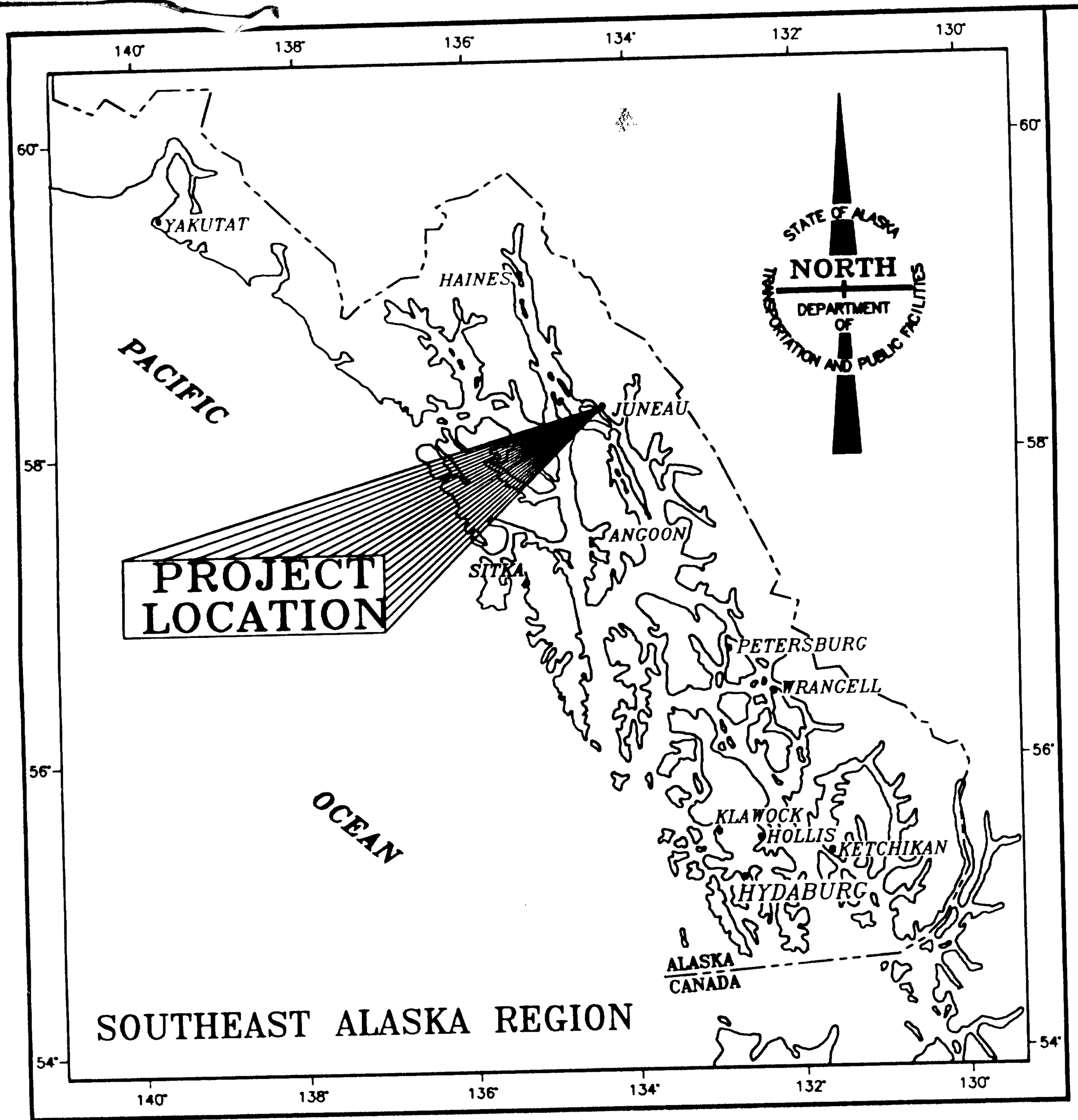


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION
DESIGN AND CONSTRUCTION DIVISION

JUNEAU, ALASKA
GLACIER HIGHWAY
INDIAN PT. TO PT. LOUISA
(FERRY TERMINAL TO LENA LOOP RD.)
(AUKE VILLAGE REC. AREA BYPASS)
GRADING, DRAINAGE, AND PAVING

PROJECT No. F-093-3(4) (69844)
AND PFH-2-1(1) (72236)

INDEX OF SHEETS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1, C-01.03, C-02.01, D-01.02, D-04.10, D-05.10, D-06.01, D-30.01, F-01.01, F-03.01, G-04.05S, G-04.06W, I-81.00, L-03.03, L-10.03, L-14.00, L-20.01, L-23.01, L-30.02, M-13.01, M16.01, M-20.12, M-23.12, S-00.00, S-05.00, S-20.00, S-30.01, S-34.00 T-20.00, T-21.02, T-22.02, D-44.01, E-09.00 AND U-03.00

AS BUILT PLANS

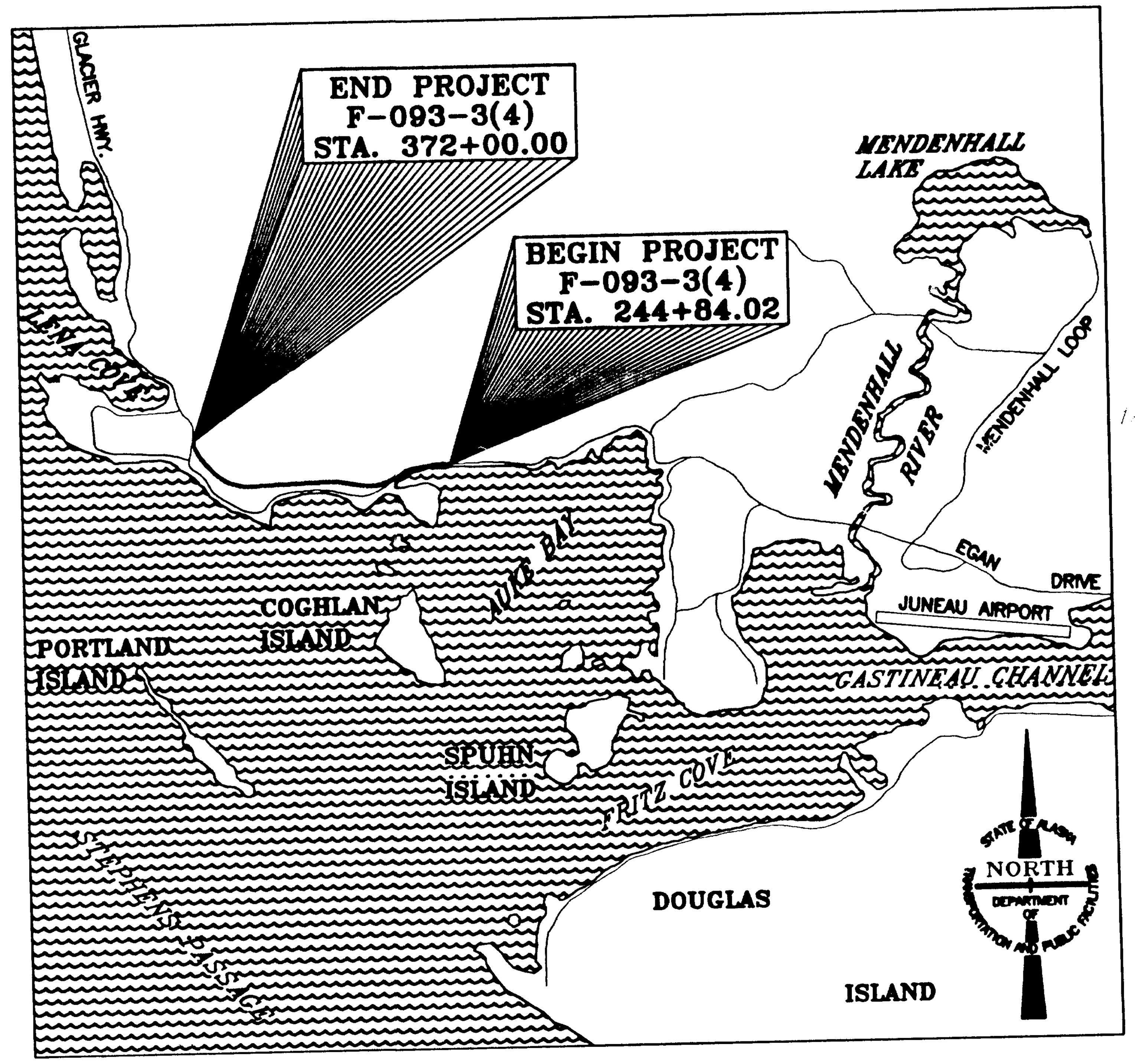
MAY 11, 1998 TO OCTOBER

DESIGN DESIGNATION

A.D.T. 1996	=	2320
A.D.T. 2016	=	3450
D.H.V. 2016	=	510
% T	=	2.8%
V	=	55 M.P.H.
E.A.L.	=	300,000

PROJECT SUMMARY

LENGTH OF GRADING	=	12,715.98 FT. (2.408 MI)
LENGTH OF PAVING	=	12,715.98 FT. (2.408 MI)
WIDTH OF PAVING	=	40'
LENGTH OF PROJECT	=	12,715.98 FT. (2.408 MI)



VICINITY MAP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION

APPROVED ______ Date 2/27/98
Regional Preconstruction Engineer

APPROVED ______ Date 2/27/98
Regional Director

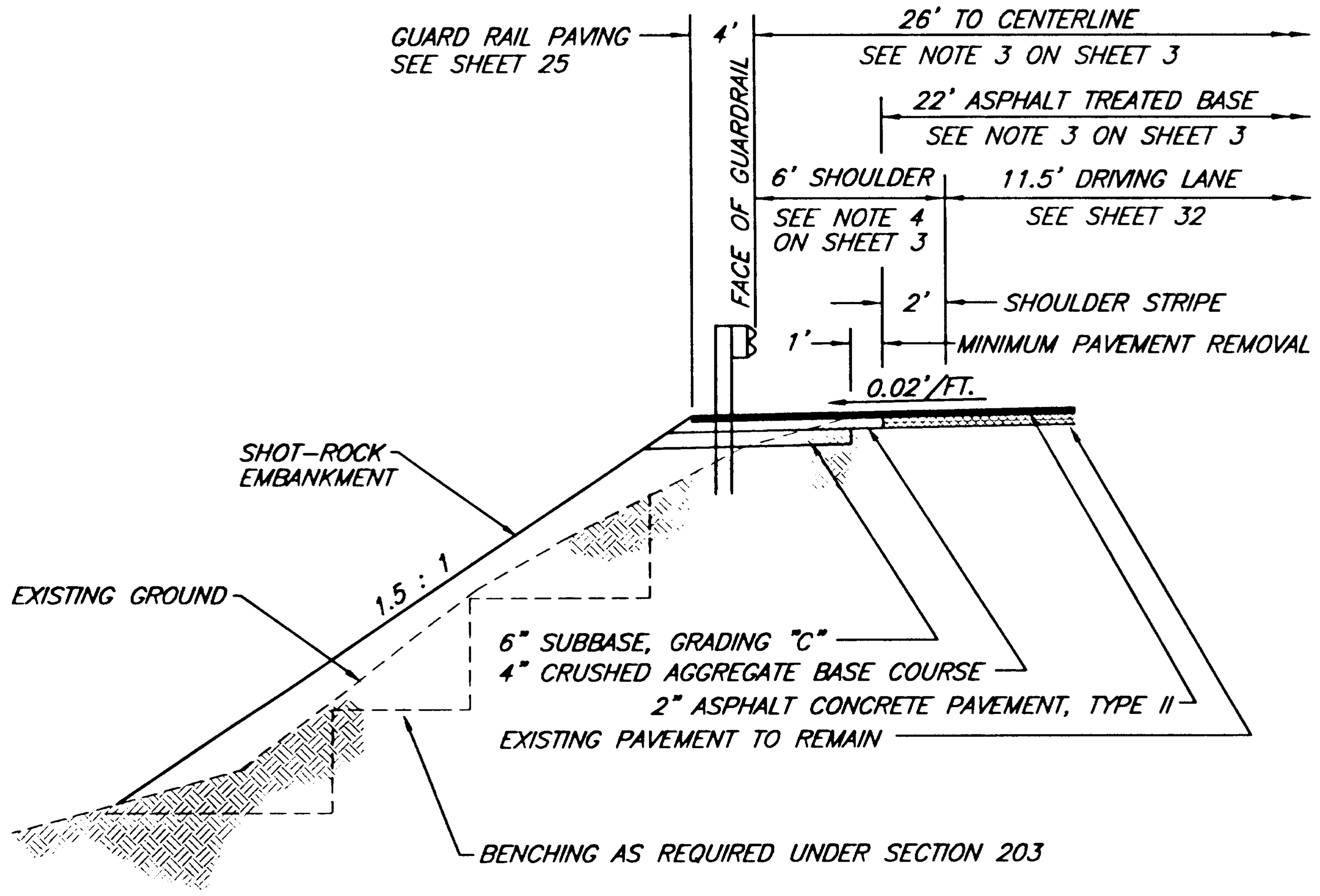
PROJECT NUMBER:
F-093-3(4) - 69844
PFH-2-1(1) - 72236

DATE:
FEBRUARY, 1998

SHEET 1 OF 55

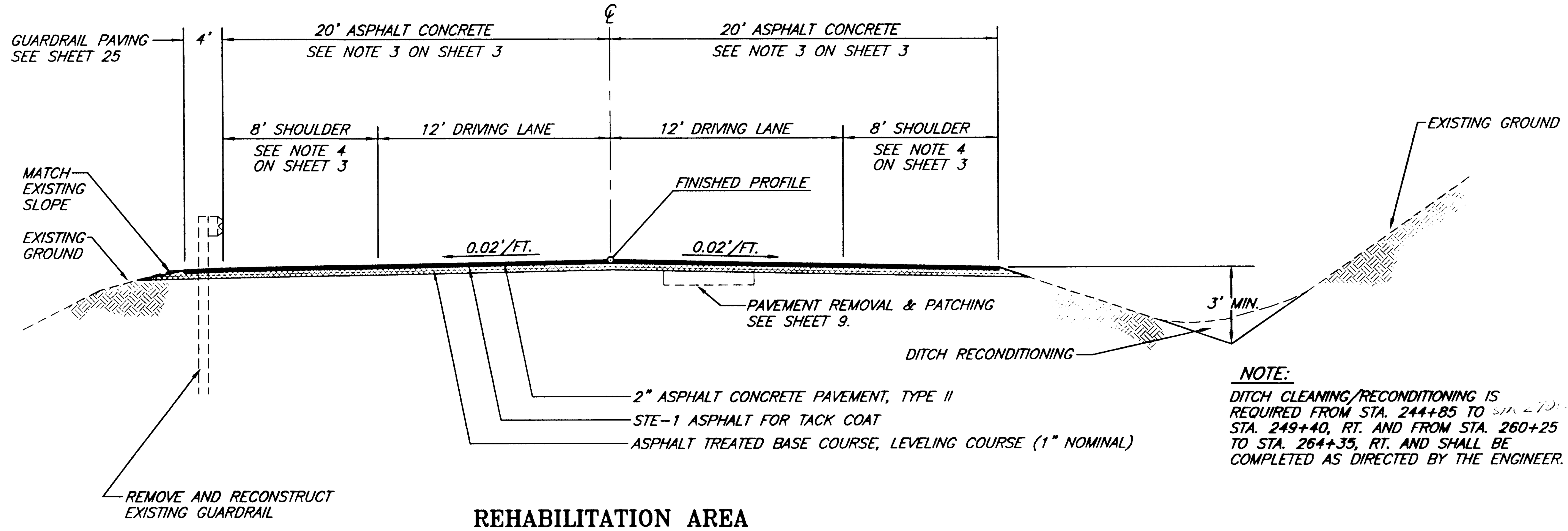
ENGINEER'S SEAL
STATE OF ALASKA
49TH
TRACY W. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER

P:\WU\69844\EN\-TITLE 1=1



OTTER WAY LEFT TURN LANE SECTION

STA. 264+50.00 TO STA. 271+60.00



REHABILITATION AREA TYPICAL SECTION OF IMPROVEMENT

STA. 244+84.02 TO STA. 272+25.00

REALIGNMENT AREA TYPICAL SECTION OF IMPROVEMENT

STA. 272+25.00 TO STA. 372+00.00

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\-TYP1 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — ALASKA

GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

TYPICAL SECTIONS OF IMPROVEMENT

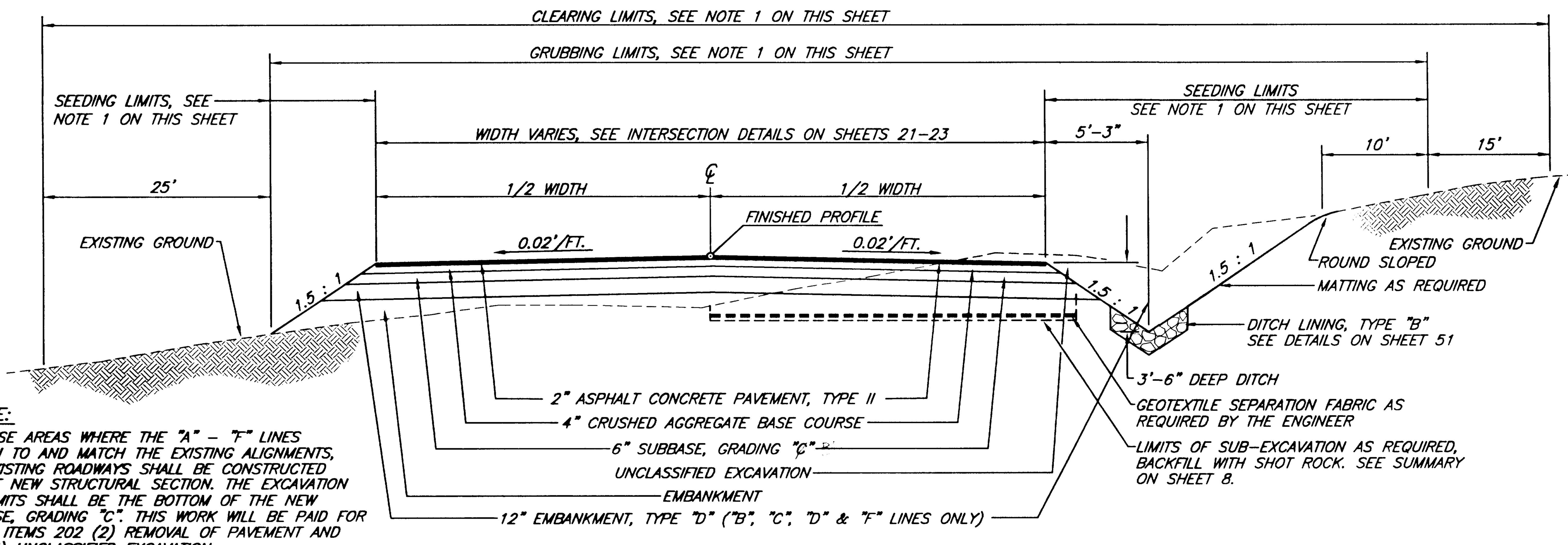
DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 2 OF 55	

NOTE:

TRANSITION THE CUT AND FILL SLOPES BOTH LEFT AND RIGHT OF THE "A" – "F" LINES SMOOTHLY FROM THE NEW MAINLINE 6 : 1 SLOPES. MAINTAIN THE 6 : 1 SLOPES UNTIL OFFSET 14 FEET FROM THE MAINLINE EDGE OF PAVEMENT.

NOTE:

TRANSITION THE NEW CUT AND FILL SLOPES BOTH LEFT AND RIGHT OF THE "A" – "F" LINES SMOOTHLY TO MATCH THE EXISTING CONDITIONS AT THE END OF EACH CONNECTION AS DIRECTED BY THE ENGINEER.

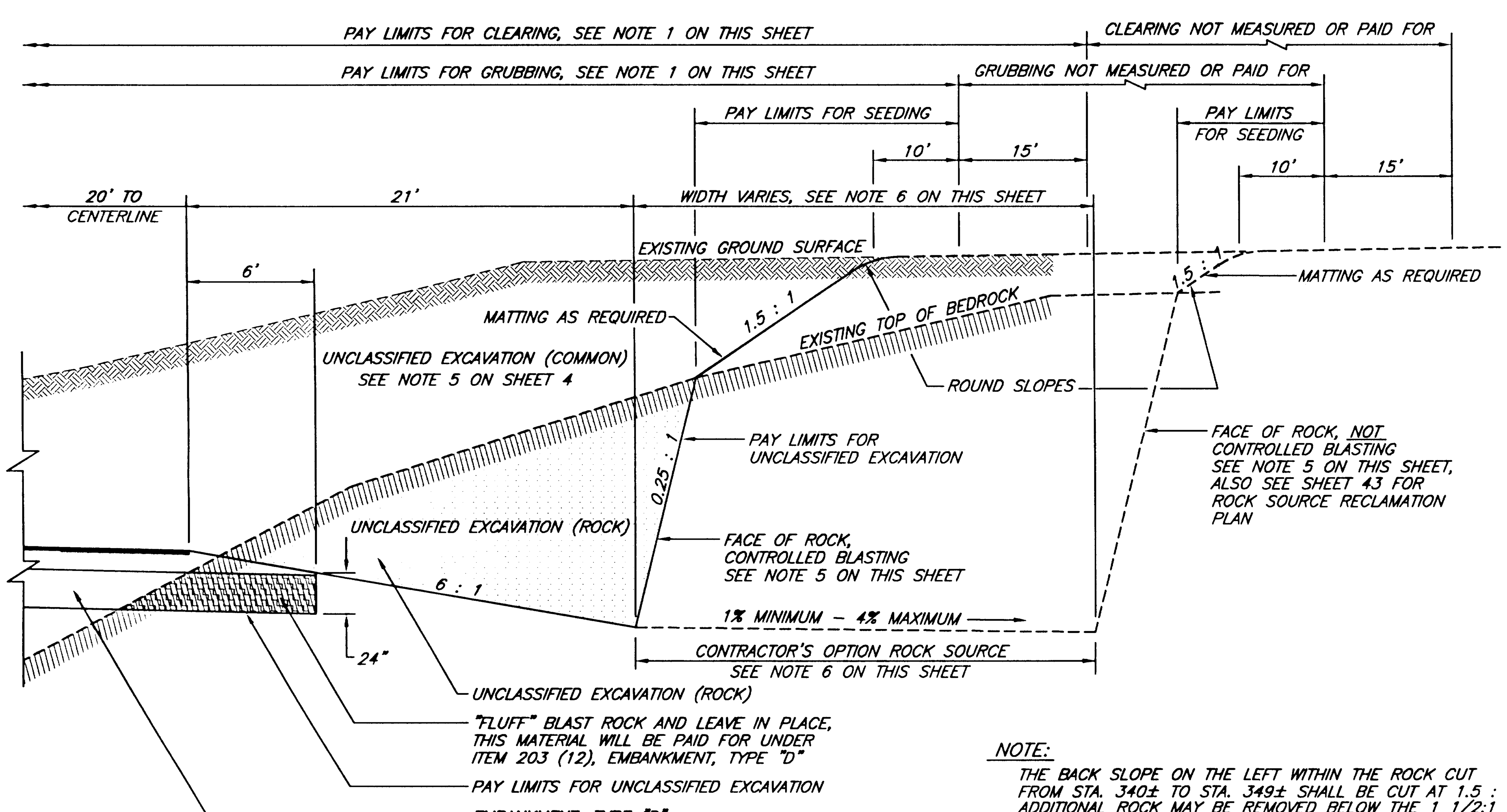


NOTE:

IN THOSE AREAS WHERE THE "A" – "F" LINES RETURN TO AND MATCH THE EXISTING ALIGNMENTS, THE EXISTING ROADWAYS SHALL BE CONSTRUCTED TO THE NEW STRUCTURAL SECTION. THE EXCAVATION PAY LIMITS SHALL BE THE BOTTOM OF THE NEW SUBBASE, GRADING "C". THIS WORK WILL BE PAID FOR UNDER ITEMS 202 (2) REMOVAL OF PAVEMENT AND 203 (3) UNCLASSIFIED EXCAVATION.

TYPICAL SECTION OF IMPROVEMENT

"A", "B", "C", "D", "E" AND "F" LINES



TYPICAL ROCK CUT SECTION

NOTE:

THE BACK SLOPE ON THE LEFT WITHIN THE ROCK CUT FROM STA. 340± TO STA. 349± SHALL BE CUT AT 1.5 : 1 ADDITIONAL ROCK MAY BE REMOVED BELOW THE 1 1/2:1 SLOPE AT THE CONTRACTORS OPTION AND COST. ALSO, THE MATERIAL REMOVED SHALL BE BACKFILLED WITH WASTE TO THE PLANNED 1 1/2:1 SLOPE AND SEEDED AT THE CONTRACTOR'S EXPENSE.

TYPICAL SECTION NOTES

1. WITHIN THE EVERSMEYER PROPERTY (STA. 274+00 TO STA. 277+04, RT.), THE HURLEY PROPERTY STA. (277+04 TO STA. 281+92, RT.) AND THE AUKE VILLAGE RECREATION AREA (STA. 284+38 TO STA. 300+08, LT. AND STA. 284+41 TO STA. 296+65, RT.) THE CLEARING, GRUBBING AND SEEDING LIMITS, AS MEASURED FROM THE SLOPE CATCH POINT, SHALL BE AS FOLLOWS:

CONDITION	CLEARING LIMITS	GRUBBING LIMITS	SEEDING LIMITS
ABOVE A CUT SLOPE	10'	5'	5'
BELOW A FILL SLOPE	5'	SLOPE STAKE	SLOPE STAKE
BESIDE NEW POLE LINE	15'	5'	5'

WITHIN THE CITY AND BOROUGH OF JUNEAU LENA PARK PROPERTY (STA. 356+68 TO STA. 363+77, LT. AND STA. 360+79 TO STA. 363+18, RT.), THE REDDEKOPP PROPERTY (STA. 363+18 TO STA. 366+88, RT.) AND THE NELSON PROPERTY (STA 366+88 TO STA. 367+37, RT.) THE CLEARING, GRUBBING AND SEEDING LIMITS, AS MEASURED FROM THE SLOPE CATCH POINT, SHALL BE AS FOLLOWS:

CONDITION	CLEARING LIMITS	GRUBBING LIMITS	SEEDING LIMITS
ABOVE A CUT SLOPE	10'	5'	5'
BELOW A FILL SLOPE	5'	SLOPE STAKE	SLOPE STAKE

THE CLEARING, GRUBBING AND SEEDING LIMITS ADJACENT TO THE E.W.M. TRUST PROPERTY AND THE VAN SICKLE PROPERTY (STA. 352+98 TO STA. 356+42, LT.) SHALL BE LIMITED TO THE SLOPE STAKE. ALONG THE "B" LINE FROM STA. "B" 12+00 TO "B" 13+50, LT., THE CLEARING, GRUBBING AND SEEDING LIMITS SHALL BE AT 5' BEYOND THE SLOPE STAKE. ALONG THE "C" LINE FROM STA. "C" 13+50 TO "C" 19+00, LT., THE CLEARING, GRUBBING AND SEEDING LIMITS SHALL BE AT 10' BEYOND THE SLOPE STAKE. ALONG THE "D" AND "E" LINES THROUGHOUT THEIR LENGTHS, RT., THE CLEARING, GRUBBING AND SEEDING LIMITS SHALL BE AT 10' BEYOND THE SLOPE STAKE.

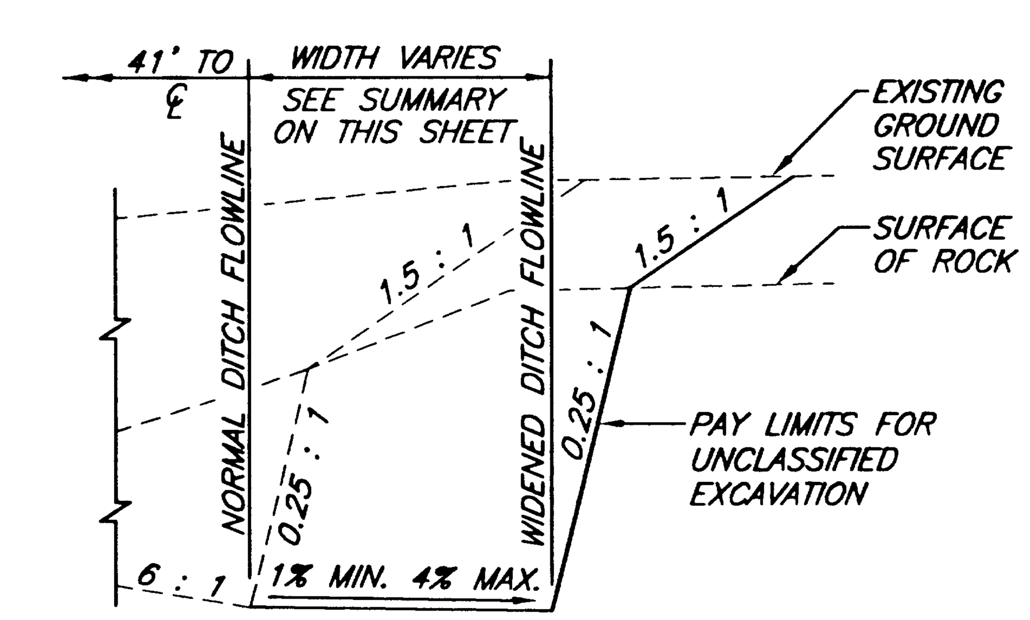
2. THE SHOULDERS OF THE ROADWAY EMBANKMENT WHICH ARE OUTSIDE OF THE EMBANKMENT PAY LIMITS, AS SHOWN ON THE TYPICAL SECTION FOR THE REALIGNMENT AREA, SHALL BE WIDENED WITH WASTE EXCAVATION MATERIAL IN ALL FILL SECTIONS WITHIN THE REALIGNMENT AREA. THIS WORK WILL BE PAID FOR BY THE STATION UNDER ITEM 203 (16), SHOULDER WIDENING. ORGANICS (STUMPS, LOGS, BRANCHES, ETC.) PLACED IN THIS AREA MUST HAVE A MINIMUM OF 2 FT. OF COVER AND MAY NOT PENETRATE THE SURFACE. THE PROJECT ENGINEER SHALL MAKE THE DETERMINATION AS TO THE TYPE OF MATERIAL WHICH MAY BE PLACED IN THIS AREA. SHOULDER WIDENING SHALL BE 15 FEET, WITH THE FOLLOWING EXCEPTIONS; THE AUKE VILLAGE RECREATION AREA PROPERTY (STA. 284+38 TO STA. 300+08, LT. AND STA. 284+41 TO STA. 296+65, RT.) AND THE C.B.J. LENA PARK PROPERTY (STA. 356+68 TO STA. 363+77, LT. AND STA. 360+79 TO STA. 363+18, RT.) WITHIN THESE AREAS THE WASTE FILL SHOULDER WIDENING WILL BE LIMITED TO 6 FEET IN WIDTH. ALSO SEE THE SLOPE EXCEPTION SUMMARIES ON SHEET 8. TRANSITIONS BETWEEN SECTIONS SHALL BE SMOOTH AND UNIFORM AS DIRECTED BY THE ENGINEER.

3. THE ROADWAY WIDTH WITHIN THE LEFT TURN LANE AREAS (STA. 264+50.0 TO STA. 285+00.0 AND STA. 351+80.0 TO STA. 366+89.7) WILL VARY FROM 40' TO 50'. THE EDGE OF THE ASPHALT TREATED BASE COURSE WILL, IN ALL CASES, BE 2 FEET OUTSIDE OF THE SHOULDER STRIPE ON EACH SIDE OF THE CENTERLINE. SEE THE A.T.B. TRANSITION AT INTERSECTION DETAIL ON SHEET 25.

4. WITHIN THE OTTER WAY LEFT TURN LANE AREA THE SHOULDERS ON EACH SIDE OF THE CENTERLINE TRANSITION TO 6 FEET WIDE, SEE SHEETS 2 AND 32 FOR DETAILS.

5. CONTROLLED BLASTING IS ONLY REQUIRED WHERE ALL OF THE FOLLOWING CONDITIONS ARE MET:
   A. HEIGHT OF FINISHED ROCK BACKSLOPE IS GREATER THAN 10 FEET.
   B. ROCK BACKSLOPE IS AT 0.25 : 1.
   C. DITCH FLOWLINE OFFSET IS LESS THAN 26 FEET FROM THE EDGE OF PAVEMENT.

6. THE BOP ROCK SOURCE AREA IS PROVIDED FOR BORROW EMBANKMENT AT THE CONTRACTOR'S OPTION. NO PAYMENT WILL BE MADE FOR THE REMOVAL OF MATERIAL OR FOR THE REQUIRED RECLAMATION WORK WITHIN THIS AREA. SEE SHEET 43 FOR DETAILS. ALSO SEE SPECIAL PROVISIONS SECTION 203.



DITCH WIDENING SUMMARY

STATION	OFFSET	WIDTH	WIDENED DITCH FLOWLINE OFFSET
282+50	RIGHT	–	41' RIGHT
283+00	RIGHT	9'	50' RIGHT
283+50	RIGHT	16'	57' RIGHT
284+00	RIGHT	21'	62' RIGHT
284+50	RIGHT	25'	66' RIGHT
285+00	RIGHT	26'	67' RIGHT
285+50	RIGHT	26'	67' RIGHT
286+00	RIGHT	24'	65' RIGHT
286+50	RIGHT	19'	60' RIGHT
287+00	RIGHT	13'	54' RIGHT
287+50	RIGHT	5'	46' RIGHT
288+00	RIGHT	–	41' RIGHT

DITCH WIDENING TO PROVIDE SIGHT DISTANCE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\-TYP2 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU ALASKA
GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

TYPICAL SECTIONS OF IMPROVEMENT

DESIGNED BY: J. MAYER
DRAWN BY: J. MAYER
CHECKED BY: T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998

ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM	PAY UNIT	PROJECT TOTAL
120 (1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
201 (1A)	CLEARING	ACRE	35
201 (2A)	GRUBBING	ACRE	29
201 (6)	SELECTIVE TREE REMOVAL	EACH	100
202 (1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQUIRED
202 (2)	REMOVAL OF PAVEMENT	SQUARE YARD	12,500
202 (4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	548
202 (10)	SINGLE MAIL BOX INSTALLATION	EACH	4
202 (11)	MULTIPLE MAIL BOX INSTALLATION	LINEAR FOOT	30
203 (3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	339,500
203 (9)	OBLITERATION OF ROADWAY	STATION	6.5
203 (10)	CONTROLLED BLASTING	SQUARE YARD	1,200
203 (11)	EMBANKMENT	CUBIC YARD	116,000
203 (12)	EMBANKMENT, TYPE "D"	CUBIC YARD	42,000
203 (14)	ROCK SLOPE DRAIN HOLES	EACH	115
203 (15)	DITCH RECONDITIONING	STATION	12
203 (16)	SHOULDER WIDENING	STATION	93
203(17)	ROCK BOLTS	LINEAR FOOT	200
203(18)	ROCK DOWELS	EACH	30
203(19)	PRE-BLAST SURVEY	EACH	20
203(20)	WASTE SITE DEVELOPMENT	LUMP SUM	ALL REQUIRED
301 (1)	CRUSHED AGGREGATE BASE COURSE	TON	3,400
304 (1)	SUBBASE, GRADING "C"	TON	26,000
306 (1)	ASPHALT TREATED BASE COURSE	TON	8,700
306 (2)	ASPHALT CEMENT, PG 58-28	TON	350
401 (1)	ASPHALT CONCRETE, TYPE II	TON	8,300
401 (2)	ASPHALT CEMENT, PG 58-28	TON	500
402 (2)	STE-1 ASPHALT FOR TACK COAT	TON	34
501 (3)	CLASS W CONCRETE	LUMP SUM	ALL REQUIRED
509 (1)	BUS SHELTER RELOCATION	LUMP SUM	ALL REQUIRED
603 (17-18)	18 INCH PIPE	LINEAR FOOT	210
603 (17-24)	24 INCH PIPE	LINEAR FOOT	2,800
603 (17-36)	36 INCH PIPE	LINEAR FOOT	324
603 (17-48)	48 INCH PIPE	LINEAR FOOT	368
603 (17-72)	72 INCH PIPE	LINEAR FOOT	144
603 (20-24)	END SECTION FOR 24 INCH PIPE	EACH	22
603 (20-36)	END SECTION FOR 36 INCH PIPE	EACH	2
604 (5)	INLET, TYPE "C"	EACH	1
605 (3)	12 INCH PERFORATED PIPE UNDERDRAIN	LINEAR FOOT	884
606 (1)	W-BEAM GUARDRAIL	LINEAR FOOT	1,075
606 (4)	REMOVAL AND RECONSTRUCTION OF GUARDRAIL	LINEAR FOOT	1,828
606 (5)	REMOVAL AND DISPOSAL OF GUARDRAIL	LINEAR FOOT	1,152
606 (10)	SLOTTED RAIL TERMINAL (SRT 350)	EACH	11
607 (3)	CHAIN LINK FENCE	LINEAR FOOT	475
610 (1)	DITCH LINING	CUBIC YARD	2,400
611 (1A)	RIPRAP, CLASS I	CUBIC YARD	2,200
611 (1B)	RIPRAP, CLASS II	CUBIC YARD	550
614 (1)	SURVEY MONUMENTS	EACH	12
614 (2)	MONUMENT CASES	EACH	12
614 (4)	ADJUST EXISTING MONUMENT CASES	EACH	6
615 (1)	STANDARD SIGNS	SQUARE FOOT	268.35
618 (1)	SEEDING	ACRE	10
619 (2)	MATTING	SQUARE YARD	22,500

ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM	PAY UNIT	PROJECT TOTAL
627 (4)	FIRE HYDRANT ADJUSTMENT	EACH	4
627 (6)	FIRE HYDRANT RELOCATION	EACH	1
627 (8)	WATER SERVICE CONNECTION	EACH	3
627 (10)	ADJUSTMENT OF VALVE BOX	EACH	8
627 (11)	UTILITY CROSSING	EACH	3
627 (12)	8" WATER SERVICE EXTENSION	LINEAR FOOT	84
630 (1)	GEOTEXTILE, SEPARATION	SQUARE YARD	3,000
631 (1)	GEOTEXTILE, DRAINAGE	SQUARE YARD	4,750
635 (1)	INSULATION BOARD	MBM	25
639 (3)	APPROACHES	EACH	19
640 (1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641 (1)	EROSION AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
641 (2)	EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
641 (3)	SILT FENCE	LINEAR FOOT	7,700
641 (4)	TEMPORARY CHECK DAM	EACH	68
641 (5)	SETTLING POOL	EACH	4
641 (6)	PRELIMINARY SEEDING	ACRE	10
642 (1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
642 (2)	THREE PERSON SURVEY PARTY	HOUR	20
642 (5)	LAND BOUNDARY MONUMENT	EACH	6
643 (2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643 (3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQUIRED
643 (4)	CONSTRUCTION SIGN	EACH PER DAY	800
643 (6)	TYPE III BARRICADE	EACH PER DAY	300
643 (7)	TRAFFIC CONE	EACH PER DAY	6,000
643 (8)	DRUM	EACH PER DAY	1,400
643 (13)	TEMPORARY PAVEMENT MARKINGS	STATION	438
643 (15)	FLAGGING	MAN HOUR	2,000
644 (6)	ENGINEERING TRANSPORTATION	LUMP SUM	ALL REQUIRED
644 (7)	SITE FOR FIELD OFFICE AND LABORATORY	LUMP SUM	ALL REQUIRED
645 (1)	TRAINING PROGRAM FOR 2 TRAINEES/APPRENTICES	LABOR HOUR	1,000
650 (1)	WETLANDS MITIGATION	SQUARE YARD	5,800
651 (1)	EAGLE MONITORING	HOUR	375
660 (3)	HIGHWAY LIGHTING SYSTEM COMPLETE	LUMP SUM	ALL REQUIRED
660 (6)	TRAFFIC COUNT SYSTEM COMPLETE	LUMP SUM	ALL REQUIRED
661 (1)	LOAD CENTER, TYPE 1	EACH	2
661 (2)	LOAD CENTER, TYPE 2	EACH	1
670 (8)	RECESSED PAVEMENT MARKERS	EACH	250
670 (9)	METHYL METHACRYLATE PAVEMENT MARKINGS	LUMP SUM	ALL REQUIRED
690 (1)	LENA PARK SITE DEVELOPMENT	LUMP SUM	ALL REQUIRED
691 (1)	AUK NU CONDO PARKING LOT REPAIR	LUMP SUM	ALL REQUIRED

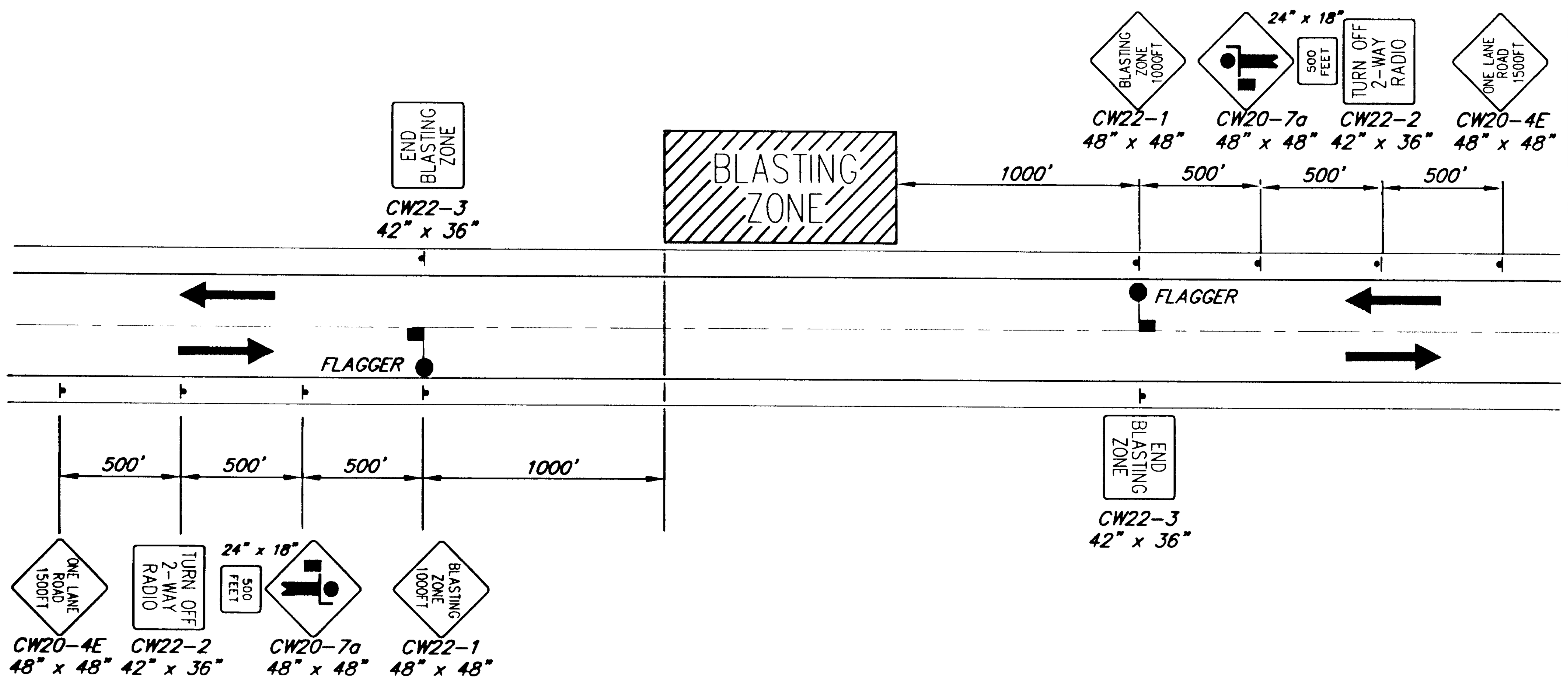
BASIS OF ESTIMATE

ITEM NUMBER	ITEM	ESTIMATING FACTOR
301 (1)	CRUSHED AGGREGATE BASE COURSE	1.96 TONS PER CUBIC YARD
304 (1)	SUBBASE, GRADING "C"	1.90 TONS PER CUBIC YARD
306 (1)	ASPHALT TREATED BASE COURSE	112 POUNDS PER SQUARE YARD PER INCH DEPTH
306 (2)	ASPHALT CEMENT, GRADING PG 58-28	4.0% OF ITEM 306 (1)
401 (1)	ASPHALT CONCRETE, TYPE II	116 POUNDS PER SQUARE YARD PER INCH DEPTH
401 (2)	ASPHALT CEMENT, GRADING PG 58-28	6.0% OF ITEM 401 (1)
402 (2)	STE-1 ASPHALT FOR TACK COAT	0.10 GALLONS PER SQUARE YARD - 253 GALLONS PER TON

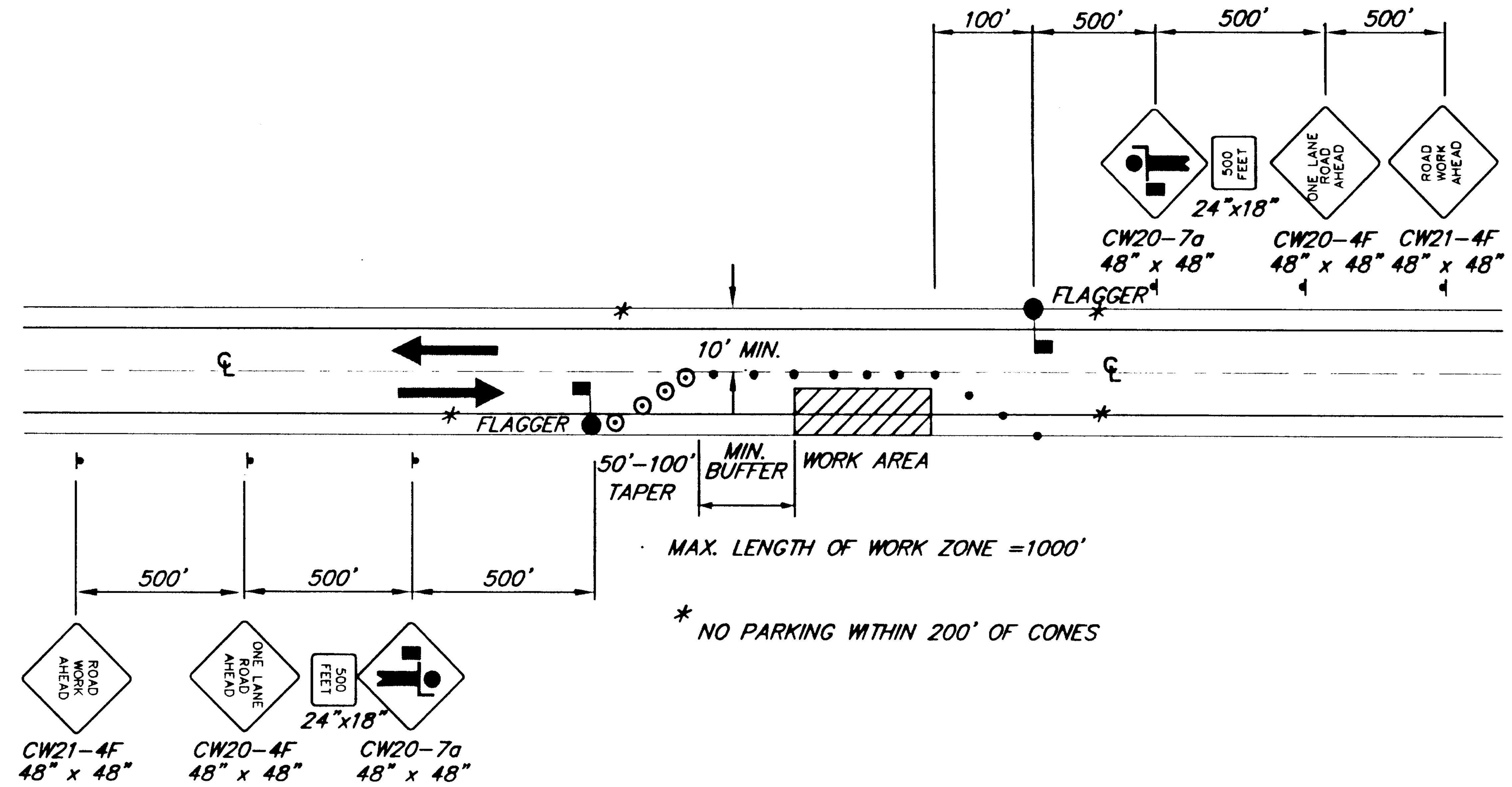
GENERAL NOTES:

1. THE LOCATIONS OF EXISTING TOPOGRAPHY, UTILITIES, BUILDINGS, ETC. AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
2. THE ALIGNMENT AND GRADES AS SHOWN ON THESE PLANS ARE SUBJECT TO MINOR FIELD REVISIONS BY THE ENGINEER.
3. THE ROADWAYS SUPERELEVATION SHALL ROTATE ABOUT THE CENTERLINE. THE RATES OF SUPERELEVATION AND THE SUPERELEVATION TRANSITION POINTS ARE SHOWN ON THE PLAN AND PROFILE SHEETS.
4. THE LOCATIONS OF PROPOSED IMPROVEMENTS ARE SUBJECT TO MINOR FIELD REVISIONS BY THE ENGINEER.
5. ALL UNCLASSIFIED EXCAVATION THAT IS NOT ROCK IS CONSIDERED TO TO BE WASTE. THE CONTRACTOR SHALL UTILIZE WASTE MATERIAL IN THE SHOULDERS OF THE ROADWAY IN FILL SECTIONS AS SHOWN ON THE TYPICAL SECTION ON SHEET 2. THE ROCK SOURCE RECLAMATION WORK AS SHOWN ON SHEET 43, OR SHALL HAUL WASTE MATERIAL TO THE WASTE AREA SHOWN ON SHEETS 40-41, OR TO SOME OTHER WASTE AREA WHICH IS APPROVED BY THE ENGINEER. THIS WORK IS CONSIDERED TO SUBSIDIARY TO OTHER ITEMS OF WORK AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
6. CROSS CULVERT LOCATIONS GIVEN ARE APPROXIMATE ONLY. FINAL CROSS CULVERT POSITIONS WILL BE DETERMINED BY THE ENGINEER AFTER CLEARING AND CENTERLINE STAKING IS COMPLETED.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



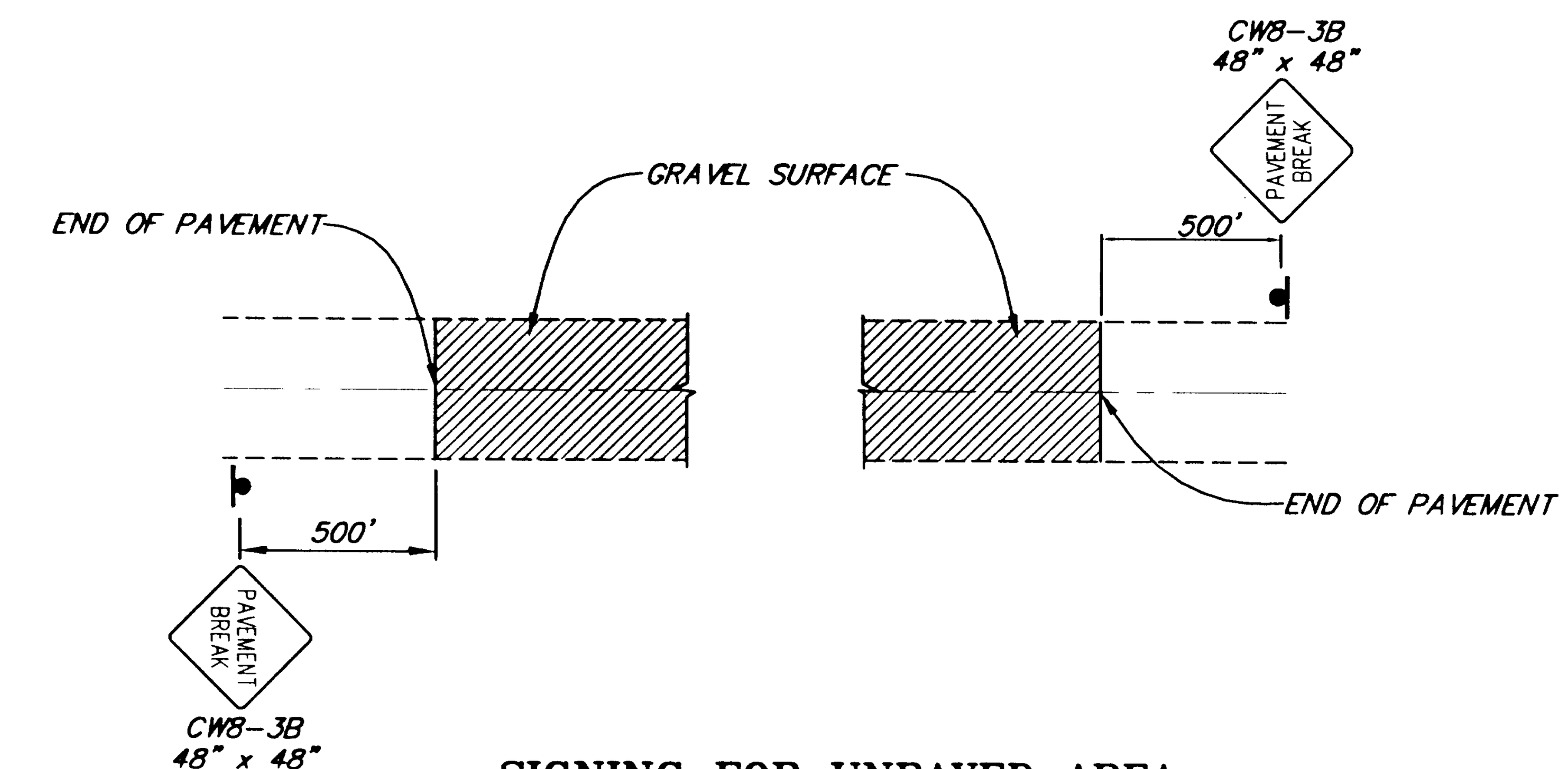
TYPICAL BLASTING ZONE PLAN



· MAX. LENGTH OF WORK ZONE =1000'

* NO PARKING WITHIN 200' OF CONES

SINGLE LANE CLOSURE
TWO LANE ROAD



SIGNING FOR UNPAVED AREA

LEGEND

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

FORMULAS FOR L (TAPER LENGTH)

40 MPH OR LESS $L= \frac{WxS^2}{60}$

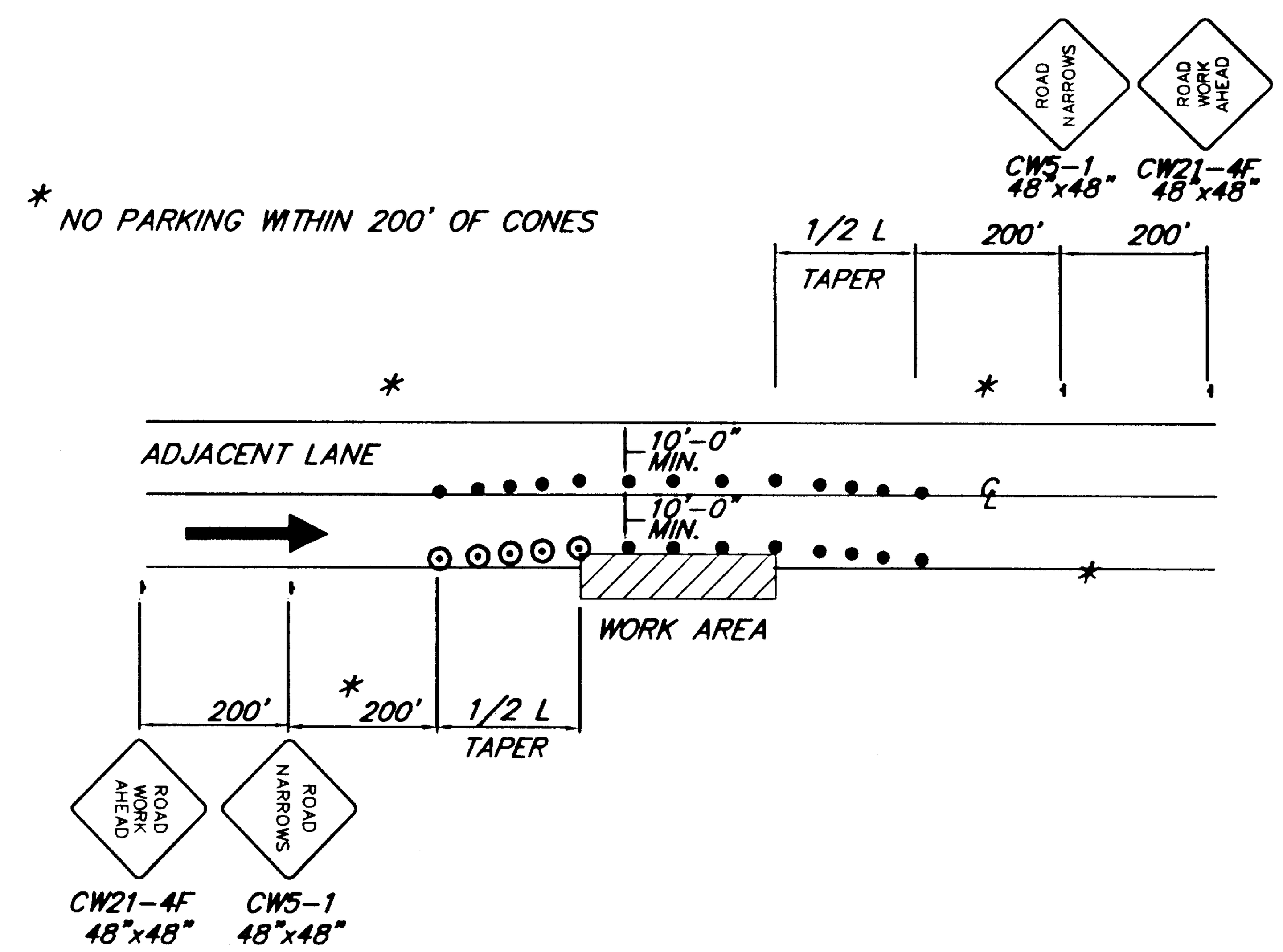
45 MPH OR GREATER $L= WxS$

WHERE W= WIDTH OF OFFSET
S= POSTED SPEED LIMIT OR ANTICIPATED OPERATING SPEED

DRUM OR CONE SPACING = S (IN FEET)

MIN. BUFFER	
S	LENGTH
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

* NO PARKING WITHIN 200' OF CONES



ROADWAY ENCROACHMENT

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

TRAFFIC CONTROL NOTES

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS THAT ARE OPEN TO THE PUBLIC.
2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
4. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
5. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED AS DESCRIBED IN SECTION 643-3.04 OF THE SPECIFICATIONS.
6. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
7. CHANNELIZATION DEVICES, IF USED AT NIGHT, SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.
8. DRIVEWAYS MAY BE CLOSED DURING ACTUAL WORK ON A GIVEN DRIVEWAY, PROVIDED THAT THE CLOSURE DOES NOT EXCEED 8 HOURS AND THE AFFECTED RESIDENTS HAVE BEEN GIVEN 24 HOURS NOTICE OF THE CLOSURE.
9. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONFIGURATIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE PORTIONS OF DETAILS ON THESE SHEETS.
10. THE EXISTING GLACIER HIGHWAY SHALL BE KEPT OPEN TO UN-INTERRUPTED TWO LANE TWO WAY TRAFFIC BETWEEN THE HOURS OF 6:30 AM AND 8:00 AM AND 4:30 PM AND 6:00 PM

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-TCP1 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU

GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA

ALASKA

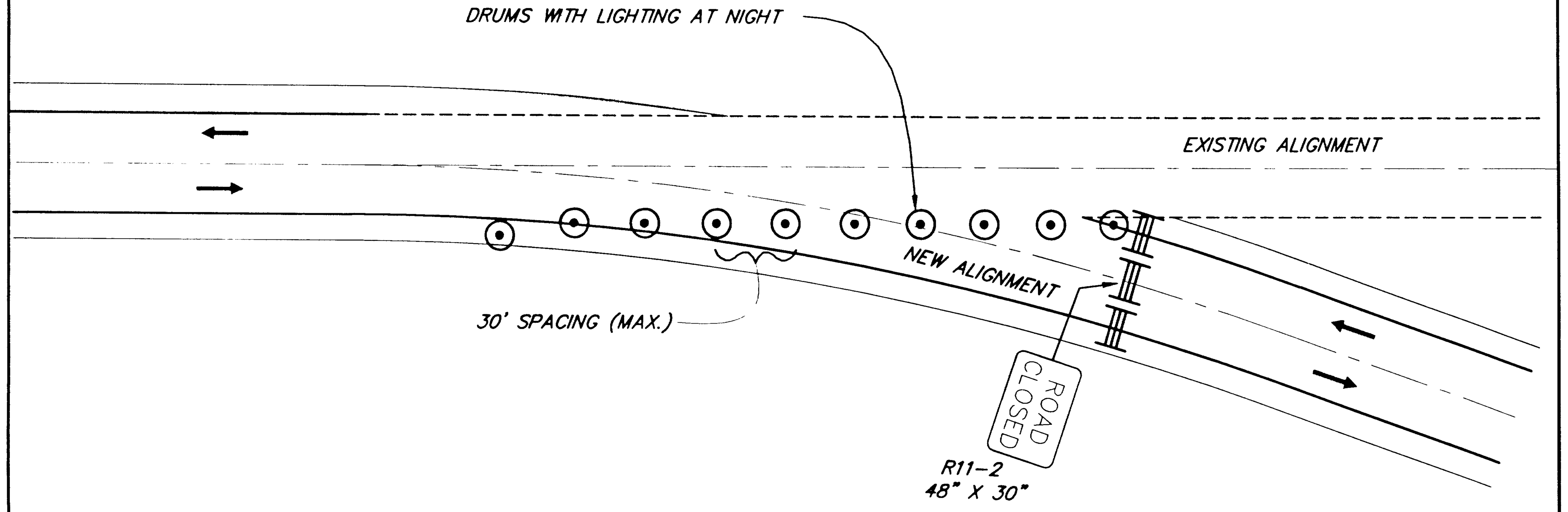
F-093-3(4) (69844)
PFH-2-1(1) (72236)

TRAFFIC CONTROL PLAN

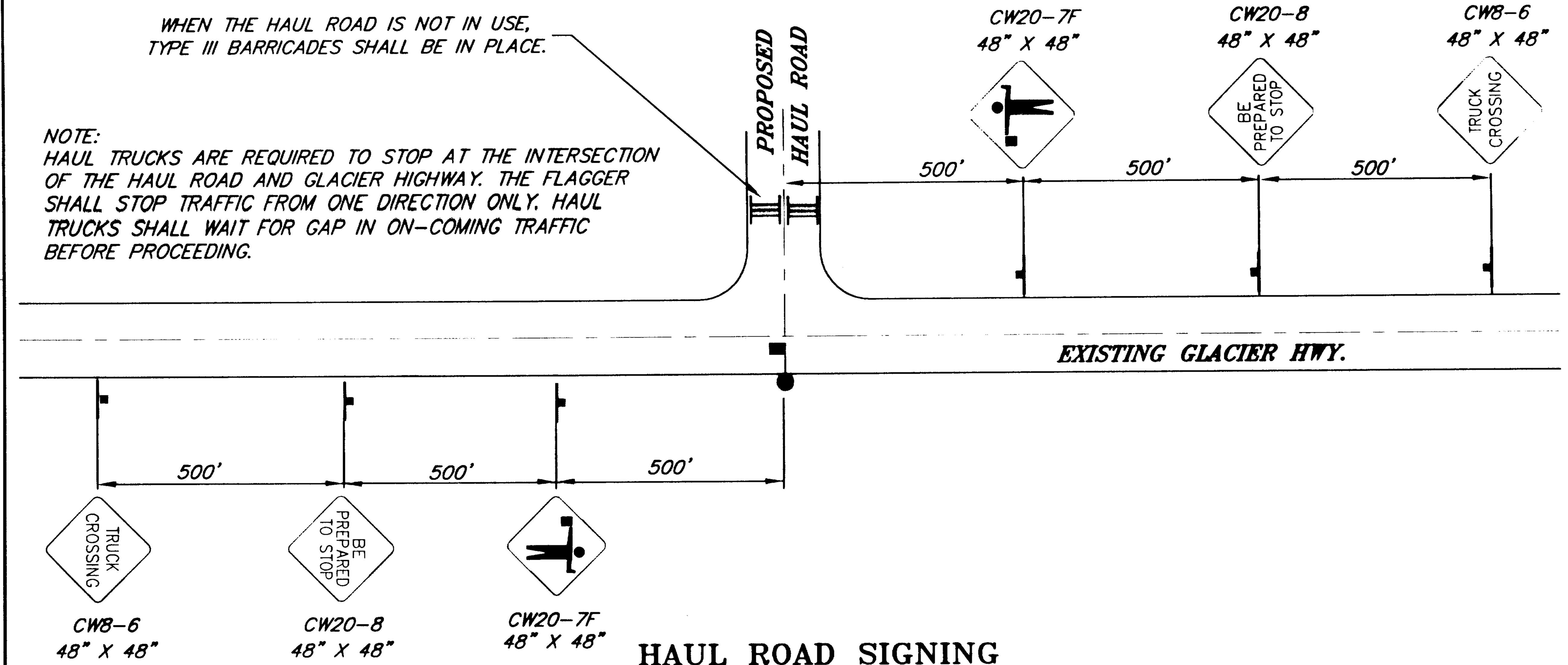
DESIGNED BY: K. MATTSON
DRAWN BY: K. MATTSON/CSA
CHECKED BY: K. SMITH

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 5 OF 55

STATE OF ALASKA
49th
Loren L. Rasmussen
CE-3395
REGISTERED PROFESSIONAL ENGINEER



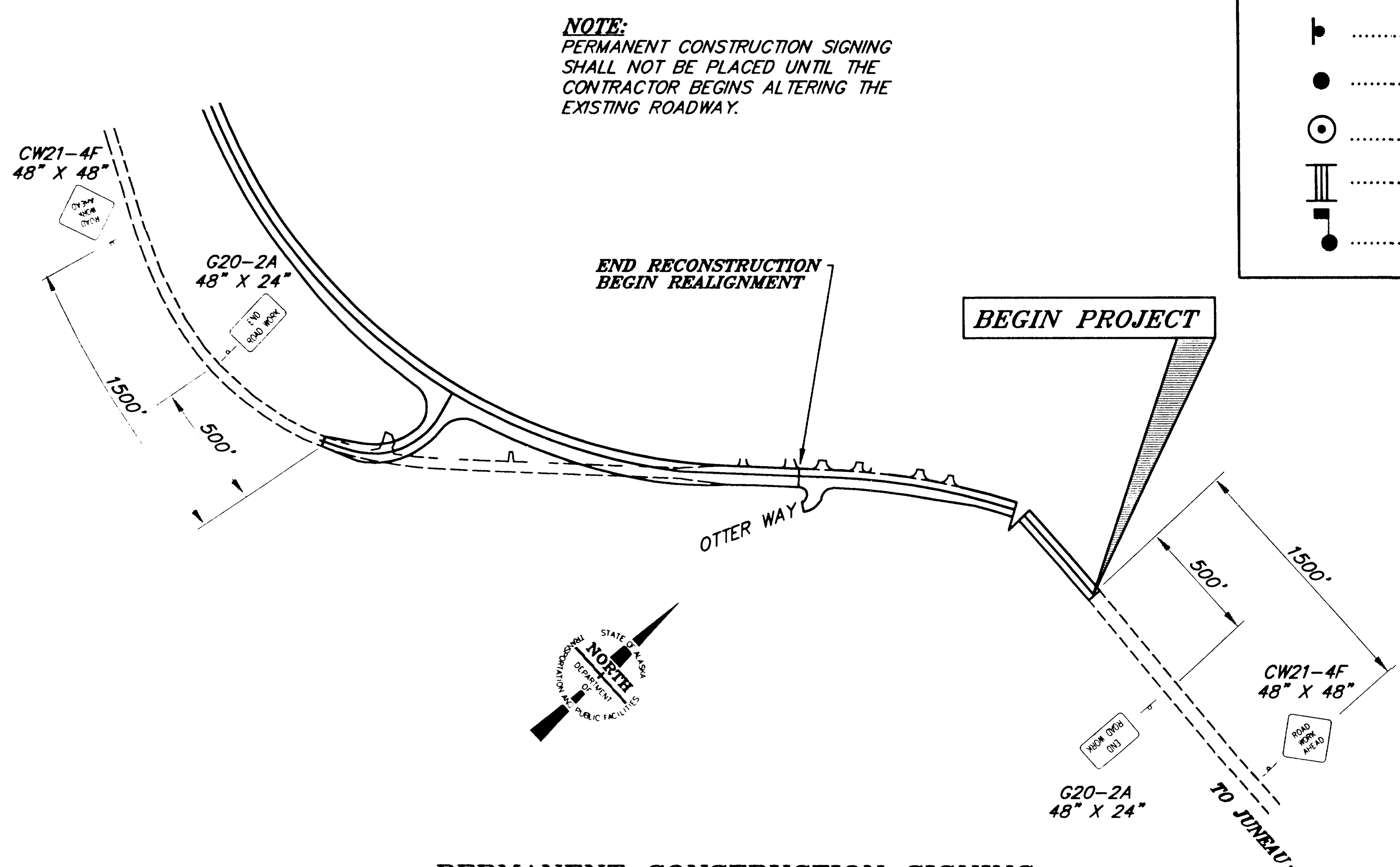
TYPICAL TRANSITION
NON-WORK HOURS



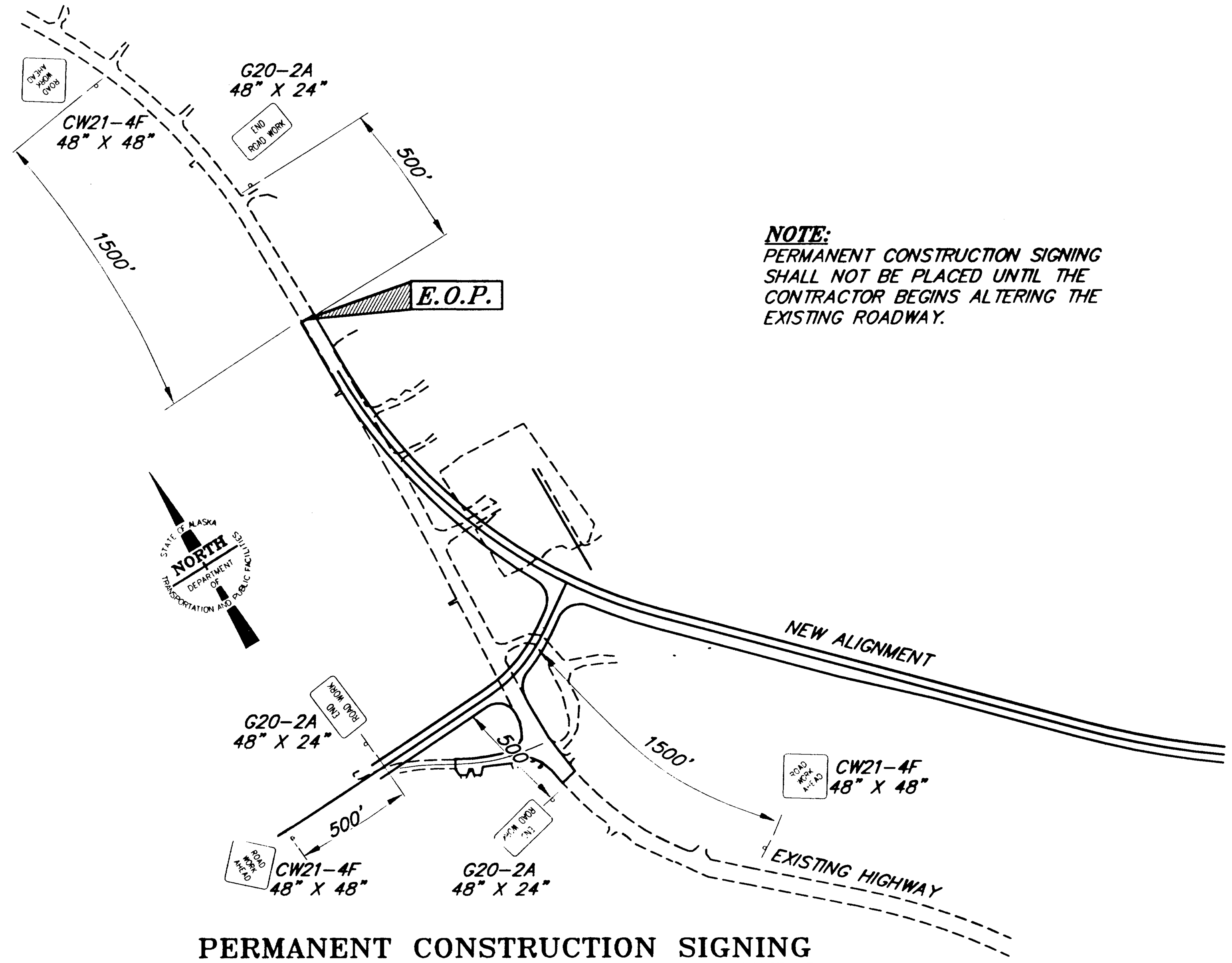
HAUL ROAD SIGNING
WHEN HAULING MATERIAL
ON EXISTING HIGHWAY

LEGEND

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



PERMANENT CONSTRUCTION SIGNING
(B.O.P.)



PERMANENT CONSTRUCTION SIGNING
(E.O.P.)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-TCP2 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA

F-093-3(4) (69844)
PFH-2-1(1) (72236)

TRAFFIC CONTROL PLAN

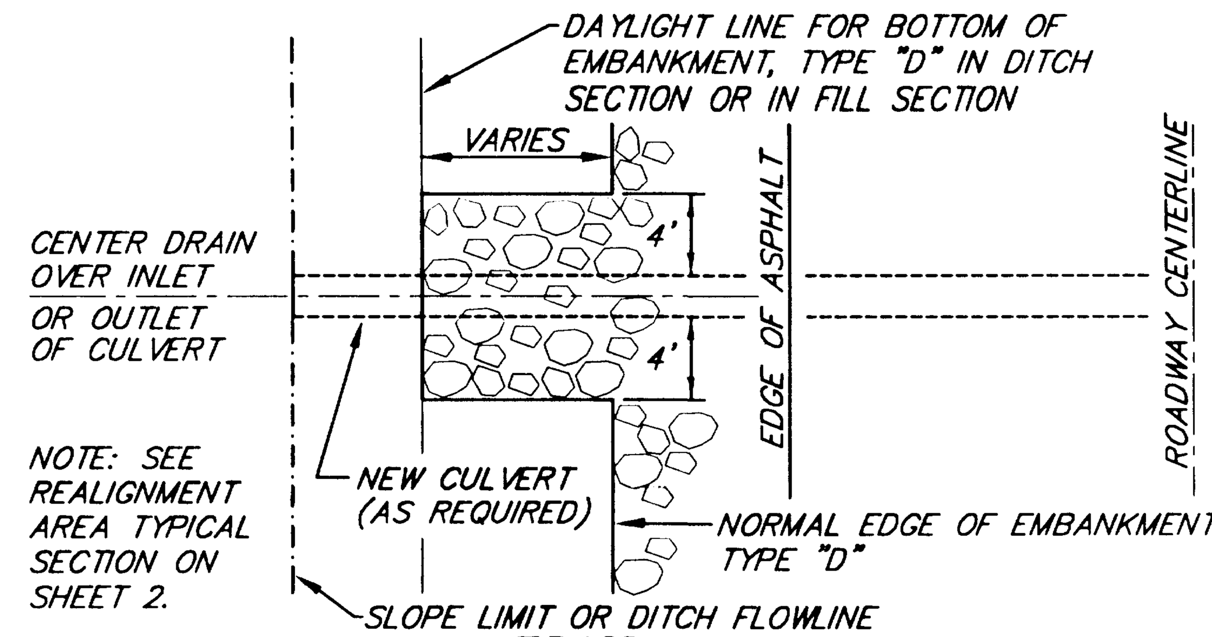
DESIGNED BY:	K. MATTSON	PROJECT NO.	69844/72236
DRAWN BY:	K. MATTSON/CSA	DATE:	FEBRUARY, 1998
CHECKED BY:	K. SMITH	SHEET 6 OF 55	

STATE OF ALASKA 49th Loren L. Rasmussen CE-3395 REGISTERED PROFESSIONAL ENGINEER

CROSS CULVERT SUMMARY

No.	℄ STATION	24"ø	36"ø	48"ø	72"ø	END SECTION	RIPRAP BASIN	REMARKS
1	270+39		72'			1	YES	
6	"B"12+13	76'				1		SKEW 28° AHD. RT. INSTALL @3° MAX. SLOPE
7	289+00	112'				1	YES	
8	293+50	110'				1	YES	
9	295+74			104' 80'				SEE CULVERT OUTLET SPILLWAY DETAILS THIS SHEET
10	297+34				144' 145			SKEW 9° AHD. LT. TYPE I HEADWALLS REQUIRED EACH END OF PIPE. HEADWALLS WILL BE PAID FOR UNDER ITEM 501(3). SEE CULVERT OUTLET SPILLWAY DETAILS, THIS SHEET
11	299+92	80'	90'			1		INSTALL AT 7° SLOPE. SEE OUTLET SPILLWAY DETAILS, THIS SHEET
12	301+50	102'				1	YES	
13	304+90	104'				1	YES	
14	308+50	114'				1	YES	PERMANENT DITCH BLOCK
15	312+15	114'				1	YES	PERMANENT DITCH BLOCK
16	314+20	102'				1	YES	PERMANENT DITCH BLOCK
17	317+00	104'				1	YES	
18	319+90	98'				1		
19	321+50	96'				1		
20	323+00	94'				1		
21	325+62	98'				1		
22	328+00	98'				1		
23	331+00	106'				1	YES	
24	334+70	98'				1		
25	351+65	94'				1		SKEW 26° AHD. RT. PERMANENT DITCH BLOCK
26	356+19, 31.8' LT.	48'				1		TYPE "C" INLET BOX, SEE STD. DWG. D-44.01 AND SHEETS 19 AND 27
27	358+50	102'				1		
28	363+24			170 168'				SKEW 43 DEG. AHD. LT.
31	367+93			100 96'				SKEW 3 DEG. AHD. RT.
33	"C" 12+35	78'				1		SKEW 14 DEG. AHD. LT.
34	"C" 16+64	114'				~~1~~		SKEW 66.75 D. AHD. RT.
36	268+44	12'						EXTEND EXISTING PIPE ON LEFT
38	303+07	96'				1	YES	
41	266+38	12'						EXTEND EXISTING PIPE ON LEFT NEW X-PIPE

FOR 24" PIPE 400 LINEAR FOOT ADDITIONAL ALLOWANCE ADDED TO ESTIMATED QUANTITIES
FOR 36" PIPE 162 LINEAR FOOT ADDITIONAL ALLOWANCE ADDED TO ESTIMATED QUANTITIES

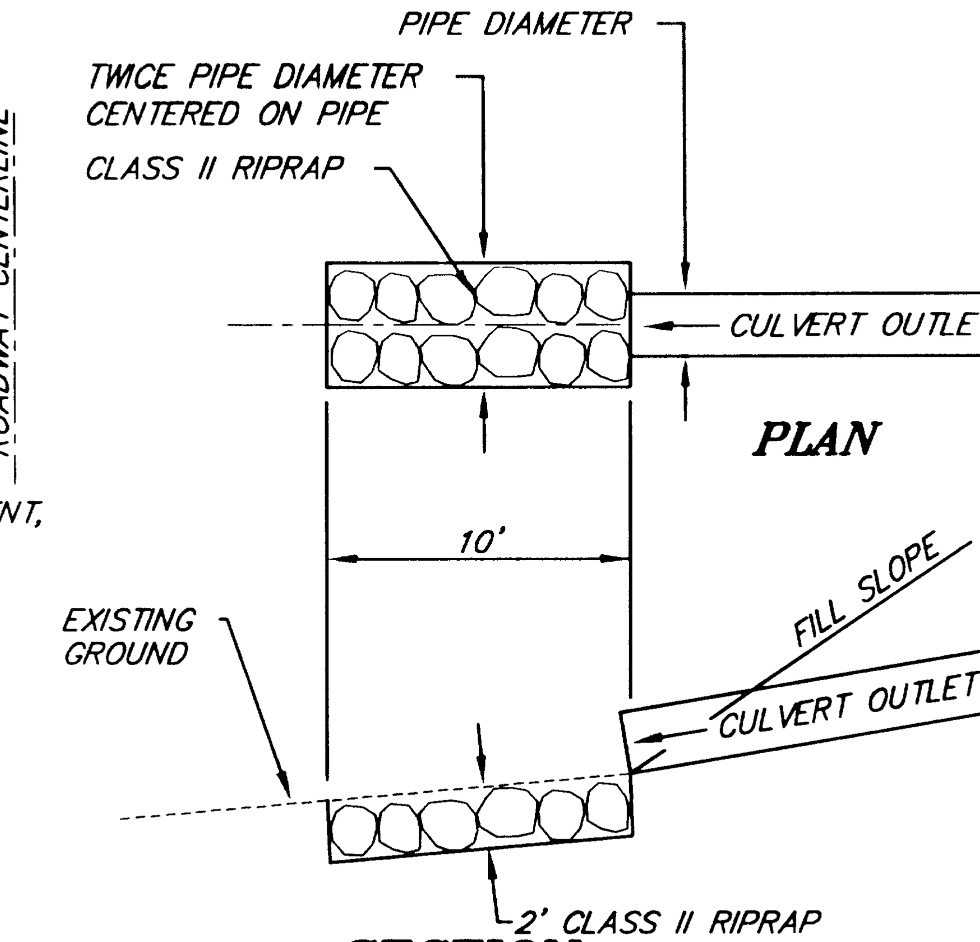


NOTE: SEE REALIGNMENT AREA TYPICAL SECTION ON SHEET 2.

PLAN
EMBANKMENT, TYPE "D" DRAIN

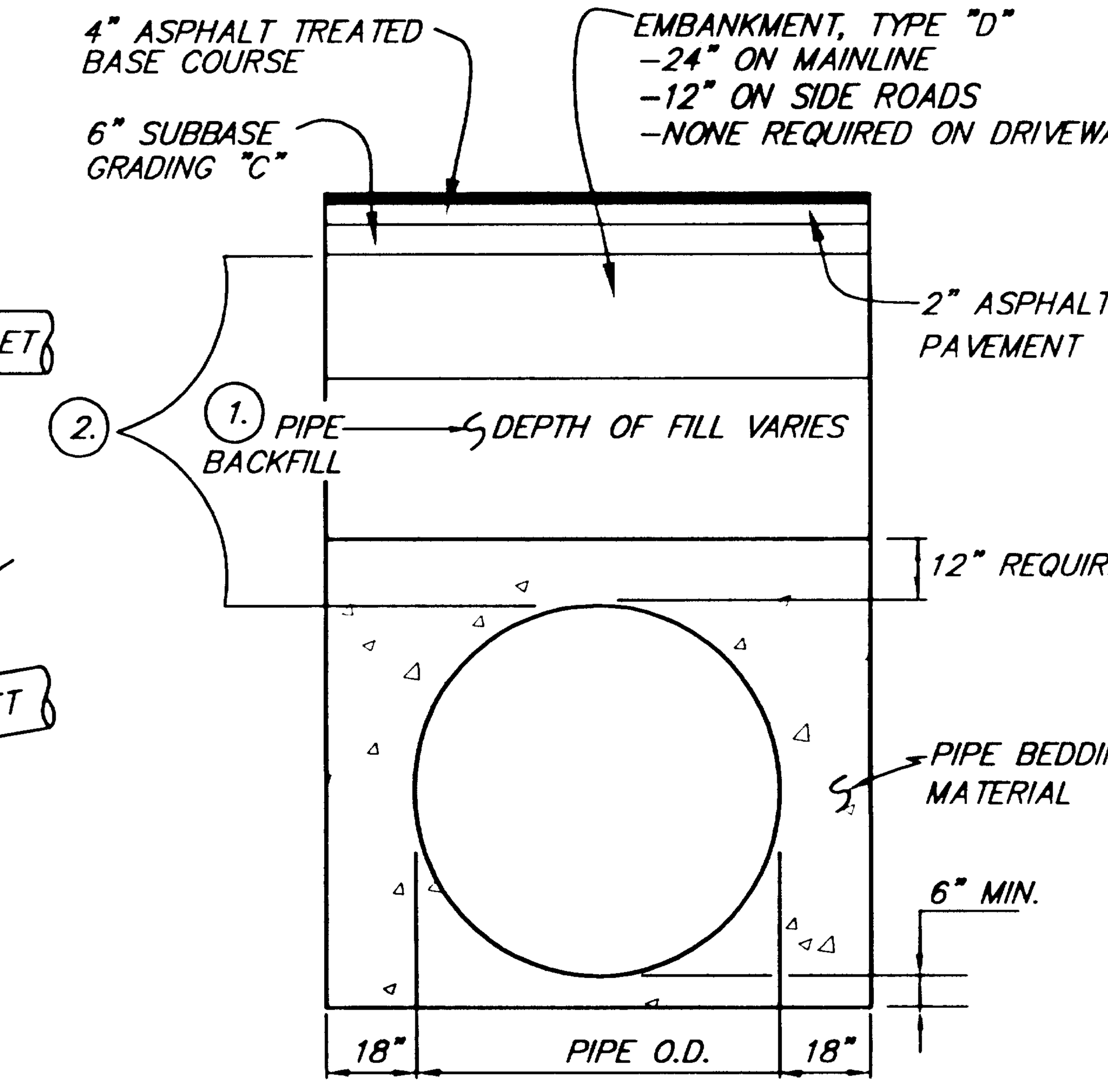
EMBANKMENT, TYPE "D" DRAINS WILL BE MEASURED AND PAID FOR UNDER ITEM 203 (12), EMBANKMENT, TYPE "D"

NOTE: CROSS CULVERT LOCATIONS GIVEN ARE APPROXIMATE ONLY. FINAL CROSS CULVERT POSITIONS WILL BE DETERMINED BY THE ENGINEER AFTER CLEARING AND CENTERLINE STAKING IS COMPLETED.



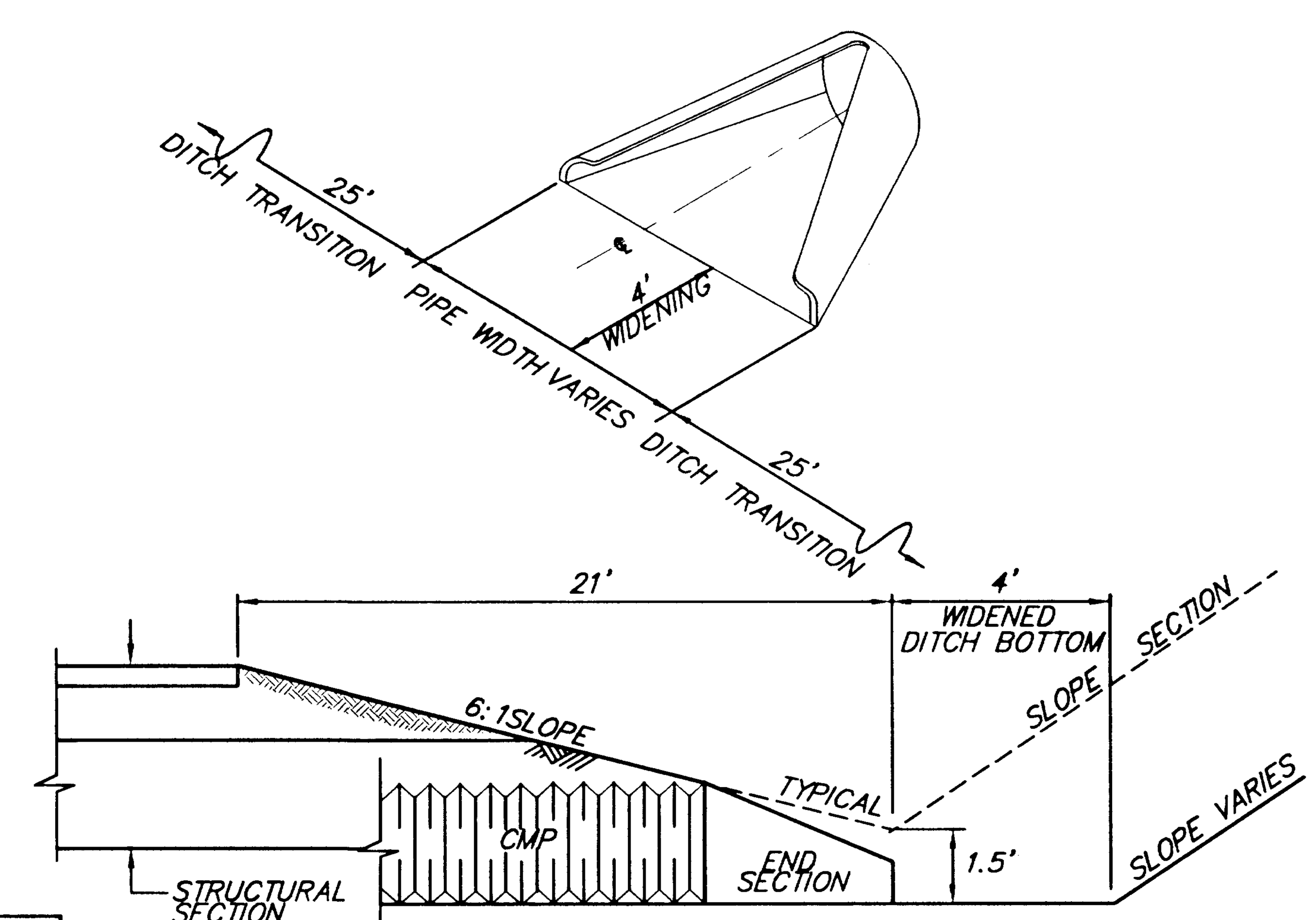
SECTION
RIPRAP BASIN DETAILS

THIS DETAIL APPLIES AT THE CULVERT OUTLETS FOR PIPES, 1, 7, 8, 12, ~~13~~, 14, 15, 16, 17, 23, 36 AND 38. RIPRAP BASINS WILL BE MEASURED AND PAID FOR UNDER ITEM 611(1B) RIPRAP CLASS II. NO OTHER MEASUREMENT OR PAYMENT WILL BE MADE.



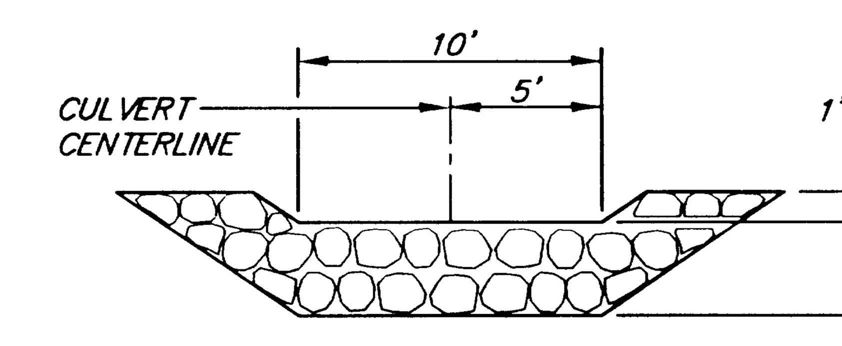
STANDARD CULVERT DETAIL

1. PIPE BACKFILL SHALL BE USEABLE UNCLASSIFIED EXCAVATION MEETING THE REQUIREMENTS OF SELECTED MATERIAL, TYPE C.
2. IN THOSE AREAS WHERE PIPES PENETRATE THE STRUCTURAL SECTION (I.E. EMBANKMENT TYPE D) THE BEDDING AND BACKFILL USED ABOVE THE STRUCTURAL SECTION LINE SHALL MEET THE REQUIREMENTS OF THOSE PORTIONS OF THE STRUCTURAL SECTION PENETRATED BY THE PIPE.
3. THE CONTRACTOR SHALL MAINTAIN ADEQUATE COVER OVER ALL PIPE CROSSINGS AT ALL TIMES TO PREVENT DAMAGE TO THE PIPES.
4. SEE SHEETS 51-54 FOR REQUIRED DITCH LINING AND SPECIAL DITCH DETAILS.



DITCH TRANSITION DETAIL

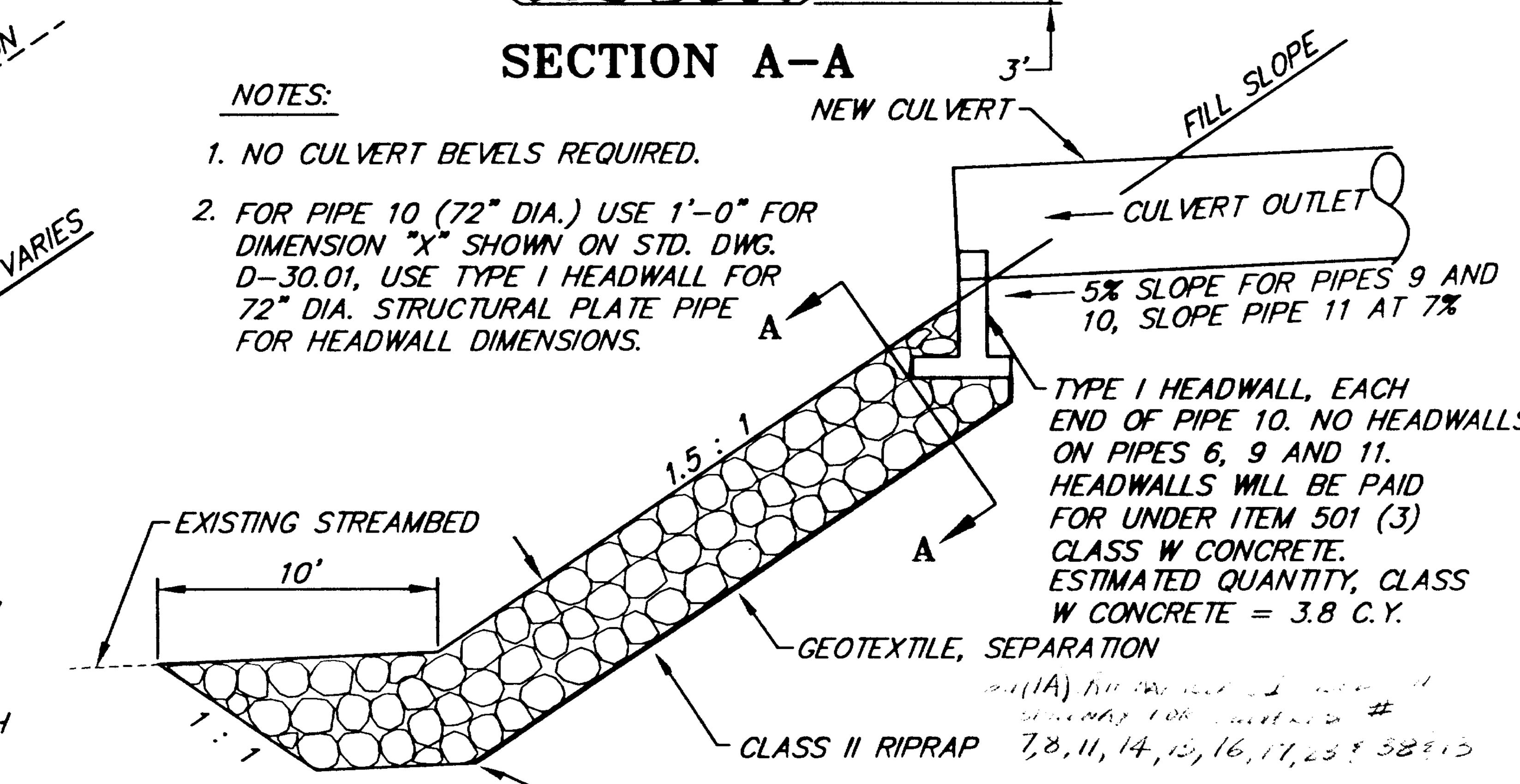
1. SEE STANDARD DRAWING D-06.01 FOR CULVERT END SECTION DETAIL.
2. STANDARD DITCH TRANSITIONS FROM V BOTTOM DITCH TO 4' FLAT BOTTOM DITCH 25' EITHER SIDE OF PIPE INLET.
3. AT THE DIRECTION OF THE ENGINEER, PERMANENT DITCH BLOCKS MAY BE REQUIRED AT LOCATIONS OTHER THAN THOSE SPECIFIED. PERMANENT DITCH BLOCKS ARE CONSIDERED INCIDENTAL TO SECTION 603 AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
4. SEE SHEETS 51-54 FOR FOR REQUIRED DITCH LINING AND SPECIAL DITCH DETAILS.
5. TRANSITION NEW DITCH SMOOTHLY TO MATCH EXISTING CONDITIONS AS DIRECTED BY THE ENGINEER.
6. PIPE END SECTIONS, WHERE SPECIFIED, SHALL BE INSTALLED ON THE INLET END OF PIPES.



SECTION A-A

NOTES:

1. NO CULVERT BEVELS REQUIRED.
2. FOR PIPE 10 (72" DIA.) USE 1'-0" FOR DIMENSION "X" SHOWN ON STD. DWG. D-30.01, USE TYPE I HEADWALL FOR 72" DIA. STRUCTURAL PLATE PIPE FOR HEADWALL DIMENSIONS.



SECTION
CULVERT OUTLET SPILLWAY DETAILS

THIS DETAIL APPLIES AT THE CULVERT OUTLETS FOR PIPES, 6, 9, 10 & 11. CULVERT OUTLET SPILLWAYS WILL BE MEASURED AND PAID FOR UNDER ITEM 611(1B) RIPRAP CLASS II. NO OTHER MEASUREMENT OR PAYMENT WILL BE MADE.

EMBANKMENT, TYPE "D" DRAINS

PIPE No.	STATION	LT.	RT.	PIPE No.	STATION	LT.	RT.
–	278+00		X	19	321+50	X	X
7	289+00		X	20	323+00	X	X
8	293+50	X	X	21	325+62	X	X
9	295+74	X		22	328+00	X	X
10	297+34	X		23	331+00		X
11	299+92	X		24	334+70		X
12	301+50	X		–	350+00	X	X
38	303+10	X		25	353+00	X	X
13	304+90	X		26	356+00	X	X
14	308+50	X	X	27	358+50	X	X
15	312+15	X	X	28	363+24		X
16	314+20	X	X	31	367+93		X
17	317+00	X	X				
18	319+90	X	X				

STATIONS GIVEN AT CULVERT LOCATIONS ARE AT CENTERLINE.
AT SKEWED PIPES, CENTER DRAIN OVER INLET AND/OR OUTLET.

APPROACH CULVERT SUMMARY

No.	STATION	18"ø	24"ø	36"ø	OFFSET	REMARKS
2	270+61		42'		33' RT.	
3	271+61		50'		33' RT.	
4	272+46		46'		33' RT.	
5	273+50		44'		33' RT.	
5A	275+80		36'		33' RT.	NEW DRIVEWAY
29	365+12	44'			46' RT.	
30	367+68	36'	40		42' RT.	
32	369+05	36'			38' RT.	
35	"C" 17+57	24'			16' RT.	AT F.H. PAD
37	264+00	30'			33' RT.	
39	263+00	16'			33' RT.	AT F.H. PAD
40	371+85	24'			33' RT.	TRAFFIC COUNTER
51A	[illegible]	40			33' RT.	
5C	[illegible]		[illegible]		33' RT.	
24A	366+70		86'		40' RT.	

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-CULDET1 1=1 (1=2 HALF)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

CULVERT AND DITCH DETAILS & SUMMARIES

DESIGNED BY: T. CULBREATH
DRAWN BY: K. KLEMMETSON
CHECKED BY: T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 7 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

SLOPE EXCEPTION SUMMARY – RIGHT SIDE

STATION	FILL SLOPE	DITCH SECTION FORE SLOPE	DITCH SECTION BACK SLOPE	REMARKS
268+46 & 272+25–273+25				DAYLIGHT CUT AT SUPERELEVATION RATE OR FILL AT 4 : 1 TO CATCH POINT. UTILIZE EXISTING DITCH BETWEEN DRIVEWAYS, MINOR DITCH RECONDITIONING REQUIRED, SEE NOTE ON SHEET 13.
273+50	–3%			FILL AT –3% TO MATCH EXISTING DRIVEWAY
279+00–280+00				DAYLIGHT CUT AT –2%
287+50–288+50			2 : 1	2 : 1 BACK SLOPE ABOVE 0.25 : 1 ROCK SLOPE
289+00–292+00			2 : 1	
364+50	5 : 1			5 : 1 FOR 12' THEN 2 : 1 TO CATCH POINT
365+00–365+50	4 : 1			4 : 1 TO CATCH POINT
366+00–366+50		4 : 1	1.5 : 1	DAYLIGHT CUT AT +3% TO MATCH EXISTING DRIVEWAY
367+00–368+50	4 : 1			4 : 1 TO CATCH POINT
369+00				3.5 FOOT DEEP DITCH
369+50–371+00				DAYLIGHT CUT AT SUPERELEVATION RATE
371+50–372+00	4 : 1			4 : 1 TO CATCH POINT

SLOPE EXCEPTION SUMMARY – LEFT SIDE

STATION	FILL SLOPE	DITCH SECTION FORE SLOPE	DITCH SECTION BACK SLOPE	REMARKS
279+00		6 : 1	NONE	DAYLIGHT CUT AT 6 : 1 INTO EXISTING BACKSLOPE ON LEFT
279+50		10 : 1	NONE	DAYLIGHT CUT AT 10 : 1 INTO EXISTING BACKSLOPE ON LEFT
364+50	6 : 1			6 : 1 FOR 12' THEN 1.5 : 1 TO CATCH POINT
365+00	6 : 1			6 : 1 FOR 12' THEN 1.5 : 1 TO CATCH POINT
365+50	6 : 1			6 : 1 FOR 12' THEN 1.5 : 1 TO DITCH FLOWLINE. DITCH TO DRAIN TO PIPE No. 31. SEE SHEET 55 FOR DETAILS.
366+00	6 : 1			6 : 1 FOR 12' THEN 1.5 : 1 TO DITCH FLOWLINE. DITCH TO DRAIN TO PIPE No. 31. SEE SHEET 55 FOR DETAILS.
366+50	6 : 1			6 : 1 FOR 12' THEN 1.5 : 1 TO DITCH FLOWLINE. DITCH TO DRAIN TO PIPE No. 31. SEE SHEET 55 FOR DETAILS.
367+00	6 : 1			6 : 1 FOR 12' THEN 1.5 : 1 TO DITCH FLOWLINE. DITCH TO DRAIN TO PIPE No. 31. SEE SHEET 55 FOR DETAILS.
367+50	6 : 1			6 : 1 FOR 12' THEN 1.5 : 1 TO DITCH FLOWLINE. DITCH TO DRAIN TO PIPE No. 31. SEE SHEET 55 FOR DETAILS.
368+00	6 : 1			DAYLIGHT CUT AT 6 : 1 INTO EXISTING DITCH LINE ON LEFT
368+50	6 : 1			6 : 1 TO CATCH POINT
369+00	5 : 1			5 : 1 TO CATCH POINT
369+50–372+00	4 : 1			4 : 1 TO CATCH POINT

SUB-EXCAVATION SUMMARY *

FROM STATION	FROM DEPTH	TO STATION	TO DEPTH	REMARKS
276+00	1'	278+00	1'	RIGHT SIDE
292+00	1'	311+00	2'	
313+00	3'	318+00	3'	RIGHT SIDE
318+00	4'	321+00	6'	
322+00	2'	333+00	2'	CUT/FILL TRANSITION
335+00	3'	338+50	3'	
350+50	3'	357+00	3'	LOOSE SAND TO 10' MAY REQUIRE GRADUAL LOADING OR SEPARATION FABRIC
359+50	3'	363+50	7'	OF ORGANICS (PEAT) RIGHT OF CENTERLINE, OFF THE DUMP SITE
365+50	4'	367+50	4'	
"C"13+50	6'	"C"16+50	6'	

ROADWAY OBLITERATION SUMMARY

FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	REMARKS
277+68	58' LT.	280+41	182' LT.	OBLITERATE EXISTING GLACIER HWY. BETWEEN NEW SLOPE LIMITS WHICH CROSS EXISTING ROADWAY AT OBLIQUE ANGLES. THIS AREA TO BE PAID FOR UNDER SECTIONS 202, 203 AND 650 OF THE SPECIAL PROVISIONS. SEE SHEET 55.
"C"11+85	38' RT.	"C" 12+50	66' RT.	OBLITERATE EXISTING LENA PARK ACCESS BETWEEN NEW SLOPE LIMITS WHICH CROSS EXISTING ACCESS AT OBLIQUE ANGLES. THIS AREA TO BE PAID FOR UNDER SECTIONS 202, 203 AND 650 OF THE SPECIAL PROVISIONS. SEE SHEET 55.
365+45	109' LT	368+05	63' LT.	OBLITERATE EXISTING GLACIER HIGHWAY AND REDDEKOPP APPROACH. THIS AREA TO BE PAID UNDER SECTIONS 202, 203 AND 650 OF THE SPECIAL PROVISIONS. SEE SHEET 55 FOR FURTHER INFORMATION.

MAILBOX SUMMARY

FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	REMARKS
271+40	LT.			SEE APPENDIX "F" FOR NEW MAILBOX QUANTITIES AND LOCATIONS
244+84	25' RT.	271+78	25' RT.	4 SINGLE MAILBOX INSTALLATIONS

GUARDRAIL SUMMARY

FROM STATION	FROM OFFSET	TO STATION	TO OFFSET	LENGTH REMOVE	LENGTH INSTALL	LENGTH REMOVE & RECONSTRUCT	TERMINAL END SECTIONS	REMARKS
~~244+84.0~~ 245+11	LEFT	~~245+69.1~~ 245+21.5	LEFT		12.5	85'	1	CONNECT TO EXISTING GUARDRAIL AT 244+84.0, 20' LT.
246+02.2	LEFT	248+04.4	LEFT	37.5		202' 125	2	
248+35.4	LEFT	253+80.5	LEFT			~~540'~~ 426.5	2	
254+10.9	LEFT	263+29.5	LEFT	37.5		~~915'~~ 831.5	2	
263+64.2	LEFT	264+50.0	~~LEFT~~	37.5		~~86'~~	1	~~CONNECT TO~~ NEW GUARDRAIL AT 264+50.0, 20' LT.
264+50.0	20.0' LT.	271+61.5	51.6' LT.	~~725'~~				
264+50.0	20.0' LT.	271+63.3	59.0' LT.		725'		1	CONNECT TO RECONSTRUCTED GUARDRAIL AT 264+50.0, 20' LT., HINGE POINT TO BE AT 2' BEHIND FACE OF RAIL ON THIS RUN. POSTS ARE TO BE 7' LONG
278+79.4	118.4' LT.	"B"13+93.9	25.4' LT.	427'				
"B"10+71.8	30.9' LT.	"B"13+96.7	21.2' LT.		350' 262.5		2	
TOTAL GUARDRAIL ITEMS				1,152'	1,075'	1,828'	11 – SRT 350 SLOTTED RAIL TERMINALS	

APPROACH SUMMARY

STATION	OFFSET	RADIUS LEFT	RADIUS RIGHT	WIDTH	PAVING LIMITS	REMARKS
257+44	RT.	20'	20'	16'	40' RT.	DRIVEWAY CONSTRUCTED AFTER SURVEY, ADJUST AS REQUIRED AND DIRECTED
264+01	RT.	20'	20'	16'	40' RT.	DRIVEWAY CONSTRUCTED AFTER SURVEY, ADJUST AS REQUIRED AND DIRECTED
267+05	RT.	20'	20'	16'	40' RT.	DRIVEWAY CONSTRUCTED AFTER SURVEY, ADJUST AS REQUIRED AND DIRECTED
270+16	RT.	12'	20'	24'	40' RT.	
270+61	RT.	20'	12'	18'	40' RT.	
271+61	RT.	20'	20'	20'	40' RT.	
271+70	LT.	33'	20'	–	–	OTTER WAY, FOR INFO ONLY, NOT PAID FOR AS DRIVEWAY, SEE SHT. 21
272+46	RT.	20'	20'	16'	40' RT.	
273+50	RT.	20'	20'	14'	40' RT.	
275+80	RT.	20'	20'	20'	40' RT.	
336+70	RT.	40'	40'	40'	60' RT.	NEW WASTE AREA ACCESS ROAD, PAY LIMITS AT PAVING LIMITS
365+33	RT.	25'	25'	20'	60' RT.	SKEW AS SHOWN ON PLANS
367+78	RT.	20'	20'	14'	46' RT.	SKEW AS SHOWN ON PLANS
369+13	RT.	20'	20'	14'	46' RT.	SKEW AS SHOWN ON PLANS
371+16	RT.	20'	20'	14'	41' RT.	SKEW AS SHOWN ON PLANS
"C"17+98	RT.	15'	35'	20'	44' RT.	SKEW AS SHOWN ON PLANS
"D"2+12	LT.	20'	10'	20'	38' LT.	
"D"2+52	LT.	10'	15'	16'	38' LT.	
"E"0+85	LT.	20'	20'	14'	31' LT.	

MONUMENT AND MONUMENT CASE INSTALLATION & ADJUSTMENT SUMMARY

STATION	OFFSET	DESCRIPTION OF POINT	REMARKS
244+84.02	CENTERLINE	T.S.	ADJUST CASE
250+84.02	CENTERLINE	S.C.	ADJUST CASE
255+30.54	CENTERLINE	C.S.	ADJUST CASE
261+30.54	CENTERLINE	S.T.	ADJUST CASE
266+06.92	CENTERLINE	P.C.	ADJUST CASE
271+28.50	CENTERLINE	P.T.	ADJUST CASE
273+88.79	CENTERLINE	P.C.	NEW MONUMENT AND CASE
280+25.79	CENTERLINE	P.O.C. AT INTERSECTION	NEW MONUMENT AND CASE
289+99.76	CENTERLINE	P.T.	NEW MONUMENT AND CASE
295+55.85	CENTERLINE	P.C.	NEW MONUMENT AND CASE
303+89.01	CENTERLINE	P.T.	NEW MONUMENT AND CASE
329+78.90	CENTERLINE	P.C.	NEW MONUMENT AND CASE
338+91.64	CENTERLINE	P.T.	NEW MONUMENT AND CASE
343+49.49	CENTERLINE	P.C.	NEW MONUMENT AND CASE
348+77.94	CENTERLINE	P.T.	NEW MONUMENT AND CASE
359+88.11	CENTERLINE	P.C.	NEW MONUMENT AND CASE
362+42.67	CENTERLINE	P.O.C. AT INTERSECTION	NEW MONUMENT AND CASE
370+45.39	CENTERLINE	P.T.	NEW MONUMENT AND CASE

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA · 49th · TRACY V. MOORE · CE-4932 · REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\–SUM1 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

MISCELLANEOUS SUMMARIES

DESIGNED BY: J. MAYER	PROJECT NO. 69844/72236	
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998	
CHECKED BY: T. MOORE	SHEET 8 OF 55	

FIRE HYDRANT SUMMARY

FROM		TO		REMARKS
STATION	OFFSET	STATION	OFFSET	
270+27	36.0' RT.			ADJUST
278+56	58.4' LT.	278+65	46 LT	ADJUST, CONSTRUCT NEW FIRE HYDRANT PAD FROM 51' LT. TO 71' LT.. THE TOP OF THE NEW PAD IS TO BE LEVEL WITH THE 6:1/1.5:1 HINGE POINT. PAVE THE FULL DISTANCE FROM THE EDGE OF ROADWAY TO THE END OF THE PAD.
364+59	196.1' LT.	365+48	35 33' RT.	RELOCATE, TEE OFF FROM EXTENDED 8" SERVICE. CONSTRUCT FIRE HYDRANT PAD SHAPED AS SHOWN ON SHEET 19. DO NOT PAVE THIS FIRE HYDRANT PAD.
"C" 17+57	25.6' RT.	[illegible]	31' LT.	ADJUST, GRADE AND PAVE EXISTING FIRE HYDRANT PAD
"D" 2+23	~~43.1' RT.~~			ADJUST, GRADE AND PAVE EXISTING FIRE HYDRANT PAD

WATER SERVICE EXTENSION SUMMARY

FROM		TO		REMARKS
STATION	OFFSET	STATION	OFFSET	
365+44	21' LT.	365+23	55' RT.	EXTEND EXISTING 8" DIA. RESTRAINED JOINT DUCTILE IRON WATER PIPE. AN 11 1/4" ELBOW AND 8" MECHANICAL JOINT PLUG REQUIRED. APPROX. 84 L.F. PIPE REQUIRED.

VALVE AND VALVE BOX SUMMARY

FROM		TO		REMARKS
STATION	OFFSET	STATION	OFFSET	
270+27	32.2' RT.			ADJUST
270+51	38.0' RT.			ADJUST
278+54	62.5' LT.	278+65	[illegible]	ADJUST
278+57	66.7' LT.			ADJUST
370+00	24.8' LT.	E 0+21	20 RT	ADJUST
"C" 17+58	22.6' LT.			ADJUST
"C" 18+20	10.4' RT.	[illegible]	10 RT	ADJUST
"D" 2+22	39.5' RT.	E 0+21	24 RT	ADJUST

WATER LINE INSULATION SUMMARY

STATION	OFFSET	APPROX. MBM	REMARKS
270+39	RT.	0.32	WATER MAIN AT 36" DIA. PIPE
"B" 12+20	RT.	0.13	WATER MAIN AT 24" DIA. PIPE
278+22, 56.5' LT. TO 280+16, ~~148'~~ LT		6.25	WATER MAIN IN FISHERIES MITIGATION AREA. SEE SHEET 55.
"B" 12+50 TO "B" 13+50	RT.	0.80	WATER MAIN AT NEW DITCH CUT. SEE PLAN SHEET 21 AND DETAIL ON SHT. 24
			P-3

STATION	OFFSET	APPROX. MBM	REMARKS
365+25	42' RT.	0.13	INSULATE H2O SERV. AT PIPE 29
367+74	42' RT.	0.13	INSULATE H2O SERV. AT PIPE 30
369+00	38' RT.	0.13	INSULATE H2O SERV. AT PIPE 32
365+50, 36.5' LT. TO 365+85, 122' LT.		4.5	8" WATER SERVICE EXTENSION
365+52, 137' LT. TO 368+00, 52.0' LT.		13	WATER MAIN AND 48" PIPE IN FISHERIES MITIGATION AREA. SEE SHEET 55.
TOTAL		25.39	SAY 25 MBM

DITCH RECONDITIONING SUMMARY

STATION		OFFSET	REMARKS
FROM	TO		
244+85	249+35	RT.	
260+25	263+75	RT.	
270+75	273+25	RT.	
"A" 0+50	"A" 1+00	RT.	CUT NEW DITCH ON UPHILL SIDE
"B" 12+00	"B" 13+00	RT.	SPECIAL DITCH FROM HIGH POINT TO CMP INLET

12" PERFORATED DRAIN PIPE SUMMARY

STATION		QUANTITY (L.F.)	REMARKS
FROM	TO		
273+77, RT.	279+75, RT.	598	SPECIAL DITCH
279+75, RT.		10	CLEANOUT
348+75, RT.	350+81, RT.	206	SPECIAL DITCH
348+75, RT.		10	CLEANOUT
363+75, 55' RT.		15	BERM DRAIN
364+25, 55' RT		15	BERM DRAIN
365+75, 55' RT.		15	BERM DRAIN
366+25, 55' RT.		15	BERM DRAIN

PAVEMENT REMOVAL SUMMARY

STATION		WIDTH	AREA	REMARKS
FROM	TO			
244+84	245+24	10'	50 S.Y.	PATCH WITH ASPHALT TREATED BASE
251+20	251+45	10'	30 S.Y.	PATCH WITH ASPHALT TREATED BASE
255+95	256+40	10'	50 S.Y.	PATCH WITH ASPHALT TREATED BASE
260+15	263+00	10'	370 S.Y.	PATCH WITH ASPHALT TREATED BASE
261+30	262+30	8'	90 S.Y.	LEFT SHOULDER
264+40	265+90	8'	140 S.Y.	LEFT SHOULDER
267+85	268+70	8'	80 S.Y.	LEFT SHOULDER
"A" 0+30	"A" 1+00	30'	240 S.Y.	OTTER WAY
272+25	"B" 13+50	26'	1 310 S.Y.	ALSO SEE ROADWAY OBLITERATION SUMMARY ON SHT. 8
"D" 0+00	"D" 2+95	40'	3,120 S.Y.	
"E" 0+35	"E" 1+25	25'	250 S.Y.	
"C" 16+50	"C" 19+00	20'	560 S.Y.	
"D" 0+00	372+00	36'	4,200 S.Y.	ALSO SEE ROADWAY OBLITERATION SUMMARY ON SHEET 8
			10,490 S.Y.	TOTAL= 10,490 S.Y., SAY 10,500 S.Y.
			2,000 S.Y.	PLUS ADDITIONAL ALLOWANCE OF 2000 S.Y. = 12,500 S.Y.

GEOTEXTILE SEPARATION FABRIC SUMMARY

STATION		REMARKS
FROM	TO	
361+00	364+00	FULL WIDTH OVERLAP ON ROCK PAD
"C" 10+00	"C" 13+00	FULL WIDTH OVERLAP ON EXISITNG ROADWAY SHOULDER

GEOTEXTILE DRAINAGE FABRIC SUMMARY

STATION		QUANTITY (S.Y.)	REMARKS
FROM	TO		
273+77	279+75	1290	SPECIAL DITCH
348+75	350+81	460	SPECIAL DITCH

WATER SERVICE CONNECTION SUMMARY

STATION		STATION		REMARKS
FROM	OFFSET	FROM	OFFSET	
365+23	55' RT.	365+28	55' RT.	1" ø SERVICE
367+74	26' RT.	367+78	50' RT.	CUT EXISTING 2" SERVICE, CONNECT NEW 2" SERVICE AND RUN OFFSET SHOWN
AT LENA PARK SITE DEVELOPMENT				SEE SHEET 37 FOR LOCATION

REMOVAL OF STRUCTURES & OBSTRUCTIONS

STATION	ITEM	REMARKS
271+40±, LT	MAILBOXES AND SUPPORT STRUCTURES	SEE APPENDIX "F"
361+00±, LT	METAL MATERIAL	REMOVE & DISPOSE
365+00±, RT	STEEL GATE	REMOVE AND REINSTALL
365+50±, RT	ABANDONED CULVERT & LOOSE DEBRIS	REMOVE & DISPOSE

CULVERT REMOVAL SUMMARY

STATION	OFFSET	LENGTH	REMARKS
263+15	30' RT.	14'	
264+00	55' RT.	20'	
270+39	CENTERLINE	60'	
270+60	32' RT.	30'	
271+61	32' RT.	32'	
272+65	CENTERLINE	62'	
273+50	32' RT.	20'	
278+53	63' LT.	16'	
"B" 12+01	13' RT.	36'	
365+37	17' LT.	40'	
365+50	44' LT.	48'	
367+60	CENTERLINE	85'	
367+72	27' RT.	29'	
"C" 12+15	56' RT.	36'	
"C" 17+57	19' RT.	20'	

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\-SUM2 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

MISCELLANEOUS SUMMARIES

DESIGNED BY: J. MAYER/K. MATTSON	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 9 OF 55

BASIS OF CONTROL

HORIZONTAL CONTROL

THE BASIS OF HORIZONTAL CONTROL FOR THIS PROJECT IS THE GEODETIC BEARING OF N. 62°24'57" E. FROM THE EXISTING GLACIER HIGHWAY CENTERLINE MONUMENT LOCATED AT 271+28.50, P.T. TO THE EXISTING GLACIER HIGHWAY CENTERLINE MONUMENT LOCATED AT 250+82.23, S.C.. THIS BEARING WAS ESTABLISHED FOR THIS SURVEY FROM CONTROL ESTABLISHED DURING THE FIRST PHASE OF THIS PROJECT.

THE BASIS OF COORDINATES FOR THIS PROJECT IS THE GLACIER HIGHWAY CENTERLINE MONUMENT LOCATED AT 271+28.50, P.T. WITH PROJECT COORDINATES OF N. 40,000.00, E. 80,000.00. COORDINATES ARE AVAILABLE FOR CONTROL MONUMENTS NEAR THE END OF THIS PROJECT BY CONTACTING BOB HUNGERFORD AT THE SOUTHEAST REGION D.O.T. AND P.F. AT (907) 465-4545.

VERTICAL CONTROL

THE BASIS OF VERTICAL CONTROL FOR THIS PROJECT IS THE ELEVATION OF 42.41' ABOVE MEAN LOWER LOW WATER FOR THE GLACIER HIGHWAY CENTERLINE MONUMENT LOCATED AT 271+28.50, P.T.
THIS ELEVATION WAS ORIGINALLY DERIVED FROM THE U.S.C. & G.S. BENCH MARKS IN AUKE BAY.

PROJECT COORDINATES

POINT	NORTHING	EASTING	ELEVATION
B.O.P. STA. 244+84.02	40,952.080	82,389.655	27.70'
E.O.P. STA. 372+00.00	42,969.918	71,914.229	83.72'
MONUMENT GH-105	41,404.199	71,787.691	110.23'
MONUMENT GH-106	41,929.877	71,751.071	107.26'
MONUMENT 271+28.50	40,000	80,000	42.41
MONUMENT 250+82.25	40936.438	8172.457	32.185

NOTE:
THE N.A.D. 27 STATE PLANE COORDINATES FOR THE EXISTING CENTERLINE MONUMENT AT STATION 271+28.50 ARE AS FOLLOWS; N. 2,392,930.501 — E. 2,487,221.153. THESE COORDINATES WERE OBTAINED BY CLOSED TRAVERSE FROM U.S.C. AND G.S. STATION "COW2". THE STATE PLANE BEARINGS WERE ROTATED -00°53'30" AROUND THIS MONUMENT TO OBTAIN THE PROJECT GEODETIC BEARINGS.

* BYPASS P-LINE INFORMATION

P-LINE STATION	NORTHING	EASTING	ELEVATION	MARKER
POST-1A	39261.921	79276.350	87.161	PK NAIL&BRASS WASHER
POC 28[illegible]+50	39425.808	79065.438	124.669	H&T
AP-5	39405.350	78853.240	151.916	H&T
POC 288+00	39451.535	78519.832	126.393	H&T
POT 290+87.67	39522.000	78250.867	114.957	H&T
POST-2A	39877.246	77587.454	103.874	H&T
PI 300+41.11	39971.724	77394.774	114.591	H&T
PT 304+38.97	39970.186	76983.346	108.935	H&T
AP-4	39966.127	76738.898	112.497	H&T
POT 313+83.64	39966.762	76037.676	150.586	H&T
POT 318+32.29	39965.143	75589.027	167.564	H&T
GH-106	41929.851	71751.076	107.260	H&T
PC 330+19.40	39960.845	74401.923	175.565	H&T
PI 334+03.05	39959.445	74018.276	183.537	H&T
PT 337+57.25	40198.429	73718.152	195.760	H&T
POT 344+14.04	40607.569	73204.364	235.605	H&T
POST-4A	40831.107	72923.669	216.967	H&T
POST-4A-1	40936.693	72791.117	178.623	H&T
POT 353+71.53	41291.046	72543.650	146.065	H&T
POT 358+41.52	41694.806	72303.090	126.561	H&T
POT 362+35.19	42032.997	72101.587	97.678	H&T
PT 370+79.62	42448.441	71853.687	92.419	PK NAIL&BRASS WASHER

* THIS TABLE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY, ORIGINAL POINTS SET IN 1992 MAY BE DISTURBED.

LAND BOUNDARY MONUMENTS

MONUMENT	NORTHING	EASTING	TYPE	DESCRIPTION
G.L.O. BRASS CAP COR 3, USS 2389	39,553.526	79,118.432	P	REPLACE WITH PRIMARY MONUMENT
R/W LOT H/G, USS 2389	39,592.295	79,657.007	S	REPLACE WITH REBAR AND CAP
MONUMENT ON NEW R/W LINE, LOT G	39,853.261	79,757.906	S	SET REBAR AND CAP
MONUMENT ON NEW R/W LINE, LOT G	39,732.889	79,616.846	S	SET REBAR AND CAP
MONUMENT ON NEW R/W LINE, LOT G	39,745.014	79,608.016	S	SET REBAR AND CAP
MONUMENT ON NEW R/W LINE. LOT G/H	39.683.603	79,514.789	S	SET REBAR AND CAP

P= PRIMARY MONUMENT 32" ALUMINUM MONUMENT WITH 3" CAP, MINIMUM
S= SECONDARY MONUMENT #5 REBAR X 24" AND 2" ALUMINUM CAP

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-TEMPCON(plot-p:\-lib\-plot\-jmplotfull-1=10 half-1=20)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3-(4) (69844)
PFH-2-1(1) (72236)

PROJECT LAYOUT

DESIGNED BY: C. HAKARI
DRAWN BY: C. ANDERSON
CHECKED BY: T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 10 OF 55

ENGINEER'S SEAL
STATE OF ALASKA
49th
TRACY W. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH:	P:\JNU\69844\DR\-TEMCON2
PLOT:	P:\-LIB\-PLOT\PLOTF.PCP(1) OR PLOTH.PCP(2)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 244+84.02 (B.O.P.) TO STA. 260+0.00

DESIGNED BY: C. HAKARI	PROJECT NO. 69844/72236
DRAWN BY: C. ANDERSON	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 11 OF 55

STATE OF ALASKA 49th TRACY W MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

NOTE:
EXISTING POWER POLES AND TRANSMISSION LINES TO BE RELOCATED BY OTHERS. SEE SECTION 105 OF THE SPECIAL PROVISIONS.

NOTE:
THE HINGE POINT ON THE LEFT WITHIN THE OTTER WAY LEFT TURN LANE IS TO BE AT 2' BEHIND THE FACE OF NEW GUARDRAIL. 7' GUARDRAIL POSTS REQUIRED ON THIS GUARDRAIL RUN ONLY.

CURVE DATA

Δ	= 15°38'51"
R	= 1909.86'
T	= 262.43'
L	= 521.59'
BST	= 264+96.87
BFS	= 266+56.87
EFS	= 270+78.57
EST	= 272+38.57

STA. 272+25.00, P.O.T.
END REHABILITATION
BEGIN REALIGNMENT
ELEVATION 45.75

HYDROLOGIC DATA FOR PIPE 36

DRAINAGE AREA	384 ACRES
EXCEEDANCE PROBABILITY	2%(Q50)
DESIGN DISCHARGE	103 C.F.S.
DESIGN HIGH WATER EL.=	32.8
ANTICIPATED BACKWATER	0.0 FT.
INLET INVERT EL.=	26.9
OUTLET INVERT EL.=	21.9

NOTE:
THE VERTICAL PROFILE INFORMATION GIVEN FOR THE REHABILITATION AREA (STA. 244+84.02 TO STA. 272+25.00) IS BASED ON AS-BUILT DATA AND IS SUBJECT TO MINOR FIELD REVISIONS BY THE ENGINEER BASED ON ACTUAL CONDITIONS ENCOUNTERED. THE INTENT IS TO RECONSTRUCT THE EXISTING GRADE WITHIN THIS AREA TO MATCH THE EXISTING CONDITIONS.

UNCLASSIFIED EXCAVATION (INCLUDES 40 C.Y. WASTE)	=	100 C.Y.
EMBANKMENT	=	600 C.Y.
WASTE FOR SHOULDER WIDENING	=	0 C.Y.

STA. 272+25.00, P.O.T.
END REHABILITATION
BEGIN REALIGNMENT
ELEVATION 45.75

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\DR\-TEMCON2
PLOT: P:\-LIB\-PLOT\PLOTF.PCP(1) OR PLOTH.PCP(2)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 260+00.00 TO STA. 272+25.00

DESIGNED BY: C. HAKARI
DRAWN BY: C. ANDERSON
CHECKED BY: T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 12 OF 55

STATE OF ALASKA — 49th — TRACY W. MOORE — CE-4932 — REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\JIMSHIGH 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 272+25.00 TO STA. 282+00.00

DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 13 OF 55	

ENGINEER'S SEAL
STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\JIMSHIGH 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

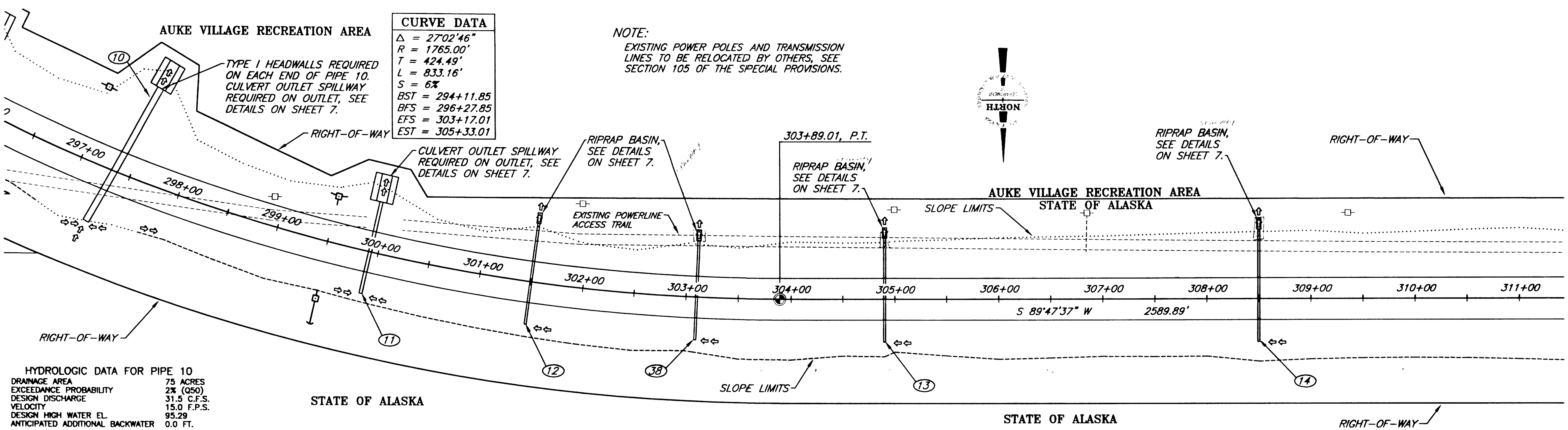
JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

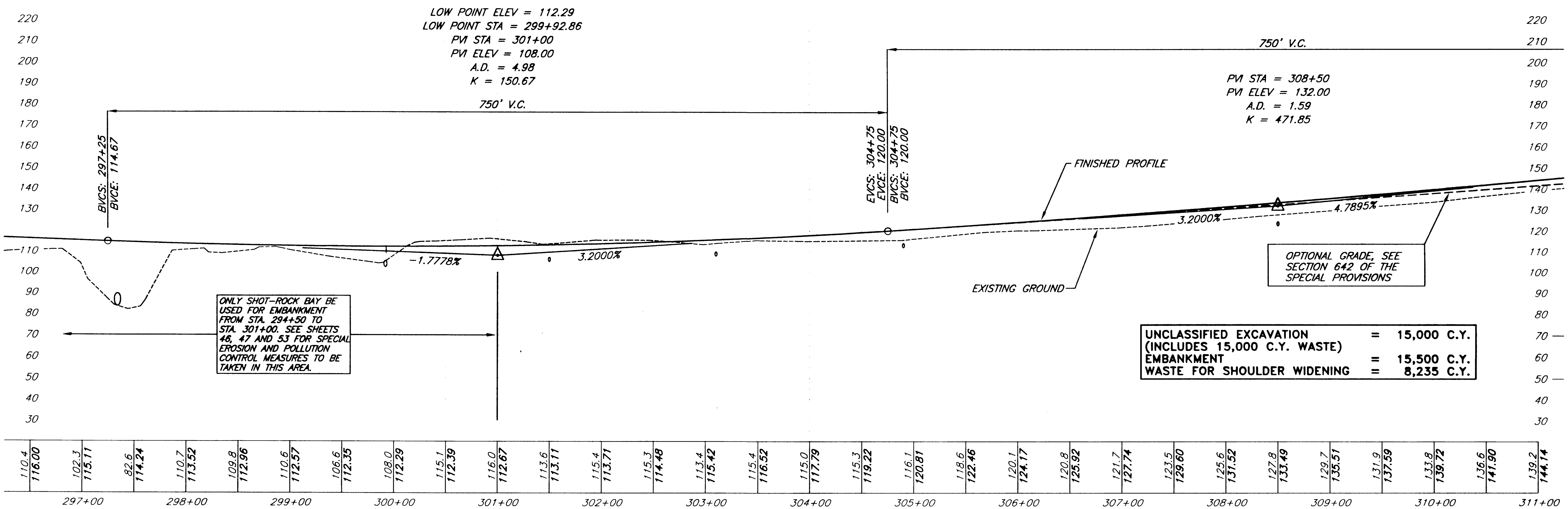
PLAN AND PROFILE
STA. 282+00.00 TO STA. 296+50.00

DESIGNED BY: J. MAYER
DRAWN BY: J. MAYER
CHECKED BY: T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 14 OF 55

ENGINEER'S SEAL
STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER





UNCLASSIFIED EXCAVATION (INCLUDES 15,000 C.Y. WASTE)	=	15,000 C.Y.
EMBANKMENT	=	15,500 C.Y.
WASTE FOR SHOULDER WIDENING	=	8,235 C.Y.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\JIMSHIGH 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

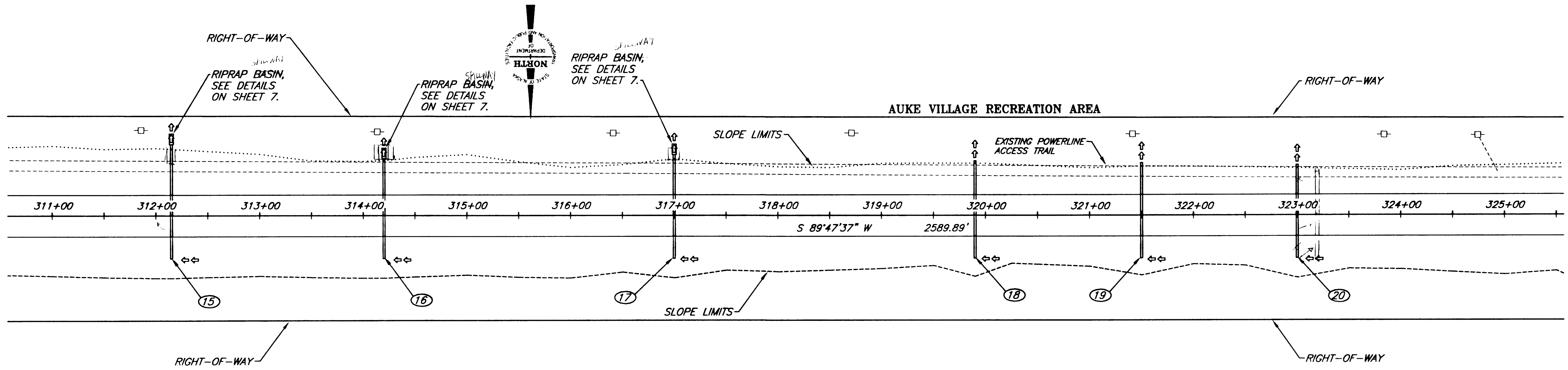
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 296+50.00 TO STA. 311+00.00

DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 15 OF 55	

ENGINEER'S SEAL
STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER



UNCLASSIFIED EXCAVATION (INCLUDES 16,000 C.Y. WASTE)	=	16,000 C.Y.
EMBANKMENT	=	14,400 C.Y.
WASTE FOR SHOULDER WIDENING	=	4,075 C.Y.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\JIMSHIGH 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 311+00.00 TO STA. 325+00.00

DESIGNED BY: J. MAYER	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 16 OF 55

ENGINEER'S SEAL
STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER

CURVE DATA
Δ = 38°44'16"
R = 1350.00'
T = 474.59'
L = 912.74'
S = 6%
BST = 328+34.90
BFS = 330+50.90
EFS = 338+19.64
EST = 340+35.64

UNCLASSIFIED EXCAVATION (INCLUDES 11,900 C.Y. WASTE)	=	11,900 C.Y.
EMBANKMENT	=	17,900 C.Y.
WASTE FOR SHOULDER WIDENING	=	4,835 C.Y.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\JIMSHIGH 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 325+00.00 TO STA. 339+50.00

DESIGNED BY:	J. MAYER
DRAWN BY:	J. MAYER
CHECKED BY:	T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 17 OF 55

ENGINEER'S SEAL
STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 49th Tracy W. Moore CE-4932 REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\JIMSHIGH 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 339+50.00 TO STA. 354+00.00

DESIGNED BY: J. MAYER
DRAWN BY: J. MAYER
CHECKED BY: T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 18 OF 55

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL
STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\JIMSHIGH 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

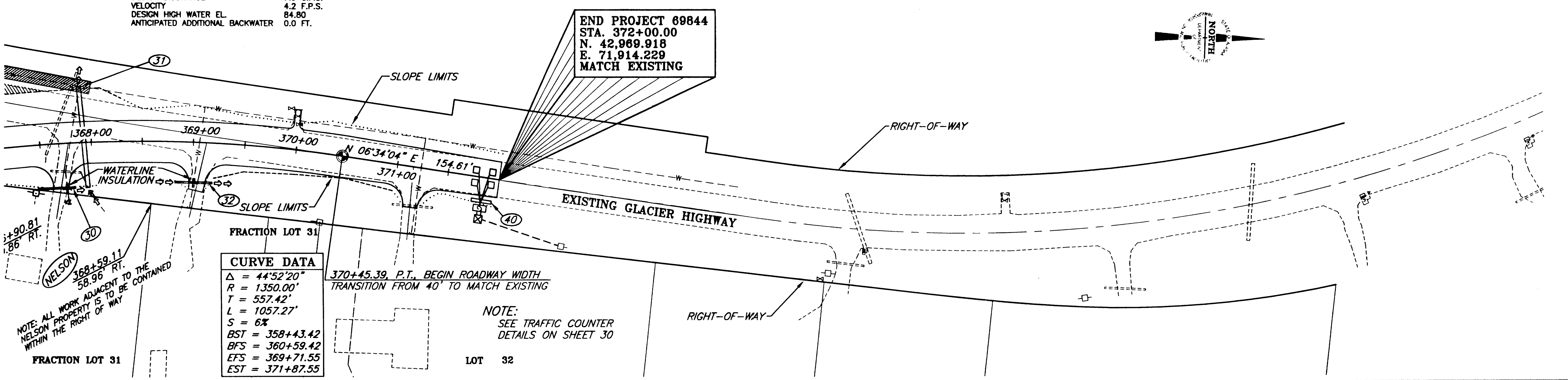
JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 354+00.00 TO STA. 368+50.00

DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 19 OF 55	

HYDROLOGIC DATA FOR PIPE 31

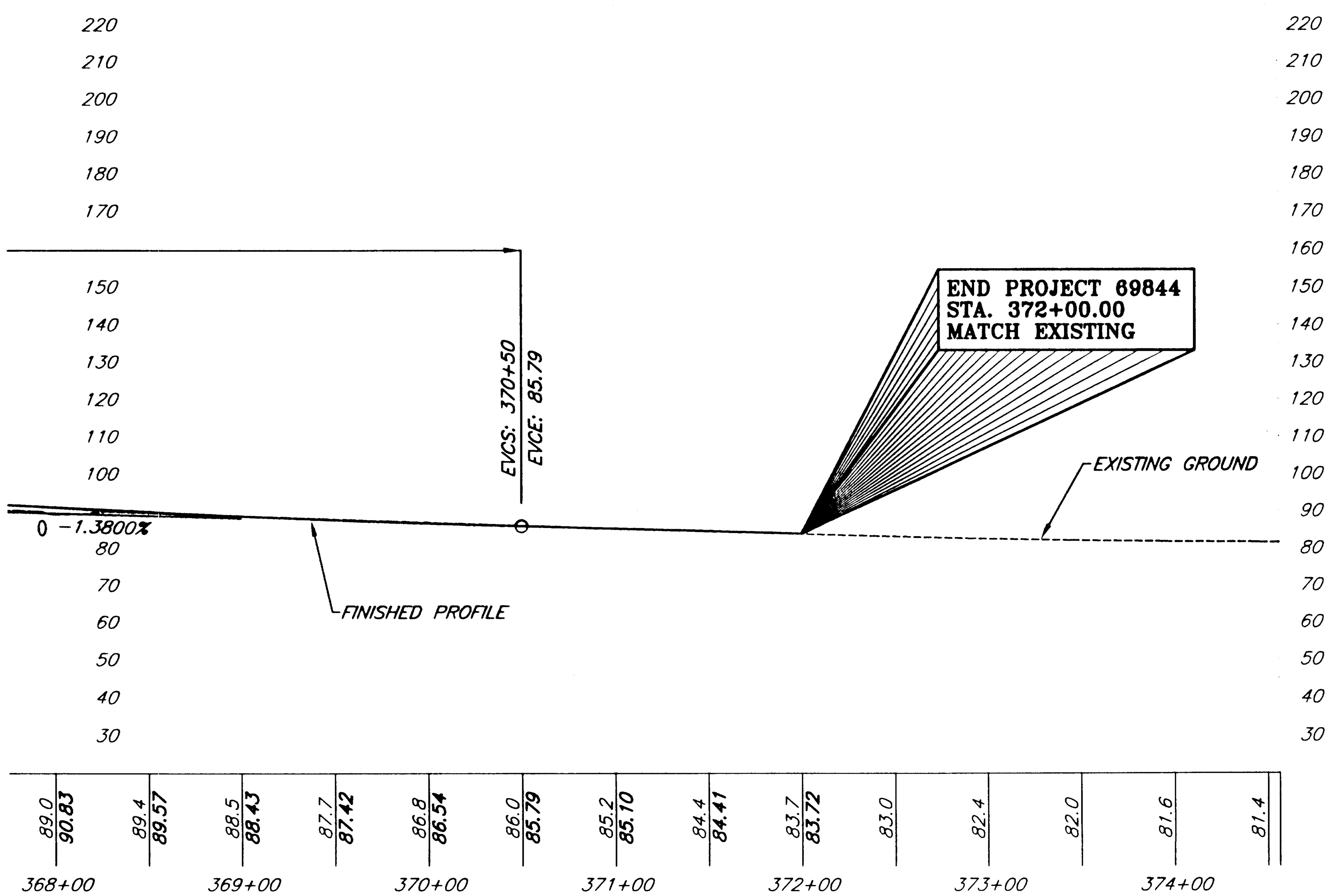
DRAINAGE AREA	24 ACRES
EXCEEDANCE PROBABILITY	2% (Q50)
DESIGN DISCHARGE	7.9 C.F.S.
VELOCITY	4.2 F.P.S.
DESIGN HIGH WATER EL.	84.80
ANTICIPATED ADDITIONAL BACKWATER	0.0 FT.



CURVE DATA

Δ	= 44°52'20"
R	= 1350.00'
T	= 557.42'
L	= 1057.27'
S	= 6%
BST	= 358+43.42
BFS	= 360+59.42
EFS	= 369+71.55
EST	= 371+87.55

UNCLASSIFIED EXCAVATION (INCLUDES 1000C.Y. WASTE)	=	1000 C.Y.
EMBANKMENT	=	200 C.Y.
WASTE FOR SHOULDER WIDENING	=	50 C.Y.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\JIMSHIGH 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

PLAN AND PROFILE
STA. 368+50.00 TO STA. 372+00.00 (E.O.P.)

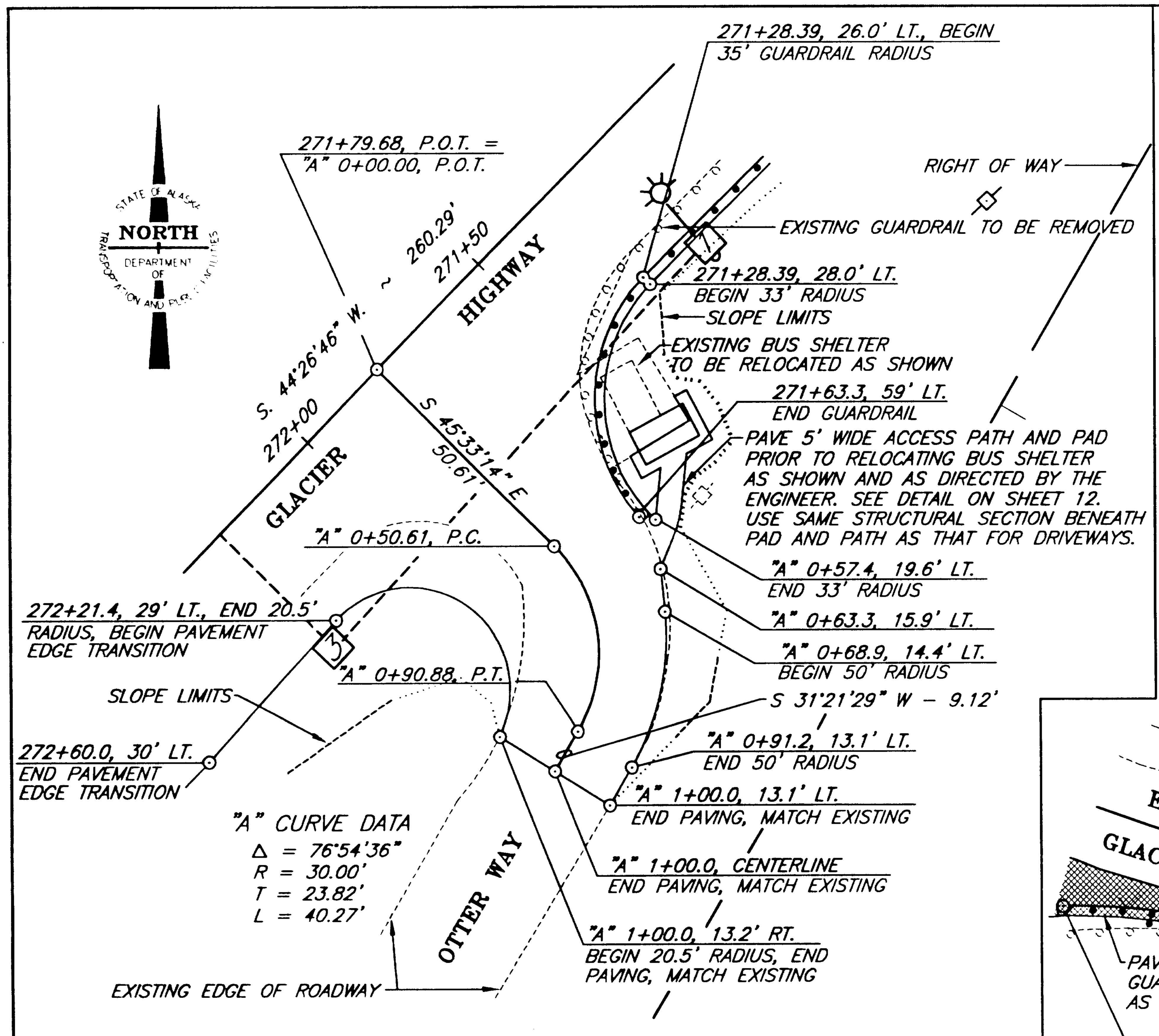
DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 20 OF 55	

ENGINEER'S SEAL
STATE OF ALASKA
49th
Tracy W. Moore
CE-4932
REGISTERED PROFESSIONAL ENGINEER

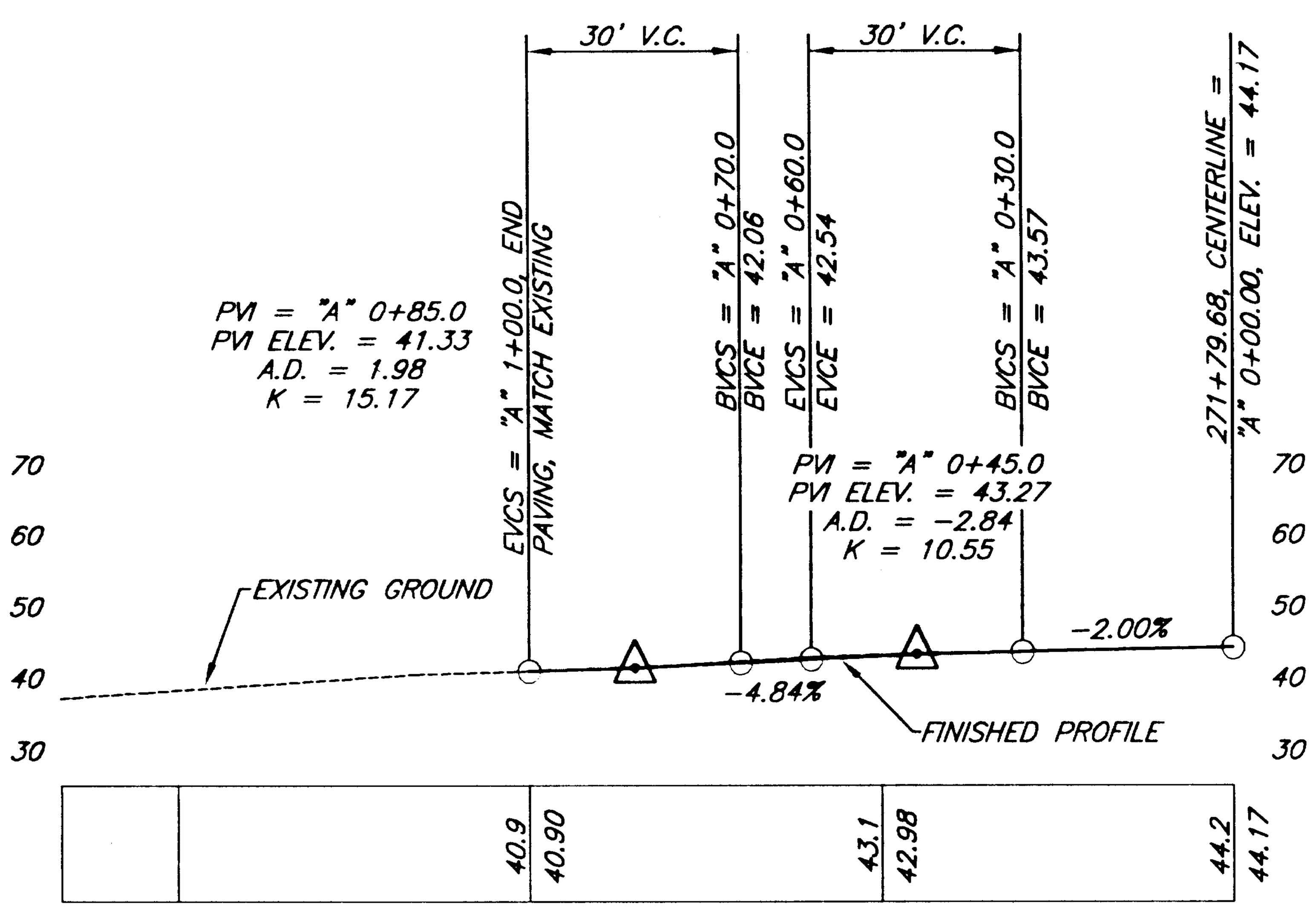
UNCLASSIFIED EXCAVATION (INCLUDES 2,500 C.Y. WASTE) = 2,500 C.Y.
EMBANKMENT = 1,400 C.Y.
WASTE FOR SHOULDER WIDENING = 0 C.Y.

NOTE:
COORDINATES FOR ALL CENTERLINE, PAVEMENT EDGE AND RADIUS POINTS SHOWN ON THIS SHEET ARE AVAILABLE UPON REQUEST TO THE PROJECT ENGINEER.

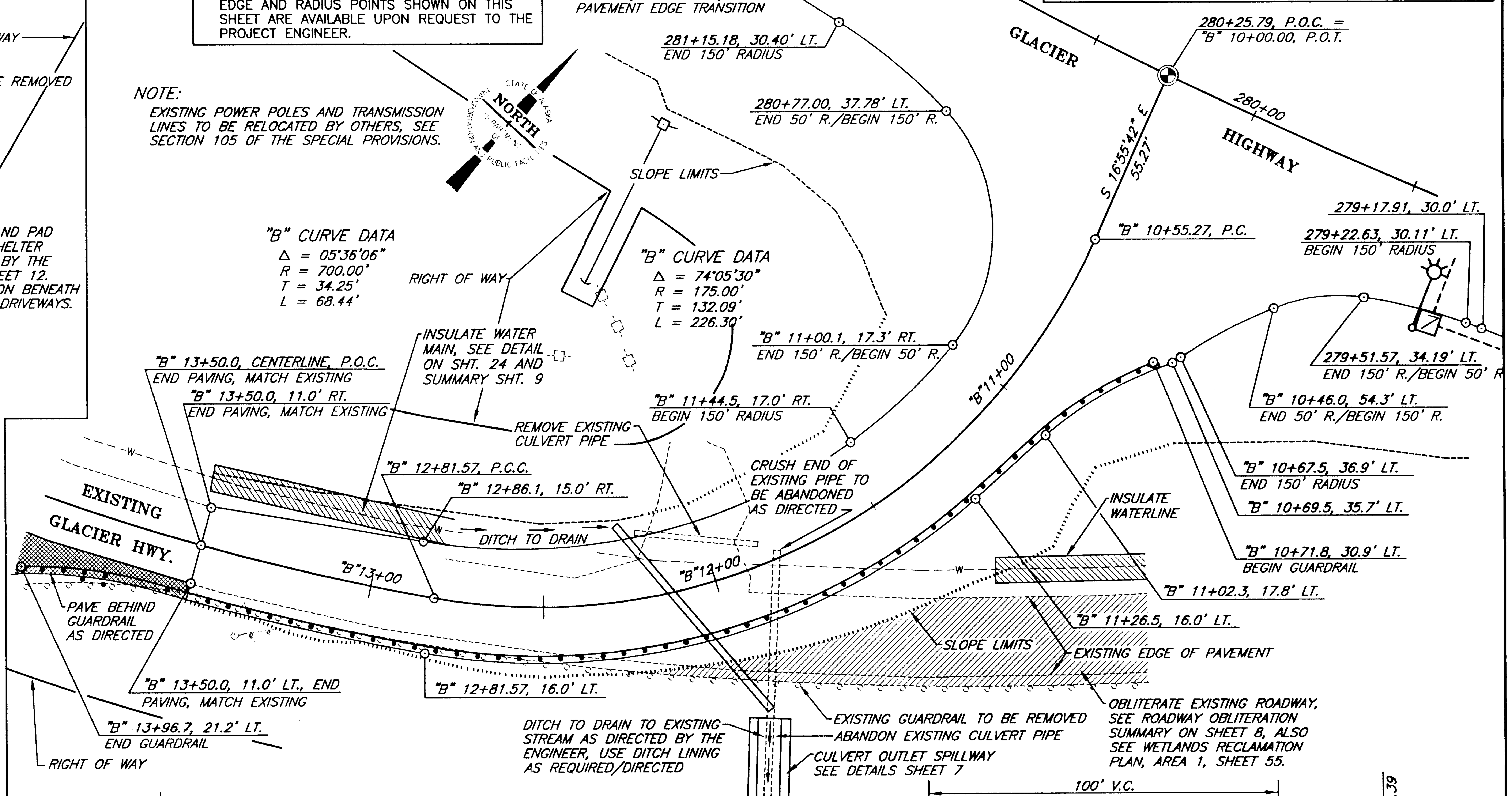
NOTE:
EXISTING POWER POLES AND TRANSMISSION LINES TO BE RELOCATED BY OTHERS, SEE SECTION 105 OF THE SPECIAL PROVISIONS.

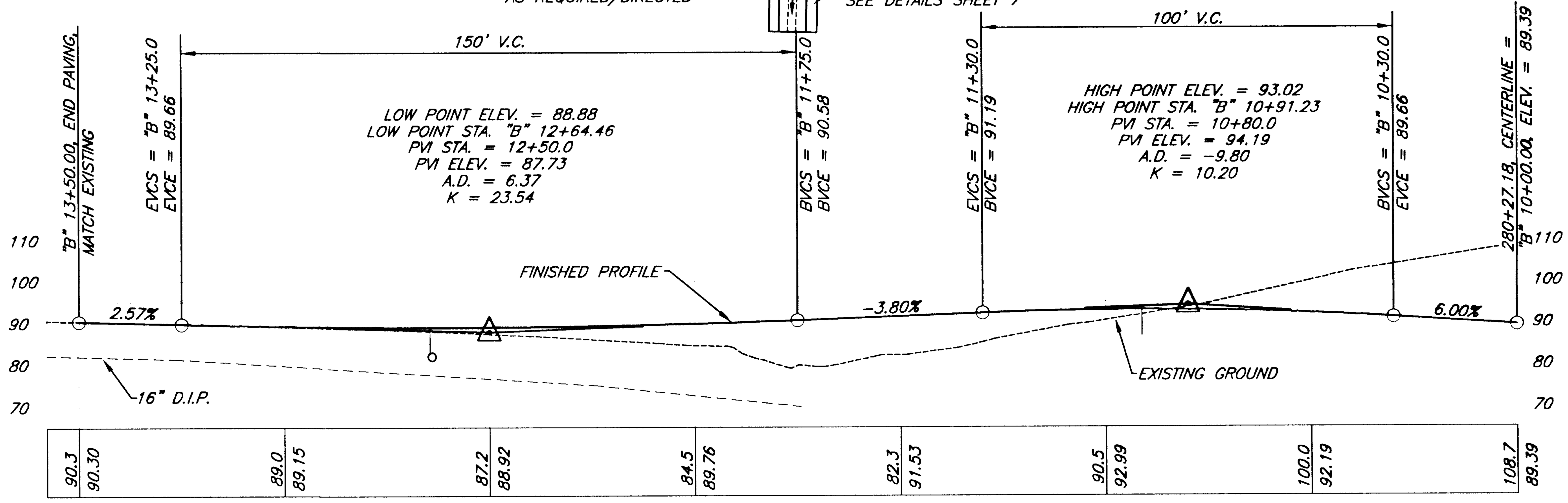


UNCLASSIFIED EXCAVATION (INCLUDES 100 C.Y. WASTE)	=	100 C.Y.
EMBANKMENT	=	50 C.Y.
WASTE FOR SHOULDER WIDENING	=	0 C.Y.



OTTER WAY PLAN AND PROFILE
"A" LINE





INDIAN POINT CONNECTION PLAN AND PROFILE
"B" LINE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL
STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\-INT1 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

INTERSECTION DETAILS
OTTER WAY AND INDIAN POINT CONNECTIONS
("A" LINE AND "B" LINE)

DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 21 OF 55	

SOUTH LENA LOOP CONNECTION PLAN AND PROFILE
"C" LINE

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH:	P:\JNU\69844\EN\-INT2 1=1	
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

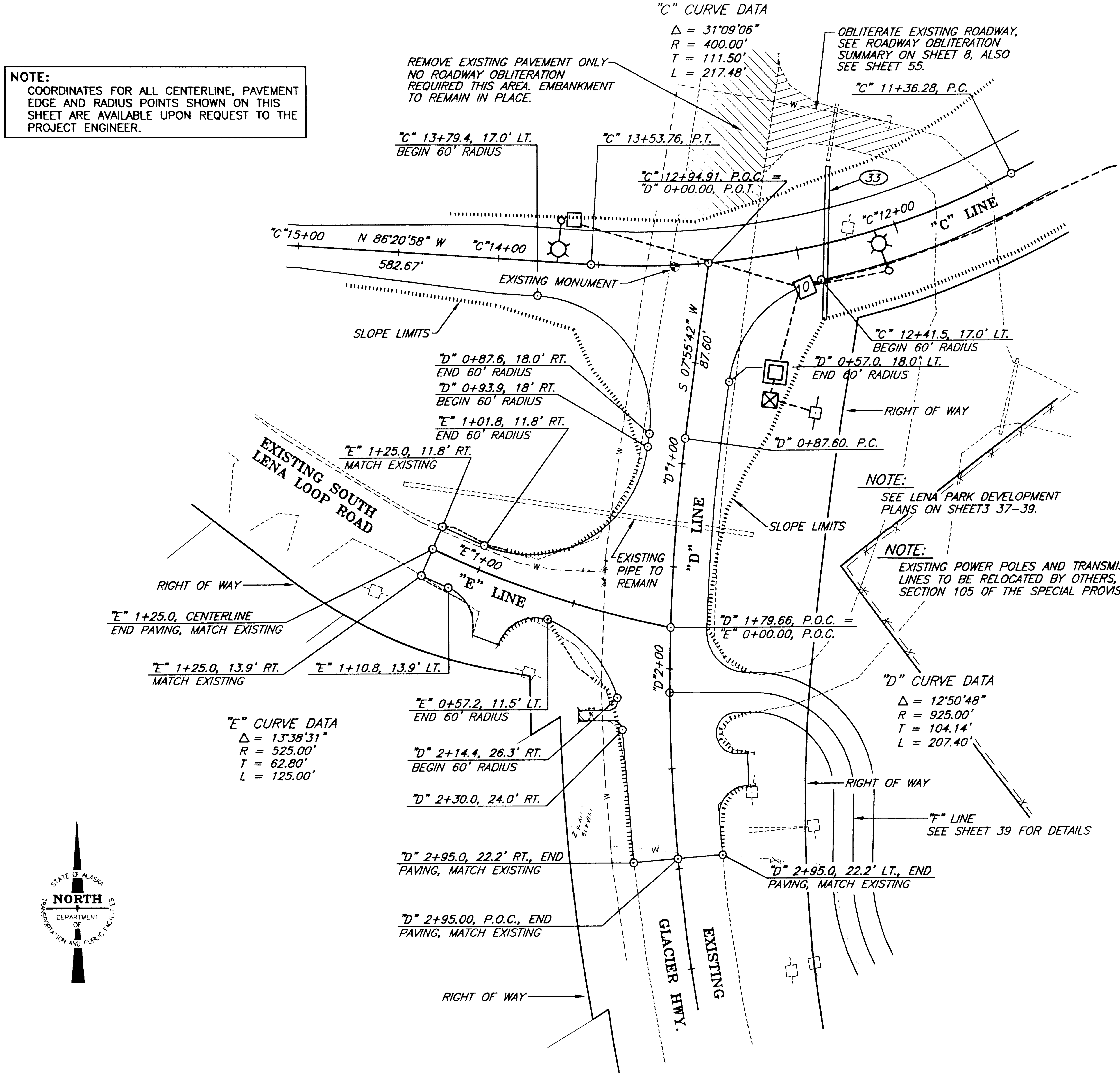
INTERSECTION DETAILS
SOUTH LENA LOOP CONNECTION ("C" LINE)

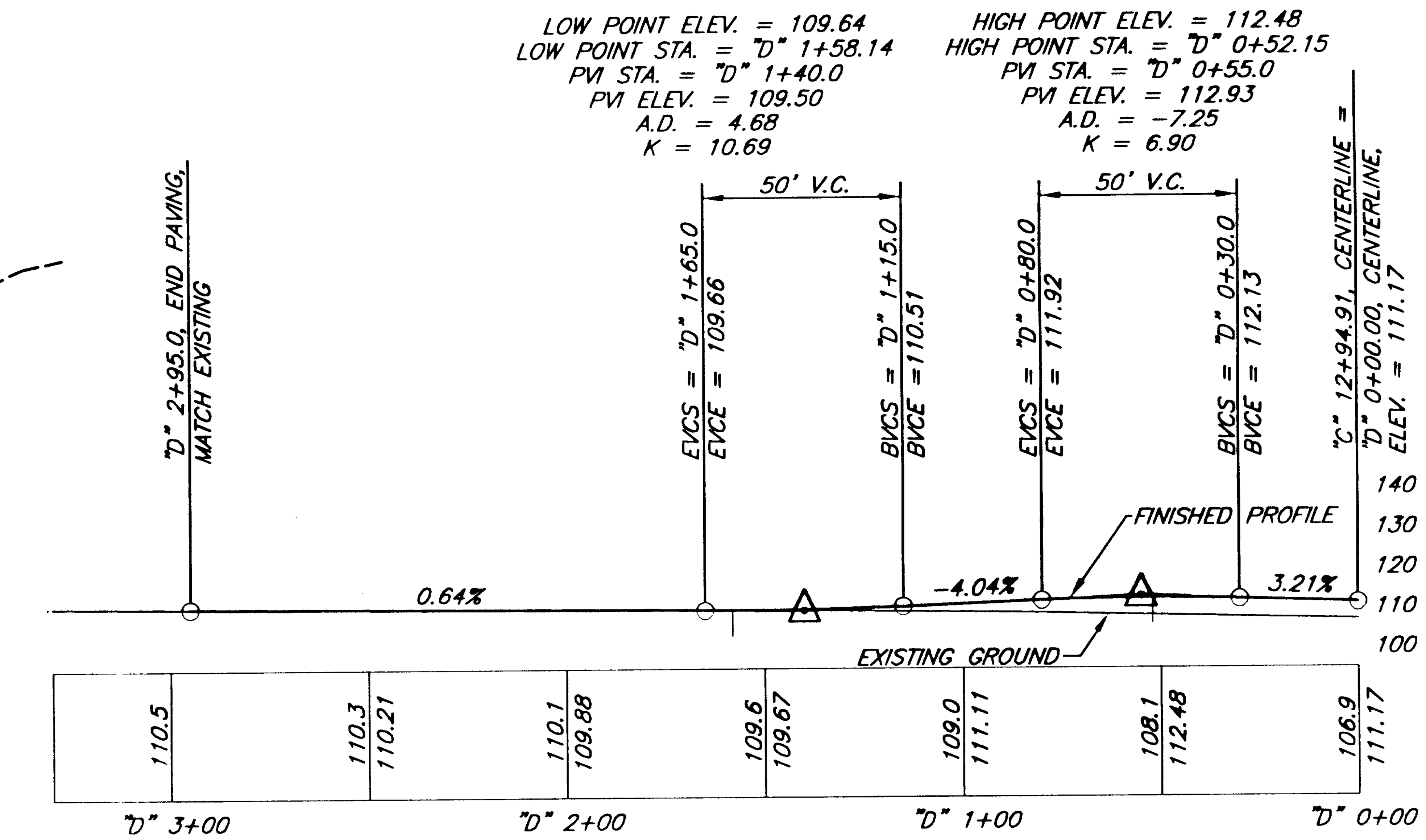
DESIGNED BY:	J. MAYER
DRAWN BY:	J. MAYER
CHECKED BY:	T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 22 OF 55

ENGINEER'S SEAL
STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

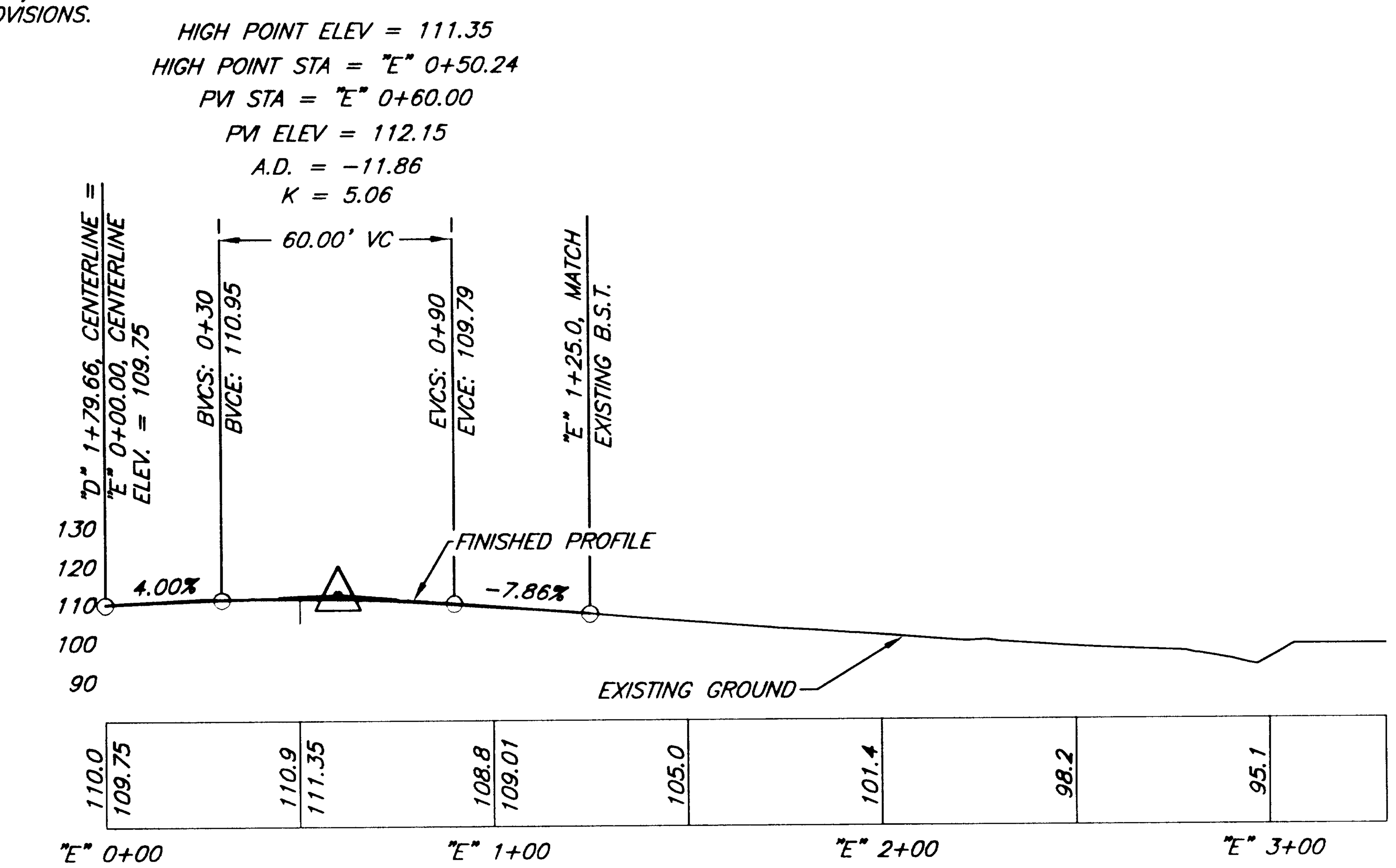
NOTE:
COORDINATES FOR ALL CENTERLINE, PAVEMENT EDGE AND RADIUS POINTS SHOWN ON THIS SHEET ARE AVAILABLE UPON REQUEST TO THE PROJECT ENGINEER.





"D" LINE PROFILE

UNCLASSIFIED EXCAVATION (INCLUDES 300 C.Y. WASTE)	=	300 C.Y.
EMBANKMENT	=	1,000 C.Y.
WASTE FOR SHOULDER WIDENING	=	0 C.Y.



"E" LINE PROFILE

UNCLASSIFIED EXCAVATION (INCLUDES 120 C.Y. WASTE)	=	120 C.Y.
EMBANKMENT	=	0 C.Y.
WASTE FOR SHOULDER WIDENING	=	0 C.Y.

SOUTH LENA LOOP INTERSECTION PLAN AND PROFILE
"D" LINE AND "E" LINE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL
STATE OF ALASKA
49th
TRACY W. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\-INT3 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

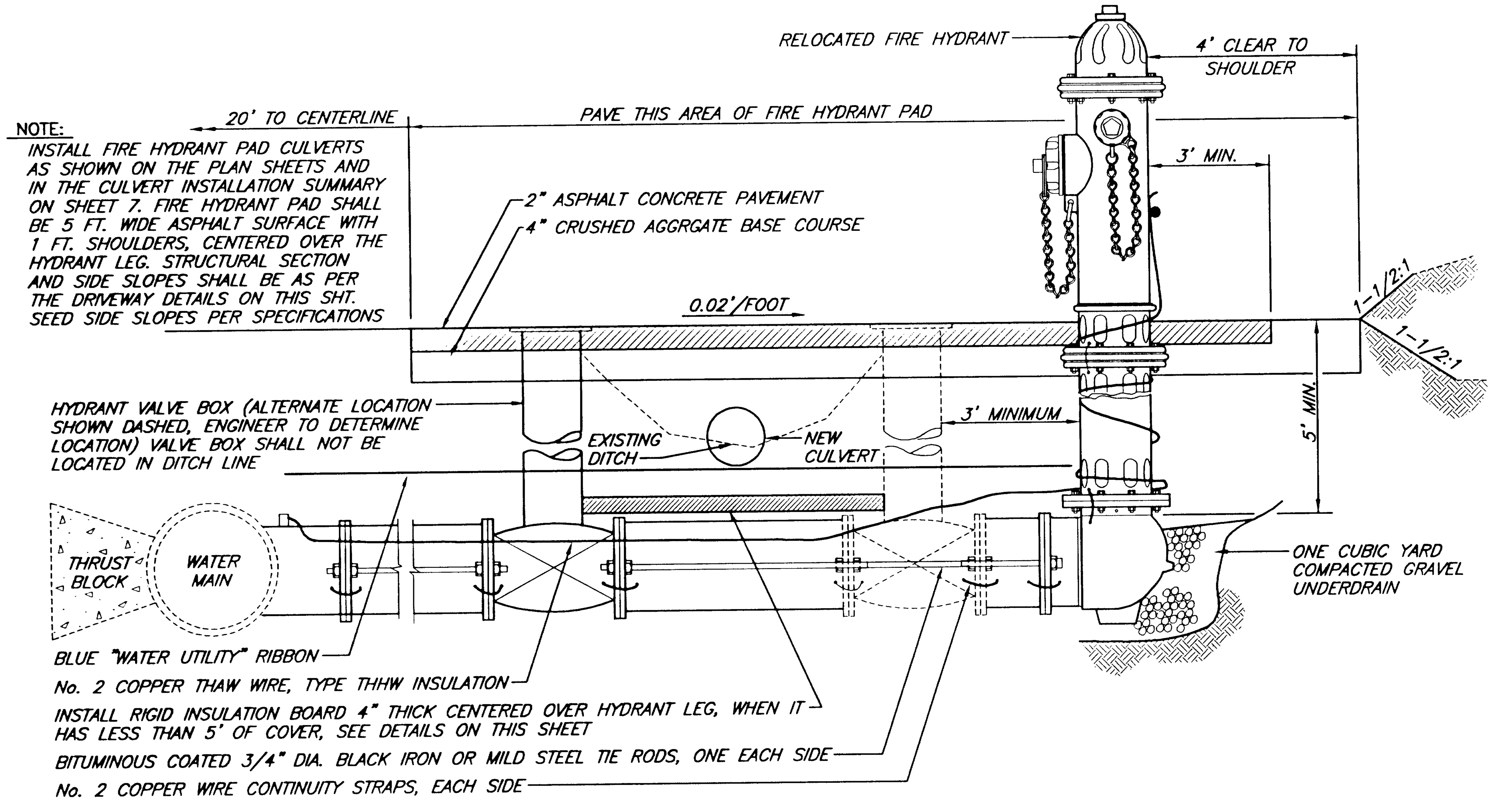
RECORD OF REVISIONS

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

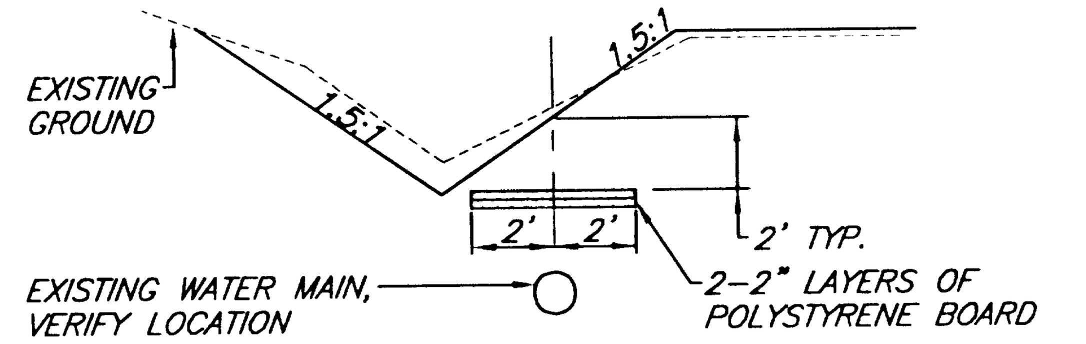
JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
INTERSECTION DETAILS
SOUTH LENA LOOP INTERSECTION ("D" AND "E" LINES)

DESIGNED BY: J. MAYER	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 23 OF 55

NOTE:
INSTALL FIRE HYDRANT PAD CULVERTS AS SHOWN ON THE PLAN SHEETS AND IN THE CULVERT INSTALLATION SUMMARY ON SHEET 7. FIRE HYDRANT PAD SHALL BE 5 FT. WIDE ASPHALT SURFACE WITH 1 FT. SHOULDERS, CENTERED OVER THE HYDRANT LEG. STRUCTURAL SECTION AND SIDE SLOPES SHALL BE AS PER THE DRIVEWAY DETAILS ON THIS SHT. SEED SIDE SLOPES PER SPECIFICATIONS

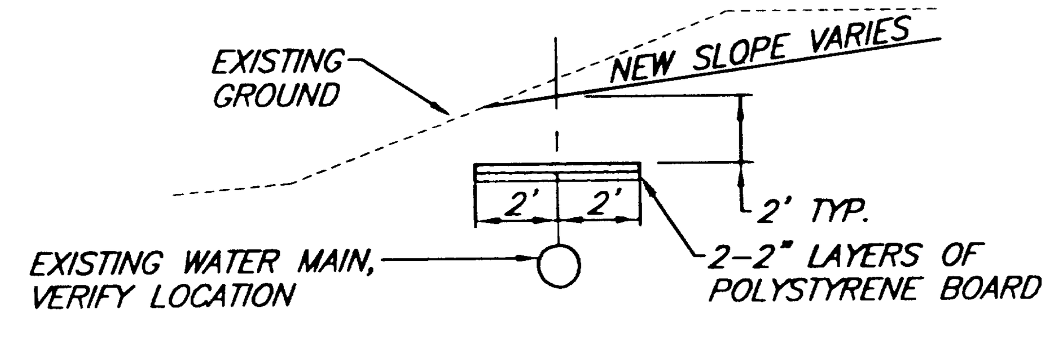


FIRE HYDRANT AND VALVE BOX RELOCATION AND FIRE HYDRANT ACCESS PAD DETAILS



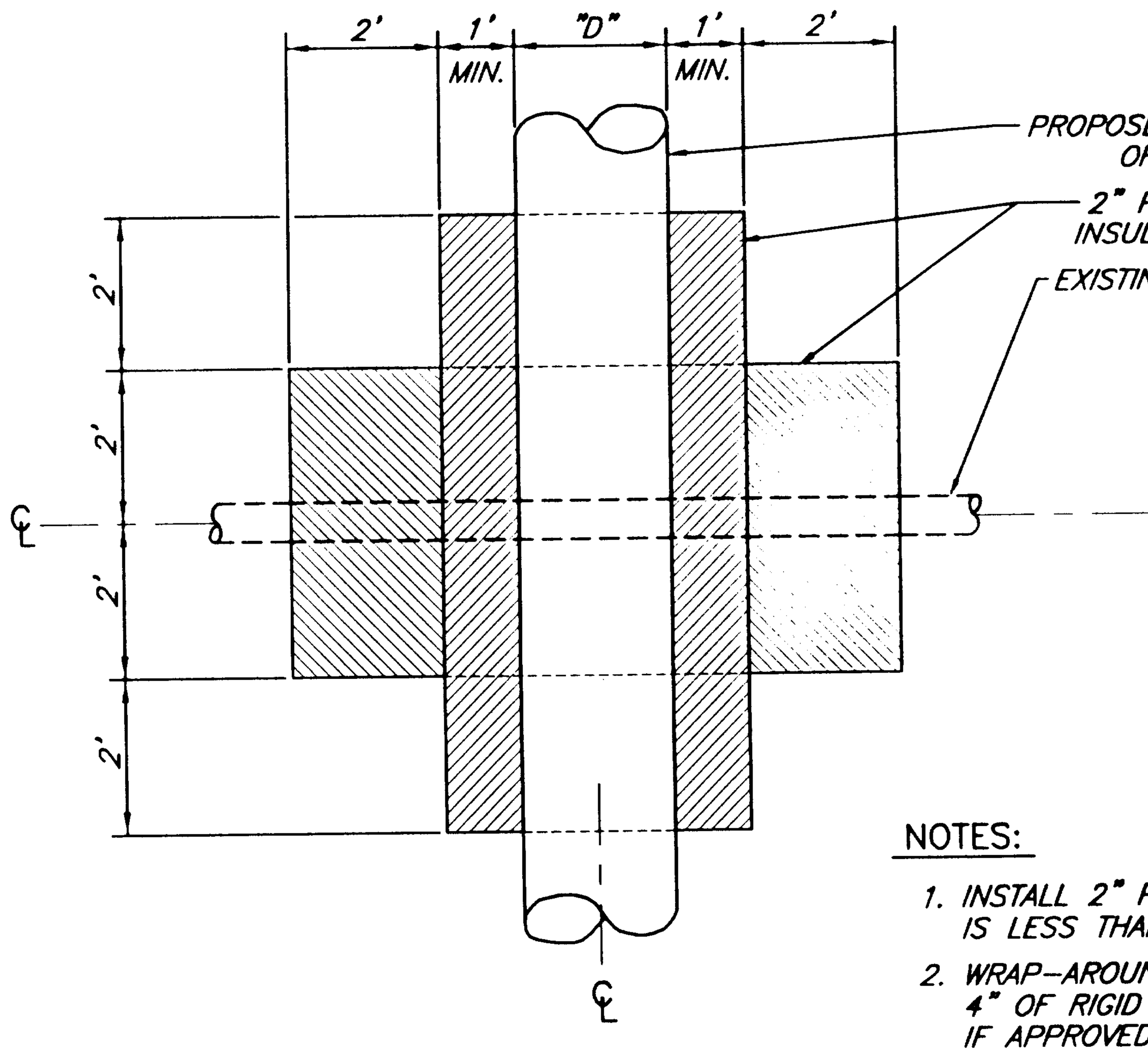
WATER LINE INSULATION
STA. "B" 12+50 TO STA. "B" 13+50

NOT NEEDED

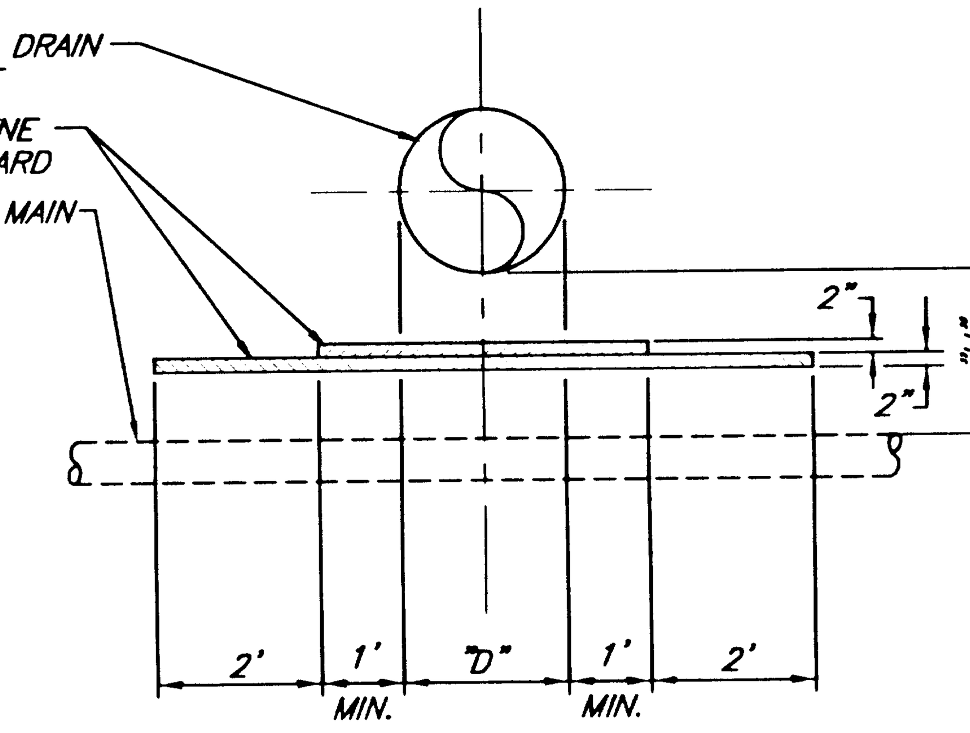


WATER LINE INSULATION
STA. 365+52 TO STA. 368+00

NOT NEEDED



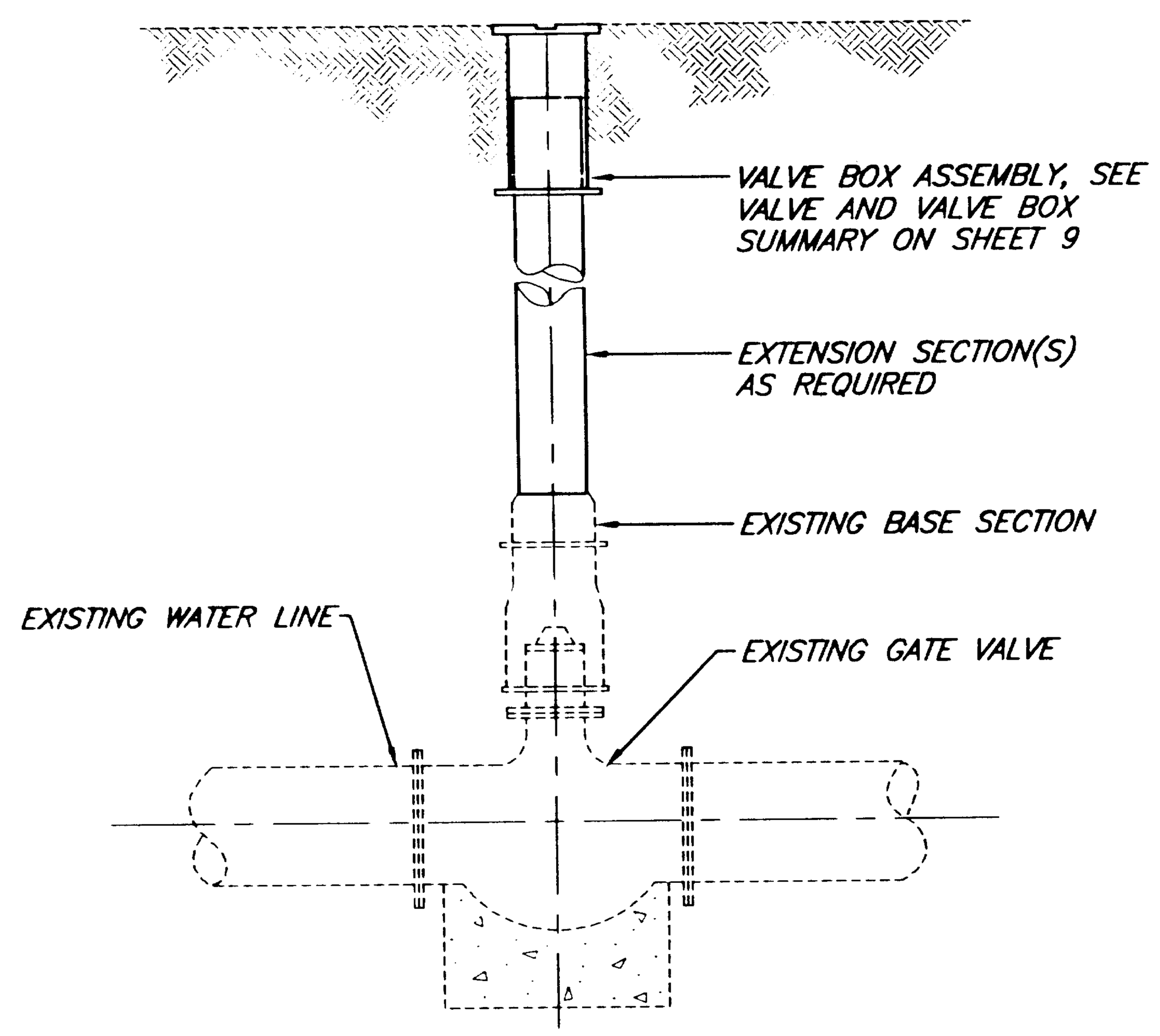
PLAN



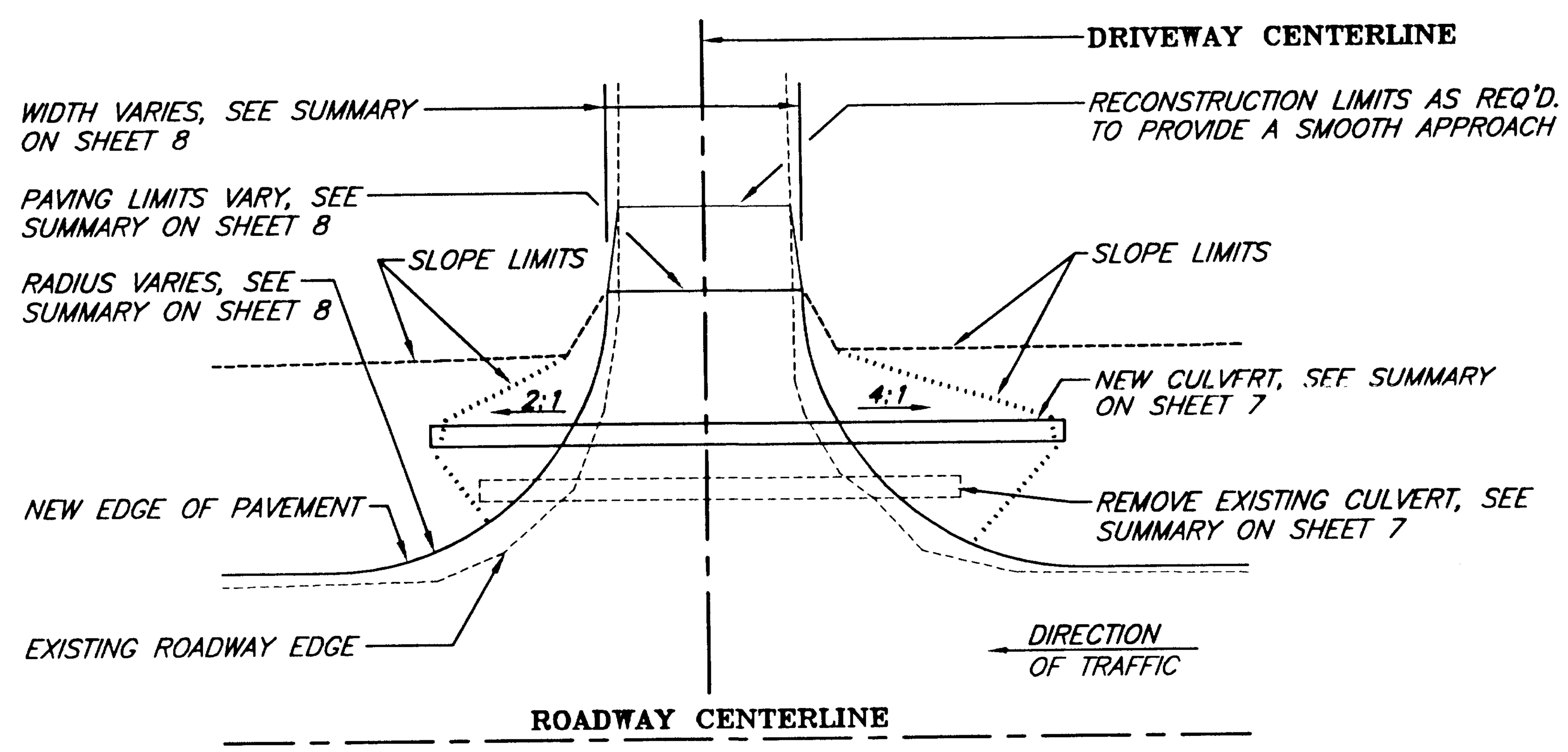
SECTION

NOTES:
1. INSTALL 2" POLYSTYRENE BOARD AS SHOWN WHEN "H" IS LESS THAN 2'.
2. WRAP-AROUND INSULATION WITH AN R-VALUE EQUAL TO 4" OF RIGID INSULATION BOARD MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.
3. ALL WATER LINES SHOWN ON THESE PLANS AND INSULATION BOARD INSTALLATION LOCATIONS GIVEN ARE APPROX. ONLY.

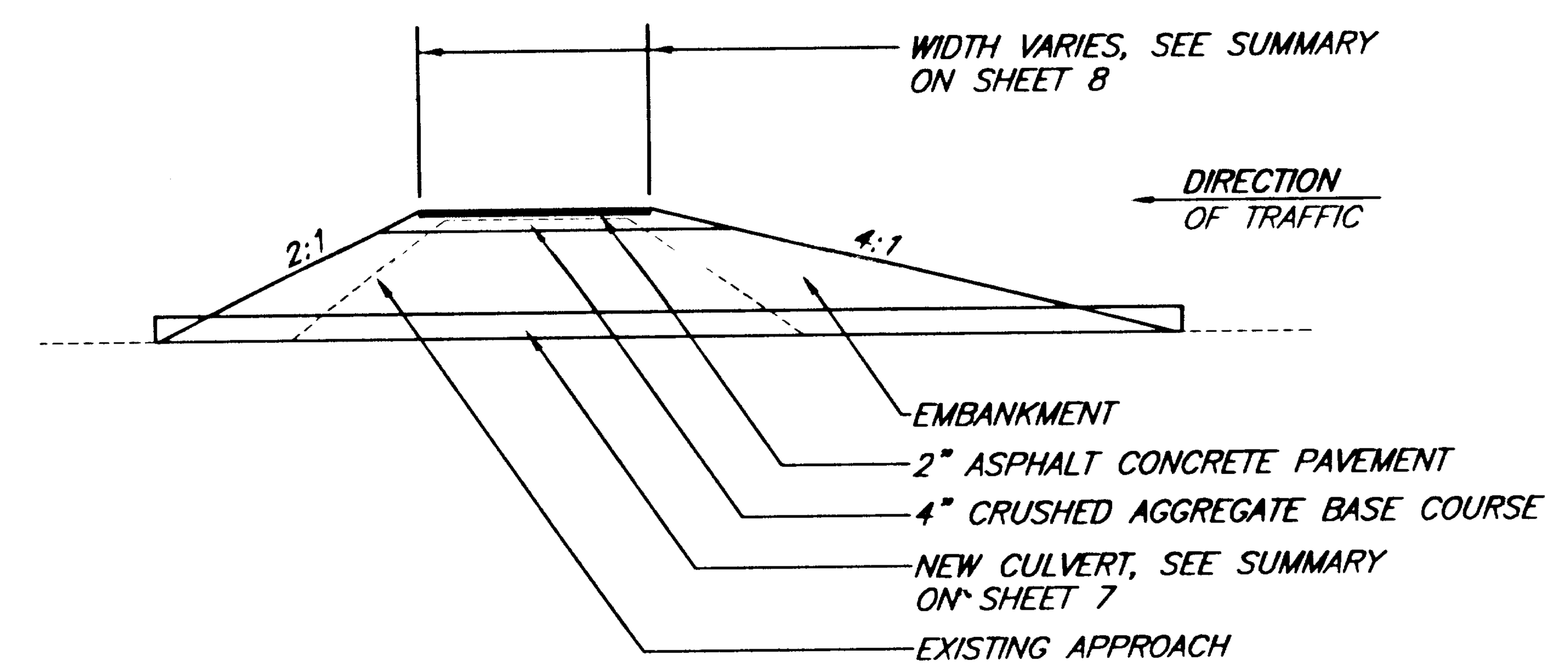
WATER LINE INSULATION AT CULVERT DETAIL



VALVE BOX ADJUSTMENT DETAIL



PLAN



SECTION

APPROACH AND DRIVEWAY DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\69844\EN\-DET1 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:

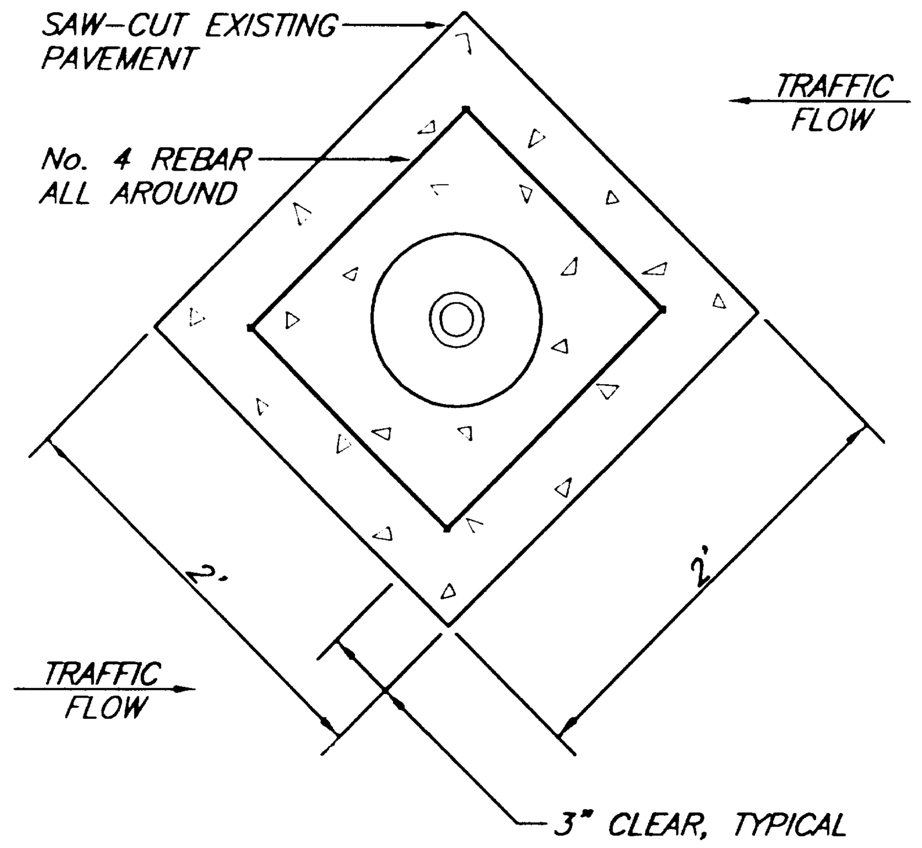
RECORD OF REVISIONS

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

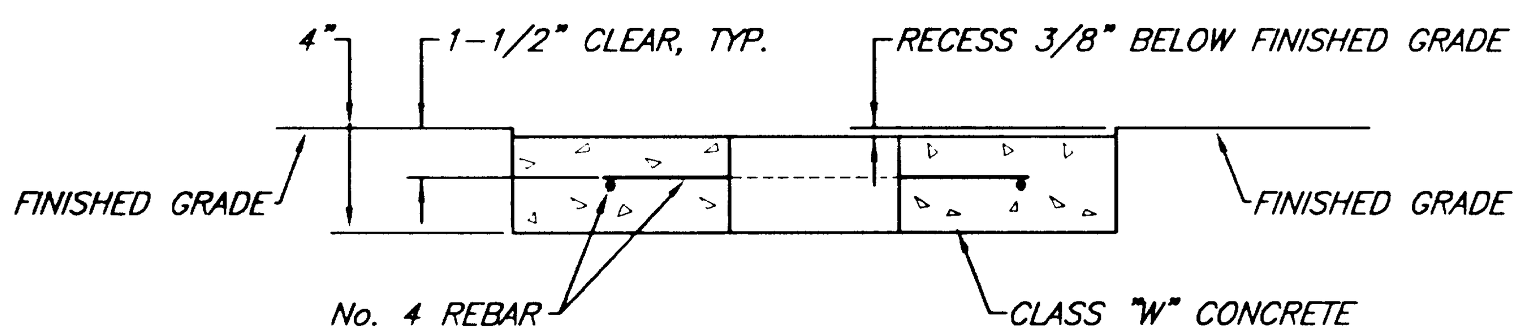
JUNEAU — ALASKA
GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

MISCELLANEOUS CONSTRUCTION DETAILS

DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 24 OF 55	

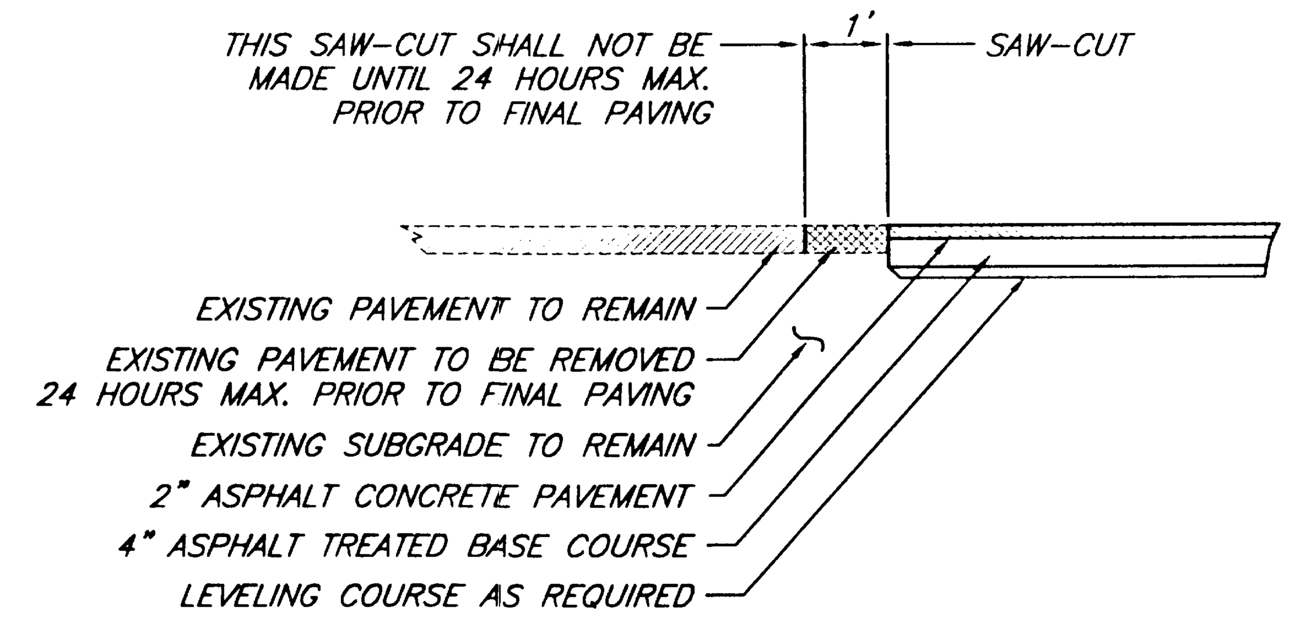


PLAN



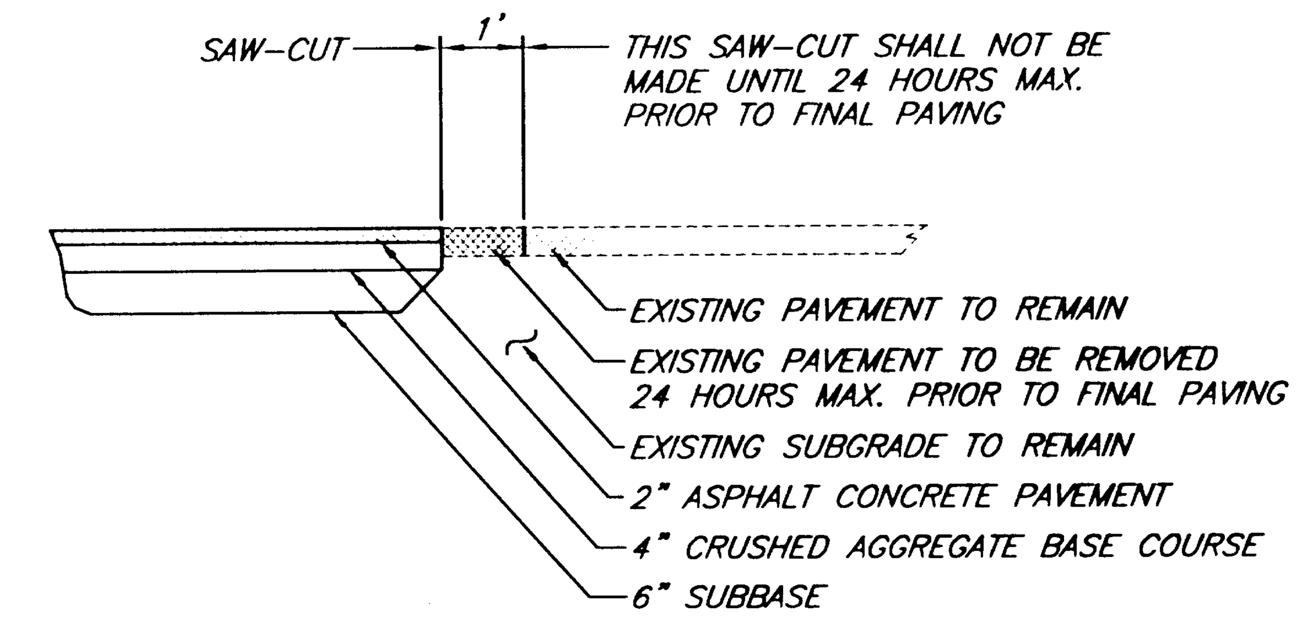
SECTION

MONUMENT ENCASEMENT DETAIL



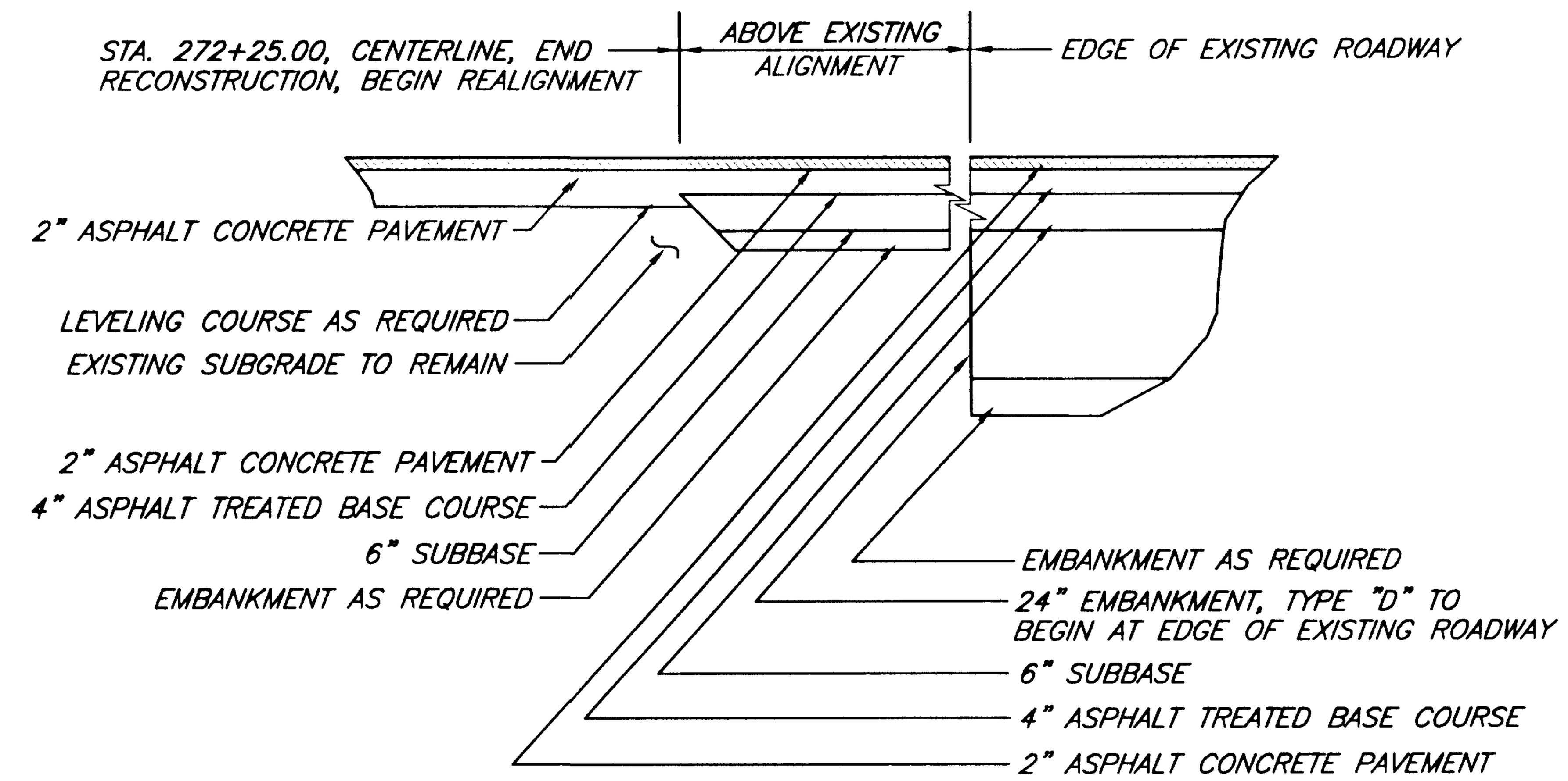
PAVEMENT MATCH DETAIL

THIS DETAIL SHALL APPLY AT STA. 244+80.25 (B.O.P.)

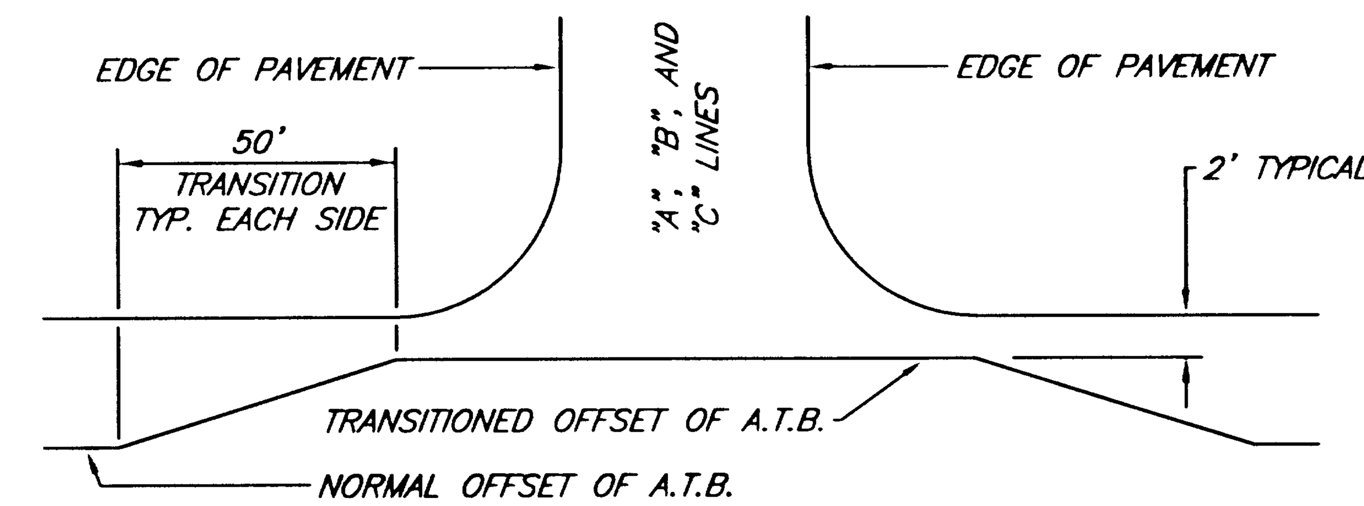


PAVEMENT MATCH DETAIL

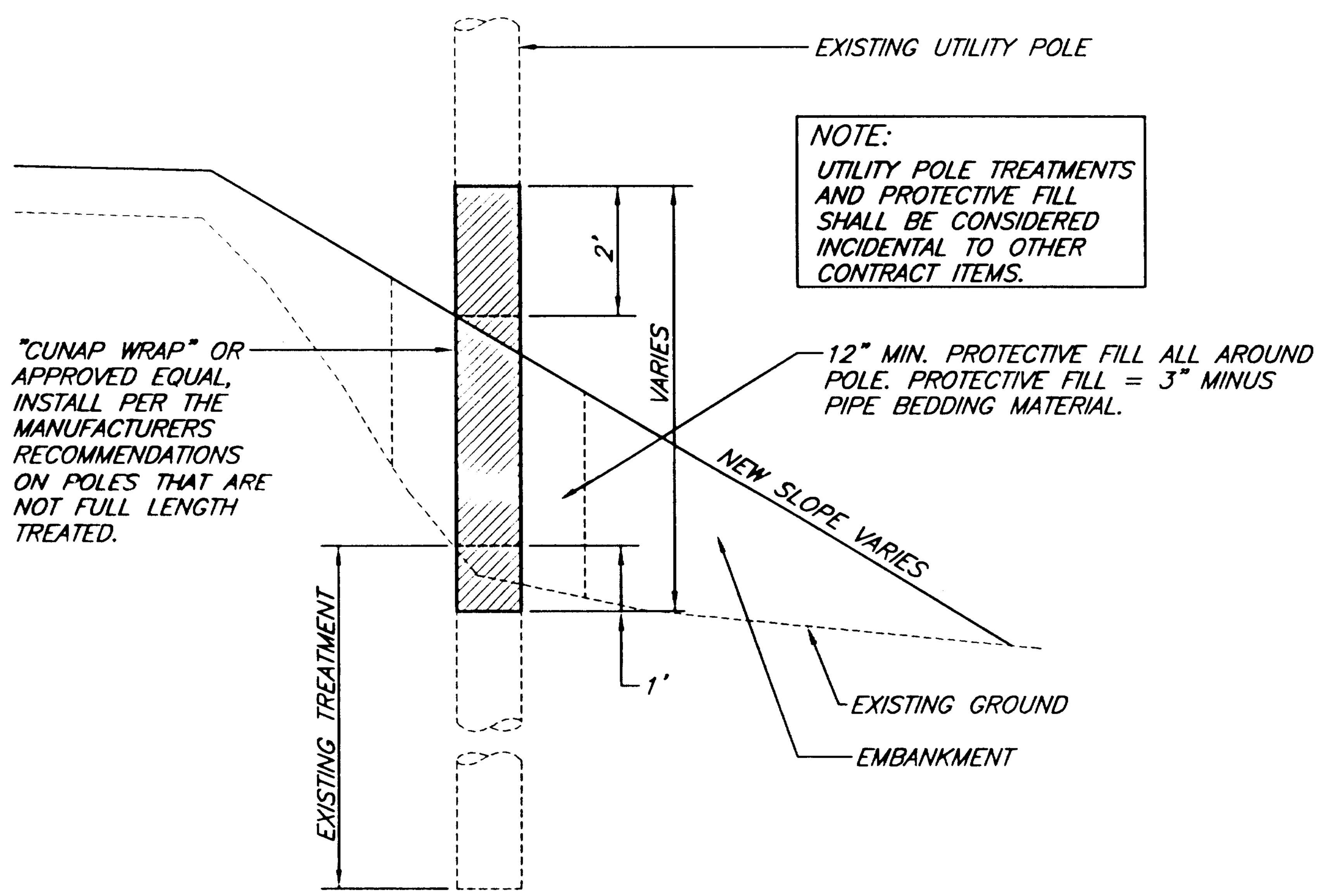
THIS DETAIL SHALL APPLY AT ALL OTHER LOCATIONS



TRANSITION DETAIL AT END RECONSTRUCTION BEGIN REALIGNMENT, STA. 272+25.00

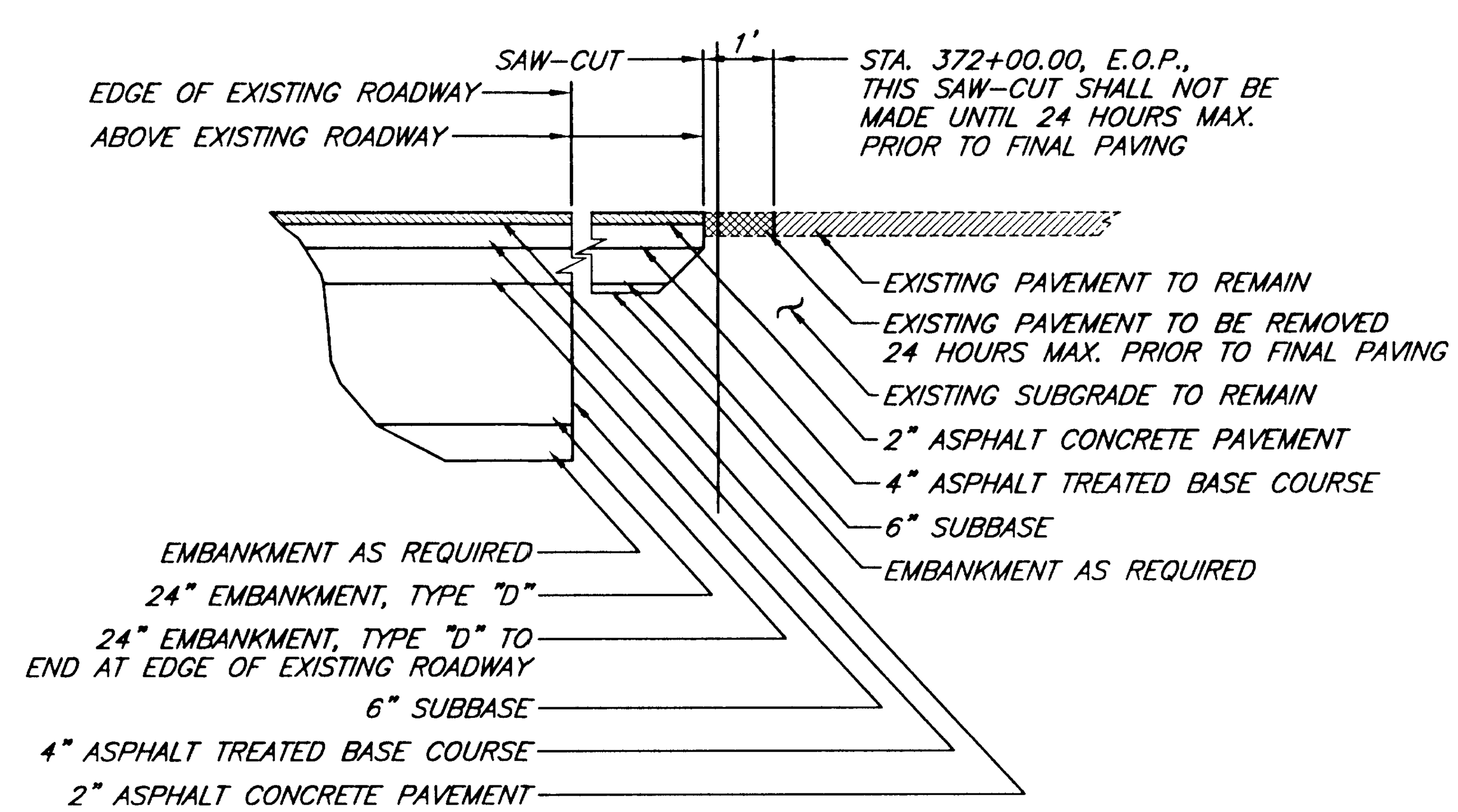


A.T.B. TRANSITION AT SIDE STREETS DETAIL



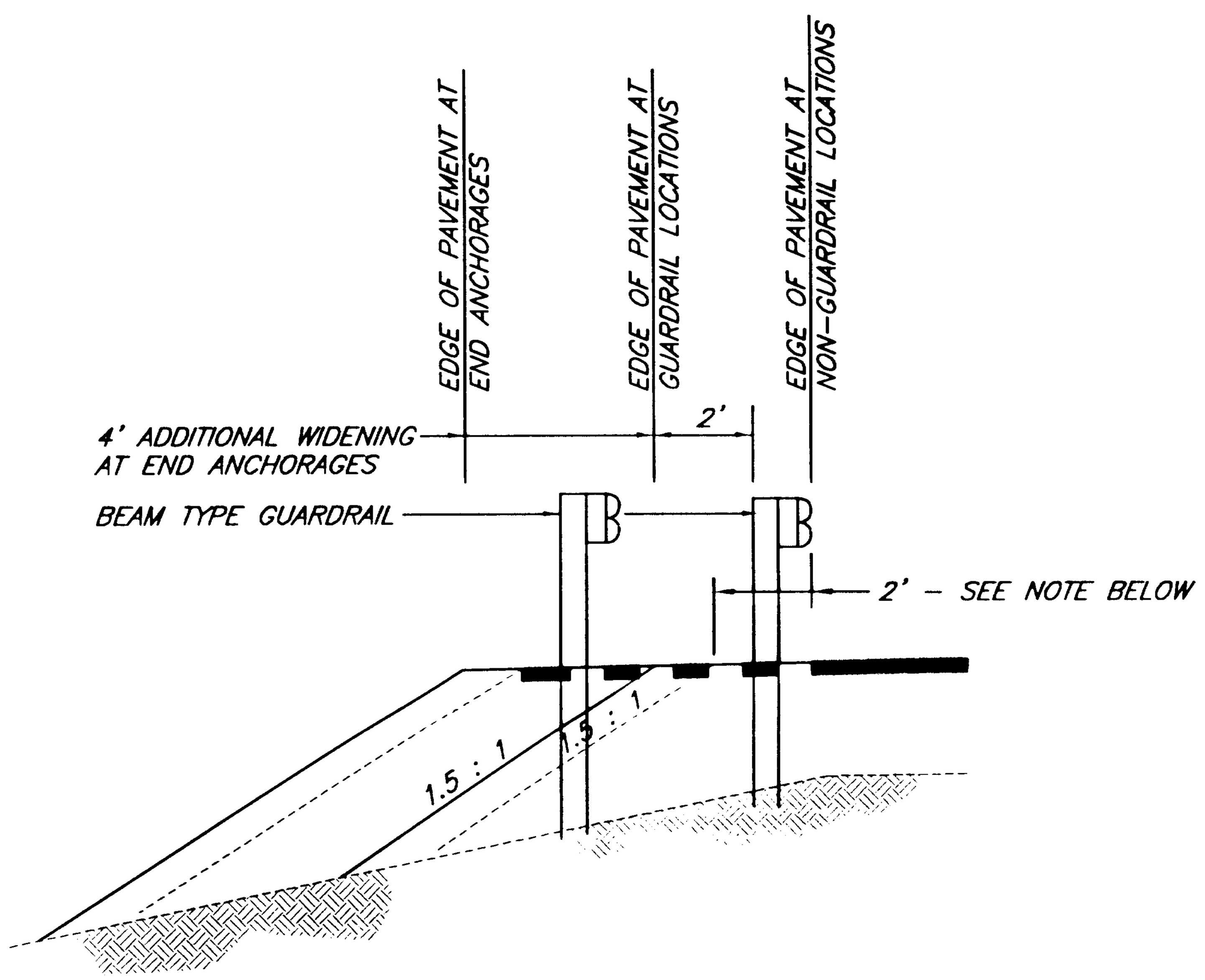
UTILITY POLE TREATMENT AND PROTECTION DETAIL

STA. 273+55 LT., STA. 276+30 LT., STA. 278+65 LT., STA. 290+25 LT., STA. 297+00 LT., STA. 299+50 LT., STA. 365+15 LT., STA. "F" 11+40 RT.



PAVEMENT MATCH DETAIL

THIS DETAIL SHALL APPLY AT STA. 372+00.00 (E.O.P.)



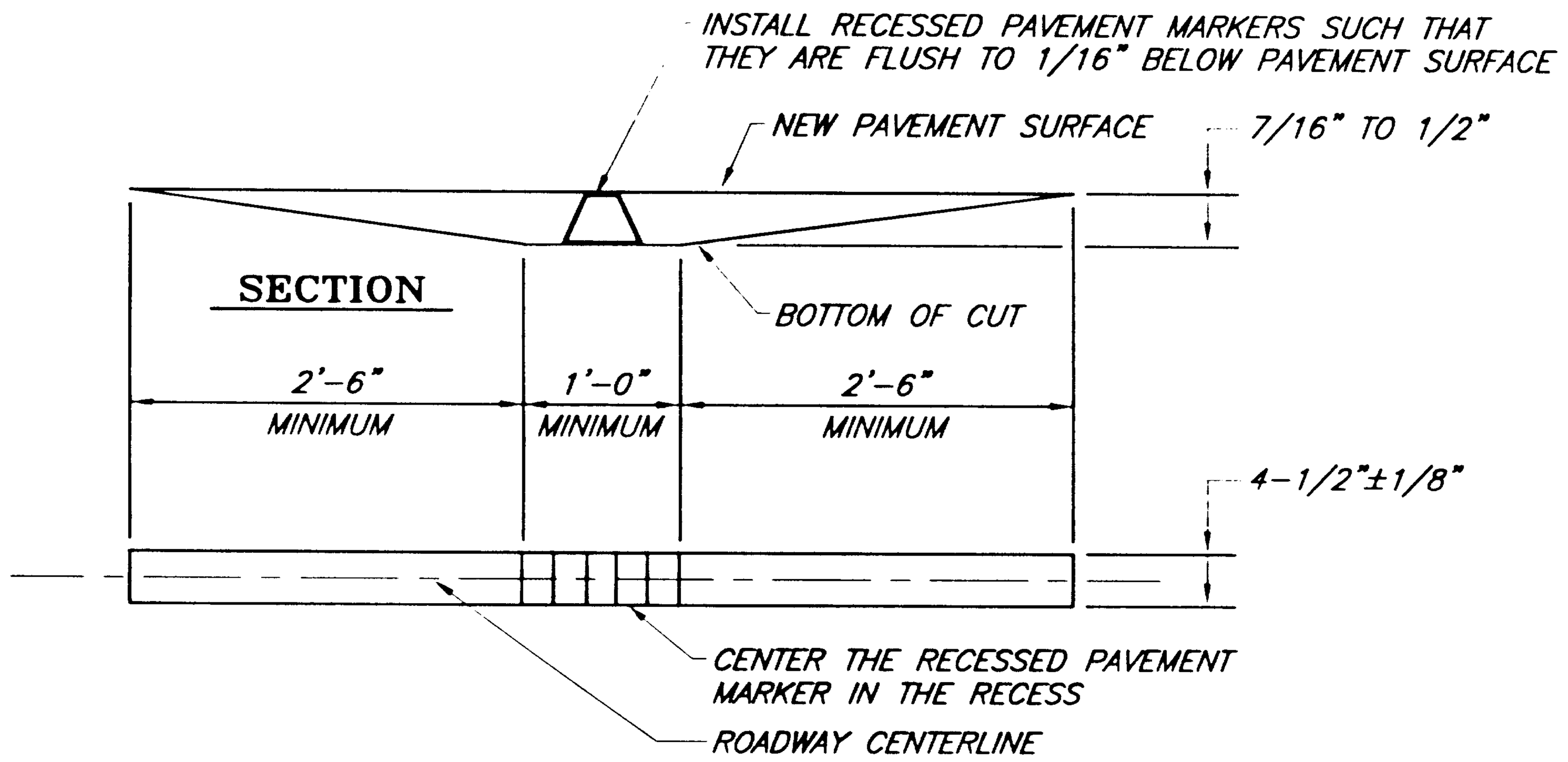
GUARDRAIL PAVING DETAIL

NOTE:
THE NEW GUARDRAIL RUN FOR THE OTTER WAY LEFT TURN LANE (STA. 264+50.0 TO STA. 271+63.3, LT.) SHALL UTILIZE 7' POSTS AND THE HINGE POINT SHALL BE AT 2' BEHIND THE FACE OF THE GUARDRAIL AS INDICATED BY THE HIDDEN LINES IN THE DETAIL ABOVE.

ENGINEER'S SEAL
STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

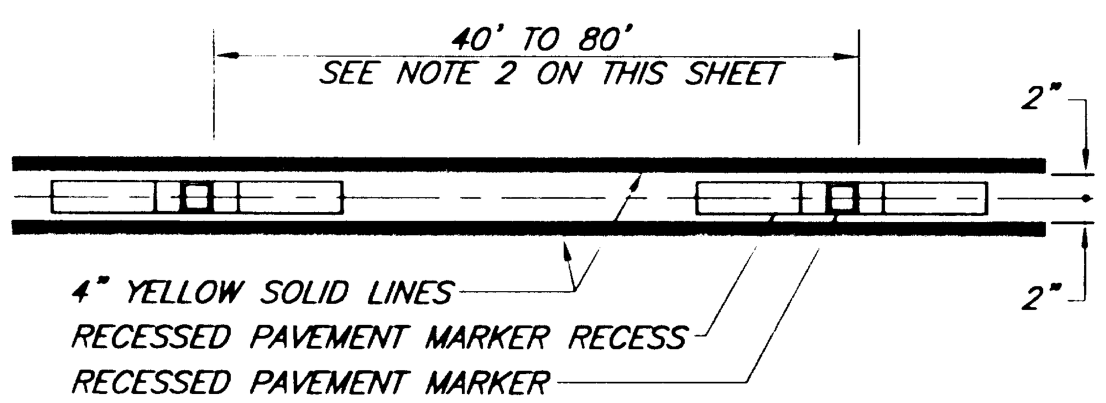
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-DET2 1=1	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA ALASKA F-093-3(4) (69844) PFH-2-1(1) (72236)	DESIGNED BY: J. MAYER	PROJECT NO. 69844/72236
BY: DATE: DESCRIPTION OF CHANGE:		MISCELLANEOUS CONSTRUCTION DETAILS	DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
RECORD OF REVISIONS			CHECKED BY: T. MOORE	SHEET 25 OF 55

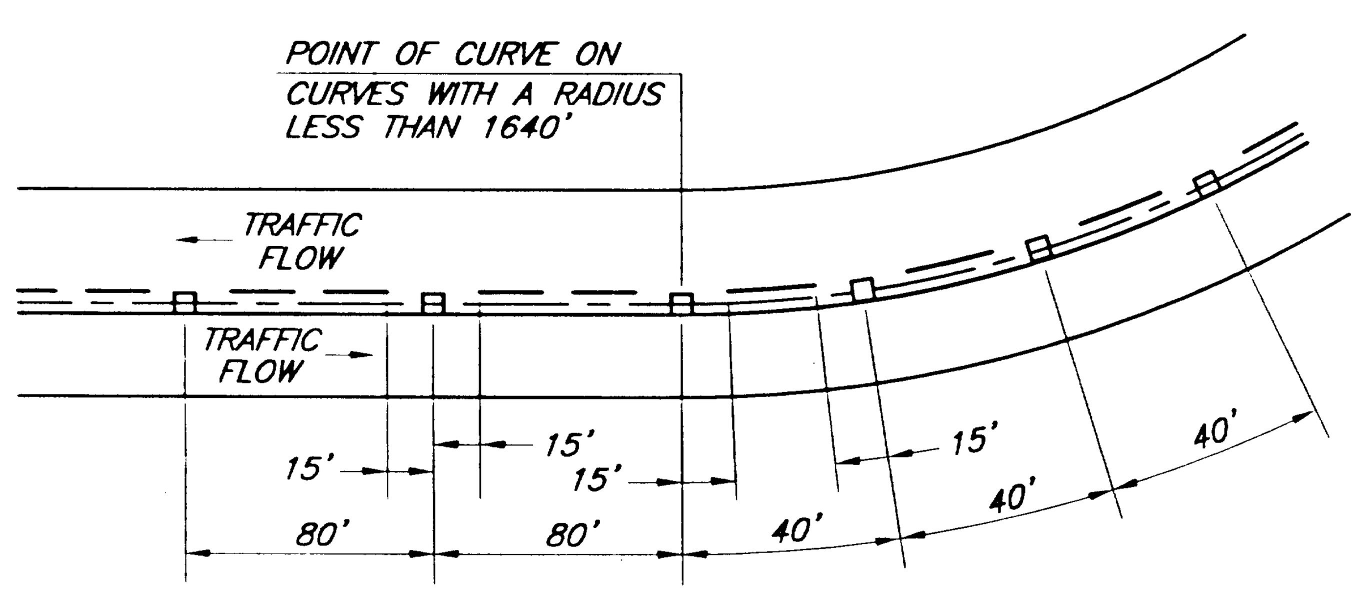


PLAN

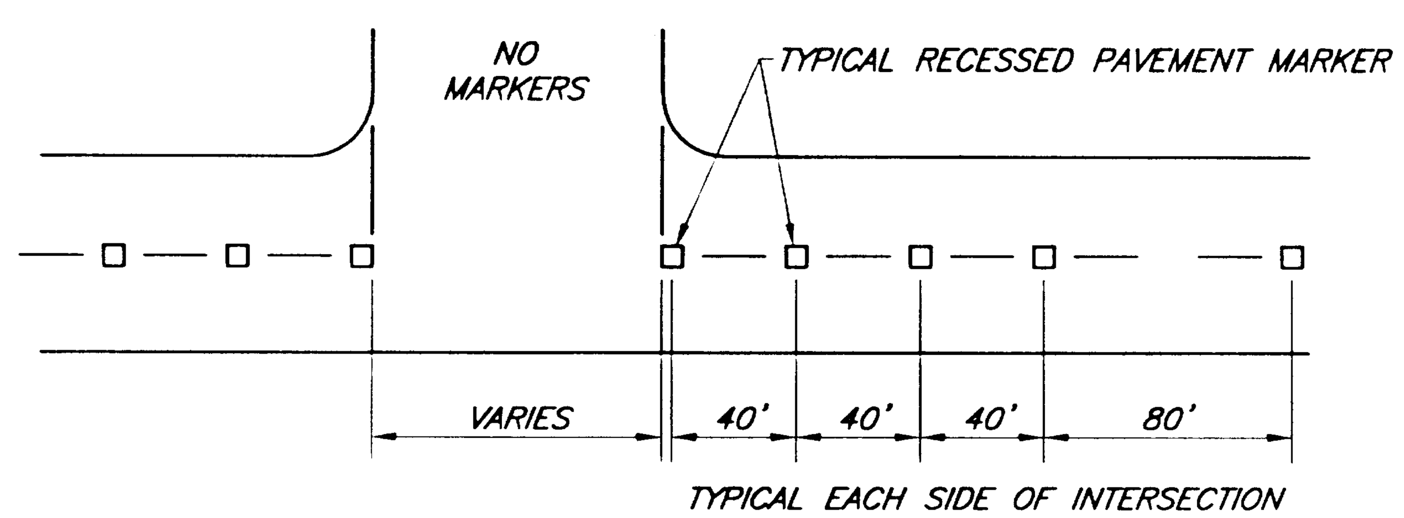
RECESSED PAVEMENT MARKER DETAIL



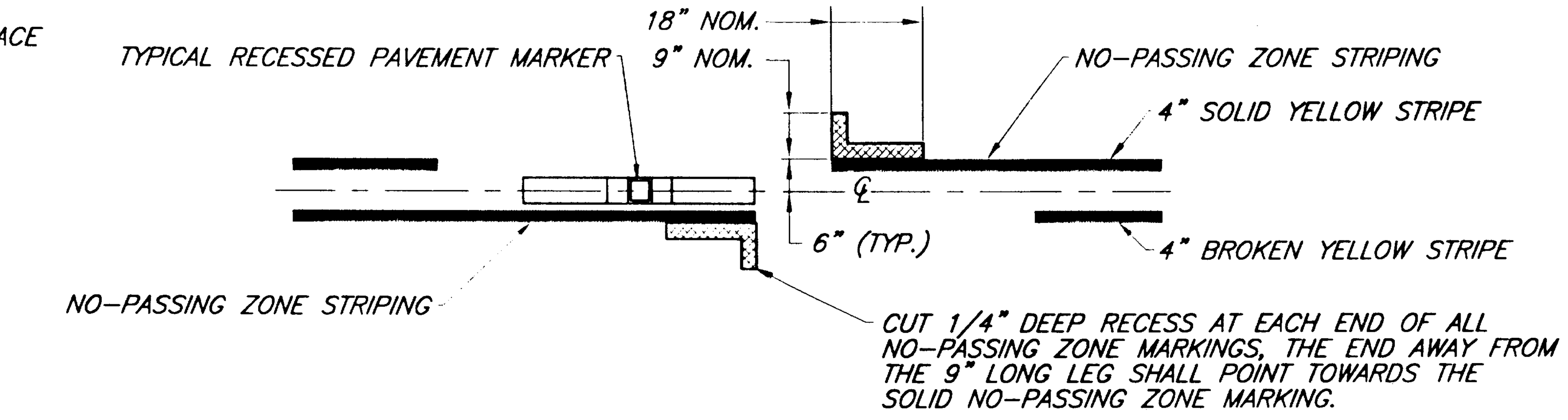
RECESSED PAVEMENT MARKER INSTALLATION DETAILS



RECESSED PAVEMENT MARKER DETAIL FOR CURVES WITH A RADIUS LESS THAN 1640'



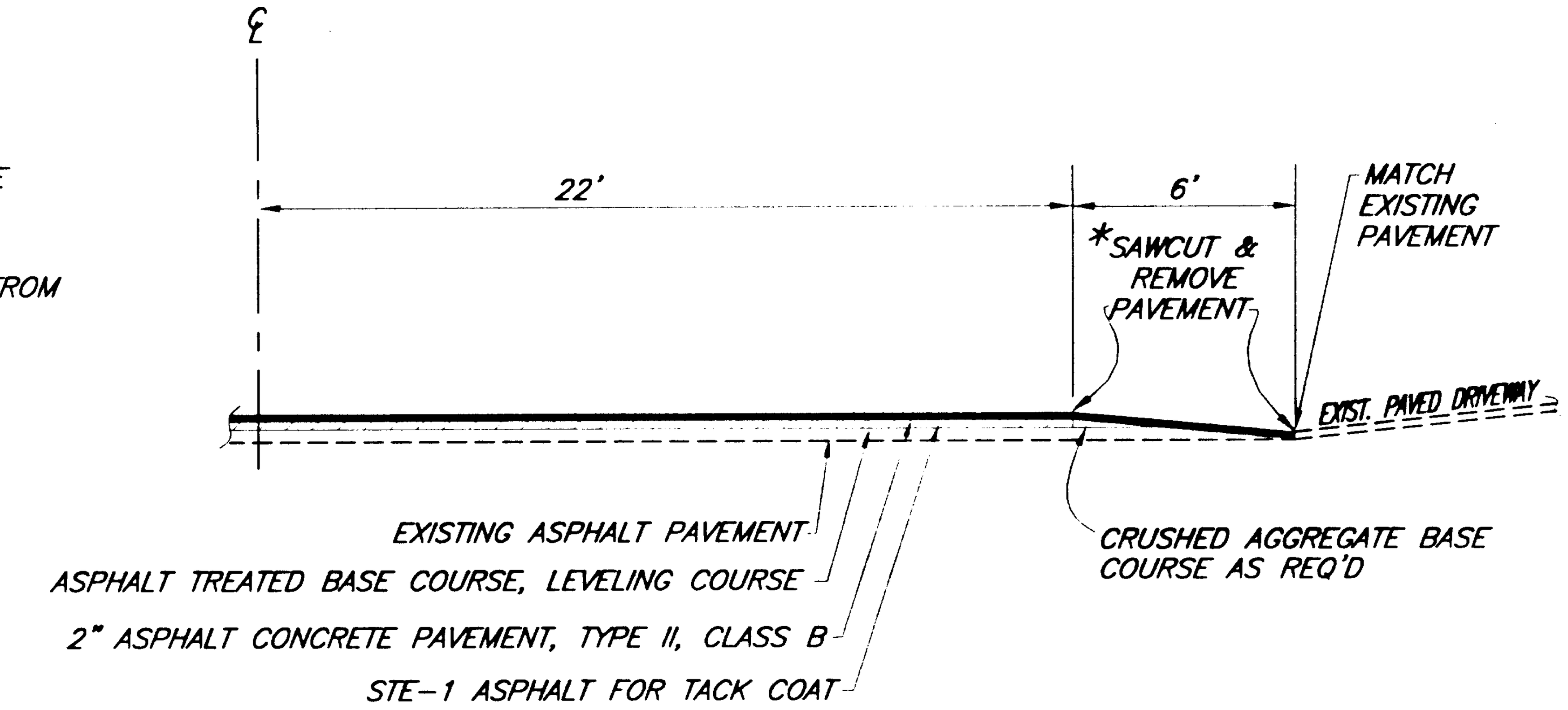
RECESSED PAVEMENT MARKER DETAIL FOR INTERSECTION APPROACHES



NO-PASSING ZONE MARKING GROOVE DETAIL

RECESSED PAVEMENT MARKER NOTES

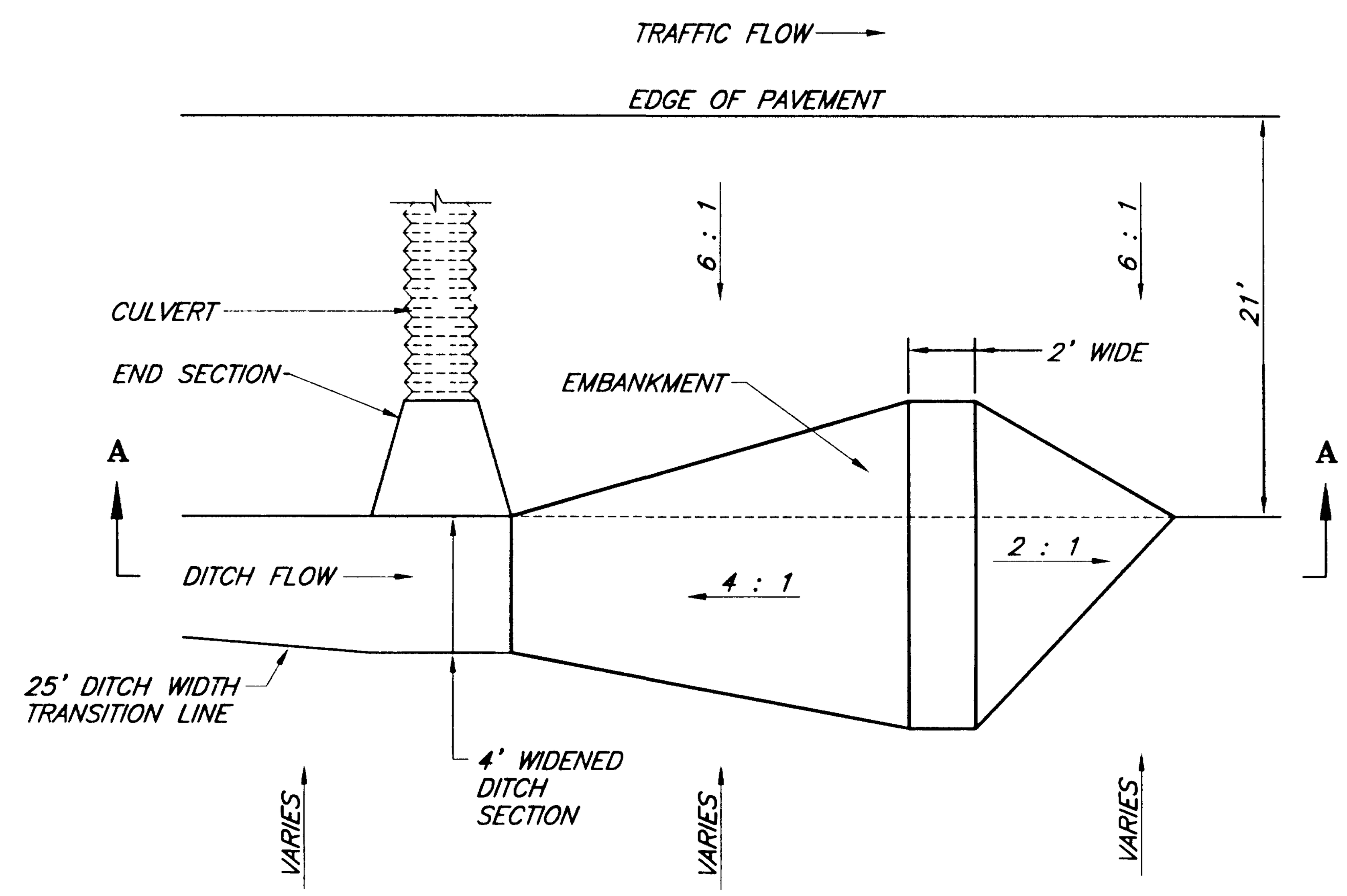
1. RECESSED PAVEMENT MARKERS (R.P.M.'s) SHALL BE INSTALLED BETWEEN THE B.O.P. AND THE E.O.P.
2. R.P.M.'s SHALL BE SPACED AT 80' ON TANGENT SECTIONS OF ROADWAY AND ON CURVES WITH A RADIUS GREATER THAN 1,640'. ON CURVES WITH A RADIUS OF 1,640' OR LESS THE R.P.M.'s SHALL BE SPACED AT EVERY 40'. SEE DETAILS ON THIS SHEET.
3. ON ALL ROADWAY SECTIONS WITH DOUBLE LINES (EITHER BROKEN OR SOLID) R.P.M.'s SHALL BE PLACED BETWEEN THE LINES, ON SECTIONS OF ROADWAY WITH SINGLE BROKEN LINES THE R.P.M.'s SHALL BE PLACED ON THE CENTERLINE BETWEEN THE STRIPES.
4. THE LOCATIONS OF ALL PASSING AND NO-PASSING ZONES SHALL BE DETERMINED AND LOCATED IN THE FIELD BY THE ENGINEER. NO PASSING ZONE MARKING GROOVES SHALL BE CONSIDERED INCIDENTAL TO ITEM 670 (8), RECESSED PAVEMENT MARKINGS AND NO SEPARATE PAYMENT WILL BE MADE THEREFORE.



* IN LIEU OF SAWCUTTING AND PAVEMENT REMOVAL, THE CONTRACTOR MAY TAPER PLANE DRIVEWAY PAVEMENT TO FORM BUTT JOINT. SAWCUTS/TAPER PLANING SHALL BE CONSIDERED INCIDENTAL

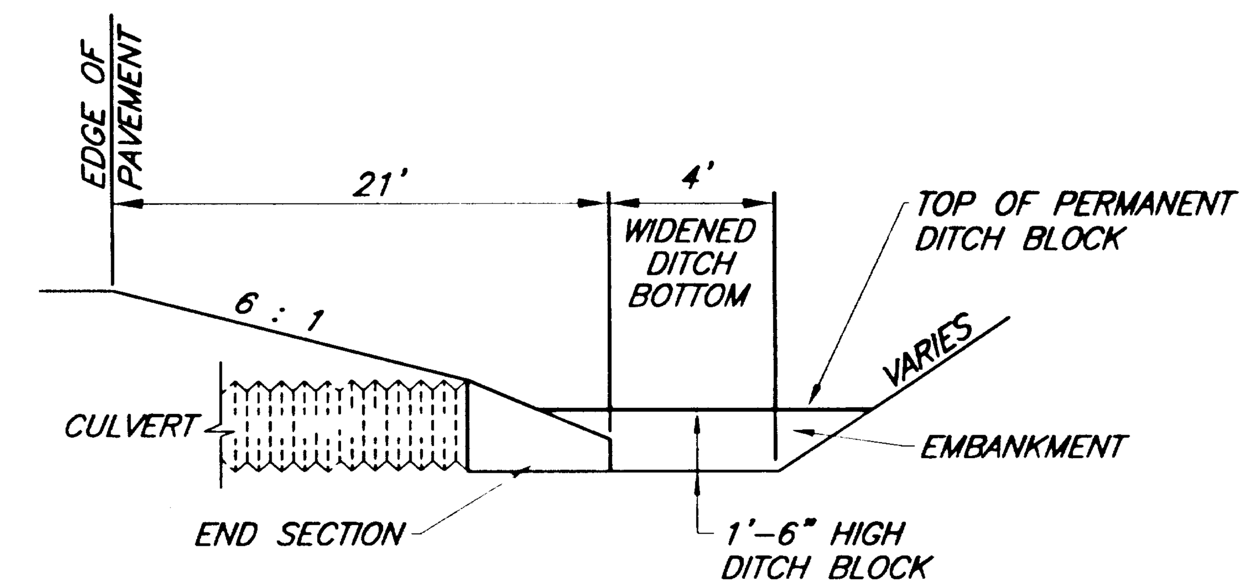
DRIVEWAY SAWCUT AND PAVEMENT MATCH DETAIL

ROADWAY REHABILITATION SECTION

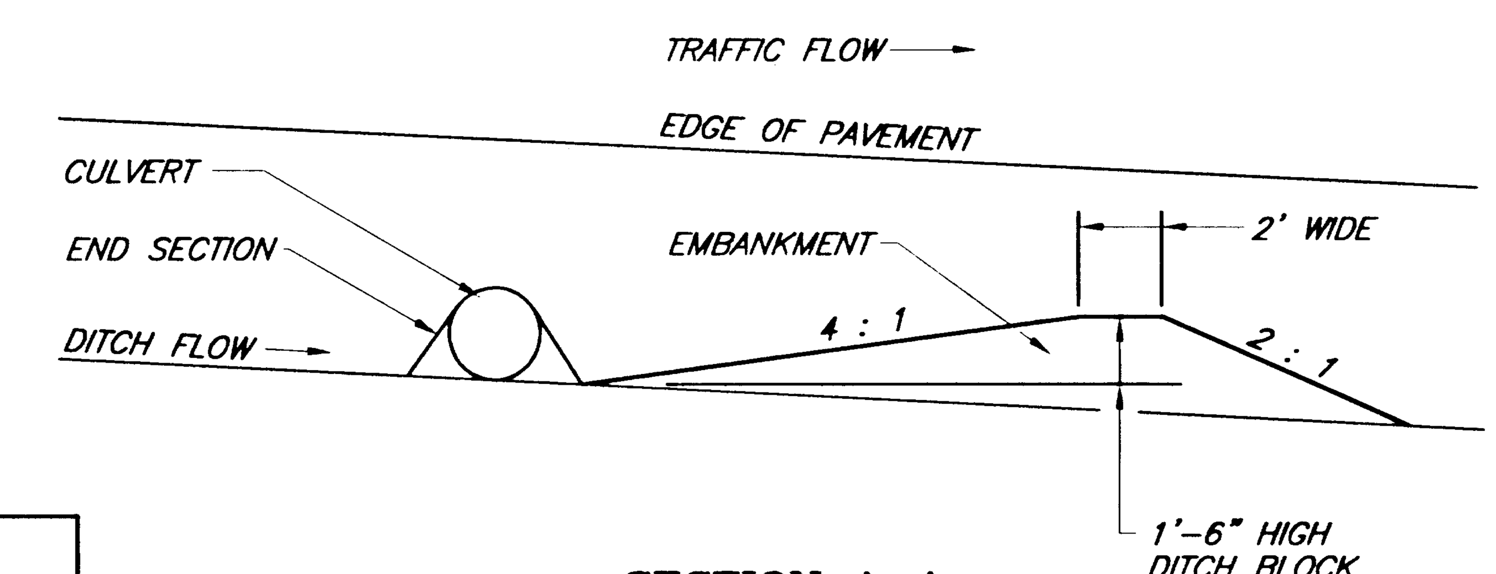


PLAN

NOTE:
PERMANENT DITCH BLOCKS WILL BE MEASURED AND PAID FOR UNDER ITEM 641(4) TEMPORARY CHECK DAMS.



ELEVATION



SECTION A-A

PERMANENT DITCH BLOCK DETAILS

SEE PERMANENT DITCH BLOCK SUMMARY ON SHEET 50

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL: STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

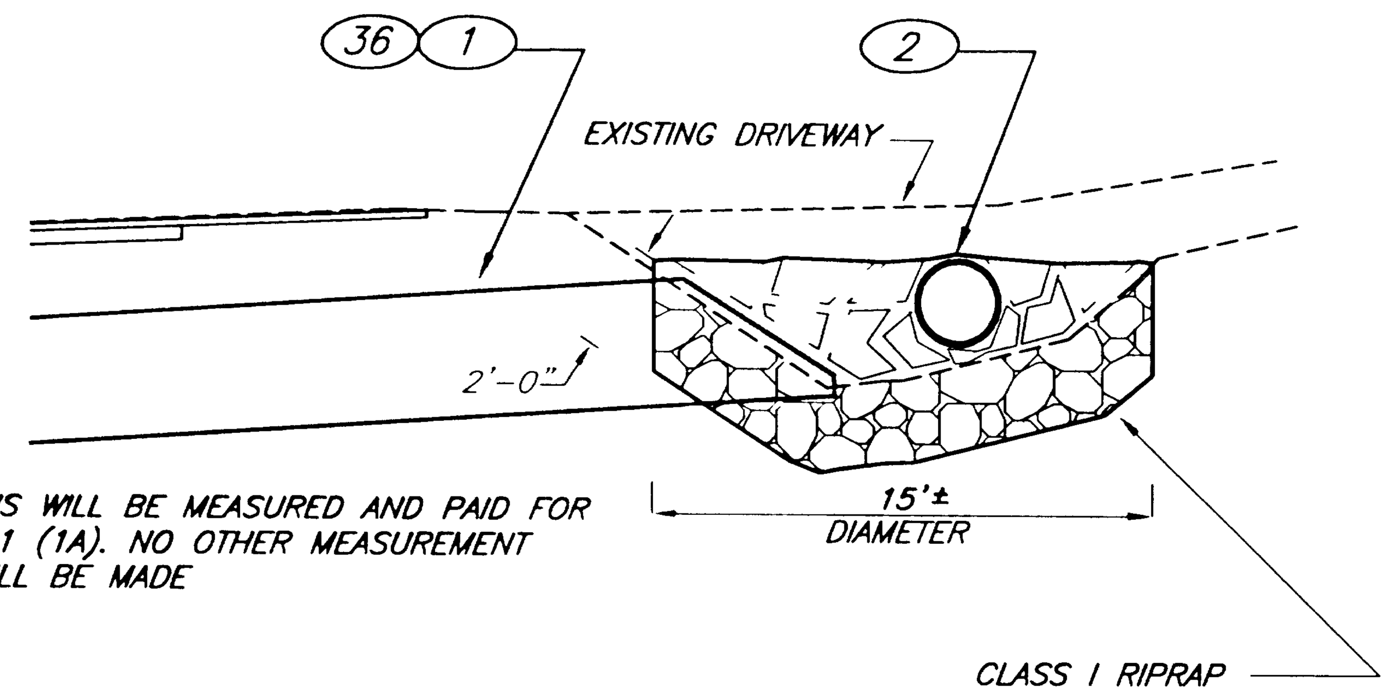
PATH:	P:\JNU\69844\EN\-DET3 1=1	
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — ALASKA
GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
MISCELLANEOUS CONSTRUCTION DETAILS

DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 26 OF 55	



DRAINAGE BASIN DETAIL

WATER MAIN ENCASEMENT SUMMARY

FROM		TO		LENGTH
STATION	OFFSET	STATION	OFFSET	
332+25	52' RT.	332+25	64' LT.	116'
356+29	60' RT.	356+53	52' LT.	114'
"C"11+00	54' RT.	"C"11+00	40' LT.	95'

SEWER MAIN ENCASEMENT SUMMARY

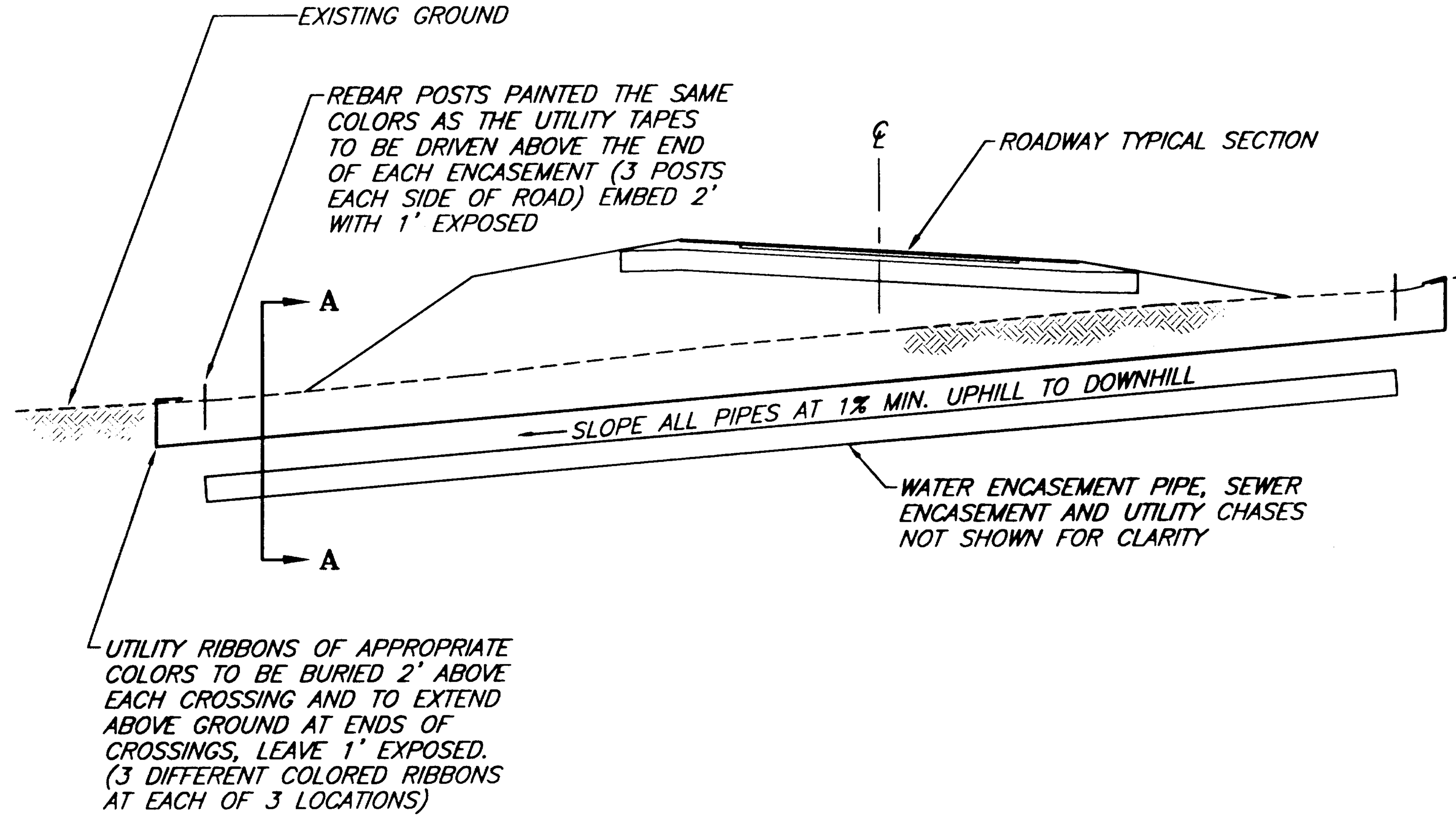
FROM		TO		LENGTH
STATION	OFFSET	STATION	OFFSET	
332+40	52' RT.	332+40	64' LT.	116'
356+44	60' RT.	356+68	52' LT.	114'
"C"11+15	54' RT.	"C"11+15	40' LT.	95'

UTILITY CHASE SUMMARY

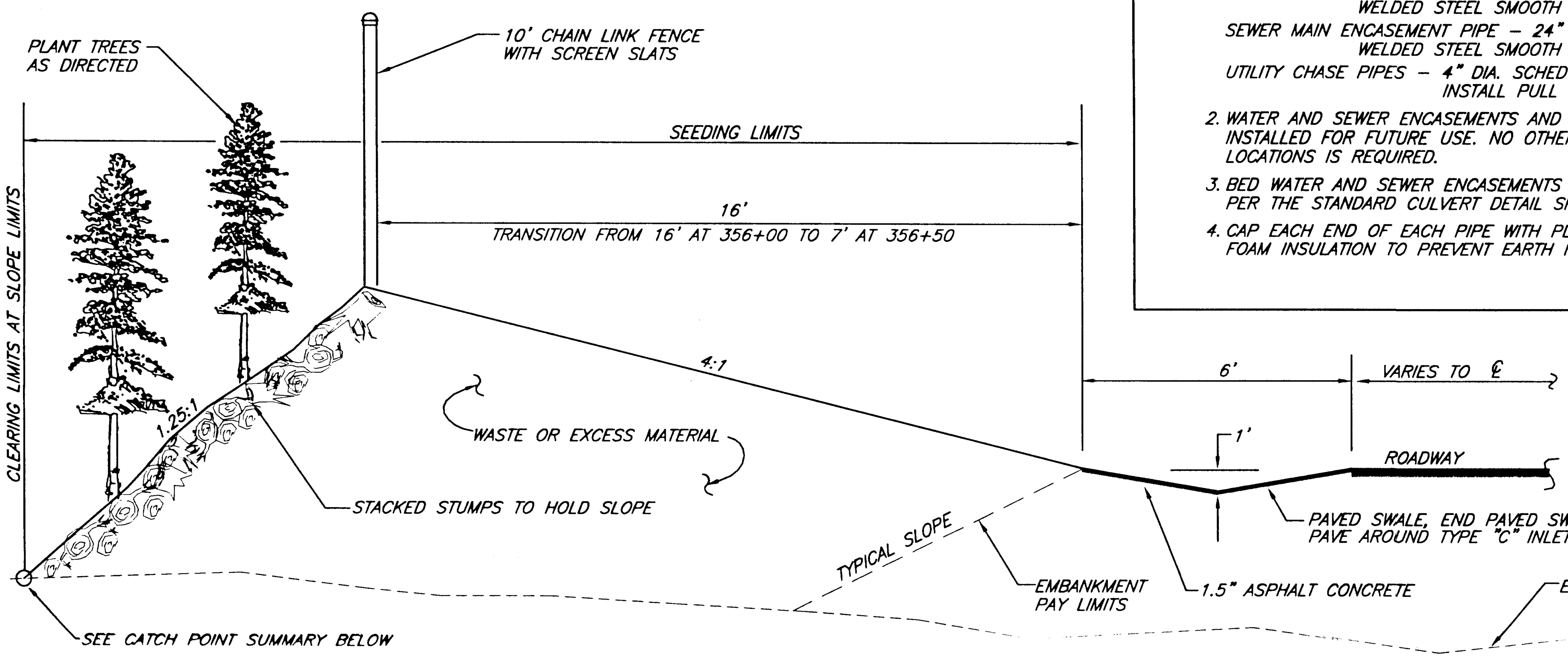
FROM		TO		LENGTH
STATION	OFFSET	STATION	OFFSET	
332+43	52' RT.	332+43	64' LT.	4 AT 116'
356+46	60' RT.	356+71	52' LT.	4 AT 114'
"C"11+18	54' RT.	"C"11+18	40' LT.	4 AT 95'

NOTES:

1. MATERIALS USED SHALL BE AS FOLLOWS:
   WATER MAIN ENCASEMENT PIPE – 30" DIA. x 1/2" THICK WALL WELDED STEEL SMOOTH BORE CASEMENT PIPE
   SEWER MAIN ENCASEMENT PIPE – 24" DIA. x 1/2" THICK WALL WELDED STEEL SMOOTH BORE CASEMENT PIPE
   UTILITY CHASE PIPES – 4" DIA. SCHEDULE 80 P.V.C. PIPE, INSTALL PULL WIRES INSIDE CHASES
2. WATER AND SEWER ENCASEMENTS AND UTILITY CHASES ARE BEING INSTALLED FOR FUTURE USE. NO OTHER UTILITY WORK AT THESE LOCATIONS IS REQUIRED.
3. BED WATER AND SEWER ENCASEMENTS AND UTILITY CHASES AS PER THE STANDARD CULVERT DETAIL SHOWN ON SHEET 7.
4. CAP EACH END OF EACH PIPE WITH PLYWOOD AND/OR SPRAY FOAM INSULATION TO PREVENT EARTH INFILTRATION.



SECTION VIEW

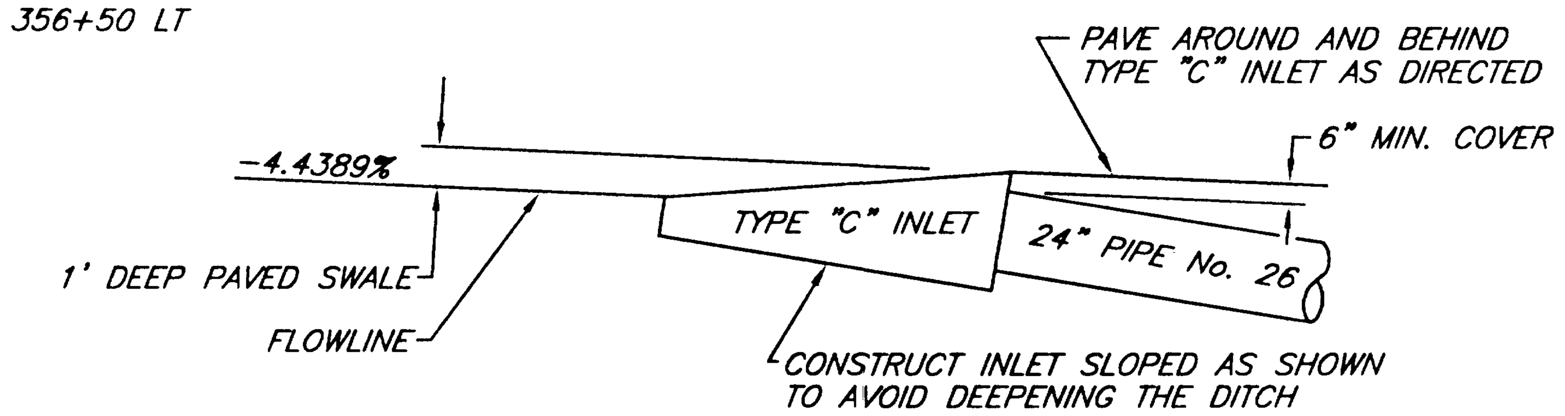


STATION	R.O.W. OFFSET	CATCH POINT OFFSET
355+00	83.22' LT.	55.7' LT.
355+50	72.17' LT.	57.5' LT.
356+00	61.13' LT.	59.9' LT.
356+50	51.89' LT.	49.5' LT.

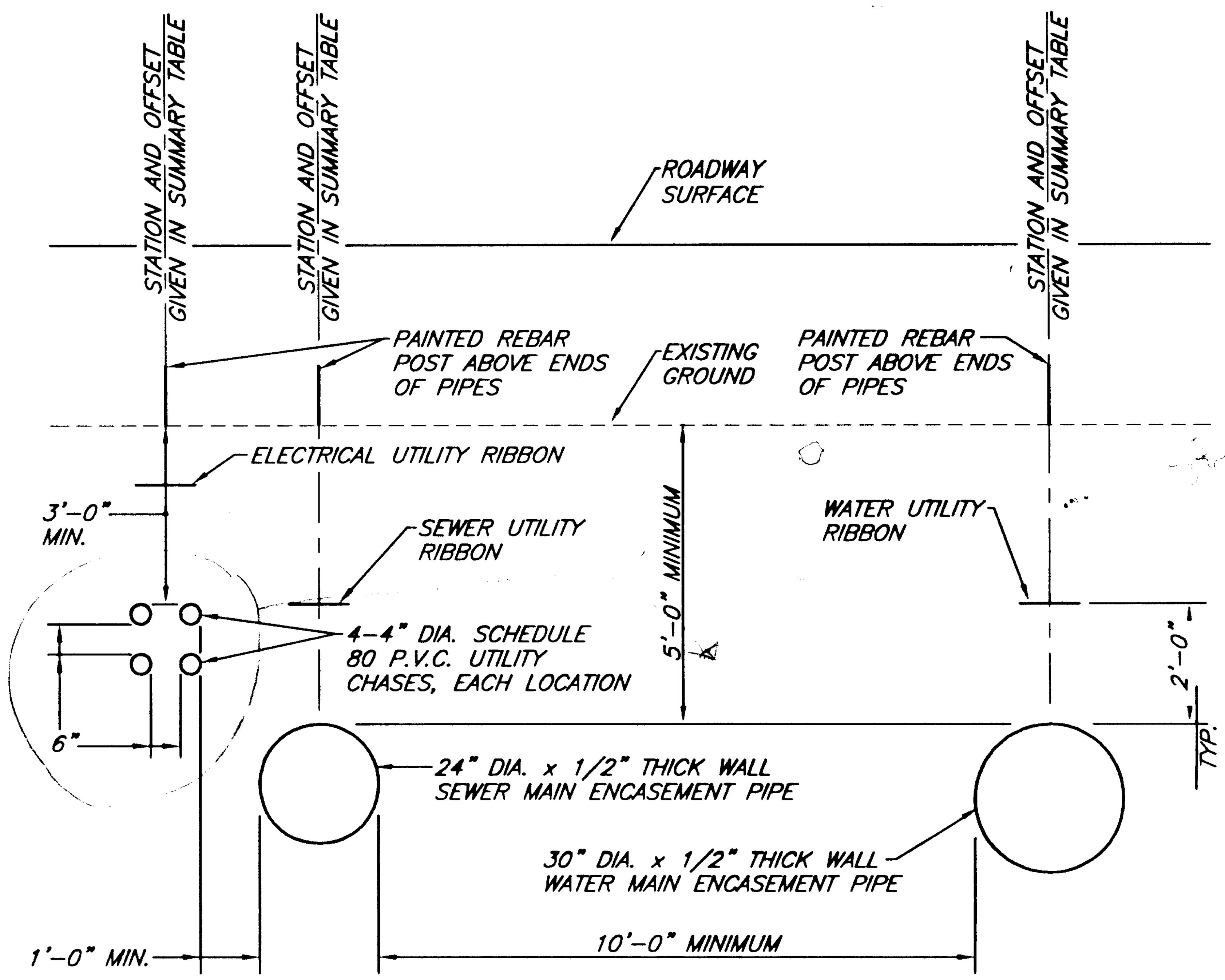
WASTE BERM CONSTRUCTION DETAIL

STA. 351+75 LT TO STA. 356+50 LT

NOTE:
INSTALL TYPE "C" INLET BOX AT STA. 356+14.85, 31.7' LT. OUTFALL PIPE 26 AS SHOWN ON SHEET 19. SEE STANDARD DRAWING D-44.01 AND DETAIL BELOW.



TYPE "C" INLET DETAIL



SECTION A–A

UTILITY CROSSING DETAILS

1 WATER ENCASEMENT, 1 SEWER ENCASEMENT AND 1–4 PIPE UTILITY CHASE AT EACH OF 3 LOCATIONS SEE SUMMARIES ABOVE FOR LOCATIONS

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: P:\JNU\69844\EN\-DET4 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

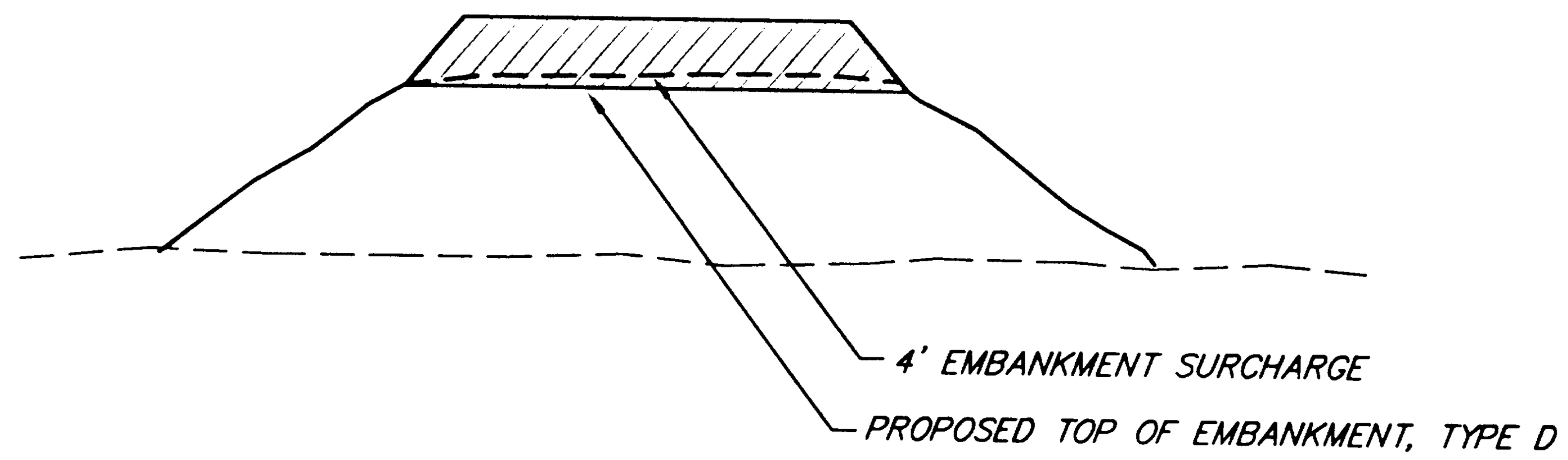
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU — GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

MISCELLANEOUS CONSTRUCTION DETAILS

DESIGNED BY:	J. MAYER	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 27 OF 55	

ENGINEER'S SEAL
STATE OF ALASKA
49th
TRACY V. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER

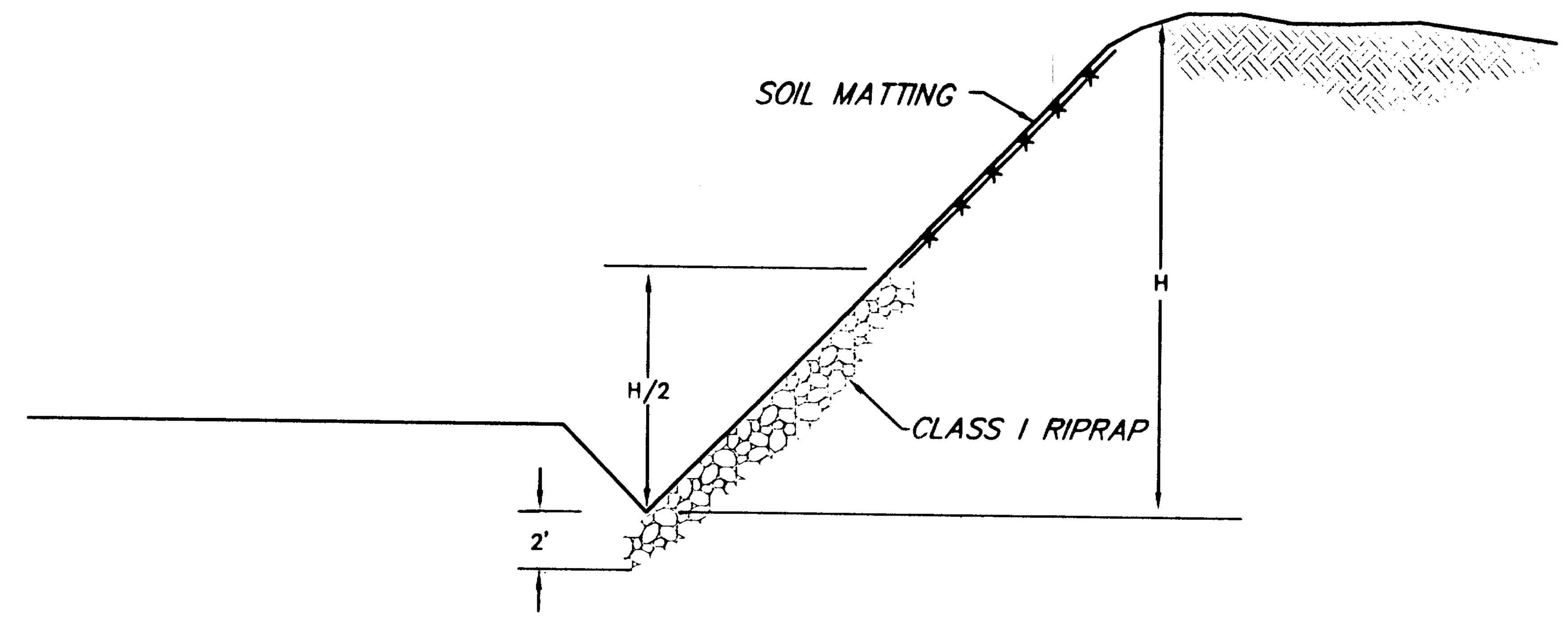


SURCHARGE DETAIL

STA. 363+00 TO STA. 366+00

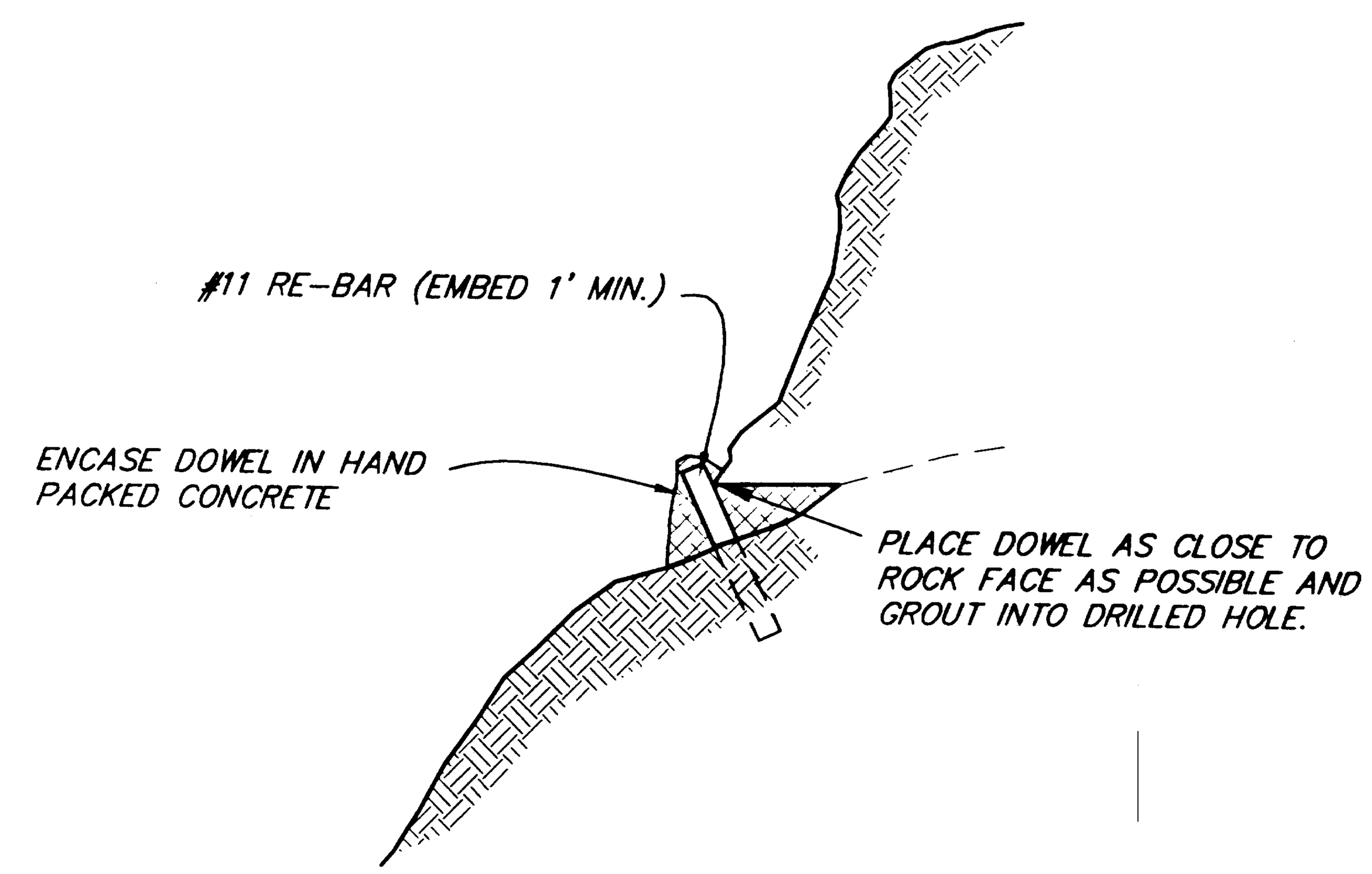
NOTES:

1. SURCHARGE TO BE LEFT IN PLACE FOR A PERIOD OF AT LEAST 120 DAYS.
2. ACCESS TO PRIVATE PROPERTY WILL BE MAINTAINED WITH TEMPORARY ACCESS ROAD SURFACED WITH SUBBASE GRADING C OR EQUIVALENT.
3. SEE SECTION 203 OF THE SPECIAL PROVISIONS.



SLOPE STABILIZATION DETAIL

1. IN AREAS WHERE THE BACKSLOPE IS LOOSE AND WATER FLOW CAUSES EXCESSIVE EROSION, THE ENGINEER MAY USE THIS DETAIL IN LIEU OF MATTING THE ENTIRE SLOPE. IF THE ABOVE METHOD OF SLOPE STABILIZATION IS USED THE MATTING WILL BE MEASURED AND PAID FOR UNDER ITEM 619 (2), MATTING, AND THE RIPRAP WILL BE MEASURED AND PAID FOR UNDER ITEM 611 (1A), RIPRAP, CLASS I. NO OTHER MEASUREMENT OR PAYMENT WILL BE MADE.

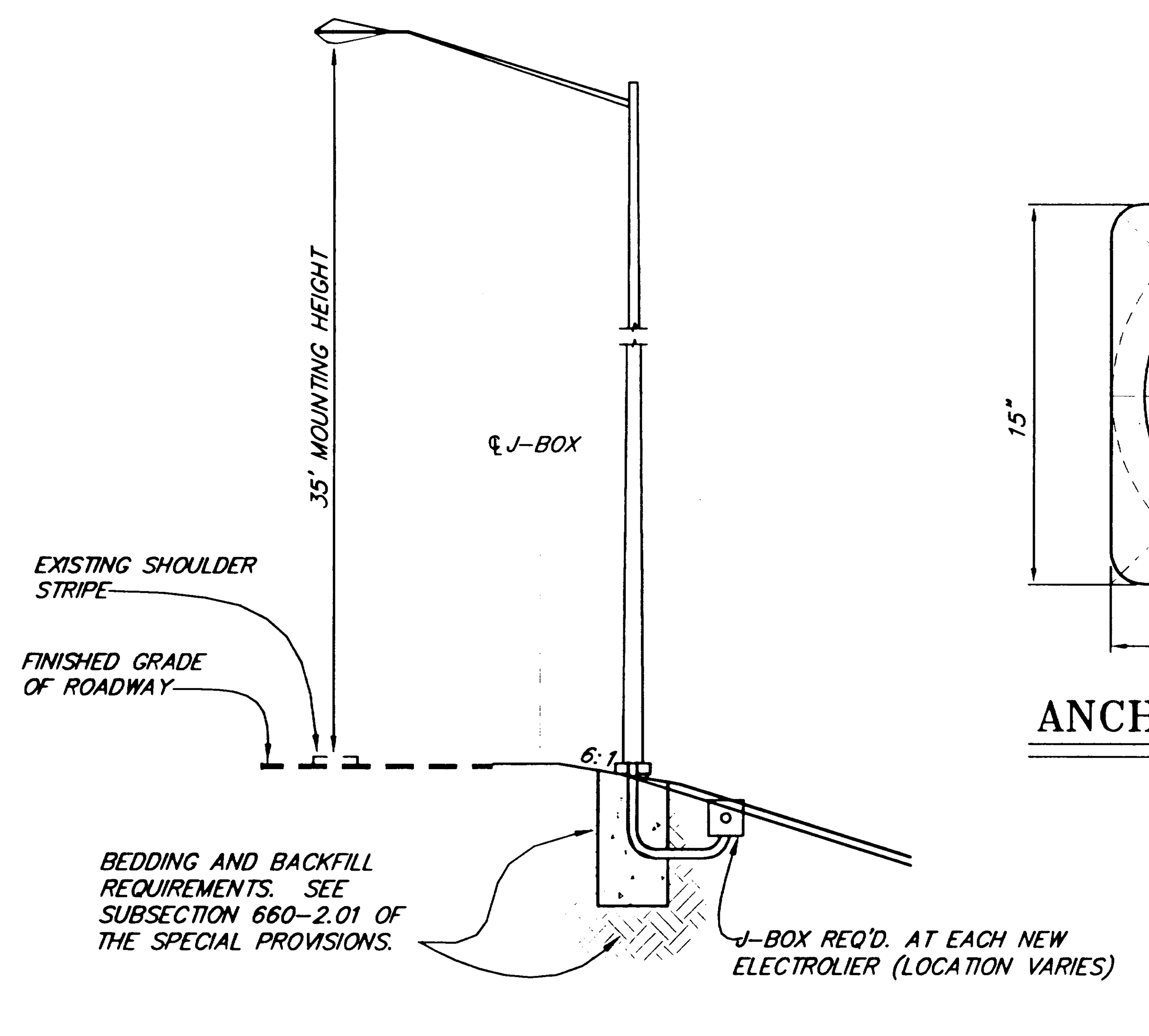


ROCK DOWEL DETAIL

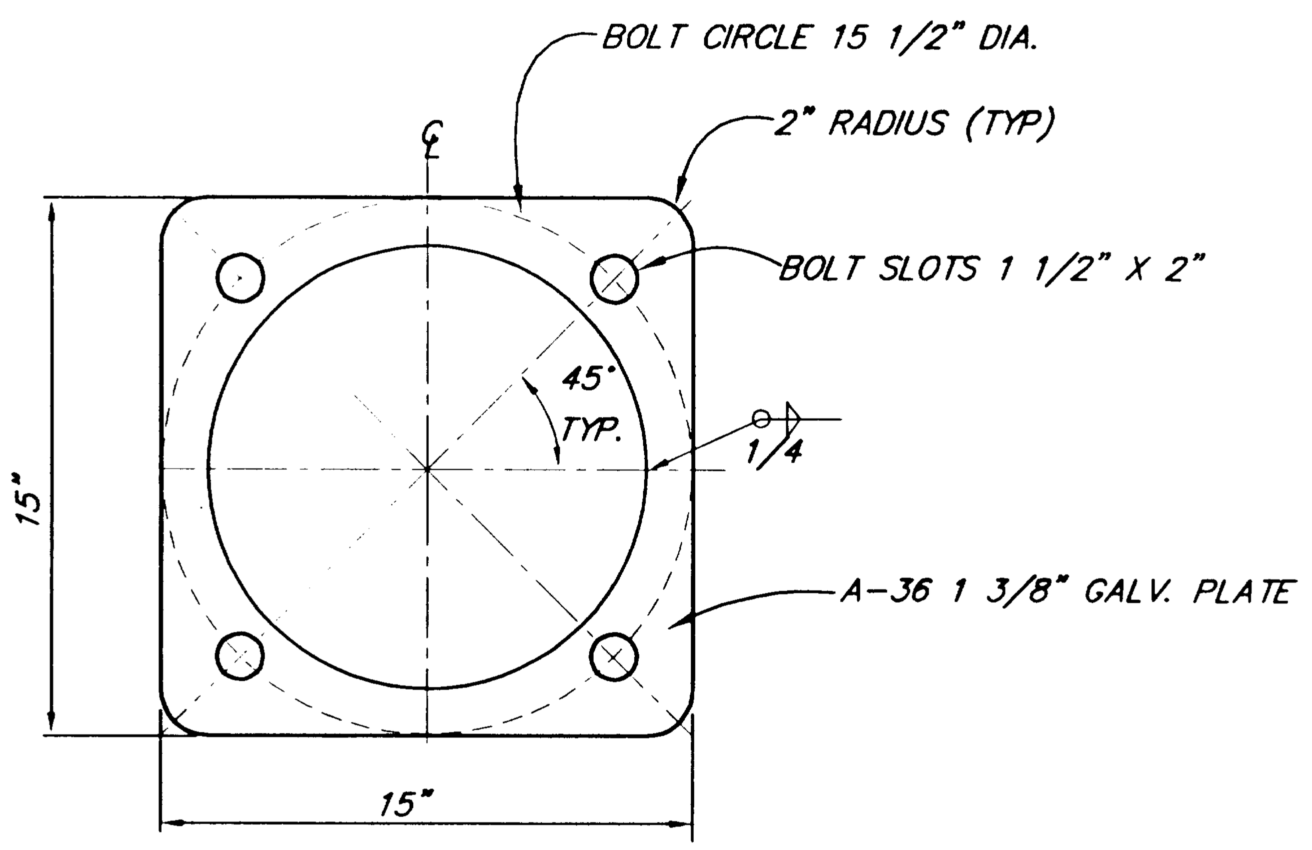
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-CONSTDETS 1=50 (1=100H) PLOT: BY: DATE: DESCRIPTION OF CHANGE: RECORD OF REVISIONS	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA ALASKA F-093-3(4) (69844) PFH-2-1(1) (72236) MISCELLANEOUS CONSTRUCTION DETAILS	DESIGNED BY: J. MAYER DRAWN BY: J. MAYER CHECKED BY: T. MOORE	PROJECT NO. 69844/72236 DATE: FEBRUARY, 1996 SHEET 28 OF 55

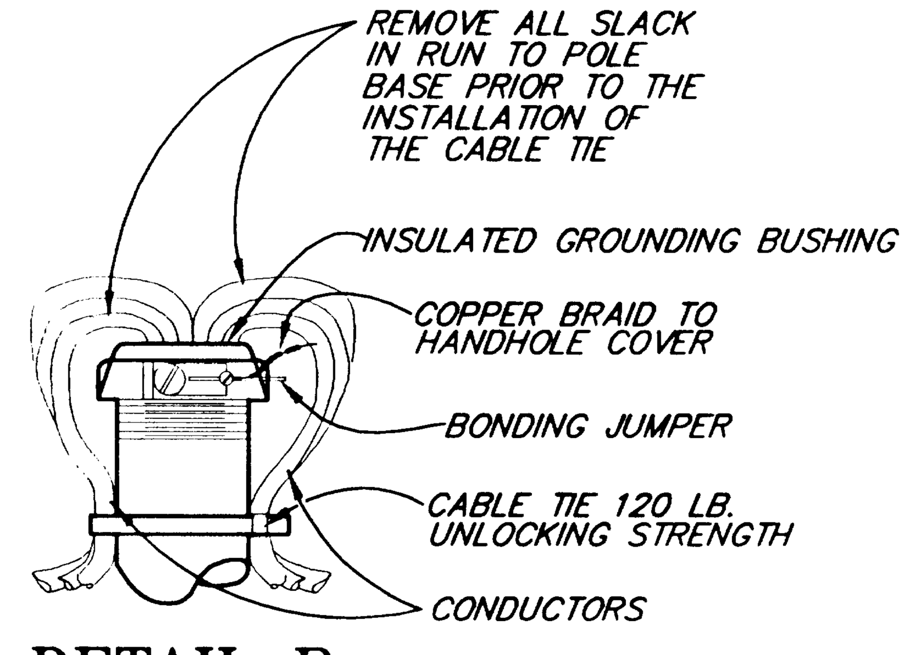
STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER



TYPICAL SECTION FOR ELECTROLIER



ANCHOR BASE DETAIL

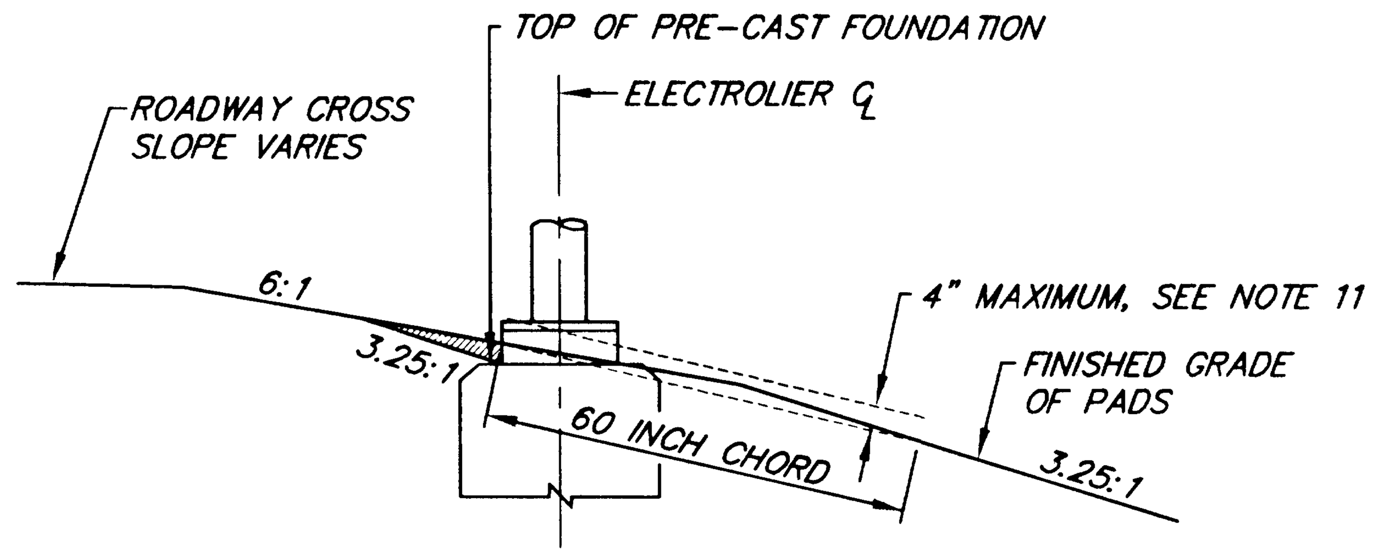


DETAIL B

(IN J-BOX)

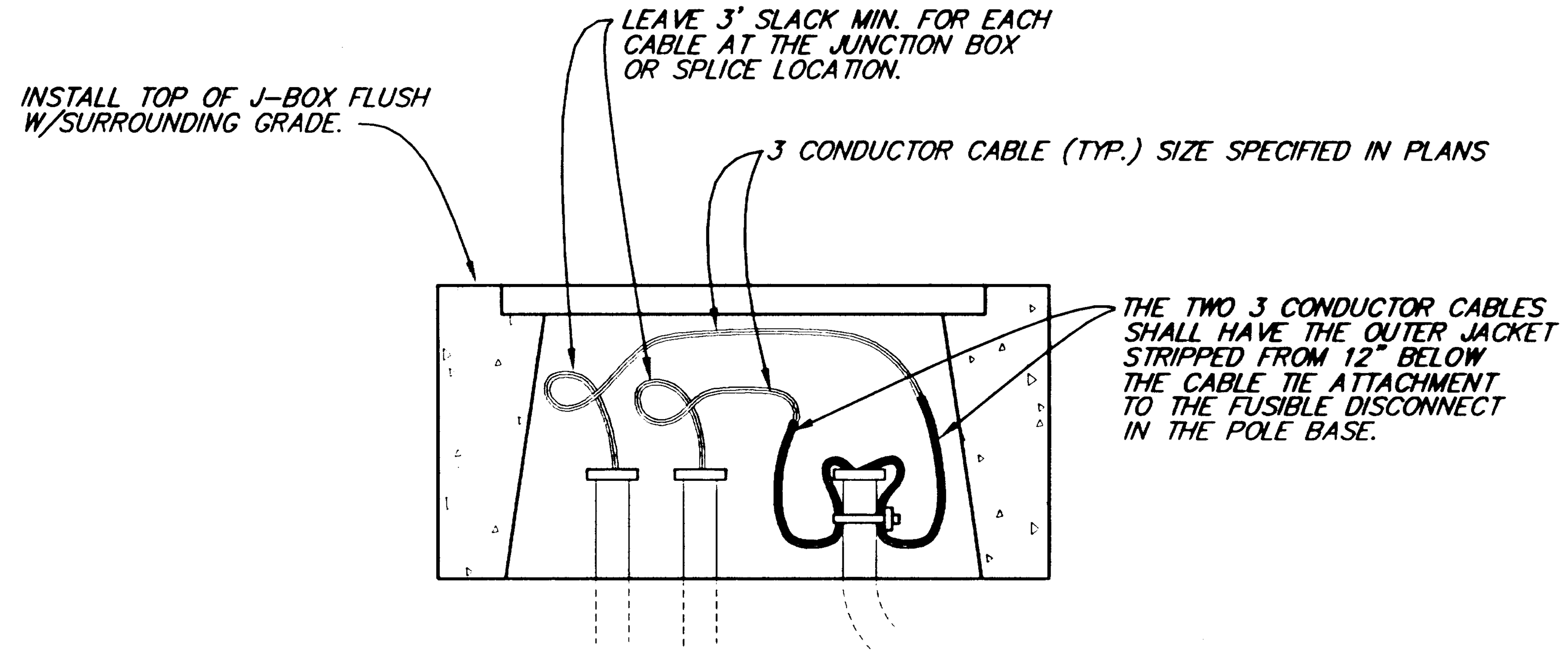
ILLUMINATION GENERAL NOTES

1. ALL WIRING SHALL BE ENCASED IN 2" DIA. RIGID METAL CONDUIT.
2. EACH ELECTROLIER SHALL HAVE A J-BOX INSTALLED ADJACENT TO THE FOUNDATION AS SHOWN IN THE POLE AND J-BOX WIRING DETAIL.
3. ALL JUNCTION BOXES SHALL BE TYPE I, EXCEPT AT LOAD CENTERS, SEE STANDARD DRAWING L-23.01.
4. A BARE STRANDED GROUND CONDUCTOR SHALL BE INSTALLED THROUGH ALL CONDUITS. THE GROUND CONDUCTOR SHALL BE ATTACHED TO ALL CONDUIT END BUSHINGS AND POLES.
5. NEW ELECTROLIER FOUNDATIONS SHALL BE PRE-CAST. PRE-CAST FOUNDATIONS SHALL BE TRANSPORTED USING A DEVICE THAT SPREADS THE LOAD EVENLY BETWEEN THE ANCHOR BOLTS.
6. INSTALL THE PHOTOELECTRIC CELL ON TOP OF THE NEAREST ELECTROLIER POLE.
7. ILLUMINATION CIRCUIT WIRES SHALL BE NO. 8 AWG. 3-CONDUCTOR CABLE AS SPECIFIED IN STANDARD SPECIFICATION 660-2.08.
8. LUMINAIRES SHALL BE 240 VOLT, 250 WATT, HIGH PRESSURE SODIUM, MEDIUM DISTRIBUTION, CUT-OFF, TYPE 3 AND SHALL BE MOUNTED AT 35'.
9. INSTALL ONE WHITE FLEXIBLE DELINEATOR POST AT EACH J-BOX TO MARK IT'S LOCATION. DELINEATOR POSTS SHALL BE OF 3.75" WIDE COMPOSITE MATERIAL (CARSONITE ROADMARKER OR APPROVED EQUAL) AND SHALL BE EMBEDDED TO STAND 48" ABOVE GROUND LEVEL.
10. INSTALL 2 SPARE 3 INCH RIGID METAL CONDUITS FROM THE LOAD CENTER TO THE FIRST JUNCTION BOX.
11. NON-BREAKAWAY PORTIONS OF PRE-CAST, DIRECT BURIED FIBERGLASS AND EXISTING FOUNDATIONS SHALL NOT PROTRUDE MORE THAN FOUR INCHES ABOVE ANY 60 INCH CHORD STARTING AND ENDING ON THE FINISHED GRADE OF THE ELECTROLIER PADS.

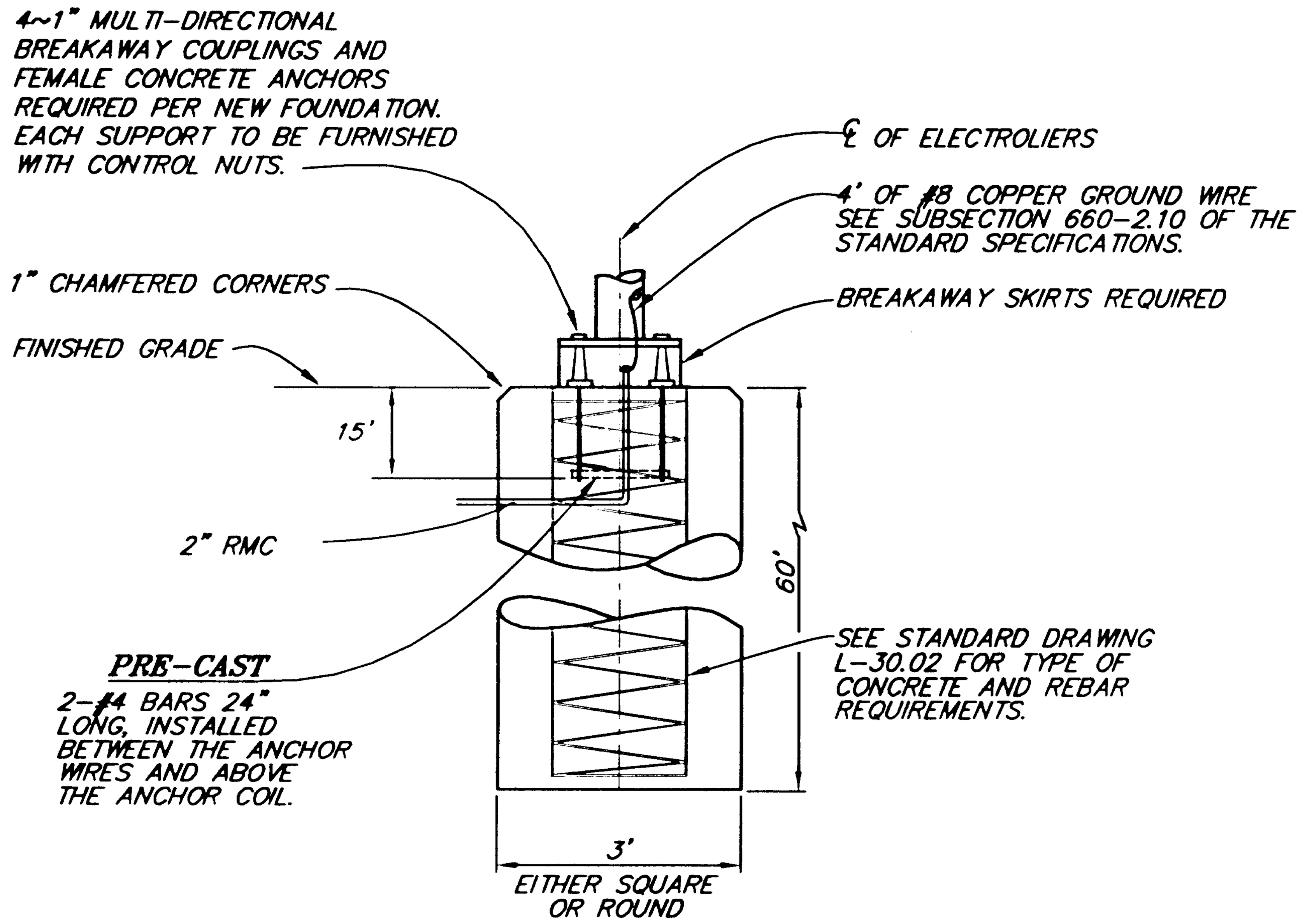


FOUNDATION INSTALLATION DETAIL

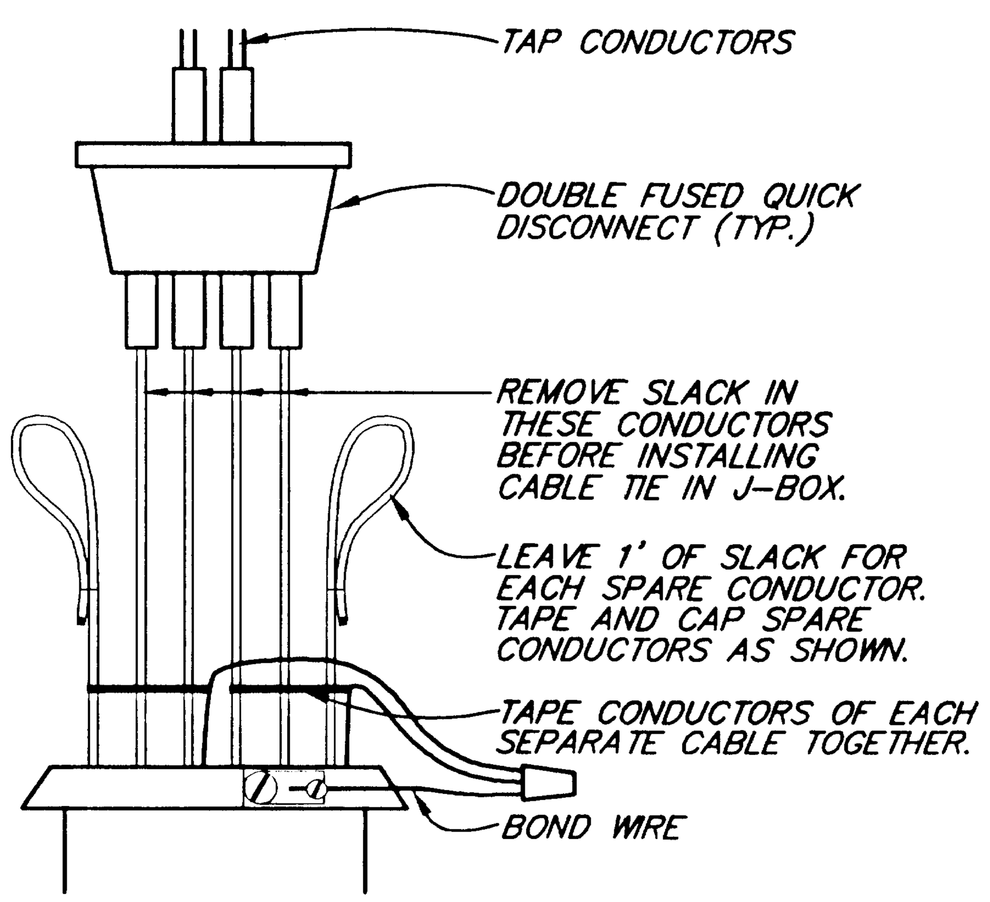
INDICATES EMBANKMENT MATERIAL TO BE REMOVED FROM AROUND BREAKAWAY SKIRTS



DETAIL A

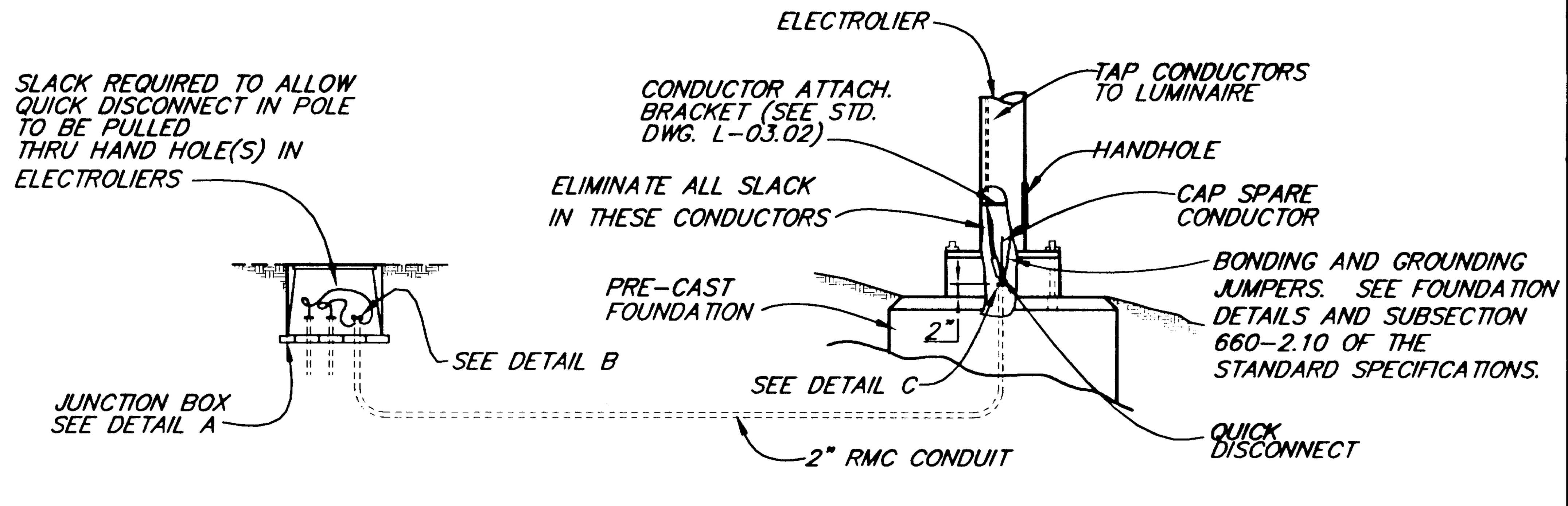


FOUNDATION WITH BREAKAWAY COUPLINGS



DETAIL C

(IN POLE BASE)



LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS

(BREAKAWAY COUPLINGS)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P: \JNU\69844\EN\-LUMIN 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — JNU-GLACIER HIGHWAY INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(6) (69844)
PFH-2-1(1) (72236)

ILLUMINATION DETAILS

DESIGNED BY: K. MATTSON	PROJECT NO. 69844/72236
DRAWN BY: C. ANDERSON	DATE: FEBRUARY, 1996
CHECKED BY: JON AHLGREN	SHEET 29 OF 55

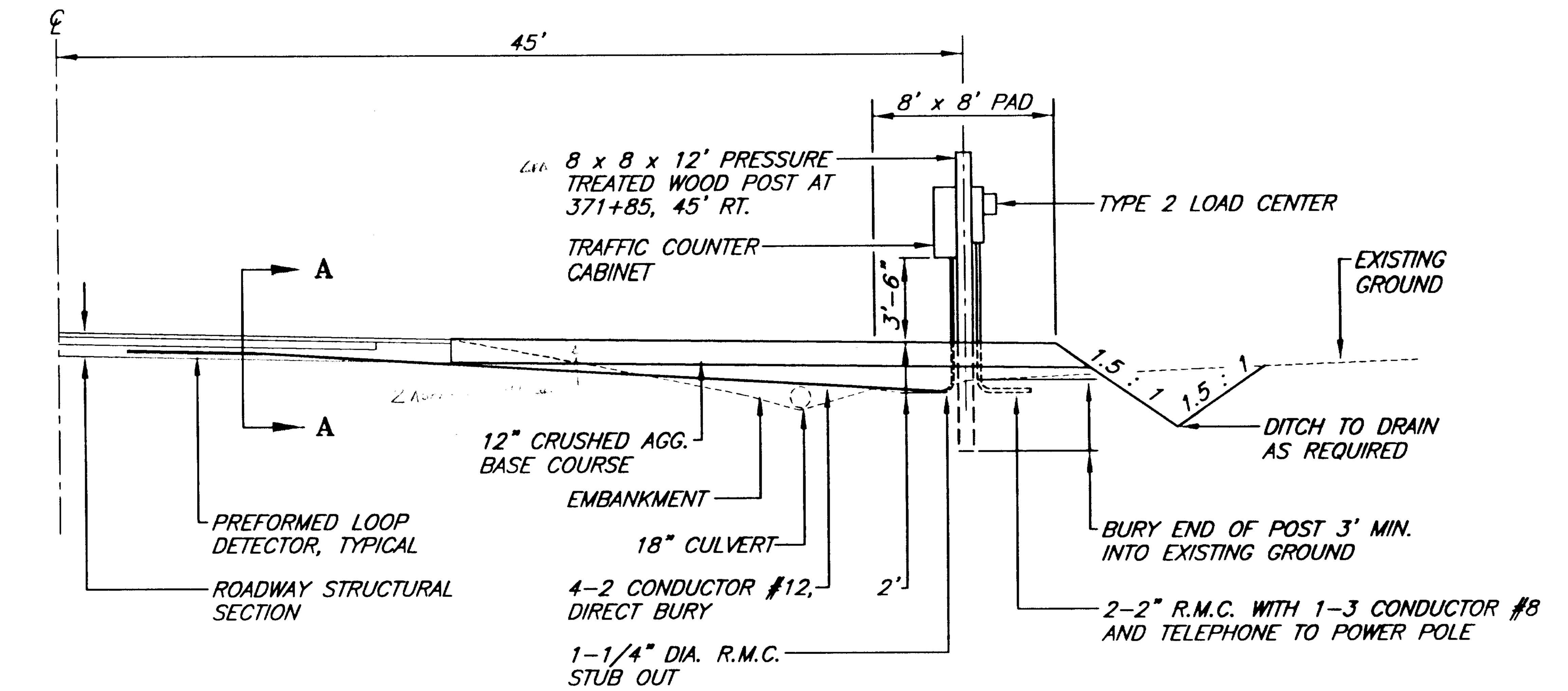
STATE OF ALASKA 49th Loren L. Rasmussen CE-3395 REGISTERED PROFESSIONAL ENGINEER

SIGNING SUMMARY

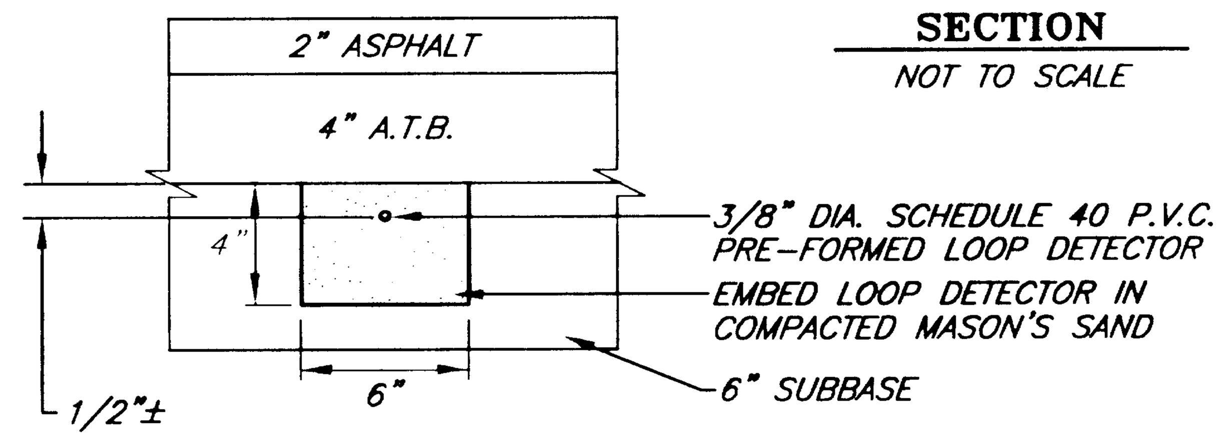
SIGN No.	STATION	OFFSET LEFT	OFFSET RIGHT	CODE NUMBER	LEGEND	SIGN PANEL SIZE	SIGN PANEL AREA	FACING TRAFFIC	POST MATERIAL	REMARKS
1	271+50	X		R1-1	STOP	30 x 30	6.25	N.B.	2.5" P.T.	
1A	271+50	X		D3-1	OTTER WAY	30 x 6.75	1.41	N.B.		MOUNT ABOVE 1
2	275+00		X	SEE NOTE 8	← AUKE VILLAGE RECREATION AREA	108 x 24	18.00	W.B.	6"x6" W.	6" U.C. – 4.5" L.C. LETTERING 2 POSTS SPACED AT 7' APART
3	275+00		X	D9-3	CAMPING SYMBOL	24 x 24	4.00	W.B.	–	MOUNT BELOW 2 ON INNER POST
4	275+00		X	D5-5A	PICNIC SYMBOL	24 x 24	4.00	W.B.	–	MOUNT BELOW 2 ON OUTER POST
5	279+36	X		D11-1	BIKE ROUTE	24 x 18	3.00	E.B.		MOUNT ON LUMINAIRE POLE 3
6	279+71	X		R1-1	STOP	30 x 30	6.25	N.B.	2.5" P.T.	
7	"B"12+50	X		W1-6L	←	36 x 18	4.50	E.B.	2" P.T.	
8	"B"17+25	X		W1-1L	↰	30 x 30	6.25	E.B.	2.5" P.T.	
9	280+00		X	D1-2	JUNEAU AUKE BAY →	72 x 24	12.00	N.B.	8"x8" W.	6" U.C. – 4.5" L.C. LETTERING
10	280+00		X	I-8	FERRY SYMBOL	24 x 24	4.00	N.B.	–	MOUNT BELOW 9
					FERRY	24 x 6	1.00	N.B.	–	
					→	24 x 6	1.00	N.B.	–	
11	281+16		X	D11-1	BIKE ROUTE	24 x 18	3.00	W.B.		MOUNT ON LUMINAIRE POLE 3
12	285+00	X		SEE NOTE 8	AUKE VILLAGE RECREATION AREA →	108 x 24	18.00	E.B.	6"x6" W.	6" U.C. – 4.5" L.C. LETTERING 2 POSTS SPACED AT 7' APART
13	285+00	X		D9-3	CAMPING SYMBOL	24 x 24	4.00	E.B.	–	MOUNT BELOW 12 ON INNER POST
14	285+00	X		D5-5A	PICNIC SYMBOL	24 x 24	4.00	E.B	–	MOUNT BELOW 12 ON OUTER POST
15	304+00		X	D11-1	BIKE ROUTE	24 x 18	3.00	W.B.	2" P.T.	
16	306+00		X	R2-1	SPEED LIMIT 50	30 x 36	7.50	W.B.	2.5" P.T.	
17	328+00	X		R2-1	SPEED LIMIT 50	30 x 36	7.50	E.B.	2.5" P.T.	
18	330+00	X		D11-1	BIKE ROUTE	24 x 18	3.00	E.B.	2" P.T.	
19	357+00		X	D3-2L	← PT LENA LOOP RD.	108 x 12	9.00	N.B.	4"x6" W.	6" U.C. – 4.5" L.C. LETTERING 2 POSTS SPACED AT 7' APART
20	361+53	X		D11-1	BIKE ROUTE	24 x 18	3.00	S.B.		MOUNT ON LUMINAIRE POLE 5
21	362+00	X		R1-1	STOP	30 x 30	6.25	E.B.	2.5" P.T.	
22	362+00	X		D3-1	PT LENA LOOP RD.	42 x 6.75	1.97	E.B.		MOUNT ABOVE 21
23	363+33		X	D11-1	BIKE ROUTE	24 x 18	3.00	N.B.		MOUNT ON LUMINAIRE POLE 6
24	367+00	X		D3-2R	PT LENA LOOP RD. →	108 x 12	9.00	S.B.	4"x6" W.	6" U.C. – 4.5" L.C. LETTERING 2 POSTS SPACED AT 7' APART
25	"D"0+29	X		D3-1	PT LENA LOOP RD.	42 x 6.75	1.97	N.B.	2.5" P.T.	
26	"D"0+29	X		R1-1	STOP	30 x 30	6.25	N.B.	–	MOUNT BELOW 26
27	"D"1+92		X	R1-1	STOP	30 x 30	6.25	E.B.	2.5" P.T.	
28	"C"12+75		X	W1-7	↔	36 x 18	4.5	N.B.	2" P.T.	
29	"D"5+00	X		W3-1	STOP AHEAD SYMBOL	30 x 30	6.25	N.B.	2.5" P.T.	
					STOP AHEAD	24 x 18	3.0			MOUNT BELOW 29
30	360+50		X	SEE NOTE 8	← AUKE VILLAGE RECREATION AREA	108 x 24	18.00	N.B.	6"x6" W.	6" U.C. – 4.5" L.C. LETTERING 2 POSTS SPACED AT 7' APART
31	360+50		X	D9-3	CAMPING SYMBOL	24 x 24	4.00	N.B.	–	MOUNT BELOW 31 ON INNER POST
32	360+50		X	D5-5A	PICNIC SYMBOL	24 x 24	4.00	N.B.	–	MOUNT BELOW 31 ON OUTER POST
33	364+50	X		SEE NOTE 8	AUKE VILLAGE RECREATION AREA →	108 x 24	18.00	S.B.	6"x6" W.	6" U.C. – 4.5" L.C. LETTERING 2 POSTS SPACED AT 7' APART
34	364+50	X		D9-3	CAMPING SYMBOL	24 x 24	4.00	S.B.	–	MOUNT BELOW 34 ON INNER POST
35	364+50	X		D5-5A	PICNIC SYMBOL	24 x 24	4.00	S.B.	–	MOUNT BELOW 34 ON OUTER POST
36	"C"12+00		X	SEE NOTE 8	← AUKE VILLAGE RECREATION AREA	108 x 24	18.00	W.B.	6"x6" W.	6" U.C. – 4.5" L.C. LETTERING 2 POSTS SPACED AT 7' APART
37	"C"12+00		X	D9-3	CAMPING SYMBOL	24 x 24	4.00	W.B.	–	MOUNT BELOW 37 ON INNER POST
38	"C"12+00		X	D5-5A	PICNIC SYMBOL	24 x 24	4.00	W.B.	–	MOUNT BELOW 37 ON OUTER POST
39	"D"1+93	X		R1-1	STOP	30 x 30	6.25	W.B.	2.5" P.T.	
40	296+50		X	M10-2	15 (2 REQUIRED)	6 x 12	0.5 EACH	E.B./W.B.	2" P.T.	BACK TO BACK ON SAME POST
41	339+50		X	M10-2	16 (2 REQUIRED)	6 x 12	0.5 EACH	E.B./W.B.	2" P.T.	BACK TO BACK ON SAME POST

SIGNING NOTES:

1. ALL SIGN PANELS SHALL BE INSTALLED SUCH THAT THE BOTTOM EDGE OF THE LOWEST SIGN PANEL IS 7 FEET ABOVE THE HINGE POINT OF THE ROADWAY.
2. SIGN POST MATERIAL SHALL BE AS INDICATED BELOW:
   2" P.T. – 2" x 2" PERFORATED GALVANIZED STEEL POSTS WITH 2.25" x 2.25" TELESCOPING PERFORATED GALVANIZED STEEL SLEEVES.
   2.5" P.T. – 2.5" x 2.5" PERFORATED GALVANIZED STEEL POSTS WITH 3.00" x 3.00" TELESCOPING PERFORATED GALVANIZED STEEL SLEEVES.
   4"x6" W. – 4" x 6" WOOD POSTS WITH SOIL EMBEDMENT, 1.50" DIA. DRILLED HOLES AT BASE
   6"x6" W. – 6" x 6" WOOD POSTS WITH SOIL EMBEDMENT, 2" DIA. DRILLED HOLES AT BASE
3. SEE STANDARD DRAWING S-05.00 FOR LATERAL CLEARANCES TO SIGNS.
4. SEE STANDARD DRAWING S-30.01 FOR POST EMBEDMENT DETAILS.
5. ALL EXISTING SIGN PANELS WITHIN THE PROJECT LIMITS SHALL BE SALVAGED AND DELIVERED TO THE 7 MILE DOT & PF MAINTENANCE SHOP.
6. U.C. INDICATES UPPER CASE LETTERING, L.C. INDICATES LOWER CASE LETTERING.
7. PRIOR TO INSTALLING POSTS, THE CONTRACTOR SHALL LOCATE AND PROTECT ALL EXISTING AND NEW UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO, PIPELINES, INTERCONNECT CABLES, SIGNAL SYSTEMS, LIGHTING SYSTEMS, STORM AND SANITARY SEWERS, WATER SYSTEMS AND TELEPHONE AND ELECTRICAL CABLES. ALL EXISTING UTILITIES ARE NOT NECESSARILY SHOWN ON THE PLANS.
8. SIGN NUMBERS 2, 12, 30, 33 AND 36 (AUKE VILLAGE RECREATION AREA) SHALL BE THE SAME AS A D1-2 SIGN EXCEPT THAT THE BACKGROUND COLOR SHALL BE BROWN.
9. ALL D3-1 STREET SIGNS SHALL BE 6.75" EXTRUDED BLADE TYPE AND SHALL HAVE THE LEGEND REPEATED ON EACH SIDE.
10. SEE SHEET 36 FOR R1-1 TO D3-1 SIGN CONNECTION DETAILS.
11. TWO FOREST BOUNDARY SIGNS WILL BE PROVIDED BY THE U.S.F.S. THESE SIGNS SHALL BE INSTALLED AS DIRECTED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO SECITON 618.



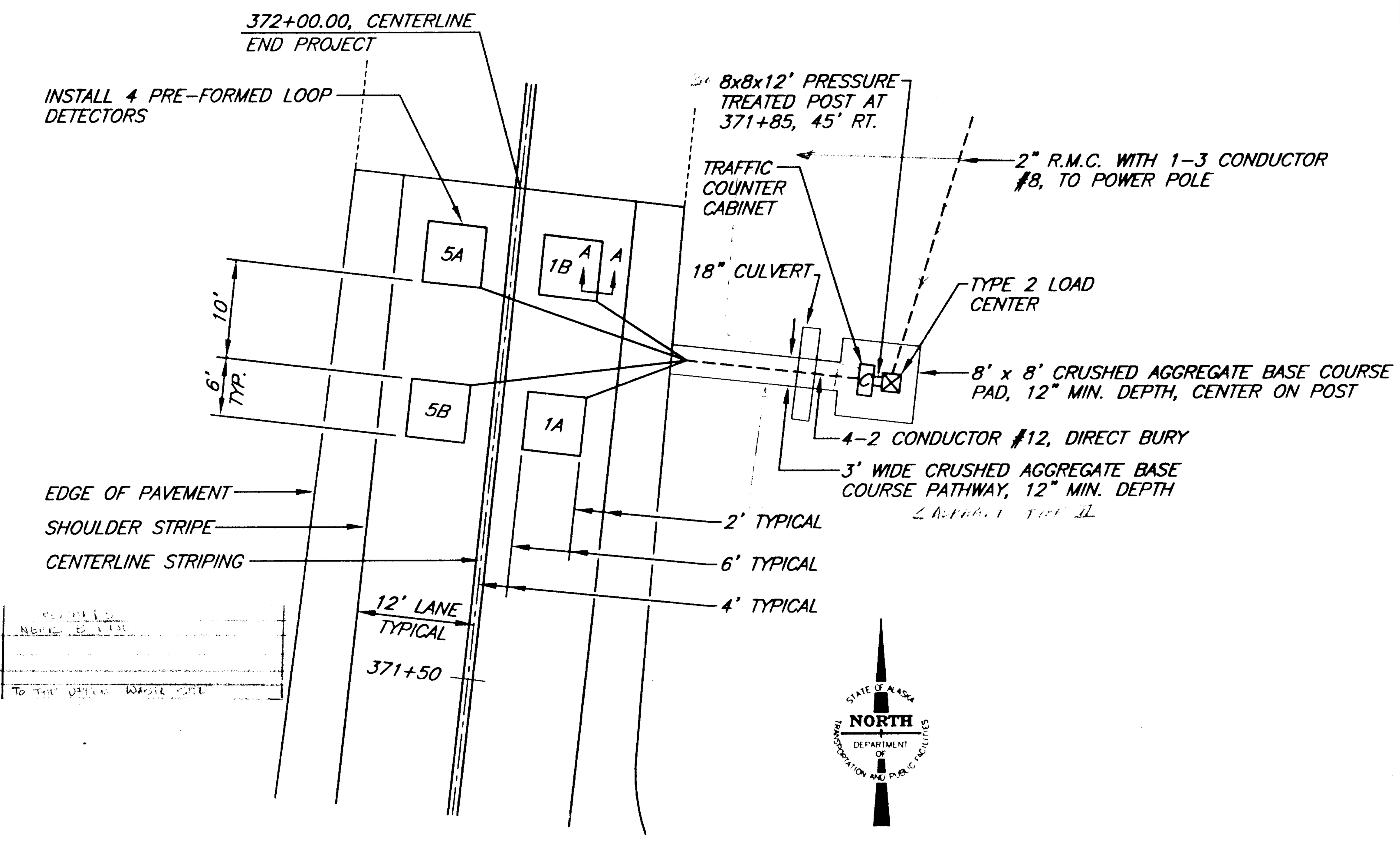
SECTION
NOT TO SCALE



SECTION A-A

NOTES:

1. LOOP DETECTORS SHALL BE INSTALLED IN THEIR BEDS OF COMPACTED MASON'S SAND PRIOR TO PAVING ACTIVITIES.



PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-LOOPDET 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU — JNU-GLACIER HIGHWAY INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(6) (69844)
PFH-2-1(1) (72236)

TRAFFIC COUNTER DETAILS

DESIGNED BY:	K. MATTSON	PROJECT NO.	69844/72236
DRAWN BY:	J. MAYER	DATE:	FEBRUARY, 1998
CHECKED BY:	JON AHLGREN	SHEET 30 OF 55	

ENGINEER'S SEAL
STATE OF ALASKA
49th
Loren L. Rasmussen
CE-3395
REGISTERED PROFESSIONAL ENGINEER

LUMINAIRE INSTALLATION SUMMARY

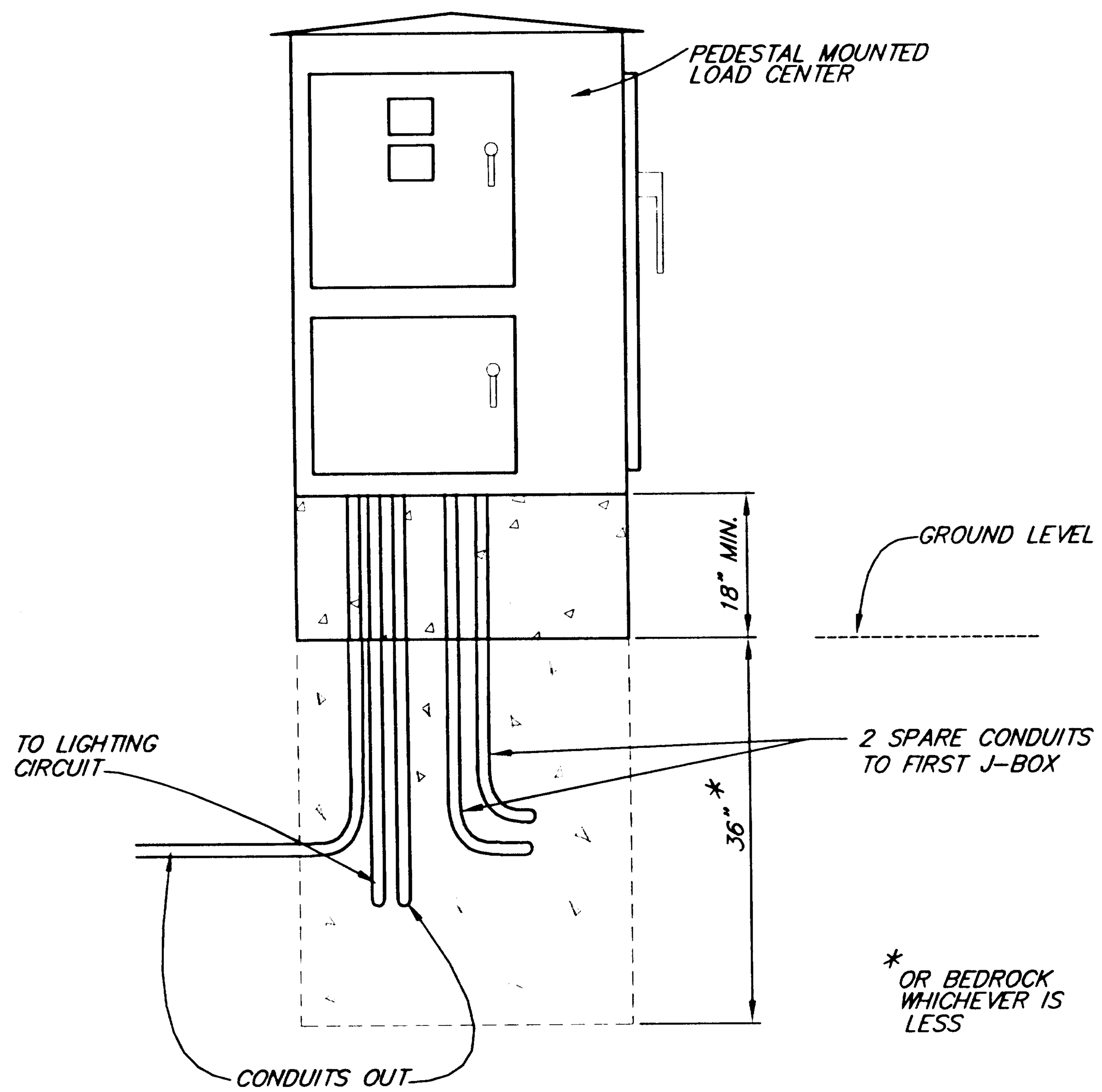
No.	STATION	OFFSET	MAST ARM LENGTH	REMARKS
1	271+15	32' LT.	12'	
2	272+22	27' RT.	15'	
3	279+36	37' LT.	15'	
4	281+16	27' RT.	15'	
5	361+53	37' LT.	15'	
6	363+33	27' RT.	15'	
7	"C"12+10	20' RT.	8'	
8	"C"13+70	20' RT.	8'	

J-BOX INSTALLATION SUMMARY

No.	STATION	OFFSET	TYPE	REMARKS
1	271+15	29' LT.	1	IN FRONT OF LUMINAIRE 1
2	272+26	27' RT.	1	4' LEFT OF LUMINAIRE 2
3	272+26	34' LT.	1	4' OFF PAVEMENT EDGE
4	274+65	34' LT.	1	4' OFF PAVEMENT EDGE
5	276+65	34' LT.	1	4' OFF PAVEMENT EDGE
6	278+65	34' LT.	1	4' OFF PAVEMENT EDGE
7	279+32	34' LT.	1	IN FRONT OF LUMINAIRE 3
8	279+32	24' RT.	1	4' OFF PAVEMENT EDGE
9	281+09	27' RT.	1	4' RT. OF LUMINAIRE 4
10	"C"12+50	19' LT.	1	1' OFF PAVEMENT EDGE
11	361+57	37' LT.	1	4' RT. OF LUMINAIRE 5
12	361+57	27' RT.	1	4' OFF PAVEMENT EDGE
13	363+29	27' RT.	1	4' RT. OF LUMINAIRE 6
14	287+60	45' LT.	2	
15	"D"0+62	40' LT.	2	
16	"C"13+60	20' RT.	1	

LOAD CENTER INSTALLATION SUMMARY

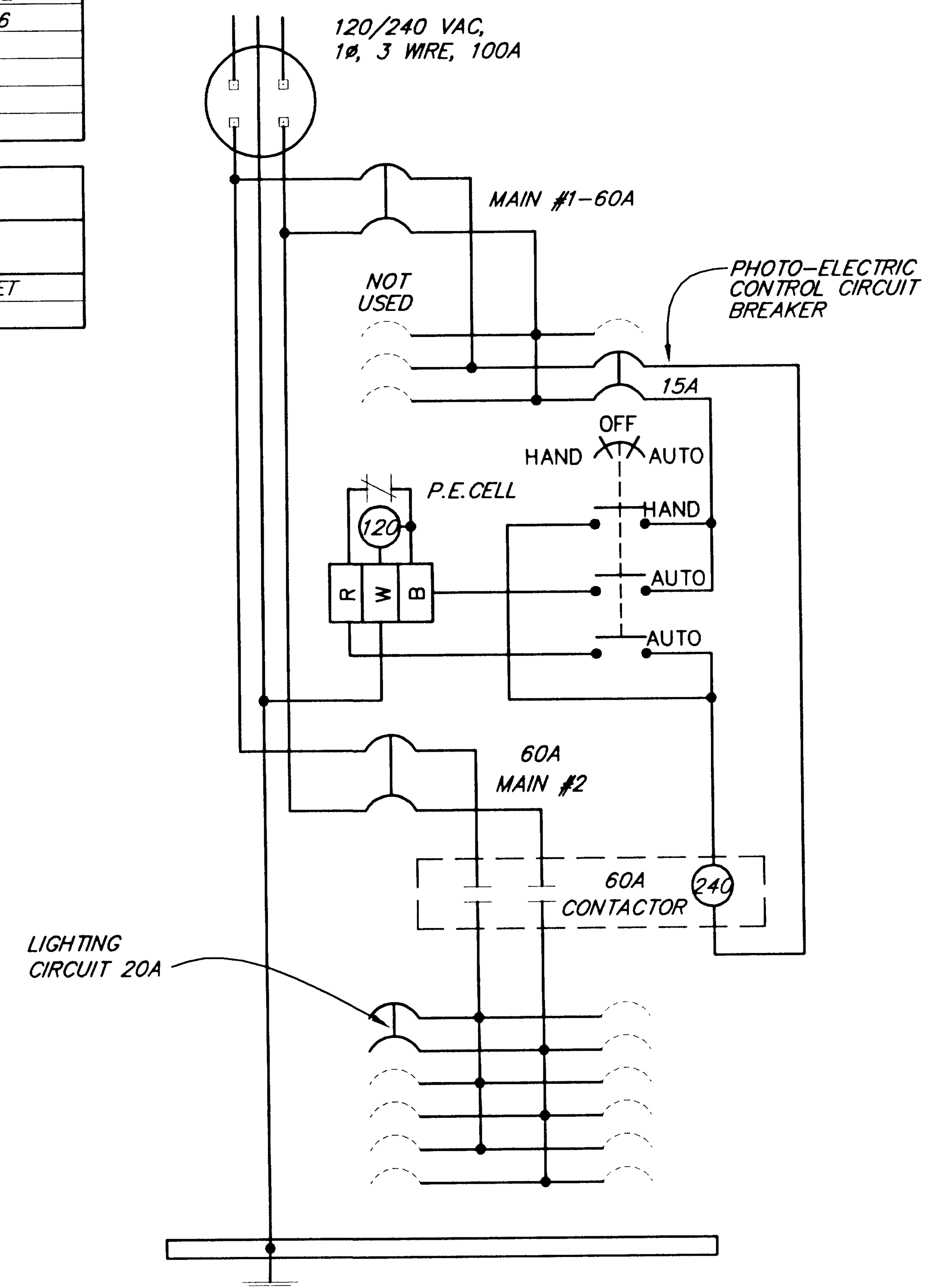
No.	STATION	OFFSET	TYPE	REMARKS
1	~~278+60~~ 279+56	~~56' LT.~~ 50	1	ON FIRE HYDRANT PAD
2	"D"0+64	40' LT.	1	IN FRONT OF POWER POLE
3	371+85	40' RT.	2	ON POST WITH CABINET



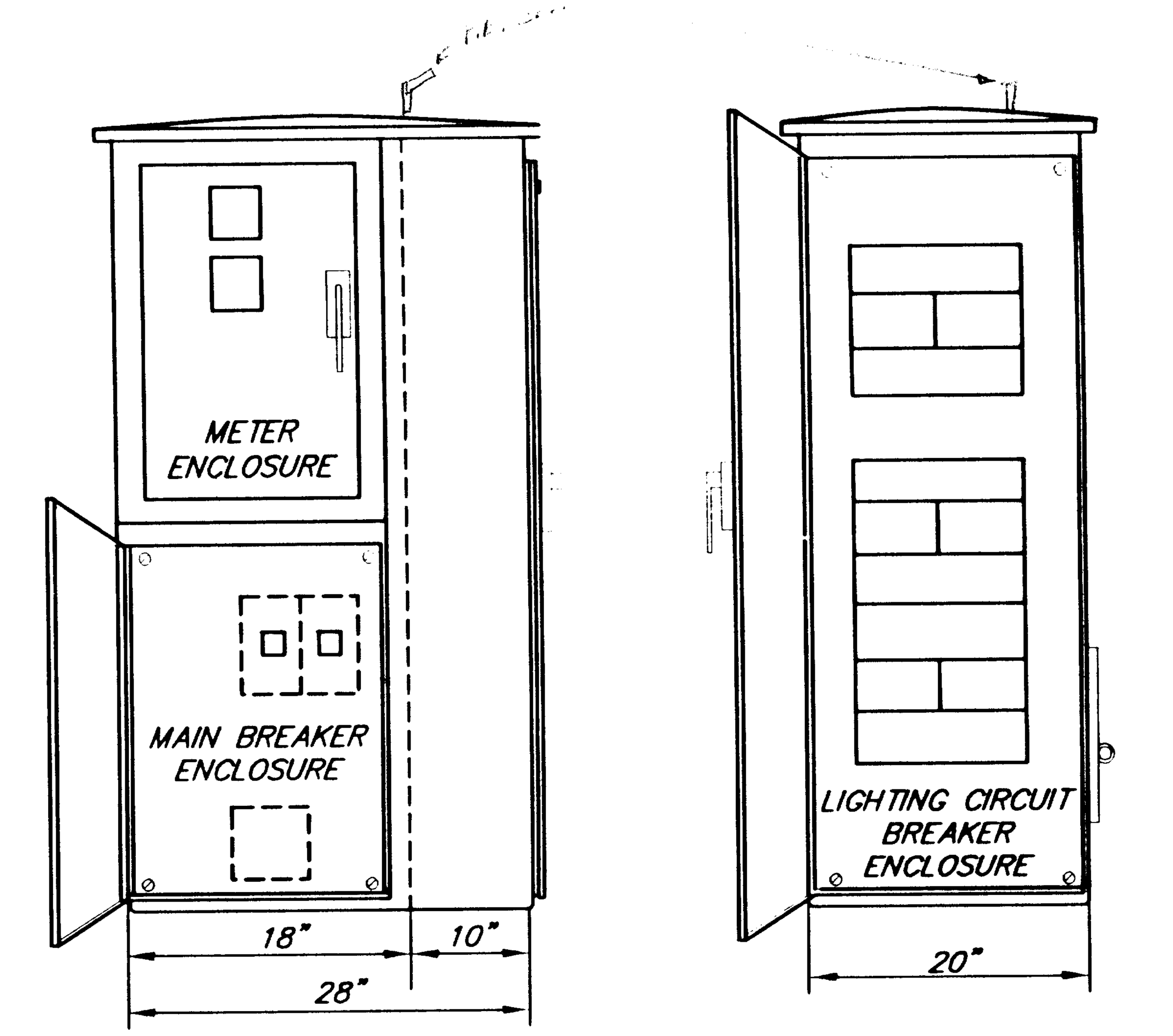
TYPE 1 LOAD CENTER FOUNDATION

NOTES:

1. DIMENSIONS SHOWN ARE NOMINAL AND MAY VARY BETWEEN MANUFACTURERS.
2. ANCHOR BOLT PATTERN AND FOUNDATION SHALL BE CONSTRUCTED TO MATCH CABINET. FOUNDATION SHALL HAVE #3 REBAR AT 16" VERTICAL AND HORIZONTAL AROUND PERIMETER OF FOUNDATION, 3" CLEAR.

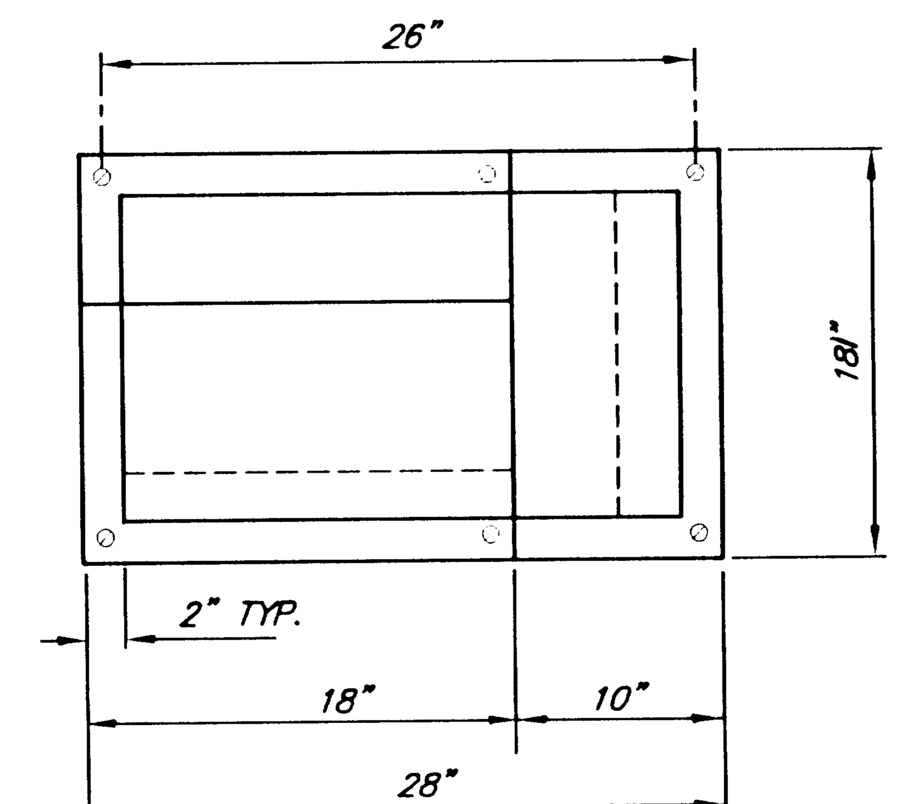


TYPE 1 LOAD CENTER SCHEMATIC



FRONT VIEW

RIGHT SIDE VIEW



PLAN VIEW

TYPE 1 LOAD CENTER DETAILS

TYPE 2 LOAD CENTER NOTES

1. THE METER FOR THE TRAFFIC COUNTER LOAD CENTER SHALL BE RATED AT 100 AMPS.
2. THE MAIN CIRCUIT BREAKER SHALL BE 50 AMP, 2 POLE.
3. ONE 20 AMP, SINGLE POLE CIRCUIT BREAKER SHALL BE PROVIDED FOR THE TRAFFIC COUNTER CABINET.
4. THE LOAD CENTER SHALL BE INSTALLED AS PER STANDARD DRAWING L-20.01 ON A WOOD POLE WITH UNDERGROUND SERVICE.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-LOADCEN 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — JNU-GLACIER HIGHWAY INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(6) (69844)
PFH-2-1(1) (72236)

LOAD CENTER, TYPES 1 AND 2

DESIGNED BY: K. MATTSON
DRAWN BY: C. ANDERSON
CHECKED BY: JON AHLGREN

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1996
SHEET 31 OF 55

STATE OF ALASKA — 49th — Loren L. Rasmussen — CE-3395 — REGISTERED PROFESSIONAL ENGINEER

NOTE:
ALL PASSING AND NO PASSING ZONE STRIPING SHOWN IN THESE PLANS IS FOR GENERAL REFERENCE ONLY. THE ACTUAL LOCATIONS OF PASSING AND NO PASSING ZONES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

APPROXIMATE PROJECT TOTAL STRIPING QUANTITIES

ALL STRIPING SHALL BE METHYL METHACRYLATE IN CONFORMANCE WITH SECTION 670

4" WHITE SHOULDER STRIPE	28,270 L.F.
4" DOUBLE YELLOW CENTERLINE STRIPE	9,320 L.F.
4" SINGLE YELLOW CENTERLINE STRIPE	4,270 L.F.
4" DASHED YELLOW CENTERLINE STRIPE	6,330 L.F.
8" WHITE TURN LANE STRIPE	1,400 L.F.
18" YELLOW PAINTED ISLAND DIAGONAL STRIPE	1,100 L.F.
24" WHITE STOP BAR STRIPE	132 L.F.
APPROX. TOTAL LINEAL FEET OF STRIPING REQUIRED	50,822 L.F.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\STRIPING 1=50 (1=100H)			
PLOT:			
BY:	DATE:	DESCRIPTION OF CHANGE:	

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

SIGNING, STRIPING AND ILLUMINATION PLANS
244+80.25 (B.O.P.) TO 275+00.00

DESIGNED BY: K. MATTSON	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1996
CHECKED BY: K. SMITH	SHEET 32 OF 55

STATE OF ALASKA
49th
Loren L. Rasmussen
CE-3395
REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\STRIPING 1=50 (1=100H)	
PLOT:	
BY: DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS	

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

JUNEAU — GLACIER HIGHWAY - GLACIER POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

SIGNING, STRIPING AND ILLUMINATION PLANS
275+00.00 TO 287+00.00

DESIGNED BY: K. MATTSON
DRAWN BY: J. MAYER
CHECKED BY: K. SMITH

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1996
SHEET 33 OF 55

STATE OF ALASKA 49th Loren L. Rasmussen CE-3395 REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\STRIPING 1=50 (1=100H)		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

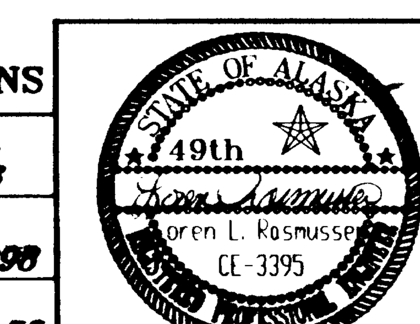
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

SIGNING, STRIPING AND ILLUMINATION PLANS
287+00.00 TO 332+00.00

DESIGNED BY: K. MATTSON
DRAWN BY: J. MAYER
CHECKED BY: K. SMITH

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 34 OF 55



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P: \JNU\69844\EN\STRIPING 1=50 (1=100H)	
PLOT:	
BY: DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS	

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
SIGNING, STRIPING AND ILLUMINATION PLANS
332+00.00 TO 372+00 (E.O.P.)

DESIGNED BY: K. MATTSON	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1996
CHECKED BY: K. SMITH	SHEET 35 OF 55

STATE OF ALASKA 49th Loren L. Rasmussen CE-3395 REGISTERED PROFESSIONAL ENGINEER

R1-1 TO D3-1 CONNECTION DETAIL

HEAVY DUTY SIGN TO POST BRACKET

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P: \JNU\69844\EN\STRIPING 1=50 (1=100H)		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:

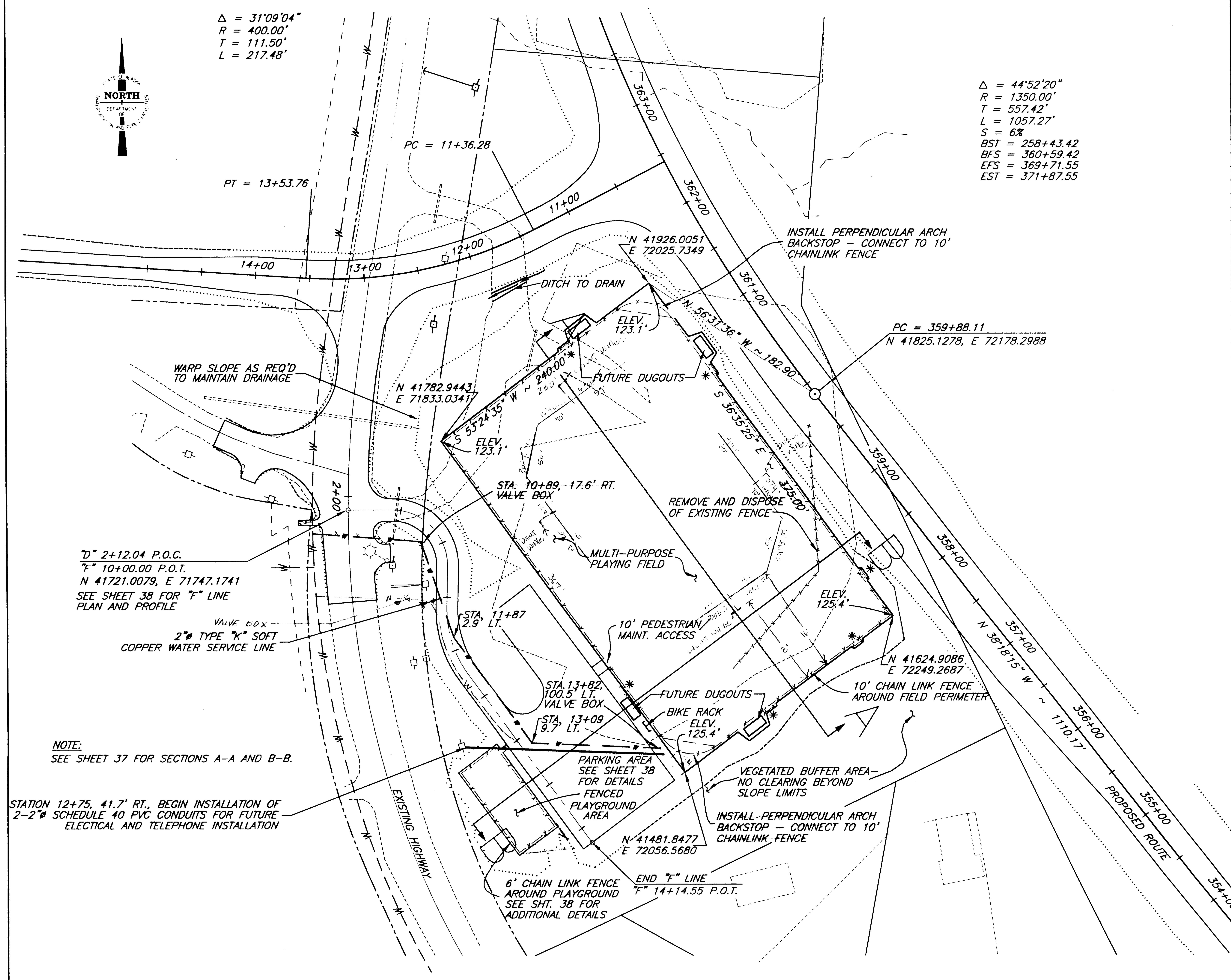
RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
SIGNING, STRIPING AND ILLUMINATION PLANS
"C" AND "D" LINES

DESIGNED BY: K. MATTSON	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
CHECKED BY: K. SMITH	SHEET 36 OF 55

STATE OF ALASKA 49th Loren L. Rasmussen CE-3395 REGISTERED PROFESSIONAL ENGINEER

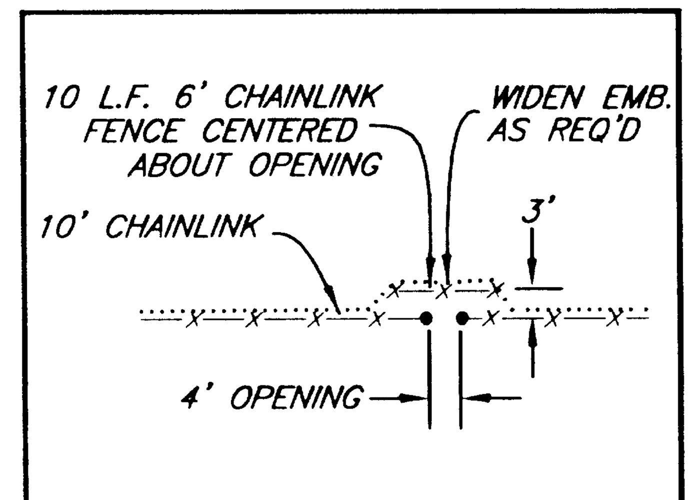


ESTIMATED QUANTITIES

FOR ITEM 690 (1), LENA PARK DEVELOPEMENT

ITEM	UNIT	QUANTITY
CLEARING AND GRUBBING	ACRE	3.4
UNCLASSIFIED EXCAVATION	CUBIC YARD	4000 **
EMBANKMENT	CUBIC YARD	4300 **
WASTE FILL	CUBIC YARD	15700
SUBBASE GRADING C	TON	880 **
CRUSHED AGG. BASE COURSE	TON	570 **
SCREENED SAND SURFACING	TON	2400 **
ASPHALT CONCRETE, TYPE II CLASS B	TON	240 **
ASPHALT CEMENT, PG 58–28	TON	15
BIKE RACK	EACH	1
6' CHAIN LINK FENCE	LINEAR FOOT	316
10' CHAIN LINK FENCE	LINEAR FOOT	1046
REMOVE AND DISPOSE OF EXIST. FENCE	LINEAR FOOT	250
PERPENDICULAR ARCH BACKSTOP	EACH	2
PERPENDICULAR ARCH BACKSTOP	EACH	2
STRIPING	L.S.	ALL REQ'D
CONSTRUCTION SURVEYING	L.S.	ALL REQ'D
[illegible]	EACH	[illegible]
EMBANKMENT TYPE "D"	CUBIC YARDS	1000 **
2"ø SCHEDULE 40 PVC CONDUIT	LINEAR FOOT	380
2"ø TYPE "K" SOFT COPPER WATERLINE	LINEAR FOOT	440
WATER SERVICE CONNECTION	EACH	1 **
DITCH LINING	CUBIC YD.	1.9

** THESE ITEMS OF WORK WILL BE PAID FOR UNDER THEIR RESPECTIVE PAY ITEMS IN THE ESTIMATE OF QUANTITIES, SHEET 4. ALL OTHER ITEMS OF WORK LISTED ARE CONSIDERED INCIDENTAL TO ITEM 690(1), LENA PARK DEVELOPMENT.



***PROTECTED FENCE**
OPENING TYPICAL

GENERAL NOTES:

1. ALL CUTS SHALL HAVE A 2:1 FORESLOPE AND A 1.5:1 BACKSLOPE UNLESS OTHERWISE NOTED. FILL SLOPES SHALL BE 2:1 UNLESS OTHERWISE NOTED.
2. THE PEDESTRIAN/MAINTENANCE ACCESS SHALL BE CONSTRUCTED FROM EMBANKMENT AND CAPPED WITH 4" OF SCREEDED SAND SURFACING MATERIAL. THE FINISHED GRADE OF THE ACCESS SHALL MATCH THE FINISHED GRADE OF THE PARKING LOT AND THE SOCCER FIELD.
3. THE LOCATIONS OF THE FENCE OPENINGS AND FUTURE DUGOUTS ARE APPROXIMATE ONLY. THE FINAL LOCATION WILL BE DETERMINED BY THE ENGINEER.
4. WIDEN THE EMBANKMENT AS REQUIRED TO ACCOMODATE FENCE OPENINGS AND FUTURE DUGOUTS.
5. THE LOCATIONS AND LIMITS OF THE WATER SERVICE LINE AND CONDUIT INSTALLATIONS ARE APPROXIMATE ONLY AND MAY BE ADJUSTED BY THE ENGINEER TO ACCOMODATE ACTUAL SITE CONDITIONS.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

PATH:	P:\JNU\69844\EN\-PARKPLN	1=50
BY:	DATE:	DESCRIPTION OF CHANGE:

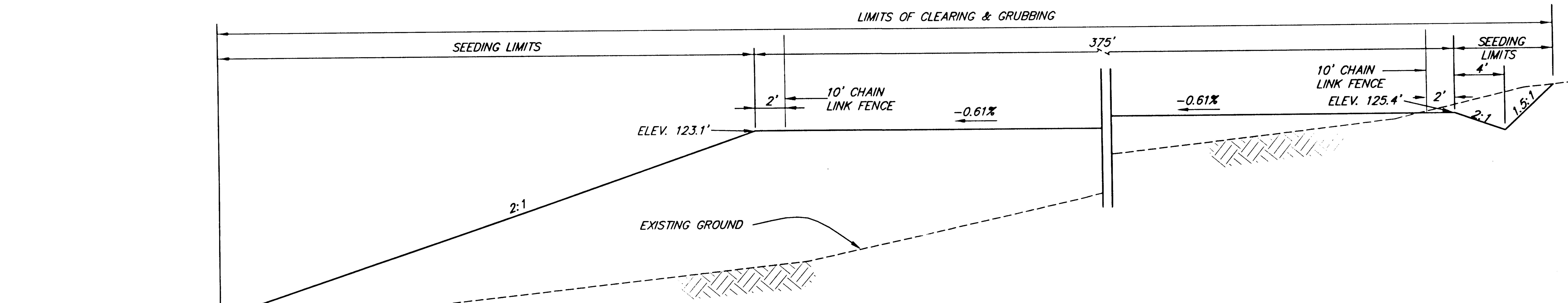
RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

LENA PARK
SITE DEVELOPMENT PLAN

DESIGNED BY:	C. HAKARI	PROJECT NO.	69844/72236
DRAWN BY:	C. HAKARI	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 37 OF 55	



SECTION A–A

NOTE: SEE SECTION B–B FOR STRUCTURAL SECTION

SECTION B–B

PARKING AREA TYPICAL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P: \JNU\69844\DR\-PARKTYP 1=4			
PLOT: P: \-LIB\-PLOT\PLOTF.PCP(50) OR PLOTH.PCP(100)			
BY:	DATE:	DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS			

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

JUNEAU — ALASKA

GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA
F-093-3(4) (69844)
PFH-1-2-(1) (72236)

TYPICAL SECTIONS

DESIGNED BY: C.H.	PROJECT NO. 69844.72236
DRAWN BY: B.A.	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 38 OF 55

STATE OF ALASKA
19th
TRACY W. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER

NOTES:

1. THE "F" LINE ACCESS ROAD SHALL BE CONSTRUCTED TO THE SAME STRUCTURAL SECTION AS MAINLINE CONNECTIONS EXCEPT THAT 12" MINIMUM EMBANKMENT MUST BE PROVIDED BENEATH THE SUBBASE. SEE TYPICAL SECTION ON SHEET 3.
2. THE TRANSFORMER PAD SHALL BE CONSTRUCTED FROM EMBANKMENT AND CAPPED WITH 12" SUBBASE. FILL SLOPES OF THE PAD SHALL BE 2:1.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

PATH:	P:\JNU\69844\EN\-PARKAPP 1=20	
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
LENA PARK
ACCESS ROAD AND PARKING AREA DETAILS

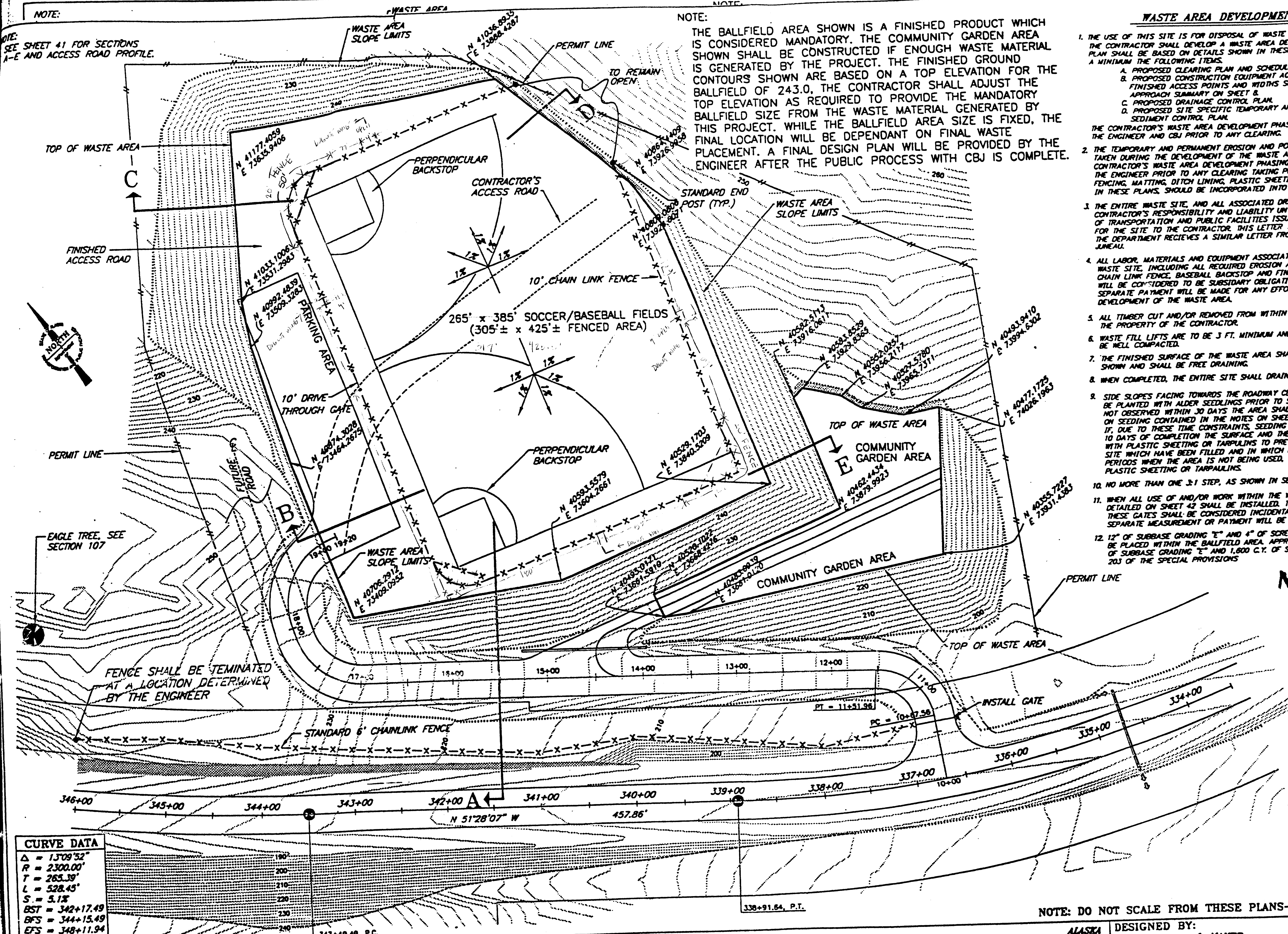
DESIGNED BY:	C. HAKARI	PROJECT NO.	69844/72236
DRAWN BY:	C. HAKARI	DATE:	FEBRUARY, 1998
CHECKED BY:	T. MOORE	SHEET 39 OF 55	

NOTE:

SEE SHEET 41 FOR SECTIONS A-E AND ACCESS ROAD PROFILE.

NOTE:

THE BALLFIELD AREA SHOWN IS A FINISHED PRODUCT WHICH IS CONSIDERED MANDATORY. THE COMMUNITY GARDEN AREA SHOWN SHALL BE CONSTRUCTED IF ENOUGH WASTE MATERIAL IS GENERATED BY THE PROJECT. THE FINISHED GROUND CONTOURS SHOWN ARE BASED ON A TOP ELEVATION FOR THE BALLFIELD OF 243.0. THE CONTRACTOR SHALL ADJUST THE TOP ELEVATION AS REQUIRED TO PROVIDE THE MANDATORY BALLFIELD SIZE FROM THE WASTE MATERIAL GENERATED BY THIS PROJECT. WHILE THE BALLFIELD AREA SIZE IS FIXED, THE FINAL LOCATION WILL BE DEPENDANT ON FINAL WASTE PLACEMENT. A FINAL DESIGN PLAN WILL BE PROVIDED BY THE ENGINEER AFTER THE PUBLIC PROCESS WITH CBJ IS COMPLETE.



CURVE DATA
Δ = 13°09'52"
R = 2300.00'
T = 265.39'
L = 528.45'
S = 5.1%
BST = 342+17.49
BFS = 344+15.49
EFS = 348+11.94
EST = 350+09.94

CURVE DATA
Δ = 38°44'16"
R = 1350.00'
T = 474.59'
L = 912.74'
S = 6%
BST = 328+34.90
BFS = 330+50.90
EFS = 338+19.64
EST = 340+35.64

WASTE AREA DEVELOPMENT NOTES

1. THE USE OF THIS SITE IS FOR DISPOSAL OF WASTE MATERIAL GENERATED ON THE PROJECT. THE CONTRACTOR SHALL DEVELOP A WASTE AREA DEVELOPMENT PHASING PLAN. THIS PLAN SHALL BE BASED ON DETAILS SHOWN IN THESE PLANS AND SHALL INCLUDE, AT A MINIMUM THE FOLLOWING ITEMS.
   A. PROPOSED CLEARING PLAN AND SCHEDULE.
   B. PROPOSED CONSTRUCTION EQUIPMENT ACCESS POINTS AND WIDTHS. FINISHED ACCESS POINTS AND WIDTHS SHALL BE AS SHOWN IN THE APPROACH SUMMARY ON SHEET 8.
   C. PROPOSED DRAINAGE CONTROL PLAN.
   D. PROPOSED SITE SPECIFIC TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PLAN.

   THE CONTRACTOR'S WASTE AREA DEVELOPMENT PHASING PLAN SHALL BE APPROVED BY THE ENGINEER AND CBJ PRIOR TO ANY CLEARING.
2. THE TEMPORARY AND PERMANENT EROSION AND POLLUTION CONTROL MEASURES TO BE TAKEN DURING THE DEVELOPMENT OF THE WASTE AREA WILL BE CONTAINED IN THE CONTRACTOR'S WASTE AREA DEVELOPMENT PHASING PLAN AND MUST BE APPROVED BY THE ENGINEER PRIOR TO ANY CLEARING TAKING PLACE. TEMPORARY CHECK DAMS, SILT FENCING, MATTING, DITCH LINING, PLASTIC SHEETING AND SETTLING POOLS, AS DETAILED IN THESE PLANS, SHOULD BE INCORPORATED INTO THE CONTRACTOR'S PLAN.
3. THE ENTIRE WASTE SITE, AND ALL ASSOCIATED DRAINAGES, SHALL REMAIN THE CONTRACTOR'S RESPONSIBILITY AND LIABILITY UNTIL SUCH TIME AS THE DEPT. OF TRANSPORTATION AND PUBLIC FACILITIES ISSUES A FINAL ACCEPTANCE LETTER FOR THE SITE TO THE CONTRACTOR. THIS LETTER WILL NOT BE FORTHCOMING UNTIL THE DEPARTMENT RECIEVES A SIMILAR LETTER FROM THE CITY AND BOROUGH OF JUNEAU.
4. ALL LABOR, MATERIALS AND EQUIPMENT ASSOCIATED WITH THE DEVELOPMENT OF THE WASTE SITE, INCLUDING ALL REQUIRED EROSION AND POLLUTION CONTROL MEASURES, CULVERT, CHAIN LINK FENCE, BASEBALL BACKSTOP AND FINAL SHAPING AND GRAVEL SURFACING WILL BE CONSIDERED TO BE SUBSIDARY OBLIGATIONS TO OTHER ITEMS OF WORK AND NO SEPARATE PAYMENT WILL BE MADE FOR ANY EFFORT SPENT WITH REGARD TO THE DEVELOPMENT OF THE WASTE AREA.
5. ALL TIMBER CUT AND/OR REMOVED FROM WITHIN THE WASTE SITE AREA SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
6. WASTE FILL LIFTS ARE TO BE 3 FT. MINIMUM AND 6 FT. MAXIMUM IN DEPTH AND SHALL BE WELL COMPACTED.
7. THE FINISHED SURFACE OF THE WASTE AREA SHALL BEGRADED SMOOTH TO THE SLOPES SHOWN AND SHALL BE FREE DRAINING.
8. WHEN COMPLETED, THE ENTIRE SITE SHALL DRAIN FREELY AND NO PONDING SHALL OCCUR.
9. SIDE SLOPES FACING TOWARDS THE ROADWAY CENTERLINE AND FACING DOWNHILL SHALL BE PLANTED WITH ALDER SEEDLINGS PRIOR TO SEEDING. IF ADEQUATE SEED GROWTH IS NOT OBSERVED WITHIN 30 DAYS THE AREA SHALL BE RE-SEEDED. THE TIME CONSTRAINTS ON SEEDING CONTAINED IN THE NOTES ON SHEET 54 SHALL ALSO APPLY TO THIS SITE. IF, DUE TO THESE TIME CONSTRAINTS, SEEDING CAN NOT BE ACCOMPLISHED WITHIN 10 DAYS OF COMPLETION THE SURFACE AND THE SIDE SLOPES SHALL BE COVERED WITH PLASTIC SHEETING OR TARPULINS TO PREVENT EROSION. AREAS WITHIN THE WASTE SITE WHICH HAVE BEEN FILLED AND IN WHICH NO WORK IS TAKING PLACE OR DURING PERIODS WHEN THE AREA IS NOT BEING USED, THE AREA SHALL REMAIN COVERED WITH PLASTIC SHEETING OR TARPAULINS.
10. NO MORE THAN ONE 3:1 STEP, AS SHOWN IN SECTION E ON SHEET 41, MAY BE USED.
11. WHEN ALL USE OF AND/OR WORK WITHIN THE WASTE AREA IS COMPLETED, THE GATES DETAILED ON SHEET 42 SHALL BE INSTALLED. THE FABRICATION AND INSTALLATION OF THESE GATES SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
12. 12" OF SUBBASE GRADING "E" AND 4" OF SCREENED SAND SURFACING ARE REQUIRED TO BE PLACED WITHIN THE BALLFIELD AREA. APPROX. QUANTITIES REQUIRED ARE 4,800 C.Y. OF SUBBASE GRADING "E" AND 1,600 C.Y. OF SCREENED SAND SURFACING. SEE SECTION 203 OF THE SPECIAL PROVISIONS

NEW WASTE PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\WSTAREA2 1=50 (1=100H)
PLOT:
BY: DATE: DESCRIPTION OF CHANGE:
REVISIONS

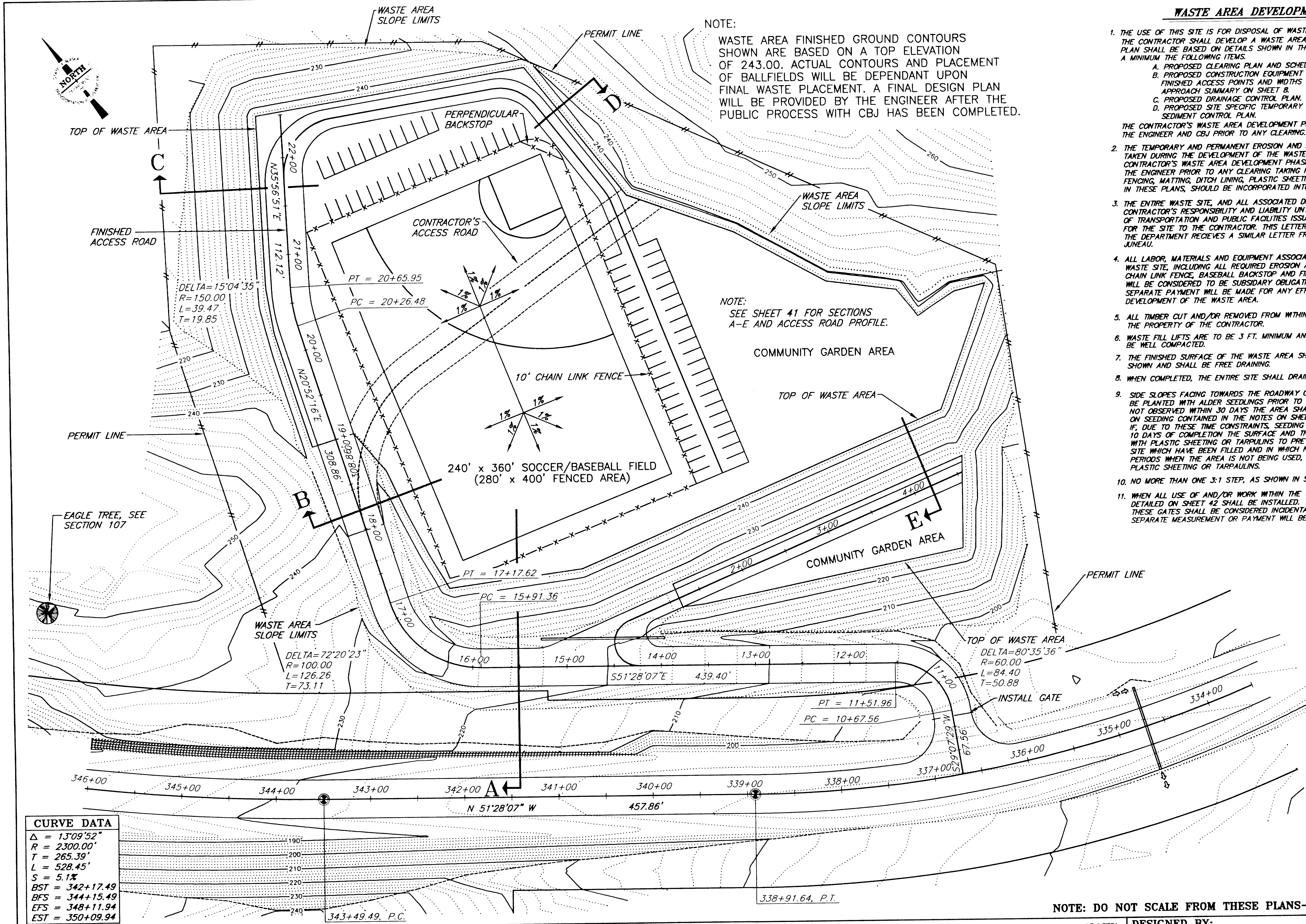
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA
GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
WASTE DISPOSAL AREA DEVELOPMENT PLAN

DESIGNED BY: J. MAYER
DRAWN BY: J. MAYER
CHECKED BY: T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 40 OF 55

STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER



CURVE DATA
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T = 265.39'
L = 528.45'
S = 5.1%
BST = 342+17.49
BFS = 344+15.49
EFS = 348+11.94
EST = 350+09.94

CURVE DATA
Δ = 38°44'16"
R = 1350.00'
T = 474.59'
L = 912.74'
S = 6%
BST = 328+34.90
BFS = 330+50.90
EFS = 338+19.64
EST = 340+35.64

WASTE AREA DEVELOPMENT NOTES

1. THE USE OF THIS SITE IS FOR DISPOSAL OF WASTE MATERIAL GENERATED ON THE PROJECT. THE CONTRACTOR SHALL DEVELOP A WASTE AREA DEVELOPMENT PHASING PLAN. THIS PLAN SHALL BE BASED ON DETAILS SHOWN IN THESE PLANS AND SHALL INCLUDE, AT A MINIMUM THE FOLLOWING ITEMS.
   - A. PROPOSED CLEARING PLAN AND SCHEDULE.
   - B. PROPOSED CONSTRUCTION EQUIPMENT ACCESS POINTS AND WIDTHS. FINISHED ACCESS POINTS AND WIDTHS SHALL BE AS SHOWN IN THE APPROACH SUMMARY ON SHEET 8.
   - C. PROPOSED DRAINAGE CONTROL PLAN.
   - D. PROPOSED SITE SPECIFIC TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PLAN.

   THE CONTRACTOR'S WASTE AREA DEVELOPMENT PHASING PLAN SHALL BE APPROVED BY THE ENGINEER AND CBJ PRIOR TO ANY CLEARING.
2. THE TEMPORARY AND PERMANENT EROSION AND POLLUTION CONTROL MEASURES TO BE TAKEN DURING THE DEVELOPMENT OF THE WASTE AREA WILL BE CONTAINED IN THE CONTRACTOR'S WASTE AREA DEVELOPMENT PHASING PLAN AND MUST BE APPROVED BY THE ENGINEER PRIOR TO ANY CLEARING TAKING PLACE. TEMPORARY CHECK DAMS, SILT FENCING, MATTING, DITCH LINING, PLASTIC SHEETING AND SETTLING POOLS, AS DETAILED IN THESE PLANS, SHOULD BE INCORPORATED INTO THE CONTRACTOR'S PLAN.
3. THE ENTIRE WASTE SITE, AND ALL ASSOCIATED DRAINAGES, SHALL REMAIN THE CONTRACTOR'S RESPONSIBILITY AND LIABILITY UNTIL SUCH TIME AS THE DEPT. OF TRANSPORTATION AND PUBLIC FACILITIES ISSUES A FINAL ACCEPTANCE LETTER FOR THE SITE TO THE CONTRACTOR. THIS LETTER WILL NOT BE FORTHCOMING UNTIL THE DEPARTMENT RECIEVES A SIMILAR LETTER FROM THE CITY AND BOROUGH OF JUNEAU.
4. ALL LABOR, MATERIALS AND EQUIPMENT ASSOCIATED WITH THE DEVELOPMENT OF THE WASTE SITE, INCLUDING ALL REQUIRED EROSION AND POLLUTION CONTROL MEASURES, CULVERT, CHAIN LINK FENCE, BASEBALL BACKSTOP AND FINAL SHAPING AND GRAVEL SURFACING WILL BE CONSIDERED TO BE SUBSIDARY OBLIGATIONS TO OTHER ITEMS OF WORK AND NO SEPARATE PAYMENT WILL BE MADE FOR ANY EFFORT SPENT WITH REGARD TO THE DEVELOPMENT OF THE WASTE AREA.
5. ALL TIMBER CUT AND/OR REMOVED FROM WITHIN THE WASTE SITE AREA SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
6. WASTE FILL LIFTS ARE TO BE 3 FT. MINIMUM AND 6 FT. MAXIMUM IN DEPTH AND SHALL BE WELL COMPACTED.
7. THE FINISHED SURFACE OF THE WASTE AREA SHALL BEGRADED SMOOTH TO THE SLOPES SHOWN AND SHALL BE FREE DRAINING.
8. WHEN COMPLETED, THE ENTIRE SITE SHALL DRAIN FREELY AND NO PONDING SHALL OCCUR.
9. SIDE SLOPES FACING TOWARDS THE ROADWAY CENTERLINE AND FACING DOWNHILL SHALL BE PLANTED WITH ALDER SEEDLINGS PRIOR TO SEEDING. IF ADEQUATE SEED GROWTH IS NOT OBSERVED WITHIN 30 DAYS THE AREA SHALL BE RE-SEEDED. THE TIME CONSTRAINTS ON SEEDING CONTAINED IN THE NOTES ON SHEET 54 SHALL ALSO APPLY TO THIS SITE. IF, DUE TO THESE TIME CONSTRAINTS, SEEDING CAN NOT BE ACCOMPLISHED WITHIN 10 DAYS OF COMPLETION THE SURFACE AND THE SIDE SLOPES SHALL BE COVERED WITH PLASTIC SHEETING OR TARPULINS TO PREVENT EROSION. AREAS WITHIN THE WASTE SITE WHICH HAVE BEEN FILLED AND IN WHICH NO WORK IS TAKING PLACE OR DURING PERIODS WHEN THE AREA IS NOT BEING USED, THE AREA SHALL REMAIN COVERED WITH PLASTIC SHEETING OR TARPAULINS.
10. NO MORE THAN ONE 3:1 STEP, AS SHOWN IN SECTION E ON SHEET 41, MAY BE USED.
11. WHEN ALL USE OF AND/OR WORK WITHIN THE WASTE AREA IS COMPLETED, THE GATES DETAILED ON SHEET 42 SHALL BE INSTALLED. THE FABRICATION AND INSTALLATION OF THESE GATES SHALL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\WSTAREA2 1=50 (1=100H)
PLOT:
BY: | DATE: | DESCRIPTION OF CHANGE:
RECORD OF REVISIONS

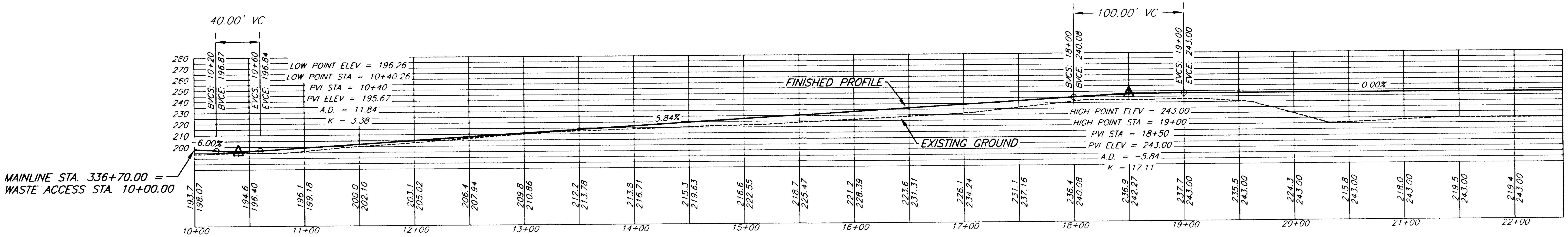
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA
GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
WASTE DISPOSAL AREA DEVELOPMENT PLAN

DESIGNED BY: J. MAYER
DRAWN BY: J. MAYER
CHECKED BY: T. MOORE

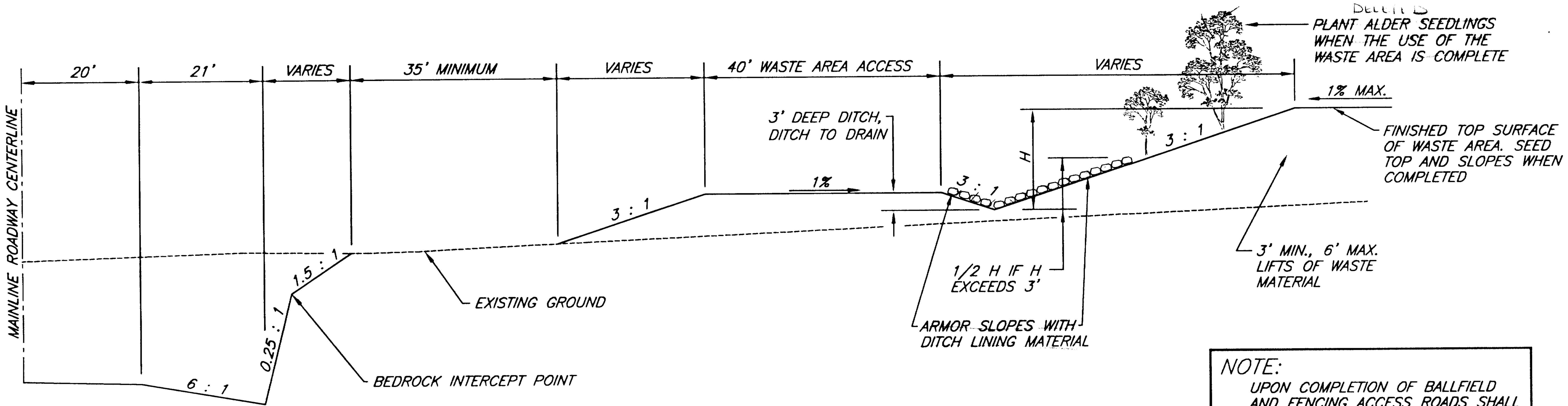
PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 40 OF 55

STATE OF ALASKA
49th
TRACY W. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER

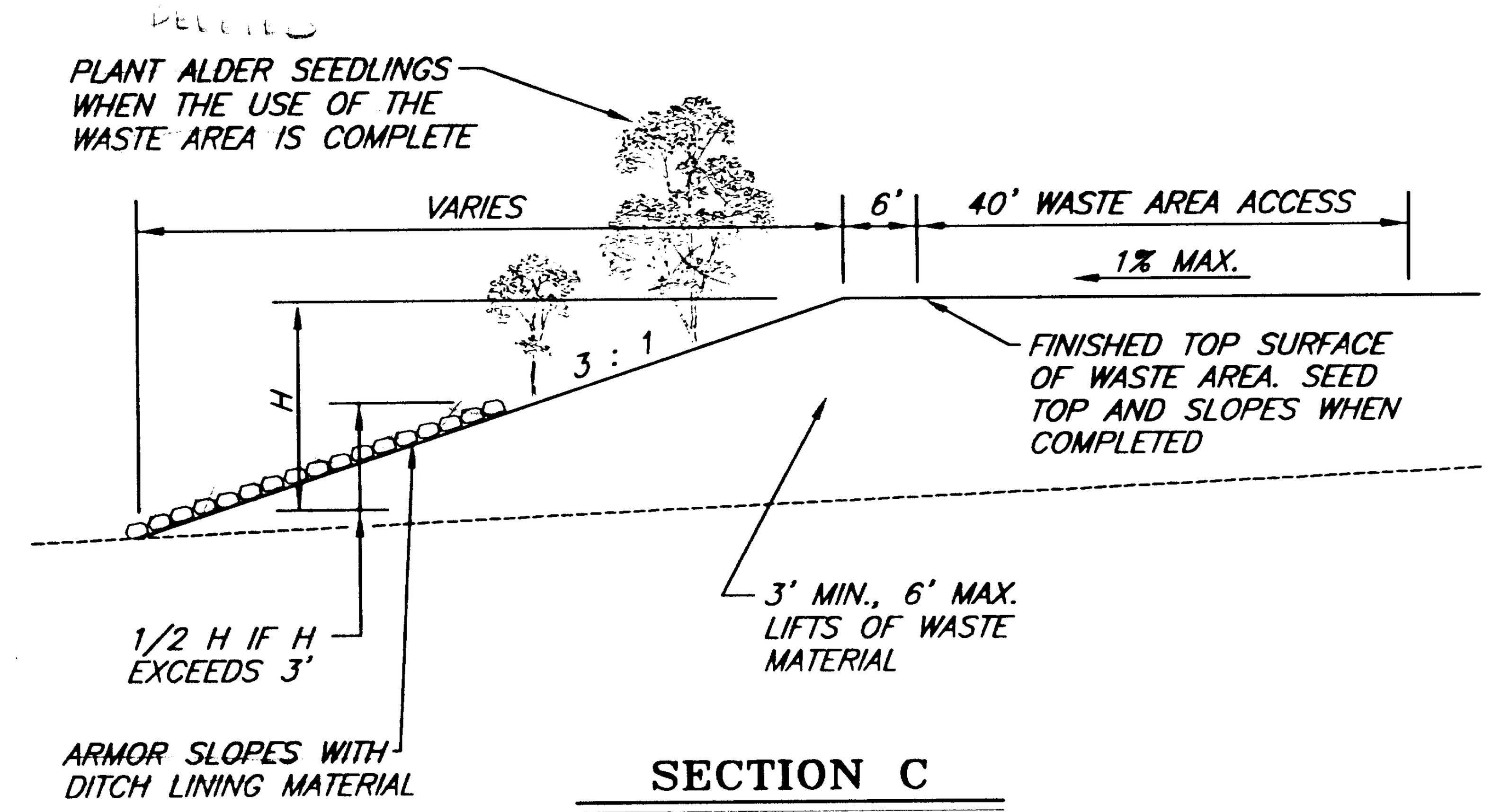


FINISHED WASTE AREA ACCESS ROAD PROFILE

ACTUAL FINISHED PROFILE WILL BE DEPENDANT UPON FINAL WASTE PLACEMENT
A FINAL DESIGN PLAN WILL BE PROVIDED BY THE ENGINEER AFTER
THE PUBLIC PROCESS WITH CBJ HAS BEEN COMPLETED.

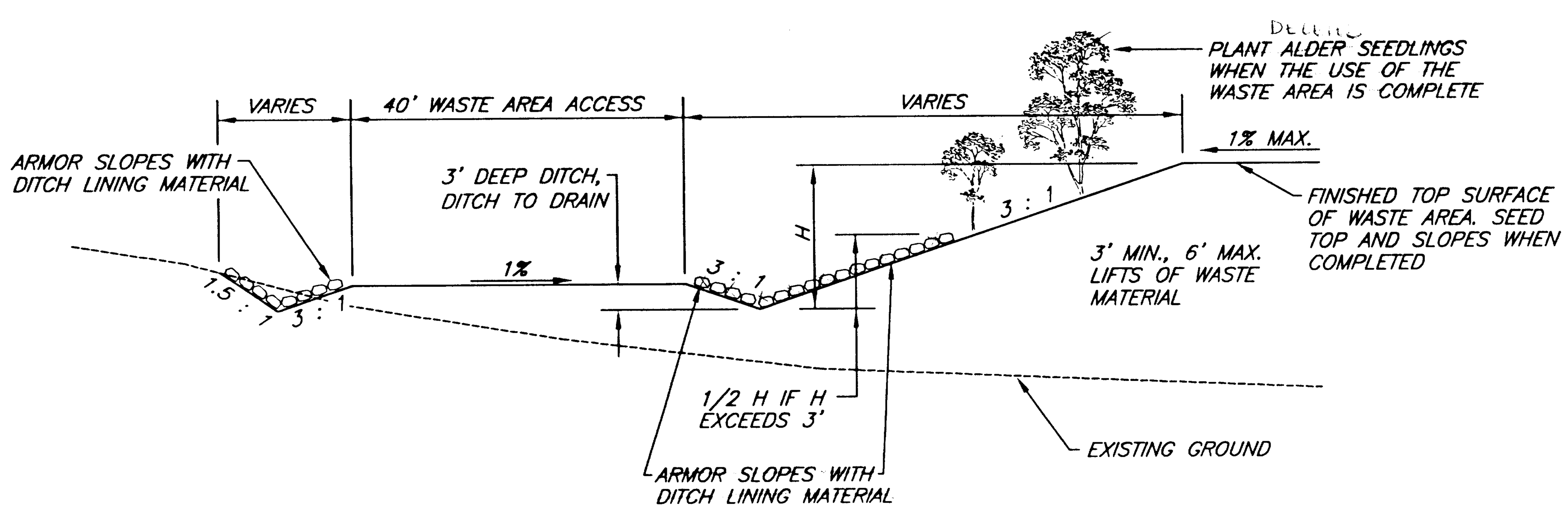


SECTION A

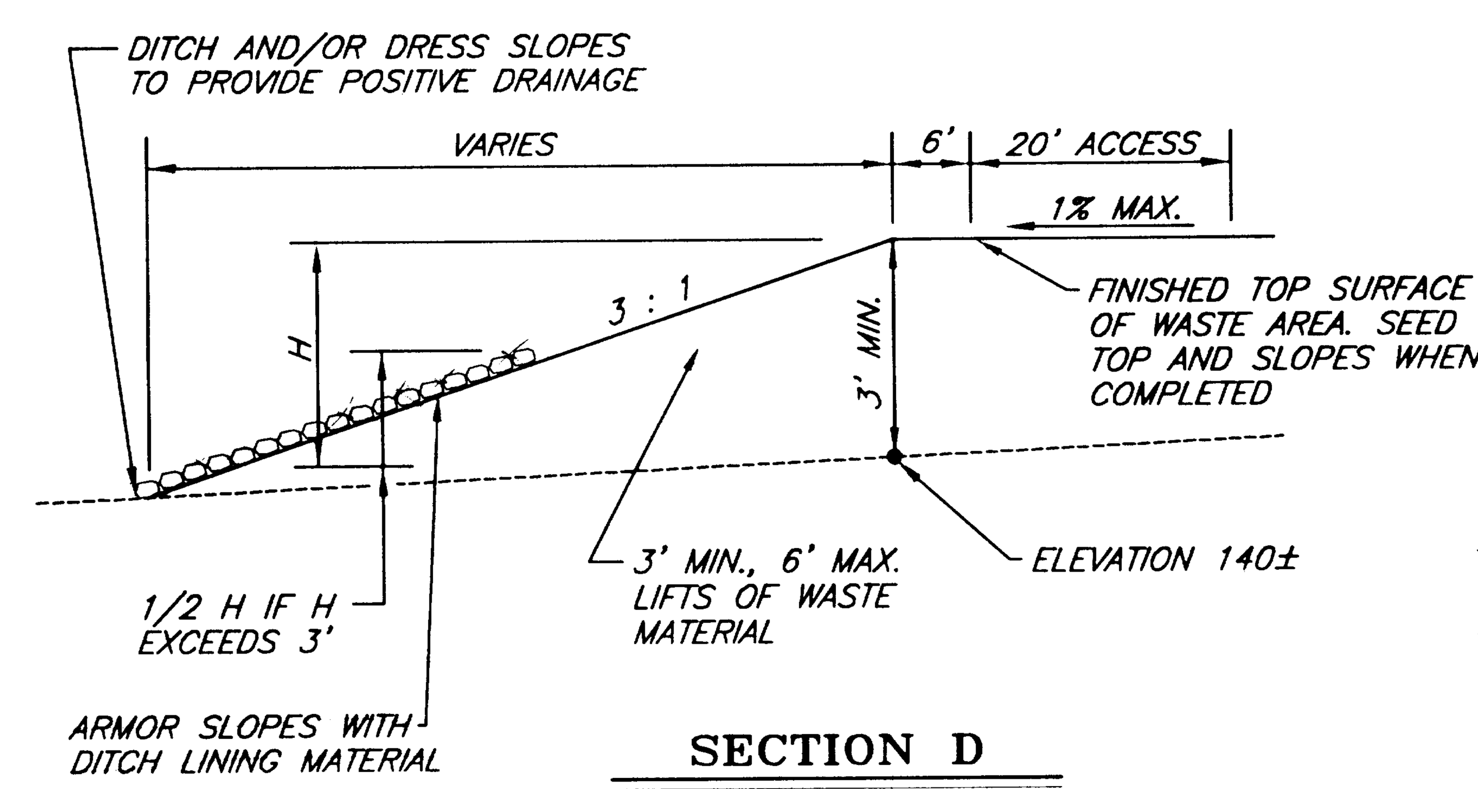


SECTION C

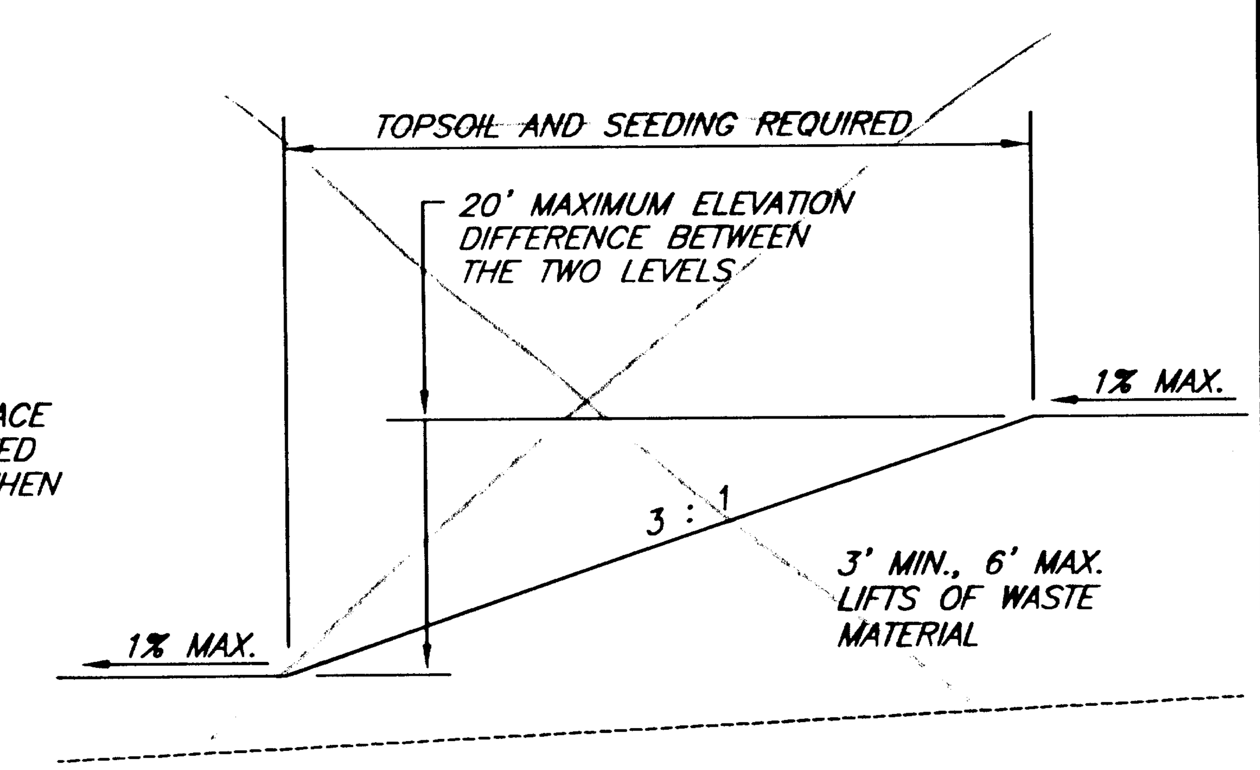
NOTE:
UPON COMPLETION OF BALLFIELD
AND FENCING ACCESS ROADS SHALL
BE FINISHED WITH 4" MINIMUM OF
SUBBASE, GRADING "C" Grading D



SECTION B



SECTION D

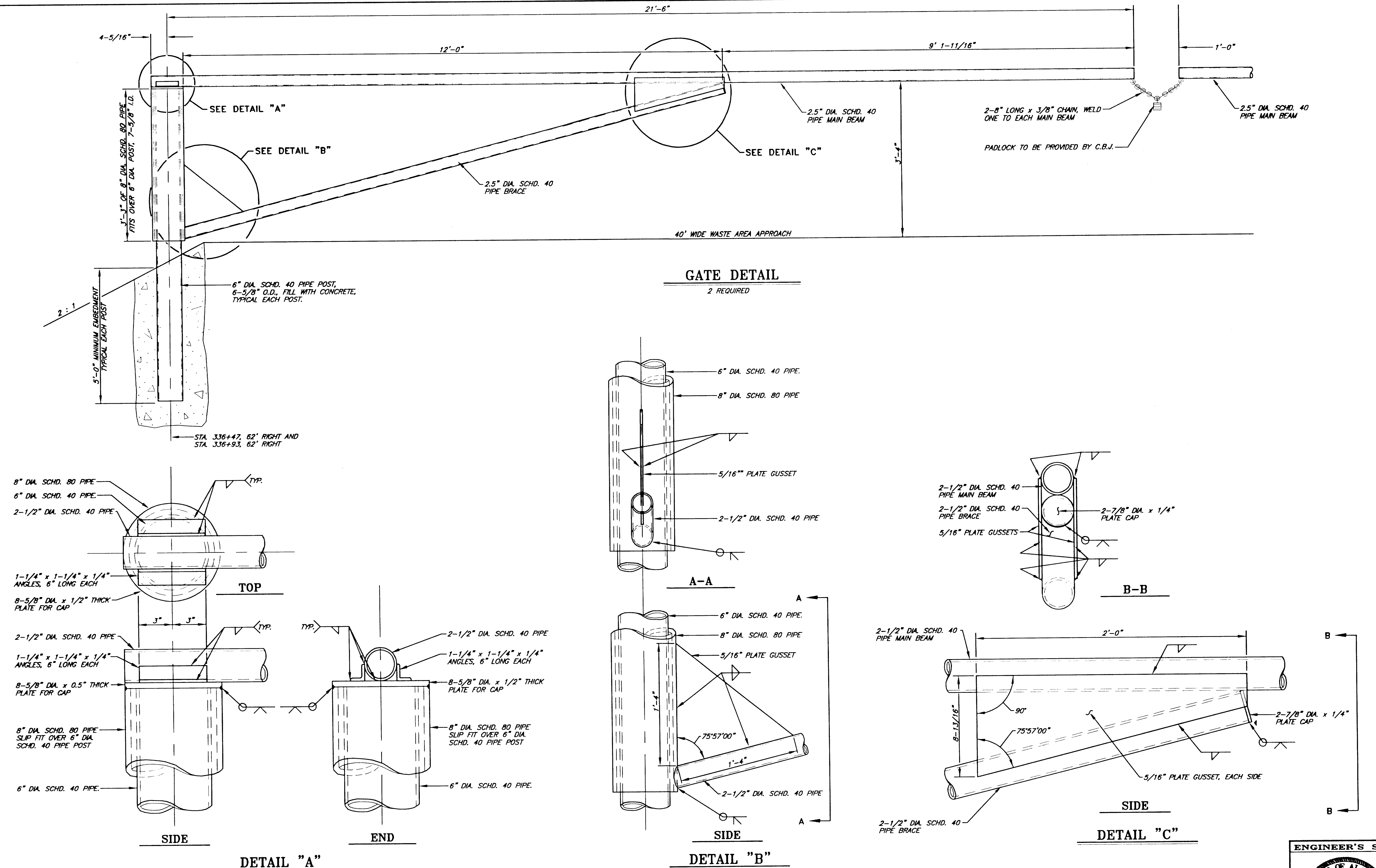


SECTION E

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\WASTSITE 1=50 (1=100H) PLOT: BY: DATE: DESCRIPTION OF CHANGE: RECORD OF REVISIONS	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU ALASKA GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA F-093-3(4) (69844) PFH-2-1(1) (72236) WASTE DISPOSAL AREA DEVELOPMENT DETAILS	DESIGNED BY: J. MAYER DRAWN BY: J. MAYER CHECKED BY: T. MOORE	PROJECT NO. 69844/72236 DATE: FEBRUARY, 1998 SHEET 41 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-GATE 1"=1'-0" (1"=2'-0"H)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — ALASKA

GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

GATE DETAILS

DESIGNED BY:	*J. MAYER*
DRAWN BY:	*J. MAYER*
CHECKED BY:	*T. MOORE*

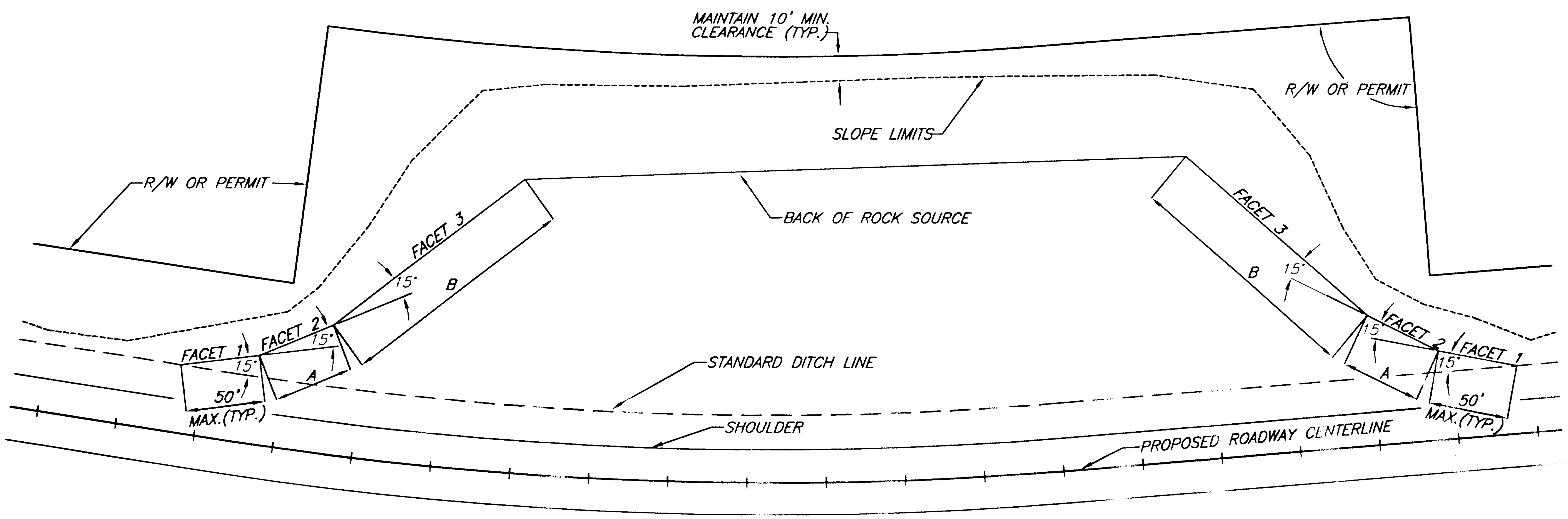
PROJECT NO. *69844/72236*
DATE: *FEBRUARY, 1998*
SHEET *42* OF *55*

ENGINEER'S SEAL

STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

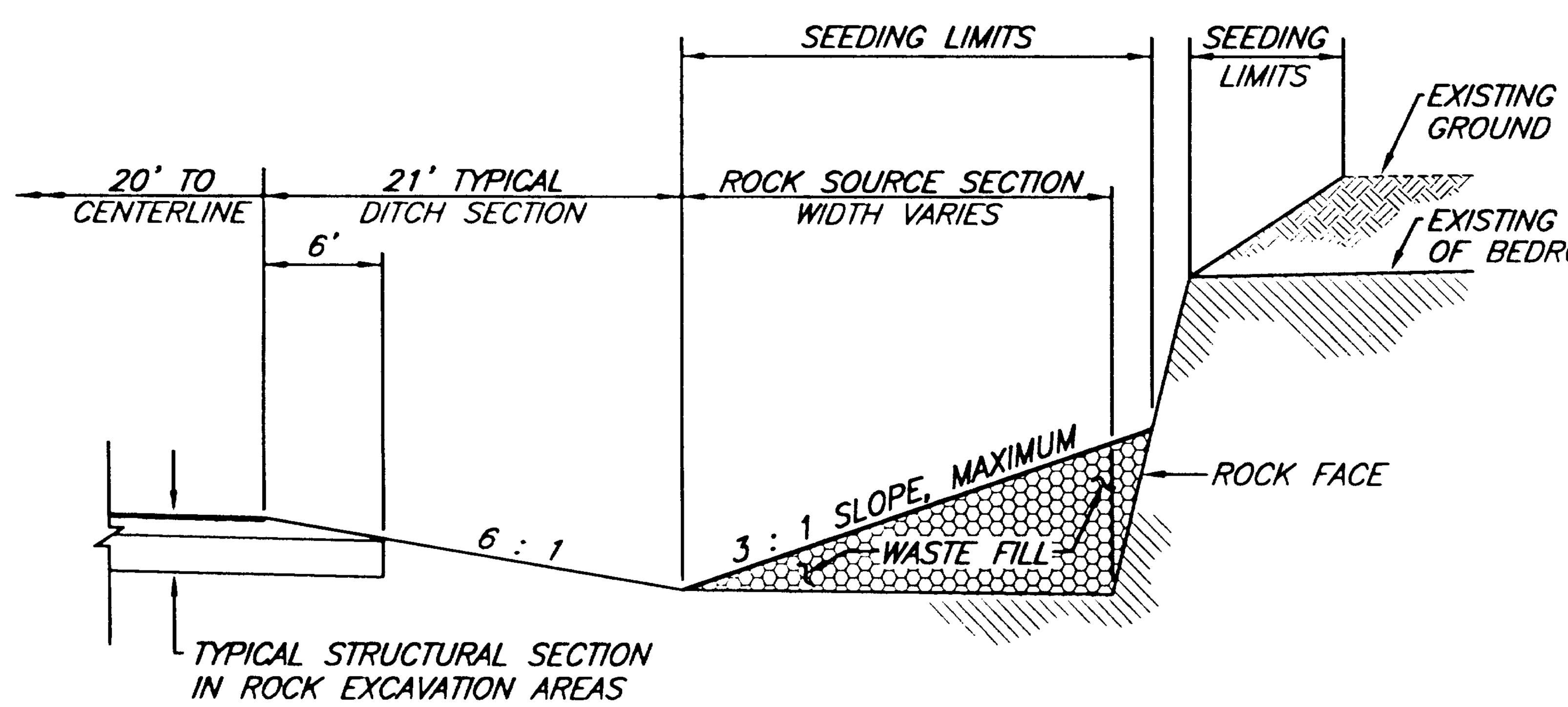
ROCK SOURCE DEVELOPMENT AND RECLAMATION NOTES

1. IF THE CONTRACTOR ELECTS TO OBTAIN PROJECT EARTHWORK MATERIALS THROUGH ROCK SOURCE EXCAVATION IN DESIGNATED AREAS, THE EXCAVATION AND REQUIRED RECLAMATION WORK SHALL BE PERFORMED IN ACCORANCE WITH THE DETAILS AND NOTES CONTAINED IN THESE PLANS.
2. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR EXCAVATION BEYOND THE NEAT-LINE ROADWAY PRISM AS SHOWN ON THE PLANS.
3. DETERMINATION OF THE AMOUNT OF ROCK SOURCE EXCAVATION NECESSARY TO OBTAIN THE REQUIRED MATERIAL QUANTITIES WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
4. THE ROCK SOURCE EXCAVATION WORK SHALL BE PERFORMED OVER THE ENTIRE LENGTH OF THE AREA MADE AVAILABLE TO THE CONTRACTOR.
5. THE TRANSITION FROM THE TYPICAL DITCH SECTION TO THE ROCK SOURCE AREA SECTION SHALL BE ACCOMPLISHED THROUGH A SERIES OF FACETS. EACH FACET SHALL HAVE A MINIMUM LENGTH OF 50 FEET AND A MAXIMUM DEFLECTION ANGLE OF 15 DEGREES FROM THE PRECEEDING FACET, OR IN THE CASE OF THE FIRST FACET, FROM THE TYPICAL DITCH LINE. INCOMING AND OUTGOING FACETS SHALL HAVE THE SAME CONFIGURATION. ANY NUMBER OF FACETS MAY BE CUT SO LONG AS THE INCOMING AND OUTGOING FACET CONFIGURATIONS ARE SYMETRICAL. THE NEW BACK OF DITCH LINE OFFSET FROM CENTERLINE SHALL NOT EXCEED THE GREATEST OFFSET POINT CONTAINED IN THE TRANSITIONS.
6. THE DEVELOPMENT OF THE ROCK SOURCE AREA SHALL BE PLANNED BY THE CONTRACTOR, AND APPROVED BY THE ENGINEER, SO AS TOO MINIMIZE EXCESS EXCAVATION. ANY EXCESS MATERIAL EXCAVATED SHALL BE REMOVED AND STOCKPILED AT THE WASTE DISPOSAL SITE SHOWN ON SHEETS 40-42, OR AT ANOTHER LOCATION AS APPROVED BY THE ENGINEER.
7. ALL ROCK SLOPES WITHIN THE ROCK SOURCE AREA SHALL BE SCALED IN ACCORDANCE WITH SECTION 203 OF THE SPECIFICATIONS. ADDITIONAL SLOPE STABILIZATION WORK MAY BE REQUIRED BY THE ENGINEER.
8. NO CLEARING OR OTHER WORK SHALL BE PERFORMED WITHIN TEN FEET OF THE PERMIT LINES IN ROCK SOURCE AREAS.
9. WASTE FILL PLACED IN RECLAMATION AREA SHALL CONSIST OF UNCLASSIFIED EXCAVATION MATERIALS WHICH ARE UNSUITABLE FOR EMBANKMENT CONSTRUCTION. WASTE FILL MAY NOT INCLUDE STUMPS, LOGS, BRANCHES OR ANY OTHER CONSTRUCTION DEBRIS.
10. WASTE FILL SHALL BE PLACED OVER THE ENTIRE ROCK SOURCE FLOOR AREA TO A MINIMUM DEPTH OF 3 INCHES.
11. RECLAIMED ROCK SOURCE SHALL BE SEEDED AS INDICATED ON THE TYPICAL ROCK SOURCE RECLAMATION DETAILS AND IN ACCORDANCE WITH SECTION 618 OF THE SPECIFICATIONS.
12. THE DITCH FLOW LINES WITHIN THE ROCK SOURCE AREAS WILL BE AT THE FACE OF THE CUTS DURING THE THE DEVELOPMENT OF THE ROCK SOURCES, PONDING SHALL BE KEPT TO A MINIMUM. AFTER THE REQUIRED RECLAMATION WORK IS ACCOMPLISHED THE DITCH FLOW LINE SHALL BE AT THE STANDARD FLOW LINE AS SHOWN ON THIS SHEET AND SHALL BE FREE DRAINING.



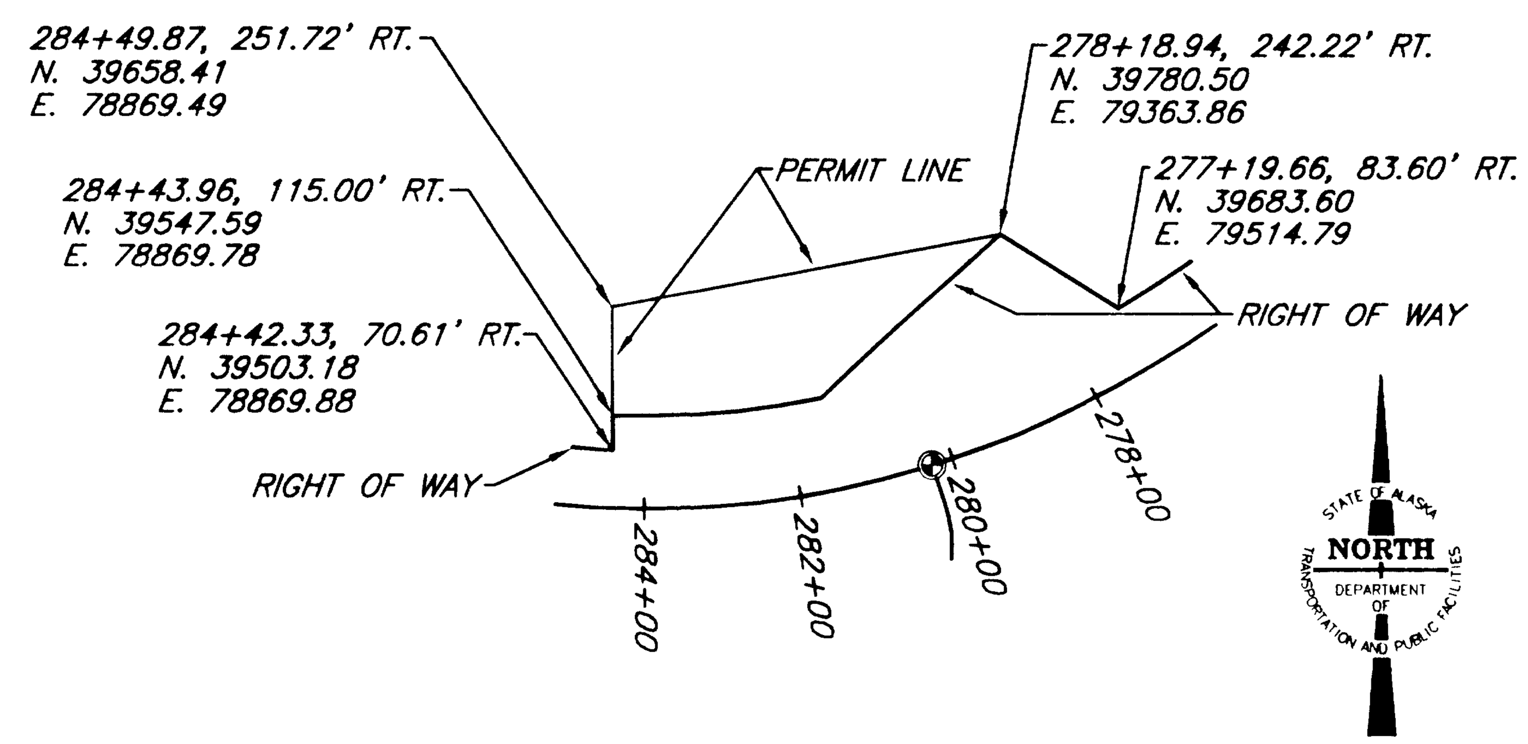
TYPICAL ROCK SOURCE DEVELOPMENT PLAN

NOTE: THIS DEVELOPEMENT PLAN IS AN EXAMPLE OF THE APPLICATION OF THE DEVELOPEMENT PARAMETERS SET IN NOTE 5. THE ACTUAL DEVELOPEMENT CONFIGUATION WILL BE DETERMINED BY THE CONTRACTOR. SEE NOTE 3.



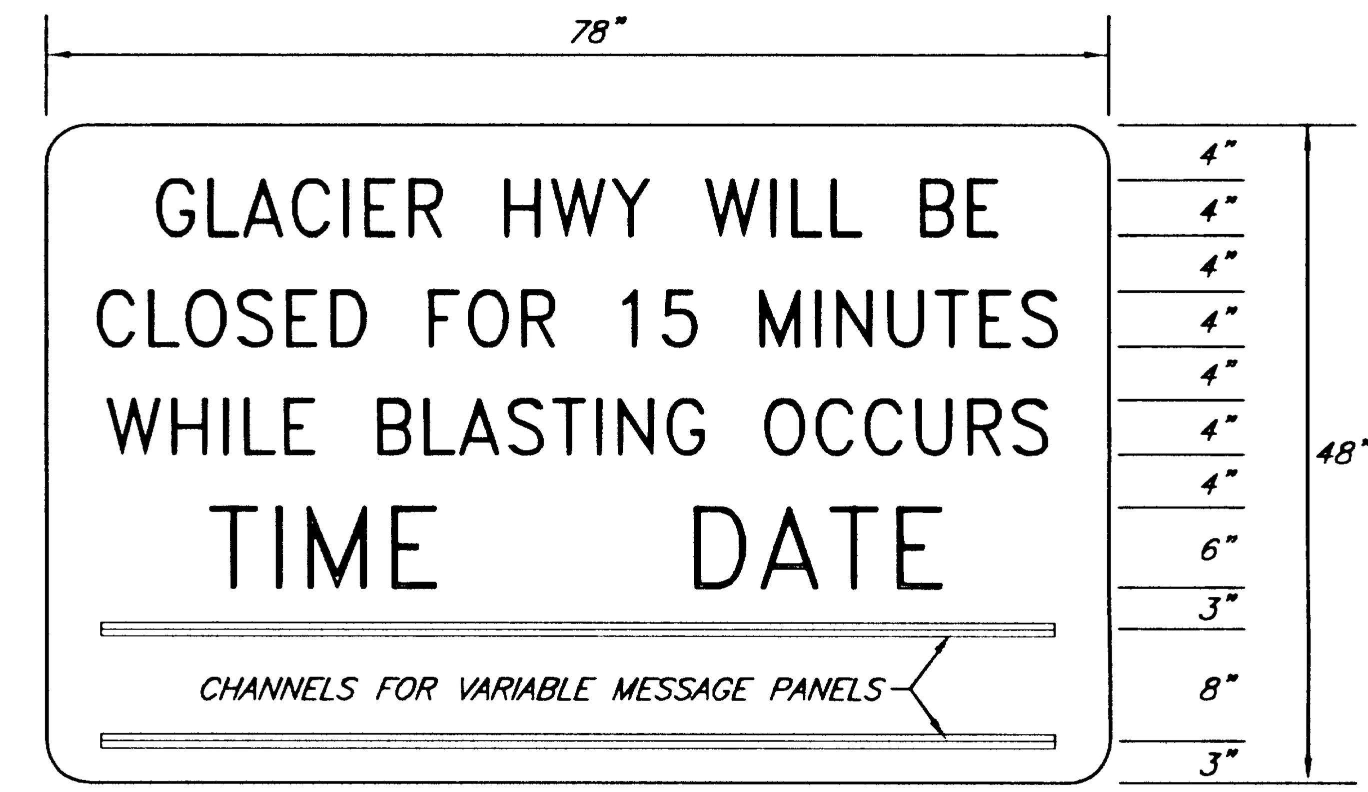
TYPICAL ROCK SOURCE RECLAMATION DETAIL

NO RECLAMATION WORK IS REQUIRED WITHIN THE DITCH WIDENING TO PROVIDE SIGHT DISTANCE AREA AS SHOWN IN THE DETAIL ON SHEET 3.



B.O.P. ROCK SOURCE

SEE SHEETS 13-14.



NOTES:

1. LETTERING SHALL BE 4" AND 6" SERIES D UPPER CASE.
2. LETTERING SHALL BE BLACK ON AN ORANGE SIGN PANEL.
3. LETTERING ON VARIABLE MESSAGE PANELS SHALL BE 6" SERIES D.
4. ALL LETTERING, INCLUDING VARIABLE MESSAGE PANELS, SHALL BE HIGHLY REFLECTIVE.

SPECIAL BLASTING SIGN DETAIL

3 SIGNS REQUIRED

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-QUARRY 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
ROCK SOURCE DEVELOPMENT AND RECLAMATION DETAILS

DESIGNED BY: J. MAYER/C. HAKARI	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 43 OF 55

ENGINEER'S SEAL
STATE OF ALASKA
49th
TRACY V. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-ESCP1 1=375 (1=750HALF)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — JNU-GLACIER HIGHWAY INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3-(4) (69844)
PFH-2-1(1) (72236)
EROSION AND SEDIMENT CONTROL PLANS
PROJECT OVERVIEW

DESIGNED BY: J.MAYER	PROJECT NO. 69844/72236
DRAWN BY: J.MAYER	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 44 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

E.S.C.P. LEGEND

- MATTING
- SILT FENCE
- DITCH LINING, TYPE "A"
- DITCH LINING, TYPE "B"
- SPECIAL DITCH
- SETTLING POOL
- PERMANENT DITCH BLOCK
- TEMPORARY CHECK DAM

NOTES:

1. SEE SHEETS 49-52 FOR EROSION AND SEDIMENT CONTROL DEVICE SUMMARRIES AND DETAILS.
2. MATTING MAY BE OMITTED IF SATISFACTORY SEED GROWTH CAN BE OBTAINED WITH PRELIMINARY SEEDING UNDER ITEM 641, TYPICAL EACH SHEET

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-ESCP2 1=50 (1=100H)		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

EROSION AND SEDIMENT CONTROL PLANS
244+80.25 (B.O.P.) TO 275+00.00

DESIGNED BY: J. MAYER
DRAWN BY: J. MAYER
CHECKED BY: T. MOORE

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 45 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-ESCP2 1=50 (1=100H)
PLOT:
BY: DATE: DESCRIPTION OF CHANGE:
RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)
EROSION AND SEDIMENT CONTROL PLANS
275+00.00 TO 300+00.00

DESIGNED BY: J. MAYER
DRAWN BY: J. MAYER
CHECKED BY: T. MOORE
PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 46 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-ESCP2 1=50 (1=100H)
PLOT:
BY: DATE: DESCRIPTION OF CHANGE:
RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

EROSION AND SEDIMENT CONTROL PLANS
300+00.00 TO 330+00.00

DESIGNED BY: J. MAYER	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 47 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P: \JNU\69844\EN\-ESCP2 1=50 (1=100H) PLOT: BY: DATE: DESCRIPTION OF CHANGE: RECORD OF REVISIONS	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA ALASKA F-093-3(4) (69844) PFH-2-1(1) (72236) EROSION AND SEDIMENT CONTROL PLANS 330+00.00 TO 360+00.00	DESIGNED BY: J. MAYER DRAWN BY: J. MAYER CHECKED BY: T. MOORE	PROJECT NO. 69844/72236 DATE: FEBRUARY, 1998 SHEET 48 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-ESCP2 1=50 (1=100H)	
PLOT:	
BY:	DATE: DESCRIPTION OF CHANGE:
RECORD OF REVISIONS	

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

EROSION AND SEDIMENT CONTROL PLANS
360+00.00 TO 372+00.00 (E.O.P.) AND "C", "D" AND "E" LINES

DESIGNED BY: J. MAYER	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 49 OF 55

STATE OF ALASKA
49th
TRACY W. MOORE
CE-4932
REGISTERED PROFESSIONAL ENGINEER

SILT FENCE SUMMARY

STATION TO STATION	OFFSET	APPROX. L.F.	REMARKS
264+20 – 268+43	LEFT	423	
268+46 – 270+37	LEFT	233	
270+41 – 271+25	LEFT	84	
272+17 – "B" 12+00	LEFT	920	
"B" 12+05 – "B" 13+30	LEFT	151	
288+49 – 288+99	LEFT	50	
289+01 – 289+51	LEFT	50	
292+99 – 293+49	LEFT	50	
293+51 – 294+01	LEFT	50	
295+22 – 295+72	LEFT	50	
295+76 – 297+49	LEFT	182	
297+55 – 298+70	LEFT	126	
299+40 – 299+90	LEFT	50	
299+94 – 300+44	LEFT	50	
300+99 – 301+49	LEFT	50	
301+51 – 302+01	LEFT	50	
302+59 – 303+09	LEFT	50	
303+11 – 303+61	LEFT	50	
304+39 – 304+89	LEFT	50	
304+91 – 305+41	LEFT	50	
307+99 – 308+49	LEFT	50	
308+51 – 309+01	LEFT	50	
311+64 – 312+14	LEFT	50	
312+16 – 312+66	LEFT	50	
313+69 – 314+19	LEFT	50	
314+21 – 314+71	LEFT	50	
316+49 – 316+99	LEFT	50	
317+01 – 317+51	LEFT	50	
319+39 – 319+89	LEFT	50	
319+91 – 320+41	LEFT	50	
320+99 – 321+49	LEFT	50	
321+51 – 322+01	LEFT	50	
322+49 – 322+99	LEFT	50	
323+01 – 323+51	LEFT	50	
325+11 – 325+61	LEFT	50	
325+63 – 326+13	LEFT	50	
327+49 – 327+99	LEFT	50	
328+01 – 328+51	LEFT	50	
330+49 – 330+99	LEFT	50	
331+01 – 331+51	LEFT	50	
334+19 – 334+69	LEFT	50	
334+71 – 335+21	LEFT	50	
351+46 – 352+99	RIGHT	145	
353+01 – 355+99	RIGHT	198	
356+01 – 358+49	RIGHT	248	
358+51 – 362+63	RIGHT	415	
362+68 – 363+17	RIGHT	49	
362+98 – 363+84	LEFT	86	
363+88 – 364+96	LEFT	108	
366+76 – 367+46	RIGHT	70	
367+92 – 372+00	LEFT	428	
367+99 – 368+76	RIGHT	77	
371+36 – 372+00	RIGHT	64	
"C" 10+69 – "C" 12+22	RIGHT	153	
"C" 12+24 – "C" 12+60	RIGHT	36	
"C" 13+16 – "C" 14+18	RIGHT	102	
"C" 13+17 RT. – 368+00 LT.	–	630	SEE SHEET 49
"C" 17+25 – "C" 17+85	LEFT	60	
"C" 17+87 – "C" 19+00	LEFT	113	
295+68, RT. – 295+68, LT.	–	124	MAY BE ABANDONED IN PLACE
295+80, RT. – 295+80. LT.	–	124	MAY BE ABANDONED IN PLACE
297+18, RT. – 297+42, LT.	–	160	MAY BE ABANDONED IN PLACE
297+34, RT. – 297+58, LT.	–	160	MAY BE ABANDONED IN PLACE
299+87, RT. – 299+87, LT.	–	112	MAY BE ABANDONED IN PLACE
299+96, RT. – 299+96, LT.	–	112	MAY BE ABANDONED IN PLACE

PROJECTED TOTAL IS 7,643 L.F. – CALL 7,700 L.F.

TEMPORARY CHECK DAM SUMMARY

STATION	OFFSET	REMARKS
268+50	RIGHT	
270+86	RIGHT	
"A" 2+20	RIGHT	
273+80	RIGHT	
275+40	RIGHT	
276+50	RIGHT	
279+85	RIGHT	
"B" 12+17	RIGHT	
"B" 12+32	RIGHT	
283+00	RIGHT	
283+35	LEFT	
286+00	RIGHT	
286+00	LEFT	
289+07	RIGHT	
293+43	RIGHT	
295+67	RIGHT	
297+19	RIGHT	
297+32	RIGHT	
299+85	RIGHT	
299+99	RIGHT	
301+56	RIGHT	
303+16	RIGHT	
304+96	RIGHT	
308+56	RIGHT	
312+20	RIGHT	
314+27	RIGHT	
317+07	RIGHT	
319+96	RIGHT	
321+57	RIGHT	
323+07	RIGHT	
325+70	RIGHT	
328+07	RIGHT	
331+06	RIGHT	
334+76	RIGHT	
340+25	RIGHT	
340+25	LEFT	
343+50	RIGHT	
343+50	LEFT	
346+50	RIGHT	
346+50	LEFT	
348+75	RIGHT	
348+75	LEFT	
350+80	RIGHT	
350+94	RIGHT	
351+19	LEFT	
356+68	LEFT	
358+43	LEFT	
362+53	RIGHT	
362+63	RIGHT	
365+28	LEFT	
366+00	RIGHT	
367+79	LEFT	
367+90	RIGHT	
368+02	LEFT	
368+03	RIGHT	
370+93	RIGHT	
"C" 12+15	LEFT	
"C" 12+43	LEFT	
"C" 14+23	RIGHT	
"C" 14+72	LEFT	
"C" 16+16	LEFT	
"C" 17+76	RIGHT	
"C" 17+88	RIGHT	
"E" 1+60	RIGHT	

DITCH LINING SUMMARY

STATION TO STATION	OFFSET	APPROX. L.F.	TYPE
270+80 – 271+31	RIGHT	51	"B"
271+81 – 272+18	RIGHT	37	"B"
272+64 – 273+23	RIGHT	59	"B"
"B" 10+64 – "B" 11+45	RIGHT	79	"B"
"B" 12+25 – "B" 13+50	RIGHT	114	"B"
280+79 – 283+25	RIGHT	257	"A"
288+25 – 296+75	RIGHT	847	"A"
297+75 – 329+25	RIGHT	3,165	"A"
337+00 – 340+25	RIGHT	392	"A"
337+75 – 340+25	LEFT	254	"A"
348+75 – 351+22	LEFT	247	"A"
"C" 14+25 – "C" 16+75	RIGHT	250	"B"
"C" 14+75 – "C" 16+18	RIGHT	143	"B"
"C" 17+25 – "C" 17+43	RIGHT	18	"B"
"C" 17+67 – "C" 18+34	RIGHT	80	"B"

ROCK FLUME SUMMARY

STATION	PIPE NUMBER	OFFSET	LENGTH	REMARKS
289+00	7	RIGHT	120'	
293+50	8	RIGHT	25'	
299+92	11	RIGHT	25'	
301+50	12	RIGHT	30'	
303+07	38	RIGHT	30'	
304+90	13	RIGHT	30'	
308+50	14	RIGHT	35'	
312+15	15	RIGHT	35'	
314+20	16	RIGHT	40'	
317+00	17	RIGHT	35'	
319+90	18	RIGHT	30'	
321+50	19	RIGHT	25'	
323+00	20	RIGHT	30'	
325+62	21	RIGHT	30'	
328+00	22	RIGHT	30'	

ROCK FLUME LOCATIONS GIVEN ARE APPROXIMATE ONLY. FINAL ROCK FLUME LOCATIONS AND LENGTHS WILL BE DETERMINED BY THE ENGINEER ONCE HE HAS DETERMINED THE EXACT CULVERT LOCATIONS AS STATED IN THE NOTE ON SHEET 7.

SPECIAL DITCH SUMMARY

STATION TO STATION	OFFSET	APPROX. L.F.	REMARKS
273+77 – 279+75	RIGHT	580	DRAIN PIPE INVERT TO MATCH DITCH FLOWLINE AT
276+[illegible] 279+00		301	STA. 273+80 AND BE GRADED AT 0.0% UNTIL
CLEAN OUT @ 276+[illegible]			IT MATCHES THE INSTALLATION DEPTH SHOWN IN
			THE TYPICAL. INSTALL 45° ELBOW AND 10'
			CLEANOUT PIPE AT STA. 279+75. DRAIN PIPE TO
			EXTEND THROUGH SETTLING POOL AT STA. 274+70.
348+75 – 350+81	RIGHT	206	BETWEEN STA. 349+81 AND STA. 350+81,
			TRANSITION DRAIN PIPE TO MATCH DITCH
			FLOWLINE. INSTALL 45° ELBOW AND 10' CLEANOUT
			PIPE AT STA. 348+75.

SETTLING POOL SUMMARY

STATION	OFFSET
275+50	RIGHT
280+75	LEFT
350+86	RIGHT
351+25	LEFT

PERMANENT DITCH BLOCK SUMMARY

STATION	OFFSET	REMARKS
308+46	RIGHT	IN DITCH
312+06	RIGHT	IN DITCH
314+16	RIGHT	IN DITCH
351+55	LEFT	AT TOE

MATTING SUMMARY

STATION TO STATION	OFFSET	APPROX. S.Q.
273+75 – 296+75	RIGHT	9,880
280+50 – 288+25	LEFT	1,890
295+25 – 298+75	LEFT	1,360
297+75 – 329+25	RIGHT	4,850
336+50 – 351+25	RIGHT	2,120
337+75 – 351+00	LEFT	2,400

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: P:\JNU\69844\EN\–ESCP3 1=1 (1=2H)
PLOT:
BY: DATE: DESCRIPTION OF CHANGE:
RECORD OF REVISIONS

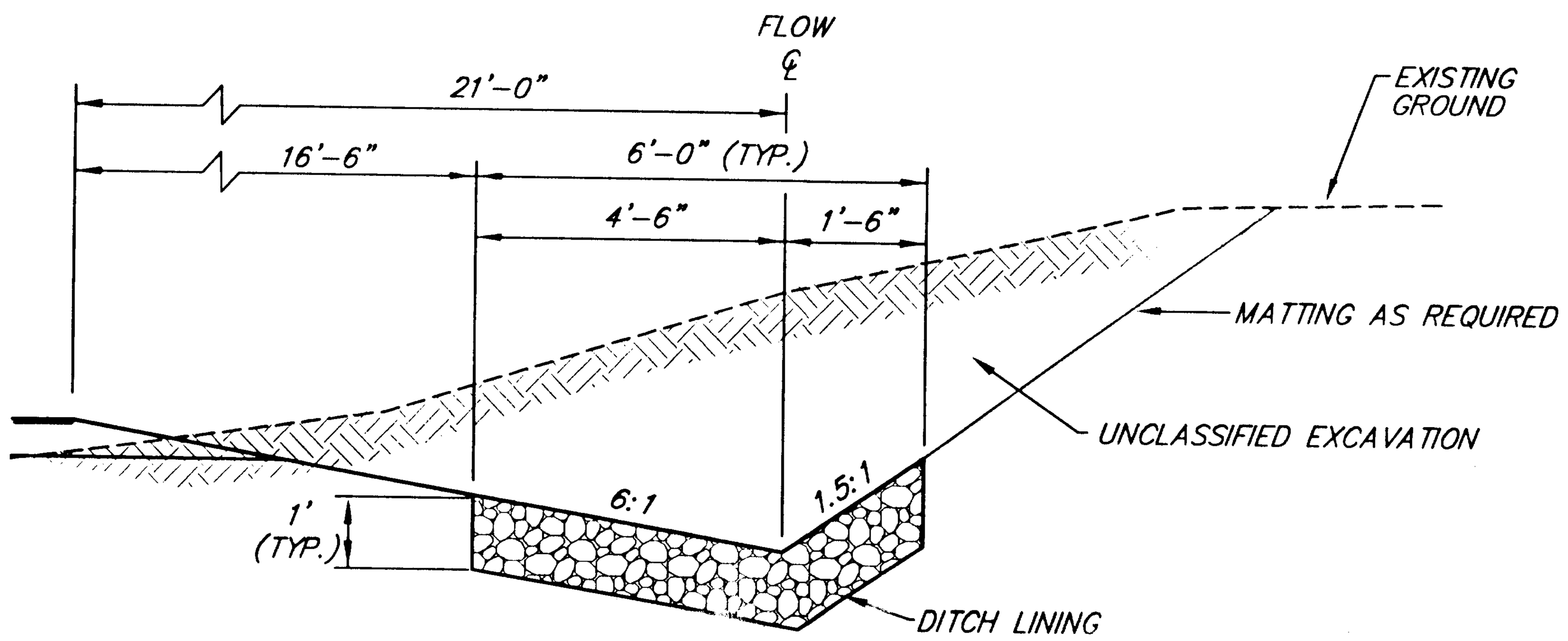
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

EROSION AND SEDIMENT CONTROL SUMMARIES

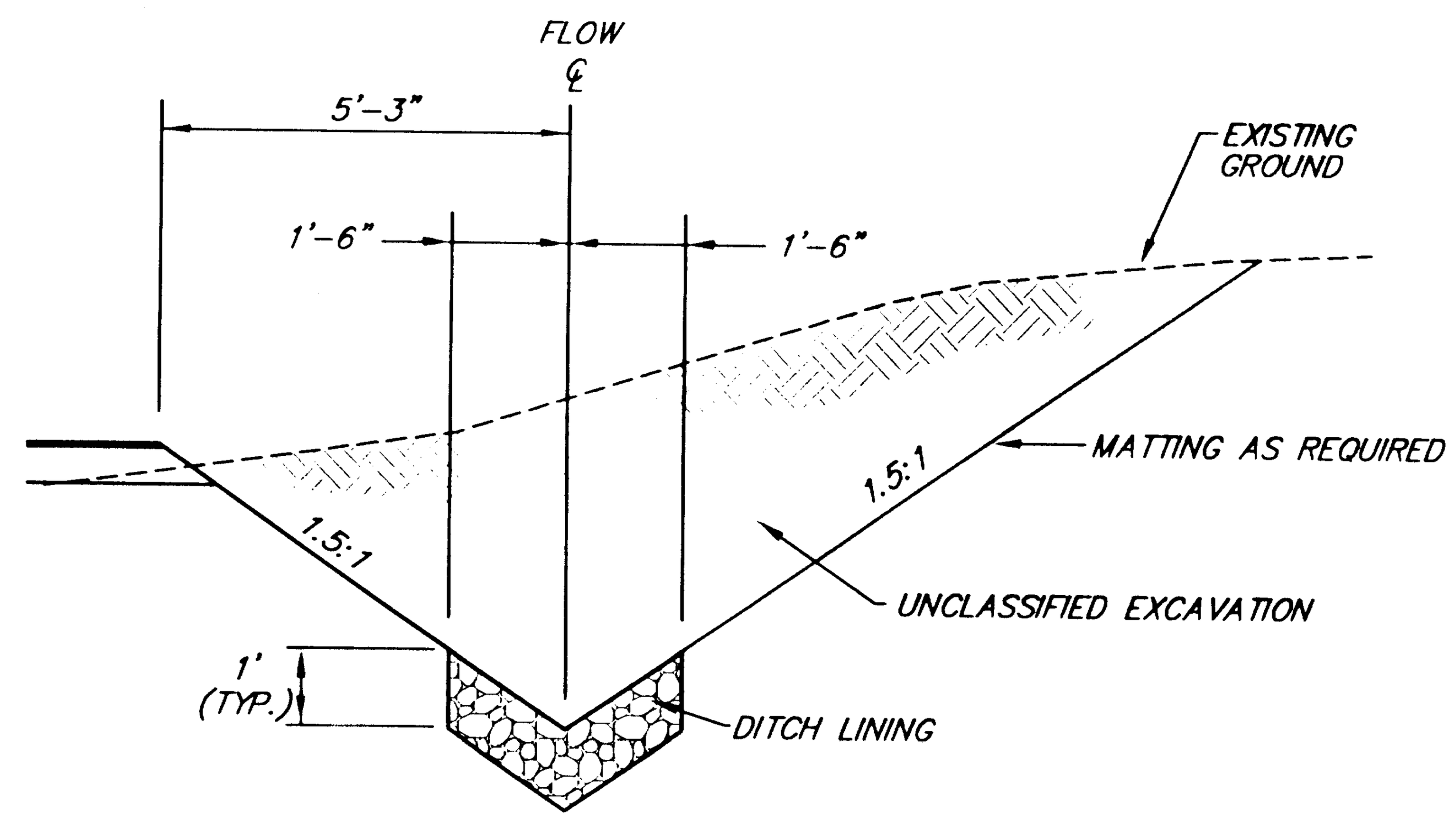
DESIGNED BY: E. CAVAGNARO
DRAWN BY: C. ANDERSON
CHECKED BY: T. MOORE
PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 50 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER



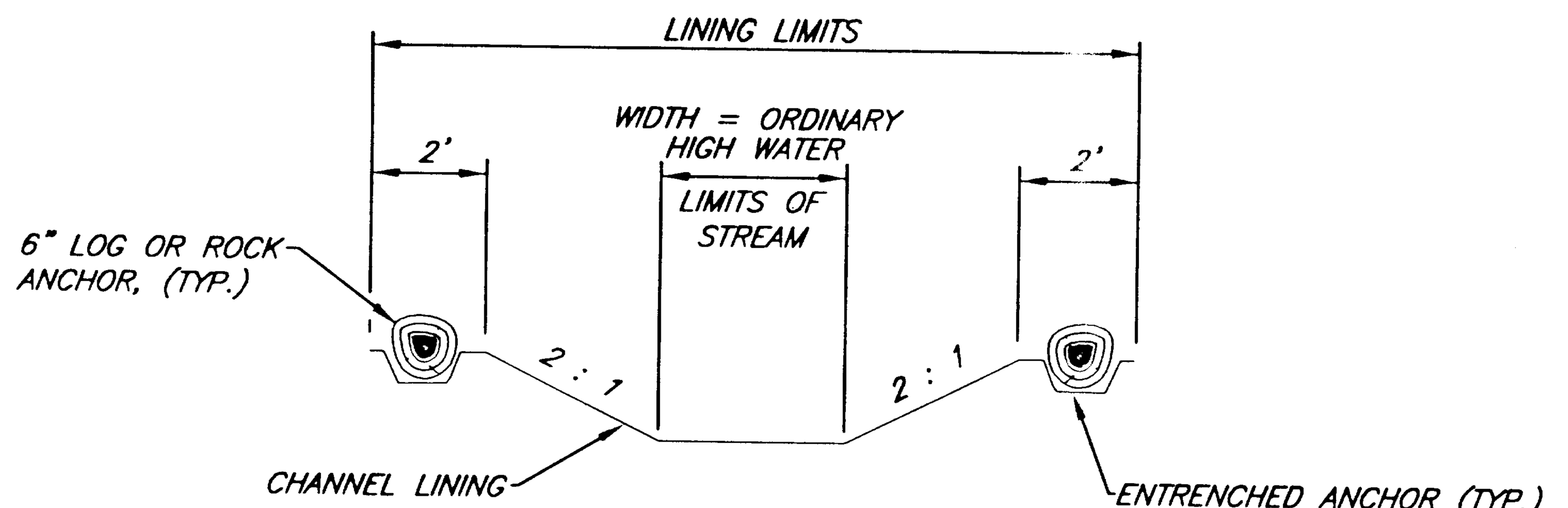
DITCH LINING DETAIL, TYPE "A"

DITCH LINING IS REQUIRED EXCEPT WHERE ROCK IS ENCOUNTERED AT THE DITCH FLOW LINE AS DETERMINED BY THE ENGINEER.

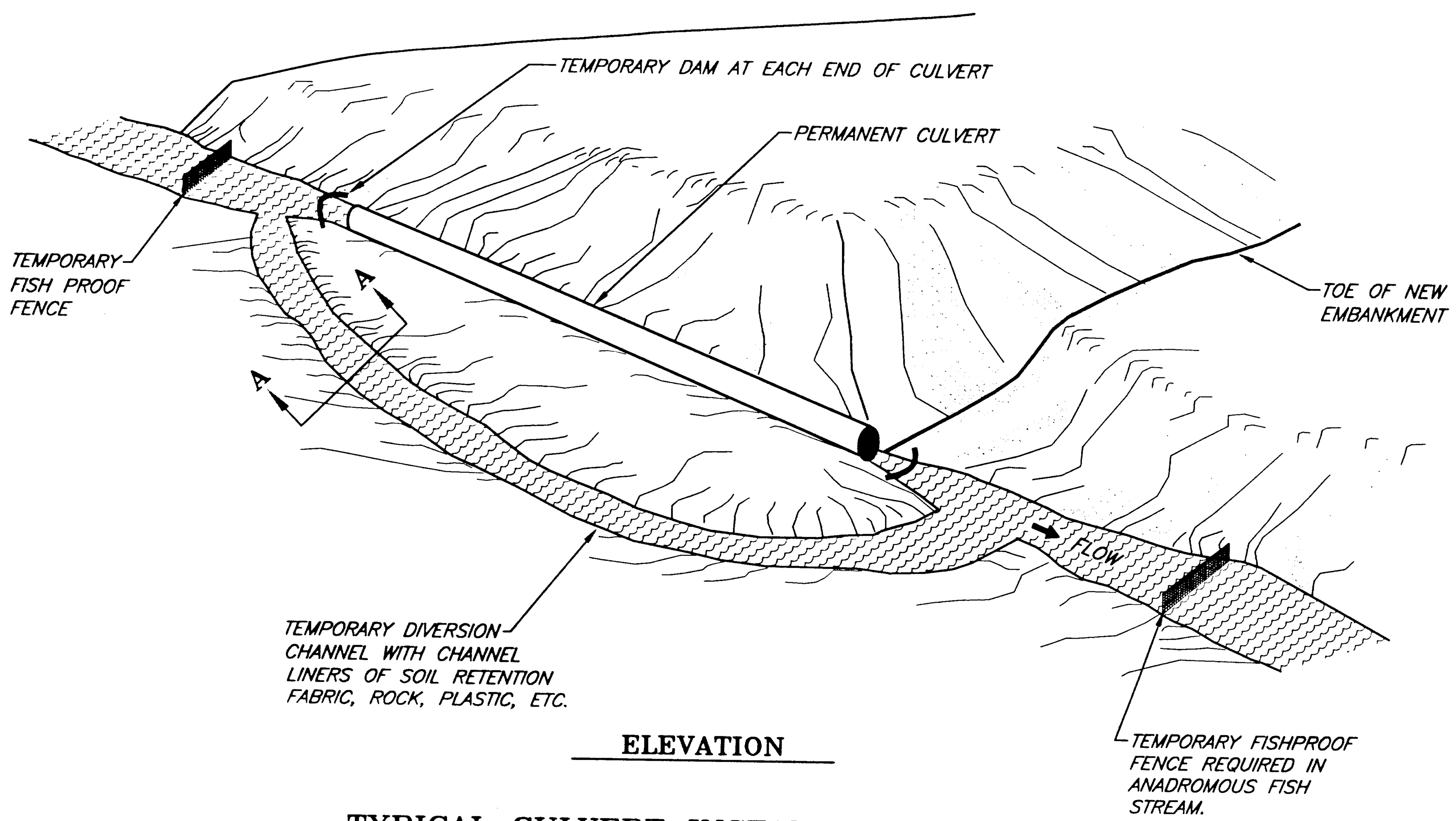


DITCH LINING DETAIL, TYPE "B"

DITCH LINING IS REQUIRED EXCEPT WHERE ROCK IS ENCOUNTERED AT THE DITCH FLOW LINE AS DETERMINED BY THE ENGINEER.

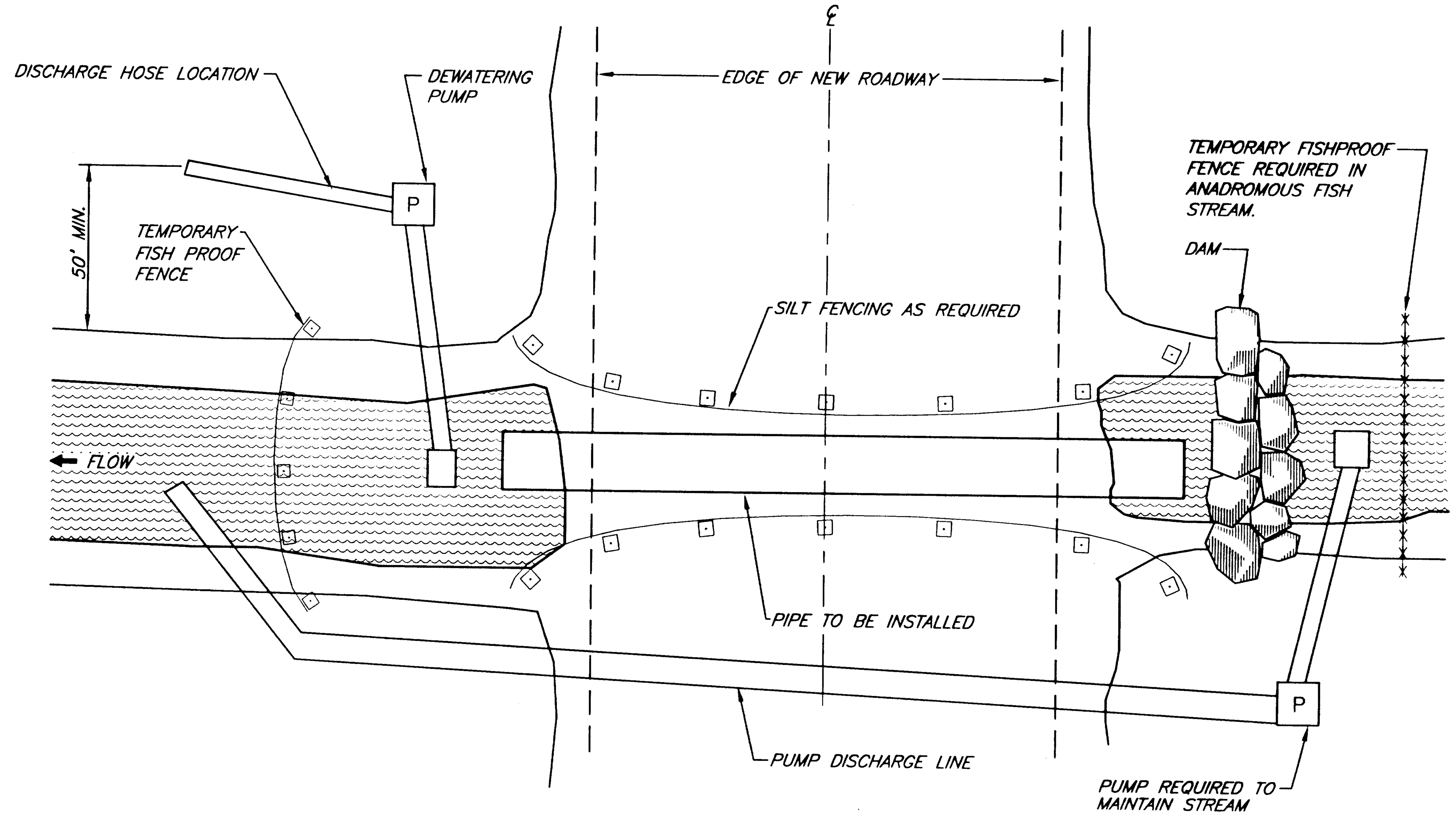


SECTION A-A



ELEVATION

TYPICAL CULVERT INSTALLATION DETAIL
UTILIZING A DIVERSION CHANNEL



TYPICAL CULVERT INSTALLATION DETAIL
UTILIZING DE-WATERING PUMPS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-ESCP4 1=1 (1=2H)		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

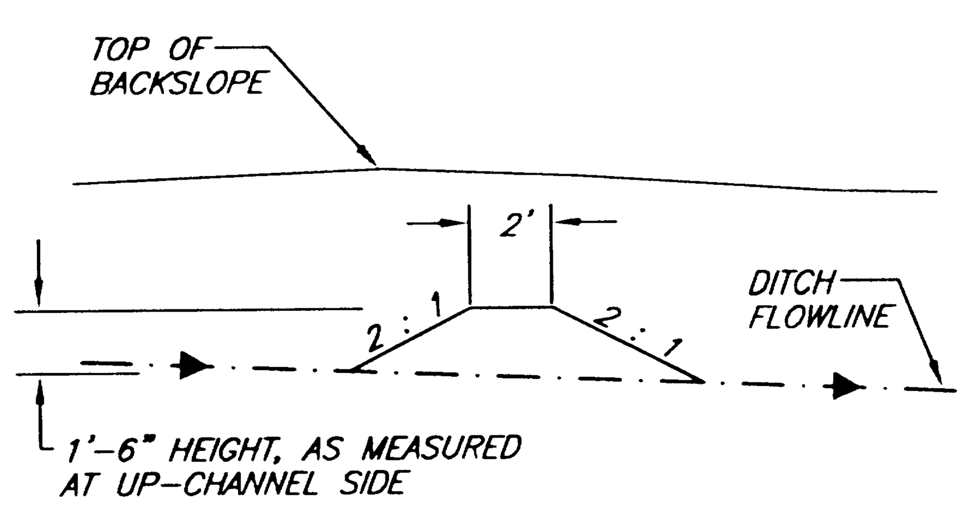
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

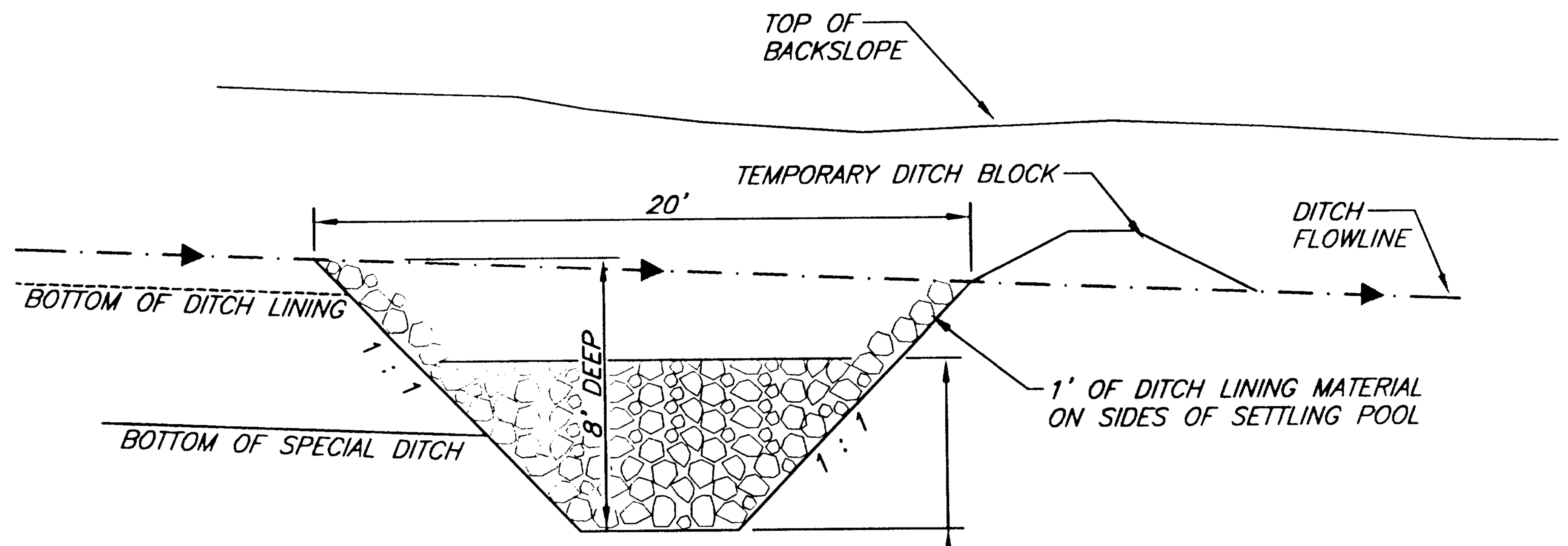
EROSION AND SEDIMENT CONTROL DETAILS

DESIGNED BY: E. CAVAGNARO	PROJECT NO. 69844/72236
DRAWN BY: C. ANDERSON	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 51 OF 55

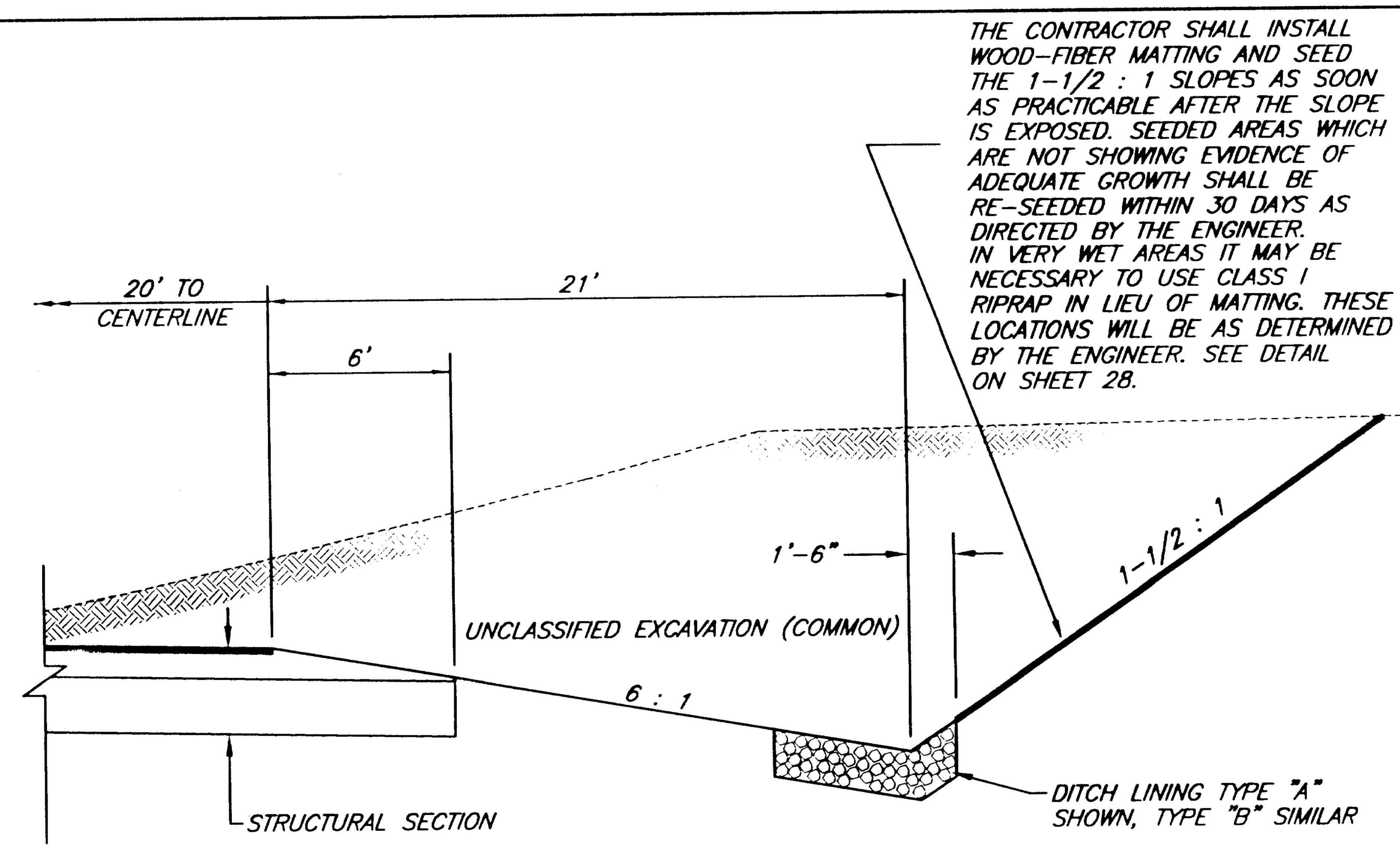
STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER



SECTION A–A

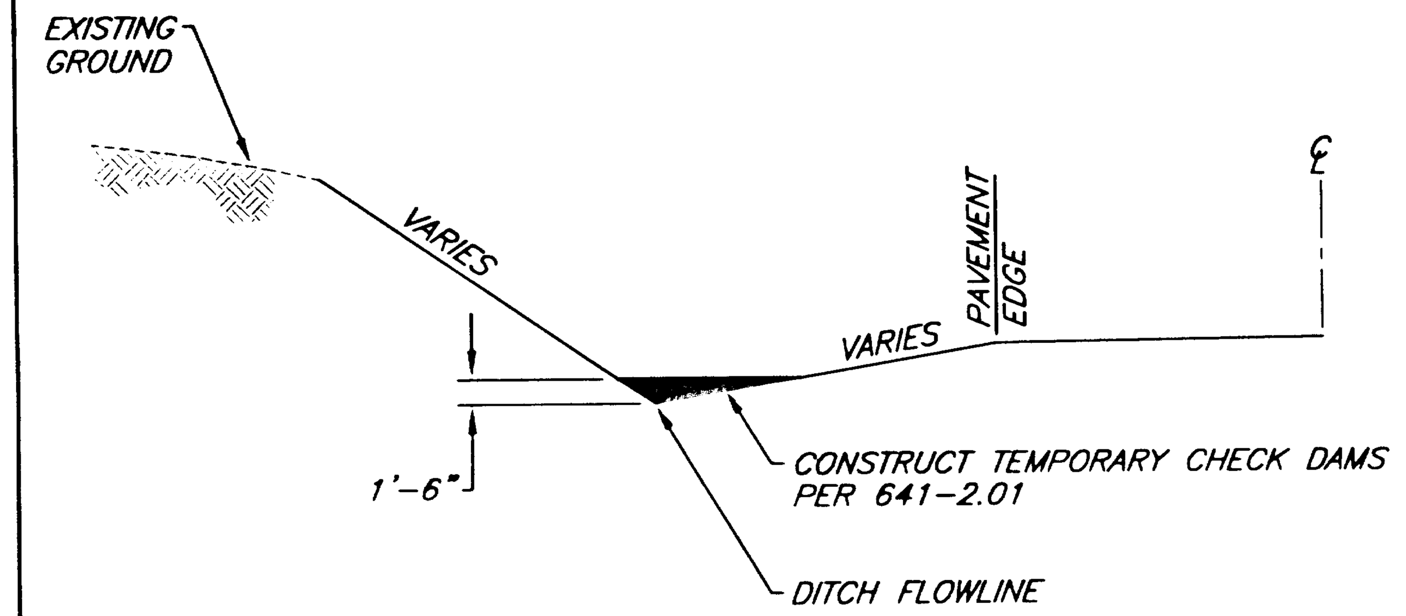


SECTION B–B

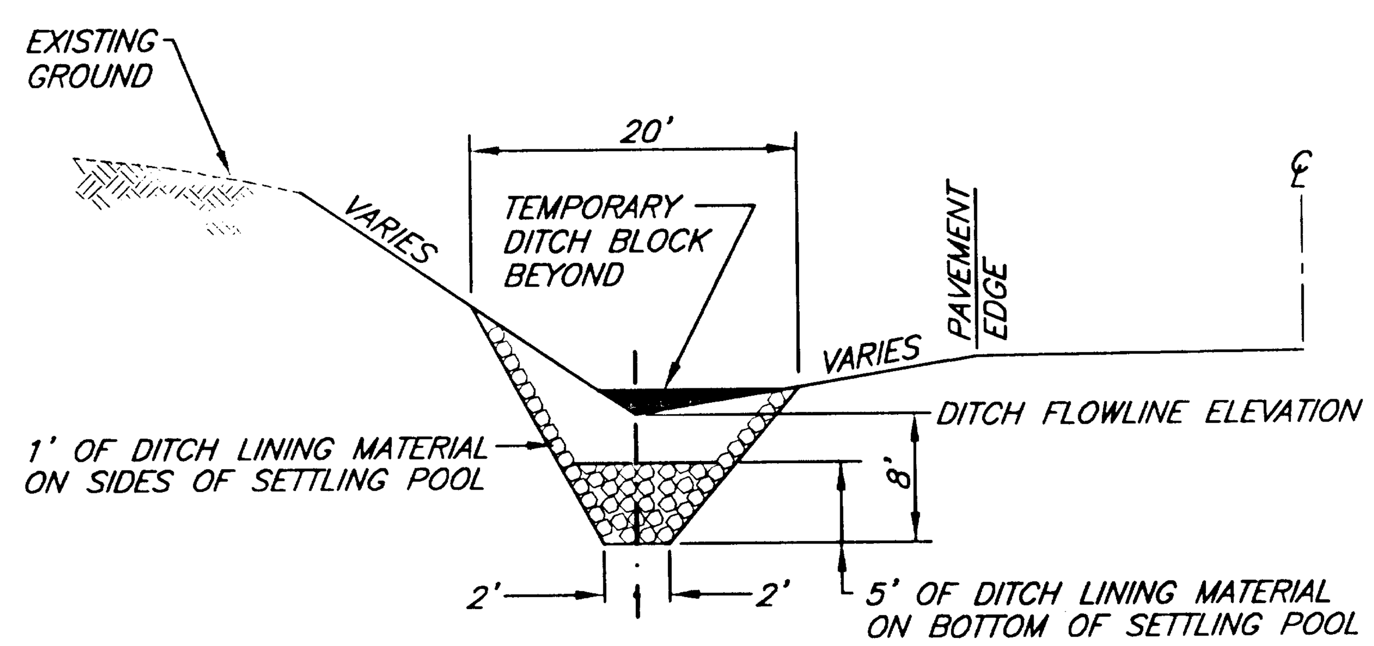


MATTING DETAIL
SHOWING MATTING ABOVE DITCH LINE

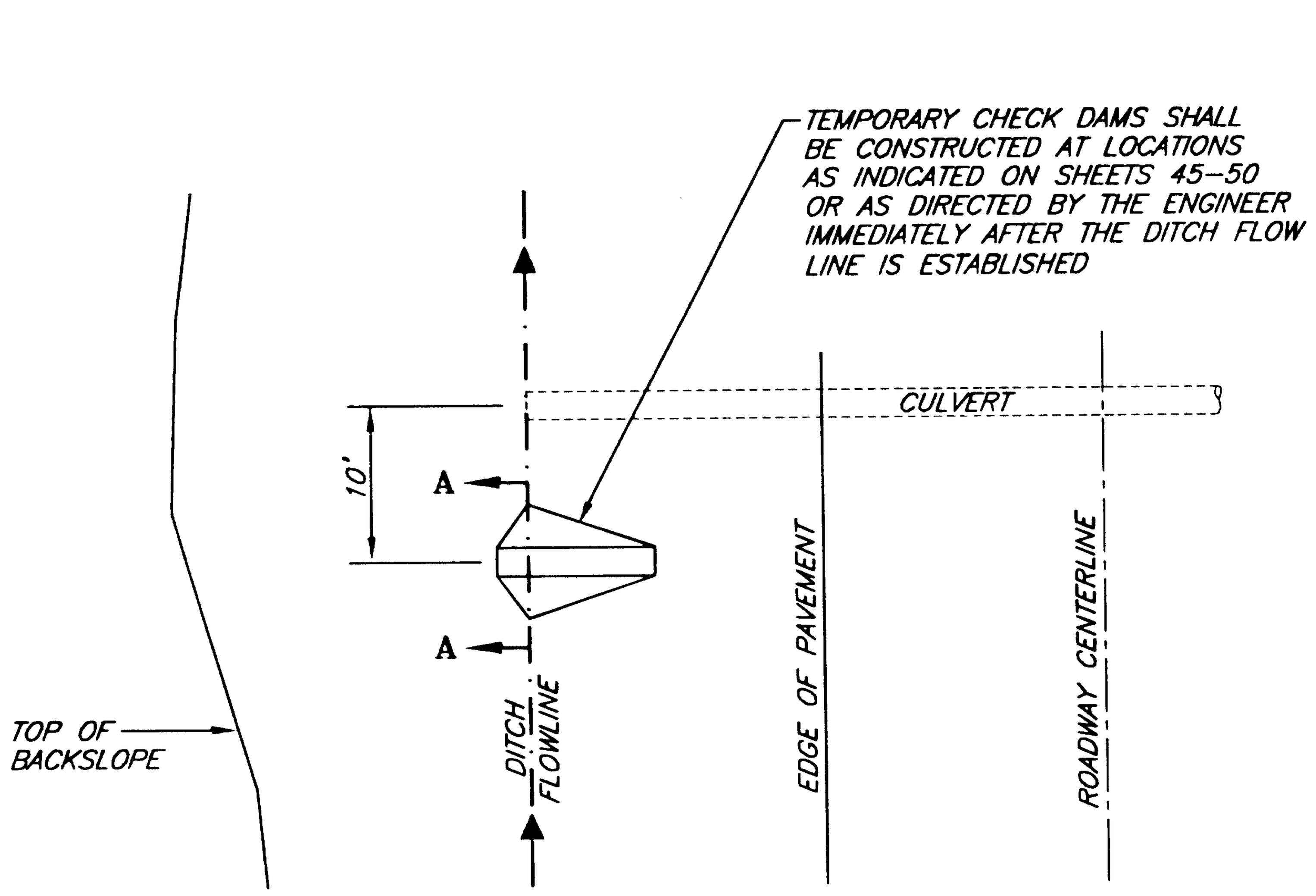
(MATTING IS ALSO REQUIRED ON LEFT FILL SLOPES, SEE SUMMARY ON SHEET 50.)



ELEVATION

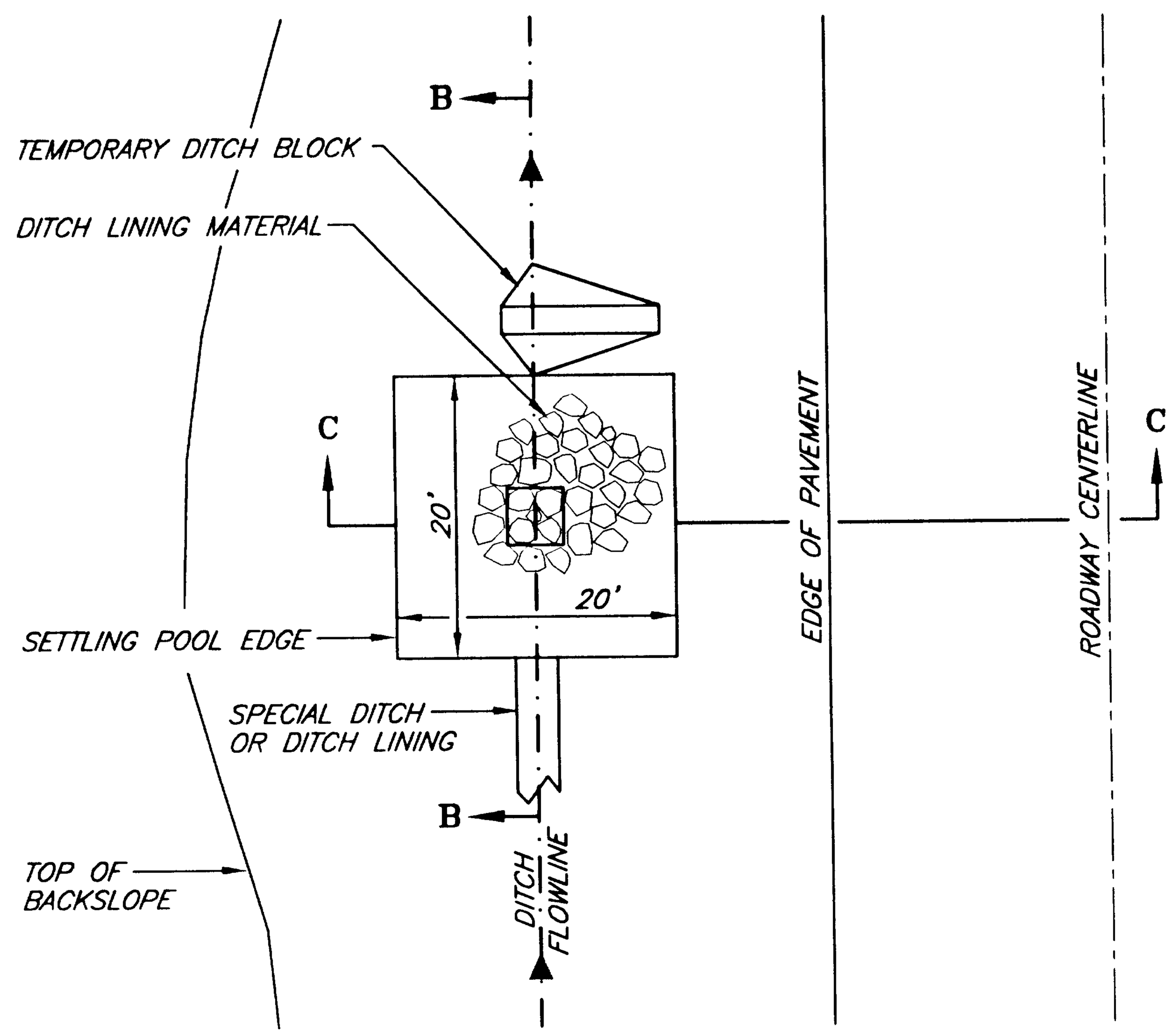


SECTION C–C



PLAN

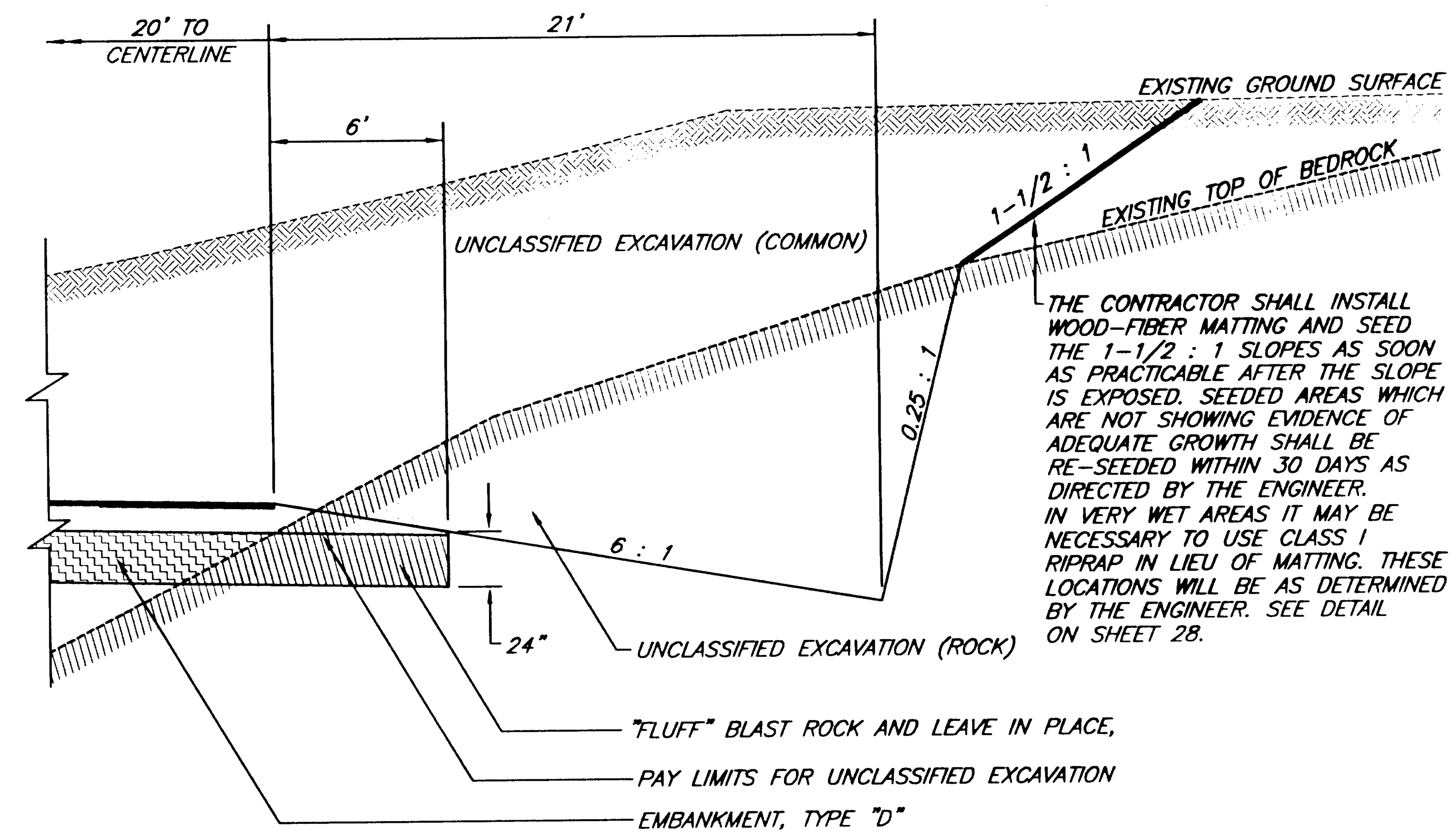
TEMPORARY CHECK DAM DETAILS



PLAN

SETTLING POOL DETAILS

CONSTRUCT SETTLING POOLS AT 273+75, RT., 280+25, LT., 350+85, RT. AND 351+25, LT.



MATTING DETAIL
SHOWING MATTING ABOVE ROCK CUTS

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

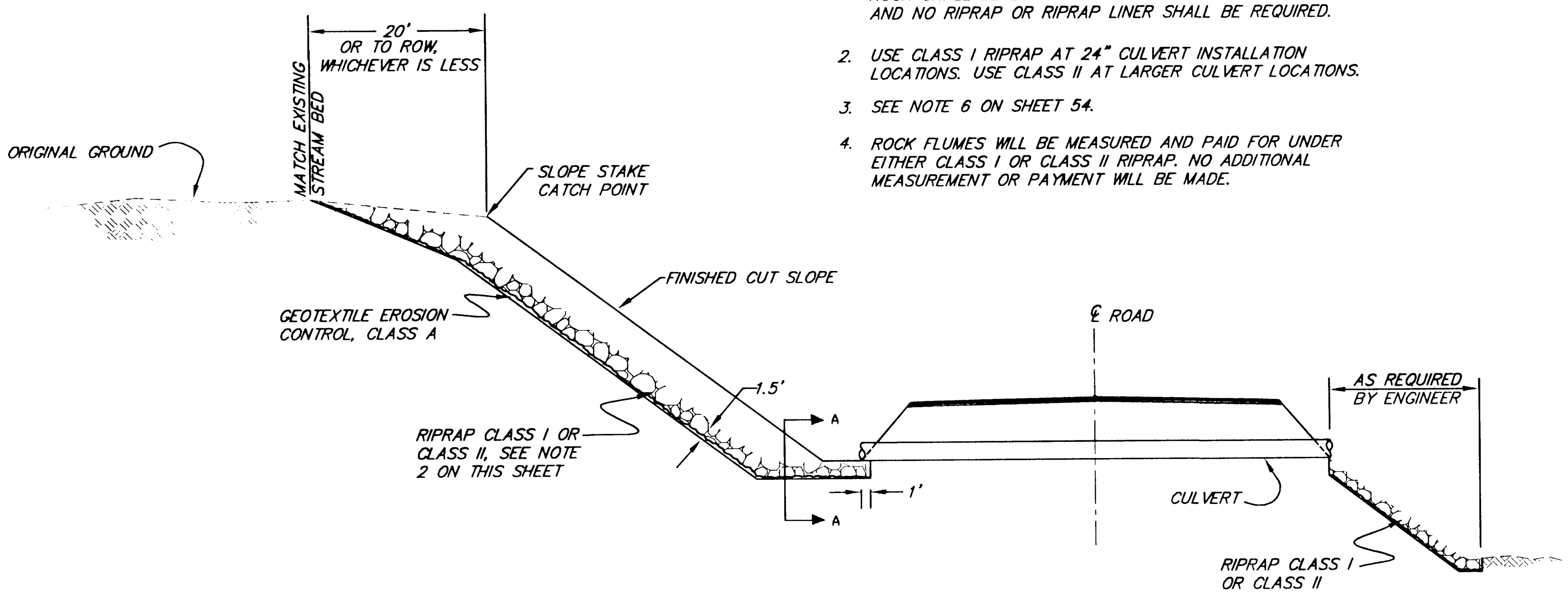
PATH: P:\JNU\69844\EN\-ESCP5 1=1 (1=2H)	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA ALASKA F-093-3(4) (69844) PHF-2-1(1) (72236) EROSION AND SEDIMENT CONTROL DETAILS	DESIGNED BY: J. MAYER
PLOT:			DRAWN BY: J. MAYER
BY: DATE: DESCRIPTION OF CHANGE:			CHECKED BY: T. MOORE
RECORD OF REVISIONS			

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 52 OF 55

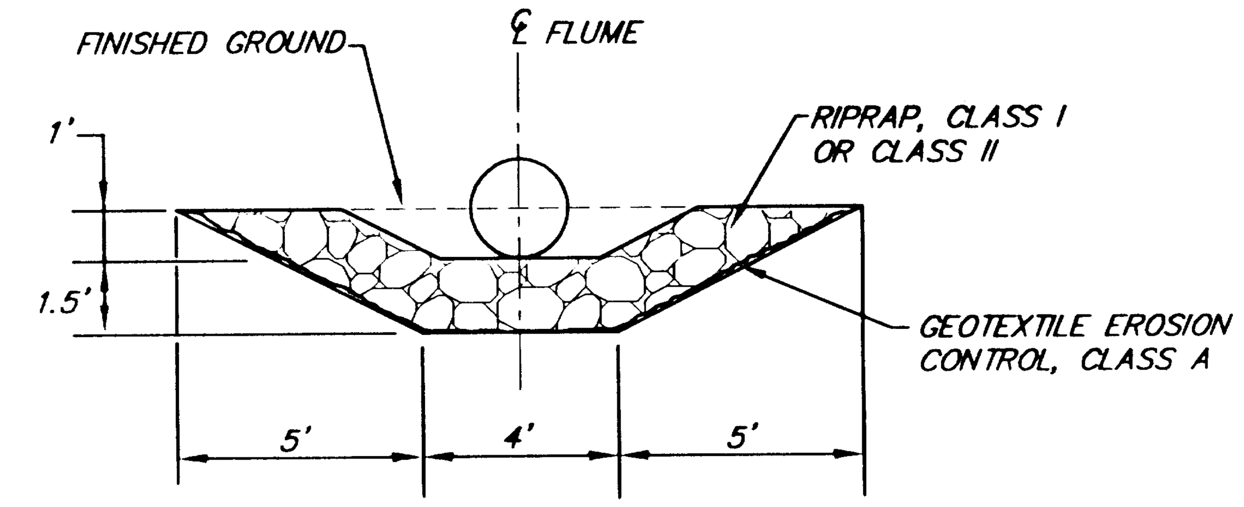
STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

NOTES:

1. IF ROCK IS ENCOUNTERED DURING FLUME CONSTRUCTION, ROCK SHALL BE EXCAVATED TO FINISHED FLUME LEVEL AND NO RIPRAP OR RIPRAP LINER SHALL BE REQUIRED.
2. USE CLASS I RIPRAP AT 24" CULVERT INSTALLATION LOCATIONS. USE CLASS II AT LARGER CULVERT LOCATIONS.
3. SEE NOTE 6 ON SHEET 54.
4. ROCK FLUMES WILL BE MEASURED AND PAID FOR UNDER EITHER CLASS I OR CLASS II RIPRAP. NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.



ROCK FLUME DETAIL



SECTION A-A

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	P:\JNU\69844\EN\ERO&SEDETS 1=1 (1=2H)	
PLOT:	P:\LIB\PLOT\JMPLOT	
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA — ALASKA
F-093-3(4) (69844)
PFH-2-1(1) (72236)

EROSION AND SEDIMENT CONTROL DETAILS

DESIGNED BY: J. MAYER	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1996
CHECKED BY: T. MOORE	SHEET 53 OF 55

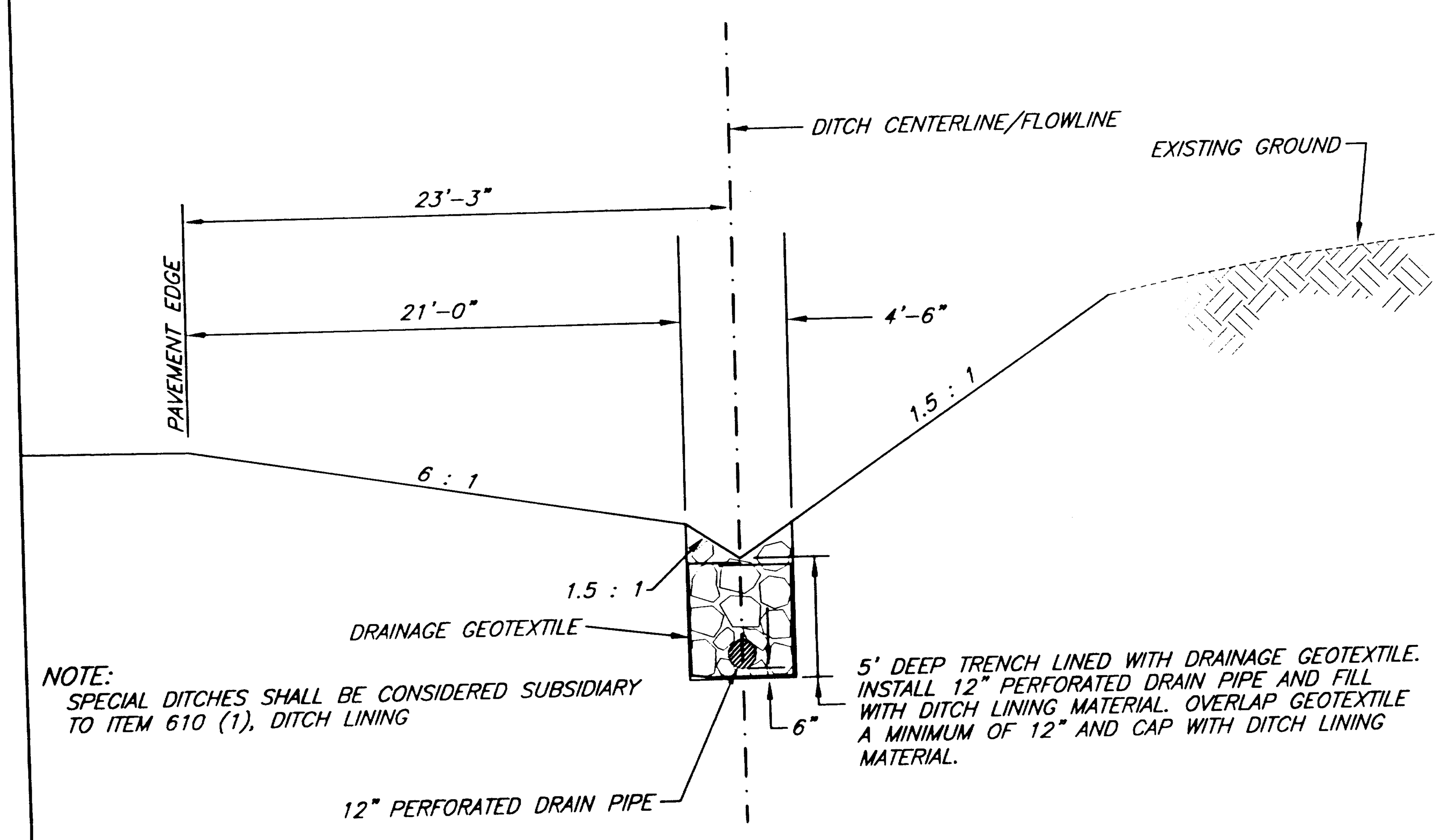
STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

PERMANENT EROSION AND SEDIMENT CONTROL NOTES

1. SETTLING POOLS SHALL BE CONSTRUCTED AS SOON AS PRACTICABLE AFTER CONSTRUCTION COMMENCES. THEY SHALL BE KEPT CLEAN OF SILT AND SHALL BE FULLY FUNCTIONAL DURING THE LIFE OF THE PROJECT. BEFORE TRAFFIC IS ALLOWED UNRESTRICTED USE OF THE ROADWAY THE SETTLING POOLS SHALL BE RECLAIMED BY FILLING WITH DITCH LINING MATERIAL AND THE SLOPES SHALL BE GRADED AND COMPACTED TO MATCH THE FINISHED DITCH SECTIONS AS DIRECTED BY THE ENGINEER.
2. SPECIAL DITCHES AND DITCH LININGS SHALL BE CONSTRUCTED AS SOON AS THE FINISHED DITCH FLOWLINES ARE ESTABLISHED.
3. PERMANENT DITCH BLOCKS SHALL BE CONSTRUCTED AS SOON AS THE FINISHED DITCH FLOWLINES ARE ESTABLISHED.
4. ALL SLOPES COMPLETED BETWEEN APRIL 30 AND SEPTEMBER 10 SHALL BE MATTED AND/OR SEEDED WITHIN 14 DAYS OF COMPLETION OR UPON COMPLETION OF 20,000 SQUARE FEET OF EXPOSED SLOPE, WHICHEVER IS LESS. SLOPES COMPLETED BETWEEN SEPTEMBER 10 AND APRIL 30 SHALL BE COVERED WITH MATTING MATERIAL AND SEEDED BETWEEN APRIL 30 AND SEPTEMBER 10. WITHIN ROCK CUT AREAS THE SOIL BACKSLOPES ABOVE THE BEDROCK SHALL BE MATTED AND SEEDED AS SOON AS PRACTICABLE AFTER THE SLOPE IS EXPOSED. SEEDING DATES MAY BE ADJUSTED, BY THE ENGINEER, DEPENDANT UPON ACTUAL WEATHER CONDITIONS ENCOUNTERED DURING CONSTRUCTION. SLOPES NOT SHOWING ADEQUATE GROWTH WITHIN 30 DAYS OF THE INITIAL SEEDING, AS DETERMINED BY THE ENGINEER, SHALL BE RE-SEEDED. PRIOR TO FINAL INSPECTION ALL SEEDED AREAS NOT SHOWING ADEQUATE GROWTH, AS DETERMINED BY THE ENGINEER, SHALL BE RE-SEEDED.
5. ITEM 641 (6), PRELIMINARY SEEDING, IS DEFINED AS THE INITIAL SEEDING OPERATION PERFORMED ON A GIVEN AREA. ITEM 618(1), SEEDING, IS DEFINED AS ANY SEEDING OPERATION WHICH IS DEEMED NECESSARY BY THE ENGINEER DUE TO THE OBSERVATION OF INADEQUATE GROWTH RESULTING FROM THE PRELIMINARY SEEDING OPERATION, AS WELL AS THE FINAL SEEDING OPERATION PRIOR TO FINAL INSPECTION.
6. ROCK FLUMES SHALL BE CONSTRUCTED AT THOSE LOCATIONS WHERE STREAMS WILL RUN DOWN A NEWLY CUT BACKSLOPE. THESE LOCATIONS WILL BE DETERMINED BY THE ENGINEER AFTER CENTERLINE AND SLOPE STAKING IS COMPLETED. ROCK FLUMES WILL BE PAID FOR AS CLASS I OR CLASS II RIPRAP. NO OTHER MEASUREMENT OR PAYMENT WILL BE MADE.

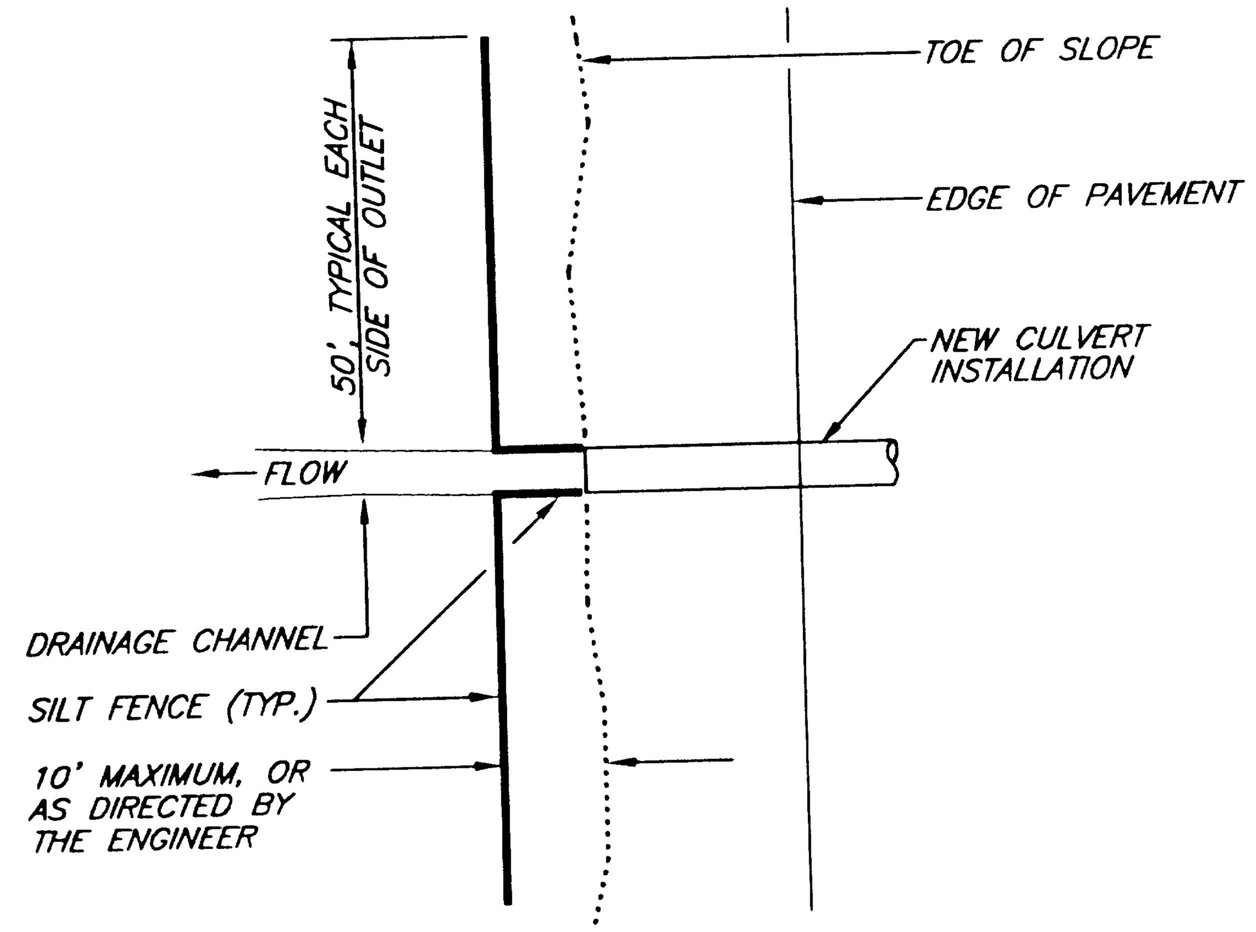
TEMPORARY EROSION AND SEDIMENT CONTROL NOTES

1. IN ADDITION TO THE SPECIFIED QUANTITIES OF MATTING, SILT FENCE, AND OTHER EROSION AND SEDIMENT CONTROL MEASURES, THE CONTRACTOR SHALL HAVE ON HAND SUFFICIENT QUANTITIES OF MATTING, SILT FENCE, STRAW BALES AND SORBENT PADS AS NECESSARY TO CONTROL EROSION OR POLLUTION RESULTING FROM UNFORESEEN CIRCUMSTANCES. STRAW BALES MAY NOT BE USED IN PLACE OF THE TEMPORARY CHECK DAMS SPECIFIED BUT MAY BE USED AS TEMPORARY EMERGENCY CONTROL DEVICES ONLY. SORBENT PADS SHALL BE KEPT ON SITE FOR ABSORBING SUCH FUEL OR OIL AS MAY BE LOST DURING FUELING OF EQUIPMENT OR FAILURE OF HYDRAULIC LINES, ETC.
2. PRIOR TO COMMENCEMENT OF ANY GRUBBING OR EXCAVATION ACTIVITIES IN OR NEAR STREAMS OR DRAINAGES THE CONTRACTOR SHALL INSTALL SILT FENCES AND/OR TEMPORARY CHECK DAMS AS NECESSARY TO PREVENT SEDIMENT INFILTRATION INTO WATERWAYS.
3. SILT FENCES, WHEN NO LONGER NECESSARY, SHALL BE REMOVED SUCH THAT SEDIMENT IS NOT DEPOSITED INTO ANY DRAINAGE. USED SILT FENCE FABRIC SHALL BE REMOVED FROM WITHIN THE PROJECT LIMITS. SILT FENCES WHICH ARE NOT WITHIN THE EMBANKMENT LIMITS SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL SUCH TIME AS MATTING AND/OR SEEDING HAS BEEN PERFORMED AND A UNIFORM VEGETATIVE COVER, AS DETERMINED BY THE ENGINEER, HAS BEEN ESTABLISHED ON THE AREA WHICH THE SILT FENCE WAS INTENDED TO CONTAIN. IF ANY CUT OR FILL SLOPE BEGINS TO SHOW EVIDENCE OF EROSION, SILT FENCES SHALL BE INSTALLED AND MAINTAINED AS DIRECTED TO PREVENT SEDIMENT INFILTRATION INTO WATERWAYS.
4. TEMPORARY CHECK DAMS SHALL BE CONSTRUCTED AS SOON AS THE FINISHED DITCH FLOWLINE IS ESTABLISHED. THEY SHALL BE KEPT CLEAN OF SILT AND FULLY FUNCTIONAL DURING THE LIFE OF THE PROJECT. AFTER PROJECT COMPLETION AND PRIOR TO FINAL INSPECTION THE TEMPORARY CHECK DAMS SHALL BE REMOVED AND THE AREAS SHALL BE GRADED AND SEEDED TO MATCH THE FINISHED DITCH SECTIONS, AS DIRECTED BY THE ENGINEER.
5. THE INSTALLATION OF FISH PROOF FENCES DURING CULVERT INSTALLATIONS, AS DETAILED ON SHEET 51, IS ONLY REQUIRED DURING THE INSTALLATIONS OF CULVERTS 28, 29, 30, 31, AND 32. AT ALL OTHER LOCATIONS FISH PROOF FENCE IS NOT REQUIRED. THE CONTRACTOR MAY USE EITHER OF THE CULVERT INSTALLATION METHODS SHOWN ON SHEET 51 OR MAY PROPOSE OTHERS IN THE S.W.P.P.P. THE INSTALLATION OF FISH PROOF FENCE SHALL PROCEED AS FOLLOWS:
   - A. INSTALL UPSTREAM FISH PROOF FENCE 24 HOURS PRIOR TO CULVERT INSTALLATION.
   - B. CHASE FISH DOWNSTREAM IN SUCH A MANNER SO AS TO NOT INJURE ANY FISH WHICH MAY BE PRESENT.
   - C. INSTALL DOWNSTREAM FISH PROOF FENCE.
   - D. PLACE A FISH TRAP SIZED AS DETERMINED BY THE ENGINEER BETWEEN THE TWO FISH PROOF FENCES.
   - E. THE NEXT DAY, PRIOR TO CULVERT INSTALLATION, REMOVE FISH TRAP AND RELEASE ANY TRAPPED FISH DOWNSTREAM OF THE FISH FENCES.
   - F. INSTALL CULVERT.
6. EROSION AND SEDIMENT CONTROL MEASURES WHICH MUST BE TAKEN DURING THE DEVELOPMENT OF THE CONTRACTOR OPTION WASTE AREA ARE NOT NECESSARILY SHOWN ON THESE PLANS. IF THE CONTRACTOR CHOOSES TO UTILIZE THIS WASTE SITE, THE DETAILS MUST BE CONTAINED IN HIS WASTE AREA DEVELOPMENT PLANS. SEE SHEETS 40-42 FOR WASTE AREA DEVELOPMENT PLANS.
7. PRIOR TO ANY EXCAVATION BETWEEN STA. 294+50 AND STA. 301+00 THE CONTRACTOR SHALL INSTALL SILT FENCE ALONG EACH SIDE OF THE SMALL STREAMS AS SHOWN ON SHEETS 46 AND 47 AS DIRECTED BY THE ENGINEER. THE INTENT IS TO PREVENT SILTATION OF THESE DRAINAGES DURING CONSTRUCTION. ONLY SHOT-ROCK EMBANKMENT MAY BE USED IN THIS AREA. THE CONTRACTOR MAY ABANDON THIS SILT FENCING IN PLACE WHEN NOT READILY APPARENT TO THE TRAVELING PUBLIC.

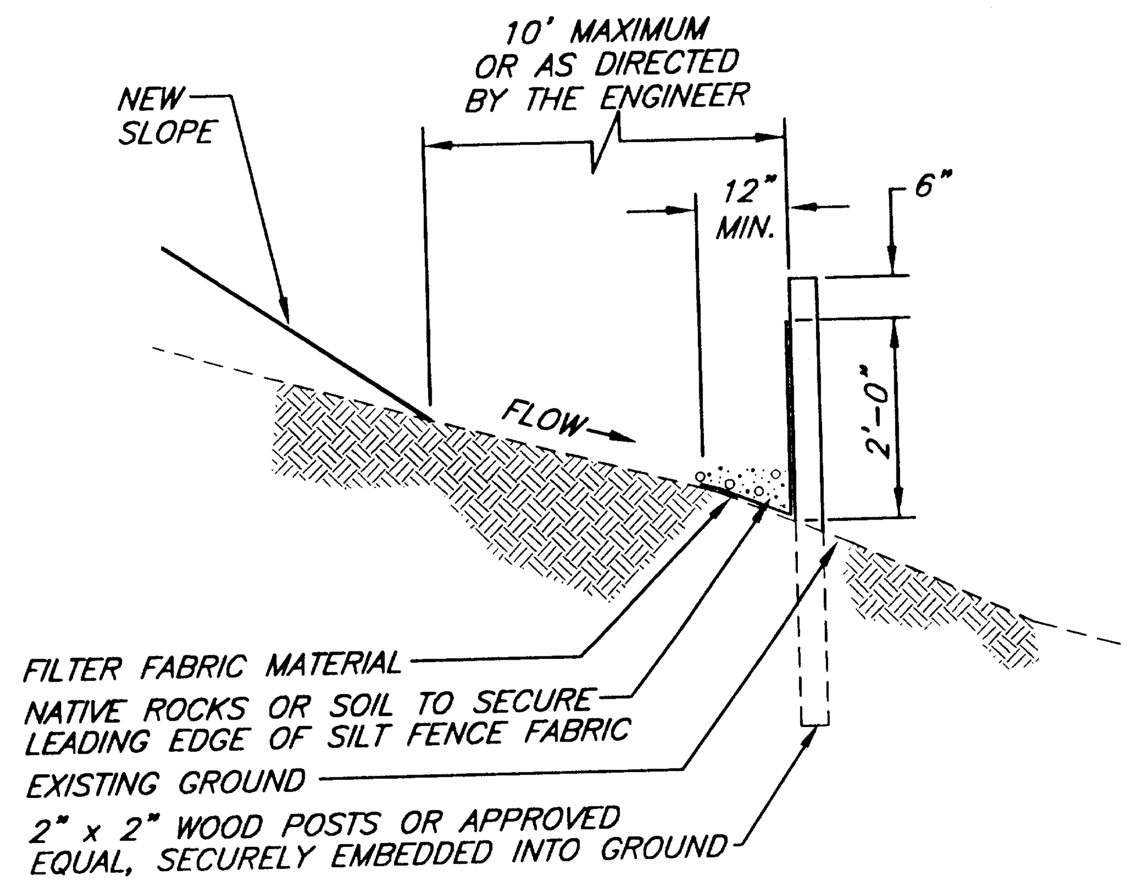


NOTE:
SPECIAL DITCHES SHALL BE CONSIDERED SUBSIDIARY TO ITEM 610 (1), DITCH LINING

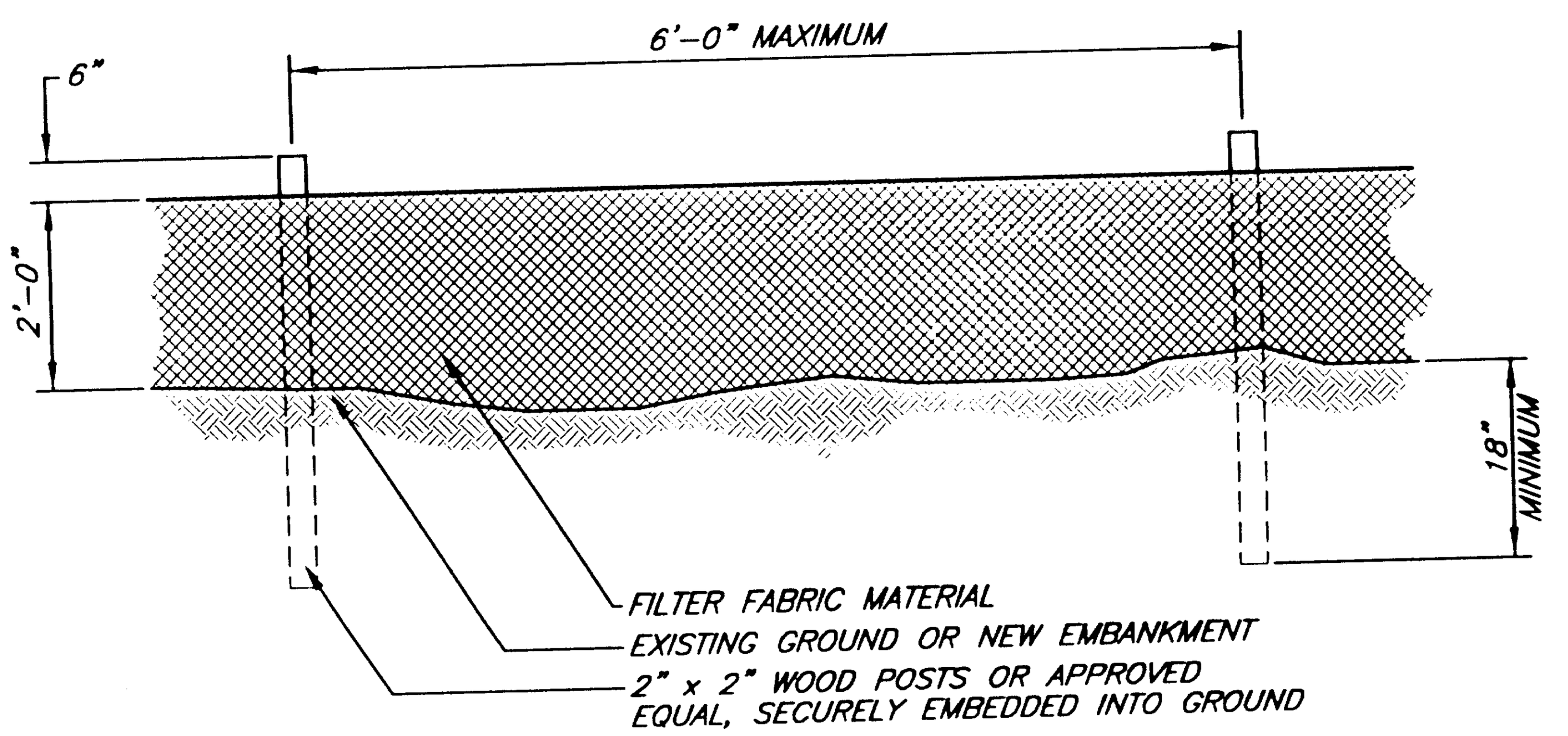
SPECIAL DITCH DETAIL



TYPICAL SILT FENCE INSTALLATION AT CULVERT OUTLET



SECTION



ELEVATION

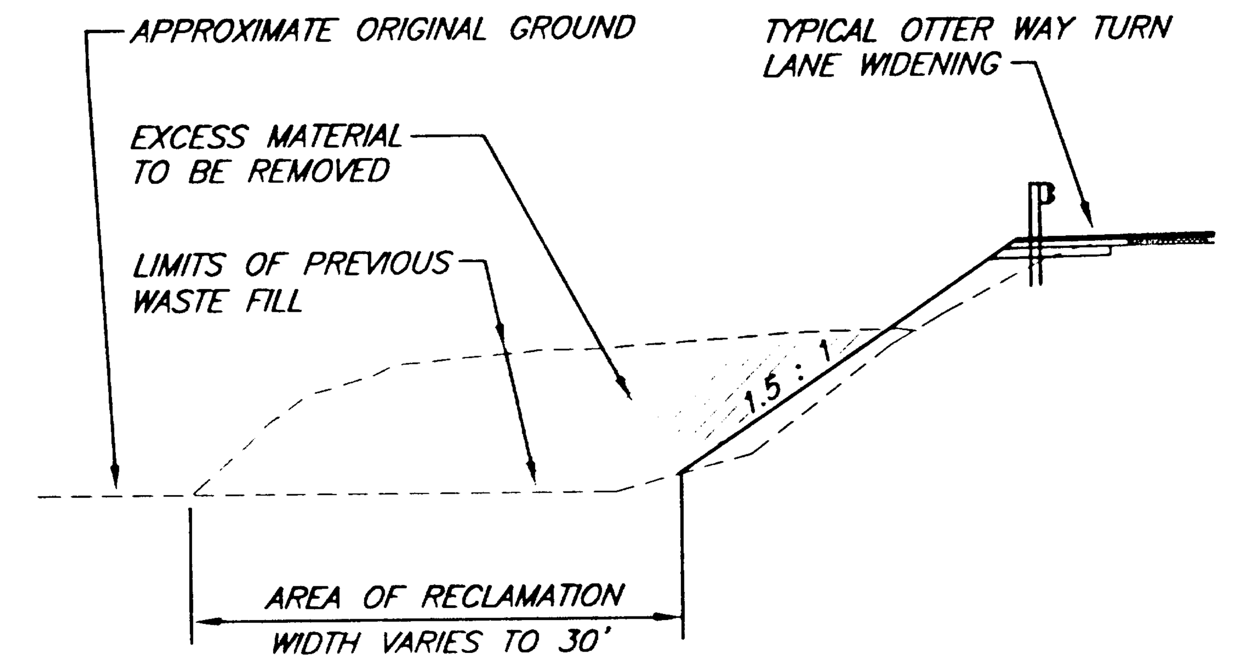
SILT FENCE DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\-ESCP6 1=1 (1=2H)	STATE OF ALASKA	JUNEAU GLACIER HIGHWAY - INDIAN POINT TO POINT LOUISA ALASKA	DESIGNED BY: J. MAYER
PLOT:	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	F-093-3-(4) (69844)	DRAWN BY: J. MAYER
BY: / DATE: / DESCRIPTION OF CHANGE:	SOUTHEAST REGION DESIGN & CONSTRUCTION	PFH-2-1(1) (72236)	CHECKED BY: T. MOORE
RECORD OF REVISIONS		EROSION AND SEDIMENT CONTROL DETAILS	

PROJECT NO. 69844/72236
DATE: FEBRUARY, 1998
SHEET 54 OF 55

STATE OF ALASKA 49th TRACY V. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER



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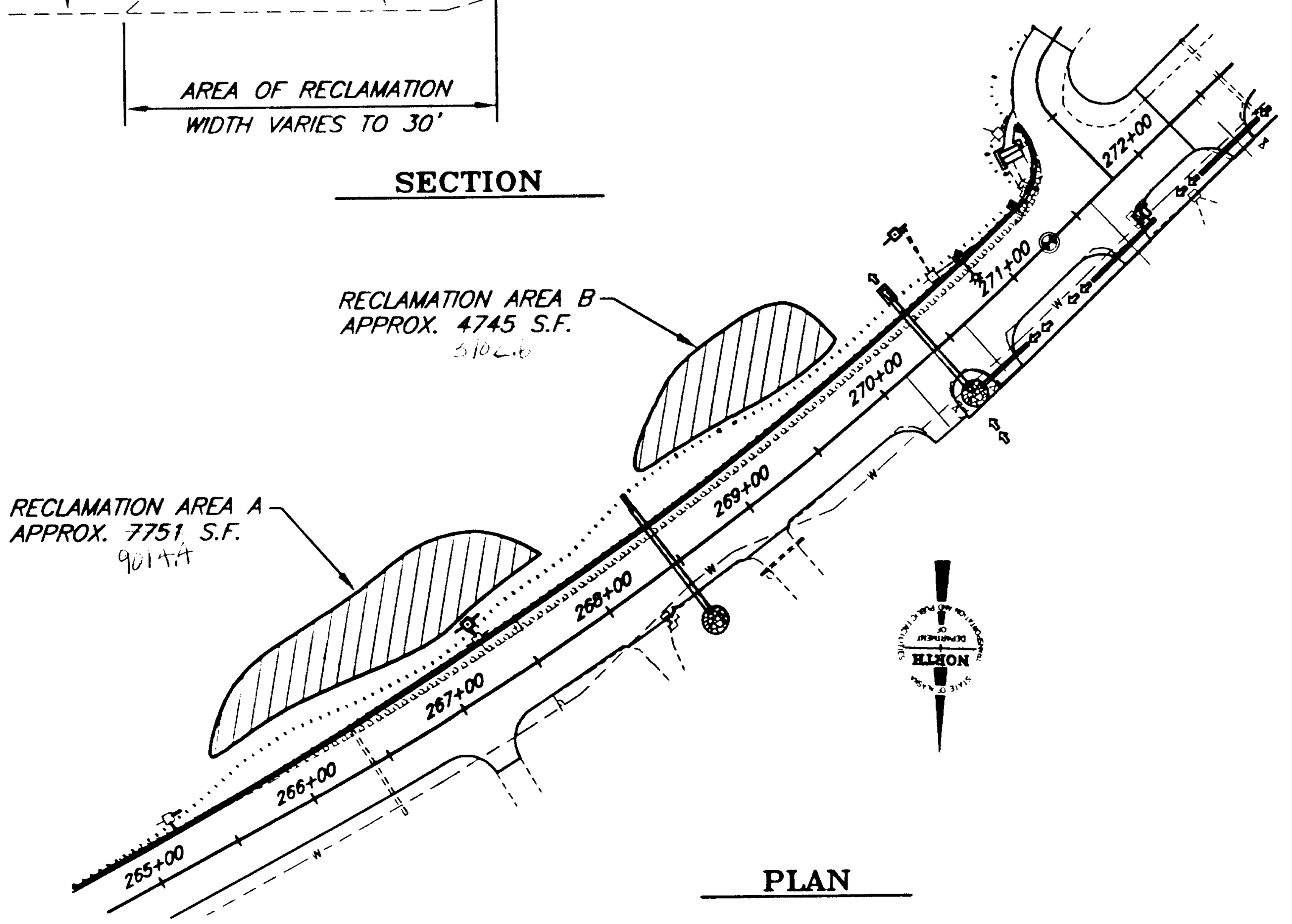
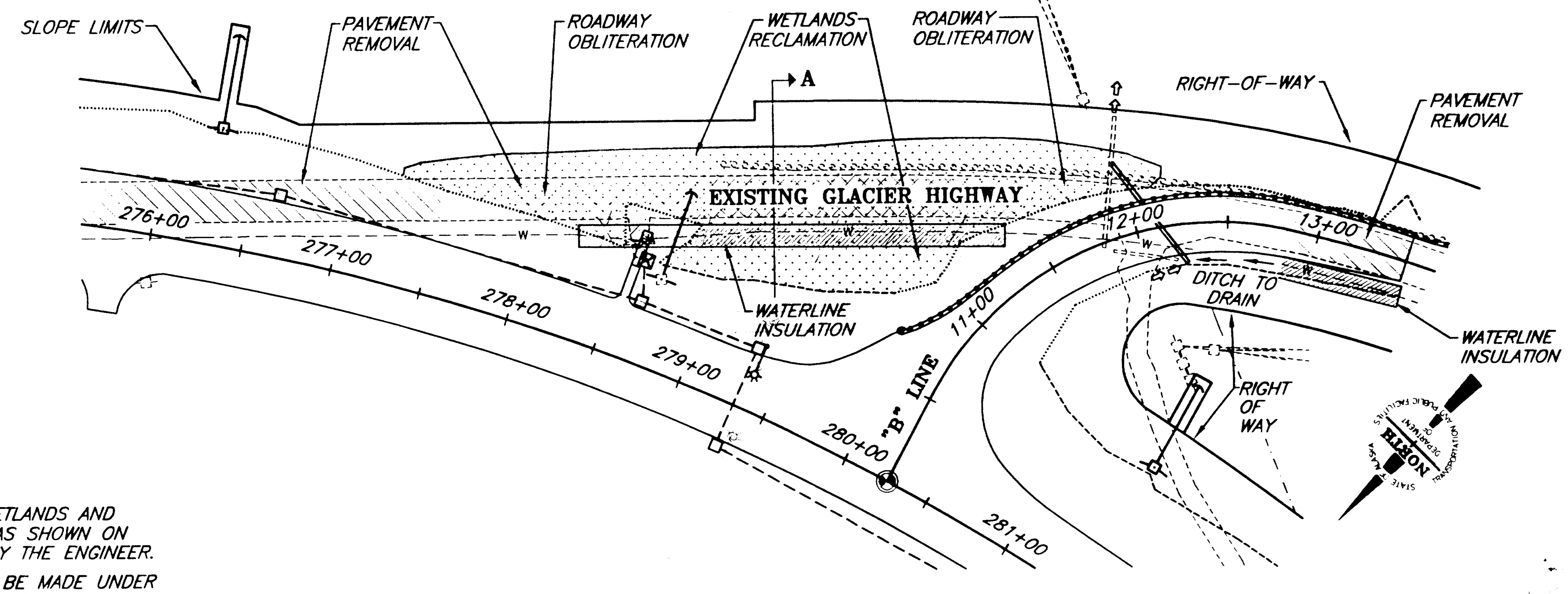


PLAN

AUK-NU COVE WETLANDS RECLAMATION DETAILS

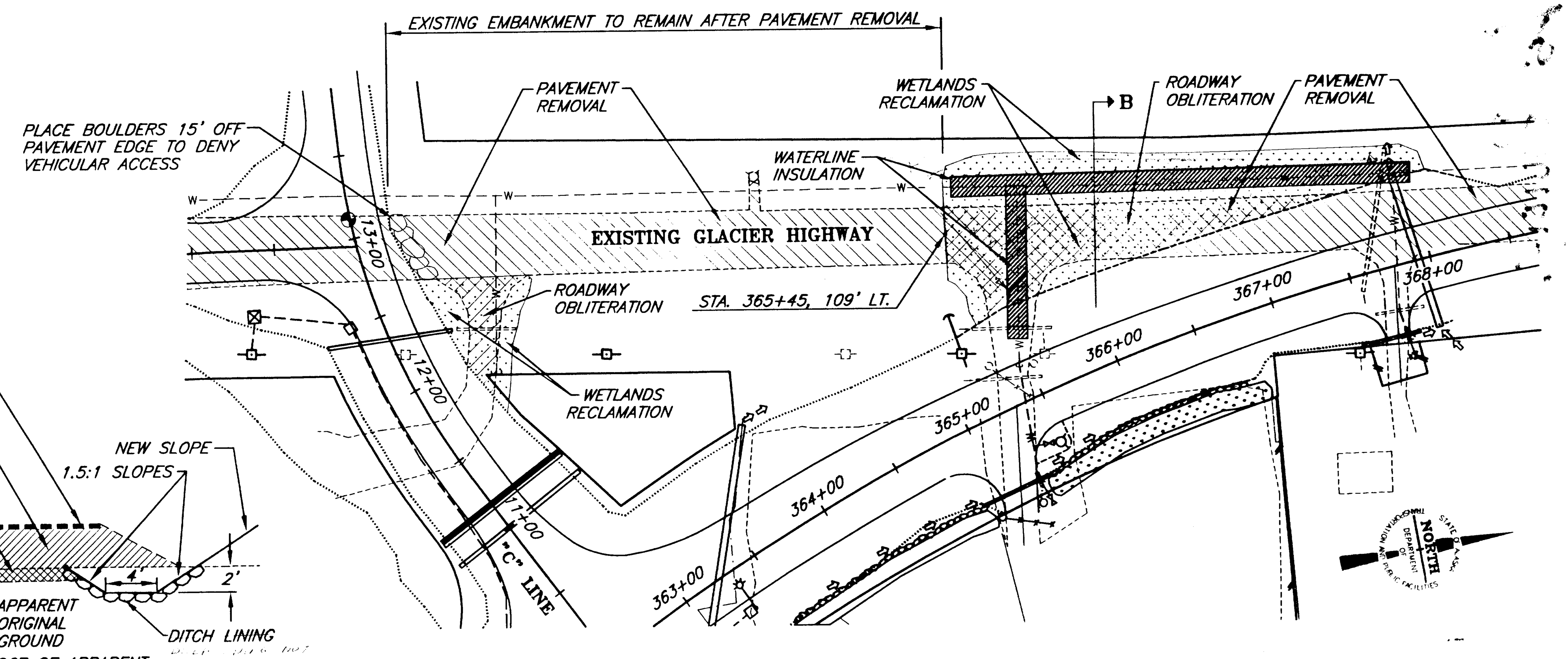
NOTES:

1. THE WORK ASSOCIATED WITH WETLANDS AND FISHERIES MITIGATION WILL BE AS SHOWN ON THIS SHEET OR AS DIRECTED BY THE ENGINEER.
2. PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 650 (1), WETLANDS MITIGATION.
3. USEABLE EXCAVATION RESULTING FROM THIS WORK MAY BE INCORPORATED INTO THE NEW CONSTRUCTION. UNSUITABLE MATERIAL SHALL BE HAULED TO AN APPROVED SITE AND WASTED.
4. NATIVE SOILS/PEAT USED TO BACKFILL THE WETLANDS RECLAMATION AREAS SHALL CONSIST OF PEAT SOILS WITH THE PRESENCE OF WETLAND TYPE PLANT GROWTH (SKUNK CABBAGE AND OTHER WATER RELATED PLANTS).



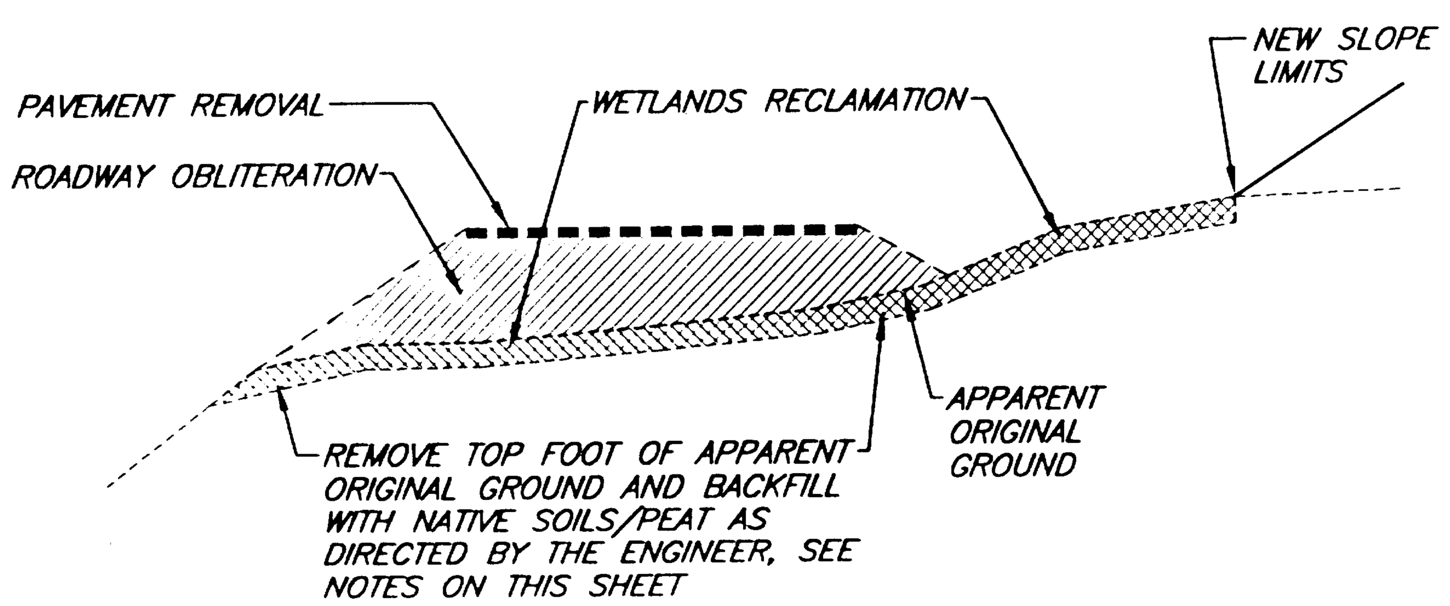
WETLANDS RECLAMATION PLAN – AREA 1

APPROXIMATE AREA: 17,100 S.F.

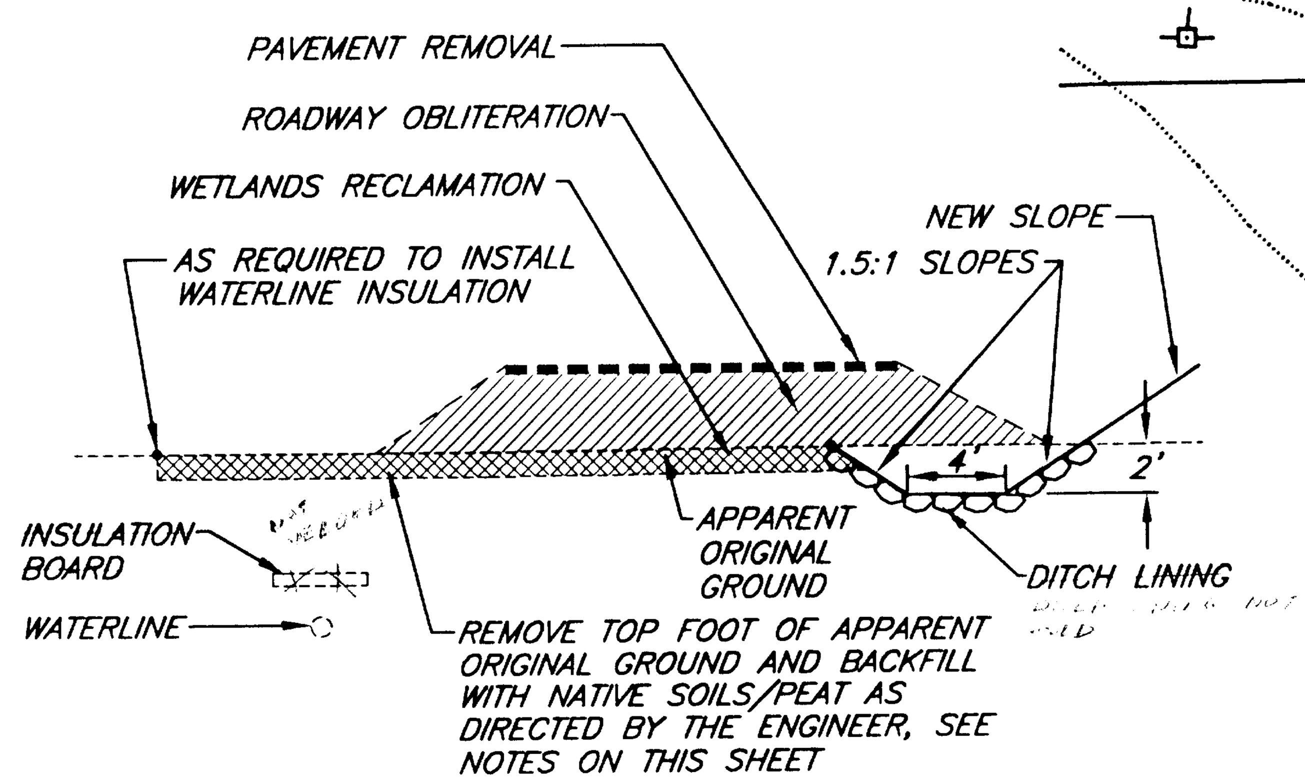


WETLANDS RECLAMATION PLAN – AREA 2

APPROXIMATE AREA: 22,600 S.F.



SECTION A



SECTION B

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\69844\EN\MITIGATE 1=1 (1=2H)	
PLOT:	
BY: DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS	

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

JUNEAU GLACIER HIGHWAY – INDIAN POINT TO POINT LOUISA ALASKA
F-093-3-(4) (69844)
PFH-2-1(1) (72236)
WETLANDS AND FISHERIES MITIGATION DETAILS

DESIGNED BY: J. MAYER	PROJECT NO. 69844/72236
DRAWN BY: J. MAYER	DATE: FEBRUARY, 1998
CHECKED BY: T. MOORE	SHEET 55 OF 55

STATE OF ALASKA 49th TRACY W. MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER

includes asbuilts from jnu\72236