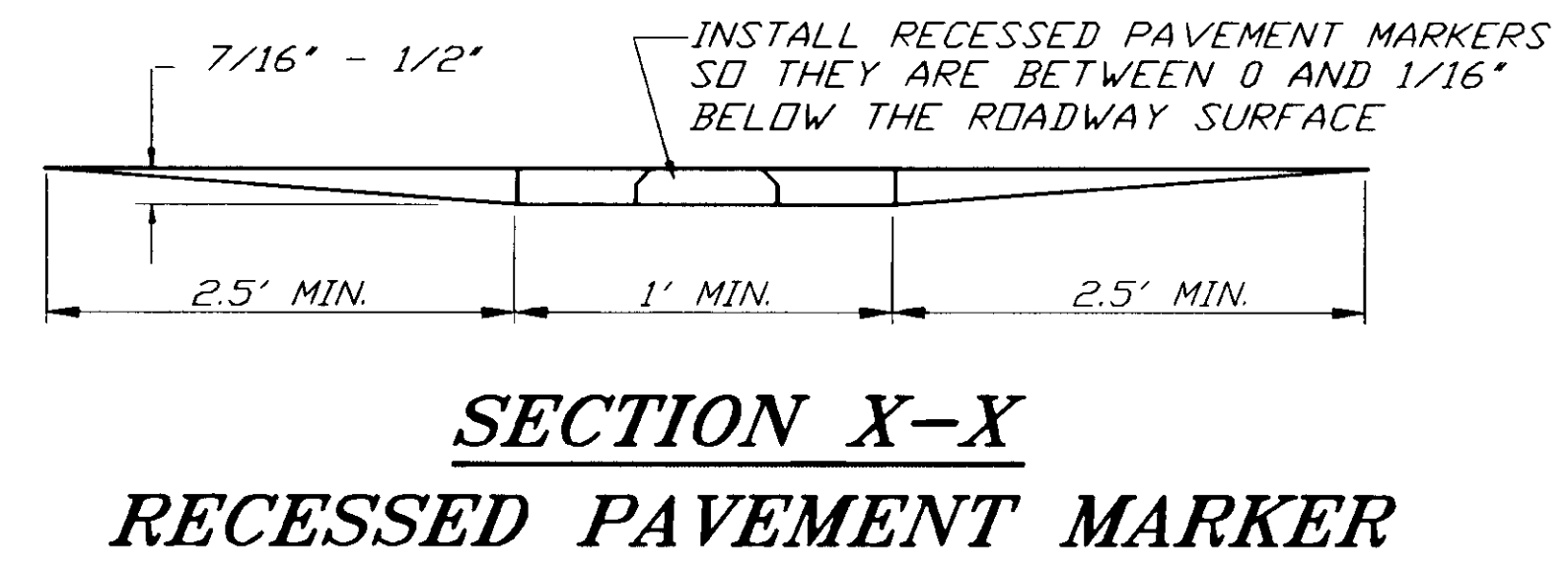


GENERAL NOTES:

1. THE CONTRACTOR SHALL ADJUST ROADWAY CROSS SLOPES TO THE DESIGNATED SUPERELEVATIONS. THE ENGINEER SHALL PROVIDE RATES & TRANSITION LENGTHS FROM AS-BUILTS.
2. ALL EXCESS EXCAVATION SHALL BE HAULED TO AN APPROVED WASTE SITE.
3. ALL EXISTING PAVED DRIVEWAY/APPROACHES SHALL BE TAPERED GROUND TO ALLOW A NEW VERTICAL BUTT JOINT AT THE EDGE OF THE OUTSIDE SHOULDER. GRAVEL APPROACHES WILL REMAIN GRAVEL AND BE REGRADED WITH D-1.
4. THE CONTRACTOR SHALL INSTALL THE UNDERDRAIN PRIOR TO PAVEMENT REMOVAL.
5. PAVEMENT MATCH JOINTS ARE REQUIRED AT THE B.O.P., THE E.O.P. THESE PAVEMENT MATCH JOINTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL.
6. RECONSTRUCTION LIMITS FOR THE APPROACHES SHALL BE DETERMINED BY THE ENGINEER.
7. THE EXISTING PAVEMENT VARIES IN THICKNESS. ON THE AVERAGE THE SHOULDERS ARE 2' THICK AND THE TRAFFIC LANES ARE IN EXCESS OF 4" THICK.
8. ASPHALT PAVEMENT PATCHING SHALL BE AT THE LOCATIONS SHOWN ON THE PLANS OR BE AS DIRECTED BY THE ENGINEER. THE DEPTH OF ASPHALT PATCHING SHALL BE 3" AND EXCESS REMOVAL MAY REQUIRE MINOR BACKFILLING WITH D-1 OR ADDITIONAL HOT ASPHALT PAVEMENT.
9. STRIPING WILL MATCH THE EXISTING PAVEMENT STRIPING. THE CONTRACTOR SHALL REFERENCE EXISTING PRIOR.
10. FOR SECTION 643, THIS PROJECT HAS LESS THAN 5 ACRES OF DISTRIBUTED ACRES.
11. REFERENCE EXISTING PASSING/NO PASSING MARKINGS AND RE-ESTABLISH FOR NEW MARKINGS.
12. INSTALL NEW TYPE A REFLECTORS IN EXISTING GUARDRAIL, AS SHOWN ON STANDARD DRAWING G-04.06W. REFLECTOR SHALL BE INSTALLED AT 25 FOOT CENTERS. SEE SUMMARY TABLE FOR LOCATIONS. SHEET P1
13. Shoulder Reconditioning shall consist of the placement of crushed aggregate base course on all non-shouldered shoulders to eliminate the abrupt pavement edge.

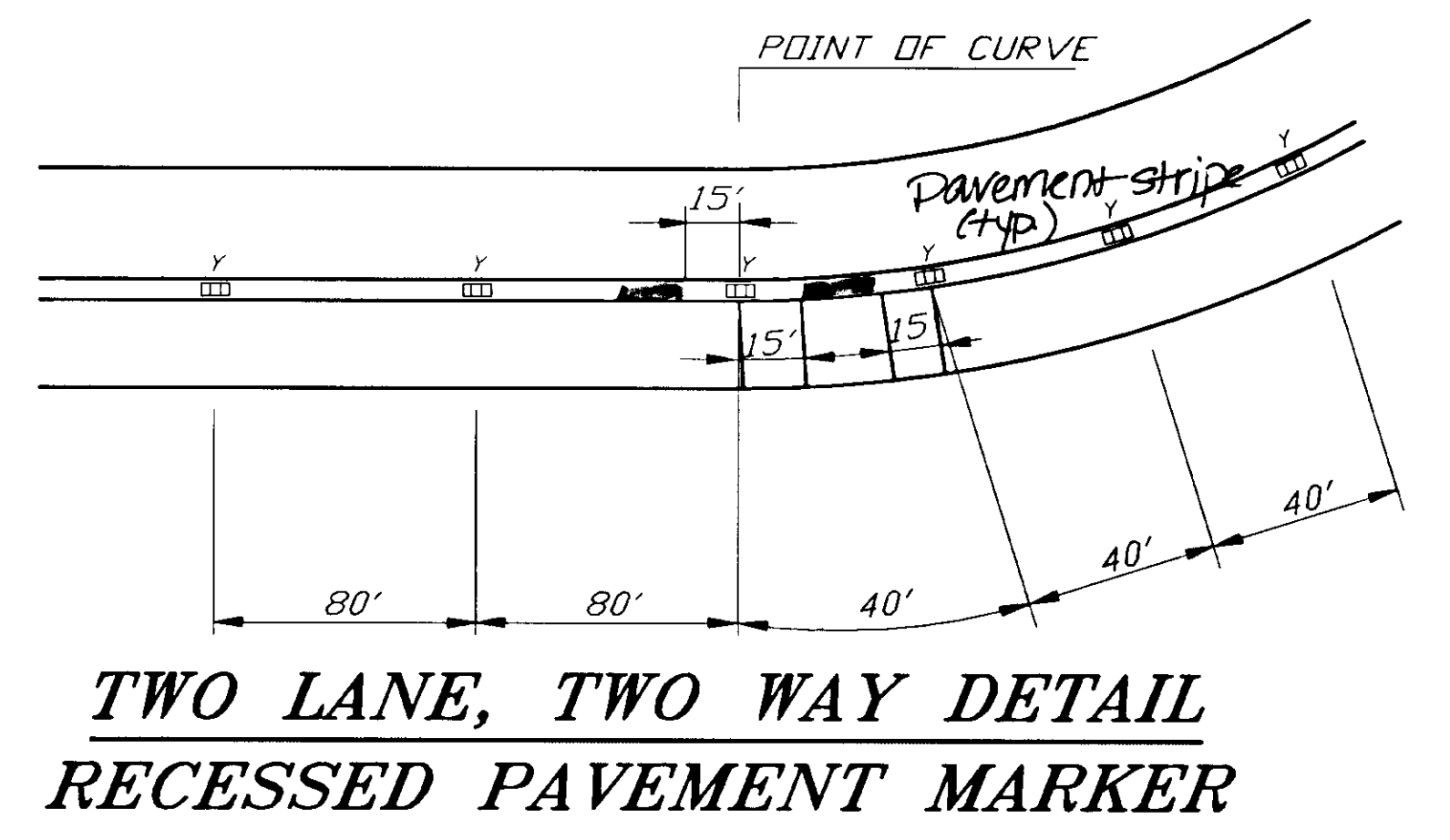
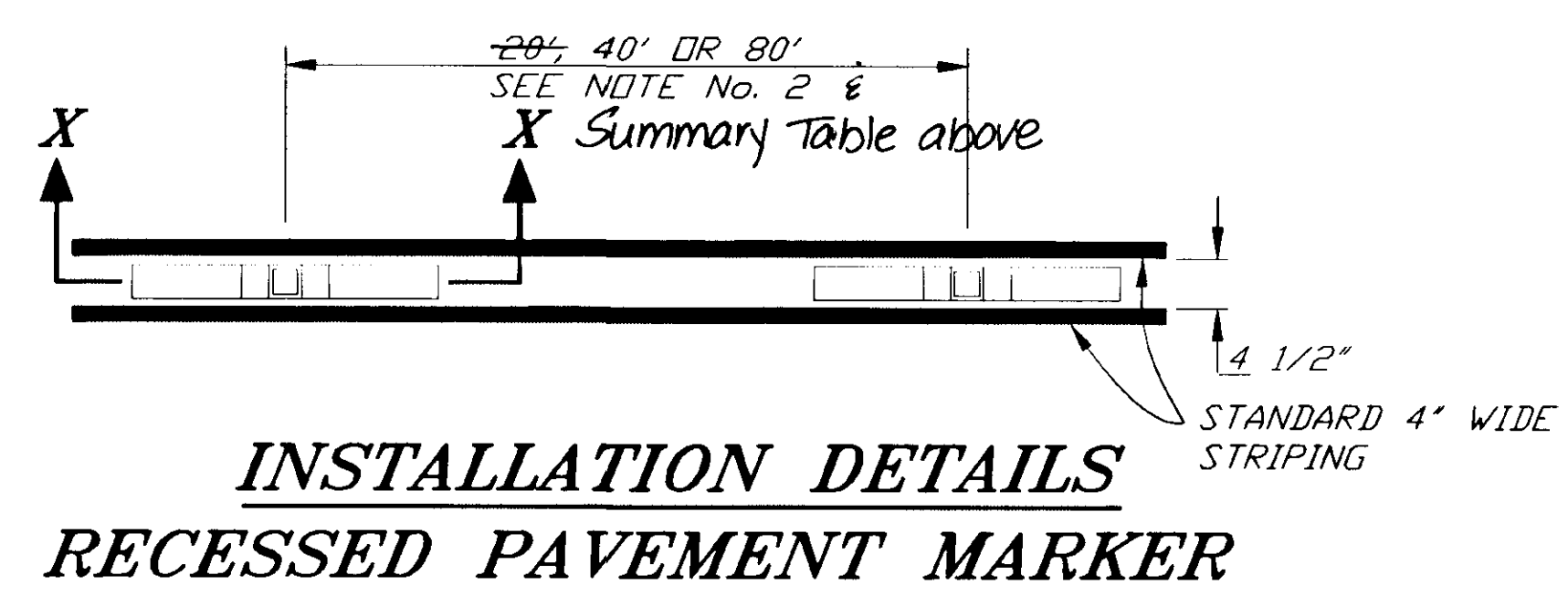
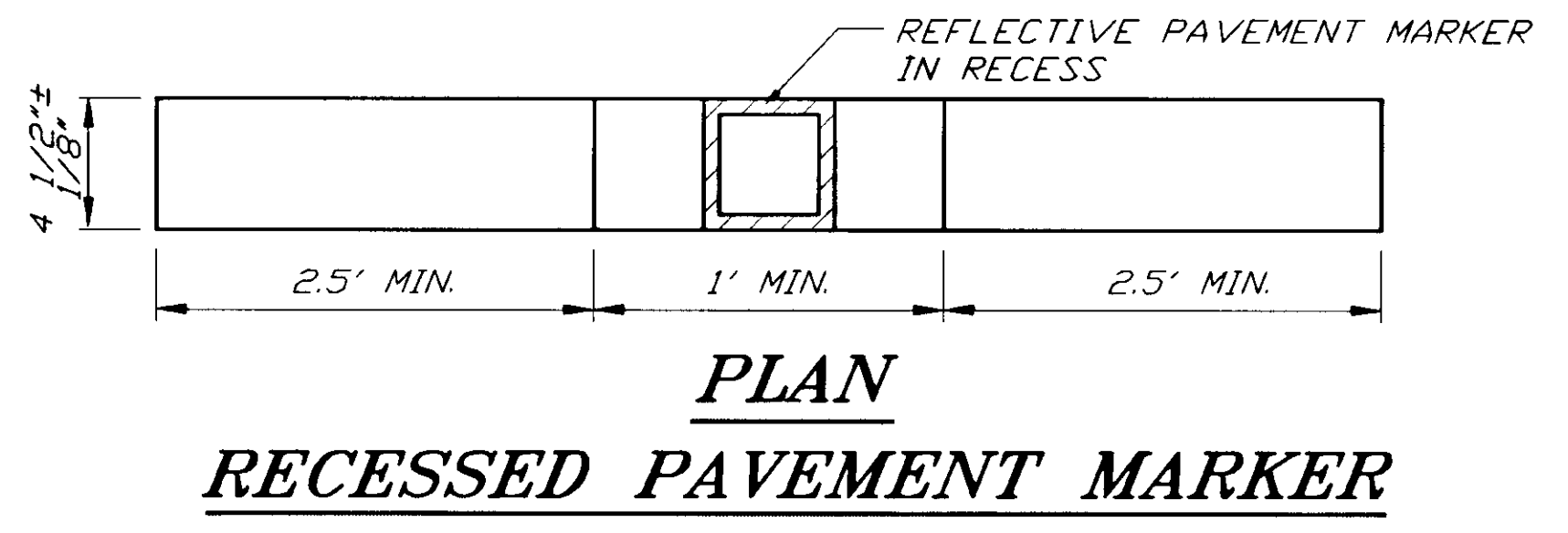
NOTES:

1. INSTALL REFLECTIVE PAVEMENT MARKERS ALONG ENTIRE PROJECT. RPM'S SHALL NOT BE PLACED IN INTERSECTIONS WITH PUBLIC ROADWAYS.
2. RPM SPACING SHALL START OVER AT INTERSECTION BOUNDARY.
3. ONLY PUBLIC ROADWAYS WILL BE MARKED AS INTERSECTION APPROACHES.
4. REFLECTIVE PAVEMENT MARKERS SHALL HAVE DUAL YELLOW REFLECTIVE SURFACES FOR TWO-LANE ROADWAY AREAS.



R.P.M. SUMMARY TABLE

BEG. STA.	END STA.	SPACING		QUANTITY
		80	40	YELLOW/YELLOW
B.O.P.	190+00	X		20
190+00	210+00		X	50
210+00	E.O.P.	X		20
TOTAL				90



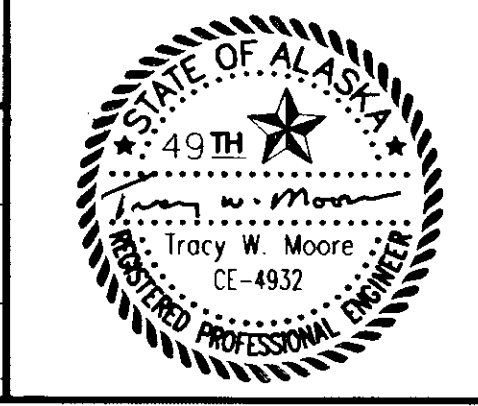
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67613\DR\TYP1
 PLOT: P:\-LIB\ -PLOT\PLOT.PCF(1) OR PLOTH.PCF(2)
 BY: DATE: DESCRIPTION OF CHANGE:
RECORD OF REVISIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

JNU- AUKE BAY AREA PAVING IMPROVEMENTS
 67590 NHS PAVEMENT & BRIDGE REFURBISHMENT NH-000S-275
 67613 AUKE NU CURVE RECONSTRUCTION HRO-093-3(16)
 TYPICAL SECTION & RPM

DESIGNED BY: TRACY MOORE	PROJECT NO. 67613/67590
DRAWN BY: SOUTHEAST GRAPHIC MEDIA	DATE: JULY, 1998
CHECKED BY: DAVE STERLEY	SHEET B1 OF 9



ESTIMATE OF QUANTITIES

ITEM No.	ITEM	UNIT	67617 AUK NU CURVE RECONSTRUCTION	67590 NHS PAVEMENT & BRIDGE RECONSTRUCTION	RSA-45-8-0234 UAS NORTH ACCESS ROAD	QUANTITY
120 (1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED		ALL REQUIRED
202 (4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	-284-173			284-173
203 (5)	BORROW, TYPE 'D'	CUBIC YARD	-200-247.8			-200-247.8
203 (12)	DITCH RECONDITIONING	STATION	6	+2-15.04	+3-11.18	3-32.22
301 (1)	CRUSHED AGGREGATE BASE COURSE	TON	-100-66.4			100-66.4
306 (4)	ASPHALT PAVEMENT PATCHING	SQUARE YARD	2200	-2000-1768		-2000-3968
401 (1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B	TON	-3000-2666.5	-2000-1777.6	-550-590.9	-5550-5035
401 (2)	PG 58-28 ASPHALT CEMENT	TON	-175-149.56	+20-97.60	-30-34.86	325-282.02
402 (1)	STE-1 ASPHALT FOR TACK COAT	TON	-4-5.73	-3-4.30		-7-10.03
406 (1)	RECYCLED PAVEMENT	SQUARE YARD			-4750-4747	-4750-4747
406 (2)	CSS-1 ASPHALT FOR RECYCLED PAVEMENT	TON			-29-30.02	-29-30.02
603(17-18)	18 INCH PIPE	LINEAR FOOT	-120-95			+120-95
604 (4)	ADJUST EXISTING MANHOLE	EACH		2		2
605 (7)	MODIFIED UNDERDRAIN	LINEAR FOOT	-390-420			-390-420
606 (1)	W-BEAM GUARDRAIL	LINEAR FOOT	-200-175			-200-175
606 (5)	REMOVAL AND DISPOSAL OF GURADRAIL	LINEAR FOOT	-25-212.5			-25-212.5
606 (10)	SLOTTED RAIL TERMINAL SRT-350	EACH	-6-5			-6-5
614 (4)	ADJUST EXISTING MONUMENT CASES	EACH	10	6		16
627 (10)	ADJUSTMENT OF VALVE BOX	EACH	-2-3			-2-3
640 (1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641 (1)	EROSION & POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED		ALL REQUIRED
641 (2)	EROSION & POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED		ALL REQUIRED
641 (3)	SILT FENCE	LINEAR FOOT	-200-35	-150-35		-350-70
641 (4)	STRAW BALE	EACH	-4-2	-4-2		-8-4
642 (1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642 (2)	THREE PERSON SURVEY PARTY	HOURLY	-10-0			-10-0
643 (2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643 (3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643 (4)	CONSTRUCTION SIGN	EACH PER DAY	-1000-84	-1000-84		-2000-168
643 (7)	TRAFFIC CONE	EACH PER DAY	-2000-259	-2000-260		-4000-519
643 (8)	DRUM	EACH PER DAY	-50-54	-50-54		-100-108
643 (13)	TEMPORARY PAVEMENT MARKING	STATION	-25-55.5	-25-55.5		-50-111
643 (15)	FLAGGING	MAN HOUR	250	-100-115.75	20-0	-370-365.75
670 (1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
670 (8)	RECESSED PAVEMENT MARKERS	EACH	70	-20-25		-90-95
ADDITIVE ALTERNATE 1						
608 (3)	ASPHALT SIDEWALK	SQUARE YARD			-200-308.8	-200-308.8
201(7)	change Orders Guardrail Grubbing	C.O.1	Station	33.4		33.4
202(12)	Removal of Concrete curb	C.O.1	Lump Sum	All Required		All Required
303(3)	Shoulder Reconditioning	C.O.1	Ton	201.5		201.5

Monument Cases

Station	Offset
174+40	Lt.
176+56	Rt.
180+49	Rt.
187+77	Rt.
189+77	Rt.
195+00	Rt.
197+21	Rt.
203+78	Rt.
204+01	Rt.
208+00	Rt.
210+74	Rt.
213+80	Lt.
216+82	Rt.
219+25	Rt.
224+28	Rt.
225+19	Rt.

GUARDRAIL SUMMARY

STATION	REMOVAL	INSTALLATION	SRT-350
199+40 RT	50'		X
199+70 LT	50'	-50'-175'	X
202+80 RT	37.5'		X
-206+20 LT			-X Deleted
208+00 LT	37.5'		X
+215+00 LT	-25'-37.5'	-150'	X
219+90			
Total	212.5'	175'	

UTILITY ADJUSTMENT SUMMARY

STATION	OFFSET		REMARKS
	LEFT	RIGHT	
174+15		17'	MANHOLE
176+27		15'	MANHOLE
208+30		20'	VALVE BOX
216+00 220+10	22'	X	VALVE BOX (Allen Marine)
225+75		X	Valve Box for Hydrant

PIPE SUMMARY

STATION	REMOVAL	18" INSTALLATION
193+20	-X-	-20'-RT-
195+00	-X-	
196+40	X	40'-RT-
196+50	X	
-198+00-199+00	X	40'-RT-
-216+00-199+75	X	15'20'-RT-
Total		96'

BASIS OF ESTIMATE

ITEM NO.	ITEM	QUANTITY
301(1)	CRUSHED AGGREGATE BASE COURSE	1.98 TONS/CY
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II CLASS B	116 POUNDS/SY IN-DEPTH
401(2)	PG 58-28 ASPHALT CEMENT	6% OF 401(1)
402(1)	STE-1 ASPHALT FOR TACK COAT	.10 GALLONS/SY
406(2)	CSS-1 Asphalt for Recycled Pavement	1.4 Gallons/Sy 4" Depth

RECORD OF REVISIONS

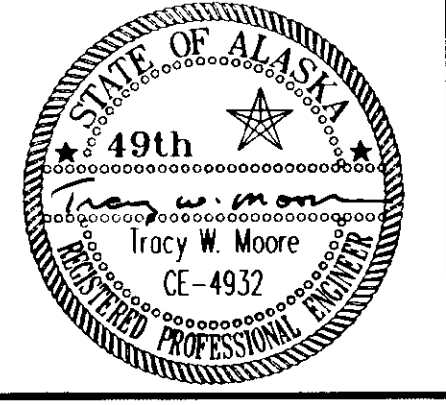
NO.	DATE	DESCRIPTION OF CHANGE

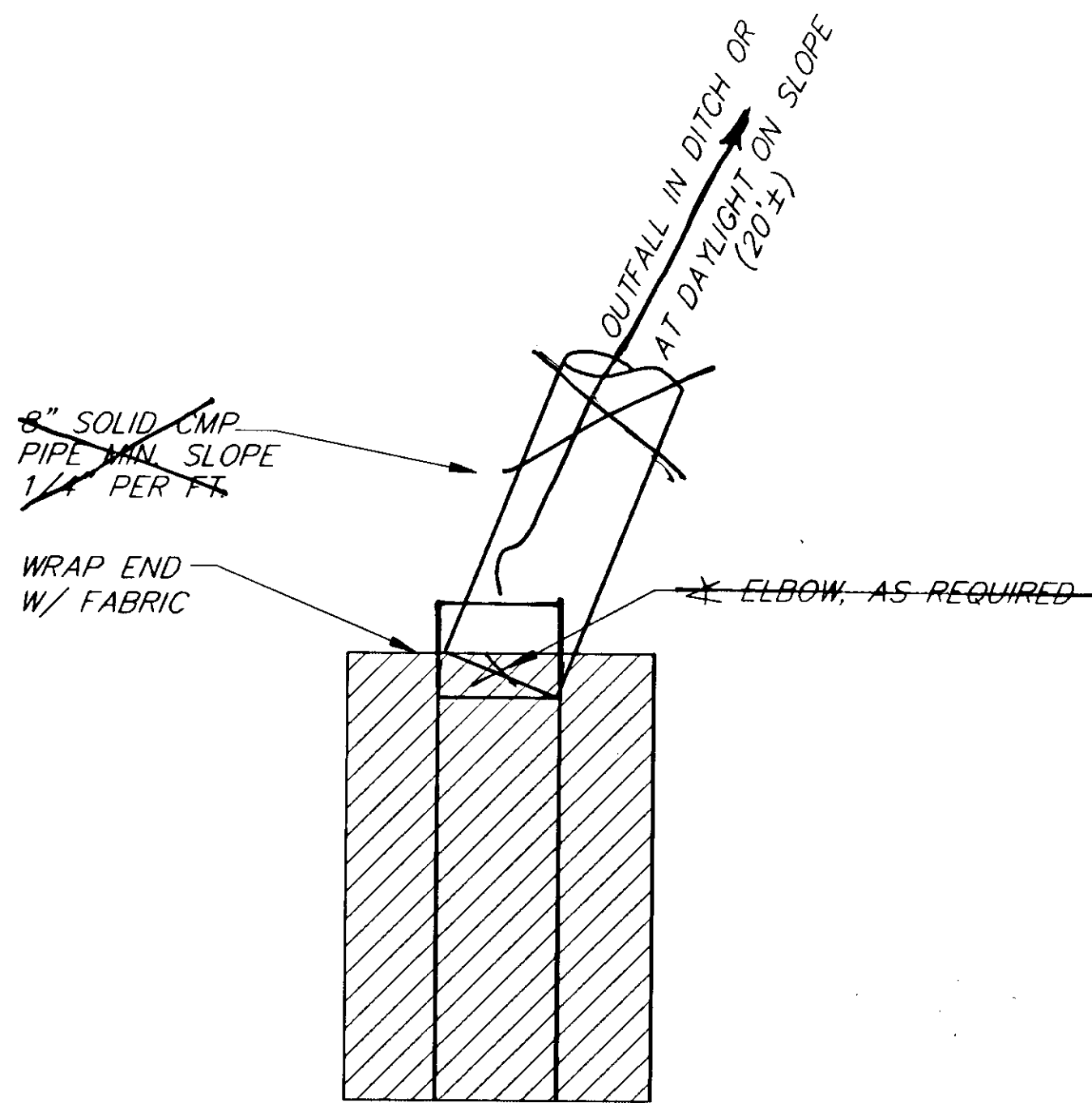
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA
JNU-AUKE BAY AREA PAVING IMPROVEMENTS
67613/67590/RSA-45-8-0234/NH-000S(275)/HRO-093-3(16)
ESTIMATE OF QUANTITIES & SUMMARIES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

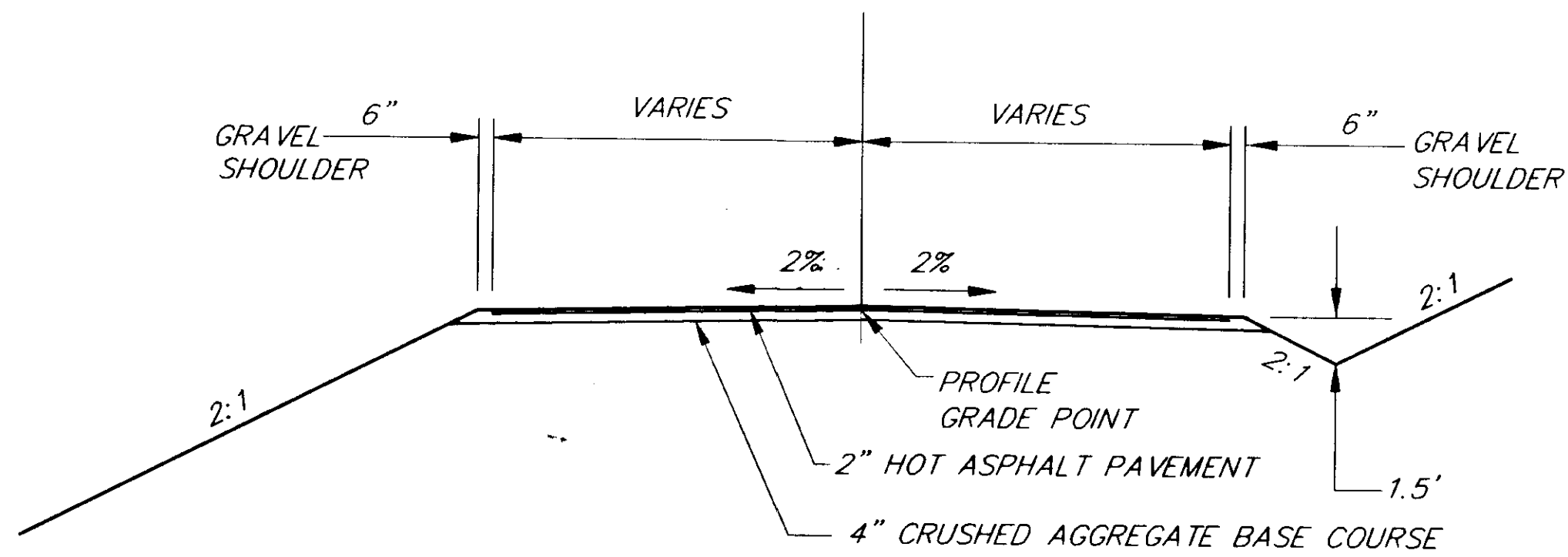
DESIGNED BY: M. LUKSHIN	PROJECT NO. 67613/67590
DRAWN BY: B. BENNETT	DATE: JULY, 1998
CHECKED BY: M. LUKSHIN	SHEET C1 OF 8





TOP VIEW

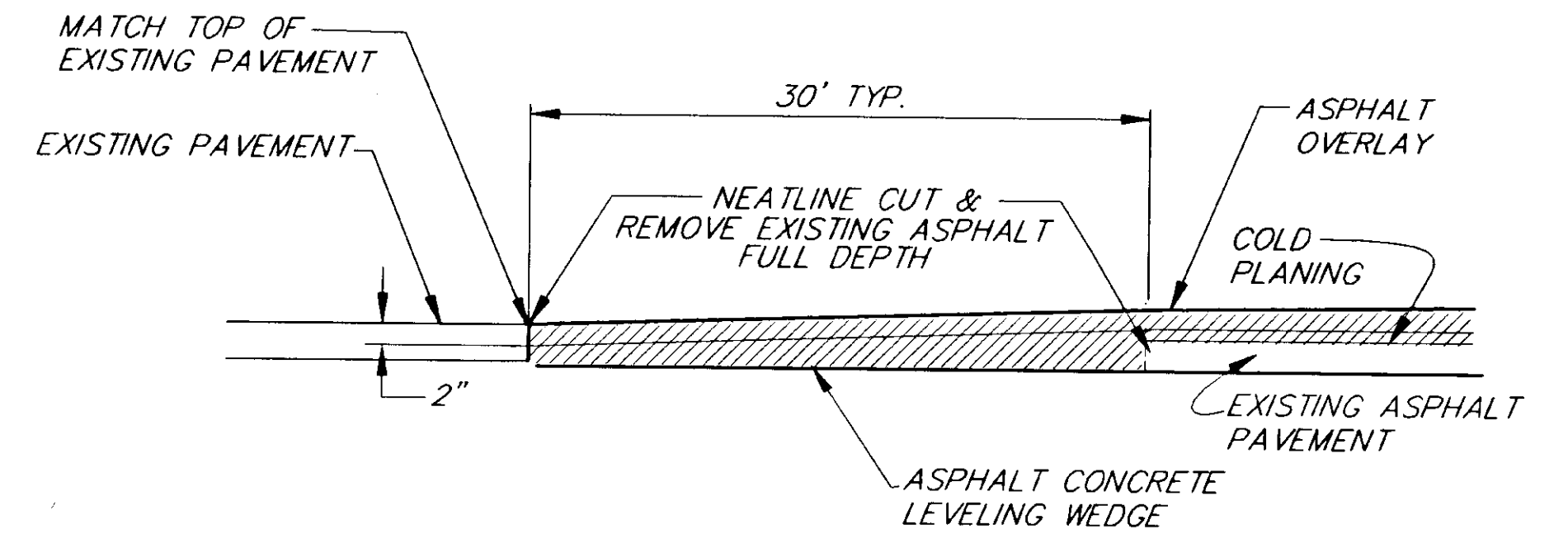
MODIFIED UNDERDRAIN DETAIL



**TYPICAL SECTION
APPROACH/DRIVEWAY**

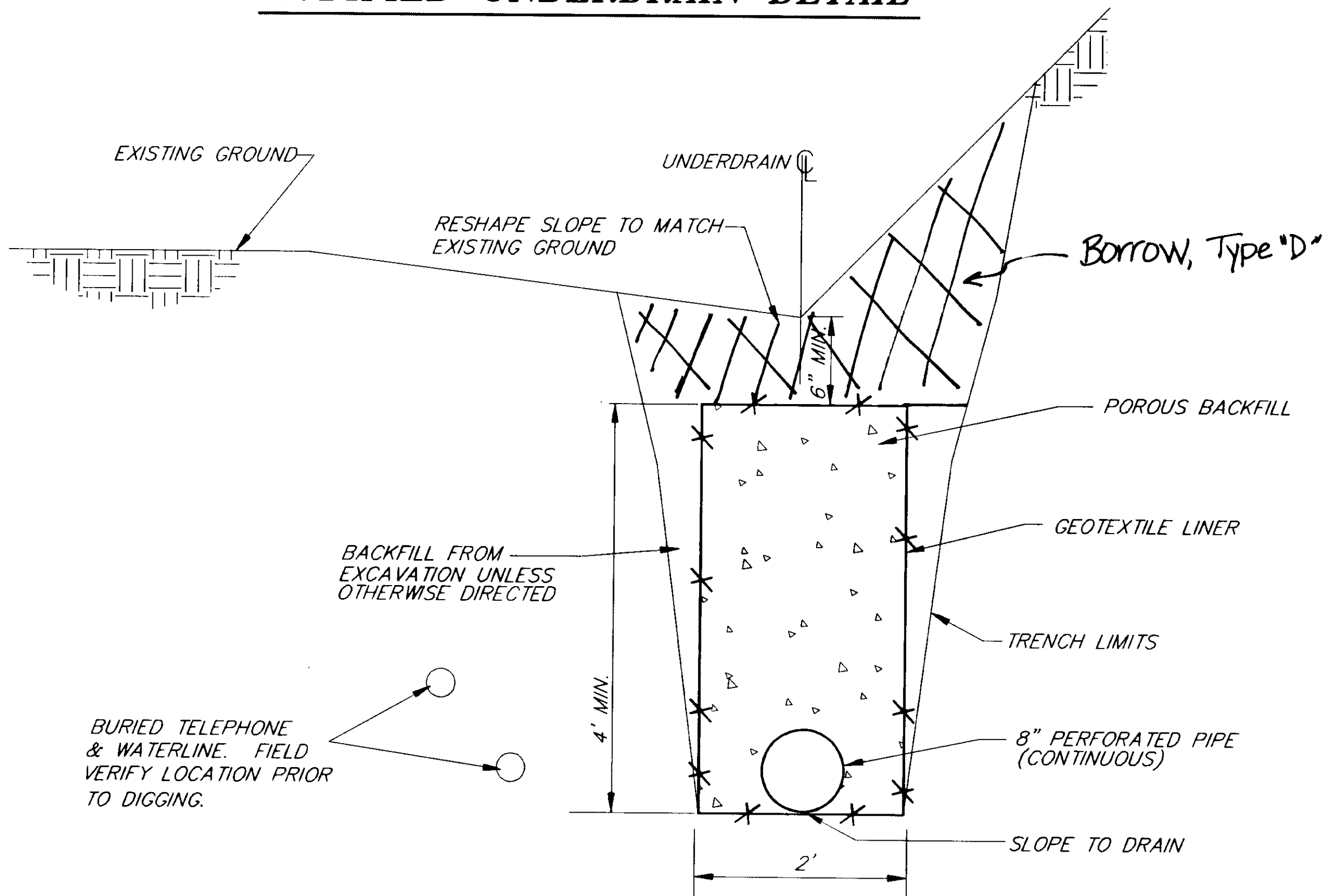
APPROACH NOTES

1. THIS DETAIL APPLIES TO EXISTING GRAVEL APPROACHES.
2. ALL OTHER APPROACHES WITH EXISTING PAVEMENT SHALL UTILIZE A TAPERED GRINDING BUTT JOINT WITHIN 4 FEET OF THE EDGE OF EXISTING PAVEMENT
3. PAVING LIMIT SHALL BE 20' BEYOND THE EDGE OF PAVEMENT.



PAVEMENT MATCH JOINT

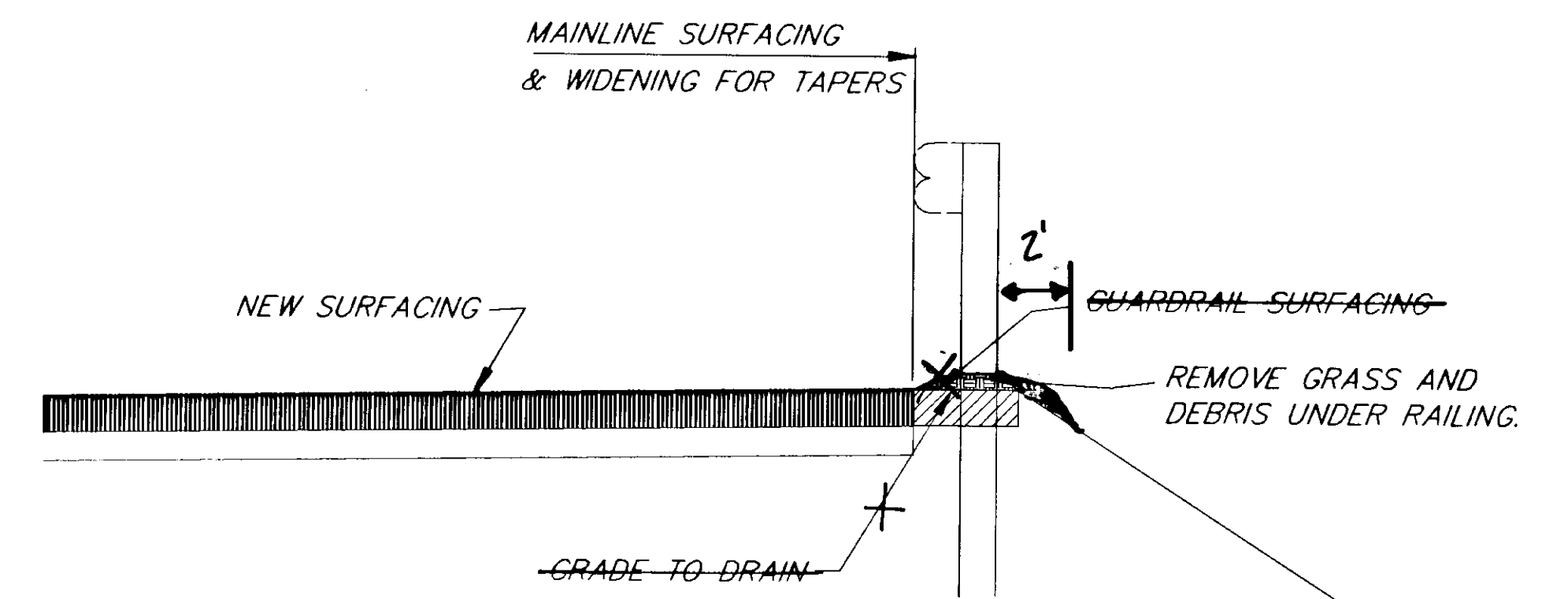
NOTE: A GROUND-IN TRANSITION MAY BE SUBSTITUTED, SUBJECT TO THE APPROVAL OF THE ENGINEER.



SECTION VIEW

MODIFIED UNDERDRAIN DETAIL

STATION TO STATION



**Grubbing
GUARDRAIL CLEANING DETAIL**

- Sta. 172+74 to 174+45 Lt.
- 177+90 to 182+40 Lt.
- 180+25 to 182+59 Lt.
- 188+70 to 191+90 Lt.
- 192+20 to 193+50 Lt.
- 199+40 to 202+75 Rt.
- 200+50 to 206+10 Lt.
- 208+00 to 209+50 Lt.
- 215+25 to 219+90 Lt.
- 220+75 to 226+00 Lt.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

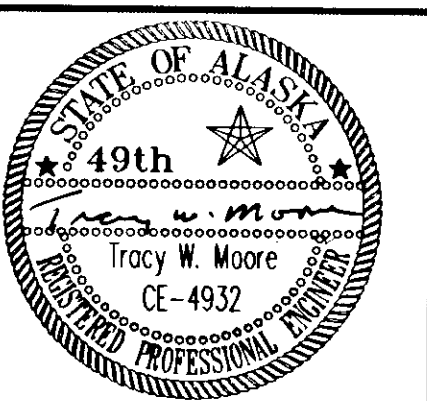
PATH: Q:\JNU\67613\DR\DET1		
PLOT: P:\-LIB\-PLOT\PLOT.PCP(1) OR PLOT.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

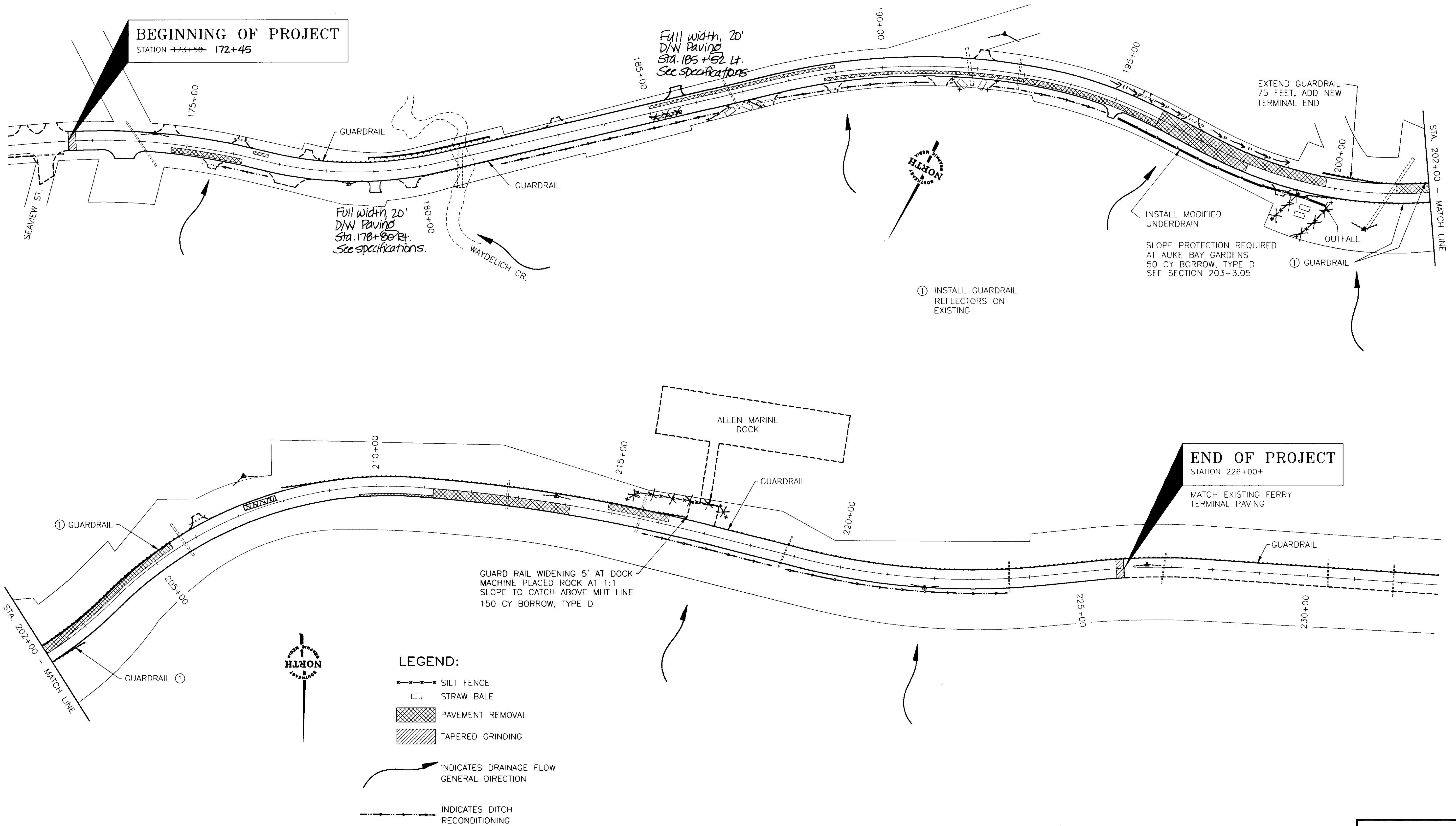
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU JNU- AUKE BAY AREA PAVING ALASKA
67613/67590/RSA-45-8-0234/NH-000S(275)/HRO-093-3(16)

MISCELLANEOUS DETAILS

DESIGNED BY:	T.W. MOORE	PROJECT NO.	67613/67590
DRAWN BY:	R. SNYDER	DATE:	JULY, 1998
CHECKED BY:	T.W. MOORE	SHEET	DI OF 9





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

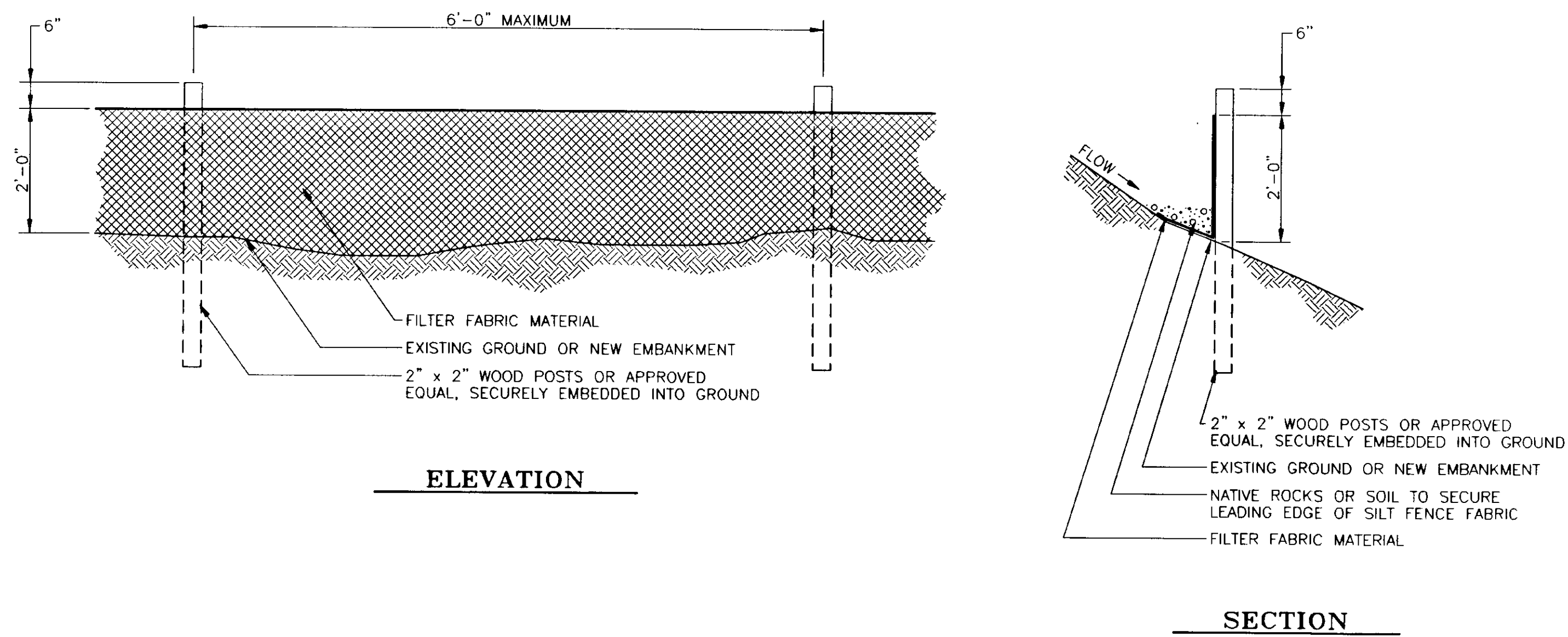
PATH: Q:\JNU\67613\DR\F-093-1		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

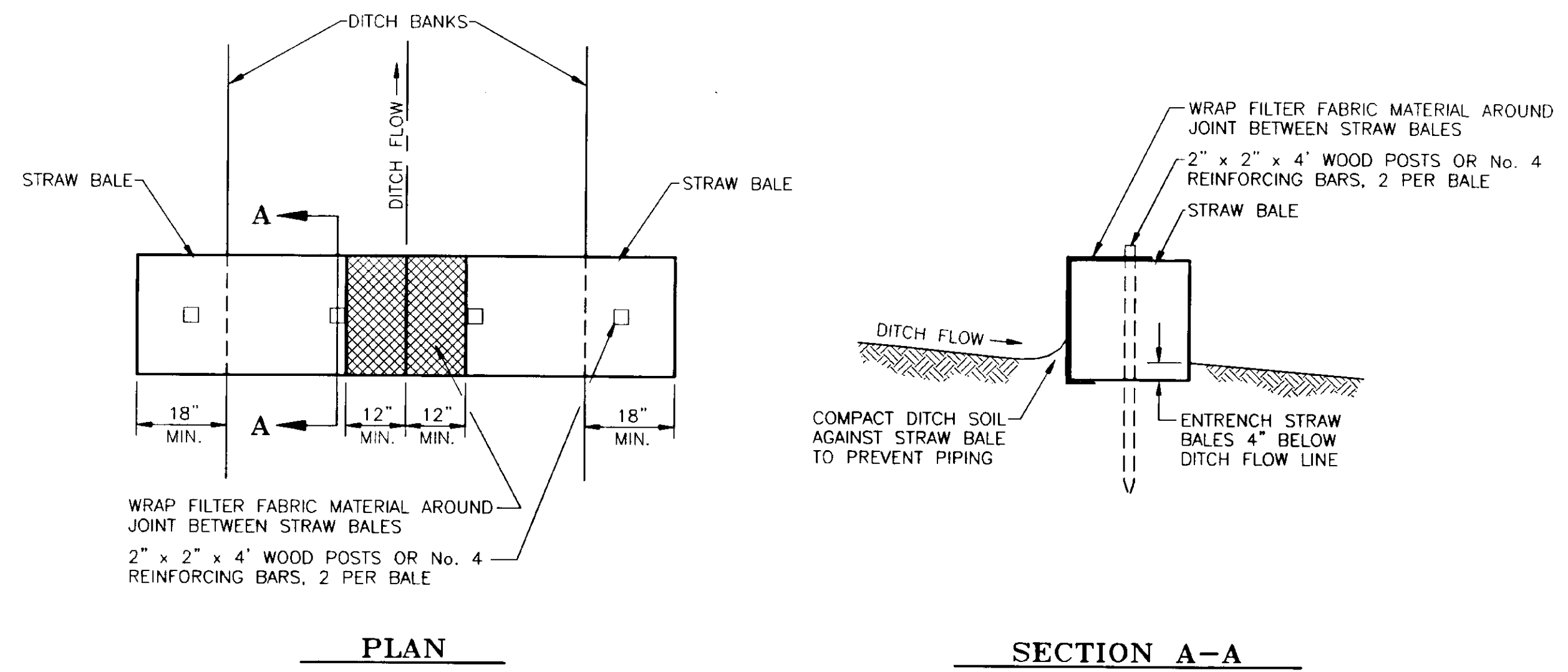
AUKE BAY AREA PAVING IMPROVEMENTS - GLACIER HIGHWAY
 67590 NHS PAVEMENT & BRIDGE REFURBISHMENT NH-000S-275
 67613 AUKE NU CURVE RECONSTRUCTION HRO-093-3(16)
 PLAN SHEET

DESIGNED BY:	TRACY MOORE	PROJECT NO.	67613/67590
DRAWN BY:	SOUTHEAST GRAPHIC MEDIA	DATE:	JULY, 1998
CHECKED BY:	DAVE STERLEY	SHEET	P1 OF 9





SILT FENCE DETAILS



**TYPICAL STRAW BALE SEDIMENT CONTROL
FILTER INSTALLATION DETAILS**

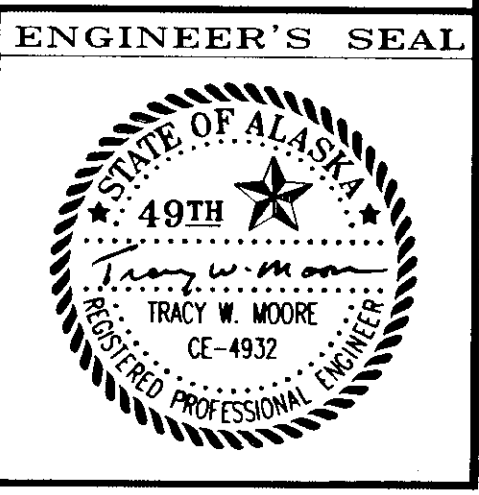
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\67613\DR\ -SILT 1=1	
PATH: P:\-LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)	DESCRIPTION OF CHANGE:
BY:	DATE:
RECORD OF REVISIONS	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU JNU- AUKE BAY AREA PAVING IMPROVEMENTS ALASKA
67613/67590/RSA-45-8-0234/NH-000S(275)/HRO-093-3(16)
POLLUTION CONTROL DETAILS

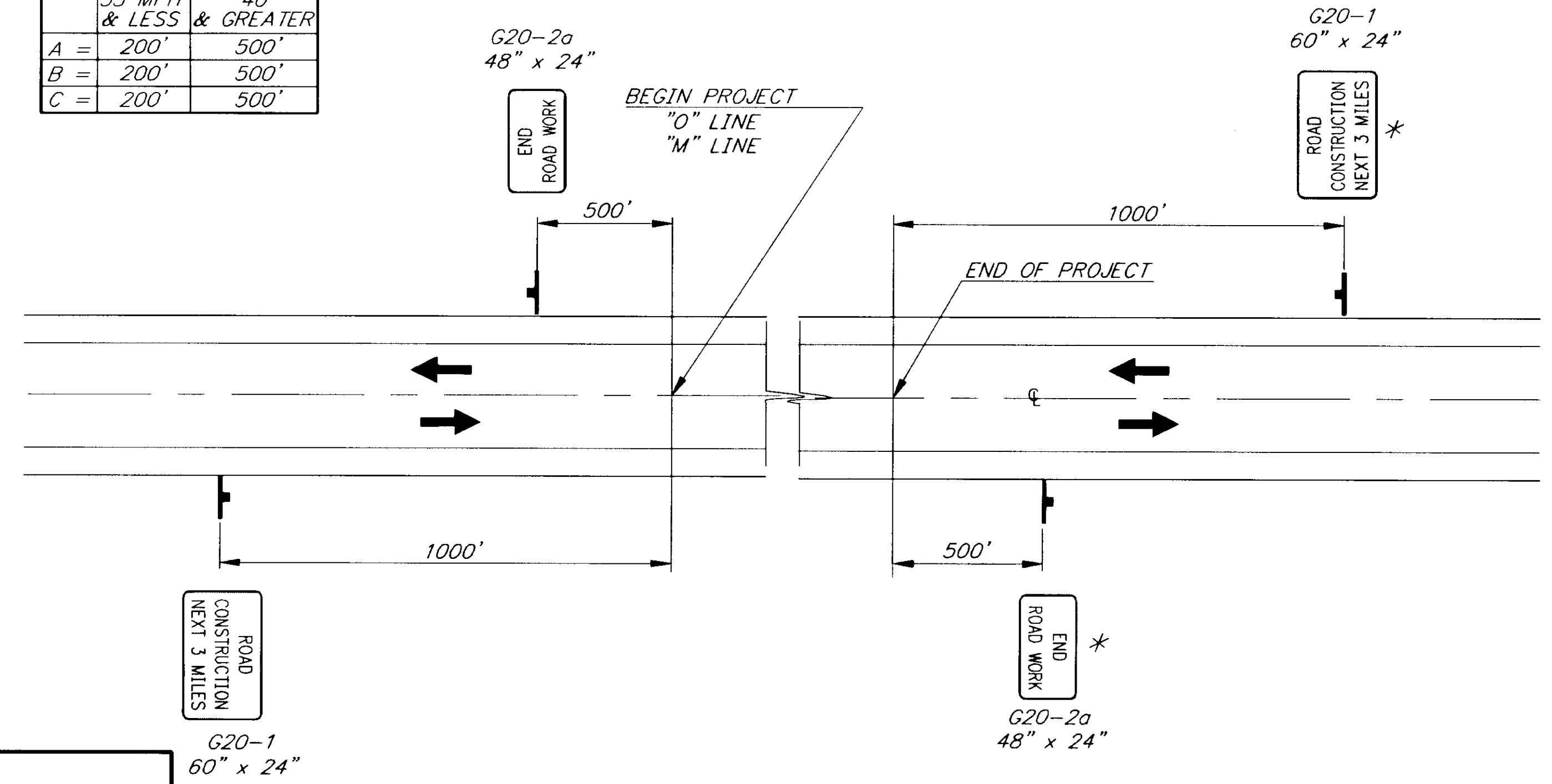
DESIGNED BY: T.W. MOORE	PROJECT NO. 67613/67590
DRAWN BY:	DATE: JULY, 1998
CHECKED BY: T.W. MOORE	SHEET Q1 OF 9



TRAFFIC CONTROL NOTES

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS.
2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
4. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
5. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.04 OF THE SPECIFICATIONS.
6. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
7. CHANNELIZATION DEVICES, IF USED AT NIGHT, SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.
8. THE MAXIMUM LENGTH OF A ONE LANE, TWO-WAY WORK ZONE (FLAGGER SETUP) SHALL BE 1000 FT. AND THE MINIMUM SEPARATION BETWEEN WORK ZONES SHALL BE 1000'. IF VEHICLE STOP TIME EXCEEDS FIVE MINUTES, THE CONTRACTOR SHALL SHORTEN HIS WORK ZONE OR RESCHEDULE HIS WORK TO A LESS BUSY HOUR.
9. THE CONTRACTOR SHALL GIVE 24 HOURS ADVANCE NOTICE BEFORE WORKING ON DRIVEWAYS.
10. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONFIGURATIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE PORTIONS OF DETAILS ON THESE SHEETS.
11. FLAGGERS SHALL BE IN RADIO CONTACT WITH ONE ANOTHER.
12. THE CONTRACTOR SHALL PATCH ALL BASE RECONSTRUCTION AREAS AND CULVERT WORK AREAS WITH CRUSHED ASPHALT IMMEDIATELY AFTER FINISHING WORK IN THESE AREAS. THE CRUSHED ASPHALT IN THESE AREAS SHALL BE MAINTAINED UNTIL THE PAVEMENT IS RECYCLED AND MIXED WITH EMULSION.

	35 MPH & LESS	40 & GREATER
A =	200'	500'
B =	200'	500'
C =	200'	500'



LEGEND

- SIGN
- CONE
- DRUM
- FLAGGING STATION

NO PARKING WITHIN 200' OF CONES

FORMULAS FOR L (TAPER LENGTH)

40 MPH OR LESS $L = \frac{W \times S^2}{60}$

45 MPH OR GREATER $L = W \times S$

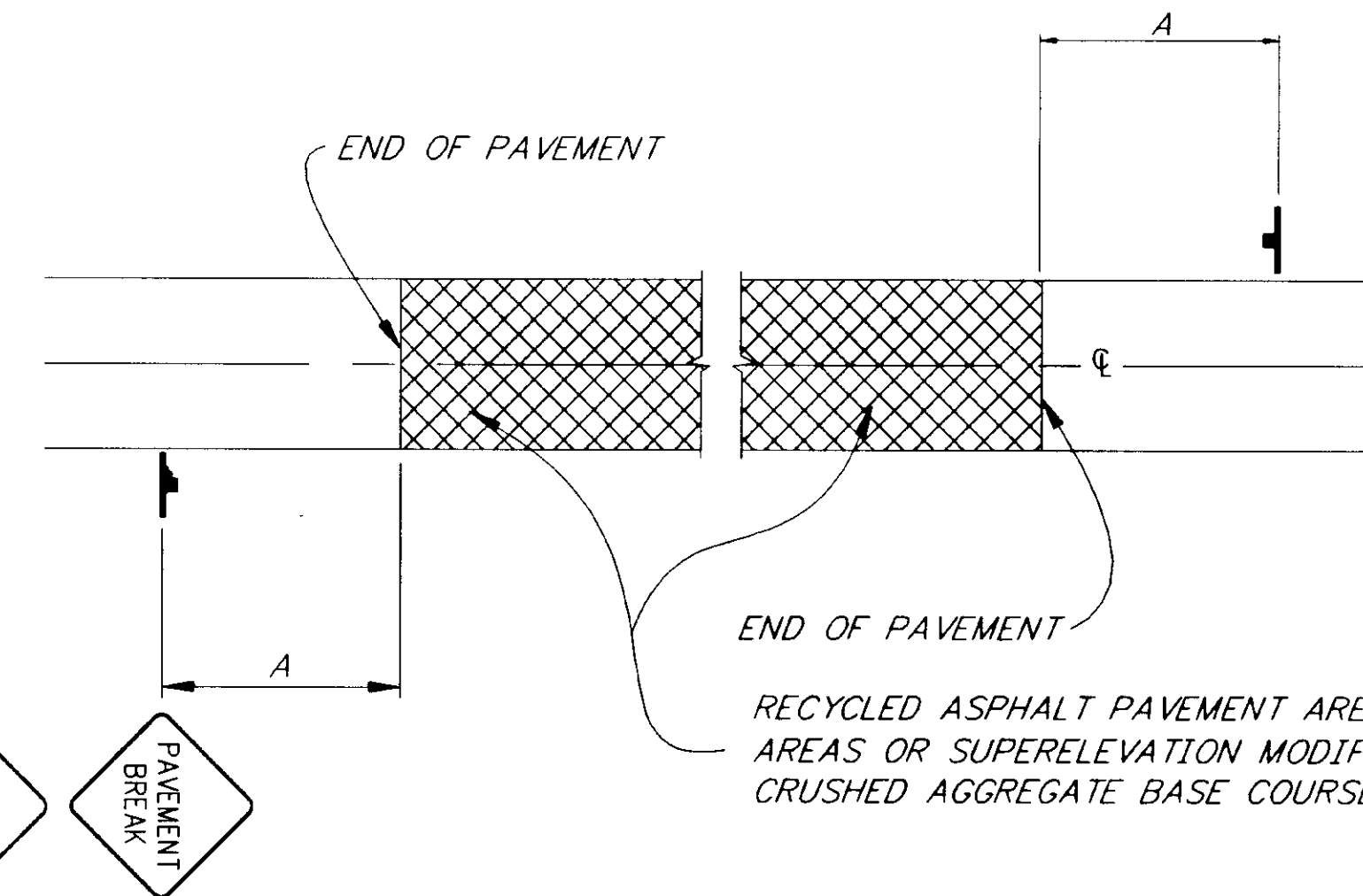
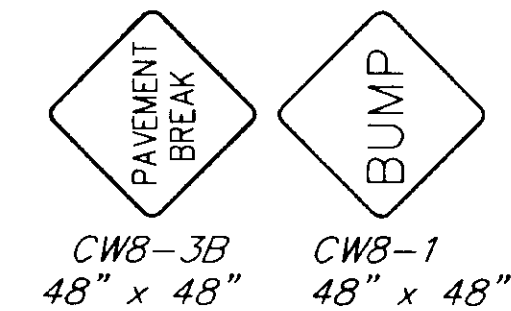
WHERE W= WIDTH OF OFFSET
S= POSTED SPEED LIMIT OR ANTICIPATED OPERATING SPEED

TCP SETUP TABLE			
SPEED (MPH)	BUFFER LENGTH (FT)	CONE/DRUM SPACING (FT)	TAPER RATE (T)
20	35	20	7:1
25	55	25	10:1
30	85	30	15:1
35	120	35	20:1
40	170	40	40:1
45	220	45	45:1
50	280	50	50:1
55	335	55	55:1
60	415	60	60:1
65	485	65	65:1

PERMANENT CONSTRUCTION SIGNING

* COORDINATE WITH ADJACENT PROJECT.

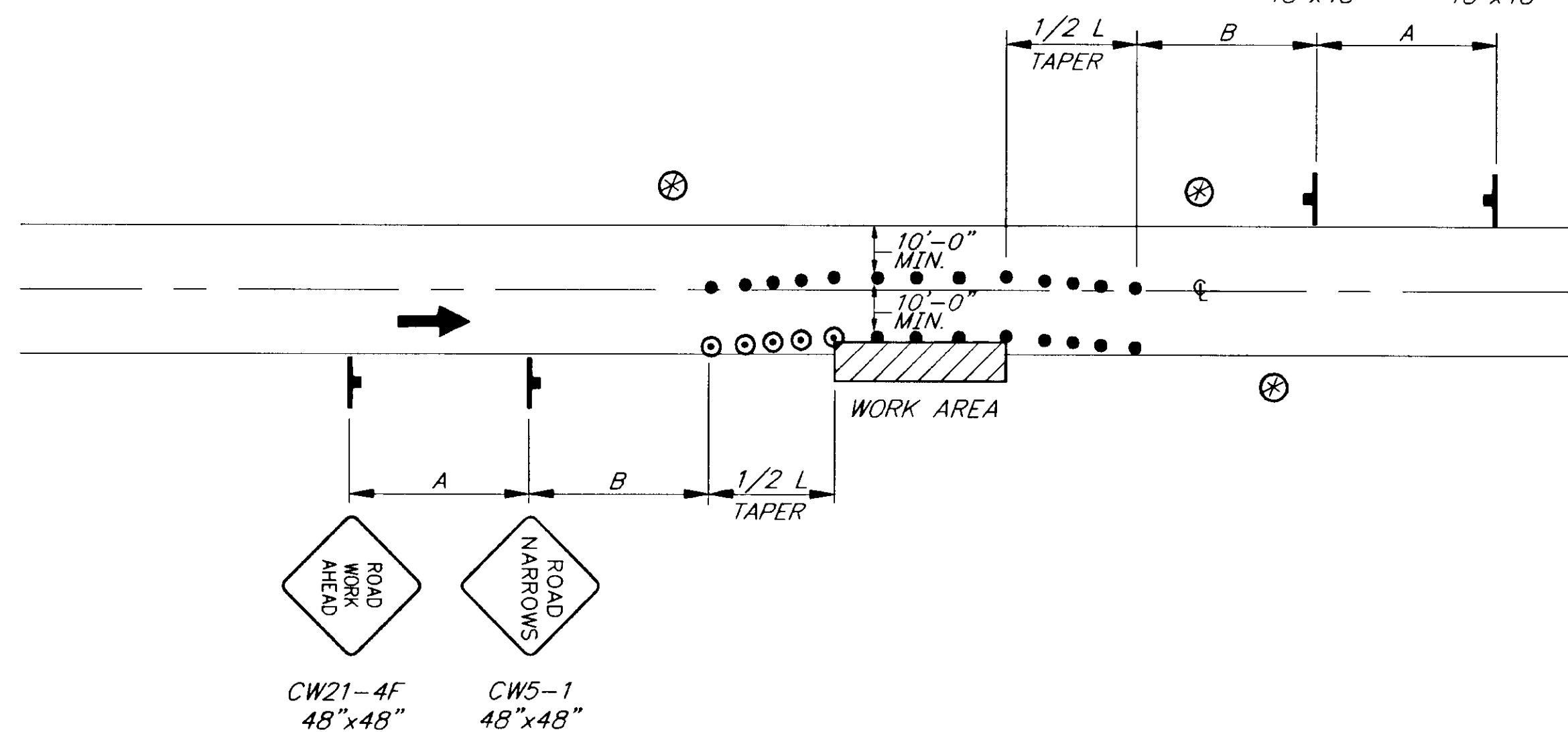
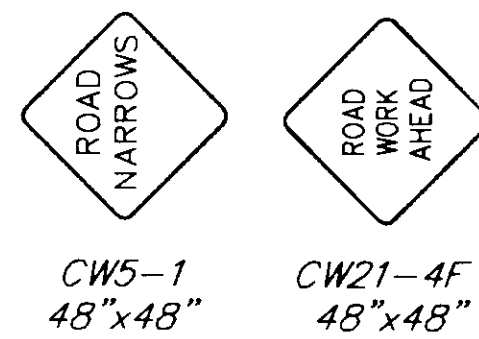
	35 MPH & LESS	40 & GREATER
A =	200'	500'
B =	200'	500'
C =	200'	500'



RECYCLED ASPHALT PAVEMENT AREAS, CRUSHED PAVEMENT AREAS OR SUPERELEVATION MODIFICATION AREAS WITH CRUSHED AGGREGATE BASE COURSE

SIGNING FOR SPECIAL AREAS

	35 MPH & LESS	40 & GREATER
A =	200'	500'
B =	200'	500'
C =	200'	500'



ROADWAY ENCROACHMENT

NOTE: IF ONLY ONE LANE IS AFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE SHALL BE DELETED.

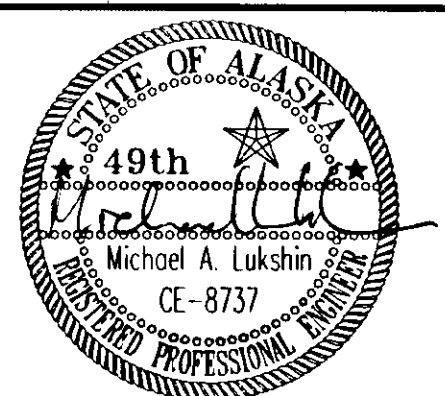
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

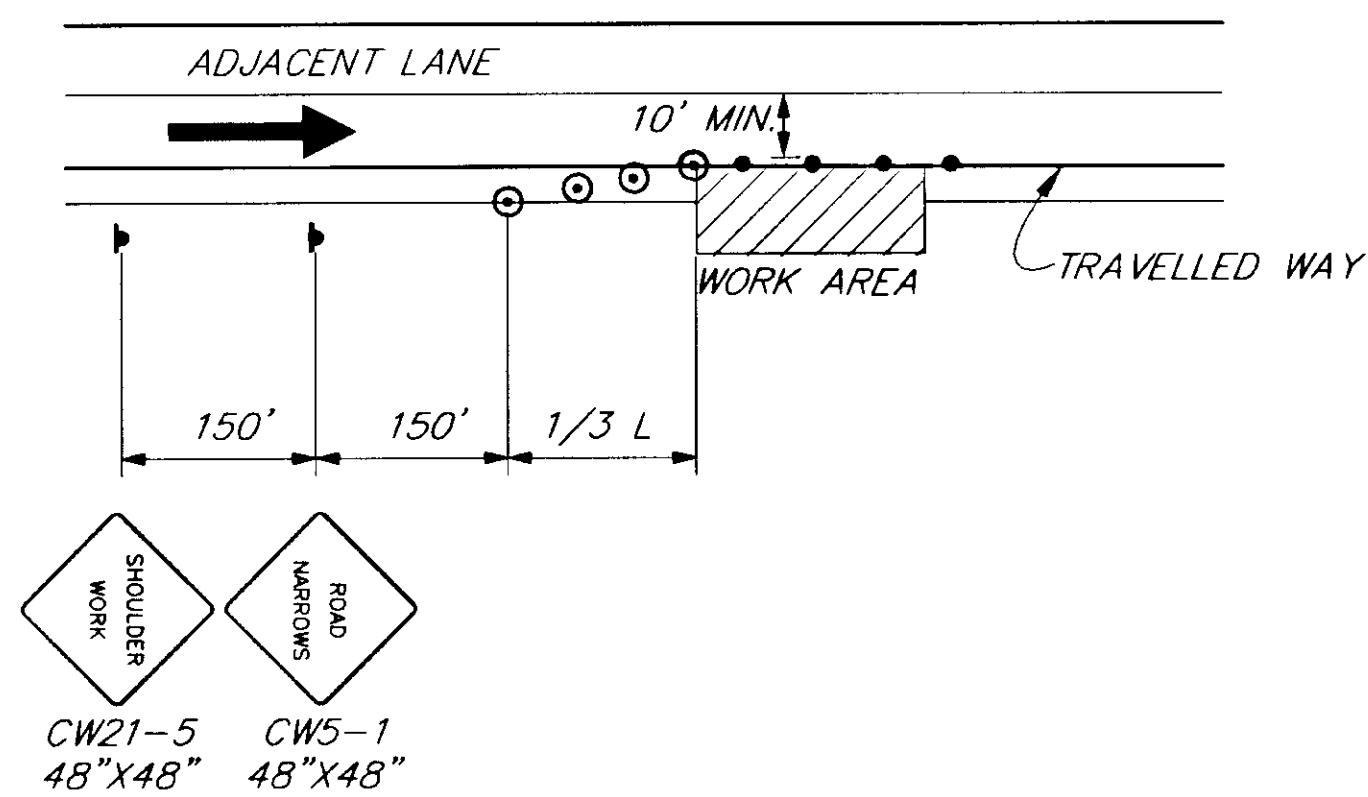
PATH:	Q: \JNU\67613\DR\ -TCP1	
PLOT:	P: \-LIB\ -PLOT\ PLOT.F.PCP(1) OR PLOT.H.PCP(2)	
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

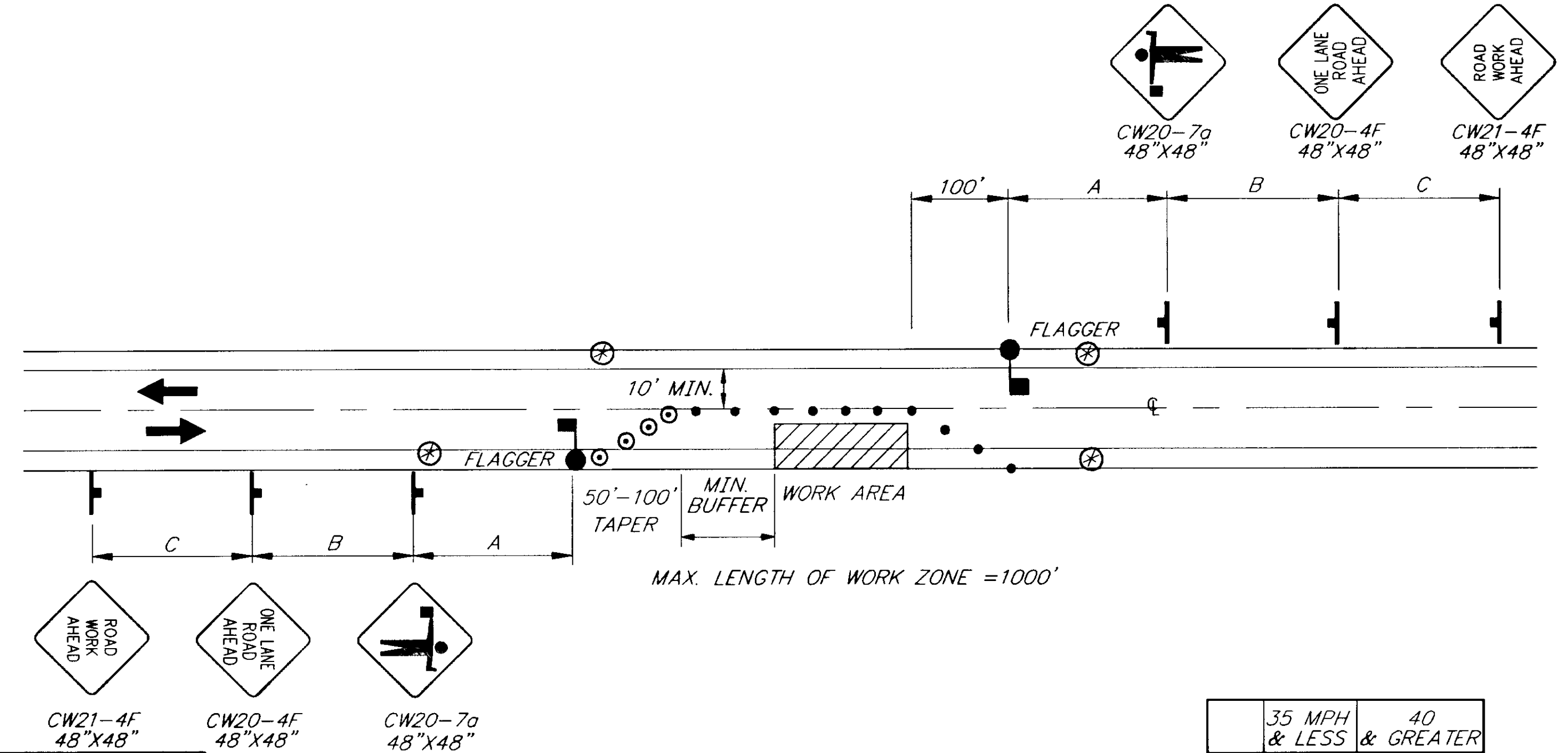
JUNEAU JNU- AUKU BAY AREA PAVING ALASKA
67613/67590/RSA-45-8-0234/NH-000S(275)/HRO-093-3(16)
**PERMANENT CONSTRUCTION SIGNING
AND TRAFFIC CONTROL PLANS**

DESIGNED BY:	M. LUKSHIN	PROJECT NO.	67613/67590
DRAWN BY:	R. SNYDER	DATE:	JULY 1998
CHECKED BY:	M. LUKSHIN	SHEET	T1 OF 9





SHOULDER WORK



**SINGLE LANE CLOSURE
TWO LANE ROAD**

	35 MPH & LESS	40 & GREATER
A =	200'	500'
B =	200'	500'
C =	200'	500'

LEGEND

- SIGN
- CONE
- ⊙ DRUM
- III TYPE III BARRICADE
- ⊕ FLAGGING STATION

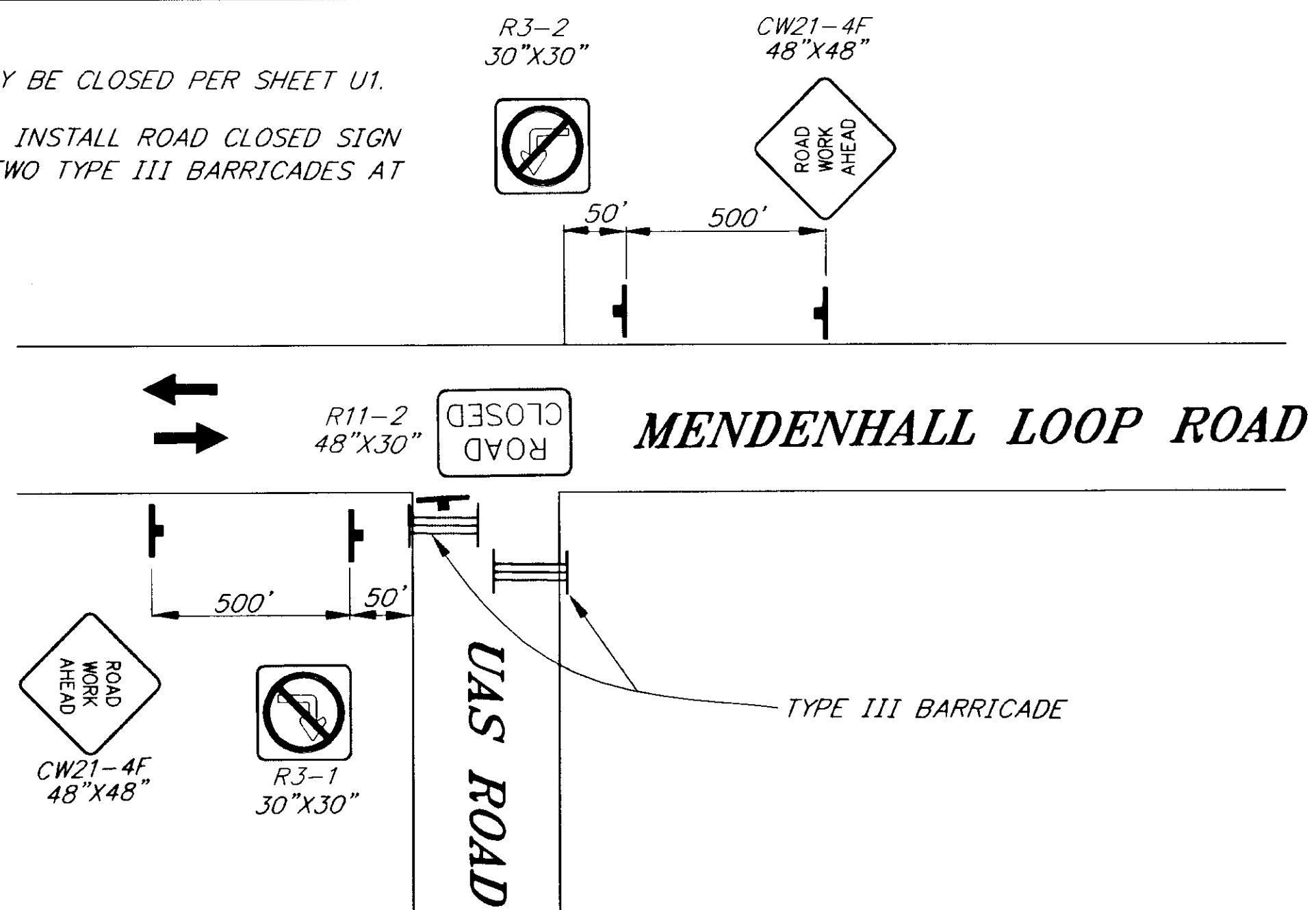
⊕ NO PARKING WITHIN 200' OF CONES

FORMULAS FOR L (TAPER LENGTH)

40 MPH OR LESS $L = \frac{W \times S^2}{60}$
 45 MPH OR GREATER $L = W \times S$
 WHERE W = WIDTH OF OFFSET
 S = POSTED SPEED LIMIT OR ANTICIPATED OPERATING SPEED

SPEED (MPH)	BUFFER LENGTH (FT)	CONE/DRUM SPACING (FT)	TAPER RATE (T)
20	35	20	7:1
25	55	25	10:1
30	85	30	15:1
35	120	35	20:1
40	170	40	40:1
45	220	45	45:1
50	280	50	50:1
55	335	55	55:1
60	415	60	60:1
65	485	65	65:1

NOTE:
 1. UAS ROAD MAY BE CLOSED PER SHEET U1.
 2. AT THE B.O.P., INSTALL ROAD CLOSED SIGN (R11-2) AND TWO TYPE III BARRICADES AT STA 16+50.



**CLOSED ROAD DETAIL
TWO LANE ROAD**

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

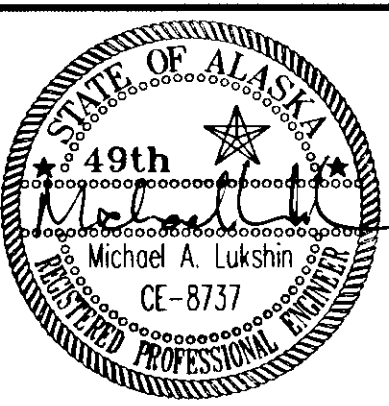
PATH: Q:\JNU\67613\DR\TCP2		
PLOT: P:\-LIB\ -PLOT\ PLOT.PCP(1) OR PLOTH.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

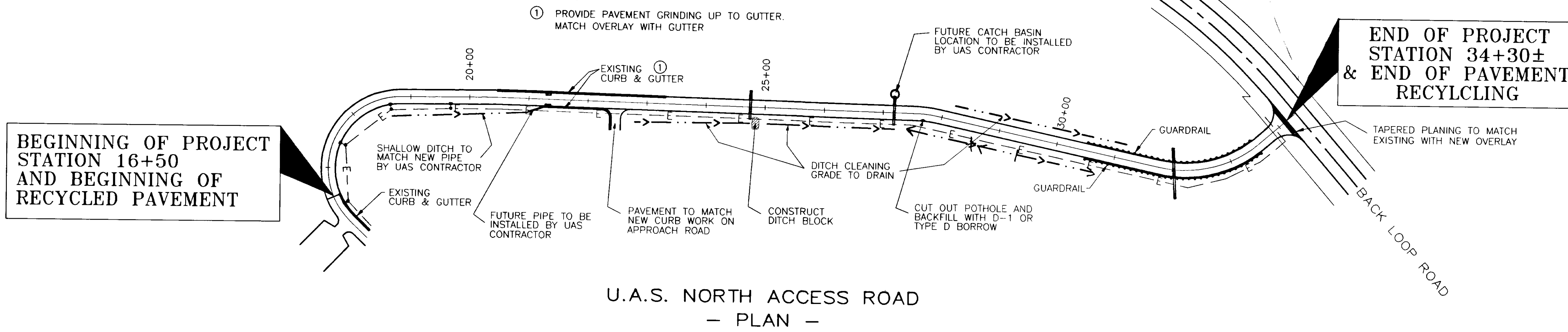
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

JUNEAU JNU-AUKE BAY AREA PAVING ALASKA
 67613/67590/RSA-45-8-0234/NH-000S(275)/HRO-093-3(16)

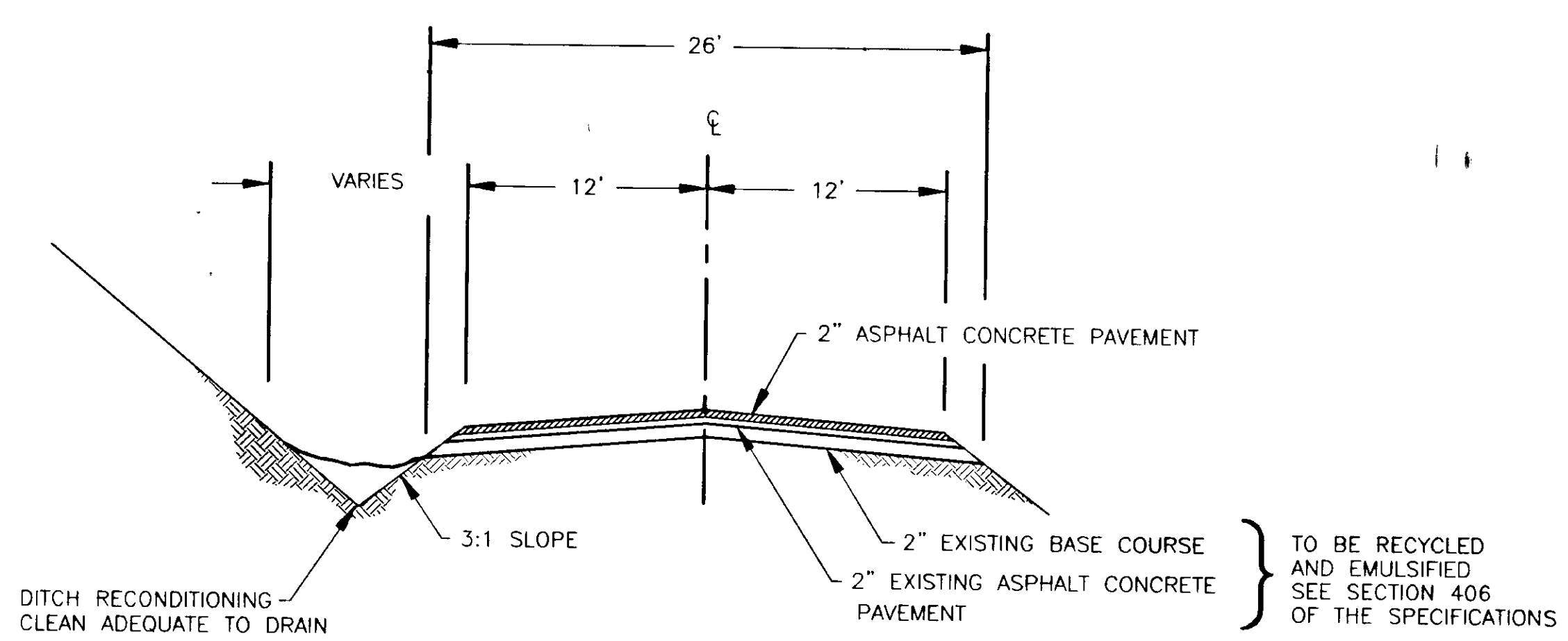
TRAFFIC CONTROL PLANS

DESIGNED BY: M. LUKSHIN	PROJECT NO. 67613/67590
DRAWN BY: R. SNYDER	DATE: JULY, 1998
CHECKED BY: M. LUKSHIN	SHEET 72 OF 9





U.A.S. NORTH ACCESS ROAD
- PLAN -



U.A.S. NORTH ACCESS ROAD
- TYPICAL SECTION -

NOTES:

1. THE U.A.S. NORTH ACCESS ROAD MAY BE CLOSED TO THRU TRAFFIC PROVIDED A POSTED NOTICE IS INSTALLED 48 HRS IN ADVANCE OF THE CLOSURE AND A MAP SHOWING THE DATE AND DURATION OF THE CLOSURE HAS BEEN PLACED IN THE JUNEAU EMPIRE AT LEAST 1 WEEKS PRIOR TO THE CLOSURE.
2. THE NEW PAVEMENT MAY BE PLACED IN THE EXISTING GUTTER HOWEVER ADDITIONAL HANDWORK MAY BE REQUIRED TO MINIMIZE THE PAVEMENT THICKNESS IN THE GUTTER.
3. LIGHTING CONDUIT MAY BE ENCOUNTERED IN THE DITCH LINE.
4. AREAS OF DITCH RECONDITIONING SHALL BE STAKED BY THE ENGINEER.
5. STRIPPING SHALL CONSIST OF A SINGLE 4" SKIP YELLOW STRIPE. A STOP BAR SHALL BE PLACED AT THE LOOP ROAD.
6. CONTRACTOR SHALL COORDINATE WITH UAS CONTRACTOR.
7. ALTERNATIVE SIDEWALK PAVING IS LOCATED AT UNIVERSITY ADJACENT TO ACCESS ROAD. WIDTH IS 5 FEET & DEPTH IS 2 INCHES. UAS TO COMPLETE ALL PREP WORK.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: O:\JNU\67613\DR\UAS-1		
PATH: P:\-LIB\-PLOT\PLTF.PCP(1) OR PLOTH.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

AUKE BAY AREA PAVING IMPROVEMENTS
U.A.S. NORTH ACCESS ROAD PAVEMENT REHABILITATION
PLAN SHEET

DESIGNED BY:	DAVE STERLEY	PROJECT NO.	67613/67590
DRAWN BY:	SOUTHEAST GRAPHIC MEDIA	DATE:	JULY 1998
CHECKED BY:	TRACY MOORE	SHEET	U1 OF 9

