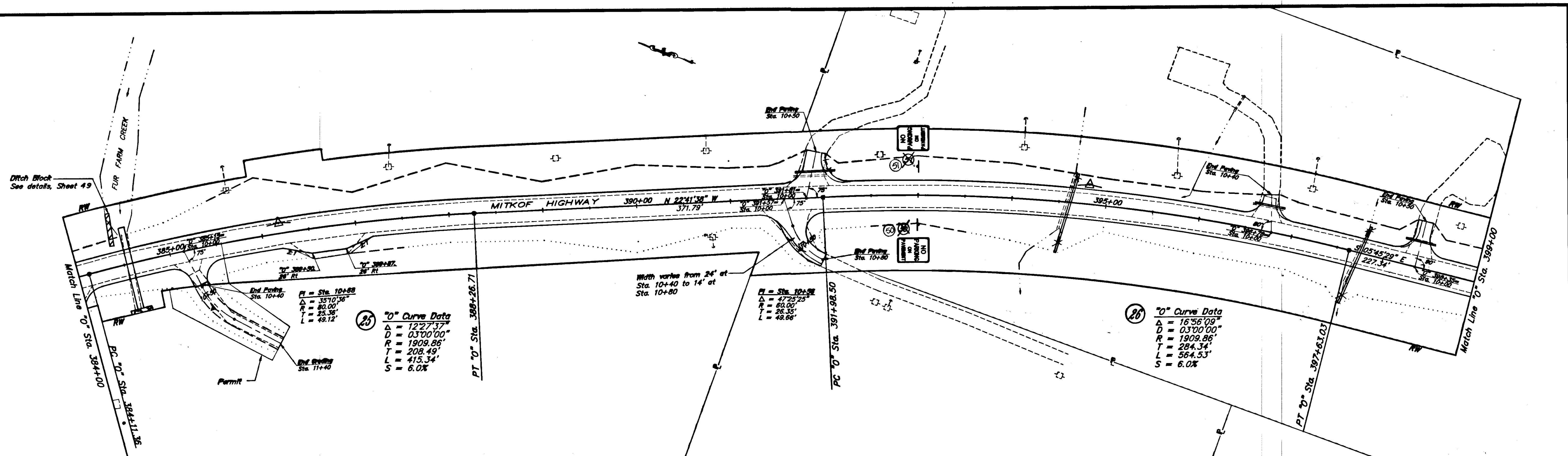
Plan & Profile

Alaska

DESIGNED BY: D. Saldivar
M. Bunton
DRAWN BY: AutoCad/R.K.S.
CHECKED BY: D. Doerflinger

PROJECT NO.
70265
DATE:
9/91
SHEET 25 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

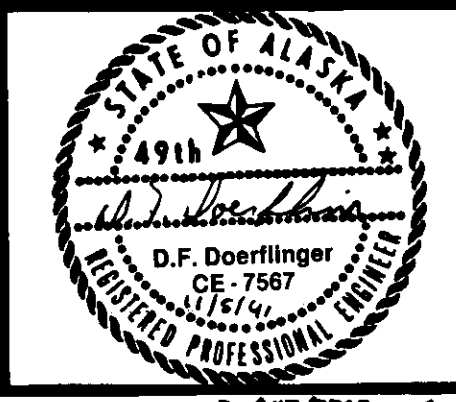
BY:	DATE:	DESCRIPTION OF CHANGE:

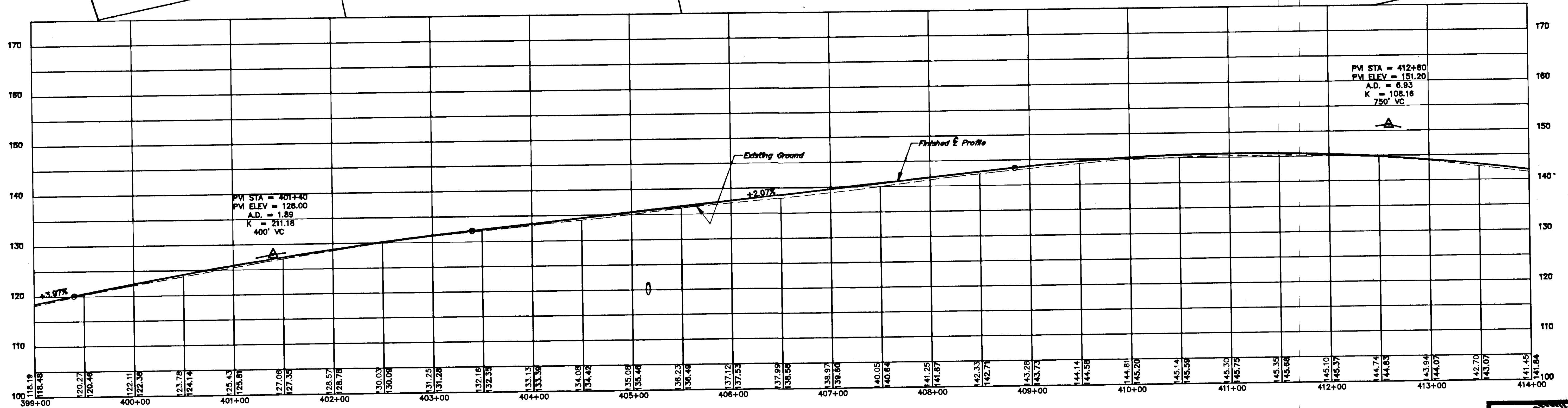
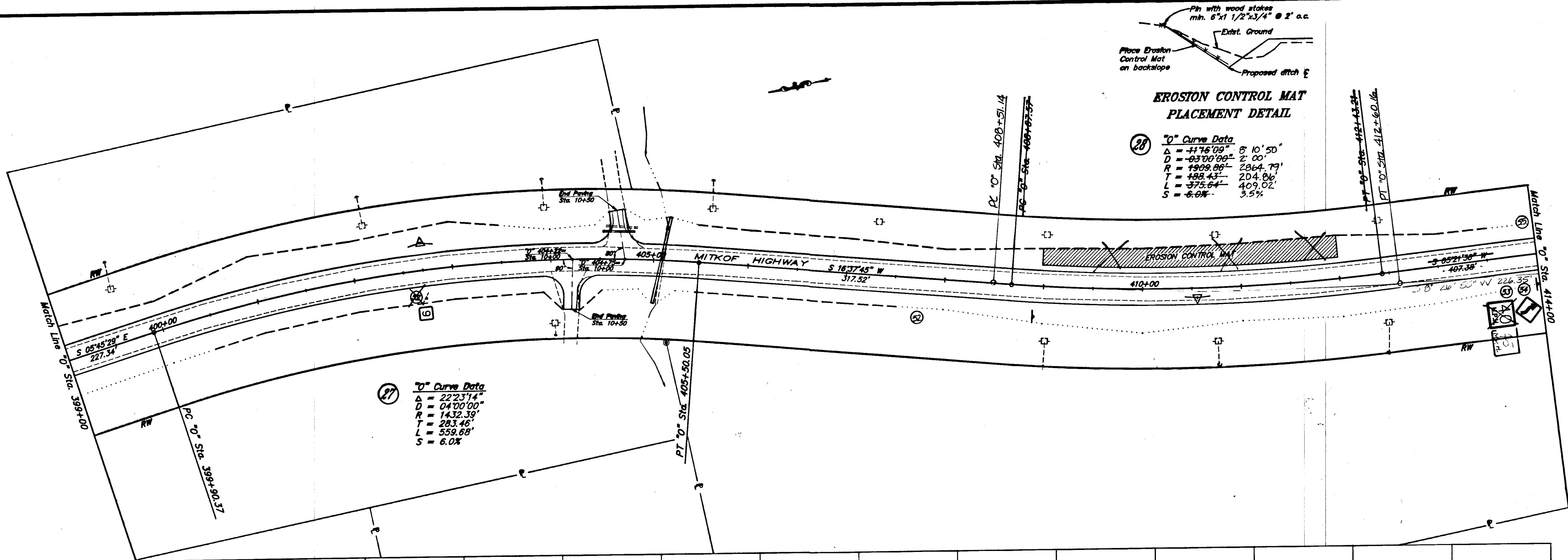
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg
 Mitkof Highway Reconstruction
 Scow Bay to Papke's Landing
 RS-0937(22) 70265
Plan & Profile

DESIGNED BY: D. Saldivar
 M. Bunton
 DRAWN BY: AutoCad/R.K.S.
 CHECKED BY: D. Doerflinger

PROJECT NO. 70265
 DATE: 9/91
 SHEET 26 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

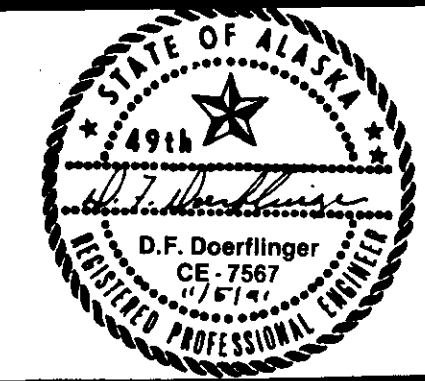
Petersburg

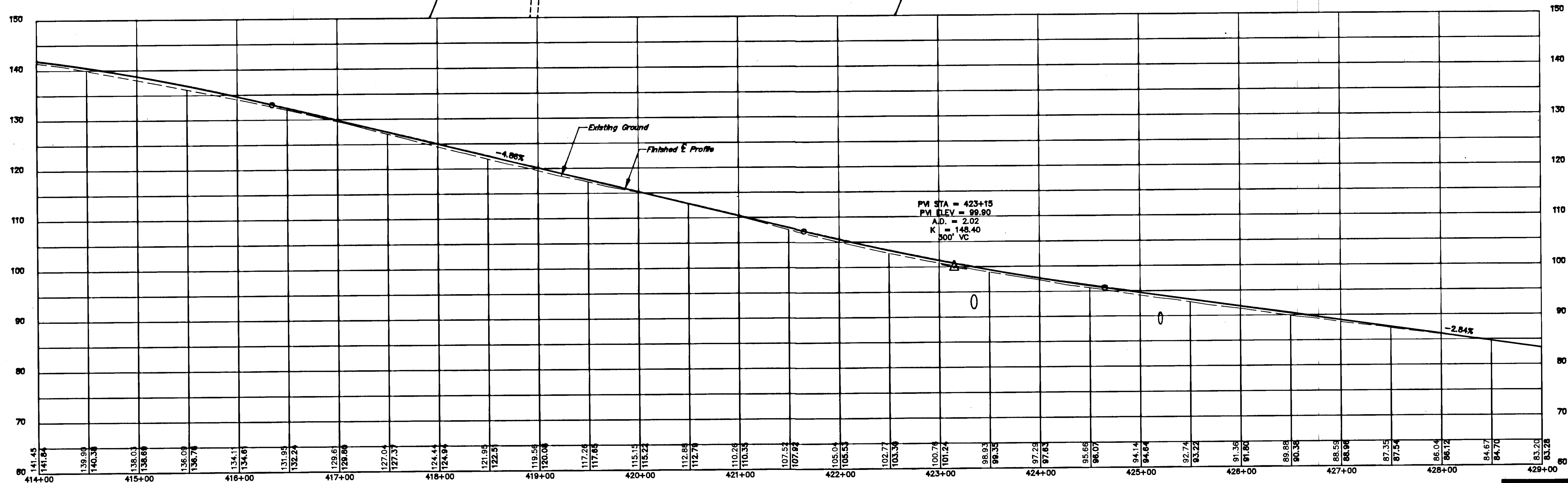
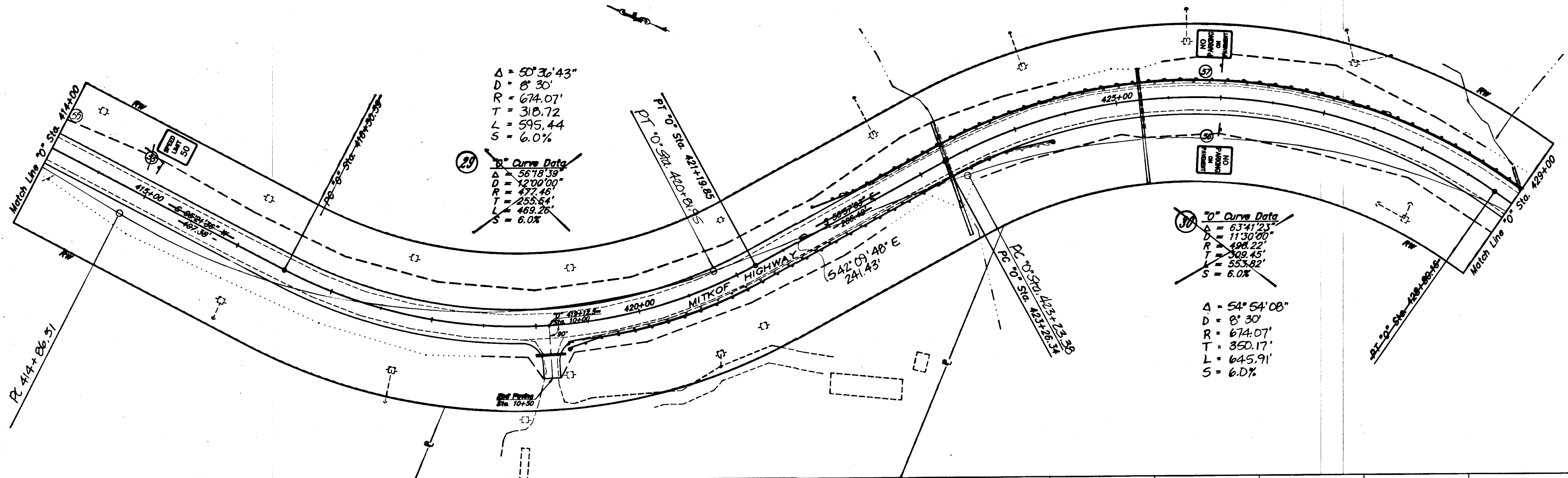
Mitkof Highway Reconstruction
 Scow Bay to Papke's Landing
 RS-0937(22) 70265

Plan & Profile

Alaska

DESIGNED BY: D. Saldivar M. Bunton	PROJECT NO. 70265
DRAWN BY: AutoCad/R.K.S.	DATE: 9/91
CHECKED BY: D. Doerflinger	SHEET 27 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

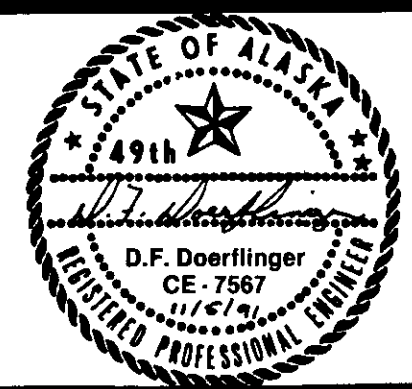
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

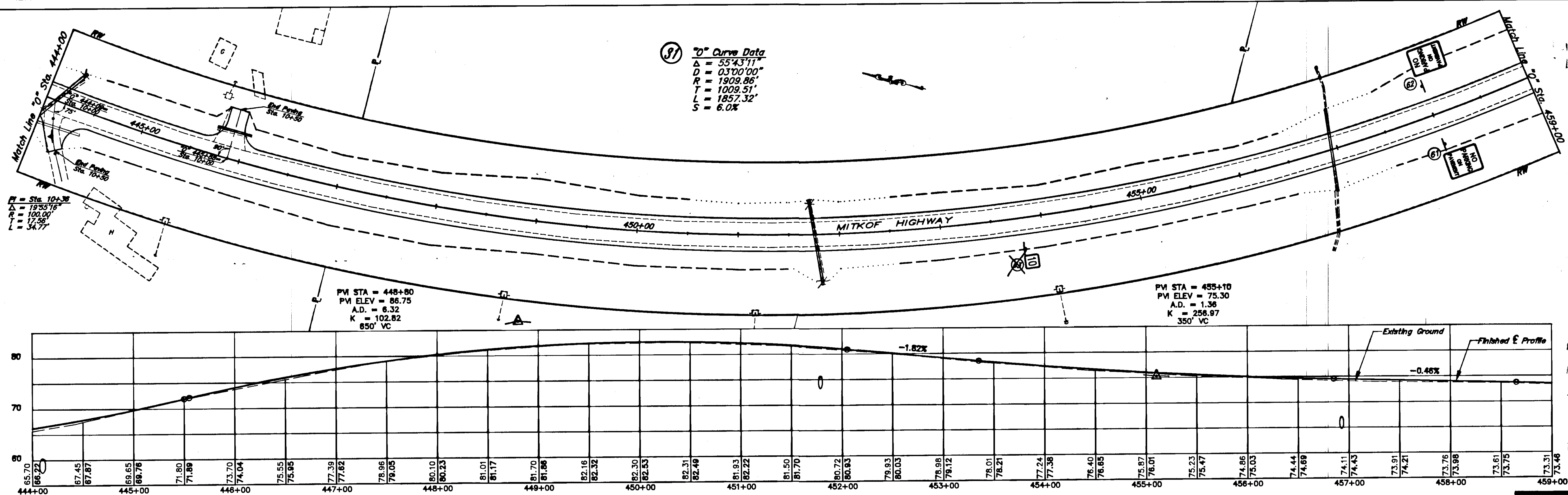
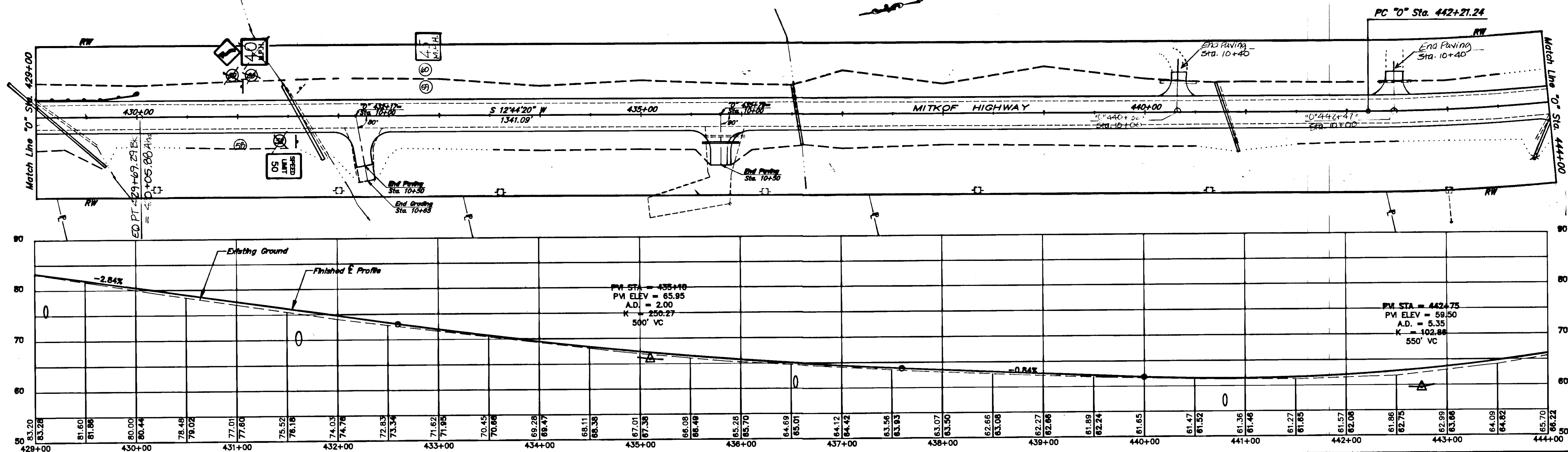
Plan & Profile

Alaska

DESIGNED BY: D. Saldivar
M. Bunton
DRAWN BY: AutoCad/R.K.S.
CHECKED BY: D. Doerflinger

PROJECT NO. 70265
DATE: 9/91
SHEET 28 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

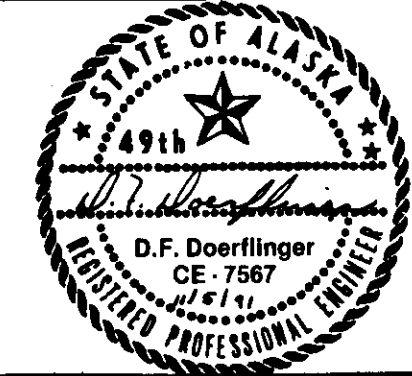
Petersburg

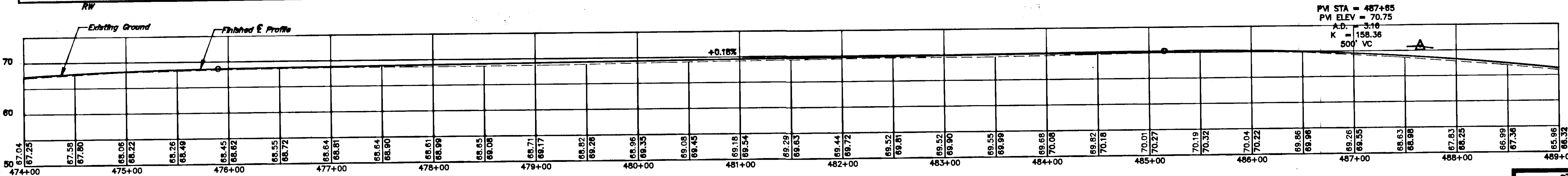
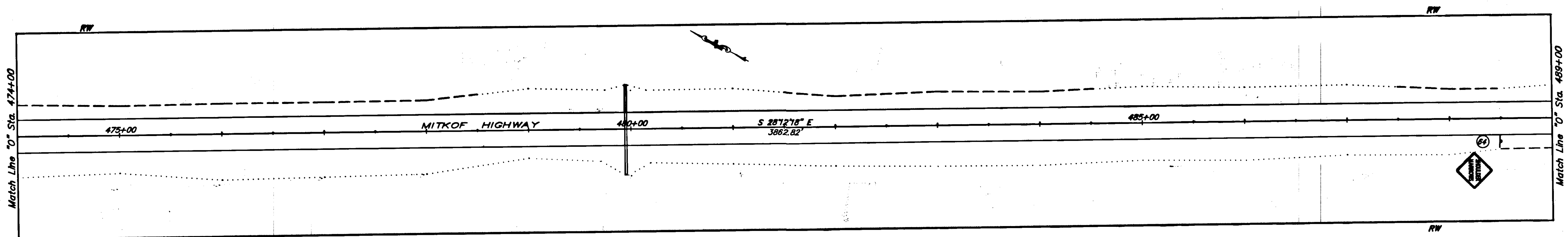
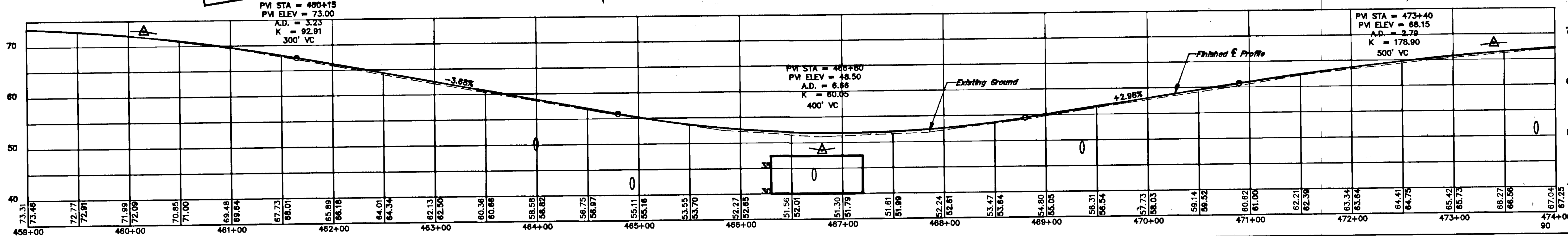
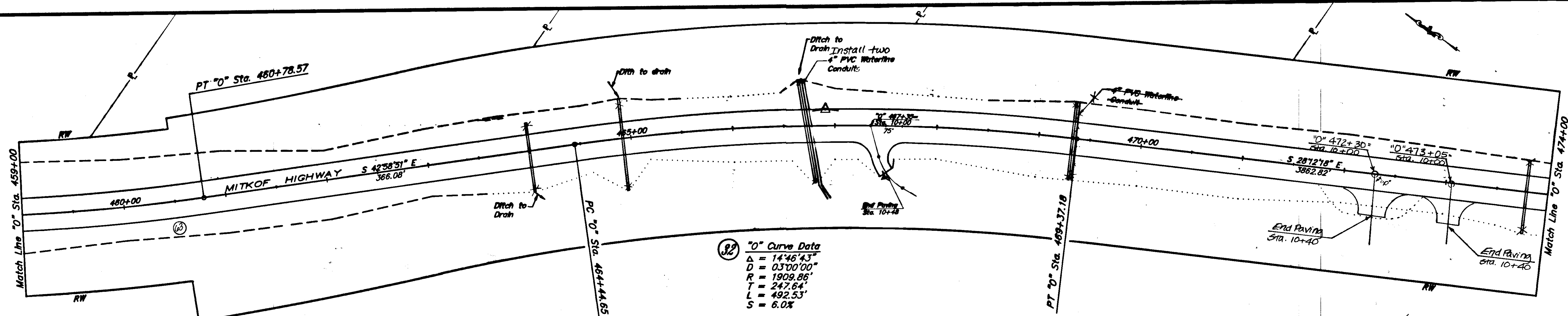
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

Alaska

DESIGNED BY: D. Saldivar
M. Bunton
DRAWN BY: AutoCad/R.K.S.
CHECKED BY: D. Doerflinger

PROJECT NO.
70265
DATE: 9/91
SHEET 29 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

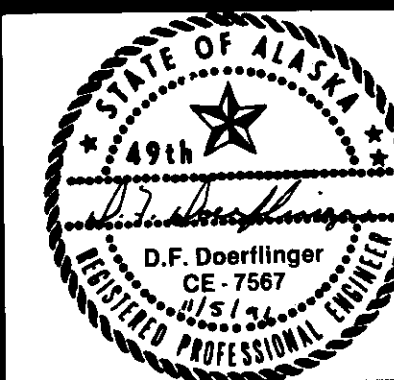
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

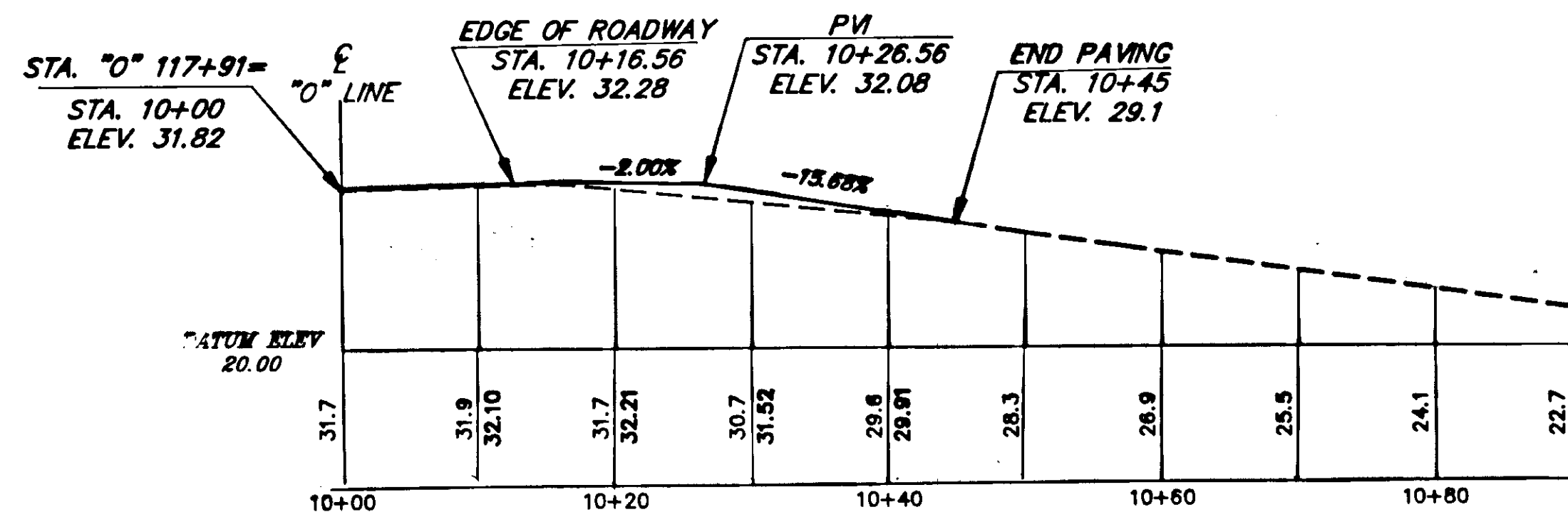
Plan & Profile

Alaska

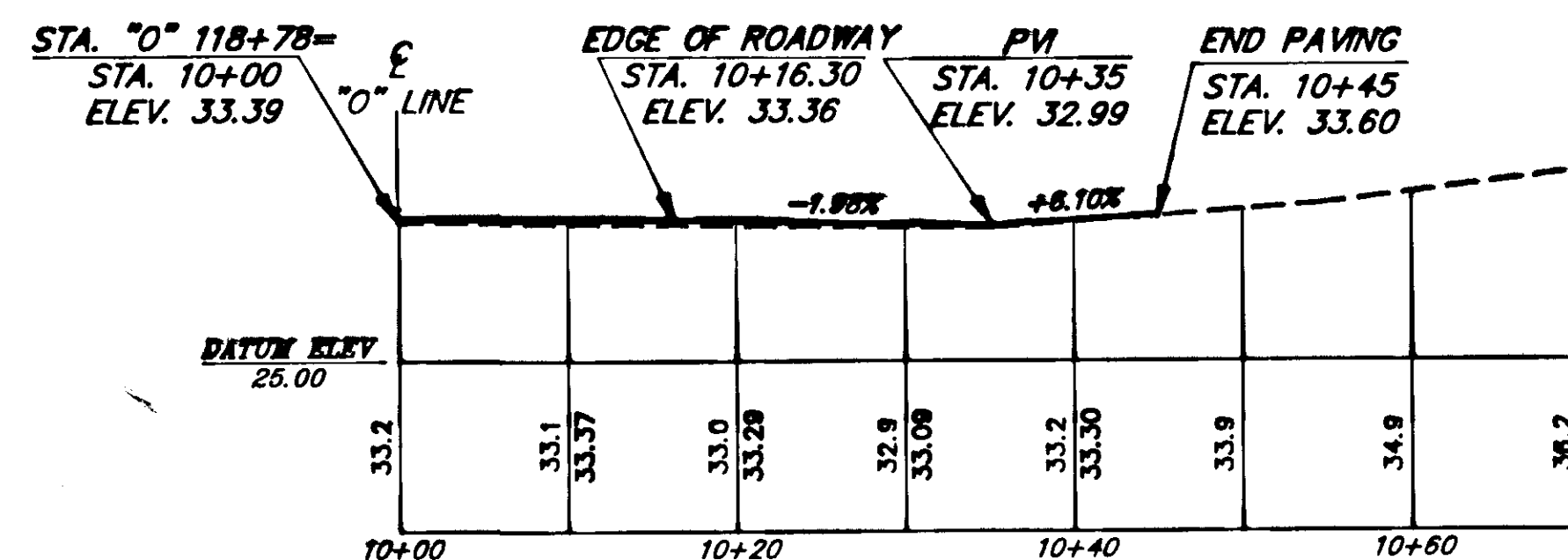
DESIGNED BY: D. Saldivar
M. Bunton
DRAWN BY: AutoCad/R.K.S.
CHECKED BY: D. Doerflinger

PROJECT NO.
70265
DATE: 9/91
SHEET 30 OF 52

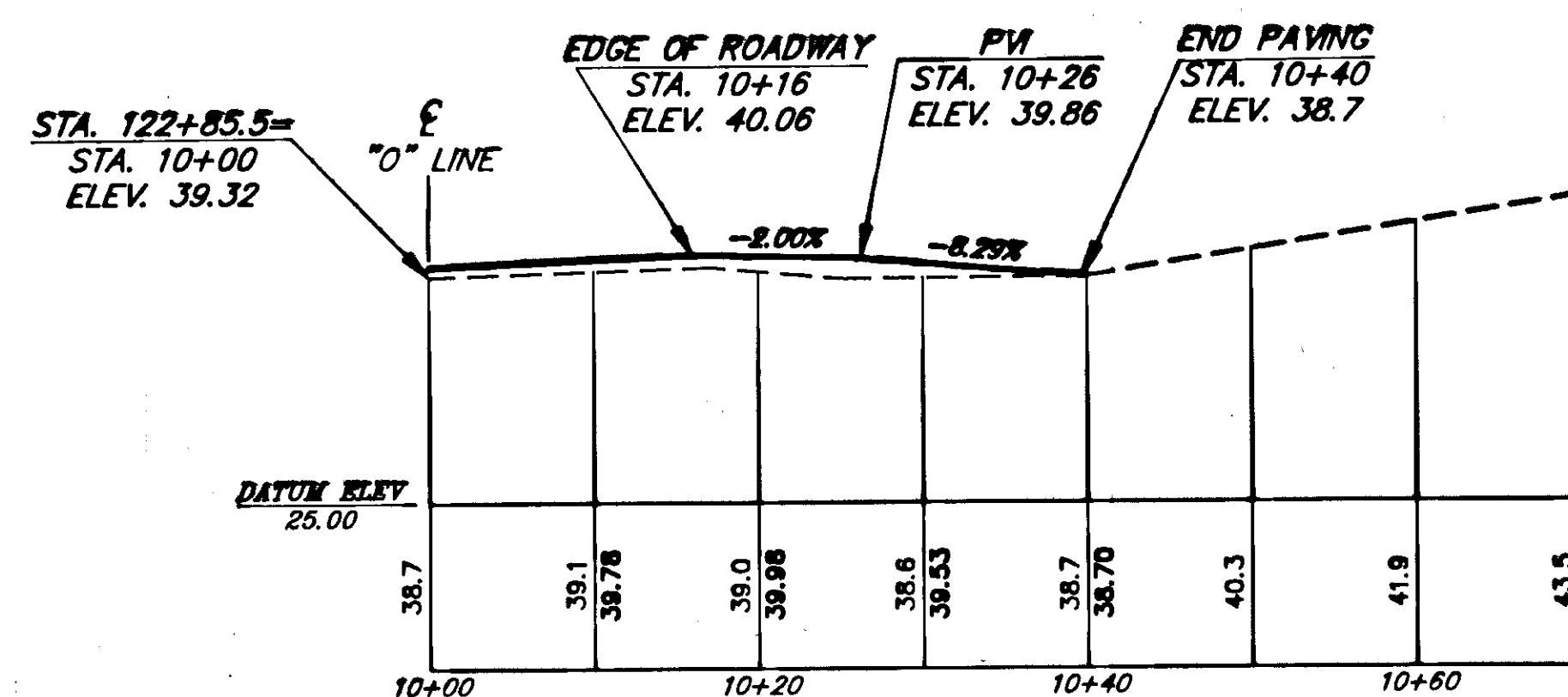




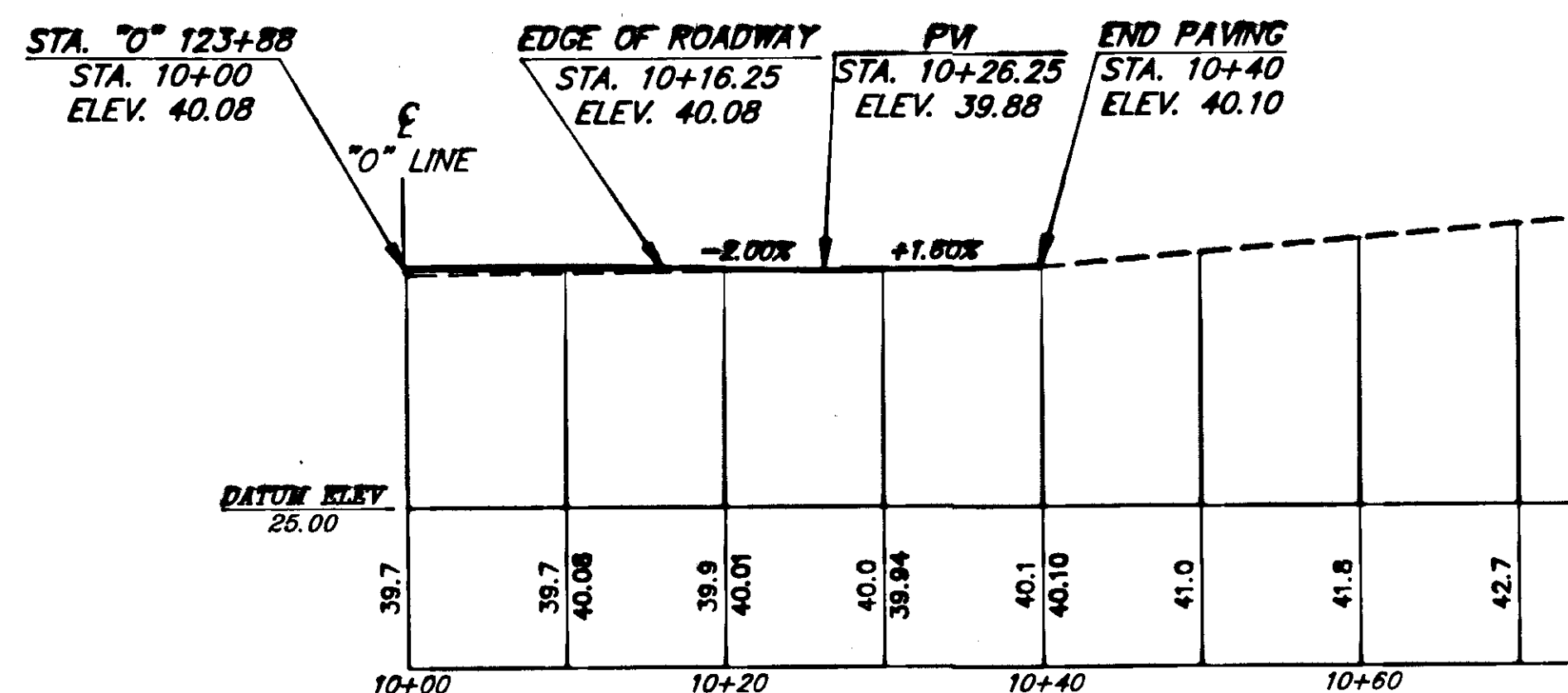
"0" 117+91, RT.



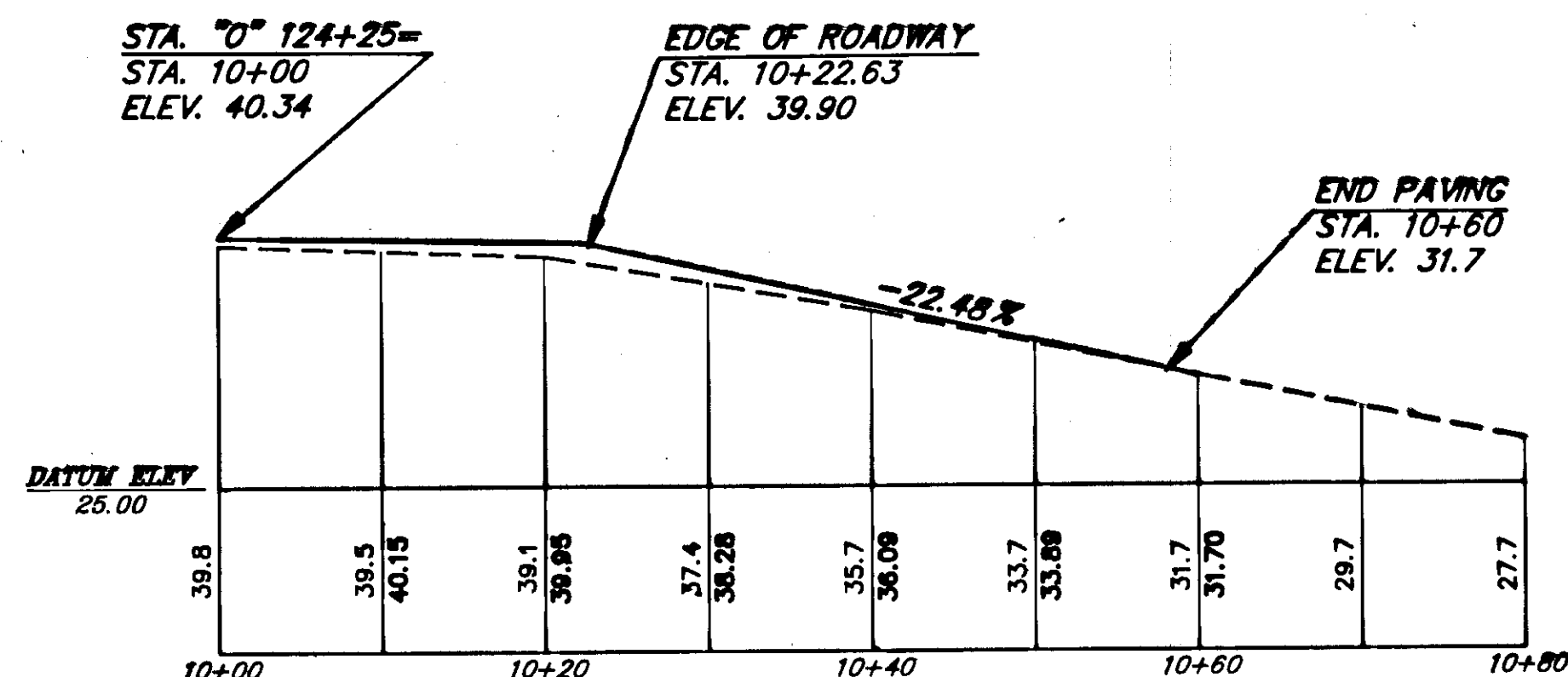
"0" 118+78, LT.



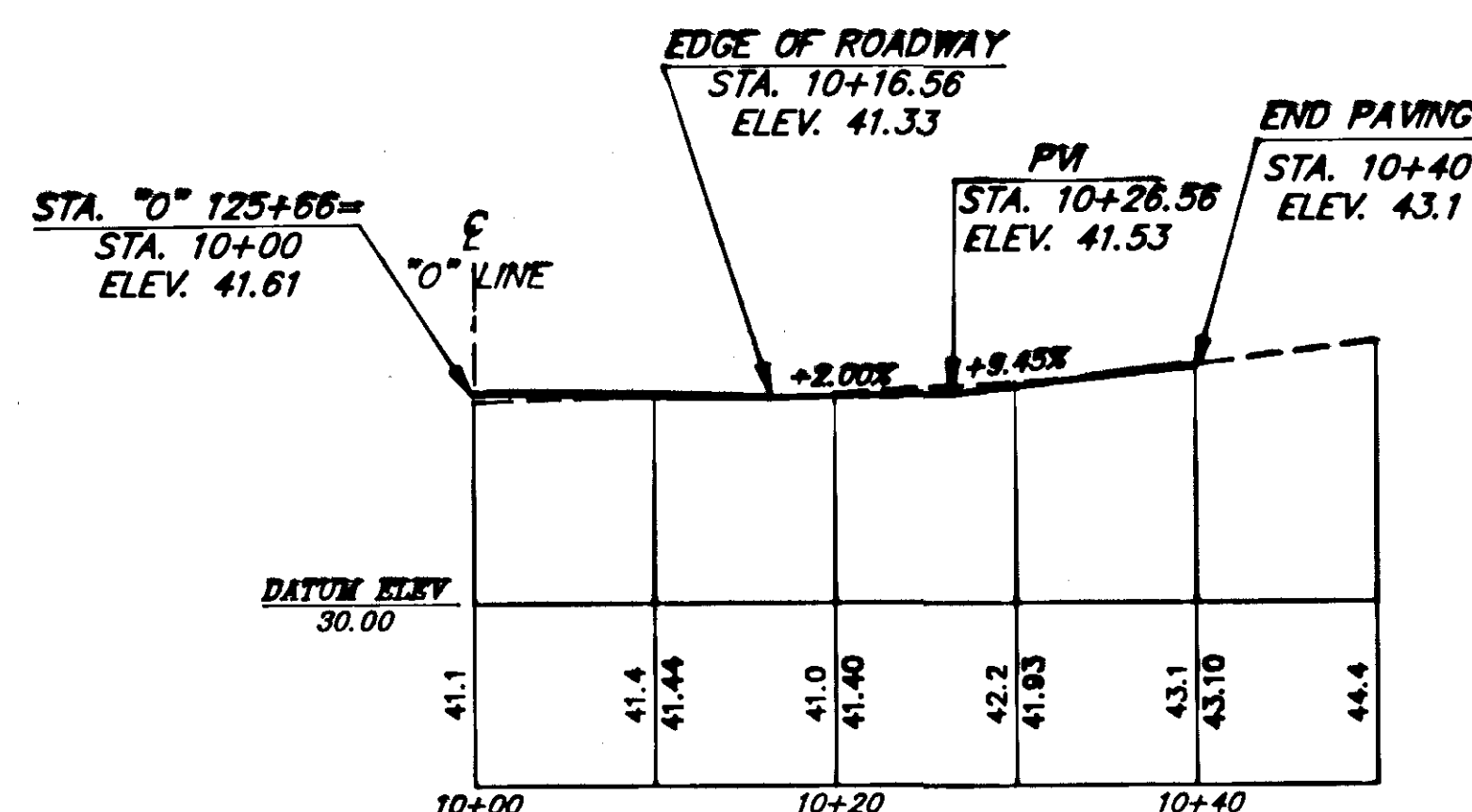
"0" 122+85.5, LT.



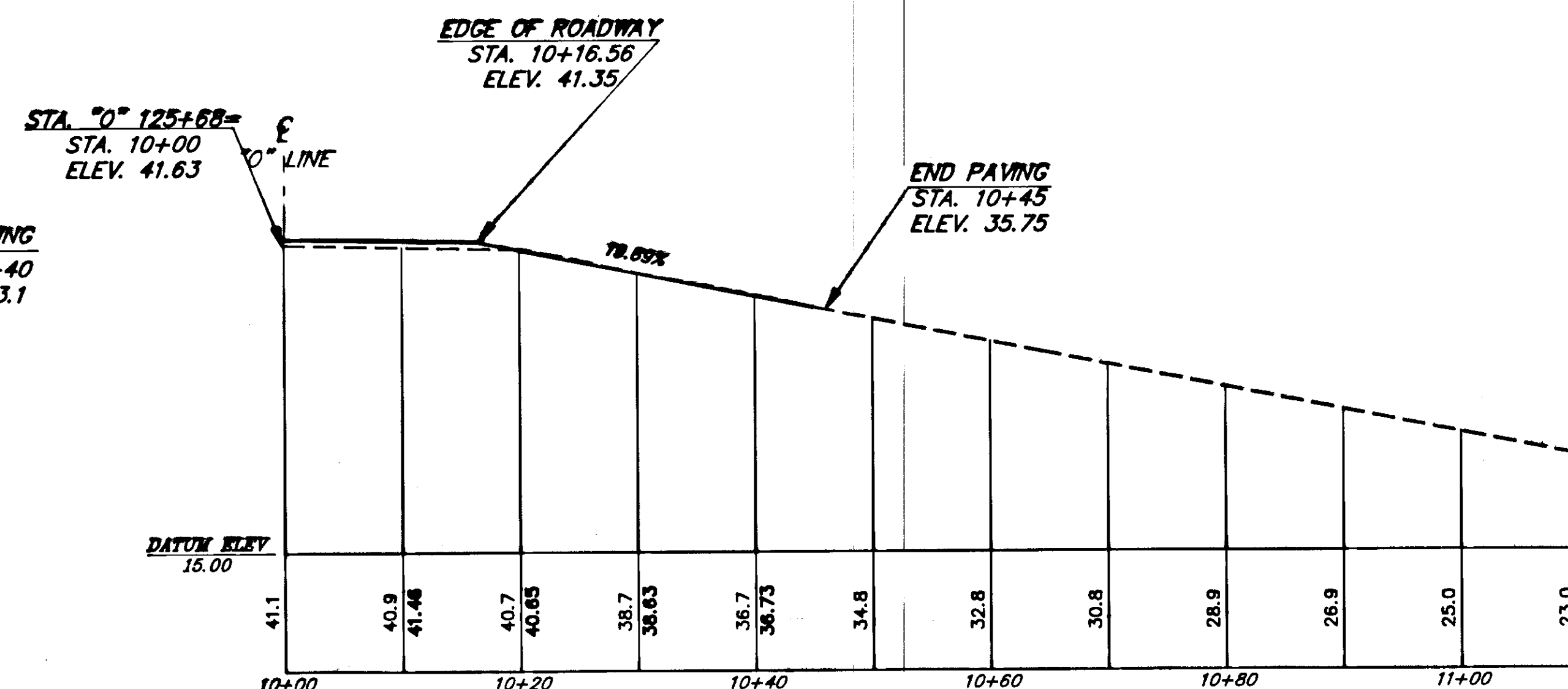
"0" 123+88, LT.



"0" 124+25, RT.



"0" 125+66, LT.



"0" 125+68 RT.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

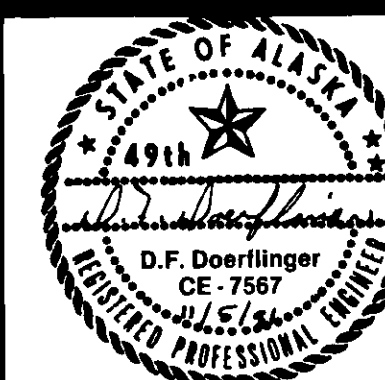
Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

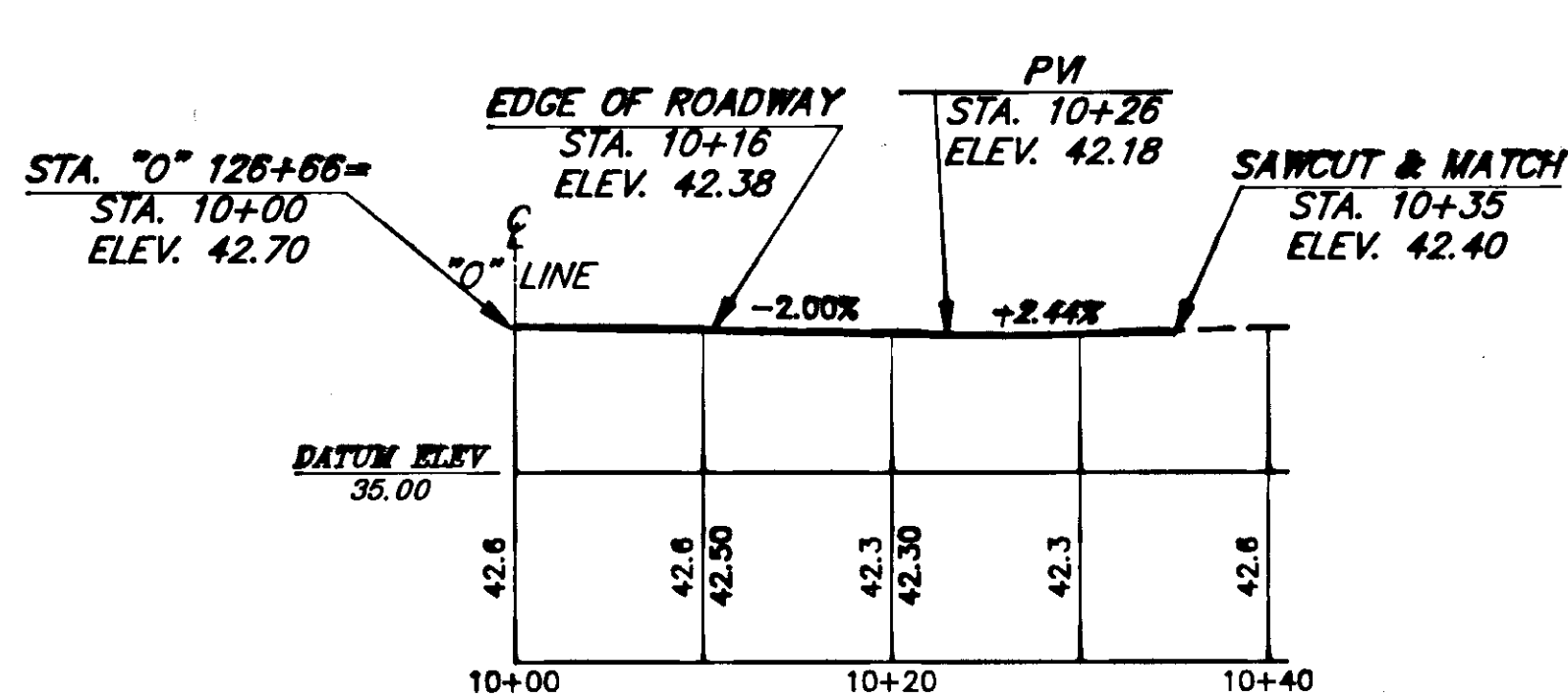
Alaska

DESIGNED BY:
D. Saldivar
DRAWN BY:
AutoCad/C.S.A.
CHECKED BY:
D. Doerflinger

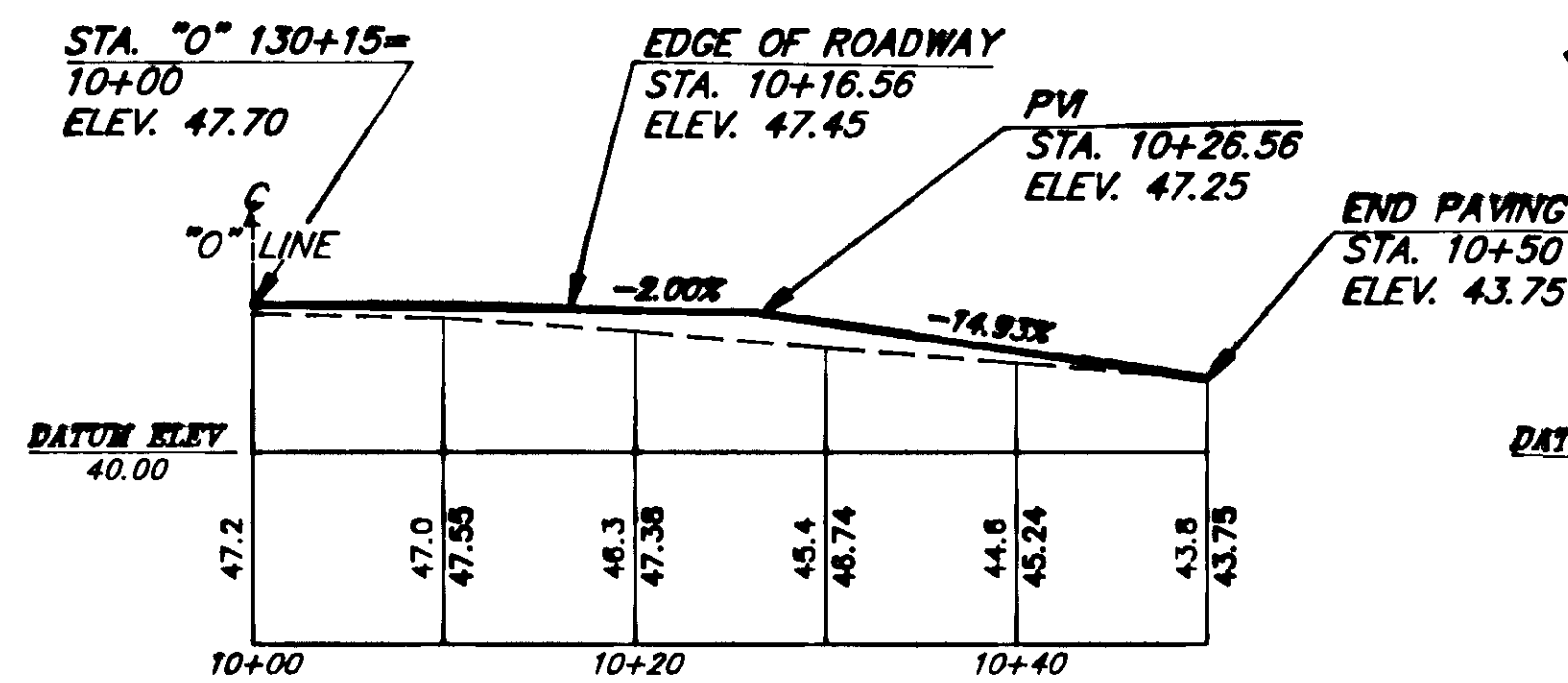
PROJECT NO.
70265
DATE:
9/91
SHEET 32 OF 52



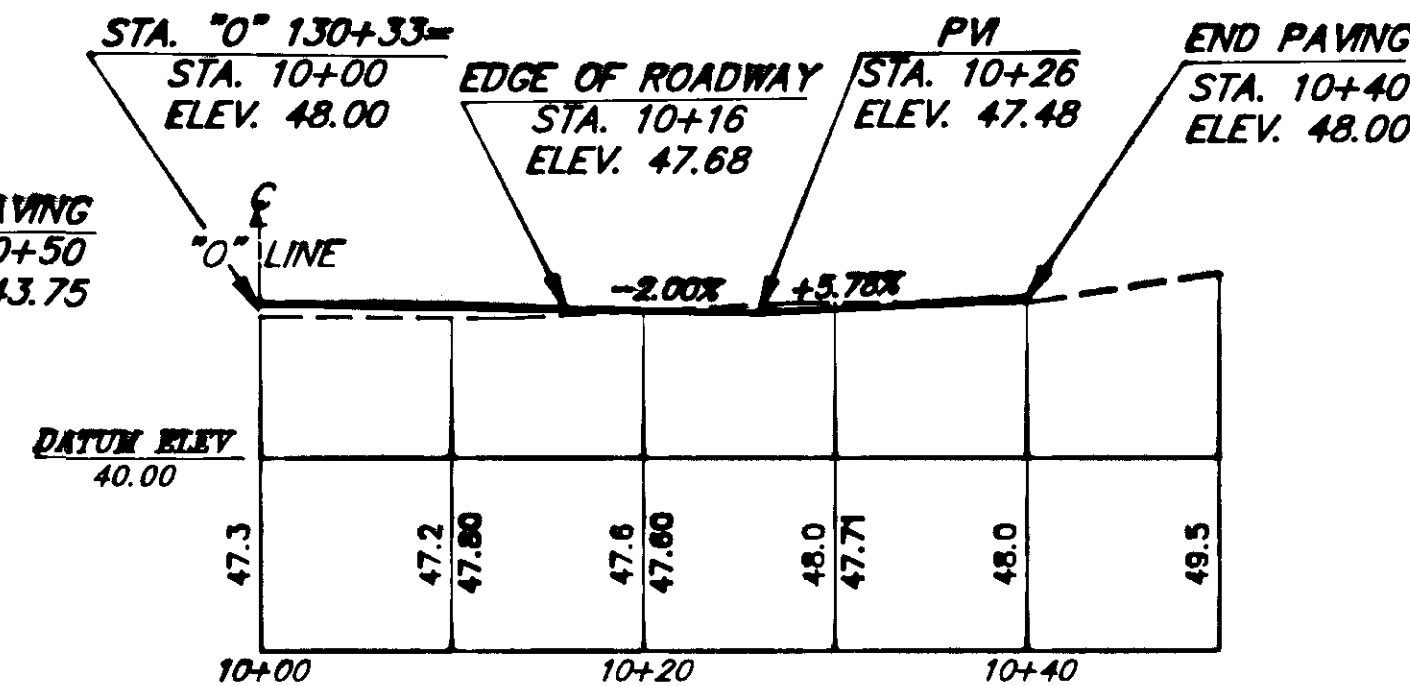
APPROACHES—"0"117+91 TO "0"125+68



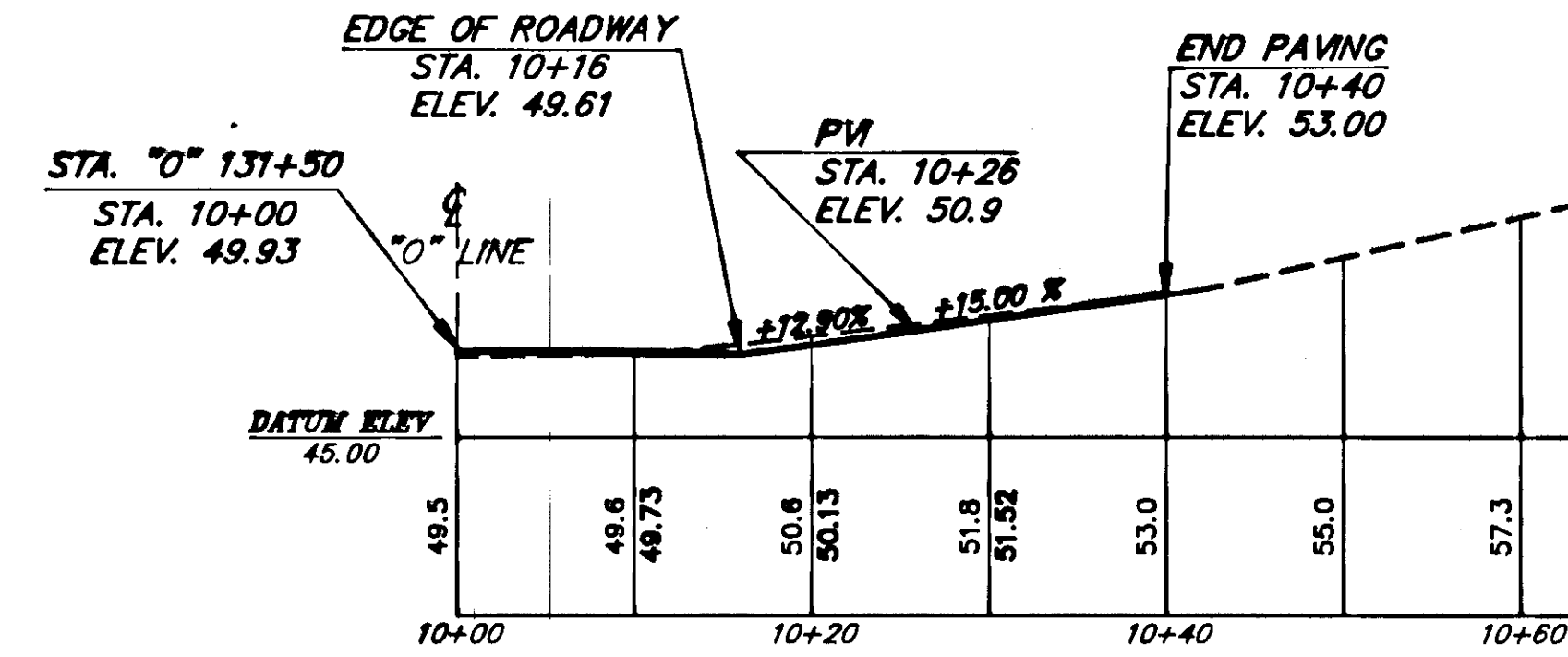
"O" 126+66, RT.



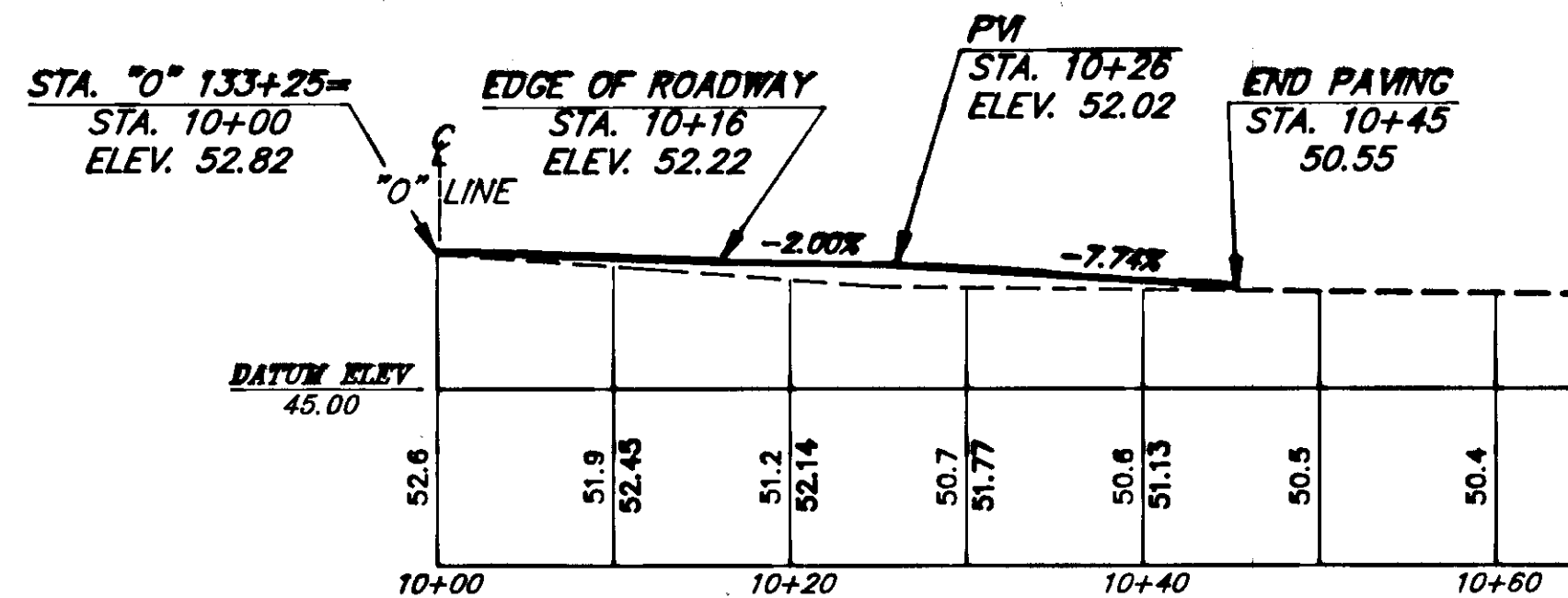
"O" 130+15, RT.



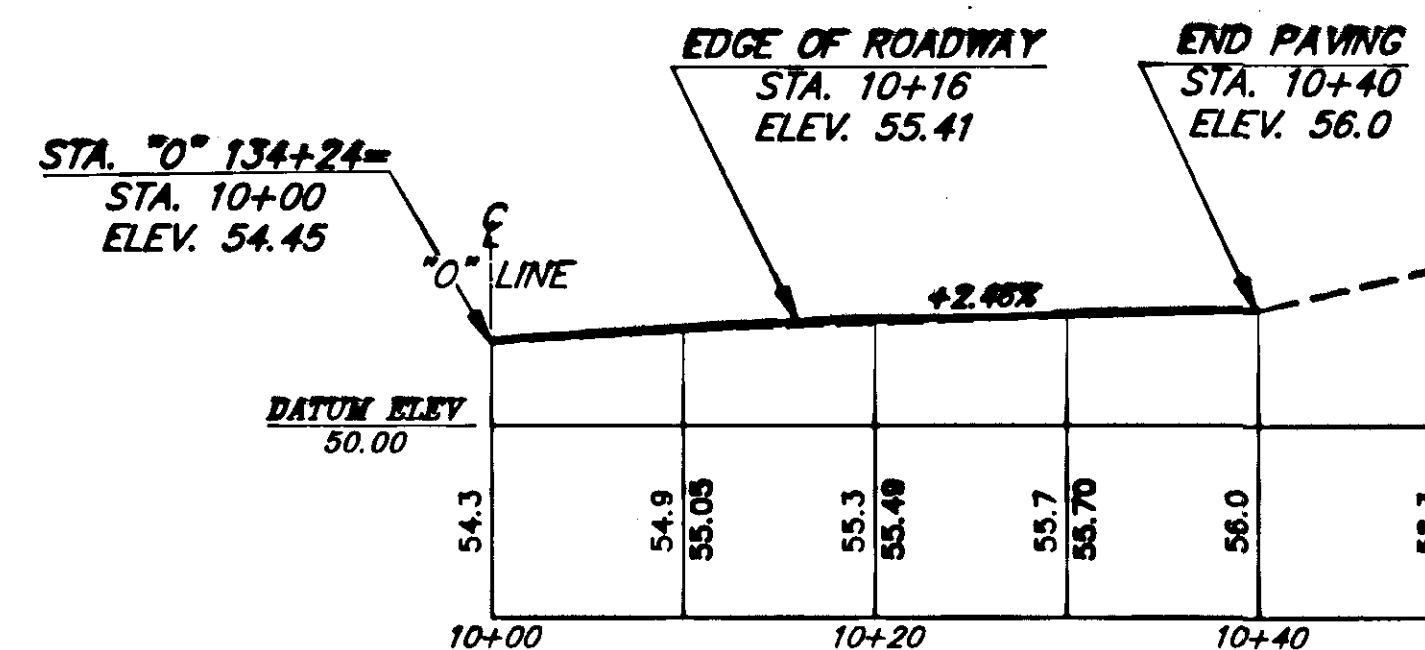
"O" 130+33, LT.



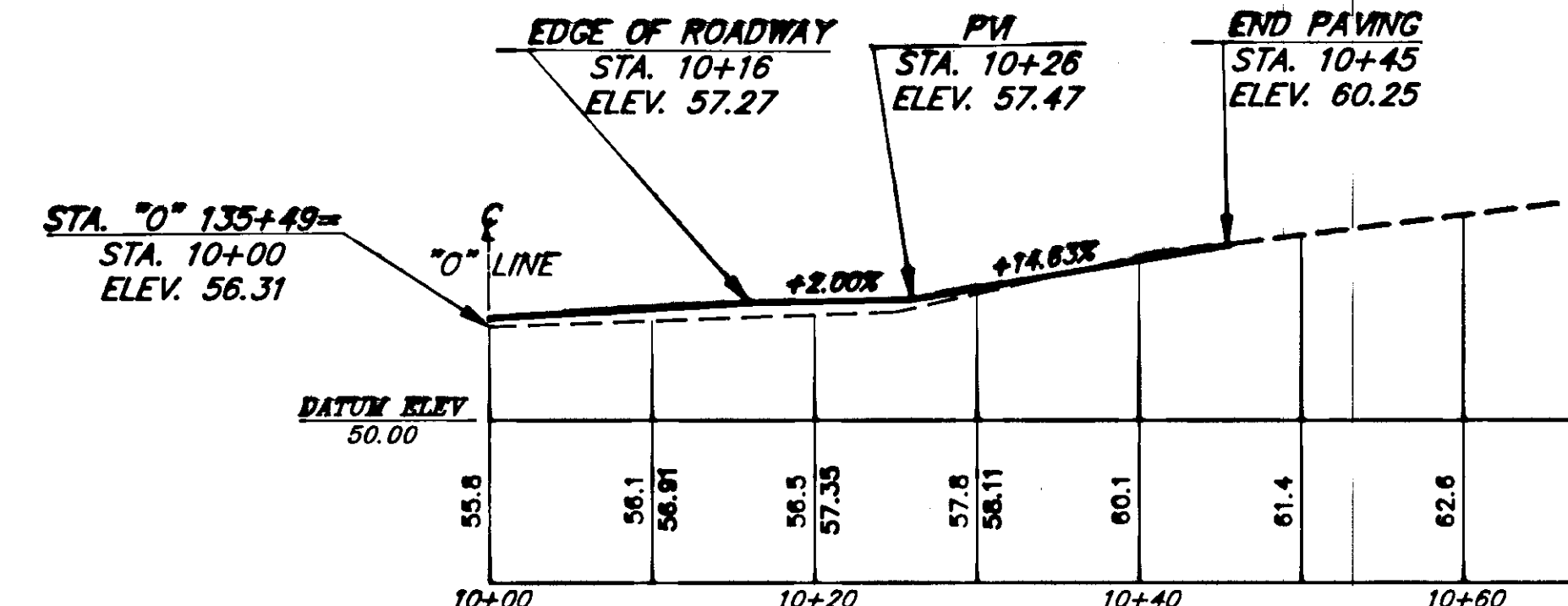
"O" 131+50, LT.



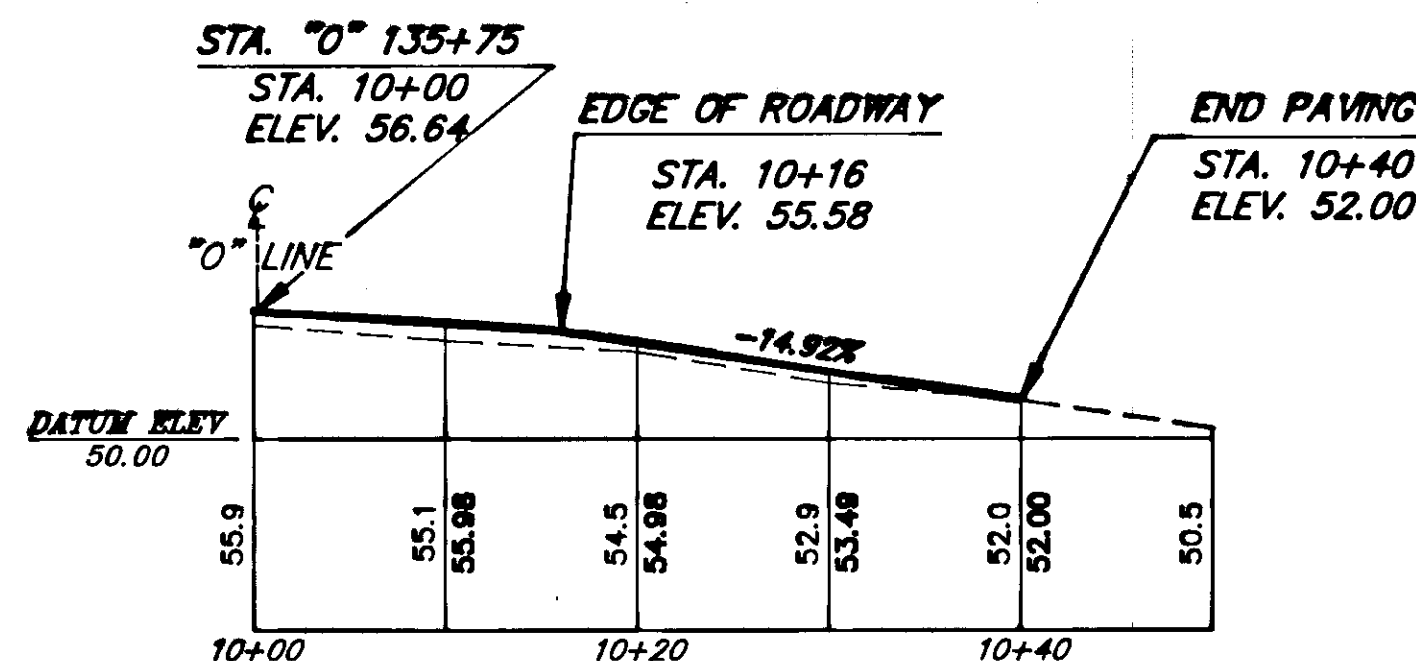
"O" 133+25, RT.



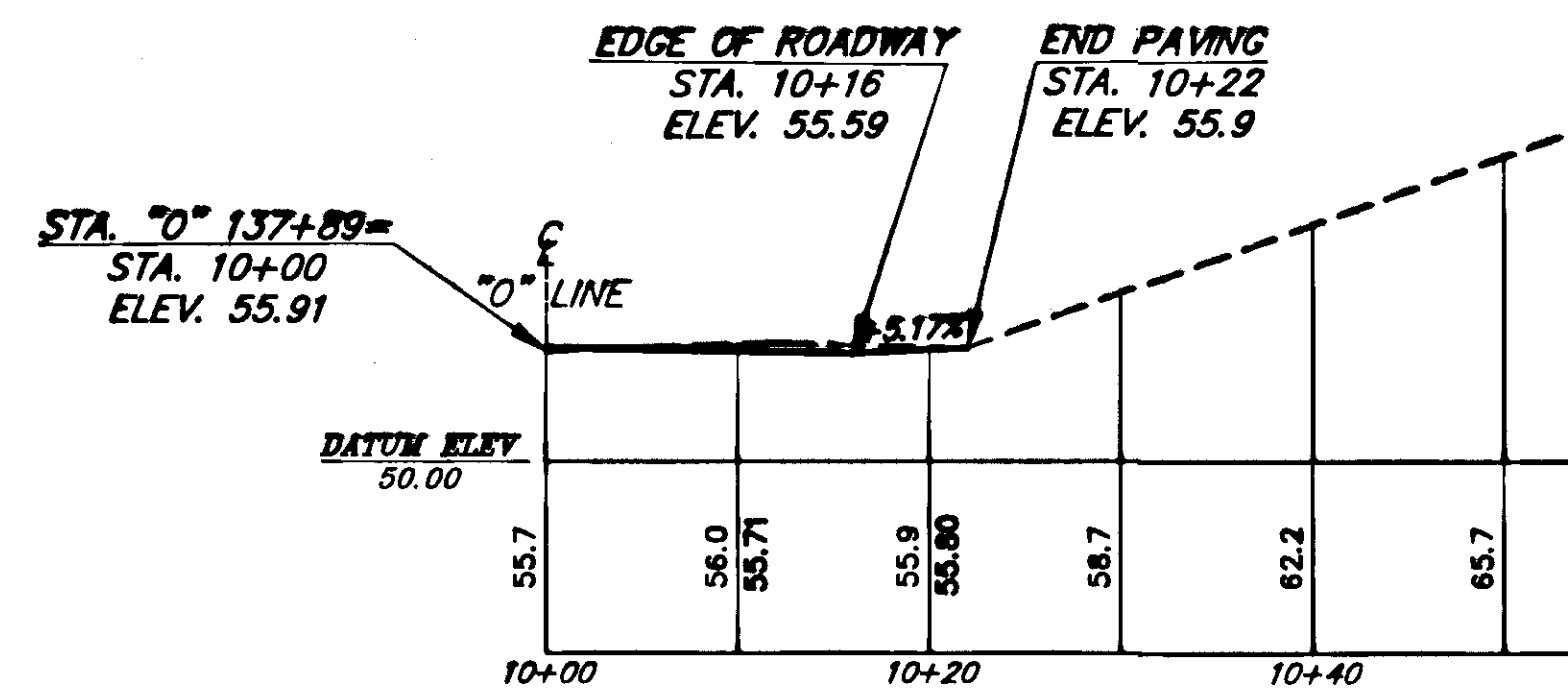
"O" 134+24, LT.



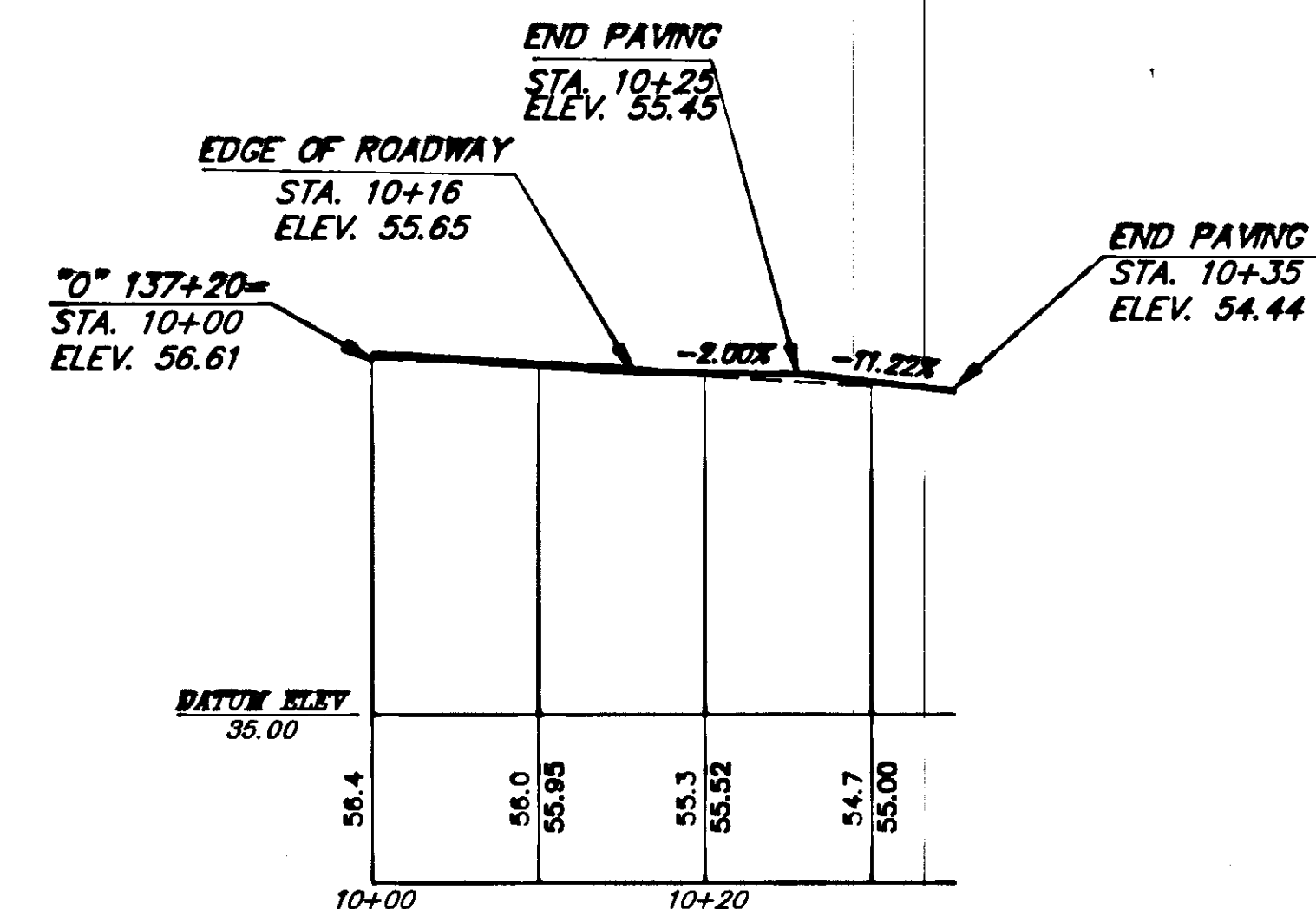
"O" 135+49, LT.



"O" 135+75, RT.



"O" 137+89, LT.



"O" 137+20, RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

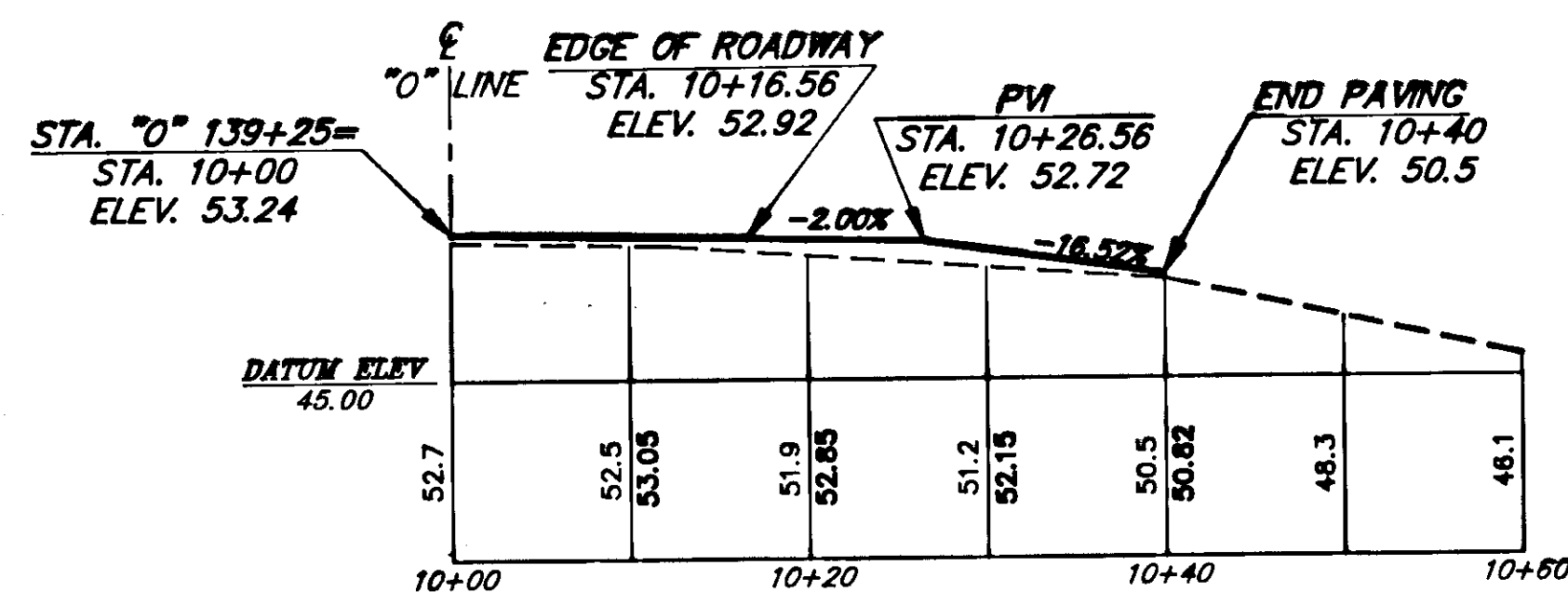
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

APPROACHES-"O" 126+66 TO "O" 137+89

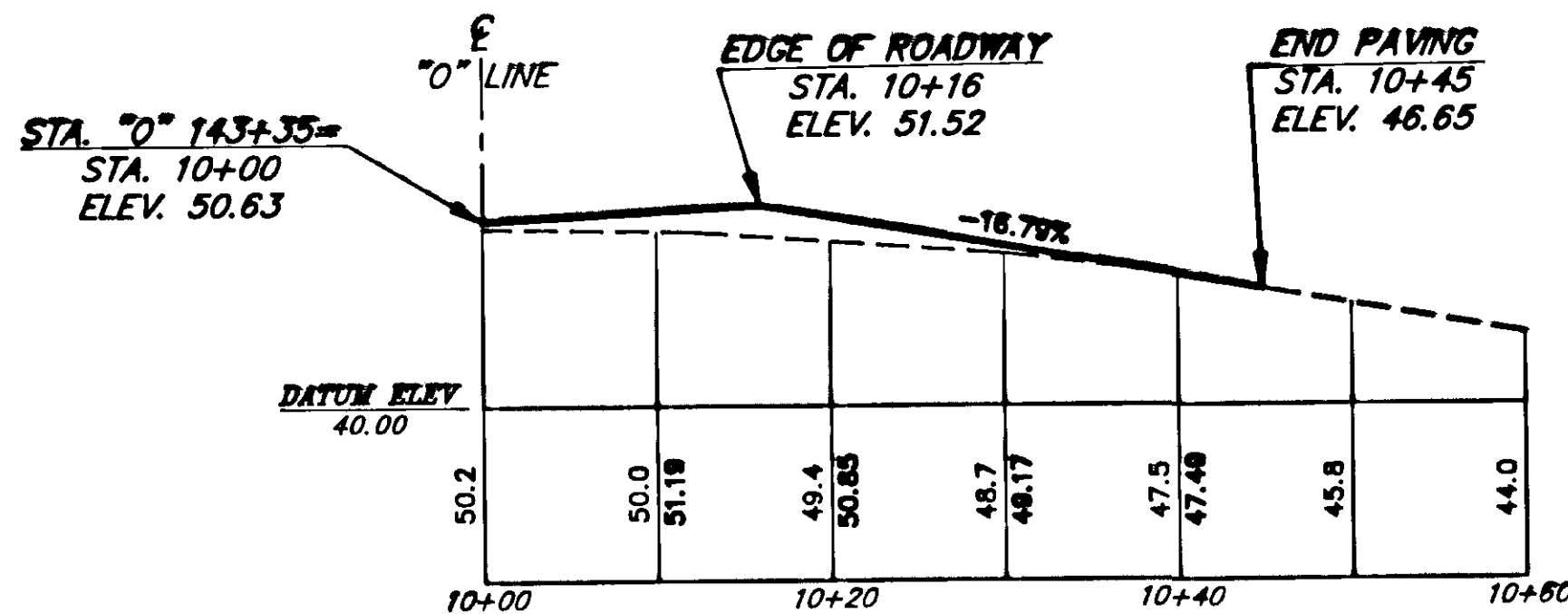
Alaska

DESIGNED BY:	PROJECT NO.
D. Saldivar	70265
DRAWN BY:	DATE:
AutoCad/C.S.A.	9/91
CHECKED BY:	SHEET 33 OF 52
D. Doerflinger	

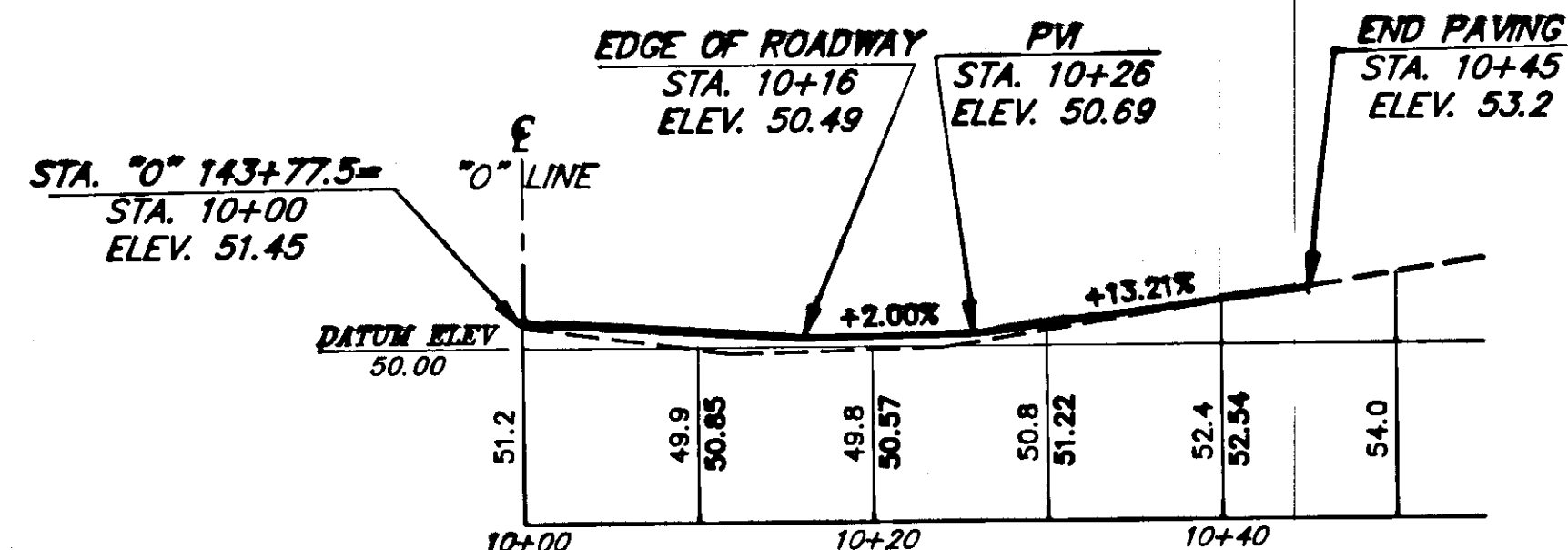




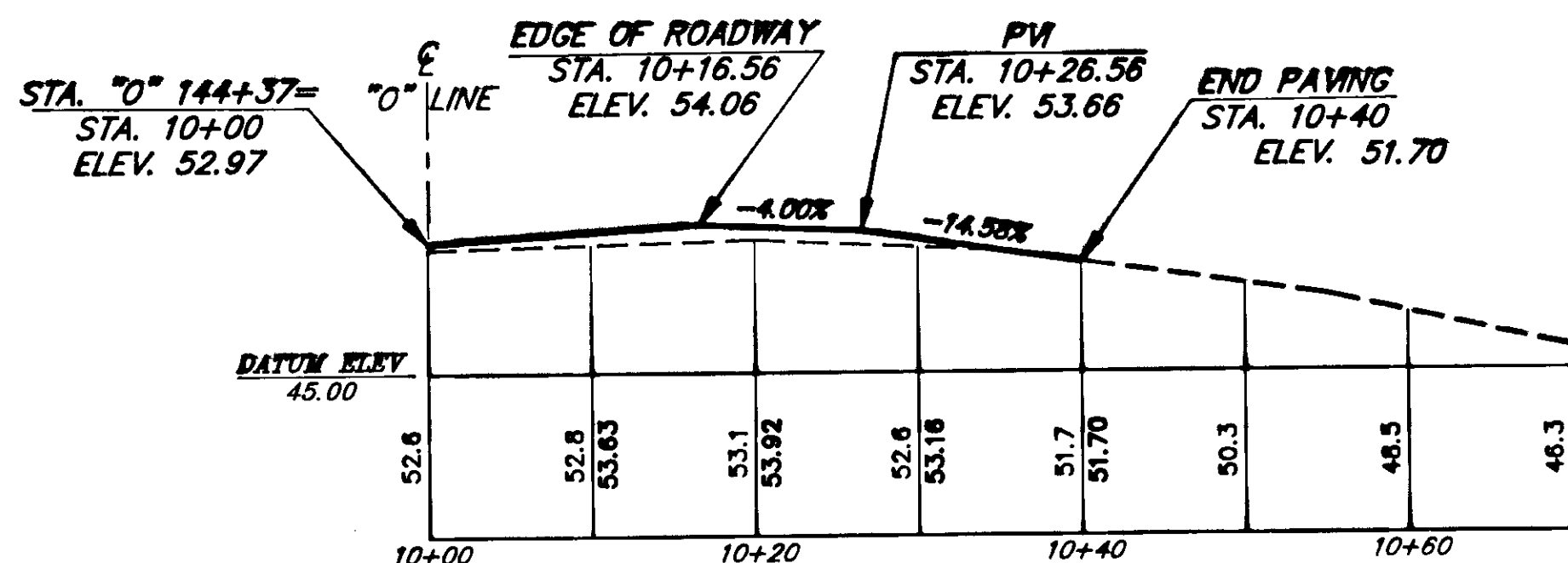
"O" 139+25, RT.



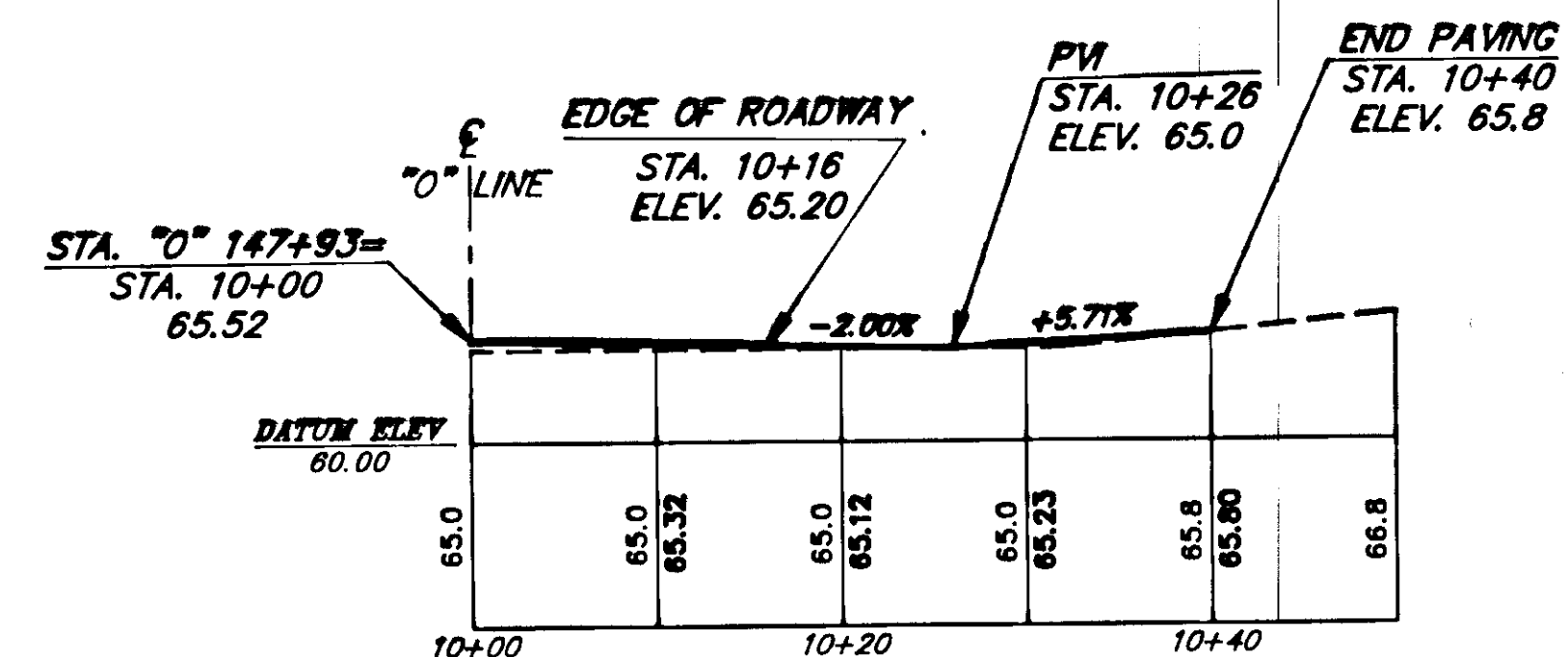
"O" 143+35, RT.



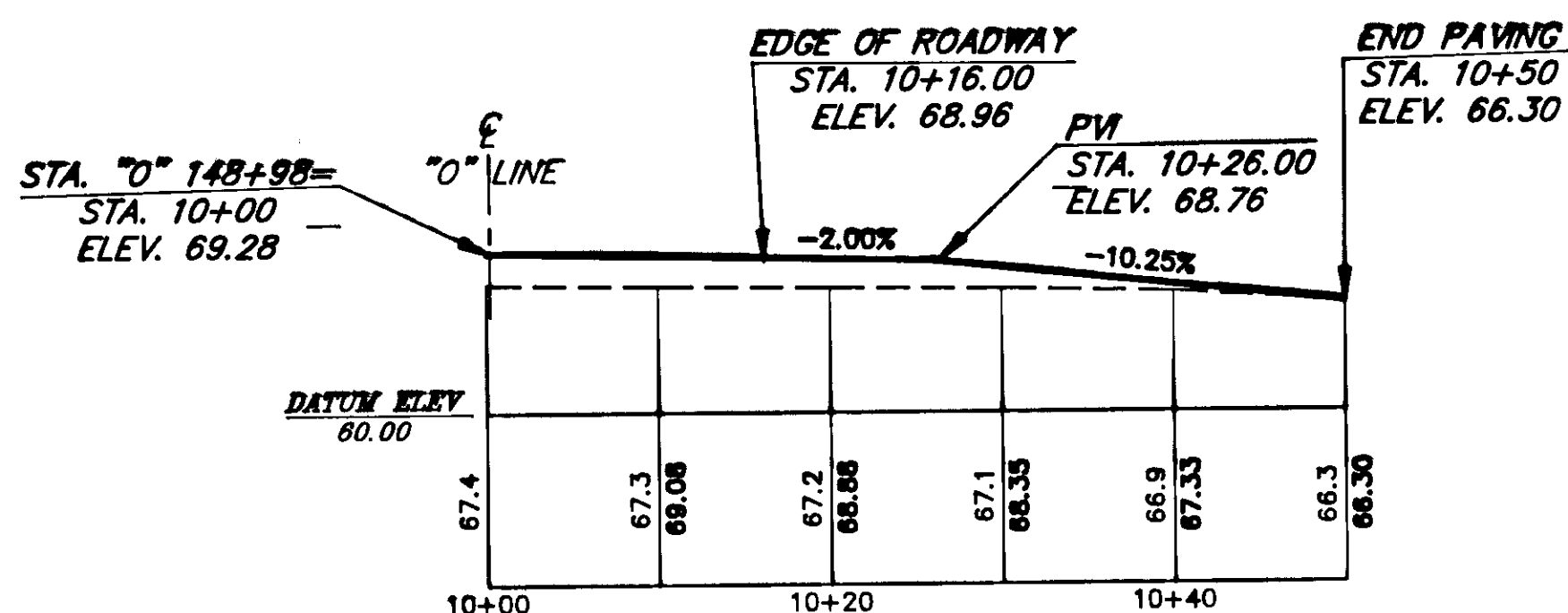
"O" 143+77.5, LT.



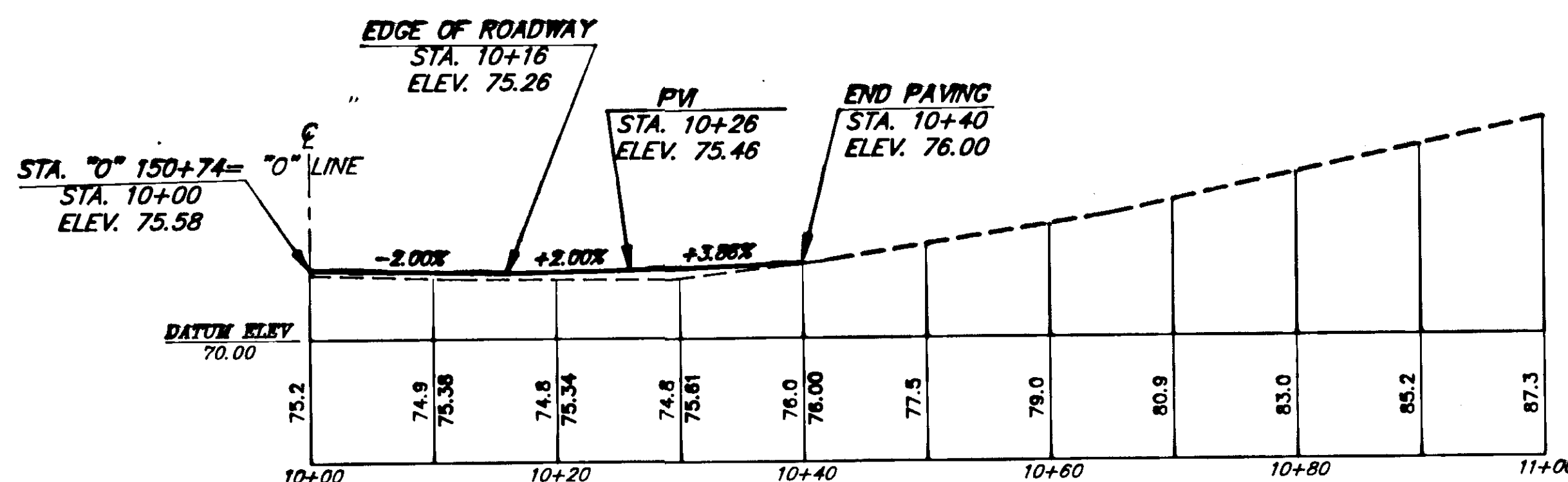
"O" 144+37, RT.



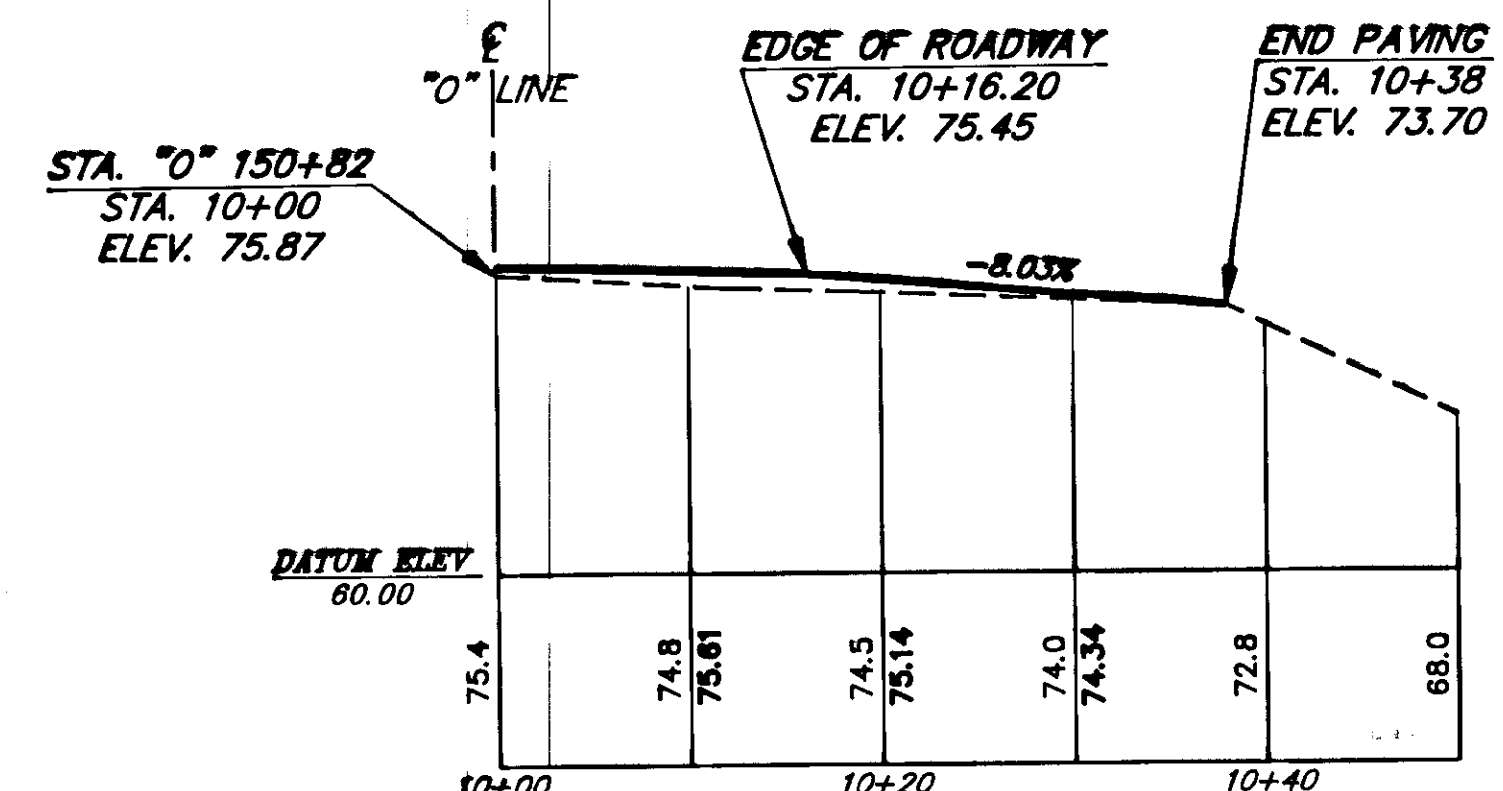
"O" 147+93, RT.



"O" 148+98, RT.



"O" 150+74, LT.



"O" 150+82, RT.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

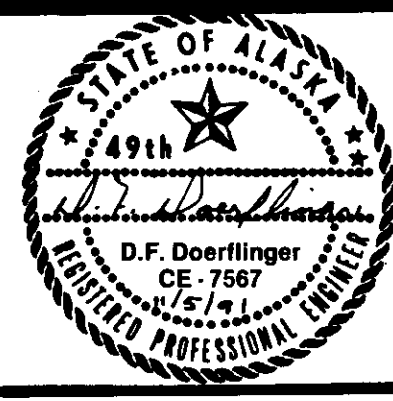
Petersburg

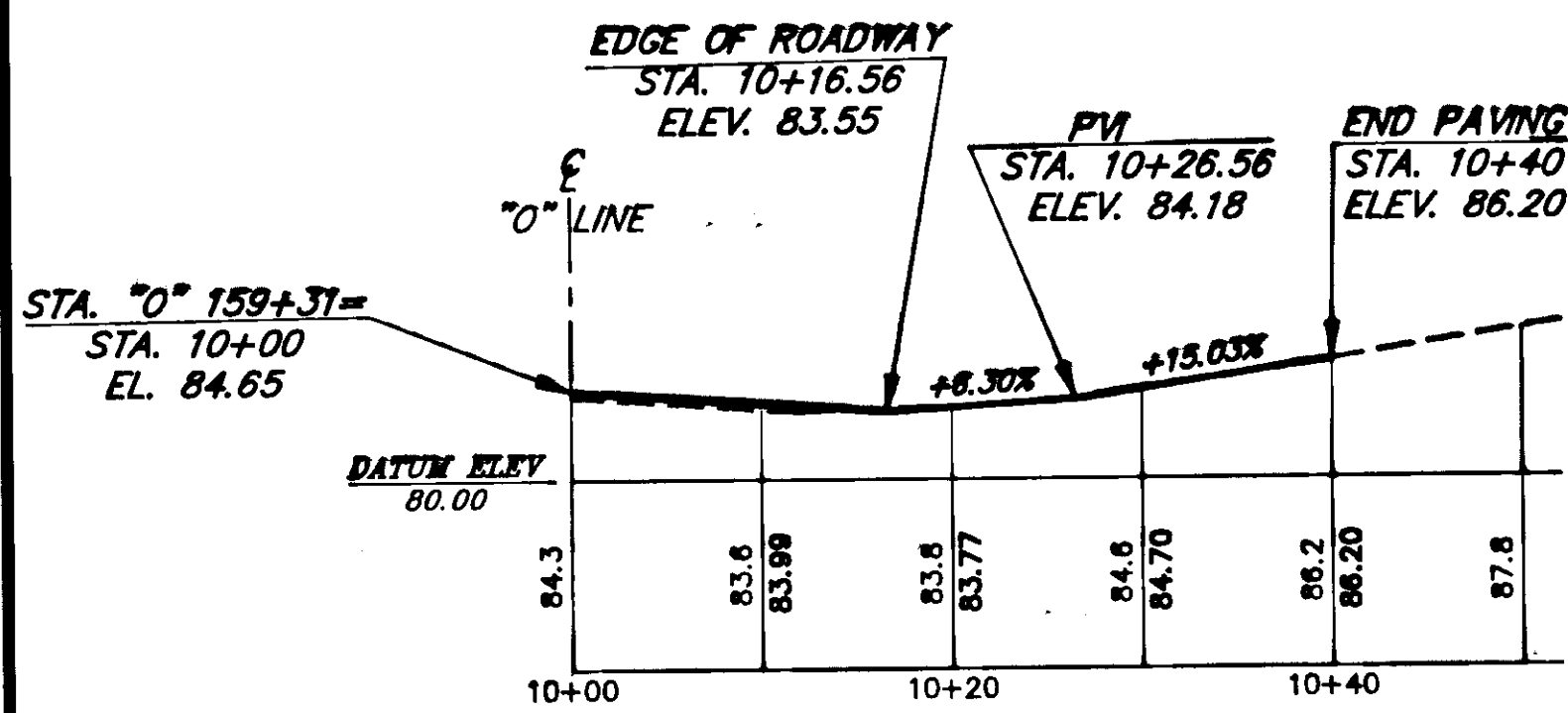
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

Alaska

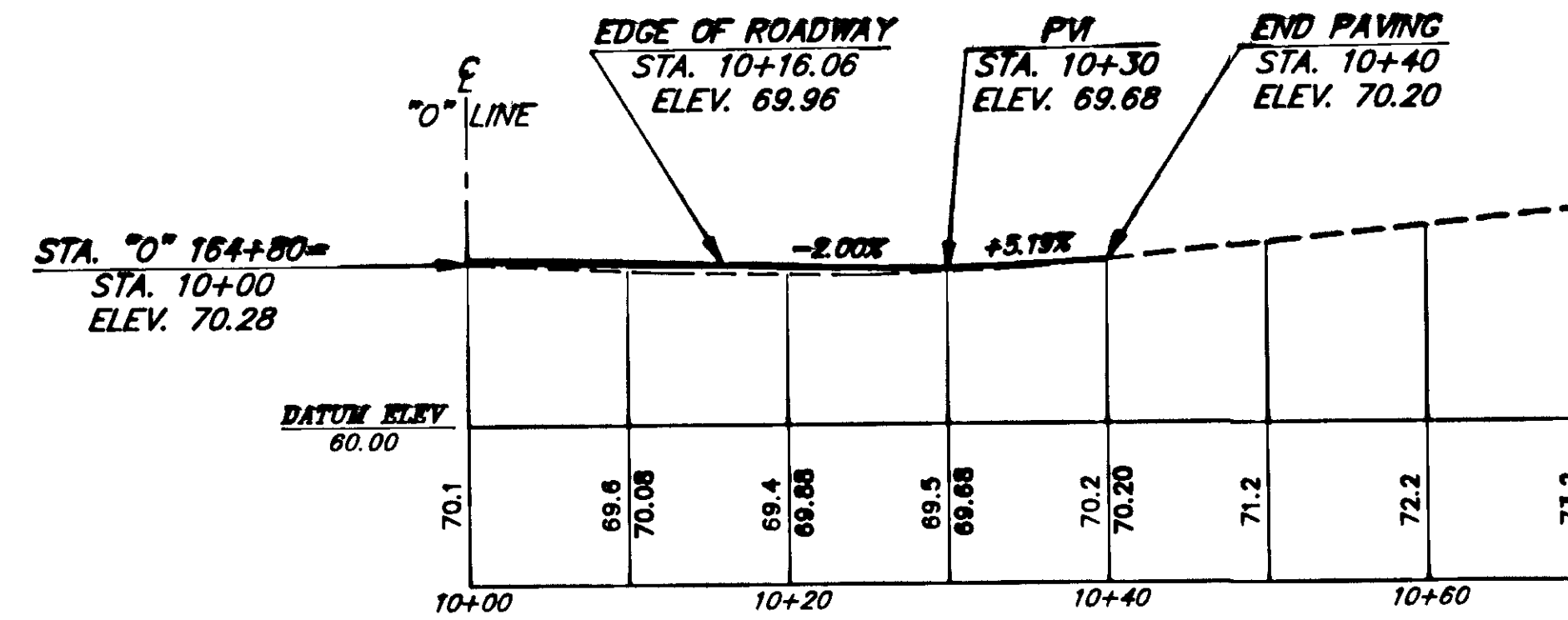
DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/C.S.A.
CHECKED BY: D. Doerflinger

PROJECT NO. 70265
DATE: 9/91
SHEET 34 OF 52

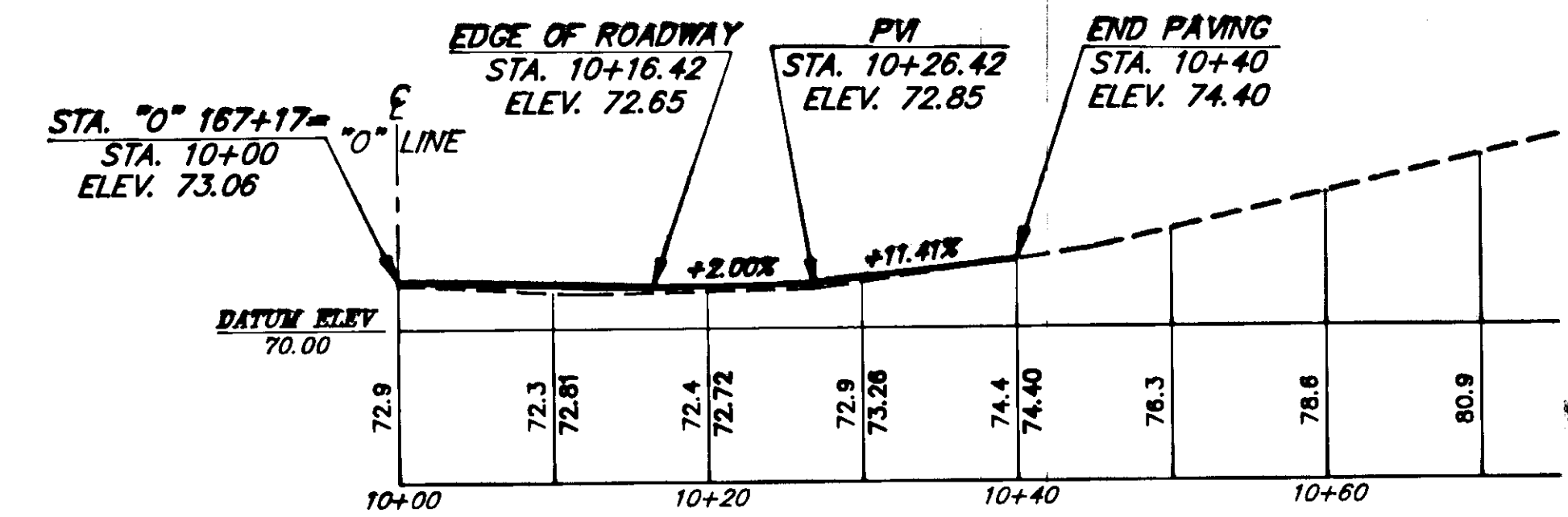




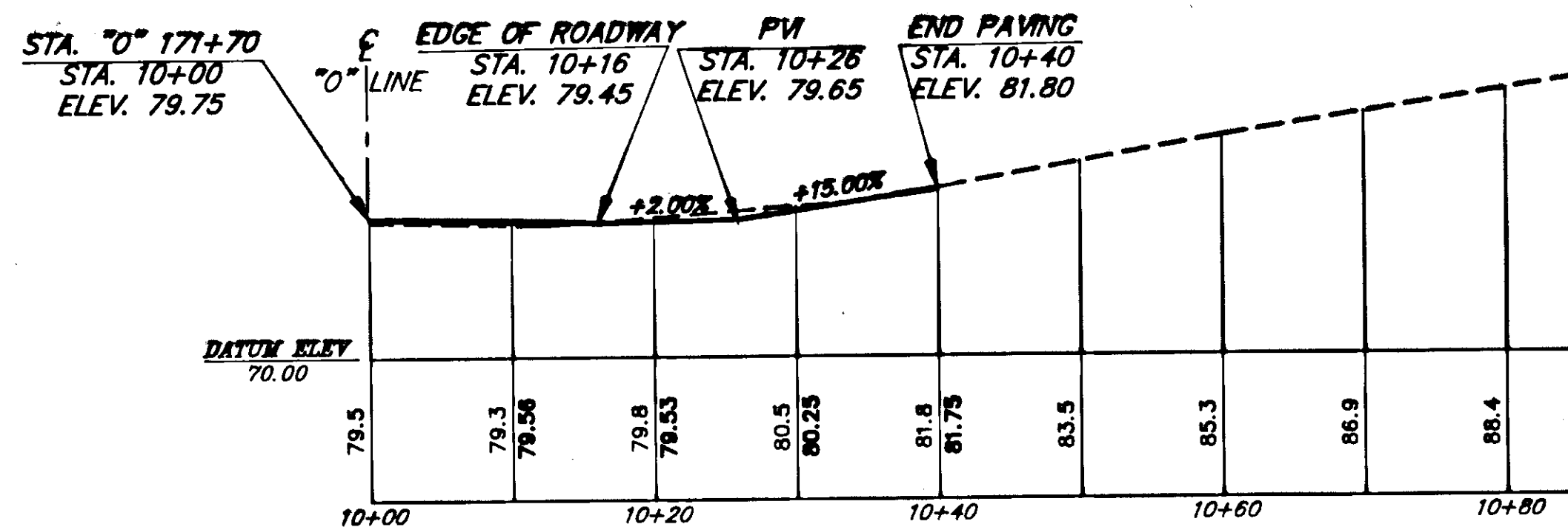
"O" 159+31, LT.



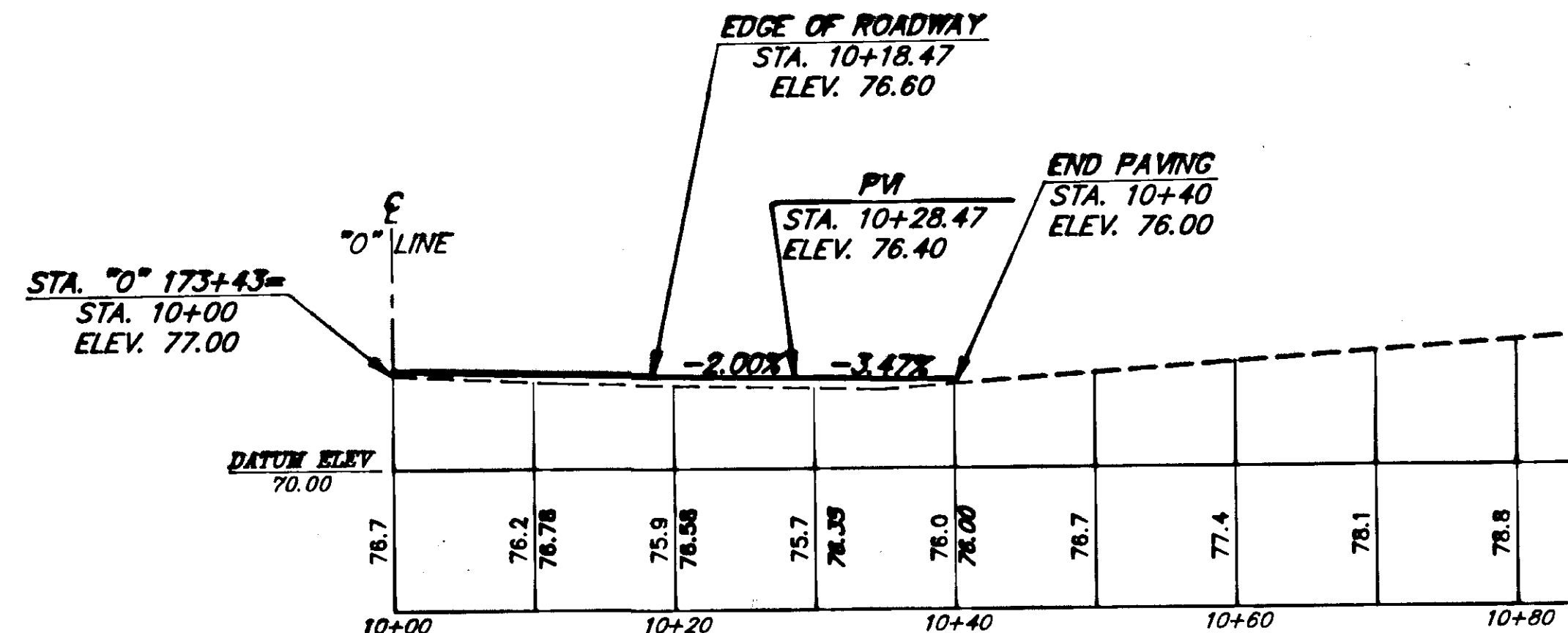
"O" 164+80, LT.



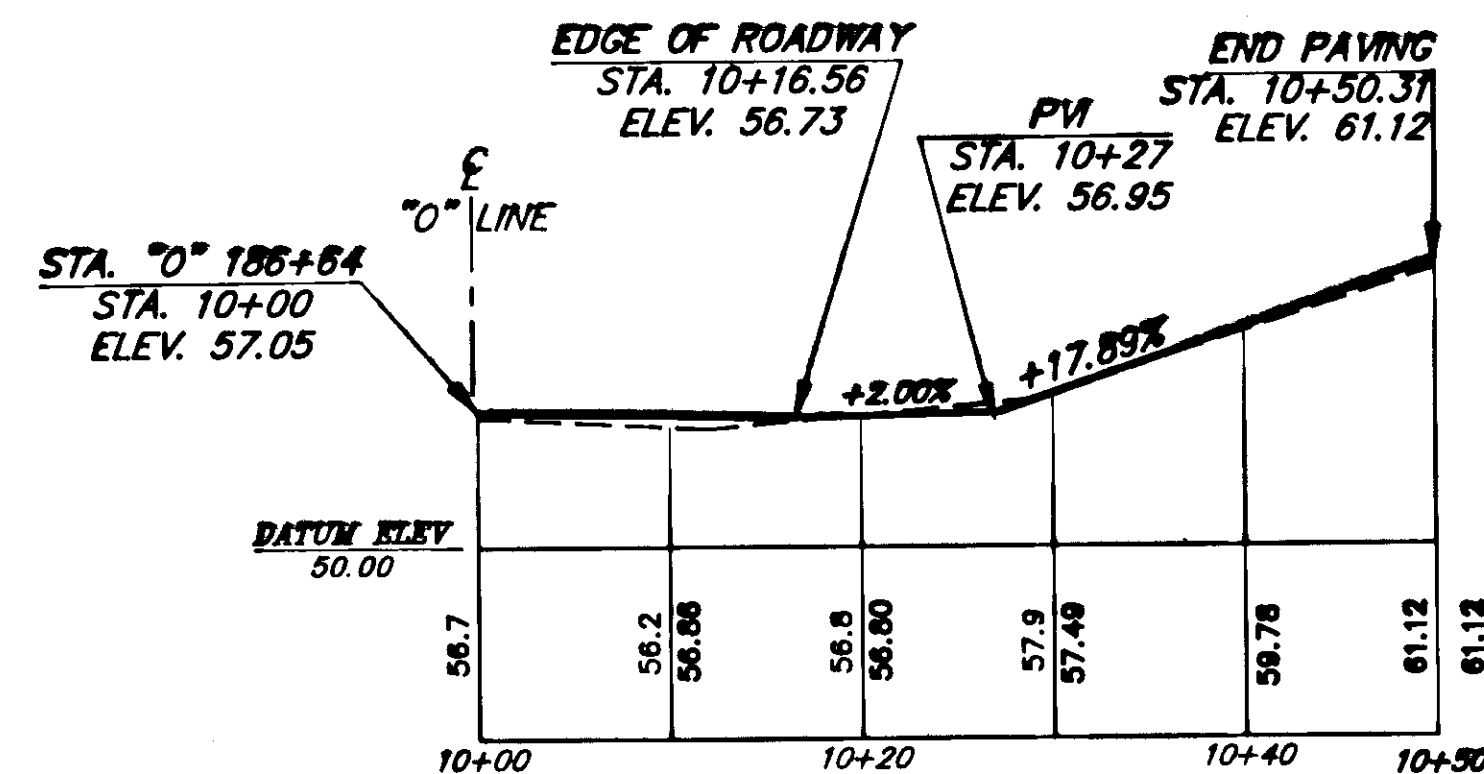
"O" 167+17, LT.



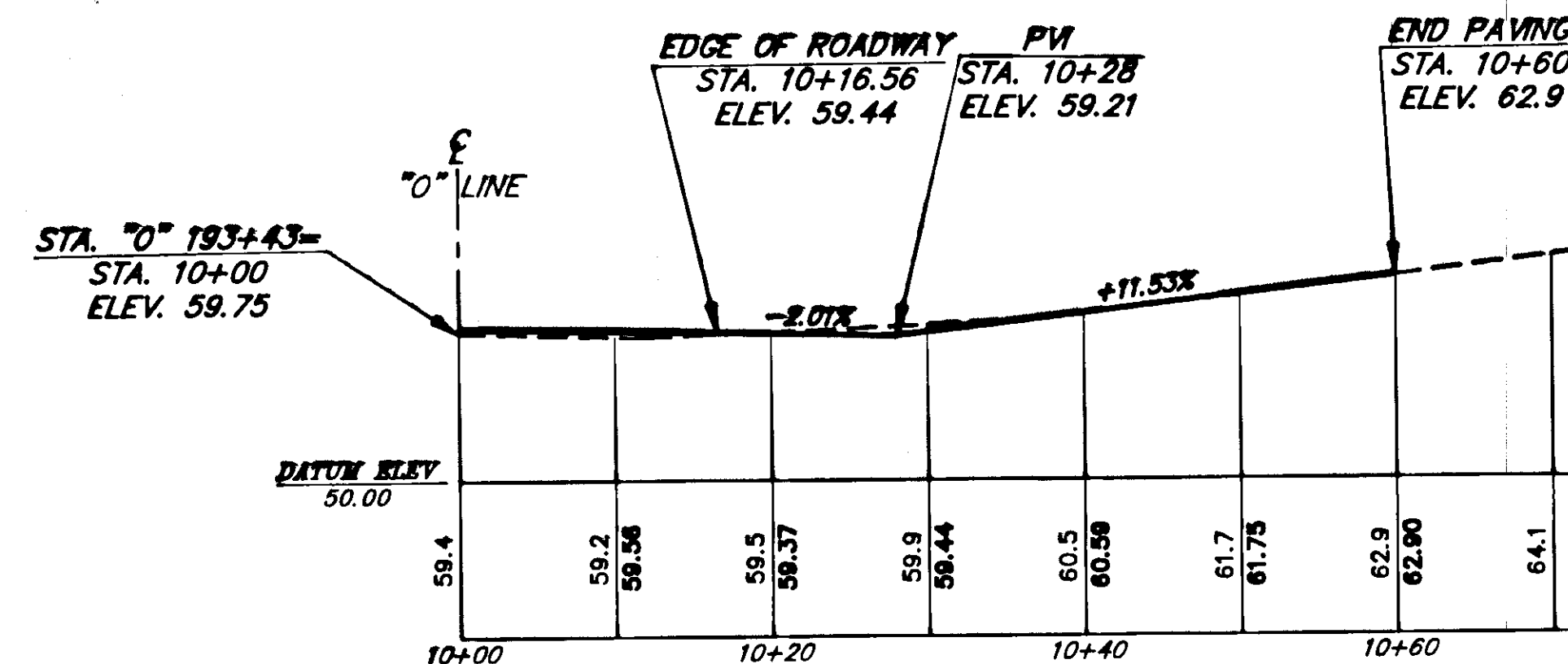
"O" 171+70, LT.



"O" 173+43, LT.



"O" 186+64, LT.



"O" 193+43, LT.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

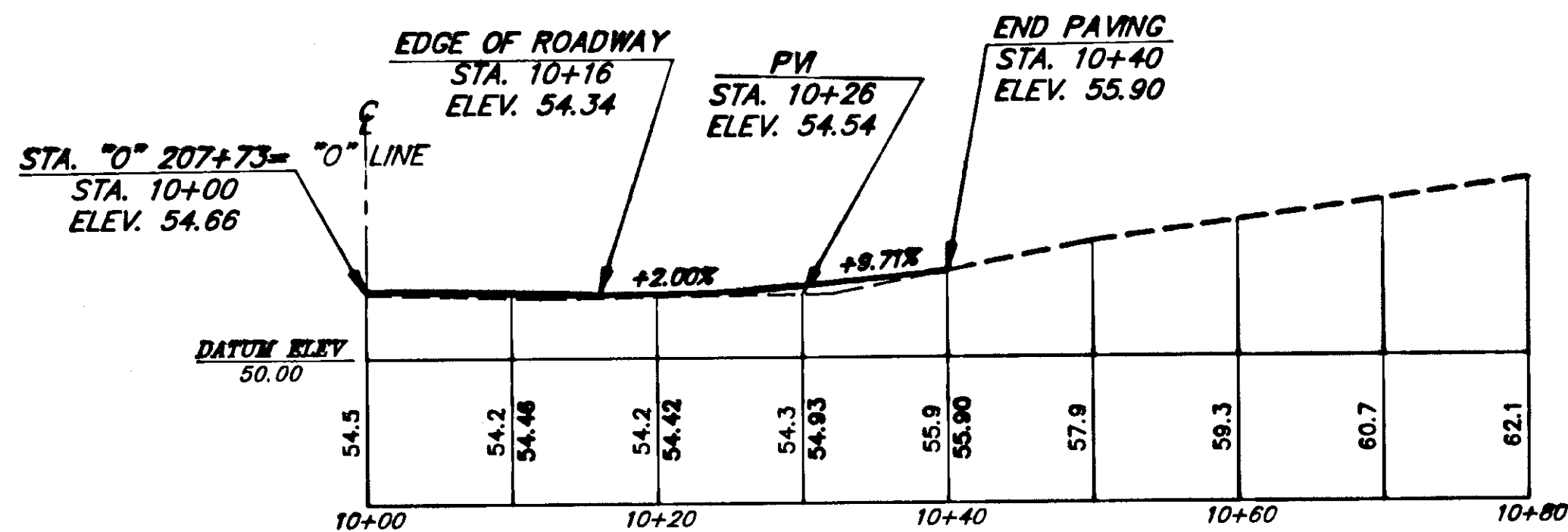
Alaska

DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/C.S.A.
CHECKED BY: D. Doerflinger

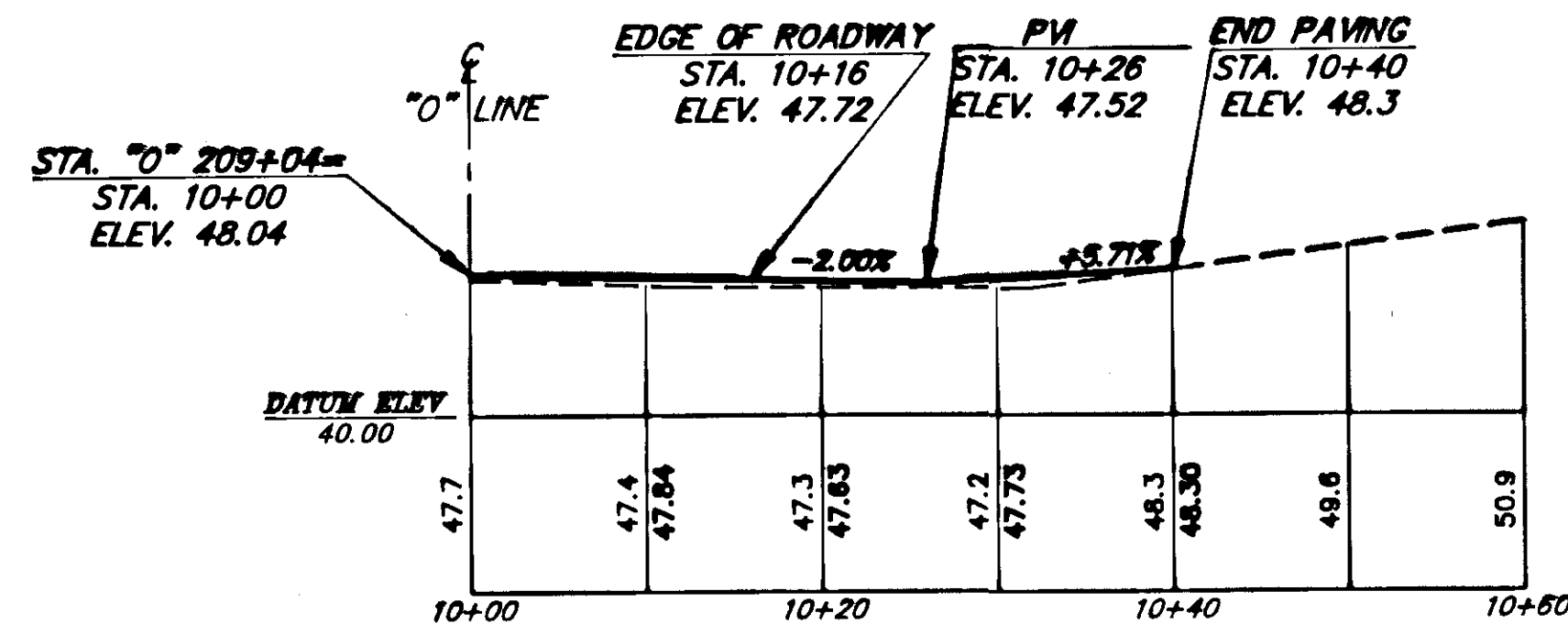
PROJECT NO. 70265
DATE: 9/91
SHEET 35 OF 52



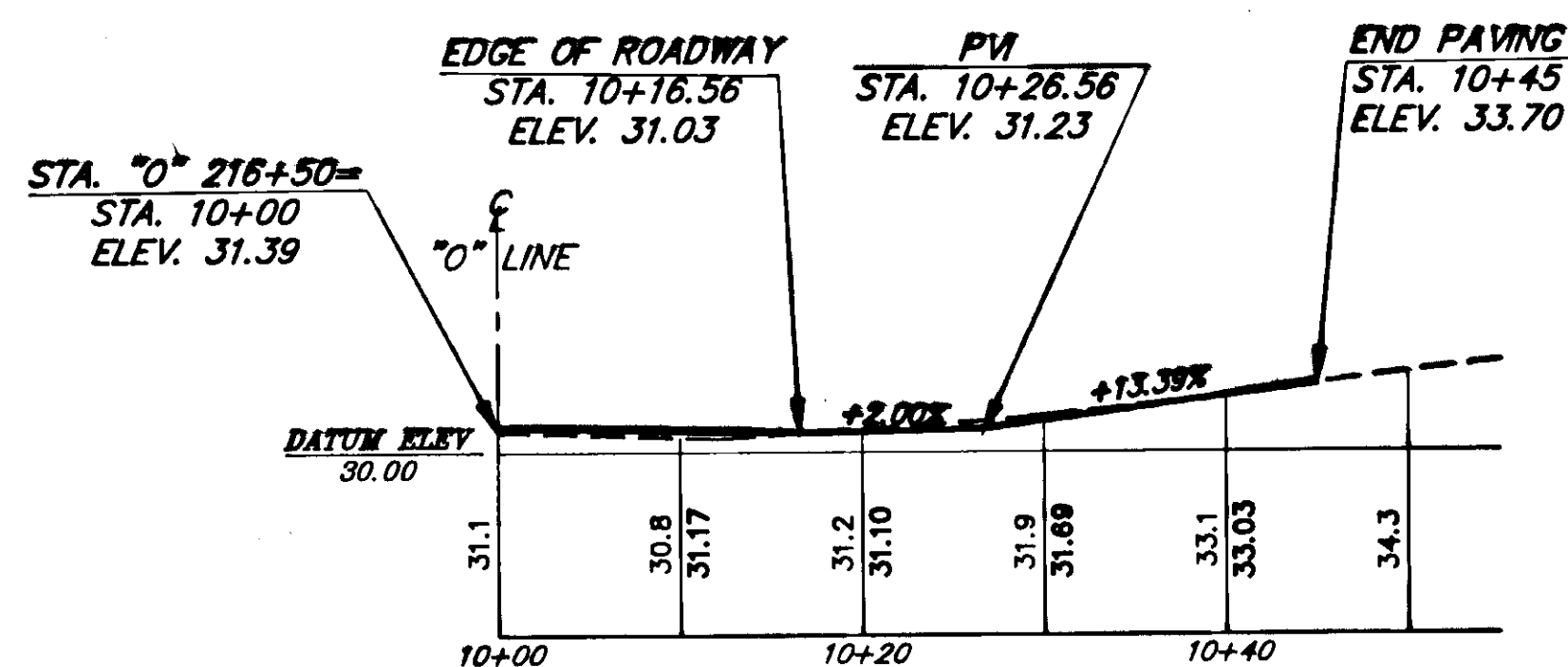
APPROACHES—"O" 159+31 TO "O" 193+43



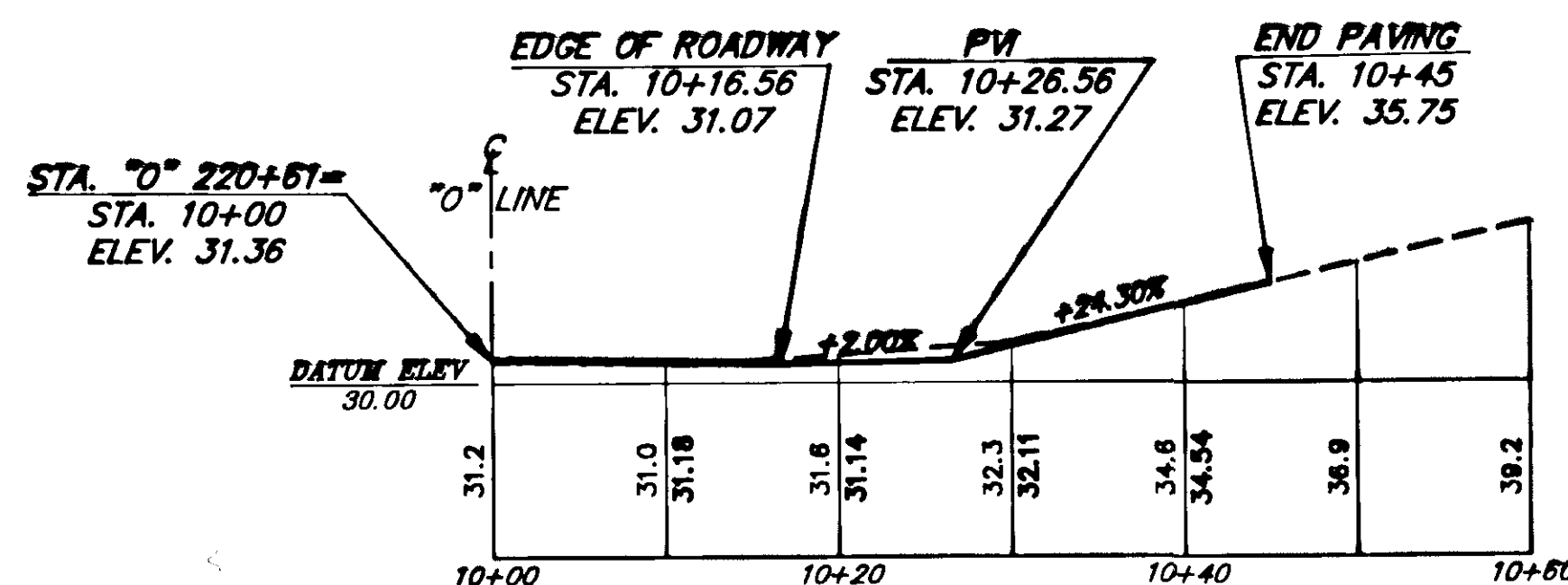
"O" 207+73, LT.



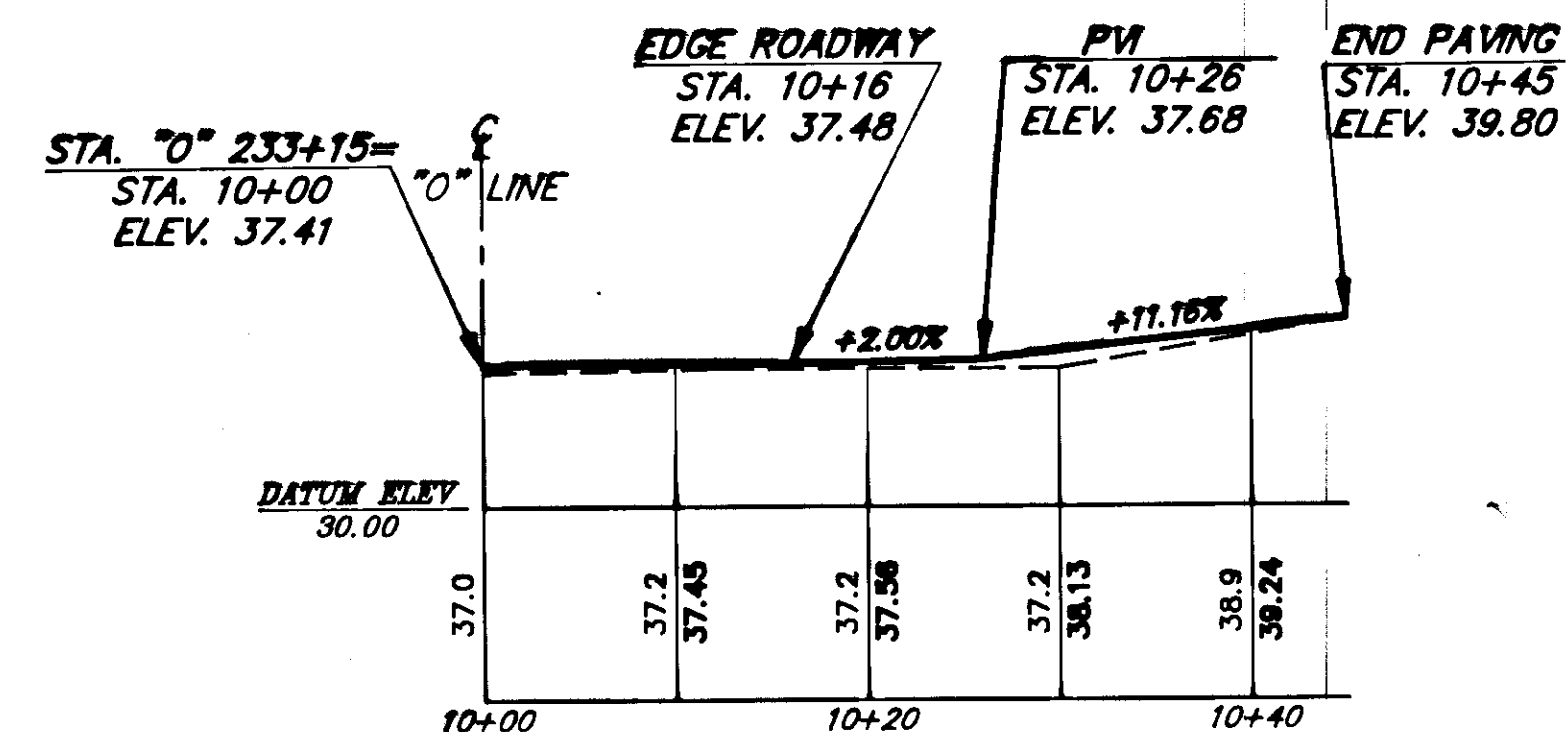
"O" 209+04, LT.



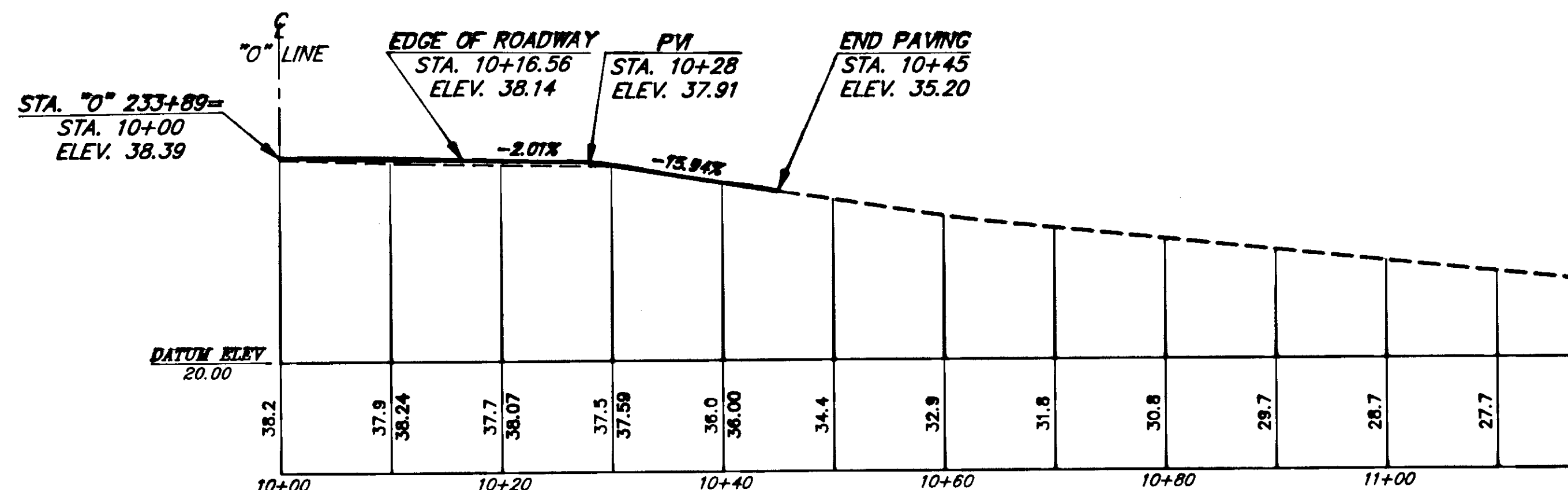
"O" 216+50, LT.



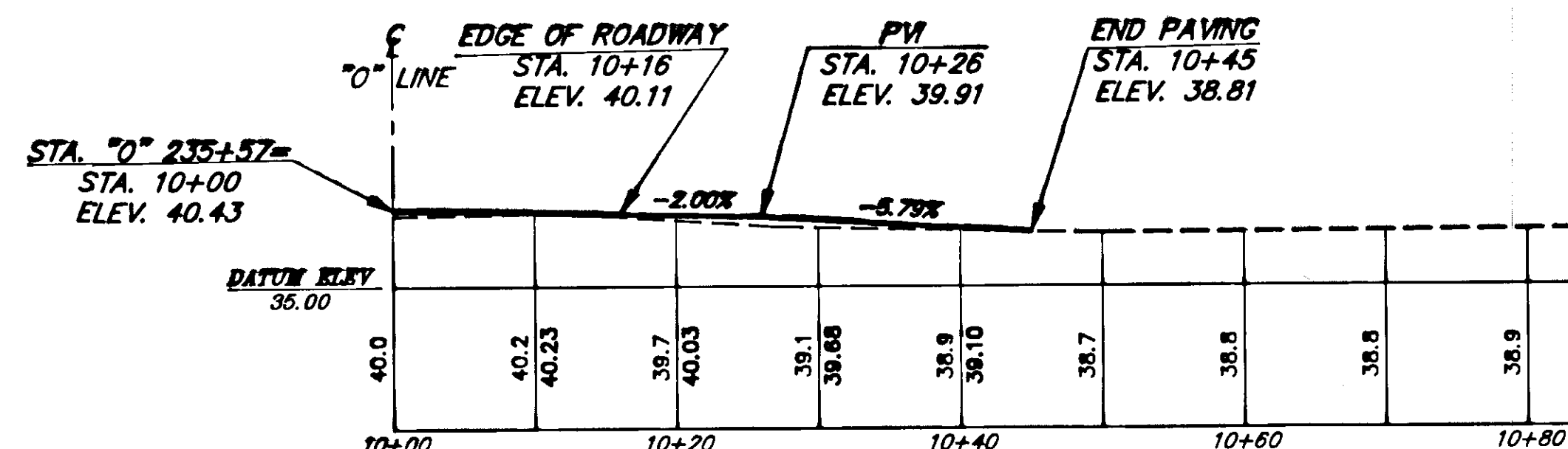
"O" 220+61, LT.



"O" 233+15, LT.



"O" 233+89, RT.



"O" 235+57, RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

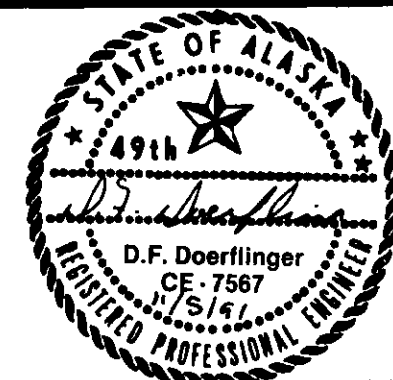
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

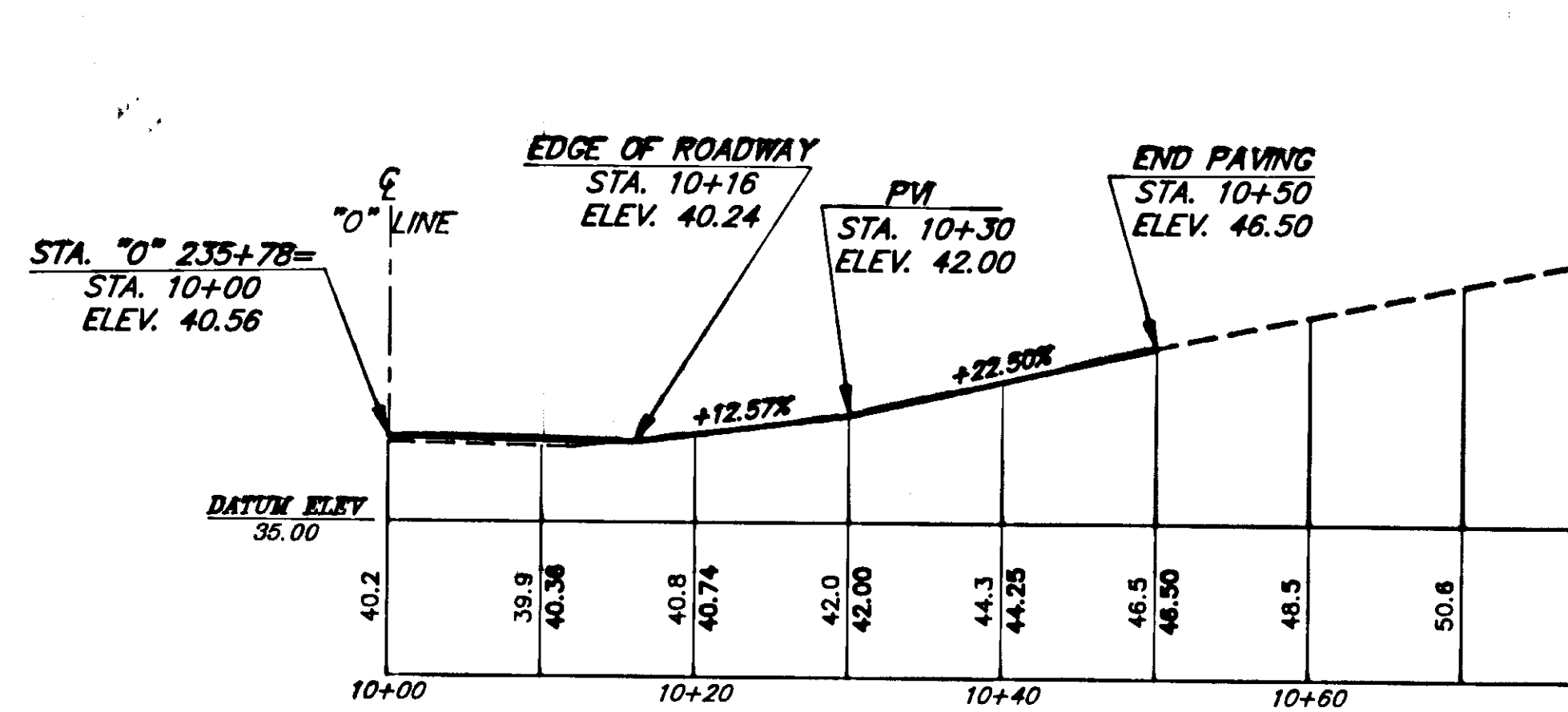
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

Alaska

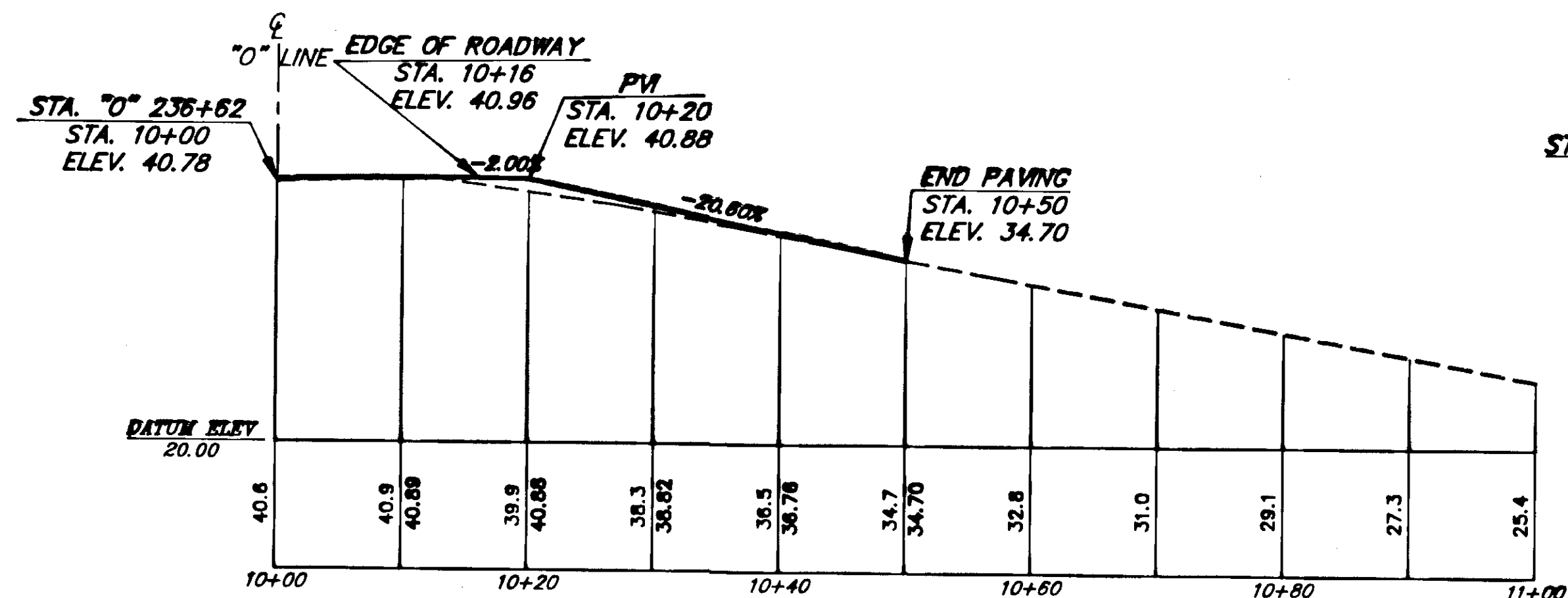
DESIGNED BY:	D. Saldivar	PROJECT NO.	70265
DRAWN BY:	AutoCad/C.S.A.	DATE:	9/91
CHECKED BY:	D. Doerflinger	SHEET	36 OF 52



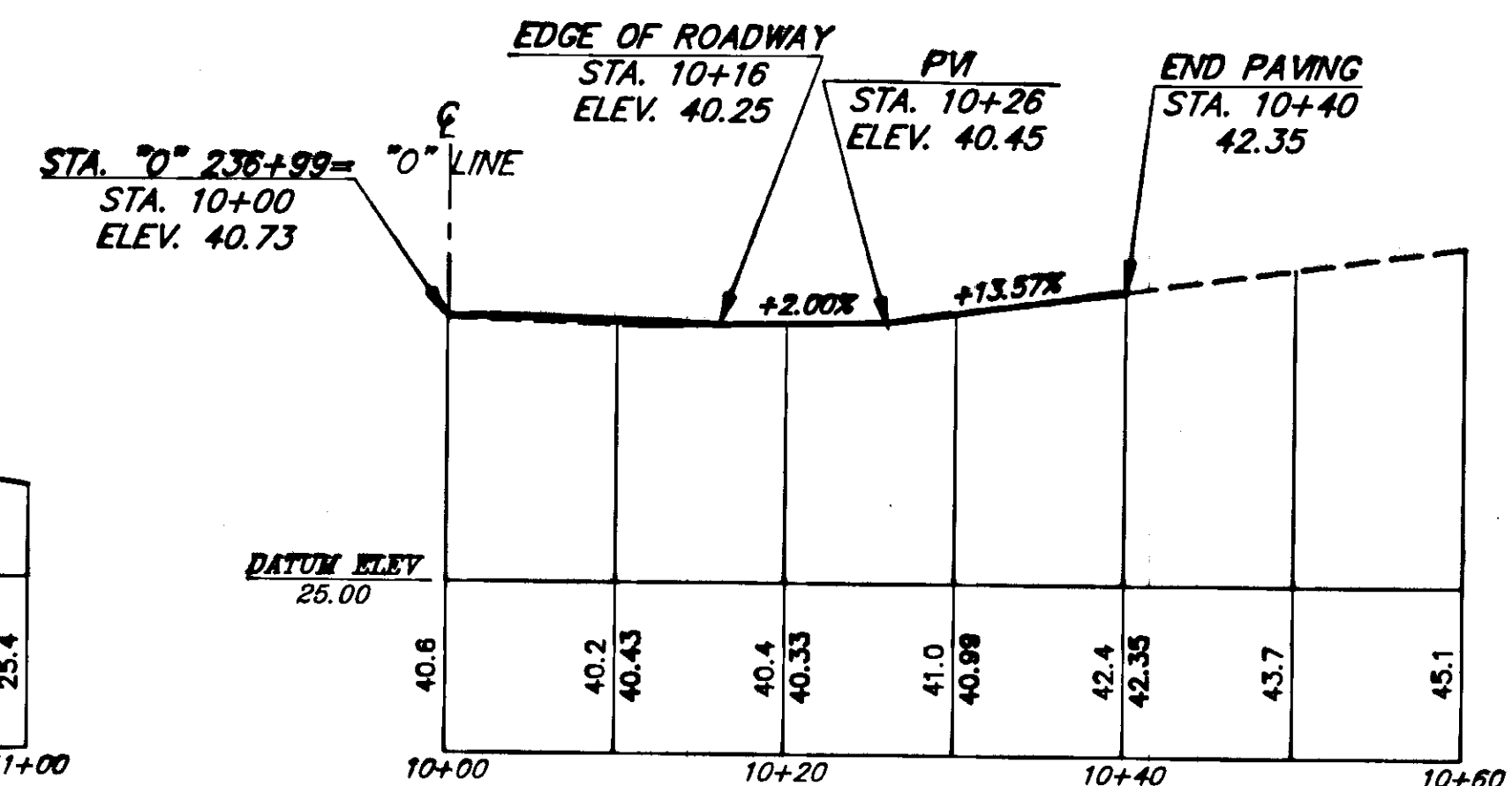
APPROACHES-"O" 207+73 TO "O" 235+57



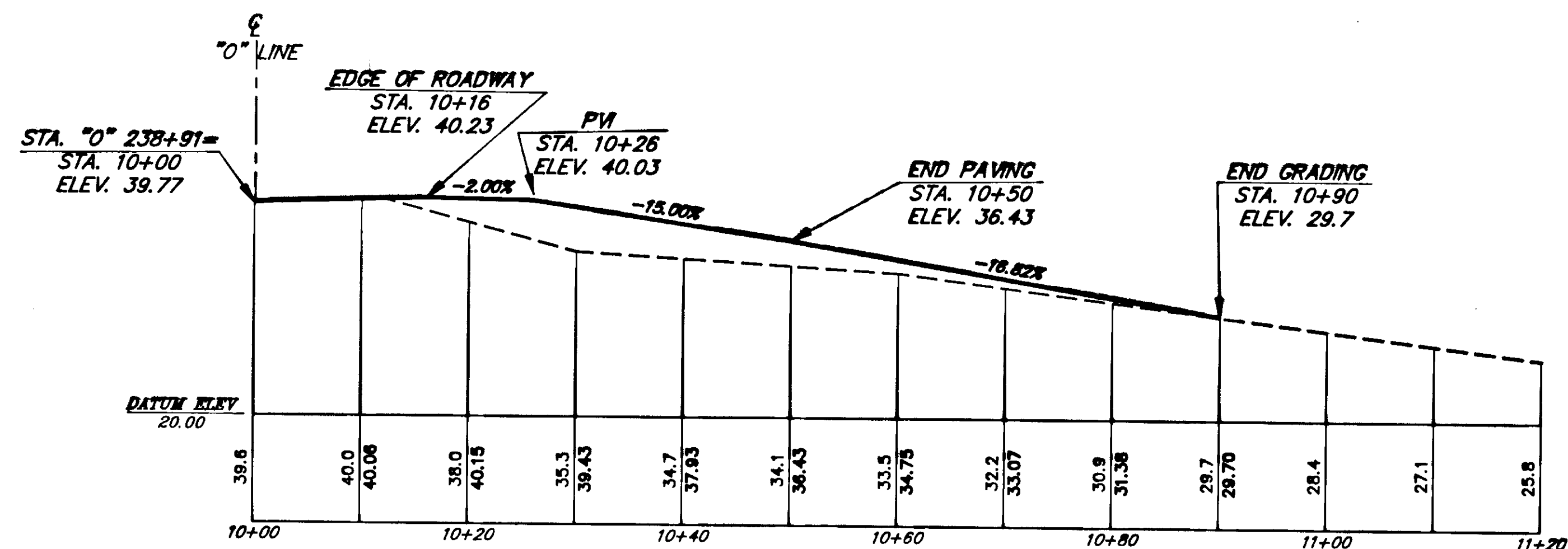
"0" 235+78, LT.



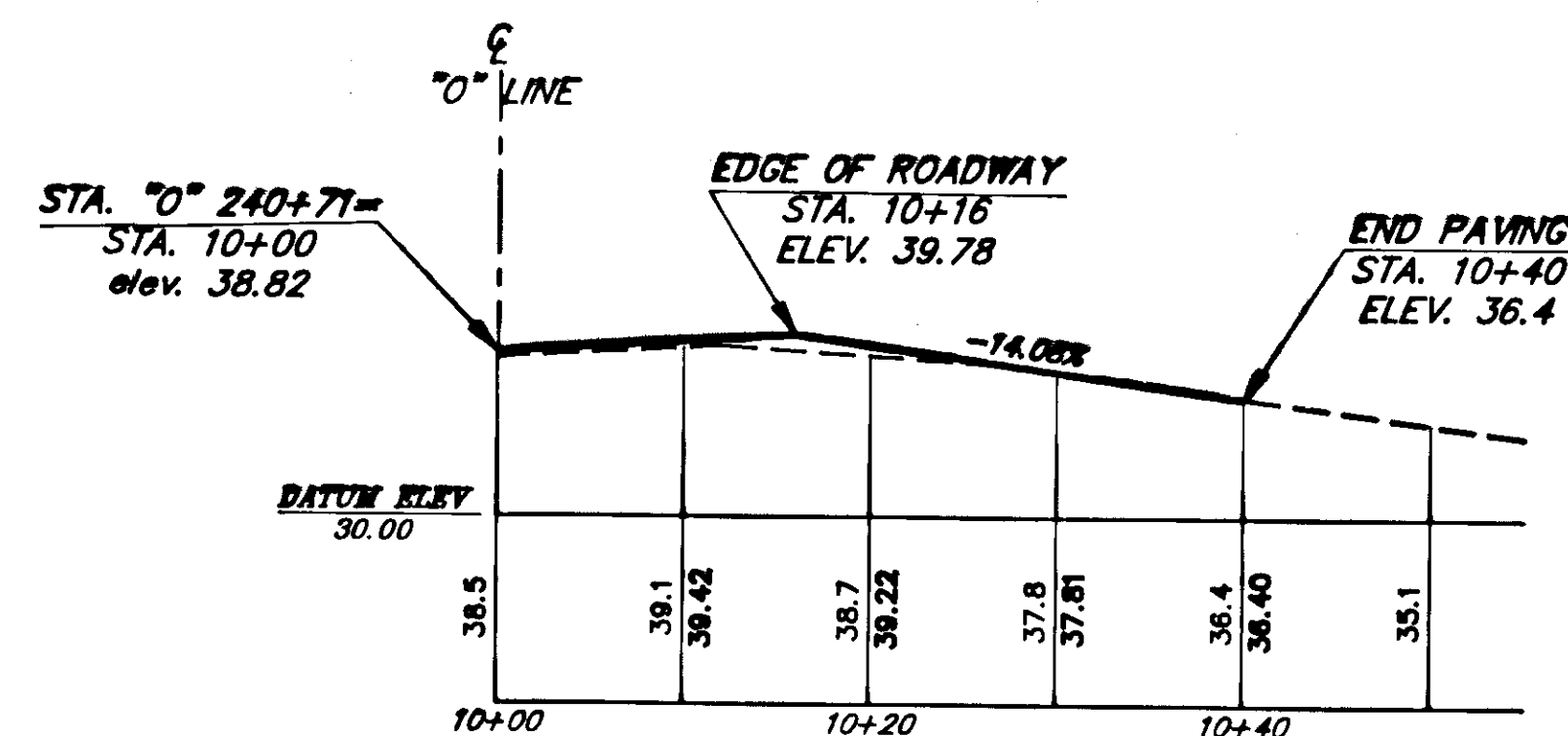
"0" 236+62, RT.



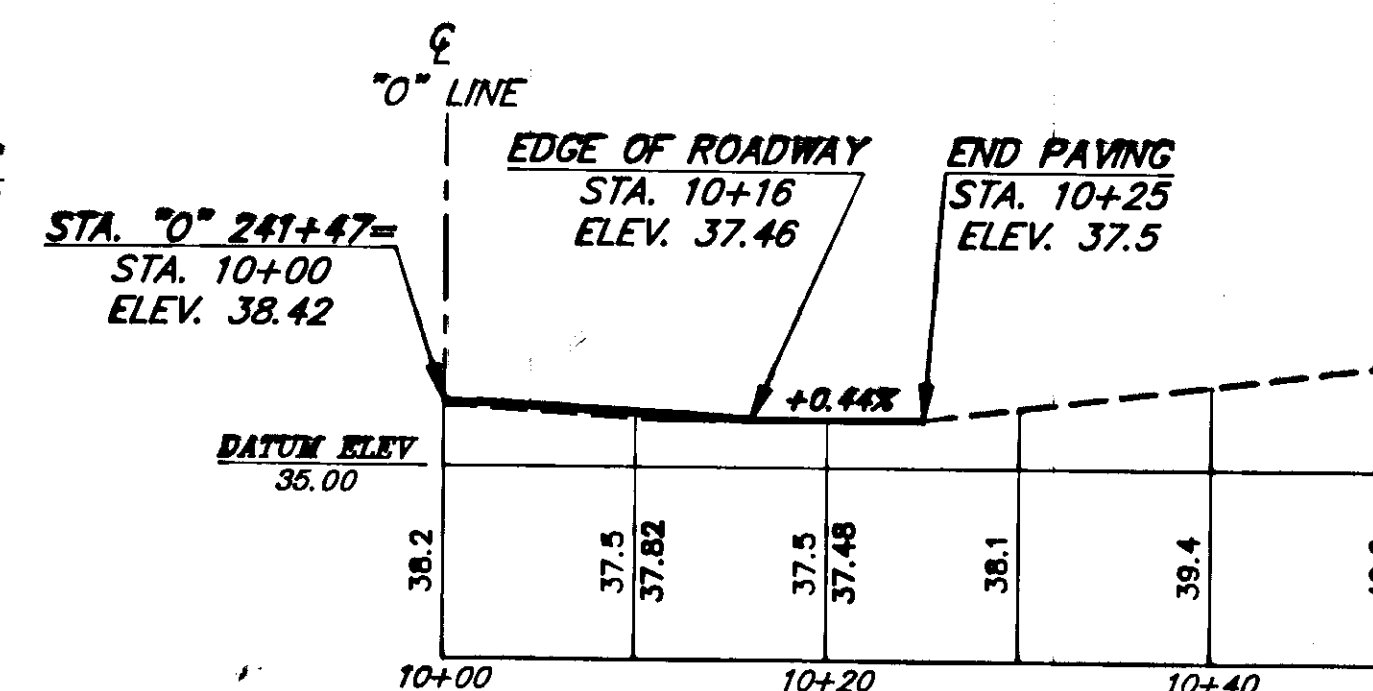
"0" 236+99, LT.



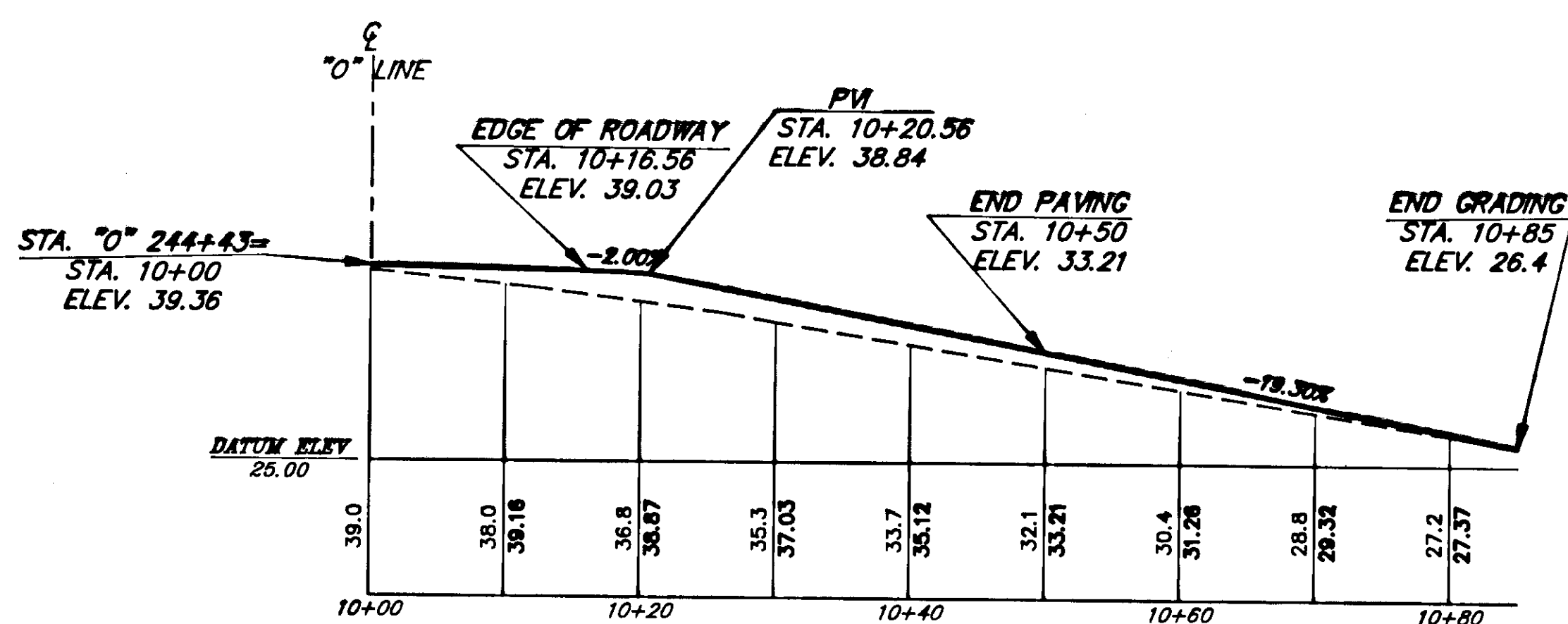
"0" 238+91, RT.



"0" 240+71, RT.



"0" 241+47, LT.



"0" 244+43, RT.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

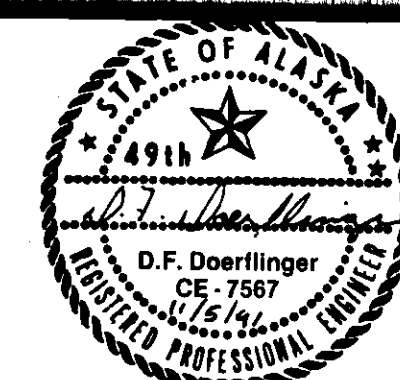
Petersburg

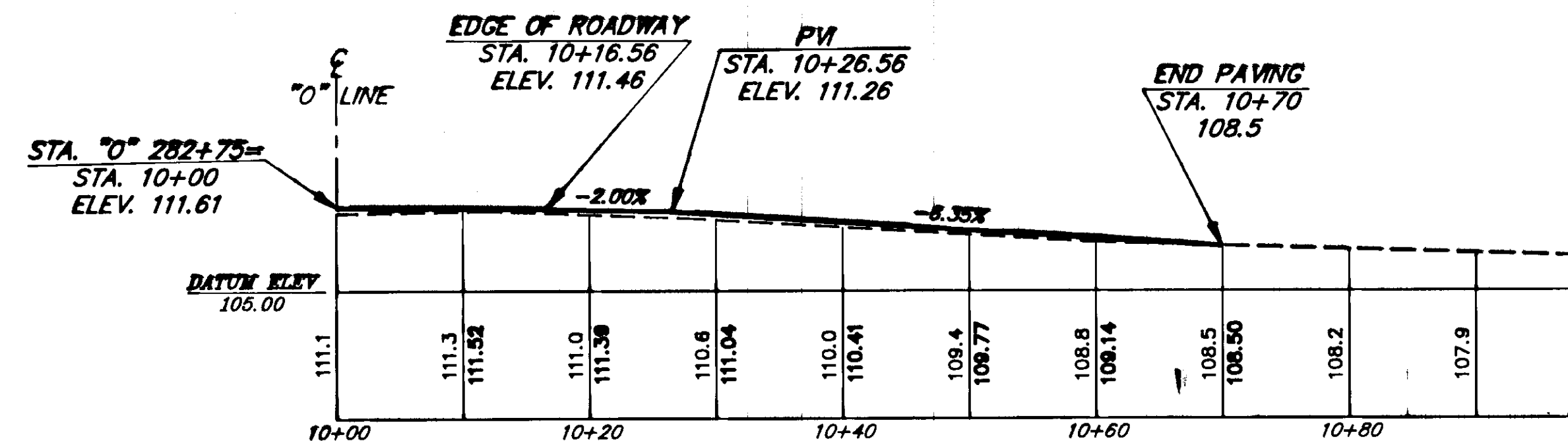
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

Alaska

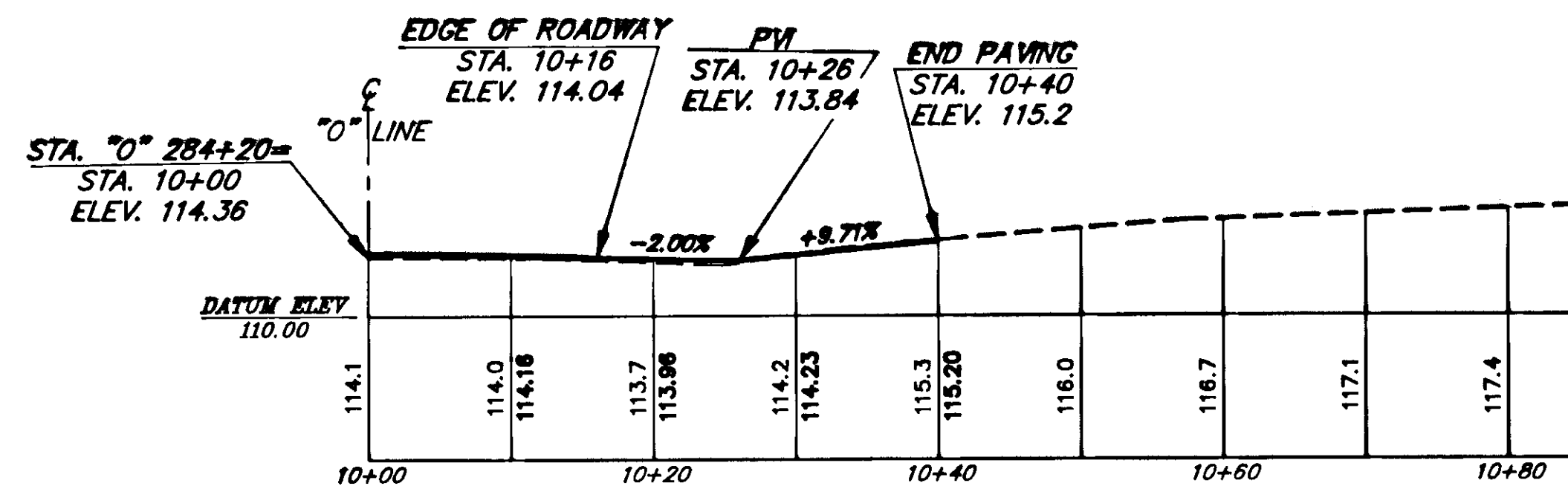
APPROACHES—"0" 235+78 TO "0" 245+70

DESIGNED BY:	D. Saldivar	PROJECT NO.	70265
DRAWN BY:	AutoCad/C.S.A.	DATE:	9/91
CHECKED BY:	D. Doerflinger	SHEET	37 OF 52

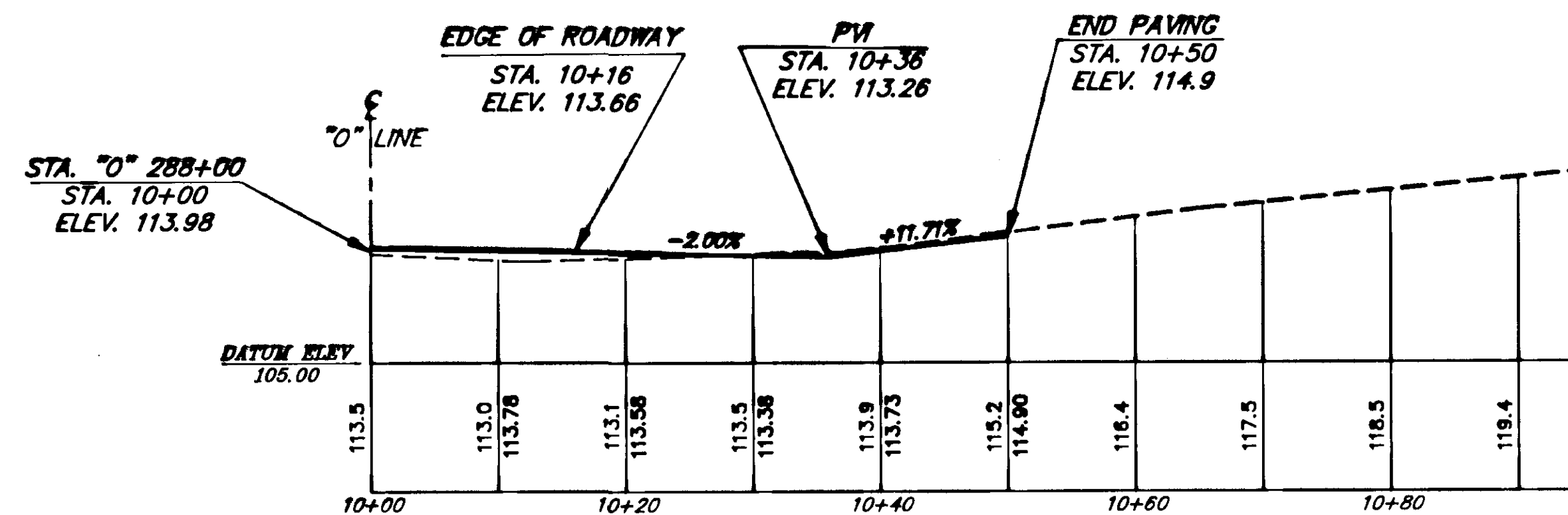




"O" 282+75, RT.



"O" 284+20, LT.



"O" 288+00, LT.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

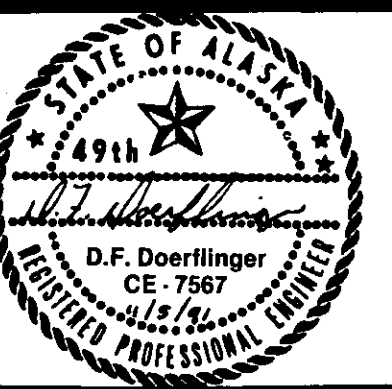
Petersburg

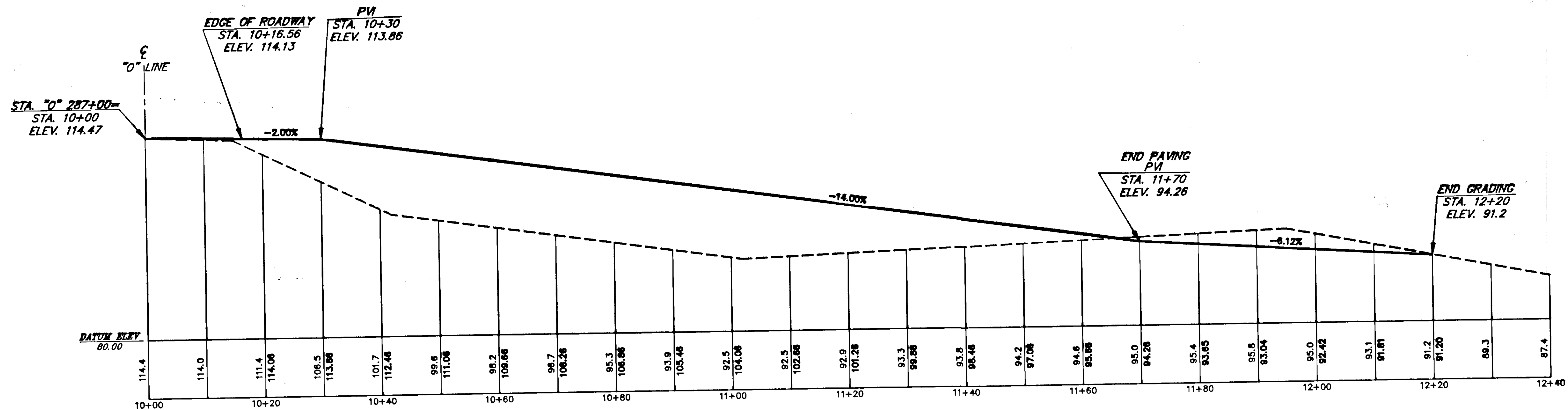
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

Alaska

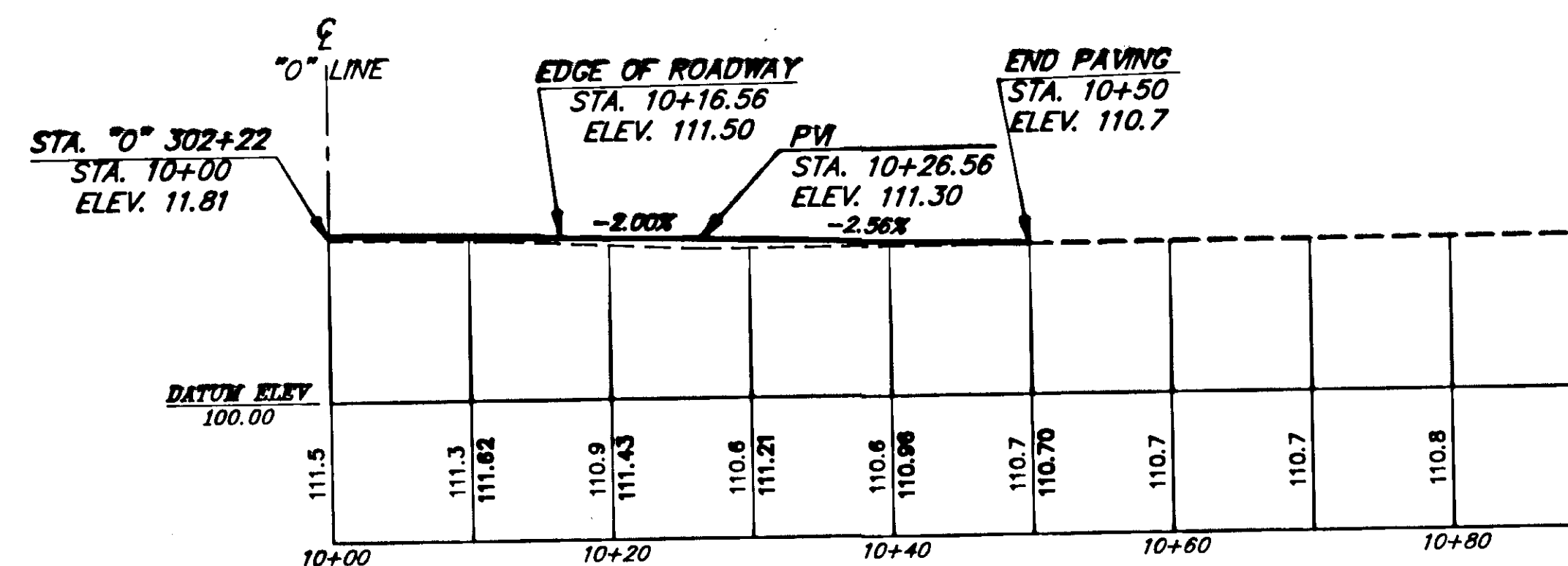
APPROACHES—"O" 252+59 TO "O" 288+00

DESIGNED BY:	D. Saldivar	PROJECT NO.	70265
DRAWN BY:	AutoCad/C.S.A.	DATE:	9/91
CHECKED BY:	D. Doerflinger	SHEET	38 OF 52





STA. "0" 287+00, RT.



"0" 302+22, RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

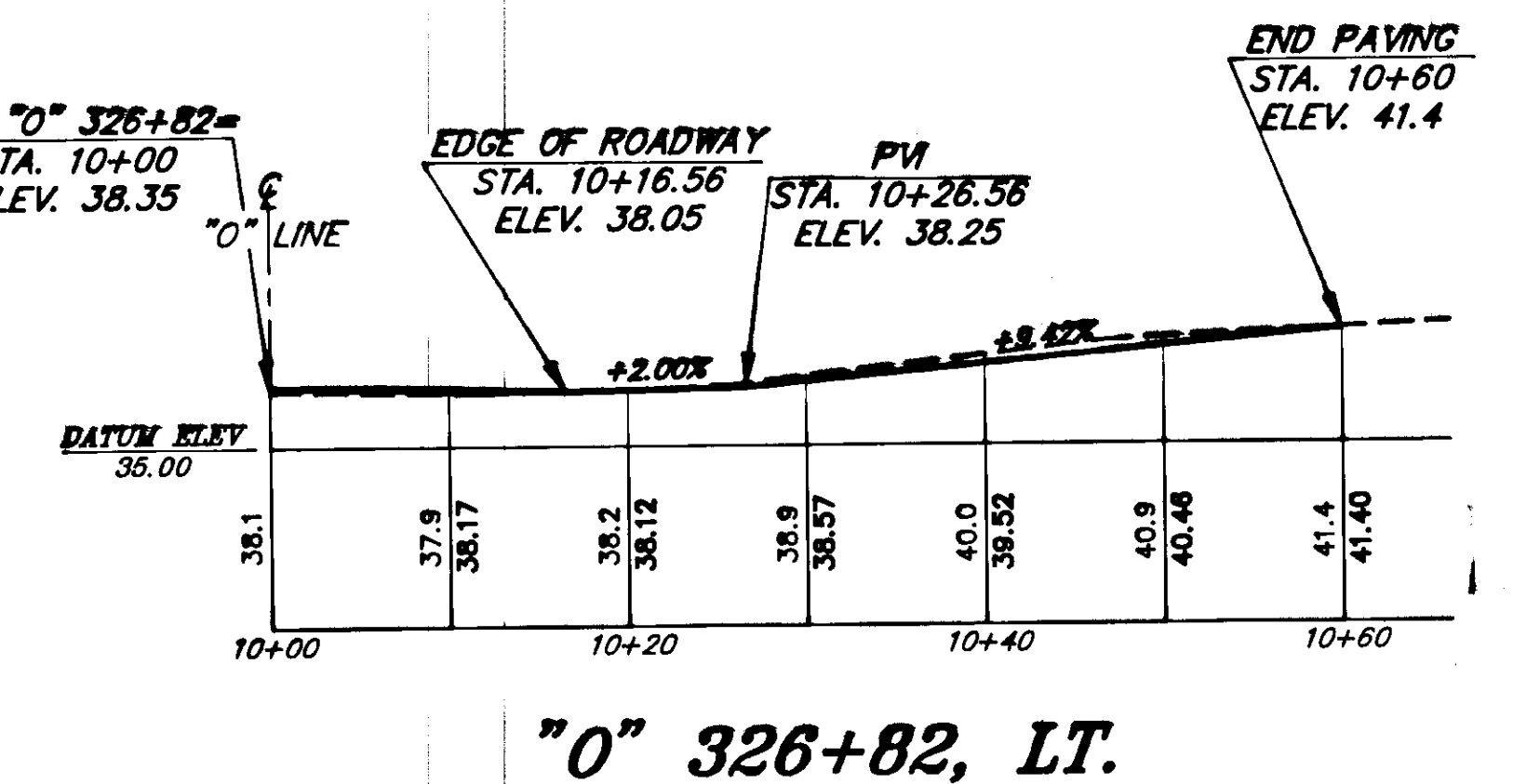
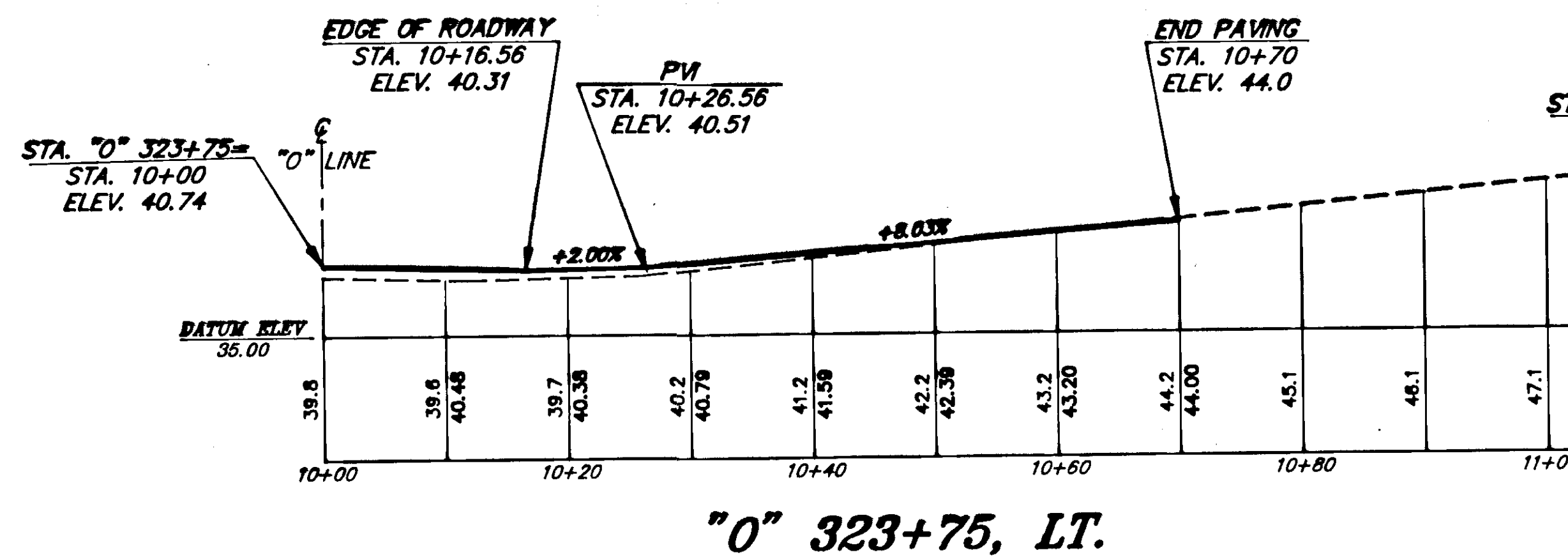
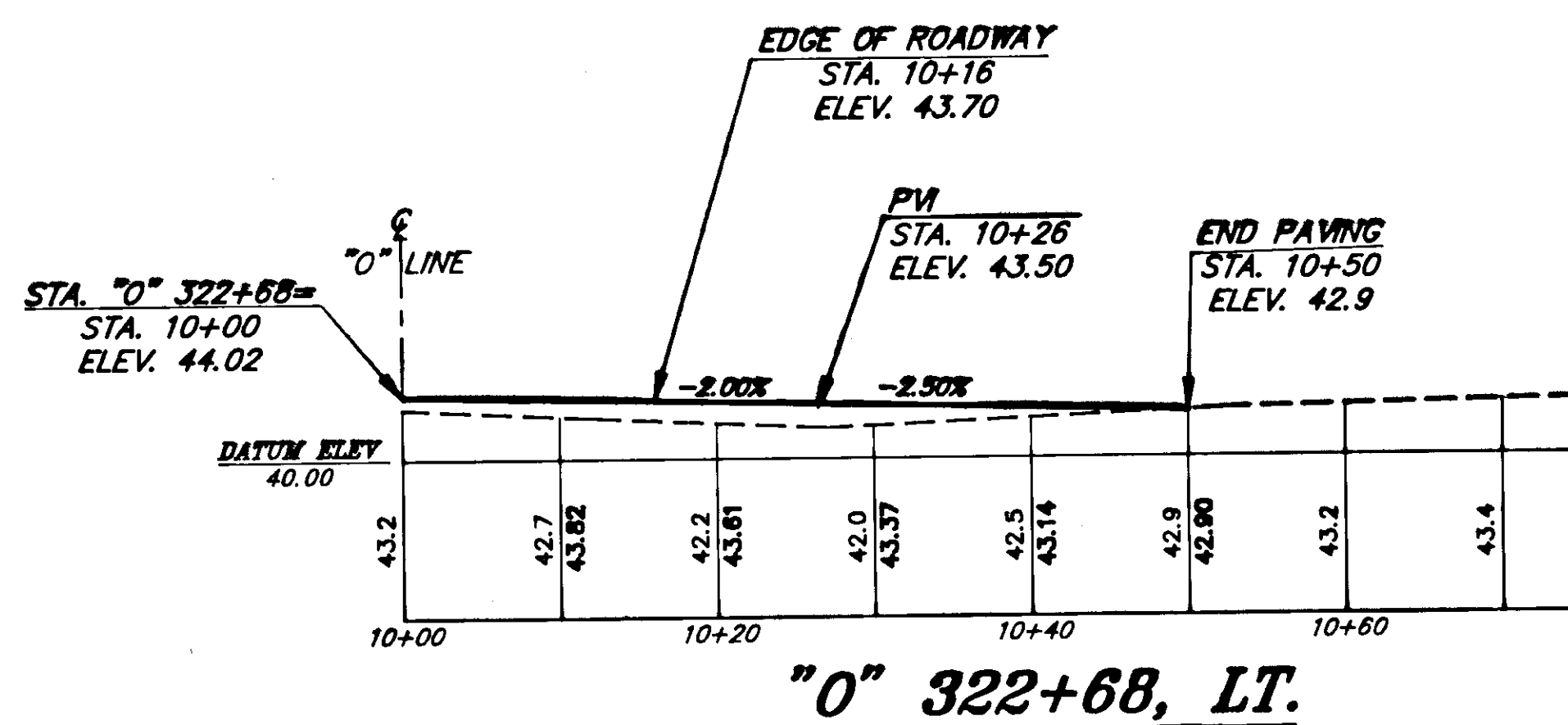
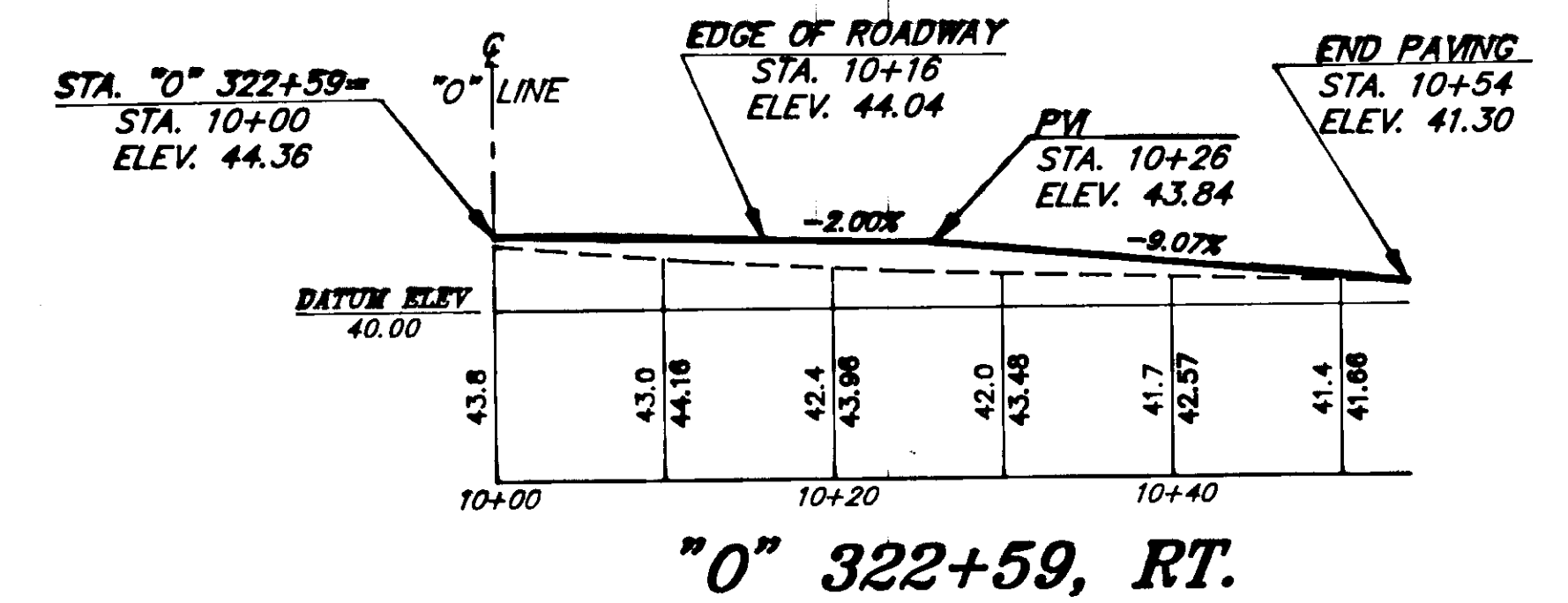
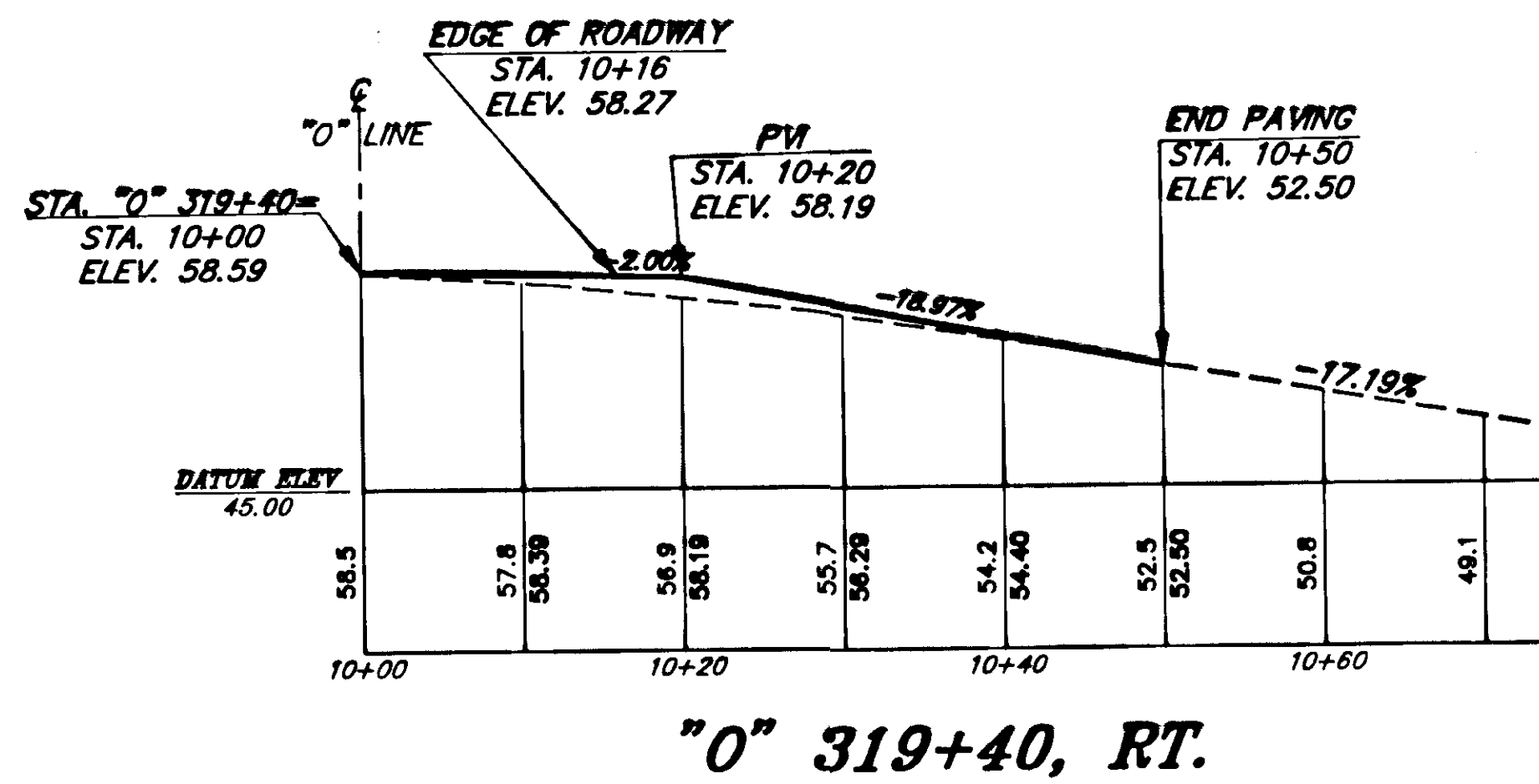
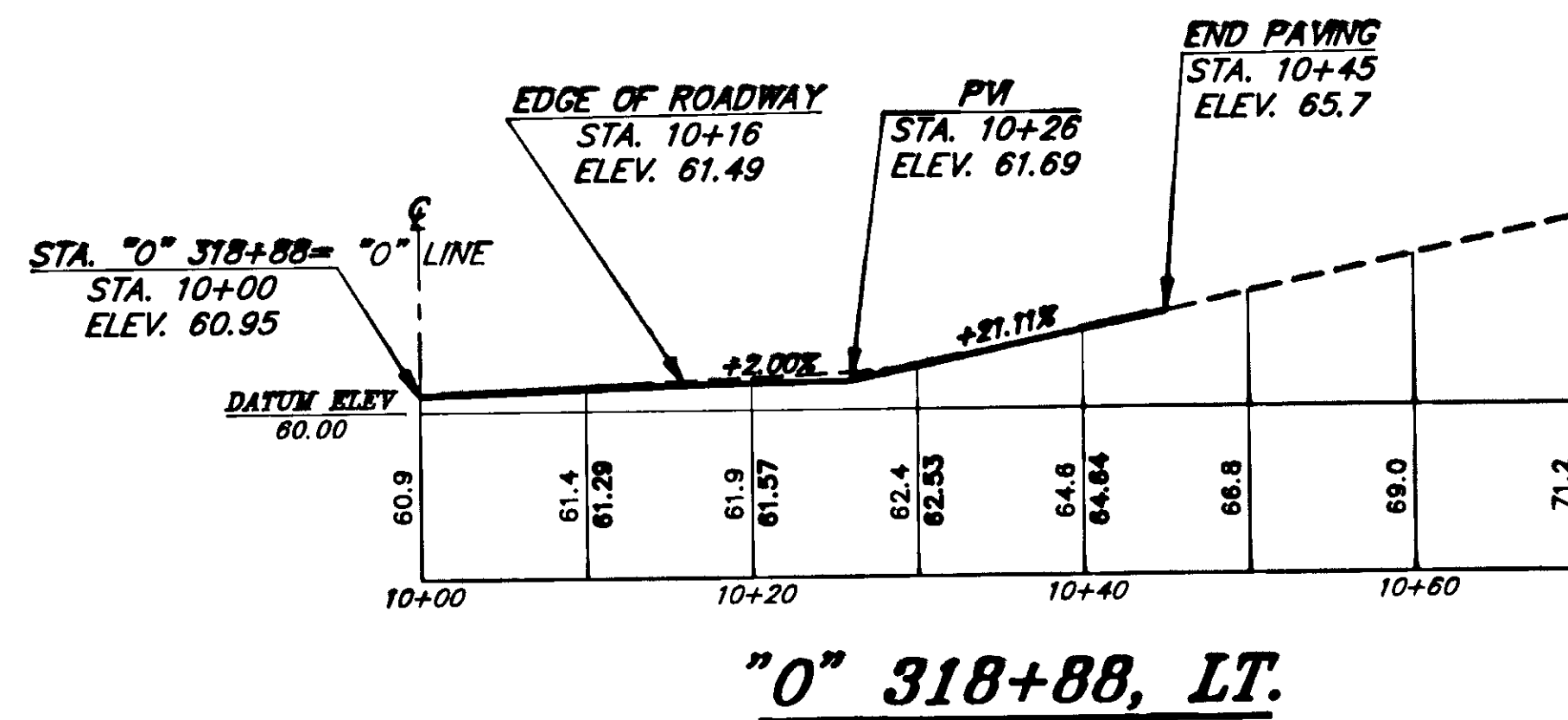
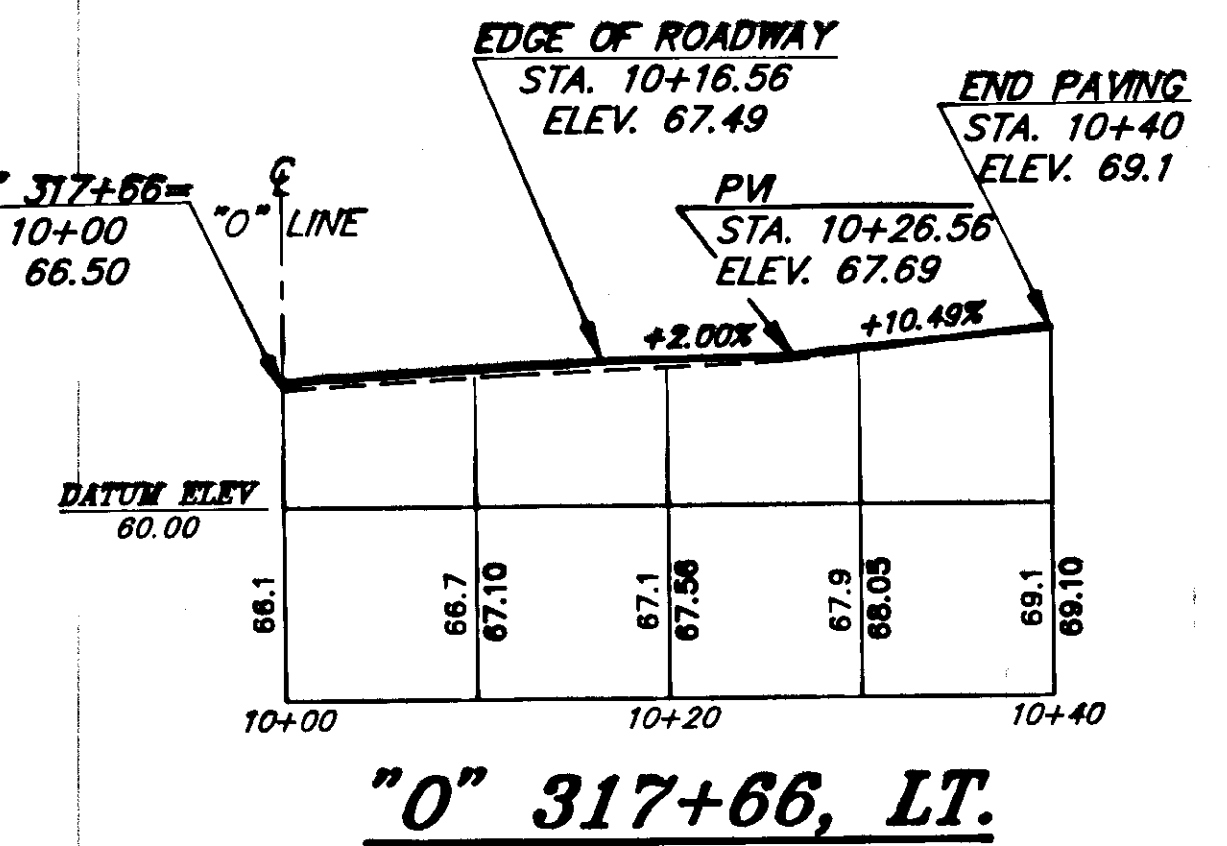
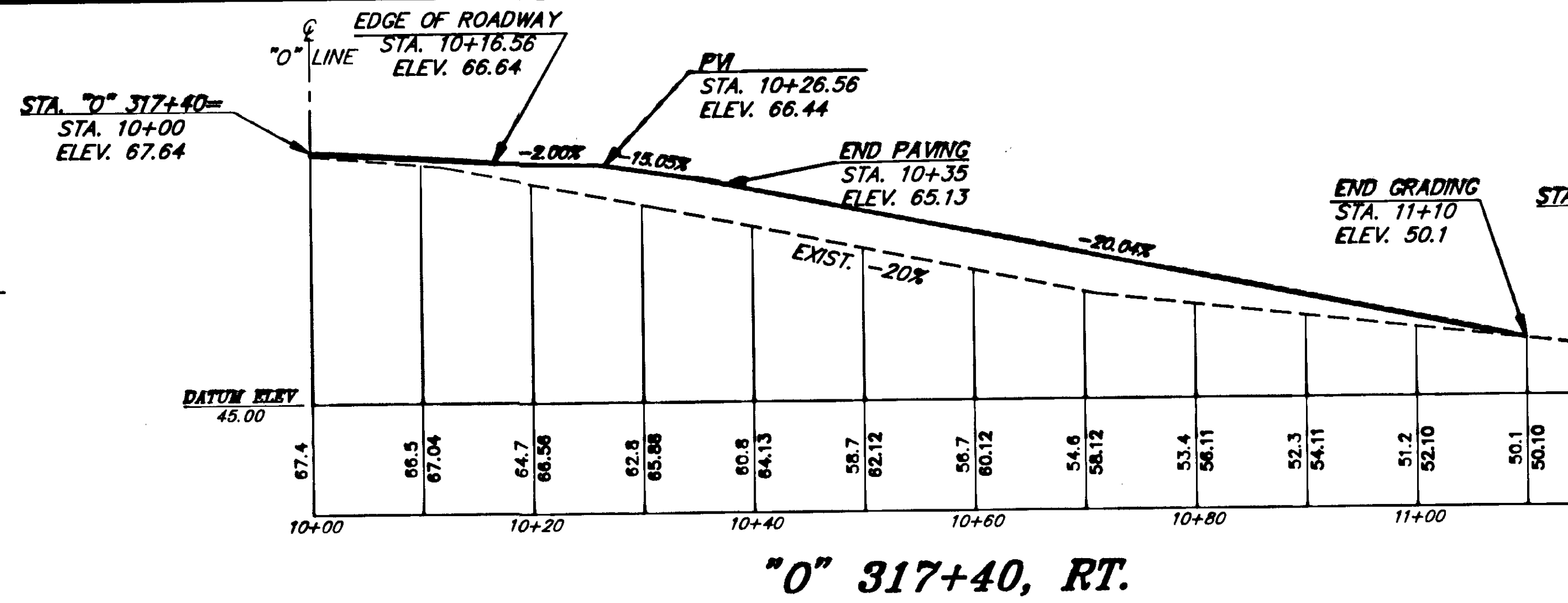
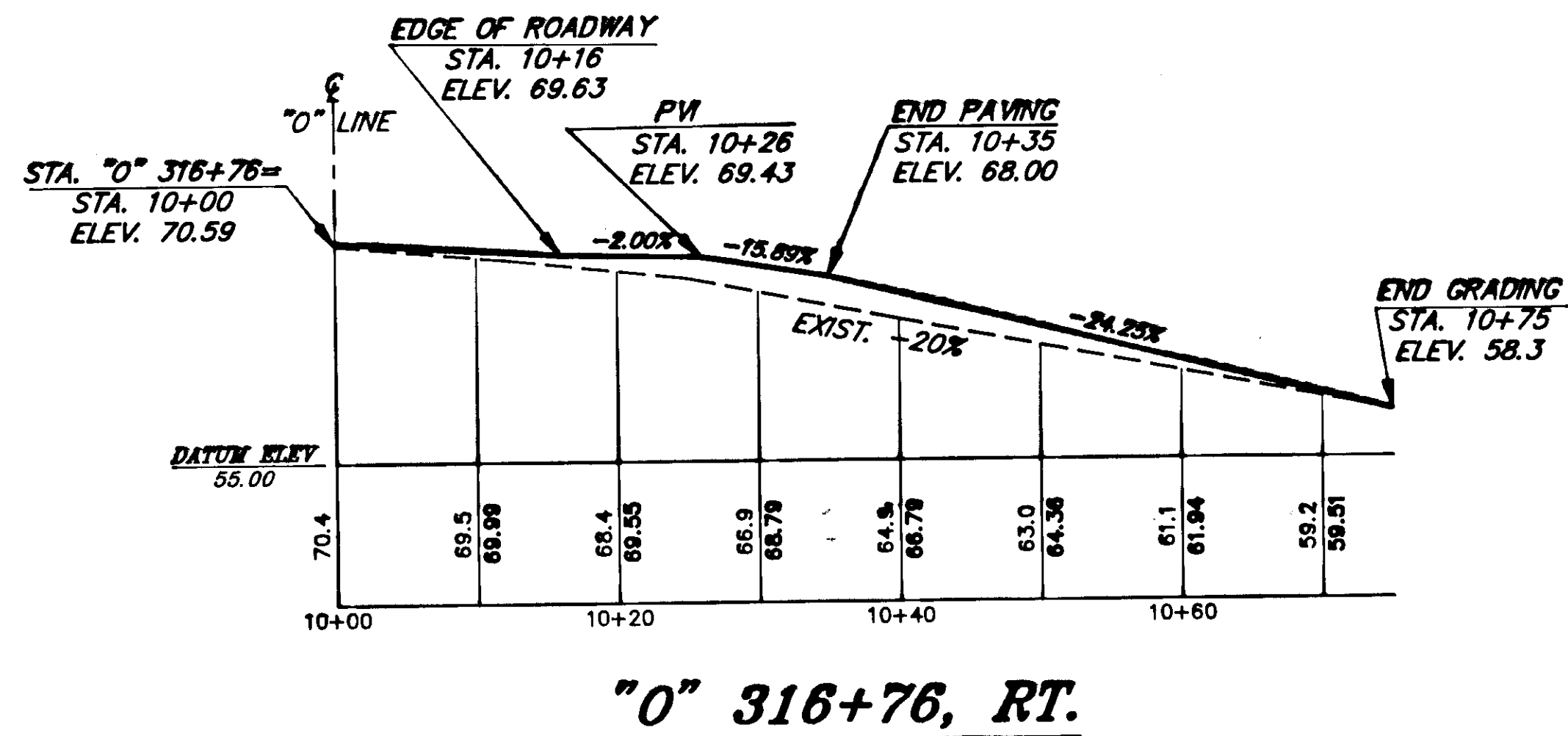
APPROACHES-"0" 287+00 TO "0" 302+22

Alaska

DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/C.S.A.
CHECKED BY: D. Doerflinger

PROJECT NO. 70265
DATE: 9/91
SHEET 39 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

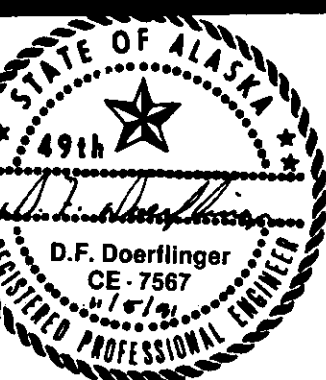
Petersburg

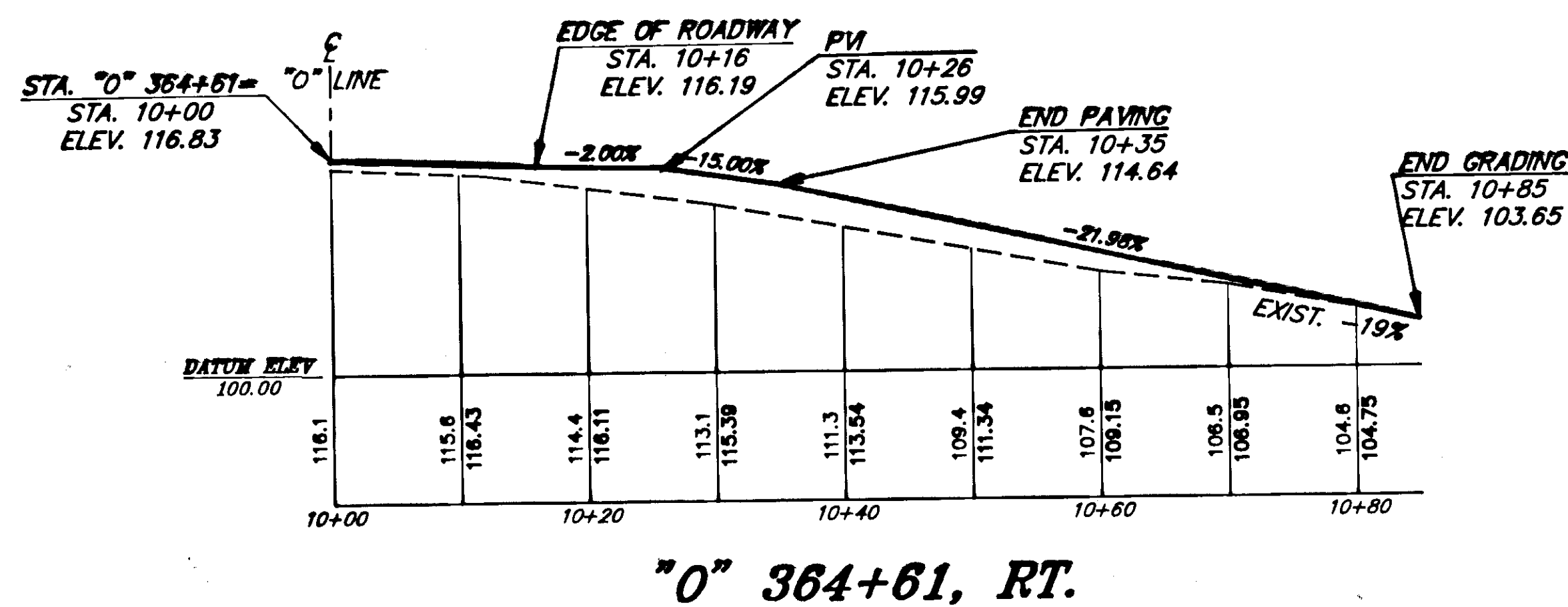
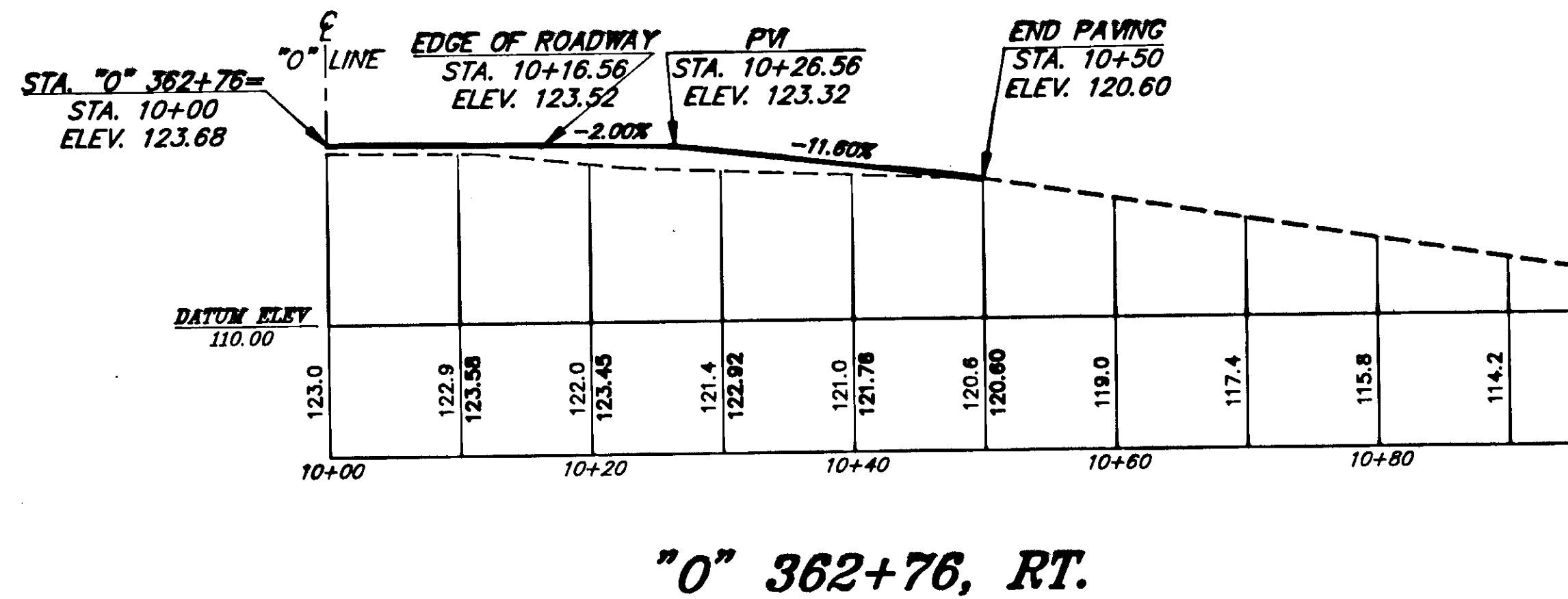
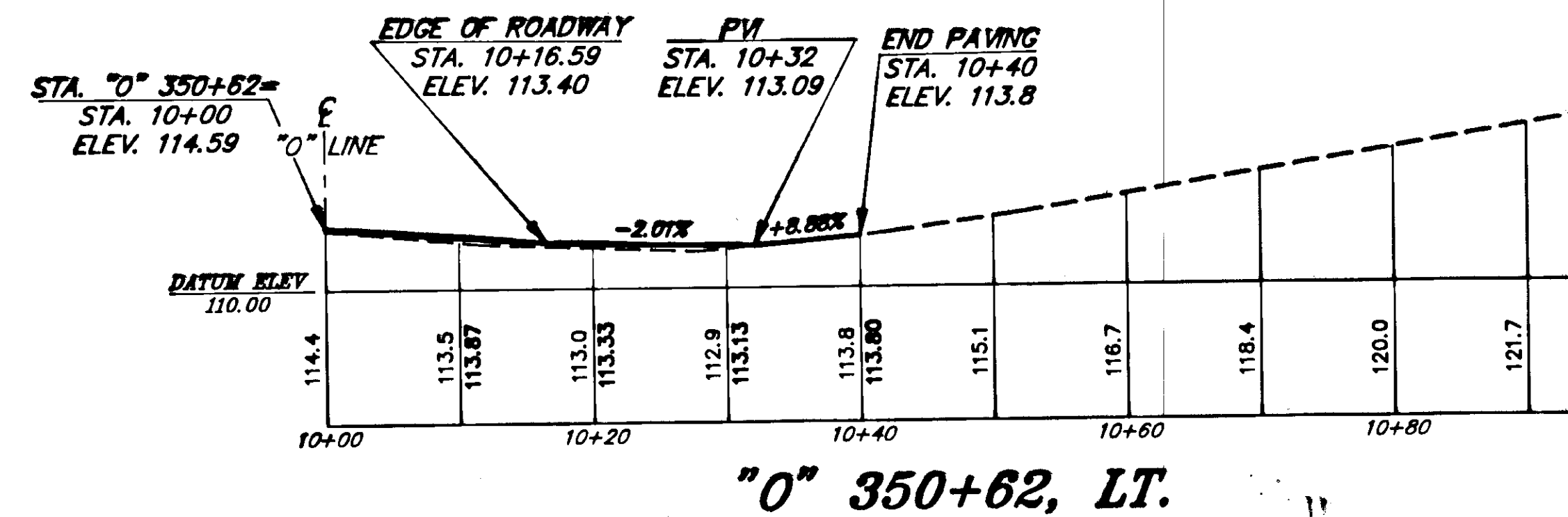
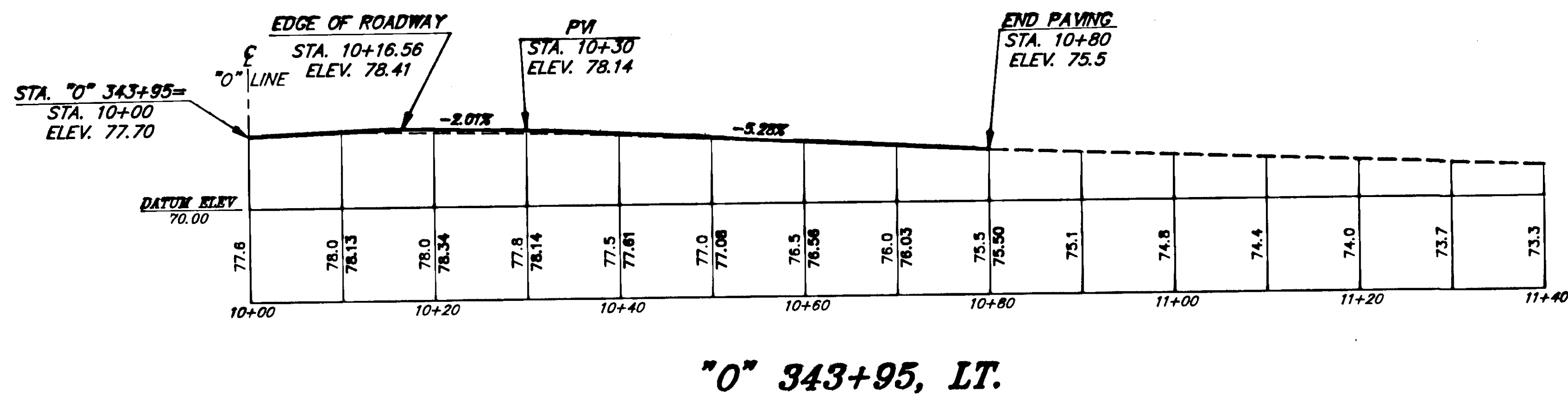
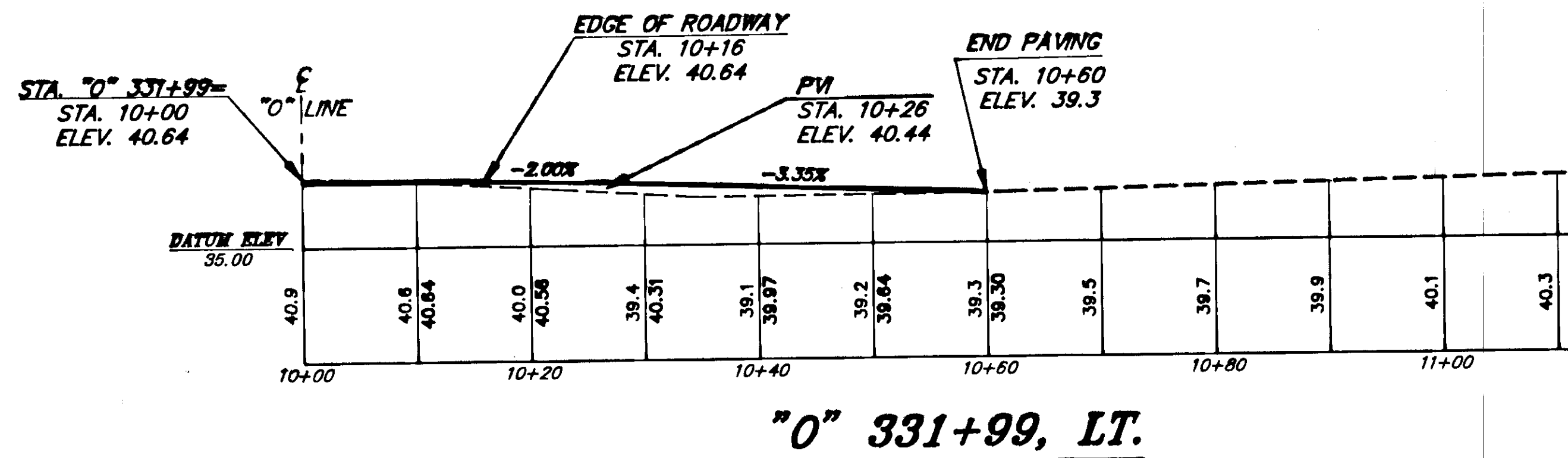
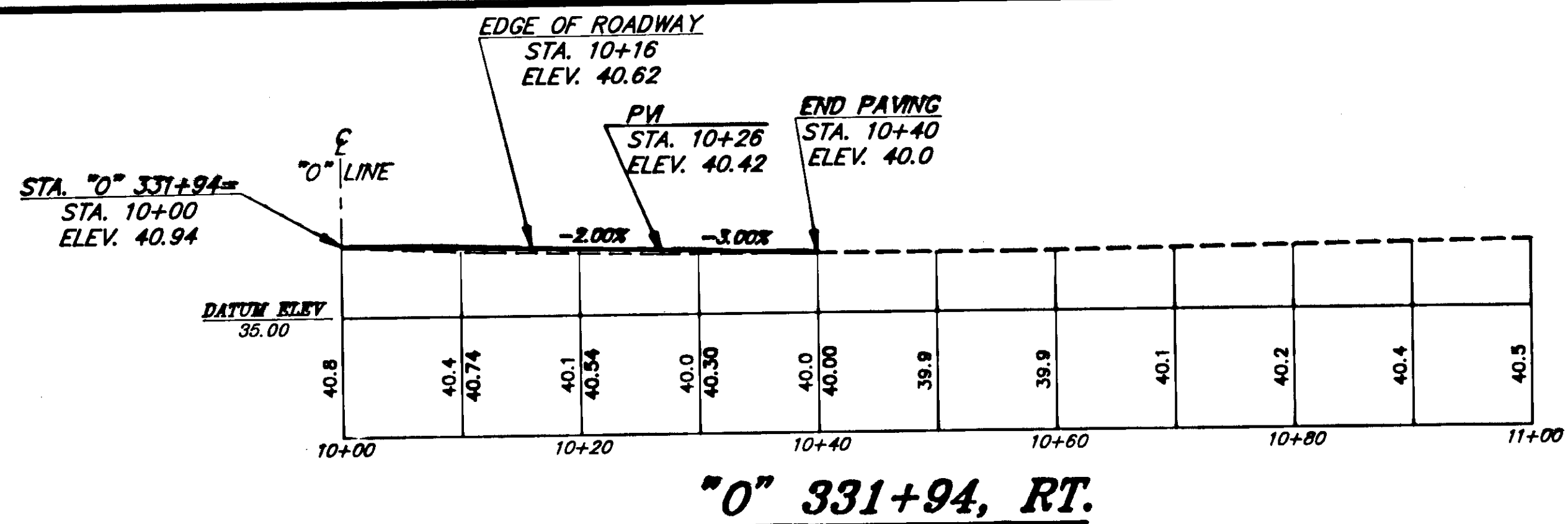
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

APPROACHES-"O" 316+76 TO "O" 326+82

Alaska

DESIGNED BY:	D. Saldivar	PROJECT NO.	70265
DRAWN BY:	AutoCad/C.S.A.	DATE:	9/91
CHECKED BY:	D. Doerflinger	SHEET	40 OF 52





NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

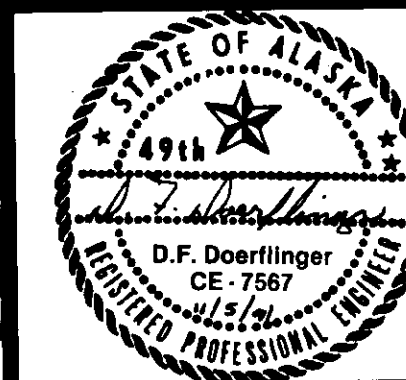
Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

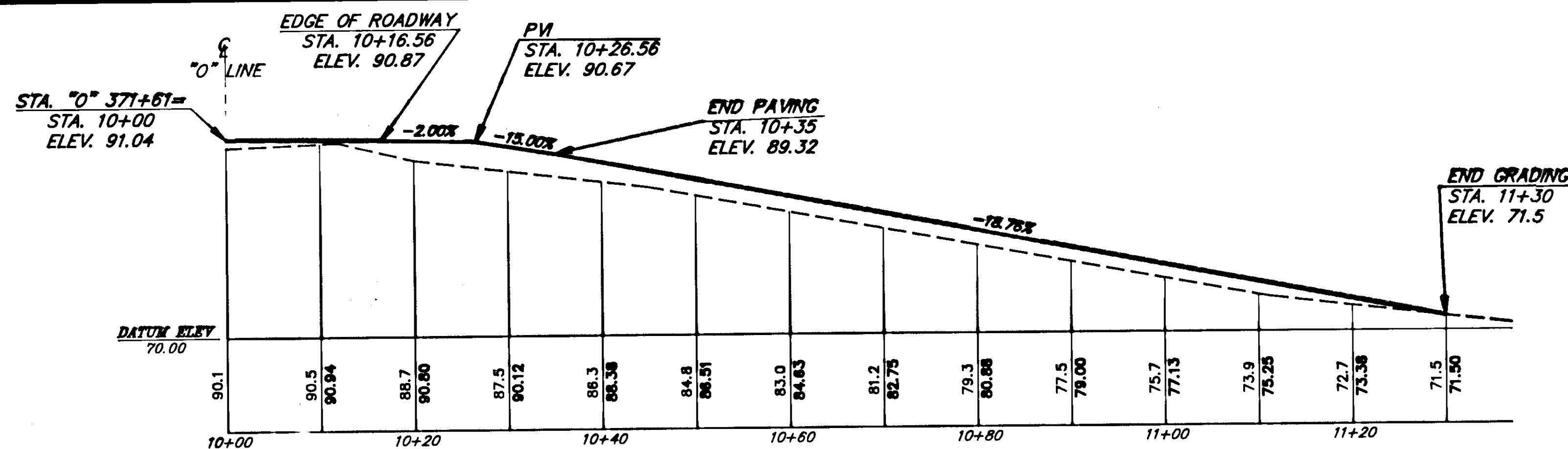
Alaska

DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/C.S.A.
CHECKED BY: D. Doerflinger

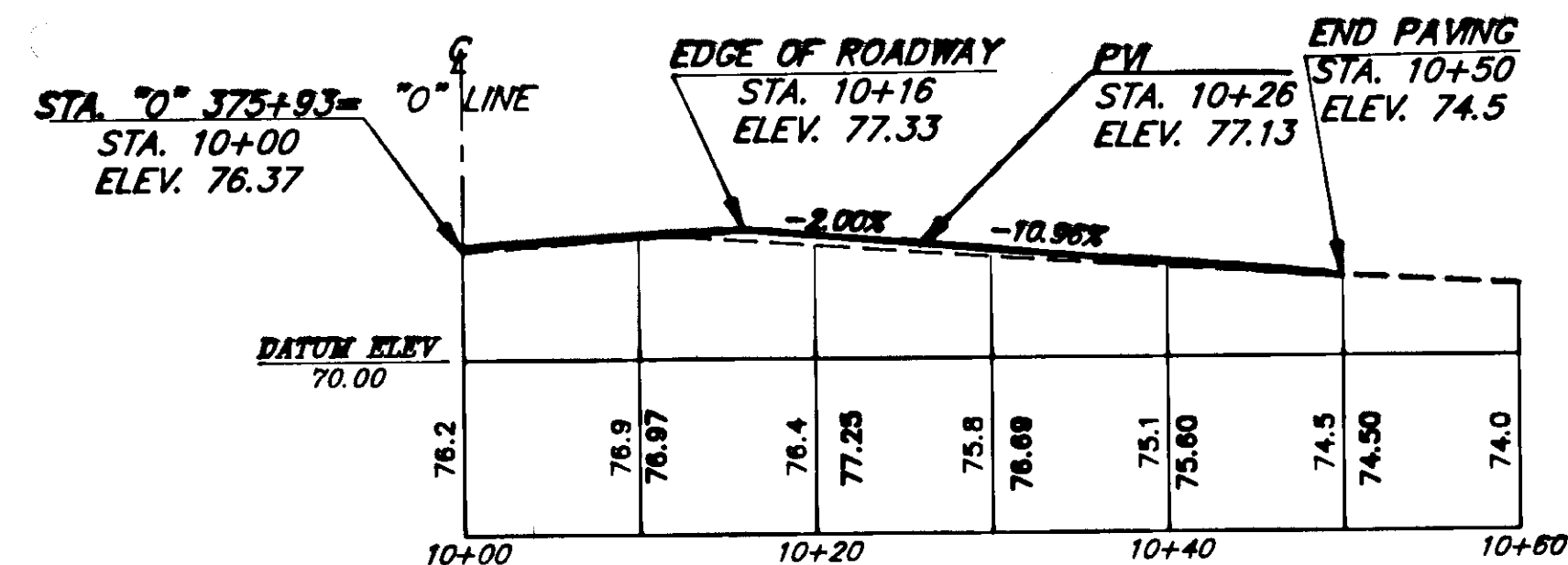
PROJECT NO.
70265
DATE:
9/91
SHEET 41 OF 52



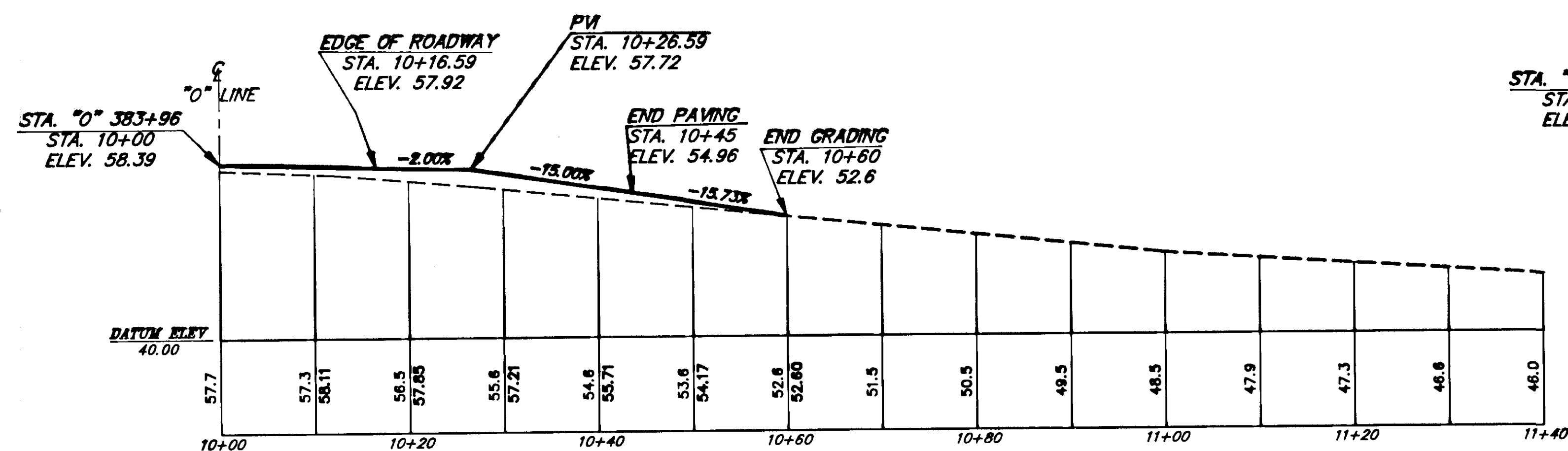
APPROACHES—"0" 331+94 TO "0" 362+61



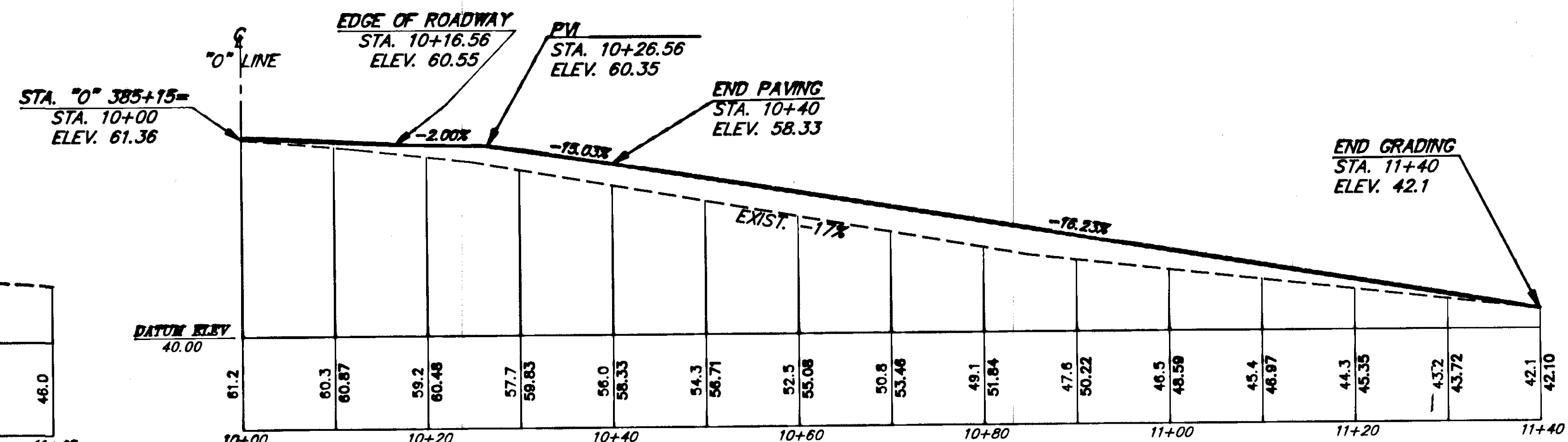
"O" 371+61, RT.



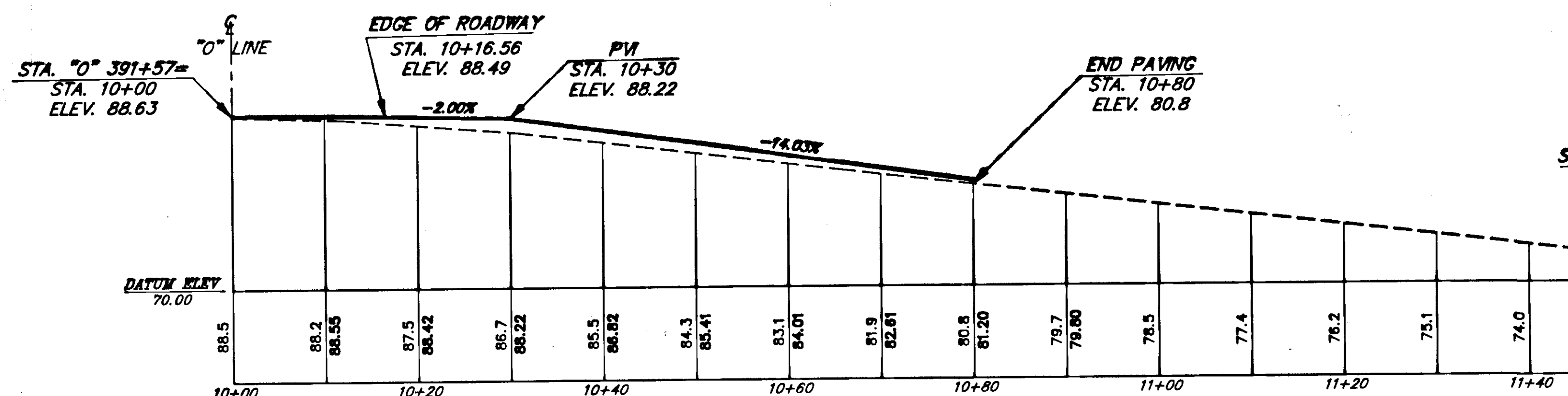
"O" 375+93, RT.



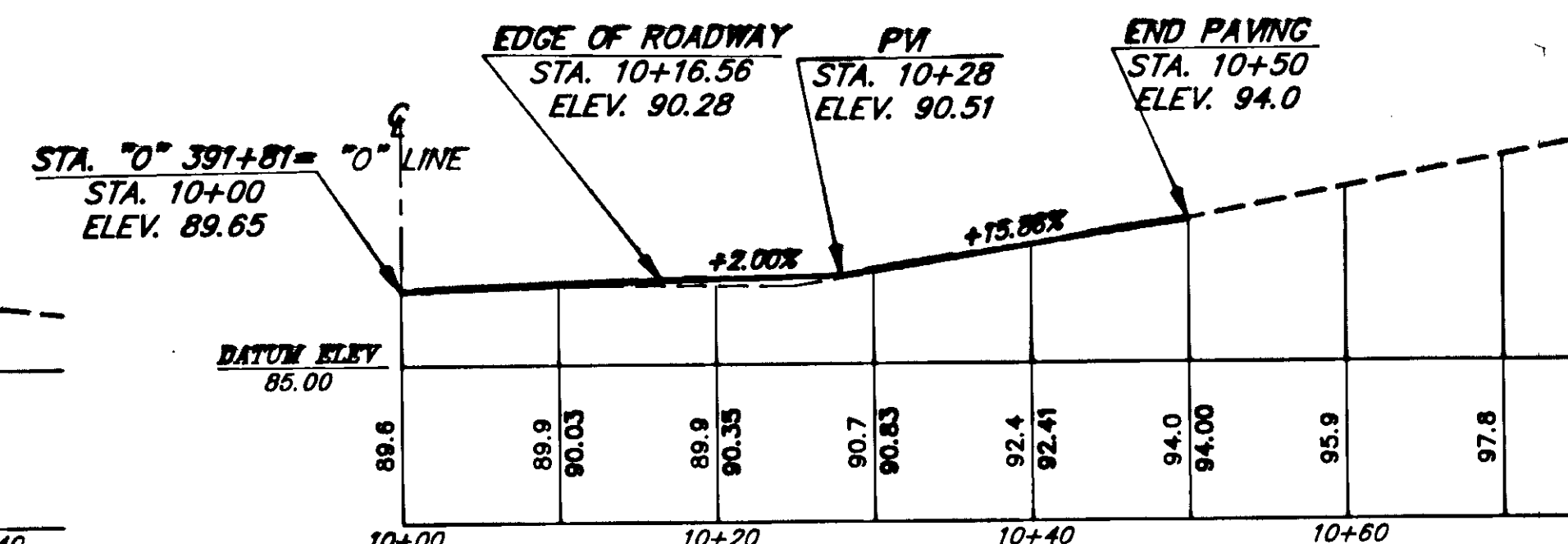
"O" 383+96, RT.



"O" 385+15, RT.



"O" 391+57, RT.



"O" 391+81, LT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

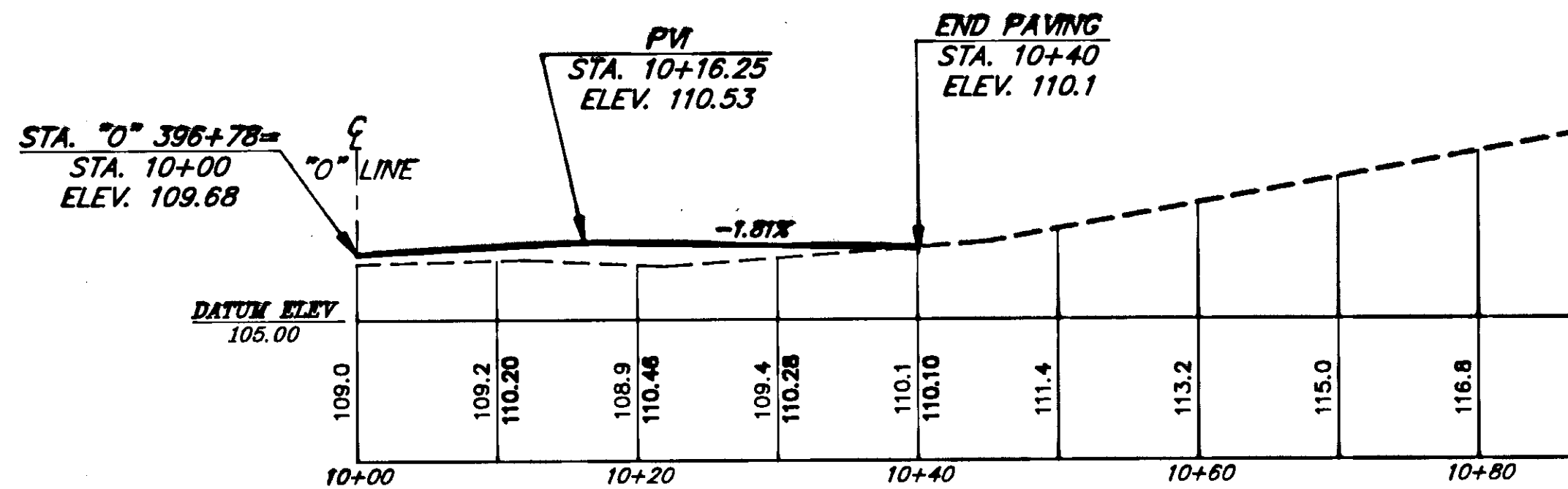
Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

APPROACHES-"O" 371+61 TO "O" 391+81

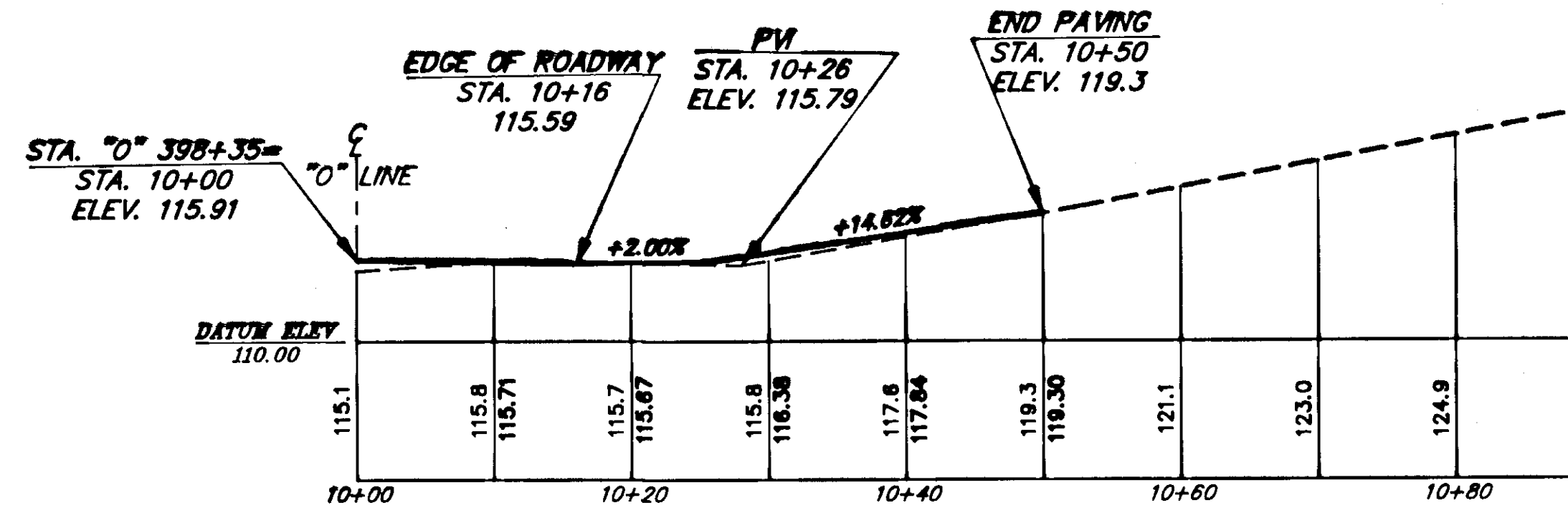
Alaska

DESIGNED BY:	D. Saldivar	PROJECT NO.	70265
DRAWN BY:	AutoCad/C.S.A.	DATE:	9/91
CHECKED BY:	D. Doerflinger	SHEET	42 OF 52

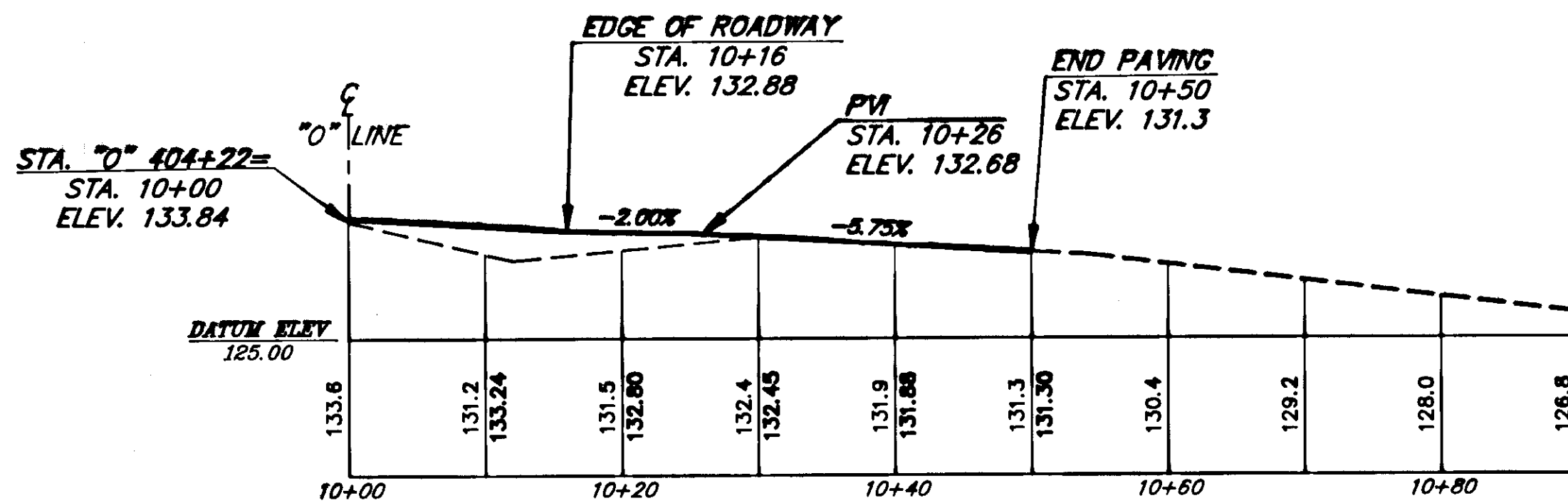




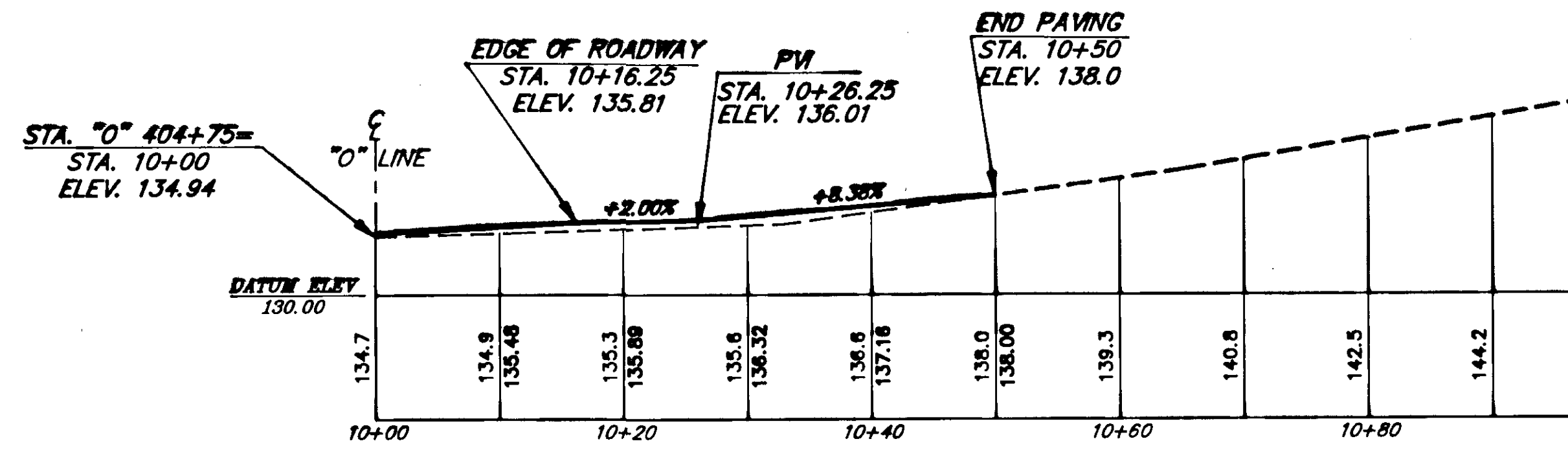
"O" 396+78, LT.



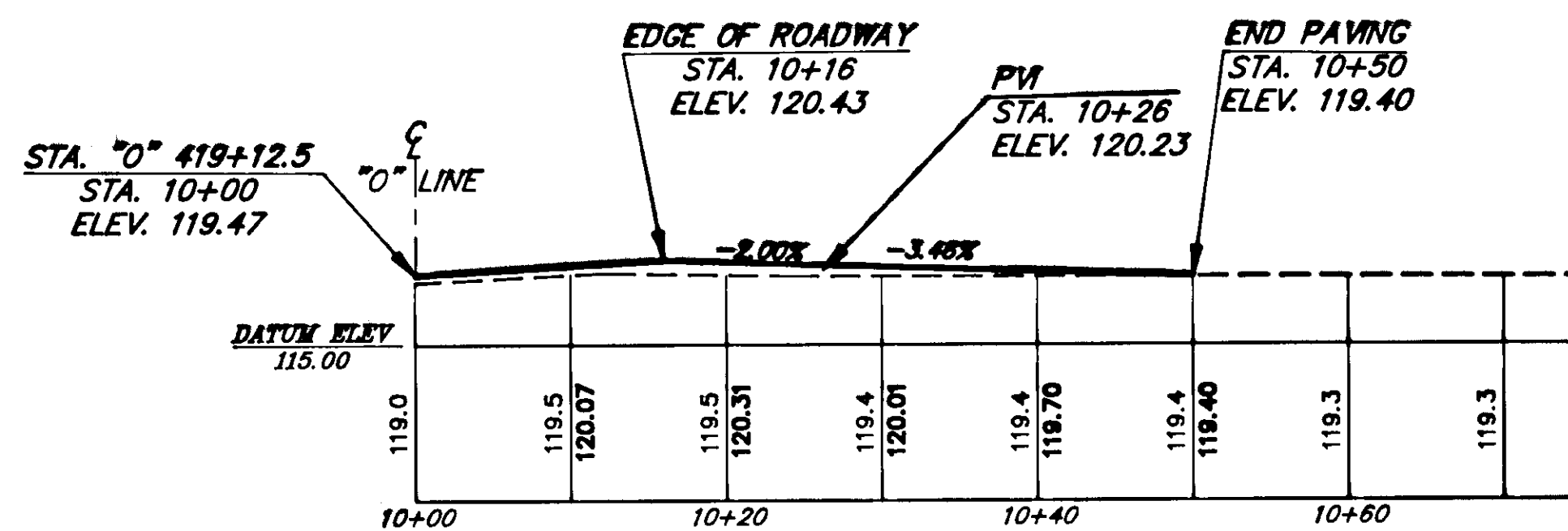
"O" 398+35, LT.



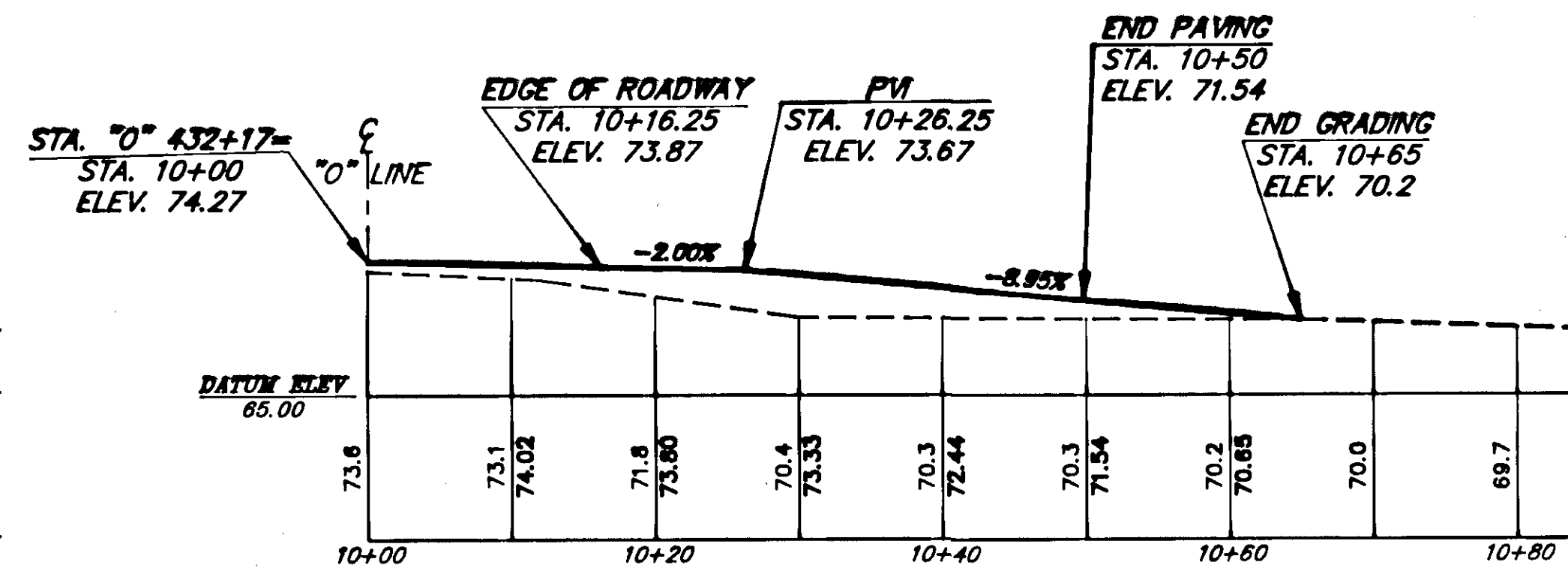
"O" 404+22, RT.



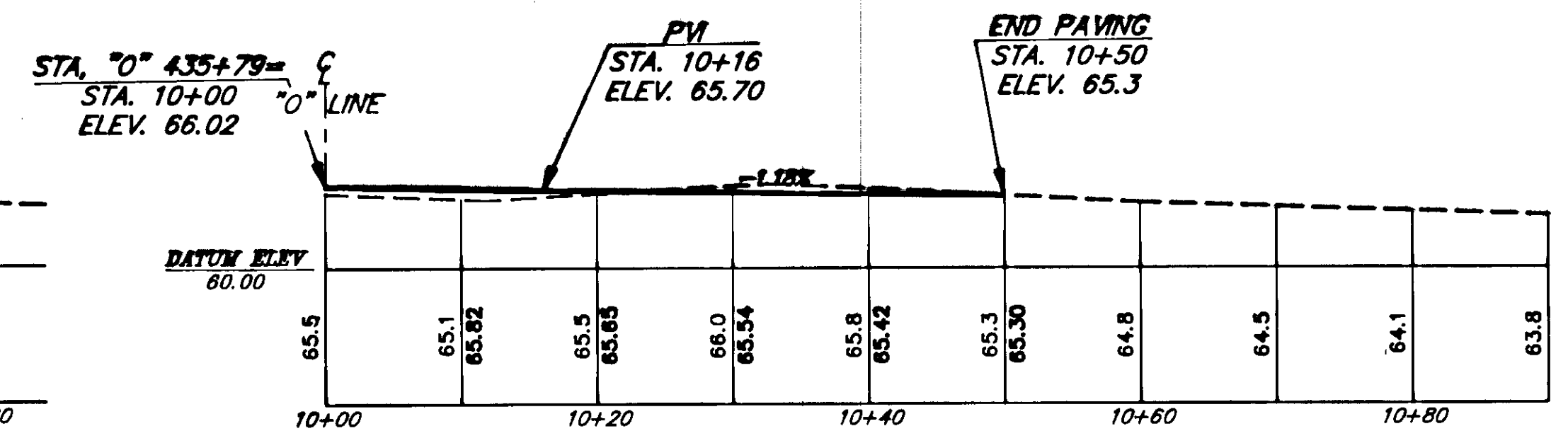
"O" 404+75, LT.



"O" 419+12.5, RT.



"O" 432+17, RT.



"O" 435+79, RT.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

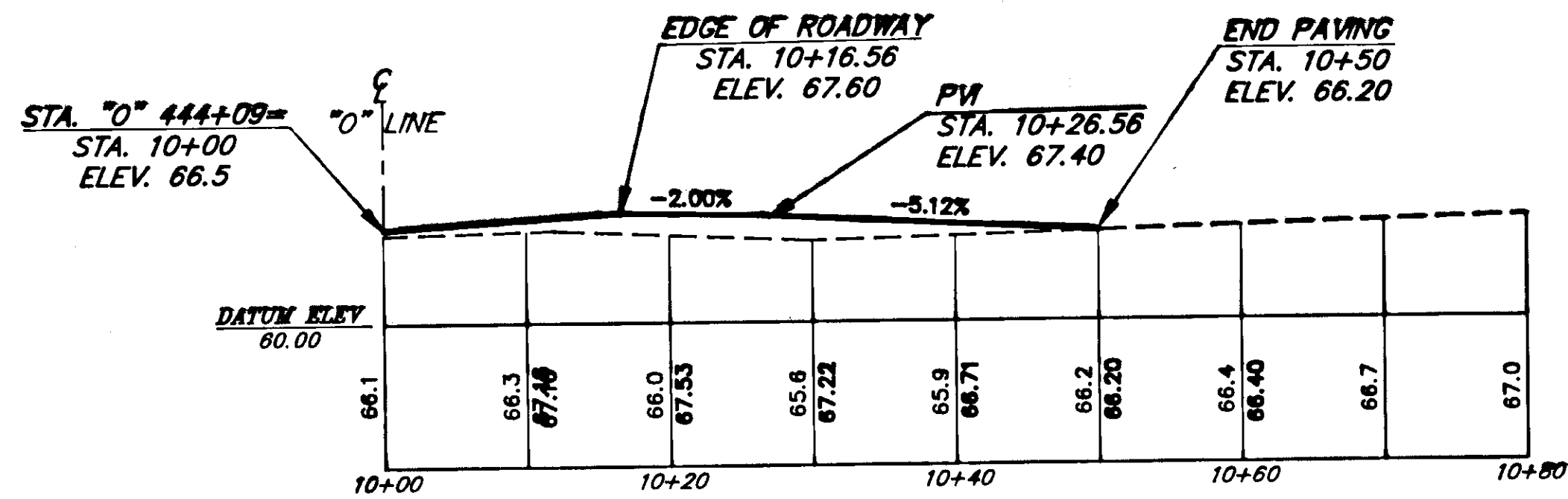
APPROACHES—"O" 396+76 TO "O" 435+79

Alaska

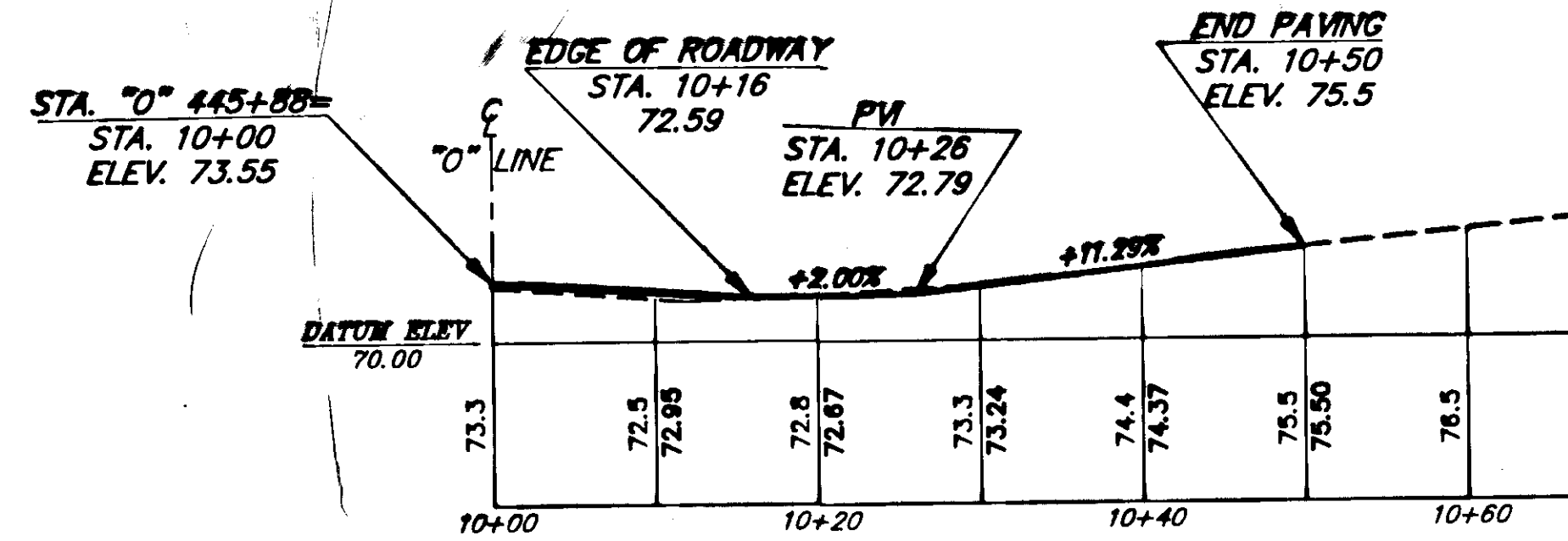
DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/C.S.A.
CHECKED BY: D. Doerflinger

PROJECT NO. 70265
DATE: 9/91
SHEET 43 OF 52

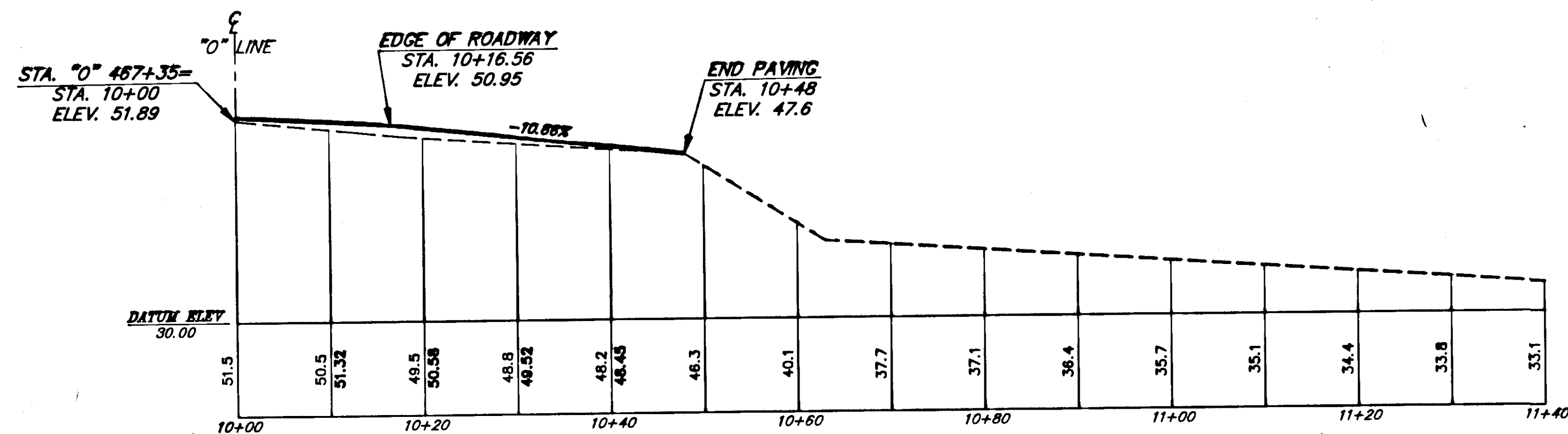




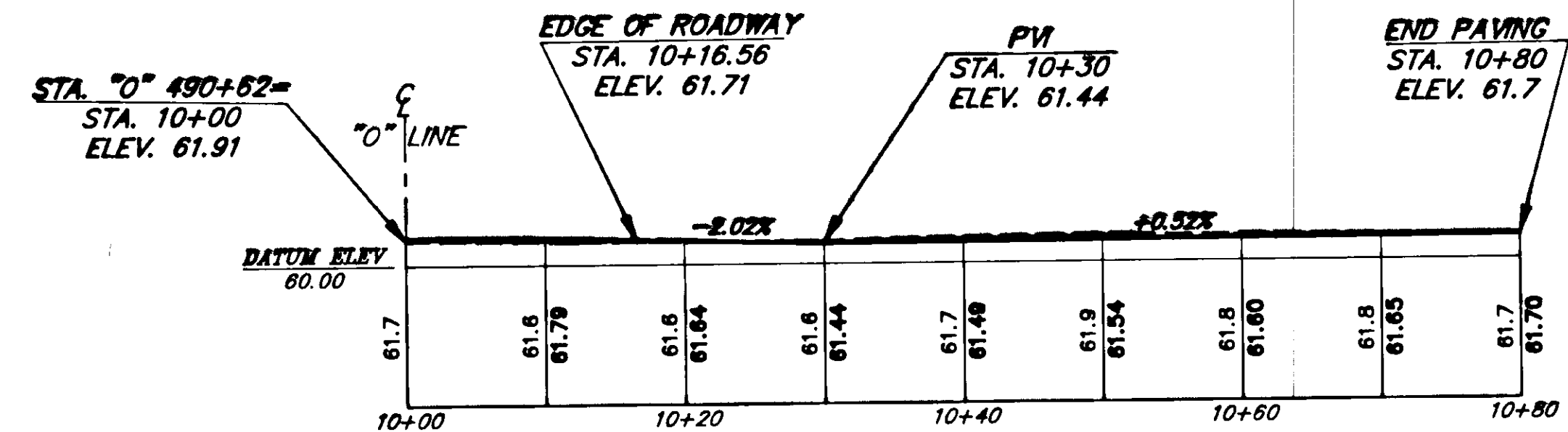
"O" 444+09, RT.



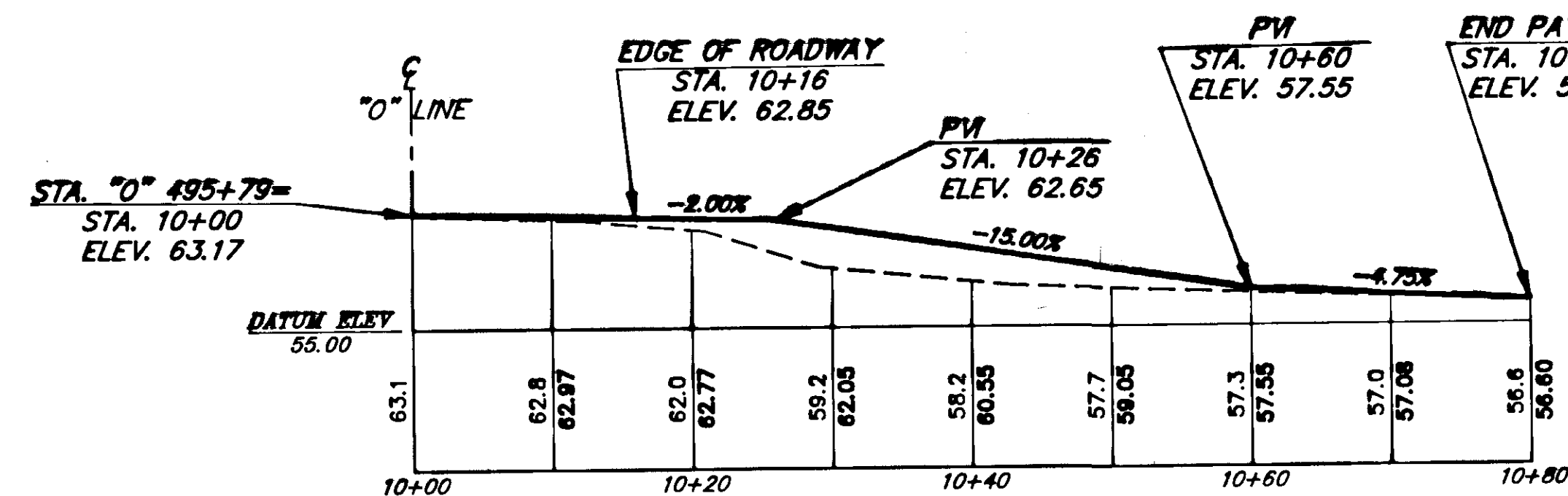
"O" 445+88, LT.



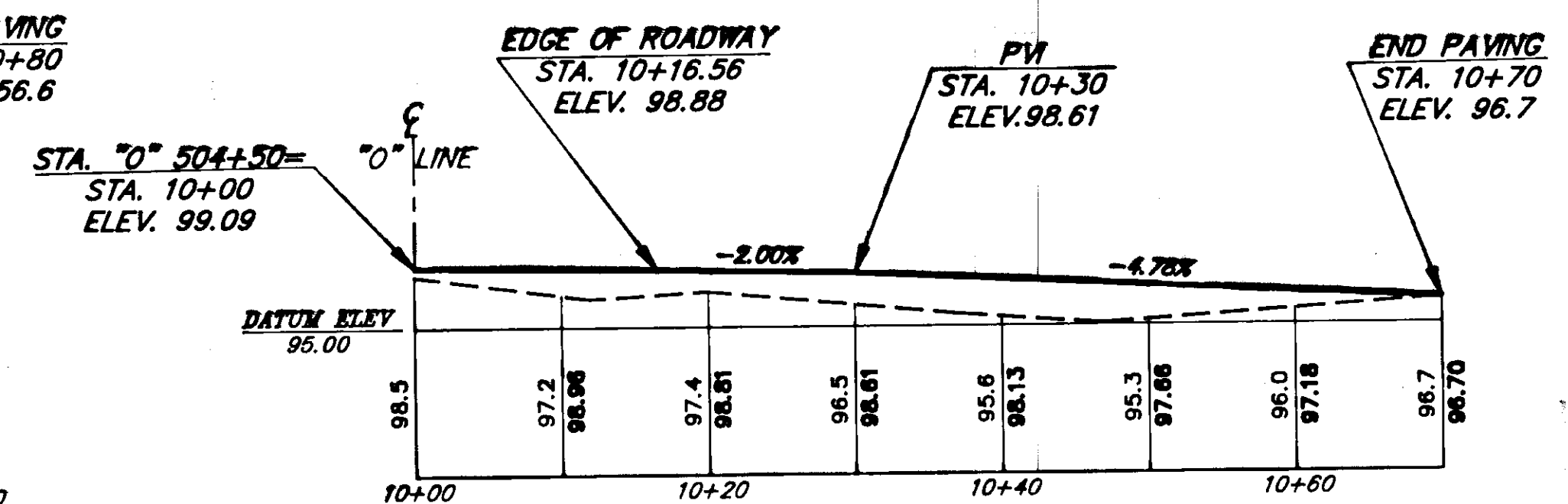
"O" 467+35, RT.



"O" 490+62, LT.



"O" 495+79, RT.



"O" 504+50, RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

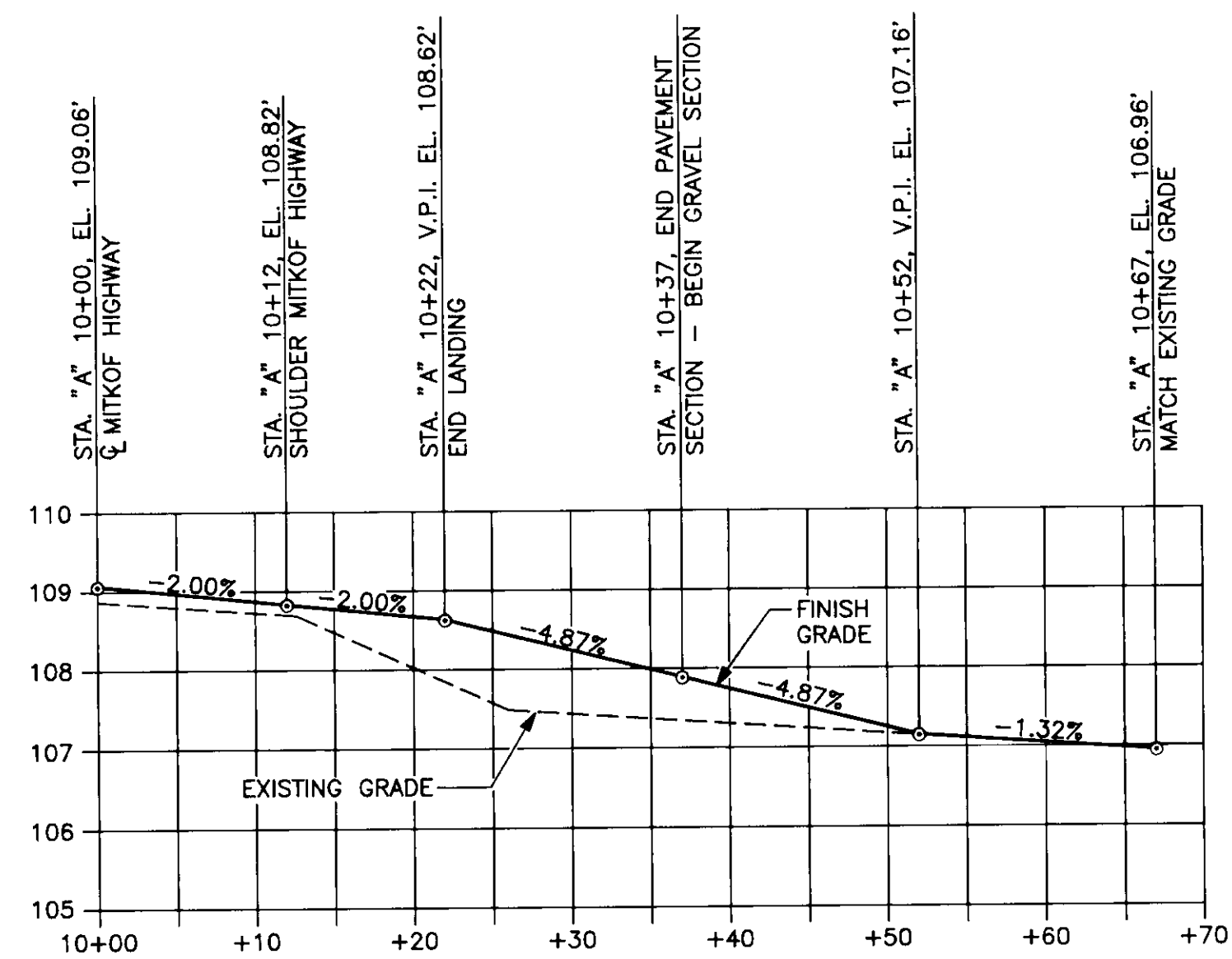
Alaska

DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/C.S.A.
CHECKED BY: D. Doerflinger

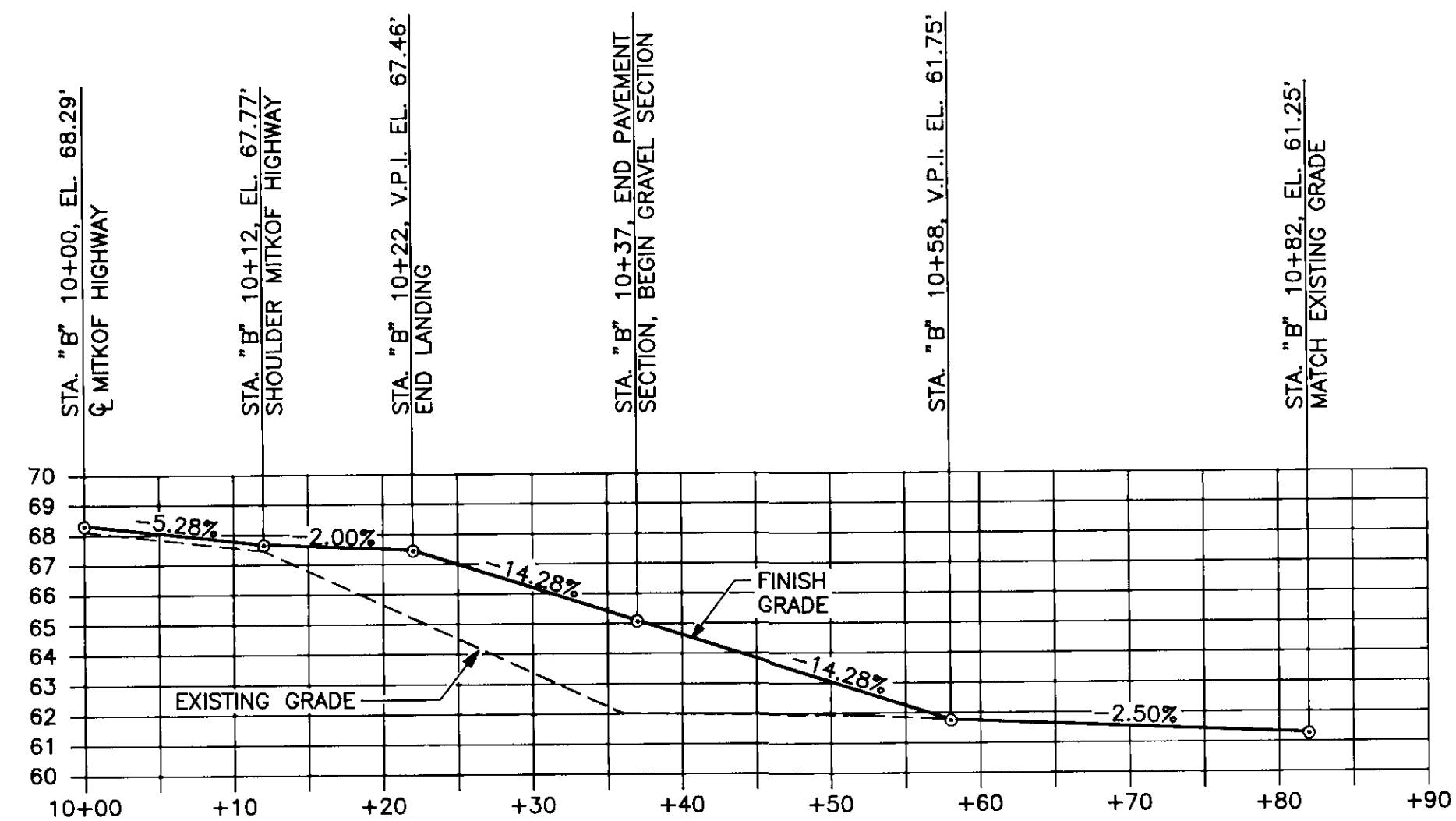
PROJECT NO. 70265
DATE: 9/91
SHEET 440F52



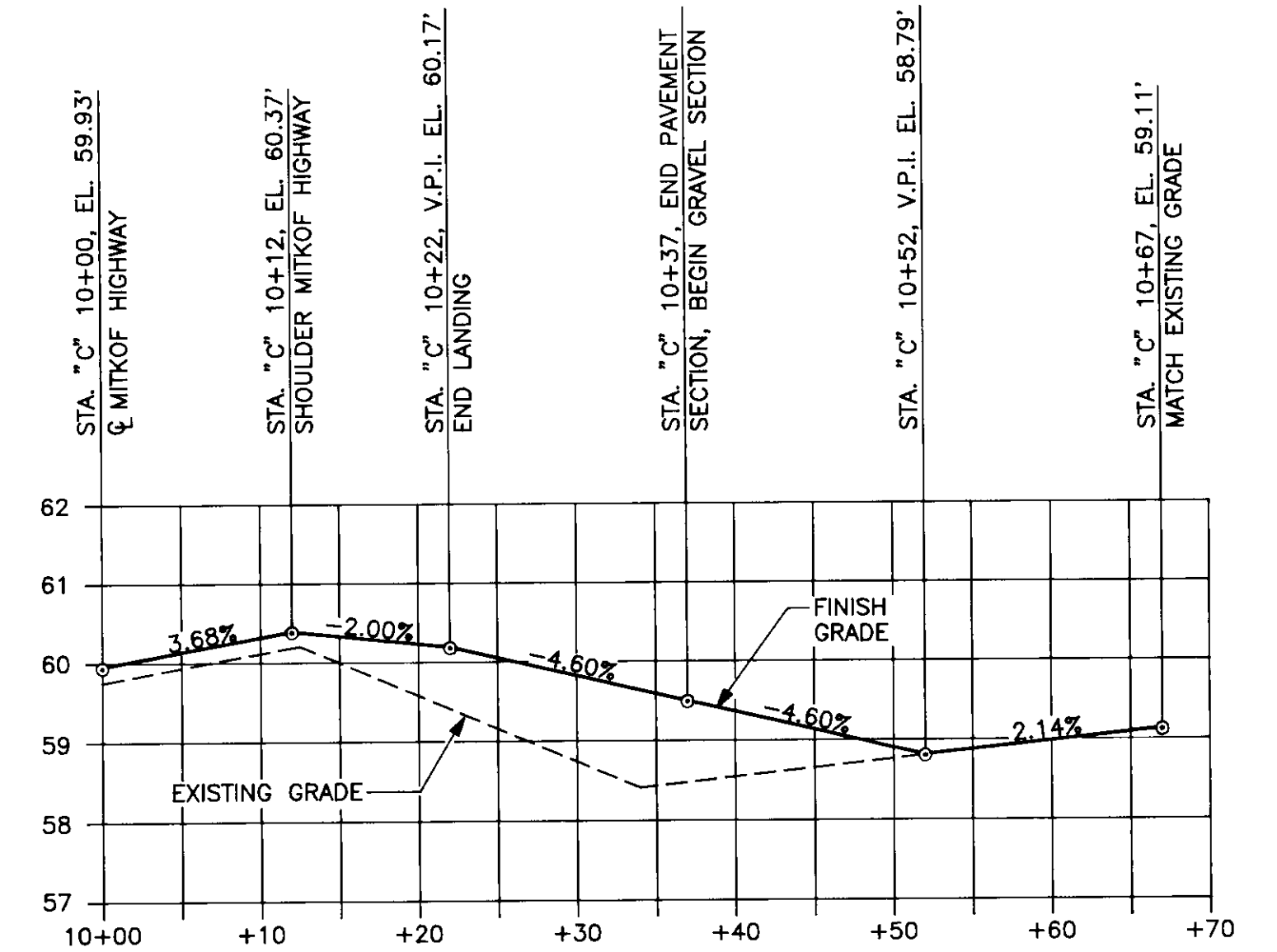
APPROACHES-"O" 444+09 TO "O" 504+50



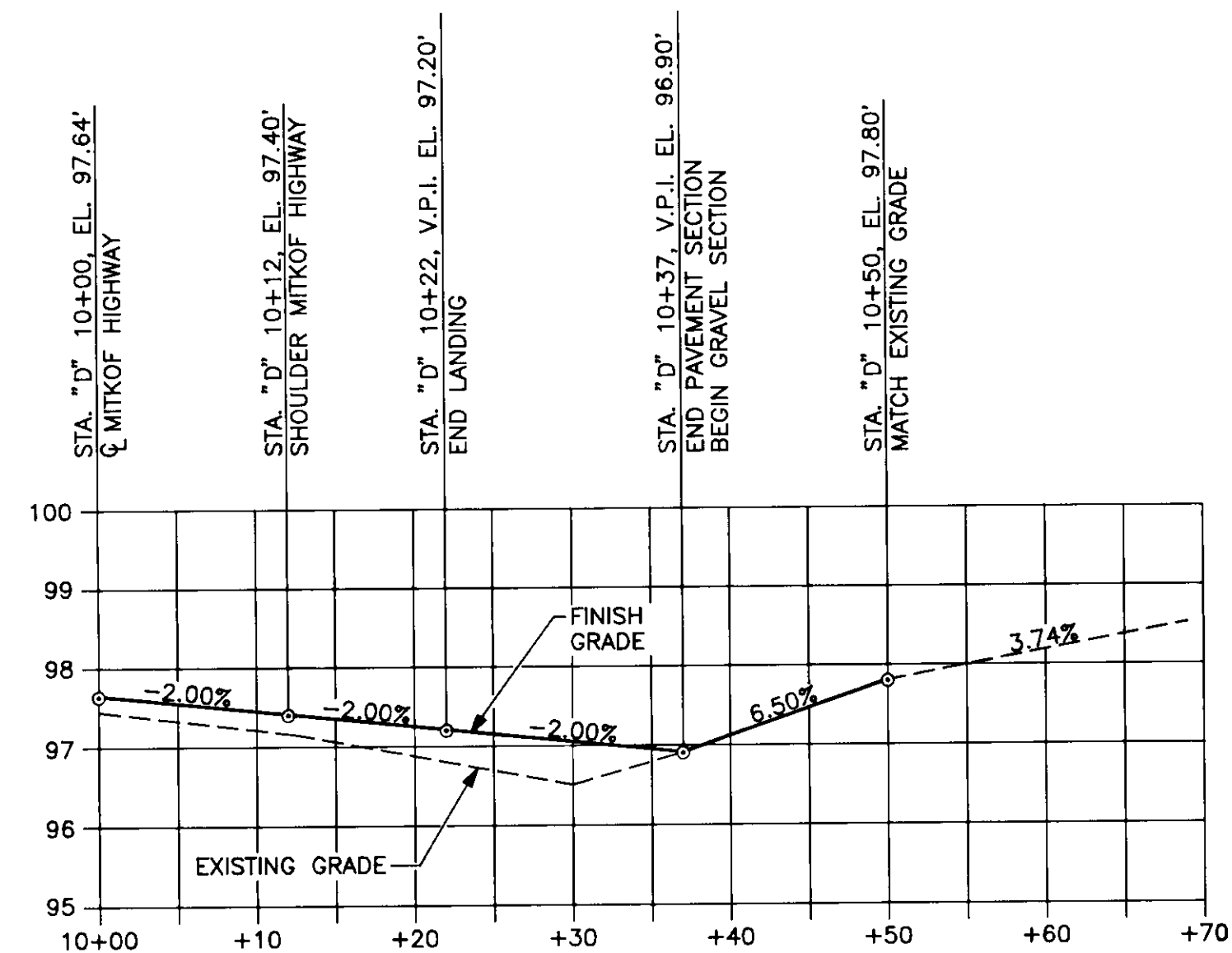
DRIVEWAY PROFILE AT STATION 530+54, RIGHT



DRIVEWAY PROFILE AT STATION 551+90, RIGHT



DRIVEWAY PROFILE AT STATION 583+91, RIGHT



DRIVEWAY PROFILE AT STATION 623+91, LEFT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

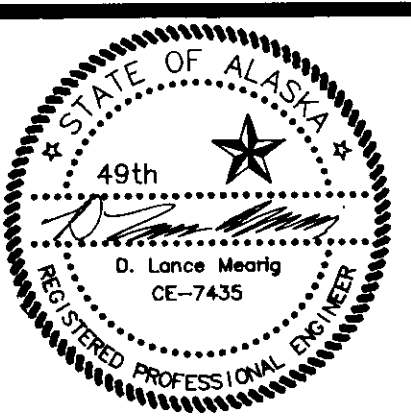
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

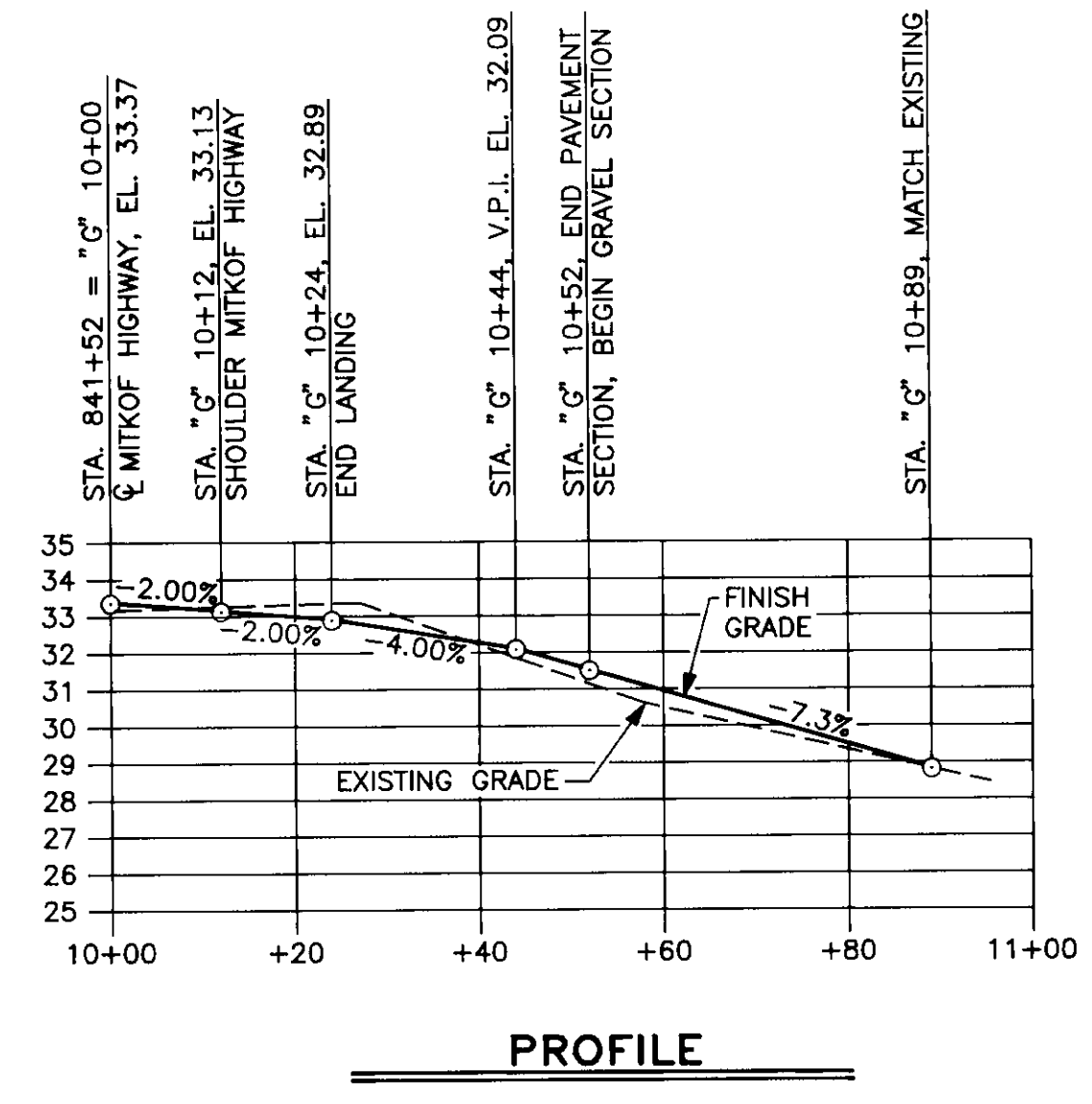
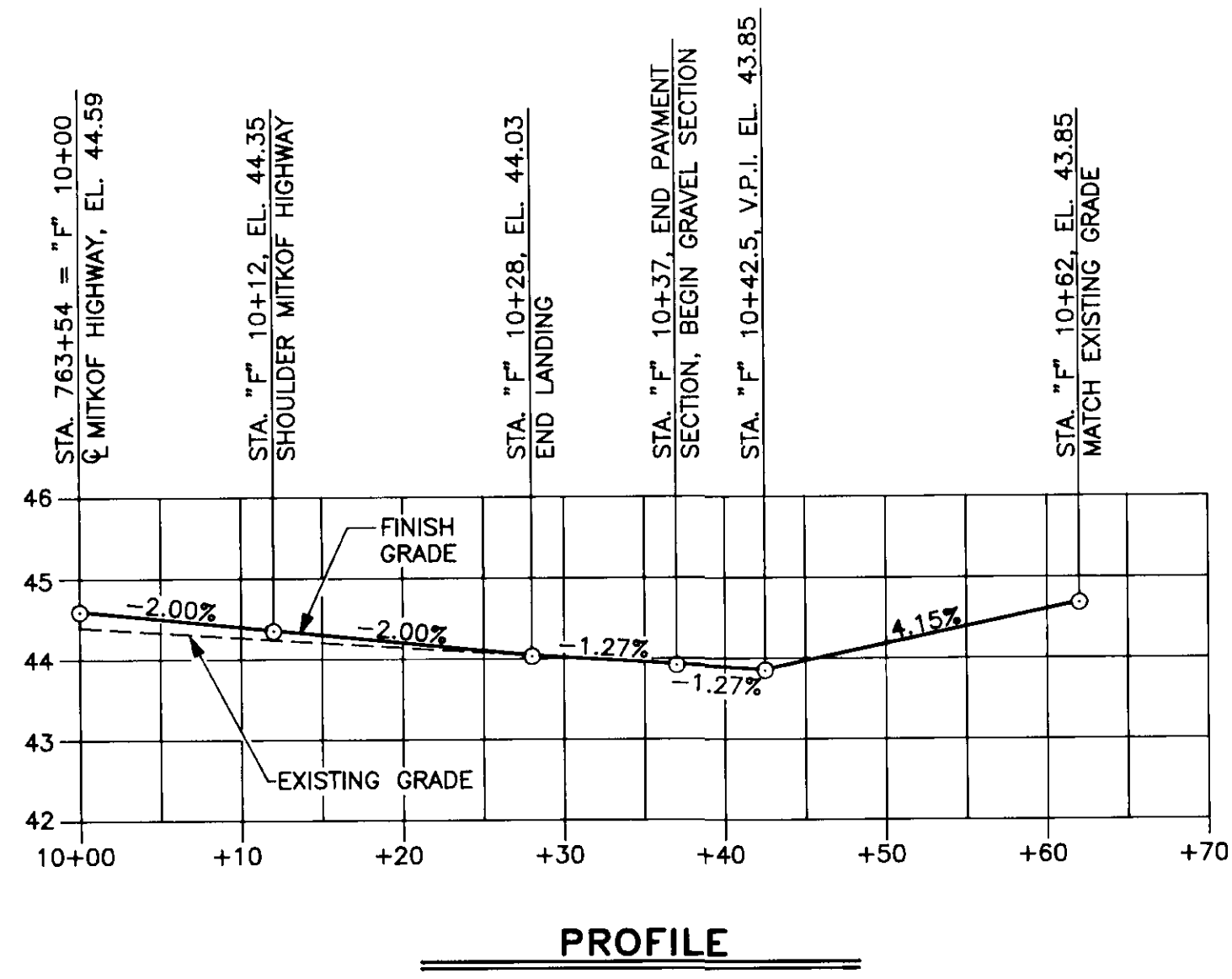
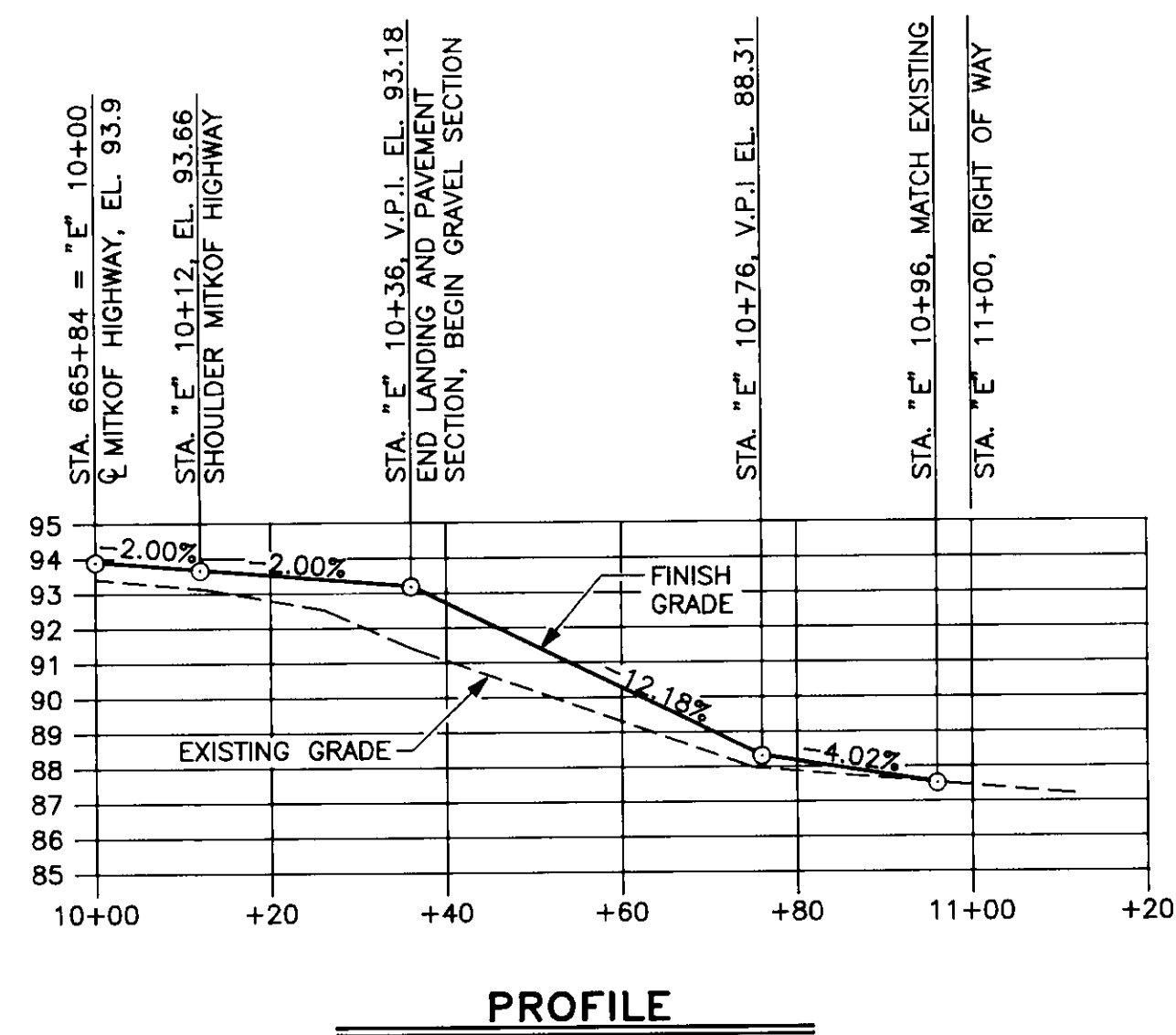
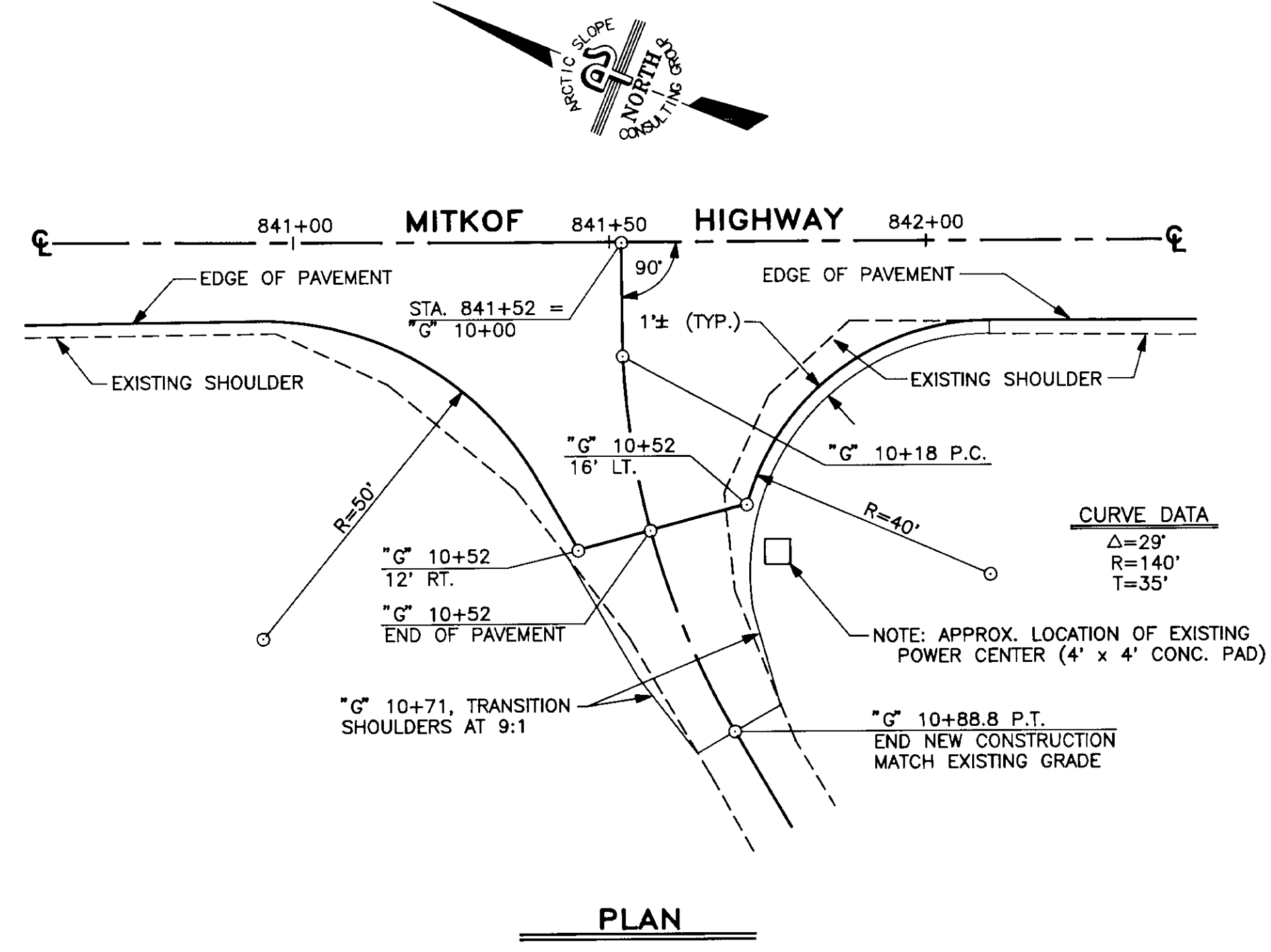
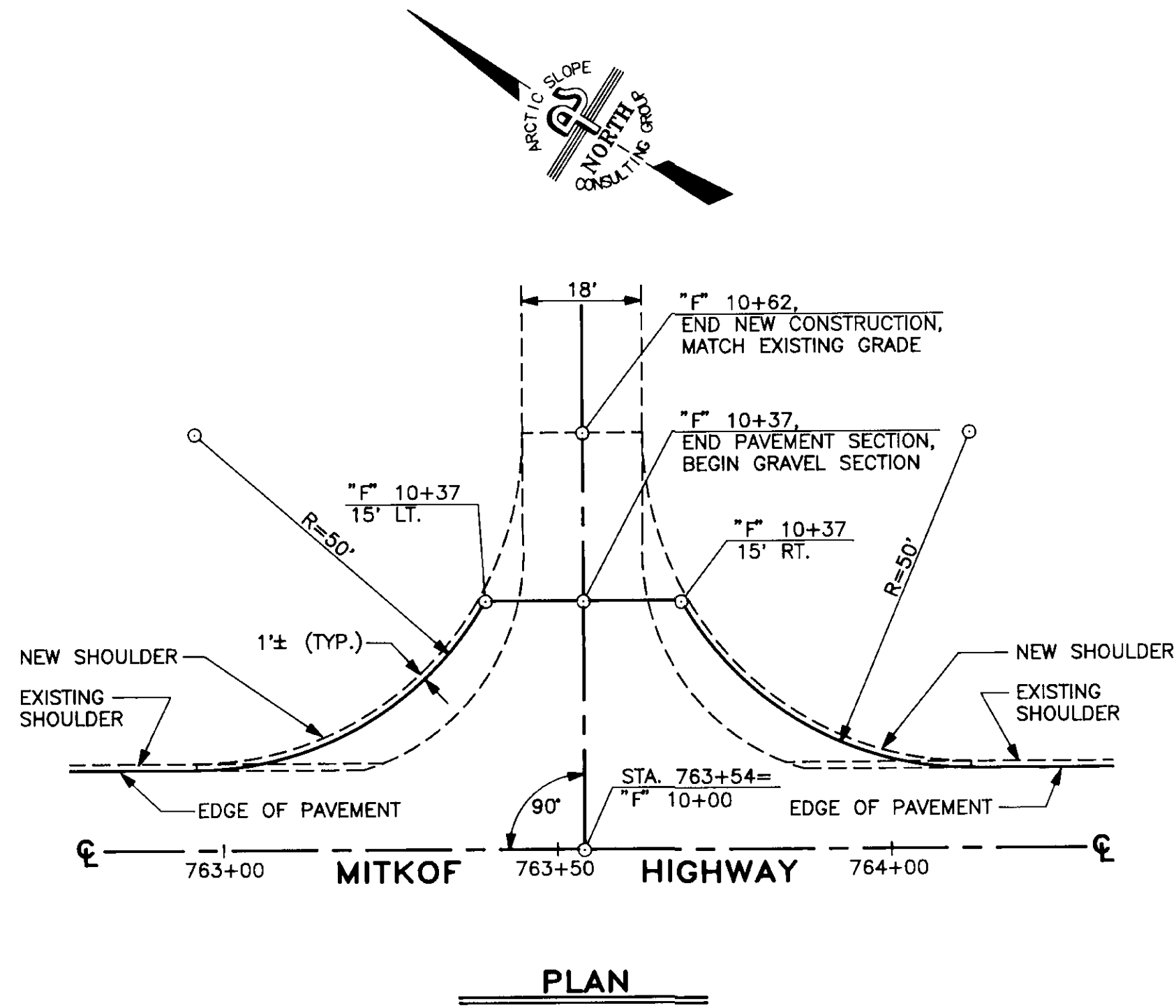
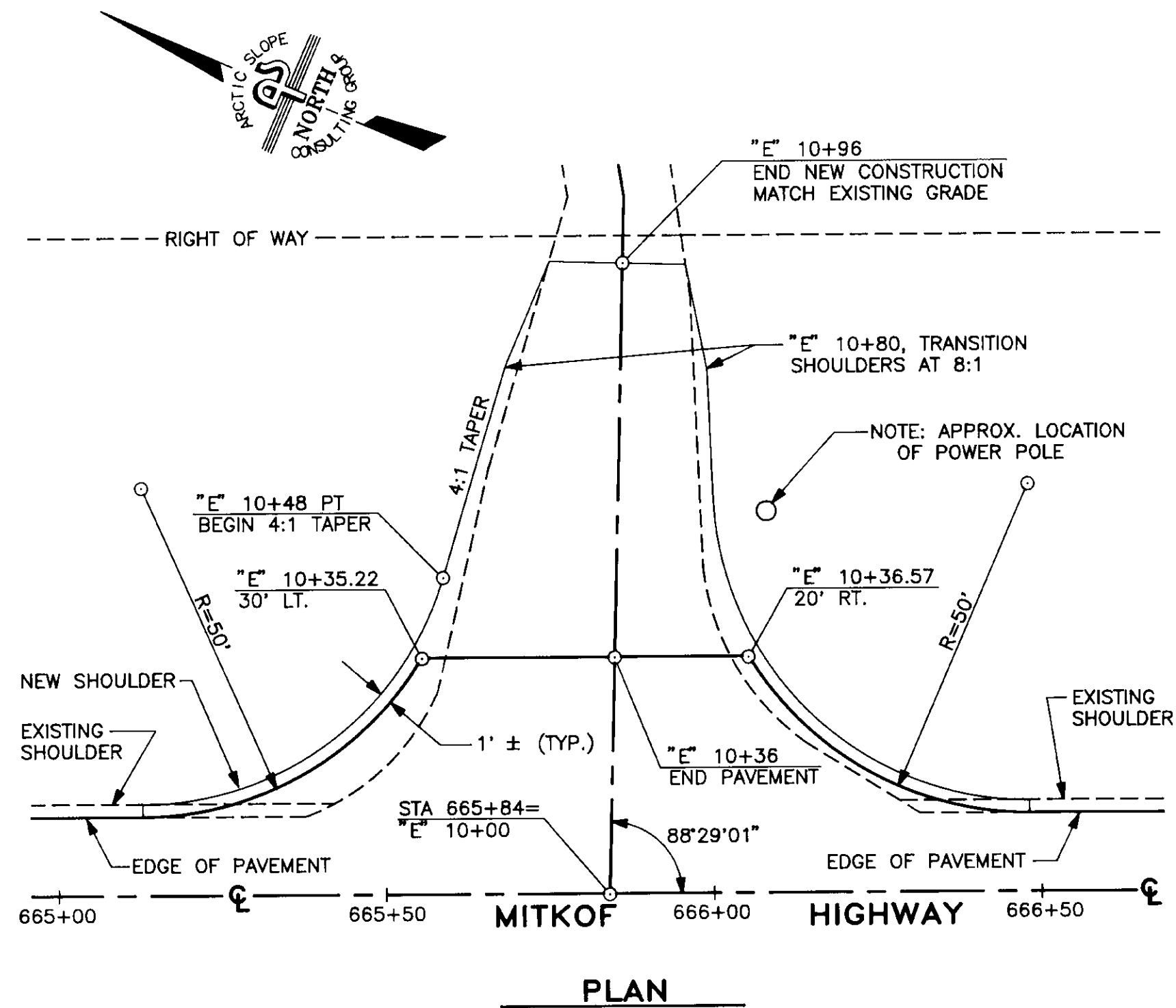
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
MITKOF HIGHWAY RECONSTRUCTION
DRIVEWAY PROFILES



DESIGNED BY:	J.M.M.B.	SCALE NOT TO SCALE
DRAWN BY:	J.E.M.	DATE: SEPT. 1991
CHECKED BY:	D.L.M.	SHEET 45 OF 52





APPROACH AT STA. 665+84, LEFT
(LOGGING ROAD 40000)

APPROACH AT STA. 763+54, LEFT
(NORTH BLIND RIVER ROAD)

APPROACH AT STA. 841+52, RIGHT
(CRYSTAL LAKE HATCHERY ROAD)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

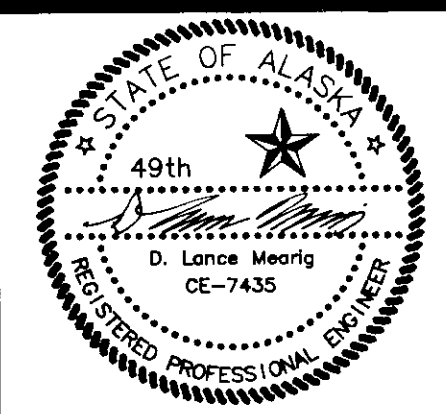
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

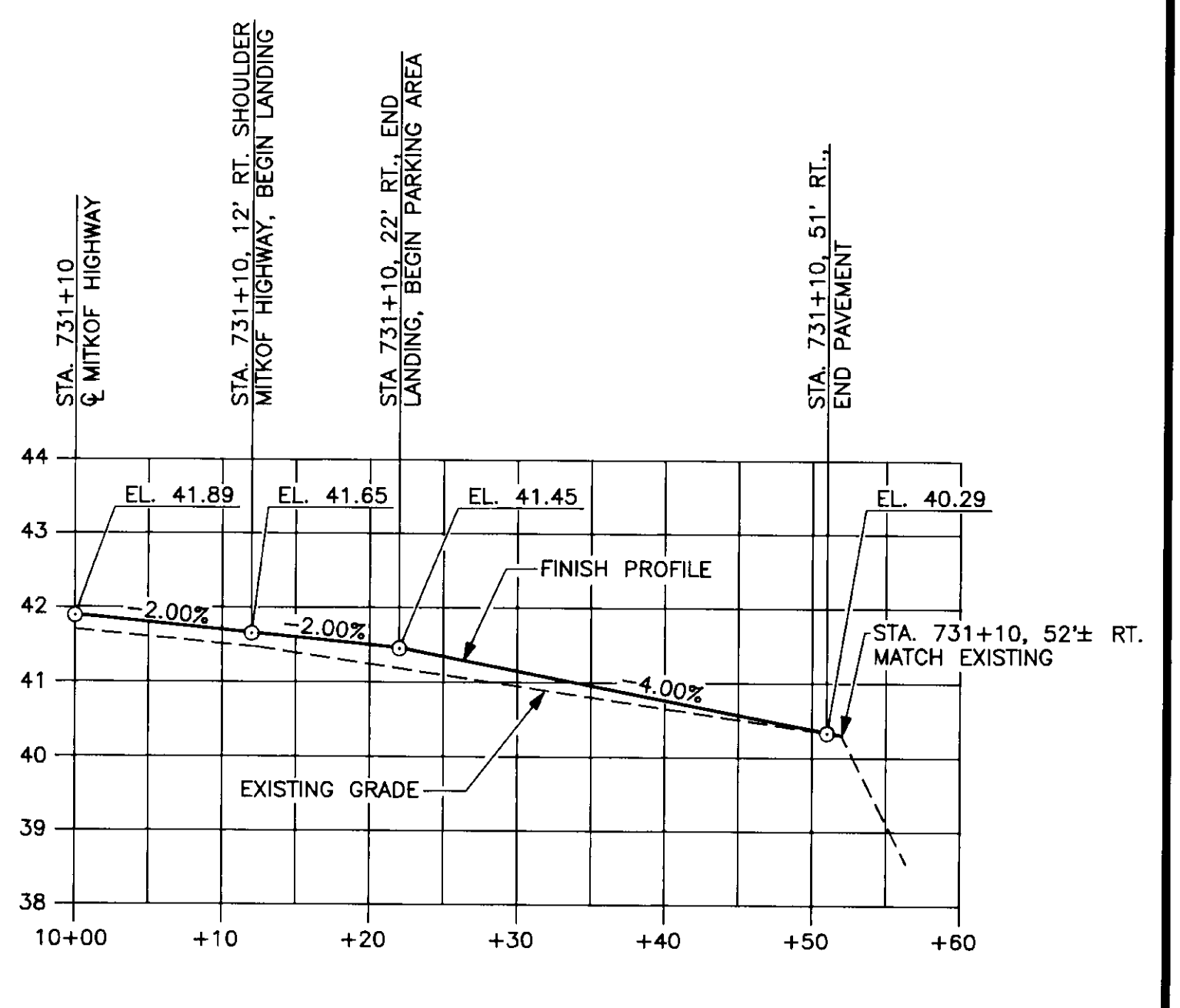
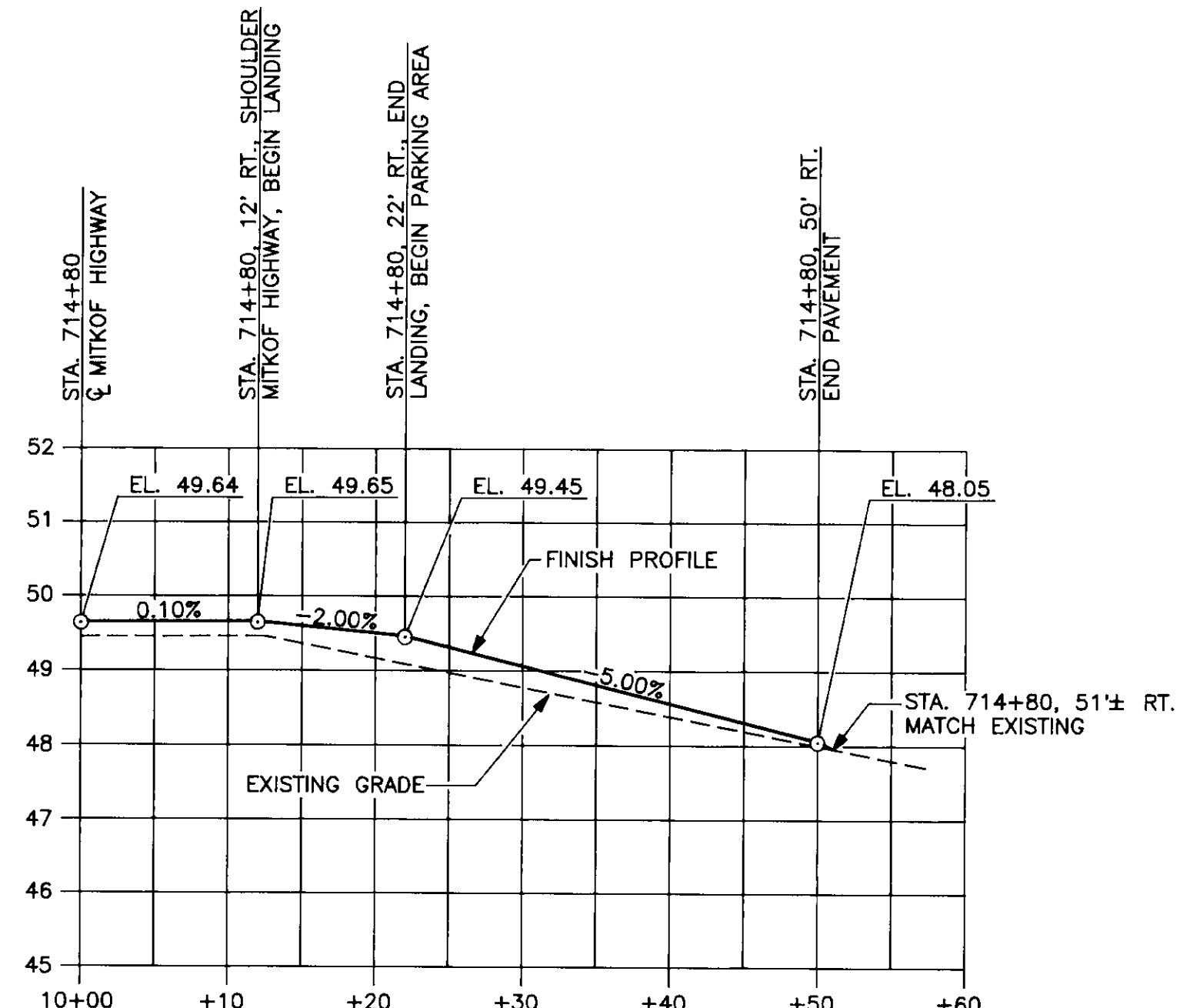
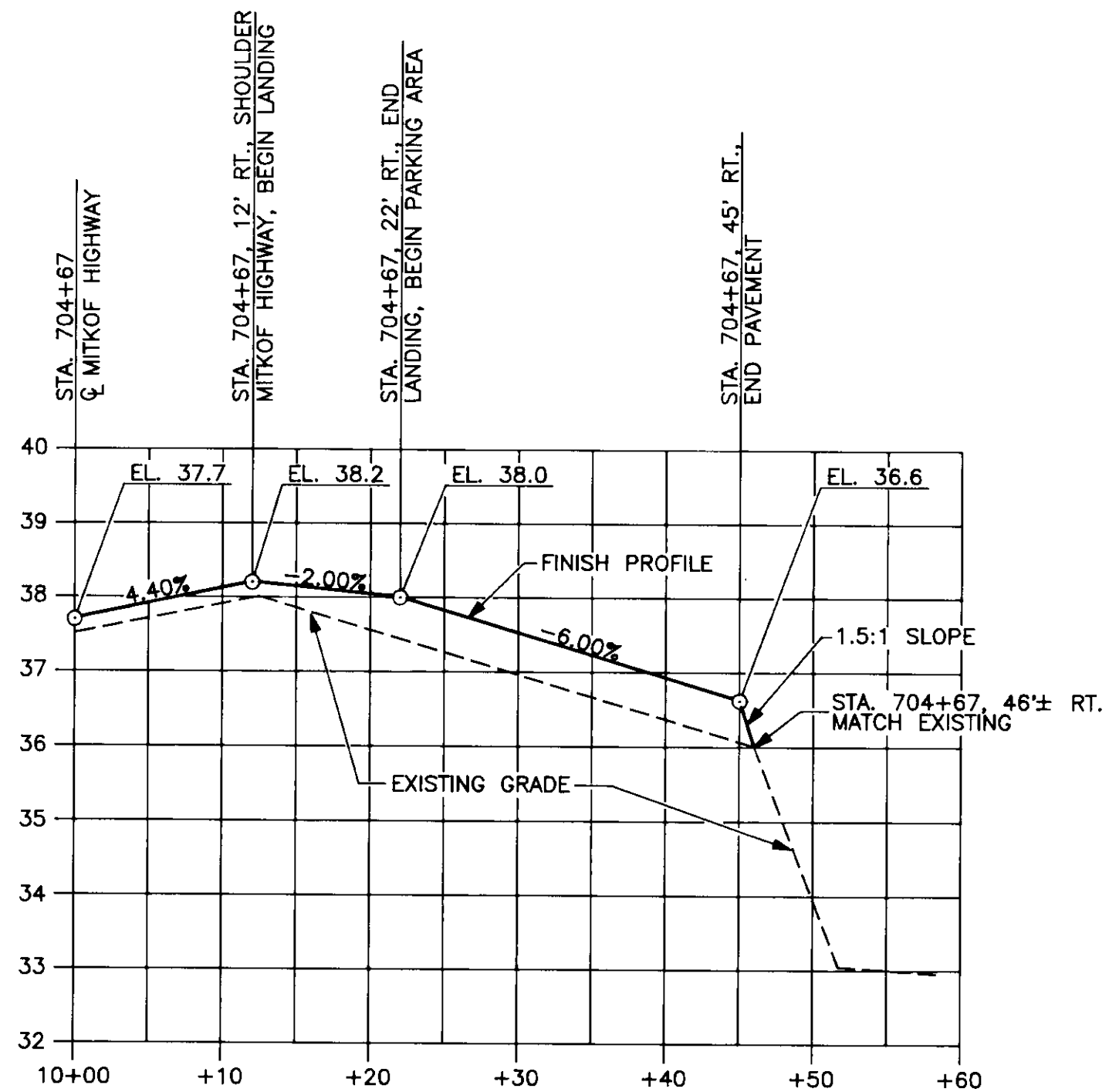
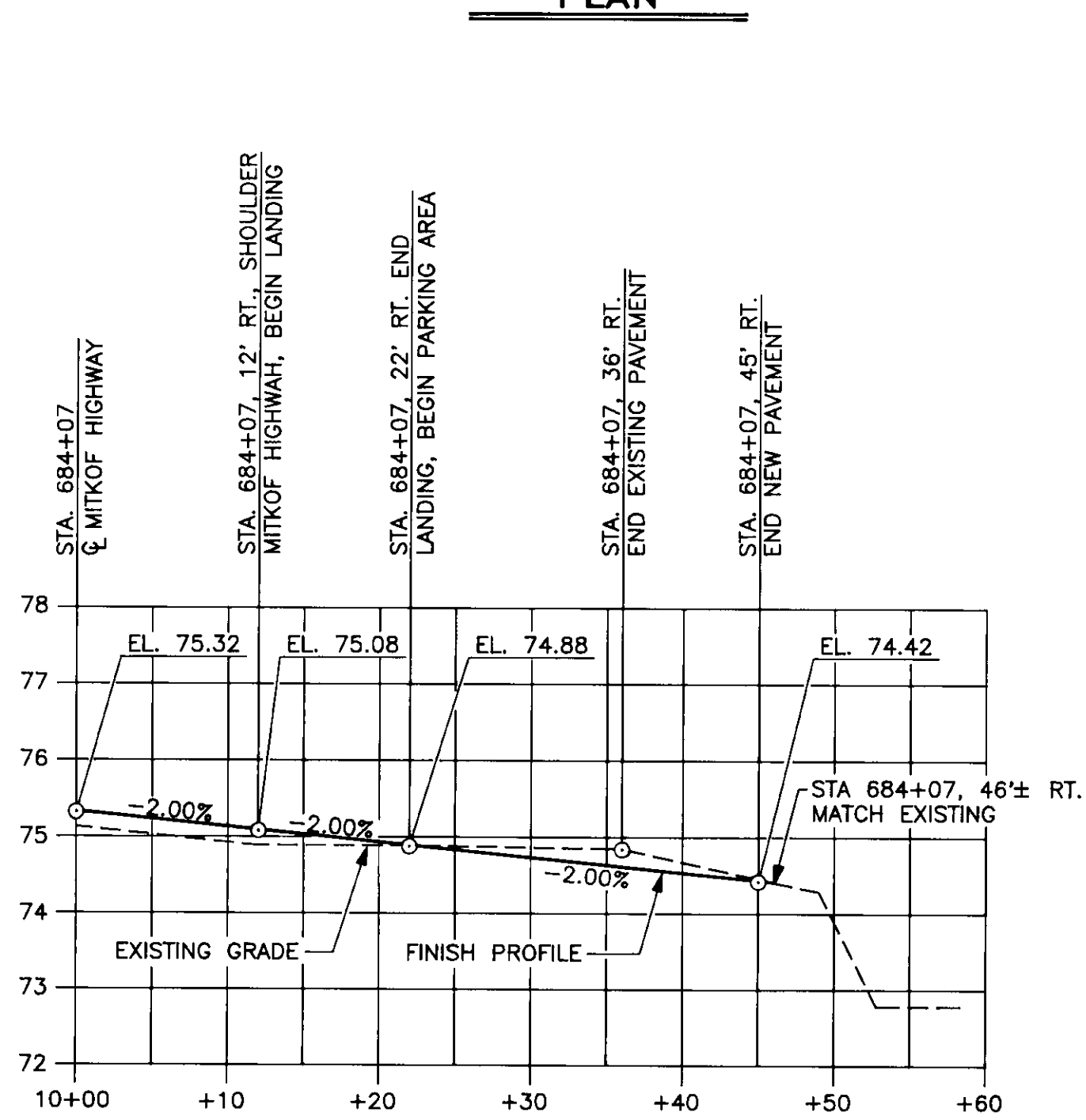
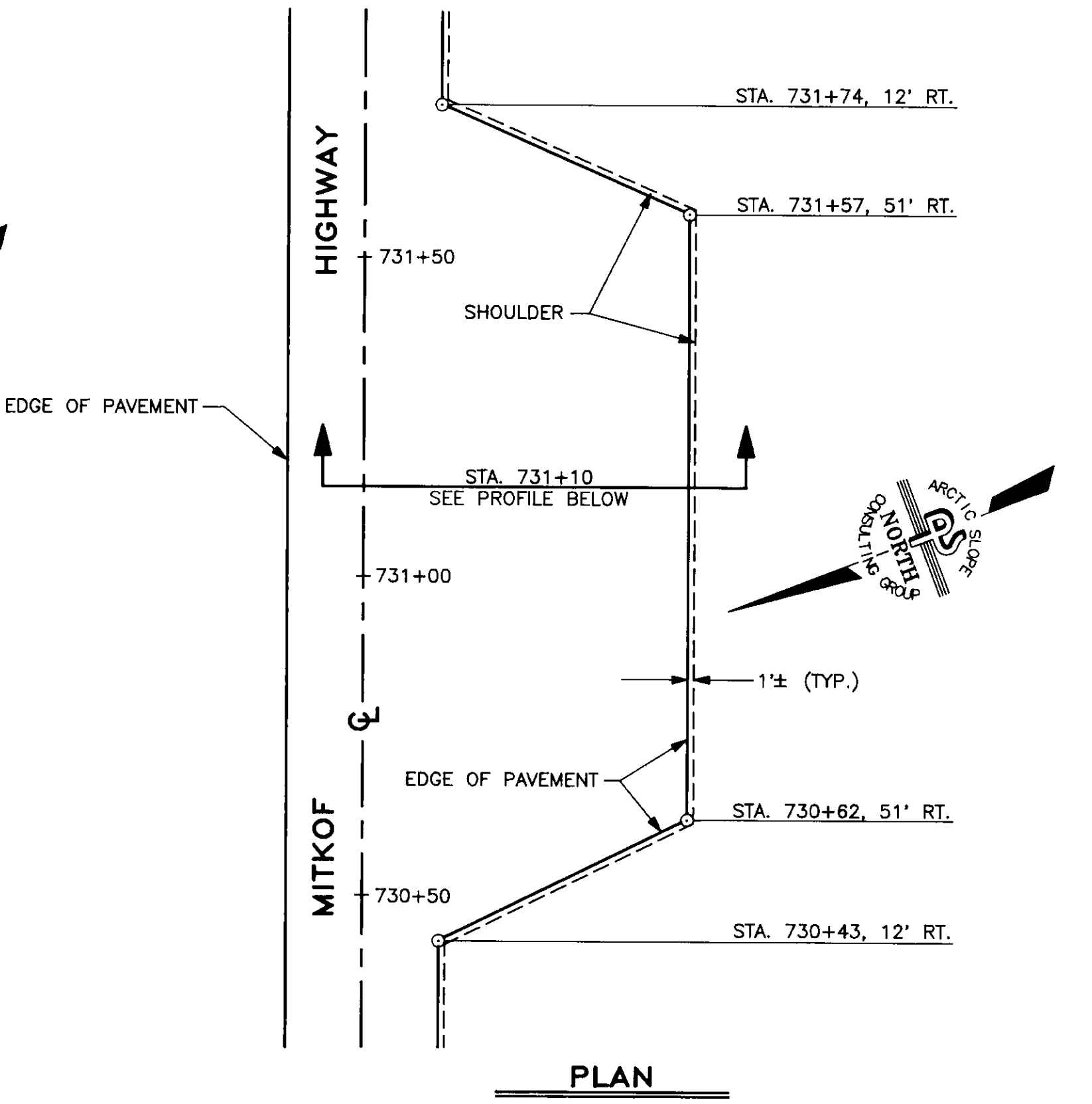
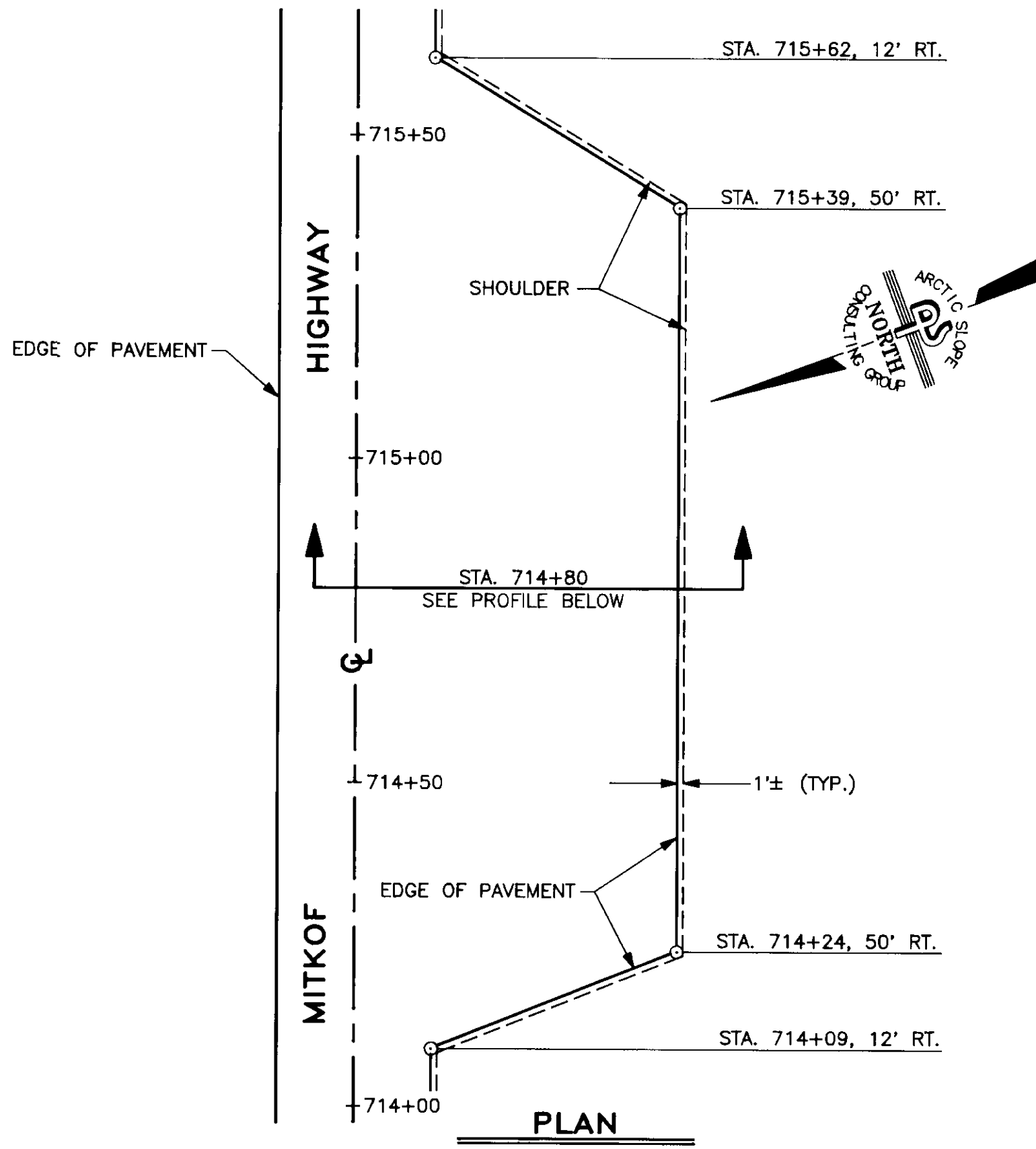
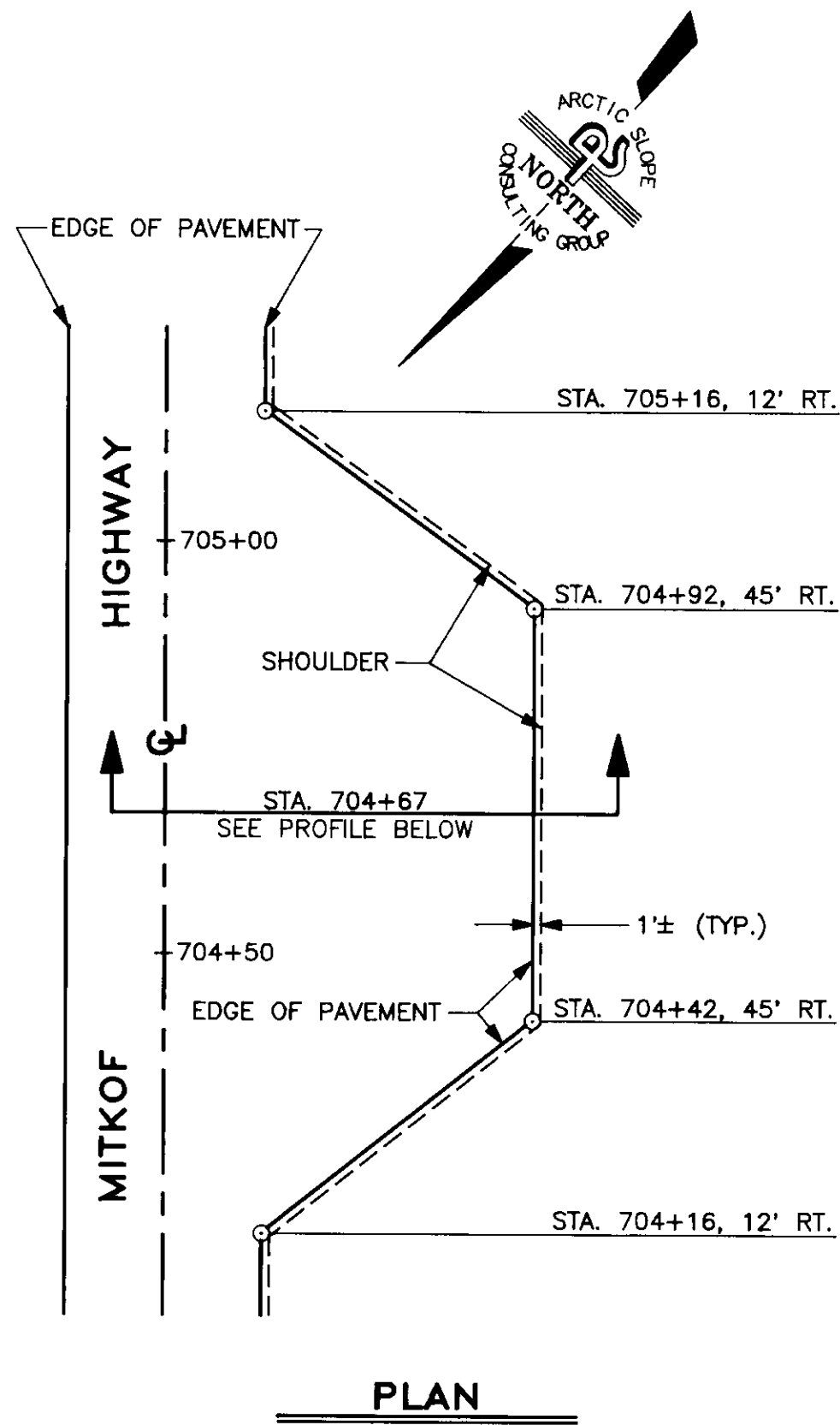
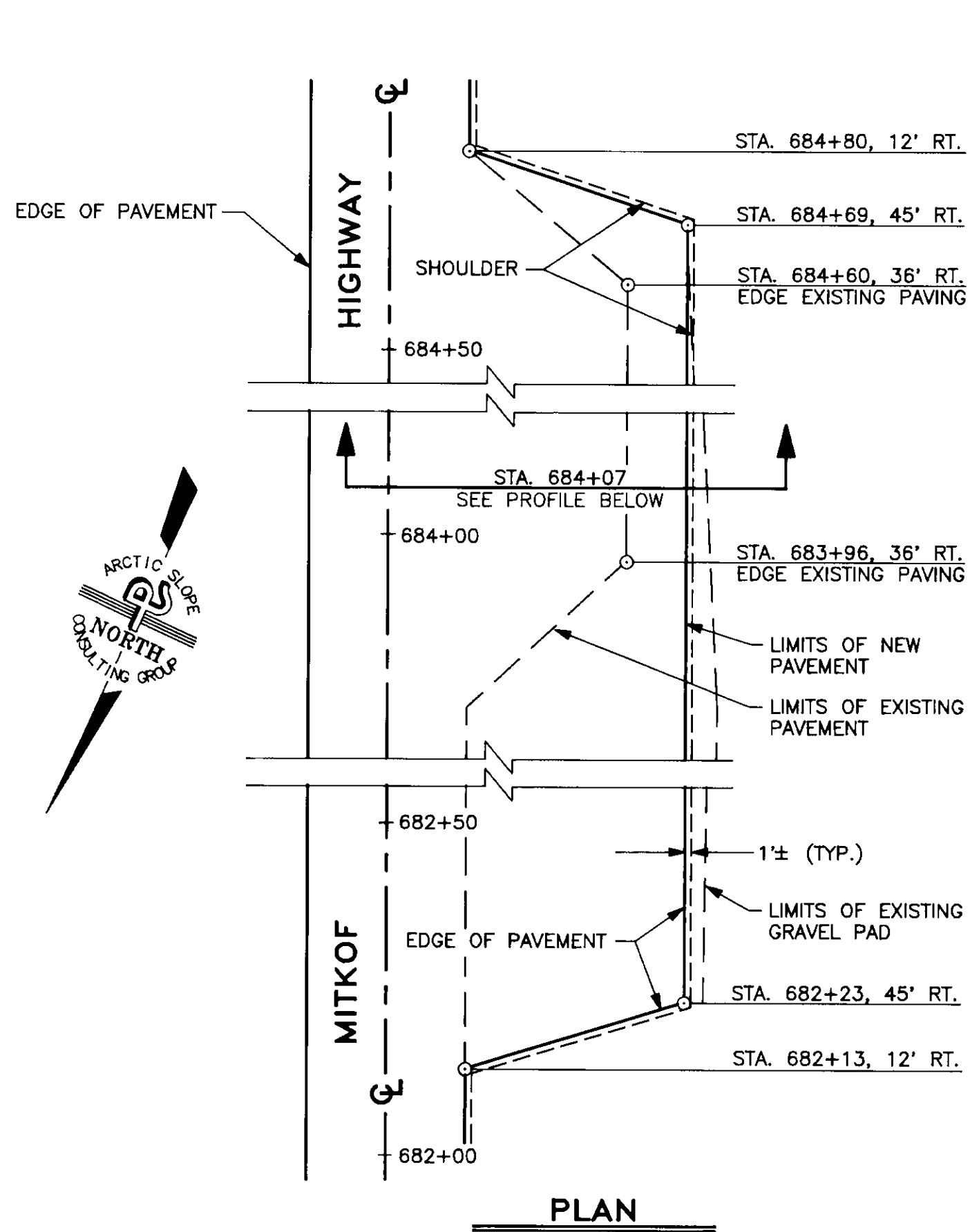
PETERSBURG
MITKOF HIGHWAY RECONSTRUCTION
APPROACH PLANS AND PROFILES

PREPARED BY
ARCTIC SLOPE CONSULTING GROUP, INC.
Engineers • Architects • Scientists • Surveyors

DESIGNED BY: J.M.M.B.
DRAWN BY: J.E.M.
CHECKED BY: D.L.M.

SCALE
NOT TO SCALE
DATE:
SEPT. 1991
SHEET 46 OF 52





SECTION AT STA. 684+07

TURN-OUT AT
STATION 684+07, RIGHT
(BLIND RIVER RAPIDS TRAIL PARKING AREA)

SECTION AT STA. 704+67

TURN-OUT AT
STATION 704+67, RIGHT
(BLIND ISLAND PICNIC GROUNDS)

SECTION AT STA. 714+80

TURN-OUT AT
STATION 714+80, RIGHT

SECTION AT STA. 731+10

TURN-OUT AT
STATION 731+10, RIGHT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

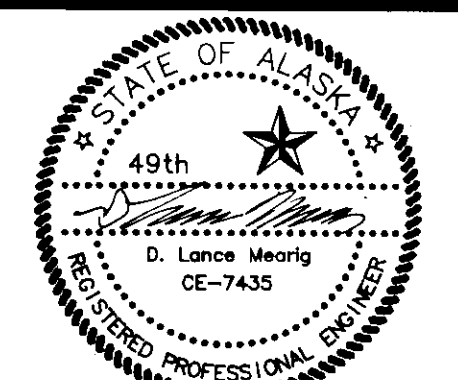
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
MITKOF HIGHWAY RECONSTRUCTION
TURN-OUT PLANS AND SECTIONS

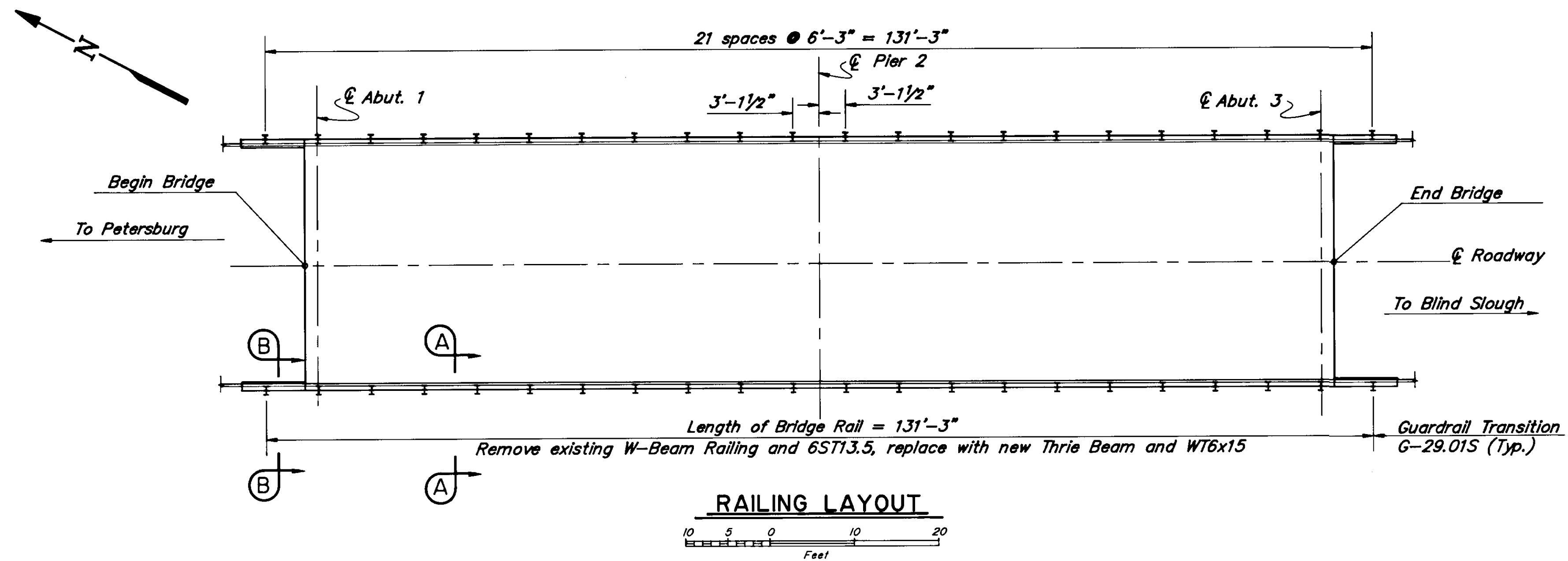
PREPARED BY
ARCTIC SLOPE CONSULTING GROUP, INC.
Engineers • Architects • Scientists • Surveyors

DESIGNED BY: J.M.M.B.
DRAWN BY: J.E.M.
CHECKED BY: D.L.M.

SCALE
NOT TO SCALE
DATE:
SEPT. 1991
SHEET 47 OF 52

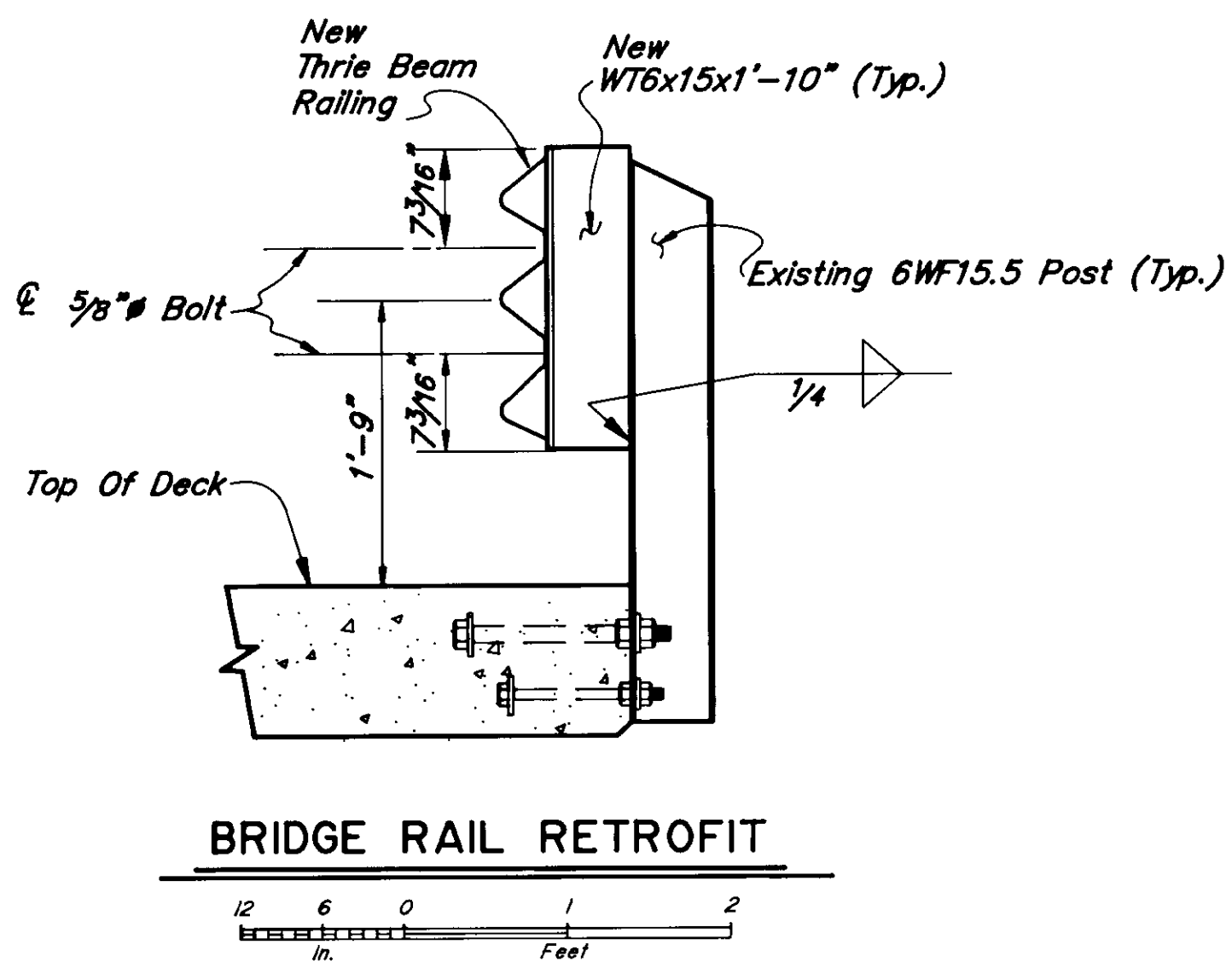
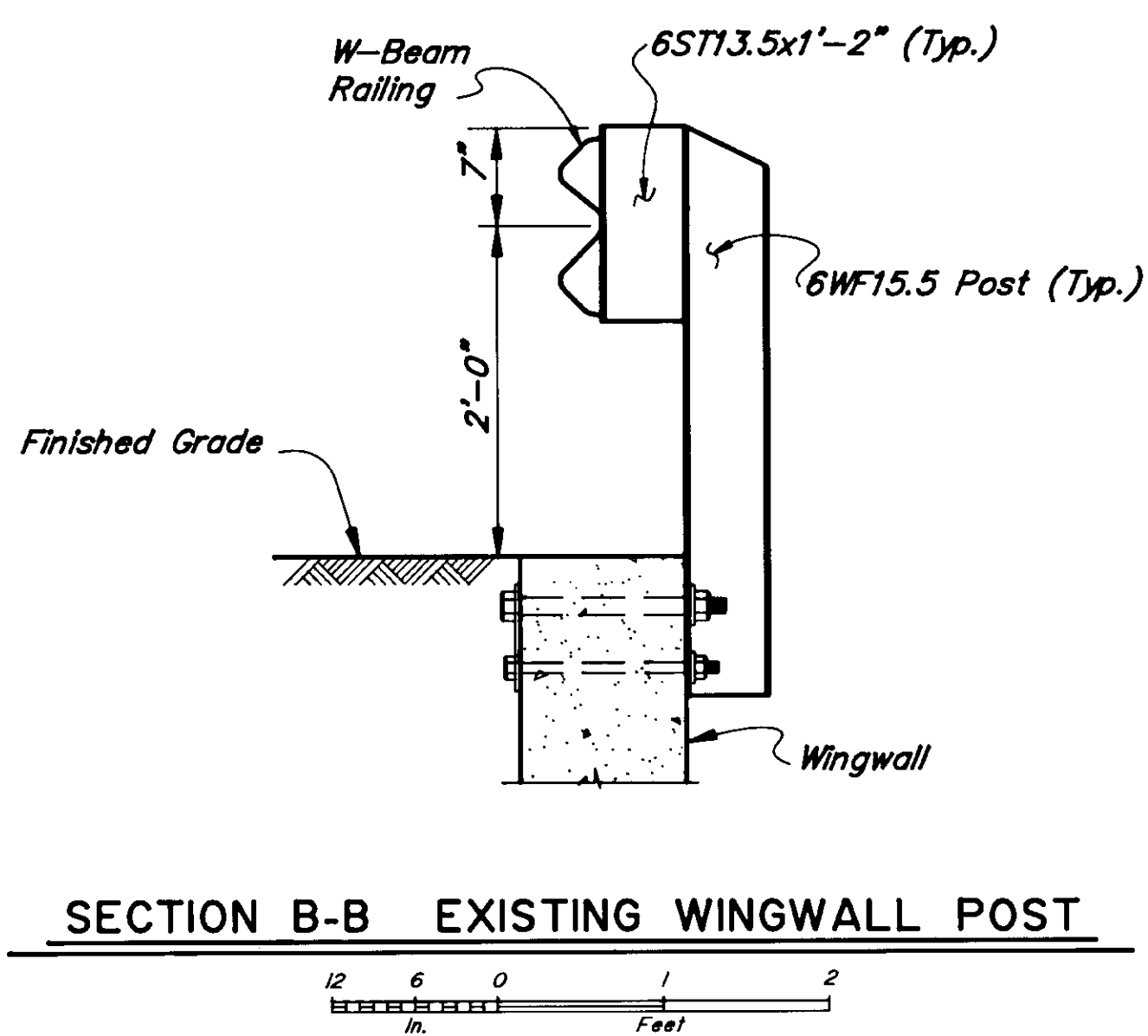
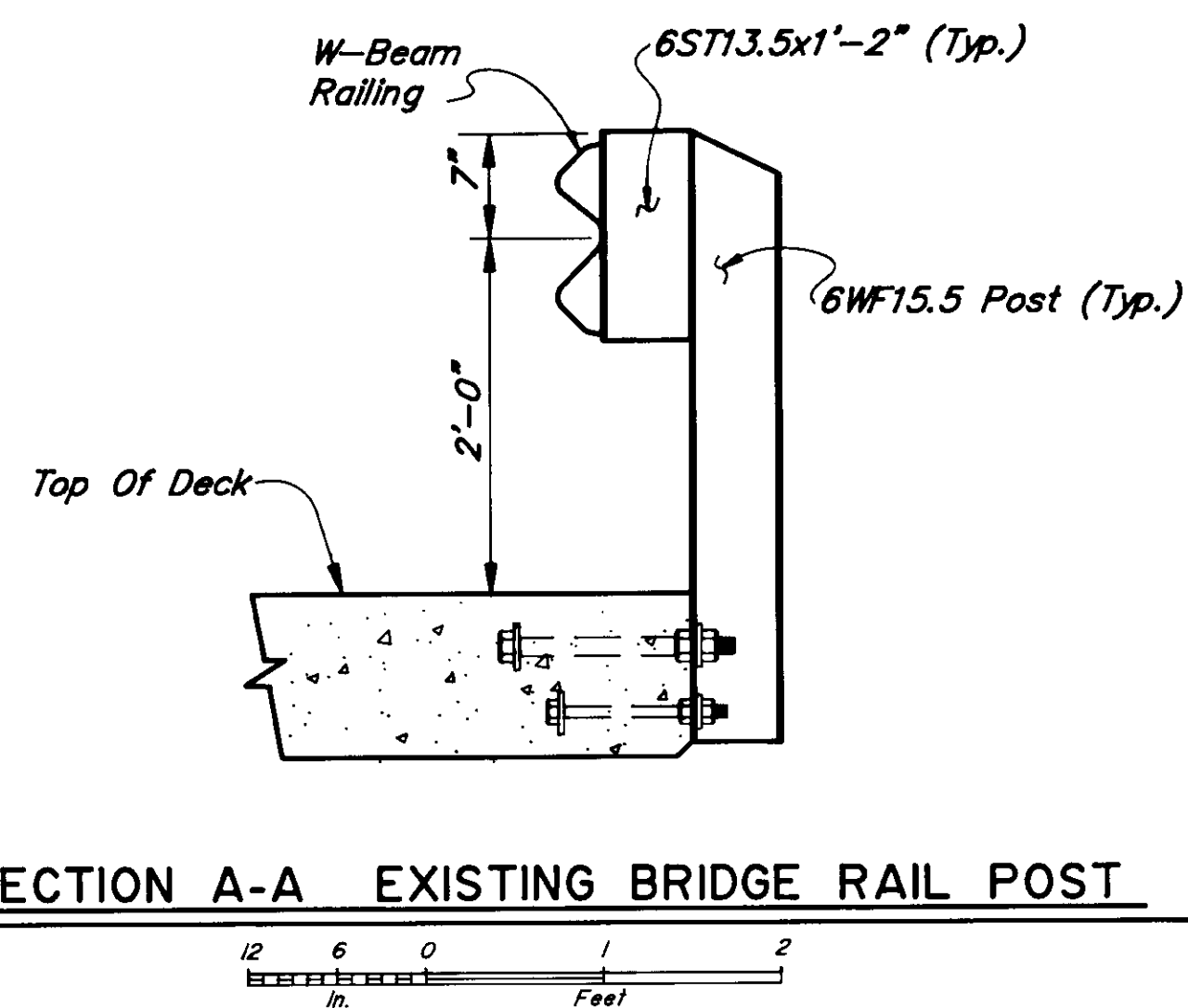
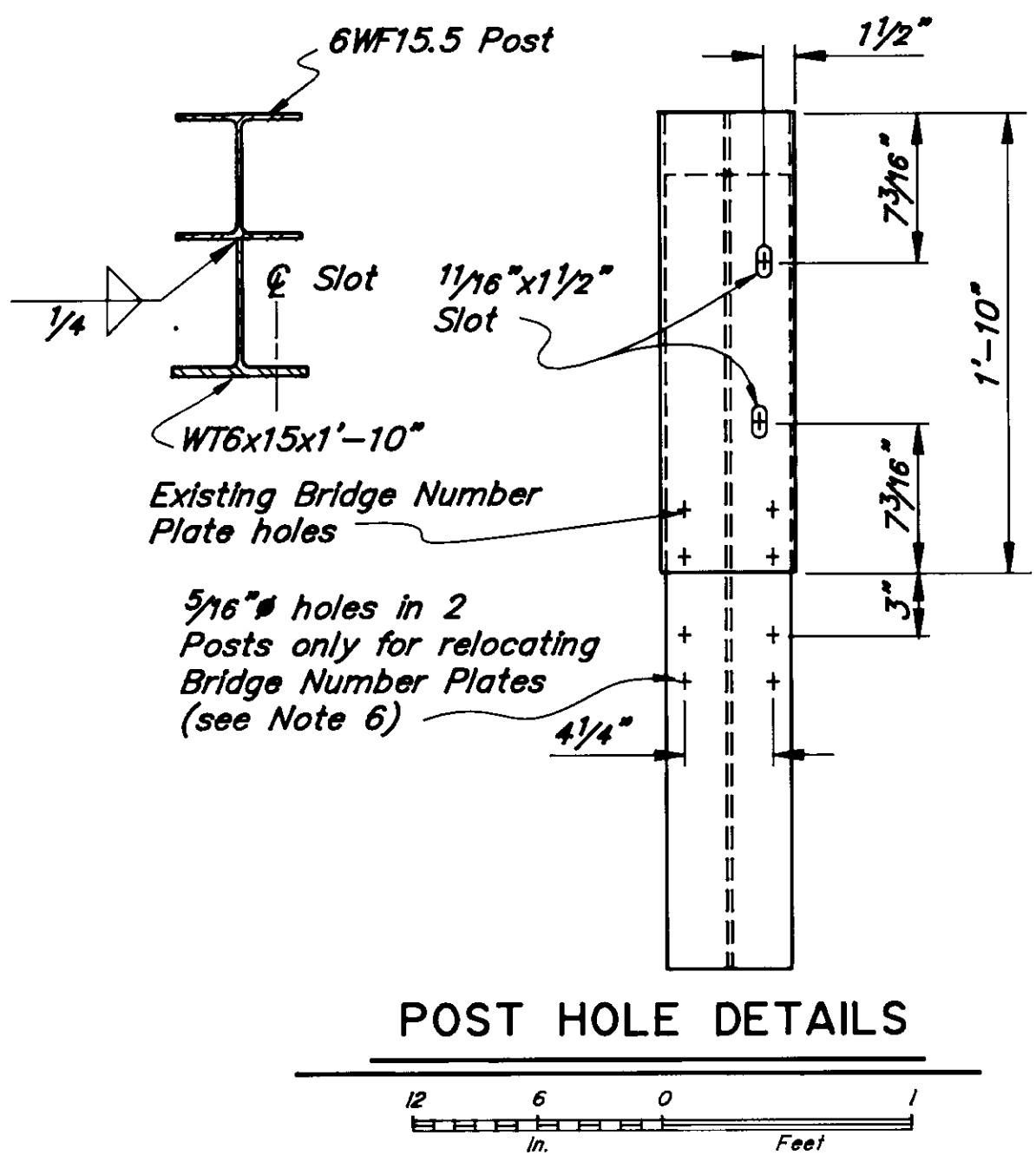


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0937(22)	1991	48	52



NOTES:

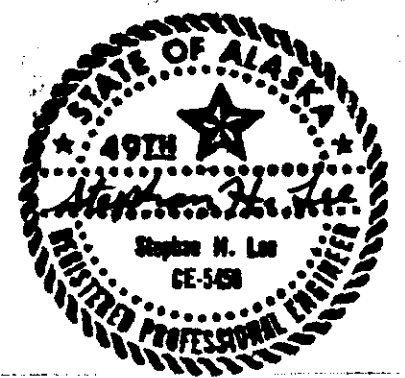
1. Structural steel shall conform to ASTM A-36 and be shop fabricated and galvanized in accordance with Standard Specification 722.
2. Prior to field welding, galvanizing on steel members shall be removed by grinding to base metal.
3. Galvanized steel damaged by field cutting or welding shall be repaired in accordance with AASHTO Specification M-36.
4. Thrie Beam (12 gage) Assembly shall be in accordance with details on Standard Drawings G-09.01S and G-29.01S.
5. Thrie Beam Back-up Plates shall be used at all non-splice connections. Thrie Beam shall be lapped in direction of vehicle travel. Guardrail reflectors shall be continued across the Bridge, mounted at 50' centers.
6. Reattach Bridge Number Plate to Bridge Rail Post with 4 - 1/4" security screws with lock washers and nuts.



FALLS CREEK BRIDGE

BRIDGE RAIL RETROFIT

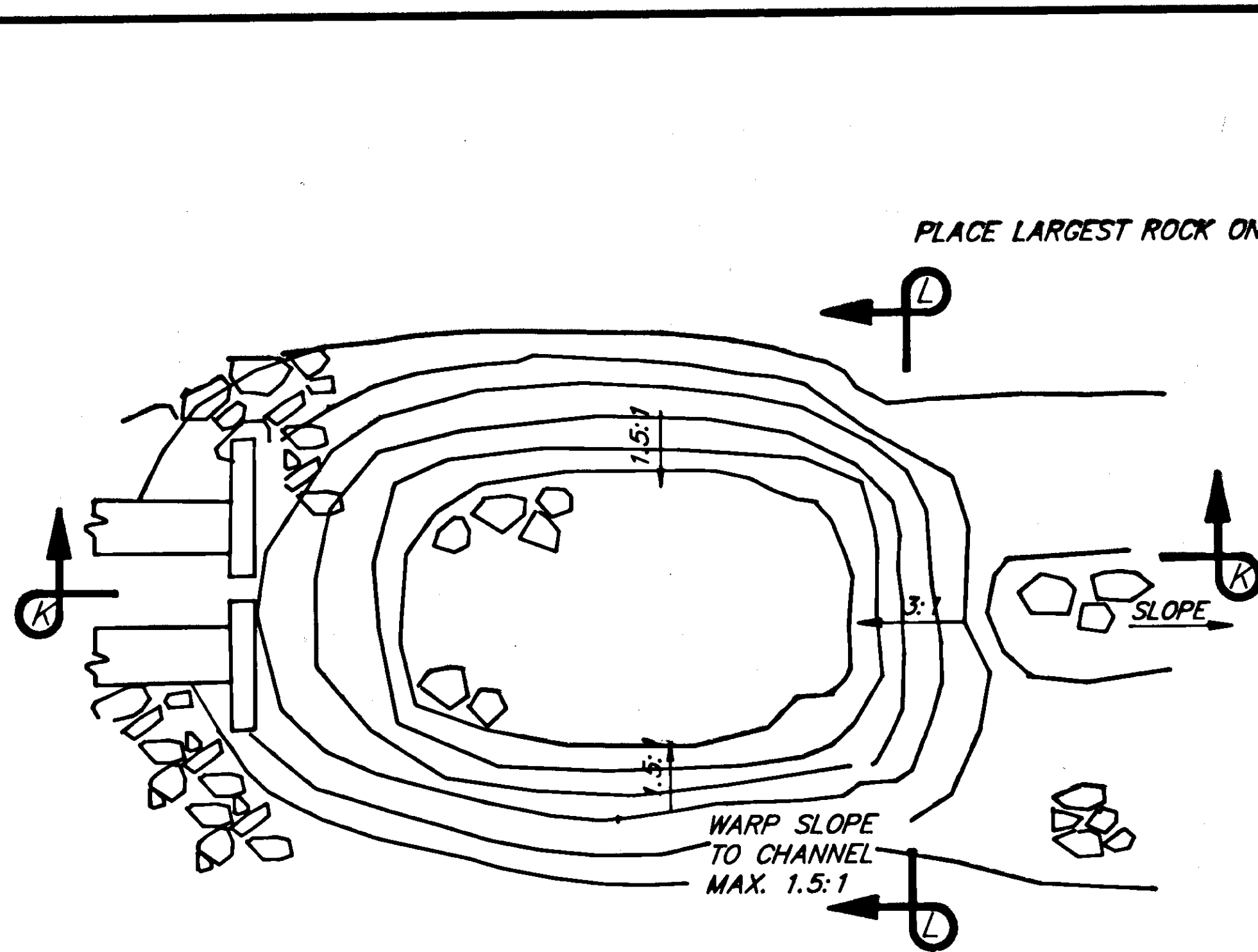
STATE of ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA



5 (C) CAD/CAM/PRINT/REPRO
8/12/1991 13.35
Scale = 10.00
Drawn By: CUE

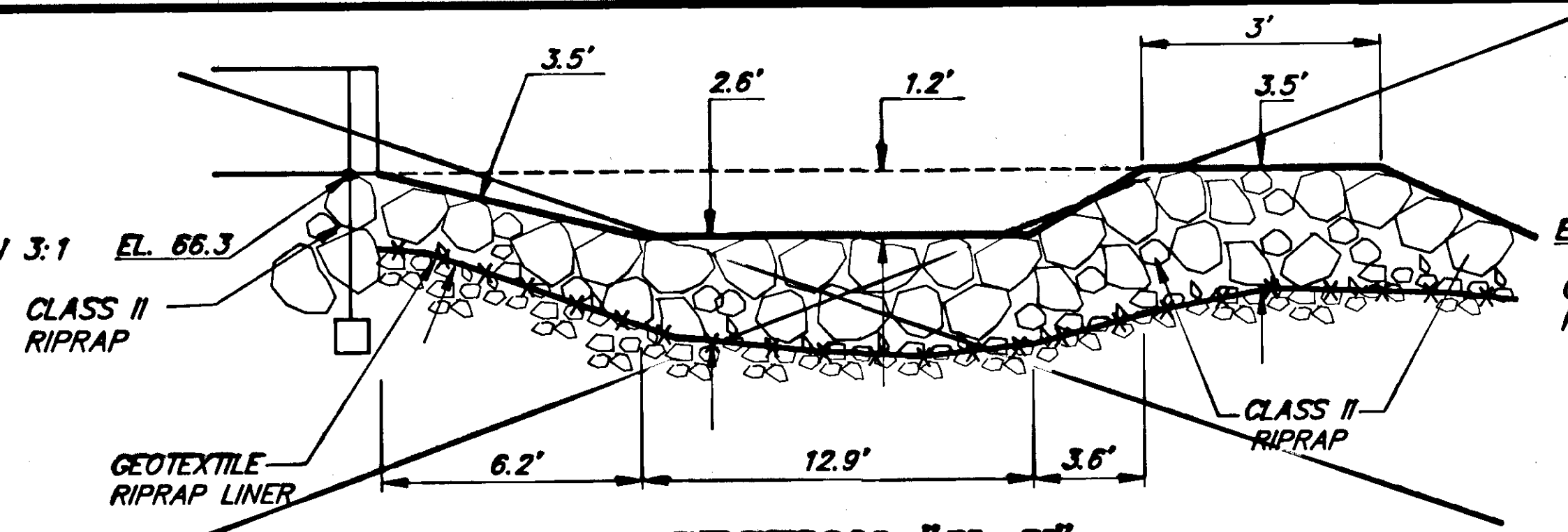
BRIDGE NO. 868

DWG. NO. 1



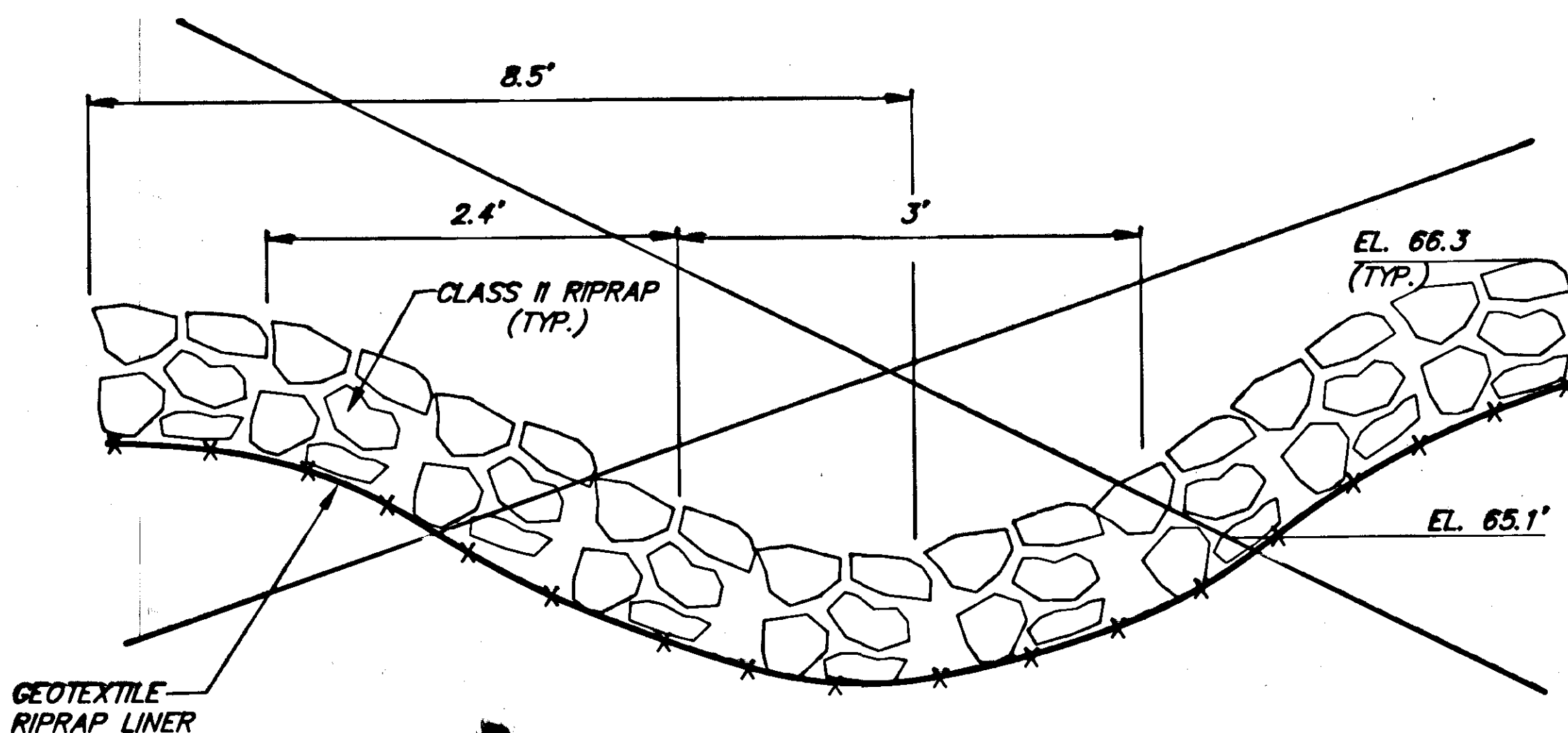
**TYPICAL OUTLET STILLING BASIN
FOR CULVERTS AT STATIONS:**

"0" 150+35 & "0" 150+44



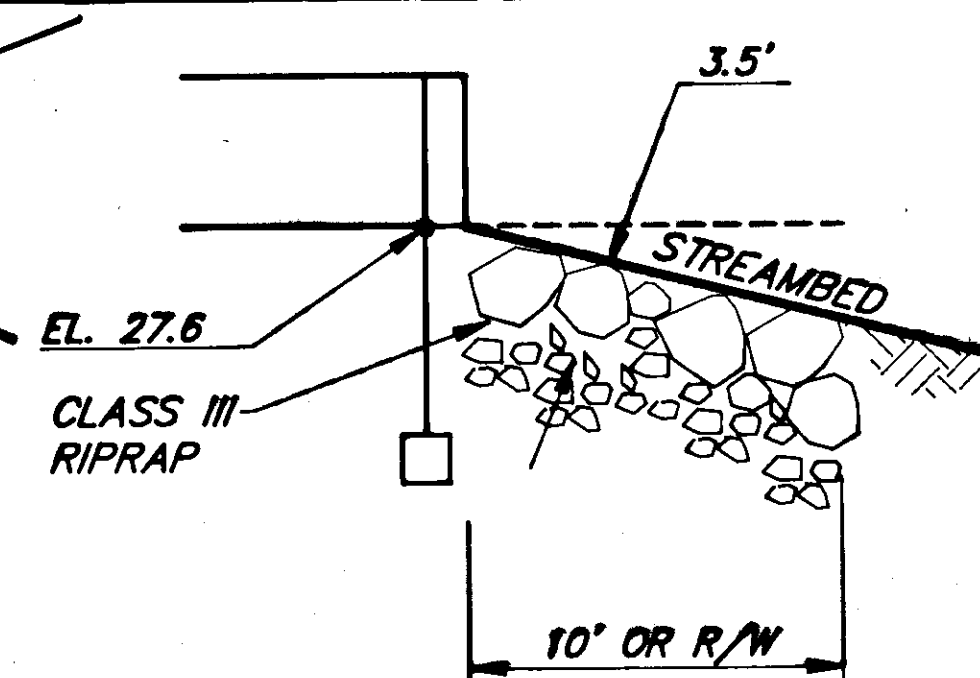
SECTION "K-K"

STA. "0" 150+35 & STA. "0" 150+44



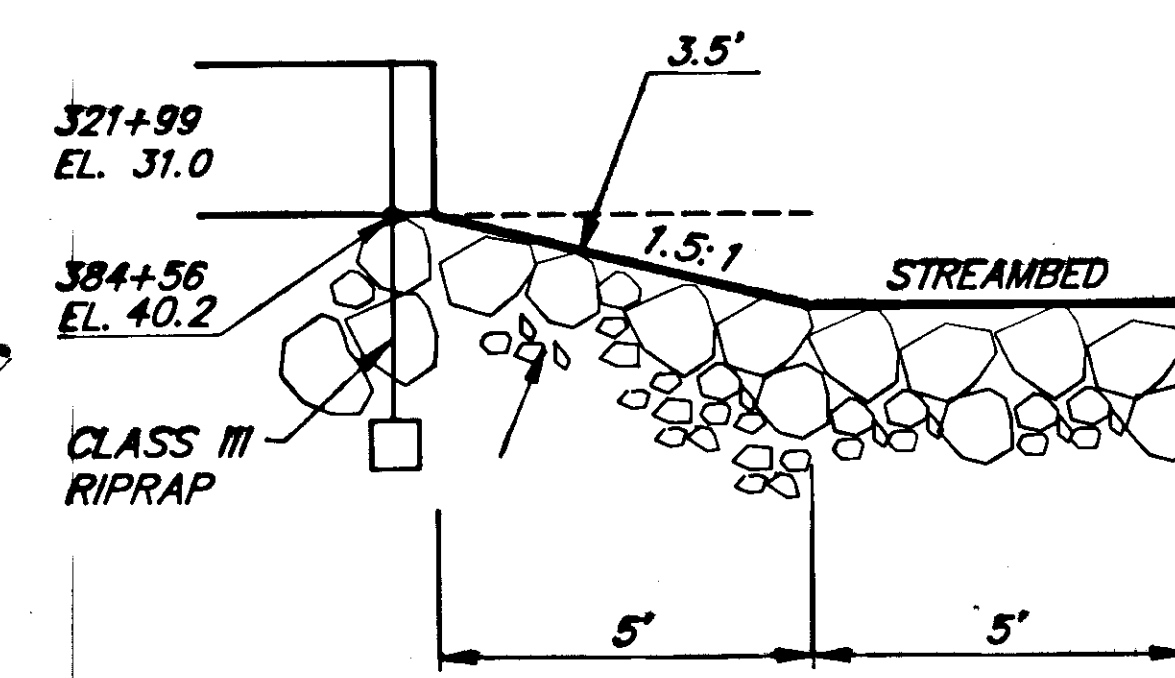
SECTION "L-L"

STA. "0" 150+35 & STA. "0" 150+44



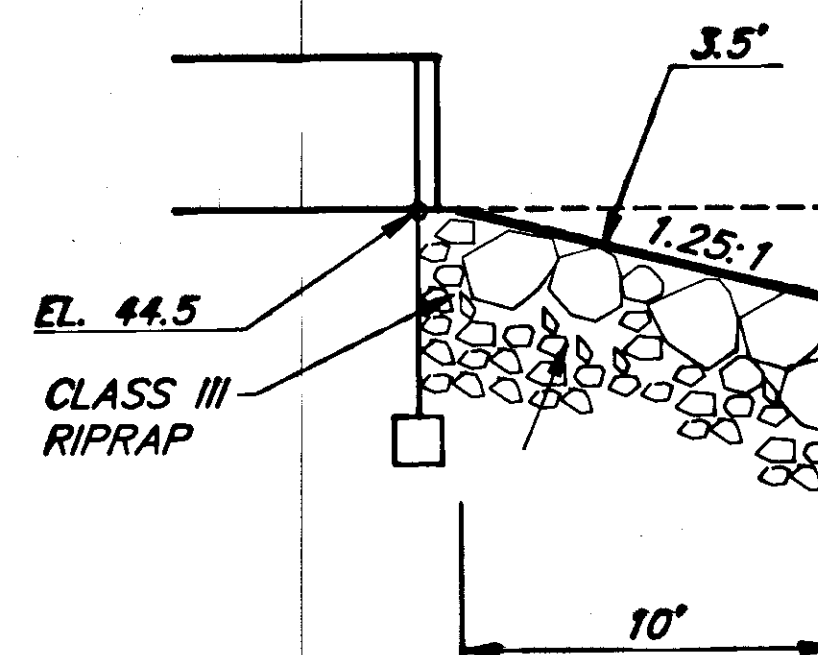
CULVERT SECTION

STA. "0" 242+17 & STA. "0" 242+27
& STA. "0" 150+35 & STA. "0" 150+44



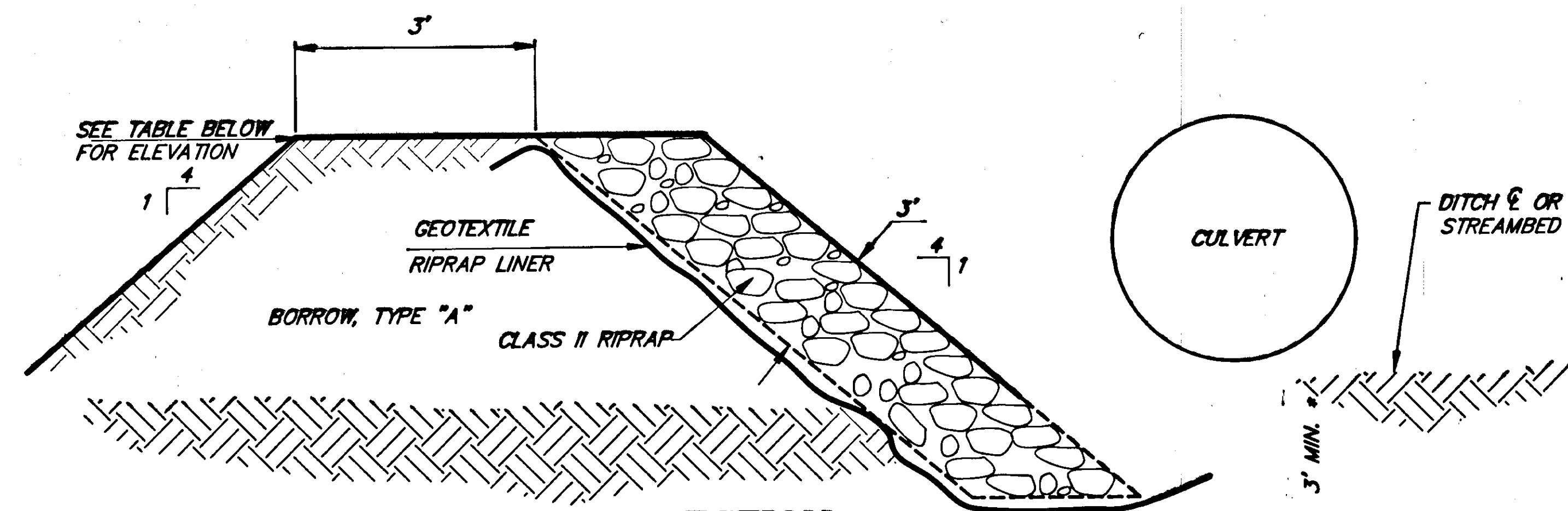
CULVERT SECTION

STA. "0" 321+99 & "0" 384+56



CULVERT SECTION

STA. "0" 270+10 & STA. "0" 270+20



DITCH BLOCK SECTION

PLACE DOWNHILL SIDE OF CULVERT AT STATIONS:	TOP OF DIKE ELEV.
"0" 150+35 INLET SIDE	73.0
"0" 221+10 INLET SIDE	28.8 *
"0" 270+10 INLET SIDE	80.0
"0" 384+56 INLET SIDE	58.5

* THE 3' MIN. IS NOT NEEDED FOR DITCH AT STA. "0" 221+10

HYDROLOGIC AND HYDRAULIC SUMMARY

(STA. 150+43)			(STA. 322+00)		
(2) 47"x71" CMPA'S	50- YR.	100- YR.	(1) 96" CMP	50- YR.	100- YR.
FLOOD FREQUENCY	.5 SQ. MILES		FLOOD FREQUENCY	.85 SQ. MILES	
DRAINAGE AREA	2%	1%	DRAINAGE AREA	2%	1%
EXCEEDANCE PROBABILITY	198 cfs	218 cfs	EXCEEDANCE PROBABILITY	311 cfs	343 cfs
DESIGN DISCHARGE	71.5 ft.	71.8 ft.	DESIGN DISCHARGE	39.2 ft.	39.6 ft.
DESIGN HIGH WATER	0 ft.		DESIGN HIGH WATER	0 ft.	
ANTICIPATED ADDITIONAL BACKWATER			ANTICIPATED ADDITIONAL BACKWATER		
(STA. 242+13)			(STA. 329+30)		
(2) 57"x83" CMPA'S	50- YR.	100- YR.	LEAVE IN PLACE EXISTING	50- YR.	100- YR.
FLOOD FREQUENCY	.6 SQ. MILES		FLOOD FREQUENCY	2.5 SQ. MILES	
DRAINAGE AREA	2%	1%	DRAINAGE AREA	2%	1%
EXCEEDANCE PROBABILITY	231 cfs	255 cfs	EXCEEDANCE PROBABILITY	781 cfs	862 cfs
DESIGN DISCHARGE	34.7 ft.	36.9 ft.	DESIGN DISCHARGE	24.8 ft.	25.6 ft.
DESIGN HIGH WATER	0 ft.		DESIGN HIGH WATER	0 ft.	
ANTICIPATED ADDITIONAL BACKWATER			ANTICIPATED ADDITIONAL BACKWATER		
(STA. 270+20)			(STA. 384+56)		
(2) 57"x83" CMPA'S	50- YR.	100- YR.	(1) 105"x169" CMPA	50- YR.	100- YR.
FLOOD FREQUENCY	.45 SQ. MILES		FLOOD FREQUENCY	.5 SQ. MILES	
DRAINAGE AREA	2%	1%	DRAINAGE AREA	2%	1%
EXCEEDANCE PROBABILITY	181 cfs	199 cfs	EXCEEDANCE PROBABILITY	491 cfs	541 cfs
DESIGN DISCHARGE	57.8 ft.	58.0 ft.	DESIGN DISCHARGE	55.0 ft.	55.3 ft.
DESIGN HIGH WATER	0 ft.		DESIGN HIGH WATER	0 ft.	
ANTICIPATED ADDITIONAL BACKWATER			ANTICIPATED ADDITIONAL BACKWATER		

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

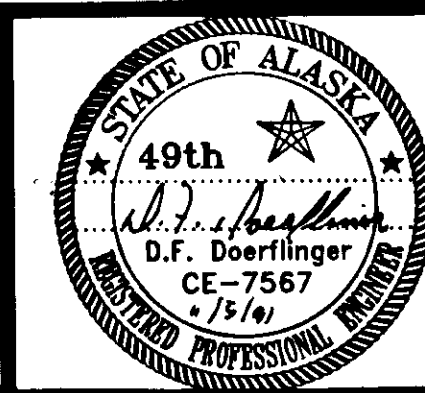
Petersburg

Mitkof Highway Reconstruction
Scow Bay to Papke's Landing
RS-0937(22) 70265

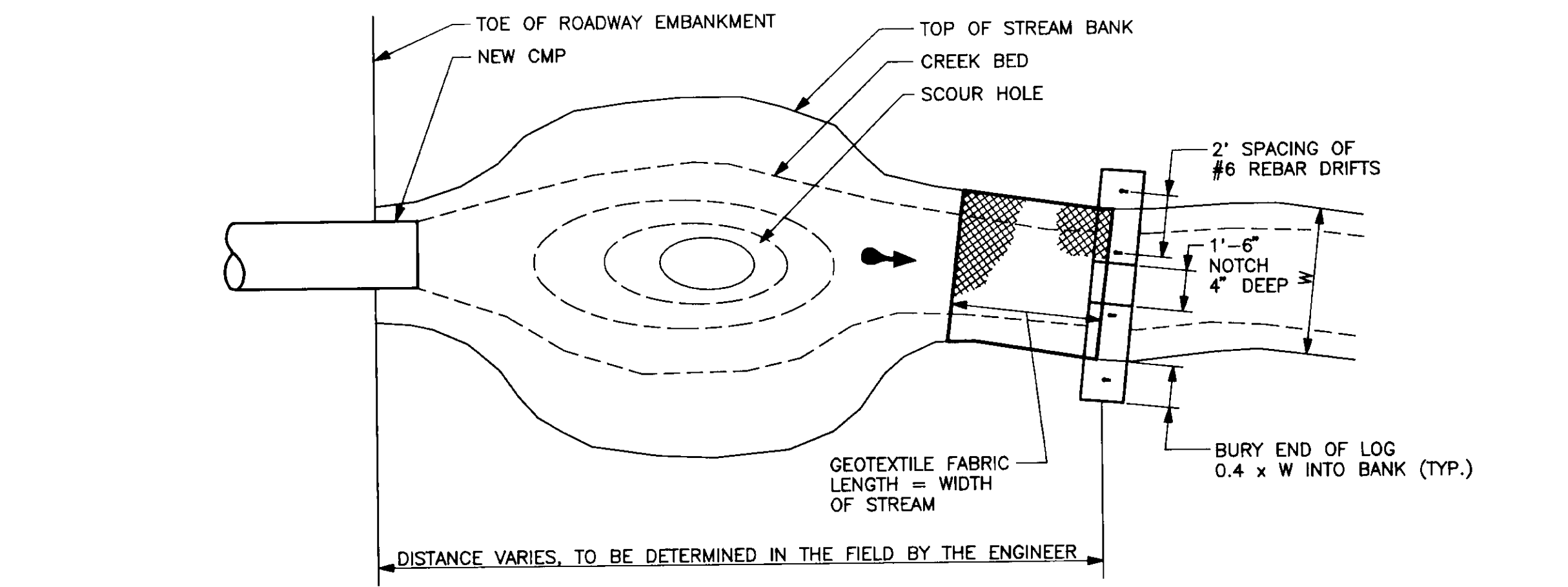
Alaska

DESIGNED BY: D. Saldivar
DRAWN BY: AutoCad/C.S.A.
CHECKED BY: D. Doerflinger

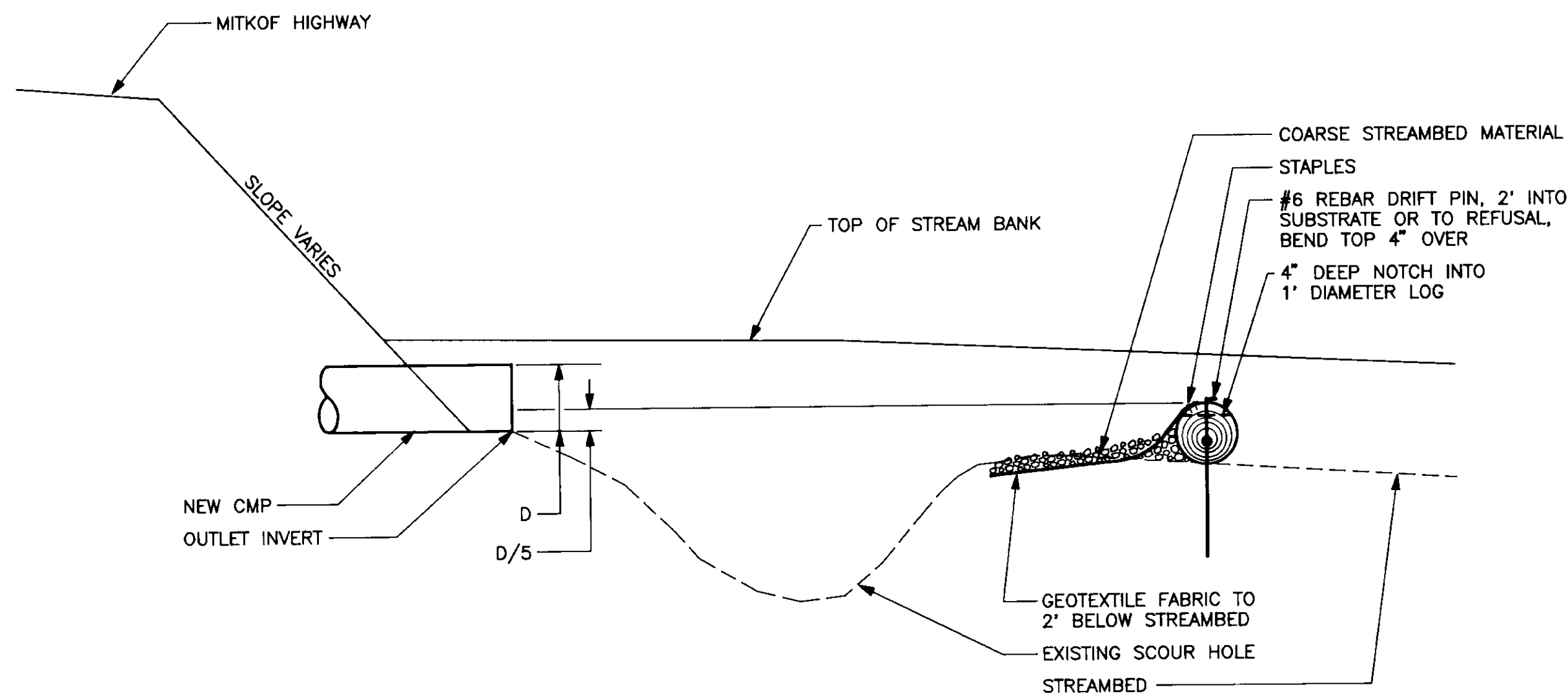
PROJECT NO. 70265
DATE: 9/91
SHEET 49 OF 52



RIPRAP CROSS SECTIONS AND PROFILES



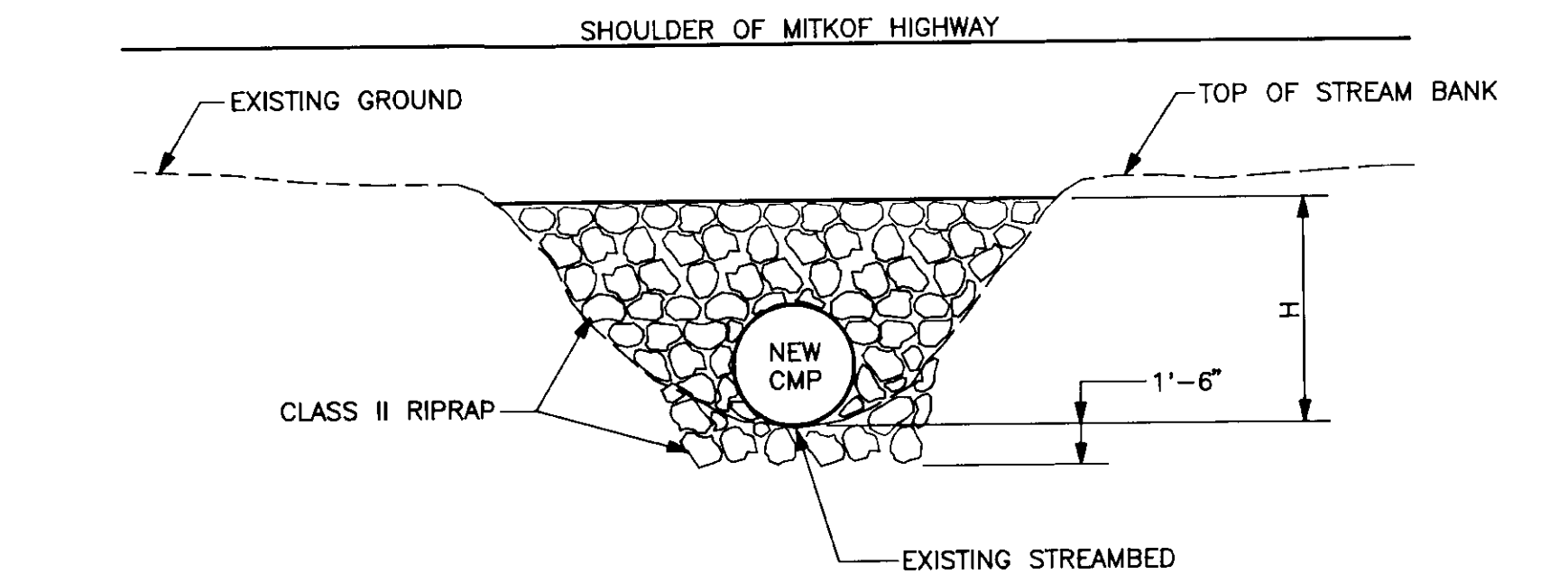
PLAN



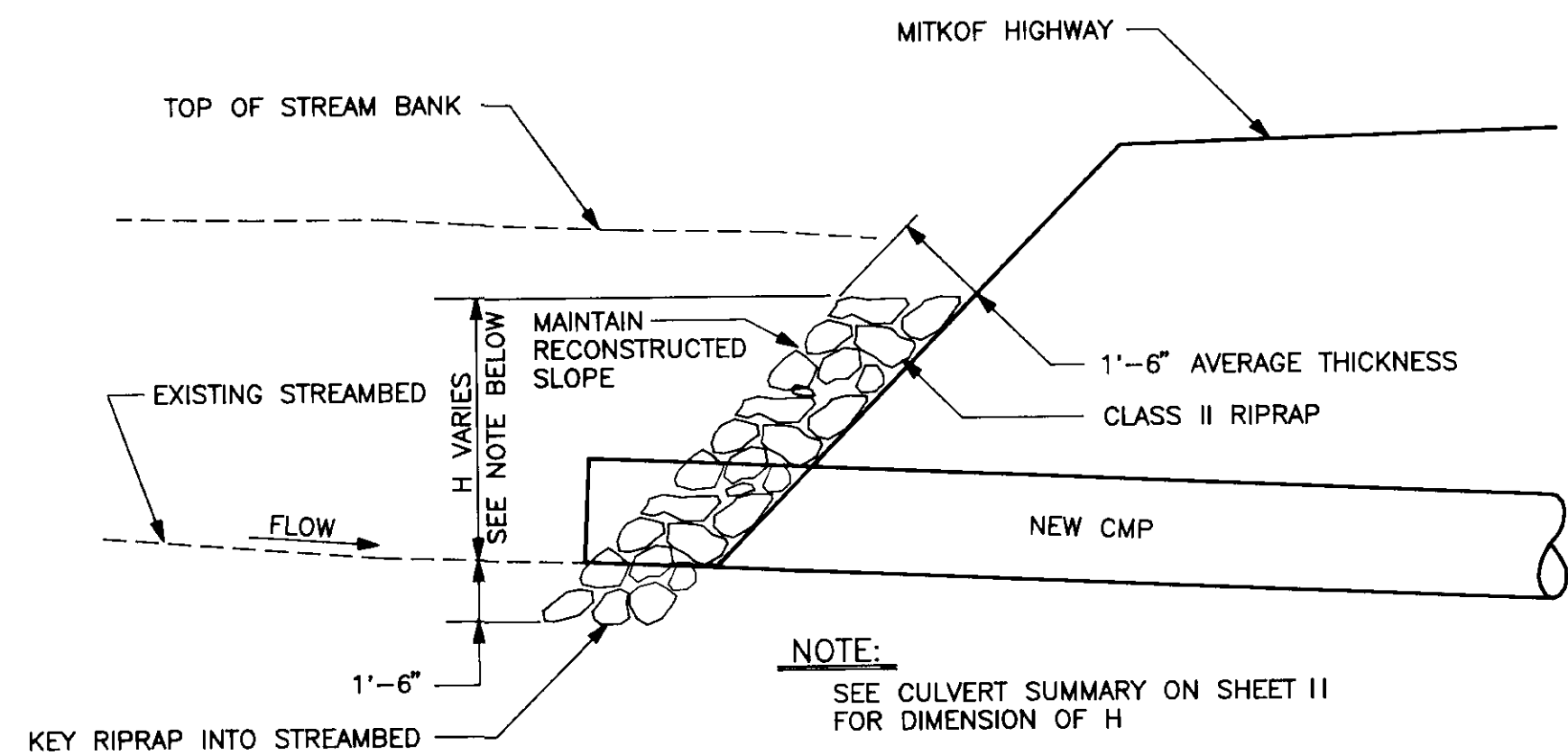
SECTION

BACKWATER CONTROL STRUCTURE DETAILS

(SEE CULVERT SUMMARY ON SHEET II FOR LOCATIONS)



ELEVATION



SECTION

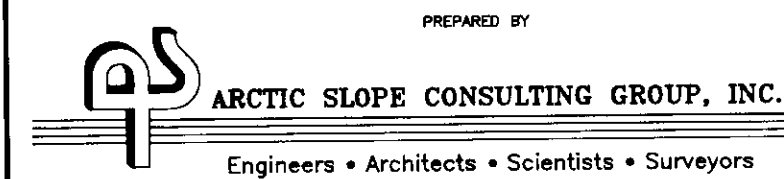
FORESLOPE PROTECTION DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
B.A.	1-14-92	DELETED DETAILS
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
MITKOF HIGHWAY RECONSTRUCTION
CONSTRUCTION DETAILS



DESIGNED BY:	J.M.M.B.	SCALE	NOT TO SCALE
DRAWN BY:	J.E.M.	DATE:	SEPT. 1991
CHECKED BY:	D.L.M.	SHEET	50 OF 52





NOTES:

1. INSTALL REFLECTIVE PAVEMENT MARKERS BETWEEN STATION "0" 117+00 TO STATION "0" 843+00.
2. RPM's SHALL NOT BE PLACED IN INTERSECTIONS WITH PUBLIC ROADWAYS. RPM SPACING SHALL START OVER AT INTERSECTION BOUNDARY.
3. ONLY PUBLIC ROADWAYS WILL BE MARKED AS INTERSECTION APPROACHES.
4. LATERAL PLACEMENT OF RECESSED PAVEMENT MARKERS SHALL BE BETWEEN DOUBLE YELLOW STRIPES OR IN LINE WITH SKIP STRIPES.
5. LOCATION OF PASSING AND NO PASSING ZONE WILL BE DETERMINED AND FIELD LOCATED BY THE ENGINEER.
6. REFLECTIVE PAVEMENT MARKERS SHALL HAVE DUAL YELLOW REFLECTIVE SURFACES.

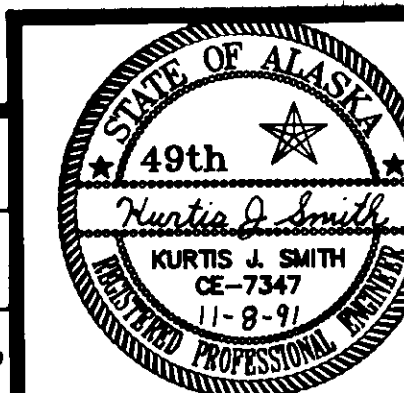


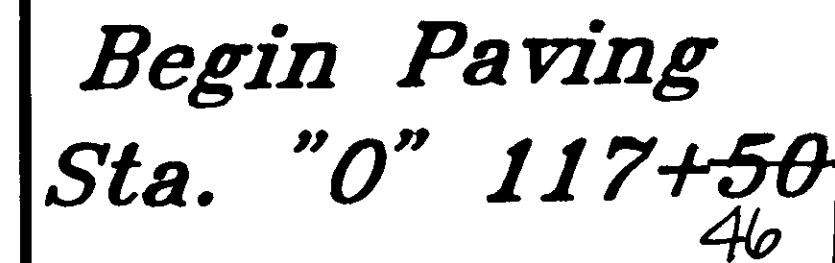
STA. "0" 116+00 TO STA. "0" STA. 843+09

Petersburg		Mikof Highway Reconstruction		Alaska	
Scow Bay to Papke's Landing - Papke's Landing to Crystal Lake Hatchery Road					
RS-0937(22)	70265	RS-0937(23)	70287		

STRIPING DETAILS

DESIGNED BY:	<i>D. Saldivar</i>	PROJECT NO.	70265 / 70287
DRAWN BY:	<i>AutoCad/C.S.A.</i>	DATE:	9/91
CHECKED BY:	<i>K. Smith</i>	SHEET 5/ OF	





"0" 117+56
INSTALL TRAFFIC
COUNT STATION
SEE DETAILS, THIS SHEET

MITKOFF/COUNTER 1=20