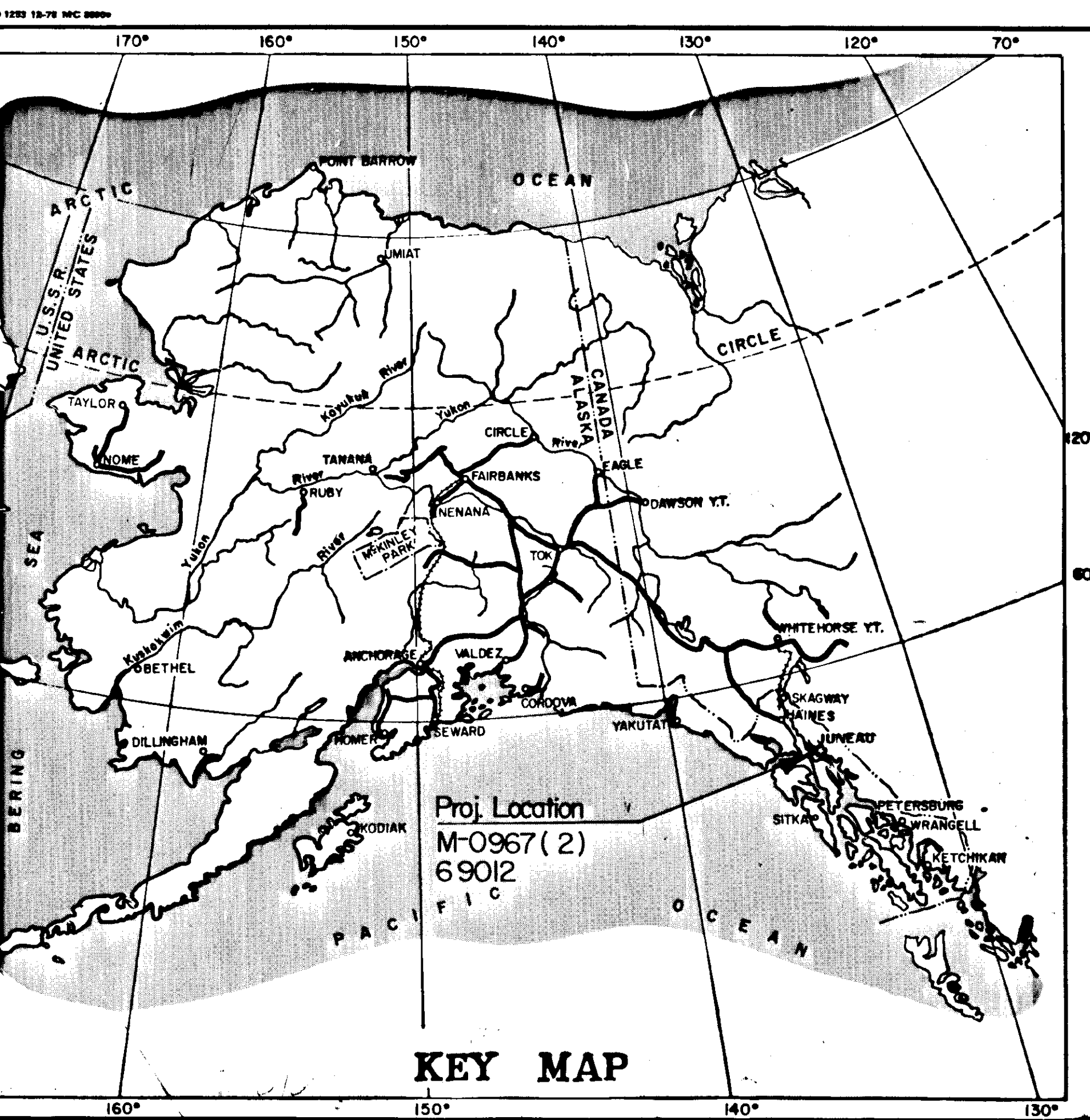




STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

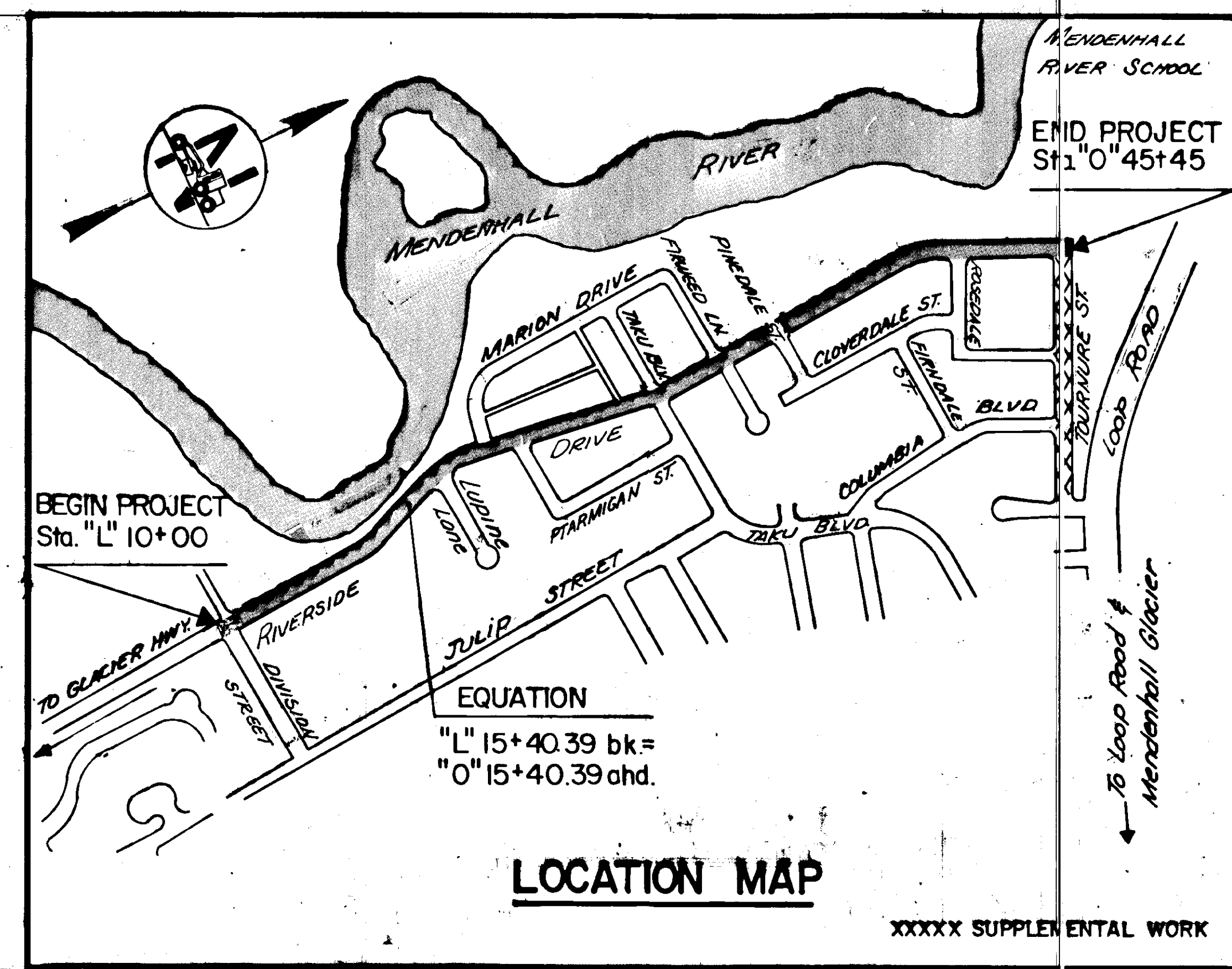
PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

JUNEAU-RIVERSIDE DRIVE
RECONSTRUCTION
M-0967 (2) (69012)
GRADING, PAVING, DRAINAGE AND
SAFETY IMPROVEMENTS

RIVERSIDE DRIVE — C.B.J.
SUPPLEMENTAL WORK
(69634)
GRADING, PAVING

DESIGN DESIGNATION	
V=	30 mph
ADT (1986)=	2,309
ADT (2007)	3,430
ADV 12%	412
% T	3 %
T.I.	7.0

PROJECT SUMMARY	
Width of Pavement=	3607 (663 mi)
Length of Paving =	3545 (67 mi)
Length of Project =	3607 (683 mi)
	3545 (67 mi)



LOCATION MAP

XXXXX SUPPLEMENTAL WORK

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1	19

SHT. NO.	INDEX OF SHEETS
1	TITLE SHEET
2	TYPICAL SECTION & GENERAL NOTES
3	ESTIMATE OF QUANTITIES TRAFFIC CONTROL PLAN
4-7	MISC. SUMMARY TABLES & DETAILS
8-14	PLAN AND PROFILE SHEETS
15-17	DRAINAGE DETAILS
18-19	SUPPLEMENTAL WORK "A"

THE FOLLOWING STANDARD DRAWINGS ARE INCLUDED IN THESE PLANS
A-1, C-01.02, C-02.00, C-03.01, C-04.00, D-01.00, D-04.01, D-05.10, D-20.01,
D-23.00, D-24.00, D-26.01, I-20.01, I-40.00, M-16.00, M-20.01, M-23.00,
S-00.00, S-05.00, S-30.01, T-21.01, U-03.00

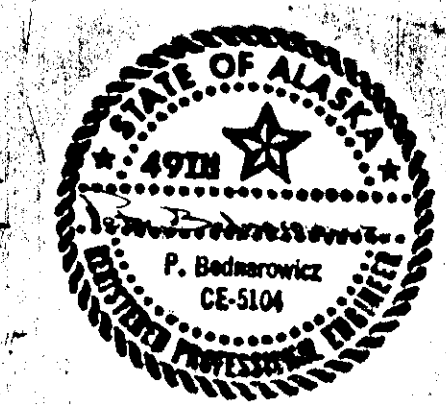
PLANS DEVELOPED BY MIKE COFFEY UNDER THE
SUPERVISION OF PETE BEDNAROWICZ.

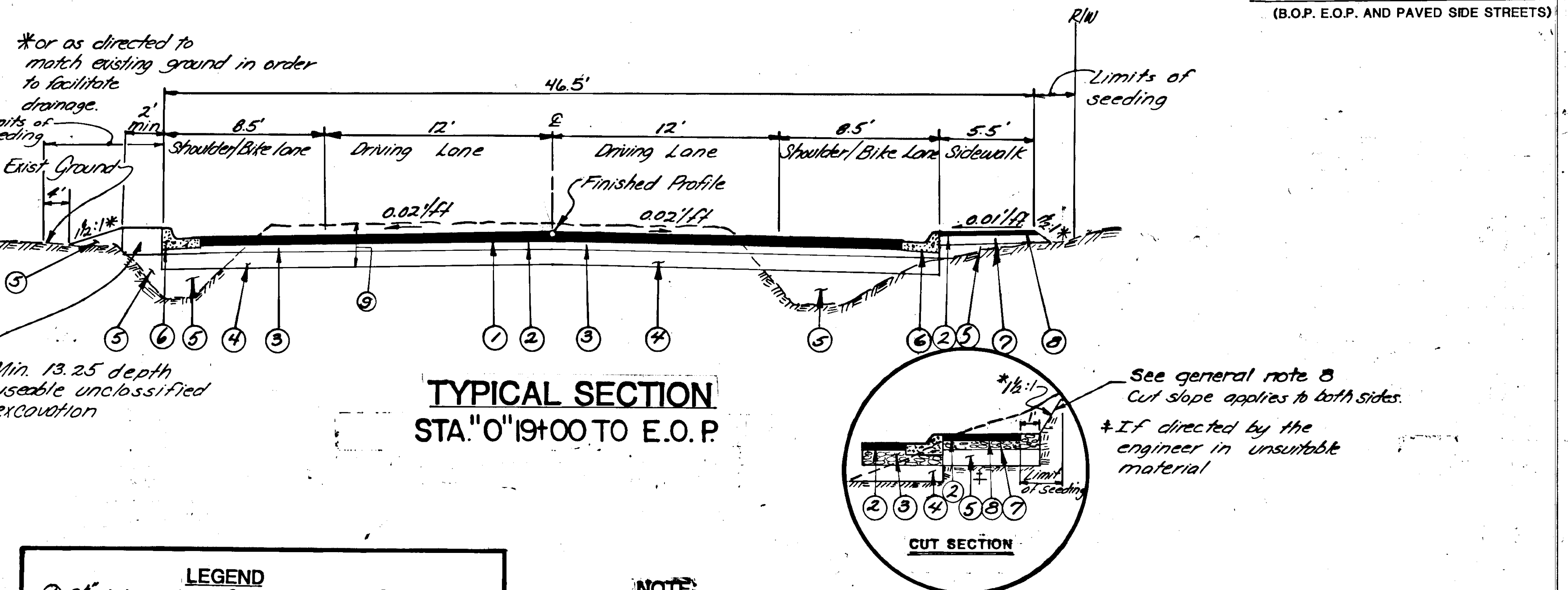
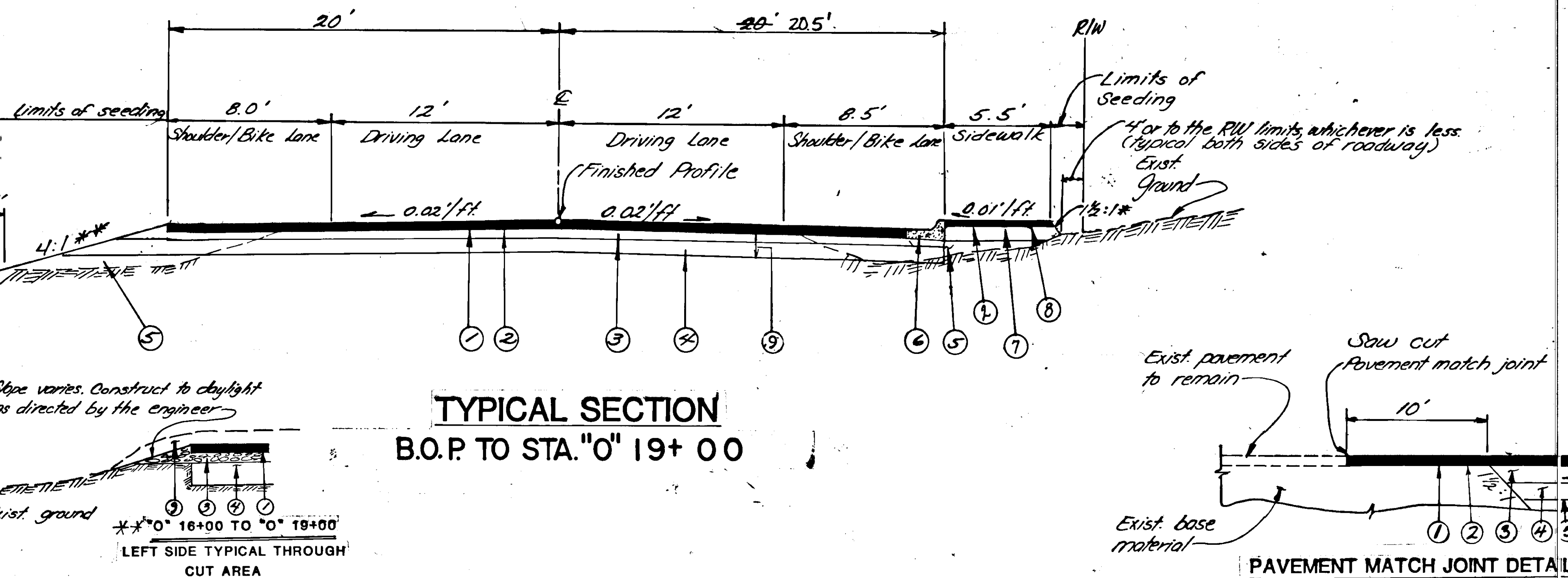
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
Wallace K. Williams 12-15-86
CHIEF, SOUTHEAST DESIGN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
P. Bednarowicz 12-15-86
DIRECTOR, SOUTHEAST DESIGN

"AS-BUILT" PLANS
Fosco, Inc.
P.E. Phil Speer
6-6-88 to 9-1-88

Phil Speer 11/7/88





LEGEND
① 2 1/2" Hot Asphalt Concrete, type II
② MC-30 Liquid Asphalt for Prime Coat
③ 6" Crushed Aggregate Base Course
④ 12" Subbase, Grading "E"
⑤ Useable Unclassified Excavation
⑥ Standard Curb & gutter
⑦ 4" Crushed Aggregate Base Course
⑧ 1 1/2" Hot Asphalt Concrete, type II
⑨ Unclassified Excavation

NOTE:
All exist. pavement removed will be paid for as Item 203(3), UNCLASSIFIED EXCAVATION. This material may be utilized in the embankment as directed by the engineer. See General Note 12.

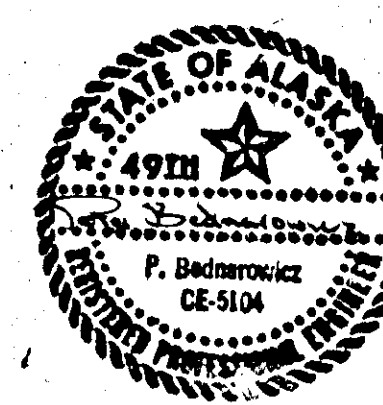
Existing material that is excavated from the existing roadway prism & meets the requirements of Borrow, Type A, may be used as embankment. Material excavated outside of the roadway prism shall not be used as embankment.

BASIS OF ESTIMATE		
301(1)	Crushed Aggregate Base Course	1.96 ton/cu. yd.
304(1)	Subbase, Grading "E"	1.96 ton/cu. yd.
401(1)	Asphalt Concrete, Type II	14 lbs/sy in depth
401(2)	AC-5 Asphalt cement	6.0% of item 401(1)
403(2)	MC-30 Liquid Asphalt for Prime Coat	0.25 gal/sy 256 gal/ton

GENERAL NOTES

- GRADES AND ALIGNMENTS AS SHOWN ON THE PLANS ARE SUBJECT TO MINOR REVISIONS.
- PIPE CONDUIT LENGTHS AND LOCATIONS AND INLET LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO MINOR REVISIONS.
- IF THE CONTRACTOR ELECTS TO STOCKPILE USEABLE UNCLASSIFIED EXCAVATION FOR USE ELSEWHERE ON THE PROJECT NO MEASUREMENT OF QUANTITIES WILL BE MADE AND ALL WORK INVOLVED SHALL BE CONSIDERED A SUBSIDIARY OBLIGATION OF THE CONTRACTOR.
- CULVERT AND STORM DRAIN BEDDING WILL NOT BE MEASURED FOR PAYMENT BUT WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.
- FROM STATION 10+00 LT. TO 11+50 LT. CONSTRUCT A STRAIGHT LINE PAVEMENT TAPER AS SHOWN ON THE PLAN SHEETS.
- ALL REQUIRED SAW CUTS SHALL BE INCIDENTAL TO OTHER ITEMS AND NO SEPARATE PAYMENT SHALL BE MADE.
- PAVEMENT MARKINGS FOR THIS PROJECT SHALL CONSIST OF CENTERLINE, SHOULDER, STOP BAR AND CROSSWALK MARKINGS IN ACCORDANCE WITH STANDARD DRAWING T-21.01. PASSING AND NO PASSING ZONES SHALL BE LAID OUT IN THE FIELD AFTER COMPLETION OF PAVING BY THE ENGINEER.
- BETWEEN APPROXIMATELY STA. "0" 37 + 25' LT. AND "0" 38 + 25' LT. AND STA. "0" 42 + 00' LT. AND "0" 43 + 25' LT. CONSTRUCT BACKSLOPE TO CATCH AT R/W. SLOPE WILL VARY BETWEEN 1 1/2 : 1 TO 1 1/4 : 1.
- DRILL LOGS & THE MATERIALS REPORT SHALL BE AVAILABLE FOR REVIEW AND INSPECTION AT THE OFFICE OF THE CHIEF OF TECHNICAL SERVICES AT THE DOUGLAS ISLAND CENTER BUILDING IN DOUGLAS, ALASKA.
- CROSS SECTIONS SHALL BE AVAILABLE FOR REVIEW AND INSPECTION AT THE SOUTHEAST CONSTRUCTION OFFICE AT THE 7 MILE BUILDING.
- CLEARING AND GRUBBING SHALL CONFORM TO SECTION 201 OF THE STANDARD SPECIFICATIONS BUT SHALL NOT BE PAID FOR SEPARATELY. ANY REQUIRED CLEARING AND GRUBBING SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK. CLEARING AND GRUBBING LIMITS SHALL BE FROM THE EDGE OF EXISTING PAVEMENT TO THE R/W LIMITS ON THE RIGHT AND FROM THE EDGE OF EXISTING PAVEMENT TO 4 FEET BEYOND FILL AND CUT SLOPES ON THE LEFT.
- IF THE EXISTING ASPHALT IS UTILIZED IN THE EMBANKMENT IT SHALL BE BROKEN TO 9" MINUS MATERIAL AND MIXED WITH USABLE UNCLASSIFIED EXCAVATION PRIOR TO BEING UTILIZED IN THE EMBANKMENT. PAYMENT FOR REMOVAL AND FRACTURING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203(3).
- BASE COURSE PLACEMENT SHALL BE BROUGHT TO FINAL GRADE BY THE END OF EACH WORK DAY AND COMPACTED IN ACCORDANCE WITH SECTION 301 OF THE STANDARD SPECIFICATIONS. THE FULL DEPTH, COMPACTED BASE COURSE SHALL THEN BE PRIMED IN ACCORDANCE WITH SECTION 403 OF THE STANDARD SPECIFICATIONS WITHIN 24 HOURS AFTER PLACEMENT.

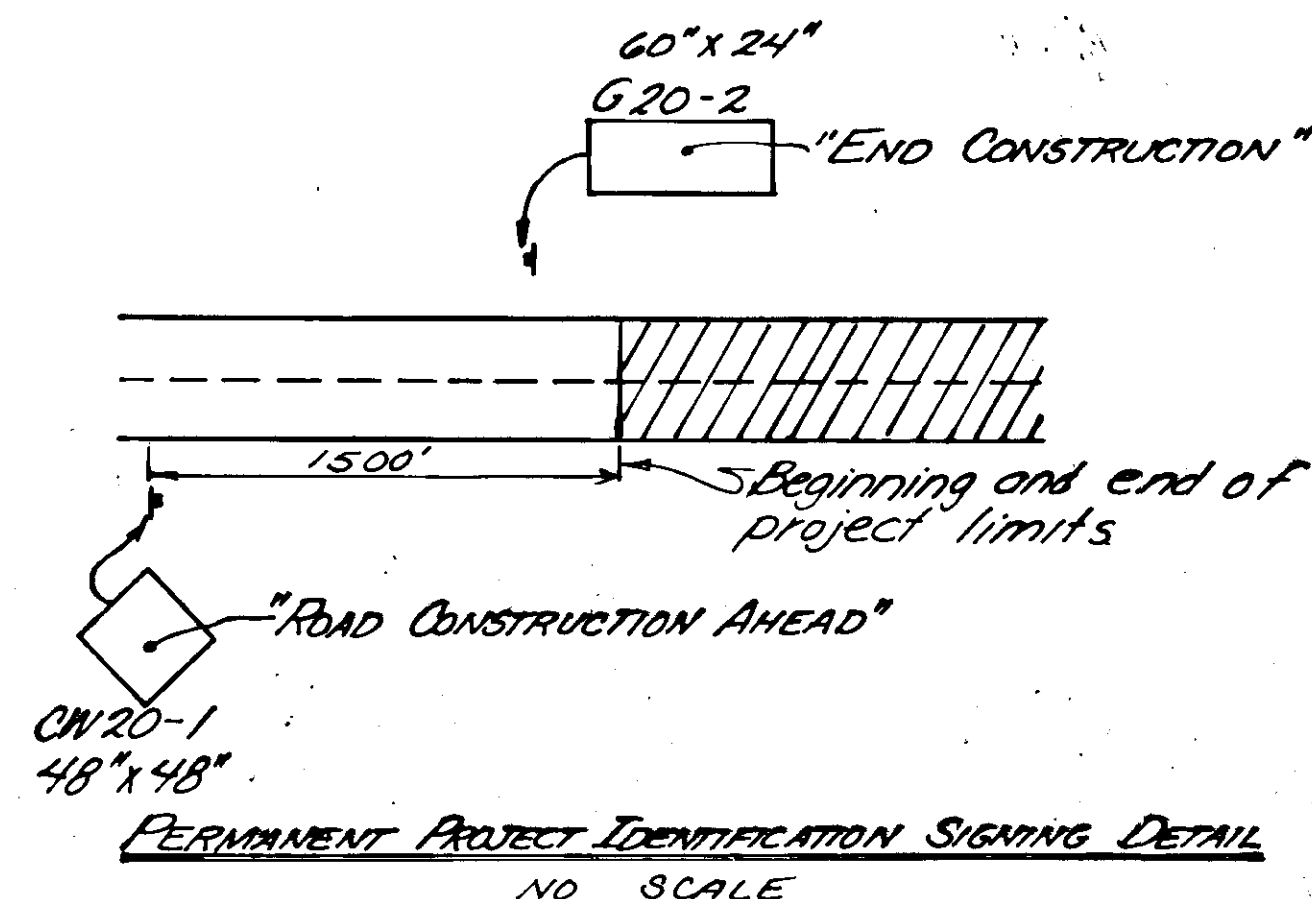
088 11/1/86



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	SHEET NO.								TOTAL	
			8	9	10	11	12	13	14			
109(2)	DSE & WBE Adjustment	C.S.									All Req'd.	
110(2)	Mobilization & Demobilization	L.S.									All Req'd.	
111(1)	Temporary Erosion & pollution Control	C.S.									All Req'd.	
113(1)	Flagging,	man hrs.								329	329	
114(1)	Construction surveying by contractor	L.S.									All Req'd.	
115(2)	Construction Signs	S.F.								241	241	
115(3A)	Barricades, Type II	ea.									10	
115(3B)	Barricades, Type III	ea.									4	
115(8)	Cones	ea.									15	
115(9)	Temporary Pavement markings	L.F.									136	
116(1)	Furnish & maintain field office	L.S.									All Req'd.	
116(2)	Furnish & maintain field lab-	L.S.		Deleted by C.O. No. 1								All Req'd.
202(4)	Removal of culvert pipe	L.F.	101	148	252	383	242	170	145	1653	-1,441.0	
202(9)	Single Mailbox Installation	ea.	—	—	6	5	3	2	3	15	-19	
202(10)	Multiple Mailbox Installation	L.F.	—	—	2.5	2.5	—	—	2.5	104	-7.5	
203(3)	Unclassified Excavation	C.Y.	1135	2159	1609	1617	2034	1254	675	11,509	-10,483	
301(1)	Crushed Aggregate Base Course	Ton	866	1120	1156	1192	1109	765	587	71452	-6,795	
304(1)	Subbase, Grading "E"	Ton	1679	1937	1924	2035	1850	1255	981	11,904	-11,661	
401(1)	Asphalt Concrete, Type II.	Ton	320	390	408	446	375	256	208	24462	-2403	
401(2)	AC-5 Asphalt Cement	Ton	19.2	23.4	24.5	26.8	22.5	15.4	12.5	14708	-144.3	
403(2)	MC-30 Liquid Asphalt for Prime Coat C.O.No.5	Ton	2.2	2.6	2.8	3.0	2.6	1.8	1.4	665	-16.4	
510(1)	Concrete Retaining Wall	L.S.	—	—	—	—	—	—	—		All Req'd.	
603(22-12)	12 Inch Pipe	L.F.	30	—	48	—	—	—	66	139	-444	
603(22-18)	18 Inch Pipe	L.F.	45	504	295	424	452	104	299	22234	-2123	
603(22-24)	24 Inch Pipe	L.F.	—	273	—	4	—	—	—	271	-277	
604(4)	Adjust exist. sewer manholes	ea.	1	2	3	2	2	2	1	17	-13	
604(5A)	Inlets, Type "A"	ea.	—	7	3	5	4	—	3		22	
604(5B)	Inlets, Field	ea.	—	1	—	—	—	1	—		2	
605(6A)	Special Drainage	L.S.	—	—	—	—	—	—	—		All Req'd.	
605(6)	Modified Underdrain	L.F.	—	—	278	63	—	—	—	454	-341	
608(3)	Asphalt Sidewalk	S.Y.	262	342	339	316	339	216	167	20564	-1981	
609(2)	Curb & Gutter, Type I, or II	L.F.	410	733	1141	1090	1131	732	534	60022	-5771	
614(1)	Survey Monuments	ea.	1	3	1	2	—	2	—		9	
614(2)	Monument Cases	ea.	1	3	1	2	—	2	—		9	
615(1)	Standard Sign	S.F.	15.42	15.08	26.33	41.5	41.25	24.75	47	20437	-184.33	
618(1)	Seeding	MSF	7.4	5.6	5.2	6.1	8.5	5.7	1.9		40.40	
628(1)	Fire Hydrant Relocation	ea.	—	1	1	—	1	1	1	6	-5	
628(11)	Adjustment of Valve Box	ea.	3	2	4	6	3	3	—	29	-21	
635(1)	Insulation Board	MSM	—	Not	measured per sheet					4544	-256	
639(1)	Approaches	ea.	3	4	8	6	6	4	5	40	-86	
670(1)	Painted Traffic Markings	L.S.									All Req'd.	

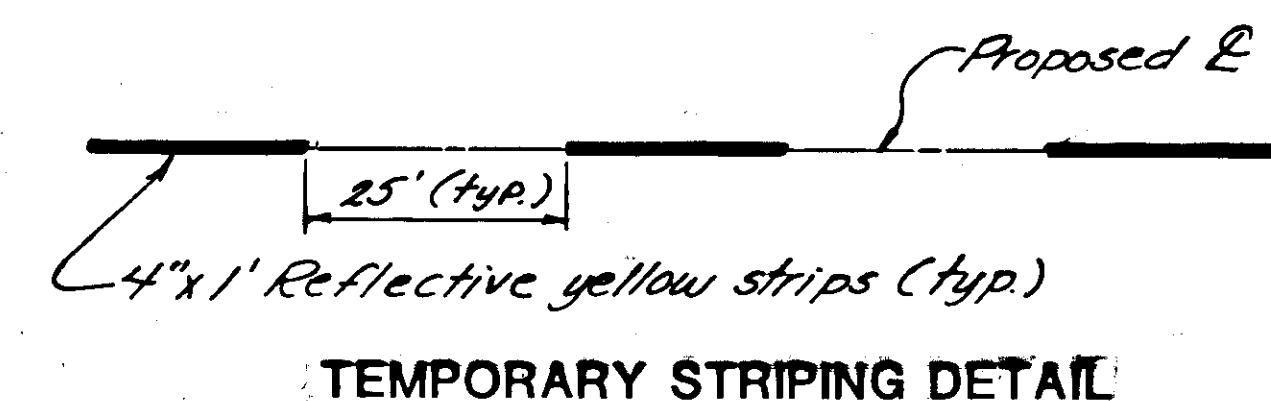
CONSTRUCTION SIGN SUMMARY					
NO.	QUANT.	TYPE	LEGEND	SIZE	TOTAL
1	2	G20-2	End Construction	60"x24"	20
2	2	CW20-1	Road construction Ahead	48"x48"	32
3	43	M4-10L	Detour	48"x18"	2418
4	43	M4-10R	Detour	48"x18"	2418
5	2	CW20-4	One lane Road	48"x48"	32
6	2	R11-2	Road Closed	48"x30"	20
7	2	R11-4	Road closed to thru traffic	60"x30"	25
8	2	CW20-7A	Flagman Symbol 500 ft.	48"x48"	32
9	2	CW20-7	Detour Ahead	48"x48"	32
10	2	CW20-1E	Road construction 1500 ft.	48"x48"	32



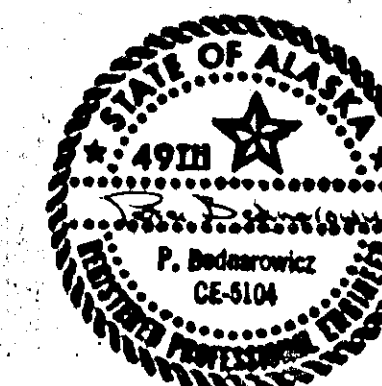
TRAFFIC CONTROL PLAN

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	11-0967(2) 69012	1986	3	19

- AT THE PRE-CONSTRUCTION CONFERENCE THE CONTRACTOR SHALL SUBMIT IN WRITING TO THE ENGINEER, HIS PROPOSED TRAFFIC CONTROL PLAN (T.C.P.). THE TCP SHALL DETAIL PROPOSED DETOUR ROUTES IN THE AREA. THE TCP MUST BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. ALL DETOUR ROUTES MUST ALSO BE REVIEWED BY THE CITY AND BOROUGH OF JUNEAU. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING DETOUR ROUTES WITH THE CITY AND BOROUGH OF JUNEAU.
- CONSTRUCTION SIGNING, FLAGGING, DETOURS, AND GENERAL TRAFFIC CONTROL FEATURES SHALL CONFORM TO THE GUIDELINES SET FORTH IN THE "C" SERIES STANDARD DRAWINGS AND THE APPLICABLE PORTIONS OF SECTION 107 & SECTION 115 OF THE SPECIFICATIONS, THE ALASKA TRAFFIC MANUAL, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL SPECIFY IN WRITING TO THE ENGINEER, WHICH EMPLOYEE HE HAS DESIGNATED THE RESPONSIBILITY OF INSTALLING AND MAINTAINING ALL REQUIRED TRAFFIC CONTROL DEVICES, AND HOW THE DESIGNEE CAN BE CONTACTED AT ANY TIME OF THE DAY. ALL TRAFFIC CONTROL ELEMENTS SHALL BE MAINTAINED 24 HOURS A DAY. SEE SECTION 115-0.01 FOR COMPLETE REQUIREMENTS.
- SHOULD THE CONTRACTOR ELECT TO CLOSE THE ROAD TO THRU TRAFFIC, THE CONTRACTOR MUST MAINTAIN LOCAL ACCESS AND ALLOW UNINTERRUPTED SCHOOL BUS USE. VEHICLE TRAFFIC MUST ALSO BE MAINTAINED TO MELVIN PARK.
- THE PROJECT IDENTIFICATION SIGNING SHALL BE AS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
- THE CONTRACTOR SHALL KEEP THE ROADWAY IN A SAFE AND TRAVERSABLE CONDITION FREE OF RUTTING OR WASHBORING, AS DIRECTED BY THE ENGINEER.
- A MINIMUM ROADWAY WIDTH OF 20' SHALL BE MAINTAINED FOR 2-WAY TRAFFIC, AND A WIDTH OF 10' SHALL BE MAINTAINED FOR 1-WAY TRAFFIC.
- THE CONTRACTOR SHALL KEEP THE PUBLIC INFORMED OF HIS CONSTRUCTION ACTIVITIES THROUGH THE USE OF THE LOCAL NEWS MEDIA. ADVANCE NOTICE OF ROAD CLOSURES AND DETOURS SHALL BE PUBLISHED IN THE LOCAL NEWSPAPER AND BROADCAST OVER THE LOCAL RADIO AND T.V. STATIONS ON THE FRIDAY AND DAY PRECEDING EACH ACTIVITY. THE NEWSPAPER NOTICE SHALL CONTAIN A VICINITY MAP SHOWING AVAILABLE DETOUR ROUTES. THE MEDIA NOTICE SHALL BE APPROVED BY THE ENGINEER PRIOR TO ITS USE.
- THE CONTRACTOR CAN EXPECT HIGHEST TRAFFIC VOLUMES TO OCCUR BETWEEN APPROXIMATELY 7 AM TO 8 AM AND 4 PM TO 5:30 PM.
- WHEN A ROAD CLOSURE IS REQUIRED, THE CONTRACTOR (IN ACCORDANCE WITH SECTION 115-3.01 OF THE SPECIFICATIONS) PRIOR TO CLOSING THE ROADWAY TO VEHICLE TRAFFIC, SHALL HAVE NOTIFIED THE FOLLOWING AGENCIES AND RECEIVED WRITTEN APPROVALS.
 - STATE TROOPERS-"A" DETACHMENT COMMANDER AND THE JUNEAU POST COMMANDER.
 - CHIEF OF POLICE - CITY AND BOROUGH OF JUNEAU.
 - COORDINATING FIRE CHIEF-CITY AND BOROUGH OF JUNEAU.
 - SCHOOL BUS COORDINATOR (ONLY IF SCHOOL IS IN SESSION)
 - MANAGER-CITY OF JUNEAU
 - PUBLIC WORKS DIRECTOR - CBJP
- THE CONSTRUCTION SIGN SUMMARY SHOWN ON THIS SHEET IS TO BE USED FOR COST ESTIMATING ONLY. OTHER SIGNS MAY BE REQUIRED BY THE ENGINEER, OR USED AT THE CONTRACTOR'S OPTION WITH PRIOR APPROVAL BY THE ENGINEER.
- TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED WITHIN 24 HOURS OF PAVING UNLESS PERMANENT PAVEMENT MARKINGS ARE INSTALLED WITHIN 24 HOURS. THE FOLLOWING STRIPING DETAIL SHALL APPLY:



- MAINTENANCE OF ALL DETOUR ROUTES IS THE RESPONSIBILITY OF THE CONTRACTOR.



APPROACH CURB CUT SUMMARY

STATION	OFFSET		WIDTH	Match Existing Diveway & Offset	REMARKS
	LT	RT			
"L" 11+73		X	20' 24"	31'	
" 13+94.5		X	20'	31'	
" 14+73		X	10' 8"	As Directed	Bicycle Path-4" Crushed
"O" 15+46		X	20'	31'	Agg. Not Required
"0" 17+72+66		X	20'	31'	
" 19+23+28		X	44' 19"	30'	
" 20+56+61	X		20' 22"	30'	
" 21+68+73	X		24' 40"	30'	
" 23+80	X		20' 22"	30'	
" 24+38+40		X	20' 18"	30'	
" 24+67+69	X		20' 21"	30'	
" 25+10+12	X		20' 19"	30'	
" 25+79		X	20' 21"	30'	
" 26+28	X		24' 27"	30'	
" 26+90	X		20' 22"	30'	
" 27+60+63		X	20' 26"	35'	
" 28+02	X		20' 37"	30'	
" 29+83	X		20'	30'	
" 30+14+10		X	22'	30'	
" 30+81	X		22'	30'	
" 32+52	X		20' 22"	30'	
" 33+36	X		21'	30'	
" 33+15		X	44' 15"	36'	
" 35+37		X	44' 16"	30'	
" 36+05+07		X	14'	30'	
" 36+62+57		X	44' 27"	30'	
" 37+85		X	46' 21"	36'	
" 33+50	X		23'	30'	
" 38+23		X	20'	36'	
" 39+41		X	20' 25"	30'	
" 40+24		X	20' 22"	30'	
" 40+71	X		44' 18"	30'	
" 41+01		X	44' 16"	30'	
" 34+55	X		25'		
" 43+69	X		19' 22"	30'	
" 43+80		X	22' 26"	30'	
" 44+19		X	15'	30'	
" 44+27	X		44' 17"	30'	
" 44+62		X	19'	30'	
" 45+12	X		47' 10"	30'	

MAIL BOX SUMMARY

	STATION	LEFT	RIGHT	NO. OF BOXES	REMARKS
	"0" 19 + 36 + 35	X	-X-	- 1 2	1.0 L.F.
	"0" 21 + 88	X	-X-	2	1.3 L.F.
	"0" 23 + 59	X		1	
	" 24 + 50		X	1	
	" 24 + 55	X		+ 2	1.4 L.F.
	" 25 + 30 + 00	X		1	
	" 25 + 91		X	1	
	" 26 + 44 + 25 + 90	X		2	1.4 L.F.
	" 26 + 75	X		1	
	" 27 + 37 + 80	X	-X-	1	
	" 28 + 19	X		1	
	" 30 + 66	X	-X-	1	
	" 32 + 55 + 30 + 20	X	-X-	- 2	1.3 L.F.
	" 33 + 00 + 20	X	-X-	1	
	" 35 + 22	X	-X-	1	
	" 36 + 80	X	-X-	1	
	" 38 + 03 + 00	X	-X-	+ 2	2.0 L.F.
	" 39 + 57	X	-X-	1	
	" 40 + 57	X		1	
	" 43 + 55	X		2	1.4 L.F.
	" 44 + 15	X		1	
	" 45 + 00	X		1	
	" 45 + 05 + 0 + 75	X		1	

VALVE ADJUSTMENT SUMMARY

STATION	OFFSET		REMARKS
	LT.	RT.	
L" 10+61		-22' 4'	
" 10+61		-15' 13'	
" 10+64		-18' 17'	
0" 20+53.5		13'	
" 20+56.5		10'	
" 22+32+34		-16' 16.5'	
" 22+37		-12' 14'	
" 23+72+70		16'	
" 23+75+73		-13.5' 15'	
" 29+12		-19' 20'	
" 29+15		17'	
" 29+15		22'	
" 31+87		16'	
" 32+06		-16' 17'	
" 32+08		-17' 20'	
" 34+53		-22' 17'	
" 34+58		-17' 15'	
" 36+34+48		-23' 27'	
" 41+83+92+00		-18' 15'	
" 41+96+90		-15' 14'	
" 41+98+92		-15' 12'	
25+92		24'	43+60, 33' Lt.
26+72		28'	44+38, 31' Lt.
26+80		28'	
26+80		28'	45+74, 18' Rt.

SEWER MANHOLE ADJUSTMENT SUMMARY

STATION		OFFSET		REMARKS
		LT.	RT.	
"	1" 13 + 50	-6' 2'		
"	2" 16 + 67		-4' 2'	
'	20 + 49	-15' 10.5'		
'	22 + 66	-11' 8'		
'	23 + 80	-10' 9'		
	10 + 50	16'		
'	26 + 54	-10' 7.5'		
'	29 + 32		1'	
'	31 + 97	-5' 4'		
'	34 + 40	12.5'		
'	38 + 47	-4' 3'		
'	21 + 34	20'		
'	40 + 44	-7' 10.5'		
"	42 + 29	-2' 15'		
"	45 + 15	-8' 7.5'		
	41 + 66		11'	
	42 + 25	19'		

FIRE HYDRANT RELOCATION SUMMARY

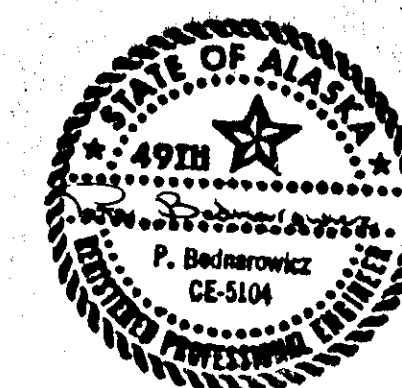
STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 15 + 62		29'	Vertical Adjust only
"0" 24 + 05		27'	Rebark to 0'23+48; 28' Rt
"0" 34 + 19		25'	Rebark to 0'34+13; 28' Rt
"0" 39 + 94		22.5'	Rebark to 0'39+94; 28' Rt
"0" 45 + 57		27'	Rebark to 0'45+57; 28' Rt
"0" 29 + 05			Vertical Adjust only

APPROACH	ROAD	SUMMARY
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STATION	OFFSET		WIDTH	REMARKS
	LT	RT		
"L" 10+49.02		X	22'	Division St.
"0" 20+41.55		X	22'	Lupine Lane
" 22+50.26	X		24'	Marion Drive
" 23+78.12		X	24'	Pharmigan St.
" 29+17.08	X		24'	Taku Blvd.
" 29+26.67		X	20'	Taku Blvd.
" 31+93.05	X		20'	Fireweed Lane
" 31+93.97		X	20'	Fireweed Lane
" 34+48.67		X	24'	Pinedale Street
" 42+07.48		X	24'	Rosedale St.
" 45+84.57		X	24'	Tournure St.

APPROACH ROAD NOTES

- 1) Approaches shall be constructed with the same structural section as shown on the typical section.
- 2) All work involved in forming, shaping, & construction shall be considered incidental to the bid items involved. Materials shall be paid for at contract bid prices.
- 3) Side slopes without curb & gutter shall transition smoothly from 4:1 at the match point to 1½:1 on mainline.
- 4) Finished grade on approaches shall be a straight line from the hinge point, which is the edge of shoulder, to the match point designated on the plan sheets.



SIGNING SCHEDULE

NO.	STATION	DIST. FROM CL. LT. RT.	CODE NO.	LEGEND	SIGN PANEL THICKNESS		NO. OF POSTS	TYPE	SIZE	LENGTH	EMBEDMENT	FACING TRAFFIC	REMARKS
					SIZE	UNFRAMED FRAMED							
1	12+10+69	32'	R1-1(L)	STOP	30x30	.080	1	tube	2"	See	3'	NB	
2	" 10+69	32'	D3-1-C	DIVISION	8x30		1			Note		NB	mount on post #1
3	" 11+11	27'	R7-101	No Parking Anytime	12x18		1			2		NB	
4	" 12+05	23'	R7-101	"	"		1					NB	
5	" 13+30	27'	R7-101	"	"		1					NB	
6	" 14+50	27'	R7-101	"	"		1					NB	
7	" 14+50	23'	R7-101	"	"		1					NB	
8	" 15+80	27'	R7-101	"	"		1					NB	
9	" 15+80	23'	R7-101	"	"		1					NB	
10	" 18+15	27'	R7-101	"	"		1					NB	
11	" 18+15	23'	R7-101	"	"		1					NB	
12	" 20+70	27'	R1-1(L)	STOP	30x30		1					NB	
13	" 20+70	27'	D3-1(C)	LUPINE	8x24		1					NB	mount on post #12
14	" 20+90	21'	R7-101	No Parking Anytime	12x18		1					NB	
15	" 21+05	27'	R7-101	"	"		1					NB	
16	" 21+90	21'	R7-101	"	"		1					NB	
17	" 22+30	50'	R1-1(L)	STOP	30x30		1					NB	
18	" 22+30	50'	D3-1(C)	MARION	8x24		1					NB	mount on post #17
19	" 23+17	27'	R7-101	No Parking Anytime	12x18		1					NB	
20	" 23+50	21'	R7-101	"	"		1					NB	
21	" 24+03	30'	R1-1(L)	STOP	30x30		1					NB	
22	" 24+03	30'	D3-1(C)	PTARMIGAN	8x36		1					NB	mount on post #21
23	" 24+50	27'	R7-101	No Parking Anytime	12x18		1					NB	
24	" 25+50	21'	R7-101	"	"		1					NB	
25	" 26+50	27'	R7-101	"	"		1					NB	
26	" 27+05	21'	R7-101	"	"		1					NB	
27	" 27+90	27'	R7-101	"	"		1					NB	
28	" 29+00	32'	R1-1(L)	STOP	30x30		1					NB	
29	" 29+00	32'	D3-1(C)	TAKU	8x24		1					NB	mount on post #28
30	" 29+50	27'	D3-1(C)	TAKU	8x24		1					NB	mount on post #31
31	" 29+50	27'	R1-1(L)	STOP	30x30		1					NB	
32	" 29+85	27'	R7-101	No Parking Anytime	12x18		1					NB	
33	" 30+00	21'	R7-101	"	"		1					NB	
34	" 31+50	27'	R7-101	"	"		1					NB	
35	" 31+40	21'	R7-101	"	"		1					NB	
36	" 31+78	40'	R1-1(L)	STOP	30x30		1					NB	
37	" 31+78	40'	D3-1(C)	FIREWEED	8x30		1					NB	mount on post #36
38	" 32+20	28'	D3-1(C)	FIREWEED	8x30		1					NB	mount on post #39
39	" 32+20	28'	R1-1(L)	STOP	30x30		1					NB	
40	" 32+50	27'	R7-101	No Parking Anytime	12x18		1					NB	
41	" 33+50	27'	R7-101	"	"		1					NB	
42	" 33+50	21'	R7-101	"	"		1					NB	
43	" 34+65	28'	D3-1(C)	PINEDALE	8x36		1					NB	mount on post #44
44	" 34+65	28'	R1-1(L)	STOP	30x30		1					NB	
45	" 37+00	27'	R7-101	No Parking Anytime	12x18		1					NB	
46	" 37+00	21'	R7-101	"	"		1					NB	
47	" 39+10	27'	R7-101	"	"		1					NB	
48	" 39+10	21'	R7-101	"	"		1					NB	
49	" 41+40	21'	R7-101	"	"		1					NB	
50	" 41+40	27'	R7-101	"	"		1					NB	
51	" 42+32	28'	D3-1(C)	ROSEDALE	8x36		1					NB	mount on post #52
52	" 42+32	28'	R1-1(L)	STOP	30x30		1					NB	
53	" 42+65	27'	S1-1	School Advance	36x36		1					NB	
54	" 43+05	21'	R7-101	No Parking Anytime	12x18		1					NB	
55	" 43+25	27'	W1-2R	Curve Right	30x30		1					NB	
56	" 43+25	27'	W13-1	15 M.P.H.	18x18		1					NB	mount on post #55
57	" 44+05	27'	R7-101	No Parking Anytime	12x18		1					NB	
58	" 44+55	21'	R7-101	"	"		1					NB	
59	" 45+35	27'	S2-1	School Crossing	36x36		1					NB	
60	" 46+11	45'	S2-1	School Crossing	36x36		1					NB	
61	see note 7		W1-2L	Curve Left	30x30		1					NB	erect 225' from #60
62	" " "		W13-1	15 M.P.H.	18x18		1					NB	mount on post #61
63	" " "		S1-1	School Advance	36x36		1					NB	erect 335' from #60

(Designates additional sign installed along with planned)

SIGNING SCHEDULE NOTES

1. SIGN LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO MINOR REVISIONS.

2. POST LENGTHS SHALL BE DETERMINED AS PER STD. DRAWING S-05.00.

3. ALL SIGN POSTS SHALL BE TELESOPING, PERFORATED GALVANIZED SQUARE STEEL POSTS: THE 2" SIZE SHALL BE USED ABOVE GROUND AND THE 2 1/4" SIZE SHALL BE USED BELOW GROUND FOR THE STATE.

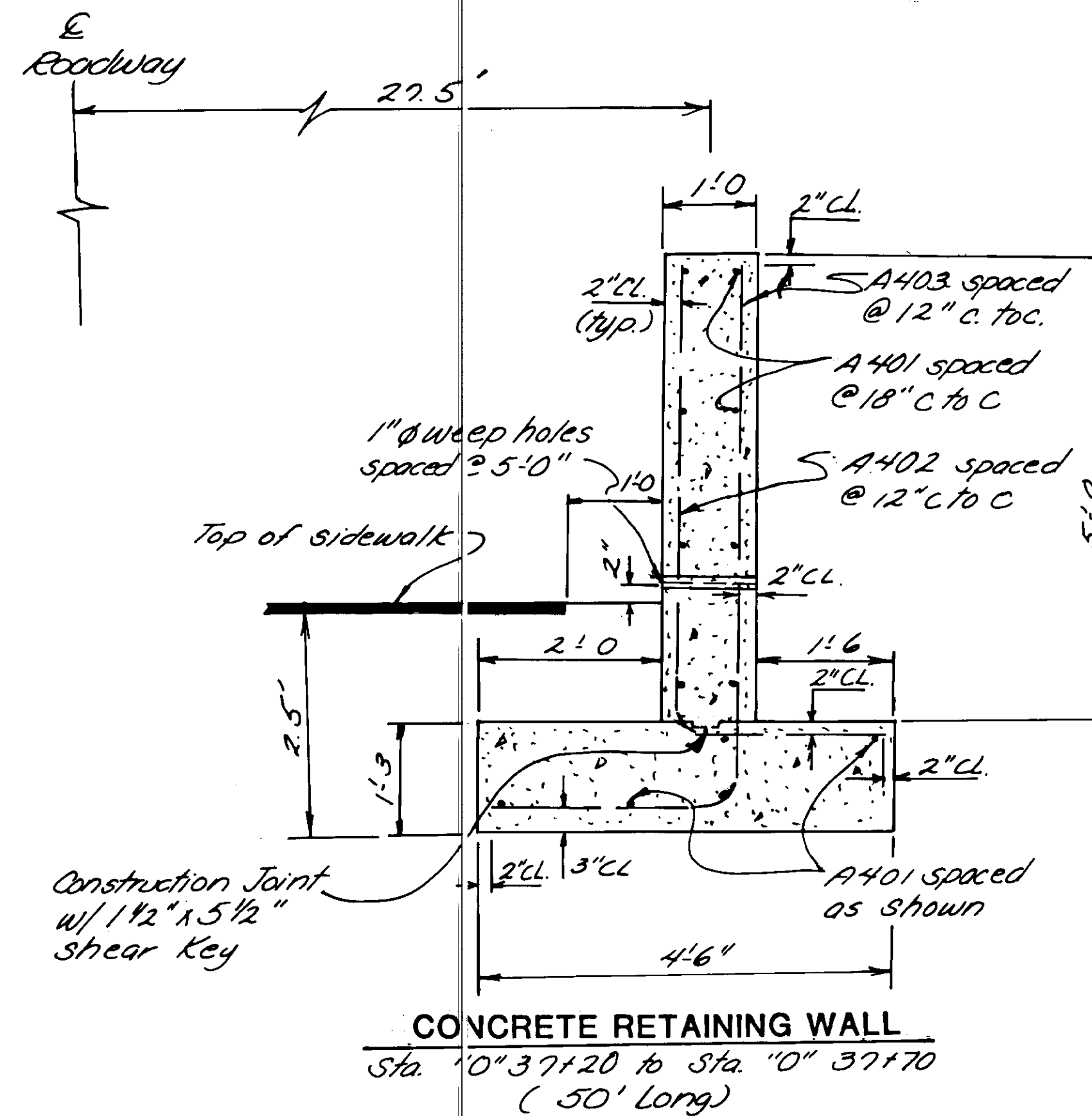
4. ALL POSTS SHALL BE INSTALLED WITH THE SLEEVE TYPE EMBEDMENT IN ACCORDANCE WITH STD. DRAWING S-30.01.

5. EXISTING SIGNS AND POSTS TO BE REPLACED SHALL BE DISMANTLED BY THE CONTRACTOR AND STOCKPILED AS DIRECTED BY THE DIRECTOR OF PUBLIC WORKS, C.B.J. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 615(1) STANDARD SIGNS.

6. ALL NEW SIGNS SHALL BE UNFRAMED UNLESS OTHERWISE NOTED.

7. SIGNS LOCATED ON TOURNURE STREET, OUTSIDE THE PROJECT LIMITS, TO BE INSTALLED PER THE REMARKS COLUMN.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1984	5	19



REINFORCING STEEL(ONE WALL)					BENDING DIAGRAM
MARK	SIZE	NO.	LENGTH	TYPE	
A401*	4	13	48'8"	—	
A402	4	51	7'4"	Bent	
A403	4	51	8'5"	Bent	

*NOTE: Lengths shown do not include lap splices, if lap splices are used the min. length is 1'4".

NOTE:

SPECIFICATIONS:

DESIGN - AASHTO Standard Specifications for Highway Bridges, 1983 edition with the latest Interim specifications.

CONSTRUCTION - State of Alaska Standard Specifications for Highway Construction, 1981, Standard Modifications & Special Provisions.

LIVE LOAD: - 2' surcharge
DEAD LOAD: - Earth Weight = 120 p.c.f.

DESIGN UNIT STRESSES

CAST-IN-PLACE CONCRETE: Class A - $f'_c = 3000$ psi
 $f_y = 60,000$ psi

FOUNDATION PRESSURE: - 1.5 K/sq. ft. @ Toe
- 0.2 K/sq. ft. @ Heel

1. All cast-in-place concrete shall be Class A

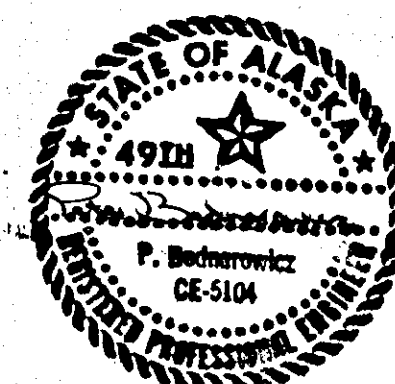
2. All reinforcing steel shall be A.S.T.M. A615, Grade 60.

ESTIMATED QUANTITIES:

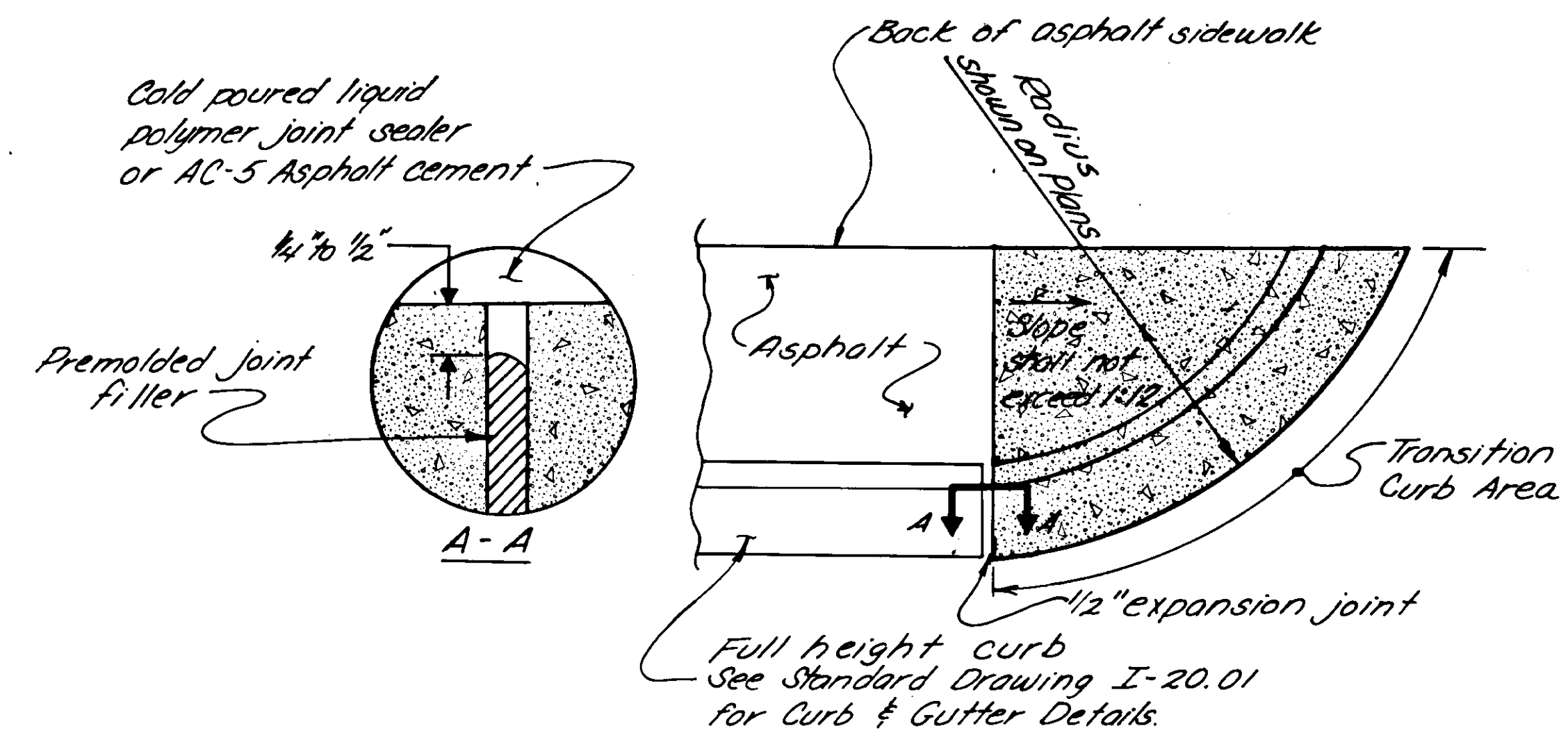
Concrete = 19.65 cu. yd.
Rebar = 0.48 tons

EXCAVATION:

Incidental excavation shall be defined as all excavation inside the vertical planes 18" outside of and parallel to the neotlines of the footings.



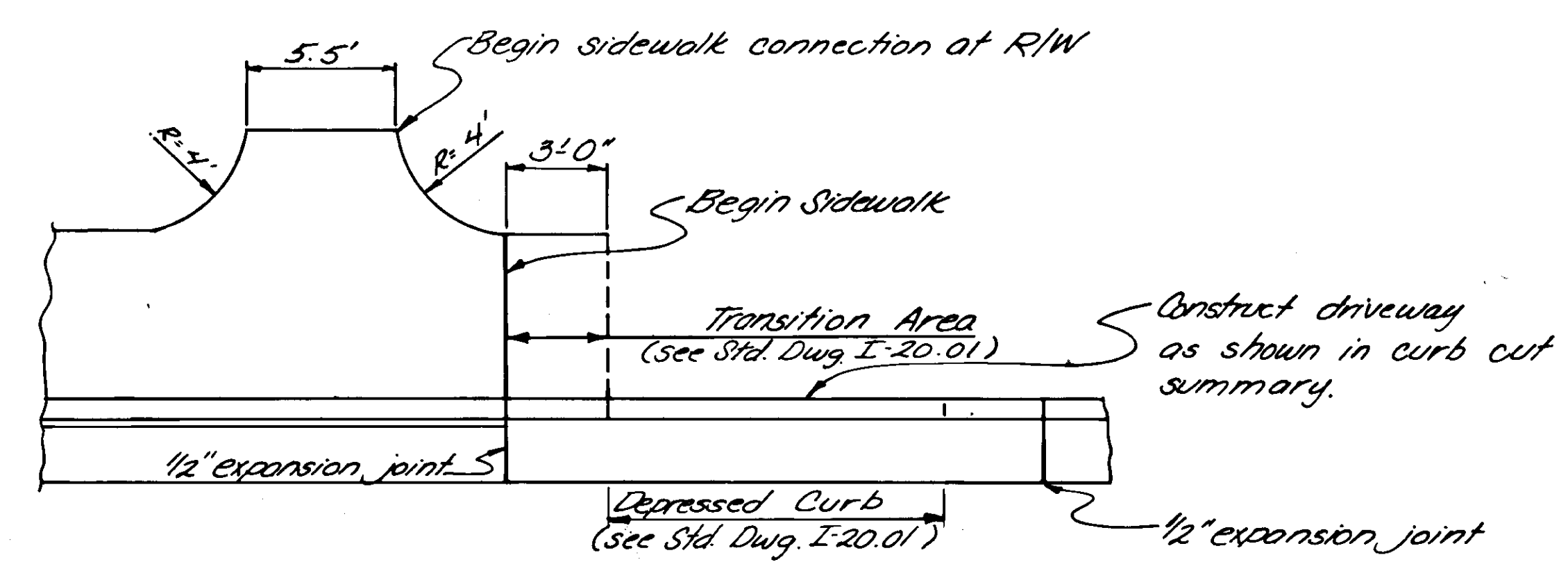
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967 (2) 69012	1986	6	19



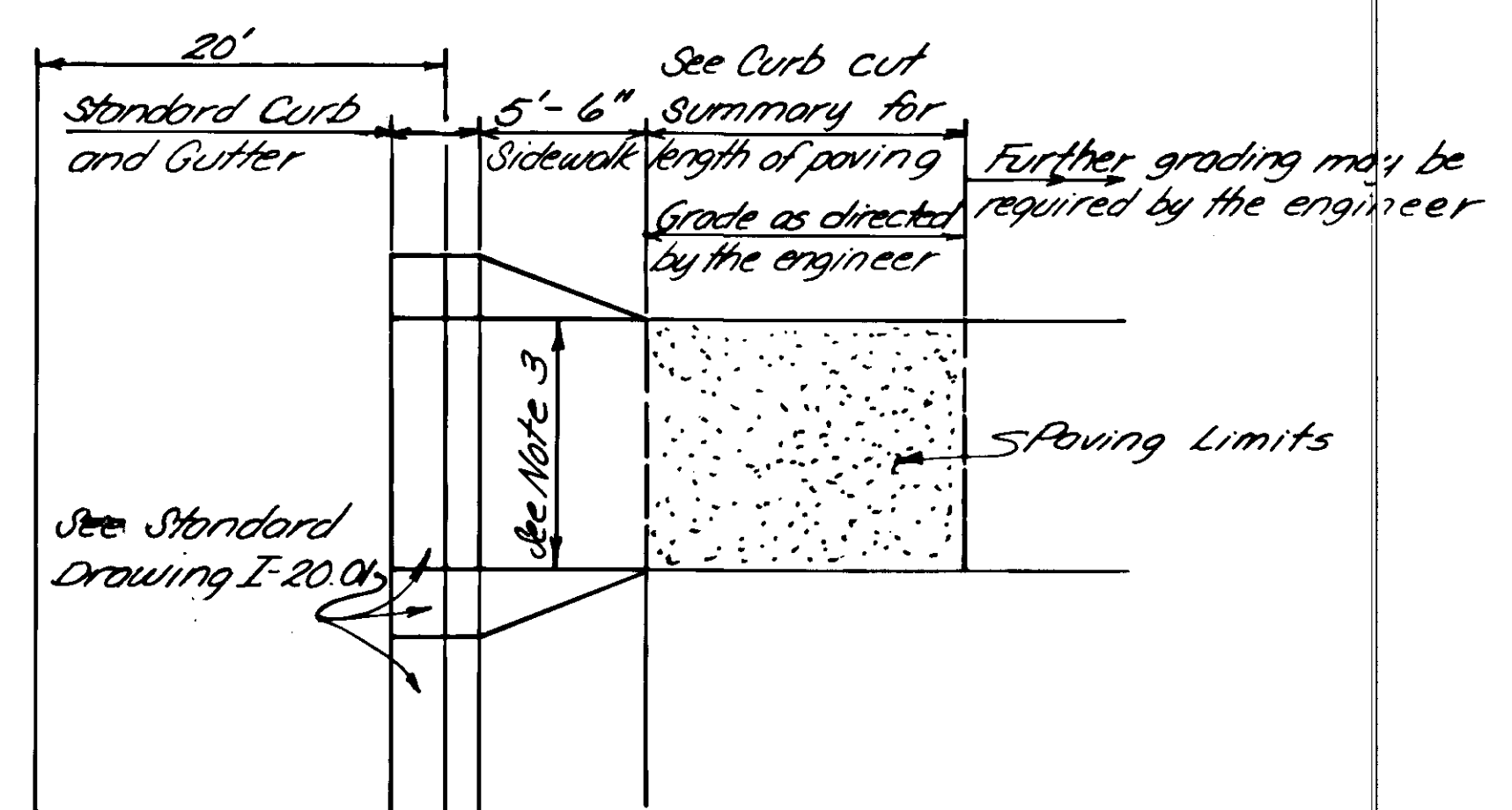
NOTES

1. PREMOLDED EXPANSION JOINT FILLER AND LIQUID POLYMER JOINT SEALER, (SEE SPECIFICATIONS) OR AC-5 ASPHALT CEMENT SHALL BE CONSIDERED INCIDENTAL TO 609(2), CURB AND GUTTER, STANDARD TYPE, AND NO SEPARATE PAYMENT WILL BE MADE THEREFORE.
2. CURB AND GUTTER EXPANSION JOINTS SHALL BE AT THE END OF THE CURB RETURN, AND IMMEDIATELY FOLLOWING AND PRECEDING CURB CUTS. THEREAFTER, THEY SHALL BE PLACED AT INTERVALS OF 30' EXCEPT WHERE SHORTER SECTIONS ARE NEEDED FOR CLOSURE.
3. [Symbol] INDICATES CURB, GUTTER AND SIDEWALK TRANSITION AREA. THE ENTIRE AREA SHALL BE CONSTRUCTED WITH THE SAME TYPE OF CONCRETE USED IN THE STANDARD TYPE CURB AND GUTTER. THE FACE OF CURB SHALL TRANSITION SMOOTHLY FROM THE NORMAL GUTTER PAN ELEVATION TO FULL HEIGHT IN THE LENGTH INDICATED ON THE INTERSECTION DETAILS. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO 609(2), CURB AND GUTTER, STANDARD TYPE, AND NO SEPARATE PAYMENT WILL BE MADE THEREFORE.

CURB EXPANSION JOINT AND TRANSITION DETAILS



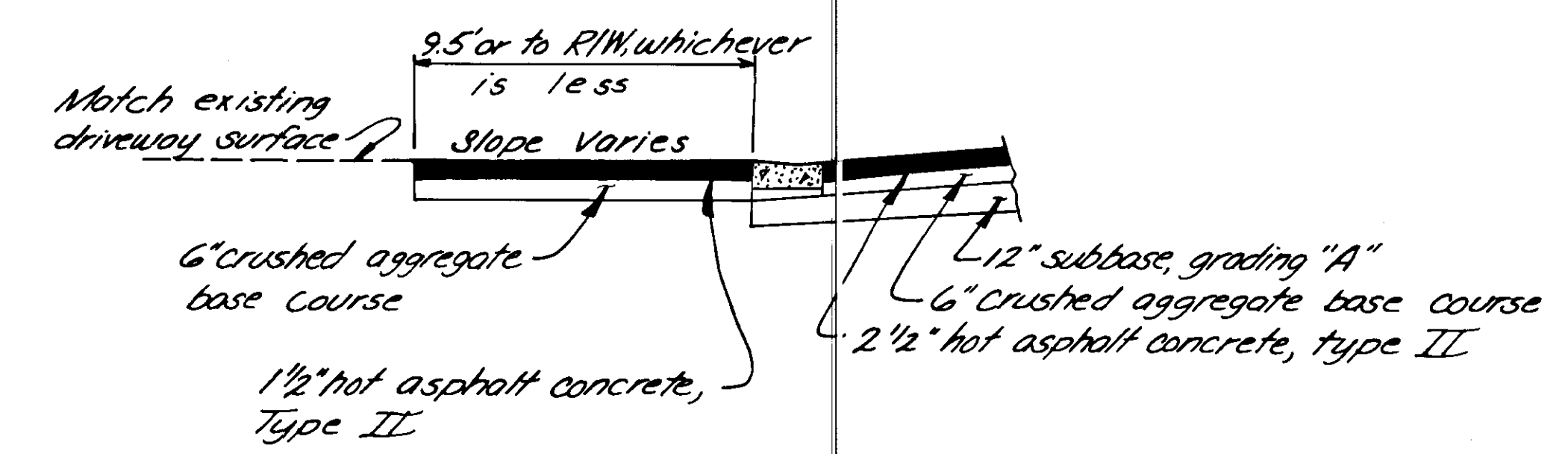
SIDEWALK CONNECTION DETAIL



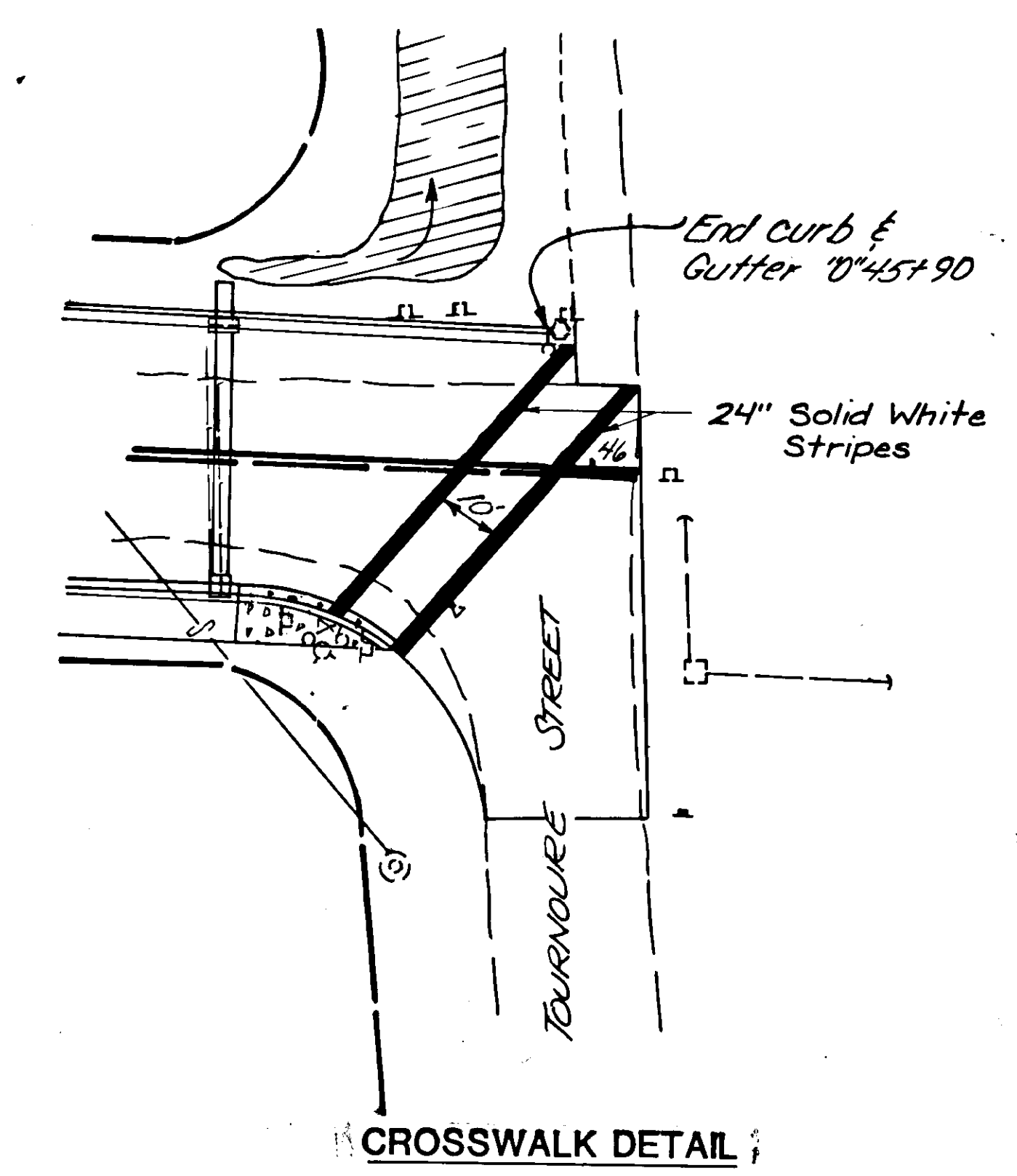
CURB CUT NOTES

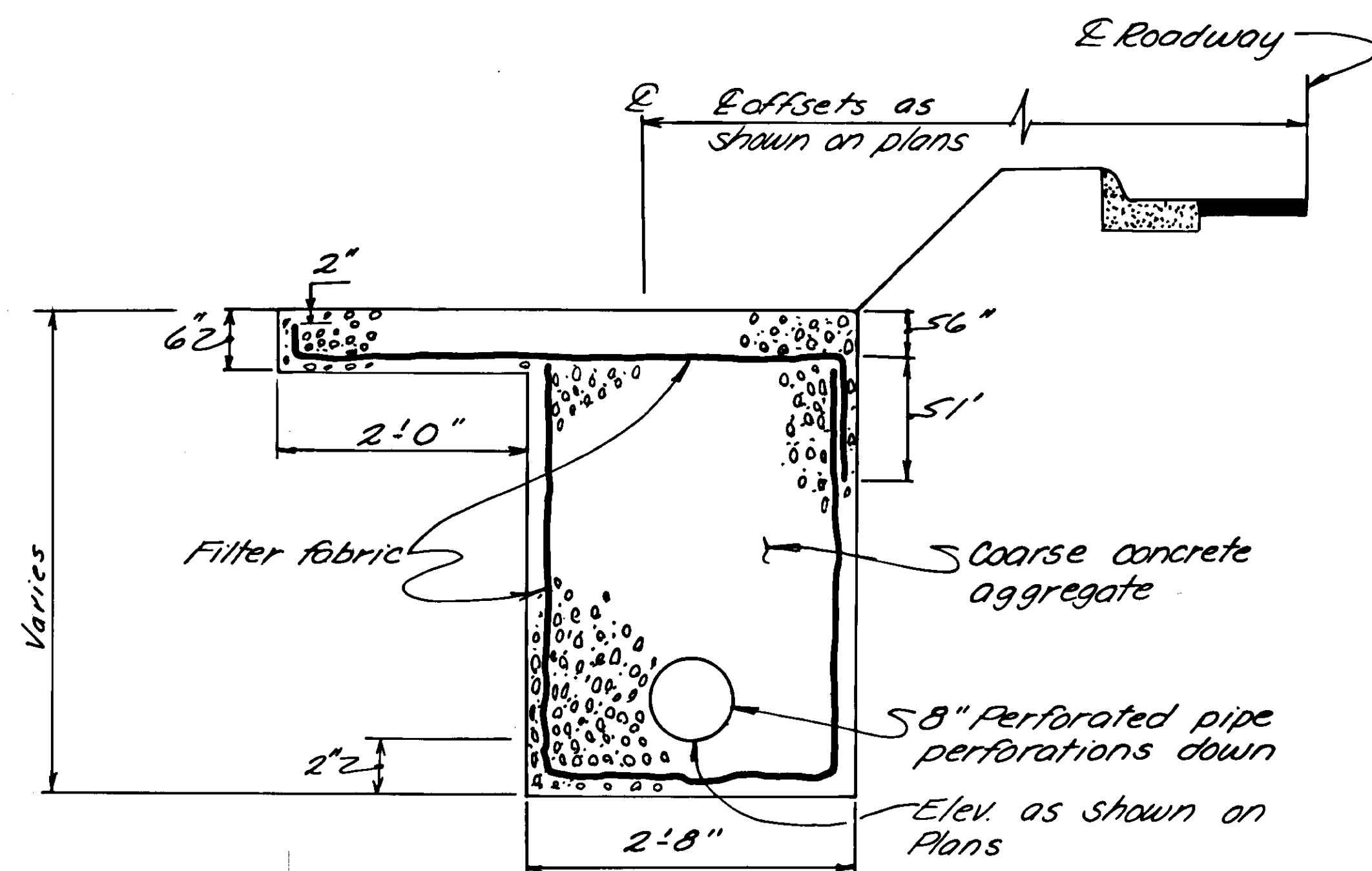
1. [Symbol] THIS AREA SHALL BE CONSTRUCTED WITH STRUCTURAL SECTION SHOWN IN THE LEFT SIDE RESIDENTIAL APPROACH DETAIL.
2. PAYMENT FOR ALL WORK INVOLVED IN THIS AREA SHALL BE MADE UNDER SECTION 639(1).
3. WIDTH OF CURB CUTS VARY, SEE CURB CUT SUMMARY ON SHEET 4.

RESIDENTIAL APPROACH CURB CUT DETAIL (RIGHT SIDE)



LEFT SIDE RESIDENTIAL APPROACH DETAIL

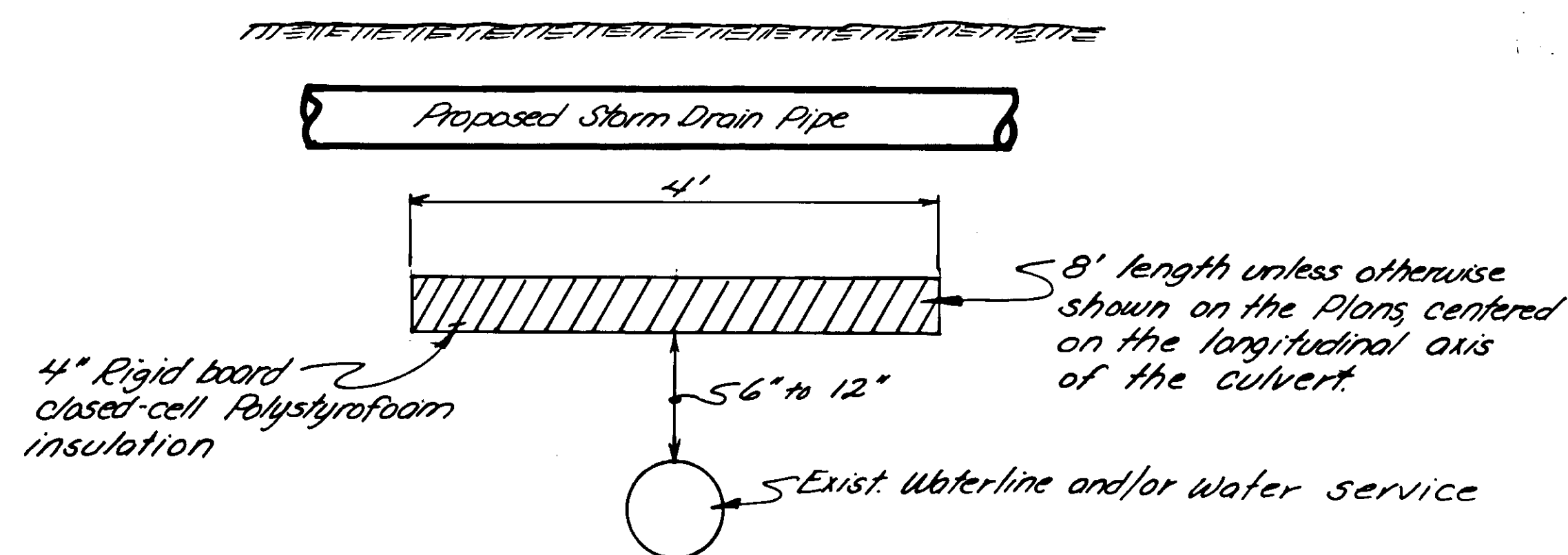




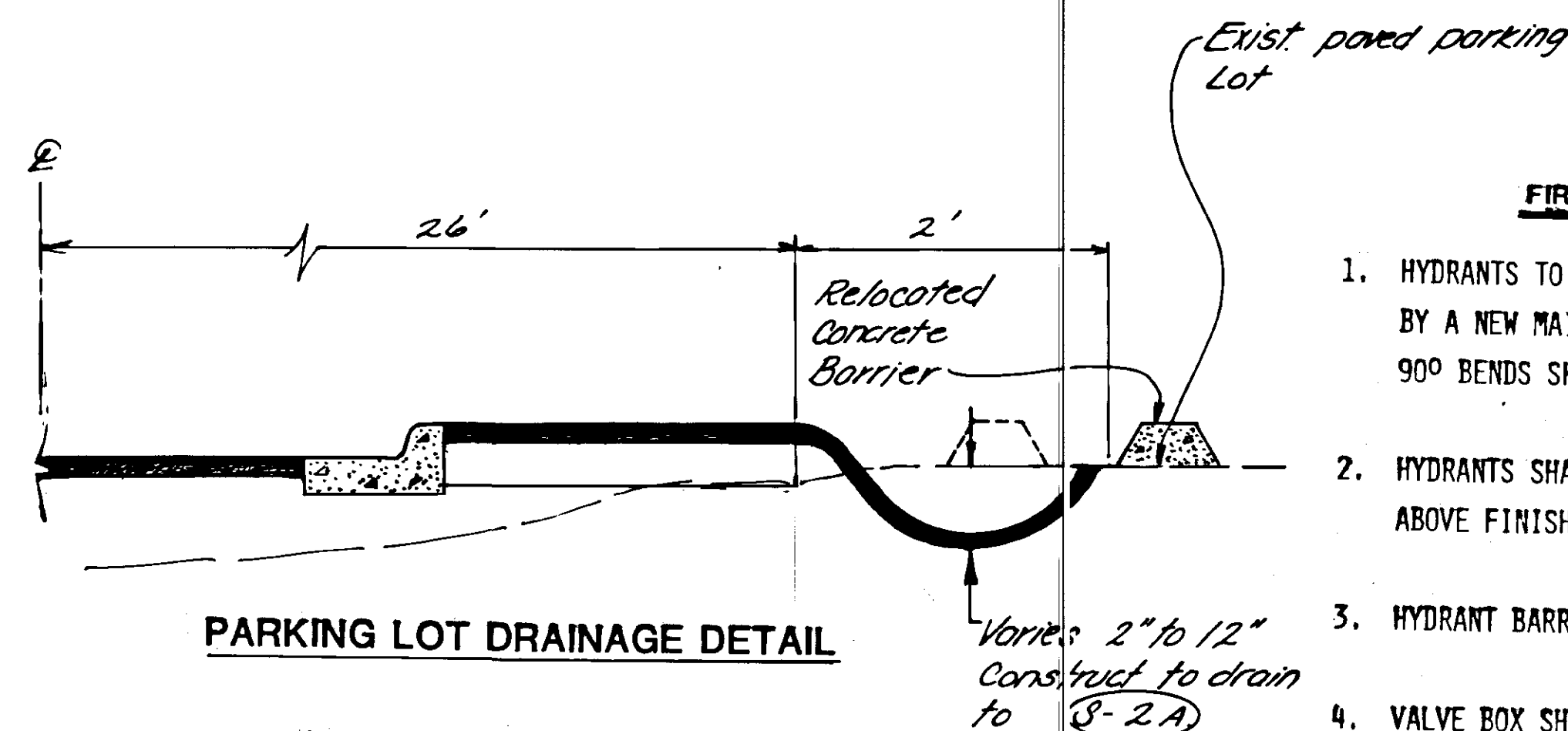
MODIFIED UNDERDRAIN DETAIL

"0" 24+22 TO "0" 27+63

Filter fabric and coarse concrete aggregate filter material for bedding and back-filling shall conform to the requirements of SECTION 605. Grading #57 or #67



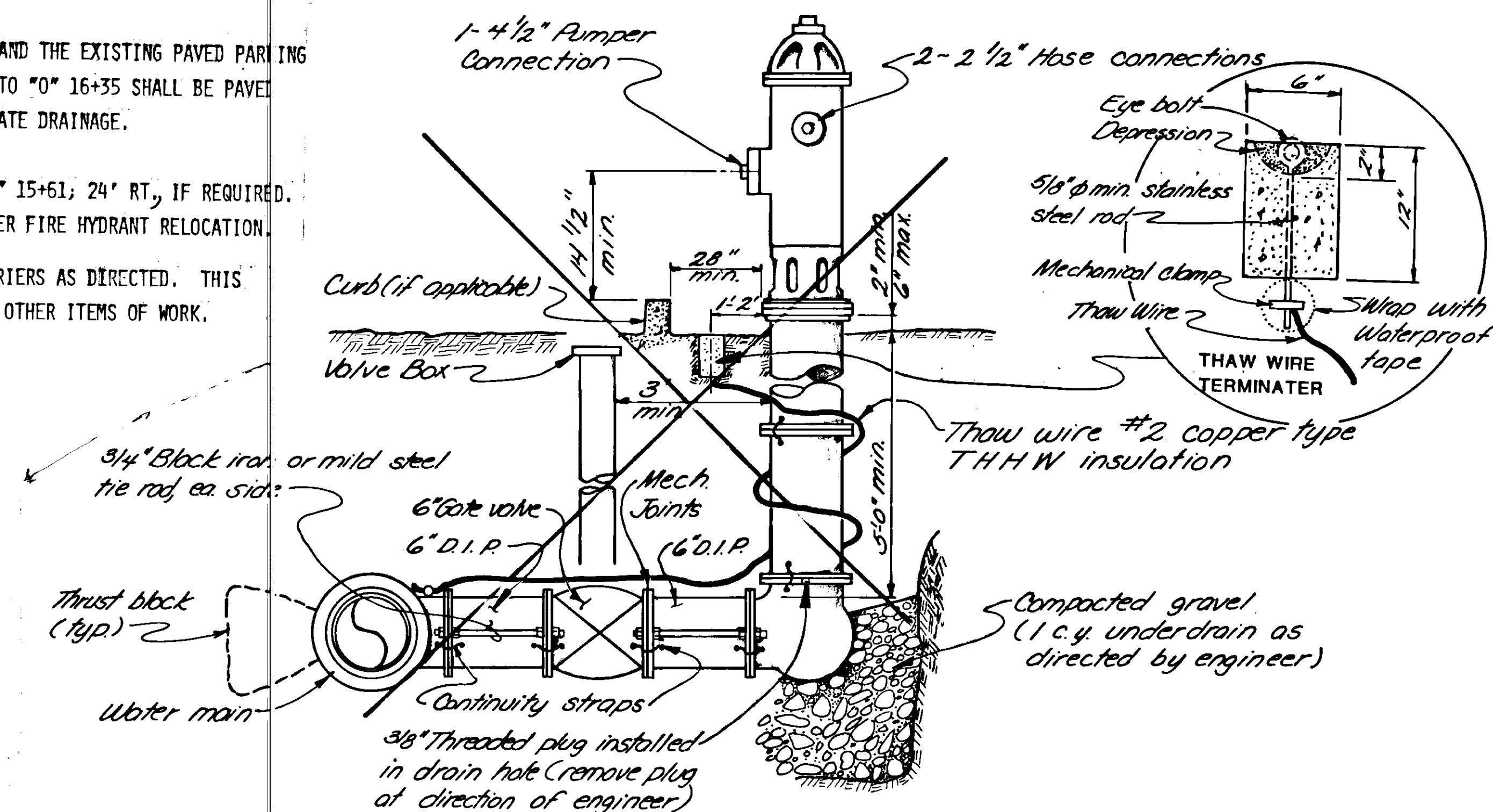
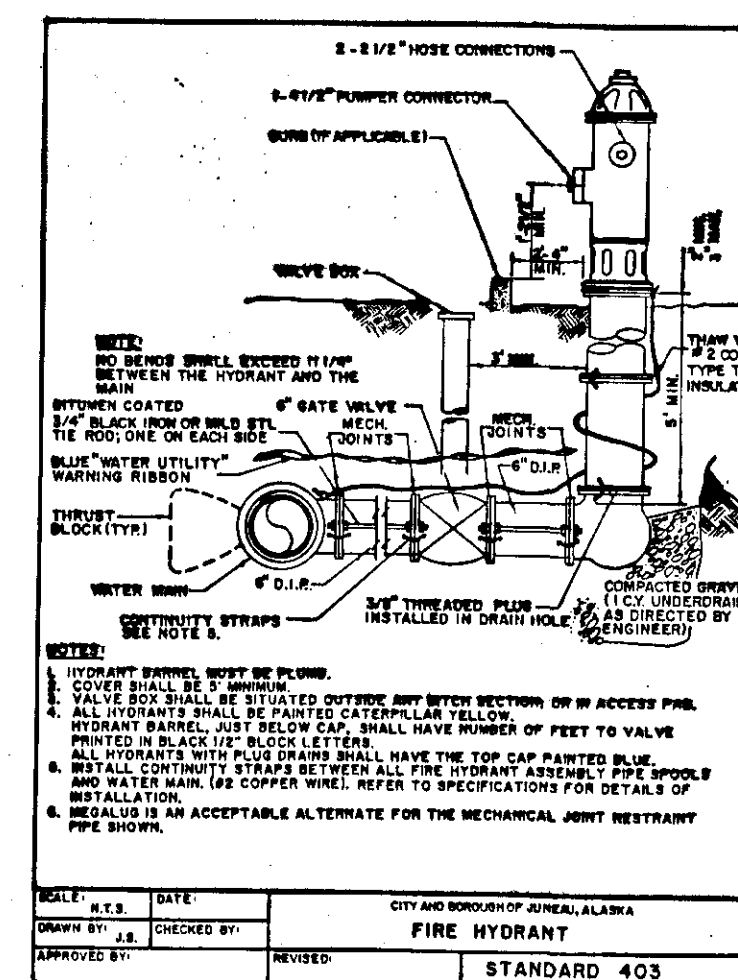
PIPE INSULATION DETAIL



PARKING LOT DRAINAGE DETAIL

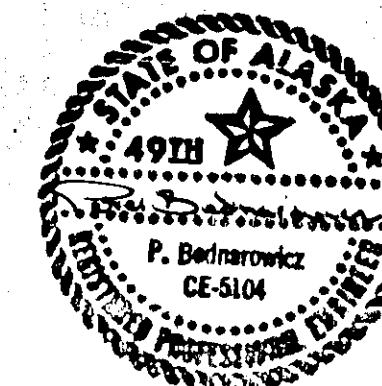
PARKING LOT DRAINAGE NOTES

1. ALL WORK AND MATERIALS TO CONSTRUCT THIS PAVED DRAINAGE DITCH SHALL BE CONSIDERED INCIDENTAL TO SIDEWALK CONSTRUCTION AND NO SEPARATE PAYMENT SHALL BE MADE.
2. THE AREA BETWEEN THE BACK OF SIDEWALK AND THE EXISTING PAVED PARKING LOT FROM APPROXIMATELY STA. "0" 15+64 TO "0" 16+35 SHALL BE PAVED AS DIRECTED BY THE ENGINEER TO FACILITATE DRAINAGE.
3. RELOCATE FIRE HYDRANT VALVE AT STA. "0" 15+61; 24' RT., IF REQUIRED. VALVE RELOCATION SHALL BE PAID FOR UNDER FIRE HYDRANT RELOCATION.
4. RELOCATE EXISTING CONCRETE PARKING BARRIERS AS DIRECTED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.



FIRE HYDRANT RELOCATION DETAIL

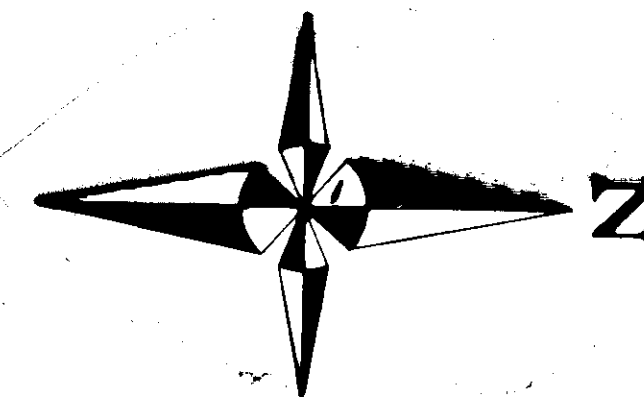
RRS 11/7/88



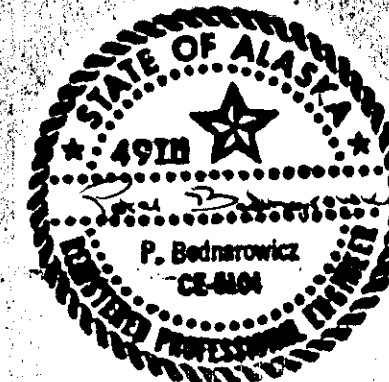
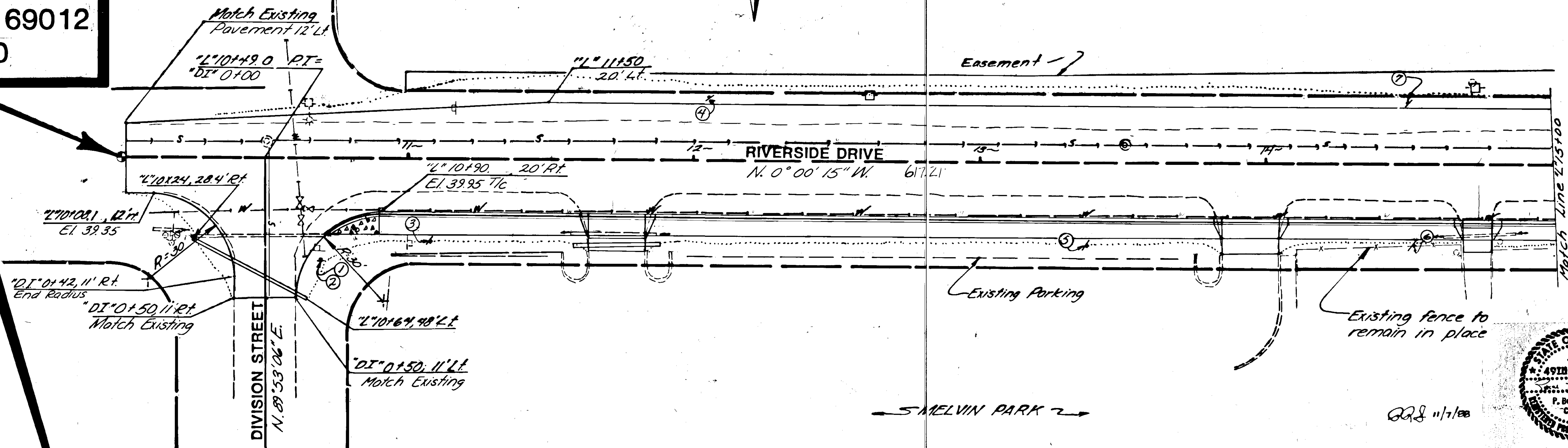
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1986	8	19

NOTE

④ When this symbol appears on the plans, see signing schedule, Sht. 5.



BEGIN PROJECT
M-0967(2) 69012
"L" 10+00



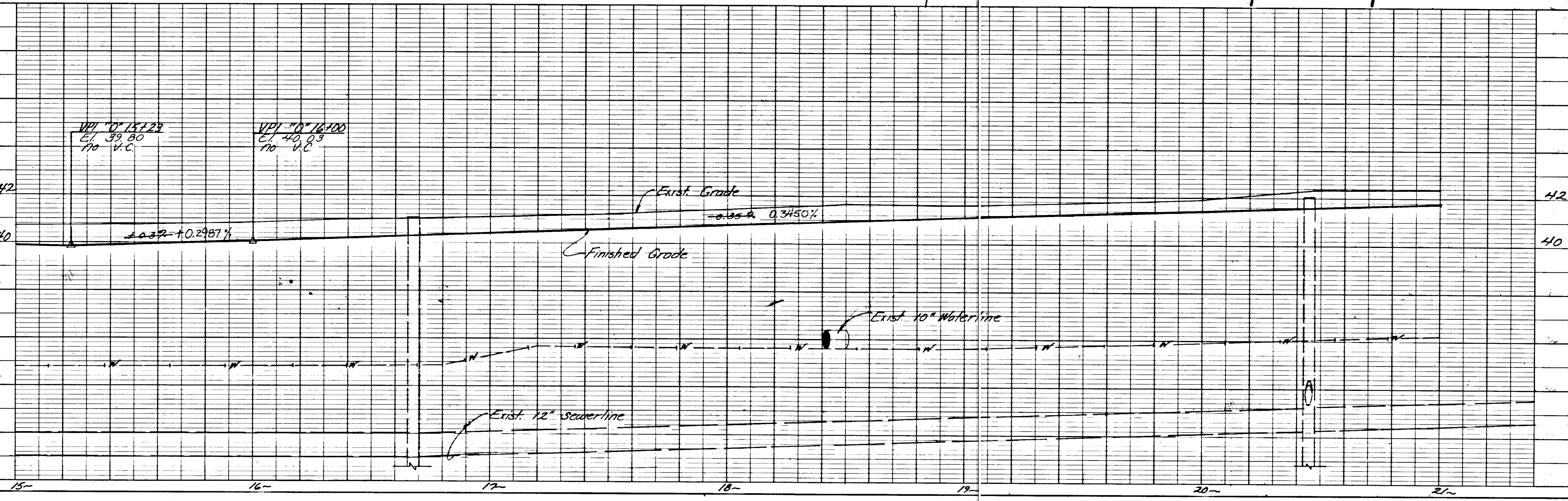
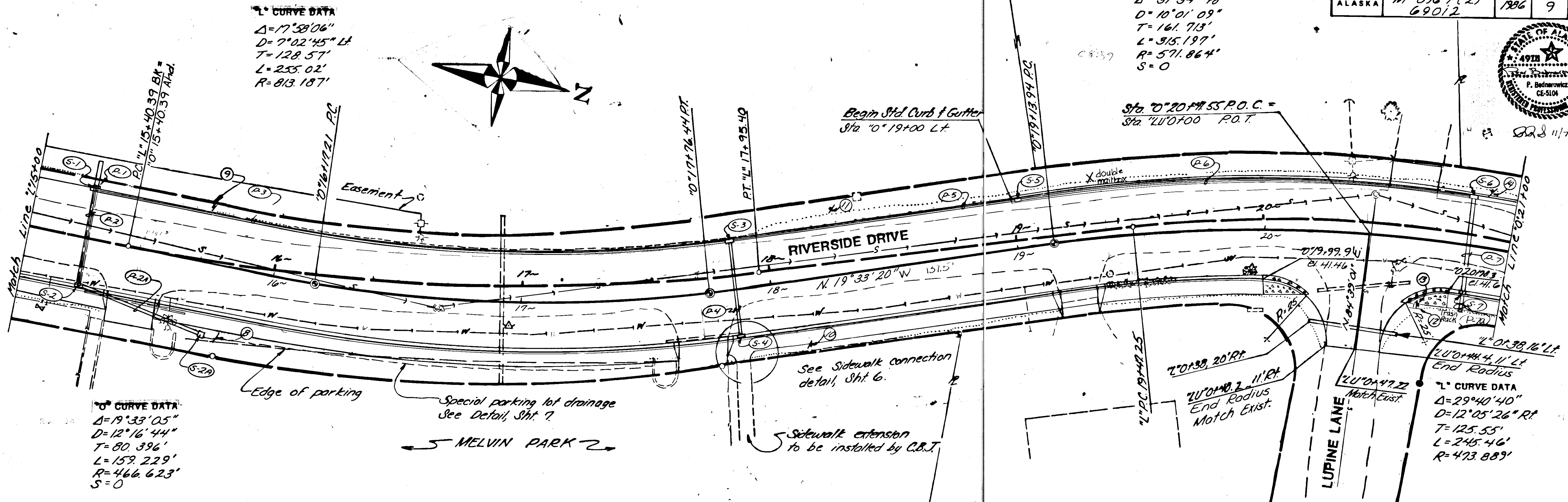
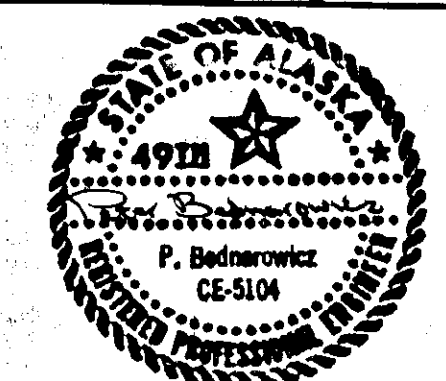
QRL 11/7/88

The Basis of Bearing is the record bearing of North between the monument for the corner of blocks C and D North Riverside Drive Subdivision U.S.S. 3872 and the monument for Corner 4, Lot 2 U.S.S. 3872.

The Basis of Vertical control is the City and Borough of Juneau TBM #9-R with an accepted elevation of 42.50 feet above MLLW (1960 Datum)

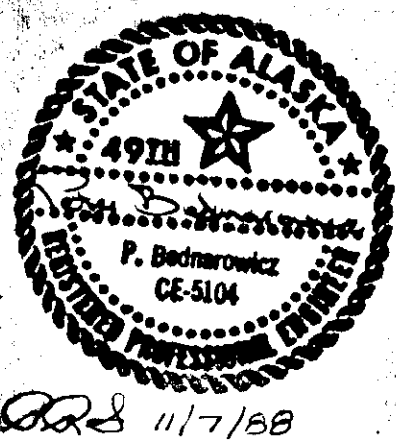
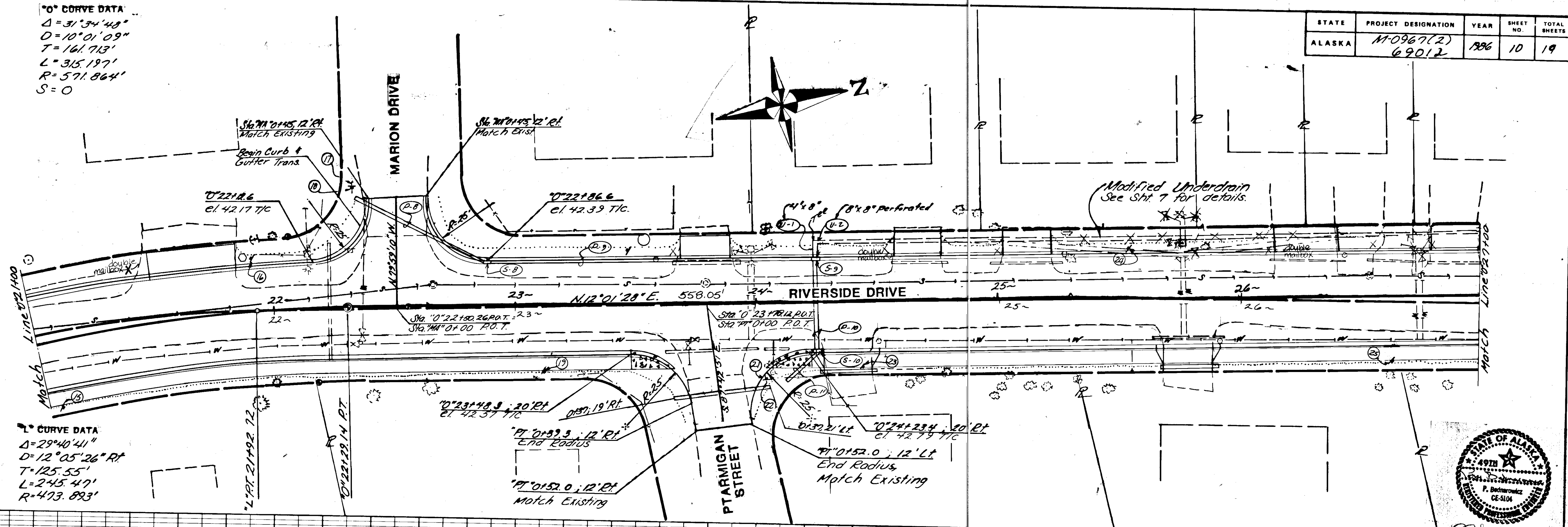


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1986	9	19



0° CURVE DATA
 $\Delta = 31^{\circ}34'48''$
 $D = 10^{\circ}01'09''$
 $T = 161.713'$
 $L = 315.197'$
 $R = 571.864'$
 $S = 0$

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1986	10	19



VPI 0+22+00
 Elev. 42.10
 170' V.C.

Exist. Grade

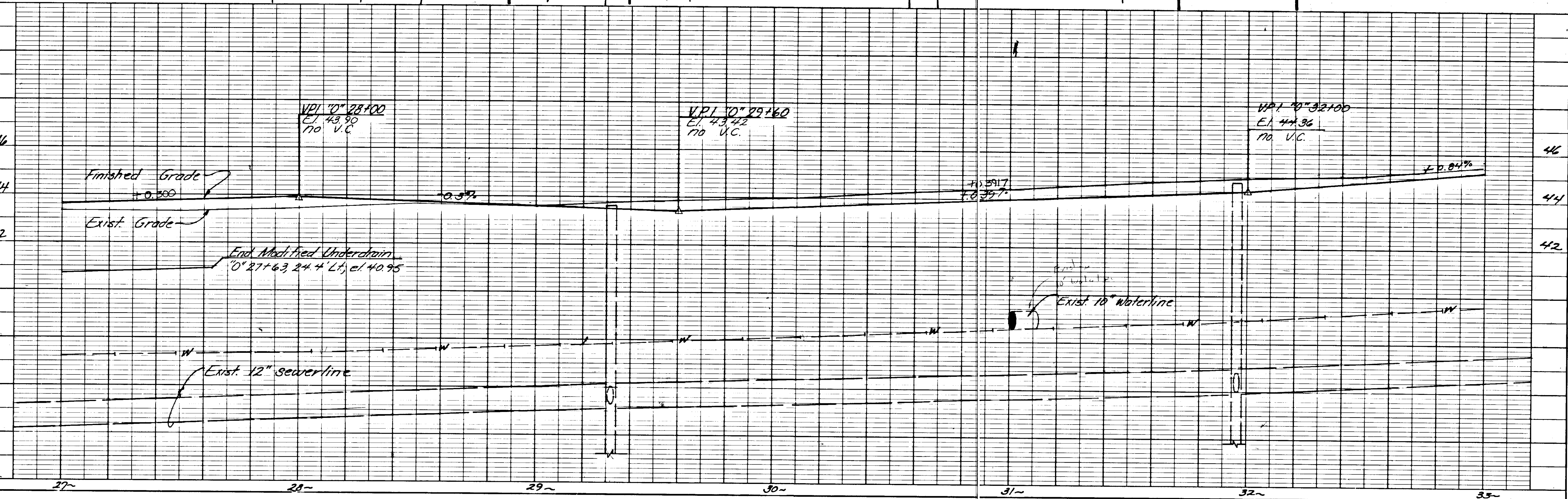
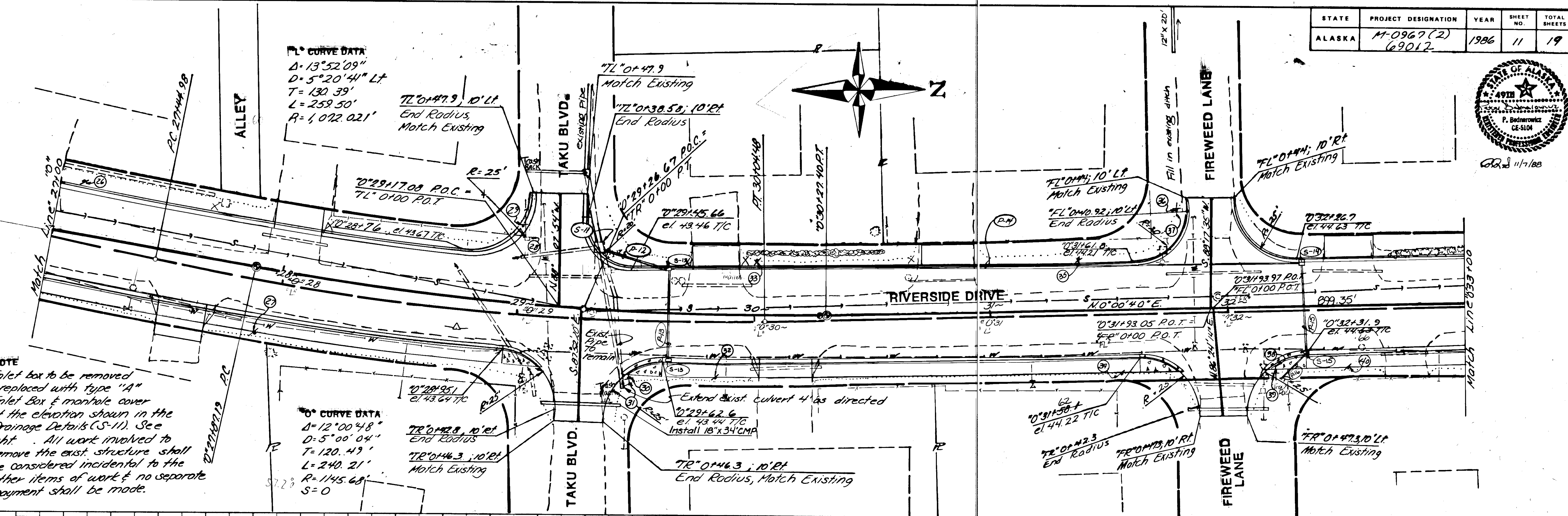
Finished Grade

Begin Modified Underdrain
 0+24+22, 23.5' LT, el. 39.45

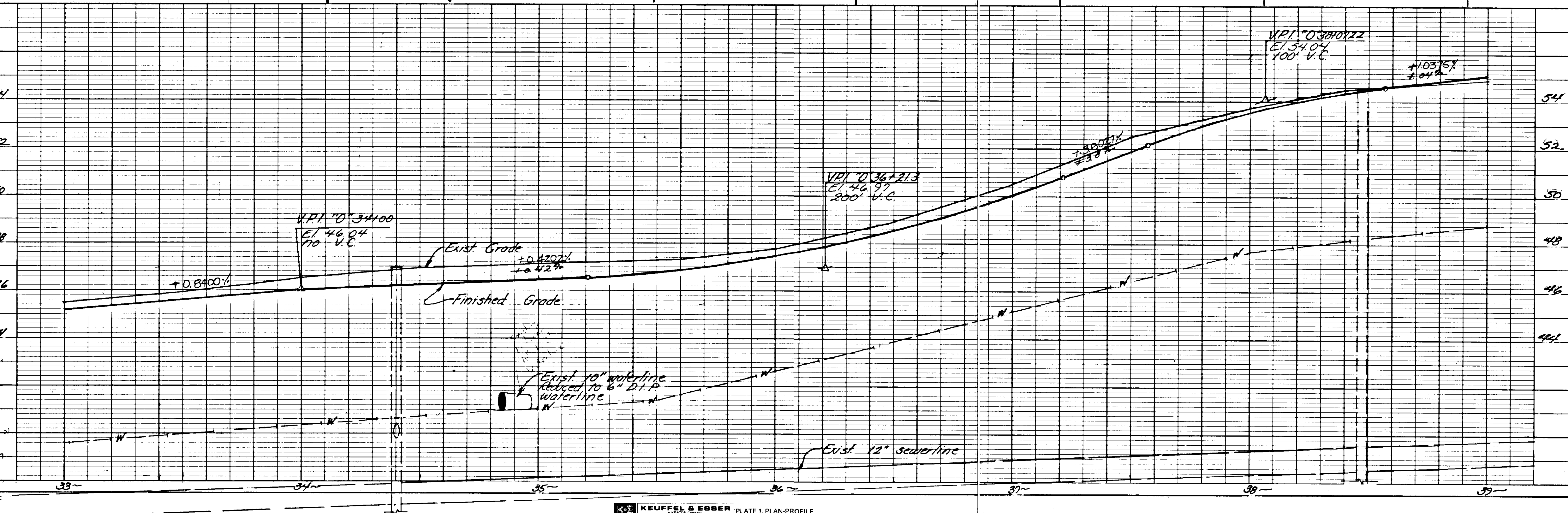
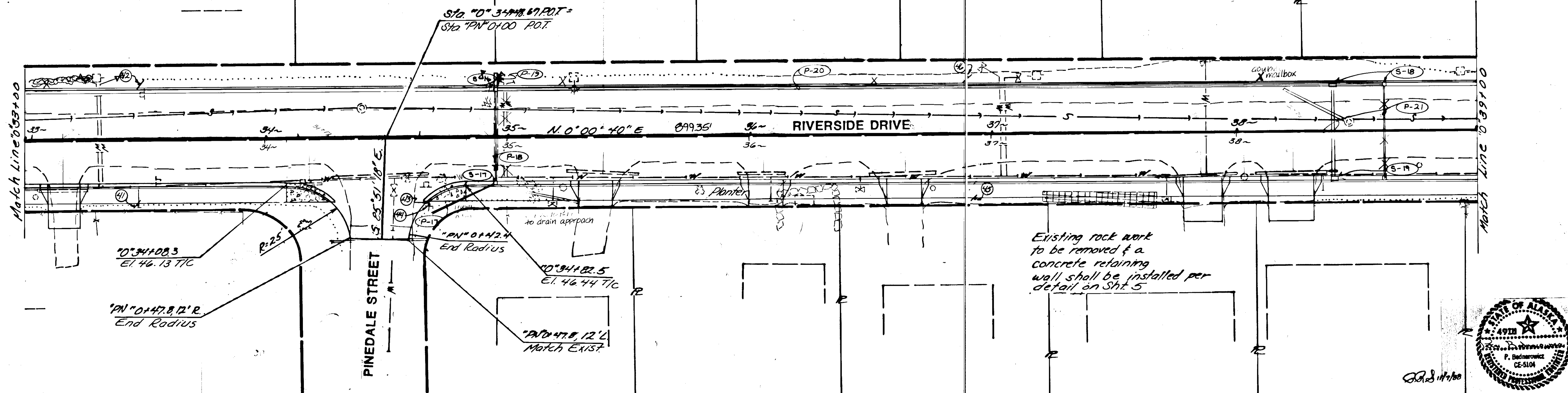
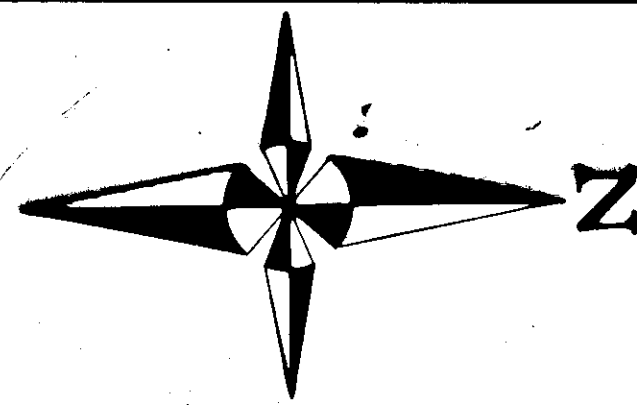
Exist 10" Waterline

Existing 12" Sewerline

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967 (2) 69012	1986	11	19



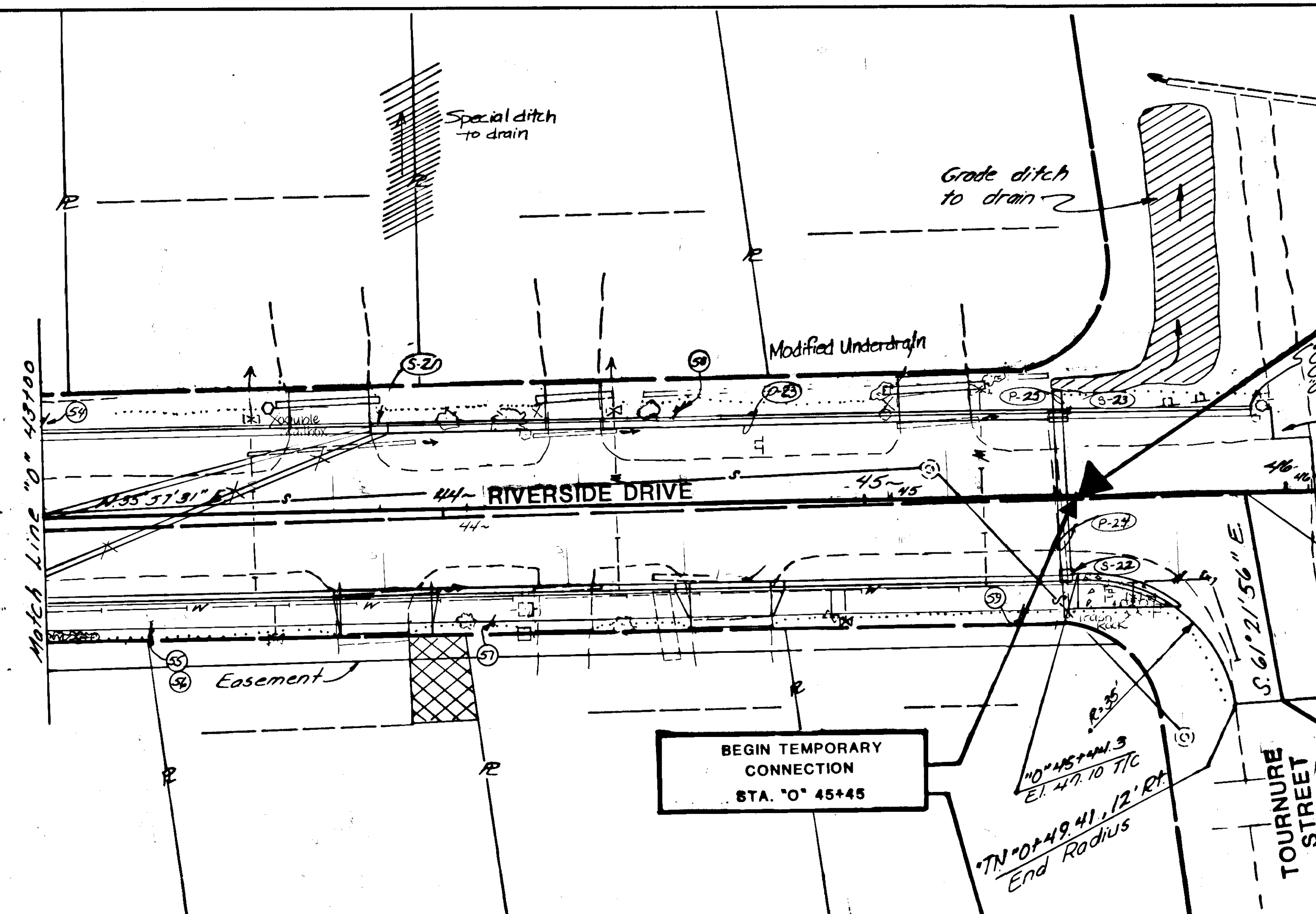
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1986	12	19



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1986	14	19

1/2" Asphalt parking pad to be constructed in lieu of payment for easement. Pad to be constructed as directed by the engineer. All materials shall be paid for under their respective bid items.

END PROJECT
M-0967(2) 69012
45+45.00
46+00.00

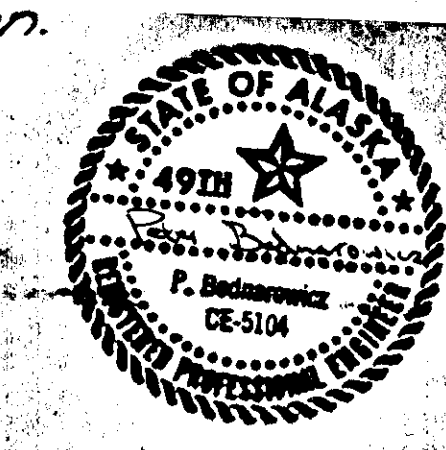


NOTE
 Utility pole on right side of roadway at approximately "0" 44+13.

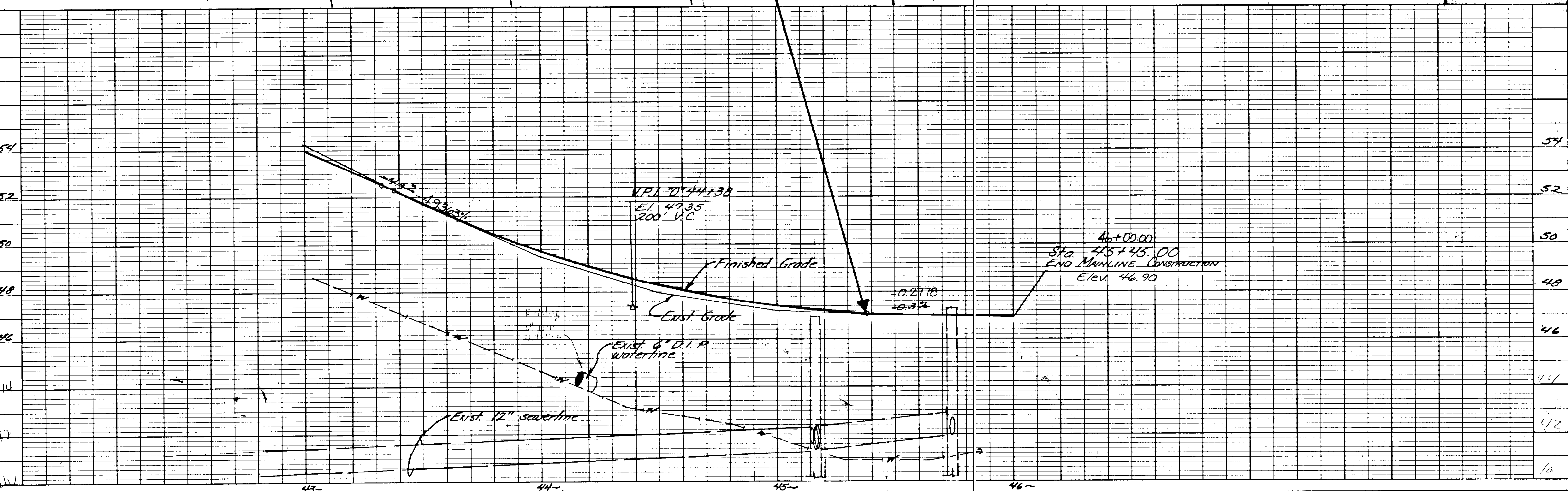
NOTE
 See Crosswalk Detail, sht. 6 for striping information.

END TEMPORARY CONNECTION
 "TN" 0+49.42

NOTE
 See Signing Schedule for signs (W) (2) (3)



RR 11/1/88

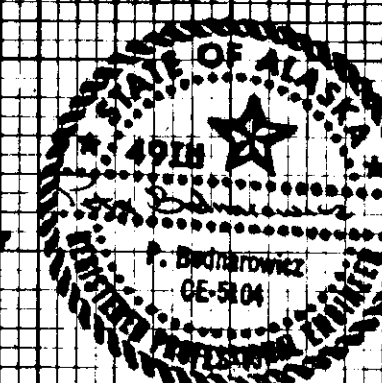
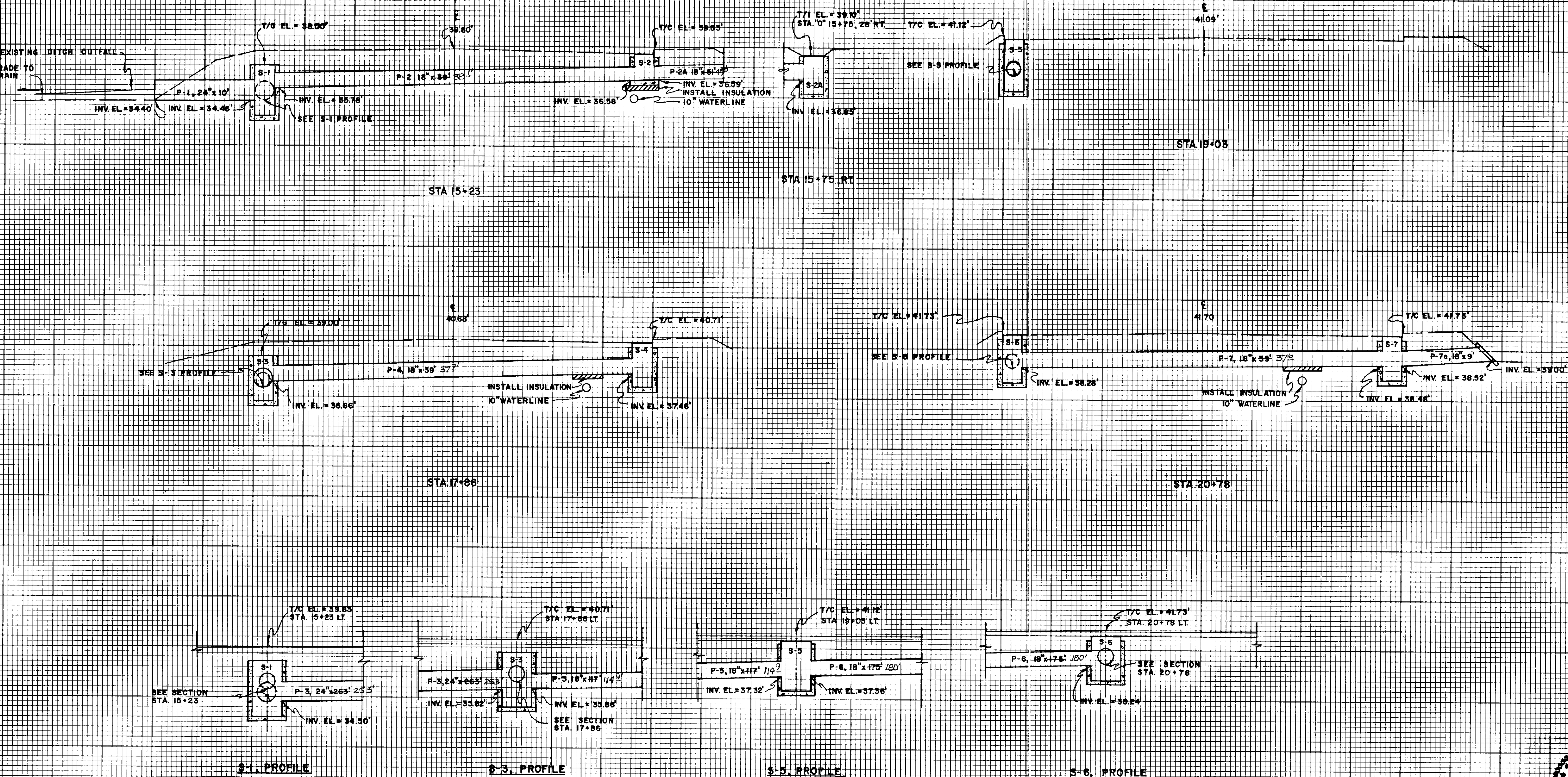


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1986	15	19

DRAINAGE DETAILS

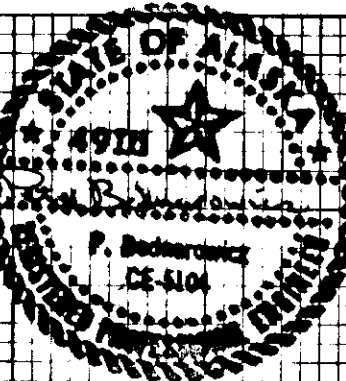
DRAINAGE SECTIONS

TC = TOP OF CURB
TG = TOP OF COVERED PLATE



DRAINAGE DETAILS

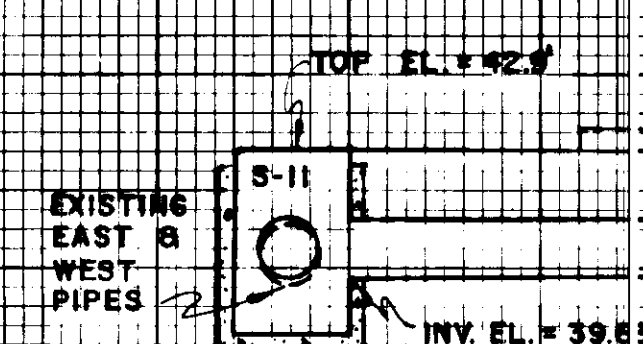
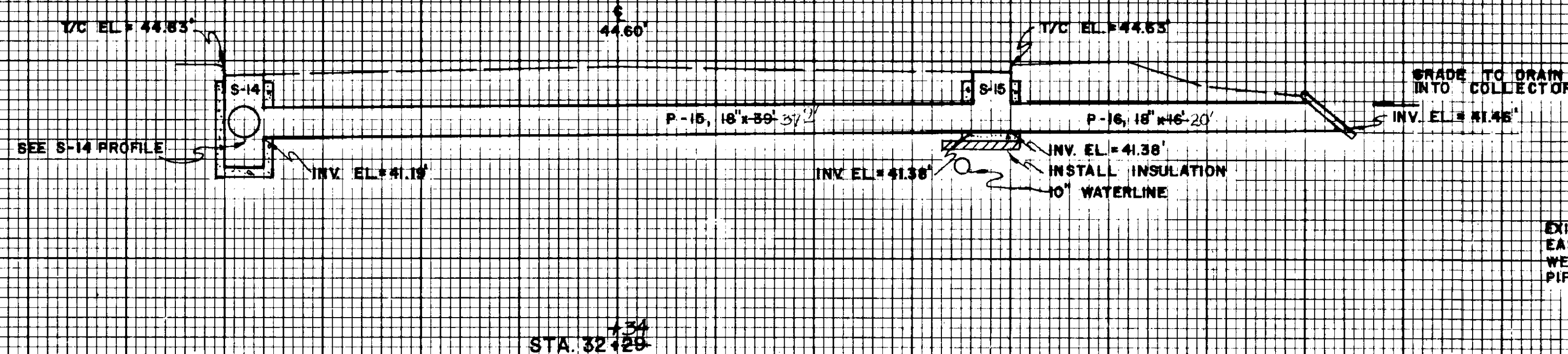
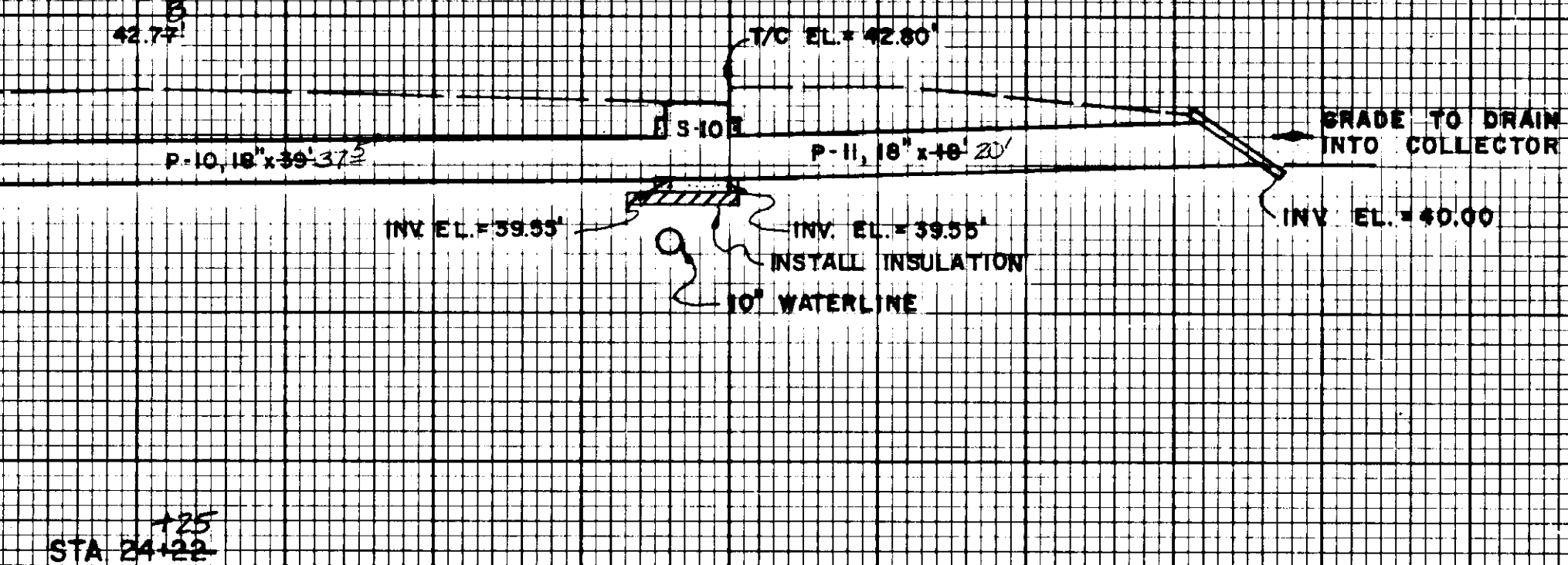
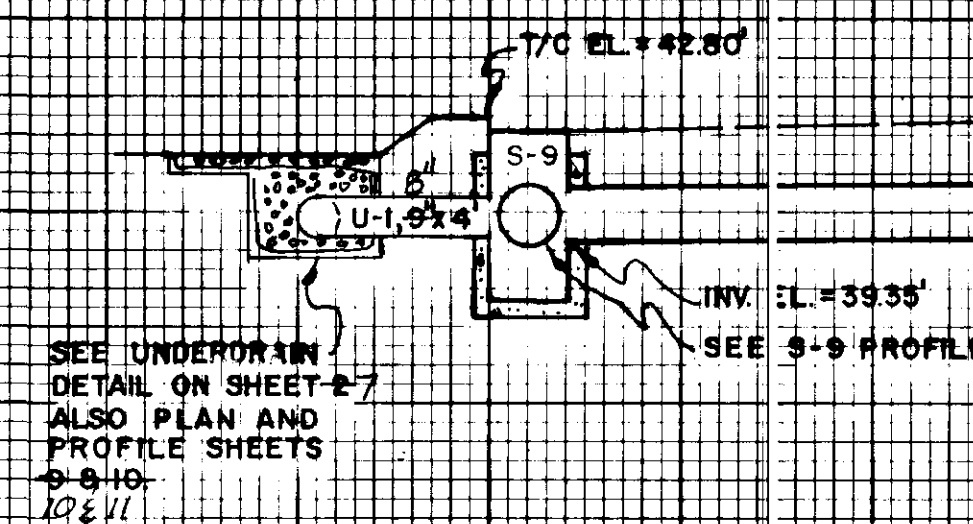
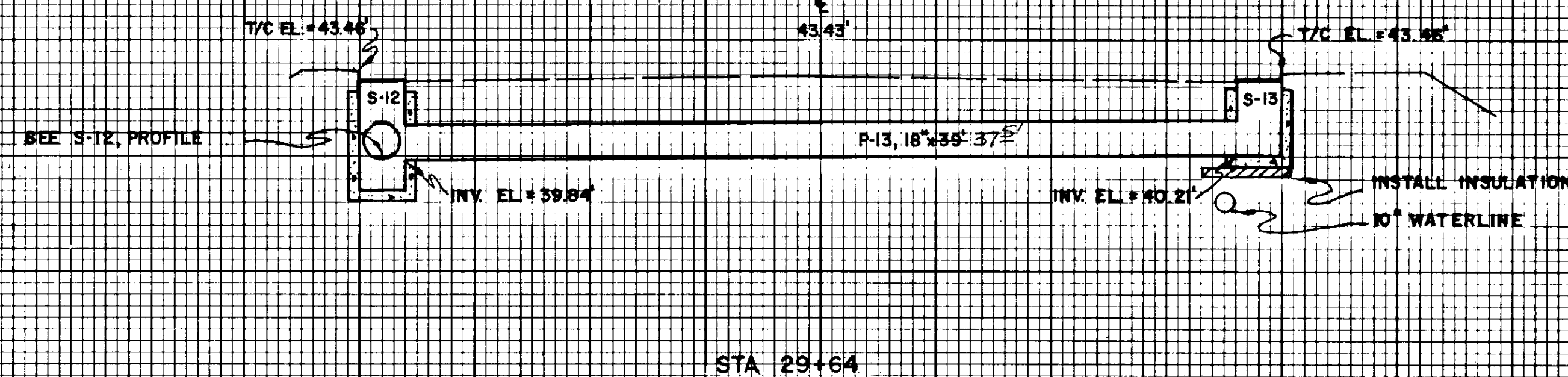
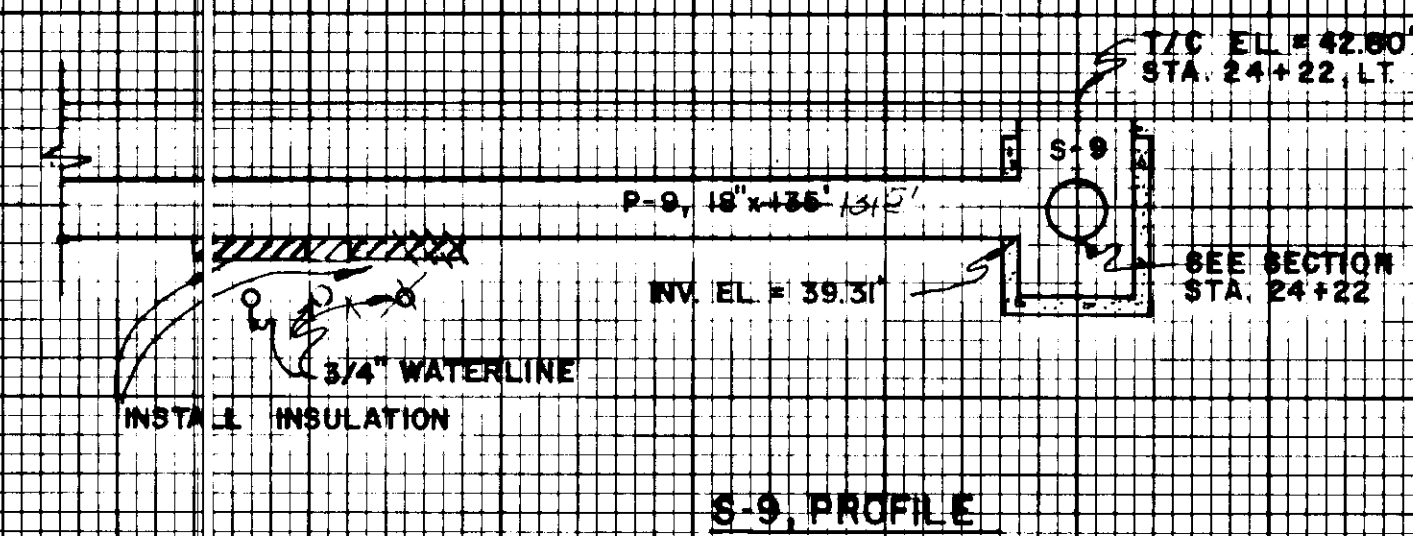
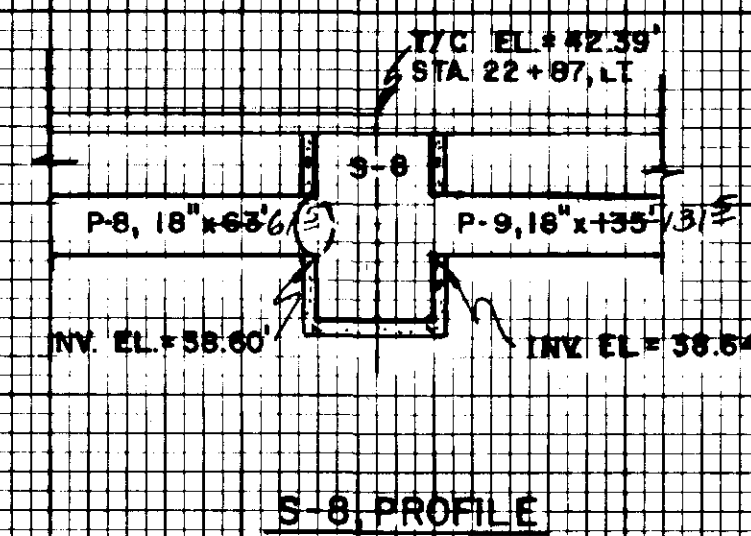
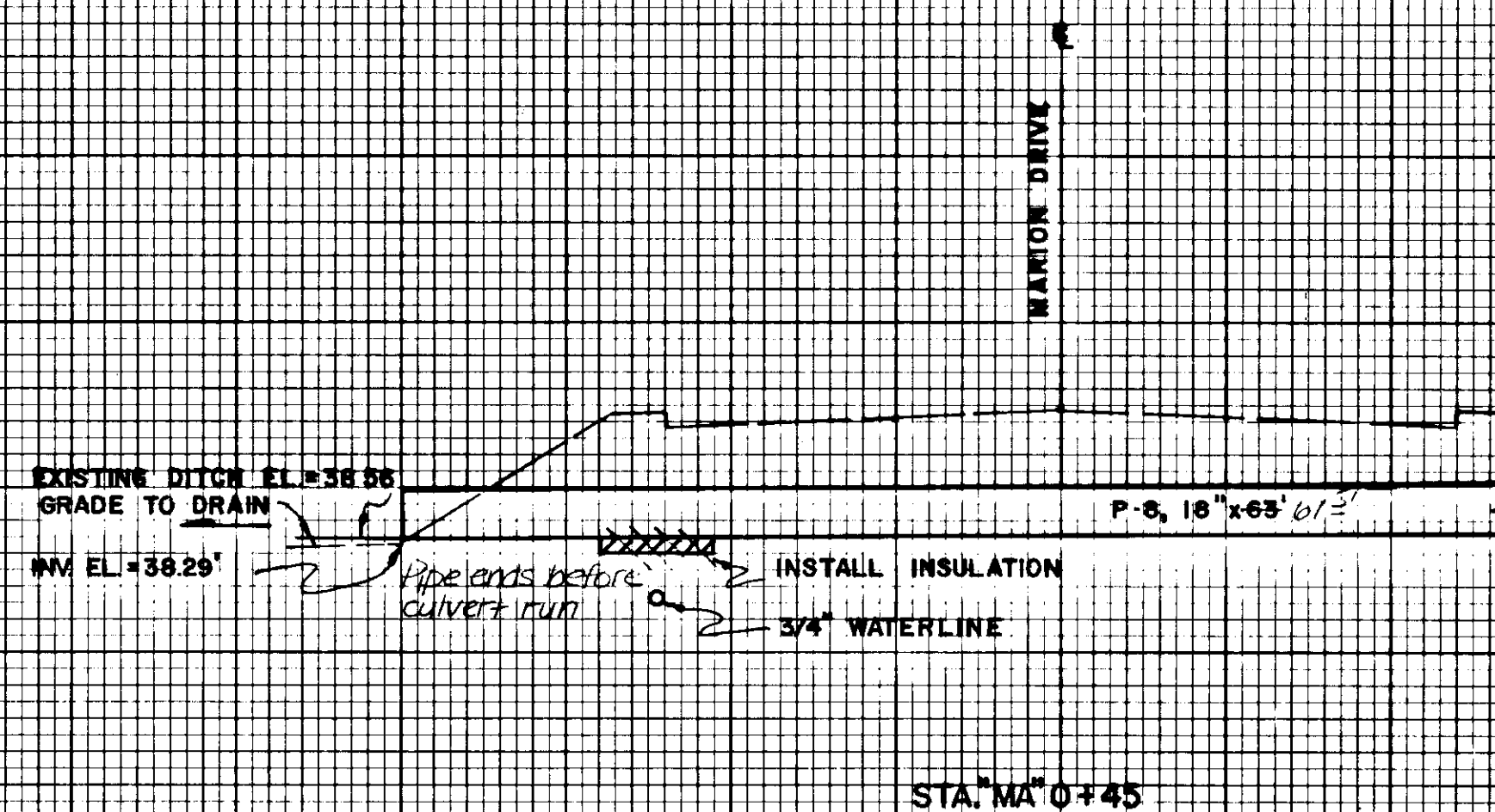
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2) 69012	1986	16	19



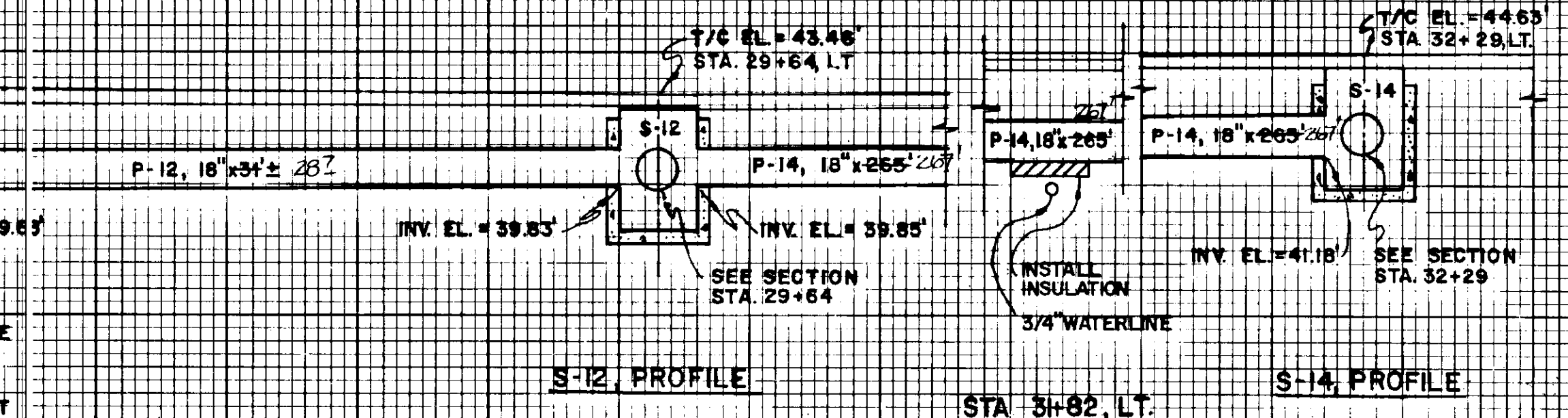
DRS 11/1/88

DRAINAGE SECTIONS

TC = TOP OF CURB



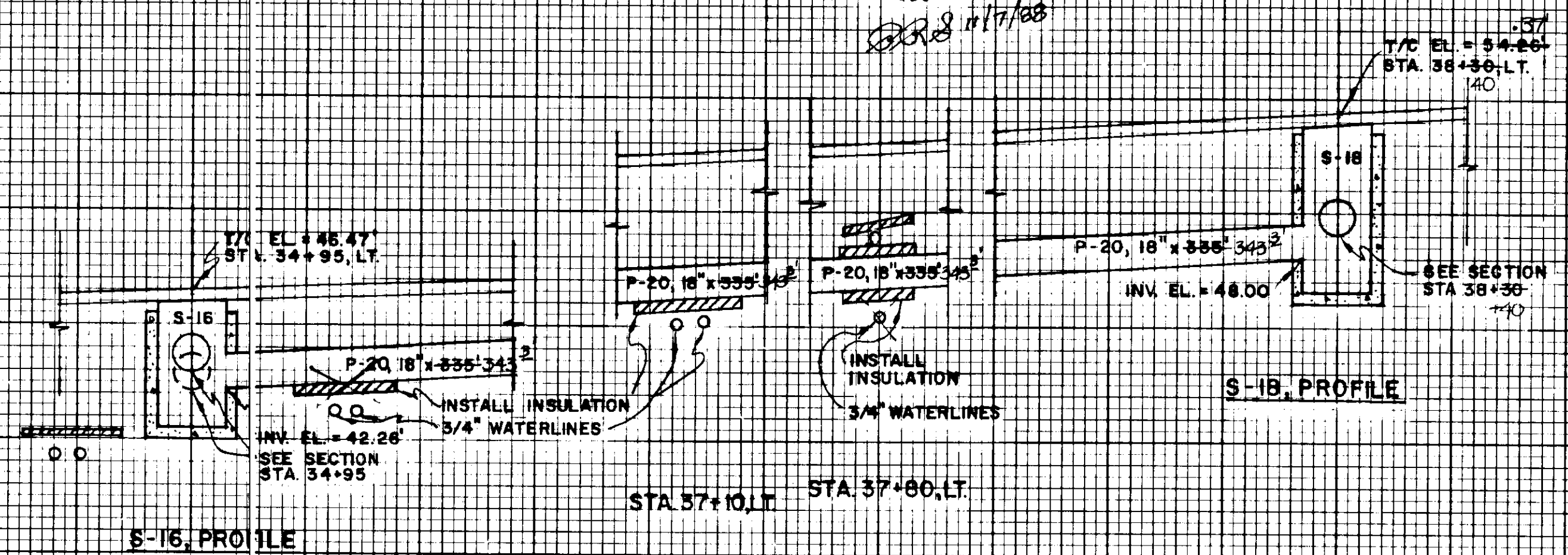
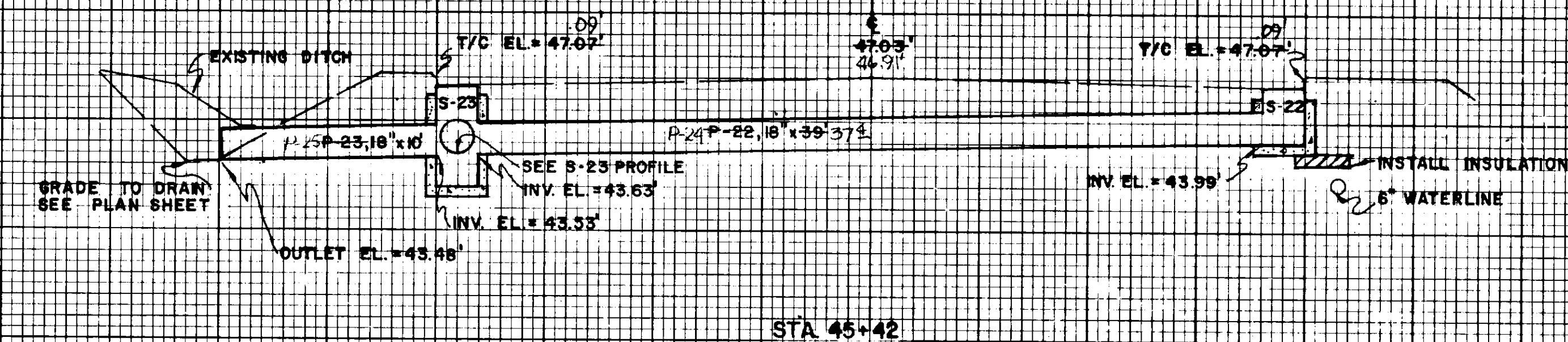
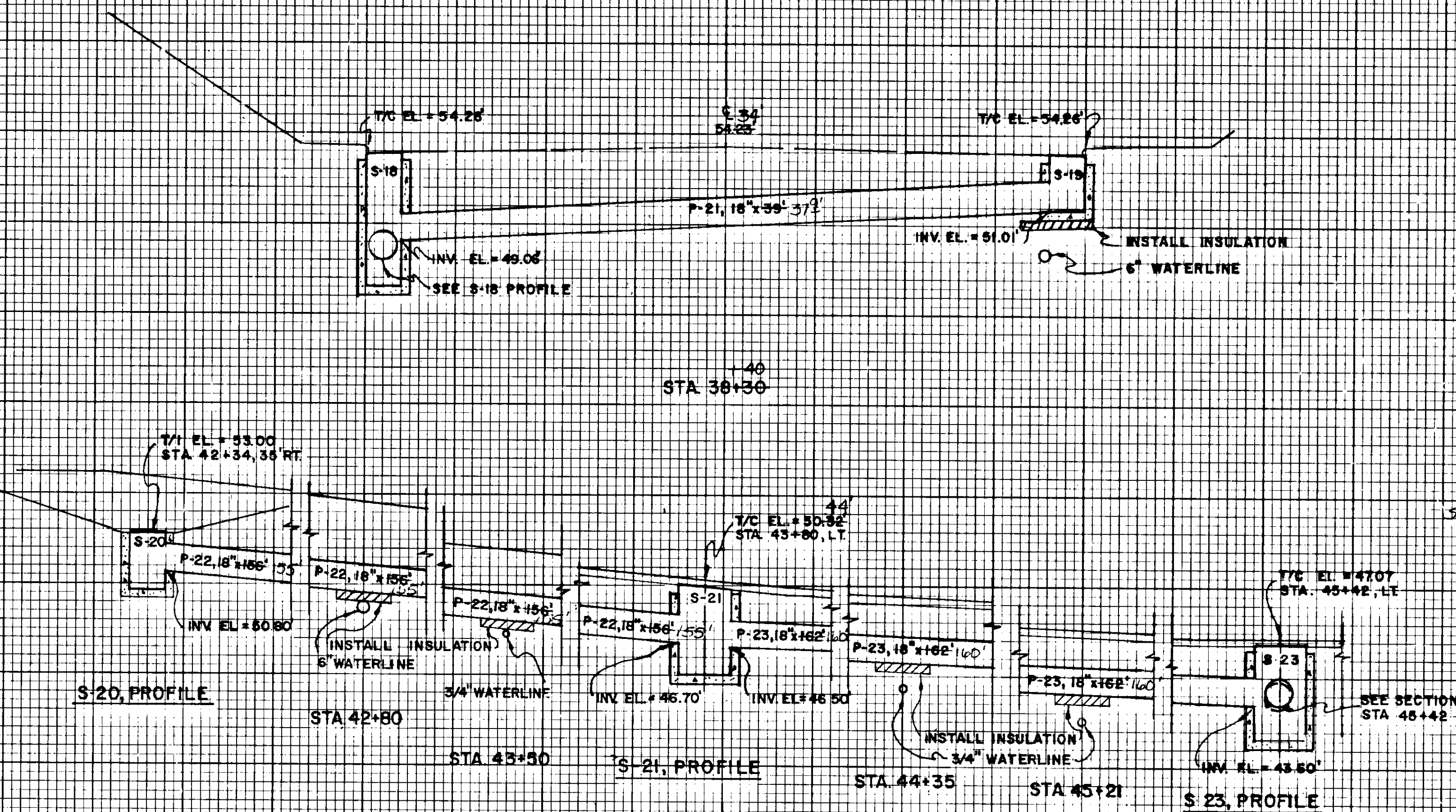
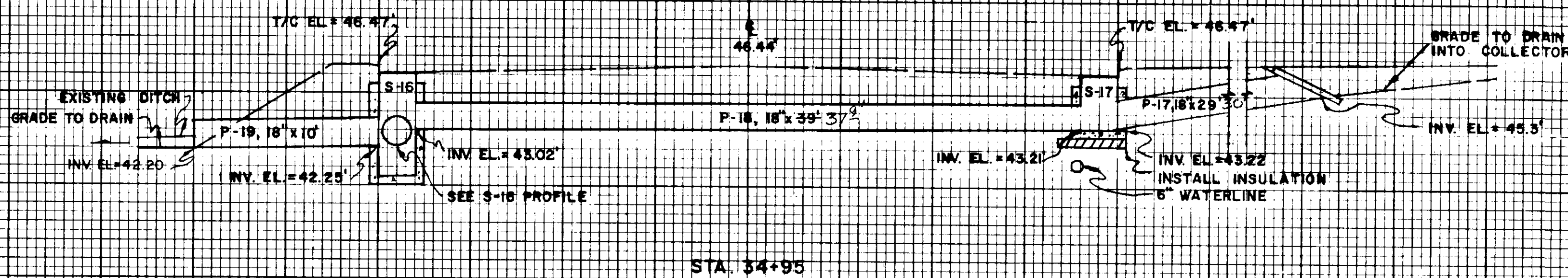
NOTE:
S-11, INLET BOX IS TO BE
REMOVED & REPLACED.
RECONNECT EAST &
WEST CULVERT SO THAT
DRAINAGE FLOW OUT
WEST CULVERT. ANY
CUTTING & REPLACEMENT
OF EXISTING PIPES ARE
INCIDENTAL TO THE
INLET INSTALLATION.
REMOVE SOUTH CULVERT.



S-14, PROFILE

DRAINAGE SECTIONS

T/C = TOP OF CURB
T/I = TOP OF INLET GRATE

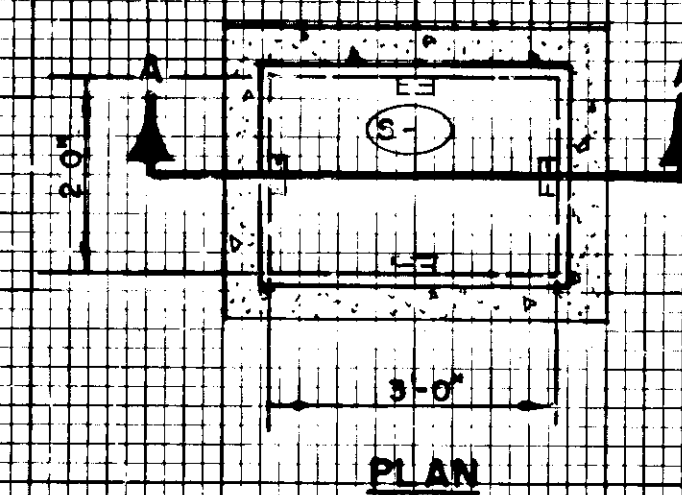


STRUCTURE SUMMARY

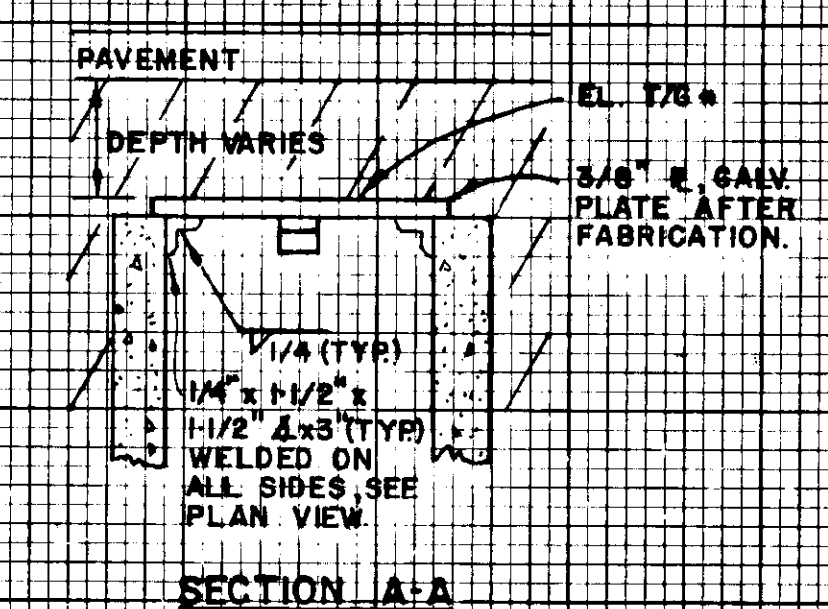
STRUCTURE	TYPE	LOCATION	OFFSET	LT	RT	T/C	REMARKS
S-1	A	"0" 15+23	19.5'			40.80'	T/C EL = 38.00'
S-2	A	"0" 15+23	19.5'			40.80'	T/C EL = 38.00'
S-2A	FIELD INLET	"0" 15+75	28.0'			40.80'	T/I EL = 39.10'
S-3	A	"0" 17+86	19.5'			40.80'	T/C EL = 39.00'
S-4	A	"0" 17+86	19.5'			40.80'	T/C EL = 39.00'
S-5	A	"0" 19+03	19.5'			41.12'	T/C EL = 39.00'
S-6	A	"0" 20+78	19.5'			41.12'	T/C EL = 39.00'
S-7	A	"0" 20+78	19.5'			41.12'	T/C EL = 39.00'
S-8	A	"0" 22+87	19.5'			42.30'	T/C EL = 39.00'
S-9	A	"0" 24+22	19.5'			42.30'	T/C EL = 39.00'
S-10	A	"0" 24+22	19.5'			42.30'	T/C EL = 39.00'
S-11	REPLACED	"0" 29+33	30.0'			43.46'	TOP EL = 42.9'
S-12	A	"0" 29+64	19.5'			43.46'	T/C EL = 39.00'
S-13	A	"0" 29+64	19.5'			43.46'	T/C EL = 39.00'
S-14	A	"0" 32+25	19.5'			44.63'	T/C EL = 39.00'
S-15	A	"0" 32+25	19.5'			44.63'	T/C EL = 39.00'
S-16	A	"0" 34+95	19.5'			46.47'	T/C EL = 39.00'
S-17	A	"0" 34+95	19.5'			46.47'	T/C EL = 39.00'
S-18	A	"0" 38+30	19.5'			54.25'	T/C EL = 39.00'
S-19	A	"0" 38+30	19.5'			54.25'	T/C EL = 39.00'
S-20	FIELD INLET	"0" 42+34	30.0'			50.82'	T/I EL = 53.00'
S-21	A	"0" 43+80	19.5'			47.07'	T/C EL = 39.00'
S-22	A	"0" 45+42	19.5'			47.07'	T/C EL = 39.00'
S-23	A	"0" 45+42	19.5'			47.07'	T/C EL = 39.00'

INDICATE T/C IS TOP OF CURB
INDICATE T/I IS TOP OF INLET GRATE

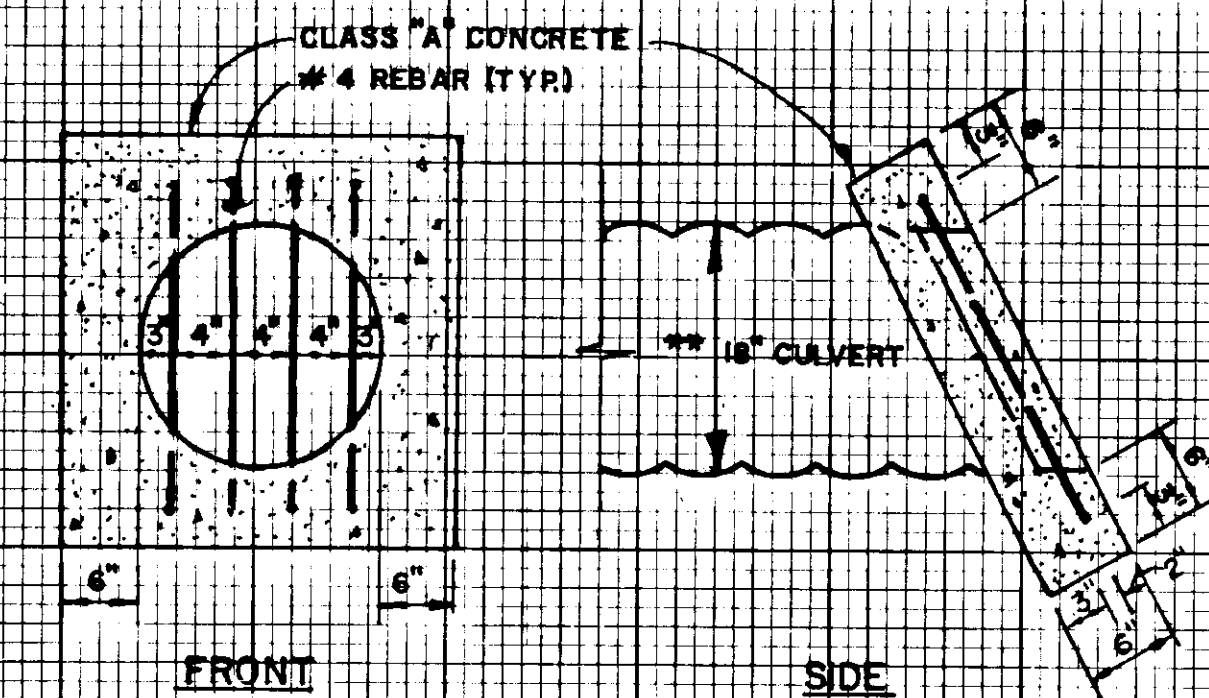
DRAINAGE NOTE:
1) ALL TYPE "A" INLETS SHALL BE INSTALLED W/ 5 R OR L UNLESS OTHERWISE NOTED. SEE STANDARD DRAWING D-23.00.
2) ALL TYPE "A" INLETS SHALL BE SUPPLIED WITH 18" SUMP UNLESS OTHERWISE NOTED. SEE STANDARD DRAWING D-24.00, 2a.01.
3) THE FURNISHING AND INSTALLATION OF COVER PLATE & TRASH RACK SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.



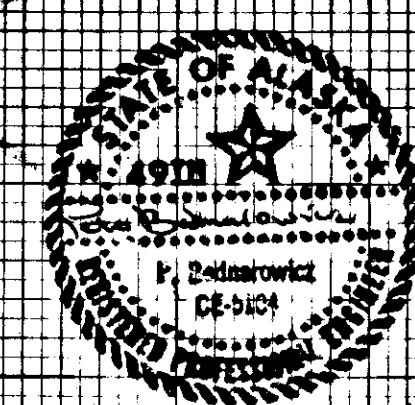
COVER PLATE DETAIL



SECTION A-A

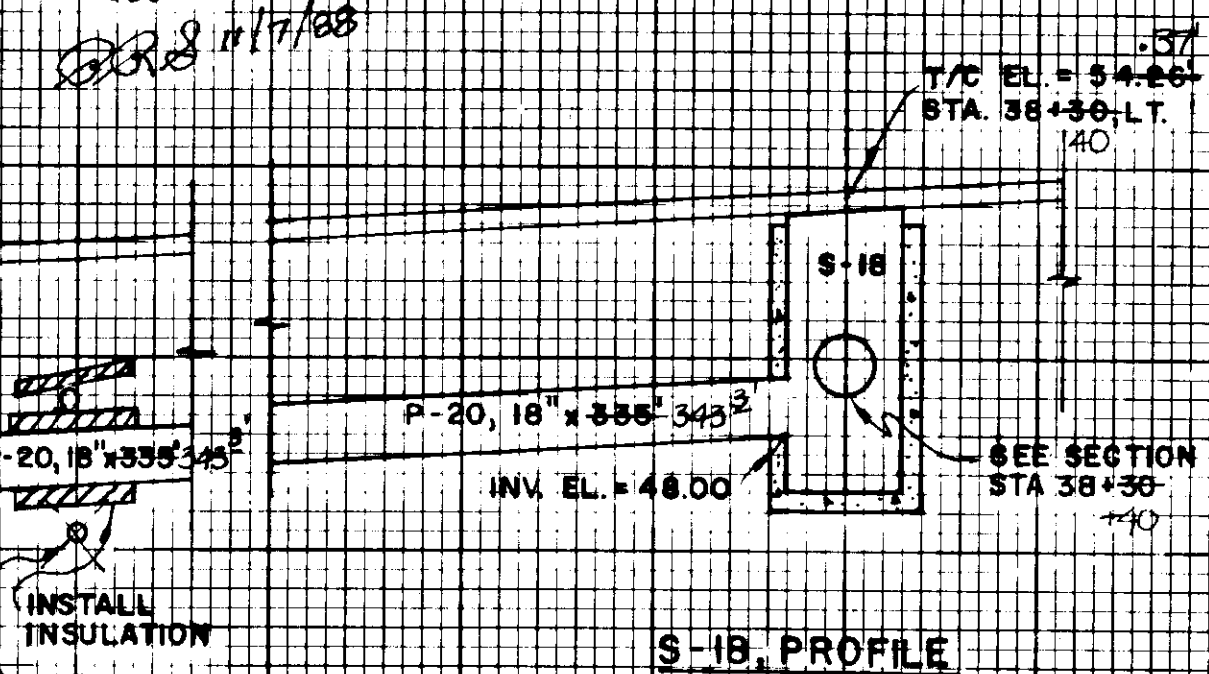


TRASH RACK DETAIL



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEET
ALASKA	M-0967(2) 69012	1986	17	19

DRAINAGE DETAILS



UNDERDRAIN SUMMARY

PIPE DIA.	LENGTH	FROM	ELEV.	TO	ELEV.
U-1	8'	24+22	23.5' LT	39.44'	39.35'
U-2	8'	27+63	24.4' LT	40.95'	39.45'
U-3	8'	27+63	24.4' LT	40.95'	39.45'
U-4	8'	27+63	24.4' LT	40.95'	39.45'
U-5	8'	27+63	24.4' LT	40.95'	39.45'
U-6	8'	27+63	24.4' LT	40.95'	39.45'
U-7	8'	27+63	24.4' LT	40.95'	39.45'
U-8	8'	27+63	24.4' LT	40.95'	39.45'
U-9	8'	27+63	24.4' LT	40.95'	39.45'
U-10	8'	27+63	24.4' LT	40.95'	39.45'
U-11	8'	27+63	24.4' LT	40.95'	39.45'
U-12	8'	27+63	24.4' LT	40.95'	39.45'
U-13	8'	27+63	24.4' LT	40.95'	39.45'
U-14	8'	27+63	24.4' LT	40.95'	39.45'
U-15	8'	27+63	24.4' LT	40.95'	39.45'
U-16	8'	27+63	24.4' LT	40.95'	39.45'
U-17	8'	27+63	24.4' LT	40.95'	39.45'
U-18	8'	27+63	24.4' LT	40.95'	39.45'
U-19	8'	27+63	24.4' LT	40.95'	39.45'
U-20	8'	27+63	24.4' LT	40.95'	39.45'
U-21	8'	27+63	24.4' LT	40.95'	39.45'
U-22	8'	27+63	24.4' LT	40.95'	39.45'
U-23	8'	27+63	24.4' LT	40.95'	39.45'
U-24	8'	27+63	24.4' LT	40.95'	39.45'
U-25	8'	27+63	24.4' LT	40.95'	39.45'
U-26	8'	27+63	24.4' LT	40.95'	39.45'
U-27	8'	27+63	24.4' LT	40.95'	39.45'
U-28	8'	27+63	24.4' LT	40.95'	39.45'
U-29	8'	27+63	24.4' LT	40.95'	39.45'
U-30	8'	27+63	24.4' LT	40.95'	39.45'

PIPE SUMMARY

PIPE DIA.	LENGTH	STRUCTURE	FROM	ELEV.	TO	ELEV.
P-1	10'	S-1	"0" 15+23	23.5' LT	39.44'	39.35'
P-2	10'	S-2	"0" 15+23	23.5' LT	39.44'	39.35'
P-3	10'	S-3	"0" 17+86	19.5'	40.80'	39.45'
P-4	10'	S-4	"0" 17+86	19.5'	40.80'	39.45'
P-5	10'	S-5	"0" 19+03	19.5'	41.12'	39.45'
P-6	10'	S-6	"0" 20+78	19.5'	41.12'	39.45'
P-7	10'	S-7	"0" 20+78	19.5'	41.12'	39.45'
P-8	10'	S-8	"0" 22+87	19.5'	42.30'	39.45'
P-9	10'	S-9	"0" 24+22	19.5'	42.30'	39.45'
P-10	10'	S-10	"0" 24+22	19.5'	42.30'	39.45'
P-11	10'	S-11	"0" 29+33	30.0'	43.46'	39.45'
P-12	10'	S-12	"0" 29+64	19.5'	43.46'	39.45'
P-13	10'	S-13	"0" 29+64	19.5'	43.46'	39.45'
P-14	10'	S-14	"0" 32+25	19.5'	44.63'	39.45'
P-15	10'	S-15	"0" 32+25	19.5'	44.63'	39.45'
P-16	10'	S-16	"0" 34+95	19.5'	46.47'	39.45'
P-17	10'	S-17	"0" 34+95	19.5'	46.47'	39.45'
P-18	10'	S-18	"0" 38+30	19.5'	54.25'	39.45'
P-19	10'	S-19	"0" 38+30	19.5'	54.25'	39.45'
P-20	10'	S-20	"0" 42+34	30.0'	50.82'	39.45'
P-21	10'	S-21	"0" 43+80	19.5'	47.07'	39.45'
P-22	10'	S-22	"0" 45+42	19.5'	47.07'	39.45'
P-23	10'	S-23	"0" 45+42	19.5'	47.07'	39.45'
P-24	10'	S-24	"0" 45+42	19.5'	47.07'	39.45'
P-25	10'	S-25	"0" 45+42	19.5'	47.07'	39.45'
P-26	10'	S-26	"0" 45+42	19.5'	47.07'	39.45'
P-27	10'	S-27	"0" 45+42	19.5'	47.07'	39.45'
P-28	10'	S-28	"0" 45+42	19.5'	47.07'	39.45'
P-29	10'	S-29	"0" 45+42	19.5'	47.07'	39.45'
P-30	10'	S-30	"0" 45+42	19.5'	47.07'	39.45'

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	M-0967(2)	1987	18	19

LEGEND

DESCRIPTION	SYMBOL
Right of Way line	— — — — —
Property Line	— P — — — — —
Centerline Right of Way	— C — — — — —
Pipe Culverts	=====
Ditch Flowline	— — — — —
Telephone Cable	— T — — — — —
Electrical Cable	— E — — — — —
Television Cable	— C — — — — —
Sanitary Sewer	— S — — — — —
Waterline	— W — — — — —
Sanitary Sewer Manhole	●
Fire Hydrant	⊕
Street Sign	▽
Mail Box	□
Waterline Valve	⊕
Pavement Patch	=====
Subcut Area	=====

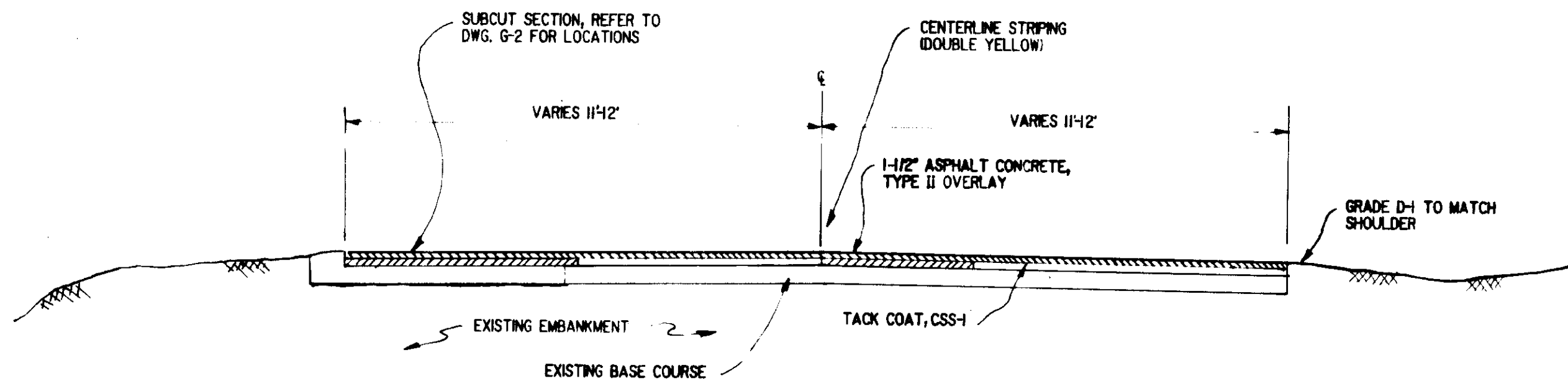
ABBREVIATIONS

COMPENDIUM	DESCRIPTION
C	Cable Television Line
CL	Centerline
C.M.P.	Corrugated Metal Pipe
Dwg.	Drawing
E	Electrical Power Lines
P	Property Line
MB	Mailbox
S	Sanitary Sewer
Sta.	Station
T	Telephone Line
'TN'	Tournure Street Stationing
Typ.	Typical
W	Water

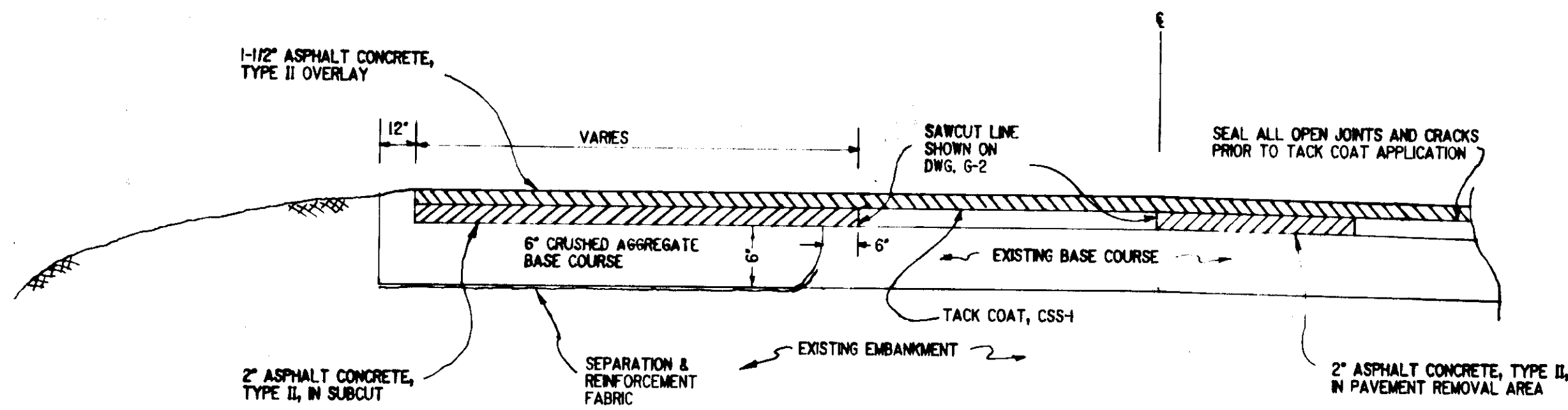
NOTE: Abbreviations may be used without periods or capitalization

GENERAL NOTES

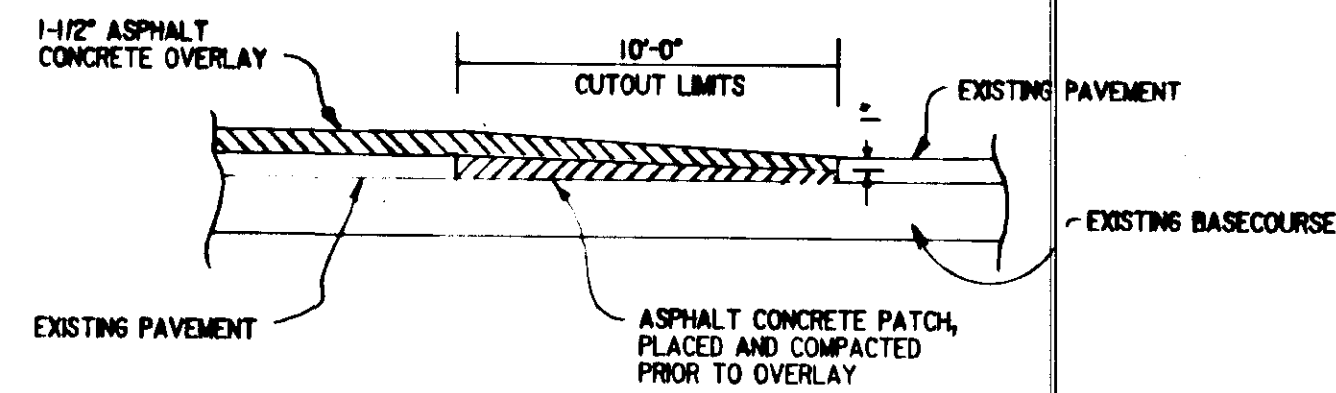
- Subcut area dimensions may be adjusted by the Engineer to match existing conditions prior to beginning work.
- Subcut depth requirement may be increased by the Engineer, up to 18", from existing grade following pavement removal. Replacement material will be crushed aggregate base course. Separation and reinforcement fabric shall be placed at bottom of subcut.
- Asphalt pavement to remain shall be protected from damage caused by construction operations.
- Existing embankment surface shall be compacted to 95% of maximum density as determined by AASHTO T 100-U, prior to placement of separation and reinforcement fabric.
- Areas requiring only pavement removal and replacement shall be leveled with crushed aggregate base course, as necessary, to provide for a uniform 2" asphalt concrete layer in the cutout.
- The layout centerline may deviate from the existing crown of the roadway. The pavement overlay crown and centerline striping shall match existing roadway.
- Double yellow centerline striping shall be installed from Sta. 'TN' 0+49.42 to Sta. 'TN' R+R with 24' gaps centered on the Hosedale St. and Columbia Blvd. intersections.



TYPICAL SECTION
TOURNURE STREET
STA. 'TN' 0+49.42 TO STA. 9+36.20
(WIDTH INCREASES AT INTERSECTIONS)



**TYPICAL SUBCUT & PAVEMENT
REMOVAL DETAIL**
TOURNURE STREET



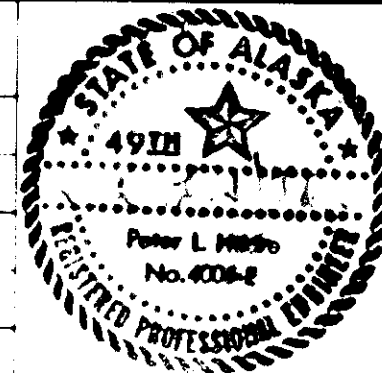
**APPROACH ROAD ASPHALT CONCRETE
OVERLAY CONNECTION DETAIL**

THIS WORK NOT AWARDED *GRS 11/7/88*

ESTIMATE OF QUANTITIES SUPPLEMENTAL WORK A

ITEM No.	ITEM	UNIT	SHEET No. 14
110 (2A)	Mobilization & Demobilization	L.S.	All Req'd
202 (2)	Removal of Pavement	S.Y.	544
203 (3A)	Unclassified Excavation	C.Y.	64
301 (1A)	Crushed Aggregate Base Course	Ton	127
401 (1A)	Asphalt Concrete, Type II	Ton	240
401 (1B)	Asphalt Concrete, Type II Patching	Ton	57
402 (1)	CSS-1 Asphalt for Tack Coat	Ton	124
406 (1)	AL-5 Joint & Crack Seal	L.S.	All Req'd
634 (1)	Separation & Reinforcement Fabric	S.Y.	344
870 (1A)	Painted Traffic Markings	L.S.	All Req'd

STATUS	DATE PRINTED
DATE	REVISIONS
BY	



TONER-NORDLING & ASSOCIATES, INC.

114 SOUTH FRANKLIN STREET SUITE 204
JUNEAU ALASKA 99801
(907) 586-2315

DRAWN BY: STAFF	DESIGNED BY: PLH	CHECKED BY: CBJ & DOT/IF
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*Juneau - Riverside Drive Reconstruction
Tournure Street
Supplemental Work A*

*Typical Sections, General Notes,
Estimate of Quantities, Legend,
Abbreviations & Details*

G-1

DATE: SEPT. 1987	JOB NO.: 87-2624	SCALE: N.T.S.
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