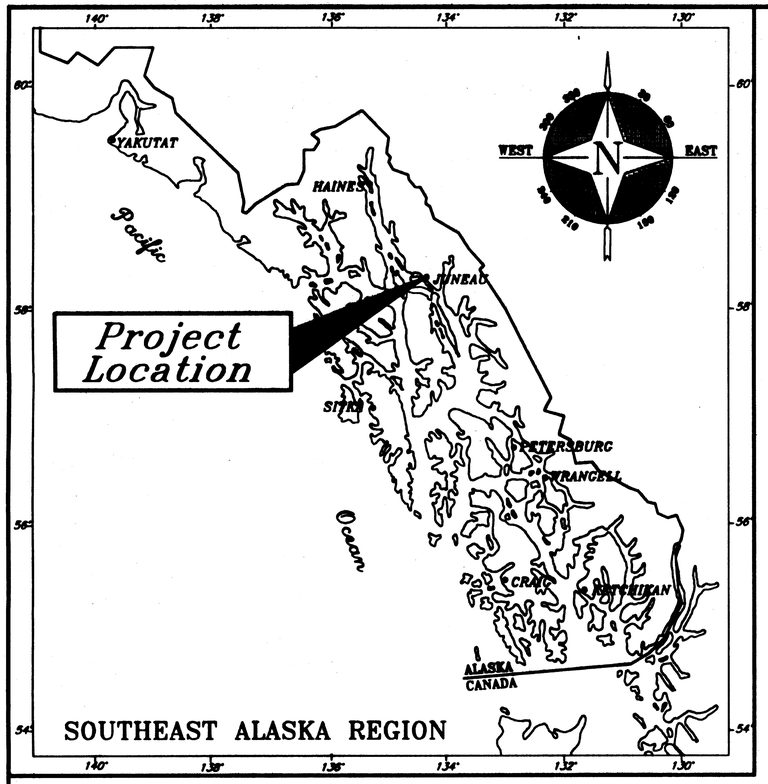


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

JUNEAU AREAWIDE PAVING

EGAN DRIVE OVERLAY
FED. NO. NH-093-2(39) ~ PROJ. NO. 68047

9TH & 10TH STREET REHABILITATION
FED. NO. STP-000S(149) ~ PROJ. NO. 71463

EGAN DRIVE-2.5 MILE INTERSECTION IMPROVEMENTS
FED. NO. NH-093-2(38) ~ PROJ. NO. 68045

EGAN DRIVE-SALMON CREEK CONTROLLED ACCESS
FED. NO. NH-093-2(37) ~ PROJ. NO. 67979

GLACIER HIGHWAY-LEMON CREEK OVERLAY
FED. NO. STP-0955(12) ~ PROJ. NO. 68049

EGAN DRIVE 3-MILE & MENDENHALL LOOP RD. PERMANENT TRAFFIC RECORDER
FED. NO. STP-CM-0003(59) ~ PROJ. NO. 74162

INDEX OF SHEETS

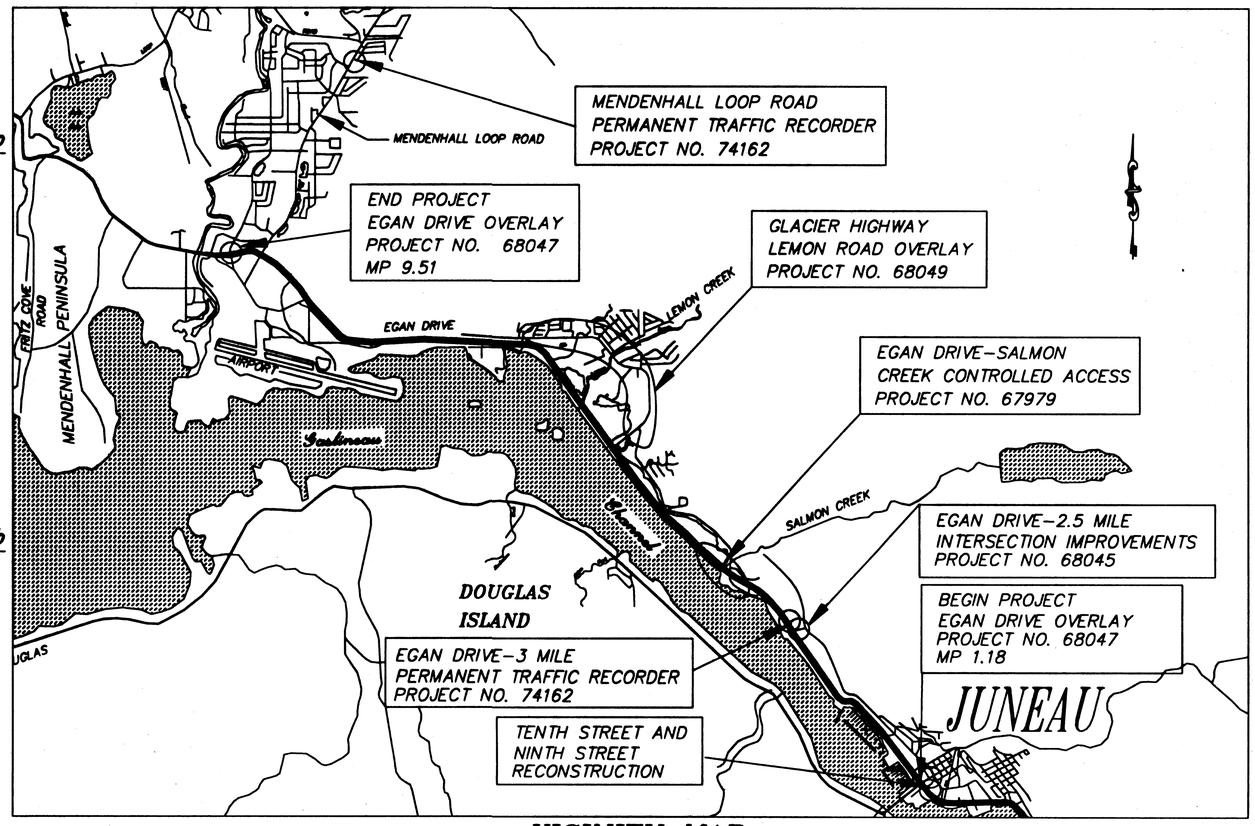
SHEET No.	DESCRIPTION
A-1	TITLE SHEET
A-2	ESTIMATE OF QUANTITIES
B	EGAN DRIVE OVERLAY
C	9th & 10th STREET OVERLAY
D	EGAN DRIVE - 2.5 MILE INTERSECTION IMPROVEMENTS
E	EGAN DRIVE - SALMON CREEK CONTROLLED ACCESS
F	GLACIER HIGHWAY - LEMON ROAD OVERLAY
G	TRAFFIC CONTROL
H	McNUGGET SIGNAL MODIFICATION
I	EGAN DRIVE/LOOP ROAD CONDUIT & J-BOXES
J	EGAN DRIVE - 3 MILE PERMANENT TRAFFIC RECORDER
K	MENDENHALL LOOP ROAD-PERMANENT TRAFFIC RECORDER

DESIGN DESIGNATION

	EGAN DRIVE	9TH & 10TH STREET	2.5 MILE	SALMON CREEK	LEMON ROAD
ADT 2000	30,900	7,570	30,900	30,900	15,000
ADT 2005	34,120	8,360	34,120	34,120	17,000
DHV 12% (2005)	4,060	990	4,060	4,060	1,800
% T	3.6	4.7	3.6	3.6	4.7

PROJECT SUMMARY

	EGAN DRIVE	9TH & 10TH STREET	2.5 MILE	SALMON CREEK	LEMON ROAD
LENGTH OF PROJECT	13.66km	0.29km	0.75km	0.45km	3.05km
LENGTH OF GRADING	0	0	0.65km	0.37km	0
LENGTH OF PAVING	13.66km	0.27km	0.65km	0.37km	3.05km
WIDTH OF PAVING	VARIES (11m-15.4m)	12.5m	6.1m	6.1m	7.3m



VICINITY MAP

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1[M]

C-01.03[M], C-02.01[M], C-04.11[M],

D-01.02[M], D-04.10[M], D-05.10[M], D-20.05[M], D-22.00[M], D-23.00[M].

G-00.01[M], G-04.06S[M], G-10.01[M], G-20.00[M], G-27.02S[M], G-29.03S[M],

I-20.13[M],

L-03.03[M], L-10.03[M], L-11.00[M], L-12.00[M], L-20.01[M], L-23.01[M], L-30.02[M],

S-00.00[M], S-05.00[M], S-20.00[M], S-21.02[M], S-30.01[M],

T-20.01[M], T-21.02[M], T-22.03[M], T-23.00[M]

As-Built Drawings
Contractor: SECON
Project Engineer: Mike Lavering/Al Culbreath
Begin Date: July 5, 2000
End Date: October 22, 2001
Contract Amount: $ 6,168,153 cc

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION

APPROVED
Regional Preconstruction Engineer — Date

APPROVED
Director, S.E. Region Design & Construction — Date

PROJECT NUMBER: 67819

DATE: May, 2000

SHEET A-1 OF XX

ENGINEER'S SEAL
STATE OF ALASKA 49th
David D. Saldivar CE-8307
REGISTERED PROFESSIONAL ENGINEER

[PlotStamp Eval] 20/Mar/00 Q:\jnu\67979\dr\mtitlesheet.dwg

ESTIMATE OF QUANTITIES

ITEM No.	ITEM	UNIT	Egan Drive Overlay	9th&10th St. Rehabilitation	2.5 Mile Intersection Improvements	Salmon Creek Controlled Access	Lemon Road Overlay	3-Mile&Loop Rd. Permanent Traffic Recorder	Final Qty	TOTAL
108(1)	BONUS/PENALTY	CONTINGENT SUM	ALL REQUIRED						All Req'd	ALL REQUIRED
120(1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED ✓		ALL REQUIRED
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM			ALL REQUIRED	ALL REQUIRED			All Req'd	ALL REQUIRED
202(2)	REMOVAL OF PAVEMENT	SQUARE METER	2500 699.0	200 356.5	1500 394	1250 876			5534	~~5450~~
203(1)	COMMON EXCAVATION	CUBIC METER			1100 1050.2	3400 2700.4			3750.6	4500
203(6)	BORROW, TYPE A	MEGAGRAM			4500 6157	4600 612.00			6769.0	9100
301(1)	AGGREGATE BASE COURSE	MEGAGRAM			950 1233.7	1530 1255			4222.0	2480
304(1)	SUBBASE, GRADING B	MEGAGRAM			3000 2518.0	2780 1824			4342.0	5780
306(1)	ATB	MEGAGRAM			1100 721.8	750 608.3			1330.10	1850
401(1)	ASPHALT CONCRETE TYPE II, CLASS A	MEGAGRAM	16000 15476.9	260 377.5	225 346.1	120 24.0			16,226.50	16605
401(1A)	ASPHALT CONCRETE TYPE IV, CLASS A	MEGAGRAM	29000 33,380.3	250 467.7	450 470.0	275 200.9			34,518.90	29975
401(2)	ASPHALT CEMENT, GRADE PG 64-28	MEGAGRAM	2700 2203.13	30.6 46.22	85 44.51	55 11.83			2,465.40	2870.6
401(3)	ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED						All Req'd	ALL REQUIRED
401(9)	PAVEMENT PATCHING	SQUARE METER	500 74.6						141.70	500
401(10)	PAVING UNDER GUARDRAIL	METER	11250						C.O. #1	11250
402(1)	STE-1 ASPHALT FOR TACK COAT	MEGAGRAM	175 106.9	3 .90	2.5 0.00	2 0.00	12 10.35		118.15	194.5
407(1)	STONE MASTIC ASPHALT CONCRETE, TYPE V, CLASS A	MEGAGRAM					2400 Deleted		Deleted CO 9	2400
407(2)	ASPHALT CEMENT, GRADE PG 64-28	MEGAGRAM					145 159.71		Deleted CO 9	145
407(3)	ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM					ALL REQUIRED		All Req'd	ALL REQUIRED
408(1)	ASPHALT COLD PLANING	SQUARE METER	1400 7058	3325 0.00			24000 Deleted		7058.0	28725
511(1)	ROCKERY WALL	SQUARE METER			30 37.08				37.08	30
602(3)	STRUCTURAL PLATE ARCH SPAN 4216mm RISE 3531mm	LUMP SUM			ALL REQUIRED				All Req'd	ALL REQUIRED
603(1-450)	450mm CSP	METER			1.5 2.60	6 2.95			5.55	7.5
603(1-900)	900 mm CSP	METER			3 3.35				3.35	3
603(5)	900 mm BITUMINOUS COATED CSP	METER			5 5.10				5.10	5
603(22)	CONCRETE HEADWALL, TYPE 1	EACH			1				1	1
603(23)	DRAINAGE IMPROVEMENTS AT RETAINING WALL	CONTINGENT SUM	ALL REQUIRED						All Req'd	ALL REQUIRED
603(24)	CURB DRAIN	EACH				3			3.6	3
604(4)	ADJUST EXISTING MANHOLE	EACH	4 5	5		1	17 14		25.	27
604(5)	INLET, TYPE A	EACH			1	1			2..	2
604(8)	ADJUSTMENT OF VALVE BOX	EACH		7 10			2 4		14.	9
606(1)	W-BEAM GUARDRAIL	METER			425 376.2	5.7 45.7			421.9	430.7
606(2)	THRIE BEAM GUARDRAIL	METER			5.7 13.43	5.7 17.10			30.53	11.4
606(6)	REMOVAL AND DISPOSAL OF GUARDRAIL	METER			215 224.8	25 0.00			224.80	240
606(11)	EXTRUDER TERMINAL (ET-2000)	EACH			2	2			4	4
606(13)	RAIL REPLACEMENT (3.81m SECTION)	EACH	160 265.5						265.50	160
606(14)	GUARDRAIL ADJUSTMENT	METER	1000 ✓						1000.00	1000
607(3)	CHAIN-LINK FENCE	METER			40 39.10				39.10	40
608(3)	ASPHALT SIDEWALK	SQUARE METER			40 39.2	585 465.6			504.80	625
609(2A)	CURB AND GUTTER, TYPE STANDARD	METER				245 227.3			227.30	245
609(2B)	CURB AND GUTTER, TYPE EXPRESSWAY	METER			30 30.5	86 87.3			117.80	116
615(1)	STANDARD SIGN	SQUARE METER	15 42.63		5 0.00	5 0.00			42.63	25
615(5)	DELINEATORS, FLEXIBLE	EACH	120 125						125.00	120
618(5)	SEEDING	LUMP SUM			ALL REQUIRED	ALL REQUIRED			All Req'd	ALL REQUIRED
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED		ALL REQUIRED
641(2)	EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED		All Req'd	ALL REQUIRED
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED		ALL REQUIRED	ALL REQUIRED			All Req'd	ALL REQUIRED
642(3)	THREE PERSON SURVEY PARTY	HOUR	10		3 4.32	3 .96			9.84	16
642(11)	ADJUST EXISTING MONUMENT CASE	EACH	9						10.00	9
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED		All Req'd	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED		All Req'd	ALL REQUIRED
643(15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED		ALL REQUIRED
643(25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED		ALL REQUIRED
660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE	LUMP SUM			ALL REQUIRED	ALL REQUIRED			All Req'd	ALL REQUIRED
660(14)	McNUGGET SIGNAL MODIFICATION	LUMP SUM	ALL REQUIRED						All Req'd	ALL REQUIRED
660(15)	EGAN/LOOP ROAD CONDUIT AND J-BOXES	LUMP SUM	ALL REQUIRED						All Req'd	ALL REQUIRED
661(4)	LOAD CENTER, TYPE 3	CONTINGENT SUM			ALL REQUIRED	ALL REQUIRED			All Req'd	ALL REQUIRED
669(1)	PERMANENT TRAFFIC RECORDER SYSTEM (3-MILE)	LUMP SUM						ALL REQUIRED		ALL REQUIRED
669(2)	PERMANENT TRAFFIC RECORDER SYSTEM (LOOP ROAD)	LUMP SUM						ALL REQUIRED		ALL REQUIRED
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	ALL REQUIRED					All Req'd	ALL REQUIRED
670(8)	RECESSED PAVEMENT MARKERS	EACH	1200 1522						1522.0	1200
670(10)	METHYL METHACRYLATE PAVEMENT MARKINGS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED			All Req'd	ALL REQUIRED

NEW ITEMS ESTABLISHED BY CHANGE ORDER

Item No.	Item	Qty	Item No.	Item	Qty
401(15)	Asphalt Concrete Pavement, TYPE IV	3071.36	660(4)	Traffic Signal Cabinet Complete	All Req'd
401(24)	PBA-1 Asphalt Cement/Pre-level	451.57	660(16)	2.5 Mile Lighting Conduit	All Req'd
401(26)	Paving Under Guardrail	11,064.0	660(17)	Misc Electrical Modifications	All Req'd
401(11)	Asphalt Aggregate Quality	-5,000.00	660(19)	Downing Point Lighting Upgrade	All Req'd
401(12)	Additional Pick for Asphalt Cin Type IV	All Req'd	660(20)	Traffic Signal System Power Upgrade	All Req'd
401(13)	Channel Drive Asphalt Rehab	All Req'd	660(21)	Salmon Creek Highway Lighting Upgrade	All Req'd
408(1A)	Lemon Road Asphalt Cold Planing	27,128.0	660(22)	Adjust Existing Electroliers	All Req'd
603(24)	Rudolph Drainage Modifications	All Req'd	660(23)	2.5 Mile Lighting Modifications	All Req'd
606(15)	Guardrail Post Replacement	40.0	661(1a)	Load Center, Type 1	All Req'd
606(16)	Guardrail Jersey Wall Connection	All Req'd	670(1A)	Painted Traffic Markings	All Req'd
640(1A)	Mobilization & Demobilization Credit	All Req'd			
660(1)	Lemon Rd. Loop Detectors @ Ave & Street	All Req'd			
660(1a)	Traffic Loop Detectors (Vanderbilt)	All Req'd			
660(1b)	Traffic Loop Detectors (Salmon Creek)	All Req'd			
660(3b)	Additional Highway Lighting (2.5 Mile)	All Req'd			
660(3c)	Additional Highway Lighting (Salmon Cr)	All Req'd			

BASIS OF ESTIMATE

ITEM NO.	ITEM	ESTIMATING FACTOR
203(6)	BORROW, TYPE A	2.17 Mg/m^3
301 (1)	AGGREGATE BASE COURSE	2.32 Mg/m^3
304(1)	SUBBASE, GRADING B	2.25 Mg/m^3
401 (1)	ASPHALT CONCRETE PAVEMENT	2.48 Kg/m^2 per mm
401 (2)	ASPHALT CEMENT, GRADE PG 64-28	6% OF 401(1) & 401(1A)
402 (1)	STE-1 ASPHALT FOR TACK COAT	0.363 l/m , 923 l/m
407(1)	STONE MASTIC ASPHALT CONCRETE	2.48 Kg/m^2 per mm
407(2)	ASPHALT CEMENT, GRADE PG 64-28	6% OF 407(1)

GENERAL NOTES

1. PLAN MILE POST 1.73 EQUALS CDS MP 42.06 ON ROUTE 296000.
2. THE ENGINEER WILL ESTABLISH THE EXACT BEGINNING AND ENDING SEGMENTS FOR CHANGES IN THE TYPICAL SECTION CONSTRUCTION. TRANSITIONS BETWEEN TYPICAL SECTION CHANGES SHALL BE MADE SMOOTHLY AS APPROVED BY THE ENGINEER.
3. NO LONGITUDINAL PAVEMENT JOINTS WILL BE ALLOWED IN THE DRIVING LANE OR WHEEL PATHS.
4. PAVING AND COLD PLANING SHALL BE CONTINUOUS ACROSS ALL BRIDGES.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SET CONTROL FOR PAVING, THERMOPLASTIC, RECESSED PAVEMENT MARKERS, AND PAINTED TRAFFIC MARKINGS FROM THE EXISTING CENTER STRIPE OR THE INSIDE PAVEMENT EDGE. THE DEPTH OF THE VERTICAL CUT SHALL BE AS DETAILED TO OBTAIN THE DESIRED UNIFORM CROSS SLOPE AS INDICATED ON THIS SHEET.
6. ALL ASPHALT PAVEMENT MATERIAL SHALL BE STOCKPILED AT THE 1 1/2 MILE DOT&PF FACILITY IN JUNEAU, ALASKA.
7. THE CONTRACTOR SHALL DOCUMENT EXISTING PAVEMENT MARKINGS, EXISTING MARKINGS THAT ARE REMOVED AS A RESULT OF PAVEMENT GRINDING, COLD PLANING AND OVERLAY SHALL BE REPLACED.
8. DEBRIS FROM THE PROJECT SHALL NOT BE PERMITTED TO ENTER FISH STREAMS, WETLANDS, OR OTHER WATERS ADJACENT TO THE PROJECT WORK AREAS. THE CONTRACTOR SHALL REMOVE MATERIALS FROM ROADWAY SURFACE IN SUCH A MANNER THAT DEBRIS IS CONTAINED WITHIN THE SLOPE LIMITS.
9. BRIDGES AT LEMON CREEK (EGAN DRIVE AND LEMON ROAD) AND SALMON CREEK (EGAN DRIVE) SHALL BE COLD PLANED TO A DEPTH OF 38mm PRIOR TO OVERLAY.
10. PAVEMENT EDGES SHALL BE CUT WITH A POWER DRIVEN SAW APPROXIMATELY 100mm FROM THE EDGE OF EXISTING PAVEMENT PRIOR TO PAVING. PAVING AGAINST AN EXISTING PAVEMENT EDGE WILL NOT BE ALLOWED.

DATE:	[PlotStamp Eval] G:\jnu\67979\planest\est.dwg Thu, 13/Jan/00 02:26pm	
PLOT:	Plot: (Full) 1000=1 or (Half) 1000=2	
BY:	DATE:	DESCRIPTION OF CHANGE:
D.S.		ADDENDUM #1

RECORD OF REVISIONS

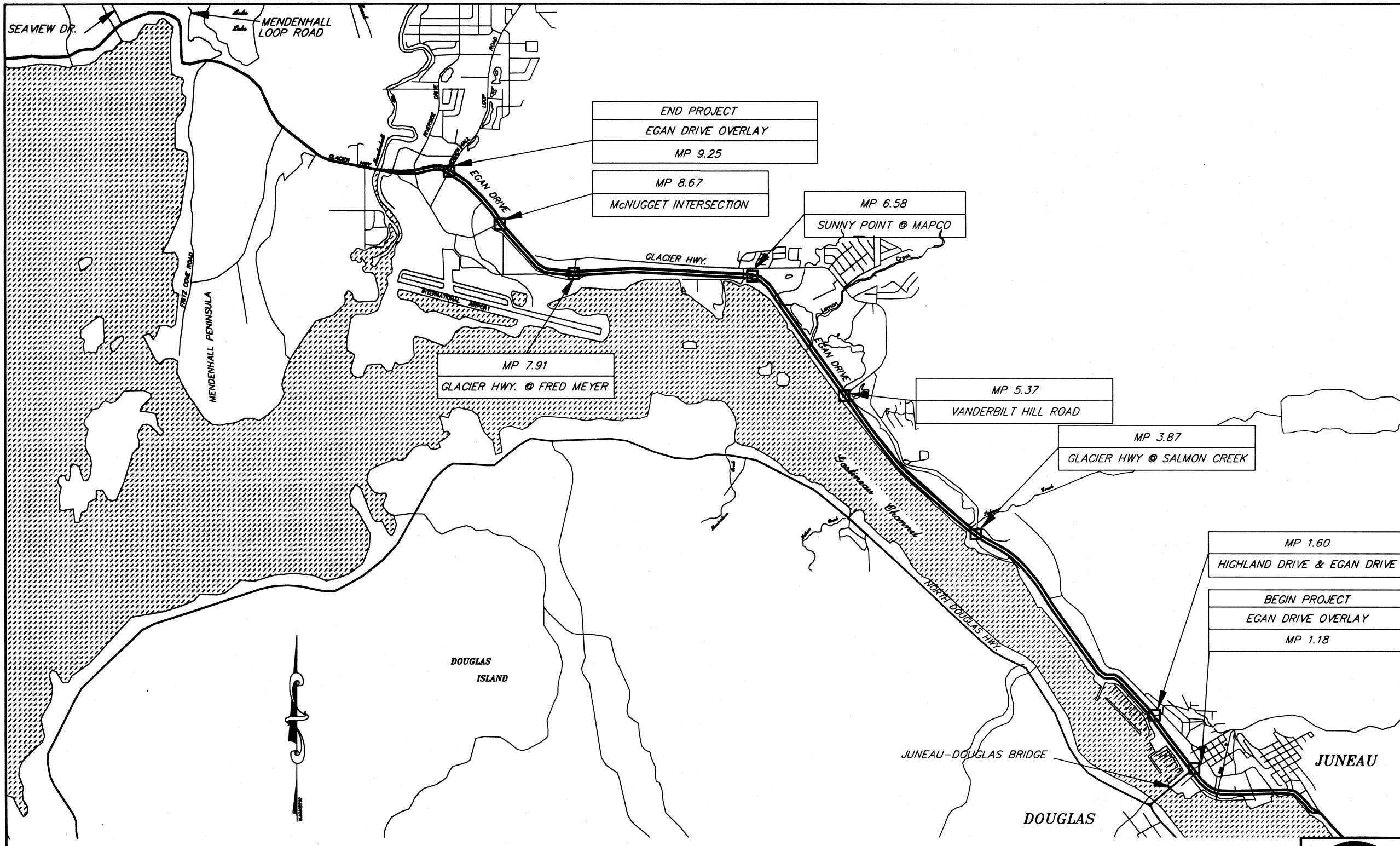
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — JUNEAU AREAWIDE PAVING — ALASKA

ESTIMATE OF QUANTITIES

DESIGNED BY: D. Saldivar	PROJECT NO. 67979
DRAWN BY: R. Snyder	DATE: 2000
CHECKED BY: D. Saldivar	SHEET A-2 OF XX

STATE OF ALASKA — 49th — David D. Saldivar CE-8307



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\project1.dwg 05/23/00 08:59:34 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

PROJECT LAYOUT - EGAN DRIVE OVERLAY

DESIGNED BY: D. SALDIVAR	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET B-1 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER

SIGN SUMMARY

SIGN NUMBER	LOCATION	OFFSET LT.	OFFSET RT.	TYPE	FACING TRAFFIC	SIGN LEGEND	SIZE m WD	SIZE m HT	AREA (SQM)	POST SIZE	POST TYPE	REMARKS
1			X	D1-2	NB	← Channel Dr. Glacier Hwy. →	3.35	1.07	.0033	64mm	PST	LOCATE 215m IN ADVANCE OF INTERSECTION
2			X	D3-1	NB	Vanderbilt Hill Rd.	3.35	0.46	1.54	64mm	PST	LOCATE 180m IN ADVANCE OF INTERSECTION
3		X		D3-1	SB	Vanderbilt Hill Rd.	3.35	0.46	1.54	64mm	PST	LOCATE 300m IN ADVANCE OF INTERSECTION
4				D1-2	NB	← Airport Glacier Hwy. →	2.89	1.07	3.09	64mm	PST	LOCATE 235m IN ADVANCE OF INTERSECTION
5			X	D1-2	SB	← Glacier Hwy. Airport →	2.89	1.07	3.09	64mm	PST	LOCATE 180m IN ADVANCE OF INTERSECTION
6			X	D3-1	NB	Mendenhall LoopRd.	3.66	0.46	1.68	64mm	PST	LOCATE 180m IN ADVANCE OF INTERSECTION
7			X	R1-2	NB	YIELD	1.22	1.22	1.49	64mm	PST	SEE SHEET D8
8			X	R1-1	WB	STOP	.91	.91	0.83	64mm	PST	SEE SHEET D8

SIGNING AND STRIPING NOTES

1. CONTRACTOR SHALL INSTALL 20 915mm x 762mm R4-3 SIGNS WITH THE LEGEND "SLOW TRAFFIC KEEP RIGHT" AT LOCATIONS DETERMINED AND APPROVED BY THE ENGINEER.
2. CENTERLINE STRIPING, CHEVRONS, CROSSWALK MARKINGS AND LEGENDS SHALL BE METHYL METHACRYLATE. ALL OTHER PAVEMENT MARKINGS SHALL BE MADE WITH PAINT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-SUMMARY.dwg 05/31/00 10:29:52 AM ADT
PLOT: FULL (1000=1) or HALF (1000=2)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

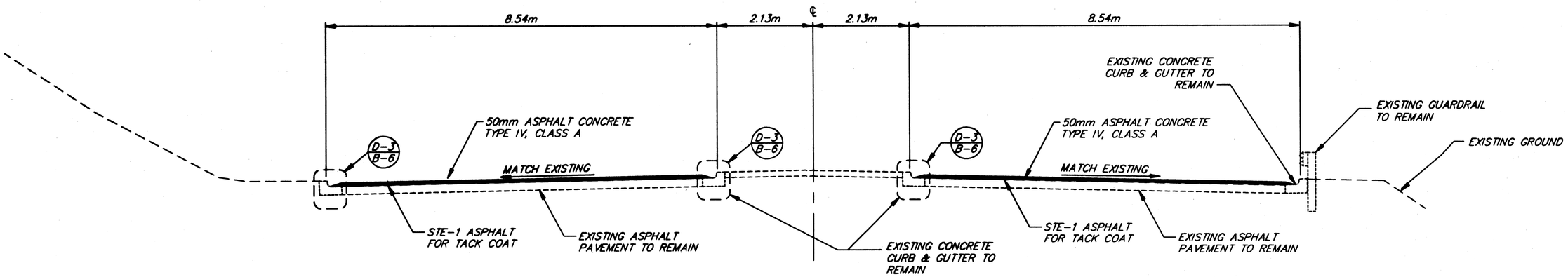
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE OVERLAY
FED. No. NH-093-2(39) ~ PROJECT No. 68047
SUMMARIES

DESIGNED BY: R. PURVES
DRAWN BY: B. BENNETT
CHECKED BY: M. LUKSHIN
PROJECT No. 68047
DATE: 2000
SHEET B-2 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



MP 1.18 TO MP 1.81

GENERAL TYPICAL SECTION NOTES

1. TYPE IV ASPHALT CONCRETE REQUIRES IMPORTED HARD AGGREGATE MEETING THE REQUIREMENTS OF SECTION 703.
2. THE OUTSIDE SHOULDERS SHALL BE PAVED USING TYPE II, CLASS A, ASPHALT CONCRETE. THE INSIDE SHOULDERS, DRIVING LANES SHALL BE PAVED USING TYPE IV, CLASS A, ASPHALT CONCRETE.
3. PAVING SHALL BE COMPLETED FROM HIGH SIDE TO LOW SIDE TO AVOID PONDING. PAVING FROM LOW SIDE TO HIGH SIDE MAY BE ALLOWED IF THE CONTRACTOR ALLOWS PROVISION FOR POSITIVE DRAINAGE.
4. PAVEMENT JOINTS SHALL BE LOCATED AT OUTSIDE SHOULDER STRIPES AND CENTERLINE.
5. PAVEMENT OVERLAY SHALL MATCH EXISTING CROSS SLOPE.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE: Q:\Jnu\67979\Dr\-mtypsec12.dwg 05/23/00 09:09:37 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

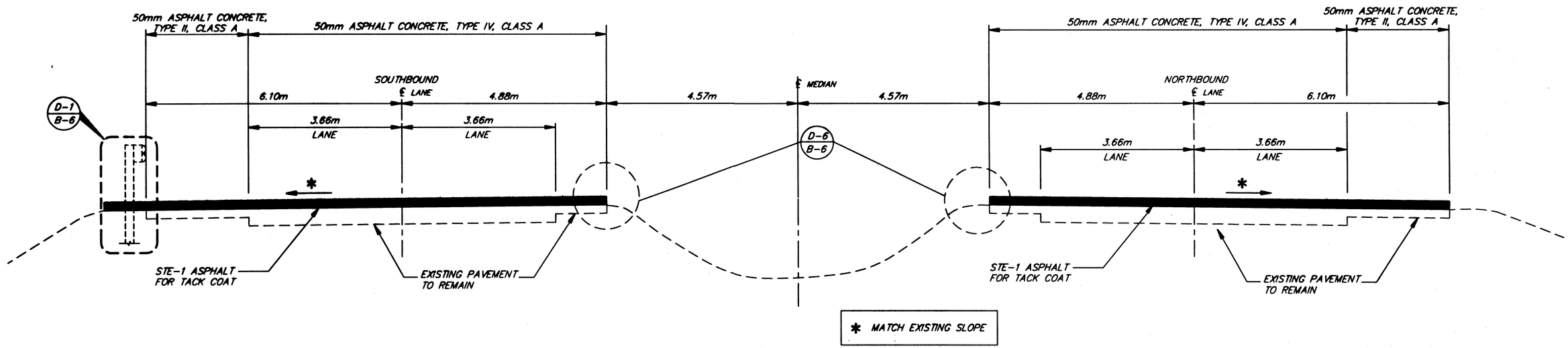
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

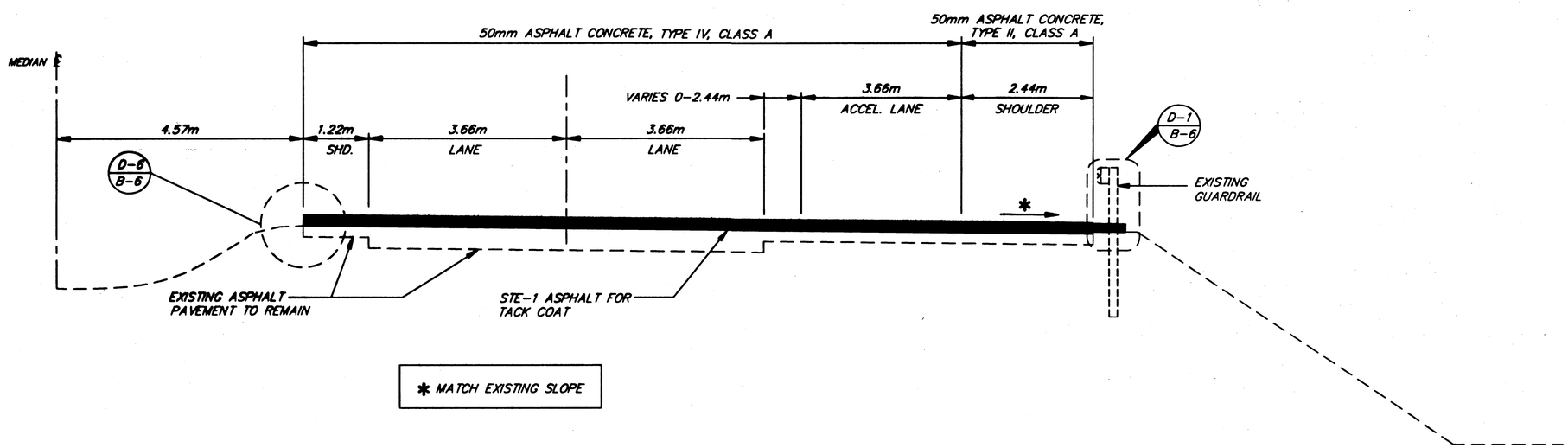
EGAN DRIVE OVERLAY
FED. No. NH-093-2(39) ~ PROJECT No. 68047
TYPICAL SECTIONS

DESIGNED BY: D. SALDIVAR	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET B-3 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



TYPICAL SECTION OF OVERLAY
MP 1.81 TO MP 9.25



ACCELERATION/DECELERATION LANES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-mtypsec3.dwg 05/23/00 09:13:57 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

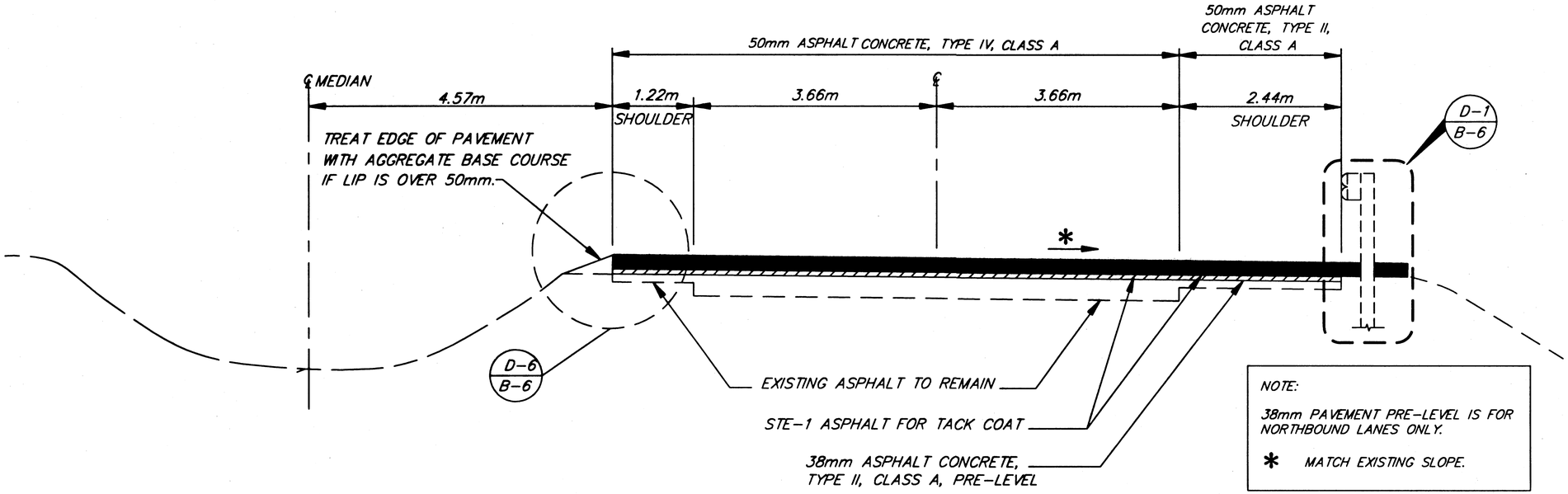
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE OVERLAY
FED. No. NH-093-2(39) ~ PROJECT No. 68047
TYPICAL SECTIONS

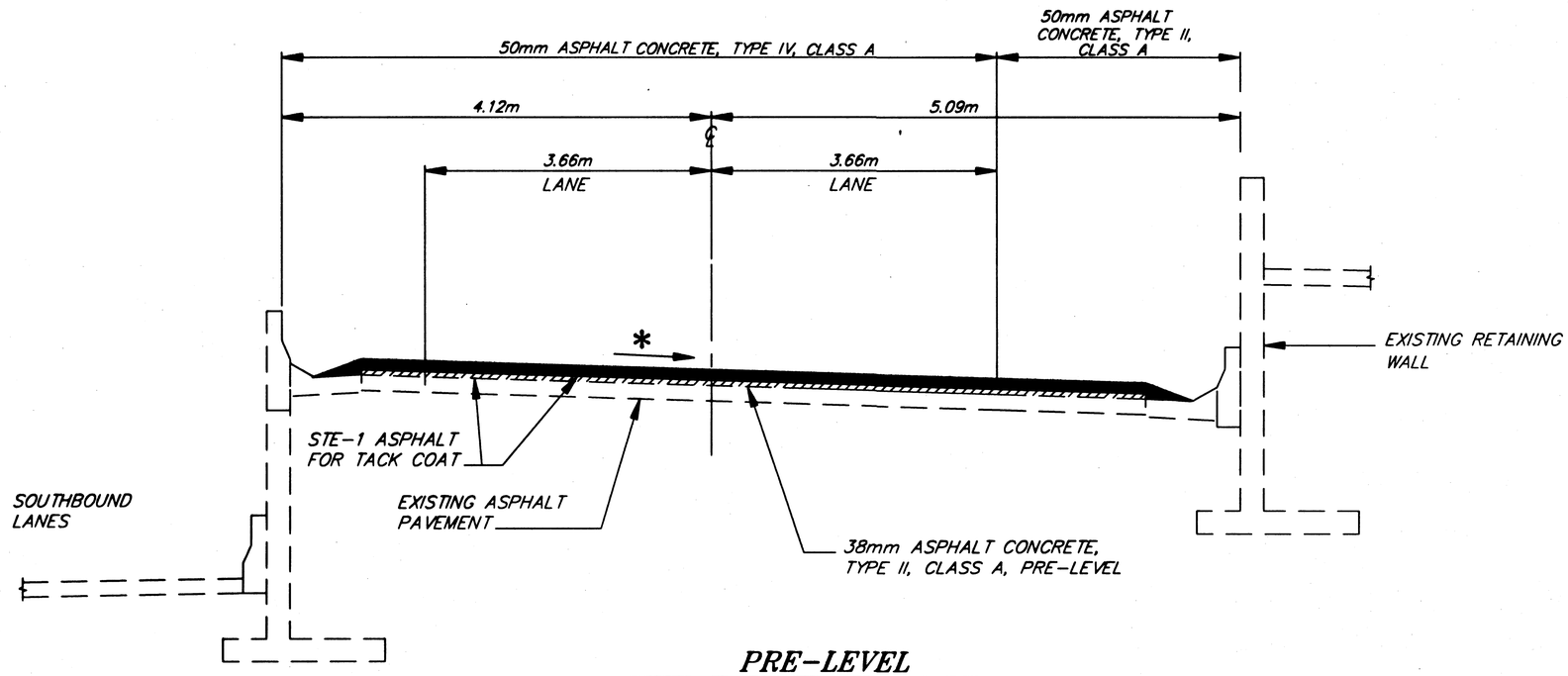
DESIGNED BY: D. SALDIVAR	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET B-4 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



PRE-LEVEL

MP 5.10 TO MP 5.37 (NORTHBOUND)
MP 6.58 TO MP 8.67 (NORTHBOUND & SOUTHBOUND)



PRE-LEVEL

MP 3.08 TO MP 3.42 (NORTBOUND)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-mtypsec5.dwg 05/23/00 09:18:04 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

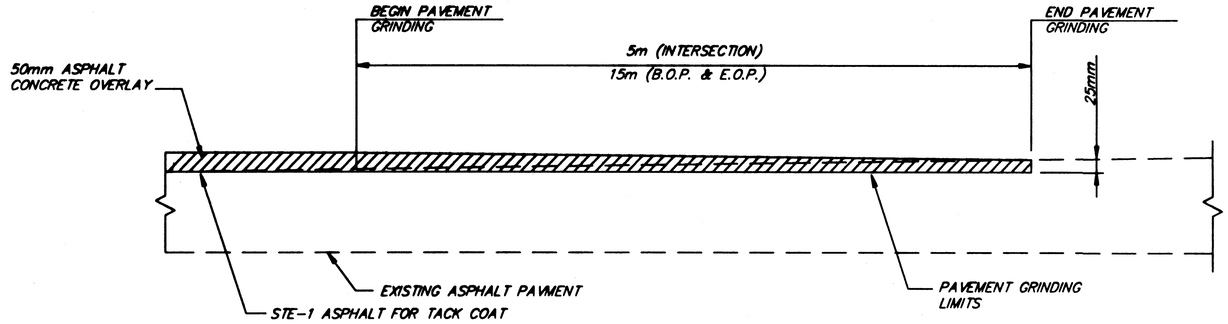
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

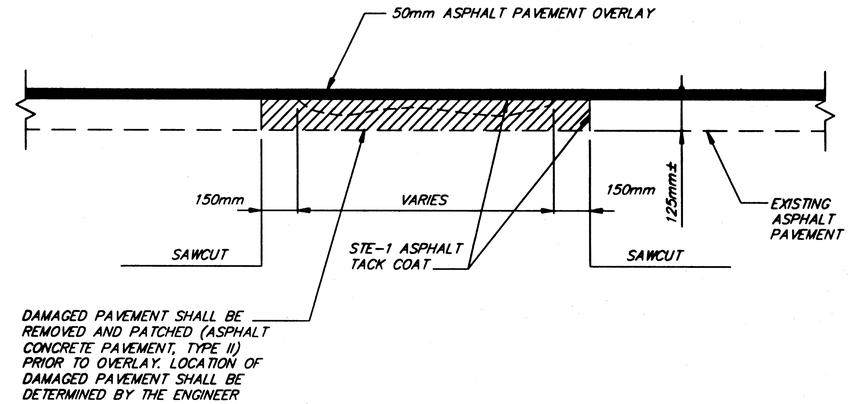
TYPICAL SECTIONS

DESIGNED BY: D. SALDIVAR	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET B-5 OF XX

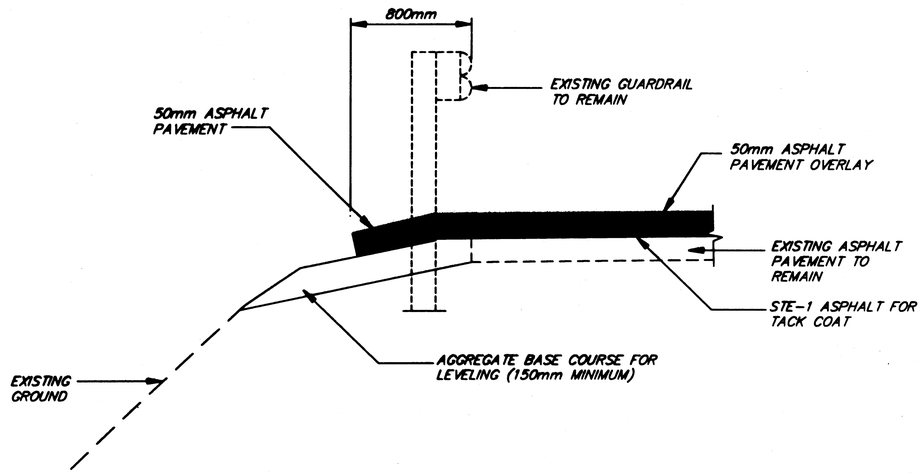
STATE OF ALASKA 49th David D. Saldivar CE-8307



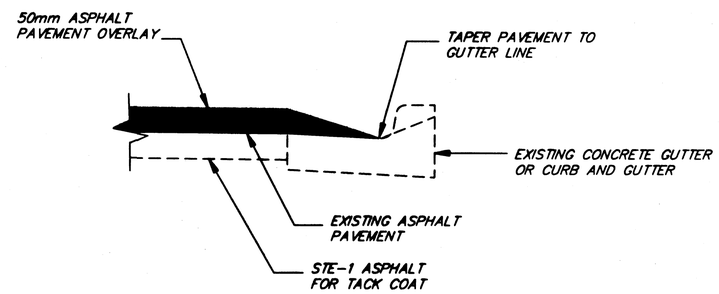
PAVEMENT MATCH AT INTERSECTIONS TAPERED GRINDING (1)



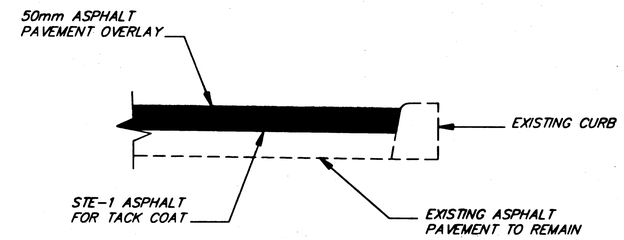
PAVEMENT PATCH DETAIL (2)



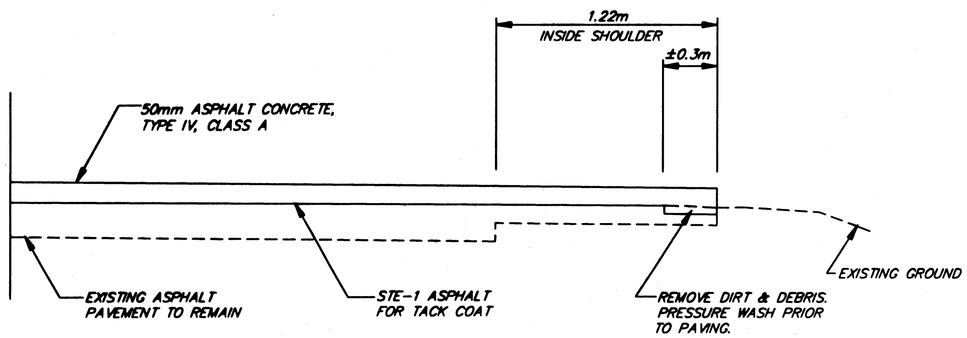
GUARDRAIL DETAIL (3)



PAVEMENT TRANSITION AT GUTTER (4)



PAVEMENT TRANSITION AT CURB DETAIL (5)



PAVEMENT EDGE TREATMENT DETAIL (6)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-mtypsec1.dwg 05/09/00 02:36:48 PM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

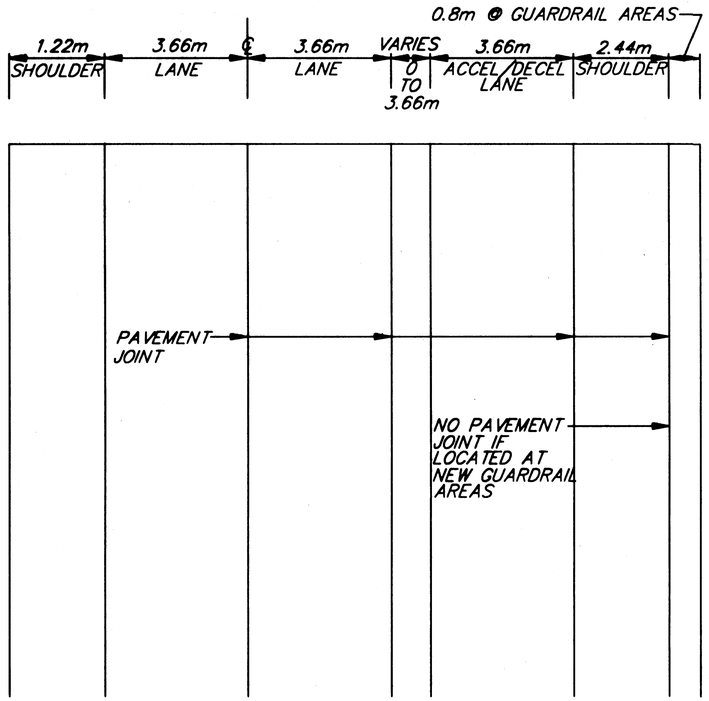
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

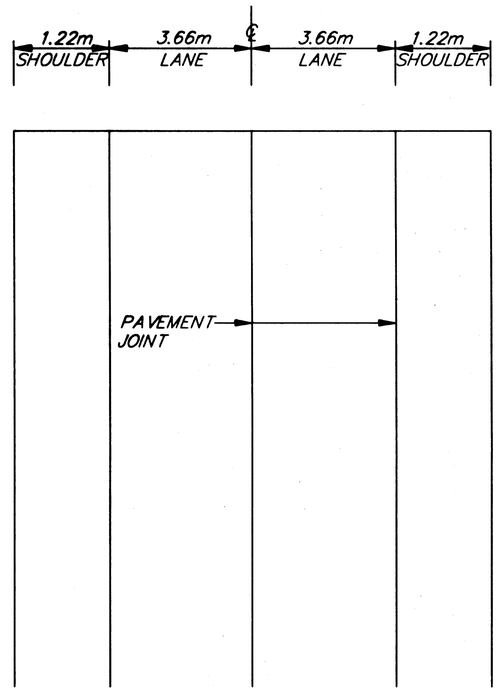
MISCELLANEOUS SECTIONS

DESIGNED BY: D. SALDIVAR	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET B-6 OF XX

STATE OF ALASKA 49th Dowid D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER

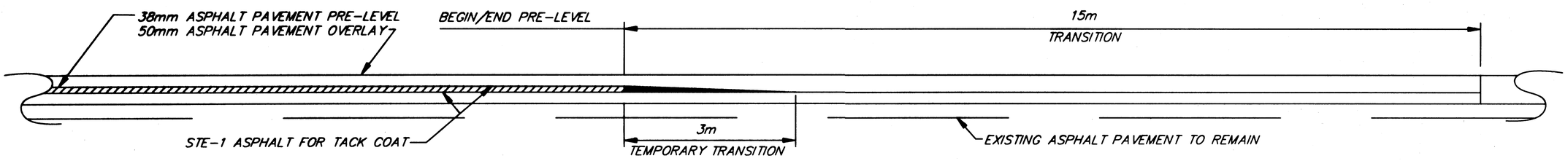


OVERLAY ALONG ACCEL/DECEL LANES – EGAN DRIVE



TYPICAL OVERLAY – EGAN DRIVE

PAVEMENT JOINT LOCATION



PAVEMENT TRANSITION AT END/BEGIN OF PAVEMENT PRE-LEVEL

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: Q:\jnu\67979\planset\STRIPDET1.dwg 05/23/00 09:36:18 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

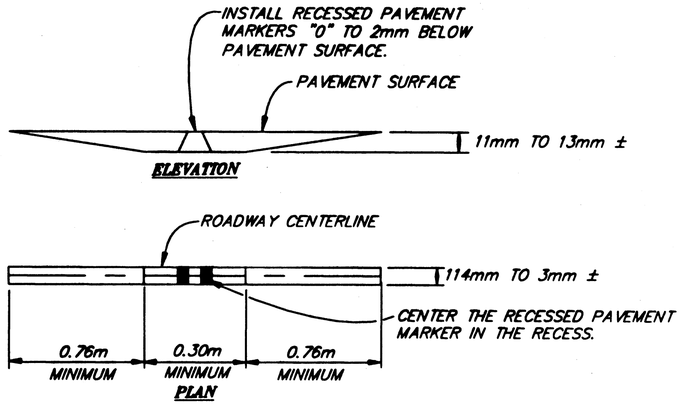
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

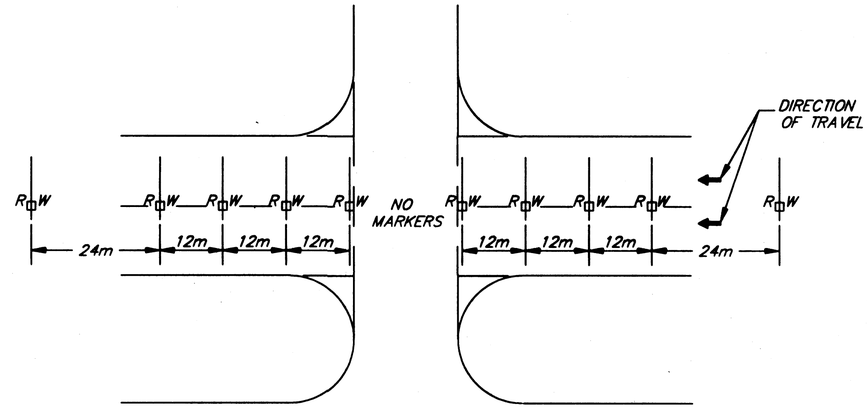
EGAN DRIVE OVERLAY
FED. No. NH-039-2(39) ~ PROJECT No. 68047
PAVEMENT JOINT LOCATION

DESIGNED BY: D. SALDIVAR	PROJECT No. XXXXX
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET B-7 OF XX

STATE OF ALASKA 49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER

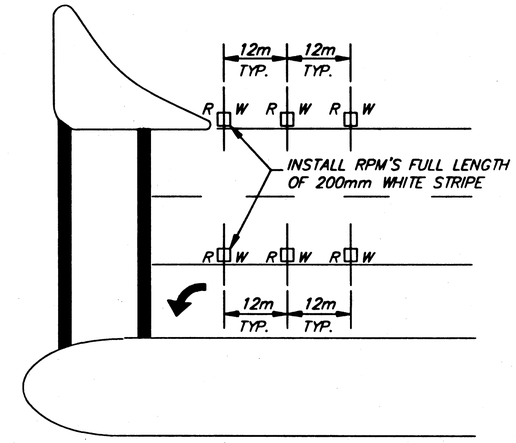


RECESSED PAVEMENT MARKER DETAIL

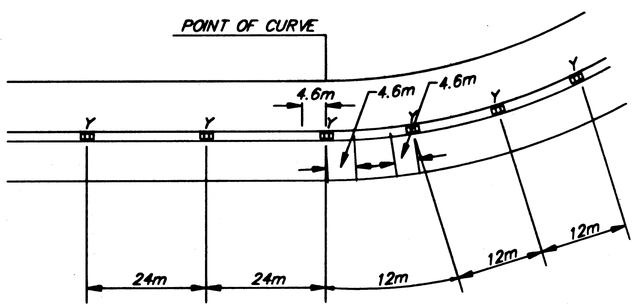


INTERSECTION APPROACH DETAIL

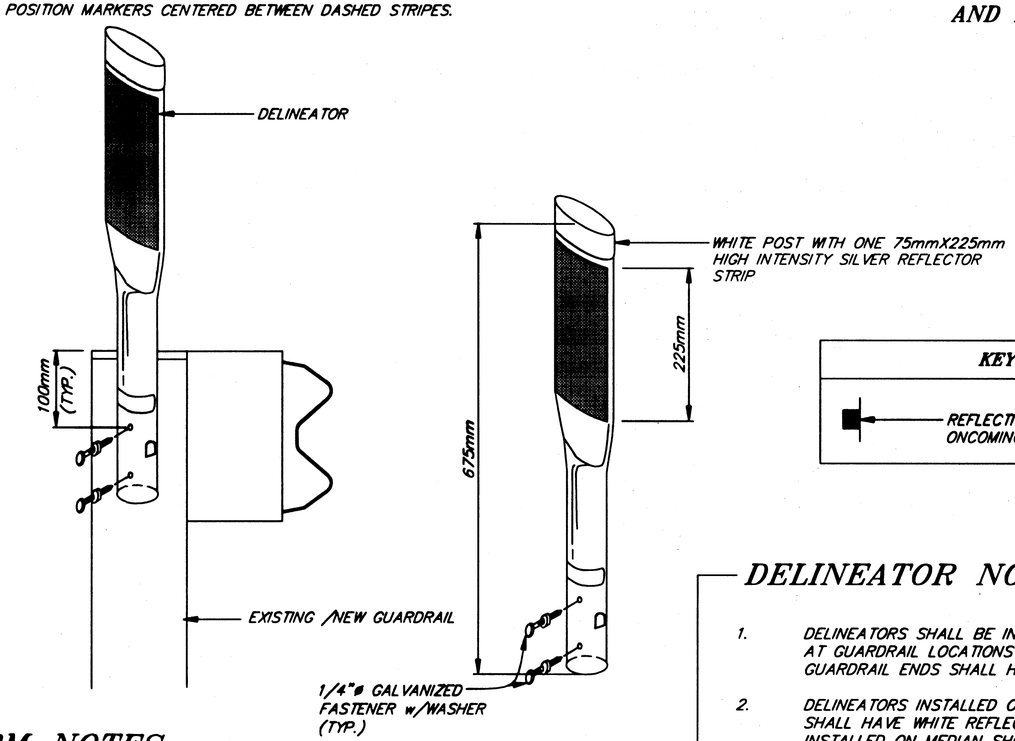
NOTE: POSITION MARKERS CENTERED BETWEEN DASHED STRIPES.



RPM PLACEMENT FOR LEFT AND RIGHT TURN LANE



TWO LANE, TWO WAY DETAIL RECESSED PAVEMENT MARKER



KEY	
◆	REFLECTIVE SHEETING FACING ONCOMING TRAFFIC.

DELINEATOR NOTES:

1. DELINEATORS SHALL BE INSTALLED ALONG EGAN DRIVE AT GUARDRAIL LOCATIONS ON 150m ON CENTER. ALL GUARDRAIL ENDS SHALL HAVE DELINEATORS.
2. DELINEATORS INSTALLED ON OUTSIDE SHOULDER GUARDRAIL SHALL HAVE WHITE REFLECTIVE SHEETING. DELINEATORS INSTALLED ON MEDIAN SHOULDER GUARDRAIL SHALL HAVE YELLOW REFLECTIVE SHEETING.
3. STEEL POST GUARDRAIL SHALL BE PRE-DRILLED PRIOR TO SECURING DELINEATOR WITH SELF-TAPPING SCREWS.

FLEXIBLE GUARDRAIL DELINEATOR

STRIPING AND RPM NOTES

1. EXISTING NO-PASSING GROOVES AT ENDS OF NO-PASSING ZONES SHALL BE REFERENCED BEFORE CONSTRUCTION BEGINS BY THE CONTRACTOR FOR TEMPORARY AND PERMANENT MARKING PLACEMENT.
2. LATERAL PLACEMENT OF RECESSED PAVEMENT MARKERS SHALL BE BETWEEN DOUBLE YELLOW STRIPES ON CENTERLINE.
3. LOCATIONS OF MARKERS IN SITUATIONS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE PROJECT ENGINEER.
4. RPM QUANTITIES ARE APPROXIMATE ONLY AND MAY VARY.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-mdet1.dwg 05/23/00 09:42:38 AM ADT		
PLOT: MSPACE: 1=1(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

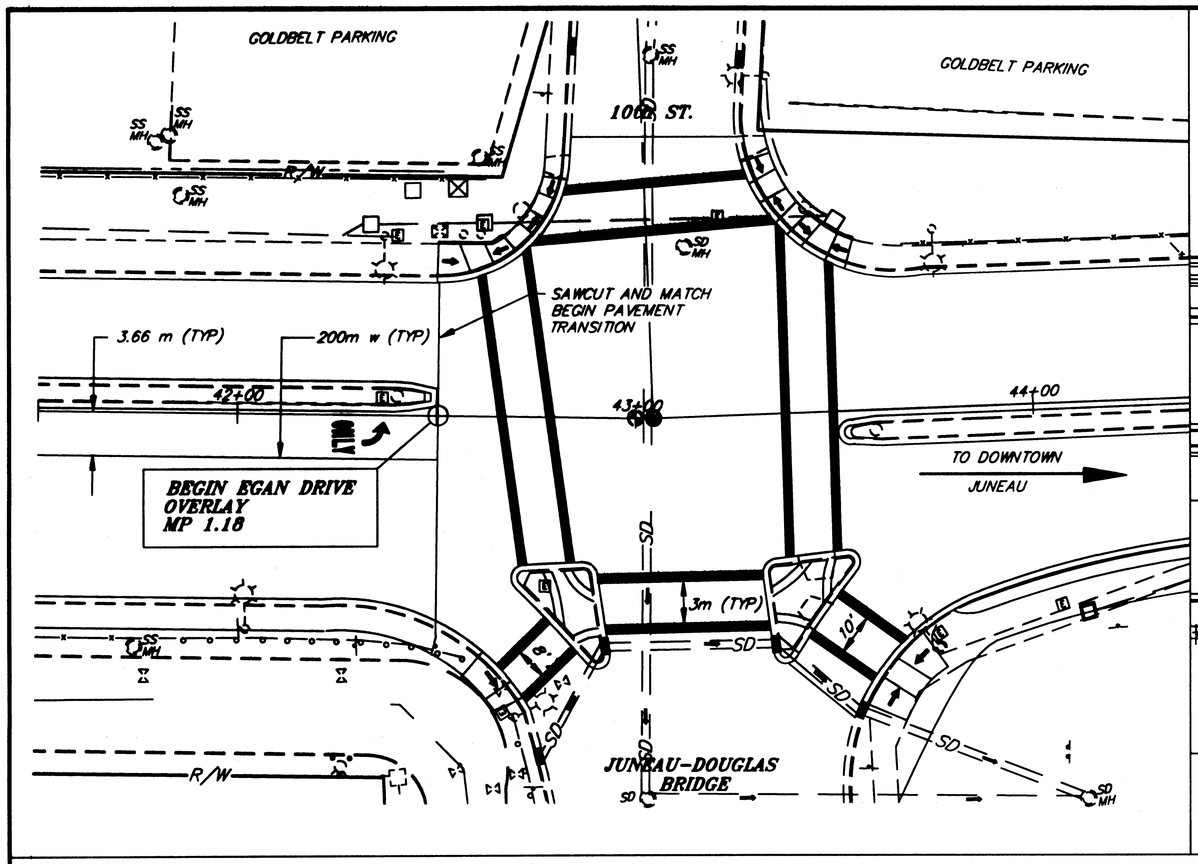
JUNEAU — EGAN DRIVE OVERLAY — ALASKA

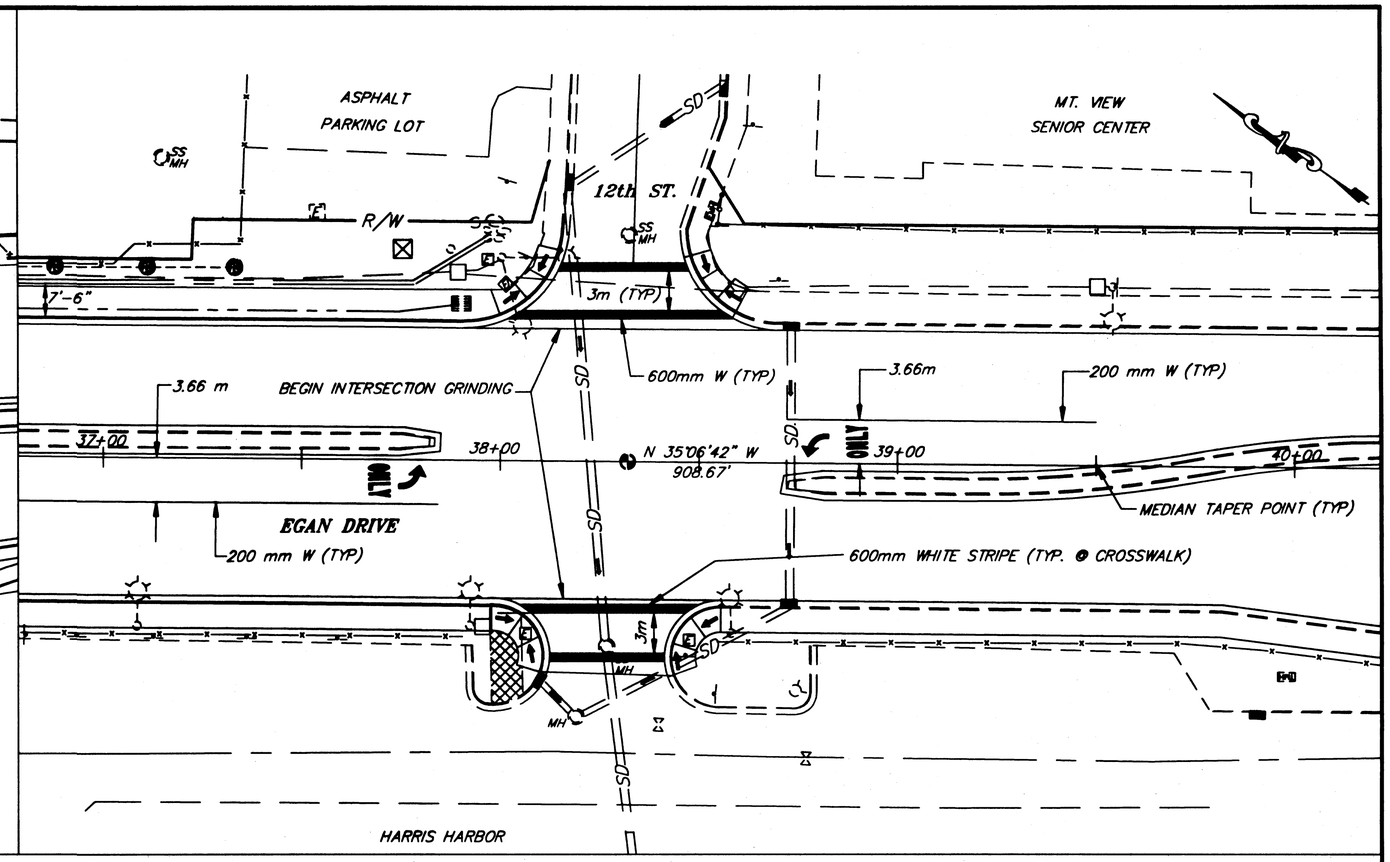
FED. No. NH-039-2(39) ~ PROJECT No. 68047

RECESSED PAVEMENT MARKER

DESIGNED BY: D. SALDIVAR	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET B-6 OF XX

STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER





-NOTES

1) ON EGAN EXPRESSWAY, NORWAY PT TO 10TH: LT TURN LANES STRIPING SHALL BE 200m W STRIPE WHICH SHALL BEGIN AT THE NOSE OF THE MEDIAN AND END AT THE MEDIAN TAPER POINT. (SEE 12TH ST. DETAIL)
2) A SECOND "ONLY" LEGEND SHALL BE PLACED AT THE BEGINNING OF THE LEFT TURN LANE WHEN THE LANE > 60m LONG.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-intersection8.dwg 05/23/00 09:50:46 AM ADT		
PLOT: MSPACE: 1=20(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

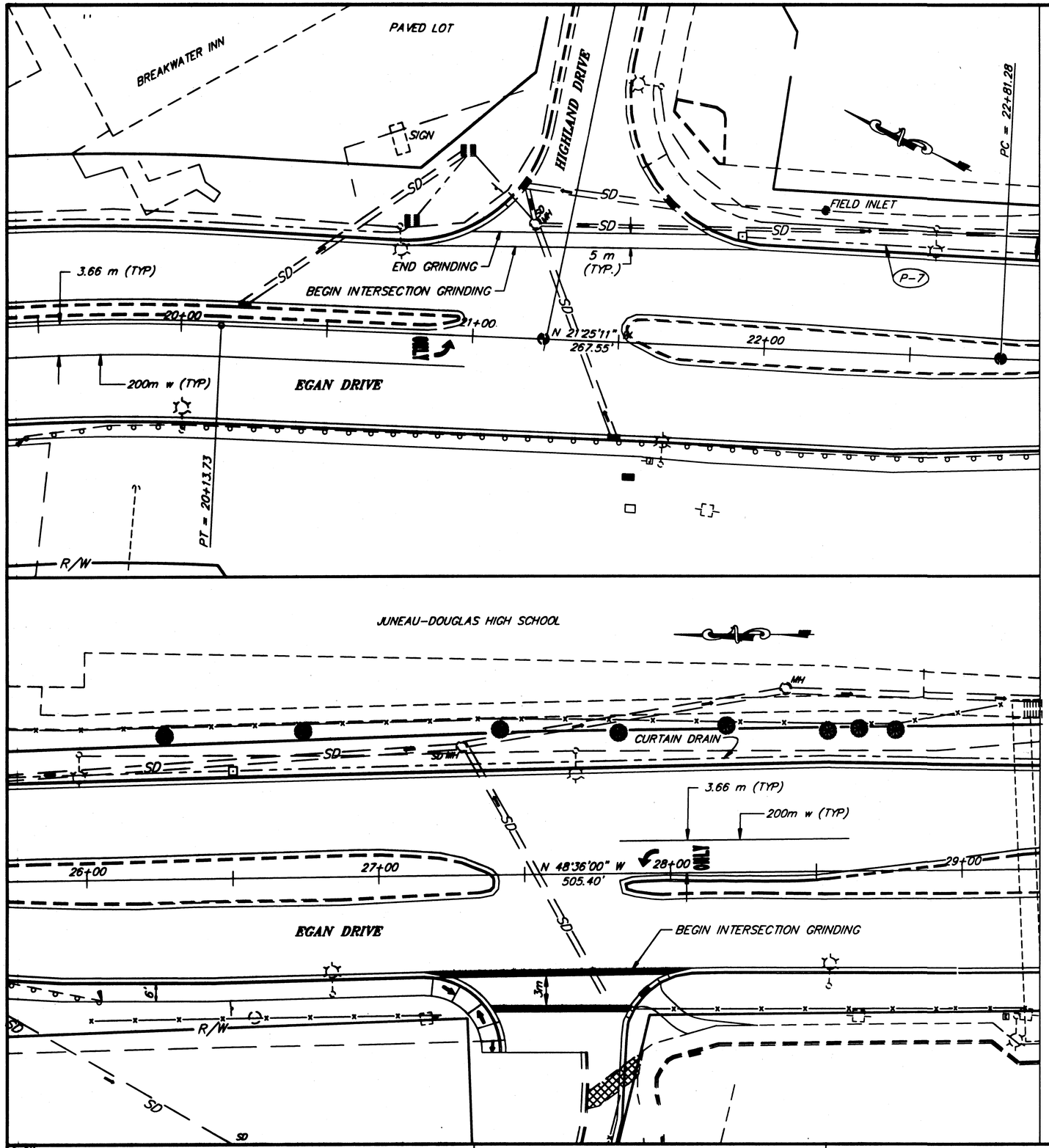
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

INTERSECTION STRIPING DETAILS

DESIGNED BY: R. PURVES	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET B-9 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-intersection8A.dwg 05/23/00 10:20:21 AM ADT		
PLOT: MSPACE: 1=20(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

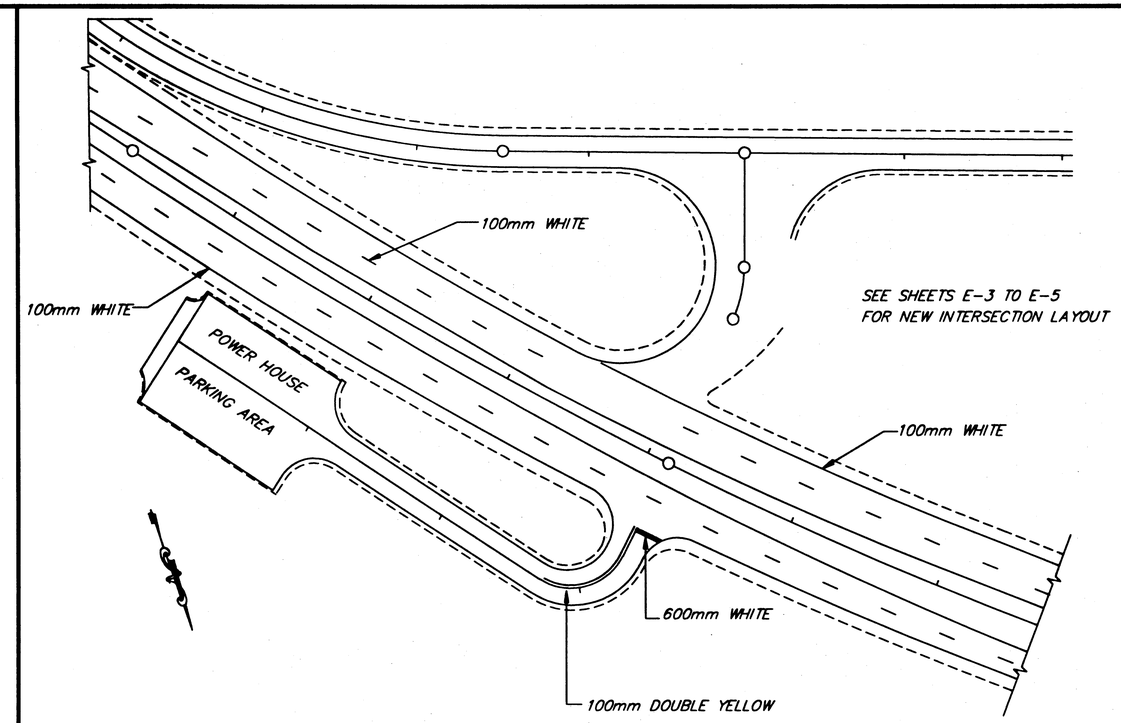
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

INTERSECTION STRIPING DETAILS

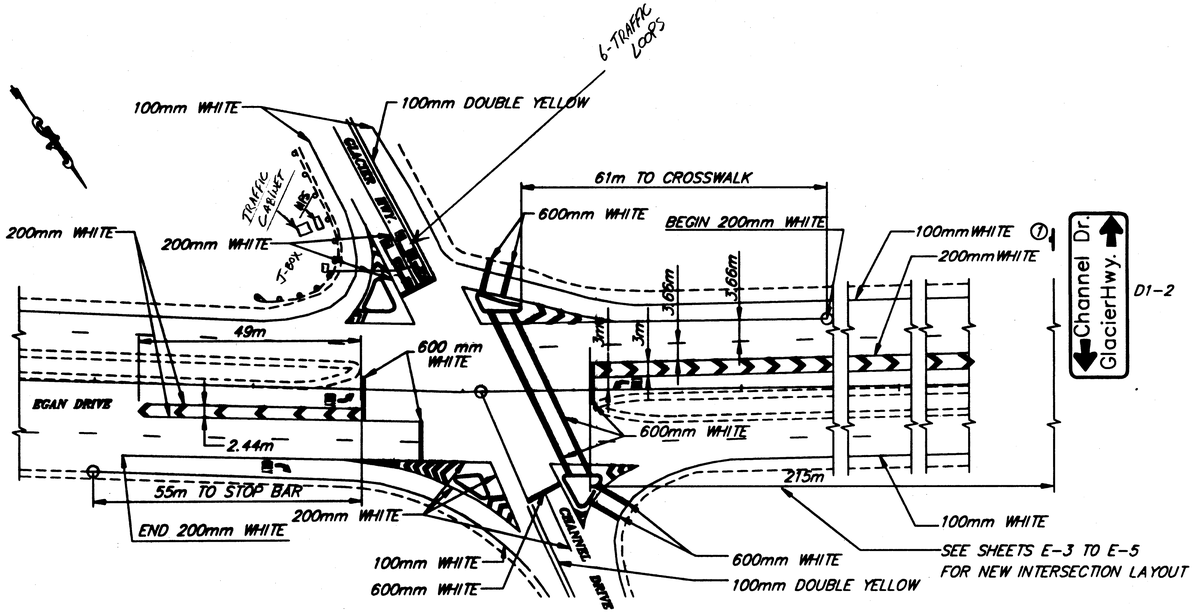
DESIGNED BY: R. PURVES	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET B-10 OF XX

STATE OF ALASKA 49th
Michael Lukshin CE-8737
REGISTERED PROFESSIONAL ENGINEER



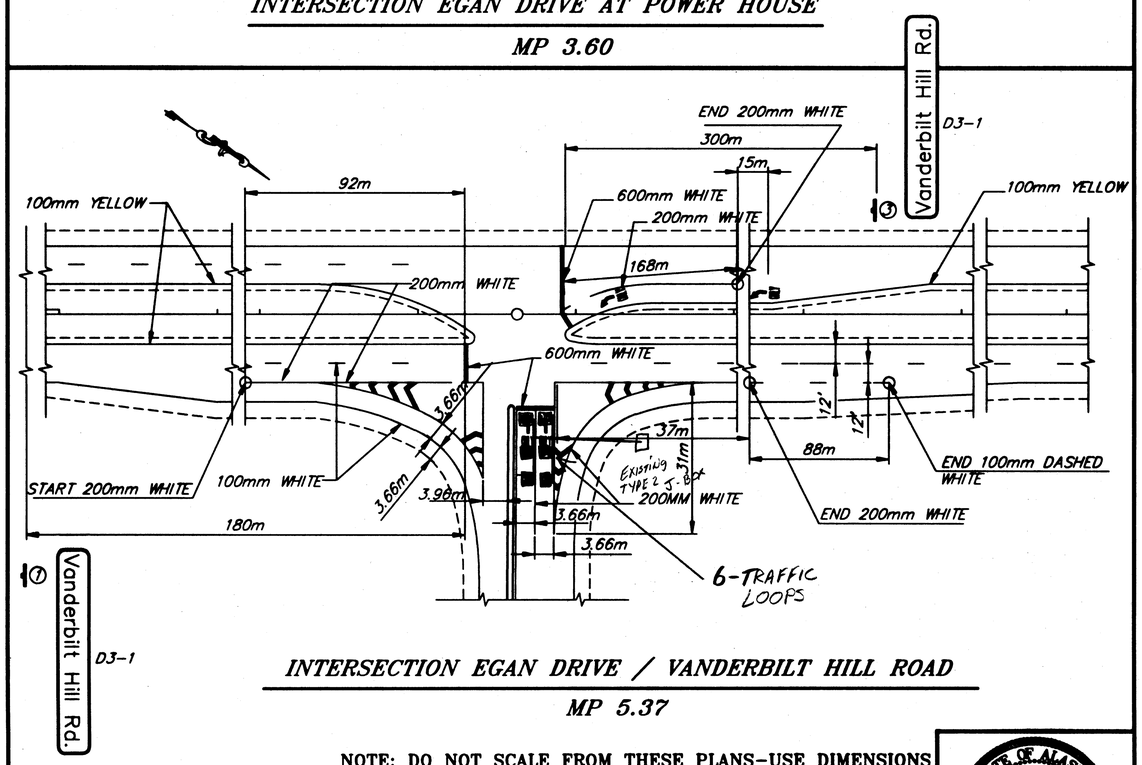
INTERSECTION EGAN DRIVE AT POWER HOUSE

MP 3.60



INTERSECTION EGAN DRIVE AT SALMON CREEK

MP 3.87



INTERSECTION EGAN DRIVE / VANDERBILT HILL ROAD

MP 5.37

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-intersection1.dwg 05/23/00 10:29:52 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

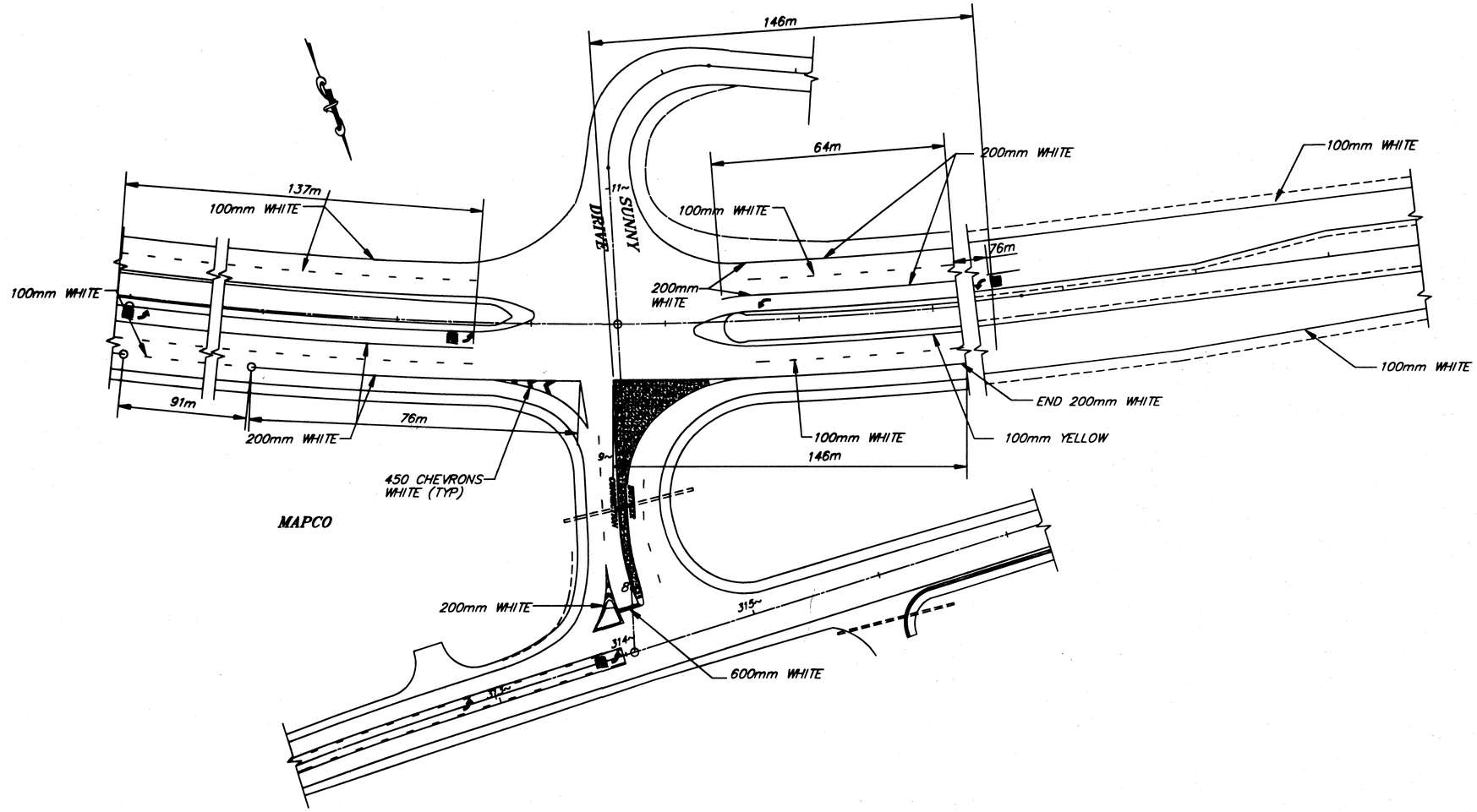
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

INTERSECTION STRIPING DETAILS

DESIGNED BY: R. PURVES	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET B-11 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



INTERSECTION EGAN DRIVE / SUNNY DRIVE
MP 6.58

GENERAL NOTES:

1. UNLESS OTHERWISE SHOWN, LANE LINE STRIPING SHALL BE A 100mm WHITE DASHED LINE. THESE LINES SHALL NOT RUN THROUGH INTERSECTIONS. THEY SHALL TERMINATE AT THE STOP BAR (IF PRESENT) OR AT THE MEDIAN NOSE ON EITHER SIDE OF INTERSECTIONS.
2. UNLESS OTHERWISE SHOWN, THE INSIDE SHOULDER WILL BE 1.22m WIDE AND MARKED WITH A 100mm YELLOW STRIPE. LANE WIDTHS WILL BE 3.66m UNLESS OTHERWISE NOTED. THE OUTSIDE SHOULDER WILL BE 2.44m FEET WIDE MARKED WITH A 100mm WHITE STRIPE.
3. LOCATION ARROWS AND "ONLY'S" IN LEFT TURN BAYS ARE APPROXIMATE. SEE STANDARD DRAWING T-21.01 FOR DIMENSIONS.
4. STRIPING SHOWN IN THESE PLANS IS FOR INFORMATIONAL PURPOSES. ONLY THAT STRIPING REMOVED DURING CONSTRUCTION OPERATIONS WILL NEED REPLACEMENT.
5. WHITE SKIP STRIPES BETWEEN THROUGH LANES AND 200mm WHITE STRIPES SEPARATING THROUGH AND TURNING LANES SHALL BE METHYL METHACRYLATE TAPE. ALL OTHER STRIPES SHALL BE PAINTED.
6. WHITE CHEVRONS SHALL BE 450mm WIDE
7. ALL STRIPING LAYOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCIDENTAL TO STRIPING.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-intersection2.dwg 05/23/00 10:40:27 AM ADT
PLOT: FULL (1000=1) or HALF (1000=2)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

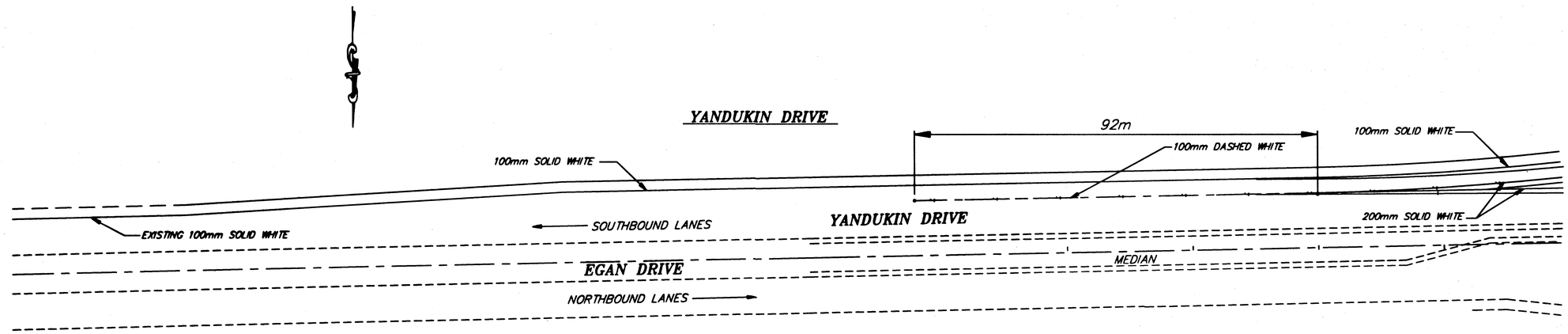
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

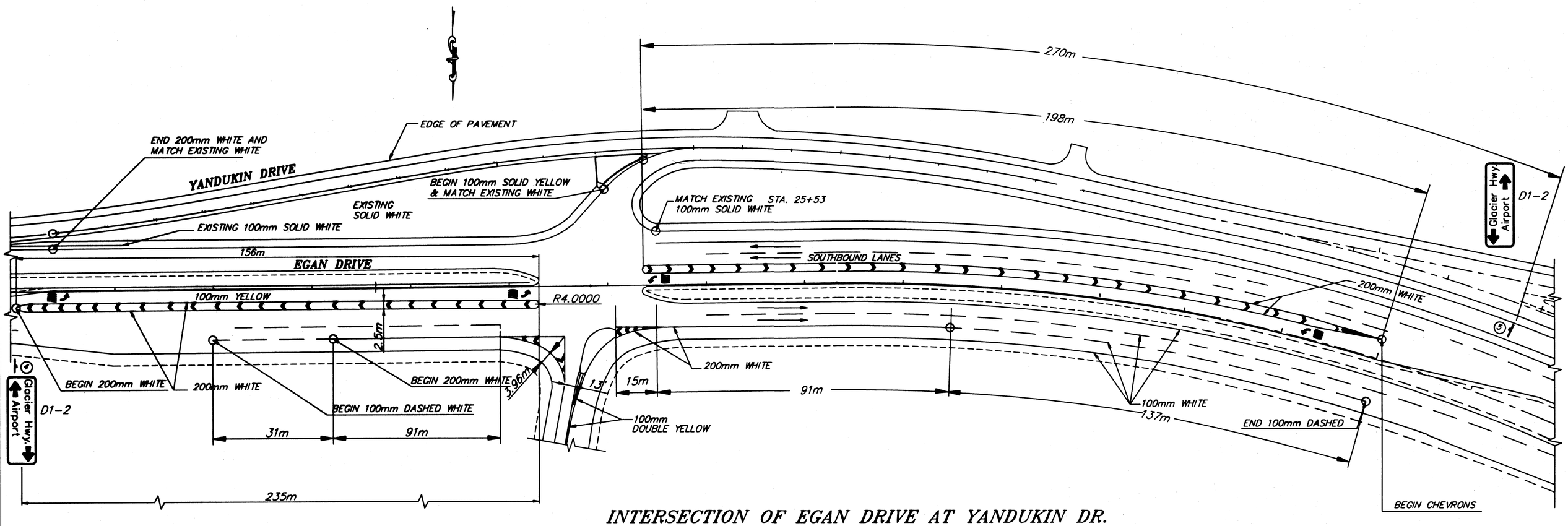
JUNEAU ALASKA

EGAN DRIVE OVERLAY
FED. No. NH-093-2(39) ~ PROJECT No. 68047
INTERSECTION STRIPING DETAILS

DESIGNED BY: R. PURVES	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET B-12 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER





INTERSECTION OF EGAN DRIVE AT YANDUKIN DR.

MP 7.91

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-intersection4.dwg 05/23/00 10:49:54 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

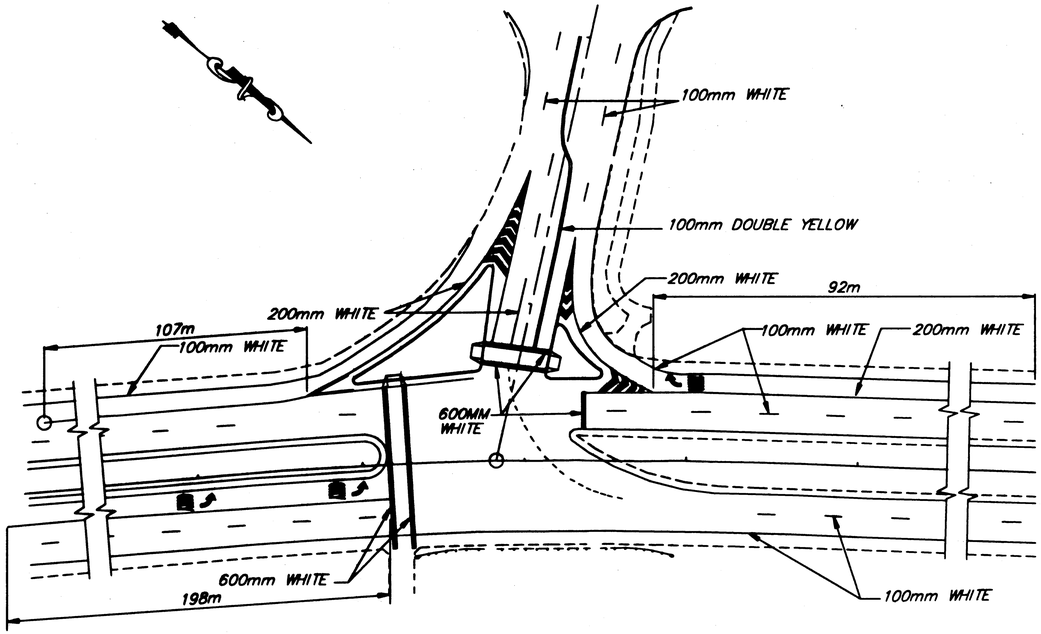
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

EGAN DRIVE OVERLAY
FED. No. NH-093-2(39)~ PROJECT No. 68047
INTERSECTION STRIPING DETAILS

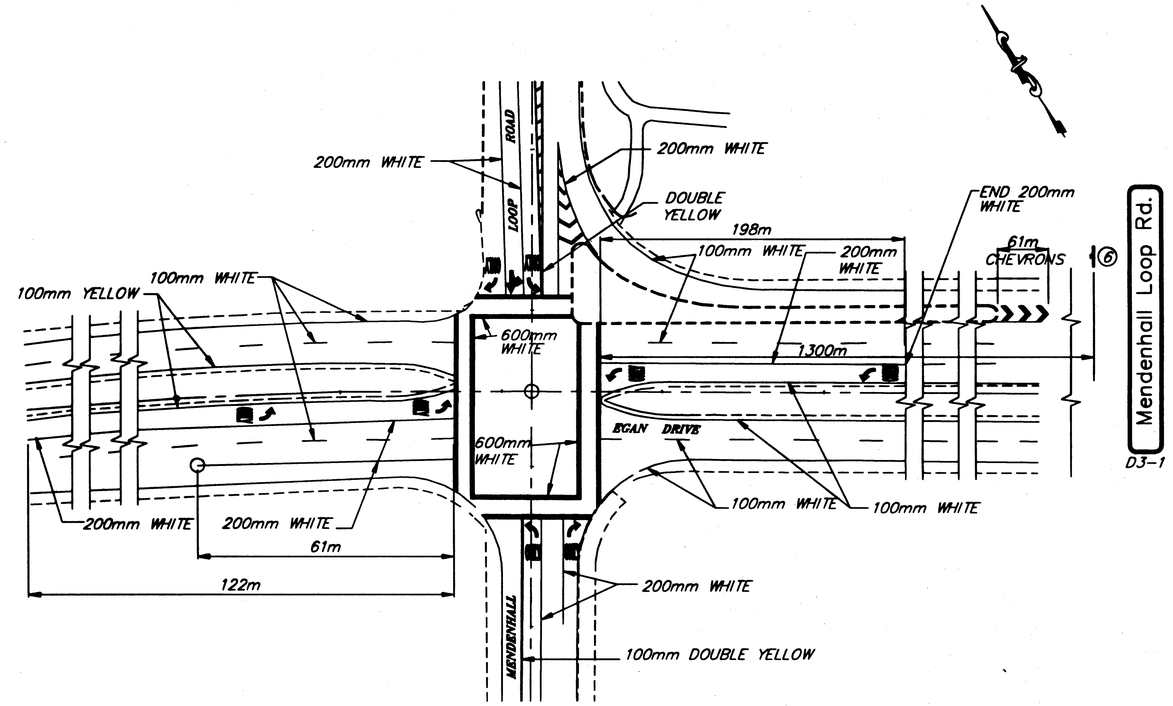
DESIGNED BY: R. PURVES	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET B-13 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



INTERSECTION EGAN DRIVE / McNUGGET

MP 8.67



INTERSECTION EGAN DRIVE / MENDENHALL LOOP ROAD

MP 9.25

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-intersection3.dwg 05/23/00 11:31:01 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

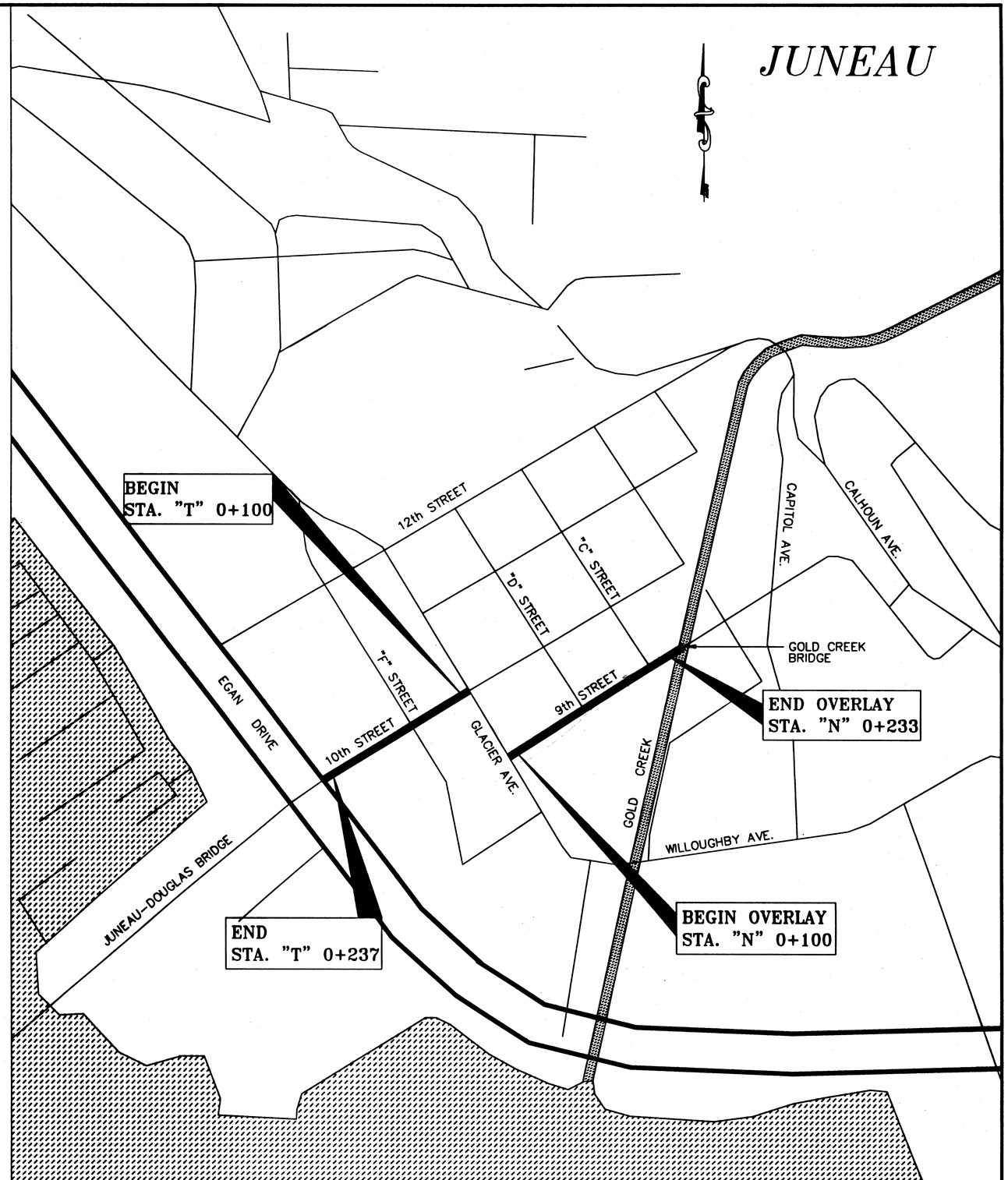
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

INTERSECTION STRIPING DETAILS

DESIGNED BY: R. PURVES	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET B-14 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\project2.dwg 05/09/00 02:20:46 PM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

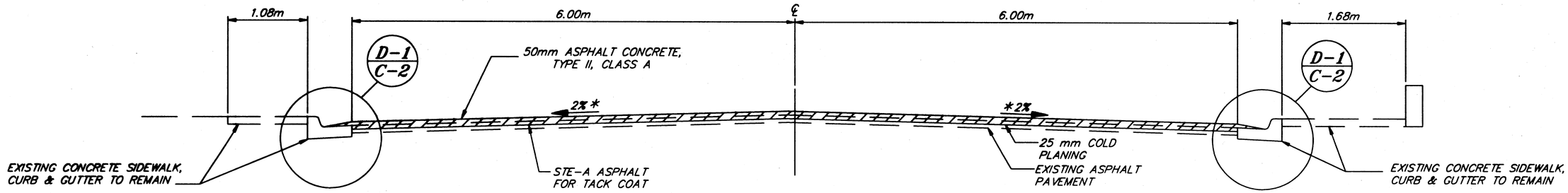
9th & 10th STREET OVERLAY

FED. No. STP-000S(149) ~ PROJECT No. 71463

PROJECT LAYOUT

DESIGNED BY: D. SALDIVAR	PROJECT No. 71463
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET C-1 OF XX

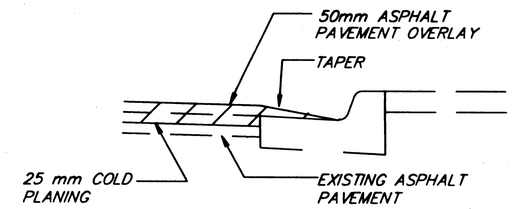
STATE OF ALASKA 49th David D. Saldivar CE-8307 PROFESSIONAL ENGINEER



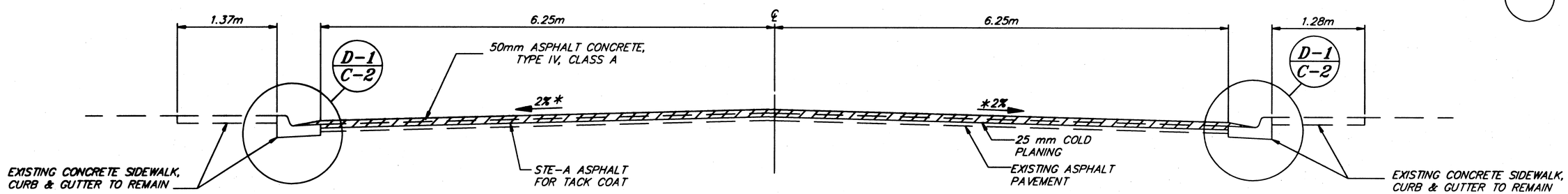
NINTH STREET

STA. "N" 0+100 TO STA. "N" 0+233

*MAY REQUIRE ADDITIONAL PAVEMENT THICKNESS TO CONSTRUCT A 2% CROSS SLOPE.

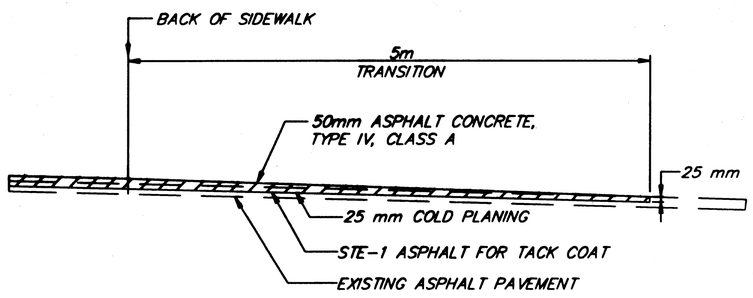


DETAIL 1

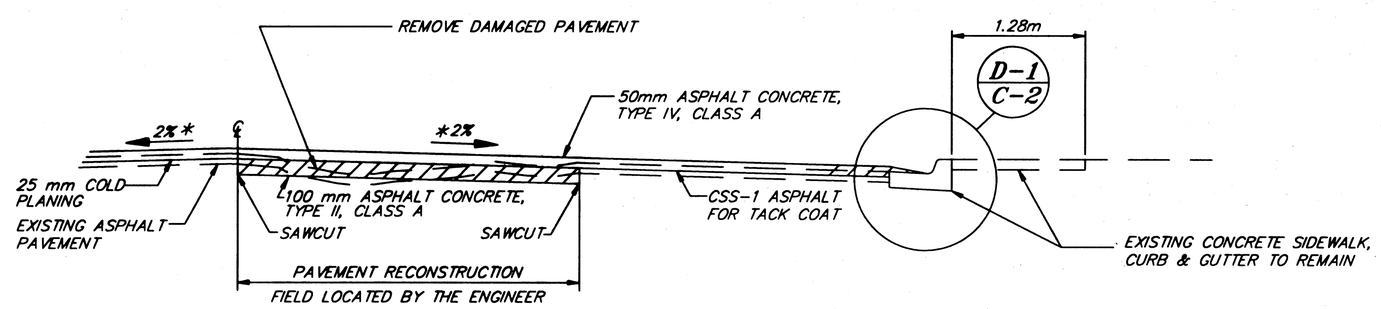


TENTH STREET

STA. "T" 0+100 TO STA. "T" 0+237



PAVEMENT MATCH AT INTERSECTION



PAVEMENT RECONSTRUCTION-TENTH STREET

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\DR\-MTYPSEC7		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=30(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

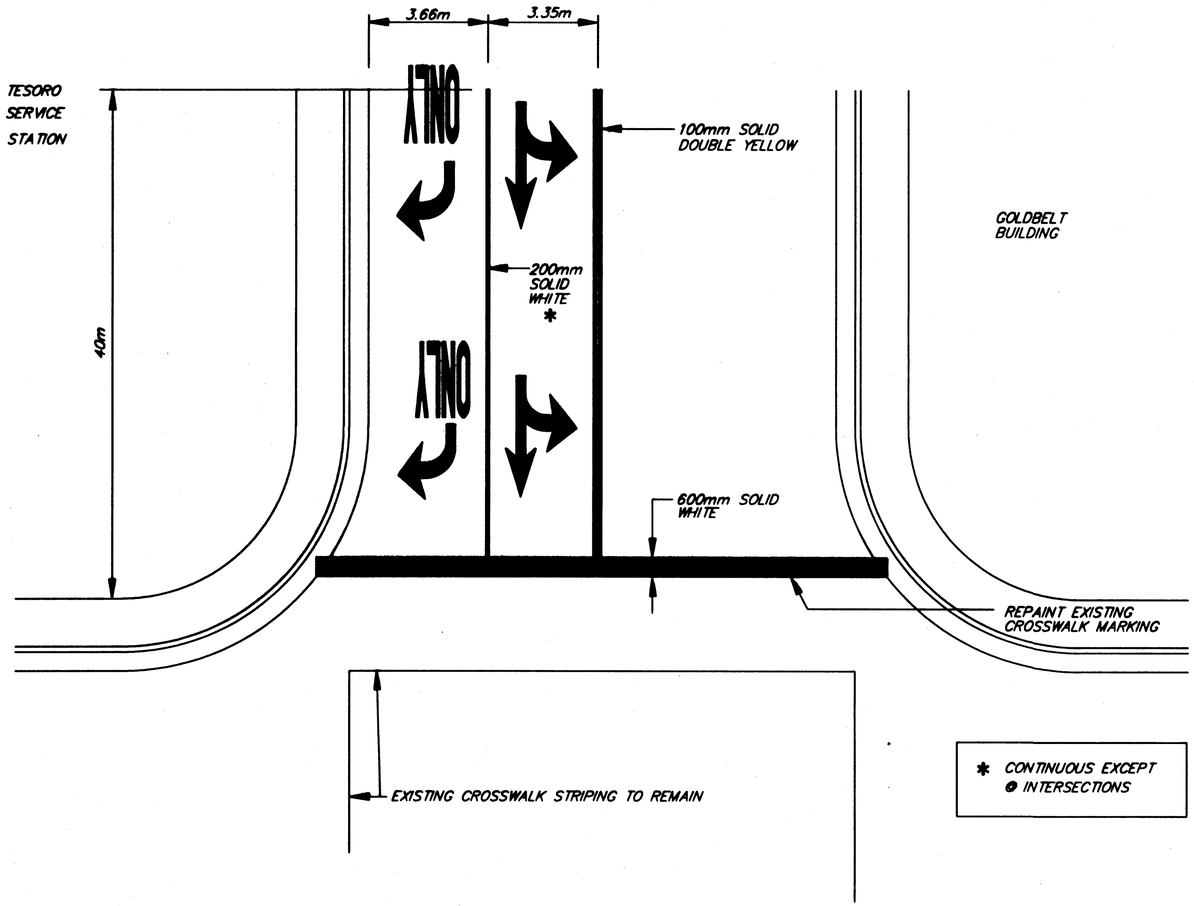
9th & 10th STREET OVERLAY

FED. No. STP-000S(149) ~ PROJECT No. 71463

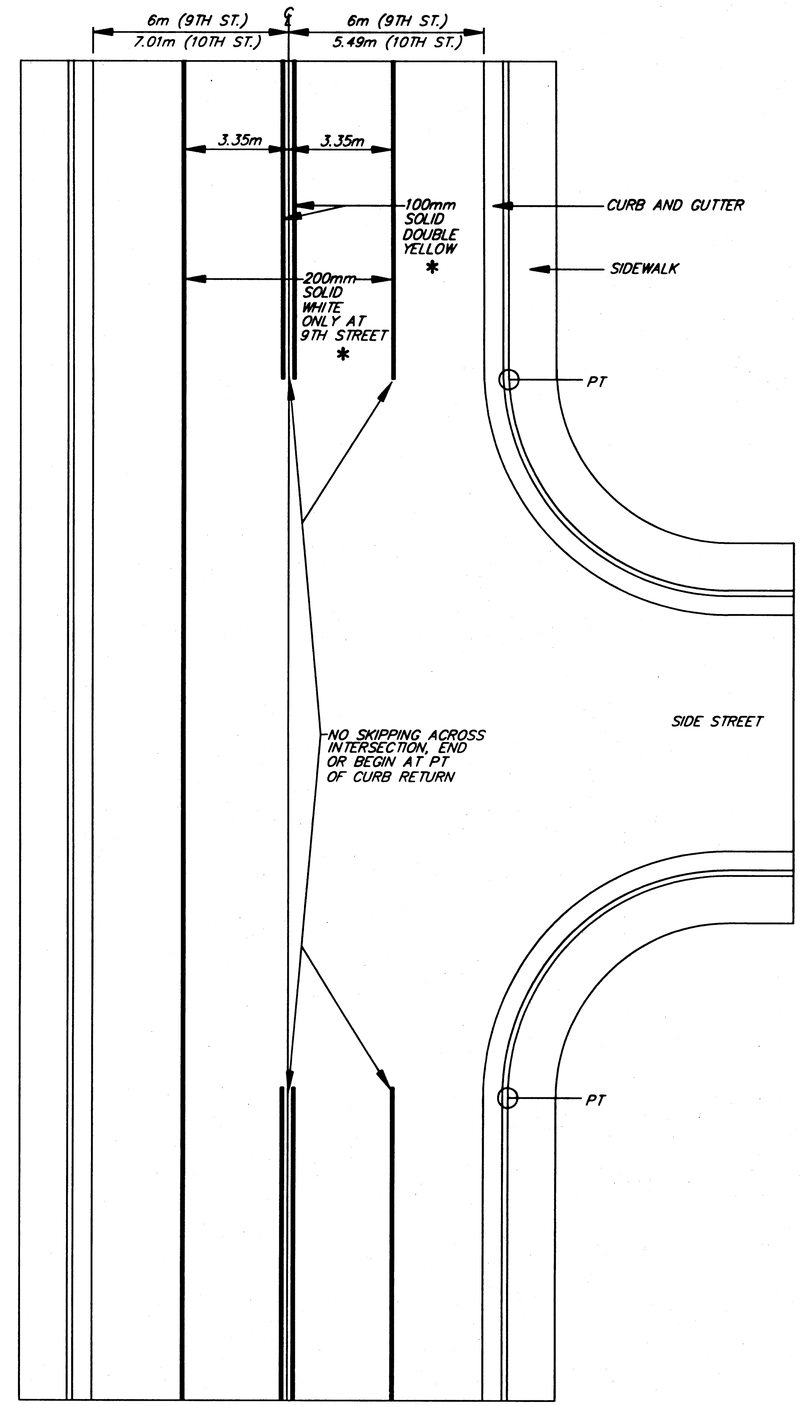
TYPICAL SECTIONS

DESIGNED BY: D. SALDIVAR	PROJECT No. 71463
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET C-2 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



10TH ST. & EGAN DRIVE INTERSECTION



9TH OR 10TH ST. & SIDE STREET INTERSECTION

NOTE:

PAVEMENT MARKINGS ALONG TENTH STREET SHALL BE METHYL METHACRYLATE AND PAVEMENT MARKINGS ALONG NINTH STREET SHALL BE MADE WITH PAINT.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: Q:\jnu\67979\planset\-STRIPDET2.dwg 05/10/00 08:33:57 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

9th & 10th STREET OVERLAY

FED. No. STP-000S(149) ~ PROJECT No. 71463

INTERSECTION STRIPING PLAN

DESIGNED BY: D. SALDIVAR	PROJECT No. 71463
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET C-3 OF XX

STATE OF ALASKA 49th MICHAEL LURSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER

HORIZONTAL CONTROL

THE BASIS OF BEARING FOR THIS PROJECT IS THE GEODETIC BEARING OF S63°15'05"E FROM THE RECOVERED CHANNEL DRIVE CENTERLINE MONUMENT 1+472.780 POT (ORIGINALLY FEET 126+04.60 POT) TO THE RECOVERED CHANNEL DRIVE CENTERLINE MONUMENT 1+240.214 POC (ORIGINALLY FEET 118+32.29 POC).

THE PROJECT SPECIFIC BASIS OF BEARING IS THE GEODETIC BEARING OF S35°11'54"E FROM THE GPS BRASS CAP 95-J-8 TO THE RECOVERED EGAN DRIVE CENTERLINE MONUMENT AT THE INTERSECTION OF EGAN AND 2.5 MILE GLACIER HIGHWAY.

VERTICAL CONTROL

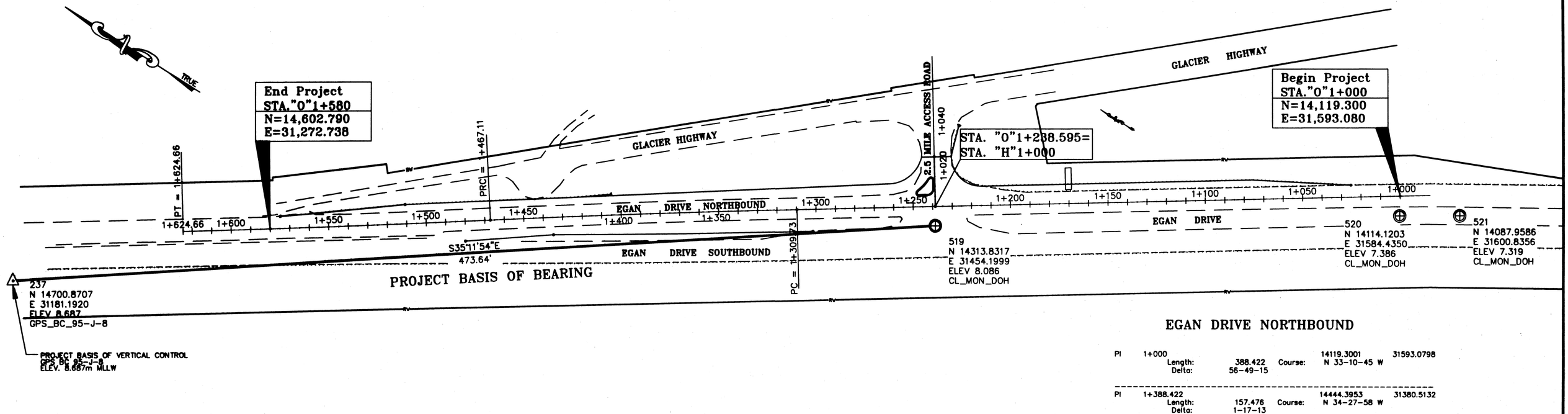
THE BASIS OF VERTICAL CONTROL WAS DERIVED FROM THE MEAN OF A SERIES OF TIDAL OBSERVATIONS ON 4/7, 4/8, & 5/27 1998. THE BASIS OF VERTICAL CONTROL IS TBM "EMPIRE", A 2" BRASS CAP SET IN THE S.W. CORNER OF THE CONCRETE BASE OF A POWER TRANSFORMER THAT IS LOCATED BETWEEN THE TWO DRIVEWAYS OF THE EMPIRE BUILDING. TBM "EMPIRE" HAS AN ACCEPTED ELEVATION OF 8.483m ABOVE M.L.L.W.

THE PROJECT SPECIFIC BASIS OF VERTICAL CONTROL IS THE GPS BRASS CAP 95-J-8. 95-J-8 HAS AN ACCEPTED ELEVATION OF 8.687m ABOVE M.L.L.W.

LEGEND

⊕ =DEPT. OF HIGHWAYS CL MON

△ =GPS BRASS CAP



EGAN DRIVE NORTHBOUND

PI	1+000			14119.3001	31593.0798	
	Length:	388.422	Course:	N 33-10-45 W		
	Delta:	56-49-15				
PI	1+388.422			14444.3953	31380.5132	
	Length:	157.476	Course:	N 34-27-58 W		
	Delta:	1-17-13				
	Tangent Data					
	1+000			14119.3001	31593.0798	
	1+309.725			14378.5290	31423.5805	
	Length:	309.725	Course:	N 33-10-45 W		
	Circular Curve Data					
PC	1+309.725			14378.5290	31423.5805	
CC				10544.0403	25559.1878	
PT	1+467.112			14509.2778	31335.9774	
	Delta:	01-17-13	Type:	LEFT		
	Radius:	7006.740	DOC:	00-49-04		
	Length:	157.387	Tangent:	78.697		
	Mid-Ord:	0.442	External:	0.442		
	Chord:	157.383	Course:	N 33-49-21 W		
	Es:	0.442				
PI	1+545.891			14574.2280	31291.3950	
	Length:	78.779	Course:	N 33-10-45 W		
	Delta:	1-17-13				
	Circular Curve Data					
PC	1+467.112			14509.2778	31335.9774	
CC				18478.6577	37118.8020	
PT	1+624.663			14640.1631	31248.2826	
	Delta:	01-17-13	Type:	RIGHT		
	Radius:	7014.060	DOC:	00-49-01		
	Length:	157.551	Tangent:	78.779		
	Mid-Ord:	0.442	External:	0.442		
	Chord:	157.548	Course:	N 33-49-21 W		
	Es:	0.442				

NOTE:
WHETHER LISTED OR NOT, ALL MONUMENTS OR PROPERTY MARKERS OR ACCESSORIES WHICH WILL BE DISTURBED OR BURIED SHALL BE REFERENCED PRIOR TO BEING DISTURBED AND RE-ESTABLISHED IN THEIR ORIGINAL POSITION AND A RECORD OF MONUMENT FORM SHALL BE SUBMITTED TO THE CONSTRUCTION ENGINEER FOR REVIEW PRIOR TO RECORDING. COORDINATE VALUES LISTED ARE FOR INFORMATIONAL PURPOSES AND SHOULD NOT BE USED TO RESET MONUMENTS.

GRAPHIC SCALE

(IN METERS)

20 0 10 20 40 60 80 100

1 : 1000

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\CTRL_2.5MILE-INT.DWG		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE - 2.5 MILE INTERSECTION IMPROVEMENTS

FED. No. NH-093-2(38) ~ PROJECT No. 68045

CONTROL DIAGRAM

DESIGNED BY: C. HOWARD	PROJECT No. 68045
DRAWN BY: T. REED	DATE: 5/2000
CHECKED BY: G. MCLEAN	SHEET D-1 OF XX

STATE OF ALASKA 49th GARRITH MCLEAN 9019 REGISTERED PROFESSIONAL ENGINEER

GUARDRAIL SUMMARY TABLE

STATION	OFFSET	DESCRIPTION	REMARKS
"O" 1+025	6.075m RT.	BEGIN NEW GUARDRAIL	MATCH EXISTING GUARDRAIL
"O" 1+226.622	38.829m RT.	END NEW GUARDRAIL	INSTALL ET-2000 PER STD. DWG. G-20.00[M]
"O" 1+405	10.500m RT.	BEGIN NEW GUARDRAIL	INSTALL ET-2000 PER STD. DWG. G-20.00[M]
"O" 1+568.943	6.372m RT.	BEGIN NEW THRIE BEAM GUARDRAIL	
"O" 1+574.640	6.084m RT.	ATTACH NEW THRIE BEAM GUARDRAIL TO EXISTING CONCRETE RETAINING WALL.	ATTACH THRIE BEAM GUARDRAIL PER STD. DWG. G-00.01[M]

GUARDRAIL REMOVAL SUMMARY TABLE

FROM		FROM		LENGTH	REMARKS
STATION	OFFSET	STATION	OFFSET		
"O" 1+025	6.075m RT.	"O" 1+229.902	24.987m RT.	215	

REMOVAL OF STRUCTURES & OBSTRUCTIONS SUMMARY

DESCRIPTION	STATION	OFFSET	REMARKS
ALUMINUM STRUCTURAL PLATE ARCH SPAN 4216mm, RISE 3531mm THICKNESS 4.5mm	1+170.069	6.421 m RT.	REMOVE END SECTION
FIELD INLET	1+381.967	9.268 m LT.	REMOVE & DISPOSE
REMOVE EXISTING CHAIN LINK FENCE	1+424.181 TO 1+457.248	14.033 m RT. 18.219 m RT.	REMOVE & DISPOSE

PIPE SUMMARY TABLE

PIPE NUMBER	PIPE DESCRIPTION*	LENGTH TO EXTEND (m)	REMARKS
P-1	ALUMINUM STRUCTURAL PLATE ARCH SPAN 4216mm, RISE 3531mm THICKNESS 4.5mm	10	CONSTRUCT CONCRETE HEADWALL, TYPE I
P-2	900mm CSP	5	GALV. & BITUMINOUS COATED
P-3	450mm CSP	1.5	GALVANIZED
P-4	900mm CSP	3	GALVANIZED

*CONTRACTOR TO FIELD VERIFY ALL PIPE BEFORE ORDERING

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-MSUM1.dwg
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=500(F)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

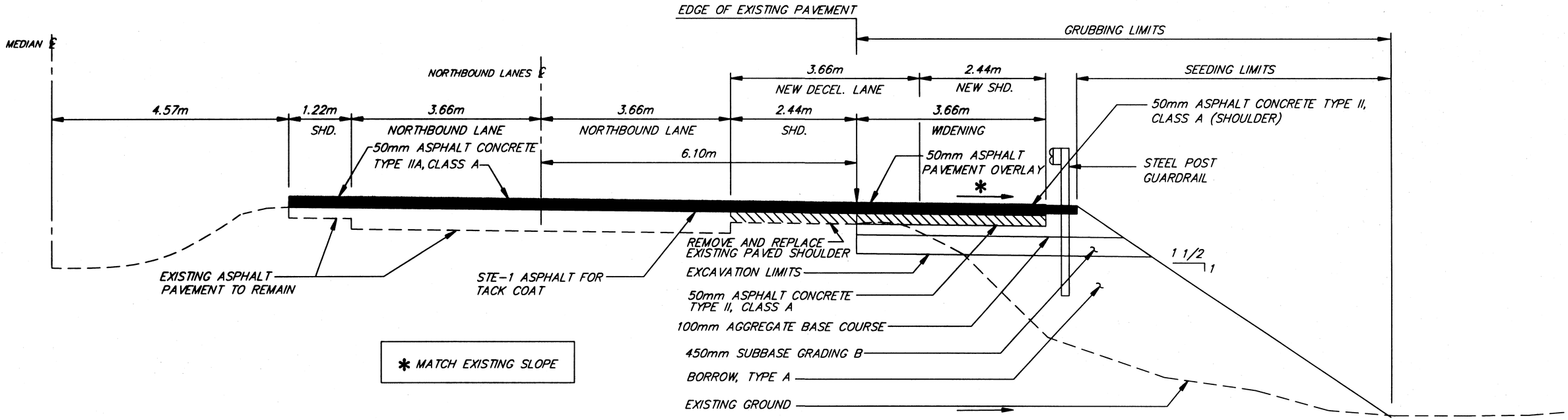
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

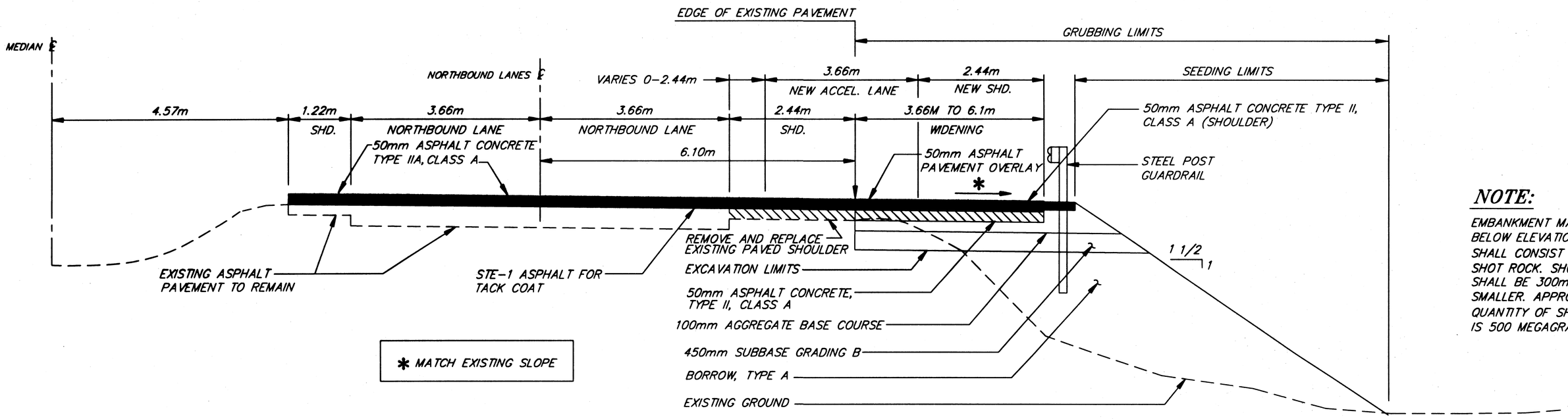
EGAN DRIVE 2.5 MILE INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(38) ~ PROJECT No. 68045
SUMMARIES

DESIGNED BY: C. HOWARD
DRAWN BY: C.H./R.S.
CHECKED BY: D. SALDIVAR
PROJECT No. 68045
DATE: 5/16/00
SHEET D-2 OF XX

STATE OF ALASKA 49th Dovid D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



DECELERATION LANE – NORTHBOUND



ACCELERATION LANE – NORTHBOUND

NOTE:

EMBANKMENT MATERIAL BELOW ELEVATION +5.00m SHALL CONSIST OF CLEAN SHOT ROCK. SHOT ROCK SHALL BE 300mm AND SMALLER. APPROXIMATE QUANTITY OF SHOT ROCK IS 500 MEGAGRAMS.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-mtypsec10.dwg 05/02/00 08:49:32 AM ADT
PLOT: FULL (1000=1) or HALF (1000=2)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

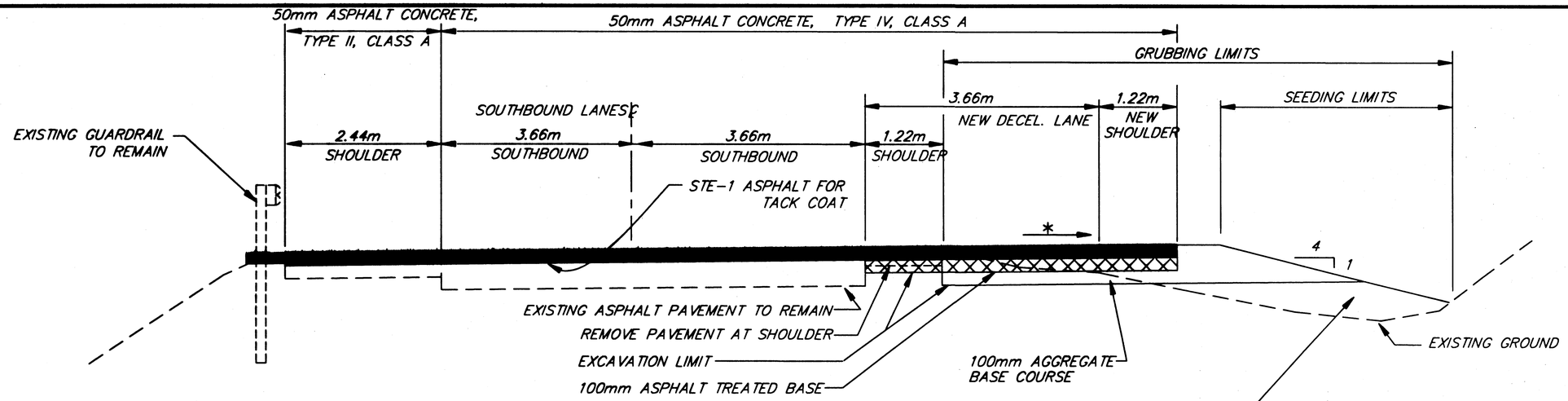
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE 2.5 MILE INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
TYPICAL SECTIONS–2 1/2 MILE INTERSECTION

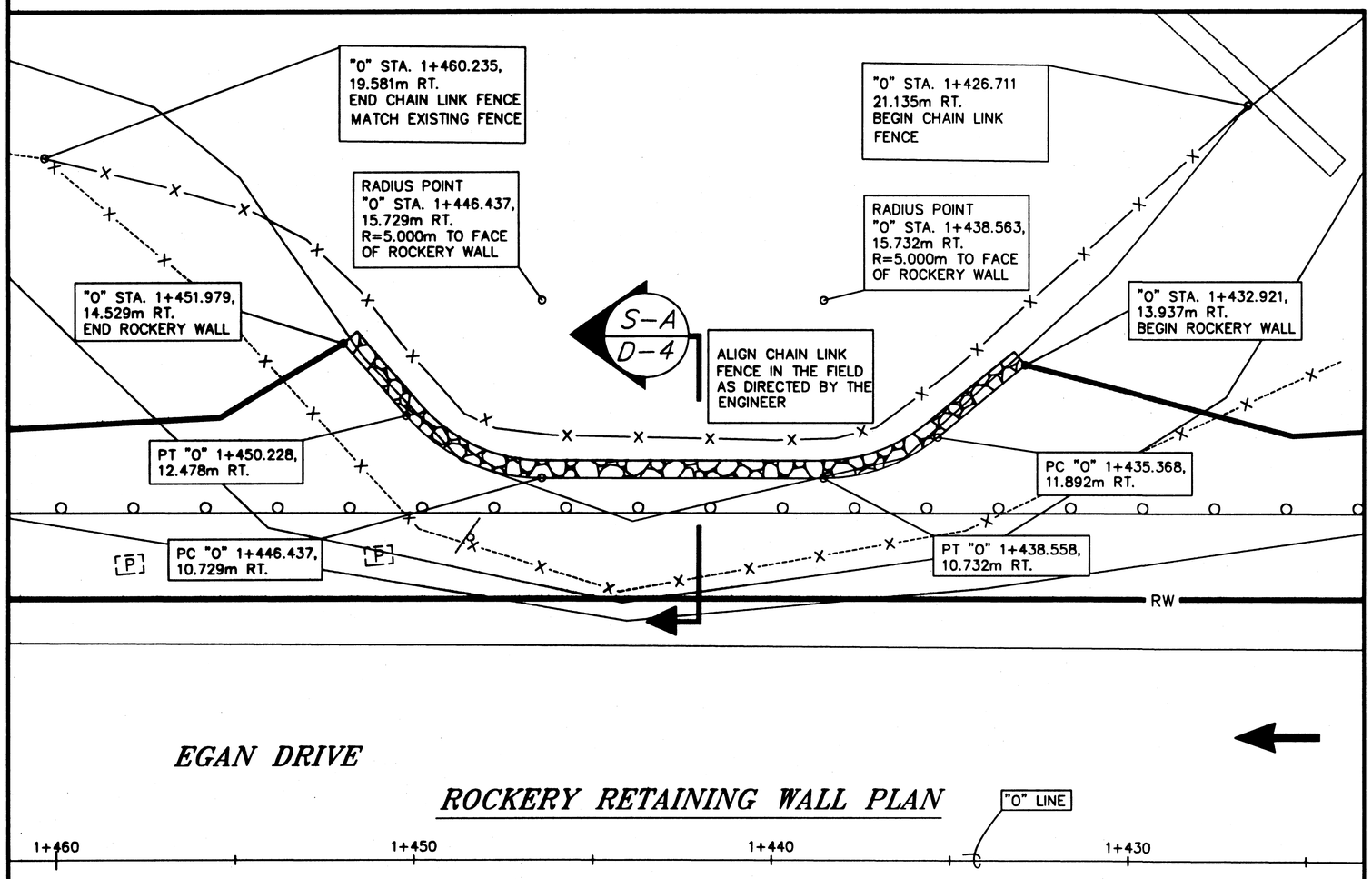
DESIGNED BY: D. SALDIVAR	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET D-3 OF XX

STATE OF ALASKA 49th
David D. Saldivar CE-8307
REGISTERED PROFESSIONAL ENGINEER

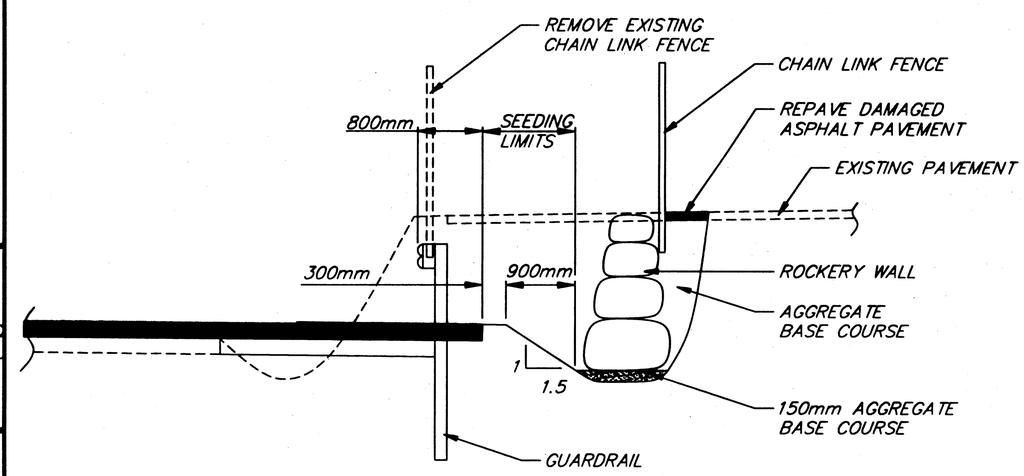


DECELERATION LANE – SOUTHBOUND

MATCH EXISTING SLOPE *



ROCKERY RETAINING WALL PLAN



SECTION A

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\TYPSEC11		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=500(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

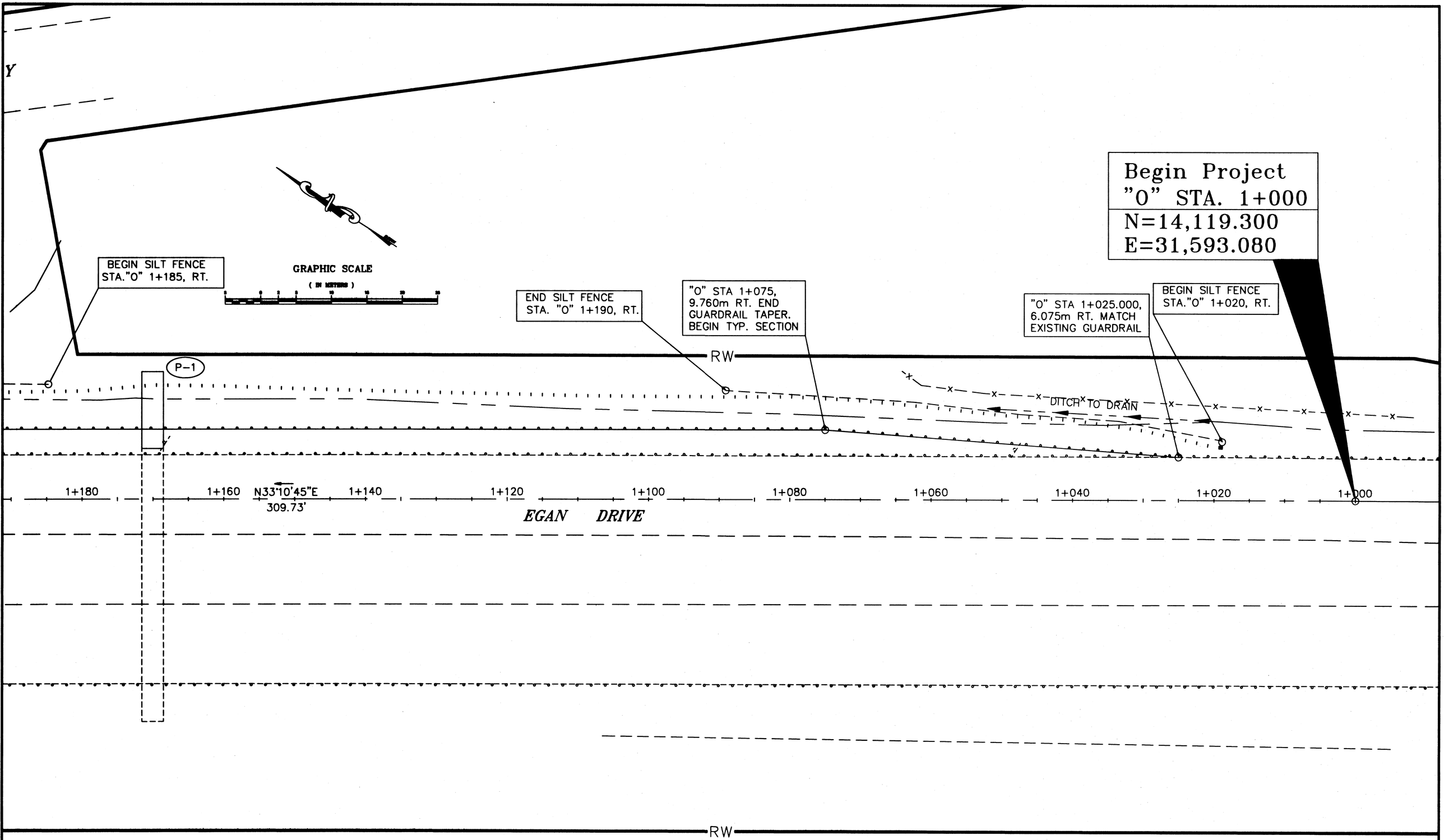
JUNEAU — EGAN DRIVE 2.5 MILE INTERSECTION IMPROVEMENTS — ALASKA

FED. No. NH-093-2(38) ~ PROJECT No. 68045

TYPICAL SECTIONS–2.5 MILE INTERSECTION

DESIGNED BY: D. SALDIVAR	PROJECT No. 68045
DRAWN BY: B.B./R.S.	DATE: 5/17/00
CHECKED BY: D. SALDIVAR	SHEET D-4 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\2.5MILE		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=250(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE 2.5 MILE
INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(38) ~ PROJECT No. 68045
"O" STA. 1+000 TO 1+190

DESIGNED BY: C. HOWARD	PROJECT No. 68045
DRAWN BY: C.H./R.S.	DATE: 5/8/00
CHECKED BY: D. SALDIVAR	SHEET D-5 OF XX

STATE OF ALASKA 49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER

GRAPHIC SCALE
(IN METERS)

RW

GLACIER HIGHWAY

GLACIER HIGHWAY

2.5 MILE ACCESS ROAD

END SILT FENCE
"H" STA 1+045, RT.

"H" STA. 1+025.00,
END PAVEMENT, SAWCUT
AND MATCH EXISTING

SEE SHEET D-9 FOR
INTERSECTION DETAILS

BEGIN SILT FENCE
STA. "H"1+135, RT.

P-2

1+040

1+020

1+040

1+380 1+360 1+340 1+320 1+300 1+280 1+260 N33°10'45"E 1+240 1+220 1+200

309.73'

EGAN DRIVE

PC "0" STA. 1+309.725

"0" STA. 1+238.595=
"H" STA. 1+000

P-3

SEE SHEET D-13 FOR
FIELD INLET DETAILS

"0" STA 1+301.762,
11.061m LT. MATCH
EXISTING SHOULDER

RW

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\2.5MILE		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=250(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

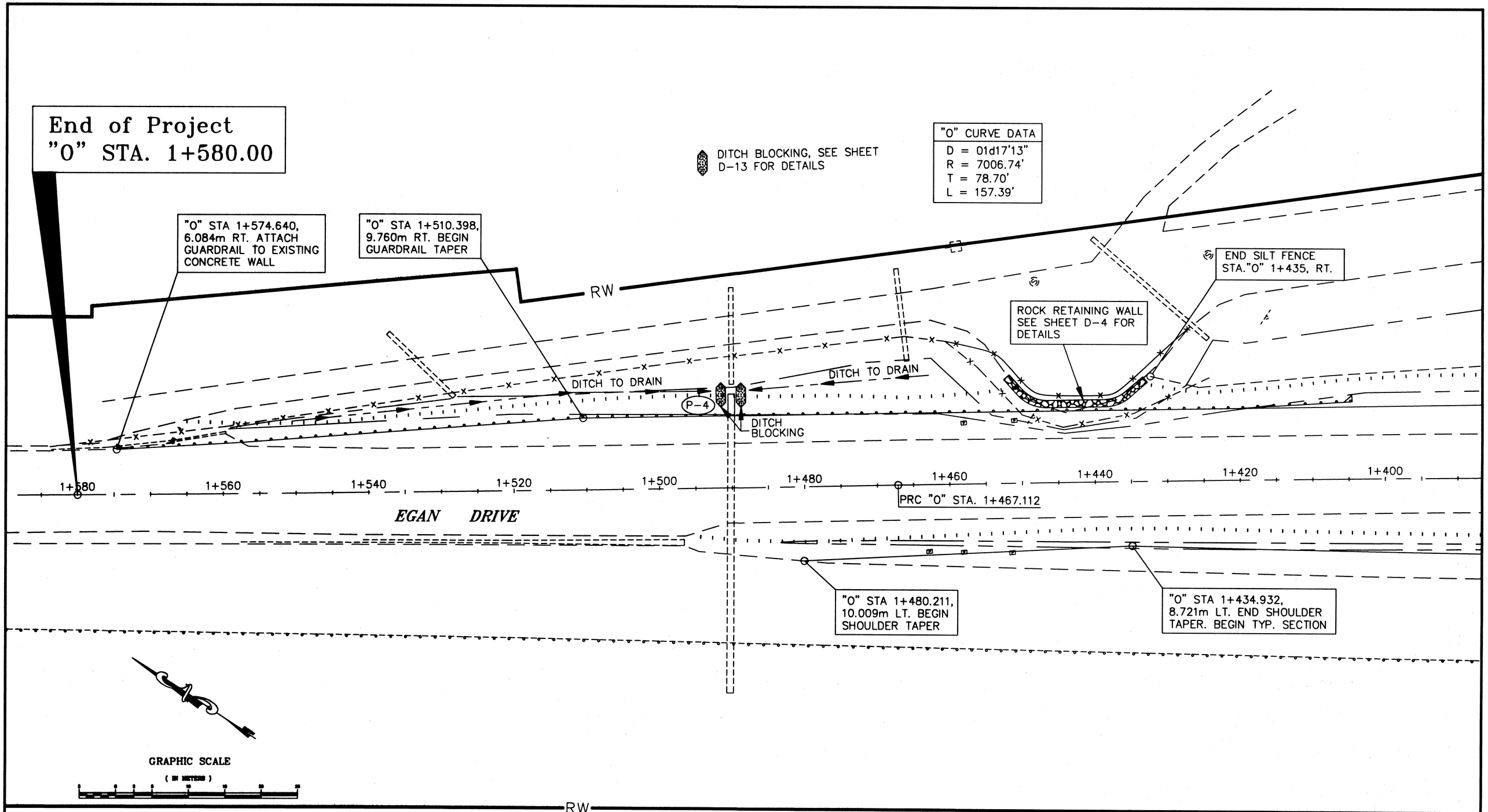
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE 2.5 MILE
INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(38) ~ PROJECT No. 68045
"0" STA. 1+119 TO 1+390

DESIGNED BY: C. HOWARD	PROJECT No. 68045
DRAWN BY: C.H./R.S.	DATE: 5/8/00
CHECKED BY: D. SALDIVAR	SHEET D-6 OF XX

STATE OF ALASKA 49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\JNU\67979\PLANSET\2.5MILE	
PLOT:	PSPACE: 1=1(F) OR MSPACE: 1=250(F)	
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

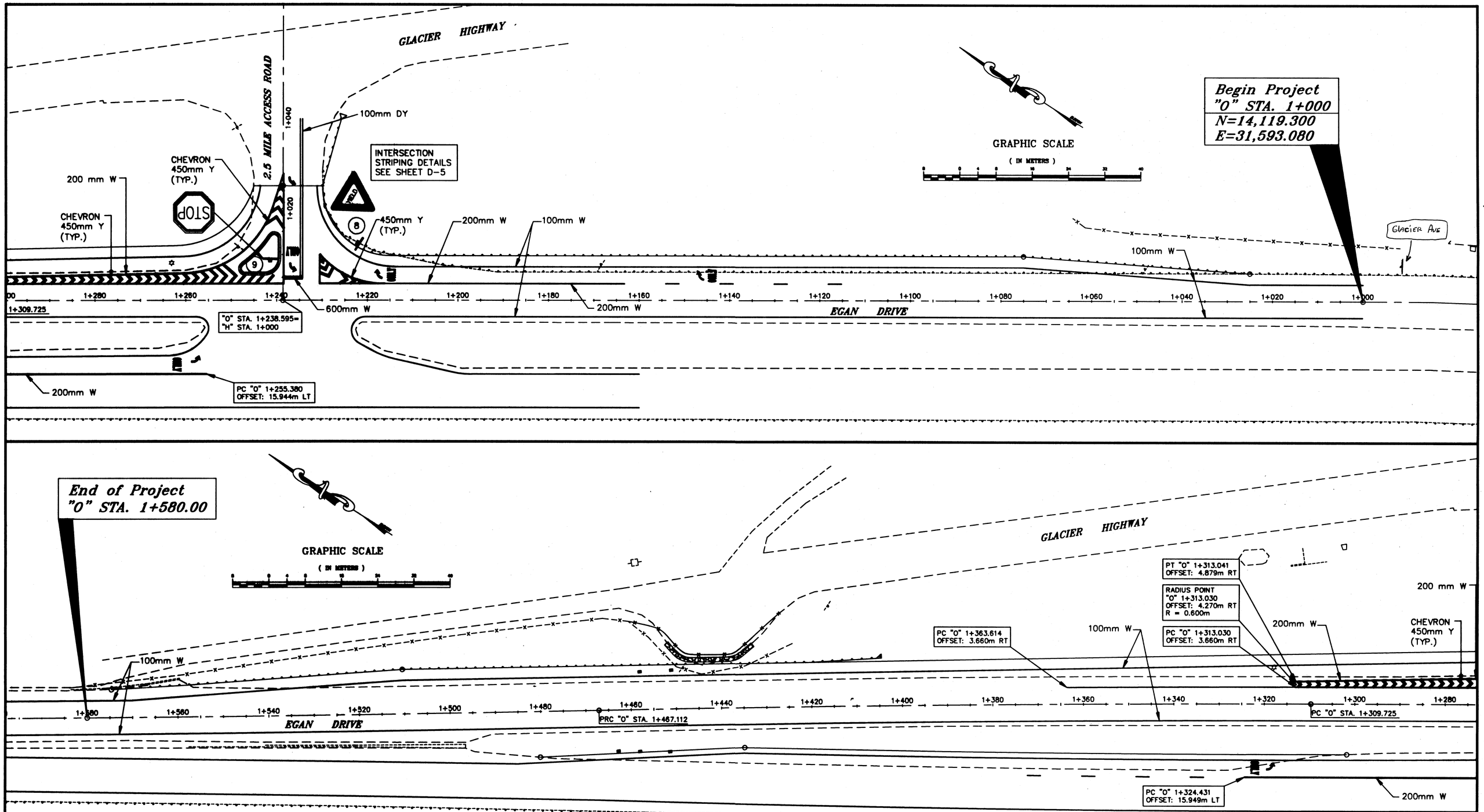
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE 2.5 MILE INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(38) ~ PROJECT No. 68045
"O" STA. 1+439 TO 1+580

DESIGNED BY: C. HOWARD	PROJECT No. 68045
DRAWN BY: C.H./R.S.	DATE: 5/8/00
CHECKED BY: D. SALDIVAR	SHEET D-7 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\JNU\67979\PLANSET\2.5-STRIPINGPLAN	
PLOT:	PSPACE: 1=1(F) OR MSPACE: 1=400(F)	
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE 2.5 MILE INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(38) ~ PROJECT No. 68045
2.5 MILE STRIPING PLAN

DESIGNED BY: C. HOWARD	PROJECT No. 68045
DRAWN BY: C.H./R.S.	DATE: 5/17/00
CHECKED BY: R. PURVES	SHEET D-8 OF XX

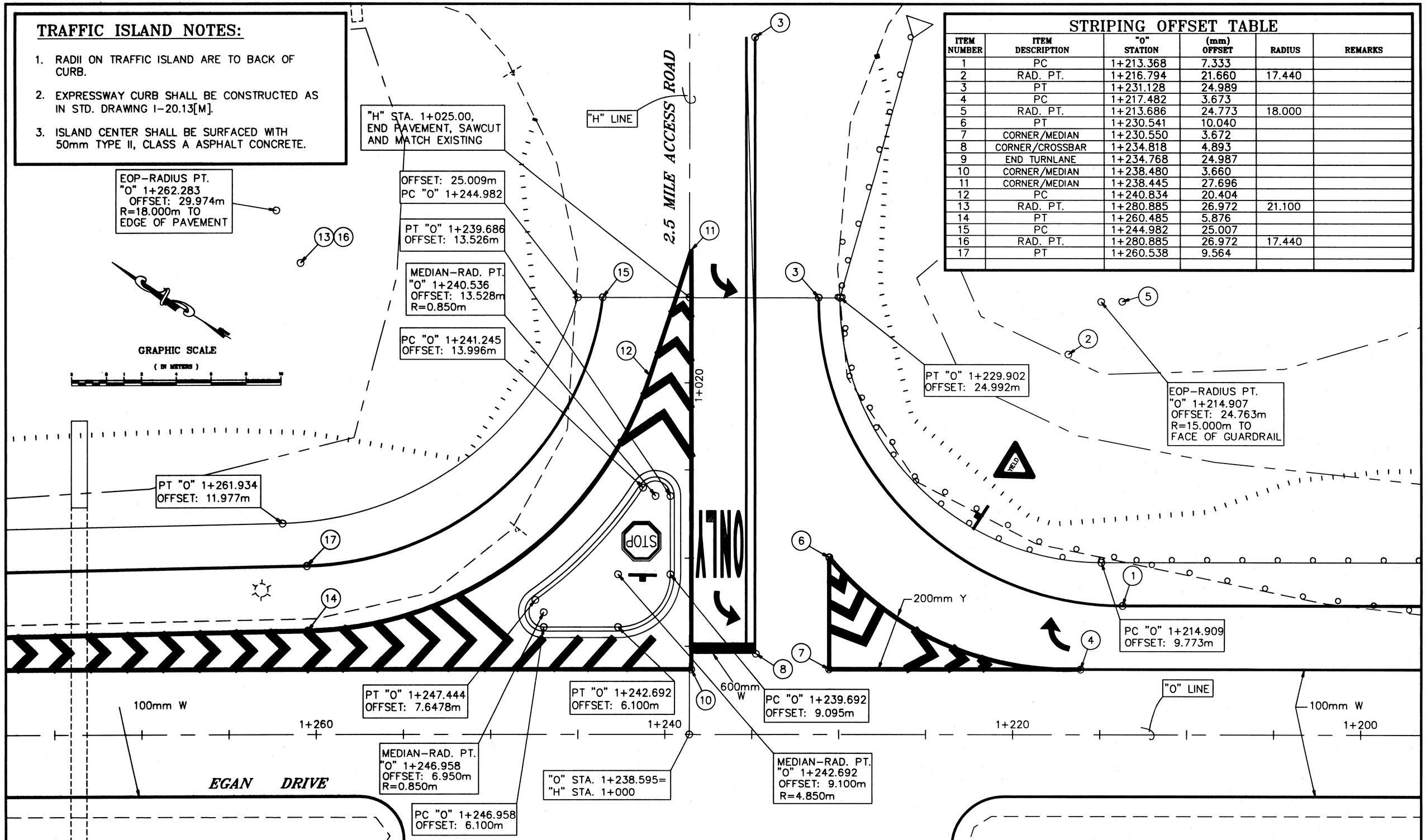
STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER

TRAFFIC ISLAND NOTES:

1. RADII ON TRAFFIC ISLAND ARE TO BACK OF CURB.
2. EXPRESSWAY CURB SHALL BE CONSTRUCTED AS IN STD. DRAWING I-20.13[M].
3. ISLAND CENTER SHALL BE SURFACED WITH 50mm TYPE II, CLASS A ASPHALT CONCRETE.

STRIPING OFFSET TABLE

ITEM NUMBER	ITEM DESCRIPTION	"O" STATION	(mm) OFFSET	RADIUS	REMARKS
1	PC	1+213.368	7.333		
2	RAD. PT.	1+216.794	21.660	17.440	
3	PT	1+231.128	24.989		
4	PC	1+217.482	3.673		
5	RAD. PT.	1+213.686	24.773	18.000	
6	PT	1+230.541	10.040		
7	CORNER/MEDIAN	1+230.550	3.672		
8	CORNER/CROSSBAR	1+234.818	4.893		
9	END TURNLANE	1+234.768	24.987		
10	CORNER/MEDIAN	1+238.480	3.660		
11	CORNER/MEDIAN	1+238.445	27.696		
12	PC	1+240.834	20.404		
13	RAD. PT.	1+280.885	26.972	21.100	
14	PT	1+260.485	5.876		
15	PC	1+244.982	25.007		
16	RAD. PT.	1+280.885	26.972	17.440	
17	PT	1+260.538	9.564		

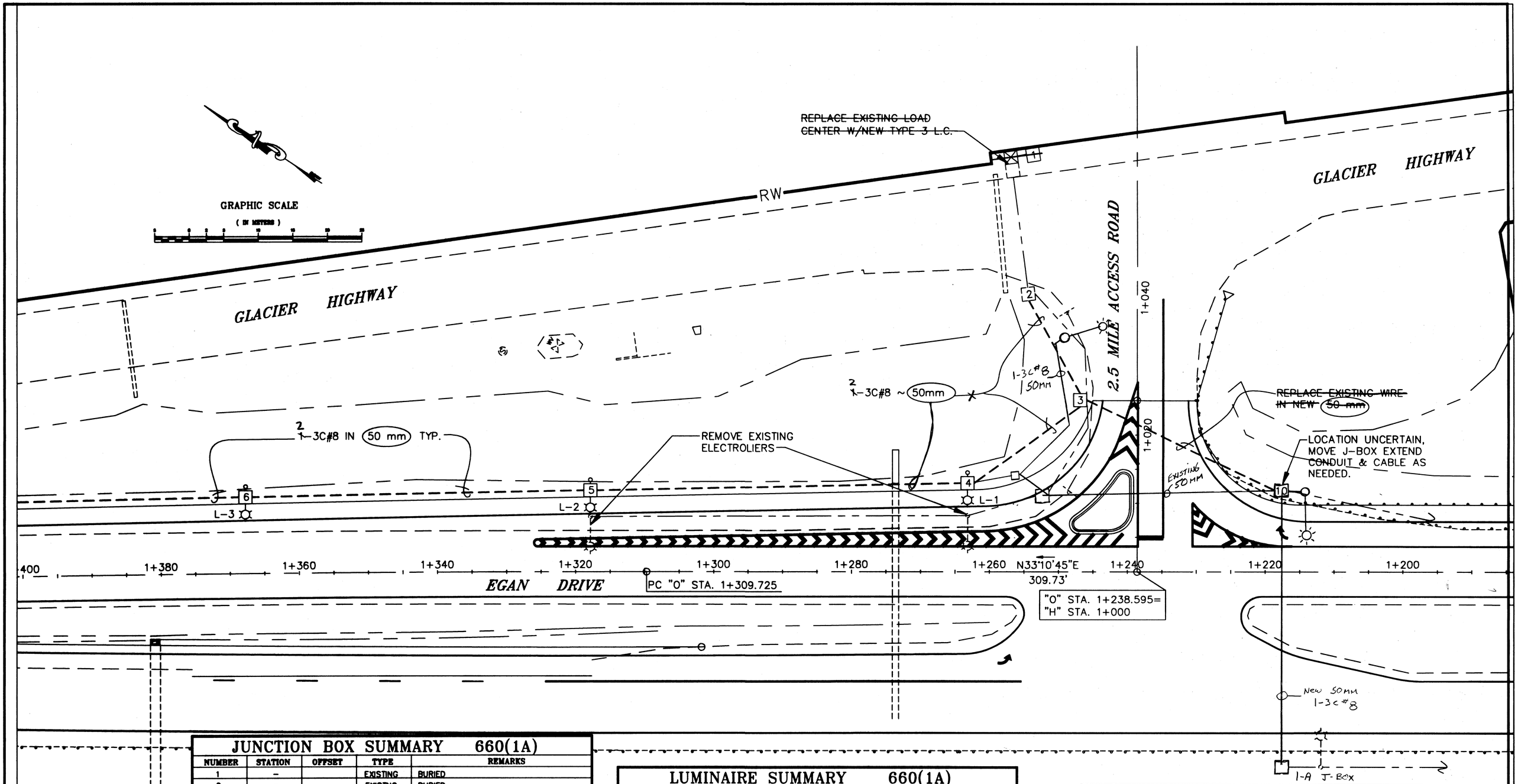


NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\2.5INTERDET	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION	JUNEAU	EGAN DRIVE 2.5 MILE INTERSECTION IMPROVEMENTS FED. No. NH-093-2(38) ~ PROJECT No. 68045 2.5 MILE INTERSECTION CONSTRUCTION & STRIPING DETAILS	ALASKA
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=250(F)				
BY: / DATE: / DESCRIPTION OF CHANGE:				
RECORD OF REVISIONS				

DESIGNED BY: C. HOWARD
DRAWN BY: C.H./R.S.
CHECKED BY: D. SALDIVAR
PROJECT No. 68045
DATE: 5/17/00
SHEET D-9 OF XX

STATE OF ALASKA 49th MICHAEL LURSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER



JUNCTION BOX SUMMARY 660(1A)

NUMBER	STATION	OFFSET	TYPE	REMARKS
1	–		EXISTING	BURIED
2	–		EXISTNG	BURIED
3	1+247	25 m	1A	
4	1+263	13 m	1A	FOR L-1
5	1+318	12 m	1A	FOR L-2
6	1+367	11.5 m	1A	FOR L-3
7	1+416	11 m	1A	FOR L-4
8	1+465	11 m	1A	FOR L-5
9	1+514	10.5 m	1A	FOR L-6
10	1+218	11.5 m	EXISTING	LOCATION UNCERTAIN, MOVE AS NEEDED

LUMINAIRE SUMMARY 660(1A)

NUMBER	STATION	OFFSET	MAST ARM LENGTH	REMARKS
L-1	1+263	12.2 m	3.66 m	
L-2	1+318	12.1 m	3.66 m	
L-3	1+367	11.7 m	3.66 m	
L-4	1+416	11.2 m	3.66 m	
L-5	1+465	11.0 m	3.66 m	
L-6	1+514	10.7 m	3.66 m	

LOAD CENTER SUMARRY 661(4)

NUMBER	STATION	OFFSET	TYPE	REMARKS
1	~~1+456~~ ~~1+266~~	~~40~~60± RT.	3	REPLACE EXISTING

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\2.5-LUMINATION
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=250(F)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

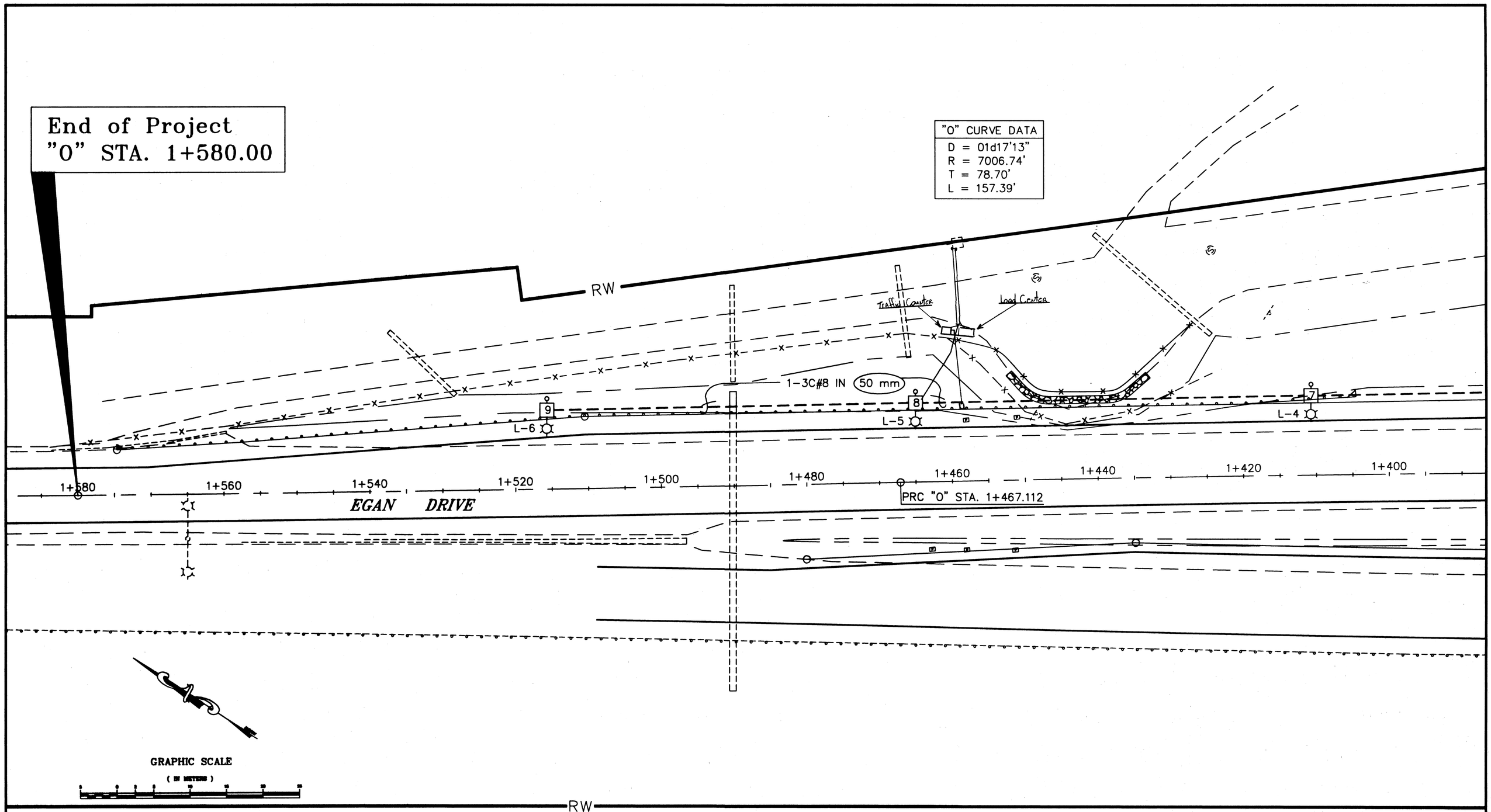
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE 2.5 MILE INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(38) ~ PROJECT No. 68045
ILLUMINATION PLAN
"0" STA. 1+439 TO 1+580

DESIGNED BY: K. MATTSON
DRAWN BY: C.H./R.S.
CHECKED BY: M. LUKSHIN
PROJECT No. 68045
DATE: 5/8/00
SHEET D-10 OF XX

STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\2.5-LUMINATION		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=250(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

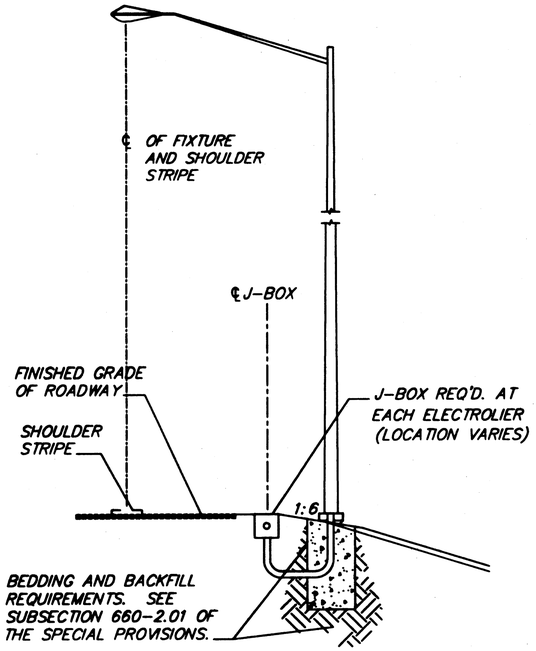
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

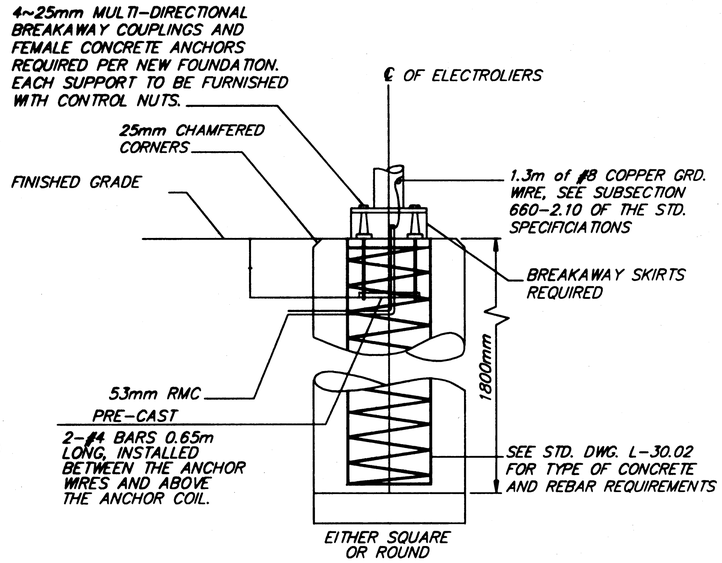
EGAN DRIVE 2.5 MILE
INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(38) ~ PROJECT No. 68045
ILLUMINATION PLAN
"O" STA. 1+439 TO 1+580

DESIGNED BY: K. MATTSON	PROJECT No. 68045
DRAWN BY: C.H./R.S.	DATE: 5/8/00
CHECKED BY: M. LUKSHIN	SHEET D-11 OF XX

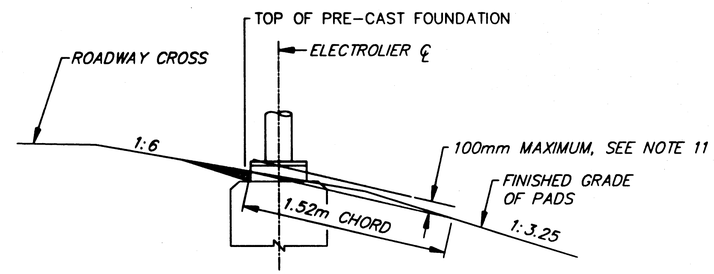
STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER



TYPICAL SECTION FOR ELECTROLIER

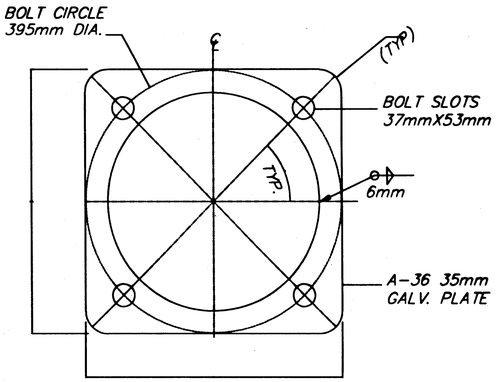


FOUNDATION WITH BREAKAWAY COUPLINGS



FOUNDATION INSTALLATION DETAIL

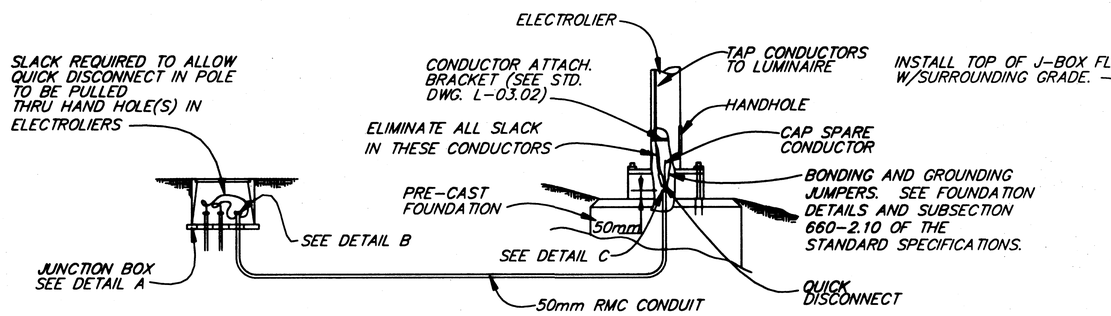
INDICATES EMBANKMENT MATERIAL TO BE REMOVED FROM AROUND BREAKAWAY SKIRTS



ANCHOR BASE DETAIL

ILLUMINATION GENERAL NOTES

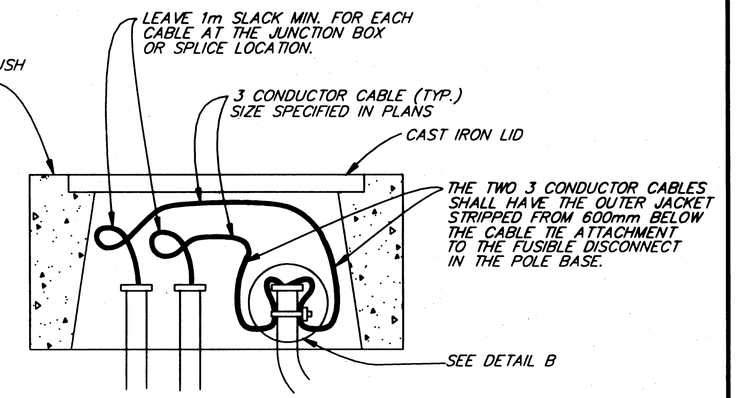
1. ALL WIRING SHALL BE ENCASED IN 50mm DIA. RIGID METAL CONDUIT.
2. EACH ELECTROLIER SHALL HAVE A J-BOX INSTALLED ADJACENT TO THE FOUNDATION AS SHOWN IN THE POLE AND J-BOX WIRING DETAIL.
3. ALL JUNCTION BOXES SHALL BE TYPE 1-A, SEE STANDARD DRAWING L-23.01.
4. A BARE STRANDED GROUND CONDUCTOR SHALL BE INSTALLED THROUGH ALL CONDUITS. THE GROUND CONDUCTOR SHALL BE ATTACHED TO ALL CONDUIT END BUSHINGS AND POLES.
5. NEW ELECTROLIER FOUNDATIONS MAY BE PRE-CAST. PRE-CAST FOUNDATIONS SHALL BE TRANSPORTED USING A DEVICE THAT SPREADS THE LOAD EVENLY BETWEEN THE ANCHOR BOLTS.
6. INSTALL THE PHOTOELECTRIC CELL ON TOP OF THE NEAREST ELECTROLIER POLE.
7. LUMINAIRES SHALL BE 480 VOLT, 400 WATT, HIGH PRESSURE SODIUM, MEDIUM DISTRIBUTION, CUT-OFF, IES TYPE III AND SHALL BE HAVE MAGNETIC REGULATOR BALLASTS, AND HPS LAMPS WITH A 24,000 HOUR RATED LIFE.
8. INSTALL 1 SPARE 50mm RIGID METAL CONDUIT FROM THE LOAD CENTER TO THE FIRST JUNCTION BOX.
9. NON-BREAKAWAY PORTIONS OF FOUNDATIONS SHALL NOT PROTRUDE MORE THAN 100 mm ABOVE ANY 1.5 m CHORD STARTING AND ENDING ON THE FINISHED GRADE OF THE ELECTROLIER PADS.
10. LUMINAIRE MASTARMS SHALL BE 4.6m LONG UNLESS NOTED ELSEWHERE.
11. NEW LUMINAIRES SHALL HAVE A 10.7m MOUNTING HEIGHT.



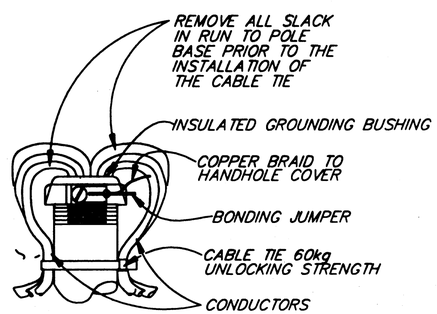
LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS

(BREAKAWAY COUPLINGS)

INSTALL TOP OF J-BOX FLUSH W/SURROUNDING GRADE.

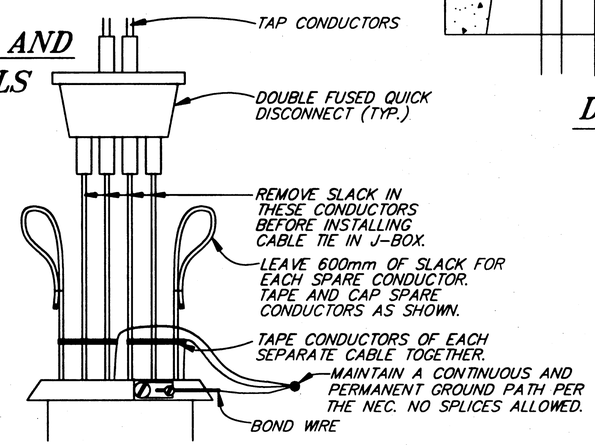


DETAIL A



DETAIL B

(IN J-BOX)



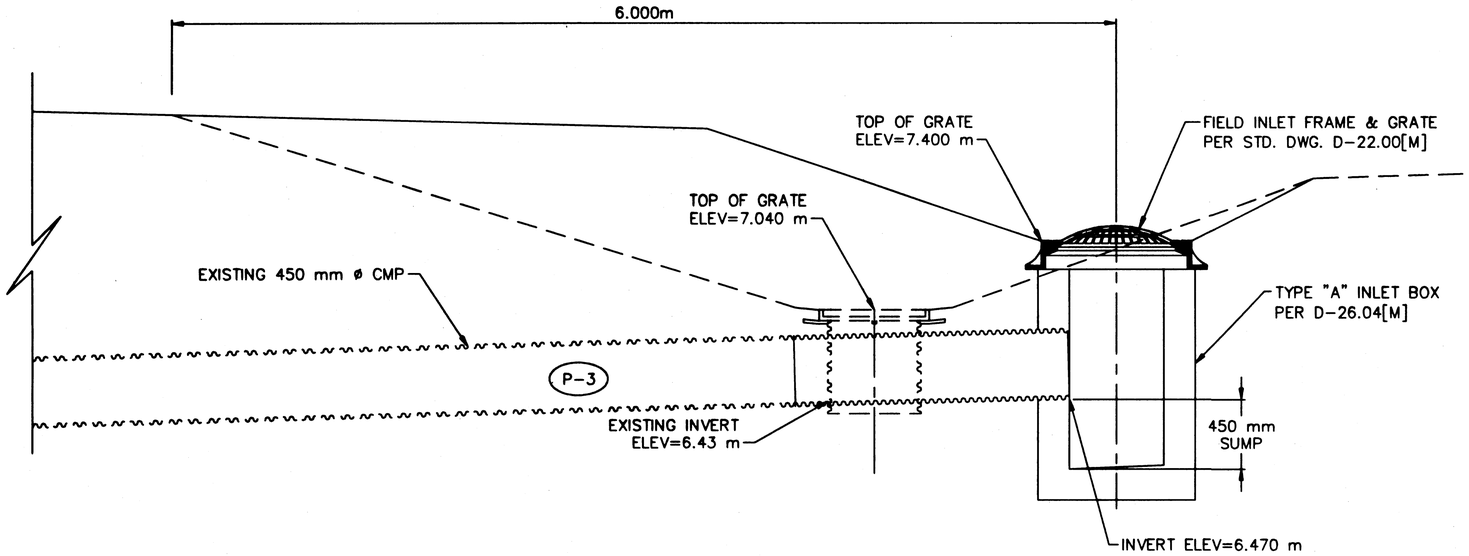
DETAIL C

(IN POLE BASE)

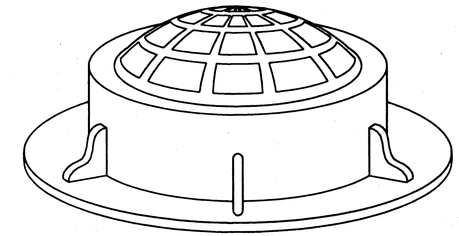
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\jnu\67979\dr\2.5LUMINDET1.dwg	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION	JUNEAU	EGAN DRIVE 2.5 MILE INTERSECTION IMPROVEMENTS FED. No. NH-003-2(38) ~ PROJECT No. 68045 ILLUMINATION DETAILS ALASKA
PLOT: MSPACE: 1=1(F)			DESIGNED BY: K. MATTSON DRAWN BY: B. BENNETT CHECKED BY: M. LUKSHIN
BY: / DATE: / DESCRIPTION OF CHANGE:			PROJECT No. 68045 DATE: 2000 SHEET D-12 OF XX
RECORD OF REVISIONS			

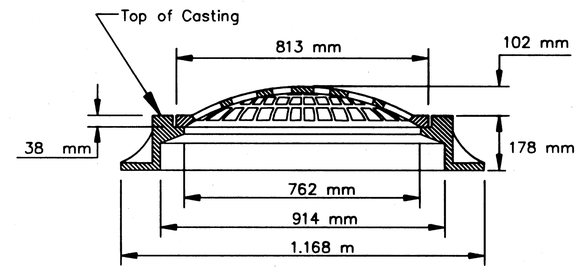
STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER



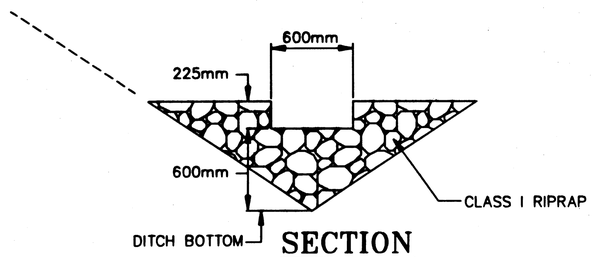
RELOCATE FIELD INLET
STA. "O" 1+381.967, 9.268 m LT.



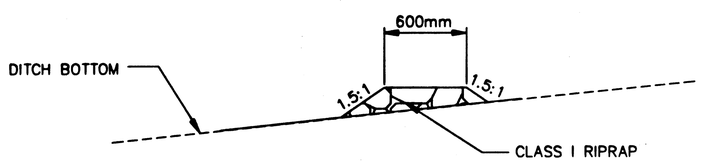
Surround field inlets with a 600 wide rock rubble collar 250 deep, 75 maximum size rock.



FIELD INLET FRAME & GRATE

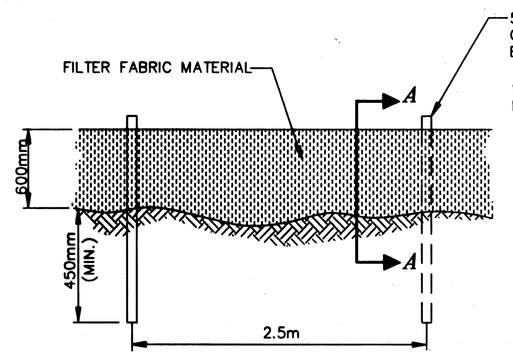


SECTION

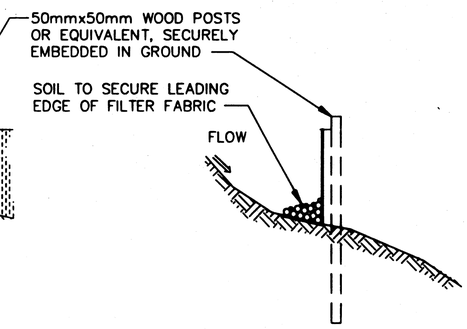


PROFILE

TEMPORARY DITCH BLOCKING DETAIL



ELEVATION



SECTION A-A

SILT FENCE DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=50(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

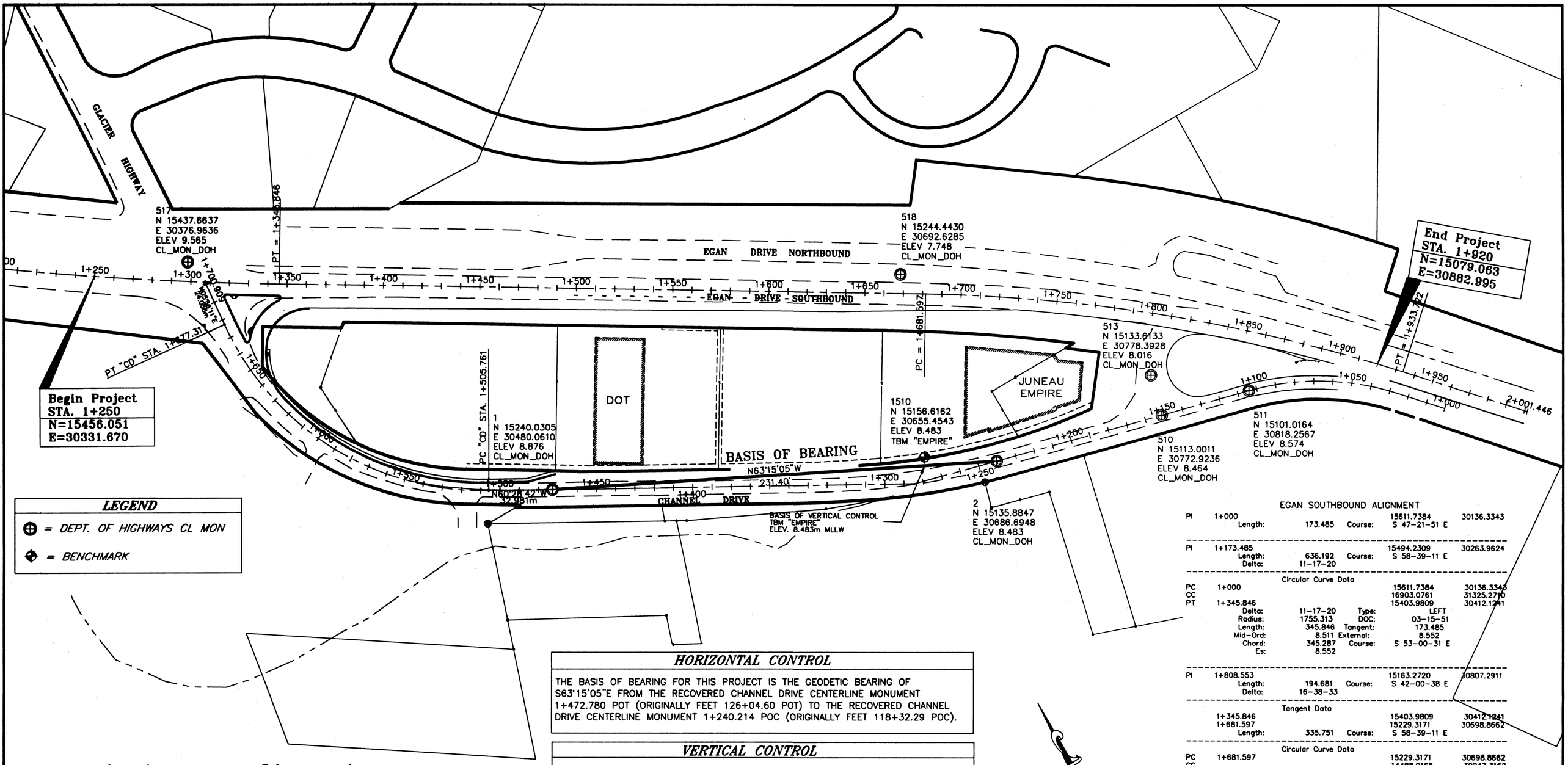
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

EGAN DRIVE 2.5 MILE
INTERSECTION IMPROVEMENTS
FED. No. NH-093-2(38) ~ PROJECT No. 68045
MISCELLANEOUS DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT No. 68045
DRAWN BY: B.B./R.S.	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET D-13 OF XX

STATE OF ALASKA 49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER



LEGEND

⊕ = DEPT. OF HIGHWAYS CL MON

◆ = BENCHMARK

HORIZONTAL CONTROL

THE BASIS OF BEARING FOR THIS PROJECT IS THE GEODETIC BEARING OF S63°15'05"E FROM THE RECOVERED CHANNEL DRIVE CENTERLINE MONUMENT 1+472.780 POT (ORIGINALLY FEET 126+04.60 POT) TO THE RECOVERED CHANNEL DRIVE CENTERLINE MONUMENT 1+240.214 POC (ORIGINALLY FEET 118+32.29 POC).

VERTICAL CONTROL

THE BASIS OF VERTICAL CONTROL WAS DERIVED FROM THE MEAN OF A SERIES OF TIDAL OBSERVATIONS ON 4/7, 4/8, & 5/27 1998. THE BASIS OF VERTICAL CONTROL IS TBM "EMPIRE", A 2" BRASS CAP SET IN THE S.W. CORNER OF THE CONCRETE BASE OF A POWER TRANSFORMER THAT IS LOCATED BETWEEN THE TWO DRIVEWAYS OF THE EMPIRE BUILDING. TBM "EMPIRE" HAS AN ACCEPTED ELEVATION OF 8.483m ABOVE M.L.L.W.

NOTE:
WHETHER LISTED OR NOT, ALL MONUMENTS OR PROPERTY MARKERS OR ACCESSORIES WHICH WILL BE DISTURBED OR BURIED SHALL BE REFERENCED PRIOR TO BEING DISTURBED AND RE-ESTABLISHED IN THEIR ORIGINAL POSITION AND A RECORD OF MONUMENT FORM SHALL BE SUBMITTED TO THE CONSTRUCTION ENGINEER FOR REVIEW PRIOR TO RECORDING. COORDINATE VALUES LISTED ARE FOR INFORMATIONAL PURPOSES AND SHOULD NOT BE USED TO RESET MONUMENTS.

GRAPHIC SCALE

(IN METERS)

30 0 10 20 40 60 80 100

1 : 1000

EGAN SOUTHBOUND ALIGNMENT

PI	1+000			15611.7384	30136.3343
	Length:	173.485	Course:	S 47-21-51 E	
PI	1+173.485			15494.2309	30263.9624
	Length:	636.192	Course:	S 58-39-11 E	
	Delta:	11-17-20			

Circular Curve Data

PC	1+000			15611.7384	30136.3343
CC				16903.0761	31325.2710
PT	1+345.846			15403.9809	30412.1241
	Delta:	11-17-20	Type:	LEFT	
	Radius:	1755.313	DOC:	03-15-51	
	Length:	345.846	Tangent:	173.485	
	Mid-Ord:	8.511	External:	8.552	
	Chord:	345.287	Course:	S 53-00-31 E	
	Es:	8.552			

PI	1+808.553			15163.2720	30807.2911
	Length:	194.681	Course:	S 42-00-38 E	
	Delta:	16-38-33			

Tangent Data

	1+345.846			15403.9809	30412.1241
	1+681.597			15229.3171	30698.8662
	Length:	335.751	Course:	S 58-39-11 E	

Circular Curve Data

PC	1+681.597			15229.3171	30698.8662
CC				14488.0165	30247.3162
PT	1+933.722			15068.9408	30892.2588
	Delta:	16-38-33	Type:	RIGHT	
	Radius:	868.000	DOC:	06-36-03	
	Length:	252.125	Tangent:	126.956	
	Mid-Ord:	9.138	External:	9.235	
	Chord:	251.239	Course:	S 50-19-55 E	
	Es:	9.235			

PI	2+001.446			15018.6199	30937.5847
	1+933.722			15068.9408	30892.2588
	2+001.446			15018.6199	30937.5847
	Length:	67.725	Course:	S 42-00-38 E	

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\JNU\67979\PLANSET\CTRL_SALMON-INT.DWG
PLOT:	

BY:	DATE:	DESCRIPTION OF CHANGE:

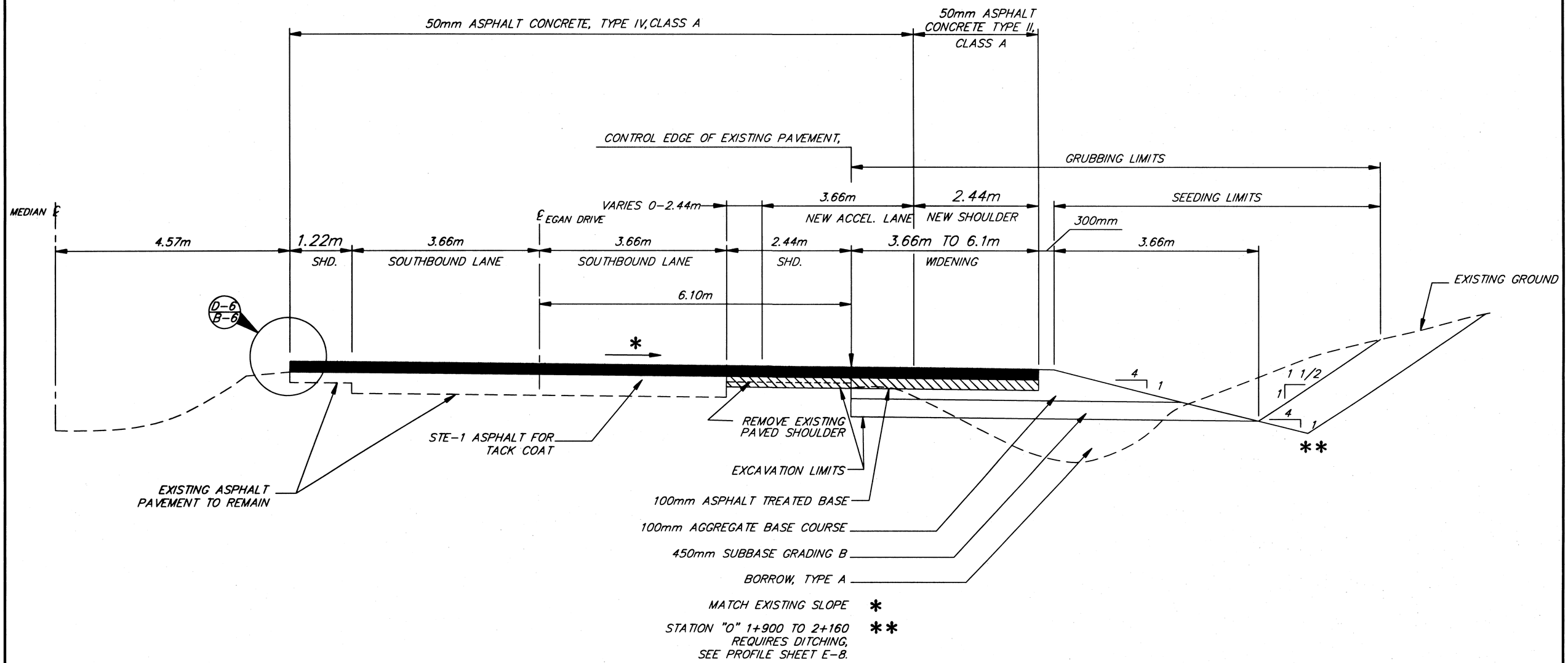
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU *EGAN DRIVE – SALMON CREEK* ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
CONTROL DIAGRAM

DESIGNED BY: D. BLACKBURN	PROJECT No. 67979
DRAWN BY: T. REED	DATE: 5/2000
CHECKED BY: G. MCLEAN	SHEET E-1 OF XX

STATE OF ALASKA 49th GARRITH MCLEAN 9019 REGISTERED PROFESSIONAL ENGINEER



TYPICAL SECTION
ACCELERATION LANE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

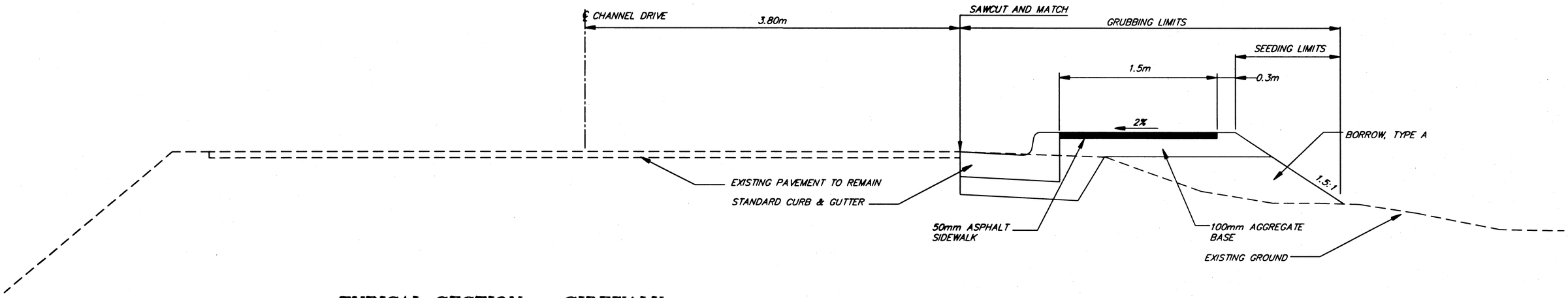
PATH: Q:\JNU\67979\PLANSET\TYPSEC8		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=40(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

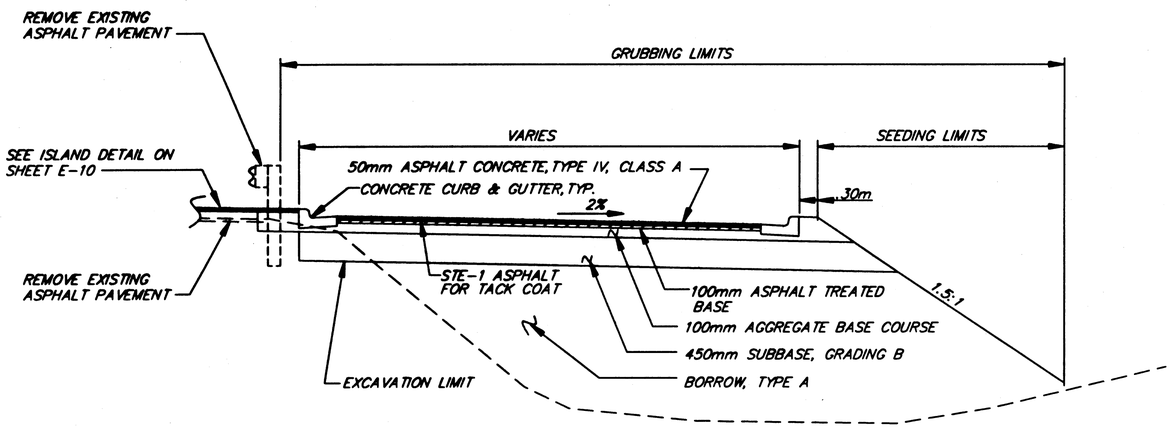
JUNEAU *EGAN DRIVE – SALMON CREEK* ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
TYPICAL SECTIONS

DESIGNED BY: D. BLACKBURN	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-2 OF XX

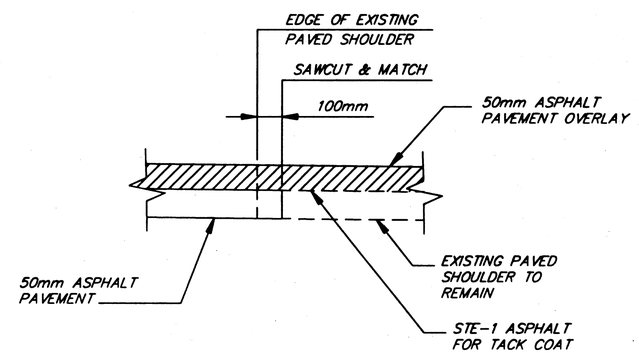
STATE OF ALASKA 49th
David D. Saldivar CE-8307
REGISTERED PROFESSIONAL ENGINEER



TYPICAL SECTION – SIDEWALK
CHANNEL DRIVE



SECTION (A)



DETAIL (2)

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-mtypsec4.dwg 04/12/00 09:27:30 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU **EGAN DRIVE – SALMON CREEK** ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
TYPICAL SECTIONS

DESIGNED BY: D. SALDIVAR	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-3 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER

STORM DRAIN PIPE SUMMARY

PIPE NO.	TYPE	DIAMETER (mm)	LENGTH (m)	FROM STRUCTURE	INVERT	TO STRUCTURE	INVERT	REMARKS
P-1	CPP	450	4.5	S-1				
P-2	SCH 40	75	2.0	"CD" 1+590, RT.				CURB DRAIN, SEE SHEET
P-3	SCH 40	75	2.0	"CD" 1+540, RT.				CURB DRAIN, SEE SHEET
P-4	SCH 40	75	2.0	"CD" 1+472.255, RT.				CURB DRAIN, SEE SHEET

STORM DRAIN STRUCTURE SUMMARY

STRUCTURE NO.	STATION	OFFSET (m)	TOP OF GRATE/LID	STRUCTURE INVERT	REMARKS
	1+664	22.0 RT			
S-1	"CD" 1+649.516	~~9.39~~ RT.			TYPE 'A' CURB INLET

SPECIAL DITCHING SUMMARY

STATION	OFFSET LEFT	OFFSET RIGHT	INV. ELV.	END STATION	OFFSET LEFT	OFFSET RIGHT	INV. ELV.	REMARKS
"O" 1+564		13.7m	7.24	"O" 1+785		–	6.15	"V" DITCH
"O" 1+824			7.24	"O" 1+785		–	6.15	"V" DITCH

REMOVAL OF STRUCTURES & OBSTRUCTIONS

STATION	OFFSET LEFT	OFFSET RIGHT	STRUCTURE	REMARKS
"CS" 1+679	–	–	CHAIN LINK FENCE	REMOVE 24m OF CHAIN LINK FENCE ("CS" 1+674 TO 1+700)
"CD" 1+480		X	4 SECTIONS OF JERSEY BARRIER	SET ASIDE & MOVE BACK AFTER CONSTRUCTING SIDEWALK
"CS" 1+660		X	39m OF GUARDRAIL	REMOVE AND DISPOSE OF
"O" 1+320		X	TRAFFIC ISLAND	REMOVE AND DISPOSE INCLUDING CURB
"O" 1+365		X	LIGHT POLE AND MAST ARM	REMOVE AND DISPOSE OF

JUNCTION BOX SUMMARY 660(3)

NUMBER	STATION	OFFSET	TYPE	REMARKS
11	1+405	14.0m	1A	FOR L-7
12	1+460	13.6m	1A	FOR L-8
13	1+510	13.1m	1A	FOR L-9
14	1+570	12.6m	1A	FOR L-10
15	1+625	11.1m	1A	FOR L-11
16	1+680	8.9m	1A	FOR L-12
17	1+730	7.3m	1A	FOR L-13
18	1+784	11.0	1-A	FOR L-14-A
19	1+840	11.0	1-A	FOR L-15-A

LUMINAIRE SUMMARY 660(3)

NUMBER	STATION	OFFSET	MAST ARM LENGTH	REMARKS
L-7	1+405	13.0m	3.66m	
L-8	1+460	12.6m	3.66m	
L-9	1+510	12.1m	3.66m	
L-10	1+570	11.6m	3.66m	
L-11	1+625	11.1m	3.66m	
L-12	1+680	8.9m	3.66m	
L-13	1+730	7.3m	3.66m	
L-14	1+750	LT	–	REMOVE EXIST. ELECTROLIER
L-15	1+780	LT	–	REMOVE EXIST. ELECTROLIER
L-16	1+830	RT	–	REMOVE EXIST. ELECTROLIER
L-14-A	1+784	RT	3.66M	additional
L-15-A	1+840	RT	3.66m	additional

PEDESTRIAN BARRIER SUMMARY

STATION	OFFSET LEFT	OFFSET RIGHT	REMARKS

SIGN REMOVAL SUMMARY

STATION	OFFSET LEFT	OFFSET RIGHT	LEGEND
"CD" 1+623		X	JUNEAU ➡ ⬅ AUKE BAY
"O" 1+334		X	YIELD
"O" 1+358		X	PEDESTRIANS & BICYCLES PROHIBITED
"O" 1+381		X	ADOPT A HIGHWAY
"O" 1+515		X	–
"O" 1+558		X	–
"O" 1+743		X	–
"O" 1+787		X	NO RIGHT TURN
"O" 1+882		X	

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\SUM1
PLOT: MSPACE: 1=1(F)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU EGAN DRIVE – SALMON CREEK ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
MISCELLANEOUS SUMMARIES

DESIGNED BY: D. BLACKBURN
DRAWN BY: B. BENNETT
CHECKED BY: D. SALDIVAR
PROJECT No. 67979
DATE: 2000
SHEET E-4 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER

CURVE DATA
R= 1755.313m
L= 345.8463m
T= 173.485
Δ= 11°17'20"

REMOVE EXISTING TRAFFIC ISLAND, LEAVE TRAFFIC SIGNAL AND CONSTRUCT NEW TRAFFIC ISLAND.

M-1

"O" LINE

PT "O" STA. 13+45.85

NORTHBOUND

NORTHBOUND

EGAN DRIVE

1+300

1+350

1+400

1+450

1+500

1+700

SOUTHBOUND

SOUTHBOUND

ACCELERATION LANE

N35°36'11"E
24.056m

DITCH BLOCKING

A

B

RW

EDGE OF ASPHALT

EXISTING EDGE OF PAVEMENT

PAVEMENT REMOVAL

EXISTING FIBER-OPTIC TELEPHONE

PT "CD" STA. 1+677.317

DITCH BLOCKING

DITCH FROM STA. "O" 1+440 RT TO SAT "O" 1+350 RT @ -0.2% GRADE

S-1

P-1

1+650

C

DITCH BLOCKING, SEE SHEET D-13 FOR DETAILS

CHANNEL DRIVE

3.8m

S-2

1+600

E

RW

S-3

1+550

PC "CD" STA. 1+505.761

S-4

ASPHALT PARKING

1+500

N60°28'42"W
32.981m

M-2

RW

"CD" LINE

CURVE DATA
R= 148.000m
L= 171.556m
T= 96.876m
Δ = 66° 24' 54"

STATIONING NOTES

1. STA. "O" 1+307.471=STA."CD" 1+701.373
   STA. "CD"
   N 15,424.3013
   E 30,374.5708
2. PT
   STA. "O" 1+348.064, 16.430m RT.
3. PCC
   STA. "O" 1+348.064, 16.430m RT.
4. PCC
   STA. "O" 1+339.767, 29.999m RT.
5. PCC
   STA. "CD" 1+626.802, 3.800m RT.
6. ANGLE POINT
   STA. "CD" 1+485.856, 3.800m RT.
7. MATCH EXISTING
   STA. "CD" 1+470.963, 7.776m RT.

RADIUS POINT (EDGE OF GUTTER)

CURVE A
STA. "O", 1+361.814, 35.890m RT.
RADIUS POINT = 23.827m

CURVE B
STA. "O", 1+359.853, 33.116m RT
RADIUS POINT = 20.430m

CURVE C
STA. "O", 1+374.061, 35.130m RT
RADIUS POINT =34.779

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

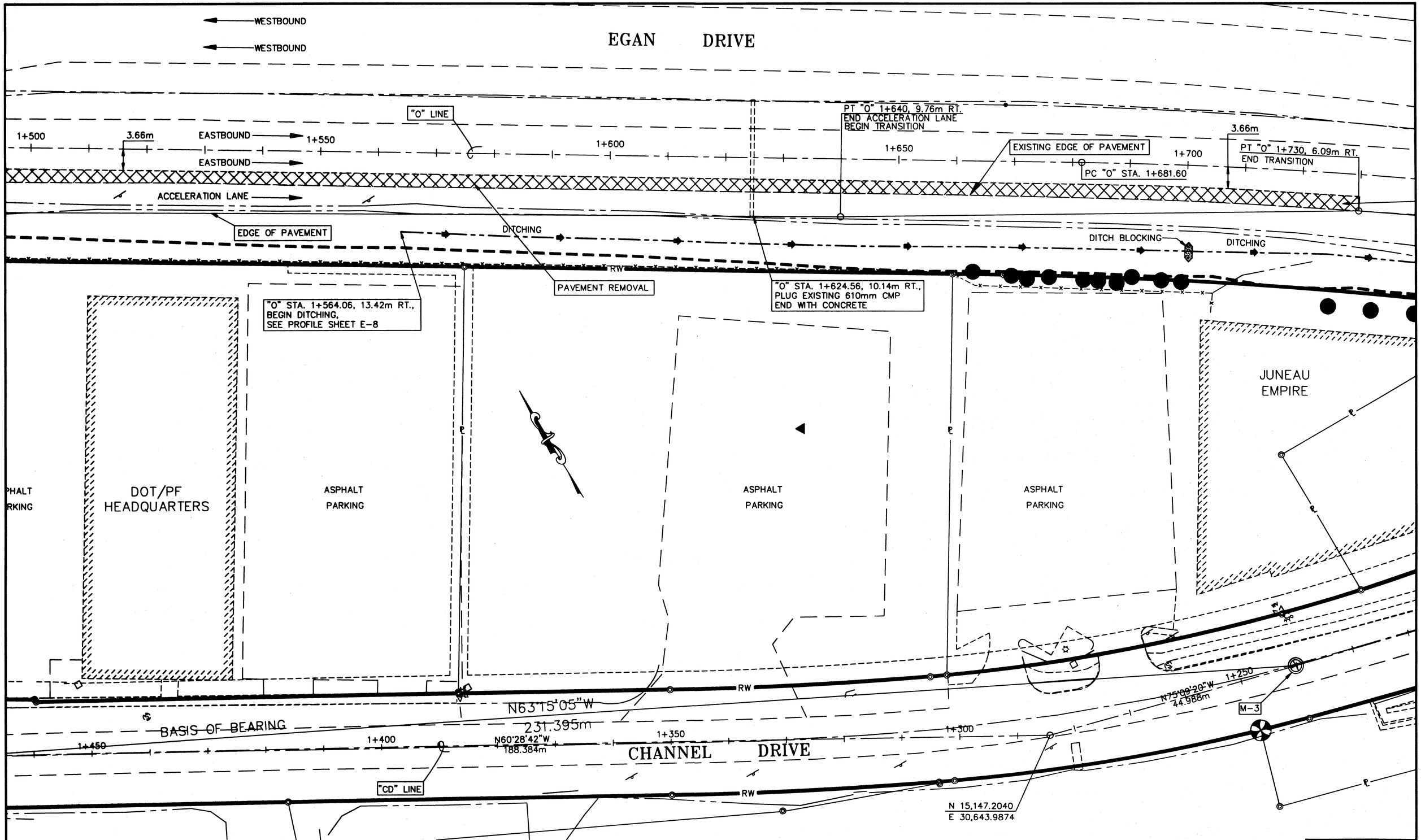
PATH: Q:\JNU\67979\PLANSET\SALMON-INT		
PLOT: PSPACE: 1=1(F) OR MSPACE 1=300(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU *EGAN DRIVE – SALMON CREEK* ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
PLAN

DESIGNED BY: D. SALDIVAR	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-5 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

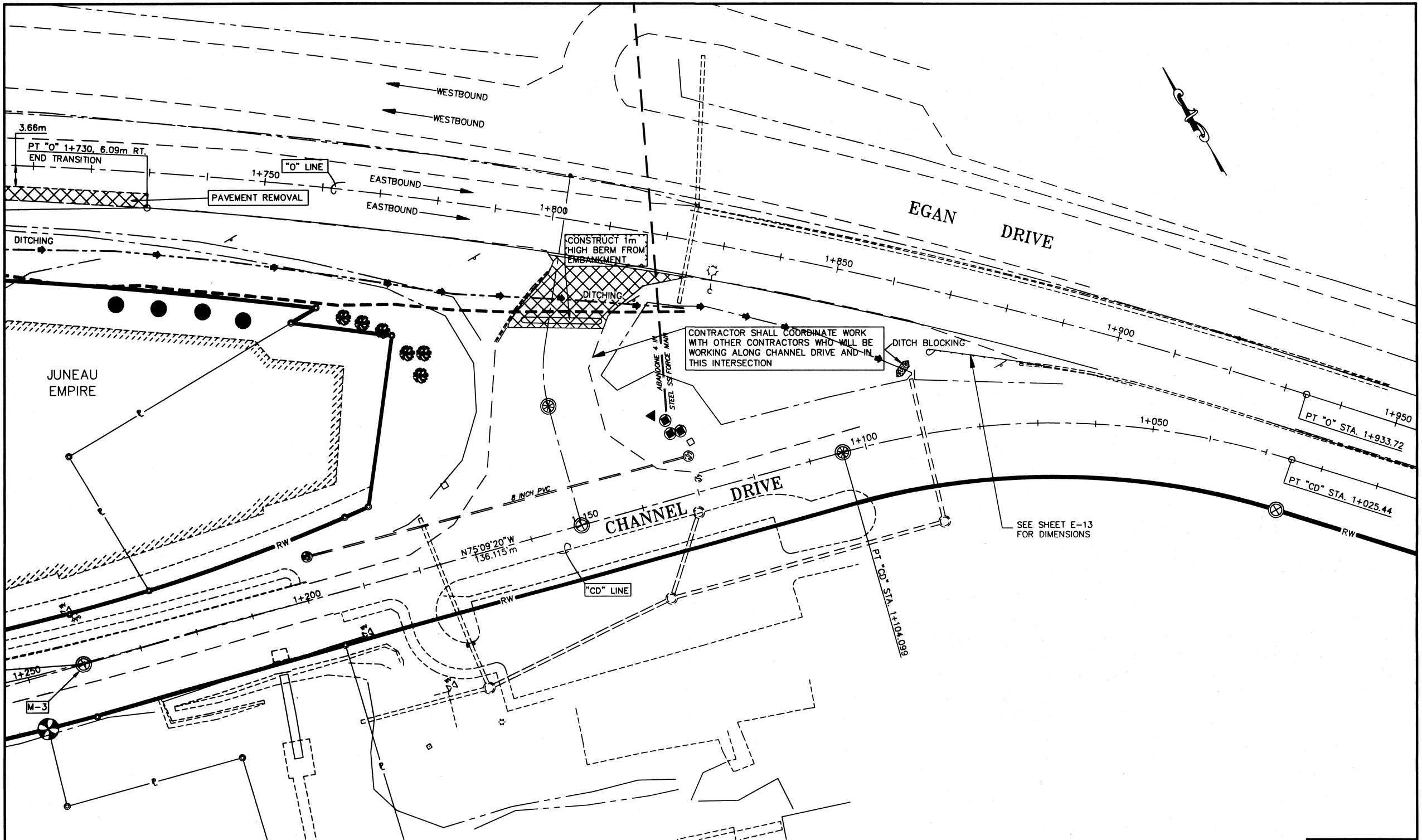
PATH: Q:\JNU\67979\PLANSET\SALMON-INT		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=300(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU *EGAN DRIVE – SALMON CREEK* ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
PLAN

DESIGNED BY: D. SALDIVAR	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-6 OF XX

STATE OF ALASKA 49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

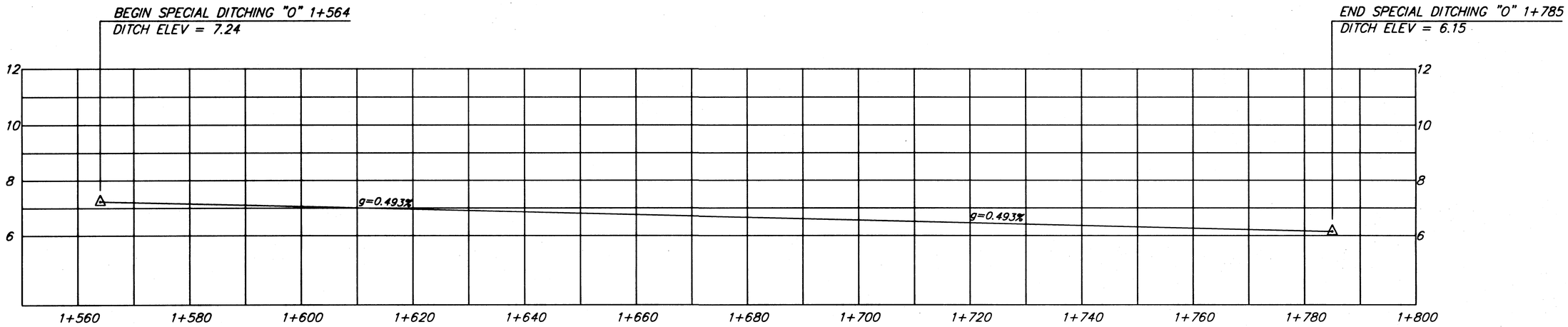
PATH: Q:\JNU\67979\PLANSET\SALMON-INT		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=300(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU *EGAN DRIVE – SALMON CREEK* ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
PLAN

DESIGNED BY: D. BLACKBURN	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-7 OF XX

STATE OF ALASKA 49th
David D. Saldivar
CE-8307
REGISTERED PROFESSIONAL ENGINEER



SPECIAL DITCHING PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\PROFILE1		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU

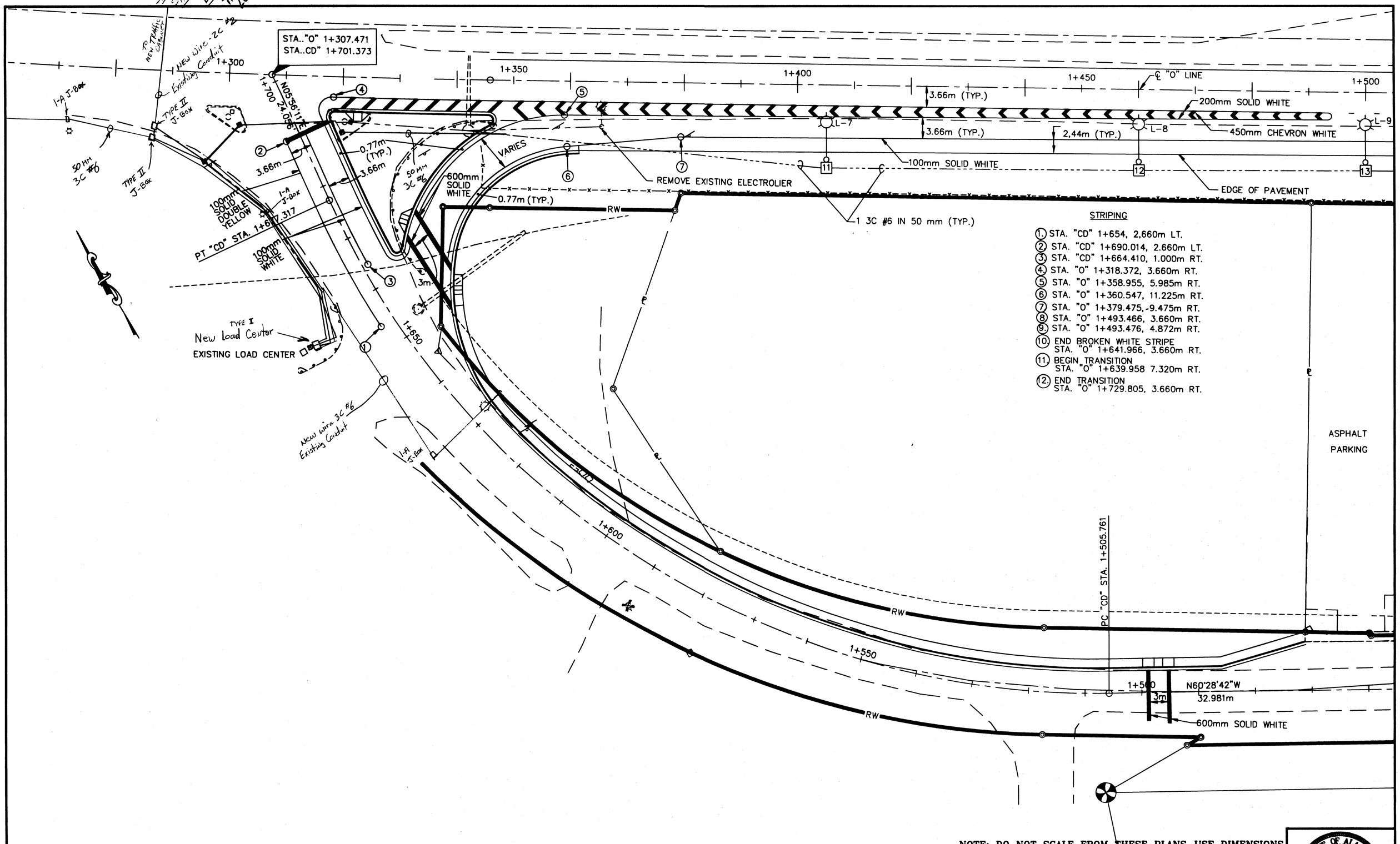
EGAN DRIVE ~ SALMON CREEK
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979

DITCH PROFILE

ALASKA

DESIGNED BY: D. BLACKBURN	PROJECT No. 67979
DRAWN BY: B.B./R.S.	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-8 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



STRIPING

1. STA. "CD" 1+654, 2,660m LT.
2. STA. "CD" 1+690.014, 2.660m LT.
3. STA. "CD" 1+664.410, 1.000m RT.
4. STA. "O" 1+318.372, 3.660m RT.
5. STA. "O" 1+358.955, 5.985m RT.
6. STA. "O" 1+360.547, 11.225m RT.
7. STA. "O" 1+379.475, -9.475m RT.
8. STA. "O" 1+493.466, 3.660m RT.
9. STA. "O" 1+493.476, 4.872m RT.
10. END BROKEN WHITE STRIPE STA. "O" 1+641.966, 3.660m RT.
11. BEGIN TRANSITION STA. "O" 1+639.958 7.320m RT.
12. END TRANSITION STA. "O" 1+729.805, 3.660m RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\SAMSTP-INT		
PLOT: PSPACE: 1=1(F) OR MSPACE 1=300(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

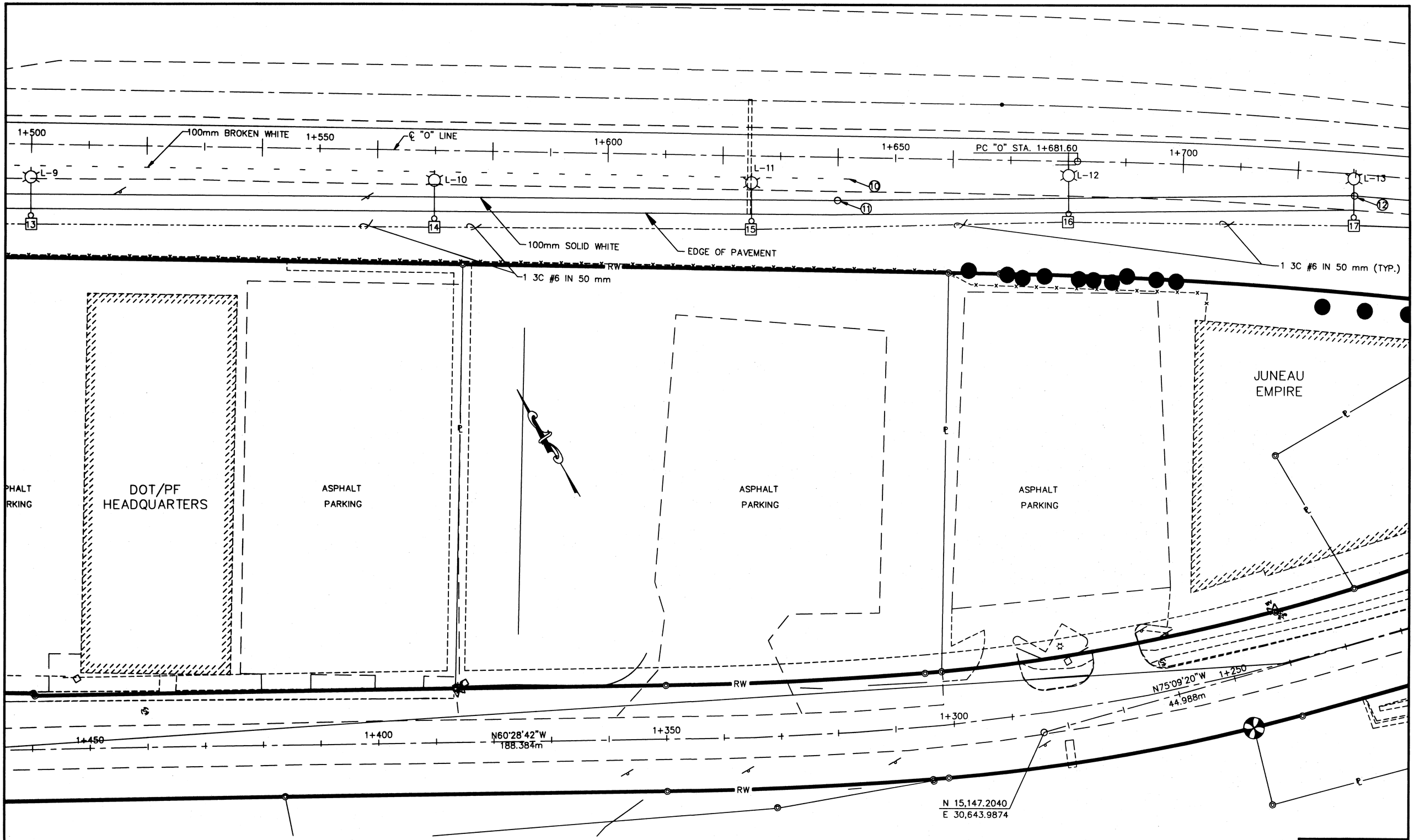
EGAN DRIVE – SALMON CREEK CONTROLLED ACCESS

FED. No. NH-093-2(37) ~ PROJECT No. 67979

SIGNIING, STRIPING, & ILLUMINATION

DESIGNED BY: K. MATTSON	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET E-9 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\PLANSET\SAMSTP-INT		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=300(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU *EGAN DRIVE – SALMON CREEK* ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
SIGNING, STRIPING & ILLUMINATION

DESIGNED BY: K. MATTSON	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET E-10 OF XX

STATE OF ALASKA 49th
Michael Lukshin
CE-8737
REGISTERED PROFESSIONAL ENGINEER

L-14

L-15

REMOVE EXISTING ELECTROLIER

THIS CURCUIT TO BE ABANDONDED IN PLACE

REMOVE AND REPLACE EXISTING TYPE3 LOAD CENTER

L-13

1+750

12

17

1+800

L-14A

1 3C #6 IN 50 mm (TYP.)

L-16

1+850

L-15A

ET-2000

REMOVE EXISTING ELECTROLIER

ABANDONE 4 IN STEEL SS FORCE MAIN

TRIE BEAM

1+900

JUNEAU EMPIRE

1+950

PT "O" STA. 1+933.72

1+050

1+100

8 INCH PVC

1+150

PT "CD" STA. 1+025.44

RW

N75°09'20"W 136.115'm

1+200

RW

PT "CD" STA. 1+104.099

1+250

DIPAC

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

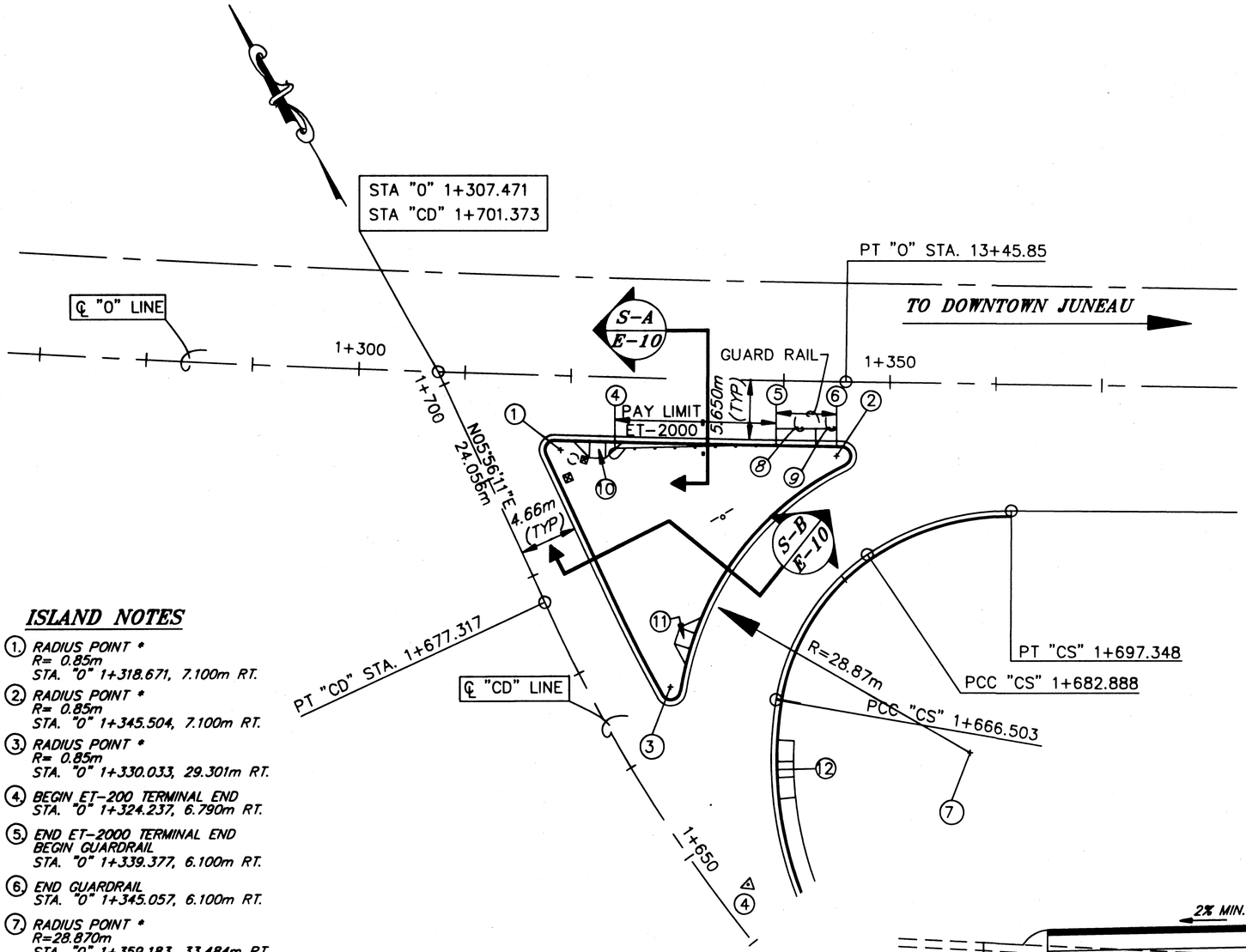
PATH: Q:\JNU\67979\PLANSET\SALMON-INT		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=300(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

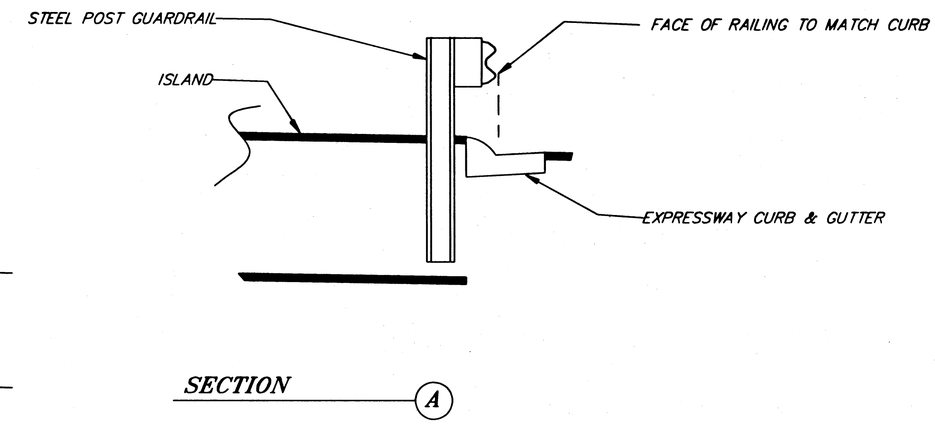
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU *EGAN DRIVE – SALMON CREEK* ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
SIGNINIG, STRIPING & ILLUMINATION

DESIGNED BY: K. MATTSON	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET E-11 OF XX

STATE OF ALASKA 49th Micheal Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER

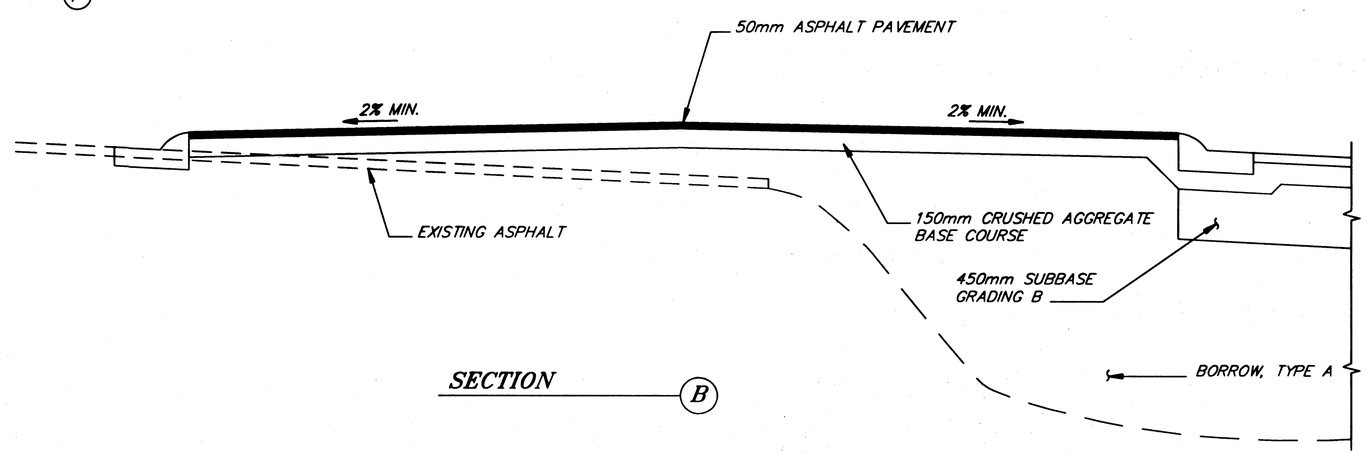




ISLAND NOTES

1. RADIUS POINT *
   R= 0.85m
   STA. "0" 1+318.671, 7.100m RT.
2. RADIUS POINT *
   R= 0.85m
   STA. "0" 1+345.504, 7.100m RT.
3. RADIUS POINT *
   R= 0.85m
   STA. "0" 1+330.033, 29.301m RT.
4. BEGIN ET-200 TERMINAL END
   STA. "0" 1+324.237, 6.790m RT.
5. END ET-2000 TERMINAL END
   BEGIN GUARDRAIL
   STA. "0" 1+339.377, 6.100m RT.
6. END GUARDRAIL
   STA. "0" 1+345.057, 6.100m RT.
7. RADIUS POINT *
   R=28.870m
   STA. "0" 1+359.183, 33.484m RT.
8. 5-GUARD RAIL POST SPACED AT 950mm= 3.80m
9. 5-GUARD RAIL POST SPACED AT 475mm= 1.91m
10. CURB CUT *
    STA. "0" 1+322.661, 6.250 m RT.
11. CURB CUT *
    STA. "CD" 1+667.619, 10.829 m RT.
12. CURB CUT *
    STA. "CD" 1+652.082, 11.496 m RT.

* RADIUS & STATIONING ARE MEASURED TO BACK OF CURB



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

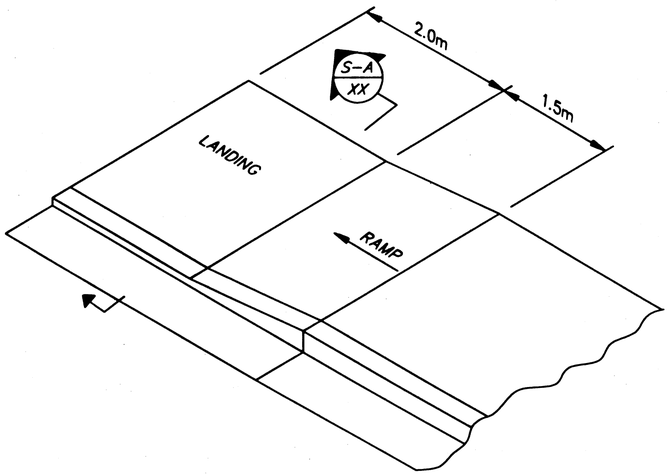
PATH: Q:\Jnu\67979\Dr\-mdet5.dwg 05/10/00 09:02:32 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

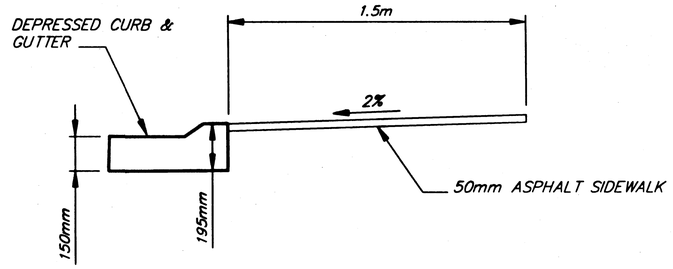
JUNEAU **EGAN DRIVE – SALMON CREEK** ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
TRAFFIC ISLAND

DESIGNED BY: D. SALDIVAR	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-12 OF XX

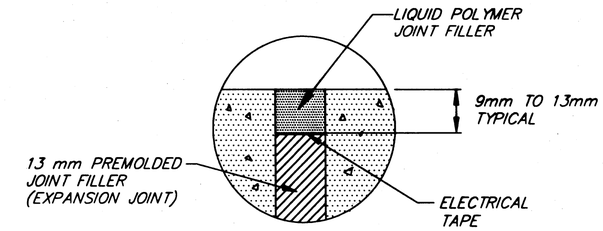
STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



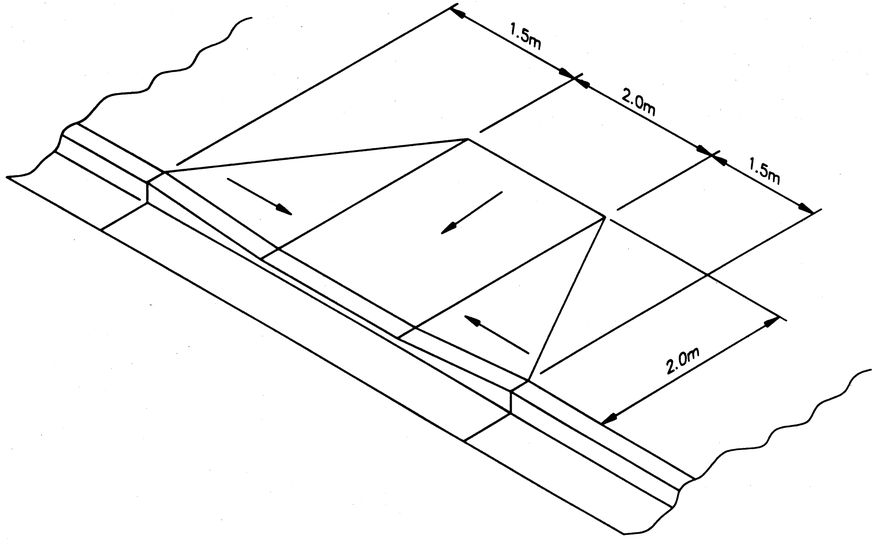
SIDEWALK LANDING & RAMP



SECTION A



SECTION B



LANDING AT TRAFFIC ISLAND

SIDEWALK, CURB AND GUTTER NOTES

1. CURB AND GUTTER EXPANSION JOINTS SHALL BE AT EACH END OF THE CURB RETURNS AND IMMEDIATELY PRECEEDING AND FOLLOWING ALL CURB CUTS. THEREAFTER, THEY SHALL BE PLACED AT 9m MAXIMUM.
2. CURB CUTS FOR RESIDENTIAL DRIVEWAYS AND CURB RETURNS SHALL NOT EXCEED THE MAXIMUM ALLOWABLE SLOPE OF 12:1.
3. ALL CURB RETURNS SHALL BE WHEELCHAIR ACCESSIBLE AS SHOWN ON THE SIDEWALK DETAIL SHEETS.
4. IF EXISTING JOINT IS WITHIN 610mm OF RECONSTRUCTION AREAS, REMOVE AT JOINT INSTEAD OF SAWCUTTING. THIS DOES NOT APPLY TO NEW CONSTRUCTION.
5. LANDINGS SHALL BE CONTAINED WITHIN THE MARKED CROSSWALK.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

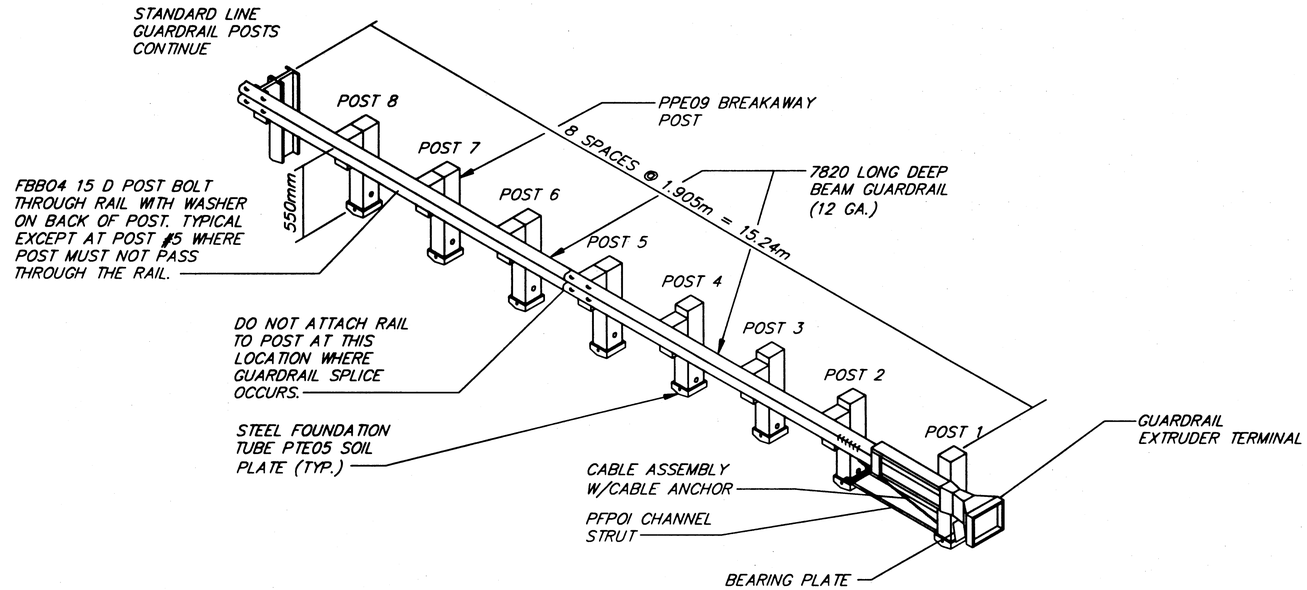
PATH: Q:\Jnu\67979\Dr\-mdet3.dwg 05/10/00 09:15:56 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU EGAN DRIVE – SALMON CREEK ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
SIDEWALK DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-13 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER

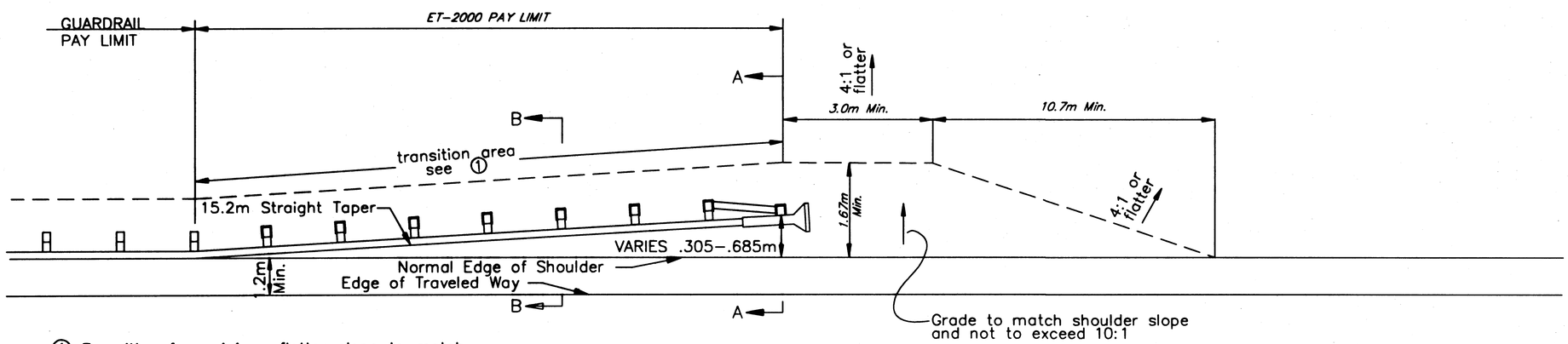


ET-2000 GUARDRAIL EXTRUDER TERMINAL

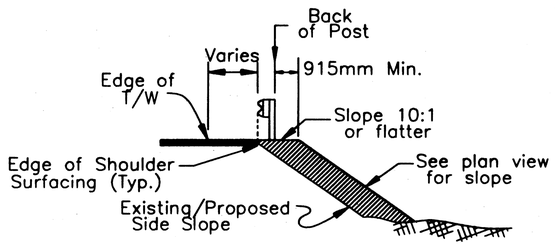
NO SCALE

NOTE:

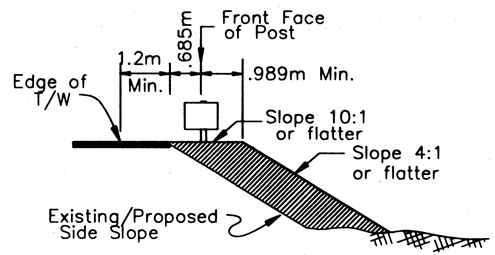
1. INSTALLATION OF THE STEEL FOUNDATION TUBES MAY REQUIRE DRILLING AND BLASTING. THERE ARE INSTALLATION AREAS CONTAINING BEDROCK. DRILLING AND BLASTING COSTS SHALL BE INCIDENTAL TO ITEM 606 (11).



① Transition from 4:1 or flatter slope to match typical slope at the beginning of guardrail pay limit.



SECTION B-B



SECTION A-A

ET-2000 INSTALLATION WIDENING DETAILS

NO SCALE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\DR\-MTYPSEC9		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

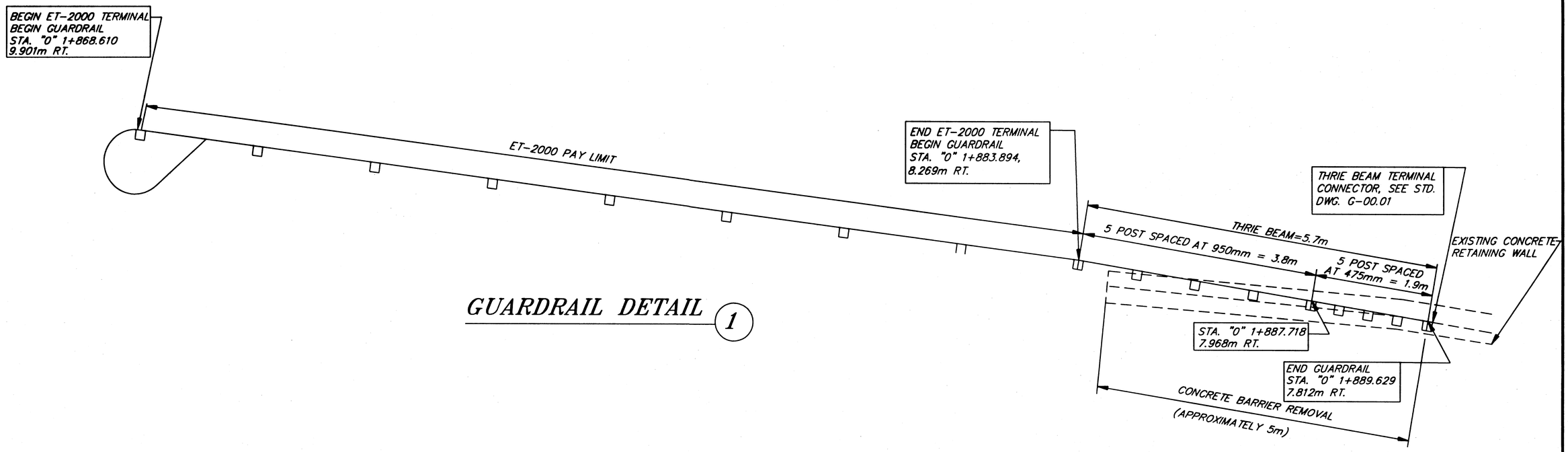
JUNEAU — EGAN DRIVE - Salmon Creek Controlled Access & — ALASKA

FED. No. NH-093-2(37) ~ PROJECT No. 67979

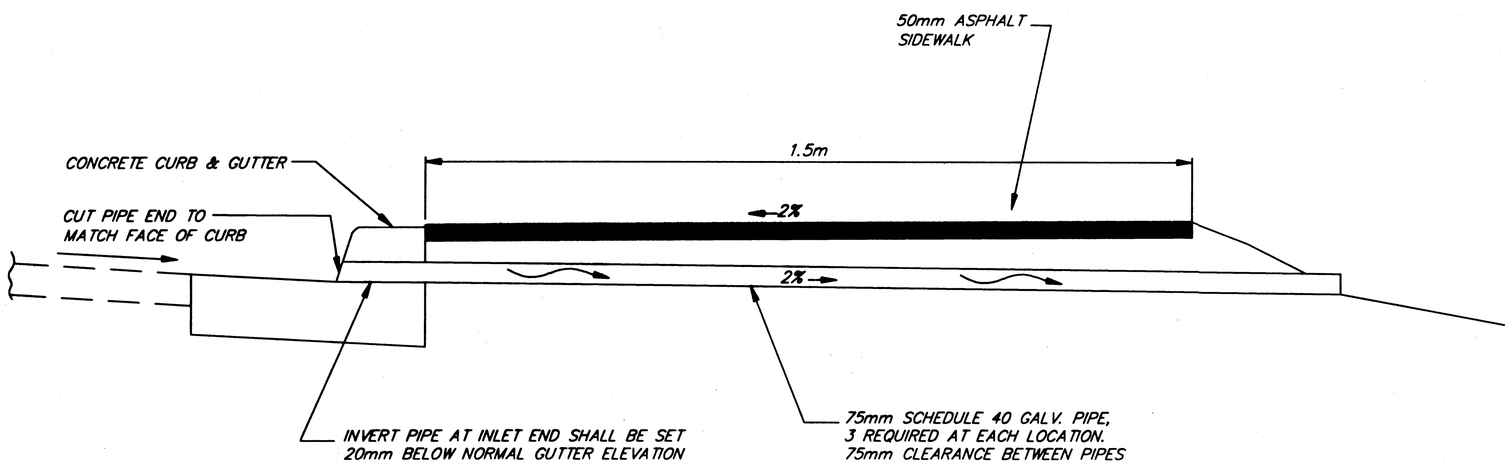
ET-2000 GUARDRAIL END SECTION

DESIGNED BY: D. SALDIVAR	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-14 OF XX

STATE OF ALASKA 49th — David D. Saldivar CE-8307 — REGISTERED PROFESSIONAL ENGINEER



GUARDRAIL DETAIL (1)



CURB DRAIN PIPE DETAIL (2)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-mtblk7.dwg 05/09/00 10:28:42 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

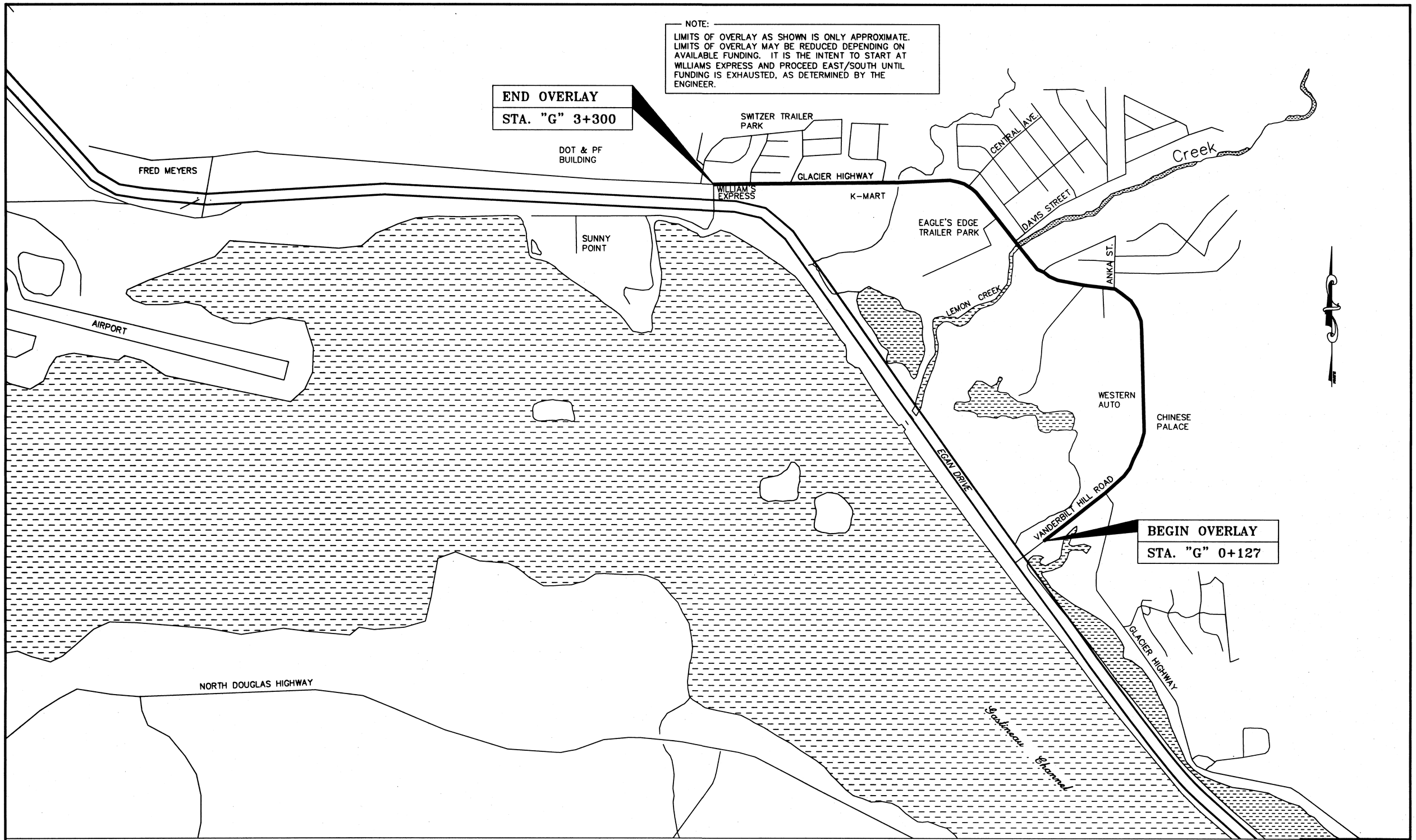
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU EGAN DRIVE – SALMON CREEK ALASKA
CONTROLLED ACCESS
FED. No. NH-093-2(37) ~ PROJECT No. 67979
MISCELLANEOUS DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT No. 67979
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET E-15 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER

NOTE:
LIMITS OF OVERLAY AS SHOWN IS ONLY APPROXIMATE. LIMITS OF OVERLAY MAY BE REDUCED DEPENDING ON AVAILABLE FUNDING. IT IS THE INTENT TO START AT WILLIAMS EXPRESS AND PROCEED EAST/SOUTH UNTIL FUNDING IS EXHAUSTED, AS DETERMINED BY THE ENGINEER.



NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: Q:\JNU\67979\DR\PROJECT3		
PLOT: PSPACE: 1=1(F) OR MSPACE : 1=2(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

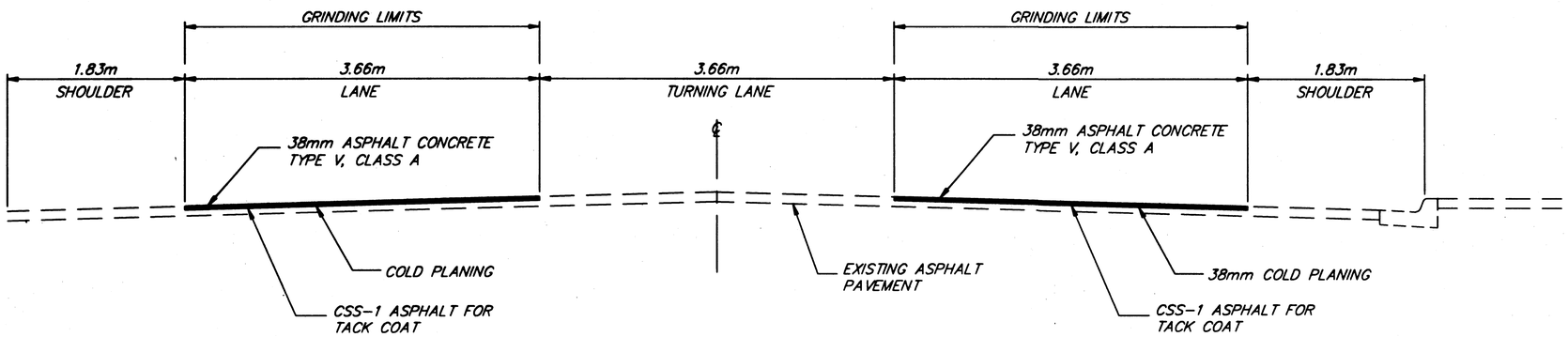
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

GLACIER HIGHWAY
LEMON ROAD OVERLAY
FED. No. STP - 0955 (12) ~ PROJECT No. 68049
PROJECT LAYOUT – GLACIER HIGHWAY

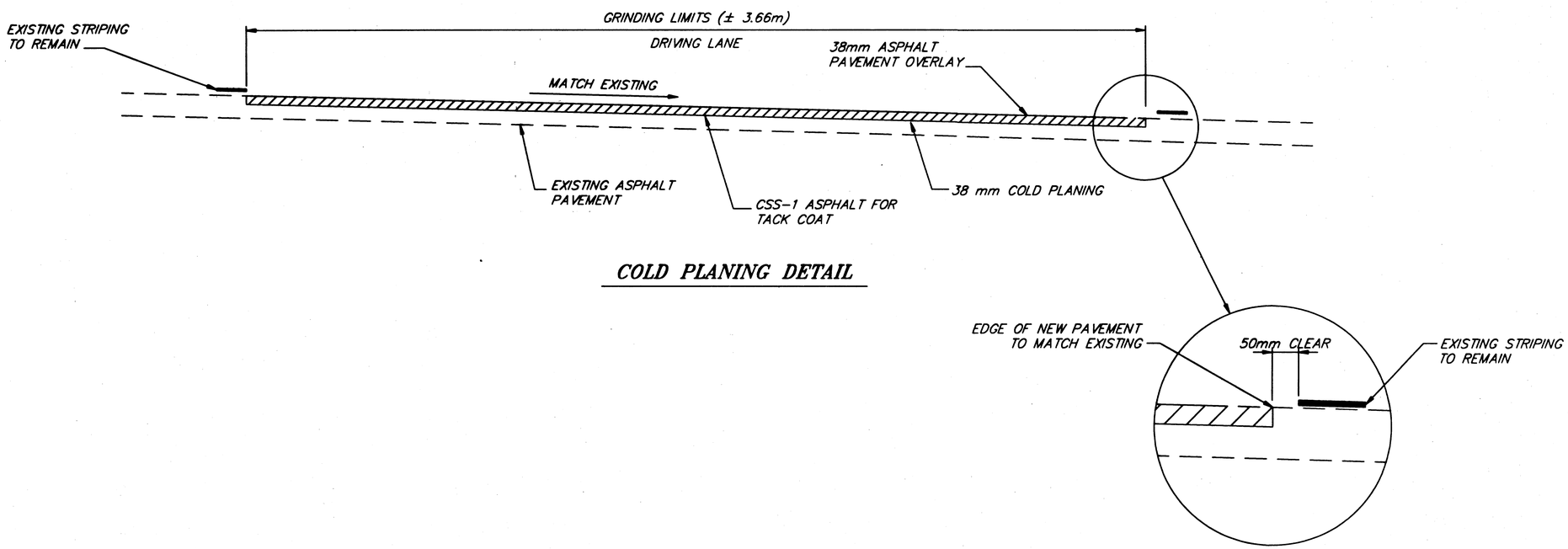
DESIGNED BY: D. SALDIVAR	PROJECT No. 68049
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET F-1 OF XX

STATE OF ALASKA 49th
David D. Saldivar CE-8307
REGISTERED PROFESSIONAL ENGINEER



GLACIER HIGHWAY

STA. "G" 0+235 TO STA. "G" 3+280



COLD PLANING DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\DR\-MTYPSEC6		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=30(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

GLACIER HIGHWAY
LEMON ROAD OVERLAY
FED. No. STP-0955(12) ~ PROJECT No. 68049
TYPICAL SECTIONS - GLACIER HIGHWAY

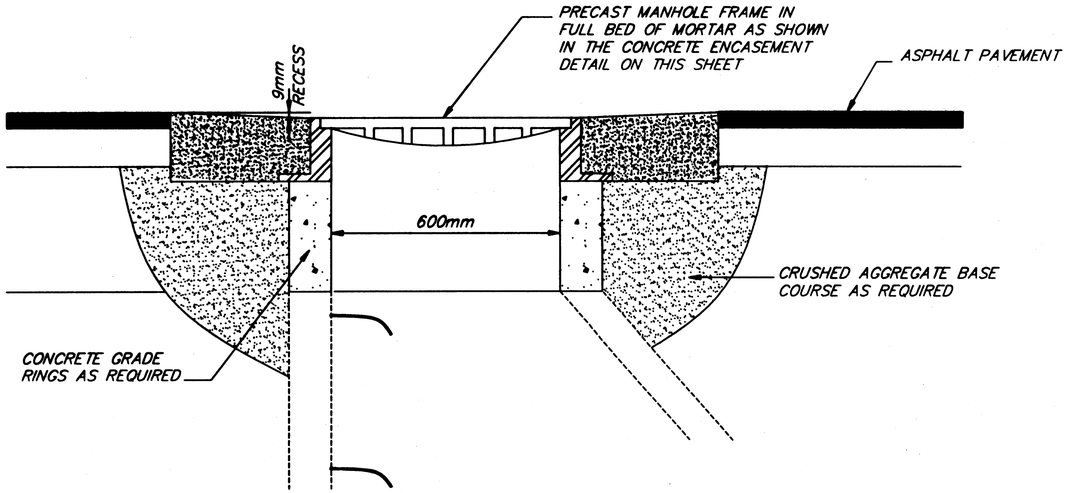
DESIGNED BY: D. SALDIVAR	PROJECT No. 68049
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET F-2 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER

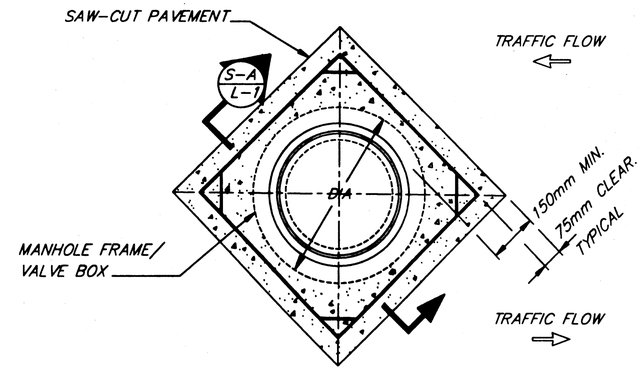
UTILITY ADJUSTMENT SUMMARY

STATION	OFFSET	TYPE	REMARKS
0+485	RIGHT	WATER	ADJUST WATER VALVE AS NECESSARY
0+615	RIGHT	MANHOLE	ADJUST MANHOLE AS NECESSARY
0+719	RIGHT	STORM GRATE	ADJUST STORM GRATE AS NECESSARY
0+830	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
0+902	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
0+954	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
1+361	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
1+446	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
1+559	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
1+667	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
1+781	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
1+826	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
2+137	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
2+244	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
2+314	LEFT	MANHOLE	ADJUST MANHOLE AS NECESSARY
2+642	RIGHT	MANHOLE	ADJUST MANHOLE AS NECESSARY
2+743	RIGHT	MANHOLE	ADJUST MANHOLE AS NECESSARY
2+762	RIGHT	MANHOLE	ADJUST MANHOLE AS NECESSARY
3+215	LEFT	WATER VALVE	ADJUST WATER VALVE AS NECESSARY

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



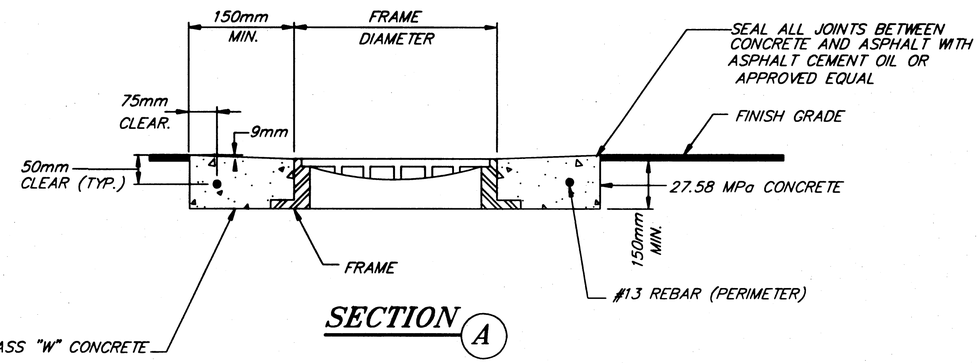
ADJUST STORM/SEWER MANHOLE (1)



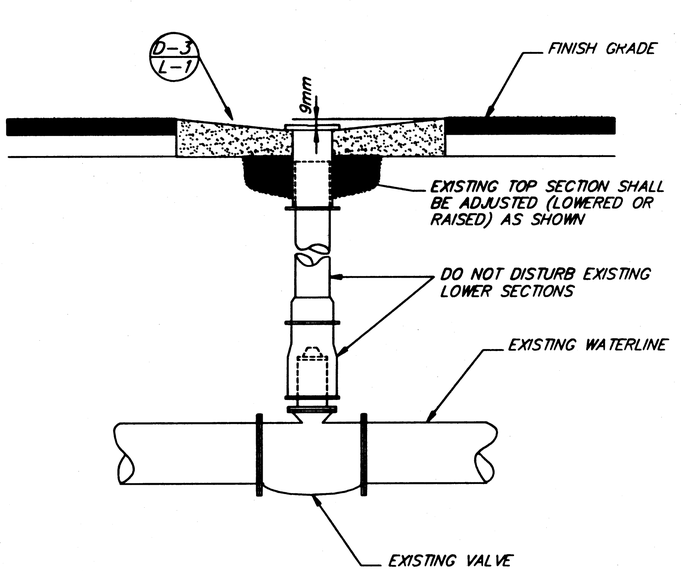
CONCRETE ENCASEMENT DETAIL (3)

NOTES:

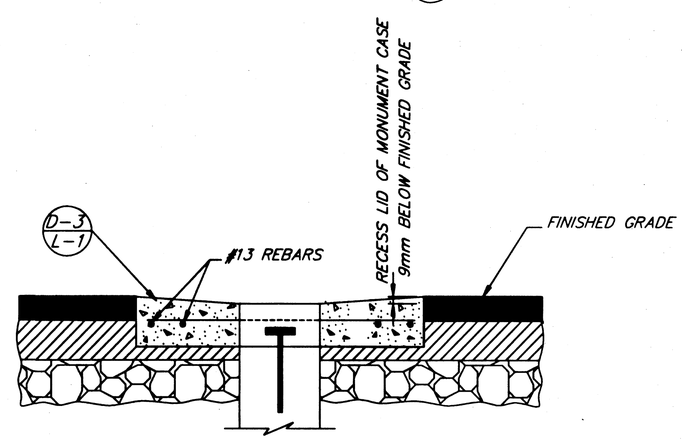
1. MANHOLE ADJUSTMENT SHALL BE MADE WITH GRADE RINGS NOT EXCEEDING 300mm TOTAL HEIGHT BETWEEN BOTTOM OF MANHOLE FRAME AND TOP OF MANHOLE CONE.
2. NEW STEP(S) AS DETAILED IN STD. DRAWINGS D-20.02 SHALL BE INSTALLED ON THE EXISTING MANHOLE IF THE FIRST STEP EXCEED 900mm FROM THE TOP OF MANHOLE FRAME, FOR MANHOLE RECONSTRUCTION/ADJUSTMENT.
3. ANY RECONSTRUCTED OR ADJUSTED MANHOLES MUST CONFORM TO STANDARD DIMENSIONS.
4. CONCRETE ENCASEMENT IS NOT REQUIRED IF MANHOLE, MONUMENTS OR VALVE BOX IS LOCATED IN THE SIDEWALK.
5. MANHOLE FRAME AND GRATE ALONG GLACIER HIGHWAY-LEMON ROAD SHALL BE REPLACED WITH NEW SUPPLIED BY THE CITY AND BOROUGH OF JUNEAU. THE CONTRACTOR SHALL MAKE ARRANGEMENT WITH CBJ UTILITIES (TONY STONICH AT 790-2525) FOR PICKUP.
6. ASHFORD FORMULA OR APPROVED EQUAL SHALL BE APPLIED AS A CURING COMPOUND. APPLICATION SHALL CONFORM TO THE MANUFACTURERS RECOMMENDATIONS.
7. ALL STRUCTURES SHALL BE RAISED TO BASE GRADE COURSE LEVEL PRIOR TO PAVING.



SECTION (A)



VALVE BOX ADJUSTMENT DETAIL (2)



SECTION

MONUMENT ENCASEMENT DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67979\DR\-MDET2		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

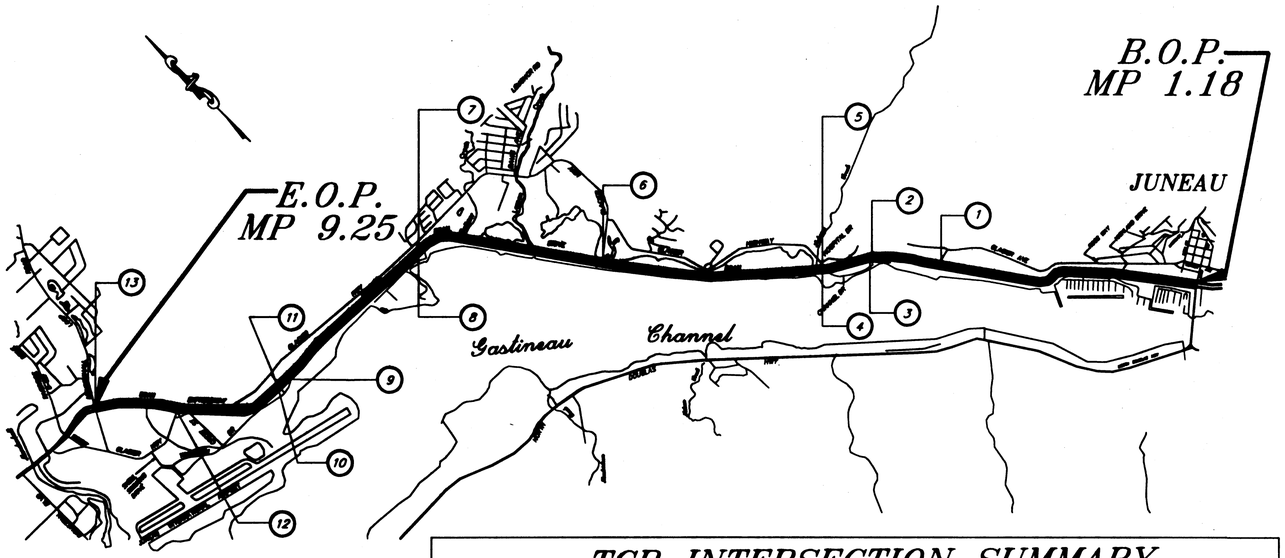
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

Juneau Areawide Paving
FED. No. STP-0955(12) PROJECT No. 68049
UTILITY ADJUSTMENT DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT No. 68049
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET F-4 OF XX

STATE OF ALASKA 49th David D. Saldivar CE-8307 REGISTERED PROFESSIONAL ENGINEER



TCP INTERSECTION SUMMARY

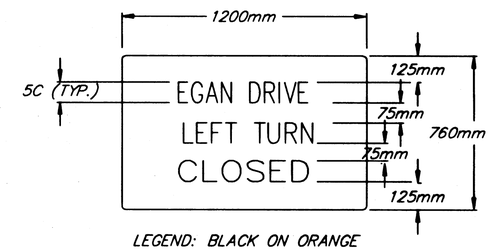
No.	Intersection	Milepoint (Approx)	Northside	Southside	Close Intersection? Yes	Close Intersection? No	Notify Residents	See Detail
	BOP							B
1	Old Glacier Hwy 3 Mile	2.88	x		x		x	D
2	Powerhouse Access	3.55	x		x		x	C,D,G
3	Salmon Creek, KJNO	3.87		x		x		E,F,G
4	Salmon Creek, (Hospital)	3.87	x			x		E,F,G
5	Vanderbilt	5.36	x		x			I,J,C,D,E,G,H
6	Switzer, (Mapco)	6.57	x		x			I,J,C,D,E,G,H
7	Switzer, (Sunny Pt.)	6.57		x	x		x	G
8	Yandukin Onramp	7.73		x	x			C,D,E,G
9	Yandukin (Old Dairy Rd.)	7.89		x	x			C,D,H
10	Yandukin (F. Meyer)	7.89	x	x	x			I,J,C,D,E,G,H
11	McNugget	8.66		x	x			I,J,C,D,E,G,H
12	Loop Road, (Airport)	9.24		x	x			C,D,E,G,F
13	Loop Road, (Valley)	9.24	x			x		E,F,G

LEGEND

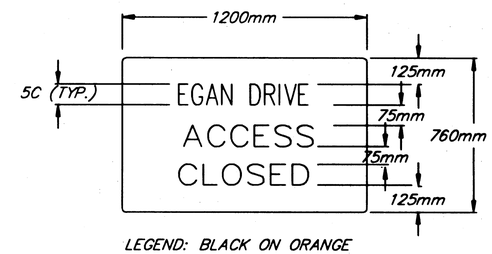
- ..... SIGN
- ..... CONE
- ..... DRUM
- ..... FLAGGING STATION

TRAFFIC CONTROL NOTES

1. AT LEAST ONE LANE TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BOTH NORTHBOUND AND SOUTHBOUND ON EGAN DRIVE WITH THE EXCEPTION THAT TWO LANE TRAFFIC SHALL BE MAINTAINED BETWEEN 7:00 AM TO 8:30 AM SOUTHBOUND AND 4:00 PM TO 6:00 PM NORTHBOUND ON WEEKDAYS.
2. TWO LANE TRAFFIC BOTH NORTHBOUND AND SOUTHBOUND SHALL BE MAINTAINED AT ALL TIMES DURING NON-WORKING HOURS AS WELL AS WITHIN NON-WORK AREAS DURING WORKING HOURS.
3. FLOOD LIGHTING SHALL BE REQUIRED AT FLAGGER STATIONS DURING ANY NIGHT TIME OPERATIONS.
4. DRIVING LANES SHALL BE A MINIMUM OF 3.66m. WIDE.
5. INTERM PAVEMENT MARKINGS SHALL BE REQUIRED AS PROVIDED FOR IN SECTION 643-3.09 OF THE SPECIFICATIONS.
6. TYPICAL WORK AREA CLOSURE DETAILS SHOWN ON THIS SHEET SHALL BE REVERSED FOR THE LEFT LANE CLOSURES AND SIGN LEGENDS SHALL BE MODIFIED ACCORDINGLY.

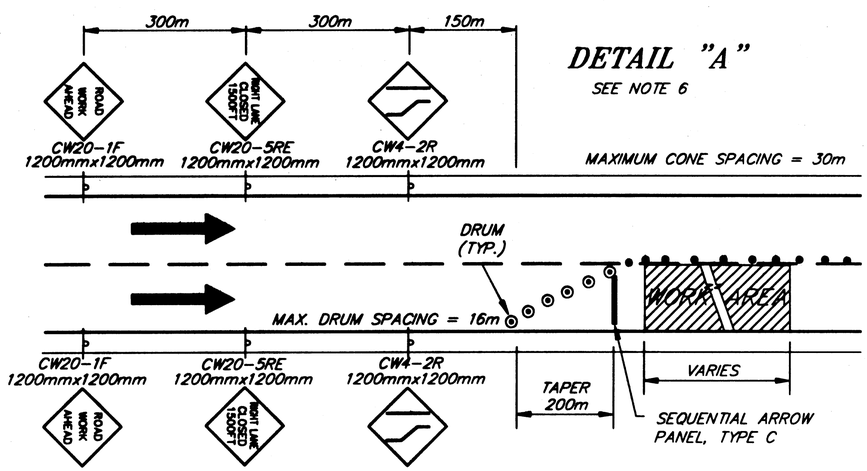


LEGEND: BLACK ON ORANGE



LEGEND: BLACK ON ORANGE

SPECIAL CONSTRUCTION SIGNS

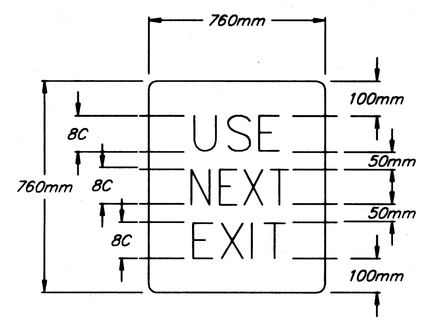


DETAIL "A"

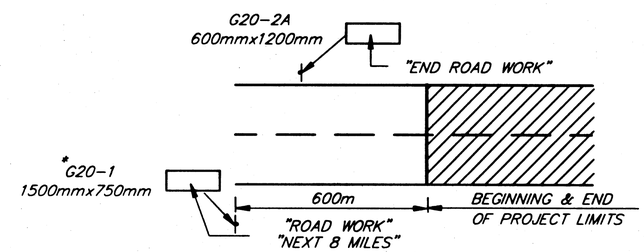
SEE NOTE 6

TYPICAL SINGLE LANE CLOSURE

TRAFFIC CONTROL



LEGEND: BLACK ON ORANGE



DETAIL "B"

PERMANENT CONSTRUCTION SIGNING

* G20-1 (AS MODIFIED TO "ROAD WORK")

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-tcp4.dwg 01/19/00 02:24:55 PM PM AST		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

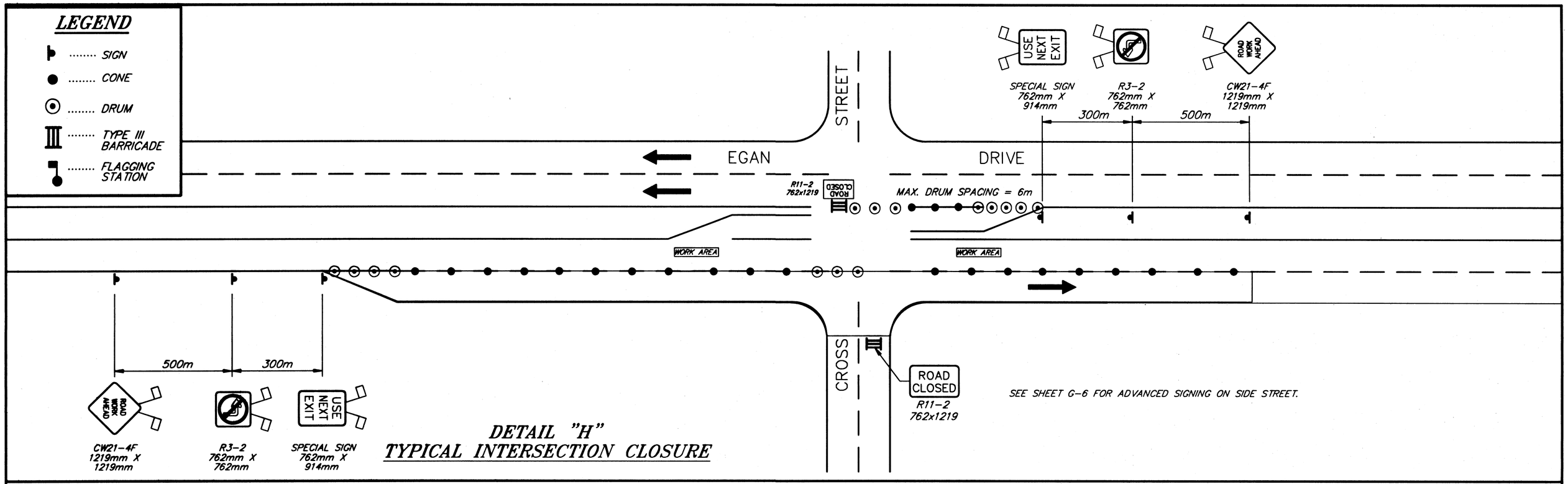
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

TRAFFIC CONTROL PLAN

DESIGNED BY: M. LUKSHIN	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: R. PURVES	SHEET G-1 OF XX

STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER

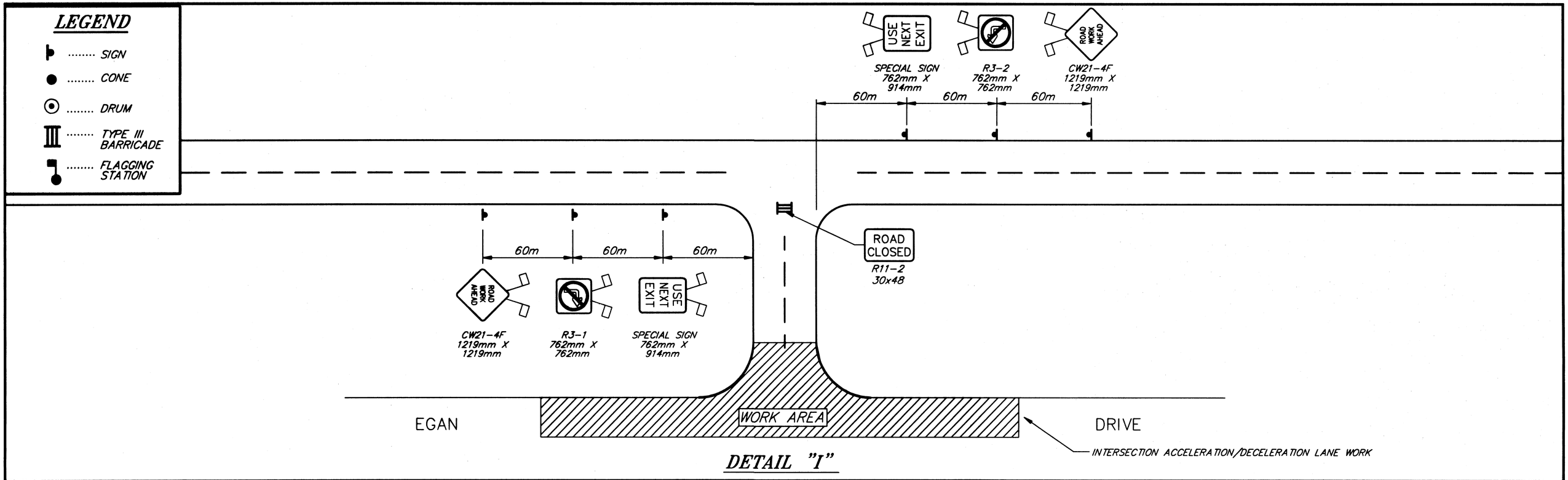


DETAIL "H"
TYPICAL INTERSECTION CLOSURE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-tcp1.dwg 01/19/00 04:21:55 PM PM AST	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION	JUNEAU	EGAN DRIVE OVERLAY FED. No. NH-093-2(39) ~ PROJECT No. 68047 TRAFFIC CONTROL PLAN	ALASKA	DESIGNED BY: M. LUKSHIN DRAWN BY: B. BENNETT CHECKED BY: R. PURVES
PLOT: FULL (1000=1) or HALF (1000=2)					PROJECT No. 68047 DATE: 2000
BY: DATE: DESCRIPTION OF CHANGE:					SHEET G-2 OF XX
RECORD OF REVISIONS					

STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-tcp3.dwg 01/18/00 01:54:50 PM PM AST		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU

EGAN DRIVE OVERLAY

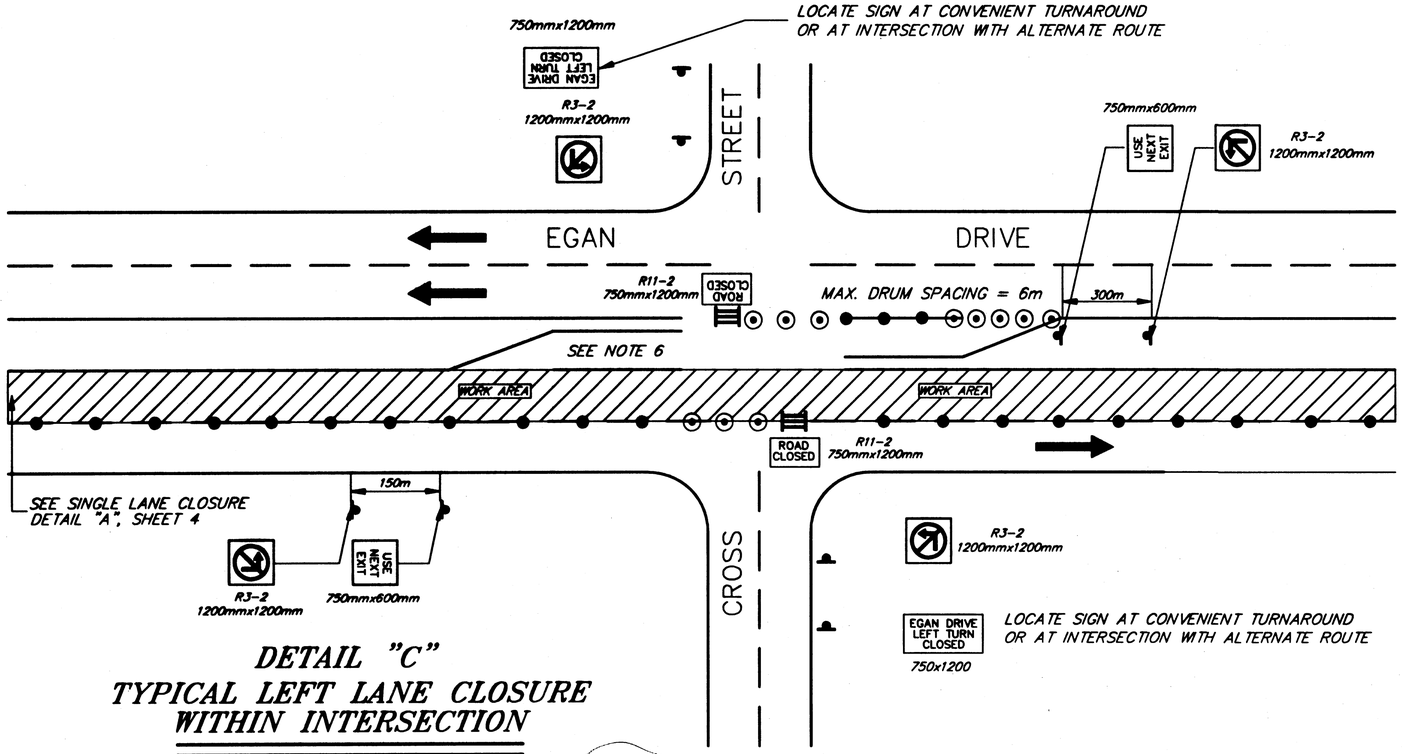
FED. No. NH-093-2(39) ~ PROJECT No. 68047

TRAFFIC CONTROL PLAN

ALASKA

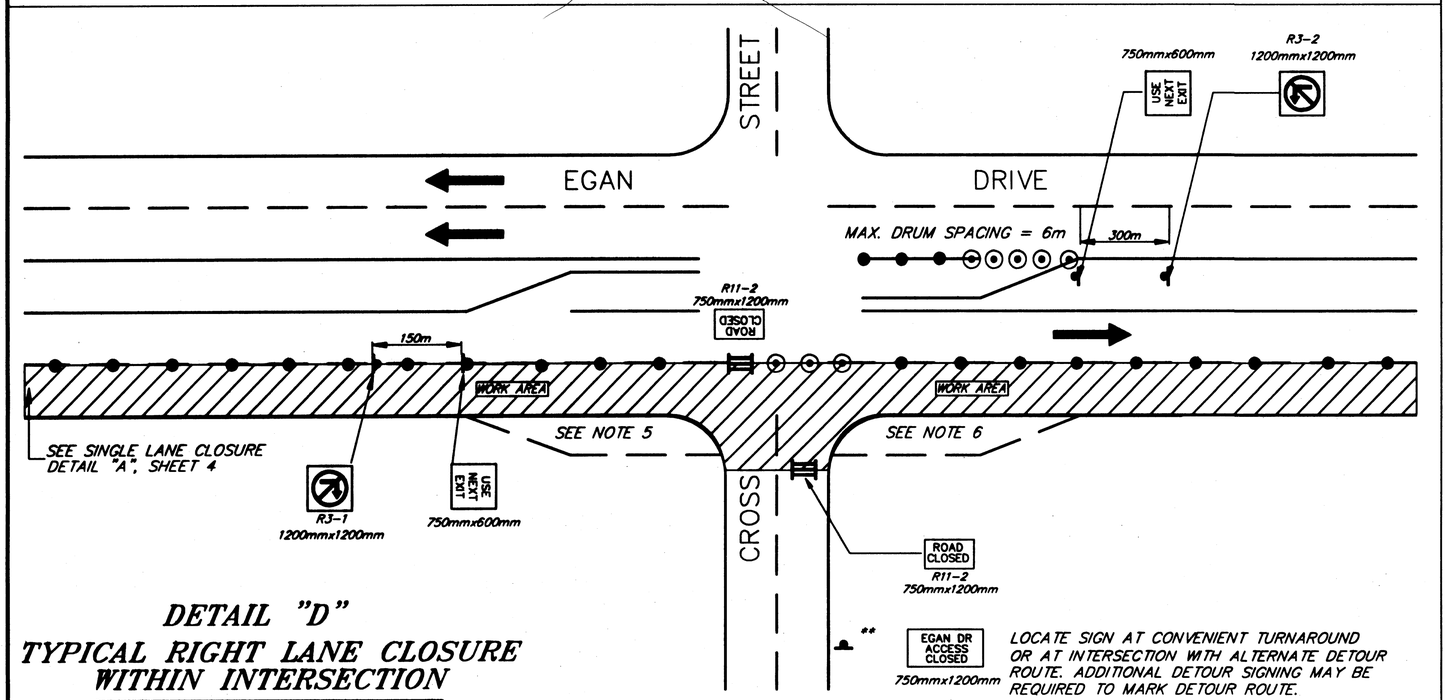
DESIGNED BY: M. LUKSHIN	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: R. PURVES	SHEET G-3 OF XX

STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER



DETAIL "C"
TYPICAL LEFT LANE CLOSURE WITHIN INTERSECTION

TRAFFIC CONTROL



DETAIL "D"
TYPICAL RIGHT LANE CLOSURE WITHIN INTERSECTION

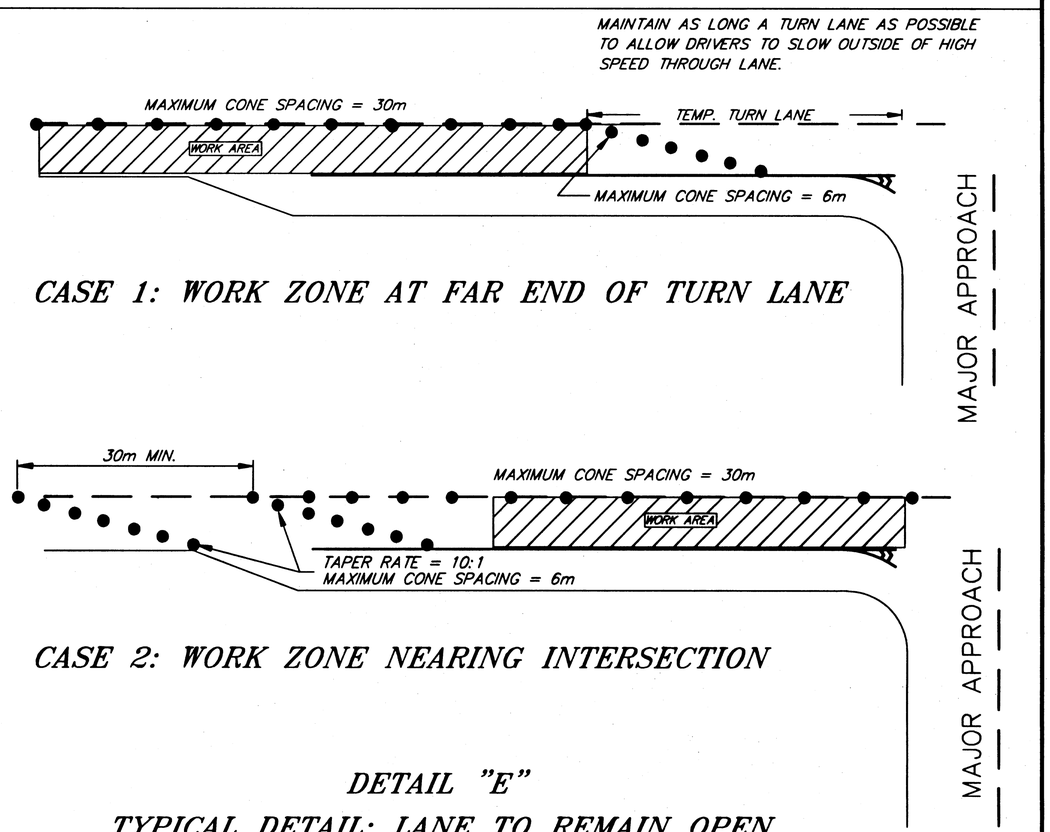
TRAFFIC CONTROL

LEGEND

- ..... SIGN
- ..... CONE
- ..... DRUM
- ..... TYPE III BARRICADE
- ..... FLAGGING STATION

NOTES

1. WHEN LANES ARE CLOSED AT INTERSECTIONS, THE D.O.T./P.F. S.E. REGION TRAFFIC AND SAFETY SECTION SHALL BE NOTIFIED SO THEY CAN MAKE THE NECESSARY MODIFICATIONS TO SIGNAL TIMING. TWO DAYS NOTICE IS REQUIRED.
2. THERE SHALL BE NO CONSTRUCTION ACTIVITY WITHIN INTERSECTIONS DURING THE HOURS OF 7:00 TO 8:30 AM AND 4:00 TO 6:00 PM WEEKDAYS.
3. ONLY ONE INTERSECTION AT A TIME SHALL BE CLOSED. (EXCEPTION: INTERSECTIONS 2. POWERHOUSE ACCESS, 9. YANDUKIN ONRAMP (SOUTHBOUND), AND 17. VINTAGE ACCESS WHICH MAY BE CLOSED IN CONJUCTION WITH OTHER INTERSECTIONS. INTERSECTIONS MAY BE CLOSED A MAXIMUM OF 3 HOURS.
4. WHERE A FEASIBLE DETOUR ROUTE EXISTS, THE CONTRACTOR SHALL SUBMIT A DETOUR TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL. SIGNING ON EGAN NOTIFYING DRIVERS OF CLOSURES SHALL BE LOCATED IN ADVANCE OF OTHER INTERSECTIONS PROVIDING ACCESS TO THE SAME AREA AS THE CLOSED INTERSECTION.
5. WHERE SPACE ALLOWS, ACCESS SHALL BE MAINTAINED TO RIGHT TURN LANES USING DETAIL "E". CONTRACTOR SHALL SETUP AS SHOWN IN CASE 1. AND WHEN HE HAS ADVANCED SUFFICIENTLY TO ALLOW FOR PAVEMENT COOLING AND ROLLING HE SHALL SETUP AS SHOWN IN CASE 2. RIGHT TURNING TRAFFIC TO THE NORTH SIDE OF YANDUKIN INTERSECTION SHALL BE MAINTAINED AT ALL TIMES.
6. WHERE SPACE ALLOWS, DETAIL "E" (MODIFIED AS NEEDED) SHALL BE USED TO PROVIDE ACCESS TO LEFT TURN AND ACCELERATION LANES ALSO.
7. IN CLOSED INTERSECTIONS WHERE SOME TURNING MOVEMENTS ARE ALLOWED IN ACCORDANCE WITH DETAIL "E", THE SIGNS IN DETAILS "C" AND "D" INDICATING THOSE MOVEMENTS ARE CLOSED SHALL BE REMOVED.



CASE 1: WORK ZONE AT FAR END OF TURN LANE

CASE 2: WORK ZONE NEARING INTERSECTION

DETAIL "E"
TYPICAL DETAIL: LANE TO REMAIN OPEN

TRAFFIC CONTROL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-tcp5.dwg 01/19/00 03:58:05 PM PM AST		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

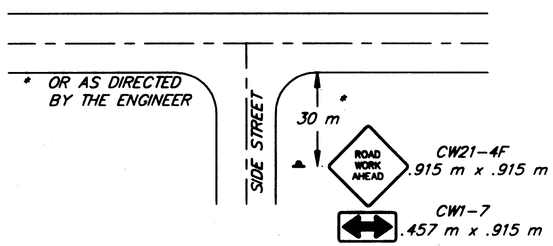
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

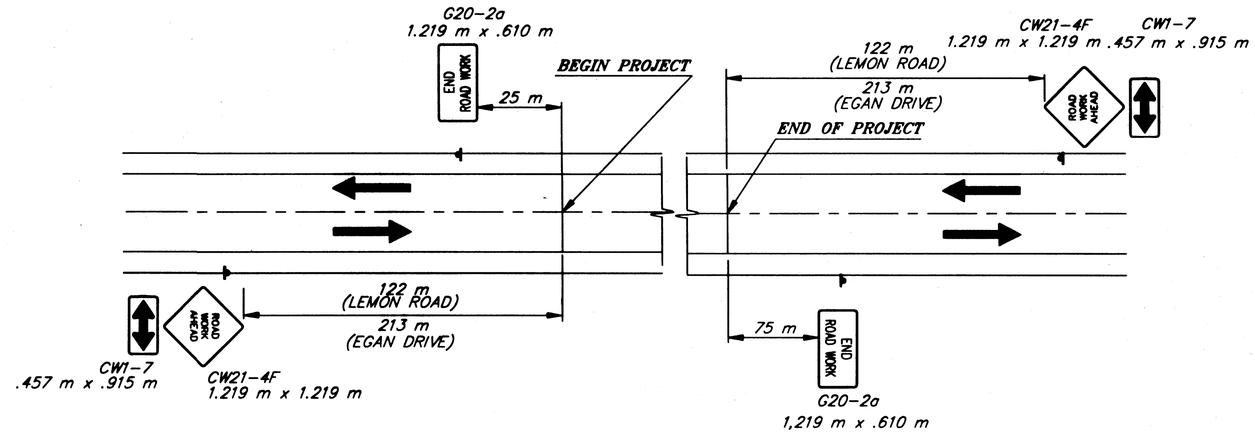
JUNEAU ALASKA

EGAN DRIVE OVERLAY
FED. No. NH-093-2(39) ~ PROJECT No. 68047
TRAFFIC CONTROL PLAN

DESIGNED BY: M. LUKSHIN	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: R. PURVES	SHEET G-4 OF XX

STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER





PERMANENT CONSTRUCTION SIGNING

TRAFFIC CONTROL NOTES

1. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME BUT NOT ALL OF THE TRAFFIC CONTROL CONFIGURATIONS THAT WILL BE REQUIRED BY THIS PROJECT. TRAFFIC CONTROL PLANS FOR CONFIGURATIONS NOT COVERED BY THIS TCP SHALL BE DEVELOPED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO USE.
2. TWO WAY TRAFFIC WILL BE MAINTAINED AT ALL TIMES.
3. TRAFFIC LANES SHALL BE A MINIMUM OF 3 meter WIDE.
4. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.09 OF THE SPECIFICATIONS.
5. ACCESS TO BUSINESSES AND HOMES WILL BE OPENED AT THE END OF THE DAILY WORK SHIFT.
6. THE CONTRACTOR SHALL KEEP THE PUBLIC INFORMED OF HIS CONSTRUCTION ACTIVITIES THROUGH THE USE OF THE LOCAL NEWS MEDIA. NEWS RELEASES SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO THEIR RELEASE. NEWS RELEASES WILL BE REQUIRED BUT NOT LIMITED TO, THE ONSET OF WORK, GRINDING, PAVING, AND CHANGES IN THE LANE CONFIGURATIONS.
7. IF TRAFFIC DELAYS BECOME LONGER THAN 3 MINUTES AVERAGE PER VEHICLE, THE PROJECT ENGINEER MAY REQUIRE NIGHTTIME OPERATIONS.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: [PlotStamp Eval] Q:\Jnu\67979\Dr\-tcp8.dwg Mon, 20/Dec/99 11:35am		
PLOT: FULL=1 or HALF=2		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

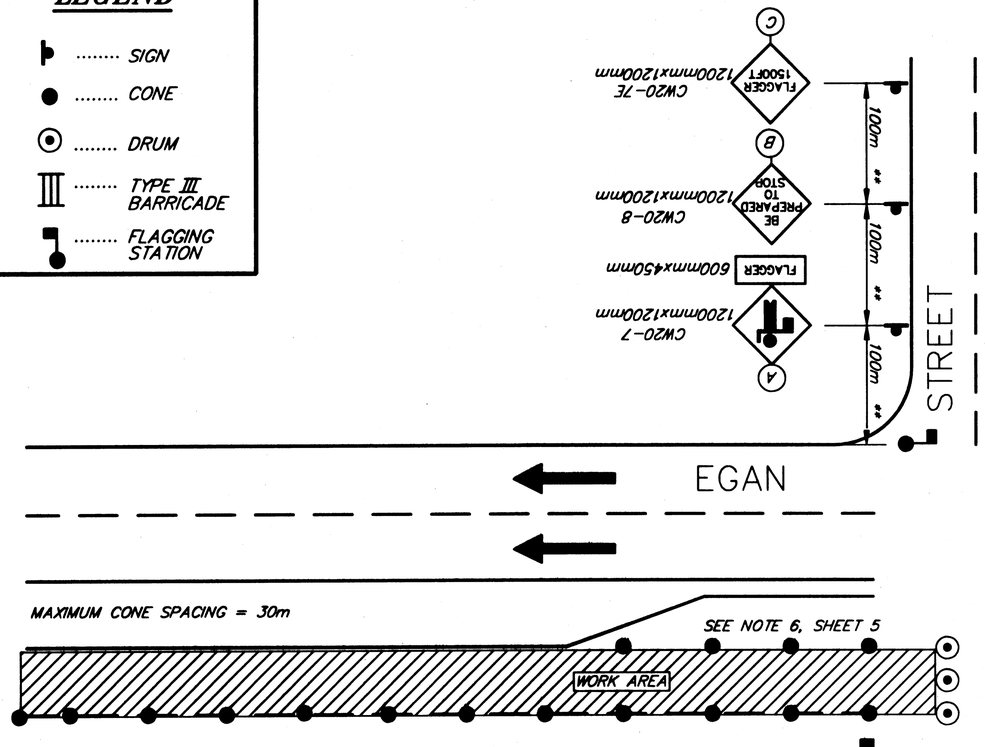
TRAFFIC CONTROL PLAN

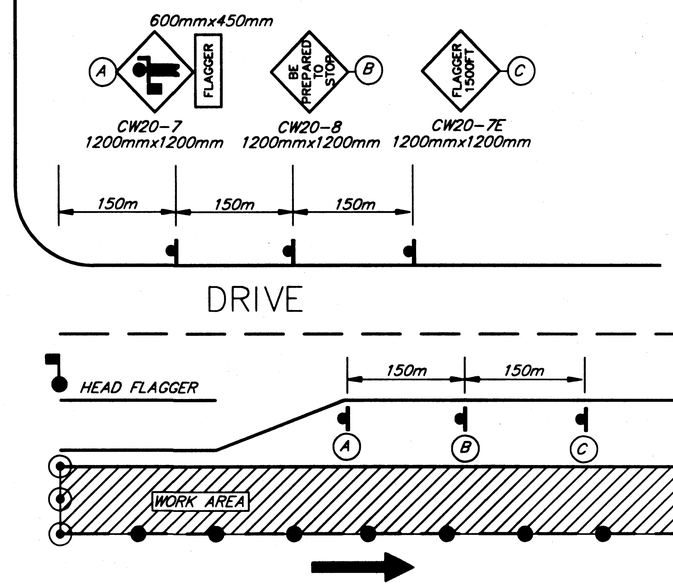
DESIGNED BY: M. LUKSHIN	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: R. PURVES	SHEET G-5 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER

LEGEND

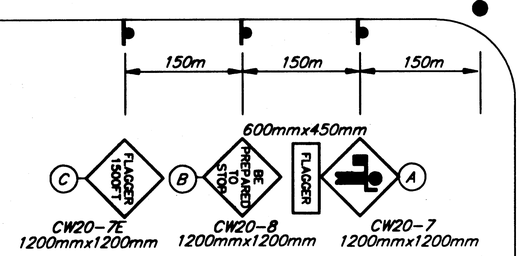
- ..... SIGN
- ..... CONE
- ..... DRUM
- ..... TYPE III BARRICADE
- ..... FLAGGING STATION

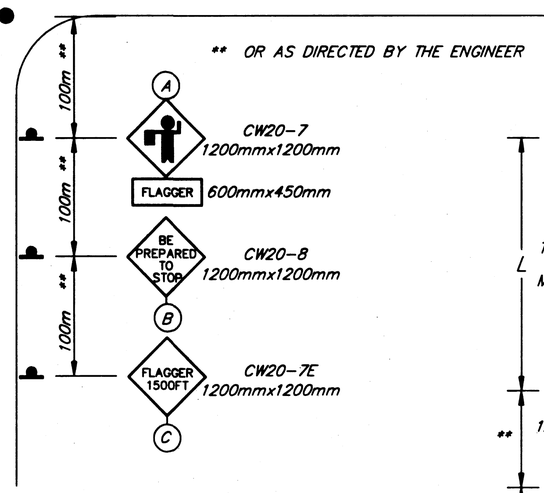


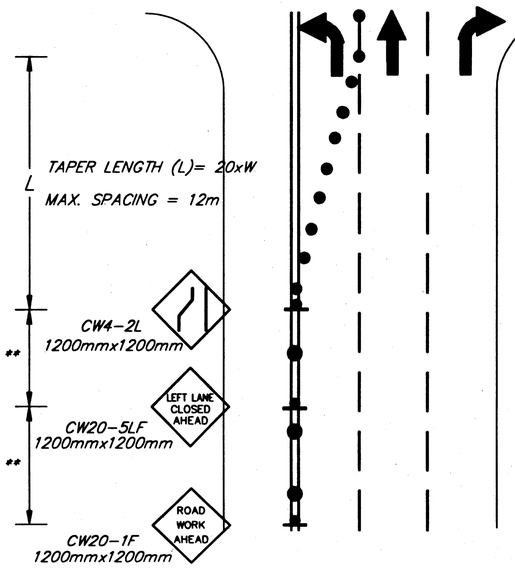


NOTES

1. THERE SHALL BE NO CONSTRUCTION ACTIVITY WITHIN THE INTERSECTION DURING THE HOURS OF 7:00 TO 8:30 AM AND 4:00 TO 6:00 PM WEEKDAYS.
2. THE CONTRACTOR SHALL WHENEVER POSSIBLE, USE THE EXISTING TRAFFIC SIGNAL TO CONTROL TRAFFIC WITHIN THE INTERSECTION.
3. A REPRESENTATIVE OF DOT\PF S.E. TRAFFIC SECTION SHALL BE NOTIFIED WHENEVER LANES WILL BE CLOSED AND SHALL BE ON HAND TO MAKE ALL CHANGES IN SIGNAL OPERATION. TWO DAYS NOTICE IS REQUIRED.
4. IF THE SIGNAL WILL NOT WORK FOR A GIVEN CONDITION, IT SHALL BE TURNED OFF (BLACK INDICATIONS) DURING FLAGGING OPERATIONS.
5. THERE SHALL BE A HEAD FLAGGER IN CHARGE OF DIRECTING THE TRAFFIC FLOW THROUGH THE INTERSECTION, WHEN SIGNALS ARE TURNED OFF. BOTH CONSTRUCTION CREWS AND OTHER FLAGGERS SHALL DEFER TO THEIR DIRECTION SO THAT A SMOOTH STEADY FLOW OF TRAFFIC THROUGH THE INTERSECTION IS MAINTAINED. THE HEAD FLAGGER SHALL BE A UNIFORMED POLICE OFFICER.
6. RIGHT LANE CLOSURES SHALL BE SIMILAR TO DETAIL "F" WITH SUCH MODIFICATIONS AS ARE NEEDED.
7. TRAFFIC CONTROL SIGNS SHOWN IN DETAIL "F" SHOULD ONLY BE IN PLACE WHEN UNDER FLAGGING CONTROL.



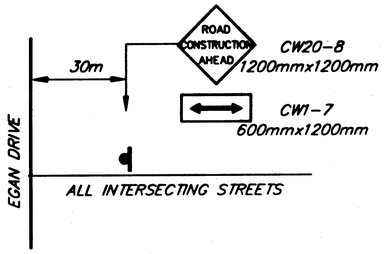




EXAMPLE LANE DROP TO BE USED WHEN TRAFFIC CONTROL IS BY SIGNAL

THE INTENT IS TO NECK THROUGH AND LEFT TURNING TRAFFIC INTO A SINGLE LANE. TRAFFIC CONTROL DETAILS WILL VARY AT DIFFERENT INTERSECTIONS.

DETAIL "G"



PERMANENT CONSTRUCTION SIGNING

DETAIL "F"

TYPICAL TRAFFIC CONTROL WITHIN INTERSECTIONS THAT REMAINS OPEN TO TRAFFIC

TRAFFIC CONTROL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-tcp6.dwg 01/19/00 04:05:45 PM PM AST		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

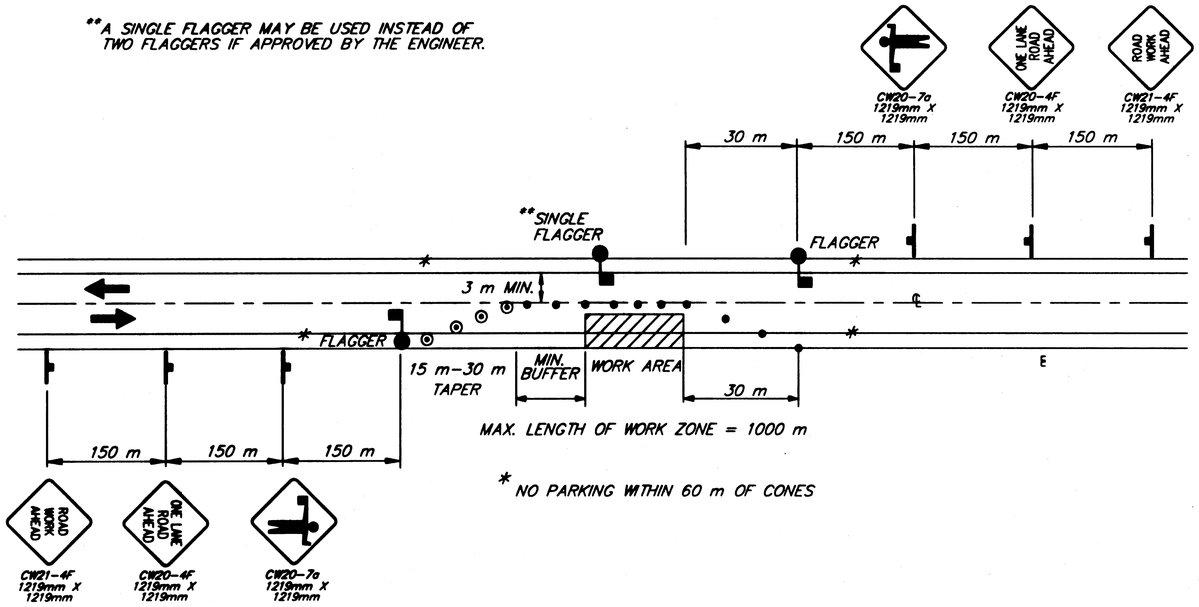
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

EGAN DRIVE OVERLAY
FED. No. NH-093-2(39) ~ PROJECT No. 68047
TRAFFIC CONTROL PLAN

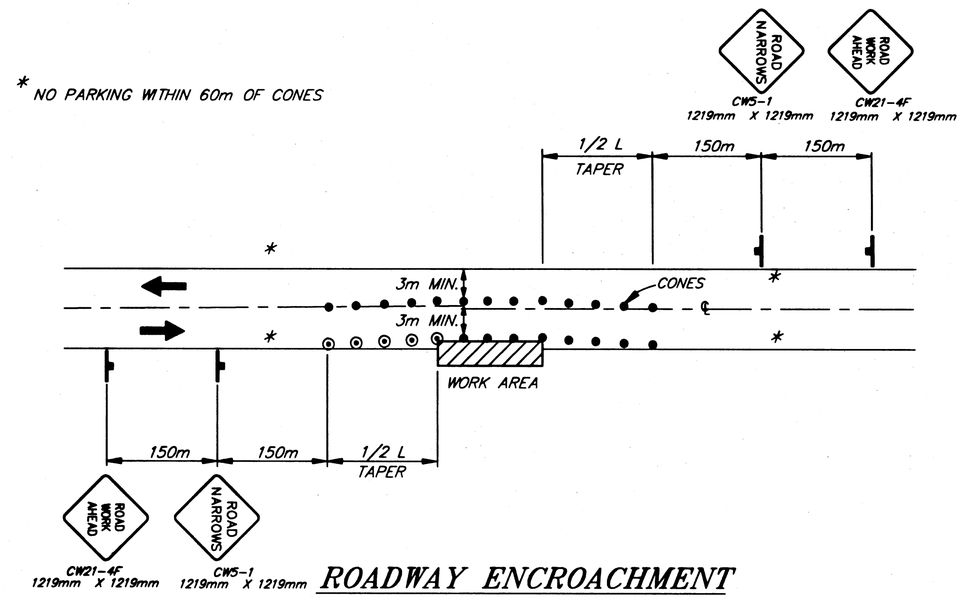
DESIGNED BY: D. SALDIVAR	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET G-6 OF XX

STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER



SINGLE LANE CLOSURE
TWO LANE ROAD

NOTE:. USE 150m SPACING FOR HIGH SPEED
USE 60m SPACING FOR LOW SPEED



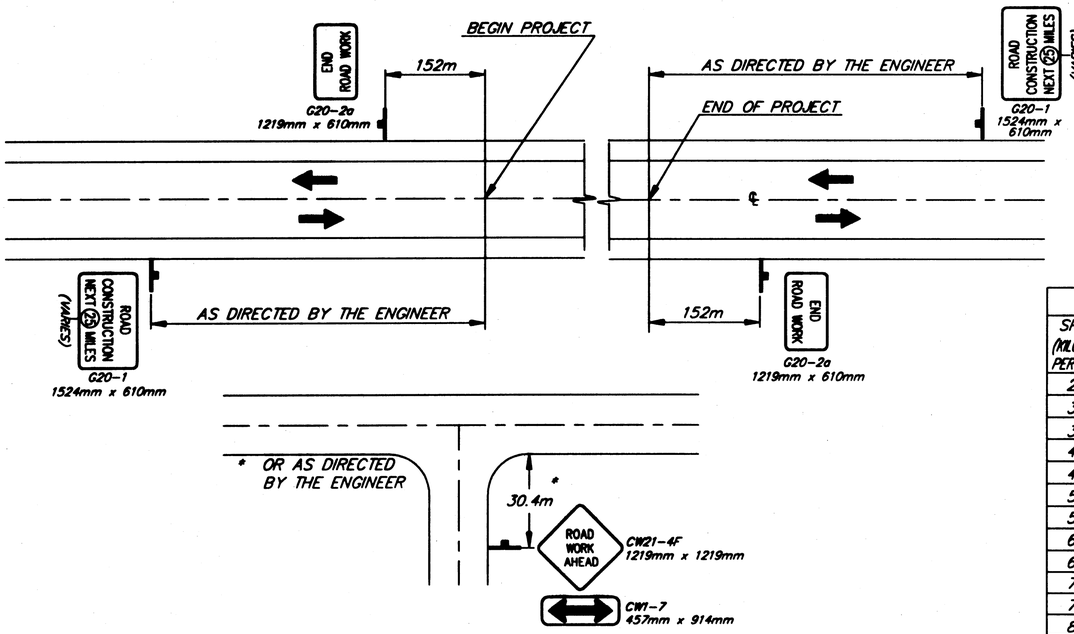
ROADWAY ENCROACHMENT

NOTE: 1. IF ONLY ONE LANE IS EFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 3m TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.

2. USE 150m SPACING FOR HIGH SPEED
USE 60m SPACING FOR LOW SPEED

LEGEND

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



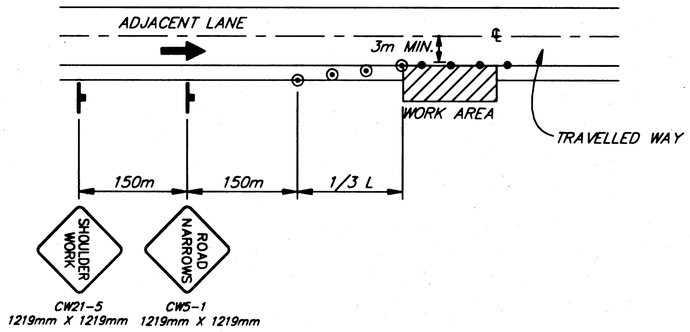
PERMANENT CONSTRUCTION SIGNING

$L = W \times T$

WHERE:
L= LENGTH OF TAPER
W= WIDTH OF OFFSET
T= TAPER FACTOR

TCP TABLE SETUP

SPEED (KILOMETERS PER HOUR)	SPEED (MILES PER HOUR)	BUFFER/ LENGTH (m)	CONE/DRUM SPACING (m)	TAPER FACTOR (T)
25	16	9	5	4:1
30	19	11	6	6:1
35	22	14	7	8:1
40	25	17	8	10:1
45	28	21	9	13:1
50	31	26	10	16:1
55	34	35	11	19:1
60	37	43	12	23:1
65	40	52	13	27:1
70	43	62	14	32:1
75	47	75	15	47:1
80	50	85	16	50:1
85	53	98	17	53:1
90	56	110	18	56:1



SHOULDER WORK

NOTE:. USE 150m SPACING FOR HIGH SPEED
USE 60m SPACING FOR LOW SPEED

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\JNU\67979\DR\-TCP7	
PLOT:	P:\-LIB\-PLOT\PLOTF.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

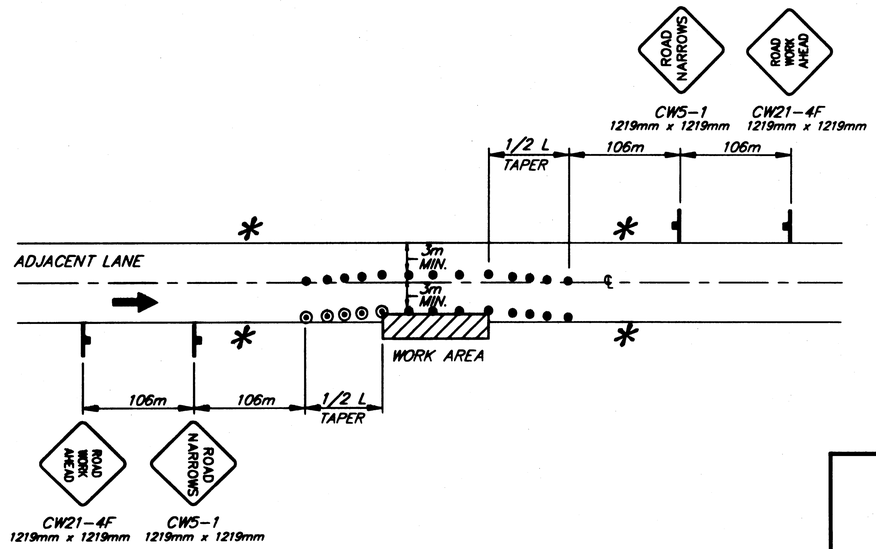
JUNEAU

EGAN DRIVE OVERLAY
FED. No. NH-039-2(39) ~ PROJECT No. 68047
TRAFFIC CONTROL PLANS

ALASKA

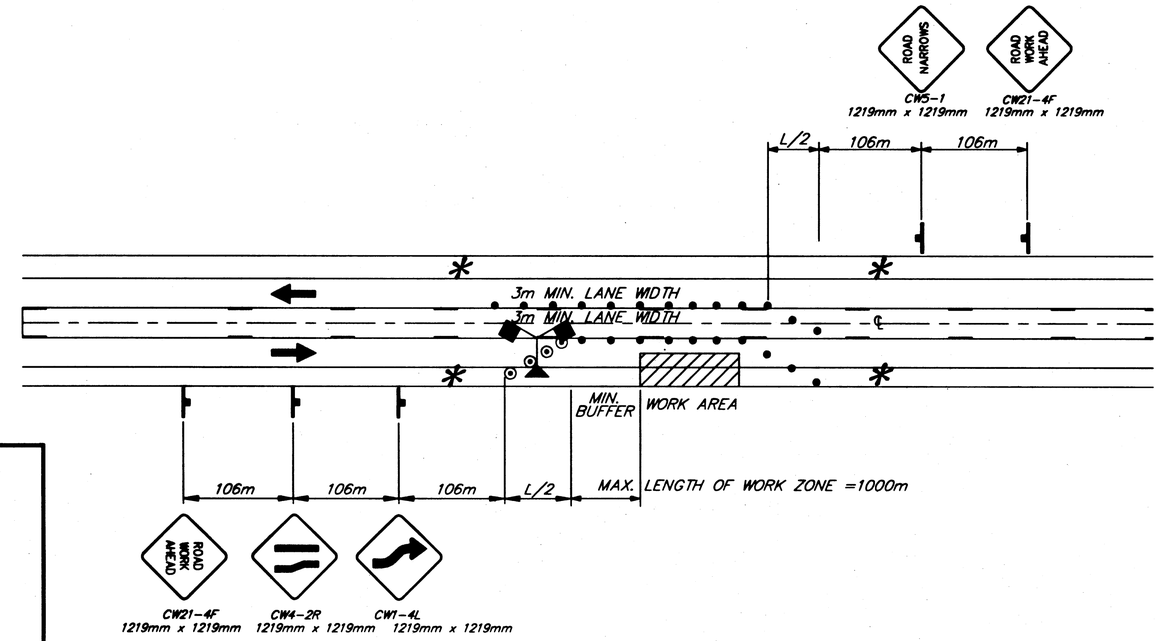
DESIGNED BY: R. PURVES	PROJECT No. 68047
DRAWN BY: K. KLEMMETSON	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET G-7 OF XX

STATE OF ALASKA 49th MICHAEL LUKSHIN CE-8737 REGISTERED PROFESSIONAL ENGINEER



ROADWAY ENCROACHMENT

NOTE: IF ONLY ONE LANE IS EFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 3m TO CENTERLINE) THE SIGNS AND CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.

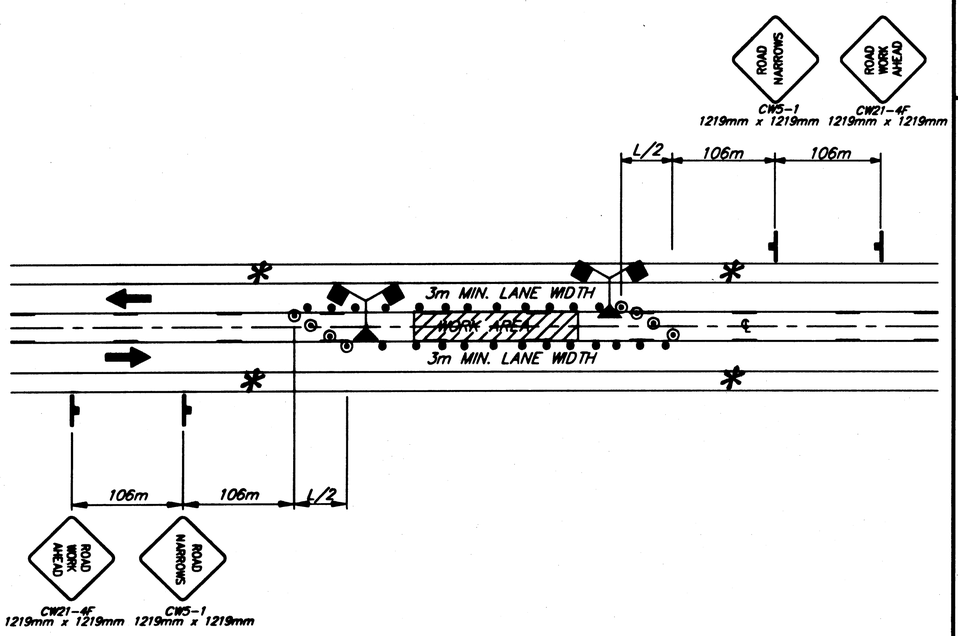


TWO-WAY TRAFFIC USING CENTER LANE

LEGEND

- SIGN
- CONE
- DRUM
- TYPE III BARRICADE
- FLAGGING STATION
- HI-LEVEL WARNING DEVICE

* NO PARKING WITHIN 60m OF CONES



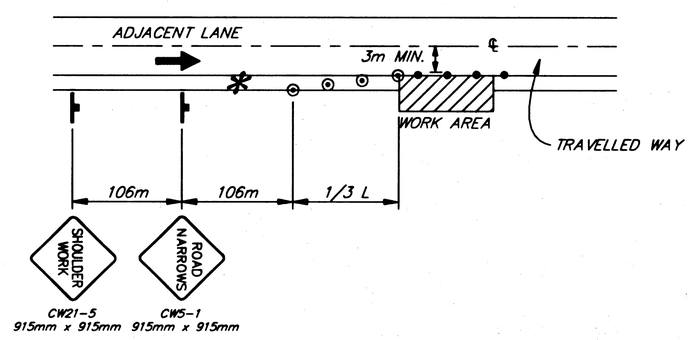
TWO-WAY TRAFFIC CENTER LANE CLOSURE

$L = W \times T$

WHERE:
L= LENGTH OF TAPER
W= WIDTH OF OFFSET
T= TAPER FACTOR

TCP TABLE SETUP

SPEED (KILOMETERS PER HOUR)	SPEED (MILES PER HOUR)	BUFFER/ LENGTH (m)	CONE/DRUM SPACING (m)	TAPER FACTOR (T)
25	16	9	5	4:1
30	19	11	6	6:1
35	22	14	7	8:1
40	25	17	8	10:1
45	28	21	9	13:1
50	31	26	10	16:1
55	34	35	11	19:1
60	37	43	12	23:1
65	40	52	13	27:1
70	43	62	14	32:1
75	47	75	15	47:1
80	50	85	16	50:1
85	53	98	17	53:1
90	56	110	18	56:1



SHOULDER WORK

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: [PlotStamp Eval] Q:\Jnu\67979\Dr\-tcp9.dwg Mon, 20/Dec/99 11:36am
PLOT: FULL=1 or HALF=2

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU

EGAN DRIVE OVERLAY

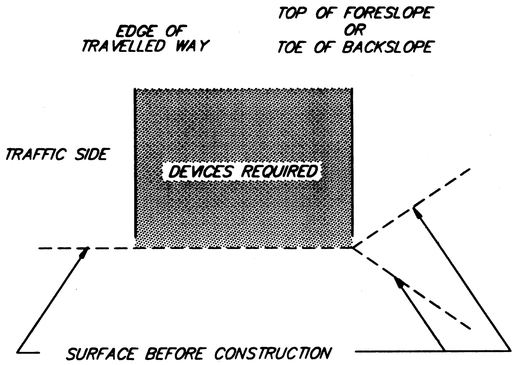
FED. No. NH-093-2(39) ~ PROJECT No. 68047

TRAFFIC CONTROL PLAN

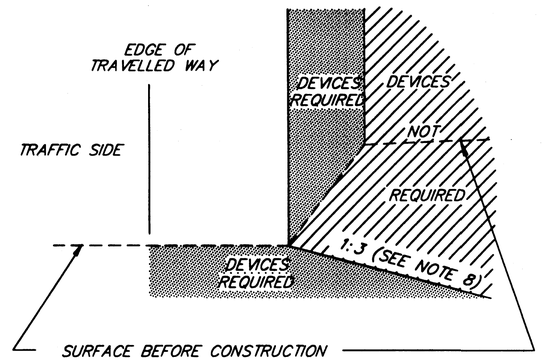
ALASKA

DESIGNED BY: M. LUKSHIN	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: R. PURVES	SHEET G-8 OF XX

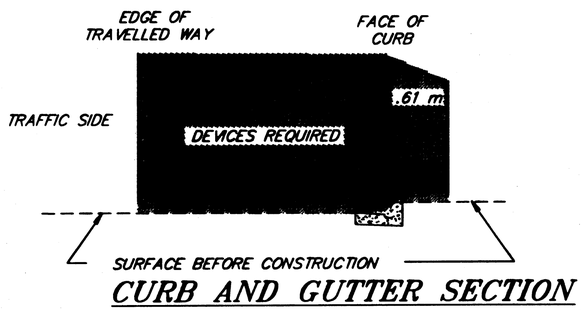
STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



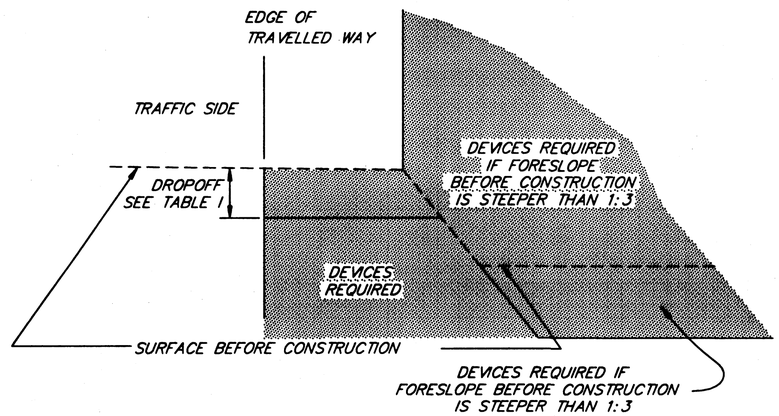
EMBANKMENT SECTION



BACKSLOPE SECTION



CURB AND GUTTER SECTION



FORESLOPE SECTION

LEGEND

- WORK AREA WHERE TRAFFIC CONTROL DEVICES ARE REQUIRED
- WORK AREA WHERE TRAFFIC CONTROL DEVICES ARE NOT REQUIRED
- SURFACE BEFORE CONSTRUCTION
- CONSTRUCTION AREA BOUNDARY

FULL=1 or HALF=2

TABLE 1
* TRAFFIC CONTROL DEVICES REQUIRED FOR DROPOFFS ADJACENT TO TRAVELLED WAY

ROADWAY TYPE	DROPOFF ≤ 51	51 < DROPOFF < 305	DROPOFF ≥ 305
AVERAGE DAILY TRAFFIC > 4000 OR SPEED > 64 kmh	TUBULAR CANDLES	TYPE 2 BARRICADES OR DRUMS	TEMPORARY PORTABLE CONCRETE BARRIER OR TEMPORARY GUARDRAIL
ALL OTHER ROADWAYS	NONE REQUIRED	TYPE 2 BARRICADES OR DRUMS	TYPE 2 BARRICADES OR DRUMS

* SPACE TUBULAR CANDLES, BARRICADES AND DRUMS IN ACCORDANCE THE ALASKA TRAFFIC MANUAL.

GENERAL NOTES

1. TRAFFIC CONTROL DEVICES REQUIRED BY THE GUIDELINES ON THIS SHEET ARE INTENDED FOR CONDITIONS WHICH WILL BE IN PLACE LONGER THAN THREE DAYS. FOR CONDITIONS WHICH WILL BE IN PLACE LESS THAN THREE DAYS LESSER REQUIREMENTS MAY APPLY. IN EITHER CASE, AN APPROVED TRAFFIC CONTROL PLAN IS REQUIRED PRIOR TO BEGINNING WORK.
2. THE GROUND CROSS SECTION AT A LOCATION BEFORE CONSTRUCTION DETERMINES WHETHER TRAFFIC CONTROL DEVICES ARE NEEDED AT THE SAME LOCATION DURING CONSTRUCTION.
3. GUARDRAIL EXISTING AT A LOCATION BEFORE CONSTRUCTION SHALL REMAIN IN PLACE DURING CONSTRUCTION OR APPROVED ALTERNATE DEVICES INSTALLED.
4. INSTALL TRAFFIC CONTROL DEVICES BETWEEN THE EDGE OF TRAVELLED WAY AND THE WORK AREA ON ANY ROADWAY OPENED TO TRAFFIC WHEN REQUIRED BY THIS DRAWING.
5. EXISTING ROADWAY ALIGNMENTS

   INSTALL TRAFFIC CONTROL DEVICES WHEN WORK OCCURS IN THE DEVICES REQUIRED AREAS SHOWN ON THIS DRAWING.
6. DETOURS, TEMPORARY ROADWAYS, OR NEW ROADWAYS NOT YET COMPLETE.

   INSTALL TRAFFIC CONTROL DEVICES WHEN ANY OF THE FOLLOWING CONDITIONS EXIST:

   A. THE HORIZONTAL OR VERTICAL CURVATURE IS MORE SEVERE THAN BEFORE CONSTRUCTION BEGAN.

   B. THE ROADWAY OR SHOULDER WIDTH IS LESS THAN BEFORE CONSTRUCTION BEGAN.

   C. THE BACKSLOPE OR FORESLOPE IS STEEPER THAN BEFORE CONSTRUCTION BEGAN.

   D. THE HEIGHT OF THE FORESLOPE IS GREATER THAN BEFORE CONSTRUCTION BEGAN.
7. DROPOFFS

   INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL AND TABLE 1.
8. ON ANY NEWLY CONSTRUCTED SLOPE STEEPER THAN 1:4 TO 1:3 PROVIDE A 3 METER FLAT RECOVERY AREA AT THE TOE OF SLOPE OR INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL.
9. TRAFFIC CONTROL DEVICE REQUIREMENTS

   A. ON ROADWAYS WITH A SPEED LIMIT GREATER THAN 64 KILOMETERS PER HOUR OR AVERAGE DAILY TRAFFIC VOLUME GREATER THAN 4000 VEHICLES PER DAY INSTALL TEMPORARY PORTABLE CONCRETE BARRIER, TEMPORARY GUARDRAIL OR ON MULTI-LANE ROADWAYS CLOSE THE LANE CLOSEST TO THE WORK AREA AND INSTALL DRUMS SPACED IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.

   TERMINATE RUNS OF TEMPORARY PORTABLE CONCRETE BARRIER USING ONE OF THE FOLLOWING THREE METHODS:

   I.) TEMPORARY CRASH ATTENUATOR.

   II.) RIGID TO SEMI-RIGID GUARDRAIL TRANSITION WITH SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT.

   III.) FLARE THE ENDS OF THE TEMPORARY BARRIER AWAY FROM THE ROADWAY AT A RATE OF 1:15 ON A TRANSVERSE SLOPE OF 1:10 OR FLATTER TO THE OUTSIDE EDGE OF THE CLEAR ZONE AND INSTALL A SLOPING END TREATMENT, PER STANDARD DRAWING G-45.01[M].

   TERMINATE RUNS OF TEMPORARY GUARDRAIL USING EITHER OF THE FOLLOWING TWO METHODS:

   I.) SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT.

   II.) FLARE THE ENDS OF THE TEMPORARY GUARDRAIL AWAY FROM THE ROADWAY AT A RATE OF 1:15 ON A TRANSVERSE SLOPE OF 1:10 OR FLATTER TO THE OUTSIDE EDGE OF THE CLEAR ZONE.

   B. ON ALL OTHER ROADWAYS INSTALL TYPE II BARRICADES OR DRUMS WHEN DEVICES ARE REQUIRED. SPACE THE BARRICADES OR DRUMS IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\jnu\67979\dr\-mtcdvice.dwg 05/08/00 09:30:38 AM ADT		
PLOT: FULL=1 or HALF=2		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU — ALASKA

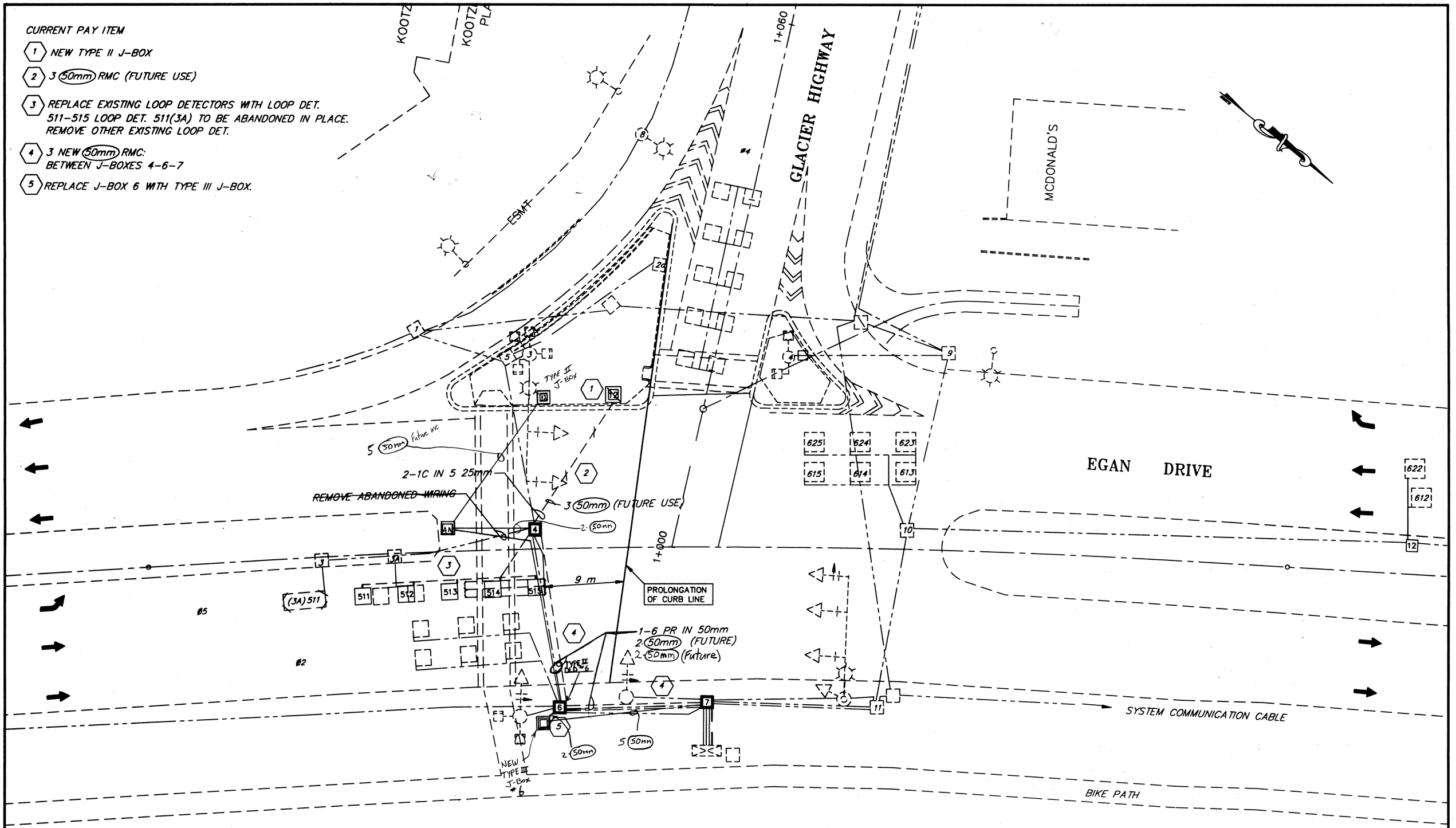
EGAN DRIVE OVERLAY
FED. No. NH-093-2(39) ~ PROJECT No. 68047
TRAFFIC CONTROL DEVICES

DESIGNED BY: D. SALDIVAR	PROJECT NO. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: D. SALDIVAR	SHEET G-9 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER

CURRENT PAY ITEM

1. NEW TYPE II J-BOX
2. 3 (50mm) RMC (FUTURE USE)
3. REPLACE EXISTING LOOP DETECTORS WITH LOOP DET. 511-515 LOOP DET. 511(3A) TO BE ABANDONED IN PLACE. REMOVE OTHER EXISTING LOOP DET.
4. 3 NEW (50mm) RMC: BETWEEN J-BOXES 4-6-7
5. REPLACE J-BOX 6 WITH TYPE III J-BOX.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-mcnug.dwg 05/23/00 11:45:13 AM ADT		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=200(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

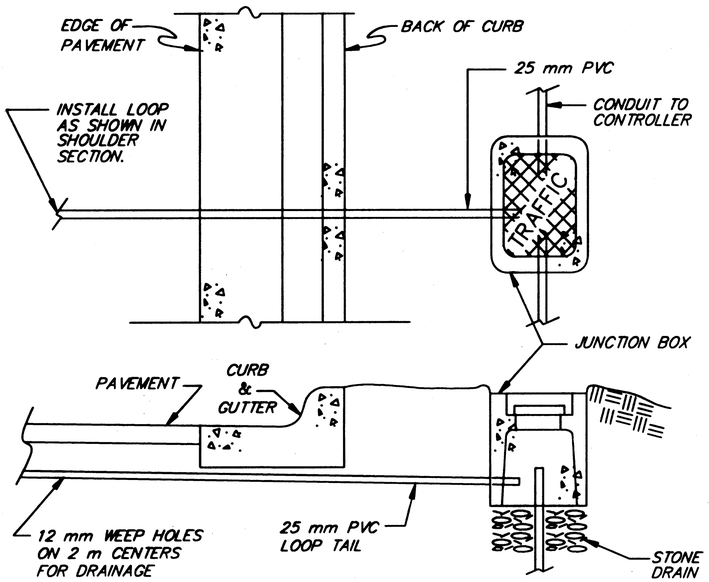
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

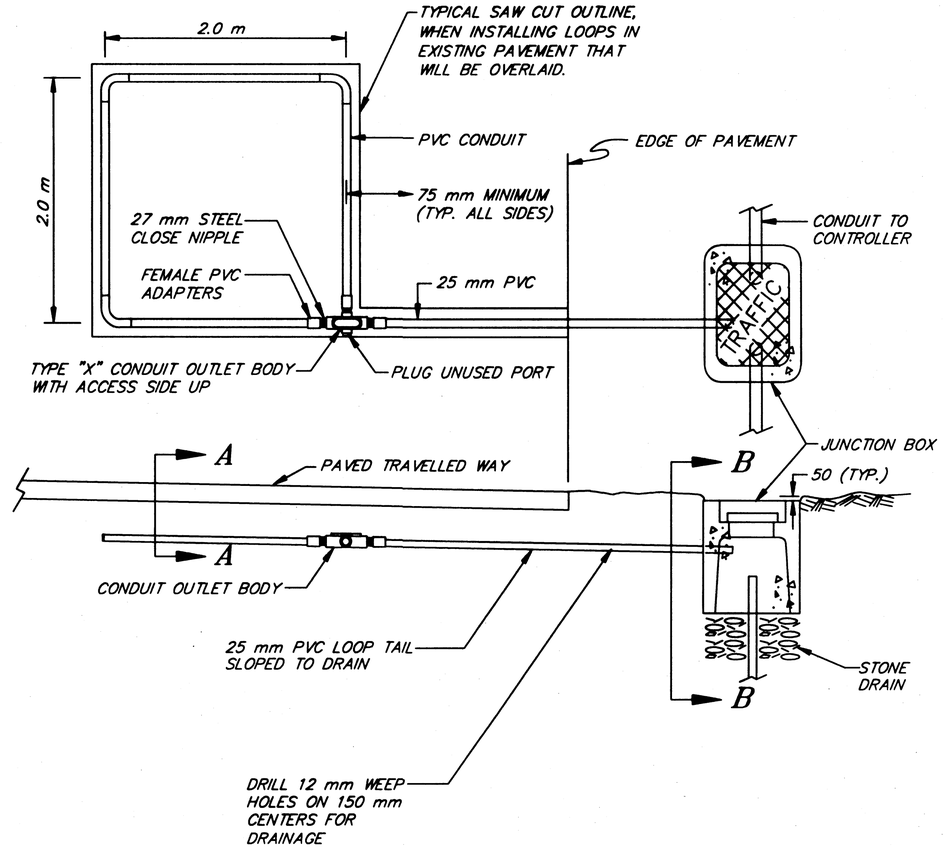
McNUGGET SIGNAL MODIFICATION

DESIGNED BY: K. MATTSON	PROJECT No. 68047
DRAWN BY: K. KLEMMETSON	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET H-1 OF XX

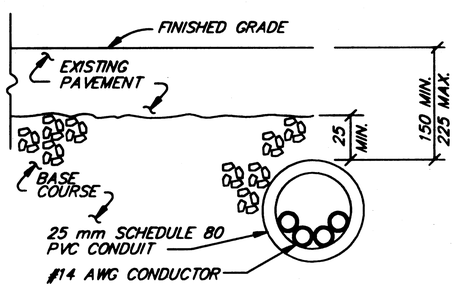
STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



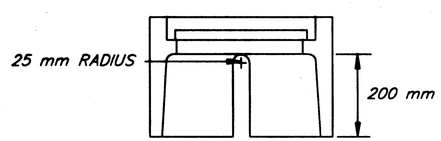
CURB SECTION



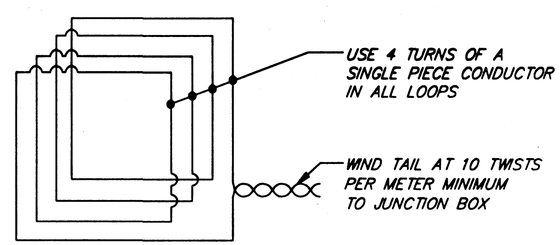
SHOULDER SECTION



SECTION A–A



VIEW B–B



LOOP WIRING DETAIL

GENERAL NOTES

1. EACH LOOP DETECTOR SHALL CONSIST OF A SINGLE PIECE OF #14 AWG CONDUCTOR INSTALLED IN 25 mm SCHEDULE 80 PVC CONDUIT. FORM ALL LOOPS 2 METERS SQUARE, SOLVENT WELD ALL PVC TO PVC JOINTS. USE TYPE X OUTLET BODIES THAT ARE MADE OF HOT DIP GALVANIZED STEEL TO JOIN THE LOOPS AND TAILS.
2. INSTALL 4 TURNS OF CONDUCTOR IN ALL LOOPS AND PROVIDE TAILS THAT EXTEND TO THE JUNCTION BOX SPECIFIED ON THE PLANS. USE #14 AWG CONDUCTOR IN A POLYETHYLENE TUBE CONFORMING TO IMSA SPECIFICATION 51–5. WIND THE TAIL CONDUCTORS TOGETHER AT A RATE OF 10 TWISTS PER METER.
3. INSTALL ALL LOOP DETECTORS PRIOR TO OVERLAYING EXISTING PAVEMENT OR PAVING A NEW ROADWAY.
4. INSTALL ALL LOOP DETECTORS SLOPED TO DRAIN INTO THE JUNCTION BOX THE LOOP TAIL ENTERS.
5. NO MINIMUM CLEARANCE IS REQUIRED BETWEEN A LOOP AND A TAIL OR BETWEEN TAILS. LOOP TAILS SHALL NOT CROSS LOOP CONDUITS.
6. TEST ALL LOOP DETECTORS FOR CONTINUITY AND INSULATION INTEGRITY PRIOR TO SEALING THE LOOPS UNDER ASPHALT.
7. WHEN INSTALLING LOOP DETECTORS IN EXISTING PAVEMENT, CUT THE ASPHALT WITH A SAW AND REMOVE ALL ASPHALT WITHIN THE SAW CUT. MATCH EXISTING PAVEMENT THICKNESS WHEN REPAIRING THE CUTOUT.
8. WHERE EXISTING PAVEMENT WILL NOT BE OVERLAID, ENCLOSE ALL LOOPS THAT ENTER A COMMON JUNCTION BOX WITHIN A TRAPEZOIDAL SAW CUT. CUT TO WITHIN 300 mm OF THE LANE AND EDGE LINES, PRESERVING THESE PAVEMENT MARKINGS; REMOVE THE ASPHALT TO THE LIP OF THE GUTTER WHEN THERE ARE NO EDGE LINES. CUT ACROSS LANE LINES WHEN LOOPS IN ADJACENT LANES ARE SIDE BY SIDE. CUT TRENCHES A MINIMUM OF 1 METER WIDE WHEN INSTALLING LOOP TAILS ACROSS A LANE; TRENCHES CROSSING A SHOULDER ONLY MAY BE A MINIMUM 300 mm WIDE.
9. HEAT AND TACK COAT THE EDGES OF EXISTING PAVEMENT PRIOR TO PAVING THE CUTOUTS. COMPACT THE ASPHALT MIXTURE WITH A SELF PROPELLED STEEL WHEELED ROLLER. THE ASPHALT MIX SHALL CONFORM TO SECTION 401 OF THE SPECIFICATIONS, AND APPROVED FOR USE BY THE ENGINEER.
10. MAINTAIN THE REPLACEMENT ASPHALT MIX AT A TEMPERATURE OF 108° C UNTIL THE TIME OF APPLICATION; IF NECESSARY, STORE THE MIX IN AN INSULATED BOX TO MAINTAIN THE SPECIFIED TEMPERATURE.
11. ALL WORK ASSOCIATED WITH INSTALLING LOOP DETECTORS IS CONSIDERED PART OF THE TRAFFIC SIGNAL ITEM AND WILL NOT BE MEASURED SEPARATELY OR PAID FOR DIRECTLY. THIS WORK INCLUDES BUT IS NOT LIMITED TO: LOOP MATERIALS, JUNCTION BOXES, CONDUIT, LOOP LEAD IN CABLE, TESTING, SPLICING, CONDUCTOR LABELING AND SAW CUTTING. ASPHALT REMOVAL AND INSTALLATION OF NEW ASPHALT SHALL BE PAID UNDER THEIR RESPECTIVE PAY ITEMS.
12. TO ESTABLISH THE REFERENCE LINES, EXTEND THE RIGHT EDGES OF THE OUTERMOST THROUGH LANES ACROSS THE INTERSECTION. IF THE ROADWAY GEOMETRY IS CURVED, EXTEND THE CURVE THROUGH THE INTERSECTION.

TYPICAL PVC CONDUIT ENCASED LOOP DETECTOR INSTALLATION

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: Q:\Jnu\67979\Dr\-detector.dwg 05/23/00 11:53:53 AM ADT		
PLOT: FULL (1000=1) or HALF (1000=2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

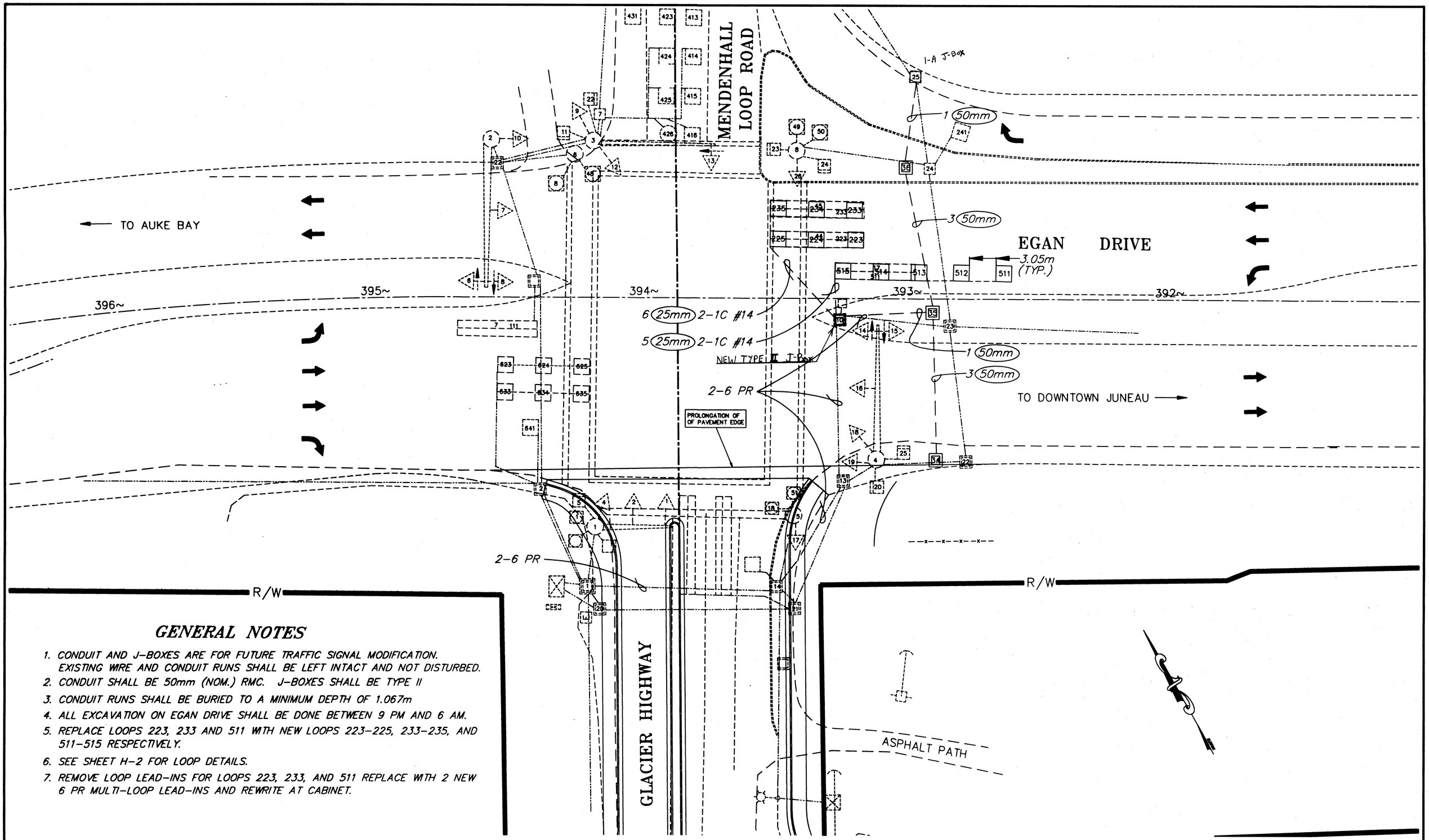
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

EGAN DRIVE OVERLAY
FED. No. NH-093-2(39) ~ PROJECT No. 68047
LOOP DETECTOR DETAILS

DESIGNED BY: R. PURVES	PROJECT No. 68047
DRAWN BY: B. BENNETT	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET H-2 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



GENERAL NOTES

1. CONDUIT AND J-BOXES ARE FOR FUTURE TRAFFIC SIGNAL MODIFICATION. EXISTING WIRE AND CONDUIT RUNS SHALL BE LEFT INTACT AND NOT DISTURBED.
2. CONDUIT SHALL BE 50mm (NOM.) RMC. J-BOXES SHALL BE TYPE II
3. CONDUIT RUNS SHALL BE BURIED TO A MINIMUM DEPTH OF 1.067m
4. ALL EXCAVATION ON EGAN DRIVE SHALL BE DONE BETWEEN 9 PM AND 6 AM.
5. REPLACE LOOPS 223, 233 AND 511 WITH NEW LOOPS 223-225, 233-235, AND 511-515 RESPECTIVELY.
6. SEE SHEET H-2 FOR LOOP DETAILS.
7. REMOVE LOOP LEAD-INS FOR LOOPS 223, 233, AND 511 REPLACE WITH 2 NEW 6 PR MULTI-LOOP LEAD-INS AND REWRITE AT CABINET.

PATH: Q:\JNU\67979\DR\-LOOPSIG.DWG		
PLOT: PSPACE: 1=1(F) MSPACE: 1=100(F) VIEWS: P1, T1		
BY:	DATE:	DESCRIPTION OF CHANGE:
D.S.		ADDENDUM #1
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU ALASKA

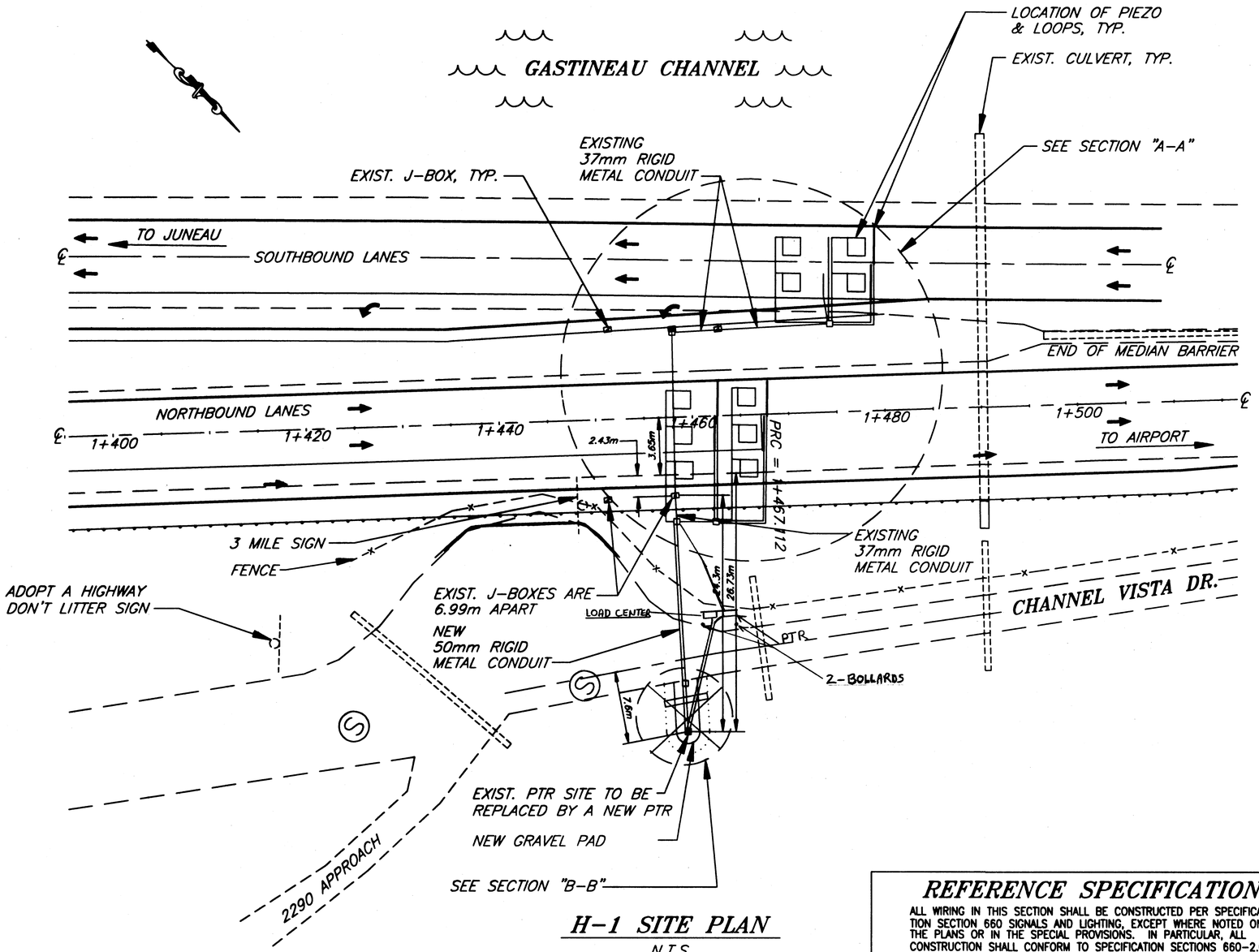
EGAN DRIVE OVERLAY

FED. No. NH-093-2(39) ~ PROJECT No. 68047

EGAN / LOOP ROAD CONDUIT & J-BOXES

DESIGNED BY: K. MATTSON	PROJECT NO. 68047
DRAWN BY: R. SNYDER	DATE: 2000
CHECKED BY: M. LUKSHIN	SHEET I-1 OF XX

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



H-1 SITE PLAN

N.T.S.

BASIS OF HORIZONTAL & VERTICLE CONTROL

1. HORIZONTAL AND VERTICAL CONTROL IS BASED ON THE EXISTING CENTERLINE AND EXISTING FINISHED SURFACE. THE STATIONING SHOWN ON THE PLANS IS FOR INFORMATIONAL PURPOSES ONLY AND SUBJECT TO CHANGE.

GENERAL NOTES:

1. INSTALLATION OF EQUIPMENT AND MATERIALS SHALL CONFORM TO APPLICABLE REQUIREMENTS OF THE CURRENT NEC, ALASKA DOT/PF STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION.
2. EVERY EFFORT HAS BEEN MADE TO MAKE THE INFORMATION CONTAINED IN THESE DOCUMENTS COMPLETE AND ACCURATE, HOWEVER THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING SITE CONDITIONS AND DIMENSIONS.
3. USE ONLY RMC CONDUIT.
4. ALL CONSTRUCTION SHALL BE WITHIN STATE RIGHT-OF-WAY.
5. UNUSEABLE EXCAVATION SHALL BE HAULED AND DISPOSED TO WASTE SITE PER THE ENGINEER'S APPROVAL OF WHICH PAYMENT WILL BE INCIDENTAL TO ITEM 669(1).

LABELS

ALL CABLES SHALL BE LABELED AT BOTH ENDS AND AT EVERY JUNCTION BOX THROUGH WHICH THE CABLES PASS, PER SPECIFICATION SECTION 660-209(a)

ALL WIRE PAIRS SHALL BE LABELED AT THE TERMINAL BLOCK AND AT ANY LOOSE ENDS.

THE CONVENTIONS BELOW SHALL APPLY TO DESIGNATING AND LABELING CABLES AND WIRE PAIRS:

LANES: TRAFFIC LANES AND THEIR RESPECTIVE LOOPS AND SENSORS SHALL BE LABELED FROM THE OUTSIDE EDGE OF THE ROAD TOWARD THE CENTER AS FOLLOWS:

| C | B | A | ℄ | A | B | C |

TERMINAL BLOCKS: WIRES FROM SENSORS PLACED IN LANES WHICH ARE CLOSEST TO THE CONTROL BOX SHALL BE PLACED AT THE LEFT OR AT THE TOP OF THE TERMINAL BLOCK, DEPENDING ON ORIENTATION.

WIRES FOR INDUCTIVE LOOPS, SENSORS AND RESERVES SHALL BE LABELED AS FOLLOWS:

PnDLc

WHERE:

P IS THE PREFIX:
- V = TRAFFIC VOLUME LOOP
- H = VEHICLE CLASSIFICATION / SPEED LOOP
- Ga= AUTOMATIC VEHICLE CLASSIFICATION (AVC) SENSOR
- D = PIEZO WEIGH-IN-MOTION (WIM) SENSOR

n NUMBER SUFFIX FOR MULTIPLE LOOPS

D DIRECTION (N, S, E, W)

Lc LANE DESIGNATION (A, B, C, D)

(X) CONDUIT REFERENCE NUMBER

[XX] NOTE REFERENCE NUMBER

REFERENCE SPECIFICATIONS

ALL WIRING IN THIS SECTION SHALL BE CONSTRUCTED PER SPECIFICATION SECTION 660 SIGNALS AND LIGHTING, EXCEPT WHERE NOTED ON THE PLANS OR IN THE SPECIAL PROVISIONS. IN PARTICULAR, ALL CONSTRUCTION SHALL CONFORM TO SPECIFICATION SECTIONS 660-2.05 CONDUIT, 660-2.06 JUNCTION BOXES, 660-2.08 CONDUCTORS, 660-2.09(A) WIRING, 660-2.10 BONDING AND GROUNDING, AND 660-2.13 FIELD TESTS, EXCEPT AS MODIFIED BY SECTION 669 PERMANENT TRAFFIC RECORDERS.

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
669(1)	PERMANENT TRAFFIC RECORDER	LUMP SUM	ALL REQ'D.

H-1 PTR ASSEMBLIES SCHEDULE

PAY ITEM	STATION	[1] CABINET OFFSET	CABINET ASSEMBLY STYLE	INDUCTIVE LOOPS	WIM SENSOR & TYPE	DELETED PIEZO SENSOR	LOAD CENTER & TYPE	ELECTRICAL AND TELEPHONE SERVICE
669(H1)	EXISTING PTR SITE	~~7.6m Rt.~~ 4.0m Lt. FROM ℄ CHANNEL VISTA DR.	CBA2	10	NONE	~~8~~	[2]	YES

[1] CABINET OFFSET AS MEASURED FROM CENTERLINE, TO BE FIELD ADJUSTED, INSTALLATION NOT TO EXCEED RIGHT OF WAY LIMITS.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\57801\3 MILE PTR\SUMM-SHT.DWG		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

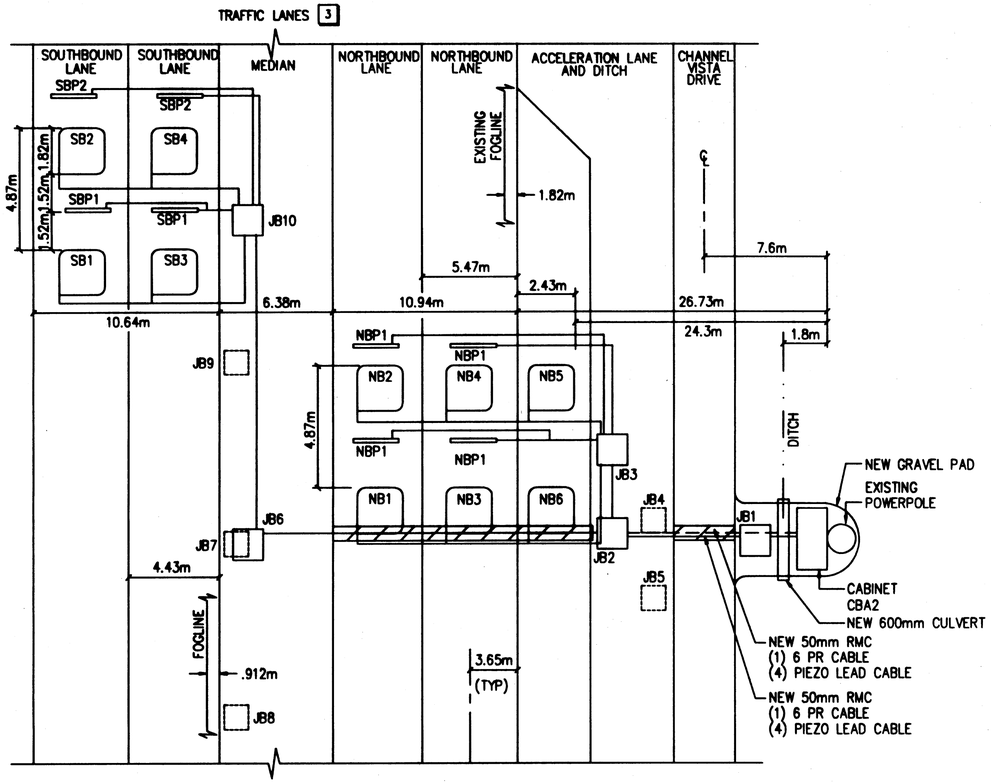
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA

GLACIER/JUNEAU DOUGLAS HIGHWAY
3 MILE PERMANENT TRAFFIC RECORDER
PROJECT NO. STP-CM-0003(59) (74162)
ESTIMATE OF QUANTITIES & SITE PLAN

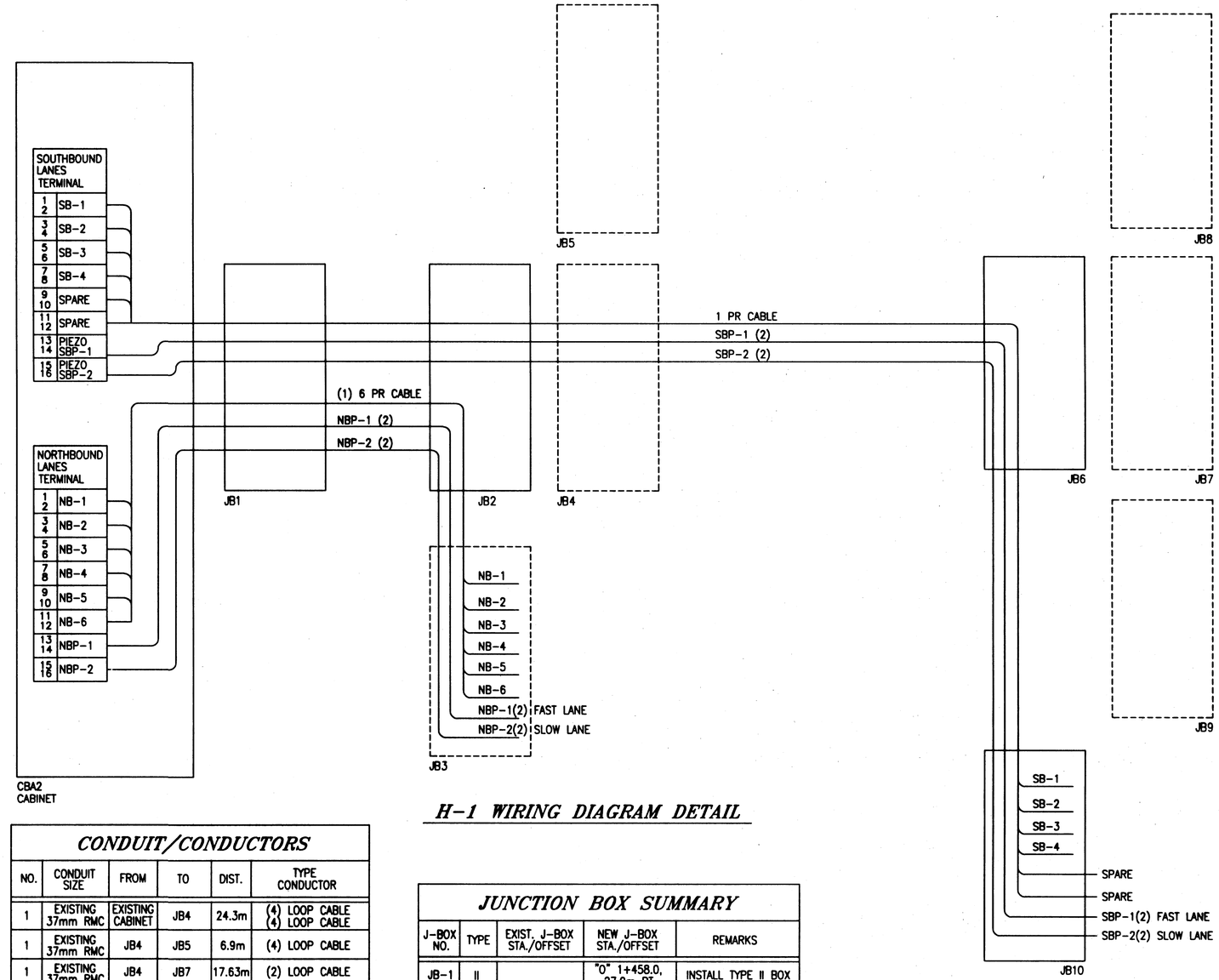
DESIGNED BY: P. JONES	PROJECT NO. 74162
DRAWN BY: D. STEVENS	DATE: JUNE, 2000
CHECKED BY: M. LUKSHIN	SHEET J-1 OF 6

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



H-1 TRAFFIC COUNTER TYPICAL

N.T.S.



H-1 WIRING DIAGRAM DETAIL

SHEET NOTES (X REFERENCED ON DRAWING)

1. THIS DRAWING IS NOT TO SCALE.
2. ROAD SURFACE IS ASTM STANDARD FOR SMOOTHNESS.
3. ALL LOOPS ARE 1.82mx1.82m WITH 4 TURNS.
4. SENSORS ARE NUMBERED AS PER ADR CONNECTION, LOCAL IDENTIFIERS MAY BE CHANGED.
5. THIS DRAWING SHOWS PULL BOXES WITH CONNECTING WIRE LEADS RUN IN CONDUIT TO THE FAR SIDE OF THE LANES FOR A MINIMUM OF IN-ROAD CONNECTING WIRE. THIS IS RECOMMENDED FOR BEST SERVICE LIFE AND PERFORMANCE OF THE SENSORS.
6. OFFSET "STAGGER" OF SENSORS FROM LANE TO LANE IS NOT NECESSARY BUT IS SHOWN HERE FOR CLARITY.
7. COAX CABLE FOR PIEZO SENSORS TO BE RUN WITHOUT SPLICES TO TERMINAL BLOCK IN CABINET.
8. SEE DETAIL SHEET FOR PIEZO SENSOR DETAILS.
9. SEE TYPICAL SECTIONS FOR DIMENSIONS.
10. INDUCTION LOOPS TO BE CENTERED IN TRAFFIC LANES.
11. SEE SUMMARY SHEET SCHEDULE.
12. ▨ ASPHALT REMOVAL AND PATCH FOR CONDUIT CROSSING.

CONDUIT/CONDUCTORS

NO.	CONDUIT SIZE	FROM	TO	DIST.	TYPE CONDUCTOR
1	EXISTING 37mm RMC	EXISTING CABINET	JB4	24.3m	(4) LOOP CABLE (4) LOOP CABLE
1	EXISTING 37mm RMC	JB4	JB5	6.9m	(4) LOOP CABLE
1	EXISTING 37mm RMC	JB4	JB7	17.63m	(2) LOOP CABLE
1	EXISTING 37mm RMC	JB7	JB8	5.32m	-
1	EXISTING 37mm RMC	JB7	JB9	4.56m	(2) LOOP CABLE
1	NEW 50mm RMC	CABINET	JB1	5.29m	(1) 6 PR CABLE (4) PIEZO CABLE
1	NEW 50mm RMC	CABINET	JB1	5.29m	(1) 6 PR CABLE (4) PIEZO CABLE
1	NEW 50mm RMC	JB1	JB2	16.78m	(1) 6 PR CABLE (4) PIEZO CABLE
1	NEW 50mm RMC	JB1	JB2	16.78m	(1) 6 PR CABLE (4) PIEZO CABLE
1	NEW 50mm RMC	JB2	JB3	4.07m	(1) 6 PR CABLE (4) PIEZO CABLE
1	NEW 50mm RMC	JB2	JB6	20.39m	(1) 6 PR CABLE (4) PIEZO CABLE
1	NEW 50mm RMC	JB6	JB10	16.37m	(1) 6 PR CABLE (4) PIEZO CABLE

JUNCTION BOX SUMMARY

J-BOX NO.	TYPE	EXIST. J-BOX STA./OFFSET	NEW J-BOX STA./OFFSET	REMARKS
JB-1	II		"0" 1+458.0, 27.9m RT.	INSTALL TYPE II BOX
JB-2	II		"0" 1+458.0, 11.4m RT.	INSTALL TYPE II BOX
JB-3	II		"0" 1+462.0, 11.2m RT.	INSTALL TYPE II BOX
JB-4	I	"0" 1+458.0, 8.3m RT.		REMOVE & DISPOSE
JB-5	I	"0" 1+451.0, 8.5m RT.		REMOVE & DISPOSE
JB-6	II		"0" 1+458.2, 8.9m LT.	INSTALL TYPE II BOX
JB-7	I	"0" 1+458.2, 9.2m LT.		REMOVE & DISPOSE
JB-8	I	"0" 1+451.5, 9.4m LT.		REMOVE & DISPOSE
JB-9	I	"0" 1+462.9, 9.1m LT.		REMOVE & DISPOSE
JB-10	II		"0" 1+474.5, 9.2m LT.	INSTALL TYPE II BOX

NOTES:

1. REMOVE AND DISPOSE ALL EXISTING 37mm RMC.
2. ALL EXISTING LOOP WIRES AND LEAD CABLES SHALL BE REMOVED.
3. EXISTING CABINET AND ALL J-BOXES REPLACED SHALL BECOME THE PROPERTY OF THE STATE AND HAULED TO THE 7-MILE DOT/PF MAINTENANCE YARD.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\57801\3 MILE PTR\ASMBLYS.DWG		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

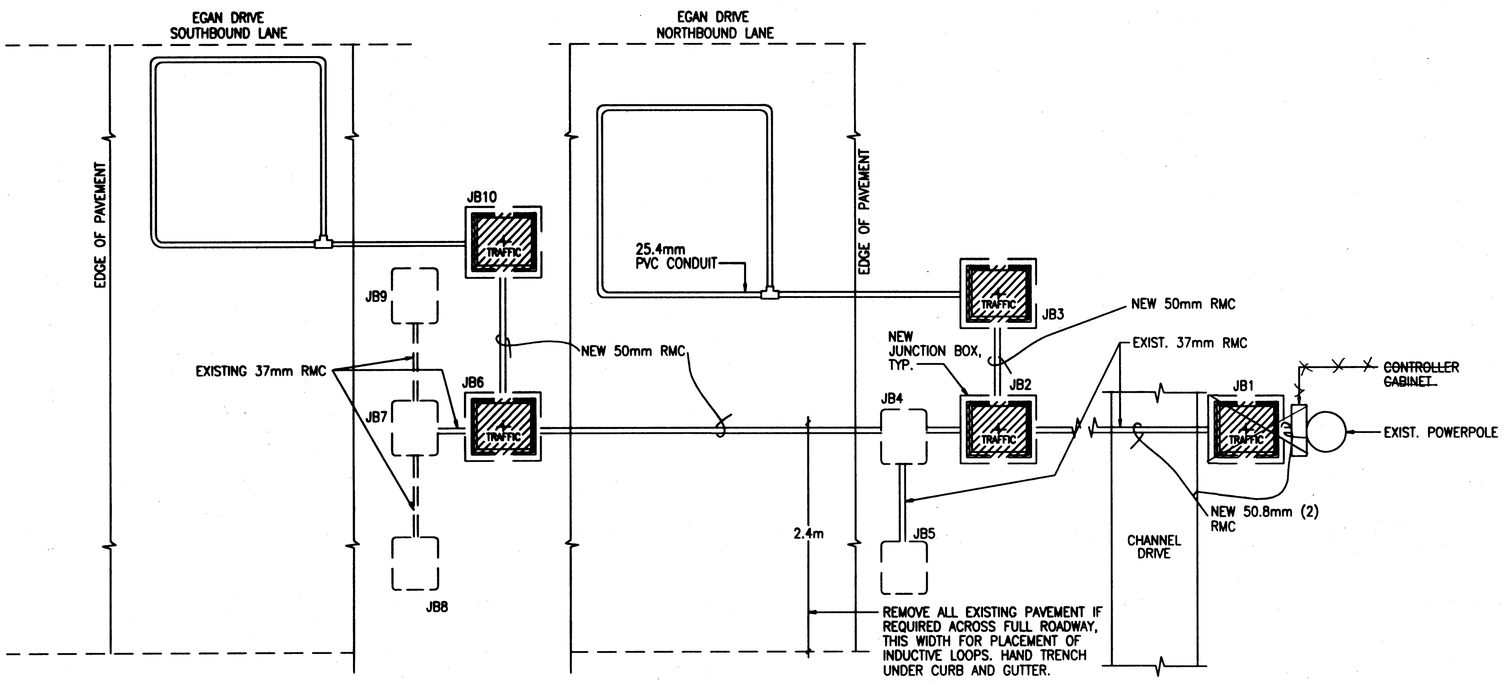
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

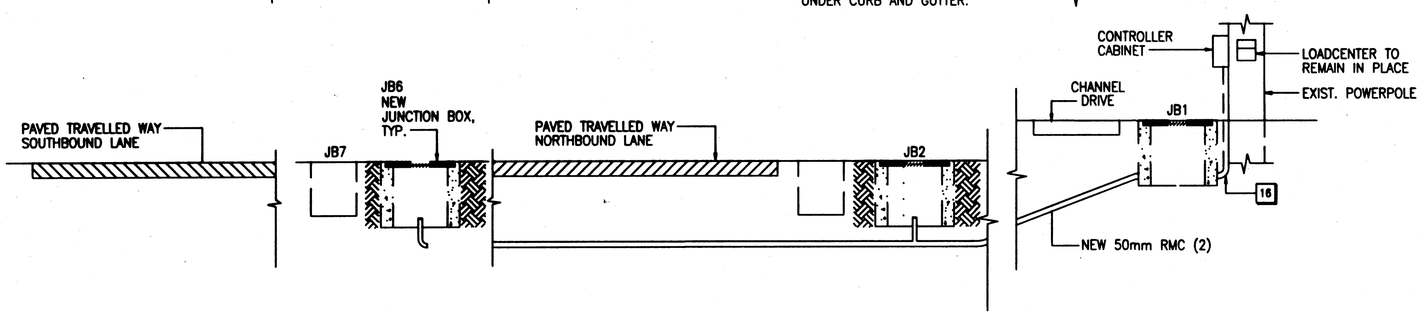
JUNEAU ALASKA

GLACIER/JUNEAU DOUGLAS HIGHWAY
3 MILE PERMANENT TRAFFIC RECORDER
PROJECT NO. STP-CM-0003(59) (74162)
MISCELLANEOUS DETAILS

DESIGNED BY: P. JONES	PROJECT NO. 74162
DRAWN BY: D. STEVENS	DATE: JUNE, 2000
CHECKED BY: M. LUKSHIN	SHEET J-2 OF 6

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER

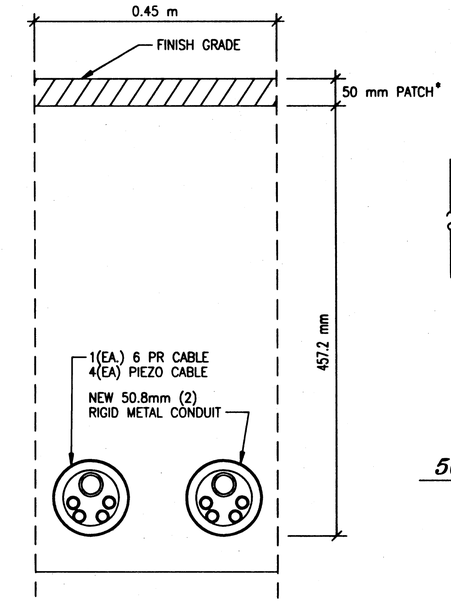




NOTE: FOR CLARITY, NOT ALL LOOPS ARE SHOWN

LOOP INSTALLATION DETAIL

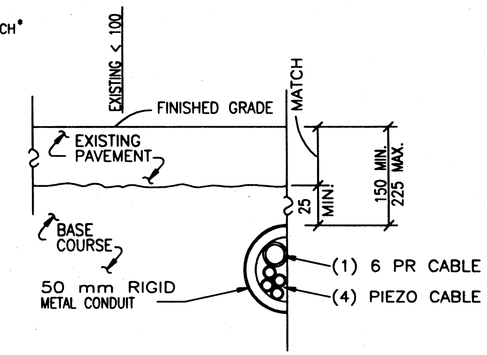
NTS



ASPHALT PATCH DETAIL

CHANNEL VISTA DRIVE

* EGAN DRIVE DEPTH OF ASPHALT VARIES

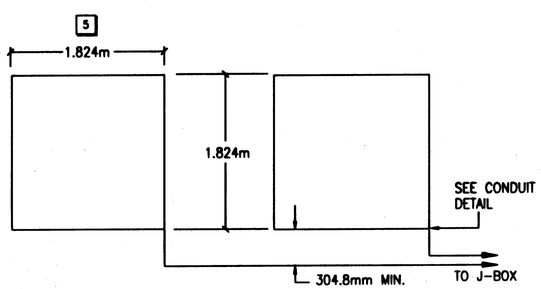


50.8mm RIGID METAL CONDUIT DETAIL

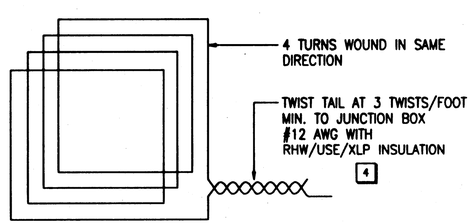
N.T.S.

SHEET NOTES (X REFERENCED ON DRAWING)

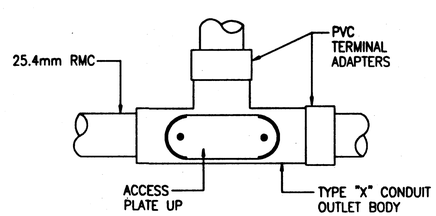
1. WHEN NEW ASPHALT PAVEMENT IS BEING INSTALLED, COMPLETE LOOP INSTALLATIONS PRIOR TO PAVING.
2. PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, EACH LOOP SHALL BE CHECKED FOR CONTINUITY AND CONDUCTOR INSULATION INTEGRITY IN ACCORDANCE WITH SECTION 660-2.14 OF THE SPECIFICATIONS.
3. SPLICING OF THE LOOP TAIL WIRES TO THE LEAD-IN CABLE SHALL CONFORM TO SECTION 660-2.09(A) OF THE SPECIFICATIONS.
4. LABEL ALL LOOP TAILS AND LEAD-IN CABLE IN ACCORDANCE WITH SECTION 660-2.08 AND TABLE 660(4) OF THE SPECIFICATIONS.
5. ALL DETECTOR LOOPS SHALL BE 1.824mm WIDE BY 1.824mm LONG, UNLESS DIMENSIONED OTHERWISE IN THE PLANS.
6. LEAD IN WIRES FOR EACH LOOP SHALL BE IN SEPARATE CONDUITS TO THE FIRST JUNCTION BOX WITH A MINIMUM SEPARATION BETWEEN CONDUITS OF 152.4mm.
7. INDUCTIVE LOOPS SHALL BE INSTALLED IMMEDIATELY PRIOR TO PAVING. FINAL LIFT ASPHALT PAVEMENT SHALL BE SMOOTH OVER ALL INDUCTIVE LOOPS AND WITHOUT TRANSVERSE SEAMS, JOINTS, OR ROUGHNESS WITHIN 15.2m OF LOOPS.
8. ALL PVC CONDUIT COUPLINGS, ELBOWS AND ADAPTERS SHALL BE 1" SCHED. 80.
9. ALL PVC JOINTS SHALL BE SOLVENT WELDED AND WATERTIGHT.
10. INSTALL 12.7mm PREFORMED BITUMINOUS JOINT MATERIAL AROUND ALL JUNCTION BOXES WHEN LOCATED IN A SIDEWALK.
11. PROVIDE GROUNDING BUSHINGS ON ALL CONDUITS. GROUND WITH MIN. No. 4 BARE CU.
12. ALL JUNCTION BOX COVERS SHALL BE BONDED WITH COPPER BRAID OF #8 AWG CROSS SECTION. FOR TYPES I & I-A THE LENGTH SHALL BE .912m, AND 1.52m FOR TYPES II & III.
13. J-BOX TO BE LOCATED .608m BEHIND UTILIWALK OR SIDEWALK WHEN PRESENT. J-BOXES SHALL BE CONSTRUCTED AND INSTALLED PER STANDARD DRAWING L-23-01 [M].
14. JUNCTION BOXES SHALL BE SET FLUSH WITH THE SURROUNDING SURFACE EXCEPT IN AN UNPAVED SHOULDER, WHEN THEY SHALL BE LOCATED 50.8mm BELOW GRADE.
15. JUNCTION BOX COVERS TO BE EMBOSSED WITH "TRAFFIC".
16. PROVIDE CONDUIT DRAIN HOLES PER STANDARD SPECIFICATIONS SECTION 660-2.05.



LOOP INSTALLATION PLAN



LOOP WIRING DETAIL



CONDUIT DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\57801\3 MILE PTR\DETS.DWG		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

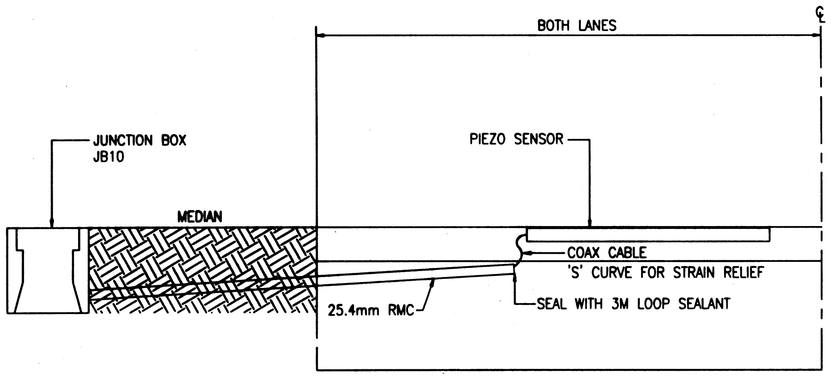
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU — ALASKA

GLACIER/JUNEAU DOUGLAS HIGHWAY
3 MILE PERMANENT TRAFFIC RECORDER
PROJECT NO. STP-CM-0003(59) (74162)
MISCELLANEOUS DETAILS

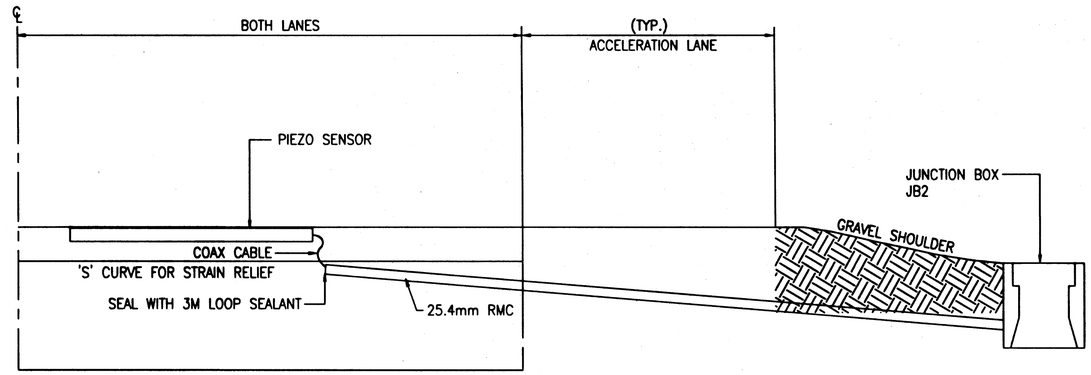
DESIGNED BY: P. JONES	PROJECT NO. 74162
DRAWN BY: D. STEVENS	DATE: JUNE, 2000
CHECKED BY: R. PURVES	SHEET J-3 OF 6

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



SOUTHBOUND PIEZO SENSOR INSTALLATION DETAIL

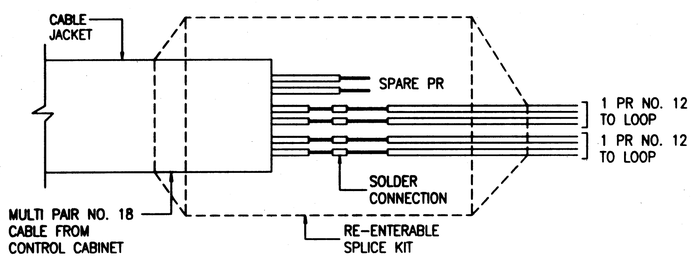
N.T.S.



NORTHBOUND PIEZO SENSOR INSTALLATION DETAIL

N.T.S.

NOTES:
1. SCHEMATIC SKETCH SHOWS AN EXAMPLE OF TWO PAIRS USED WITH ONE SPARE
2. TERMINATE ALL SPARES WITHIN THE SPLICE BODY.
3. SPLICE BODY TO ENCLOSE ALL CABLE JACKETS.
4. SOLDER CONNECTIONS. DO NOT USE COMPRESSION CONNECTORS WRAP EACH CONDUCTOR OVER OTHER CONDUCTOR BEFORE SOLDERING.
5. USE COMMERCIAL SPLICE KITS SIMILAR OR EQUAL TO 3M PRODUCTS, TYPE 82-F1.



TYPICAL SPLICE DETAILS

SHEET NOTES ([X] REFERENCED ON DRAWING)

1. JUNCTION BOX SHOWN HERE IS JB01 ON SITE PLAN.
2. USE FACTORY 90° ELBOWS TO/FROM J-BOXES ON ALL CONDUITS LARGER THAN 25.4mm.
3. ALL CONDUIT SHALL BE GALVANIZED STEEL UNLESS NOTED OTHERWISE.
4. NOT ALL CONDUITS MAY BE SHOWN IN DETAIL. ADD OTHERS AS REQUIRED.
5. SEE CABINET DETAILS SHEET J-6.
6. PROVIDE CONDUIT DRAIN HOLES PER STANDARD SPECIFICATIONS SECTION 660-2.05.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\57801\3 MILE PTR\DETS2.DWG		
PLOT: .		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

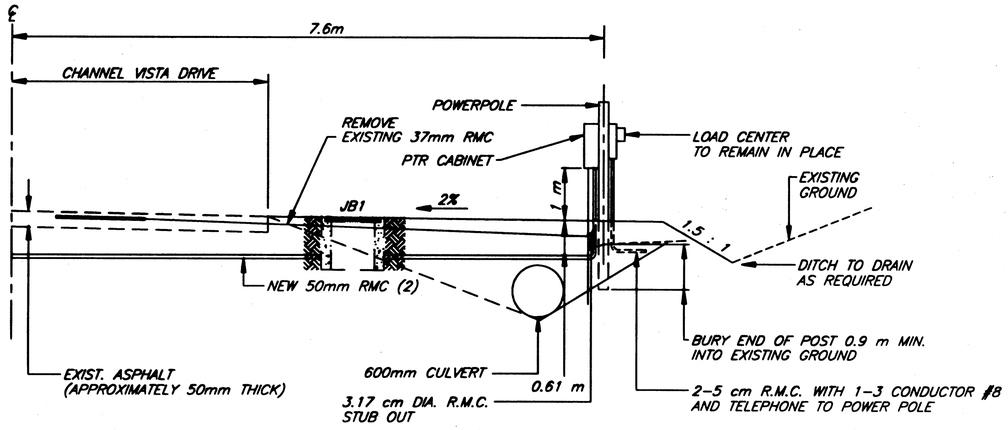
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA

GLACIER/JUNEAU DOUGLAS HIGHWAY
3 MILE PERMANENT TRAFFIC RECORDER
PROJECT NO. STP-CM-0003(59) (74162)
MISCELLANEOUS DETAILS

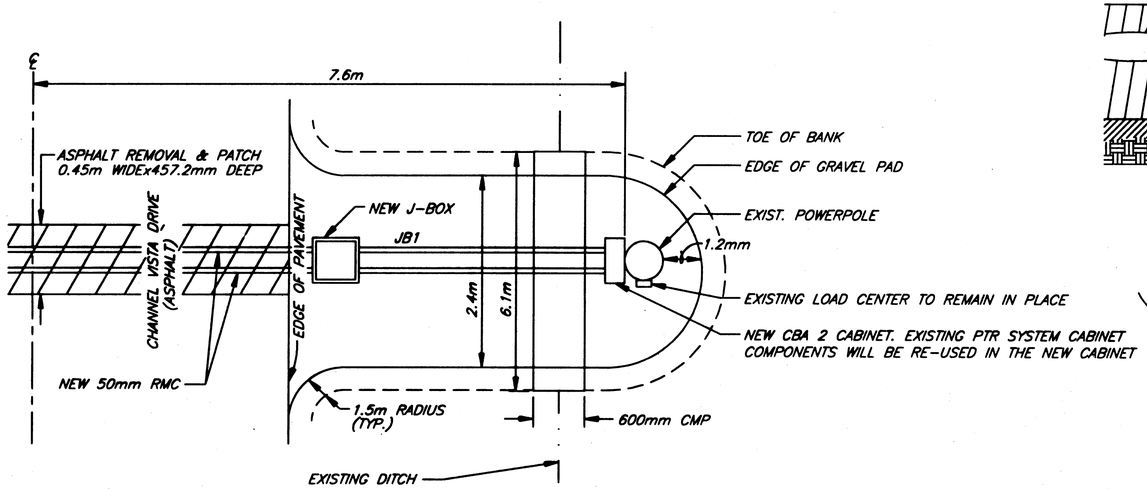
DESIGNED BY: *P. JONES*	PROJECT NO. *74162*
DRAWN BY: *D. STEVENS*	DATE: *JUNE, 2000*
CHECKED BY: *R. PURVES*	SHEET *J-4* OF *6*

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



H-1 PROFILE VIEW SECTION "B-B"

NOT TO SCALE



H-1 PLAN VIEW OF PAD SECTION "B-B"

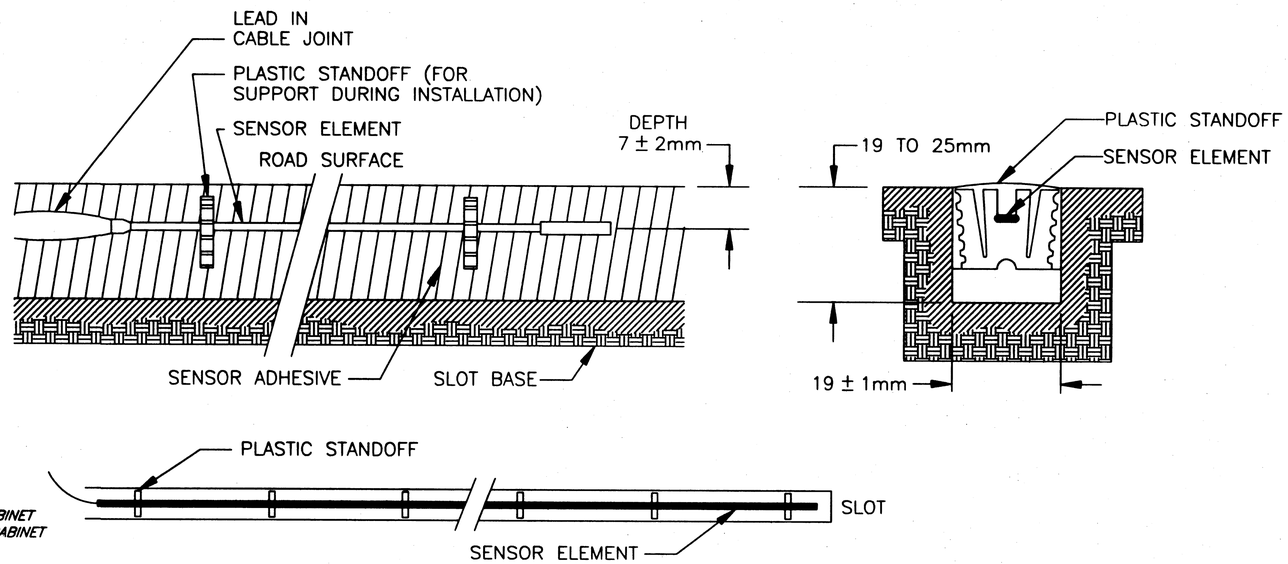
N.T.S.

INDUCTIVE LOOPS

ALL INDUCTIVE LOOPS SHALL BE WOUND IN THE SAME DIRECTION WITH THE STARTING LEAD MARKED "S" PER SECTION 660-209(A).

LEAD-IN WIRES FOR EACH LOOP SHALL BE IN SEPARATE CONDUITS TO THE FIRST JUNCTION BOX. THESE CONDUITS SHALL BE SEPARATED FROM OTHER LOOPS BY A MINIMUM OF 300 mm.

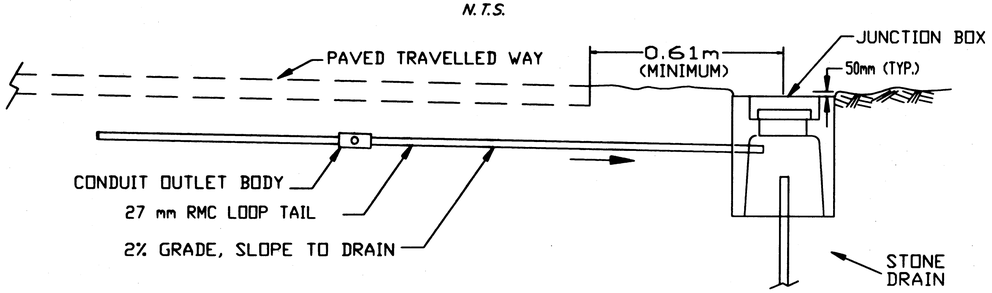
INDUCTIVE LOOPS SHALL BE INSTALLED IMMEDIATELY PRIOR TO PAVING THIS SECTION OF ROADWAY. FINAL LIFT ASPHALT PAVEMENT SHALL BE SMOOTH OVER ALL INDUCTIVE LOOPS AND WITHOUT TRANSVERSE SEAMS, JOINTS, OR ROUGHNESS WITHIN 15 METERS OF THE LOOPS.



H-1 TRAFFIC SENSOR DETAILS

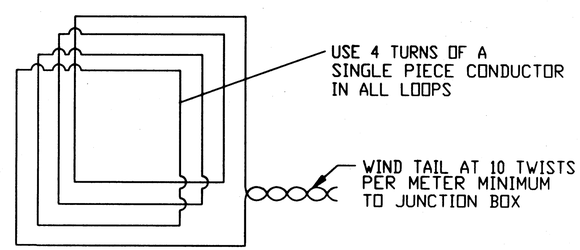
N.T.S.
INFORMATIONAL ONLY

NOTE: THE TRAFFIC SENSOR (PIEZO) SHALL BE INSTALLED PER THE SPECIFICATIONS AND ONLY WHEN A PEEK MANUFACTURER'S REPRESENTATIVE IS PRESENT.



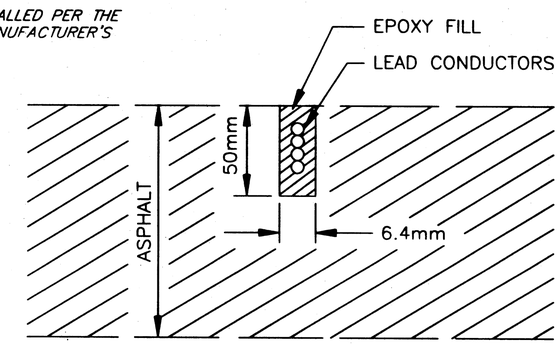
SHOULDER SECTION

N.T.S.



LOOP WIRING DETAIL

N.T.S.



ASPHALT SAW CUT DETAIL

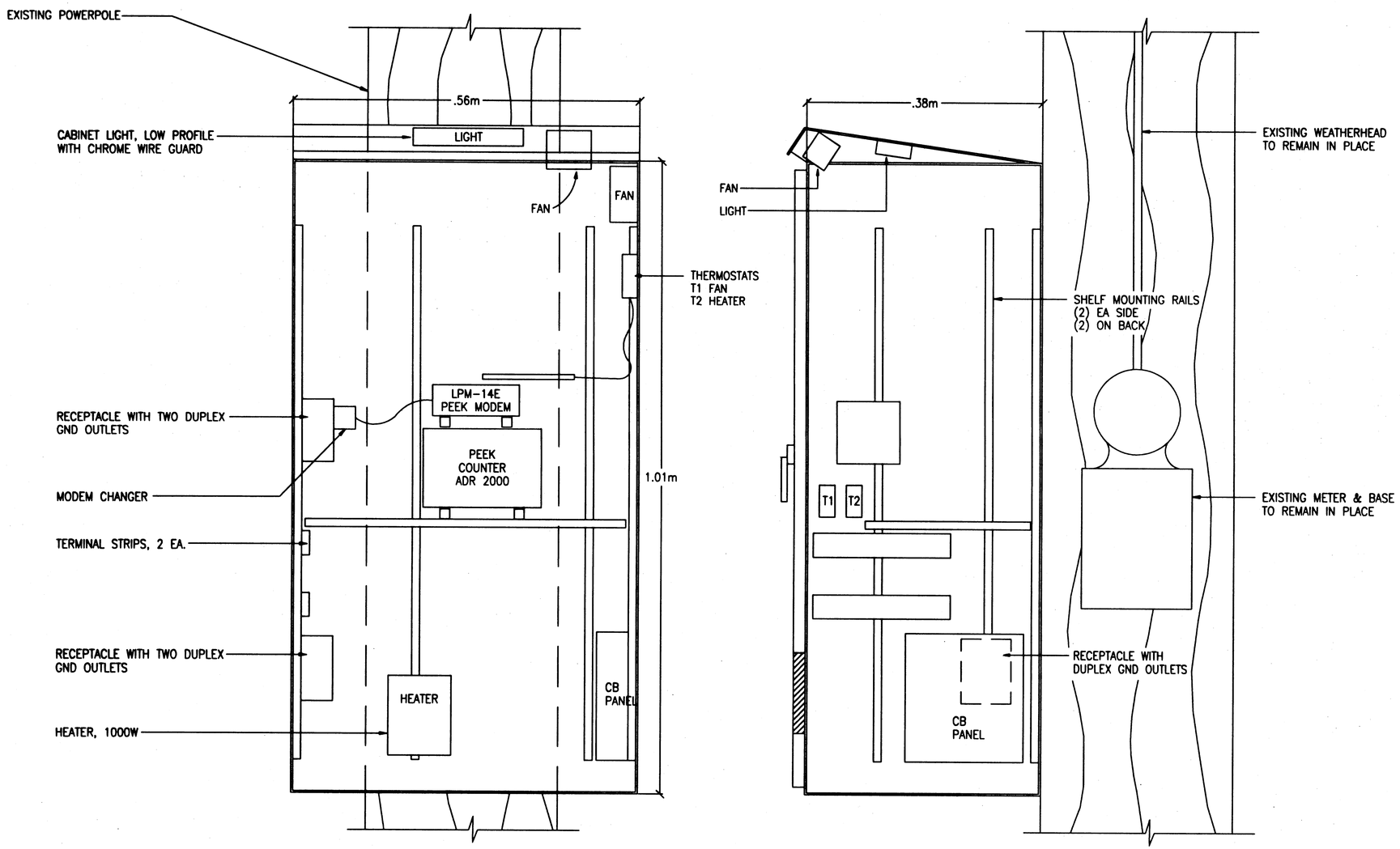
N.T.S.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\57801\3 MILE PTR\MISC-DETS.DWG	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU	GLACIER/JUNEAU DOUGLAS HIGHWAY 3 MILE PERMANENT TRAFFIC RECORDER STP-CM-0003(59) (74162) MISCELLANEOUS DETAILS	ALASKA
PLOT:				
BY: / DATE: / DESCRIPTION OF CHANGE:				
RECORD OF REVISIONS				

DESIGNED BY: P. JONES	PROJECT NO. 74160(2)
DRAWN BY: D. STEVENS	DATE: JUNE, 2000
CHECKED BY: R. PURVES	SHEET J-5 OF 6

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



CBA2 CABINET DETAILS

NOTES:

1. USE CONDUIT HUBS IN BOTTOM OF CABINET. USE TYPE CHT WITH NEOPRENE SEAL AND INSULATED THROAT FOR NON-POWER CONDUITS WITH DETECTOR LEAD-IN CABLES AND TELEPHONE SERVICE. USE TYPE CHN FOR SERVICE ENTRANCE CONDUIT AND CONNECT FLEXIBLE METAL CONDUIT TO CB PANEL INSIDE CABINET.
2. SEE SPECIFICATIONS FOR ADDITIONAL CABINET REQUIREMENTS.
3. CABINET DOOR TO FACE TOWARD THE ROADWAY.
4. PROVIDE VOLTAGE SURGE PROTECTION IN CB PANEL.
5. ALL 120V WIRING, INCLUDING THAT FOR PANELBOARD, LIGHT, FAN, AND THERMOSTATS TO BE IN FLEXIBLE METAL CONDUIT WITH EXCEPTION OF CORD CONNECTED ELECTRONIC EQUIPMENT.
6. ALL EQUIPMENT INSIDE CABINET TO BE FASTENED TO RAILS WITH NO SCREW PENETRATIONS OF THE CABINET SURFACE.
7. EXISTING LOAD CENTER SHALL REMAIN IN PLACE AND THE CBA2 CABINET SHALL BE MOUNTED ON THE POWER POLE AT THE SAME LOCATION AS THE EXISTING PTR CABINET. MOUNT CBA2 CABINET WITH SIX 12mm DIA. x100mm LAG BOLTS
8. PAYMENT FOR MOUNTING AND CONNECTING THE CBA2 CABINET TO THE EXISTING LOAD CENTER SHALL BE SUBSIDIARY TO ITEM 669(1).

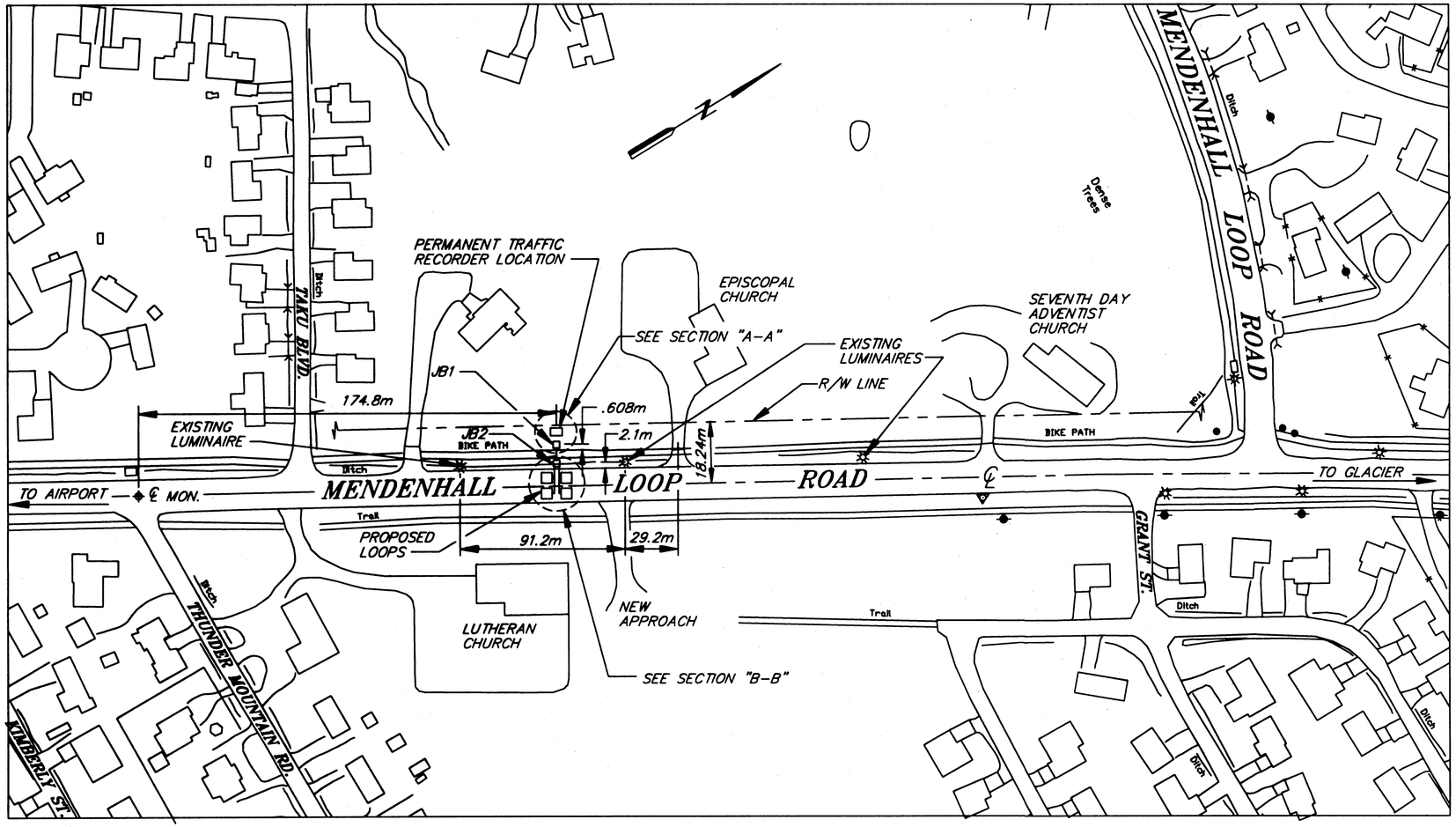
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\57801\3 MILE PTR\DETS3.DWG	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU ALASKA GLACIER/JUNEAU DOUGLAS HIGHWAY 3 MILE PERMANENT TRAFFIC RECORDER PROJECT NO. STP-CM-0003(59) (74162) CONTROL CABINET DETAILS	DESIGNED BY: P. JONES DRAWN BY: D. STEVENS CHECKED BY: R. PURVES
PLOT:			PROJECT NO. 74162 DATE: JUNE, 2000 SHEET J-6 OF 6
BY: / DATE: / DESCRIPTION OF CHANGE:			
RECORD OF REVISIONS			

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER

BASIS OF HORIZONTAL & VERTICLE CONTROL

1. HORIZONTAL AND VERTICAL CONTROL IS BASED ON THE EXISTING CENTERLINE AND EXISTING FINISHED SURFACE. THE STATIONING SHOWN ON THE PLANS IS FOR INFORMATIONAL PURPOSES ONLY AND SUBJECT TO CHANGE.



H2 SITE PLAN

N.T.S.

REFERENCE SPECIFICATIONS

ALL WIRING IN THIS SECTION SHALL BE CONSTRUCTED PER SPECIFICATION SECTION 660 SIGNALS AND LIGHTING, EXCEPT WHERE NOTED ON THE PLANS OR IN THE SPECIAL PROVISIONS. IN PARTICULAR, ALL CONSTRUCTION SHALL CONFORM TO SPECIFICATION SECTIONS 660-2.05 CONDUIT, 660-2.06 JUNCTION BOXES, 660-2.08 CONDUCTORS, 660-2.09(A) WIRING, 660-2.10 BONDING AND GROUNDING, AND 660-2.13 FIELD TESTS, EXCEPT AS MODIFIED BY SECTION 669 PERMANENT TRAFFIC RECORDERS.

LABELS

ALL CABLES SHALL BE LABELED AT BOTH ENDS AND AT EVERY JUNCTION BOX THROUGH WHICH THE CABLES PASS, PER SPECIFICATION SECTION 660-209(a)

ALL WIRE PAIRS SHALL BE LABELED AT THE TERMINAL BLOCK AND AT ANY LOOSE ENDS.

THE CONVENTIONS BELOW SHALL APPLY TO DESIGNATING AND LABELING CABLES AND WIRE PAIRS:

LANES: TRAFFIC LANES AND THEIR RESPECTIVE LOOPS AND SENSORS SHALL BE LABELED FROM THE OUTSIDE EDGE OF THE ROAD TOWARD THE CENTER AS FOLLOWS:

℄ | A | B | ROAD EDGE →

TERMINAL BLOCKS: WIRES FROM SENSORS PLACED IN LANES WHICH ARE CLOSEST TO THE CONTROL BOX SHALL BE PLACED AT THE LEFT OR AT THE TOP OF THE TERMINAL BLOCK, DEPENDING ON ORIENTATION.

WIRES FOR INDUCTIVE LOOPS, SENSORS AND RESERVES SHALL BE LABELED AS FOLLOWS:

PnDLc

WHERE:

- P IS THE PREFIX:
  - V = TRAFFIC VOLUME LOOP
  - H = VEHICLE CLASSIFICATION / SPEED LOOP
  - Ga= AUTOMATIC VEHICLE CLASSIFICATION (AVC) SENSOR
  - D = PIEZO WEIGH-IN-MOTION (WIM) SENSOR
- n NUMBER SUFFIX FOR MULTIPLE LOOPS
- D DIRECTION (N, S, E, W)
- Lc LANE DESIGNATION (A, B, C, D)
- (X) CONDUIT REFERENCE NUMBER
- [XX] NOTE REFERENCE NUMBER

GENERAL NOTES:

1. INSTALLATION OF EQUIPMENT AND MATERIALS SHALL CONFORM TO APPLICABLE REQUIREMENTS OF THE CURRENT NEC,ALASKA DOT/PF STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION.
2. EVERY EFFORT HAS BEEN MADE TO MAKE THE INFORMATION CONTAINED IN THESE DOCUMENTS COMPLETE AND ACCURATE, HOWEVER THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING SITE CONDITIONS AND DIMENSIONS.
3. USE ONLY RMC CONDUIT.
4. ALL CONSTRUCTION SHALL BE WITHIN STATE RIGHT-OF-WAY.
5. ALL EXCAVATION SHALL BE WASTE AND HAULED TO APPROVED WASTE SITE PER THE ENGINEERS APPROVAL OF WHICH PAYMENT WILL BE INCIDENTAL TO ITEM 669(2).

H2 PTR ASSEMBLIES SCHEDULE

PAY ITEM	STATION	[1] CABINET OFFSET	CABINET ASSEMBLY STYLE	INDUCTIVE LOOPS	WIM SENSOR & TYPE	AVC SENSOR & TYPE	LOAD CENTER & TYPE	ELECTRICAL AND TELEPHONE SERVICE
669(H1)	AS SHOWN SITE PLANS	17.3m MENDENHALL LOOP ROAD	CBA1	4	NONE	NONE	NONE	NO

[1] CABINET OFFSET AS MEASURED FROM CENTERLINE, TO BE FIELD ADJUSTED, INSTALLATION NOT TO EXCEED RIGHT OF WAY LIMITS.

ESTIMATE OF QUANTITIES

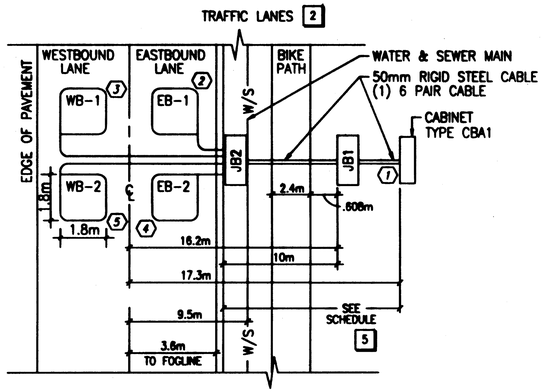
ITEM NO.	ITEM	UNIT	QUANTITY
669(2)	PERMANENT TRAFFIC RECORDER	LUMP SUM	ALL REQ'D.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

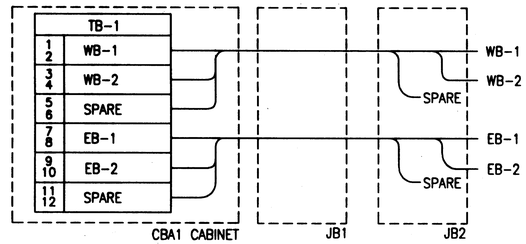
PATH: Q:\JNU\57801\LOOP ROAD\SUMM-SHT.DWG	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU — MENDENHALL LOOP ROAD — ALASKA PERMANENT TRAFFIC RECORDER PROJECT NO. STP-CM-0003(59) (74162) SITE PLAN & ESTIMATE OF QUANTITIES
PLOT:		
BY: / DATE: / DESCRIPTION OF CHANGE:		
RECORD OF REVISIONS		

DESIGNED BY: P. JONES	PROJECT NO. 74162
DRAWN BY: D. STEVENS	DATE: JUNE, 2000
CHECKED BY: R. PURVES	SHEET K-1 OF 4

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



SECTION "B-B"
H2 TRAFFIC COUNTER TYPICAL



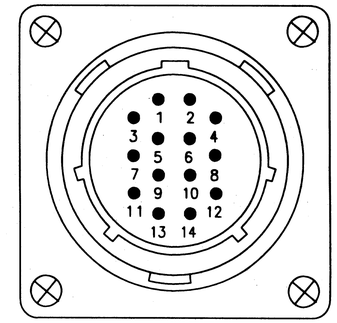
H2 WIRING SCHEMATIC DETAIL

SHEET NOTES (X REFERENCED ON DRAWING)

1. SEE TYPICAL SECTIONS FOR DIMENSIONS.
2. INDUCTION LOOPS TO BE CENTERED IN TRAFFIC LANES.
3. SEE SUMMARY SHEET SCHEDULE.
4. SINGLE LINES ON WIRING DIAGRAM REPRESENT 3 PAIR CONDUCTOR CABLES, DASHED LINES REPRESENT COAX CABLES.
5. DIMENSIONS ARE TYPICAL FOR ALL LANES.
6. WHEN BIKEPATH IS PRESENT, MOUNT J-BOX .608m BEHIND PATH.
7. HAND TRENCH CONDUITS UNDER BIKE PATH UTILIDUCT.

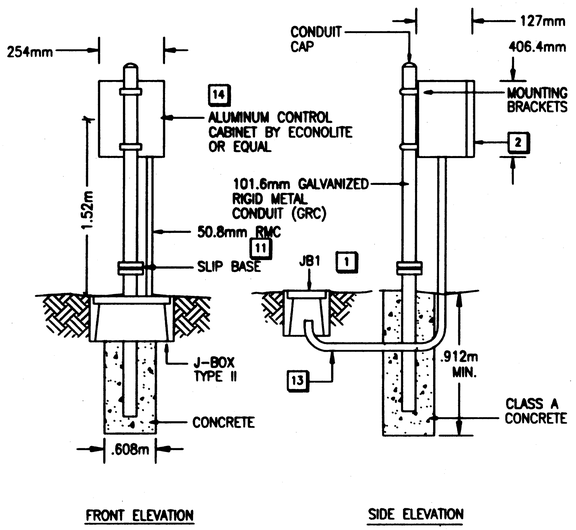
RMC CONDUIT NO.	SIZE	FROM	TO	CABLE QTY.	TYPE
1	50.8mm	CBA1	JB1	1	6PR CABLE
2	50.8mm	JB1	JB2	1	6PR CABLE
3	25.4mm	JB2	EB-1	1	1PR No.12
4	25.4mm	JB2	EB-2	1	1PR No.12
5	25.4mm	JB2	WB-1	1	1PR No.12
6	25.4mm	JB2	WB-2	1	1PR No.12

H2 CONDUIT/CONDUCTOR SCHEDULE



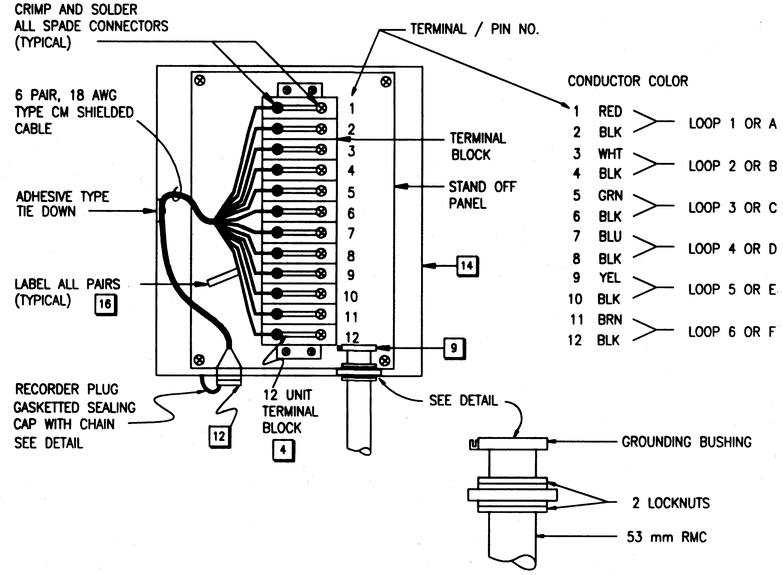
H2 RECORDER PLUG PIN SOCKETS DETAIL

NOTE: PINS 13 & 14 ARE NOT USED



SECTION "A-A"
H2 CABINET TYPE CBA1 DETAIL

NTS



H2 CABINET TYPE CBA1 DETAIL

FRONT VIEW, DOOR OPEN

JUNCTION BOX SUMMARY	
NUMBER	TYPE
JB1	1-A
JB2	1-A

SEE STANDARD DRAWING L-23-01[M] FOR J-BOX DETAILS.

SHEET NOTES (X REFERENCED ON DRAWING)

1. JUNCTION BOX SHOWN HERE IS JB1 ON SITE PLAN.
2. CONTROLLER CABINET DOORS TO OPEN AWAY FROM ROADWAY.
3. USE FACTORY 90° ELBOWS TO/FROM J-BOXES ON ALL CONDUITS LARGER THAN 25.4mm.
4. ALL CONDUIT SHALL BE GALVANIZED STEEL UNLESS NOTED OTHERWISE.
5. NOT ALL CONDUITS MAY BE SHOWN IN DETAIL. ADD OTHERS AS REQUIRED.
6. PROVIDE SLIP BASE AND FOUNDATION PER DOT STD DETAIL S-34.00.
7. PROVIDE CONDUIT DRAIN HOLES PER STANDARD SPECIFICATIONS SECTION 660-2.05.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\57801\LOOP ROAD\DETS2.DWG		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

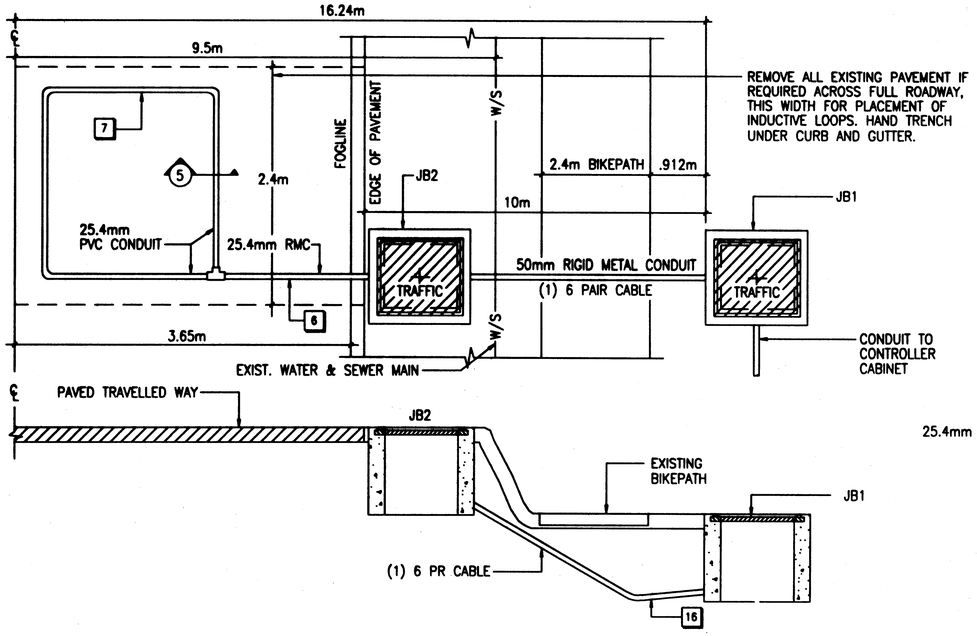
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA

MENDENHALL LOOP ROAD
PERMANENT TRAFFIC RECORDER
PROJECT NO. STP-CM-0003(59) (74162)
MISCELLANEOUS DETAILS

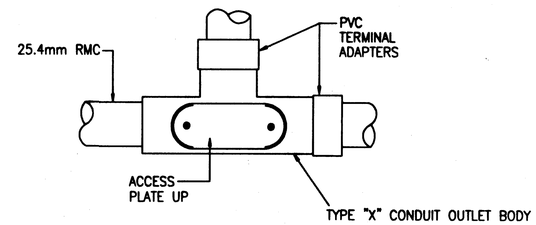
DESIGNED BY: P. JONES	PROJECT NO. 74162
DRAWN BY: D. STEVENS	DATE: JUNE, 2000
CHECKED BY: R. PURVES	SHEET K-20 OF 4

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER



LOOP INSTALLATION DETAIL

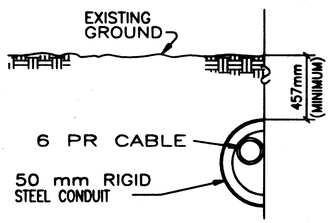
NTS



CONDUIT DETAIL

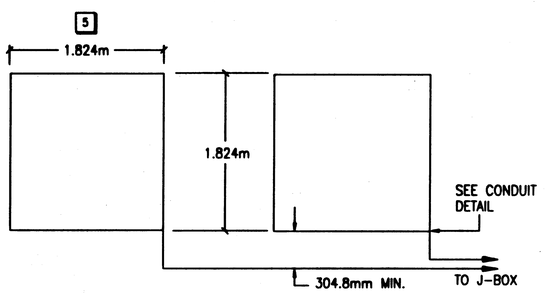
SHEET NOTES ([X] REFERENCED ON DRAWING)

1. WHEN NEW ASPHALT PAVEMENT IS BEING INSTALLED, COMPLETE LOOP INSTALLATIONS PRIOR TO PAVING.
2. PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, EACH LOOP SHALL BE CHECKED FOR CONTINUITY AND CONDUCTOR INSULATION INTEGRITY IN ACCORDANCE WITH SECTION 660-2.14 OF THE SPECIFICATIONS.
3. SPLICING OF THE LOOP TAIL WIRES TO THE LEAD-IN CABLE SHALL CONFORM TO SECTION 660-2.09(A) OF THE SPECIFICATIONS.
4. LABEL ALL LOOP TAILS AND LEAD-IN CABLE IN ACCORDANCE WITH SECTION 660-2.08 AND TABLE 660(4) OF THE SPECIFICATIONS.
5. ALL DETECTOR LOOPS SHALL BE 1.824m WIDE BY 1.824m LONG, UNLESS DIMENSIONED OTHERWISE IN THE PLANS.
6. LEAD IN WIRES FOR EACH LOOP SHALL BE IN SEPARATE CONDUITS TO THE FIRST JUNCTION BOX WITH A MINIMUM SEPARATION BETWEEN CONDUITS OF 152.4mm.
7. INDUCTIVE LOOPS SHALL BE INSTALLED IMMEDIATELY PRIOR TO PAVING. FINAL LIFT ASPHALT PAVEMENT SHALL BE SMOOTH OVER ALL INDUCTIVE LOOPS AND WITHOUT TRANSVERSE SEAMS, JOINTS, OR ROUGHNESS WITHIN 15.2m OF LOOPS.
8. ALL PVC CONDUIT COUPLINGS, ELBOWS AND ADAPTERS SHALL BE 25.4mm SCHED. 80.
9. ALL PVC JOINTS SHALL BE SOLVENT WELDED AND WATERTIGHT.
10. INSTALL 12.7mm PREFORMED BITUMINOUS JOINT MATERIAL AROUND ALL JUNCTION BOXES WHEN LOCATED IN A SIDEWALK.
11. PROVIDE GROUNDING BUSHINGS ON ALL CONDUITS. GROUND WITH MIN. No. 4 BARE CU.
12. ALL JUNCTION BOX COVERS SHALL BE BONDED WITH COPPER BRAID OF #8 AWG CROSS SECTION. FOR TYPES I & I-A THE LENGTH SHALL BE .912m, AND 1.52m FOR TYPES II & III.
13. J-BOX TO BE LOCATED .608m BEHIND UTILIWALK OR SIDEWALK WHEN PRESENT. J-BOXES SHALL BE CONSTRUCTED AND INSTALLED PER STANDARD DRAWING L-23.01[M].
14. JUNCTION BOXES SHALL BE SET FLUSH WITH THE SURROUNDING SURFACE EXCEPT IN AN UNPAVED SHOULDER, WHEN THEY SHALL BE LOCATED 50.8mm BELOW GRADE.
15. JUNCTION BOX COVERS TO BE EMBOSSED WITH "TRAFFIC".
16. PROVIDE CONDUIT DRAIN HOLES PER STANDARD SPECIFICATIONS SECTION 660-2.05.

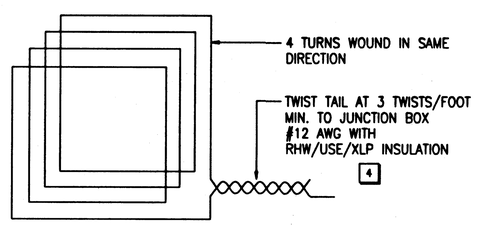


50.8mm RIGID METAL CONDUIT INSTALLATION DETAIL

N.T.S.



LOOP INSTALLATION PLAN



LOOP WIRING DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\57801\LOOP ROAD\DETS.DWG		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — ALASKA

MENDENHALL LOOP ROAD
PERMANENT TRAFFIC RECORDER
PROJECT NO. STP-CM-0003(59) (74162)
MISCELLANEOUS DETAILS

DESIGNED BY: P. JONES	PROJECT NO. 74162
DRAWN BY: D. STEVENS	DATE: JUNE, 2000
CHECKED BY: R. PURVES	SHEET K-3 OF 4

STATE OF ALASKA 49th Michael Lukshin CE-8737 REGISTERED PROFESSIONAL ENGINEER