

# State of Alaska

Roger H. 1821  
IAN 321-0407  
780-5145 x28

## Department of Transportation and Public Facilities

Statewide Design and Engineering Services Division

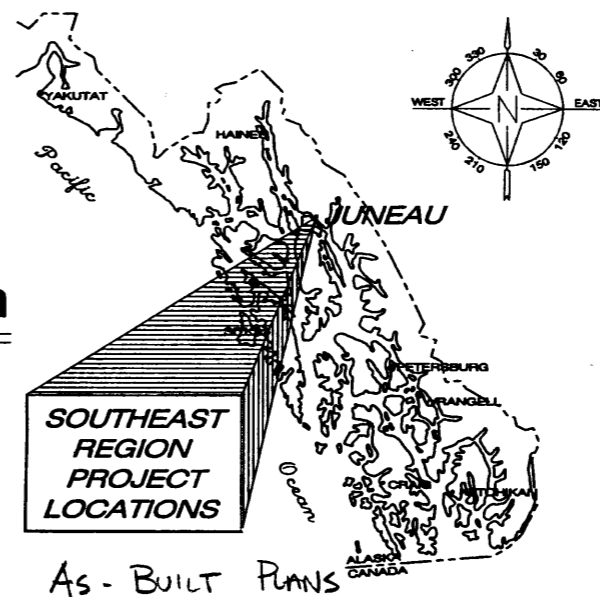
### Juneau, Alaska

# Jnu-Yandukin Drive Refurbishment

NH-0962(3)-68418

# SEA Region Non-NHS Highway System Refurbishment

MGS-0005(410)-68416



As-Built Plans

Contractor: SECON  
Project Engineer: PAUL TAYLOR, TINA BERGMAN  
Begin Date: August 9, 2002  
End Date: July 11, 2003

INDEX	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
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15	PAVEMENT MARKER DETAILS
16	EROSION & POLLUTION CONTROL DETAILS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1[M]

DESIGN DESIGNATIONS				
	YANDUKIN DRIVE	LEMON SPUR	SUNNY DRIVE	CHANNEL VISTA
A.D.T. 2003	4,090	1,670	370	90
A.D.T. 2011	4,740	1,930	400	100
D.H.V. 12% (2011)	550	230	50	10
WT	4.5	4.3	1.2	1.2
EAL (10 YR.)	550,000	150,000	50,000	-
V	40 MPH	35 MPH	20 MPH	20 MPH

PROJECT SUMMARY				
	YANDUKIN DRIVE	LEMON SPUR	SUNNY DRIVE	CHANNEL VISTA
CDS RT. NO.	296324	296266	296257	296013
CDS MP TO MP	0.11 TO 0.946	0.00 TO 0.36	0.08 TO 0.55	0.00 TO 0.33
LENGTH OF PROJECT	4,420 (4379)	1,900 (1751)	2,035 (1555)	1,745 (1012)
LENGTH OF GRADING	4,420 (4379)	1,900 (1751)	2,035 (1555)	660
LENGTH OF PAVING	4,420 (4379)	1,900 (1751)	2,035 (1555)	660
WIDTH OF PAVING	40'	24'-40'	24'	22'

PATH: Q:\SEA\NON-NHS\Non-Areas.dwg  
Wed, 19/Jun/02 01:57PM Rhonda  
PLOT: PSPACE: 1=1(F) TAB: TSHT

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION

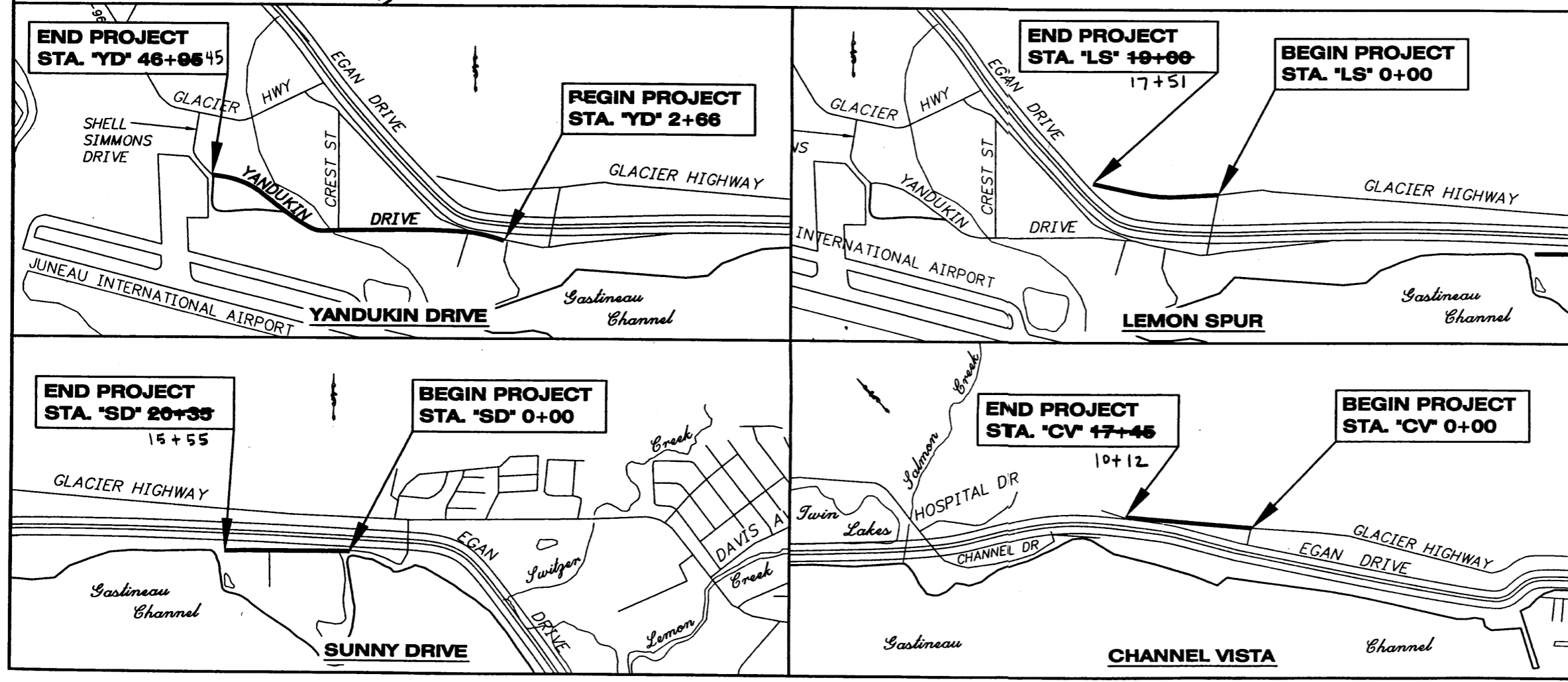
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE *Tina Bergman* Date 2/3/05

RECOMMENDED FOR APPROVAL:  
*[Signature]* 6/19/02  
DATE

PATRICK J. KEMP  
REGIONAL PRE-CONSTRUCTION ENGINEER  
APPROVED:  
*[Signature]* 6/19/02  
DATE

ROBERT DOLL  
DIRECTOR, SOUTHEAST REGION  
CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-0962(3)-68418 MGS-0005(410)-68416	2002	1	16



## Estimate of Quantities

ITEM NO.	PAY ITEM	PAY UNIT	YANDUKIN DRIVE 68418	LEMON SPUR CHANNEL VISTA SUNNY DRIVE 68416	TOTAL
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQUIRED	-	ALL REQUIRED
203(6)	BORROW	TON	<del>125</del> 0	<del>225</del> 127	<del>350</del> 127
203(9)	OBLITERATION OF ROADWAY	LUMP SUM	ALL REQUIRED	-	ALL REQUIRED
203(11)	DITCH RECONDITIONING	LUMP SUM	-	ALL REQUIRED	ALL REQUIRED
203(12)	SHOULDER RECONSTRUCTION	STATION	<del>20</del> 19.97	-	<del>20</del> 19.97
301(1)	AGGREGATE BASE COURSE	TON	<del>15</del> 0	<del>90</del> 75.16	<del>105</del> 75.16
308(1)	ASPHALT BASE COURSE	SQUARE YARD	<del>20,150</del> 20,435.4	<del>15,050</del> 8,902.7	<del>35,200</del> 29,410.1
308(2)	CSS-1 ASPHALT FOR BASE COURSE	TON	<del>100</del> 166.090	<del>100</del> 74.880	<del>200</del> 260.970
308(3)	PORTLAND CEMENT	TON	<del>70</del> 77	<del>33</del> 37.50	<del>103</del> 114.50
401(1)	ASPHALT CONCRETE, TYPE II, CLASS B	TON	<del>3,600</del> 3,677.95	<del>1,780</del> 1,663.60	<del>5,380</del> 5,341.63
401(2)	ASPHALT CEMENT, GRADE PG 58-22	TON	<del>216</del> 176.040	<del>107</del> 79.360	<del>323</del> 255.400
402(1)	STE-1 ASPHALT FOR TACK COAT	TON	<del>85</del> 0	<del>60</del> 0	<del>145</del> 0
510(1)	SEGMENTAL CONCRETE RETAINING WALL, TYPE A	SQUARE FOOT		<del>755</del> 675	<del>755</del> 675
604(3)	RECONSTRUCT EXISTING MANHOLE (SEE NOTE 11)	EACH	+ 0	3	+ 3
604(4)	ADJUST EXISTING MANHOLE (SEE NOTE 11)	EACH		3	3
604(8)	RECONSTRUCT INLET	EACH	1		1
609(1)	CURB, TYPE I	LINEAR FOOT	<del>170</del> 207.60		<del>170</del> 207.60
615(1)	STANDARD SIGN	SQUARE FOOT	266	74	340
627(10)	ADJUSTMENT OF VALVE BOX	EACH	1	6	+ 7
628(1)	HORIZONTAL DEWATERING DRAIN	LINEAR FOOT		400	400
639(1)	RESIDENCE DRIVEWAY	EACH		7	7
639(2)	COMMERCIAL DRIVEWAY	EACH	1	<del>6</del> 2	<del>7</del> 3
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(2)	EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(4)	SILT FENCE	LINEAR FOOT	<del>1,000</del> 2,045		<del>1,000</del> 2,045
641(5)	TEMPORARY CHECK DAM	EACH	<del>2</del> 0	+ 2	<del>2</del> 2
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
642(11)	ADJUST EXISTING MONUMENT CASE	EACH	<del>47</del> 8	<del>0</del> 0	<del>47</del> 8
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
670(8)	RECESSED PAVEMENT MARKER	EACH	<del>92</del> 98		<del>92</del> 98
670(10)	METHYL METHACRYLATE PAVEMENT MARKINGS	LUMP SUM	ALL REQUIRED		ALL REQUIRED


## Basis of Estimate

ITEM NO.	ITEM	YANDUKIN DRIVE 68418	LEMON SPUR CHANNEL VISTA SUNNY DRIVE 68416
308(2)	CSS-1 ASPHALT FOR ASPHALT BASE COURSE	2.5 GAL/SY	1.7 GAL/SY
308(3)	PORTLAND CEMENT	6.9 LBS/SY	4.5 LBS/SY
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II CLASS B	116 LBS/SY IN-DEPTH	116 LBS/SY IN-DEPTH
402(2)	ASPHALT CEMENT, GRADE PG58-22	6% OF 401(1)	6% OF 401(1)
402(1)	STE ASPHALT FOR TACK COAT	0.10 GAL/SY	0.10 GAL/SY

## General Notes

1. HORIZONTAL AND VERTICAL CONTROL IS BASED ON THE EXISTING CENTERLINE AND EXISTING FINISHED SURFACE, UNLESS OTHERWISE SPECIFIED.
2. CENTERLINE AND GRADE ARE SUBJECT TO MINOR REVISIONS.
3. ALL WASTE SHALL BE HAULED TO AN APPROVED WASTE SITE.
4. SIGN LOCATIONS ARE SUBJECT TO MINOR REVISIONS.
5. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
6. ALL CONSTRUCTION SHALL BE WITHIN THE EXISTING RIGHT OF WAY.
7. THE LOCATIONS OF THE EXISTING TOPOGRAPHY, UTILITIES, BUILDINGS, ETC. AS SHOWN ON THESE PLANS ARE APPROXIMATE ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
8. CONTRACTOR SHALL REFERENCE THE CENTERLINE OF PAVED ROADWAY PRIOR TO ANY CONSTRUCTION ACTIVITIES. CENTERLINE OF ROADWAY SHALL BE ONE HALF THE DISTANCE BETWEEN THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
9. STATIONING SHOWN IN THESE PLANS IS FOR REFERENCE ONLY. THE CONTRACTOR WILL AS-BUILT THE ALIGNMENT IN ACCORDANCE WITH THE SPECIFICATIONS.
10. TOPSOIL AND SEEDING SHALL BE APPLIED TO ALL DISTURBED SLOPES AND TRAFFIC ISLANDS. DEPTH OF TOPSOIL SHALL BE 2".
11. THE CONTRACTOR SHALL OBTAIN NEW SEWER MANHOLE FRAMES AND GRATES FROM THE CITY & BOROUGH OF JUNEAU (CBJ), AND INSTALL THEM ACCORDING TO THESE SPECIFICATIONS AND THE CBJ'S STANDARD DETAILS. CALL TOM TREGO @ 790-2525, FOR ARRANGEMENTS.

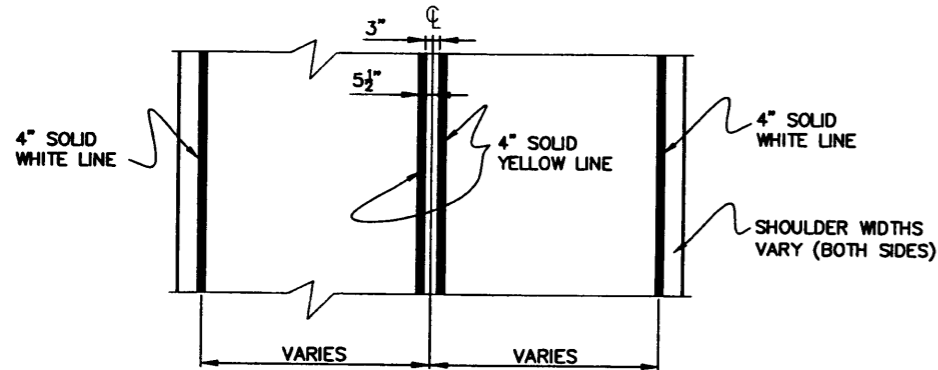
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed,  
 PE *Inc. Berg* Date 2/3/08

DESIGNED BY: M. COFFEY  CHECKED BY: T. MOORE DRAWN BY: M.S./R.S.	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION SOUTHEAST REGION NON-NHS HIGHWAY SYSTEM REFURBISHMENT <b>ESTIMATE OF QUANTITIES</b>
PATH: Q:\SEA\NON-NHS\Non-Areas.dwg PLOT: PSPACE 1=1(F) OR MSPACE 1=1(F)	PROJECT DESIGNATION: NH-0962(3)-68418 YEAR: 2002 SHEET NO.: 2 TOTAL SHEETS: 16

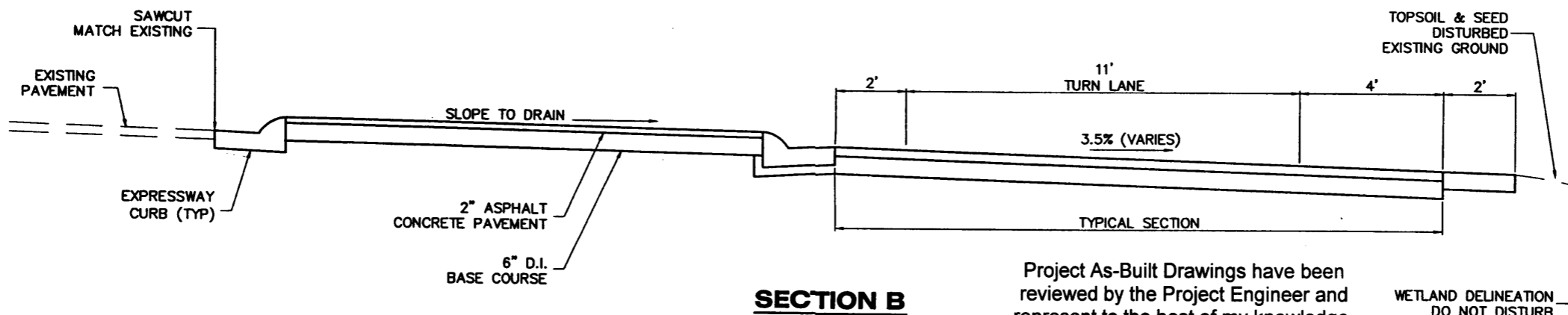
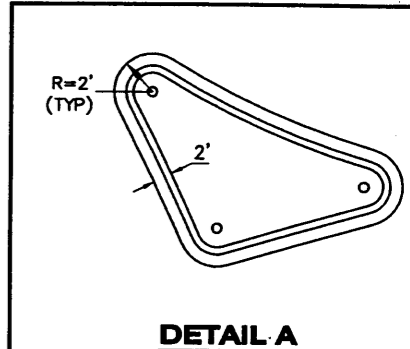
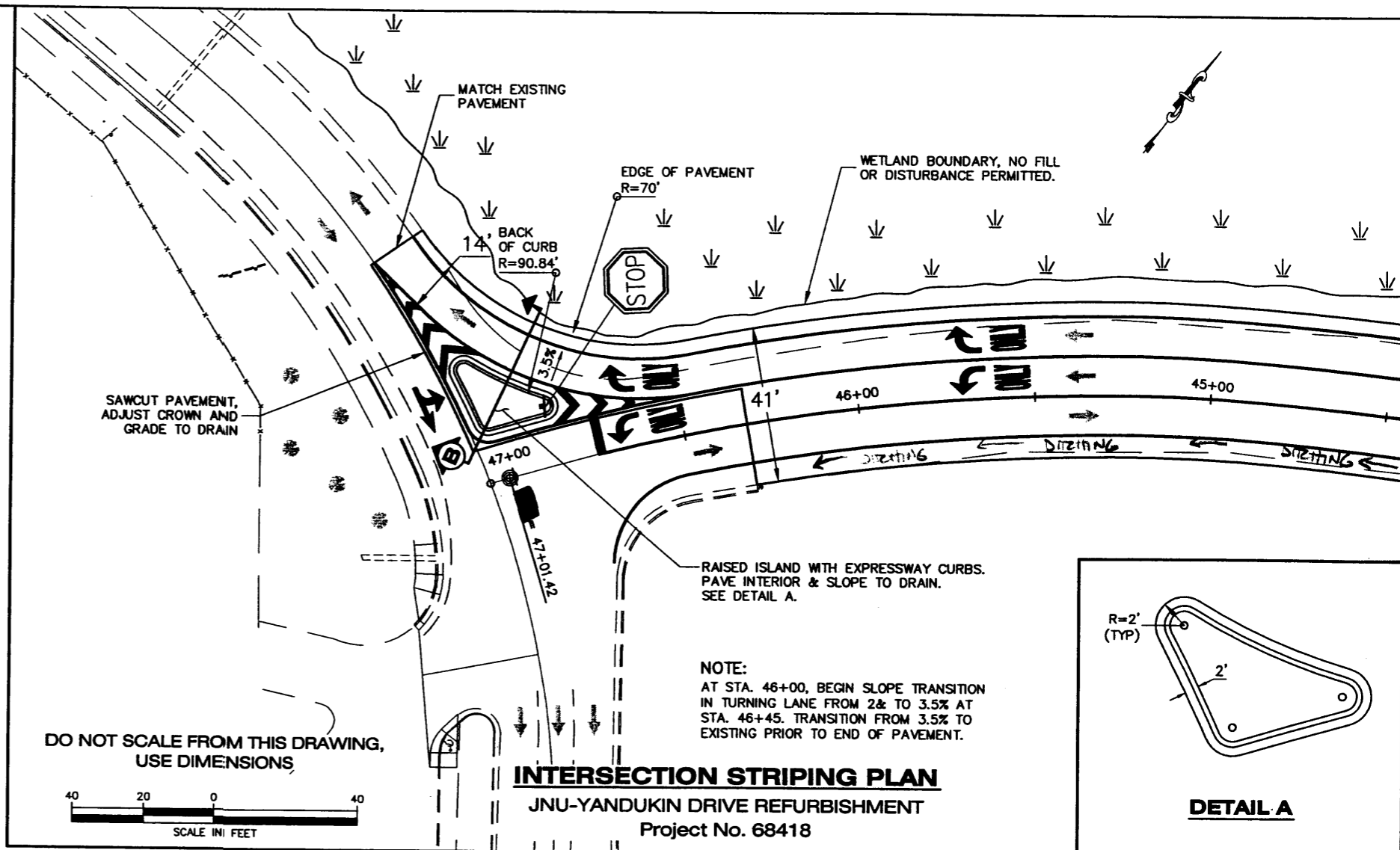


**GENERAL STRIPING NOTES:**

1. LEMON SPUR, SUNNY DRIVE, AND CHANNEL VISTA STRIPING SHALL MATCH THE EXISTING PAVEMENT STRIPING, UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL REFERENCE EXISTING PASSING/NO PASSING MARKINGS AND CHANGES IN STRIPING PATTERNS AND RE-ESTABLISH FOR THE NEW MARKINGS.
2. YANDUKIN DRIVE STRIPING SHALL MATCH THE EXISTING PAVEMENT STRIPING EXCEPT AS SHOWN ON THE AIRPORT AREA REALIGNMENT DETAILS.



**TYPICAL ROADWAY STRIPING DETAIL**



**SECTION B**

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE *Joe Berger* Date *2/3/06*

WETLAND DELINEATION DO NOT DISTURB

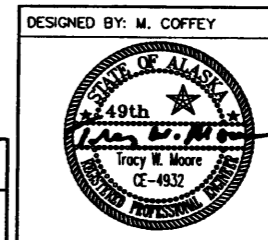
DO NOT SCALE FROM THIS DRAWING, USE DIMENSIONS

**Yandukin Drive  
Removal of Obstructions Summary**

Item No.	Item	Quantity	Remarks
1	STD. CURB & GUTTER	111'	REMOVE & DISPOSE
2	CAST IRON RECESSED MARKERS	5	REMOVE & DISPOSE
3	SURVEY MONUMENTS	2	REMOVE & DISPOSE

**Yandukin Drive  
Drainage Structure Summary**

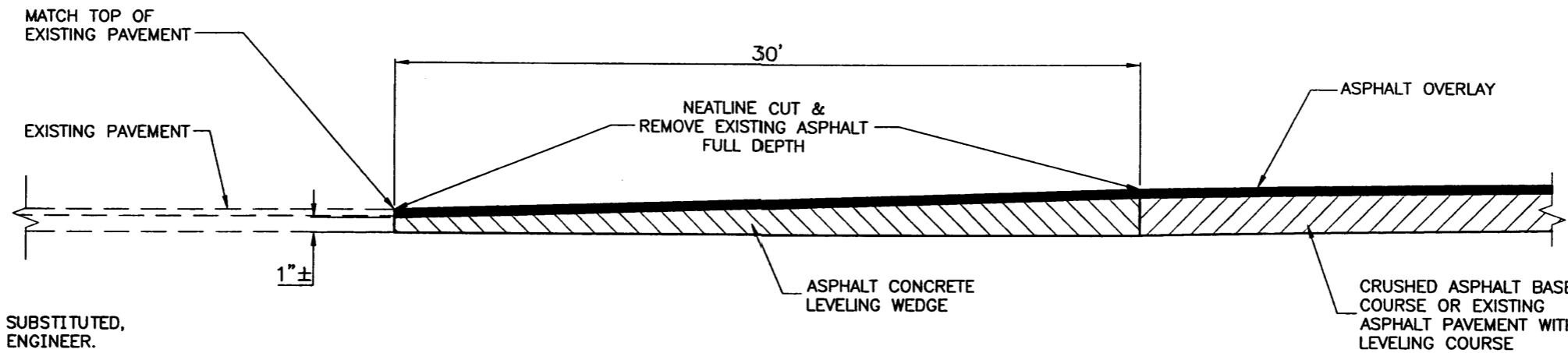
Structure	Elevation	Remarks
S-1	25.6'	48" STORM DRAIN MANHOLE, FIELD FRAME & GRATE, 18" SUMP OR RECONSTRUCT EXISTING 4'X3'X8'X6" WALL Poured INLET. CONTRACTOR TO ESTABLISH INVERT ELEVATIONS.
S-2		ADJUST CATCH BASIN TO NEW CURB/GUTTER GRADE AND ALIGNMENT



CHECKED BY: R. HEALY  
 DRAWN BY: R. SNYDER

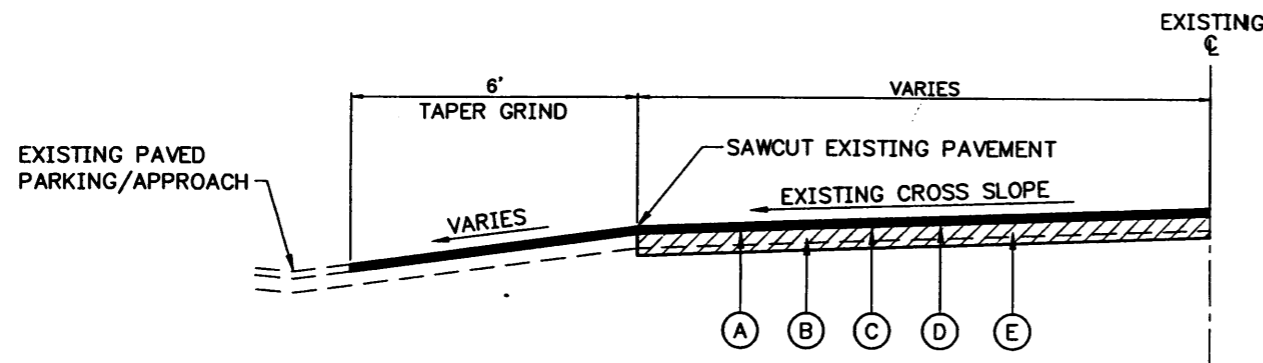
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
 STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
 SOUTHEAST REGION  
 NHS HIGHWAY SYSTEM  
 REFURBISHMENT  
**MISCELLANEOUS SUMMARIES & DETAILS**

PATHQ:\SEA\NON-NHS\YandukinPlan.dwg PROJECT DESIGNATION NH-0962(3) YEAR 2002 SHEET NO. 4 TOTAL SHEETS 16  
 PLOT: PSPACE 1=1(F) OR MSPACE 1=VARIES(F) 68418

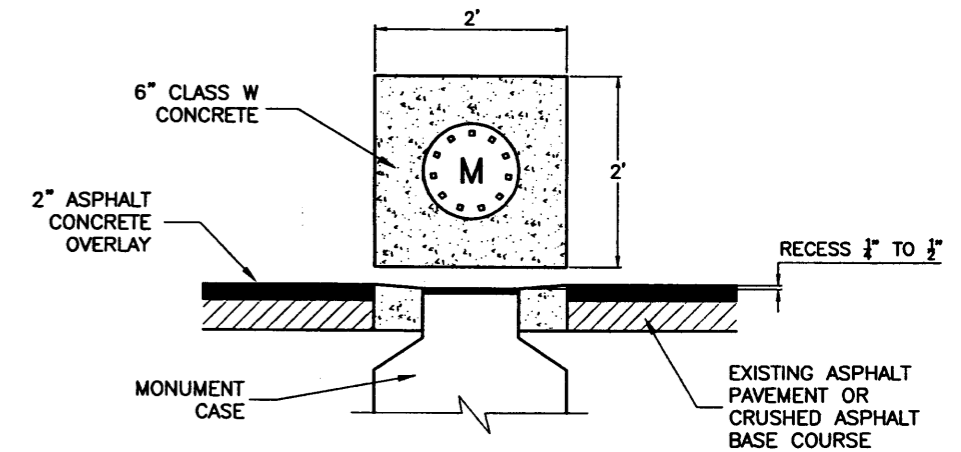


NOTE:  
A GROUND-IN TRANSITION MAY BE SUBSTITUTED,  
SUBJECT TO THE APPROVAL OF THE ENGINEER.

**PAVEMENT MATCH JOINT  
SECTION DETAIL**

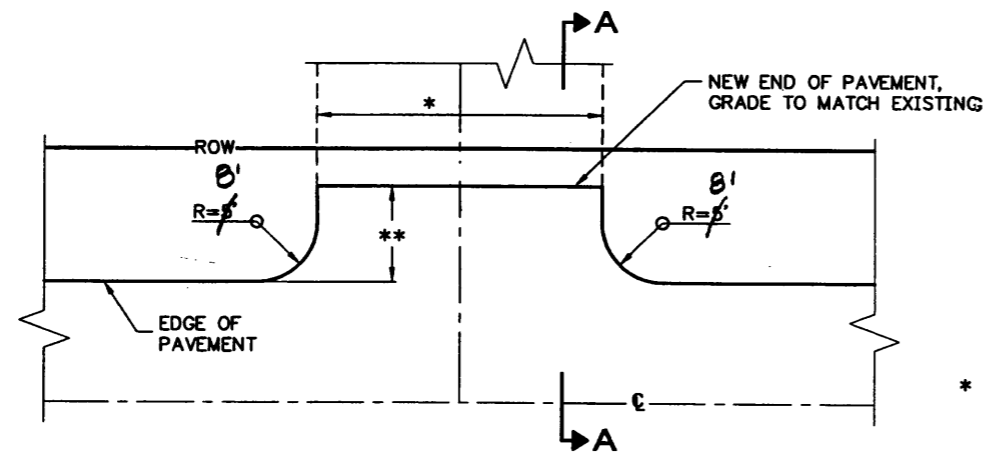


**TAPER GRIND  
SECTION DETAIL**



**MONUMENT ENCASEMENT  
DETAIL**

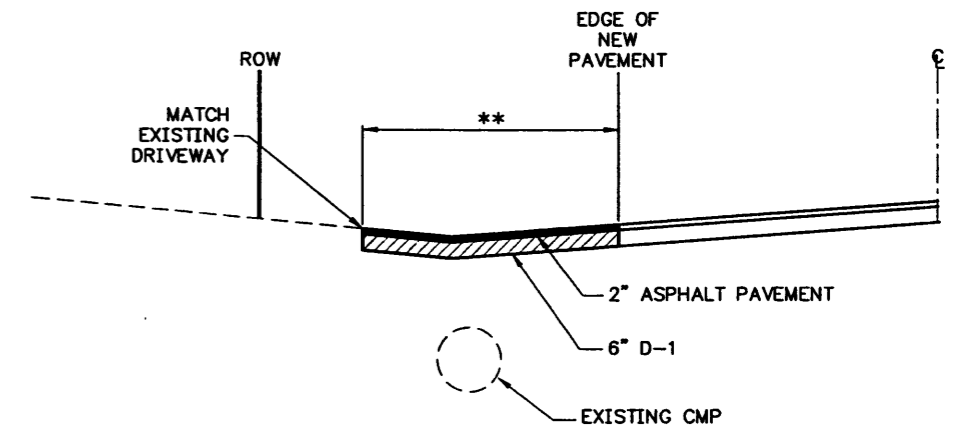
NOTE:  
PAYMENT FOR DRIVEWAY INCLUDES ALL  
REQUIRED EXCAVATION, COMPACTION OF  
EXISTING MATERIAL, FINAL GRADING, AND  
COMPACTION NECESSARY TO COMPLETELY  
CONSTRUCT THE RESIDENTIAL & COMMERCIAL  
DRIVEWAYS. PAYMENT FOR D-1 AND ASPHALT  
CONCRETE PAVEMENT WILL BE PAID FOR  
SEPARATELY.



**DRIVEWAY DETAIL**

\* EXISTING DRIVEWAY WIDTH @ ROW LINE  
OR 24' MAXIMUM, WHICHEVER IS LESS.

\*\* 8' OR TO THE ROW LINE, WHICHEVER IS LESS.

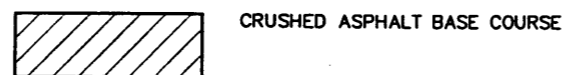


**SECTION A-A**

**KEY**

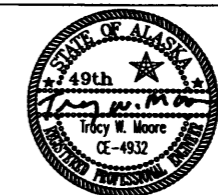
- (A) EXISTING ASPHALT CONCRETE
- (B) EXISTING CRUSHED AGGREGATE BASE COURSE
- (C) ASPHALT CONCRETE PAVEMENT
- (D) STE-1 ASPHALT FOR TACK COAT
- (E) 4" CRUSHED ASPHALT BASE COURSE

**LEGEND**



Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE *Jacob Bergon* Date 2/3/05

DESIGNED BY: M. COFFEY

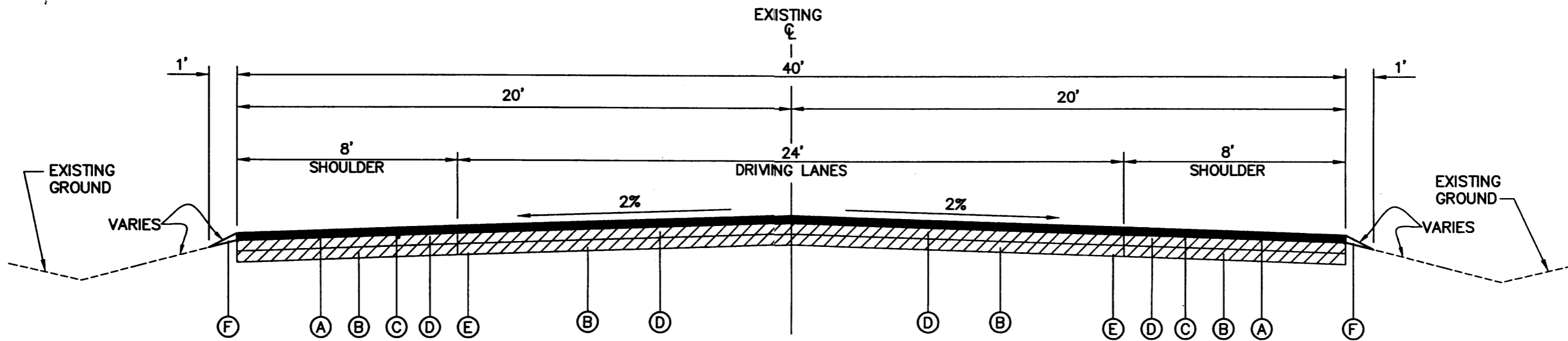
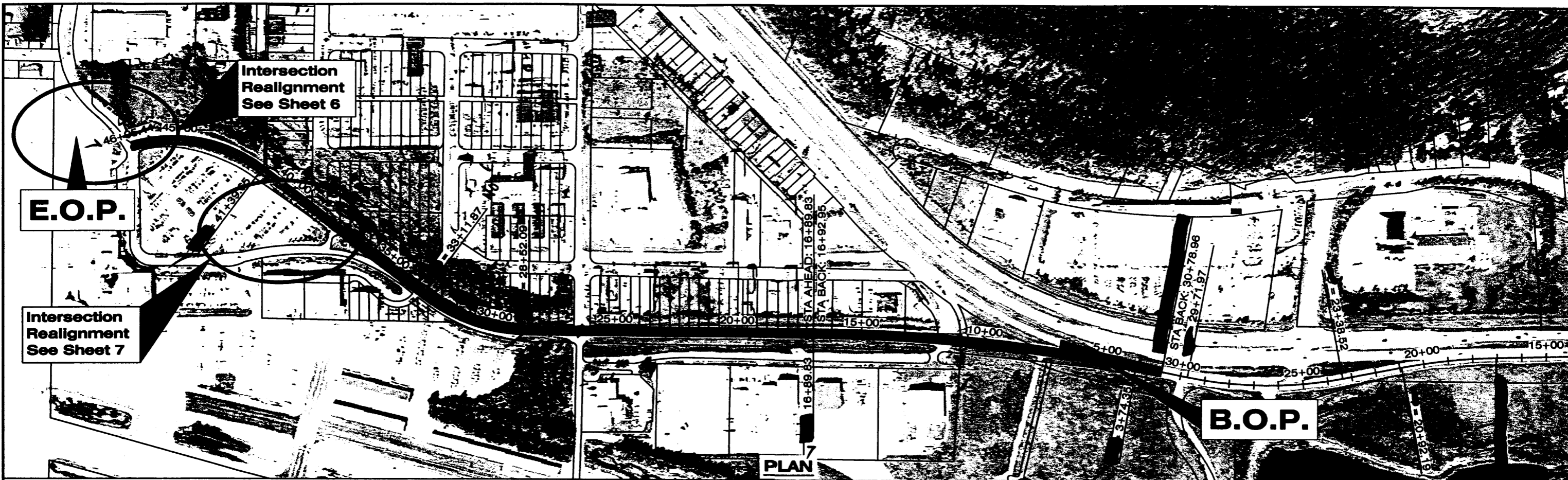


CHECKED BY: T. MOORE

DRAWN BY: M.S./R.S.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
SOUTHEAST REGION  
NON-NHS HIGHWAY SYSTEM  
REFURBISHMENT  
**MISCELLANEOUS  
DETAILS**

PATH: Q:\SEA\NON-NHS\Non-Areas.dwg	PROJECT DESIGNATION NH-0962(3)-68418	YEAR 2002	SHEET NO. 5	TOTAL SHEETS 16
PLOT: PSPACE 1=1(F) OR MSPACE 1=?(F)	MGS-0005(410)-68416			

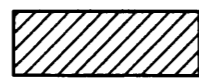


**TYPICAL SECTION**  
B.O.P. TO STA. 31+00

**TYPICAL KEY**

- Ⓐ 3" ASPHALT CONCRETE PAVEMENT
- Ⓑ EXISTING 3" CRUSHED AGGREGATE BASE COURSE
- Ⓒ STE-1 ASPHALT FOR TACK COAT
- Ⓓ EXISTING 3" ± ASPHALT PAVEMENT
- Ⓔ 6" CRUSHED ASPHALT BASE COURSE
- Ⓕ CRUSHED ASPHALT BASE COURSE, GRADED & COMPACTED TO MATCH NEW PAVEMENT (MAX. 4:1 SLOPE)

**LEGEND**



6" CRUSHED ASPHALT BASE COURSE  
(3" GROUND ASPHALT & 3" CRUSHED  
AGGREGATE BASE COURSE)

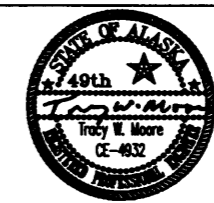
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE *Tracy Moore* Date *2/3/05*

**NOTE**

ASPHALT BASE COURSE CONSISTS OF GRINDING AND MIXING 3" EXISTING ASPHALT WITH 3" EXISTING CRUSHED AGGREGATE BASE AND ADDING PORTLAND CEMENT (6.9 LBS/SY) AND CSS-1 EMULSION (2.5 GAL/SY)

DESIGNED BY: M. COFFEY



CHECKED BY: T. MOORE

DRAWN BY: M.S./R.S.

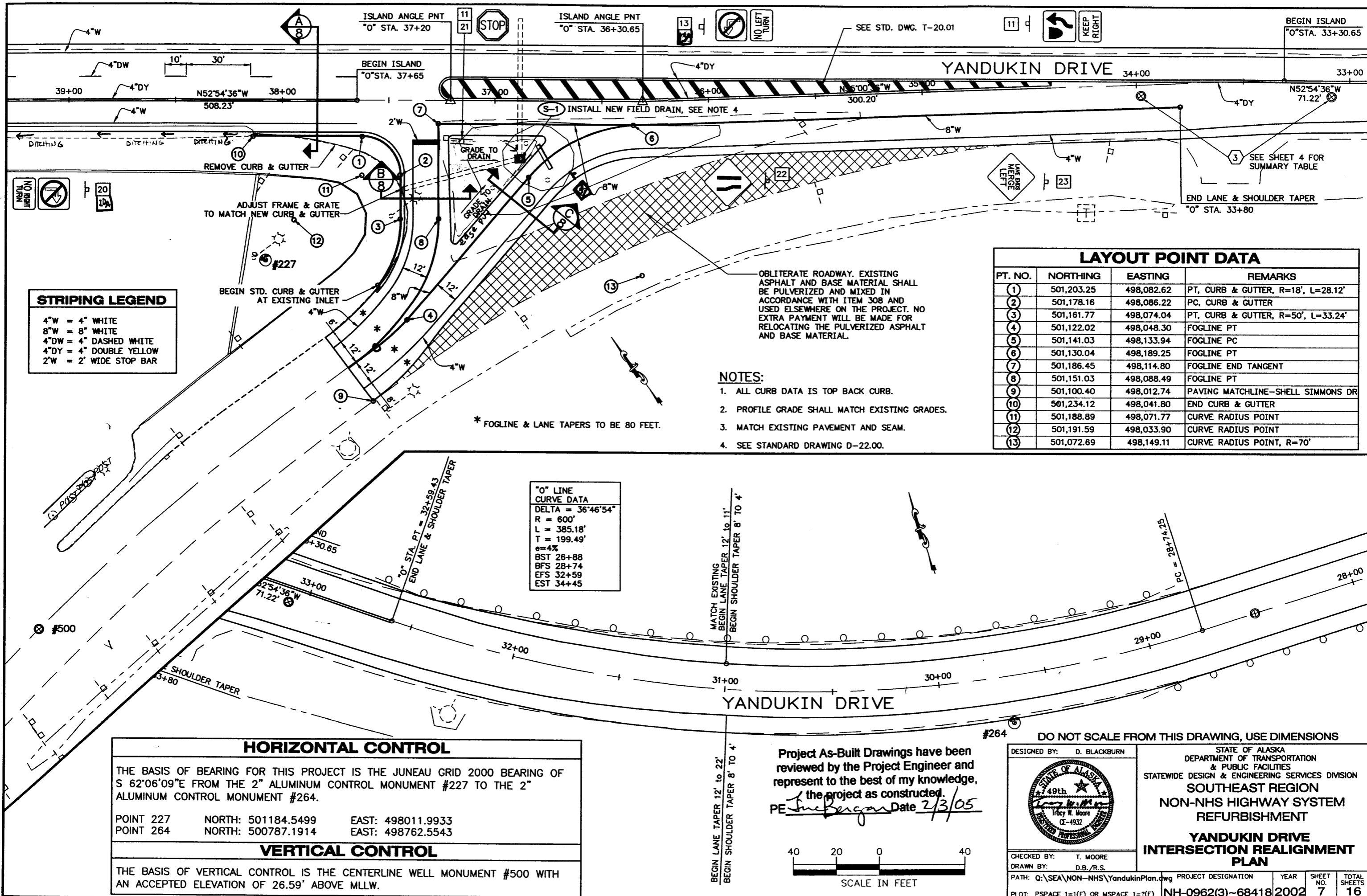
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PLOT: PSPACE 1=1(F) OR MSPACE 1=?(F)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
SOUTHEAST REGION  
NHS HIGHWAY SYSTEM  
REFURBISHMENT

**JUNEAU  
YANDUKIN DRIVE**

PROJECT DESIGNATION NH-0962(3) 68418	YEAR 2002	SHEET NO. 6	TOTAL 16
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**STRIPING LEGEND**

4\"/>

**LAYOUT POINT DATA**

PT. NO.	NORTHING	EASTING	REMARKS
1	501,203.25	498,082.62	PT, CURB & GUTTER, R=18', L=28.12'
2	501,178.16	498,086.22	PC, CURB & GUTTER
3	501,161.77	498,074.04	PT, CURB & GUTTER, R=50', L=33.24'
4	501,122.02	498,048.30	FOGLINE PT
5	501,141.03	498,133.94	FOGLINE PC
6	501,130.04	498,189.25	FOGLINE PT
7	501,186.45	498,114.80	FOGLINE END TANGENT
8	501,151.03	498,088.49	FOGLINE PT
9	501,100.40	498,012.74	PAVING MATCHLINE-SHELL SIMMONS DR
10	501,234.12	498,041.80	END CURB & GUTTER
11	501,188.89	498,071.77	CURVE RADIUS POINT
12	501,191.59	498,033.90	CURVE RADIUS POINT
13	501,072.69	498,149.11	CURVE RADIUS POINT, R=70'

- NOTES:**
- ALL CURB DATA IS TOP BACK CURB.
  - PROFILE GRADE SHALL MATCH EXISTING GRADES.
  - MATCH EXISTING PAVEMENT AND SEAM.
  - SEE STANDARD DRAWING D-22.00.

**"0" LINE CURVE DATA**

DELTA = 36°46'54"  
 R = 600'  
 L = 385.18'  
 T = 199.49'  
 e = 4%  
 BST 26+88  
 BFS 28+74  
 EFS 32+59  
 EST 34+45

**HORIZONTAL CONTROL**

THE BASIS OF BEARING FOR THIS PROJECT IS THE JUNEAU GRID 2000 BEARING OF S 62°06'09"E FROM THE 2" ALUMINUM CONTROL MONUMENT #227 TO THE 2" ALUMINUM CONTROL MONUMENT #264.

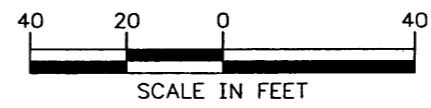
POINT 227 NORTH: 501184.5499 EAST: 498011.9933  
 POINT 264 NORTH: 500787.1914 EAST: 498762.5543

**VERTICAL CONTROL**

THE BASIS OF VERTICAL CONTROL IS THE CENTERLINE WELL MONUMENT #500 WITH AN ACCEPTED ELEVATION OF 26.59' ABOVE MLLW.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE *Tracy W. Moore* Date 2/3/05



DO NOT SCALE FROM THIS DRAWING, USE DIMENSIONS

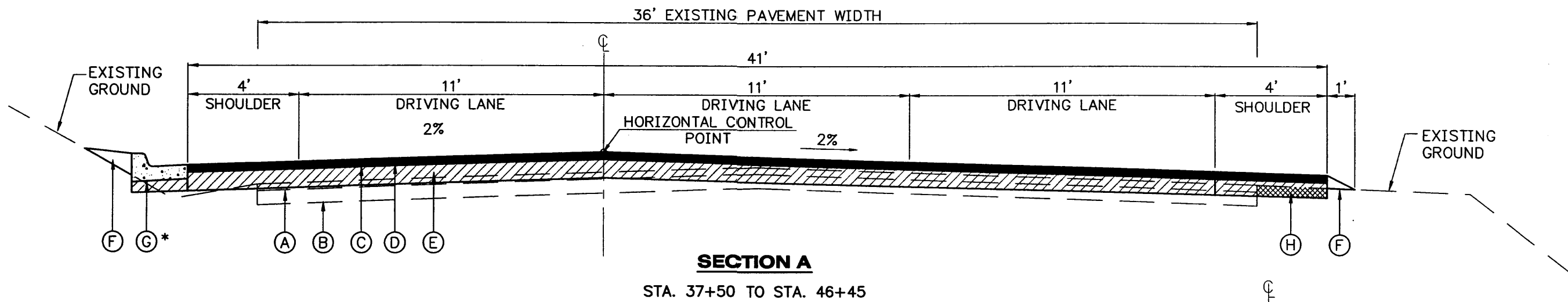
DESIGNED BY: D. BLACKBURN

CHECKED BY: T. MOORE  
 DRAWN BY: D.B./R.S.

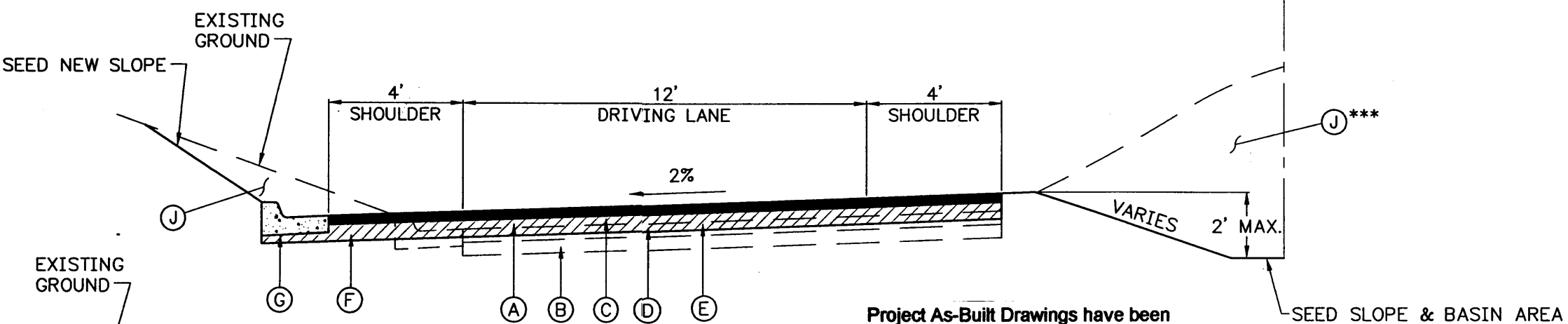
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
 STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
 SOUTHEAST REGION  
 NON-NHS HIGHWAY SYSTEM  
 REFURBISHMENT

**YANDUKIN DRIVE INTERSECTION REALIGNMENT PLAN**

PATH: Q:\SEA\NON-NHS\YandukinPlan.dwg PROJECT DESIGNATION YEAR SHEET TOTAL  
 PLOT: PSPACE 1=1(F) OR MSPACE 1=?(F) NH-0962(3)-68418 2002 7 16

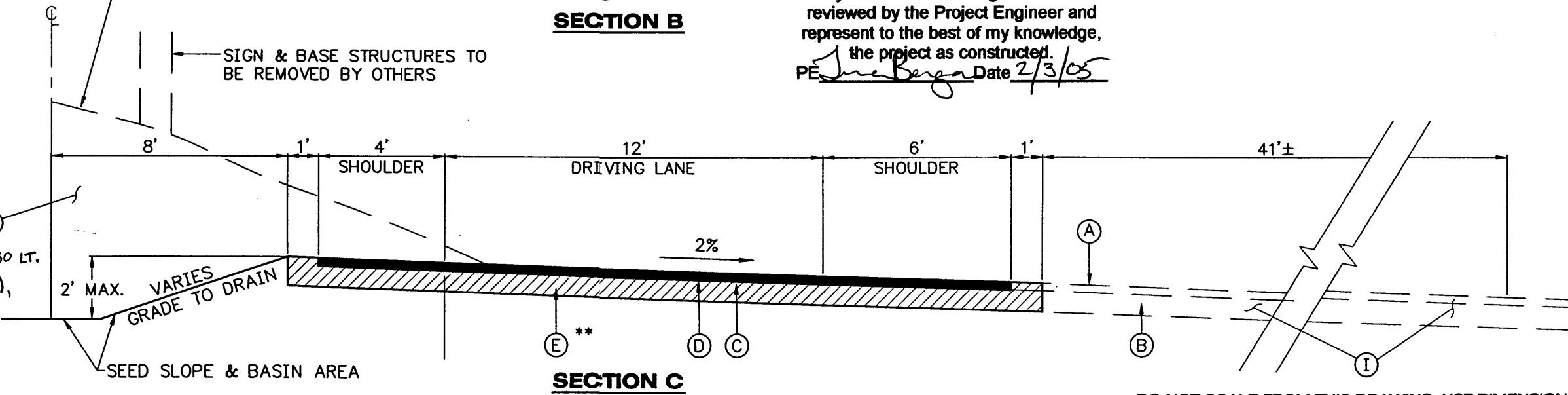


**SECTION A**  
STA. 37+50 TO STA. 46+45



**SECTION B**

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE *June Beyer* Date 2/3/05



**SECTION C**

DO NOT SCALE FROM THIS DRAWING, USE DIMENSIONS

- NOTES:**
1. SUPERELEVATION ROTATED ABOUT HORIZONTAL CONTROL POINT.
  2. CENTERLINE STATIONING IS HORIZONTAL CONTROL.
  3. See below
- \* NO CURB & GUTTER FROM "0" STA. 38+13.66 TO "0" STA. 46+30.
- \*\* CRUSHED ASPHALT BASE COURSE IMPORTED FROM ELSEWHERE ON THE PROJECT. NO EXTRA PAYMENT SHALL BE MADE FOR HAULING, PLACING AND COMPACTING THE CRUSHED ASPHALT BASE COURSE.
- \*\*\* EXISTING ISLAND AREA REMAINING AFTER NEW CONSTRUCTION SHALL BE GRADED TO DRAIN TO EXISTING INLET TO BE RECONSTRUCTED (S-1). ALL EXCAVATION AND GRADING REQUIRED SHALL BE CONSIDERED INCIDENTAL TO ITEM 203(9) OBLITERATION OF ROADWAY.

3. Section A. EXCAVATION, GRADING, TOPSOILING & SEEDING FROM "0" STATION 38+13 TO "0" STATION 46+30 LT. IS CONSIDERED INCIDENTAL TO ITEM 203(12), SHOULDER RECONDITIONING.

**TYPICAL KEY**

- (A) EXISTING 3 ±" ASPHALT CONCRETE PAVEMENT
- (B) EXISTING 6" CRUSHED AGGREGATE BASE COURSE
- (C) 3" ASPHALT CONCRETE PAVEMENT
- (D) STE-1 ASPHALT FOR TACK COAT
- (E) 6" CRUSHED ASPHALT BASE COURSE \*\*
- (F) CRUSHED ASPHALT BASE COURSE \*\*
- (G) STANDARD CURB AND GUTTER
- (H) SHOULDER EXCAVATION
- (I) ROADWAY OBLITERATION
- (J) UNCLASSIFIED EXCAVATION

**LEGEND**

	6" CRUSHED ASPHALT BASE COURSE (3" GROUND ASPHALT & 3" CRUSHED AGGREGATE BASE COURSE)
--	---

**NOTE**

CRUSHED ASPHALT BASE COURSE CONSISTS OF GRINDING AND MIXING 3" EXISTING ASPHALT WITH 3" EXISTING CRUSHED AGGREGATE BASE AND ADDING PORTLAND CEMENT (6.9 LBS/SY) AND CSS-1 EMULSION (2.5 GAL/SY).

CRUSHED ASPHALT BASE COURSE SHALL BE SPREAD FULL WIDTH AS SHOWN ABOVE.

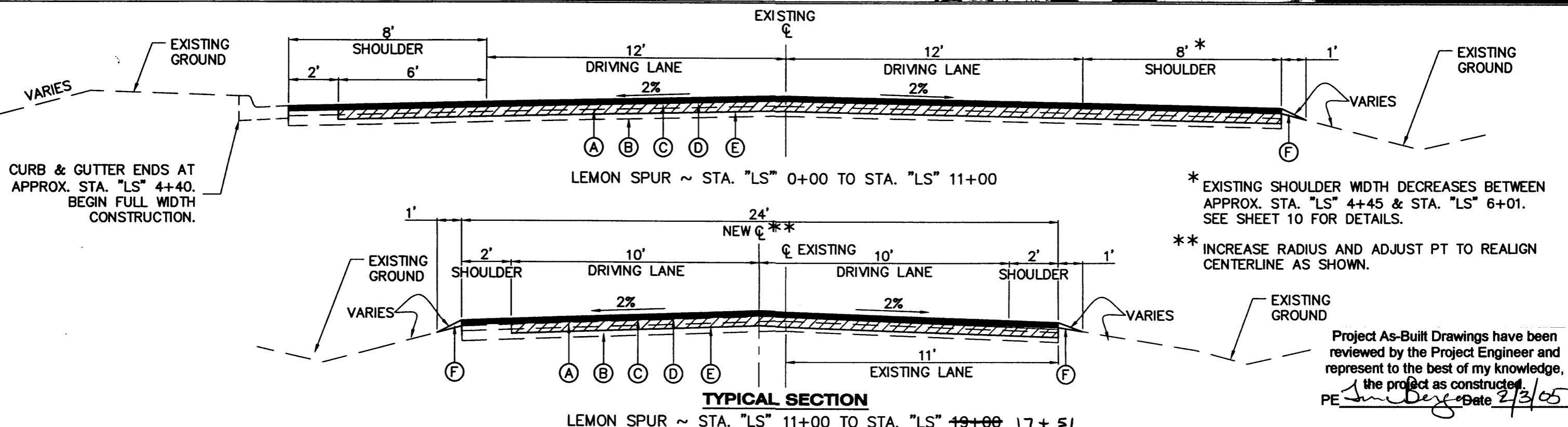
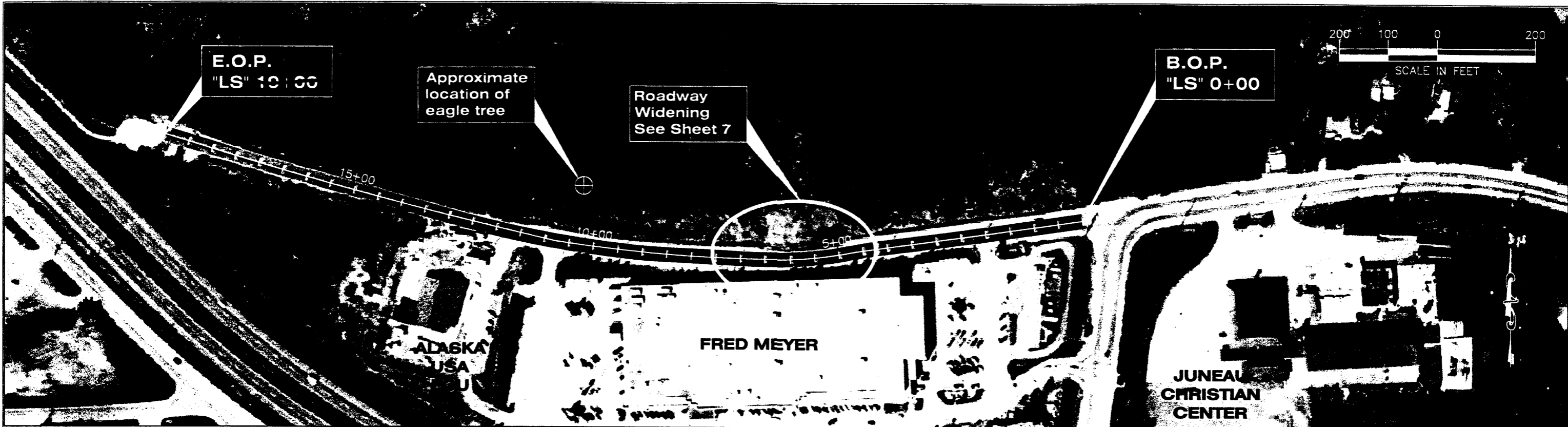
DESIGNED BY: D. BLACKBURN

CHECKED BY: T. MOORE  
DRAWN BY: K.K./M.S./R.S.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
SOUTHEAST REGION  
NHS HIGHWAY SYSTEM  
REFURBISHMENT  
**JUNEAU  
YANDUKIN DRIVE  
SECTIONS**

PROJECT DESIGNATION NH-0962(3) 68418	YEAR 2002	SHEET NO. 8	TOTAL SHEETS 16
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PATHQ:\SEA\NON-NHS\YandukinPlan.dwg  
PLOT: PSPACE 1=1(F) OR MSPACE 1=?(F)



\* EXISTING SHOULDER WIDTH DECREASES BETWEEN APPROX. STA. "LS" 4+45 & STA. "LS" 6+01. SEE SHEET 10 FOR DETAILS.

\*\* INCREASE RADIUS AND ADJUST PT TO REALIGN CENTERLINE AS SHOWN.

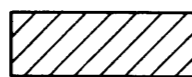
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE *Jim Bergeron* Date *2/3/05*

**TYPICAL KEY**

- (A) EXISTING 2" ± ASPHALT PAVEMENT
- (B) EXISTING CRUSHED AGGREGATE BASE COURSE
- (C) 2" ASPHALT CONCRETE PAVEMENT
- (D) STE-1 ASPHALT FOR TACK COAT
- (E) 4" CRUSHED ASPHALT BASE COURSE
- (F) CRUSHED ASPHALT BASE COURSE

**TYPICAL LEGEND**



4" CRUSHED ASPHALT BASE COURSE, CONSISTS OF GRINDING AND MIXING 2" ± EXISTING ASPHALT WITH 2" ± EXISTING CRUSHED AGGREGATE BASE AND ADDING PORTLAND CEMENT (4.5 LBS/SY) AND CSS-1 EMULSION (1.7 GAL/SY). A 2" HOT ASPHALT PAVEMENT OVERLAY WILL BE PLACED OVER THE 4" CABG.

DESIGNED BY: M. COFFEY

CHECKED BY: T. MOORE  
 DRAWN BY: M.S./R.S.

PATH: Q:\SEA\NON-NHS\Non-Areas.dwg  
 PLOT: PSPACE 1=(F) OR MSPAGE 1=(F)

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
 SOUTHEAST REGION  
 NON-NHS HIGHWAY SYSTEM  
 REFURBISHMENT

**JUNEAU  
 LEMON SPUR**

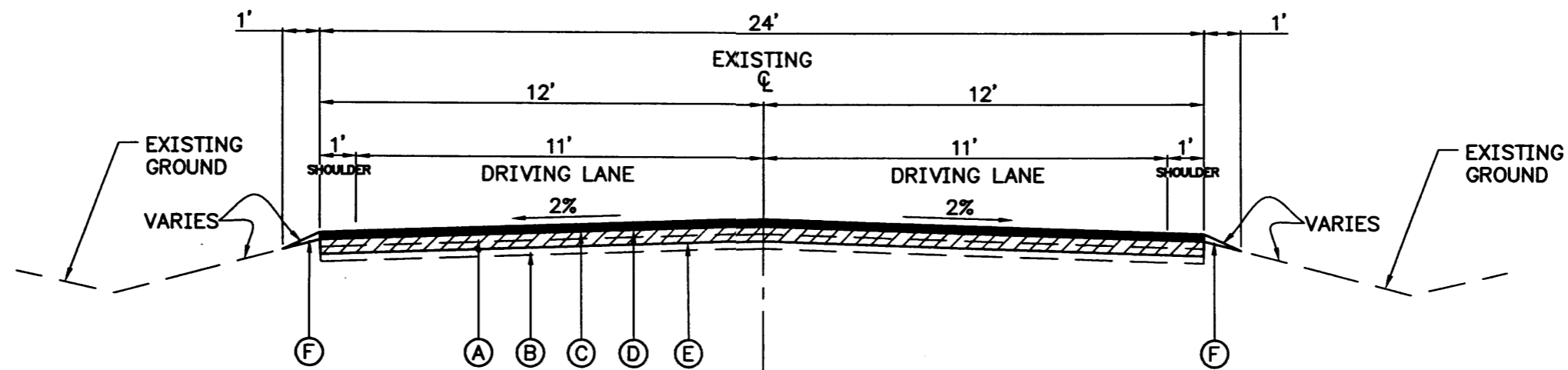
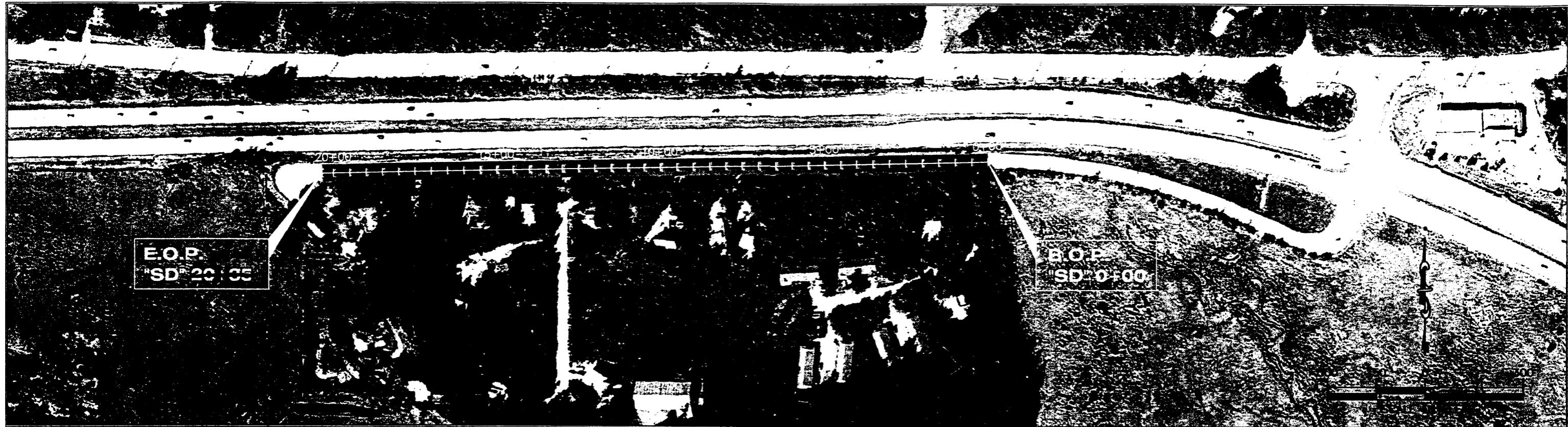
PROJECT DESIGNATION: MGS-0008(410)  
 68416

YEAR: 2002

SHEET NO.: 9

TOTAL SHEETS: 16





**TYPICAL SECTION**

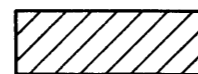
SUNNY DRIVE ~ STA. "SD" 0+00 TO STA. "SD" 20+35 15+55

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE *Jim Berger* Date 7/3/05

**TYPICAL KEY**

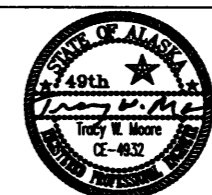
- (A) EXISTING 2" ± ASPHALT PAVEMENT
- (B) EXISTING CRUSHED AGGREGATE BASE COURSE
- (C) 2" ASPHALT CONCRETE PAVEMENT
- (D) STE-1 ASPHALT FOR TACK COAT
- (E) 4" CRUSHED ASPHALT BASE COURSE
- (F) CRUSHED ASPHALT BASE COURSE

**TYPICAL LEGEND**



4" CRUSHED ASPHALT BASE COURSE, CONSISTS OF GRINDING AND MIXING 2" ± EXISTING ASPHALT WITH 2" ± EXISTING CRUSHED AGGREGATE BASE AND ADDING PORTLAND CEMENT (4.5 LBS/SY) AND CSS-1 EMULSION (1.7 GAL/SY). A 2" HOT ASPHALT PAVEMENT OVERLAY WILL BE PLACED OVER THE 4" CAB.

DESIGNED BY: M. COFFEY



CHECKED BY: T. MOORE  
 DRAWN BY: M.S./R.S.

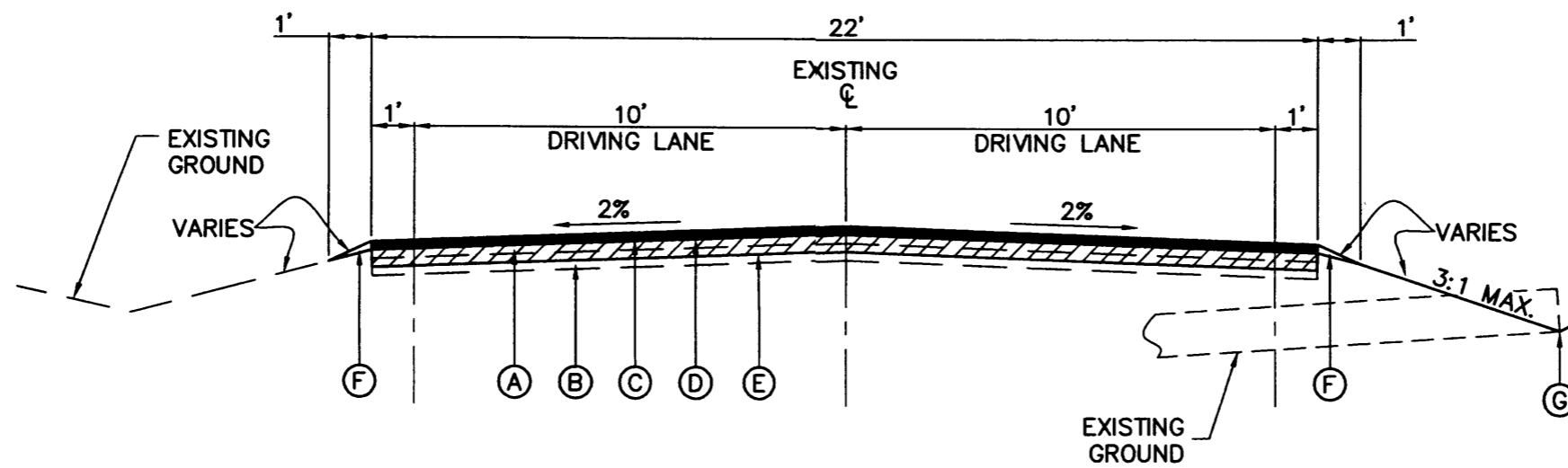
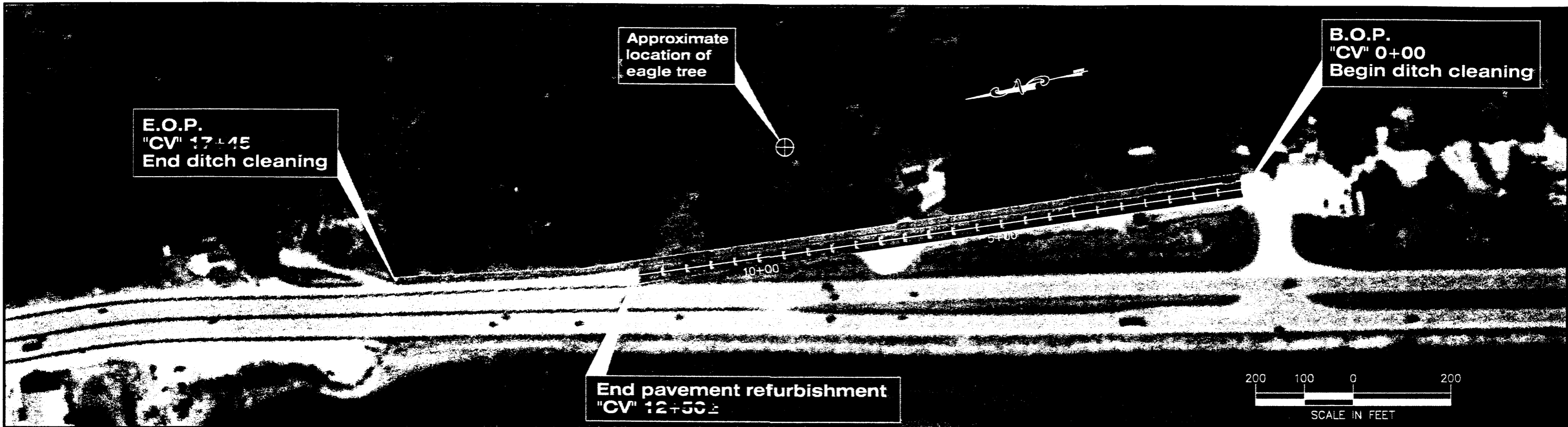
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
 SOUTHEAST REGION  
 NON-NHS HIGHWAY SYSTEM  
 REFURBISHMENT

**JUNEAU  
 SUNNY DRIVE**

PATH: Q:\SEA\NON-NHS\Non-Areas.dwg  
 PLOT: PSPACE 1=1(F) OR MSPACE 1=1(F)

PROJECT DESIGNATION  
 NH-0962(3)  
 68418

YEAR	SHEET NO.	TOTAL
2002	11	16



**TYPICAL SECTION**

CHANNEL VISTA DRIVE ~ STA "CV" 0+00 TO STA "CV" 12+50± 10+12

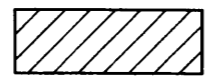
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE *Tracy W. Moore* Date 2/3/05

**NOTE:**  
 SLOPE DITCHLINE AT A CONSTANT GRADE BETWEEN CULVERT AND HIGHPOINTS.

**TYPICAL KEY**

- (A) EXISTING 2" ± ASPHALT PAVEMENT
- (B) EXISTING CRUSHED AGGREGATE BASE COURSE
- (C) 2" ASPHALT CONCRETE PAVEMENT
- (D) STE-1 ASPHALT FOR TACK COAT
- (E) 4" CRUSHED ASPHALT BASE COURSE
- (F) CRUSHED AGGREGATE BASE COURSE
- (G) CLEAN DITCH AND GRADE TO DRAIN

**TYPICAL LEGEND**



4" CRUSHED ASPHALT BASE COURSE, CONSISTS OF GRINDING AND MIXING 2"± EXISTING ASPHALT WITH 2"± EXISTING CRUSHED AGGREGATE BASE AND ADDING PORTLAND CEMENT (4.5 LBS/SY) AND CSS-1 EMULSION (1.7 GAL/SY). A 2" HOT ASPHALT PAVEMENT OVERLAY WILL BE PLACED OVER THE 4" CABG.

DESIGNED BY: M. COFFEY



CHECKED BY: T. MOORE  
 DRAWN BY: M.S./R.S.

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
 STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
 SOUTHEAST REGION  
 NON-NHS HIGHWAY SYSTEM  
 REFURBISHMENT

**JUNEAU  
 CHANNEL VISTA DRIVE**

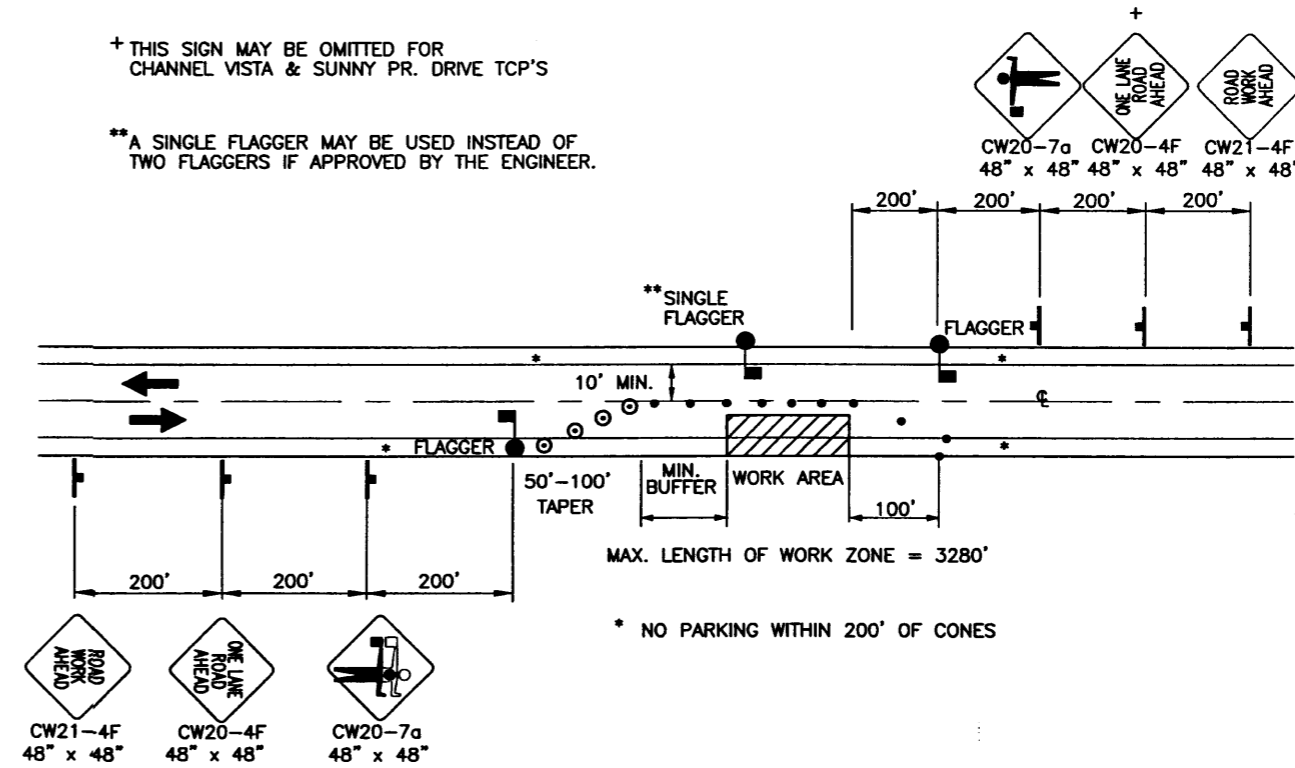
PATH: Q:\SEA\NON-NHS\Non-Areas.dwg	PROJECT DESIGNATION NH-0962(3) 68418	YEAR 2002	SHEET NO. 12	TOTAL SHEETS 16
PLOT: PSPACE 1=1(F) OR MSPACE 1=?(F)				

**TRAFFIC CONTROL NOTES**

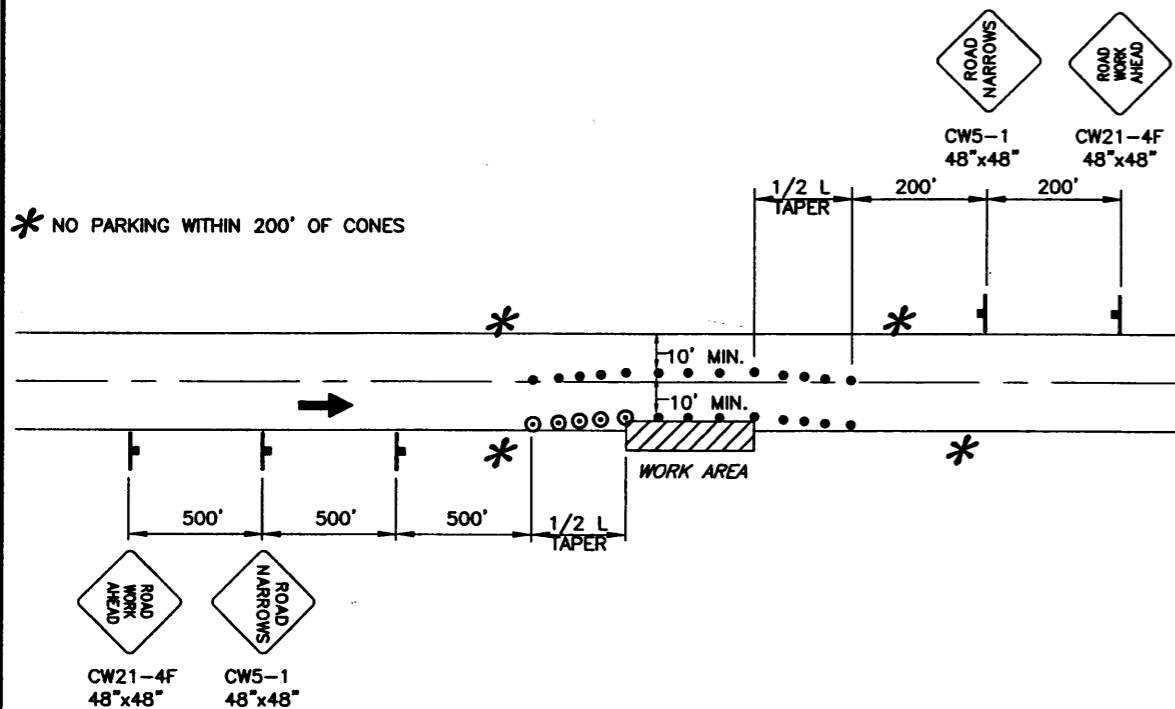
- IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME BUT NOT ALL OF THE TRAFFIC CONTROL CONFIGURATIONS THAT WILL BE REQUIRED BY THIS PROJECT. TRAFFIC CONTROL PLANS FOR CONFIGURATIONS NOT COVERED BY THIS TCP SHALL BE DEVELOPED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO USE.
- A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS.
- TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
- TRAFFIC LANES SHALL BE A MINIMUM OF 10 FEET WIDE.
- CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
- CHANNELIZATION DEVICES WILL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL IF USED AT NIGHT.
- THE CONTRACTOR WILL ATTEMPT TO RESTORE ACCESS TO BUSINESSES AS SOON AS POSSIBLE AND NO LATER THAN THE END OF THAT DAYS WORK SHIFT.
- THE CONTRACTOR SHALL GIVE 24 HOURS ADVANCE NOTICE BEFORE WORKING ON DRIVEWAYS. THE CONTRACTOR SHALL GIVE ADJACENT PROPERTY OWNERS 48 HRS ADVANCED NOTICE OF ANY ROAD CLOSURES.
- 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.
- FLAGGERS SHALL BE IN RADIO CONTACT WITH ONE ANOTHER.
- THE CONTRACTOR SHALL PATCH ALL BASE RECONSTRUCTION AREAS WITH CRUSHED ASPHALT IMMEDIATELY AFTER FINISHING WORK IN THESE AREAS. THE CRUSHED ASPHALT IN THESE AREAS SHALL BE MAINTAINED UNTIL THE PAVEMENT IS RECYCLED AND MIXED WITH EMULSION.
- WHEREVER A BUSINESS OR A GROUP OF BUSINESSES HAVE MULTIPLE APPROACHES, ONE APPROACH WILL BE LEFT OPEN UNTIL WORK IS COMPLETED.
- ACCESS TO HOMES AND BUSINESSES WILL BE KEPT OPEN AT ALL TIMES. WORK ON ACCESS TO ANY HOME OR BUSINESS THAT HAS ONLY ONE ACCESS, WILL BE DONE WITH HALF WIDTH CONSTRUCTION, AND BE CONTROLLED BY A FLAGGER.
- THE CONTRACTOR SHALL DELINEATE PEDESTRIAN ACCESS WITH TRAFFIC CONES AS REQUIRED DURING CONSTRUCTION ACTIVITIES. CONE SPACING SHALL BE 10' MAXIMUM.
- PERMANENT TRAFFIC CONSTRUCTION SIGNS MAY BE OMITTED IF THE ROADWAY IS COMPLETED IN 14 DAYS OR LESS.

+ THIS SIGN MAY BE OMITTED FOR CHANNEL VISTA & SUNNY PR. DRIVE TCP'S

\*\* A SINGLE FLAGGER MAY BE USED INSTEAD OF TWO FLAGGERS IF APPROVED BY THE ENGINEER.



**SINGLE LANE CLOSURE  
TWO LANE ROAD**



**ROADWAY ENCROACHMENT**

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

**LEGEND**

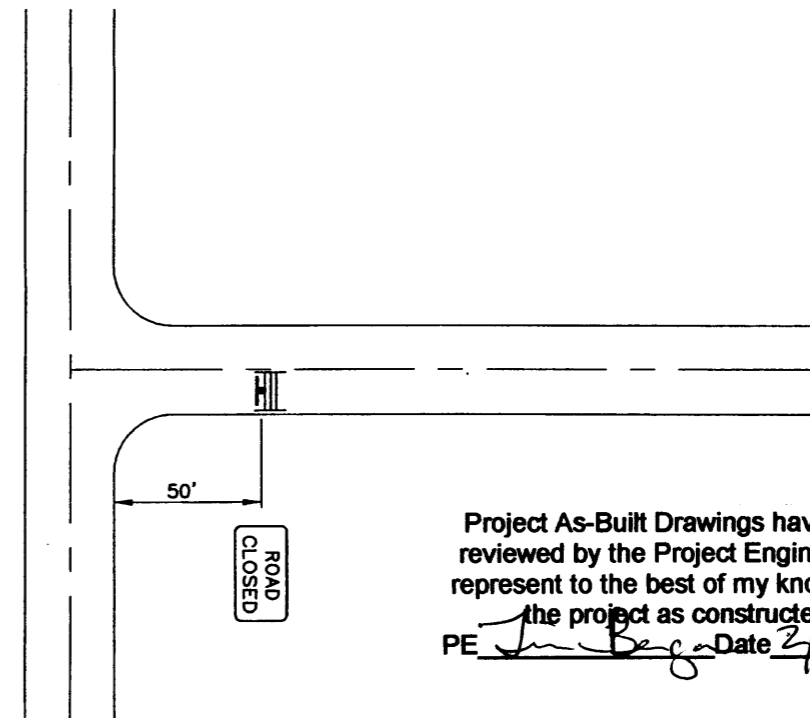
- ..... SIGN
- ..... CONE
- ⊙ ..... DRUM
- ||| ..... TYPE III BARRICADE
- ..... FLAGGING STATION

**WHERE**

- L = LENGTH OF TAPER
- W = WIDTH OF OFFSET
- T = TAPER RATE
- $L = W \times T$

**TCP TABLE SETUP**

SPEED (MILES PER HOUR)	BUFFER/LENGTH (FT)	CONE/DRUM SPACING (FT)	TAPER FACTOR (1)
20	35	20	7:1
25	55	25	10:1
30	85	30	15:1
35	120	35	20:1
40	170	40	27:1
45	220	45	45:1
50	280	50	50:1
55	335	55	55:1
60	415	60	60:1
65	485	65	65:1



**ROAD CLOSURE**

CHANNEL VISTA & SUNNY PT. DRIVE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE *Jim Began* Date *2/3/05*

PATH: C:\SEA\NON-NHS\Non-Areas.dwg  
Wed, 19/Jun/02 01:57PM Rhonda  
PLOT: PSPACE 1=1(F) OR MSPACE 1=1(F)  
TAB: TCP1

ADDENDUM NUMBER
ATTACHMENT NUMBER
RECORD OF REVISIONS
No. DATE DESCRIPTION

JNU-YANDUKIN DRIVE REFURBISHMENT & SEA REGION NON-NHS HIGHWAY SYSTEM REFURBISHMENT

**Traffic Control Plan**

DESIGNED BY: M. COFFEY



CHECKED BY: T. MOORE

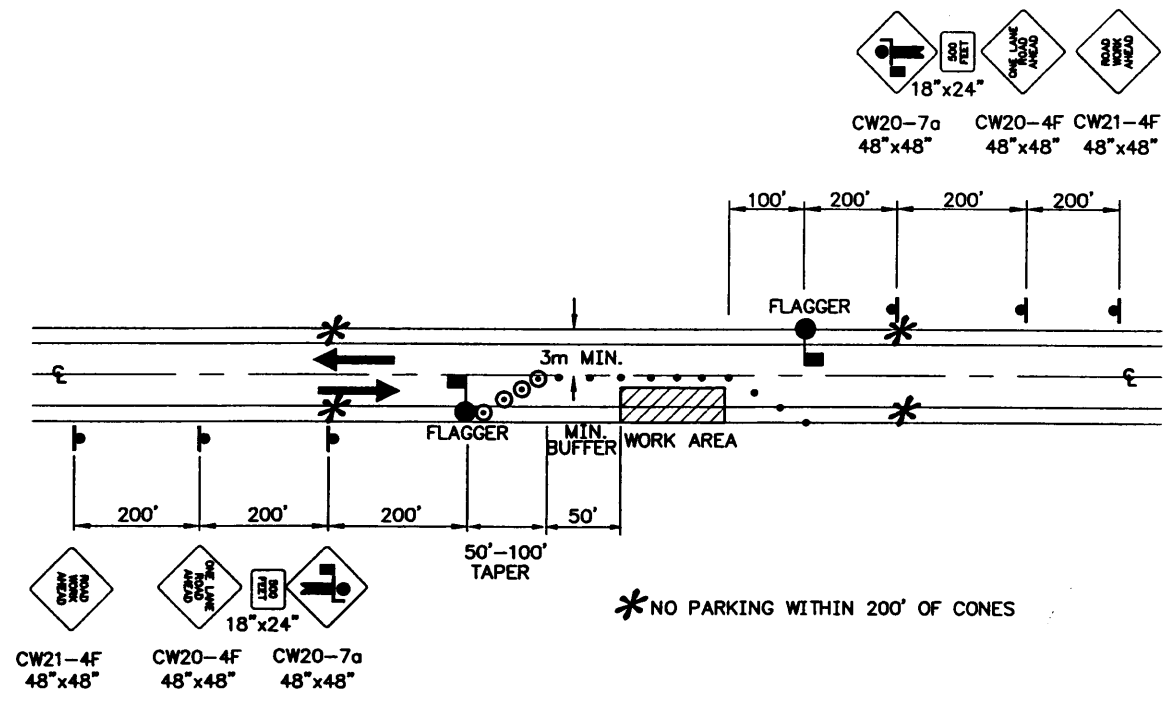
DRAWN BY: R.S.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
SOUTHEAST REGION  
NON-NHS HIGHWAY SYSTEM REFURBISHMENT

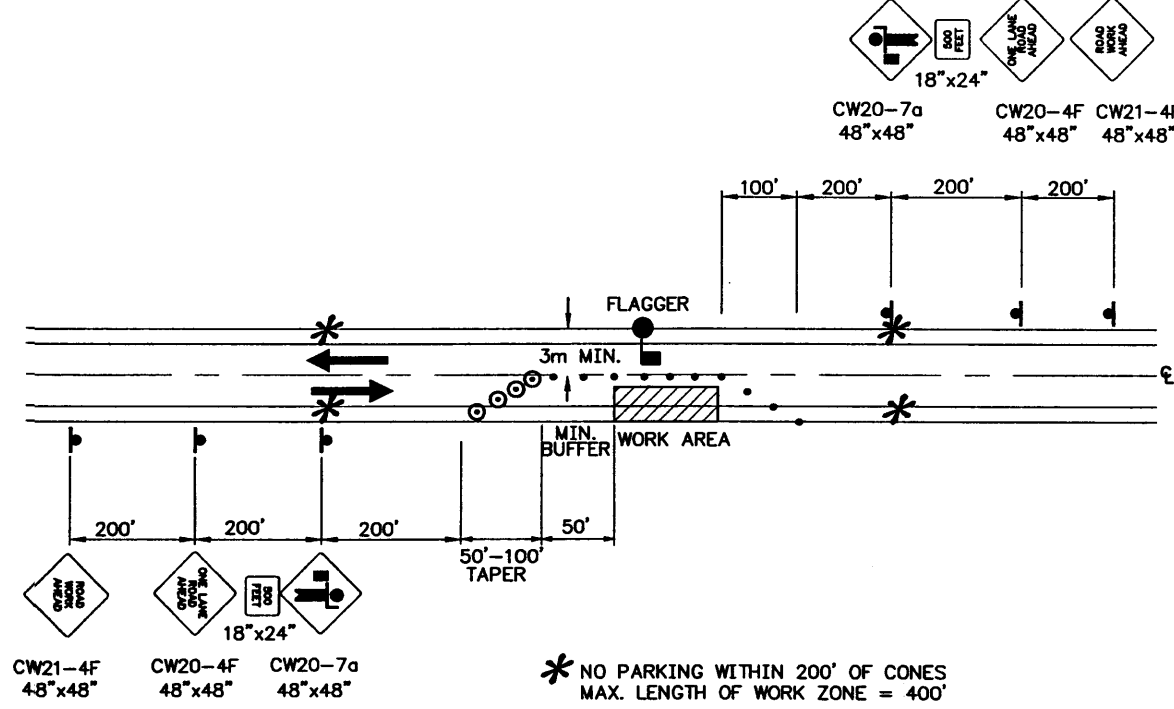
**Traffic Control Plan**

PROJECT DESIGNATION NUMBER  
NH-0962(3)-68418  
MGS-0003(410)-68416

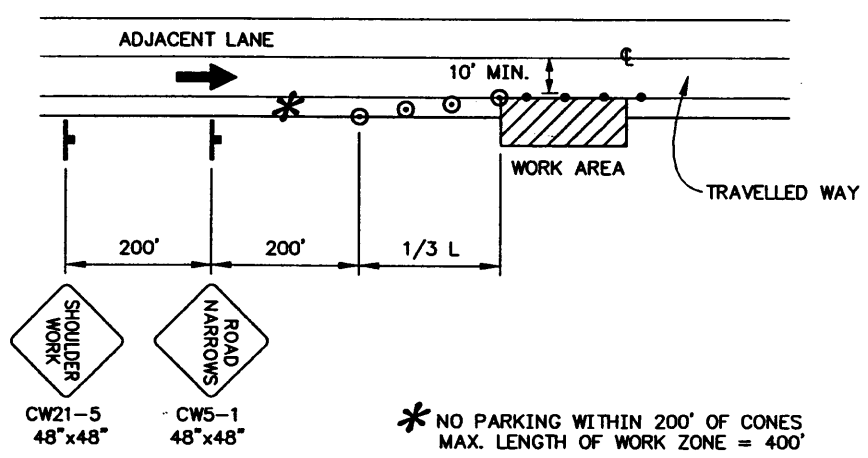
STATE	5	YEAR
ALASKA	2002	
SHEET NUMBER	13	TOTAL SHEETS
		16



**TWO LANE ROAD - SINGLE LANE CLOSURE  
 DOUBLE FLAGGER**



**TWO LANE ROAD - SINGLE LANE CLOSURE  
 SINGLE FLAGGER**



**SHOULDER WORK**

**LEGEND**

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

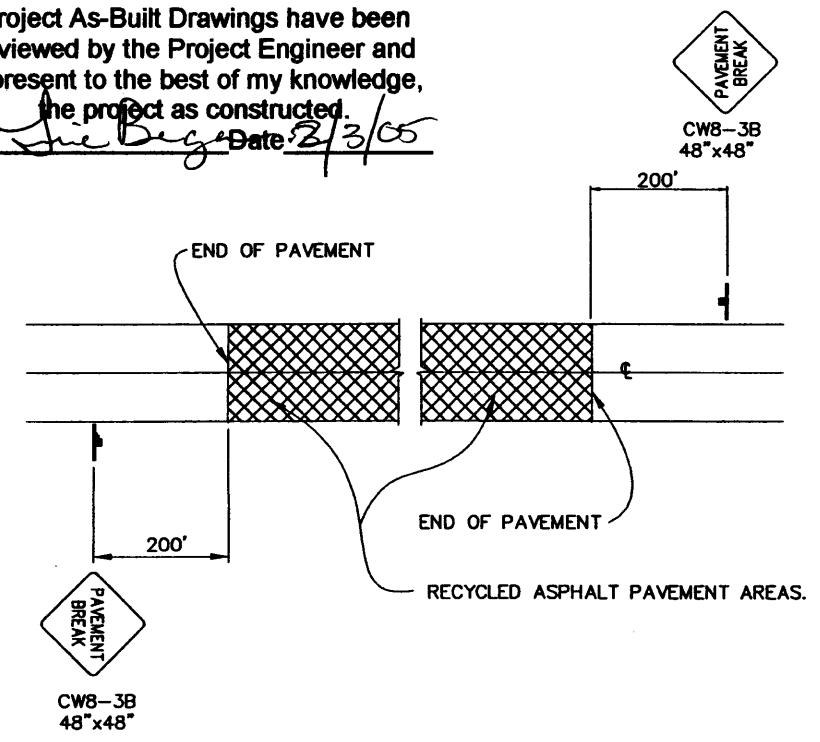
WHERE

L = LENGTH OF TAPER  
 W = WIDTH OF OFFSET  
 T = TAPER RATE  
 L = W x T

**TCP TABLE SETUP**

SPEED (MILES PER HOUR)	BUFFER/LENGTH (FT)	CONE/DRUM SPACING (FT)	TAPER FACTOR (T)
20	35	20	7:1
25	55	25	10:1
30	85	30	15:1
35	120	35	20:1
40	170	40	27:1
45	220	45	45:1
50	280	50	50:1
55	335	55	55:1
60	415	60	60:1
65	485	65	65:1

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE *Tracy W. Moore* Date *2/3/05*



**SIGNING FOR SPECIAL AREAS**

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

JNU-YANDUKIN DRIVE REFRUBISHMENT &  
 SEA REGION NON-NHS  
 HIGHWAY SYSTEM REFRUBISHMENT

**Traffic Control Plan**

DESIGNED BY: M. COFFEY



CHECKED BY: T. MOORE  
 DRAWN BY: R.S.

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
 STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
 SOUTHEAST REGION  
 NON-NHS HIGHWAY SYSTEM REFRUBISHMENT

**Traffic Control Plan**

PROJECT DESIGNATION NUMBER  
 NH-0962(3)-68418  
 MGS-0003(410)-68416

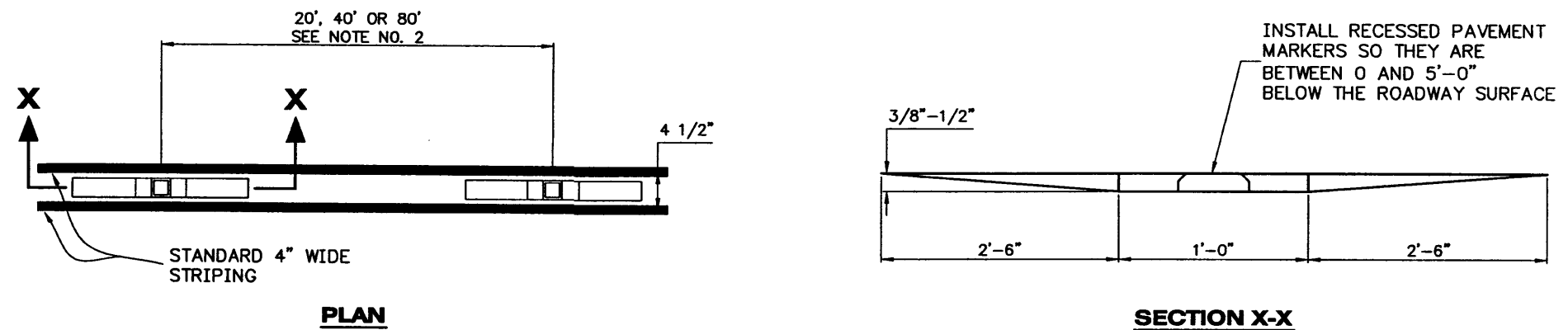
STATE	YEAR
ALASKA	2002
SHEET NUMBER	TOTAL SHEETS
14	16

**R.P.M. SUMMARY TABLE**

"YD" BEG. STA.	"YD" END STA.	SPACING		QUANTITY	
		80	40	YELLOW/YELLOW	RED/WHITE
2+66	3+74	X		2	
3+74	16+89		X	32	
16+89	28+52	X		14	
28+52	32+11		X	9	
32+11	34+40	X		2	
34+40	37+40		X	15	
37+40	41+40	X		5	
41+40	46+70		X	13	
37+65	46+40		X		<del>22</del> 24
TOTAL				<del>92</del>	<del>22</del> 24

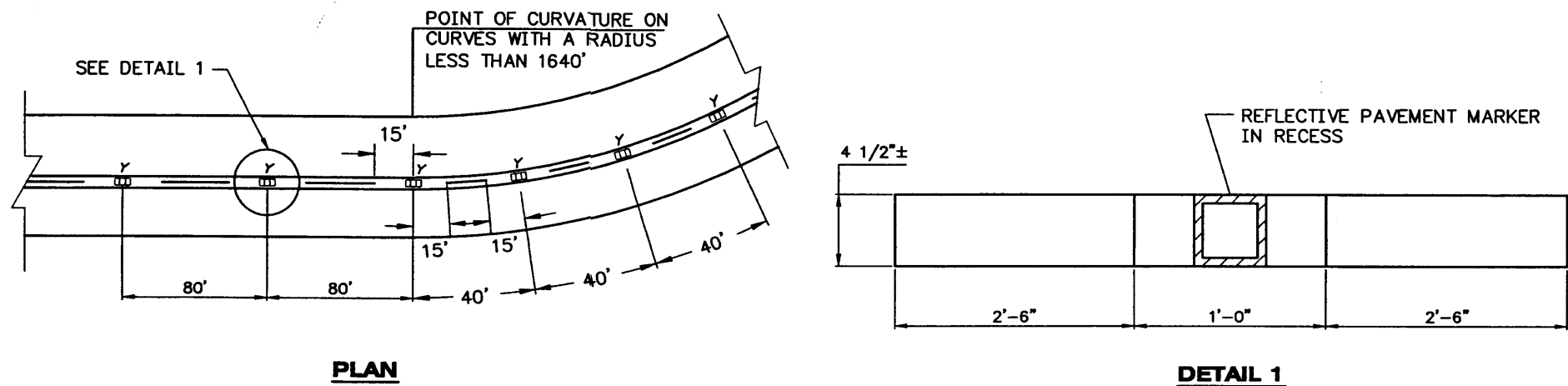
**NOTES:**

1. INSTALL REFLECTIVE PAVEMENT MARKERS ALONG ENTIRE PROJECT. RPM'S SHALL NOT BE PLACED IN INTERSECTIONS WITH PUBLIC ROADWAYS.
2. RPM SPACING SHALL START OVER AT INTERSECTION BOUNDARY.
3. ONLY PUBLIC ROADWAYS WILL BE MARKED AS INTERSECTION APPROACHES.
4. REFLECTIVE PAVEMENT MARKERS SHALL HAVE DUAL YELLOW REFLECTIVE SURFACES FOR TWO-LANE ROADWAY AREAS.
5. RPM'S SHALL BE SPACED AT 80' ON TANGENT SECTIONS AND ON CURVES WITH A RADIUS GREATER THAN 1640', ON CURVES WITH A RADIUS OF 500m OR LESS, THE RPM'S SHALL BE SPACED AT 40'. TURN BAYS REQUIRE SPECIAL SPACING. SEE DETAILS.



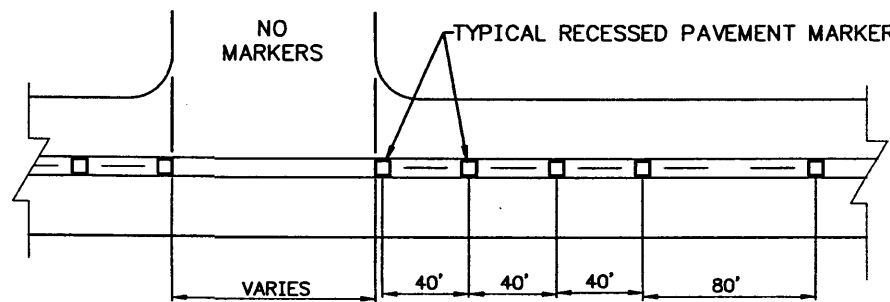
**INSTALLATION DETAILS**

N.T.S.



**TWO LANE, TWO WAY**

N.T.S.



**INTERSECTION APPROACHES**

N.T.S.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE *Tracy W. Moore* Date 2/3/05

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\SEA\NON-NHS\Non-Areas.dwg  
Wed, 19/Jun/02 01:56PM Rhonda  
PLOT: PSPACE 1=1(F) OR MSPACE 1=1(F)  
TAB: TCP2

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

JNU-YANDUKIN DRIVE REFURBISHMENT & SEA REGION NON-NHS HIGHWAY SYSTEM REFURBISHMENT

**Recessed Pavement Marker Details**

DESIGNED BY: M. COFFEY



CHECKED BY: T. MOORE

DRAWN BY: R.S.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION

SOUTHEAST REGION  
NON-NHS HIGHWAY SYSTEM  
REFURBISHMENT

**Recessed Pavement Marker Details**

PROJECT DESIGNATION NUMBER  
NH-0962(3)-68418  
MGS-0009(410)-68416

STATE	5	YEAR	2002
ALASKA			
SHEET NUMBER	15	TOTAL SHEETS	16

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

JNU-YANDUKIN DRIVE REFURBISHMENT &  
 SEA REGION NON-NHS  
 HIGHWAY SYSTEM REFURBISHMENT

Erosion & Sediment  
 Control Plan

DESIGNED BY: M. COFFEY



CHECKED BY: T. MOORE  
 DRAWN BY: R.S.

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 STATEWIDE DESIGN & ENGINEERING  
 SERVICES DIVISION

SOUTHEAST REGION  
 NON-NHS HIGHWAY SYSTEM  
 REFURBISHMENT  
**Erosion &  
 Sediment  
 Control Plan**

PROJECT DESIGNATION NUMBER

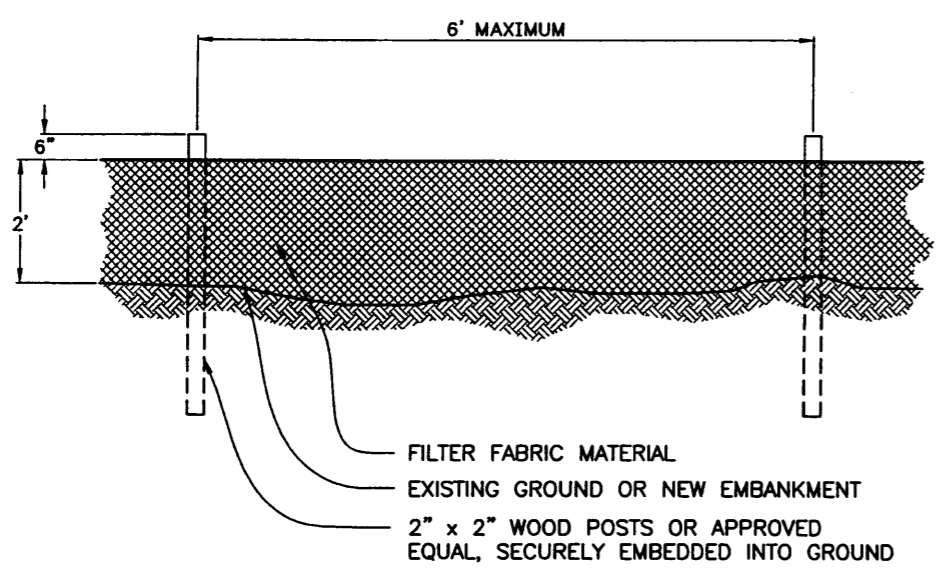
NH-0962(3)-68418  
 MGS-0009(410)-68416

STATE 5 YEAR

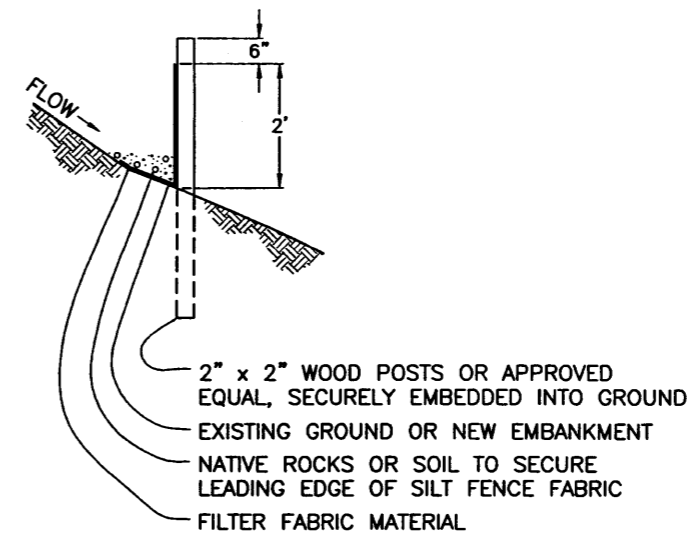
ALASKA 2002

SHEET NUMBER TOTAL SHEETS

16 16



**ELEVATION**



**SECTION**

**SILT FENCE DETAILS**  
 N.T.S.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE *Tracy W. Moore* Date *2/3/05*

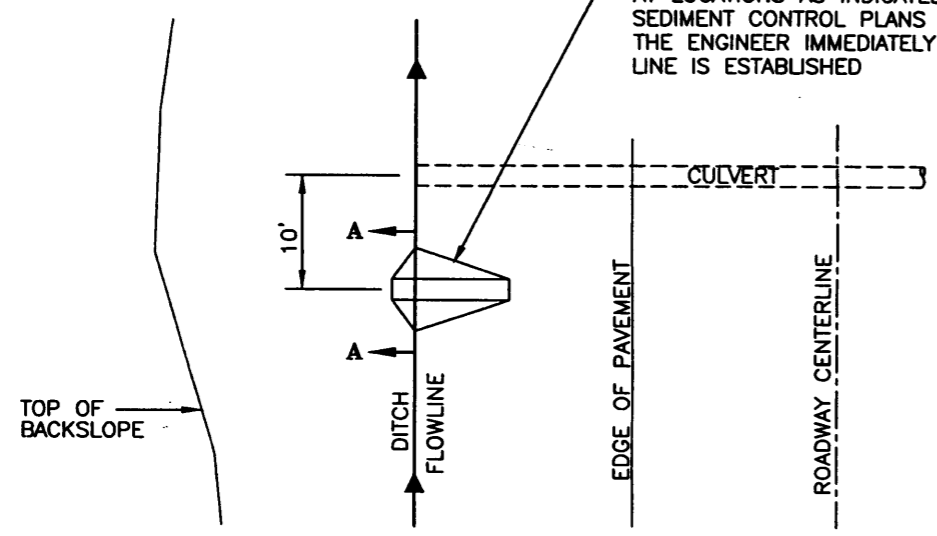
**EROSION & SEDIMENT CONTROL PLAN**  
 CONTRACTOR MUST COMPLY WITH SECTION 641 & APPENDIX E—ENVIRONMENTAL COMMITMENTS.

**YANDUKIN DRIVE**  
 INSTALL SILT FENCE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE STANDARD DRAWINGS FROM STA. 27+00 RT. TO EOP RT.

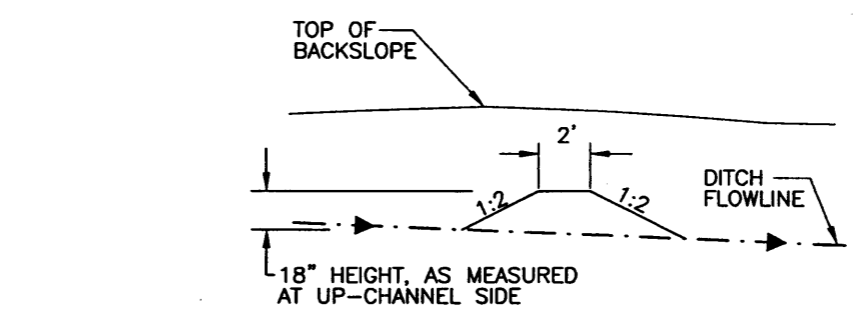
**CHANNEL DRIVE**  
 TEMPORARY ROCK CHECK DAMS WILL BE PLACED IN THE FOLLOWING LOCATIONS PRIOR TO FURTHER DITCH EXCAVATION UPSTREAM.

- NORTH SIDE OF CULVERT AT ~ STA. 11+80
- BOTH SIDES OF CULVERT AT ~ STA. 8+40
- NORTH SIDE OF CULVERT AT ~ STA. 6+70
- BOTH SIDES OF CULVERT AT ~ STA. 5+80

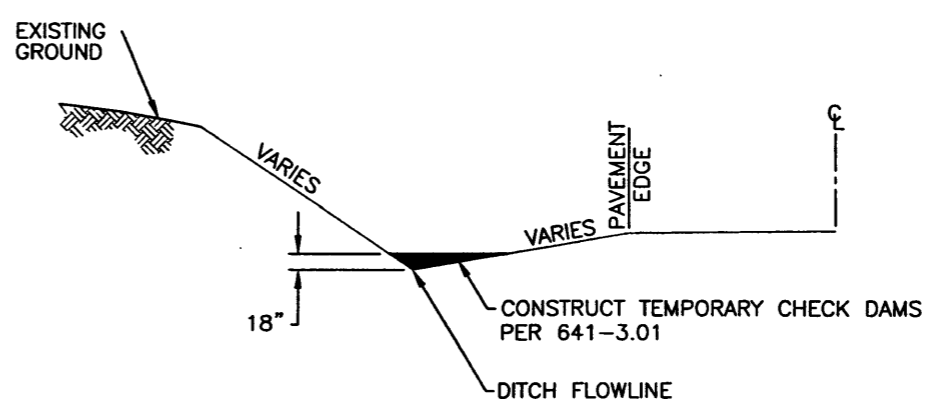
TEMPORARY CHECK DAMS SHALL BE CONSTRUCTED AT LOCATIONS AS INDICATED ON THE EROSION AND SEDIMENT CONTROL PLANS OR AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER THE DITCH FLOW LINE IS ESTABLISHED



**PLAN**



**SECTION A-A**



**ELEVATION**

**TEMPORARY CHECK DAM DETAILS**

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS