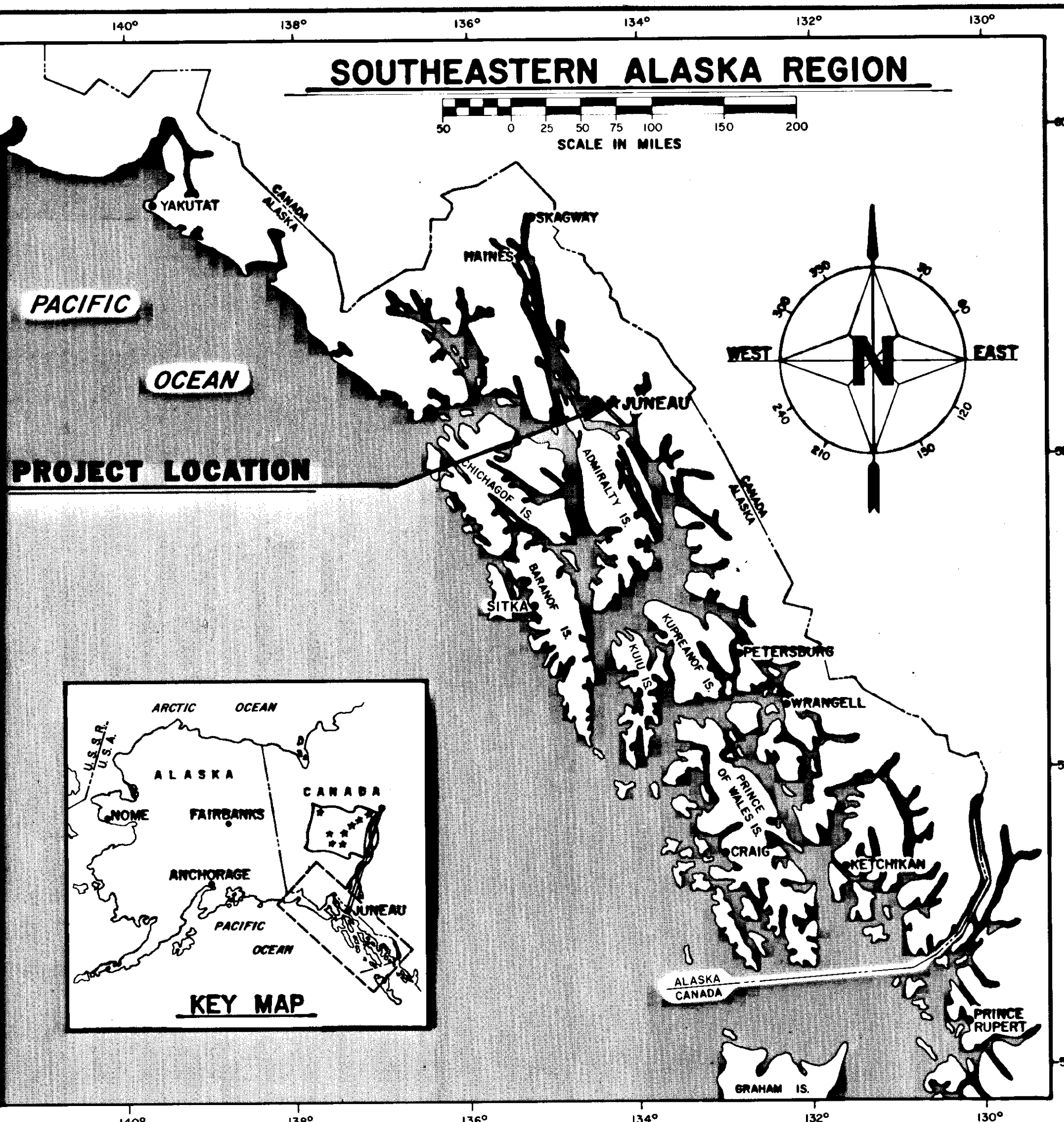




STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEASTERN REGION
DESIGN AND CONSTRUCTION DIVISION



Juneau Glacier Highway Paving & Intersection
F-M-0967(1) 68854

Juneau Riverside / Vintage Intersection
M-0967(3) 69663

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Estimate of Quantities; Basis of Estimate
G1	Sign Schedule and Summary
G2	Miscellaneous Summary Tables
G3-7	Typical Sections & Miscellaneous Details
G8-12	Paving Plans
G13-14	Cul-de-sac Details
G15	Fire Hydrant & Miscellaneous Details
G16-20	Striping and Signing Plans
G21-22	Illumination Plans and Schedule
G23	Signalization Plan
G24	Wiring Diagram
G25	Signal Phase Diagram, Summary & Notes
G26	Signal Interconnect Plan
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V1	Typical Sections and Details
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V7	Signing and Striping Layout
V8	Traffic Control Plan
V9	Signal and Illumination Plan
V10	Signal Summary, Notes and Details
V11	Wiring Diagram

The following Standard Drawings apply to this project :
A-1, C-01.02, C-03.01, C-05.00, D-01.01, D-04.10, D-05.10, D-24.00, D-26.01, E-00.00, G-04.03W, G-14.04W, G-18.01, I-20.01, I-40.00, L-03.01, L-10.01, L-14.00, L-20.01, L-23.00, L-30.01, M-16.00, M-23.10, S-00.00, S-05.00, S-20.00, S-30.01, S-34.00, T-20.00, T-21.01, T-22.01, T-30.00, T-31.00, T-32.00, T-33.01, T-34.00, T-52.01.

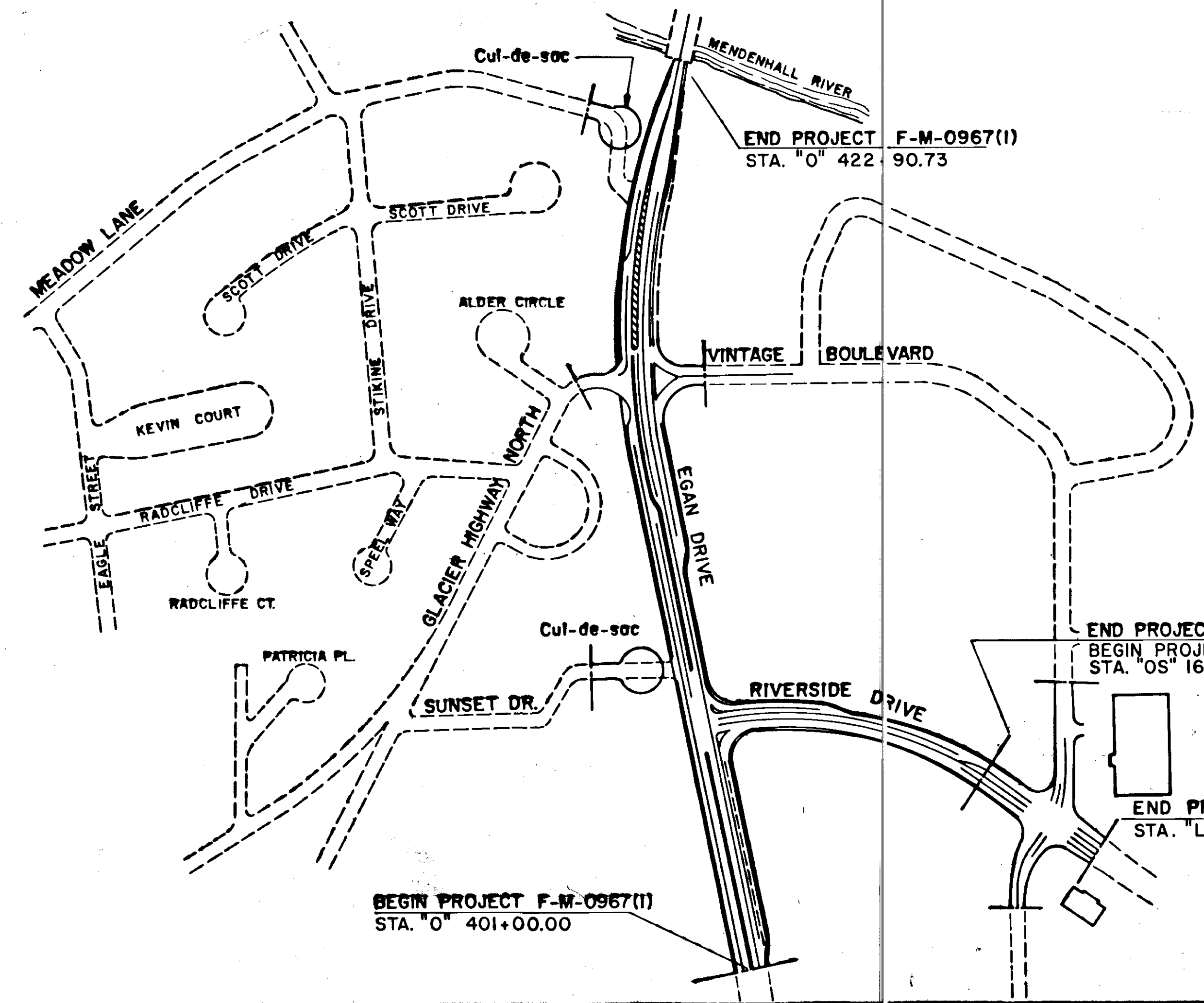
"As-Built" Plans
CONTRACTOR: Fosco, Inc.
PROJ. ENGR.: S. Kreuzenstein
CONSTR. BEGAN: 8-2-1989
CONSTR. END: 8-24-1990

DESIGN DESIGNATION

	F-M-0967(1)	M-0967(3)
A.D.T. (1987)	9,310	7,054
A.D.T. (2008)	10,340	7,830
D.H.V. (12%)	1,240	940
% T.	5%	5%
V.	50 M.P.H.	40 M.P.H.
T.I.	8.5	8.0
E.A.L.	628,156.2	477,412.0

PROJECT SUMMARY

	F-M-0967(1)	M-0967(3)
LENGTH OF PROJECT	0.41 MILES	0.17 MILES
WIDTH OF WIDENING	VARIABLES	VARIABLES



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEASTERN REGION DESIGN SECTION

APPROVED
Steven D. Bradford
S.E. Region Design Chief Date 5-11-89

APPROVED
S. Kreuzenstein
Director, S.E. Region Design & Construction Date 5-11-89

PROJECT NUMBER: F-M-0967 (1), M-0967 (3)	ENGINEER'S STAMP
DATE:	
SHEET 1 OF 41	

ESTIMATE OF QUANTITIES

ITEM No.	ITEM	UNIT	F-M-0967(1)	M-0967(3)	TOTAL
109 (2)	DBE & WBE Adjustments	C.S.	All Req'd.	All Req'd.	All Req'd.
201 (3B)	Clearing & Grubbing	L.S.	All Req'd.	All Req'd.	All Req'd.
202 (2)	Removal of Pavement	S.Y.	~~6,200~~ 6,437	~~200~~ 204	~~6,400~~ 6,641
202 (3)	Removal of Sidewalk	S.Y.	~~15~~ 65	~~107~~ 120	~~122~~ 126.5
202 (4)	Removal of Culvert Pipe	L.F.	14	0	14
202 (8)	Removal of Inlets	Each	1	0	1
202 (9)	Removal of Curb & Gutter	L.F.	~~435~~ 413.5	240	~~675~~ 653.5
202 (12)	Saw Cut	L.F.	~~5,550~~ 5,601	~~750~~ 1,046	~~6,300~~ 6,647
203 (3)	Unclassified Excavation	C.O. 2	7,800	1,530	9,330
203 (11)	Ditching	C.O. 6	0	All Req'd.	All Req'd.
301 (1)	Crushed Aggregate Base Course	Ton	~~4,450~~ 4,738	~~630~~ 642.3	~~5,080~~ 5,380.3
304 (1)	Subbase, Grading "E"	Ton	~~12,400~~ 13,212	~~2,900~~ 3,044	~~15,300~~ 16,256
401 (1A)	Asphalt Concrete, Type II	Ton	~~2,325~~ 2,073.6	~~167~~ 154.5	~~2,492~~ 2,228.1
401 (1B)	Asphalt Concrete, Type III	Ton	~~1,200~~ 1,511.3	~~260~~ 390.1	~~1,460~~ 1,901.4
401 (2)	AC-5 Asphalt Cement	Ton	~~210.0~~ 206.19	~~25.6~~ 30.68	~~235.6~~ 236.87
402 (1)	CSS-1 Asphalt for Tack Coat	Ton	~~13.0~~ 4.62	~~2.36~~ 53	~~15.36~~ 5.15
~~403 (1)~~	~~MC-30 Liquid Asphalt for Prime Coat~~	~~Ton~~	~~10.0~~ 0	~~11~~ 0	~~111~~ 0
603 (1-18)	18" Corrugated Steel Pipe	L.F.	~~20~~ 50	20	~~40~~ 70
603 (1-24)	24" Corrugated Steel Pipe	L.F.	~~15~~ 20	60	~~75~~ 80
603 (1-48)	48" Corrugated Steel Pipe	L.F.	~~25~~ 20	0	~~25~~ 20
603 (9-24)	24" Corrugated Aluminum Pipe	L.F.	~~152~~ 196	0	~~152~~ 196
603 (15)	48" Corrugated Steel 10 Degree Elbow	Each	1	0	1
604 (4)	Adjust Existing Manholes	Each	~~+~~ 0	~~+~~ 0	~~-~~ 0
604 (5)	Inlet, Type "A"	Each	~~2~~ 4	0	~~2~~ 4
606 (1)	W-Beam Guardrail	L.F.	87.5	0	87.5
606 (5)	Removal and Disposal of Guardrail	L.F.	18.75	0	18.75
606 (6)	End Anchorages	Each	1	0	1
607 (1)	Screen Fence	C.O. 5	All Req'd.	0	All Req'd.
608 (1)	Concrete Sidewalk	S.Y.	~~0~~ 25	~~132~~ 143	~~132~~ 145.5
609 (2)	Curb & Gutter, Type I	L.F.	~~2,000~~ 1,989	~~550~~ 526.5	~~2,550~~ 2,515.5
614 (1)	Survey Monuments	Each	4	0	4
614 (2)	Monument Cases	Each	4	0	4
660 (1A)	Mounting Hardware	C.O. 7	0	All Req'd.	All Req'd.
615 (1)	Standard Sign	S.F.	~~370~~ 373.5	~~57~~ 57.6	~~427~~ 431.1
618 (5)	Seeding	L.S.	All Req'd.	All Req'd.	All Req'd.
619 (2)	Mattling	S.Y.	~~6,400~~ 5,946	~~0~~ 265	~~6,400~~ 6,211
620 (2A)	Topsoil	C.O. 3	All Req'd.	All Req'd.	All Req'd.
627 (6)	Fire Hydrant Relocation	Each	2	0	2
627 (10)	Adjustment of Valve Box	Each	~~4~~ 3	~~0~~ 3	~~4~~ 6
~~630 (2)~~	~~Geotextile, Reinforcement~~	~~C.O. 3~~	~~1,200~~ 0	0	~~1,200~~ 0
632 (1)	Geotextile, Paving	S.Y.	~~2,900~~ 1,635	461 0	~~3,361~~ 1,635
640 (1)	Mobilization and Demobilization	L.S.	All Req'd.	All Req'd.	All Req'd.
641 (1)	Temporary Erosion and Pollution Control	C.S.	All Req'd.	All Req'd.	All Req'd.
660 (1B)	Signal Pole Modifications	C.O. 8	0	All Req'd.	All Req'd.
642 (1)	Construction Surveying	L.S.	All Req'd.	All Req'd.	All Req'd.
643 (2)	Traffic Maintenance	L.S.	All Req'd.	All Req'd.	All Req'd.
643 (3)	Permanent Construction Signing	EACH/CAL DAY	1,700	1,200	2,900
643 (4)	Construction Sign	Each/Day	200	360	560
643 (5)	Type II Barricade	Each/Day	0	500	500
643 (6)	Type III Barricade	Each/Day	650	0	650
643 (7)	Traffic Cone	Each/Day	2,850	6,000	8,850
643 (10)	Special Construction Sign	S.F.	22.5	0	22.5
643 (15)	Flagging	Hour	600	100	700
643 (18)	Watering	M-Gallon	~~126~~ 81	0	~~126~~ 81
644 (1)	Field Office	L.S.	All Req'd.	All Req'd.	All Req'd.
644 (2)	Field Laboratory	L.S.	All Req'd.	All Req'd.	All Req'd.
645 (1)	Training Program	Man-Hour	500	0	500
660 (1)	Traffic Signal System Complete	L.S.	All Req'd.	All Req'd.	All Req'd.
660 (3)	Highway Lighting System Complete	L.S.	All Req'd.	All Req'd.	All Req'd.
660 (11)	Master Traffic Signal System Interconnect	L.S.	All Req'd.	0	All Req'd.
661 (1)	Load Center, Type I	L.S.	0	All Req'd.	All Req'd.
661 (3)	Load Center, Type III	L.S.	All Req'd.	0	All Req'd.
660 (1C)	Inefficiency Adjustment	C.O. 11	All Req'd.	All Req'd.	All Req'd.
670 (6)	Preformed Pavement Markings	L.S.	All Req'd.	All Req'd.	All Req'd.
670 (9)	Methyl Methacrylate Pavement Markings	L.S.	0	All Req'd.	All Req'd.
680 (2)	Miscellaneous Electrical Work	C.O. 9	All Req'd.	All Req'd.	All Req'd.

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

ESTIMATE OF QUANTITIES &
BASIS OF ESTIMATE

Horizontal Control

The Survey Basis of Bearing is the line of sight between a recovered monument to Mendenhall Loop Road, Station "O" 17+45.83 P.I. and the intersection monument at Loop Road and Egan Drive, Station "L," 393+81.12 P.O.T. having an accepted geodetic (true) bearing of N 30°02'03" E.

The Project Basis of Bearing is the line of sight between recovered monuments at Sta. "O" 405+36.37 ST and Sta. "O" 414+37.57 POST having a geodetic (true) bearing of S 79°23'41" W.

Vertical Control

The Survey Basis of Vertical Control is the USC & GS Brass cap "STATION A" with an elevation of 26.46 above MLLW. located at the N.W. end of the Juneau International Airport Runway.

The Project Basis of Vertical Control is the recovered monument at Sta. "O" 405+36.37 with an elevation of 29.66.

Lump Sum Quantity Estimates

ITEM	UNIT	QUANTITY		
		F-M-0967(3)	M-0967(3)	TOTAL
201 (3B)	Acre	1.40	0.05	1.45
618 (5)	Acre	2.20	0.12	2.32
620 (2)	S.Y.	7,100	560	7,660
644 (1)	Month			5
644 (2)	Month			5
670 (6)	S.F.	8,650	2,614	11,264
670 (9)	S.F.	0	1,865	1,865

Note :

Lighting standards and anchor bolts for Item 660 (3), Highway Lighting System Complete and Signal Poles, Controller Assemblies and Anchor Bolts for Item 660 (1), Traffic Signal System Complete shall be supplied to the Contractor by the State.

BASIS OF ESTIMATE

ITEM No.	ESTIMATING FACTOR
301 (1)	1.96 Tons per Cubic Yard
304 (1)	1.87 Tons per Cubic Yard
401 (1A & 1B)	116 Pounds per Square Yard per Inch of Depth
401 (2)	6% of Item 401 (1A) and 401 (1B)
402 (1)	0.10 Gal. per Square Yard - 253 Gal. per Ton
403 (1)	0.25 Gal. per Square Yard - 256 Gal. per Ton

APPROVED BY:

DESIGN GROUP CHIEF DATE

RECOMMENDED BY:

DESIGN ENGINEER, GROUP DATE

PREPARED BY:

PROJECT MANAGER

DESIGNED BY:

DRAWN BY:

CHECKED BY:

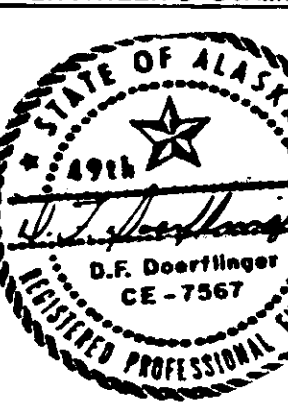
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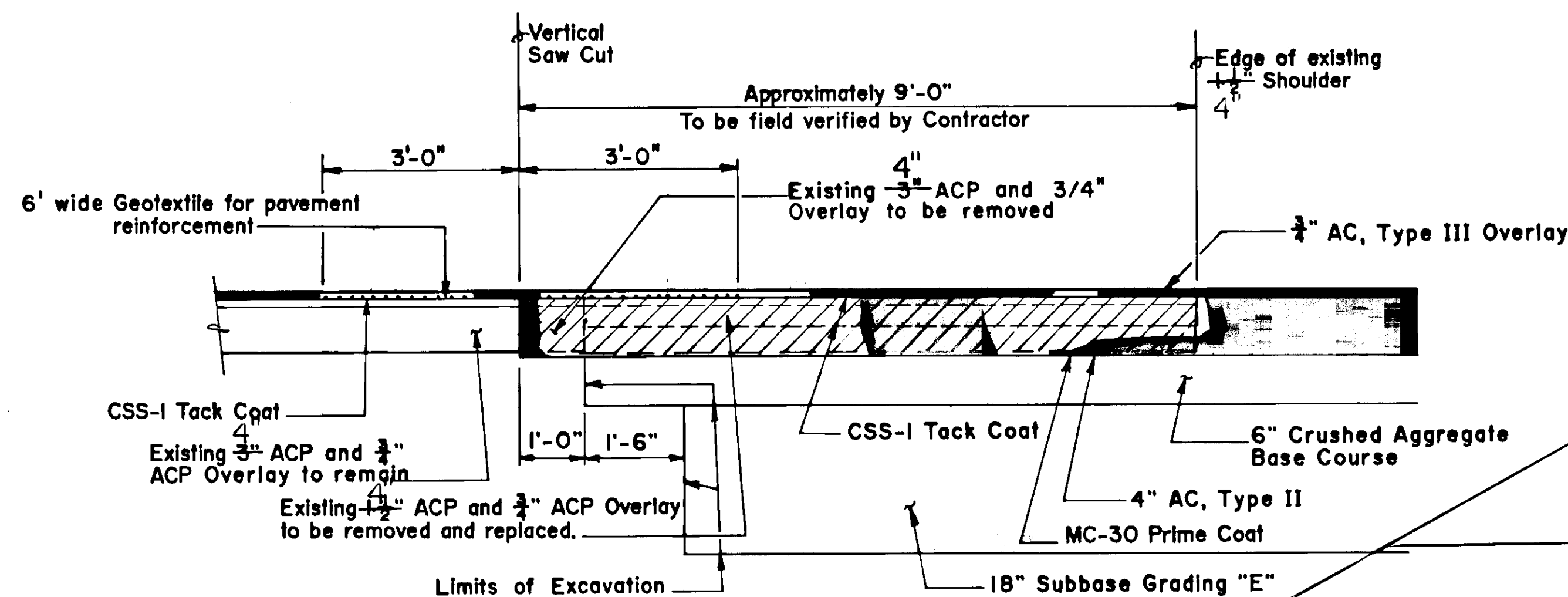
None

DATE:

SHEET 2 OF 41

ENGINEER'S STAMP

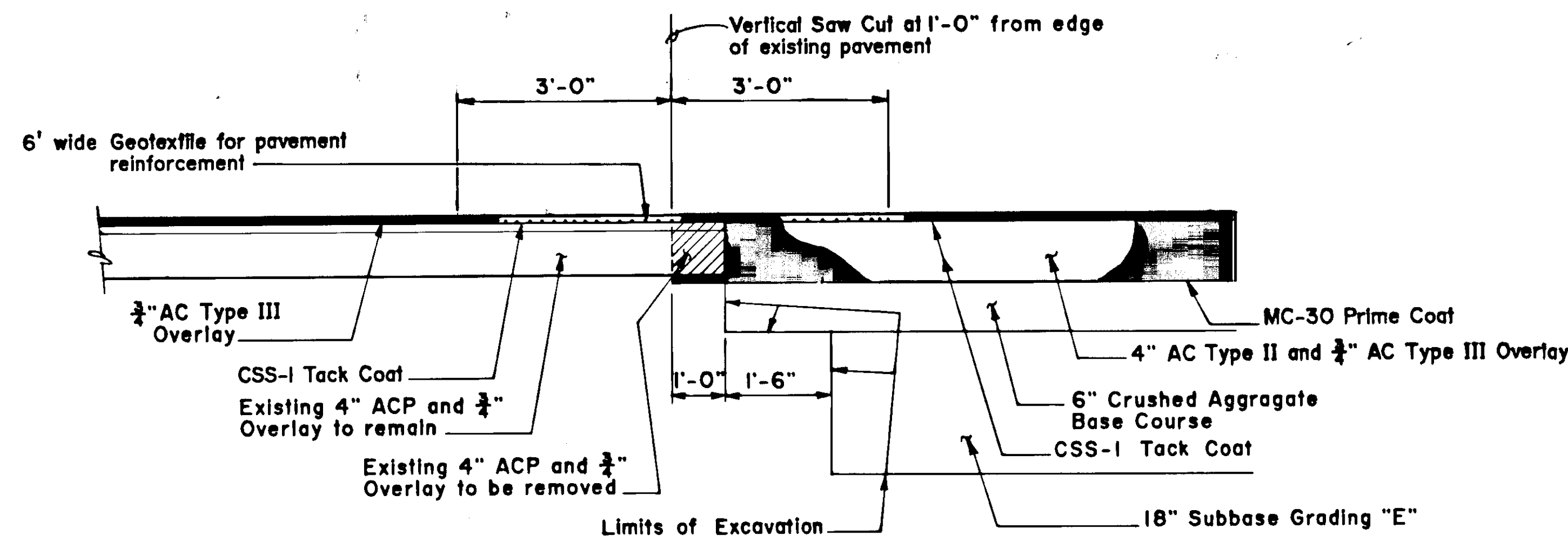




PAVEMENT JOINT - DETAIL "A"

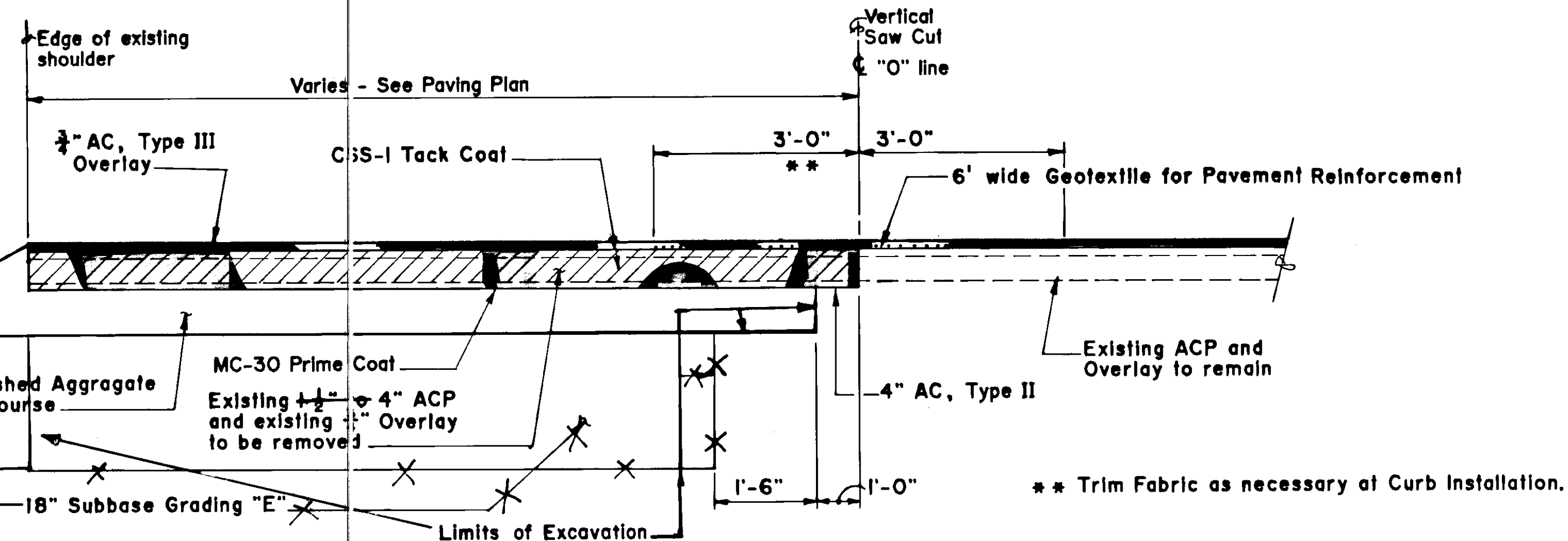
"0" 401+00 to "0" 405+21.62 * Rt.
"0" 403+11.37 to "0" 407+06.00 * Lt. (Reversed Section)

* Change from 1-1/2" depth to 4" depth of existing shoulder asphalt is approximate stationing only. Exact locations to be determined in the field by the Contractor.



PAVEMENT JOINT - DETAIL "B"

"0" 405+21.63 * to "0" 407+80.60 Rt.
"0" 407+06.01 * to "0" 412+00 Lt. (Reversed Section) See Note #1.
"0" 410+50 to "0" 415+84.78 Rt. See Note #1.
"0" 416+43.40 to "0" 418+72 Rt. See Note #1.
"D" 8+11, Lt. to "D" 9+00 Lt. (Reversed Section) See Notes # 2 & 3.
"0" 407+80.60 Rt. to "OS" 13+65.69 Rt., See Note #4.
"OS" 11+21.23 Lt. to "OS" 12+39.63 Lt. (Reversed Section) See Note #4.



PAVEMENT JOINT - DETAIL "C"

"0" 412+00 to "0" 421+70 Lt. See Note #1.

GENERAL NOTE:

Trim fabric as necessary in areas of pavement widening less than three(3) feet in width.

NOTES :

1. See Raised Median Details, sheet 67 for Match Details.
2. Omit 18" Subbase Grading E.
3. Existing pavement thickness not known.
4. All embankment to be Subbase Grading "E" on "OS" line.

DATE	DESCRIPTION OF CHANGE

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

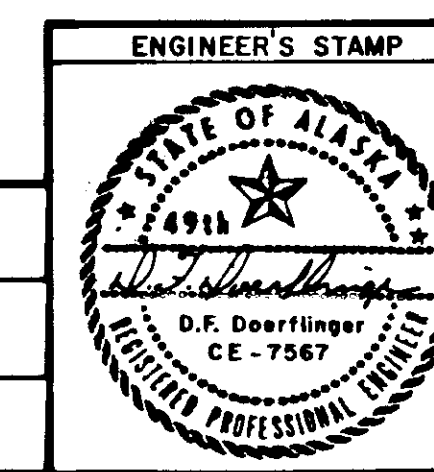
JUNEAU

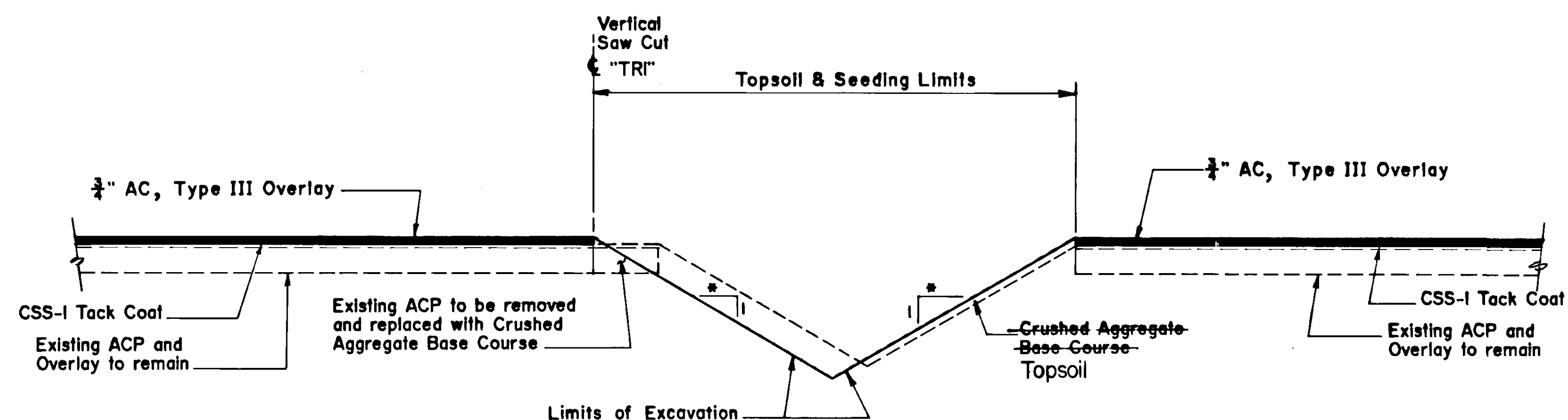
**TYPICAL SECTIONS &
MISC. DETAILS**

ALASKA

APPROVED BY:	DESIGN GROUP CHIEF	DATE
RECOMMENDED BY:	DESIGN ENGINEER, GROUP "A"	DATE
PREPARED BY:	PROJECT MANAGER	LEAD DESIGNER

DESIGNED BY:	SCALE:
DRAWN BY:	Not to Scale
CHECKED BY:	DATE:
	SHEET G5 OF 41

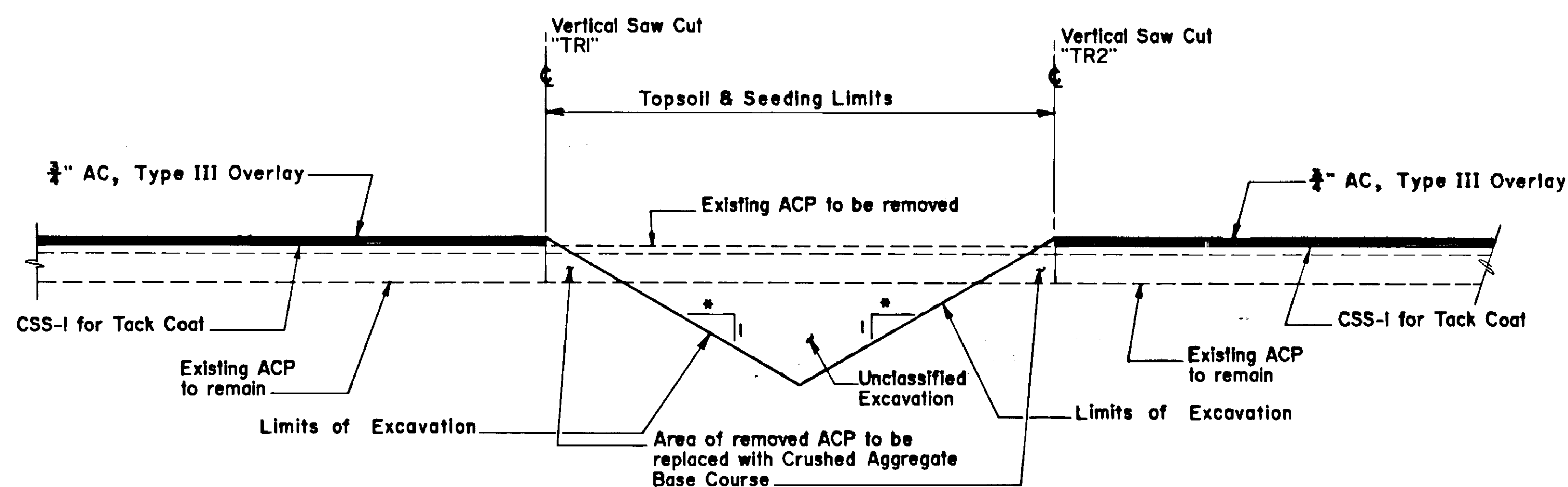




DEPRESSED MEDIAN - DETAIL "A"

"O" 403+11.37 to "O" 406+20.22

* See Median Slope Table this sheet

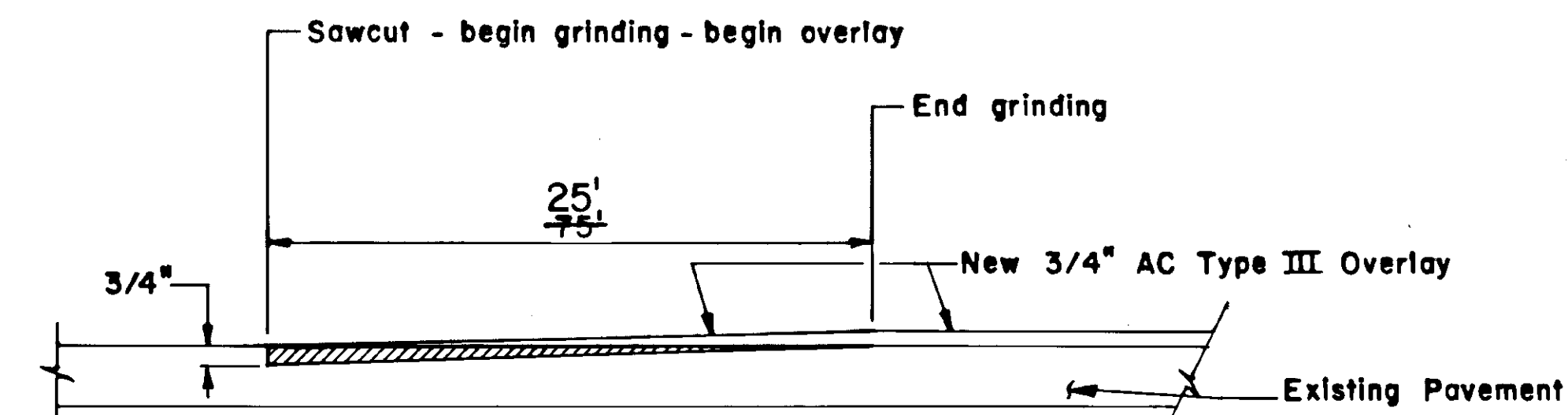


DEPRESSED MEDIAN - DETAIL "B"

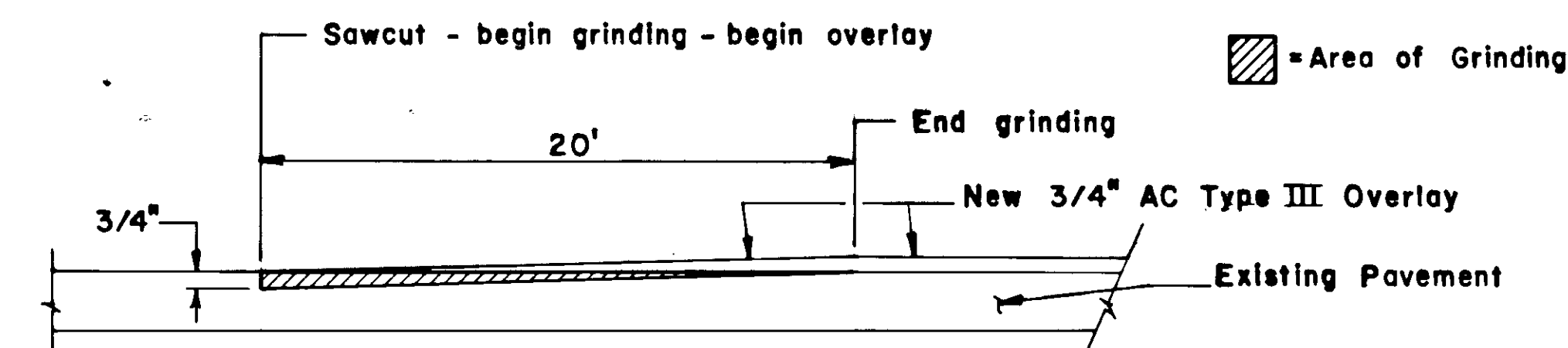
"O" 406+20.23 to "O" 407+78

MEDIAN SLOPE TABLE

STATION	SLOPE
"O" 403+11.37	Match Existing
"O" 403+50.00	4.5 : 1
"O" 406+00.00	7 : 1
"O" 406+50.00	7 : 1
"O" 407+50.00	9 : 1



MAJOR ROADWAY OVERLAY TAPER DETAIL



MINOR ROADWAY OVERLAY TAPER DETAIL

SLOPE AND WIDTH TABLE		
STATION(S)	SLOPE *	10:1 SLOPE WIDTH
"O" 401+00 Lt. to "O" 403+00 Lt.	EXISTING	EXISTING
"O" 403+68.62 Lt. to "O" 404+68.62 Lt.	5 : 1 to 3 : 1	1.0'
"O" 404+68.62 Lt. to "O" 406+50 Lt.	3 : 1	1.0' to 10.0'
"O" 406+50 Lt. to "O" 408+00 Lt.	3 : 1 to 1.5 : 1	10.0' to 20.0'
"O" 408+00 Lt. to "O" 409+00 Lt.	1.5 : 1	20.0'
"O" 409+50 Lt. to "O" 415+00 Lt.	1.5 : 1	12.0'
"O" 415+50 Lt.	2 : 1	9.0'
"O" 417+00 Lt. to "O" 421+50 Lt.	1.5 : 1 (See Note)	12.0'
"O" 422+00 Lt.	2 : 1	9.8'
"O" 422+50 Lt.	EXISTING	EXISTING
"O" 401+00 Rt.	EXISTING	EXISTING
"O" 401+50 Rt. to "O" 402+80 Rt.	2 : 1	3.33' to 12.0'
"O" 402+80 Rt. to "O" 407+80 Rt.	2 : 1	12.0'
"O" 409+05 Rt. to "O" 410+65 Rt.	2 : 1	12.0'
"O" 410+65 Rt. to "O" 412+30 Rt.	2 : 1	12.0' to 1.0'
"O" 412+30 Rt. to "O" 415+50 Rt.	2 : 1	1.0'
"O" 417~ Rt.	1.5 : 1	5.8'
"O" 417+50 Rt. to "O" 419+50 Rt.	1.5 : 1	12.0'
"O" 420+00.00 Rt.	EXISTING	EXISTING
"OS" 11+00.00 Rt. to "OS" 12+50 Rt.	2 : 1	1.0'
"OS" 12+50.00 Rt. to "OS" 13+50 Rt.	2 : 1 to 4 : 1	1.0'
"OS" 13+50.00 Rt. to "OS" 14+00 Rt.	4 : 1 to EXISTING	1.0' to EXISTING
"OS" 11+00.00 Lt. to "OS" 11+50 Lt.	EXISTING to 2 : 1	EXISTING to 1.0'
"OS" 11+50.00 Lt. to "OS" 12+00 Lt.	2 : 1	1.0'
"OS" 12+00.00 Lt. to "OS" 12+50 Lt.	2 : 1 to EXISTING	1.0' to EXISTING

NOTE : For slopes at "O" 419+92 Lt., see Meadow Lane layout and Cross Sections, sheet G15.

* Fore Slope and Backslope unless otherwise noted.

DATE	DESCRIPTION OF CHANGE

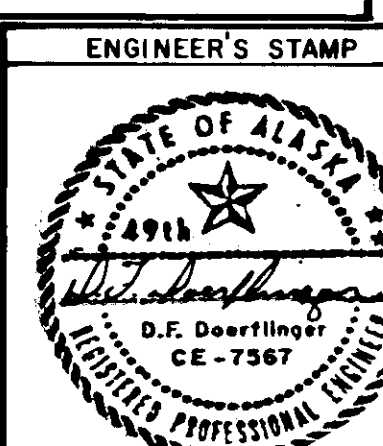
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

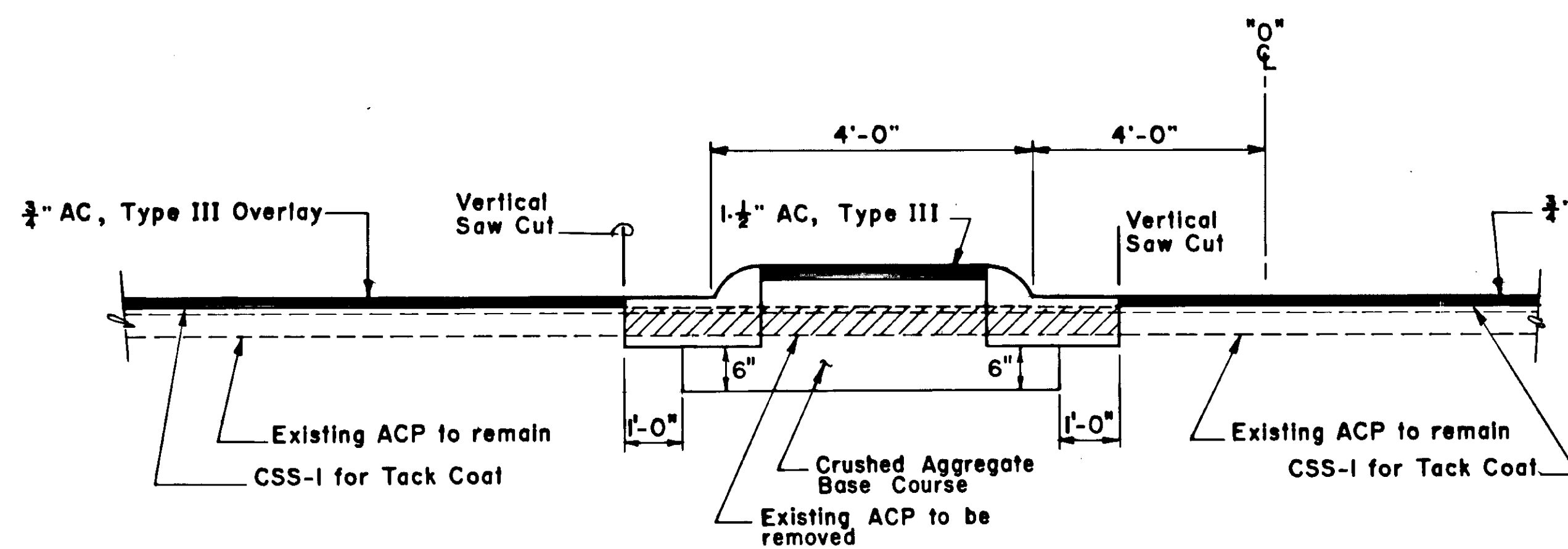
JUNEAU

TYPICAL SECTIONS & MISC. DETAILS

ALASKA

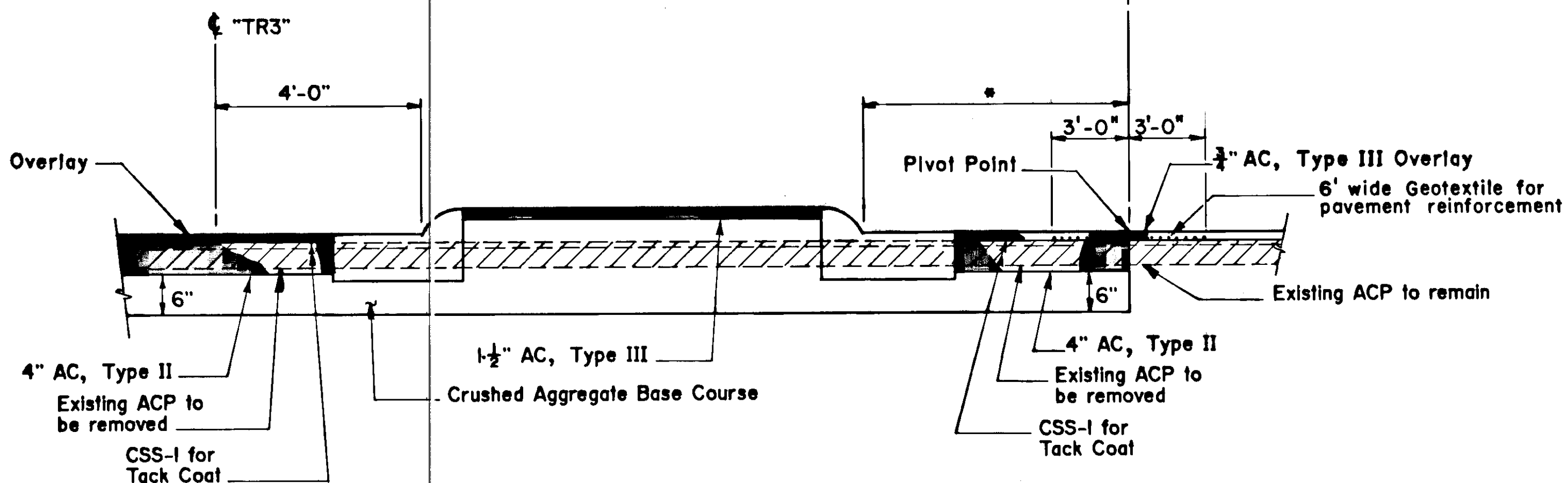
APPROVED BY:	DESIGNED BY:	SCALE:
DESIGN GROUP CHIEF	DATE	Not to Scale
RECOMMENDED BY:	DRAWN BY:	DATE:
DESIGN ENGINEER, GROUP "A"	DATE	
PREPARED BY:	CHECKED BY:	SHEET G6 OF 41
PROJECT MANAGER	LEAD DESIGNER	





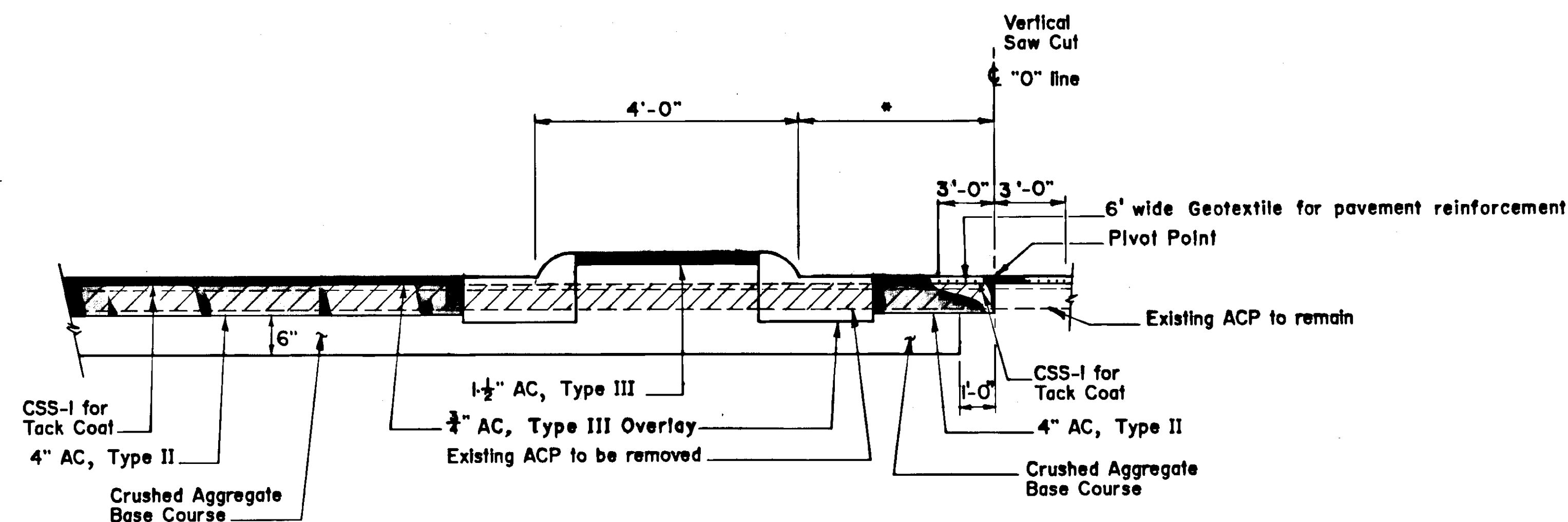
RAISED MEDIAN - DETAIL "A"

"0" 408+93 to "0" 411+99.99



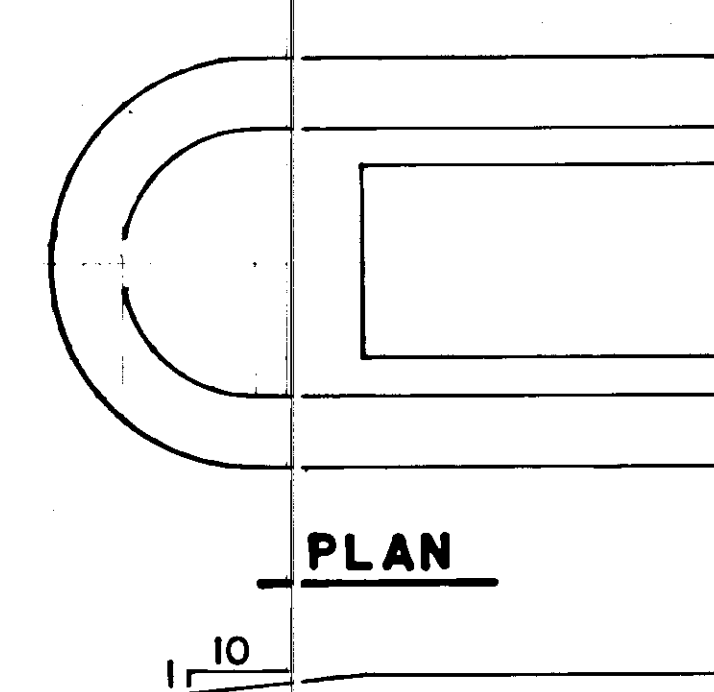
RAISED MEDIAN - DETAIL "C"

"0" 416+41.11 to "0" 416+83.41
"0" 416+83.42 to "0" 418+26.59
14.11' to 4.00' (See Paving Plan)
4.00'



RAISED MEDIAN - DETAIL "B"

"0" 412+00 to "0" 412+62.71
"0" 412+62.72 to "0" 413+62.71
"0" 413+62.72 to "0" 415+71.00
4'
4' to 14' (See Paving Plan)
14'



PLAN

ELEVATION

NOSING DETAIL (TYPICAL)

NOTE:

All curb and gutter this sheet to be "EXPRESSWAY" as shown in Standard Drawing I-20.01.

Superelevation Table

STATION	
"0" 401+00 Lt. to "0" 412+00 Lt.	Match Existing
"0" 412+50 Lt.	-0.005 FT/FT
"0" 413+00 Lt.	+0.009 FT/FT
"0" 413+50 Lt.	+0.022 FT/FT
"0" 414+00 Lt.	+0.036 FT/FT
"0" 414+50 Lt. to "0" 416+00 Lt.	+0.049 FT/FT
"0" 416+50 Lt. to "0" 417+90 Lt.	+0.059 FT/FT
"0" 418+00 Lt.	+0.054 FT/FT
"0" 418+50 Lt.	+0.034 FT/FT
"0" 419+00 Lt.	+0.013 FT/FT
"0" 419+50 Lt.	-0.008 FT/FT
"0" 419+79 Lt. to "0" 421+50 Lt.	-0.020 FT/FT
"0" 421+70 Lt. to "0" 422+50	Match Existing

NOTE: Auxiliary right turn lane and left paved shoulder supers shall be +0.02 FT/FT from "0" 417+00 Lt. to "0" 418+83 Lt. and shall match the supers shown from "0" 418+83 Lt. to "0" 421+70 Lt.

DATE	DESCRIPTION OF CHANGE

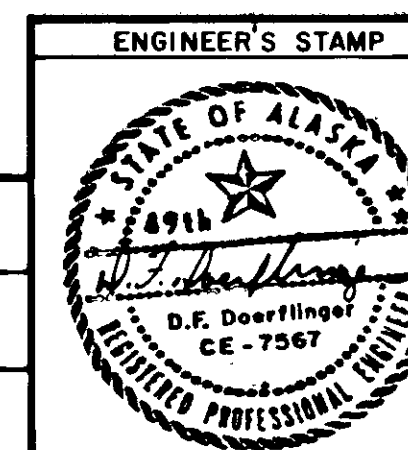
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

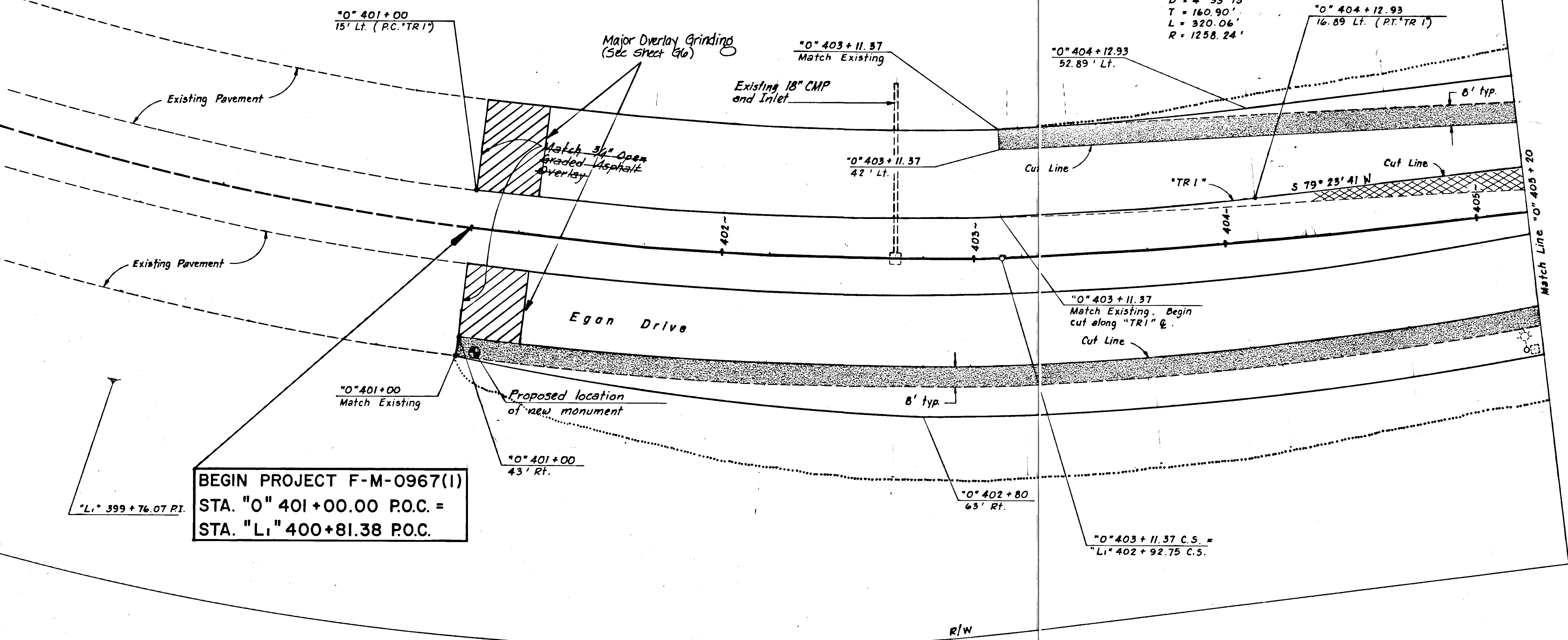
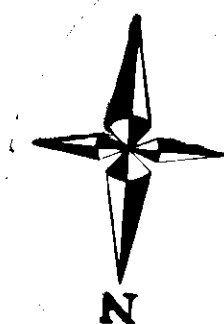
JUNEAU

TYPICAL SECTIONS & MISC. DETAILS

ALASKA

APPROVED BY:	DESIGNED BY:	SCALE:
		Not to Scale
RECOMMENDED BY:	DRAWN BY:	DATE:
PREPARED BY:	CHECKED BY:	SHEET G7 OF 41





"L1" & "O"
 $\Delta = 40^\circ 26' 47.9''$
 $D = 4^\circ 30' 00''$
 $T = 582.1302'$
 $LS = 225.0'$
 $R = 1273.24'$

"TR1"
 $\Delta = 14^\circ 34' 28''$
 $D = 4^\circ 33' 13''$
 $T = 160.90'$
 $L = 320.06'$
 $R = 1258.24'$

"O" 404 + 12.93
16.89 Lt. (RT. "TR1")

"O" 404 + 12.93
52.89' Lt.

"O" 403 + 11.37
42' Lt.

"TR1"

S 79° 23' 41" N

"O" 403 + 11.37
Match Existing. Begin
cut along "TR1" &

"O" 402 + 80
63' Rt.

"O" 403 + 11.37 C.S. =
"L1" 402 + 92.75 C.S.

Existing pavement to be removed.

BEGIN PROJECT F-M-0967(1)
STA. "O" 401 + 00.00 P.O.C. =
STA. "L1" 400 + 81.38 P.O.C.

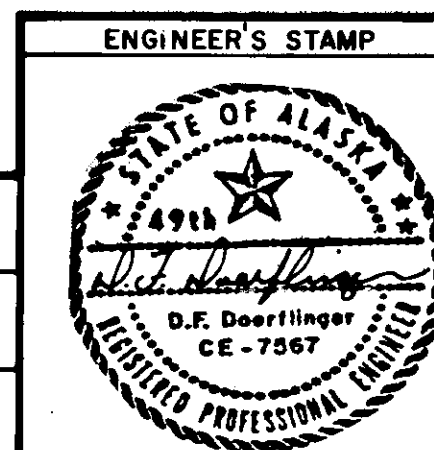
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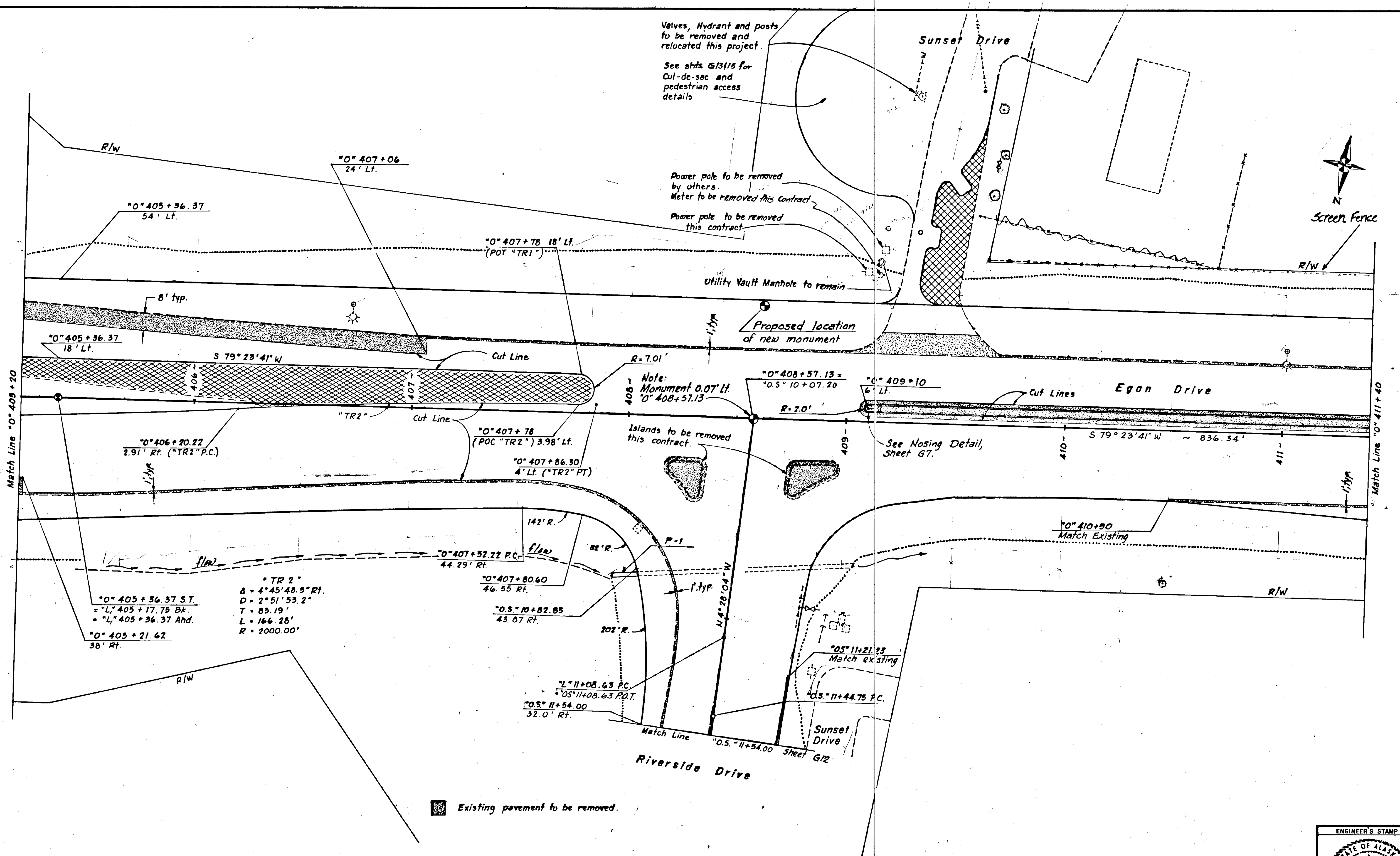
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA
PAVING PLAN

APPROVED BY: _____
DESIGNED BY: _____
RECOMMENDED BY: _____
DESIGN ENGINEER, GROUP "A"
PREPARED BY: _____
PROJECT MANAGER

SCALE: Not to Scale
DRAWN BY: B.B./T.S.
CHECKED BY: _____
SHEET G8 OF 41





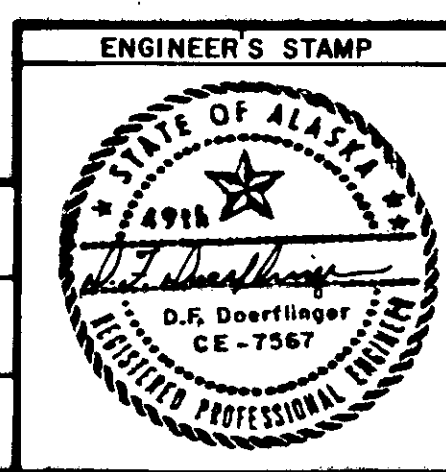
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

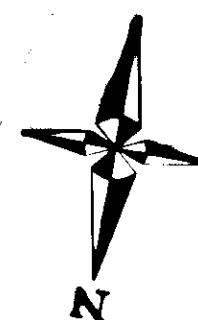
ALASKA

PAVING PLAN

APPROVED BY:	DESIGNED BY:	SCALE:
DESIGN GROUP CHIEF	D.	Not to Scale
RECOMMENDED BY:	DRAWN BY:	DATE:
DESIGN ENGINEER, GROUP	B.D./T.S.	
PREPARED BY:	CHECKED BY:	SHEET G9 OF 41
PROJECT MANAGER	LEAD DESIGNER	

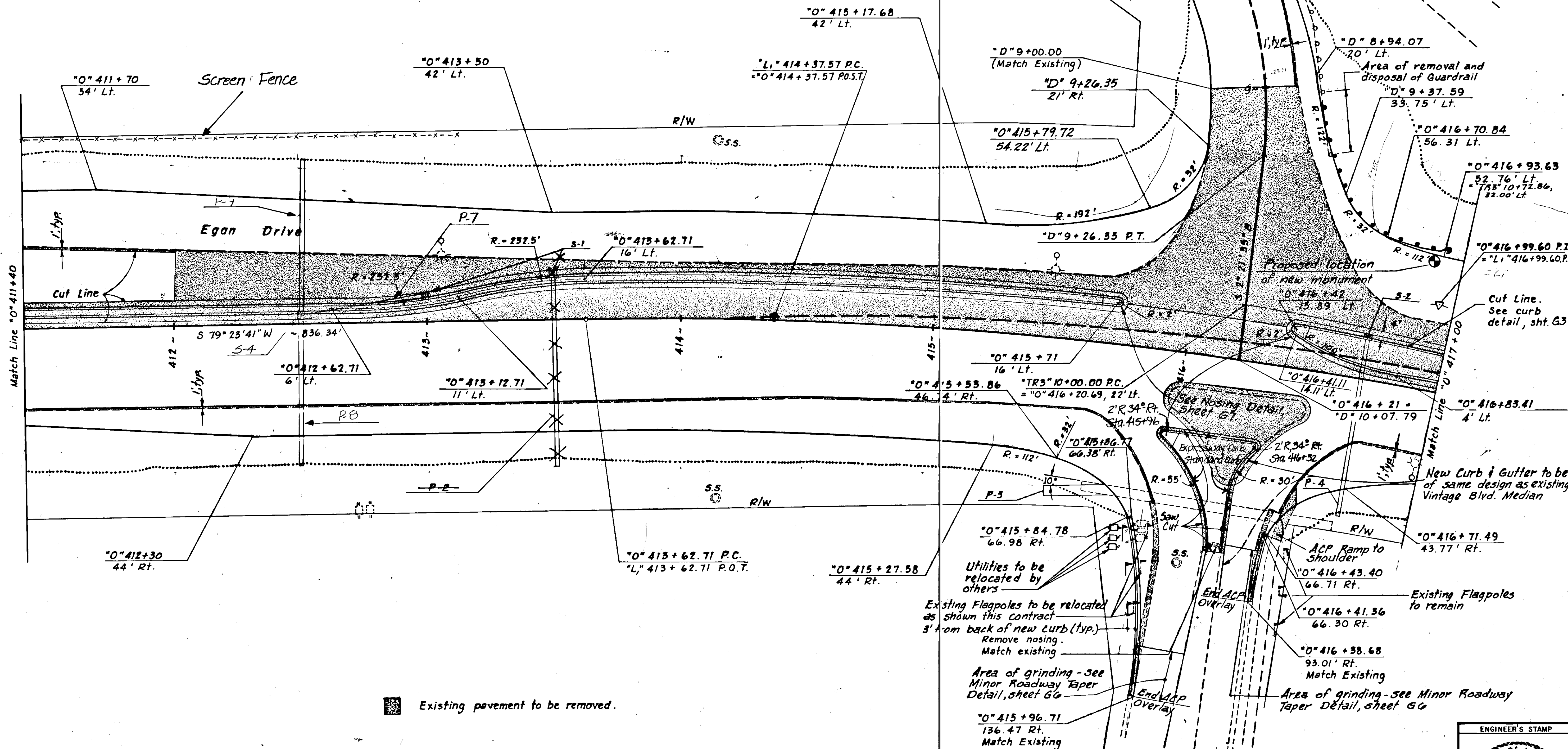


DATE	DESCRIPTION OF CHANGE



"O"
 $\Delta = 23^{\circ}15'27.5"$
 $D = 3^{\circ}30'00"$
 $T = 336.8907'$
 $L = 664.5041'$
 $R = 1637.023'$

"D"
 $\Delta = 60^{\circ}42'38"$
 $D = 40^{\circ}00'00"$ Rt.
 $T = 83.89'$
 $L = 131.79'$
 $R = 143.24'$



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

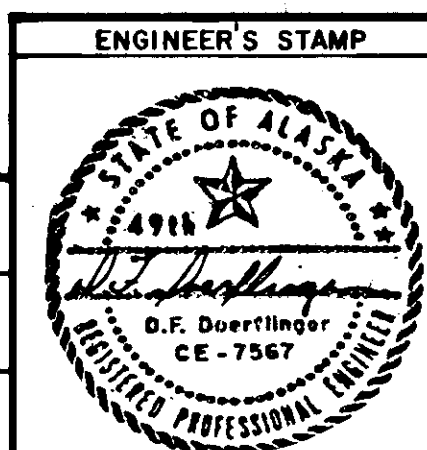
JUNEAU

ALASKA

PAVING PLAN

APPROVED BY: _____
DESIGNED BY: _____
RECOMMENDED BY: _____
DESIGN ENGINEER, GROUP "A"
PREPARED BY: _____
PROJECT MANAGER

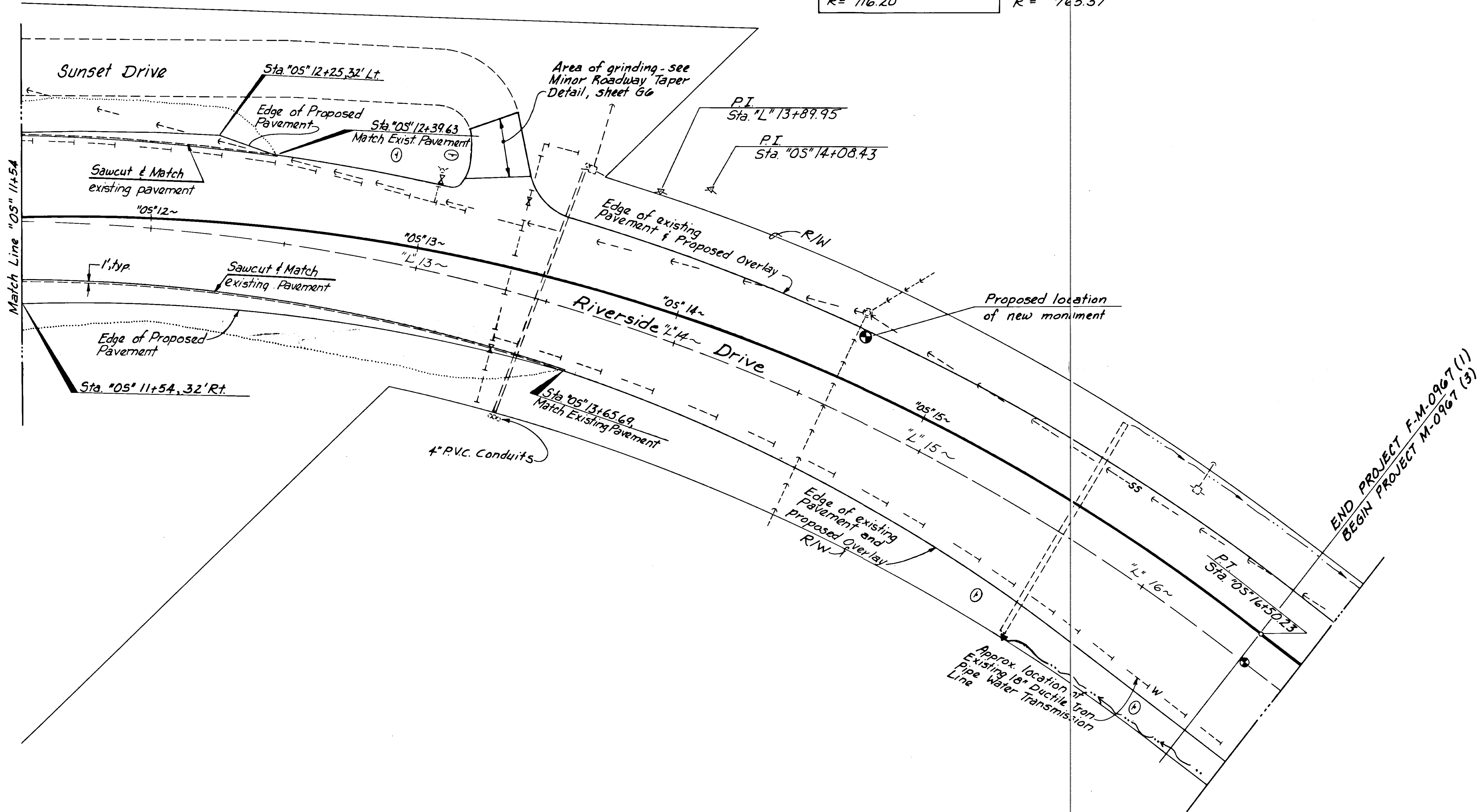
SCALE: Not to Scale
DATE: _____
DRAWN BY: B.B./T.S.
CHECKED BY: _____
LEAD DESIGNER



-2-

P.I. Sta. "OS" 14+08.43
 $\Delta = 40^\circ 27' 31''$
 $D = 8^\circ 00' 00'' R.$
 $L = 505.73'$
 $T = 263.93'$
 $R = 716.20'$

"L"
 $\Delta = 40^\circ 27' 31''$
 $D = 7^\circ 30' 20''$
 $L = 539.04'$
 $T = 281.31'$
 $R = 763.37'$



END PROJECT F-M-0967 (1)
BEGIN PROJECT M-0967 (3)

DATE	DESCRIPTION OF CHANGE

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

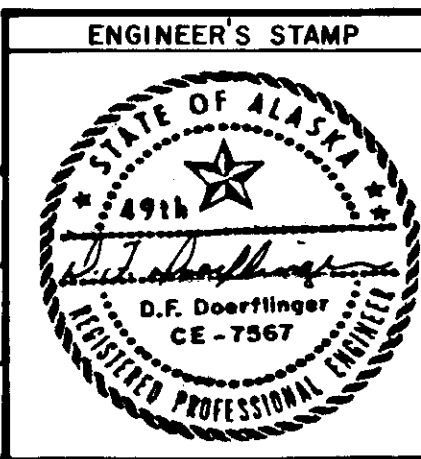
JUNEAU

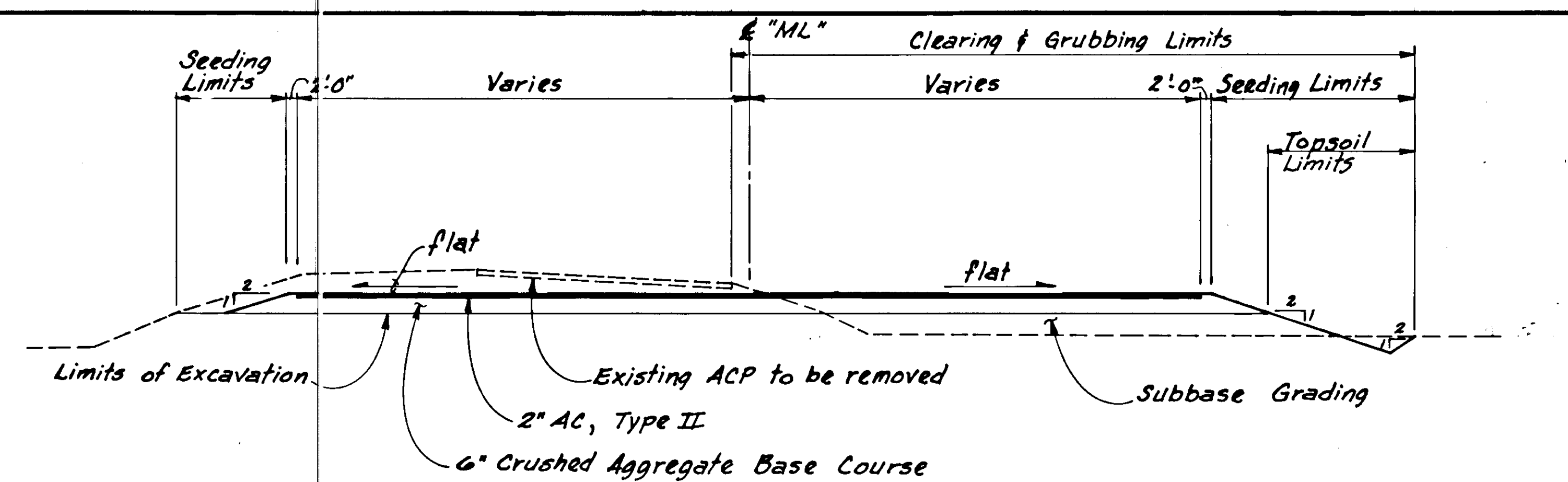
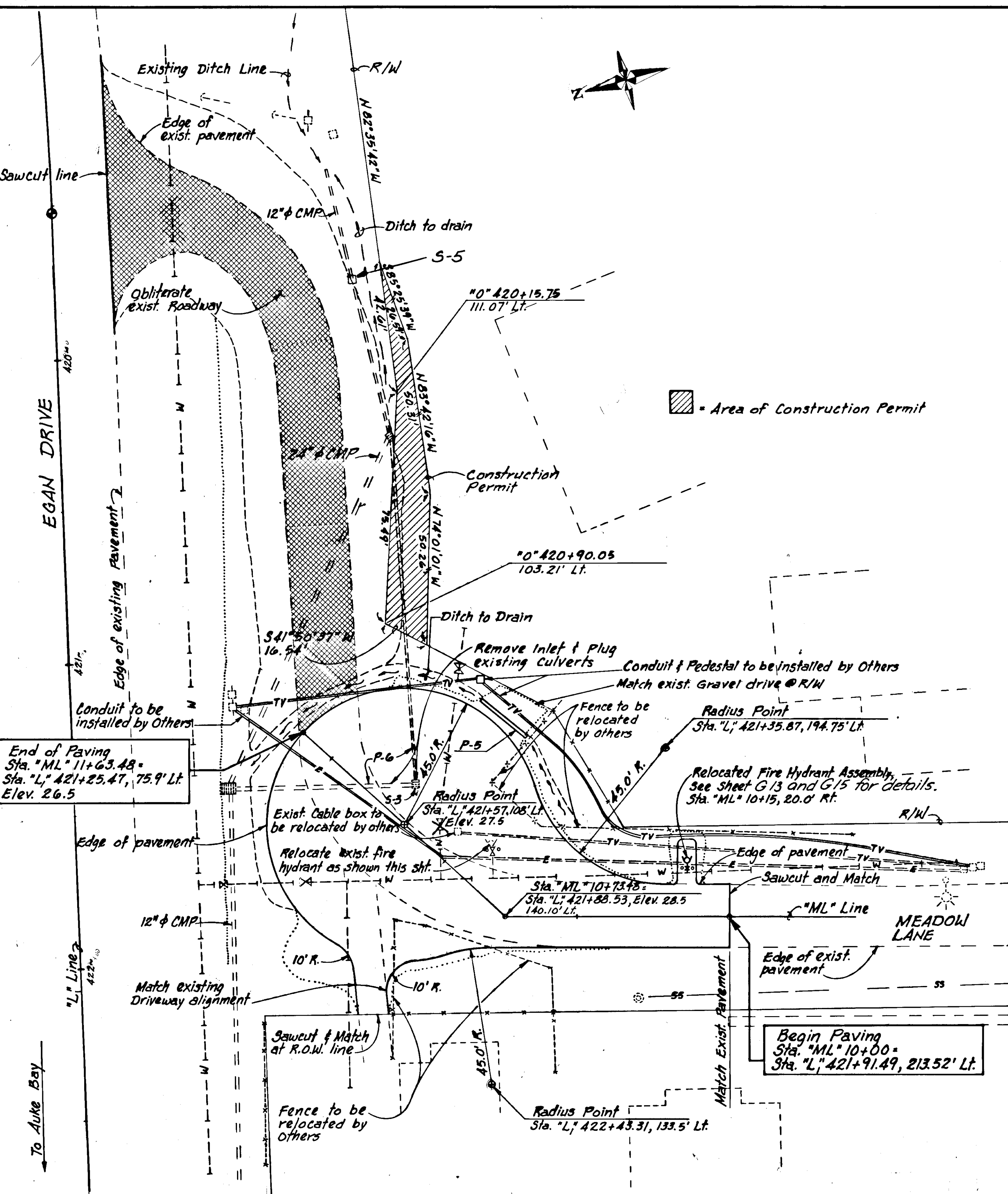
ALASKA

PAVING PLAN

APPROVED BY: _____
DESIGNED BY: D.K.
RECOMMENDED BY: _____
DRAWN BY: B.W.B.
PREPARED BY: _____
PROJECT MANAGER: _____
LEAD DESIGNER: _____

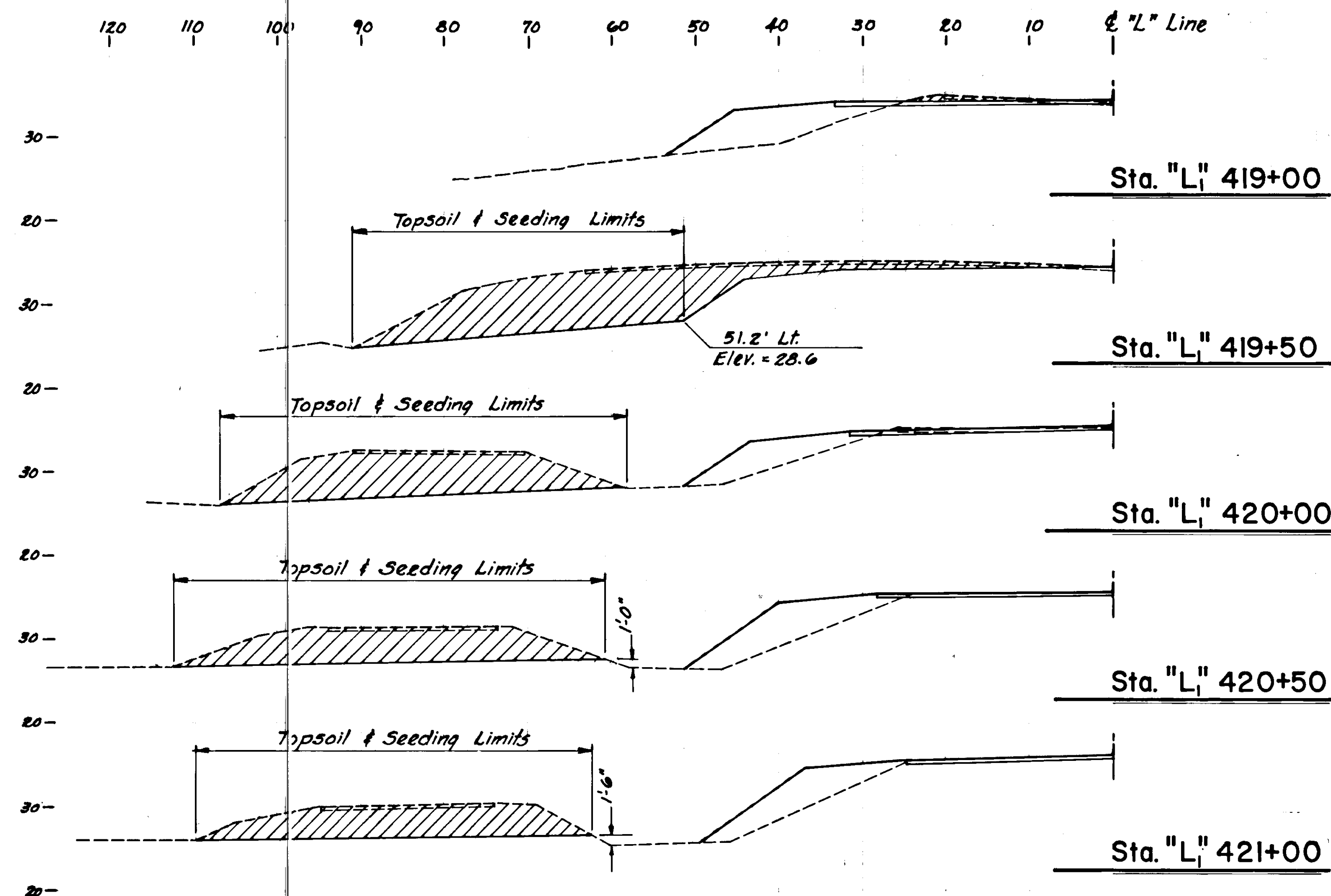
SCALE: **Not to Scale**
DATE: _____
CHECKED BY: _____
SHEET 612 OF 41





TYPICAL SECTION

STA. "ML" 10+73.48 to STA. "ML" 11+63.48



OBLITERATION OF ROADWAY SECTIONS

			STATE OF ALASKA	
			DEPARTMENT OF TRANSPORTATION	
			& PUBLIC FACILITIES	
BY	DATE	DESCRIPTION OF CHANGE	SOUTHEAST REGION DESIGN & CONSTRUCTION	
RECORD OF REVISIONS				

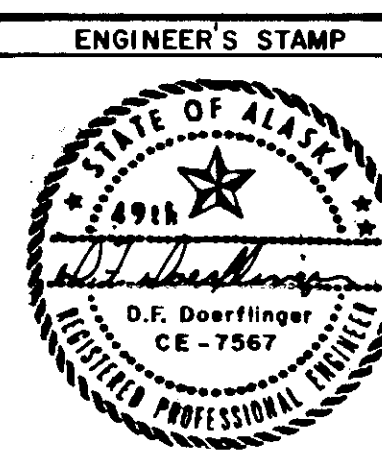
JUNEAU

MEADOW LANE CUL-DE-SAC

PLAN & CROSS SECTIONS

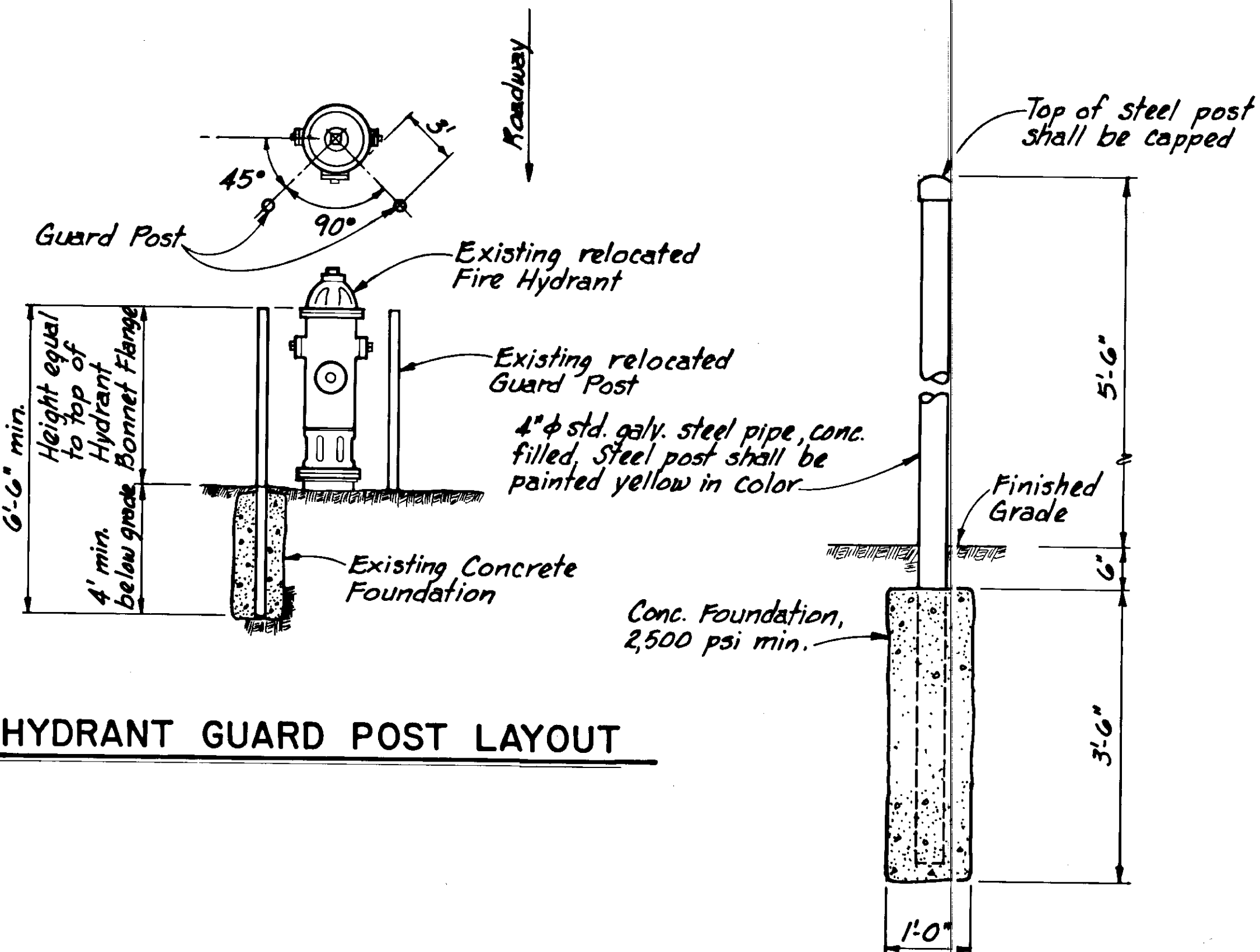
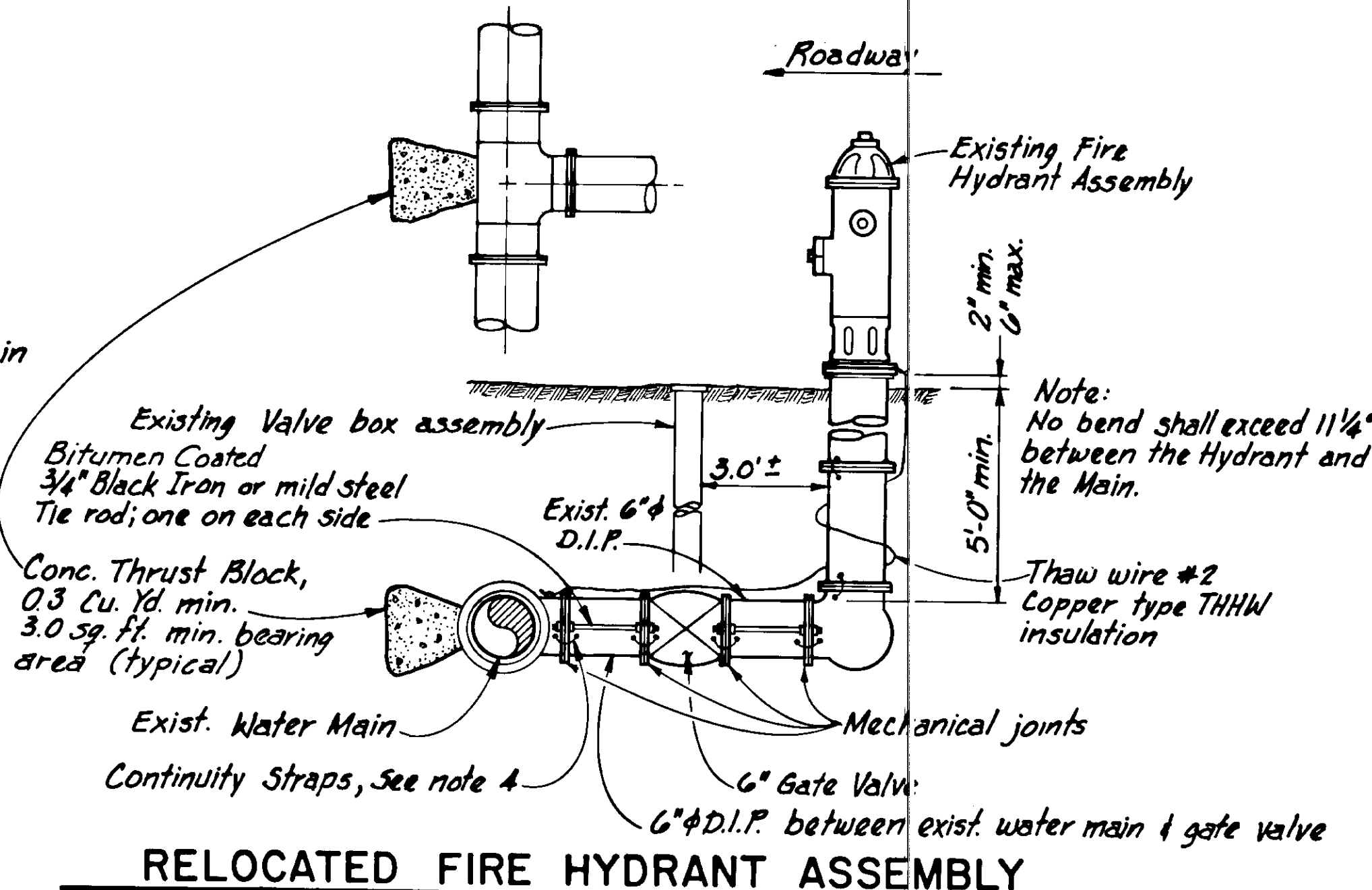
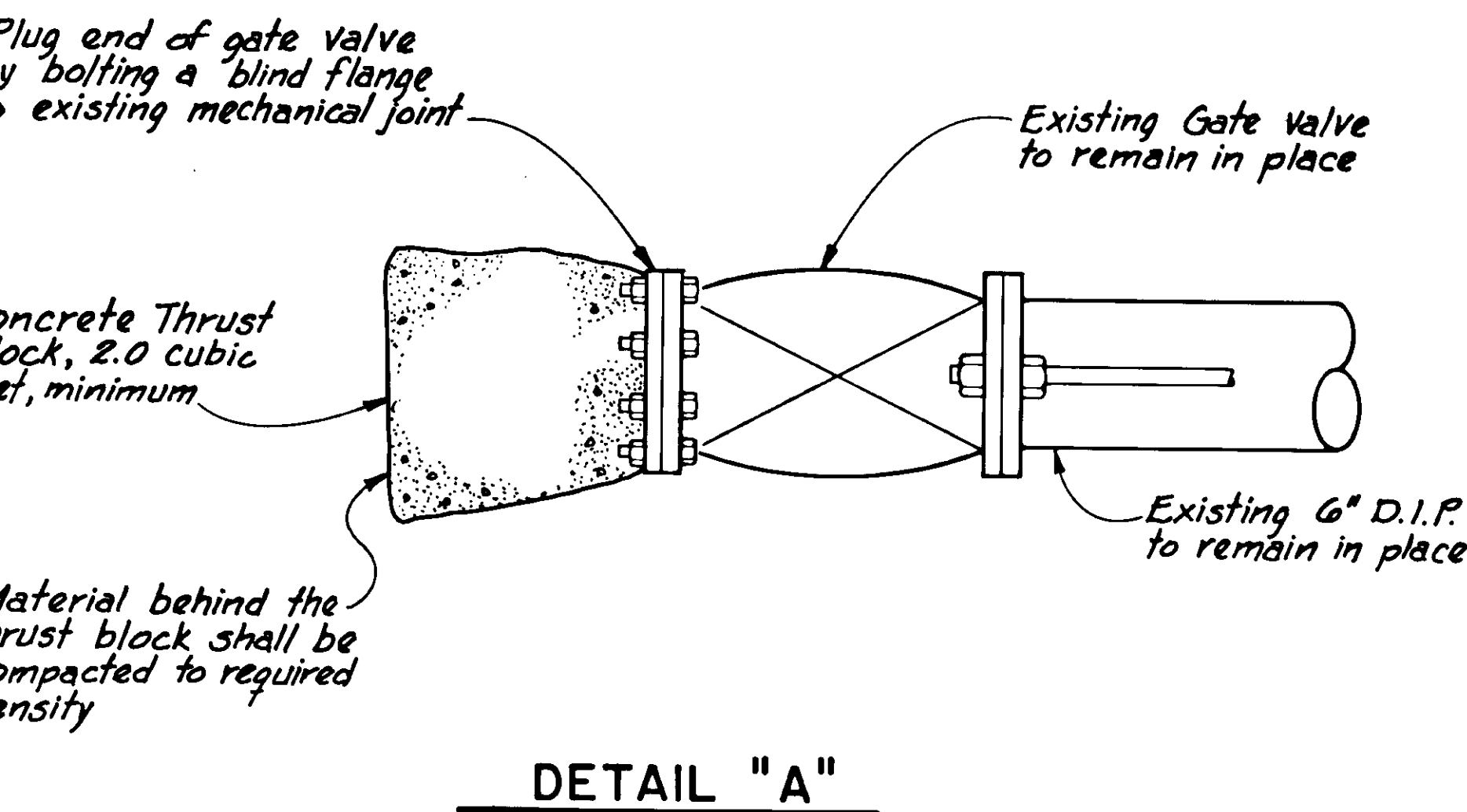
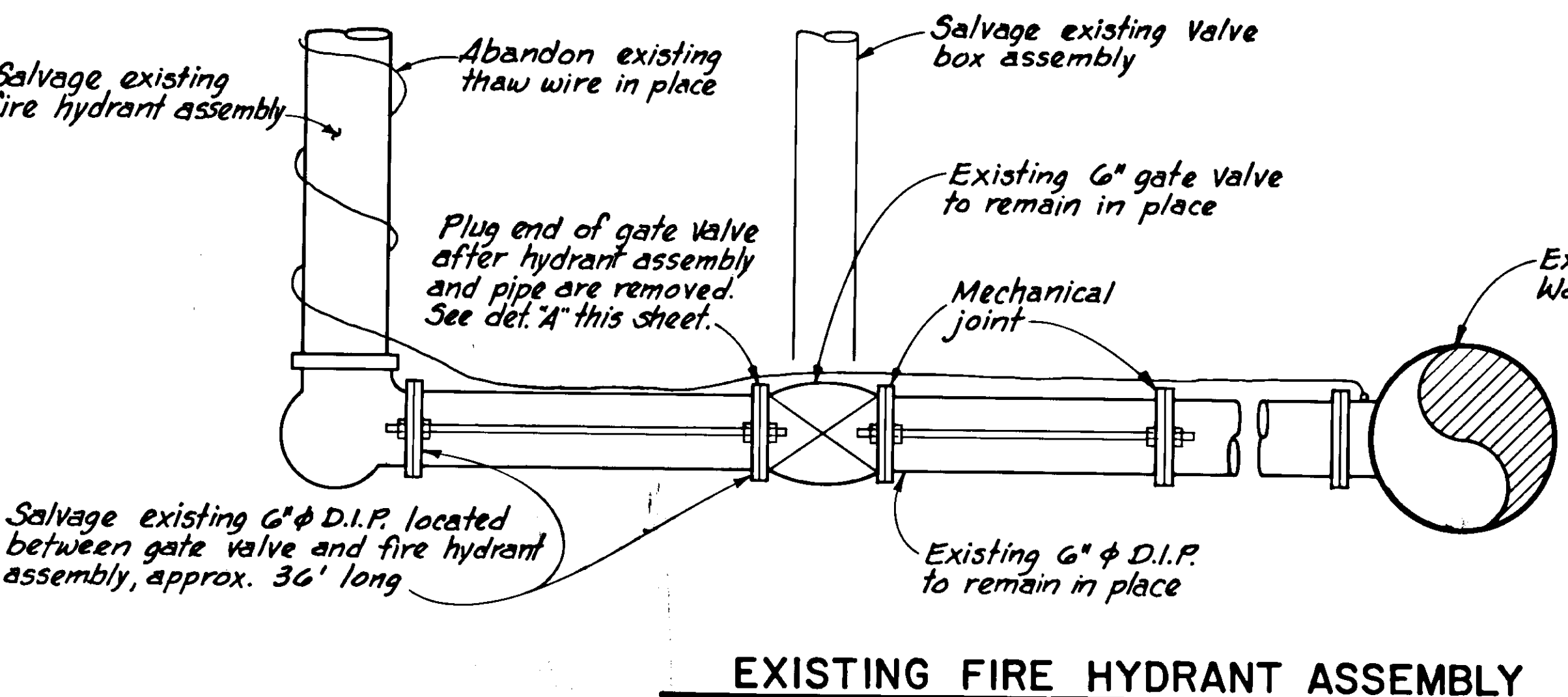
ALASKA

APPROVED BY: _____ DESIGN GROUP CHIEF _____ DATE _____	DESIGNED BY: _____ <i>AS</i>	SCALE: Not to Scale
RECOMMENDED BY: _____ DESIGN ENGINEER, GROUP _____ DATE _____	DRAWN BY: _____ <i>BWB</i>	DATE: _____
PREPARED BY: _____ PROJECT MANAGER _____ LEAD DESIGNER _____	CHECKED BY: _____	SHEET G14 OF 41



GENERAL NOTES

- Hydrant barrel shall be plumb.
- Concrete for thrust block shall be 2,500 P.S.I. minimum.
- Exothermic welding to attach continuity straps on D.I.P. and fitting shall be "Cadweld" or approved equal.
- Existing guard posts shall be relocated by excavating the post with concrete foundation and lifting it as one unit to the new location.
- Existing water main shall not be shut-off at anytime during the relocation and installation of fire hydrant. A pressure tap shall be used to connect the 6" ϕ D.I.P. to the 18" ϕ D.I.P. water main.
- A 6 inch tapping machine is available at the City & Borough of Juneau Water Department. A 48-hour notice is required by the City & Borough of Juneau Water Department prior to obtaining the tapping machine.
- No "Hot Tap" of water lines shall be effected without a City & Borough Water Department Representative present. The Contractor shall notify the CBJ Water Department sufficiently prior to effecting a "Hot Tap" to allow a Representative to be present.

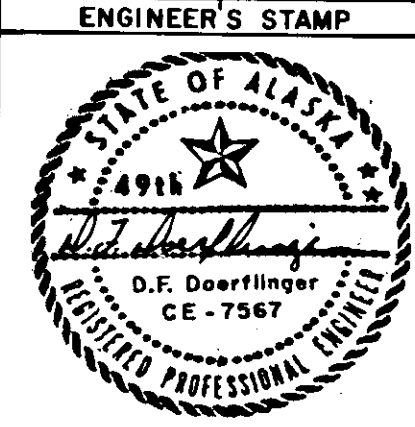


GUARD POST FOR PEDESTRIAN WALKWAY

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	
DATE	DESCRIPTION OF CHANGE
RECORD OF REVISIONS	

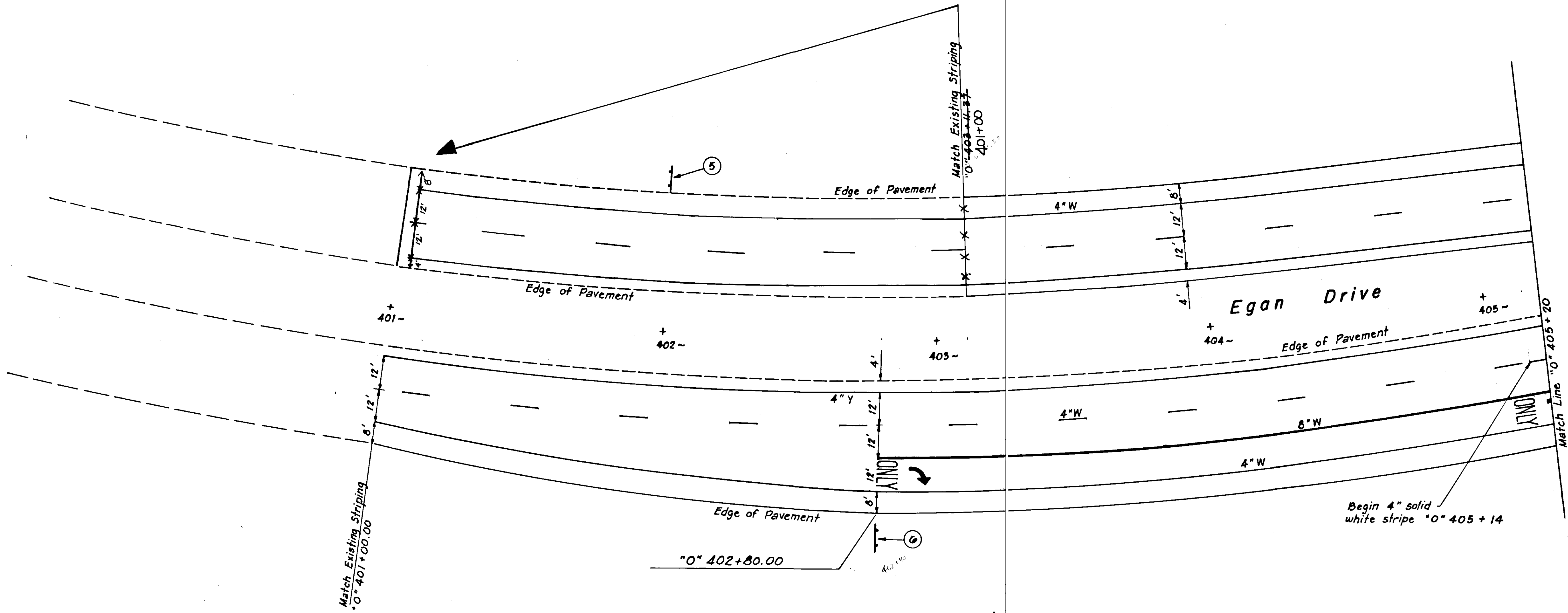
FIRE HYDRANT AND MISCELLANEOUS DETAILS

APPROVED BY:	DESIGNED BY:	SCALE:
DESIGN GROUP CHIEF		Not to Scale
RECOMMENDED BY:	DRAWN BY:	DATE: JULY, 1988
DESIGN ENGINEER, GROUP "A"	B.W.B.	
PREPARED BY:	CHECKED BY:	SHEET G15 of 41
PROJECT MANAGER	D.D.S.	
LEAD DESIGNER		



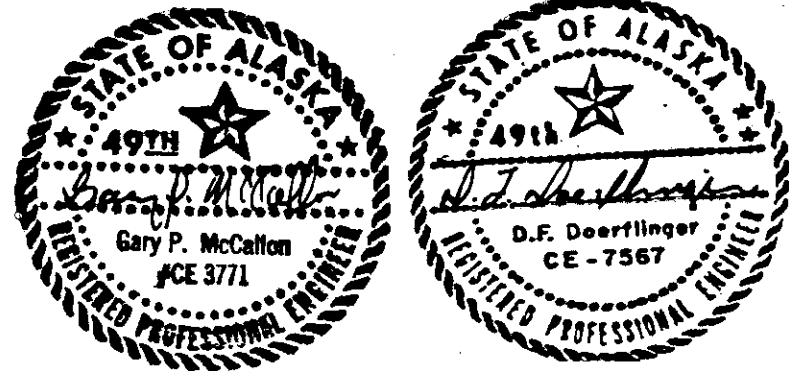
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0967 (I)	1989	G16	41

STRIPING & SIGNING PLAN



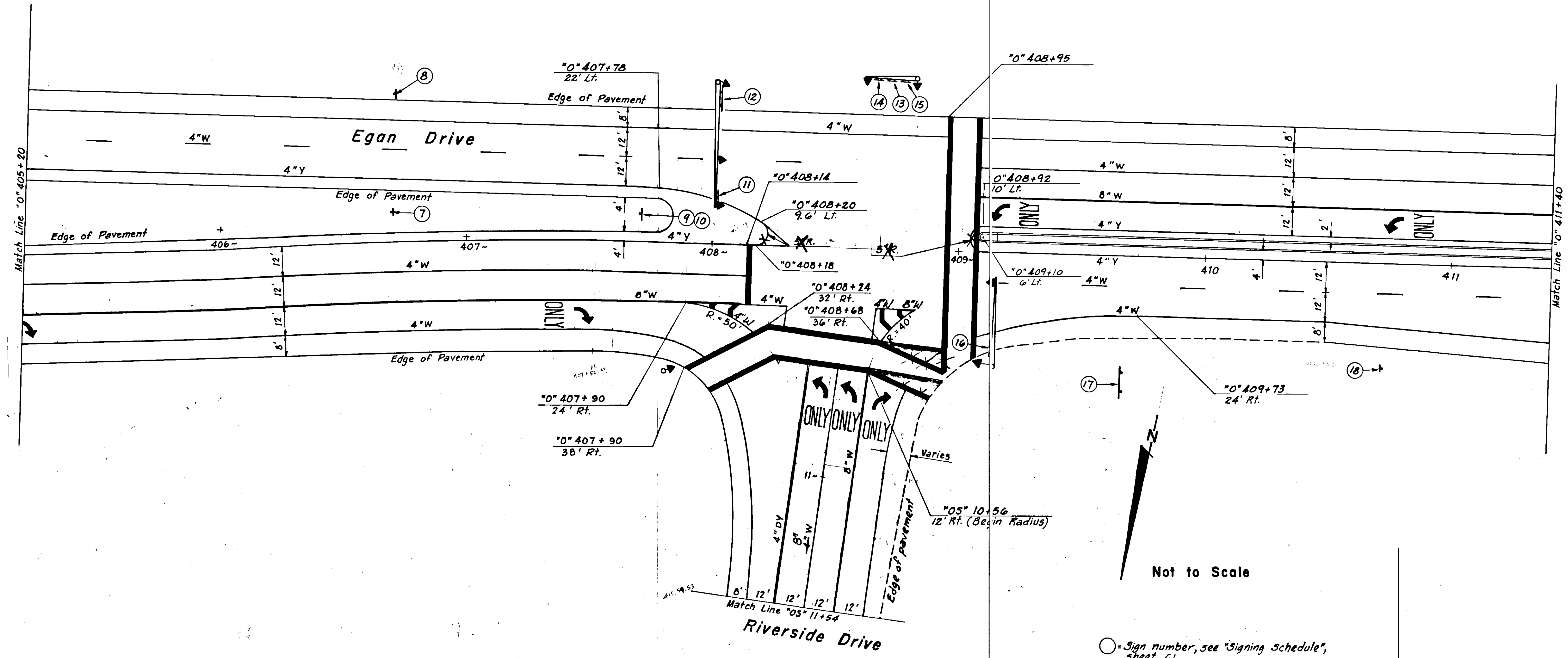
○ = Sign number, see
"Signing Schedule",
Sheet G1

Not to Scale

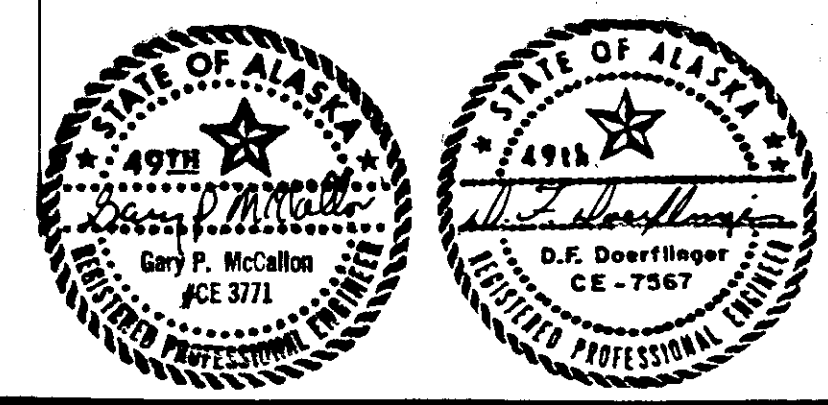


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0967 (I)	1989	G17	41

STRIPING & SIGNING PLAN



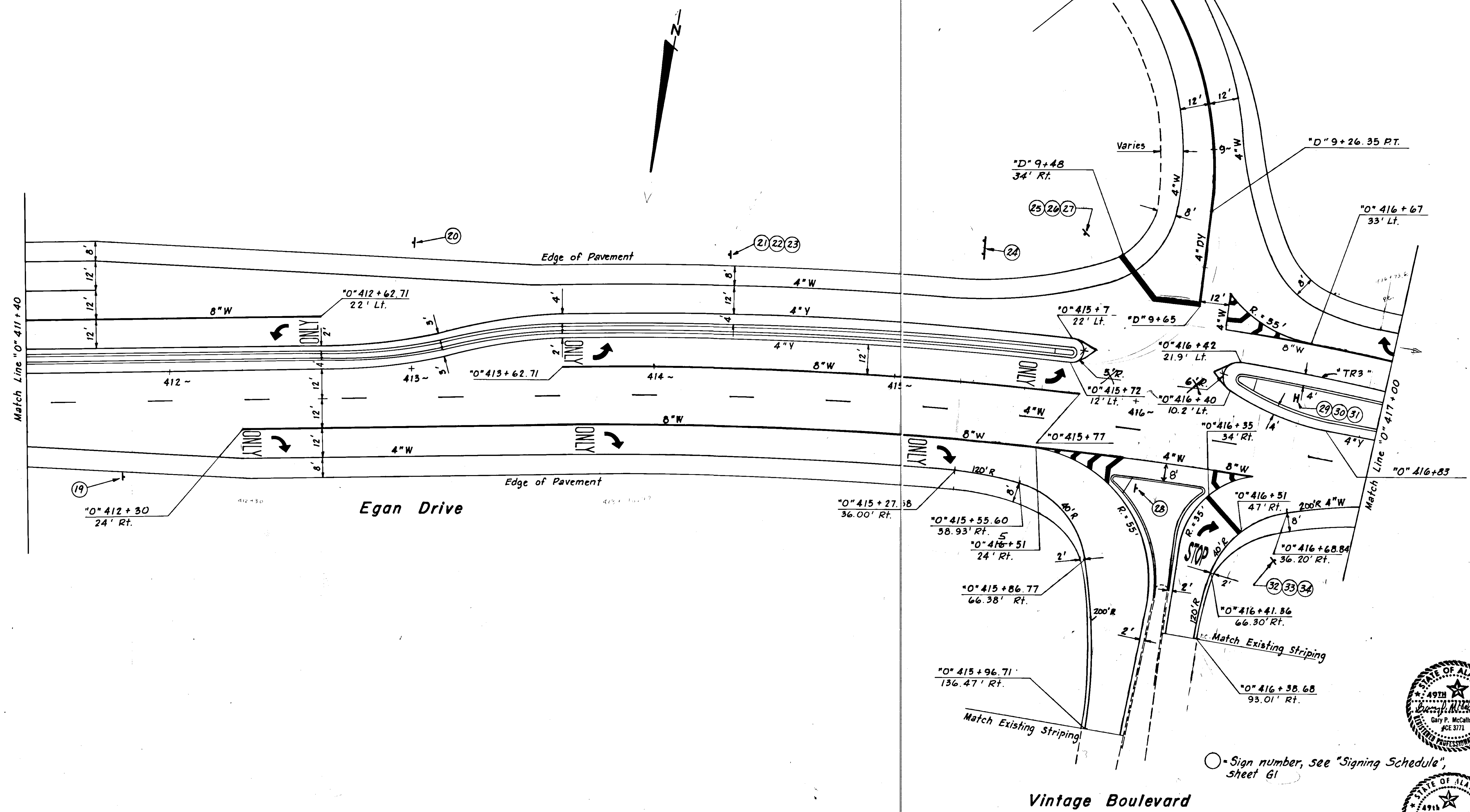
○ = Sign number, see "Signing Schedule", Sheet G1



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0967 (I)	1989	G18	41

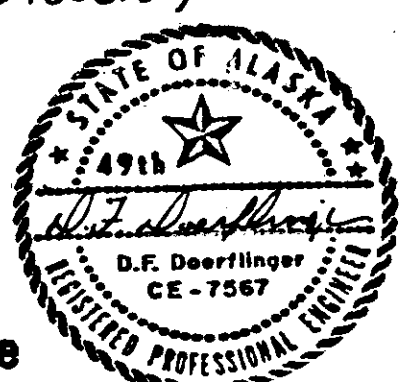
STRIPING & SIGNING PLAN

Glacier Highway



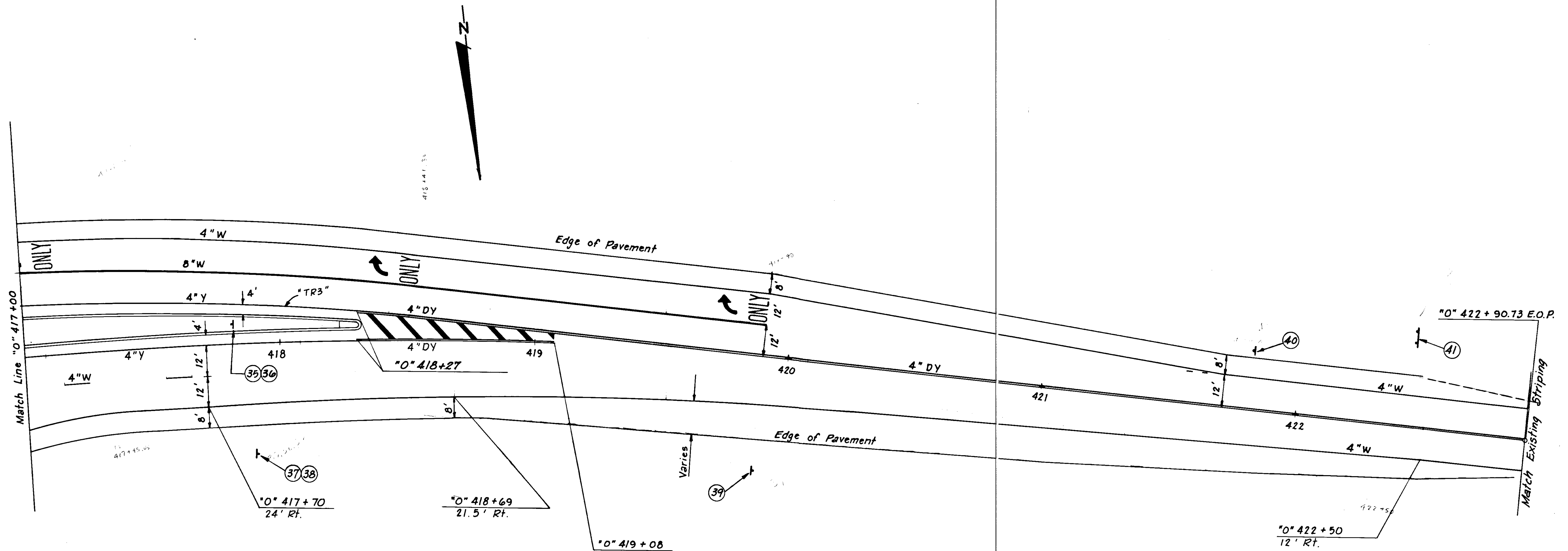
○ - Sign number, see "Signing Schedule", sheet G1

Not to Scale



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0967 (I)	1989	G19	41

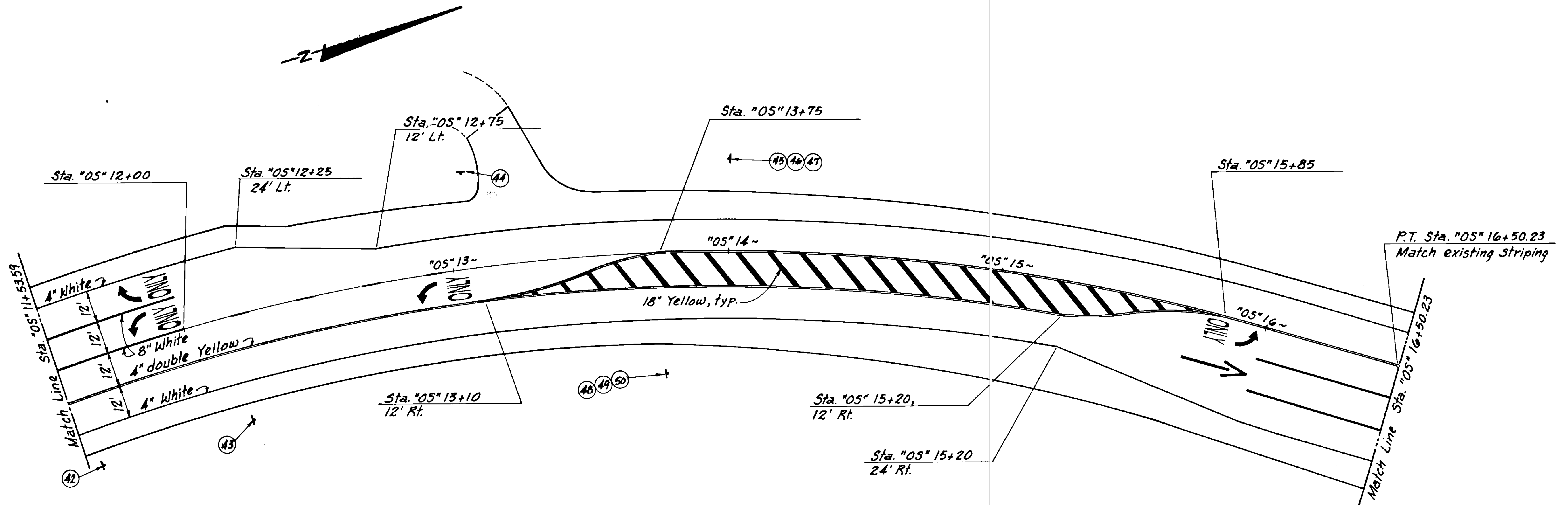
STRIPING & SIGNING PLAN



○ = Sign number, see "Signing Schedule", Sheet G1.

Not to Scale





NO.	DATE	DESCRIPTION OF CHANGE

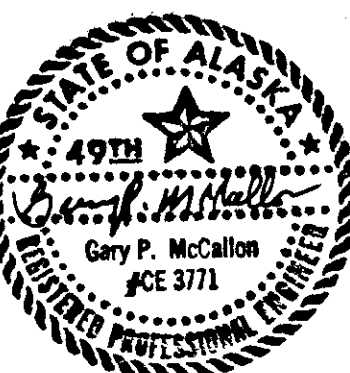
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

ALASKA

STRIPING & SIGNING PLAN

APPROVED BY:	DESIGNED BY:	SCALE:
DESIGN GROUP CHIEF	DATE	Not to Scale
RECOMMENDED BY:	DRAWN BY:	DATE:
DESIGN ENGINEER, GROUP	BWB	
PREPARED BY:	CHECKED BY:	SHEET G20 of 41
PROJECT MANAGER	LEAD DESIGNER	

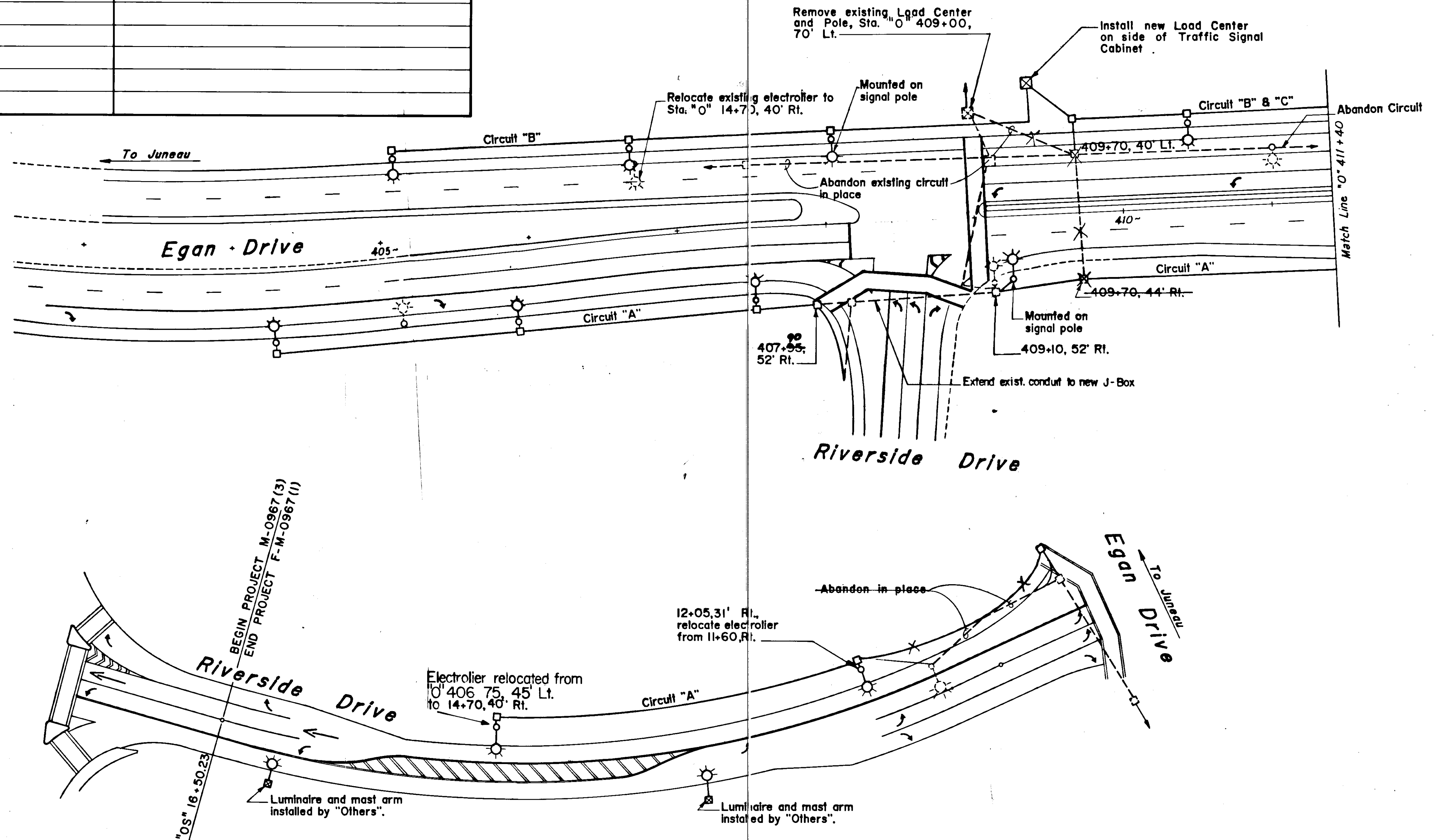


ENGINEER'S STAMP



ILLUMINATION SCHEDULE

"O" 404+30, 62' Rt.	Install electrolier with 250W H.P.S. Luminaire. Circuit "A".	"O" 409+40, 87' Lt.	Install new Load Center. See Standard Drawing L-20.01.
"O" 405+10, 56' Lt.	Install electrolier with 250W H.P.S. Luminaire. Circuit "B".	"O" 409+00, Lt.	Remove existing Load Center and Pole.
"O" 405+90, 56' Rt.	Install electrolier with 250W H.P.S. Luminaire. Circuit "A".	"O" 408+05, 52' Rt.	Remove existing J-Box.
"O" 406+70, 56' Lt.	Install electrolier with 250W H.P.S. Luminaire. Circuit "B".	"O" 415+35, 30' Lt.	Remove existing J-Box.
"O" 407+50, 47' Rt.	Install electrolier with 250W H.P.S. Luminaire. Circuit "A".	"O" 415+45, 25' Rt.	Remove existing J-Box.
"O" 408+01, 66' Lt.	Install 15 ft. mast arm on signal pole w/400W H.P.S. Luminaire. Circuit "B".	"O" 409+70, 40' Lt.	Remove existing J-Box.
"O" 409+22, 45' Rt.	Install 10 ft. mast arm on signal pole w/400W H.P.S. Luminaire. Circuit "A".		
"O" 410+80, 56' Lt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "B".		
"O" 411+80, 42' Rt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "A".		
"O" 413+05, 47' Lt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "B".		
"O" 414+30, 46' Rt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "A".		
"O" 415+50, 46' Lt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "B".		
"O" 416+90, 46' Rt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "B".		
"O" 417+90, 48' Lt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "C".		
"O" 419+85, 34' Lt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "C".		
"O" 421+80, 22' Lt.	Install electrolier w/250W, H.P.S. Luminaire. Circuit "C".		
"O" 406+75, 45' Lt.	Relocate electrolier to Sta. "OS" 14+70, 40' Rt.		
"OS" 11+65, 27' Rt.	Relocate electrolier to Sta. "OS" 12+05, 31' Rt.		
"O" 405+10, 55' Rt.	Remove exist. electrolier w/mast, sign & base to 7 mi. bldg.		
"O" 409+10, 45' Rt.	Remove existing electrolier to 7 mile building.		
"O" 411+00, 40' Lt.	Relocate existing electrolier to 7 mile building.		
"O" 413+05, 31' Lt.	Relocate existing electrolier to 7 mile building.		
"O" 415+45, 30' Lt.	Remove existing electrolier to 7 mile building.		
"O" 416+95, 35' Rt.	Remove existing electrolier to 7 mile building.		
"O" 404+35, 62' Rt.	Install type I J-box.		
"O" 405+15, 56' Lt.	Install type I J-box.		
"O" 405+90, 60' Rt.	Install type I J-box.		
"O" 406+70, 60' Lt.	Install type I J-box.		
"O" 407+50, 51' Rt.	Install type I J-box.		
"O" 407+55, 52' Rt.	Install type I J-box.		
"O" 408+30, 60' Lt.	Install type I J-box.		
"O" 409+70, 60' Lt.	Install type I J-box.		
"O" 410+45, 60' Lt.	Install type I J-box.		
"O" 411+80, 47' Rt.	Install type I J-box.		
"O" 413+05, 52' Rt.	Install type I J-box.		
"O" 414+30, 52' Rt.	Install type I J-box.		
"O" 415+45, 46' Lt.	Install type I J-box.		
"O" 415+45, 50' Rt.	Install type I J-box.		
"O" 416+90, 45' Rt.	Install type I J-box.		
"O" 417+95, 48' Lt.	Install type I J-box.		
"O" 419+85, 39' Lt.	Install type I J-box.		
"O" 421+80, 27' Lt.	Install type I J-box.		
"O" 423+00, 25' Lt.	Install type I J-box at Brotherhood Bridge abutment.		
"OS" 14+65, 40' Rt.	Install type I J-box.		
"OS" 12+05, 36' Rt.	Install type I J-box.		
"OS" 13+50, Lt.	Mast arm & luminaire installed by "others" on power pole.		
"OS" 16+00, Lt.	Mast arm & luminaire installed by "others" on power pole.		
Estimate	Install approximately 100 L.F. of 2" R.M.C.		
	Install approximately 3100 L.F. of 2" P.V.C.		



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

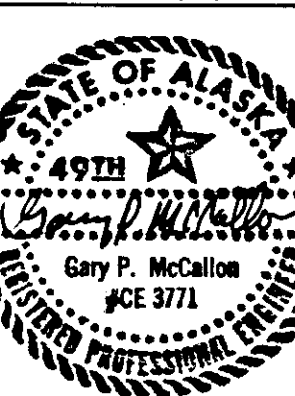
JUNEAU

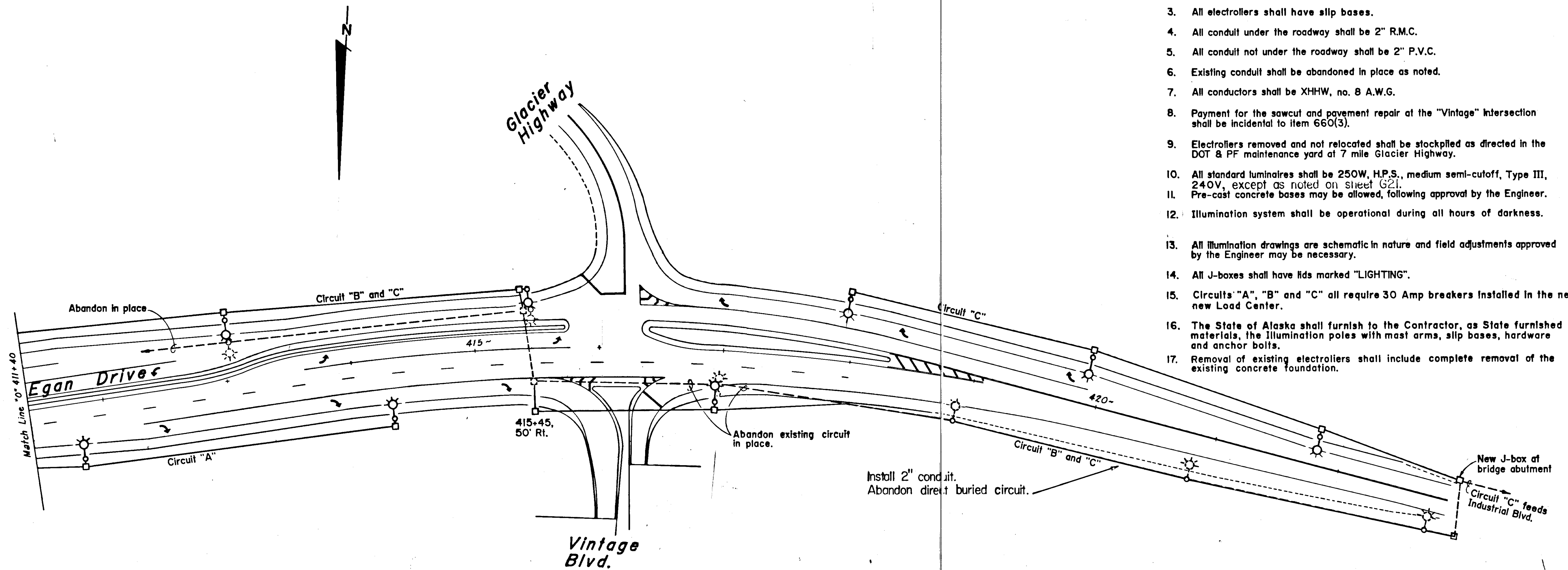
ILLUMINATION PLAN & SCHEDULE

ALAS: A

APPROVED BY:	DESIGNED BY:	SCALE:
RECOMMENDED BY:	S.K.	Not to Scale
DESIGN GROUP CHIEF	DRAWN BY:	DATE:
DESIGN ENGINEER, GROUP "A"	B.W.B.	
PREPARED BY:	CHECKED BY:	
PROJECT MANAGER	J.A.	
LEAD DESIGNER		
		SHEET G21 OF 42

ENGINEER'S STAMP





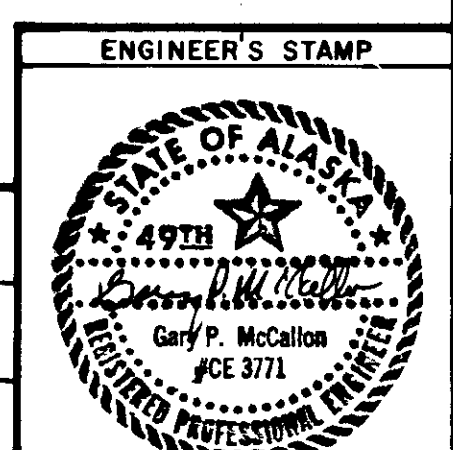
General Illumination Notes

- All luminaires shall be mounted 35 feet above the roadway.
- All mast arms shall be 10 feet long, except 408+01, which is 15 feet.
- All electroliners shall have slip bases.
- All conduit under the roadway shall be 2" R.M.C.
- All conduit not under the roadway shall be 2" P.V.C.
- Existing conduit shall be abandoned in place as noted.
- All conductors shall be XHHW, no. 8 A.W.G.
- Payment for the sawcut and pavement repair at the "Vintage" intersection shall be incidental to item 660(3).
- Electroliners removed and not relocated shall be stockpiled as directed in the DOT & PF maintenance yard at 7 mile Glacier Highway.
- All standard luminaires shall be 250W, H.P.S., medium semi-cutoff, Type III, 240V, except as noted on sheet G21.
- Pre-cast concrete bases may be allowed, following approval by the Engineer.
- Illumination system shall be operational during all hours of darkness.
- All illumination drawings are schematic in nature and field adjustments approved by the Engineer may be necessary.
- All J-boxes shall have lids marked "LIGHTING".
- Circuits "A", "B" and "C" all require 30 Amp breakers installed in the new Load Center.
- The State of Alaska shall furnish to the Contractor, as State furnished materials, the illumination poles with mast arms, slip bases, hardware and anchor bolts.
- Removal of existing electroliners shall include complete removal of the existing concrete foundation.

STATE OF ALASKA	
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES	
SOUTHEAST REGION DESIGN & CONSTRUCTION	
DATE	DESCRIPTION OF CHANGE
RECORD OF REVISIONS	

JUNEAU	ALASKA
ILLUMINATION PLAN & SCHEDULE	

APPROVED BY:	DESIGNED BY:	SCALE:
DESIGN GROUP CHIEF	S.K.	Not to Scale
RECOMMENDED BY:	DRAWN BY:	DATE:
DESIGN ENGINEER, GROUP	B.W.B.	
PREPARED BY:	CHECKED BY:	
PROJECT MANAGER	J.A.	
LEAD DESIGNER		
		SHEET G22 OF 41



Install Telephone Cable,
see sheet G26.

Egan Drive

407

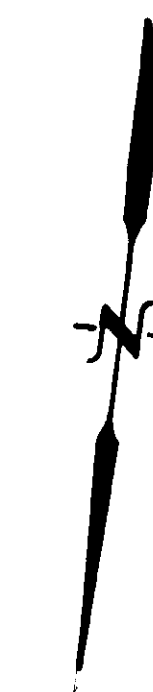
408

Existing Conduit, see
note 1 this sheet.

2" Conduit to Utility
Pole, by Others.

Install new Load
Center on side of
Signal Cabinet.

Existing Conduit, see
note 1 this sheet.



NOTES :

1. Rigid metal conduits were installed in the roadway under a previous contract to facilitate traffic signal cables to be installed in this contract. One 3" conduit is installed under Riverside Drive from "0" 408+94, 57' Rt. to "0" 408+89, 61' Rt. Two 3" conduits are installed under Egan Drive from "0" 408+94, 54' Rt. to "0" 409+23, 46' Lt. Locations are approximate and shall be verified by the Contractor.

Install Telephone Cable,
see sheet G27.

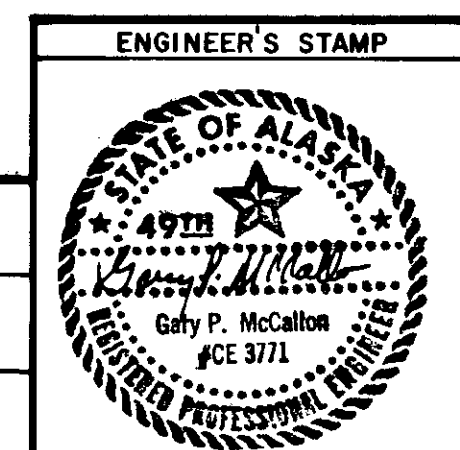
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

ALASKA

SIGNALIZATION PLAN

APPROVED BY:	DESIGNED BY:	SCALE:
RECOMMENDED BY:	DRAWN BY:	DATE:
PREPARED BY:	CHECKED BY:	SHEET G23 of 41
PROJECT MANAGER	LEAD DESIGNER	



Detector Summary						
Number	Station	Offset		Type	Phase	Remarks
		Lt.	Rt.			
1	"O" 412+90	28'		6'x6' Loop	6	3 Turns
2	"O" 412+90	46'		6'x6' Loop	6	3 Turns
3	"O" 411+60	28'		6'x6' Loop	6	3 Turns
4	"O" 411+60	40'		6'x6' Loop	6	3 Turns
5	"O" 409+21	16'		6'x35' Loop	1	2-4-2 Quadrapole
6	"O" 409+16	28'		6'x25' Loop	6	3 Turns
7	"O" 409+16	40'		6'x25' Loop	6	3 Turns
8	"O" 408+83	68'		Ped. Pushbutton	4	Install RIO-4B(L)
9	"O" 404+36	23'		6'x6' Loop	2	3 Turns
10	"O" 404+36	35'		6'x6' Loop	2	3 Turns
11	"O" 405+66	17'		6'x6' Loop	2	3 Turns
12	"O" 405+66	29'		6'x6' Loop	2	3 Turns
13	"O" 407+82	52'		Ped. Pushbutton	2	Install RIO-4B(R)
14	"O" 408+06	6'		6'x25' Loop	2	3 Turns
15	"O" 408+06	18'		6'x25' Loop	2	3 Turns
16	"OS" 10+59	6'		6'x40' Loop	4	2-4-2 Quadrapole
17	"OS" 10+59	6'		6'x40' Loop	4	2-4-2 Quadrapole
18	"OS" 11+09	6'		6'x6' Loop	4	2-4-2 Quadrapole
19	"OS" 11+09	6'		6'x6' Loop	4	2-4-2 Quadrapole
20	"O" 409+22	45'		Ped. Pushbutton	2	Install RIO-4B(R)
21	"O" 409+22	45'		Ped. Pushbutton	4	Install RIO-4B(L)
22	"O" 409+84	16'		6'x6' Loop	1	2-4-2 Quadrapole
-	"O" 408+01	26'		Opticom	1 & 6	
-	"O" 408+75	68'		Opticom	4	
-	"O" 409+22	21'		Opticom	2 & 6	

Detector Summary Notes :

- Signs are incidental to Item 660(l), Traffic Signal System complete.
- Loop Detector wire shall have it's own PVC ducting. The wire shall be #14 A.W.G. stranded T.H.H.N.(U.L.) 600V. The ducting shall be ULFR-I rated 105° C, wall thickness 0.031", inner diameter nominal 0.186" moisture, chemical and oil resistant.

Signal Pole Summary								
Number	Station	Offset		Mast Arm Type	Mast Arm			Pole Type
		Lt.	Rt.		K	M	N	
1	"O" 409+22		45'	Regular	32'			Combination
2	"O" 408+83	68'		Regular	18'			Regular
3	"O" 408+01	66'		Regular	49'	18'	31'	Combination(See note 2.)
4	"O" 407+82		52'	None	—	—	—	Regular Ped. Pole with

Signal Pole Summary Notes :

- All 4 poles shall have a R9-4 decal placed 5' above the ground level of the pole facing the crossing.
- Pole 3 shall be constructed with spread footing as per Standard Drawing T-52.01.

		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION
DATE	DESCRIPTION OF CHANGE	

Signal Head Summary						
Signal Head Number	Phase	Pole Number	Indication	Lens Size	Mounting Type	Remarks
1	2	1	R-Y-G	12"	Plumbizer	
2	2	1	R-Y-G-RY-RG	12"	S-I	RY and RG are Overlap A
3	7	1	Ped. Symbol	Neon	SW-2	
4	2	1	Ped. Symbol	Neon	SW-2	
5	4	2	Ped. Symbol	Neon	SW-I	
6	4	2	R-Y-G	12"	S-I	
7	4	2	R-Y-G	12"	Plumbizer	
8	6	3	R-Y-G	12"	S-I	
9	6	3	R-Y-G	12"	Plumbizer	
10	1	3	LR-LY-LG	12"	Plumbizer	
11	1	4	LR-LY-LG	12"	Slipfitter	
12	2	4	Ped. Symbol	Neon	SW-I	

J-Box & Cabinet Base Summary					
Number	Station	Offset		Type	Remarks
		Lt.	Rt.		
1	"O" 412+90	49'		I	
2	"O" 411+60	55'		I	
3	"O" 409+29	58'		II	
4	"O" 409+32	86'		III	
5	"O" 408+05	60'		II	
6	"O" 404+33	64'		I	
7	"O" 405+63	63'		I	
8	"O" 407+93	57'		II	
9	"O" 408+91	62'		II	
10	"O" 408+97	54'		II	
11	"O" 409+13	7'		II	
12	"O" 409+82	6'		II	
13	"OS" 11+06	42'		I	
-	"O" 409+40	85'		Controller Cabinet	See Notes

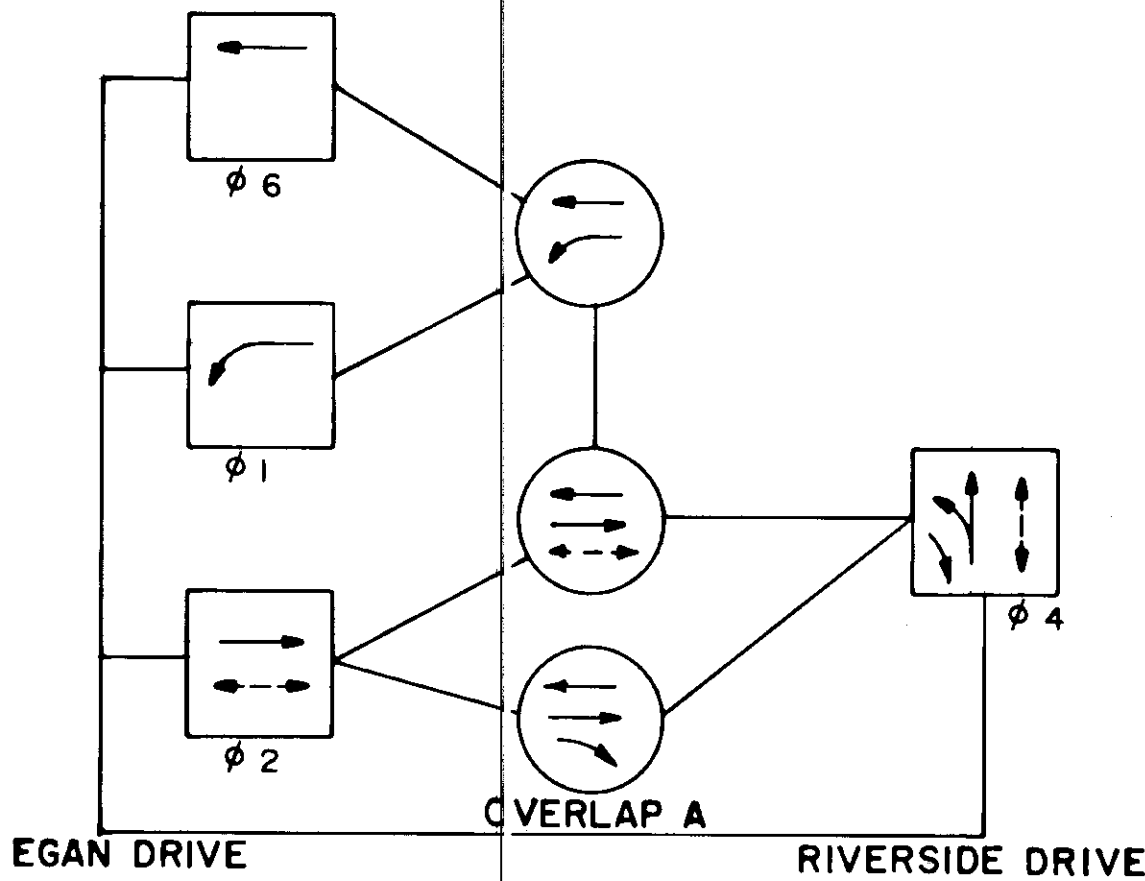
J-Box & Cabinet Base Summary Notes :

- The Contractor shall supply 4- $\frac{3}{4}$ "x16" anchor bolts for the Traffic Signal Controller Cabinet.
- Contractor shall install a 50 AMP, 120V Traffic Signal circuit breaker in the new load center cabinet. See Illumination Plan, sheets G21-22.
- Install new load center on side of signal cabinet as shown in Standard Drawing T-33.01. Payment shall be incidental to 660(3) Highway Lighting System. See Illumination Schedule.

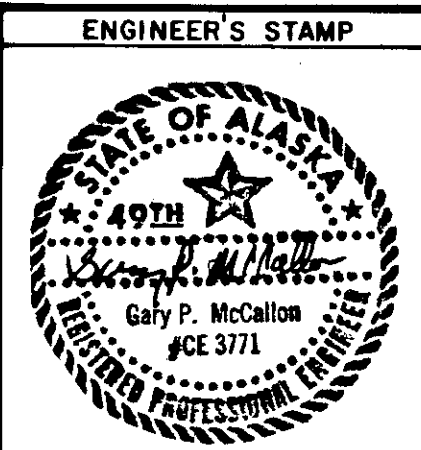
SIGNAL PHASE DIAGRAM, SUMMARY & NOTES

General Signalization Notes

- All poles shall be field drilled for mounting hardware.
- All signal heads shall have backplates.
- Signal hardware shall be mounted as per Standard Drawing T-30.00 and T-52.01.
- Each Vehicle Signal Head shall have it's own "home run" cable.
- All conduits shall be sloped to drain to a "T" drain.
- The Contractor shall locate all existing underground utilities, pipes and culverts before commencing work.
- Conduit locations as shown on the signalization plan are schematic only and may be adjusted to suit field conditions.
- J-Box locations may be adjusted to suit field conditions.
- Loop Detector sawcuts shall be hydroblasted and blown dry.
- Loop Detector wire shall be held down at two (2) foot intervals with pieces of $\frac{1}{2}$ " diameter foam or wedging clamps.
- Sawcuts for Loop Detectors shall be $\frac{3}{8}$ " wide.
- In lieu of 45° sawcuts on loop corners, 2- $\frac{1}{2}$ " diameter holes may be bored in the pavement or the pavement may be chipped out to allow for a wire bending radius of no less than one (1) inch.
- The signal shall be equipped with an approved brand Opticom Emergency Vehicle pre-emptor. All detectors and wire shall be supplied by the Contractor. Three (3) Detectors and two (2) Discriminator boards are required. The Detectors shall be mounted on the Mast Arms over the roadway.
- "C" = Conductor; "RMC" = Rigid Metal Conduit.
- The State of Alaska shall furnish to the Contractor, as State furnished materials, the traffic signal poles (including mast arms and anchor bolts), and the controller cabinet, complete with all components. The Contractor shall furnish all other required material.
- The signal poles and controller cabinet will be available at the DOT&PF Maintenance Station at 7 mile Glacier Highway.
- Frangible base support coupling shall conform to AASHTO Standards for breakaway support.



Phase Diagram
OVERLAP A = #2 + #4 - #2P



APPROVED BY:	DESIGNED BY:	SCALE:
DESIGN GROUP CHIEF	R.P.	Not to Scale
RECOMMENDED BY:	DRAWN BY:	DATE:
DESIGN ENGINEER, GROUP	BWB	
PREPARED BY:	CHECKED BY:	
PROJECT MANAGER	J.A.	
LEAD DESIGNER		
		SHEET G25 OF 41

[illegible]

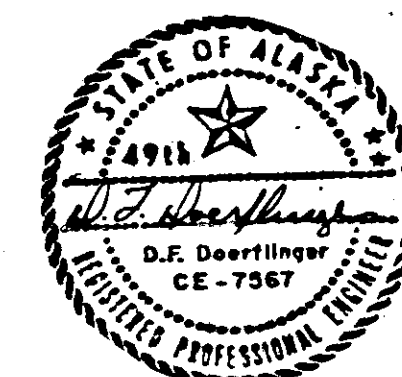
1. Two-way traffic shall be maintained at all times on Egan Drive, Glacier Hwy., Riverside Dr. & Vintage Blvd.
2. "No OUTLET" signs shall be placed at the intersection of Meadow Lane & Striking Street & at the intersection of Sunset Drive & Del Rae Road when beginning construction of Cul-de-sacs. These signs will be measured & paid for under item 615(1) Standard signs.

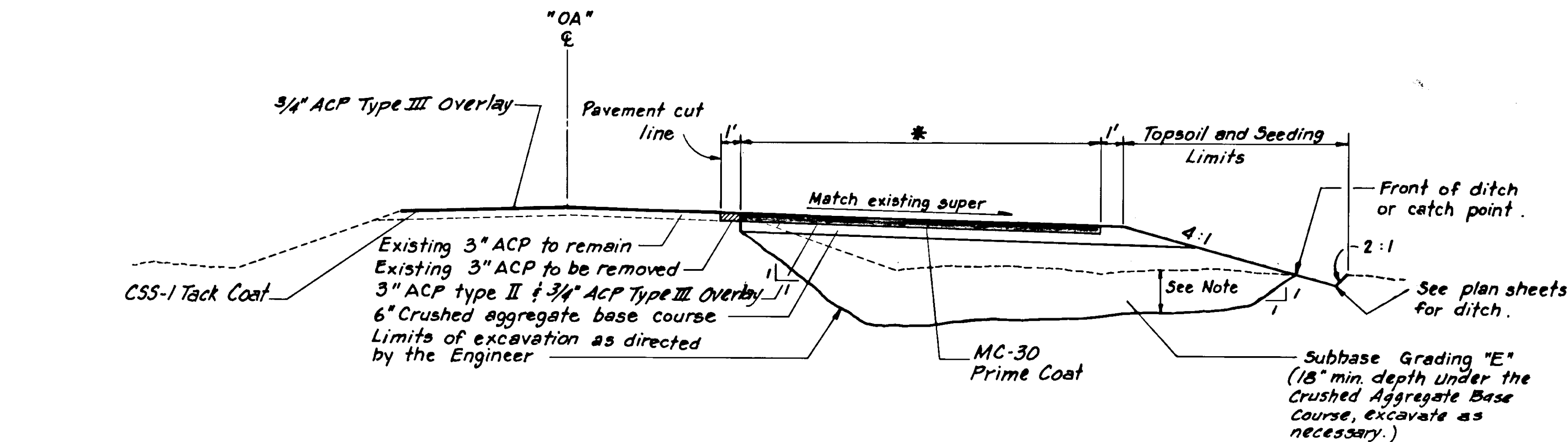
- a. Remove Islands
- b. Construct Meadow Lane & Sunset Drive Cul-de-sacs
- c. Remove pavement left (except depressed median)
- d. Widen left through crushed aggregate base.
- e. Construct depressed median.
- f. Remove pavement right.
- g. Widen right through crushed aggregate base.
- h. Construct curbed median.
- i. Pave left.
- j. Pave right.
- k. Overlay

This Traffic Control Plan is based on the above sequence, any variation will require submittal of a new TCP by the Contractor for approval by Engineer.

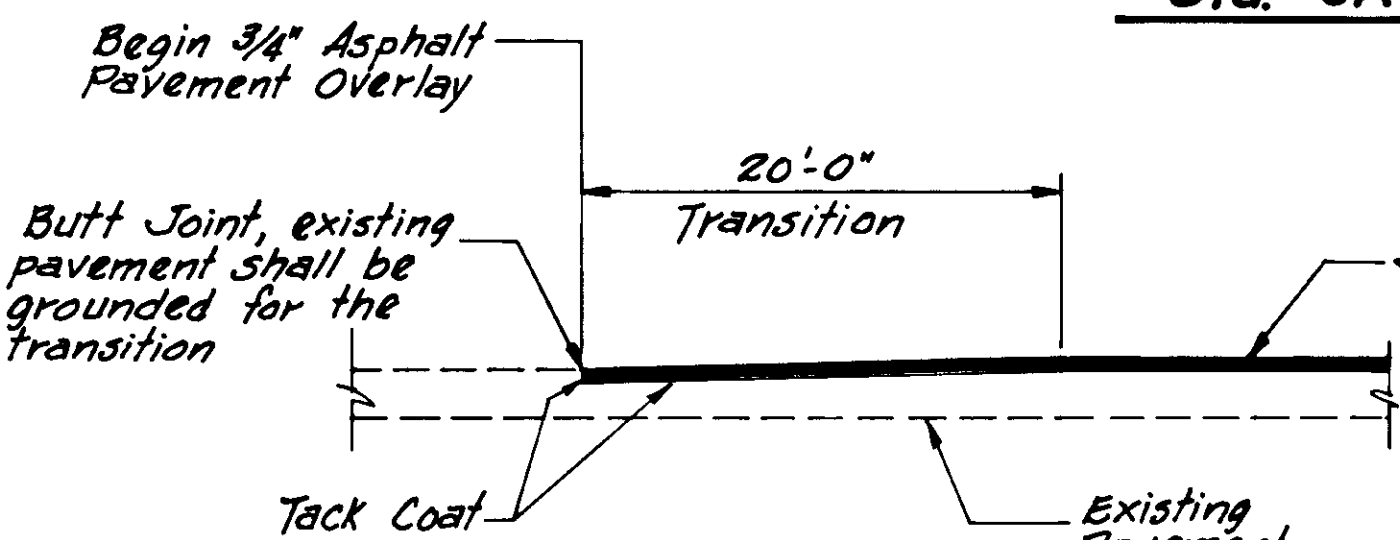
notes~ continued:

4. Traffic cones shall be spaced at 30' intervals.
5. CW 8-7 (Loose gravel), CW 24-1 (Uneven lanes), and R4-1 (Do Not Pass) shall be displayed as shown when traffic is routed over an unpaved surface.
6. * Indicates signs to be paid under item 643 (3) (Permanent construction signing) All others are to be paid under item 643 (4) (Construction sign) unless otherwise noted.
7. Flagger signing (CW 20-7) shown is typical for areas of traffic conflict. Move as necessary.
8. Traffic lane revisions are to be in effect between the hours from sunrise to sunset only.

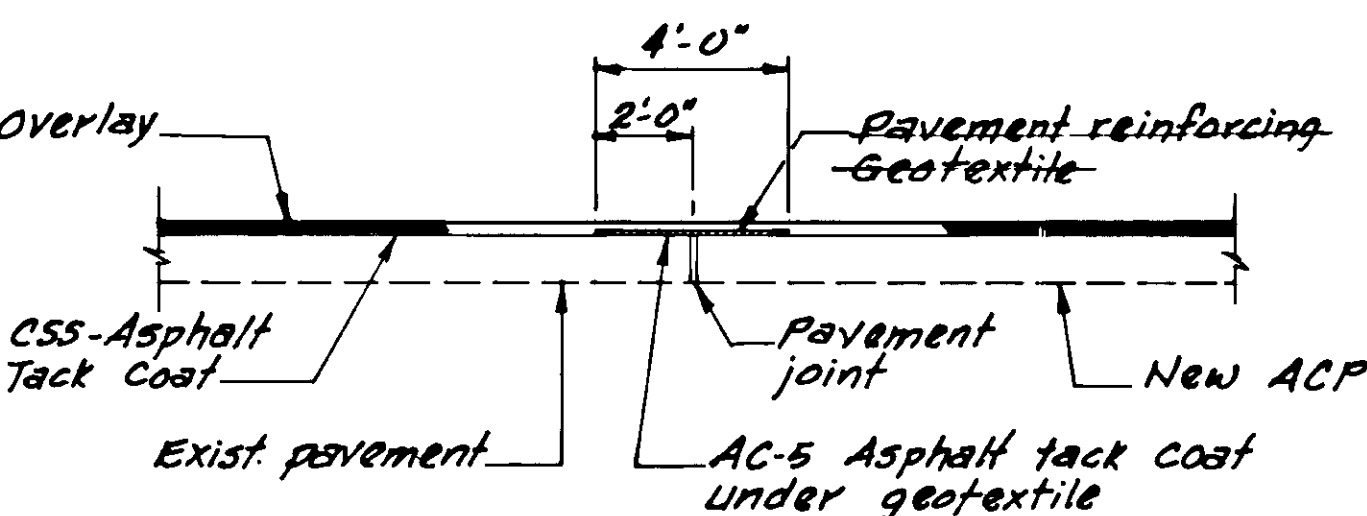




Sta. "OA" 10+14.24 to Sta. "A" 13+11.37 (Mall Road)



Overlay Taper Detail



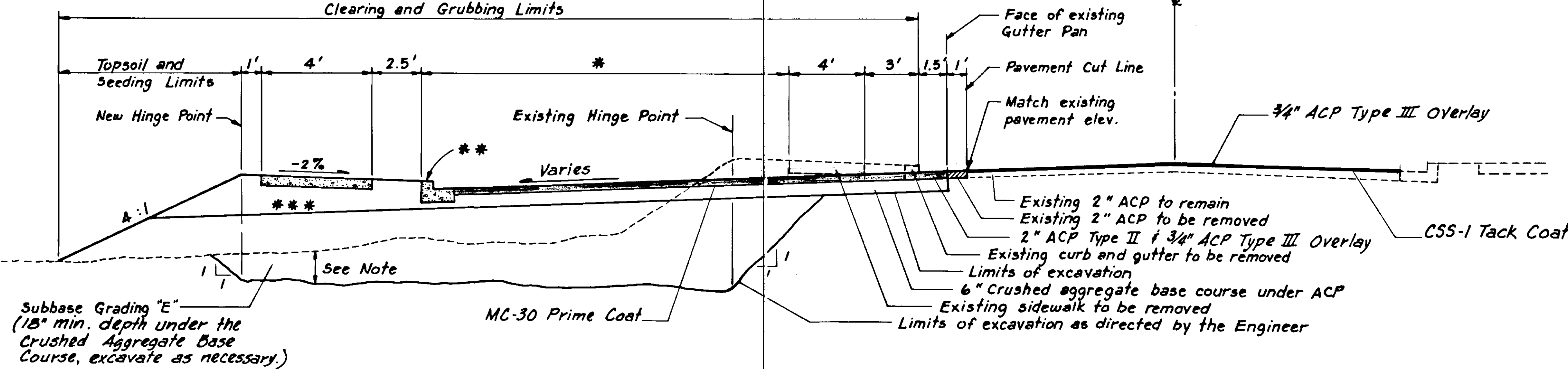
Pavement Joint Reinforcement Detail

LEGEND

- * Width Varies, See plan sheets.
- ** See curb elevations, sheet 9.
- *** Match new pavement slope

NOTE: Depth of unsuitable material varies from approximately 2' to 4.5'. Depth of excavation shall be determined during excavation, by the Engineer. The estimated quantity for Unclassified Excavation, Item 203 (3), sheet 3, has been calculated assuming that the depth of unsuitable material is four (4) feet below existing ground. Unsuitable material is defined as highly organic surficial soils and underlying soft silts.

ACP = Asphalt Concrete Pavement



Sta. "OB" 10+47.6 to Sta. "OB" 13+45.62 (Vintage Blvd.)

(See "Pavement Removal Detail" above and Plan Layout)

Pavement Removal Detail

(Sta. "OB" 10+55 to Sta. "OB" 11+66.78)

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

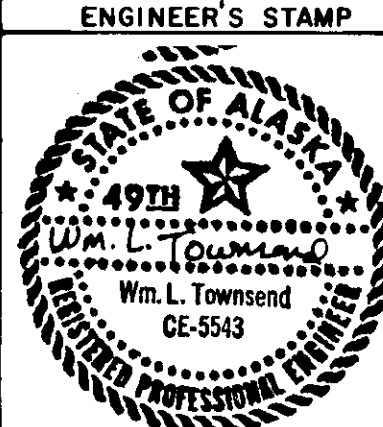
JUNEAU

ALASKA

TYPICAL SECTIONS & DETAILS

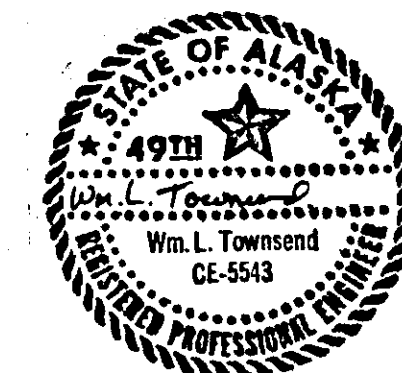
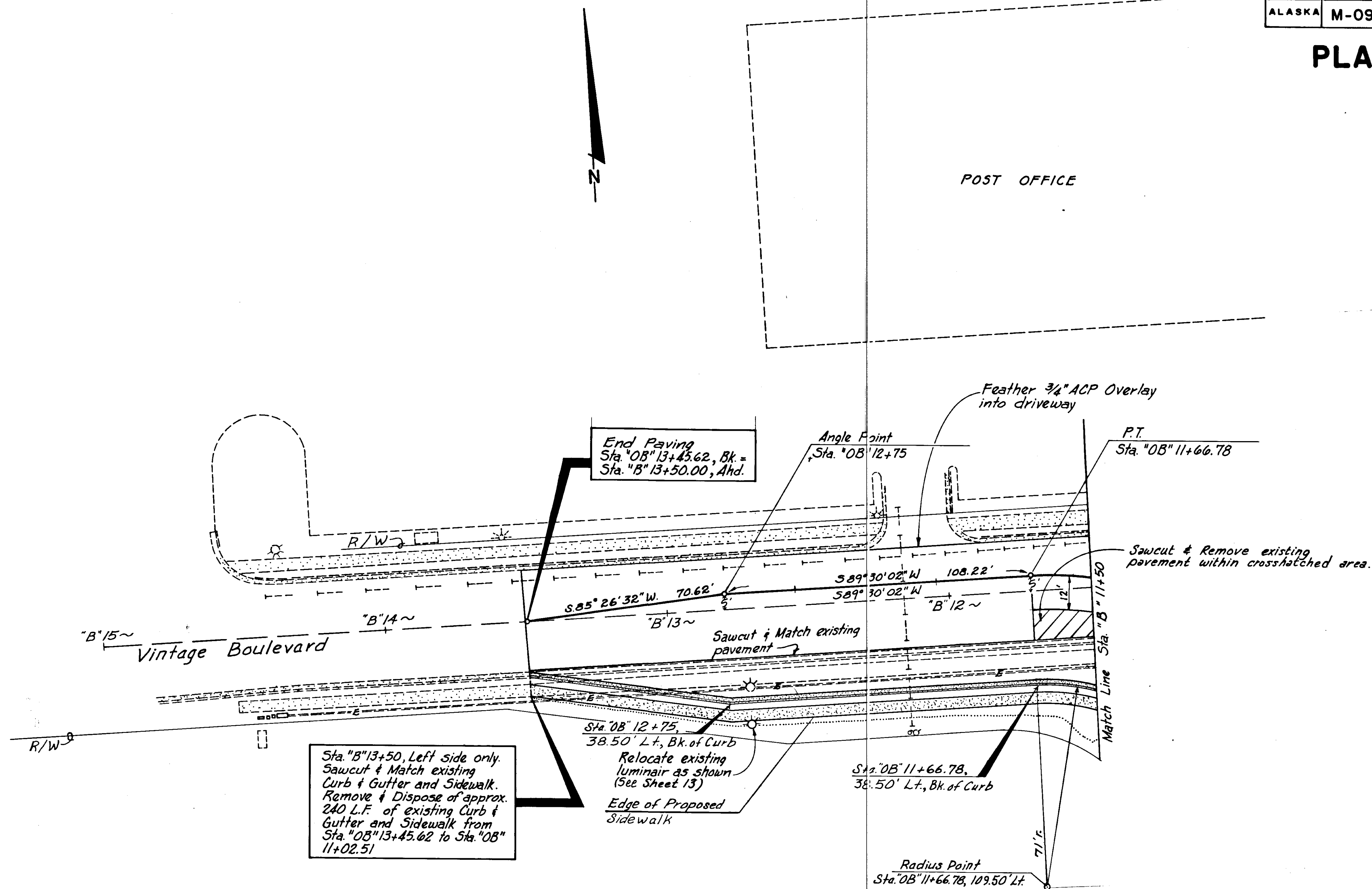
APPROVED BY: _____
DESIGNED BY: D.K.
RECOMMENDED BY: _____
DESIGN ENGINEER, GROUP "A"
PREPARED BY: _____
PROJECT MANAGER

DESIGNED BY: D.K.
DRAWN BY: T.S.
CHECKED BY: D
SCALE: Not to Scale
DATE: 9/88
SHEET VI OF 41

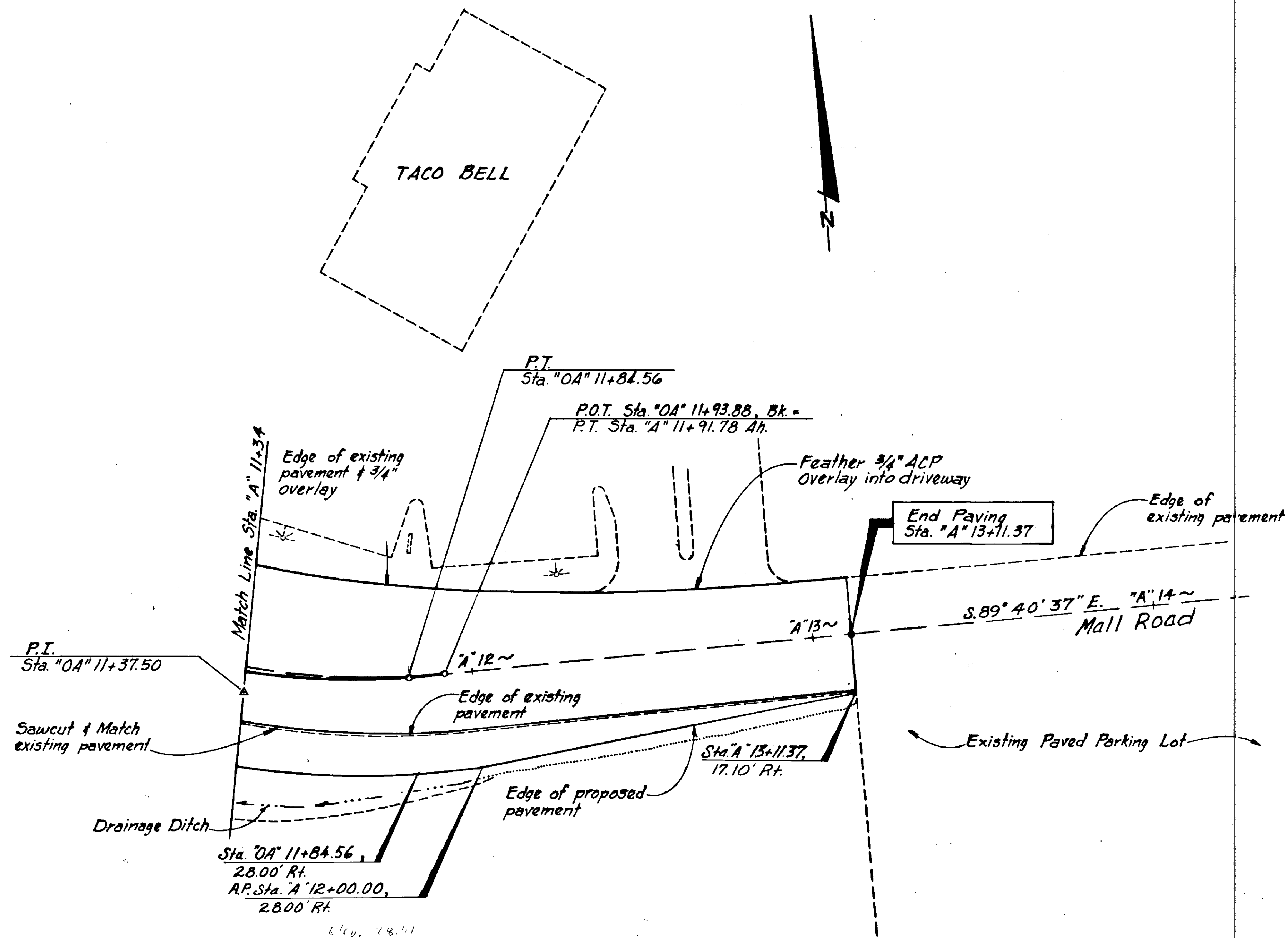


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967 (3)	1989	V 4	41

PLAN LAYOUT



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967 (3)	1989	V5	



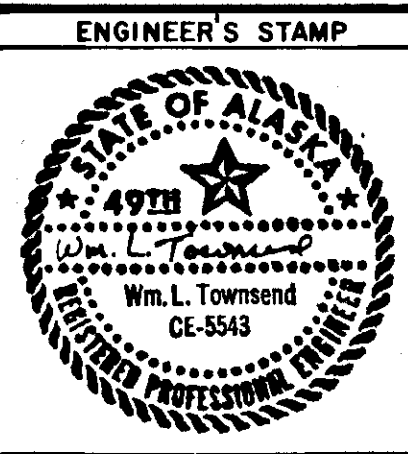
Y	DATE	DESCRIPTION OF CHANGE

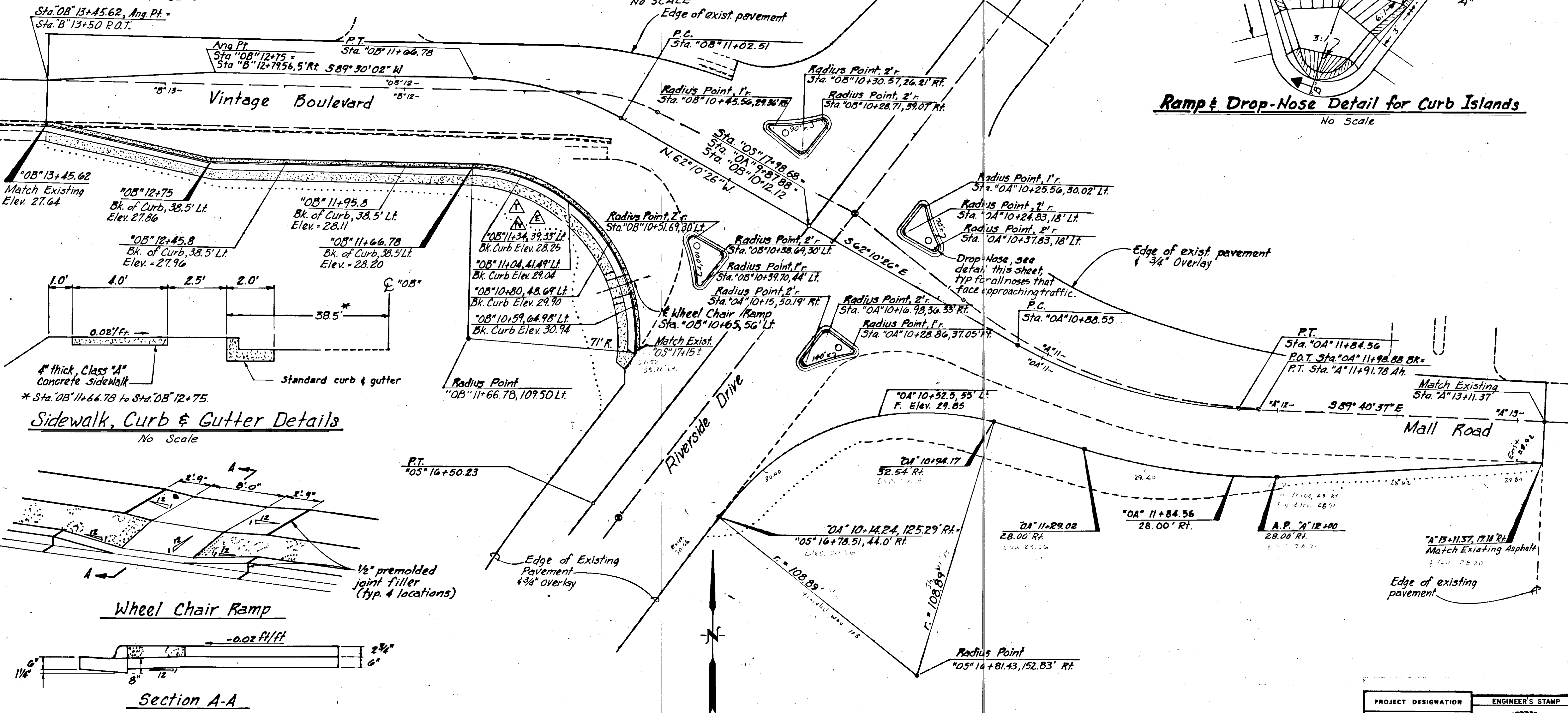
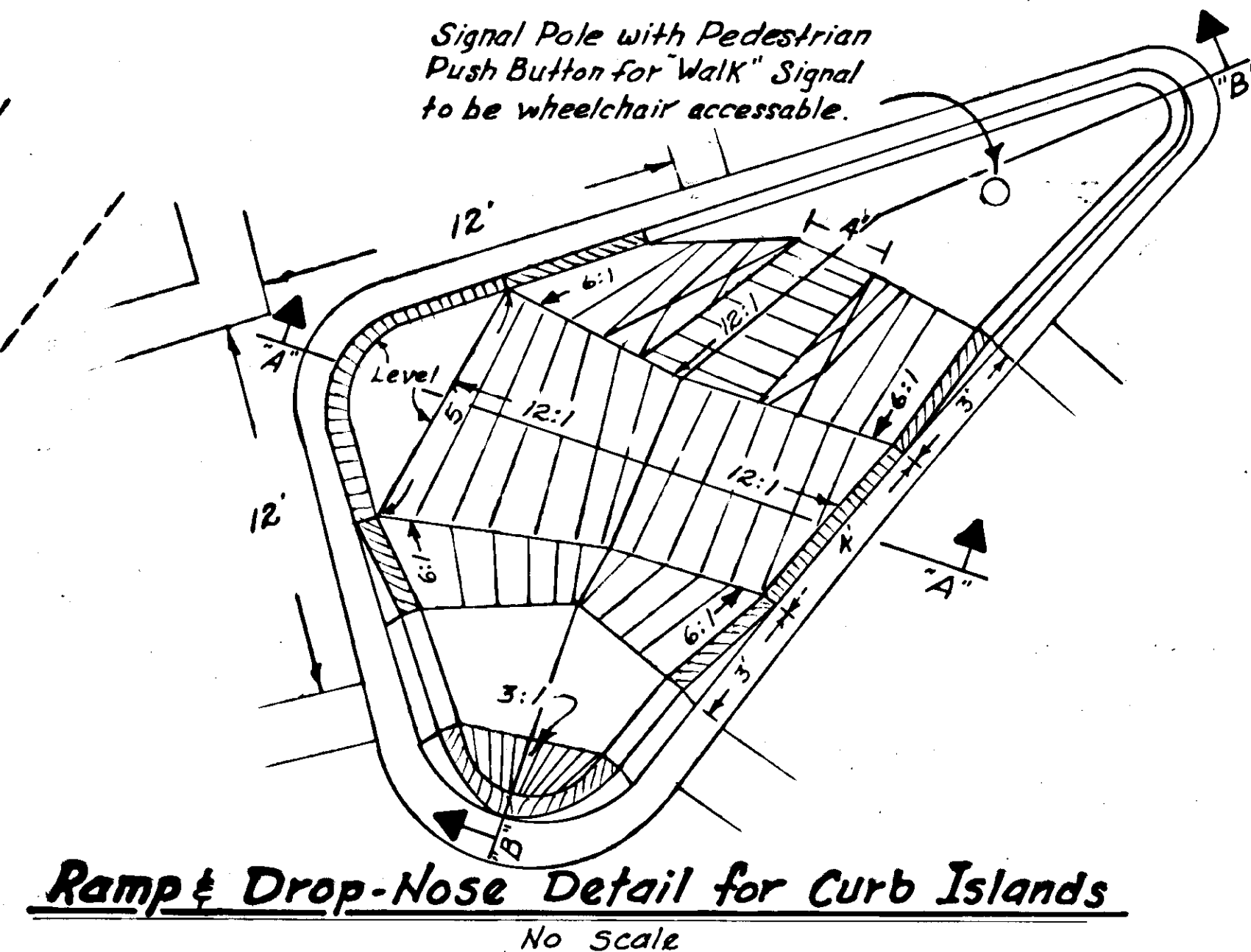
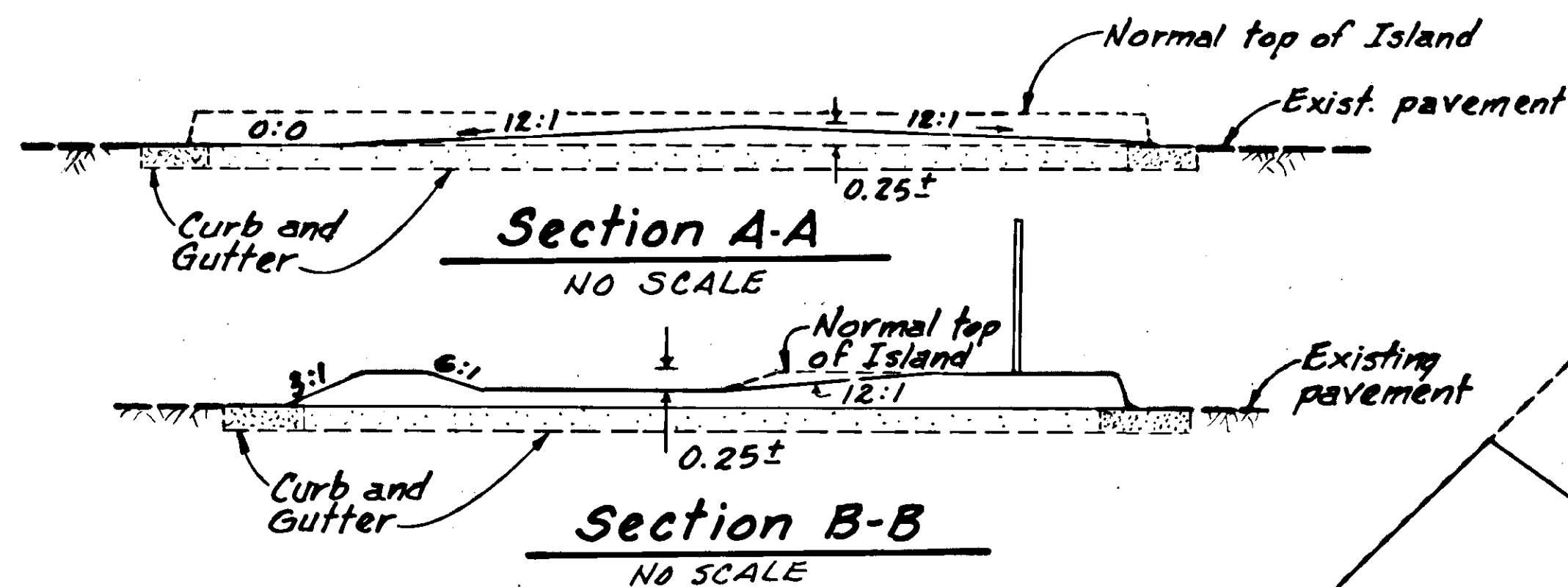
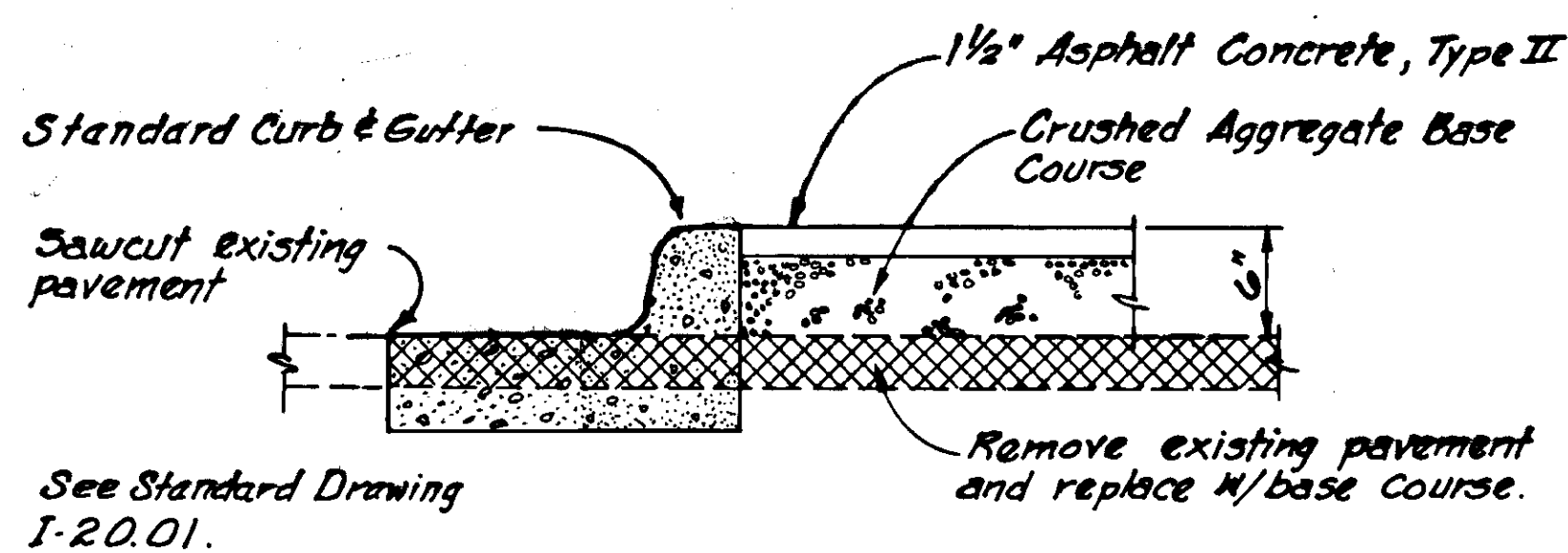
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA
PLAN LAYOUT

APPROVED BY:	DESIGNED BY: DK
RECOMMENDED BY:	DRAWN BY: BWB
PREPARED BY:	CHECKED BY: ML

SCALE: Not to Scale
DATE: 8/88
SHEET V5 OF 41

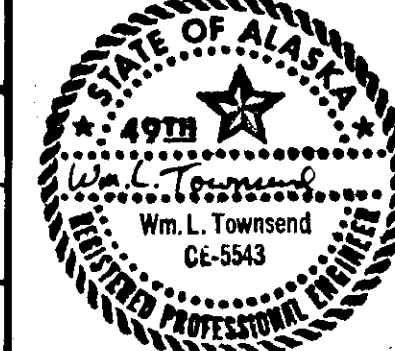




STATE OF ALASKA	
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES	
SOUTHEAST REGION DESIGN & CONSTRUCTION	
DATE	DESCRIPTION OF CHANGE
RECORD OF REVISIONS	

JUNE AU	ALASKA
INTERSECTION DETAIL	

APPROVED BY:	DESIGNED BY: DK	SCALE: Not to Scale
RECOMMENDED BY:	DRAWN BY: BWB	DATE: 8/88
PREPARED BY:	CHECKED BY: ML	SHEET V6 OF 41
PROJECT MANAGER	LEAD DESIGNER	

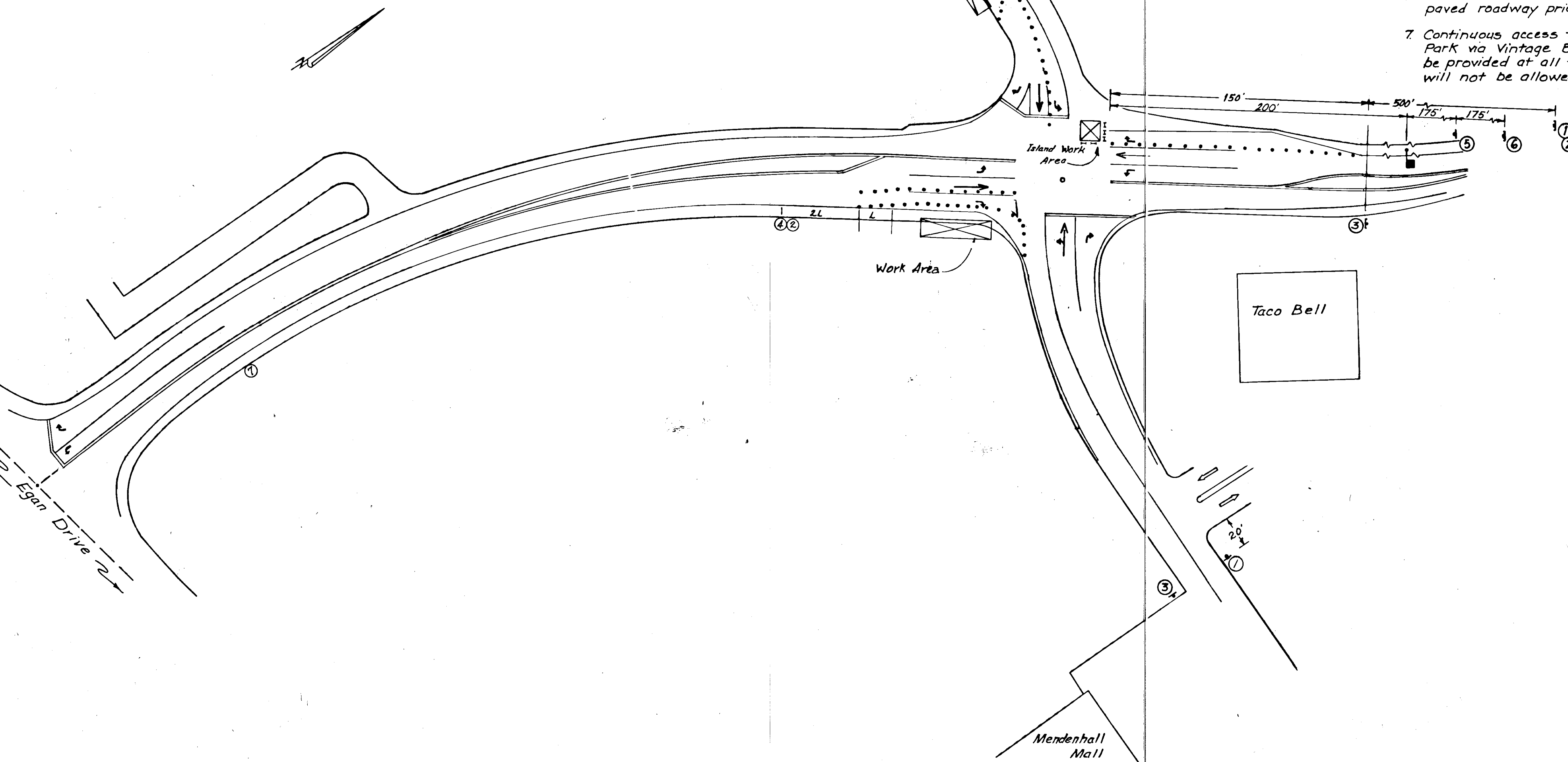


CONSTRUCTION ZONE SIGN SCHEDULE			
NO.	SIZE	DESIGNATION	SIGN WORDING
1	48"x48"	CW20-1F	Road Construction Ahead
2	24"x24"	CW13-1	20 MPH
3	60"x24"	G20-2	End Construction
4	30"x30"	CW1-4	
5	36"x36"	CW20-7	FLAGMAN AHEAD
6	36"x36"	CW20-8	BE PREPARED TO STOP
7	36"x36"	CW21-5	Shoulder Work

TAPER FORMULA NOTES
 $L = WS^2/60$ Minimum length of taper in feet.
W = Width of offset in feet.
S = Numerical value of posted speed limit.
Maximum spacing between channelizing devices in taper should be approximately equal in feet to the speed limit.

TRAFFIC CONTROL PLAN NOTES

1. Two directional traffic shall be maintained from 6:30AM. to 8:30 A.M. and from 4:00 P.M. to 6:00 P.M., Monday thru Friday.
2. Bicycle/Pedestrian access shall be provided at all times. Plans for temporary access shall be submitted to the Engineer for approval.
3. "Work Areas" indicated are typical only and are not intended to show actual work locations.
4. Total roadway closures and detours will not be allowed.
5. Additional speed advisory signs may be required adjacent to work areas.
6. Construction debris shall be removed from the paved roadway prior to the end of each shift.
7. Continuous access to Mendenhall Mall and Vintage Park via Vintage Boulevard and Mall Road shall be provided at all times. Closure to their access will not be allowed.



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		
DATE	DESCRIPTION OF CHANGE	RECORD OF REVISIONS

JUNEAUALASKA

RIVERSIDE DRIVE / VINTAGE BOULEVARD

TRAFFIC CONTROL PLAN

APPROVED BY: _____ DESIGN GROUP CHIEF _____ DATE _____		DESIGNED BY: DK	SCALE: Not to Scale
RECOMMENDED BY: _____ DESIGN ENGINEER, GROUP _____ DATE _____		DRAWN BY: DK	DATE: 8/88
PREPARED BY: _____ PROJECT MANAGER _____ LEAD DESIGNER _____		CHECKED BY: D	SHEET V8 OF 41



49TH
Wm. L. Townsend
Wm. L. Townsend
GE-5543
PROFESSIONAL ENGINEER

Post Office

LEGEND

2-3" P.V.C. installed in 1984 for future signals.
Locations indicated are approximate only.

"L" 17+50, (2) 88' each.

Rt. End marker found.

"L" 18+65, (2) 76.5' each.

"A" 10+50, (2) 77' each.

Electrolier location to be
approved by Engineer.

New telephone pole
"L" 16+91, 47' Lt.

Underground to
load center.

Overhead to transformer.

Electrolier relocated from
"O" 411+00, 40' Lt.

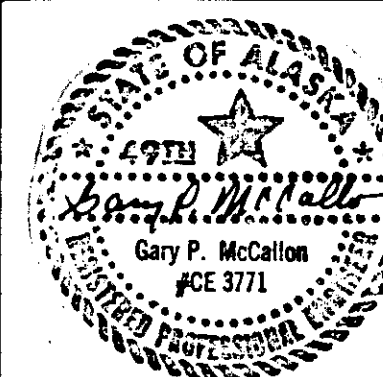
Electrolier relocated from
"O" 413+05, 31' Lt.

Phase Diagram

PROJECT DESIGNATION

M-0967 (3)

ENGINEER'S STAMP



SCALE:
Not to Scale

DATE:
'88

SHEET V9 OF 41

APPROVED BY: _____ DATE _____
DESIGNED BY: JA
RECOMMENDED BY: _____ DATE _____
DRAWN BY: BWB
DESIGN ENGINEER, GROUP ***
PREPARED BY: _____ DATE _____
PROJECT MANAGER LEAD DESIGNER
CHECKED BY: RP

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

JUNEAU

SIGNALIZATION & ILLUMINATION PLAN

ALASKA

RECORD OF REVISIONS
DATE DESCRIPTION OF CHANGE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967 (3)	1989	VIO	41

Detector Summary

Number	Station	Offset		Type	Phase	Remarks
		Lt.	Rt.			
1	"OS" 17+60	32'		Ped. Pushbutton	8	Install R-10-4B(R)
2	"OS" 17+60	32'		Ped. Pushbutton	6	Install R-10-4B(R)
3	"OS" 17+66	70'		6'x6' Loop	8	3 Turns
4	"OS" 17+71	35'		6'x25' Loop	8	3 Turns
5	"OS" 17+84	36'		6'x6' Quadrapole	8	2-4-2 Turns
6	"OS" 18+20	32'		Ped. Pushbutton	6	Install R-10-4B(L)
7	"OS" 18+20	32'		Ped. Pushbutton	2	Install R-10-4B(L)
8	"OS" 19+31	3'		6'x6' Loop	6	3 Turns
9	"OS" 19+31		3'	6'x6' Quadrapole	1	2-4-2 Turns
10	"OS" 18+45	3'		6'x25' Loop	6	3 Turns
11	"OS" 18+45		3'	6'x25' Quadrapole	1	2-4-2 Turns
12	"OS" 18+22		42'	Ped. Pushbutton	4	Install R-10-4B(R)
13	"OS" 18+22		42'	Ped. Pushbutton	2	Install R-10-4B(R)
14	"OS" 18+14		80'	6'x6' Loop	4	3 Turns
15	"OS" 18+02		80'	6'x6' Quadrapole	4	2-4-2 Turns
16	"OS" 18+10		45'	6'x25' Loop	4	3 Turns
17	"OS" 17+96		46'	6'x6' Quadrapole	4	2-4-2 Turns
18	"OS" 17+63		40'	Ped. Pushbutton	2	Install R-10-4B(R)
19	"OS" 17+63		40'	Ped. Pushbutton	8	Install R-10-4B(L)
20	"OS" 17+37		15'	6'x25' Loop	2	3 Turns
21	"OS" 17+37		3'	6'x25' Quadrapole	5	2-4-2 Turns
22	"OS" 16+52		15'	6'x6' Loop	2	3 Turns
23	"OS" 16+52		3'	6'x6' Quadrapole	5	2-4-2 Turns
24	"OS" 14+97		15'	6'x6' Loop	2	3 Turns
25	"OS" 20+83		3'	6'x6' Loop	6	3 Turns
26	"OS" 17+80		75'	6'x6' Quadrapole	8	2-4-2 Turns

Detector Notes

1. Loops 10, 11, 20, & 21 shall have delay / extend call feature.

J-Box & Cabinet Base Summary

Number	Station	Offset		Type	Remarks
		Lt.	Rt.		
1	"OS" 17+23	52'		3	
2	"OS" 18+67	43'		2	
3	"OS" 19+34	33'		1	
4	"OS" 20+83	25'		1	
5	"OS" 18+69		47'	2	
6	"OS" 17+69		89'	2	
7	"OS" 17+43		77'	2	
8	"OS" 16+55	20'		1	
9	"OS" 14+96	31'		1	
-	"OS" 17+17	55'			Install Type P-I Cabinet

J-Box & Cabinet Notes :

1. Contractor shall install lighting load center on Traffic Signal cabinet as per Standard Drawing L-20.01. Contractor shall install a single pole 50A breaker for the traffic signal and a two pole 20A breaker for the lighting.

Signal Head Summary

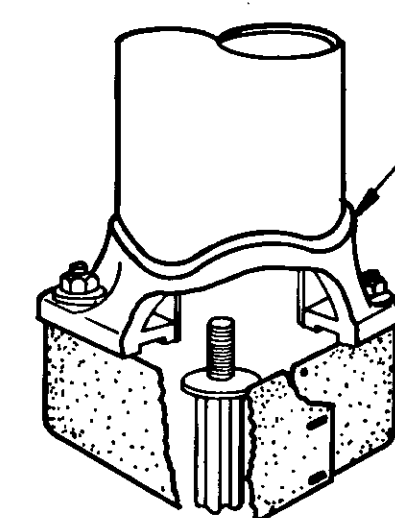
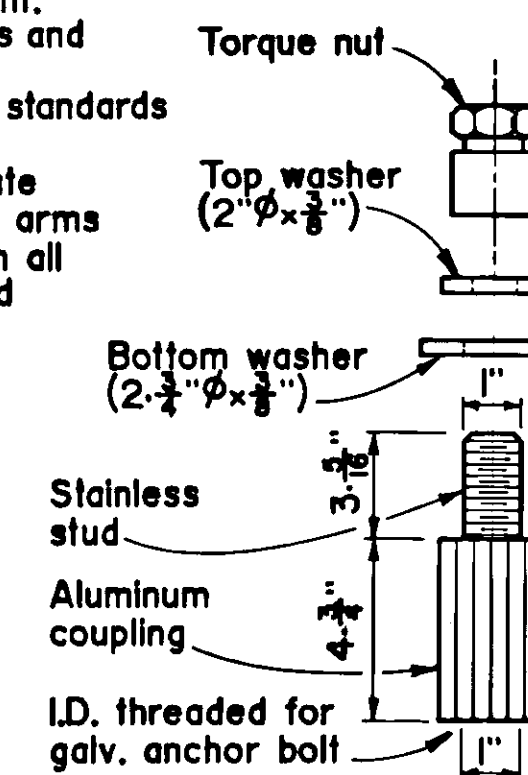
Signal Head Number	Phase	Pole Number	Indication	Lens Size	Mounting Type	Remarks
1	1	1	LR-LY-LG	12"	Plumbizer	
2	7	1	LR-LY-LG	12"	S-2	Future
3	6	1	R-Y-G	12"	S-2	
4	8	2	Ped. Symbol	Neon	T-2SW-2	
5	6	2	Ped. Symbol	Neon	T-2SW-2	
6	7	3	LR-LY-LG	12"	Plumbizer	Future
7	4	3	R-Y-G	12"	Plumbizer	
8	6	3	Ped. Symbol	Neon	SW-2	
9	4	3	Ped. Symbol	Neon	SW-2	
10	5	3	LR-LY-LG	12"	S-2	
11	4	3	R-Y-G	12"	S-2	
12	5	4	LR-LY-LG	12"	Plumbizer	
13	3	4	LR-LY-LG	12"	S-2	Future
14	2	4	R-Y-G	12"	S-2	
15	4	5	Ped. Symbol	Neon	T-2SW-2	
16	2	5	Ped. Symbol	Neon	T-2SW-2	
17	3	6	LR-LY-LG	12"	Plumbizer	Future
18	8	6	R-Y-G	12"	Plumbizer	
19	8	7	R-Y-G	12"	S-2 T-2	
20	2	7	Ped. Symbol	Neon	T-2SW-2	
21	8	7	Ped. Symbol	Neon	T-2SW-2	
22	1	7	LR-LY-LG	12"	S-2 T-2	
23	6	1	R-Y-G	12"	Plumbizer	
24	2	4	R-Y-G	12"	Plumbizer	

Signal General Notes

- All poles shall be field drilled for mounting hardware.
- All signal heads shall have backplates.
- Signal hardware shall be mounted as per Standard Drawing T-30.00 and T-52.01.
- Each Vehicle Signal Head shall have it's own "home run" cable.
- All conduits shall be sloped to drain to a "T" drain.
- The Contractor shall locate all existing underground utilities, pipes and culverts.
- Conduit locations as shown on the Signalization Plan are schematic only and may be adjusted to suit field conditions.
- J-Box locations may be adjusted to suit field conditions.
- Loop Detector sawcuts shall be hydroblasted and blown dry.
- Loop Detector wire shall be held down at two (2) foot intervals with pieces of $\frac{1}{2}$ " diameter foam or wedging clamps.
- Sawcuts for Loop Detectors shall be $\frac{3}{4}$ " wide.
- In lieu of 45° sawcuts on loop corners, 2- $\frac{1}{2}$ " diameter holes may be bored in the pavement or the pavement may be chipped out to allow for a wire bending radius of no less than one (1) inch.
- The signal shall be equipped with an approved brand Opticom Emergency Vehicle pre-emptor. All detectors and wire shall be supplied by the Contractor. Four (4) detectors and two (2) discriminator boards are required. The detectors shall be mounted on the Mast Arms over the roadway.
- "C" = Conductor; "RMC" = Rigid Metal Conduit.
- Loop detector wire shall have it's own PVC ducting. The wire shall be #14 AWG stranded THHN (UL) 600 V. The ducting shall be UL FR-I rated 105° C, wall thickness 0.031", inner diameter nominal 0.186", moisture, chemical and oil resistant. Opticom detector locations shall be determined after poles and mast arms are installed to assure proper operation.
- Frangible base support coupling shall conform to AASHTO standards for breakaway supports.
- The State of Alaska shall furnish to the Contractor, as State furnished materials, the traffic signal poles (including mast arms and anchor bolts), and the controller cabinet, complete with all components. The Contractor shall furnish all other required material.
- The signal poles and controller cabinet will be available at the DOT&PF Maintenance Station at 7 mile Glacier Highway.

Illumination General Notes

- All conduit shall be 2" RMC.
- All mast arm lengths shall be 15'-0".
- All luminaire shall be mounted 35'-0" above the road surface.
- All luminaires shall be medium, semi-cutoff, Type III, 240V.
- All lighting conductors shall be XHHW, No. 8 AWG.
- A single photo cell shall be mounted on the signal pole at 17+55, right, to activate the illumination system. Photo cell conductors shall be no. 12 AWG.
- The existing light on Vintage Boulevard ("OB" 12+70, Lt.) shall be relocated to a point approved by the Engineer. This work is incidental to the illumination item and no additional payment will be made.
- Illumination drawings are schematic in nature and minor field adjustments approved by the Engineer, may be necessary.



Frangible Base Detail

(For use with post mount signal poles)

Illumination Schedule

	Station	Offset	Type	Remarks
1	"OS" 17+05, 42' Rt.		Install 250 W, H.P.S. Luminaire with slip base electrolier.	
2	"OS" 17+10, 42' Rt.		Install J-Box (lid marked "LIGHTING"). Type I.	
3	"OS" 18+20, 32' Lt.		Install 250 W, H.P.S. Luminaire on signal pole.	
4	"OS" 18+55, 47' Rt.		Install 250 W, H.P.S. Luminaire on signal pole.	
5	"OS" 20+40, 25' Rt.		Install 250 W, H.P.S. Luminaire with slip base electrolier.	
6	"OS" 20+35, 25' Rt.		Install J-Box (lid marked "LIGHTING"). Type I.	
7	"OB" 12+70, Lt.		Relocate electrolier on Vintage Blvd. as approved by Engineer.	
8	"OS" 18+55, 55' Lt.		Mast Arm and Luminaire removed by "Others".	

Signal Pole Summary

Number	Station	Offset		Type	Signal Mast Arm			Foundation	Luminaire Mast Arm Length	Remarks
		Lt.	Rt.		K	M	N			
1	"OS" 17+10	33'		Standard	38'	12'	26'	Optional		
2	"OS" 17+60	32'		Post Mount				Frangible see detail		See Detail this sheet
3	"OS" 18+20	32'		Combination	35'	12'	23'	Standard 3' x 9'	15'	
4	"OS" 18+55		47'	Combination	41'	12'	29'	Optional	15'	
5	"OS" 18+22		42'	Post Mount				Frangible see detail		See Detail this sheet
6	"OS" 17+55		81'	Standard	47'	14'	33'	Optional		
7	"OS" 17+63		40'	Post Mount				Frangible see detail		See Detail this sheet

SIGNAL SUMMARY, NOTES & DETAILS



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0967 (I)	1989	GI	41

STANDARD SIGN SCHEDULE

No.	Station	Offset		Code No.	Legend	Sign Panel			No. of Posts	Post		Facing Traffic	Remarks
		Left	Right			Size	Thickness	Sq. Ft.		Size	Type		
1	"0" 394+37		6'	R4-7	24"x30"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	WB	
2	"0" 394+37		6'	OM-1	Object marker	18"x18"	0.08	2.25				WB	Mount below #1.
3	"0" 396+58		5'	R2-1	"Speed Limit 50"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	WB	Luminaire mounted.
4	"0" 396+78		7'	R2-1	"Speed Limit 50"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	WB	
5	"0" 402+00	60'		DI-3	Mendenhall Glacier / Airport	108"x42"x1/2"	0.125	31.5	2	4"	Pipe	EB	Framed
6	"0" 402+80		74'	DI-1	Riverside Drive	108"x18"	0.125	13.5	2	2.5"x2.5"	P.S.T.	WB	
7	"0" 406+70	8'		R2-1	"Speed Limit 50"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	EB	
8	"0" 406+70	56'		R2-1	"Speed Limit 50"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	EB	
9	"0" 407+71	11'		R4-7	24"x30"	30"x36"	0.08	5.0	1	2"x2"	P.S.T.	EB	Keep right.
10	"0" 407+71	11'		OM-1	Yellow object marker	18"x18"	0.08	2.25				EB	Mount below #9.
11	"0" 408+01	18'		R10-5	"Left on Arrow Only"	24"x30"	0.08	5.0				EB	See note #1
12	"0" 408+01	66'		D3-1B	"Riverside Drive"	90"x18"	0.125	11.25				EB	See note #2
13	"0" 408+65	63'		DI-2	Juneau, Auke Bay	90"x36"	0.125	22.5	2	2.5"x2.5"	P.S.T.	SB	See note #3
14	"0" 408+71	67'		R3-8L-L	"Only"; "Only"	36"x30"	0.08	7.5				SB	See note #4
15	"0" 408+78	67'		D3-1B	"Egan Drive"	60"x18"	0.125	7.5				SB	See note #5
16	"0" 409+21		45'	D3-1B	"Riverside Drive"	90"x18"	0.125	11.25				WB	See note #6
17	"0" 409+68		36'	DI-2	Glacier Hwy.; Vintage Blvd.	120"x36"	0.125	30.0	2	3"	Pipe	WB	
18	"0" 410+73		42'	R2-1	"Speed Limit 50"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	WB	
19	"0" 411+80		42'	W9-1	"Right Lane Ends"	36"x36"	0.08	9.0	1	2"x2"	P.S.T.	WB	
20	"0" 413+05	47'		R2-1	"Speed Limit 50"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	WB	
21	"0" 414+33	52'		D9-10	"?" Information symbol	24"x24"	0.08	4.0	1	2"x2"	P.S.T.	EB	
22	"0" 414+33	52'		D9-10	"Information"	6"x24"	0.08	1.0				EB	Mount below #21.
23	"0" 414+33	52'		D9-10	"Information"	6"x24"	0.08	1.0				EB	Mount below #22.
24	"0" 415+33	56'		DI-1	Riverside Drive	108"x18"	0.125	13.5	2	2.5"x2.5"	P.S.T.	EB	
25	"0" 415+72	66'		R1-1	"Stop"	36"x36"	0.08	9.0	1	2"x2"	P.S.T.	NB	
26	"0" 415+72	66'		D3-1	"Glacier Highway"	30"x8"	0.08	1.7				EB & WB	Mount above #25.; dbl. sided.
27	"0" 415+72	66'		D3-1	"Egan Drive"	18"x8"	0.08	1.0				NB & SB	Mount above #26.; dbl. sided.
28	"0" 416+05		25'	W4-2	24"x30"	36"x36"	0.08	9.0	1	2"x2"	P.S.T.	WB	
29	"0" 416+65	14'		R4-7	24"x30"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	WB	Keep right.
30	"0" 416+65	14'		OM-1	Yellow object marker	18"x18"	0.08	2.25				WB	Mount below #29.
31	"0" 416+65	14'		R3-1	"Stop"	24"x24"	0.08	4.0	1	2"x2"	P.S.T.	EB	No left turn.
32	"0" 416+67		56'	R1-1	"Stop"	36"x36"	0.08	9.0	1	2"x2"	P.S.T.	SB	
33	"0" 416+67		56'	D3-1	"Vintage Blvd."	24"x8"	0.08	1.33				EB & WB	Mount above #32.
34	"0" 416+67		56'	D3-1	"Egan Drive"	18"x8"	0.08	1.0				NB & SB	Mount above #33.; dbl. sided.
35	"0" 417+81	8'		R4-7	24"x30"	30"x36"	0.08	5.0	1	2"x2"	P.S.T.	EB	Keep right.
36	"0" 417+81	8'		OM-1	Yellow object marker	18"x18"	0.08	2.25				EB	Mount below #35.; dbl. sided.
37	"0" 417+90		43'	W6-3	"Two way traffic"	36"x36"	0.08	9.0	1	2"x2"	P.S.T.	WB	
38	"0" 417+90		43'	WR-3	"Two way traffic"	24"x18"	0.08	3.0				WB	Mount below #37.
39	"0" 419+90		44'	R2-1	"Speed Limit 50"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	WB	
40	"0" 421+80	22'		W6-1	"Speed Limit 35"	36"x36"	0.08	9.0	1	2"x2"	P.S.T.	EB	
41	"0" 422+45	32'		DI-1	Glacier Highway	120"x18"	0.125	15.0	2	3"	Pipe	EB	
42	"OS" 11+55		37'	R7-1	"No Parking Anytime"	12"x18"	0.08	1.5	1	2"x2"	P.S.T.	NB	
43	"OS" 12+15		38'	R2-1	"Speed Limit 35"	30"x36"	0.08	7.5	1	2"x2"	P.S.T.	NB	
44	"OS" 13+07	36'		R1-1	"Stop"	36"x36"	0.08	9.0	1	2"x2"	P.S.T.	EB	
45	"OS" 14+00	34'		I-8	"Ferry"	24"x24"	0.08	3.54	1	2"x2"	P.S.T.	SB	
46	"OS" 14+00	34'		I-8	"Ferry"	24"x6"	0.08	1.0				SB	Mount below #45.
47	"OS" 14+00	34'		I-8	"Ferry"	24"x6"	0.08	1.0				SB	Mount below #46.
48	"OS" 13+75		44'	D9-10	"?" Information symbol	24"x24"	0.08	4.0	1	2"x2"	P.S.T.	NB	
49	"OS" 13+75		44'	D9-10	"Information"	6"x24"	0.08	1.0				NB	Mount below #48.
50	"OS" 13+75		44'	D9-10	"Information"	6"x24"	0.08	1.0				NB	Mount below #49.
51	Meadowlane & Stikine			W14-2	"No Outlet"	30"x36"		6.25	1	2"x2"	P.S.T.	NB	See G-27, Note 2
52	Sunset Dr. & Del Rae			W14-2	"No Outlet"	30"x36"		6.25	1	2"x2"	P.S.T.	NB	See G-27, Note 2

STANDARD SIGN NOTES:

- Mount on mast arm of pole #3, left of "Signal Ahead".
- Mount on mast arm as close to signal pole #3 adjacent to signal pole #10.
- Stationing indicates mid-point of sign.
- Mount on mast arm of signal pole #2, centering sign at station indicated.
- Mount on mast arm of signal pole #2.
- Mount on mast arm of signal pole #1, near to pole.

SIGN SCHEDULE & SUMMARY

EXISTING SIGN SUMMARY

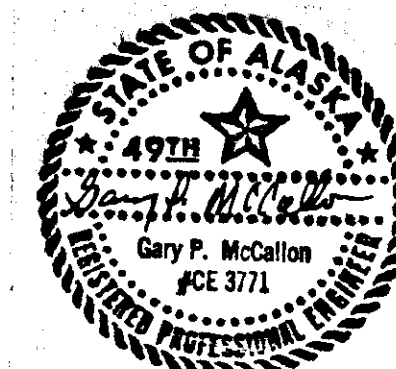
Station	Offset		Code No.	Legend	Facing Traffic	Remarks
	Left	Right				
"0" 394+37		6'	R4-7B	"Keep Right"	WB	Remove
"0" 394+37		6'	OM-1	Object marker	WB	Remove
"0" 395+01		58'	R5-10B	"Ped, Bike Prohibited"	WB	Remove
"0" 395+00			R5-1	"Do Not Enter"	WB	Remains in place.
"0" 395+00		72'	R5-1	"Do Not Enter"	WB	Remains in place.
"0" 396+58		51'	R2-1	"Speed Limit 40"	WB	Remove, replaced by sign #3.
"0" 396+78		7'	R2-1	"Speed Limit 40"	WB	Remove, replaced by sign #4.
"0" 398+00		56'	non-std.	"Riverside Dr. Rt. Lane Only"	WB	See note #2.
"0" 400+00	59'		W3-3	"Signal Ahead"	EB	Remove.
"0" 400+00	59'		W3-3	"Signal Ahead"	EB	Remove.
"0" 400+00	59'			Flasher	EB	See note #3.
"0" 402+00	60'		DI-3	Mendenhall Gl.; Airport	EB	Remove, replaced by sign #5.
"0" 405+10		56'	R3-7R	"Right Lane must turn right"	EB	Remove.
"0" 405+10		3'	non-std.	"Thru Traffic Keep Left"	EB	Remove.
"0" 405+90		56'	R3-5R	"Right Turn Only"	EB	Remove, see note #4.
"0" 406+25			R4-7B	"Keep Right"	EB	Remove, replaced by sign #9.
"0" 406+25			OM-1	Reflector plaque	EB	Remove, replaced by sign #10.
"0" 408+00	62'		W6-1	Divided highway warning	EB	Remove.
"0" 409+75	37'		DI-1	Riverside Drive	EB	Remove.
"0" 413+33		52'	W6-2	"Thru Traffic Keep Left"	WB	Remove.
"0" 413+33		52'	R3-SL/R	Arrow panel	WB	Remove.
"0" 413+33		52'	DI-1	"Vintage"	WB	Remove, replaced by sign #16.
"0" 413+50	46'		R5-10B	"Ped, Bikes Prohibited"	EB	Remove.
"0" 413+18		23'	OM-1	Object marker	NB	Remove entire assembly.
"0" 413+20		23'	M1-6	"Alaska 7"	NB	Remove entire assembly.
"0" 413+20		23'	M1-6	Arrow panel	NB	Remove entire assembly.
"0" 413+22		23'	I-8	"To Ferry"	NB	Remove entire assembly.
"0" 413+24		23'	W1-7	Arrow left	NB	Remove entire assembly.
"0" 413+24		23'	R3-1	"No Left Turn"	EB	Remove entire assembly.
"0" 417+00	60'		R3-1	"No Left Turn"	EB	Remove.

EXISTING SIGN NOTES:

- Remove all existing signs on Riverside Drive from Station "OS" 10+00 thru Station "OS" 15+00.
- Remove, including concrete base to one (1) foot below ground level.
- Remove, concrete base shall be removed to a minimum of one (1) foot below ground level.
- Mounted overhead on mast arm.

Signing General Notes:

- Refer to Standard Drawings S-30.01, and S-34.00 for post embedment details.
- Refer to Standard Drawing S-05.00 for mounting height, sign positioning and offset details.
- Refer to Standard Drawing S-00.00 for sign framing details.
- As an alternate to the breakaway slip plate system as shown on Standard Drawing S-34.00 a low profile frangible coupling system or an approved equal system may be substituted which has been designed in accordance with the latest AASHTO publication "Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals." The system shall have been crash tested and approved for use as to meeting the AASHTO requirements. See typical detail, sheet G16.



Pipe Summary						
Pipe	Station	Remove	Install	Inlet Elev.	Outlet Elev.	Remarks
P-1 ①	"0" 408+00	—	24"x15'	22.1'	22.1'	Match bottom of ditch
P-2 ②	"0" 413+50	—	24"x75'	27.0'	22.7'	Match existing steel pipe located 75' Rt.
P-3 ①	"0" 415+50	48"x14'	48"x25'	22.1'	22.1'	Inlet at structure S-1
P-4 ②	"0" 416+70	—	24"x77'	29.0'	21.3'	Extend exist. steel pipe, attach w/10" elbow to exist. pipe located appr. 60' Rt.
P-5 ①	"ML" 11+20	—	18"x20'	29.0'	21.3'	Inlet at structure S-2
P-6	"0" 421+78	Plug two exist. pipes	—	24.6'	24.1'	Match bottom of ditch
P-7	412+50 to 413+00	—	18"x50'	24.6'	24.1'	Match bottom of ditch
P-8	"0" 412+50	—	24"x60'	23.8'	22.6'	Located approx. 50' Rt.
P-9	"0" 412+50	—	24"x62'	25.4'	24.0'	Located approx. 113' Lt.

- ① Corrugated steel pipe required
② Corrugated aluminum pipe required

Valve Adjustment Summary		
Station	Offset	Remarks
"ML" 11+10	9' Rt.	In Cul-de-sac.
"0" 421+70	47' Lt.	On slope.
"OS" 13+35	25' Lt.	At approach.
"OS" 13+35	30' Rt.	In paved shoulder.

Guard Rail Summary					
Station to Station		Offset		Length	Remarks
		Left	Right		
"D" 9+00	"0" 416+95	X		87.5'	Stationing approximate.
"D" 9+06	"D" 9+25	X		18.75	Removal of existing Stationing approximate.

NOTE: Guardrail segments installed on a radius of less than 150' to face of rail shall be shop bent prior to galvanization.

Fire Hydrant Relocation			
Existing Station	Existing Offset	Proposed Station	Proposed Offset
"SD" 15+38	30' Rt.	"SD" 16+32	4+50 7' Lt. 30' Rt.
"ML" 10+94	15' Rt.	"ML" 10+15	20' Rt.

Manhole Adjustment Summary		
Station	Offset	Remarks
"0" 416+08	80' Rt.	Sanitary Sewer

Monument Summary			
Approximate Station	Monument	Case	Remarks
"0" 401+10, Rt.	I	I	Install Monument and Case.
"0" 408+50, Lt.	I	I	Install Monument and Case.
"0" 416+90, Lt.	I	I	Install Monument and Case.
"OS" 14+70, Lt.	I	I	Install Monument and Case.
"0" 408+57.13	I	I	0.07' Lt. Remove Monument and Case.
"0" 414+37.57 (POST)	I	I	Remove Monument and Case.
"0" 419+52.32 (POST)	I	I	Remove Monument and Case.

Inlet Summary						
Structure	Station	Remove	Install	Pipe No.	Pipe Size	Remarks
S-1 *	"0" 413+50		X	P-2	24"x75'	Type "A" Inlet with Sump.
S-2 *	"0" 416+70		X	P-4	24"x77'	Type "A" Inlet with Sump.
S-3	"0" 421+78	X		P-6		
S-4 *	"0" 412+50		X	P-7, 8, 9	18" & 24"	Type "A" Inlet with Sump.
S-5	"0" 419+74		X	Existing	24"	Type "A" Inlet with Sump.

* Use mountable curb inlet installation as shown on Standard Drawing D-24.00. Warp curb to match inlet from Expansion Joint.

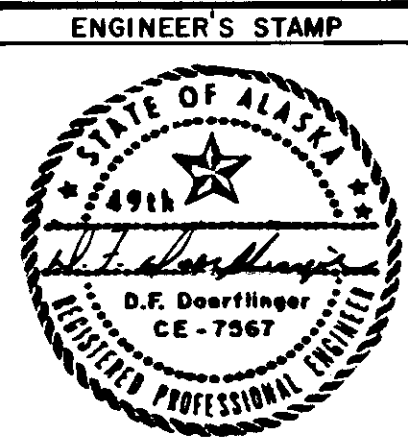
DATE	DESCRIPTION OF CHANGE

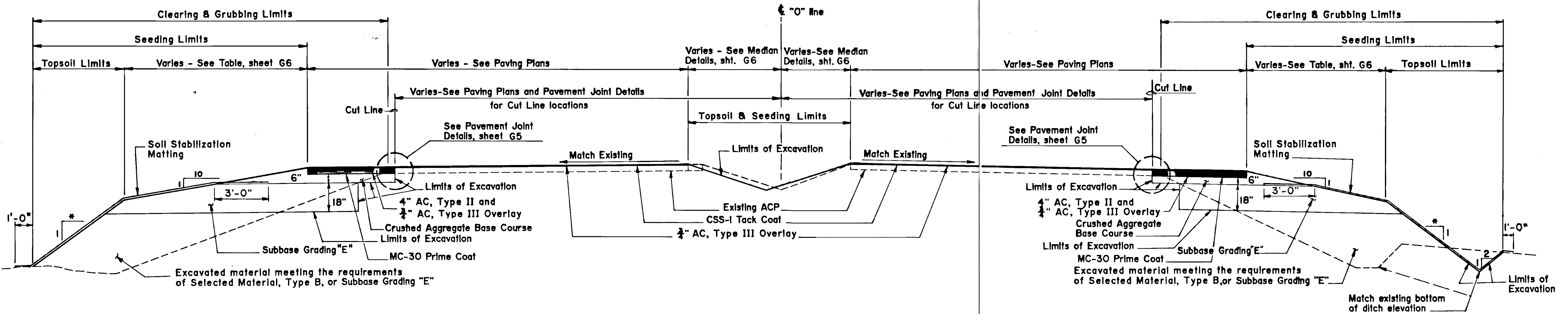
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION
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JUNEAU	ALASKA
MISC. SUMMARY TABLES	

APPROVED BY: _____ DESIGN GROUP CHIEF _____ DATE _____	DESIGNED BY: <i>D.</i> DRAWN BY: <i>BWB</i> CHECKED BY: _____ PROJECT MANAGER _____ LEAD DESIGNER _____
---	--

SCALE: None	DATE: _____
SHEET G2 OF 41	

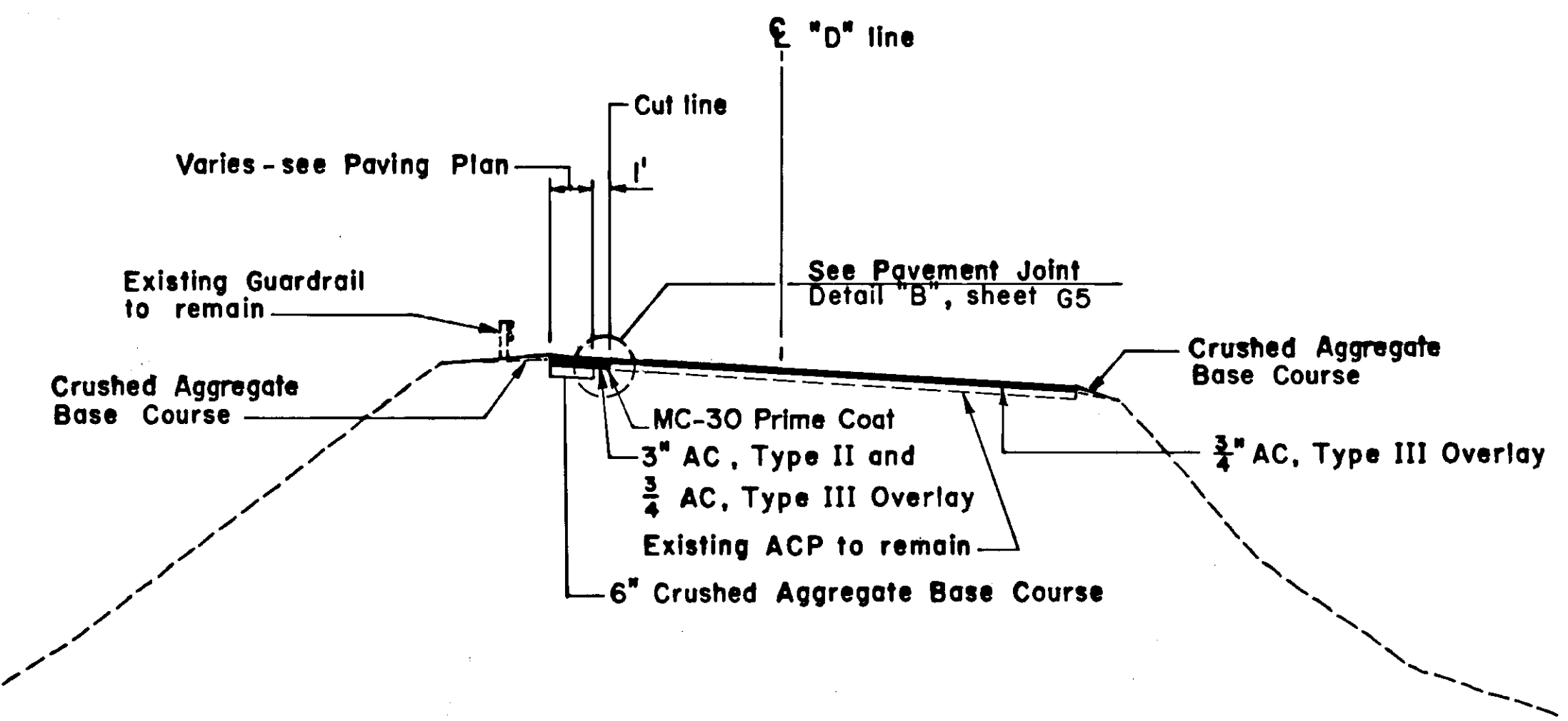




ROADWAY - SECTION "A"

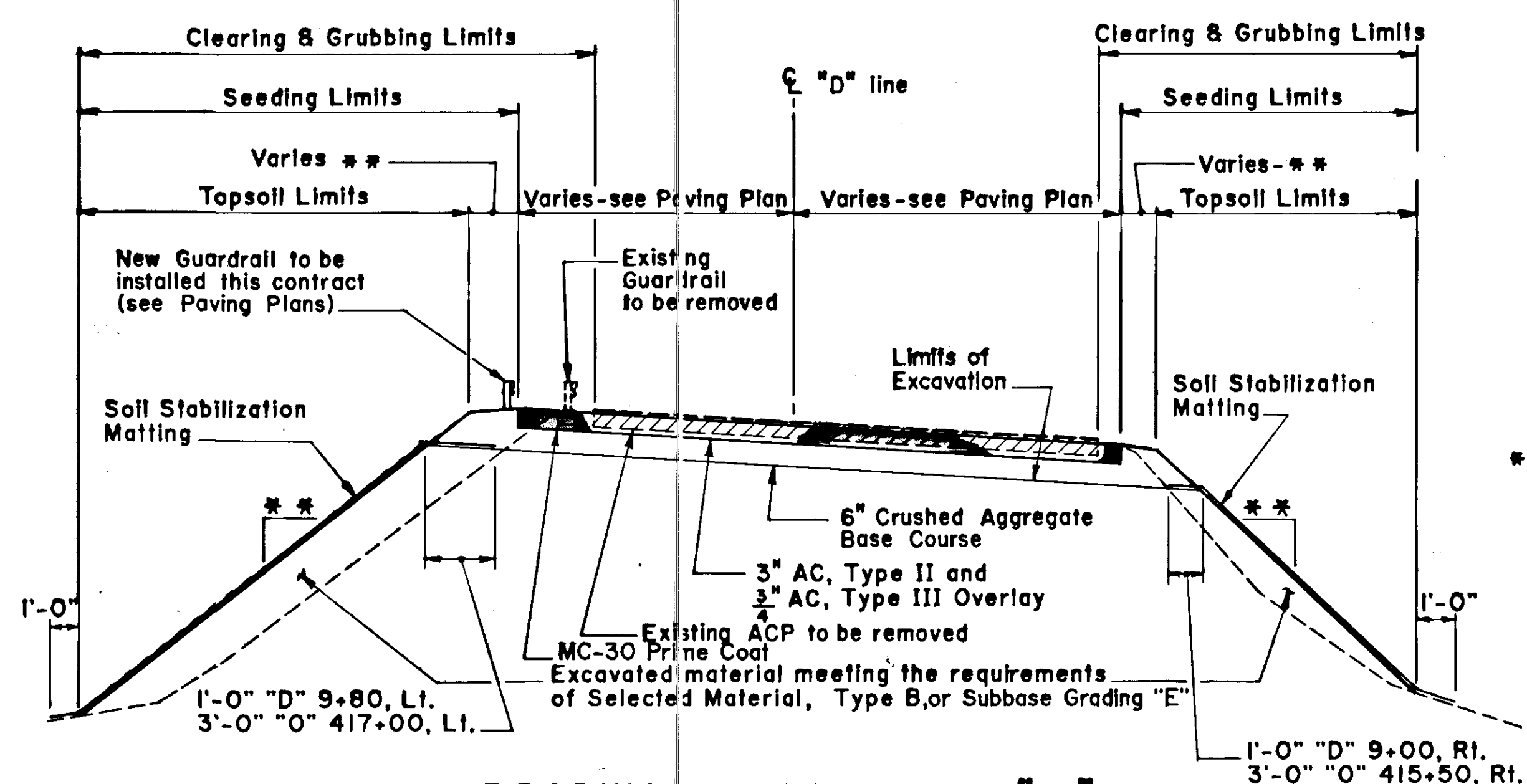
Egan Drive Areas of Depressed Median
"0" 401+00 to "0" 407+85

*-Varies - see "Slope" in Table on sheet G6



ROADWAY - SECTION "B"

Glacier Highway North
Sta. "D" 8+11.00 to Sta. "D" 9+00.00



ROADWAY - SECTION "C"

Glacier Highway North
Sta. "O" 415+50, Lt. to Sta. "D" 9+00.00, Rt.
Sta. "D" 9+00, Lt. to Sta. "O" 417+00, Lt.

** Transition slopes from Proposed at Sta. "O" 415+50 Lt. to Existing at Sta. "D" 9+00.00 Rt. Transition slope from Existing at Sta. "D" 9+00.00, Lt. to Proposed at Sta. "O" 417+00, Lt.

NOTES:

1. Depth of existing pavement on Glacier Highway North is not known.
2. ACP = Asphalt Concrete Pavement.
3. AC = Asphalt Concrete.

DATE	DESCRIPTION OF CHANGE

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

JUNEAU

TYPICAL SECTIONS & MISC. DETAILS

ALASKA

APPROVED BY:	DESIGNED BY:
RECOMMENDED BY:	DRAWN BY:
PREPARED BY:	CHECKED BY:
PROJECT MANAGER	LEAD DESIGNER

SCALE:	None
DATE:	
SHEET G3 OF 41	

