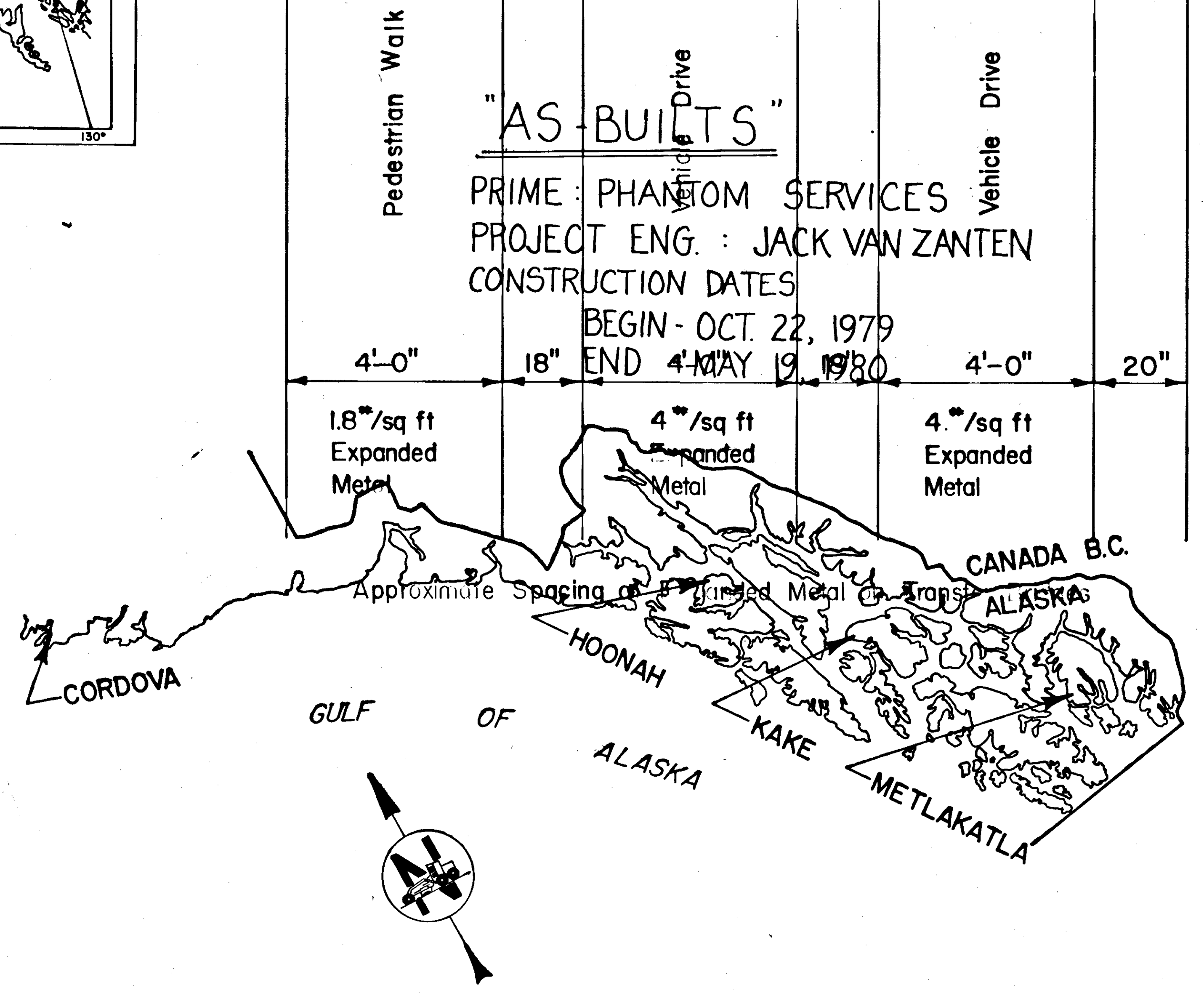


STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

PLAN AND PROFILE PROPOSED HIGHWAY PROJECT

SR-0005(36) TRANSFER BRIDGE FRICTION SURFACING METLAKATLA, KAKE, HOONAH, AND CORDOVA



TRANSFER BRIDGE SIZES

Location	Width	Length
Metlakatla	16' 8"	132' 4 1/2"
Kake	16' 8"	132' 4 1/2"
Hoonah	16' 8"	132' 4 1/2"
Cordova	16' 8"	100'

STATE	PROJECT	DESIGNATION	PROJECT YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	SR-0005	SR-0005(36)		21	2

INDEX OF SHEETS

General Notes	SHEET NO.	DESCRIPTION
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1. Use 4X4 squares of expanded metal with corrugations pointed towards the top of the transfer bridge.
 - * 2. The expanded metal for the vehicle lane shall be tack welded at every other corrugation on the leading and trailing edge with three tack welds in the middle of the sheet, one on each edge and one in the middle.
 3. The expanded metal for the pedestrian walkway shall have approximately a like number of tack welds.
 4. Clean epoxy surfacing off in areas of tack welds prior to welding.
 5. At different locations the Typical Plan View may be reversed.
 6. Additional tack welding may be required to remove warps.
- * Tack welding is understood to represent a weld 3/8 to 5/8 inch in length.

All of the ferry terminal ramps had expanded metal friction surfacing applied to them in accordance with the plans and specifications except Cordova. At Cordova the whole ramp was covered with the 4#/sq. ft. expanded metal.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Wallace K. Wilson DATE 5/9/79
SOUTHEASTERN REGION DESIGN
AND CONSTRUCTION ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED
Charles E. Martin Date 6/6/79
DIRECTOR - HIGHWAY DESIGN & CONSTRUCTION