

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES**

**PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
JUNEAU SALMON CREEK BRIDGE
BR-M-0955(04), 69049
AND
JUNEAU EGAN DRIVE TO SALMON
CREEK-GLACIER HIGHWAY
F-M-0955(6), 69517**

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	BR-M-0955(04) F-M-0955(6)	1	33

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATE OF QUANTITIES
3 & 4	TYPICAL SECTIONS
5, 6 & 7	PLAN AND PROFILE
8 & 9	STRIPING AND SIGNING LAYOUT
10 & 10a	TRAFFIC CONTROL PLAN
11	SIDEWALK AND MISCELLANEOUS DETAILS
12	BIKEPATH LAYOUT & CURB ISLAND DETAILS
13	STORM DRAIN DETAILS
14	PIPE HANDRAIL AND RETAINING WALL LAYOUT
15 & 16	PIPE HANDRAIL, RETAINING WALL & MISCELLANEOUS DETAILS
17	SEWER & WATER RELOCATION LAYOUT
18	MANHOLE RECONSTRUCTION & MISCELLANEOUS DETAIL
19	SEWER PIPE AND MISCELLANEOUS DETAILS
20	TRAFFIC SIGNAL SYSTEM & ELECTROLIER RELOCATION
21	SILT FENCE AND SPAWNING BED DETAILS
22	BOAT RAMP LAYOUT AND DETAILS
23	BRIDGE GENERAL LAYOUT
24	BRIDGE SITE PLAN
25 & 26	ABUTMENTS AND WINGWALL DETAILS
27	BRIDGE TYPICAL SECTIONS
28	GIRDERS
29	MISCELLANEOUS DETAILS
30	BRIDGE RAILING
31 & 32	LOG OF TEST HOLES

The following Standard Drawings apply to this project:
 A-1, B-04.00, C-01.02, C-02.00, C-03.01, C-04.00, D-01.01, D-04.10,
 D-23.00, D-26.01, F-01.01, G-04.03S, G-04.03W, G-14.04S, G-18.01,
 G-45.00, L-10.01, L-23.00, L-30.01, M-13.00, M-20.10, M-23.10, S-00.00,
 S-05.00, S-20.00, S-30.01, T-20.00, T-21.01, T-22.01, T-32.00, T-34.00,
 T-52.01, T-30.00, U-03.00., B-05.00

AS-BUILTS

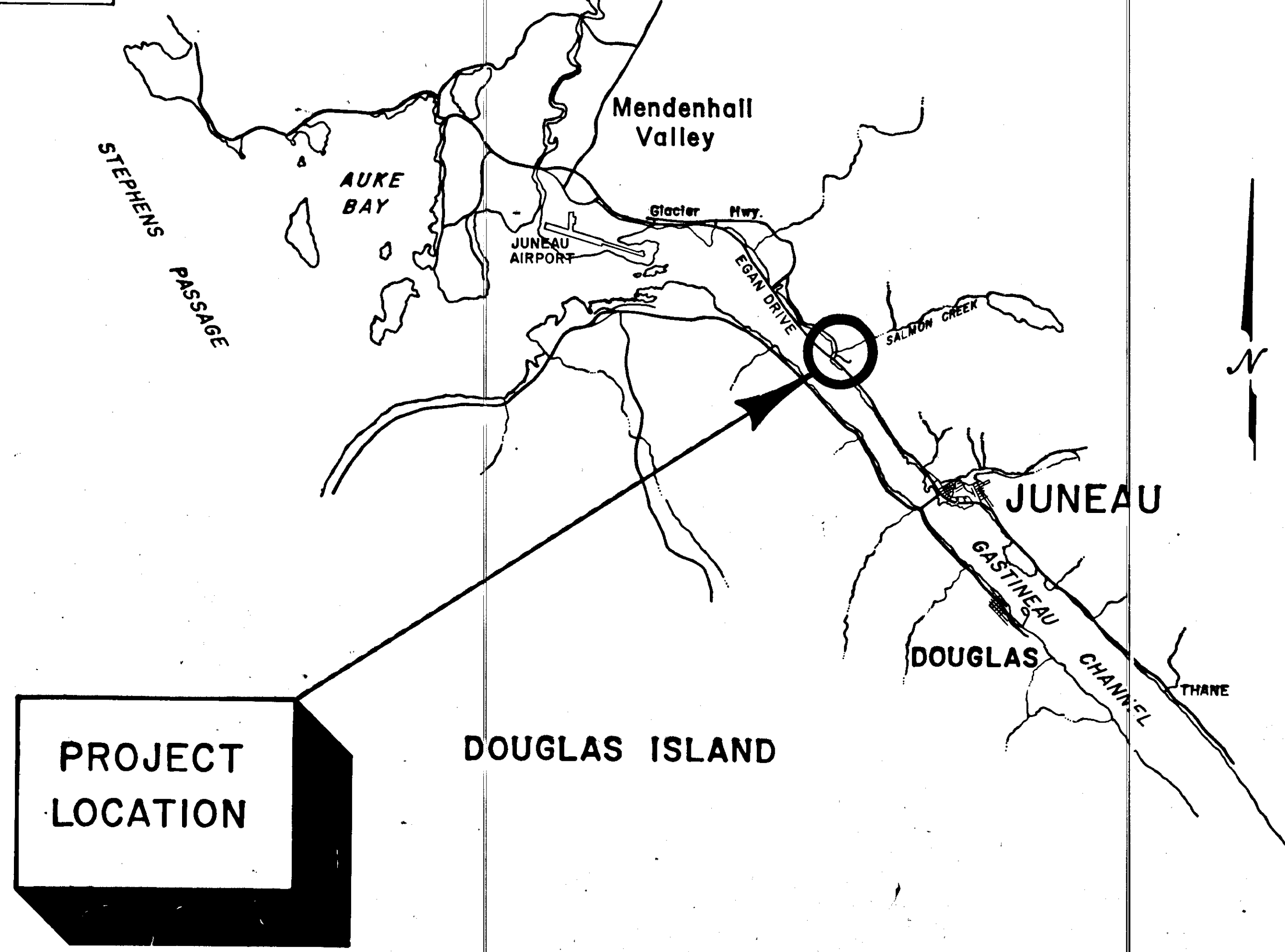
Contractor: Fosco, Inc.
 Project Engineer: Chuck Correa
 Start Date: May 10, 1989
 Date Completed: October 10, 1989
 Original Amount: \$1,174,549.50

DESIGN DESIGNATION

A. D. T. (1986)	=	2,920
A. D. T. (2007)	=	3,550
D. H. V.	=	497
% T	=	7.0
T. I.	=	8.0
V	=	40 mph

PROJECT SUMMARY

LENGTH OF PROJECT	=	858.5' (0.163 mi.)
LENGTH OF PAVING	=	801.0' (0.152 mi.)
LENGTH OF GRADING	=	801.0' (0.152 mi.)
LENGTH OF BRIDGE	=	125.9' (0.024 mi.)
WIDTH OF PAVEMENT	=	49.0' max.
WIDTH OF SUBGRADE	=	66.0' max.



PROJECT LOCATION

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

APPROVED

 S.E. Region Design Chief Date 9-21-89

APPROVED

 Director, S.E. Region Design & Construction Date 9-21-89

Estimate of Quantities

Item No.	Item	Unit	Roadway	Bridge	Total
109 (2)	DBE and WBE Adjustments	C.S.	All Req'd.	All Req'd.	All Req'd.
110 (1)	Mobilization and Demobilization	L.S.	All Req'd.	All Req'd.	All Req'd.
111 (1)	Temporary Erosion and Pollution Control	C.S.	All Req'd.	All Req'd.	All Req'd.
114 (1)	Construction Surveying by the Contractor	L.S.	All Req'd.	All Req'd.	All Req'd.
115 (2)	Traffic Maintenance	L.S.	All Req'd.	All Req'd.	All Req'd.
115 (3)	Permanent Construction Signing	Each/Day	1,166-840-	1,165-840-	1,680-2,331
115 (4)	Construction Sign	Each/Day	48-788-	48-788-	4,576-46
115 (5)	Type II Barricade	Each/Day	493-500-	493-500-	4,000-980
115 (6)	Type III Barricade	Each/Day	214-90-	214-90-	180-428
115 (7)	Traffic Cone	Each/Day	1726-4,025-	1726-4,025-	8,050-3,492
115 (9)	Sequential Arrow Panel, Type B	Each/Day	1-10.5-	1-10.5-	21-2
115 (15)	Flagging	Man-Hours	102-175-	101-175-	350-203
116 (7)	Field Office (E.W.O.#1)	Month	5		5
116 (2)	Furnishing and Maintaining Field Laboratory (Deleted by EWO#4)	L.S.	All Req'd.	All Req'd.	All Req'd.
202 (1)	Removal of Structures and Obstructions	L.S.		All Req'd.	All Req'd.
202 (2)	Removal of Pavement	S.Y.	2550+975-	151+300-	3,275-370
202 (4)	Removal of Culvert Pipe	L.F.	66-64-		64-66
202 (11)	Mailbox Relocation and Reconstruction	L.S.	All Req'd.	All Req'd.	All Req'd.
203 (3)	Unclassified Excavation	C.Y.	1908-2,165-	1971-2,635-	4,800-3819
203 (8)	Spawning Gravel	Ton		285-620-	620-285
209 (1)	Stabilizing Geosynthetic	SY.		1000-892-	892-1000
301 (1)	Crushed Aggregate Base Course	Ton	1117-880-	934+4020-	4900-2051
304 (1)	Subbase, Grading "E"	Ton	230+2,990-	2242+4,360-	7,350-4,556
401 (1A)	Asphalt Concrete, Type II	Ton	419-280-	285-295-	575-704
401 (1B)	Asphalt Concrete, Type III (Deleted by E.W.O.#4)	Ton	0-36-		36-0
401 (2)	Asphalt, Cement, AC-5	Ton	266-190-	180-177-	367-446
402 (2)	GSS I Asphalt for Tack Coat (Approx. 1 Ton) (Deleted by EWO#4)	L.S.	All Req'd.	All Req'd.	All Req'd.
402 (2A)	GSS-1 Asphalt for Tack Coat (I.W.O.#4)	L.S.		All Req'd.	All Req'd.
501 (1A)	Retaining Wall Modifications (E.W.O.#3)	L.S.		All Req'd.	All Req'd.
501 (1)	Class "A" Concrete (2461 Cubic Yard)	L.S.	All Req'd.	All Req'd.	All Req'd.
502 (1)	Prestressed Concrete Structural Members (125' - 0")	Each		10	10
502 (1A)	Concrete Girder Price Reductions (E.W.O.#5)	L.S.		All Req'd.	All Req'd.
503 (1)	Reinforcing Steel (18690 lbs.)	L.S.	All Req'd.	All Req'd.	All Req'd.
505 (5)	Structural Steel Pipe Piles, Furnished	L.F.		815-961-	961-815
505 (6)	Structural Steel Pipe Piles, Driven	Each		16	16
507 (1)	Metal Bridge Railing	L.F.		269	269
509 (1)	Deck Protection	L.S.		All Req'd.	All Req'd.
603 (13-12)	12 inch Corrugated Aluminum Pipe	L.F.	7	0-15-	15-7
603 (13-18)	18 inch Corrugated Aluminum Pipe	L.F.	223-261-	97-76-	337-320
604 (3)	Reconstruct existing Manhole	Each		1	1
604 (4)	Sewer Service Repair (E.W.O.#6)	L.S.		All Req'd.	All Req'd.
604 (5)	Inlet	Each	3-4-	2	6-5
606 (1)	Beam Type Guard Rail, Type I Post	L.F.	37.5	193.8-200-	237.6-231.3
606 (16)	End Anchorages	Each	1		1
608 (12)	Adjust Existing Waterline Vault (E.W.O.#6)	L.S.		All Req'd.	All Req'd.
608 (13)	Water Service Repair (E.W.O.#6)	L.S.	All Req'd.	All Req'd.	All Req'd.
608 (1-4)	Concrete Sidewalk, 4 inch depth	S.Y.	95-102-	161-173-	275-256
609 (1)	Curb, Type Island	L.F.	78-77.5-		77.5-78
609 (2)	Curb and Gutter, Type Standard	L.F.	223-178-	240-283-	461-183
609 (2)	Approach Drainage Modifications (E.W.O.#7)	L.S.		All Req'd.	All Req'd.
611 (1)	Riprap, Class II	C.Y.		1076-990-	990-1076
600 (9A)	Fracturing Loop Detectors (E.W.O.#4)	L.S.	All Req'd.	All Req'd.	All Req'd.
613 (1)	Survey Monuments	Each	5	1	6
614 (4)	Adjust Existing Monument Cases	Each	0-7-		7-0
615 (1)	Standard Sign	S.F.	21.5	9	30.5
615 (2)	Remove and Relocate Existing Signs	Each	7-5-	3	8-10
618 (1)	Seeding	M.S.F.	2.35-2.5-	8.80-9.5-	12.0-11.15
619 (2)	Silt Fence	L.S.		All Req'd.	All Req'd.
620 (1)	Topsail	M.S.F.	0-2.5-	2.34-9.5-	12.0-2.34
625 (1)	Pipe Handrail	L.F.	153.3+154-		154-153.3
626 (1)	Sanitary Sewer Pipe, 6 inch	L.F.		212-208-	208-212
626 (2)	Insulated Sewer Pipe, 6 inch	L.F.		135-136-	136-135
626 (3)	Temporary Sewer Service	L.S.		All Req'd.	All Req'd.
628 (11)	Relocate Existing Blow-off Line (Approx. 60 feet)	L.S.		All Req'd.	All Req'd.
628 (2-16)	16 inch Ductile Iron Water Conduit (Deleted by CO#2)	L.F.		0-90-	90-0
628 (11)	Adjustment of Valve Box	Each	1	3	4
635 (1)	Insulation Board	S.F.		362-224-	224-362
660 (9)	Relocate Existing Traffic Signal System	L.S.	All Req'd.	All Req'd.	All Req'd.
660 (10)	Relocating Existing Electrolier	L.S.	All Req'd.	All Req'd.	All Req'd.
670 (1)	Painted Traffic Markings	L.S.	All Req'd.	All Req'd.	All Req'd.
670 (8)	Performed Pavement Markings	L.S.	All Req'd.	All Req'd.	All Req'd.
600 (11)	Relocate Buried Telephone Service (E.W.O.#6)	L.S.		All Req'd.	All Req'd.

Standard Sign Schedule

No.	Station	Offset		Code No.	Legend	Class	SIGN PANEL THICKNESS		AREA S.F.	No. of Posts	Type	Size	Length	Imbedment	Facing Traffic
		Left	Right				FRAMED	UNFRAMED							
1	"0" 136+25	30.0'		R3-8L/S	"ONLY" B	T		0.080	6.25	1	P.S.T.	2"x2"	16'-6"	3'-6"	S.B.
2	"H" 11+50	25.0'		R3-7R	"RIGHT LANE MUST TURN RIGHT"	T		0.080	9	1	P.S.T.	2"x2"	13'-6"	3'-6"	W.B.
3	"H" 13+00	18.0'		R3-8SL/R	"ONLY" B	T		0.080	6.25	1	P.S.T.	2"x2"	14'-6"	3'-6"	W.B.
4	"0" 139+90		34.0'	W5-1	"ROAD NARROWS"	T		0.080	9.00	1	P.S.T.	2"x2"	14'-6"	3'-6"	N.B.

- From Alaska Sign Design Specifications.
- Lengths given are only approximate.
- Stations and Offsets are approximate, shall be field adjusted to better fit field conditions.
- Sign shall be mounted to existing luminaire pole.
- All signs to be removed shall become property of the State and shall be delivered by the Contractor to the 7-mile D.O.T.B.P.F. building in Juneau, Alaska. Existing signs to be removed and delivered shall be considered incidental to pay item 615(2), Remove and Relocate Existing Signs.

Existing Sign Summary

EXISTING LOCATION			PROPOSED LOCATION			Legend	Facing Traffic	Remarks
Station	OFFSET		Station	OFFSET				
	LEFT	RIGHT		LEFT	RIGHT			
"0" 135+42		32.5'	"0" 135+20		42.0'	"HOSPITAL"	N.B.	RELOCATE- (A)
"0" 135+70		29.0'	"0" 135+73.46		36.840'	"BIKE ROUTE"	S.B.	RELOCATE- (B) <small>Relocate to luminaire pole</small>
"0" 136+99	23.0'		"0" 137+00	36.0'		"JUNEAU, AUKE BAY"	S.B.	RELOCATE- (C)
"0" 137+01		30.0'	"H" 10+50		32.5'	"HOSPITAL DRIVE"	W.B.	RELOCATE- (D)
"0" 137+01		30.0'	"H" 10+50		32.5'	"STOP"	W.B.	RELOCATE- (E)
"0" 137+61.5		19.5'				BRIDGE APPROACH MARKER		REMOVE
"0" 137+70.5	14.5'					BRIDGE APPROACH MARKER		REMOVE
"0" 137+91.5		11.5'				BRIDGE APPROACH MARKER		REMOVE
"0" 137+95.5	13.5'					BRIDGE APPROACH MARKER		REMOVE
"0" 138+11.5		11.0'				BRIDGE APPROACH MARKER		REMOVE
"0" 137+97		13.5'	"0" 138+36		35.0'	"SALMON CREEK"	N.B.	RELOCATE- (F)
"0" 137+97		13.5'				"WEIGHT LIMIT"		REMOVE
"0" 138+98.5	13.0'					BRIDGE APPROACH MARKER		REMOVE
"0" 139+09	14.0'					BRIDGE APPROACH MARKER		REMOVE
"0" 139+12		12.0'				BRIDGE APPROACH MARKER		REMOVE
"0" 139+15	18.0'		"0" 139+30	35.0'		"SALMON CREEK"	S.B.	RELOCATE- (G)
"0" 139+15	18.0'					"WEIGHT LIMIT"		REMOVE
"0" 139+35		14.0'				BRIDGE APPROACH MARKER		REMOVE
"0" 139+44	19.5'					BRIDGE APPROACH MARKER		REMOVE
"0" 139+50		15.0'	"0" 140+50		30.0'	40 MPH	N.B.	RELOCATE- (H)

Existing Utilities Appurtenance Summary

Station	Offset		Remarks
	Left	Right	
"0" 136+19		33.0'	Adjust existing Valve Box ***
"0" 140+17		20.5'	Adjust existing Valve Box ***
"0" 140+25.4	16.4'		Adjust & reconstruct existing Manhole**
"0" 140+40	26.0'		Adjust existing Valve Box***
"0" 141+97		16.0'	Adjust existing Valve Box***

** See sheet 18 for detail.
*** See sheet 19 for detail.

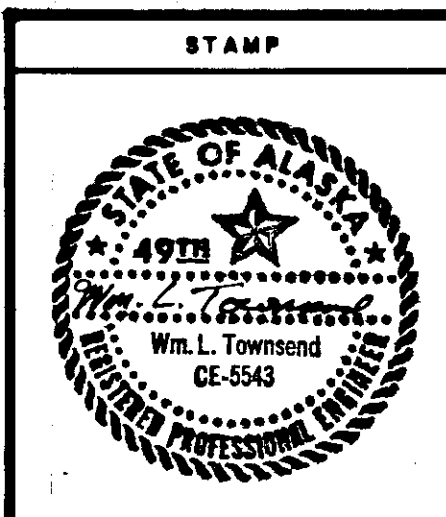
Monument Summary

Station	Offset		Remarks
	Left	Right	
"GH" 135+40.82			Adjust existing centerline monument
"0" 139+18.58	26+96		Install monument at the N.W. corner of the bridge
"L" 117+13.52		100.00	Install R.O.W. Monument.
"0" 134+74.68		84.57	Install R.O.W. Monument.
"0" 135+15.13	59.24	59.24	Install R.O.W. Monument.
"0" 135+73.54		51.86	Install R.O.W. Monument.
"0" 136+23.54		52.26	Install R.O.W. Monument.

* See sheet 23, Bridge General Layout, for location of monument.

Basis of Estimate

Item No.	Estimating Factor
301 (1)	1.96 Tons per cubic yard
401 (1)	116 Lbs. per square yard per inch depth
401 (2)	6% of Item 401 (1)
402 (2)	Application rate 0.10 gal. per sq. yd. - 240 gal. per ton



DO NOT SCALE THIS DRAWING - USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

JUNEAU ALASKA

ESTIMATE OF QUANTITIES

DESIGNED DDS CHECKED WLT DRAWN BWB DATE 7/88

PROJECT NUMBER BR-M-0955(04)IF-M-0955(6) SHEET 2 OF 33

GENERAL NOTES

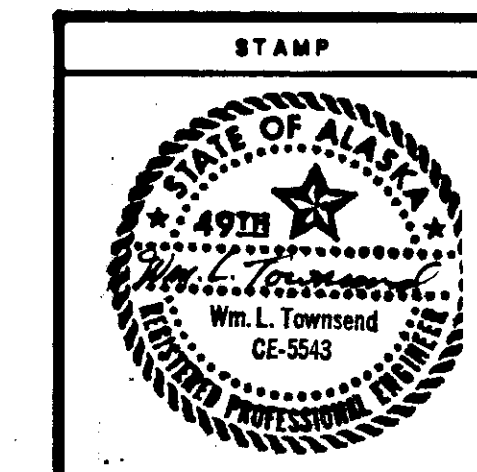
1. All clearing and grubbing required shall be considered incidental to item 203(3), Unclassified Excavation.
2. All existing monuments within the project limits shall be referenced and if disturbed, reset. Referencing and resetting of monuments shall be considered incidental to item 114(1), Construction Surveying by the Contractor. Monuments are to be reset by a licensed Land Surveyor.
3. Existing pavement to be removed shall be disposed outside of the Right-of-Way as approved by the Engineer.
4. Salmon Creek is an important salmon spawning stream. Measures to prevent siltation of the stream will be shown in the Contractors Erosion Control Plan, to be submitted to the Engineer for approval at the pre-construction meeting. See section 107 of the Special Provision.
5. Fueling operations will be conducted in such a manner that pollution of the stream is avoided.
6. Waste areas will be approved by the Engineer prior to their use.
7. Compaction of the new asphalt pavement shall be compaction by coverage in accordance with part 4, section 401-3.12 of the Standard Specifications.
8. All cut and fill slopes shall be seeded. Three inches (3") of topsoil is required on all seeded areas.
9. See sht. 5 for layout of relocated guardrail. Existing breakaway terminal and steel railing shall be replaced with new. Existing guardrail parts (breakaway terminal and steel railing) to be replaced shall become property of the State and delivered by the Contractor to the 7-mile R.O.T. Bldg. (Maintenance Division) in Juneau, AK.

LABELING INDEX

- ① 3/4" Asphalt Concrete, Type III (Overlay)
- ② 2" Asphalt Concrete, Type II
- ③ 6" Crushed Aggregate Base Course
- ④ 18" Subbase, Grading "E"
- ⑤ Subbase, Grading "E" or Useable Unclassified Excavation meeting Borrow, Type A
- ⑥ Concrete Curb and Gutter, Type Standard
- ⑦ 4" Concrete Sidewalk
- ⑧ 3" Topsoil

FILL SLOPE TABLE	
FILL HEIGHT	* SLOPE
0' to 5'	3:1
5' to 10'	2:1
10'+	1 1/2:1

* Except between "0" 137+91, Rt. and "0" 138+50, Rt. which shall use a 1 1/2:1 slope.



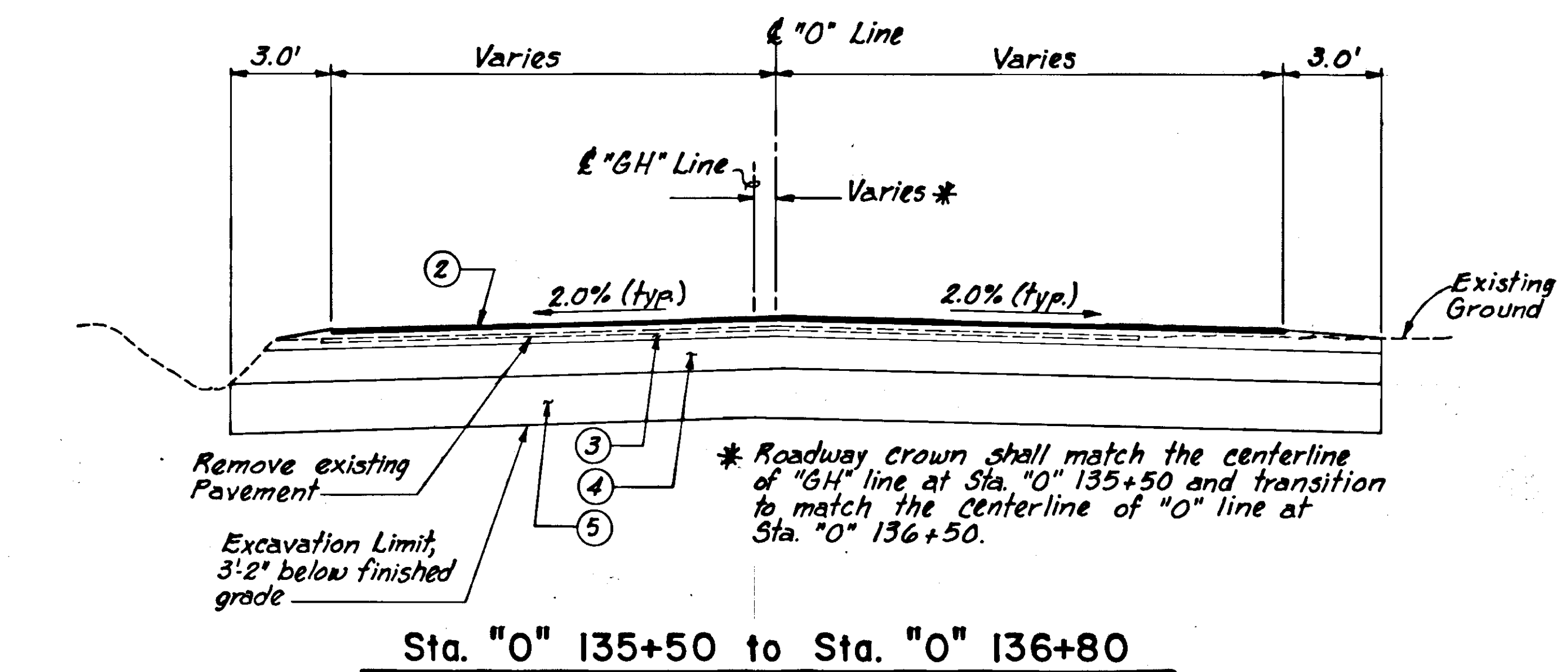
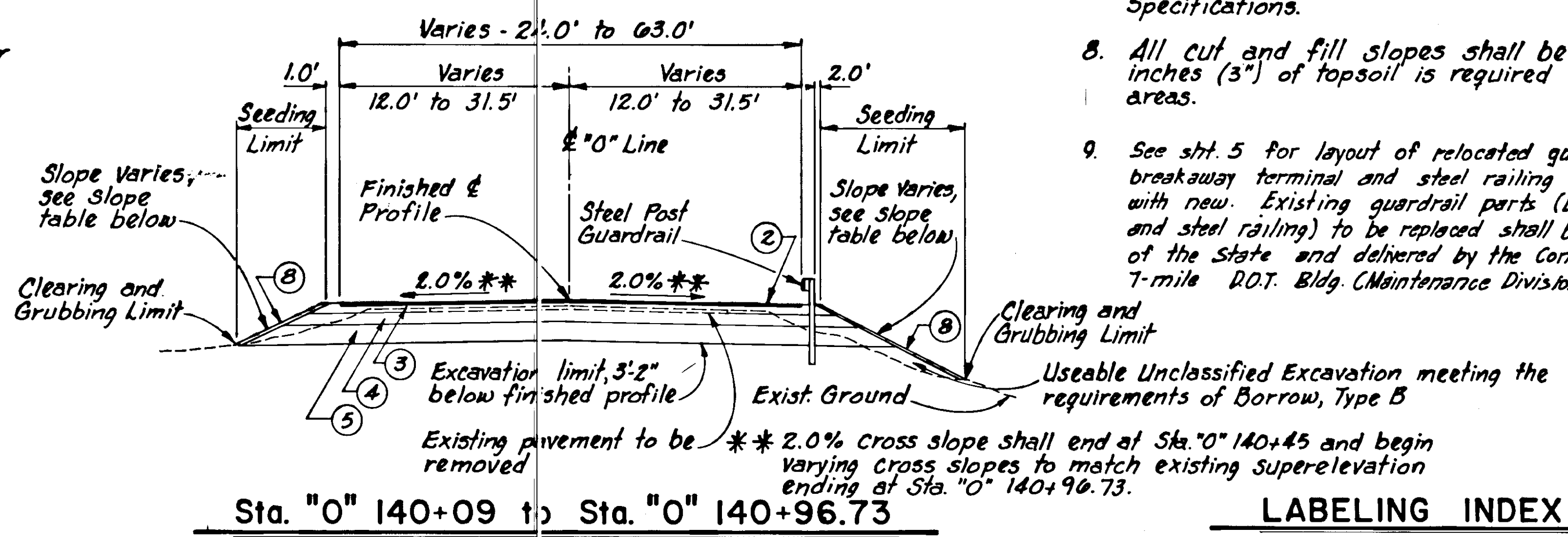
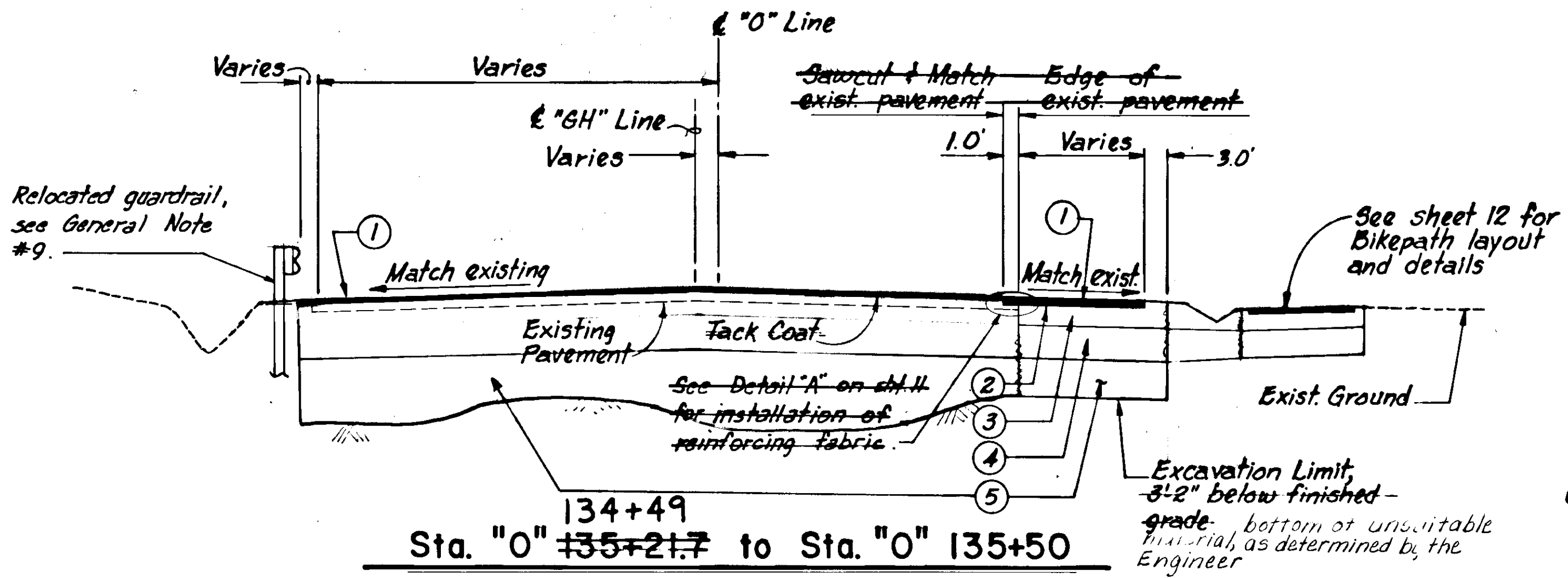
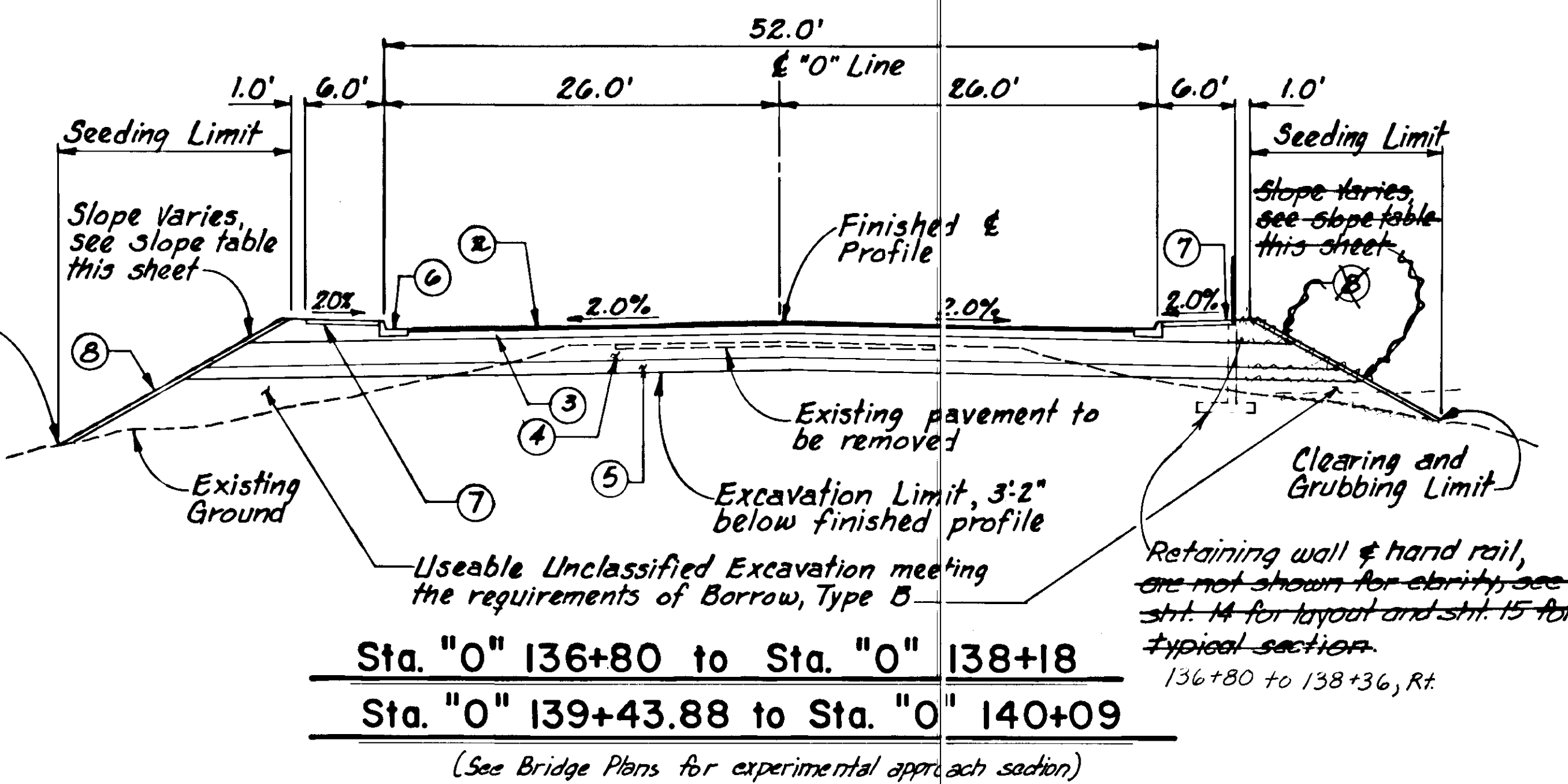
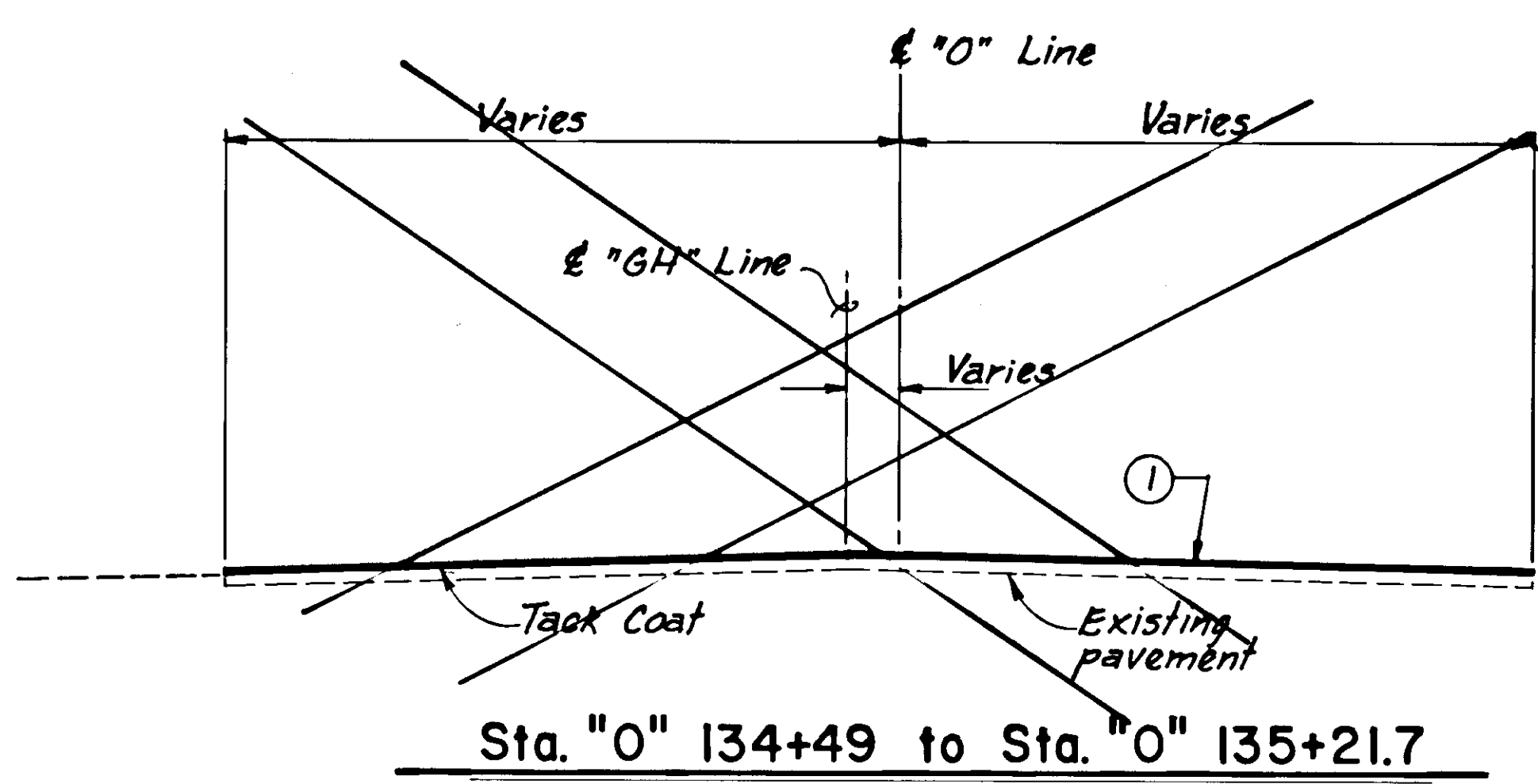
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

JUNEAU ALASKA

TYPICAL SECTIONS

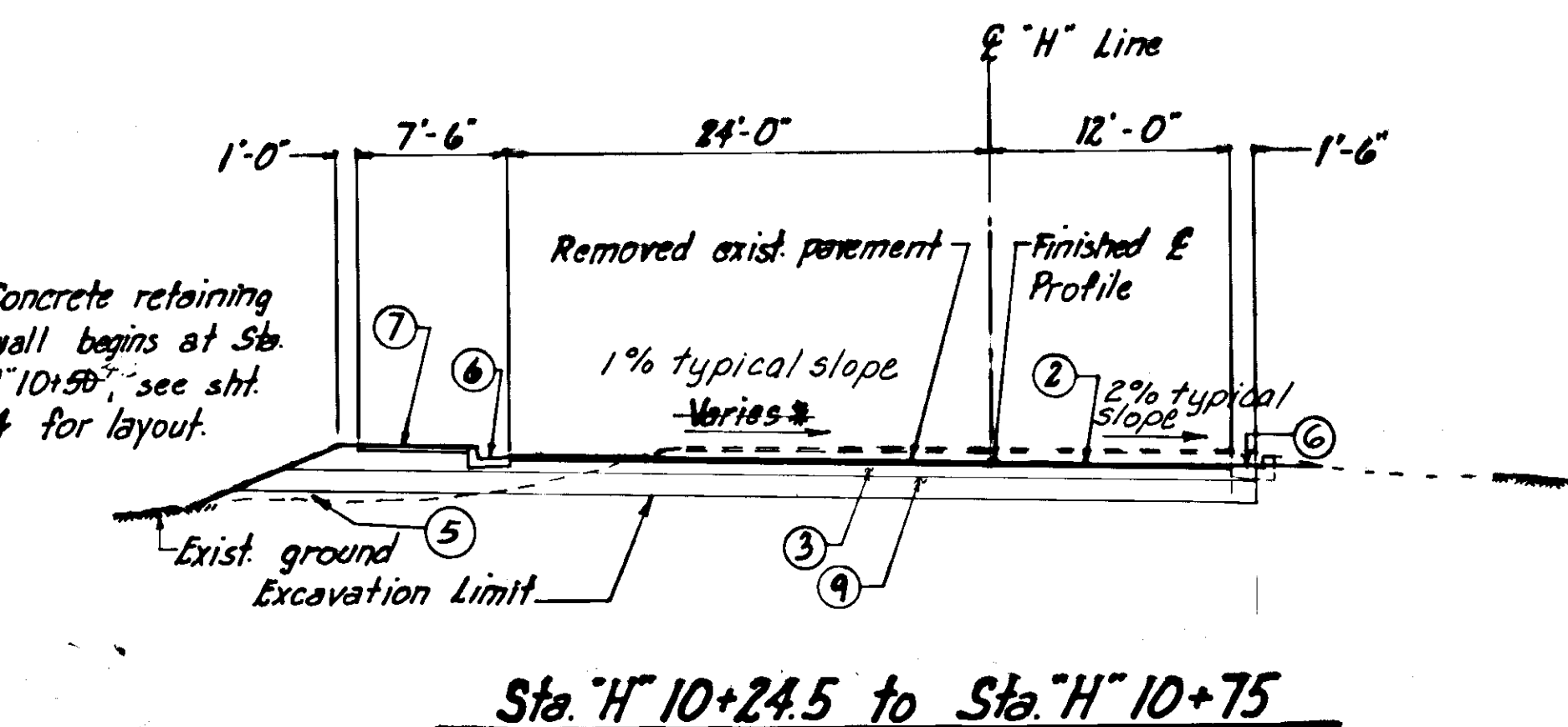
DESIGNED D.D.S.	CHECKED W.L.T.	DRAWN B.W.B.	DATE JULY '88
PROJECT NUMBER BR-M-0955(04)/F-M-0955(6)		SHEET 3	OF 33



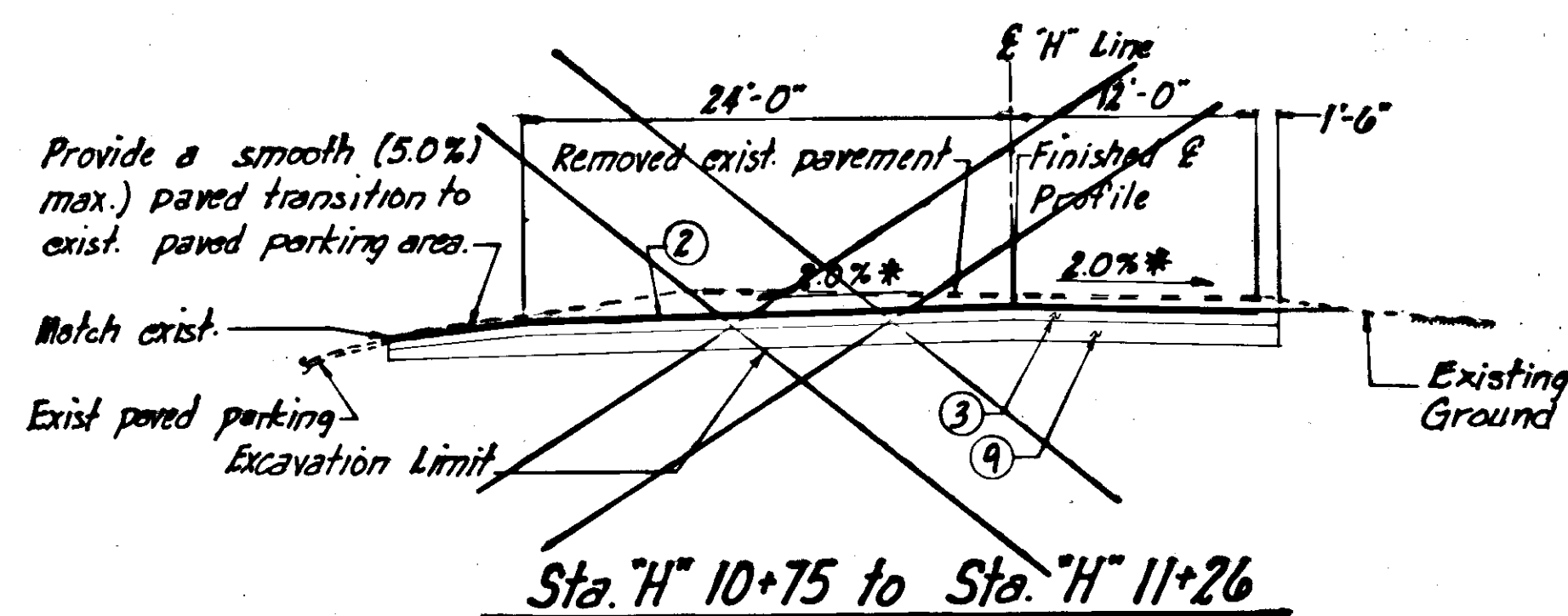
* Roadway crown shall match the centerline of "GH" line at Sta. "0" 135+50 and transition to match the centerline of "0" line at Sta. "0" 136+50.

General Notes

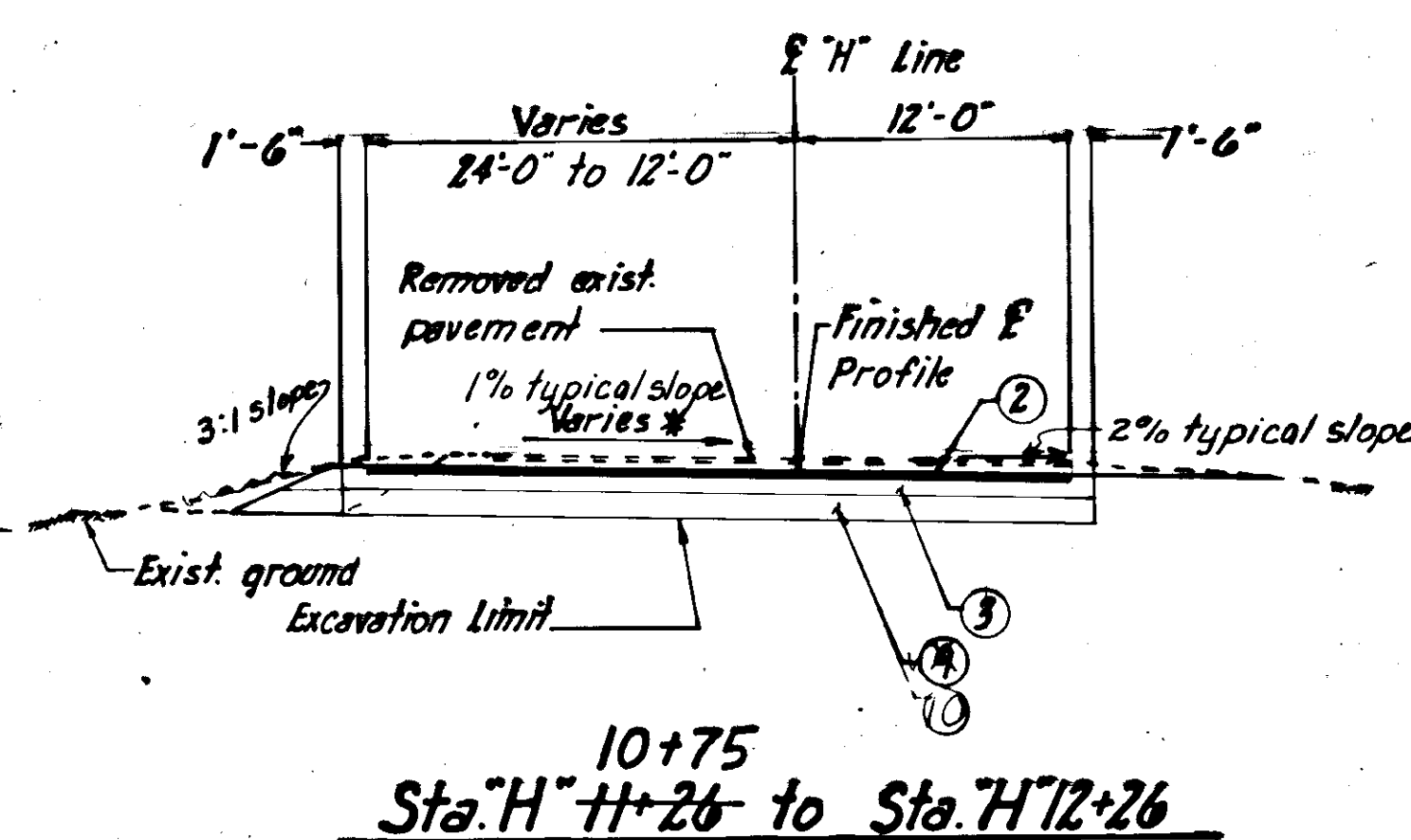
- Roadway slope shall vary linearly from matching the shoulder edge of Glacier Hwy. (Sta. "H" 10+24.5) to matching the 2.0% cross slopes at Sta. "H" 10+75.
 typical 4.6
- Roadway slope shall vary linearly from matching the 2.0% cross slope at Sta. "H" 10+95 to matching the existing superelevation at Sta. "H" 12+26.
- Outside edge and inside edge of pavement shall rotate about centerline ("H" Line) when transitioning roadway slopes.
- Sections A-A, B-B, C-C, D-D and E-E are taken from sht. 6.



Sta. "H" 10+24.5 to Sta. "H" 10+75

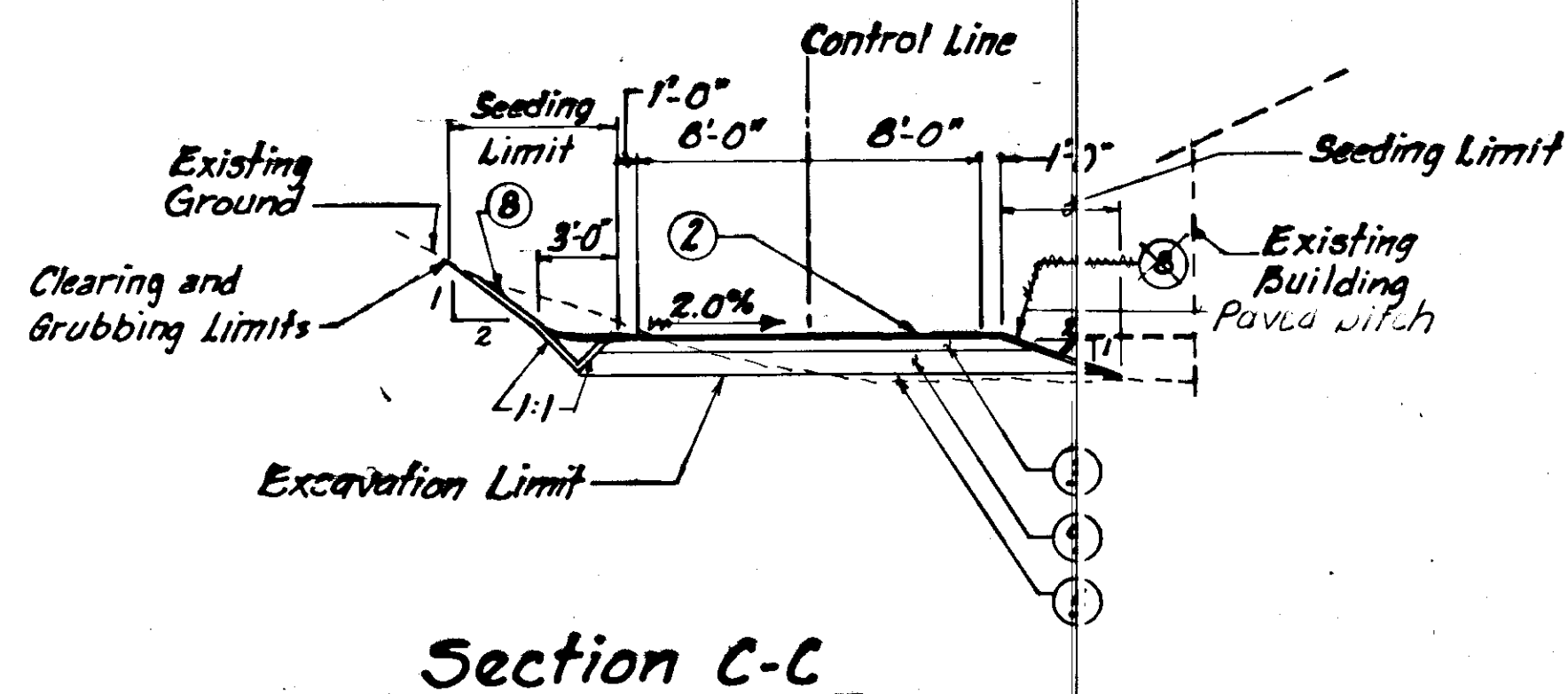


Sta. "H" 10+75 to Sta. "H" 11+26

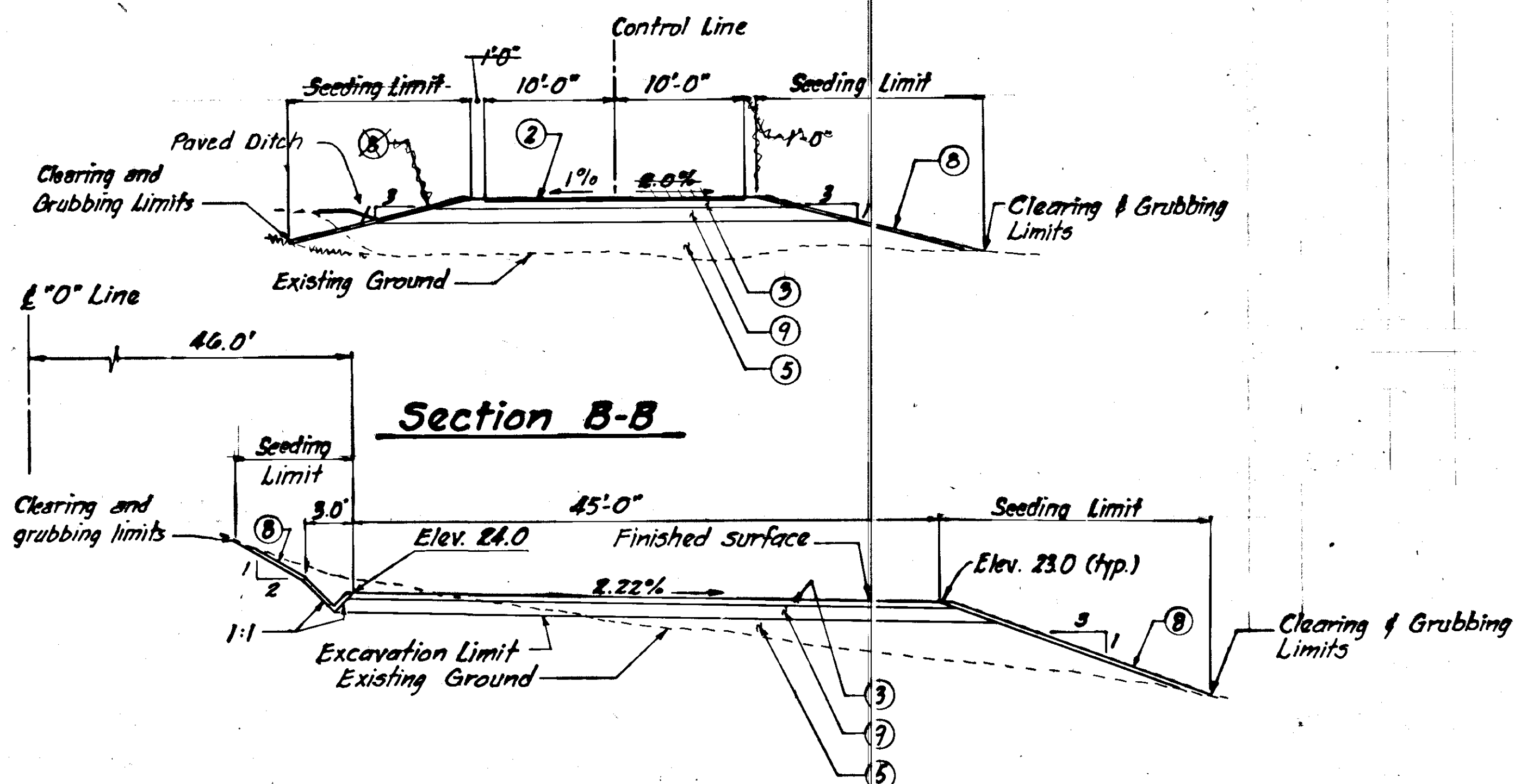


10+75
Sta. "H" 11+26 to Sta. "H" 12+26

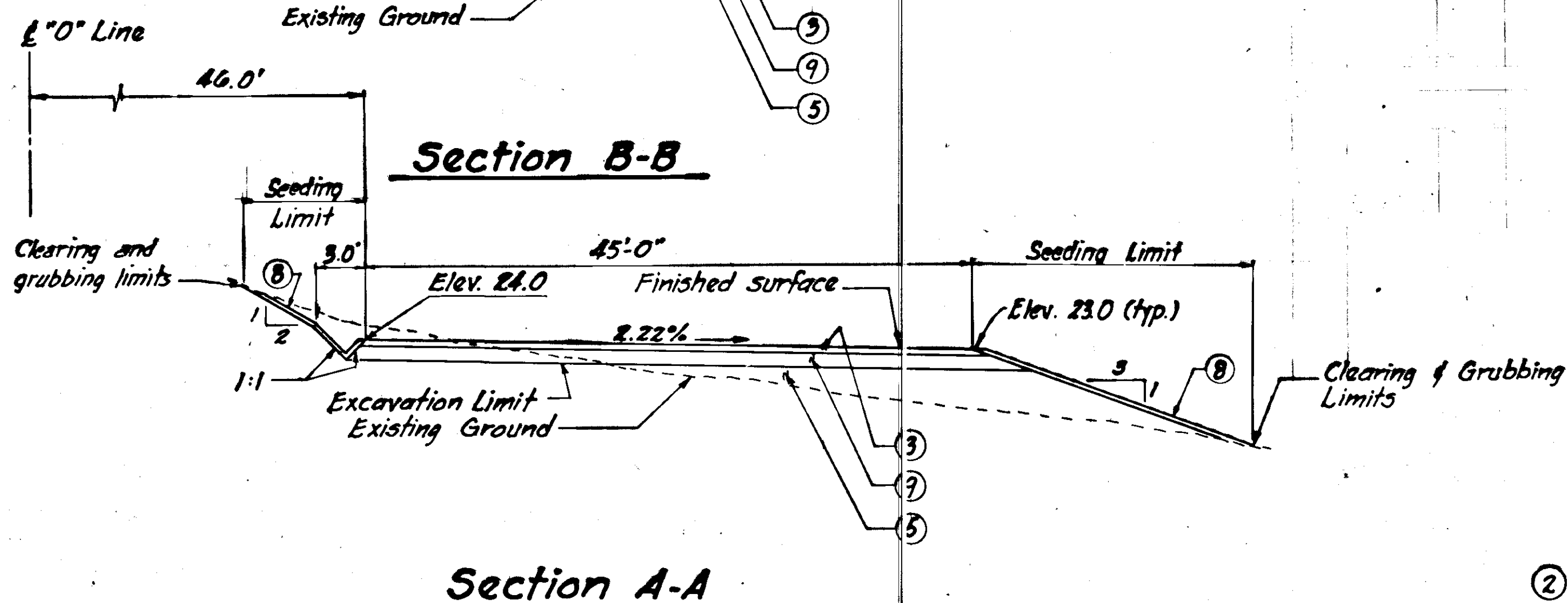
* See General Notes no. 1, 2 & 3.
** Match existing roadway cross slope.



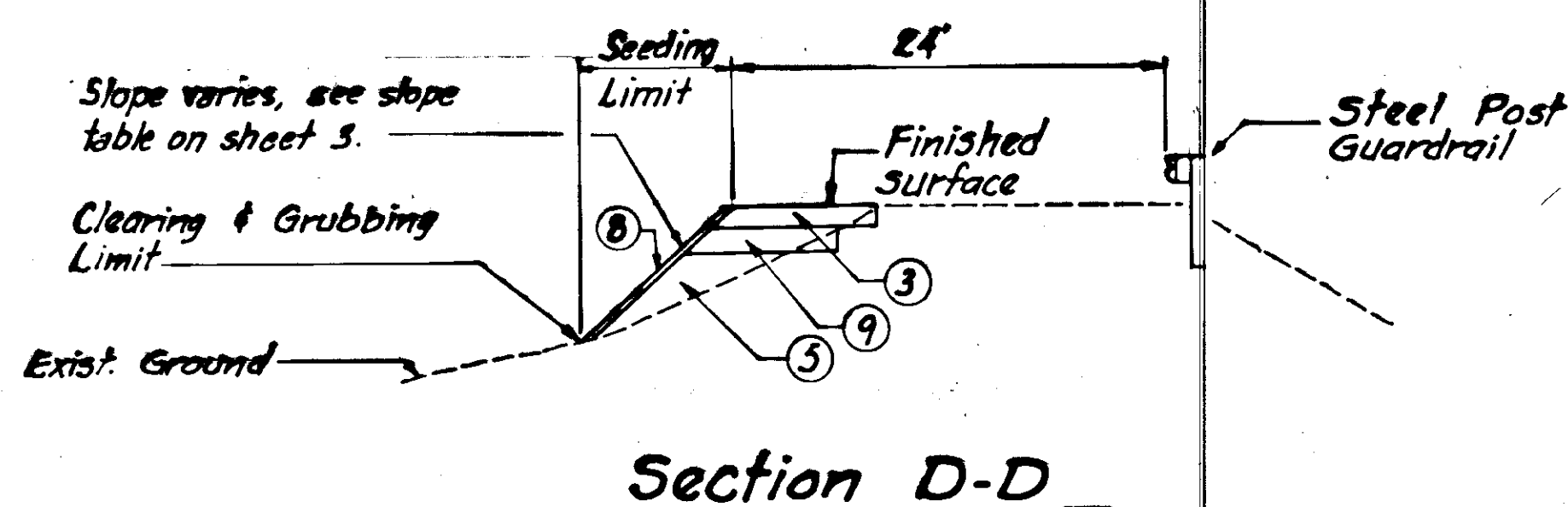
Section C-C



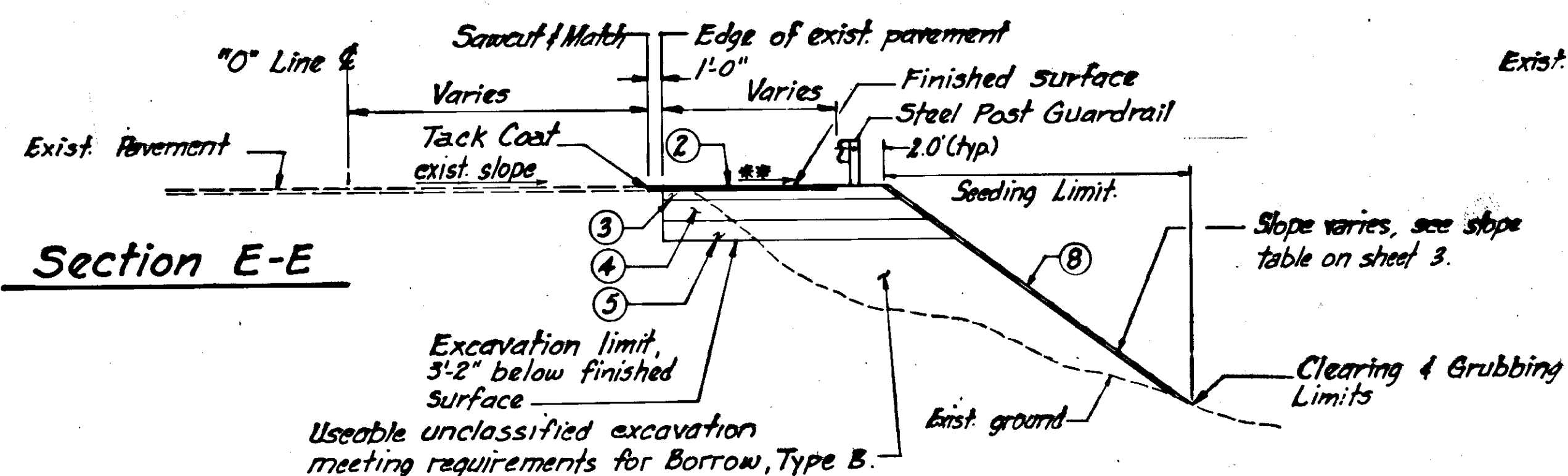
Section B-B



Section A-A



Section D-D

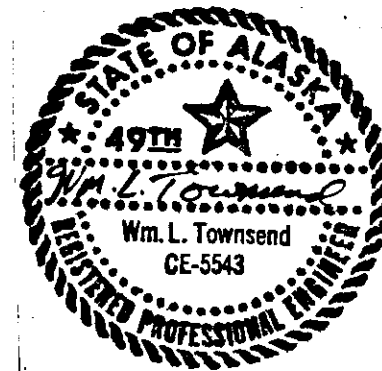


Section E-E

Labeling Index

- ② 2" Asphalt Concrete, Type II
- ③ 6" Crushed Aggregate Base Course
- ④ 18" Subbase, Grading "E"
- ⑤ Subbase, Grading "E" or Useable Unclassified Excavation meeting requirements for Borrow, Type A.
- ⑥ Curb & Gutter, Type Standard
- ⑦ 4" Concrete Sidewalk
- ⑧ 3" Topsoil
- ⑨ 12" Subbase, Grading "E"
- ⑩ 6" Subbase, Grading "E"

STAMP		DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
		STATE OF ALASKA			
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
JUNEAU		ALASKA			
TYPICAL SECTIONS					
DESIGNED <i>d.d.s.</i>	CHECKED <i>w.l.t.</i>	DRAWN <i>b.b./b.h.</i>	DATE <i>July '88</i>		
PROJECT NUMBER <i>BR-M-0955(04)/FM-0955(6)</i>		SHEET <i>4</i>		OF <i>33</i>	



BASIS OF HORIZONTAL AND VERTICAL CONTROL
HORIZONTAL CONTROL

The basis of bearing for this project is the bearing of N 52°12'32"W between the P.O.C. intersection monument at Egan Drive and Glacier Hwy. with Egan Drive stationing of L'118+70.47 and Egan Drive P.T. monument with Egan Drive stationing of L'128+41.80. The basis of coordinates for this project is the P.O.C. intersection at L'118+70.47 with isolated coordinates of N 40,000.000 and E 30,000.000.

VERTICAL CONTROL

The basis of vertical control is the CBJ BM LC57A, the top of the NW corner of the South concrete bridge abutment of the Egan Drive Salmon Creek Bridge, with an accepted elevation of 28.56 feet above M.L.L.W. Monument at "GHI" 135+40.82 with accepted elevation of 27.92 feet above M.L.L.W. Exist. centerline monument

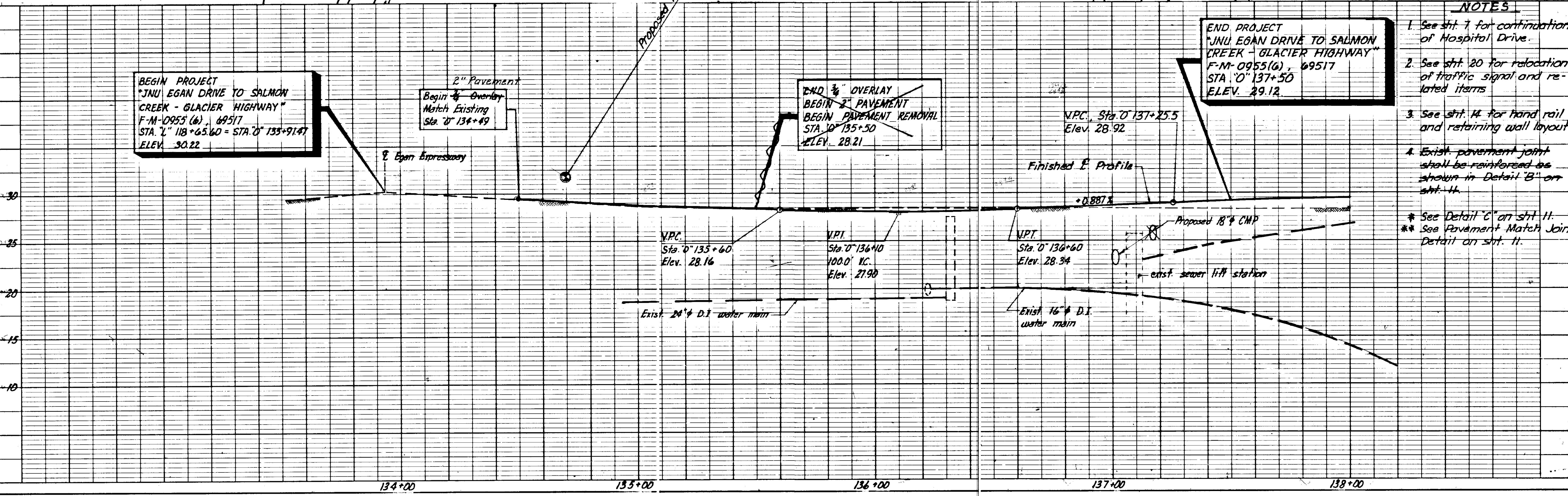
BEGIN PROJECT
"JNU EGAN DRIVE TO SALMON CREEK - GLACIER HIGHWAY"
 F-M-0955(6), 69517
 STA. L'118+65.60 = STA. O'133+91.47
 N 39,997.375, E 30,004.086

BEGIN PROJECT
"JNU EGAN DRIVE TO SALMON CREEK - GLACIER HIGHWAY"
 F-M-0955(6), 69517
 STA. L'118+65.60 = STA. O'133+91.47
 ELEV. 30.22

END 1/2" OVERLAY
BEGIN 2" PAVEMENT
BEGIN PAVEMENT REMOVAL
 STA. O'135+50
 ELEV. 28.21

END PROJECT
"JNU EGAN DRIVE TO SALMON CREEK - GLACIER HIGHWAY"
 F-M-0955(6), 69517
 STA. O'137+50
 ELEV. 29.12

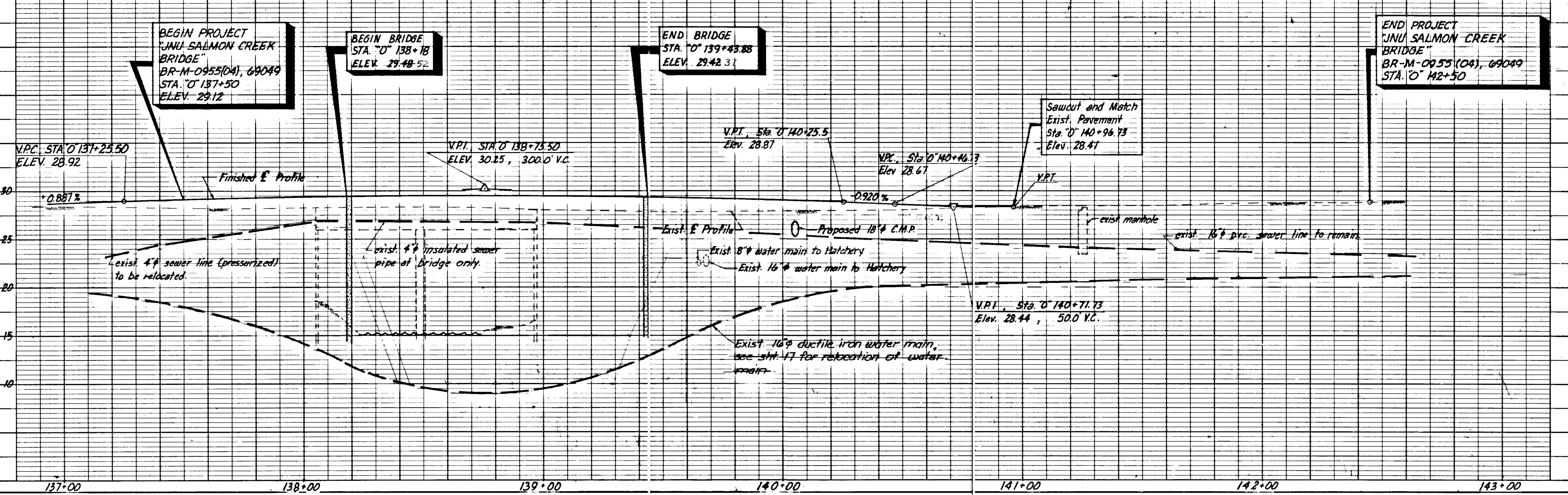
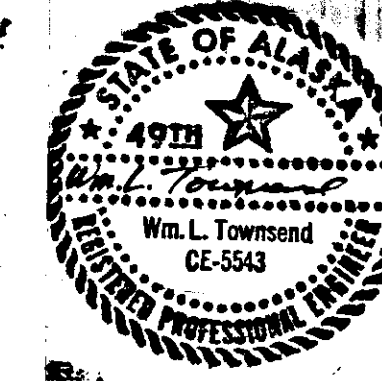
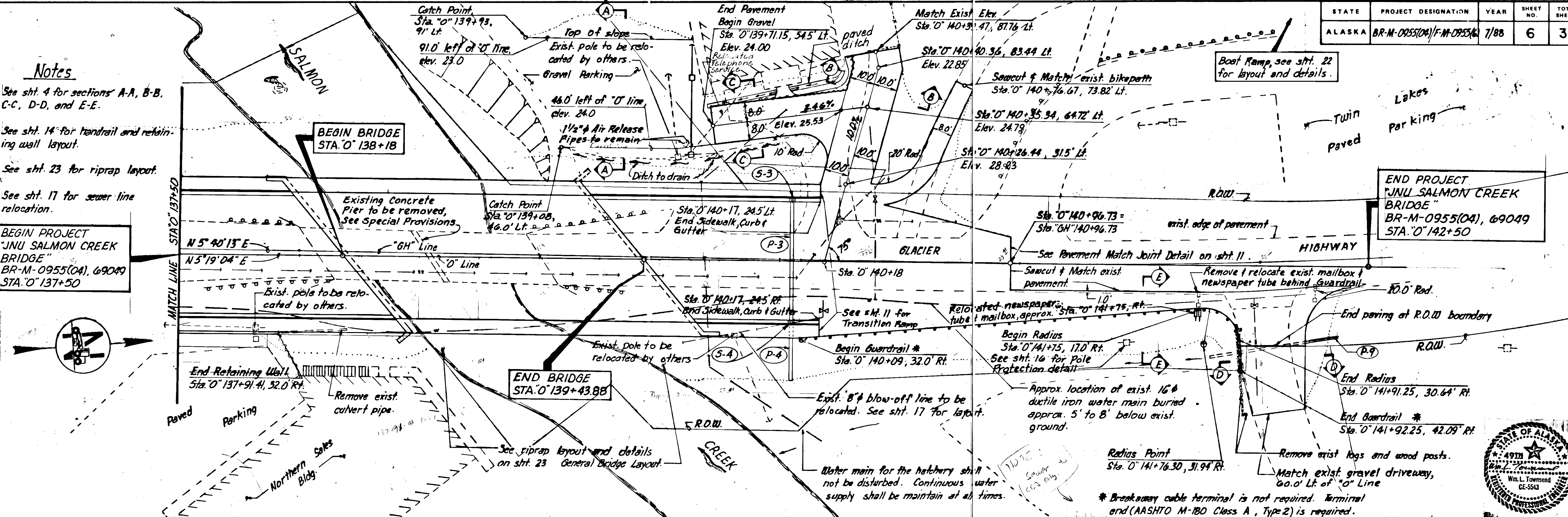
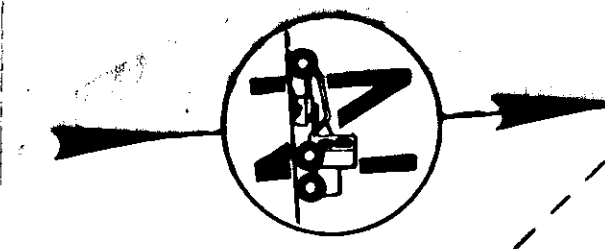
- NOTES**
- See sht. 7 for continuation of Hospital Drive.
 - See sht. 20 for relocation of traffic signal and related items
 - See sht. 14 for hand rail and retaining wall layout.
 - Exist. pavement joint shall be reinforced as shown in Detail "B" on sht. 11.
 - See Detail "C" on sht. 11.
 - See Pavement Match Joint Detail on sht. 11.



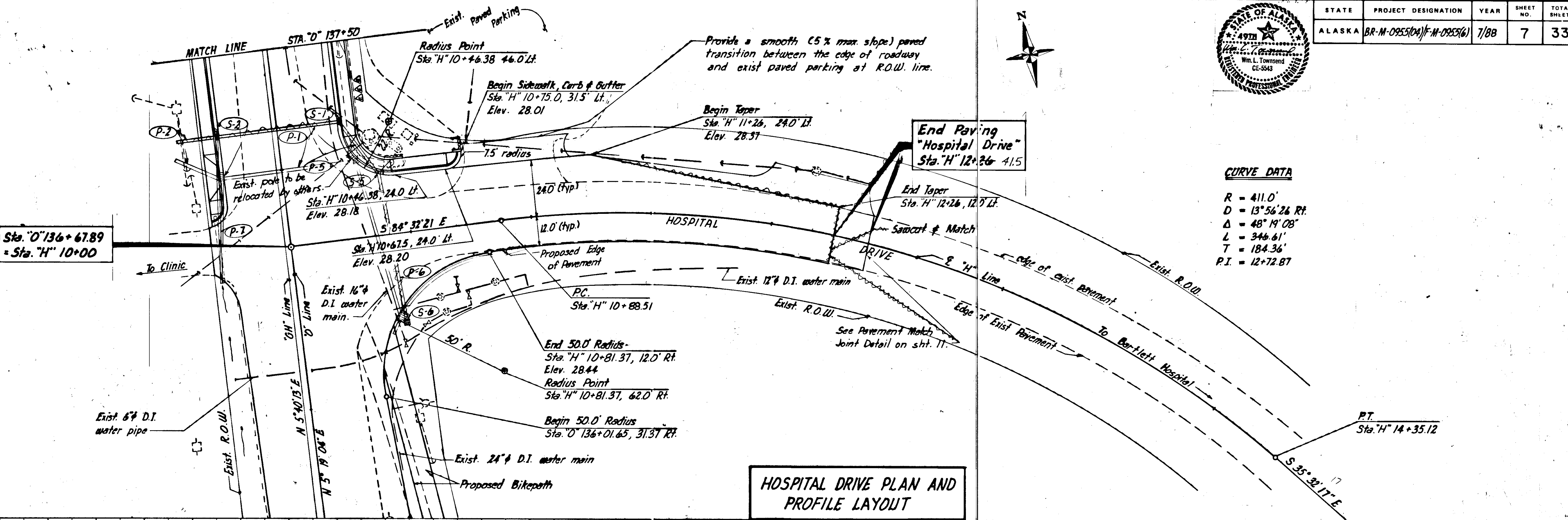
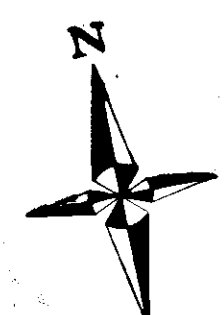
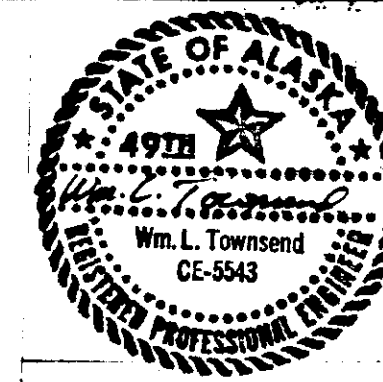
Notes

- See sht. 4 for sections A-A, B-B, C-C, D-D, and E-E.
- See sht. 14 for handrail and retaining wall layout.
- See sht. 23 for riprap layout.
- See sht. 17 for sewer line relocation.

BEGIN PROJECT
"JNU SALMON CREEK
BRIDGE"
BR-M-0955(04), 69049
STA. "0" 137+50



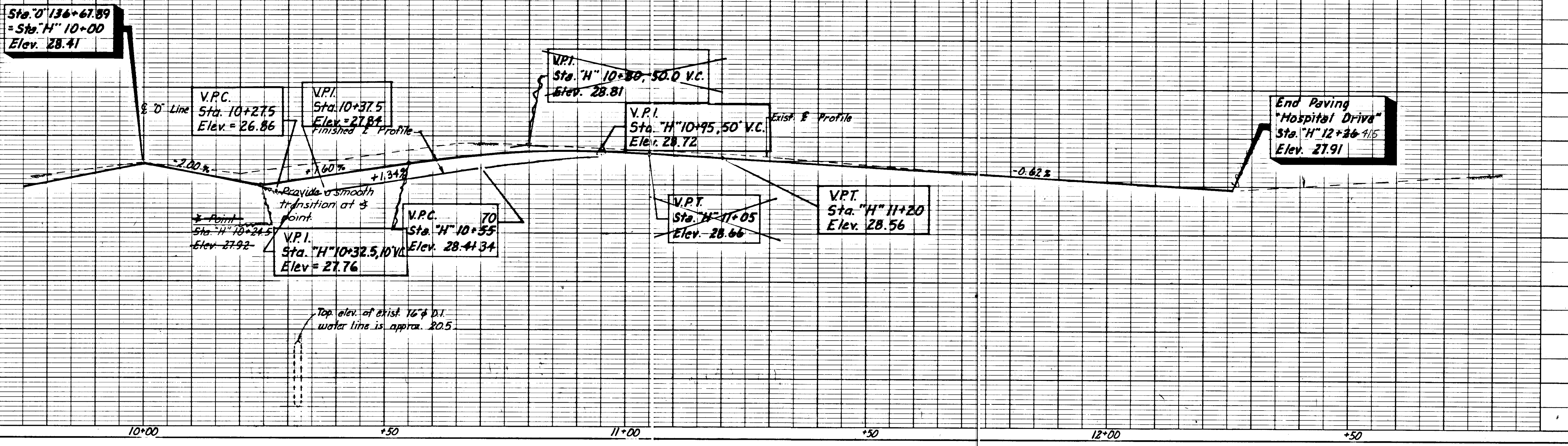
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BR-M-0955(04)/F-M-0955(6)	7/88	7	33

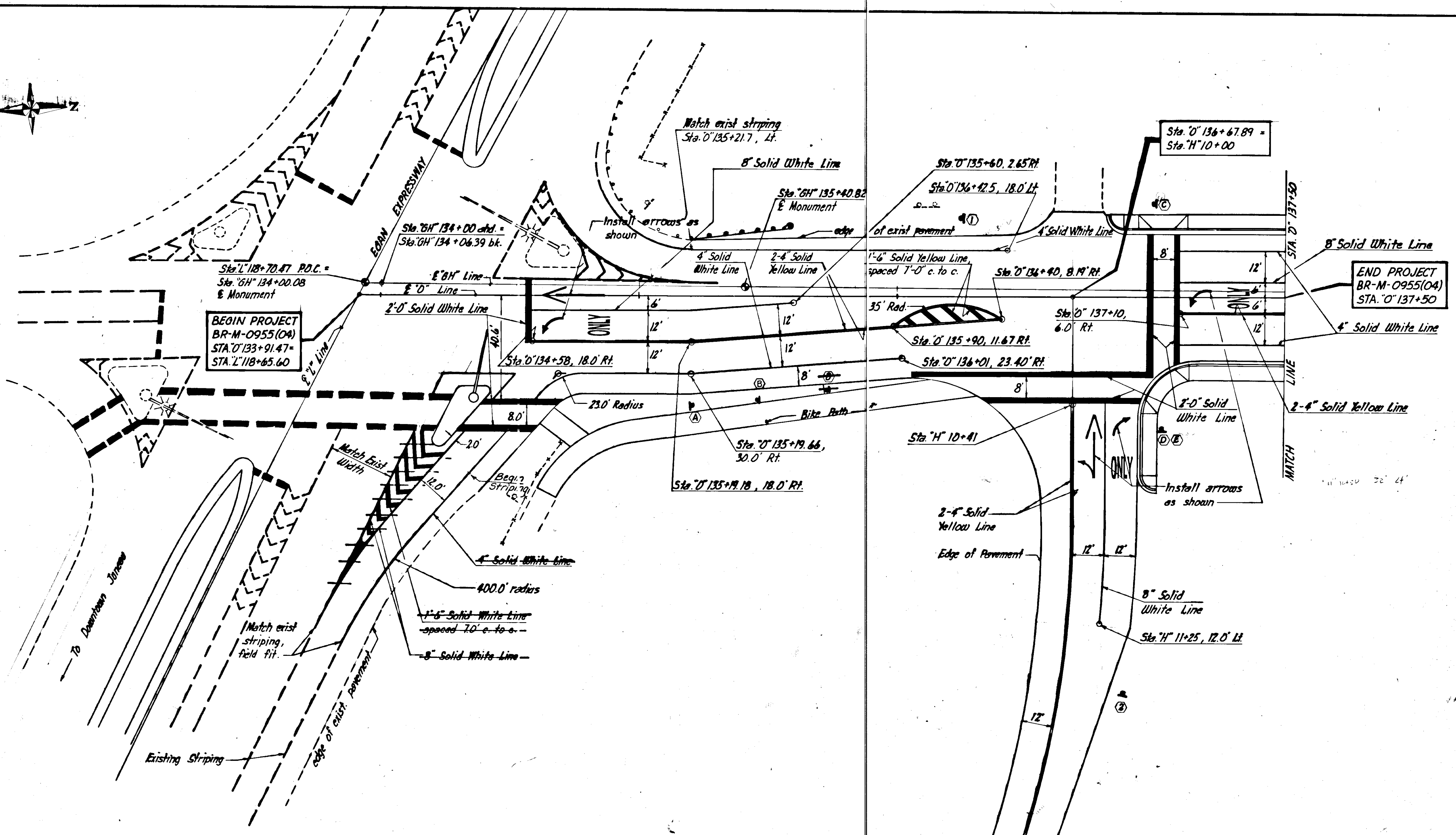
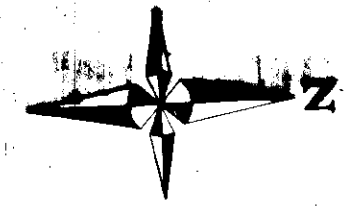


CURVE DATA

R = 411.0'
D = 13° 56' 26" Rt.
Δ = 48° 19' 08"
L = 344.61'
T = 184.36'
P.I. = 12+72.87

HOSPITAL DRIVE PLAN AND PROFILE LAYOUT

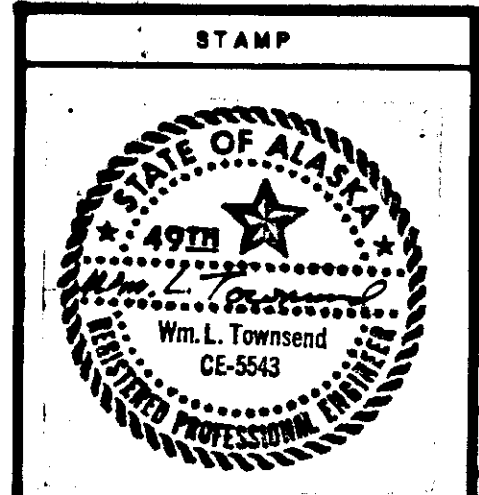




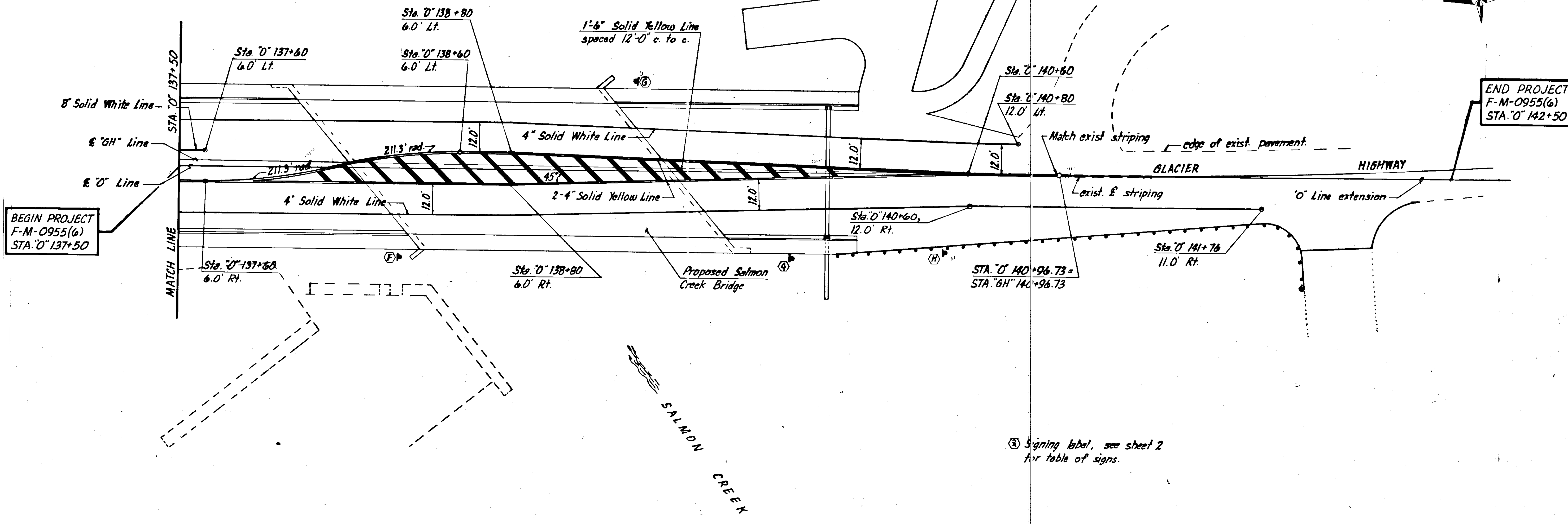
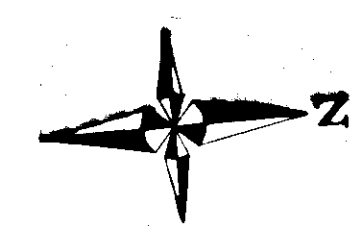
BEGIN PROJECT
BR-M-0955(04)
STA. 0+91.47 =
STA. 2+118+65.60

END PROJECT
BR-M-0955(04)
STA. 0+137+50

Ⓢ Signing label, see sheet 2 for table of signs.



DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
JUNEAU ALASKA			
SIGNING AND STRIPING LAYOUT			
DESIGNED <i>W.L.T.</i>	CHECKED <i>dd.s.</i>	DRAWN <i>dd.s.</i>	DATE <i>July '88</i>
PROJECT NUMBER <i>BR-M-0955(04) / FM-0955(6)</i>		SHEET <i>8</i>	OF <i>33</i>



BEGIN PROJECT
F-M-0955(6)
STA. "0" 137+50

END PROJECT
F-M-0955(6)
STA. "0" 142+50

③ Signing label, see sheet 2
for table of signs.

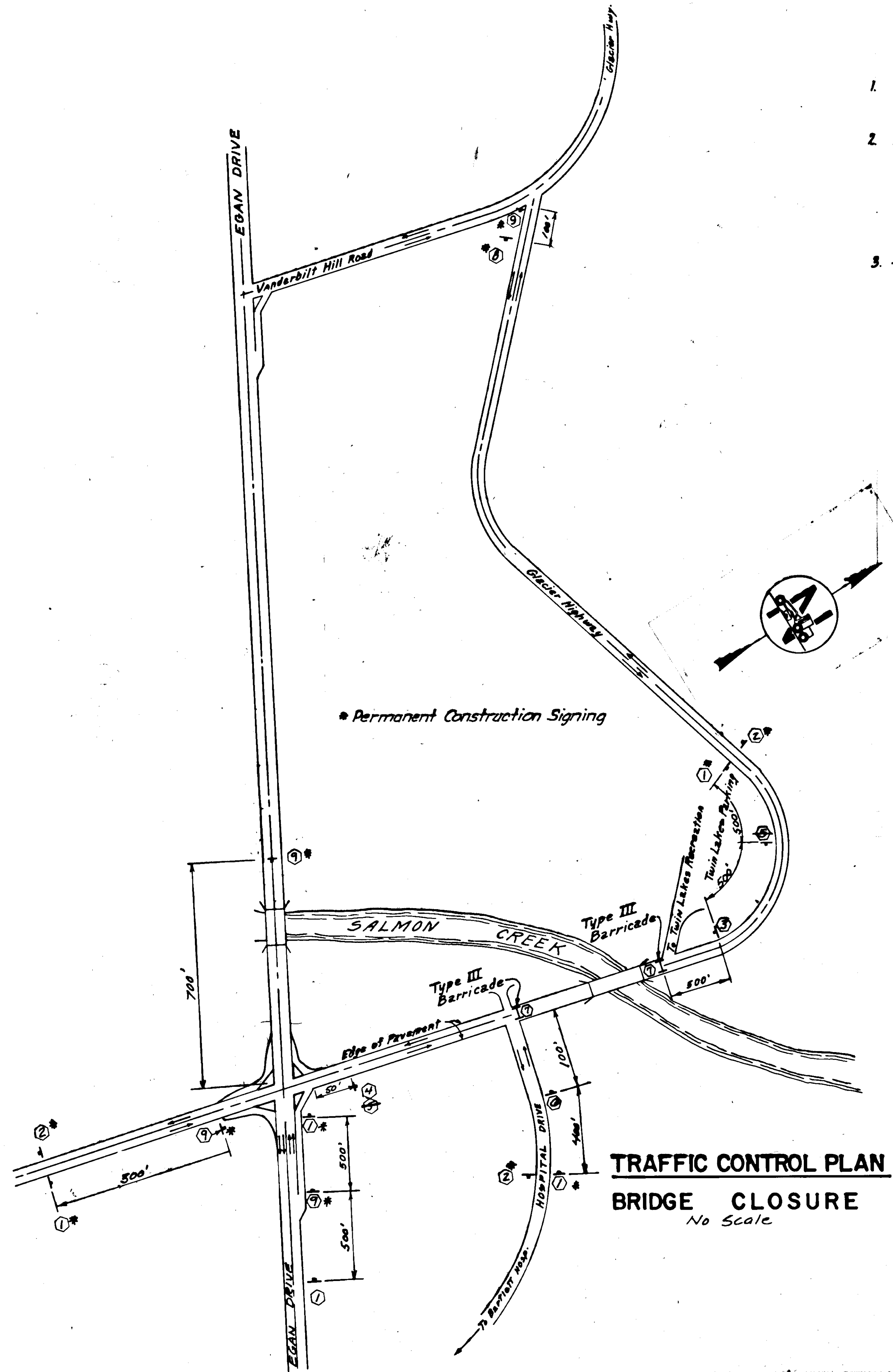
STAMP		DO NOT SCALE THIS DRAWING - USE DIMENSIONS	
		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
JUNEAU		ALASKA	
SIGNING AND STRIPING LAYOUT			
DESIGNED <i>W.L.T.</i>	CHECKED <i>d.d.s.</i>	DRAWN <i>d.d.s.</i>	DATE <i>July '88</i>
PROJECT NUMBER <i>BR-M-0955(04)/F-M-0955(6)</i>		SHEET <i>9</i>	OF <i>33</i>

PEDESTRIAN CROSSING NOTES

1. Pedestrian access across the stream shall be maintained at all times. Closure to pedestrian traffic will not be allowed.
2. If the existing bridge or a portion of the new bridge is utilized for a pedestrian crossing, a railing shall be provided to separate the pedestrians from the work area. A minimum of 6 feet from face to face of the railing shall be provided for the pedestrian crossing.
3. If a separate structure is utilized, other than the existing bridge for pedestrian access, the following requirements shall be met:
 - a) The structure shall be designed in accordance to AASHTO Standard Specifications for Highway Bridges with the latest Interim Specifications and shall be provided with pedestrian railings.
 - b) Have a minimum width of 6 feet. Minimum width will be measured between the inside face of the railings.
 - c) Approach grades to the structure shall not exceed 6%.
 - d) Prior to implementation of a separated or temporary pedestrian structure the design shall be submitted for approval by the Engineer. 15 days shall be allowed for the review and approval.
 - e) When temporary pedestrian access is no longer required, it shall be removed.
 - f) Payment for the structure shall be considered incidental to pay item 115 (1), Traffic Maintenance.

TRAFFIC CONTROL PLAN NOTES

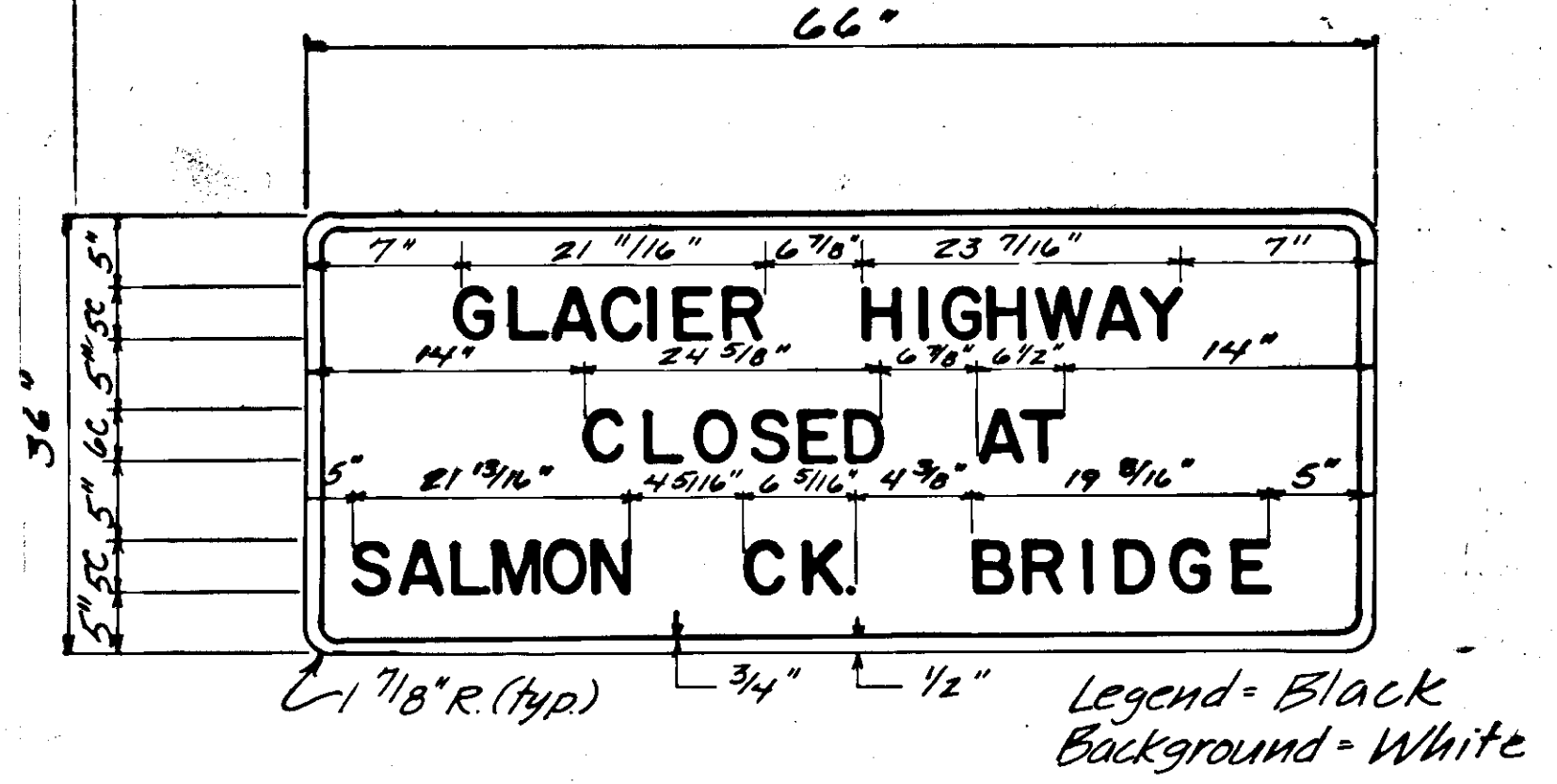
1. Additional speed advisory signs may be required at work area or as directed by the Engineer.
2. Access to Bartlett Hospital and surrounding clinics shall be provided at all times. Closure to their access will not be allowed.
3. Contractor shall provide a minimum of two (2) lanes (min. 10' width per lane) across the stream at all times except between May 15 to August 15, inclusive, when bridge may be closed to thru traffic. A Six (6) foot wide pedestrian access across the stream shall be provided during the closure of bridge to thru traffic.
4. The Contractor shall give the Engineer, surrounding residents, adjacent businesses, clinics and the following agencies listed below a written notice 15 days prior to the closure of vehicular traffic across the stream.
 - a) Tour Bus Companies
 - b) State Troopers
 - c) Chief of Police - City and Borough of Juneau
 - d) Coordinating Fire Chief - City and Borough of Juneau
 - e) Director of Public Works - City and Borough of Juneau
 - f) School Bus Contractor (if School is in session)
 - g) Manager of City and Borough Transit System
5. Notice of bridge closure shall be published in the Juneau Empire and broadcast on all radio stations that provide local coverage on AM frequencies. Such notices shall be aired for a period of at least five (5) days immediately preceding the dates on which the foregoing traffic restrictions are put into effect.



**TRAFFIC CONTROL PLAN
BRIDGE CLOSURE**
No Scale

Sign Design Specification			
No.	Size	Designation	Legend
1	48"x48"	CW20-1F	Road Construction Ahead
2	60"x24"	G20-2	End Construction
3	36"x36"	CW20-3A	Road Closed 500 ft.
4	48"x48"	CW-3F	Road Closed Ahead
5	18"x18"	W13-1	20 M.P.H.
6	24"x24"	R3-1	
7	48"x30"	R11-2	Road Closed
8	60"x30"	R11-3	Road Closed 2 miles ahead local traffic only
9	66"x36"	SEE DETAIL ON THIS SHEET	Glacier Highway closed at Salmon Creek Bridge.
10	36"x36"	W4-2R	
11	48"x48"	W20-5	Right Lane Closed 1/2 mile
12	48"x48"	W20-1	Road Construction 1 mile
13	30"x30"	CW1-4R	
14	30"x30"	CW1-4L	
15	36"x36"	W20-7a	Advance flagging sign

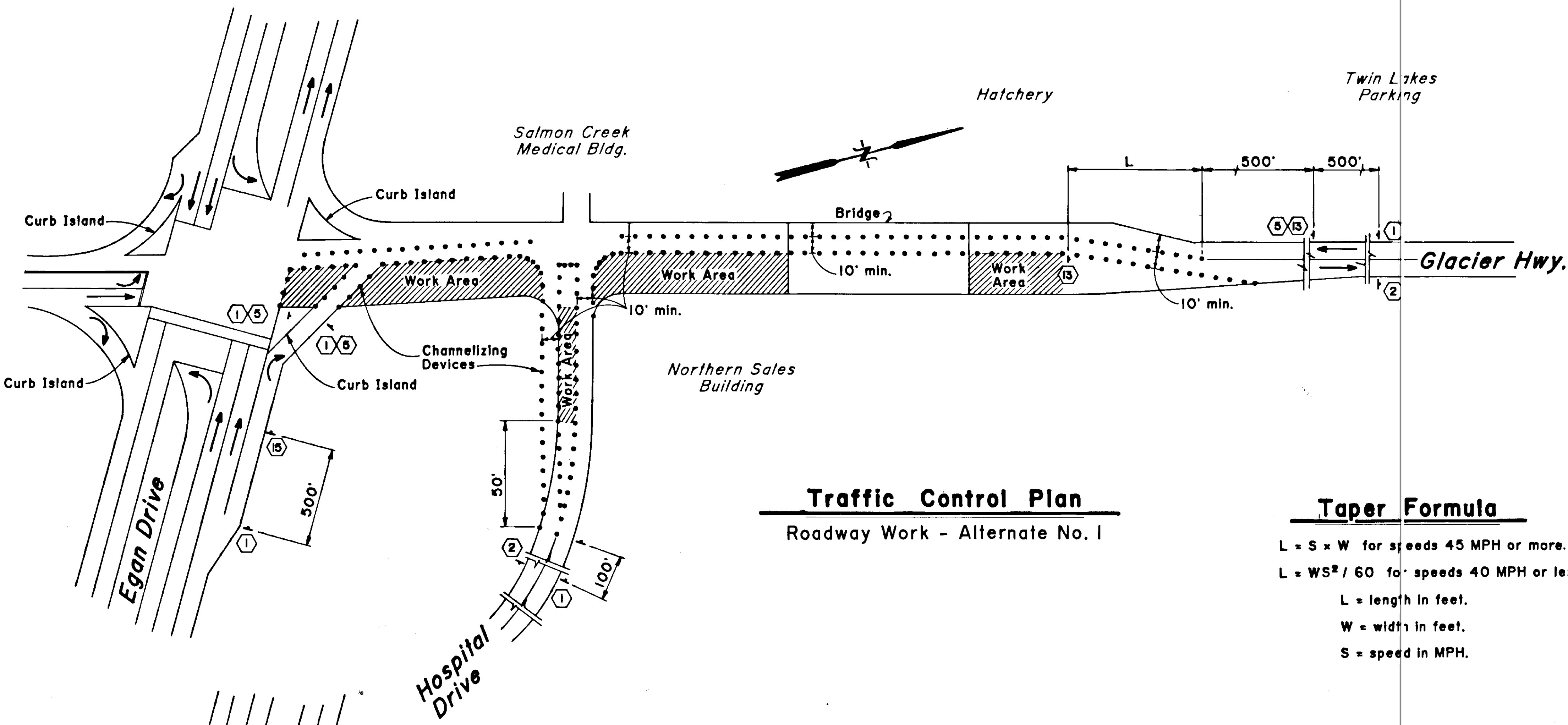
From Alaska Sign Design Specification (ASDS). Additional signs may be necessary as conditions dictate.



	DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
	JUNEAU		ALASKA	
TRAFFIC CONTROL PLAN				
DESIGNED <u>D.D.S.</u>	CHECKED <u>W.L.T.</u>	DRAWN <u>B.H.</u>	DATE <u>July '88</u>	
PROJECT NUMBER <u>BR-M-0955(04)/F-M-0955(6)</u>	SHEET <u>10</u> OF <u>33</u>			

Traffic Control Notes

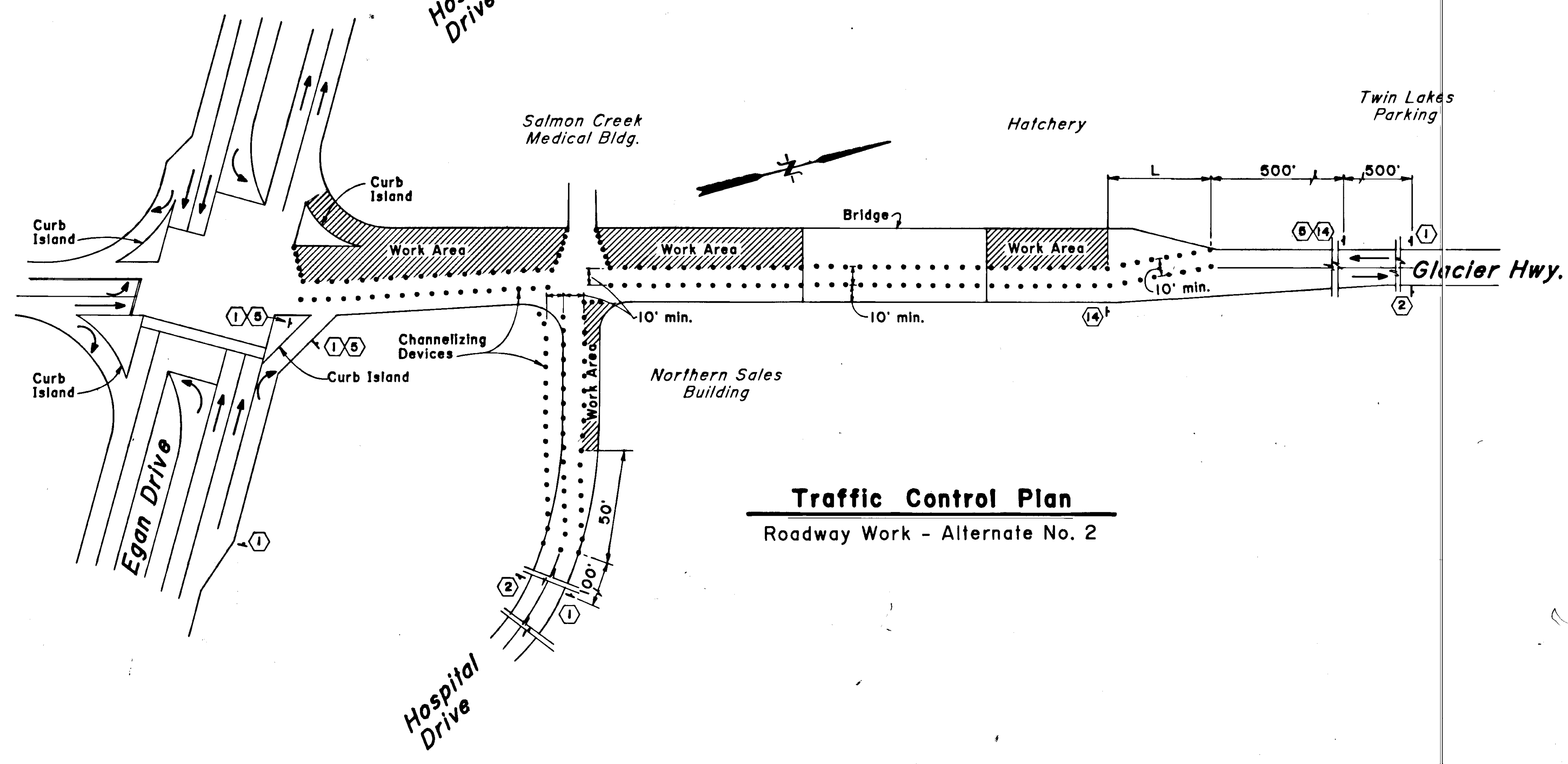
1. Channelizing devices shall be spaced equal to the construction area speed advisory in feet.
2. Two (2) directional traffic lanes are required after the bridge is open to traffic. Each lane shall be ten (10) feet minimum width, except where noted.
3. Access to Bartlett Hospital and surrounding clinics shall be provided at all times. Closure to their access will not be allowed.
4. See "Sign Design Specification" table on sheet 10 for sign designation.
5. Cones shall be used for channelling traffic thru construction area. Cones shall be a minimum height of 28 inches.
6. One (1) lane shall be maintained at all times for the Northbound traffic on Egan Drive except during the hours of 3:30 p.m. to 6:00 p.m. Monday thru Friday when two (2) lanes are required to be maintained during the construction activities at the island.
7. Prior to channelizing traffic so that the traffic signal loop detectors do not detect vehicles, the contractor shall notify the engineer of his intentions and not channelize traffic until the proper traffic signal timing changes have been made.



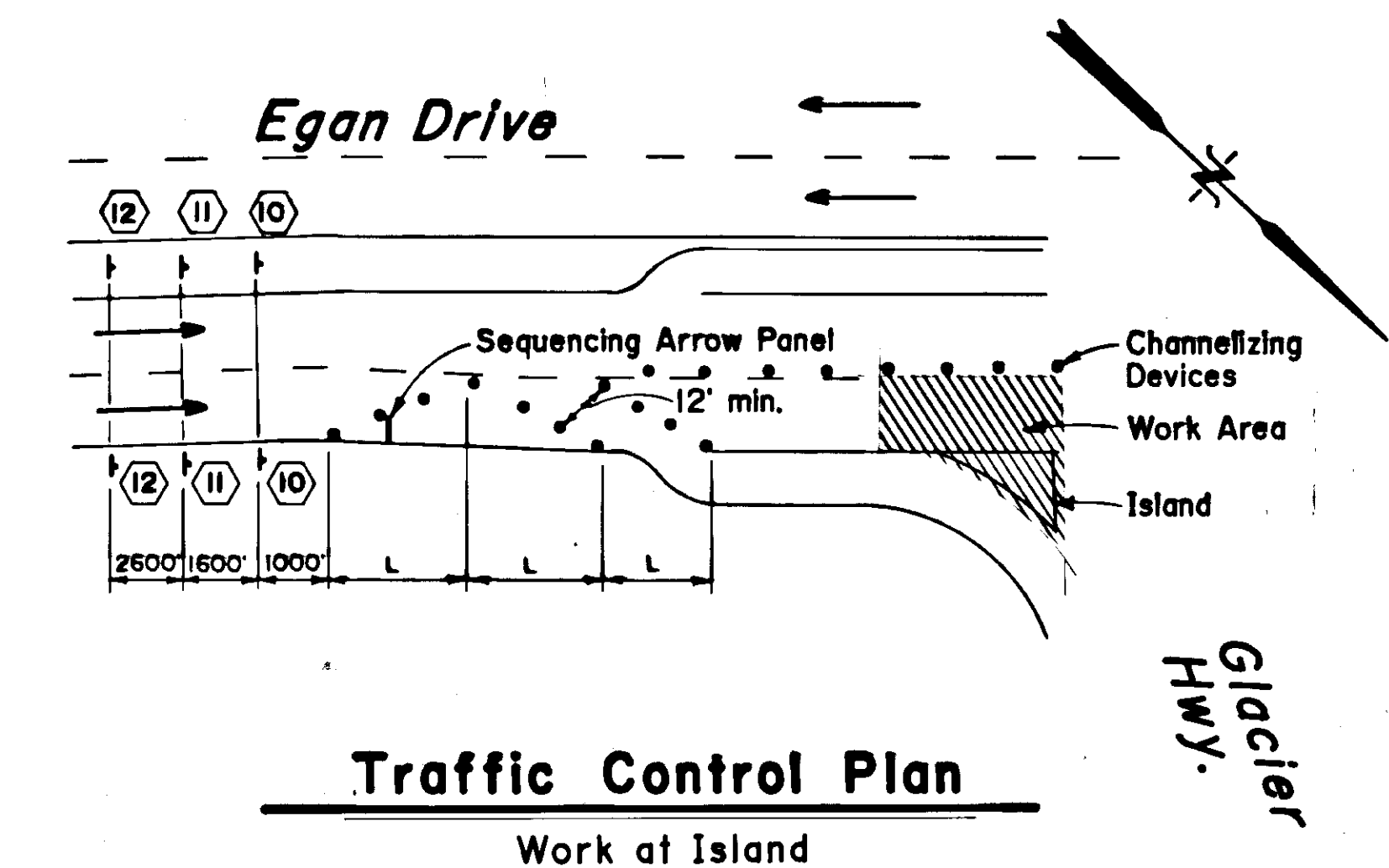
Traffic Control Plan
Roadway Work - Alternate No. 1

Taper Formula

$L = S \times W$ for speeds 45 MPH or more.
 $L = WS^2 / 60$ for speeds 40 MPH or less.
 L = length in feet.
 W = width in feet.
 S = speed in MPH.

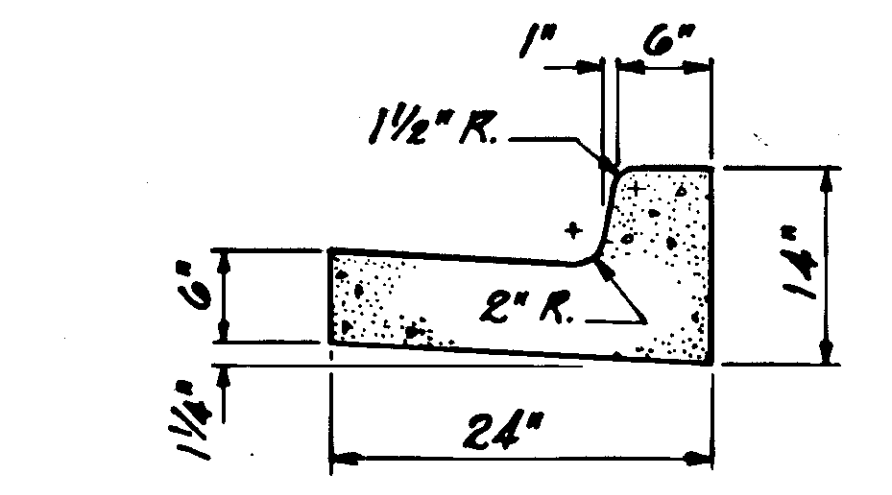
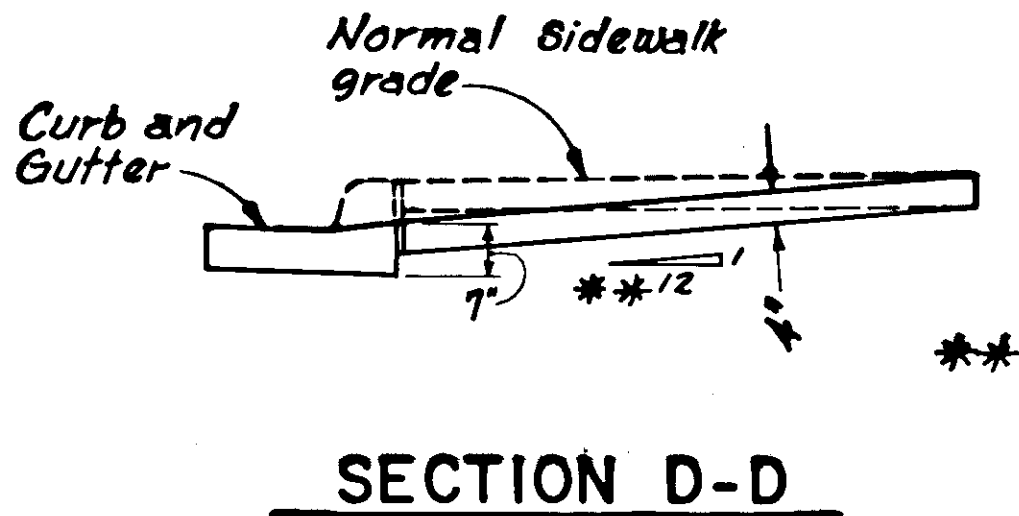
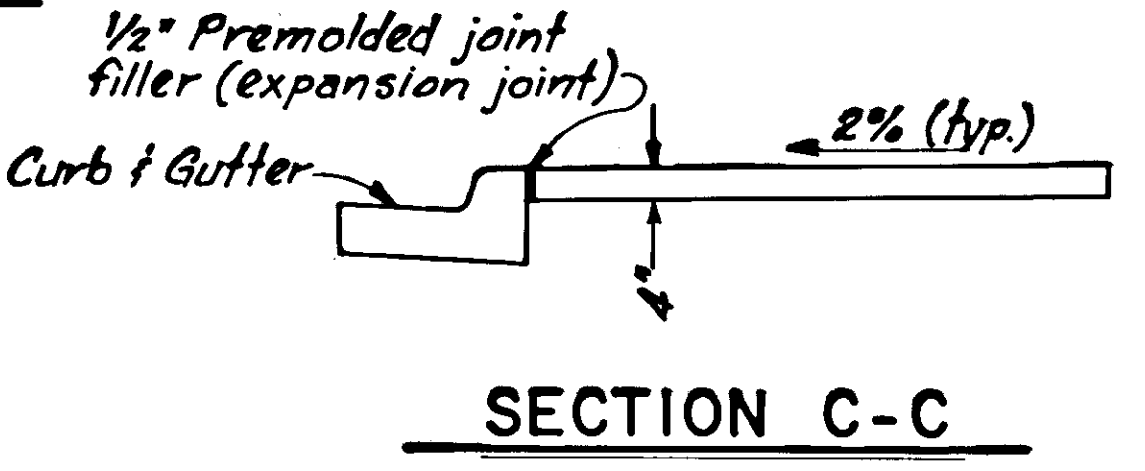
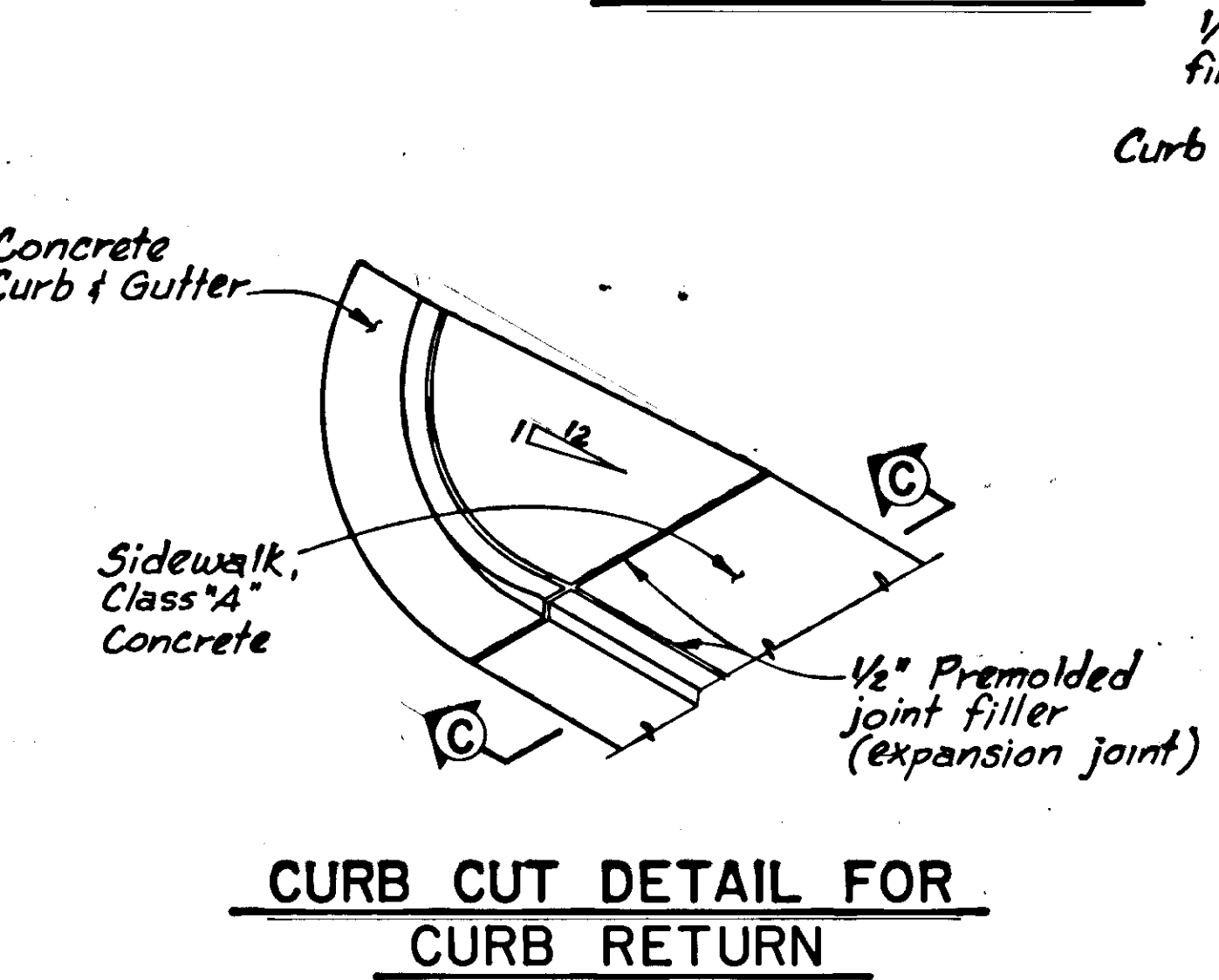
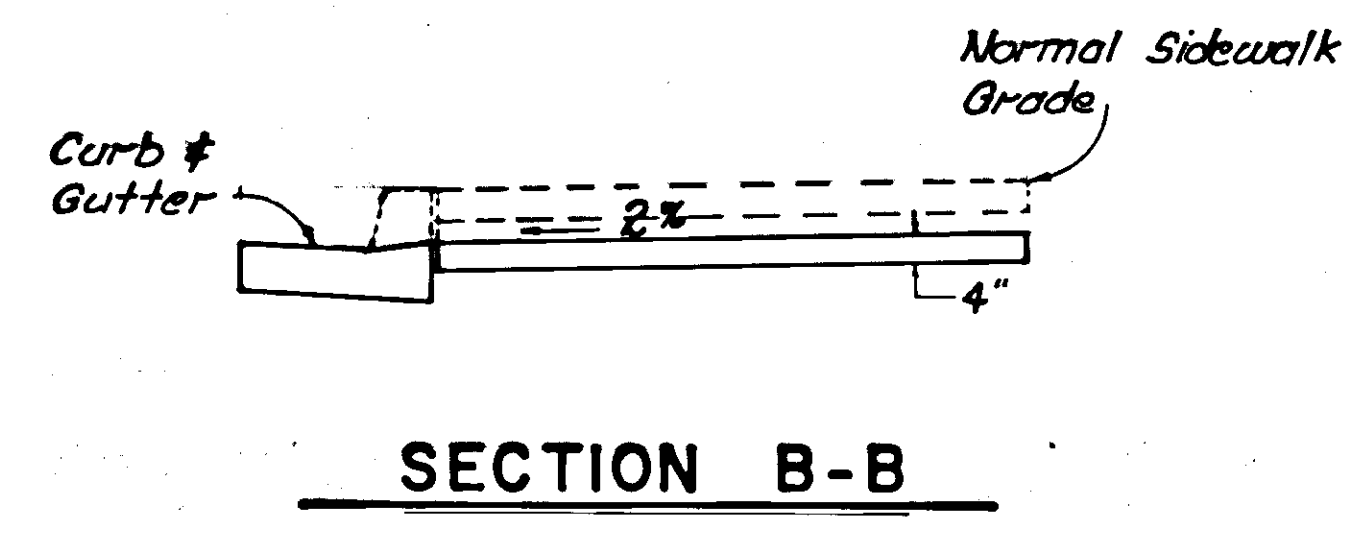
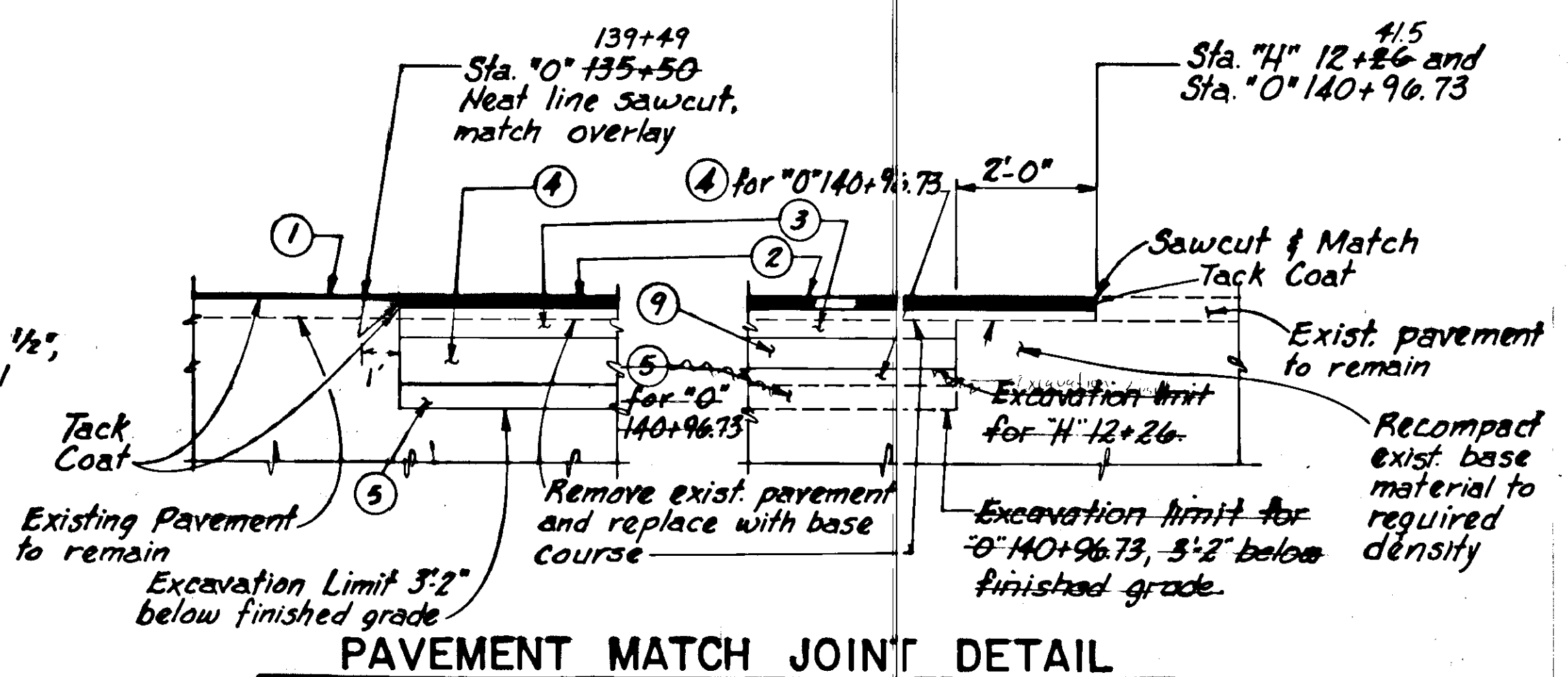
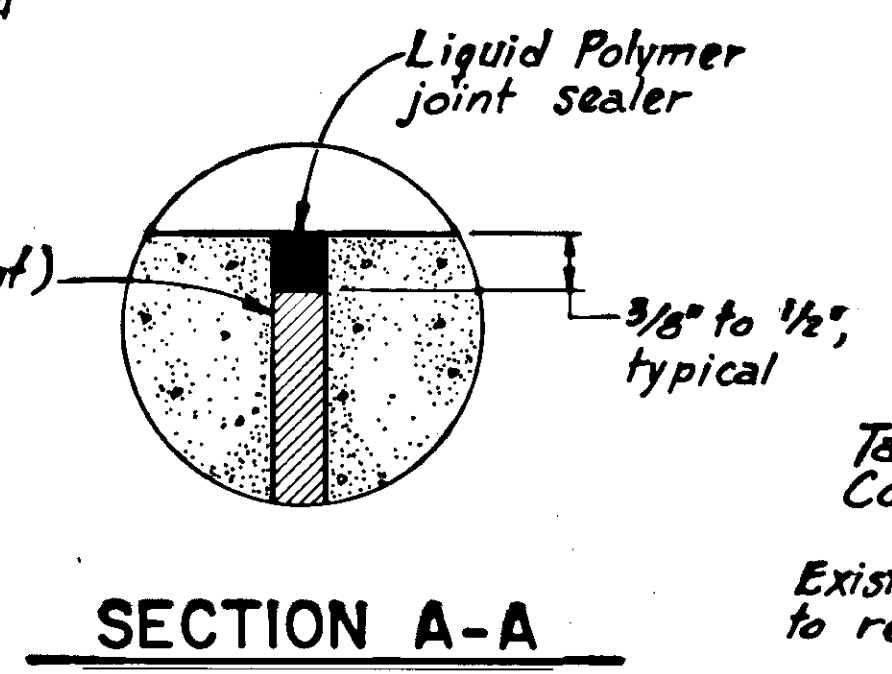
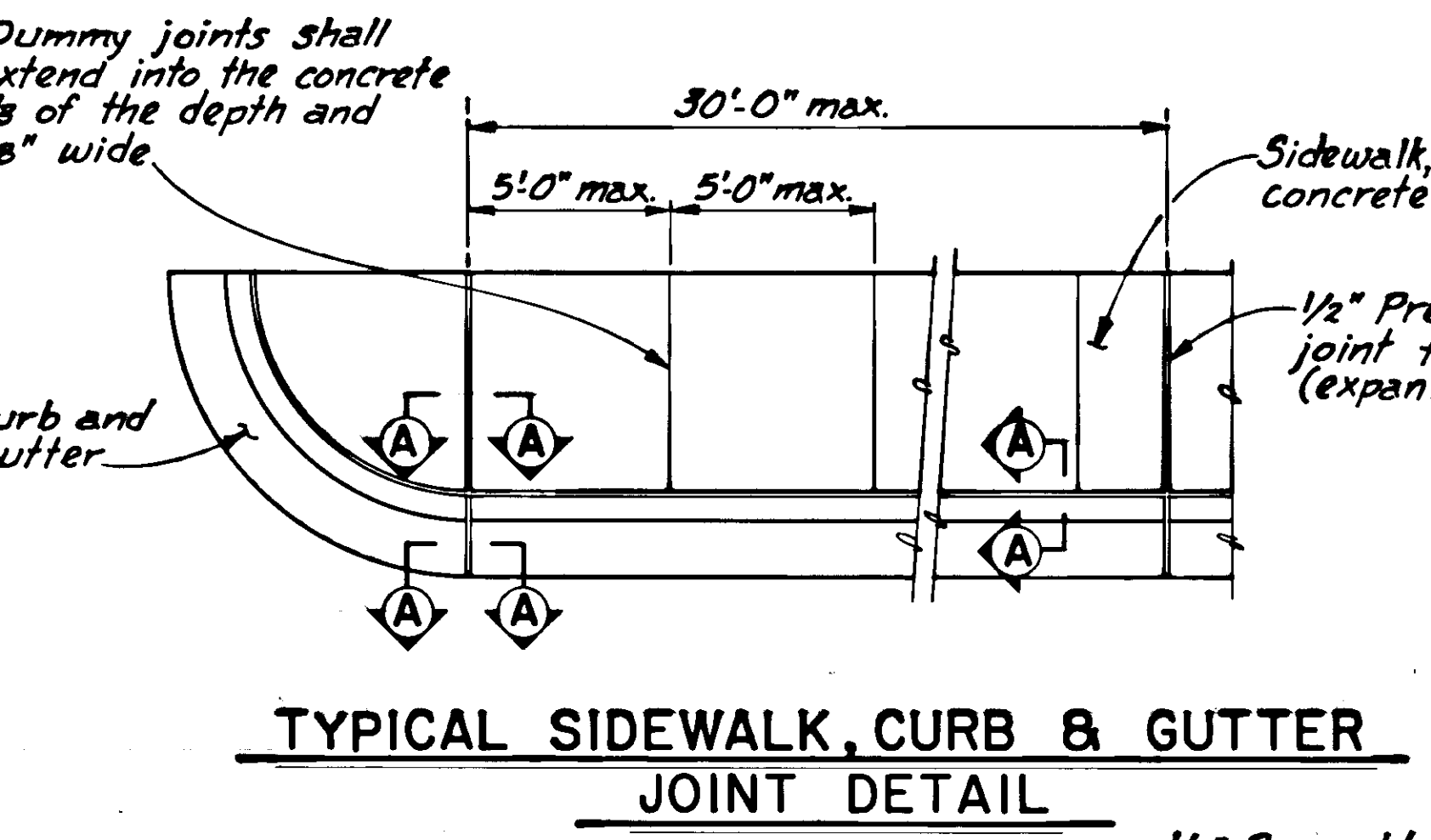


Traffic Control Plan
Roadway Work - Alternate No. 2

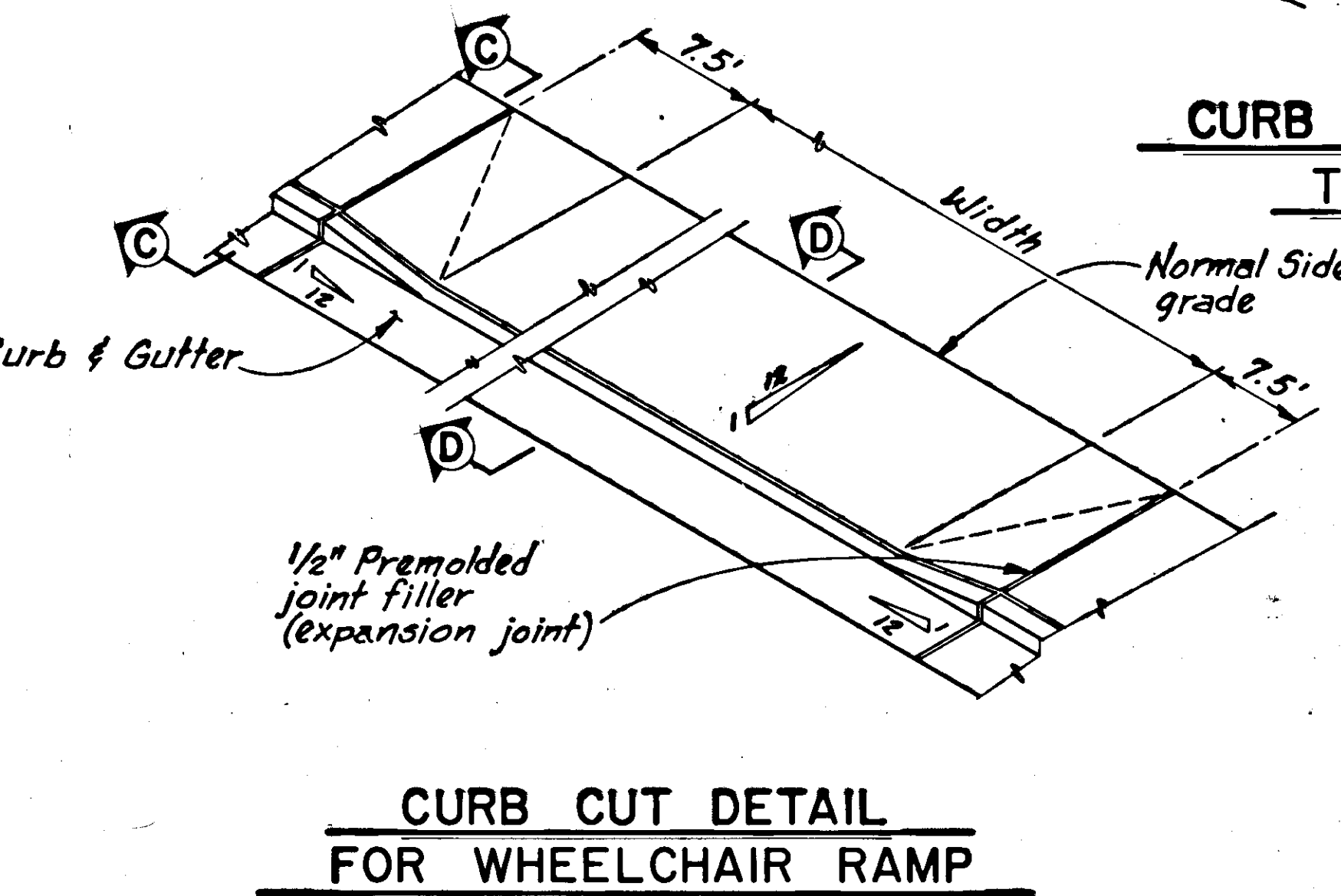


Traffic Control Plan
Work at Island

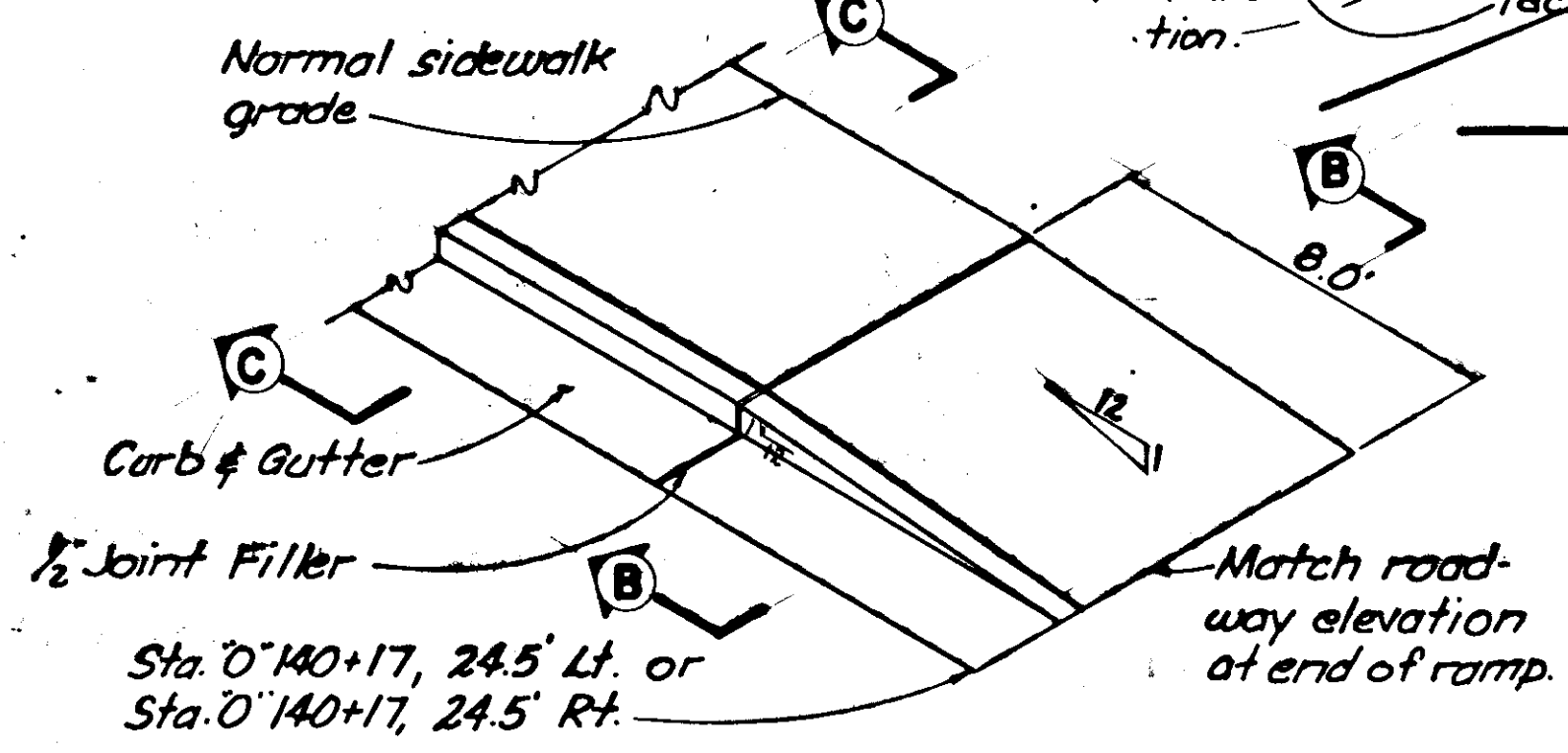
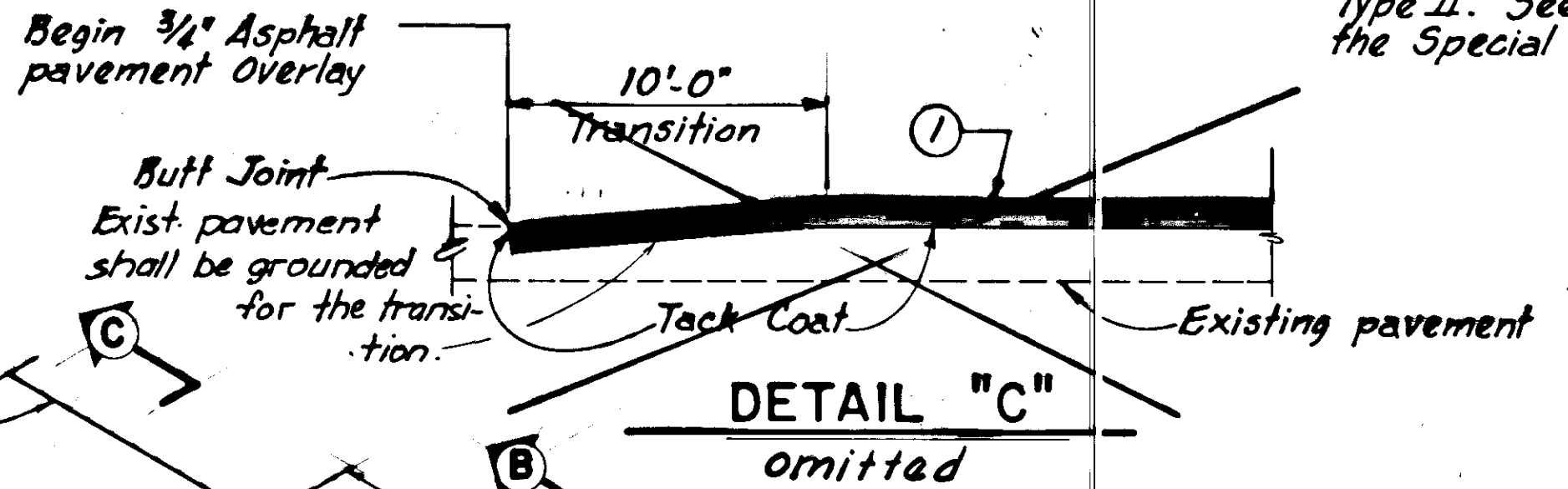
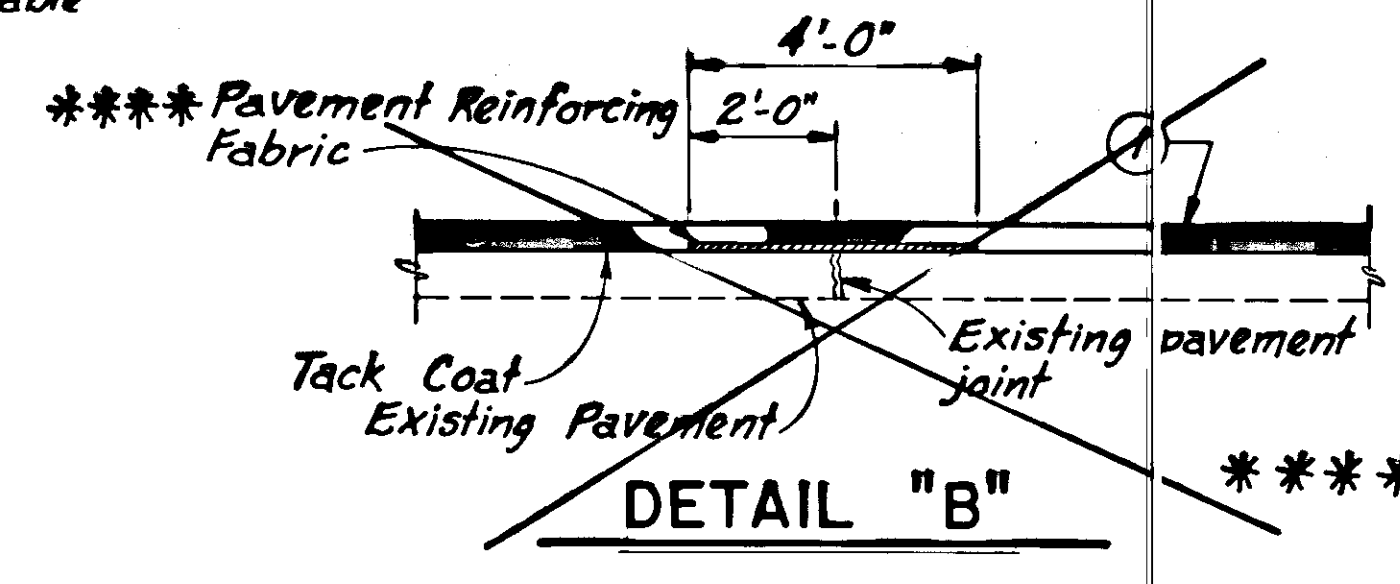
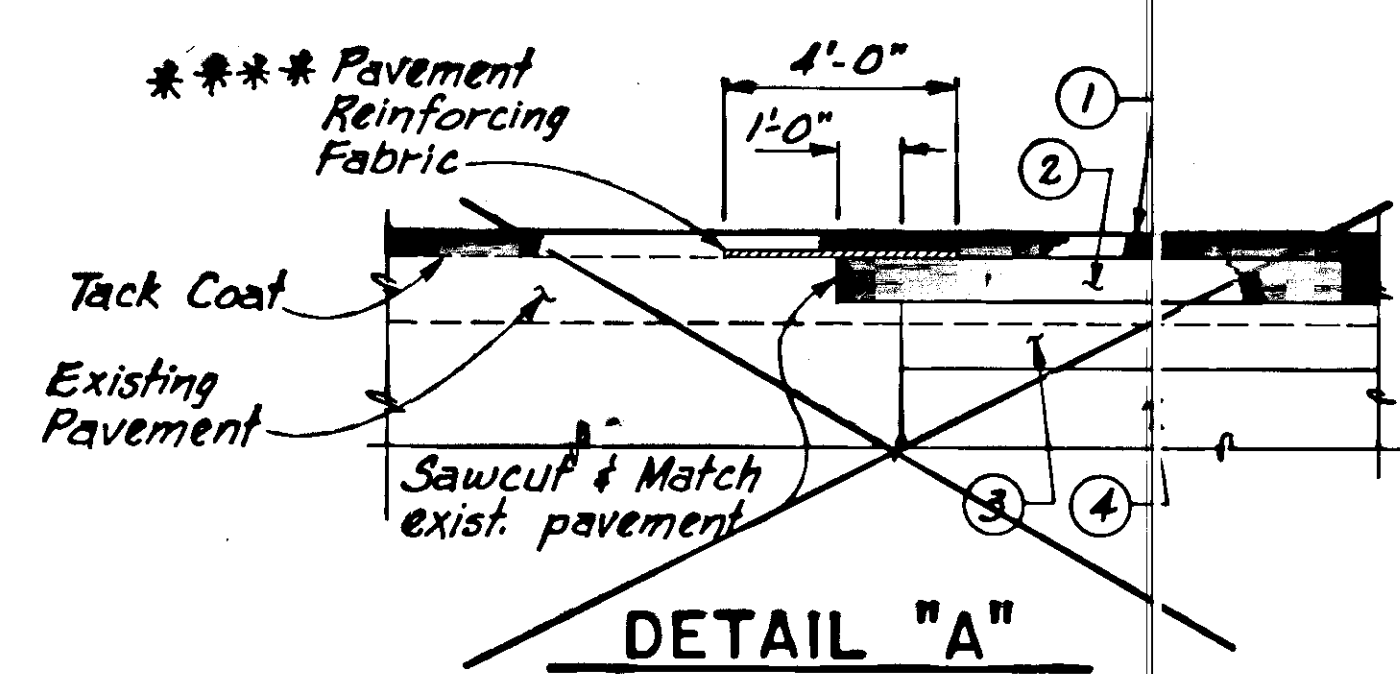
	DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
	JUNEAU ALASKA			
TRAFFIC CONTROL PLAN				
DESIGNED <u>j.a.</u>	CHECKED <u>w.l.t.</u>	DRAWN <u>b.w.b.</u>	DATE <u>July, '88</u>	
PROJECT NUMBER <u>BR-M-0955(04) / F-M-0955(6)</u>		SHEET <u>10a</u> OF <u>33</u>		



CURB AND GUTTER DETAIL TYPE STANDARD



CURB CUT DETAIL FOR WHEELCHAIR RAMP



SIDEWALK TRANSITION RAMP

SIDEWALK NOTES

1. Premolded expansion joint filler and polymer joint sealer shall be considered incidental to the pay item involved.
2. Curb and gutter expansion joints shall be at each end of the curb returns and immediately preceding and following all curb cuts. Thereafter, they shall be placed at 30'-0" maximum intervals except where shorter sections are needed for closure.
3. Sidewalk expansion joints shall be opposite expansion joints in adjoining curb and gutter. Dummy joints shall be equally spaced between expansion joints and not exceed 5'-0". Dummy joints shall extend into the concrete 1/3 of the depth and 1/8" wide.
4. Sidewalk, curb cuts, wheelchair ramps surface shall have a broom finish and constructed using class "A" concrete with minimum 28 day compressive strength of $f_c = 3,000$ p.s.i.

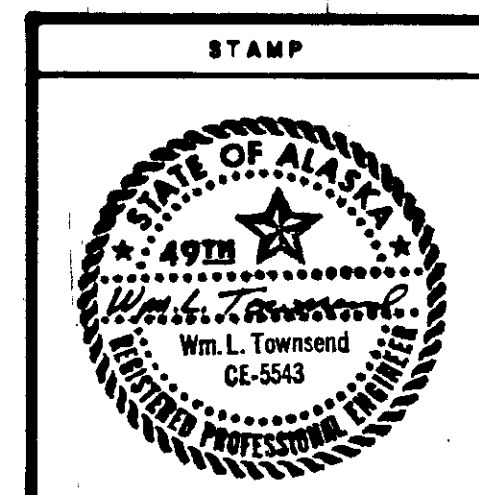
*** Reinforcing fabric shall be considered incidental to pay item 401 (1A), Asphalt Concrete, Type II. See Section 208 of the Special Provisions.

CURB CUT SUMMARY				
CENTERLINE STATION	OFFSET		WIDTH	REMARKS
	LEFT	RIGHT		
"0" 137+00		x	20.0'	Wheelchair Ramp
"0" 137+04	x		8.0'	"
"0" 136+83.5	x		*	Curb Return
"H" 10+71.5	x		*	"
***		46.6'	4.0'	Wheelchair ramp for the island.

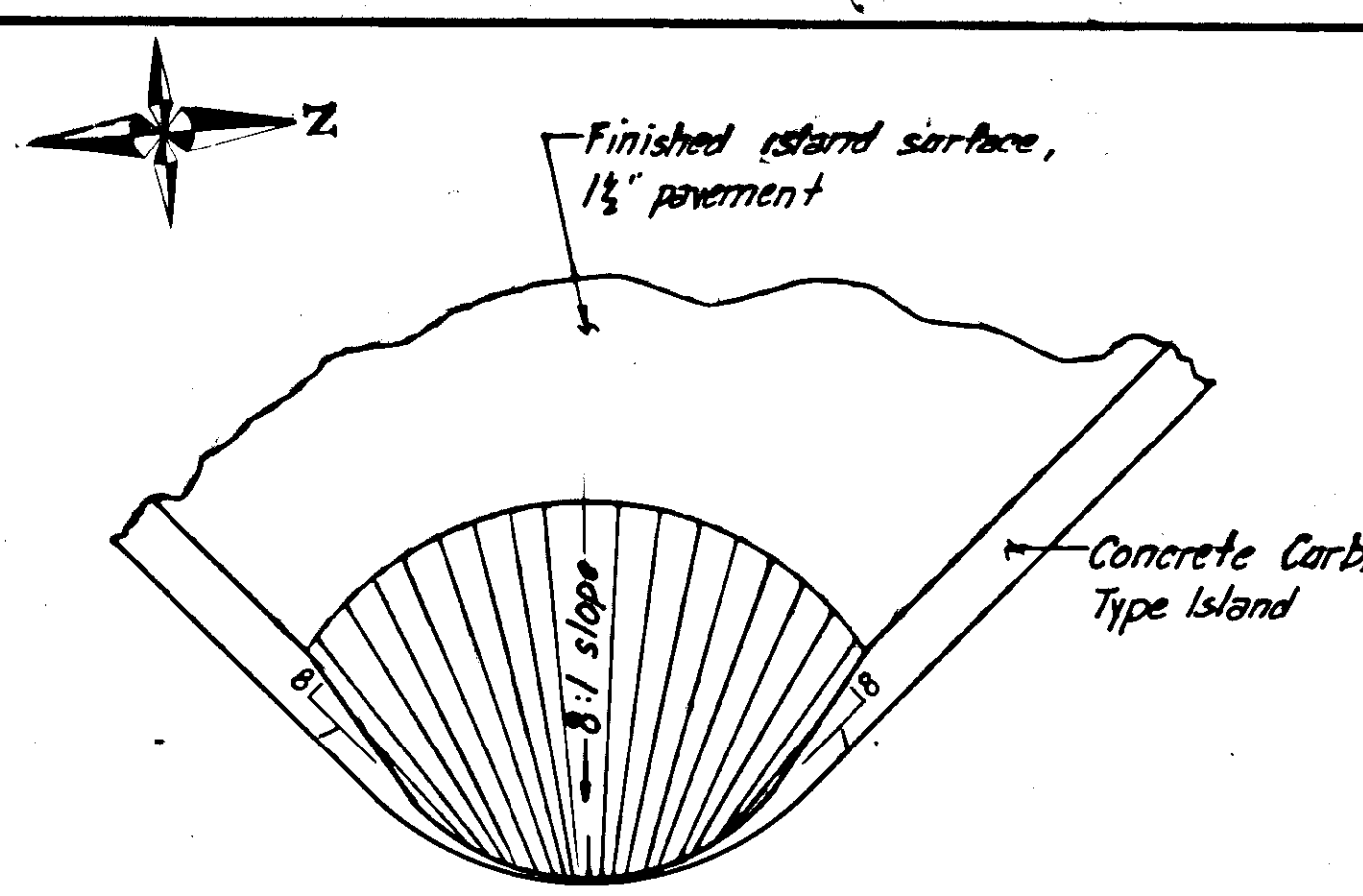
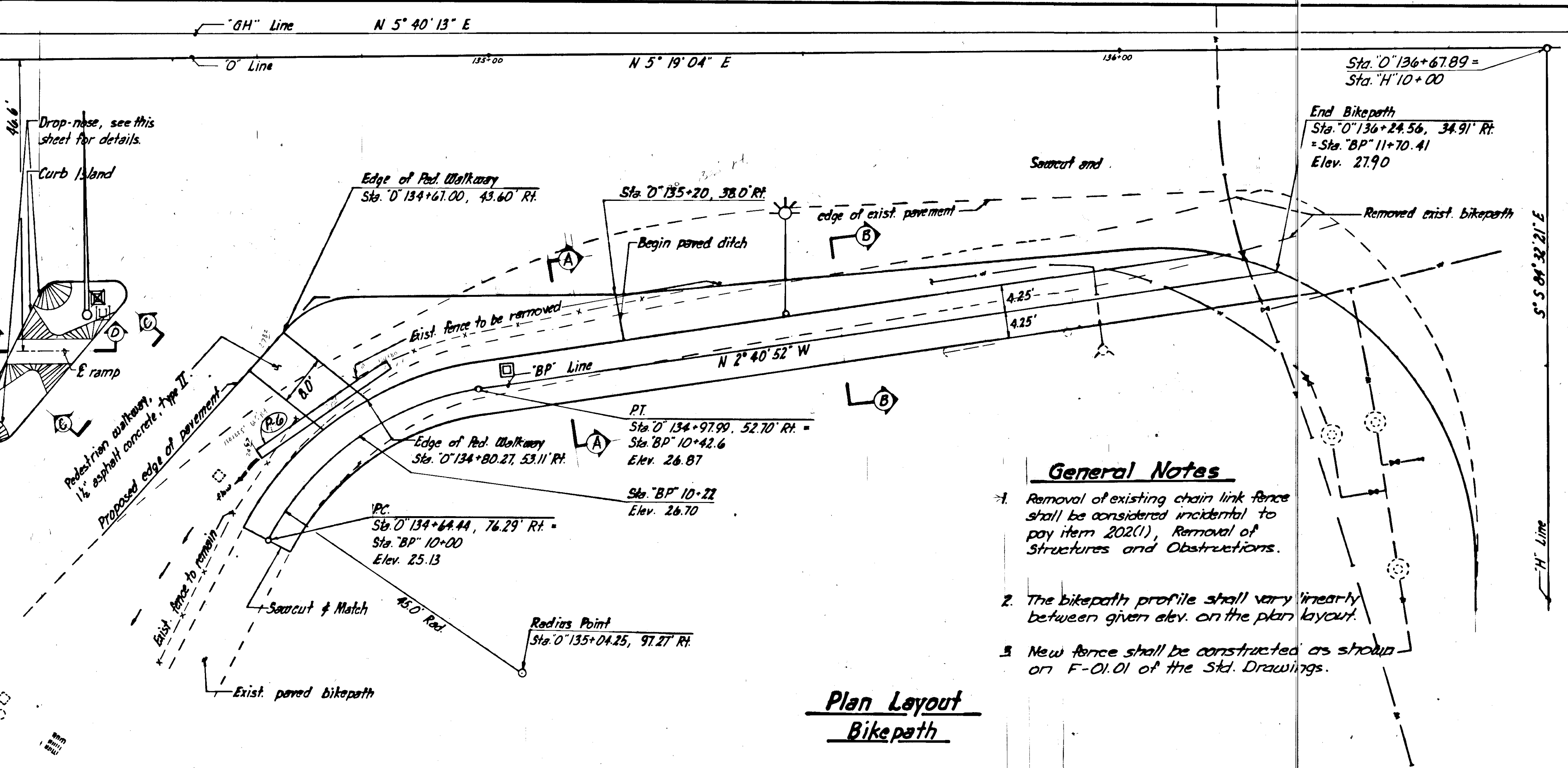
* See this sheet for detail "Curb Cut Detail for Curb Return."
 ** See sheet 12 for location and detail of ramp for Curb Island.

LABELING INDEX

- ① 3/4" Asphalt Concrete, Type III Overlay
- ② 2" Asphalt Concrete, Type II
- ③ 6" Crushed Aggregate Base Course
- ④ 18" Subbase, Grading "E"
- ⑤ Subbase, Grading "E" or Useable Unclassified Excavation
- ⑥ 12" Subbase, Grading "E"

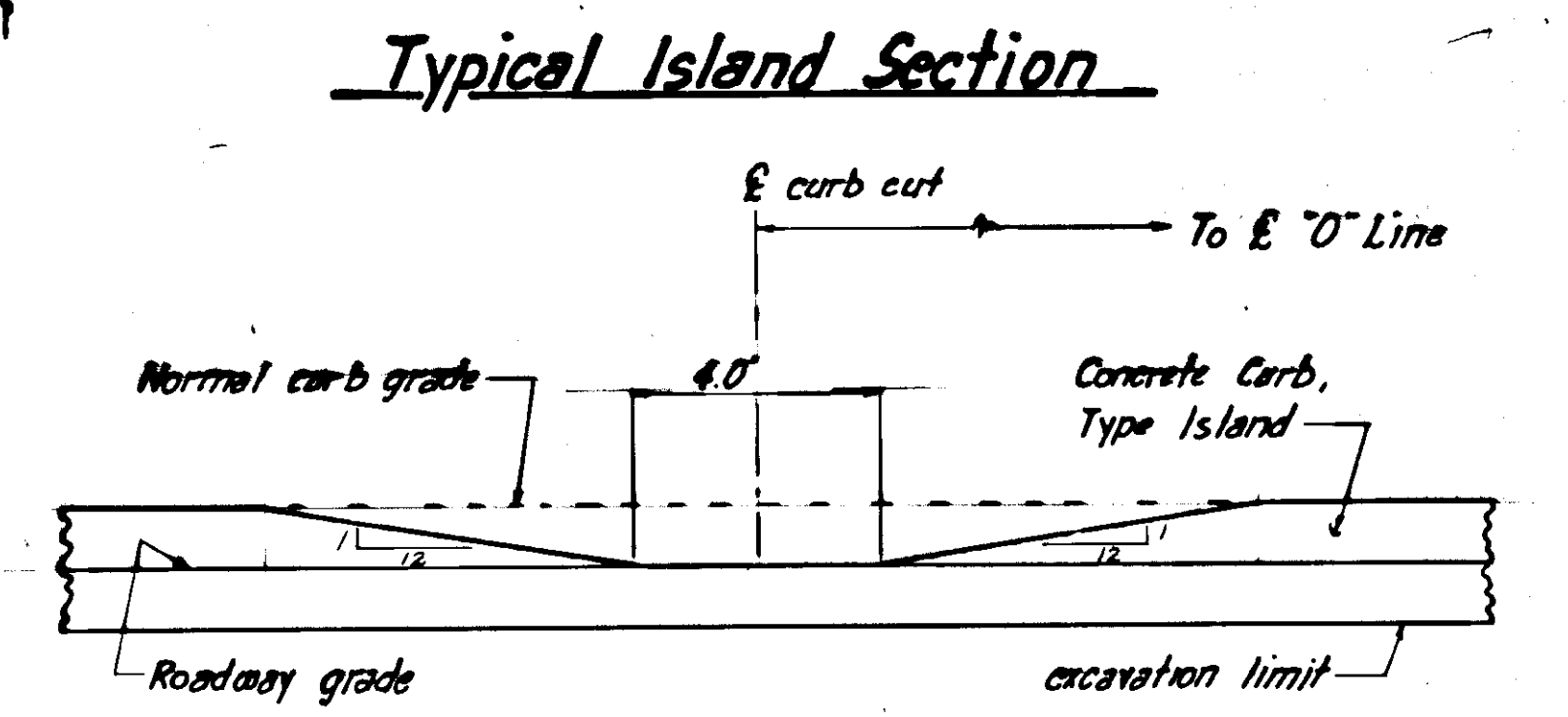
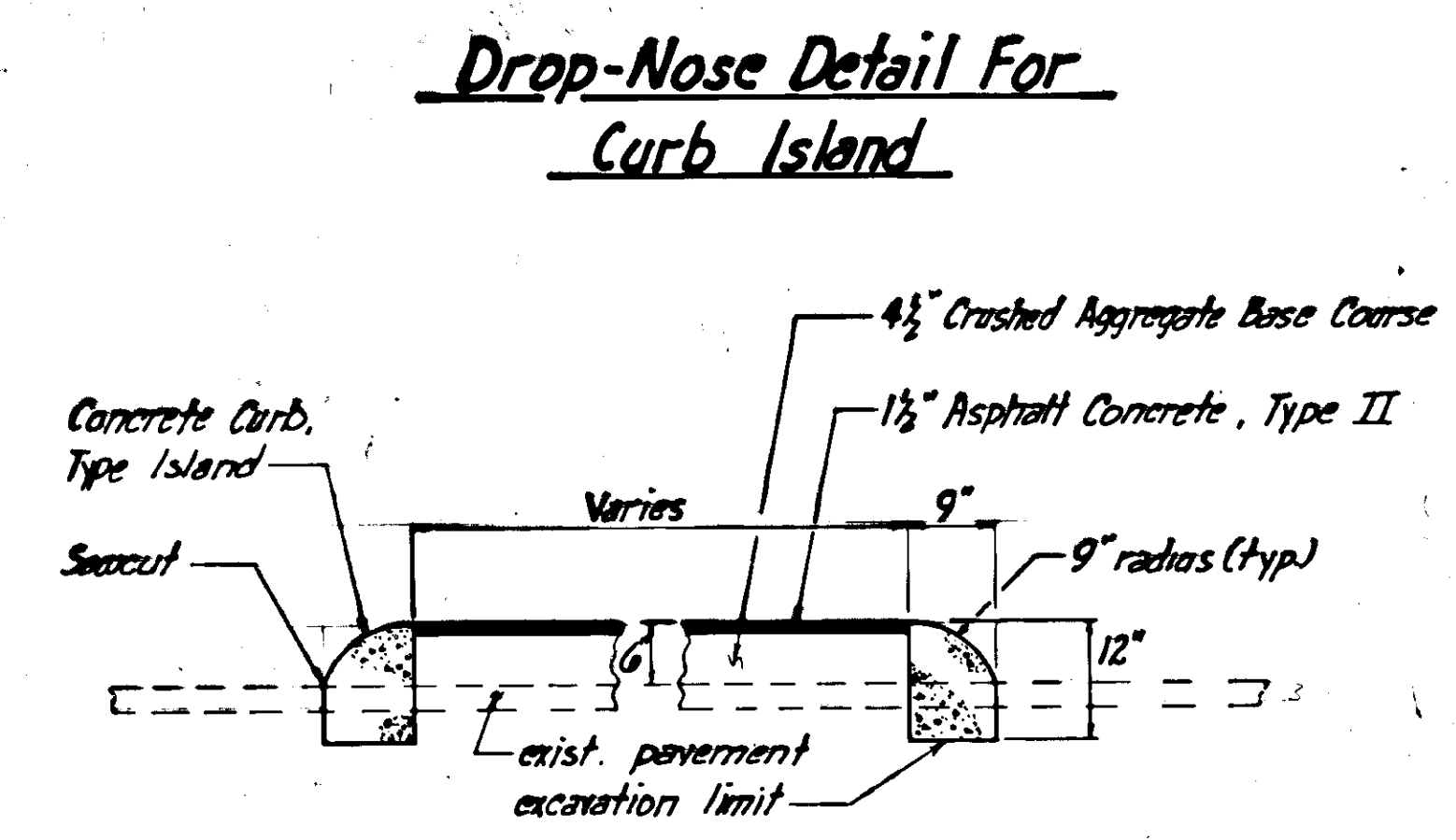


DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
STATE OF ALASKA			
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
JUNEAU			ALASKA
SIDEWALK AND MISCELLANEOUS DETAILS			
DESIGNED D.D.S.	CHECKED W.L.T.	DRAWN B.W.B.	DATE JULY '88
PROJECT NUMBER BR-M-0955(04)/F-M-0955(6)	SHEET 11	OF 33	

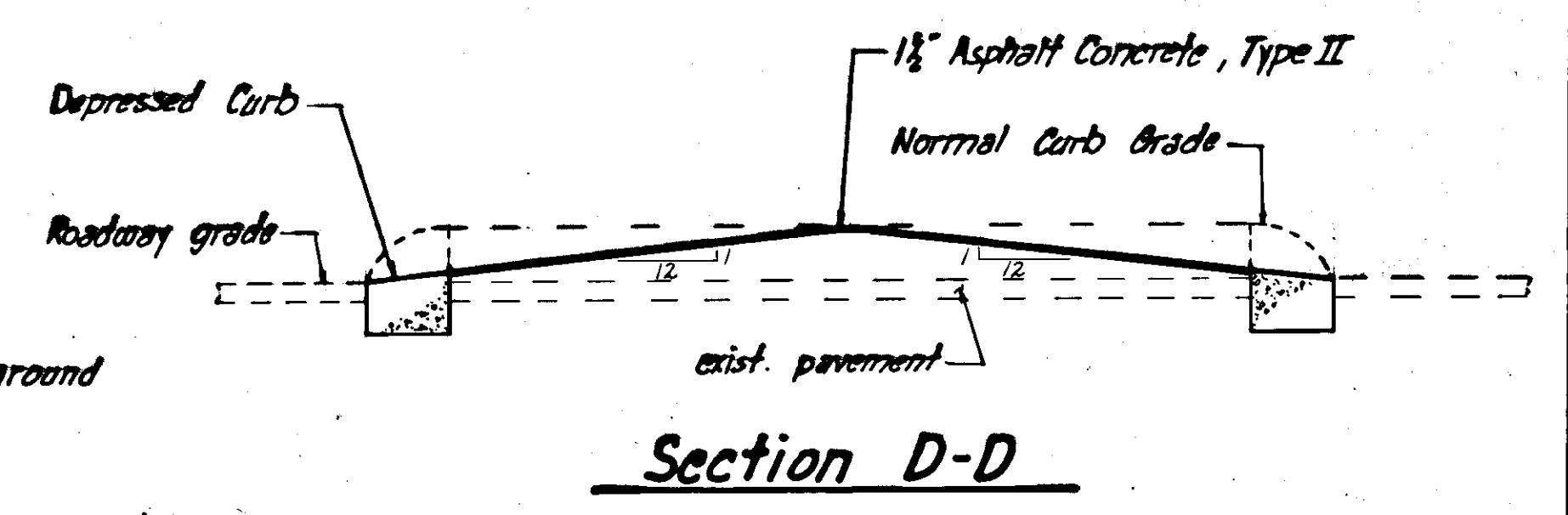
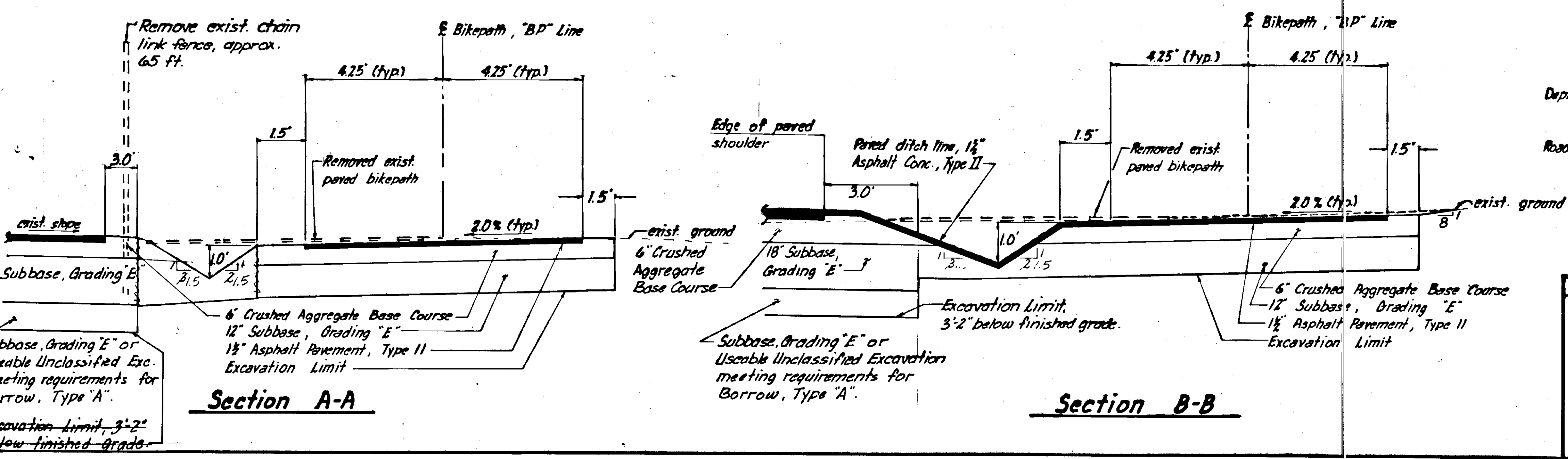


General Notes

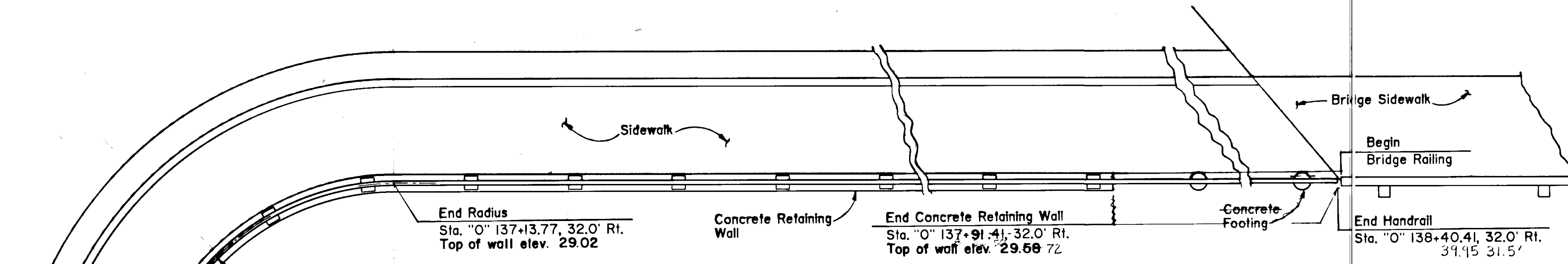
1. Removal of existing chain link fence shall be considered incidental to pay item 202(1), Removal of Structures and Obstructions.
2. The bikepath profile shall vary linearly between given elev. on the plan layout.
3. New fence shall be constructed as shown on F-01.01 of the Std. Drawings.



Plan Layout Bikepath



	DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
	JUNEAU ALASKA BIKEPATH LAYOUT AND CURB ISLAND DETAILS			
	DESIGNED <i>d.d.s.</i>	CHECKED <i>w.l.t.</i>	DRAWN <i>d.d.s.</i>	DATE <i>July '88</i>
PROJECT NUMBER <i>BR-M-0955(04)/F-M-0955(6)</i>		SHEET <i>12</i> OF <i>33</i>		



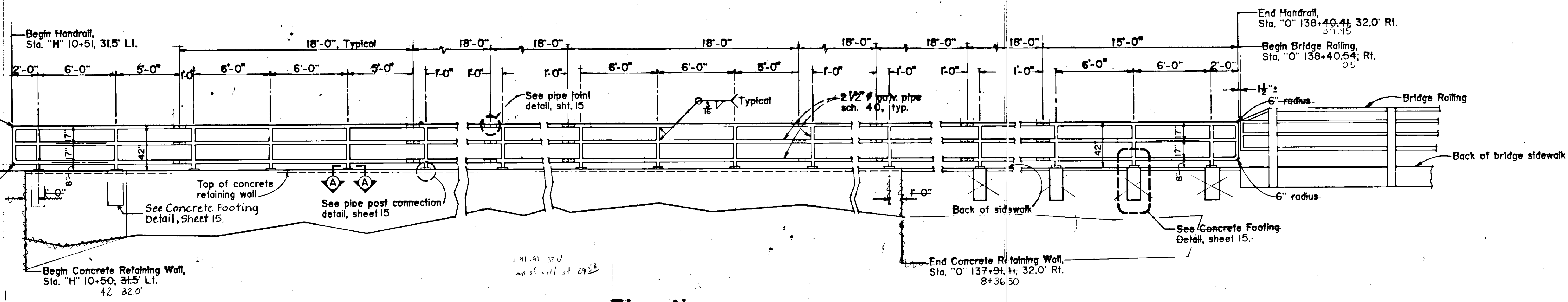
R = 14.5'
 T = 14.46'
 L = 22.74'
 $\Delta = 89^\circ 51' 25''$

PLAN

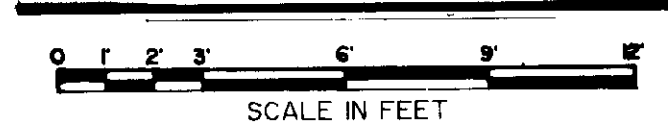


Railing Notes :

1. All railing, posts and other steel components shall be galvanized after fabrications.
2. Post shall be shimmed to a plumb position.
3. Stationing offsets are to the center of pipe railing or center of retaining wall.
4. Railing and posts shall be A53, grade B, Type E or S, schedule 40 pipe.
5. Anchor bolts shall be A-325.
6. Anchor plates shall be A-36.
7. Class W concrete is incidental to item 625 (I).



Elevation

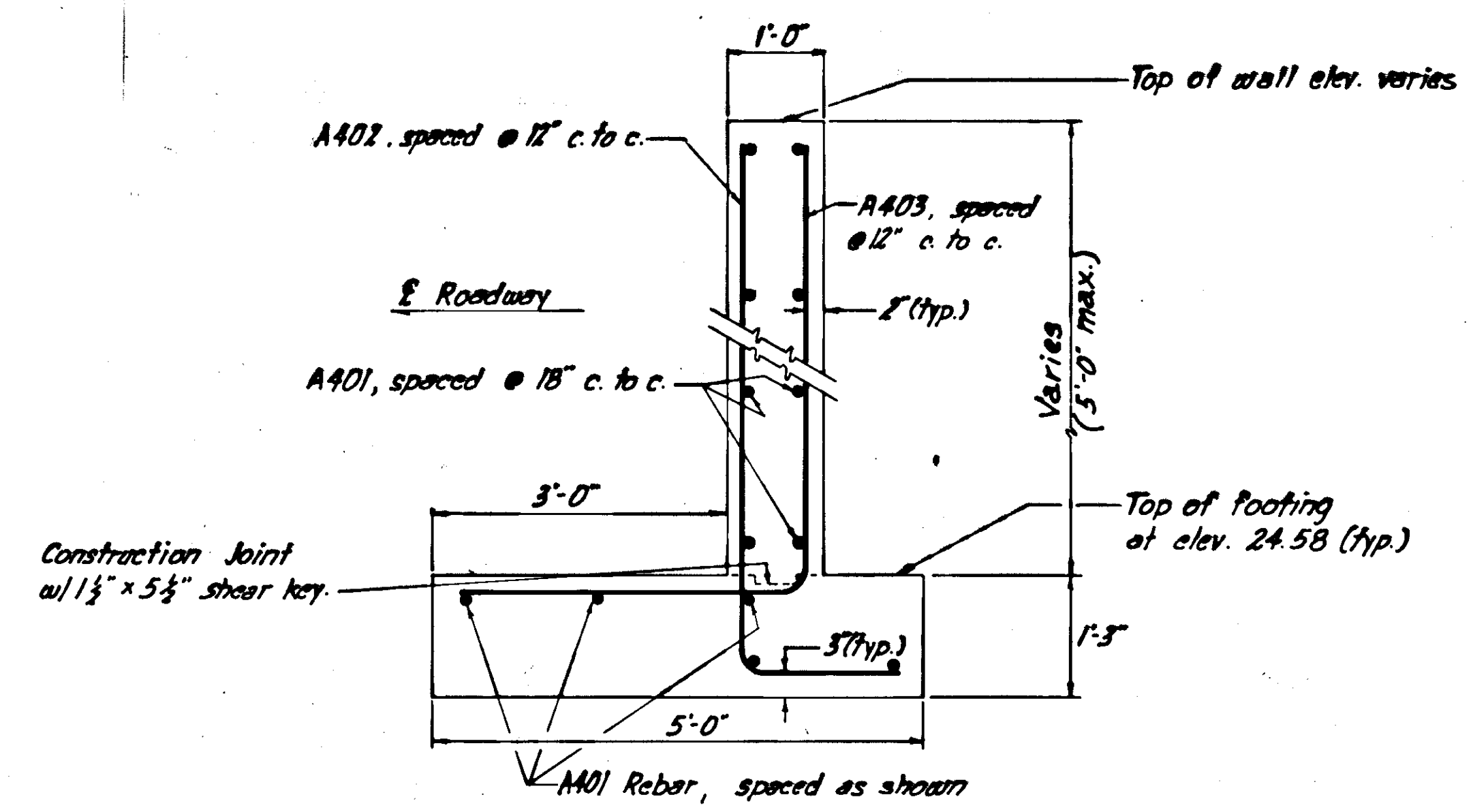
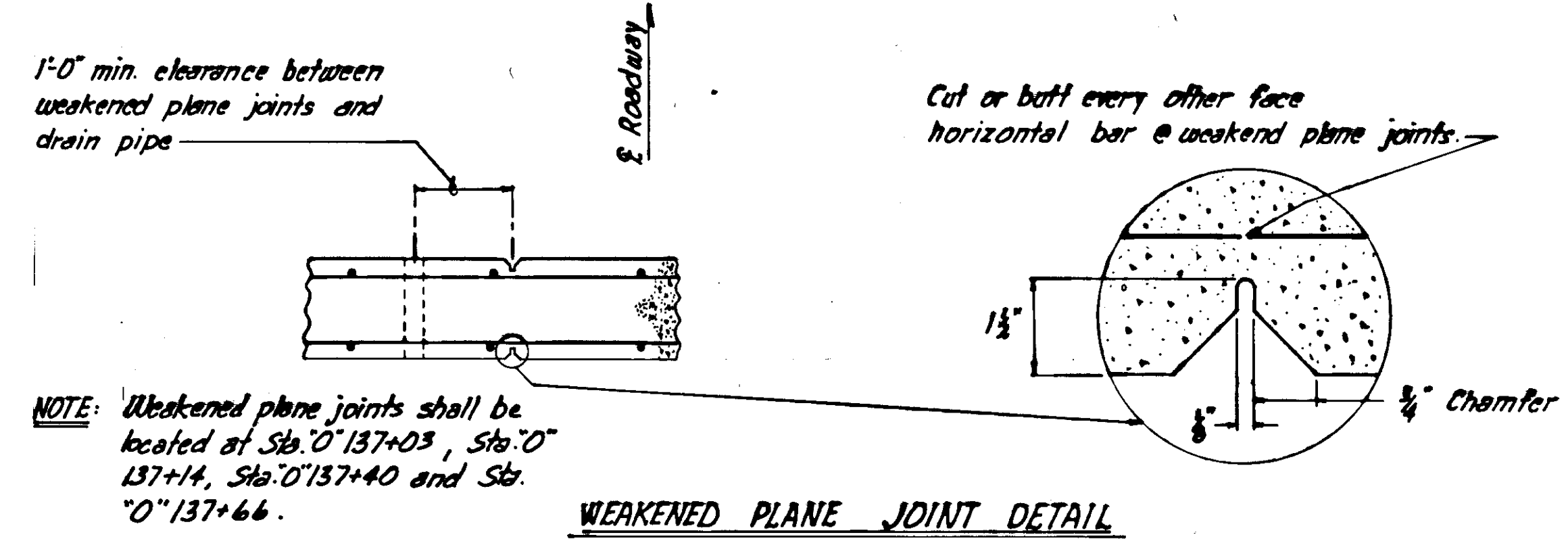


	DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
	JUNEAU ALASKA PIPE HANDRAIL AND RETAINING WALL LAYOUT			
DESIGNED <u>W.L.T.</u>	CHECKED <u>D.D.S.</u>	DRAWN <u>B.B.</u>	DATE <u>JULY '88</u>	
PROJECT NUMBER <u>BR-M-0955(04)/F-M-09556</u>		SHEET <u>14</u> OF <u>33</u>		

REINFORCING STEEL (one wall)				
STA. "H" 10+50, Lt. TO STA. "O" 137+50, Rt.				BENDING DIAGRAM
MARK	SIZE	NO.	LENGTH	TYPE
A401*	4	13	103'-8"	
A402	4	105	7'-5"	Bent
A403	4	105	8'-8"	Bent

ESTIMATE OF QUANTITIES FOR RETAINING WALL			
44.32 STATION	138+36.50	CONCRETE	REBAR
Sta. "H" 10+50, 31.5 Lt. to Sta. "O" 137+91.41, 32 Rt.		63.2 cu. yd.	2803#030 lbs.
(total length of wall is 704'-0") 141'-0"			

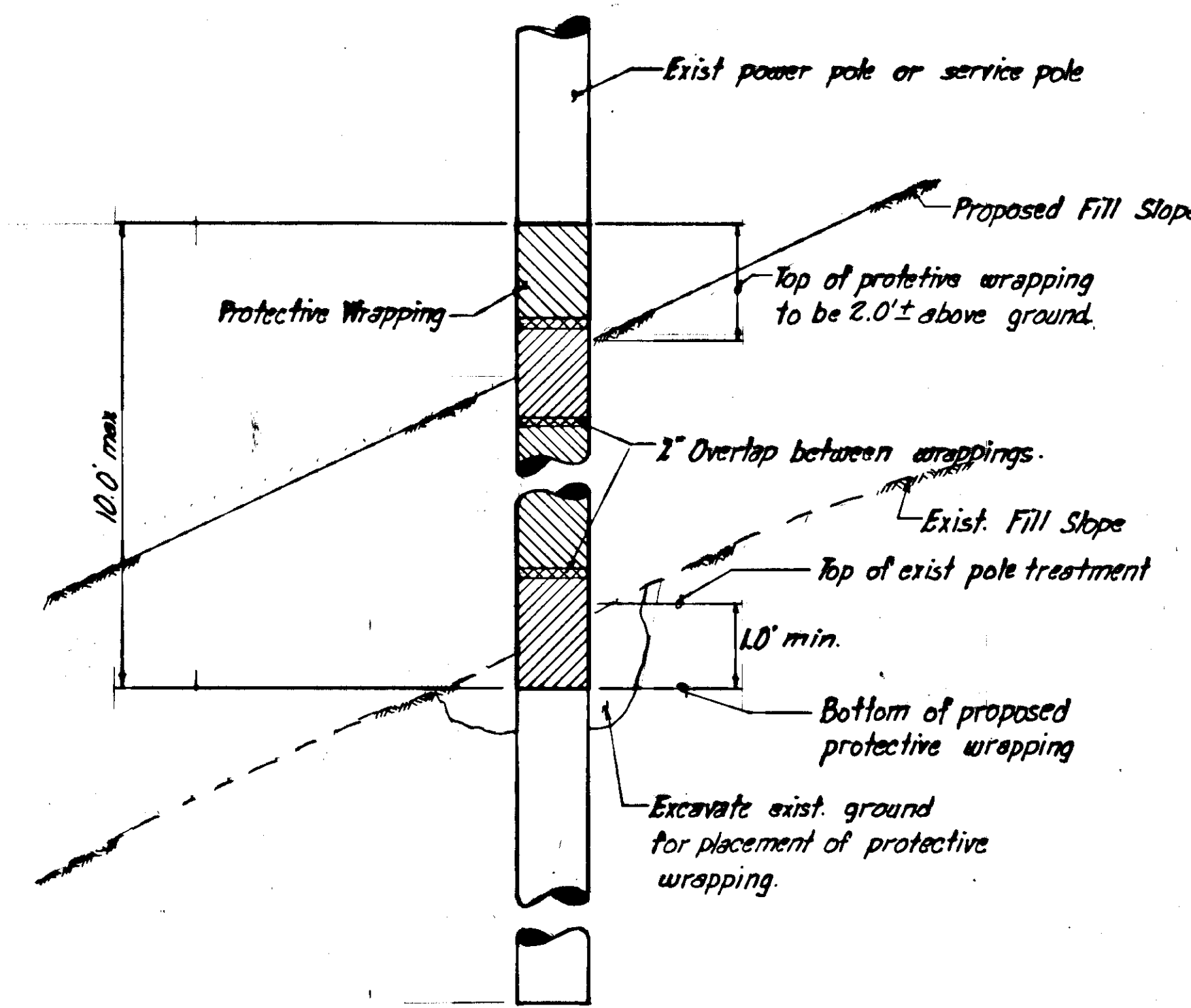
* Length shown does not include lap splices, if lap splices are used the min. length is 1'-4". Rebar length is measured along the centerline of the wall.



APPROX. WALL OFFSET

RETAINING WALL NOTES

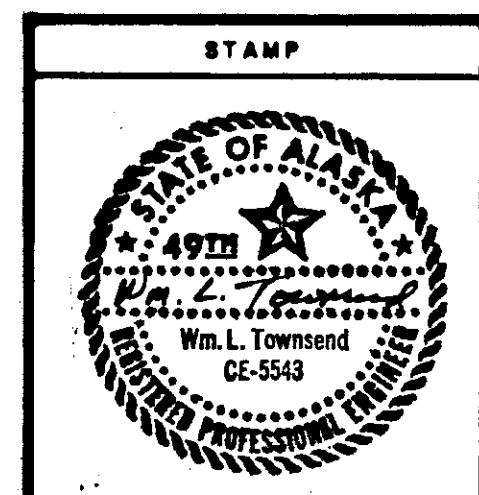
- Specifications:
 - Design - AASHTO Standard Specifications for Highway Bridges, 1983 Edition with the latest interim Specifications.
 - Live Load - 2' Surcharge
 - Dead Load - Earth Weight = 120 lbs. per cu. ft.
 - Equivalent Fluid Pressure = 40 lbs. per cu. ft.
- Design Unit Stresses:
 - Cast-in-Place Concrete: Class A $f'_c = 3,000$ p.s.i.
 - $f_y = 60,000$ p.s.i.
 - Foundation Pressure: 0.7 ton per sq. ft. @ toe
 - 0.0 ton per sq. ft. @ heel
- All cast-in-place concrete shall be Class A. All reinforcing steel shall be ASTM A615, Grade 60.
- Two (2) inch thick expanded polyethylene shall be used as a spacer if retaining wall footing comes in contact with existing lift station.
- Retaining wall shall be paid for under pay items 501(1), Class "A" Concrete and 503(1), Reinforcing Steel.



POLE PROTECTION DETAIL

POLE PROTECTION NOTES

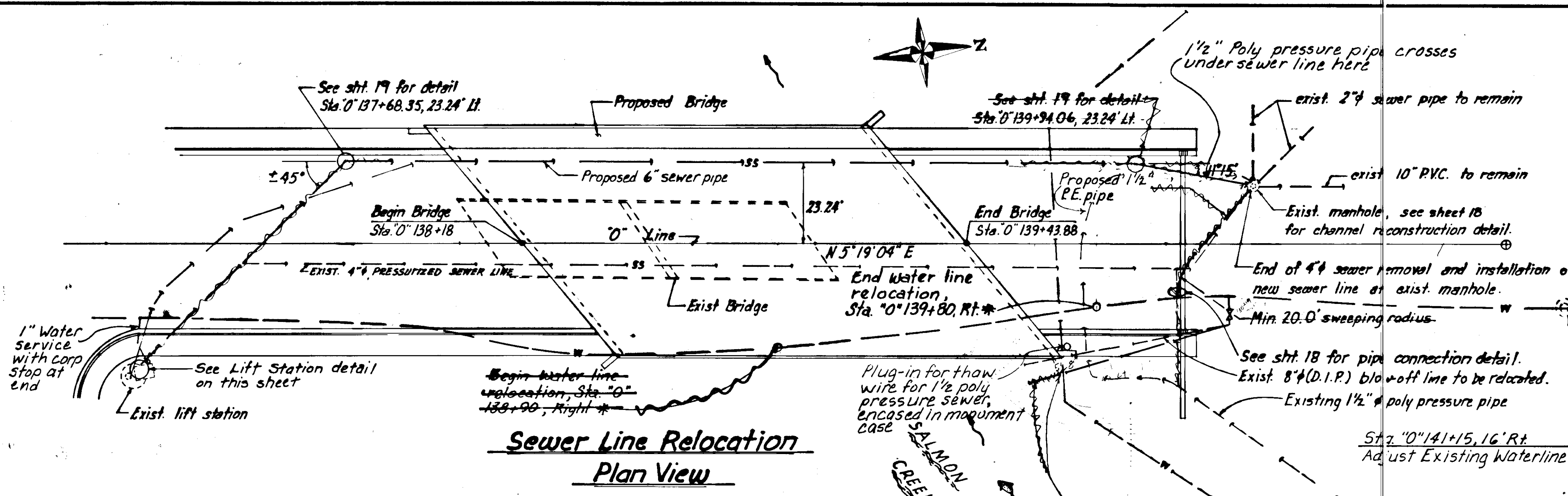
- Apply protective wrapping to exist. wooden poles located at Sta. "O" 136+89, 37.0 Lt., Sta. "O" 137+31, 40.0 Lt., Sta. "O" 141+46, 32.5 Rt.
- Protective wrapping shall be secured tight around the pole as recommended by the manufacturer.
- Treatment of existing poles shall be considered incidental to pay item 304(1) Subbase, Grading "E".
- Existing identification buttons on the three protected poles shall be raised in the increments of 12 inches to approx. 36 inches above the proposed ground.
- The Contractor shall provide a permanent aluminum tag next to the pole button stating how many feet the pole button was raised above the original location.
- Relocating the pole buttons and providing permanent aluminum tags shall be considered incidental to pay item 304(1) Subbase, Grading "E".
- "Cu Nap Wrap" supplied by Tenino Wood Preservatives, Inc., Seattle, Washington may be used for the protective wrapping. Other products may be used if approved by Alaska Electric Light & Power.



DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
STATE OF ALASKA			
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
JUNEAU	RETAINING WALL		ALASKA
8			
MISCELLANEOUS DETAILS			
DESIGNED <i>w.l.t.</i>	CHECKED <i>d.d.s.</i>	DRAWN <i>d.d.s.</i>	DATE <i>July '88</i>
PROJECT NUMBER <i>BR-M-0955(04)/FM-0955(6)</i>		SHEET <i>16</i> OF <i>33</i>	

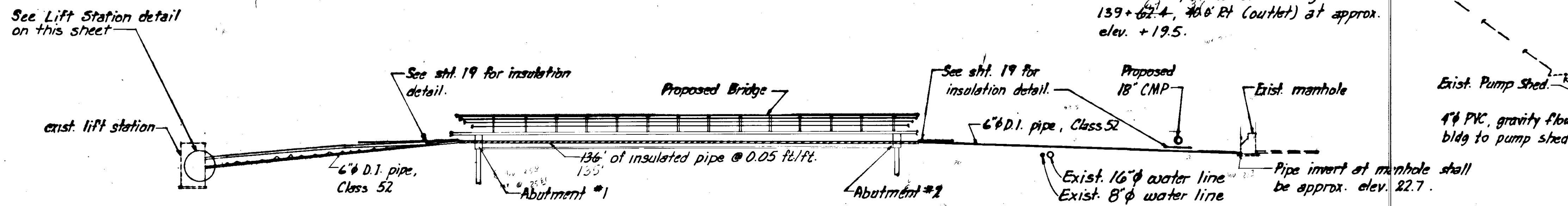
General Notes

1. Sewer pipes shall conform to Section 626 and water pipes shall conform to Section 628 of the Specification.
2. Temporary sewer service between exist. lift station (0'137+07.4, 37.7 Rt.) and manhole (0'140+25.4, 16.4 Lt.) shall be provided until new sewer line is completed & functional.
3. Pipes used for the temporary sewer service shall be leak free. Sewer pipe crossing the stream shall be above water. Pipe lying in water will not be allowed.
4. The Contractor shall submit a plan for providing a temporary sewer service for the Engineer's approval and the City & Borough of Juneau approval.
5. ~~Water service can be interrupted for a maximum of 24 hours. The City & Borough of Juneau water department shall be notified 24 hrs. prior to any interruption and announced in the local radio stations and local newspaper.~~
6. ~~A plan for providing temporary water service during the relocation of exist. 16" water line shall be submitted for the Engineer's approval and the City & Borough of Juneau.~~
7. Waterline relocation must comply with projects ADF & waterbody permit.

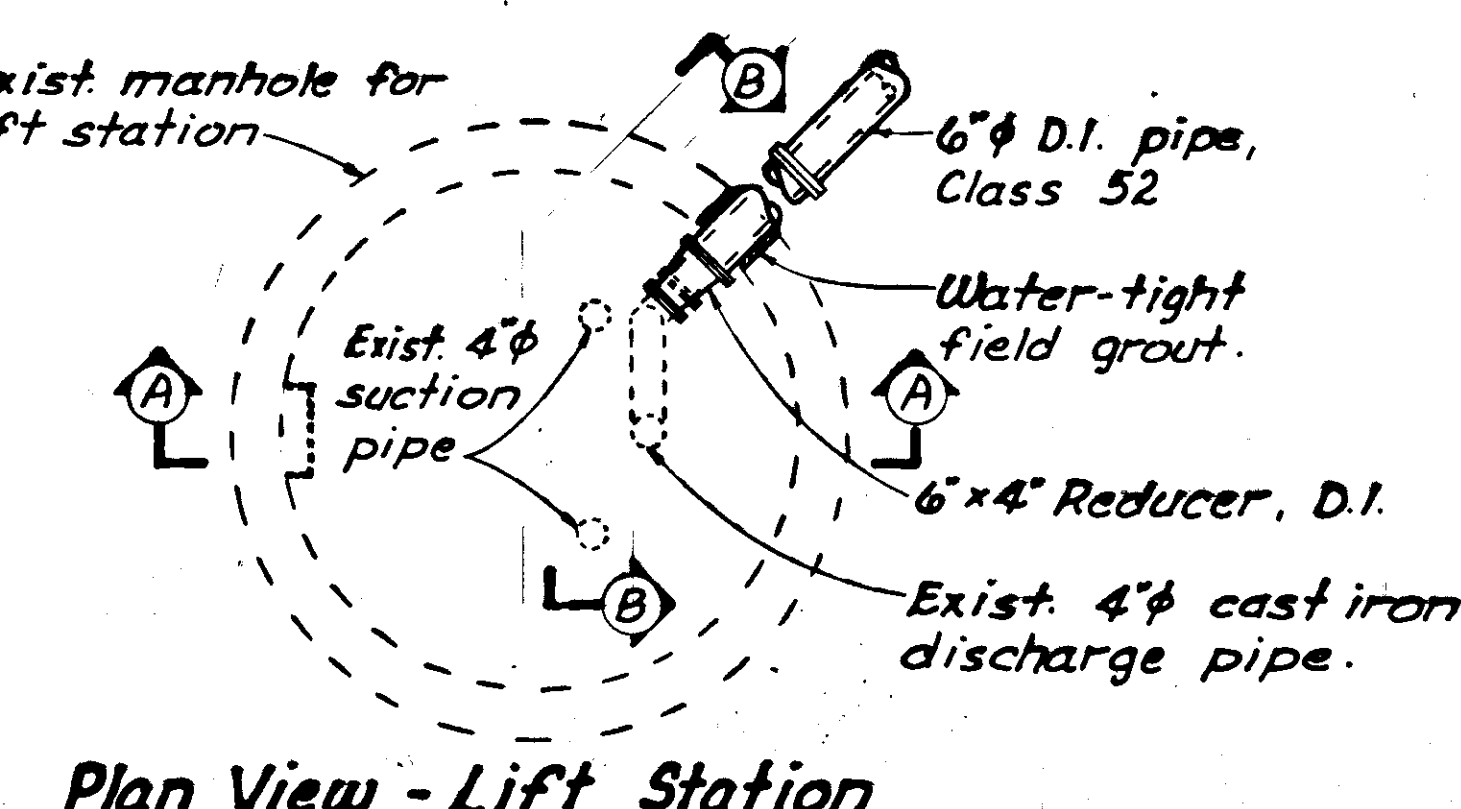


* Stations are only approximate, can be adjusted to better fit field conditions.

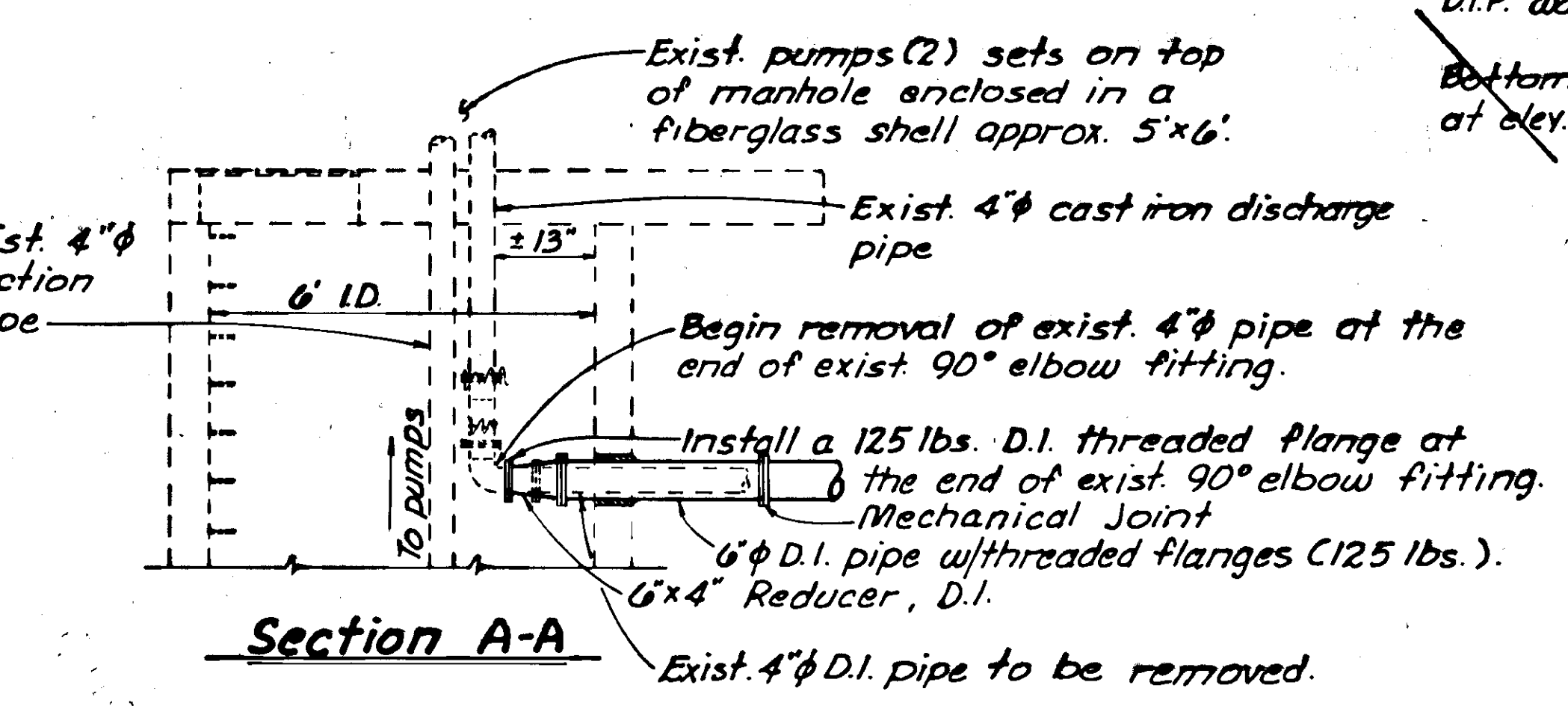
New location of exist. blow-off pipe. Relocation shall begin at exist. water valve (shall remain in place) located at Sta. 0'140+19, 20.0 Rt. and ending at Sta. 0'139+62.4, 16.8 Rt (outlet) at approx. elev. +19.5.



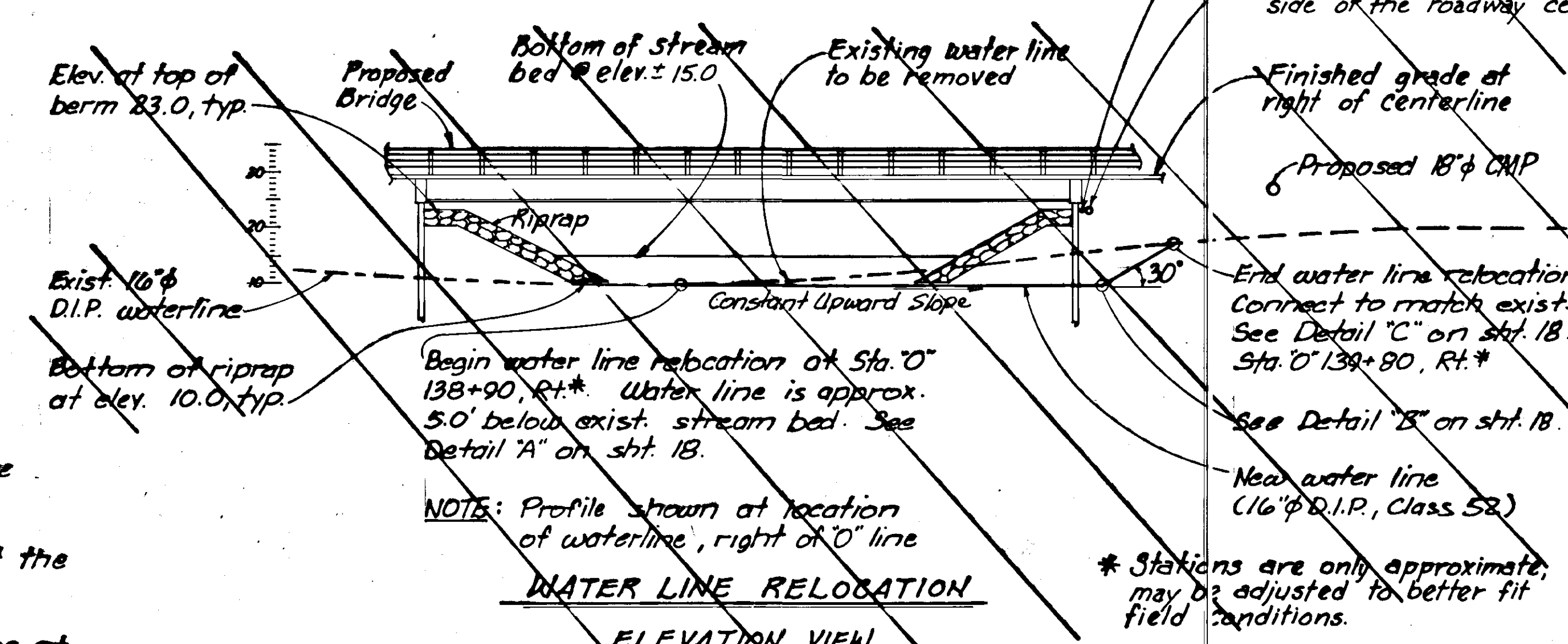
Sewer Line Relocation Elevation View



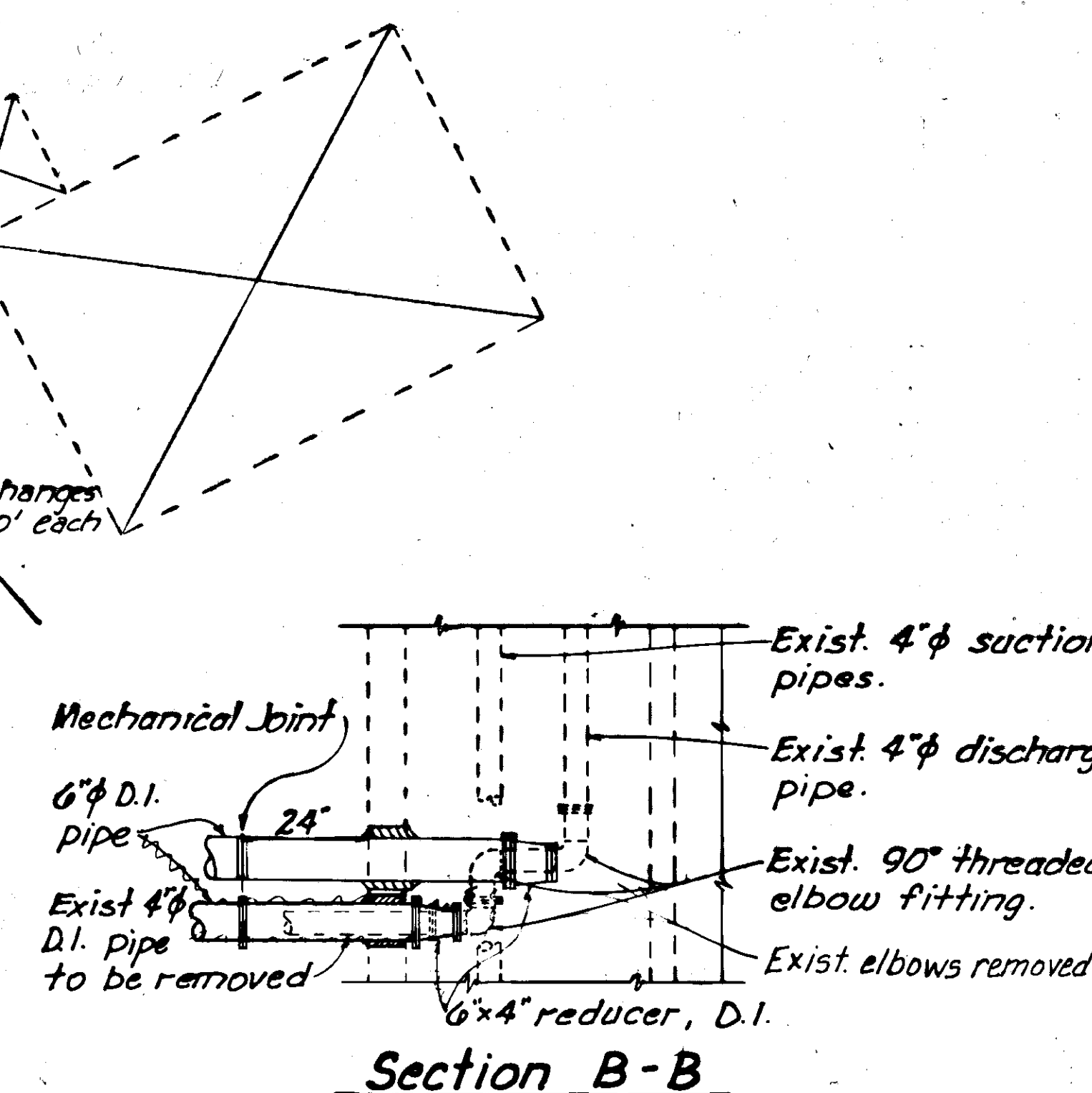
Plan View - Lift Station



Section A-A



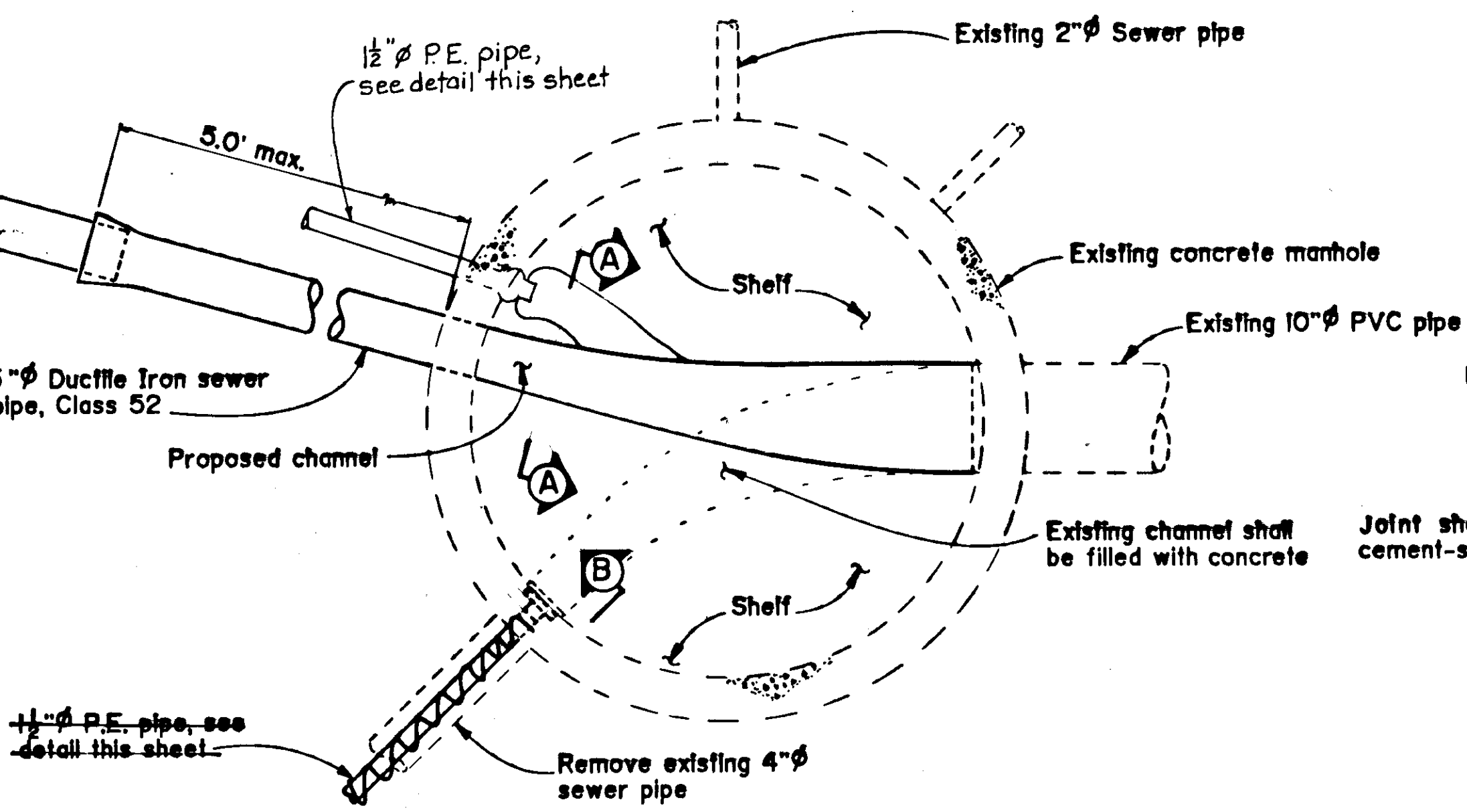
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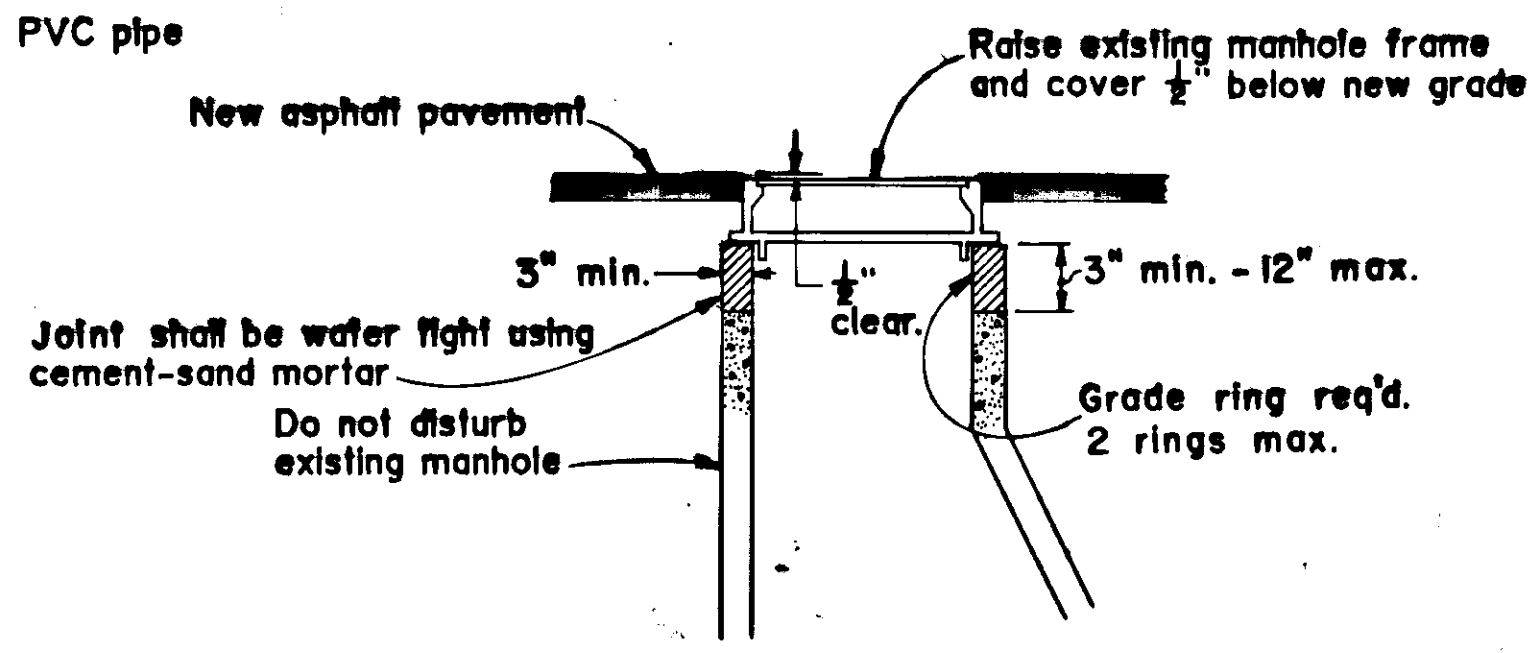
STAMP	DO NOT SCALE THIS DRAWING - USE DIMENSIONS		
	STATE OF ALASKA		
	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES		
JUNEAU			ALASKA
SEWER AND WATER RELOCATION LAYOUT			
DESIGNED dds.	CHECKED WLT.	DRAWN dds.	DATE July '08
PROJECT NUMBER BR-M-0955(04)/F-M-0955(6)	SHEET 17		OF 33

General Notes

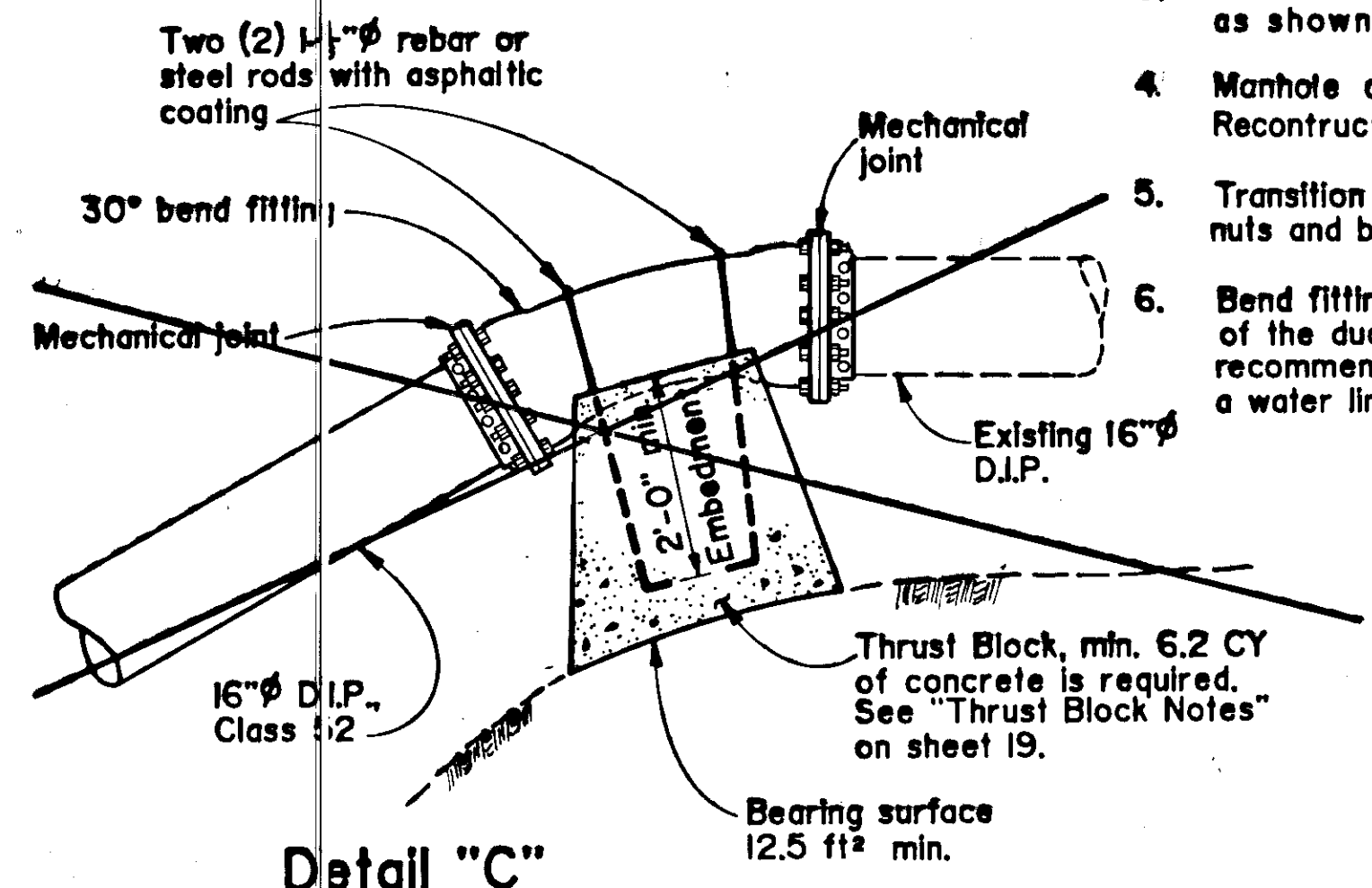
1. Grade rings shall be reset in full bed of mortar. Design and strength requirements for the grade rings shall conform to ASTM designation C-478.
2. The Contractor can use bricks and mortar combination to raise manhole and cover to new grade if adjustment is less than three (3) inches.
3. Manhole located at Sta. "0" 140+25.43, 16.44' Left, shall be adjusted as shown on this sheet.
4. Manhole adjustment shall be considered incidental to pay item 604(3), Reconstruct Existing Manhole.
5. Transition coupling shall consist of follower flanges, rubber gasket, sleeve, nuts and bolts.
6. Bend fittings and thrust block's may be eliminated by deflecting each joint of the ductile iron pipe without exceeding the maximum joint deflection recommended by the manufacturer. The Contractor is required to submit a water line profile plan for the Engineer's approval.



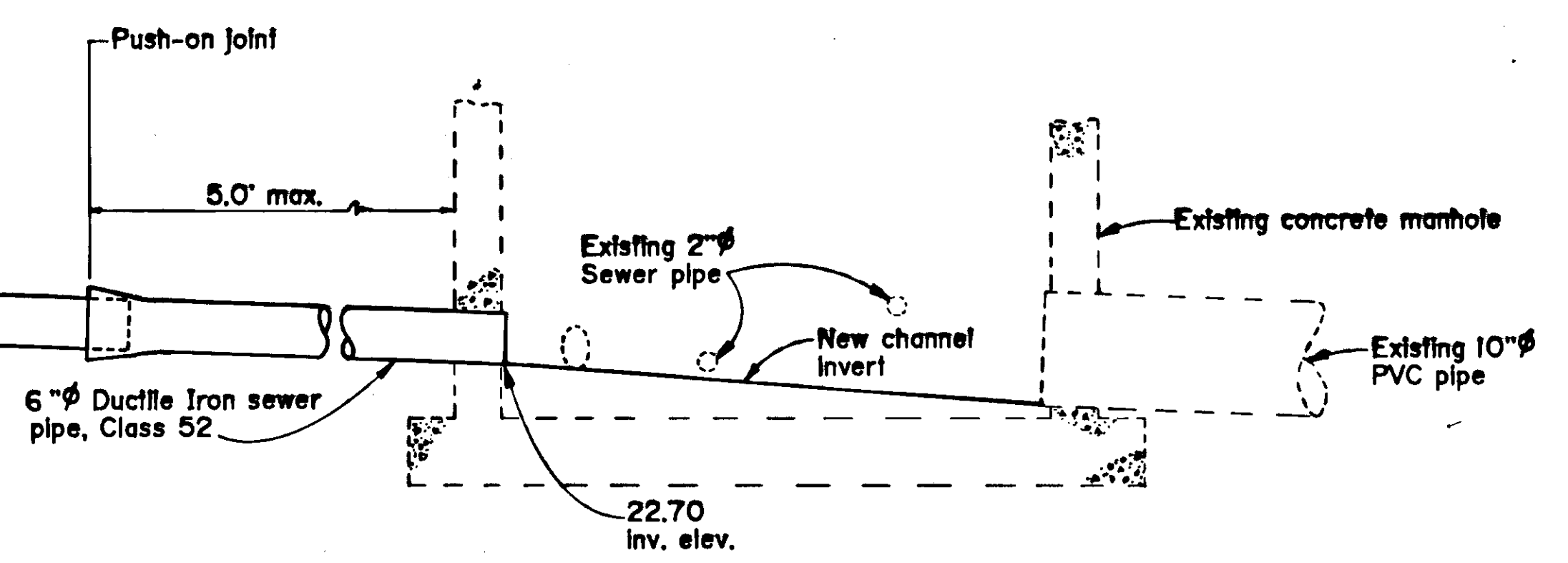
**Channel Reconstruction Detail
Plan View**



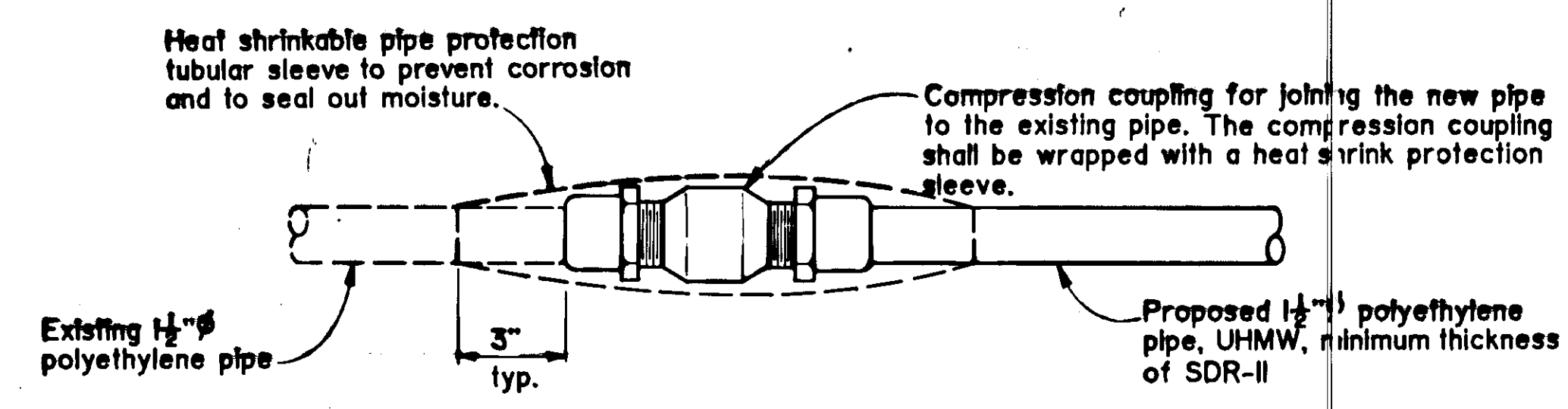
Manhole Adjustment Detail



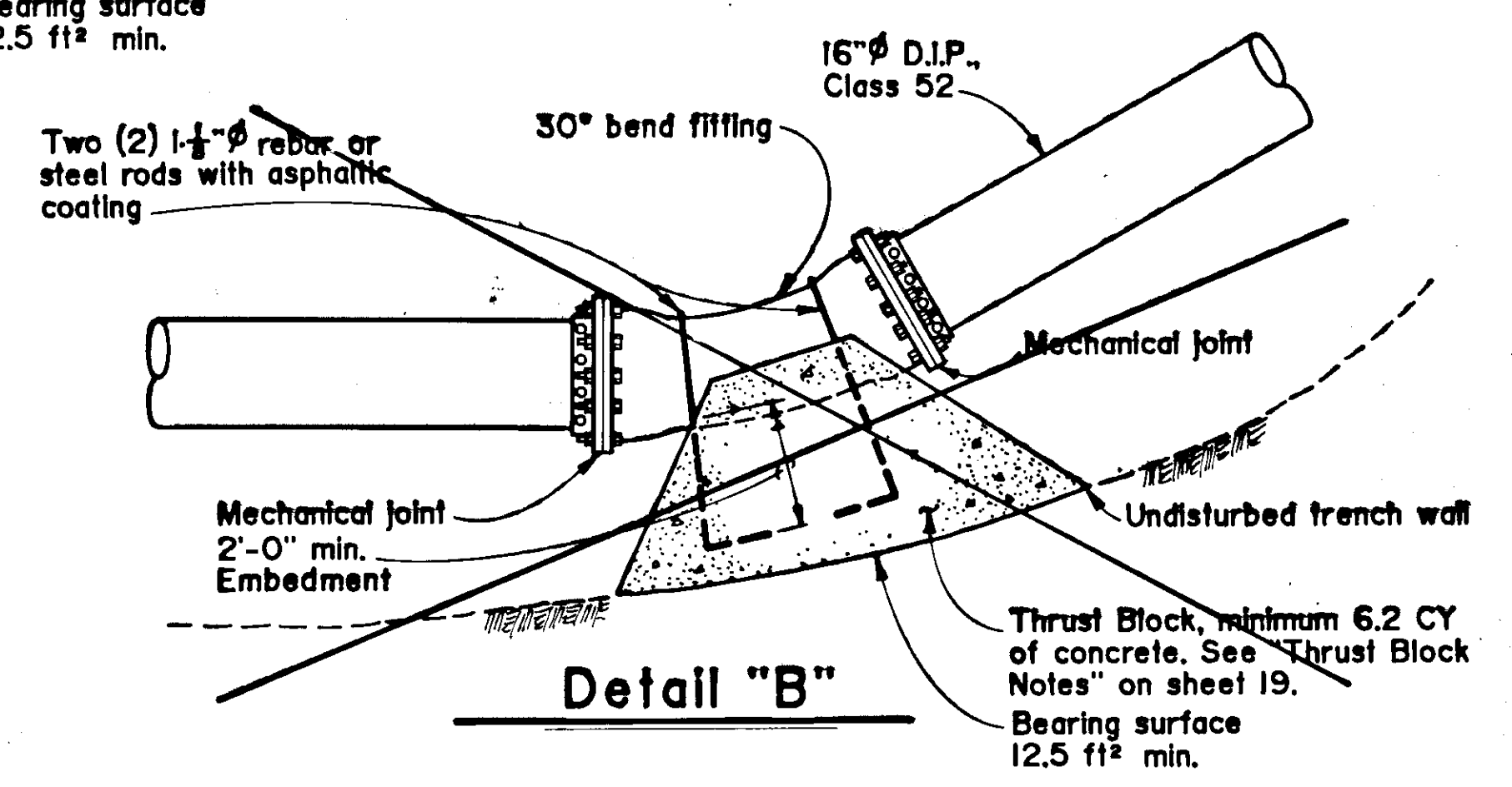
Detail "C"



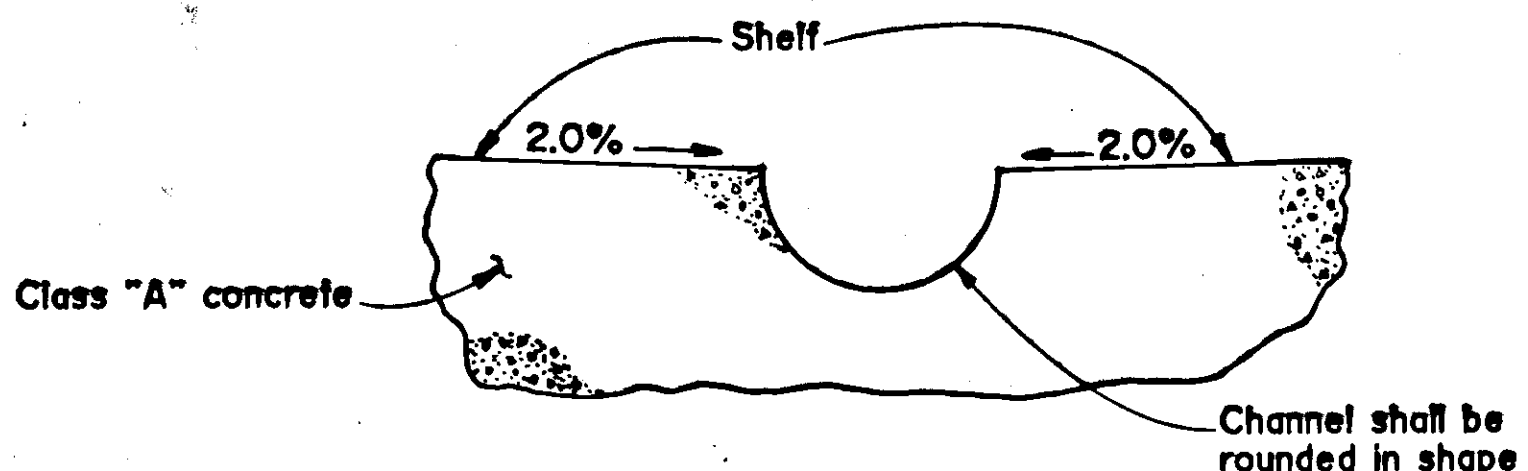
**Channel Reconstruction Detail
Elevation Detail**



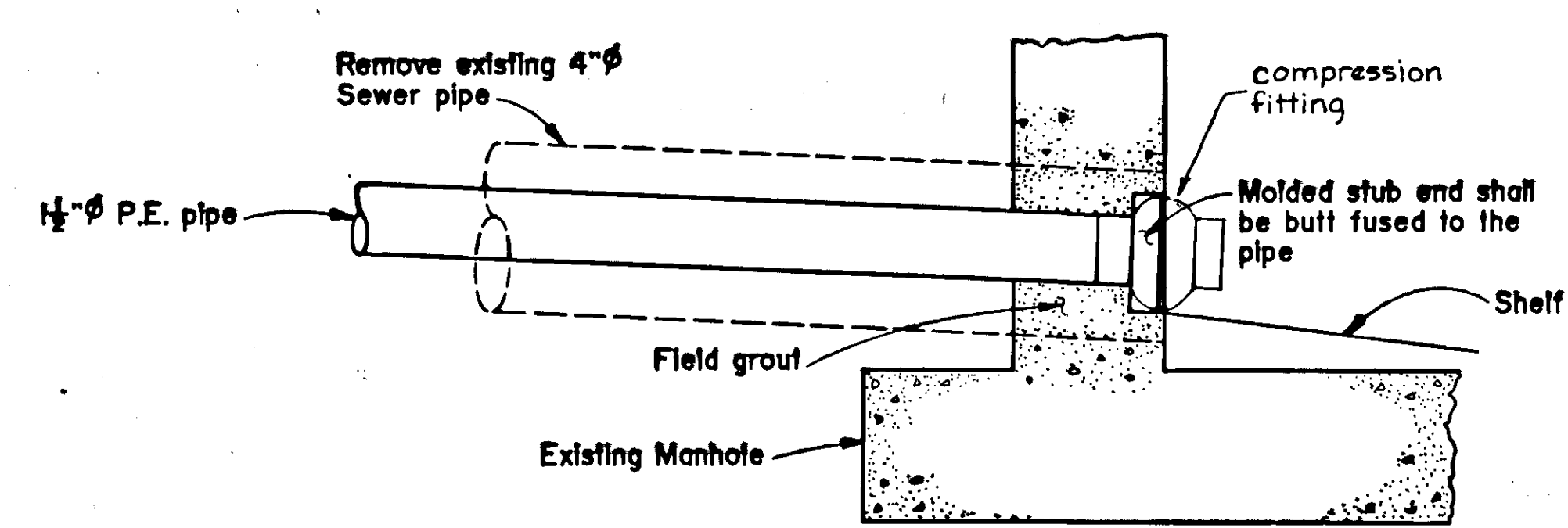
P.E. Pipe Joint Detail



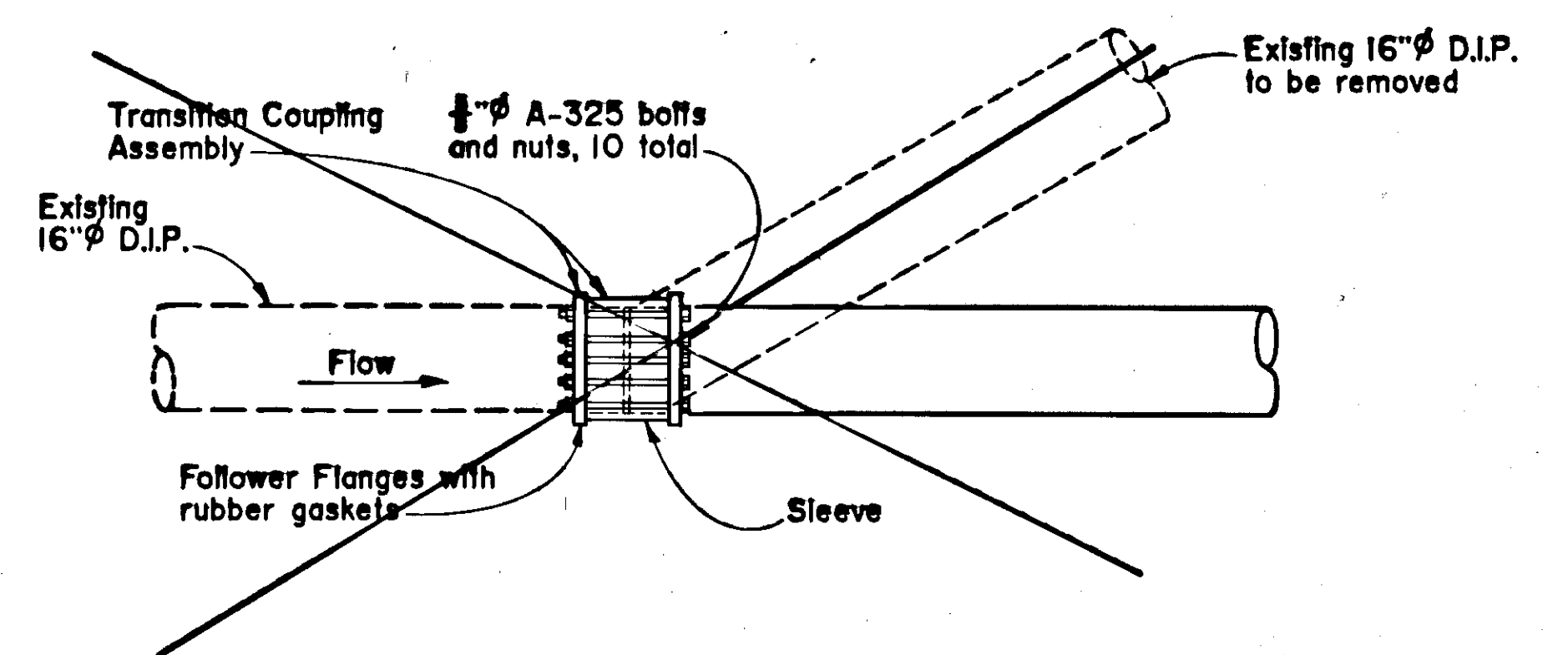
Detail "B"



Section A-A

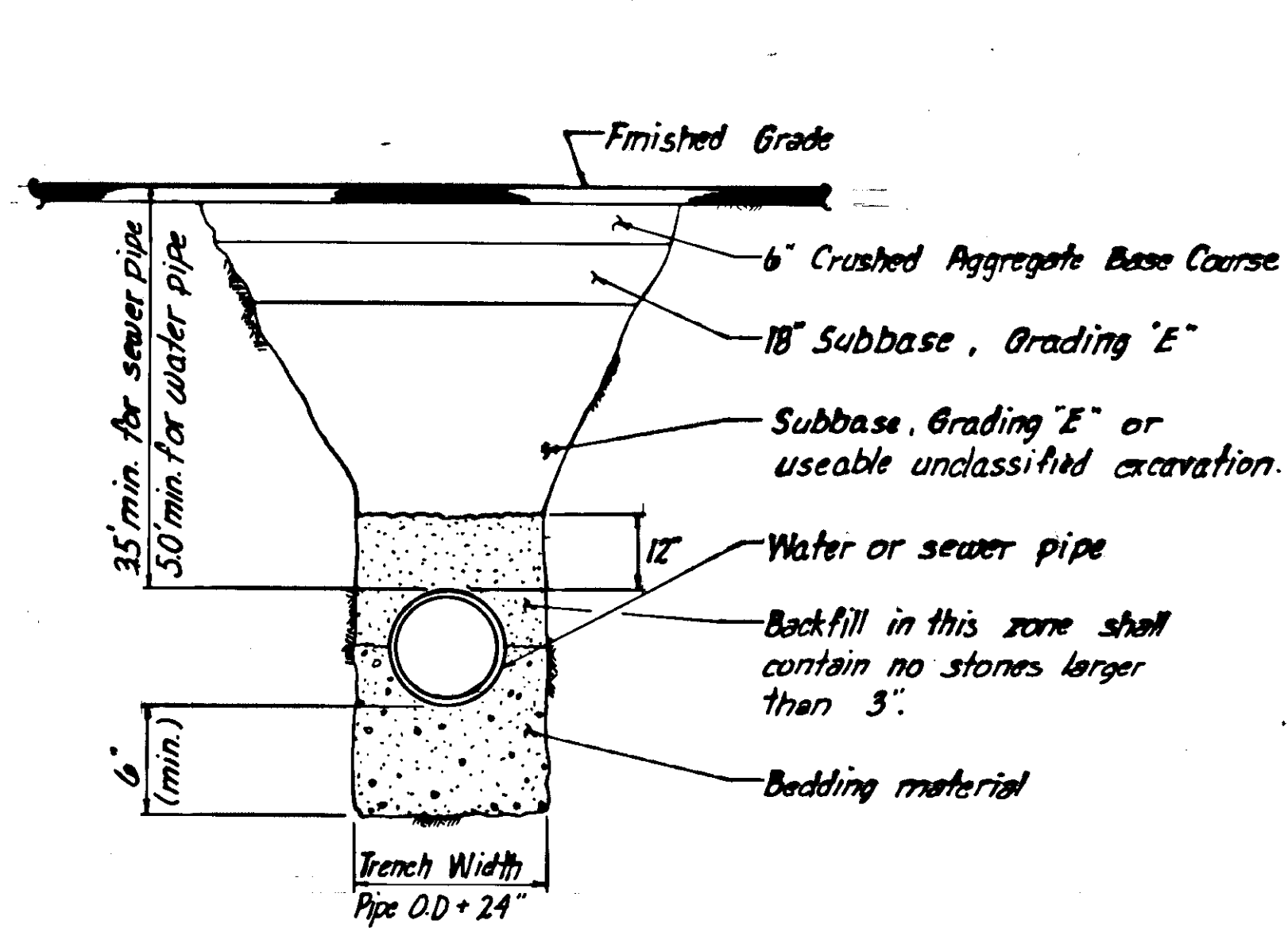


Section B-B

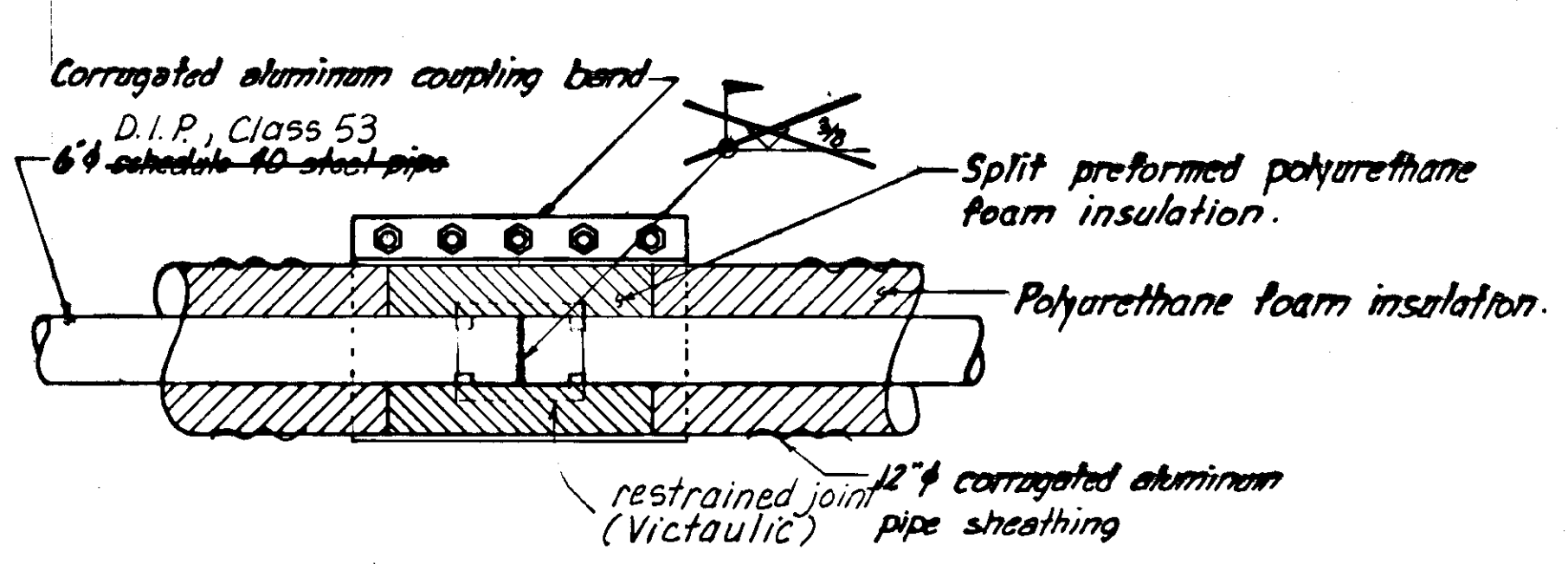


Detail "A"

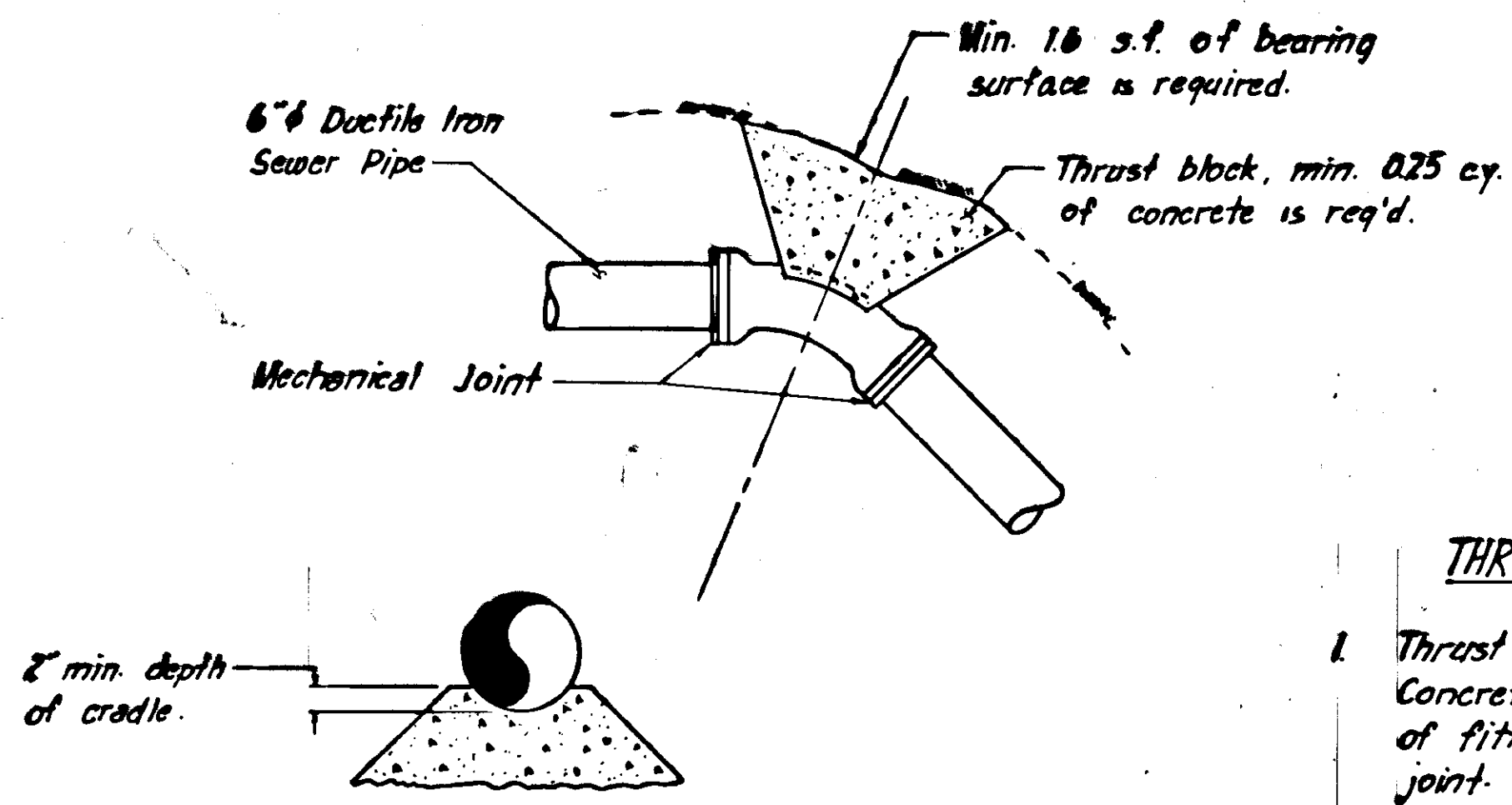
	DO NOT SCALE THIS DRAWING - USE DIMENSIONS			
	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
	JUNEAU ALASKA			
MANHOLE RECONSTRUCTION AND MISCELLANEOUS DETAIL				
DESIGNED <i>DDS</i>	CHECKED <i>WLT</i>	DRAWN <i>BWB</i>	DATE <i>7/88</i>	
PROJECT NUMBER <i>BR-M-0955(04) & F-M-0955(6)</i>		SHEET <i>18</i>		OF <i>33</i>



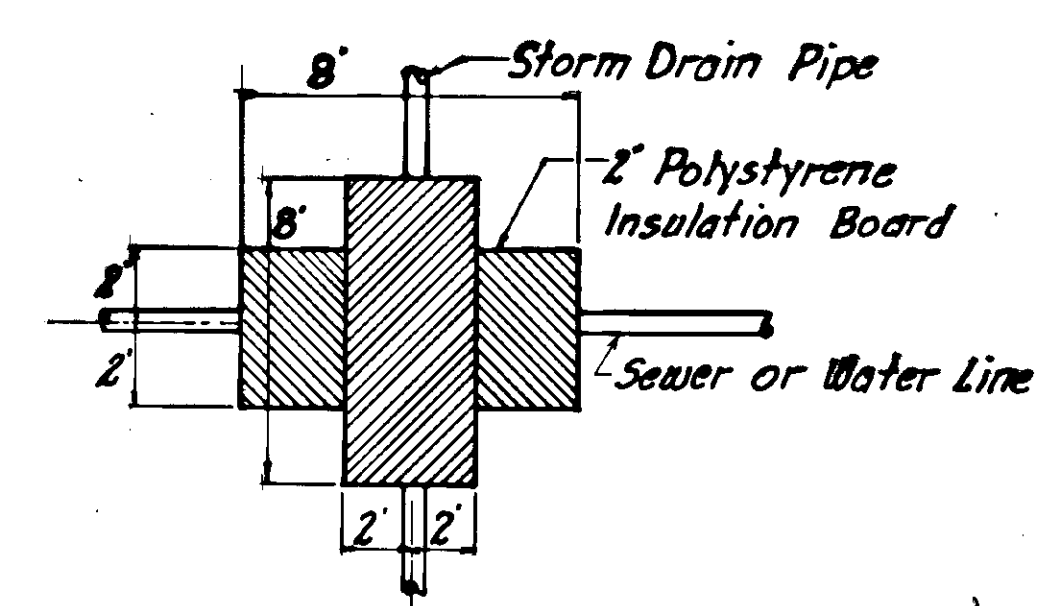
TYPICAL TRENCH SECTION



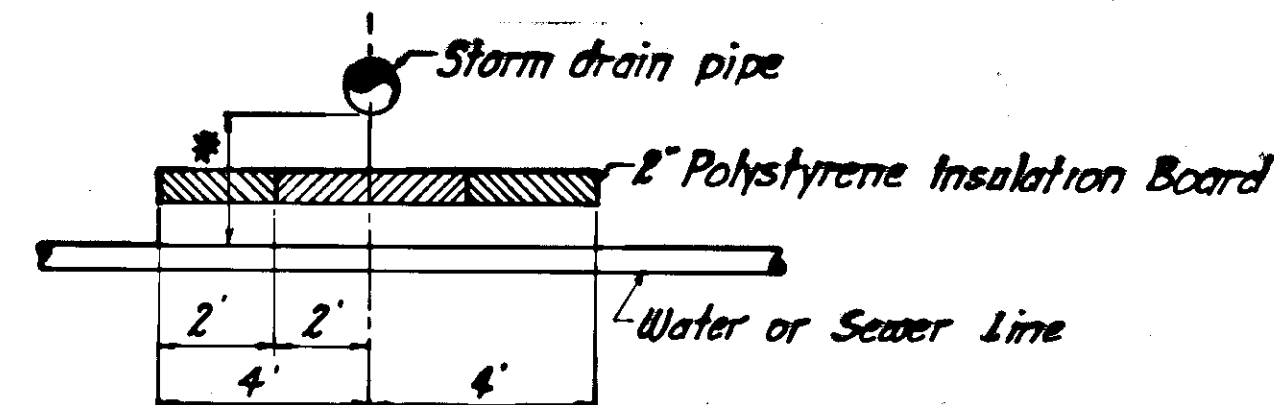
TYPICAL INSULATED PIPE JOINT AT BRIDGE



THRUST BLOCK - HORIZONTAL DEFLECTION



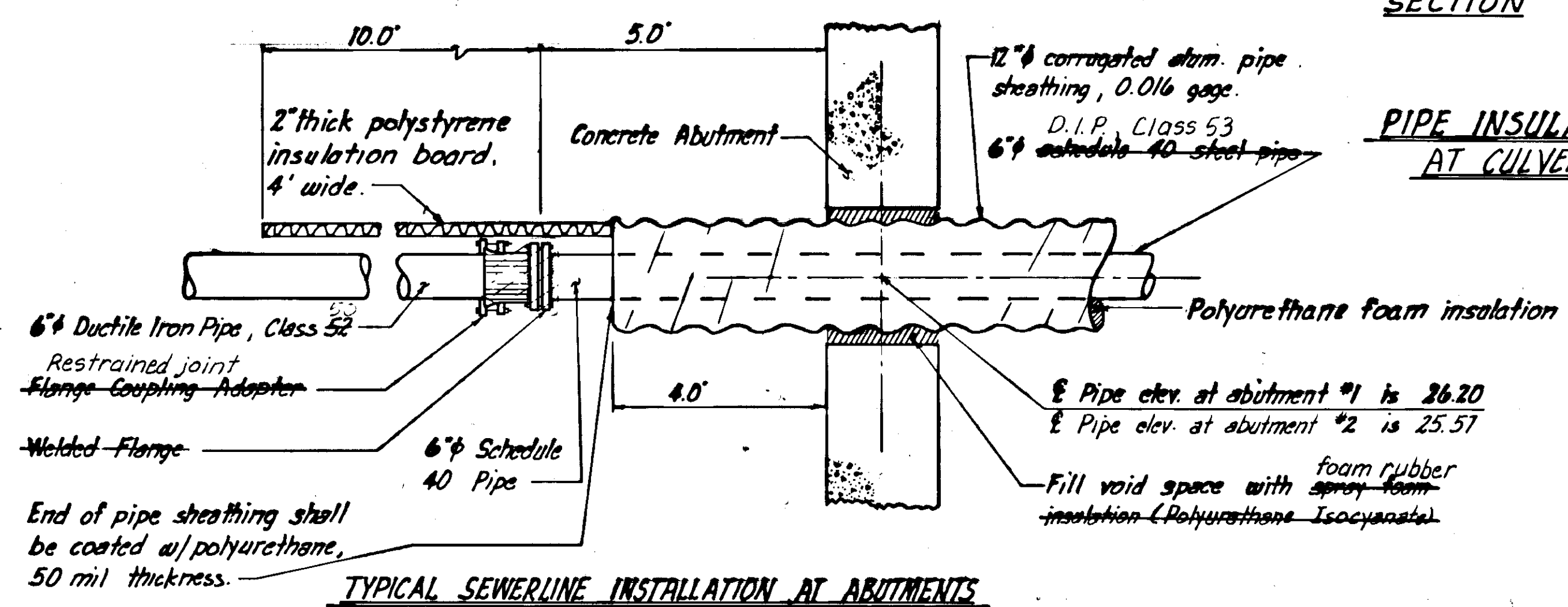
PLAN



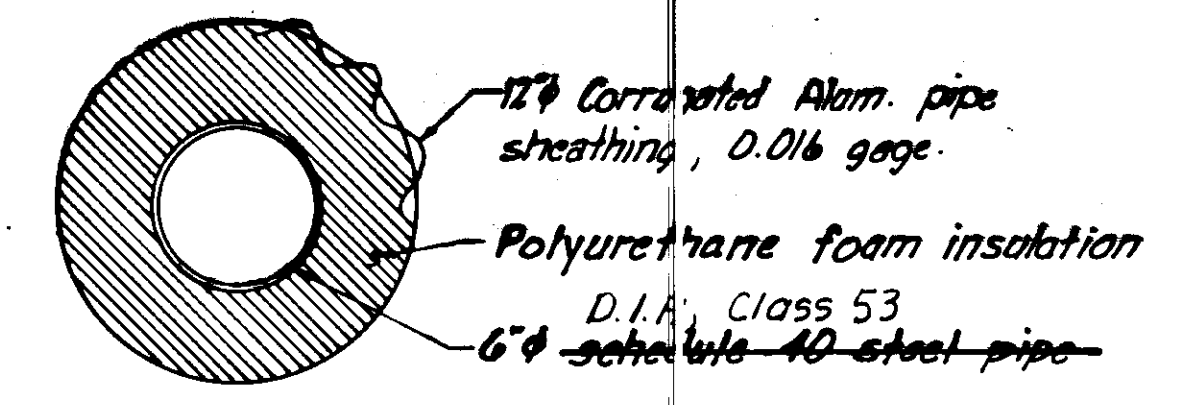
SECTION

* Install insulation as shown when clearance is less than 5' for water line and less than 3.5' for sewer line.

PIPE INSULATION DETAIL AT CULVERT CROSSING

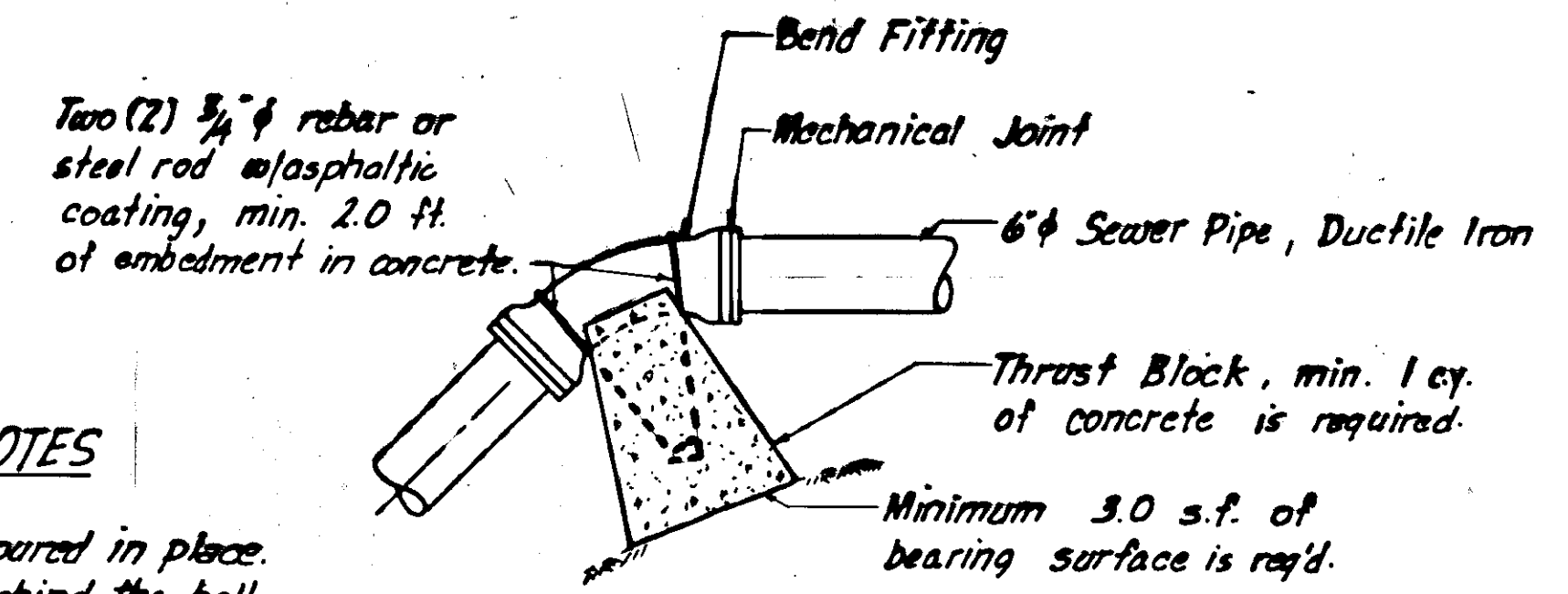


TYPICAL SEWERLINE INSTALLATION AT ABUTMENTS

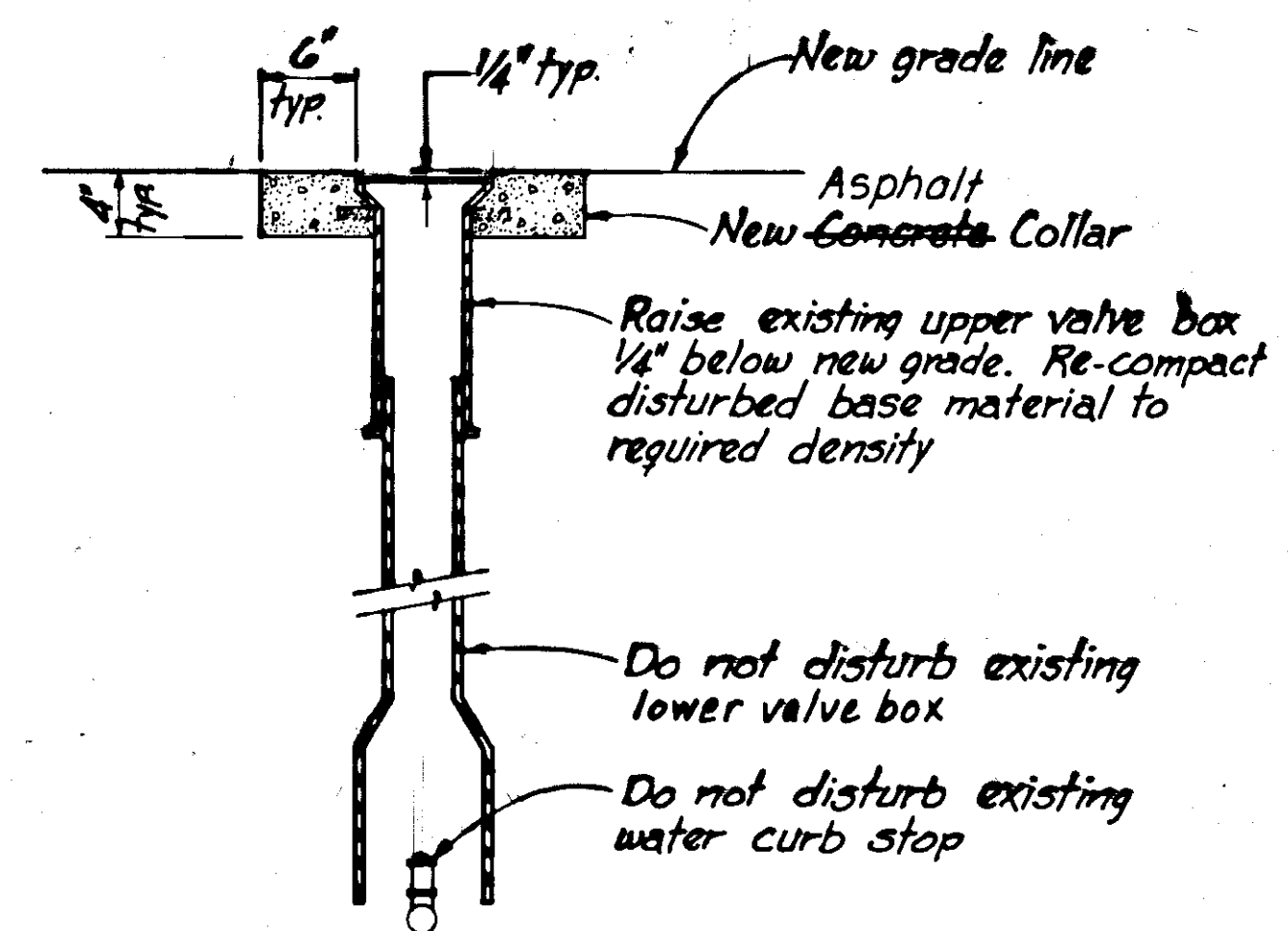


TYPICAL SECTION OF INSULATED PIPE

- THRUST BLOCK NOTES**
1. Thrust block shall be poured in place. Concrete shall be kept behind the bell of fitting so as not to obstruct the joint.
 2. Material behind the thrust block deemed inadequate by the Engineer shall be removed and replaced with crushed aggregate base course compacted to required density.
 3. Concrete shall be Class A and minimum compressive strength of 2,500 psi.
 4. Thrust block and other necessary items to complete the work shall be considered incidental to the pipe involved.



THRUST BLOCK - VERTICAL DEFLECTION

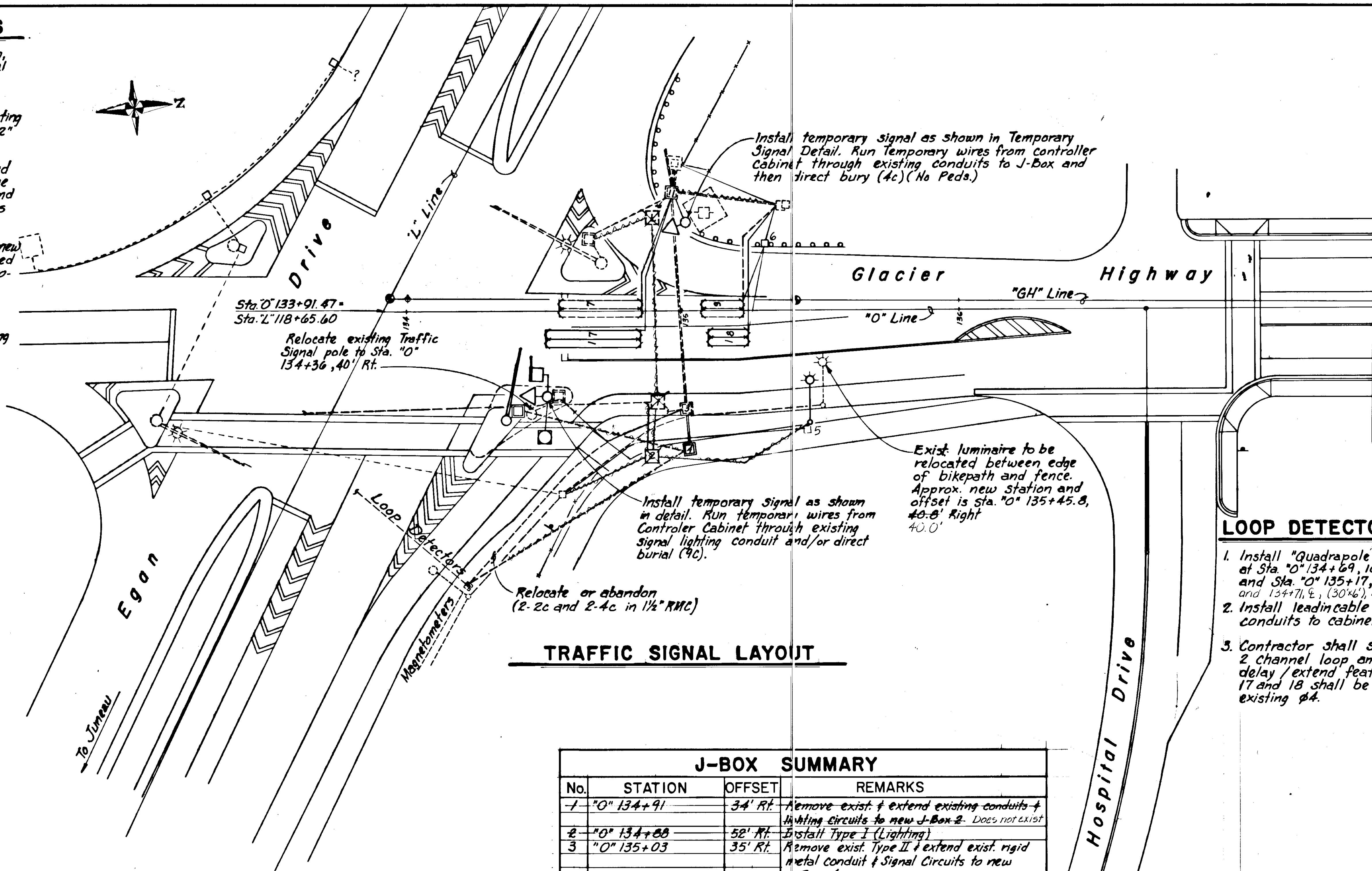
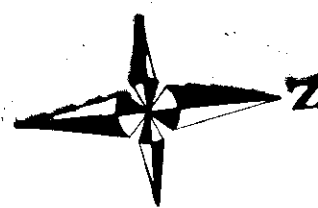


EXISTING VALVE BOX ADJUSTMENT DETAILS

STAMP		DO NOT SCALE THIS DRAWING - USE DIMENSIONS	
		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
JUNEAU		ALASKA	
SEWER PIPE AND MISCELLANEOUS DETAILS			
DESIGNED dds	CHECKED W.l.t.	DRAWN dds	DATE July '88
PROJECT NUMBER BR-M-0955(04)/F-M-0955(b)		SHEET 19 OF 33	

LUMINAIRE FOUNDATION NOTES

1. Luminaire foundation, bolts, rebar, excavation, placement and any incidental work and material to complete the work shall be paid under pay item 600 (10).
2. Relocate existing luminaire as shown. Existing luminaire foundation shall be removed to 12" below finished grade.
3. Existing anchor bolt pattern shall be rotated 60° clockwise for the new foundation. The existing adaptor plate shall be removed and slip base assembly shall be reassembled as shown on the Standard Drawing L-10.01.
4. New anchor bolts shall be provided for the new foundation. If upper slip base bolt is unbolted during construction, new bolts shall be provided and torqued to 1,800 in.-lbs. Bolts shall be galvanized and conform to ASTM A-325.
5. Luminaire footing shall be constructed using Class "A" concrete with minimum 28 day Comp. strength of 3,000 psi.
6. Grout shall be 2" minimum to 3" maximum in thickness. Grout mix shall be 3-parts sand to 1-part cement with only enough water to permit placing and packing.



Exist. luminaire to be relocated between edge of bikepath and fence. Approx. new station and offset is Sta. "O" 135+45.8, 40.8' Right 40.0'

Install temporary signal as shown in detail. Run temporary wires from Controller Cabinet through existing signal lighting conduit and/or direct burial (9c).

Relocate or abandon (2-2c and 2-4c in 1/2" RMC)

TRAFFIC SIGNAL LAYOUT

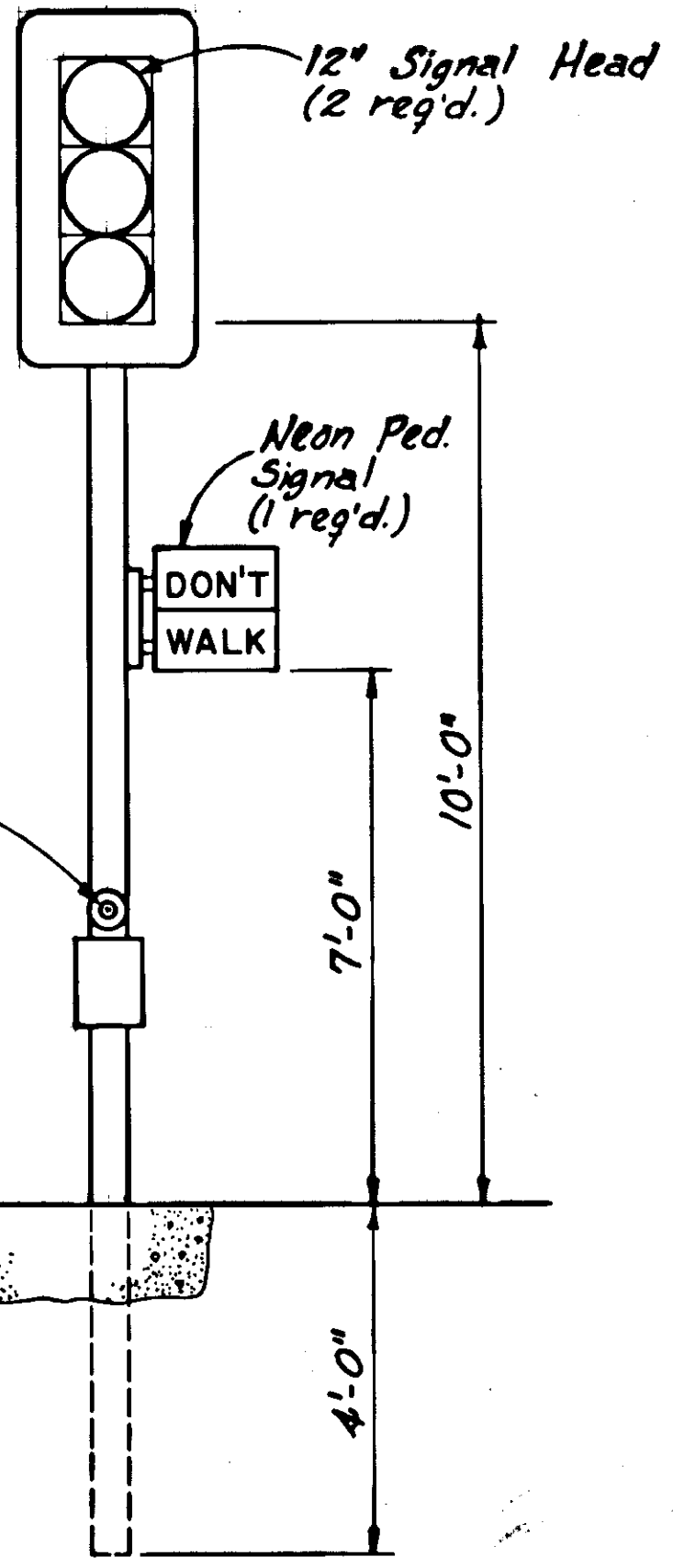
J-BOX SUMMARY			
No.	STATION	OFFSET	REMARKS
1	"O" 134+91	34' Rt.	Remove exist. & extend existing conduits & lighting circuits to new J-Box 2. Does not exist
2	"O" 134+88	52' Rt.	Install Type I (Lighting)
3	"O" 135+03	35' Rt.	Remove exist. Type II & extend exist. rigid metal conduit & signal circuits to new J-Box 4.
4	"O" 135+04	50' Rt.	Install new Type II (Traffic Signal)
5	"O" 135+44	42' Rt.	Install new Type I (Lighting)
6	"O" 135+30	24' Lt.	Install new Type I (Signal)

LOOP DETECTOR NOTES

1. Install "Quadrupole" loop detectors at Sta. "O" 134+69, 10' right (35'x6'), and Sta. "O" 135+17, 10' right (15'x6'), and 134+71, 4' (30'x6'), & 135+15, 4' (15'x6').
2. Install lead-in cable in existing conduits to cabinet.
3. Contractor shall supply and install 2 channel loop amplifier with delay/extend feature. Loops 17 and 18 shall be wired to existing #4.

SIGNAL NOTES

1. The Contractor shall supply new anchor bolts for relocated pole.
2. The Traffic Signal shall be kept operational at all times except for short duration flash operation while switching field wires. Temporary circuits shall be installed in existing conduits. Detector circuits may be disconnected for 48 hours after appropriate signal timing changes by the Engineer.

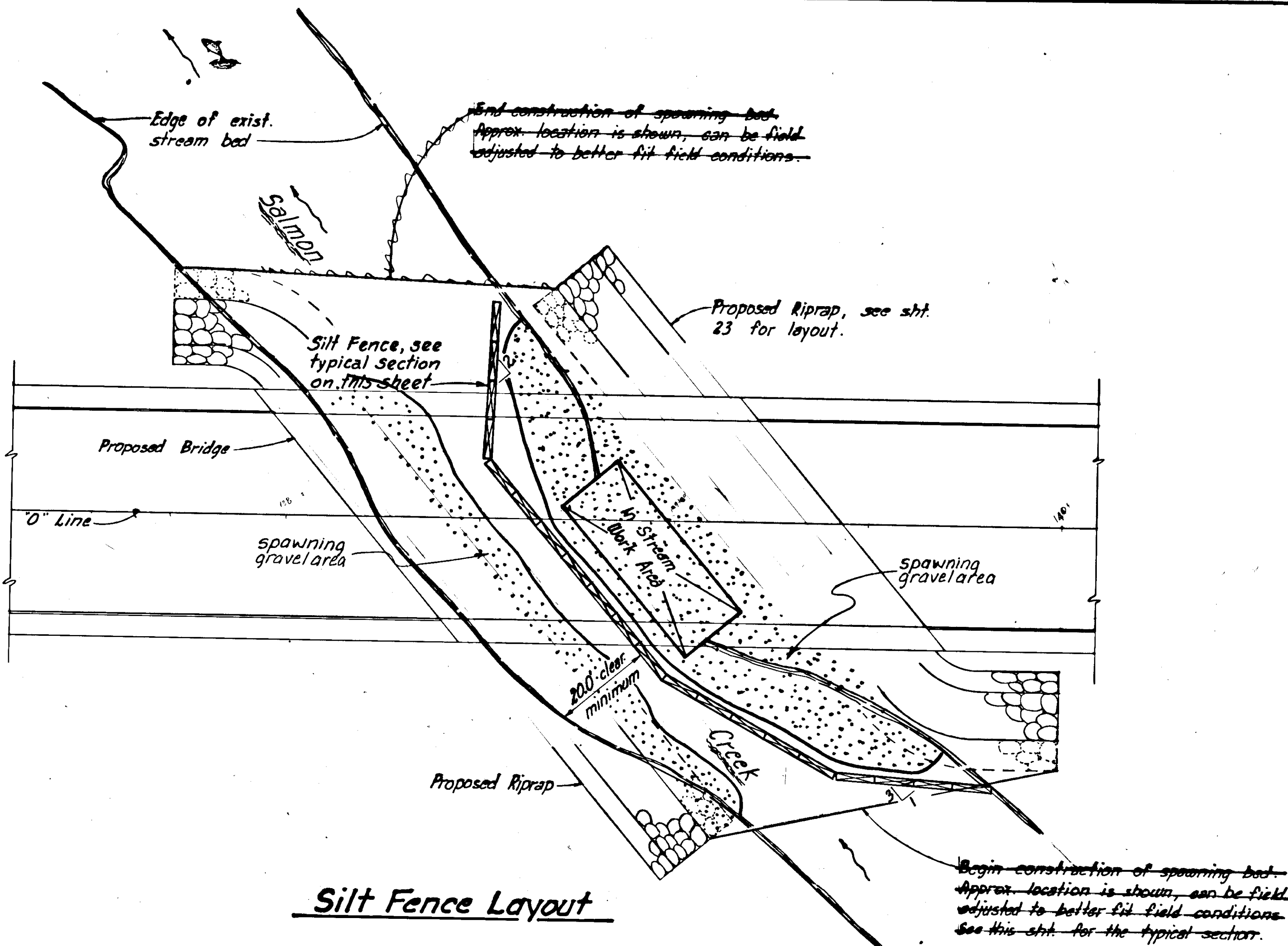


TEMPORARY SIGNAL DETAIL

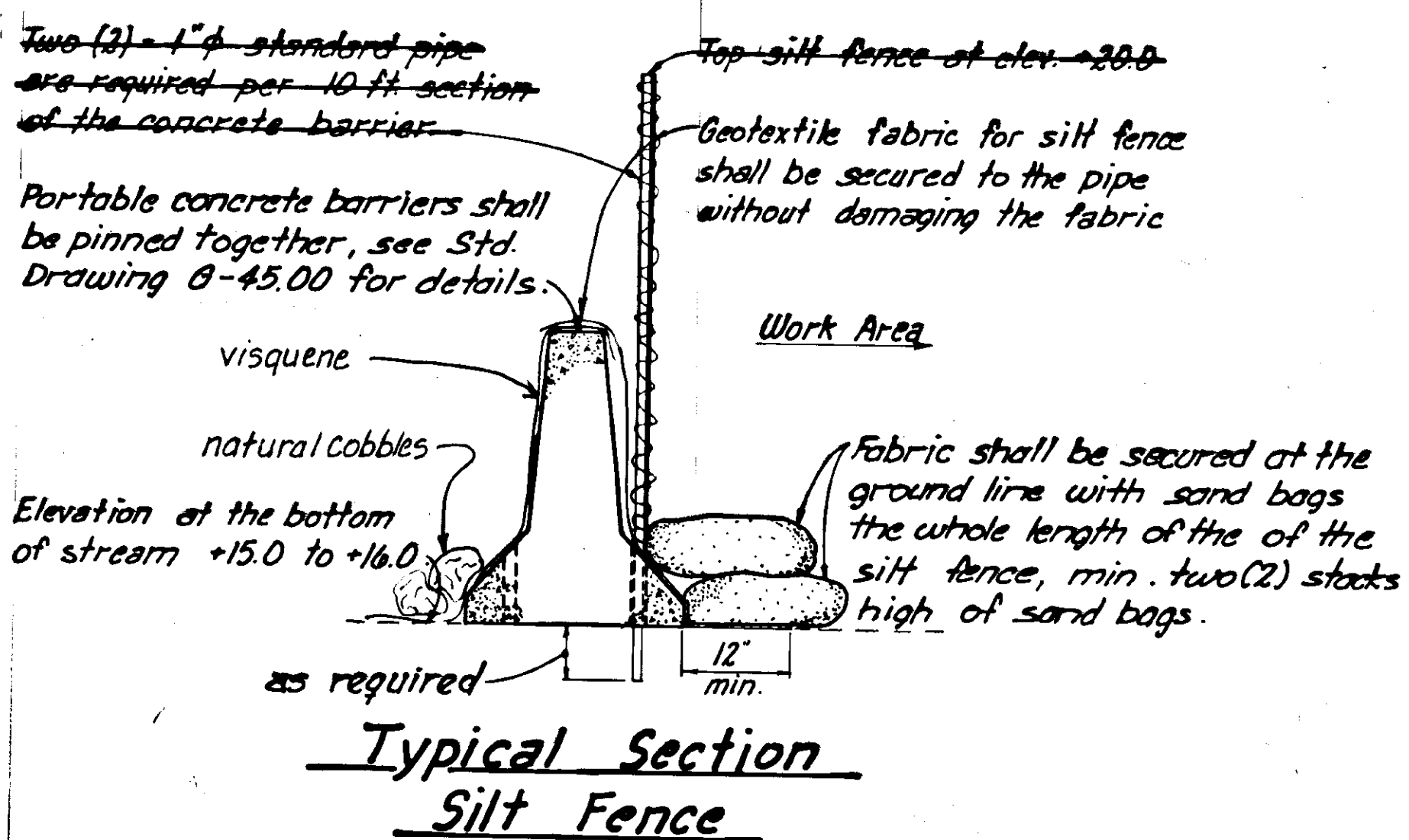
STAMP		DO NOT SCALE THIS DRAWING - USE DIMENSIONS	
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES			
		TRAFFIC SIGNAL SYSTEM AND ELECTROLIER RELOCATION	
DESIGNED J.A.	CHECKED G.M.	DRAWN B.W.B.	DATE JULY '88
PROJECT NUMBER BR-M-0955(04)/F-M-0955(6)		SHEET 20	OF 33

General Notes

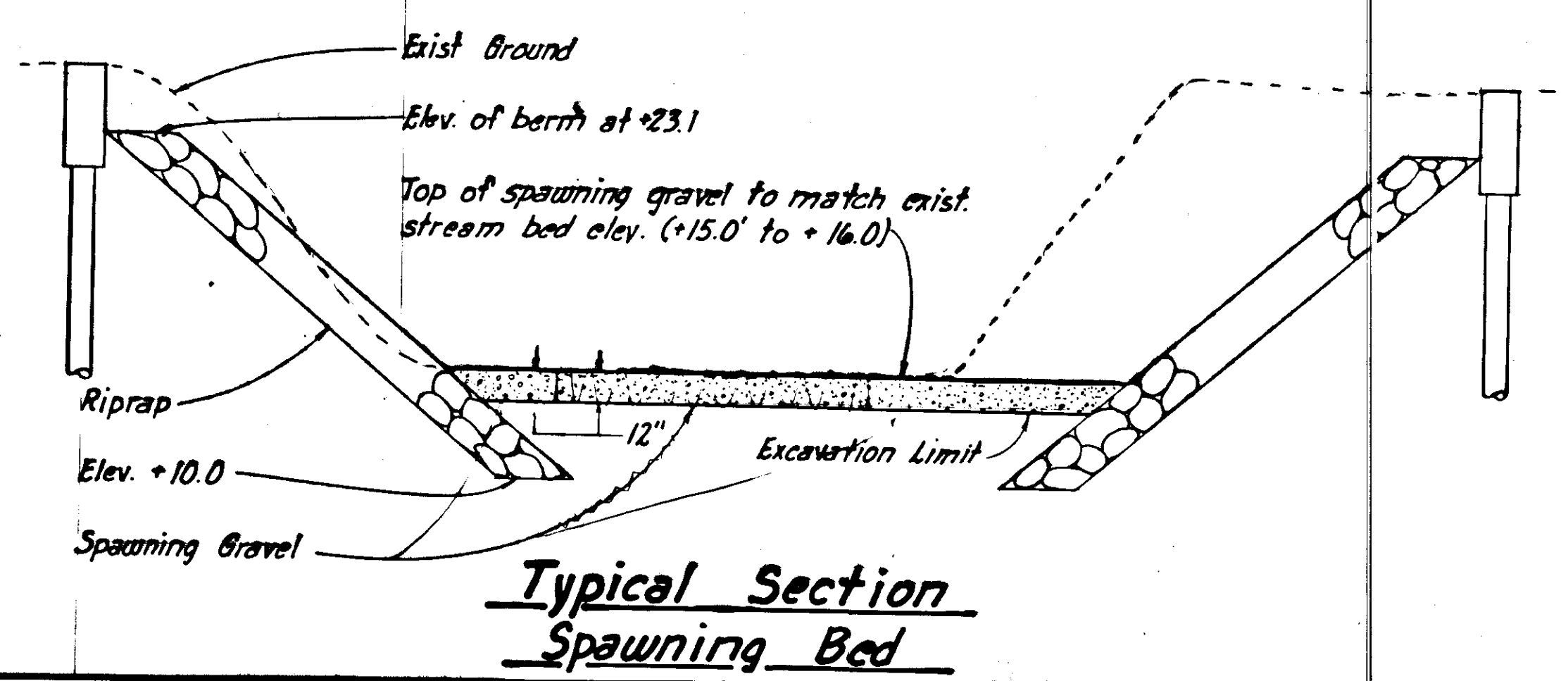
1. Sand bags for securing the geotextile fabric shall weigh a minimum of 50 lbs. each. Sand bags shall contain clean gravel with less than 6% passing the #200 sieve.
2. Portable concrete barrier shall conform to Standard Drawing G-45.00.
3. Silt fence shall be secured to the 1" pipe ~~without causing damage to the fence. Any damage (rips, tears, holes, & etc.) shall be repaired at no additional cost to the State.~~
4. A minimum stream bed width of 20.0' shall remain clear at all times.
5. The Contractor may submit an alternate silt fencing design to the Engineer for approval. A minimum of ten (10) working days for the design review shall be provided.
6. All in-water activity will occur between June 1 and July 31 inclusive.
7. Silt fence, which includes portable concrete barrier, geotextile fabric, sand bags, posts, and any other incidental items necessary to complete the work shall be paid under pay item 619(2), Silt Fence.
8. Maintenance to the fence (cleaning, excavating, repairing, relocating, & etc.) to function in its intended purpose shall be considered incidental to pay item 619(2), Silt Fence.
9. All instream work shall be completely blocked off from the main channel by the silt fence. See section 107 of the Special Provisions.



Silt Fence Layout



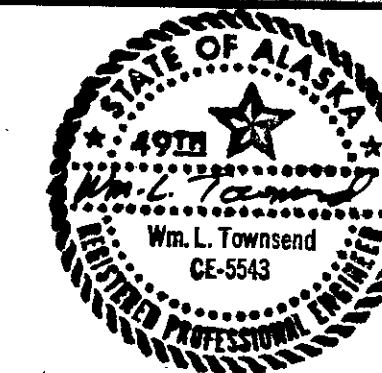
Typical Section Silt Fence



Typical Section Spawning Bed

STAMP		DO NOT SCALE THIS DRAWING - USE DIMENSIONS	
		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
JUNEAU		ALASKA	
SILT FENCE AND SPAWNING BED DETAIL			
DESIGNED <i>w.l.t.</i>	CHECKED <i>d.d.s.</i>	DRAWN <i>d.d.s.</i>	DATE <i>JUN '88</i>
PROJECT NUMBER <i>BR-M-0955(04)/F-M-0955(4)</i>		SHEET <i>21</i>	OF <i>33</i>

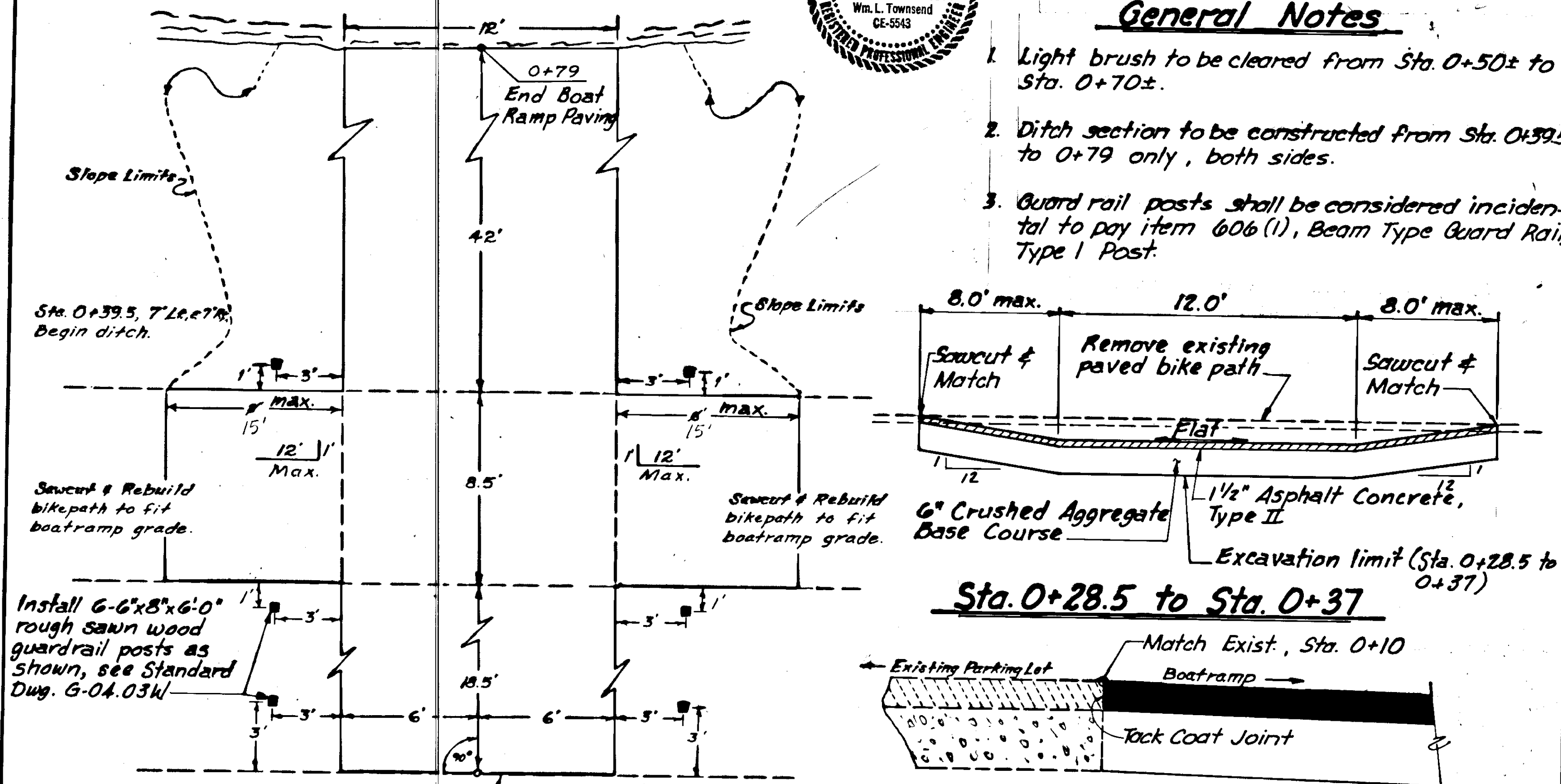
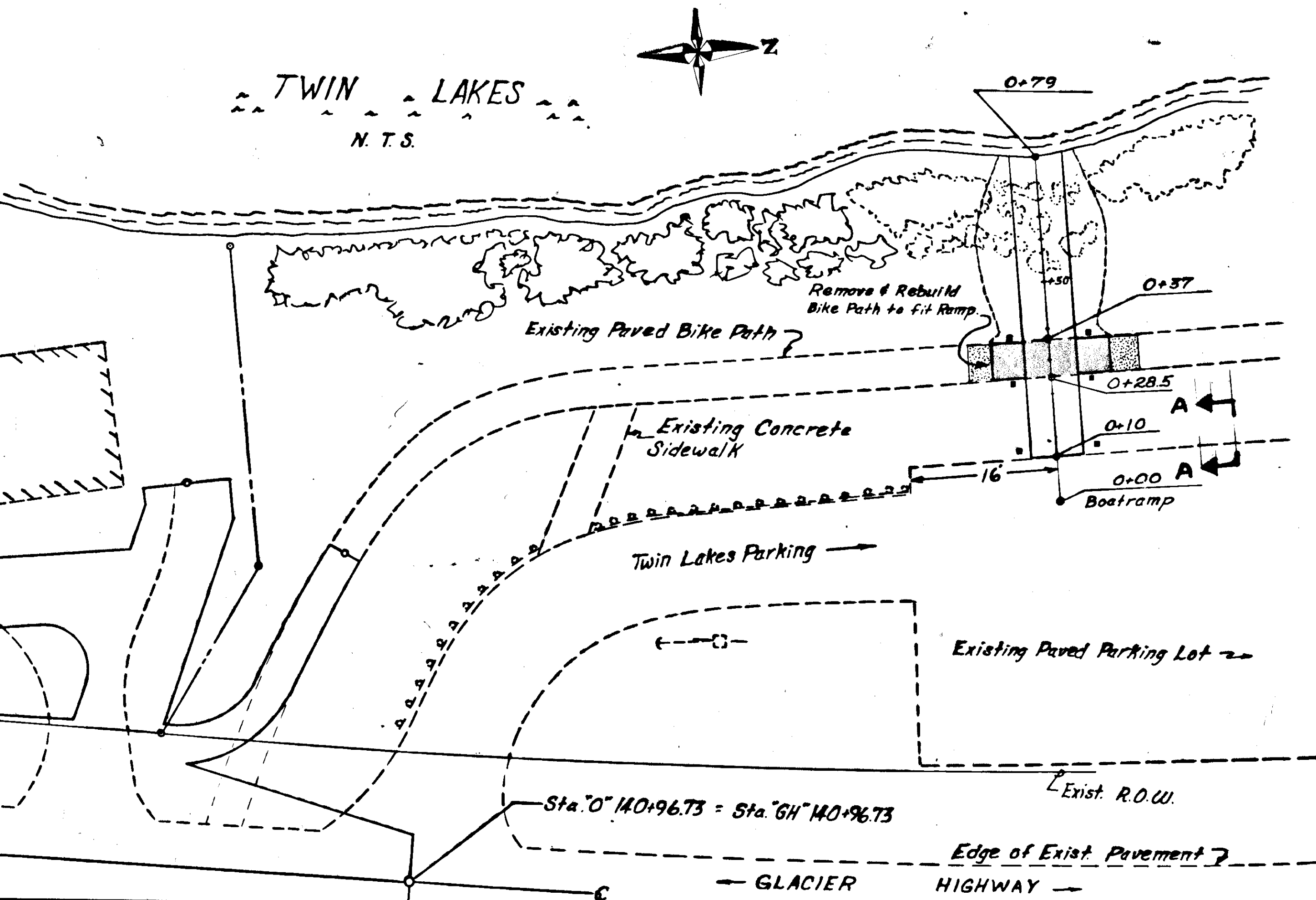
TWIN LAKES



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	BR-M-0955(04)/F-M-0955(6)	7/88	22	33

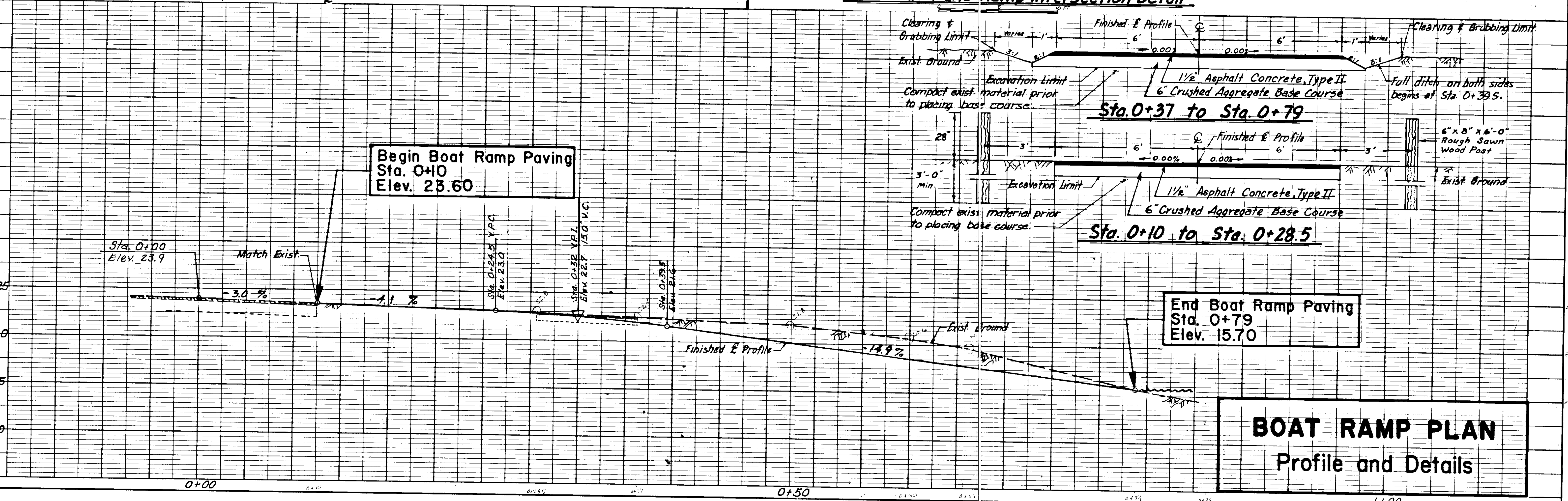
General Notes

- Light brush to be cleared from Sta. 0+50± to Sta. 0+70±.
- Ditch section to be constructed from Sta. 0+39.5 to 0+79 only, both sides.
- Guard rail posts shall be considered incidental to pay item 606(1), Beam Type Guard Rail, Type I Post.



Bike Path and Ramp Intersection Detail

Section A-A



BOAT RAMP PLAN Profile and Details