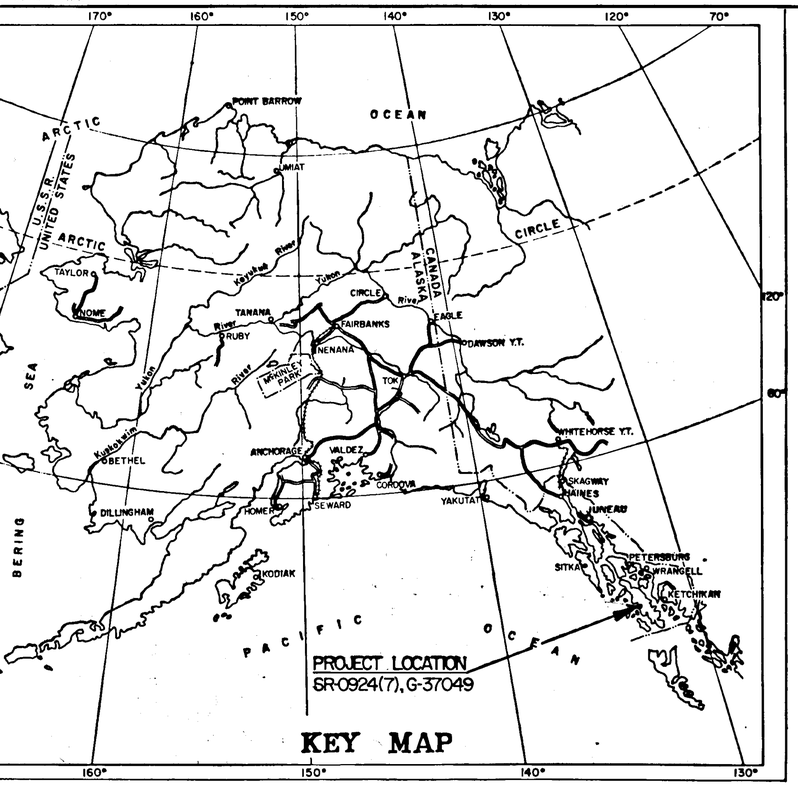
Addendum #1, Attachment #1

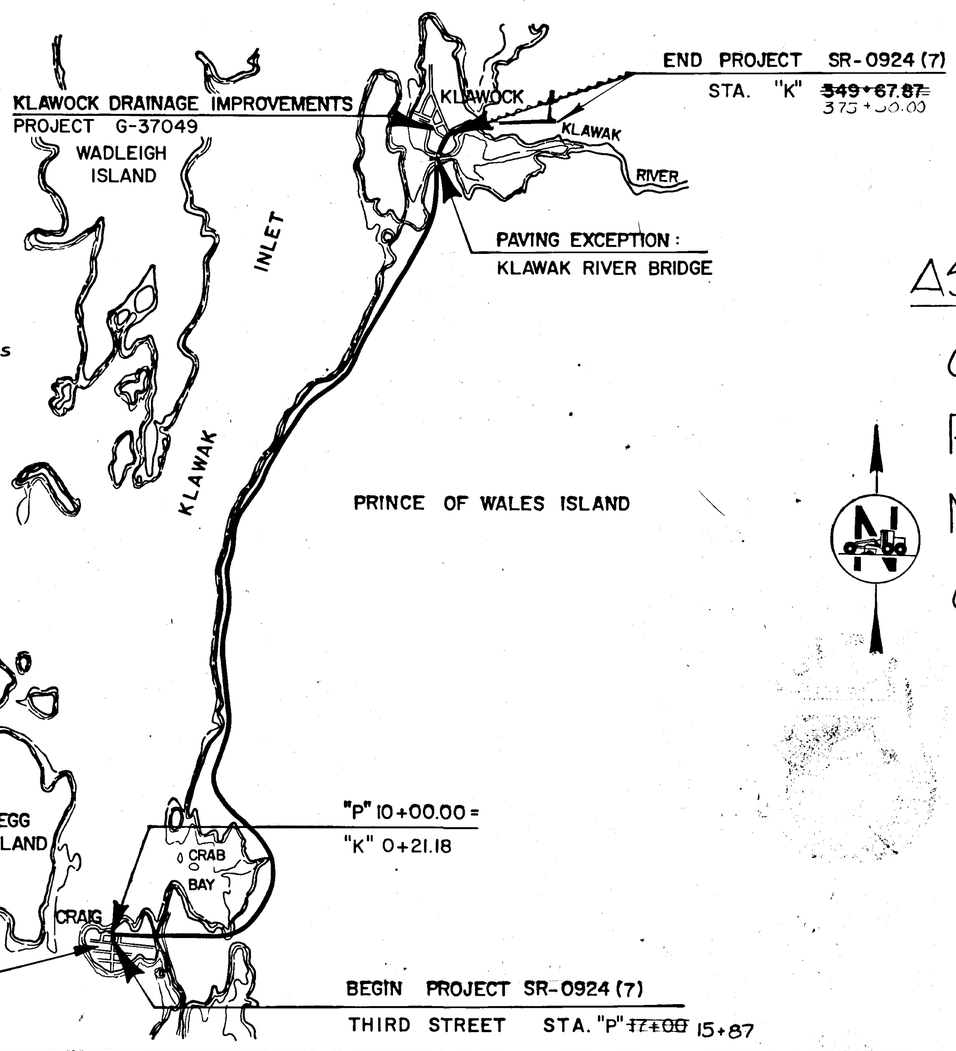
STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	SR - 0924(7) G-37049 R-30682	1	27

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
SR-0924(7) and G-37049, (B-60032)
CRAIG TO KLAWOCK : DRAINAGE, GRADING, PAVING, & BRIDGE REPAIR



KEY MAP



INDEX OF SHEETS	
1	TITLE SHEET
2	TYPICAL SECTION OF IMPROVEMENTS
3	SUMMARY TABLES
4	DRAINAGE DETAILS
5	TRAFFIC CONTROL PLAN
5	QUARRY PLAN
6-14	PLAN & PROFILE SHEETS
15-20	PLAN SHEETS ("K" 40+00.00 TO E.O.P.)
21-26	INTERSECTION DETAIL SHEETS
27	KLAWOCK DRAINAGE IMPROVEMENTS
A-1	SUPPLEMENTAL WORK SCHEDULE "A"
	KLAWOCK RIVER BRIDGE "AS - BUILTS"

THE FOLLOWING STANDARD DRAWING ARE INCLUDED IN THIS PROJECT: A-1, C-00.04, C-10.04, C-11.04, D-01.00, D-04.00, D-20.10, D-24.13, D-26.03, G-04.15, G-04.34, G-13.16, G-14.08, G-18.12, G-24.01, G-24.11, I-40.21, I-80.00, M-05.01, M-16.03, S-05.00, S-30.12, T-20.03, T-21.03, U-03.00

PROJECT SUMMARY

WIDTH OF PAVING	=	34' ~~28'~~ 38,111.29' = 7.2180 miles
LENGTH OF PROJECT	=	~~36,144.69'~~ = ~~6.8456~~ miles
LENGTH OF GRADING	=	35,843.19' = 6.7885 miles
LENGTH OF PAVING	=	35,843.19' = 6.7885 miles
LENGTH OF EXCEPTION	=	~~301.50'~~ = ~~0.057~~ miles
		296.97' = 0.0562 miles

DESIGN DESIGNATION

	"K"0+21.18–"K"146+00	"K"146+00–"K"313+50	"K"313+50–"K"348+50
V	55 MPH	55 MPH	55 MPH
ADT(1980)	330	370	380
ADT(2000)	596	636	646
DHV	(16%) 95	(15%) 96	(15%) 97
T	6.6%	6.6%	6.6%
TI	6.0	7.0	7.5

AS-BUILT PLANS

CONTRACTOR: RED SAMM CONST. INC.

PROJ. ENGR. : BRIAN BELT

NOTICE TO PROCEED: 7/1/82

COMPLETION DATE : 8/17/83

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

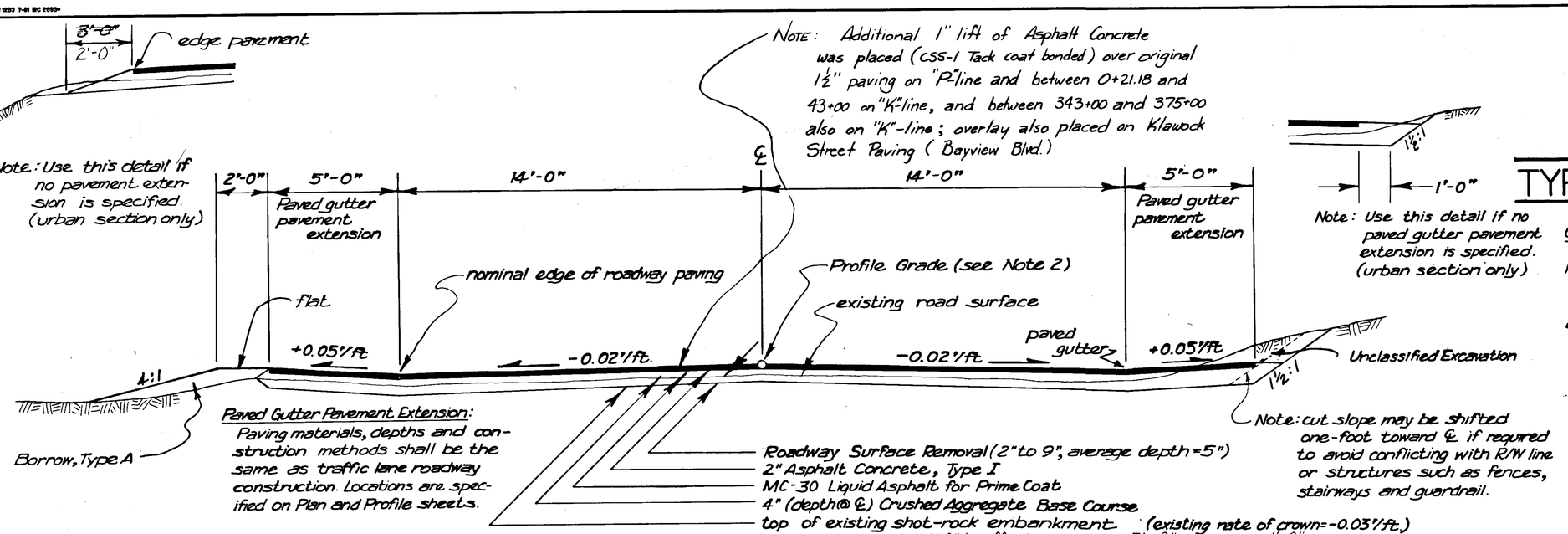
APPROVED
Walter Kwilleus Date 3-23-82
SOUTHEASTERN REGION
DESIGN/CONSTRUCTION ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Charles E. Matlock Date 3-23-82

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	2	27

TYPICAL SECTIONS OF IMPROVEMENTS



GENERAL NOTES:

1. Station, line and grade shown on these plans are subject to minor revisions, as directed by the Engineer.

2. Profile grade is determined by the vertical alignment shown on the Plan and Profile sheets for the "P"-Line, the detailed intersecting roadways and the "K"-Line up to station "K" 40+00. From station "K" 40+00 to the end of the project, the profile grade shall be designed by the Contractor and approved by the Engineer; finished profile grade shall be a nominal 6" above top of existing shot-rock embankment, and all changes in longitudinal rate of grade shall be accompanied by a vertical curve whose minimum length is determined by the equation:

$$L_{(min.)} = \frac{(\text{algebraic difference in grades, percent})(\text{design speed, mph})^2}{46.5}$$

3. Top of existing shot-rock embankment was constructed using a design speed of 40 mph and Case II superelevation; new construction shall be built to a design speed of 55 mph as per Case I : Std. Drg. I-80.00, e max = 0.06'/ft.

4. Longitudinal cold pavement joints will not be allowed within the limits of the driving lane. All cold joints elsewhere shall be thoroughly coated with CSS-1 Emulsified Asphalt whose payment will be incidental to other paving items.

5. Ditch offsets and fore-slopes may vary according to local conditions. The Contractor shall perform Ditch Cleaning operation in such a fashion as to approximate the original ditch section, or to construct a new ditch of similar dimensions shown at left which has prior approval of the Engineer.

6. The Contractor shall compute, stake and construct the ditch grade required to obtain adequate drainage; all associated engineering shall be a part of Item 114(1).

7. Construction of approaches shall be as detailed on the plans and on Std. Drg. I-40.21; materials needed shall be the same as mainline construction.

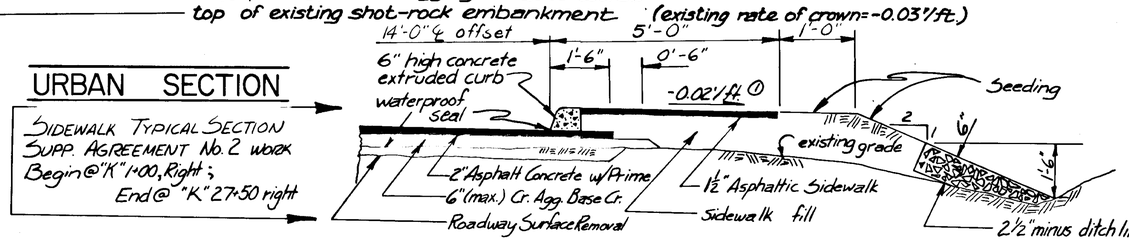
8. The road prism shall be constructed in the following manner. Nominal depth of Base Course shall be 4" at ℄; where top of existing embankment (or bottom of excavation) is more than 4 inches below the bottom of proposed pavement, the base depth may be increased to a maximum thickness of 6 inches. Between the bottom of Base Course and 42 inches below the bottom of pavement, Selected Material shall be installed. Embankment placed below a depth of 42 inches shall be Borrow and/or useable Unclassified Excavation.

9. ~~Pavement depth shall be 3 inches between Stations "K" 260+00 and "K" 300+00~~

10. All intersecting roadways shall be constructed to mainline specifications and section, cross-slope shall be -0.02'/ft. Payment shall be by the appropriate bid items; intersecting roadways which are detailed separately shall not be paid for as Approaches.

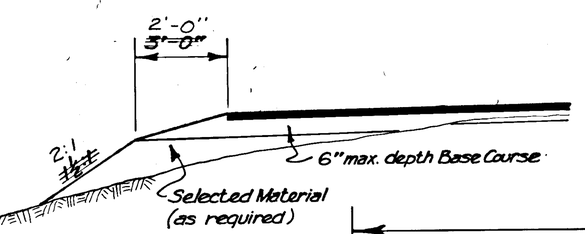
URBAN SECTION

SIDEWALK TYPICAL SECTION
SUPP. AGREEMENT No. 2 work
Begin @ "K" 1+00, Right;
End @ "K" 27+50 right



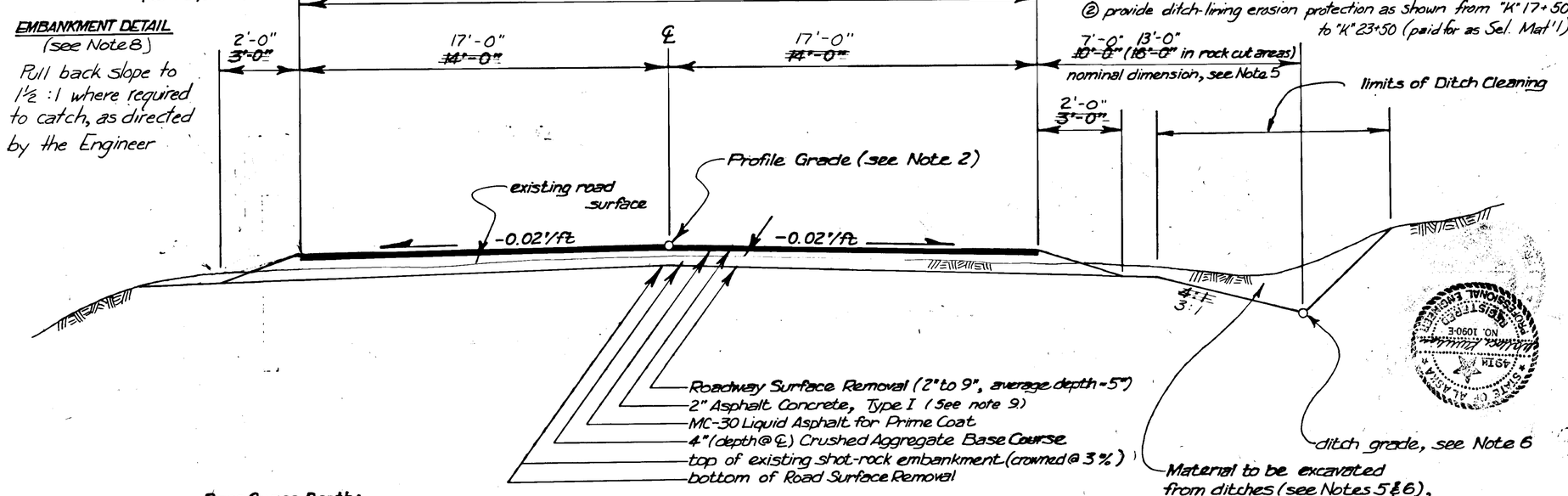
① change SW cross-slope to +0.02'/ft. from "K" 1+00 to "K" 5+00 and "K" 11+25 to "K" 13+50

② provide ditch-lining erosion protection as shown from "K" 17+50 to "K" 23+50 (paid for as Sel. Mat'l)



EMBANKMENT DETAIL
(see Note 8)
Pull back slope to 1½:1 where required to catch, as directed by the Engineer

RURAL SECTION



Base Course Depth:
Depth is designated as 4" at roadway centerline. At section extremities no minimum thickness is specified, but a maximum allowed depth is 6" (see also Note 8).

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY SR-0924(7)	G-37049	R-30682	TOTAL
110(1)	Mobilization	lump sum	all required	all required		all required
110(1A)	Supplemental Mobilization	lump sum			all required	all required
111(1)	Temporary Erosion and Pollution Control	con't sum	all required			all required
113(1)	Flagging	Man-Hours	~~1,920~~ 1,704.00			1,704.00 ~~1,920~~
113(1A)	Supplemental Flagging	Man-Hours			40	40
114(1)	Construction Surveying by the Contractor	lump sum	all required	all required		all required
115(1)	Traffic Maintenance	lump sum	all required	all required		all required
115(1A)	Supplemental Traffic Maintenance	lump sum			all required	all required
115(2)	Construction Signs	lump sum	all required	all required		all required
115(2A)	Supplemental Construction Signs	lump sum			all required	all required
116(1)	Furnishing and Maintaining Field Office	lump sum	all required	all required		all required
116(2)	Furnishing and Maintaining Field Laboratory	lump sum	all required	all required		all required
116(6)	Furnishing and Maintaining Engineering Transportation	lump sum	all required	all required		all required
202(4)	Removal of Culvert Pipe	linear foot	~~102~~ 197.0	~~92~~ 69.0		266.0 ~~194~~
203(3)	Unclassified Excavation	cubic yard	~~1,524~~ 3,545.12			3,545.12 ~~1,524~~
203(5B)	Borrow, Type A	Ton	~~444~~ 579.40			519.40 ~~444~~
203(8)	Roadway Surface Removal	Station	~~358~~ 368.00			368.00 ~~358~~
203(9)	Ditch Cleaning	Station	~~176~~ 364.12			364.72 ~~176~~
203(10)	Selected Material	Ton	~~4,565~~ 12,624.45	100.00		12,624.45 ~~4,565~~
203(11)	Excavation for Drainage	linear foot		~~500~~ 302.00		302.00 ~~500~~
301(1)	Crushed Aggregate Base Course	Ton	~~29,793~~ 37,771.39	701.95		38,473.34 ~~29,793~~
301(1A)	Street Base Course	Ton			596.25 ~~600~~	596.25 ~~600~~
401(1)	Asphalt Concrete, Type I	Ton	~~13,720~~ 17,421.51	554.37		17,975.88 ~~13,720~~
401(2)	Asphalt Cement, AC-5	Ton	~~823.2~~ 984.83	29.43		1014.26 ~~823.2~~
403(2)	MC-30 Liquid Asphalt for Prime Coat	Ton	~~111.5~~ 81.47			81.47 ~~111.5~~
406(1)	Street Paving	Ton			312.31 ~~300~~	312.31 ~~300~~
506(1)	Treated Timber *(deleted by C.O. #2)*	lump sum	~~all required~~			~~all required~~
506(2)	Untreated Timber	lump sum	all required			all required
506(6)	Reconstruct Timber Stairways	each	5			5
603(13-18)	18-Inch Corrugated Aluminum Pipe	linear foot	~~212~~ 219.00	~~30~~ 72.00		219.00 ~~242~~
603(13-24)	24-Inch Corrugated Aluminum Pipe	linear foot	~~144~~ 116.00	~~126~~ 95.00		211.00 ~~270~~
603(21-18)	18-Inch Lateral Wye Branch Connection	each	5			5
604(1)	Storm Sewer Manhole	each	1			1
604(4)	Adjust Existing Manhole	each	~~12~~ 11.00	4.00		15.00 ~~12~~
604(5)	Inlets	each	~~9~~ 14.00			14.00 ~~9~~
604(8)	Adjust Existing Inlet	each	~~4~~ 6.00			6.00 ~~4~~
604(9)	Reconstruct Existing Inlet	each	~~5~~ 4.00			4.00 ~~5~~
605(6)	Subdrain System	lump sum	all required			all required
606(1)	Beam Type Guard Rail, Type I Post	linear foot	~~5,304~~ 8,406.25			8,406.25 ~~5,304~~
606(5)	Removal and Disposal of Guard Rail	~~lump sum~~ *linear foot*	~~all required~~ 3,243.75			~~all required~~ 3,243.75
606(6)	End Anchorages	each	~~17~~ 21.00			21.00 ~~17~~
614(1)	Survey Monuments	each	~~62~~ 65.00			65.00 ~~62~~
614(2)	Monument Cases	each	~~62~~ 66.00			66.00 ~~62~~
615(1)	Standard Sign	square foot	~~188~~ 203.00			203.00 ~~188~~
615(2)	Remove and Relocate Existing Signs	each	~~8~~ 3.00			3.00 ~~8~~
627(1)	Watering	M. Gal	~~100~~ 152.88			152.88 ~~100~~
628(5)	Fire Hydrant Relocation	each	~~2~~ 1.00			1.00 ~~2~~
628(11)	Adjustment of Valve Box	each	~~16~~ 21.00	6.00		27.00 ~~16~~
639(1)	Approaches	each	~~41~~ 59.00			59.00 ~~41~~
670(8)	Traffic Markings	lump sum	all required			all required
203(12)	*Ditch Construction (EWO #1)*	*linear foot*	*184.00*			*184.00*
203(13)	*Realignment Test Holes (EWO #2)*	*lump sum*	*all required*			*all required*
203(14)	*Subgrade Repair (EWO #1)*	*lump sum*	*all required*			*all required*
203(15)	*Curve 3 Realignment (EWO #15)*	*lump sum*	*all required*			*all required*
203(16)	*Royalty Payment (EWO #16)*	*lump sum*	*all required*	*all required*	*all required*	*all required*
114(1A)	*Widening Engineering (SA #1)*	*lump sum*	*all required*			*all required*
114(1B)	*Sidewalk Engineering (SA #2)*	*lump sum*	*all required*			*all required*
110(1B)	*Sidewalk Mobilization (EWO #13)*	*lump sum*	*all required*			*all required*
115(1B)	*Widening Traffic Maintenance (SA #1)*	*lump sum*	*all required*			*all required*
115(1C)	*Sidewalk Traffic Maintenance (SA #2)*	*lump sum*	*all required*			*all required*
115(1D)	*Klawock Traffic Maintenance*	*lump sum*		*all required*		*all required*
203(5B-1)	*Rock Borrow (EWO #5)*	*Ton*	*130.05*			*130.05*
203(8A)	*Sidewalk Fill (SA #2)*	*Station*	*22.00*			*22.00*
603(13-12)	*12-inch Corrugated Aluminum Pipe*	*linear foot*	*108.00*	*72.00*		*180.00*
603(30)	*Drainage Revision (EWO #3)*	*lump sum*	*all required*	*all required*		*all required*
603(31)	*Culvert Extension (SA #3)*	*each*	*1.00*			*1.00*
603(32)	*Tee Connection (SA #2)*	*each*	*2.00*			*2.00*
603(33)	*Culvert Repairs (EWO #10)*	*lump sum*	*all required*			*all required*
606(4)	*Removal & Reconstruction of Guardrail (EWO #12)*	*linear foot*	*443.75*			*443.75*
608(2)	*Asphalt Sidewalk (SA #2)*	*Ton*	*137.95*			*137.95*
609(4)	*Concrete Curb (SA #2)*	*linear foot*	*2,290.00*			*2,290.00*
618(1)	*Seeding (SA #2)*	*MSF*	*11.05*			*11.05*
639(2)	*Sidewalk Approaches (SA #2)*	*each*	*6.00*			*6.00*
670(8A)	*Widening Traffic Markings (SA #1)*	*lump sum*	*all required*			*all required*

BASIS OF ESTIMATE

ITEM NO.	ESTIMATING FACTOR
203(5B)	1.96 Tons/ Cubic Yard
203(8)	15,915 Cubic Yards over whole job
203(9)	6,000 Cubic Yards over whole job
203(10)	1.96 Tons/ Cubic Yard
301(1) & (1A)	1.96 Tons/ Cubic Yard
401(1)	114 lb/sq.yd./inch depth
401(2)	6% of 401(1)
403(2)	*0.15* ~~0.25~~ gal./sq.yd., 256 gallons/Ton
406(1)	114 lb/sq.yd./inch depth
406(1)	18 Tons of AC-5 asphalt cement (6%)
406(1)	2.7 Tons of MC-30 liquid asphalt for prime coat (25,000 sq. ft. @ 0.25 gal./sq. yd, 256 gallons/Ton)

LUMP SUM QUANTITIES

ITEM NO.	BASIS QUANTITY
115(2)	360 square feet
115(2A)	90 square feet
116(6)	2 each
506(1)	0.5 thousand board feet
506(2)	23.5 thousand board feet
~~606(5)~~	~~400 linear feet~~
670(8)	45,000 square feet

UTILITY CONSTRUCTION

Station	Offset	Remarks
"K" 0+31	24' Lt.	Adjustment of Valve Box
"K" 0+39	32' Lt.	Adjustment of Valve Box
"K" 1+66	5' Lt.	Adjustment of Valve Box
"K" 1+95	24' Lt.	Adjustment of Valve Box
"K" 3+05	27' Rt.	Fire Hydrant Relocation-*done by others*
"K" 4+63	6' Rt.	Adjust Existing Manhole
"K" 7+71	5' Lt.	Adjustment of Valve Box
"K" 7+87	24' Rt.	Adjustment of Valve Box
"K" 9+12	15' Lt.	Adjustment of Valve Box
"K"13+17	25' Lt.	Fire Hydrant Relocation
"K"13+29	7' Rt.	Adjustment of Valve Box
"K"13+34	4' Rt.	Adjustment of Valve Box
"K"13+34	30' Rt.	Adjustment of Valve Box-*deleted*
"K"13+44	40' Rt.	Adjust Existing Manhole
"K"13+80	6' Rt.	Adjust Existing Manhole
"K"17+00	36' Lt.	Adjustment of Valve Box
"K"17+03	1' Rt.	Adjust existing Manhole
"K"20+07	1' Rt.	Adjust Existing Manhole
"K"22+10	1' Rt.	Adjust Existing Manhole
"K"23+37	77' Lt.	Adjustment of Valve Box-*deleted*
"K"23+42	48' Lt.	Adjustment of Valve Box
"K"25+95	4' Lt.	Adjust Existing Manhole
"P" 9+57	13' Rt.	Adjust Existing Manhole-*delete*
"P"10+06	11' Rt.	Adjust Existing Manhole
"P"10+17	8' Rt.	Adjust Existing Manhole-*abandoned, delete*
"P"11+56	11' Rt.	Adjust Existing Manhole
"P"13+00	21' Rt.	Adjustment of Valve Box
"P"12+90	10' Lt.	Adjustment of Valve Box
"P"15+95	5' Lt.	Adjustment of Valve Box
"P"16+20	13' Rt.	Adjust Existing Manhole-*delete*
"P" 12+80	*21' Lt.*	*Adjustment of Valve Box*
"B" 11+00	*7' Rt.*	*Adjustment of Valve Box*
"K" 13+17	*25' Lt.*	*Adjustment of Valve Box*
"K" 375+00	*25' Lt.*	*Adjustment of Valve Box*
"K" 351+50	*30' Lt.*	*Adjustment of Valve Box*
KLAWOCK CITY, BAYVIEW Dr.		*8 each Valve Box Adjustments*
"P" 13+20	*15' Rt.*	*Adjust Existing Manhole*
"K" 348+50	*20' Lt.*	*Adjust Existing Manhole*
KLAWOCK CITY, BAYVIEW DR.		*4 each Manhole Adjustments*

APPROACH SUMMARY

STATION	Lt.	Rt.	Wide	Radius Bk.	Radius Ahd.	Depth	STATION	Lt.	Rt.	Wide	Radius Bk.	Radius Ahd	Depth
							"K" 13+00		*x*	*36'*	*25'*	*N/A*	*10'*
"P"10+68	x		36'	6'	6'	10'	"K"11+06 *deleted*		x	18'	25'	6'	10'
11+05 "P"~~10+98~~	x		14'	6'	6'	10'	"K"13+80 *deleted*		x	65'	-	-	6.5'
"P"13+74	x		42'	6'	6'	10'	"K"15+24	x		20'	25'	25'	20'
"P"14+63	x		12'	6'	4'	15'	"K"17+08	x		16'	35'	25'	24'
"P"14+79		x	13'	20'	10'	10'	"K"17+22		x	32'	25'	10'	12'
"P"14+81	x		8'	4'	6'	15'	"K"19+61	x		14'	20'	20'	20'
"P"15+34	x		10'	6'	2.5'	15'	"K"23+86		x	16'	20'	20'	*50'* ~~20'~~
"P"15+49	x		10'	2.5'	6'	15'	"K"25+18	x		24'	20'	20'	20'
"K" 0+85		x	25'	6'	6'	11'	"K"26+05		x	22'	30'	30'	20'
deleted "K" 1+68		x	22'	6'	6'	11'	"K"27+68		x	50'	20'	20'	20'
"K" 2+36	x		38'	6'	6'	6'	"K"29+70		x	16'	20'	20'	20'
"K" 3+24	x		32'	6'	6'	6'	"K"35+77 *deleted*		x	20'	25'	25'	25'
"K" 4+71	x		16'	6'	11'	11'	*"K"49+50		x	24'	150'-50'-150'	150'-50'-150'	86'
deleted "F" 0+42	x		14'	10'	-	8'	"K"145+79		x	24'	25'	25'	20'
deleted "K" 6+45		x	14'	10'	4'	10'	"K"213+75	x		100'	40'	40'	26'
deleted "K" 6+69		x	14'	4'	10'	10'	"K"298+45	x		24'	25'	25'	20'
"K" 7+70	x		18'	10'	25'	11'	"K"315+50 *deleted*		x	16'	25'	25'	50'
"K" 8+61	x		14'	10'	10'	10'	*"K"315+50	x		24'	150'-50'-150'	150'-50'-150'	86'
"K" 9+24	x		15'	10'	10'	10'	"K"335+45		x	24'	25'	25'	20'
"K"10+47	x		12'	10'	10'	10'	*"K"348+55	x		24'	150'-50'-150'	150'-50'-150'	86'
deleted "K"10+48		x	14'	10'	10'	10'							

* Public Road Approach as shown on Std. Drg. I-40.21

Additional Approaches Constructed at:
"K" 32+75 Lt., 33+05 Rt., 34+75 Rt., 36+00 Lt., 40+00 Rt., 76+00 Rt., 310+50 Lt., 338+00 Lt., 343+00 Lt., 346+50 Lt., 347+40 Lt., 351+50 Lt., 353+05 Lt., 353+75 Lt., 355+00 Lt., 357+50 Lt., 367+00 Rt., 369+00 Lt., 371+00 Lt., 373+45 Lt., 375+00 Lt. (Cannery approach in Craig)

STANDARD SIGN SCHEDULE

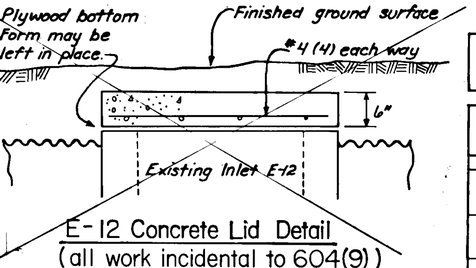
Station	Offset	Symbol	Code	Area (sq. ft.)	Facing
"D" ~~0+22~~ *0+15*	~~13'~~ Lt. *16'*	DO NOT ENTER	R5-1	~~9.00~~ *6.25*	SB
"E" 0+25	18' Lt.	STOP	R1-1	6.25	NB
"F" 0+25	12' Lt.	STOP	R1-1	6.25	NB
~~"G" 0+25~~ *"K" 9+65*	~~20'~~ Lt. *25'*	STOP	R1-1	6.25	NB
~~"H" 0+28~~ *"P" 12+95*	~~17'~~ Lt. *25'*	STOP	R1-1	6.25	~~NB~~ *WB*
~~"K"16+95~~ *"P" 13+25*	~~30' Lt.~~ *20' Rt.*	STOP	R1-1	6.25	~~SB~~ *EB*
~~"K"17+37~~	~~25' Rt.~~	~~STOP~~	~~R1-1~~	~~6.25~~	~~NB~~
~~"K"20+60~~	~~30' Rt.~~	~~(symbol)~~	~~W2-2L~~	~~9.00~~	~~EB~~
~~"K"23+20~~	~~30' Rt.~~	~~(symbol)~~	~~W1-7~~	~~8.00~~	~~SB~~
~~"K"26+00~~	~~30' Lt.~~	~~(symbol)~~	~~W2-2R~~	~~9.00~~	~~WB~~
"K"26+~~20~~ *30*	~~25' Rt.~~ *30' Lt.*	~~STOP~~ *SPEED LIMIT 25*	~~R1-1~~	~~6.25~~ *5.00*	~~NB~~ *WB*
"K"28+00	25' Rt.	STOP	R1-1	6.25	NB
"K"~~29+85~~ *26+20*	25' Rt.	STOP	R1-1	6.25	NB
"K"~~35+90~~ *32+50*	25' Rt.	STOP	R1-1	6.25	~~WB~~ *NB*
"K"~~46+00~~ *40+00*	~~30'~~ Rt. *25'*	~~(symbol)~~ *STOP*	~~W2-2R~~	~~9.00~~ *6.25*	~~EB~~ *NB*
"K"~~49+50~~ *39+50*	30' Lt.	(double arrow)	W1-7	8.00	WB
"K"49+90	25' Rt.	STOP	R1-1	6.25	WB
"K"~~53+00~~ *40+00*	~~30' Lt.~~ *150' Rt.*	~~(symbol)~~ *DEAD END*	~~W2-2L~~	~~9.00~~ *4.00*	~~SB~~ *WB*
"K"~~55+00~~ *41+00*	30' Rt.	SPEED LIMIT 50	R2-1	~~7.50~~ *5.00*	~~NB~~ *EB*
"K"~~145+90~~ *146+00*	~~25'~~ Rt. *30'*	STOP	R1-1	6.25	WB
"K"~~277+00~~ *302+00*	30' ~~Lt.~~ *Rt.*	~~SPEED LIMIT 50~~ *40 MPH*	~~R2-1~~	~~7.50~~ *2.25*	~~SB~~ *EB*
"K"~~310+50~~ *315+00*	30' Rt.	TRUCK CROSSING	W8-6	9.00	~~SB~~ *NB*
"K"~~313+50~~ *319+00*	30' Lt.	STOP	R1-1	6.25	EB
"K"~~313+50~~ *316+00*	30' ~~Rt.~~ *Lt.*	(arrow) ~~STOP~~ *40 MPH*	~~R1-1~~	*6.25* ~~6.25~~ *2.25*	~~WB~~ *SB*
"K"~~316+50~~ *324+00*	30' Lt.	TRUCK CROSSING	W8-6	9.00	SB
"K"~~348+00~~ *325+00*	30' ~~Lt.~~ *Rt.*	~~STOP~~ *SPEED ZONE AHEAD*	~~R1-1~~	~~6.25~~ *5.00*	~~EB~~ *NB*
"K" 334+00	*30' Lt.*	*SPEED LIMIT 50*		*5.00*	*SB*
"K" 338+00	*20' Rt.*	*LOADED LOGGING TRUCKS PROHIBITED*		*6.00*	*NB*
"K" 342+50	*20' Lt.*	*LOADED LOGGING TRUCKS USE RIGHT LANE*		*6.00*	*SB*
"D" 0+25	*16' Lt.*	*ONE WAY (ARROW RIGHT)*		*3.00*	*WB*
"D" 0+50	*14' Rt.*	*ONE WAY (ARROW LEFT)*		*3.00*	*EB*
"K" 24+30	*30' Rt.*	*(SCHOOL CHILDREN SYMBOL)*		*6.25*	*EB*
"K" 31+50	*30' Rt.*	*SPEED LIMIT 25*		*5.00*	*EB*
"K" 34+50	*30' Lt.*	*(SCHOOL CHILDREN SYMBOL*		*6.25*	*WB*
"K" 215+00	*30' Rt.*	*SCENIC OVERLOOK*		*3.00*	*NB*
"K" 217+00	*22' Lt.*	*SCENIC OVERLOOK*		*3.00*	*SB*

"No Parking Any Time" at the following locations:
"K" 6+00, 24' Rt.
"K" 4+50, 24' Rt.
"K" 2+30, 16' Lt.
"K" 7+40, 24' Rt.
"K" 8+75, 24' Rt.
"K" 10+25, 24' Rt.
"K" 11+75, 24' Rt.
"K" 17+75, 30' Rt.
"K" 19+50, 30' Rt.
"K" 23+00, 30' Rt.
"K" 25+40, 30' Rt.
"K" 27+10, 30' Rt.
"K" 29+30, 30' Rt.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	4	27

G-37049

DRAINAGE DETAILS



E-12 Concrete Lid Detail
(all work incidental to 604(9))

EXISTING STRUCTURE SUMMARY

Structure No.	Location Station	Location Offset	New Grate Elevation	Work to be done
E-1	"P" 12+96	13.5' Lt.	50 ~~22~~ 21	adjust ⓓ
E-1A	"P" 14+05	13.5' Lt.	59 00	reconstruct
E-2	"P" 10+27	20.0' Lt.	22 ~~20~~ 18	adjust ⓓ
E-3	"K" 0+82	18.3' Rt.	23 19	reconstruct ⓓ
E-3A	"K" ~~2+60~~ 2+58	17.5' Rt.	35 70	NO WORK adjust ⓓ
E-4	"K" ~~2+98~~ 3+00	~~19.0' Rt.~~ 18.0' Rt.	38 ~~70~~ 80	ADJUST ⓓ reconstruct
E-5	"K" 3+50	18.0' Lt.	-	remove ⓕ
E-6	"K" 5+10	19.0' Rt.	43 00	adjust ⓓ
E-7	"K" 6+55	19.0' Rt.	-	~~(no work)~~
E-8	"K" 7+64	19.0' Rt.	-	ADJUST (no work)
E-9	"K" 11+90	18.0' Rt.	-	ADJUST (no work)
E-10	"K" 11+88	21.0' Lt.	-	(no work)
E-11	"K" 13+07	21.0' Lt.	-	(no work)
E-12	"K" 13+08	16.5' Rt.	-	Grate raised ⓔ reconstruct ~~install for desert~~ but

ⓓ Continue traffic lane cross-slope over to grate, warp pavement to inlet.

~~ⓔ Pour conc. lid as detailed~~

ⓕ Removed inlet (E-5) is to be moved to "K" 13+08, 28' Rt.; grate elev = 18 00; paid for as Reconstruct Existing Inlet.

DRAINAGE STRUCTURE SUMMARY

Structure No.	Location Station	Location Offset	Type Structure	Top/Grate Elev.	Invert Elev.
S-1	"P" 14+50	10' Lt.	"A" Gutter Inlet	65 74	62 75
S-2	"P" 13+50	10' Lt.	"	52 44	49 50
S-3	"B" 9+75	14' Lt.	"	50 25	47 25
S-4	"P" 11+25	14' Lt.	"	36 14	33 00
S-5	"P" 10+65	14' Rt.	"	28 04	25 00
S-6	"K" 0+50.3	18' Rt.	"	21 10	18 40
S-7	"K" 0+37	13' Rt.	Storm Sewer Manhole	(lid) 21 95	18 30
~~S-8~~	~~"K" 3+02~~	~~14' Rt.~~	~~"A" Gutter Inlet~~	~~38 18~~	~~35 50~~
S-9	"K" 3+48.5	14' Lt.	"	~~41 04~~ 41 80	38 55
S-10	"K" 6+27	14' Rt.	"	36 22	33 00
S-11	"K" 1+10	22' Rt.	"A" Field Inlet	24 75	22 50
S-12	"K" 11+50	13' Rt.	"A" Flat / Gutter	21 83	18 33
S-13	"K" 15+50	13' Rt.	"	16 80	13 80
S-14	"K" 17+50	13' Rt.	"	24 30	21 30
S-15	"K" 20+50	13' Rt.	"	44 18	41 20
S-16	"K" 27+30	13' Rt.	"	51 68	48 70

ⓐ Elevations may require minor adjusting to accomodate variations in existing drainage pipes.

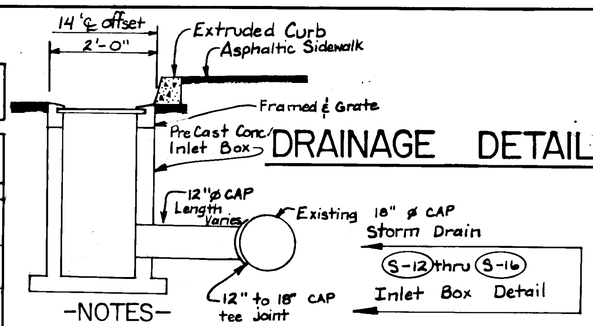
ⓑ Culvert length specified contains portion which is attributable to culvert wye assembly (see Note 4).

ⓒ Existing culverts are Kaiser Aluminum Co. Corlix 16 ga. riveted aluminum.

DRAINAGE PIPE SUMMARY

PIPE No.	Dia.	Length	Flowing From Location	Flowing From Inv. Elev.	Flowing To Location	Flowing To Inv. Elev.
P-1	18"	44' 46	S-1	62 75	E-1A	56 30
P-2	18"	16' ⓑ 12'	S-3	47 75	W-2	(existing)
P-3	18"	44' ⓑ 38'	S-5	25 00	W-4	(existing)
P-4	18"	12' 14	S-6	18 40	S-7	18 30
P-5	18"	30' 33	E-4 3	20 40	S-6	18 40
P-6	18"	8' 10	S-7	18 30	exist. pipe	(existing)
P-7	18"	10' DELETED	S-8	35 50	E-6	35 40
P-8	12" 18"	38' 36'	"K" 19+78, 24 Lt 76	38 42	"K" 19+40, 24 Lt	36 16
P-9	18"	10'	Relocated E-5	15 00	E-12	14 90
P-10	24"	72' 58'	"K" 261+00 205+48	Rt	"K" 261+00	Lt
P-11	24"	72' 58'	"K" 294+00 205+52	Rt	"K" 294+00	Lt

Note - See sheet no. 27 for additional drainage pipes for installation.

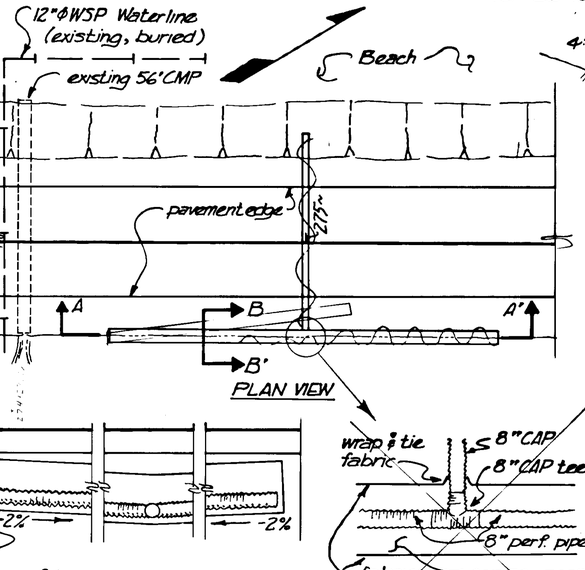


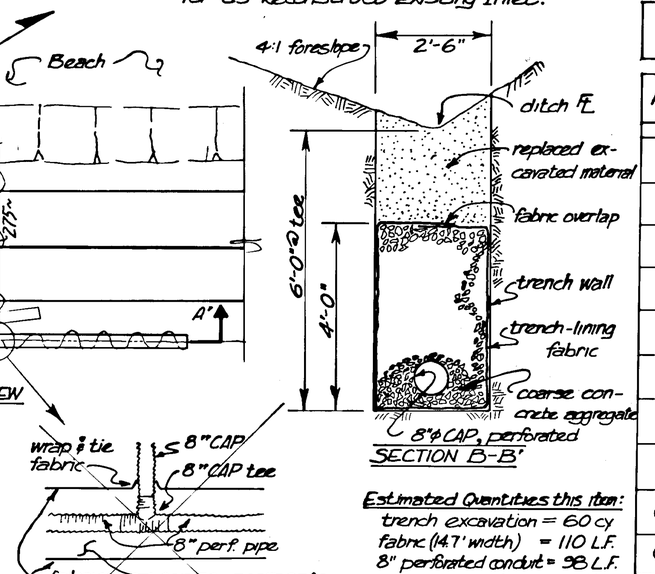
-NOTES-

1. Inlet culverts & wyes shall be installed according to the requirements of Section 205 of the Specifications; structures shall be placed in bedding materials which conform to Section 703-2.10 of the Specifications & all bedding & backfill shall be compacted according to Standard Drawing D-0100 & Section 205 of the Specifications.
2. Inlets shall be Type "A" Inlet boxes as shown on Std. Dwg. D-26.03; frames & grates shall be Gutter Inlet frames & grates as shown on Std. Dwg. D-24.13.
3. Shop Drawings of Wye Saddle & Bands shall be submitted for approval prior to installation.
4. Each Wye Saddle, Band & Beveled end Cut shall be paid for as 603(21-18) Lateral Wye Branch Connection, all inclusive; its length to be included under this pay item is 5'-0." Additional Culvert needed to meet specific installation requirements shall be paid for as 603 (13-18) 18 inch Corrugated Aluminum Pipe.
5. All assemblies shall be 18" ℄ and constructed of aluminum; full round lateral connections in lieu of saddles will be permitted upon prior request by the Contractor and approval by the Engineer.

WYE STRUCTURE SUMMARY

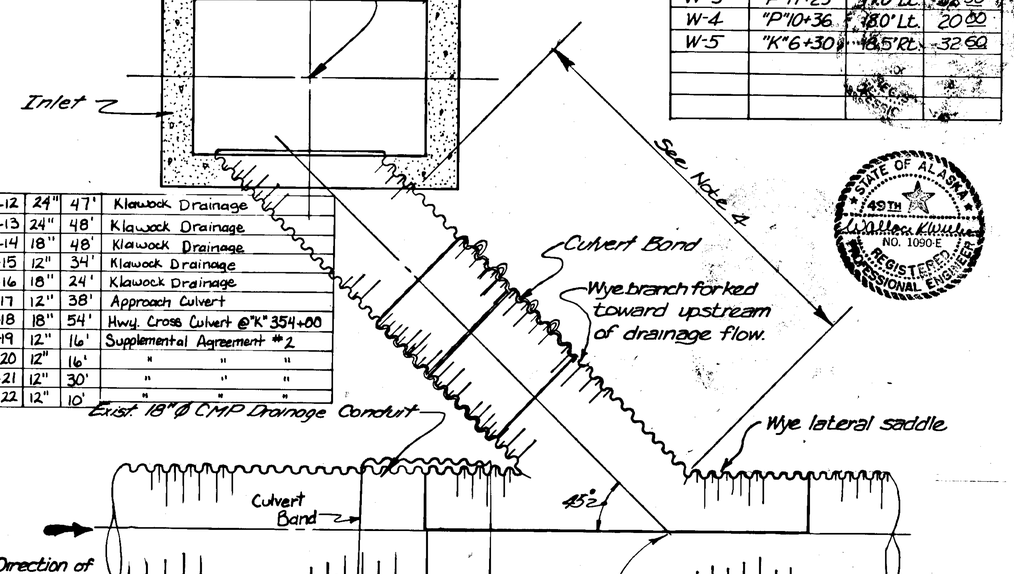
WYE No.	Location Station	Location Offset	connection elev. ⓐ
W-1	"P" 14+47	13.5' Lt.	62 25
W-2	"P" 13+13	14.0' Lt.	47 25
W-3	"P" 11+23	17.0' Lt.	33 50
W-4	"P" 10+36	18.0' Lt.	20 00
W-5	"K" 6+30	16.5' Rt.	32 60





Estimated Quantities this item:

trench excavation = 60 cy	
fabric (14.7' width) = 110 L.F.	
8" perforated conduit = 98 L.F.	
coarse concrete agg. = 73 Tons	
replaced excavated mat'l = 20 cy	
end ties	2 each
8" CAP tee	1 each
8" CAP	68 L.F.



CULVERT WYE DETAIL

P-12	24"	47'	Klawock Drainage
P-13	24"	48'	Klawock Drainage
P-14	18"	48'	Klawock Drainage
P-15	12"	34'	Klawock Drainage
P-16	18"	24'	Klawock Drainage
P-17	12"	38'	Approach Culvert
P-18	18"	54'	Hwy. Cross Culvert @ "K" 354+00
P-19	12"	16'	Supplemental Agreement #2
P-20	12"	16'	" " "
P-21	12"	30'	" " "
P-22	12"	10'	" " "

Exist. 18" ℄ CMP Drainage Conduit

STATE OF ALASKA 49TH Dalton Knudsen NO. 1090-E REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	5	27

TRAFFIC CONTROL PLAN (TCP)

1. Construction signing, flagging, detours and general traffic control features shall conform to the guidelines set forth in the "C" series Std. Drgs. and the applicable portions of Sections 107 and 115 of the Specifications.

2. To accomodate construction sequence, the Contractor will be allowed single lane road closures limited to one-half mile in length. Further restrictions to this partial road closure are stipulated in Section 115 of the Specifications.

3. All work proceeding adjacent to businesses or private property which will restrict access, shall be coordinated with the parties involved and the Engineer 24 hours in advance to the restriction.

4. Urban roadway construction may be accompanied by total road closures provided acceptable detours (location and duration) can be agreed upon by the Contractor, the Engineer, and the local authorities. The Engineer will be the final authority regarding whether such closures and detours are permitted.

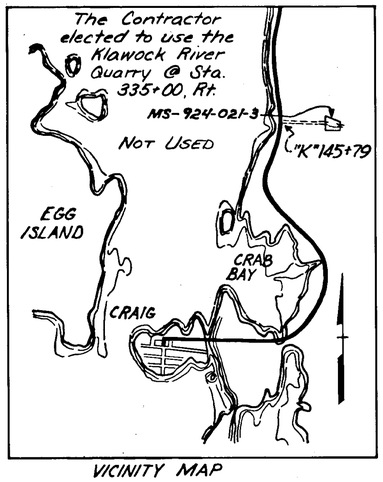
5. Construction operations are limited by the following parameters which are further stipulated in the Plans and Specifications:

   a) after any station of the roadway has been excavated to the top of existing shot-rock embankment, a maximum of thirty calender days may elapse before the exposed embankment at that station must be covered with the next layer of construction material (see penalty clause in Section 203 of the Specifications),

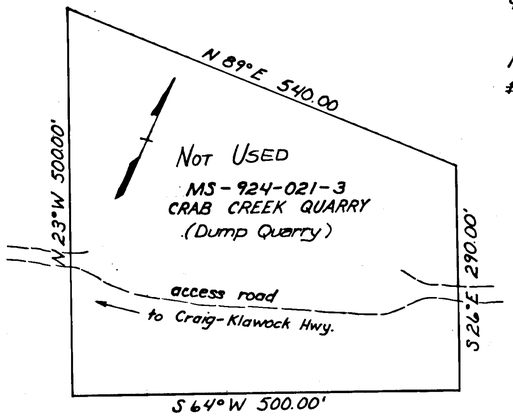
   b) after placement of Base Course, ten calendar days may elapse before the Base Course must be primed and paved (see penalty clause in Section 301 of the Special Provisions),

   c) and, after shooting of Prime Coat, traffic must be kept off the fresh oil until sufficient absorbtion has occured.

6. Because of load restrictions, the work to be performed on the Klawak River Bridge shall be done so that loaded trucks are not routed on the side of the bridge that is designated as H15 capacity. Dunnage shall be placed along the leading edge of new deck timber construction to avoid damage to the new material and to lessen the bump for traffic travelling over the new work.



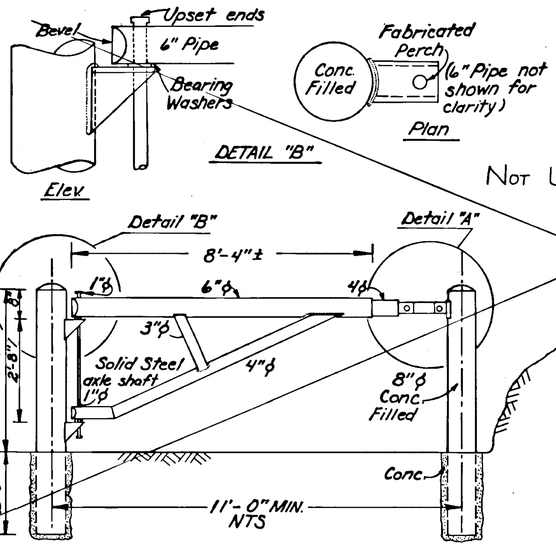
VICINITY MAP



QUARRY NOTES

1. If material is to be excavated in such a manner as to leave near-vertical faces, no unbenched face shall be left greater than 20 feet in height.
2. Benches shall be accessible and of sufficient width to allow future development of this area as a source of material.
3. No excavation shall remain upon completion of materials removal which can impound water.
4. All oversized material presently in the quarry or resulting from the contractors operation shall be reprocessed to suitable size and utilized in this project if it can be made to meet specifications.
5. All trees cut shall be done so with prior approval of the Engineer and shall be severed no higher than 4½ feet above ground level. All trees, stumps, brush and other organic substance removed to obtain material from the pit shall be disposed of by the contractor.
6. Overburden shall be placed so it does not impede future development of the materials source.
7. No stockpile shall remain upon completion of materials removal unless approved by the Engineer.
8. Upon completion of materials removal, no equipment or debris shall remain in the area. Cleanup shall be performed to the satisfaction of the Engineer.
9. The quarry area shall be maintained in a neat and sanitary condition. Only equipment and materials involved in processing or batch plant operations shall be stored in the Quarry.
10. The access road to the quarry shall be maintained to the satisfaction of the Engineer.

~~11. The gate detail below shall be installed on the access road just above the existing sanitary land-fill. And shall remain in place after completion of construction.~~



NOTES
1. Fabricated items shall be made of ½" plate mild steel and all exposed edges of butt connections shall be welded; finish shall be one coat zinc chromate primer and one coat international orange paint.
2. Gate shall be bordered, as shown, by mounded dikes of earth or rock as required on each side.
3. Cost of the gate is considered incidental to "Item 203(58), Borrow, and no special payment shall be made therefor.

STATE OF ALASKA 49TH Wallace Kwallek NO. 1090-E REGISTERED PROFESSIONAL ENGINEER

NO. 1090-E REGISTERED ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	6	27

BASIS OF CONTROL

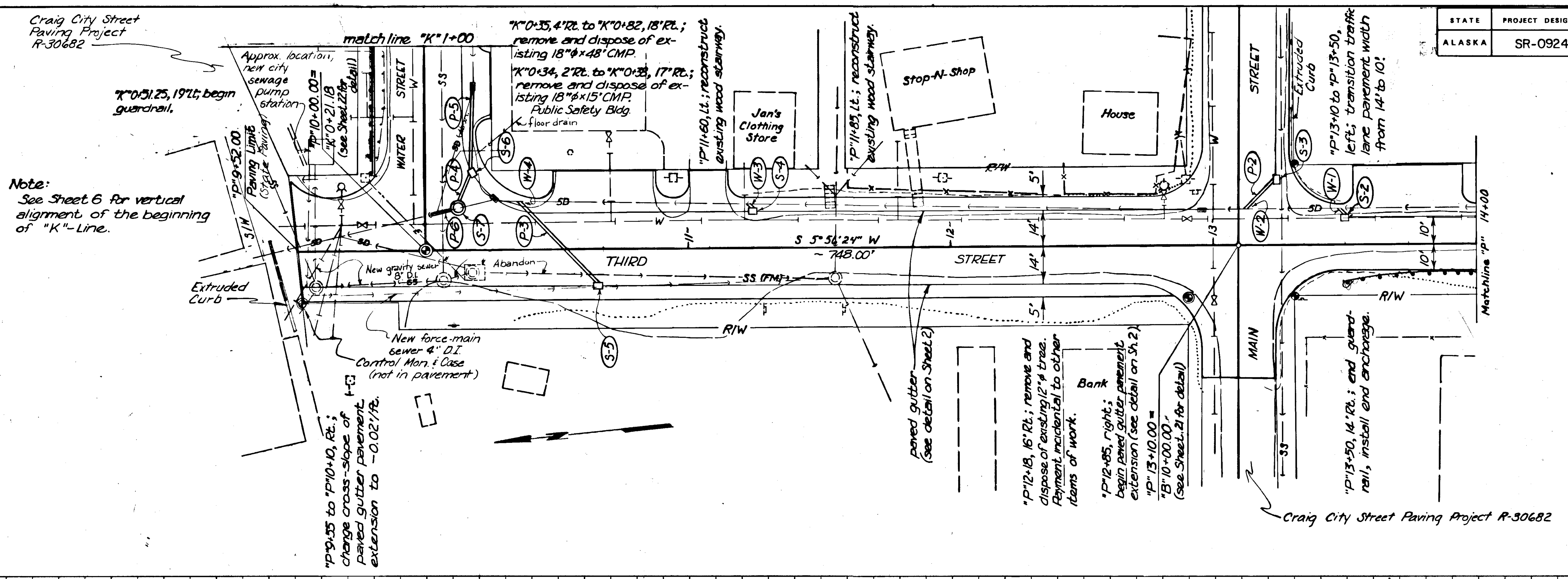
Horizontal Control:
The basis of bearing is the line between existing buried monuments at "P" 14+04.66 (N 1331003.359, E 2792898.780) and "P" 10+00.00 (N 1331405.839, E 2792940.656); this bearing is established to be N 5°56'23.6" E and was obtained from USGS triangulation stations "Fish" and "Parida."
Bearings shown are grid bearings, distances and stationing are geodetic distances; the mean scale factor used on this project is 0.9999718.

Vertical Control:
All elevations are referenced to "Bench Mark 8" (1953) which is a standard disk, stamped "No. 8 1953," set in dark stone lying on beach about 4 feet inland from high water line. It is about 10 feet seaward from boardwalk, about 240 feet 55 degrees (magnetic) from northwest corner of Libby Cannery Company office and 28 feet 137 degrees (magnetic) from "Bench Mark 6." Elevation: 10.44 feet above mean lower low water.

Note on Stationing:
"P"-Line stationing decreases from the B.O.P. to the intersection with the "K"-Line (shown on the following sheet); offsets are based on ascending reference. "K"-Line stationing, offsets and direction proceed in conventional fashion.

ESTIMATED EXCAVATION & EMBANKMENT QUANTITIES THIS SHEET:
~~Roadway Surface Removal = 61 cy~~
~~Unclassified Excavation = 15 cy~~
~~Borrow, Type A = 13 Tons~~
~~Selected Material = 18 Tons~~

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	7	27



K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.
46 7024 Made in U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	8	27

K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.
48 7024 Made in U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	9	27

K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.
48 7024 Made in U.S.A.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	10	27

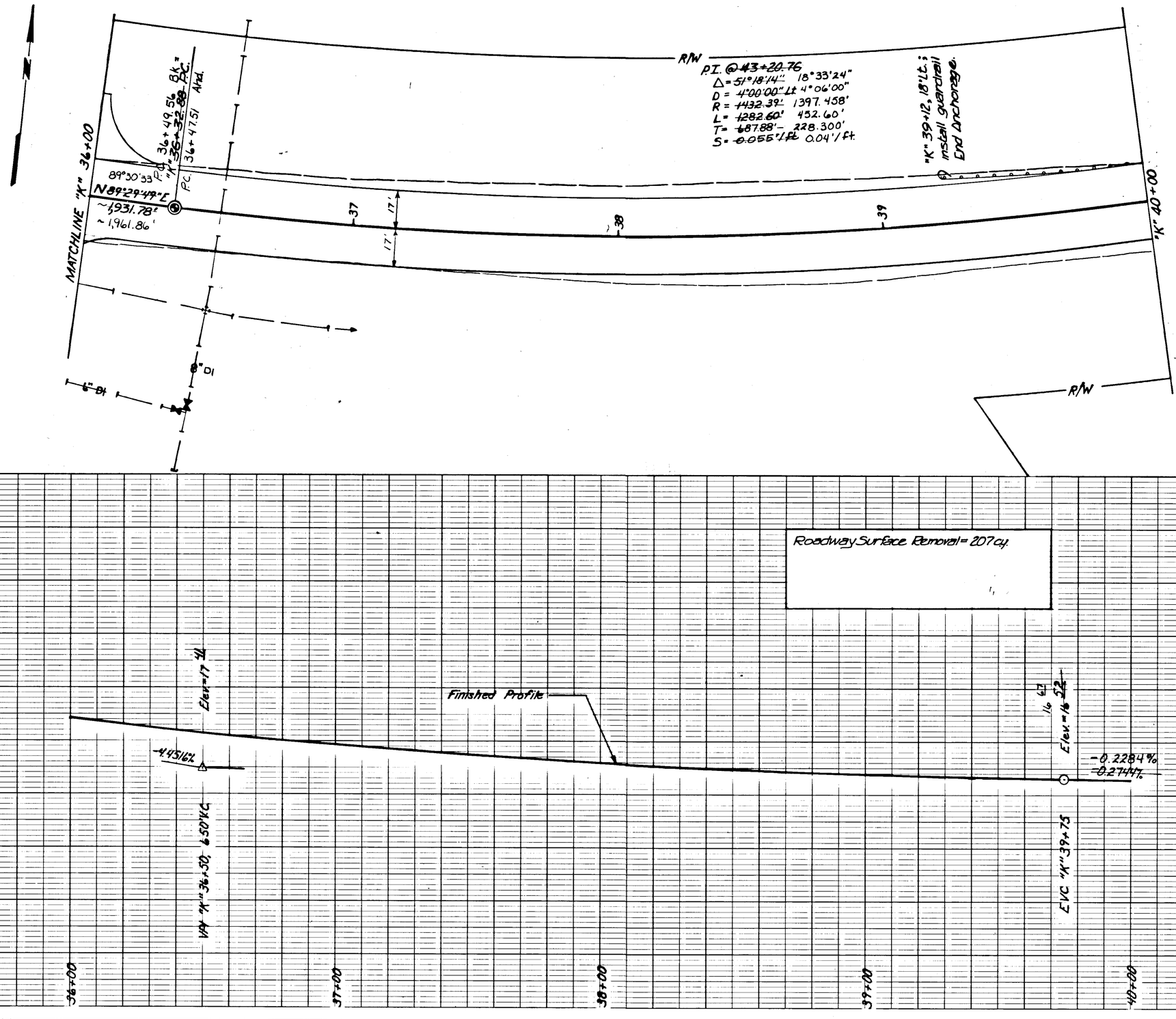
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	11	27

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	12	27

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	13	27

K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.
48 7024 Made in U.S.A.

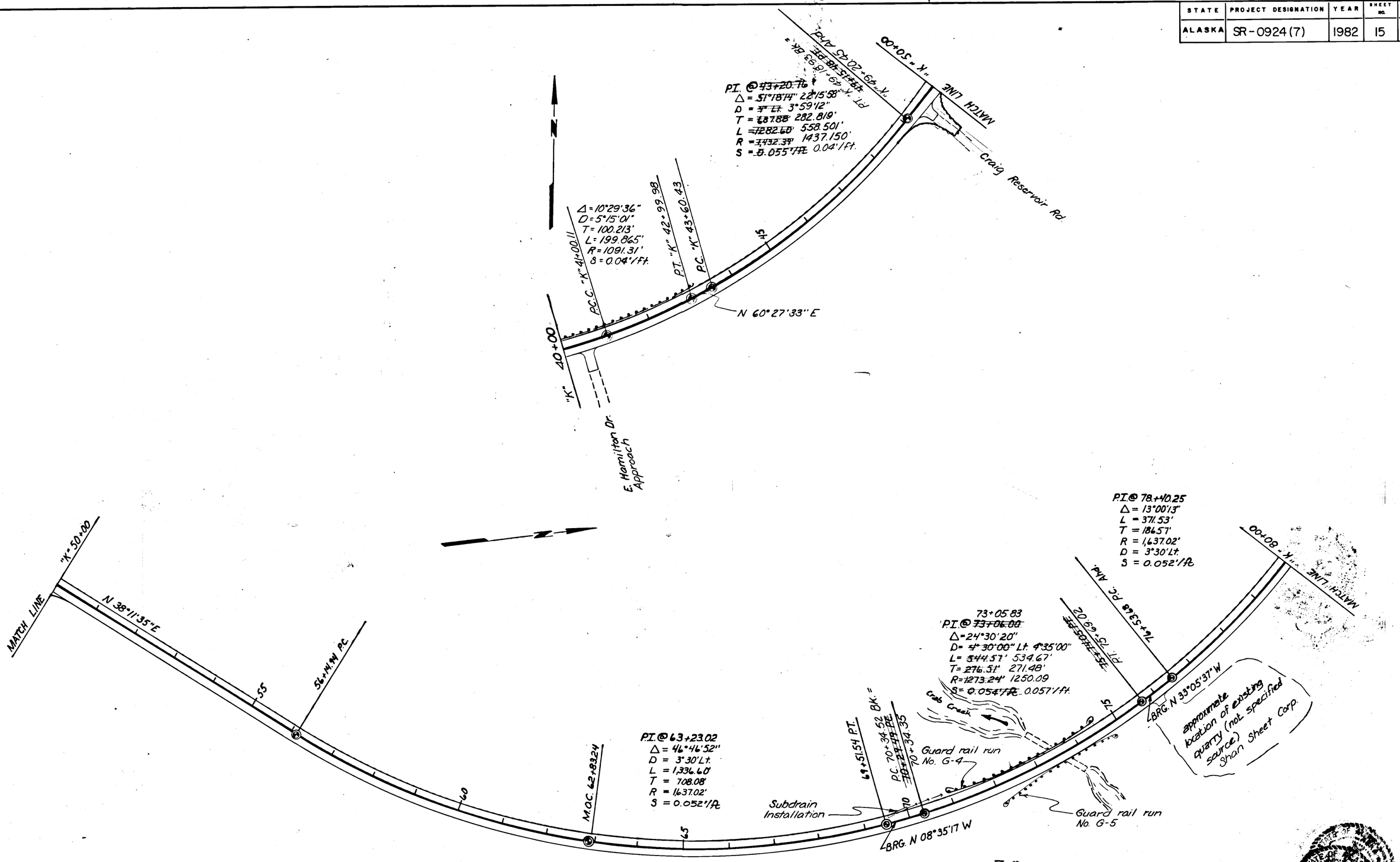
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	14	27



K&E PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.
48 7024 Made in U.S.A.

Addendum #1, Attachment #11

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	15	27



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	16	27

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	17	27

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	18	27

"K" 200+00

MATCH LINE

P.I. @ 201+78.64
Δ = 14°55'59"
D = 2°30' Rt.
T = 300.34'
L = 597.32'
R = 2,291.83'
S = 0.045'/ft

Guardrail Run G-8

205

N 96°07'19" E

P-10

P-11

204+75.60 P.T.

"K" 212+39.61, 14' Lt.; end Guard Rail, attach to existing guardrail. ~~Reconstructed~~ Guardrail Run #G-18

208+03.46 Bk. - 208+08.36 P.C.
208+04.72 Ahd.

P.I. @ "K" 211+01.22
Δ = 11°49'05"
D = 2°00'00" Lt.
R = 2864.79'
L = 590.90'
T = 296.50'
S = 0.040'/ft.

210

P.I. @ 210+99.95
Δ = 11°49'05"
D = 5° Lt.
T = 118.60'
L = 236.36'
R = 1,145.92'
S = 0.056'/ft.

212+17.72 P.T.
213+98.62

"K" 212+39.61, Lt. to "K" 214+65.13 Lt.; pave existing turnout; same construction as mainline.

Turnout

Guardrail Run #G-18 (Reconstruct)

215

"K" 214+65.13, 14' Lt.; begin Guardrail, attach to existing guardrail. Reconstruction Guardrail Run #G-18.

P.I. @ 216+09.44
Δ = 8°50'19"
D = 5° Rt.
T = 88.56'
L = 176.77'
R = 1,145.92'
S = 0.056'/ft.

"K" 212+40.17 Lt. to "K" 214+65.17 Lt.; Remove and reconstruct Guardrail Run #G-18

218+27.50
"K" 218+62.63, 18' Lt.; end Guard Rail, install End Anchorage.

Guardrail Run #G-9

220

N 33°08'33" E

215+20.88 P.C.

216+97.65 P.T.

222+53.26 P.C.

P.I. @ 224+93.33
Δ = 4°47'55
D = 1° Lt.
T = 240.07'
L = 479.86'
R = 5,729.58'
S = 0.024'/ft

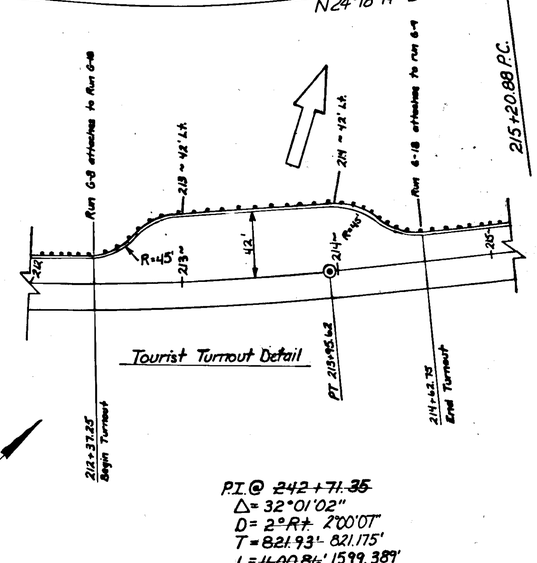
225

227+33.12 P.T.

N 28°20'38" E

"K" 230+00

MATCH LINE



P.I. @ ~~242+71.35~~
Δ = 32°01'02"
D = 2° Rt. ~~2°00'01"~~
T = ~~821.93~~ 821.175'
L = ~~1600.86'~~ 1599.389'
R = ~~2864.79'~~ 2862.154'
S = 0.040'/ft.

240

245

250

N 60°21'40" E

253+93.29 P.C.

P.I. @ 255+83.54
Δ = 22°32'10"
D = 6° Lt.
T = 190.24'
L = 375.60'
R = 954.93'
S = 0.059'/ft

255

257+68.89 P.T.

N 37°49'30" E

"K" 260+00

MATCH LINE

"K" 230+00

MATCH LINE

N 28°20'38" E

235

~~234+49.77 Bk.~~
~~234+48.42 P.C.~~
234+50.89 Ahd

242+50.58
M.O.C. ~~242+49.85~~

250+30.28 P.T.

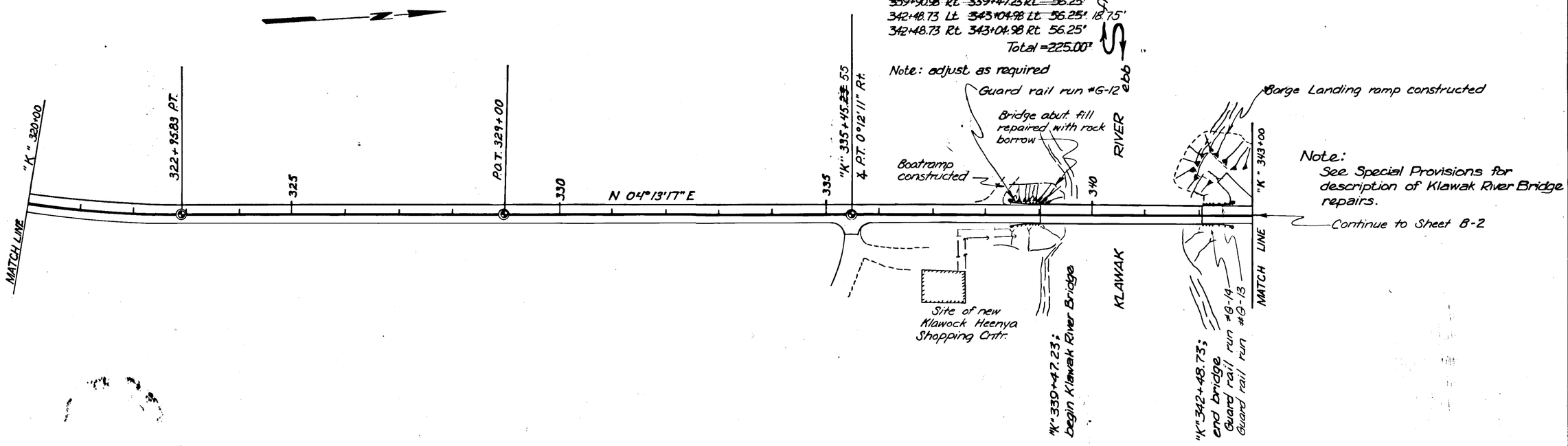
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	19	27

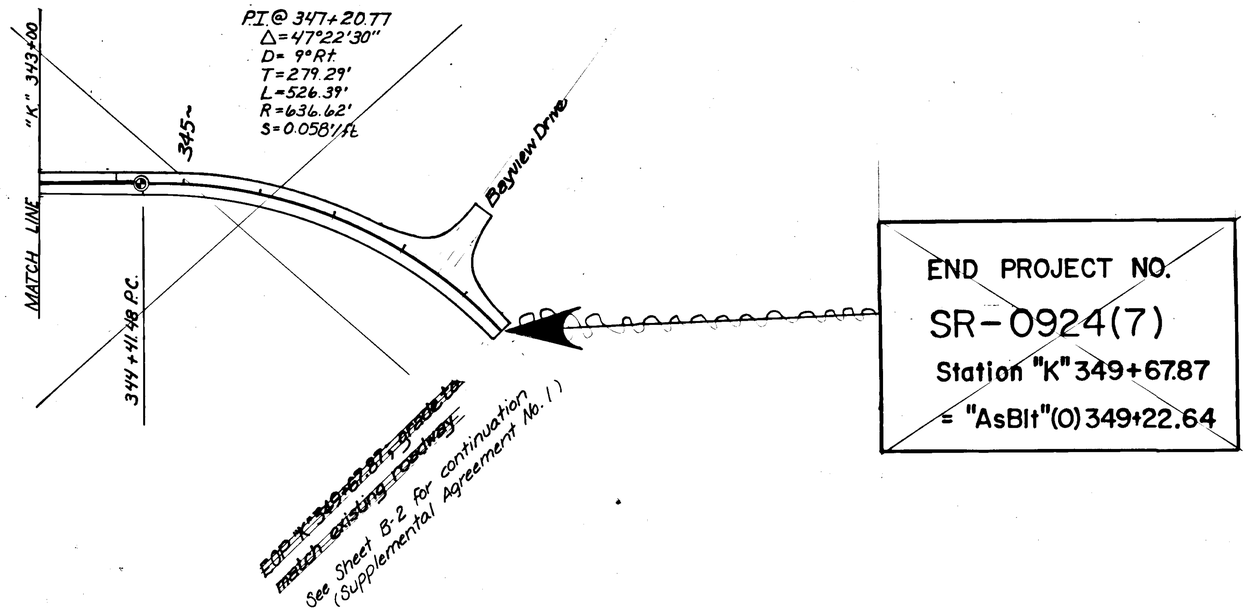
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	20	27

Bridge Terminal Transition Guard Rail Summary

from	to	length
338+90.98 Lt.	339+47.23 Lt.	56.25'
~~339+90.98 Rt.~~	~~339+47.23 Rt.~~	~~56.25'~~
342+48.73 Lt.	~~343+04.98 Lt.~~	~~56.25'~~ 18.75'
342+48.73 Rt.	343+04.98 Rt.	56.25'
	Total =	225.00'

Note: adjust as required



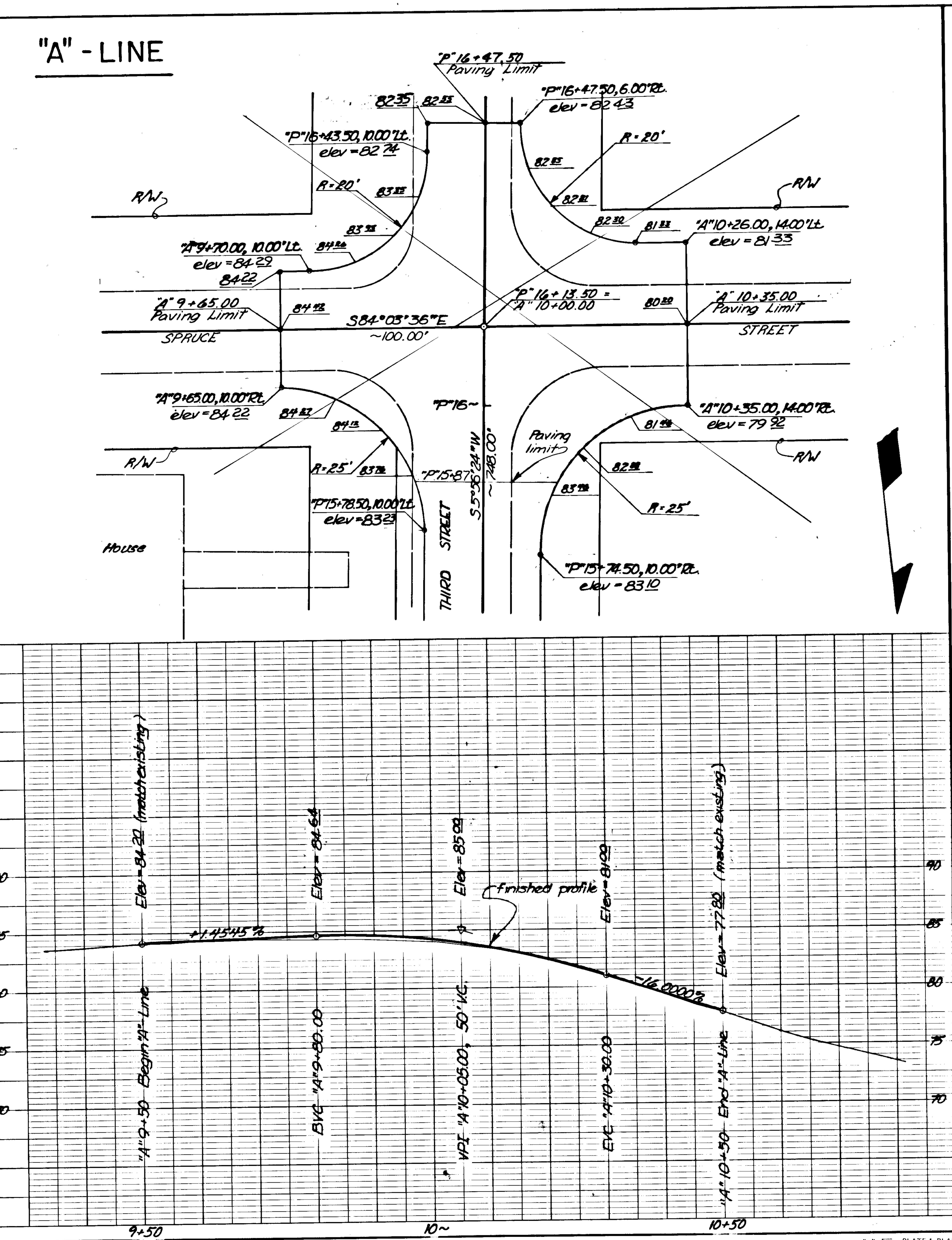


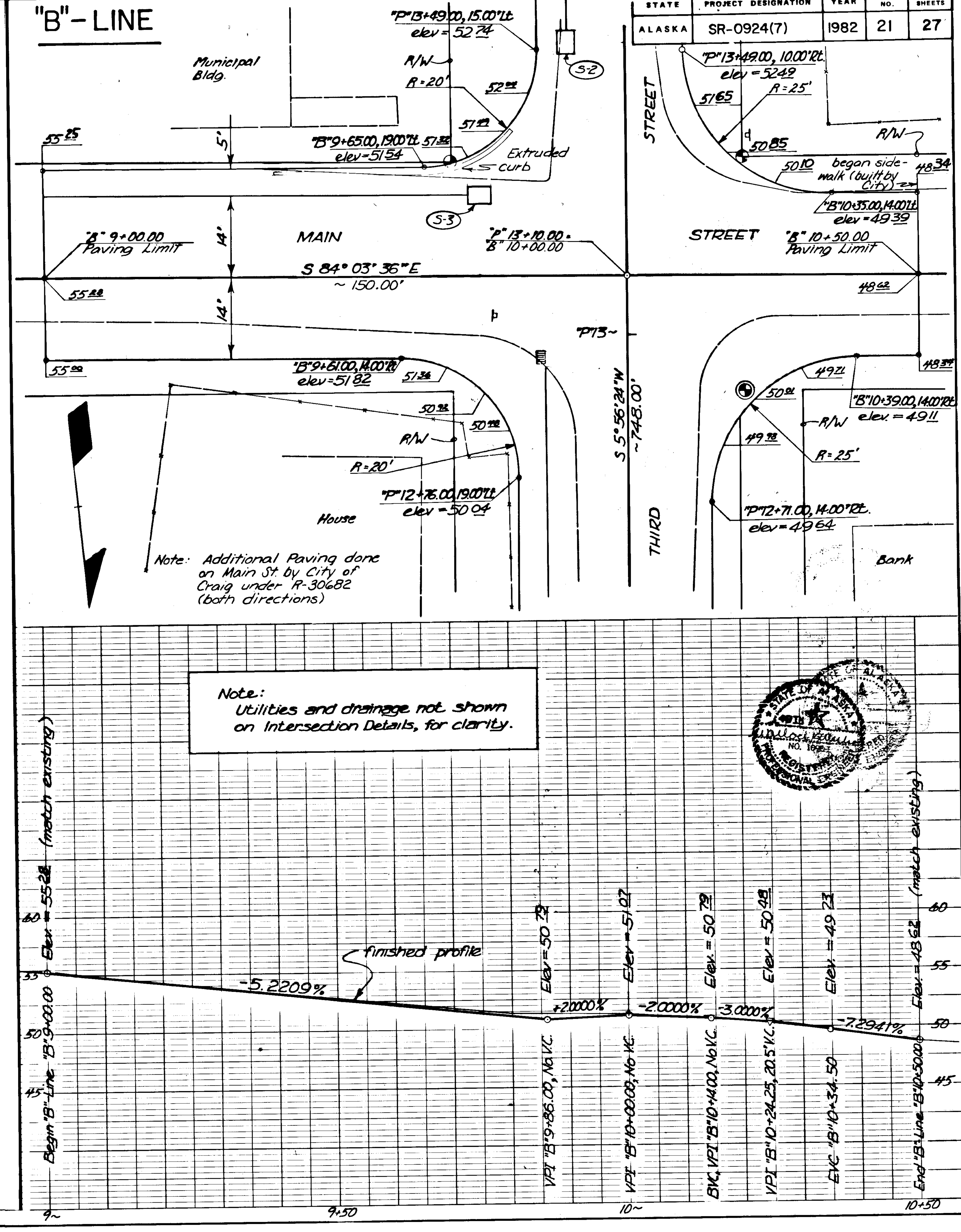
END PROJECT NO.
SR-0924(7)
Station "K" 349+67.87
= "AsBlt"(0) 349+22.64

STATE OF ALASKA 49TH NO. 1090-E REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA 49TH NO. 1090-E REGISTERED PROFESSIONAL ENGINEER

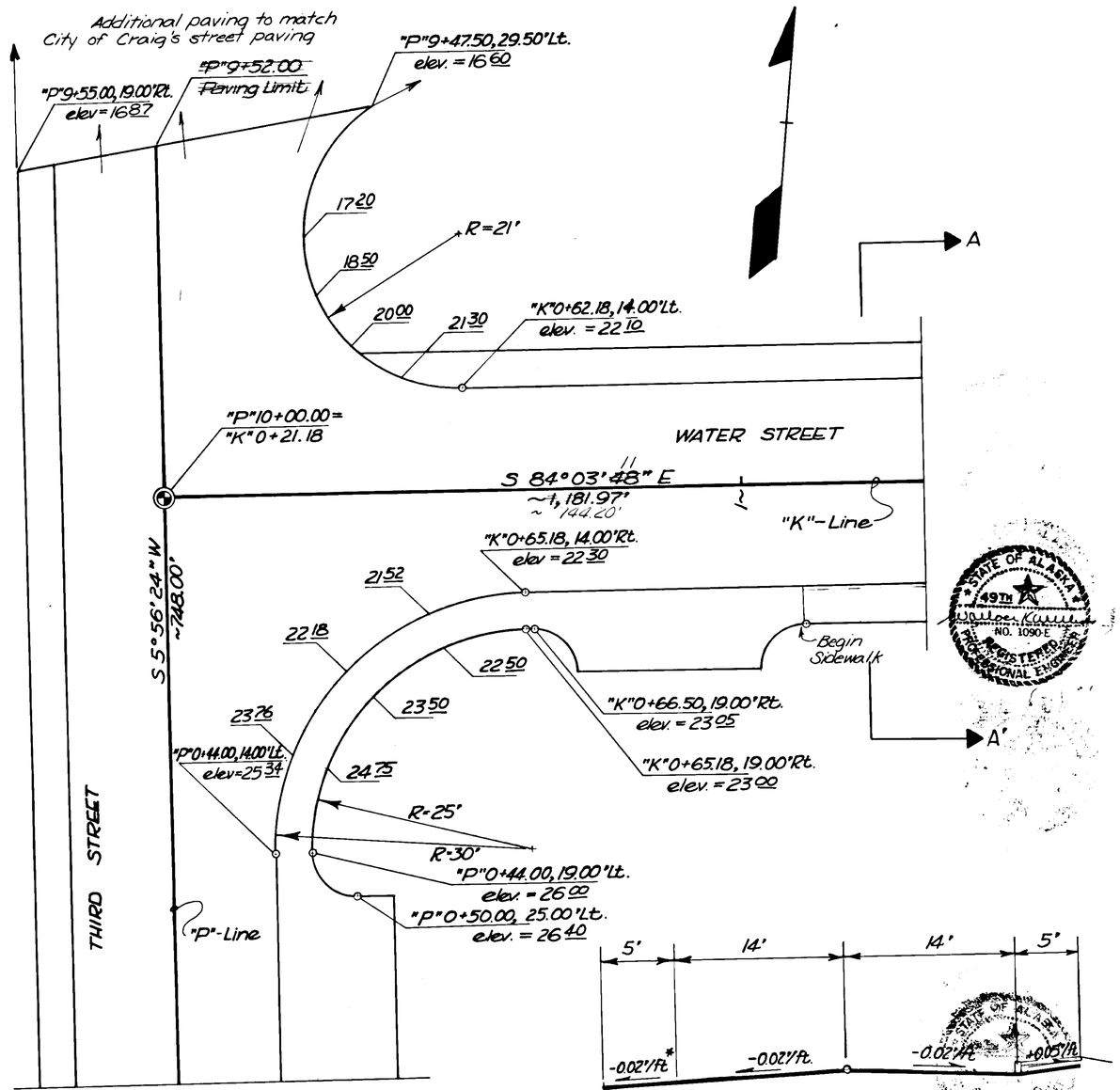
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	21	27





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	22	27

"P"/"K" Intersection

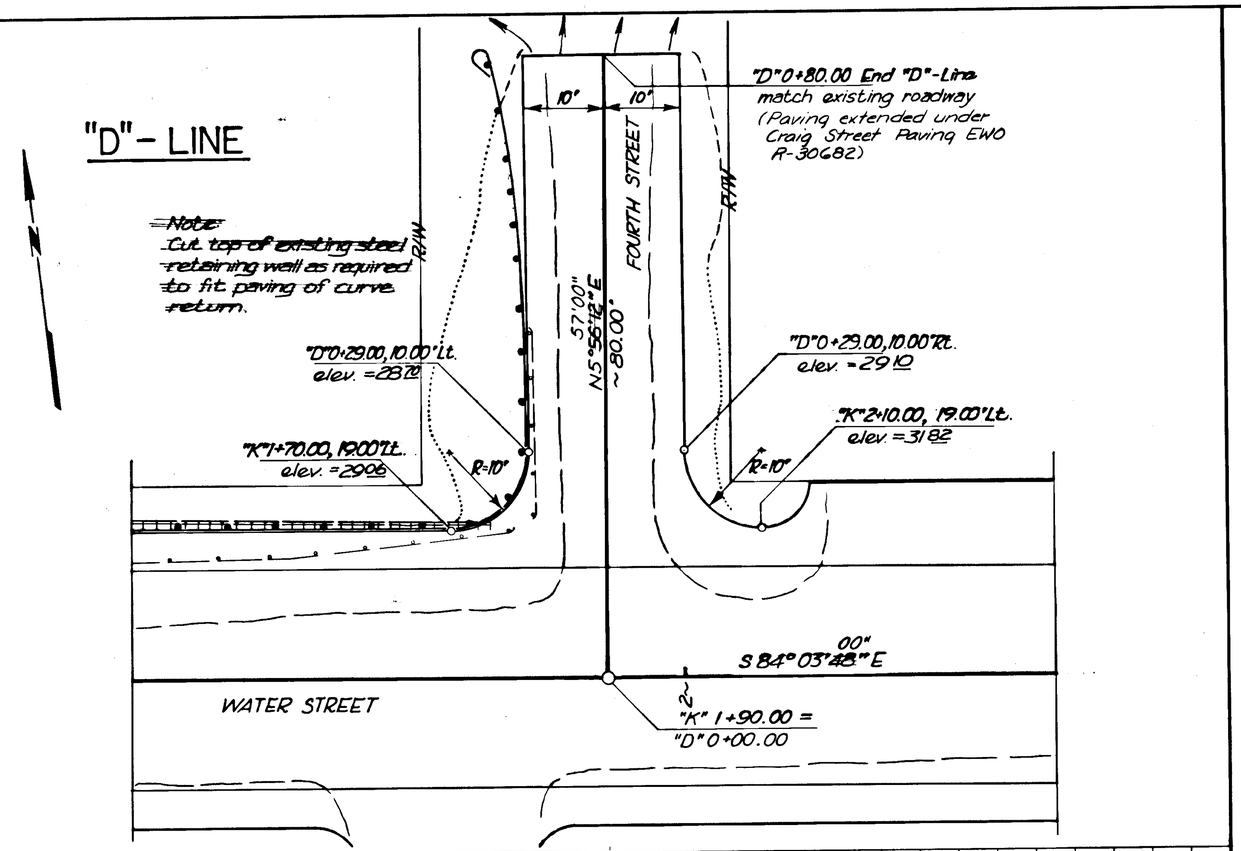


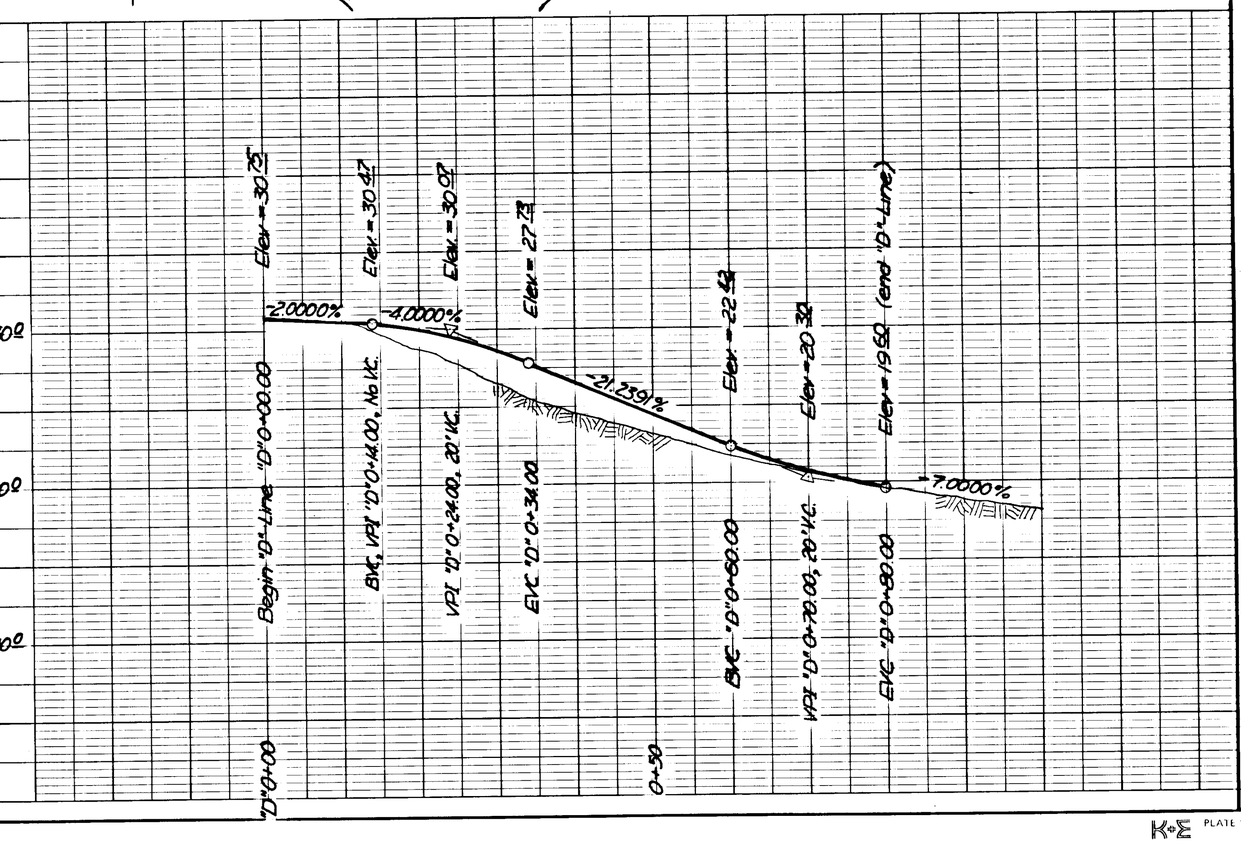
SECTION A-A'
N.T.S.

* from "K"0+49, Lt. to "K"3+50, Lt.; then cross-slope reverts back to +0.05'/ft.

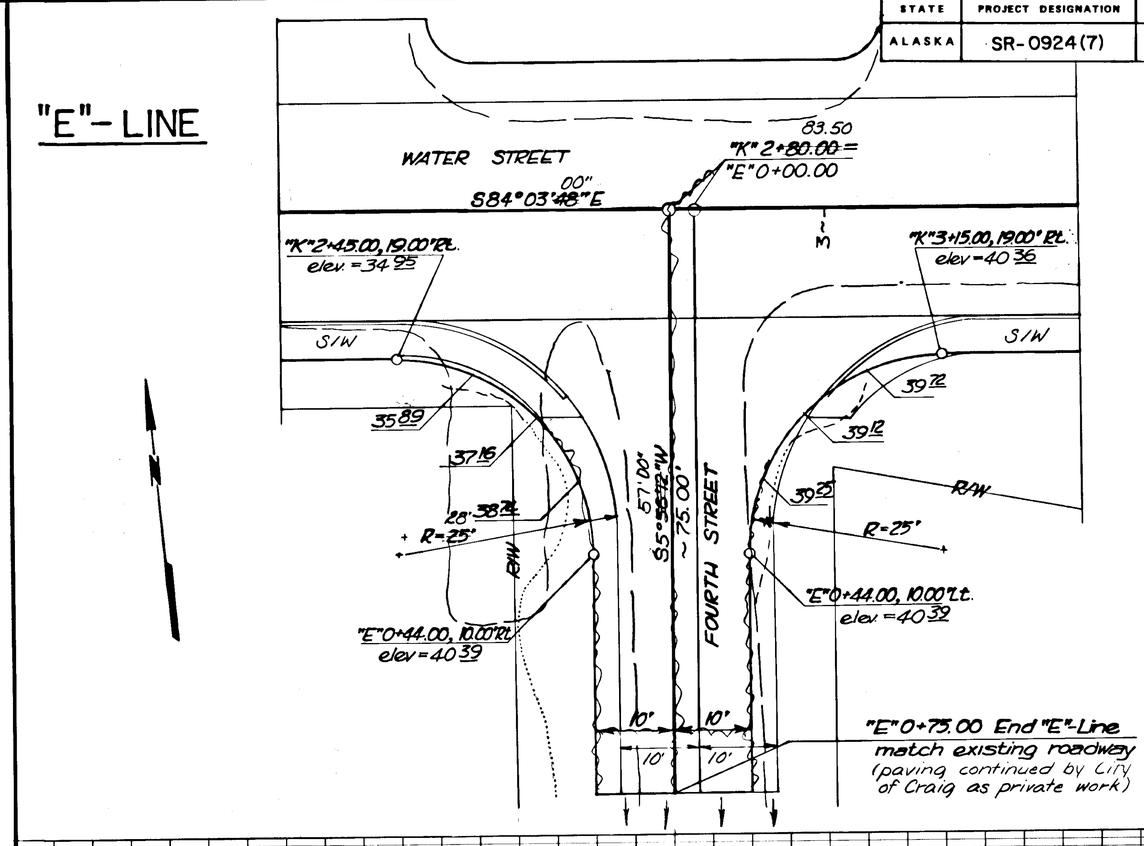
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	23	27

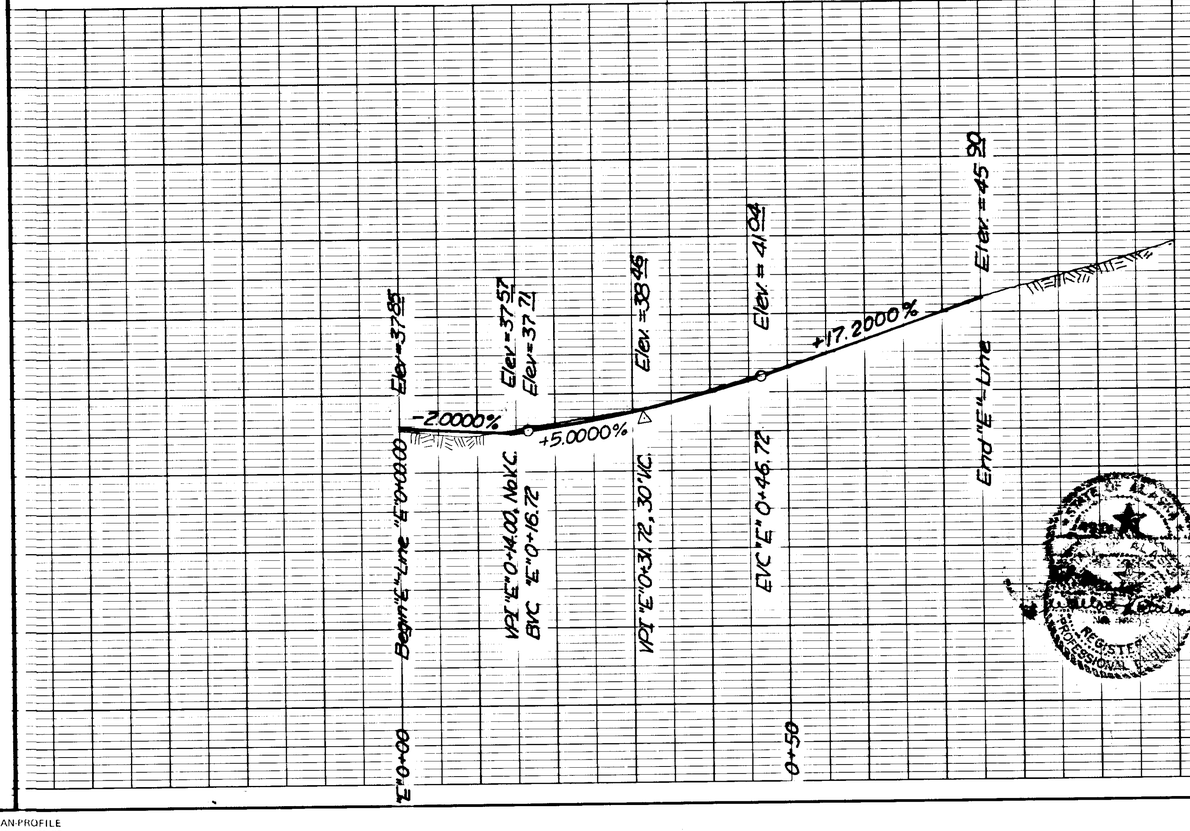
"D"- LINE





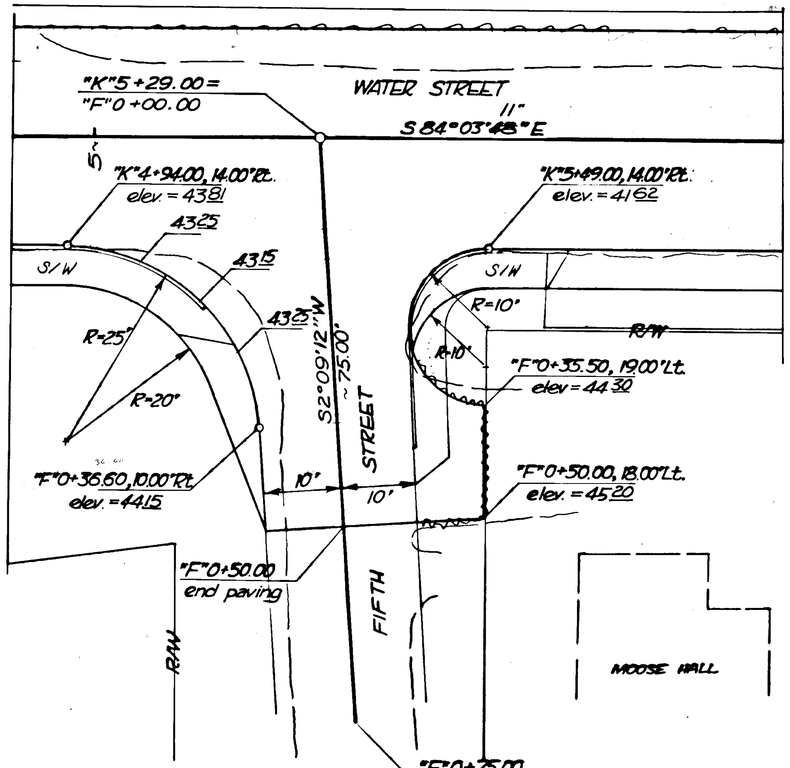
"E"- LINE

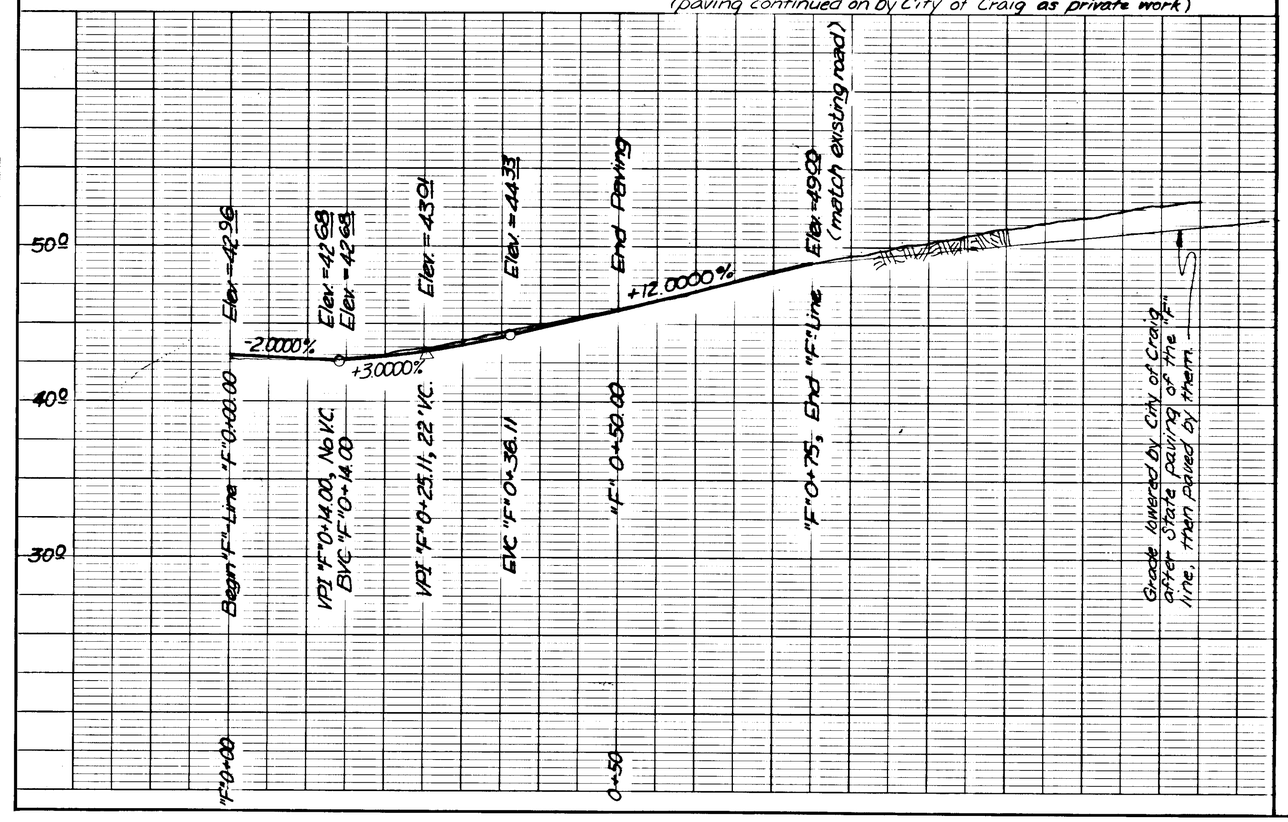




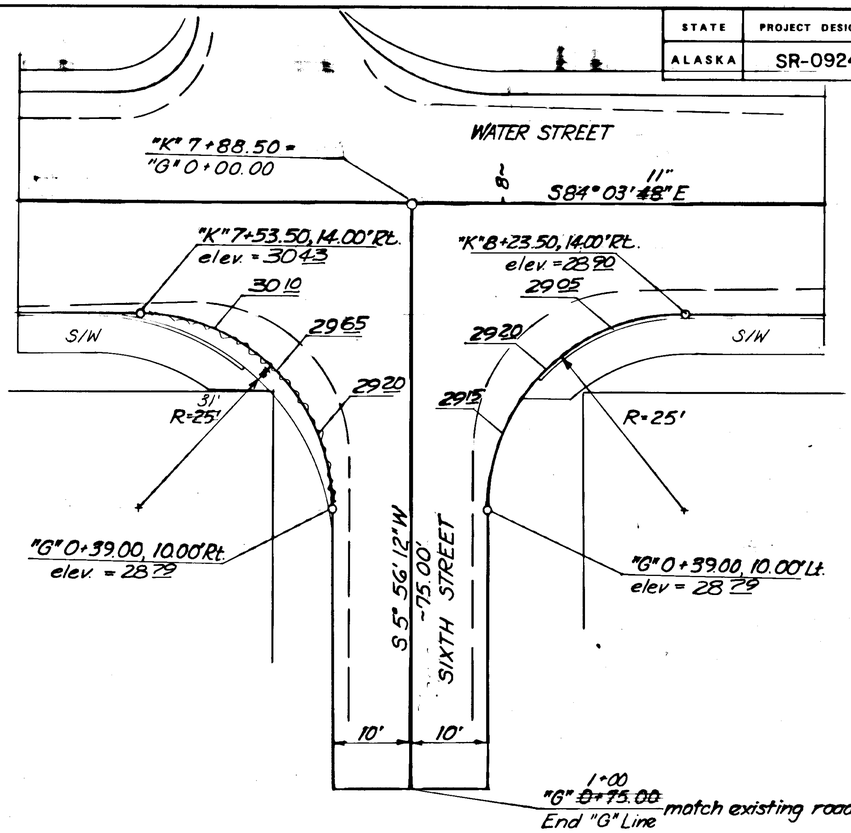
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	SR-0924(7)	1982	24

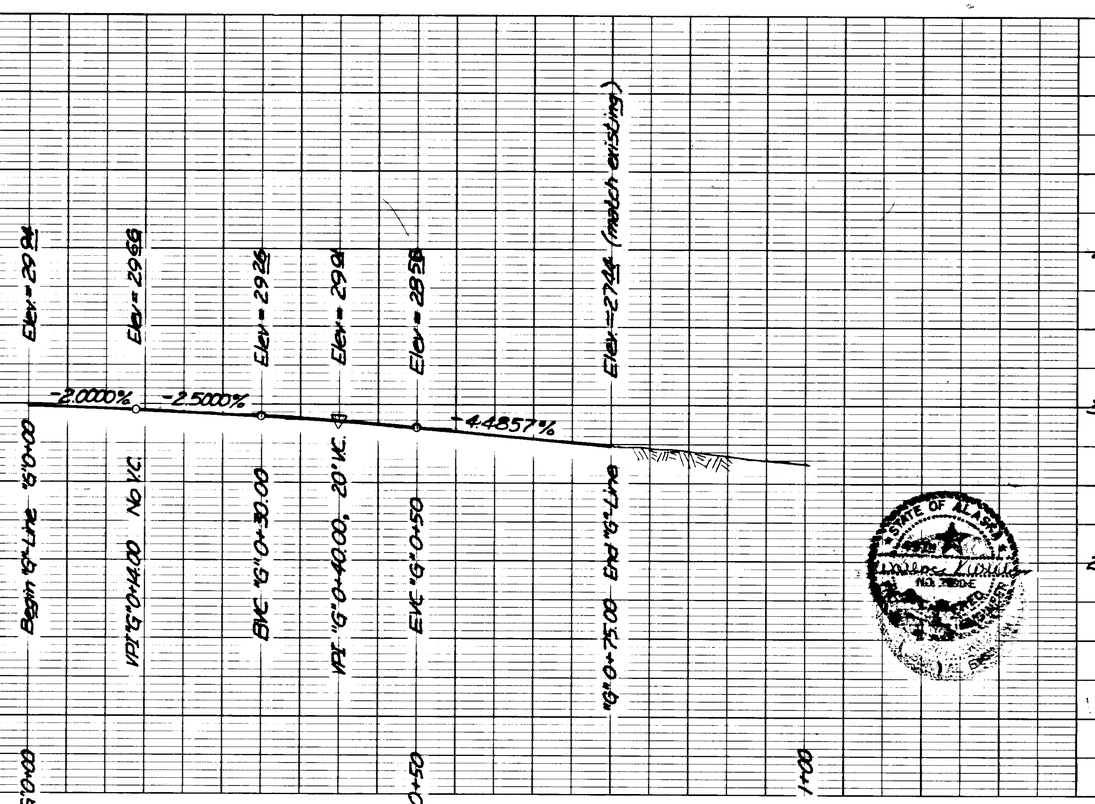
"F" - Line



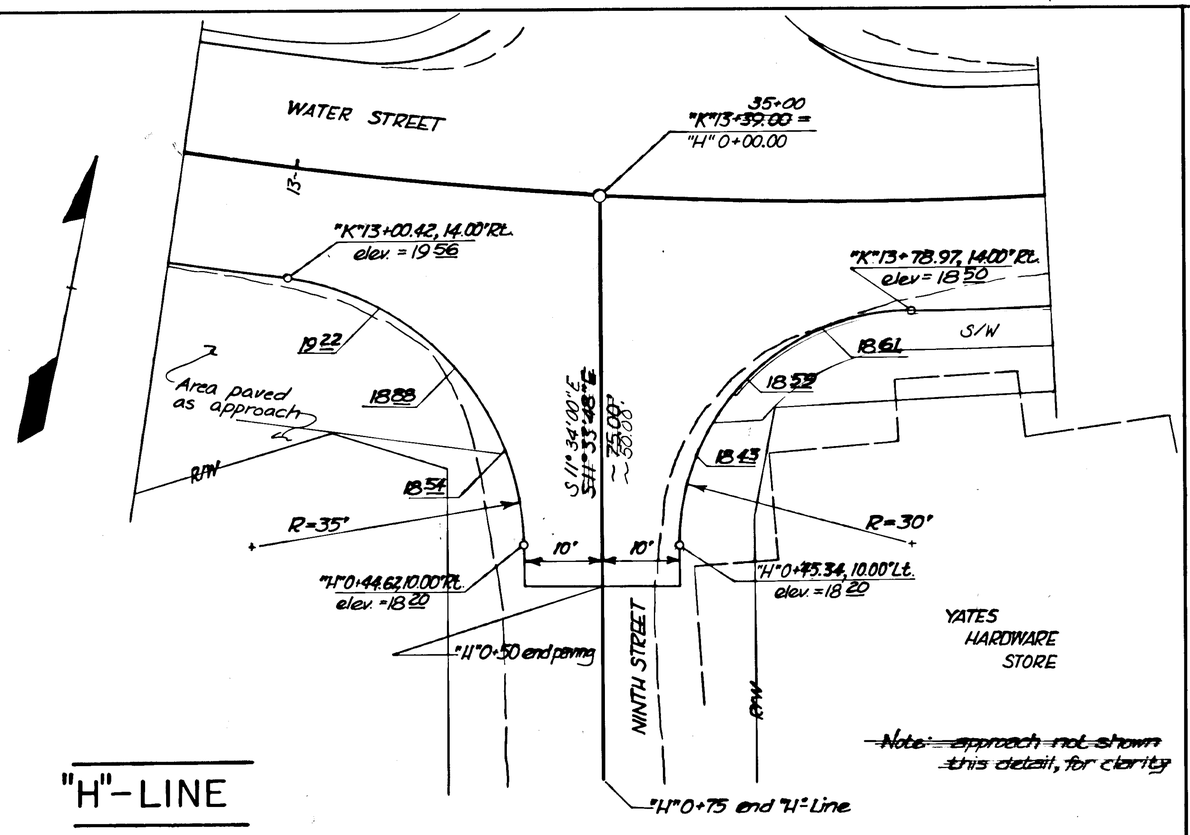


"G" - Line

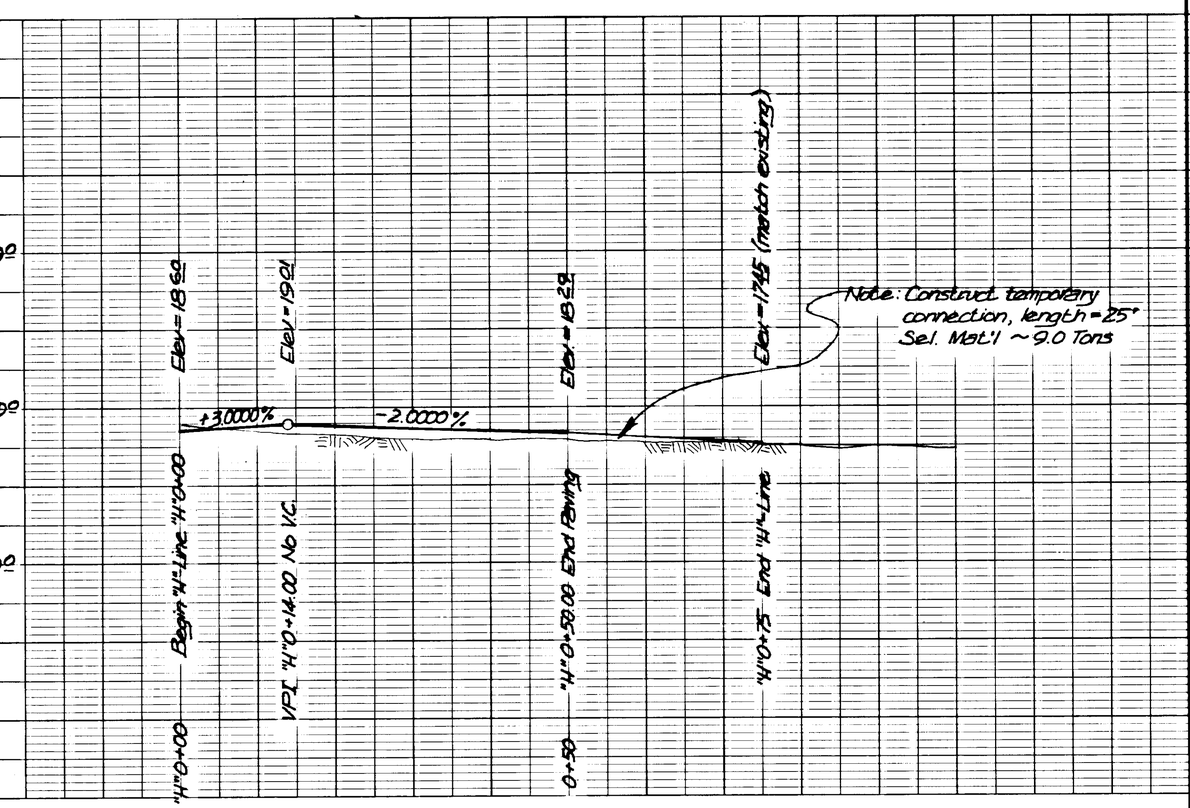




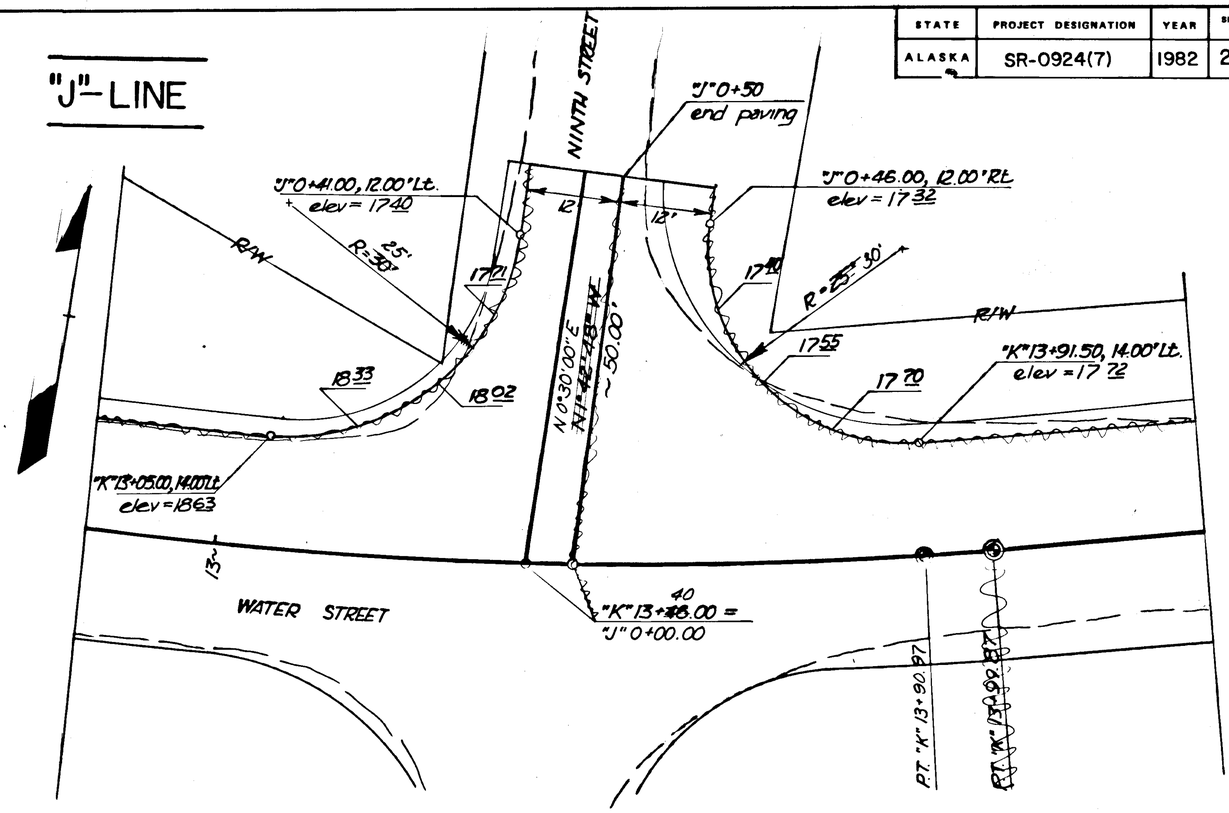
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	25	27

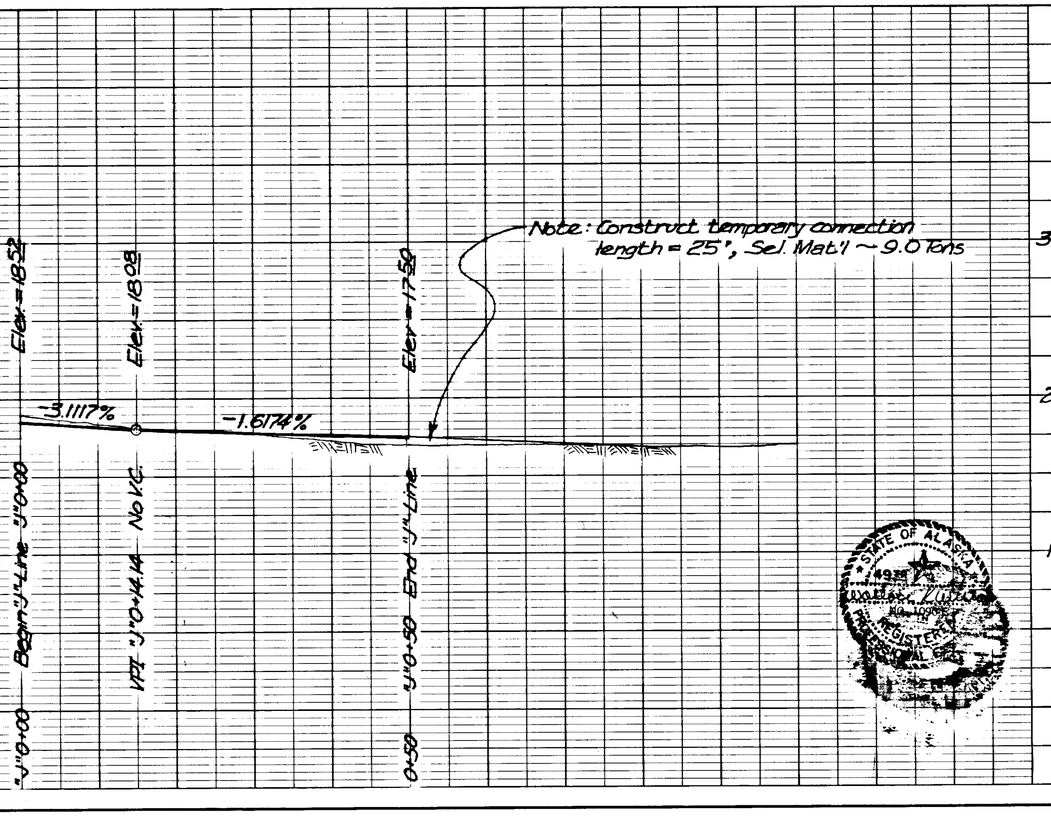


"H"-LINE



"J"-LINE





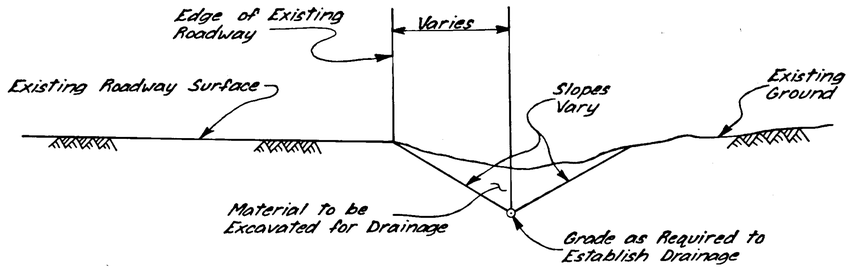
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	26	27

M-Line

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	G-37049	1982	27	27

TYPICAL SECTION OF EXCAVATION FOR DRAINAGE

NO SCALE

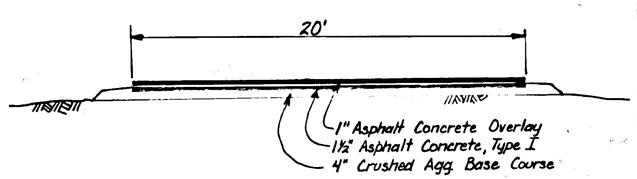


ESTIMATED QUANTITIES FOR PROJECT NO. G-37049

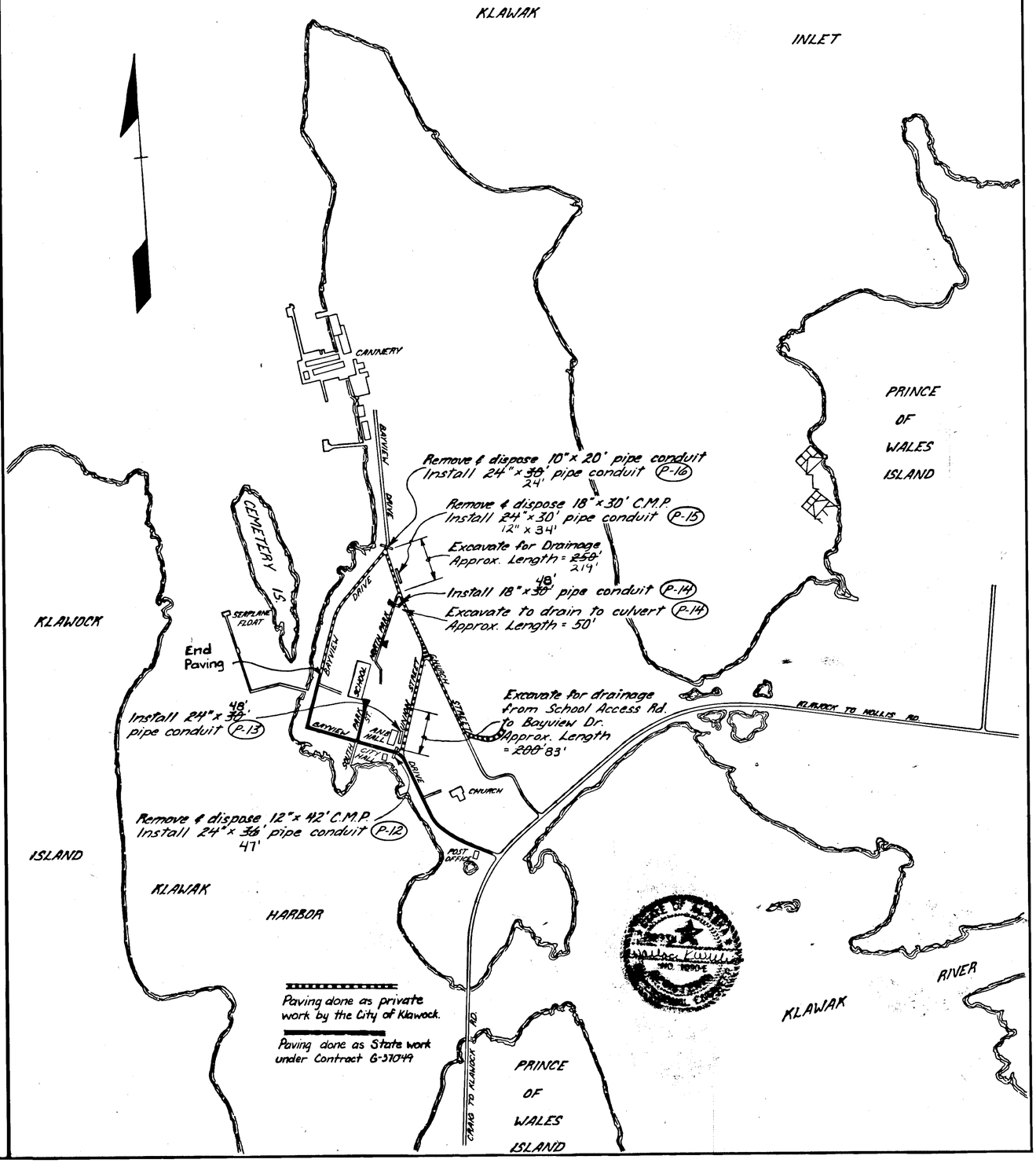
ITEM NO.	ITEM	UNIT	QUANTITY
202(4)	Removal of Culvert Pipe	L.F.	42 69
203(10)	Seleted Material	Ton	100.00
203(11)	Excavation for Drainage	L.F.	500-302
301(1)	Crushed Agg. Base Course	Ton	701.95
401(1)	Asphalt Concrete, Type I	Ton	554.37
603(13-18)	18" Corrugated Aluminum Pipe	L.F.	30
603(13-24)	24" Corrugated Aluminum Pipe	L.F.	126
401(2)	Asphalt Cement, AC-5	Ton	29.43
604(4)	Adjust Existing Manholes	Each	4.00
628(11)	Adjustment of Valve Box	Each	6.00
603(13-12)	12-inch Corrugate Aluminum Pipe	L.F.	72

NOTES

1. Culverts to be installed shall be located so that the surface drainage is intercepted & routed to discharge. Installation locations shown on the Plan View at right are approximate only; actual locations are to be staked by the Contractor & approved by the Engineer.
2. Minimum culvert grade shall be 1% and shall be staked by the Contractor.
3. Upon completion of culvert backfilling, the Engineer may specify the placement of Selected Material over the area excavated for culvert installation; this material shall be paid for at Contract unit prices.



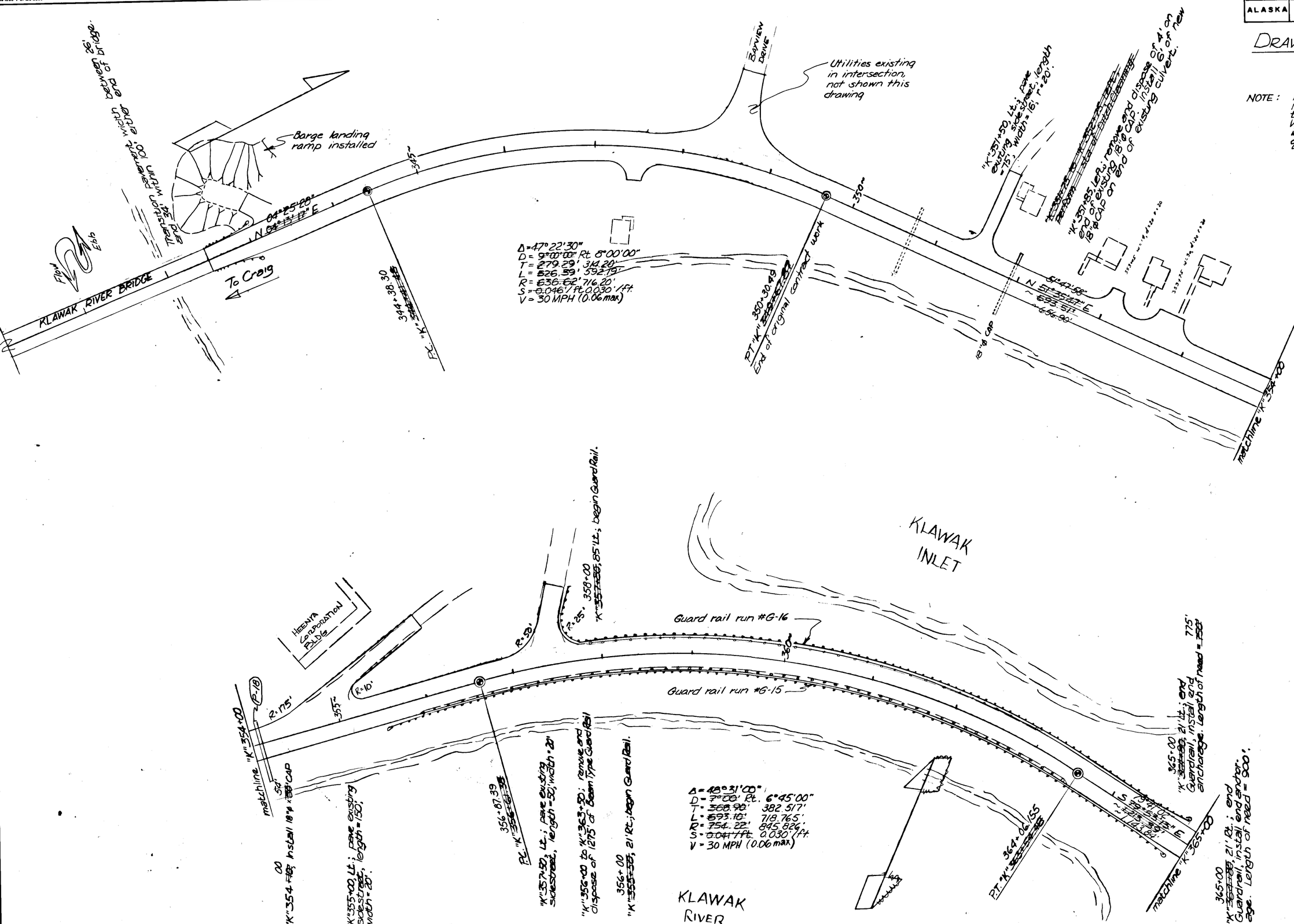
Klawock Paving Typical Section
per EWO #6



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	B-2	

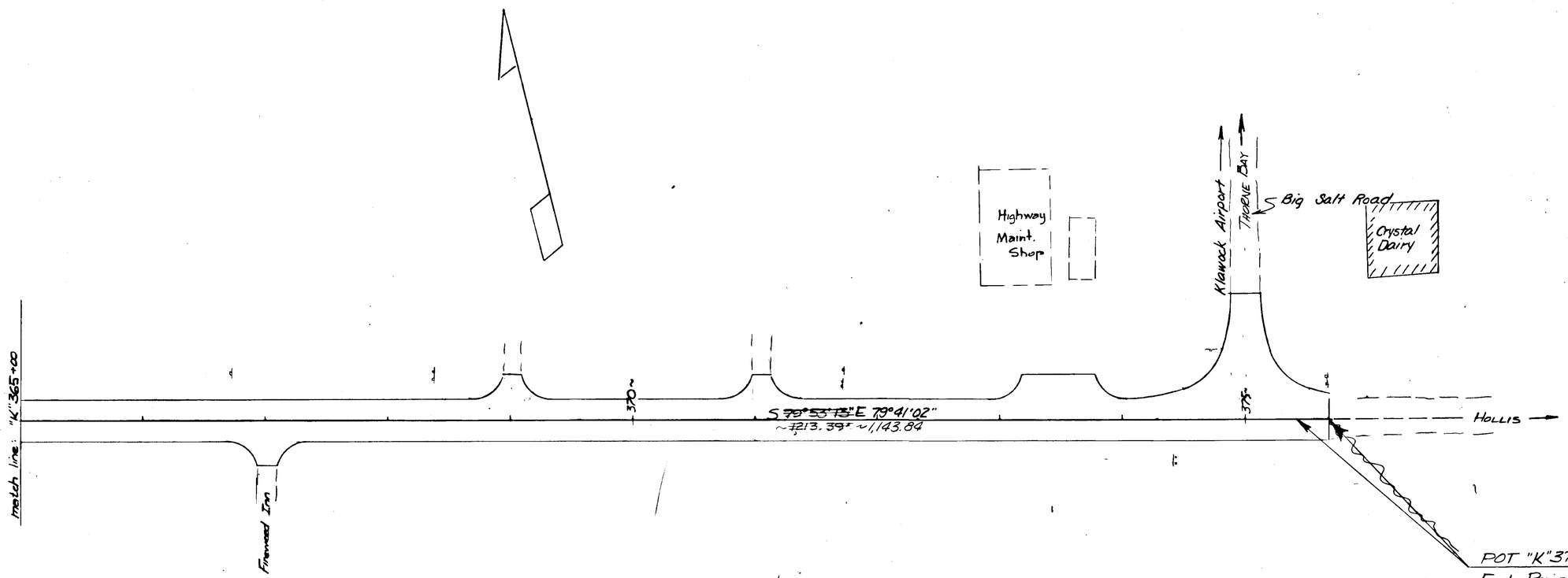
DRAWING B-2

NOTE: From "K" 350+00 to "K" 370+00, lower road grade approximately 1'-0" to accomodate wider paved surface. Work will be paid for as provide for in section 203. Estimated quantity = 2000 cy Unc. Exc.



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0924(7)	1982	B-3	

DRAWING B-3



See Plan & Profile Sheets for Guard Rail Installations

GUARDRAIL WORK SUMMARY

From	To	Quant.	Remarks	
P"14+62.50	P"13+50	112.5'	Install	Rt
"K"0+51.25	D"0+80	150'	Remove & Dispose	Lt
"K"0+51.25	D"0+80	150'	Install	Lt
"K"16+00	"K"17+00	100'	Remove & Dispose	Rt
"K"16+00	"K"17+00	100'	Install	Rt
"K"39+25	"K"43+25	400'	Remove & Dispose	Lt
"K"39+25	"K"43+25	400'	Install	Lt
"K"71+00	"K" 74+50	350'	Remove & Dispose	Lt
"K"71+00	"K" 74+50	350'	Install	Lt
"K"95+50	"K"100+50	500'	Remove & Dispose	Lt
"K"95+50	"K"100+50	500'	Install	Lt
"K"95+50	"K"100+50	500'	Remove & Dispose	Rt
"K"176+00	"K"212+46	3646'	Install	Lt
"K"212+39	"K"212+46	7'	Remove & Dispose	Lt
"K"214+65	"K"214+77.5	12.5'	Remove & Dispose	Lt
"K"214+77.5	"K"218+02.5	325'	Install	Lt

"K"270+00	"K"278+00	800'	Install	Lt
"K"		101.5'	Remove & Dispose	L&R
"K"338+91	"K"339+47.25	56.25'	Install	Rt
"K"342+48.75	"K"343+05	56.25'	Install	Lt
"K"342+48.75	"K"343+05	56.25'	Install	Rt
"K"356+00	"K"363+50	750'	Remove & Dispose	Rt
"K"357+75	"K"363+00	525'	Remove & Dispose	Lt
"K"355+80	"K"364+80	900'	Install	Rt
"K"357+80	"K"364+80	750'	Install	Lt

Notes:
1. Summary contains work from both original contract and supplemental agreement.
2. Minor adjustments in stationing may be required for fit.

See Sheet 3

SUPPLEMENTAL APPROACH SUMMARY

STATION	LEFT	RIGHT	WIDTH	RADIUS BACK	RADIUS AHEAD	DEPTH
351+50	x		16'	20'	20'	75'
353+05	x		14'	20'	20'	20'
353+75	x		30'	20'	20'	20'
355+00	x		20'	175'	10'	150'
357+50	x		20'	50'	25'	50'
367+00		x	16'	85'	25'	20'
369+00	x		14'	25'	25'	20'
371+00	x		14'	25'	25'	20'
373+45	x		60'	25'	25'	20'
375+00	x		24'	150-50-150	150-50-150	86'

Note: 1. Adjust stationing as required