

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

JUNEAU
RIVERSIDE DRIVE
RECONSTRUCTION

STAGE II

PROJECT NO. M-0967(4),
 70324 CONST. (70198 DESIGN)

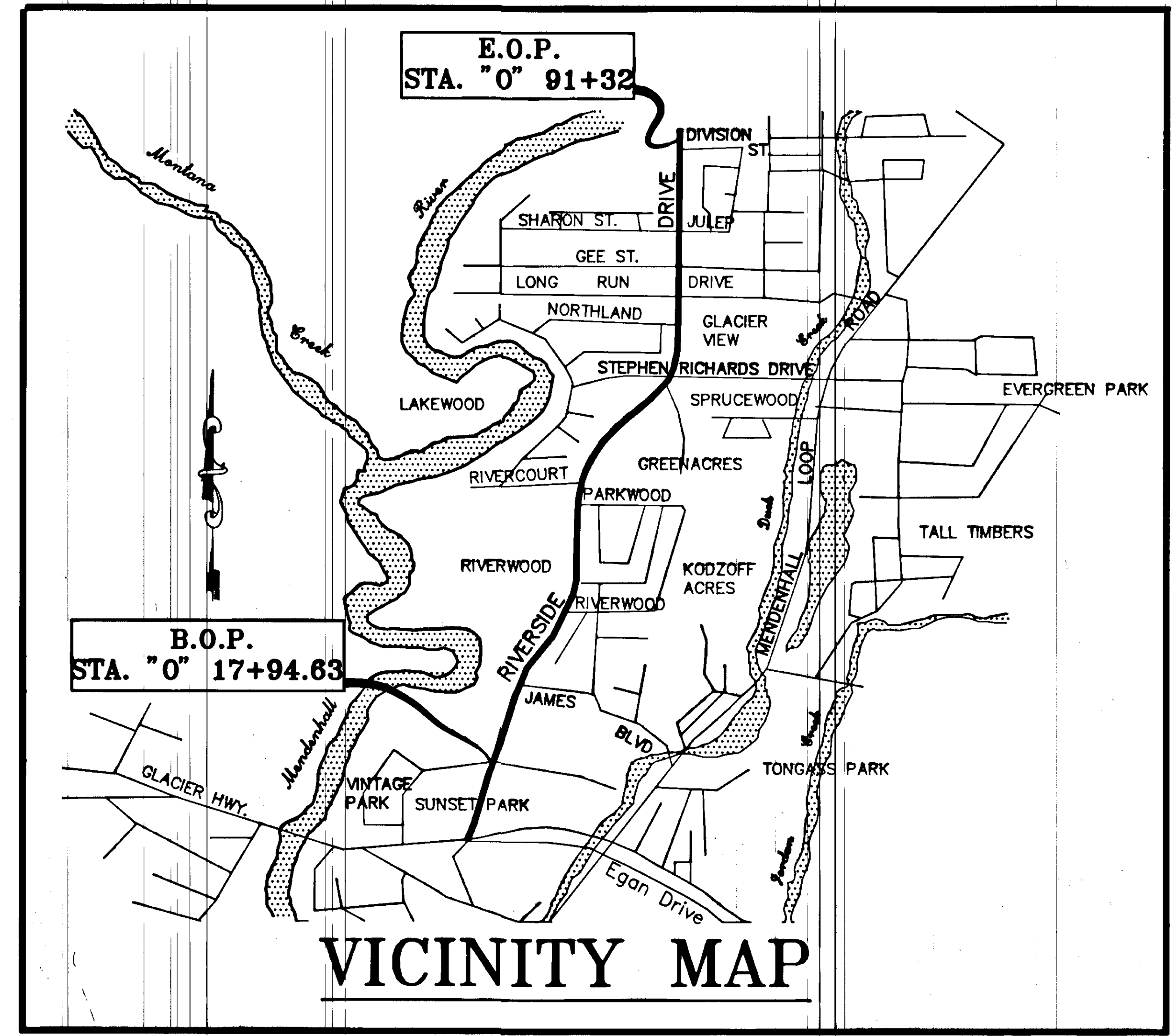
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DESIGN DESIGNATION

	B.O.P. TO "0" 65+50	"0" 65+50 TO E.O.P.
ADT (1990)	7,362	4,730
ADT (2010)	8,134	5,226
DHV (12%)	976	627
% T	5%	5%
T.I.	8.5	8.0
DESIGN SPEED	40 M.P.H.	40 M.P.H.
E.A.L.	494,800	318,600

PROJECT SUMMARY

WIDTH OF PAVEMENT	37.0'
LENGTH OF PAVING	7272' (1.377 mi.)
LENGTH OF PROJECT	7337.37' (1.390 mi.)



The following Standard Drawings apply to this project :
 A-1, C-01.03, C-02.01, C-03.01, C-04.00, D-01.01, D-04.10, D-05.10, D-23.00, D-26.01, D-27.01, I-20.10, I-81.00, L-03.01, L-10.01, L-20.01, L-23.00, L-30.01, M-16.01, M-20.10, M-23.10, S-00.00, S-05.00, S-20.00, S-30.01, T-20.00, T-21.01, T-22.01, T-32.00, T-33.01, T-34.00

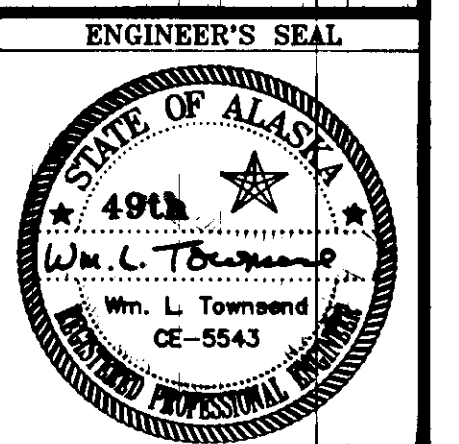
"As-Built" PLANS
 CONTRACTOR: Red Samm Constr.
 PROJECT ENGR: Chuck Correa
 BEGIN CONSTR: April 3, 1991
 END CONSTR: October 25, 1991

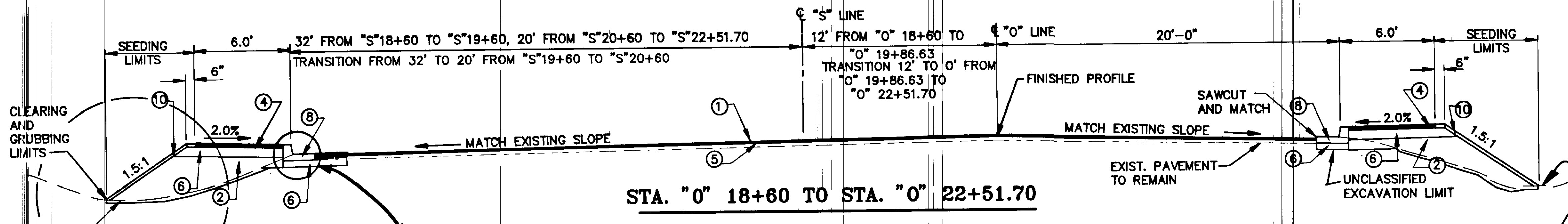
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN SECTION

APPROVED
Jack O. Seidl
 S.E. Region, Engineering Manager Date 11-19-90

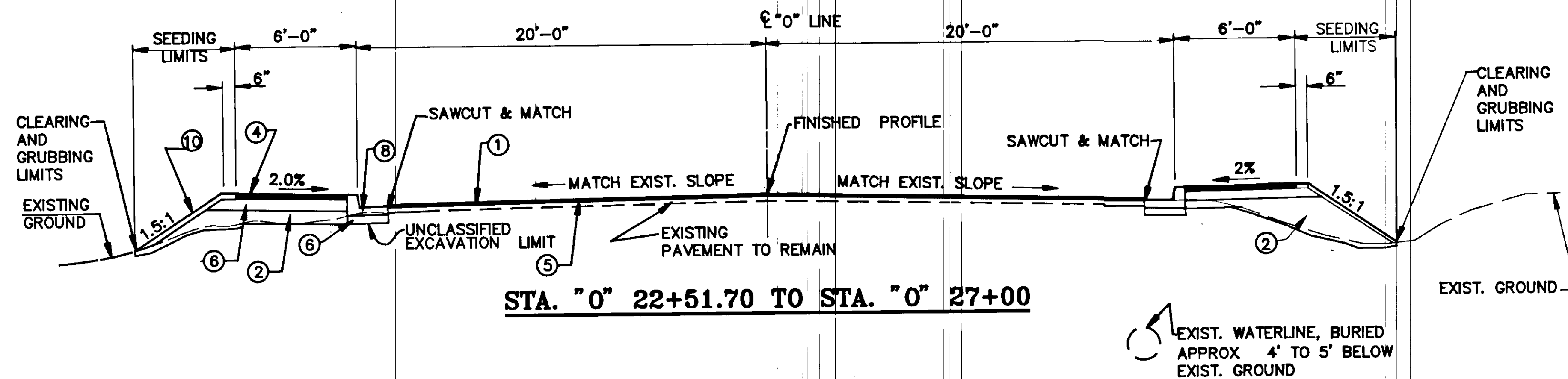
APPROVED
E.W. Darnell
 Director, S.E. Region Design & Construction Date 11-19-90

PROJECT NUMBER:	M-0967(4)
DATE:	9/90
SHEET	1 OF 42

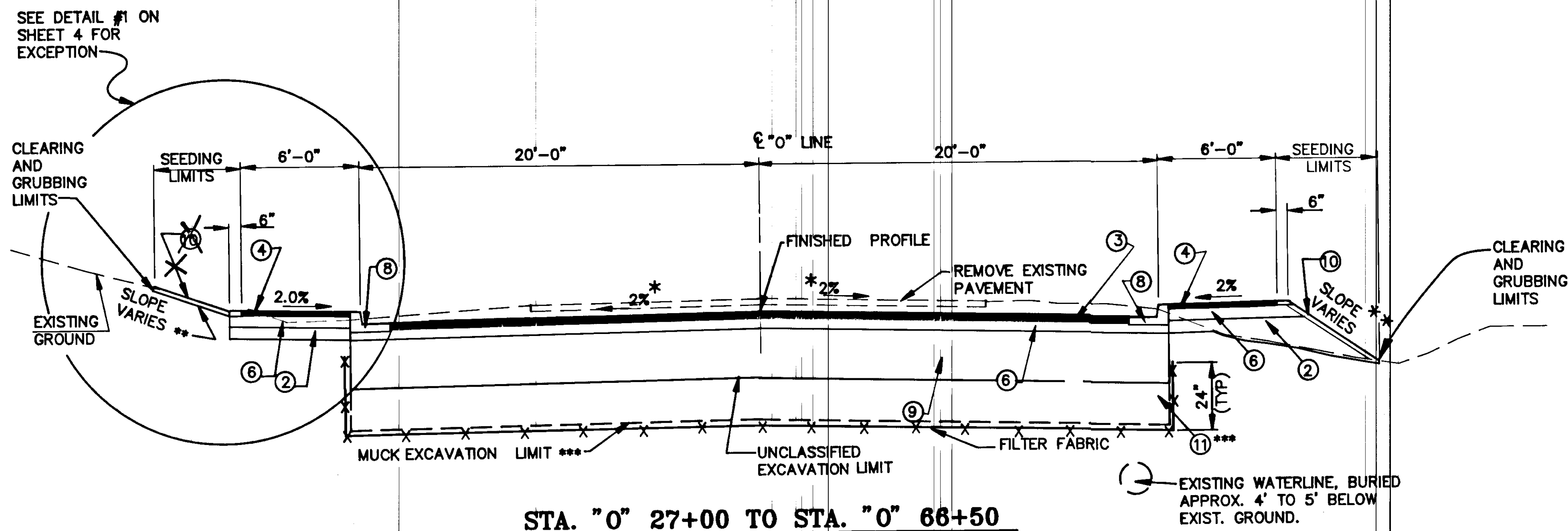




STA. "O" 18+60 TO STA. "O" 22+51.70



STA. "O" 22+51.70 TO STA. "O" 27+00



STA. "O" 27+00 TO STA. "O" 66+50

ROADWAY CROSS SLOPE

STATION	SLOPE		REMARKS
	LT.	RT.	
"O" 27+00	-2.00%	-2.00%	CROWN SECTION
"O" 33+74.01	-2.00%	-2.00%	END CROWN SECTION
"O" 35+43.01	-2.00%	+2.00%	BEGIN FULL SUPER
"O" 40+48.56	-2.00%	+2.00%	END FULL SUPER
"O" 42+17.56	-2.00%	-2.00%	BEGIN CROWN SECTION
"O" 49+15.40	-2.00%	-2.00%	END CROWN SECTION
"O" 50+84.40	+4.00%	-4.00%	BEGIN FULL SUPER
"O" 57+56.72	+4.00%	-4.00%	END FULL SUPER
"O" 58+95.57	—	—	NO CROWN, FLAT SECTION
"O" 60+34.43	-4.00%	+4.00%	BEGIN FULL SUPER
"O" 66+66.10	-4.00%	+4.00%	END FULL SUPER
"O" 68+35.10	-2.00%	-2.00%	BEGIN CROWN SECTION
"O" 91+32.00	-2.00%	-2.00%	E.O.P., MATCH EXISTING

PAVEMENT SHALL ROTATE ABOUT CENTERLINE OF "O" LINE. SUPERELEVATION SHALL TRANSITION AS SHOWN IN I-81.00 OF THE STANDARD DRAWING, EXCEPT FOR THE LINEAR TRANSITION FROM FULL SUPER AT "O"57+56.72 TO FLAT SECTION AT "O"58+95.57 AND BACK TO FULL SUPER AT "O"60+34.43.

NOTE: REFER TO MATERIALS REPORT FOR THE LEVEL OF WATER TABLE.
REFER TO RIGHT OF WAY PLANS FOR LOCATION OF ALL EXISTING MONUMENTS, EASEMENTS AND CONSTRUCTION PERMITS.

LABELING INDEX

- ① 1" ASPHALT CONCRETE, TYPE II-SE (OVERLAY)
- ② 6" MIN. SUBBASE, GRADING "E"
- ③ 3 1/2" ASPHALT CONCRETE, TYPE II-SE
- ④ 1 1/2" ASPHALT CONCRETE, TYPE II-SE (FOR SIDEWALK)
- ⑤ TACK COAT
- ⑥ 6" CRUSHED AGGREGATE BASE COURSE
- ⑦ 12" SUBBASE, GRADING "E"
- ⑧ CONCRETE CURB AND GUTTER, STANDARD
- ⑨ 24" SUBBASE, GRADING "E"
- ⑩ TOPSOIL, 2 INCH THICK
- ⑪ 12" BORROW, TYPE "B"

* SEE ROADWAY CROSS SLOPE TABLE ON THIS SHEET

** SEE SLOPE SUMMARY ON SHEET 3

*** ADDITIONAL EXCAVATION FOR 12 INCHES OF BORROW, TYPE "B" IF SOFT WET SILTS ARE ENCOUNTERED. IF PEAT OR ORGANIC RICH SOIL ARE ENCOUNTERED IN THE EXCAVATION, IT SHALL BE REMOVED IN ITS ENTIRETY AS SHOWN ON SHT. 4.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

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

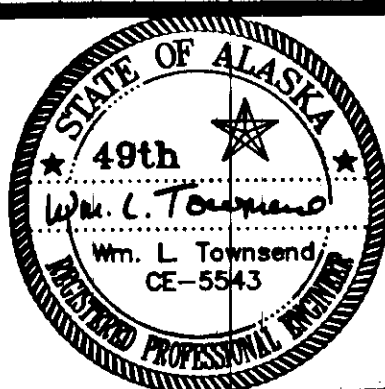
JUNEAU

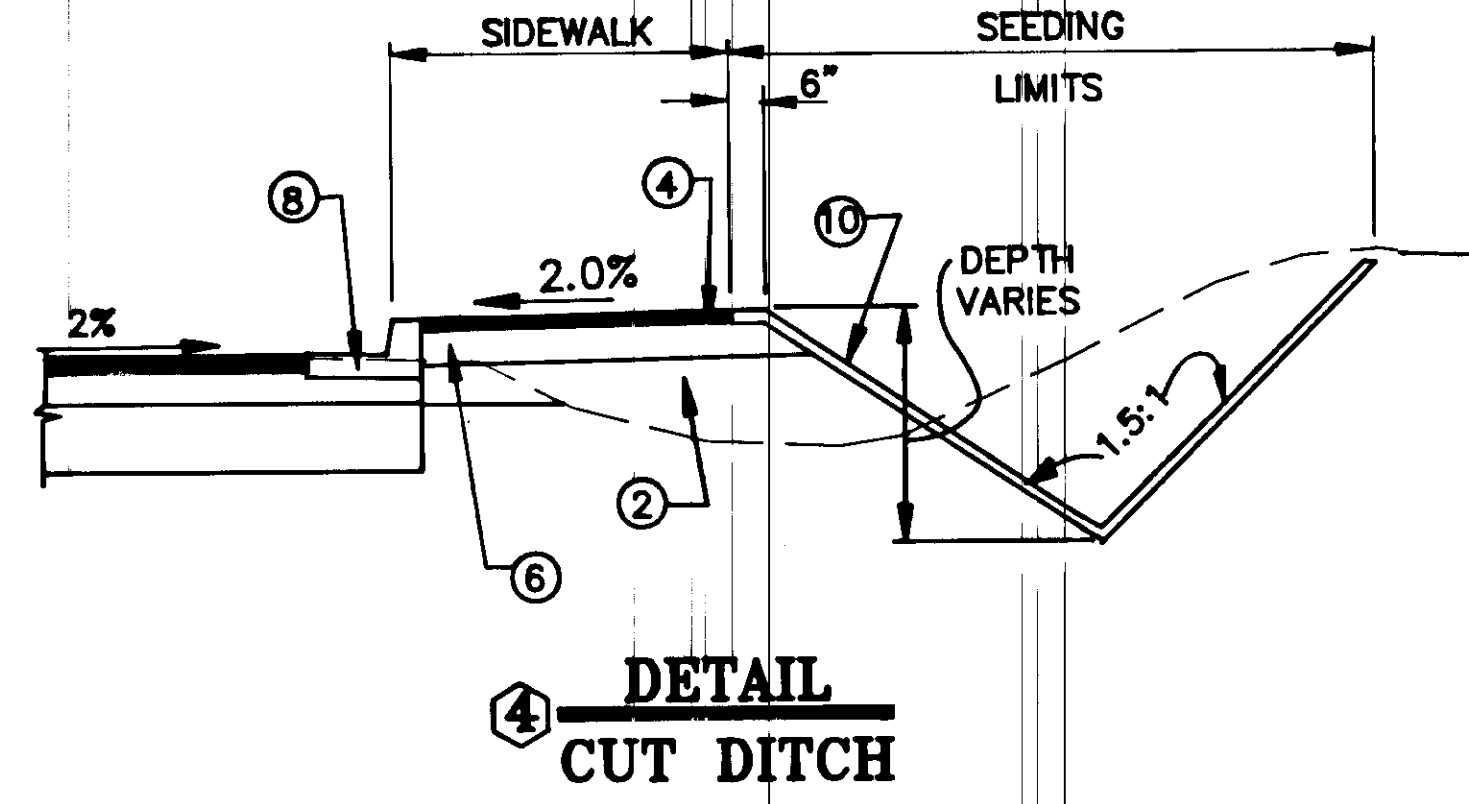
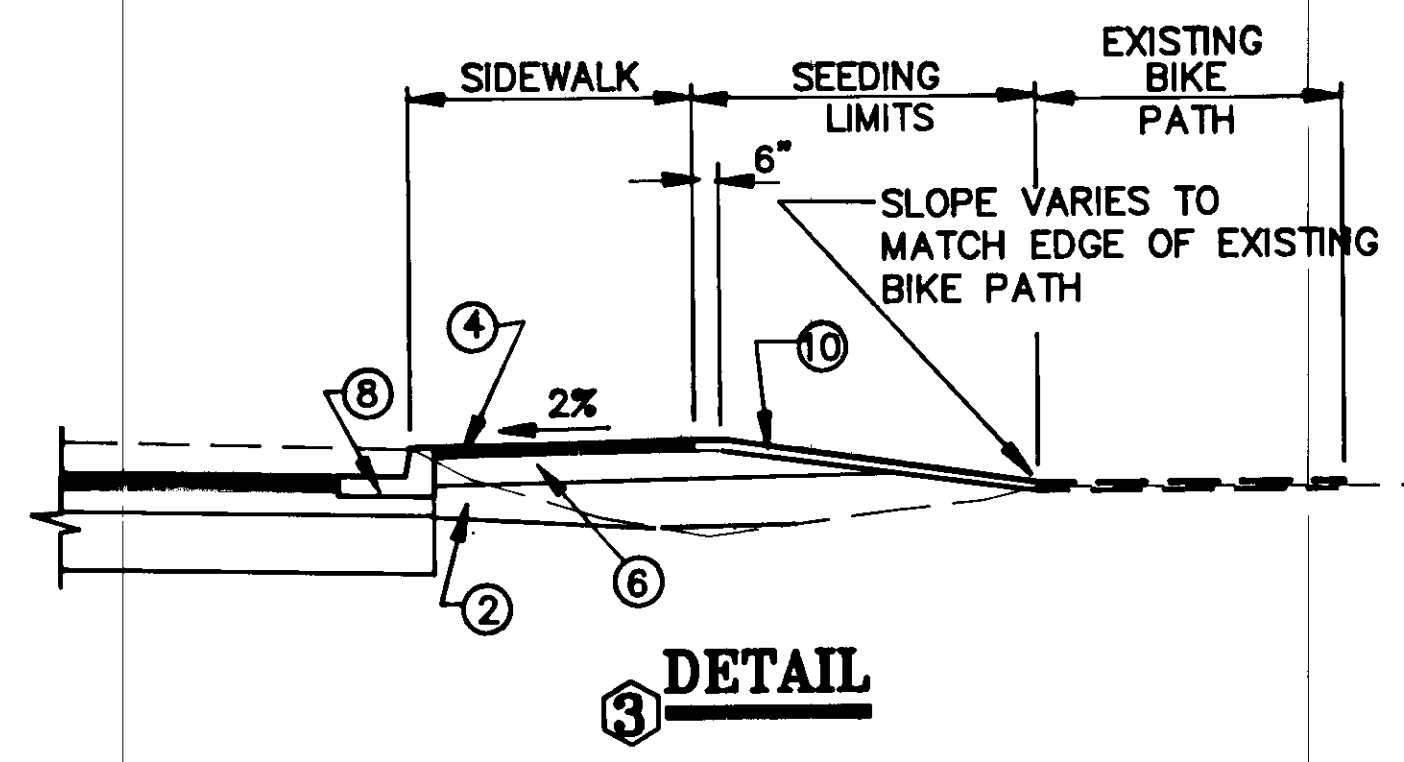
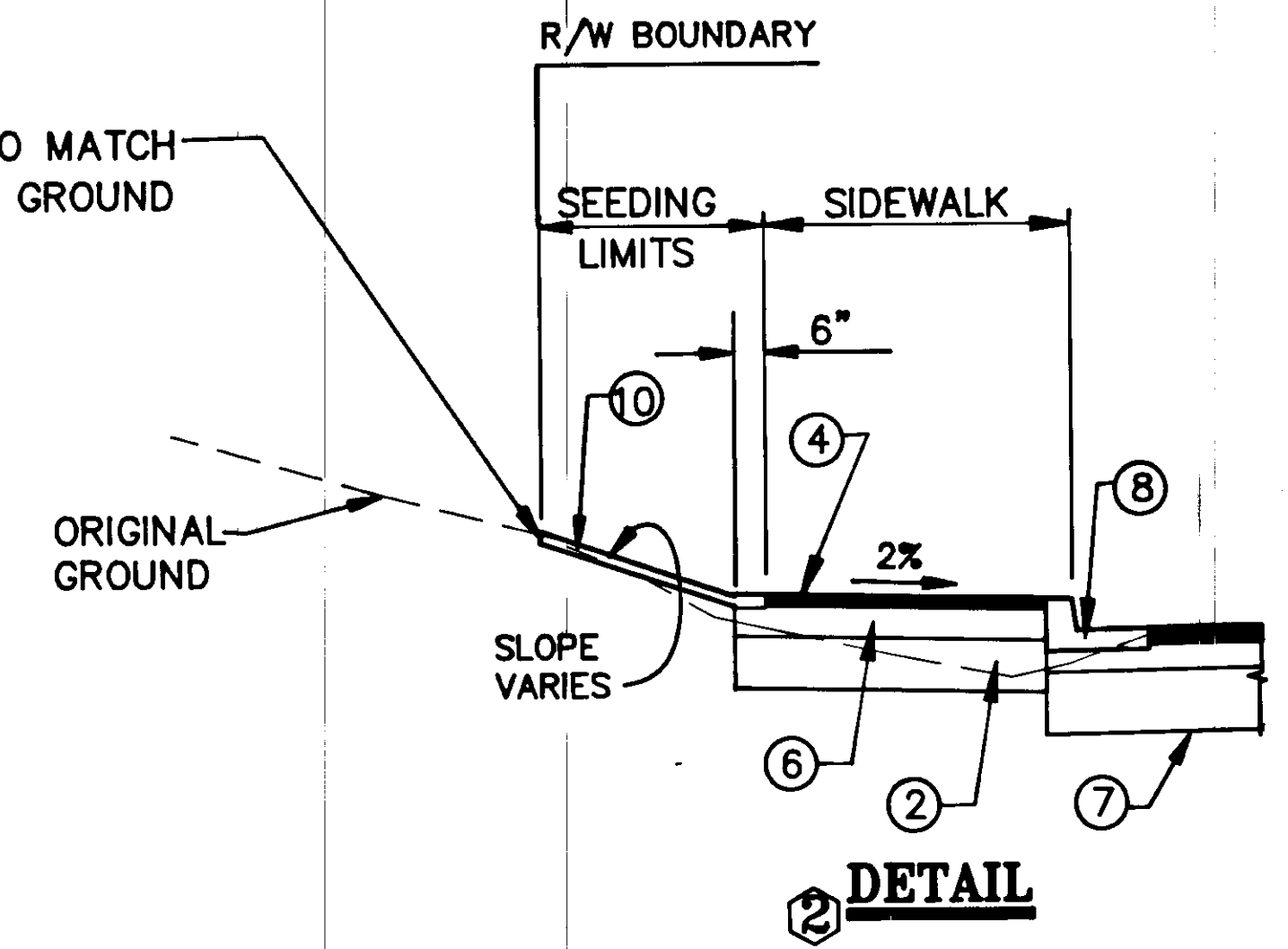
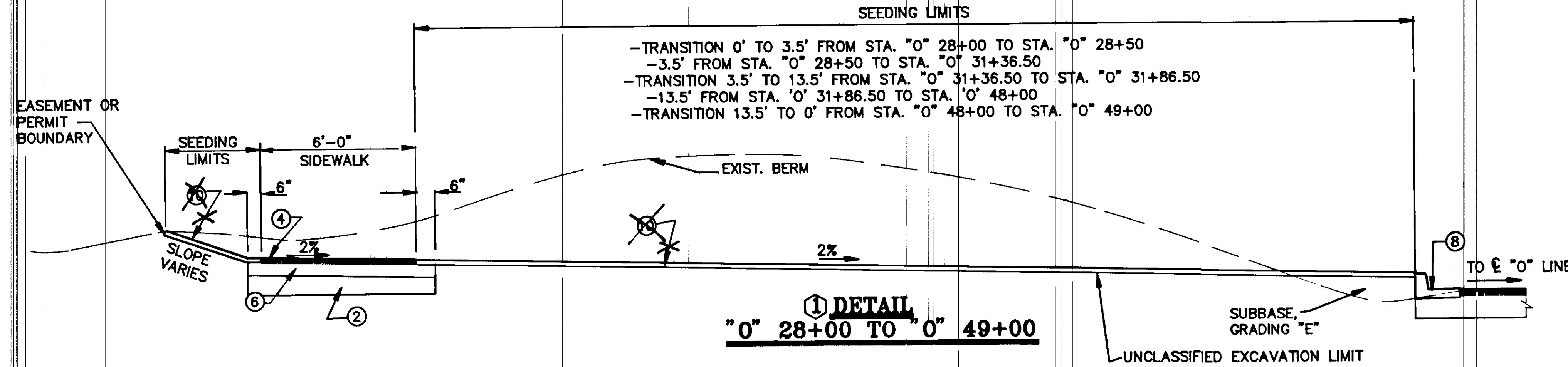
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
TYPICAL SECTION

ALASKA

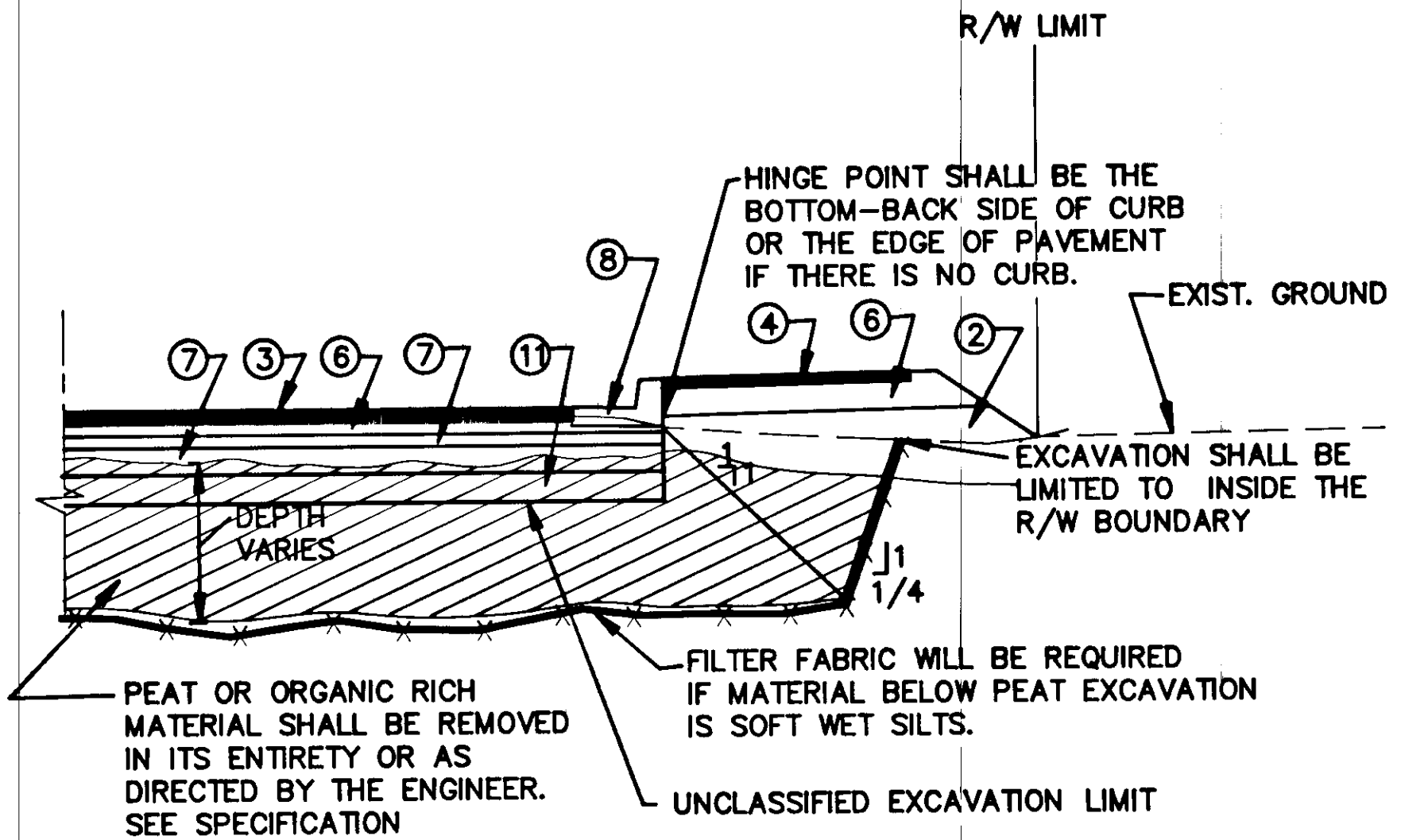
DESIGNED BY: D. SALDIVAR
DRAWN BY: AUTOCADD/CSA
CHECKED BY: TOWNSEND

PROJECT NO. M-0967(4)
DATE: 9/90
SHEET 2 OF 42



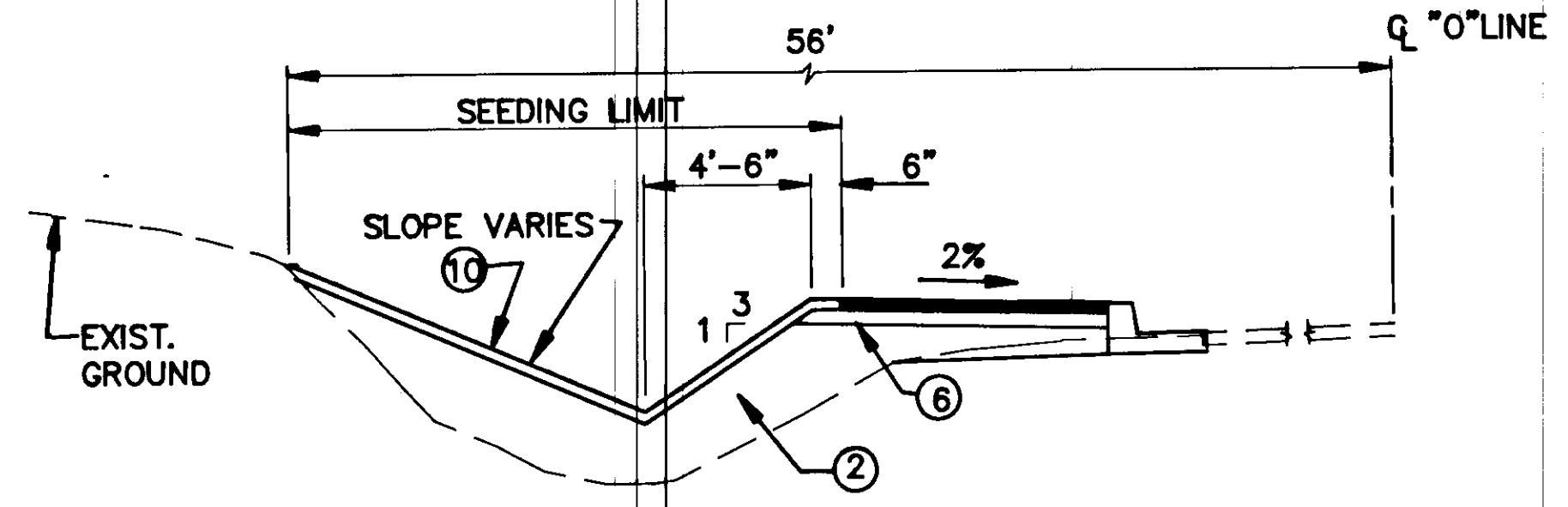


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⑤	TACK COAT
⑥	6" CRUSHED AGGREGATE BASE COURSE
⑦	12" SUBBASE, GRADING E
⑧	CONCRETE CURB AND GUTTER, STANDARD
⑨	24" SUBBASE, GRADING "E"
⑩	TOPSOIL, 2 INCH THICK
⑪	12" BORROW, TYPE "B"



PEAT EXCAVATION DETAIL

NOTE: EXCAVATION BELOW UNCLASSIFIED EXCAVATION LIMIT SHALL BE CONSIDERED MUCK EXCAVATION.



STA. "0" 18+50, LT. TO STA. "0" 21+00, LT.

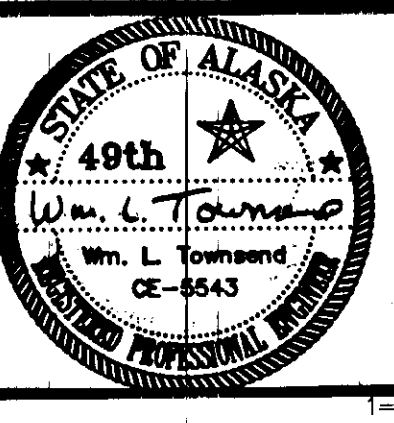
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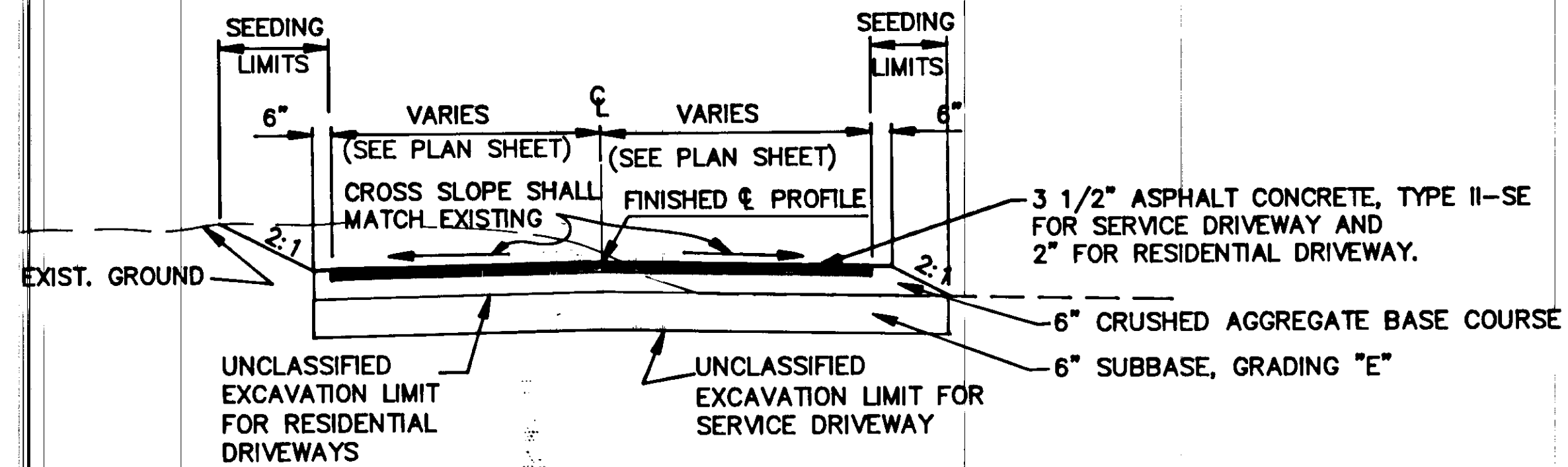
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
TYPICAL SECTION DETAILS

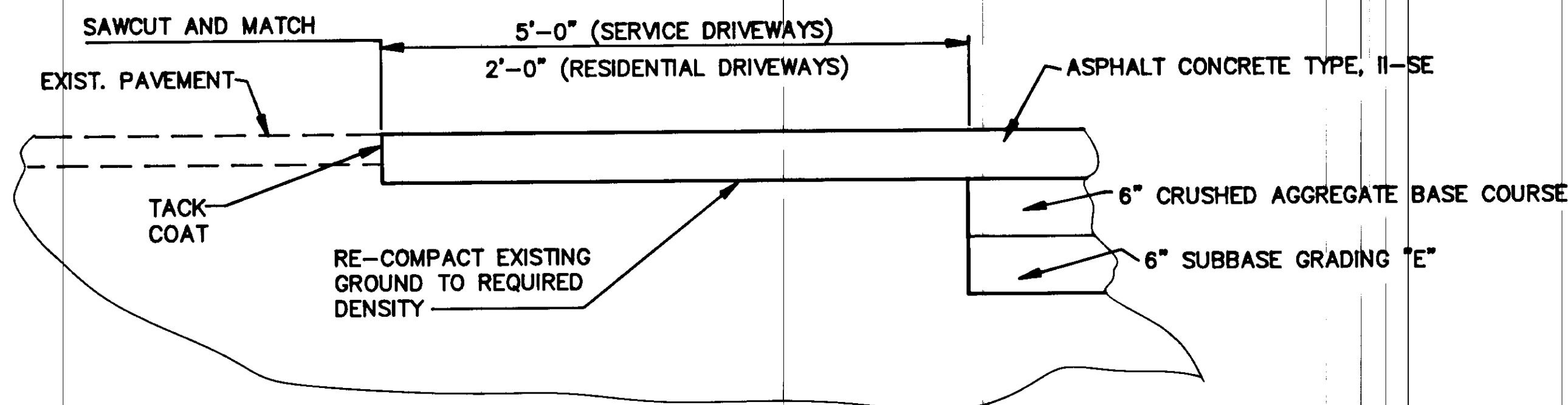
DESIGNED BY: D. SALDIVAR	PROJECT NO. M-0967(4)
DRAWN BY: AUTOCADD/CSA	DATE: 9/90
CHECKED BY: W. TOWNSEND	SHEET 4 OF 42



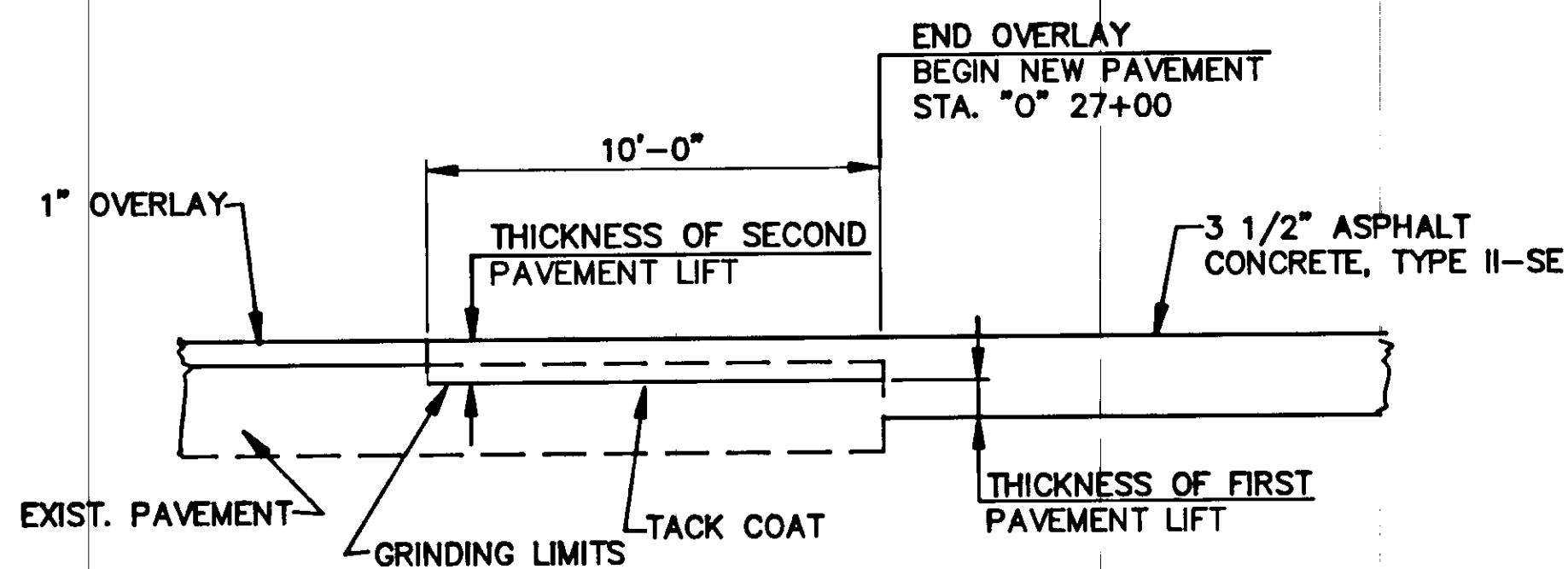


**DRIVEWAY TYPICAL SECTION
SERVICE AND RESIDENTIAL**

(EXCEPT AS NOTED ON SHEET 26)

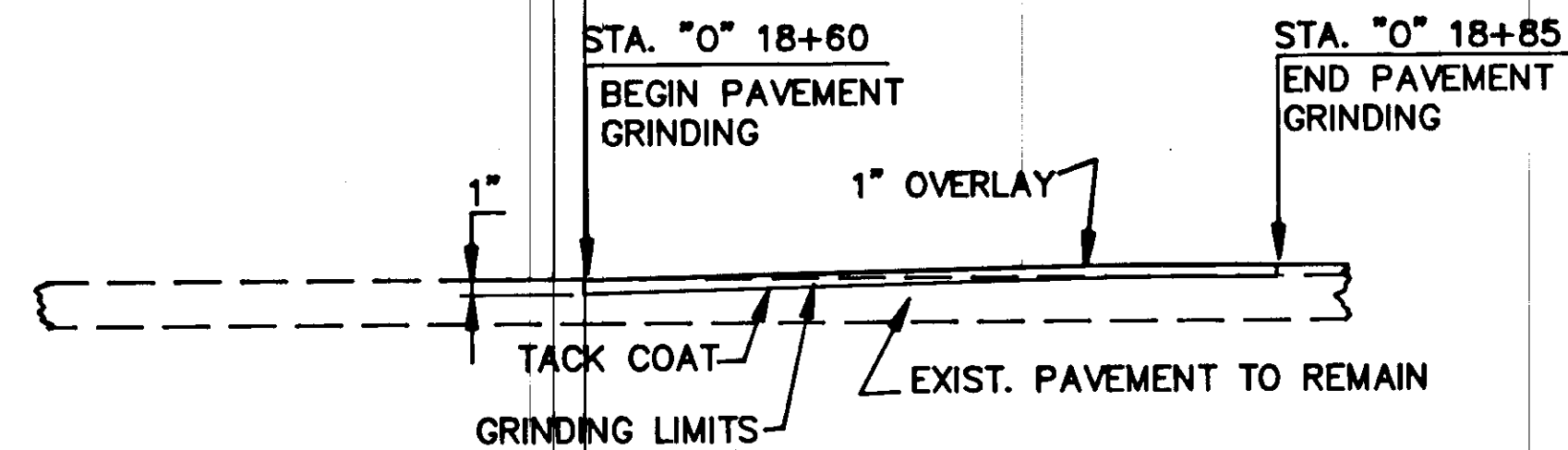


**PAVEMENT MATCH JOINT
SERVICE AND RESIDENTIAL DRIVEWAYS**



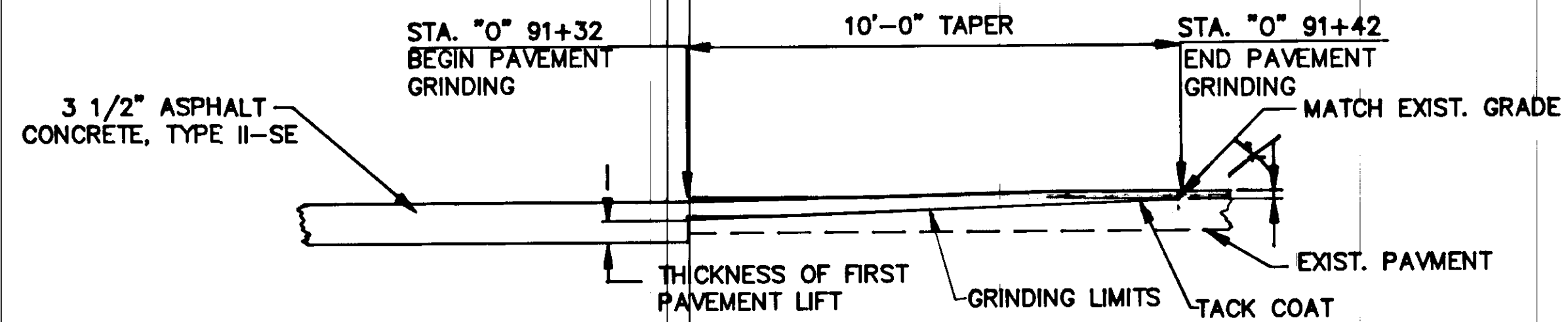
PAVEMENT MATCH JOINT

STA. "0" 27+00



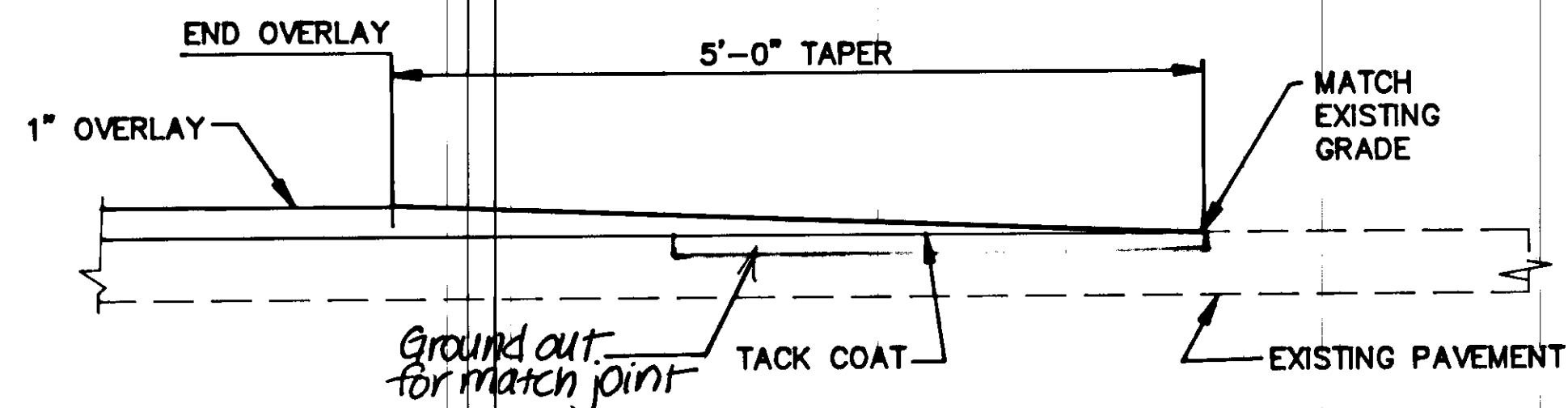
PAVEMENT GRINDING DETAIL

AT B.O.P.



PAVEMENT GRINDING DETAIL

AT E.O.P.



OVERLAY TAPER

RACQUETBALL CLUB DRIVEWAYS ("R1" & "R2")

AND JAMES BLVD.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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SOUTHEAST REGION DESIGN & CONSTRUCTION

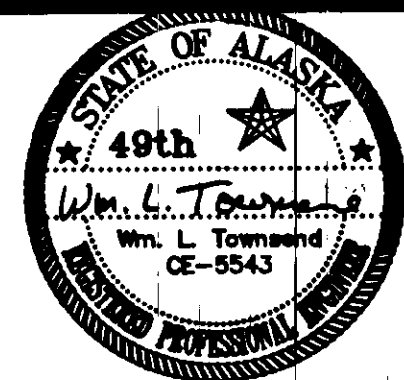
JUNEAU

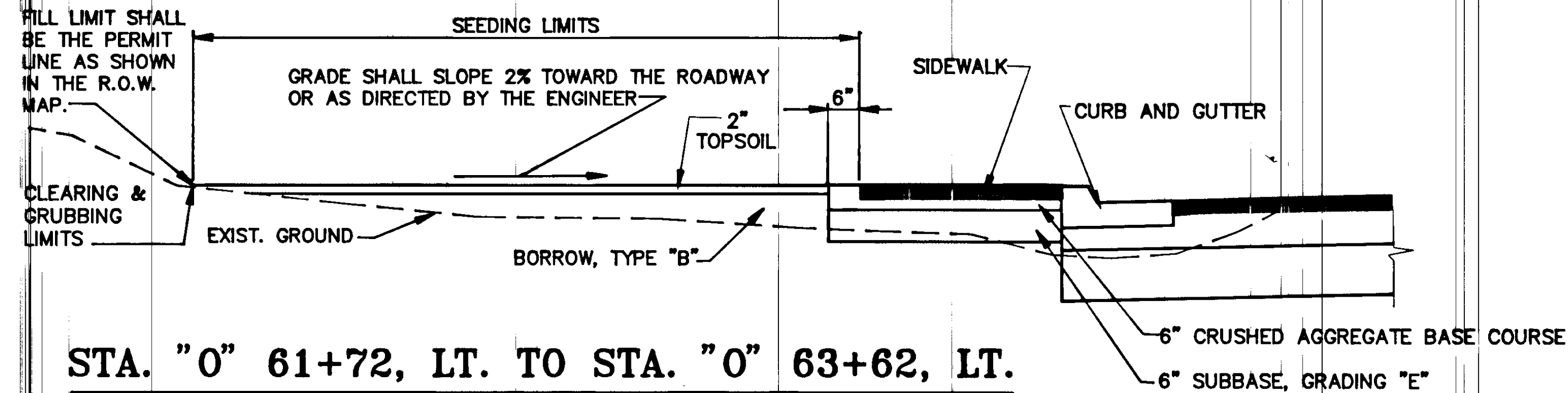
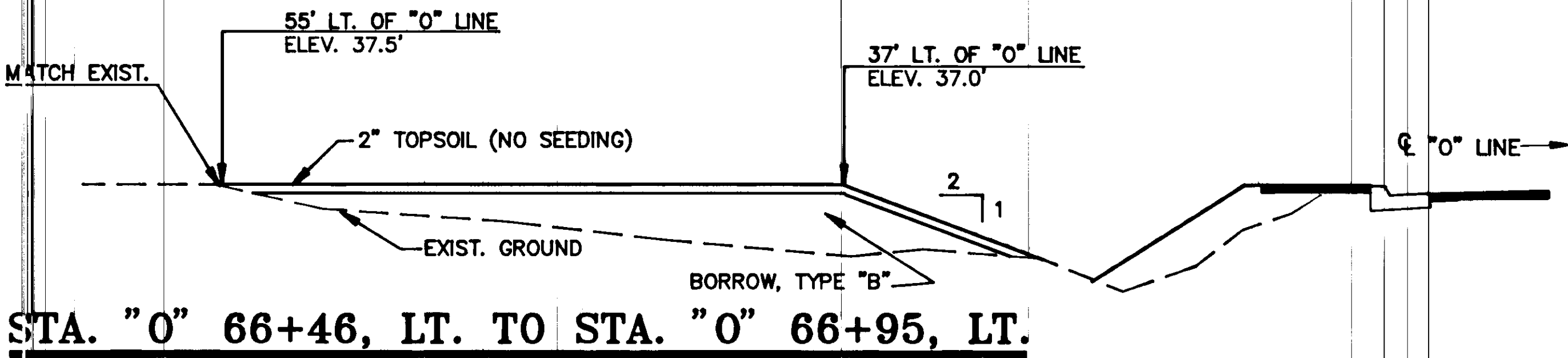
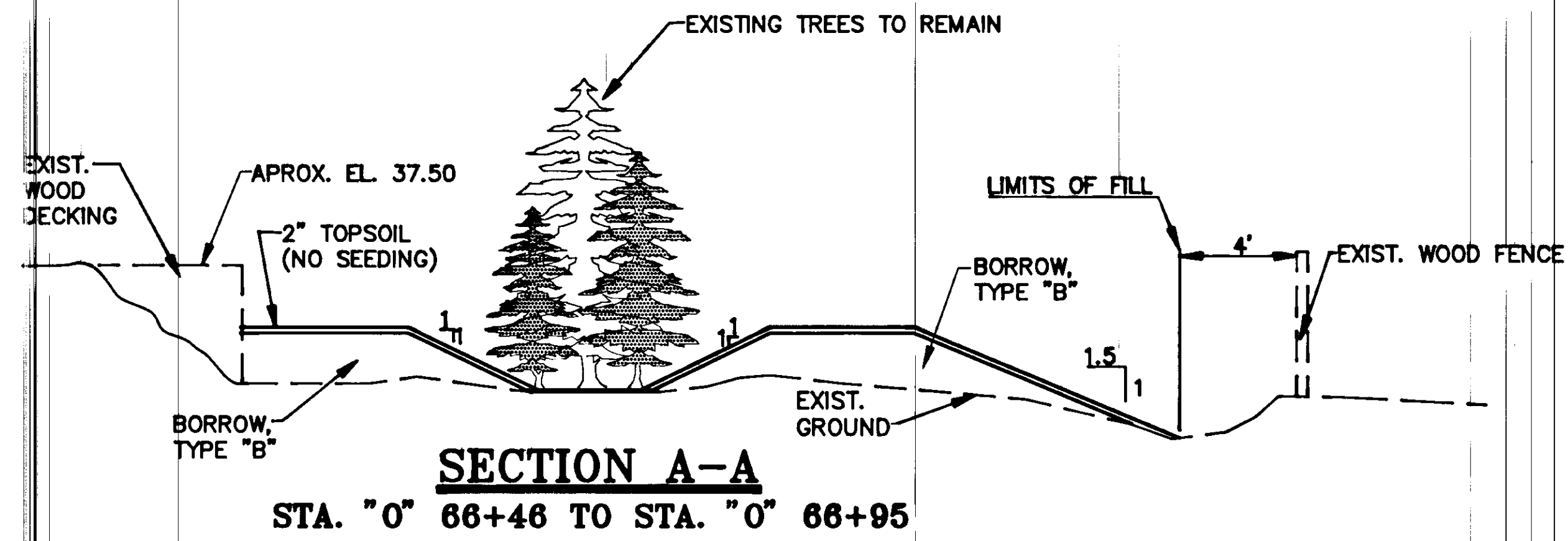
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
PAVEMENT JOINT DETAILS

ALASKA

DESIGNED BY: D. SALDIVAR
DRAWN BY: AUTOCADD/CSA
CHECKED BY: W. TOWNSEND

PROJECT NO. M-0967(4)
DATE: 9/90
SHEET 5 OF 42





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RECORD OF REVISIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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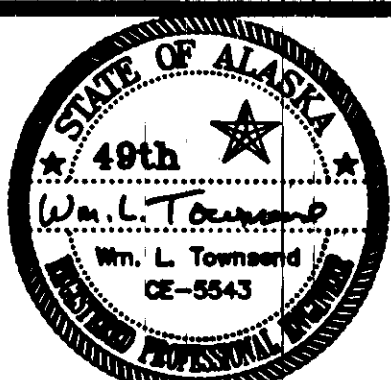
JUNEAU

RIVERSIDE DRIVE RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
MISCELLANEOUS FILL SECTION

ALASKA

DESIGNED BY: D. SALDIVAR
 DRAWN BY: AUTOCADD/C. Anderson
 CHECKED BY: W. TOWNSEND

PROJECT NO. M-0967(4)
 DATE: 9/90
 SHEET 6 OF 42



ESTIMATE OF QUANTITIES

ITEM	ITEM	UNIT	TOTAL
109(1)	PETROLEUM ADJUSTMENT	C.S.	ALL REQUIRED
120(1)	DBE ADJUSTMENT	C.S.	ALL REQUIRED
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	ALL REQUIRED
202(2)	REMOVAL OF PAVEMENT	S.Y. 206	21,600.00-
202(4)	REMOVAL OF CULVERT PIPE	L.F.	2,192.567.00-
202(6)	REMOVAL OF MANHOLES	EACH	4.08.00-
202(8)	REMOVAL OF INLETS	EACH	5.00-
202(10)	SINGLE MAILBOX INSTALLATION	EACH	2.00-
203(3B)	Unclassified Excavation (C.O.1)	C.Y.	1,113
203(3)	UNCLASSIFIED EXCAVATION	C.Y. 3/2	39,500.00-
203(4)	MUCK EXCAVATION	C.Y. 8/01	7,400.00-
203(6B)	BORROW, TYPE B	TON 8/10	6,200.00-
204(2)	New Water Storm Drain Excavation (C.O.9)	L.S.	All Required
301(1)	CRUSHED AGGREGATE BASE COURSE	TON 53	744,200.00-
304(1)	SUBBASE, GRADING E	TON 49	38,250.00-
401(1)	ASPHALT CONCRETE, TYPE II-SE	TON 6	526,300.00-
401(2)	AC-5 ASPHALT CEMENT	TON	362,378.00-
402(1)	CSS-1 ASPHALT FOR TACK COAT	TON	4.014.00-
603(1-12)	12 INCH CORRUGATED STEEL PIPE	L.F.	63 74.00-
603(1-18)	18 INCH CORRUGATED STEEL PIPE	L.F. 2	332,493.00-
603(1-24)	24 INCH CORRUGATED STEEL PIPE	L.F. 3	143,359.50-
603(1-30)	30 INCH CORRUGATED STEEL PIPE	L.F.	651 247.00-
603(22-36)	36 INCH CORRUGATED POLYETHYLENE PIPE	L.F.	664.00
603(23)	CONCRETE COLLAR	EACH	16 -21.00-
603(24)	PIPE GRATING AND CONCRETE COLLAR	EACH	21 49.00-
603(25)	Extend concrete collar (C.O.11)	Each	26
604(5C)	Inlet Price Reduction (C.O.4)	Each	15
604(1-1)	STORM DRAIN MANHOLE, TYPE I	EACH	4.00
604(1-11)	STORM DRAIN MANHOLE, TYPE II	EACH	4.00
604(3)	RECONSTRUCT EXISTING MANHOLE	EACH	10 -12.00-
604(4)	ADJUST EXISTING MANHOLE	EACH	4 -3.00-
604(5A)	INLET, TYPE A	EACH	35 -38.00-
604(5B)	INLET, TYPE B	EACH	25 -22.00-
604(5D)	Inlet Modifications (C.O.11)	L.S.	All Required
605(7)	Perforated PVC Underdrain (C.O.11)	L.F.	255
607(7)	Chain Link Fence (C.O.3)	L.S.	All Required
608(3)	ASPHALT SIDEWALK	S.Y. 7	3267,850.00-
609(2)	CURB AND GUTTER, TYPE STANDARD	L.F. 1291	12,940.00-
609(2A)	Repaired/repair curb cuts (C.O.16)	L.S.	All Required
614(1)	SURVEY MONUMENTS	EACH	5 -4.00-
614(2)	MONUMENT CASES	EACH	6 -4.00-
611(3)	Hand Placed Riprap (C.O.11)	L.S.	All Required
614(4)	ADJUST EXISTING MONUMENT CASES	EACH	3 -4.00-
615(1)	STANDARD SIGNS	S.F.	23173 234.73-
615(2)	REMOVE AND RELOCATE EXISTING SIGNS	EACH	10.00
615(7)	SALVAGE SIGNS	EACH	29.00
618(1)	SEEDING	ACRE	37 -2.50-
620(1)	TOPSOIL	S.Y. 8	2,100.00-
626(1)	6 INCH D.I. SEWER PIPE, CLASS 52	L.F.	66 -75.00-
626(2)	Mark Sewer & Water Services (C.O.3)	L.S.	All Required
626(3)	Sewer Lift Station Connection (C.O.3)	L.S.	All Required
621(1-8)	8-Inch Ductile Iron Water Conduit (C.O.3)	L.S.	All Required
621(4)	Fire Hydrant Adjustment (C.O.12)	Each	2
627(10)	ADJUSTMENT OF VALVE BOX	EACH	40 -36.00-
627(11)	WATER CONDUIT ADJUSTMENT	EACH	1.00
630(1)	GEOTEXTILE, SEPARATION	SQ.YD. 9	996 -600.00-
621(6)	1-Inch water service (C.O.3)	L.S.	All Required
621(11A)	Water Conduit Adjustment Extension (C.O.7)	L.S.	All Required
621(11B)	8-Inch Water Conduit Adjustment (C.O.7)	L.S.	All Required

ESTIMATE OF QUANTITIES

ITEM	ITEM	UNIT	TOTAL
635(1)	INSULATION BOARD	MBM	12.8 -3.80
635(1A)	Insulation Board Price Reduction (C.O.2)	L.S.	All Required
639(1)	RESIDENCE DRIVEWAYS	EACH	5 -6.00-
639(2)	SERVICE DRIVEWAYS	EACH	21 -20.00-
640(1)	MOBILIZATION AND DEMOBILIZATION	L.S.	ALL REQUIRED
641(1)	TEMPORARY EROSION AND POLLUTION CONTROL	C.S.	ALL REQUIRED
642(1)	CONSTRUCTION SURVEYING	L.S.	ALL REQUIRED
643(2)	TRAFFIC MAINTENANCE	L.S.	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNING	EA/DAY 5	3431,344.00-
643(4)	CONSTRUCTION SIGN	EA/DAY 2	114 4,536.00-
643(5)	TYPE II BARRICADES	EA/DAY	448 -168.00-
643(6)	TYPE III BARRICADES	EA/DAY	0 -504.00-
643(7)	TRAFFIC CONE	EA/DAY 17	355,540.00-
643(13)	TEMPORARY PAVEMENT MARKING	STATION	73.00
643(15)	FLAGGING	HOUR 3	3542,660.00-
643(18)	WATERING	M-GAL.	348 -90.00-
645(1)	TRAINING PROGRAM	MAN HR.	1016 -500.00-
660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE	L.S.	ALL REQUIRED
660(6)	TRAFFIC COUNT SYSTEM COMPLETE	L.S.	ALL REQUIRED
660(11)	ADJUST EXISTING JUNCTION BOX	EACH	2 -5.00-
660(12)	TRAFFIC SIGNAL LOOP DETECTORS	L.S.	ALL REQUIRED
661(2)	LOAD CENTER, TYPE 2	EACH	1 -2.00-
670(1)	PAINTED TRAFFIC MARKINGS	L.S.	ALL REQUIRED
670(8)	RECESSED PAVEMENT MARKERS	EACH	122 438.00-
660(10A)	Traffic Counter Modifications (C.O.8)	L.S.	All Required
660(12A)	Adjust Existing Loop Detectors (C.O.5)	L.S.	All Required
660(13)	Future Utility Conduits (C.O.3)	L.S.	All Required

BASIS OF ESTIMATE

ITEM NO.	ESTIMATING FACTOR
301(1)	2,087.92-TONS PER CUBIC YARD
304(1)	1,904.77 TONS PER CUBIC YARD
401(1)	116 LBS. PER SQ. YARD PER INCH DEPTH
401(2)	6% OF ITEM 401(1)
402(1)	APPLICATION RATE 0.10 GAL. PER SQ. YARD, 253 GAL. PER TON

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

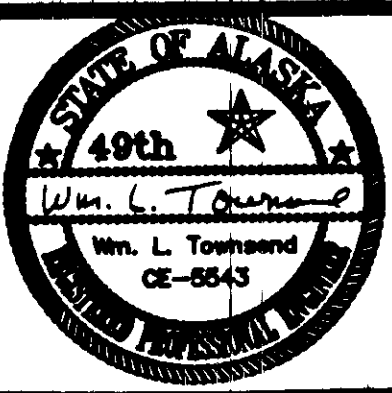
JUNEAU

RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)

ALASKA

DESIGNED BY:
D.SALDIVAR
DRAWN BY:
AUTOCADD/CSA
CHECKED BY:
TOWNSEND

PROJECT NO.
M-0987(4)
DATE:
9/90
SHEET 7 OF 42



ESTIMATE OF QUANTITIES

STANDARD SIGN SUMMARY

LOCATION			SIGN				POST					
SIGN NO.	LOCATION	OFFSET		CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	TYPE	SIZE	LENGTH	FACING TRAFFIC
		LT.	RT.									
"0"21+00		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NEB
"0"21+00	32'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SWB
"0"22+50		28.5		R2-1	SPEED LIMIT 35	30"x36"	7.5	1	PST	2"x2"	13'-6"	NB
"0"26+00		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NEB
"0"26+00	28'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SWB
"J"10+30	27'			D3-1	JAMES BLVD	8"x27"	1.5					
"J"10+30	27'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"J"10+30	27'			R1-1	STOP	30"x30"	6.25					
"0"32+00		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NEB
"0"32+00	22'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SWB
"0"37+50		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NEB
"0"37+50	22'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SWB
"RW"10+38	30'			D3-1	RIVERWOOD DR	8"x32"	1.78					
"RW"10+38	30'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"RW"10+38	30'			R1-1	STOP	30"x30"	6.25					
"0"41+00		28.5		R2-1	SPEED LIMIT 35	30"x36"	7.5	1	PST	2"x2"	13'-6"	NB
"0"41+00	28.5			R2-1	SPEED LIMIT 35	30"x36"	7.5	1	PST	2"x2"	13'-6"	SB
"0"43+00		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NB
"0"43+00	22'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SB
"PW"10+30	28'			D3-1	PARKWOOD DR	8"x30"	1.67					
"PW"10+30	28'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"PW"10+30	28'			R1-1	STOP	30"x30"	6.25					
"0"48+50		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NB
"0"48+50	22'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SB
"RC"10+30	25'			D3-1	RIVERCOURT WAY	8"x32"	1.78					
"RC"10+30	25'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"RC"10+30	25'			R1-1	STOP	30"x30"	6.25					
"0"54+50		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NEB
"0"54+50	28'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SWB
"0"58+50		28.5		R2-1	SPEED LIMIT 35	30"x36"	7.5	1	PST	2"x2"	13'-6"	NB
"0"58+50	28.5			R2-1	SPEED LIMIT 35	30"x36"	7.5	1	PST	2"x2"	13'-6"	SWB
"0"59+70		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	EB
"0"59+70	28'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	WB
"P"10+30	28'			D3-1	PARK PLACE	8"x27"	1.5					
"P"10+30	28'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"P"10+30	28'			R1-1	STOP	30"x30"	6.25					
"SR1"10+42	30'			D3-1	STEPHEN RICHARDS DR	8"x48"	2.67					
"SR1"10+42	30'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"SR1"10+42	30'			R1-1	STOP	30"x30"	6.25					
"SR2"10+38	33'			D3-1	STEPHEN RICHARDS DR	8"x48"	2.67					
"SR2"10+38	33'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"SR2"10+38	33'			R1-1	STOP	30"x30"	6.25					
"0"70+00		28.5		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SB
"0"70+00	28.5			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NB
"NL"10+33	23'			D3-1	NORTHLAND ST	8"x32"	1.78					
"NL"10+33	23'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"NL"10+33	23'			R1-1	STOP	30"x30"	6.25					
"LR1"10+30	23'			D3-1	LONG RUN DR	8"x30"	1.67					
"LR1"10+30	23'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"LR1"10+30	23'			R1-1	STOP	30"x30"	6.25					
"LR2"10+30	23'			D3-1	LONG RUN DR	8"x30"	1.67					
"LR2"10+30	23'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"LR2"10+30	23'			R1-1	STOP	30"x30"	6.25					
"0"72+00		28.5		R2-1	SPEED LIMIT 35	30"x36"	7.5	1	PST	2"x2"	13'-6"	NB
"0"72+00	28.5			R2-1	SPEED LIMIT 35	30"x36"	7.5	1	PST	2"x2"	13'-6"	SB
"0"79+00		28'		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NB
"0"79+00	28'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SB
"G1"10+30	20'			D3-1	GEE ST	8"x18"	1.0					
"G1"10+30	20'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"G1"10+30	20'			R1-1	STOP	30"x30"	6.25					
"G2"10+30	20'			D3-1	GEE ST	8"x18"	1.0					
"G2"10+30	20'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"G2"10+30	20'			R1-1	STOP	30"x30"	6.25					
"S1"10+30	23'			D3-1	SHARON ST	8"x24"	1.33					
"S1"10+30	23'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"S1"10+30	23'			R1-1	STOP	30"x30"	6.25					
"J2"10+30	23'			D3-1	JULEP ST	8"x24"	1.33					
"J2"10+30	23'			D3-1	RIVERSIDE DR	8"x30"	1.67	1	PST	2.5"x2.5"	16'-0"	
"J2"10+30	23'			R1-1	STOP	30"x30"	6.25					

STANDARD SIGN SUMMARY

LOCATION			SIGN				POST					
SIGN NO.	LOCATION	OFFSET		CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	TYPE	SIZE	LENGTH	FACING TRAFFIC
		LT.	RT.									
"0"87+00		28.5		R2-1	SPEED LIMIT 35	36"x36"	7.5	1	PST	2"x2"	13'-6"	NB
"0"87+00	25'			R2-1	SPEED LIMIT 35	36"x36"	7.5	1	PST	2"x2"	13'-6"	SB
"0"89+00		28.5		R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	NB
"0"89+00	25'			R7-101	NO PARKING ANYTIME	12"x18"	1.5	1	PST	2"x2"	11'-6"	SB

△ STREET SIGN SHALL BE PLACED AT THE TOP FOLLOWED BY "RIVERSIDE DR." SIGN AND "STOP" SIGN. "RIVERSIDE DR." AND "STOP" SIGN SHALL BE PARALLEL TO "O" LINE WITH STREET SIGN PERPENDICULAR TO THE STREET.

△ SIGN SHALL BE SET TO FACE 45° TOWARDS THE CENTERLINE OF ROADWAY.

△ FROM ALASKA SIGN DESIGN SPECIFICATION (ASDS).

△ POST LENGTHS ARE APPROXIMATE AND FOR ESTIMATING ONLY. SEE S-30.01 OF THE STANDARD DRAWINGS FOR POST EMBEDMENT.

EXISTING SIGN SUMMARY

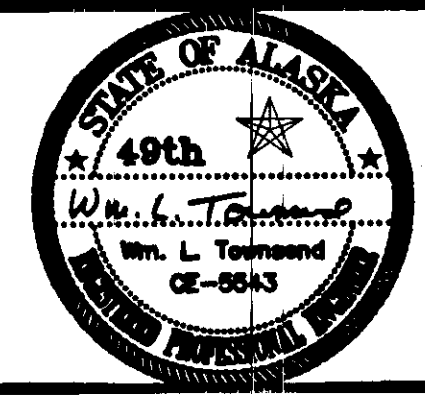
EXISTING LOCATION			PROPOSED LOCATION			LEGEND	FACING TRAFFIC	REMARKS
STATION	OFFSET		STATION	OFFSET				
	LT.	RT.		LT.	RT.			
"0" 18+47	58		"0" 18+40	70'		YIELD		RELOCATE
"0" 18+52		40	"0" 18+52		45'	YIELD		RELOCATE
"0" 19+20		27				NO PARKING-BIKE LANE		SALVAGE EXIST. SIGN
"0" 21+34		42				TACO BELL	NB	LEAVE IN PLACE
"0" 21+85		20	"R1" 10+42	30'		STOP		RELOCATE
"0" 25+40		27	"R2" 10+28	26'		STOP		RELOCATE
"0" 25+95		28				NO PARKING BIKE LANE		SALVAGE EXIST. SIGN
"0" 27+00		32				STOP		SALVAGE EXIST. SIGN
"0" 30+17		22	"0" 33+58	30'		SPEED LIMIT 35		SALVAGE EXIST. SIGN
"0" 33+19	30		"0" 33+32		29'	PARK RULES	WB	RELOCATE
"0" 33+32		23	"0" 33+32		29'	NO BURNING	NB	RELOCATE
"0" 38+67		40				SPEED LIMIT 35		SALVAGE EXIST. SIGN
"0" 40+89		21				SPEED LIMIT 35		SALVAGE EXIST. SIGN
"0" 40+90	21					PARK RULES	WB	RELOCATE
"0" 43+59	38		"0" 43+59	43'		STOP RIVERSIDE&RIVERCOURTWAY		SALVAGE EXIST. SIGN
"0" 47+68		21				SIGN POST		SALVAGE EXIST. SIGN
"0" 48+93		28				STOP RIVERSIDE & PARKWOOD DR		SALVAGE EXIST. SIGN
"0" 50+05	26					MOTORIZED VEHICLES PROHIBITED	EB	LEAVE IN PLACE
"0" 50+49		60				POST		SALVAGE EXIST. SIGN
"0" 51+92	23					PEDESTRIAN CROSSING AHEAD		SALVAGE EXIST. SIGN
"0" 60+03		24				STOP, RIVERSIDE DR&PARK PLACE		SALVAGE EXIST. SIGN
"0" 61+47		35				PARK PLACE TOWNHOUSES	NB	LEAVE IN PLACE
"0" 61+62		45				PED-XING		SALVAGE EXIST. SIGN
"0" 64+75		28				STOP		SALVAGE EXIST. SIGN
"0" 65+20	32					RIVERSIDE DR & STEPHEN RICHARDS		SALVAGE EXIST. SIGN
"0" 65+78		51				PED-XING		SALVAGE EXIST. SIGN
"0" 65+88	17					NO BURNING	NB	RELOCATE
"0" 66+44		22	"0" 66+44		29'	SPEED LIMIT 35		SALVAGE EXIST. SIGN
"0" 67+34		18				STOP		RELOCATE
"0" 69+10		42	"MT" 10+35	20'		PED-XING		SALVAGE EXIST. SIGN
"0" 69+87		28				STOP & NORTHLAND ST		SALVAGE EXIST. SIGN
"0" 70+55		31				STOP		SALVAGE EXIST. SIGN
"0" 73+95	42					STOP & LONG RUN DR		SALVAGE EXIST. SIGN
"0" 74+31		14				SPEED LIMIT 35		SALVAGE EXIST. SIGN
"0" 76+85		11				STOP		SALVAGE EXIST. SIGN
"0" 77+04	27					STOP & GEE ST & RIVERSIDE DR		SALVAGE EXIST. SIGN
"0" 77+55	41					STOP		SALVAGE EXIST. SIGN
"0" 77+92		17				STOP		SALVAGE EXIST. SIGN
"0" 80+22	39					STOP & JULEP ST		SALVAGE EXIST. SIGN
"0" 80+63		22				SPEED LIMIT 35		SALVAGE EXIST. SIGN
"0" 87+40	20					SPEED LIMIT 35		SALVAGE EXIST. SIGN
"0" 87+40		14				STOP & DIVISION ST. & RIVERSIDE		RELOCATE
"0" 91+07		32	"0" 91+07		35'			RELOCATE

BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70196 DESIGN)
SUMMARY TABLES
ALASKA

DESIGNED BY: D. SALDIVAR
DRAWN BY: AUTOCADD/CSA
CHECKED BY: TOWNSEND
PROJECT NO. M-0967(4)
DATE: 9/90
SHEET 8 OF 42



CULVERT PIPE SUMMARY

PIPE	DIA.	LENGTH	FROM	INVERT ELEV.	TO	INVERT ELEV.
			STRUCT./STA.		STRUCT./STA.	
P-1	24"	30.5	"0" 18+96.56' LT.	24.92	S-1A	24.82
P-2	24"	8.7	"0" 19+27, 46' LT.	24.52	S-1A	24.79
P-2A	24"	37.5	S-1A	24.79	S-1A	24.66
P-3	24"	172'	S-1	24.65	S-2	24.15
P-4	24"	58.57'	"0" 21+34, 34' RT. *	25.50	S-2	23.92
P-5	24"	45.43'	S-2	24.13	S-3	23.99
P-6	24"	42.40'	S-3	23.96	S-4	23.85
P-7	24"	43'	S-4	23.82	S-5	23.70
P-8	24"	30.89.5'	S-5	23.67	"0" 22+65, 49' LT.23	23.57
P-9	24"	38'	S-6	23.80	S-5	23.40
P-10	24"	38'	S-7	23.90	S-6	23.80
P-11	18"	39'	S-8	24.00	S-7	24.00
P-12	24"	39'	S-9	24.00	S-7	24.00
P-13	18"	10'	"0" 23+80, 29.5' RT.*	25.00	S-10	24.80
P-14	24"	39'	S-10	24.80	S-9	24.00
P-15	18"	10.5'	"0" 23+80, 30' LT. *	25.00	S-9	24.00
P-16	24"	95'	S-11	24.25	S-9	24.10
P-17	18"	39'	S-12	25.00	S-11	24.25
P-18	24"	115'	S-13	24.56	S-11	24.20
P-19	18"	12.42.5'	"0" 25+90, 32' RT. *	24.70	S-14	24.85
P-20	24"	39'	S-14	24.66	S-13	24.70
P-21	24"	126'	S-15	24.90	S-13	24.70
P-22	18"	14+3.5'	"0" 27+16, 33' RT.*	25.05	S-16	25.00
P-23	24"	38.59'	S-16	25.00	S-15	24.90
P-24	18"	11.5'	"0" 27+16, 31' *	25.50	S-15	25.30
P-26	12"	11'	S-18	19.20	"0" 31+40, 25' LT.19.01	19.10
P-27	12"	296'	S-23	20.46	S-18	19.23
P-28	12"	78.8.5'	"0" 30+03, 28' RT.	26.10	S-19	25.90
P-29	18"	141.544.0'	S-19	25.85	S-20	23.05
P-30	18"	21.27.0'	S-20	23.00	S-18	20.70
P-31	18"	139.5'	S-21	26.00	S-20	23.07
P-32	18"	39.32.5'	S-24	24.83	S-23	24.15
P-33	18"	7.6.5'	S-22	24.25	S-23	24.15
P-34	18"	189'	S-25	21.27	S-23	20.51
P-35	18"	172.268'	S-26	22.00	S-25	21.32
P-36	24"	124.851'	"0" 38+00, 38' RT. *	23.10	S-26	22.60
P-37	18"	72.71'	"0" 38+76, 36' RT.	23.80	"0" 38+05, 39' RT.	23.30
P-38	24"	6.6.5'	S-27	22.80	S-26	22.50
P-39	30"	25.124.7'	S-28	23.57	S-26	22.22
P-40	24"	48.0'	S-29	24.40	S-28	23.65
P-41	24"	96.05'	S-30	24.50	S-28	23.50
P-42	18"	39'	S-31	25.25	S-30	25.02
P-43	24"	330'	S-32	25.94	S-30	24.57
P-44	18"	39'	S-33	26.58	S-32	26.45
P-47	18"	60'	"0" 47+12, 31.0' RT.	28.75	"0" 47+22, 32.0' RT.	28.45
P-48	24"	151.108'	"0" 47+75, 32.0' RT.*	28.15	S-36	27.70
P-49	24"	97.83.5'	S-36	27.17	S-37	26.67
P-50	24"	108.09'	S-37	26.65	"0" 51+10, 60' RT.26.10	26.00
P-51	18"	32.29'	S-38	26.25	"0" 51+35, 52' RT.	26.00
P-52	18"	80.84'	S-39	26.85	S-38	26.30
P-53	18"	50.50.5'	"0" 52+22, 31' LT. *	30.00	S-39	26.90
P-54	18"	62'	S-42	29.62	S-41	29.12
P-55	18"	51.60.5'	S-41	29.10	"0" 57+85, 70' RT.	28.70
P-56	18"	190.591.6'	S-43	31.18	S-42	29.64
P-57	18"	176'	S-44	32.10	S-43	31.20
P-58	12"	11.9.5'	"0" 66+85, 29.0' LT.*	34.50	S-45	34.40
P-59	18"	164.916.5'	S-45	34.30	S-46	33.47
P-60	18"	38.539'	S-47	33.60	S-46	33.40
P-61	12"	11.9.5'	"0" 68+50, 29' LT. *	34.00	S-46	33.70
P-62	18"	165.174'	S-46	33.45	S-48	32.59
P-63	18"	30'	S-48	32.57	S-50	32.42
P-64	18"	48.5'	S-50	32.40	S-51	32.16
P-65	18"	30.539'	S-49	33.13	S-48	32.59
P-66	18"	9.5'	"0" 70+21, 29' RT. *	34.00	S-49	33.75
P-67	24"	103.5'	S-51	31.64	S-52	31.07
P-68	18"	39'	S-53	32.50	S-52	31.54
P-69	24"	288.235'	S-52	31.07	S-56	29.50
P-70	18"	35'	"0" 73+90, 43' RT.	33.70	"0" 74+25, 43' RT.	33.50
P-71	24"	50.53.5'	"0" 74+28, 41' RT. *	33.00	S-56	32.00
P-72	18"	11.545'	S-54	32.00	S-55	30.78
P-73	24"	22'	S-55	30.26	S-56	29.40
P-74	24"	313.529.5'	S-56	29.84	S-58.59	27.93

CULVERT PIPE SUMMARY

PIPE	DIA.	LENGTH	FROM	INVERT ELEV.	TO	INVERT ELEV.
			STRUCT./STA.		STRUCT./STA.	
P-75	18"	39.00'	S-57	33.50	S-58	33.05
P-76	24"	22.50'	S-58	27.97	S-59	27.84
P-77	18"	54.00'	"0" 77+51, 39' LT. *	33.00	S-59	31.95
P-78	18"	17.00'	S-60	29.05	S-59	28.60
P-79	12"	42.00'	"0" 77+53, 44' RT.	33.20	S-60	33.00
P-80	24"	29.00'	S-59	27.82	S-60	27.86
P-81	18"	46.00'	S-61	30.00	S-60	29.10
P-83	18"	42.00'	"0" 77+94, 40' RT.	33.40	"0" 77+52, 41' RT.	33.10
P-85	12"	24.00'	"0" 79+13, 28' LT.	34.30	"0" 79+37, 28' LT.	34.40
P-86	12"	10.50'	"0" 89+87, 30' LT. Δ	34.60	S-64	34.40
P-87	18"	45.00'	S-64	33.10	S-65	32.42
P-88	24"	46.00'	S-65	32.37	S-65	29.22
P-89	24"	31.50'	S-66	30.90	S-66	25.79
P-90	18"	54.00'	S-67	32.09	S-66	30.90
P-93	18"	40.00'	"0" 80+25, 45' RT.	32.00	"0" 80+65, 45' RT.32.47	31.50
P-94	18"	34.00'	"0" 80+67, 44' RT.*	32.40	S-69	31.40
P-95	24"	45.00'	S-69	28.74	S-69	27.77
P-96	24"	123.50'	S-70	31.25	S-69	29.70
P-97	24"	10.00'	"0" 82+14, 39.5' RT.*	31.50	S-70	31.00
P-98A	12"	10.0	S-53	33.20	S-53	32.95
P-98B	24"	63	"0" 65+75, 35' RT	33.20	"0" 65+75, 28' LT.	33.20
P-102	18"	11.50'	"0" 83+91, 31' RT. *	34.50	S-71	33.63
P-103	18"	47.00'	"0" 86+09, 25' LT.	35.70	"0" 85+62, 25' LT.	35.30
P-104	24"	410.00'	S-74	34.45	S-71	31.00
P-105	18"	44.50'	"0" 88+03, 25' LT. *	36.40	S-74	35.00
P-106	24"	13.50'	"0" 88+03, 33' RT. *	34.70	S-74	34.50
P-107	18"	68.50'	"0" 91+14, 40' RT.	36.80	"0" 90+46, 32' RT.	36.40
P-108	12"	10.50'	S-75	37.90	"0" 91+30, 30' RT.37.80	37.80

- * SEE NOTE 4. (⊛) Culvert ends placed at existing pipe grades
- Δ 2-1/2" PVC
- △ 36" CORRUGATED POLYETHYLENE PIPE (CPP)
- △ SHALL BE ALUMINUM, SEE DETAIL ON SHEET 38.
- △ CONCRETE COLLAR OR GRATING NOT REQUIRED.
- △ MANHOLE TO BE INSTALLED BY OTHERS, SEE SPECS.
- △ SEE DETAIL ON SHEET 38.

GENERAL NOTES

1. STATIONING FOR THE CULVERT PIPES AND INLETS ARE APPROXIMATE AND MAY BE ADJUSTED TO BETTER FIT FIELD CONDITIONS.
2. INVERT ELEVATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
3. INLETS DESIGNATED WITH A SUMP SHALL HAVE AN 18" MIN. SUMP AS SHOWN IN D-26.01 OF THE STANDARD DRAWINGS.
4. ALL NEW EXPOSED PIPE ENDS SHALL BE CONSTRUCTED WITH CONCRETE COLLAR AS SHOWN ON SHEET NO. 39., EXCEPT PIPE ENDS MARKED WITH AN ASTERISK(*) SHALL BE CONSTRUCTED WITH CONCRETE COLLAR AND GRATING.
5. ALL DRAINAGE PIPES ARE CORRUGATED STEEL PIPES EXCEPT AS NOTED.
6. PAVEMENT REMOVAL FOR THE INSTALLATION OF DRAINAGE PIPES BETWEEN B.O.P. AND STA. "0" 27+00 SHALL BE REPLACED TO MATCH THICKNESS OF EXISTING PAVEMENT PRIOR TO OVERLAY.
7. BETWEEN STA. "0" 18+60 AND STA. "0" 27+00 (THE SECTION WITH A 1" OVERLAY) THE INLET GRADE SHALL BE SET AS SHOWN IN STD. DWG. D-23.00 EXCEPT THAT THE GRATE SHALL BE SET 1" BELOW THE GUTTER PAN.

DRAINAGE STRUCTURE SUMMARY

STRUCT.	STATION	℄	TOP OF CURB ELEV.	INVERT ELEV.	REMARKS
S-1	"0" 19+63, LT.	29.34	28.54	23.15	INLET TYPE "B" W/SUMP
S-1A	"0" 19+26.5, 54' RT.	29.39	27.50	23.29	FIELD INLET, TYPE B W/SUMP
S-2	"0" 21+35, LT.	29.07	28.37	22.63	INLET TYPE "B" W/SUMP
S-3	"0" 21+80, LT.	28.89	28.39	22.46	INLET TYPE "A" W/SUMP
S-4	"0" 22+22, LT.	28.60	28.39	22.32	INLET TYPE "A" W/SUMP
S-5	"0" 22+65, LT.	28.28	28.28	22.17	INLET TYPE "B" W/SUMP
S-6	"0" 23+03, LT.	28.25	28.25	22.30	INLET TYPE "A" W/SUMP
S-7	"0" 23+41, LT.	28.21	28.26	22.40	INLET TYPE "B" W/SUMP
S-8	"0" 23+41, RT.	28.21	28.49	24.90	INLET TYPE "A" W/SUMP
S-9	"0" 23+80, LT.	28.23	28.26	22.50	INLET TYPE "B" W/SUMP
S-10	"0" 23+80, RT.	28.23	28.35	24.80	INLET TYPE "A" W/SUMP
S-11	"0" 24+75, LT.	28.41	28.58	22.75	INLET TYPE "B" W/SUMP
S-12	"0" 24+75, RT.	28.41	28.43	25.00	INLET TYPE "A" W/SUMP
S-13	"0" 25+90, LT.	28.71	28.77	23.06	INLET TYPE "B" W/SUMP
S-14	"0" 25+90, RT.	28.71	28.77	24.66	INLET TYPE "A" W/SUMP
S-15	"0" 27+16, LT.	28.91	28.94	23.40	INLET TYPE "B" W/SUMP
S-16	"0" 27+16, RT.	28.91	28.94	23.50	INLET TYPE "A" W/SUMP
S-18	"0" 31+44, 15' LT.	29.50	29.18	17.70	MANHOLE, TYPE II W/SUMP
S-19	"0" 30+03, RT.	29.54	29.57	25.85	INLET, TYPE "A" W/SUMP
S-20	"0" 31+44, 12' RT.	29.50	29.24	21.50	MANHOLE, TYPE I W/SUMP
S-21	"0" 32+80, LT.	28.78	28.81	24.50	INLET TYPE "A" W/SUMP
S-22	"0" 34+40, LT.	27.93	27.96	22.75	INLET TYPE "A" W/SUMP
S-23	"0" 34+40, 13' LT.	27.93	27.65	18.96	MANHOLE, TYPE II W/SUMP
S-24	"0" 34+40, RT.	27.93	28.22	24.83	INLET, TYPE "A" W/SUMP
S-25	"0" 36+30, 13' LT.	26.91	26.83	19.77	MANHOLE, TYPE II W/SUMP
S-26	"0" 38+00, 13' LT.	26.16	25.88	20.50	MANHOLE, TYPE II W/SUMP
S-27	"0" 38+00, LT.	26.16	26.19	21.30	INLET TYPE "A" W/SUMP
S-28	"0" 40+50, LT.	27.31	27.34	22.07	INLET TYPE "B" W/SUMP
S-29	"0" 40+55, 28' RT.	27.34	27.37	22.90	FIELD INLET, TYPE "A" W/SUMP
S-30	"0" 41+45, LT.	27.81	27.84	23.00	INLET TYPE "B" W/SUMP
S-31	"0" 41+45, RT.	27.81	28.14	25.25	INLET, TYPE "A" W/SUMP
S-32	"0" 44+75, LT.	29.54	29.57	24.44	INLET TYPE "B" W/SUMP
S-33	"0" 44+75, RT.	29.54	29.57	26.58	INLET, TYPE "A" W/SUMP
S-36	"0" 49+35, LT.	31.29	31.36	25.65	INLET TYPE "B" W/SUMP
S-37	"0" 50+00, 33' RT.	31.12	30.20	25.15	FIELD INLET, TYPE "B" W/SUMP
S-38	"0" 51+35, 23' RT.	30.79	30.48	24.75	MANHOLE, TYPE I W/SUMP
S-39	"0" 52+22, RT.	30.61	30.27	25.35	INLET TYPE "A" W/SUMP
S-40	"0" 54+78, RT.	32.02	31.68	25.50	INLET TYPE "A" W/SUMP
S-41	"0" 57+85, RT.	33.90	33.62	27.60	INLET TYPE "A" W/SUMP
S-42	"0" 58+24, 28.5' RT.	34.09	34.00	28.12	FIELD INLET, TYPE "A" W/SUMP
S-43	"0" 60+15, LT.	34.99	34.68	29.68	INLET TYPE "A" W/SUMP
S-44	"0" 62+00, LT.	35.87	35.53	30.60	INLET TYPE "A" W/SUMP
S-45	"0" 66+85, LT.	37.06	36.76	32.80	INLET TYPE "A" W/SUMP
S-46	"0" 68+50, LT.	36.55	36.58	31.95	INLET TYPE "B" W/SUMP
S-47	"0" 68+50, RT.	36.55	36.58	32.10	INLET TYPE "B" W/SUMP
S-48	"0" 70+21, RT.	36.10	36.13	31.07	INLET TYPE "B" W/SUMP
S-49	"0" 70+21, LT.	36.10	36.13	31.63	INLET TYPE "A" W/SUMP
S-50	"0" 70+49, 30' LT.	36.13	34.50	30.90	FIELD INLET, TYPE "A" W/SUMP
S-51	"0" 70+97, 30' LT.	36.27	34.50	30.14	FIELD INLET, TYPE "A" W/SUMP
S-52	"0" 72+00, LT.	36.68	36.71	29.52	INLET TYPE "B" W/SUMP
S-53	"0" 72+00, RT.	36.68	36.71	31.00	INLET TYPE "A" W/SUMP
S-54	"0" 73+90, 34' LT.	37.38	34.50	30.50	FIELD INLET, TYPE "A" W/SUMP
S-55	"0" 74+35, 34' LT.	37.40	34.50	28.76	FIELD INLET, TYPE "A" W/SUMP
S-56	"0" 74+35, 12.0' LT.	37.40	37.14	28.14	MANHOLE, TYPE I W/SUMP
S-57	"0" 77+30, RT.	36.68	36.71	32.00	INLET TYPE "A" W/SUMP
S-58	"0" 77+30, LT.	36.68</			

CULVERT REMOVAL SUMMARY

LOCATION	DIAMETER	LENGTH
21+71.33' RT.	18"	54'
22+72	24"	63' 65'
25+20.30' RT.	18"	54'
26+70.35' RT.	18"	73'
35+76.23' RT.	18"	19'
36+57.23' RT.	18"	36' 37'
37+61. RT.	18"	44'
37+65.50' RT.	18"	37'
40+45	18"	46'
48+70.21' RT.	18"	20'
48+95.20' LT.	18"	16'
49+63	24"	46' 49'
50+56	18"	104'
51+36	24"	53' 54'
51+38.44' RT.	24"	20'
61+29.25' RT.	18"	40'
57+88	24"	47'
57+90.50' RT.	24"	40'
65+75.27' LT.	18"	21'
70+73.27' LT.	18"	47'
72+98.26' LT.	12"	26'
66+50.4	18"	20'
74+03.28' LT.	12"	52' 79'
74+08.21' RT.	18"	38'
74+26.32' RT.	12"	20'
74+28	24"	48'
74+39.20' RT.	18"	21'
74+43.28' LT.	12"	26'
76+98.20' RT.	24"	110'
77+51.30' RT.	12"	21'
77+52	24"	64'
77+72.20' RT.	24"	46'
77+97.30' RT.	12"	17'
77+97-80+25.20' RT.	24"	228'
78+92.28' LT.	18"	20'
79+28.28' LT.	18"	24'
66+00	18"	40'
80+25.27' RT.	12"	13'
80+40.29' RT.	18"	46'
80+47.20' RT.	24"	42'
80+67.29' LT.	24"	18'
80+70	30"	50'
80+68-82+13.21' RT.	24"	145'
82+13-83+98.21' RT.	24"	185'
83+98-88+03.23' RT.	30"	405'
90+50.25' RT.	12"	10'
90+82.40' RT.	18"	50'
65+85.25' LT.	18"	35'

INLET & MANHOLE REMOVAL SUMMARY

LOCATION	REMARKS
"0" 37+56.24' RT.	REMOVE EXISTING INLET
"0" 37+64.17' LT.	REMOVE EXISTING INLET
"0" 37+66.53' LT.	REMOVE EXISTING INLET
"0" 40+53.26' RT.	REMOVE EXISTING INLET
"0" 74+28.19' RT.	REMOVE EXIST. S.D. MANHOLE
"0" 74+30.29' LT.	REMOVE EXIST. S.D. MANHOLE
"0" 77+51.20' RT.	REMOVE EXIST. S.D. MANHOLE
64+13.21' RT.	REMOVE EXISTING MANHOLE AIR CASE
"0" 77+97.20' RT.	REMOVE EXIST. S.D. MANHOLE
"0" 80+25.21' RT.	REMOVE EXIST. S.D. MANHOLE
"0" 80+68.21' RT.	REMOVE EXIST. S.D. MANHOLE
"0" 82+13.21' RT.	REMOVE EXIST. S.D. MANHOLE
"0" 83+98.21.5' RT.	REMOVE EXIST. S.D. MANHOLE
"0" 88+03.25' RT.	REMOVE EXIST. FIELD INLET

S.D. = STORM DRAIN

EXISTING MONUMENT SUMMARY

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 19+88.14			ADJUST EXIST. ϕ MONUMENT CASE
"0" 22+43.67		0.33	ADJUST EXIST. ϕ MONUMENT CASE
"0" 26+70.25	0.93'		ADJUST EXIST. ϕ MONUMENT CASE
"0" 28+49.59	1.23'		REMOVE EXIST. ϕ MONUMENT CASE
"0" 72+03.78			EXIST. ϕ MON. TO BE RE-ESTABLISHED AND REPLACE W/NEW MON. & CASE SEE SUMMARY BELOW.
"0" 90+35.93			ADJUST-EXIST. ϕ MONUMENT CASE <i>Remove & replace</i>

MONUMENT SUMMARY

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 38+90+89.23		23.5'X	SHALL BE LOCATED IN CENTER OF S/W
"0" 50+75+79.52		23.5'X	SHALL BE LOCATED IN CENTER OF S/W
"0" 65+10+03.15		23.5'X	SHALL BE LOCATED IN CENTER OF S/W
"0" 72+03.78			ϕ MONUMENT
"0" 90+35.93			ϕ MONUMENT

S/W = SIDEWALK

THE FOLLOWING MONUMENT AND PROPERTY CORNER SYMBOLS WILL BE USED IN LIEU OF THE STANDARD DRAWING SYMBOLS:

RECOVERED MONUMENTS TO BE SET THIS PROJECT

- PRIMARY OR CENTERLINE MONUMENT...
- CENTERLINE MONUMENT.....
- REBAR OR ALUMINUM ROD W/CAP.....
- REBAR/ALUMINUM ROD.....
- PIPE.....

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

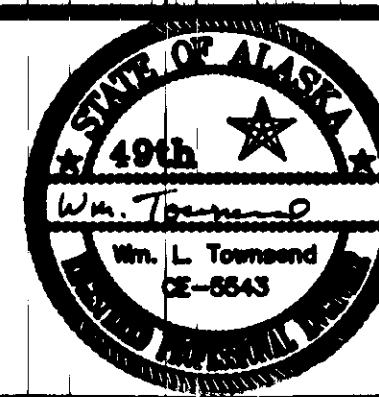
DATE	DESCRIPTION OF CHANGE

RECORD OF REVISIONS

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

JUNEAU RIVERSIDE DRIVE RECONSTRUCTION
ALASKA
STAGE II
70324 CONST. (70198 DESIGN)
SUMMARY TABLES

DESIGNED BY: D. SALDIVAR	PROJECT NO. M-0967(4)
DRAWN BY: AUTOCADD/CSA	DATE: 9/90
CHECKED BY: TOWNSEND	SHEET 10 OF 42



EXISTING JUNCTION BOX SUMMARY			
STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 18+62	55.0'		ADJUST EXIST. J-BOX, TYPE I
"0" 18+62		35.0'	ADJUST EXIST. J-BOX, TYPE II
"0" 19+29	45.0'		ADJUST EXIST. J-BOX, TYPE I
"0" 20+32		25.0'	ADJUST EXIST. J-BOX, TYPE I
"0" 20+79	31.5'		ADJUST EXIST. J-BOX, TYPE I

MANHOLE ADJUSTMENT AND RECONSTRUCTION SUMMARY			
STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 32+50		19'	RECONSTRUCT EXIST. AIR RELEASE VALVE MANHOLE
"0" 64+95		21'	RECONSTRUCT EXIST. AIR RELEASE VALVE MANHOLE
"0" 65+52		23'	ADJUST EXIST. SEWER MANHOLE
"0" 65+78		34'	ADJUST EXIST. STORM MANHOLE
"0" 68+39	1'		RECONSTRUCT EXIST. SEWER MANHOLE
"0" 71+27		1'	RECONSTRUCT EXIST. SEWER MANHOLE
"0" 74+48	21.5'		RECONSTRUCT EXIST. SEWER MANHOLE
"0" 77+33		10.5'	RECONSTRUCT EXIST. AIR RELEASE VALVE MANHOLE
"0" 77+59	19'		RECONSTRUCT EXIST SEWER MANHOLE
"0" 80+28	19.5'		RECONSTRUCT EXIST SEWER MANHOLE
"0" 82+24	17.5'		RECONSTRUCT EXIST SEWER MANHOLE Adjust
"0" 84+19	17'		RECONSTRUCT EXIST. SEWER MANHOLE
"0" 87+47	11'		RECONSTRUCT EXIST. SEWER MANHOLE
"0" 90+24		19'	RECONSTRUCT EXIST. AIR RELEASE VALVE MANHOLE
"0" 90+86	6'		ADJUST EXIST. SEWER MANHOLE

CURB CUT SUMMARY				
STATION	OFFSET			REMARKS
	LT.	RT.	WIDTH	
"0" 18+40	X		5'	WHEELCHAIR RAMP **
"0" 18+45		X	5'	WHEELCHAIR RAMP **
"0" 49+18		X	30'	DRIVEWAY
"0" 50+24.5		X	30'	DRIVEWAY
"0" 27+00	X		5'	Wheelchair Ramp
"0" 59+08		X	24'	DRIVEWAY
"0" 72+99	X		20'	DRIVEWAY
"0" 74+84.80	X		18'	DRIVEWAY
"0" 33+35		X	5'	Wheelchair Ramp
"0" 79+28.40	X		16'	DRIVEWAY
"0" 38+70	X		5'	Wheelchair Ramp
"0" 60+90	X		5'	Wheelchair Ramp

Curb Cut Summary				
Station	Offset			Remarks
	Lt.	Rt.	width	
"0" 21+90	X		5'	Wheelchair Ramp
"0" 68+60	X		5'	Wheelchair Ramp
"0" 71+00		X	5'	Wheelchair Ramp
"0" 85+75		X	5'	Wheelchair Ramp

VALVE BOX ADJUSTMENT SUMMARY			
STATION "0" LINE	OFFSET		REMARKS
	LT.	RT.	
21+31		16	
24+24		19	
26+92		19	
26+94		10	
26+96		16	
32+66		17	
32+70		18.19	
38+14		24	
38+17		22	
41+50		16	
47+60		16	
47+63		19	
50+44		25	
50+47		26	
61+07		23	
61+10		29	
50+45		24	
65+30		20	
65+31		16	
65+39		38	
65+44		45	
50+48	30		
65+97		28	
68+77		17	
69+17		22	
70+57		12	
70+60		14	
74+00		10	
74+02		8	
74+03		13	
77+73		7	
77+90		10	
77+95		12	
80+47		8	
80+57		10	
80+60		13	
90+53		26	
90+99		14	
90+99		22	
90+98		14	

RESIDENCE DRIVEWAY SUMMARY				
STATION "0" LINE	OFFSET			REMARKS
	LT.	RT.	WIDTH	
49+18		X	30'	
50+24.5		X	30'	
72+99	X		20-17'	
74+84.80	X		18-18'	"LRT" 10+55 Rt.
79+28.40	X		18-15'	

MAIL BOX SUMMARY					
EXISTING LOCATION		NO. OF BOXES	NEW LOCATION		REMARKS
STATION	OFFSET		STATION	OFFSET	
	LT.	RT.	LT.	RT.	
"0" 74+95	28'	1	"LRT" 10+84	17.0'	***
"0" 79+41	26'	1	"S" 10+56	20'	***

SERVICE DRIVEWAY SUMMARY*				
STATION "0" LINE	OFFSET			REMARKS
	LT.	RT.	WIDTH	
21+53.83		X	25-22-	RACQUET BALL CLUB
25+16		X	23-24-	RACQUET BALL CLUB
26+70.50		X	30-25-	JAMES BLVD.
33+30	X		34-30-	PARKS & REC.
38+30		X	32-30-	RIVERWOOD DR.
47+40.55		X	29	PARKWOOD DR.
47+40.55	X		33	CBJ Parks & Rec.
50+27.01	X		26-25-	RIVERCOURT WAY
61+25.85		X	24	PARK PLACE
65+45.12	X		27-26-	STEPHEN-RICHARDS DR.
65+48.10		X	26	STEPHEN-RICHARDS DR.
68+93.82		X	36-20-	MT.-VIEW DR
70+74	X		27-25-	NORTHLAND ST
74+09.86	X		23-22-	LONG RUN DR.
74+12.80	X		22	LONG RUN DR.
77+74.08	X		22'	GEE STREET
77+75.16		X	23-22'	GEE STREET
80+39.26	X		25-24-	SHARON ST.
80+46.18		X	25-24-	JULEP ST.
85+85.25	X		21-20-	CEMETERY ROAD
90+84.60		X	22-24-	DIVISION ST.

*** RELOCATE EXISTING MAILBOX. REPLACE MAILBOX POST AND ARM WITH NEW. REUSE EXISTING BOX. ANY NEWSPAPER BOX ATTACHED TO THE EXISTING MAILBOX SHALL BE RELOCATED.

BY:	DATE:	DESCRIPTION OF CHANGE:

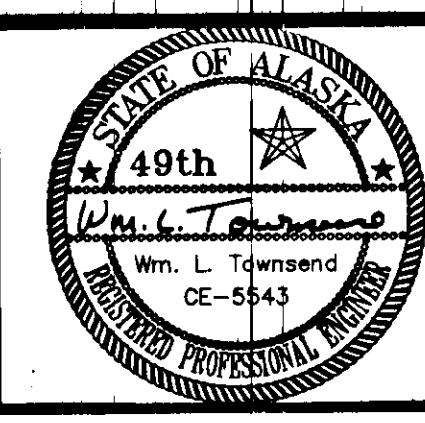
RECORD OF REVISIONS

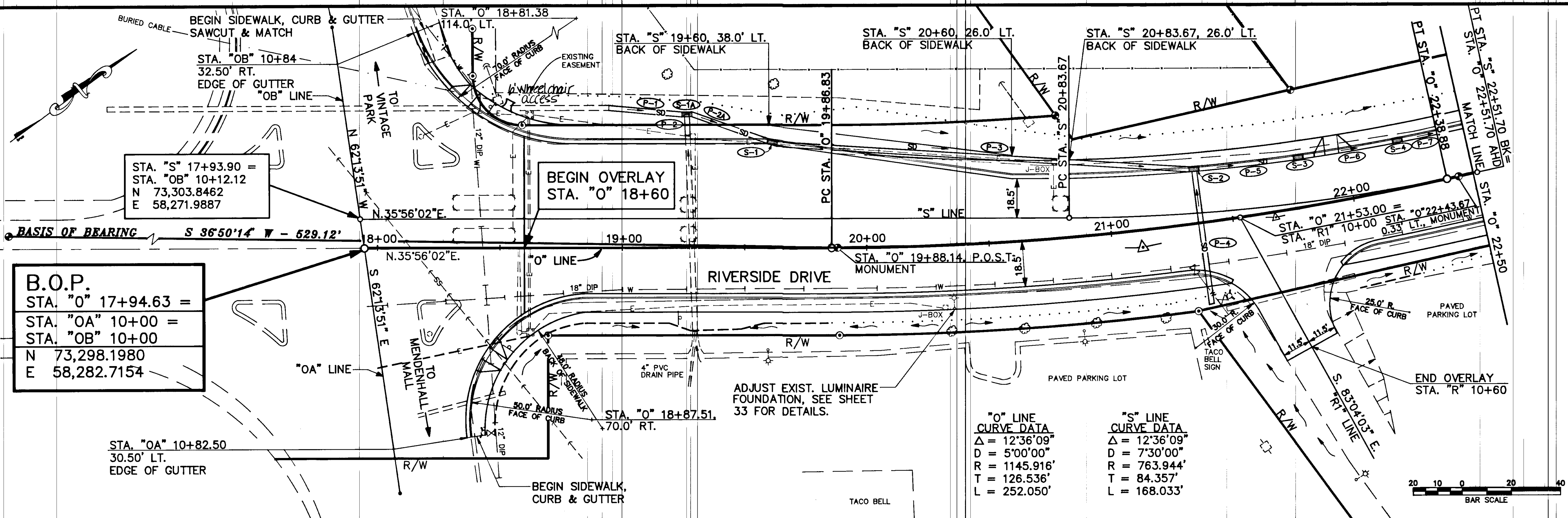
STATE OF ALASKA
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JUNEAU
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
SUMMARY TABLES

ALASKA
DESIGNED BY: D. SALDIVAR
DRAWN BY: AUTOCADD/CSA
CHECKED BY: TOWNSEND

PROJECT NO. M-0967(4)
DATE: 9/90
SHEET 11 OF 42





B.O.P.
 STA. "O" 17+94.63 =
 STA. "OA" 10+00 =
 STA. "OB" 10+00
 N 73,298.1980
 E 58,282.7154

STA. "S" 17+93.90 =
 STA. "OB" 10+12.12
 N 73,303.8462
 E 58,271.9887

"O" LINE CURVE DATA
 $\Delta = 12^{\circ}36'09"$
 $D = 5^{\circ}00'00"$
 $R = 1145.916'$
 $T = 126.536'$
 $L = 252.050'$

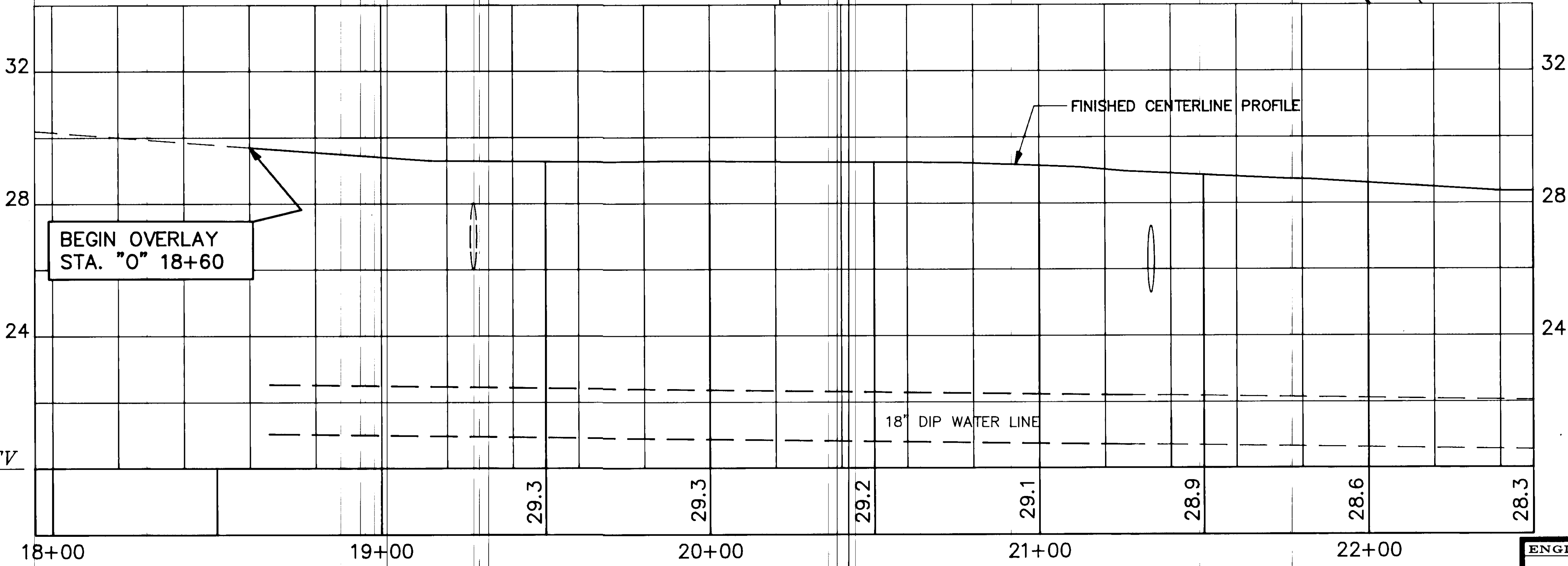
"S" LINE CURVE DATA
 $\Delta = 12^{\circ}36'09"$
 $D = 7^{\circ}30'00"$
 $R = 763.944'$
 $T = 84.357'$
 $L = 168.033'$



BASIS OF CONTROL

THE PROJECT BASIS OF BEARING
 is the bearing of $S 36^{\circ}50'14" W$ between the monument at Station "O" 19+88.14, P.O.S.T., and the centerline control monument in the left shoulder of Riverside Drive, 529.12 feet from the monument at Sta. "O" 19+88.14, P.O.S.T., which has the project coordinates of N. 73,454.882, E. 58,396.277.

THE BASIS OF VERTICAL CONTROL
 is the top of the monument at Station "O" 19+88.14, P.O.S.T., with an accepted elevation of 28.91 feet below MLLW.



DATUM ELEV
20.00

BY:	DATE:	DESCRIPTION OF CHANGE:

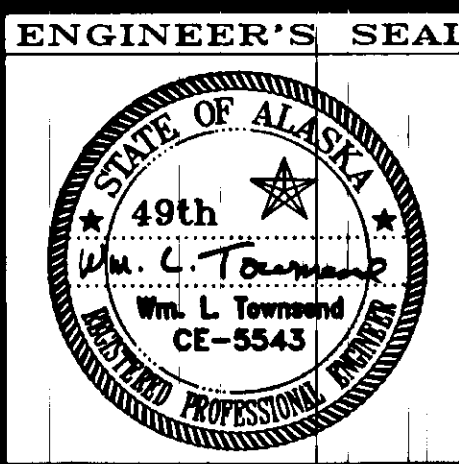
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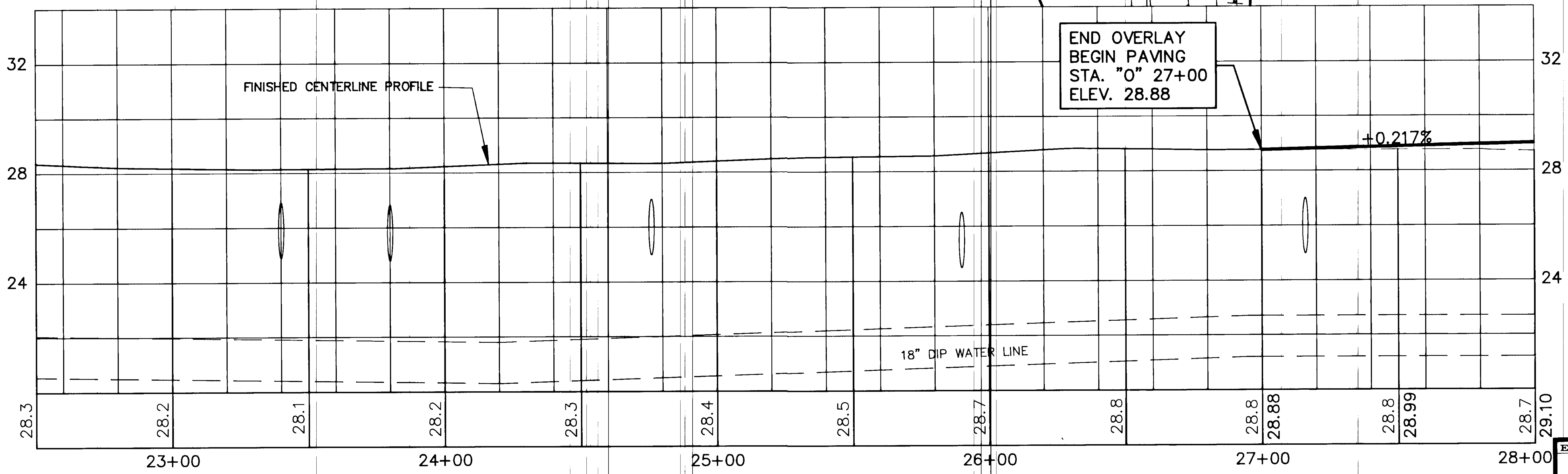
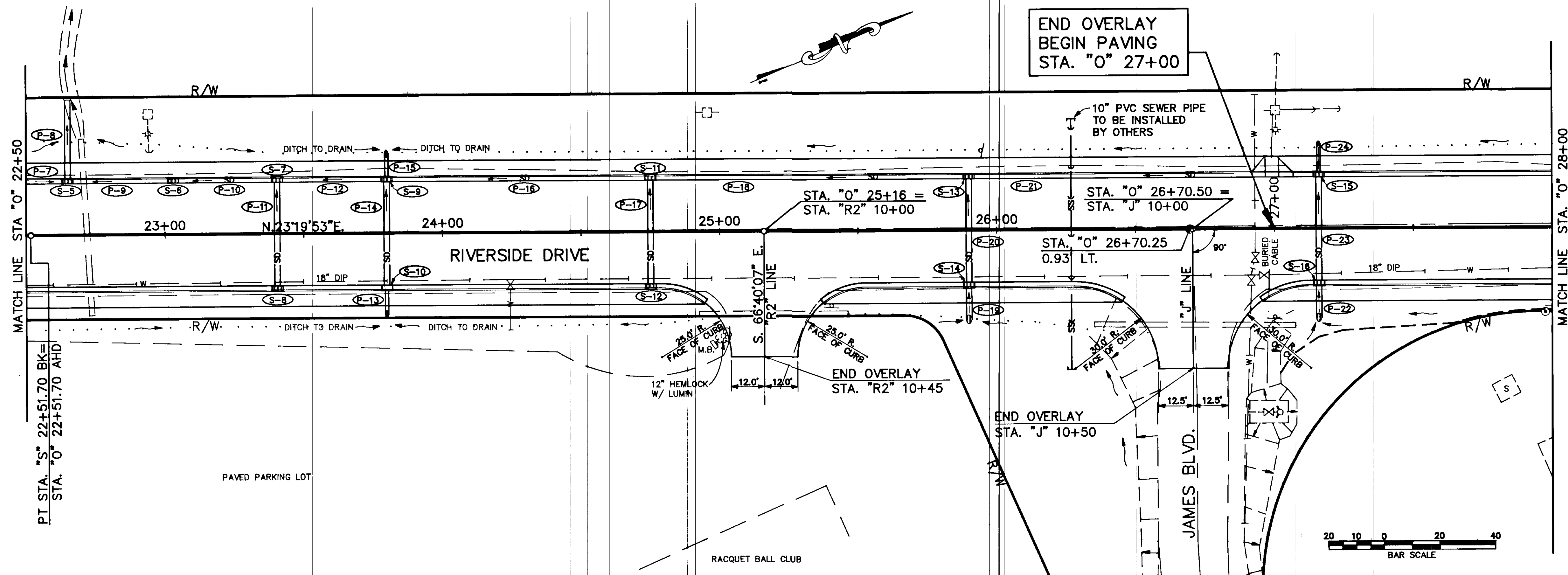
JUNEAU

RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
PLAN & PROFILE

ALASKA

DESIGNED BY: D. SALDIVAR	PROJECT NO. M -0967 (4)
DRAWN BY: AUTOCADD/R.S.	DATE: 9/90
CHECKED BY: B. TOWNSEND	SHEET 12 OF 42





END OVERLAY
BEGIN PAVING
STA. "O" 27+00

END OVERLAY
BEGIN PAVING
STA. "O" 27+00
ELEV. 28.88



BY:	DATE:	DESCRIPTION OF CHANGE:

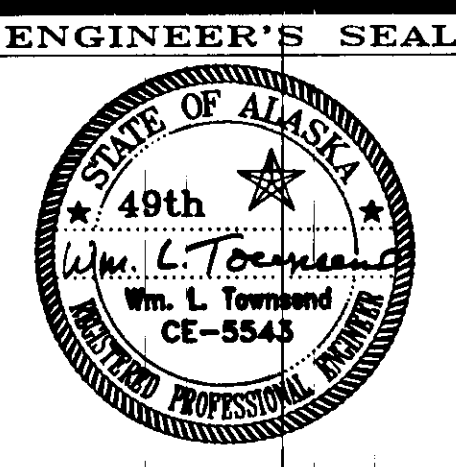
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

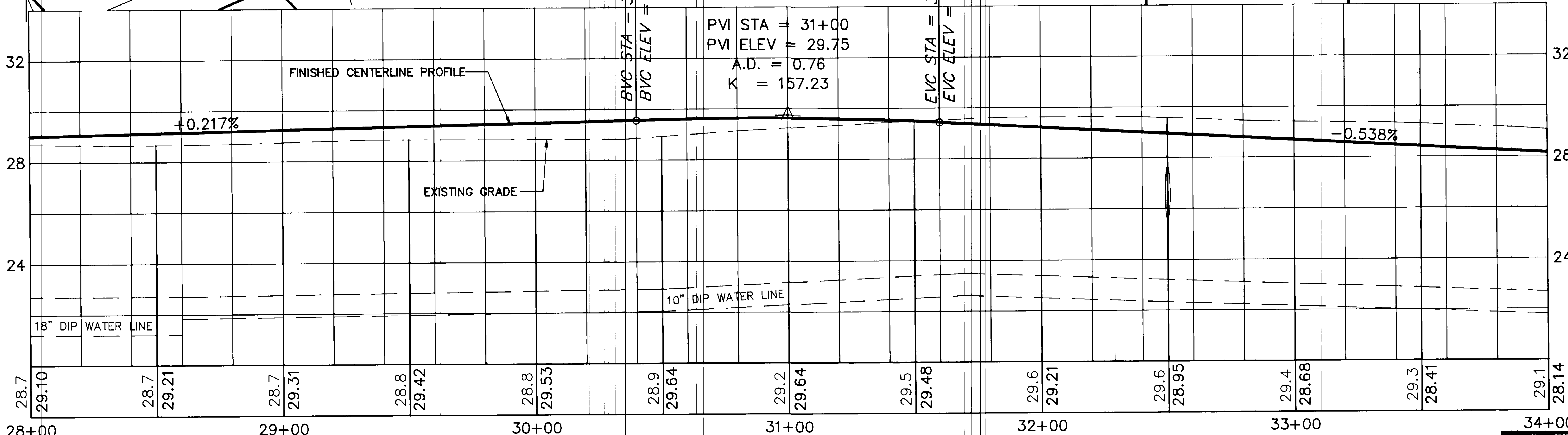
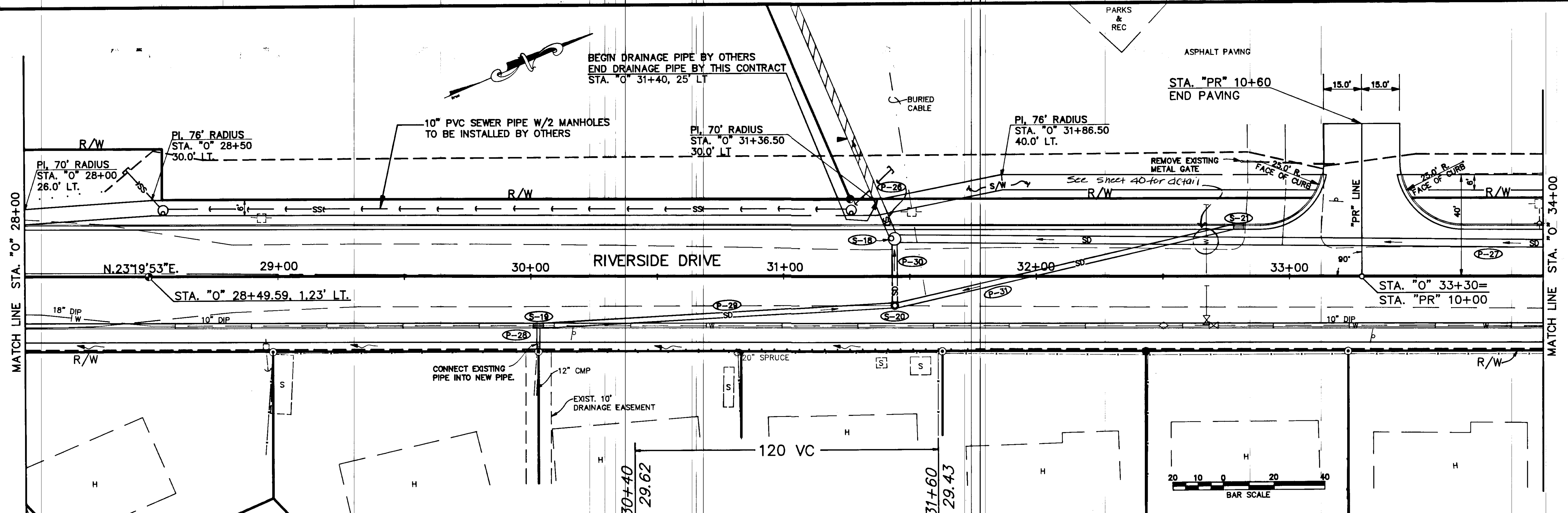
JUNEAU

RIVERSIDE DR. RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)

ALASKA
PLAN & PROFILE

DESIGNED BY: D. SALDIVAR	PROJECT NO. M-0987 (4)
DRAWN BY: AUTOCADD/R.S.	DATE: 9/90
CHECKED BY: W. TOWNSEND	SHEET 13 OF 42





PVI STA = 31+00
 PVI ELEV = 29.75
 A.D. = 0.76
 K = 157.23

BVC STA = 30+40
 BVC ELEV = 29.62
 EVC STA = 31+60
 EVC ELEV = 29.43



BY:	DATE:	DESCRIPTION OF CHANGE:

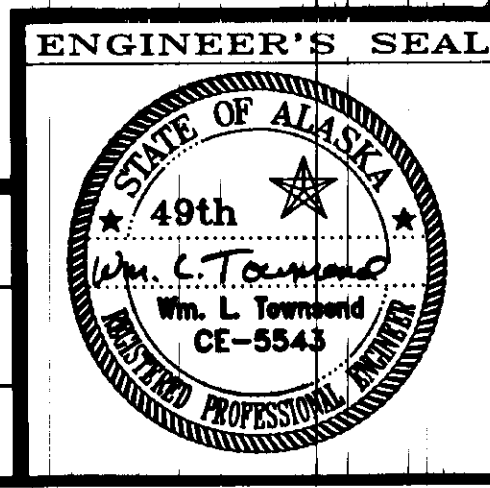
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

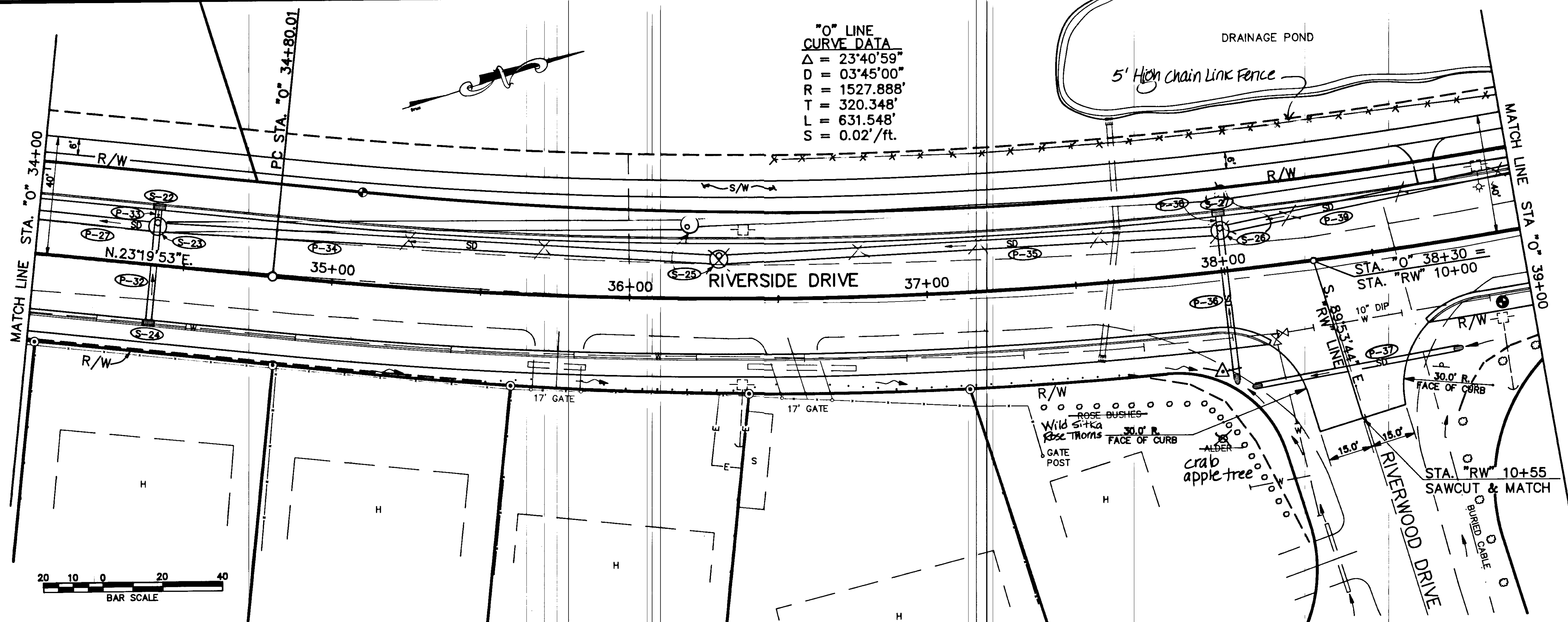
RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)

ALASKA

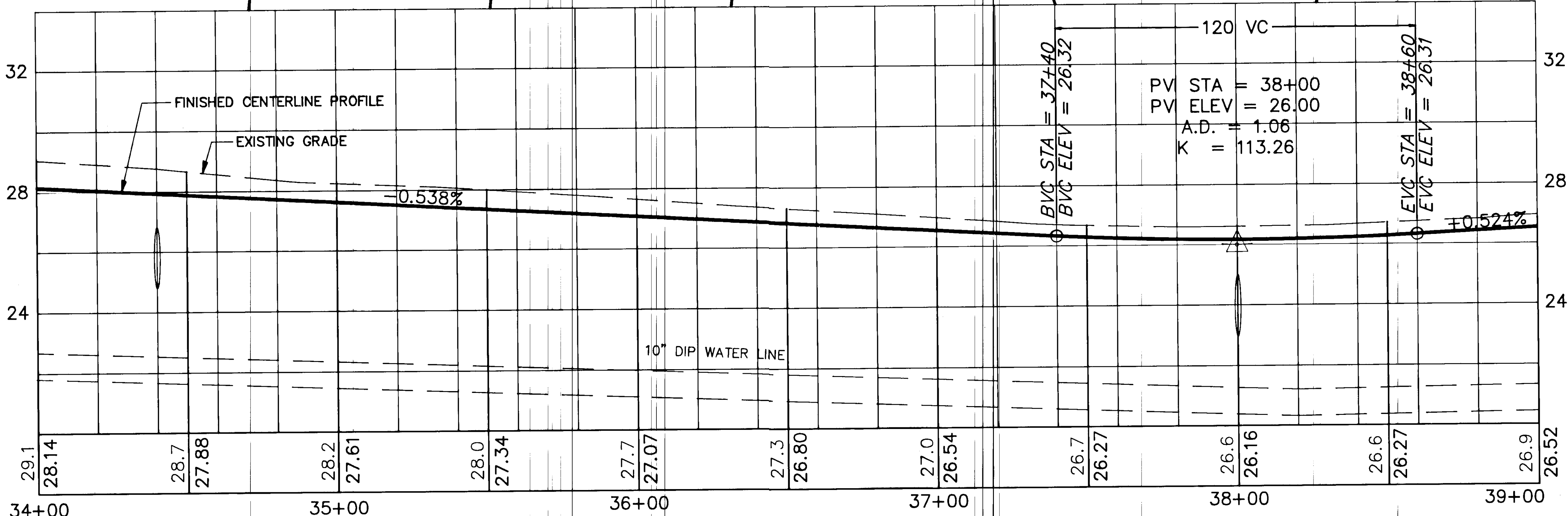
DESIGNED BY:	D. SALDIVAR	PROJECT NO.	M -0967 (4)
DRAWN BY:	AUTOCADD/R.S.	DATE:	9/90
CHECKED BY:	W. TOWNSEND	SHEET 14 OF 42	



PLAN & PROFILE



0° LINE CURVE DATA
 $\Delta = 23^{\circ}40'59''$
 $D = 03^{\circ}45'00''$
 $R = 1527.888'$
 $T = 320.348'$
 $L = 631.548'$
 $S = 0.02'/ft.$



120 VC
 PV STA = 38+00
 PV ELEV = 26.00
 A.D. = 1.06
 K = 113.26

BVC STA = 37+40
 BVC ELEV = 26.32

EVC STA = 38+60
 EVC ELEV = 26.31

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

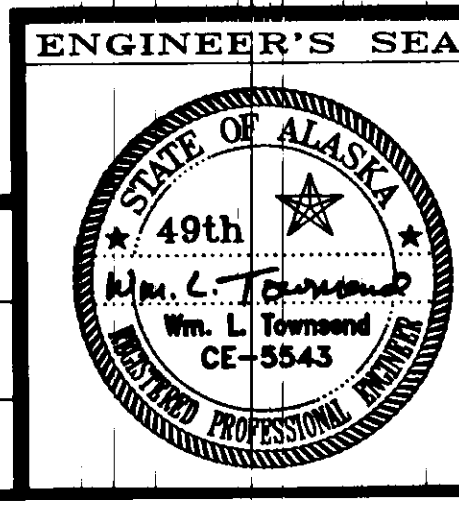
BY:	DATE:	DESCRIPTION OF CHANGE:

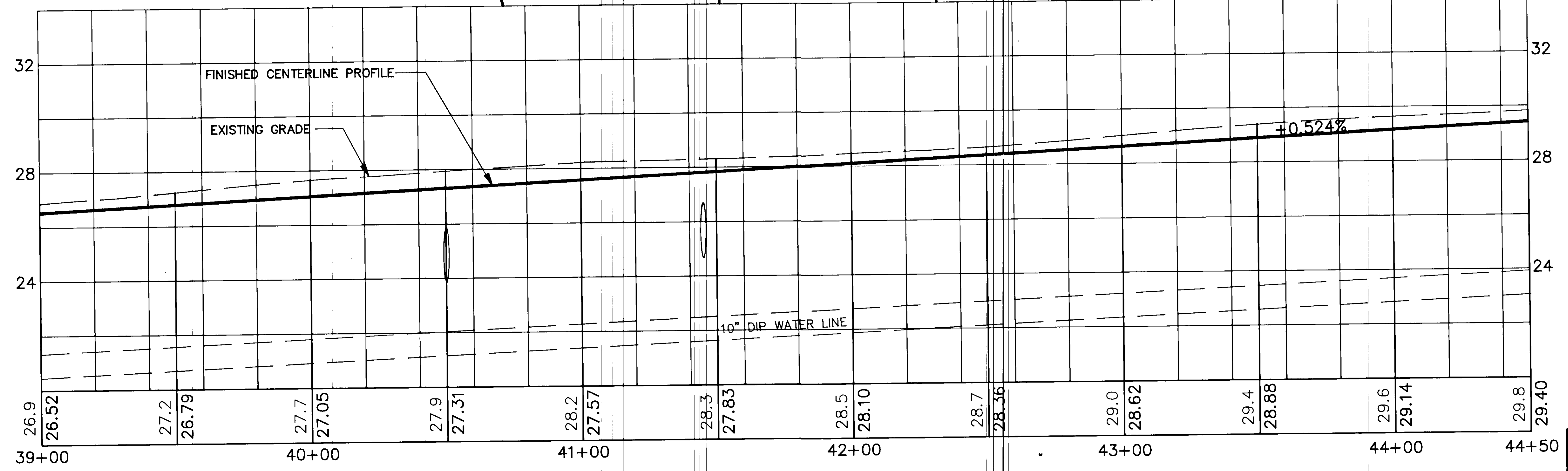
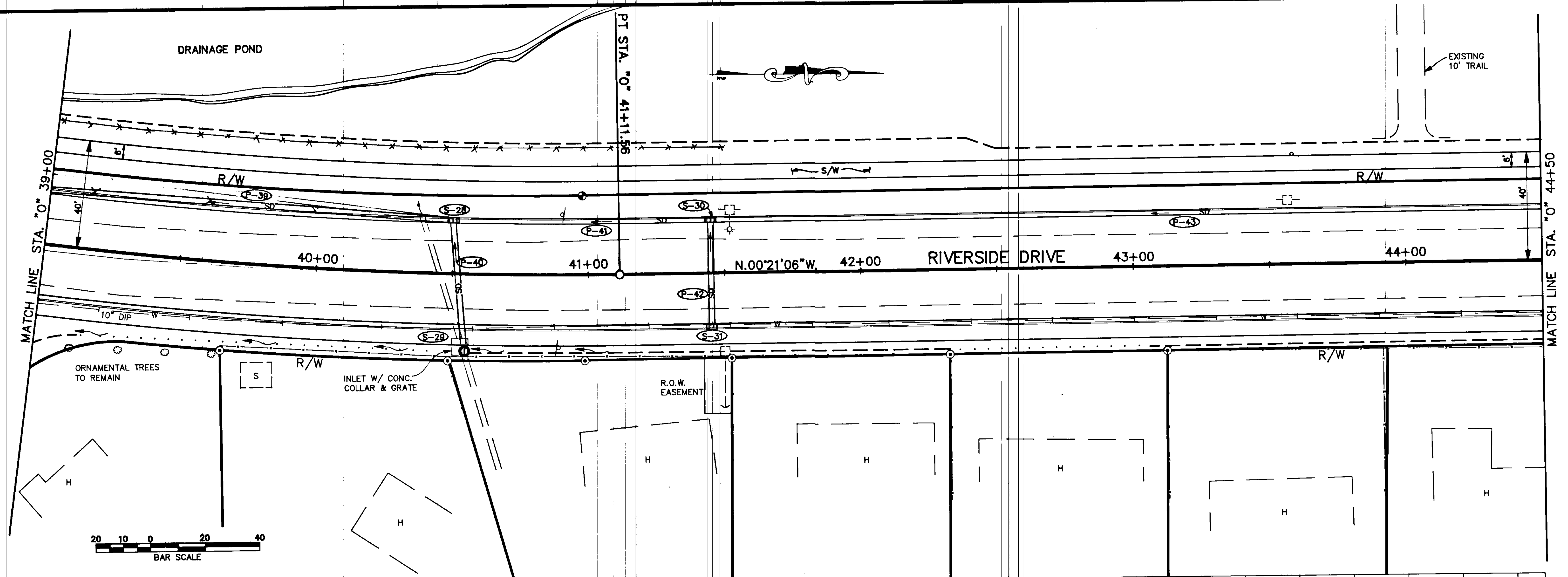
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)

PLAN & PROFILE

DESIGNED BY: D. SALDIVAR	PROJECT NO. M -0967 (4)
DRAWN BY: AUTOCADD/R.S.	DATE: 9/90
CHECKED BY: W. TOWNSEND	SHEET 15 OF 42



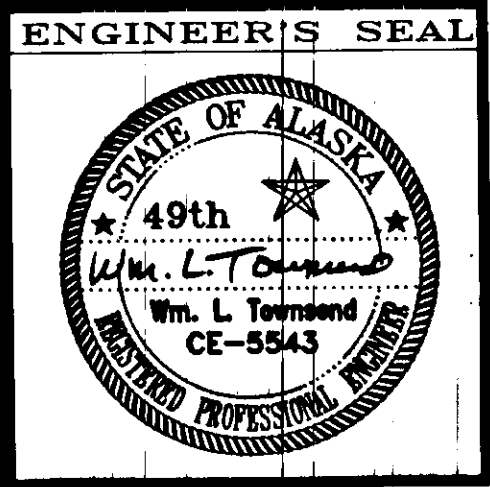


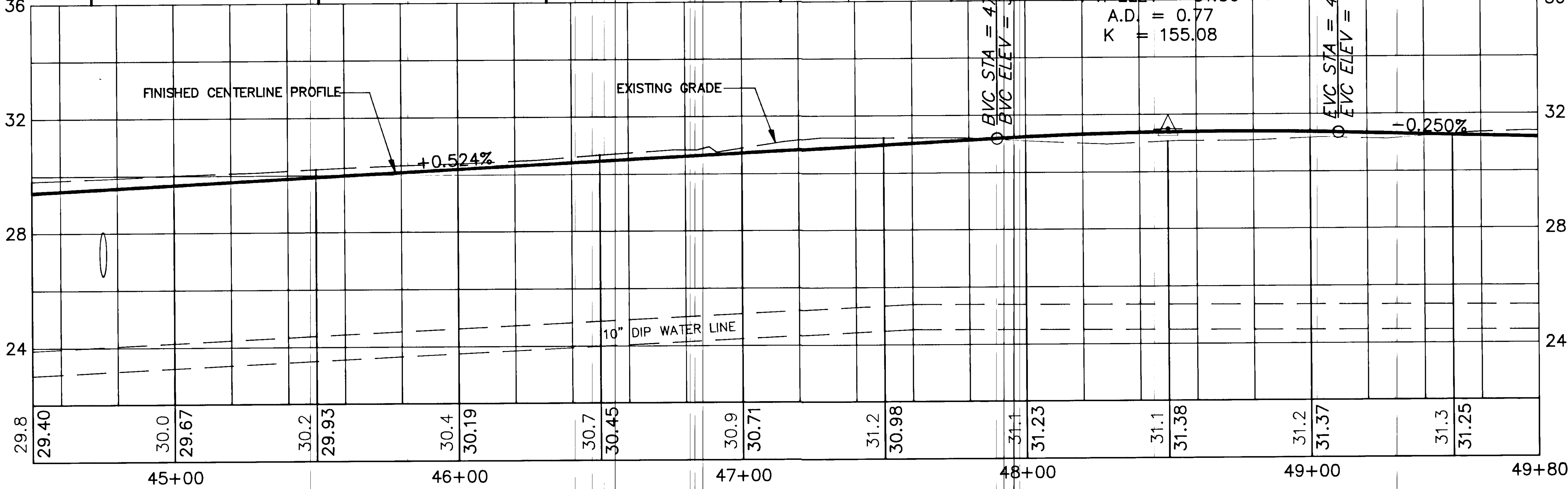
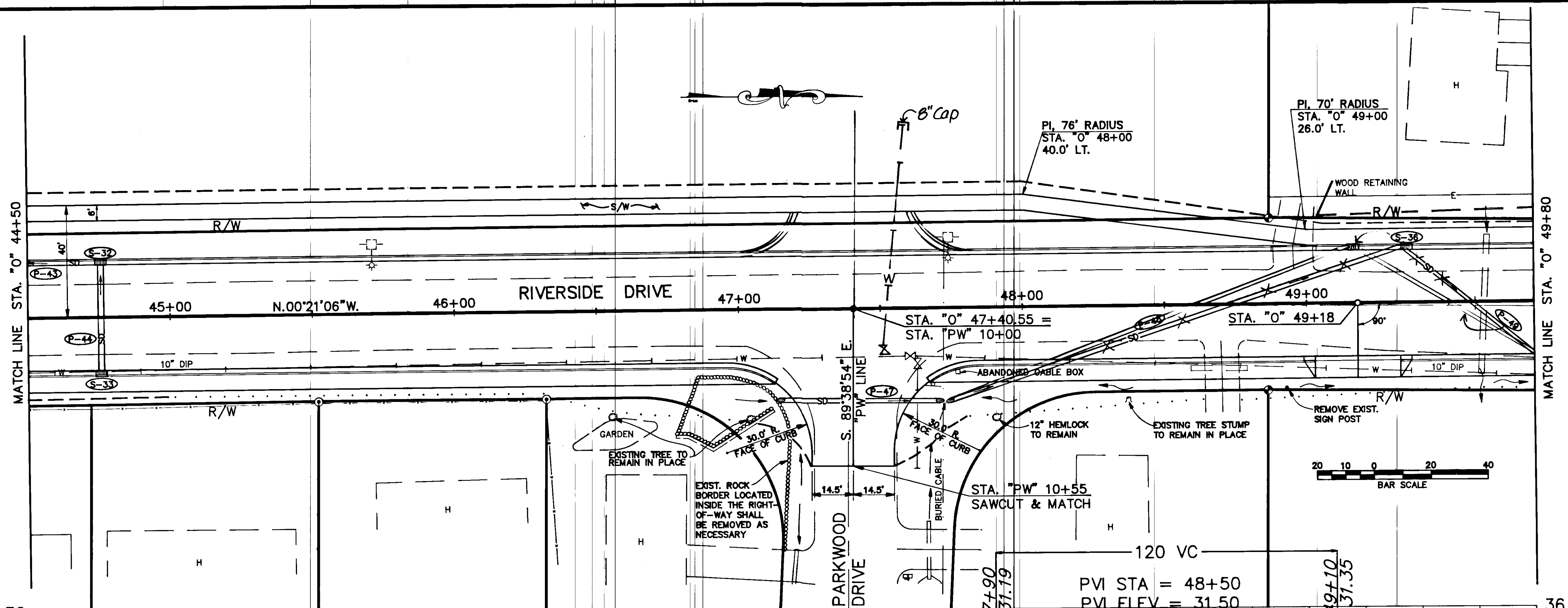
BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU ALASKA
 RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
PLAN & PROFILE

DESIGNED BY: D. SALDIVAR
 DRAWN BY: AUTOCADD/R.S.
 CHECKED BY: W. TOWNSEND
 PROJECT NO. M-0967 (4)
 DATE: 9/90
 SHEET 16 OF 42





BY:	DATE:	DESCRIPTION OF CHANGE:

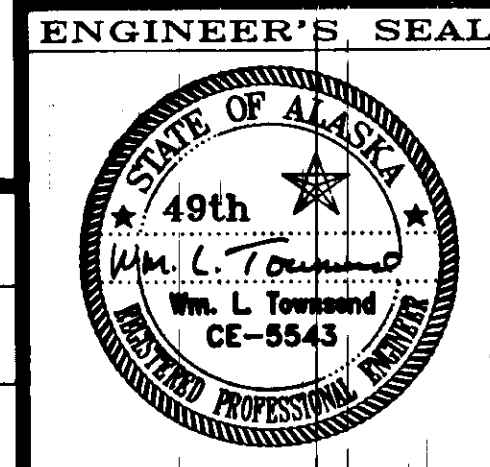
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

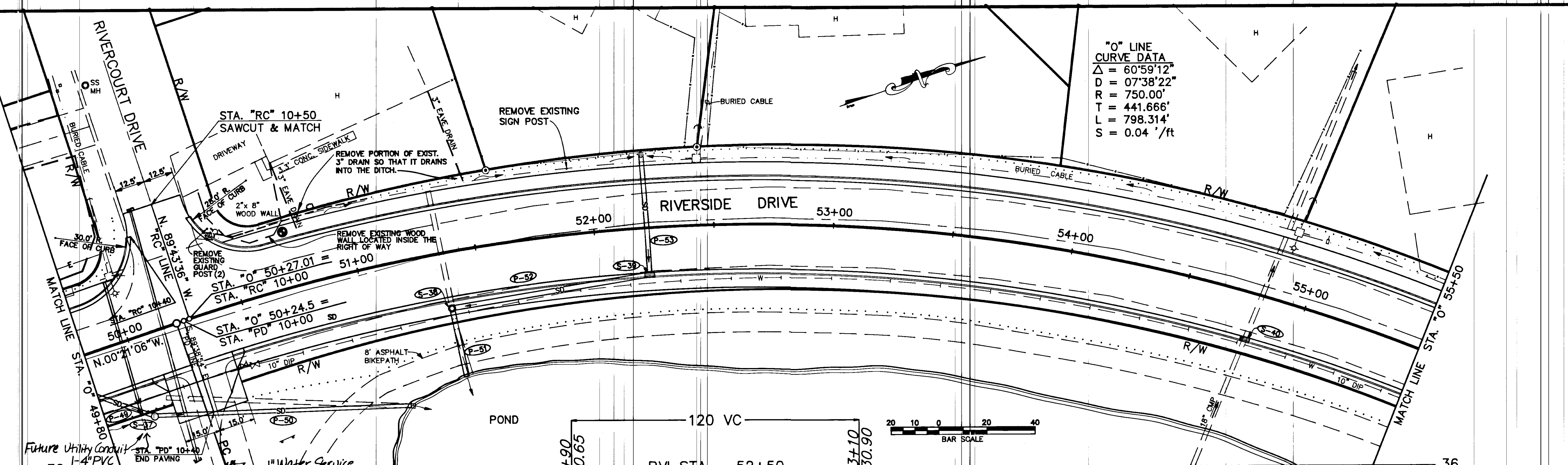
JUNEAU
 RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
 ALASKA

PLAN & PROFILE

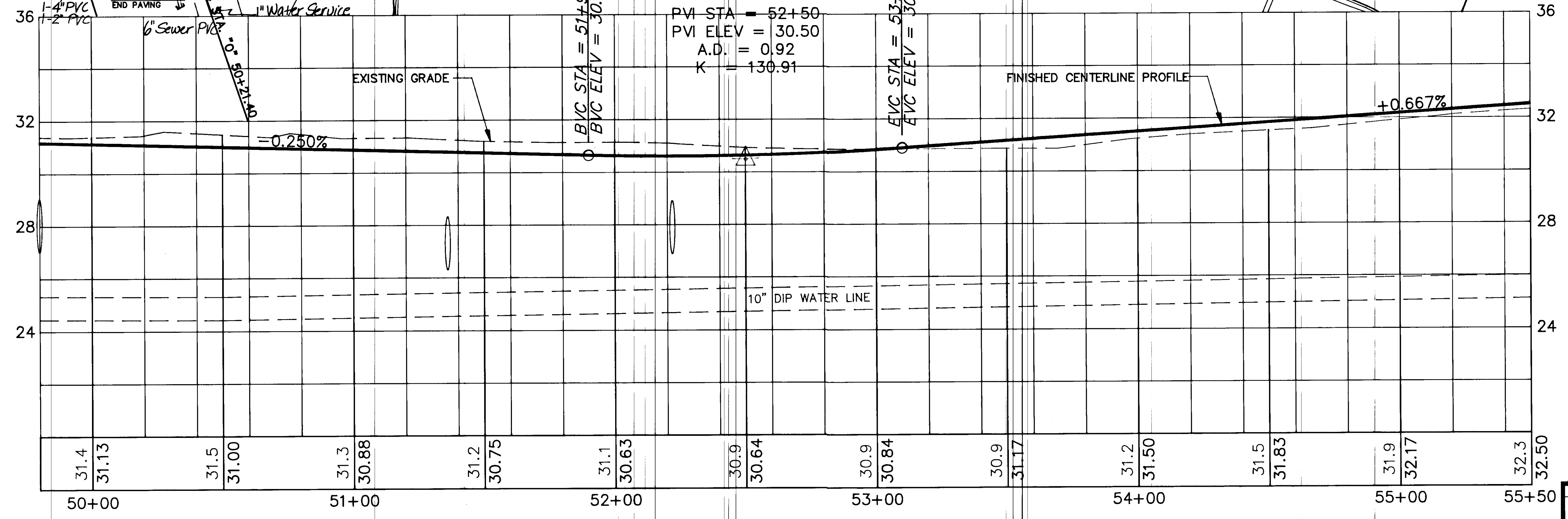
DESIGNED BY: D. SALDIVAR
 DRAWN BY: AUTOCADD/R.S.
 CHECKED BY: W. TOWNSEND

PROJECT NO. M-0987 (4)
 DATE: 9/90
 SHEET 17 OF 42





"O" LINE
 CURVE DATA
 $\Delta = 60^{\circ}59'12''$
 $D = 07^{\circ}38'22''$
 $R = 750.00'$
 $T = 441.666'$
 $L = 798.314'$
 $S = 0.04' / ft$



Future Utility Conduit
 1-4" PVC
 1-2" PVC
 6" Sewer PVC
 1" Water Service

PVI STA = 52+50
 PVI ELEV = 30.50
 A.D. = 0.92
 K = 130.91

BVC STA = 51+90
 BVC ELEV = 30.65

EVC STA = 53+10
 EVC ELEV = 30.90

BY:	DATE:	DESCRIPTION OF CHANGE:

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

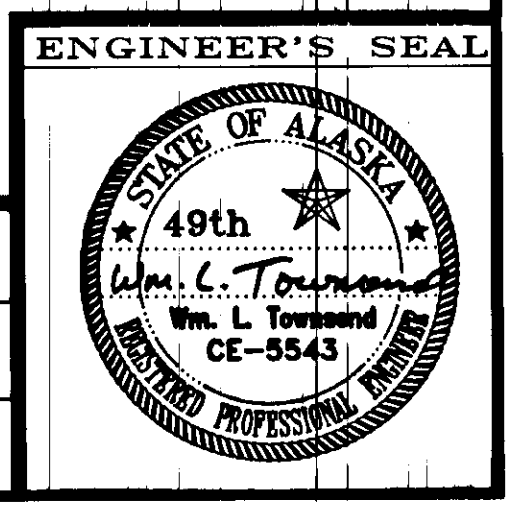
JUNEAU

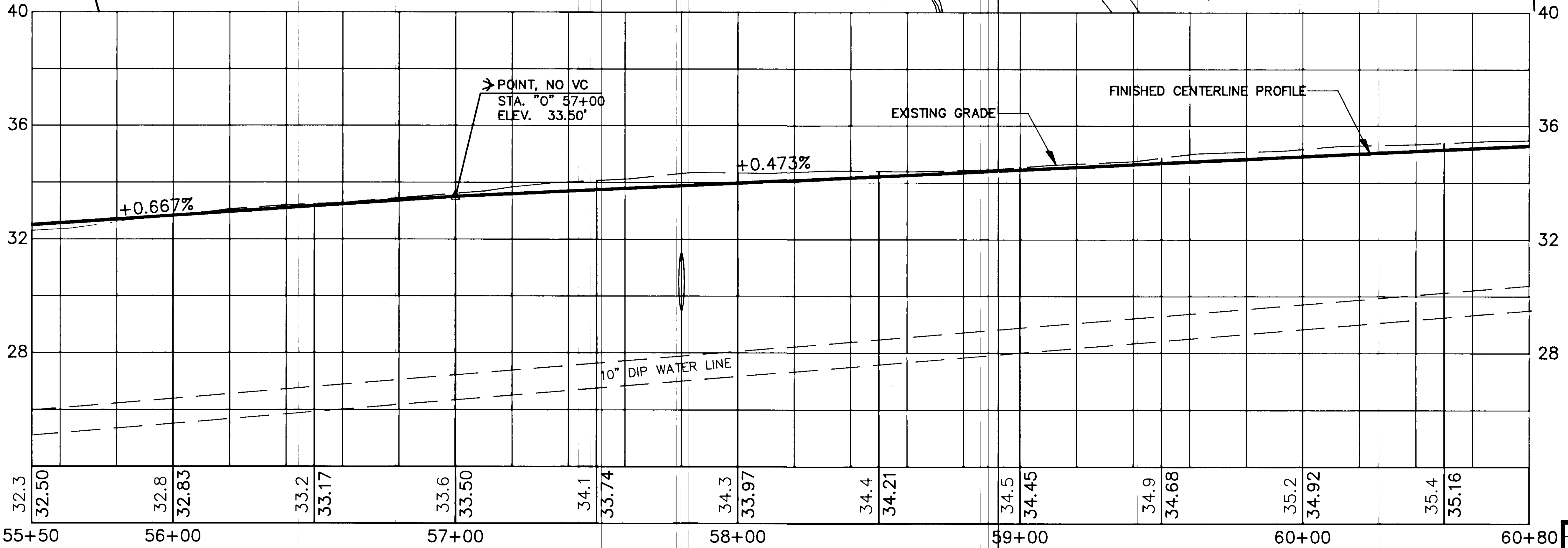
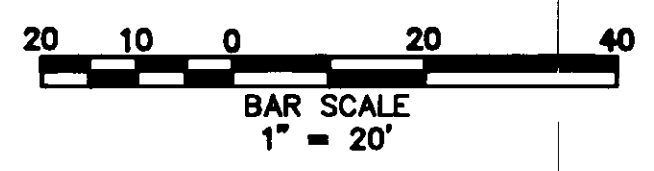
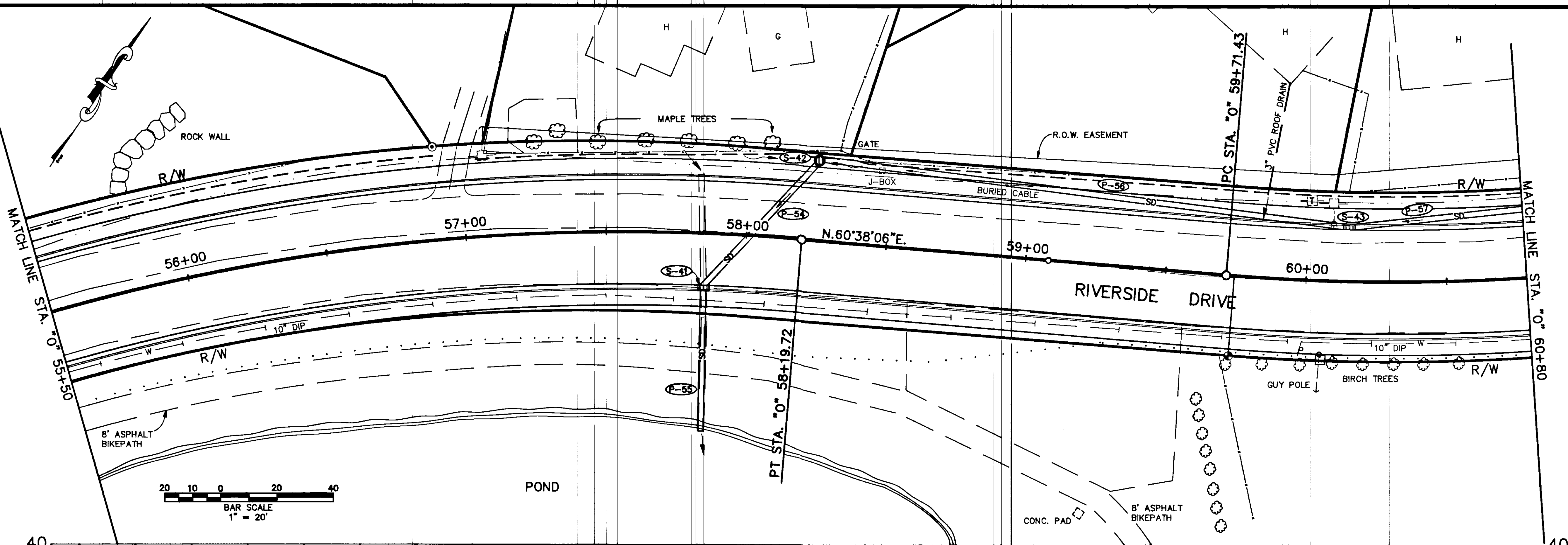
RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)

PLAN & PROFILE

ALASKA

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	M-0967 (4)
DRAWN BY:	AUTOCADD/R.S.	DATE:	9/90
CHECKED BY:	W. TOWNSEND	SHEET 18 OF 42	





NO.	DATE	DESCRIPTION OF CHANGE

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

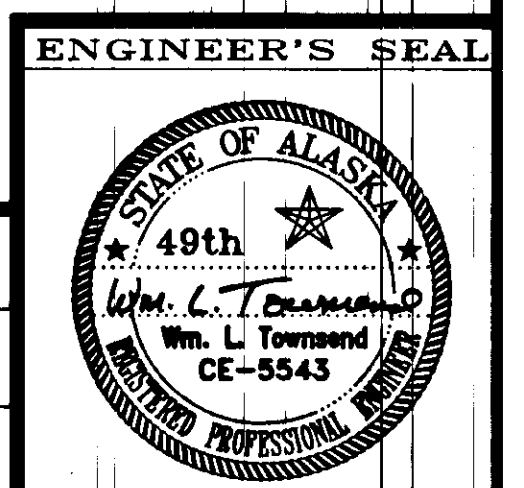
JUNEAU

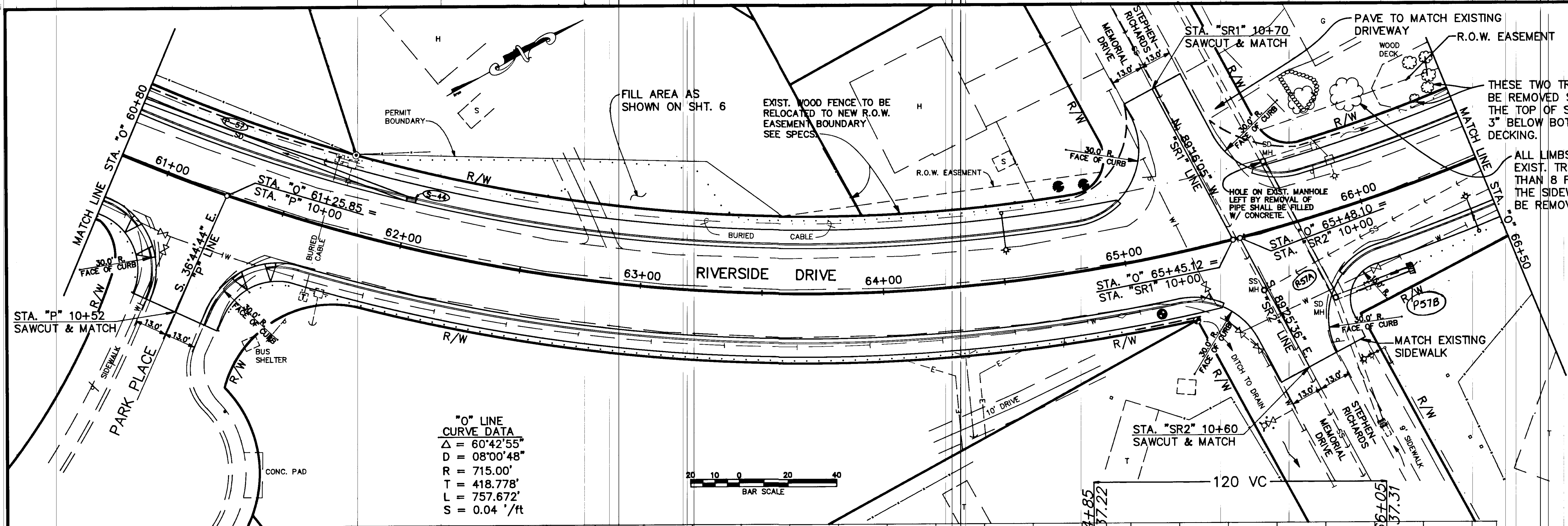
RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
PLAN & PROFILE

ALASKA

DESIGNED BY: D. SALDIVAR
 DRAWN BY: AUTOCADD/R.S.
 CHECKED BY: W. TOWNSEND

PROJECT NO. M -0987 (4)
 DATE: 9/90
 SHEET 19 OF 42

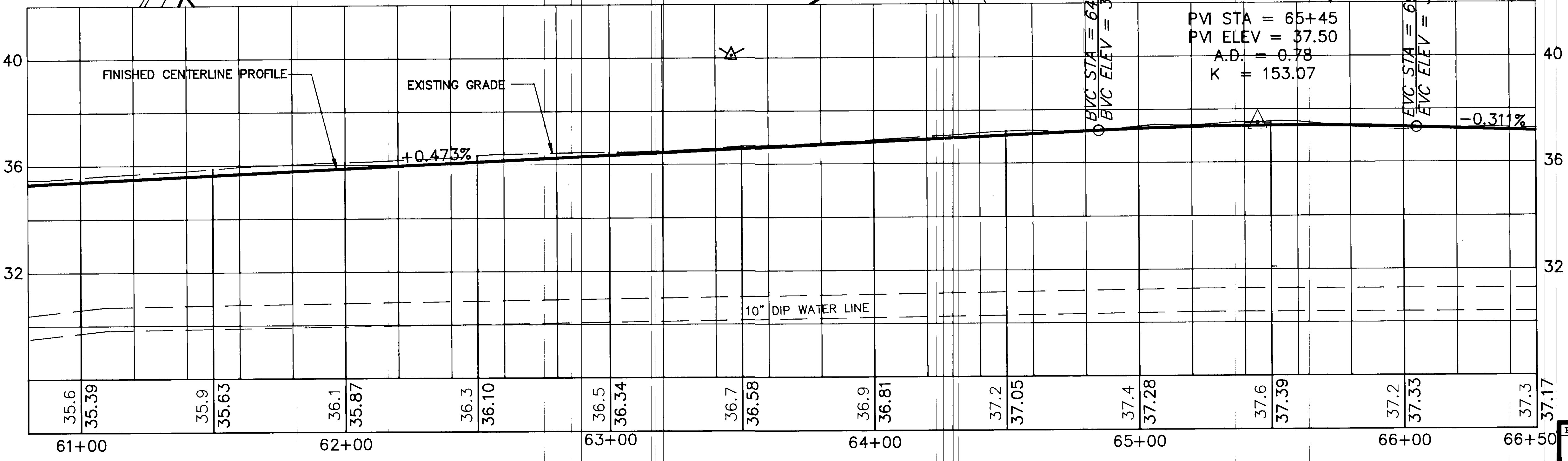




THESE TWO TREES SHOULD BE REMOVED SO THAT THE TOP OF STUMP IS 3" BELOW BOTTOM OF DECKING.

ALL LIMBS ON EXIST. TREE LESS THAN 8 FT. ABOVE THE SIDEWALK BE REMOVED.

"O" LINE CURVE DATA
 $\Delta = 60^{\circ}42'55"$
 $D = 08^{\circ}00'48"$
 $R = 715.00'$
 $T = 418.778'$
 $L = 757.672'$
 $S = 0.04' / ft$



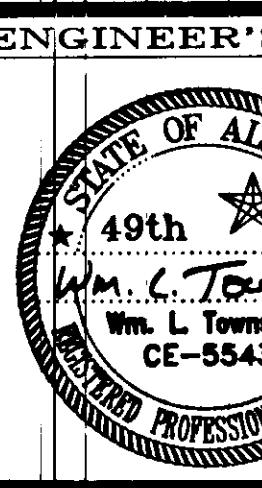
BY:	DATE:	DESCRIPTION OF CHANGE:

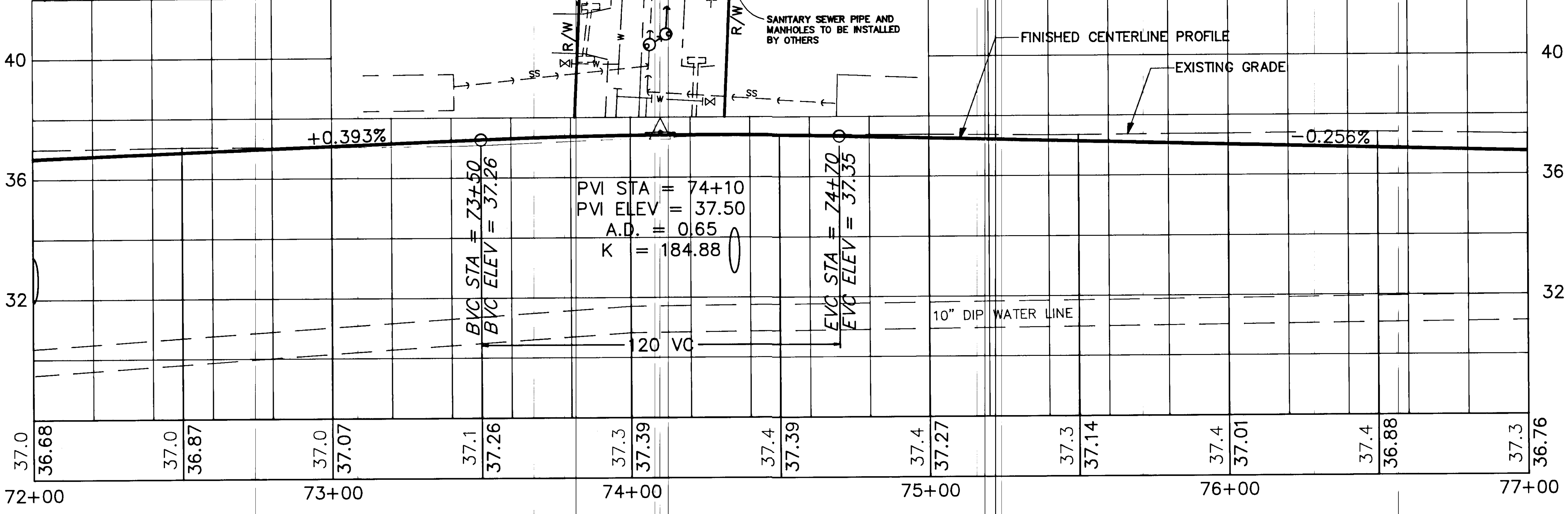
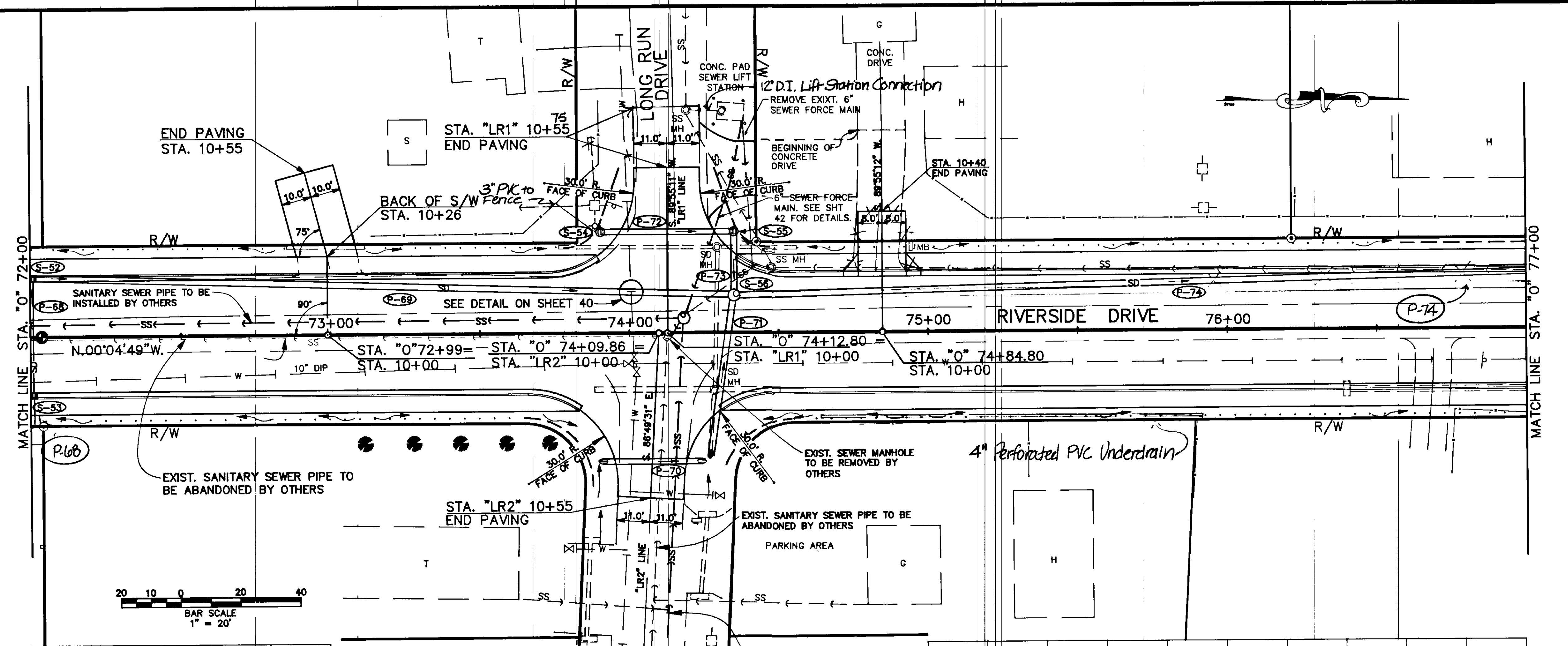
RECORD OF REVISIONS

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

JUNEAU
 RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
PLAN & PROFILE

ALASKA
 DESIGNED BY: D. SALDIVAR
 DRAWN BY: AUTOCADD/R.S.
 CHECKED BY: W. TOWNSEND
 PROJECT NO. M-0967 (4)
 DATE: 9/90
 SHEET 20 OF 42



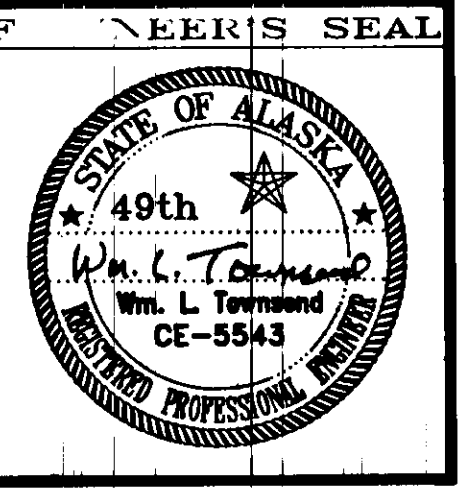


BY:	DATE:	DESCRIPTION OF CHANGE:

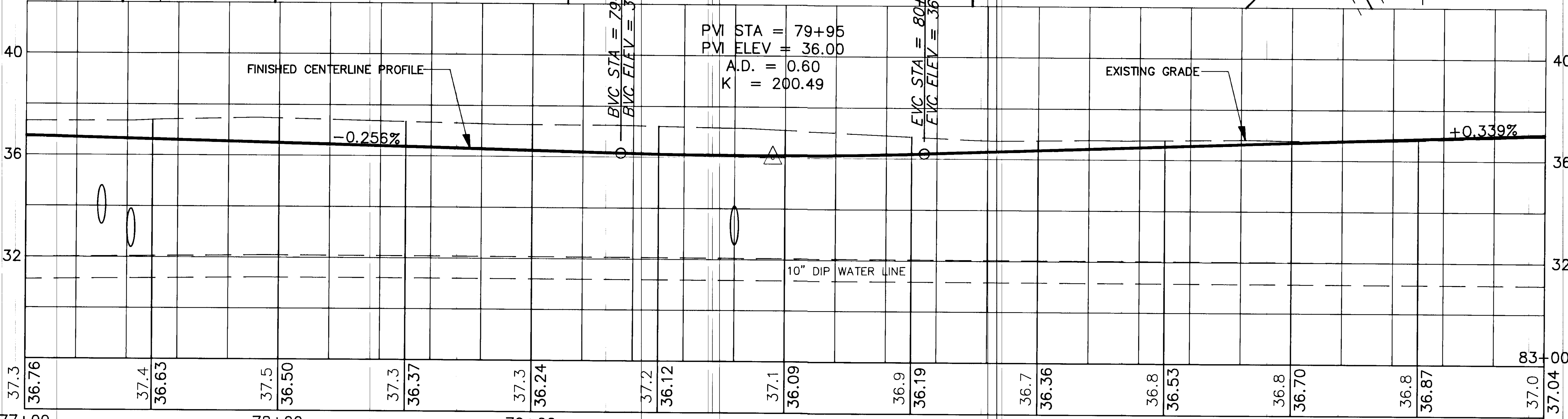
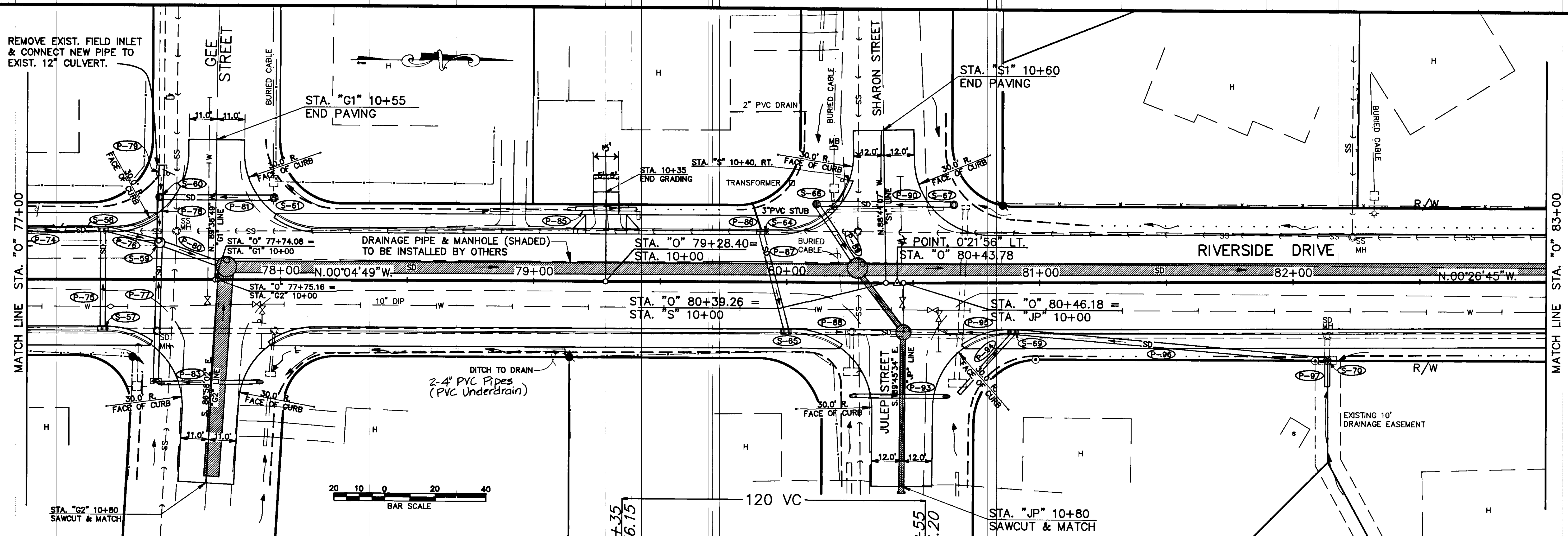
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA
 RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
PLAN & PROFILE

DESIGNED BY: D. SALDIVAR
 DRAWN BY: AUTOCADD/R.S.
 CHECKED BY: W. TOWNSEND
 PROJECT NO. M-0967 (4)
 DATE: 9/90
 SHEET 22 OF 42



REMOVE EXIST. FIELD INLET & CONNECT NEW PIPE TO EXIST. 12" CULVERT.



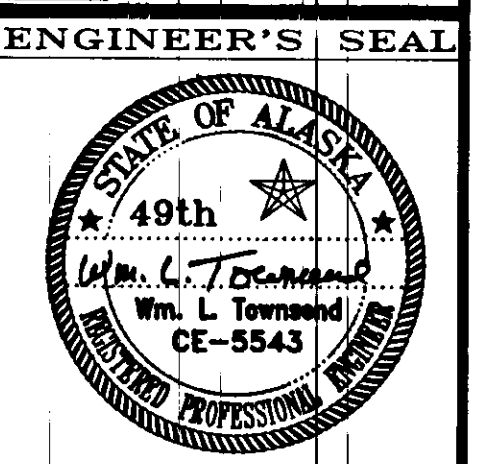
77+00	78+00	79+00	80+00	81+00	82+00	83+00
37.3	37.4	37.5	37.2	37.1	36.8	37.0
36.76	36.63	36.50	36.12	36.09	36.53	37.04

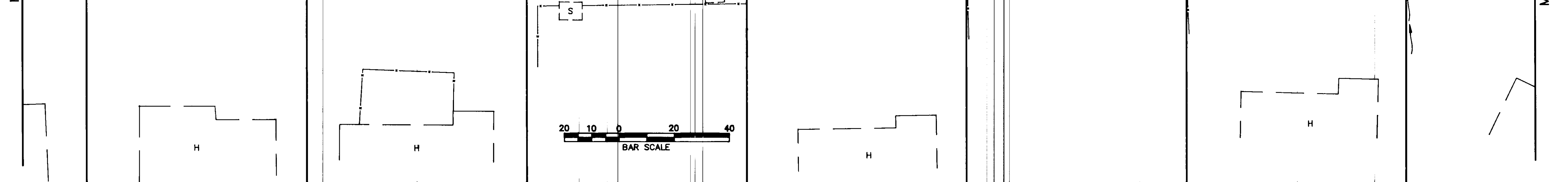
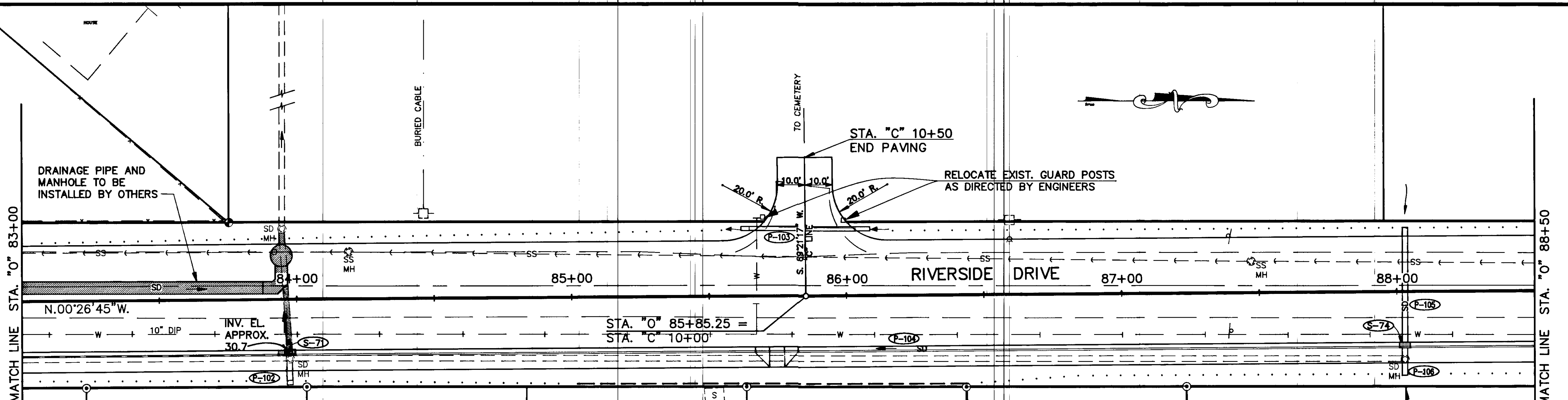
BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
 RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
PLAN & PROFILE

ALASKA	DESIGNED BY: D. SALDIVAR	PROJECT NO. M -0967 (4)
	DRAWN BY: AUTOCADD/R.S.	DATE: 9/90
	CHECKED BY: W. TOWNSEND	SHEET 23 OF 42





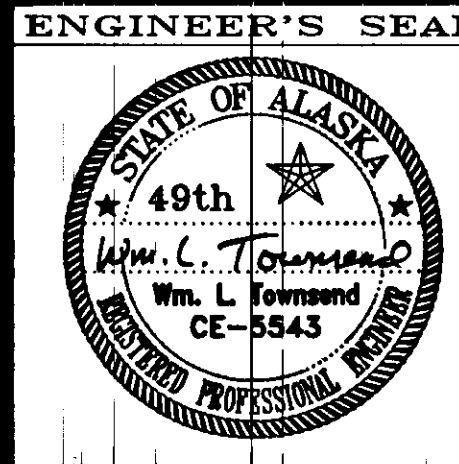
37.0	37.04	37.1	37.21	37.3	37.39	37.6	37.56	37.8	37.73	38.2	37.90	38.4	38.07	38.6	38.24	38.7	38.41	38.9	38.58	39.0	38.75	39.1	38.93
83+00				84+00				85+00				86+00				87+00				88+00			88+50

BY:	DATE:	DESCRIPTION OF CHANGE:

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

RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
PLAN & PROFILE

DESIGNED BY: D. SALDIVAR	PROJECT NO. M-0967 (4)
DRAWN BY: AUTOCADD/R.S.	DATE: 9/90
CHECKED BY: W. TOWNSEND	SHEET 24 OF 42

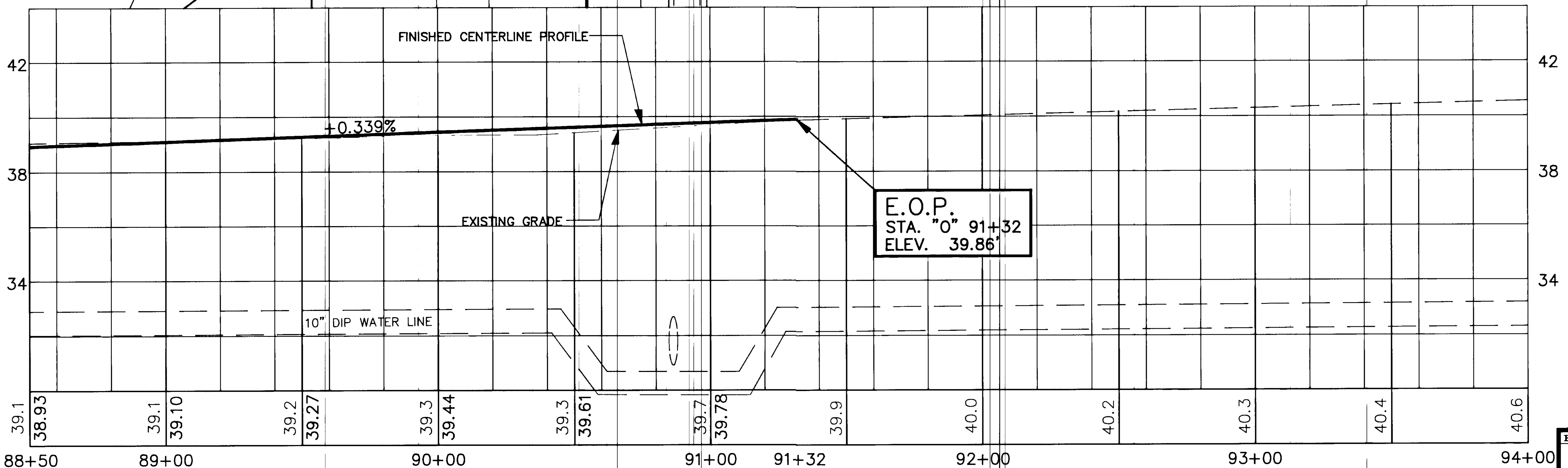
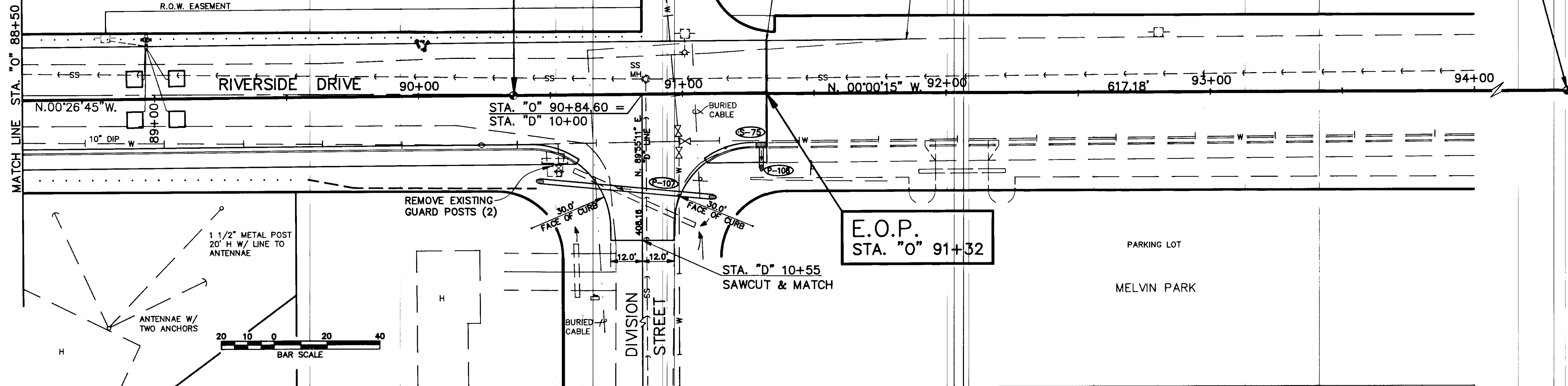


✕ POINT, 0°26'30" RT.
 STA. "O" 90+35.93
 @ MON. 35.35
 N 80,000.000
 E 60,000.000
 ELEV. 39.03

P.C. MON.
 STA. "O" 96+53.11

STA. "O" 91+32, LT.
 BEGIN PAVEMENT PATCH

STA. "O" 91+85, LT.
 END PAVEMENT PATCH

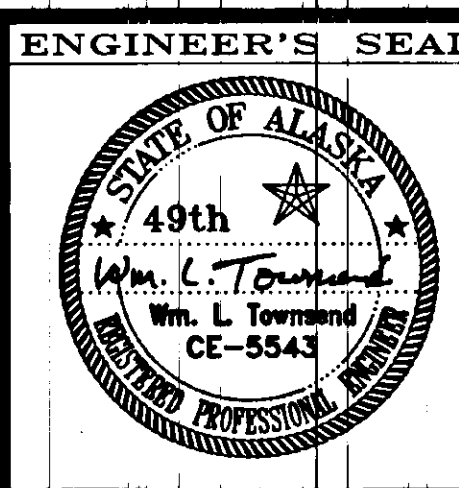


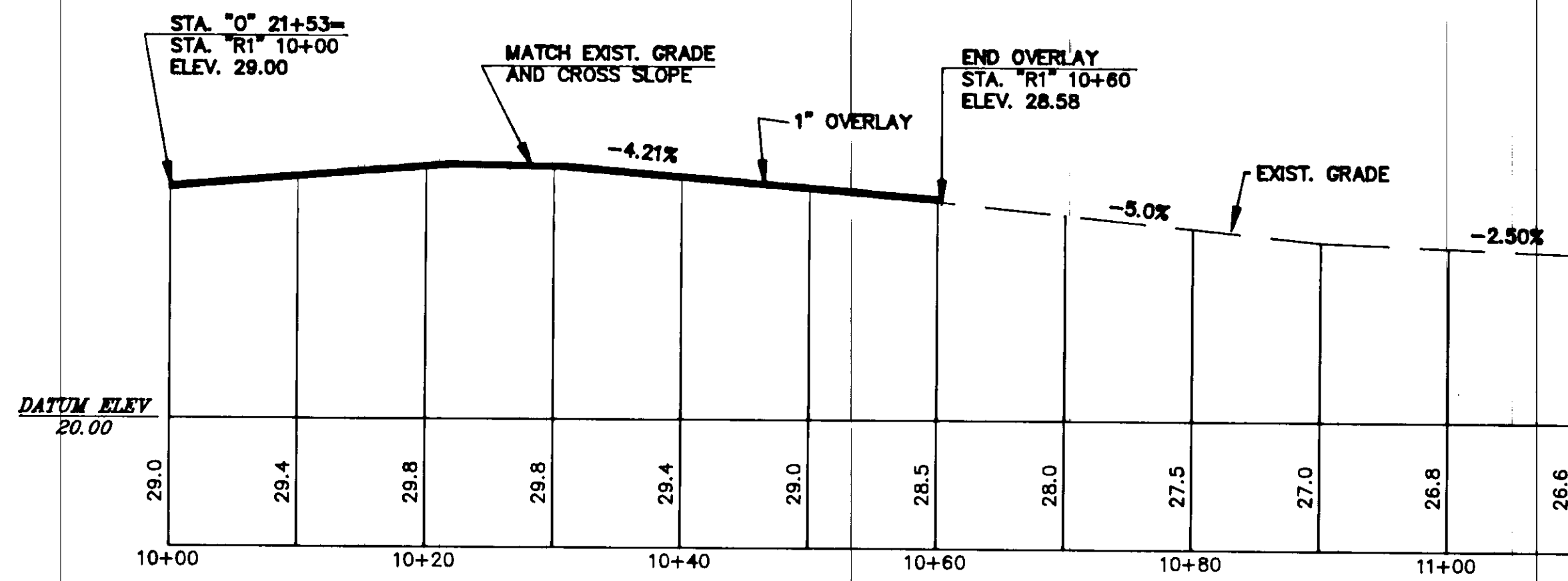
BY:	DATE:	DESCRIPTION OF CHANGE:

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

RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
PLAN & PROFILE

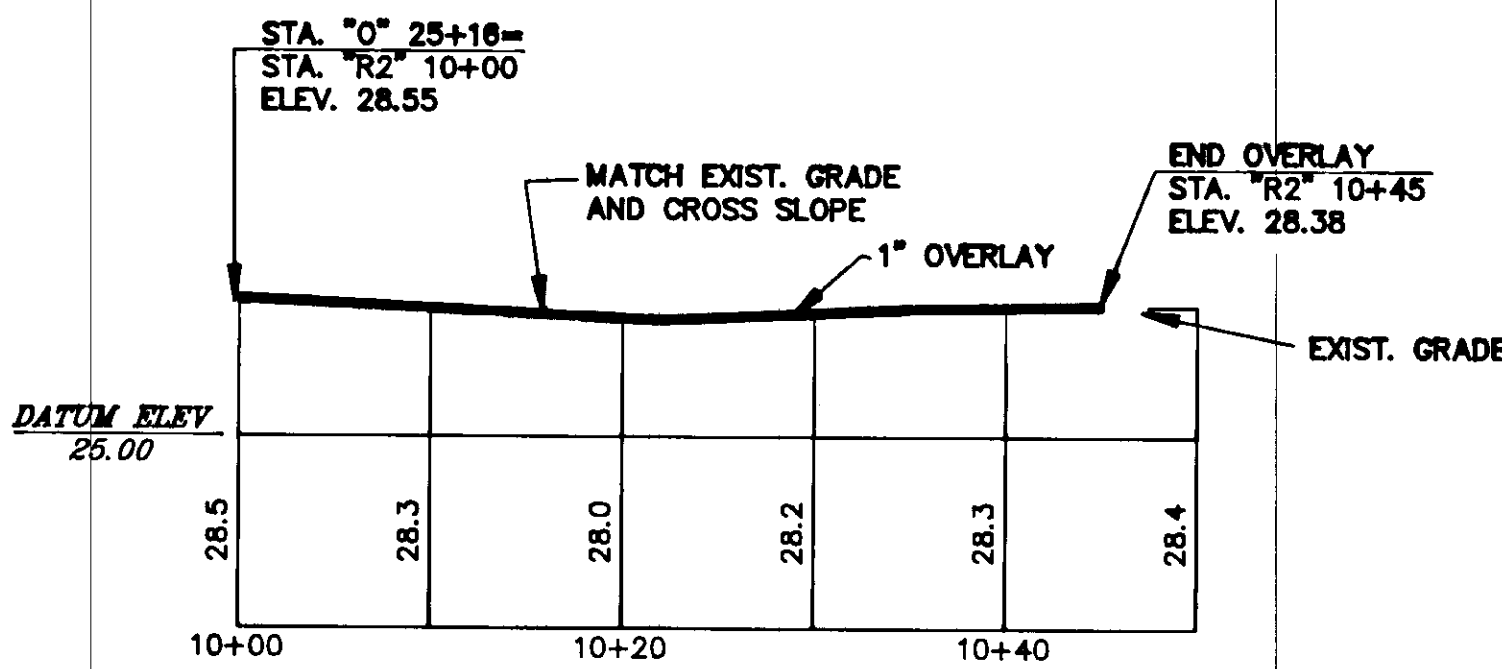
DESIGNED BY:	D. SALDIVAR	PROJECT NO.	M -0967 (4)
DRAWN BY:	AUTOCADD/R.S.	DATE:	9/90
CHECKED BY:	W. TOWNSEND	SHEET	25 OF 42





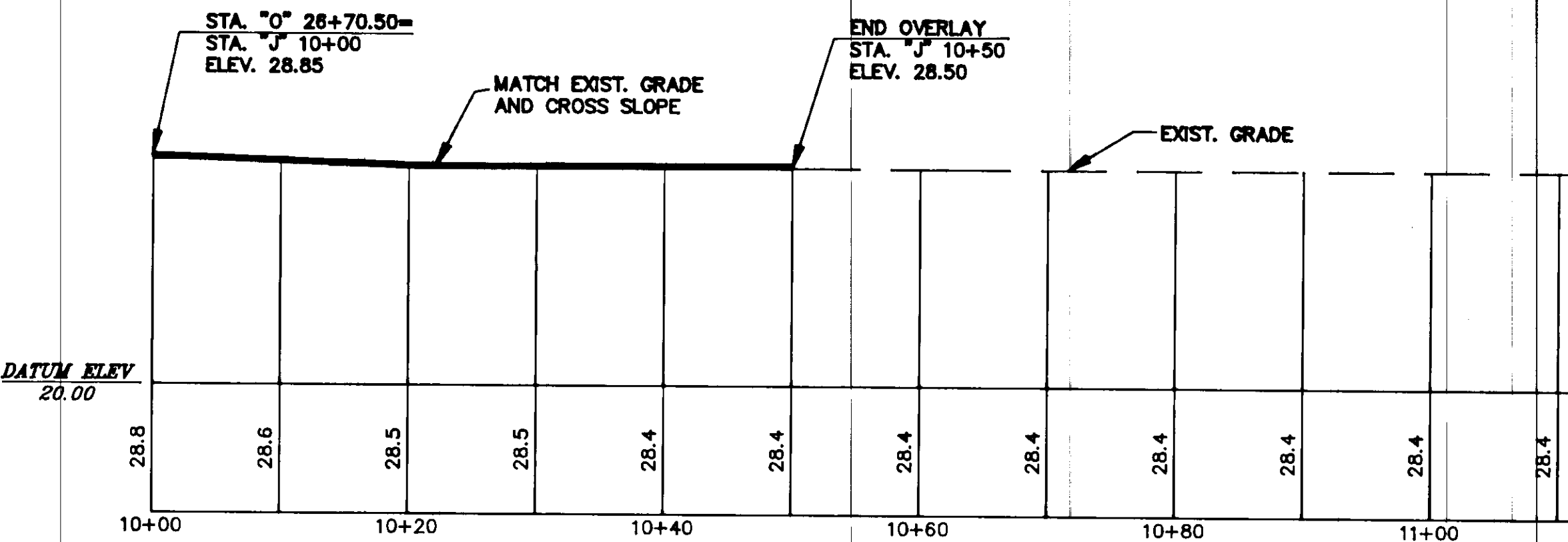
*** RACQUETBALL CLUB**

STA. "O" 21+53, RT.



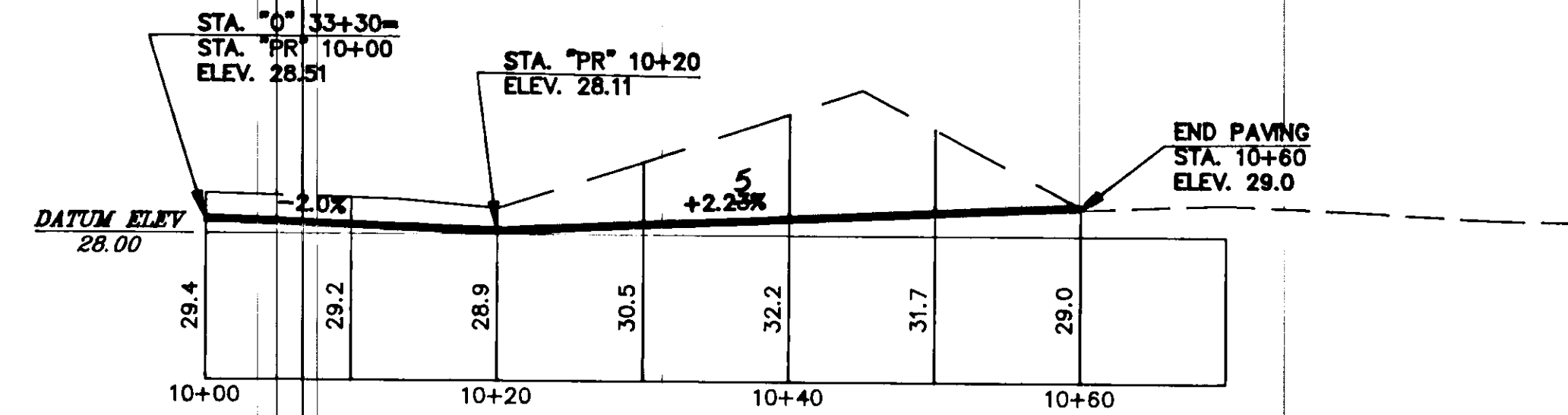
*** RACQUETBALL CLUB**

STA. "O" 25+16, RT.



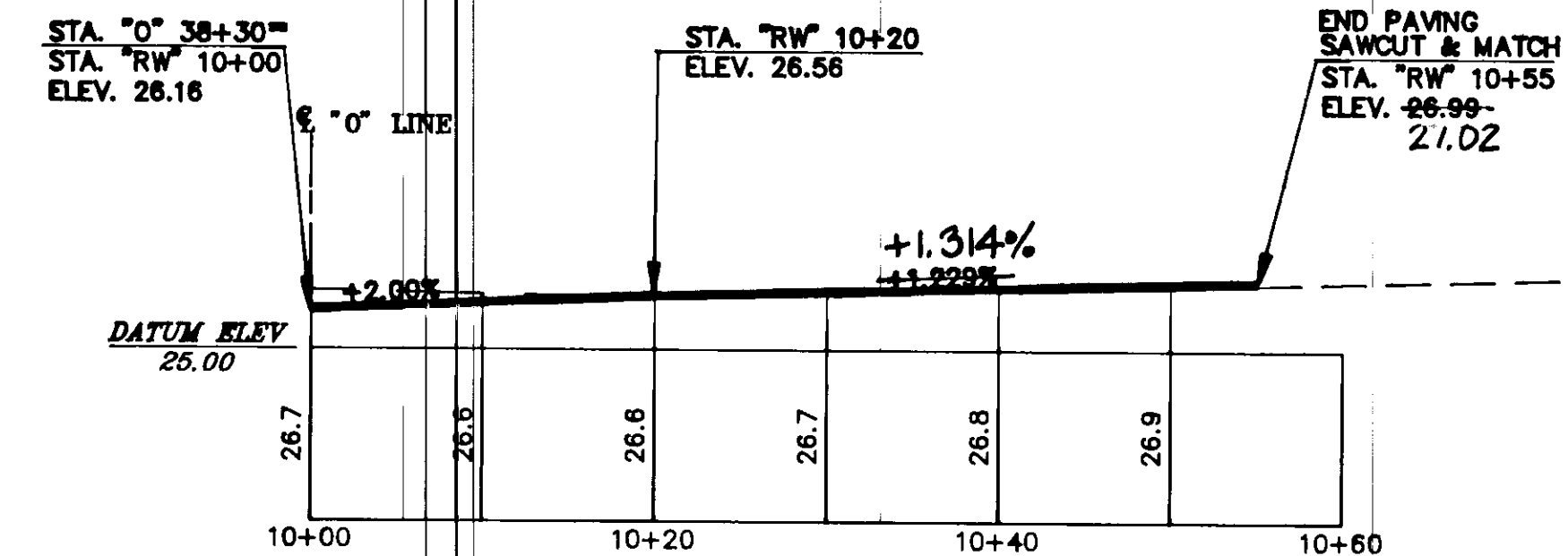
*** JAMES BOULEVARD**

STA. "O" 26+70.50, RT.



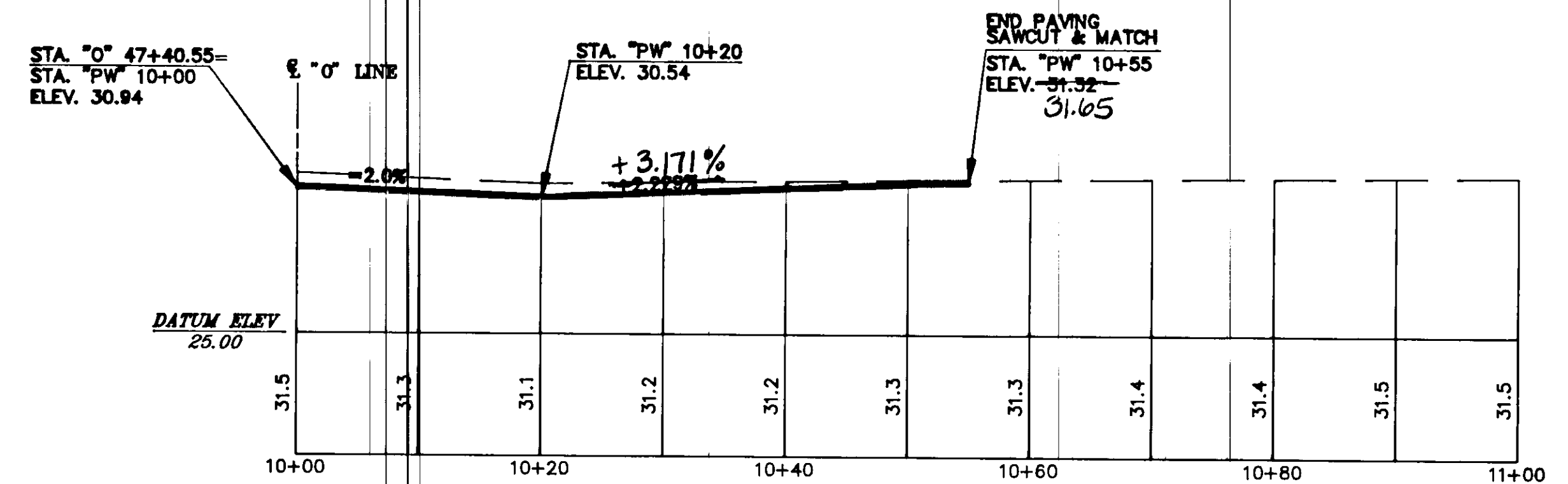
PARKS AND RECREATION PROPERTY

STA. "O" 33+30, LT.



RIVERWOOD DRIVE

STA. 38+30, RT.



PARKWOOD DRIVE

STA. "O" 47+40.55, RT.

NOTE: TYPICAL SECTION OF SERVICE DRIVEWAYS IS ON SHEET 5.

* THESE DRIVEWAYS ARE OVERLAYS ONLY. NO BASE COURSE OR SUBBASE REQUIRED.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

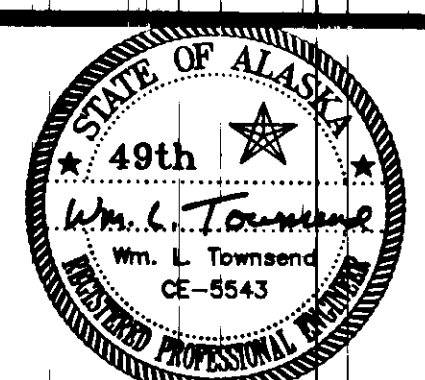
JUNEAU

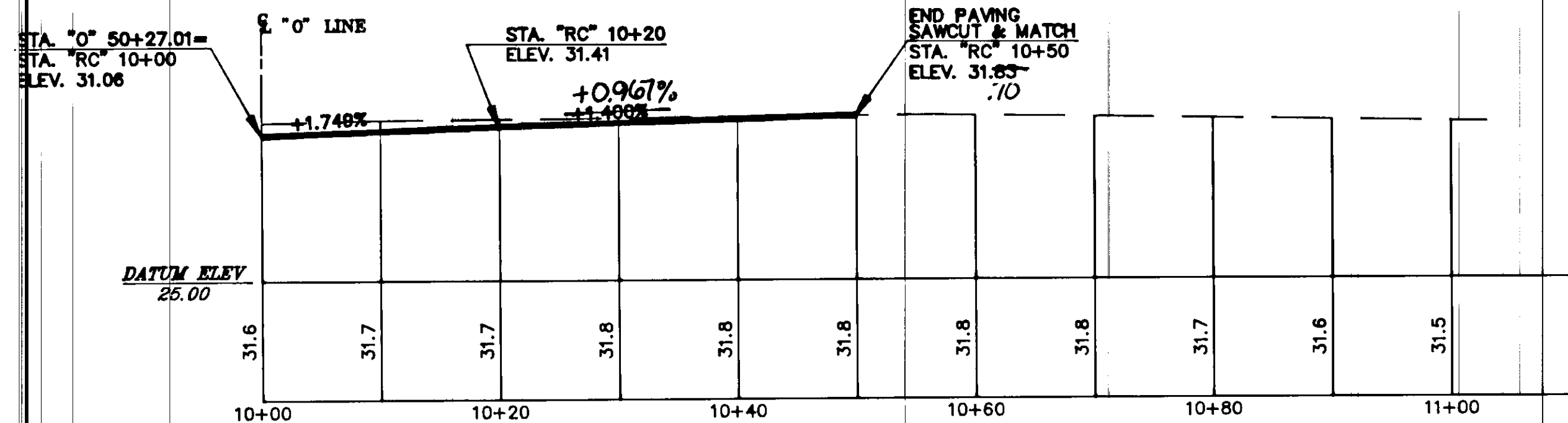
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
SERVICE DRIVEWAYS

ALASKA

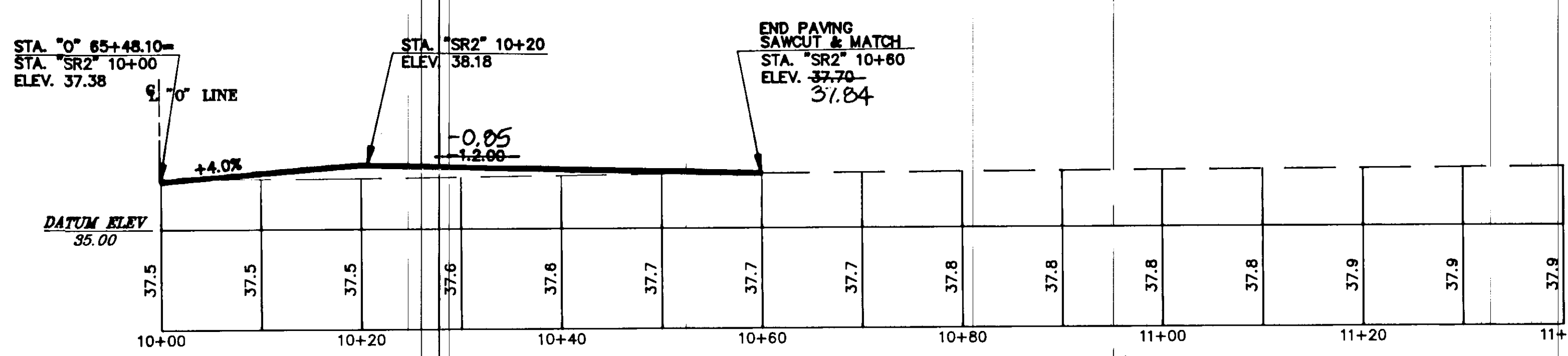
DESIGNED BY:
D. SALDIVAR
DRAWN BY:
AUTOCADD/CSA
CHECKED BY:
W.TOWNSEND

PROJECT NO.
M-0967(4)
DATE:
9/90
SHEET 26 OF 42

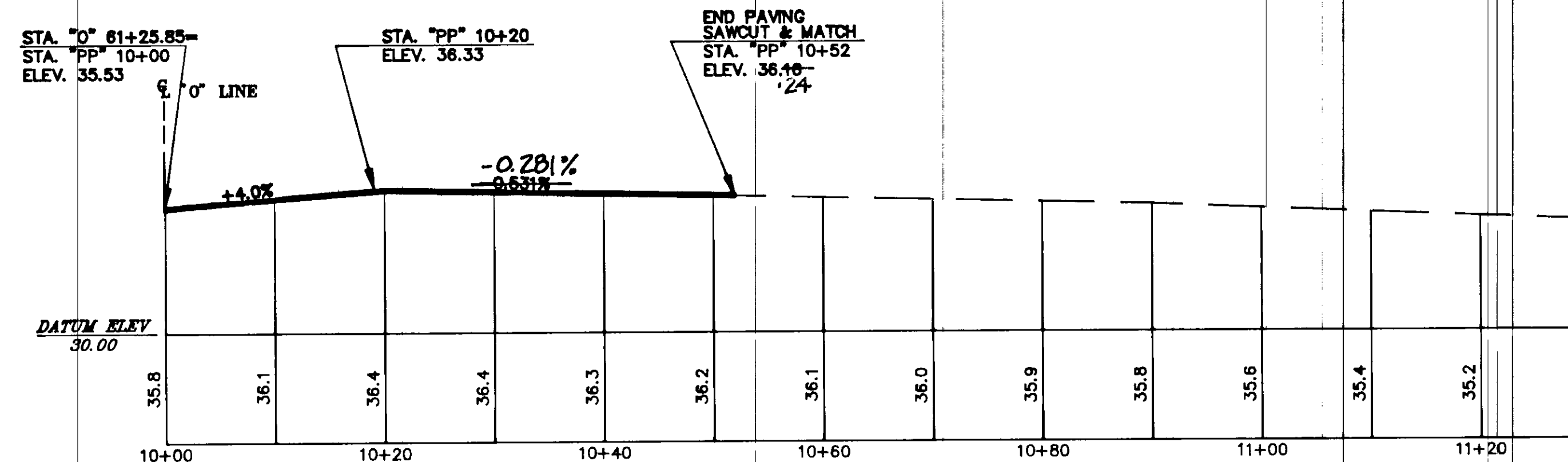




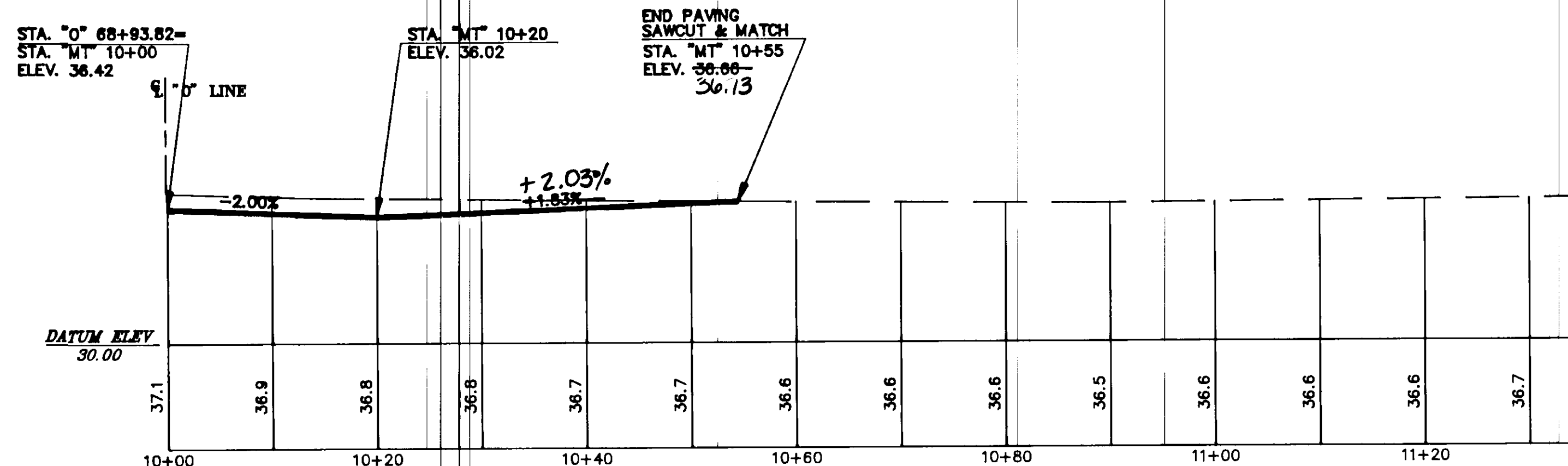
RIVERCOURT WAY
STA. "O" 50+27.01,LT.



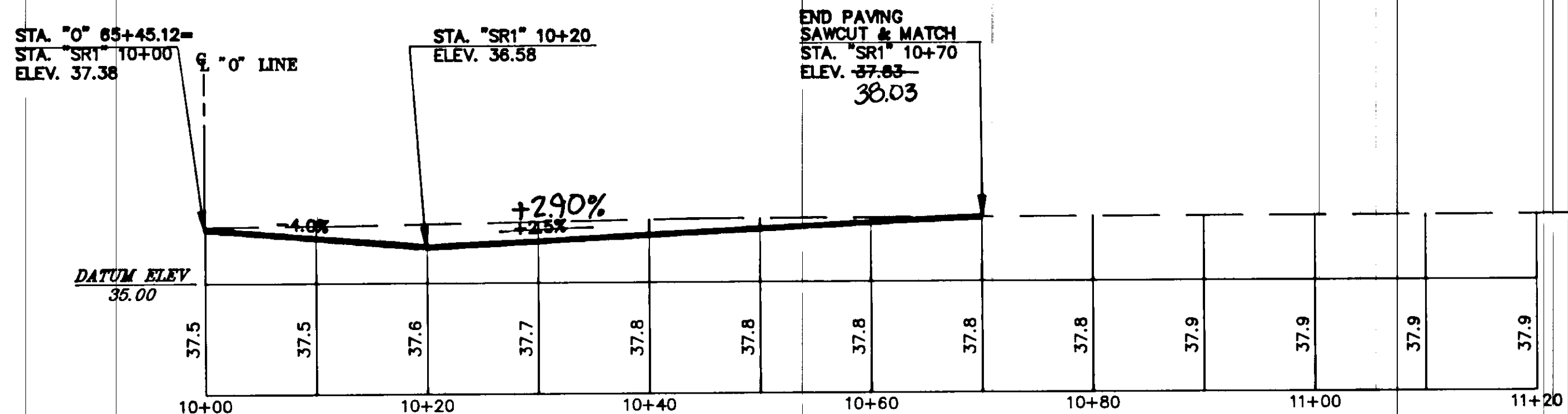
STEPHEN RICHARDS
STA. "O" 65+48.10,RT.



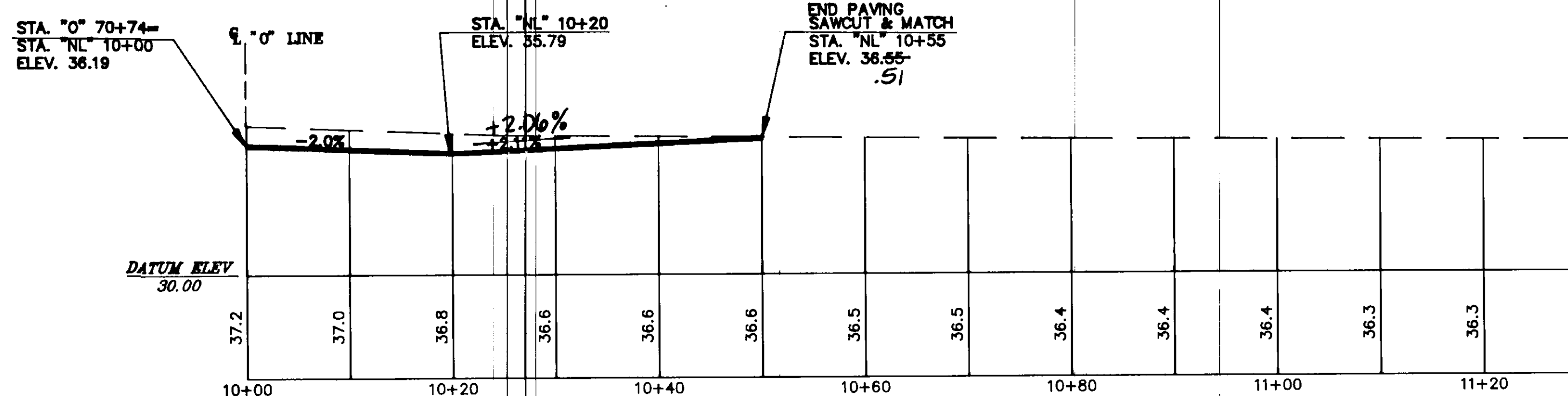
PARK PLACE
STA. "O" 61+25.85,RT.



MT. VIEW
STA. "O" 68+93.82,RT.



STEPHEN RICHARDS
STA. "O" 65+45.12,LT.



NORTHLAND
STA. "O" 70+74, LT.

NOTE: TYPICAL SECTION OF SERVICE DRIVEWAY IS ON SHEET 5.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

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

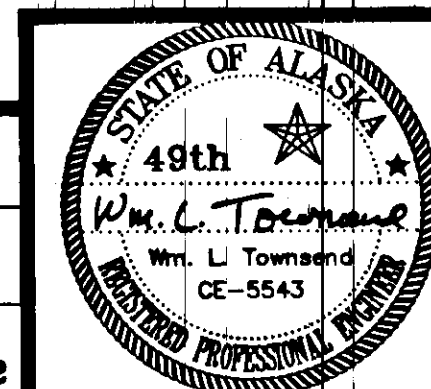
JUNEAU

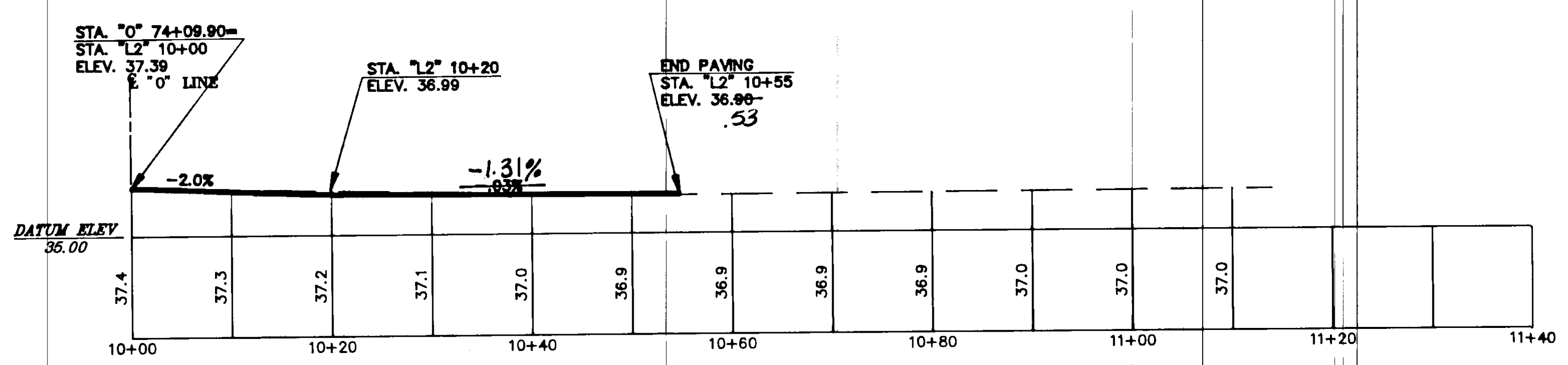
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
SERVICE DRIVEWAYS

ALASKA

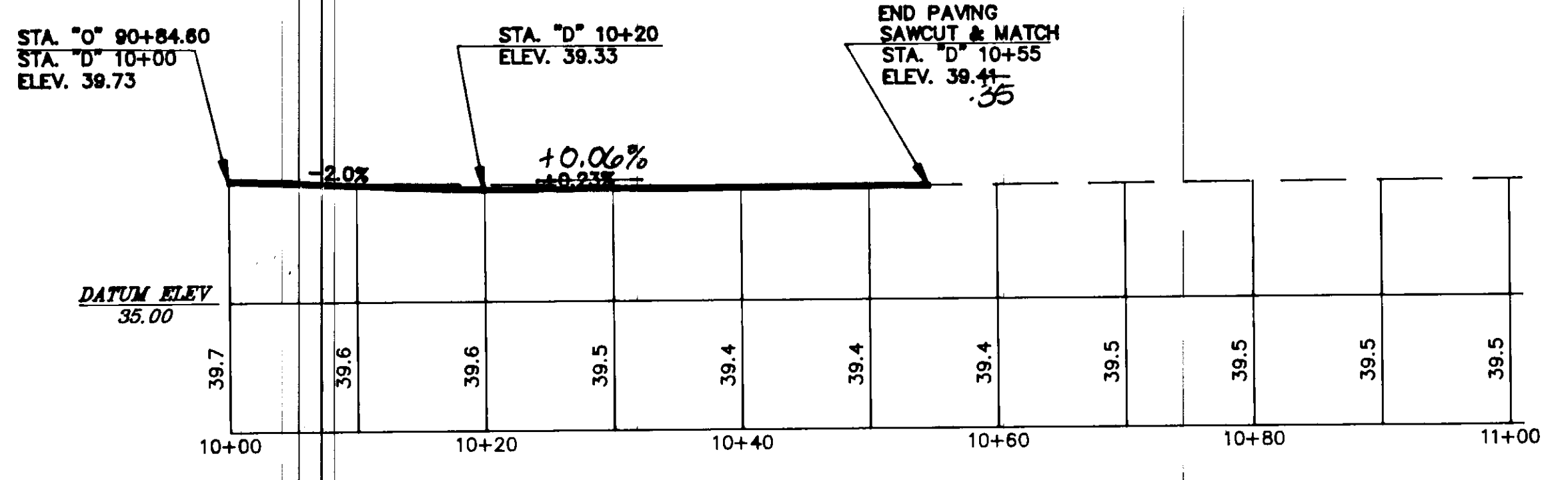
DESIGNED BY: D. SALDIVAR
DRAWN BY: AUTOCADD/CSA
CHECKED BY: W. TOWNSEND

PROJECT NO. M-0907(4)
DATE: 9/90
SHEET 27 OF 42

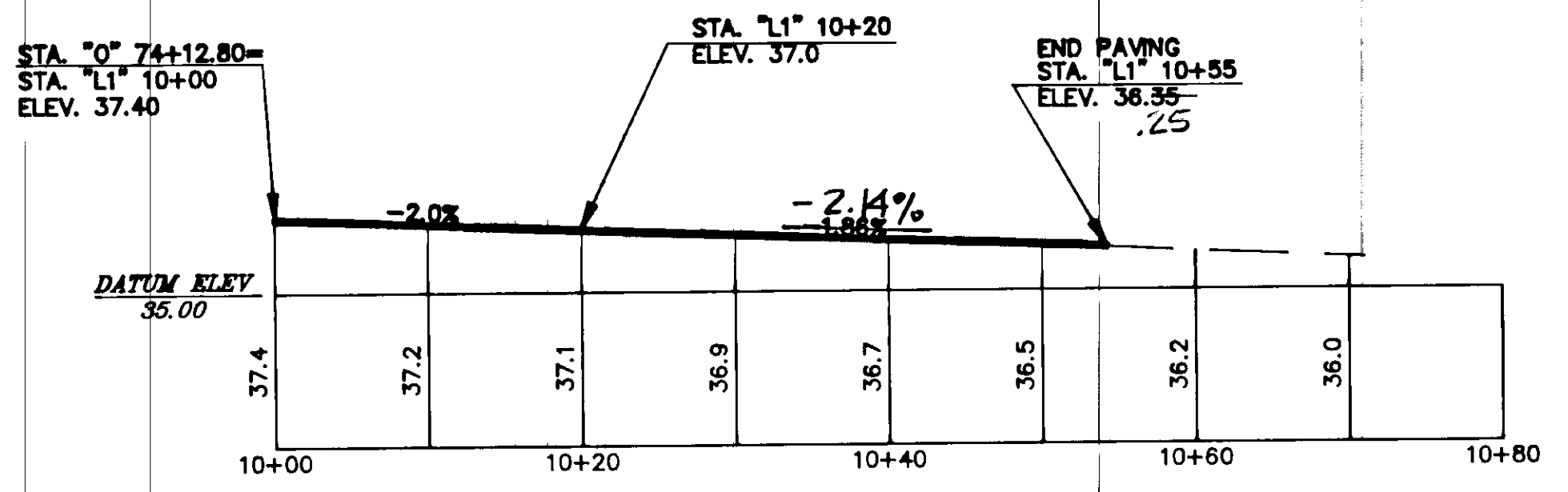




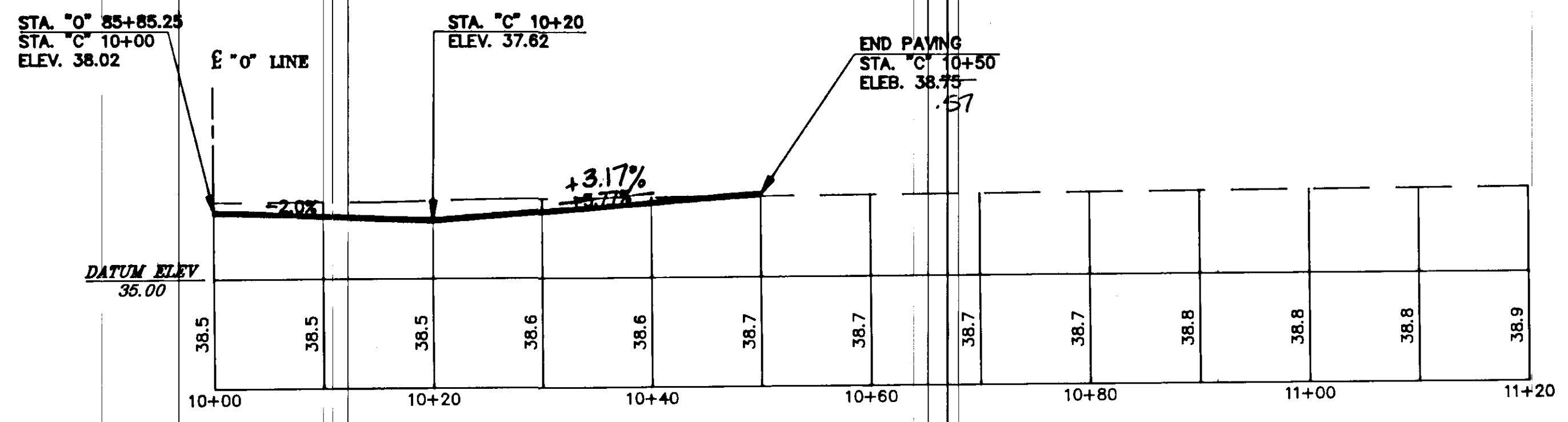
LONG RUN DRIVE
STA. "O" 74+09.90, RT.



DIVISION STREET
STA. "O" 90+84.60, RT.

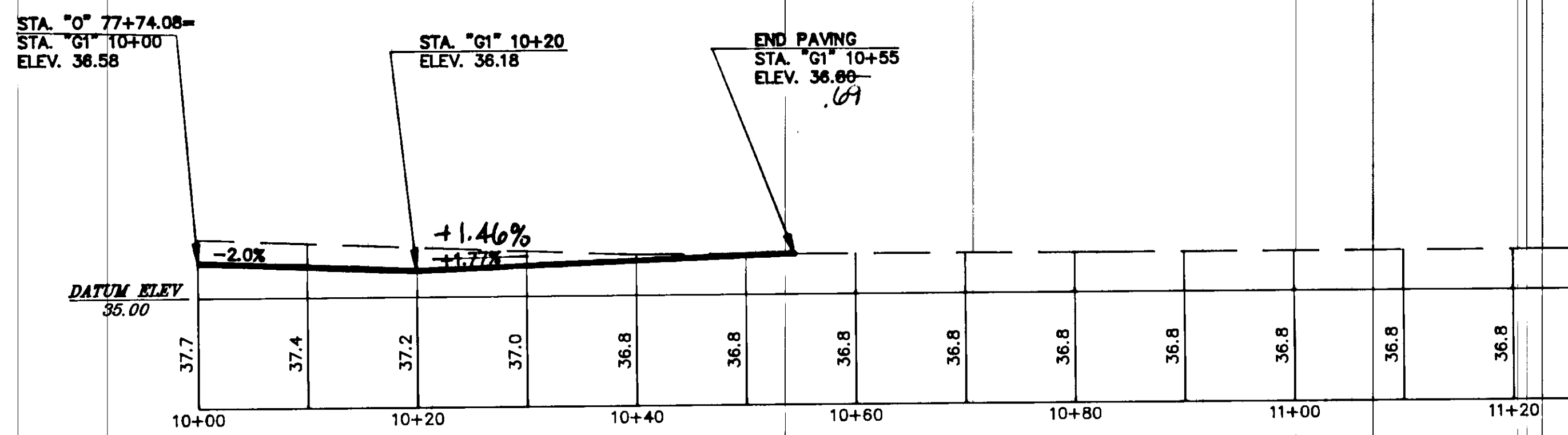


LONG RUN DRIVE
STA. "O" 74+12.80, LT.

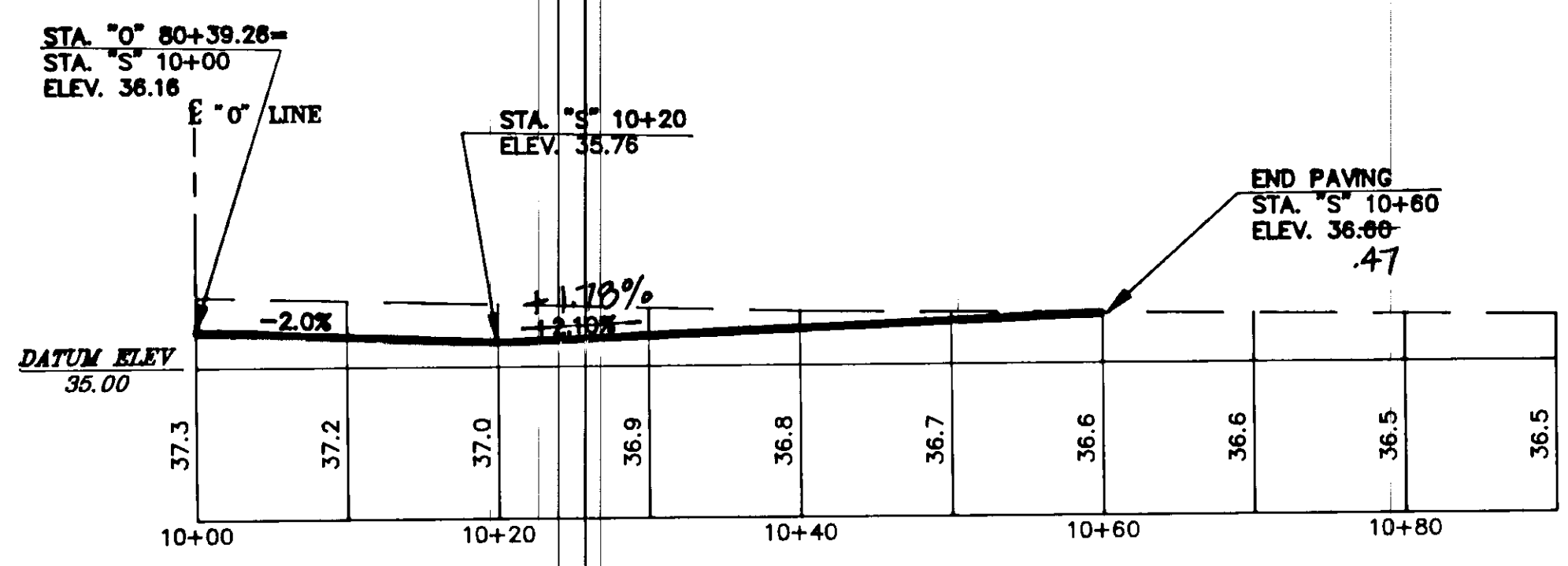


CEMETERY
STA. "O" 85+85.25, LT.

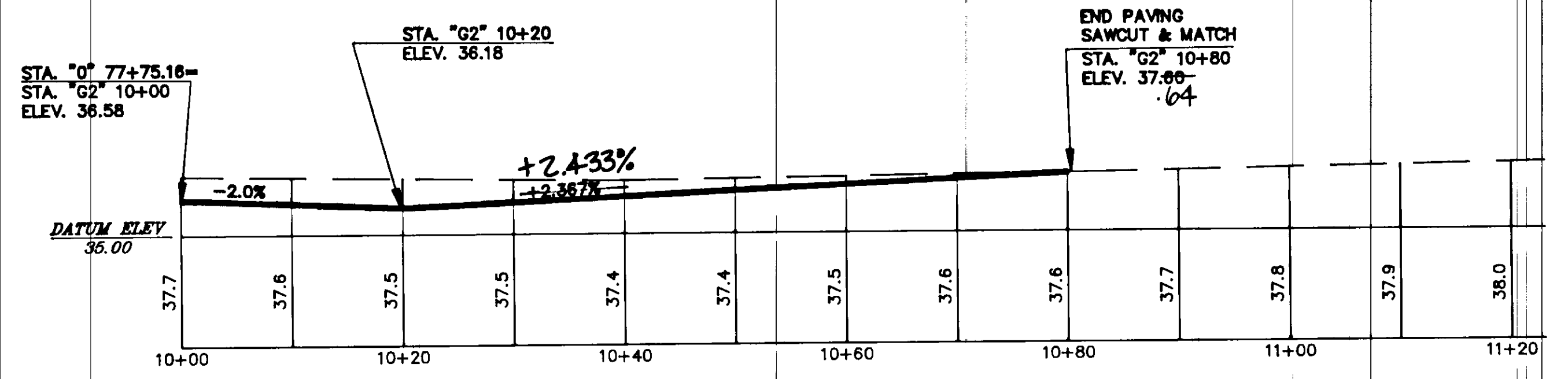
NOTE: TYPICAL SECTION OF SERVICE DRIVEWAY IS ON SHEET 5.



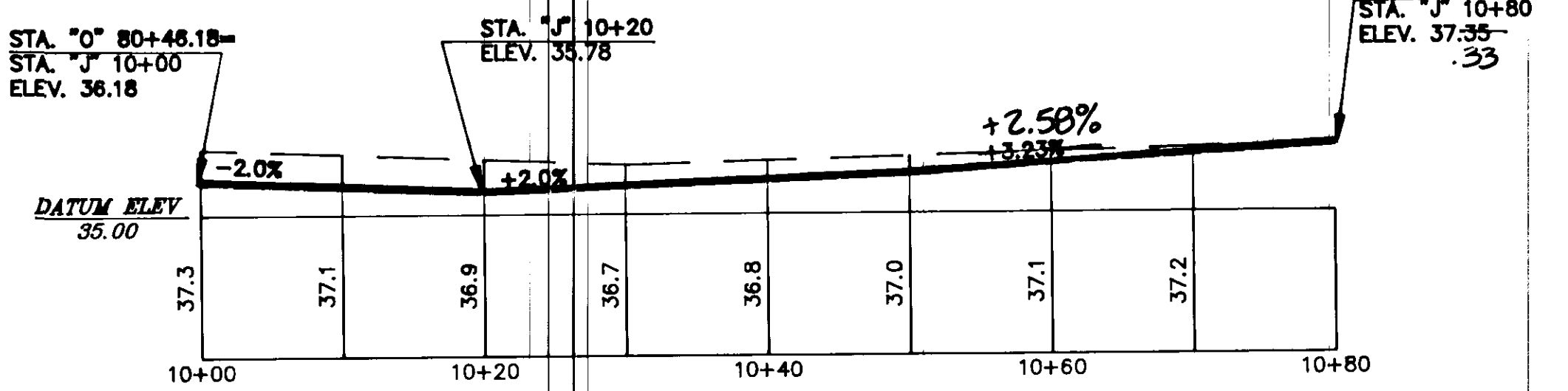
GEE STREET
STA. "O" 77+74.08, LT.



SHARON STREET
STA. "O" 80+39.26, LT.



GEE STREET
STA. "O" 77+75.16, RT.



JULEP STREET
STA. "O" 80+46.18, RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

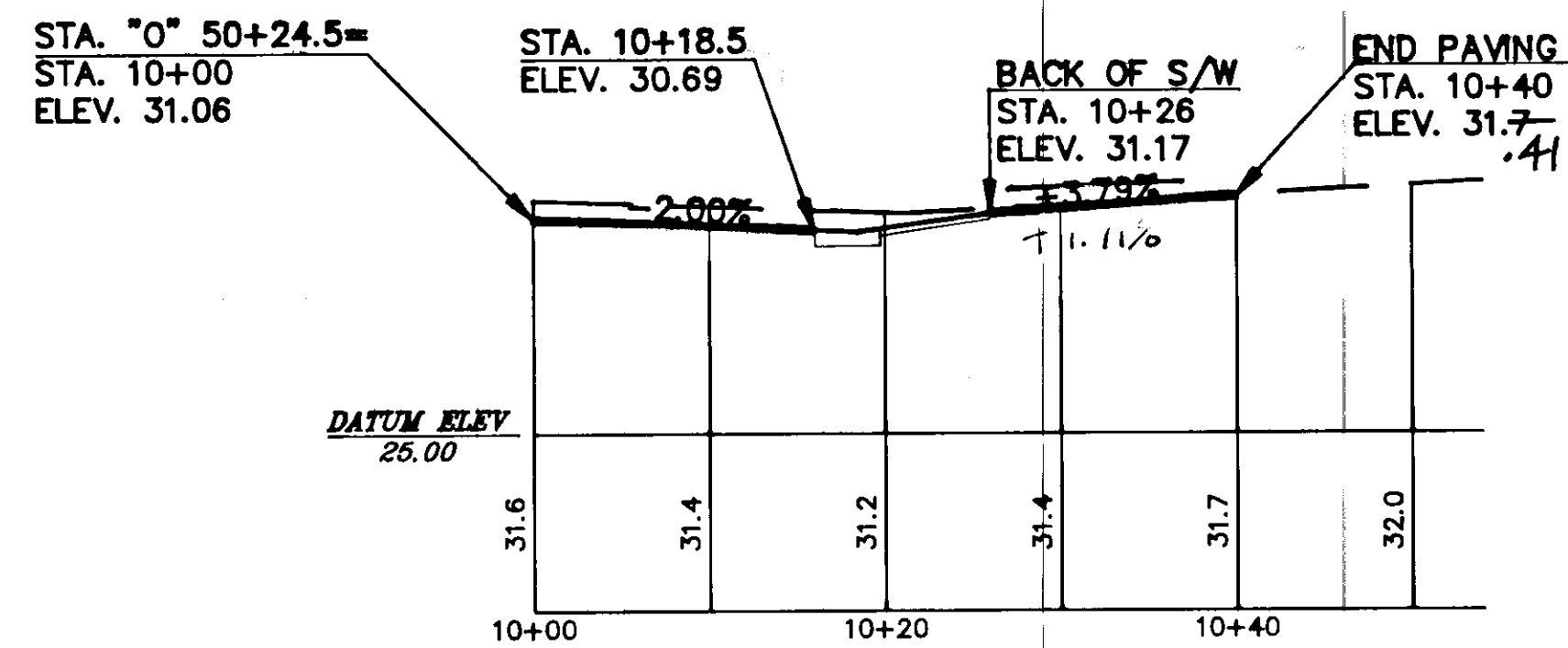
BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
SERVICE DRIVEWAYS
ALASKA

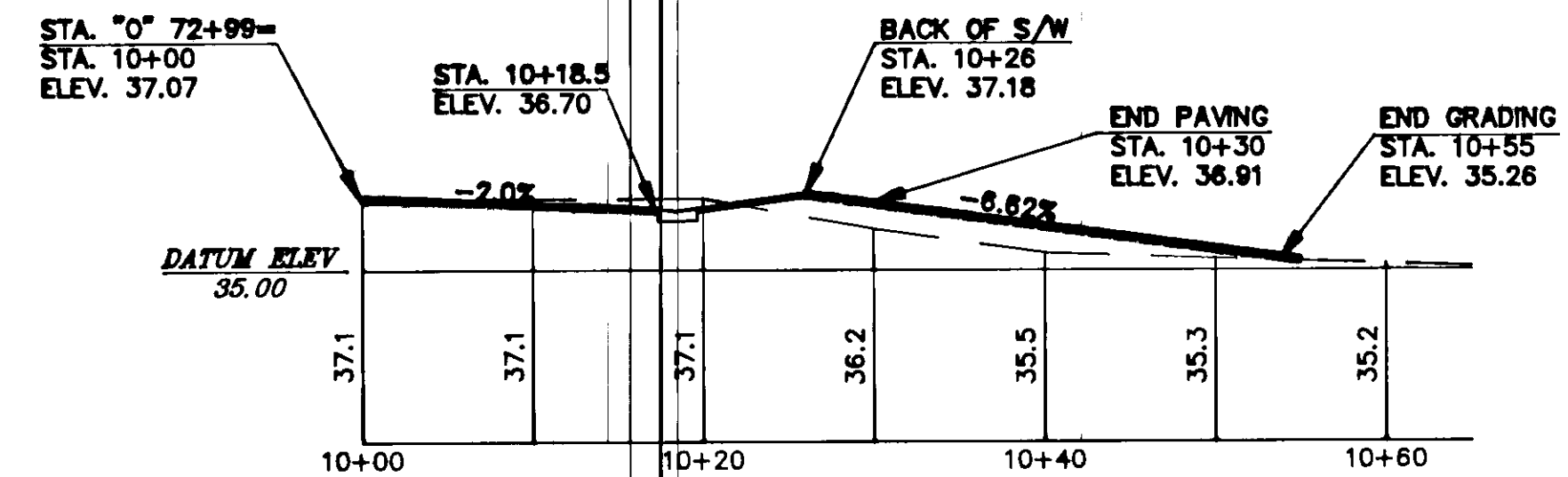
DESIGNED BY: D. SALDIVAR	PROJECT NO. M-0967(4)
DRAWN BY: AUTOCADD/CSA	DATE: 9/90
CHECKED BY: W. TOWNSEND	SHEET 28 OF 42





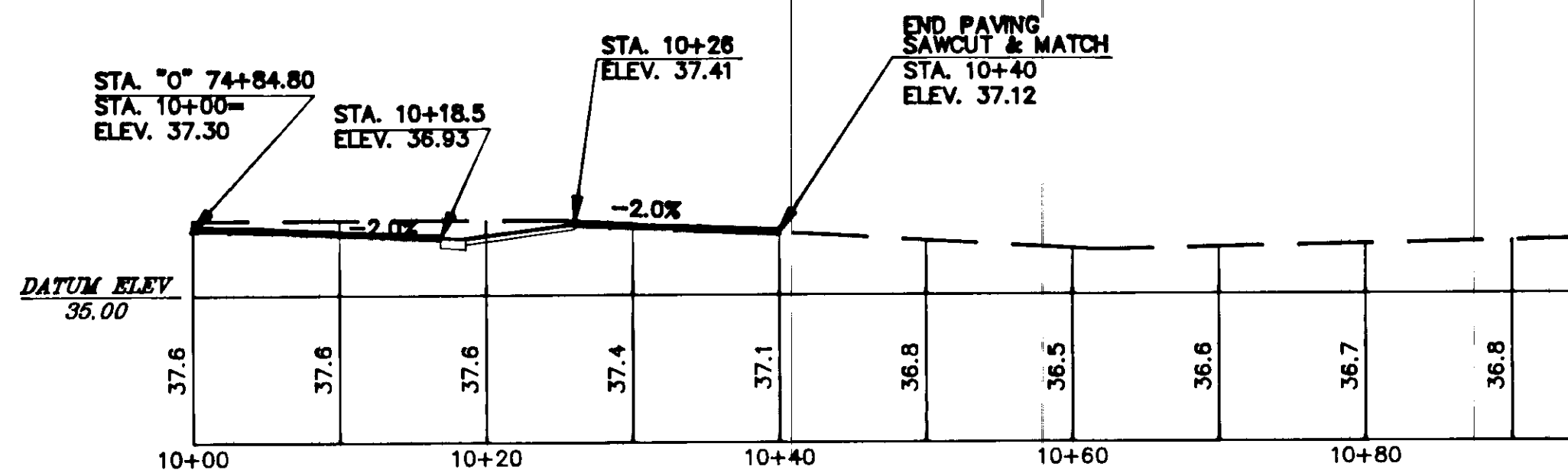
DRIVEWAY RT.

STA. "0" 50+24.5



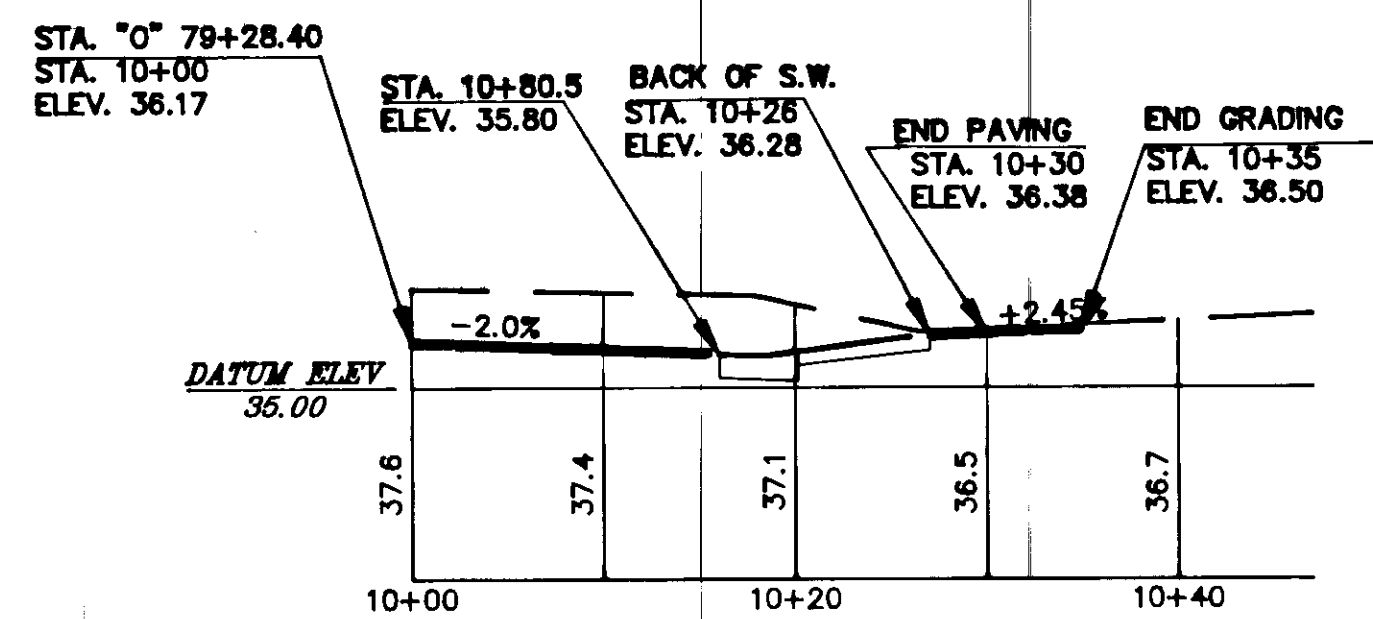
DRIVEWAY LT.

STA. "0" 72+99



DRIVEWAY LT.

STA. "0" 74+84.80



DRIVEWAY LT.

STA. "0" 79+28.40

NOTE: TYPICAL SECTION OF RESIDENTIAL DRIVEWAYS IS ON SHEET 5.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

ENGINEER'S SEAL



BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU

RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
RESIDENTIAL DRIVEWAYS

ALASKA

DESIGNED BY:
D. SALDIVAR
DRAWN BY:
AUTOCADD/CSA
CHECKED BY:
W. TOWNSEND

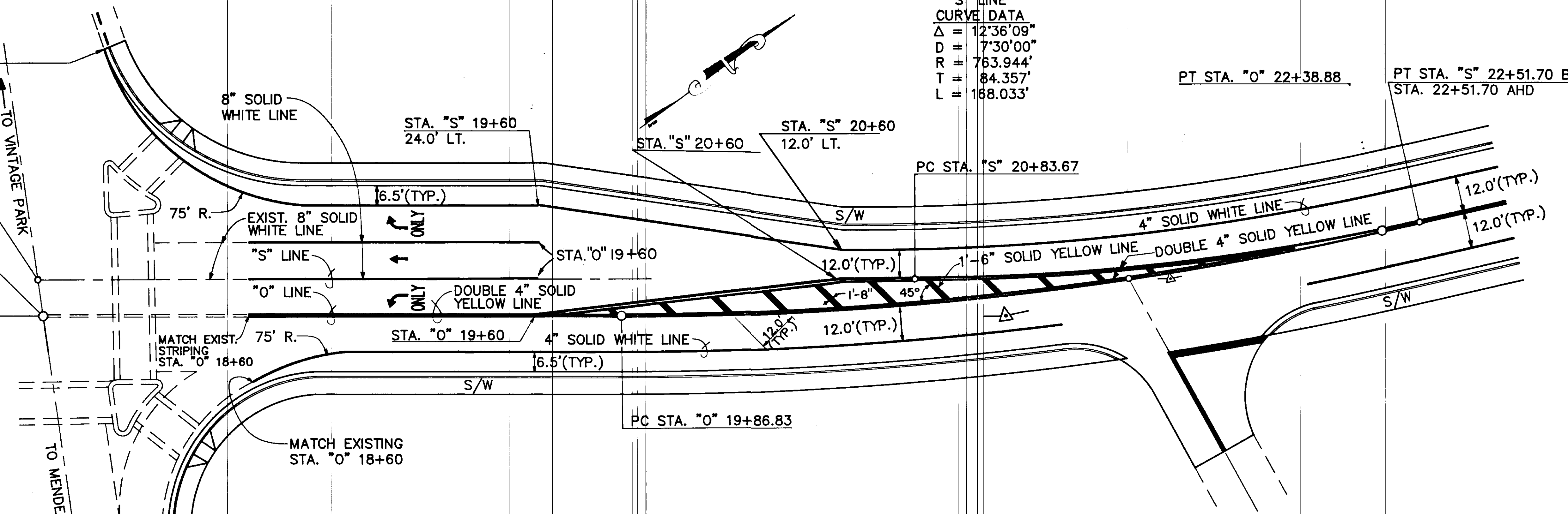
PROJECT NO.
M-0987(4)
DATE:
9/90
SHEET 29 OF 42

"S" LINE
 CURVE DATA
 $\Delta = 12^{\circ}36'09"$
 $D = 7^{\circ}30'00"$
 $R = 763.944'$
 $T = 84.357'$
 $L = 168.033'$

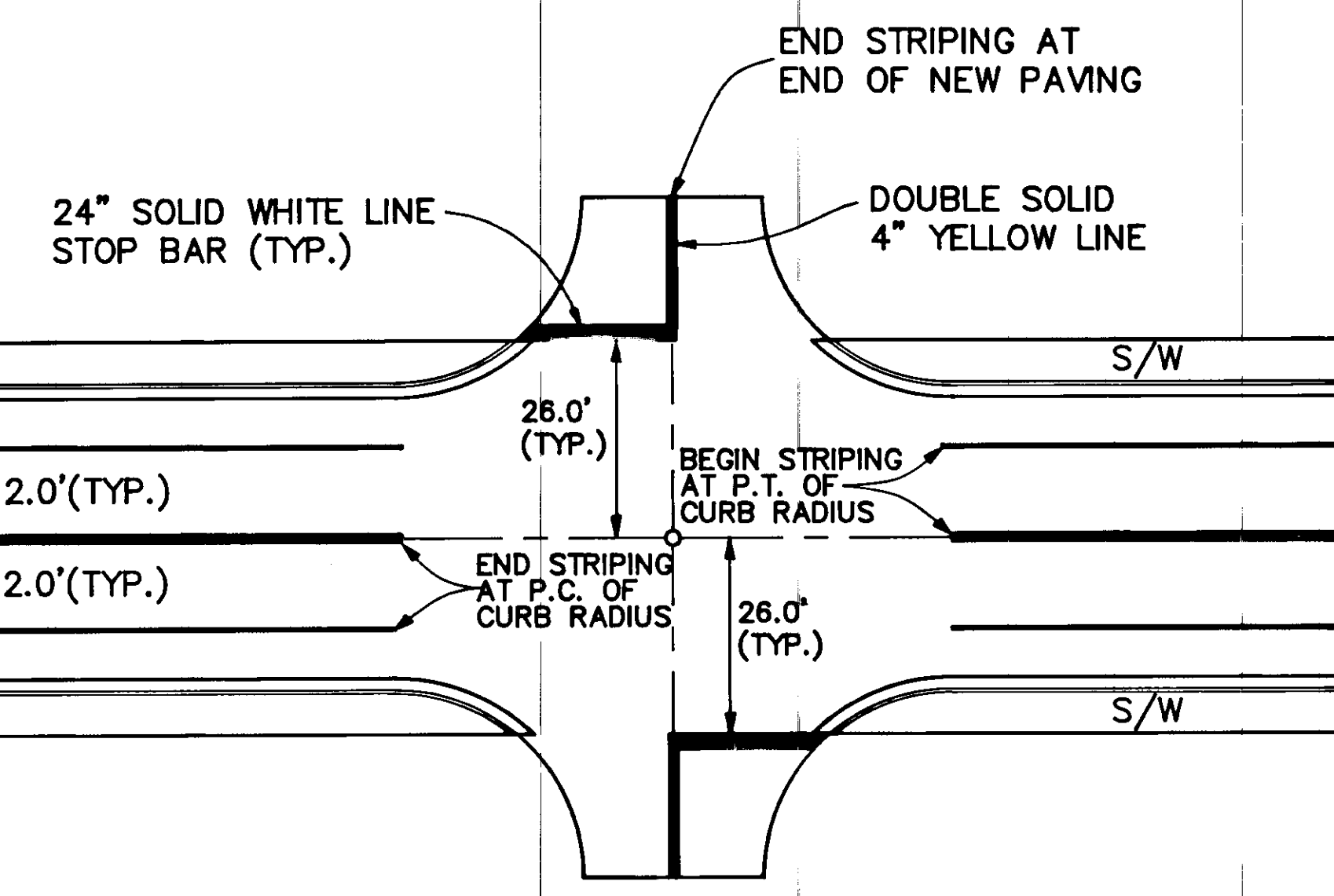
BEGIN STRIPING AT
 EDGE OF GUTTER

PT STA. "O" 22+38.88
 PT STA. "S" 22+51.70 BK=
 STA. 22+51.70 AHD

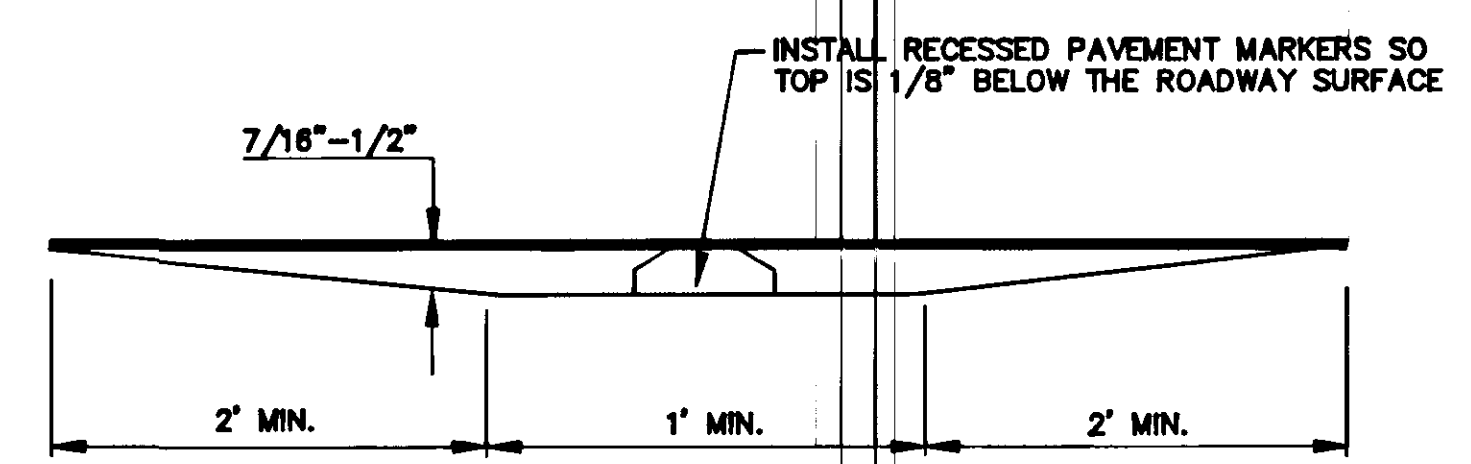
STA. "S" 17+93.90=
 STA. "OB" 10+12.12
 STA. "O" 17+94.63=
 STA. "OA" 10+00
 STA. "OB" 10+00



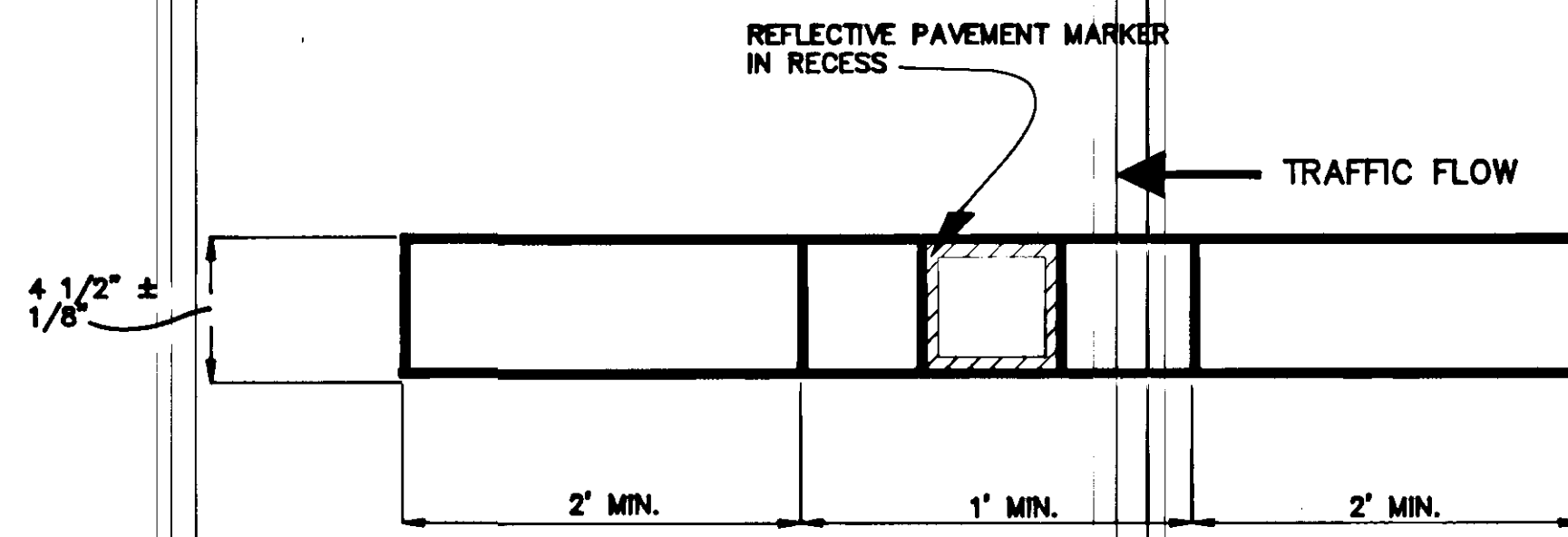
**B.O.P. TO STA. "O" 22+51.70
 STRIPING DETAIL**



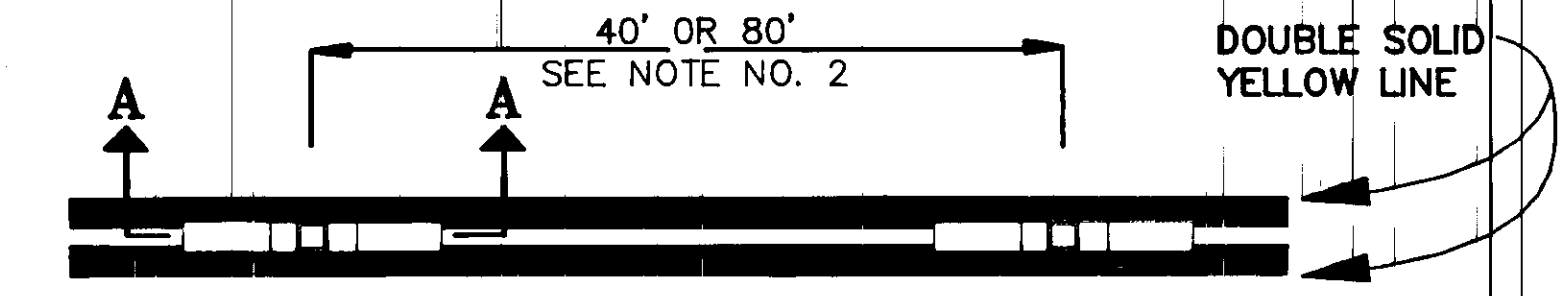
**TYPICAL INTERSECTION
 STRIPING DETAIL**



SECTION A-A



**PLAN
 RECESSED PAVEMENT MARKER**



**TYPICAL INSTALLATION
 RECESSED PAVEMENT MARKER
 DETAILS**

RECESSED PAVEMENT MARKER NOTES

1. INSTALL REFLECTIVE PAVEMENT MARKERS BETWEEN STA. "O" 18+60 TO "O" 69+50 AND BETWEEN STA. "S" 20+00 TO "S" 22+51.70.
2. R.P.M.'S SHALL BE PLACED BETWEEN DOUBLE YELLOW STRIPING AND SHALL BE SPACED 80' ON TANGENT AND 40' ON CURVES.
3. INSTALLATION OF R.P.M.'S SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
4. RPM SHALL HAVE YELLOW REFLECTIVE FACE FOR EACH DIRECTION OF TRAFFIC.

BY:	DATE:	DESCRIPTION OF CHANGE:

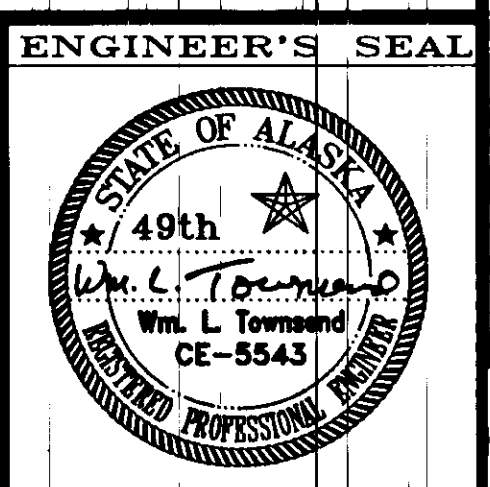
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
STRIPING PLAN

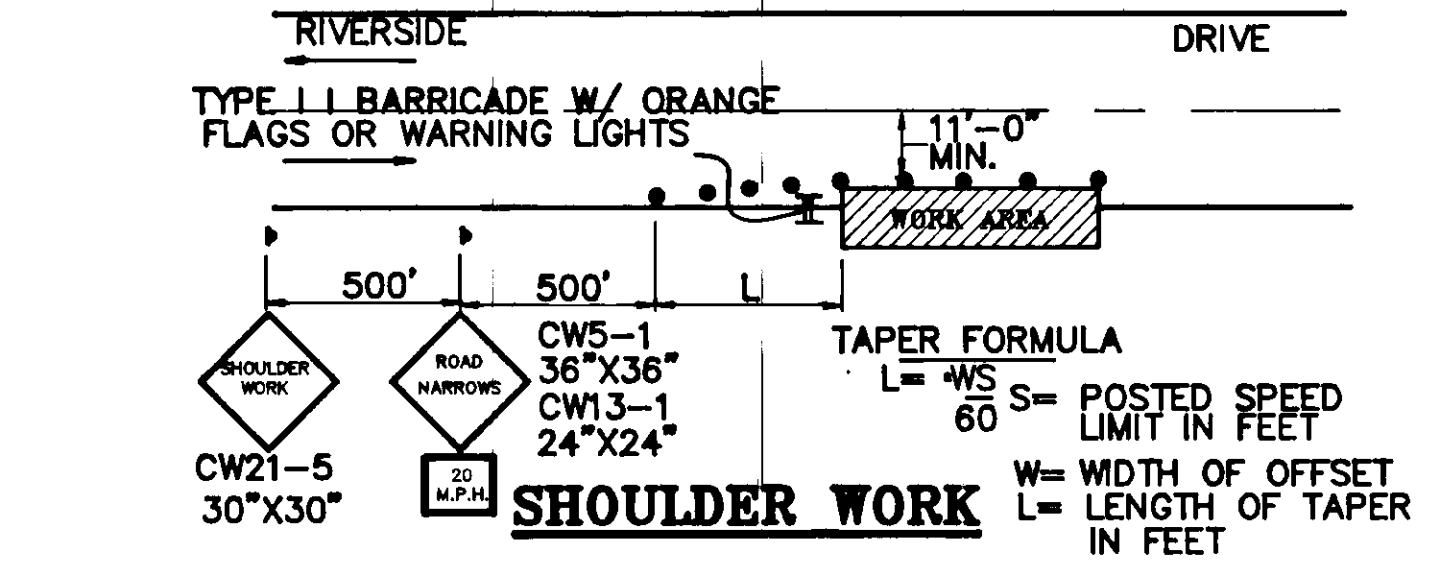
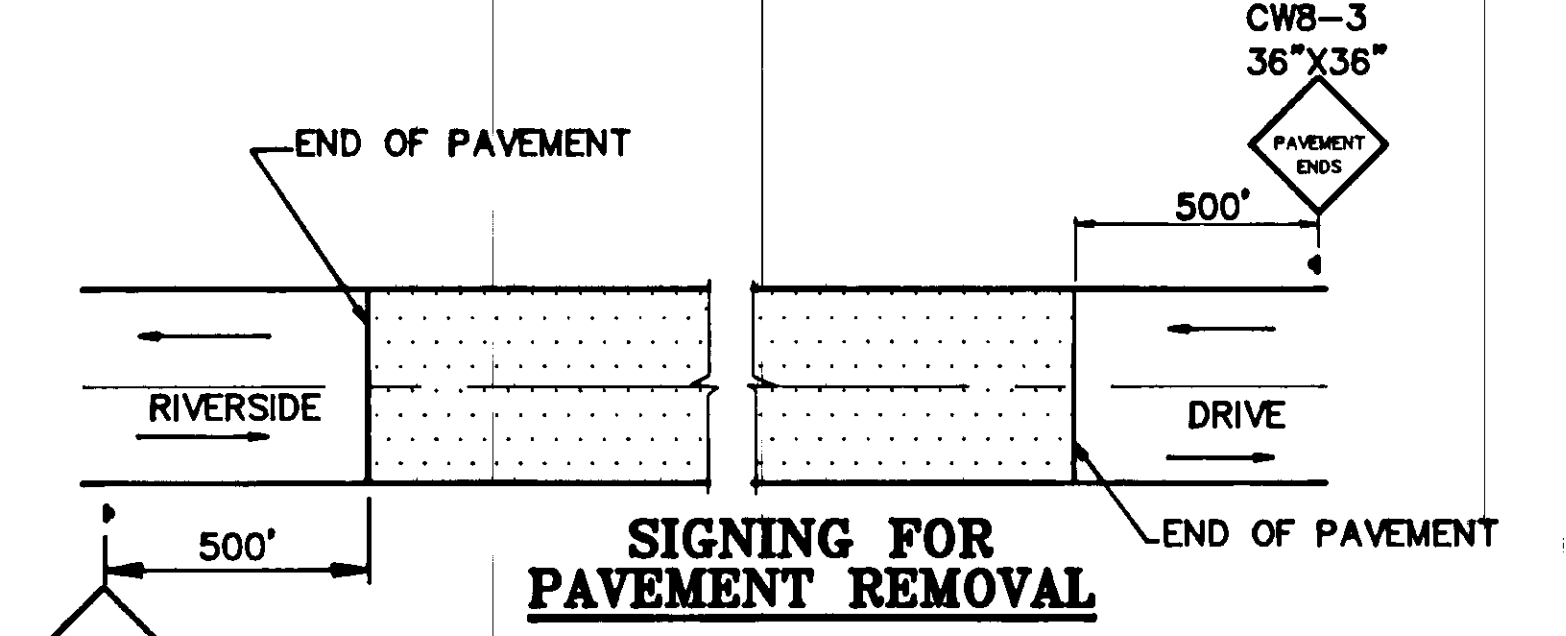
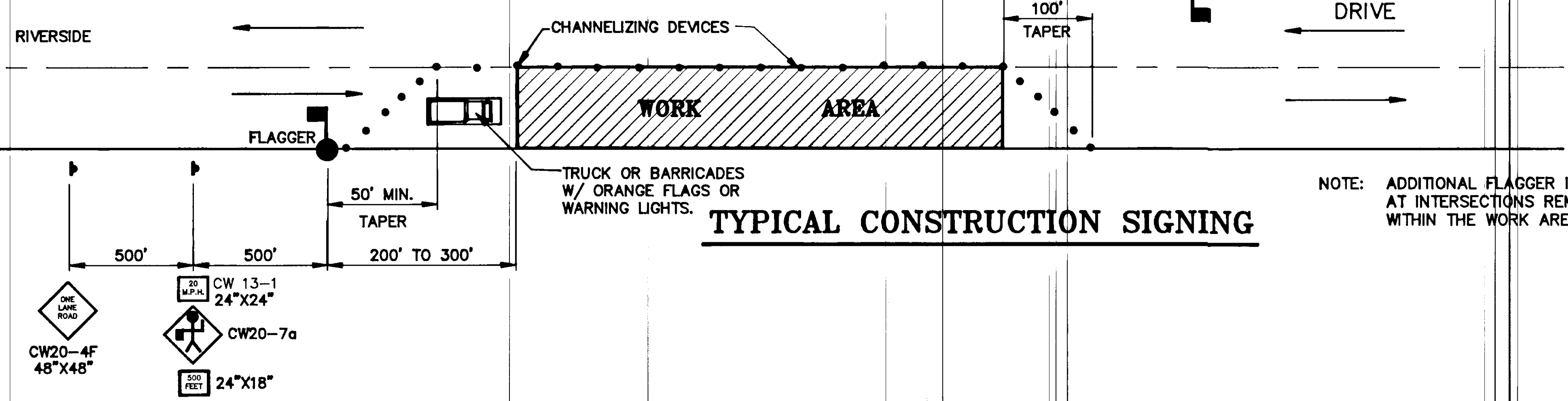
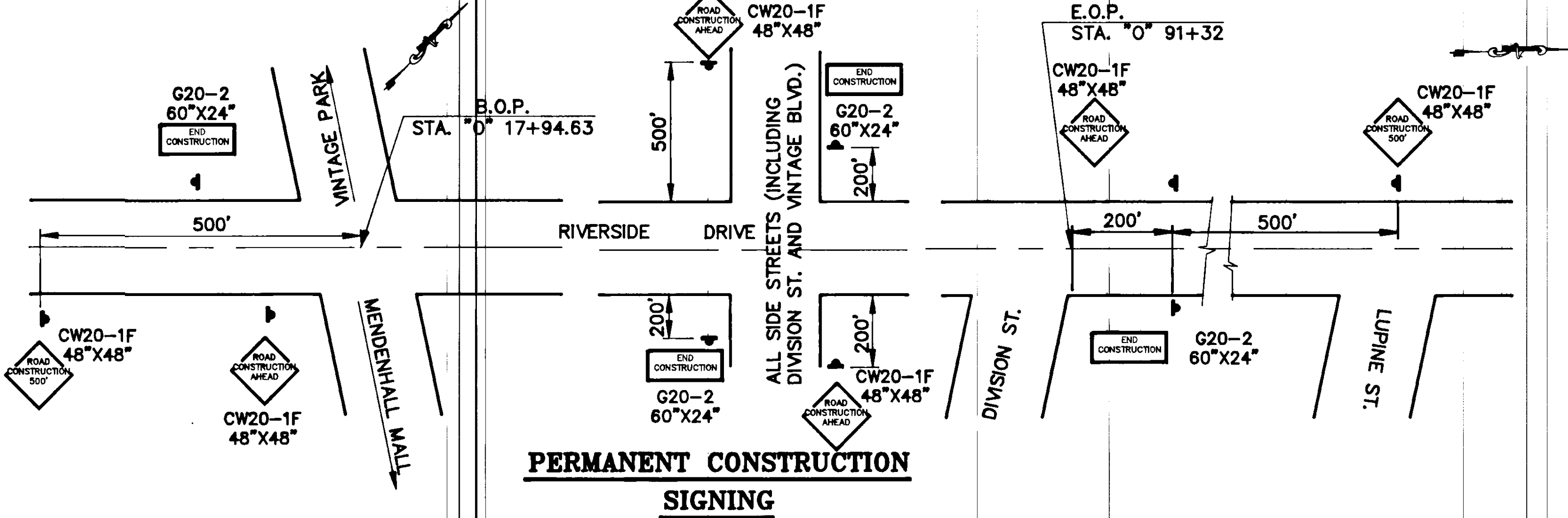
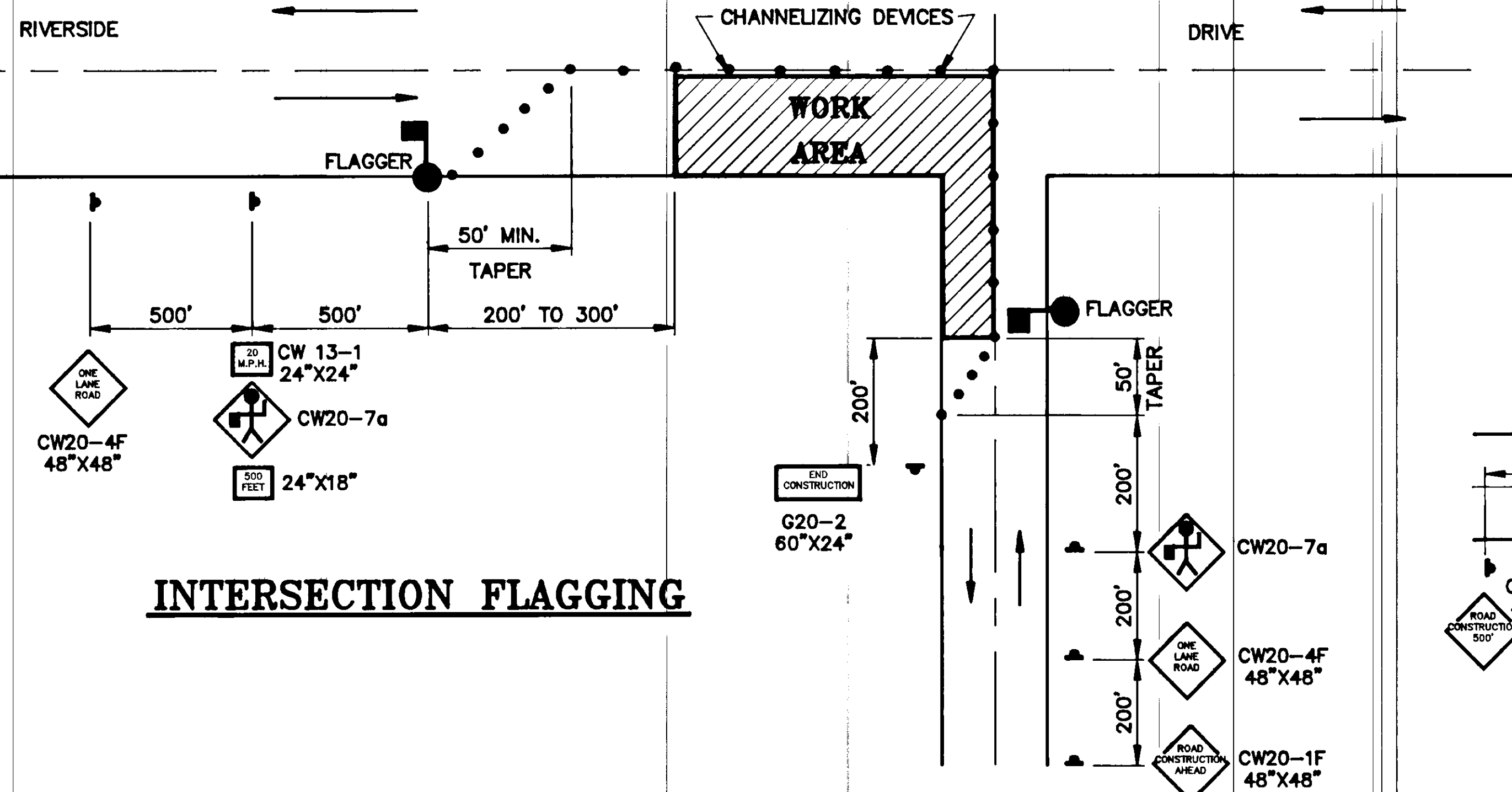
ALASKA

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	70198
DRAWN BY:	AUTOCADD/R.S.	DATE:	9/90
CHECKED BY:	W. TOWNSEND	SHEET	30 OF 42



TRAFFIC CONTROL NOTES

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES AT WORK AREAS, EXCEPT AS DESCRIBED IN NOTE NO. 9.
2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS ON RIVERSIDE DRIVE IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
3. DRIVING LANES SHALL BE A MINIMUM WIDTH OF 11'-0".
4. APPROACH ROADWAYS SHALL BE MAINTAINED AND REMAIN ACCESSIBLE AT ALL TIMES.
5. DRIVEWAYS MAY BE CLOSED DURING ACTUAL WORK ON A GIVEN DRIVEWAY PROVIDING THAT CLOSURE DOES NOT EXCEED 8 HOURS. AFFECTED RESIDENTS SHALL BE GIVEN A WRITTEN NOTICE 24 HOURS PRIOR TO THE CLOSURE OF DRIVEWAY ACCESS.
6. CONES SHALL BE USED FOR CHANNELING TRAFFIC THRU CONSTRUCTION AREA. CONES SHALL BE A MINIMUM HEIGHT OF 28 INCHES.
7. MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES SHALL BE EQUAL TO THE CONSTRUCTION SPEED LIMIT IN FEET.
8. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.04 OF THE SPECIFICATIONS.
9. TWO DIRECTIONAL LANES SHALL BE MAINTAINED BETWEEN 7:00 A.M. AND 8:00 A.M. AND BETWEEN 4:00 P.M. AND 5:30 P.M. MONDAY THRU FRIDAY, EXCEPT DURING ASPHALT PAVING OPERATIONS, WHEN THE ENGINEER MAY ALSO ALLOW ONE LANE TRAFFIC BETWEEN 4:00 PM & 5:30 MONDAY THRU FRIDAY.
10. THE MAXIMUM LENGTH OF A ONE LANE, TWO-WAY WORK AREA SHALL BE 1000 FT. THE MINIMUM SEPARATION BETWEEN ONE LANE WORK AREAS SHALL BE 2000 FT.



NOTE: ADDITIONAL FLAGGER IS REQUIRED AT INTERSECTIONS REMAINING OPEN WITHIN THE WORK AREA.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

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

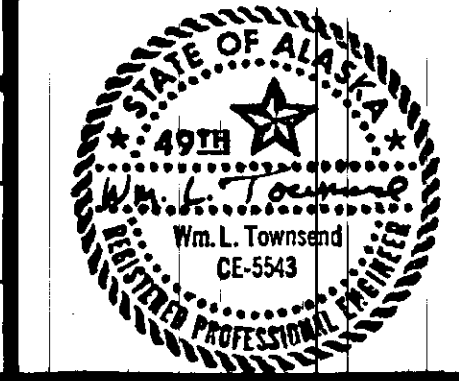
JUNEAU

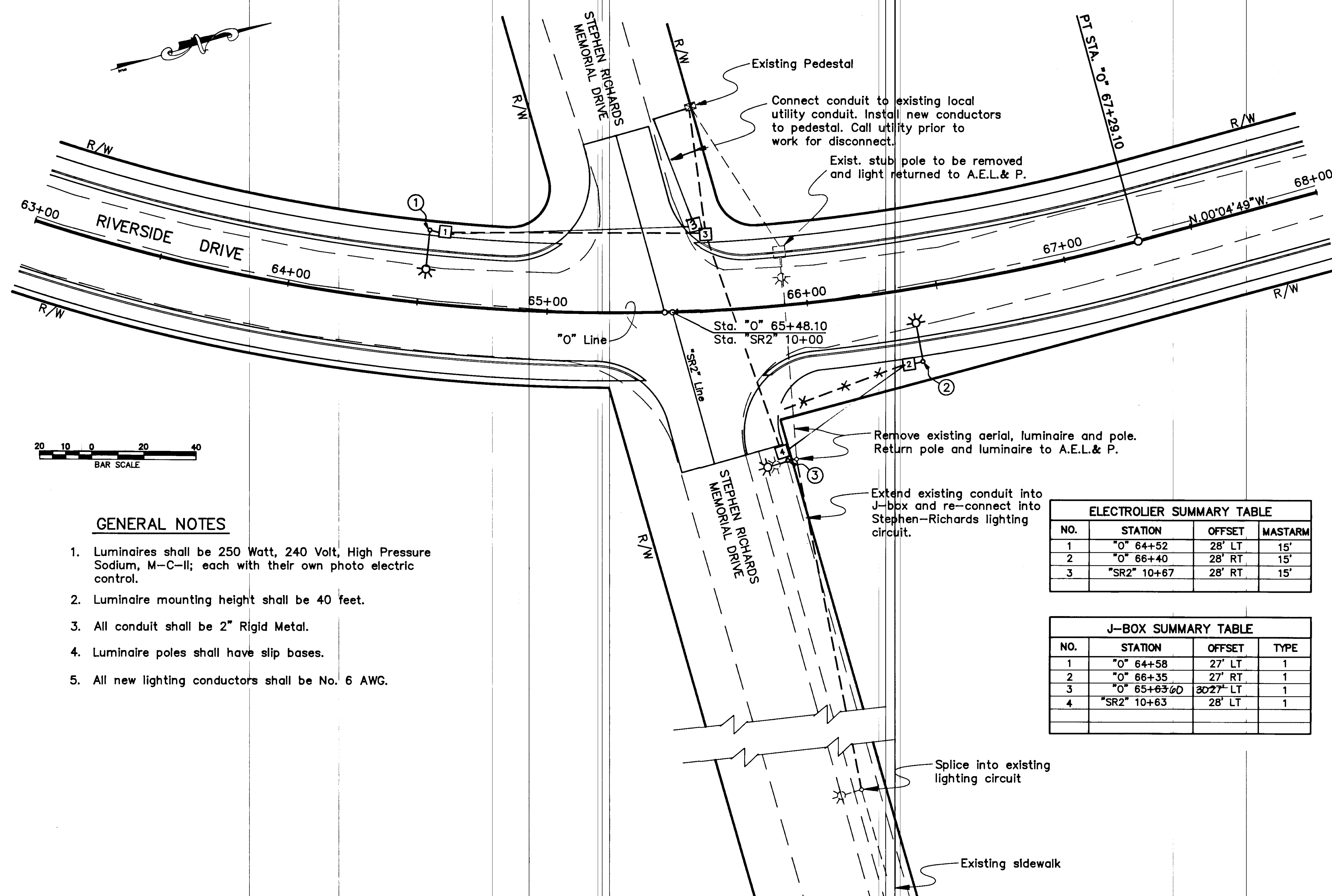
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
TRAFFIC CONTROL PLAN

ALASKA

DESIGNED BY: D. SALDIVAR
DRAWN BY: AUTOCADD/CSA
CHECKED BY: TOWNSEND

PROJECT NO. M-0987(4)
DATE: 9/90
SHEET 31 OF 42





GENERAL NOTES

1. Luminaires shall be 250 Watt, 240 Volt, High Pressure Sodium, M-C-II; each with their own photo electric control.
2. Luminaire mounting height shall be 40 feet.
3. All conduit shall be 2" Rigid Metal.
4. Luminaire poles shall have slip bases.
5. All new lighting conductors shall be No. 6 AWG.

ELECTROLIER SUMMARY TABLE			
NO.	STATION	OFFSET	MASTARM
1	"O" 64+52	28' LT	15'
2	"O" 66+40	28' RT	15'
3	"SR2" 10+67	28' RT	15'

J-BOX SUMMARY TABLE			
NO.	STATION	OFFSET	TYPE
1	"O" 64+58	27' LT	1
2	"O" 66+35	27' RT	1
3	"O" 65+63/60	30/27' LT	1
4	"SR2" 10+63	28' LT	1

NO.	DATE	DESCRIPTION OF CHANGE

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

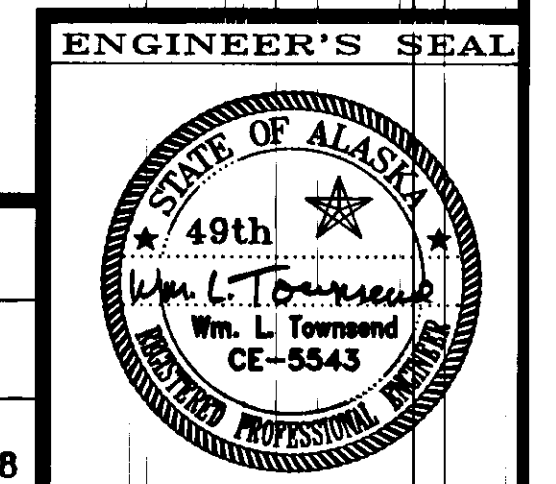
JUNEAU

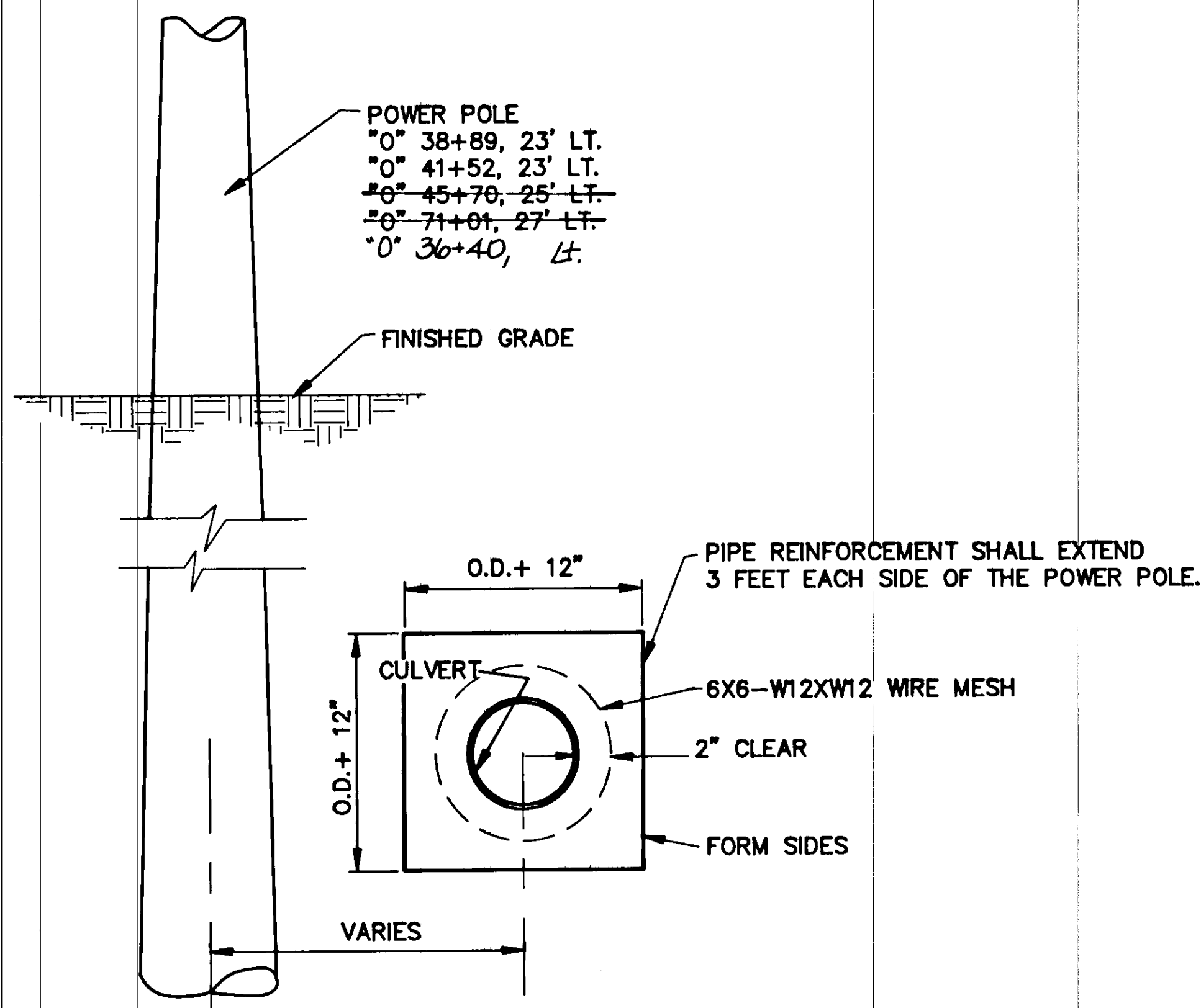
RIVERSIDE DR. RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
ILLUMINATION PLAN

ALASKA

DESIGNED BY: J. AHLGREN
DRAWN BY: AUTOCADD/R.S.
CHECKED BY: R. PURVIS

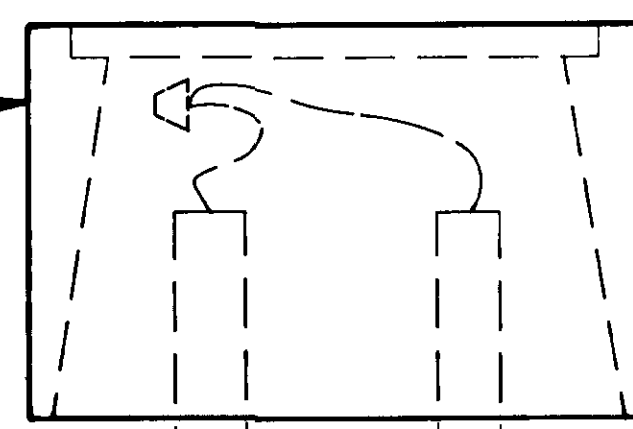
PROJECT NO. M-0967 (4)
DATE: 9/90
SHEET 32 OF 48



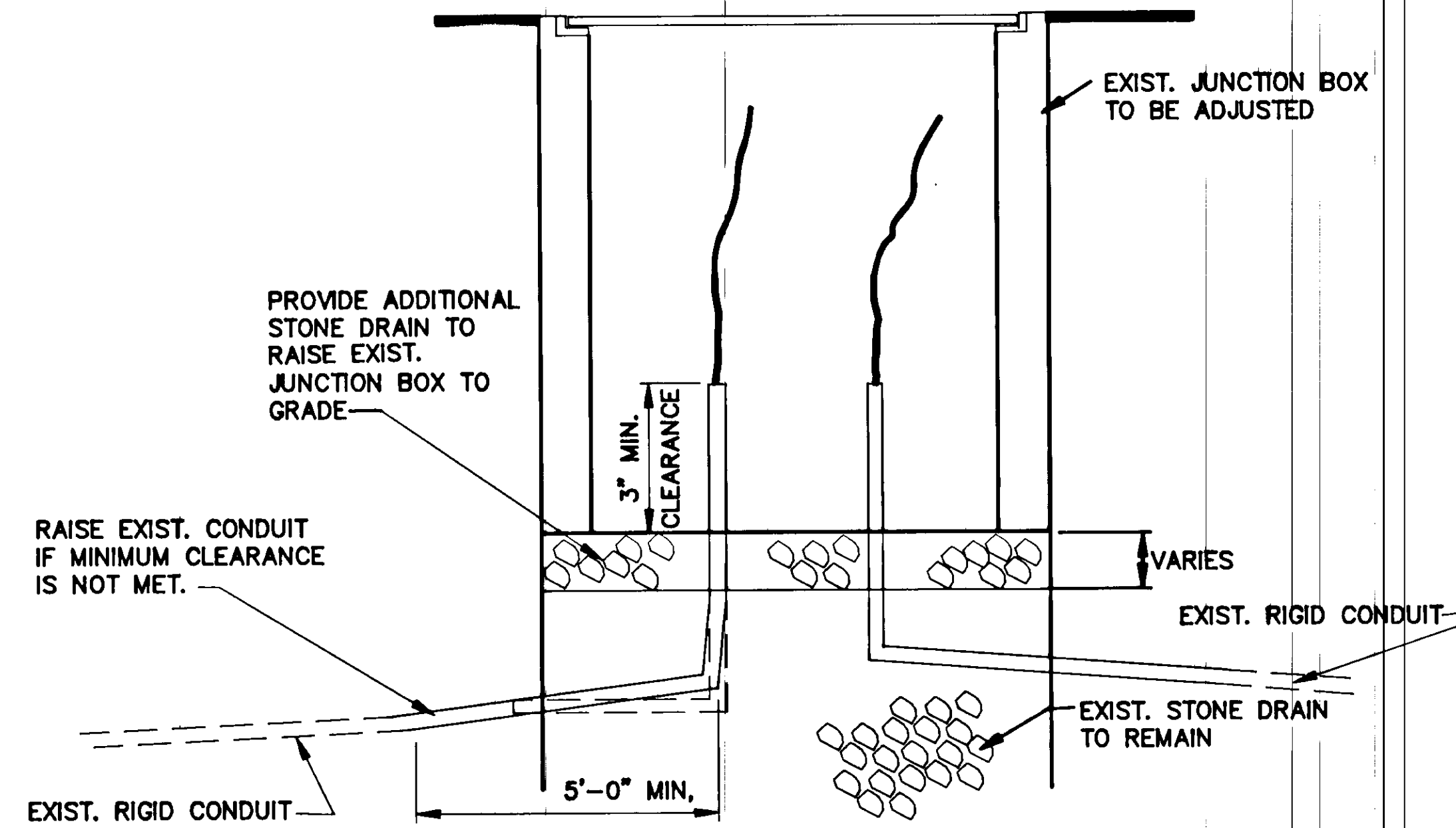


**PIPE REINFORCEMENT
AT POWER POLE**

RAISE EXIST. J-BOX
AND CONDUIT TO GRADE.
SEE DETAIL ON THIS
SHEET.

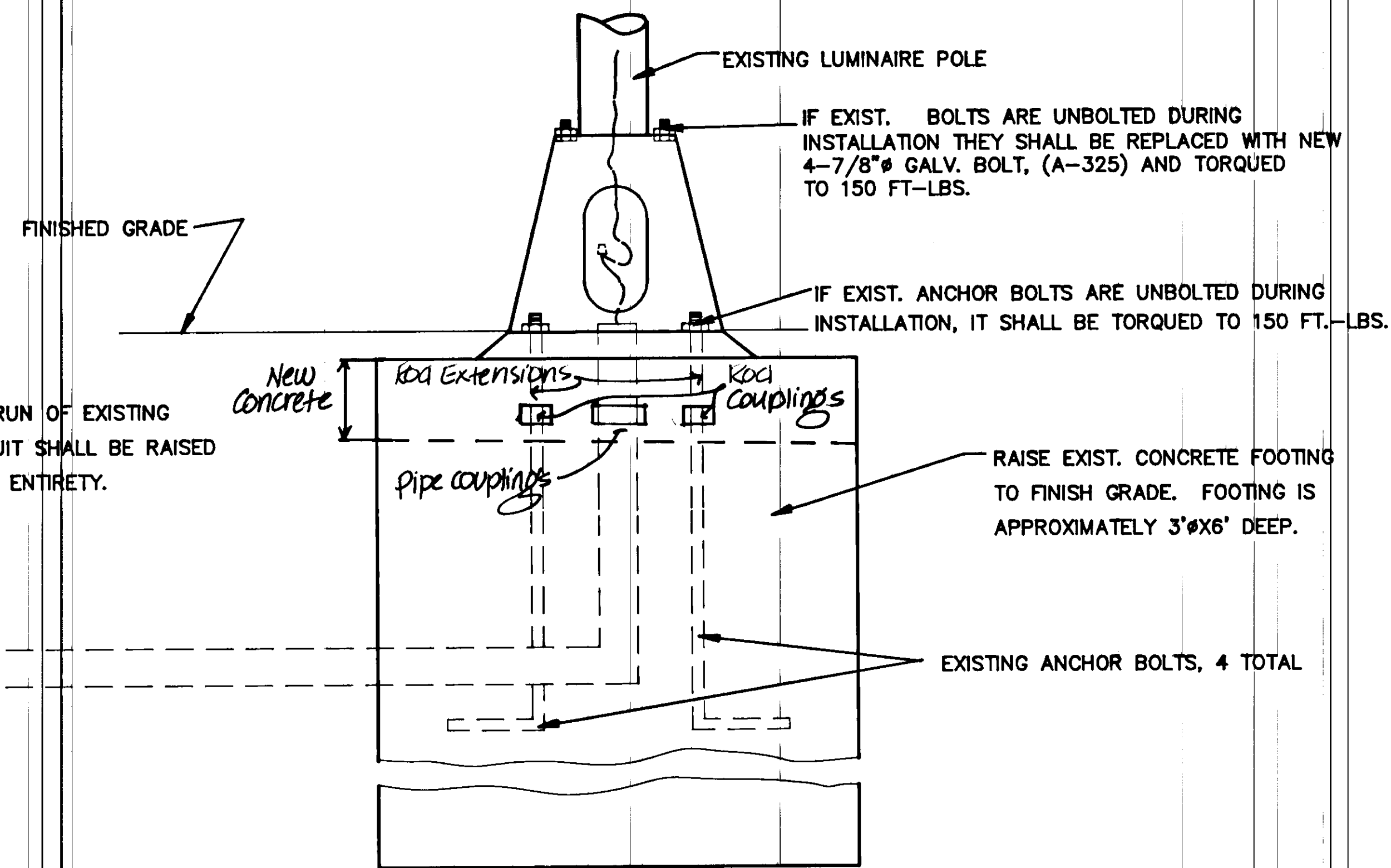


*Added couplings & nipples
to raise J-Box*



**ADJUSTMENT OF
EXISTING JUNCTION BOX**

*Raised existing 2' x 2' J-Box by
raising pipes as much as possible,
then extended J-Box by setting
on concrete block foundation.*



LUMINATION FOUNDATION EXTENSION DETAIL

STA. "0" 20+36, 25.0' RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

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

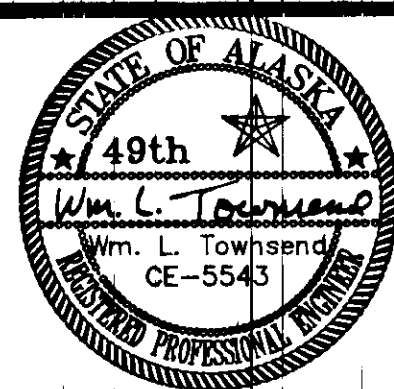
JUNEAU

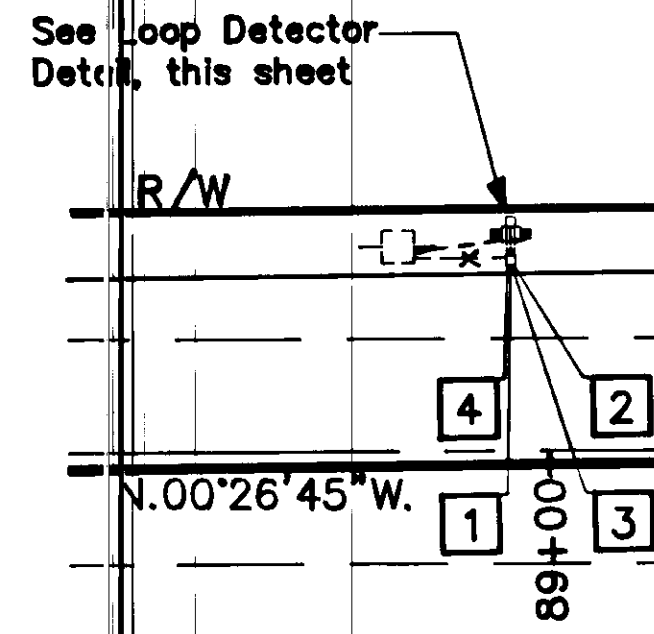
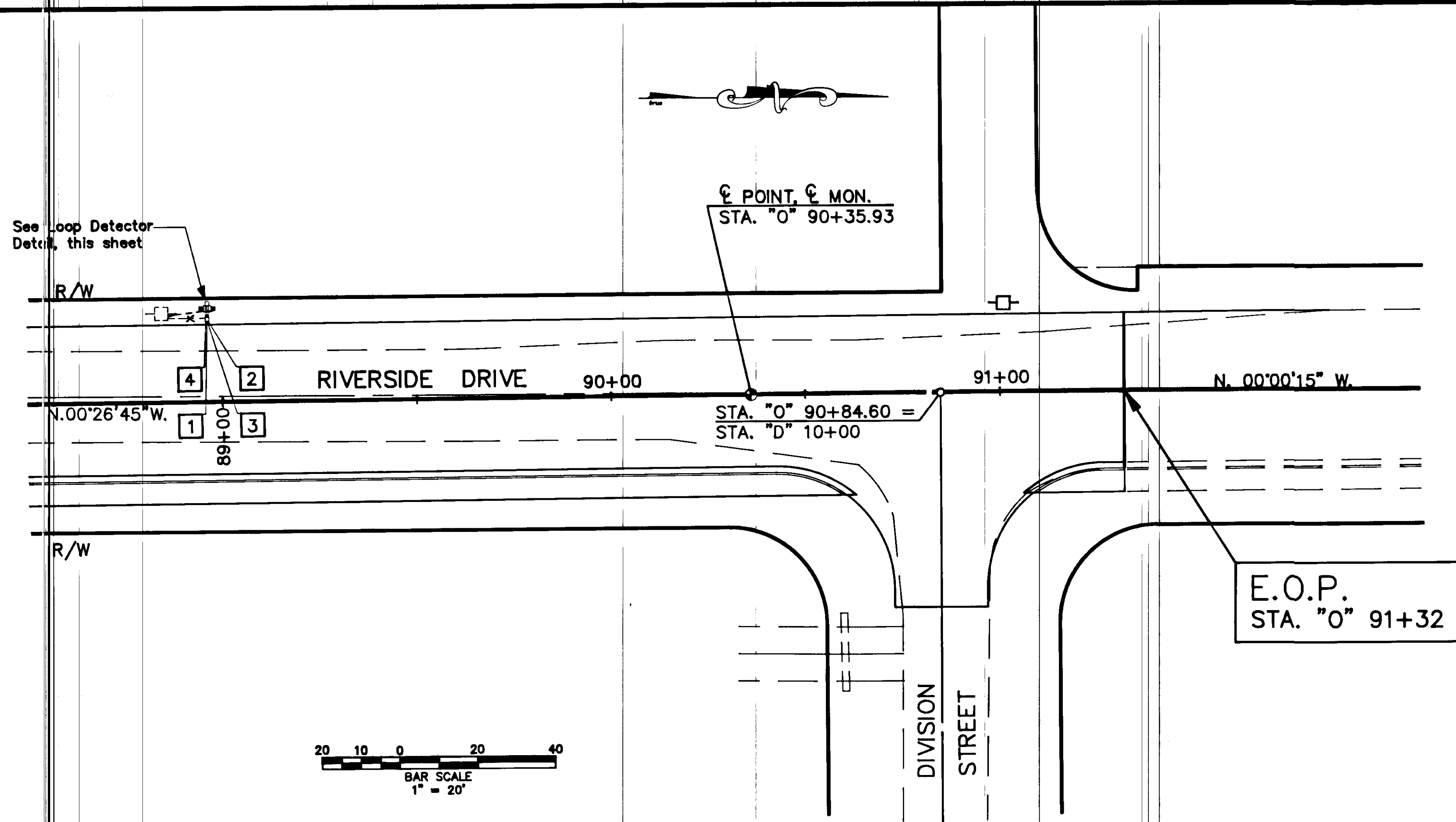
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
MISCELLANEOUS ILLUMINATION DETAILS

ALASKA

DESIGNED BY:
D. SALDIVAR
DRAWN BY:
AUTOCADD/CSA
CHECKED BY:
W. TOWNSEND

PROJECT NO.
M-0987(4)
DATE:
9/90
SHEET 33 OF 42

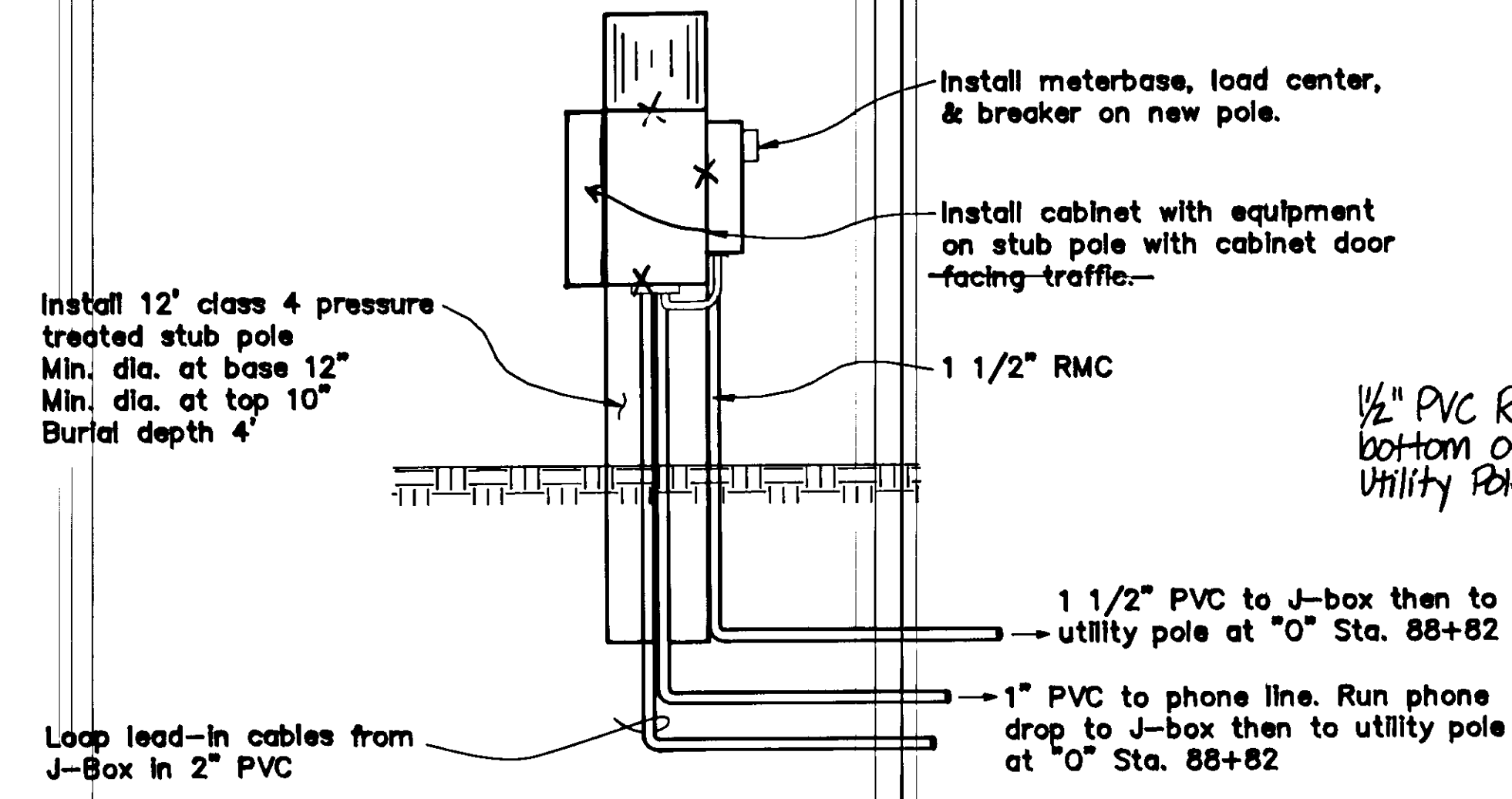
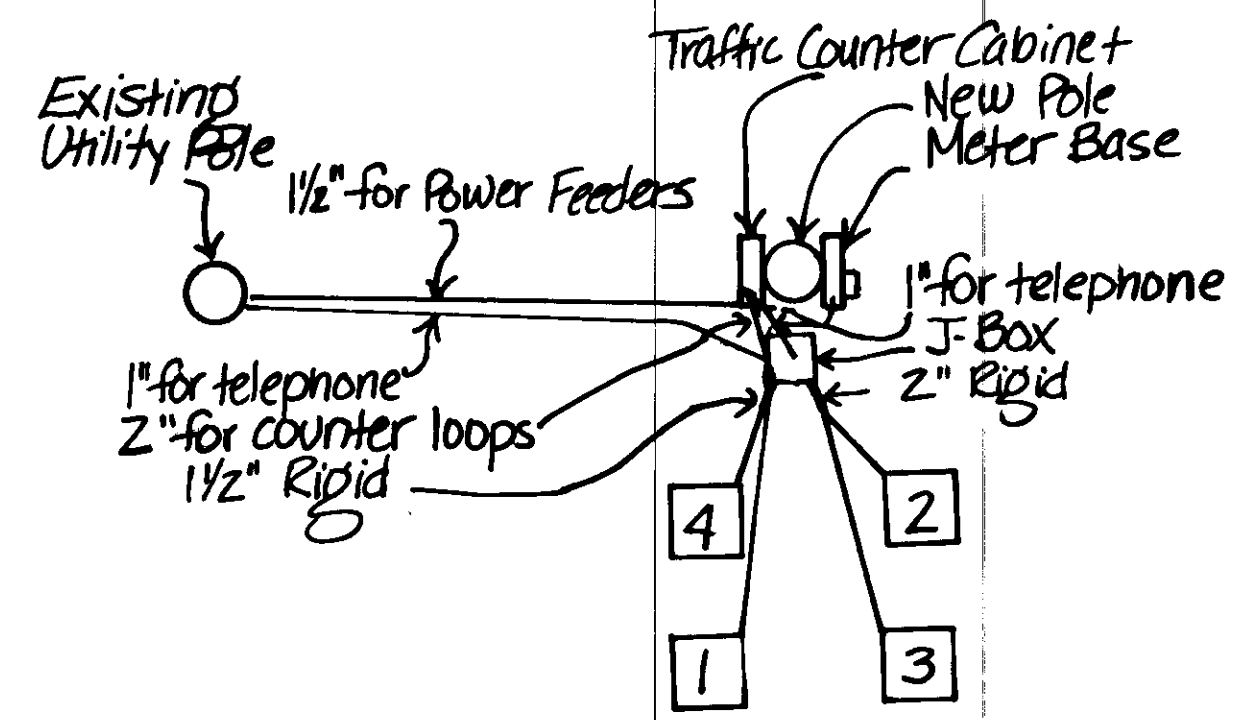




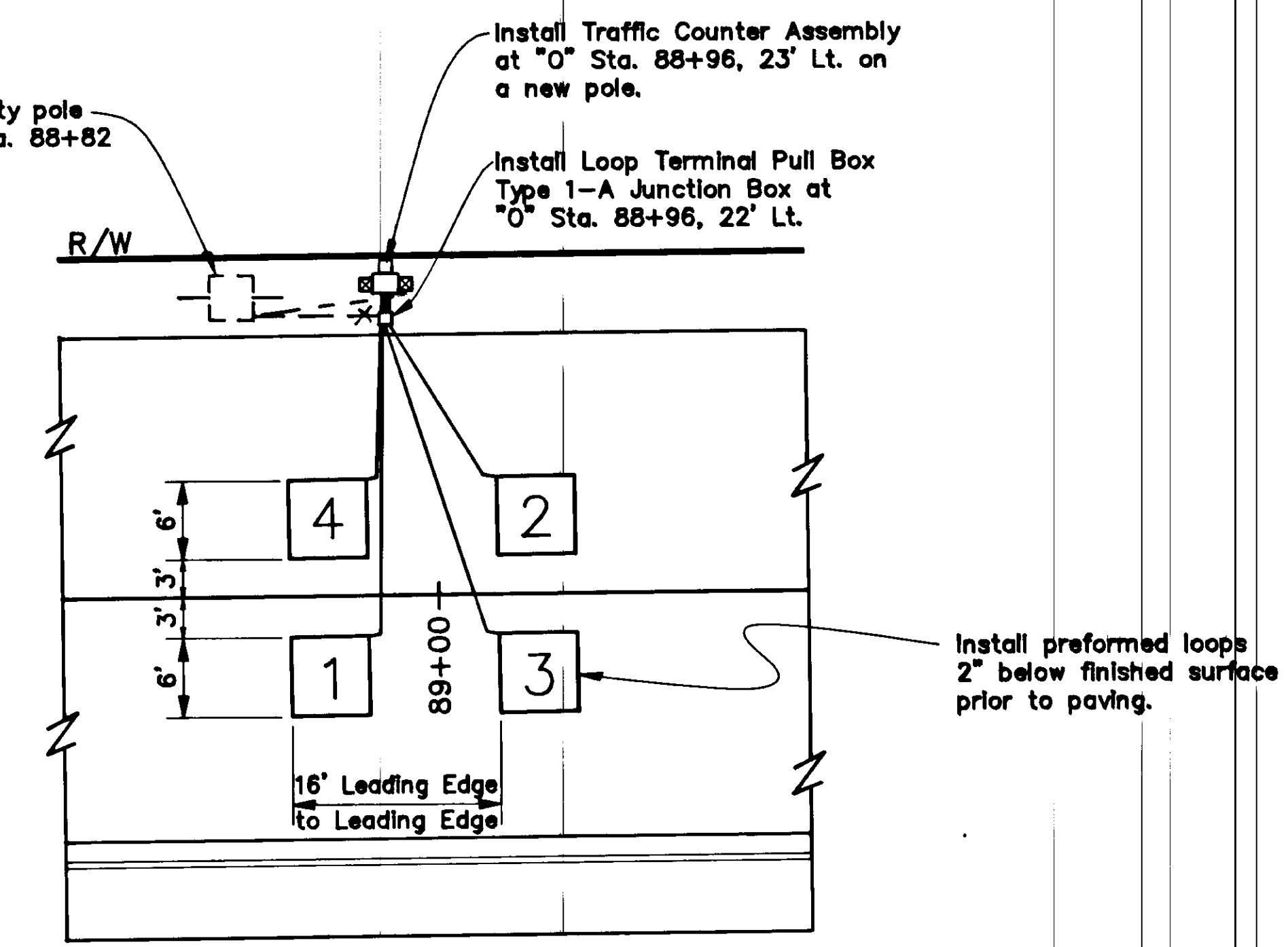
POINT, MON.
STA. "O" 90+35.93

STA. "O" 90+84.60 =
STA. "D" 10+00

E.O.P.
STA. "O" 91+32



TRAFFIC COUNTER INSTALLATION DETAIL
N.T.S.



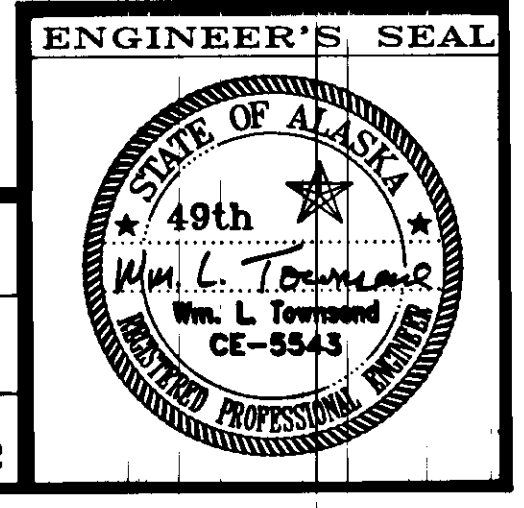
LOOP DETECTOR INSTALLATION DETAIL
N.T.S.

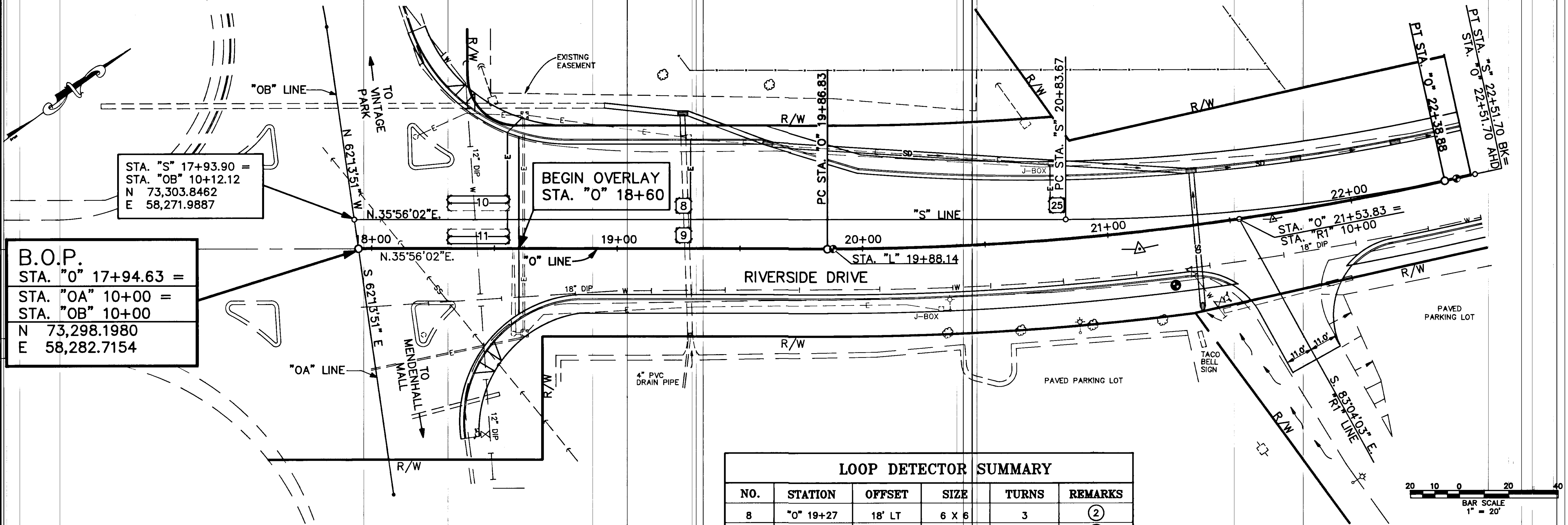
BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
RIVERSIDE DR. RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
TRAFFIC COUNTER INSTALLATION

ALASKA
DESIGNED BY: J. AHLGREN
DRAWN BY: AUTOCADD/R.S.
CHECKED BY: R. PURVIS
PROJECT NO. M-0967 (4)
DATE: 9/90
SHEET 34 OF 42





B.O.P.
 STA. "O" 17+94.63 =
 STA. "OA" 10+00 =
 STA. "OB" 10+00
 N 73,298.1980
 E 58,282.7154

STA. "S" 17+93.90 =
 STA. "OB" 10+12.12
 N 73,303.8462
 E 58,271.9887

LOOP DETECTOR SUMMARY					
NO.	STATION	OFFSET	SIZE	TURNS	REMARKS
8	"O" 19+27	18' LT	6 X 6	3	(2)
9	"O" 19+27	6' LT	6 X 6	3	(2)
10	"O" 18+44	18' LT	25 X 6	2-4-2	(1)
11	"O" 18+44	6' LT	25 X 6	2-4-2	(1)
25	"O" 20+80	14' LT	6 X 6	3	(2)

All existing loops are left in place
 NOTE: ALL LOOPS ARE EXISTING AND SHALL BE REPLACED.

- ① "QUADRAPOLE" TYPE LOOP WOUND IN A FIGURE 8 PATTERN.
- ② REMOVE EXISTING LOOP PRIOR TO INSTALLATION OF NEW LOOP.

NOTE: DO NOT SCALE FROM THESE DRAWINGS—USE DIMENSIONS

NO.	DATE	DESCRIPTION OF CHANGE

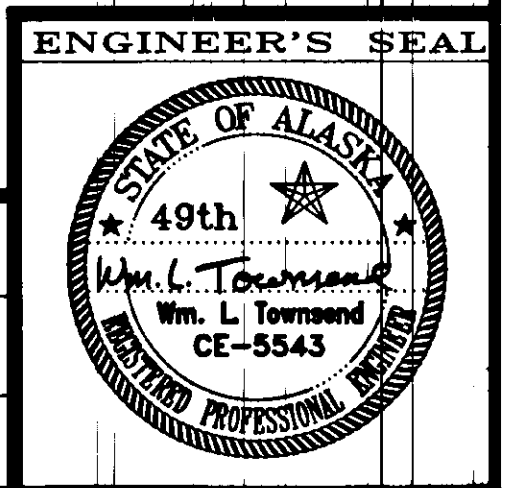
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

RIVERSIDE DR. RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
TRAFFIC SIGNAL LOOP DETECTORS

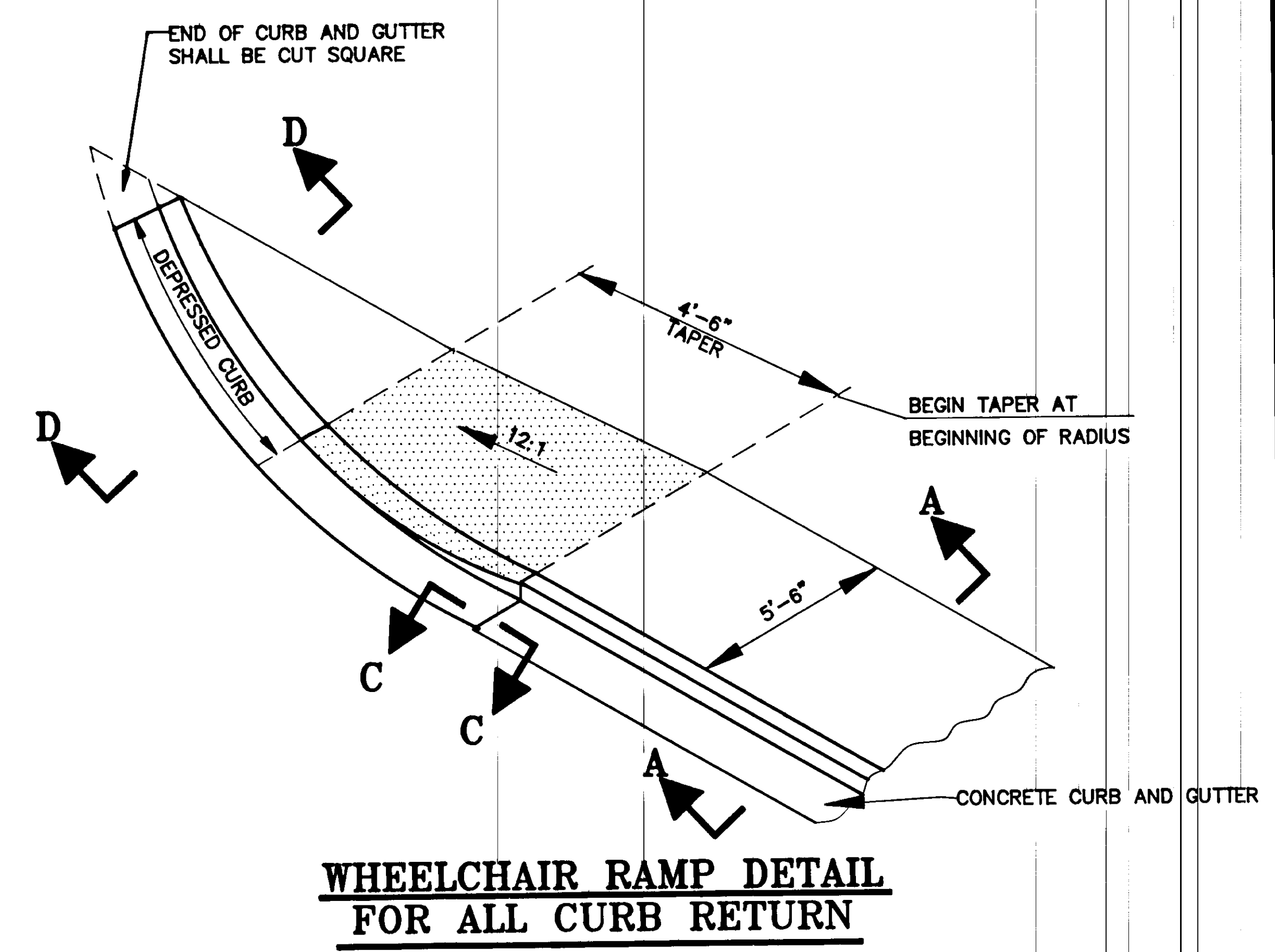
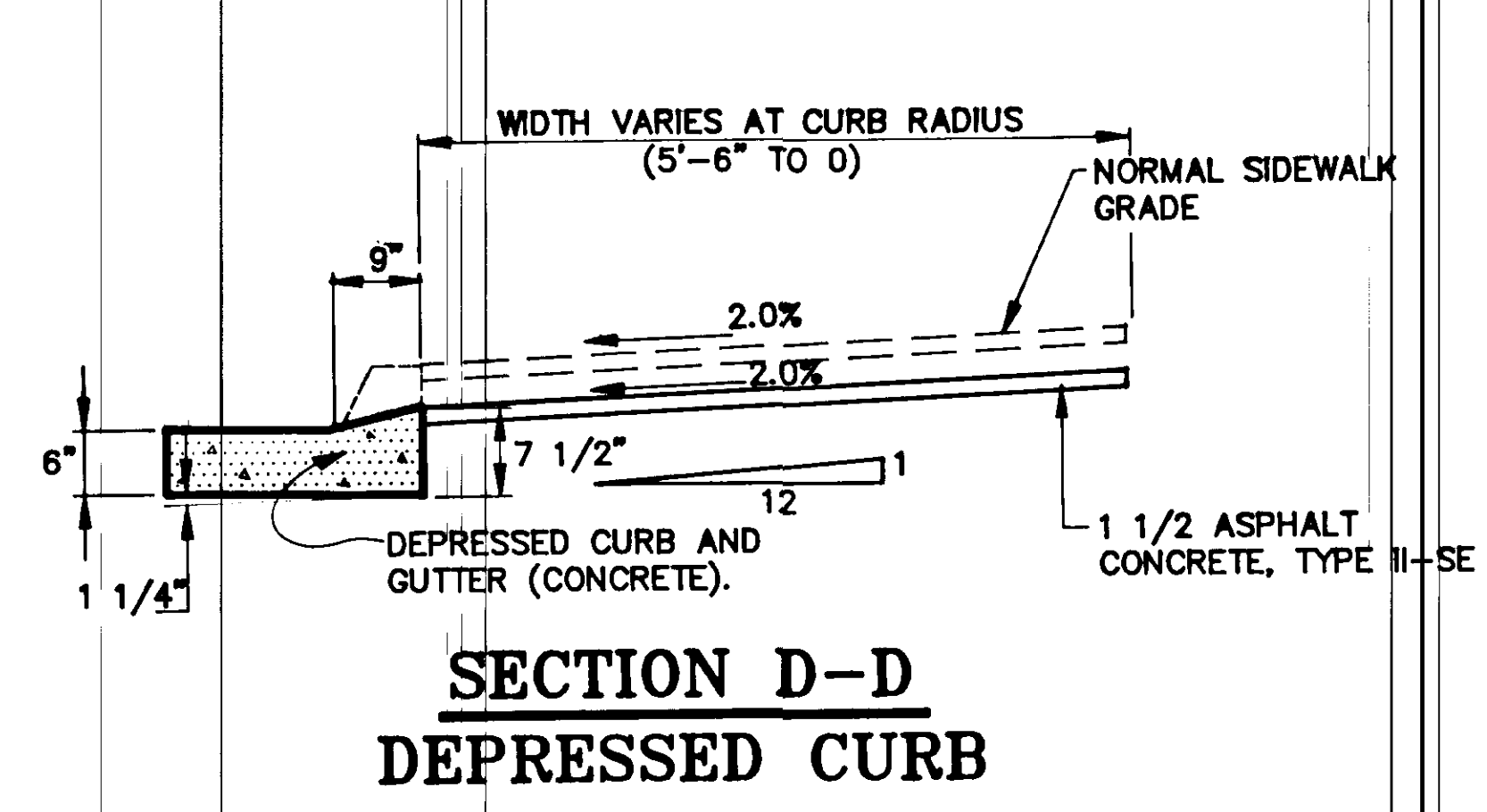
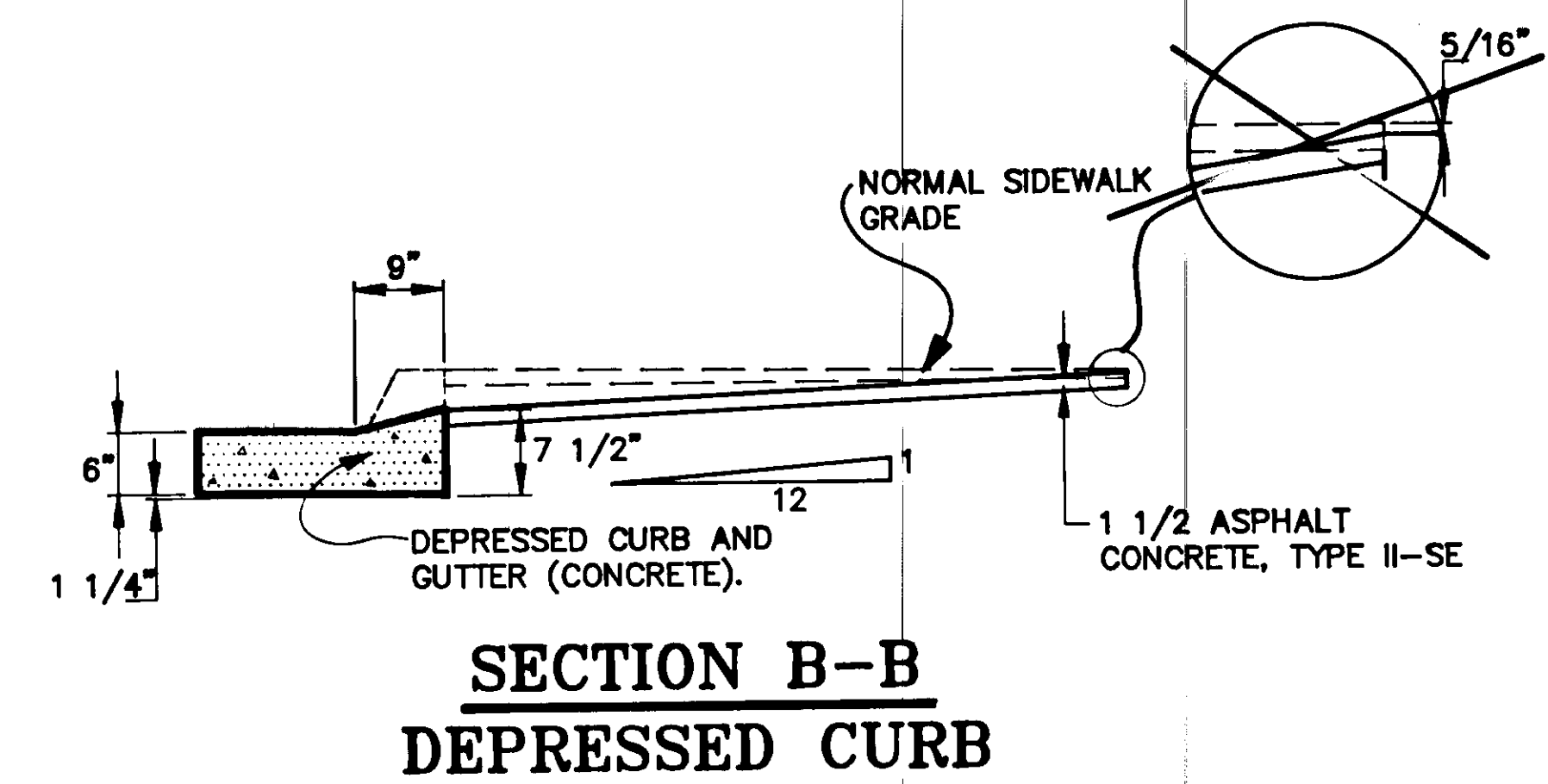
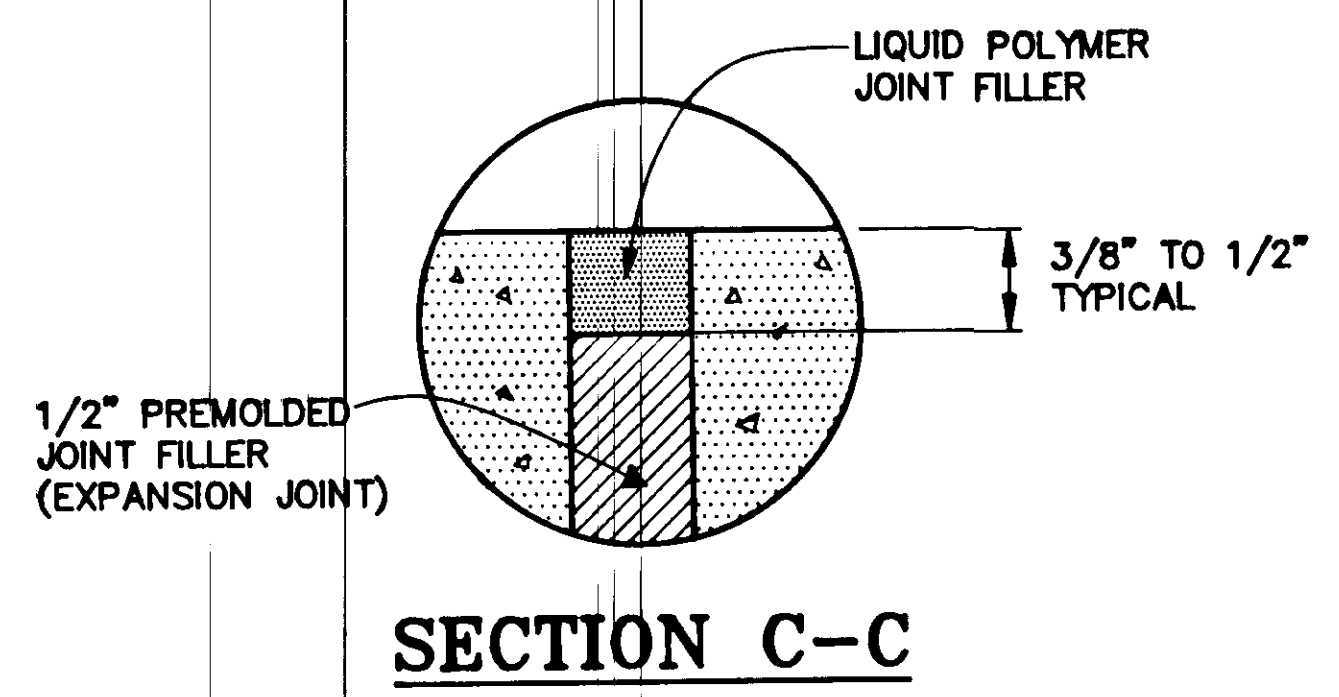
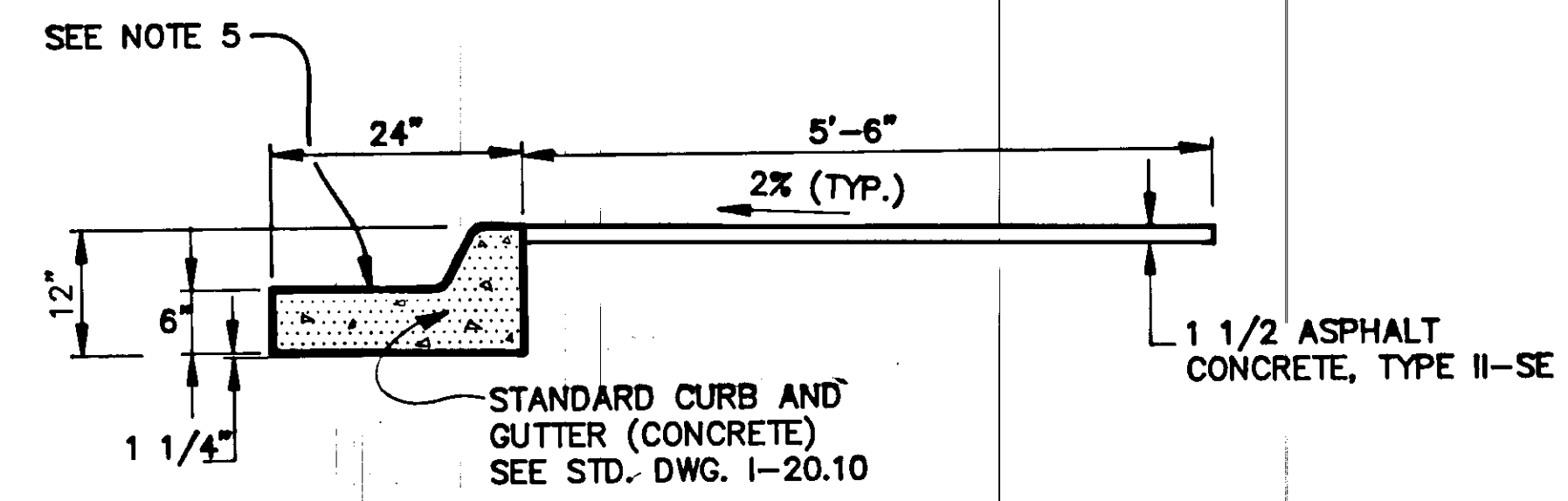
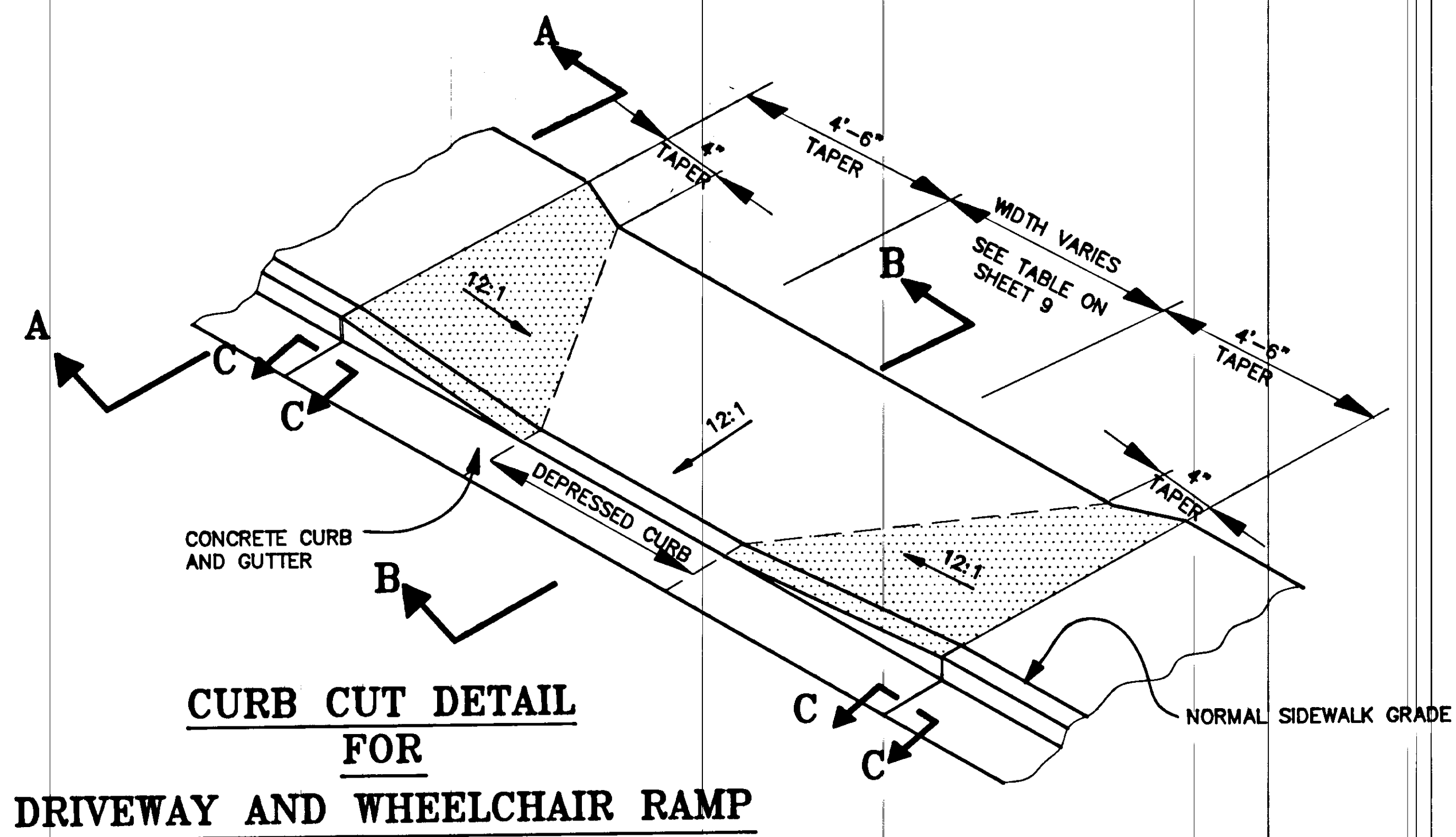
ALASKA

DESIGNED BY: J. ALHGREN
 DRAWN BY: AUTOCADD/R.S.
 CHECKED BY: R. PURVIS
 PROJECT NO. M -0967 (4)
 DATE: 9/90
 SHEET 35 OF 42



NOTES SIDEWALK, CURB AND GUTTER

1. CURB AND GUTTER EXPANSION JOINTS SHALL BE AT EACH END OF THE CURB RETURNS AND IMMEDIATELY PRECEEDING AND FOLLOWING ALL CURB CUTS. THEREAFTER, THEY SHALL BE PLACED AT 30'-0".
2. ALL CURB AND GUTTERS SHALL BE CLASS "A" CONCRETE WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF $f_c = 3,000$ psi.
3. CURB CUT FOR RESIDENTIAL DRIVEWAYS AND CURB RETURNS SHALL NOT EXCEED THE MAXIMUM ALLOWABLE SLOPE OF 12:1.
4. ALL CURB RETURN SHALL BE WHEELCHAIR ACCESSIBLE AS SHOWN ON THIS SHEET.
5. WHERE THERE IS SUPERELEVATION THE GUTTER PAN ON THE HIGH SIDE OF THE ROADWAY SHALL MATCH THE SLOPE OF THE ROADWAY AND DRAIN TOWARD THE CENTER OF THE ROADWAY.
6. BETWEEN STA. "0" 18+60 AND STA. "0" 27+00 (THE SECTION WITH A 1" OVERLAY) THE ELEVATION OF THE BACK OF THE CURB SHALL BE ADJUSTED BY SIGHT TO PROVIDE A SMOOTH GRADE GENERALLY PARALLEL TO THE EXISTING EDGE OF ROADWAY. THE EDGE OF THE GUTTER PAN SHALL MATCH THE SURFACE OF THE NEW 1" ASPHALT OVERLAY.



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

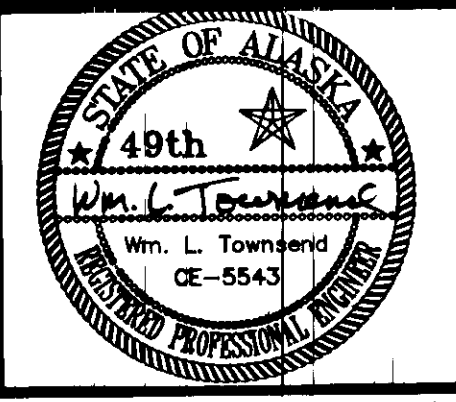
BY:	DATE:	DESCRIPTION OF CHANGE:

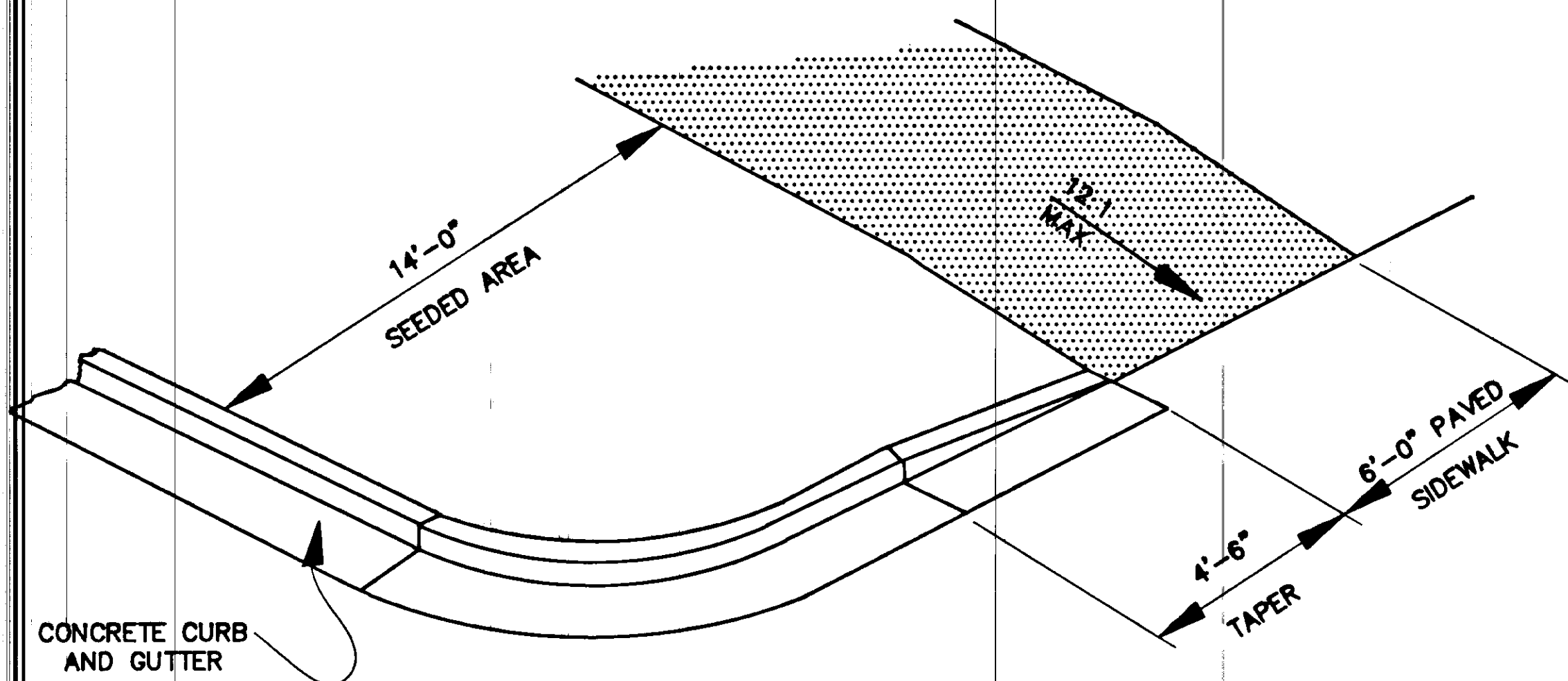
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
RIVERSIDE DRIVE
STAGE II
70324 CONST. (70198 DESIGN)
SIDEWALK DETAILS

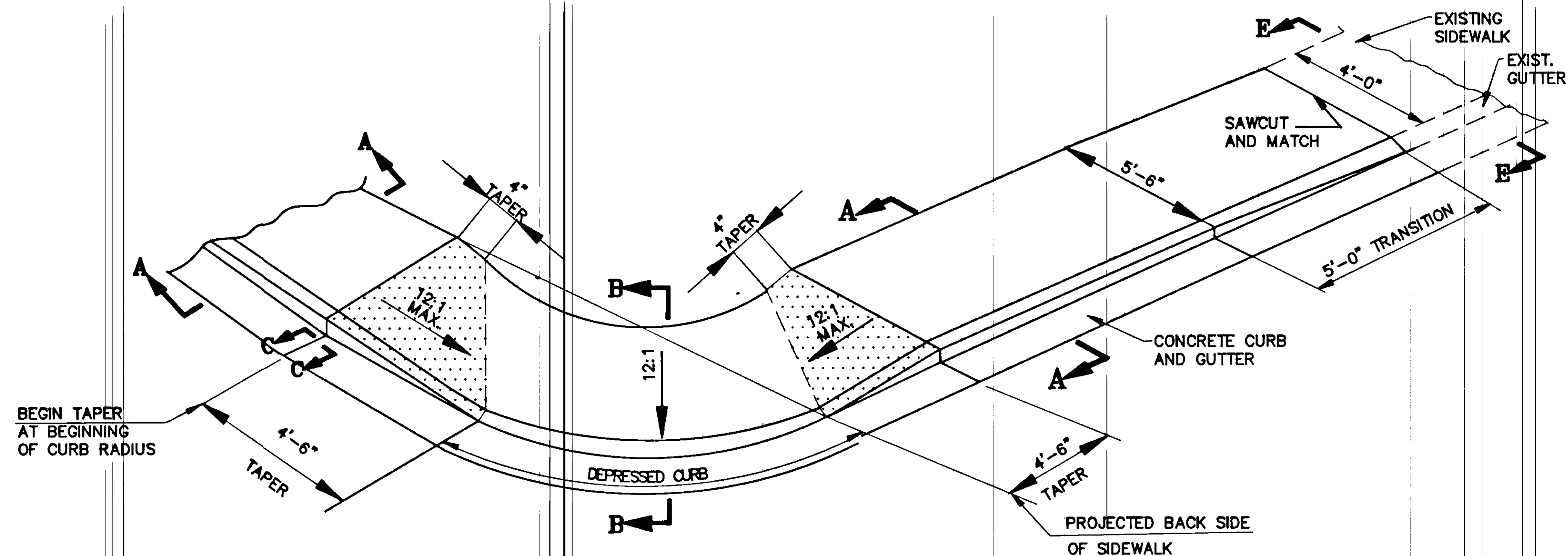
ALASKA

DESIGNED BY: D. SALDIVAR	PROJECT NO. M-0967(4)
DRAWN BY: AUTOCADD/CSA	DATE: 9/90
CHECKED BY: TOWNSEND	SHEET 36 OF 42

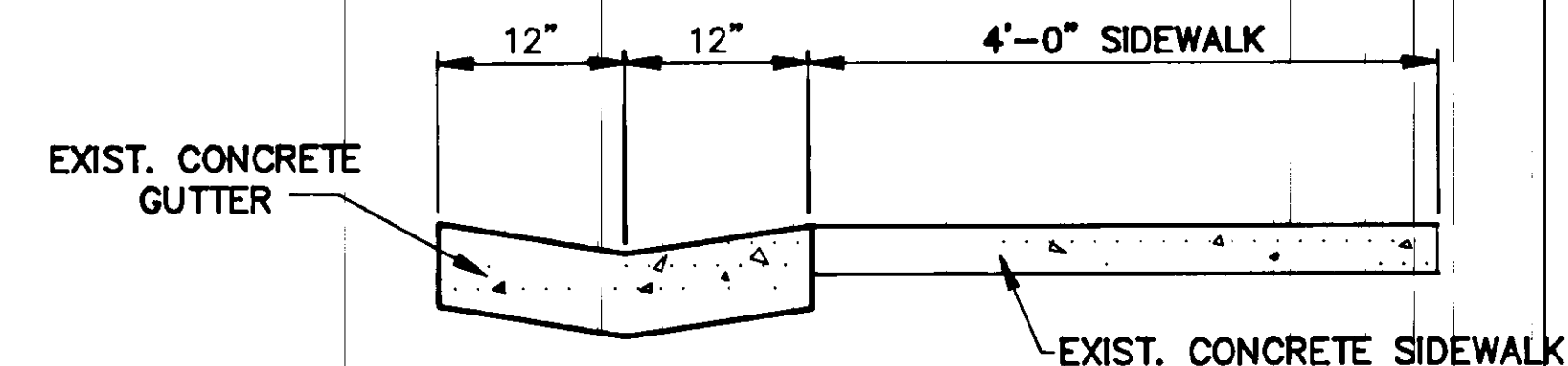




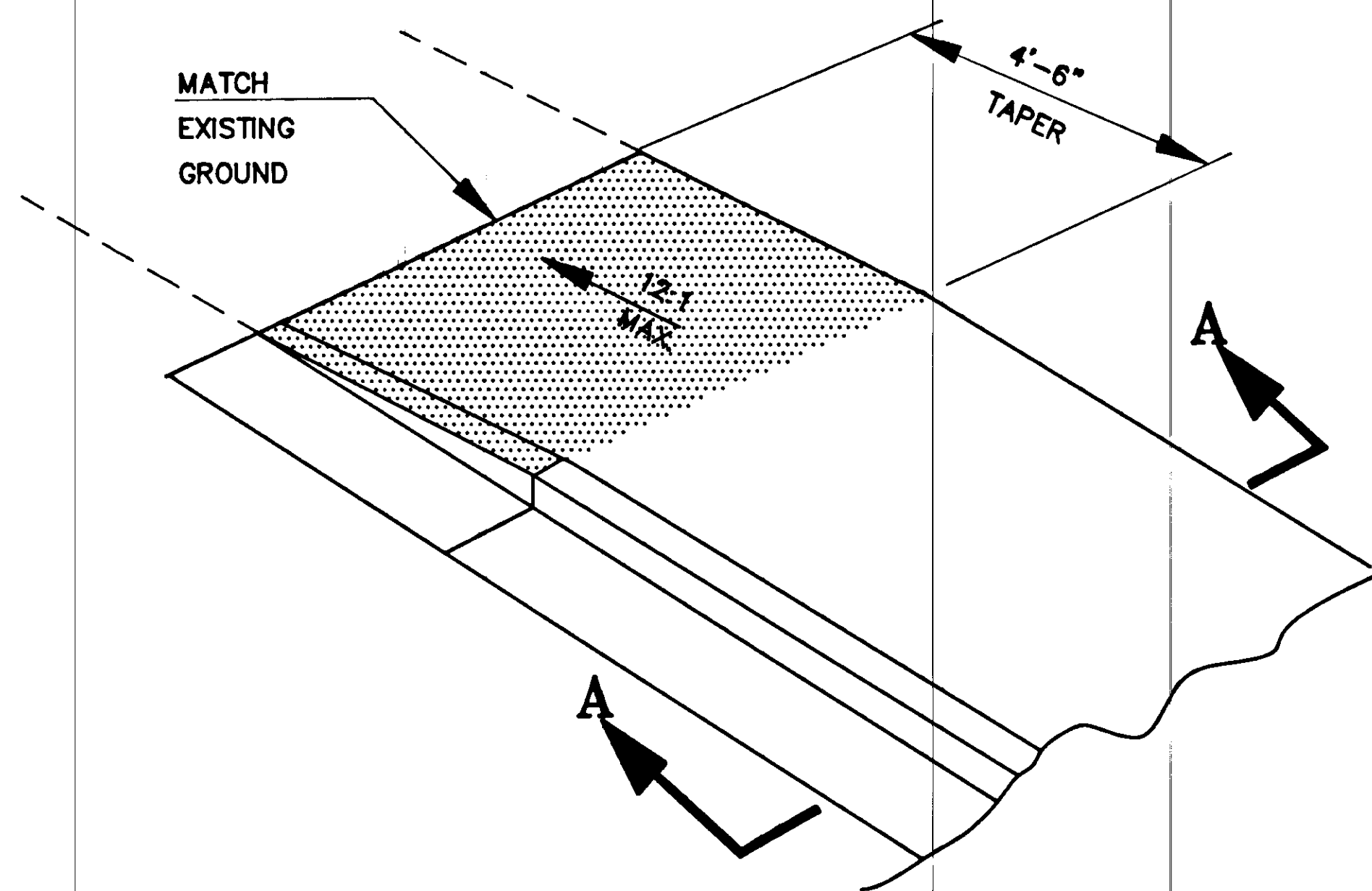
**WHEELCHAIR RAMP DETAIL
PARKS AND RECREATION INTERSECTION**



**WHEELCHAIR RAMP DETAIL
PARK PLACE INTERSECTION**

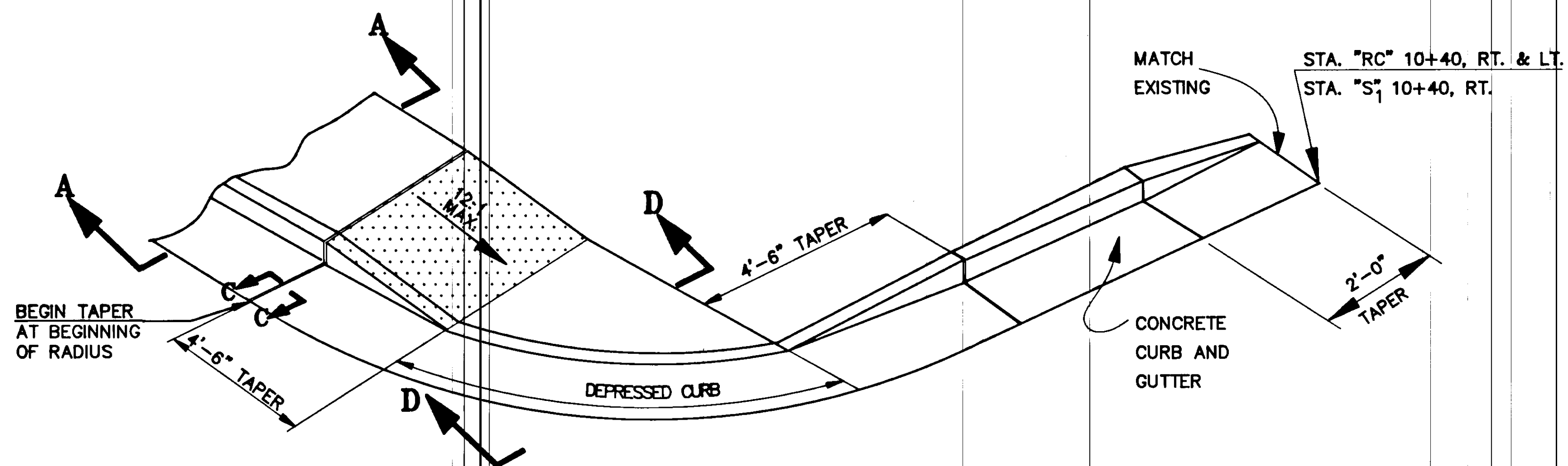


SECTION E-E



**WHEELCHAIR RAMP DETAIL
STA. "0A" 10+82.50, RT.**

NOTE:
SEE SECTION A-A, B-B, C-C & D-D ON
SHEET 36.



**WHEELCHAIR RAMP DETAIL
RIVERCOURT AND SHARON INTERSECTION**

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

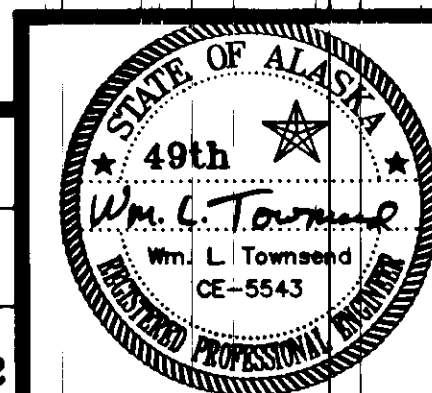
JUNEAU

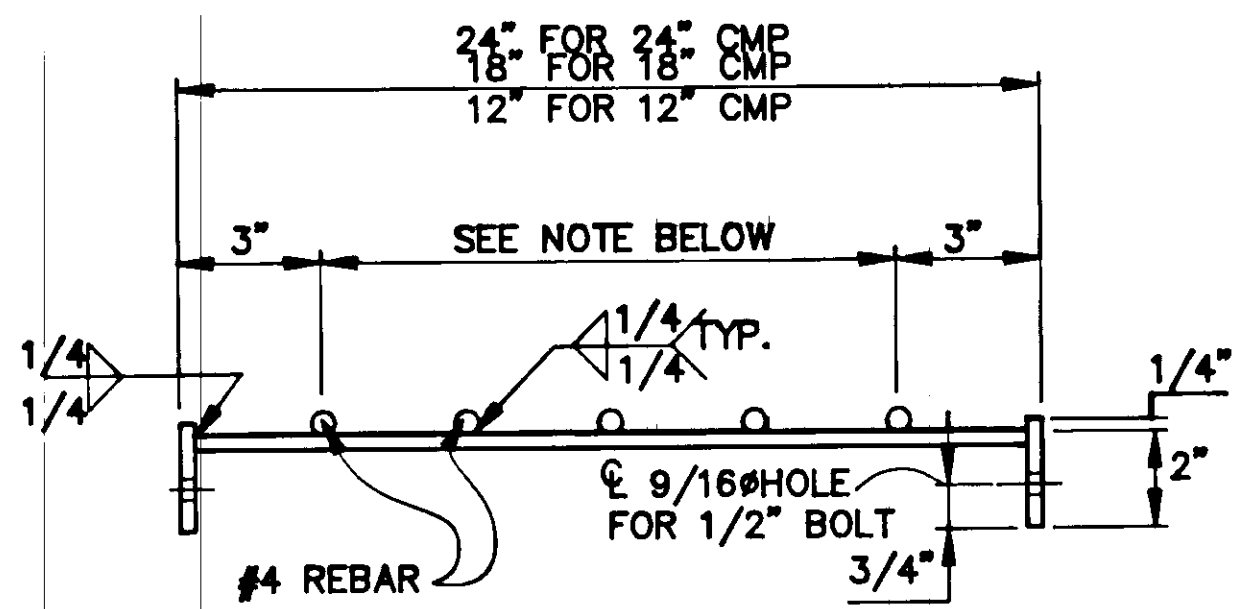
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)
WHEELCHAIR RAMP DETAILS

ALASKA

DESIGNED BY: D. SALDIVAR
DRAWN BY: AUTOCADD/CSA
CHECKED BY: W. TOWNSEND

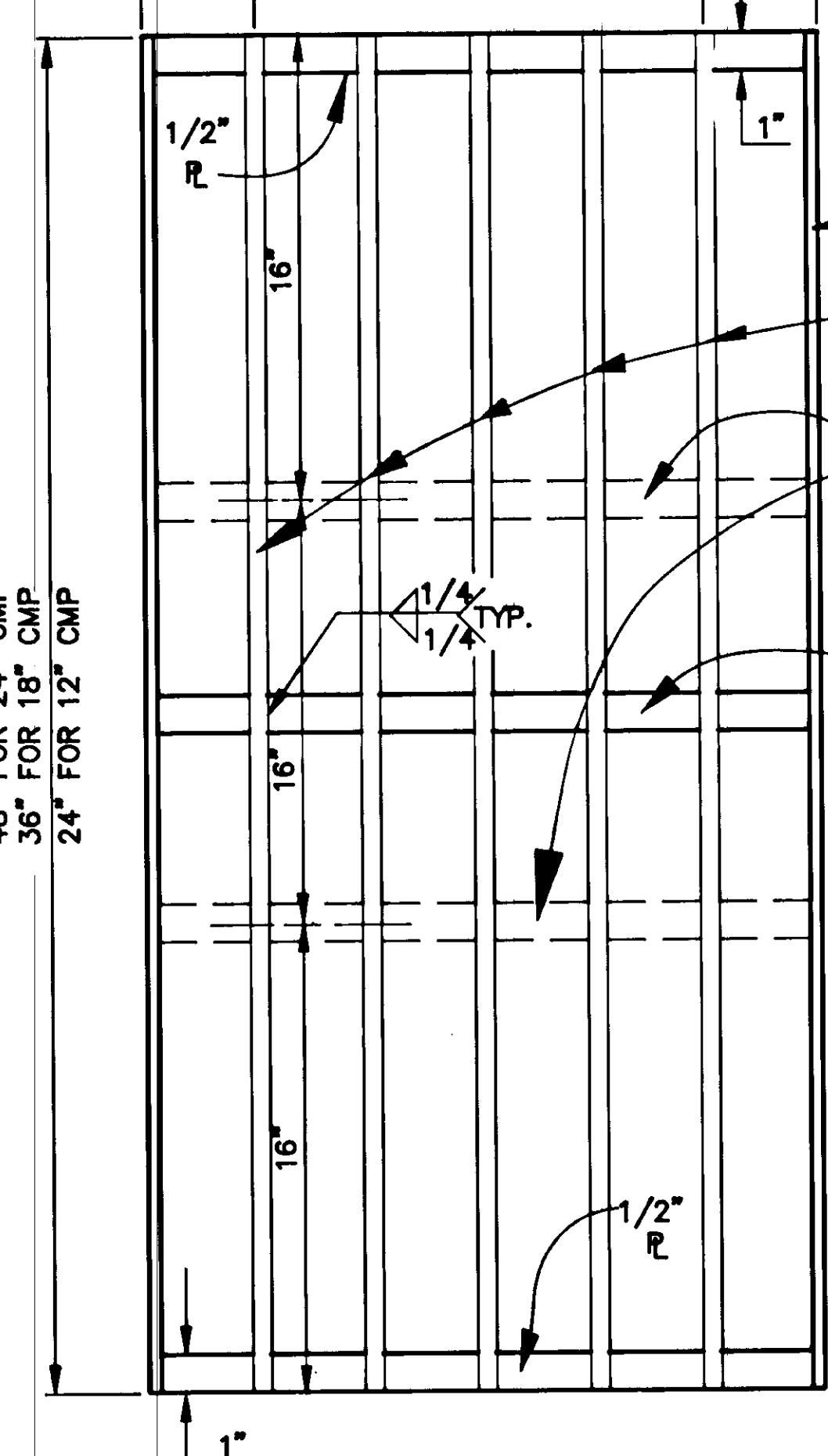
PROJECT NO. M-0967(4)
DATE: 9/90
SHEET 37 OF 42



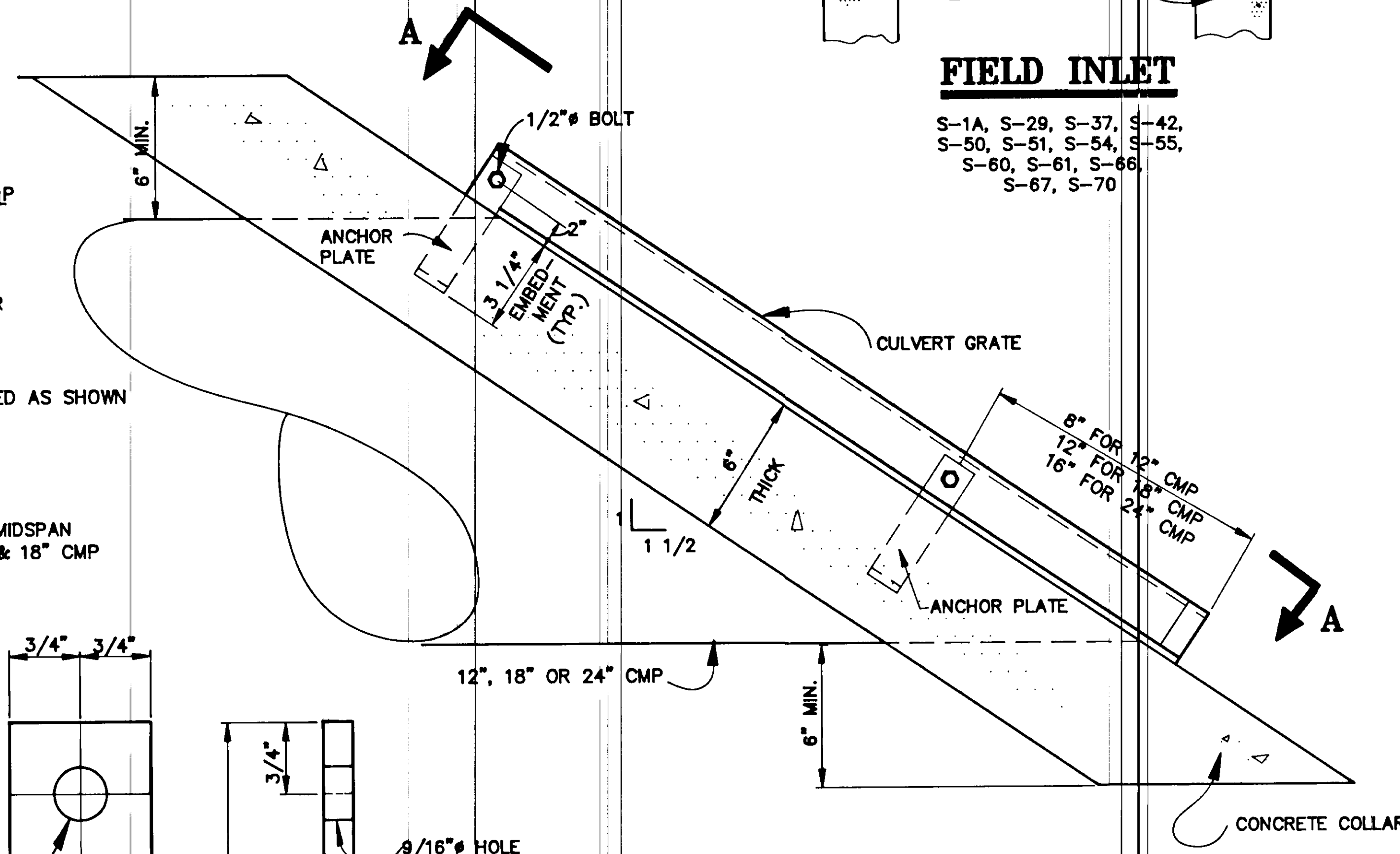


ELEVATION

7 BARS SPACED 3" C TO C FOR 24" CMP
 5 BARS SPACED 3" C TO C FOR 18" CMP
 3 BARS SPACED 3" C TO C FOR 12" CMP

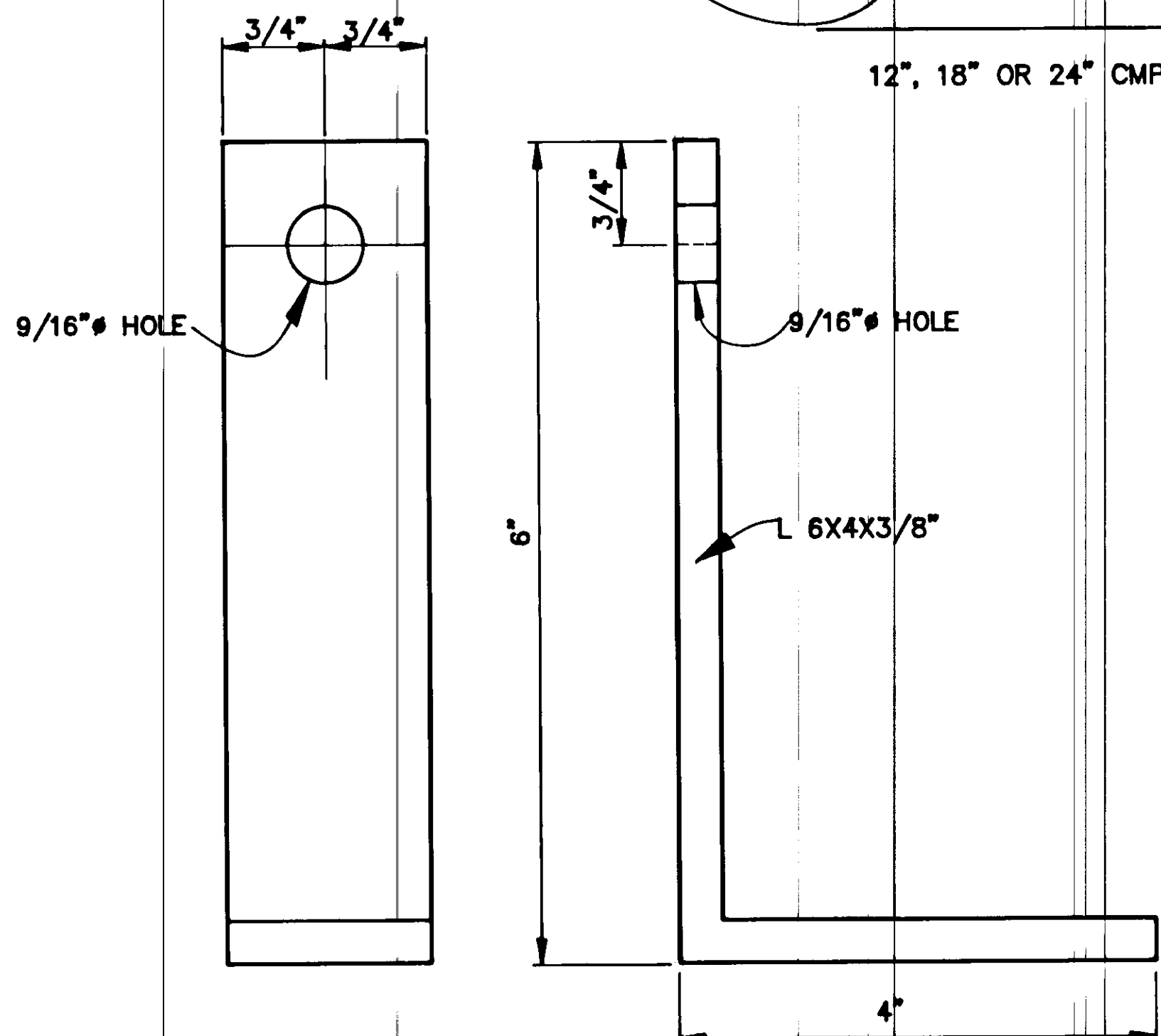


PLAN CULVERT GRATE



FIELD INLET

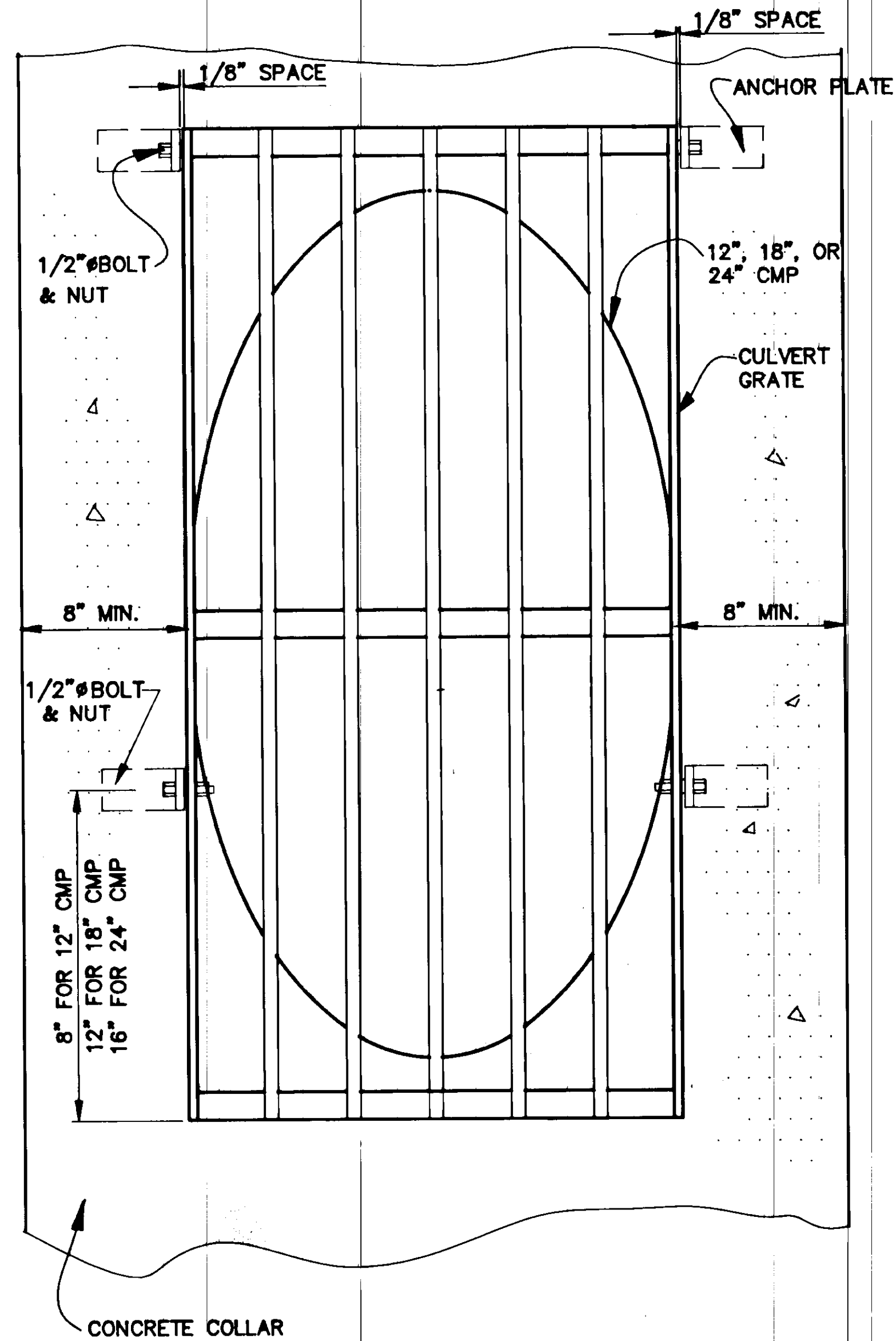
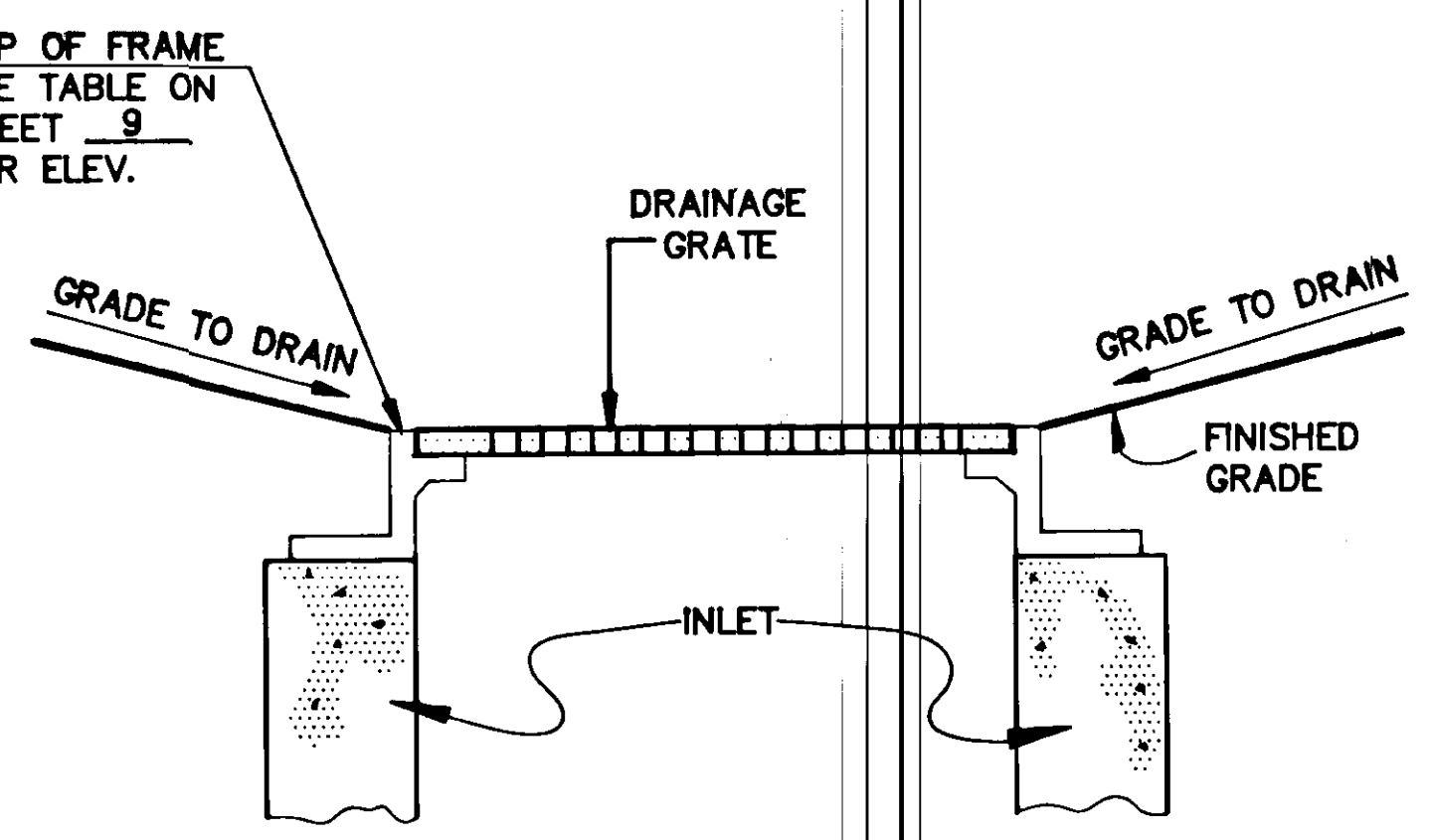
S-1A, S-29, S-37, S-42,
 S-50, S-51, S-54, S-55,
 S-60, S-61, S-66,
 S-67, S-70



ANCHOR PLATE

NOTES

1. CULVERT GRATE AND ANCHOR PLATE SHALL BE A-36 STEEL AND GALVANIZED AFTER FABRICATION.
2. BOLTS AND NUTS SHALL BE A325 AND GALVANIZED.
3. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60.
4. CONCRETE SHALL BE CLASS A, $f'_c = 3000$ psi, $f_c = 1200$ psi.



SECTION A-A

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

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 SOUTHEAST REGION DESIGN & CONSTRUCTION

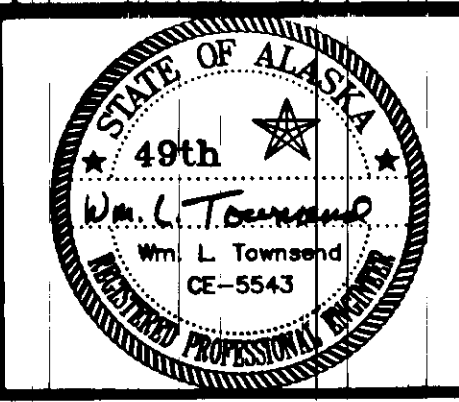
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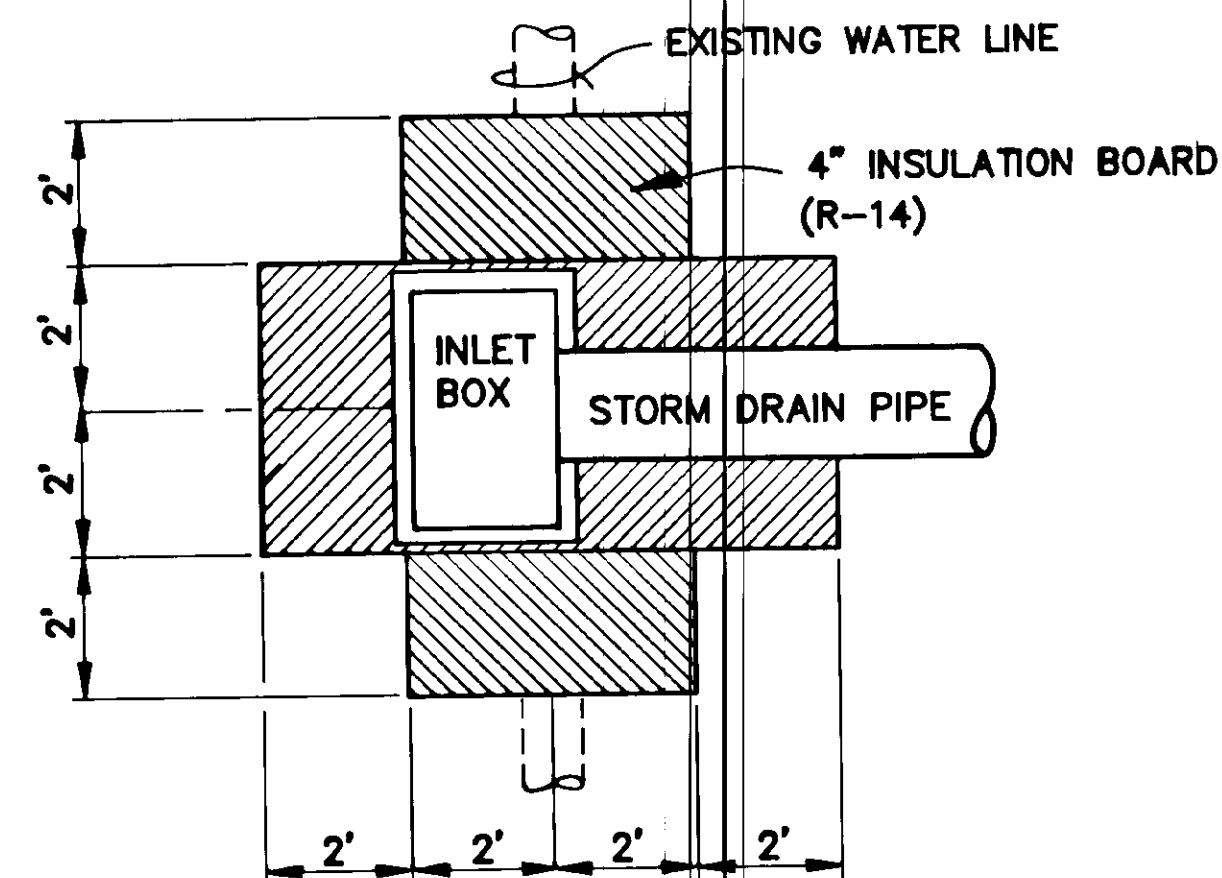
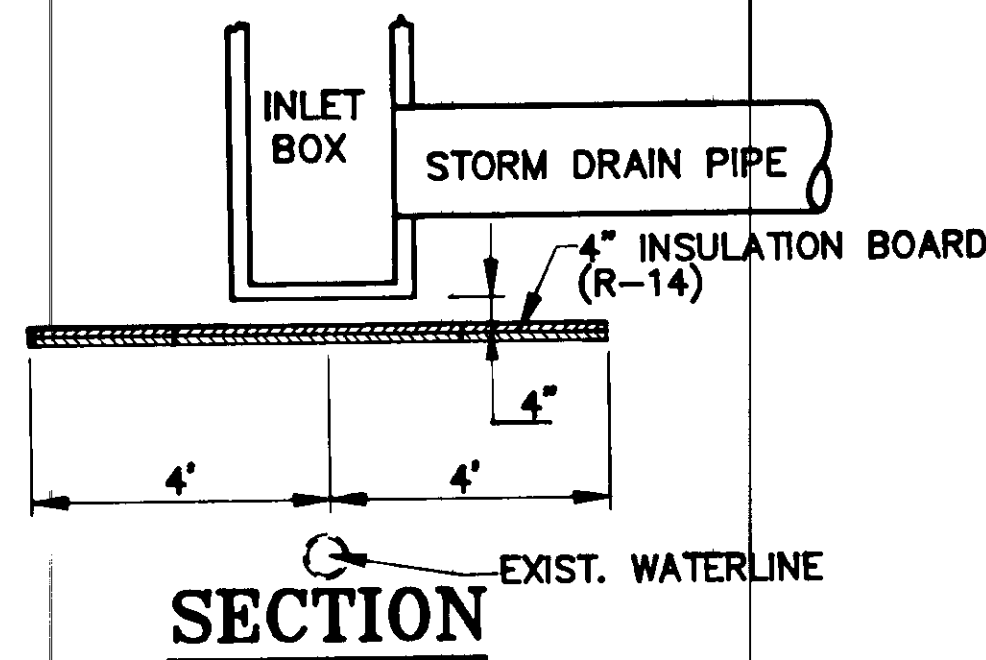
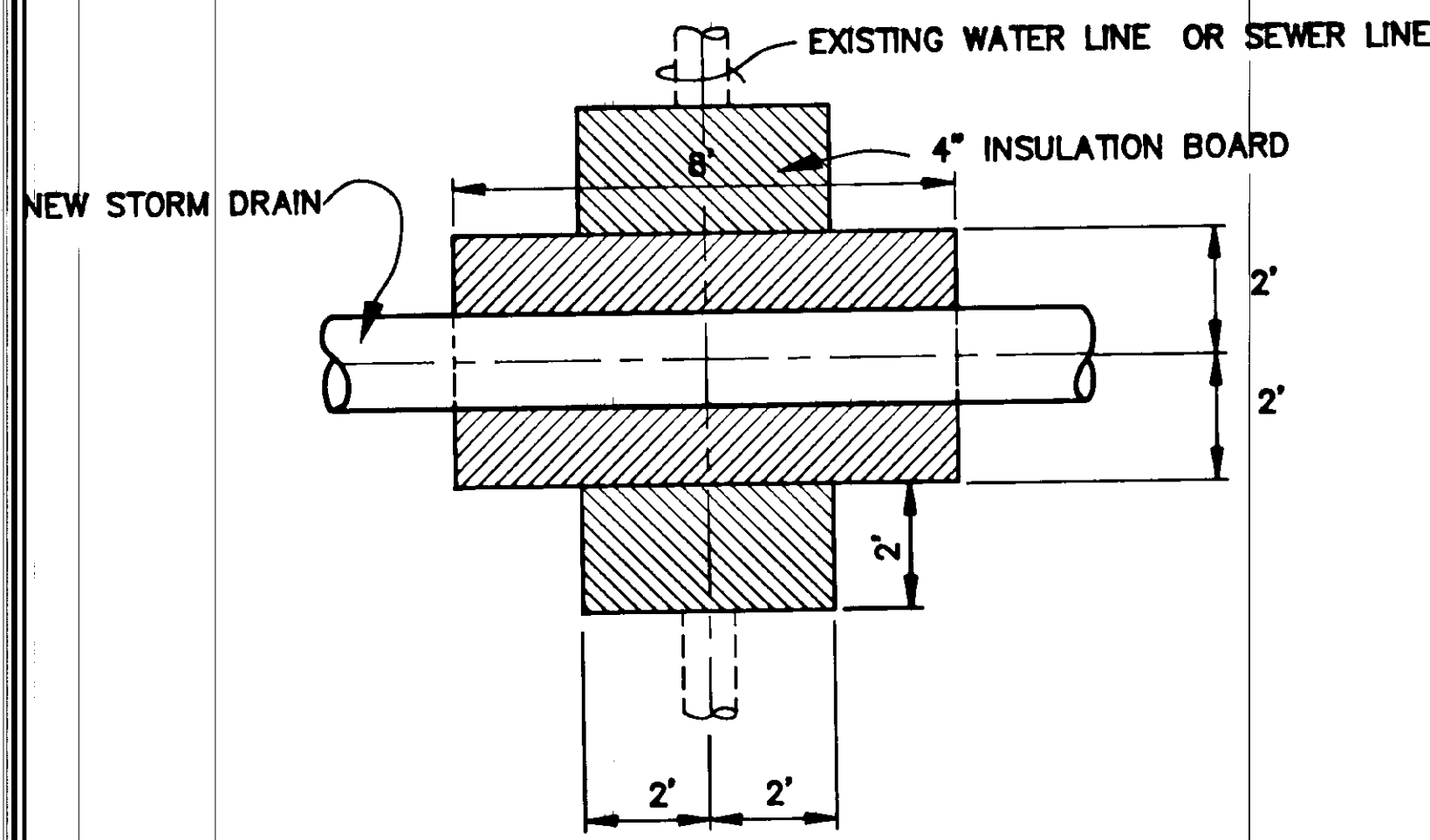
RIVERSIDE DRIVE RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
CULVERT GRATE DETAILS

ALASKA

DESIGNED BY:
 D. SALDIVAR
 DRAWN BY:
 AUTOCADD/CSA
 CHECKED BY:
 W. TOWNSEND

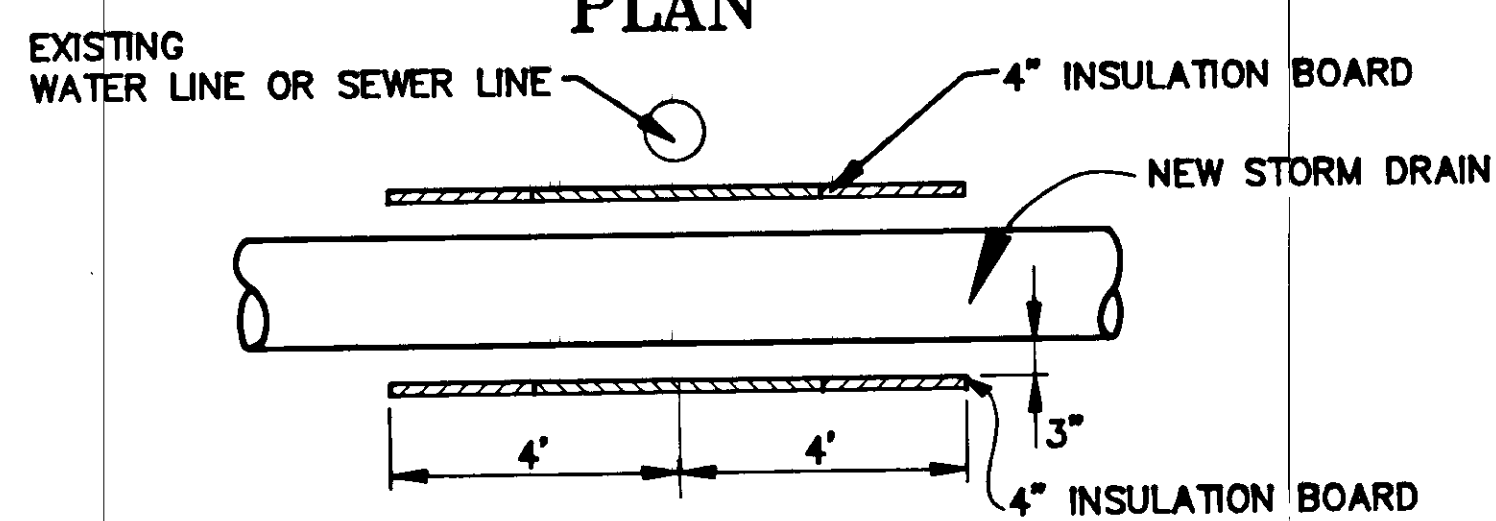
PROJECT NO.
 M-0967(4)
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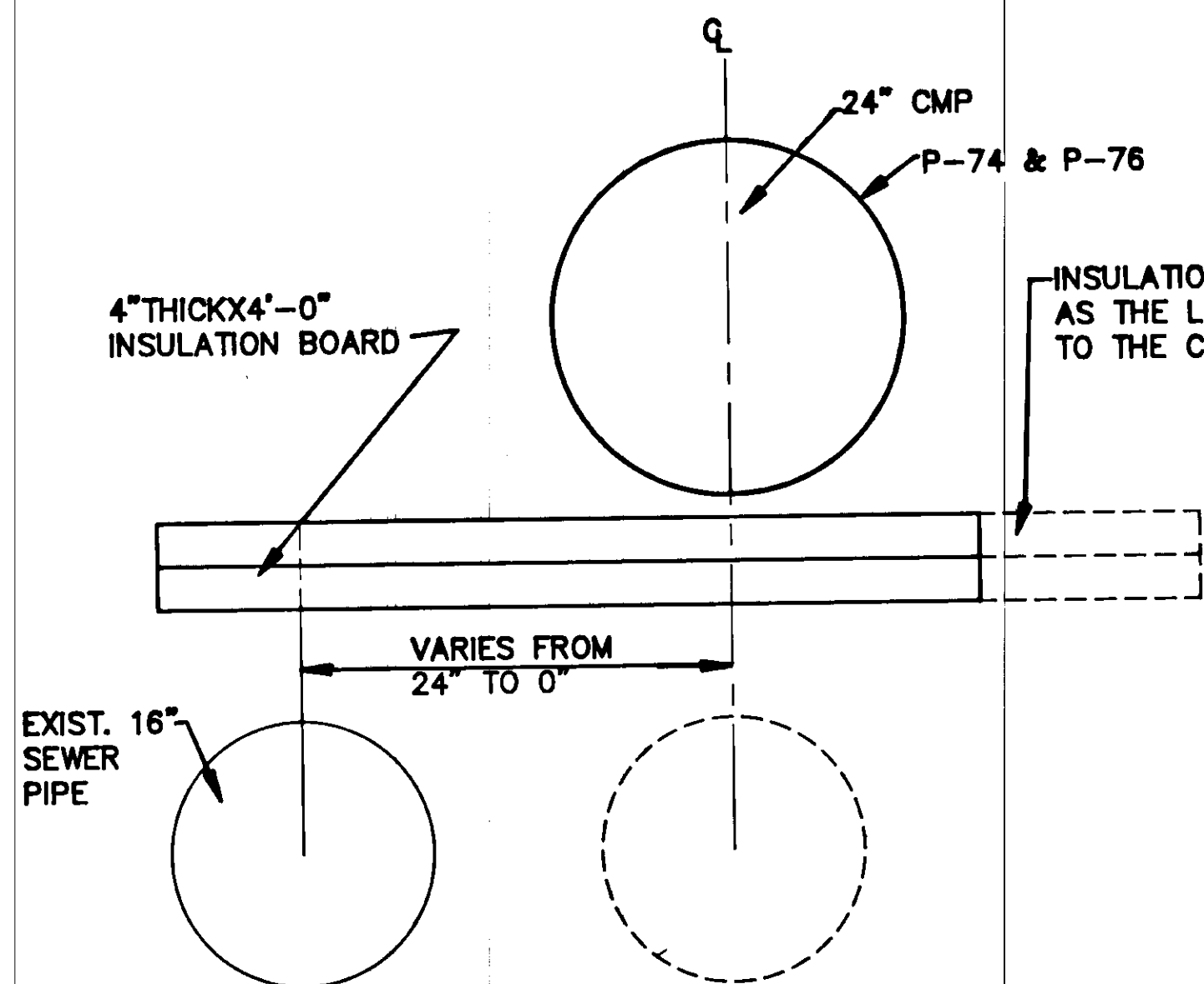
INSULATION BOARD AT DRAINAGE STRUCTURE

S-8, S-10, S-12, S-14, S-16, S-18, S-24, S-31, S-33, S-38, S-39, S-40, S-74



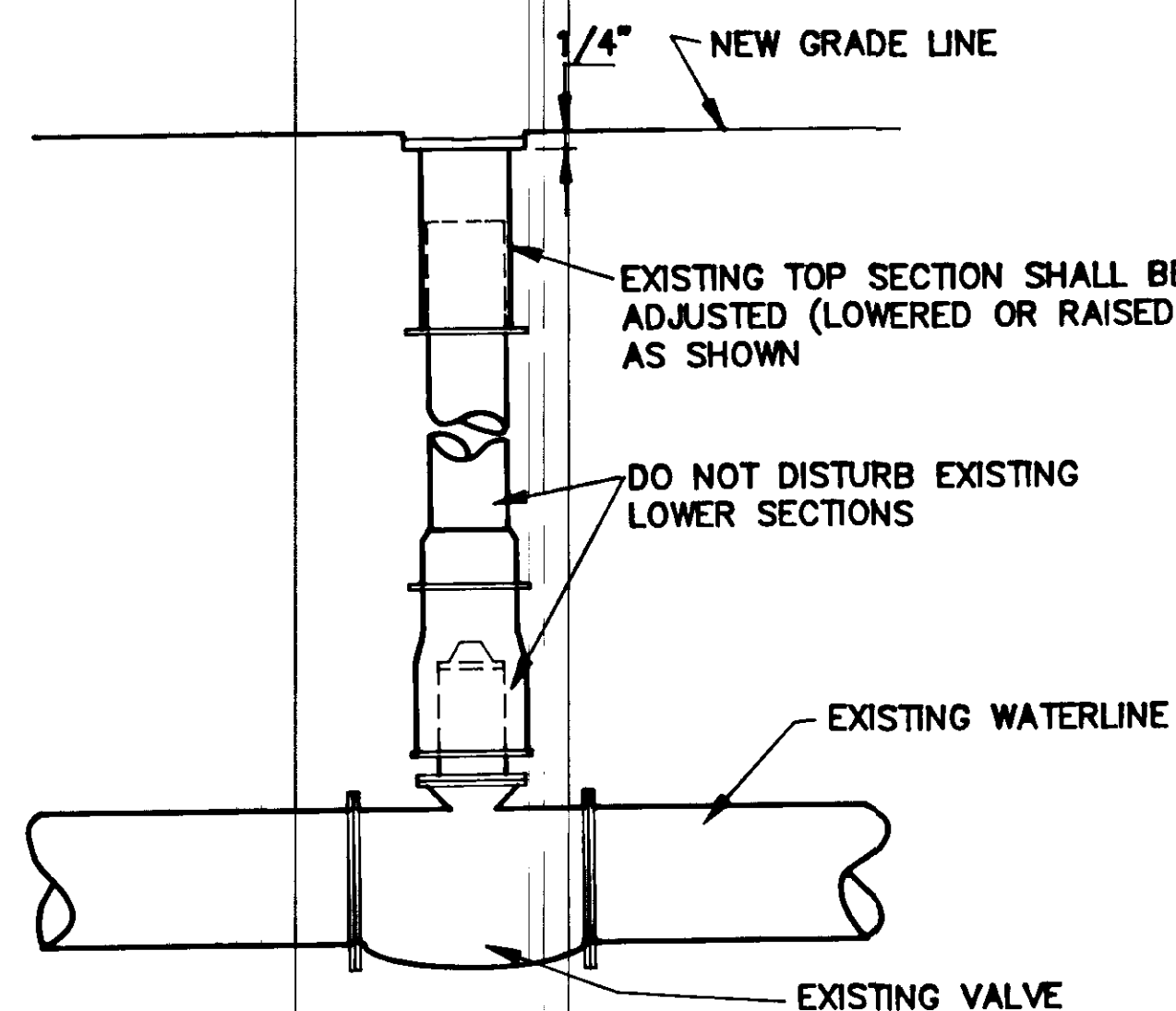
SECTION INSULATION BOARD FOR ALL PIPE CROSSINGS

P-3, P-29, P-31, P-36, P-37, P-40, P-47, P-48, P-49, P-51, P-55, P-52, P-60, P-64, P-65, P-68, P-69, P-70, P-71, P-72, P-73, P-75, P-77, P-78, P-80, P-81, P-83, P-87, P-88, P-89, P-90, P-95, P-103, P-105, P-107, P-23, P-50, P-93, P-94, P-104

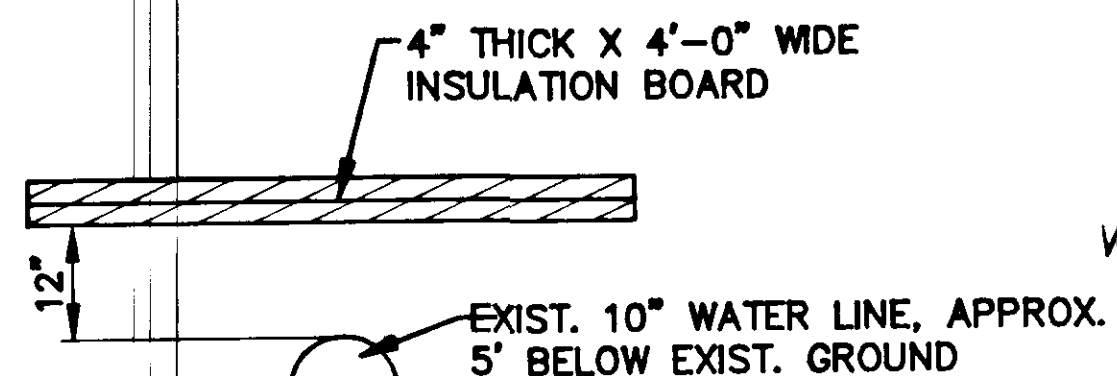


INSULATION BOARD

STA. "0" 76+50, LT. TO STA. "0" 77+48, LT



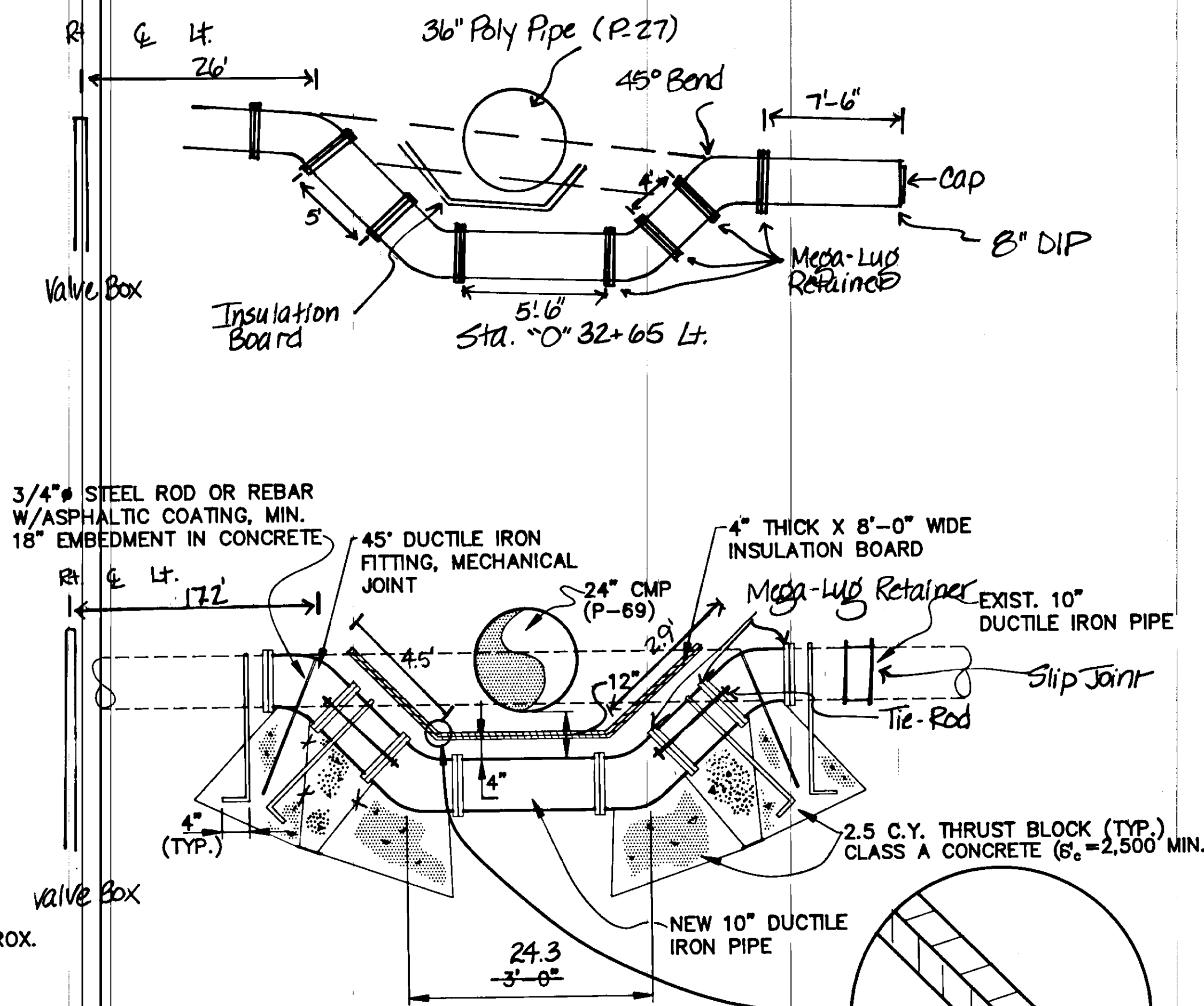
VALVE BOX ADJUSTMENT DETAIL



NOTE: NO MORE THAN 20' OF THE PIPE SHALL BE EXPOSED DURING INSTALLATION OF INSULATION BOARD.

PIPE INSULATION

STA. "0" 77+50, RT. TO STA. "0" 80+50, RT.



WATER LINE RELOCATION

STA. "0" 74+00.5, 13.0' LT.

NOTES

1. INSULATION SHALL BE PLACED USING A MINIMUM OF TWO LAYERS. ALL JOINTS BETWEEN LAYERS SHALL BE STAGGERED.
2. ADDITIONAL INSULATION MAY BE REQUIRED IF DIRECTED BY THE ENGINEER.
3. 4" INSULATION BOARD SHALL HAVE A MINIMUM R VALUE OF 14.
4. THE LIST OF PIPE CROSSINGS AS SHOWN ON THIS SHEET MAY HAVE MULTIPLE CROSSINGS (SEWER & WATER CROSSINGS BY ONE DRAINAGE PIPE RUN).

BY:	DATE:	DESCRIPTION OF CHANGE:

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

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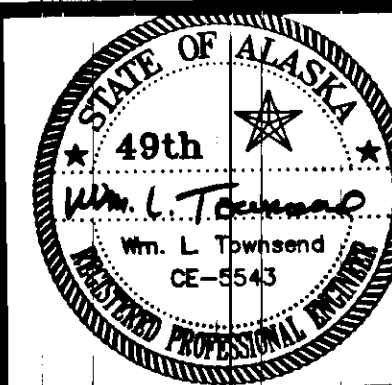
RIVERSIDE DRIVE RECONSTRUCTION
STAGE II
70324 CONST. (70198 DESIGN)

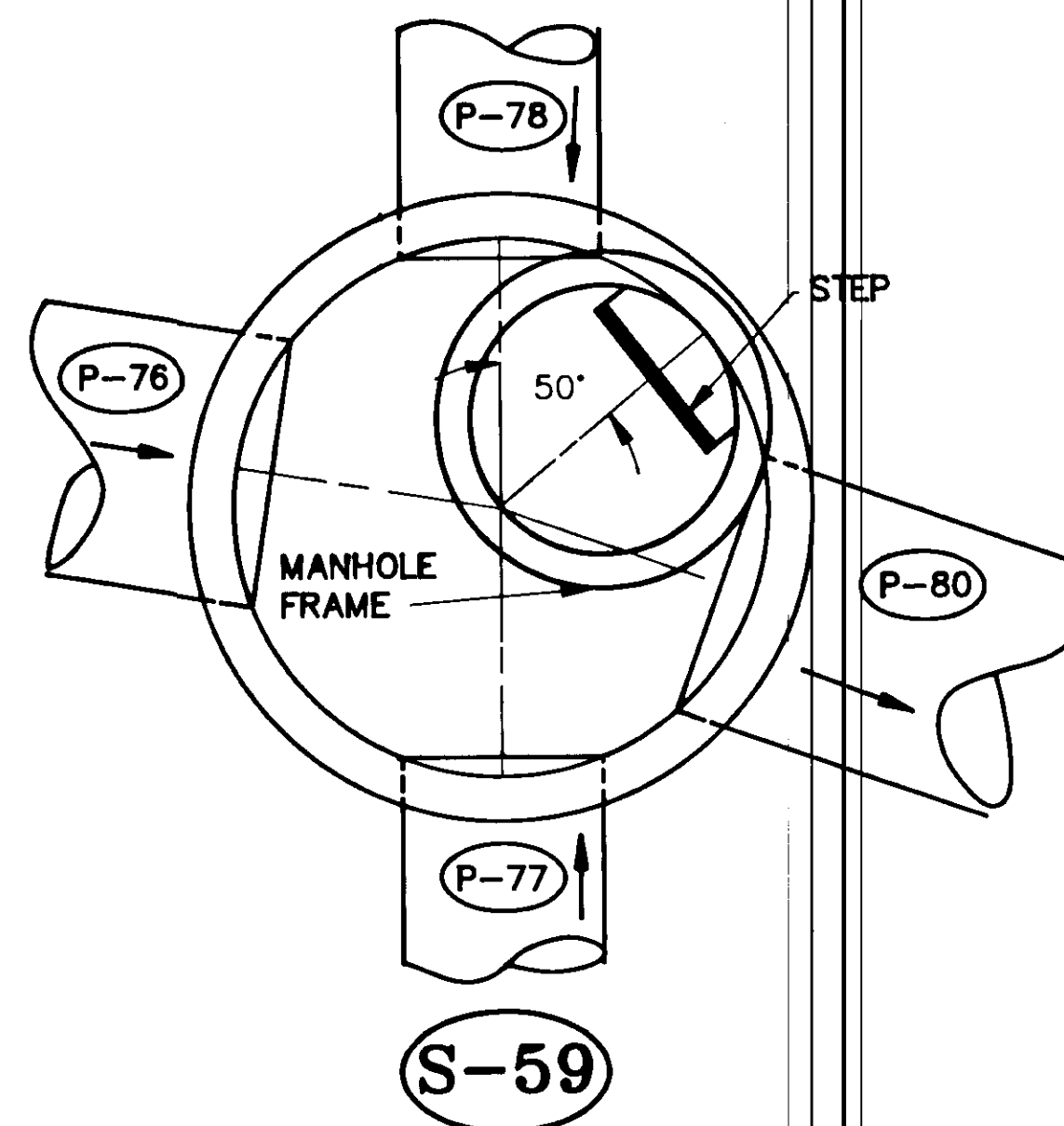
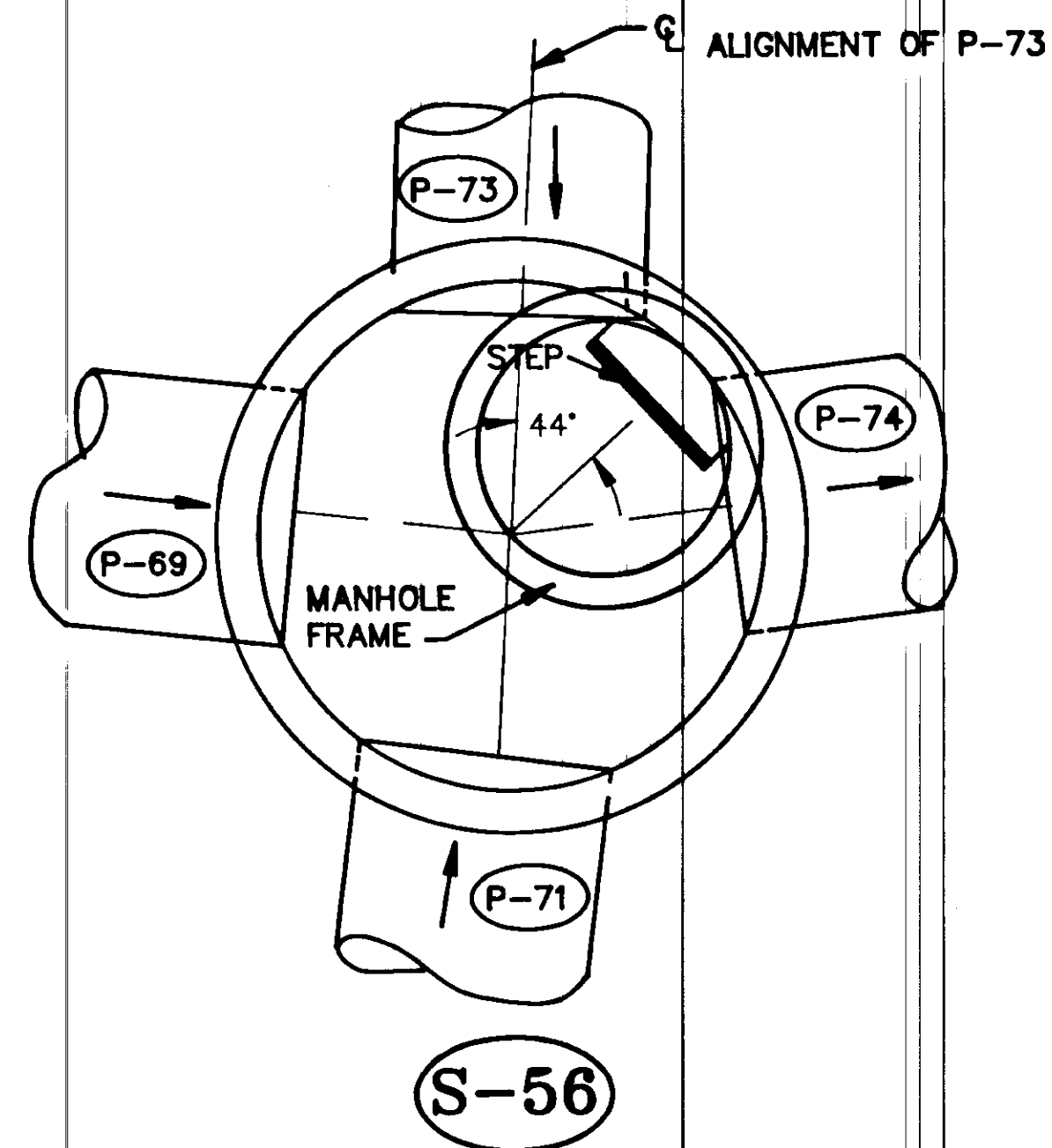
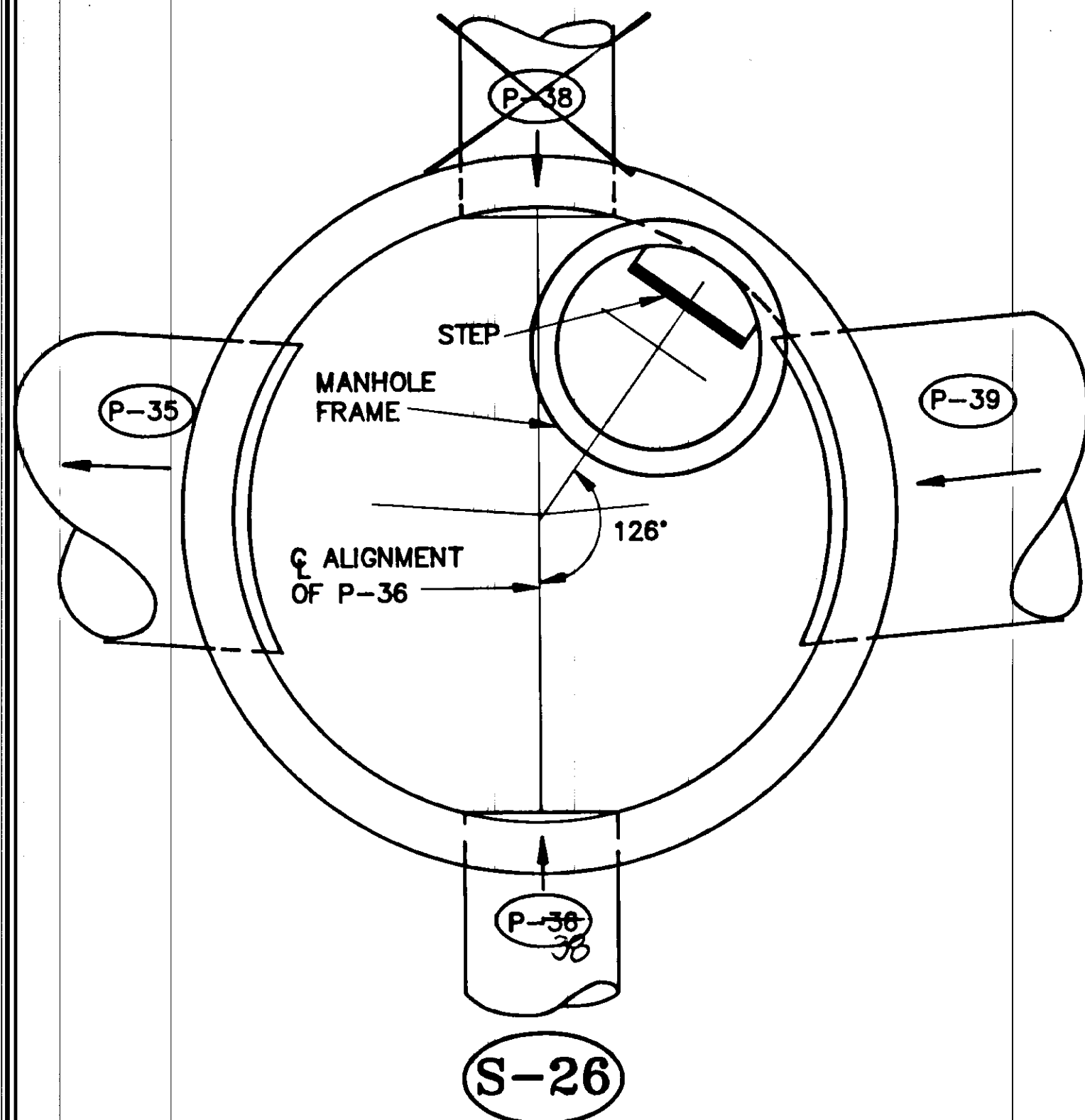
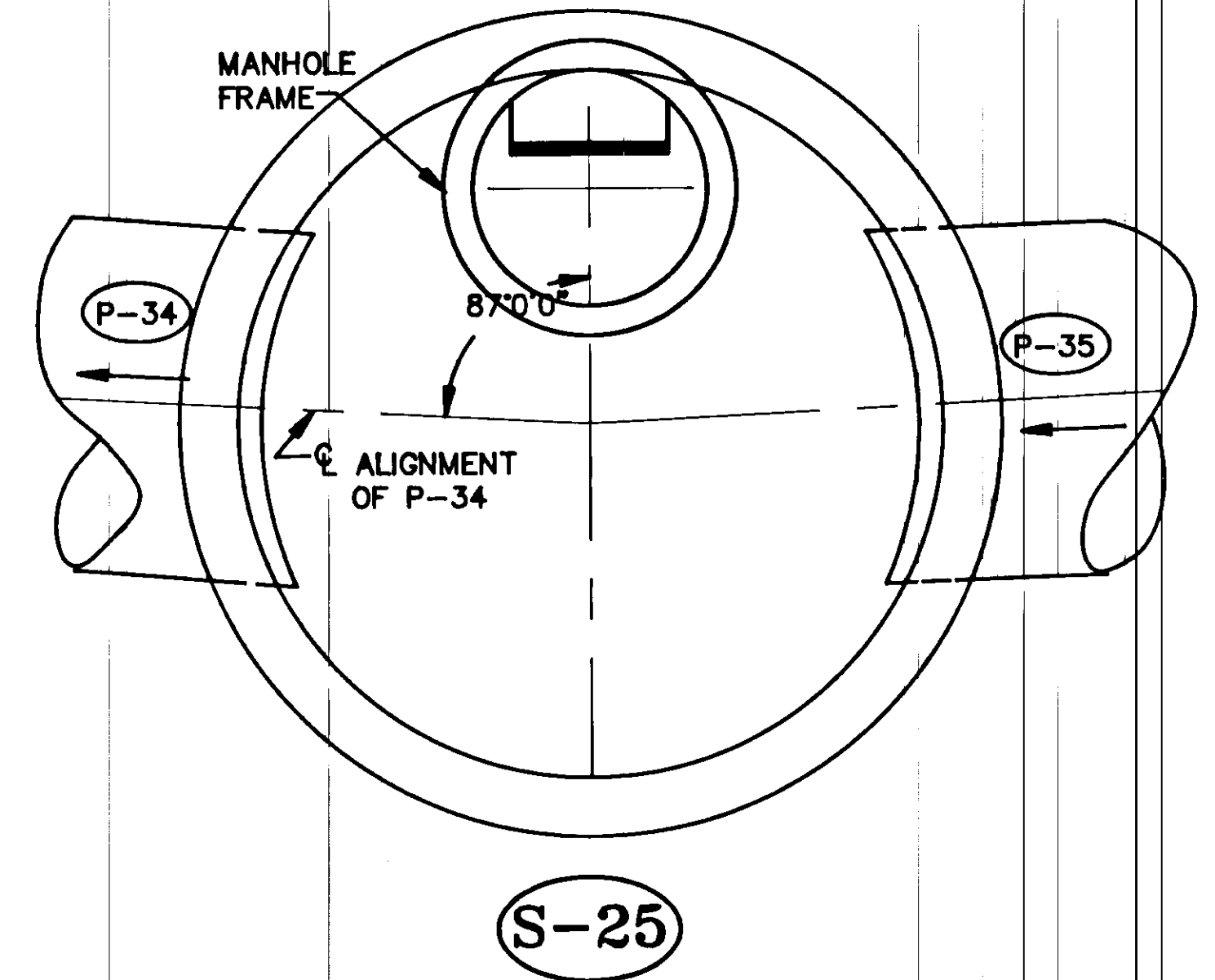
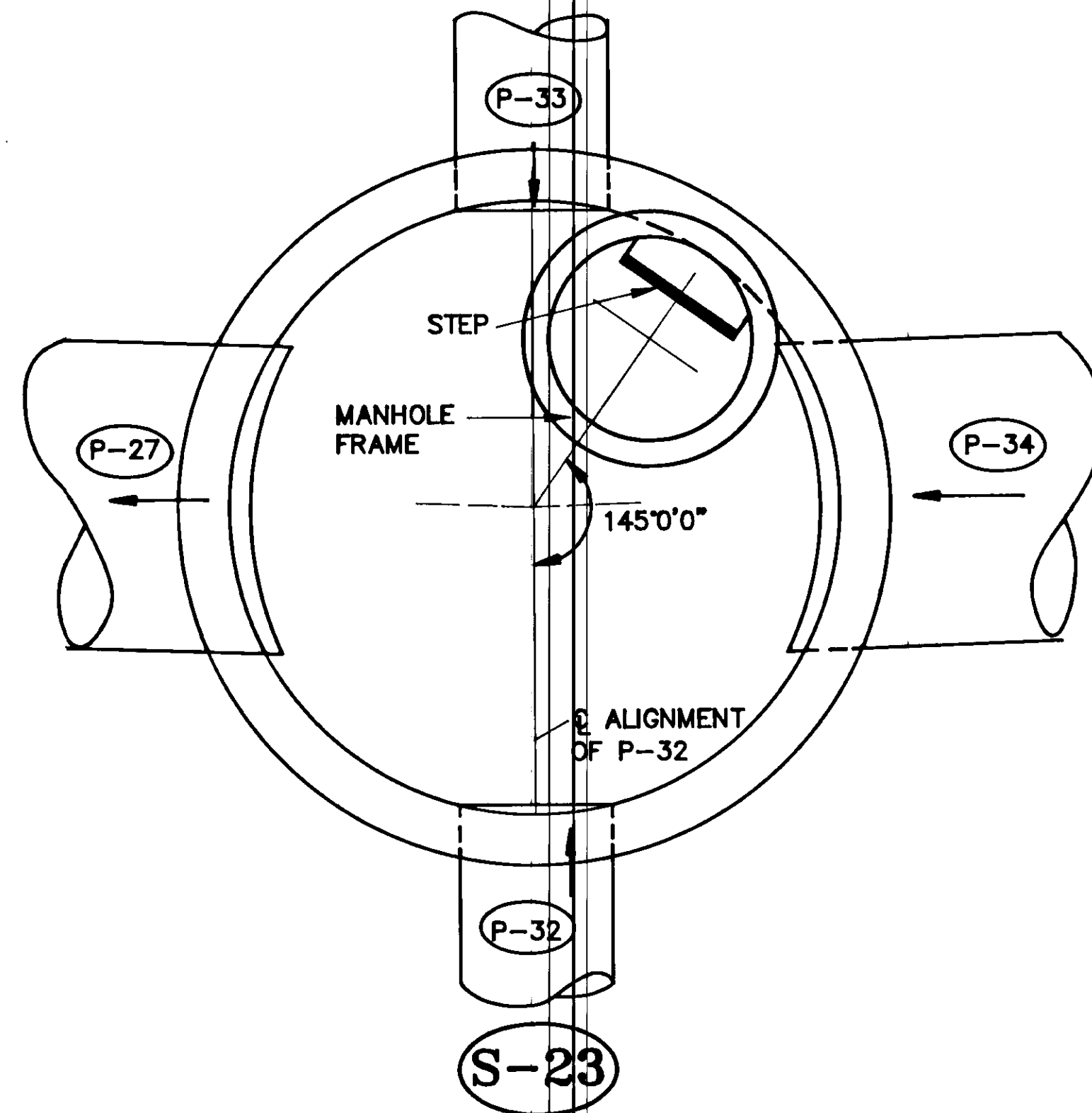
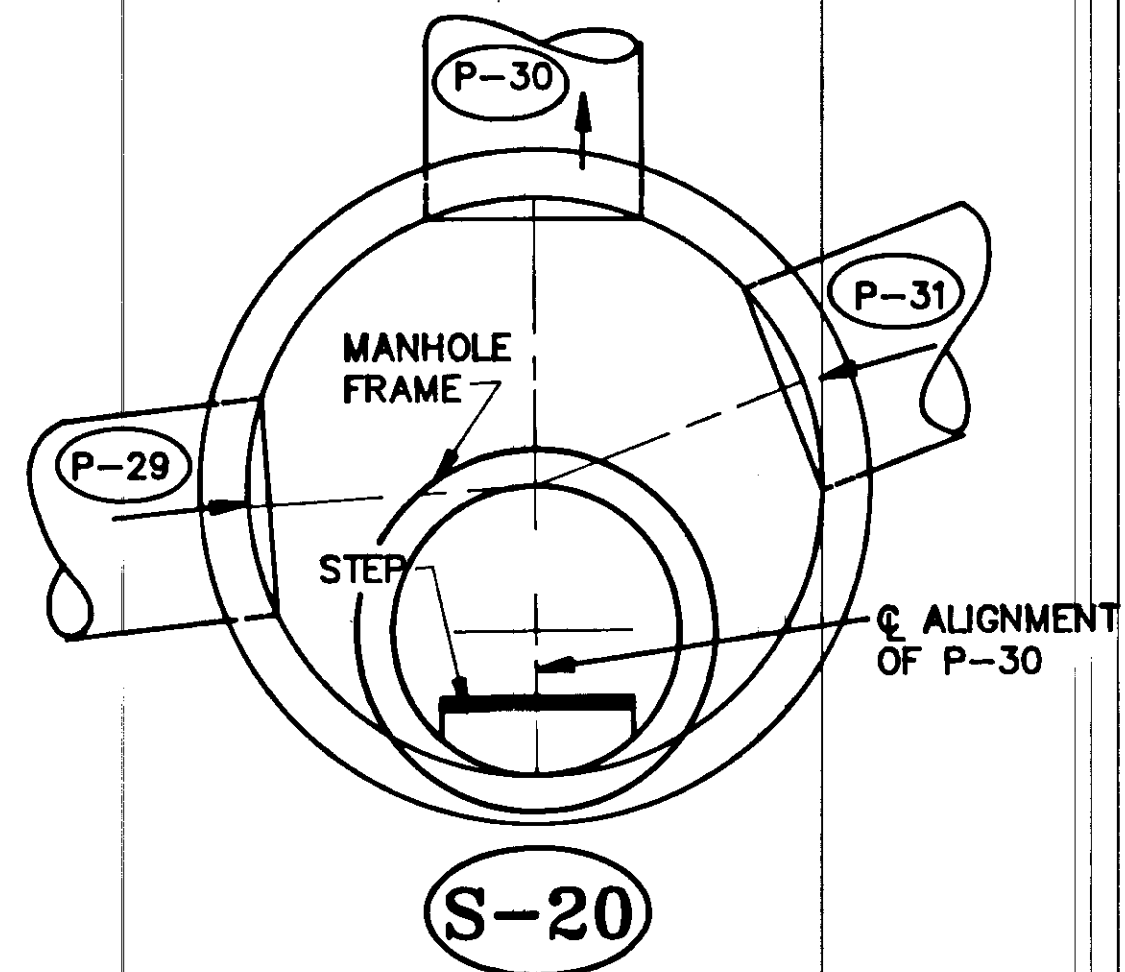
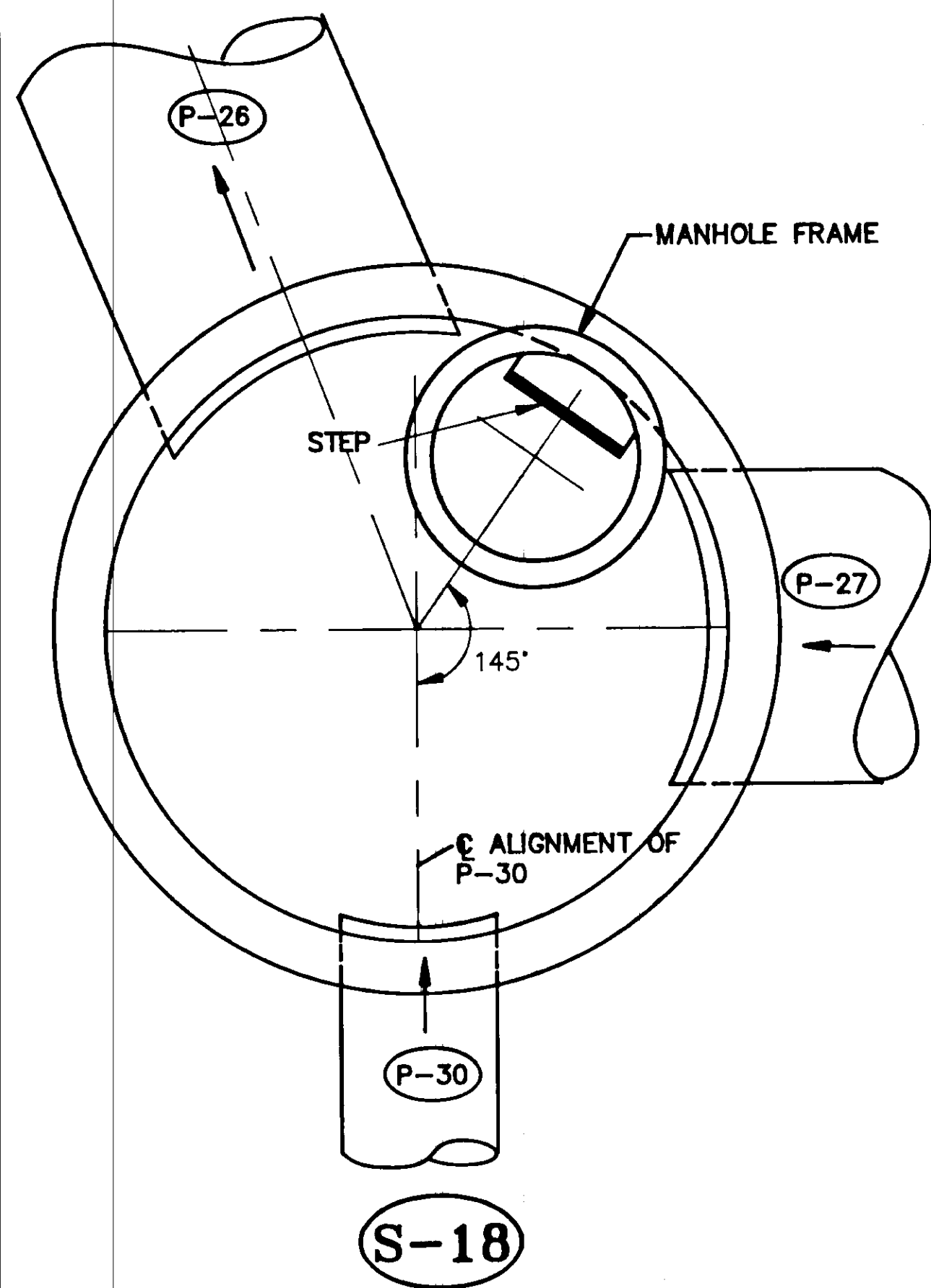
ALASKA

PIPE INSULATION AND MISCELLANEOUS DETAILS

DESIGNED BY: D. SALDIVAR
DRAWN BY: AUTOCADD/CSA
CHECKED BY: W. TOWNSEND

PROJECT NO. M-0987(4)
DATE: 9/90
SHEET 40 OF 42





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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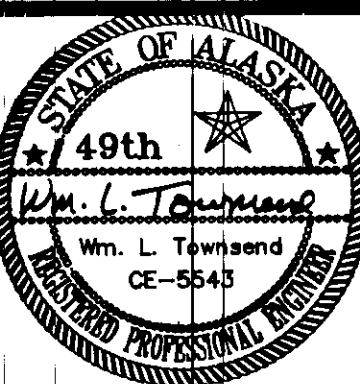
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RIVERSIDE DRIVE RECONSTRUCTION
 STAGE II
 70324 CONST. (70198 DESIGN)
STORM SEWER MANHOLE LID LAYOUT

ALASKA

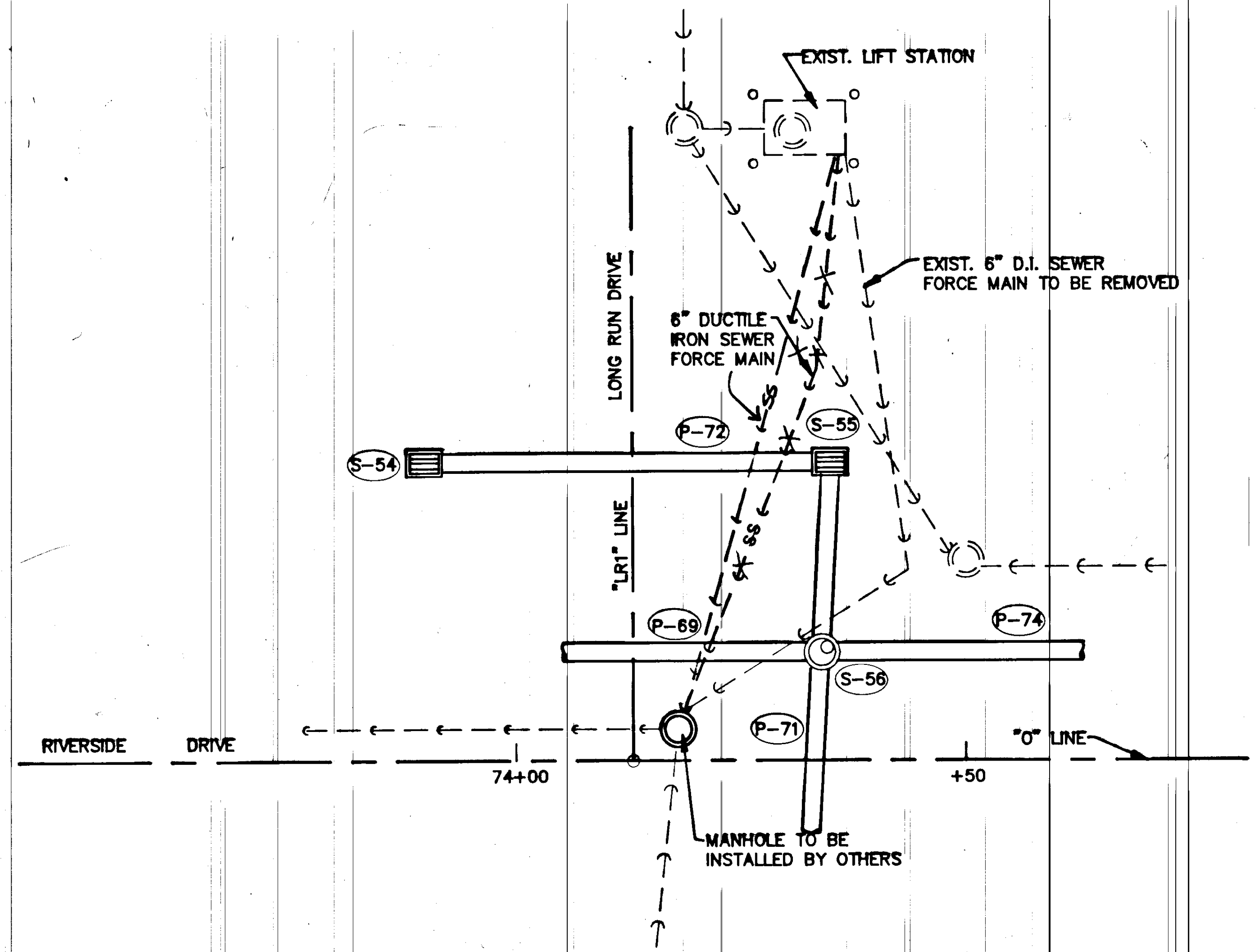
DESIGNED BY: D. SALDIVAR
 DRAWN BY: AUTOCADD/C&A
 CHECKED BY: W. TOWNSEND

PROJECT NO. M-0987(4)
 DATE: 9/90
 SHEET 41 OF 42

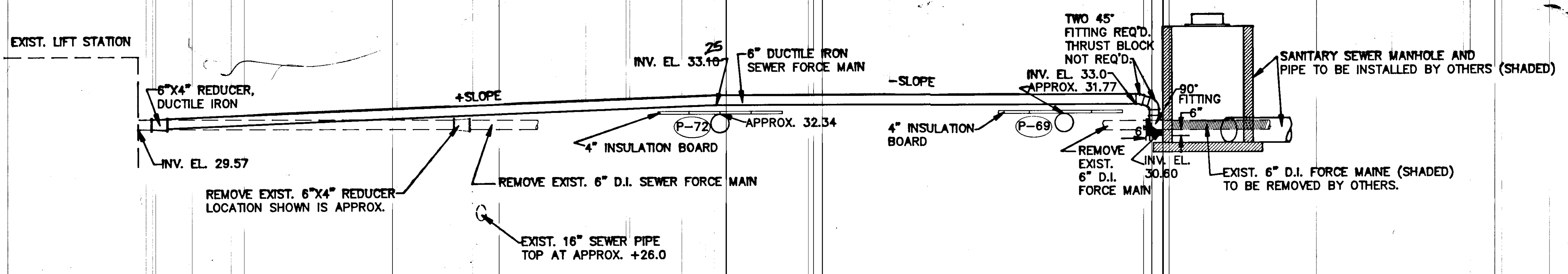


NOTES:

1. PROPOSED 6" FORCE MAIN SHALL BE INSTALLED AFTER SEWER MANHOLE SHOWN (TO BE INSTALLED BY OTHERS) IS COMPLETED AND FUNCTIONAL. SEE SPECS. FOR COMPLETION OF SEWER MAIN TO BE INSTALLED BY OTHERS.
2. INTERRUPTION TO SEWER SERVICE WILL NOT BE ALLOWED DURING INSTALLATION OF NEW 6" FORCE MAIN.
3. TEMPORARY SEWER SERVICE PLAN OR METHODS TO KEEP SERVICE FROM GETTING INTERRUPTED SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.



SANITARY SEWER RECONSTRUCTION LAYOUT



SANITARY SEWER RECONSTRUCTION ELEVATION

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

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 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
 RIVERSIDE DRIVE
 STAGE II
 70324 CONST. (70198 DESIGN)
 ALASKA
SANITARY SEWER RECONSTRUCTION

DESIGNED BY: D. SALDIVAR
 PROJECT NO. M-0967(4)
 DRAWN BY: AUTOCADD/C. Anderson
 DATE: 9/90
 CHECKED BY: W. TOWNSEND
 SHEET 420F42

