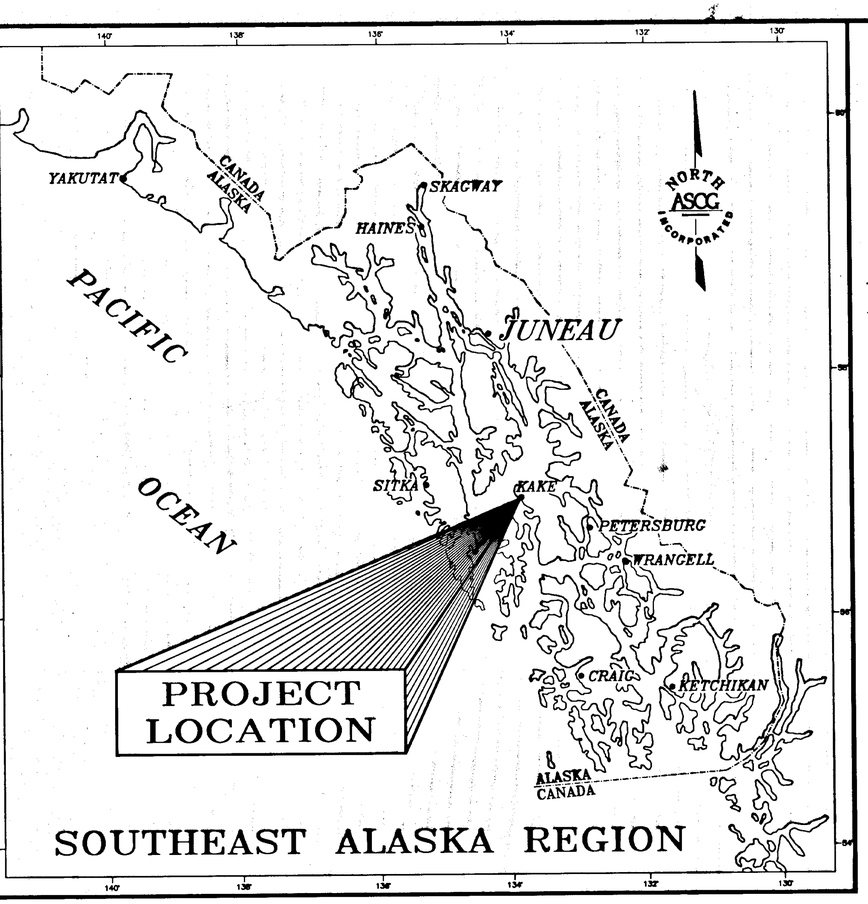


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION
DESIGN AND CONSTRUCTION DIVISION

KAKE

KEKU ROAD PAVING

GUNNUK CREEK TO BOAT HARBOR SPUR ROAD
AND
BOAT HARBOR SPUR ROAD
RS-0939 (4) & (70475)

INDEX OF SHEETS

SHEET NUMBER	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION AND DETAILS
3	ESTIMATE OF QUANTITIES
4	TRAFFIC CONTROL PLAN
5	CONSTRUCTION DETAILS
6	SUMMARIES
7	FERRY TERMINAL PAVING PLAN
8	BOAT HARBOR PAVING PLAN
9	BRIDGE APPROACH RAIL DETAILS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:
A-1, C-01.03, C-02.01, C-03.01, D-01.01, D-04.10, D-05.10, G-09.01W, G-29.01W, I-81.00, S-00.00, S-05.00, S-20.00, S-30.01, AND T-21.01

DESIGN EXCEPTIONS

THE FOLLOWING DESIGN EXCEPTIONS WERE GRANTED BY THE F.H.W.A. ON JULY 8, 1986.

1. THE USE OF STEEPER THAN RECOMMENDED STANDARD FILL SLOPES.
2. THE USE OF MODIFIED SUPERELEVATION TRANSITIONS AT STATIONS 118+03, 151+54, 156+80, 159+58, 162+55, 170+37, 173+08, AND 175+58 (FLAT).

THE FOLLOWING DESIGN EXCEPTIONS WERE GRANTED BY THE F.H.W.A. ON APRIL 10, 1987.

1. THE USE OF CUT AND FILL SLOPES THAT ARE STEEPER THAN RECOMMENDED STANDARD SLOPES.
2. THE USE OF REDUCED LENGTH TANGENT SECTIONS BETWEEN REVERSING CURVES. THIS OCCURS BETWEEN STATIONS 81+26.85 & 81+78.35 AND BETWEEN STATIONS 108+62.54 & 110+08.24.

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

APPROVED _____ 3/25/93
SOUTHEAST REGION REVIEW ENGINEER — DATE

APPROVED _____ 3-24-93
DIRECTOR, SOUTHEAST REGION DESIGN AND CONSTRUCTION — DATE

PATH: E:\ACAD\KAKE\70475-01.DWG DRAWN IN AUTOCAD REL 11 PLOT SCALE: 1=1 LAST UPDATE: 12/31/92

PROJECT SUMMARY

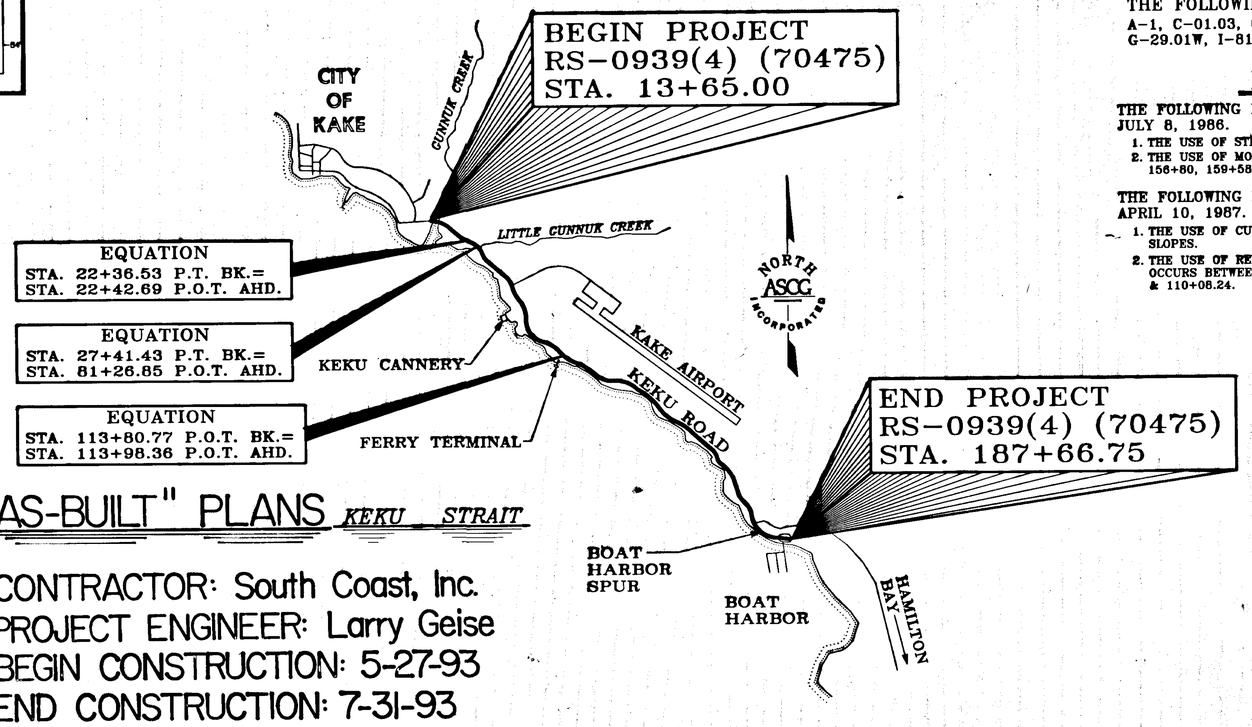
GUNNUK CREEK TO BOAT HARBOR SPUR ROAD
AND
BOAT HARBOR SPUR ROAD
RS-0939(4) & (70475)

WIDTH OF PAVING:
- STA. 15+14.00 TO STA. 27+41.43 = 28'
- STA. 81+26.85 TO STA. 113+80.77 = 32'
- STA. 113+98.36 TO STA. 181+19.31 = 24'
- STA. 181+19.31 TO STA. 187+66.75 = 22'

LENGTH OF PAVING: = 11,843.58' (2.24 MILES)
LENGTH OF PROJECT: = 11,992.58' (2.27 MILES)

DESIGN DESIGNATION

	13+65.00 (B.O.P.) TO 113+80.77 (FERRY TERMINAL)	113+98.36 (FERRY TERMINAL) TO 181+19.31 (BOAT HARBOR SPUR)
A.D.T. 1992	800	310
A.D.T. 1997	840	325
A.D.T. 2002	890	345
D.H.V. 16%	140	55
% T	5%	5%
V	30	30
E.A.L.	69,360	28,300



"AS-BUILT" PLANS KEKU STRAIT

CONTRACTOR: South Coast, Inc.
PROJECT ENGINEER: Larry Geise
BEGIN CONSTRUCTION: 5-27-93
END CONSTRUCTION: 7-31-93

VICINITY MAP

Addendum No. 1, Attachment No. 2

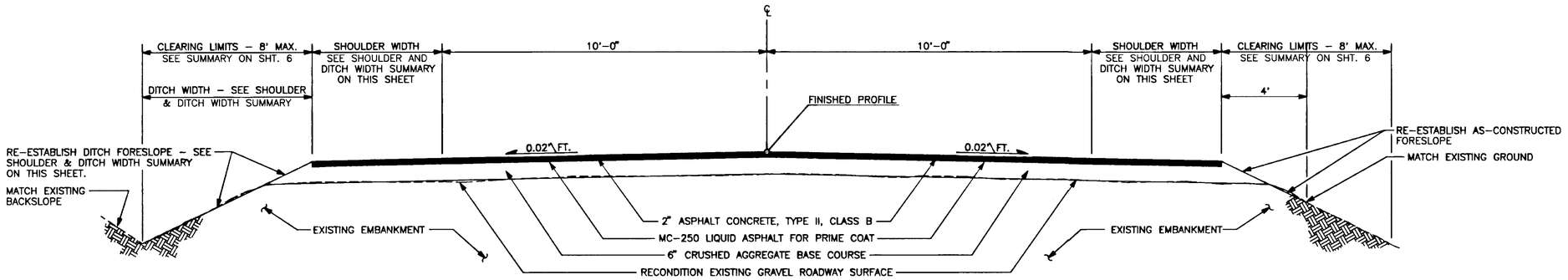
ASCG INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

PROJECT NUMBER: RS-0939(4) & 70475
DATE: JANUARY 1993
SHEET 1 OF 9

ENGINEER'S SEAL
STATE OF ALASKA 49TH
D. LANCE MEARIG CE-7435
REGISTERED PROFESSIONAL ENGINEER

PROJECT DESIGNATION	YEAR
RS-0939(4) & 70475	1992

Addendum No. 1, Attachment No. 2



TYPICAL SECTION OF IMPROVEMENT

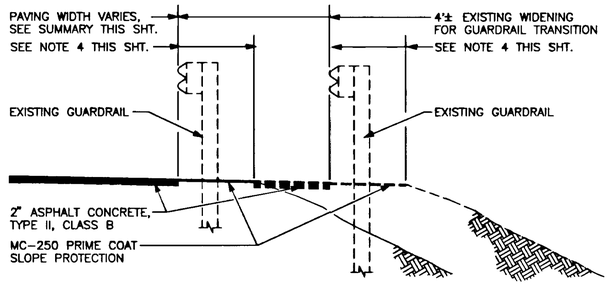
TYPICAL SECTION NOTES

1. THE DEPTH OF SCARIFICATION FOR RECONDITIONING WILL BE 4".
2. CLEARING TO IMPROVE SIGHT DISTANCE SHOWN ON THE PLANS IS SUBJECT TO MINOR REVISIONS AS DIRECTED BY THE ENGINEER.
3. THE SUPERELEVATION IS ROTATED ABOUT THE CENTERLINE.
4. AFTER RE–GRADING OF THE FORESLOPES TO MATCH THE TOP OF THE NEW PAVEMENT, MC–250 PRIME COAT SHALL BE APPLIED TO THE SHOULDERS IN AREAS OF EXISTING GUARDRAIL. THE AREA TO BE PRIMED SHALL BE FROM THE EDGE OF NEW PAVEMENT TO 2' BEYOND THE EDGE OF NEW PAVEMENT, OR TO THE HINGE POINT, WHICHEVER IS GREATER.

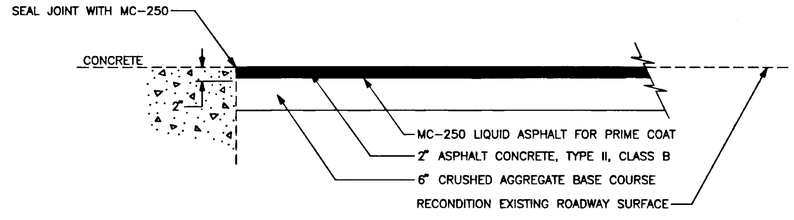
SHOULDER AND DITCH WIDTH SUMMARY

STATION	SHOULDER WIDTH	DITCH WIDTH	DITCH FORESLOPE
STA. 15+14.00 TO STA. 27+41.43	4'–0"	8'–0"	4 : 1
STA. 81+26.85 TO STA. 113+80.77	6'–0"	4'–0"	2 : 1
STA 113+98.36 TO STA. 181+19.30	2'–0"	5'–0"	2 : 1
STA. 181+19.30 TO STA. 184+61	~~2'–1"~~–0"	4'–0"	2 : 1
STA. 184+61 TO STA. 187+66.75	SEE SHT. 7 FOR BOAT HARBOR PAVING PLAN.		

NOTE:
TRANSITION PAVEMENT WIDTH FROM 28' WIDE AT STA. 26+81.43 TO 32' WIDE AT STA. 81+26.85, FROM 32' WIDE AT STA. 113+80.77 TO 24' WIDE AT STA. 115+18.36, ~~AND FROM 24' WIDE AT STA. 180+89.30 TO 22' WIDE AT STA. 181+19.30.~~ TRANSITION IS TO TAKE PLACE EQUALLY ON EACH SIDE OF THE ROAD.



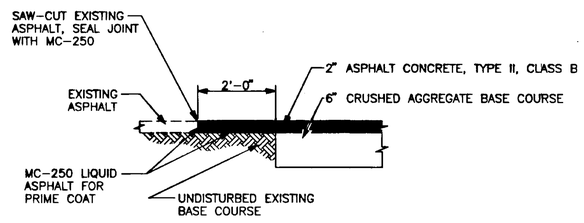
PAVING LIMITS & PAVED SLOPE PROTECTION IN AREAS OF EXISTING GUARDRAIL



CONCRETE/PAVEMENT MATCH DETAIL
GUNNUK CREEK BRIDGE (15+15, ℄)
FERRY TERMINAL TRANSFER BRIDGE (114+95, 182' RT.)

SUPERELEVATION SUMMARY

STATION BEGIN SUPER TRANSITION	STATION BEGIN FULL SUPER	STATION END FULL SUPER	STATION END SUPER TRANSITION	SUPERELEVATION AT FULL SUPER	TRANSITION LENGTH IN	TRANSITION LENGTH OUT	REMARKS
STA. 15+15	STA. 16+53	STA. 17+82	STA. 19+20	0.056'/FT.	138'	138'	
STA. 19+33	STA. 20+71	STA. 21+91	STA. 23+35	0.056'/FT.	138'	138'	
STA. 23+47	STA. 24+89	STA. 26+61	STA. 81+53	0.059'/FT.	142'	106'	TRANSITION OUT TO FLAT CROSS SLOPE
STA. 81+53	STA. 82+53	STA. 83+32	STA. 84+70	0.056'/FT.	100'	138'	TRANSITION IN FROM FLAT CROSS SLOPE
STA. 88+18	STA. 89+16	STA. 93+35	STA. 94+33	0.034'/FT.	98'	98'	
STA. 96+15	STA. 97+17	STA. 98+60	STA. 99+62	0.037'/FT.	102'	102'	
STA. 100+67	STA. 101+83	STA. 108+45	STA. 109+35	0.043'/FT.	116'	90'	TRANSITION OUT TO FLAT CROSS SLOPE
STA. 109+35	STA. 110+25	STA. 112+30	STA. 113+50	0.046'/FT.	90'	120'	TRANSITION IN FROM FLAT CROSS SLOPE
STA. 114+32	STA. 115+70	STA. 116+86	STA. 117+86	0.056'/FT.	138'	100'	TRANSITION OUT TO FLAT CROSS SLOPE
STA. 117+86	STA. 118+76	STA. 123+14	STA. 124+10	0.033'/FT.	90	96'	TRANSITION IN FROM FLAT CROSS SLOPE
STA. 124+20	STA. 125+58	STA. 126+75	STA. 128+13	0.056'/FT.	138'	138'	
STA. 131+03	STA. 132+33	STA. 133+82	STA. 135+12	0.052'/FT.	130'	130'	
STA. 136+20	STA. 137+10	STA. 140+55	STA. 141+45	0.030'/FT.	90'	90'	
STA. 141+54	STA. 142+84	STA. 144+07	STA. 145+37	0.052'/FT.	130'	130'	
STA. 146+23	STA. 147+13	STA. 150+65	STA. 151+55	0.028'/FT.	90'	90'	TRANSITION OUT TO FLAT CROSS SLOPE
STA. 151+55	STA. 152+45	STA. 155+58	STA. 156+48	0.022'/FT.	90'	90'	TRANSITION IN FROM FLAT CROSS SLOPE – TRANSITION OUT TO FLAT CROSS SLOPE
STA. 156+48	STA. 157+56	STA. 158+75	STA. 159+83	0.060'/FT.	108'	108'	TRANSITION IN FROM FLAT CROSS SLOPE – TRANSITION OUT TO FLAT CROSS SLOPE
STA. 159+83	STA. 160+88	STA. 161+15	STA. 162+55	0.058'/FT.	105'	140'	TRANSITION IN FROM FLAT CROSS SLOPE – TRANSITION OUT TO FLAT CROSS SLOPE
STA. 162+55	STA. 163+85	STA. 164+97	STA. 166+27	0.052'/FT.	130'	130'	TRANSITION IN FROM FLAT CROSS SLOPE
STA. 167+60	STA. 168+56	STA. 169+48	STA. 170+38	0.034'/FT.	96'	90'	TRANSITION OUT TO FLAT CROSS SLOPE
STA. 170+38	STA. 171+38	STA. 172+05	STA. 173+05	0.056'/FT.	100'	100'	TRANSITION IN FROM FLAT CROSS SLOPE – TRANSITION OUT TO FLAT CROSS SLOPE
STA. 173+05	STA. 173+97	STA. 174+66	STA. 175+58	0.052'/FT.	92'	92'	TRANSITION IN FROM FLAT CROSS SLOPE – TRANSITION OUT TO FLAT CROSS SLOPE
STA. 175+58	STA. 176+48	STA. 180+07	STA. 181+09	0.037'/FT.	90'	102'	TRANSITION IN FROM FLAT CROSS SLOPE



PAVEMENT MATCH DETAIL AT THE AIRPORT ACCESS ROAD

DO NOT SCALE FROM THESE PLANS – USE DIMENSIONS

PATH: E:\ACAD\KAKE\70475-02.DWG
DRAWN IN AUTOCAD RELEASE 11
DRAWING PLOT SCALE: 1 = 1
DRAWING LAST UPDATED: 3/25/1993

BY:	DATE:	DESCRIPTION OF CHANGE:
D.L.M.	3/25/93	REVISED TYPICAL SECTION AND PAVEMENT MATCH DETAILS

RECORD OF REVISIONS

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

KAKE
KEKU ROAD PAVING
TYPICAL SECTION & DETAILS

ASCG INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

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

SCALE: NOT TO SCALE
DATE: JAN. 1993
SHEET 2 OF 9

STATE OF ALASKA 49TH D. LANCE MEARS CE–7435 REGISTERED PROFESSIONAL ENGINEER

Addendum No. 1, Attachment No. 2

ESTIMATE OF QUANTITIES

ITEM NUMBER	PAY ITEM	PAY UNIT	TOTAL QUANTITY
120 (1)	DBE ADJUSTMENT %	CONTINGENT SUM	ALL REQUIRED
201 (1B)	CLEARING	LUMP SUM	ALL REQUIRED
301 (1)	CRUSHED AGGREGATE BASE COURSE	TON	17,357 ~~13,700~~
303 (1)	RECONDITIONING	STATION	118.49
401 (1)	ASPHALT CONCRETE, TYPE II, CLASS B	TON	5167.9 ~~4600~~
401 (2)	PBA-2 ASPHALT CEMENT	TON	318.86 ~~276~~
403 (1)	MC-250 LIQUID ASPHALT FOR PRIME COAT	TON	38
603 (17-18)	18 INCH PIPE	LINEAR FOOT	100 ~~230~~
604 (4)	ADJUST EXISTING MANHOLES	EACH	10 ~~9~~
606 (12)	GUARDRAIL/BRIDGE RAIL CONNECTION	EACH	4
606 (13)	BRIDGE RAIL RETROFIT AT GUNNUK CR. (POST UPGRADE)	EACH	30
606 (14)	GUARDRAIL ADJUSTMENT	LINEAR FOOT	3406.3 ~~1400~~
615 (1)	STANDARD SIGN	SQUARE FOOT	192.75
627 (10)	ADJUSTMENT OF VALVE BOX	EACH	7 ~~4~~
639 (3)	DRIVEWAYS	EACH	46
640 (1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641 (1)	TEMPORARY EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
642 (1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
642 (2)	THREE PERSON SURVEY PARTY	HOUR	6 ~~10~~
643 (2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643 (3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQUIRED
643 (5)	TYPE II BARRICADE	EACH PER DAY	165 ~~600~~
643 (7)	TRAFFIC CONE	EACH PER DAY	829 ~~3000~~
643 (13)	TEMPORARY PAVEMENT MARKING	STATION	115.83 ~~112~~
643 (15)	FLAGGING	HOUR	1062.5 ~~1200~~
643 (18)	WATERING	M-GALLON	600.11 ~~600~~
644 (1)	FIELD OFFICE	LUMP SUM	ALL REQUIRED
644 (2)	FIELD LABORATORY	LUMP SUM	ALL REQUIRED
670 (1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED
670 (8)	RECESSED PAVEMENT MARKERS	EACH	260 ~~254~~

BASIS OF ESTIMATE

ITEM NUMBER	PAY ITEM	ESTIMATING FACTOR
301 (1)	CRUSHED AGGREGATE BASE COURSE	1.96 TONS/CUBIC YARD
401 (1)	ASPHALT CONCRETE, TYPE II, CLASS B	115 LBS./SQUARE YARD/INCH DEPTH
401 (2)	PBA-2 ASPHALT CEMENT	6% OF ITEM 401 (1)
403 (1)	MC-250 LIQUID ASPHALT FOR PRIME COAT	APPLICATION RATE: .25 GAL./S.Y.-256 GAL./TON

GENERAL NOTES

1. ALL STATIONING AND CENTERLINE REFERENCES ON THESE PLANS ARE BASED UPON "AS-BUILT" INFORMATION, ARE APPROXIMATE, AND ARE SUBJECT TO MINOR REVISIONS.
2. BASIS OF CONTROL:

   VERTICAL CONTROL - THE BASIS OF VERTICAL CONTROL FOR THIS PROJECT IS N.O.S. TIDAL BENCH MARK No. 4, KAKE, ALASKA WITH AN ACCEPTED ELEVATION OF 14.82 FT. ABOVE M.L.L.W. AS ESTABLISHED BY PREVIOUS SURVEYS.

   HORIZONTAL CONTROL - THE BASIS OF BEARING FOR THIS PROJECT WAS THE LINE OF SIGHT BETWEEN R.M. No. 3 A.T.S. 1091 AND N.O.S. BENCH MARK No. 4 WITH AN ACCEPTED GEODETIC BEARING OF S. 57°08'24" E..

   R.M. No. 3 A.T.S. 1091 — N. 76323.380, E. 32262.341

   N.O.S. BENCH MARK No. 4 — N. 75215.783, E. 33977.047
3. AS-CONSTRUCTED INFORMATION WILL BE PROVIDED TO THE CONTRACTOR BY THE ENGINEER. SINCE THIS PROJECT WAS CONSTRUCTED IN THREE SEPARATE SEGMENTS, MINOR ADJUSTMENTS MAY BE NECESSARY TO TIE THE AS-CONSTRUCTED INFORMATION TOGETHER TO STAKE THIS PROJECT.
4. CULVERT LENGTHS AND LOCATIONS ARE APPROXIMATE AND ARE SUBJECT TO MINOR REVISIONS.
5. PAVING LIMITS ON DRIVEWAYS AND PULLOUTS SHALL BE 12' FROM THE EDGE OF PAVEMENT, OR TO THE RIGHT-OF-WAY LINE, WHICH EVER IS LESS, OR AS DIRECTED BY THE ENGINEER.
6. THE CONTRACTOR IS ADVISED OF A WATERLINE UNDER THE LEFT DITCH BETWEEN STATION 130+00 AND THE END OF PROJECT. OTHER BURIED UTILITIES EXIST WITHIN THE PROJECT LIMITS. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY THEIR LOCATIONS AND TO PROTECT ALL BURIED UTILITIES AS PER SECTION 107 OF THE SPECIFICATIONS.
7. THE CONTRACTOR SHALL CLEAN OUTLET END OF THE 24" PIPE AND DITCH TO DRAIN AT STATION 18+47. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO ITEM 303 (1) RECONDITIONING.
8. MANHOLE LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS WILL NOT BE AVAILABLE UNTIL MAY 15, 1993. FINAL LOCATIONS WILL BE PROVIDED BY THE ENGINEER.

DO NOT SCALE FROM THESE PLANS - USE DIMENSIONS

PATH: E:\ACAD\KAKE\70475-03.DWG
DRAWN IN AUTOCAD RELEASE 11
DRAWING PLOT SCALE: 1 = 1
DRAWING LAST UPDATED: 3/25/1993

BY:	DATE:	DESCRIPTION OF CHANGE:
D.L.M.	3/25/93	REVISED ESTIMATE OF QUANTITIES

RECORD OF REVISIONS

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

KAKE
KEKU ROAD PAVING
ESTIMATE OF QUANTITIES

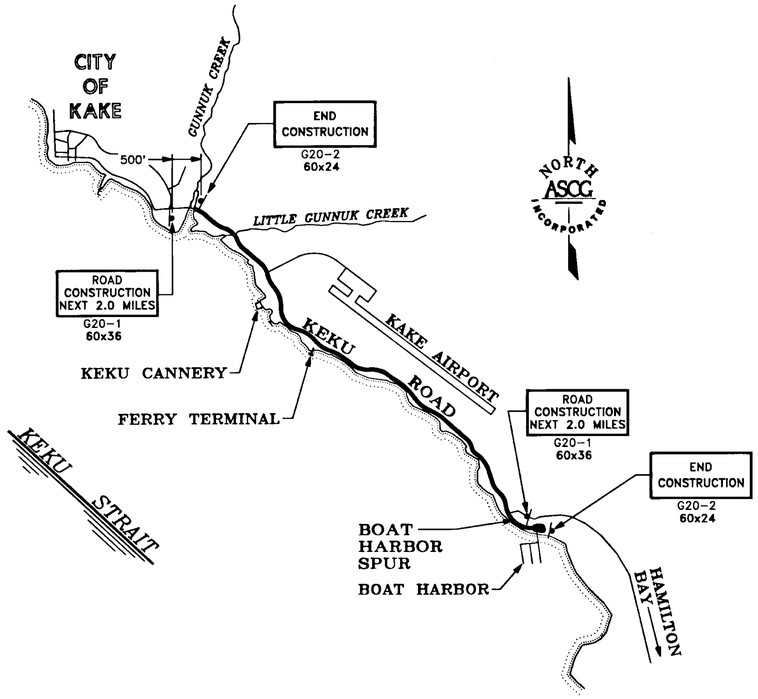
ASCG INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

DESIGNED BY:	D.L.M.	SCALE: NOT TO SCALE
DRAWN BY:	J.E.M.	DATE: JAN. 1993
CHECKED BY:	D.L.M.	SHEET 3 OF 9

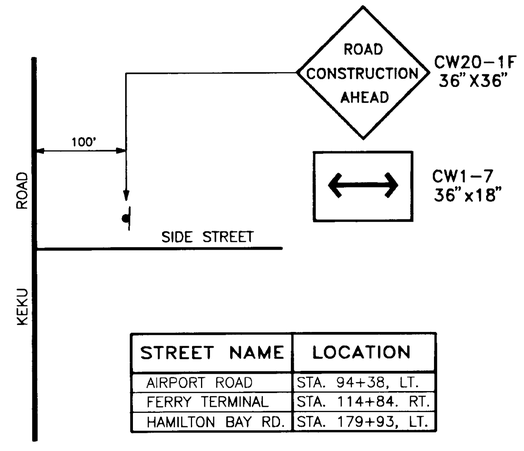
STATE OF ALASKA 49TH — D. LANCE MEARNS CE-7435 — REGISTERED PROFESSIONAL ENGINEER

PROJECT DESIGNATION	YEAR
RS-0939(4) & 70475	1992

Addendum No. 1, Attachment No. 2



PERMANENT CONSTRUCTION SIGNING

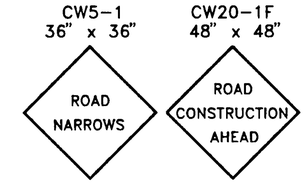


STREET NAME	LOCATION
AIRPORT ROAD	STA. 94+38, LT.
FERRY TERMINAL	STA. 114+84. RT.
HAMILTON BAY RD.	STA. 179+93, LT.

PERMANENT CONSTRUCTION SIGNING
SIDE STREETS

TRAFFIC CONTROL NOTES

1. TWO-WAY COMMUNICATION SHALL BE MAINTAINED BETWEEN FLAGGERS AT ALL TIMES, EITHER THROUGH VISUAL SIGNALS OR THROUGH RADIO CONTACT.
2. ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. STANDARD DRAWING C-03.01 SHALL BE UTILIZED DURING LANE CLOSURES.



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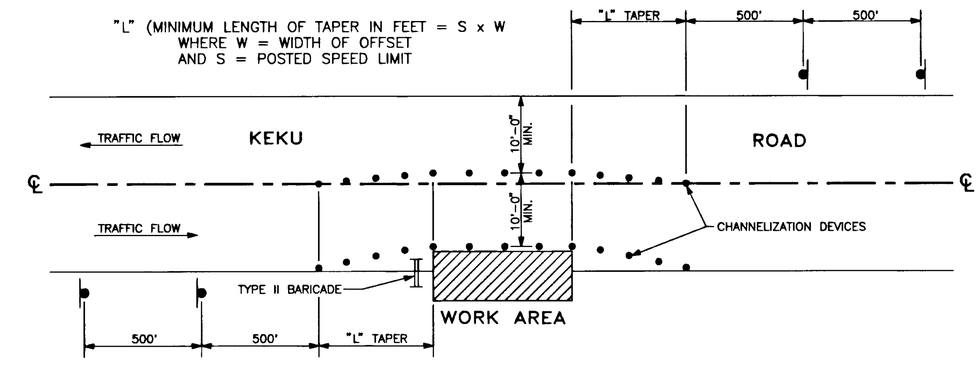
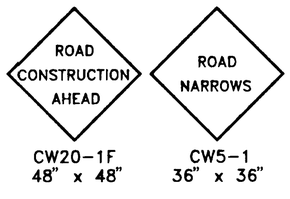
WHERE W = WIDTH OF OFFSET
AND S = POSTED SPEED LIMIT





NOTE:
IF ONLY ONE TRAFFIC LANE IS AFFECTED BY SHOULDER WORK, THE CENTERLINE CHANNELIZATION DEVICES AND SIGNS FOR THE OPPOSING LANES MAY BE OMMITTED.

TRAFFIC CONTROL PLAN FOR SHOULDER WORK

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

KAKE
KEKU ROAD PAVING
TRAFFIC CONTROL PLAN

ASCG INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

PATH: E:\ACAD\KAKE\70475-04.DWG
DRAWN IN AUTOCAD RELEASE 11
DRAWING PLOT SCALE: 1 = 1
DRAWING LAST UPDATED: 12/31/1992

DESIGNED BY:	D.L.M.
DRAWN BY:	J.E.M.
CHECKED BY:	D.L.M.
SCALE:	NOT TO SCALE
DATE:	JAN. 1993
SHEET	4 OF 9

STATE OF ALASKA 49TH
D. LANCE MEARS
CE-7435
REGISTERED PROFESSIONAL ENGINEER

PROJECT DESIGNATION	YEAR
RS-0939(4) & 70475	1992

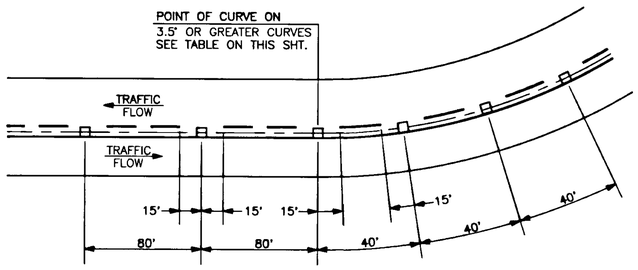
Addendum No. 1, Attachment No. 2

CURVES REQUIRING 40' REFLECTIVE PAVEMENT MARKER SPACING

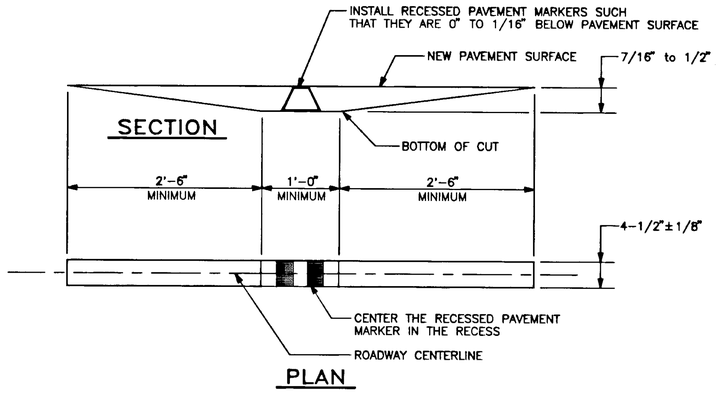
STATION		DEGREE OF CURVATURE
FROM	TO	
16+08	18+28	14°30'
20+25	22+27 P.T. Bk.	14°30'
24+56	27+12	17°45'
81+78	83+78	14°06'49"
88+84	93+68	5°00'
96+83	98+94	5°30'
101+44	108+63	7°31'45"
110+08	112+66	8°45'
115+24	117+48	14°15'
118+25	123+46	4°42'
125+12	127+21	14°19'26"
131+89	134+25	11°27'33"
136+80	140+85	4°05'53"
142+41	144+50	11°27'33"
146+83	151+47	3°50'
157+49	159+49 P.T. Bk.	18°20'14"
160+18	162+18	16°22'32"
162+91	165+41	11°27'33"
168+24	170+24	4°44'44"
170+52	172+52	14°03'52"
173+58	175+58	11°45'33"
175+59	180+41	5°26'21"
182+56	182+77	11°27'36"
183+58	185+33	32°45'36"

NOTES

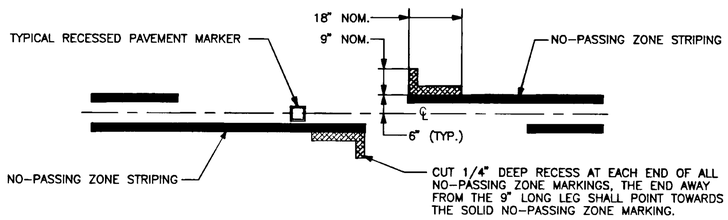
1. RECESSED PAVEMENT MARKERS (R.P.M.'s) SHALL BE INSTALLED BETWEEN THE B.O.P. AND THE E.O.P.
2. R.P.M.'s SHALL BE SPACED AT EVERY 80' ON TANGENT SECTIONS ROADWAY AND ON CURVES WITH A DEGREE OF CUVATURE LESS THAN 3.5°. ON CURVES WITH A DEGREE OF CURVATURE OF 3.5° OR GREATER THE R.P.M.'s SHALL BE SPACED AT EVERY 40'. SEE DETAILS AND SUMMARY ON THIS SHEET.
3. R.P.M.'s SHALL NOT BE PLACED IN THE INTERSECTION WITH AIRPORT ROAD OR IN THE INTERSECTION WITH HAMILTON BAY ROAD. USE THE RECESSED PAVEMENT MARKER DETAIL FOR INTERSECTION APPROACHES ON THIS SHEET AT THESE LOCATIONS.
4. ON ALL ROADWAY SECTIONS WITH DOUBLE LINES (EITHER BROKEN OR SOLID) R.P.M.'s SHALL BE PLACED BETWEEN THE LINES, ON SECTIONS OF ROADWAY WITH SINGLE BROKEN LINES THE R.P.M.'s SHALL BE PLACED ON THE CENTERLINE BETWEEN THE STRIPES.
5. THE LOCATIONS OF ALL PASSING AND NO-PASSING ZONES SHALL BE DETERMINED AND LOCATED IN THE FIELD BY THE ENGINEER.



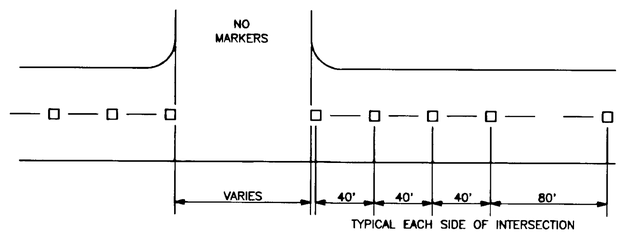
RECESSED PAVEMENT MARKER DETAIL
FOR CURVES OF 3.5° OR GREATER



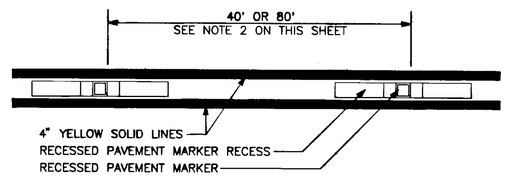
RECESSED PAVEMENT MARKER DETAIL



NO-PASSING ZONE MARKING GROOVE DETAIL



RECESSED PAVEMENT MARKER DETAIL
FOR INTERSECTION APPROACHES
(THIS DETAIL IS APPLICABLE AT THE AIRPORT ROAD AND AT HAMILTON BAY ROAD)



RECESSED PAVEMENT MARKER
INSTALLATION DETAILS

DO NOT SCALE FROM THESE PLANS - USE DIMENSIONS

PATH: E:\ACAD\KAKE\70475-02.DWG
DRAWN IN AUTOCAD RELEASE 11
DRAWING PLOT SCALE: 1 = 1
DRAWING LAST UPDATED: 12/21/1992

Y:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

KAKE
KEKU ROAD PAVING
CONSTRUCTION DETAILS

ASCG INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

DESIGNED BY: D.L.M.	SCALE: NOT TO SCALE
DRAWN BY: J.E.M.	DATE: JAN. 1993
CHECKED BY: D.L.M.	SHEET 5 OF 9

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER

PROJECT DESIGNATION	YEAR
RS-0939(4) & 70475	1992

Addendum No. 1, Attachment No. 2

SIGNING SUMMARY

SIGN No.	STATION	OFFSET LEFT	OFFSET RIGHT	CODE No.	LEGEND	SIGN SIZE	PANEL AREA	No. OF POSTS	POSTS LENGTH	EMBED.	FACING TRAFFIC	REMARKS
1	13+80		16'	I-3	Gunnuk Creek	24x48	8 s.f.	2	16'-6"	3'-6"	E.B.	
2	15+19	16'		I-3	Gunnuk Creek	24x48	8 s.f.	2	16'-6"	3'-6"	W.B.	REMOVE EXISTING SIGN
3	26+90		17'	I-3	Little Gunnuk Creek	36x48	12 s.f.	2	16'-6"	3'-6"	E.B.	REMOVE EXISTING SIGN
4	27+10	17'		I-3	Little Gunnuk Creek	36x48	12 s.f.	2	16'-6"	3'-6"	W.B.	REMOVE EXISTING SIGN
5	95+~~25~~28		32'	D1-3	Kake → ← Ferry Terminal ← Portage Cove	54x138	51.75 s.f	2	19'-0"	3'-6"	S.B.	REMOVE EXISTING SIGN
6	111+41		27'	I-8	FERRY SYMBOL	24x24	2 s.f.	1	17'-0"	3'-6"	S.B.	
7	111+41		27'	R6-1R	ONE WAY →	36x12	3 s.f.	1	17'-0"	3'-6"	S.B.	MOUNT BELOW SIGN No.6
8	111+41		27'	R6-1L	← ONE WAY	36x12	3 s.f.	1	17'-0"	3'-6"	N.B.	MOUNT ON SAME POST AS SIGN No.6
9	112+16	28'		I-8	FERRY SYMBOL	24x24	2 s.f.	1	17'-0"	3'-6"	N.B.	
10	112+16	28'		R6-1L	← ONE WAY	36x12	3 s.f.	1	17'-0"	3'-6"	N.B.	MOUNT BELOW SIGN No.9
11	112+16	28'		R6-1R	ONE WAY →	36x12	3 s.f.	1	17'-0"	3'-6"	S.B.	MOUNT ON SAME POST AS SIGN No.9
12	114+56		14'	R6-1L	← ONE WAY	36x12	3 s.f.	1	17'-0"	3'-6"	S.B.	
13	114+56		14'	R6-1R	ONE WAY →	36x12	3 s.f.	1	17'-0"	3'-6"	N.B.	MOUNT ON SAME POST AS SIGN No.12
14	114+80	17'		D1-3	Portage Cove → ← Airport ← Kake	54x138	51.75 s.f	1	19'-0"	3'-6"	E.B.	
15	114+92		31'	R1-1	STOP	30x30	5 s.f.	1	13'-0"	3'-6"	S.B.	
16	~~114+92~~ 115+25	~~24'~~	31'	R6-1L	← ONE WAY	36x12	3 s.f.	1	17'-0"	3'-6"	S.B.	
17	115+25	24'		R6-1R	ONE WAY →	36x12	3 s.f.	1	17'-0"	3'-6"	N.B.	MOUNT ON SAME POST AS SIGN No.16
18	179+95		17'	R1-1	STOP	30x30	5 s.f.	1	13'-0"	3'-6"	S.B.	
19	180+50	35'		W14-2B	END ROAD 500 FT.	30x30	5 s.f.	1	17'-0"	3'-6"	E.B.	REMOVE EXISTING SIGN
20	187+86		13'	W14-2A	END	24x24	4 s.f.	1	17'-0"	3'-6"	E.B.	
21	187+86		13'	OM-4		18x18	2.25 s.f.	1	17'-0"	3'-6"	E.B.	MOUNT ON SAME POST AS SIGN No.20

SIGNING NOTES

1. SIGN LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO MINOR FIELD REVISIONS AS DETERMINED BY THE ENGINEER.
2. SIGN PANEL THICKNESS SHALL BE 0.080"
3. ALL SIGN POSTS SHALL BE NEW TELESCOPING, PERFORATED, GALVANIZED, 2" x 2" STEEL POSTS INSTALLED IN ACCORDANCE WITH STANDARD DRAWING S-05.00.
4. ALL SIGNS SHALL BE INSTALLED AT "EXPRESSWAY" HEIGHT AS PER STANDARD DRAWING S-05.00.
5. ALL SIGN POSTS SHALL BE INSTALLED WITH THE SLEEVE TYPE EMBEDMENT IN ACCORDANCE WITH STANDARD DRAWING S-30.01.

MC-250 PRIME COAT SLOPE PROTECTION SUMMARY

STATION TO STATION FROM	TO	OFFSET LEFT	OFFSET RIGHT	~~REMARKS~~
15+13.93	15+64.00		X	B.O.P. to B.O.P. - Foreslopes left
15+13.93	15+89.00	X		
26+22.30	27+22.30		X	Sta. 91~ to 109~ - Foreslopes Right.
26+72.30	27+47.30	X		
83+30.00	85+80.00		X	Sta. 161+20 to 186~ - Foreslopes Right
112+80.00	127+25.00		X	
129+37.00	133+37.00		X	
136+00.00	140+00.00		X	Note:
157+55.00	159+30.00	X		Exclude driveway approaches
157+50.00	158+62.50		X	
160+75.00	164+75.00		X	
172+40.00	173+77.50		X	
172+80.00	174+17.50	X		

VALVE BOX ADJUSTMENT SUMMARY

STATION	OFFSET	~~REMARKS~~	
8~~4~~+85	8' RT	Station	Offset
92+~~15~~18	7' RT	15:--	
92+25	7' RT	138+60	
99+~~89~~95	15' RT	138+65	

NOTE: LOCATIONS ARE BASED ON "AS-BUILT" STATIONING AND ARE APPROXIMATE.

MANHOLE ADJUSTMENT SUMMARY

STATION	OFFSET	~~REMARKS~~	
11+60	5' LT	Station	Offset
~~16+15~~	~~18' LT~~	20+84	21' Rt.
26+~~70~~80	8' LT	82+69	19' Rt.
86+~~60~~85	5' LT	89+19	18' Lt.
114+95	20~~49~~' RT	112+95	20' Rt.
~~119+60~~	~~17' LT~~	128+20	14' Lt.
122+~~85~~75	12'~~-7'~~ LT	94+70	36' Rt.
126+~~30~~00	14'~~-7'~~ RT		
127+~~95~~67	14'~~43'~~ LT		

NOTE: LOCATIONS ARE BASED ON U.S. PUBLIC HEALTH SERVICE PLANS, PROJECT NO. AN-91-031, AND ARE APPROXIMATE.

DRIVEWAY SUMMARY

STATION	WIDTH LEFT	WIDTH RIGHT	REMARKS
16+18	14'		
16+40		11'	
16+72		17'	
17+04	45'		MATCH TO EXIST. CONC. PAD ON RT. SIDE OF DRIVE
18+30	14'		
20+72		24'	
21+30		95'	PAVE PULLOUT
22+40		20'	
22+86		74'	
23+75		24'	
81+54		14'	
82+45		14'	
82+69	24'		"C" STREET
83+16		14'	
84+18	14'		
86+89	24'		"D" STREET
89+77		150'	PAVE PULLOUT
94+75		22'	
94+81	40'		AIRPORT ACCESS RD., MATCH EXISTING PAVEMENT, SEE DETAIL ON SHEET 5
101+10		14'	
102+09		14'	
103+47		14'	
105+83		24'	
106+96		24'	

STATION	WIDTH LEFT	WIDTH RIGHT	REMARKS
107+12	20'		
108+46	26'		
109+71		28'	
111+00	28'		
114+50		30'	
119+66	14'		
123+06	14'		
128+03		16'	APPLY 6" BASE COURSE AND GRADE BEFORE PAVING
127+87	36'		
130+05	50'		APPLY 6" BASE COURSE AND GRADE BEFORE PAVING
133+75		14'	
140+56		20'	
142+27		30'	
143+17		14'	
143+76		14'	
150+18	14'		
151+47	14'		
160+46		24'	
160+84	25'		
168+00		15'	
171+39		20'	
180+00	24'		

CULVERT SUMMARY

STATION	OFFSET LEFT	OFFSET RIGHT	REMOVAL	INSTALLATION 18" DIA.	REMARKS
17+16	22'		22'		
17+04	22'			60'	
~~82+88~~	~~22'~~		~~20'~~	~~20'~~	~~REPAIR INLET END OF CULVERT AS DIRECTED BY THE ENGINEER~~
124+15~~27+90~~	40'			~~35'~~ 32'	DITCH TO DRAIN AT INLET
127+90	23'			50'	DITCH TO DRAIN AT INLET
133+08~~130+05~~	22'			~~65'~~ 28'	
184+68	CROSS CULVERT			40'	REPAIR INLET END OF CULVERT AS DIRECTED BY THE ENGINEER

CLEARING SUMMARY

STATION FROM	STATION TO	OFFSET
15+14	19+00 ~~18+50~~	LEFT
15+14	16+50 ~~17+50~~	RIGHT
22+40	22+50	RIGHT
18~~26+30~~	185~~27+40~~	RIGHT~~LEFT~~

DO NOT SCALE FROM THESE PLANS - USE DIMENSIONS

PATH: E:\ACAD\KAKE\70475-06.DWG
DRAWN IN AUTOCAD RELEASE 11
DRAWING PLOT SCALE: 1 = 1
DRAWING LAST UPDATED: 3/25/1993

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

SCALE: NOT TO SCALE
DATE: JAN. 1993
SHEET 6 OF 9

STATE OF ALASKA 49TH
D. LANCE MEARIG
OE-7435
REGISTERED PROFESSIONAL ENGINEER

BY:	DATE:	DESCRIPTION OF CHANGE:
D.L.M.	3/25/93	REVISED CULVERT SUMMARY

RECORD OF REVISIONS

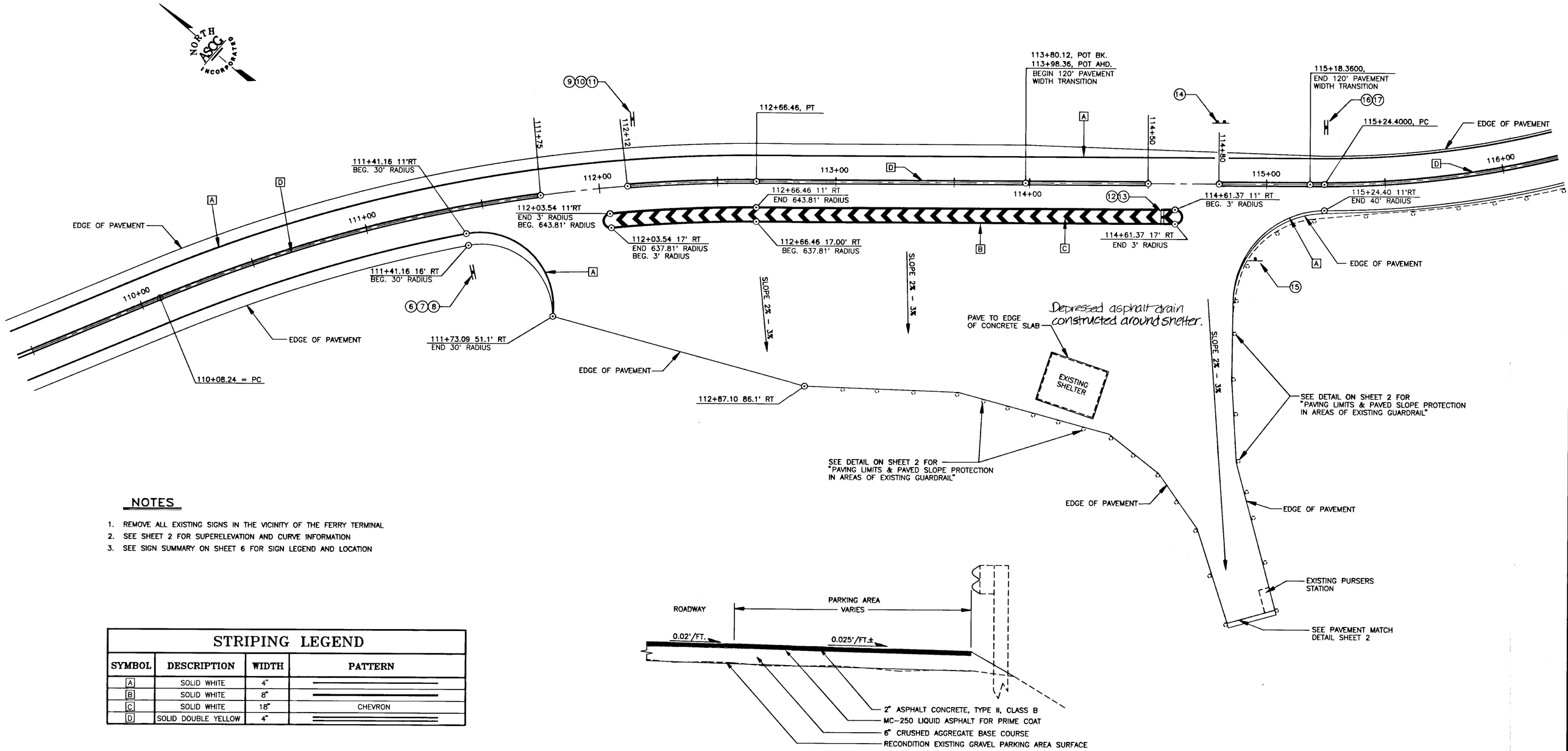
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

KAKE
KEKU ROAD PAVING
SUMMARIES

ASCG INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

PROJECT DESIGNATION	YEAR
RS-0939(4) & 70475	1992

Addendum No. 1, Attachment No. 2



NOTES

1. REMOVE ALL EXISTING SIGNS IN THE VICINITY OF THE FERRY TERMINAL
2. SEE SHEET 2 FOR SUPERELEVATION AND CURVE INFORMATION
3. SEE SIGN SUMMARY ON SHEET 6 FOR SIGN LEGEND AND LOCATION

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	
B	SOLID WHITE	8"	
C	SOLID WHITE	18"	CHEVRON
D	SOLID DOUBLE YELLOW	4"	

PARKING AREA TYPICAL SECTION

BY:	DATE:	DESCRIPTION OF CHANGE:
L.M.	3/25/93	REVISED PARKING AREA TYPICAL SECTION

RECORD OF REVISIONS

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

KAKE
KEKU ROAD PAVING
FERRY TERMINAL PAVING PLAN

ASCG INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

DO NOT SCALE FROM THESE PLANS - USE DIMENSIONS

PATH: E:\ACAD\KAKE\70475-07.DWG
DRAWN IN AUTOCAD RELEASE 11
DRAWING PLOT SCALE: 1 = 1
DRAWING LAST UPDATED: 3/25/1993

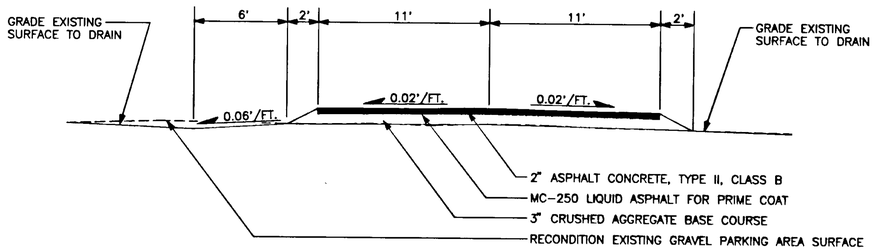
DESIGNED BY:	D.L.M.
DRAWN BY:	C.M.B.
CHECKED BY:	D.L.M.

SCALE: 1" = 20'-0"
DATE: JAN. 1993
SHEET 7 OF 9

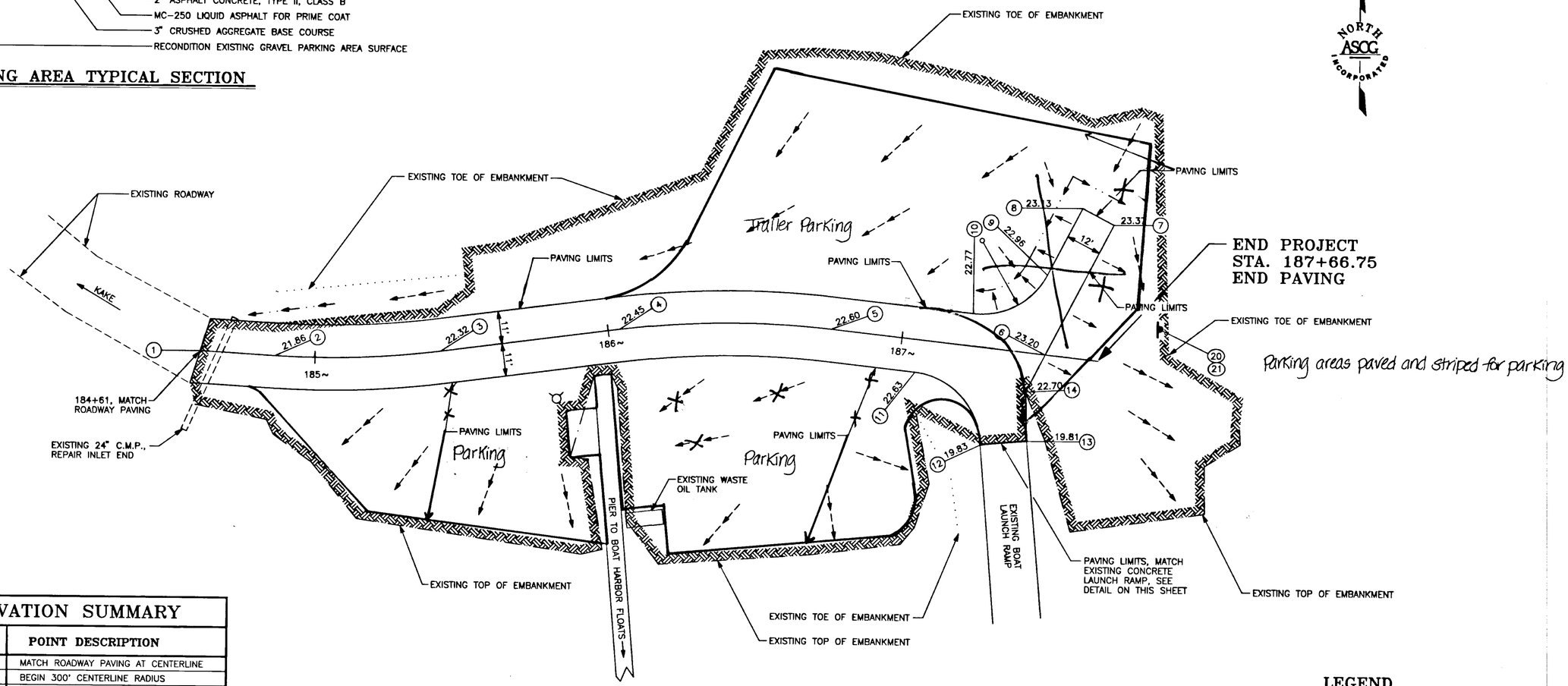
STATE OF ALASKA 49TH
D. LANCE MEARS CE-7435
REGISTERED PROFESSIONAL ENGINEER

PROJECT DESIGNATION	YEAR
RS-0939(4) & 70475	1992

Addendum No. 1, Attachment No. 2

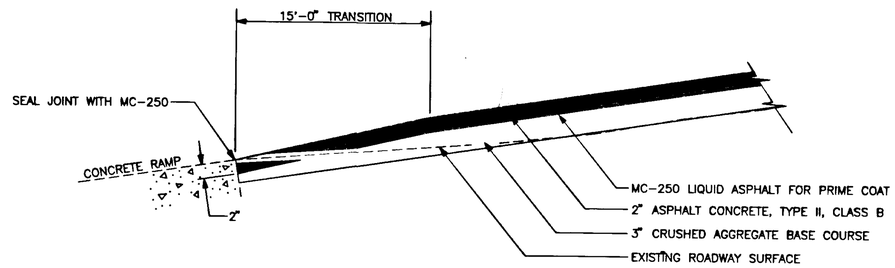


PARKING AREA TYPICAL SECTION



POINT COORDINATE & ELEVATION SUMMARY

POINT No.	NORTHING COORDINATE	EASTING COORDINATE	ELEV.	POINT DESCRIPTION
1	68785.18	40226.32		MATCH ROADWAY PAVING AT CENTERLINE
2	68783.75	40251.61	21.86	BEGIN 300' CENTERLINE RADIUS
3	68785.85	40307.76	22.32	END 300' CENTERLINE RADIUS
4	68793.87	40368.52	22.45	BEGIN 300' CENTERLINE RADIUS
5	68794.68	40440.26	22.60	END 300' CENTERLINE RADIUS
6	68786.78	40512.78	23.20	END PAVEMENT AT CENTERLINE
7	68830.94	40535.69	23.37	ANGLE POINT IN PAVEMENT
8	68836.47	40525.04	23.13	ANGLE POINT IN PAVEMENT
9	68813.80	40513.28	22.96	END 25' EDGE OF PAVEMENT RADIUS
10	68800.50	40488.41	22.77	BEGIN 25' EDGE OF PAVEMENT RADIUS
11	68780.51	40468.76	22.63	BEGIN 25' EDGE OF PAVEMENT RADIUS
12	68756.20	40491.10	19.83	END 25' RADIUS, MATCH CONCRETE RAMP
13	68757.60	40506.80	19.81	MATCH CONCRETE RAMP
14	68774.20	40506.25	22.70	ANGLE POINT IN PAVEMENT



CONCRETE/PAVEMENT MATCH DETAIL

LEGEND

- (8) 22.88 — POINT NUMBER AND ELEVATION SEE SUMMARY ON THIS SHEET
- FLOW — GRADE EXISTING SURFACE TO DRAIN
- FLOW — DITCH EXISTING SURFACE TO DRAIN
- (20) — SEE SIGN SUMMARY ON SHEET 6 FOR SIGN LEGENDS AND LOCATION
- LIMITS OF RECONDITIONING

RECORD OF REVISIONS		
DESCRIPTION OF CHANGE:	DATE:	Y:
REVISED PARKING AREA TYPICAL SECTION	3/25/93	.M.
REV. SPOT ELEVATIONS, ADDED CONC./PAVE. MATCH DETAIL	3/25/93	.M.
ADDED RECONDITIONING LIMITS	3/25/93	.M.

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

KAKE
KEKU ROAD PAVING
BOAT HARBOR PAVING PLAN

ASCG INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

DO NOT SCALE FROM THESE PLANS - USE DIMENSIONS

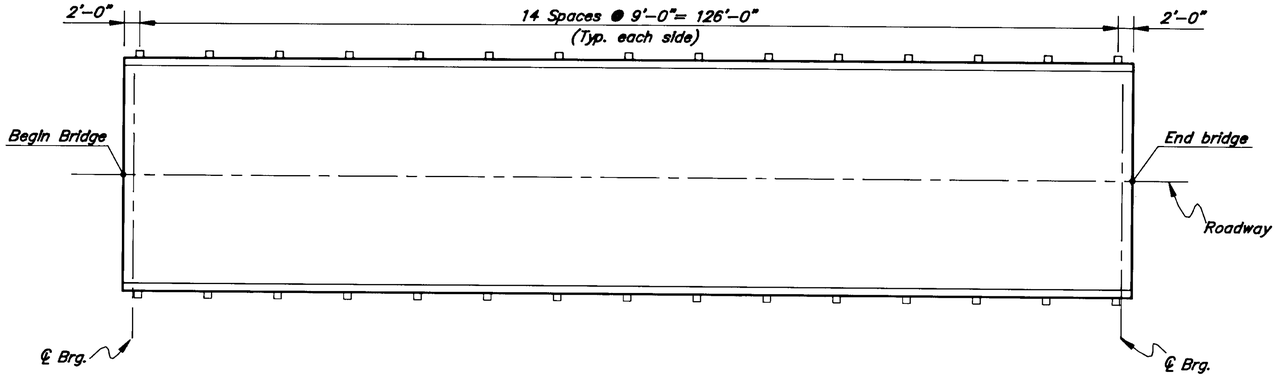
PATH: E:\ACAD\KAKE\70475-08.DWG
DRAWN IN AUTOCAD RELEASE 11
DRAWING PLOT SCALE: 1 = 1
DRAWING LAST UPDATED: 3/25/1993

DESIGNED BY: D.L.M.	SCALE: NOT TO SCALE
DRAWN BY: J.E.M.	DATE: JAN. 1993
CHECKED BY: D.L.M.	SHEET 8 OF 9

STATE OF ALASKA 49TH
D. LANCE MEARIG CE-7435
REGISTERED PROFESSIONAL ENGINEER

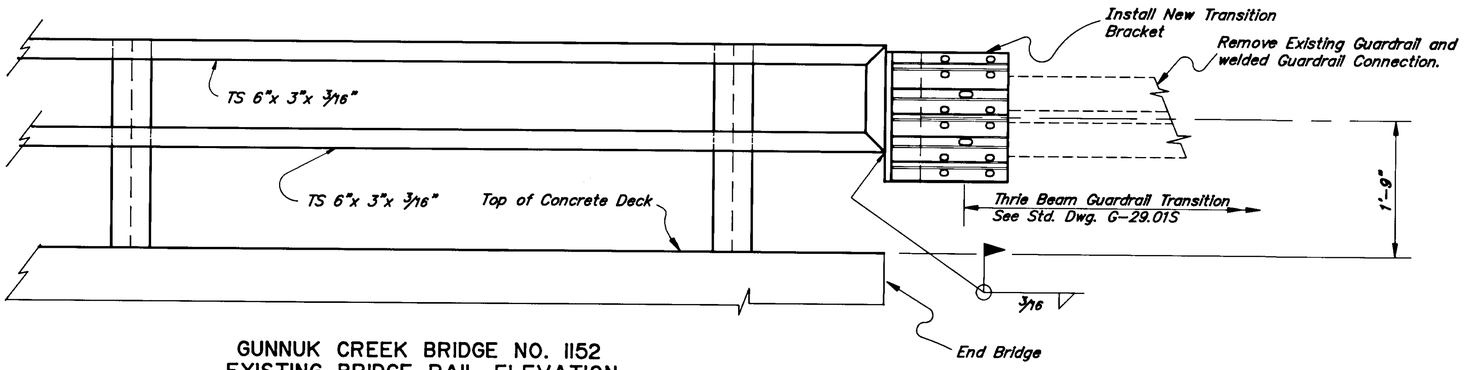
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	RS-0939(4)/70475	1992	8	8

Addendum No. 1, Attachment No. 2



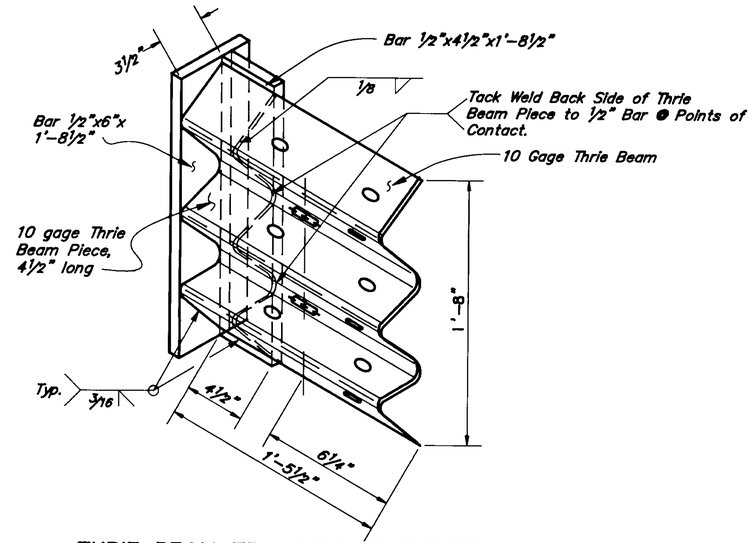
EXISTING RAILPOST LAYOUT

10 5 0 10 20
Feet



GUNNUK CREEK BRIDGE NO. 1152
EXISTING BRIDGE RAIL ELEVATION

Not To Scale

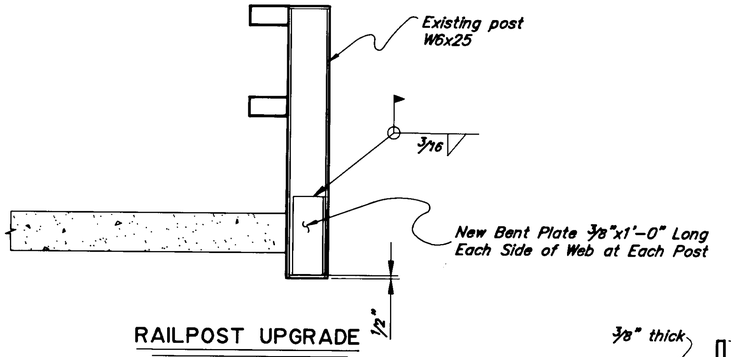


THRIE BEAM TRANSITION BRACKET

4 TOTAL REQUIRED
Not To Scale

NOTE:

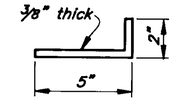
1. Bracket shall conform to ASTM A-36 and be shop fabricated and galvanized in accordance with Standard Specification 722.
2. Prior to field welding, galvanizing on steel members shall be removed by grinding to base metal.
3. Thrie Beam Guardrail Transition "NESTED" sections shall be installed on the side of Transition Bracket so that the lap is in the direction of traffic, typical either end of Bridge. Ref. Std. Dwg. G-29.01S.
4. Guardrail/Bridge Rail Connections shall be measured per each installed in place. Each connection shall include one Transition Bracket, standard Thrie Beam section (nested), Thrie Beam to standard W-Beam Transition , and all posts and associated hardware required to connect standard W-Beam Guardrail to a Bridge per Std. Dwg. G-29.01S.
5. Galvanized steel damaged by field cutting or welding shall be repaired in accordance with AASHTO Specification M-36.



RAILPOST UPGRADE

30 Posts Total

12 6 0 1 2
In. Feet



BENT PLATE

Not To Scale

STATE OF ALASKA
49TH
Stephen R. Lee
CE-5428
REGISTERED PROFESSIONAL ENGINEER

B:\CAD\CAROL\BRRAIL\1152-1
6/26/1992 13:8
Scale = 1.00
Drawn By: CMF

GUNNUK CREEK

BRIDGE RAIL TRANSITION BRACKET AND RAILPOST UPGRADE

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

BRIDGE NO. 1152

DWG. NO. 1