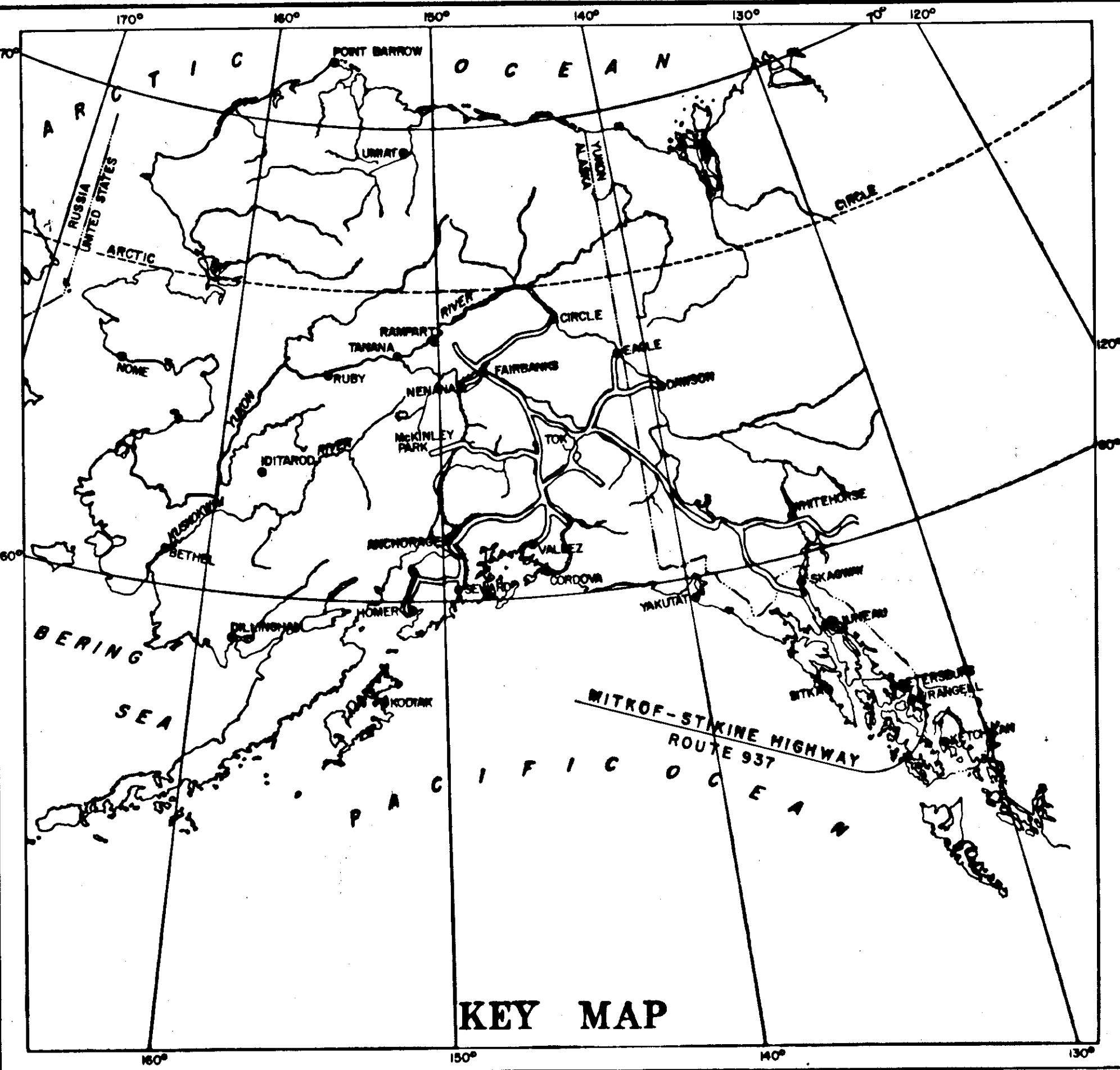


STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1960	1	52

MITKOF-STIKINE HIGHWAY

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SUMMARY OF QUANTITIES
3	TYPICAL CROSS SECTIONS
4	SPECIAL DETAILS
5	BORROW PIT PLATS
6-31	PLAN & PROFILE SHEETS
32-38	PLANS FOR BRIDGE NO. 794
39-45	PLANS FOR BRIDGE NO. 795
S-1	STANDARD CULVERTS
S-2	STANDARD END SECTIONS
S-5	STANDARD BARRICADE
S-6	STANDARD PROJECT IDENTIFICATION SIGN
S-7	TYPICAL SIGNS
S-8	STANDARD BEAM GUARD RAIL



KEY MAP

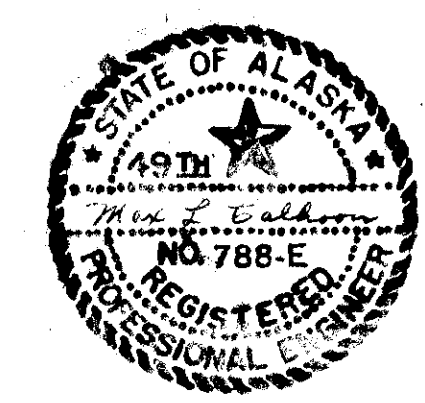
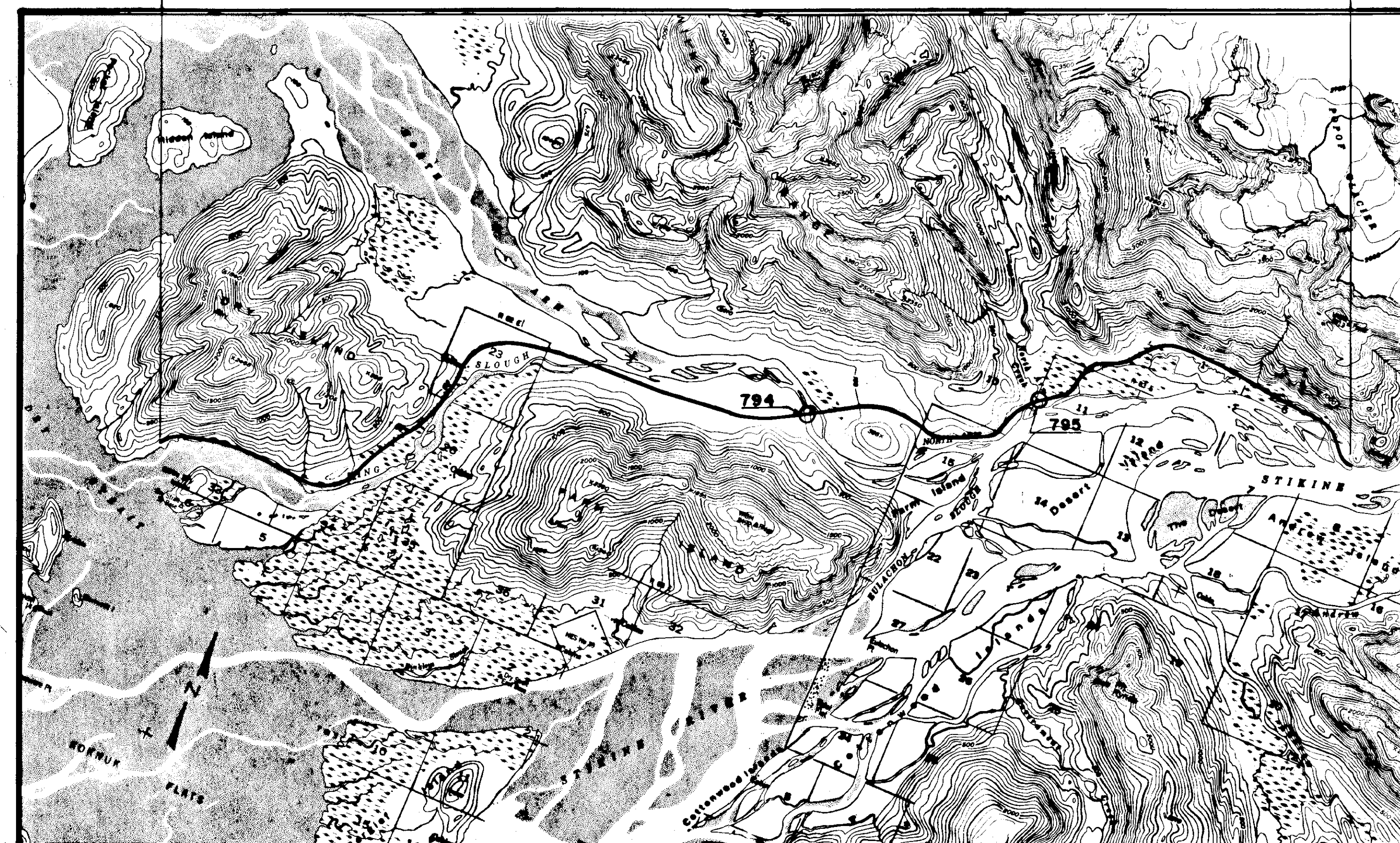
STATE OF ALASKA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS

PLAN AND PROFILE  
PROPOSED HIGHWAY PROJECT  
NO. S-0937 ( )  
MITKOF-STIKINE HIGHWAY  
DRY STRAIT TO KAKWAN POINT  
GRADING, DRAINAGE AND BRIDGES

TONGASS NATIONAL FOREST  
FIRST JUDICIAL DIVISION

SCALES  
PLAN: 1 in. = 100 ft.  
PROFILE: HORIZ. 1 in. = 100 ft. VERT. 1 in. = 10 ft.  
REDUCED PLAN: 1 in. = 200 ft.  
REDUCED PROFILE: HORIZ. 1 in. = 200 ft. VERT. 1 in. = 20 ft.

BEGIN PROJECT STATION 1825+00	<b>ALASKA</b>	END PROJECT STATION 2589+00
THIS PROJECT (14.45 MILES)		



PLANS PREPARED BY:  
AERO SERVICE CORPORATION-  
KNOERLE, GRAEF, BENDER &  
ASSOCIATES, INC.  
PHILADELPHIA-BALTIMORE-CHICAGO  
*M. E. Bender* Date 2.15.1961  
*[Signature]* Date 2.15.1961

STATE OF ALASKA  
DEPT. OF PUBLIC WORKS  
DIVISION OF HIGHWAYS

APPROVED \_\_\_\_\_ Date \_\_\_\_\_  
DIRECTOR, DIVISION OF HIGHWAYS

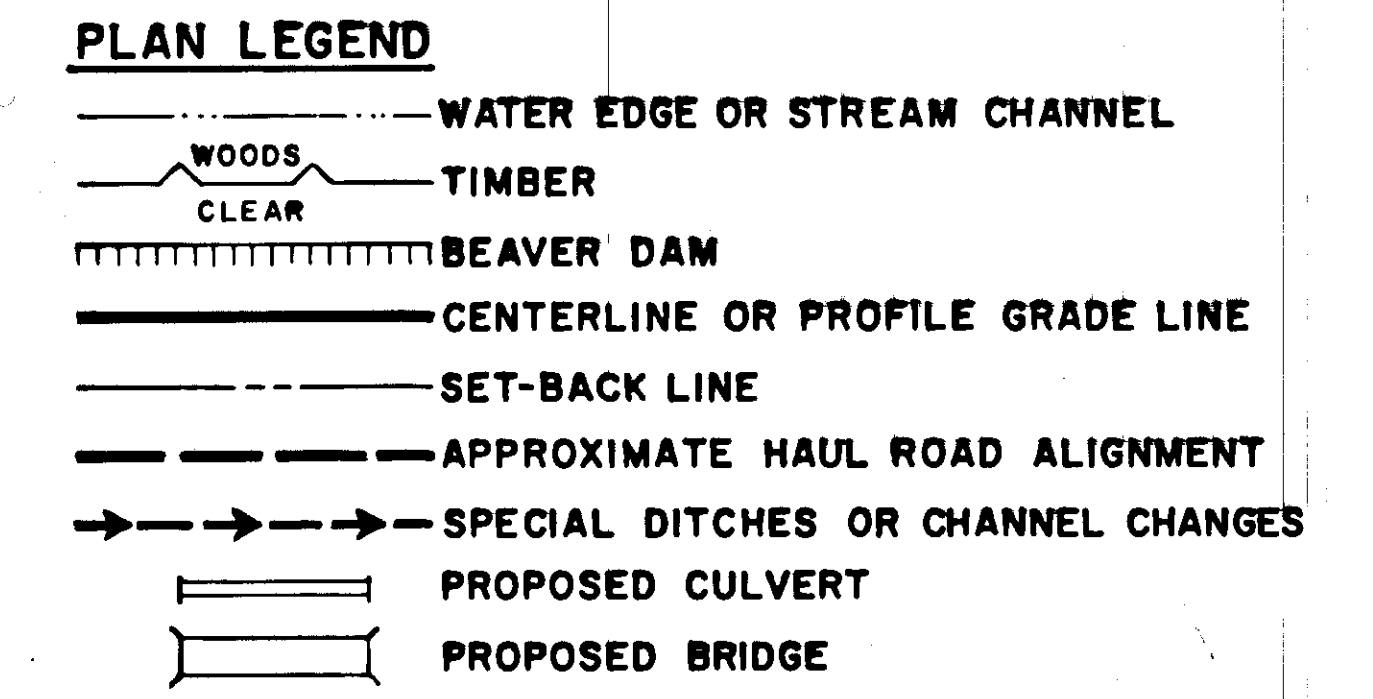
APPROVED \_\_\_\_\_ Date \_\_\_\_\_  
REGIONAL ENGINEER  
BUREAU OF PUBLIC ROADS  
REGION TEN

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS																									TOTALS	PROPOSAL QUANTITIES				
			6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			31			
100 (1)	CLEARING	ACRE	4.32	1.20	3.14	3.32	0.17	0.05				4.40	4.96	7.20	7.65	5.16	4.11	4.13	4.98	5.76	6.35	7.15	7.26	4.90	4.89	5.83	4.51	4.79	4.41	3.20	113.84	116	
100 (2)	GRUBBING	ACRE	2.05	0.91	1.70	1.60	0.17	0.04				3.81	3.26	1.67	2.60	0.93	2.76	1.08	2.36	2.77	2.97	4.11	3.67	1.21	1.81	2.26	3.76	2.36	3.42	1.45	54.73	60	
100 (4)	PIT CLEARING AND GRUBBING	ACRE									1.44	5.73				6.94																25.17	26
100 (6)	DISPOSAL OF DEBRIS	L.S.																														SEE NOTE 7 SHEET 4	LUMP SUM
102 (1)	UNCLASSIFIED EXCAVATION	C.Y.	36,728	16,560	25,801	18,759	2,802	692	136	24,098	8,485	12,938	6,764	2,404	2,194	2,971	28,646	14,863	15,147	30,911	27,726	63	1,382	14,216	10,561	6,779	9,553	13,575			334,754	340,000	
102 (4)	BORROW EXCAVATION, CASE 1	C.Y.					40,602	35,338	12,898			8,687	9,857	13,383	1,309	9,804							12,419	11,753	12,613	22,261	4,318				195,242	210,000	
102 (6)	SELECTED BORROW, TOPPING, CASE 1	C.Y.					4,986	6,174	6,239	6,354	5,894	6,097	6,194	6,002	5,982	5,092	5,211	5,185	5,933	5,831	5,818	6,028	6,219	5,858	6,005	5,871	5,938	2,009			124,920	130,000	
102 (11)	SELECTED TOPPING	C.Y.	2,879	3,430	3,584	3,355	701																								13,949	15,000	
103 (1)	EXCAVATION FOR STRUCTURES (CULVERTS)	C.Y.	126	45	175	60	56	19	79	12	17	20	3	410	5	27	26	360	49	179	71	11	247	159	328	20	788	21			3,313	3,500	
103 (3)	FOUNDATION FILL	C.Y.				12																									82	100	
105 (2)	OVERHAUL	Yd. MI.	109	132			61,450	31,032	7,159	4,065	6,416	7,307	1,030	3,629	4,696	8,032	9,863	7,923	5,350	2,241	201	3,711	5,113	6,818	1,511	589	3,130	1,950			183,457	190,000	
453 (4G)	24" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.	200	54	94	116					56	120	166	40	70	130	124		122	248	84	324			78		40	118	86			2,270	2,400
453 (4H)	30" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.		114	64	56	56									70			66	136												618	650
453 (4I)	36" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.	40		104				60		48						100	100			164	122					40	208	174			1150	1,300
453 (4J)	42" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.			44						60											116										314	330
453 (4K)	48" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.	144			46										52									52		128					422	450
453 (4L)	54" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.							88																							152	160
453 (4M)	60" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.				62										60											132					254	280
453 (4N)	66" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.				64																66							70			508	550
453 (4O)	72" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.					60	82																		68			90			300	330
453 (4Q)	84" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.		108																						172						280	300
453 (4S)	96" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.						54																								54	60
454 (4E)	36" x 22" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.		36		36					46																					118	125
454 (4F)	43" x 27" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.																														40	50
454 (4G)	50" x 31" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.	44														34											48				126	150
454 (4H)	58" x 36" ASBESTOS - BONDED CORRUGATED METAL PIPE	L.F.																														84	100
455 (5F)	BIT. CTD. STR. FLT. PIPE-ARCH 7'-8" SPAN, 5'-5" RISE, 8 GAGE	L.F.													192																	192	200
455 (5J)	BIT. CTD. STR. FLT. PIPE-ARCH 8'-10" SPAN, 6'-1" RISE, 10 GAGE	L.F.																		66												66	70
455 (5CX)	BIT. STD. STR. FLT. PIPE-ARCH 15'-4" SPAN, 9'-3" RISE, 1 GAGE	L.F.																														92	100
460 (2G)	METAL END SECTIONS FOR 24" PIPE CULVERTS	Ea.	2	1	2	6					2	6	4	2	4	6	4		4	8	2	6					2	2	4			69	69
460 (2H)	METAL END SECTIONS FOR 30" PIPE CULVERTS	Ea.		3	2	1	2										2		2	4							2	2				18	18
460 (2I)	METAL END SECTIONS FOR 36" PIPE CULVERTS	Ea.			2				2								2	2			4	2				2	6	2				30	30
460 (2J)	METAL END SECTIONS FOR 42" PIPE CULVERTS	Ea.									2											4										12	12
460 (2K)	METAL END SECTIONS FOR 48" PIPE CULVERTS	Ea.	4				2										2									2		4				14	14
460 (3B)	METAL END SECTIONS FOR 36" x 22" PIPE - ARCH CULVERTS	Ea.				2						2																				2	2
460 (3F)	METAL END SECTIONS FOR 43" x 27" PIPE - ARCH CULVERTS	Ea.																														4	4
460 (3O)	METAL END SECTIONS FOR 50" x 31" PIPE - ARCH CULVERTS	Ea.																														4	4
460 (3H)	METAL END SECTIONS FOR 58" x 36" PIPE - ARCH CULVERTS	Ea.																														4	4
510 (4)	SPECIAL ROCK FILL	C.Y.					5,876	7,302	8,148																				300			21,626	23,000

PAY ITEM NO.	DESCRIPTION	UNIT	BRIDGE NUMBERS		TOTALS	PROPOSAL QUANTITIES
			794	795		
103 (2)	EXCAVATION FOR STRUCTURES (BRIDGES)	C.Y.	24	24	48	48
400 (3A)	STRUCTURAL STEEL PILES - 14 HP 73 (FURNISHED)	L.F.	1,225		1,225	1,225
400 (3B)	STRUCTURAL STEEL PILES - 10 HP 57 (FURNISHED)	L.F.		500	500	500
400 (12)	STRUCTURAL STEEL PILES (DRIVEN)	Ea.	35	20	55	55
401 (1)	PILE CORE STOPPERS	Ea.	34	19	53	53
406 (1)	CLASS "A" CONCRETE	C.Y.	548.1	129.4	677.5	680
407 (1)	REINFORCEMENT STEEL (INTERMEDIATE GRADE)	Lbs.	103,861	24,762	128,623	128,630
420 (7)	STRUCTURAL STEEL - (FURNISHED, FABRICATED AND ERRECTED), A 242 & A 373	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM	LUMP SUM
422 (3)	ALUMINUM BRIDGE RAILING	L.F.	865	206	1,071	1,060
510 (1)	LOOSE RIPRAP	C.Y.		750	750	750
560 (5)	REFLECTOR POSTS	Ea.	4	4	8	8

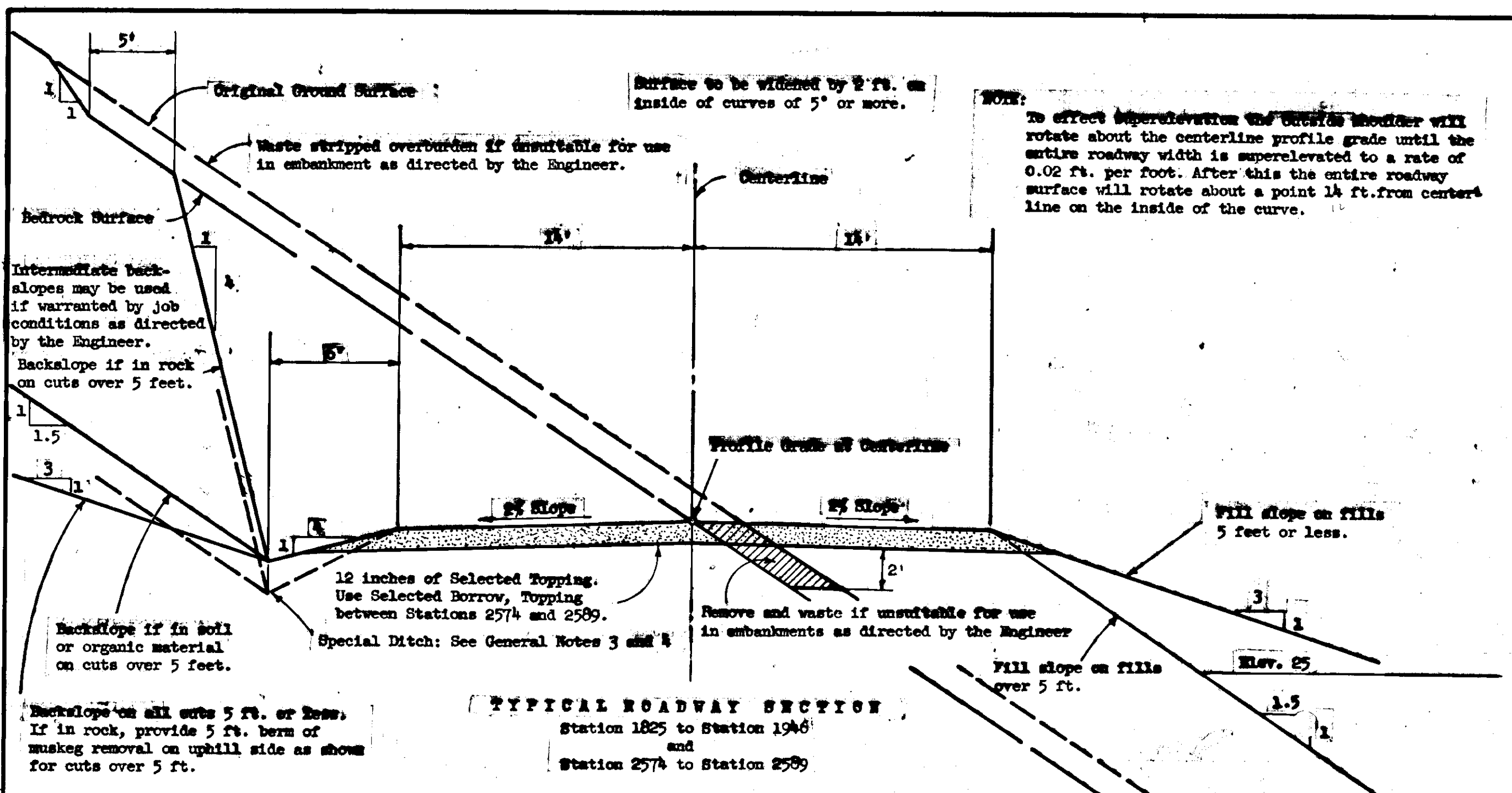
① CONSISTS OF 60,300 Lbs. A 373, 353,600 Lbs. A 242  
 ② CONSISTS OF 17,100 Lbs. A 373, 37,700 Lbs. A 242  
 ③ CONSISTS OF 77,400 Lbs. A 373, 391,300 Lbs. A 242

GRADING SUMMARY								
SHEET NO.	STA. TO STA.	UNCL. EXC.	BORROW	WASTE	SELECTED BORROW	SELECTED TOPPING	EMBANK.	SPECIAL ROCK FILL
6	1825 - 1850	36,728		1,912		2,879	21,740	
7	1850 - 1880	16,560				3,430	43,973	
8	1880 - 1910	25,801		1,665		3,584	29,584	
9	1910 - 1940	18,759		2,076		3,355	20,873	
10	1940 - 1970	2,802	40,602	1,428	4,986	701	38,404	5,876
11	1970 - 2000	692	35,338	522	6,174		28,409	7,302
12	2000 - 2030	136	12,898	136	6,239		28,547	8,148
13	2030 - 2060	24,098			6,354		2,633	
14	2060 - 2090	8,485			5,894		1,633	
15	2090 - 2120	12,938	8,687		6,097		21,376	
16	2120 - 2150	6,764	9,857		6,194		12,784	
17	2150 - 2180	2,404	13,383		6,002		13,387	
18	2180 - 2210	2,194	1,309		5,982		2,078	
19	2210 - 2240	2,971	9,804		5,092		14,721	
20	2240 - 2270	28,646			5,211		23,335	
21	2270 - 2300	14,863			5,185		10,825	
22	2300 - 2330	15,147			5,933		14,435	
23	2330 - 2360	30,911			5,831		13,672	
24	2360 - 2390	27,726			5,818		29,450	300
25	2390 - 2420	63	12,419		6,028		15,726	
26	2420 - 2450	1,382	11,753		6,219		10,248	
27	2450 - 2480	14,216	12,613	4,862	5,858		17,575	
28	2480 - 2510	10,561	22,261	7,704	6,005		19,970	
29	2510 - 2540	6,779	4,318	1,022	5,871		7,905	
30	2540 - 2570	9,553		1,204	5,938		6,620	
31	2570 - 2589	13,575			2,009		17,022	

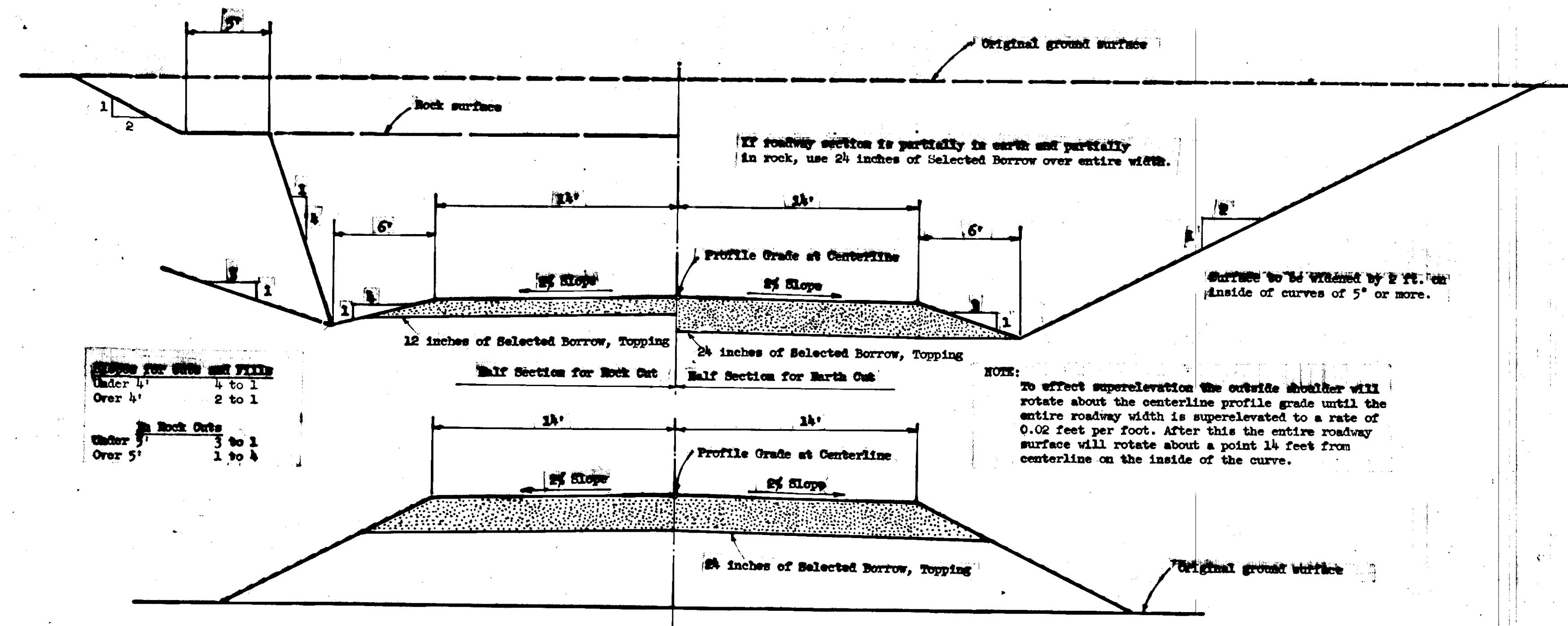


STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	3	52

MITKOF-STIKINE HIGHWAY



**TYPICAL ROADWAY SECTION**  
Station 1825 to Station 1946  
and  
Station 2574 to Station 2589



**TYPICAL ROADWAY SECTION**  
Station 2252 to Station 2272  
and  
Station 2350 to Station 2370

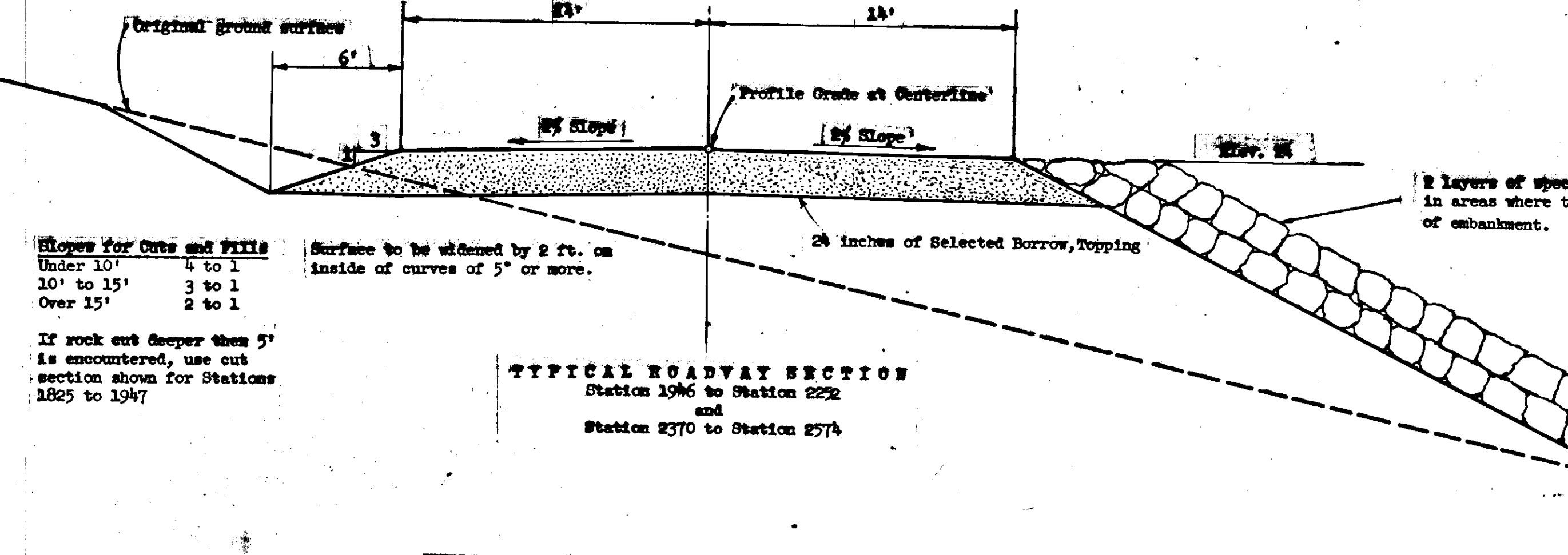
**SUPERELEVATION**

Degree of Curve	Grades 0% to 3.99%	Grades 4.00% to 6.00%	Grades 6.00% or more
1°	0.02	0.03	0.03
1°30'	0.03	0.04	0.04
2°	0.04	0.05	0.05
2°30'	0.05	0.06	0.06
3°	0.06	0.07	0.07
3°30'	0.07	0.08	0.08
4°	0.08	0.09	0.09
Over 4°	0.09	0.10	0.10

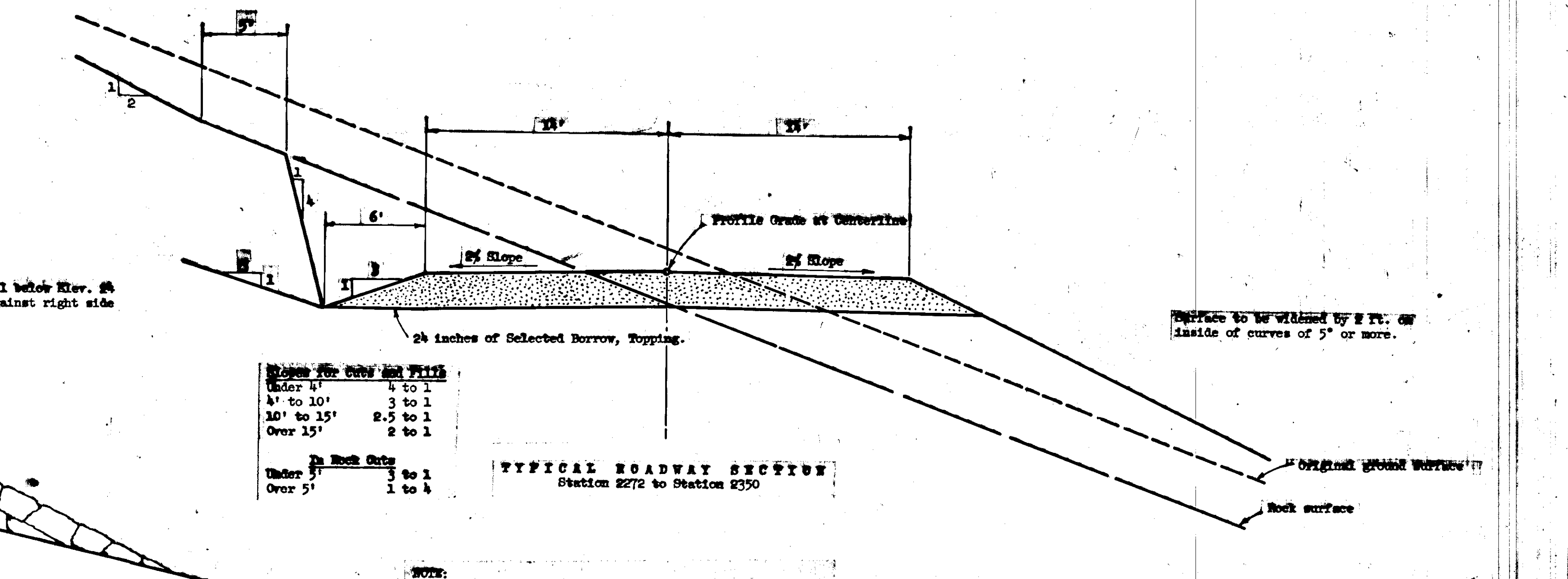
**GENERAL NOTES FOR TYPICAL CROSS SECTIONS:**

- When curves are widened on the inside, transition will coincide with super-elevation transition.
- The roadway will be widened by two feet on each side for the future installation of guardrail where indicated in the table on sheet 4. This widening is in addition to the widening for curvature referred to in Note 1.
- Special ditches to be used where shown on the roadway plans. Flow line of ditches is six feet from edge of shoulder for ditches three feet or less in depth. For ditches over three feet in depth, use 2:1 slope from edge of shoulder.
- All special ditches and channel changes to be sloped to drain in the direction of arrows shown on the plans.
- Height of fills to be measured from the edge of shoulder vertically to the point of intersection of fill slope and original ground.
- Depth of cuts to be measured from bottom of ditch vertically to the point of intersection of the backslope with original ground.
- Fill slopes beneath bridge abutments will be 1.5:1.
- Bridge grades are 0.5 feet above roadway profile grade. Construct a transition fill 50 feet in length at each abutment.
- If necessary to drain small depressions, ditches shall be constructed near the toe of slopes to the lines, grades and sections as directed by the Engineer. Payment will be made as unclassified excavation.
- For embankments where the height of fill at the shoulder is less than 1.5 feet, construct a "V" ditch along the fill with the flow line 1.5 feet below the shoulder with a 2:1 backslope. Slope to drain as directed by the Engineer.
- Selected borrow, topping is to be crushed rock taken from borrow pits.
- Special rock fill to be obtained from borrow pit.
- Selected Topping is to be crushed rock taken from unclassified excavation.

- Full super-elevation on curves shall be not less than 0.02 feet per foot.
- Rate of super-elevation is in feet per foot of roadway width.
- When tangent length between two curves is 400 feet or more, super-elevation transition will be 200 feet in length. Full super-elevation will be obtained at the P.C. of the curve. When tangent length between two curves is less than 400 feet, super-elevation transition will be 100 feet in length, beginning at a point midway between the curves. Full super-elevation will apply only over a portion of the curve. Transition from curve to tangent will be applied opposite to the foregoing. Super-elevation transition between compound curves will start 100 feet before the P.C.C. and will end 100 feet after the P.C.C. or as otherwise approved by the Engineer.



**TYPICAL ROADWAY SECTION**  
Station 1946 to Station 2222  
and  
Station 2370 to Station 2574



**TYPICAL ROADWAY SECTION**  
Station 2272 to Station 2350

Shoulder to be 35 feet wide in area from bridge abutment to a point on embankment 50 feet from abutment. See bridge drawings.

**NOTE:** To effect super-elevation the outside shoulder will rotate about the centerline profile grade until the entire roadway width is super-elevated to a rate of 0.02 feet per foot. After this the entire roadway surface will rotate about the centerline profile grade.

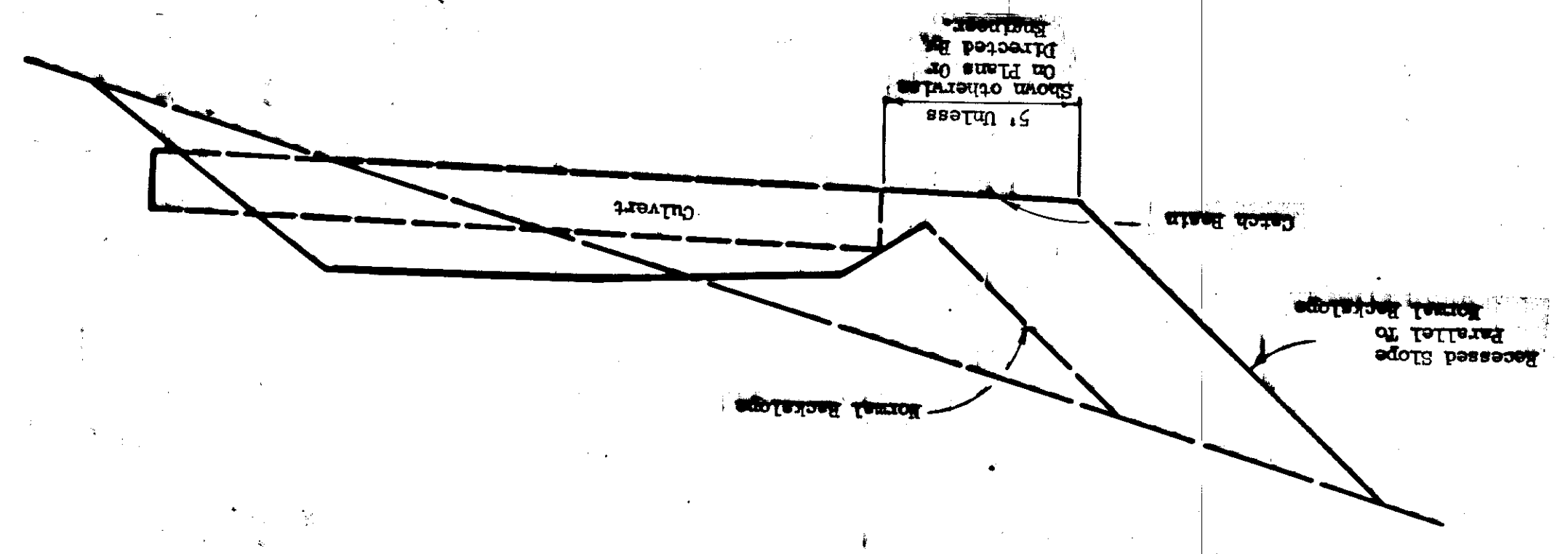
**NOTE:** In rock cuts, excavate all existing to the width, depth, and length as directed by the Engineer. Backfill with granular, non-cohesive soil.

**NOTE:** To effect super-elevation the outside shoulder will rotate about the centerline profile grade until the entire roadway width is super-elevated to a rate of 0.02 feet per foot. After this the entire roadway surface will rotate about a point 14 feet from centerline on the inside of the curve.

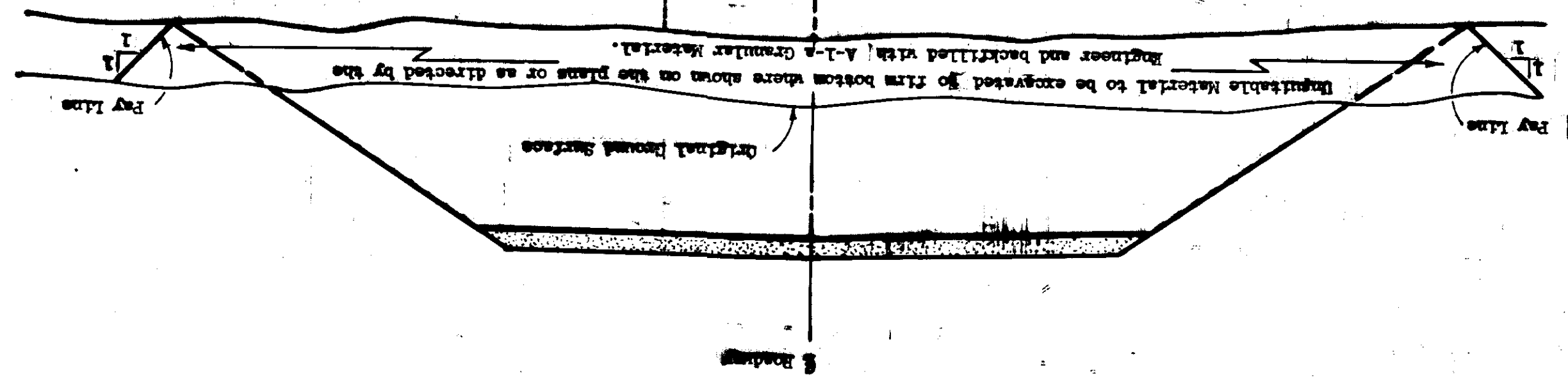
**TYPICAL CROSS SECTIONS**

SPECIAL DETAILS

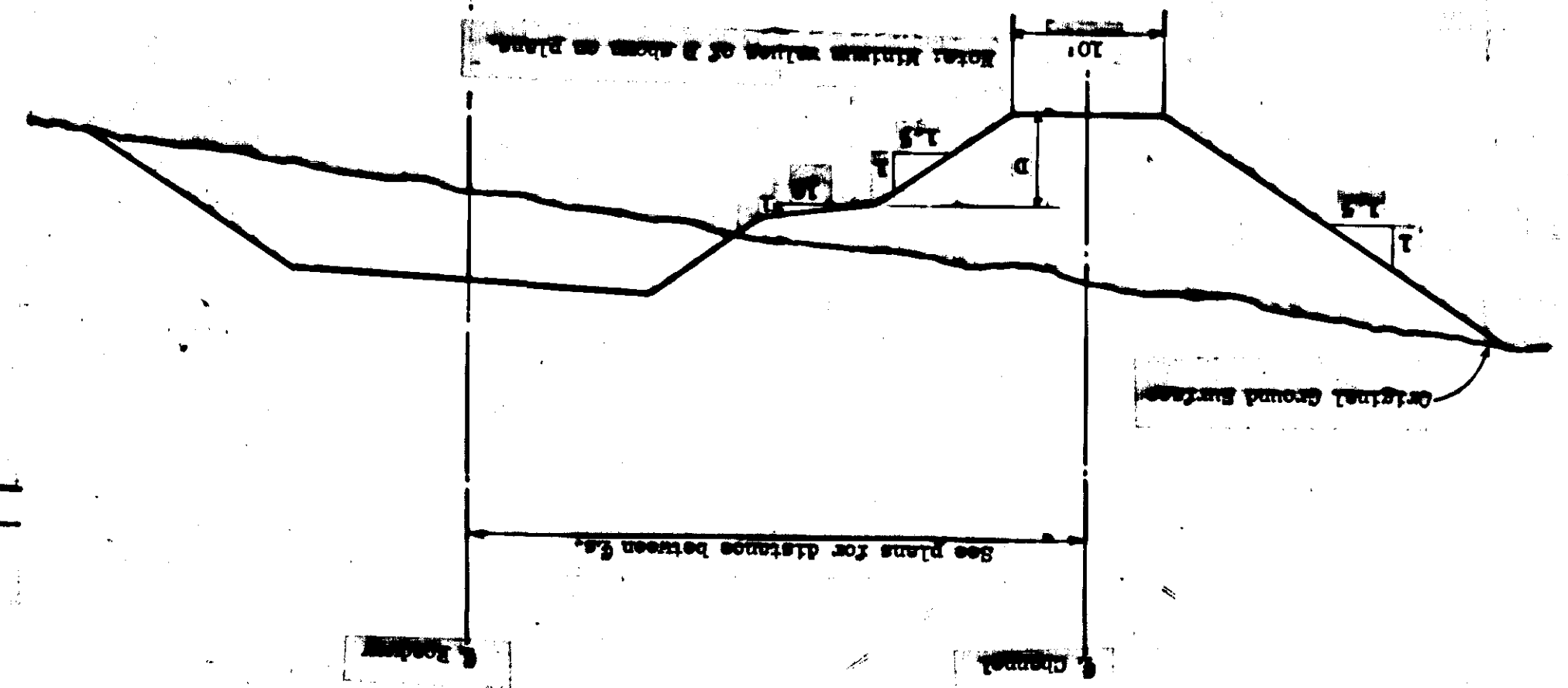
TYPICAL SECTION FOR REMOVAL OF GRANULAR SOIL



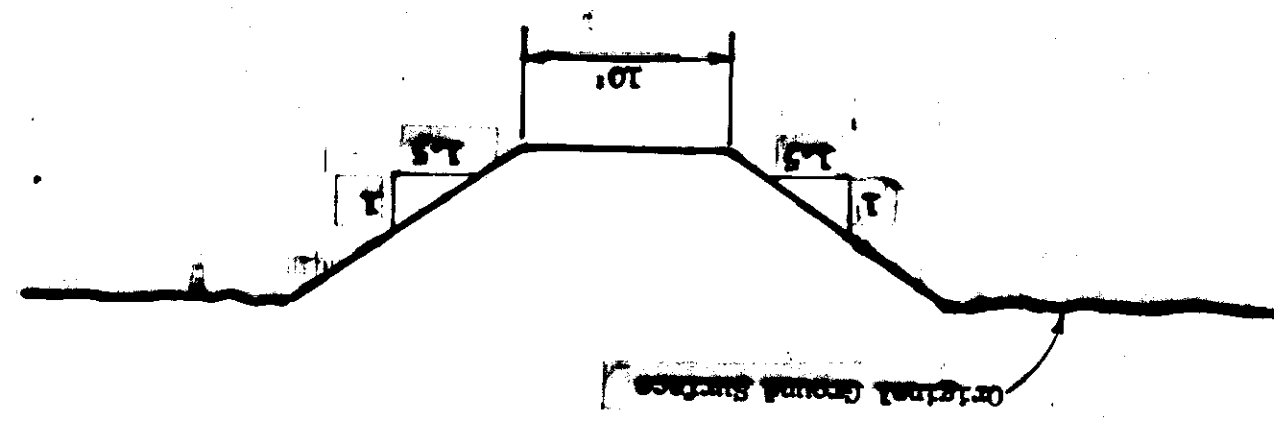
TYPICAL SECTION FOR REMOVAL OF GRANULAR SOIL



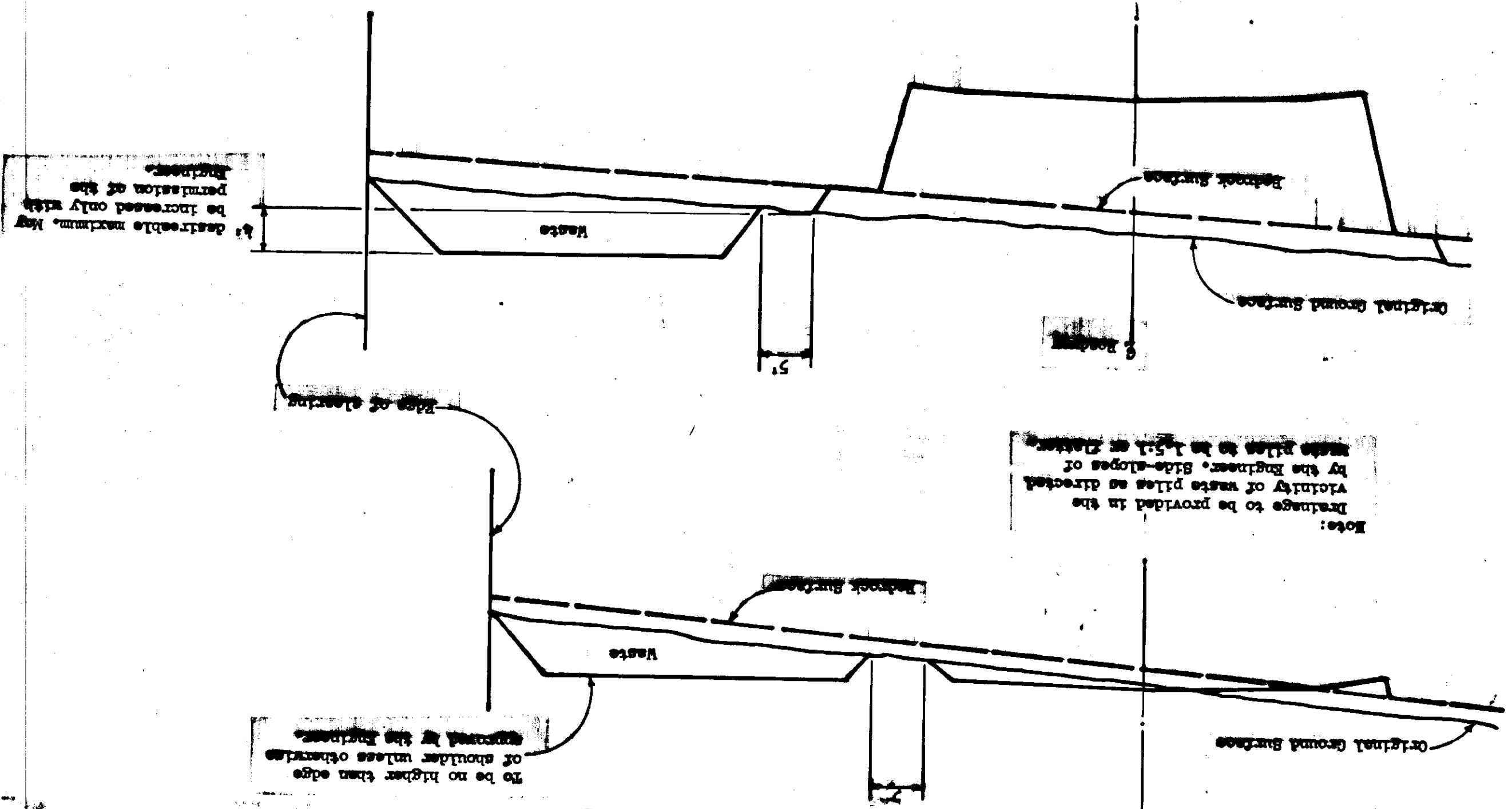
GENERAL CHANGE SECTION TO BE USED BETWEEN STATIONS 2005 TO 2050



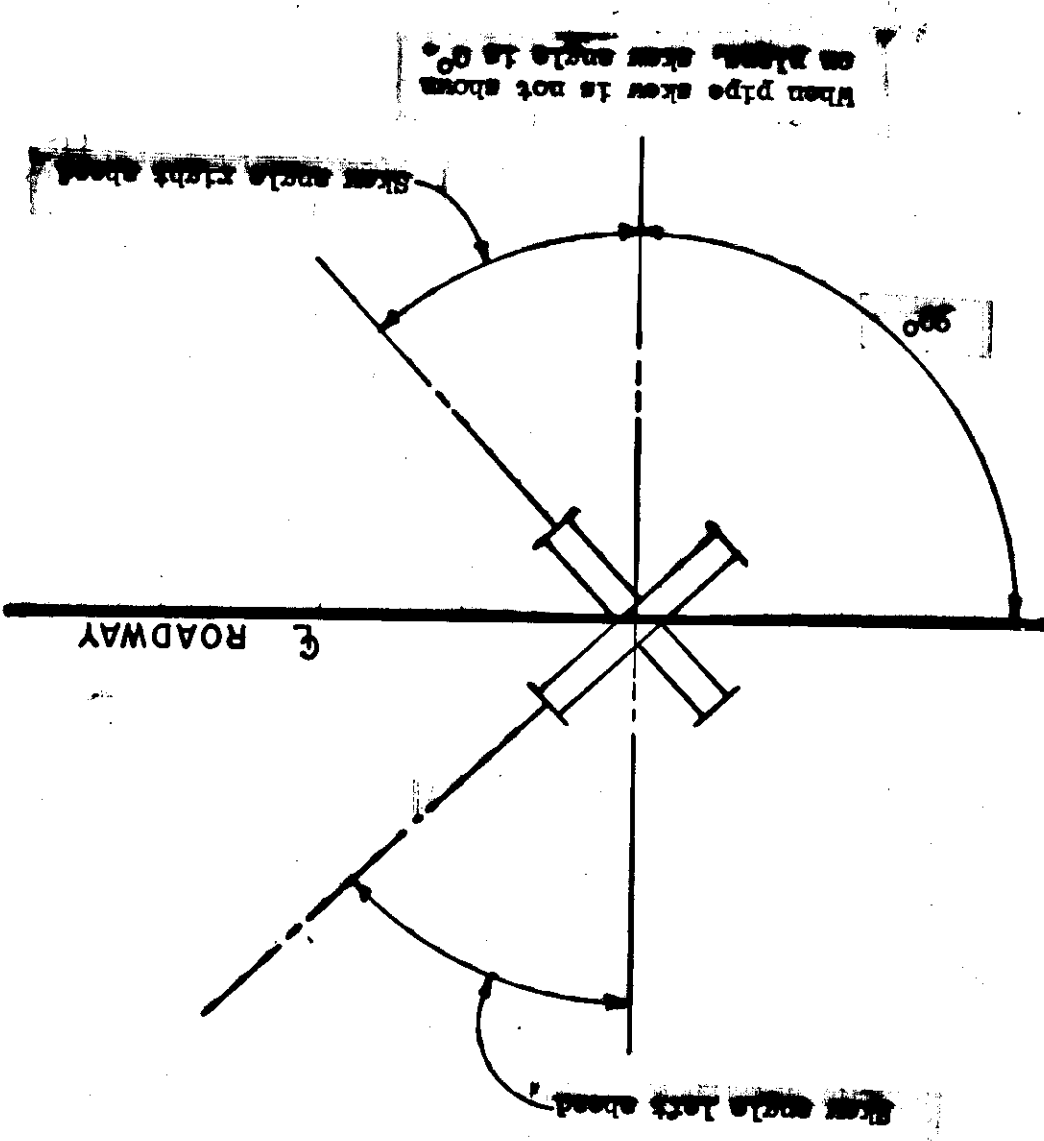
TYPICAL SECTION FOR CHANNEL CHANGES STATIONS 1995 TO 2000



TYPICAL SECTION SHOWING METHOD OF WATER DIVERSION



DETAILS FOR SLOPE

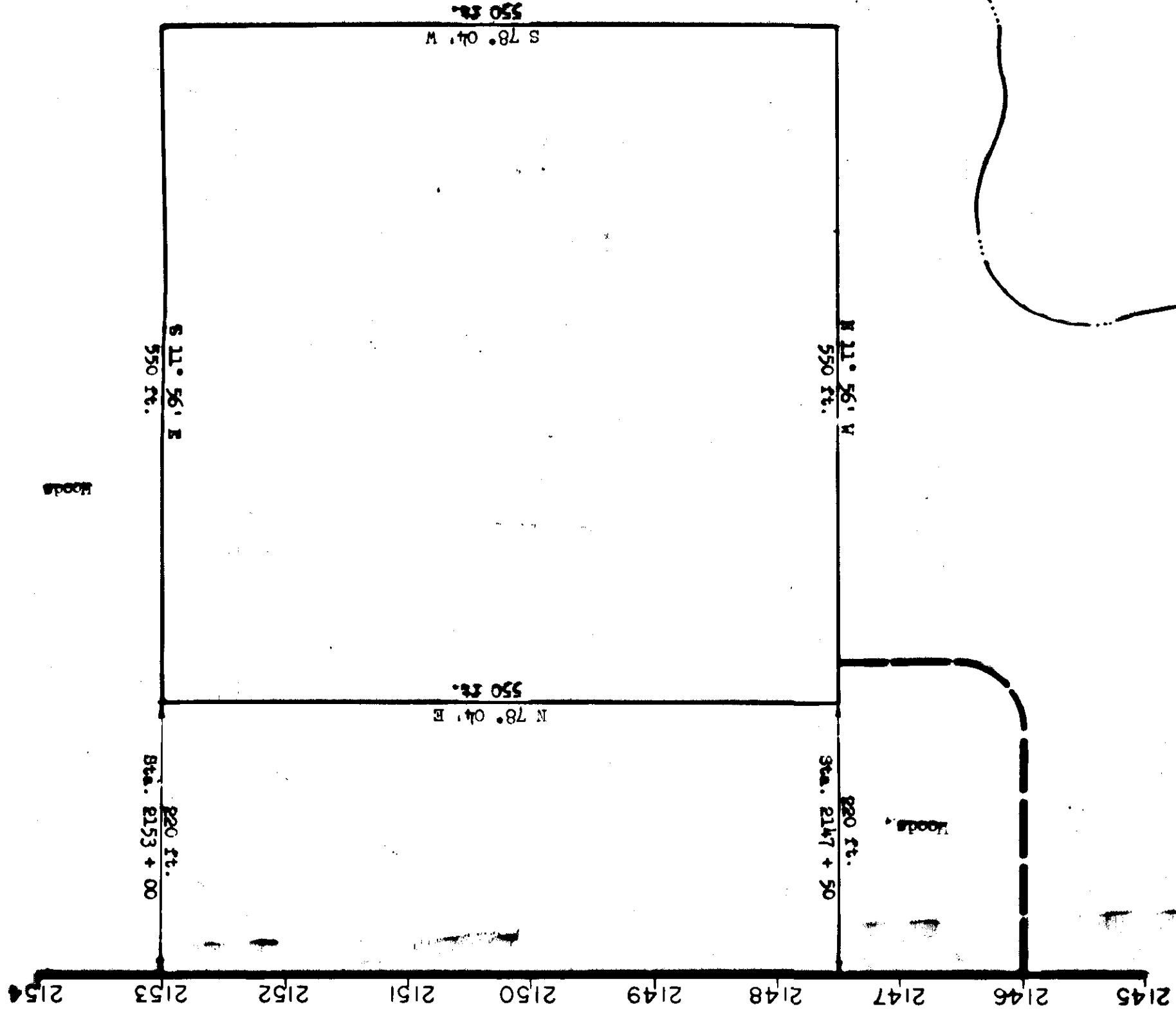


1. The B, V, A, and X lines are staked in the field. The centerline is not staked. The B, V, A, and X line P.I. points are level pipes.
2. All culvert pipe and pipe-arches will be asbestos-bonded corrugated metal pipe.
3. All structural plate pipe and pipe-arches will be bituminous coated.
4. All sections will be plate galvanized metal with toe extensions.
5. The culvert length shown are approximate. The Contractor shall order pipe with actual lengths as furnished by the Engineer.
6. When dikes are shown adjacent to the roadway on the plans, the exact elevation shall be six inches below the edge of shoulder unless specified as shown on the plan sheets.
7. The disposal of debris will be required in final plans on sheets marked with X.
8. North arrows and bearings shown on plan sheets are oriented to north meridian projection. At station 1855+00 grid north is oriented to north on the Alaska State Grid System which in this area is a noted oblique.
9. Where haul road alignments are shown the bottom pile on the plan sheet, the haul road shall be constructed to this approximate alignment unless otherwise approved in writing by the Engineer.
10. All pipe shall be wide enough to permit the use of standard equipment.

FROM STATION	TO STATION	FROM STATION	TO STATION
1825+00	1827+40	1846+00	1847+40
1833+00	1835+00	1854+00	1855+00
1842+36	1843+00	1873+00	1874+00
1846+39	1847+00	1882+00	1883+00
1853+00	1854+00	1891+00	1892+00
1861+00	1862+00	1900+00	1901+00
1869+00	1870+00	1909+00	1910+00
1877+00	1878+00	1918+00	1919+00
1885+00	1886+00	1927+00	1928+00
1893+00	1894+00	1936+00	1937+00
1901+00	1902+00	1945+00	1946+00
1909+00	1910+00	1954+00	1955+00
1918+00	1919+00	1963+00	1964+00
1927+00	1928+00	1972+00	1973+00
1936+00	1937+00	1981+00	1982+00
1945+00	1946+00	1990+00	1991+00
1954+00	1955+00	1999+00	2000+00
1963+00	1964+00	2008+00	2009+00
1972+00	1973+00	2017+00	2018+00
1981+00	1982+00	2026+00	2027+00
1990+00	1991+00	2035+00	2036+00
1999+00	2000+00	2044+00	2045+00
2008+00	2009+00	2053+00	2054+00
2017+00	2018+00	2062+00	2063+00
2026+00	2027+00	2071+00	2072+00
2035+00	2036+00	2080+00	2081+00
2044+00	2045+00	2089+00	2090+00
2053+00	2054+00	2098+00	2099+00
2062+00	2063+00	2107+00	2108+00
2071+00	2072+00	2116+00	2117+00
2080+00	2081+00	2125+00	2126+00
2089+00	2090+00	2134+00	2135+00
2098+00	2099+00	2143+00	2144+00
2107+00	2108+00	2152+00	2153+00
2116+00	2117+00	2161+00	2162+00
2125+00	2126+00	2170+00	2171+00
2134+00	2135+00	2179+00	2180+00
2143+00	2144+00	2188+00	2189+00
2152+00	2153+00	2197+00	2198+00
2161+00	2162+00	2206+00	2207+00
2170+00	2171+00	2215+00	2216+00
2179+00	2180+00	2224+00	2225+00
2188+00	2189+00	2233+00	2234+00
2197+00	2198+00	2242+00	2243+00
2206+00	2207+00	2251+00	2252+00
2215+00	2216+00	2260+00	2261+00
2224+00	2225+00	2269+00	2270+00
2233+00	2234+00	2278+00	2279+00
2242+00	2243+00	2287+00	2288+00
2251+00	2252+00	2296+00	2297+00
2260+00	2261+00	2305+00	2306+00
2269+00	2270+00	2314+00	2315+00
2278+00	2279+00	2323+00	2324+00
2287+00	2288+00	2332+00	2333+00
2296+00	2297+00	2341+00	2342+00
2305+00	2306+00	2350+00	2351+00
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2323+00	2324+00	2368+00	2369+00
2332+00	2333+00	2377+00	2378+00
2341+00	2342+00	2386+00	2387+00
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2368+00	2369+00	2413+00	2414+00
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2386+00	2387+00	2431+00	2432+00
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2431+00	2432+00	2476+00	2477+00
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2467+00	2468+00	2512+00	2513+00
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2494+00	2495+00	2539+00	2540+00
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2512+00	2513+00	2557+00	2558+00
2521+00	2522+00	2566+00	2567+00
2530+00	2531+00	2575+00	2576+00
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2620+00	2621+00	2665+00	2666+00
2629+00	2630+00	2674+00	2675+00
2638+00	2639+00	2683+00	2684+00
2647+00	2648+00	2692+00	2693+00
2656+00	2657+00	2701+00	2702+00
2665+00	2666+00	2710+00	2711+00
2674+00	2675+00	2719+00	2720+00
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2737+00	2738+00	2782+00	2783+00
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2881+00	2882+00	2926+00	2927+00
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2899+00	2900+00	2944+00	2945+00
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2980+00	2981+00	3025+00	3026+00
2989+00	2990+00	3034+00	3035+00
2998+00	2999+00	3043+00	3044+00
3007+00	3008+00	3052+00	3053+00
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3151+00	3152+00	3196+00	3197+00
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3232+00	3233+00	3277+00	3278+00
3241+00	3242+00	3286+00	3287+00
3250+00	3251+00	3295+00	3296+00
3259+00	3260+00	3304+00	3305+00
3268+00	3269+00	3313+00	3314+00
3277+00	3278+00	3322+00	3323+00
3286+00	3287+00	3331+00	3332+00
3295+00	3296+00	3340+00	3341+00
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3313+00	3314+00	3358+00	3359+00
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3331+00	3332+00	3376+00	3377+00
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3385+00	3386+00	3430+00	3431+00
3394+00	3395+00	3439+00	3440+00
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3511+00	3512+00	3556+00	3557+00
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3619+00	3620+00	3664+00	3665+00
3628+00	3629+00	3673+00	3674+00
3637+00	3638+00	3682+00	3683+00
3646+00	3647+00	3691+00	3692+00
3655+00	3656+00	3700+00	3701+00
36			

STATE	ALASKA
ROUTE	937
SECTION YEAR	1961
NO. SHEETS	5
	52

MILKOP-STIKINE HIGHWAY

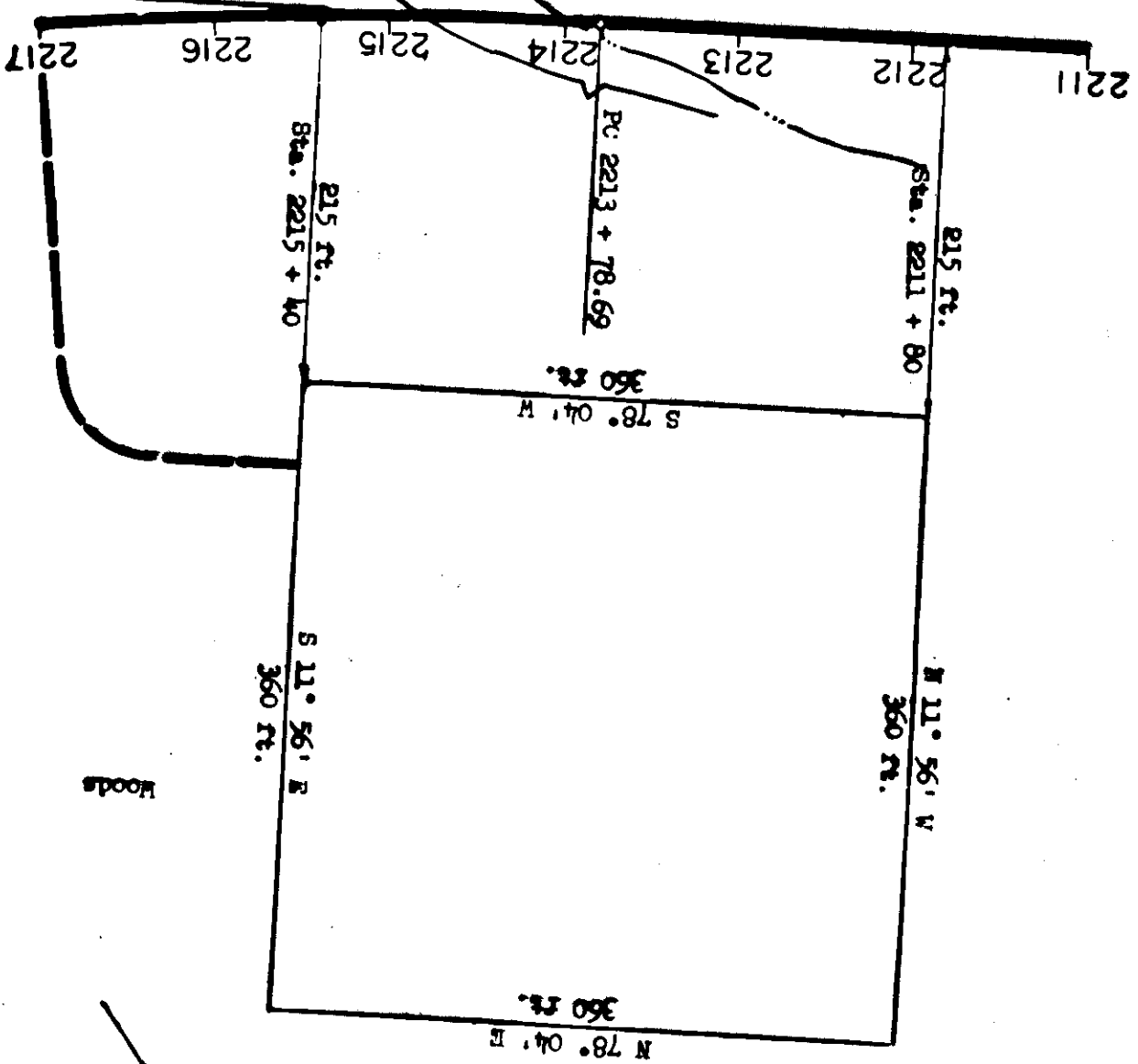


Pit Clearing and Grubbing 6.94 Ac.  
LISTED SOURCE  
BORROW PIT 2

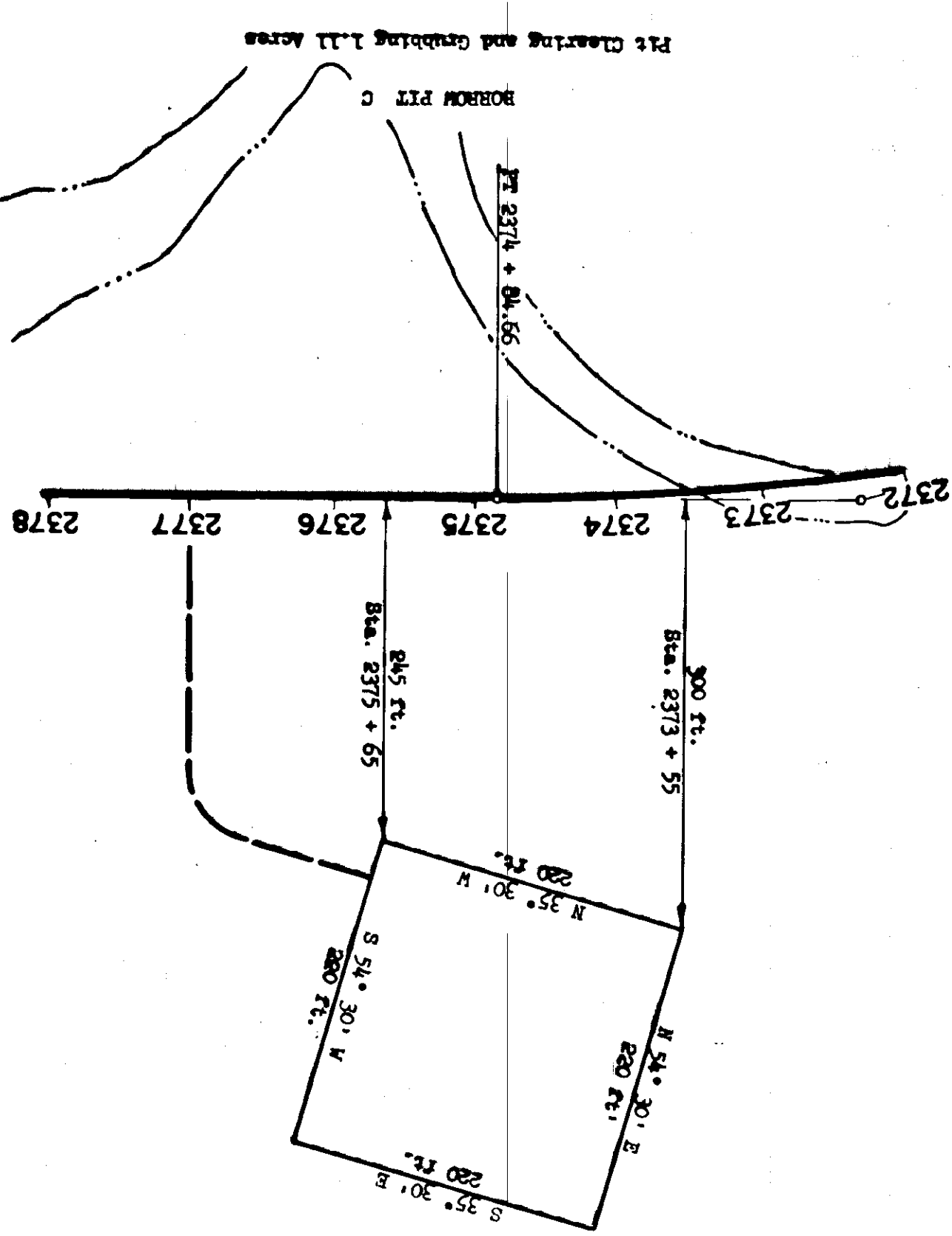
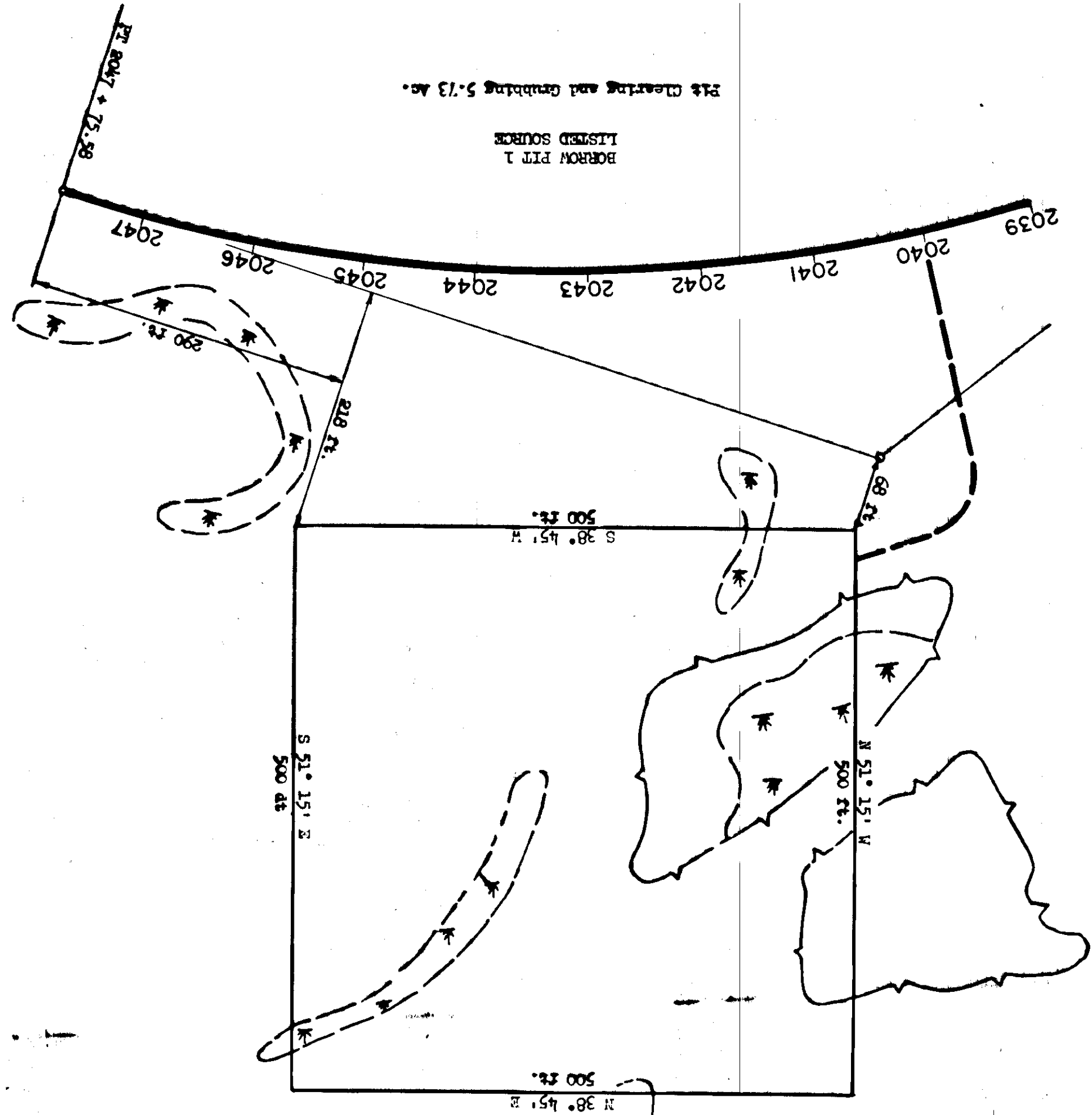
NOTE: Plans for Borrow Pit A, D, 6 and 7 are shown on the plan and profile sheets. (Borrow Pits numbered 8 and 9 are not in this project.)



Pit Clearing and Grubbing 2.98 Ac.  
LISTED SOURCE  
BORROW PIT 3



Pit Clearing and Grubbing 5.73 Ac.  
LISTED SOURCE  
BORROW PIT 1



BORROW PIT PLATS

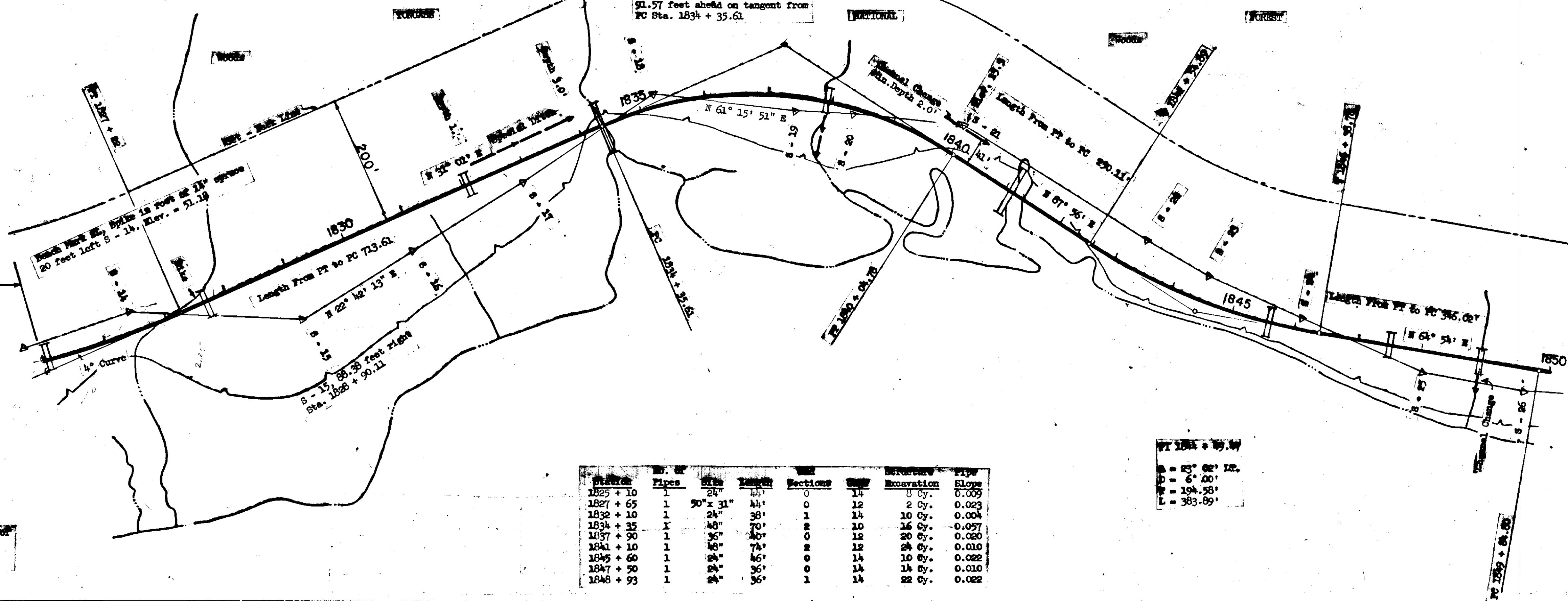
MITKOF-STIKINE HIGHWAY

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

PI 1837 + 46.18  
 A = 76° 55' RT.  
 B = 10°  
 T = 310.57  
 L = 569.17

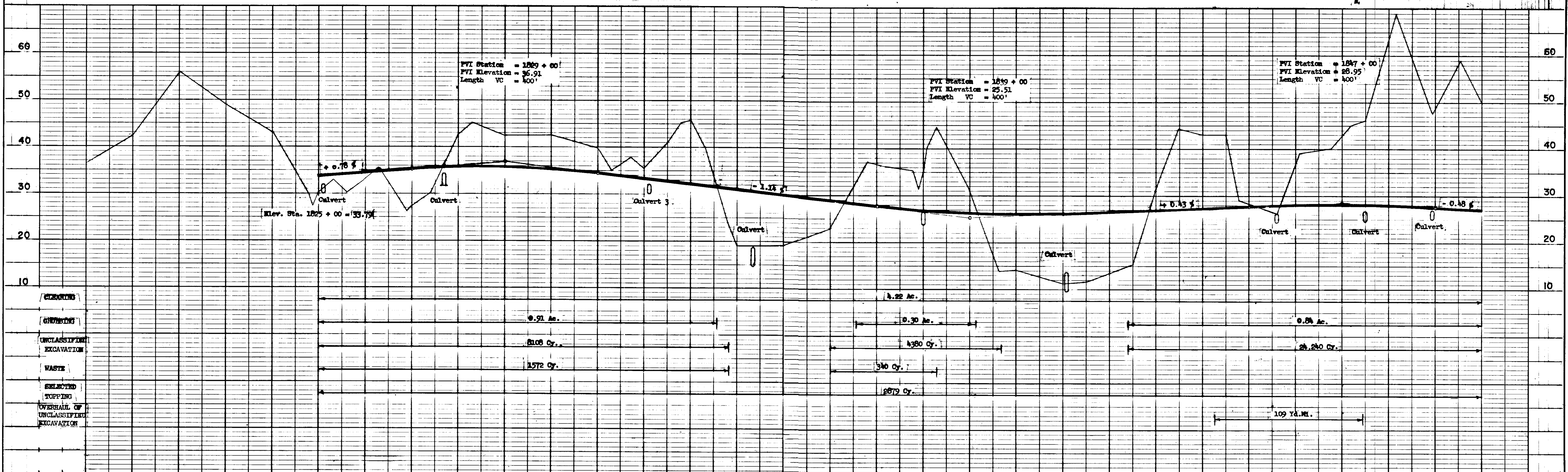
S - 13, 12.34 feet left of point  
 91.57 feet ahead on tangent from  
 PC Sta. 1834 + 35.61

Beginning of Contract  
 Station 1825+00



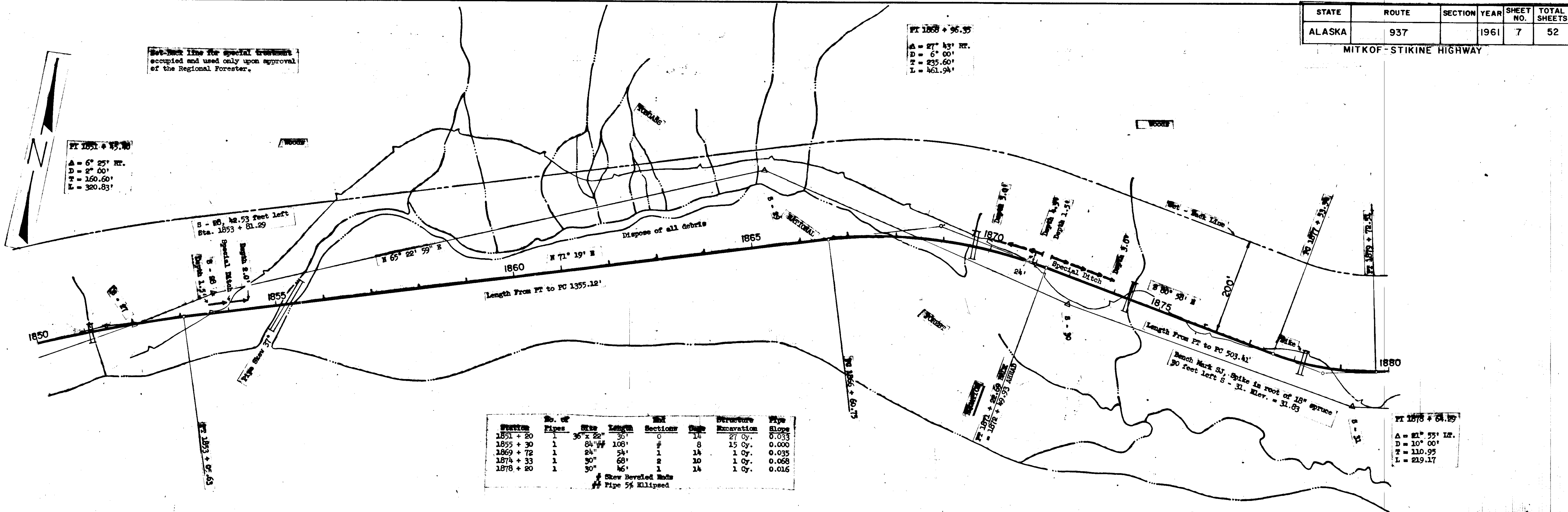
Station	No. of Pipes	Size	Length	Sections	Excavation	Slope
1825 + 10	1	24"	44'	0	14	0.009
1827 + 65	1	30" x 31"	44'	0	12	0.023
1832 + 10	1	24"	38'	1	14	0.004
1834 + 35	1	48"	70'	2	10	0.057
1837 + 90	1	36"	40'	0	12	0.020
1841 + 10	1	48"	74'	2	12	0.010
1845 + 60	1	24"	46'	0	14	0.022
1847 + 90	1	24"	36'	0	14	0.010
1848 + 93	1	24"	36'	1	14	0.022

There are two photographic targets along the shore of Dry Island Between Dry Strait and Station 1825 + 00 where Photographic Target Clean - up is necessary. Clearing 0.10 Ac.



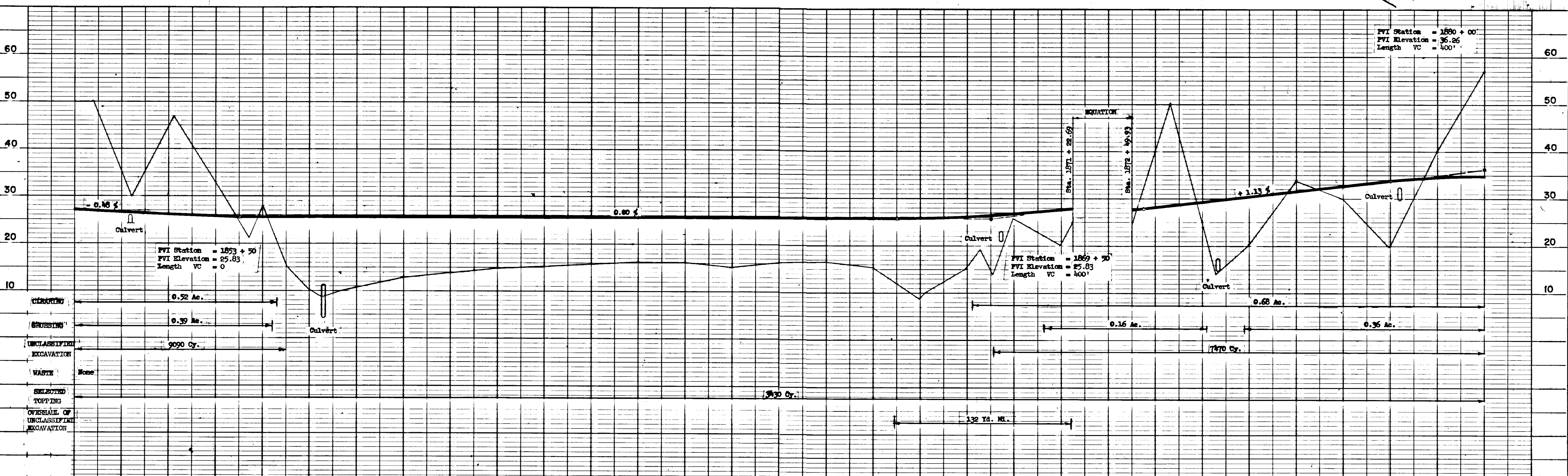
STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	7	52

MITKOF - STIKINE HIGHWAY



Station	No. of Pipes	Size	Length	Sections	Span	Structure	Pipe Slope
1851 + 20	1	36" x 22"	35'	0	14'	27 Cy.	0.033
1855 + 30	1	36" x 22"	108'	1	8'	15 Cy.	0.000
1869 + 72	1	24"	54'	1	14'	1 Cy.	0.035
1874 + 33	1	30"	63'	2	10'	1 Cy.	0.068
1878 + 20	1	30"	46'	1	14'	1 Cy.	0.016

\* Skew Berded Walls  
 # Pipe 5% Elliptical

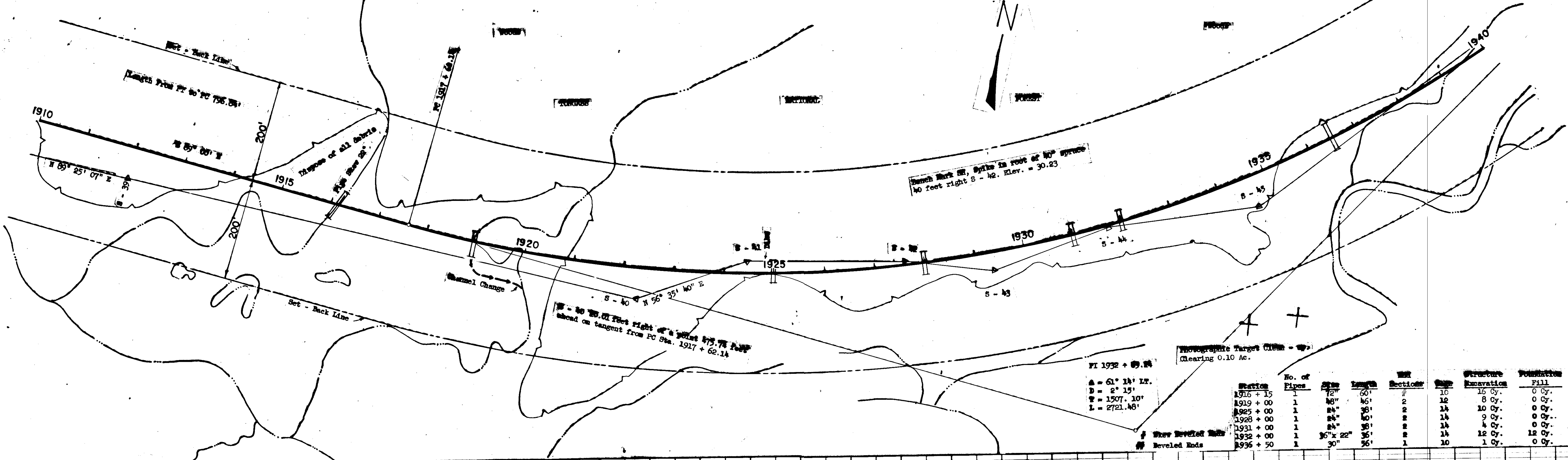




STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	9	52

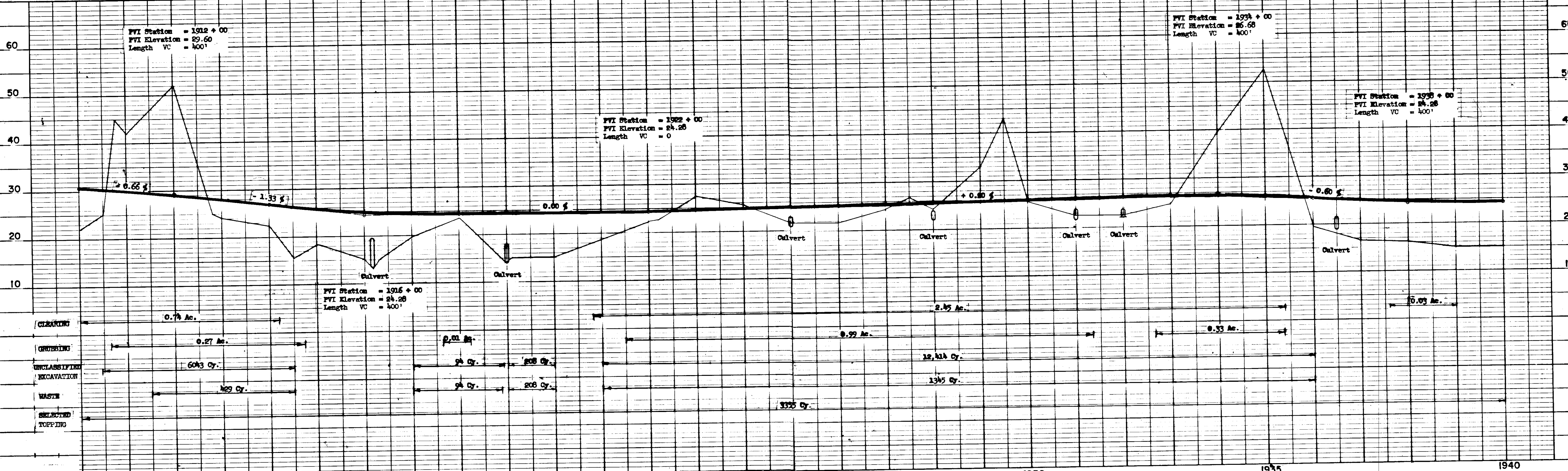
MITKOF-STIKINE HIGHWAY

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



PI 1932 + 09.84  
 A = 61' 14" LR.  
 B = 2' 15"  
 T = 1507.10'  
 L = 2721.48'

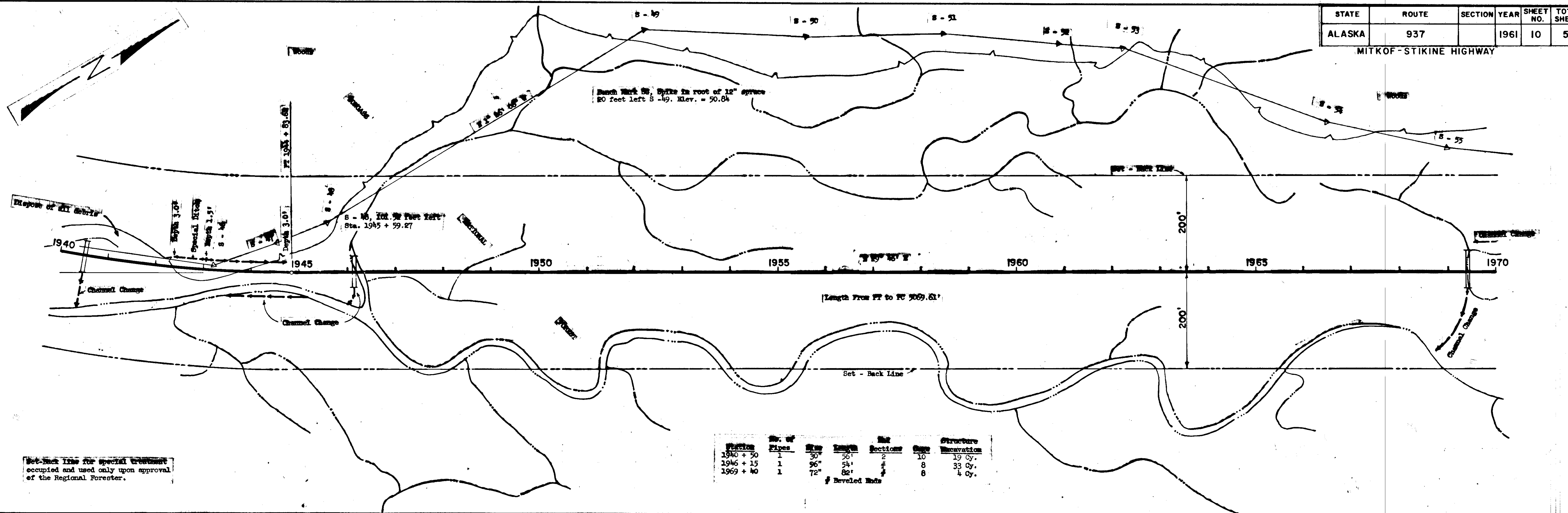
Station	No. of Pipes	Size	Length	Structure	Foundation	Fill	Slope
1916 + 15	1	24"	60'	10	15 Cy.	0 Cy.	0.015
1919 + 00	1	24"	46'	2	8 Cy.	0 Cy.	0.019
1925 + 00	1	24"	38'	2	10 Cy.	0 Cy.	0.010
1928 + 00	1	24"	40'	2	9 Cy.	0 Cy.	0.037
1931 + 00	1	24"	38'	2	14 Cy.	12 Cy.	0.026
1932 + 00	1	36" x 22"	36'	2	14 Cy.	0 Cy.	0.005
1936 + 50	1	30"	36'	1	1 Cy.	0 Cy.	



B. W. S. NOTED. STUDDIE ROTARYS CHFD.

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	10	52

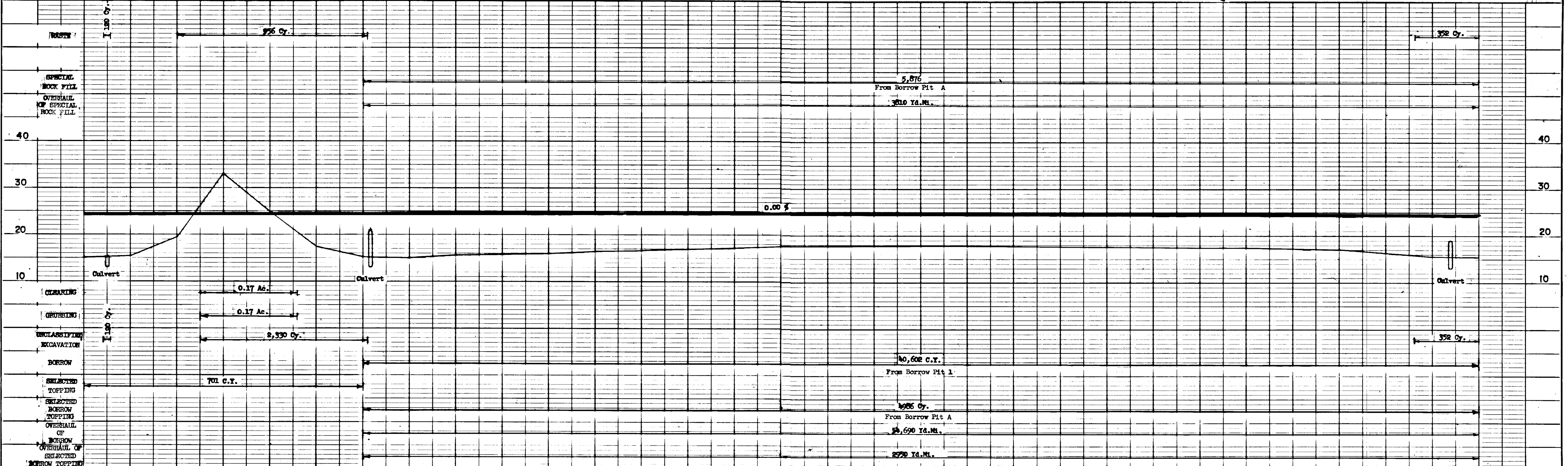
MITKOF-STIKINE HIGHWAY



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

Station	No. of Pipes	Size	Length	# Sections	Spig	Structure Excavation
1940 + 50	1	30"	56'	2	10	19 Cy.
1946 + 15	1	96"	54'	#	8	33 Cy.
1969 + 40	1	72"	82'	#	8	4 Cy.

# Develed Ends

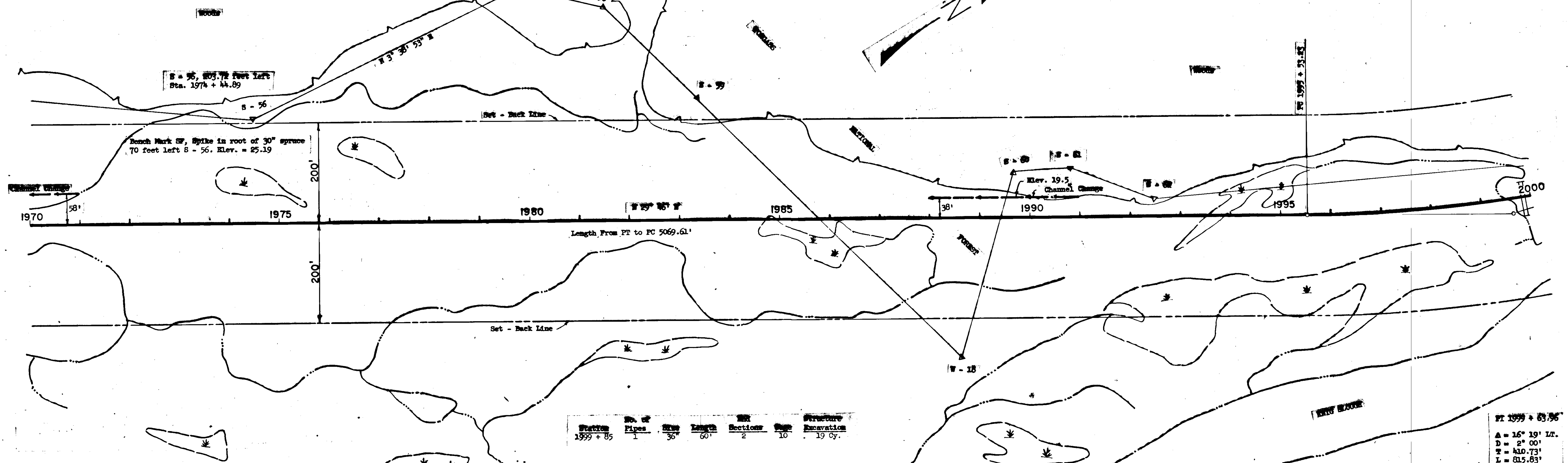


WASTE	1.18 Cy.	726 Cy.	352 Cy.
SPECIAL ROCK FILL OVERHAUL OF SPECIAL ROCK FILL			5,876 From Borrow Pit A 30.0 Yd.Mi.
GRAVELING	0.17 Ac.		
GRUBBING	0.17 Ac.		
UNCLASSIFIED EXCAVATION		2,330 Cy.	352 Cy.
BORROW			40,602 C.Y. From Borrow Pit 1.
SELECTED TOPPING		701 C.Y.	
SELECTED BORROW TOPPING OVERHAUL OF BORROW OVERHAUL OF SELECTED BORROW TOPPING			4,986 Cy. From Borrow Pit A 54,690 Yd.Mi. 2,970 Yd.Mi.

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	11	52

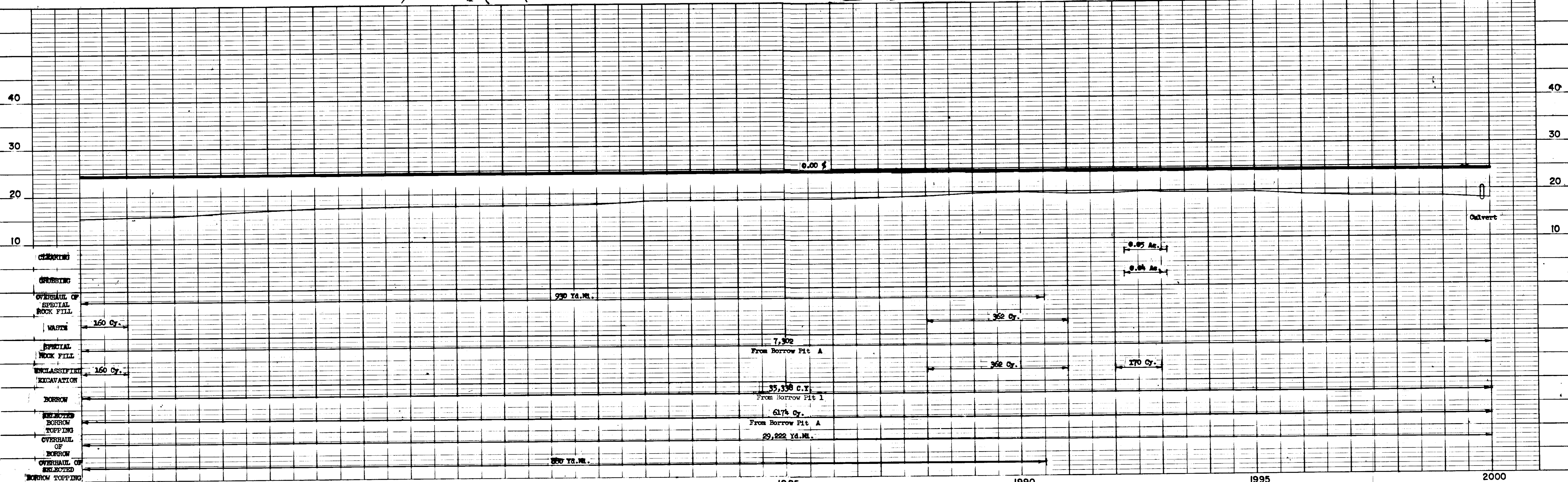
MITKOF-STIKINE HIGHWAY

Ref - Back Line for special treatment occupied and used only upon approval of the Regional Forester.



Station	No. of Pipes	Dia.	Length	Sections	Depth	Excavation
1999 + 85	1	36"	60'	2	10'	19 Cy.

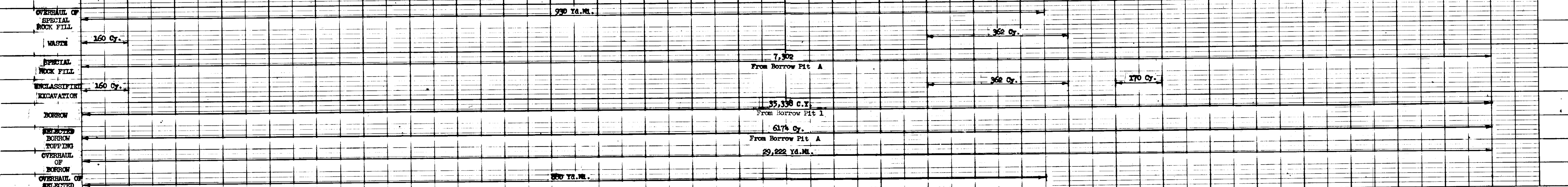
PT 1999 + 83.96'  
 A = 16° 19' Lt.  
 D = 2° 00'  
 T = 110.73'  
 L = 815.83'



- CLEANING
- GRUBBING
- OVERHAUL OF SPECIAL ROCK FILL
- WASTE
- SPECIAL ROCK FILL
- UNCLASSIFIED EXCAVATION
- BORROW
- SELECTED BORROW TOPPING
- OVERHAUL OF BORROW
- OVERHAUL OF SELECTED BORROW TOPPING

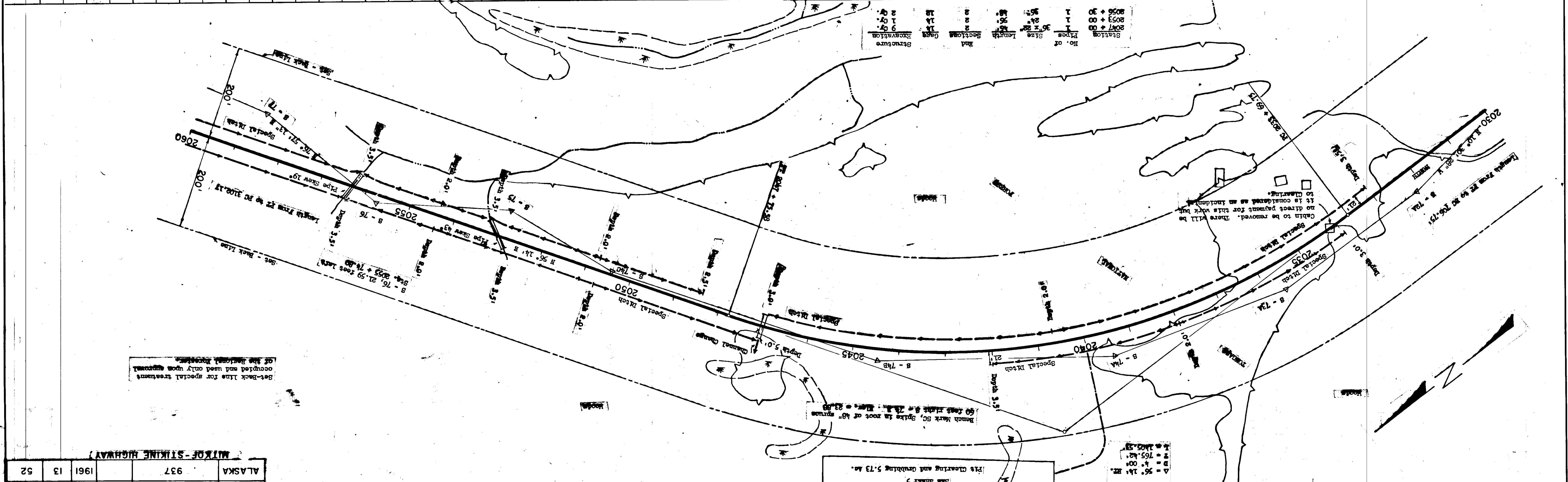
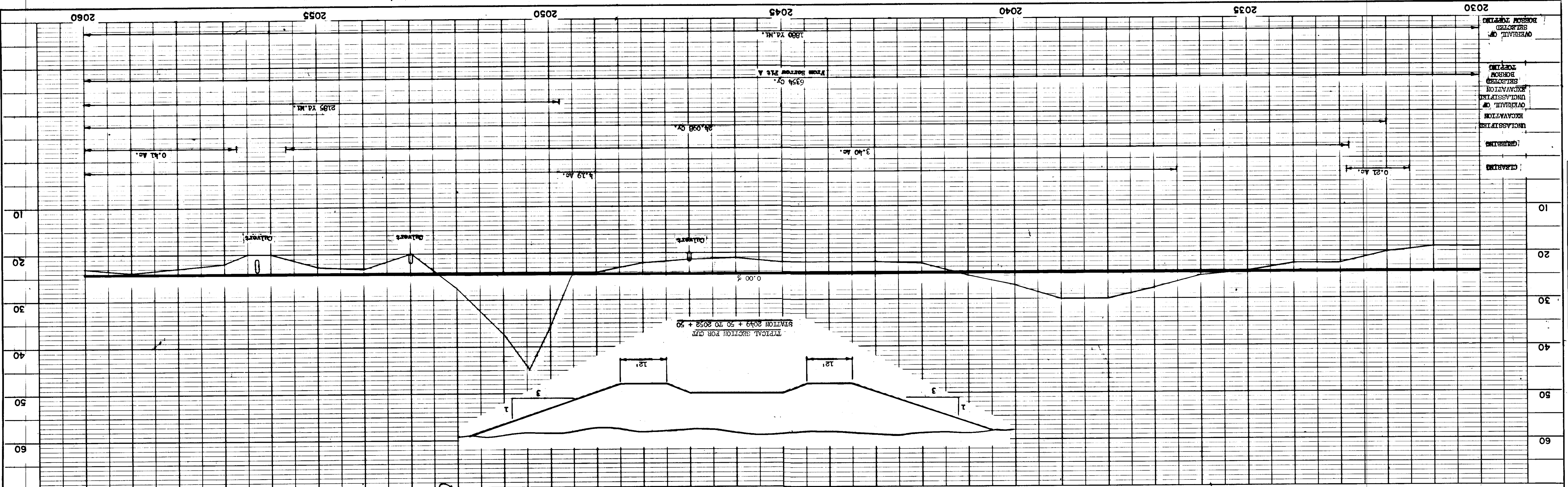
40  
30  
20  
10

40  
30  
20  
10



1970 1975 1980 1985 1990 1995 2000



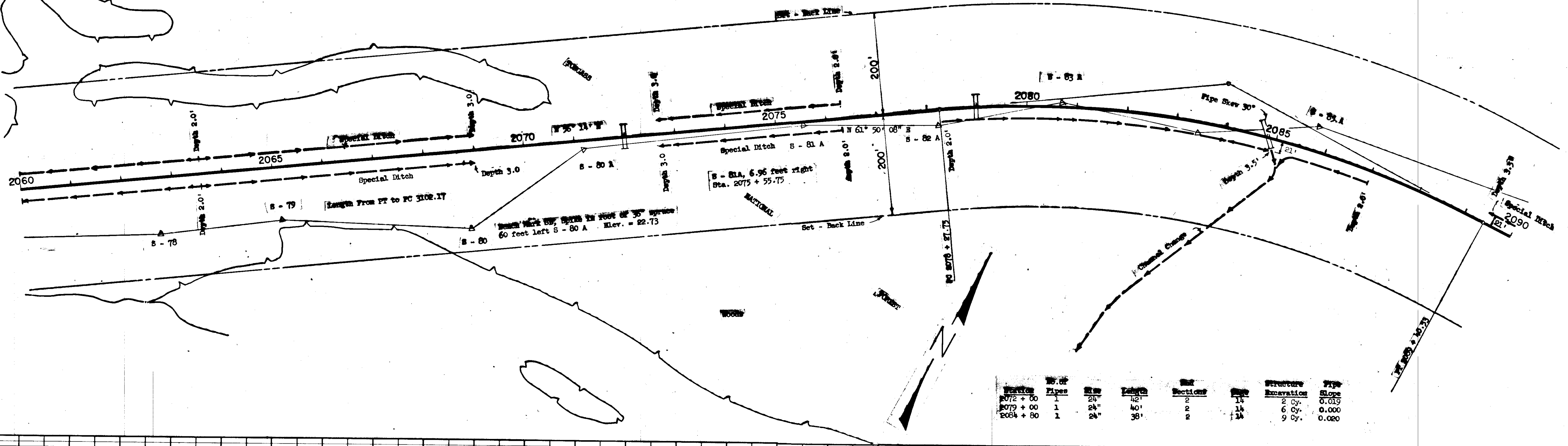


Set-back line for special treatment occupied and used only upon approval of the Regional Forester.

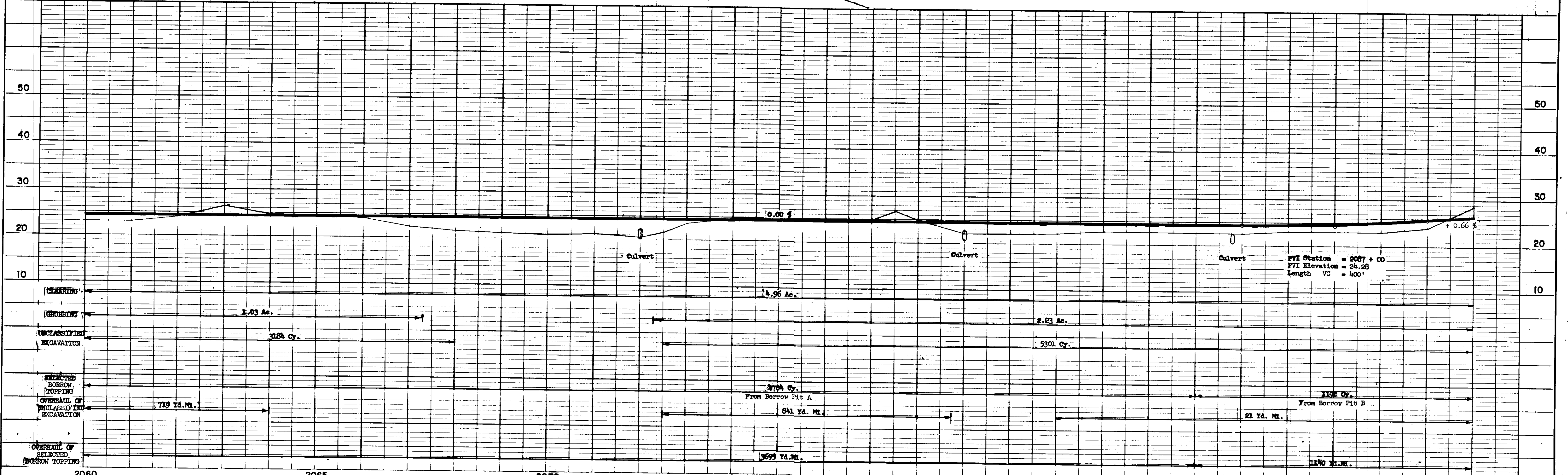
PI 2084 + 00.47  
 A = 33° 23' RT.  
 D = 3° 00'  
 T = 972.72'  
 L = 1112.78'

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	14	52

MITKOF-STIKINE HIGHWAY



Station	No. of Pipes	Size	Length	No. Sections	Excavation	Structure	Pipe Slope
2072 + 00	1	24"	42'	2	14	2 Cy.	0.019
2079 + 00	1	24"	40'	2	14	6 Cy.	0.000
2084 + 80	1	24"	38'	2	14	9 Cy.	0.020

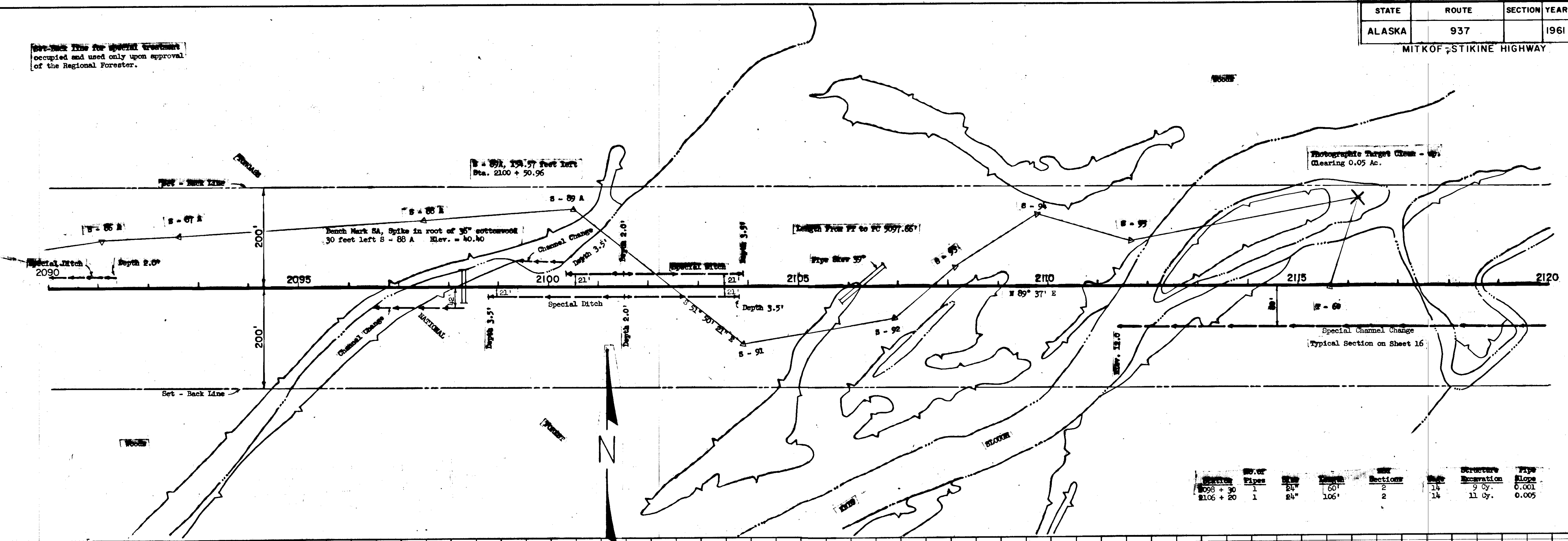


FVI Station = 2087 + 00  
 FVI Elevation = 24.28  
 Length VC = 400'

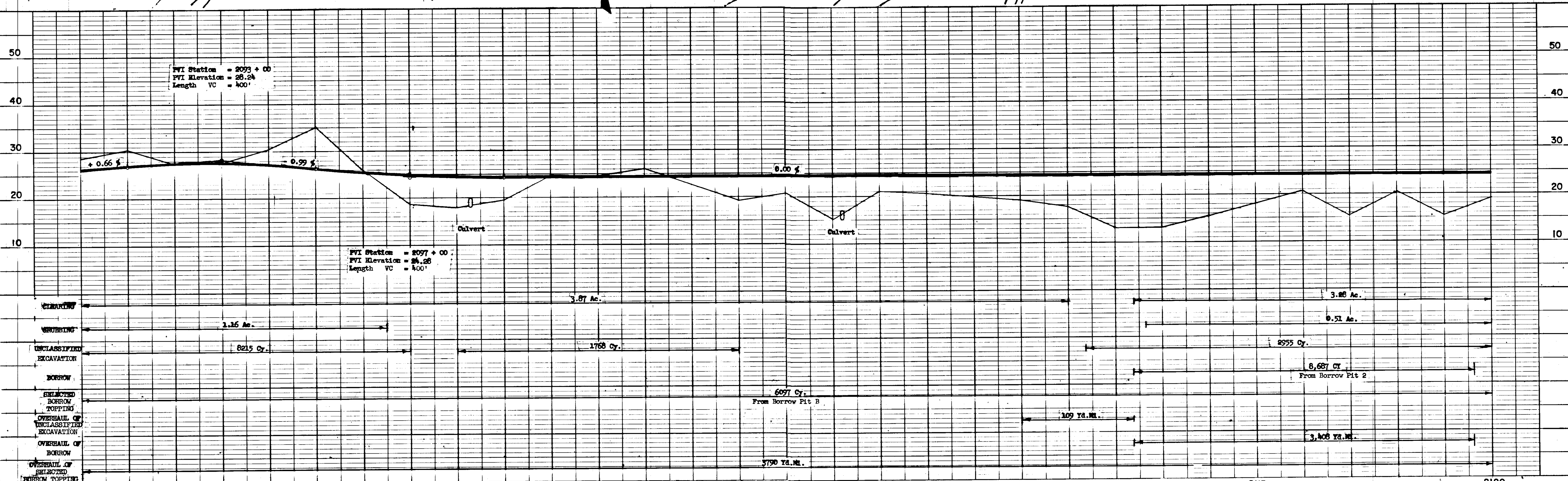
STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	15	52

MITKOF-STIKINE HIGHWAY

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

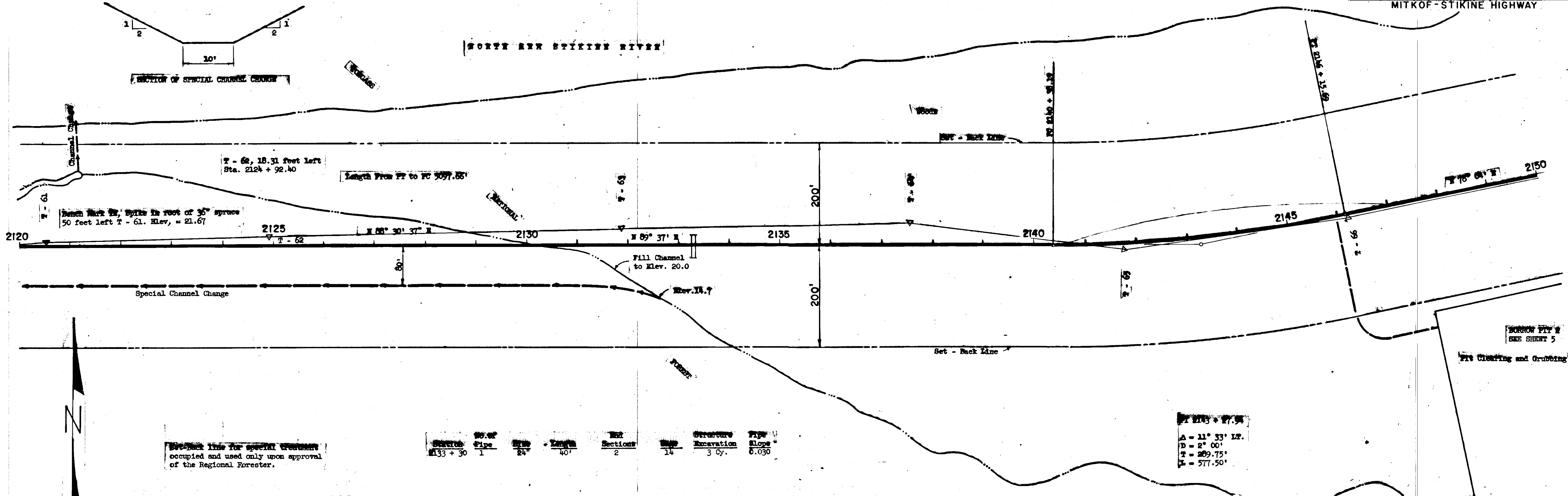


Station	No. of Pipes	Pipe Dia.	Length	No. Sections	Height	Structure Excavation	Pipe Slope
2093 + 30	1	24"	106'	2	14	9 Cy.	0.001
2106 + 20	1	24"	106'	2	14	11 Cy.	0.005



STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	16	52

MITKOF-STIKINE HIGHWAY



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

PT 2143 + 27.94  
 Δ = 11° 33' LT.  
 D = 2° 00'  
 T = 289.75'  
 L = 577.50'

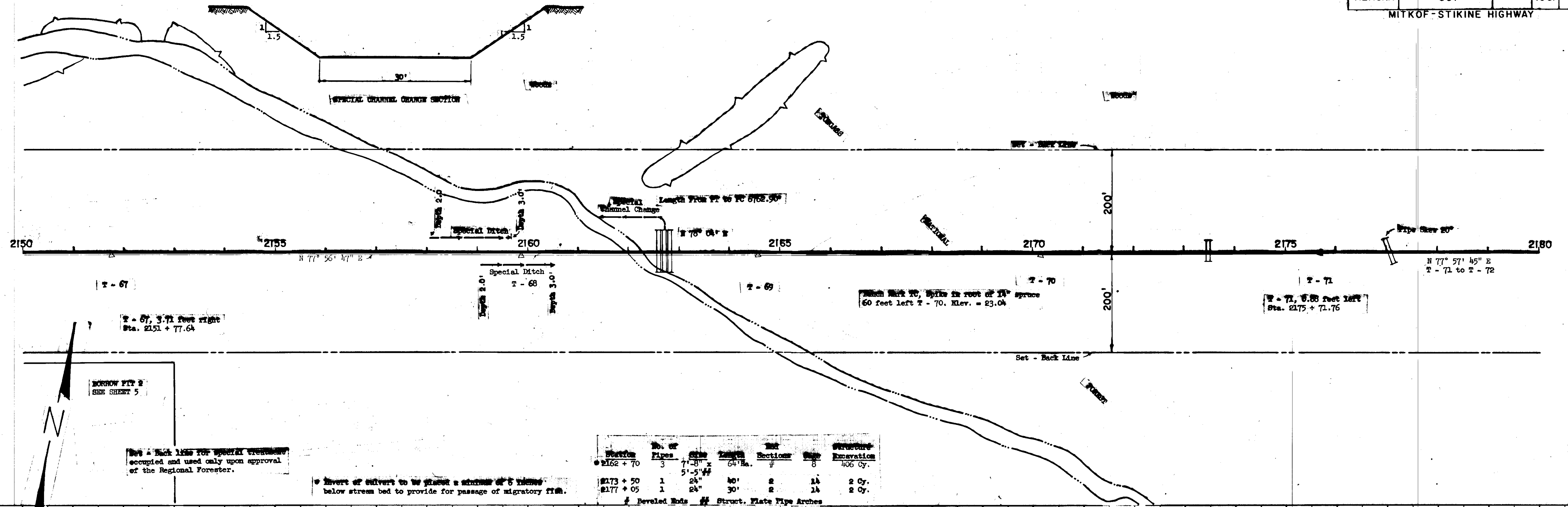


FVI Station = 2132 + 00  
 FVI Elevation = 26.28  
 Length VC = 0

FVI Station = 2127 + 00  
 FVI Elevation = 24.28  
 Length VC = 0

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	17	52

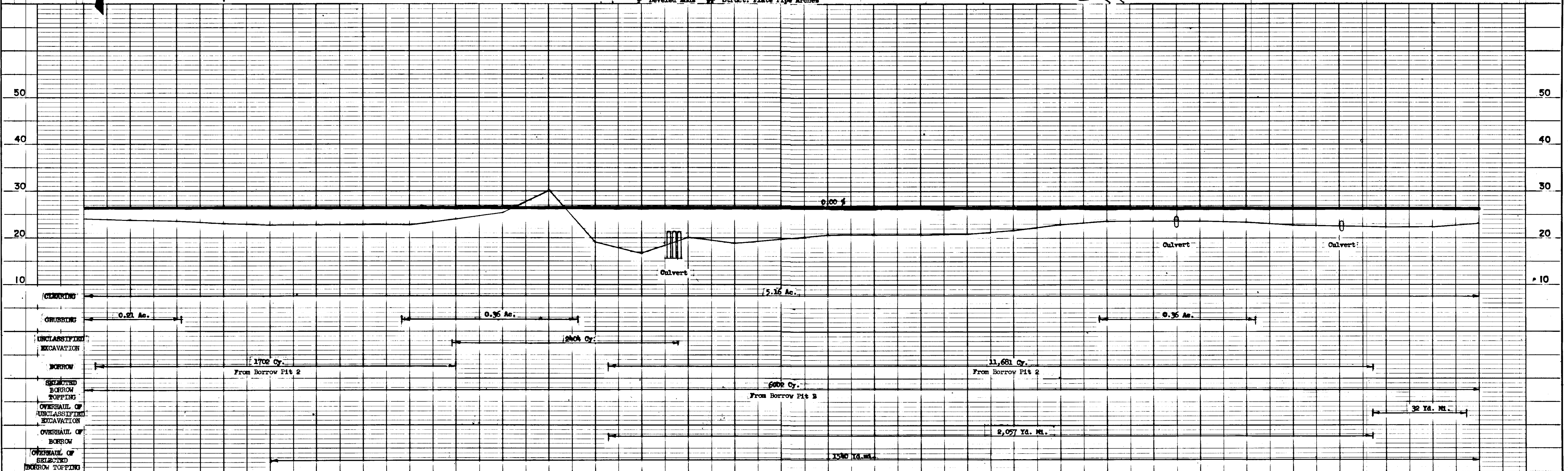
MITKOF-STIKINE HIGHWAY



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

Invert of culverts to be placed a minimum of 6 inches below stream bed to provide for passage of migratory fish.

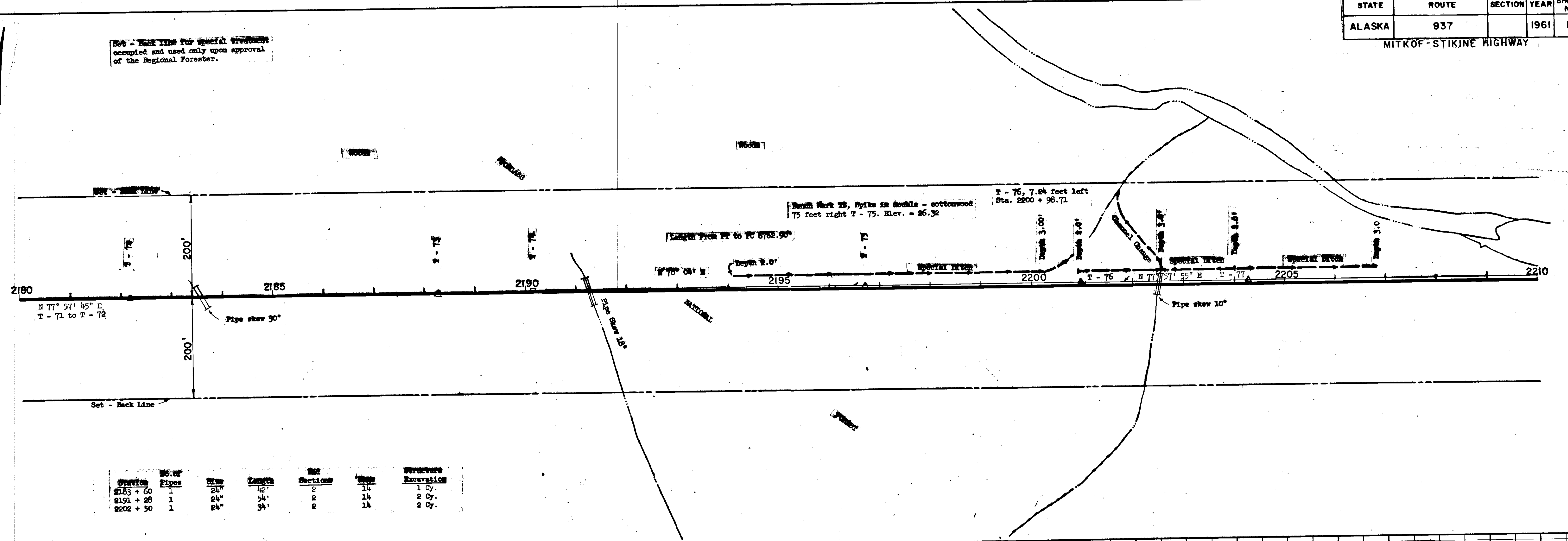
Station	No. of Pipes	Size	Length	Inlet	Outlet	Structure	Excavation
2162 + 70	3	7'-10" x 5'-8 1/2"	64' H.A.	7	8	Struct. Plate Pipe Arches	406 Cy.
2173 + 50	1	24"	30'	2	1A		2 Cy.
2177 + 05	1	24"	30'	2	1A		2 Cy.



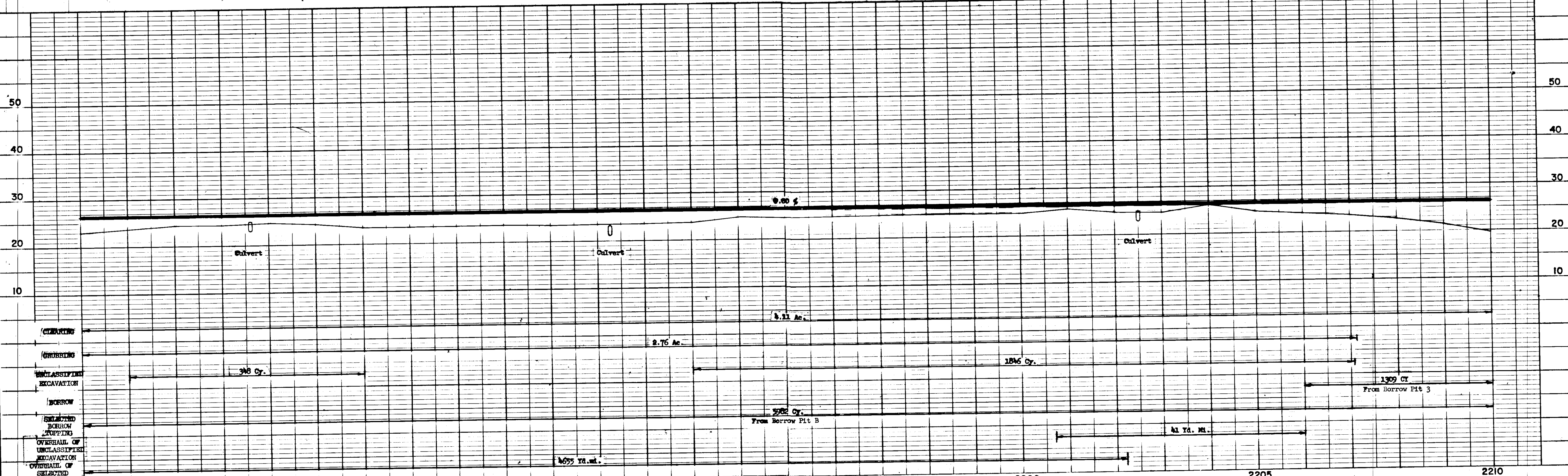
STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	18	52

MITKOF-STIKJNE HIGHWAY

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



Station	No. of Pipes	Size	Length	No. Sections	Depth	Structure Excavation
2183 + 60	1	24"	40'	2	14	1 Cy.
2191 + 28	1	24"	54'	2	14	2 Cy.
2202 + 50	1	24"	34'	2	14	2 Cy.



STRUCTURE NOTATION CHD.

NO.

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	19	52

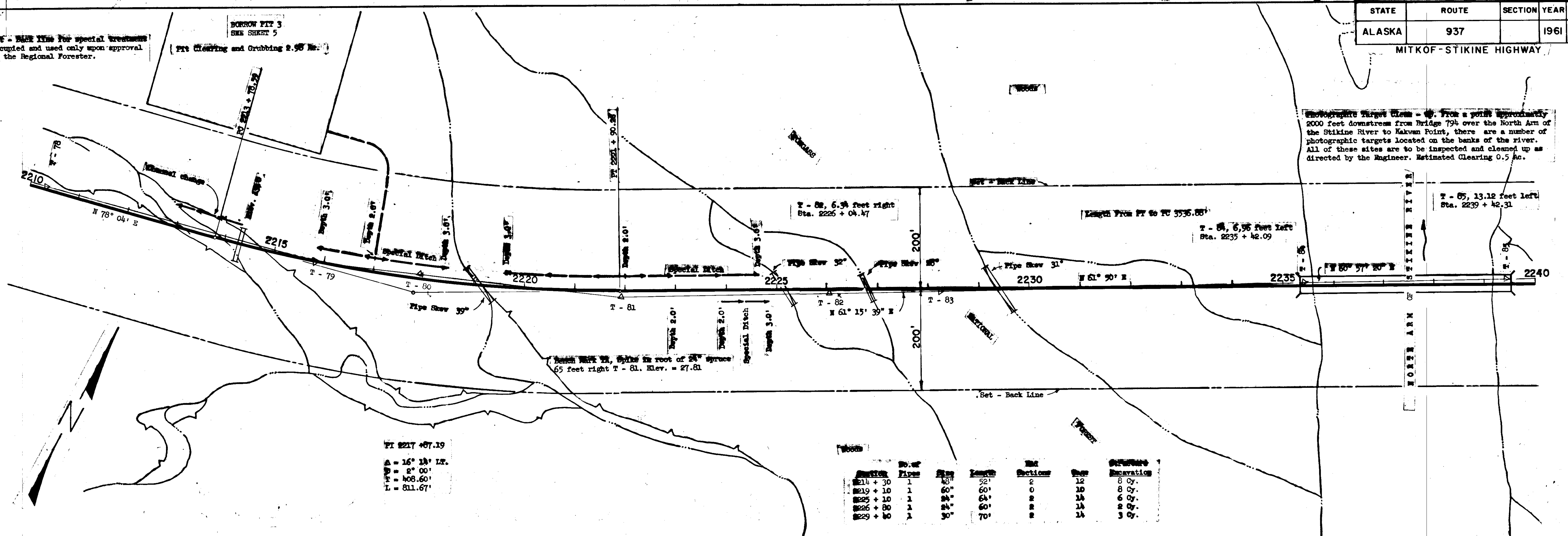
MITKOF-STIKINE HIGHWAY

NOT - THIS TIME FOR special treatment occupied and used only upon approval of the Regional Forester.

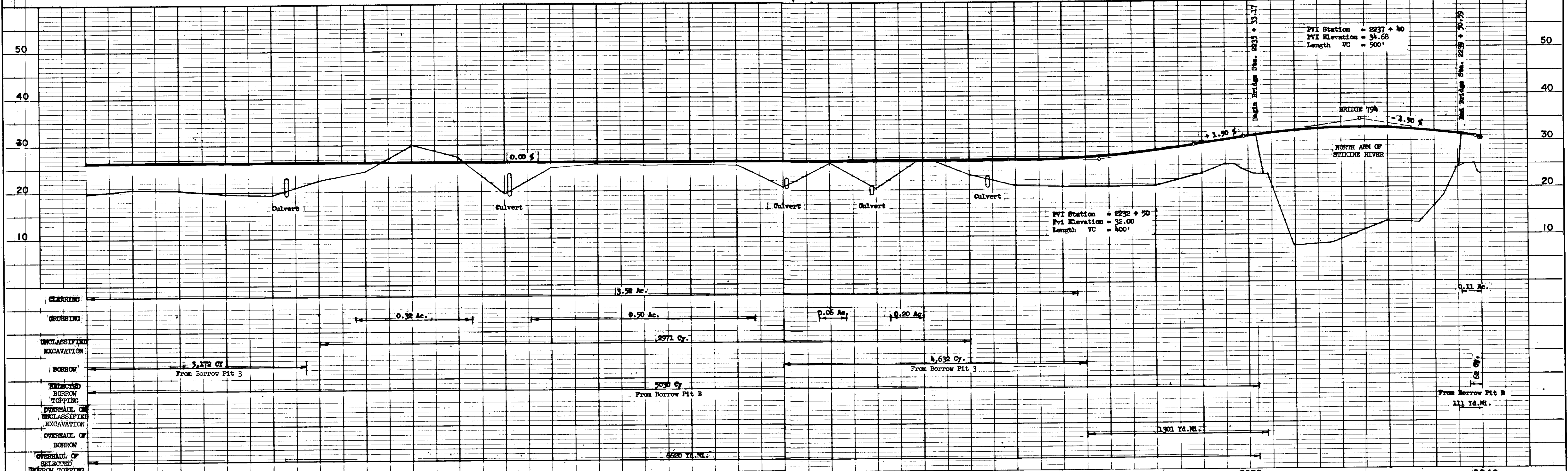
BORROW PIT 3 SEE SHEET 5

Pit Clearing and Grubbing 2.98 Ac.

Photographic target clear - 4. From a point approximately 2000 feet downstream from Bridge 794 over the North Arm of the Stikine River to Hakwan Point, there are a number of photographic targets located on the banks of the river. All of these sites are to be inspected and cleaned up as directed by the Engineer. Estimated Clearing 0.5 Ac.



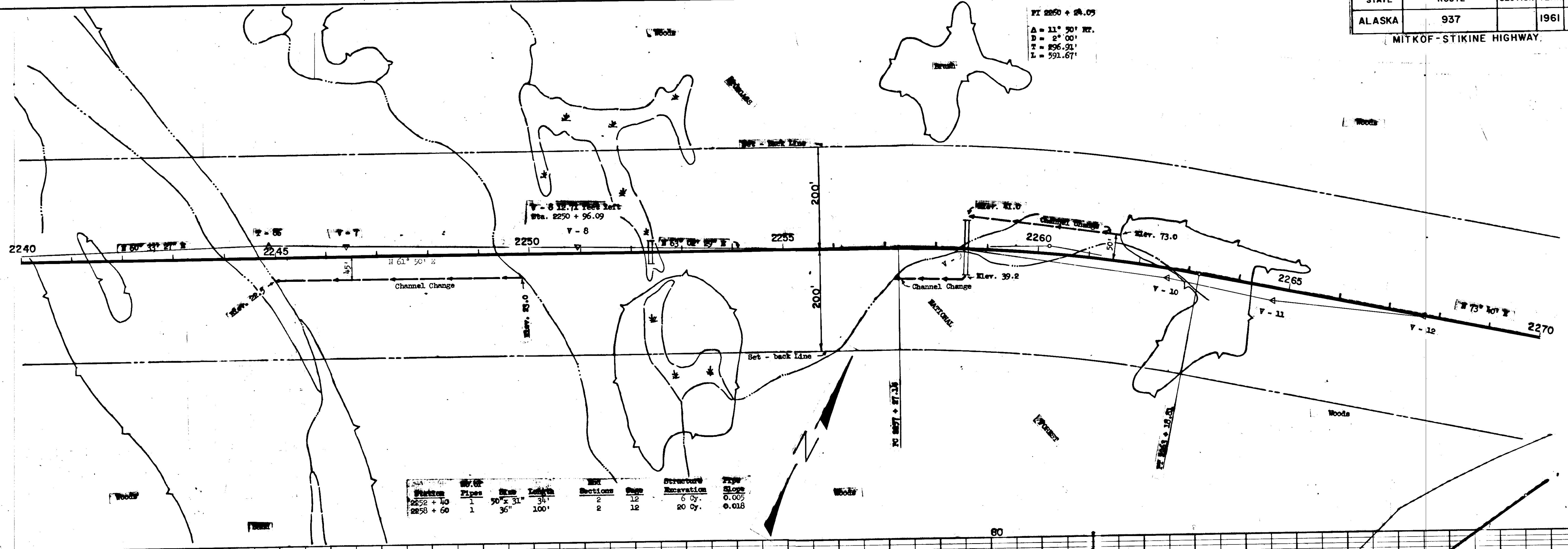
PI 2217 + 87.19  
 Δ = 16° 18' LR.  
 W = 2° 00'  
 T = 408.60'  
 L = 811.67'



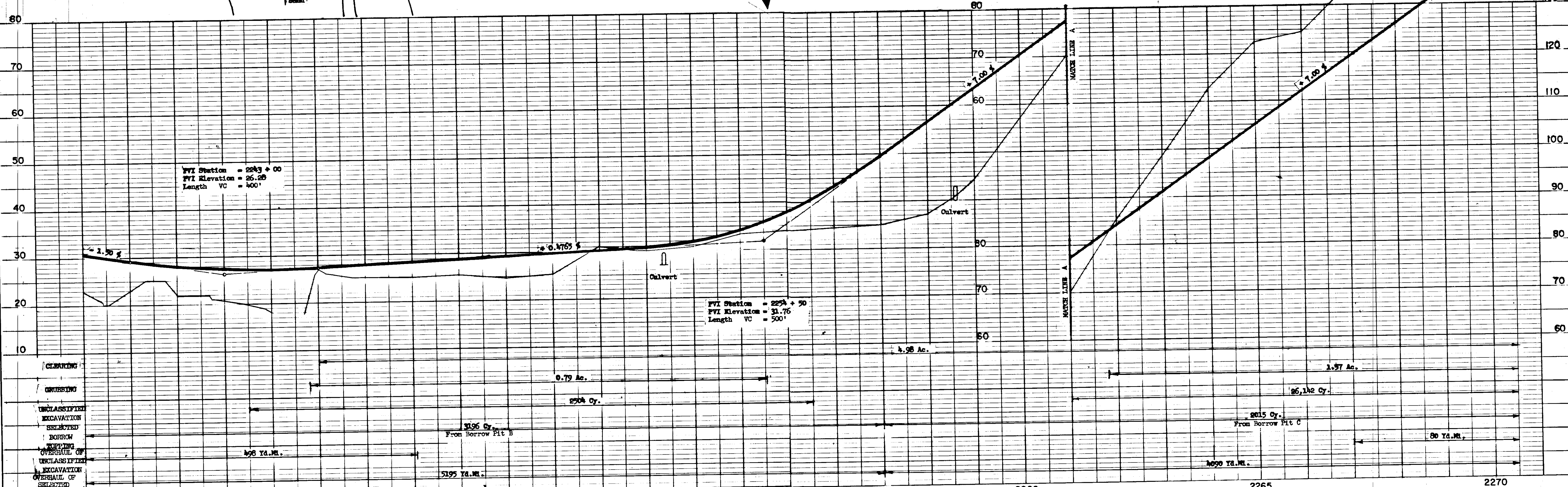
STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	20	52

MITKOF-STIKINE HIGHWAY

PI 2250 + 24.09  
 A = 11° 50' Hr.  
 B = 2° 00'  
 T = 896.31'  
 L = 591.67'



Station	Pipes	Size	Length	NR	Span	Structure	Type
2252 + 40	1	30" x 31"	34'	2	12	6 Cy.	0.005
2258 + 60	1	36"	100'	2	12	20 Cy.	0.016



FVI Station = 2243 + 00  
 FVI Elevation = 26.28  
 Length VC = 400'

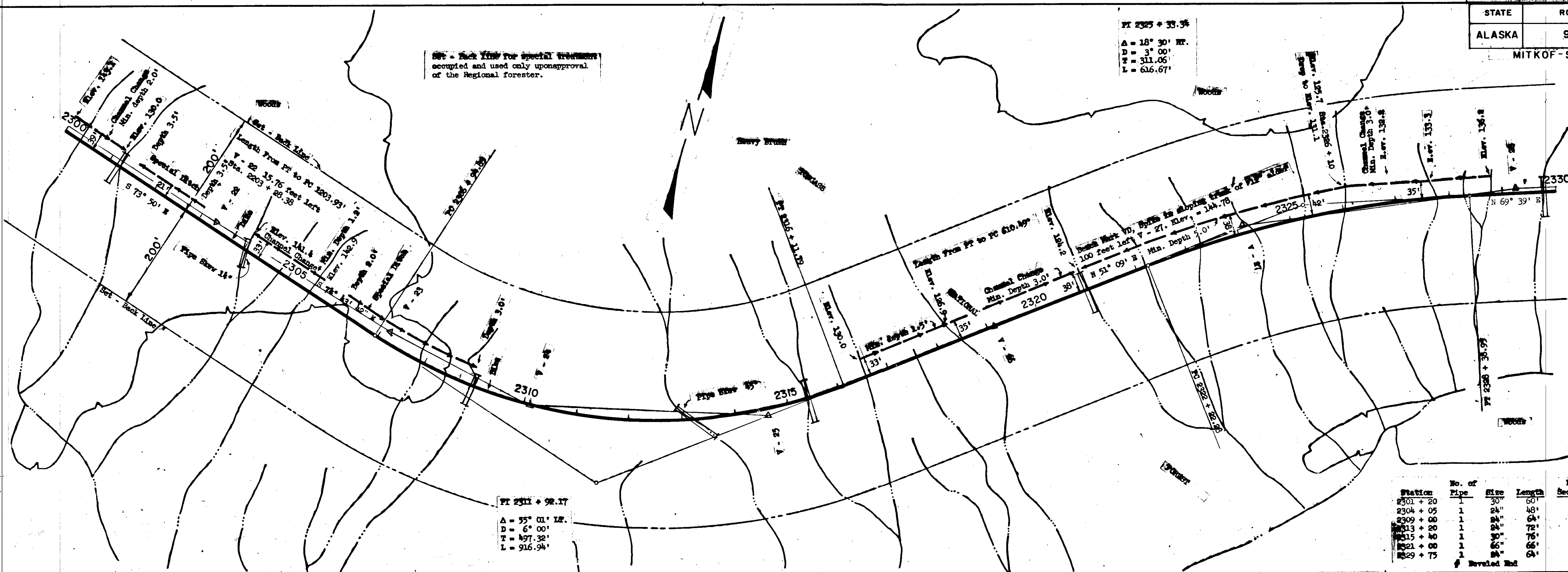
FVI Station = 2254 + 50  
 FVI Elevation = 31.76  
 Length VC = 500'

CLEARING	0.79 Ac.	1.97 Ac.
GRUBBING	2504 Cy.	26,142 Cy.
UNCLASSIFIED EXCAVATION	3196 Cy.	2015 Cy.
SELECTED BORROW	From Borrow Pit B	From Borrow Pit C
SOFTING	1496 Yd.Mt.	80 Yd.Mt.
OVERHAUL OF UNCLASSIFIED EXCAVATION	5195 Yd.Mt.	1090 Yd.Mt.
OVERHAUL OF SELECTED BORROW		



STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	22	52

MITKOF-STIKINE HIGHWAY



PT 2325 + 33.34  
 A = 18° 30' RT.  
 D = 3' 00"  
 T = 311.06'  
 L = 616.67'

PT 2311 + 92.17  
 A = 55° 01' LT.  
 D = 6' 00"  
 T = 497.32'  
 L = 916.94'

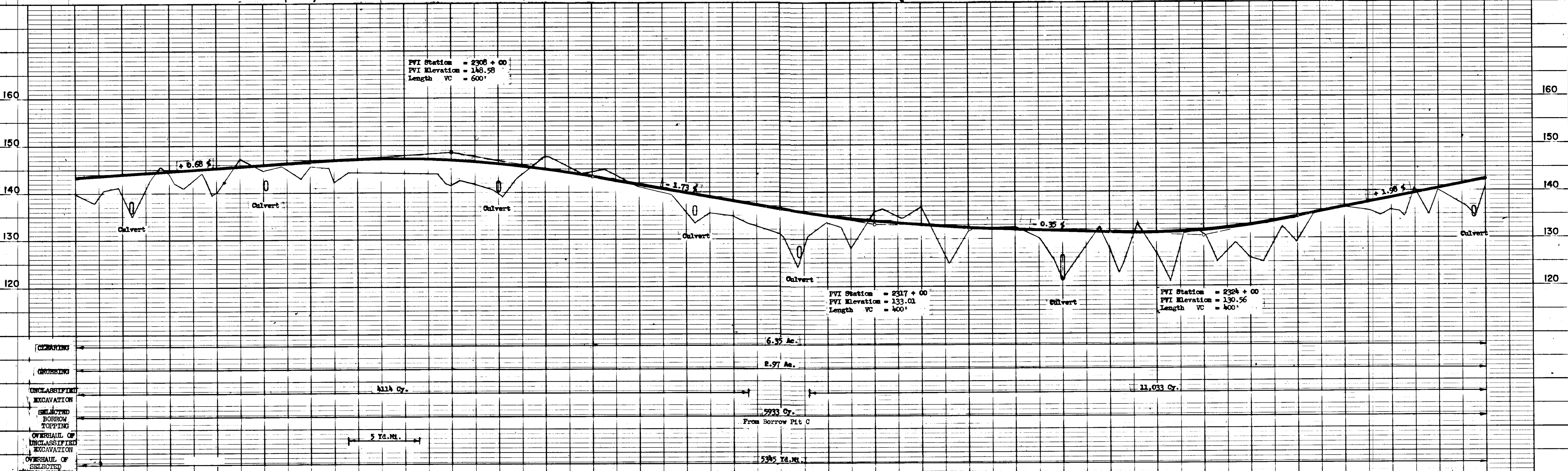
Station	No. of Pipe	Size	Length	Sections	Age	Structure	Pipe Slope
2301 + 20	1	30"	60'	2	14	1 Cy.	0.012
2304 + 05	1	24"	48'	2	14	3 Cy.	0.027
2309 + 08	1	24"	48'	2	14	10 Cy.	0.095
2313 + 28	1	24"	72'	2	14	1 Cy.	0.043
2315 + 48	1	30"	75'	2	14	7 Cy.	0.056
2321 + 08	1	36"	66'	2	14	85 Cy.	0.087
2329 + 75	1	24"	64'	2	14	2 Cy.	0.131

† Revealed Rd

FVI Station = 2306 + 00  
 FVI Elevation = 148.58  
 Length VC = 600'

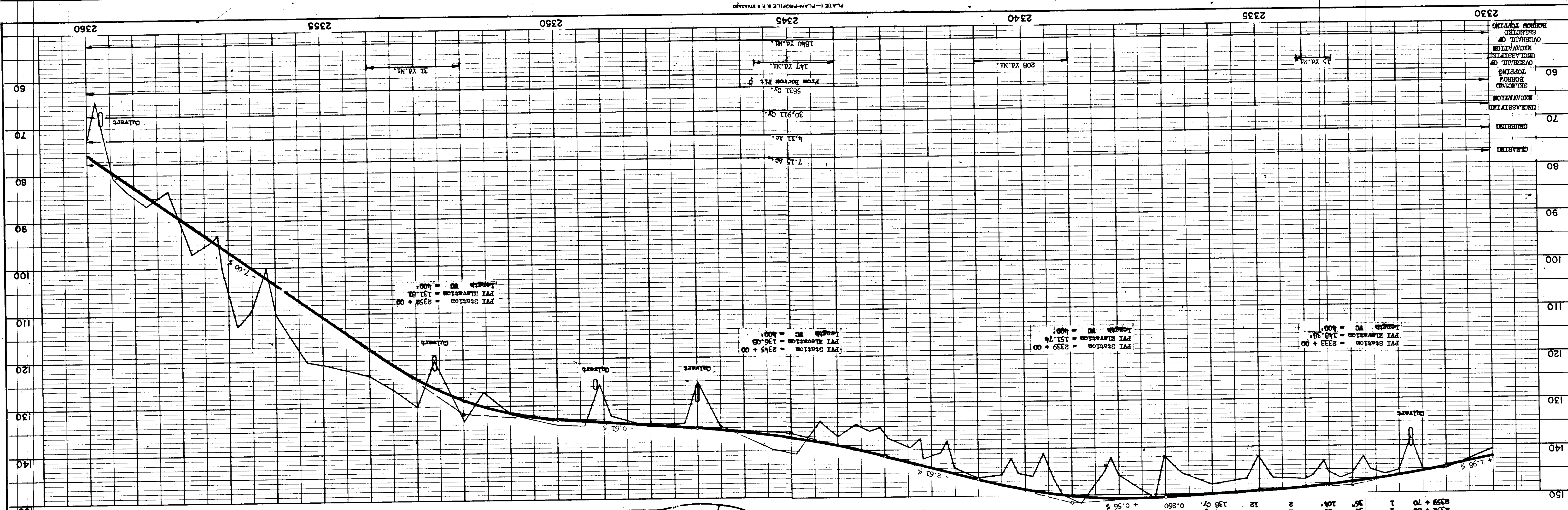
FVI Station = 2317 + 00  
 FVI Elevation = 133.01  
 Length VC = 400'

FVI Station = 2324 + 00  
 FVI Elevation = 130.56  
 Length VC = 400'

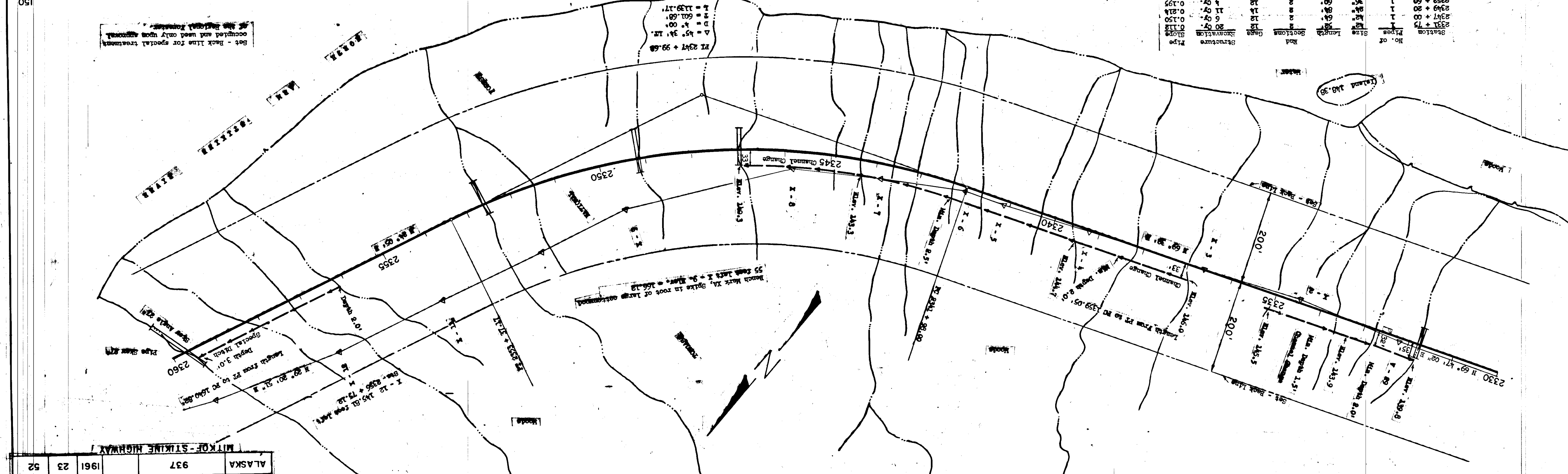


- CLEARING
- GRUBBING
- UNCLASSIFIED EXCAVATION
- SELECTED BORROW TOPPING
- OVERHAUL OF UNCLASSIFIED EXCAVATION
- OVERHAUL OF SELECTED BORROW TOPPING

6.35 Ac.  
 8.97 Ac.  
 11,033 Cy.  
 5933 Cy.  
 From Borrow Pit C  
 5345 Yd. Mt.



Station	No. of Pipes	Size	Length	Sections	Days	Structure	Slope
2331 + 75	1	12"	20'	1	2	Manhole	0.11%
2331 + 75	1	12"	6'	1	2	Manhole	0.15%
2347 + 00	1	12"	6'	1	2	Manhole	0.21%
2349 + 00	1	12"	11'	1	2	Manhole	0.19%
2352 + 60	1	12"	4'	1	2	Manhole	0.26%
2359 + 70	1	36"	104'	2	12	Culvert	0.26%



Bench Mark KB, Spike in base of 9' willow  
80 feet right X - 16. Elev. = 31.61

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	24	52

MITKOF-STIKINE HIGHWAY

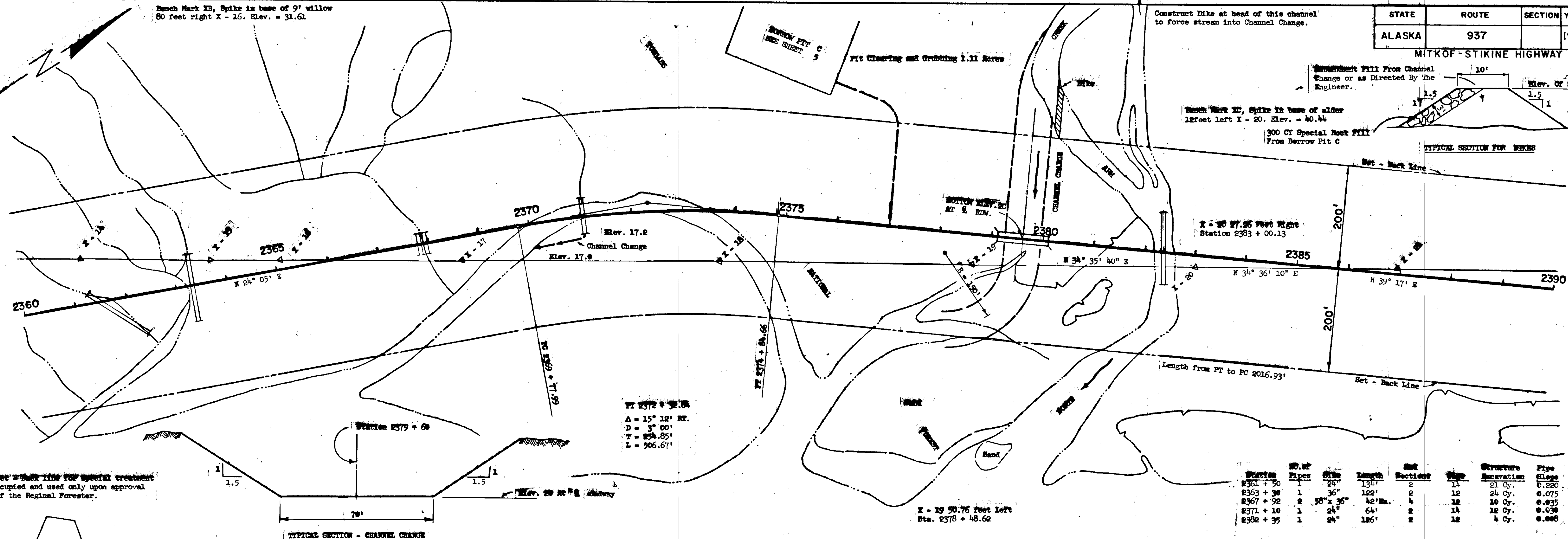
Construct Dike at head of this channel  
to force stream into Channel Change.



Bench Mark KU, Spike in base of alder  
12 feet left X - 20. Elev. = 40.44

300 CY Special Rock Fill  
From Borrow Pit C

TYPICAL SECTION FOR DIKES



PI 2372 + 32.04  
Δ = 15° 12' RT.  
D = 3° 00'  
T = 254.85'  
L = 506.67'

X = 40 27.25 feet right  
Station 2383 + 00.13

X = 39 50.76 feet left  
Sta. 2378 + 48.62

Station	No. of Pipes	Size	Length	Sections	Width	Structure Excavation	Pipe Elevation
2361 + 50	1	24"	134'	2	14	21 Cy.	0.220
2363 + 30	1	36"	122'	2	12	24 Cy.	0.075
2367 + 92	2	36" x 36"	42' Ma.	4	12	10 Cy.	0.035
2371 + 10	1	24"	64'	2	14	12 Cy.	0.030
2382 + 35	1	24"	126'	2	12	4 Cy.	0.080

90

90

80

80

70

70

60

60

50

50

40

40

30

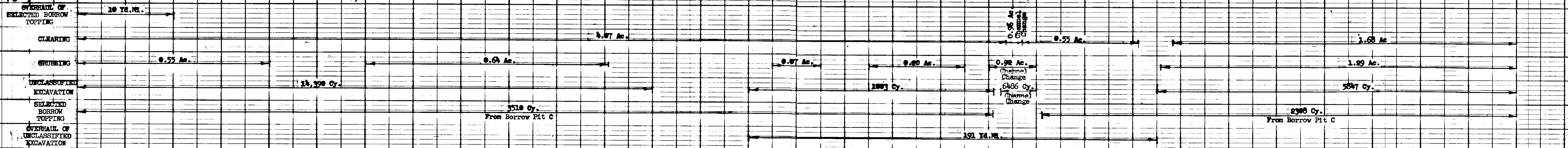
30

20

20

10

10



FVI Station = 2355 + 50  
FVI Elevation = 30.31  
Length VC = 400'

FVI Station = 2373 + 00  
FVI Elevation = 29.85  
Length VC = 400'

FVI Station = 2389 + 00  
FVI Elevation = 39.45  
Length VC = 400'

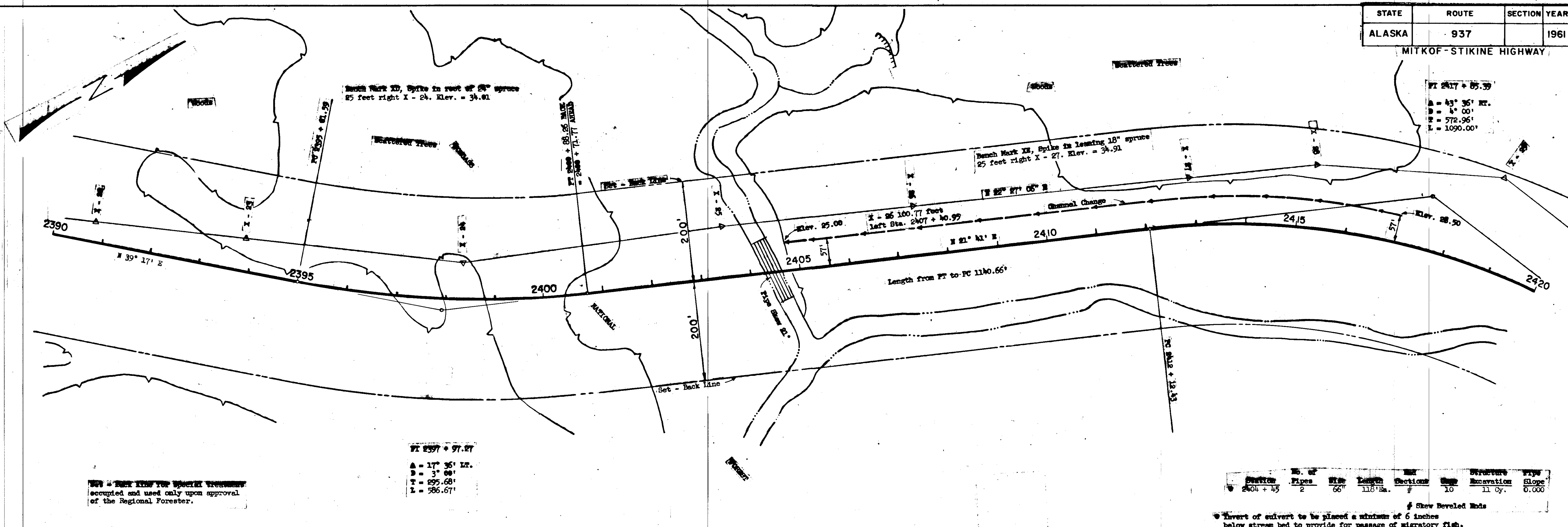
OVERHAUL OF EXCAVATED BORROW TOPPING	18 Yd. ME.							
CLEARING								
GRUBBING	0.55 Ac.							
UNCLASSIFIED EXCAVATION		14,350 Cy.						
SELECTED BORROW TOPPING			3510 Cy.					
OVERHAUL OF UNCLASSIFIED EXCAVATION							2385 Cy.	From Borrow Pit C

NOTE BOOK ALIGNMENT CHECKED RT. OF WAY CHECKED NO.

NOTE BOOK GRADES CHECKED STRUCTURE NOTATIONS CHECKED NO.

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	25	52

MITKOF-STIKINE HIGHWAY



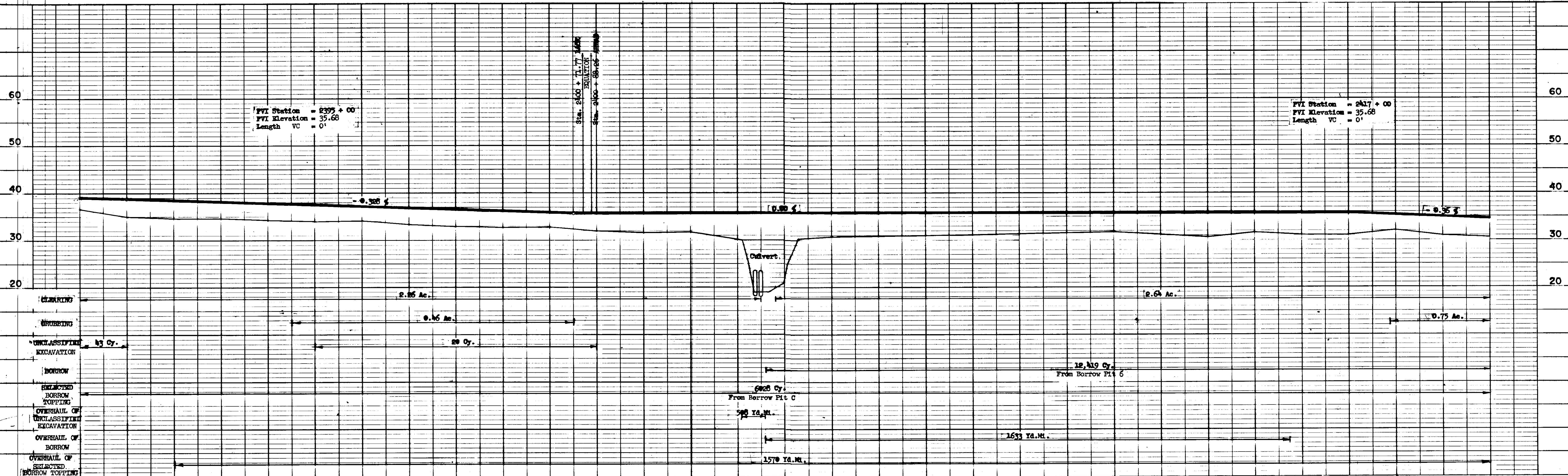
PI 2417 + 85.39  
 A = 43° 35' RT.  
 B = 4° 00'  
 C = 572.96'  
 L = 1090.00'

PI 2397 + 97.27  
 A = 17° 35' LT.  
 B = 3° 00'  
 C = 595.68'  
 L = 586.67'

Set - Back Line for Special Treatment accepted and used only upon approval of the Regional Forester.

Station	No. of Pipes	Size	Length	Structure	Excavation	Slope
2404 + 45	2	66"	118' 1/2"	#	10	11 Cy. 0.000

# Skew Reveled Ends  
 \* Invert of culvert to be placed a minimum of 6 inches below stream bed to provide for passage of migratory fish.



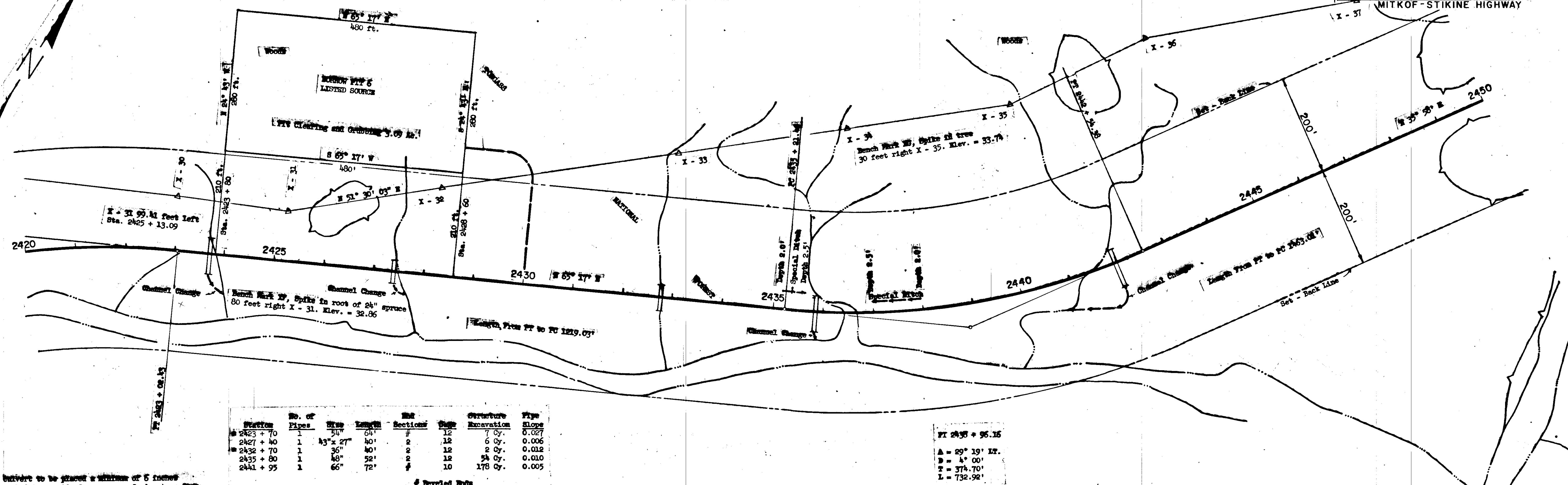
PVI Station = 2395 + 00  
 PVI Elevation = 35.68  
 Length VC = 0'

PVI Station = 2417 + 00  
 PVI Elevation = 35.68  
 Length VC = 0'

CLEARING	2.25 Ac.	0.46 Ac.	2.64 Ac.	0.75 Ac.
BROUING				
UNCLASSIFIED EXCAVATION	43 Cy.	20 Cy.		
BORROW				
SELECTED BORROW TOPPING				
OVERHAUL OF UNCLASSIFIED EXCAVATION				
OVERHAUL OF BORROW				
OVERHAUL OF SELECTED BORROW TOPPING				

STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	26	52

Set - Back Line for special treatment accepted and used only upon approval of the Regional Forester.

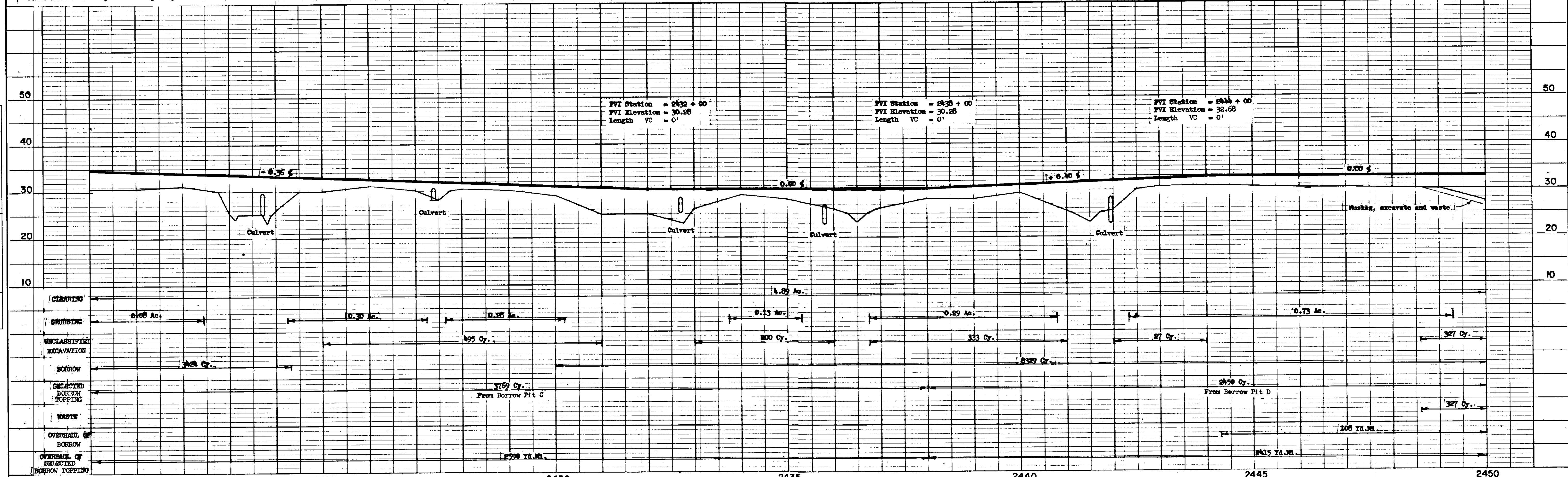


Station	No. of Pipes	Size	Length	Sections	Height	Structure Excavation	Pipe Slope
2423 + 70	1	54"	64'	2	12	7 Cy.	0.027
2427 + 40	1	43" x 27"	40'	2	12	6 Cy.	0.006
2432 + 70	1	36"	40'	2	12	2 Cy.	0.012
2435 + 80	1	48"	52'	2	12	54 Cy.	0.010
2441 + 95	1	66"	72'	2	10	178 Cy.	0.005

PT 2435 + 96.15  
 A = 29° 19' 17"  
 B = 4° 00'  
 T = 374.70'  
 L = 732.92'

Invert of culvert to be placed a minimum of 5 inches below stream bed to provide for passage of migratory fish.

Reveled Ends



STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	27	52

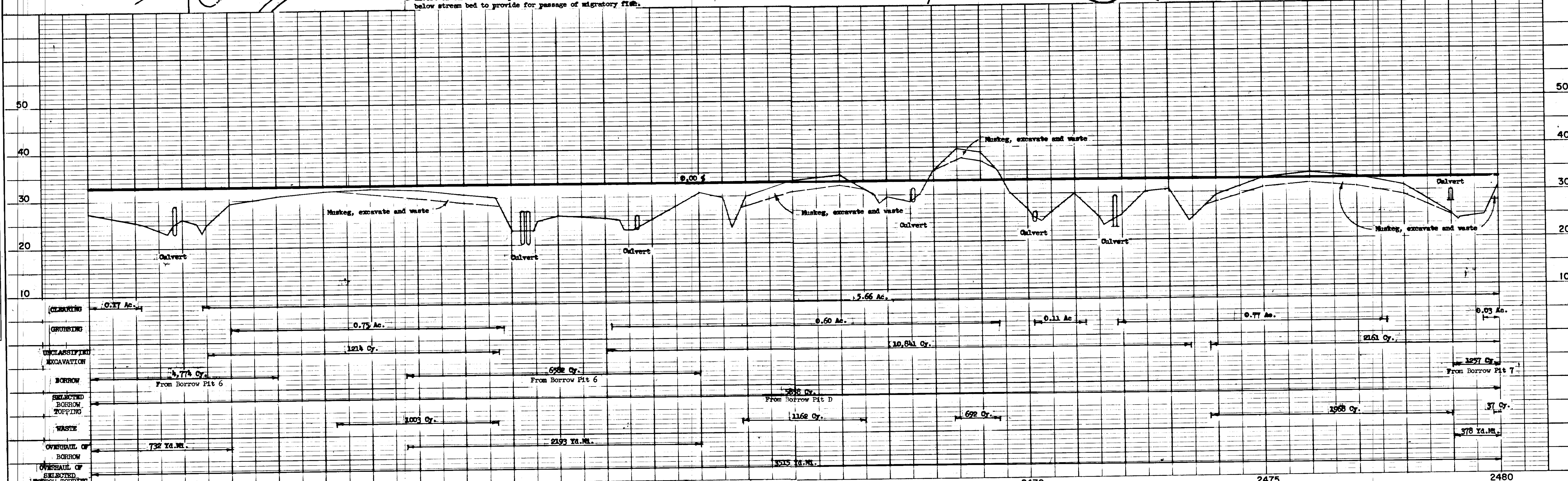
MITKOF-STIKINE HIGHWAY

PI 2467 + 60.54  
 Δ = 69° 51' RT.  
 D = 3" 30'  
 T = 1143.15'  
 L = 1995.71'

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

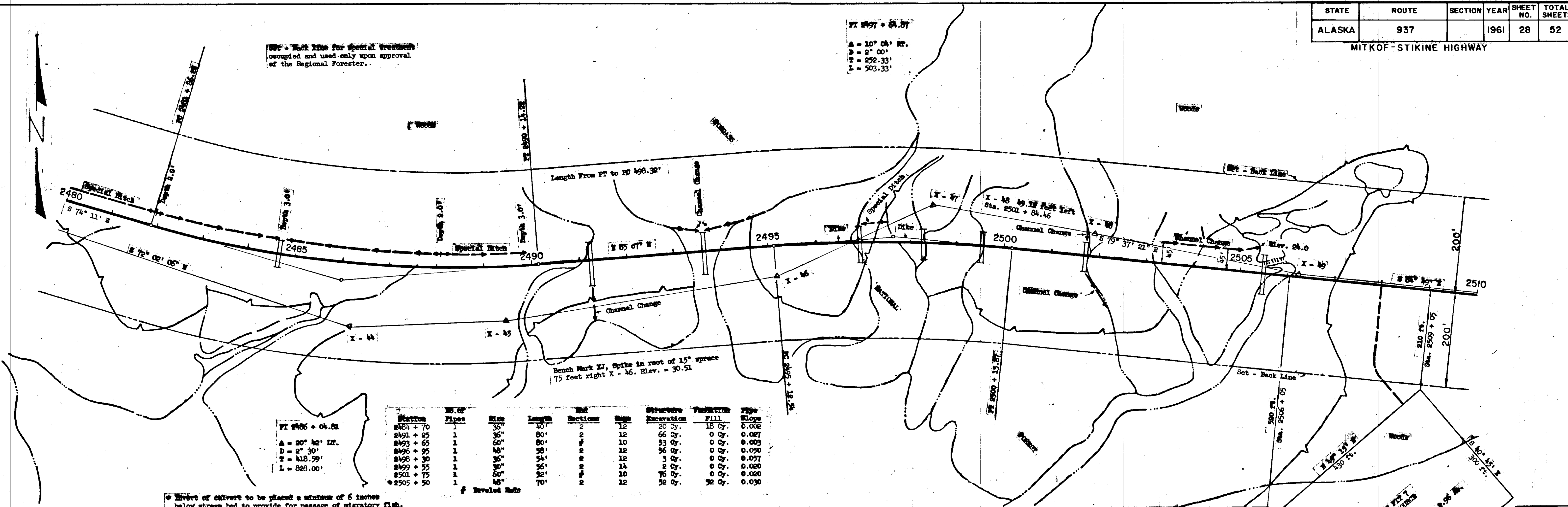
Station	No. of Pipes	Rise	Length	End Sections	Span	Excavation	Pipe Slope
2451 + 85	1	72"	68'	#	10	53 Cy.	0.002
2459 + 30	2	84"	86' Ea.	#	10	49 Cy.	0.000
2461 + 70	1	36"	82'	#	12	24 Cy.	0.003
2467 + 60	1	36"	32'	#	12	5 Cy.	0.050
2470 + 20	1	84"	78'	#	12	15 Cy.	0.017
2471 + 88	1	36"	74'	#	12	14 Cy.	0.008
2479 + 00	1	90" x 31"	48'	#	12	2 Cy.	0.055

\* Invert of culvert to be placed a minimum of 5 inches below stream bed to provide for passage of migratory fish.

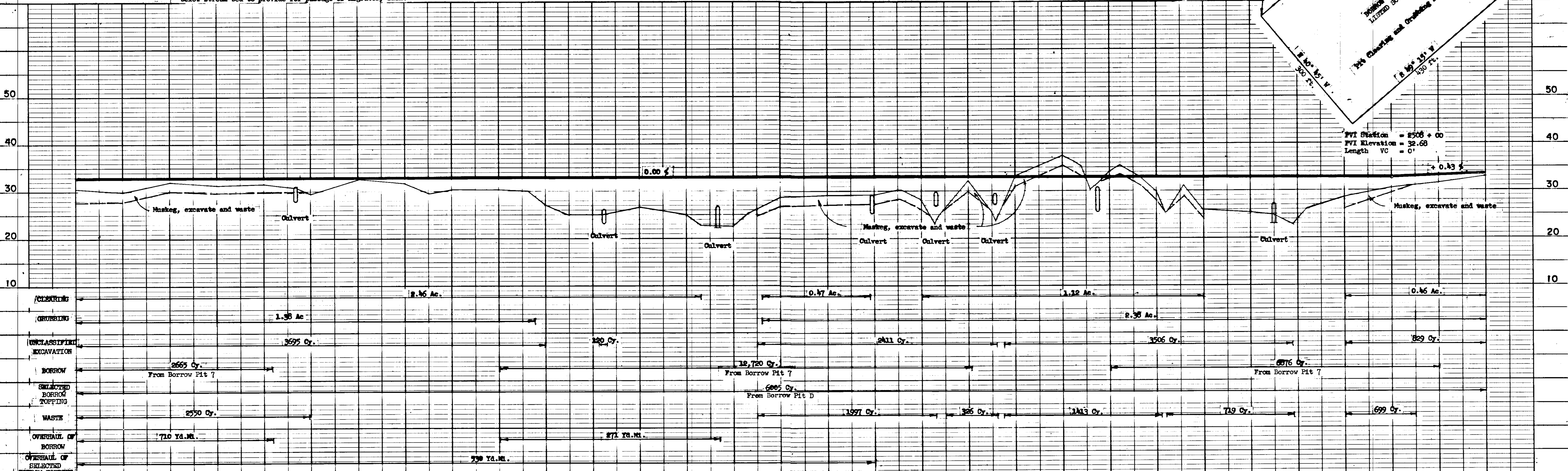


Wet - Back Line for special treatment occupied and used only upon approval of the Regional Forester.

PT 2497 + 04.37  
 A = 10° 04' RT.  
 D = 2° 00'  
 T = 252.33'  
 L = 505.33'

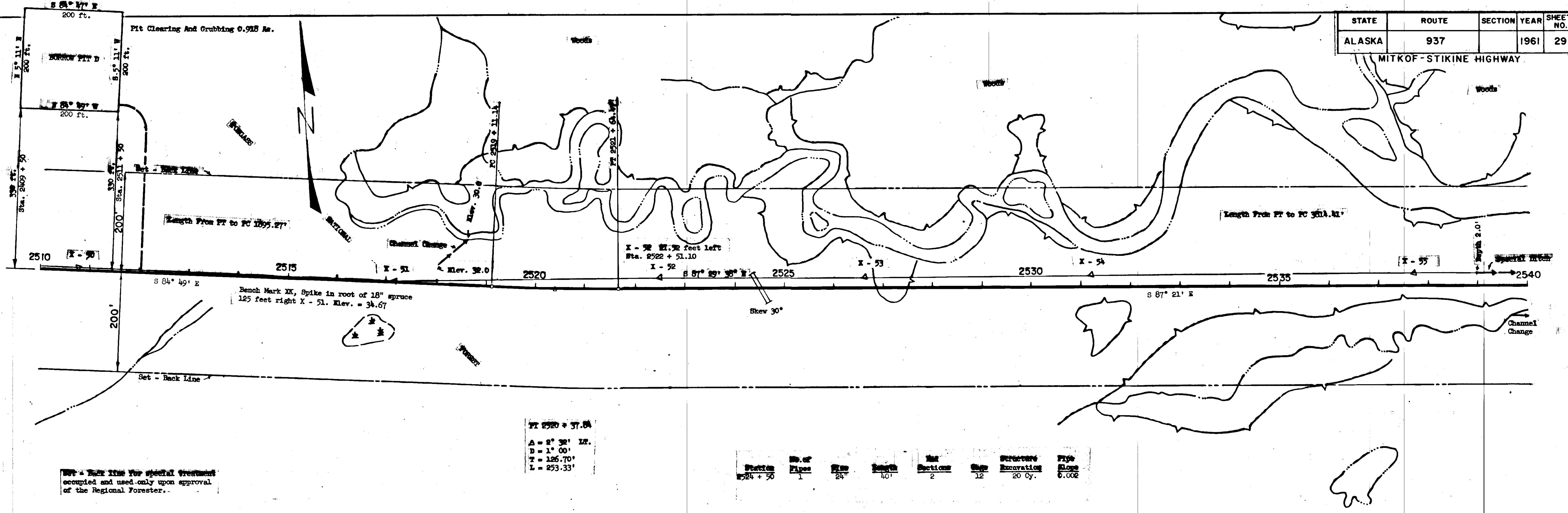


PT 2486 + 04.01  
 A = 20° 42' RT.  
 D = 2° 30'  
 T = 418.99'  
 L = 828.00'



STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	29	52

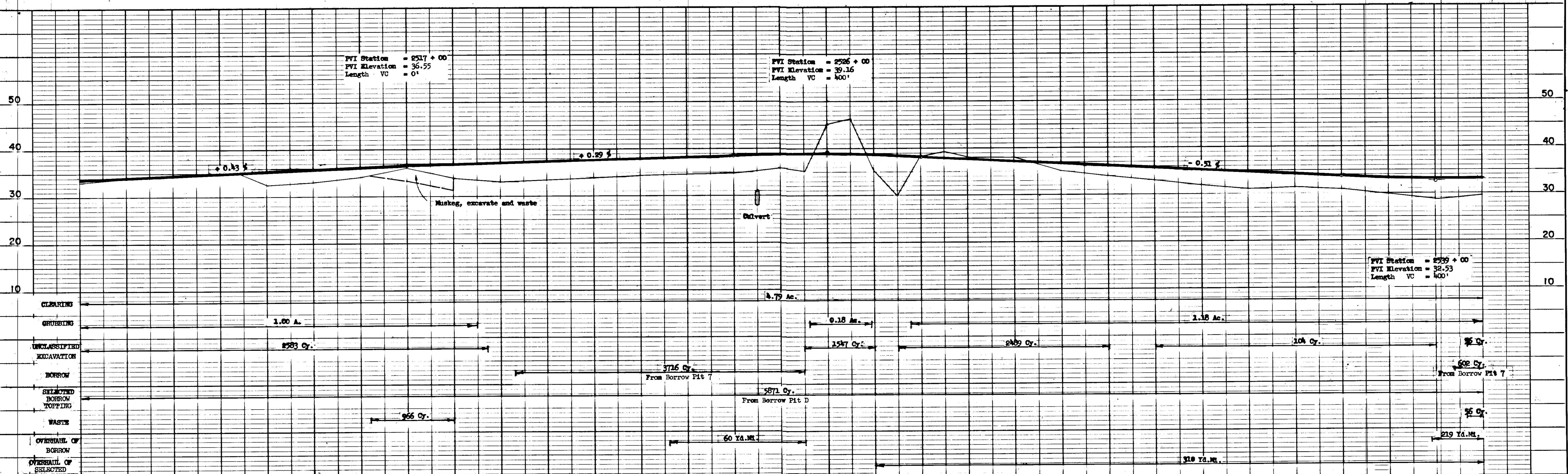
MITKOF-STIKINE HIGHWAY



PT 2520 + 37.06  
 A = 2° 38' 12"  
 B = 1° 00'  
 T = 126.70'  
 L = 253.33'

Station	No. of Pipes	Size	Length	Set Sections	Depth	Structure Excavation	Pipe Slope
2524 + 50	1	24"	40'	2	12"	20 Cy.	0.002

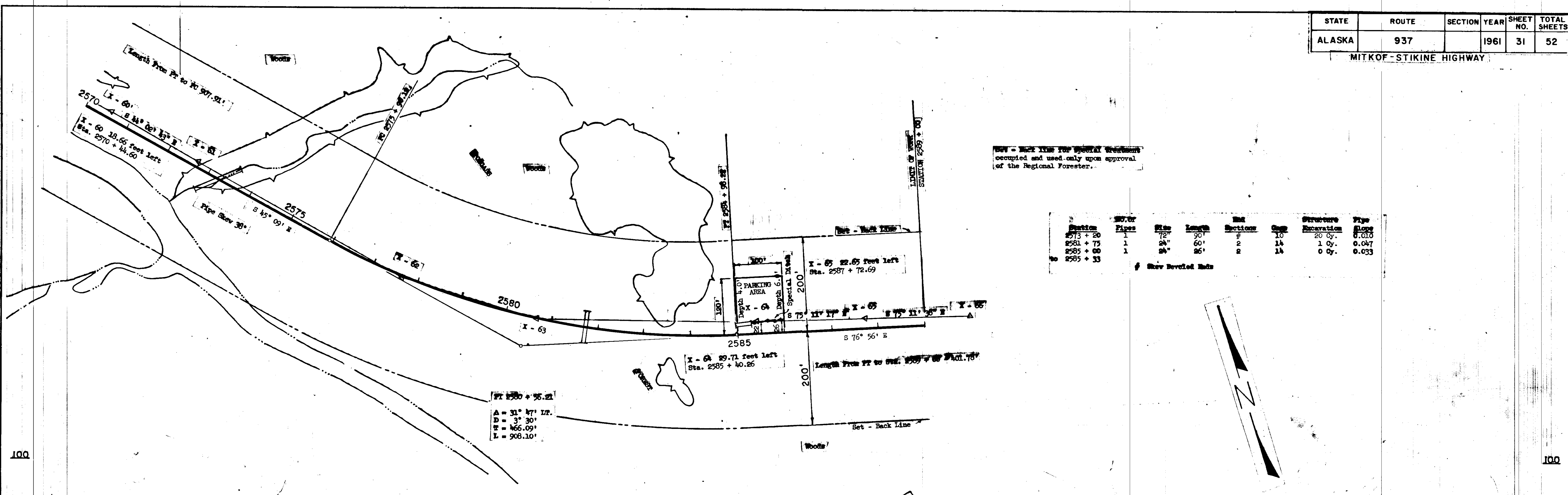
Set - Back Line for special treatment occupied and used only upon approval of the Regional Forester.





STATE	ROUTE	SECTION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	937		1961	31	52

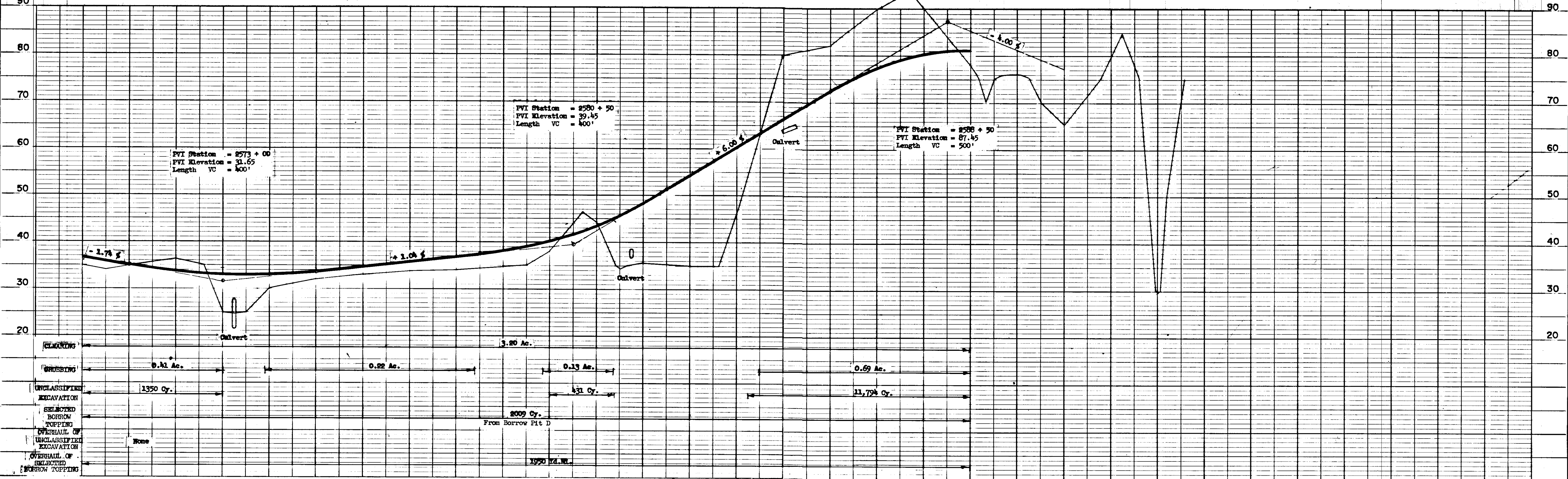
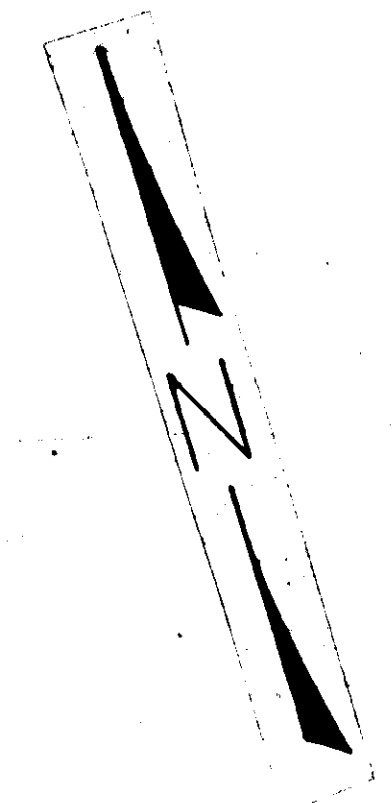
MITKOF-STIKINE HIGHWAY



Set - Back Line for Special Treatment occupied and used only upon approval of the Regional Forester.

Station	No. of Pipes	Size	Length	No. Sections	Depth	Structure Excavation	Pipe Slope
2573 + 20	1	72"	90'	7	10	20 Cy.	0.010
2581 + 75	1	24"	60'	2	14	1 Cy.	0.047
2585 + 60	1	24"	26'	2	14	0 Cy.	0.053
2585 + 33							

Show Detailed Plans



Missing pages 32-52.