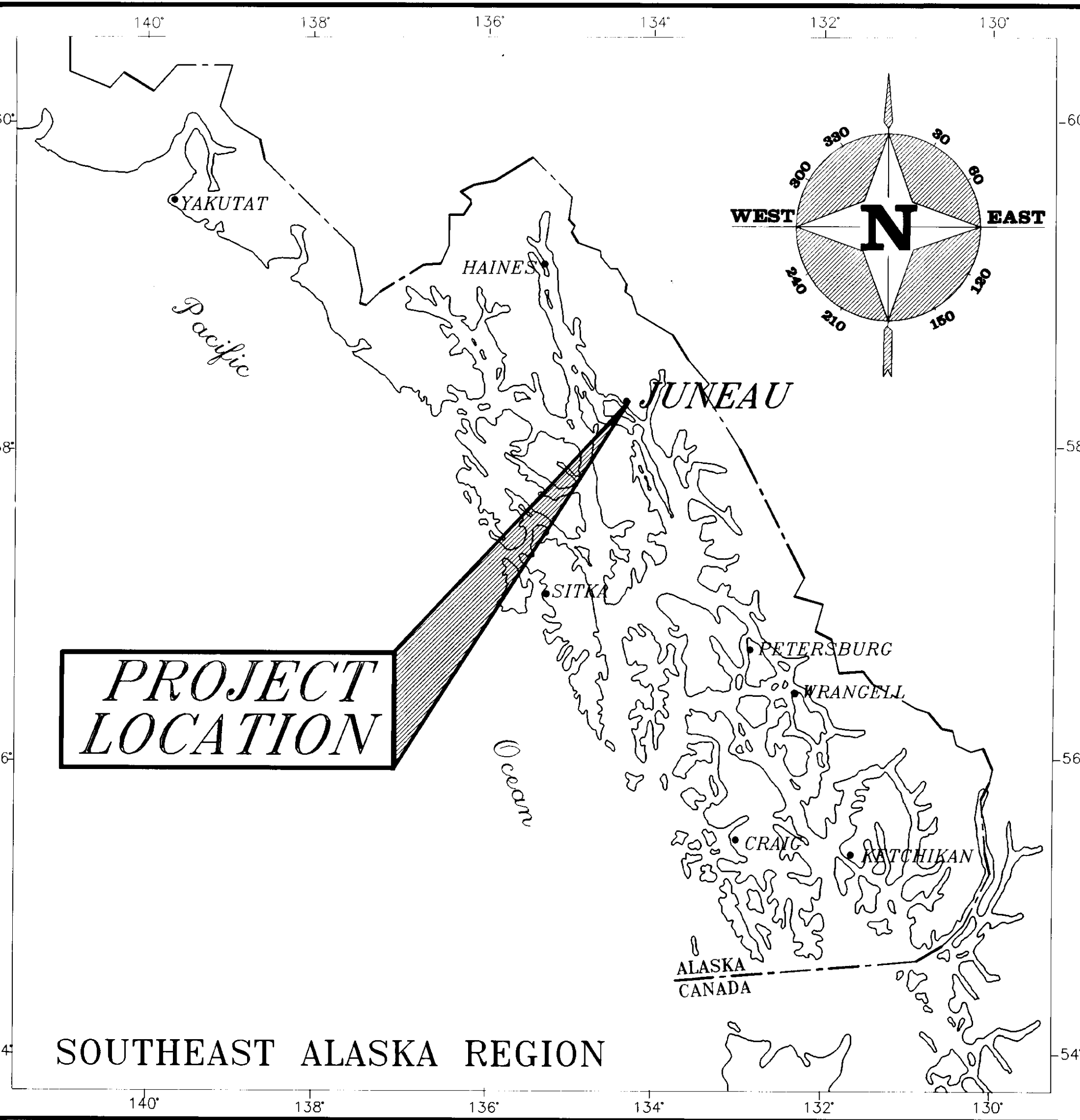




DESIGN DESIGNATION

ADT 1993 1, 100
ADT 2013 1,350
DHV 14% 189
% T 5%
V 40 M.P.H.
EAL 78,020

DESIGN DATA

WIDTH OF PAVEMENT 34.0'
LENGTH OF PAVEMENT 8,338 (1.58 MI)
LENGTH OF PROJECT 8,338 (1.58 MI)

DESIGN EXCEPTIONS

HORIZONTAL CURVE, STATION 222+72
DEGREE OF CURVE ALLOWABLE 11' 15"
DEGREE OF CURVE DESIGNED 52' 29' 51"

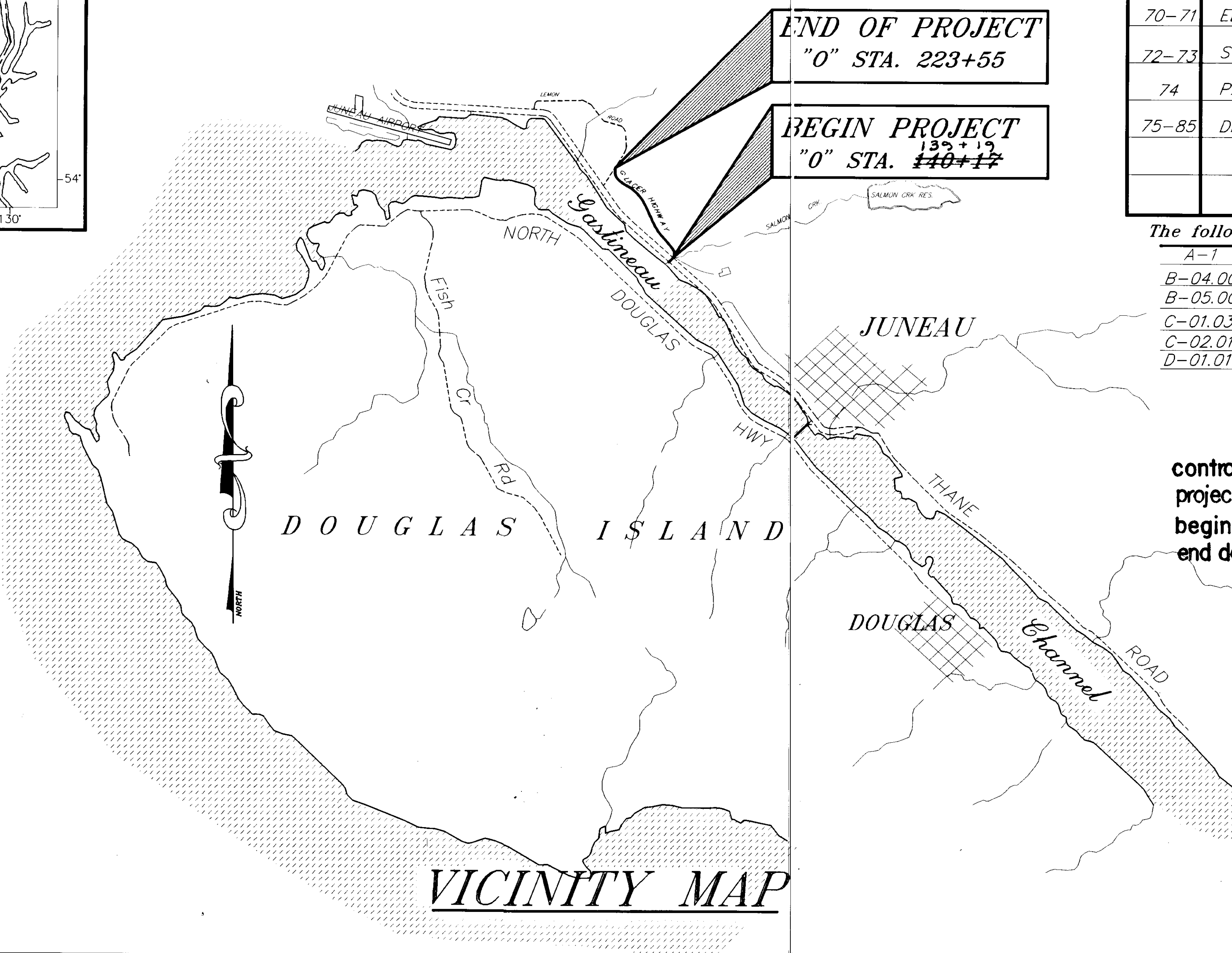
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN AND CONSTRUCTION DIVISION

Juneau, Alaska

SALMON CREEK TO VANDERBILT HILL

PROJECT NO. RS-M-0955(8)
(70469)

GRADING, PAVING & DRAINAGE



END OF PROJECT
"0" STA. 223+55

BEGIN PROJECT
"0" STA. ~~140+17~~
132+17

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-3	TYPICAL SECTIONS
4-5	ESTIMATE OF QUANTITIES
6-13	SUMMARY TABLES
14-28	PLAN AND PROFILE SHEETS
29-32	WALKWAY/BIKEPATH PLAN AND PROFILE SHEETS
33	TRAFFIC CONTROL PLAN
34-37	INTERSECTION DETAIL SHEETS
38-41	BUS STOP DETAILS
42-49	PIONEER'S HOME BUS STOP & WHEELCHAIR RAMP
50-51	ILLUMINATION DETAILS
52-56	MISCELLANEOUS UTILITIES DETAILS
57-64	ELECTRICAL UTILITIES AND SIGNING
65-69	ELECTRICAL CONDUIT SUMMARY
70-71	ELECTRICAL VAULT PLAN
72-73	STRIPING DETAILS
74	PARKING AREA
75-85	DRAINAGE DETAILS

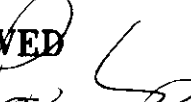
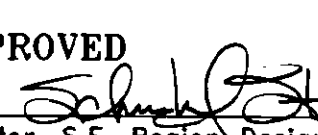
The following Standard Drawings apply to this project :

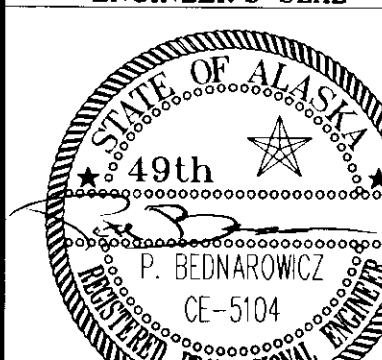
A-1	D-05.10	D-27.01	M-05.00	S-20.00
B-04.00	D-06.01	D-30.01	M-16.01	S-30.01
B-05.00	D-20.01	I-20.10	M-20.10	S-34.00
C-01.03	D-23.00	I-40.00	M-23.10	T-20.00
C-02.01	D-24.00	I-03.01	S-00.00	T-22.01
D-01.01	D-26.01	L-20.01	S-05.00	U-03.00

"AS-BUILTS"

contractor: COOGAN CONSTRUCTION COMPANY
project engineer: LARRY GEISE
begin date: SEPTEMBER 9, 1993
end date: SEPTEMBER 30, 1994

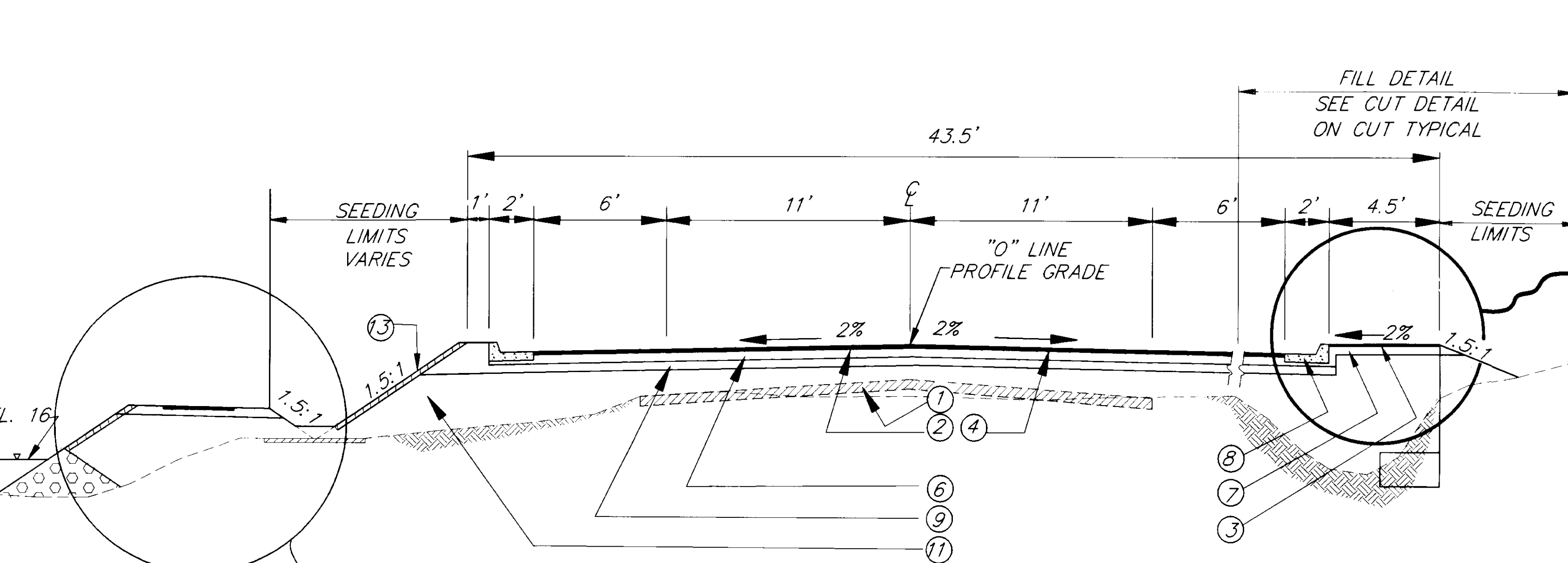
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION DESIGN SECTION

APPROVED  Date 6/21/93
S.E. Region Design Chief
APPROVED  Date 6/21/93
Director, S.E. Region Design & Construction

PROJECT NUMBER: 70469	ENGINEER'S SEAL 
DATE: JUNE, 1993	
SHEET 1 OF 85	

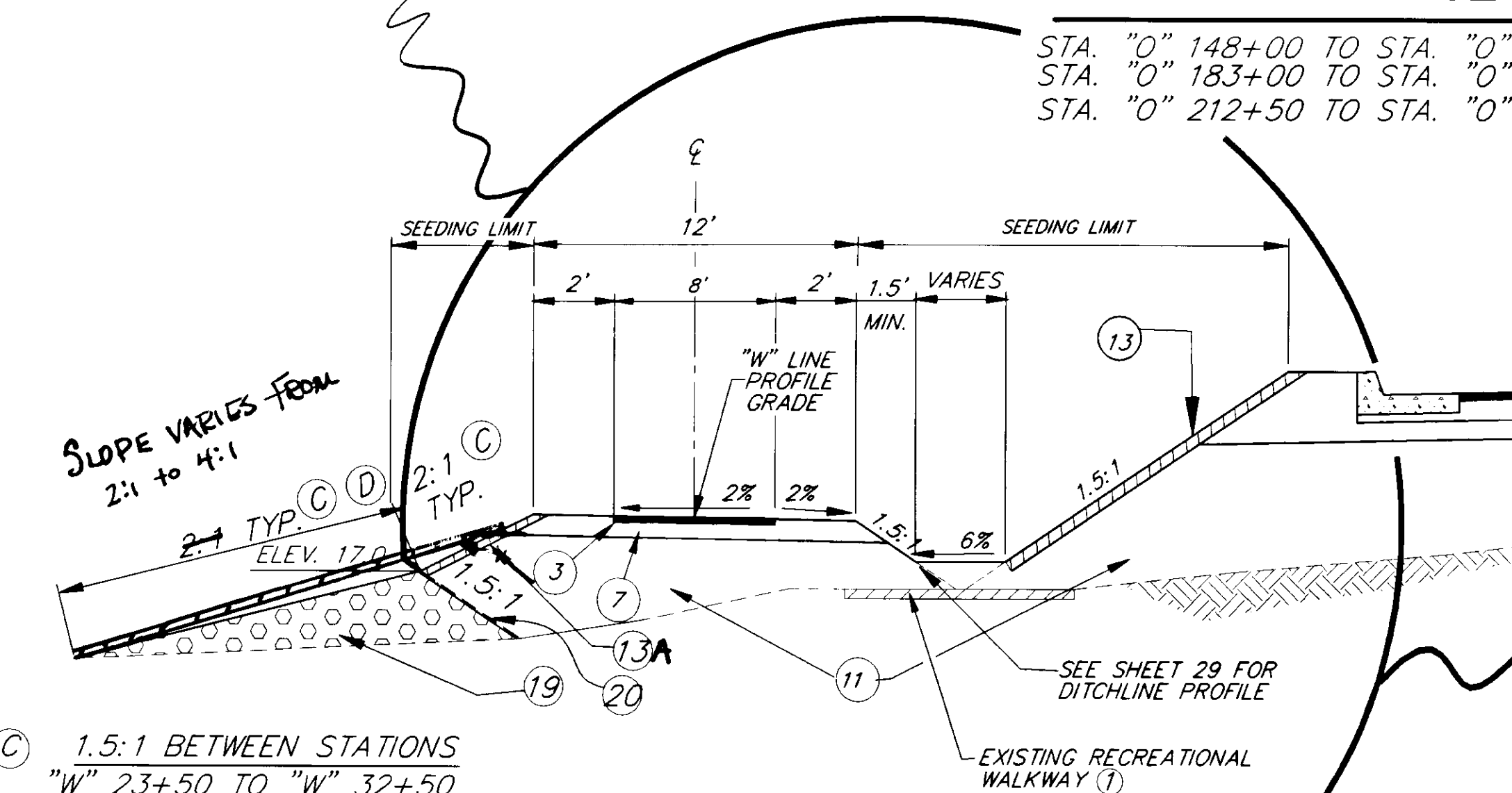
GENERAL NOTES

1. APPROACH, INLET, CULVERTS AND MANHOLE LOCATIONS ARE APPROXIMATE ONLY AND ARE SUBJECT TO MINOR FIELD REVISION.
2. GRADES AND ALIGNMENT AS SHOWN ON THE PLANS ARE SUBJECT TO MINOR REVISION.
3. CLEARING AND GRUBBING LIMITS SHALL BE 5 FEET FROM SLOPE LIMITS, OR TO R/W WHICHEVER IS LESS.
4. THE EXISTING 16" WATERMAIN IS APPROXIMATELY 3' FROM THE RIGHT LANE EDGE OF EXISTING PAVEMENT APPROXIMATELY 5' BELOW THE EXISTING GRADE.
5. TWIN LAKES ORDINARY HIGH WATER IS APPROXIMATELY 16' ELEVATION.
6. ESTIMATED QUANTITIES FOR CLEARING AND GRUBBING ARE 2 ACRES.
7. ALL UNCLASSIFIED EXCAVATION IS CONSIDERED WASTE.



FILL TYPICAL SECTION

STA. "O" 148+00 TO STA. "O" 178+50
STA. "O" 183+00 TO STA. "O" 207+00
STA. "O" 212+50 TO STA. "O" 221+00

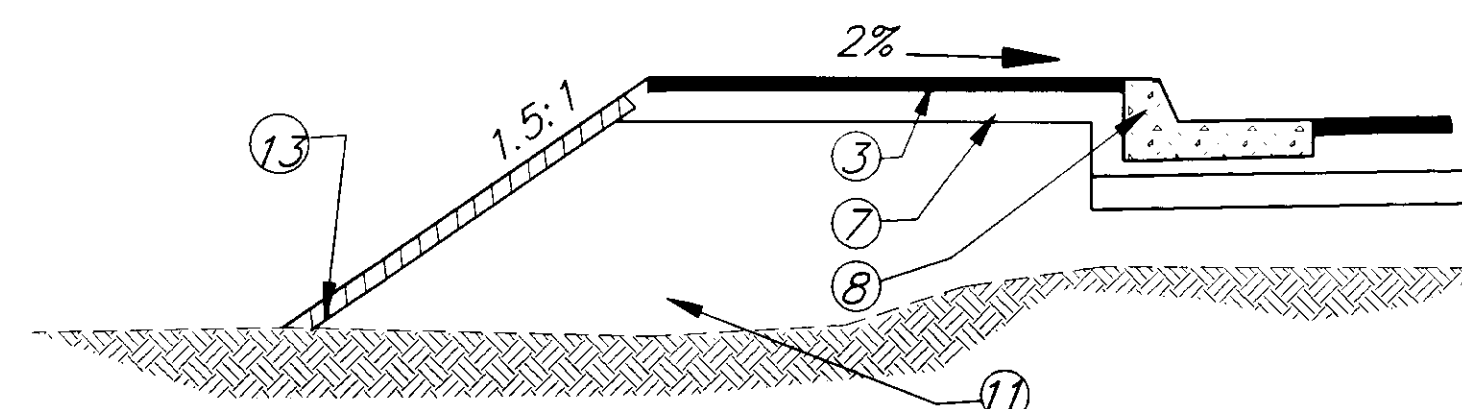


RECREATIONAL WALKWAY DETAIL

STA. "W" 0+00 TO "W" 49+15=
"O" 153+22 TO "O" 202+00

- 1.5:1 BETWEEN STATIONS
"W" 23+50 TO "W" 32+50
4:1 BETWEEN STATIONS:
"W" 4+80 TO "W" 6+80
"W" 9+30 TO "W" 10+30
"W" 13+70 TO "W" 15+15
"W" 16+60 TO "W" 18+50
"W" 20+50 TO "W" 22+40

- 4:1 BETWEEN STATIONS
"W" 3+00 TO "W" 4+00
"W" 8+50 TO "W" 9+30
"W" 10+30 TO "W" 12+00



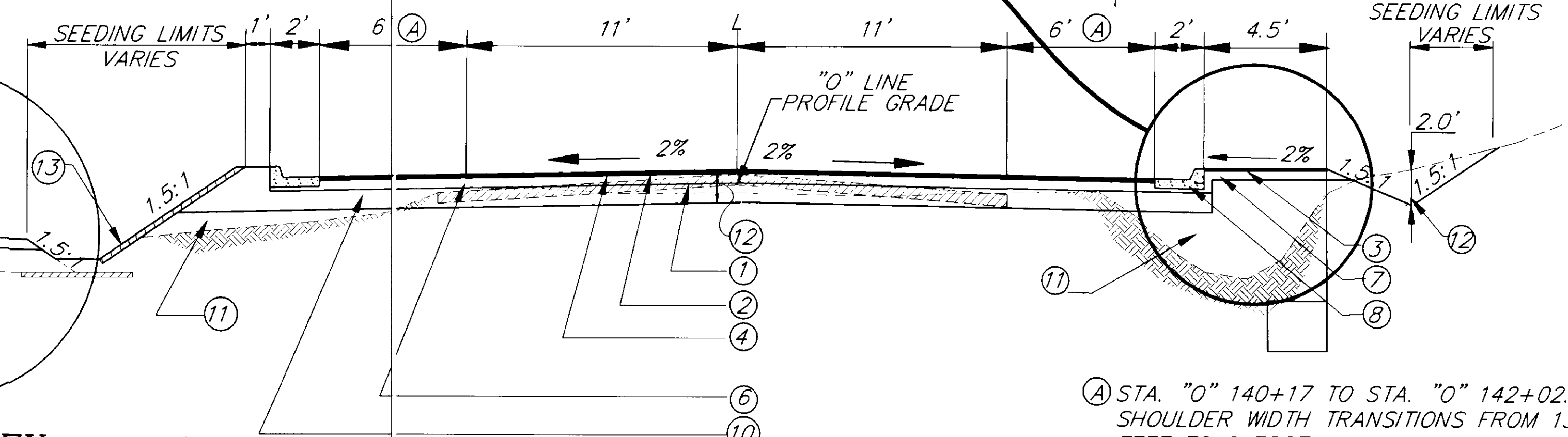
LEFT SIDEWALK DETAIL

STA. "O" 202+34 TO "O" 210+00

ASPHALT SIDEWALK DETAIL

UTILITY CONDUIT NOTES:

1. 3" MINIMUM BEDDING MATERIAL REQUIRED AROUND ALL CONDUIT.
2. 1' SPACING REQUIRED BETWEEN POWER DISTRIBUTION CONDUITS AND OTHER CONDUITS.



CUT TYPICAL SECTION

STA. "O" 140+17 TO STA. "O" 148+00
STA. "O" 178+50 TO STA. "O" 183+00
STA. "O" 207+00 TO STA. "O" 212+50
STA. "O" 221+00 TO STA. "O" 223+55

A STA. "O" 140+17 TO STA. "O" 142+02.04
SHOULDER WIDTH TRANSITIONS FROM 13.5
FEET TO 6 FOOT.

B NO DITCH (USE FILL TYPICAL) BETWEEN THE
FOLLOWING AREAS:
STA. "O" 165+95 TO STA. "O" 166+85

LABELING INDEX

1	EXISTING PAVEMENT REMOVAL
2	3" ASPHALT CONCRETE, TYPE I I, CLASS "B" (2-1 1/2" LIFTS)
3	1 1/2" ASPHALT CONCRETE, TYPE I I, CLASS "B" (SIDEWALK)
4	STE-1 ASPHALT FOR TACK COAT
6	6" CRUSHED AGGREGATE BASE COURSE
7	4" CRUSHED AGGREGATE BASE COURSE
8	CURB & GUTTER, TYPE "I"
9	6" SUBBASE GRADING "E"
10	12" SUBBASE, GRADING "E"
11	BORROW, TYPE "A"
12	UNCLASSIFIED EXCAVATION
13	MATting (13A) Topsoil
14	BEDDING MATERIAL
15	FINDRAIN (SEE SUMMARY, SHEET 7 FOR STATION LIMITS)
16	8" PERFORATED PIPE
17	4" PVC CONDUIT SEE ELECTRICAL CONDUIT SUMMARY SHEETS.
18	2" PVC CONDUIT SEE ELECTRICAL CONDUIT SUMMARY SHEETS
19	SHOT ROCK EMBANKMENT
20	GEOTEXTILE FABRIC

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU

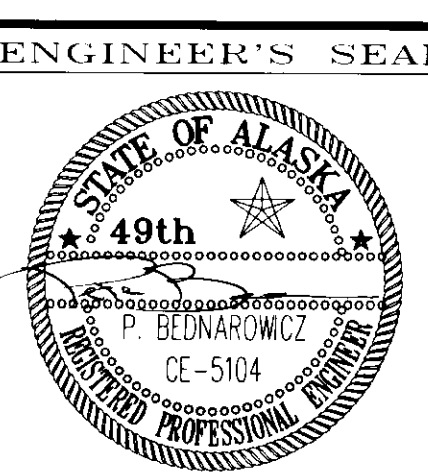
SALMON CREEK TO VANDERBILT HILL

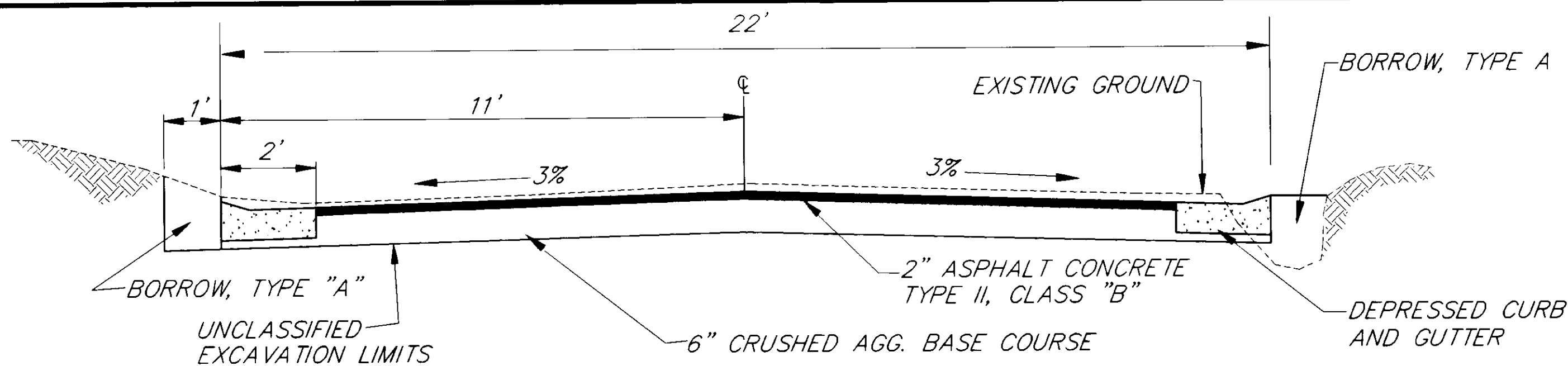
PROJECT NO. RS-M-0955(3) (70469)

TYPICAL SECTION OF IMPROVEMENT

DESIGNED BY: P. JONES
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWCZ

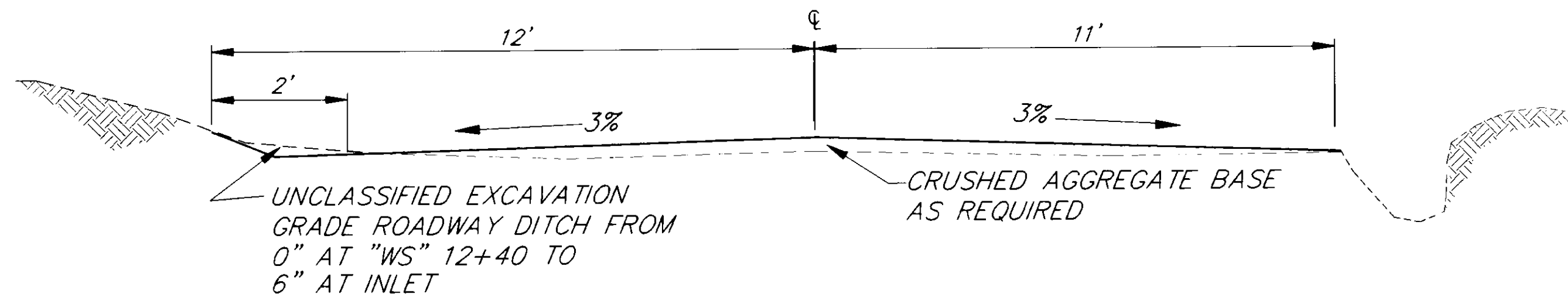
PROJECT NO. 70469
DATE: 6/1993
SHEET 2 OF 85





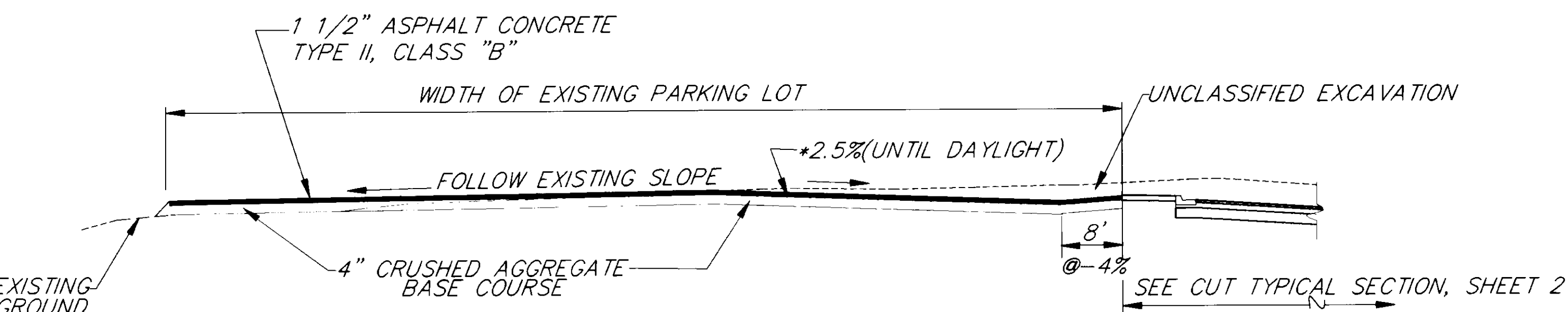
TYPICAL SECTION AT WIRE STREET

STATION "WS" 10+39 TO "WS" 11+60



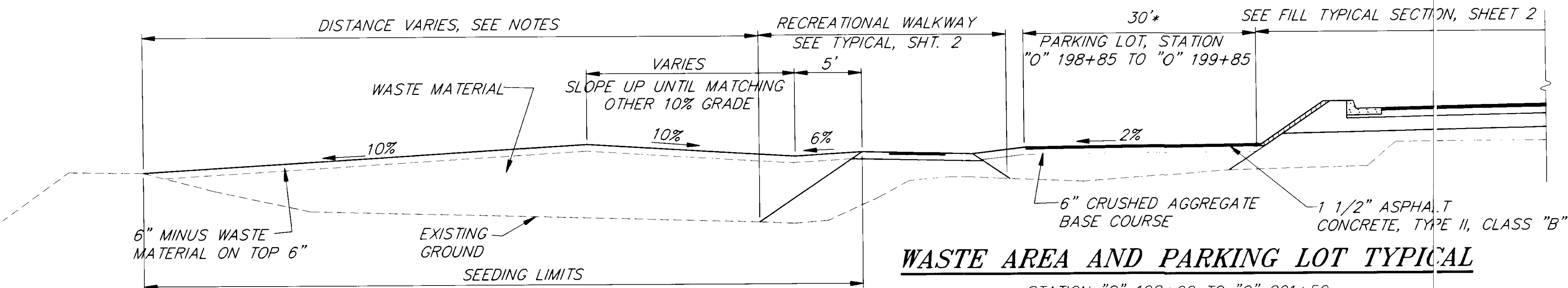
TYPICAL SECTION AT WIRE STREET

STATION "WS" 11+60 TO "WS" 12+40



TYPICAL SECTION AT FIRST BAPTIST CHURCH

STATION "O" 208+15 LT. TO "O" 209+85 LT.
* 4% BETWEEN "O" 208+15 TO "O" 208+80



WASTE AREA AND PARKING LOT TYPICAL

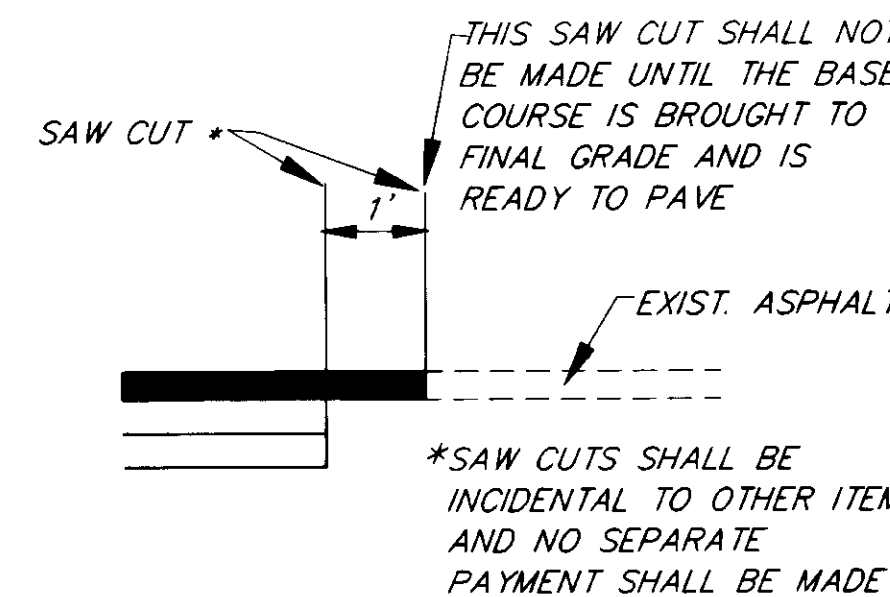
STATION "O" 198+00 TO "O" 201+50

NOTES:

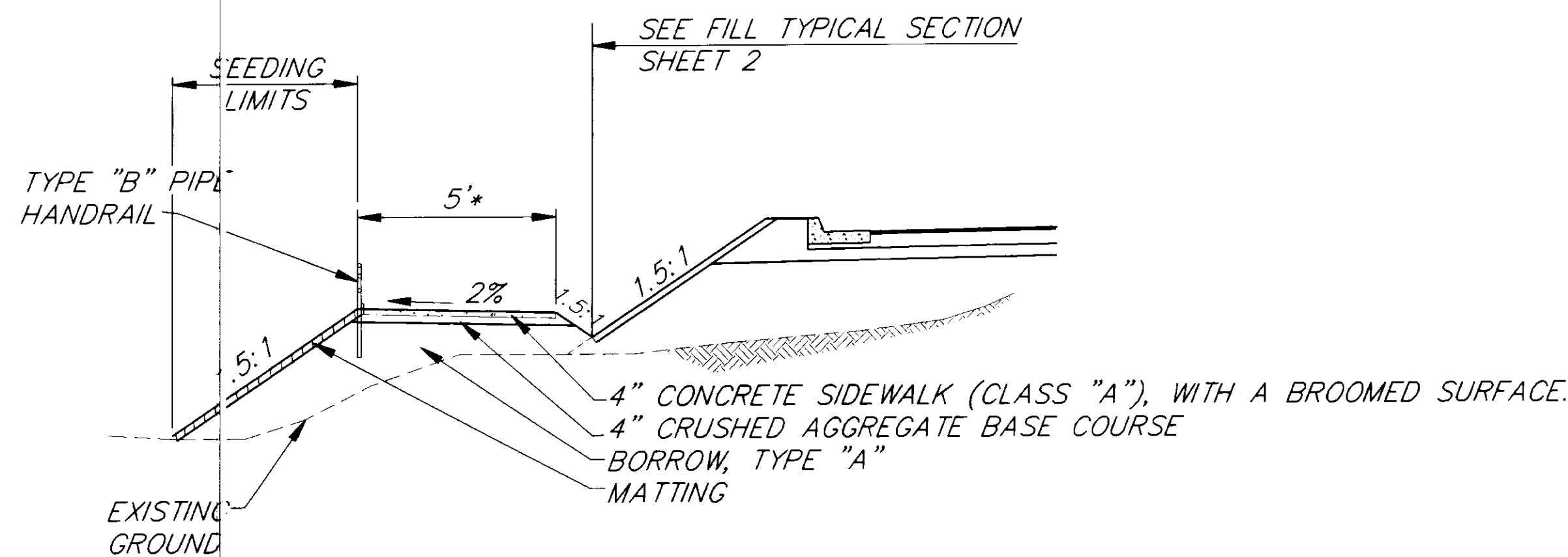
- WASTE MATERIAL DISPOSED OF WITHIN THE PROJECT LIMITS SHALL CONTAIN NO METAL, ROOTS, STUMPS, OR SLASH.
- THE DESIGNATED WASTE DISPOSAL AREA IS INSUFFICIENT TO ACCOMODATE ALL WASTE GENERATED BY THE PROJECT.
- AFTER PLACEMENT OF WASTE MATERIAL, THE CONTRACTOR SHALL SHAPE TO DRAIN.

* TAPERS FROM 30' TO 28.5'
FROM 199+52 TO 199+85

BASIS OF ESTIMATE	
ITEM NO.	ESTIMATING FACTOR
203(6)	1.85 TON PER CUBIC YARD
301(1)	1.96 TON PER CUBIC YARD
304(1)	1.9 TONS PER CUBIC YARD
401(1)	115 LBS PER SQ. YD. PER INCH DEPTH
401(2)	6 % OF ITEM 401(1) TYPE 1 CLASS "B"
402(2)	0.10 GAL PER SQ. YD. - 253 GAL PER TON
403(1)	0.25 GAL. PER SQ. YD. - 256 GAL. PER TON

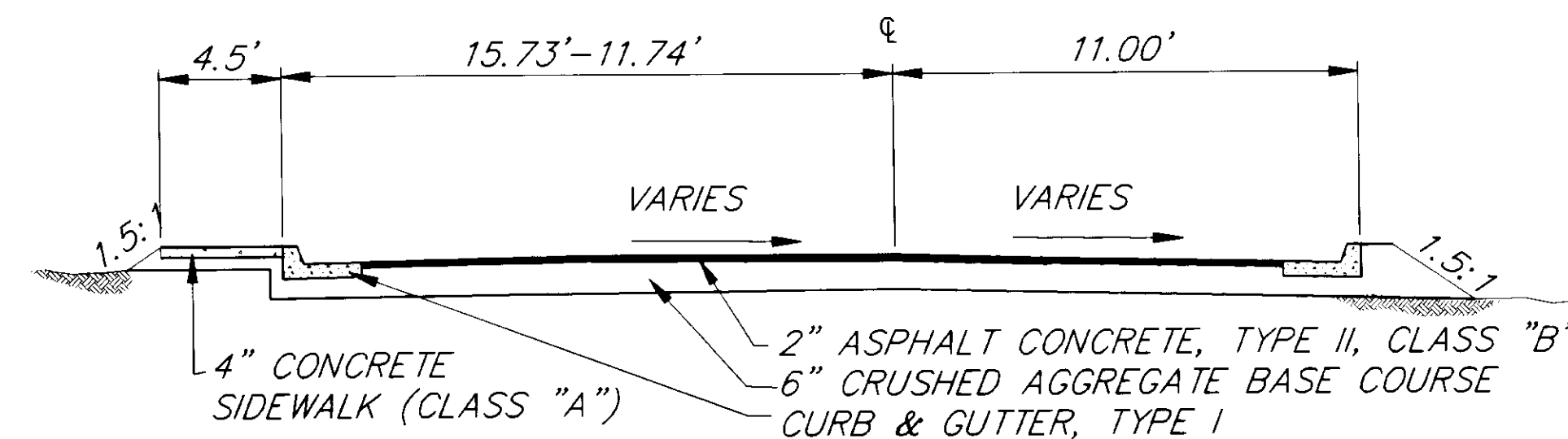


PAVEMENT JOINT DETAIL



CONCRETE RAMP TYPICAL SECTION

4' PEDESTRIAN ACCESS RAMP AT STA. "O" 183+50 TO "O" 184+15 *
5' WHEELCHAIR ACCESS RAMP AT STA. "O" 147+35 TO "O" 148+50
5' WHEELCHAIR ACCESS RAMP AT STA. "O" 165+35 TO "O" 167+95



TYPICAL SECTION AT PIONEER'S HOME ACCESS

STATION "P" 10+58 TO "P" 10+85

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU

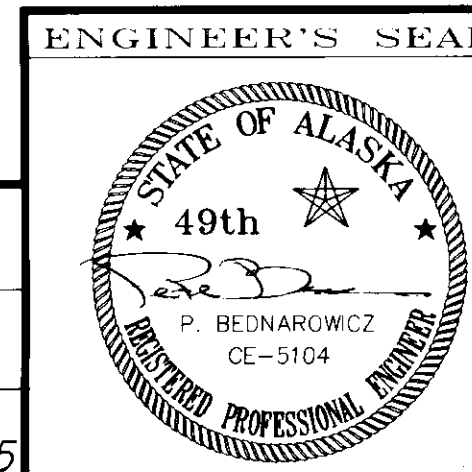
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)

TYPICAL SECTION OF IMPROVEMENT

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: P. JONES
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ

PROJECT NO.
70469
DATE: 6/1993
SHEET 3 OF 85



ESTIMATE OF QUANTITIES

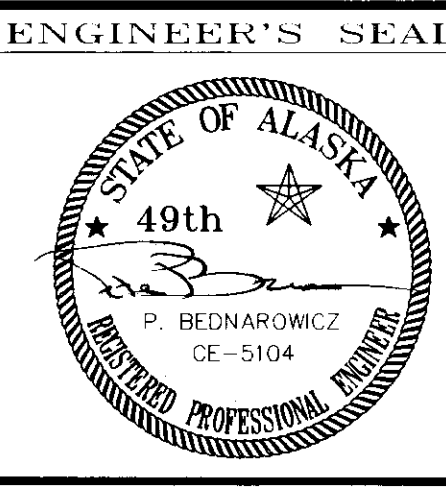
			SHEET								NUMBERS							
ITEM NO.	ITEM	UNIT	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	TOTAL
120 (1)	DBE ADJUSTMENT	CONT SUM																ALL REQ'D.
201 (6)	SELECTIVE TREE REMOVAL	EACH											2		3			5 7
202 (1)	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM																ALL REQ'D.
202 (2)	REMOVAL OF PAVEMENT	SQ. YD.	346	1,803	1,691	1,973	1,982	2,070	2,047	2,367	2,071	1,711	1,507	1,856	1,687	1,443	1,196	25,758
202 (4)	REMOVAL OF CULVERT PIPE	LIN. FT.		96	568	404	264	371	339	265	360	274	297	110	169	150	154	3,821
202 (10)	SINGLE MAILBOX INSTALLATION	EACH		1	3	2	1	3	3	1	1	2	2	1	1		2	23 21
202 (12)	DOUBLE MAILBOX INSTALLATION	EACH			3		1	1			1	2	2			1		11
203 (3)	UNCLASSIFIED EXCAVATION	CU. YD.	210	2,020	170	270	250	160	200	510	80	120	310	230	7,430	20	520	12,600
203 (6)	BORROW, TYPE "A" C.O. 7	TON	40	1,260	4,100	9,400	12,700	12,800	10,600	2,100	14,100	13,400	12,700	7,500	2,100	5,800	1,300	114,900
301 (1)	CRUSHED AGGREGATE BASE COURSE	TON	160	940	1,070	1,160	1,240	1,250	1,220	1,310	1,310	1,190	1,210	1,060	1,770	800	720	16,410
304 (1)	SUBBASE GRADING "E"	TON	310	1,860	1,400	1,060	1,120	1,110	1,090	1,970	1,190	1,070	1,040	1,840	2,490	880	1,200	19,530
401 (1)	ASPHALT CONCRETE TYPE II, CLASS B	TON	85	443	500	494	532	524	513	558	558	503	541	488	642	372	340	7,693
401 (2)	PBA-2 ASPHALT CEMENT	TON	5.1	26.6	30.0	29.6	31.9	31.4	30.8	33.5	33.5	30.2	32.5	29.3	38.5	22.3	20.4	425.6
401 (6)	ASPHALT PRICE ADJUSTMENT	CONT SUM																ALL REQ'D.
402 (2)	STE-1 ASPHALT FOR TACK COAT	TON	0.2	0.9	0.9	0.9	1.0	1.0	1.0	1.0	1.1	0.9	1.0	0.9	0.9	0.8	0.7	13.2 0
501 (1)	CLASS "A" CONCRETE	LUMP SUM																ALL REQ'D.
501 (8)	HEADWALLS	EACH																10 0
506 (5)	BUS STOP SHELTER	EACH			2	2	2	3	1	1		1		1	1	1		6
506 (6)	PARK BENCH	EACH																7
506 (7)	STAIRWAY ADJUSTMENT	LUMP SUM																ALL REQ'D.
510 (1)	WALKWAY STRUCTURE	LUMP SUM																ALL REQ'D.
513 (1)	ROCKERY WALL	SQ. YD.								20.0						14.0	7	41 773.8
603 (17-18)	18 INCH PIPE	LIN. FT.	8	66	202	82	46	94	64	12	74	64	52	138	86	112	32	1,132
603 (17-24)	24 INCH PIPE	LIN. FT.		186	322	538	258	292	292	106	376	210	518	92	106	206	208	4,010
603 (17-30)	30 INCH PIPE	LIN. FT.							136									136
603 (17-36)	36 INCH PIPE	LIN. FT.			68													68 80
603 (20-24)	END SECTION FOR 24 INCH PIPE	EACH			1													1
604 (3)	RECONSTRUCT EXISTING MANHOLE	EACH		1	2	1	3	2	1	2		1	1	3	2	2	1	22 21
604 (4)	ADJUST EXISTING MANHOLES	EACH	1	2							1	1	1	1	1	1		8 12
604 (5A)	INLET TYPE A	EACH	1	3	4	5	3	3	6	4	4	4	4	6	1	3	3	54 65
604 (5B)	INLET TYPE B	EACH								1								1 2
604 (5C)	FIELD INLET	EACH			2													2 3
605 (7)	MODIFIED UNDERDRAIN SYSTEM	LIN. FT.		200	133	201		404	327	372	119		309	317	404	125	264	3,175
606 (5)	REMOVAL & DISPOSAL OF GUARDRAIL	LIN. FT.	92	101.75														193.75
608 (1)	CONCRETE SIDEWALK	SQ. YD.			73			87			31				240			431
608 (3)	ASPHALT SIDEWALK	SQ. YD.	30	275	275	254	263	294	271	312	312	276	270	544	410	230	239	4,255
609 (2)	CURB & GUTTER TYPE 1	LIN. FT.	166	1,200	1,508	1,200	1,200	1,200	1,199	1,430	1,220	1,200	1,200	1,204	1,254	1,000	919	17,100
611 (1)	RIPRAP, CLASS 1	CU. YD.			80													80 100
611 (3)	SPILLWAYS	EACH	1	1	1	4	2	4	5		3	2	1	2		1		27 46
614 (1)	SURVEY MONUMENTS	EACH		1	1	1			2	1	1		1	1	2	1	1	13
614 (2)	MONUMENT CASES	EACH		1	1	1			2	1	1		1	1	2	1	1	13
615 (1)	STANDARD SIGN	SQ. FT.	7.50	9.00	15.92		3.00	3.00	18.00	23.97	6.00	9.92	6.00	8.67	9.25	15.00	96.75	231.98
618 (1)	SEEDING	ACRE	0.01	0.14	0.20	0.48	0.21	0.22	0.51	0.49	0.55	0.53	0.69	0.43	0.57	0.28	0.11	5.42
618 (3)	WATER FOR SEEDING	M. GAL																40
619 (2)	MATTING	SQ. YD.			677	1,247	1,484	1,726	1,767	1,911	2,632	2,300	1,278	1,400	322	1,111	145	18,000
620 (1)	TOPSOIL C.O. 7	SQ. YD.													1,900			1,900
621 (1)	TREES	EACH								45	65	60	60					230
621 (5)	SPECIAL LANDSCAPING	LUMP SUM																ALL REQ'D.
625 (1)	PIPE HANDRAIL	LIN. FT.			146			160			107		100	440	265	54		1,272
627 (4)	FIRE HYDRANT ADJUSTMENT	EACH					1					1			1			3 2
627 (6)	FIRE HYDRANT RELOCATION	EACH		1		1								1		1		4
627 (8)	WATER SERVICE CONNECTION	EACH					1							1	2			1 2
627 (8-1)	WATER SERVICE RELOCATION	EACH					1	2			1			1	2			7 5
627 (10)	ADJUSTMENT OF VALVE BOX	EACH	3		6		2	1		4	1	2	2	3	1	5	1	37 61

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

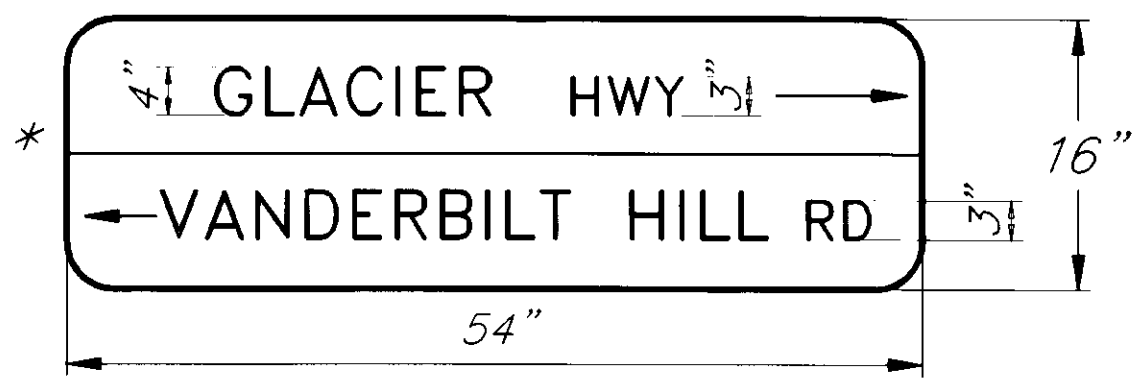
JUNEAU SALMON CREEK TO VANDERBILT HILL ALASKA
PROJECT NO. RS-M-0955(8) (70469)
ESTIMATE OF QUANTITIES

DESIGNED BY: D. KROMAREK	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 4 OF 85



SIGNING SUMMARY										
POST NO.	"O" STATION	REF. C.L.	TYPE	FACING	LEGEND	POST SIZE	WIDTH (INCHES)	HEIGHT (INCHES)	AREA (SF)	REMARKS
1	140+50	RT.	R2-1	NB	SPEED LIMIT 40	2.5	30	36	7.50	
2	141+61	LT.	D9-2	SB	"H" HOSPITAL ARROW LEFT	2.5	24	24	4.00	
3	143+01	RT.	R7-101RL	NB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
4	144+99	LT.	R7-101RL	SB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
5	147+18	RT.	R7-107A	NB	BUS STOP	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
6	147+18	LT.	R7-107A	SB	BUS STOP	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
7	148+70	RT.	D3-1	N & SB	GLACIER HWY	2.5	36	8	2.00	INSTALL ABOVE WIRE ST
			D3-1	E & SB	WIRE ST		30	8	1.67	INSTALL ABOVE STOP
			R1-1	WB	STOP		30	30	6.25	
8	149+77	RT.	R7-101RL	NB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
9	150+52	LT.	R7-101RK	SB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
10	160+40	RT.	R7-101RL	NB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
11	164+40	LT.	R7-101RL	SB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
12	167+21	LT.	R7-8L	SB	RESERVED PARKING	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
13	168+05	RT.	R7-101RL	NB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
14	172+00	LT.	R7-101RL	SB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
15	176+96	RT.	W2-2R	NB	SIDE ROAD SYMBOL	2.5	36	36	9.00	
16	176+96	LT.	R2-1	SB	SPEED LIMIT 40	2.5	30	36	7.50	
17	177+88	RT.	R7-107A	NB	BUS STOP	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
18	178+45	RT.	R7-101RL	NB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
19	178+45	LT.	R7-101RL	SB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
20	179+80	RT.	D3-1	N & SB	GLACIER HWY	2.5	36	8	2.00	INSTALL ABOVE BLACKERBY ST.
			D3-1	W & SB	BLACKERBY ST		40	8	2.22	INSTALL ABOVE STOP
			R1-1	SB	STOP		30	30	6.25	
21	182+04	LT.	W2-2L	SB	SIDE ROAD SYMBOL	2.5	36	36	9.00	
22	184+24	LT.	R7-107A	SB	BUS STOP	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
23	188+00	RT.	R5-3	NB	SPEED LIMIT 40	2.5	12	18	1.50	
24	189+96	RT.	R7-101RL	NB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
25	189+96	LT.	R7-101RL	SB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
26	194+95	RT.	D3-1	N & SB	GLACIER HWY	2.5	36	8	2.00	INSTALL ABOVE BAUER LN
			D3-1	E & WB	BAUER LN		30	8	1.67	INSTALL ABOVE STOP
			R1-1	WB	STOP		30	30	6.25	
27	198+00	LT.	R7-101RL	SB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
28	201+77	LT.	R2101RL	SB	NO PARKING ANYTIME	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
29	201+93	33' LT	R5-3	SB	NO MOTOR VEHICLES	18X24	18	24	3.00	
30	202+20	LT.	R7-107A	SB	BUS STOP	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
31	202+80	RT.	R7-107A	NB	BUS STOP	2	12	18	1.50	FACES 45 DEGREES TOWARDS TRAFFIC
			D3-1	N & SB	GLACIER HWY	2.5	36	8	2.00	INSTALL ABOVE CRAIG ST
32	203+92	RT.	D3-1	E & WB	CRAIG ST	2.5	36	8	1.67	INSTALL ABOVE STOP
			R1-1	WB	STOP		36	8	2.00	
33	210+45	LT.	R7-107A	EB	BUS STOP	2	12	18	1.50	
34	210+45	LT.	R7-107A	EB	BUS STOP	2	12	18	1.50	
35	212+58	LT.	R1-1	EB	STOP	2.5	30	30	6.25	
36	214+00	RT.	R7-101RL	NB	NO PARKING ANYTIME	2	12	18	1.50	FACE 45 DEGREES TOWARD TRAFFIC
37	215+00	LT.	R7-101RL	SB	NO PARKING ANYTIME	2	12	18	1.50	FACE 45 DEGREES TOWARD TRAFFIC
38	217+50	RT.	S1-1	NB	SCHOOL ADVANCE SIGN	2.5	36	36	9.00	
39	217+92	LT.	R7-107A	SB	BUS STOP	2	12	18	1.50	FACE 45 DEGREES TOWARD TRAFFIC
40	218+28	RT.	R7-107A	NB	BUS STOP	2	12	18	1.50	FACE 45 DEGREES TOWARD TRAFFIC
41	219+28	RT.	W1-1L	NB	LEFT TURN SIGN	2.5	36	36	9.00	
			W13-1	NB	20 MPH	2.5	24	24	4.00	
42	219+43	LT.	R2-1	SB	SPEED LIMIT 40	2.5	30	36	7.50	
43	221+02	RT.	W3-1	NB	STOP AHEAD SYMBOL	2.5	36	36	9.00	
44	222+21	RT.	W1-8	NB	CHEVRON ARROW	2.5	24	30	5.00	
45	222+76	RT.	W1-8	NB	CHEVRON ARROW	2.5	24	30	5.00	
46	223+16	RT.	W1-8	NB	CHEVRON ARROW	2.5	24	30	5.00	
			D3-1	E & WB	GLACIER HWY	2.5	54	16	6.00	INSTALL ABOVE STOP ON POST-LEGEND ON ONE SIDE ONLY. SEE DETAIL BELOW
47	223+32	RT.	D3-1/SPECIAL	NB	*	2.5	30	30	6.25	SEE NOTE 1 BELOW.
			R1-1	NB	STOP	2.5	30	30	6.25	SEE NOTE 1 BELOW. 8" U.C., 6" L.C.
48	223+55	300' LT	D3-2R	EB	GLACIER HWY	2-2.5 PIPE	120	24	20.00	SEE NOTE 1 BELOW. 8" U.C., 6" L.C.
49	223+55	300' RT	D3-2L	WB	GLACIER HWY	2-2.5 PIPE	120	24	20.00	SEE NOTE 1 BELOW. 8" U.C., 6" L.C.
						TOTAL S.Q. FT. = 231.98				

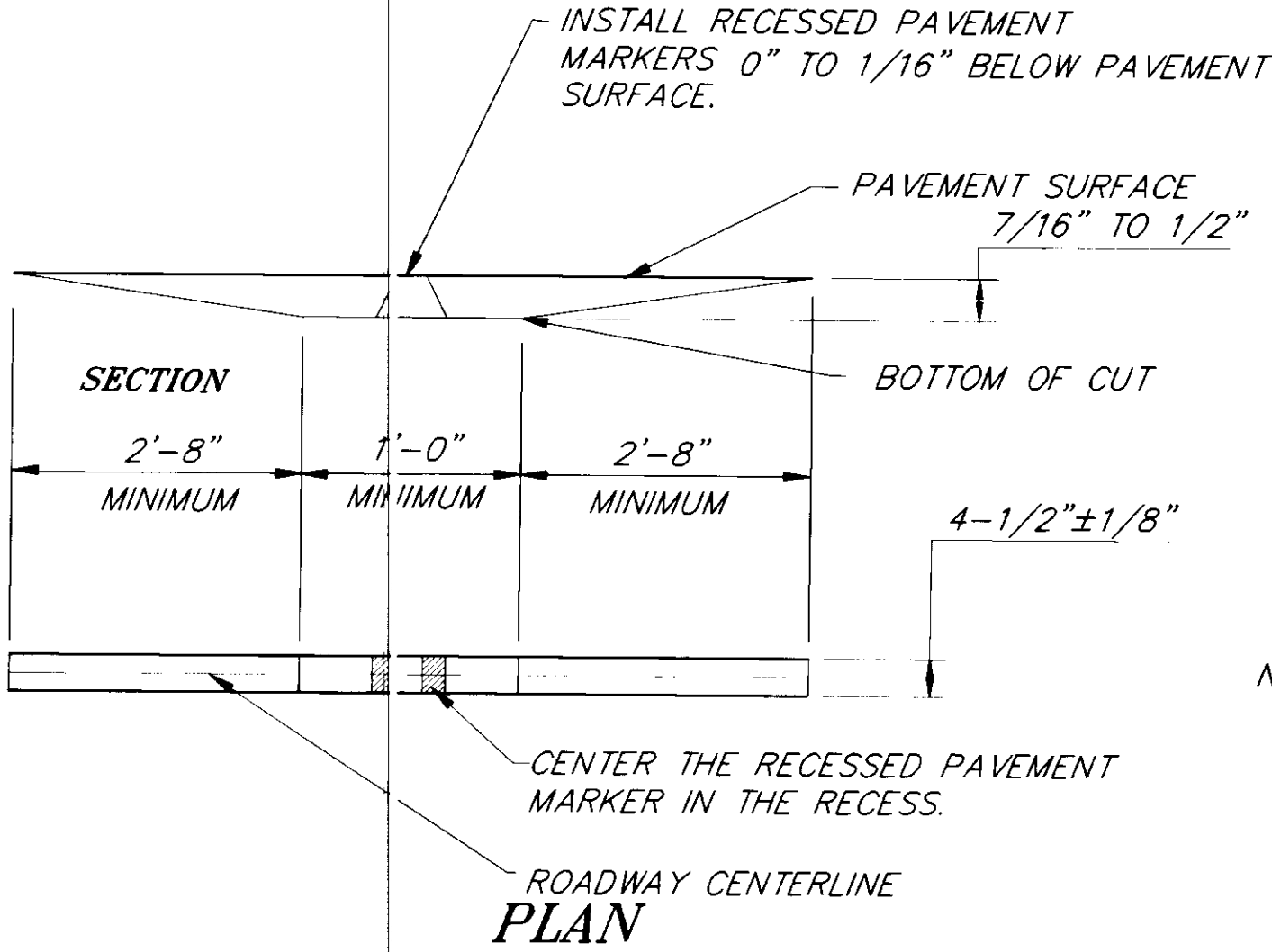
NOTES:
1. POST SHALL HAVE MULTI-DIRECTIONAL LOAD CONCENTRATION COUPLER BASE



LETTER SIZES SHALL BE 4 INCH, 3 INCH UPPERCASE. DIMENSIONS NOT SHOWN SHALL BE THE SAME AS FOR D3-1 SIGNS.

GENERAL SIGNING NOTES:

- ALL SIGNS SHALL BE INSTALLED USING "EXPRESSWAY" DIMENSIONS ON STANDARD DRAWING S-05.00.
- SEE STD. DWG. S-30.01 FOR POST SLEEVE TYPE SOIL EMBEDMENT. 2" SQUARE STEEL POSTS SHALL BE USED ABOVE GROUND. 2 1/4" SHALL BE USED BELOW GROUND.
- ALL SIGN POSTS SHALL BE TELESCOPING PERFORATED GALVANIZED SQUARE STEEL POSTS EXCEPT AS NOTED. REMOVAL AND SALVAGE OF EXISTING SIGNS SHALL BE INCIDENTAL TO 615(1) STANDARD SIGNS.



RECESSED PAVEMENT MARKER DETAIL

MARKING NOTES

- THE BEGIN AND END OF ALL NO PASSING ZONES SHALL BE REFERENCED BEFORE CONSTRUCTION BEGINS BY THE CONTRACTOR FOR TEMPORARY MARKING PLACEMENT. THE ENGINEER WILL MARK PERMANENT NO PASSING ZONES.
- LOCATIONS OF MARKERS IN SITUATIONS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE ENGINEER.
- LATERAL PLACEMENT OF RECESSED CENTERLINE MARKERS SHALL BE ON THE ROADWAY CENTERLINE.
- STRIPED LANE WIDTHS SHALL BE 11'.
- A 24 INCH WIDE STOP BAR SHALL BE INSTALLED AT SIDE STREETS AND THE EOP ON SHEET 72.

RECESS PAVEMENT MARKER SUMMARY				
"O" STATION	"O" STATION	40'	80'	NO. (YELLOW)
B.O.P 140+17	PC 142+02.04		X	2
PC 142+02.04	PT 146+82.41	X		12
PT 146+82.41	PC 150+56.69		X	5
PC 150+56.69	PT 153+56.70	X		7
PT 153+56.70	PC 164+74.20		X	14
PC 164+74.20	PT 172+44.44	X		19
PT 172+44.44	TS 175+59.08		X	4
TS 175+59.08	SC 180+84.12	X		13
SC 180+84.12	CS 183+87.81	X		8
CS 183+87.81	ST 185+87.81	X		4
ST 185+87.81	PC 187+00.61		X	2
PC 187+00.61	PT 193+33.02	X		16
PT 193+33.02	PC 207+73.90		X	18
PC 207+73.90	PT 212+59.86	X		12
PT 212+59.86	PC 217+97.01		X	7
PC 217+97.01	PT 220+96.92	X		7
PT 220+96.92	PC 221+99.87		X	2
PC 221+99.87	PT 223+27.42	X		4
			TOTAL	156

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

Y:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

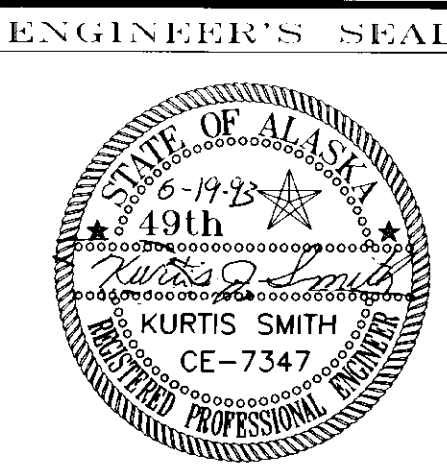
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
SIGNING SUMMARY

ALASKA

DESIGNED BY:
P. JONES
DRAWN BY:
C. ANDERSON
CHECKED BY:
J. AHLGREN

PROJECT NO.
70469
DATE:
6/1993
SHEET 6 OF 85



P: \SALMON\DR\SIGNSUM 1=

SEWER LATERAL LOCATE SUMMARY

"O" STATION*	SIZE	REMARKS
141+55	6"	HEALTH & SOCIAL SERVICES
145+10	6"	WILLIAMS
146+89	6"	TWIN LAKES CLINIC
148+56	8"	WIRE STREET
150+09	6"	MC MURRAY
150+73	6"	LERESCHE
153+15	6"	HALL
153+95	6"	HOFFMAN
156+10	6"	HOLMES
157+87	6"	INGLEDUE
159+02	6"	URATA
160+96	6"	KENNEDY
160+96	6"	EBERHARDT
160+96	6"	HOPSON & STEVENSON
163+17	6"	SMITH
164+27	6"	PARSONS
165+60	6"	STOKES
166+37	6"	EIDE
167+78	6"	HANSEN
169+89	6"	OLSEN & BASSETT
171+11	6"	CHAPMAN
172+45	6"	KASNICK
175+06	6"	MUELLER
175+37	6"	CASANEDO
177+22	6"	HANSEN
179+83	8"	BLACKERBY STREET
182+89	8"	COMMERS
183+33	6"	COMMERS
185+24	6"	NOTT
186+71	6"	NOTT
187+98	6"	BERNSTEIN
189+53	6"	BERNSTEIN
191+14	6"	LERESCHE
191+79	6"	MACH
192+56	6"	BRANDNER
193+53	6"	VANCE
194+72	8"	BAUER LANE
196+98	6"	HARRIS
199+19	6"	HANSON
199+63	6"	GILLMORE
200+45	6"	CAPP
201+24	6"	GRAN
202+99	8"	CRAIG STREET
205+83	8"	MATHISEN
211+32	6"	BEADLE
212+96	6"	BEADLE
214+84	6"	HEDGES
216+42	6"	HEDGES
217+33	6"	HEDGES
217+40	8"	INGLEDUE
220+40	6"	PARADIS
222+33	6"	7TH DAY ADVENTIST
222+68, 38' RT.	6"	7TH DAY ADVENTIST

8" MODIFIED UNDERDRAIN SUMMARY

STARTING "O" STATION	SIDE	DESCRIPTION	ENDING "O" STATION	SIDE	DESCRIPTION	REMARKS
144+52	40' RT	DAYLIGHT OUT OF SLOPE	144+80	23.5' RT	ANGLE POINT	①
144+80	23.5' RT	ANGLE POINT	146+62	24' RT	ANGLE POINT	
146+50	23.5' RT	ANGLE POINT	146+68	25.5' RT	INSTALL CLEANOUT	
145+25	23.5' RT		147+00	25' RT	INSTALL CLEANOUT	
151+67.75	24' RT	INSTALL CLEANOUT	153+33.24	23.5' RT	ANGLE POINT	
153+33.75	23.5' RT	ANGLE POINT	153+41	33' RT	DAYLIGHT INTO DITCH	①
153+68	24' RT	INSTALL CLEANOUT	155+36	23.5' RT	ANGLE POINT	
155+36	23.5' RT	ANGLE POINT	155+42	30' RT	DAYLIGHT INTO DITCH	①
165+16	29' RT	DAYLIGHT INTO DITCH	165+20	23.5' RT	ANGLE POINT	①
165+20	23.5' RT	ANGLE POINT	167+67.95	24' RT	INSTALL CLEANOUT	
167+70.95	29' RT	DAYLIGHT INTO DITCH	167+75.67	23.5' RT	ANGLE POINT	①
167+75.70	23.5' RT	ANGLE POINT	169+32.50	24' RT	INSTALL CLEANOUT	
173+42	24.0' RT	INSTALL CLEANOUT	175+04	23.5' RT	ANGLE POINT	
175+04	23.5' RT	ANGLE POINT	175+14	11' RT	CONNECT TO 30" CMP	①
175+16	11' RT	CONNECT TO 30" CMP	175+35	23.5' RT	ANGLE POINT	①
175+35	23.5' RT	ANGLE POINT	177+15	23.5' RT	ANGLE POINT	
177+15	23.5' RT	ANGLE POINT	177+50	30' RT	ANGLE POINT	
177+50	30' RT	ANGLE POINT	178+07	30.5' RT	INSTALL CLEANOUT	
180+68.00	24' RT	INSTALL CLEANOUT	182+47.60	23.5' RT	ANGLE POINT	
182+47.60	23.5' RT	ANGLE POINT	182+54	18' RT	CONNECT TO INT. INLET S-30	①
182+58	18' RT	CONNECT TO INT. INLET S-30	182+64	23.5' RT	ANGLE POINT	①
182+64	23.5' RT	ANGLE POINT	184+09.185	24.0' RT	INSTALL CLEANOUT	
198+82	23.5' RT	CONNECT TO VAULT DRAIN SYSTEM	201+05.20	24' RT	INSTALL CLEANOUT	
200+92	24' RT	INSTALL CLEANOUT	201+91	23.5' RT	ANGLE POINT	
201+91	23.5' RT	ANGLE POINT	201+97	30' RT	DAYLIGHT INTO DITCH	①
202+01	30.0' RT	DAYLIGHT INTO DITCH	202+07	23.5' RT	ANGLE POINT	①
178+70	24' RT		180+00	24' RT	INSTALL CLEANOUT	
202+07	23.5' RT	ANGLE POINT OF SLOPE	202+12	23.5' RT	ANGLE POINT	
202+12	23.5' RT	ANGLE POINT	202+38	30' RT	ANGLE POINT	
202+38	30.0' RT	ANGLE POINT	202+89	30' RT	ANGLE POINT	
202+89	30.0' RT	ANGLE POINT	203+09	23.5' RT	ANGLE POINT	
203+09.40	23.5' RT	ANGLE POINT	203+15.204	24' RT	INSTALL CLEANOUT	
204+19	18' RT	CONNECT TO INLET S-46	204+25.00	23.5' RT	ANGLE POINT	
204+25	23.5' RT	ANGLE POINT	205+45	24' RT	INSTALL CLEANOUT	①
187+50	24' RT		191+00	24' RT	INSTALL CLEANOUT	
206+50.00	30' LT	DAYLIGHT OUT	207+17.208	23.5' RT	ANGLE POINT CLEANOUT	①
207+17	23.5' RT	ANGLE POINT	212+04	23.5' RT	ANGLE POINT	
212+04.24	23.5' RT	ANGLE POINT	212+14	33' RT	DAYLIGHT OUT OF SLOPE	①
217+75	24.5' RT	INSTALL CLEANOUT	217+94	30' RT	ANGLE POINT	
217+94	30' RT	ANGLE POINT	218+39	30' RT	ANGLE POINT	
218+39	30' RT	ANGLE POINT	218+57	23.5' RT	ANGLE POINT	
218+57	23.5' RT	ANGLE POINT	219+55	23.5' RT	ANGLE POINT	
219+55	23.5' RT	ANGLE POINT	219+66	32' RT	DAYLIGHT INTO DITCH	①
220+59	24' RT	INSTALL CLEANOUT	222+68	23.5' RT	"Y" CONNECTION	
222+66	27' RT	INSTALL CLEANOUT	222+68	23.5' RT	"Y" CONNECTION	①
222+68	23.5' RT	"Y" CONNECTION	223+26	18' LT	CONNECT INTO INLET S-54	①
187+55			189+40			
189+40			187+55			
186+40			185+70			
					LF FINDRAIN = 3,175	
					LF 8" PIPE = 3,430	
					MODIFIED UNDER DRAIN = 3,501	

8" VAULT DRAIN PIPE SUMMARY

STARTING "O" STATION	SIDE	DESCRIPTION	ENDING "O" STATION	SIDE	DESCRIPTION	REMARKS
144+00	25' RT	CONNECT TO VAULT DRAIN SYSTEM	144+00	40' RT	DAYLIGHT OUT OF SLOPE	
148+95	18' RT	CONNECT TO VAULT DRAIN SYSTEM	148+95	39' LT	DAYLIGHT OUT OF SLOPE	
154+89	18' RT	CONNECT TO VAULT DRAIN SYSTEM	154+89	39' LT	DAYLIGHT OUT OF SLOPE	
160+84.40	18' RT	CONNECT TO VAULT DRAIN SYSTEM	160+84.40	48' LT	DAYLIGHT OUT OF SLOPE	
166+93	18' RT	CONNECT TO VAULT DRAIN SYSTEM	166+93	44' LT	DAYLIGHT OUT OF SLOPE	
173+00	18' RT	CONNECT TO VAULT DRAIN SYSTEM	173+00	40' LT	DAYLIGHT OUT OF SLOPE	
178+85	18' RT	CONNECT TO VAULT DRAIN SYSTEM	178+85	39' LT	DAYLIGHT OUT OF SLOPE	
185+35	18' RT	CONNECT TO VAULT DRAIN SYSTEM	185+35	39' LT	DAYLIGHT OUT OF SLOPE	
189+47	18' RT	CONNECT TO VAULT DRAIN SYSTEM	189+47	52' LT	DAYLIGHT OUT OF SLOPE	
194+54	25' RT	CONNECT TO VAULT DRAIN SYSTEM	194+54	38' RT	DAYLIGHT OUT OF SLOPE	
198+85	18' RT	CONNECT TO VAULT DRAIN SYSTEM	197+80	78' LT	DAYLIGHT OUT OF SLOPE	
203+24	18' RT	CONNECT TO VAULT DRAIN SYSTEM	203+24	65' LT	DAYLIGHT OUT OF SLOPE	
205+45	18' RT	CONNECT TO VAULT DRAIN SYSTEM	205+45	55' LT	DAYLIGHT OUT OF SLOPE	
211+60	18' RT	CONNECT TO VAULT DRAIN SYSTEM	211+60	51' LT	DAYLIGHT OUT OF SLOPE	
217+62	18' RT	CONNECT TO VAULT DRAIN SYSTEM	217+62	34' LT	DAYLIGHT OUT OF SLOPE	

INSULATION BOARD SUMMARY

"O" STATION	OFFSET	QUANTITY	CMP CROSSING WATER LINE	REMARKS
142+18	15.5' RT.	.128	X	
144+35	14' RT	.128	X	
148+82	12' RT	.128	X	
150+44	14' RT	.128	X	
153+35	15' RT	.128	X	
155+42	16' RT.	.128	X	
158+25	15' RT	.128	X	
160+80	14.5' RT	.128	X	
163+06	15.5' RT	.128	X	
165+11	15' RT	.128	X	
170+30	15' RT	.128	X	
171+48	15' RT	.128	X	
172+70	14.5' RT	.128	X	
175+14	15' RT	.128	X	
180+05	15' RT	.128	X	
182+56	16' RT.	.128		CMP & INLET OVER WATERLINE
201+99	19.5' RT	.128	X	
215+82	14.5' RT	.128	X	
216+99	12' RT	.128	X	
219+64	15' RT	.128	X	
		TOTAL 2.432 MBM		

ROCKERY WALL SUMMARY

STARTING "O" STA.	ENDING "O" STA.	QUANTITY	REMARKS
177+50.00	177+95.00	26.102.1	
217+85 LT.	218+20 LT.	110.2	217+60 LT. TO 220+40 LT.
218+00 RT.	218+42 RT.	14	
	TOTAL	34 SQ. YD.	
184+00 RT.	184+66 RT	201.1	
220+50 RT		53.3	40' RT
147+55 RT	147+67 RT	8	
164+75 RT	163+18 RT	47.9	
166+00 RT	167+05 RT	48.4	
190+62 RT	191+22 RT	27.6	
189+76 RT	190+07 RT	9.8	
168+00 RT	169+38 RT	94.1	
164+72 RT	164+70 RT	10.0	
147+62 RT	148+32 RT	53.3	

FIRE HYDRANT SUMMARY

EXIST. "O" STATION	PROPOSED "O" STATION	LT.	RT.	EXISTING OFFSET	PROPOSED OFFSET	RELOCATE HYDRANT	ADJUST HYDRANT	RELOCATE VALVE	ADJUST VALVE	REMARKS
145+72	145+72		X	23	26	X		X		
157+05	157+05		X	24	26	X			X	
163+24	163+24		X	30	30		X			
194+77	194+77		X	47	47					
203+42	203+39		X	51	51	X			X	BAUER LANE
211+68	211+68		X	26	26		X		X	CRAIG STREET
218+63	218+63		X	23	26	X			X	

RECORD OF REVISIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

SALMON CREEK TO VANDERBILT HILL

PROJECT NO. RS-M-0955(8) (70469)

ALASKA

MISC. SUMMARIES

DESIGNED BY: D. KROMAREK

DRAWN BY: C. ANDERSON

CHECKED BY: P. BEDNAROWICZ

PROJECT NO. 70469

DATE: 6/1993

SHEET 7 OF 85

ENGINEER'S SEAL

STATE OF ALASKA

49th

P. BEDNAROWICZ

CE-5104

REGISTERED PROFESSIONAL ENGINEER

FILE: JUNEAU\SALMON CREEK TO VANDERBILT HILL\MISC SUMMARIES 7-1

WATER UTILITY SUMMARY

"0" STATION	LT.	RT.	EXISTING LOCATION	PROPOSED LOCATION	WATER SERVICE	GATE VALVE	TYPE OF WORK	REMARKS
140+19		X	20'	20'		16"	ADJUST	CBJ
140+39	X		27'	27'	1"		ADJUST	CBJ
141+98		X	17'	30'		6"	ADJUST	CBJ
145+30		X	27'	27'	1"		LOCATE	WILLIAMS
145+59		X	31'	31'	1"		LOCATE	STATE OF ALASKA
147+09	X		30'	30'	1"		ADJUST	TWIN LAKES PARK
148+44		X	16'	16'		16"	ADJUST	WIRE STREET
148+46		X	19'	19'		10"	ADJUST	WIRE STREET
148+48		X	16'	16'		16"	ADJUST	WIRE STREET
150+19		X	30'	30'	1"		LOCATE	MC MURRAY
150+80		X	27'	27'	1"		ADJUST	LERESCHE
152+59		X	32'	32'	1"		ADJUST	HALL
153+91		X	30'	30'	1"		LOCATE	HOFFMAN
156+75		X	35'	35'	1"		LOCATE	HOLMES
157+28		X	31'	31'	1"		LOCATE	ROBINSON
157+77		X	28'	28'	1"		LOCATE	INGLEDUE
159+09		X	29'	29'	1"		ADJUST	URATA
160+55		X	30'	30'	1"		NEW	EBERHARDT
161+14		X	28'	28'	1"		LOCATE	KENNEDY
161+15		X	28'	28'	1"		LOCATE	HOPSON & STEVENSON
163+20		X	35'	35'	1"		LOCATE	HOSNI
163+31		X	18'	30'	1"		RELOCATE	SMITH
164+16		X	30'	30'	1"		ADJUST	PARSONS
165+85		X	24'	30'	1"		RELOCATE	STOKES
165+86		X	24'	30'	1"		RELOCATE	EIDE
167+83		X	25'	25'	1"		LOCATE	HANSEN
169+70		X	29'	29'	1"		ADJUST	OLSEN & BASSETT
171+04		X	32'	32'	1"		LOCATE	CHAPMAN
172+40		X	31'	31'	1"		LOCATE	KASNICK
175+12		X	30'	30'	1"		LOCATE	MUELLER
175+93		X	29'	29'	1"		LOCATE	CASTANEDO
177+69		X	37'	37'	1"		LOCATE	HANSEN
179+55		X	20'	20'	1"		ADJUST	BLACKERBY ST.
179+57		X	21'	21'	1"		ADJUST	BLACKERBY ST.
179+58		X	20'	20'	1"		ADJUST	BLACKERBY ST.
183+07		X	33'	33'	1"		ADJUST	COMMERS
185+17		X	30'	30'	1"		ADJUST	NOTT
186+70		X	30'	30'	1"		LOCATE	NOTT/BERNSTEIN
189+73		X	24'	30'	1"		RELOCATE	BERNSTEIN
190+17		X	32'	32'	1"		LOCATE	LERESCHE
191+29		X	29'	29'	1"		ADJUST	MACH
192+56		X	30'	30'	1"		LOCATE	BRANDNER
193+30		X	30'	30'	1"		LOCATE	STARK
194+84		X	17'	17'		10"	ADJUST	BAUER LANE
196+97		X	27'	27'	1"		LOCATE	HARRIS
199+21		X	31'	31'	1"		ADJUST	HANSON
199+76		X	27'	27'	1"		LOCATE	GILLMORE
200+48		X	31'	31'	1"		LOCATE	CAPP
201+21		X	31'	31'	1"		ADJUST	GRAN
203+78		X	18'	18'		16"	ADJUST	CRAIG STREET
203+79		X	19'	19'		8"	ADJUST	CRAIG STREET
203+80		X	18'	18'		16"	ADJUST	CRAIG STREET
204+61		X	41'	41'	1"		LOCATE	MATHISEN
205+71		X	20'	30'	1"		RELOCATE	MATHISEN
209+01	X		14' (RT.)	30' (LT.)	2"		RELOCATE	1ST. BAPTIST CHURCH
212+94		X	12'	12'		6"	ADJUST	PIONEER'S HOME
213+21		X	12'	12'	1"		ABANDON	
213+40		X	15'	30'	1"		RELOCATE	BEADLE
214+91		X	32'	32'	1"		LOCATE	HEDGES
215+96		X	35'	35'	1"		ADJUST	HEDGES
218+33		X	32'	32'	1"		ADJUST	INGLEDUE
218+35		X	33'	33'	1"		ADJUST	INGLEDUE
218+61		X	23'	23'		16"	ADJUST	
218+65		X	23'	23'		16"	ADJUST	
220+48	X		35'	35'	1"		ADJUST	COAST GUARD
220+56		X	50'	50'	1"		LOCATE	PARADIS
222+37		X	38'	38'	1"		LOCATE	7TH DAY ADVENTIST

[illegible]

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

JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
WATERLINE SUMMARY

ALASKA

DESIGNED BY: *D. BLACKBURN*

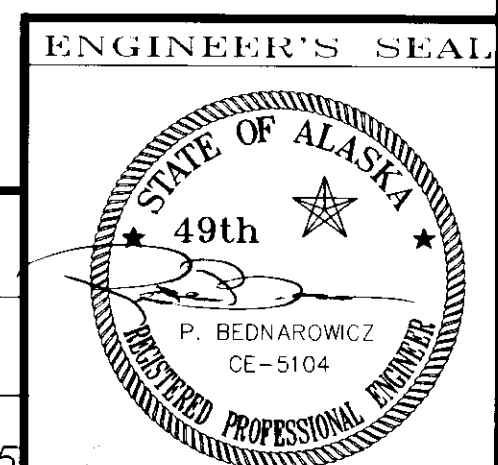
DRAWN BY: C. ANDERSON

CHECKED BY: P. BEDNAROWICZ

PROJECT NO.
70469

DATE: 6/1993

SHEET 8 OF 85



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

REMOVAL OF STRUCTURES & OBSTRUCTIONS				
"0" STATION	LT.	RT.	UNIT	REMARKS
140+17		X	48 SQ.FT.	SIDEWALK RAMP
149+53		X		REMOVE STUB POLE
149+74		X	7'	WOOD FENCE
151+64		X	12'	ROCK WALL
157+50		X	8'	WOOD WALL
159+14		X	18'	WOOD RETAINING WALL (ROTTEN)
165+35		X	39'	ROCK WALL
165+44		X		REMOVE LEAN-TO
166+12		X	77'	ROCK WALL
169+42		X	20'	ROCK WALL
169+63		X	5'	ROCK WALL
169+70		X	10'	WOOD PLANTER
169+85		X	21'	ROCK WALL
171+35		X		REMOVE GARAGE
175+00				REMOVE GARAGE
179+28		X		REMOVE BUS STOP SHELTER
182+62		X	8'	ROCK WALL
184+35		X	20'	LOG RETAINING WALL
189+34		X	17'	LOG RETAINING WALL
189+80	X			STACK OF LOGS
190+38		X	45 SQ.FT.	WALKWAY
195+00		X	19'	ROCK WALL
196+75		X	17'	ROCK WALL
199+67		X	56'	WOOD WALL
202+75		X		REMOVE BUS STOP SHELTER
203+45	X			
212+50	X		110SQFT	CONCRETE SIDEWALK AND CURB
216+32		X	14'	ROCK WALL
216+75		X	12'	ROCK WALL

WHEELCHAIR ACCESS CURB CUTS 			
"0" STATION	LT.	RT.	REMARKS
147+08	X		BUS STOP WALKWAY ACCESS RAMP
147+34		X	BUS STOP
148+35		X	WIRE ST
148+75		X	WIRE ST
166+92	X		WALKWAY ACCESS RAMP
179+30		X	BLACKERBY ST
180+00		X	BLACKERBY ST
184+20	X		BUS STOP
184+20		X	SIDEWALK ACCESS
203+36	X		BUS STOP ACCESS
203+36		X	CRAIG ST
204+05		X	CRAIG ST
210+00		X	SIDEWALK ACCESS, PIONEER'S HOME
210+20	X		SIDEWALK ACCESS, PIONEER'S HOME
212+60	X		SIDEWALK ACCESS, PIONEER'S HOME
217+85	X		BUS STOP
217+85		X	BUS STOP

PAVEMENT SAWCUT SUMMARY				
"0" STATION	LT.	RT.	LENGTH	REMARKS
140+17	X	X	119'	BEGINNING OF PROJECT
140+35	X		71'	TO HATCHERY FACILITY
141+03	X		48'	TWIN LAKES PARKING
146+21		X	56'	PUBLIC HEALTH CENTER
146+41	X		58'	TWIN LAKES PARKING
147+50 TO 148+10	X		60'	EXIST. WALKWAY SHOULDER WIDENING
149+40		X	126'	JACK'S PLUMBING & HEATING
167+74		X	20'	HANSEN
169+47		X	20'	OLSEN & BASSET
176+41		X	28'	HANSEN
179+59		X	76'	BLACKERBY STREET
182+75		X	26'	COMMERCE
190+48		X	42'	LERESCH
201+30		X	20'	GRAN
203+65		X	70'	CRAIG STREET
212+98		X	44'	PIONEER'S HOME
216+41		X	75'	HEDGES
217+35		X	40'	INGLEDUE
223+54	X	X	200'	END OF PROJECT
"0" TOTAL 1,139' LINEAL FEET				
"W" STATION	LT.	RT.	UNIT	REMARKS
0+00			32	BEGIN PEDESTRIAN WALKWAY
"W" TOTAL 32				
TOTAL			1171	

CONCRETE HEADWALL SUMMARY FOR CULVERTS					
"0" STATION	LT.	RT.	OFFSET	PIPE SIZE	HEADWALL HEIGHT HEADWALL WIDTH
153+42		X	29'	24"	6.5' 8'
158+24		X	29'	24"	5.5' 8'
160+80		X	29'	24"	6.0' 13'
163+06		X	29'	24"	5' 8'
165+11		X	29'	24"	6.5' 12'
167+67		X	29'	24"	5' 8'
170+30		X	29'	24"	5' 8'
172+70		X	29'	24"	5.5' 8'
193+04		X	29'	24"	5' 8'
213+53		X	49'	24"	6' 8'

WOOD STAIR ADJUSTMENT SUMMARY			
"0" STATION	LT.	RT.	REMARKS
189+50		X	CUT OFF OLD STAIRCASE, INSTALL NEW LANDINGS AND STAIRCASE
197+00		X	CUT OFF STAIRS AT ROW PROVIDE NEW LANDING AND STAIRCASE. BUILD NEW PAD AT BOTTOM OF STAIRCASE.

STAIRWAYS SHALL BE BUILT IN ACCORDANCE WITH STANDARD DRAWING M-05.00 EXCEPT THE WIDTH SHALL BE THE SAME AS EXISTING.

EXISTING MONUMENT SUMMARY *				
"0" STATION	LT.	RT.		REMARKS
147+06.68		38.92		REBAR/PLASTIC CAP
147+21.78		38.93		REBAR/ PLASTIC CAP
149+72.28		38.75		1" IRON PIPE
150+11.84	0.04			BRASS PIN
150+52.21		37.40		1" IRON PIN
152+12.98		6.96		3" BPR BC (BURIED)
154+85.04		33.07		2" IRON PIPE/ALUMINUM CAP
157+12.69		32.16		1/2" IRON PIPE/WOOD PLUG
161+78.17		31.29		REBAR/PLASTIC CAP
162+41.10		30.23		REBAR/PLASTIC CAP
164+00.18	0.03			BRASS PIN
165+70.28		29.45		CAN & CONCRETE CYLINDER W/NAIL
167+01.23		35.83		1/2" IRON PIPE/4"x5" PLATE
170+61.02		25.03		REBAR/PLASTIC CAP
171+86.68		28.37		REBAR/PLASTIC CAP
173+11.52		28.49		REBAR/PLASTIC CAP
173+18.51	0.03			BRASS CAP
175+71.18		1.43		BRASS CAP
185+88.66	0.03			BRASS CAP
188+91.07		30.97		REBAR (NO CAP)
192+95.88		30.74		REBAR/PLASTIC CAP
195+10.09		30.01		REBAR/ALUMINUM CAP
200+82.67		29.25		REBAR/PLASTIC CAP
205+01.93	44.04			3" BLM BRASS CAP
205+03.16	23.93			3" BLM BRASS CAP
210+31.13	43.08			REBAR/BRASS CAP
210+46.72	44.50			3" BPR BRASS CAP
214+37.77	41.29			3" BLM BRASS CAP

* TO BE REPLACED BY OTHERS AFTER CONSTRUCTION.
NOTE: THE CONTRACTOR IS RESPONSIBLE FOR THE PRESERVATION OR REPLACEMENT OF ALL MONUMENTS NOT APPEARING IN THIS SUMMARY.

HAND RAIL SUMMARY (TYPE "B")*					
BEGIN "0" STA.	END "0" STA.	LT.	RT.	LENGTH	REMARKS
147+00	147+20	X		26'	BUS STOP
147+32+40	148+46+50	X		129' 119.5	HANDICAP RAMP
165+42+20	166+192	X		160' 152	HANDICAP RAMP
183+50+45	184+40+42	X		102' 115	BUS STOP/RAMP
201+00	206+40	X		540' 551	WALKWAY/SIDEWALK
217+74	218+07	X		54' 40	BUS STOP
				TOTAL	1,007' 1,011.5

* 265' L.F. OF TYPE "A" HAND RAIL IS AT THE PIONEER'S HOME HANDICAP RAMP.

MONUMENT SUMMARY				
"0" STATION	LT.	RT.	MONUMENT	CASES
141+96.30		21.60	X	X
150+10.92		19.57	X	X
154+15.09		20.14	X	X
164+01.53		19.47	X	X
173+17.71		20.37	X	X
175+72.53		20.93	X	X
180+72.80		19.45	X	X
185+87.97		19.47	X	X
196+84.58		19.69	X	X
207+15.53		20.00	X	X
213+18.19		19.47	X	X
217+49.22		19.42	X	X
221+43.17		19.67	X	X
TOTAL			13	13

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU

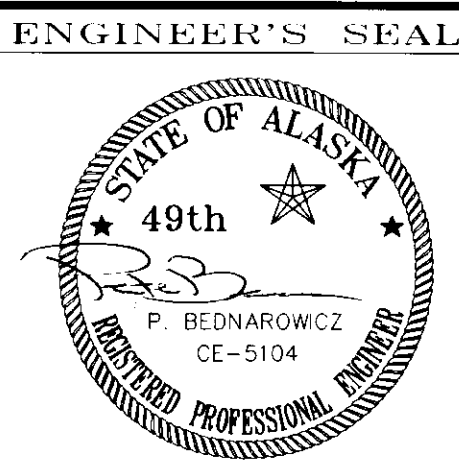
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)

ALASKA

MISC. SUMMARIES

NOTE: DO NOT SCALE FROM THESE PLANS--USE DIMENSIONS

DESIGNED BY: D. KROMAREK	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 9 OF 85



STORM DRAIN SYSTEM SUMMARY

TOTALS: 54- A 1- B 2- F

TOTALS: 18" - $\frac{675}{634}$ 24" - $\frac{7,138}{1,099}$

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

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

JUNEAU

*SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
STORM DRAIN SYSTEM SUMMARY*

ALASKA

ENGINEER'S SEAL

STATE OF ALASKA

49th

P. BEDNAROWICZ

CE-5104

REGISTERED PROFESSIONAL ENGINEER



CULVERT REMOVAL SUMMARY				
"O" STATION	ROAD CROSS CULVERT	DRIVEWAY	SIZE	REMARKS
146+22		34'	18"	CMP
146+95	62'		18"	CMP
148+75	53' 60		18"	H, CMP
149+37		74' 56	12"	DIP
150+03		22' 20	12"	CMP
150+13 142+18		52' 20	12"	CMP
150+33	46' 60		36"	CAP (30")
150+63		21'	12"	CMP
150+75		20'		CMP
151+52		24' 40	18"	CAP
151+65	48' 38		18"	RCP
152+50	52' 45		18"	CMP (INLET INTO DRIVEWAY CMP)
152+51		24'	18"	CAP
153+43		40'	18"	CAP IN WALKWAY
153+41		40'	18"	CAP IN WALKWAY
153+41	52'		18"	RCP IN, CAP OUT
155+42	63'		18"	H, RCP IN, CAP OUT
156+29	65'		6"	PVC OUTLET ONLY
156+32	58'		18"	H, RCP IN, CAP OUT
157+39		22'	18"	CAP
158+15	64'		18"	H, RCP IN, CMP OUT
159+75	97' 78		18"	H, RCP IN, CMP OUT
160+79	67'		18"	H, RCP IN, CAP OUT
163+06	66' 50		18"	H, RCP IN, CMP OUT
163+36		40'	18"	CMP
165+10	70' 30		18" & 24"	18" RCP IN, 24" CMP OUT
165+55		74'	12"	CAP
167+66	95' 74		18"	RCP IN, CAP OUT
169+26		30'	18"	CAP
169+85		28'	18"	CAP
170+79	74'		18"	H, RCP IN, CAP OUT
171+45	74' 15		18"	H, RCP IN, CAP OUT
172+22		36'	18"	CAP
172+70	73' 51		18"	RCP IN, CMP OUT
175+16		56'	12"	CMP
175+18	400' 60		2' X 2' BOX 30" CAP	2' X 2' CONC. BOX IN, 30" CAP OUT
179+46		92'	18"	CMP
180+05	83' 40		24"	CAP
182+62	90' 43		24"	H, CAP
184+38	80' 70		18" & 24"	H, RCP IN, CAP OUT
186+83	85' 48		18"	CAP
187+52	72'		18" & 24"	H, RCP IN, CAP OUT
189+35	85'		18"	CCB, RCP IN, CAP OUT
189+40		14' 24	18"	CMP (WALKWAY DRAIN TO 189+35)
189+45		24' 24	12"	CMP
190+67	72' 46		18"	H, CMP OUT, INLET NOT FOUND
192+83	56'		18"	H, RCP
194+00	52'		18"	H, RCP
194+24		34'	12"	CMP
194+65 192+55		20' 44	18"	CMP
194+72		40'	12"	CMP
196+27	54'		18"	H, RCP
199+07	Stream Drain Installation	2' APPROX.	18"	CUT OFF AND BEVEL END OF EXISTING PIPE TO MATCH NEW SLOPE
199+12	90' 30		18"	H, RCP IN, CMP OUT
199+39		30'	18"	CAP
200+12		38'	18"	CMP
201+28		20'	18"	CMP
201+98	63'		18"	CAP OUT, INLET BURIED
203+45	60'		18"	CMP, CRAIG STREET
205+81		50'	24"	CMP
211+31		24'	12"	CMP
211+67		10'	12"	CMP
212+89		40'	18"	CAP
213+53	95'		18"	RCP DELETED REMOVAL
214+80		32'	12"	CMP
216+40		26'	20"	H, STEEL PIPE, RH (AT INLET)
216+98	58' 30		18" & 24"	H, RCP IN, CAP OUT
217+33		34'	18"	H, CMP, RH (AT INLET)
219+66	78' 25		18"	H, RCP
220+72		40'	24"	CAP
223+30	66'		24"	CMP
TOTALS	2,482	1,231	TOTAL REMOVED 3,121 L.F.	

"WS" STA. CULVERT REMOVAL SUMMARY				
"WS" STATION	ROAD CROSS CULVERT	DRIVEWAY	SIZE	REMARKS
10+85	30'		4"	PVC DRAIN PIPE
11+00		48'	12"	CAP
11+41	30'		12"	CMP OUT, INLET NOT FOUND
TOTALS	60'	48'		

KEY: RCP = REINFORCED CONCRETE PIPE
CMP = CORRUGATED METAL PIPE
CAP = CORRUGATED ALUMINUM PIPE
PVC = POLYVINYL CHLORIDE CONDUIT
DIP = DUCTILE IRON PIPE
H = HEADWALL (CONCRETE) APPROXIMATE 1' THICK X 2.5' H X 5' W.
CCB = CONCRETE CATCH BASIN
RH = ROCK HEADWALL

ADJUSTMENT OF PRIVATE SUBDRAINS						
"O" STATION	FROM	TO	DRAIN SIZE	CUTOFF EXIST, LENGTH	NEW LENGTH	DESCRIPTION
149+00	20' RT.	30' RT.	3" DIP	10'	7'	CONNECT INTO 3-8
149+75	20' RT.	30' RT.	4" DIP	10'	7'	DAYLIGHT INTO DITCH @ 149+90
149+90	55' RT.	65' RT.	6" PVC	10'	12'	DAYLIGHT INTO RELOCATED DITCH
153+98	23' RT.	30' RT.	6" PVC	7'	7'	TEE INTO 8" UNDERDRAIN
154+53	23' RT.	30' RT.	6" PVC	7'	7'	TEE INTO 8" UNDERDRAIN
154+86	23' RT.	30' RT.	6" PVC	7'	7'	TEE INTO 8" UNDERDRAIN
"WS" 10+80 TO 10	9' RT.					
"WS" 10+98		15' LT.	4" PVC	30'	6'	TEE INTO 18" CMP

REMOVAL AND DISPOSAL OF GUARDRAIL

STATION	SIDE	LENGTH
"O" 140+09 TO "O" 141+92	RT.	193.75 LINEAL FEET
		198.00

DRIVEWAY CULVERTS					OR DRAINAGE CULVERTS IN DITCH				
"O" STA.	LT.	RT.	18"	24"	"O" STA.	LT.	RT.	18"	24"
145+08	10	X	56' 4		164+00		X	20	
151+55		X	28'		167+00		X	20	
152+56		X	24'		167+50		X	20	
157+38		X	24'		163+10		X	25	
168+00		X	44'		180+50		X	20	
174+98		X	28'		182+80		X	61	
187+23		X	46'		183+80		X	12	
189+36		X	8'		193+36		X	20	
197+37		X	30'		191+25		X	20	
205+82		X	52'		194+70		X	46	
211+32		X	32' 62		202+70		X	20	
212+90		X	40'						
214+84		X	50'						
217+35		X	36'						
		TOTALS	498						
213+20		X	20						
220+08		X	34						
222+65		X	76						
220+80		X	24						
145+80		X	34						
142+08		X	60						
147+20		X	20						
156+80		X	20						
161+00		X	20						
		TOTAL	886 L.F.						

CULVERT SUMMARY					
"O" STATION	24" PIPE L.F.	30" PIPE L.F.	36" PIPE L.F.	SKEW ANGLE	REMARKS
146+99	76' 18			4.5° RT. AHD.	
148+82	66'				
149+80	64' 10				
150+55			68' 80	17° LT. AHD.	
151+72	64' 81				
153+35	74' 78			12.5° RT. AHD.	
153+41	46'			67° LT. AHD	PED. WALKWAY
153+44	46			67° LT. AHD	PED. WALKWAY
155+43	72' 68				SPILLWAY
155+43	38' 28				PED. WALKWAY
156+34	70' 66				
156+34	26' 28				PED. WALKWAY
158+24	82' 80				
158+24	36' 34				PED. WALKWAY
160+80	78' 66				
160+80	24' 26				PED. WALKWAY
163+06	72' 71				
163+06	36' 34				PED. WALKWAY
165+11	62' 60				SPILLWAY
165+11	24' 21				PED. WALKWAY
167+67	24' 73			2.5° LT. AHD.	SPILLWAY
167+67	36' 31				PED. WALKWAY
170+30	96' 108				
171+48	68' 71				SPILLWAY
171+48	36' 33				PED. WALKWAY
172+70	62' 73				
172+70	24' 26				PED. WALKWAY
175+14		140' 136'		9.5° LT. AHD.	
177+98	24'				PED. WALKWAY
180+05	102' 49				
184+40	34' 33				PED. WALKWAY
184+48	68'	DELETED		2' 30' RT. AHD	INSTALL 2' H DITCH BLOCK
186+83	74' 69				
186+83	22' 25				PED. WALKWAY
189+34	78' 60				
189+34	26' 30				PED. WALKWAY
190+06 75	28' 27				PED. WALKWAY
192+90	78' 74				
192+90	24' 26				PED. WALKWAY
194+14	26'				PED. WALKWAY
196+24	68' 63				INSTALL 1.5' H DITCH BLOCK
196+24	30' 32				PED. WALKWAY
198+73	164' 186			48° RT. AHD.	
214+55		80			
204+00	65				
200+70	84' 80				PED. WALKWAY
201+99	90' 91				
213+53	106'				
215+82	76'				SPILLWAY
216+99	78' 80				
219+64	68' 70			6° RT. AHD.	
223+32	72' 74				
TOTALS	2,872'	136'	68'		
	2,761'				

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
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SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

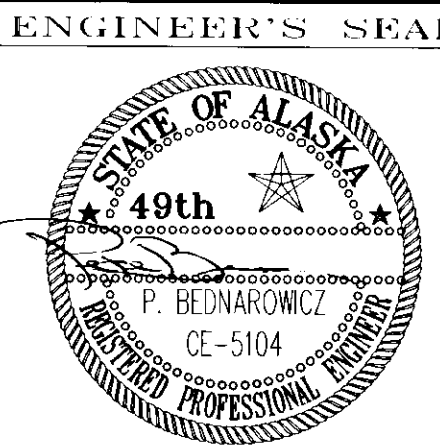
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
MISC. SUMMARIES

ALASKA

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ

PROJECT NO. 70469
DATE: 6/1993
SHEET 11 OF 85



EXISTING SIGN SUMMARY				
"0" STATION	OFFSET		LEGEND	REMARKS
	LT.	RT.		
140+50		30'	SPEED LIMIT 40	REMOVE
141+59	24'		"H" HOSPITAL	REMOVE
141+80	24'		SIGN POST ONLY	REMOVE POST
148+69		33'	WIRE ST.	REMOVE
148+69		33'	STOP	REMOVE
150+57	21'		RT. CURVE	REMOVE
151+89		22'	SPEED LIMIT 40	REMOVE
152+11	21'		SPEED LIMIT 40	REMOVE
170+40		22'	MP 4	REMOVE
174+68	61'	18'	RT. CURVE	REMOVE
174+92			SKATING & SWIMMING WARNING	SALVAGE & REINSTALL
175+95		22'	INTERSECTION	REMOVE
179+20	18'		GUIDE POST	REMOVE
179+63	18'		GUIDE POST	REMOVE
179+93		33'	BLACKERBY ST.	REMOVE
180+50	18'		STOP	REMOVE
180+90	18'		GUIDE POST	REMOVE
181+50	18'		GUIDE POST	REMOVE
182+15	18'		GUIDE POST	REMOVE
182+57	18'		GUIDE POST	REMOVE
182+98	18'		GUIDE POST	REMOVE
188+89	18'		LT. CURVE	REMOVE
191+50	33'		BIKE ROUTE NO MOTOR VEHICLES	REMOVE
194+90		20'	BAUER LANE	REMOVE
198+76		18'	INTERSECTION	REMOVE
198+80	33'		NO PARKING ANYTIME	REMOVE
203+95		42'	CRAIG ST.	REMOVE
203+95		42'	STOP	REMOVE
204+18		24'	RT. CURVE	REMOVE
207+95	21'		INTERSECTION	REMOVE
210+95	28'			REMOVE
212+30	24'		BUS STOP	REMOVE
214+72		24'	BUS STOP	REMOVE
216+13		18'	SCHOOL ADVANCE	REMOVE
216+27	24'		LT. CURVE	REMOVE
218+48	24'		SPEED LIMIT 40	REMOVE
218+60		20'	LEFT CURVE 15 MPH	REMOVE
221+63	30'		BUS STOP	REMOVE
222+11		20'	CHEVRON	REMOVE
222+63		40'	BUS STOP	REMOVE
223+00		25'	CHEVRON	REMOVE
222+80		25'	GUIDE POST	REMOVE
222+99		25'	GUIDE POST	REMOVE
223+18		30'	GUIDE POST	REMOVE
223+23	30'		GUIDE POST	REMOVE
223+31	32'		GUIDE POST	REMOVE
223+39		28'	GLACIER HWY	REMOVE
223+39		28'	STOP	REMOVE

MANHOLE SUMMARY												
"0" STATION	MH NO.	LT.	RT.	EXISTING LID ELEV.	PROPOSED LID ELEV.	ADJUST	RECON-STRUCT	NO ADJUSTMENT REQ'D.	NO. OF EXISTING RINGS	EXISTING 2' CONE(C) OR 1' FLAT TOP(F)	REMARKS	
140+25	M-26	16'		28.10	28.17		X		3	F		
141+20	WATER		16'	27.98	28.07		X		2	C		AIR RELEASE VALVE
142+88	N-27	18'		26.94	26.56			X *	0	C		☉ SHEET 15
145+54	O-28	7'		28.91	28.40		X		3	C		
148+56	O-29	14'		28.34	30.9			X	3	C		REPLACE FRAME
151+55	O-31	16'		27.40	30.76			X *	1	C		
153+80	N-32	14'		27.40	30.22			X	4	C		
155+74	O-33	30'		23.95	23.95			X	8	F		AT TOE OF SLOPE
159+71	N-2	30'		25.75	31.60			X	0	C		
161+03	N-3		26'	27.0 ^	30.6			X	0	F		
163+72	M-4	26'		23.87	27.0			X	5	C		
167+30	M-6	36'		20.33	25.0			X	1	C		
170+18	L-7	27'		21.71	26.0			X	3	C		
174+24	K-8	49'		19.31	21.5			X	2	C		
178+02	J-10	56'		19.75	19.84		X		0	C		WARP PATHWAY TO FIT
179+79	I-11.1		45'	28.74	28.74			X *	1	C		☉ SHEET 21
179+94	I-11	59'		19.34	22.0			X	0	C		
183+06	I-13	63'		20.42	20.42			X	2	C		REPLACE FRAME
186+67	J-16A	70'		19.31	19.8		X		2	C		
190+90	J-16	62'		19.25	19.25			X	3	C		AT TOE OF SLOPE
194+64	K-18.1		44'	31.1 ^	32.0		X		0	F		IN DRIVEWAY
194+96	K-18	52'		19.93	21.0			X	3	C		
198+76	LS K-20	51'		25.88	25.88			X	N/A	N/A		
199+30	K-20.2	18'		27.7 ^	30.34			X *	2	C		☉ SHEET 24
202+99	K-22.1		29'	29.64	30.5		X		0	C		
202+99	K-22	14'		28.79	32.77			X *	3	C		
205+95	K-23	16'		40.25	43.56			X *	3	C		
207+85	H-16	17'		50.04	50.89			X *	0	C		☉ SHEET 25
209+30	WATER		12'	52.72	51.02			X *	0	3' CONE		VALVE
209+74	I-17	36'		54.25	53.3		X	X	1	C		
212+24	J-17	20'		46.21	48.50			X *	0	C		☉ SHEET 26
212+87	J-17A	19'		43.64	46.50			X	2	C		
214+95	K-16	16'		33.32	36.50			X *	0	C		
217+40	M-16	15'		26.15	29.92			X	1	F		
217+40	M-16.1		34'	29.12	29.5		X	X	2	C		IN DRIVEWAY
220+43	N-16	31'		25.61	28.0		X		2	F		IN DRIVEWAY
222+83	O-15		46'	25.43	25.43	TOTAL 10	TOTAL 24	X	2	C		OUTSIDE OF CONSTRUCTION LIMITS
* FIELD ADJUST MANHOLE LIDS BY TURNING CONES TO AVOID CURB AND GUTTER CONFLICTS. CURB TOP OR GUTTER MAY NEED TO BE CAST AROUND MANHOLE LID.												
^ APPROXIMATE												
LEGEND: ☉ MANHOLE TOP DIRECTION, AS SHOWN ON THE INDICATED SHEET NO.												

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

JUNEAU

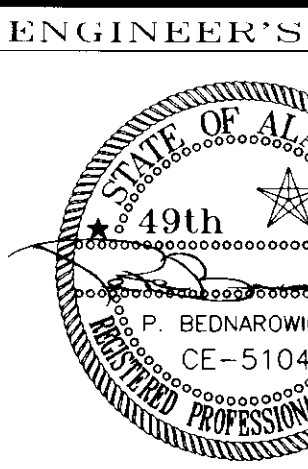
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
MISC. SUMMARIES

ALASKA

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: P. JONES
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ

PROJECT NO. 70469
DATE: 6/1993
SHEET 12 OF 85



EXISTING MAILBOXES AND NEWSPAPER TUBE REMOVAL SUMMARY

"O" STATION	LT.	RT.	UNIT		HOUSE NUMBER	REMARKS
			MAILBOX	NEWSPAPER TUBE		
141+66		X	1			HEALTH & SOCIAL SERVICES (POST ONLY)
145+25		X	1	1	3410	WILLIAMS
145+86		X	2		3412	TWIN LAKES CLINIC
148+15		X	6	2		WIRE STREET
149+92		X	1		3520	McMURRAY
150+70		X	1		3540	LERESCHE
152+60		X	1		3590	HALL
156+97		X	1		3650	HOLMES
157+50		X	1		3748	ROBINSON/INGLEDUE
161+04		X	2	1	3758&3762	KENNEDY/HOPSON & STEVENSON
163+57		X	1		3770	SMITH
165+90		X	2	1	3800&3820	STOKES/EIDE
167+98		X		1	3850	HANSEN
169+59		X	1	1	3900	OLSEN & BASSETT
171+00		X	1	1	3930	CHAPMAN
172+43		X	1		3960	KASNICK
175+06		X	1		3990	MUELLER
175+35		X	1		4000	CASTANEDO
176+24		X		1	4030	HANSEN
182+66		X	1		4150	COMMERS
186+50		X	1		4170	NOTT
187+31		X	1		4240	BERNSTEIN
189+52		X	1	1	4260	BERNSTEIN
190+23		X	1		4270	LERESCHE
191+56		X	2	1	4300&4320	MACH/BRANDNER
194+14		X	1	1	4350	VANCE
194+90		X	1		4390	SHARP
197+18		X	1		4400	HARRIS
199+15		X	2		4430&4430A	HANSON/JOHANSON
199+95		X	2		4436	GILLMORE/WALLEY
201+09		X	1	1	4450	GRAN
206+00		X	1	1	4500	MATHISEN
211+21		X	1	1	4660	BEADLE
214+68		X		1	4760	HEDGES
217+50		X	2	1	4815&4825	INGLEDUE
220+40		X	1		4845	PARADIS
222+26		X	1	1	4890&4894	SEVENTH DAY ADVENTIST

DRIVEWAY AND MAILBOX SUMMARY

BEGIN FULL CURBCUT "O" STATION	DRIVEWAY "O" STATION	LT.	RT.	CURBCUT LENGTH	DRIVEWAY WIDTH	NO. MAILBOXES	CENTER OF MAILBOX(STA.)	EXISTING APPROACH SURFACE	REMARKS
140+16	140+34	X		36'	36'	0		ASPHALT	2 DRIVEWAYS
140+83	141+02	X		38'	24'	0		ASPHALT	TWIN LAKES PARKING
141+85	142+05		X	42'	24'	0		ASPHALT	HEALTH & SOCIAL SERVICES
144+82	145+23		X	57'	14'	1	144+94	GRAVEL	ANGLED DRIVEWAY (WILLIAMS)(1 PAPER TUBE)
146+07	146+23		X	30'	18'	0		ASPHALT	TWIN LAKES CLINIC
146+06	146+30	X		48'	24'	0		ASPHALT	TWIN LAKES PARKING
148+03	N/A		X	24'	N/A	4	148+15	N/A	WIRE STREET MAILBOXES (W/2 PAPER TUBES)
149+05	149+37		X	110'	64'	0		ASPHALT	JACK'S PLUMBING (CONTINUES TO MC MURRAY)
	150+02		X		14'	1	149+95	GRAVEL	McMURRAY (1 PAPER TUBE)
150+62	150+87		X	33'	14'	1	150+74	GRAVEL	LERESCHE
151+43	151+53		X	18'	14'	0		GRAVEL	LERESCHE
152+28	152+50		X	33'	14'	1	152+40	GRAVEL	HALL
154+42	154+68		X	36'	22'	0		GRAVEL	HOFFMAN
156+61	156+80		X	93'	14'	1	156+73	GRAVEL	HOLMES (CONTINUES TO ROBINSON/INGLEDUE)
	157+36		X		14'	1	157+29	GRAVEL	ROBINSON/INGLEDUE
158+69	158+88		X	33'	14'	0		GRAVEL	URATA
160+27	160+46		X	33'	0'	1		NONE	EBERHARDT-NEW
161+00	161+19		X	38'	14'	2	161+12	GRAVEL	KENNEDY/HOPSON & STEVENSON (1 PAPER TUBE)
163+10	163+29		X	38'	14'	1	163+22	GRAVEL	SMITH
163+97	164+16		X	38'	14'	0		GRAVEL	PARSONS
165+28	165+73		X	60'	14'	2	165+40	GRAVEL	EIDE/STOKES (1 PAPER TUBE)
167+69	167+88		X	40'	14'	1	167+81	ASPHALT	HANSEN
169+31	169+50		X	33'	14'	1	169+43	ASPHALT	OLSEN & BASSETT (1 PAPER TUBE)
170+94	171+13		X	48'	14'	1	171+06	GRAVEL	CHAPMAN (1 PAPER TUBE)
172+06	172+25		X	33'	14'	1	172+18	GRAVEL	KASNICK
173+79	173+98		X	33'	14'	0		GRAVEL	MUELLER
174+89	174+97		X	50'	14'	1	175+12	GRAVEL	MUELLER (CONTINUES TO CASTANEDO)
	175+25		X		14'	1	175+18	GRAVEL	CASTANEDO
176+21	176+40		X	33'	14'	1	176+33(PAPER)	ASPHALT	HANSEN (1 PAPER TUBE)
182+57	182+76		X	48'	14'	1	182+69	ASPHALT	COMMERS
186+32	186+51		X	100'	14'	2	186+44	GRAVEL	NOTT (CONTINUES TO BERNSTEIN)
	187+01		X		14'	(INCL. IN ABOVE)		GRAVEL	BERNSTEIN
188+72	188+91		X	33'	14'	1	188+84	GRAVEL	BERNSTEIN (1 PAPER TUBE)
190+29	190+48		X	38'	14'	1	190+41	ASPHALT	LERESCHE
191+04	191+23		X	40'	14'	2	191+16	GRAVEL	MACH/BRANDNER (1 PAPER TUBE)
193+05	193+24		X	33'	0'	0		GRAVEL	STARK-NEW
194+38	194+73		X	54'	24'	3	194+63	GRAVEL	VANCE/SHARP BAUER LANE (2 PAPER TUBES)
197+18	197+37		X	33'	14'	1	197+30	GRAVEL	HARRIS
199+08	199+27		X	33'	14'	2	199+20	GRAVEL	HANSON/JOHNSON
199+95	200+14		X	38'	15'	2	200+07	GRAVEL	GILLMORE/WALLEY
200+44	200+25	X		40'	18'	0		ASPHALT	PARKING LOT
201+09	201+28		X	33'	14'	1	201+21	ASPHALT	GRAN (1 PAPER TUBE)
205+46	205+80		X	46'	20'	1	205+70	GRAVEL	MATHISEN (1 PAPER TUBE)
207+41	207+50	X		18'	14'	0		GRAVEL	FIRST BAPTIST CHURCH
208+40	208+50	X		20'	16'	0		ASPHALT	FIRST BAPTIST CHURCH
209+64	209+75	X		24'	20'	0		GRAVEL	FIRST BAPTIST CHURCH
211+08	211+29		X	33'	14'	1	211+22	GRAVEL	BEADLE (1 PAPER TUBE)
212+85	212+95		X	20'	14'	0		GRAVEL	BEADLE
214+63	214+82		X	33'	14'	0		GRAVEL	HEDGES
216+20	216+41		X	33'	16'	2	216+32 (PAPER)	ASPHALT	HEDGES (1 PAPER TUBE) RELOCATE OLD NEWSPAPER TUBE.
217+12	217+31		X	36'	20'	2	217+24	ASPHALT	INGLEDUE (1 PAPER TUBE)
220+10	220+55	X		80'	16'	0		GRAVEL	U.S. COAST GUARD
220+51	220+70		X	33'	14'	1	220+63	GRAVEL	PARADIS
222+29	222+48		X	60'	24'	1	222+41	ASPHALT	SEVENTH DAY ADVENTIST (1 PAPER TUBE)

27 SINGLE
11 DOUBLE

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

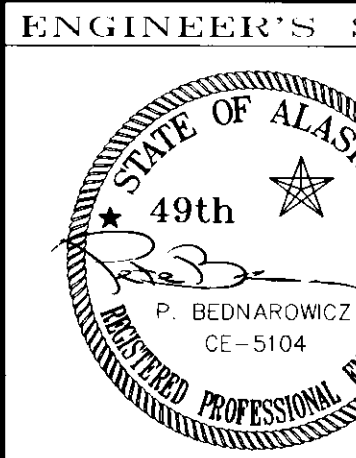
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-09/5(8) (70469)
MISC. SUMMARIES

ALASKA

DESIGNED BY:
D. BLACKBURN
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 13 OF 85



HORIZONTAL CONTROL

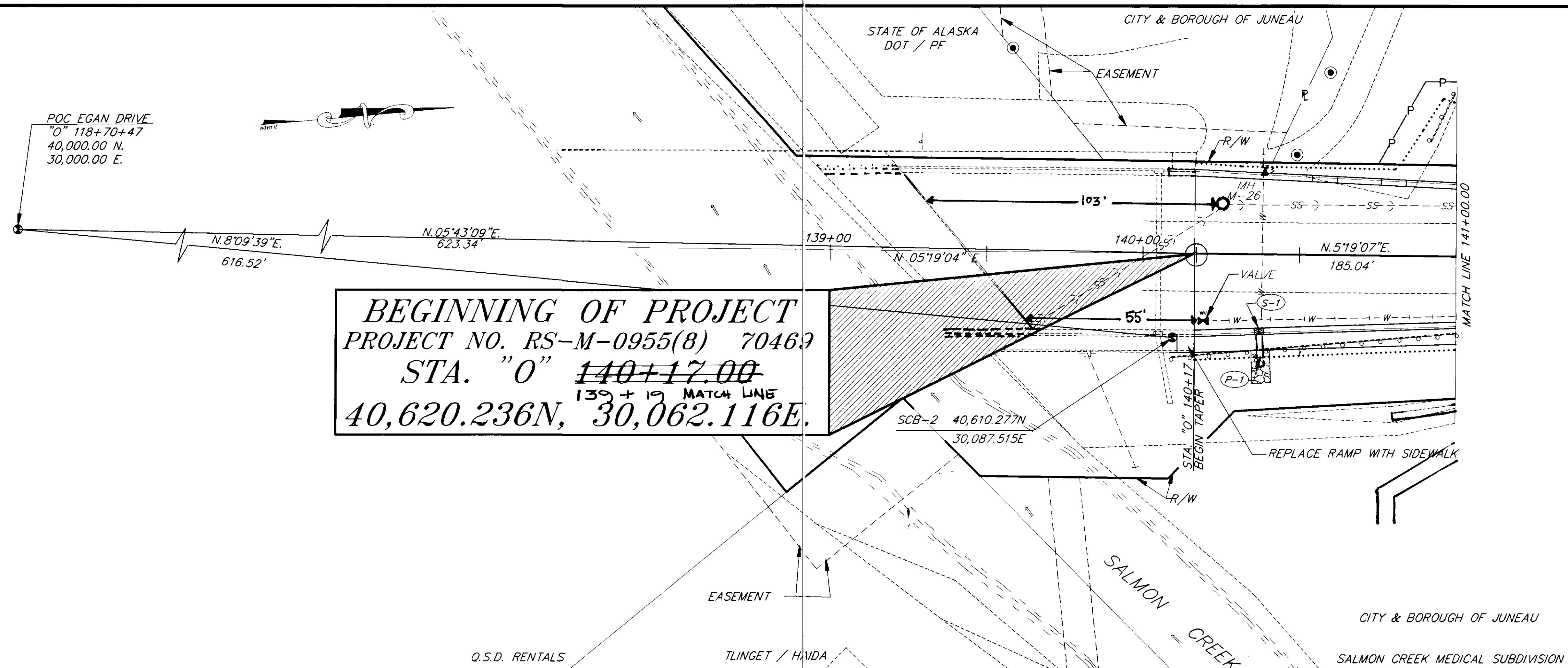
THE ORIGINAL CONTROL FOR THIS PROJECT WAS DERIVED FROM TWO HIGHWAY CENTERLINE MONUMENTS ON EGAN DRIVE AT STATIONS "0" 118+70.47 AND "0" 128+42.50 WITH A BEARING OF N.52°32'28"W.

THE LOCAL PROJECT BASIS OF BEARING IS THE BEARING OF N.08°09'39"E FROM THE EGAN POC MONUMENT "0" 118+70.47 TO THE DOT/PF 2" BRASS CAP SCB-2.

VERTICAL CONTROL

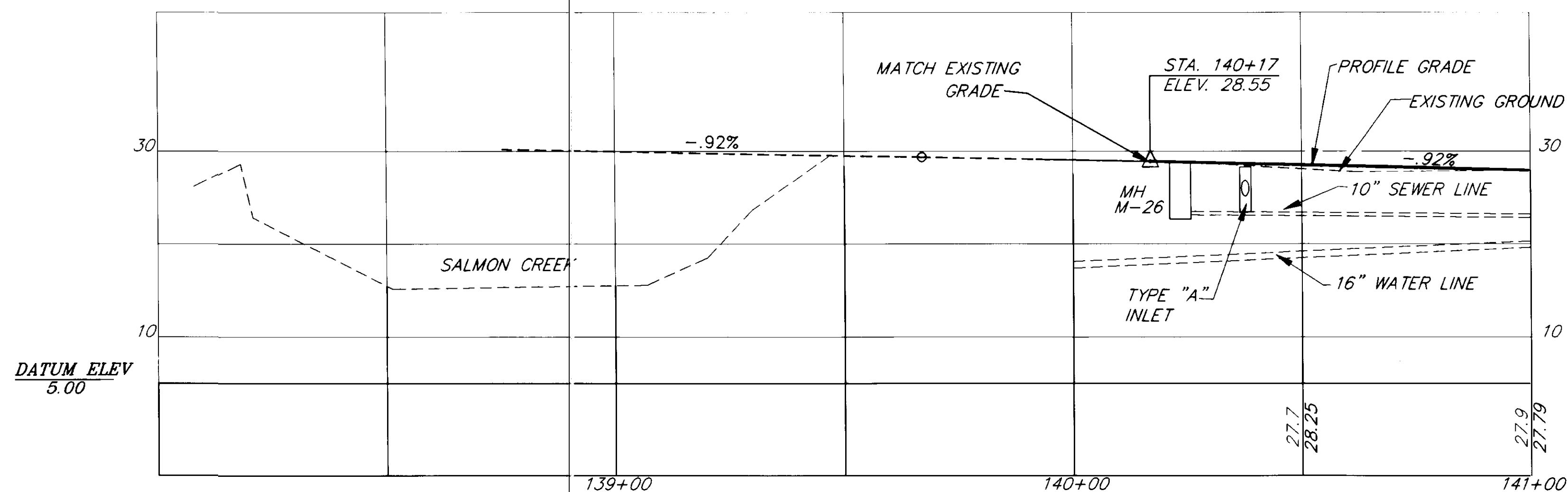
THE BASIS OF VERTICAL CONTROL IS THE EGAN DRIVE/ GLACIER HIGHWAY CENTERLINE MONUMENT AT POC STATION "0" 118+70.47 WITH AN ELEVATION OF 30.39' 2.2' ABOVE MLLW.

THIS ELEVATION IS BASED UPON A TIE TO THE C&B OF JUNEAU TBM LC54A WITH AN ACCEPTED ELEVATION OF 28.56' ABOVE MLLW.



BEGINNING OF PROJECT
PROJECT NO. RS-M-0955(8) 70469
STA. "0" ~~140+17.00~~
139+19 MATCH LINE
40,620.236N, 30,062.116E.

VPI STATION 140+50
VPI ELEVATION 28.81



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STATE OF ALASKA
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SOUTHEAST REGION DESIGN & CONSTRUCTION

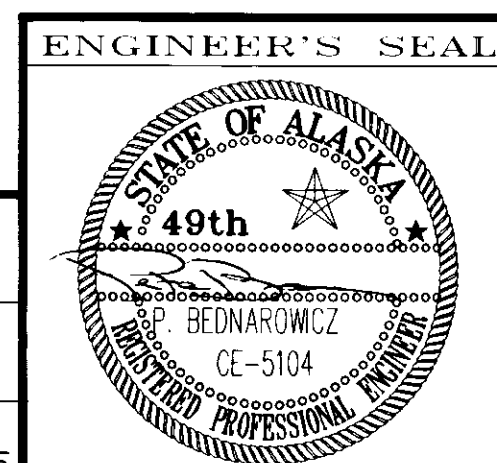
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
B.O.P. TO STA. 141+00.00

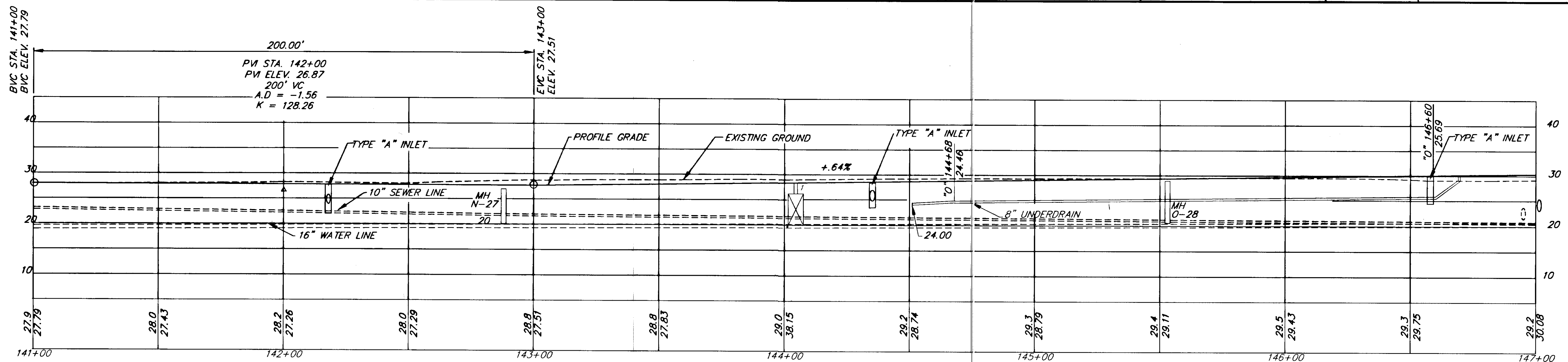
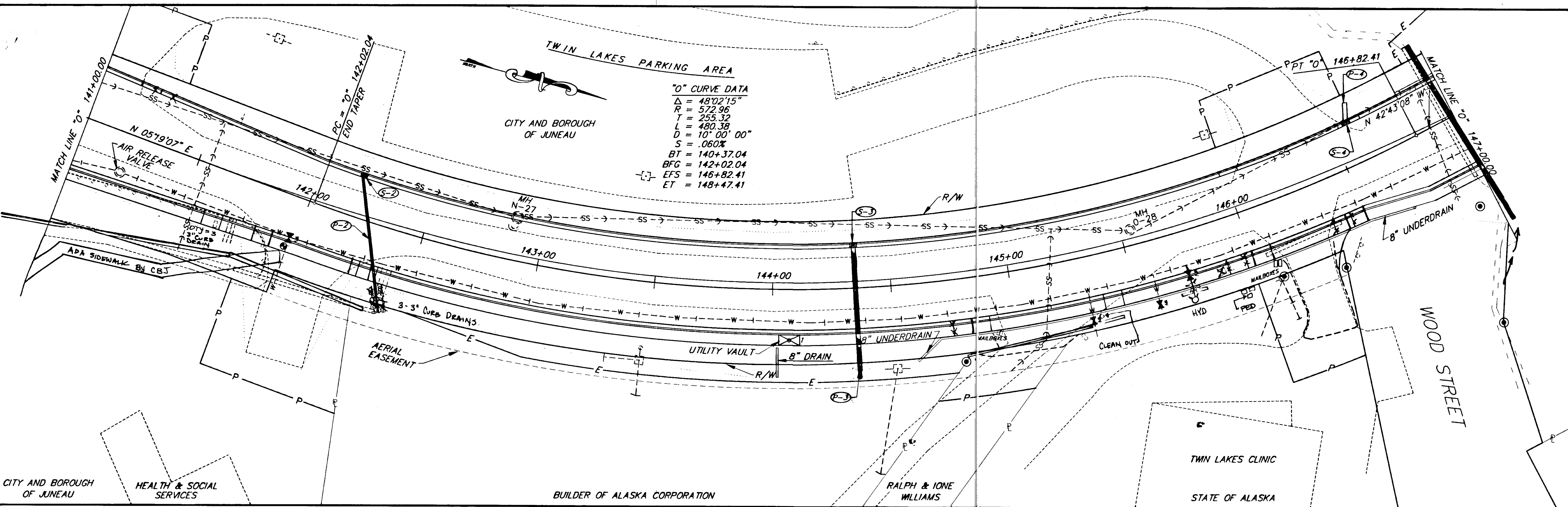
ALASKA

DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 14 OF 85



P: \JNU\ \SALMON\ \DR\ P1 1=20



DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
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SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)

STA. "O" 141+00.00 TO STA. 147+00.00

ALASKA

DESIGNED BY:
D. KROMAREK
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

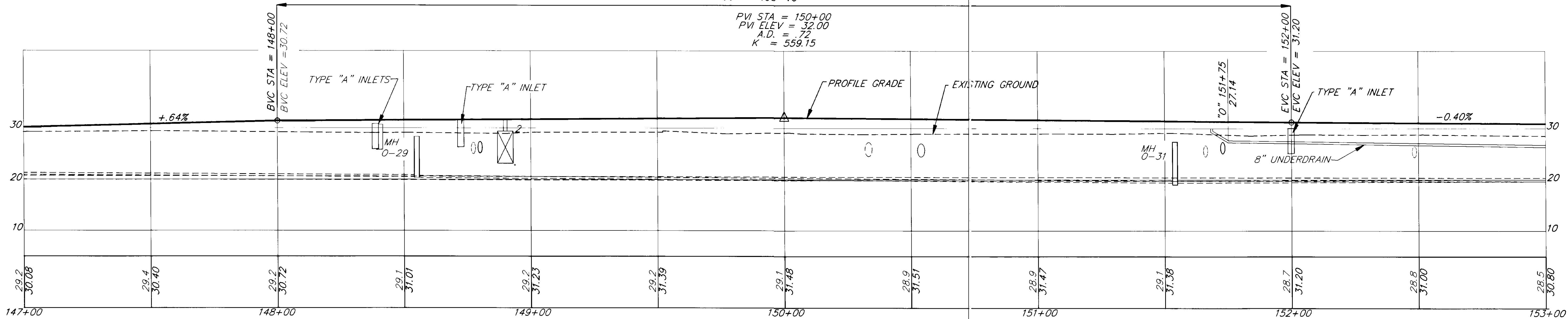
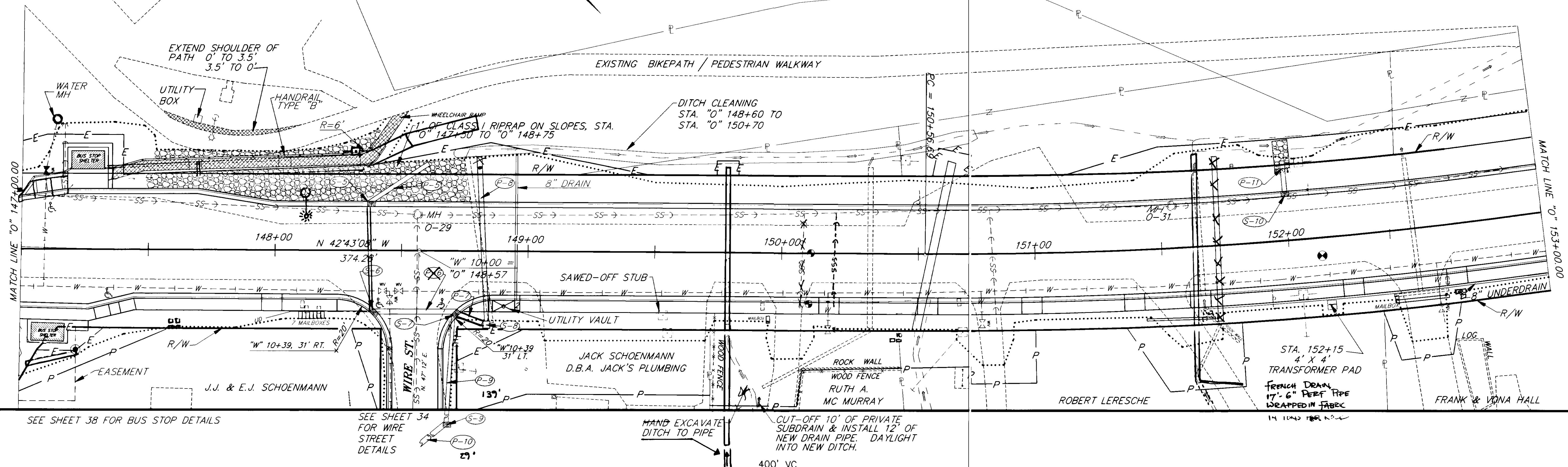
PROJECT NO.
70469
DATE:
6/1993
SHEET 15 OF 85

ENGINEER'S SEAL



CITY & BOROUGH OF JUNEAU

"O" CURVE DATA
 $\Delta = 10^\circ 14' 58"$
 $R = 1677.09$
 $T = 150.40'$
 $L = 300.01'$
 $D = 3^\circ 24' 59" \text{ LT.}$
 $BT = 149+74.69$
 $BFS = 150+97.69$
 $EFS = 153+15.70$
 $ET = 154+38.70$
 $S = .038\%$



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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JUNEAU

SALMON CREEK TO VANDERBILT HILL
 PROJECT NO. RS-M-0955(8) (70469)
 STA. "O" 147+00.00 TO STA. "O" 153+00.00

ALASKA

DESIGNED BY:
 D. KROMAREK

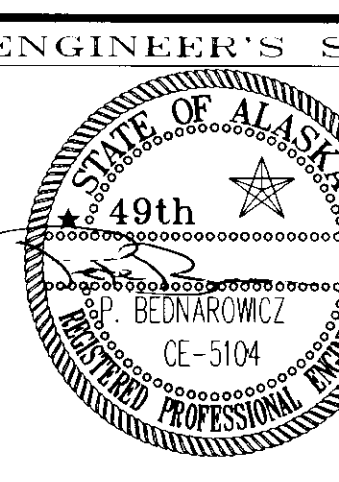
DRAWN BY:
 C. ANDERSON

CHECKED BY:
 P. BEDNAROWICZ

PROJECT NO.
 70469

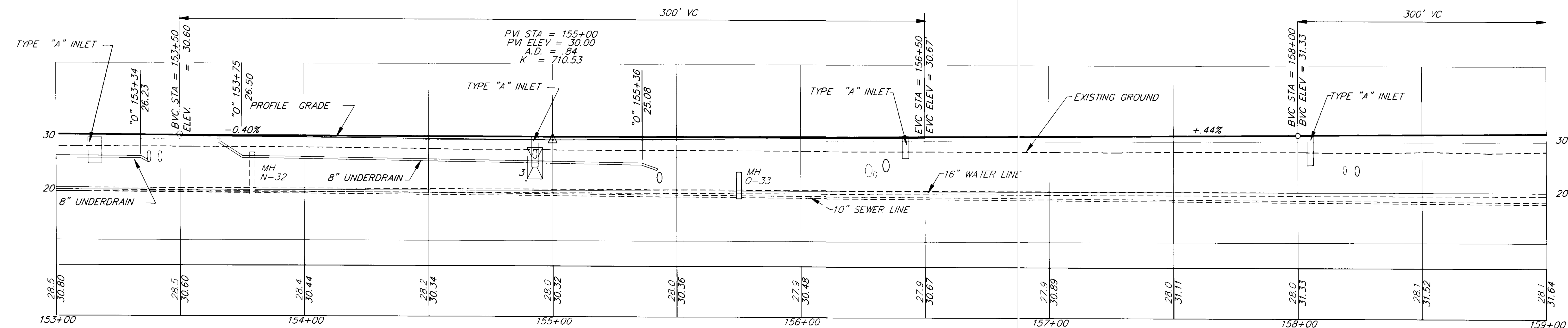
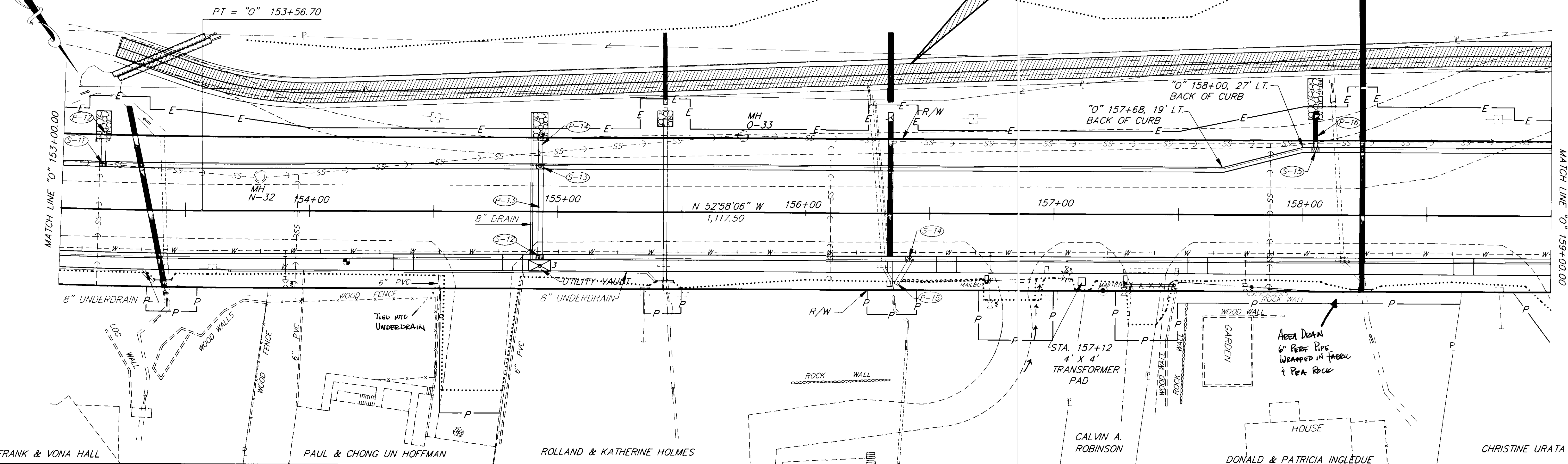
DATE:
 6/1993

SHEET 16 OF 85



P: JUNU\SALMON\DR\P147

PEDESTRIAN WALKWAY RECONSTRUCTION
SEE SHEET 29 FOR DETAILS.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
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SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

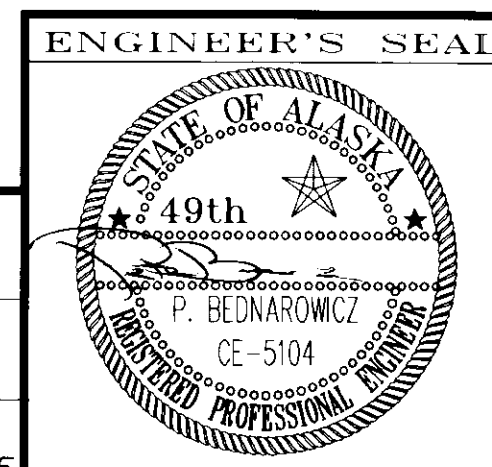
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)

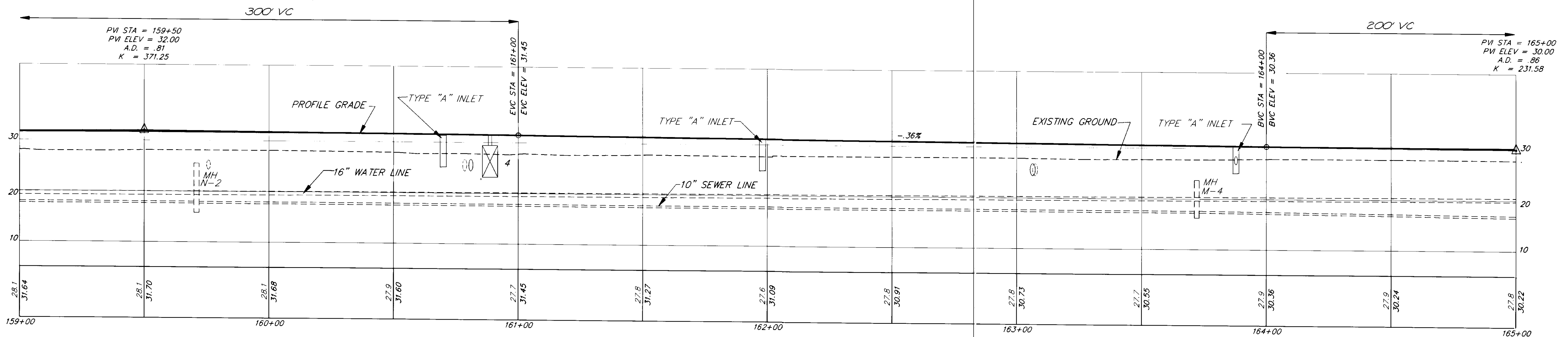
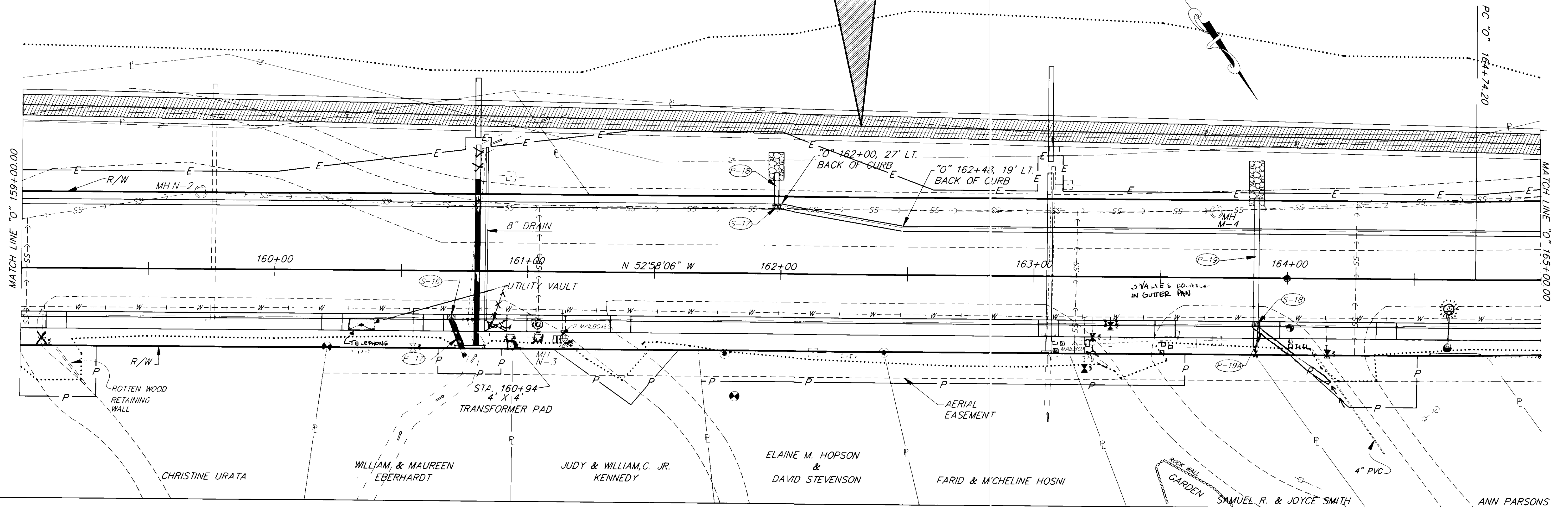
STA. "O" 153+00.00 TO STA. 159+00.00

ALASKA

DESIGNED BY:
D. KROMAREK
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 17 OF 85



PEDESTRIAN WALKWAY RECONSTRUCTION
SEE SHEET 29 FOR DETAILS

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DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

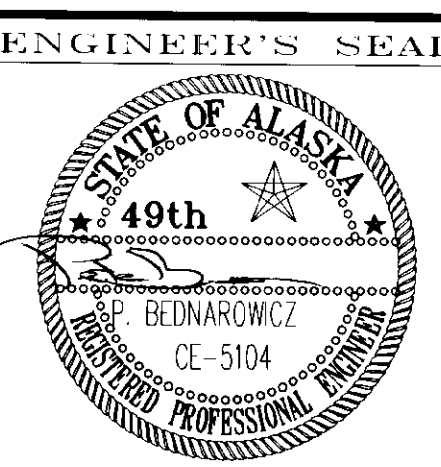
JUNEAU

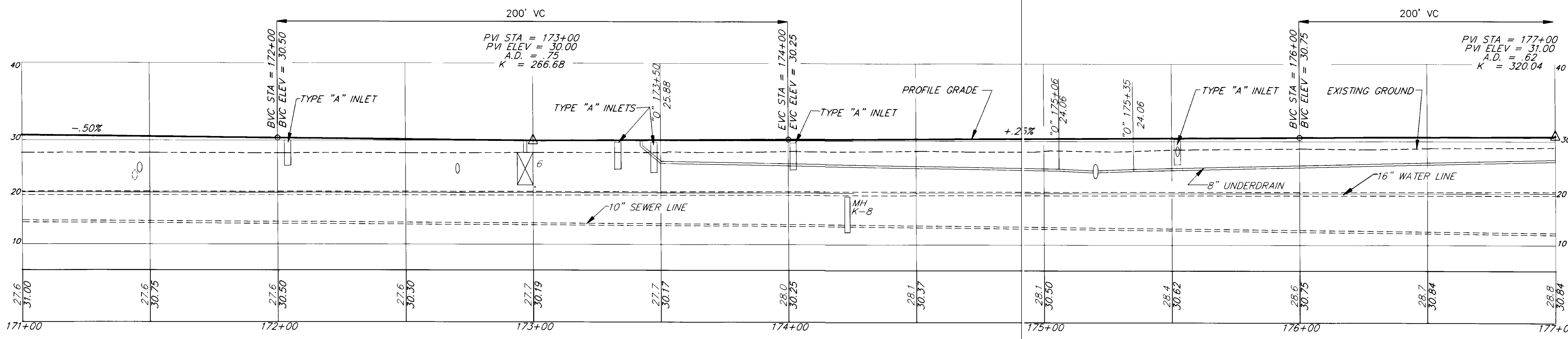
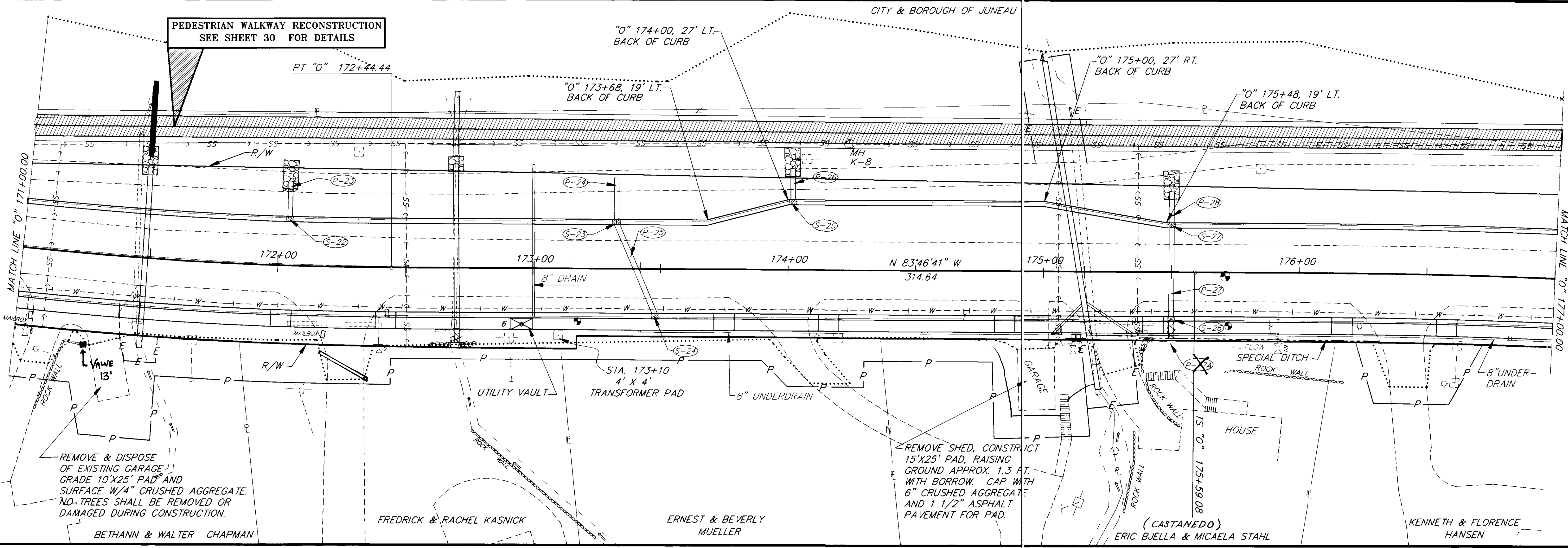
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
STA. "O" 159+00.00 TO STA. 165+00.00

ALASKA

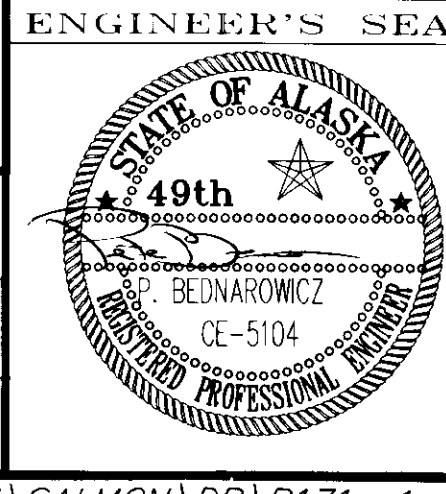
DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ

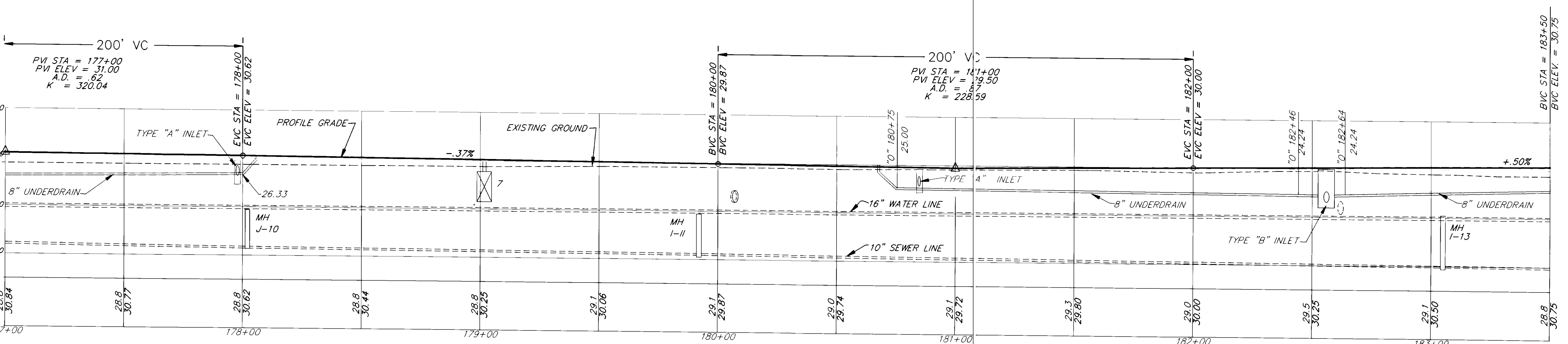
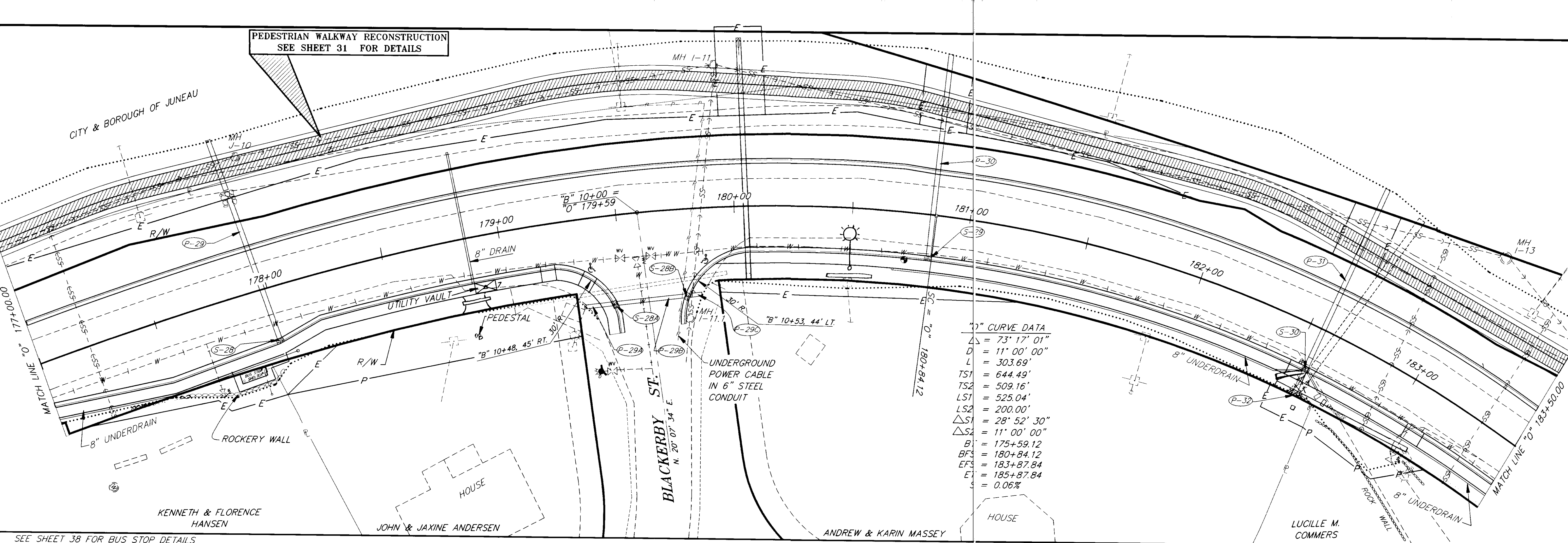
PROJECT NO.
70469
DATE:
6/1993
SHEET 18 OF 85





DATE:		DESCRIPTION OF CHANGE:		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		JUNEAU SALMON CREEK TO VANDERBILT HILL PROJECT NO. RS-M-0955(8) (70469) STA. "O" 171+00.00 TO STA. "O" 177+00.00		ALASKA DESIGNED BY: D. KROMAREK DRAWN BY: C. ANDERSON CHECKED BY: P. BEDNAROWICZ		PROJECT NO. 70469 DATE: 6/1993 SHEET 20 OF 85	
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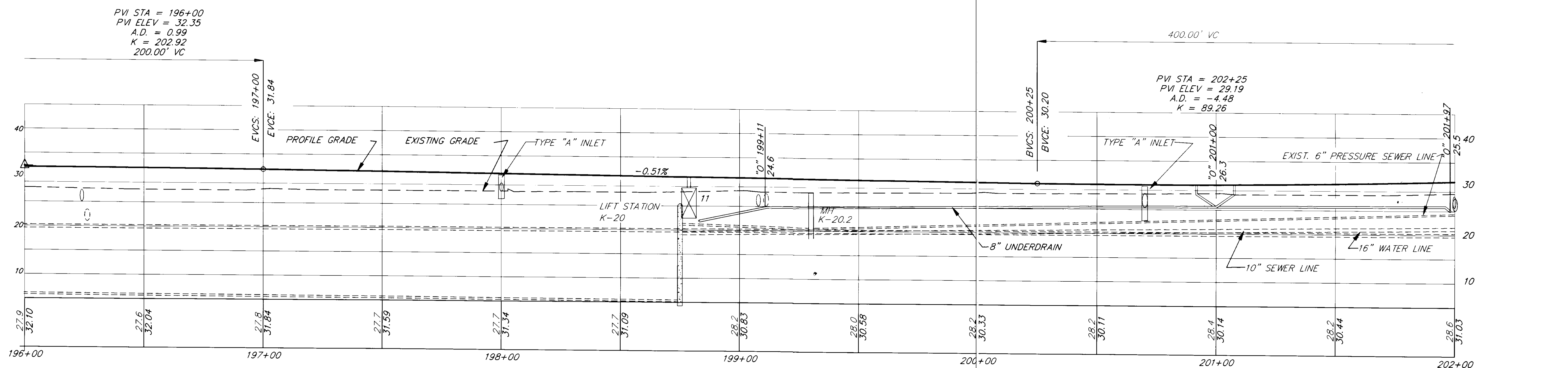
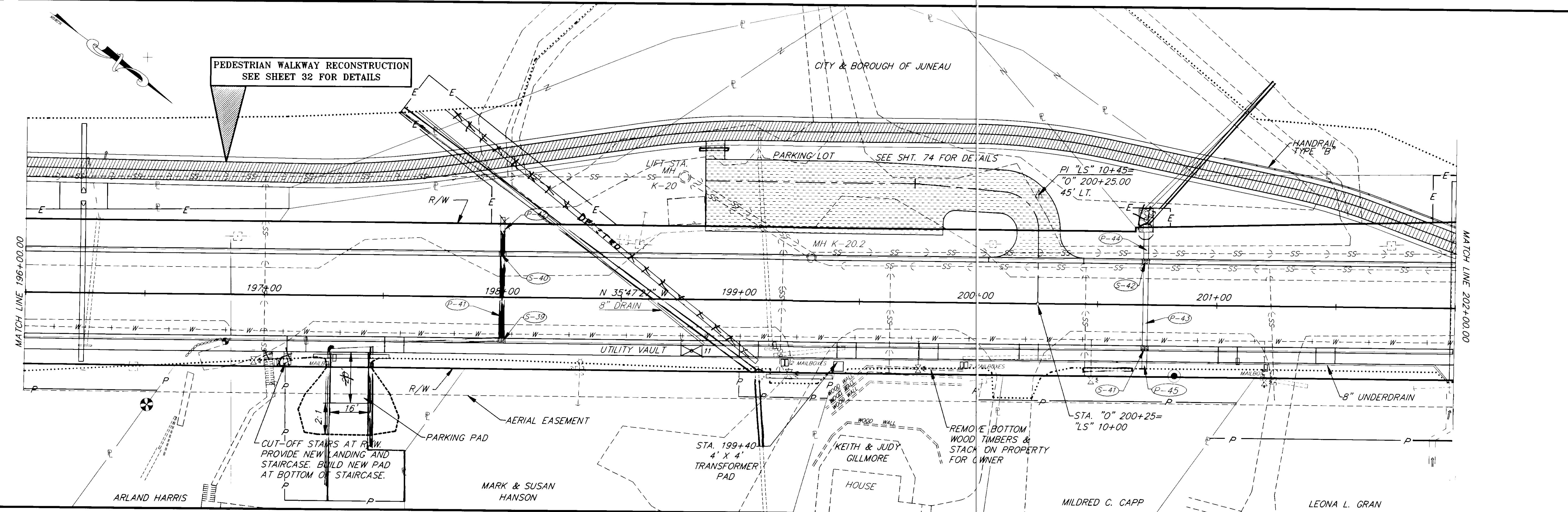


RECORD OF REVISIONS		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		JUNEAU SALMON CREEK TO VANDERBILT HILL PROJECT NO. RS-M-0955(8) (70469) STA. "O" 177+00.00 TO "O" STA. 183+50.00		ALASKA DESIGNED BY: D. KROMAREK DRAWN BY: C. ANDERSON CHECKED BY: P. BEDNAROWICZ		PROJECT NO. 70469 DATE: 6/1993 SHEET 21 OF 85	
DATE:	DESCRIPTION OF CHANGE:								

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL
STATE OF ALASKA
49th
P. BEDNAROWICZ
CE-5104
REGISTERED PROFESSIONAL ENGINEER

P: \JNU\SALMON\DR\177 1=2

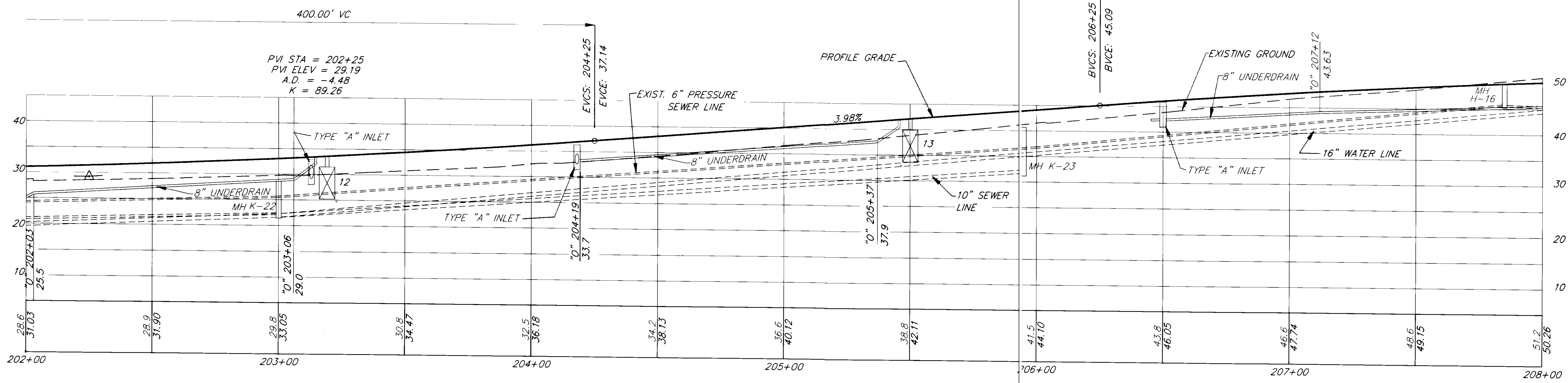
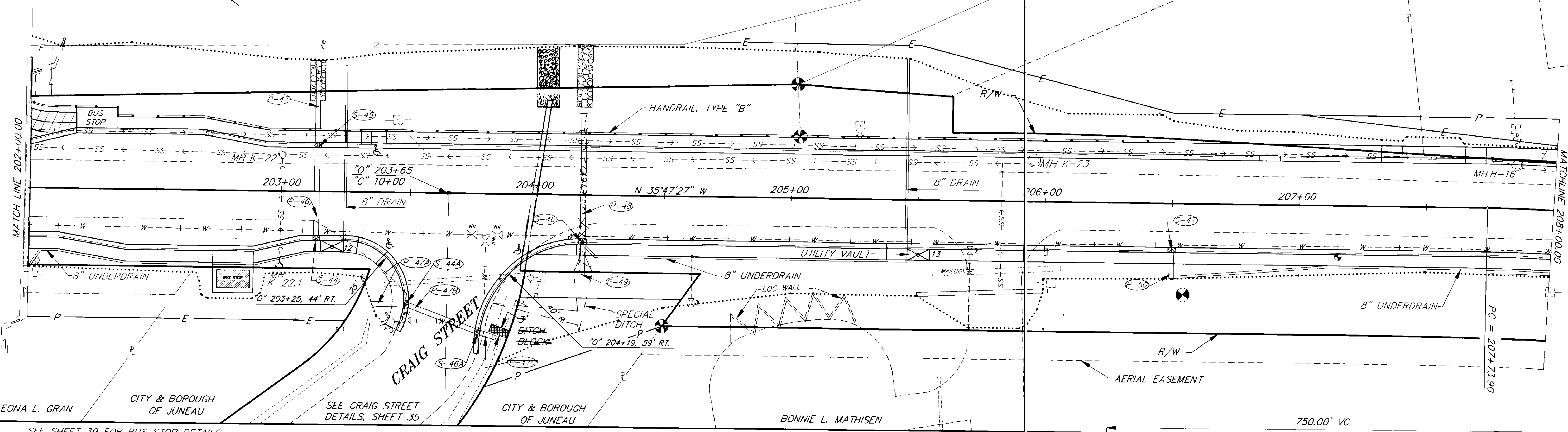


RECORD OF REVISIONS		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		JUNEAU SALMON CREEK TO VANDERBILT HILL PROJECT NO. RS-M-0955(8) 70469 STA. "O" 196+00.00 TO STA. 202+00.00		NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS		ENGINEER'S SEAL	
DATE:	DESCRIPTION OF CHANGE:					ALASKA	DESIGNED BY: D. KROMAREK	PROJECT NO. 70469	
							DRAWN BY: C. ANDERSON	DATE: 6/1993	
							CHECKED BY: P. BEDNAROWICZ	SHEET 24 OF 85	

CITY AND BOROUGH OF JUNEAU

STATION "0" 203+00 LT. TO "0" 206+00 LT.
TREES WITH A DIAMETER GREATER THAN 12"
IN DOWNHILL CLEARING LIMITS SHALL NOT BE CUT.

FIRST BAPTIST
CHURCH OF JUNEAU



DATE:	DESCRIPTION OF CHANGE:

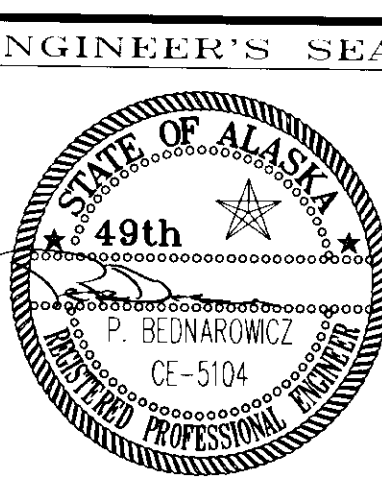
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

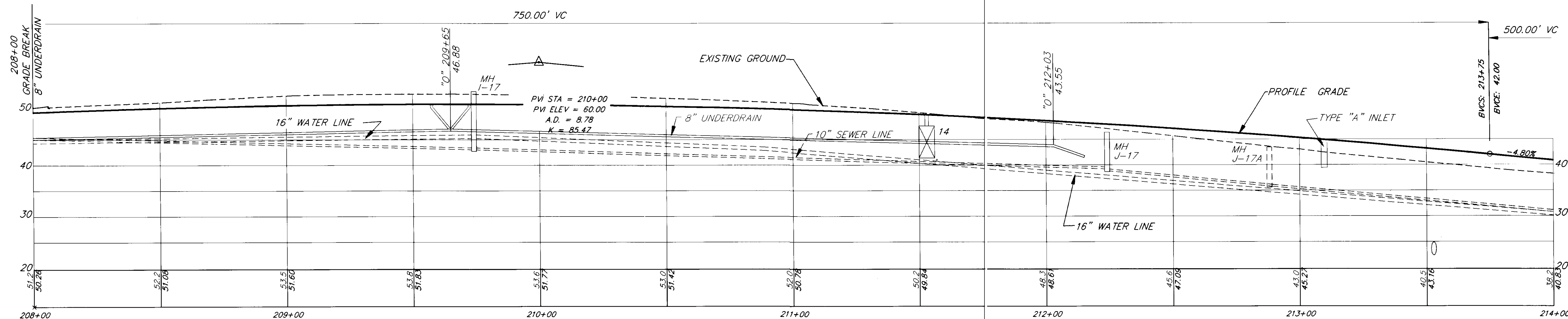
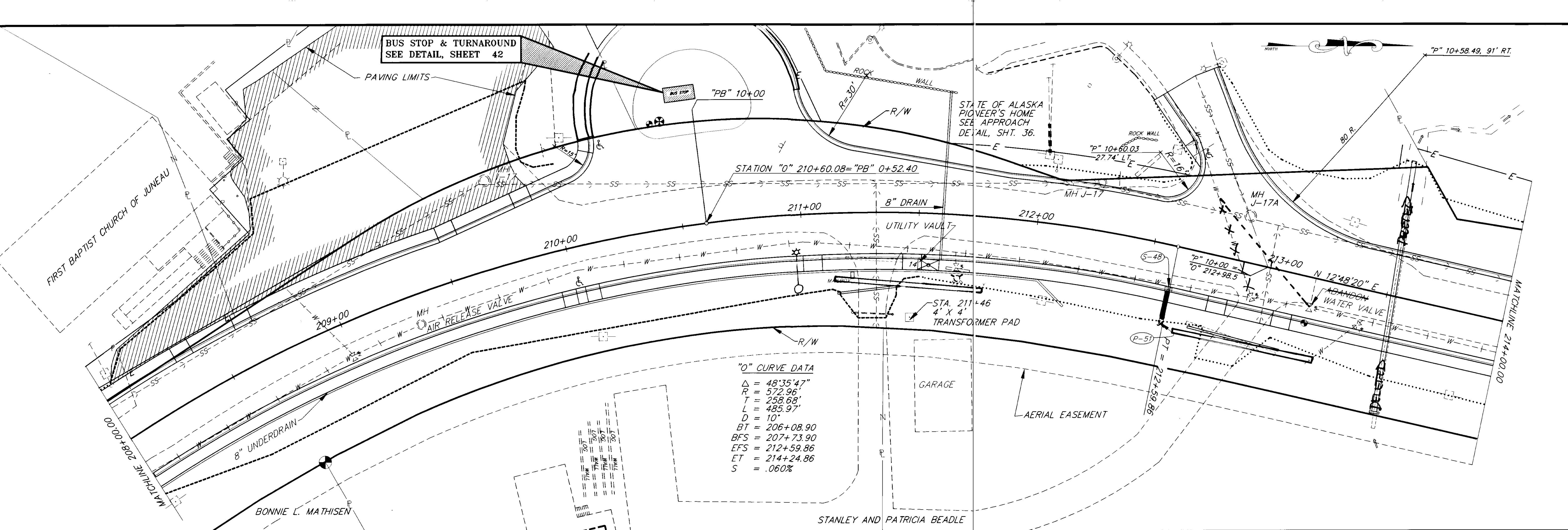
JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
STA. "0" 202+00.00 TO STA. "0" 208+00.00

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ

PROJECT NO. 70469
DATE: 6/1993
SHEET 25 OF 85



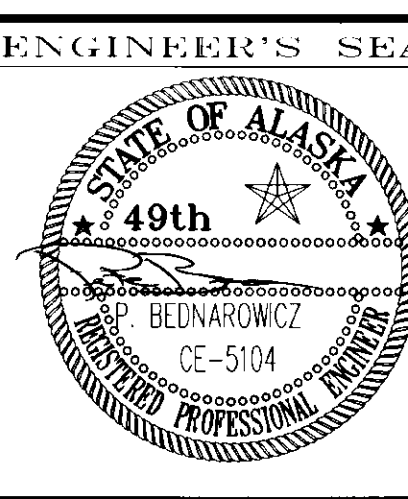


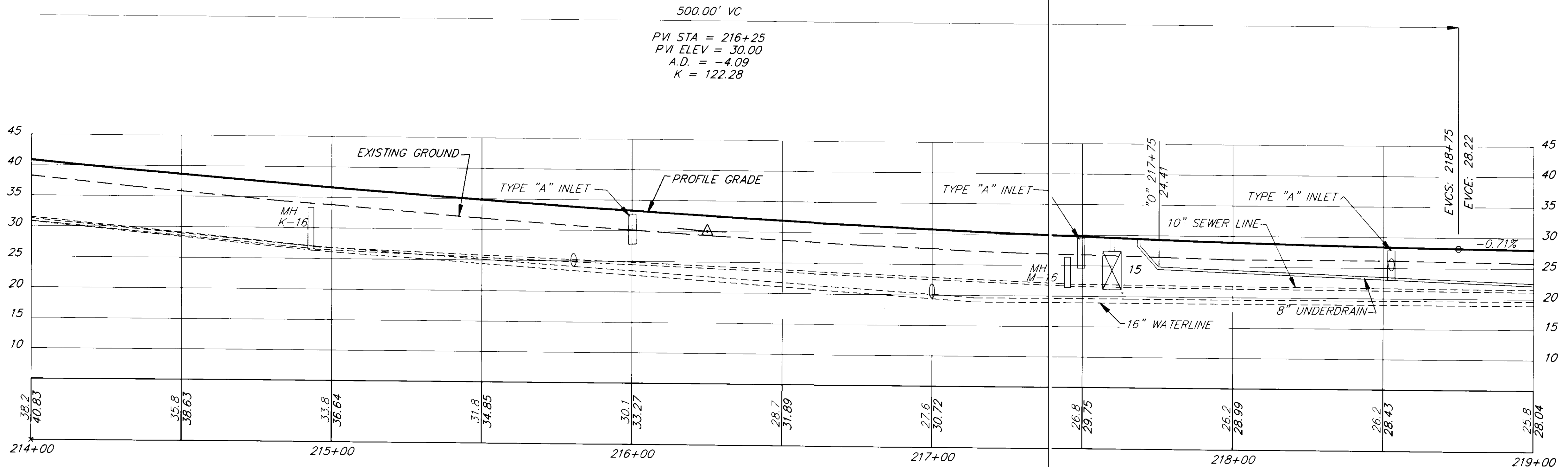
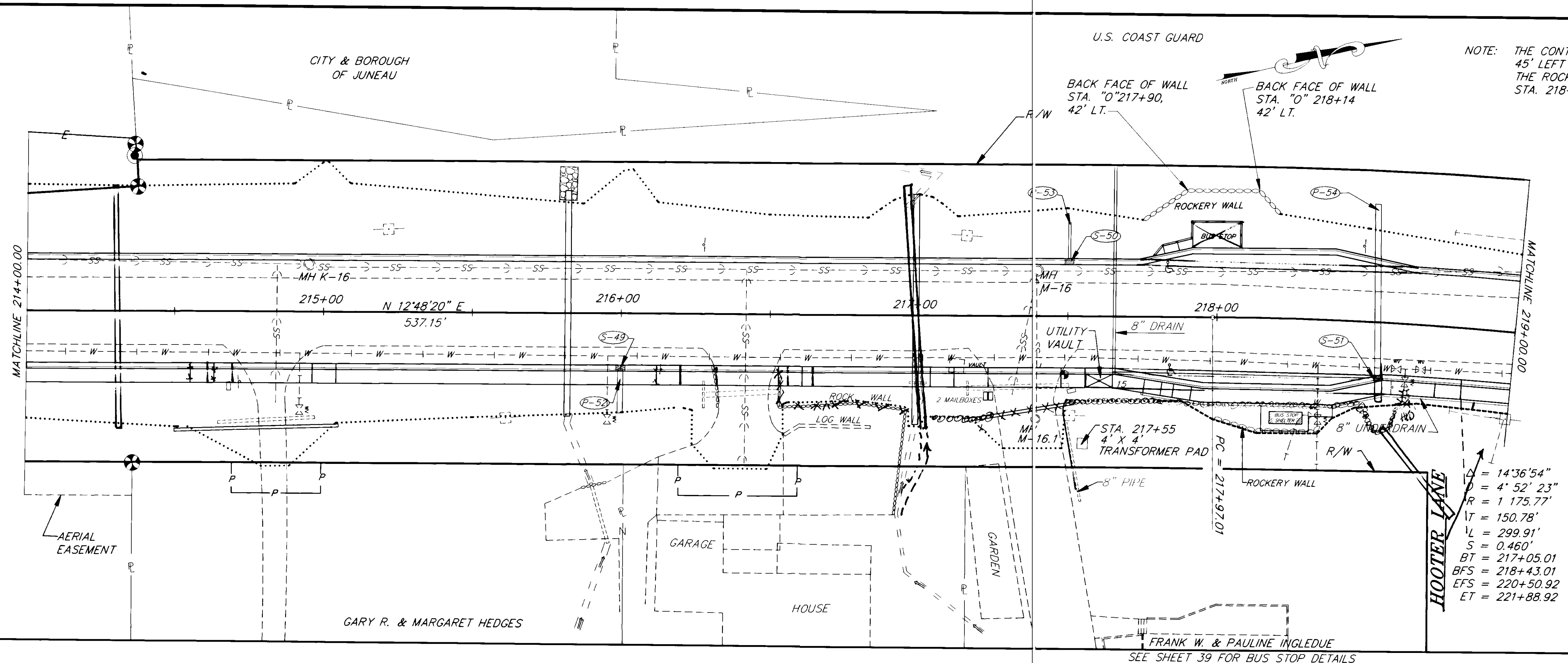
NO.	DATE	DESCRIPTION OF CHANGE

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

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
STA. "O" 208+00.00 TO STA. "O" 214+00.00

DESIGNED BY: D. KROMAREK	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 26 OF 85



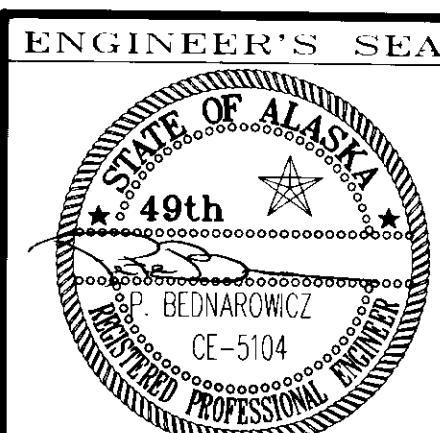


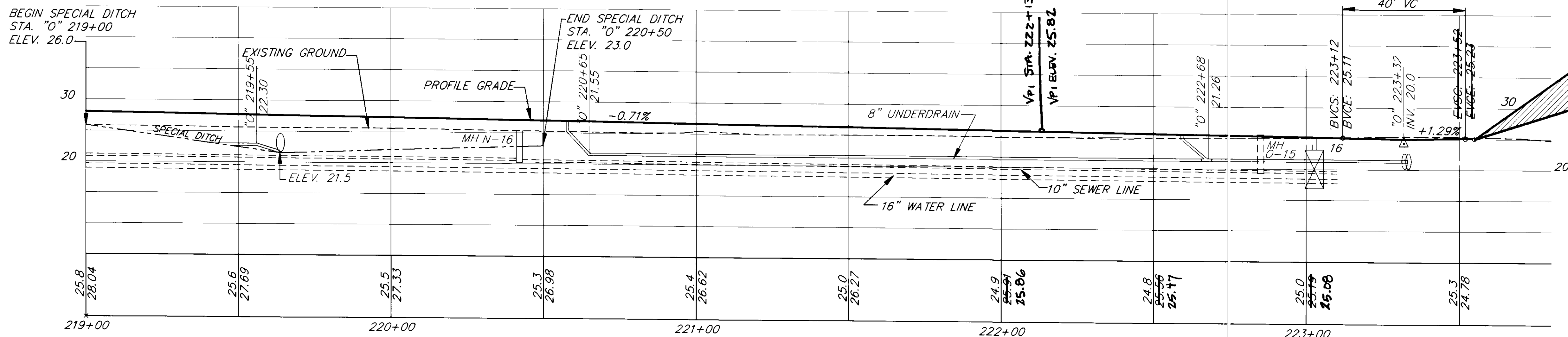
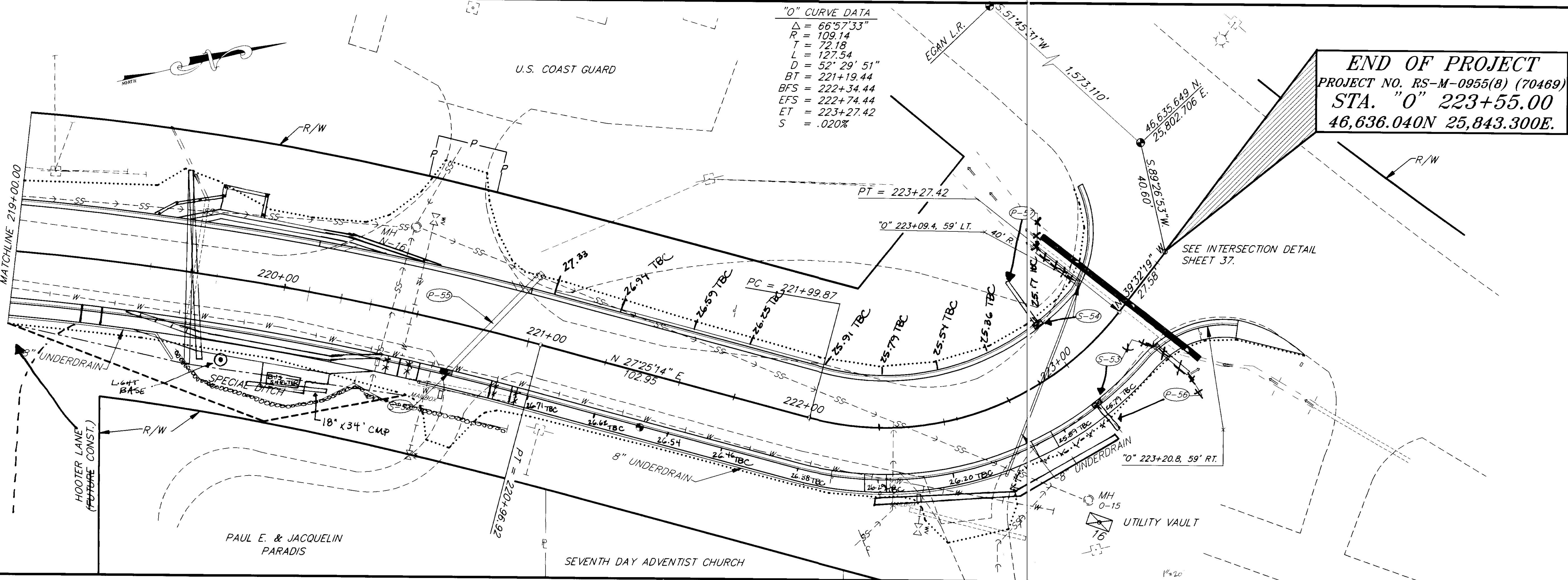
NO.	DATE	DESCRIPTION OF CHANGE

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

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
STA. "0" 214+00.00 TO STA. "0" 219+00.00

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS
ALASKA
DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ
PROJECT NO. 70469
DATE: 6/1993
SHEET 27 OF 85





END OF PROJECT
 PROJECT NO. RS-M-0955(8) (70469)
 STA. "0" 223+55.00
 MATCH EXISTING GRADE

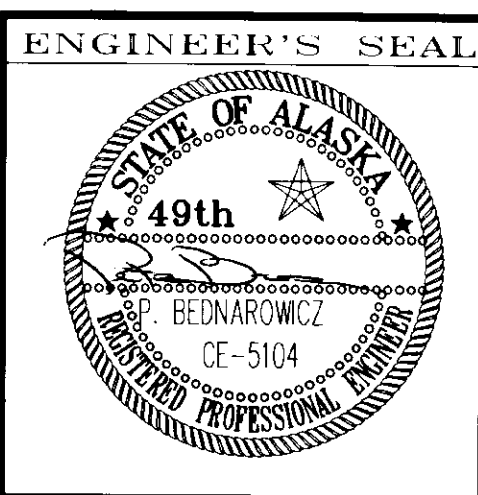
DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
 SALMON CREEK TO VANDERBILT HILL
 PROJECT NO. RS-M-0955(8) (70469)
 STA. "0" 219+00.00 TO E.O.P.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

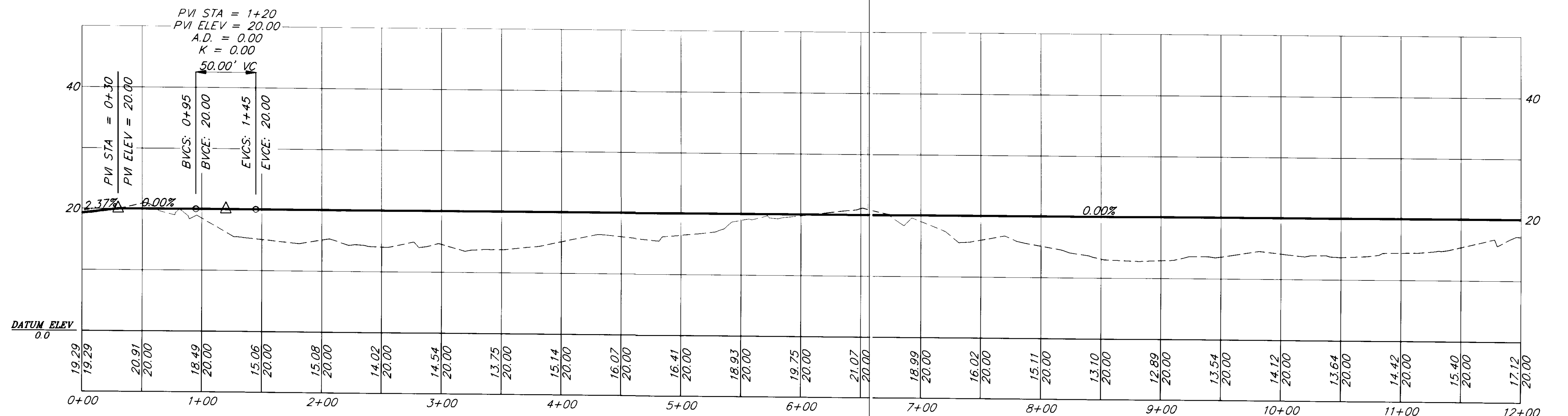
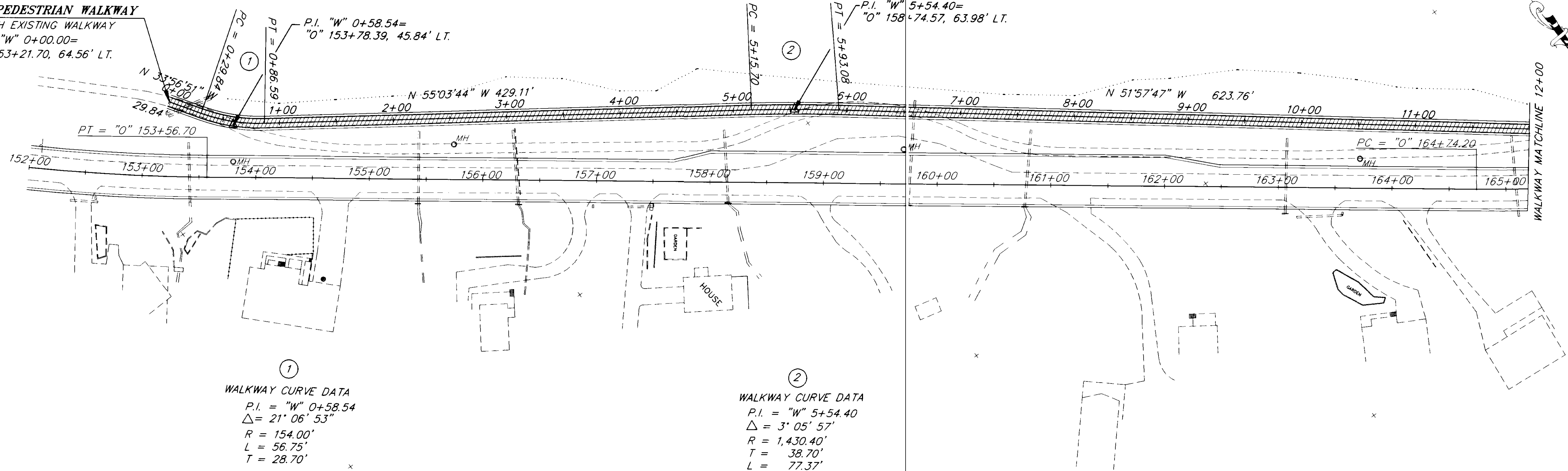
DESIGNED BY: D. KROMAREK	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 28 OF 85



BEGIN PEDESTRIAN WALKWAY
MATCH EXISTING WALKWAY
"W" 0+00.00=
"O" 153+21.70, 64.56' LT.

DITCHLINE PROFILE
(BETWEEN ROAD AND WALKWAY)

"O" VPI STATION	ELEV.
153+26	17.6
154+35	18.5
155+43	17.0
155+88	18.0
156+34	17.0
157+29	18.5
158+24	17.0
159+52	18.5
160+80	17.0
161+93	18.5
163+06	17.0
164+08	18.5
165+11	17.0
WHEELCHAIR RAMP	20.5
167+68	17.0
170+30	21.0
171+48	17.0
172+00	18.0
172+70	17.0
175+09	21.5
177+98	17.0
183+00	NO DITCH
186+83	16.5
187+75	20.0
189+34	19.0
190+75	21.0
191+50	NO DITCH
193+02	17.0
193+50	18.5
194+14	17.0
196+24	19.5
199+00	23.0
200+70	18.5



BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

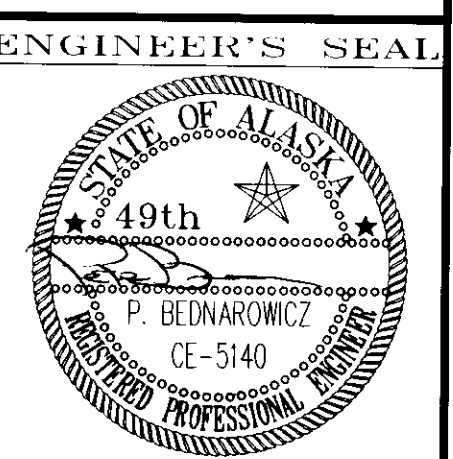
Juneau

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(9) 70469
WALKWAY PLAN & PROFILE
STA. 0+00 TO STA. 12+00

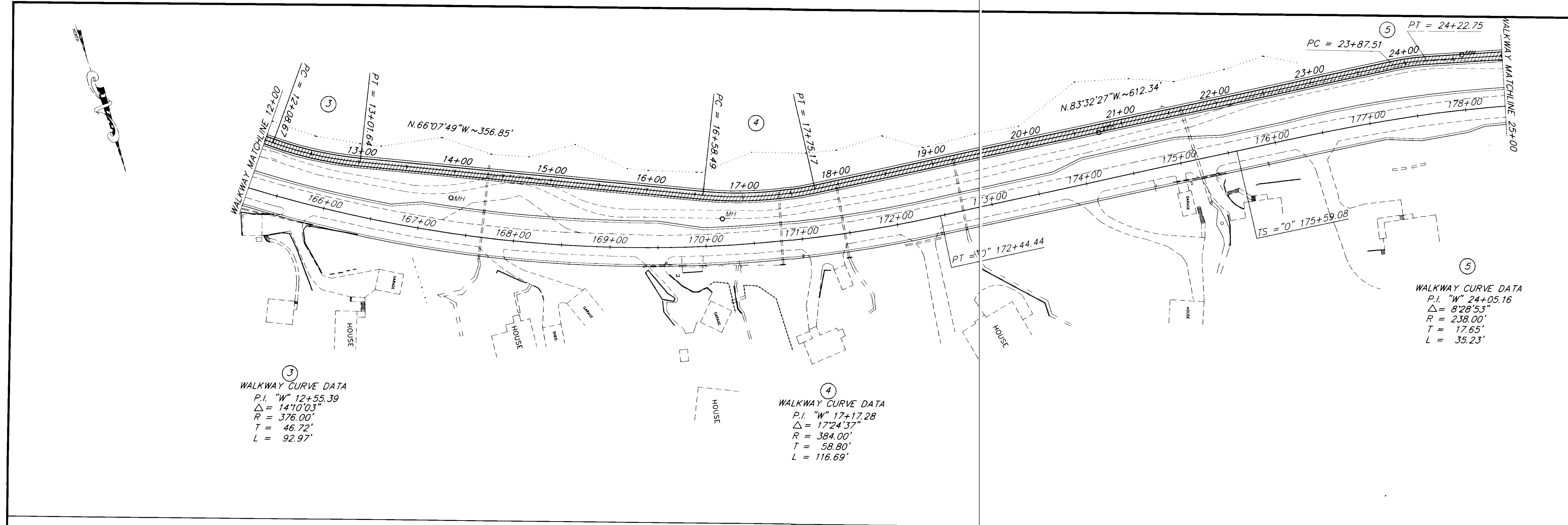
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. Kromarek
DRAWN BY: C. ANDERSON
CHECKED BY: P. Bednarowicz

PROJECT NO.
70469
DATE:
6/1993
SHEET 29 OF 85



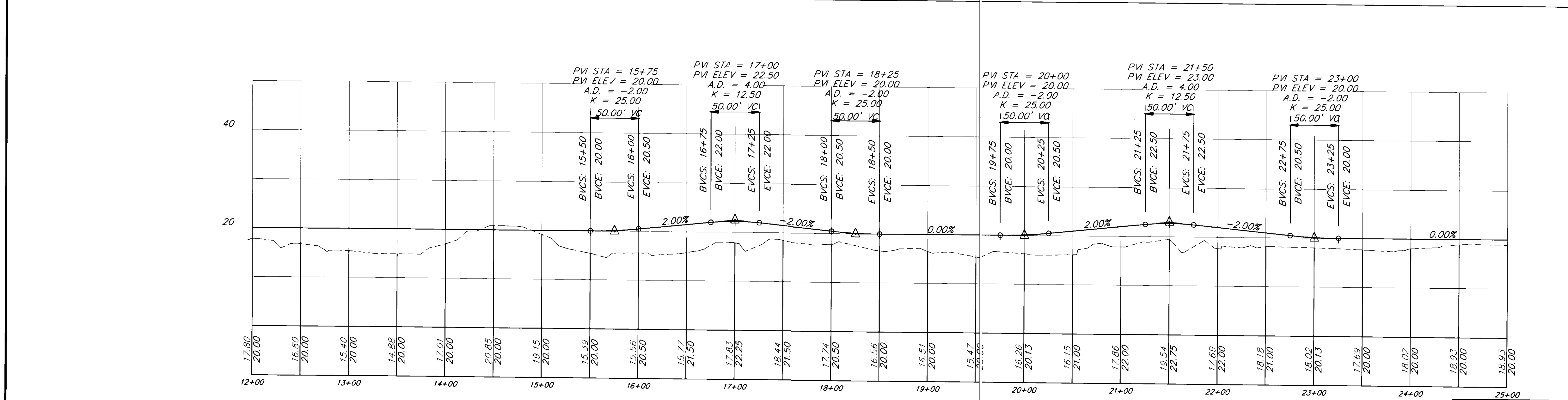
P:\JNU\SALMON\DR\WALKW T=50



WALKWAY CURVE DATA
 P.I. "W" 12+55.39
 $\Delta = 14^{\circ}10'03"$
 $R = 376.00'$
 $T = 46.72'$
 $L = 92.97'$

WALKWAY CURVE DATA
 P.I. "W" 17+17.28
 $\Delta = 17^{\circ}24'37"$
 $R = 384.00'$
 $T = 58.80'$
 $L = 116.69'$

WALKWAY CURVE DATA
 P.I. "W" 24+05.16
 $\Delta = 8^{\circ}28'53"$
 $R = 238.00'$
 $T = 17.65'$
 $L = 35.23'$

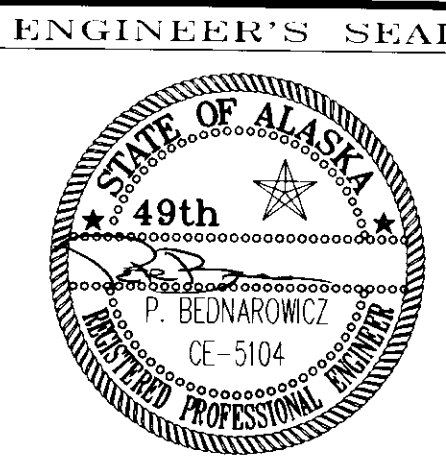


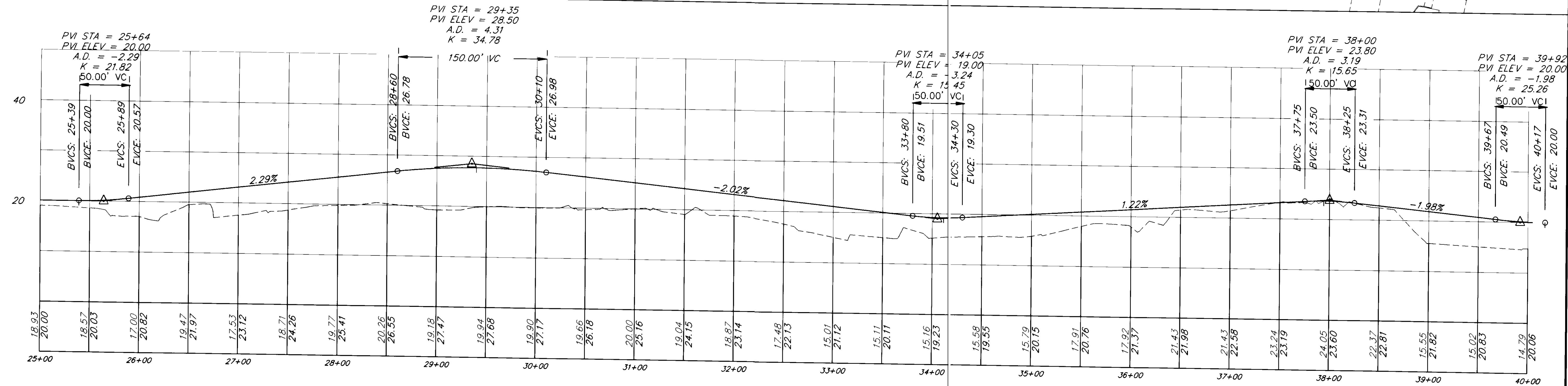
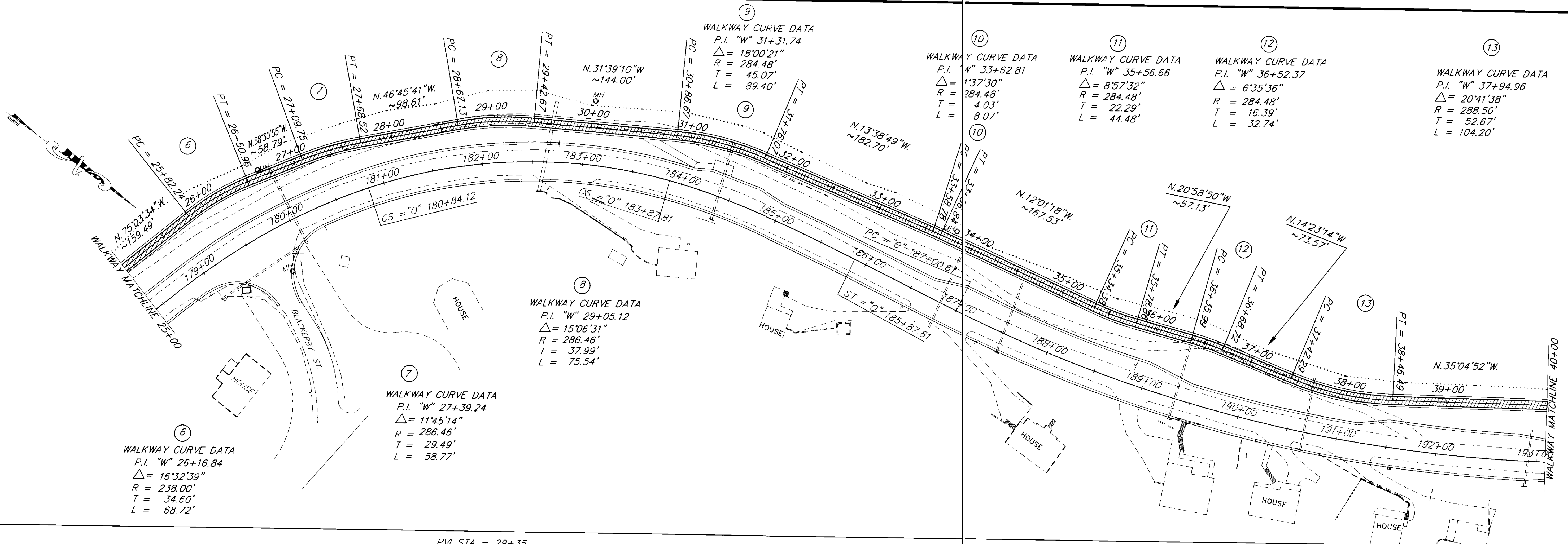
BY:	DATE:	DESCRIPTION OF CHANGE:

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

Juneau
 SALMON CREEK TO VANDERBILT HILL
 PROJECT NO. RS-M-0955(8) 70469
WALKWAY PLAN & PROFILE
 STA. 12+00 TO STA. 25+00

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS		
DESIGNED BY:	D. Kromarek	PROJECT NO. 70469
DRAWN BY:	C. ANDERSON	DATE: 6/1993
CHECKED BY:	P. Bednarowicz	SHEET 30 OF 85





BY:	DATE:	DESCRIPTION OF CHANGE:

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

Juneau

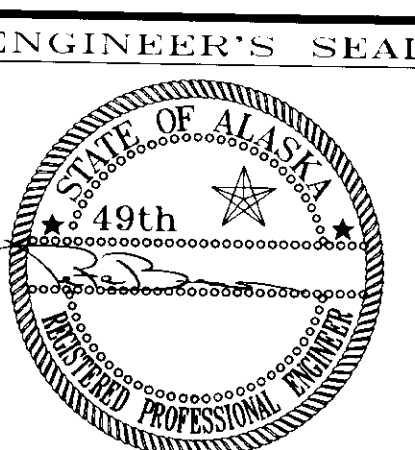
SALMON CREEK TO VANDERBILT HILL
 PROJECT NO. RS-M-0955(8) 70469
WALKWAY PLAN & PROFILE
STA. 25+00 TO STA. 40+00

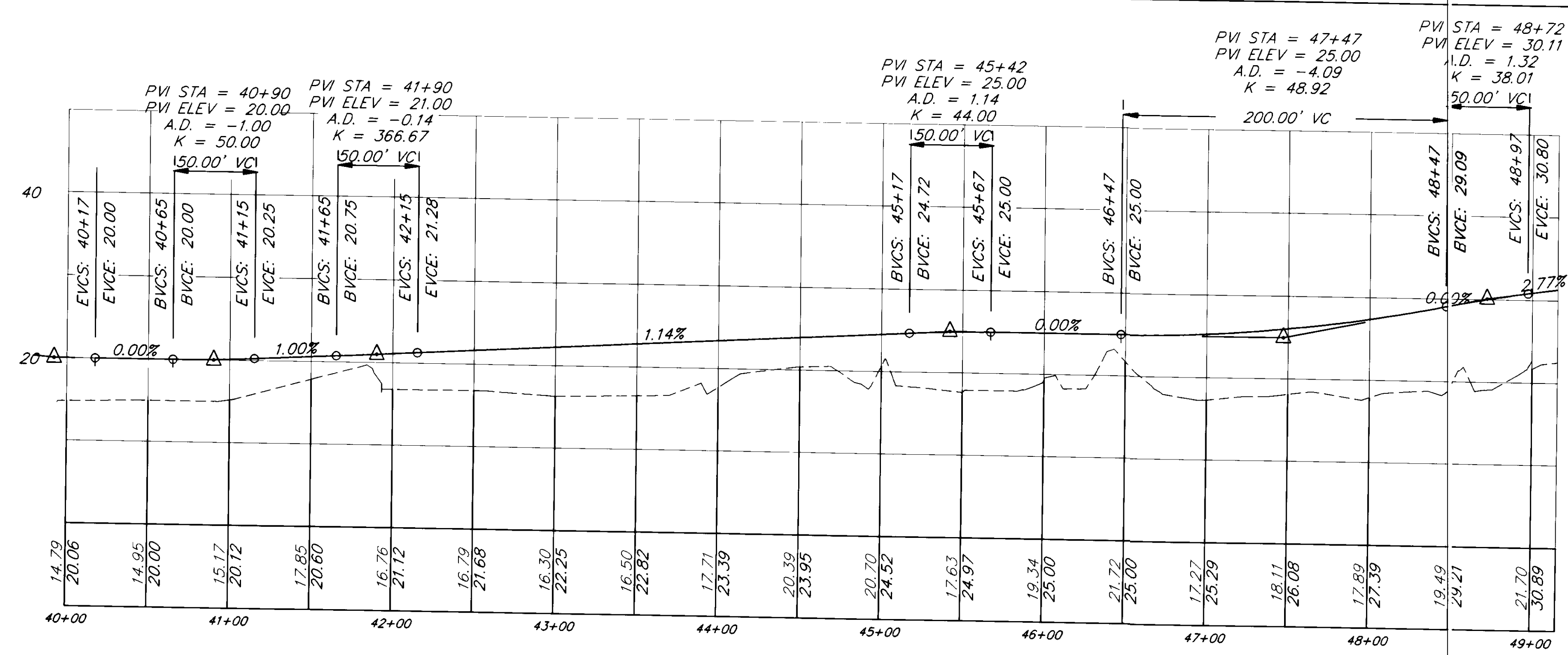
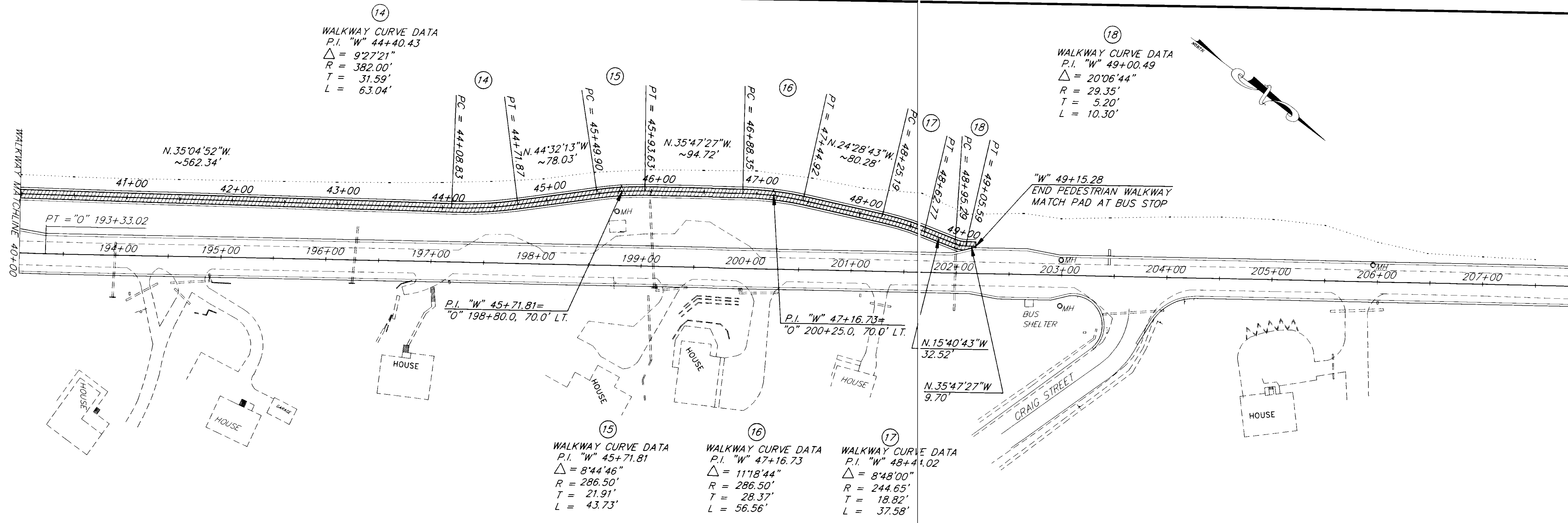
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

Alaska

DESIGNED BY: D. Kromarek
 DRAWN BY: C. ANDERSON
 CHECKED BY: P. Bednarowicz

PROJECT NO.
 70469
 DATE:
 6/1993
 SHEET 31 OF 85





DATE:	DESCRIPTION OF CHANGE:

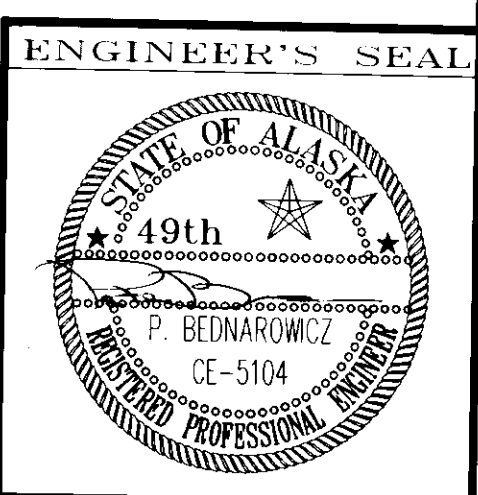
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

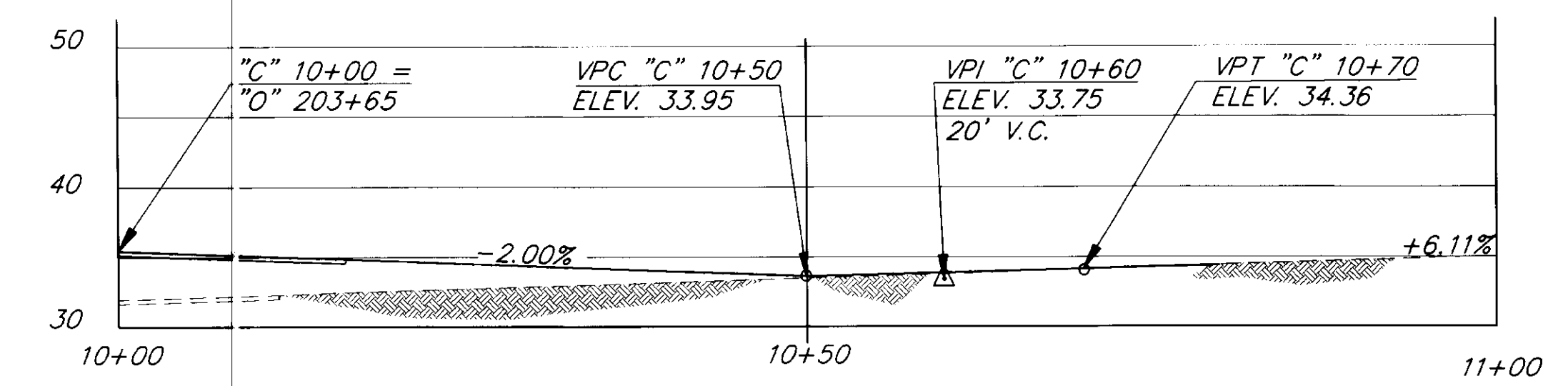
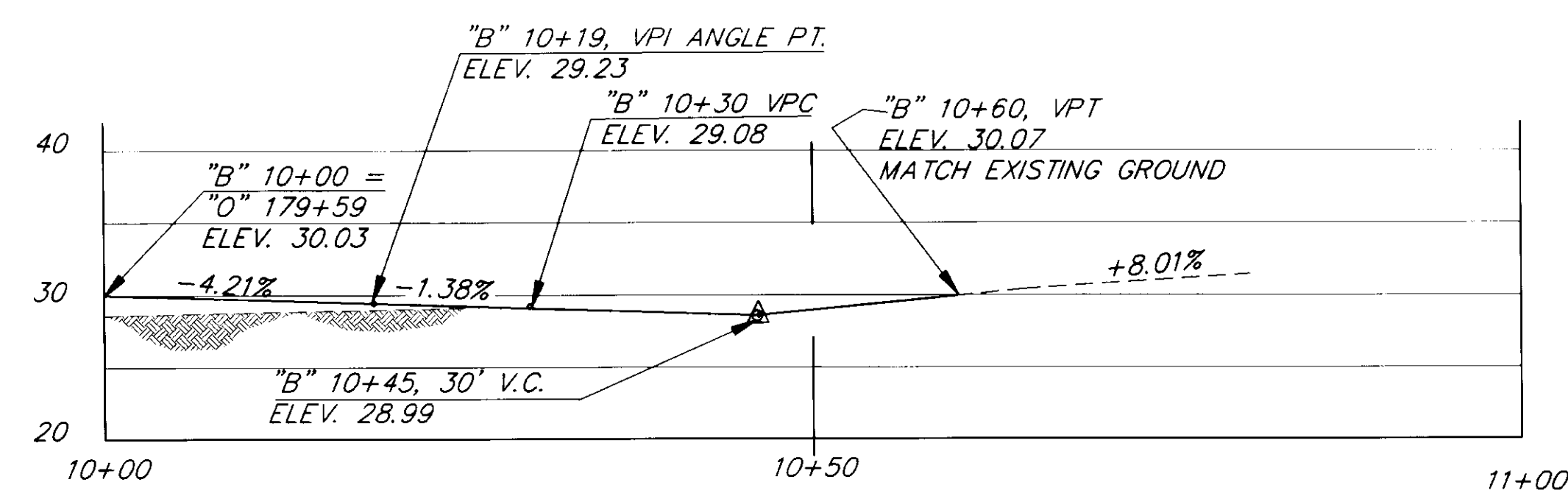
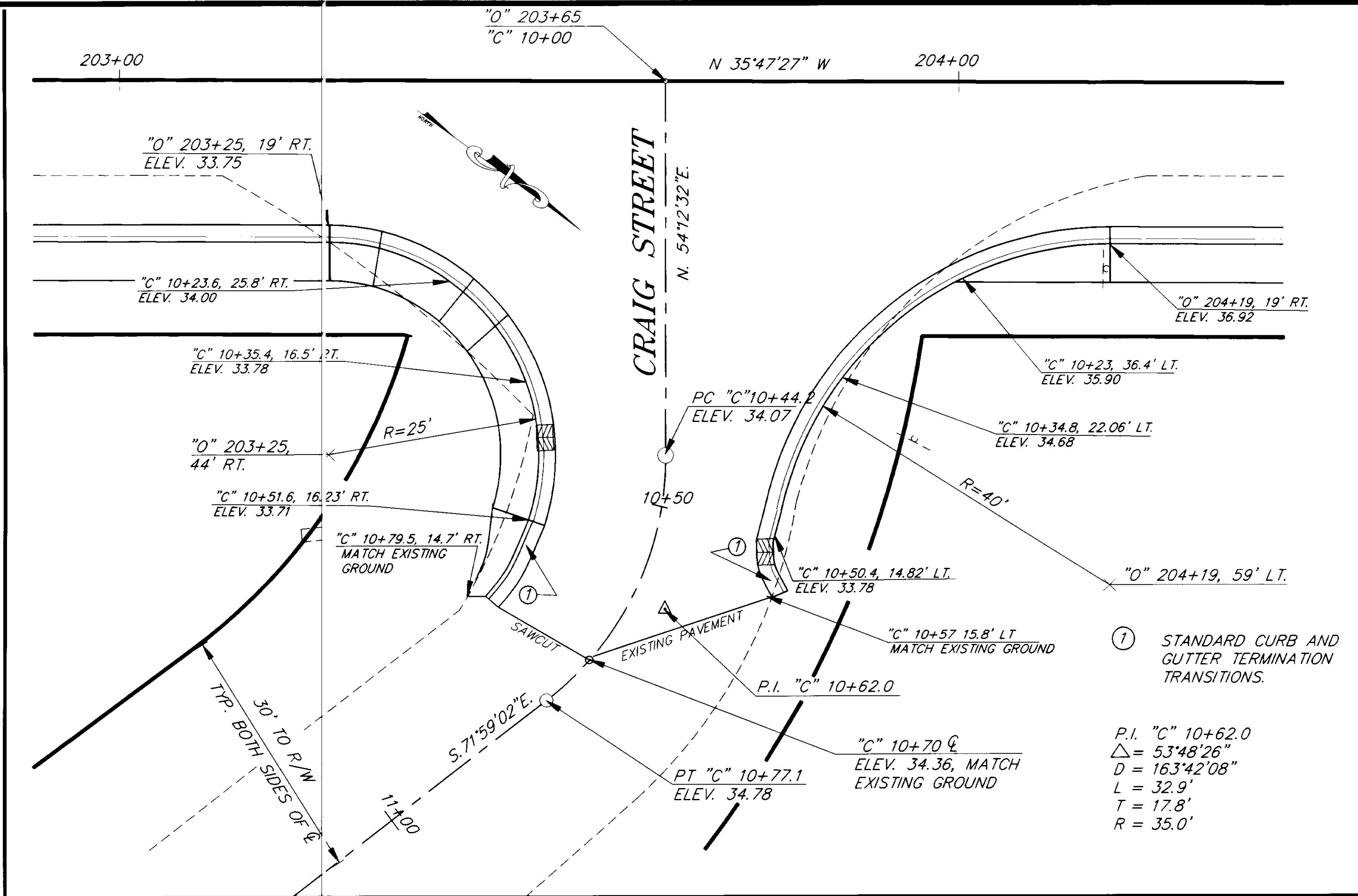
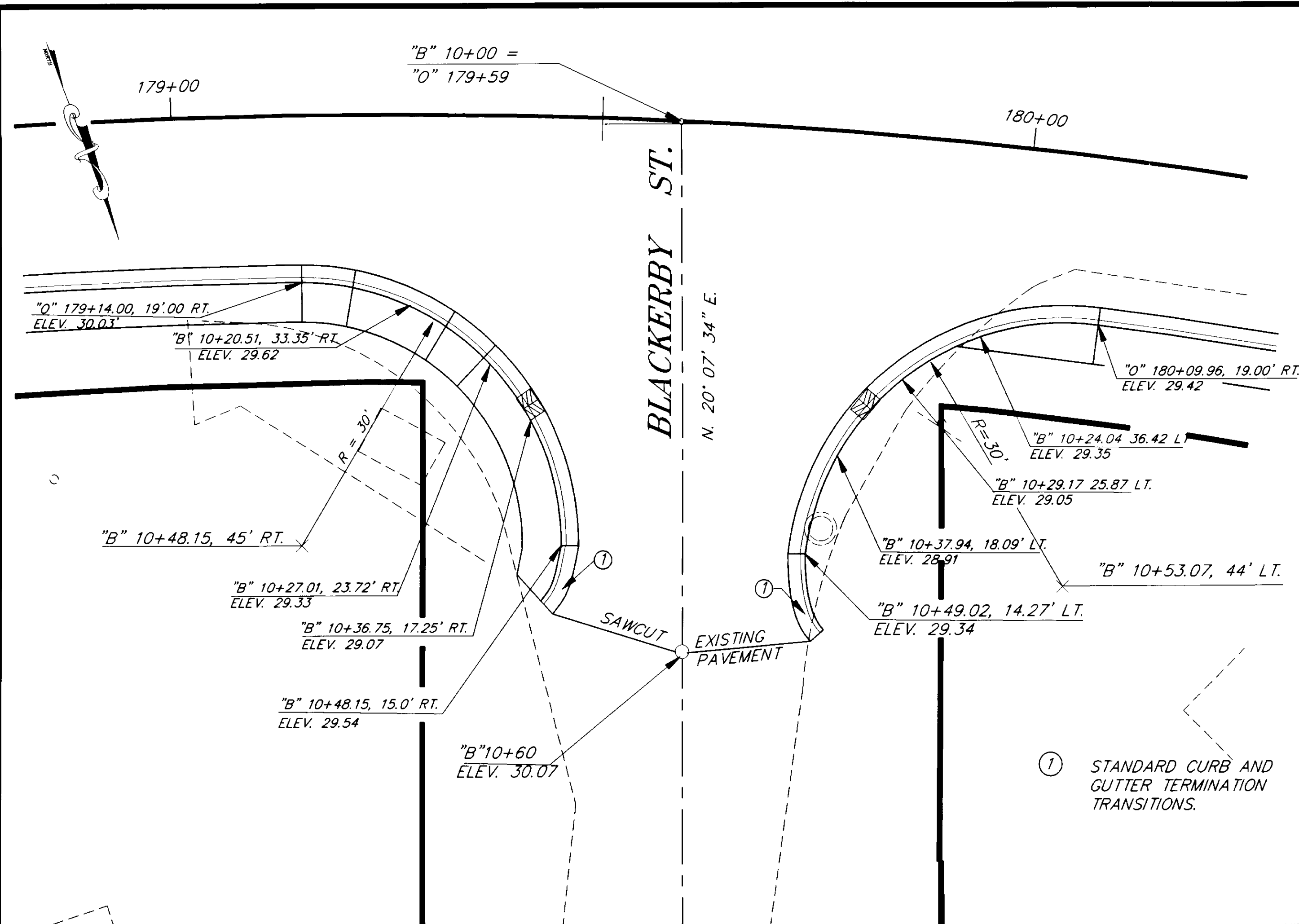
Juneau

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469
WALKWAY PLAN & PROFILE
STA. 40+00 TO END OF WALKWAY

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. Kromarek	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. Bednarowicz	SHEET 32 OF 85



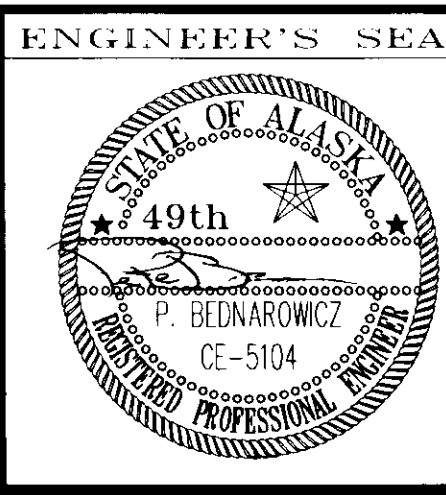


BY:	DATE:	DESCRIPTION OF CHANGE:

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

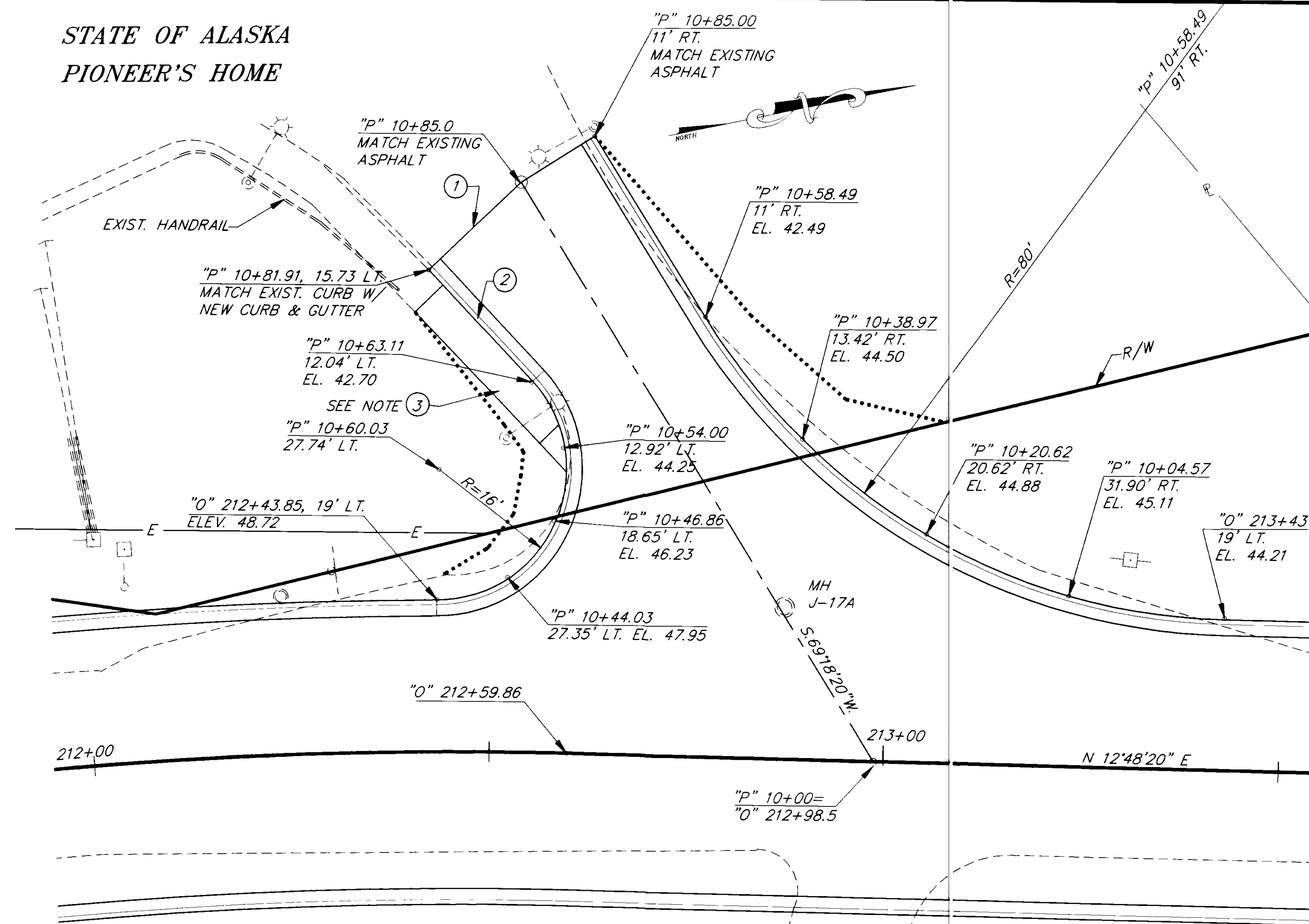
JUNEAU ALASKA
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
BLACKERBY & CRAIG ST. INTERSECTION DETAILS

DESIGNED BY:	D. KROMAREK	PROJECT NO.	70469
DRAWN BY:	C. ANDERSON	DATE:	6/1993
CHECKED BY:	P. BEDNAROWICZ	SHEET	35 OF 85



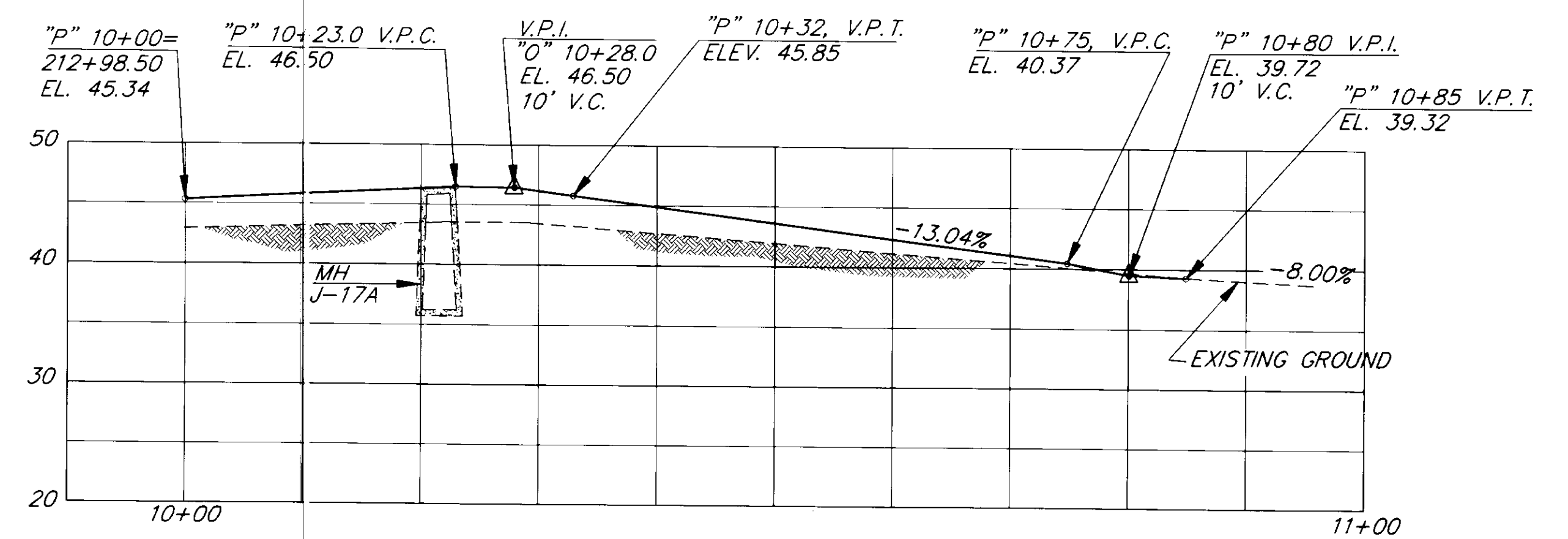
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

STATE OF ALASKA
PIONEER'S HOME



GENERAL NOTES

- ① SAWCUT EXISTING PAVEMENT.
- ② SAWCUT AND REMOVE APPROXIMATELY 25 LINEAL FEET OF EXISTING CONCRETE CURB.
- ③ SAWCUT, AT STRESS JOINT 3.5' FROM END OF HANDRAIL, AND REMOVE APPROXIMATELY 22 LINEAL FEET OF EXISTING CONCRETE SIDEWALK. REBUILD APPROXIMATELY 25 LINEAR FEET OF CONCRETE SIDEWALK TO MATCH NEW CURB GRADE.

[illegible]

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

JUNEAU

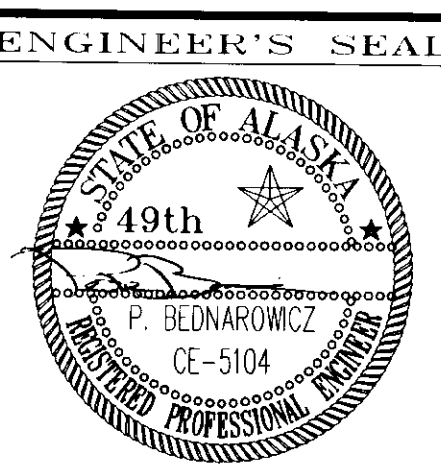
*SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
PIONEER'S HOME APPROACH*

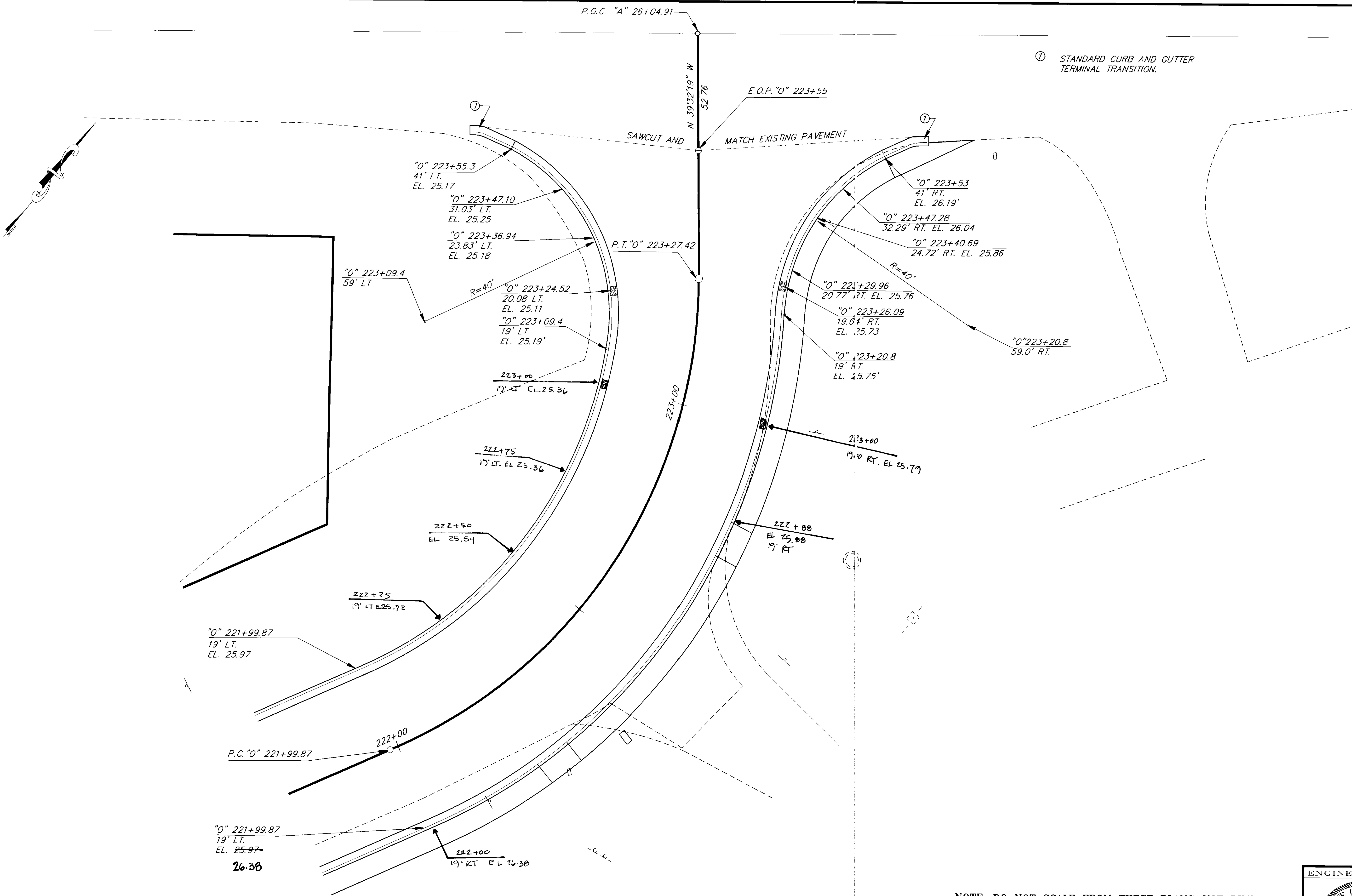
ALASKA

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY:	<i>D. KROMAREK</i>
DRAWN BY:	<i>C. ANDERSON</i>
CHECKED BY:	<i>P. BEDNAROWICZ</i>

PROJECT NO.	70469
DATE:	6/1993
SHEET	36 OF 85





① STANDARD CURB AND GUTTER
TERMINAL TRANSITION.

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

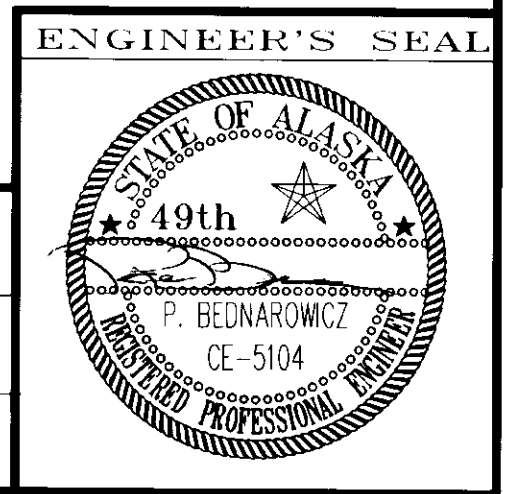
JUNEAU

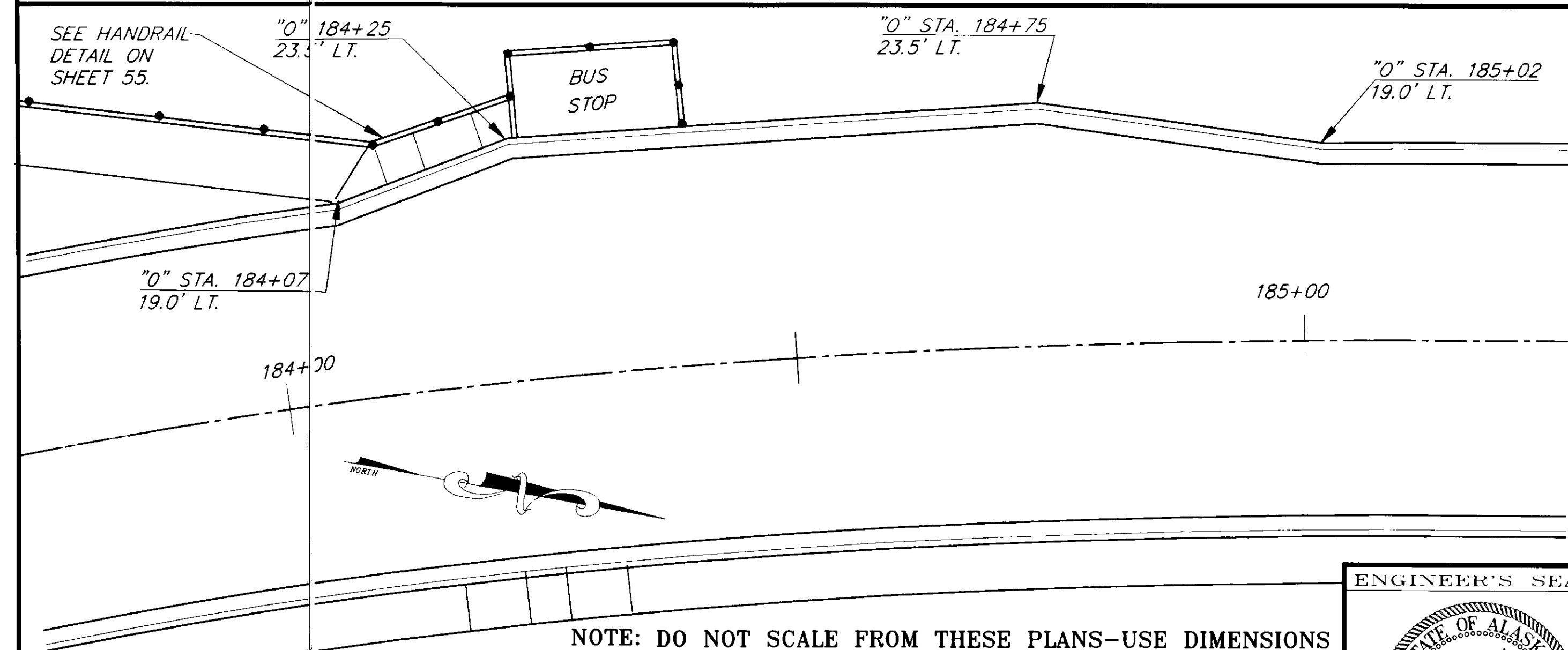
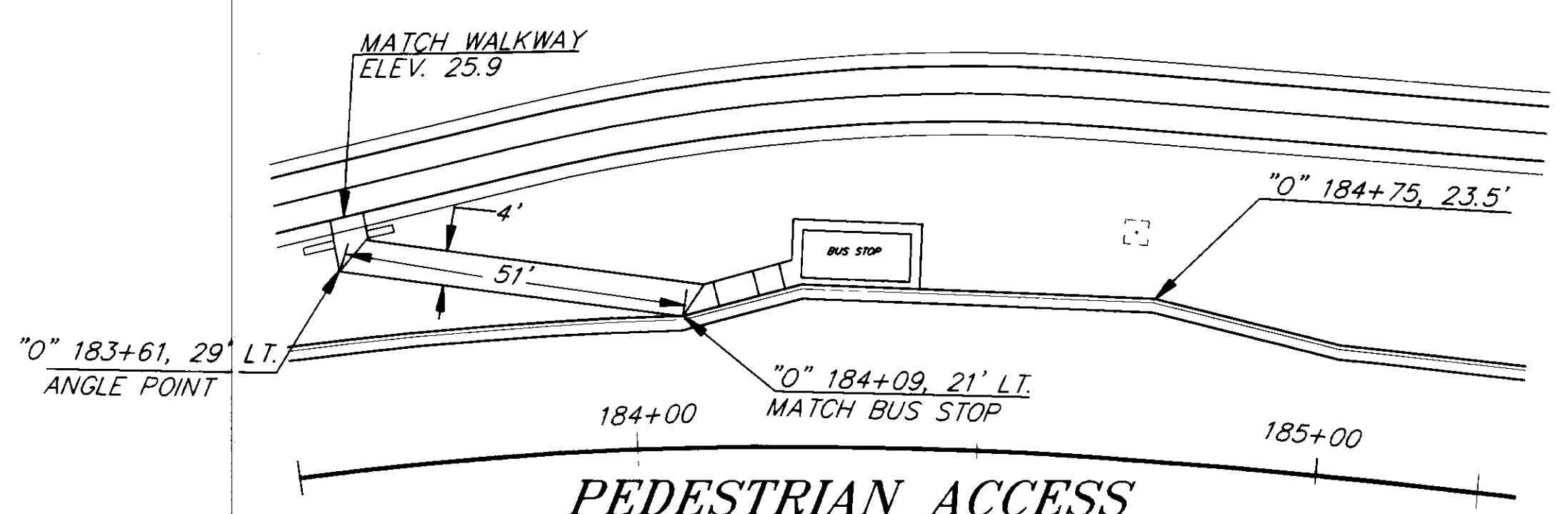
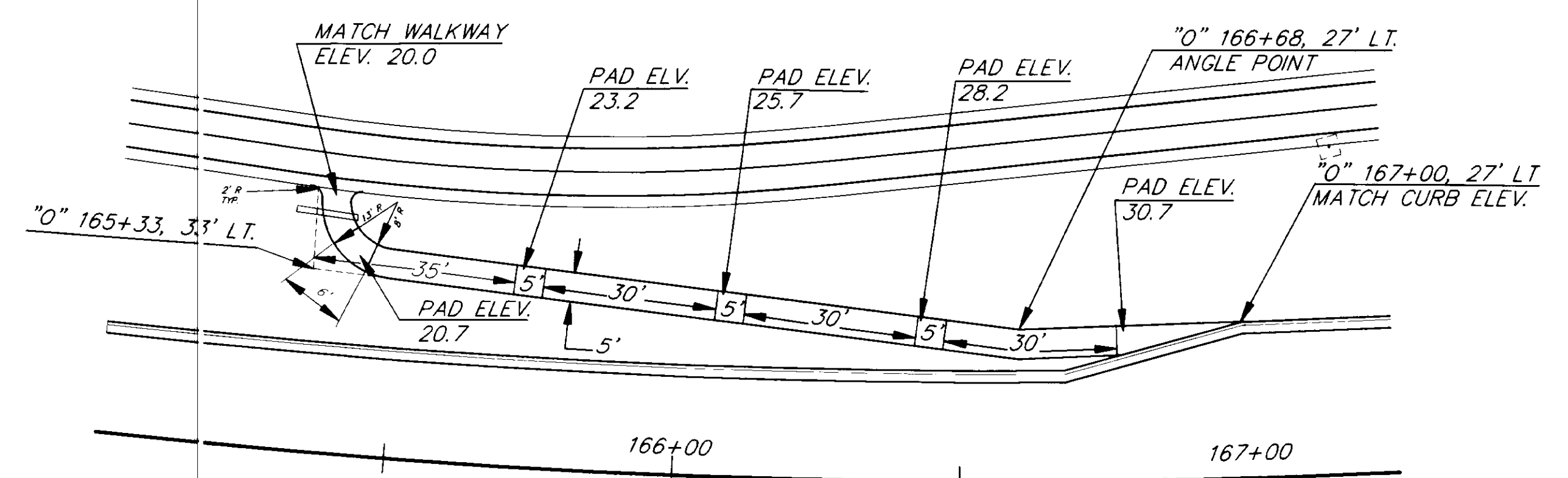
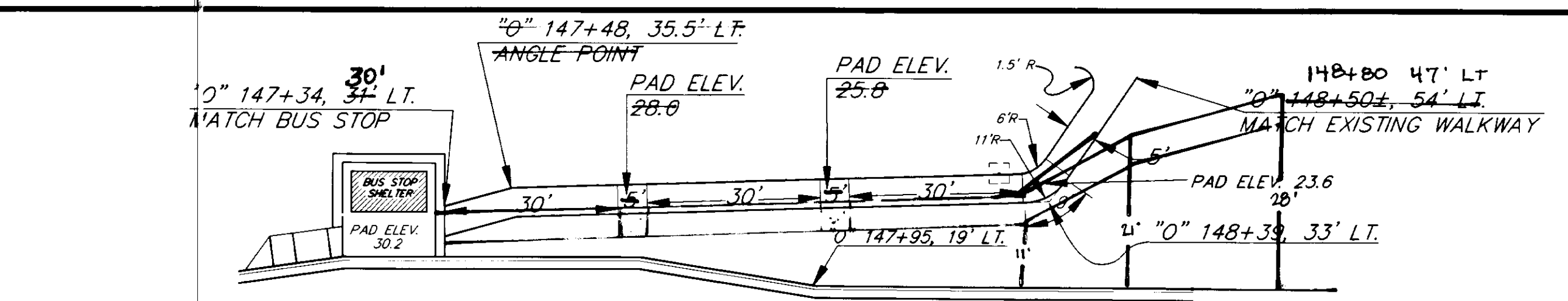
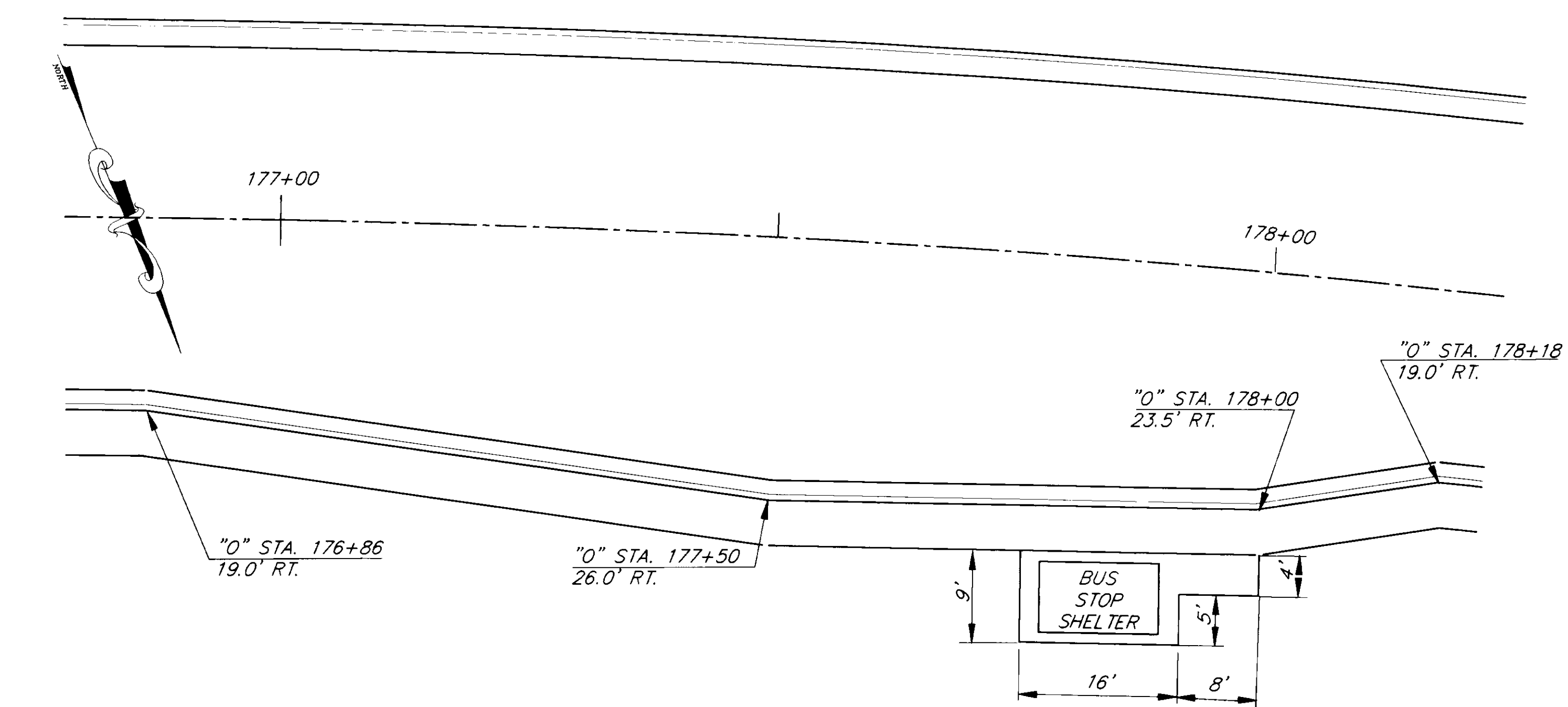
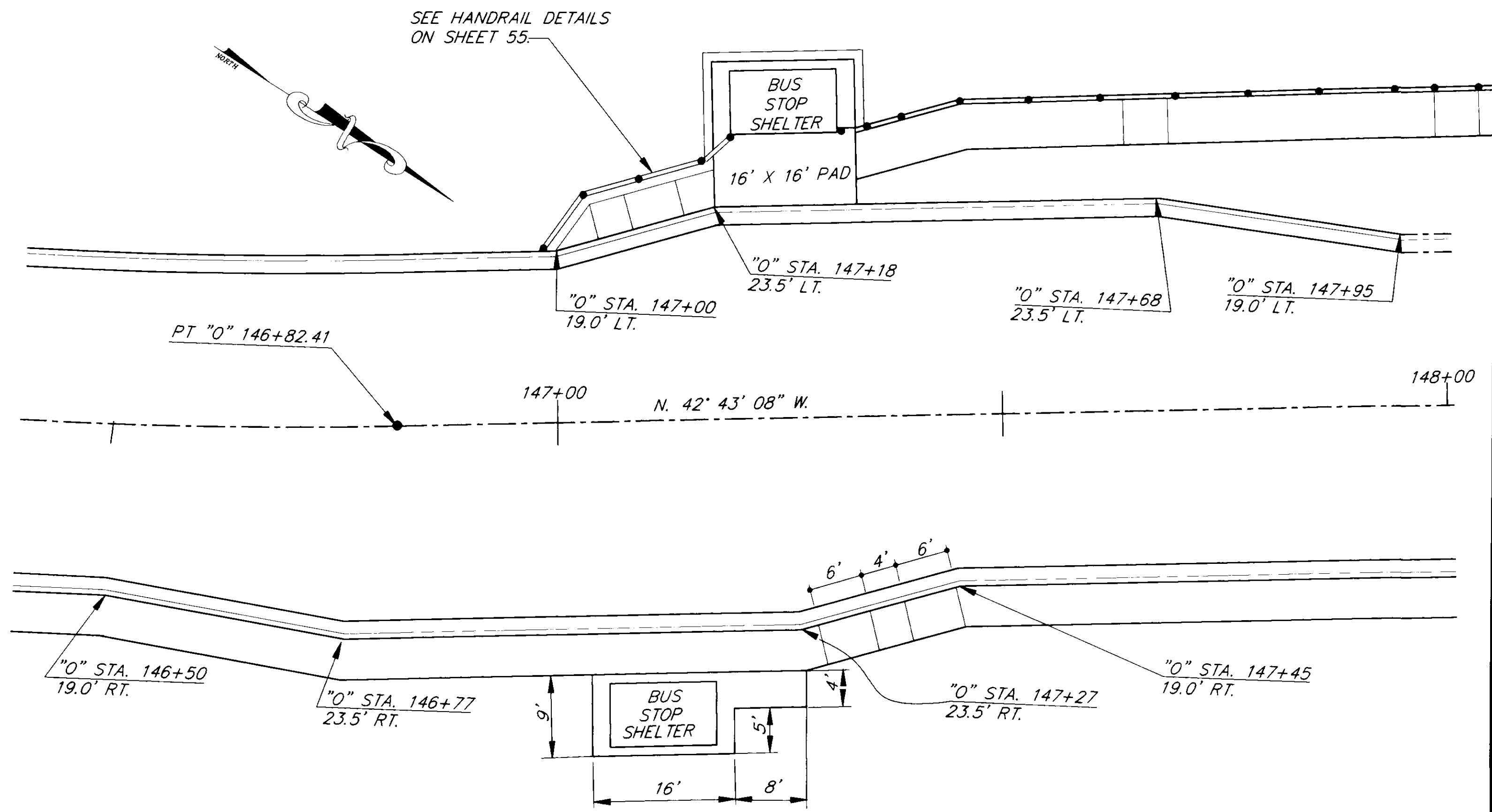
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
INTERSECTION AT END OF PROJECT

ALASKA

DESIGNED BY:
D. KROMAREK
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 37 OF 85



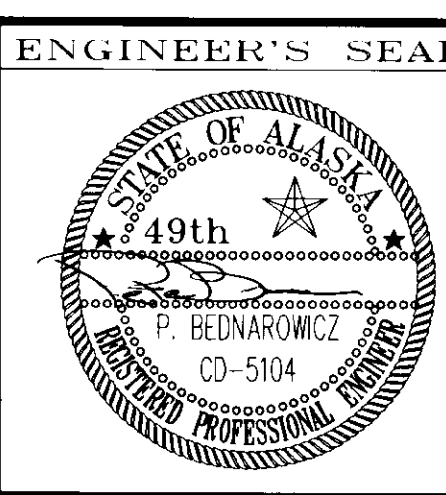


BY:	DATE:	DESCRIPTION OF CHANGE:

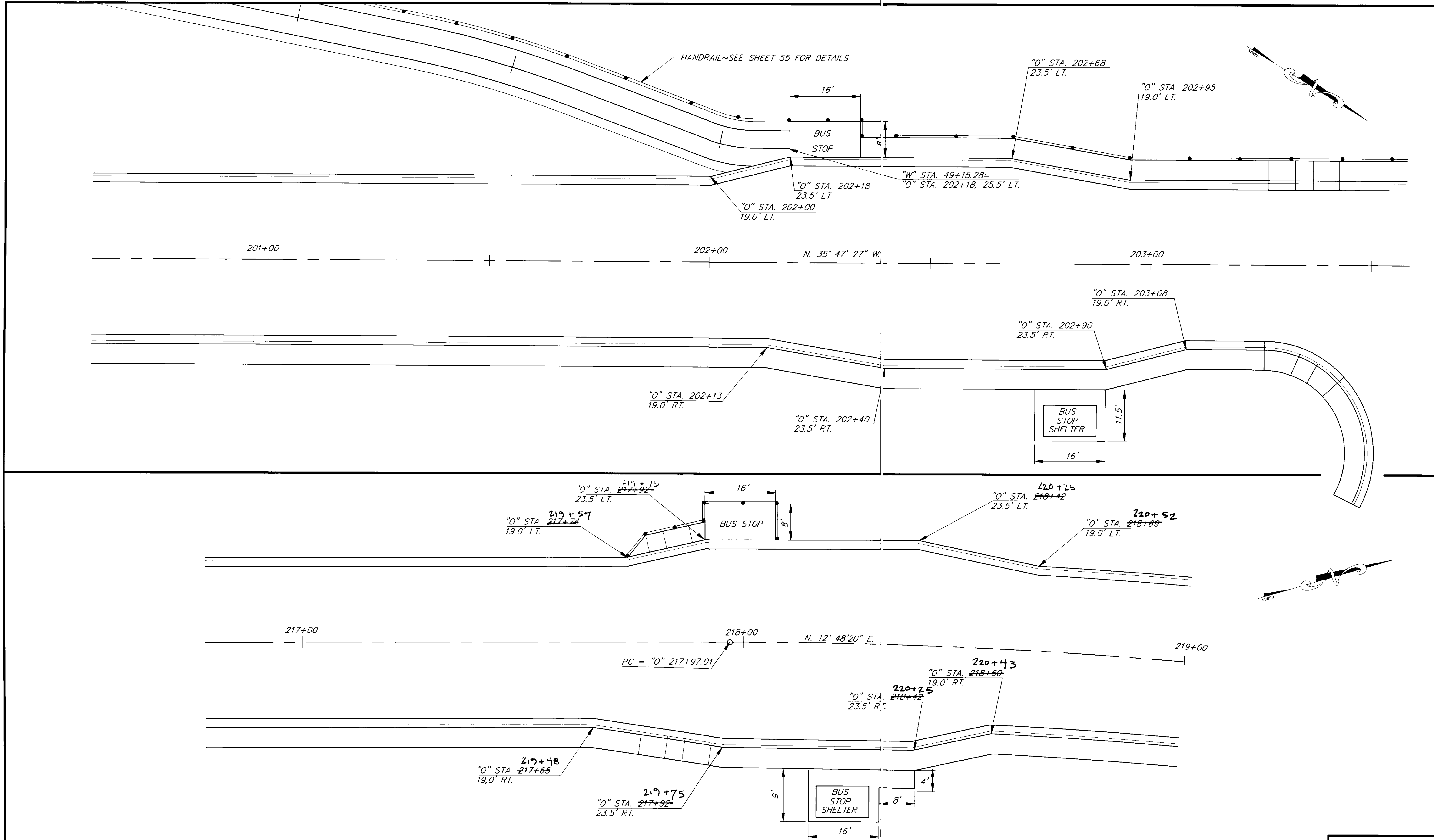
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
BUS STOP DETAILS
ALASKA

DESIGNED BY:	D. KROMAREK	PROJECT NO.	70469
DRAWN BY:	C. ANDERSON	DATE:	6/1993
CHECKED BY:	P. BEDNAROWICZ	SHEET	38 OF 85



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



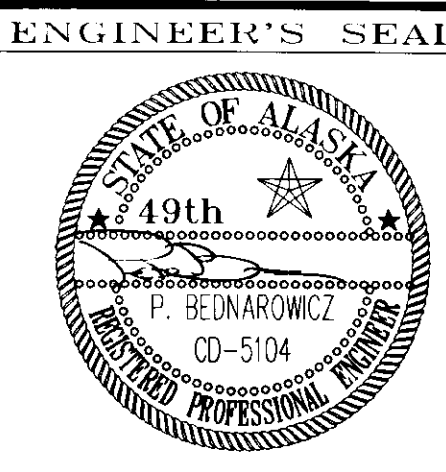
BY:	DATE:	DESCRIPTION OF CHANGE:

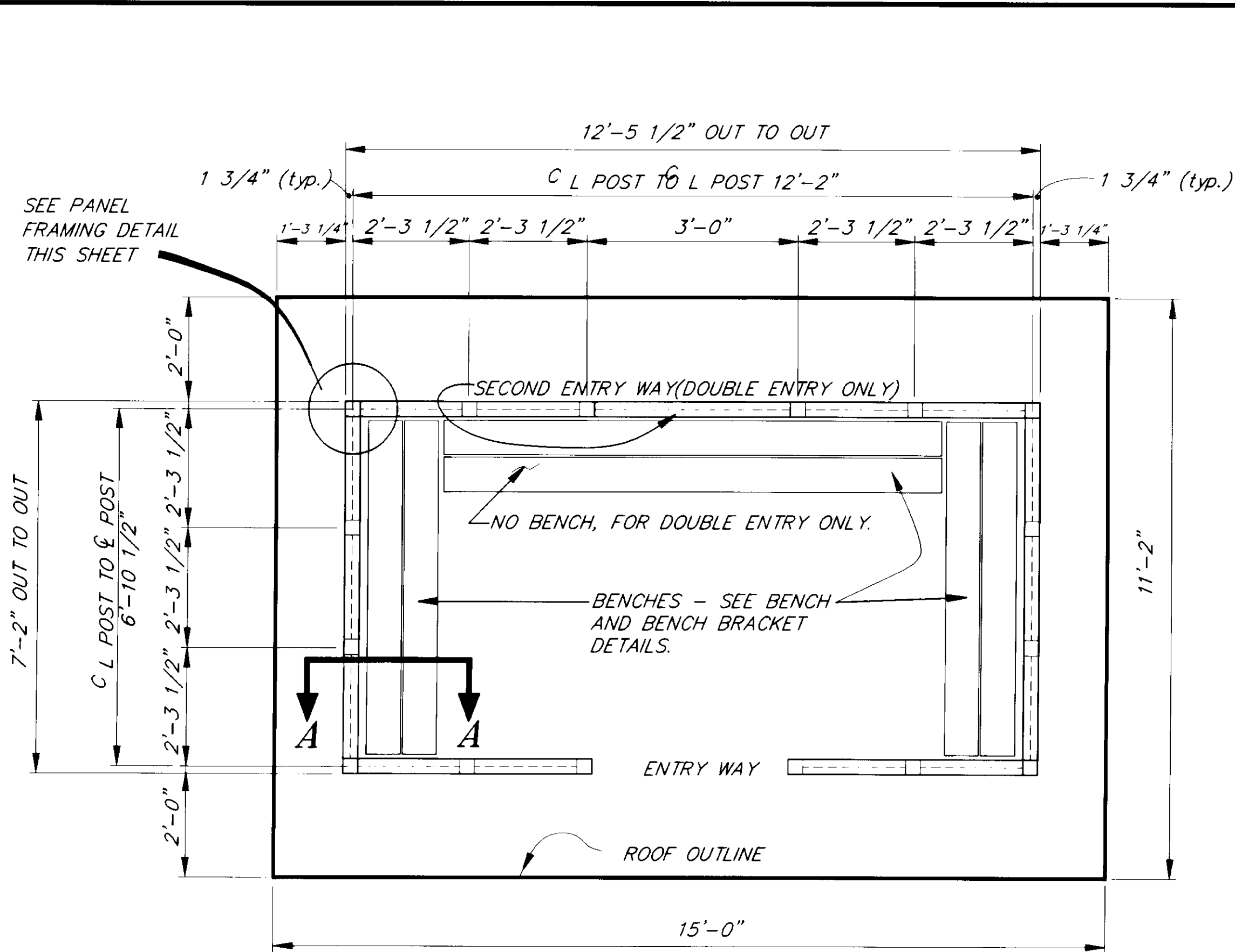
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0755(8) (70469)
BUS STOP DETAILS
ALASKA

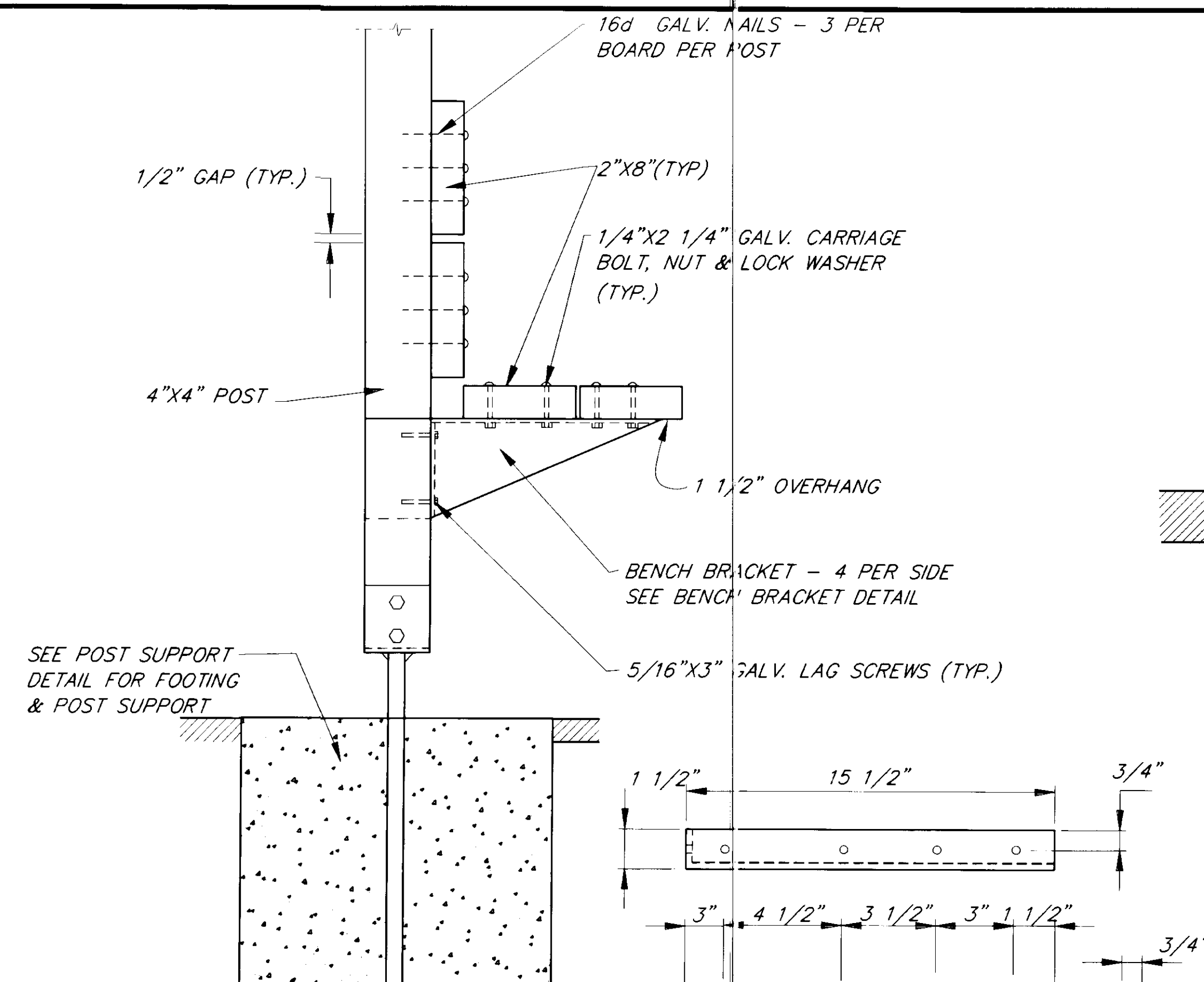
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. KROMAREK	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 39 OF 85



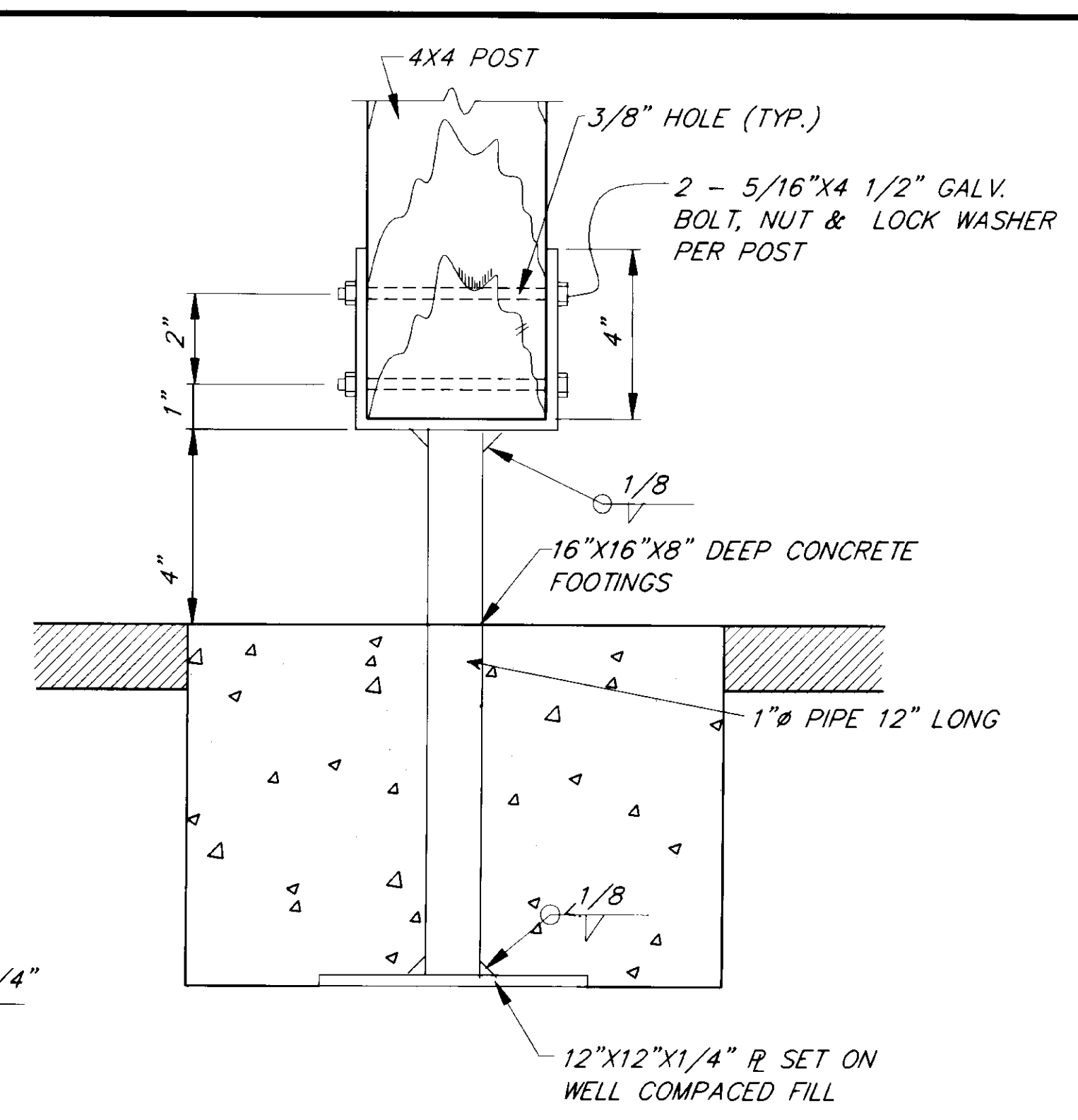


PLAN VIEW

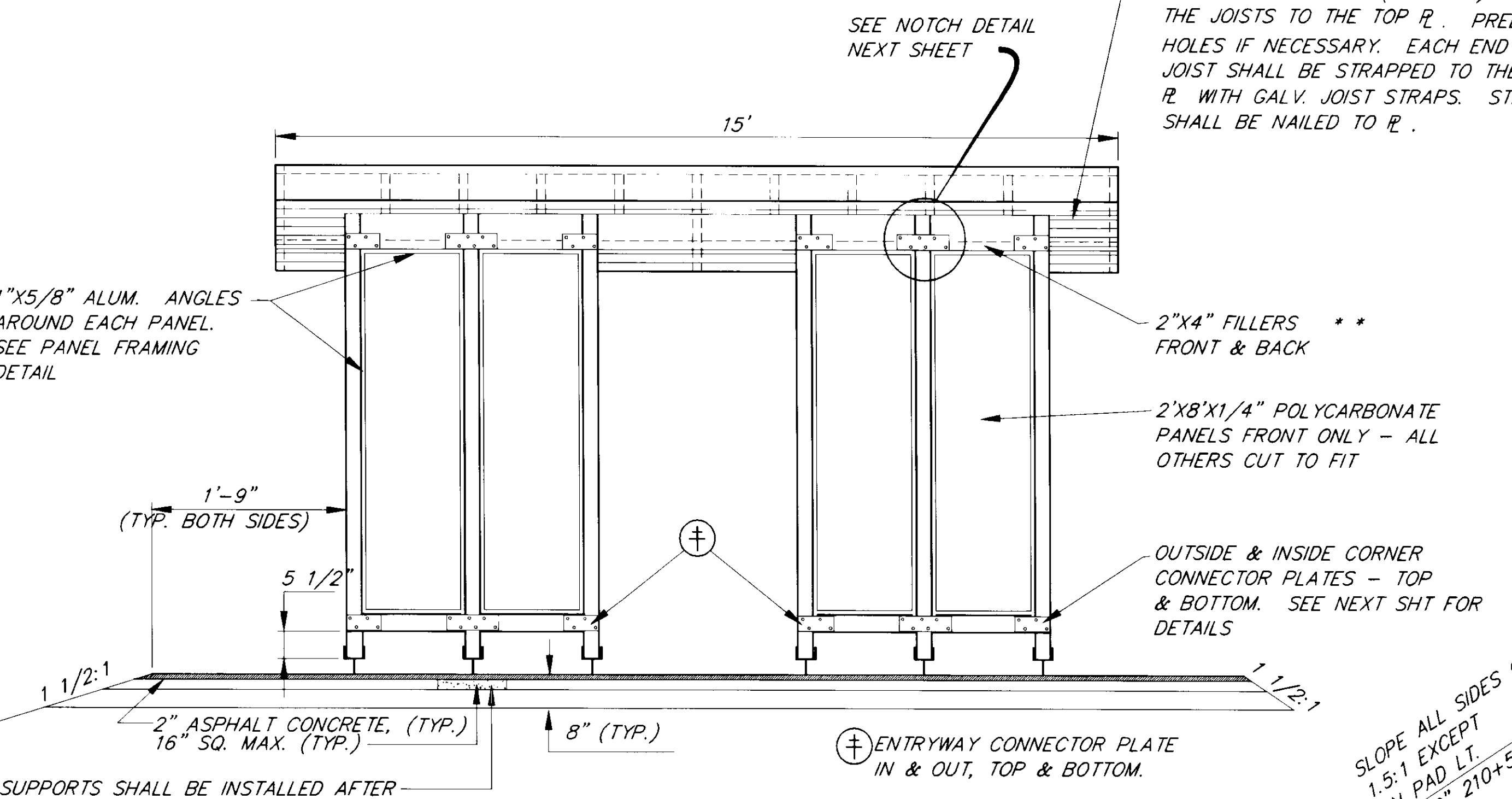


**BENCH DETAIL
SECTION A-A**

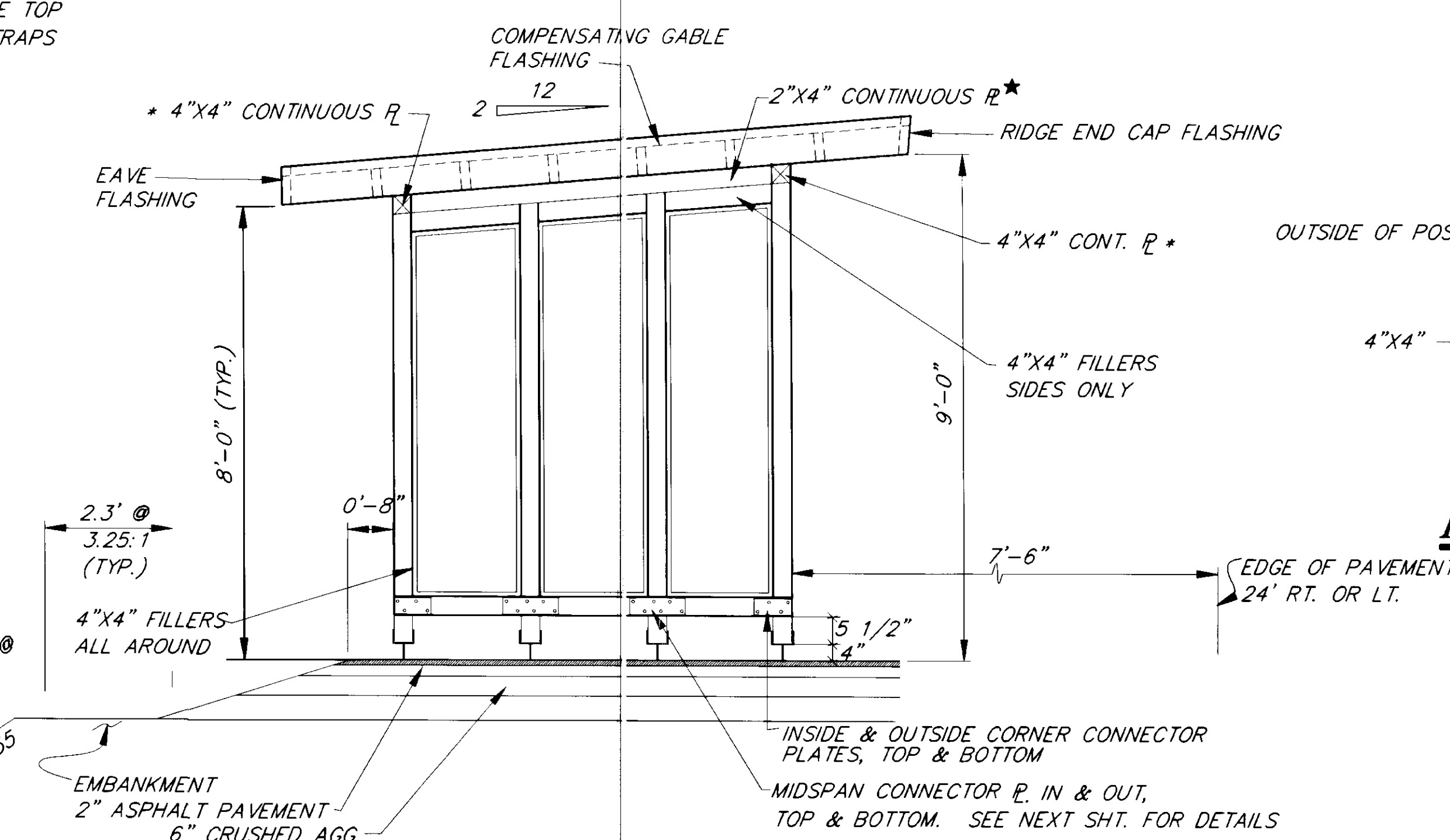
BENCH BRACKET DETAIL



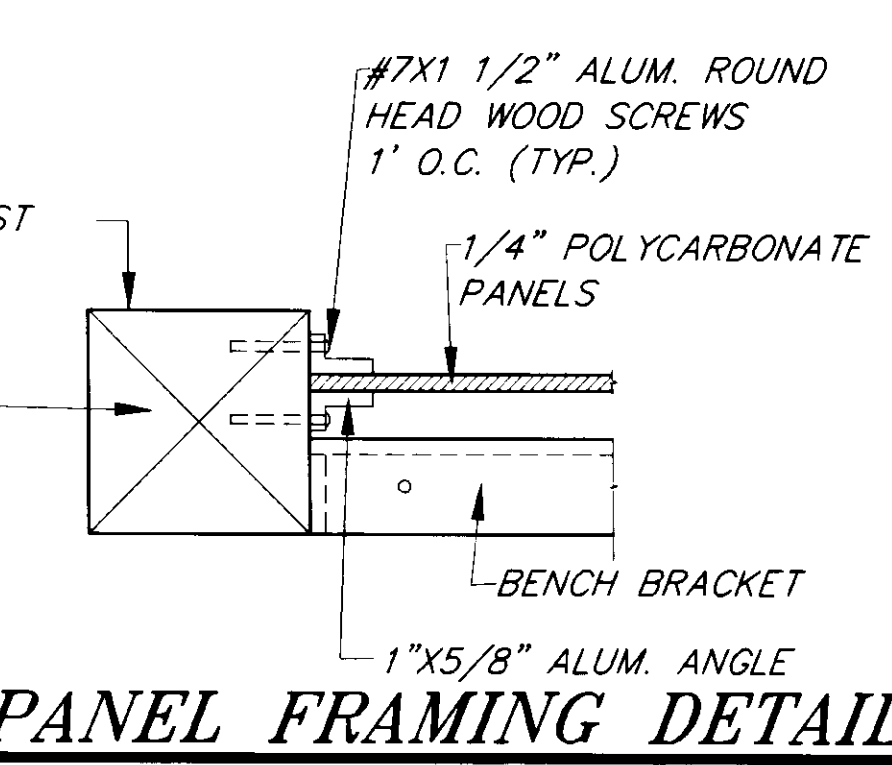
POST SUPPORT DETAIL



FRONT VIEW



SIDE VIEW



PANEL FRAMING DETAIL

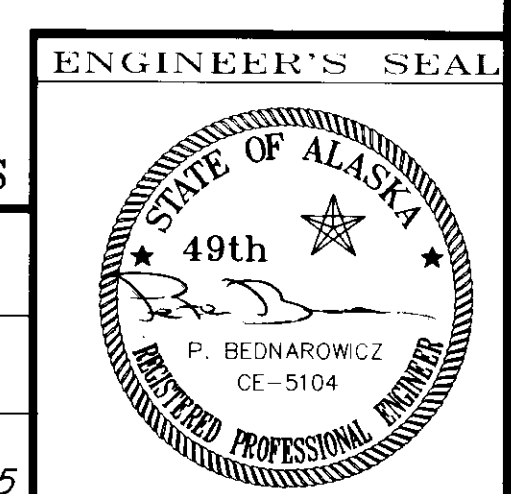
★ ALL FILLER PLATES SHALL BE SECURELY NAILED TO CONTINUOUS PLATE WITH 16d NAILS 6" C. C.
★ NOTCH ENDS OF 4" x 4" R TO RECEIVE 2" x 4" R'S

DATE:	DESCRIPTION OF CHANGE:

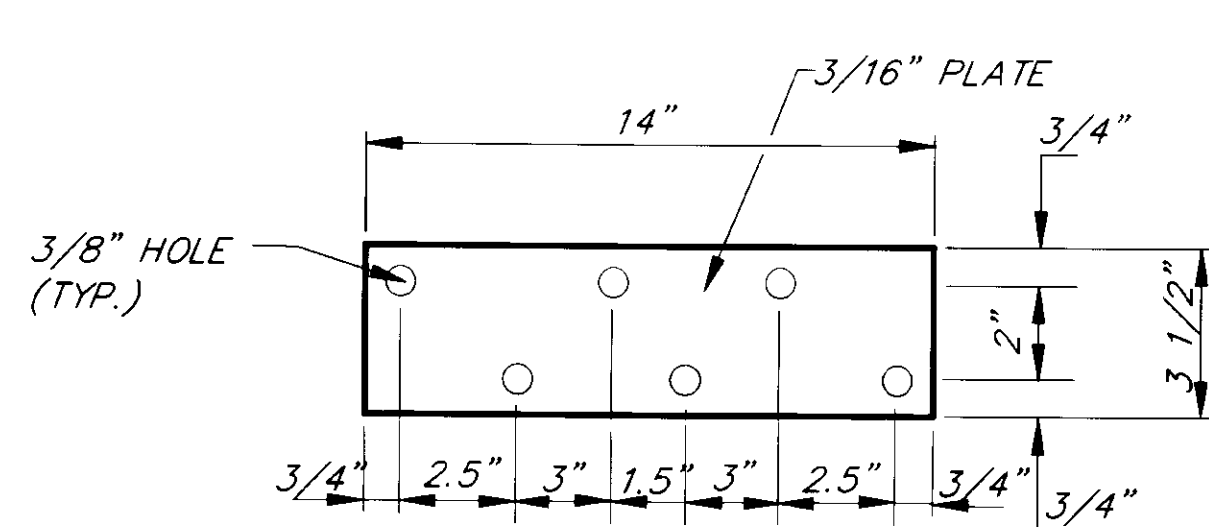
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
TYPICAL BUS STOP SHELTER

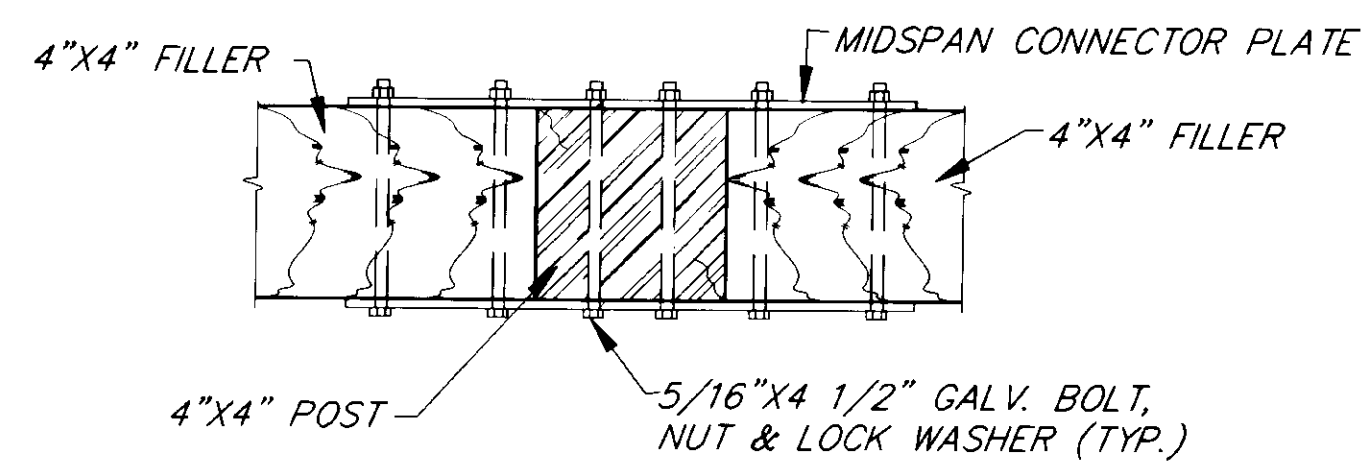
DESIGNED BY: P. JONES	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 40 OF 85



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

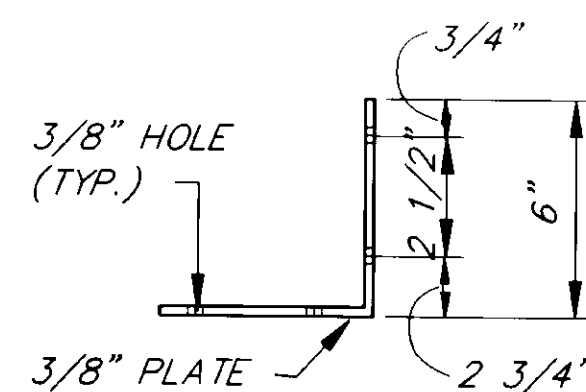


PLAN

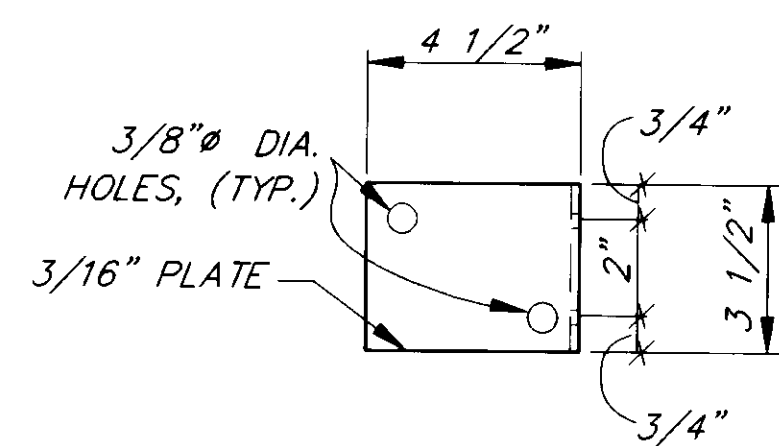


ELEVATION

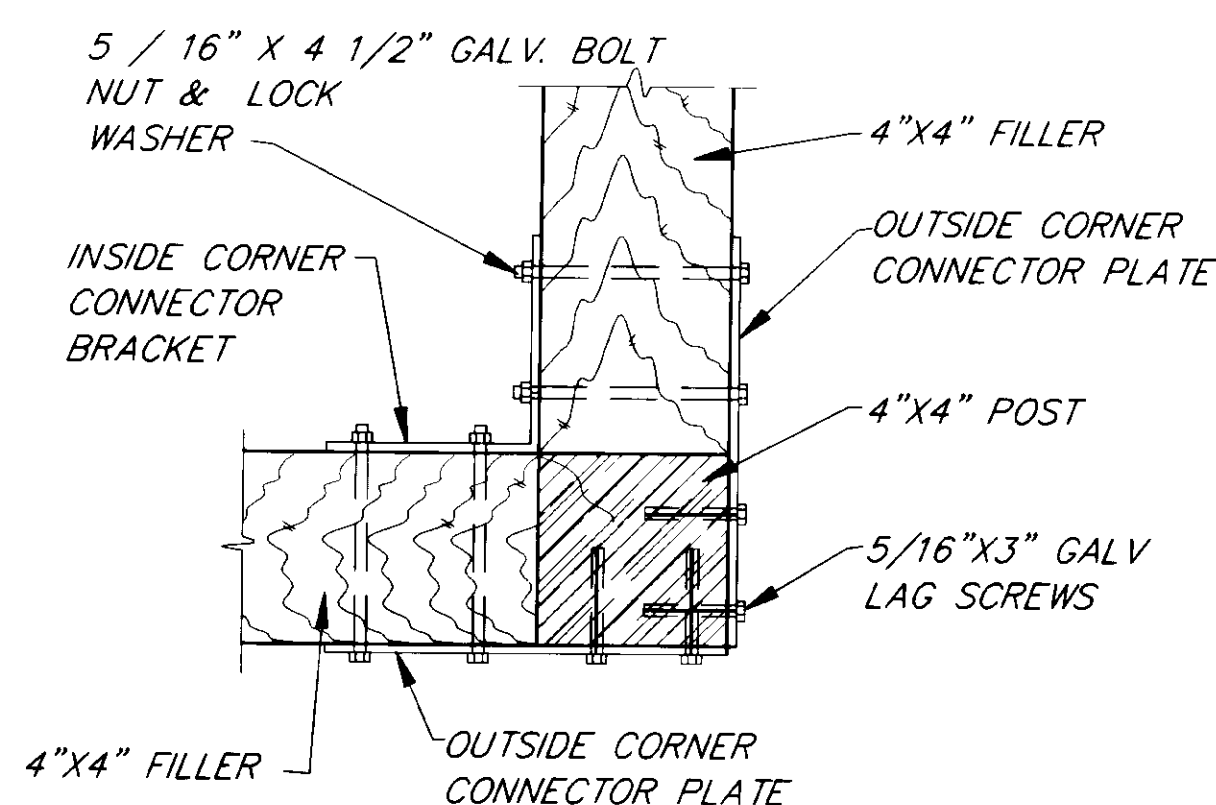
MIDSPAN CONNECTOR PLATE DETAIL



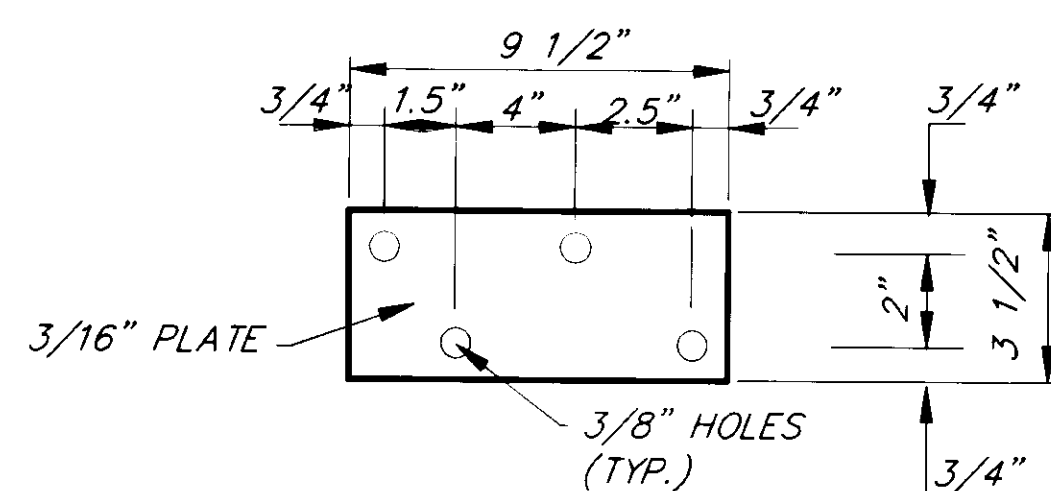
PLAN



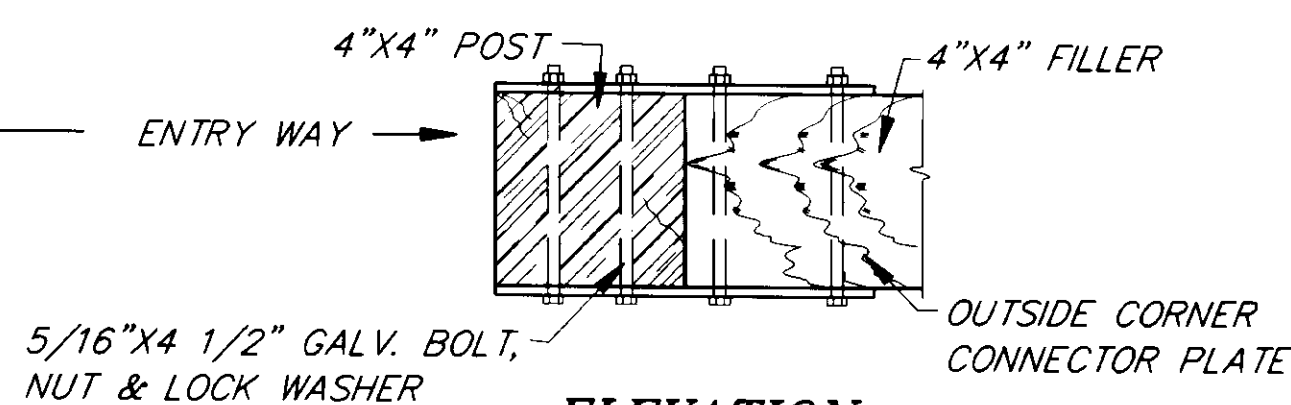
ELEVATION



INSIDE CORNER CONNECTOR PLATE DETAIL

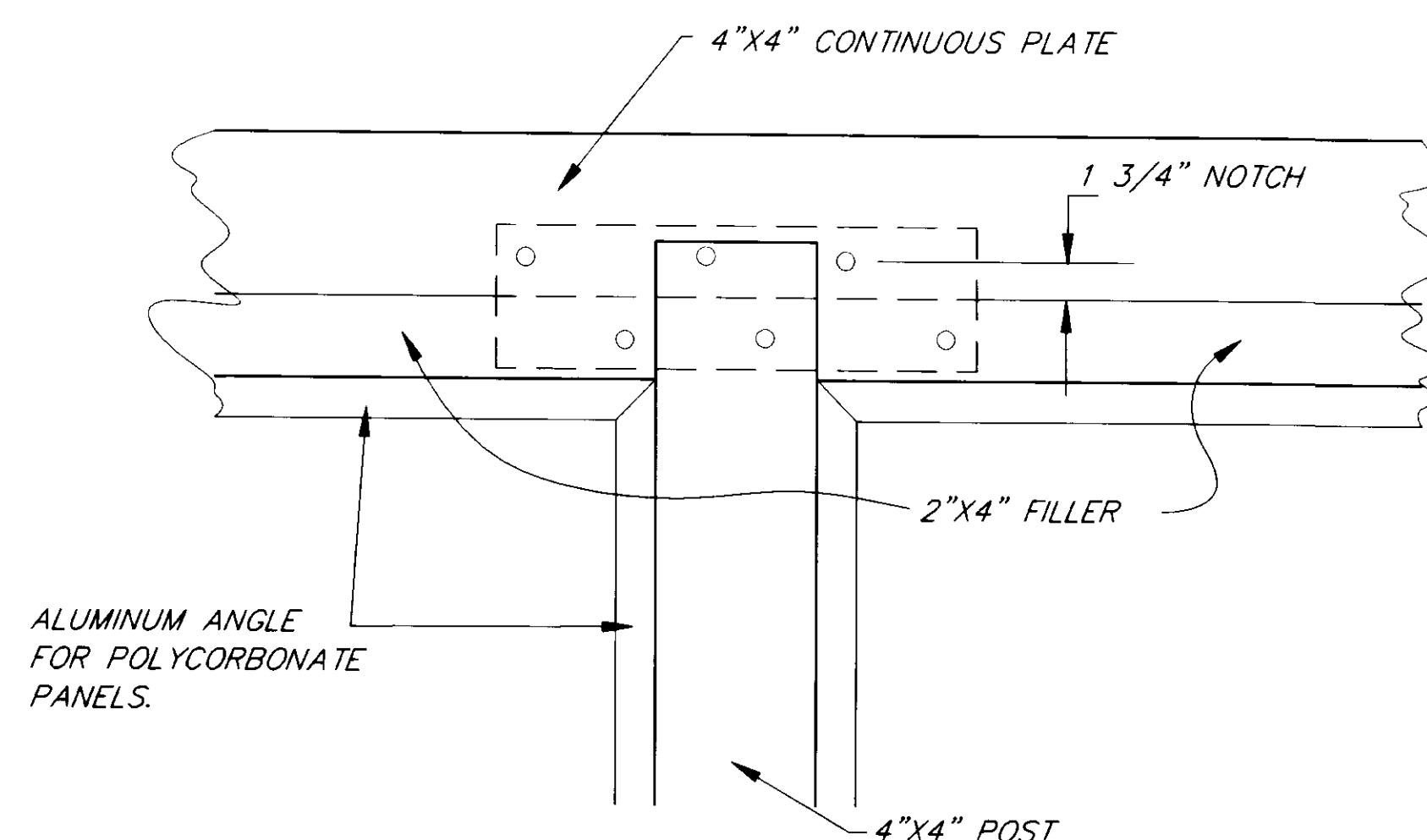


PLAN



ELEVATION

OUTSIDE CORNER AND ENTRY WAY CONNECTOR PLATE DETAIL



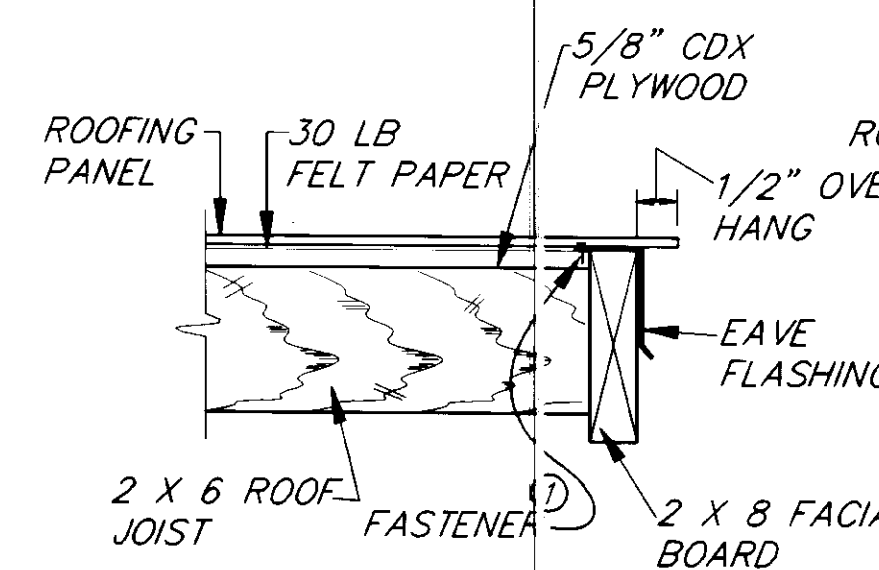
NOTCH DETAIL

ESTIMATE OF QUANTITIES			
ITEM	SINGLE ENTRY*	DOUBLE ENTRY**	TOTALS
POST SUPPORTS	16 EA	16 EA.	96
5/16"X4 1/2" GAL. BOLTS, NUTS & WASHERS	208 EA	200 EA.	1,240
4"X4"	290 BM	280 B.M.	1,730
2"X4"	40 BM	40 B.M.	240 B.M.
2"X6"	150 BM	150 B.M.	900 B.M.
2"X8"	200 BM	160 B.M.	1,160 B.M.
4'X8'X5/8" CDX PLYWOOD	6 SHEETS	6 SHEETS	36 SHEETS
30 LBS. ROOF FELT	1-600 SQ. ROLL	1-600 SQ. ROLL	6-600 SQ. ROLL
METAL ROOFING	16-11'-4"X12" PANELS	16-11'-4"X12" PANELS	96
EAVE, RIDGE END LAP AND COMPENSATING GABLE FLASHING	55 LF	55 L.F.	330 L.F.
4'X8'X1/4" CLEAR POLYCARBONATE PANELS	8 SHTS	7 SHTS.	47 SHTS.
1"X5/8"X1/4" ALUM. ANGLE	600 LF	560 L.F.	3,560 L.F.
3 1/2"X14" MID-SPAN CONNECTOR PLATES	36 EA	32 EA.	212
3 1/2"X9 1/2" OUTSIDE CORNER CONNECTOR PLATES	28 EA	32 EA.	172
INSIDE CORNER CONNECTOR BRACKETS	8 EA	8 EA.	48
BENCH BRACKETS	12 EA	8 EA.	68
5/16"X3" GALV. LAG SCREWS	56 EA	48 EA.	328
5/16"X4 1/2" GALV. CARRIAGE BOLTS, NUTS & LOCK WASHERS	32 EA	32 EA.	192
#7X1 1/2" ALUM. ROUND HEAD WOOD SCREW	745 EA	700 EA.	4,425
16d GALV. NAILS	3 LBS	2 LBS	17 LBS
12d GALVANIZED NAILS	1 LB	1 LB	6 LBS.
PORTLAND CEMENT	28 EA	28 EA.	168 EACH
GALV. JOIST STRAPS	6 LBS	6 LBS.	36 LBS.
8d GALV. NAILS	10 LBS	10 LBS	60 LBS

* INCLUDES 5 BUS STOP SHELTERS, LOCATED AT STA. 147+20, 147+75, 177+80, 202+80, & 218+45.
 ** INCLUDES 1 SHELTER AT STA. 210+55.

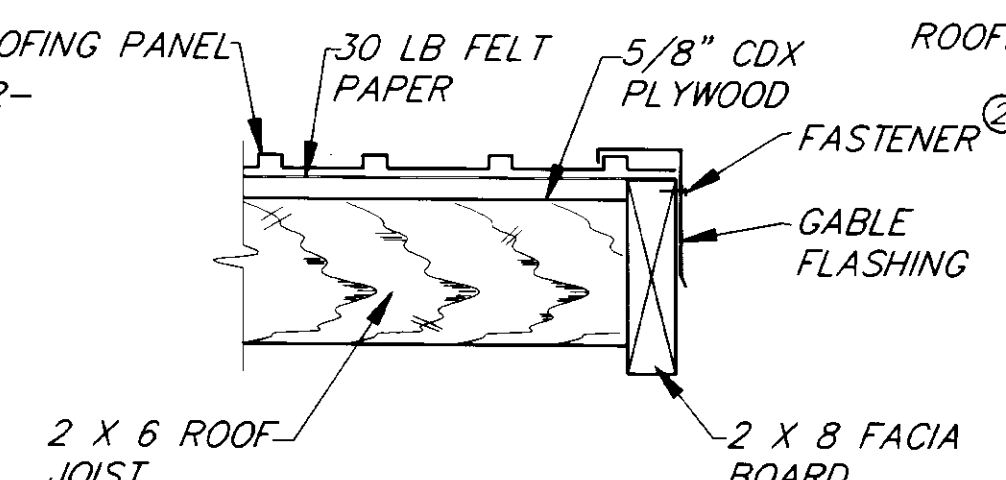
GENERAL NOTES

- POST SUPPORTS, BENCH BRACKETS & CONNECTOR PLATES SHALL BE SHOP FABRICATED AND RECEIVE TWO COATS OF METAL PAINT PRIOR TO INSTALLATION.
- ALL LUMBER SHALL BE S-4-S, DOUGLAS FIR OR HEMLOCK, CONSTRUCTION GRADE NO. 1 OR BETTER.
- SIZING OF THE POLYCARBONATE PANEL FOR EXPANSION, SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
- ALL WOOD SHALL BE STAINED WITH LINSEED OIL BASE SEMI-TRANSPARENT STAIN. STAIN SPECIFICATIONS, MANUFACTURER'S APPLICATION RECOMMENDATIONS AND COLOR SAMPLES SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER PRIOR TO APPLICATION OF ANY STAIN.
- PRE-DRILL AND STAIN ALL HOLES FOR ALL BOLTS.
- PRE-FABRICATED PADS MAY BE SUBSTITUTED FOR THE ASPHALT PADS, AS APPROVED BY THE ENGINEER.



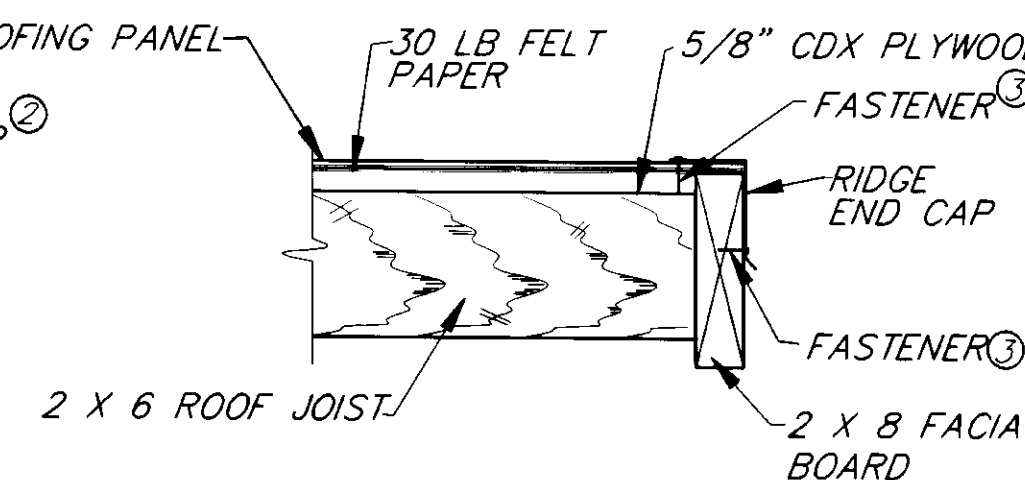
ROOFING DETAIL

① FASTENER EVERY 5 FEET



ROOFING DETAIL

② FASTENERS EVERY 2 FEET



ROOFING DETAIL

③ FASTENERS EVERY 2 FEET

NOTE: USE 8d NAILS TO FASTEN PLYWOOD TO JOISTS.
 SPACING ALONG EDGES OF PLYWOOD SHALL BE 1 FT. C-C.

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU

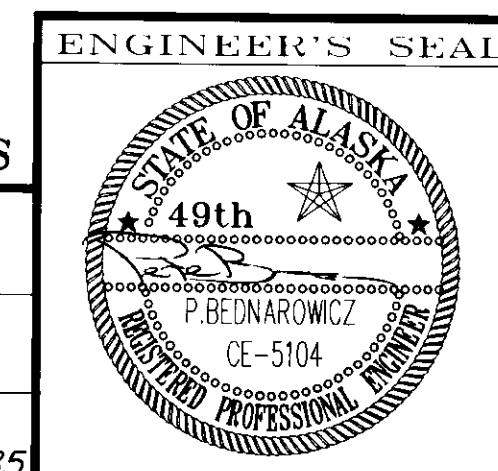
SALMON CREEK TO VANDERBILT HILL
 PROJECT NO. RS-M-0955(8) (70469)

CONNECTOR PLATE DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ALASKA
 DESIGNED BY: P. JONES
 DRAWN BY: C. ANDERSON
 CHECKED BY: P. BEDNAROWICZ

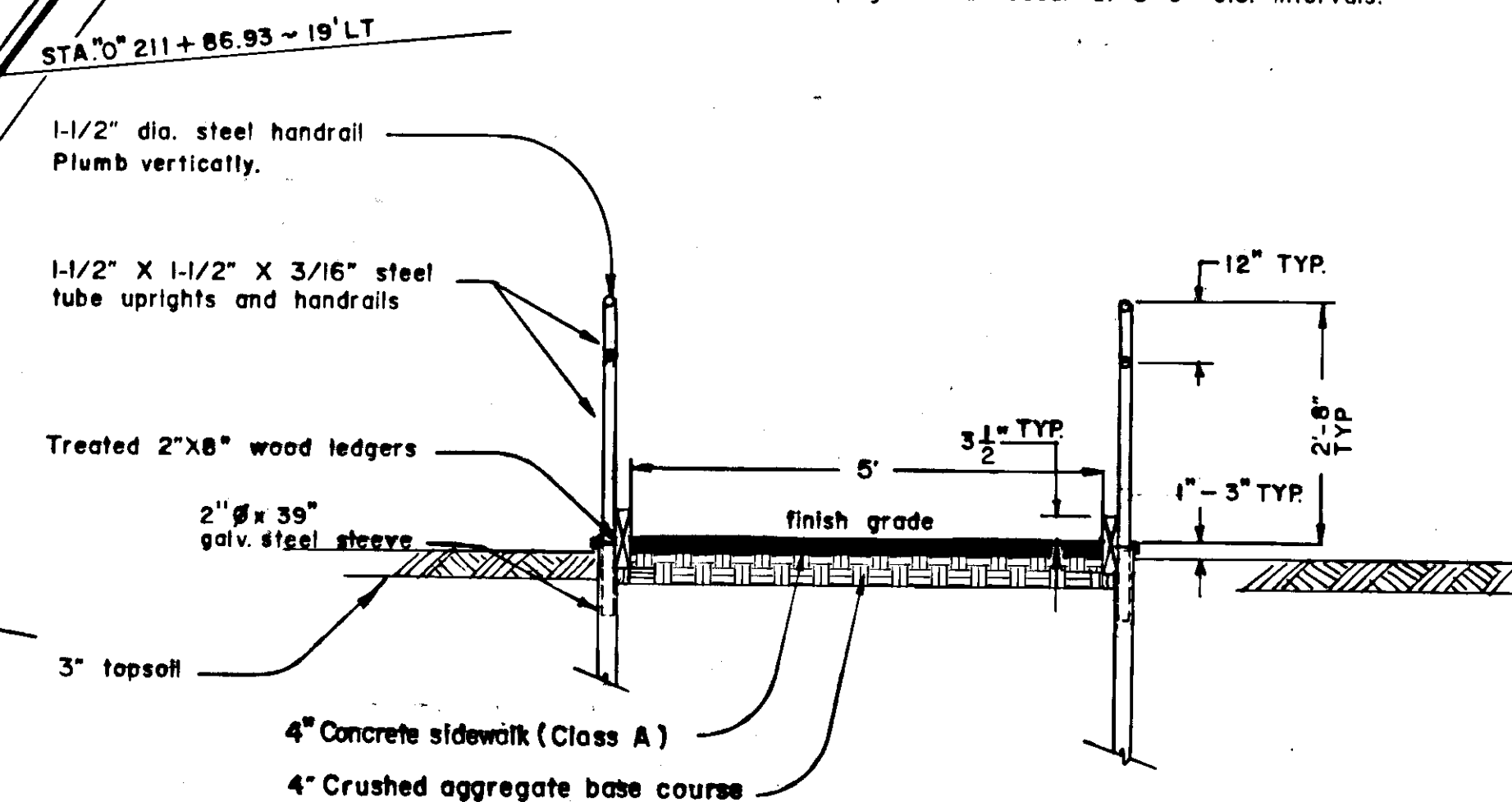
PROJECT NO.
 70469
 DATE:
 6/1993
 SHEET 41 OF 85



P: \JNU\SALMON\DR\BUSDET 1=4

STATE	PROJECT DESIG.	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA				

HANDRAILING NOTES
1. Handrail uprights shall occur at 5'-0" o.c. intervals.

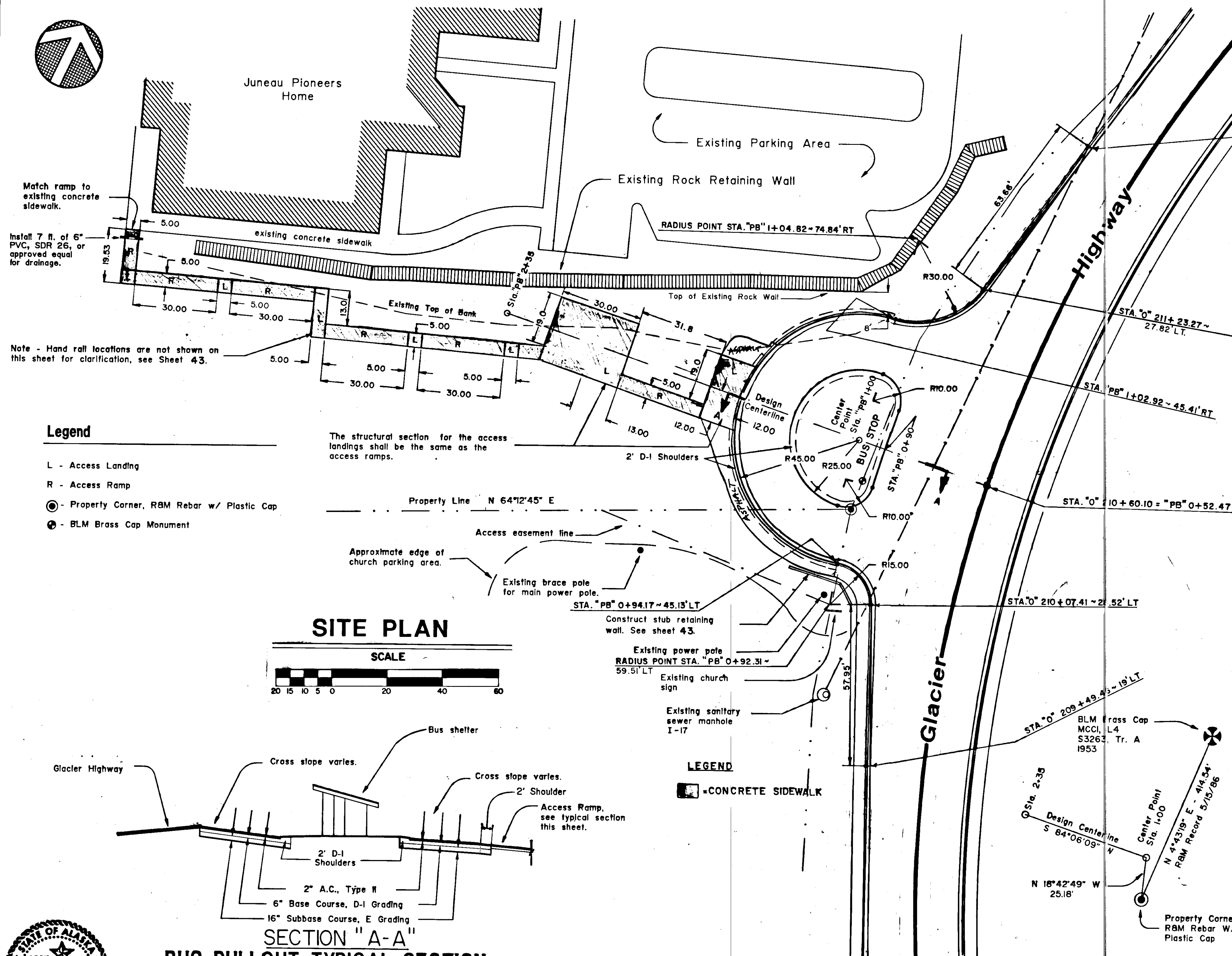
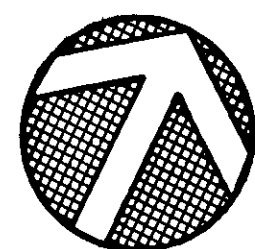


**TYPICAL SECTION
ACCESS RAMP & TYPE "A" HANDRAIL**

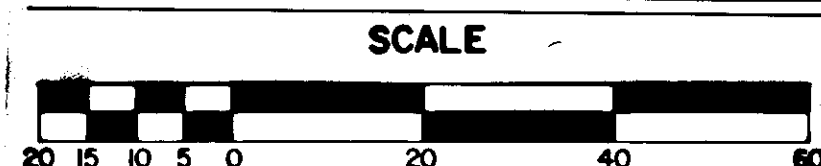
N.T.S.

GENERAL NOTES

1. Finish grades as shown on Sheet 43 represent finished top of asphalt or concrete elevations.
2. All work shall conform to the Alaska Department of Transportation and Public Facilities STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (1988) and the current STANDARD DRAWINGS MANUAL.
3. Type "A" Handrail spacing shall be as detailed on sheet 55. For type "B" handrail, as indicated on sheet 55, post spacing and no. off posts can vary on short runs.
4. All access landings shall be constructed level to meet A.N.S.I. handicap standards. Ramp profiles to be a straight line between landings.
5. Property boundary and existing topography were derived from the SITE GRADING, DRAINAGE & UTILITIES PLANS as prepared for the Juneau Pioneers Home Project by R&M Engineering (6/20/86).
6. All earth exposed as a result of grading operations shall be smooth graded, covered with 3" of topsoil and hydraulically seeded.
7. See Sheet 49 for electrical notes.
8. All areas between the property line and the existing rock wall (outside of the paving limits), shown on this sheet shall be cleared, graded to drain and seeded.



SITE PLAN

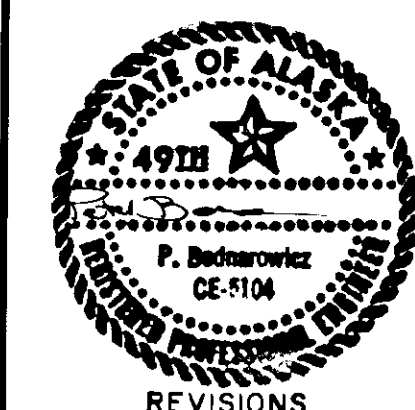


SECTION "A-A" BUS PULLOUT TYPICAL SECTION

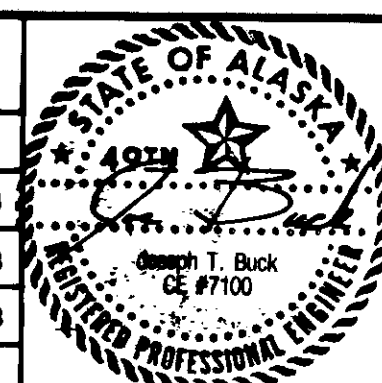
N.T.S.

HORIZONTAL CONTROL

N.T.S.



DATE	REVISIONS	BY
6/11/90	D.O.T. & P.F. Review	JB
2/13/9	MODIFIED TO NEW HWY. ALIGNMENT	PB
"	MODIFIED HANDRAIL TO NEW STD.	PB
"	MODIFIED GENERAL NOTES	PB
4/4/93	Changed Ramp Alignment.	PB



TONER-NORDLING & ASSOCIATES, INC.
Civil Engineering Land Surveying Project Management

2221 North Jordan Avenue
Juneau, Alaska 99801
(907) 789-3533

DRAWN BY: JTB DESIGNED BY: JTB CHECKED BY: RK/PH

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

**JUNEAU PIONEERS HOME BUS TURNOUT
AND ACCESS - PROJECT NO. 70469**

**SITE PLAN - TYPICAL SECTIONS
GENERAL NOTES**

SHEET NO.

42

DATE: APRIL 1990 CONTRACT NO. 70042 SCALE: As Noted

Juneau Pioneer Home

concrete sidewalk

Top of existing rock wall

Grade to drain

Existing Top of Bank

Property Line

Access easement line

Existing brace pole for main power pole

Construct stub retaining wall. See detail this sheet.

Existing power pole E.G. 58.37 contractor shall brace pole during construction of the retaining wall

Existing church sign

Existing sanitary sewer manhole. 1-17

Approximate edge of parking area.

Glacier

Center O Point Sta. 1+00

Shelter Pad

TOP CURB F.G. 51.35

TOP CURB F.G. 50.40

TOP CURB F.G. 52.30

TOP CURB F.G. 51.80

TOP CURB F.G. 52.10

TOP CURB F.G. 53.10

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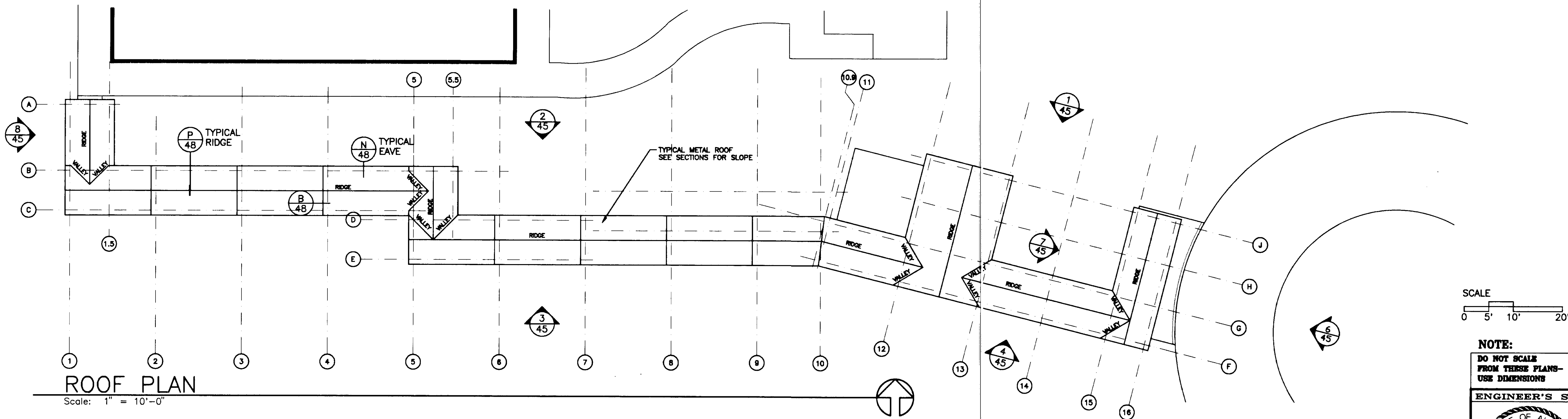
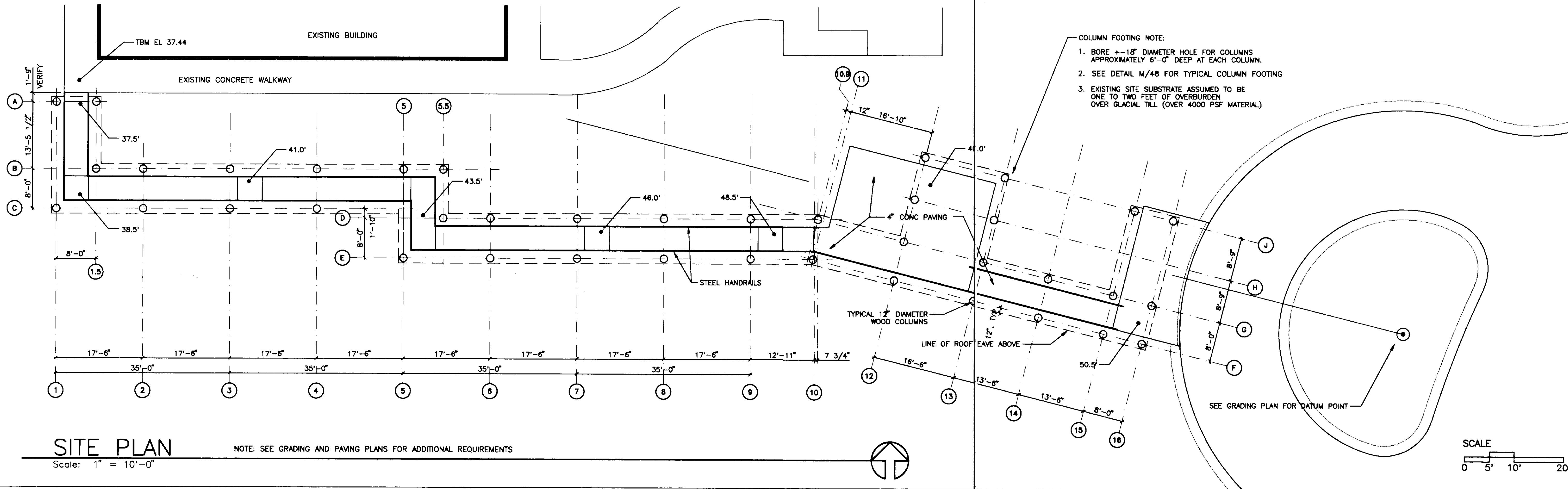
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TOP CURB F.G. 53.10

TOP CURB F.G. 5

DATE:	APRIL 1990	CONTRACT NO.	70042	SCALE:	1" = 20'
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BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU

SALMON CREEK TO VANDERBILT HILL
PIONEER HOME RAMP
PROJECT NO. RS-M-0955(L) (70469)
SITE PLAN, ROOF PLAN

ALASKA

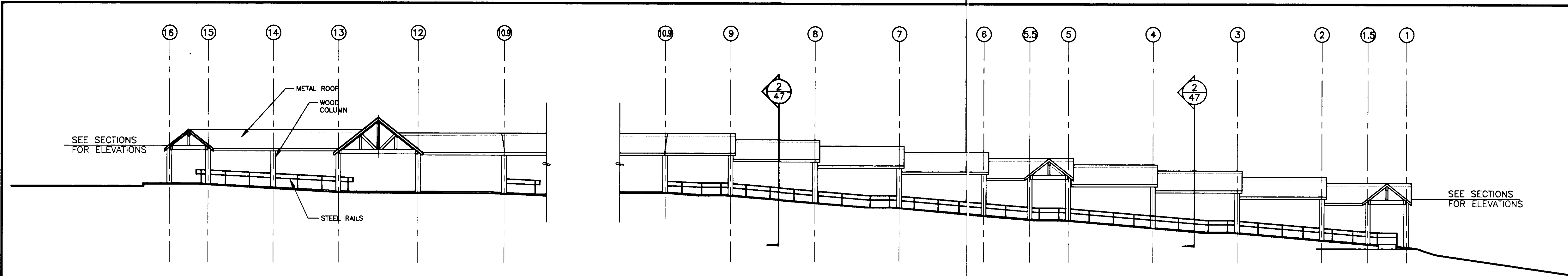
DESIGNED BY: AVY
DRAWN BY: GG
CHECKED BY: AVY

PROJECT NO. 70469
DATE: 6-18-93
SHEET 44

NOTE:
DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

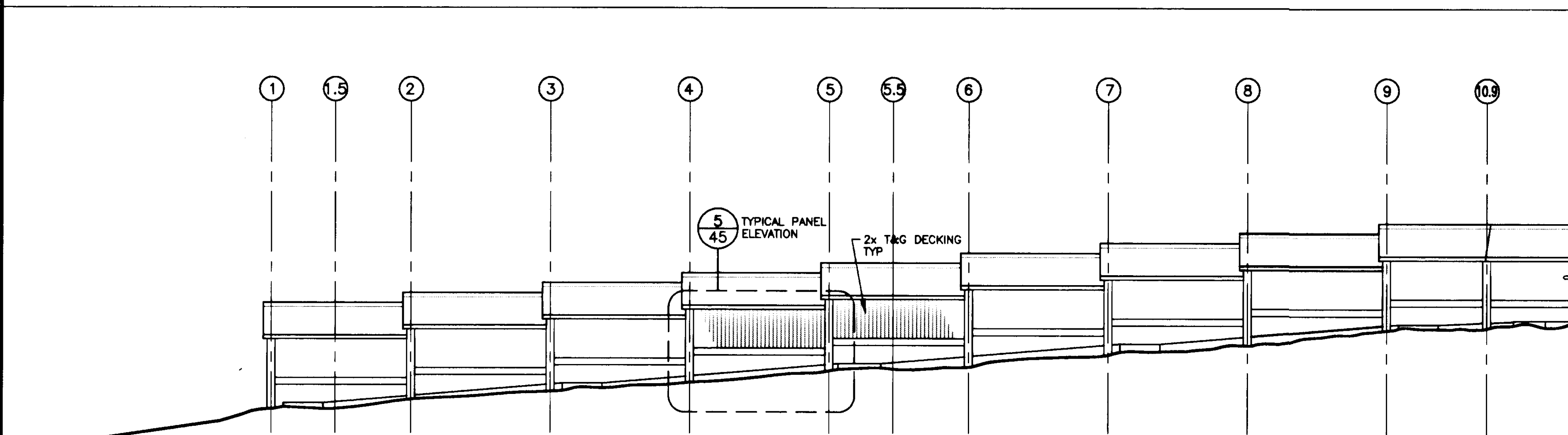
ENGINEER'S SEAL

STATE OF ALASKA
49TH
WAYNE E. JENSEN
REGISTERED PROFESSIONAL ENGINEER
NO. 4407

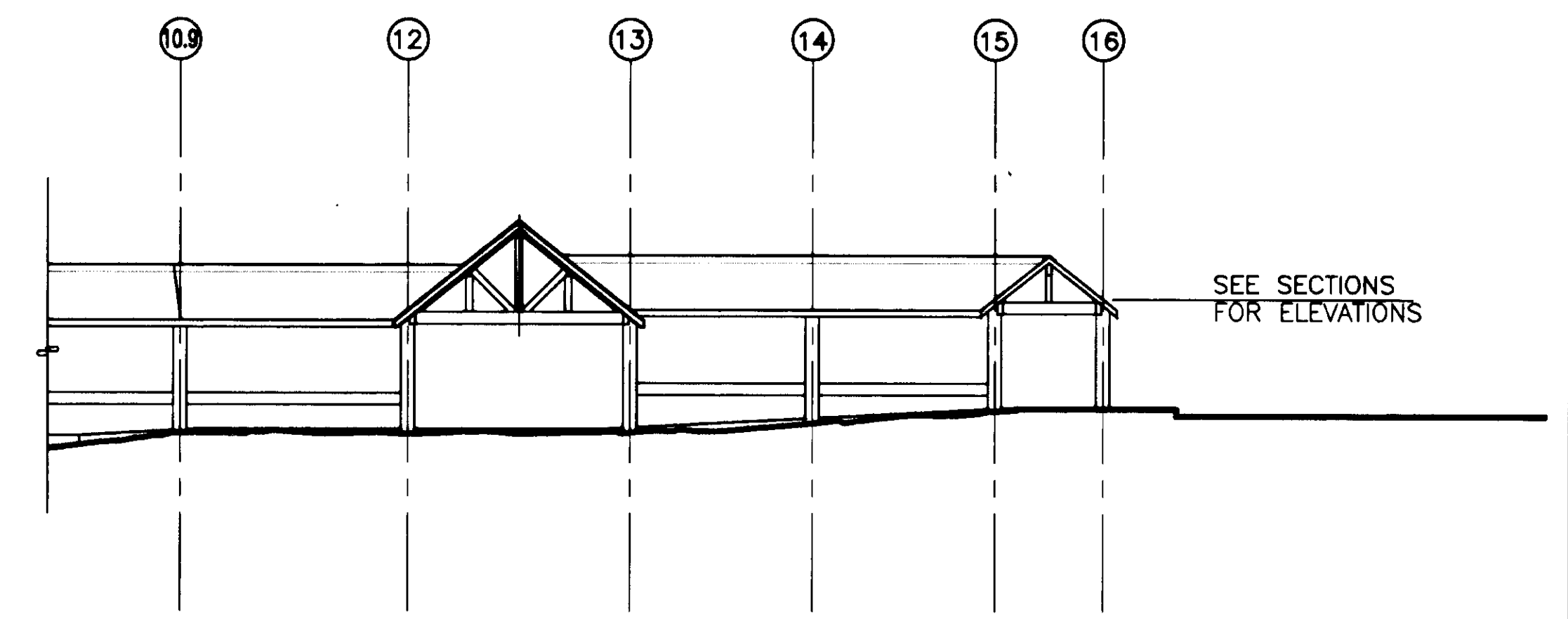


1 ELEVATION
Scale: 1" = 10'-0"

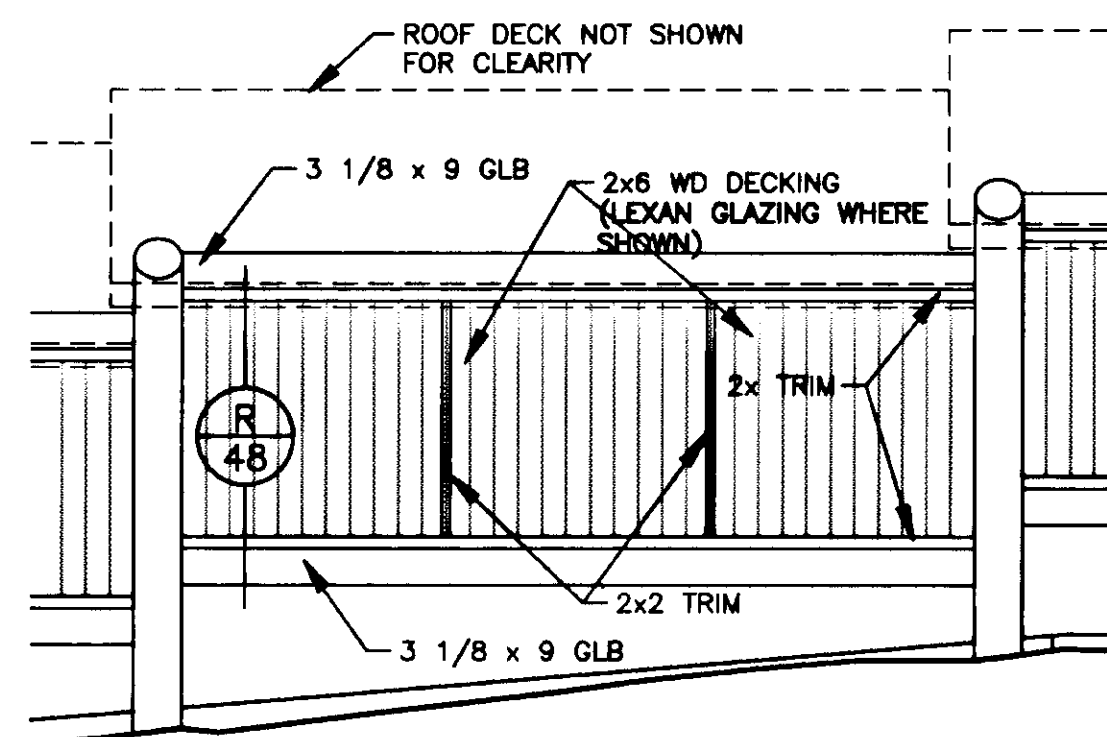
2 ELEVATION
Scale: 1" = 10'-0"



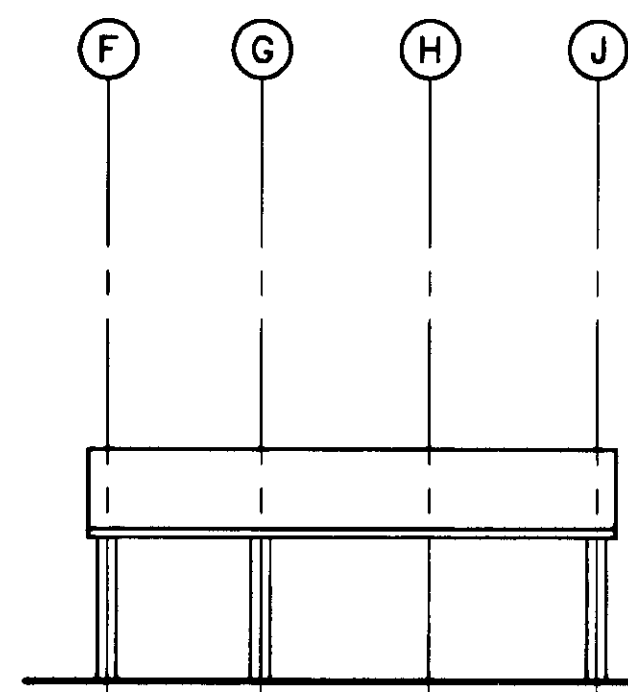
3 SOUTH ELEVATION
Scale: 1" = 10'-0"



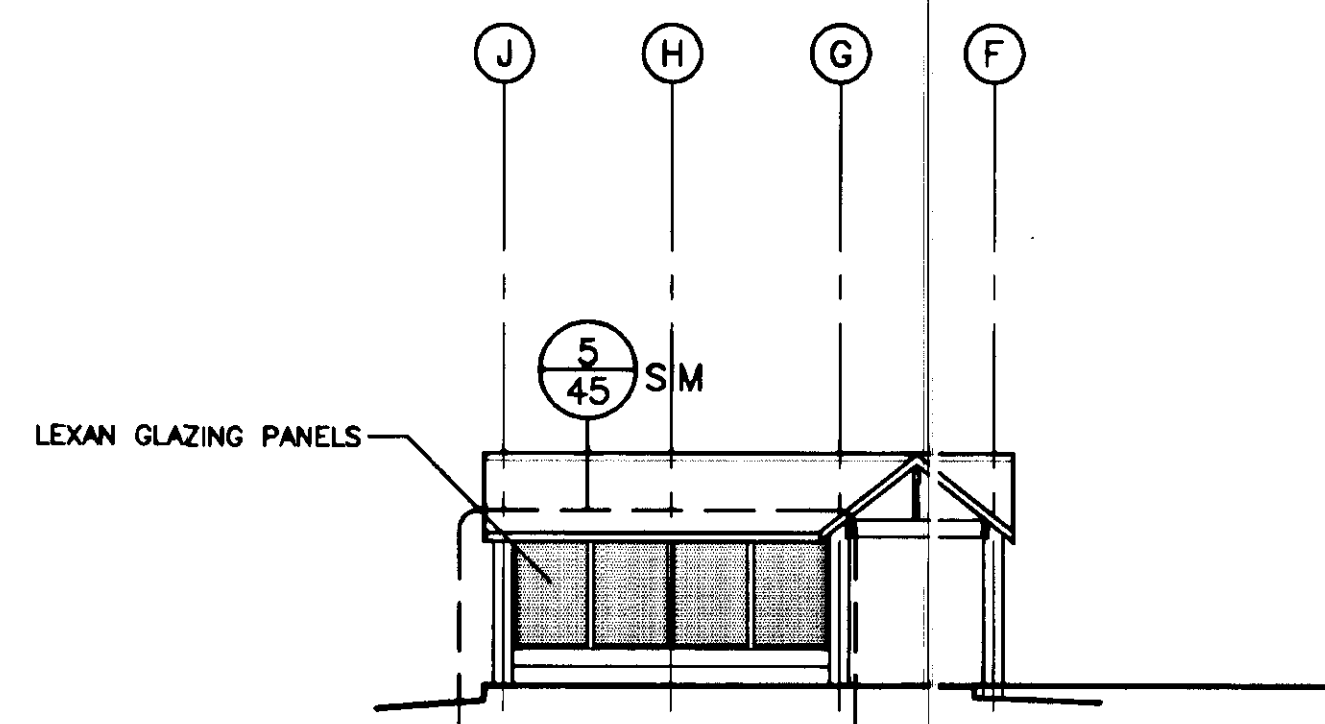
4 SOUTH ELEVATION
Scale: 1" = 10'-0"



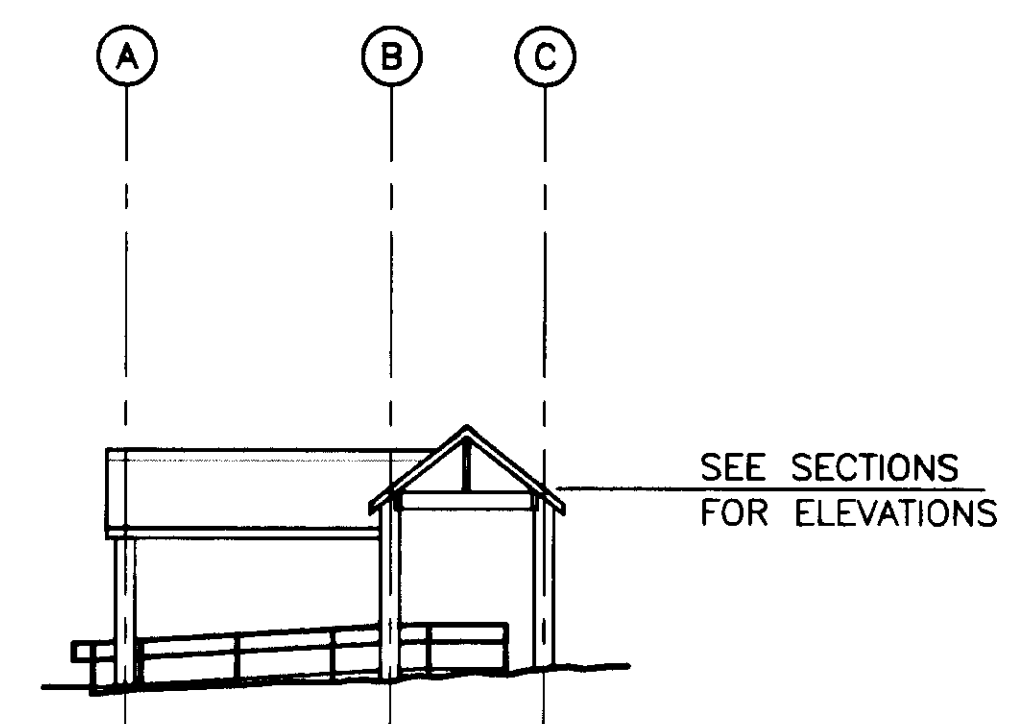
5 TYPICAL PANEL ELEVATION
Scale: 1/4" = 1'-0" \649\ELEV_5



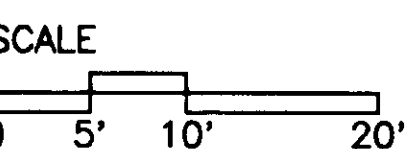
6 ELEVATION
Scale: 1" = 10'-0"



7 ELEVATION
Scale: 1" = 10'-0"

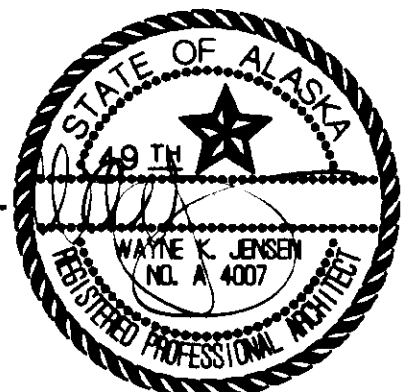


8 ELEVATION
Scale: 1" = 10'-0"



NOTE:
DO NOT SCALE
FROM THESE PLANS—
USE DIMENSIONS

ENGINEER'S SEAL



BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

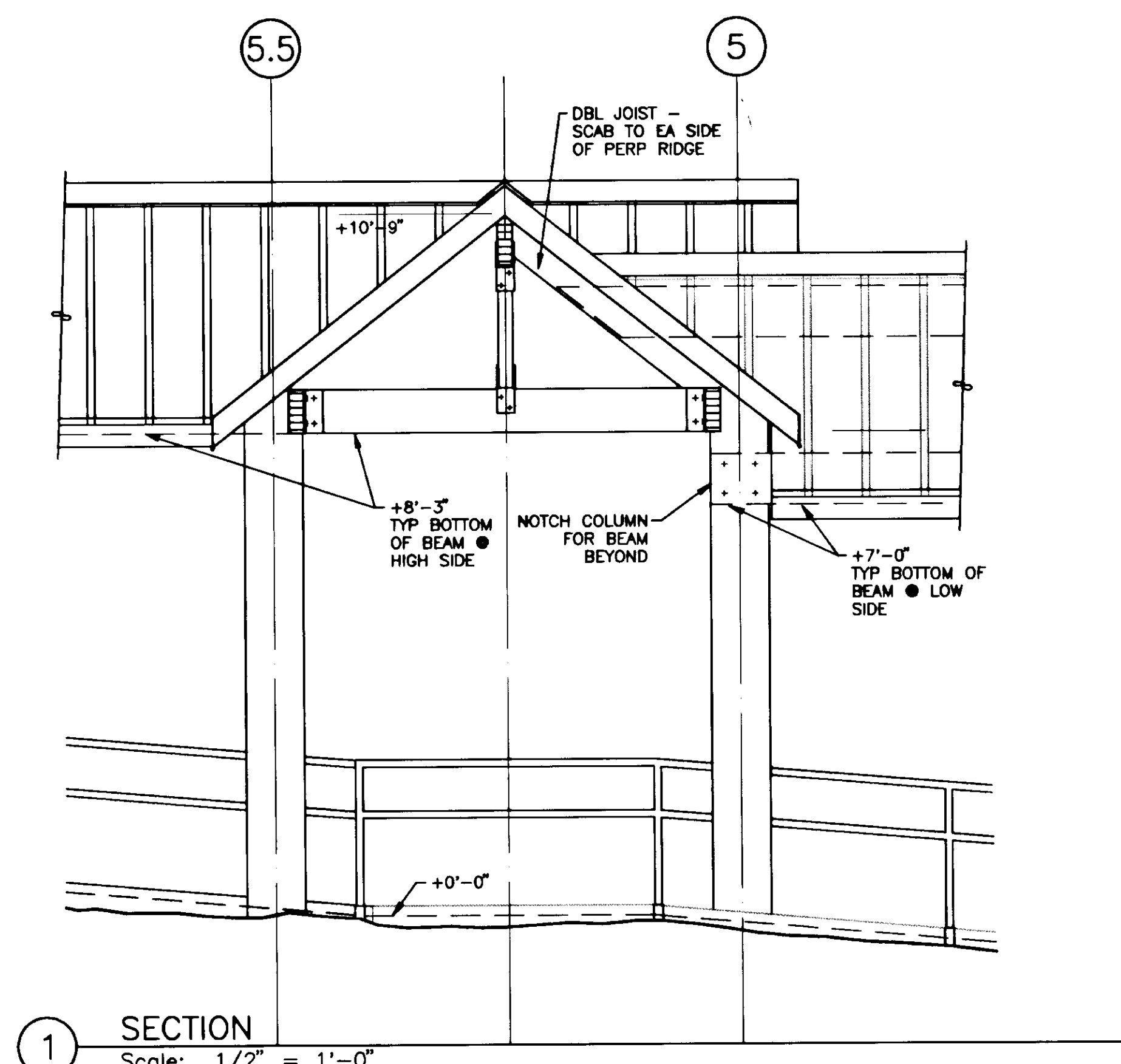
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PIONEER HOME RAMP
PROJECT NO. RS-M-0955(6) (70469)
ELEVATION, SECTIONS, DETAILS

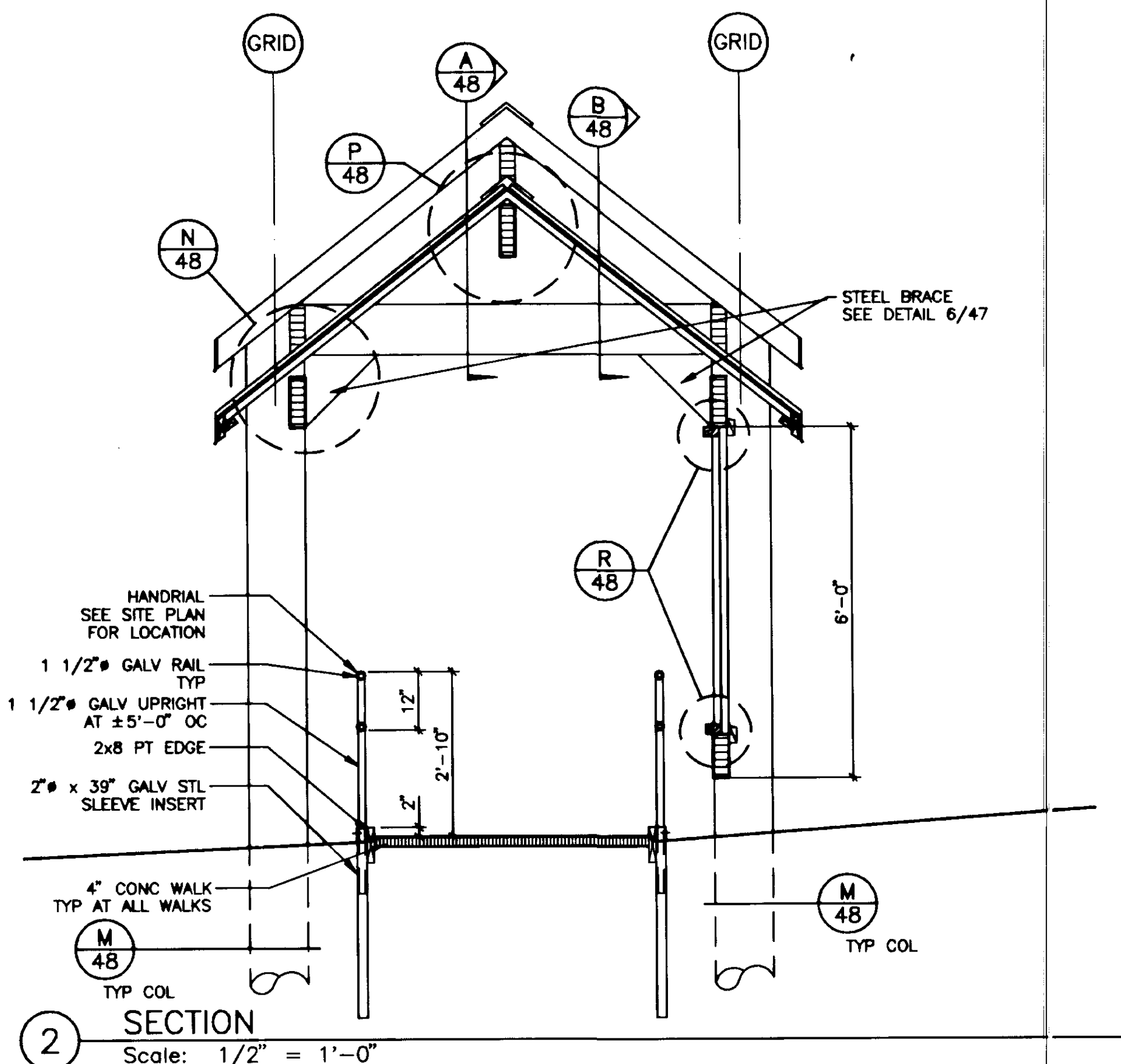
ALASKA

DESIGNED BY: AVY
DRAWN BY: GG
CHECKED BY: AVY

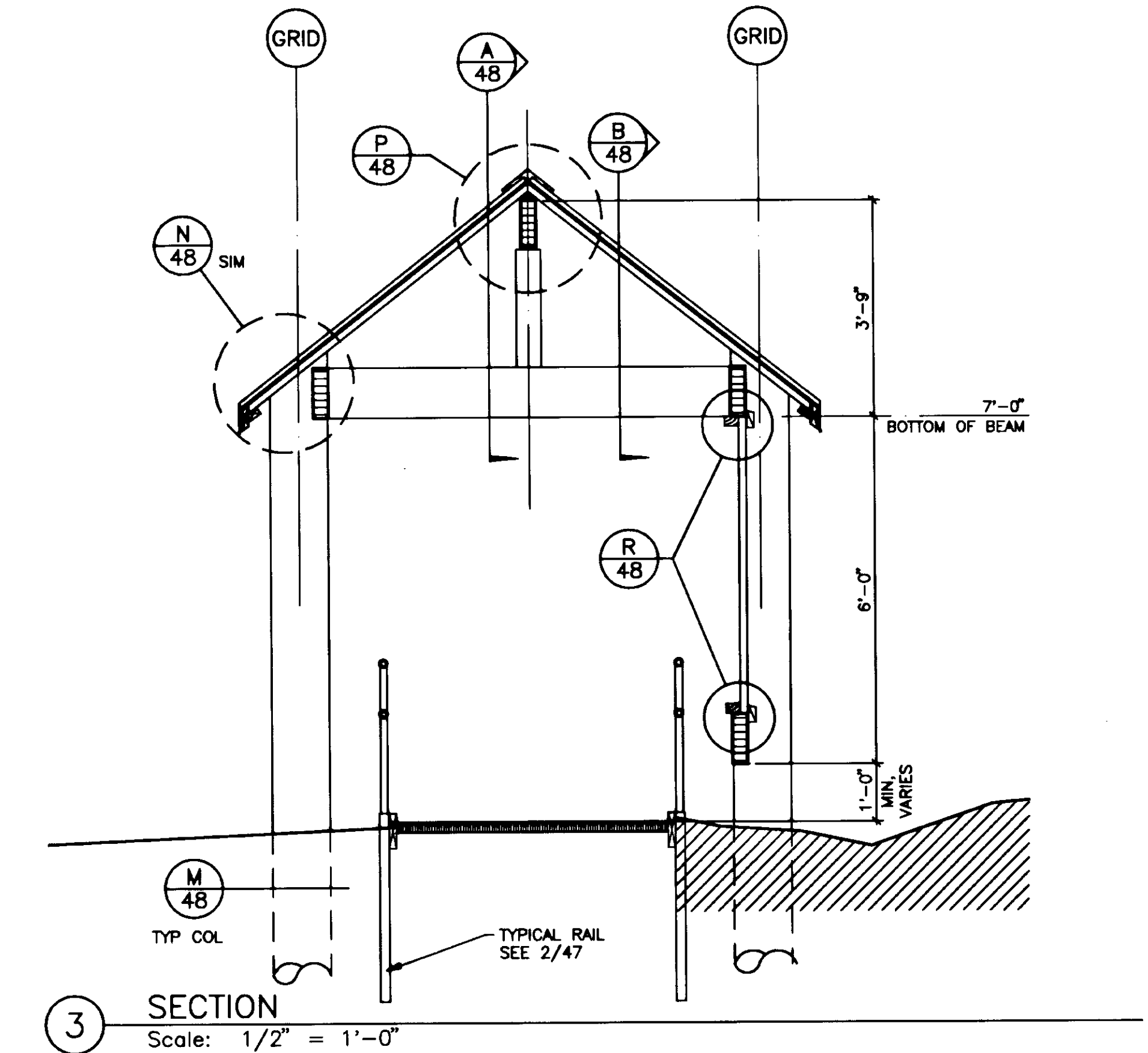
PROJECT NO.
70469
DATE: 6-18-93
SHEET 45



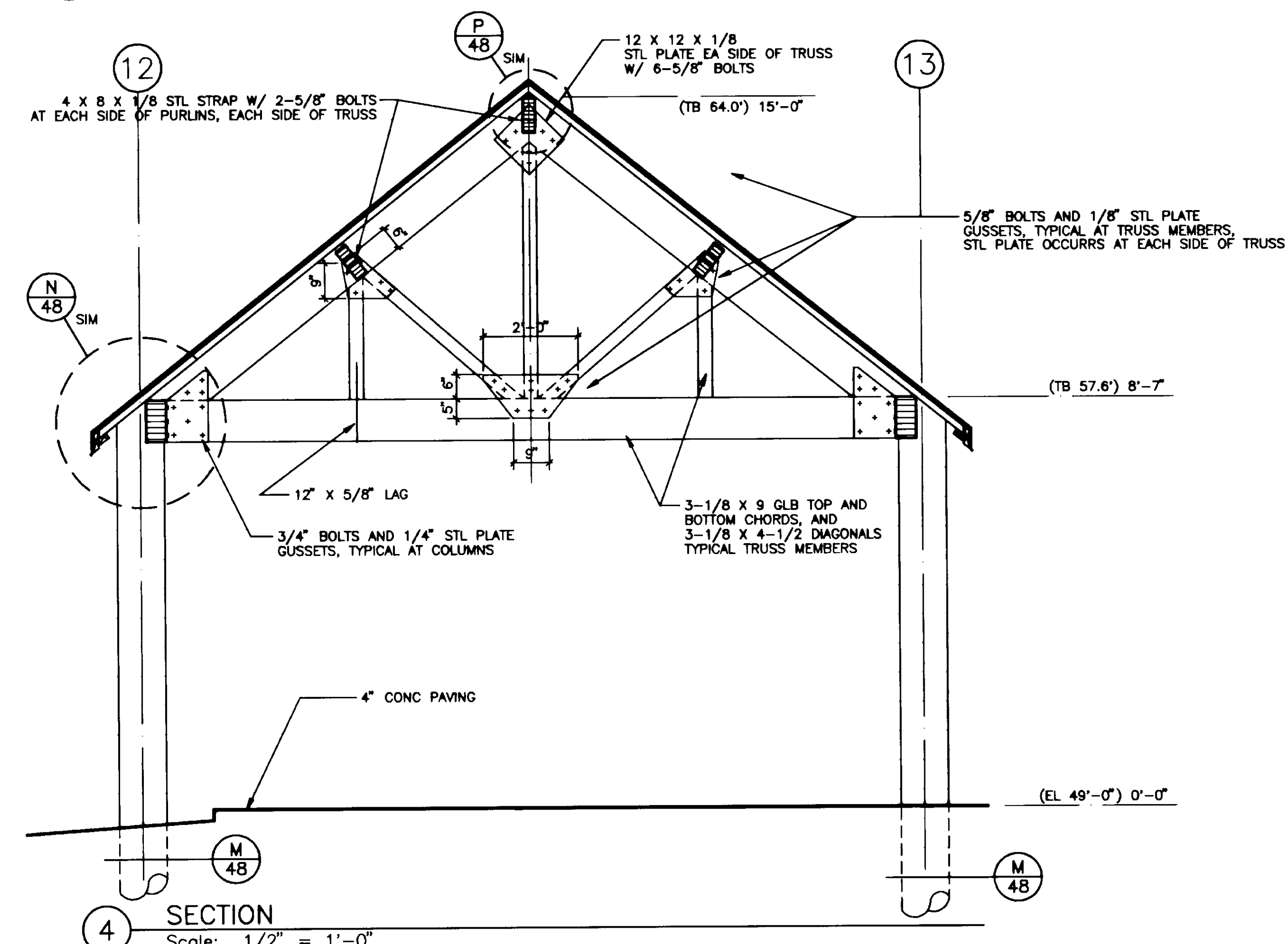
1 SECTION
Scale: 1/2" = 1'-0"



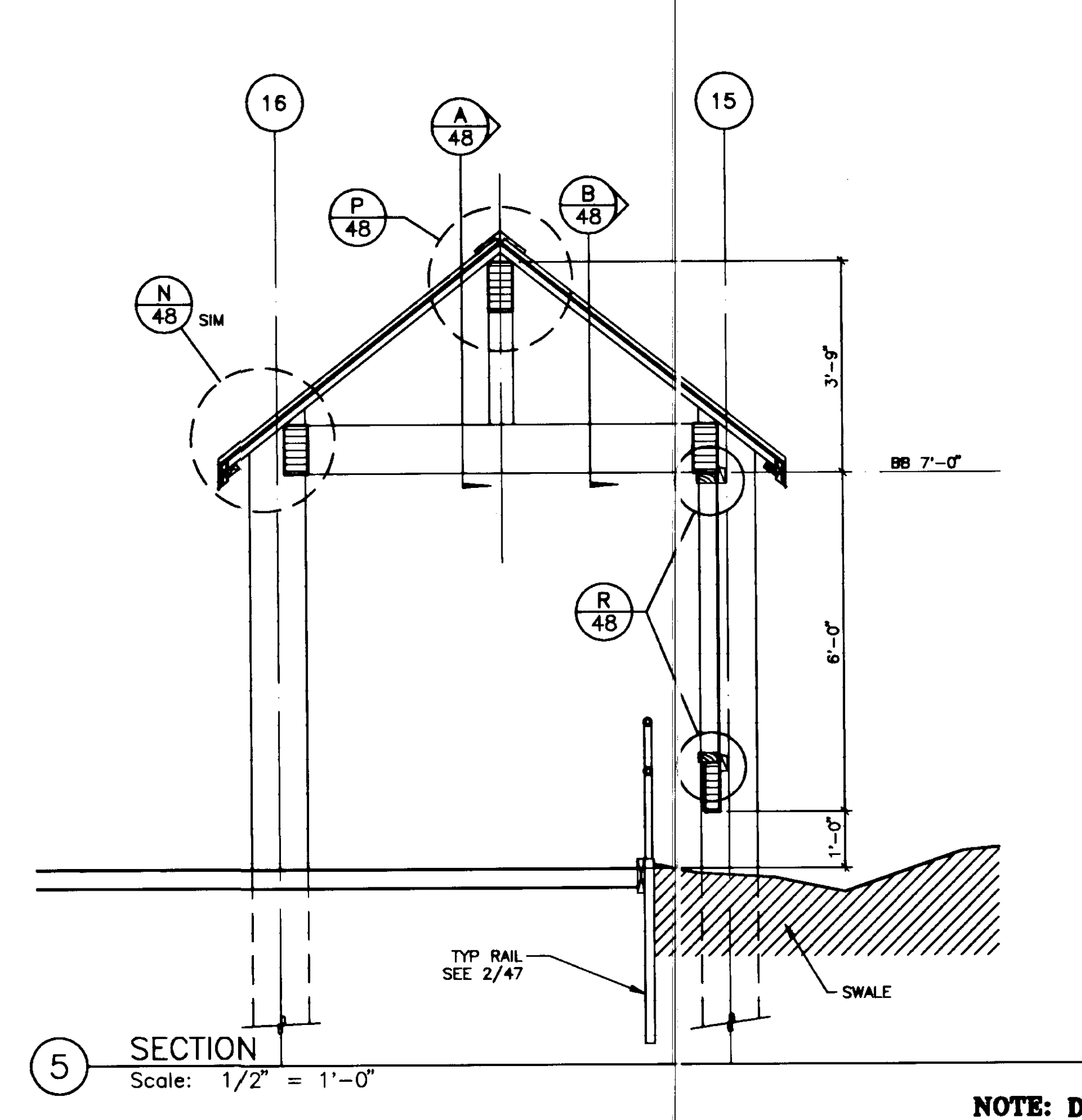
2 SECTION
Scale: 1/2" = 1'-0"



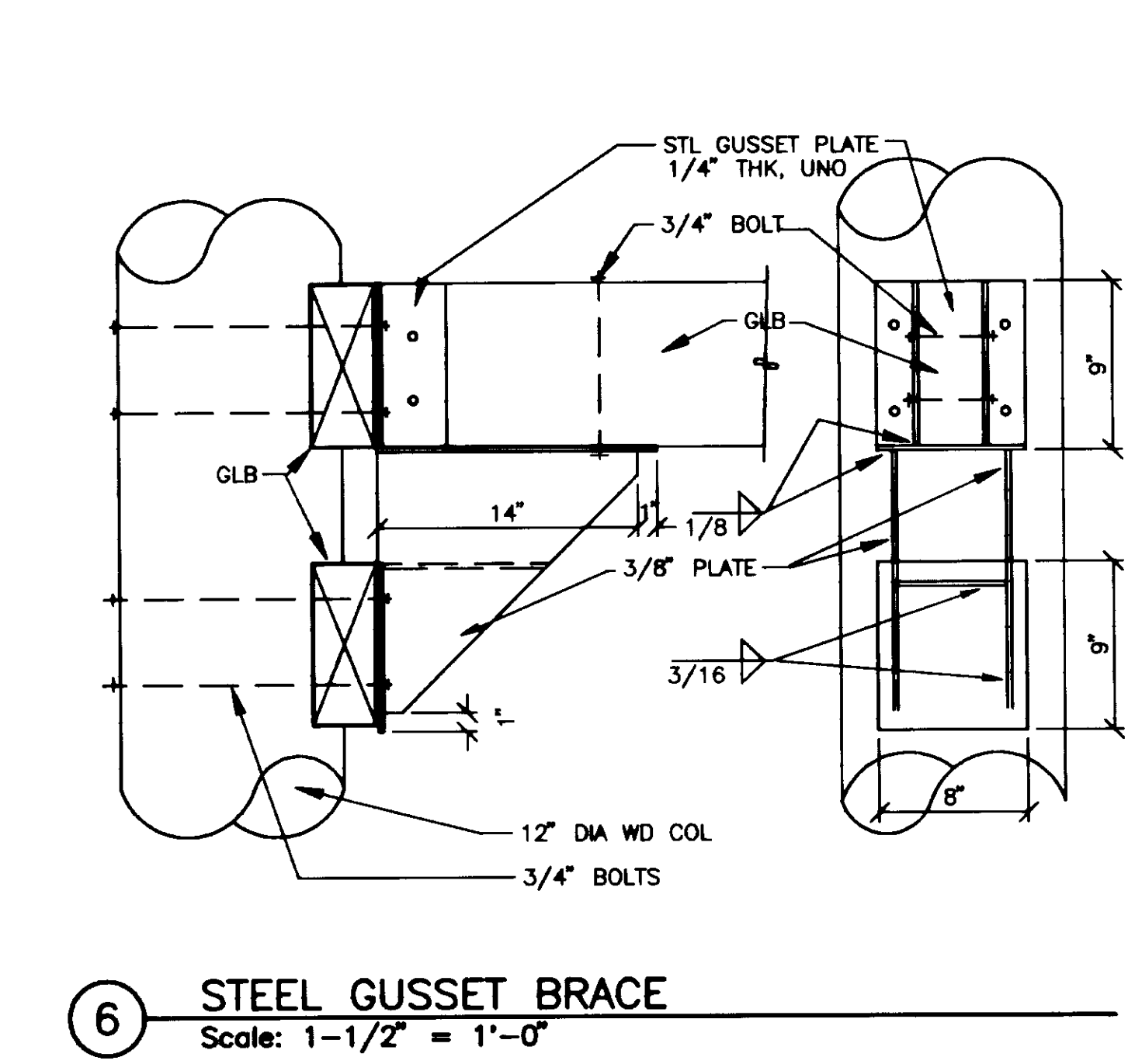
3 SECTION
Scale: 1/2" = 1'-0"



4 SECTION
Scale: 1/2" = 1'-0"



5 SECTION
Scale: 1/2" = 1'-0"



6 STEEL GUSSET BRACE
Scale: 1-1/2" = 1'-0"

BY:	DATE:	DESCRIPTION OF CHANGE:

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

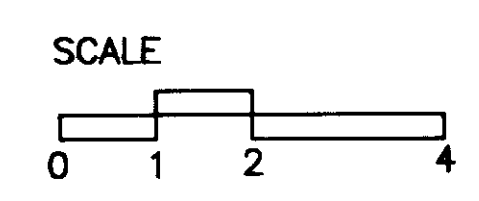
JUNEAU
SALMON CREEK TO VANDERBILT HILL
PIONEER HOME RAMP
PROJECT NO. RS-M-0953(8) (70469)
SECTIONS

ALASKA
DESIGNED BY: AVY
DRAWN BY: GG
CHECKED BY: AVY
PROJECT NO. 70469
DATE: 6-18-93
SHEET 47

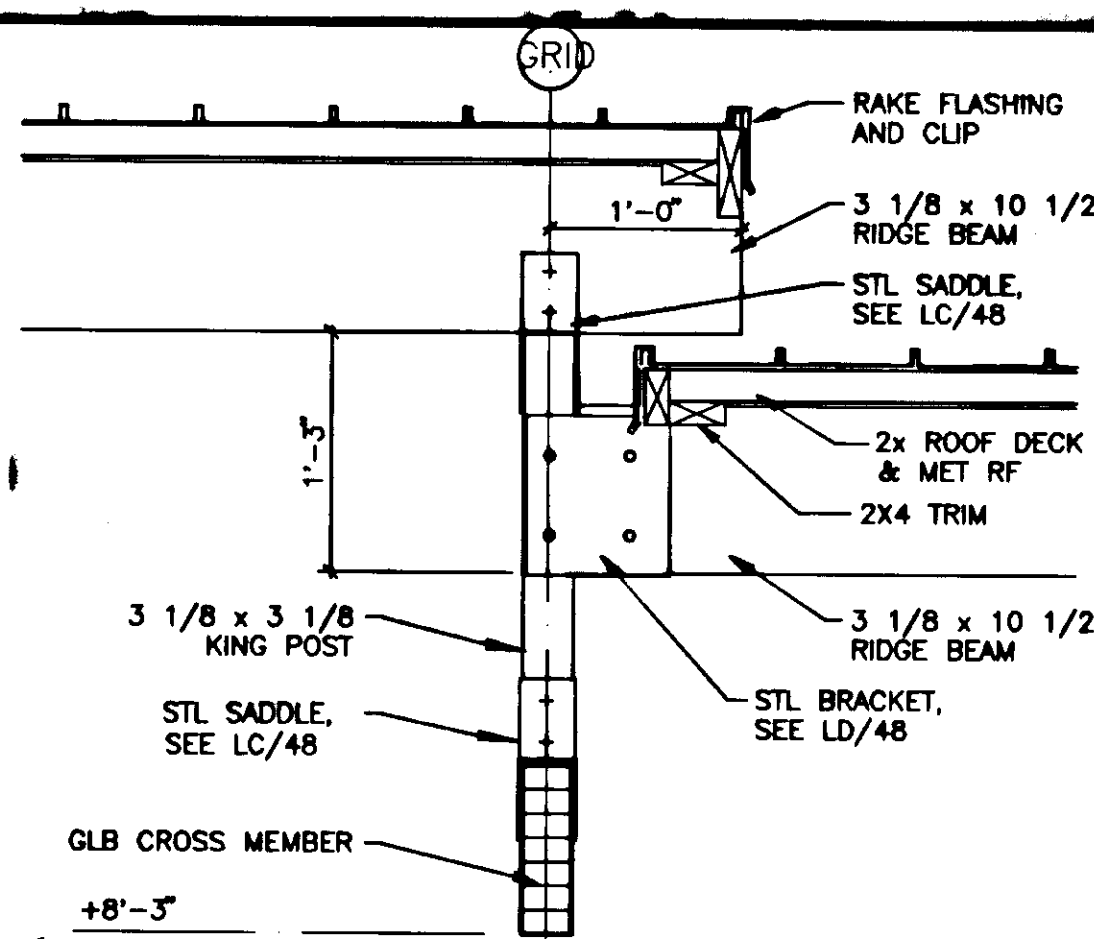
NOTE:
DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

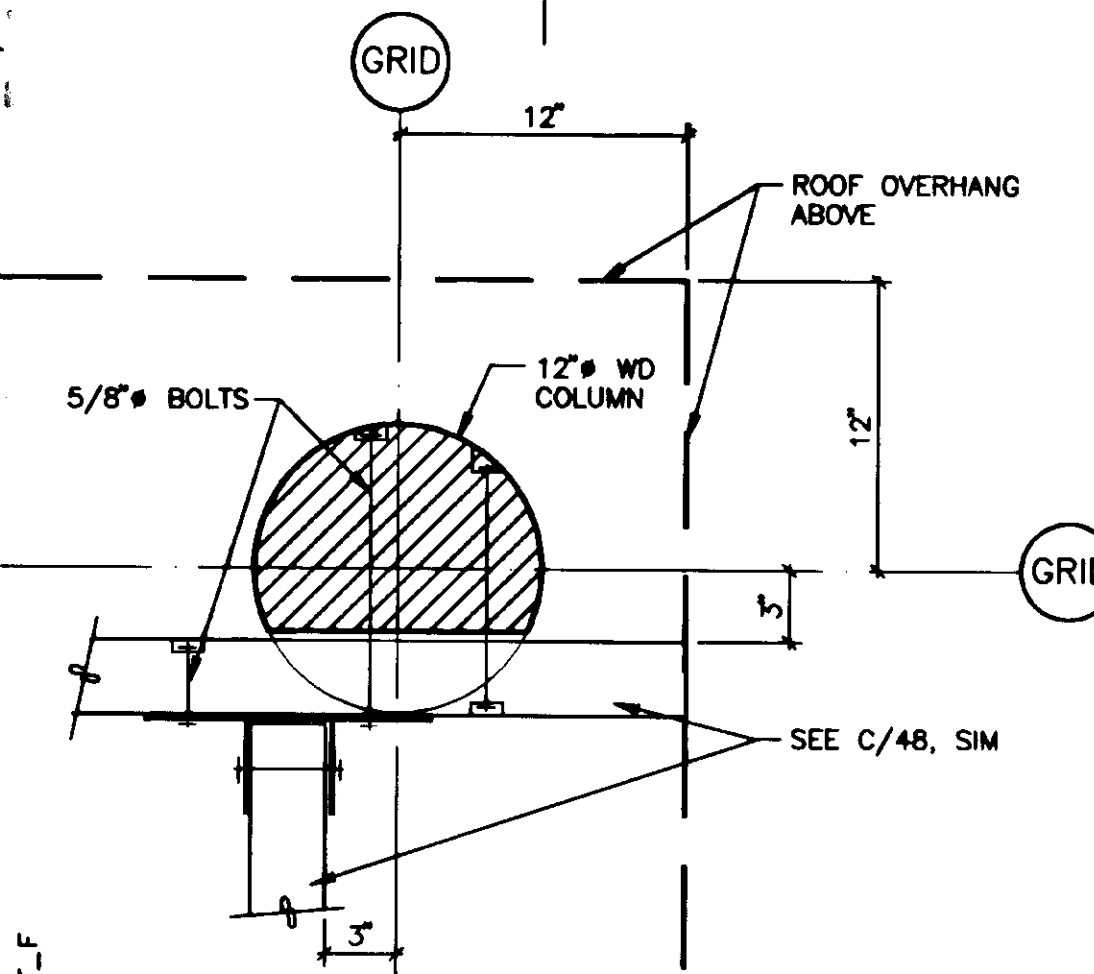
STATE OF ALASKA
49TH
WAYNE K. LENSEN
NO. 14007
REGISTERED PROFESSIONAL ENGINEER



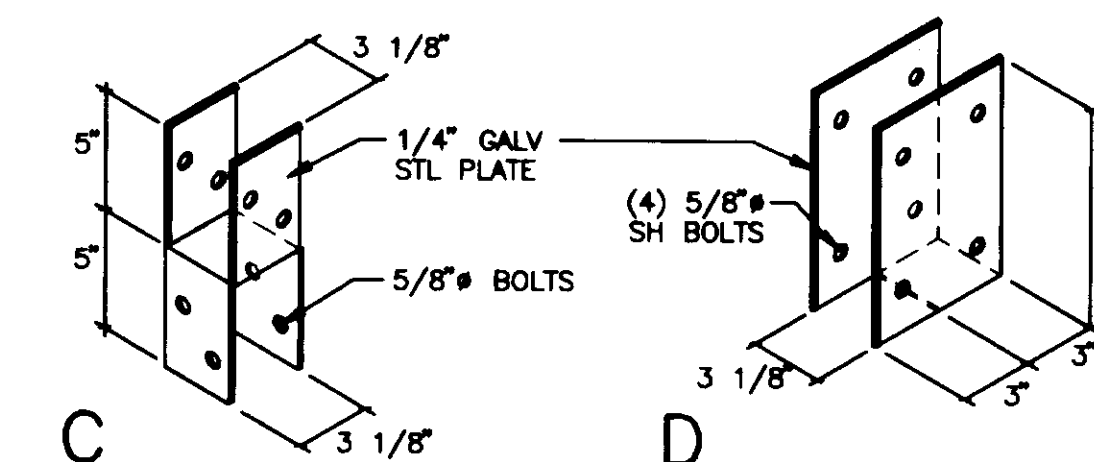
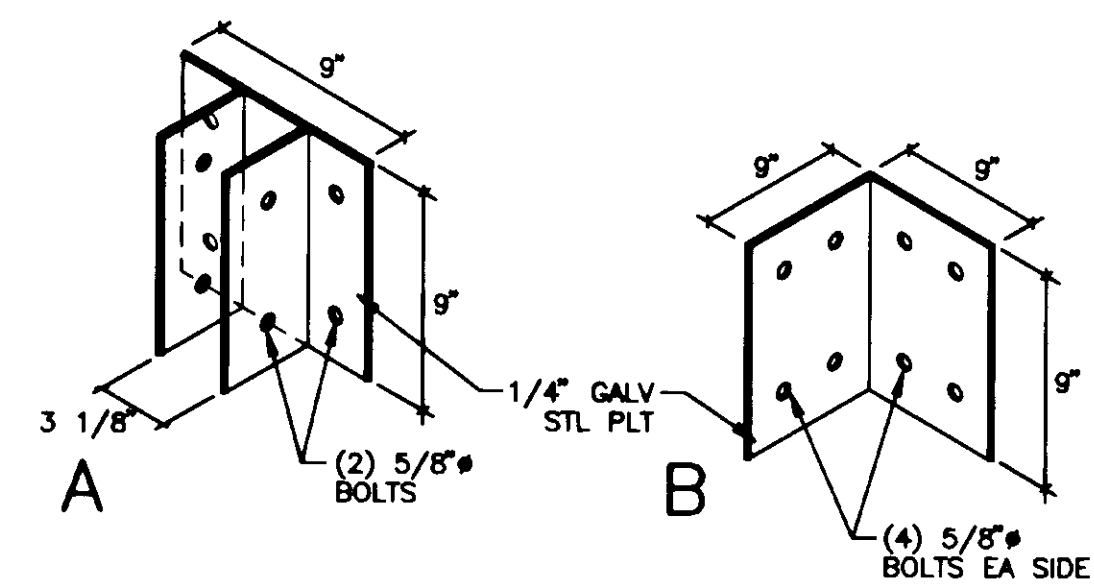
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



649\DET_A
KING POST STEPPED RIDGE (A)
Scale: 1" = 1'-0"



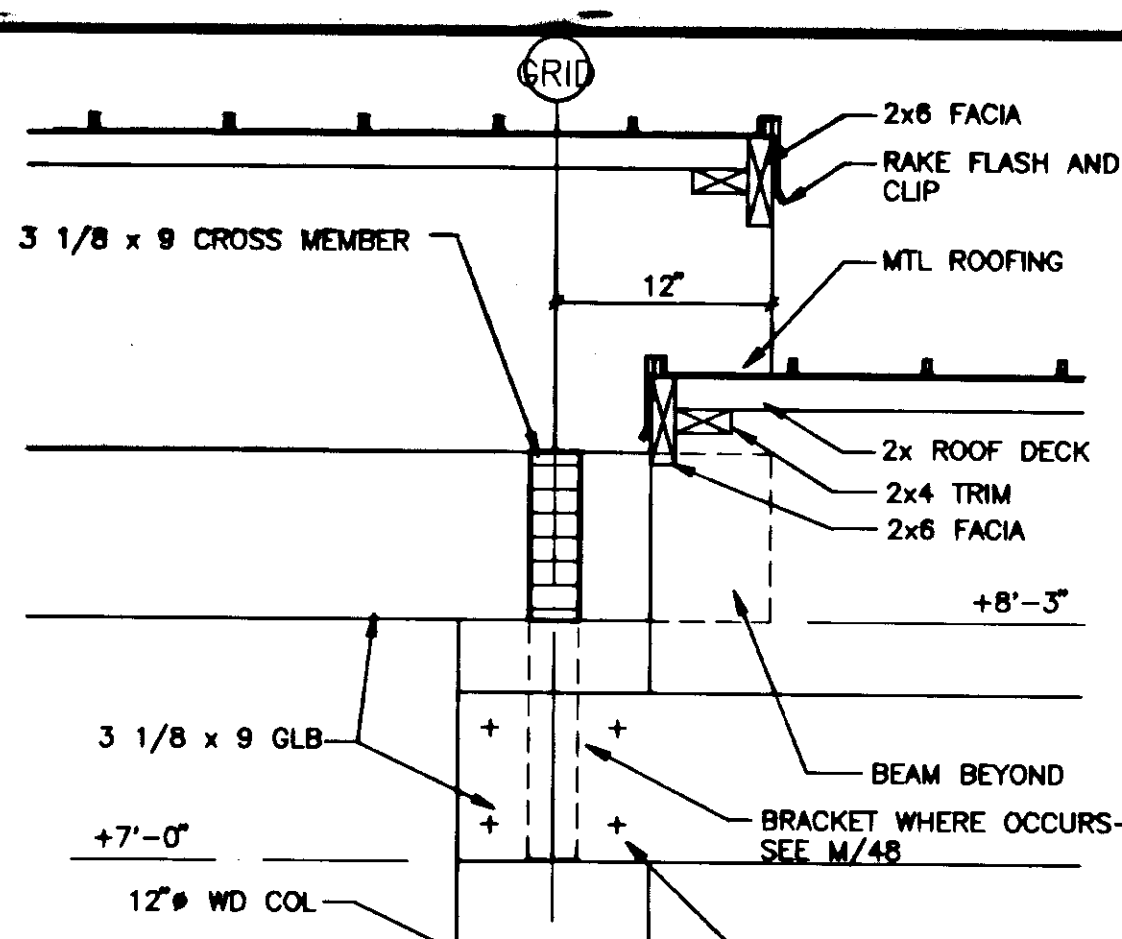
649\DET_F
DETAIL (F)
Scale: 1-1/2" = 1'-0"



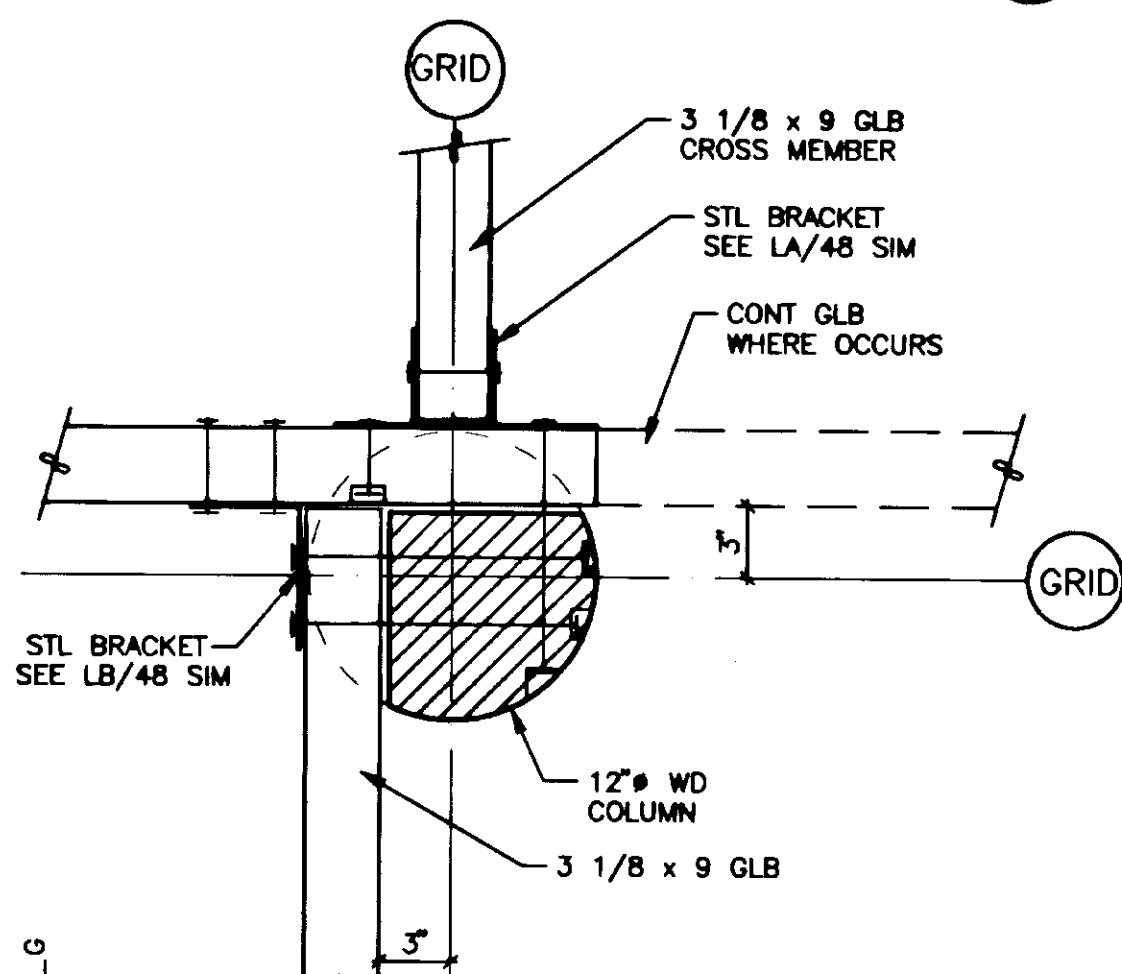
649\DET_L
STL PLATE BRACKETS (L)
Scale: 1-1/2" = 1'-0"

BY:	DATE:	DESCRIPTION OF CHANGE:

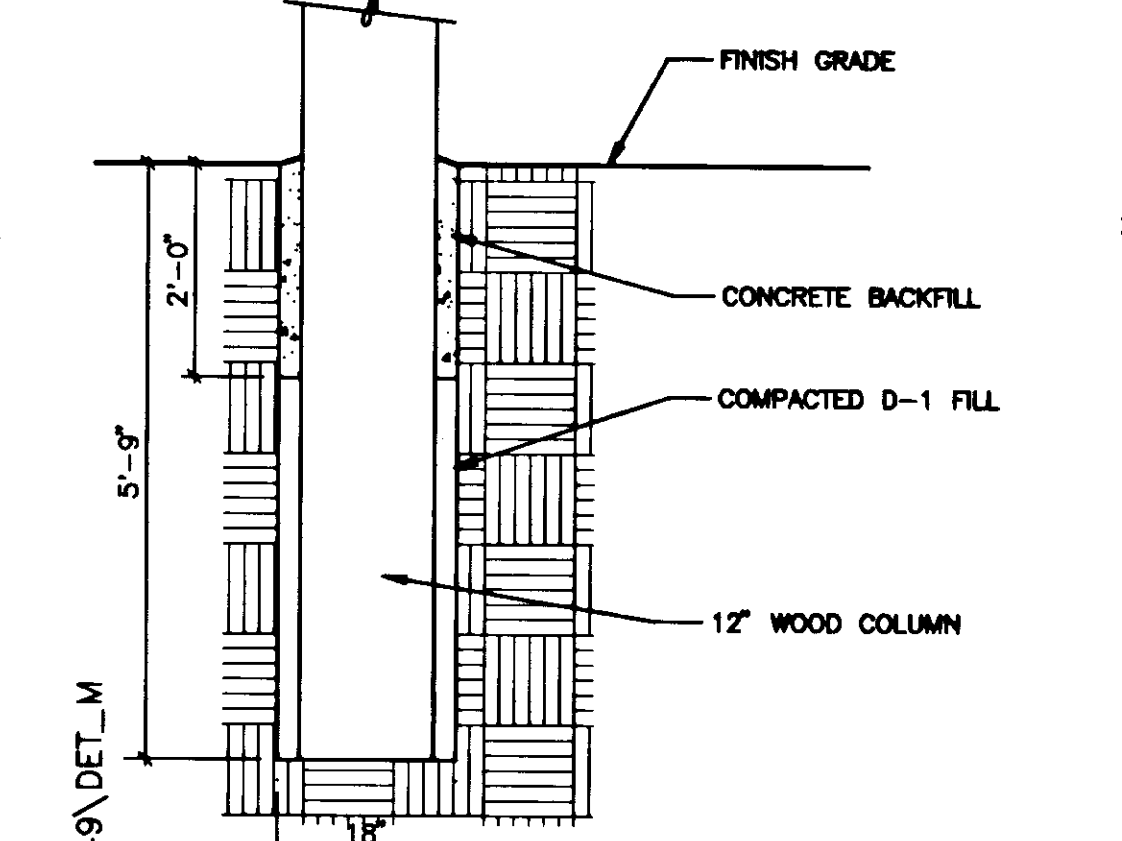
RECORD OF REVISIONS



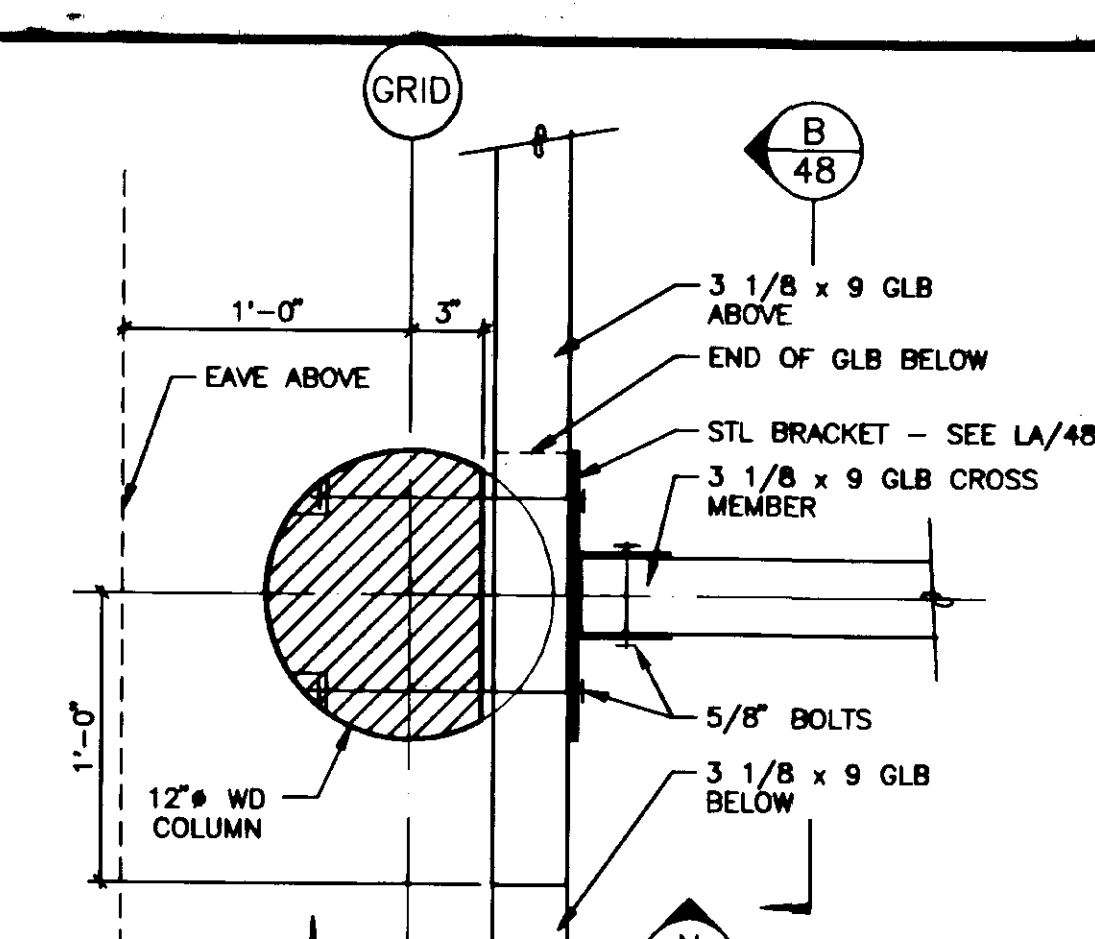
649\DET_B
RAKE STEPPED RIDGE (B)
Scale: 1" = 1'-0"



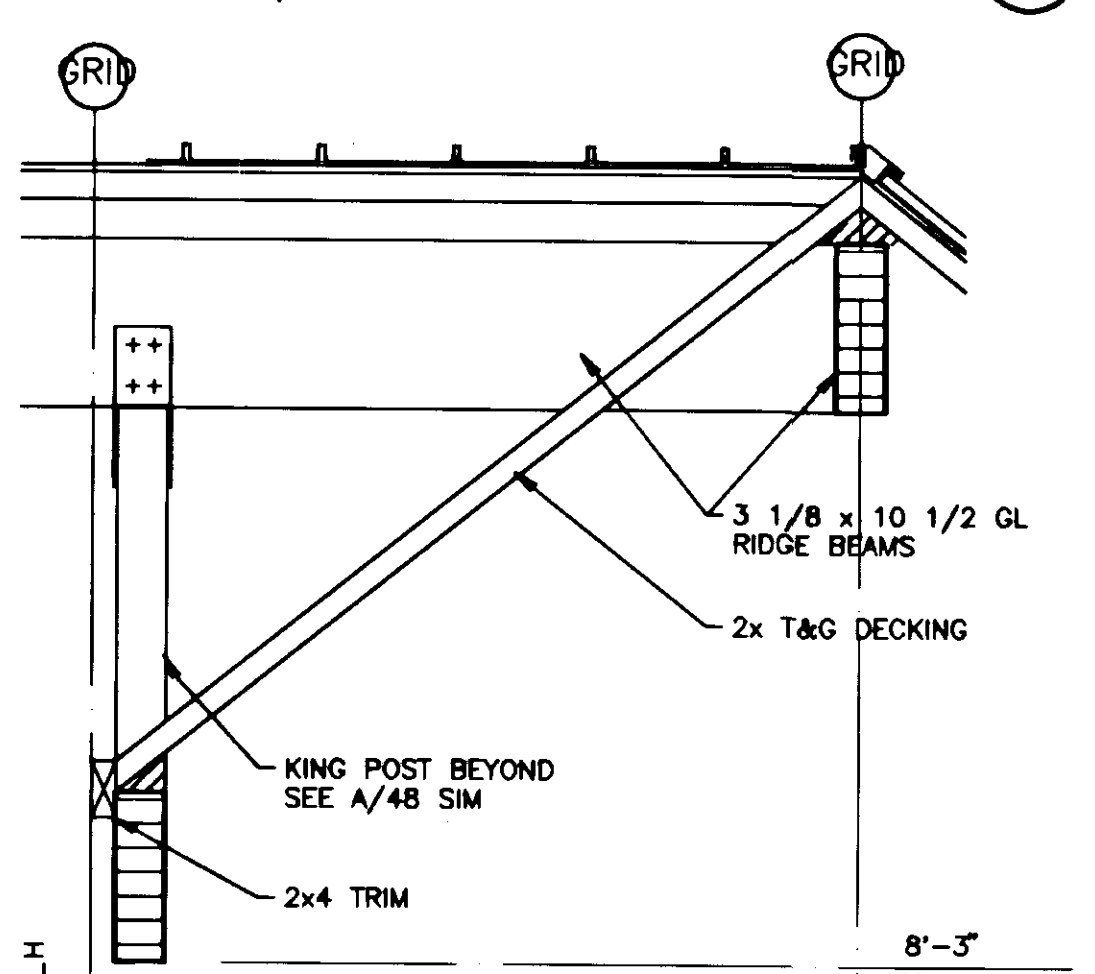
649\DET_G
DETAIL (G)
Scale: 1-1/2" = 1'-0"



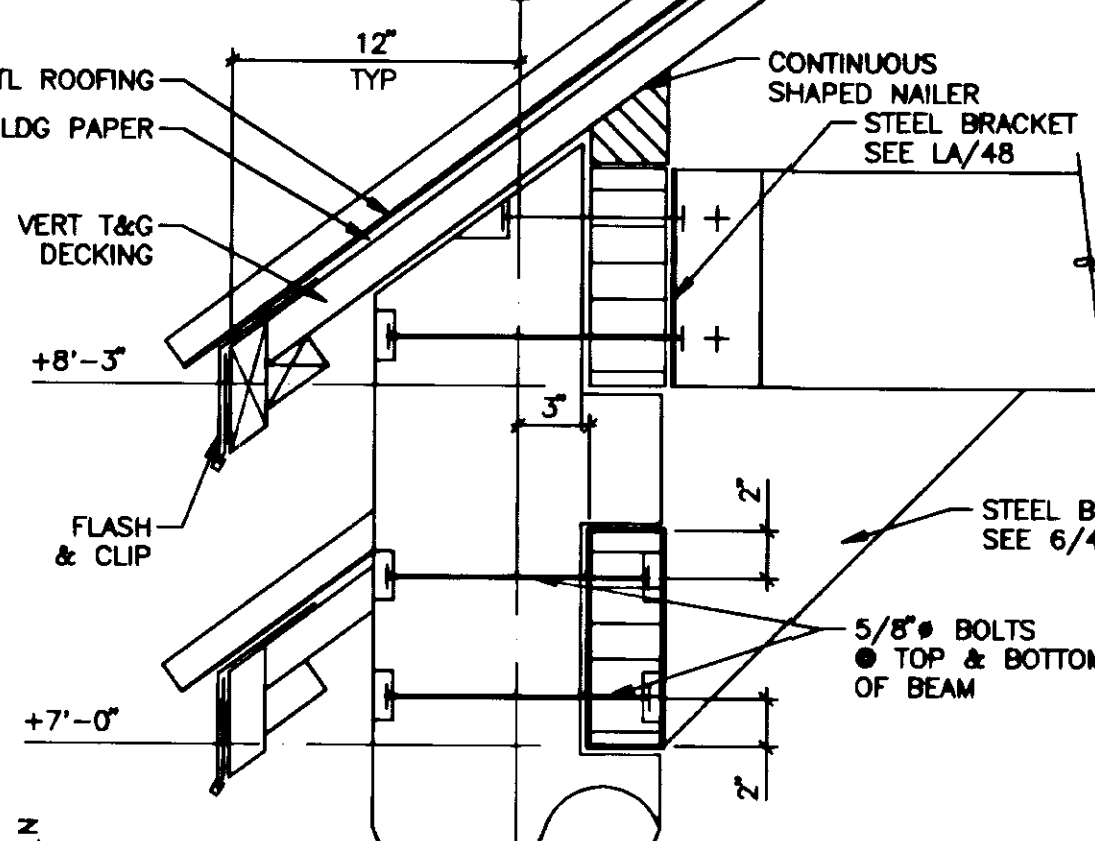
649\DET_M
COLUMN (M)
Scale: 3/4" = 1'-0"



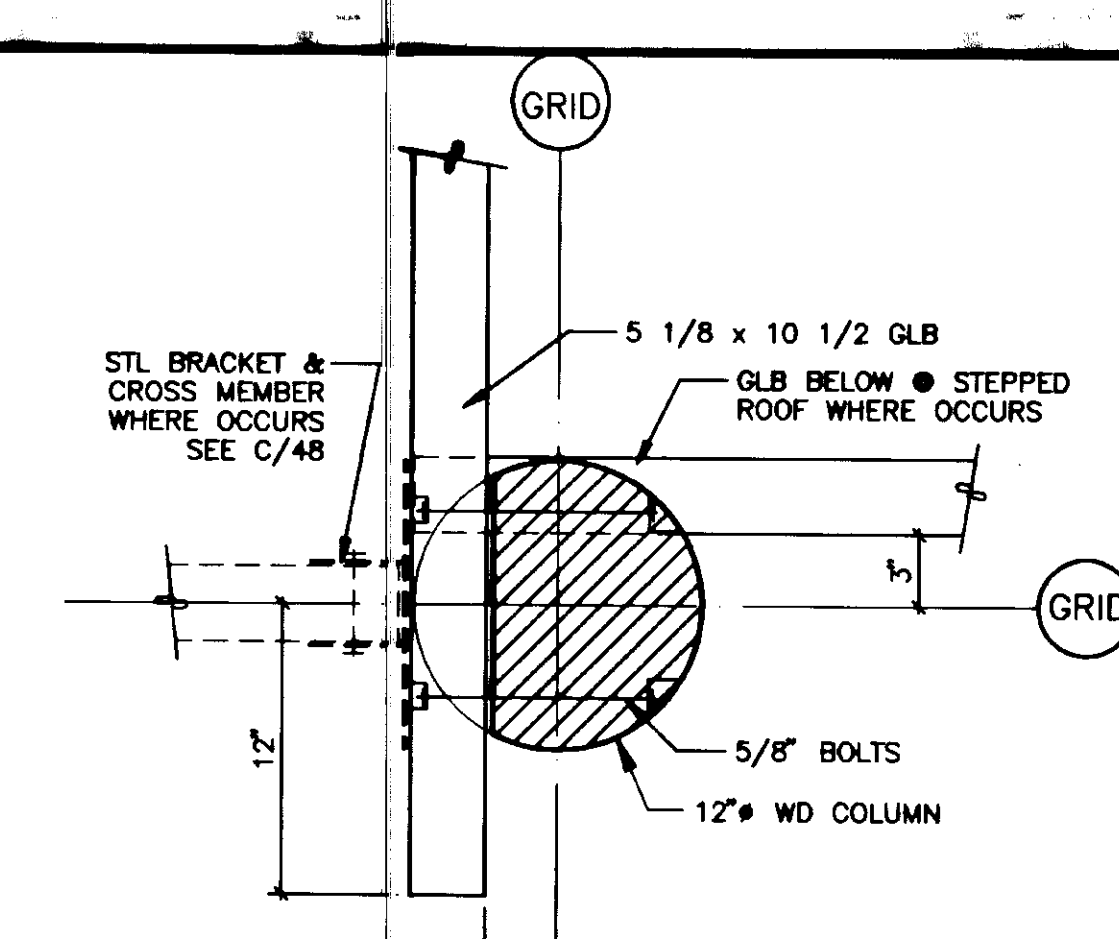
649\DET_C
DETAIL (C)
Scale: 1-1/2" = 1'-0"



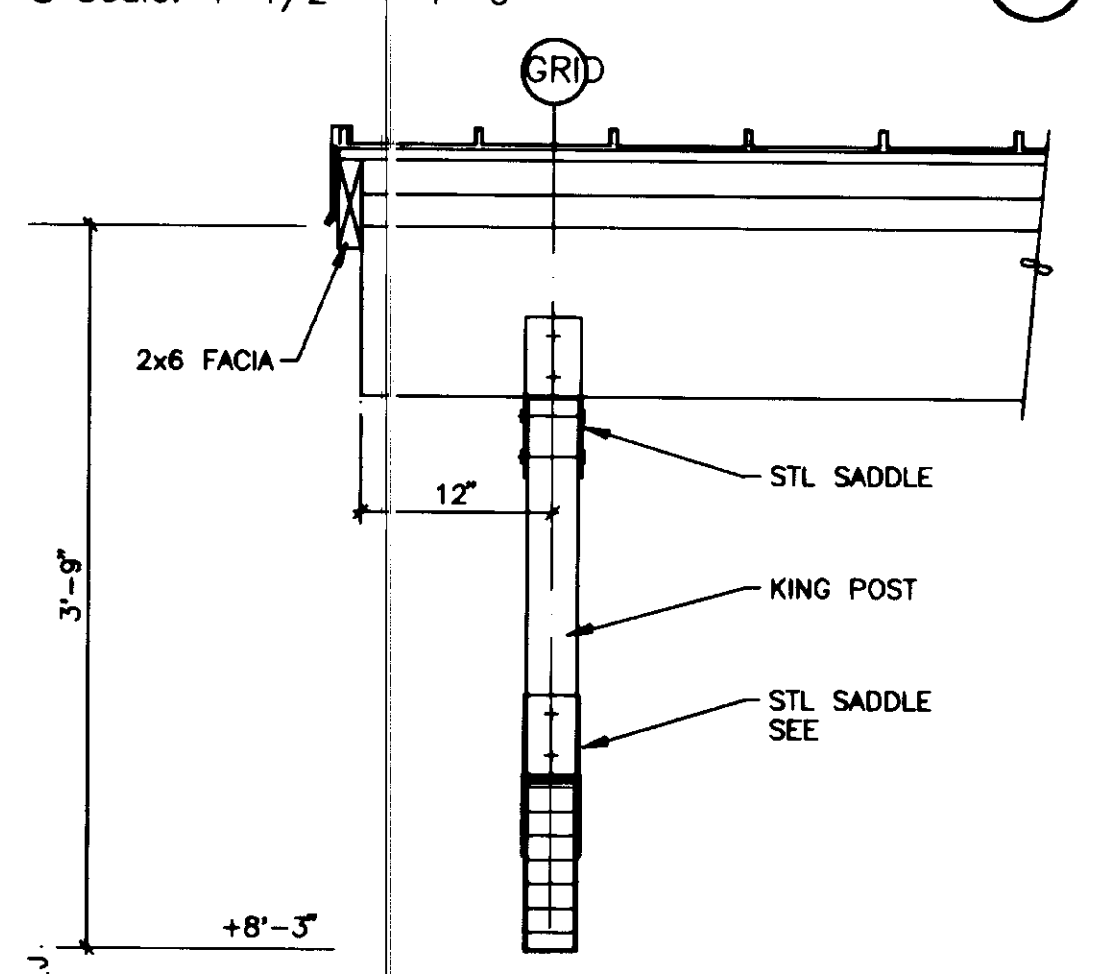
649\DET_H
DETAIL (H)
Scale: 1" = 1'-0"



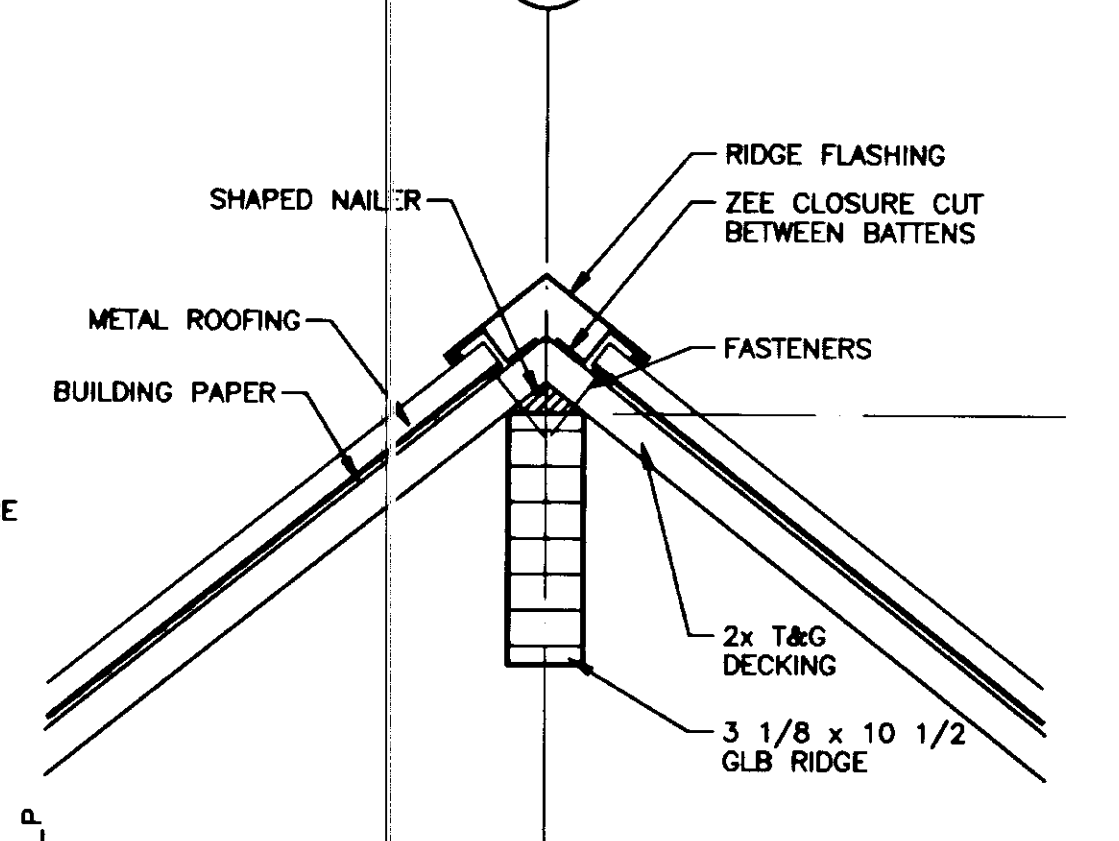
649\DET_N
DETAIL (N)
Scale: 1-1/2" = 1'-0"



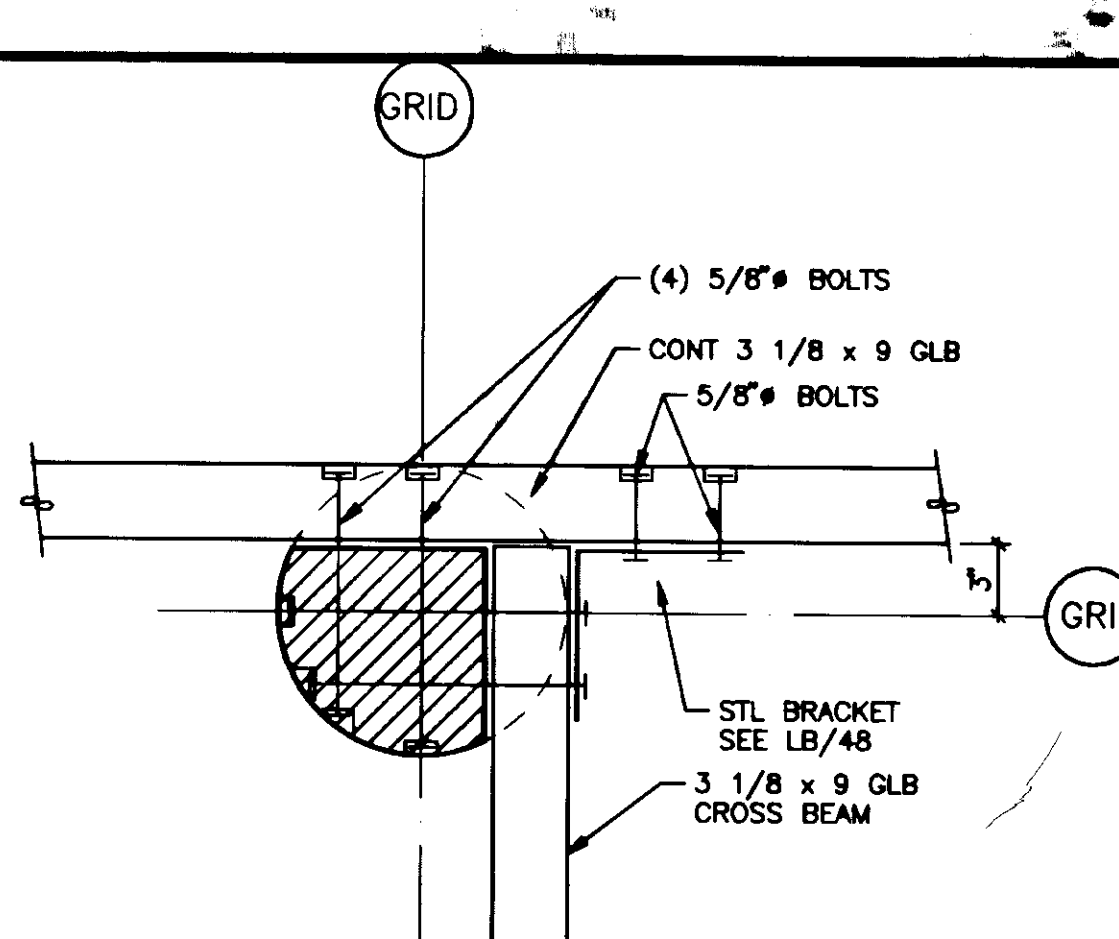
649\DET_D
DETAIL (D)
Scale: 1-1/2" = 1'-0"



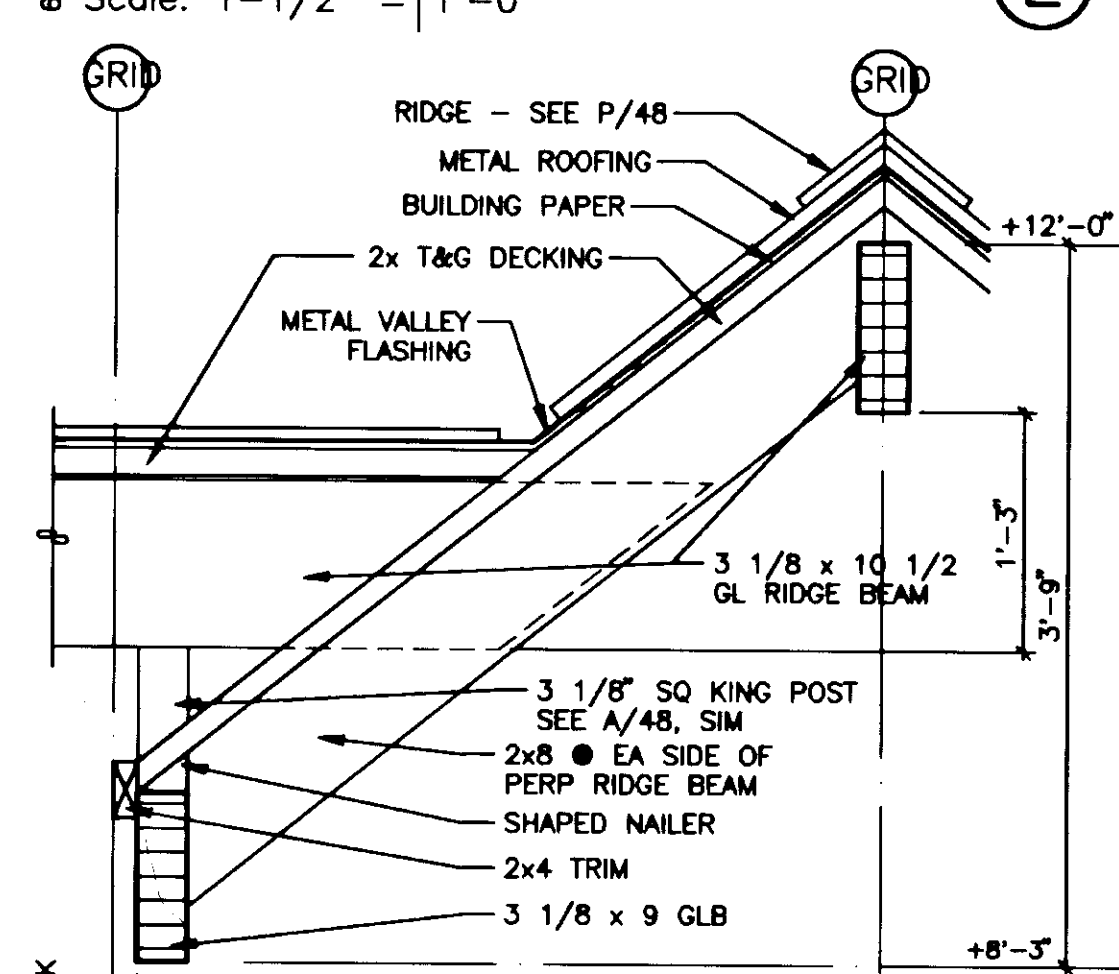
649\DET_J
DETAIL (J)
Scale: 1" = 1'-0"



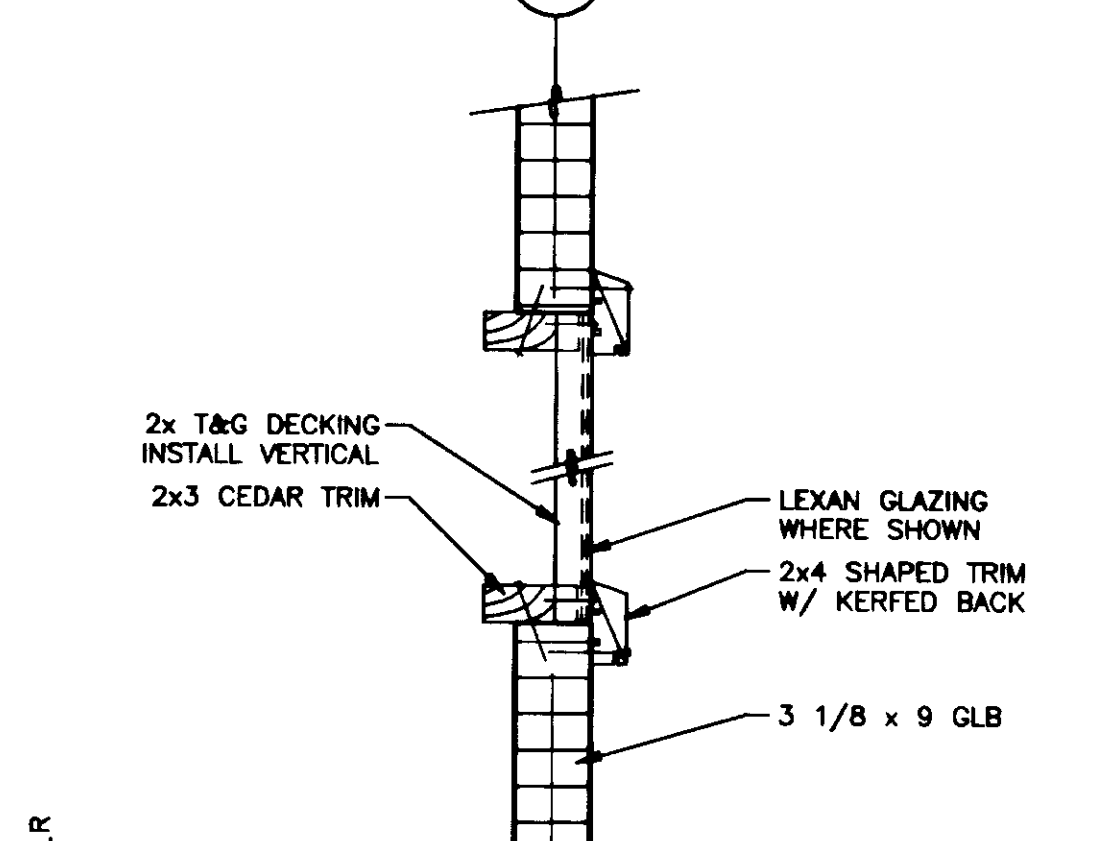
649\DET_P
DETAIL (P)
Scale: 1-1/2" = 1'-0"



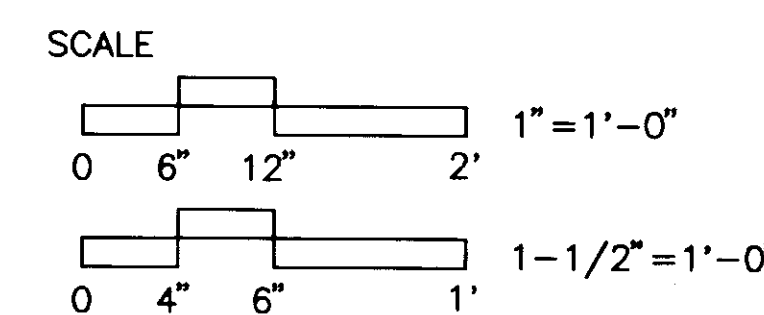
649\DET_E
DETAIL (E)
Scale: 1-1/2" = 1'-0"



649\DET_K
DETAIL (K)
Scale: 1" = 1'-0"



649\DET_R
SIDE PANEL (R)
Scale: 1-1/2" = 1'-0"

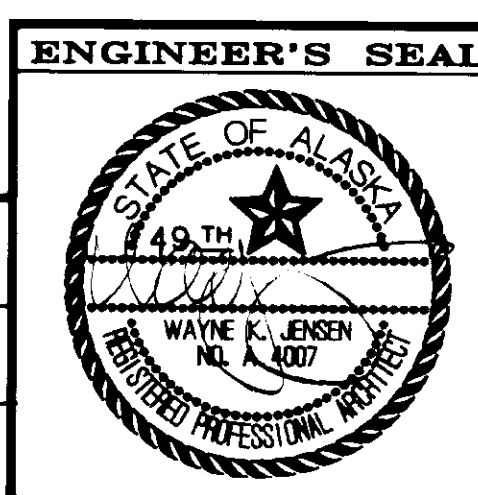


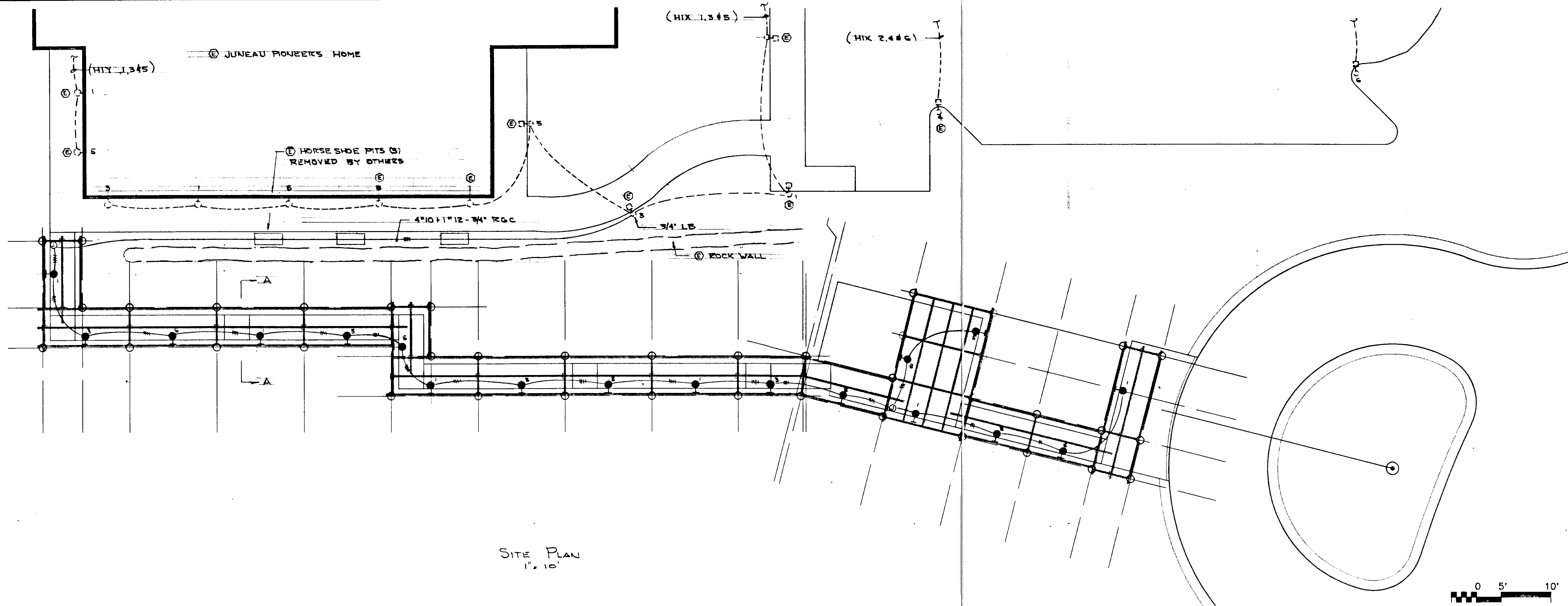
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PIONEER HOME RAMP
PROJECT NO. RS-M-0955(8) (70469)
FRAMING PLANS

ALASKA
DESIGNED BY: AVY
DRAWN BY: GG
CHECKED BY: AVY
PROJECT NO. 70469
DATE: 6-18-93
SHEET 48





SITE PLAN
1" = 10'

0 5' 10'

NOTES

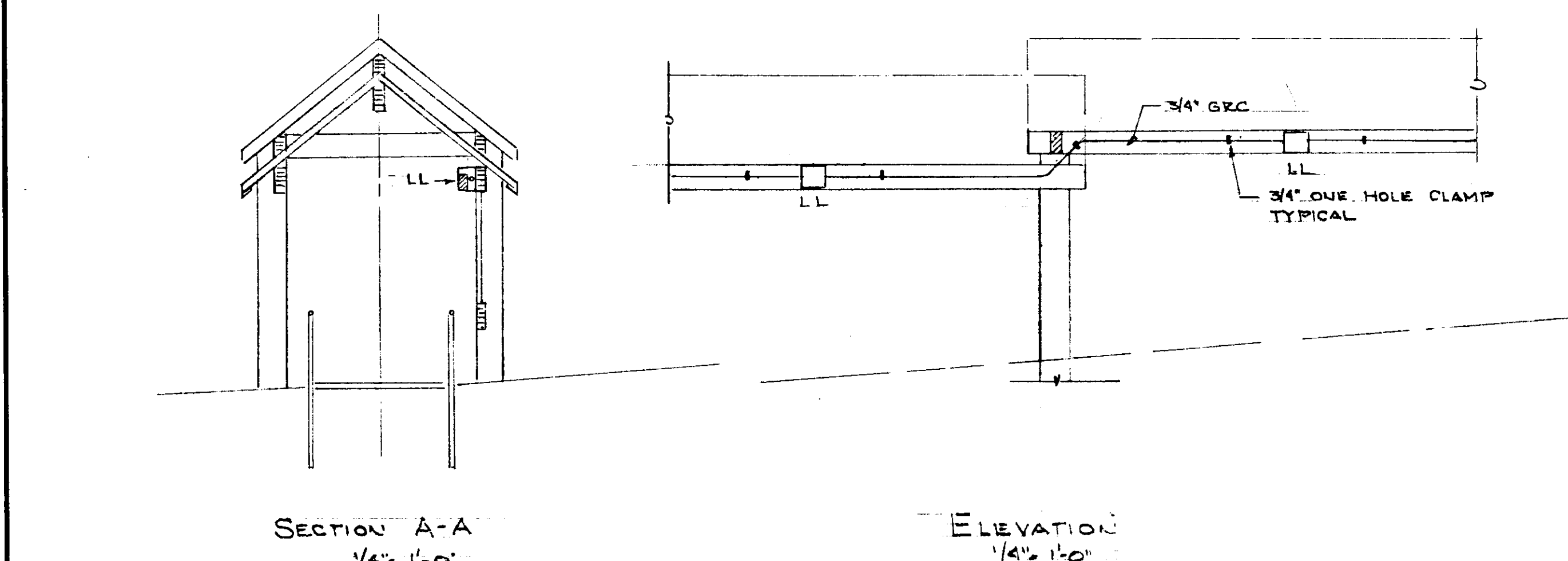
- ① ALL WORK PER NEC
- ② ALL CONDUIT 3/4" GALVANIZED THREADED RIGID STEEL. BURY UNDERGROUND DOWN 18" WITH CAUTION TAPE AT 12". PROVIDE A MINIMUM OF 3" OF SAND AROUND CONDUIT.
- ③ ALL WIRE #10 STRANDED COPPER COLOR CODE BROWN, ORANGE, YELLOW, GREEN FOR 277/480 3 PHASE WYE PLUS #12 GROUND.
- ④ PANEL HIX CIRCUIT 1 IN AUTO POSITION ON AT DARK AND OFF AT DAYLIGHT. CIRCUITS HIX - 3 & 5 BY PHOTO CELL AND TIME CLOCK TYPICAL ON AT DARK AND OFF AT 21:00 ON AT 06:00 AND OFF AT DAYLIGHT.
- ⑤ EXISTING LOAD HIX 1,3,5 IS 500W AND PROPOSED 100W PER CIRCUIT

FIXTURE SCHEDULE			
TYPE	MFG	W	REMARKS
LL	DEVINE MWP 20-50HPS-277	50HPS	SEE DETAIL

- FIXTURE- SEE SCHEDULE
- EXISTING FIXTURE
- EXISTING WALL FIXTURE
- Ⓢ EXISTING
- (HIX 1,3 & 5) EXISTING CIRCUIT NUMBER
- EXISTING 3/4" CONDUIT AND WIRE 4/C #10 WITH #12 GROUND
- NEW GRC 3/4" CONDUIT AND WIRE 4/C #10 WITH #12 GROUND
- ⓐ JUNCTION

SYMBOLS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



SECTION A-A
1/4" = 1'-0"

ELEVATION
1/4" = 1'-0"

BY:	DATE:	DESCRIPTION OF CHANGE:

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

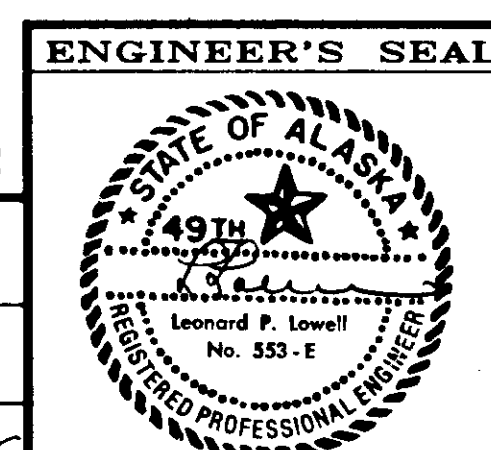
JUNEAU

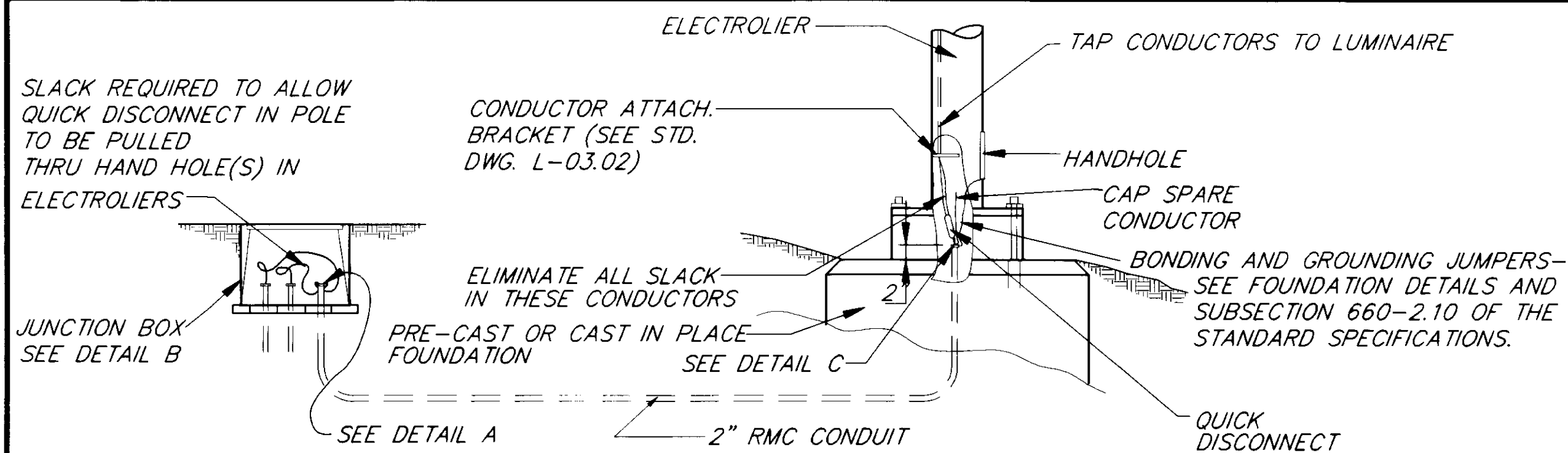
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)

ALASKA

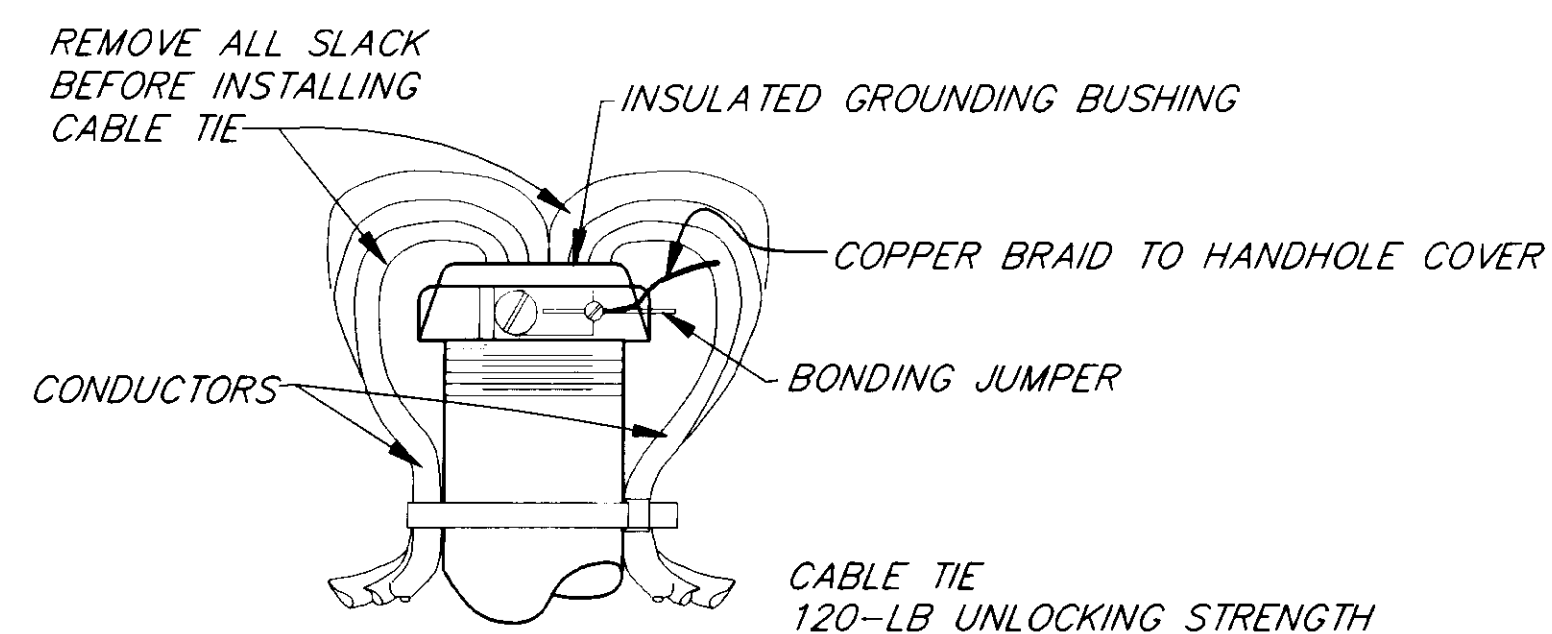
DESIGNED BY: LL
DRAWN BY: LL
CHECKED BY: LL

PROJECT NO.
70469
DATE:
6-18-93
SHEET 49 OF 85

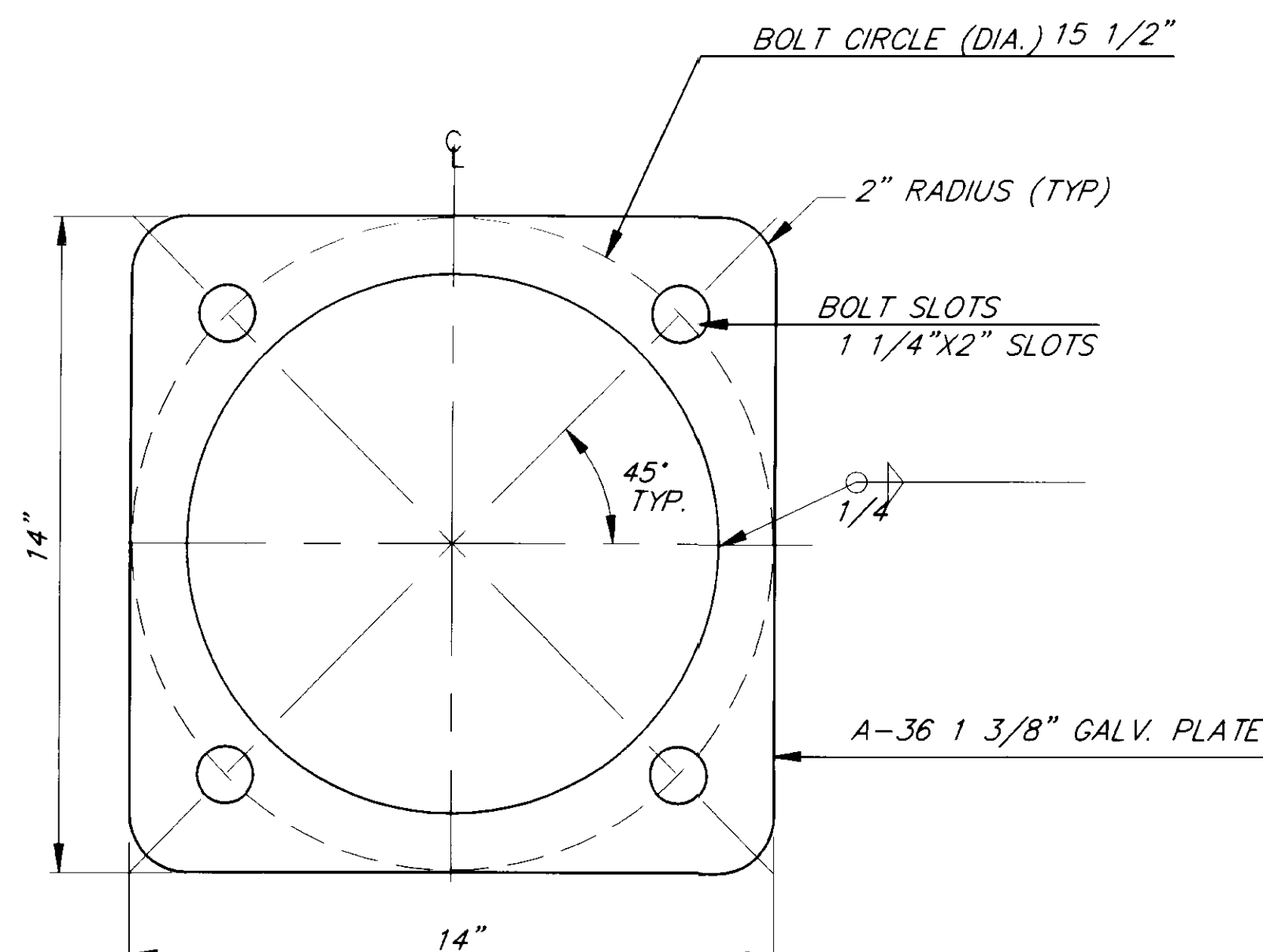




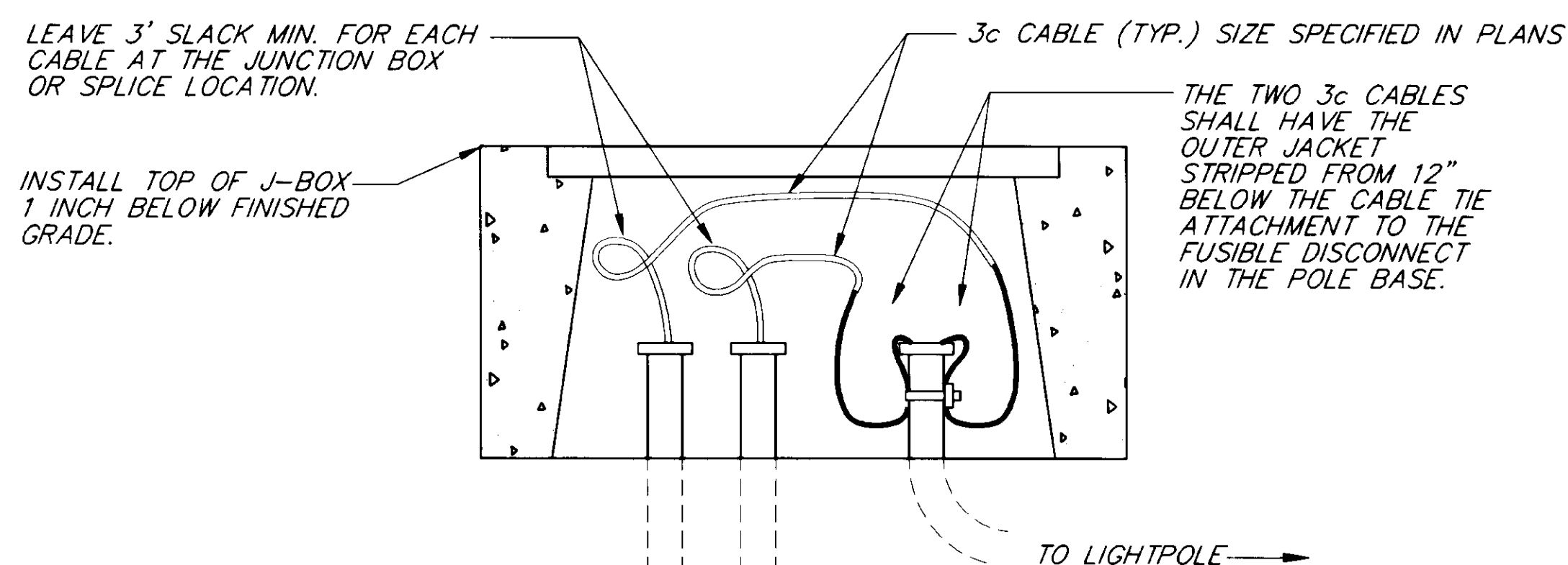
LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS



DETAIL A
(IN J-BOX)

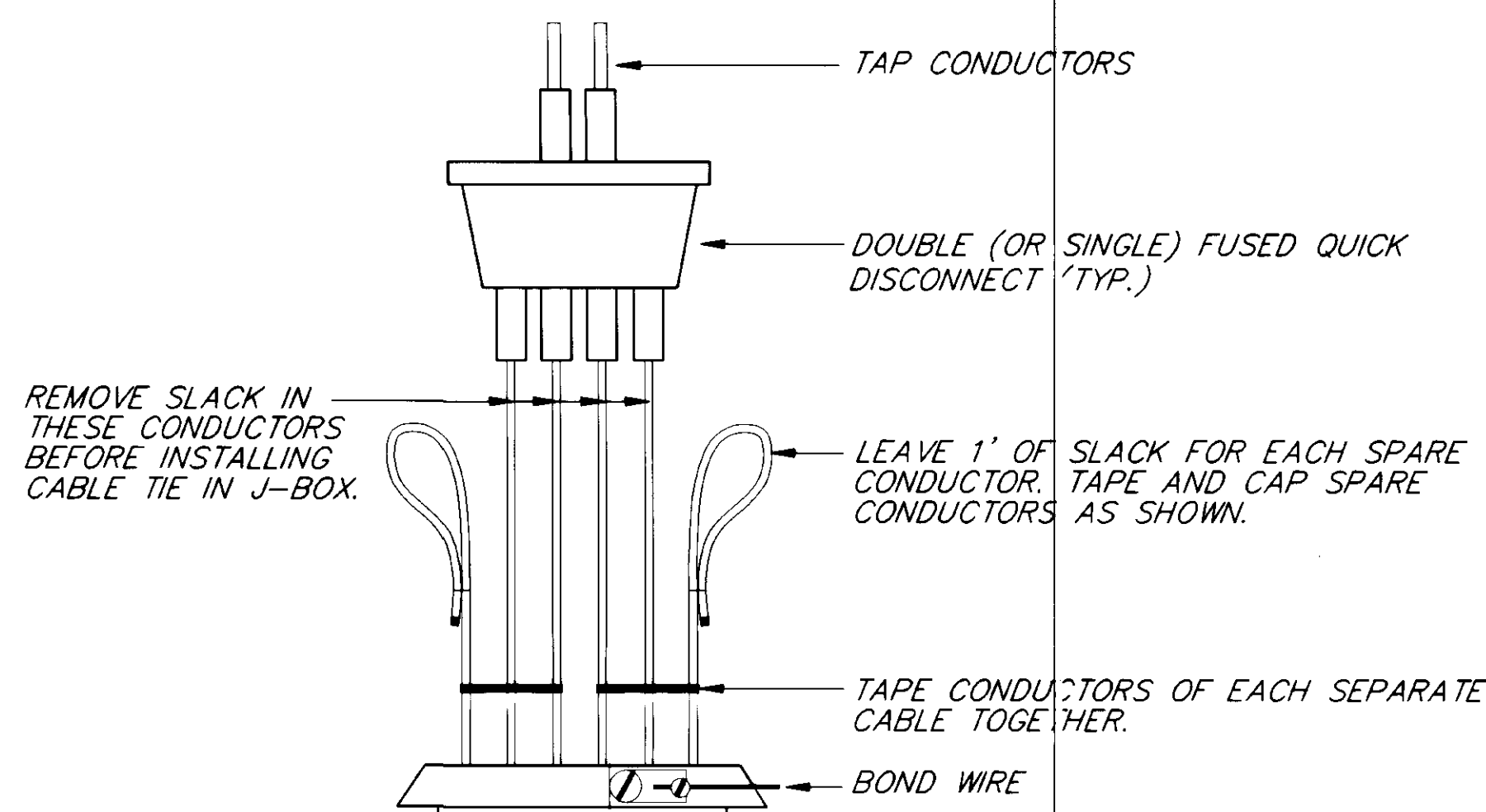


ANCHOR BASE DETAIL

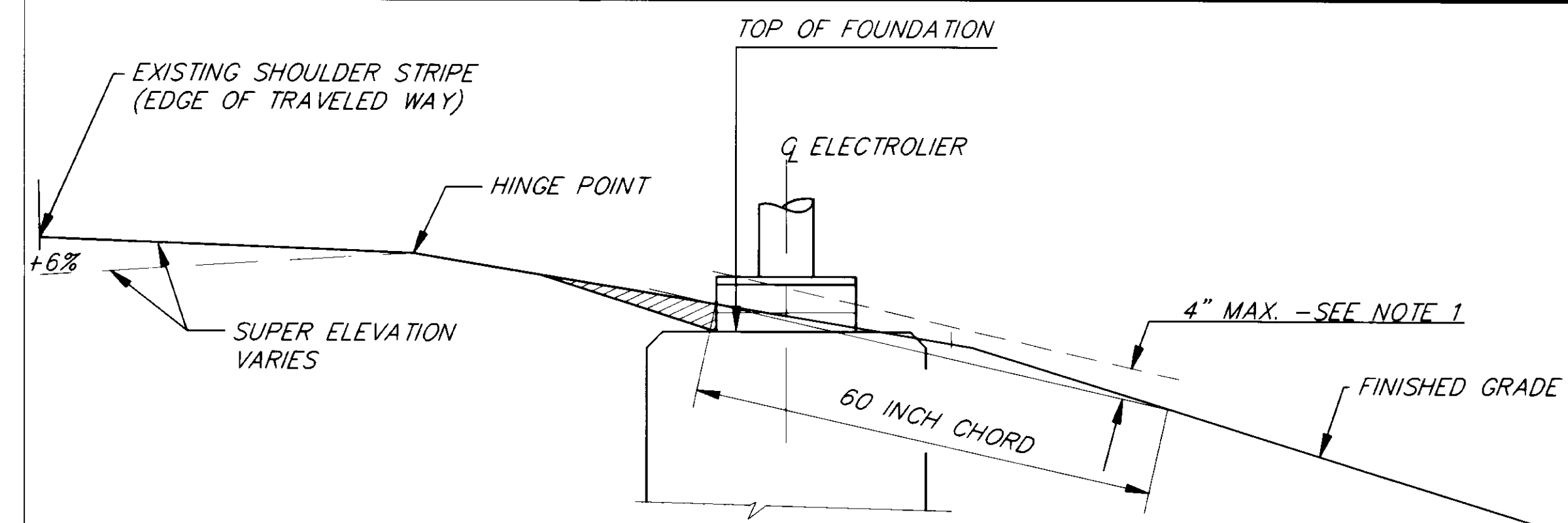


DETAIL B

NOTE: SEE DETAIL "A" FOR THREE-WAY SPLICE



DETAIL C
(IN POLE BASE)

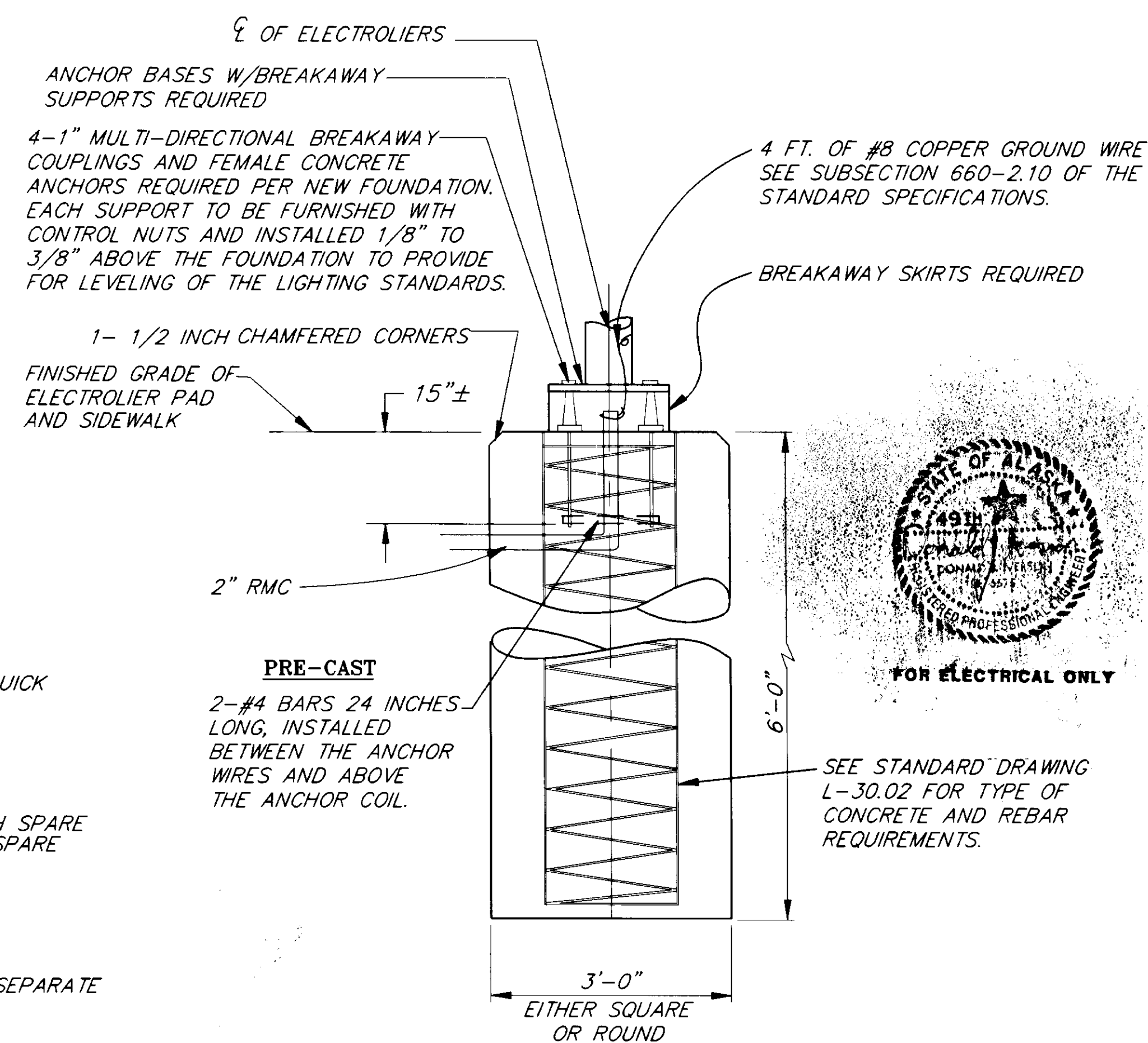


FOUNDATION INSTALLATION DETAIL

(NO SIDEWALK)

NOTES

- NON BREAKAWAY PORTIONS OF FOUNDATIONS SHALL NOT PROTRUDE MORE THAN 4 INCHES ABOVE ANY 60 INCH CHORD STARTING AND ENDING ON FINISHED GRADE.
- INDICATES EMBANKMENT MATERIAL TO BE REMOVED AROUND BREAKAWAY SKIRTS.



FOUNDATION WITH BREAKAWAY COUPLINGS

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

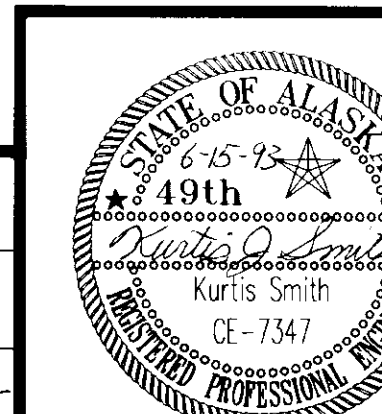
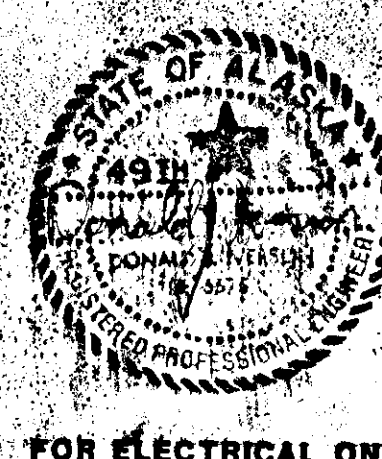
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(6) 70469
ILLUMINATION DETAILS

ALASKA

DESIGNED BY: J. AHLGREN
DRAWN BY: Csa
CHECKED BY: K. SMITH

PROJECT NO. 70469
DATE: 6/1993
SHEET 50 OF 85



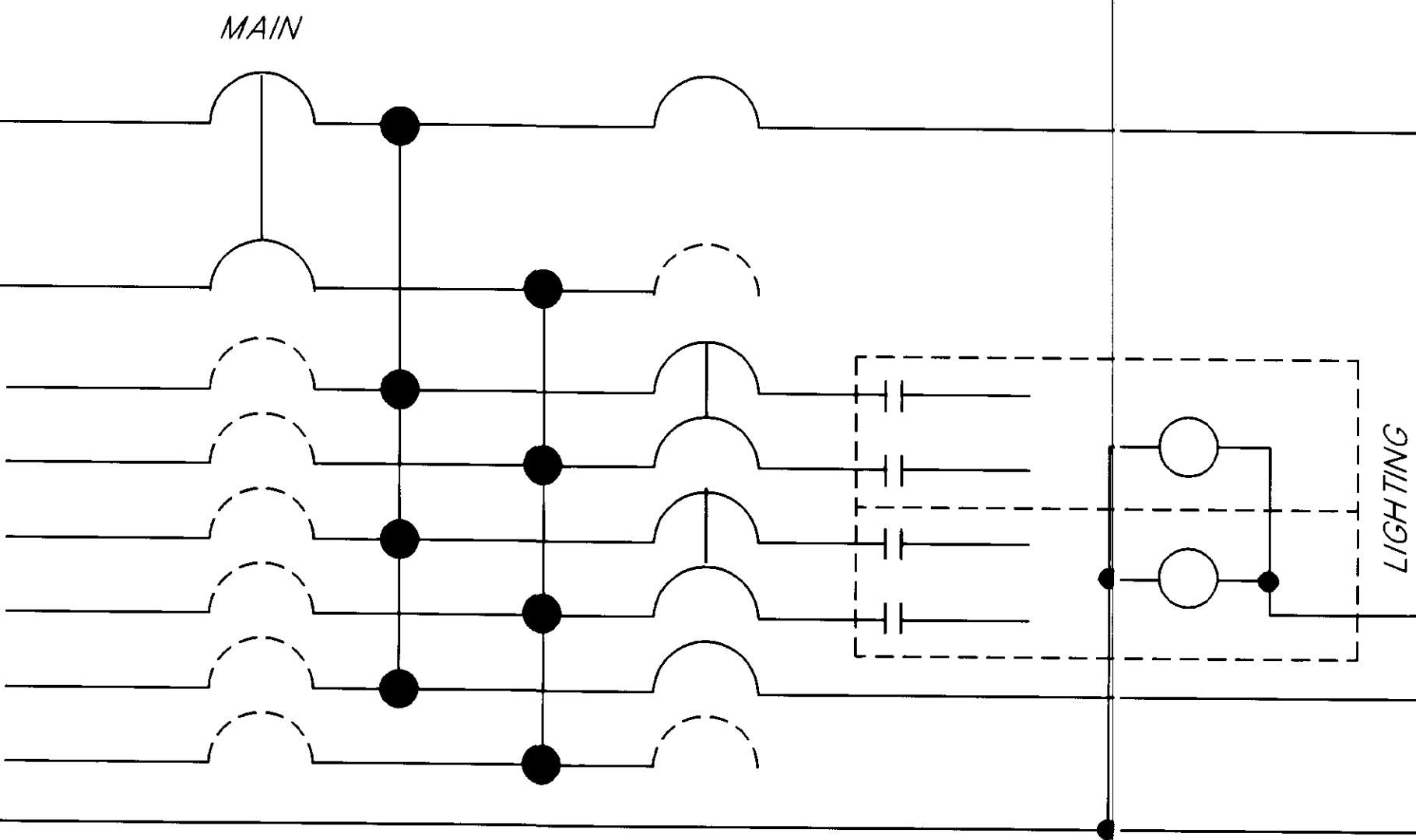
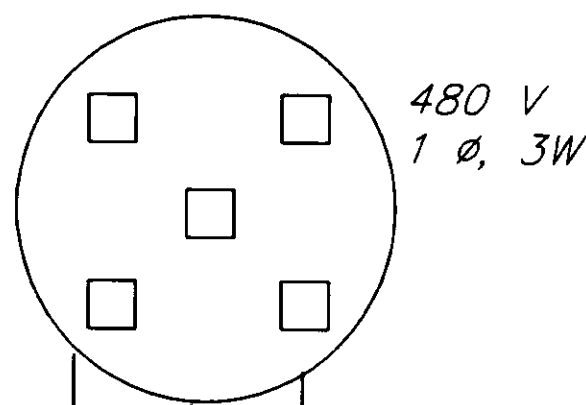
LOAD CENTER SUMMARY									
STATION	OFFSET	TYPE OF SERVICE	SERVICE RATING		SERVICE BREAKER RATING/AMPS	CKT	CIRCUIT BREAKER RATING/AMPS	CIRCUIT VOLTS	CONTACTOR RATING/AMPS
			AMPS	VOLTS					
"0" 222+75	60 FT	UNDERGROUND	100	240/480	100	C	15	480	30
						A	30	480	30
						B	30	240	(SIGNAL)
							15	240	(LTNG CONTROL)

LIGHTING GENERAL NOTES

- ALL LUMINAIRES NOT ON A CONTROLLED LOAD CENTER SHALL HAVE INDIVIDUAL PHOTO CONTROL CELLS.
- ALL ROADWAY POLES SHALL BE MOUNTED ON MULTI-DIRECTIONAL BREAK-AWAY BOLTS AND BE FHWA APPROVED FOR OPERATION.
- ALL ROADWAY POLES SHALL BE BUILT FOR A 40 FOOT MOUNTING HEIGHT AND BUS STOP ARCHITECTURAL LIGHTS SHALL BE MOUNTED AT 20 FEET.
- STATION FOR THE ELECTROLIERS ARE NOTED IN THE ILLUMINATION SUMMARY AND ARE SUBJECT TO MINOR REVISION(± 5FEET) WITH THE ENGINEER'S APPROVAL. STATION ADJUSTMENTS BEYOND 5 FEET OR ADJUSTMENTS TO THE STATED OFFSET FROM CENTERLINE REQUIRE THE DESIGN ENGINEER'S APPROVAL PRIOR TO BEGINNING INSTALLATION OF THE FOUNDATION(S).
- EACH ELECTROLIER SHALL BE DESIGNED TO WITHSTAND AN AASHTO 100 MPH WIND LOAD.
- ROADWAY LUMINAIRES SHALL BE A ANSI-IES (AMERICAN NATIONAL STANDARD INSTITUTE - ILLUMINATION ENGINEERING STANDARDS) MEDIUM, CUTOFF, TYPE 3, WITH 250 WATT HIGH PRESSURE SODIUM LAMPS AND HAVE A CHARCOAL FILTERED OPTICAL ASSEMBLY. LUMINAIRE VOLTAGES ARE SHOWN IN THE LIGHTING STANDARDS SUMMARY.
- ALL JUNCTION BOXES SHALL BE TYPE ONE. SEE STANDARD DRAWING L-03.01 FOR DETAILS.
- ALL CONDUIT SHALL BE TWO INCH GALVANIZED RIGID STEEL CONDUIT UNLESS OTHERWISE NOTED ON THE PLANS.
- LIGHTING FOUNDATIONS SHALL BE PRE-CAST.
- PRE-CAST FOUNDATIONS MAY BE TRANSPORTED, USING TWO OR MORE FEMALE CONCRETE ANCHORS, TWO ONE INCH BOLTS, AND A DEVICE THAT SPREADS THE LOAD EVENLY BETWEEN THE TWO ANCHORS.
- FOUNDATIONS FOR ARCHITECTURAL LUMINAIRES SHALL BE AS SHOWN ON STANDARD DRAWING T-31.00, SIGNAL BASE POST TYPE "A", WITH THE EXCEPTION OF THE ANCHOR BOLT MODIFICATIONS NECESSARY TO MATCH THE POLE BASES.

LOAD CENTER GENERAL NOTES

- THE LOAD CENTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING L-20.01 WITH THE FOLLOWING EXCEPTIONS:
 - INSTALL LOAD CENTER ON TREATED 6 INCH BY 6 INCH WOOD POST.
 - INSTALL PHOTO CONTROL CELL ABOVE LOAD CENTER.
 - THE TEMPERATURE CONTROL AS SHOWN ON STANDARD DRAWING L-20.01 IS NOT REQUIRED.
 - THE MODIFICATIONS ARE SHOWN IN THE LOAD CENTER SCHEMATIC BELOW.
 - THE STEP TRANSFORMER SHALL BE 15 KVA AND AS DESCRIBED IN 661-2.01, MATERIALS, OF THE STANDARD SPECIFICATIONS.
- THE TRAFFIC SIGNAL ON EGAN DRIVE AT VANDERBILT HILL ROAD SHALL BE KEPT OPERATIONAL AT ALL TIMES (120V). THE SWITCHES FROM LINE POWER TO GENERATOR AND BACK SHALL EACH BE DONE DURING LOW TRAFFIC VOLUMES AND ACCOMPLISHED WITHIN ONE MINUTE.



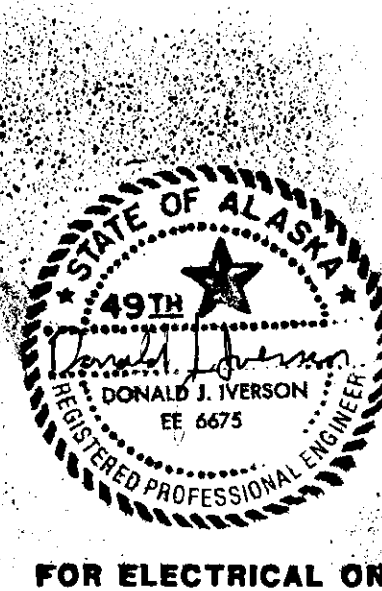
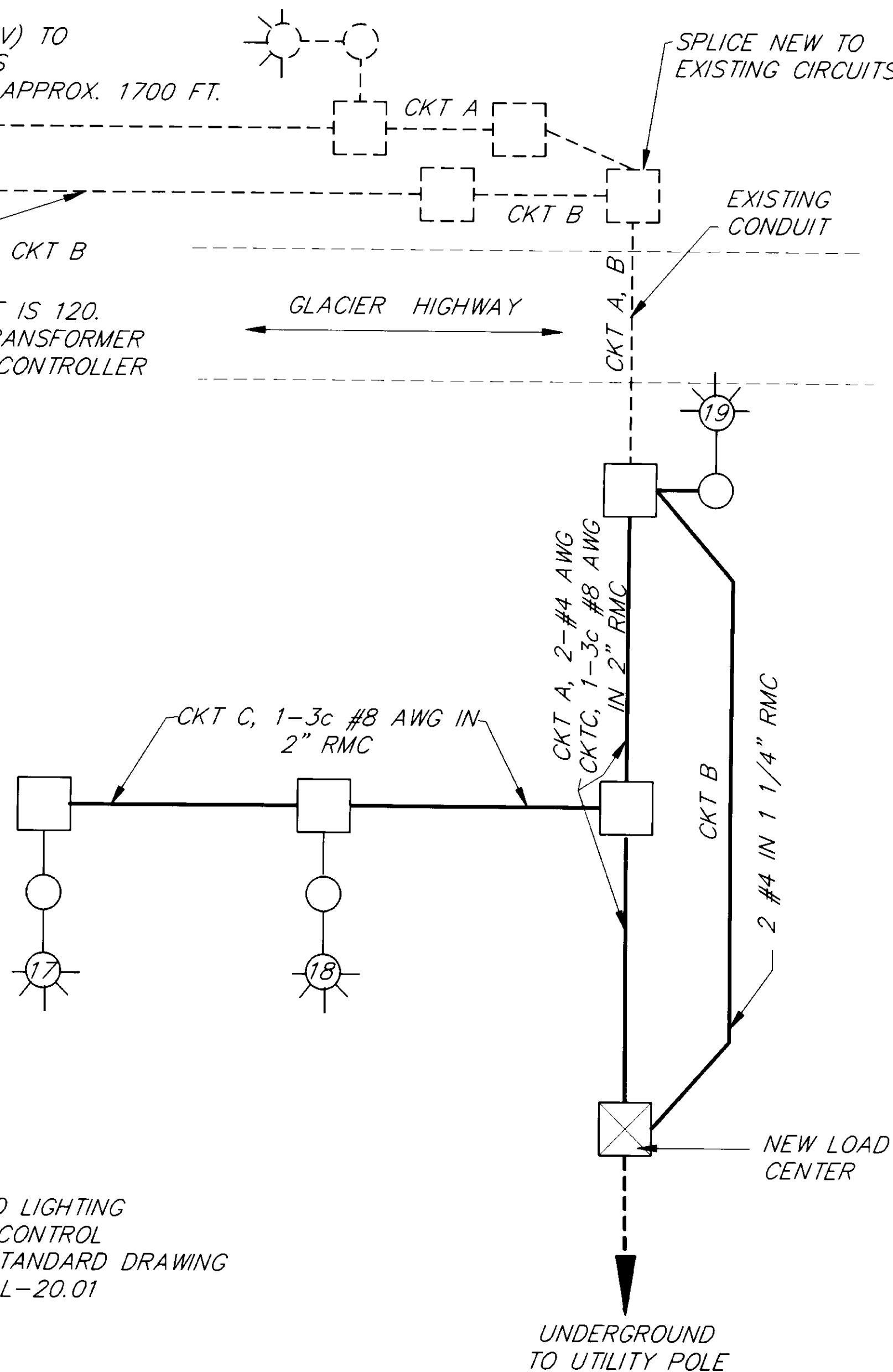
LOAD CENTER SCHEMATIC

TYPE 2

MOUNT NEW 240/120 VOLT TRANSFORMER ON VANDERBILT SIGNAL CONTROLLER CABINET. CONNECT 120 VOLT OUTPUT TO SIGNAL EQUIPMENT.

EXISTING 2-#4 AWG (480V) TO 16 EXISTING ELECTROLIERS ON EGAN DRIVE. CKT. A, APPROX. 1700 FT.

EXISTING 2-#4 AWG TO EXISTING TRAFFIC SIGNAL. CKT B APPROX. 1700 FT. EXISTING CIRCUIT VOLTAGE IS 120. CHANGE TO 240 WHEN TRANSFORMER IS INSTALLED ON SIGNAL CONTROLLER CABINET.



FOR ELECTRICAL ONLY

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	J. AHLGREN	PROJECT NO.	70469
DRAWN BY:	Csa	DATE:	6/1993
CHECKED BY:	K. SMITH	SHEET	51 OF 85



P:\JUNU\SALMON\DR\ILLUM2 1=1

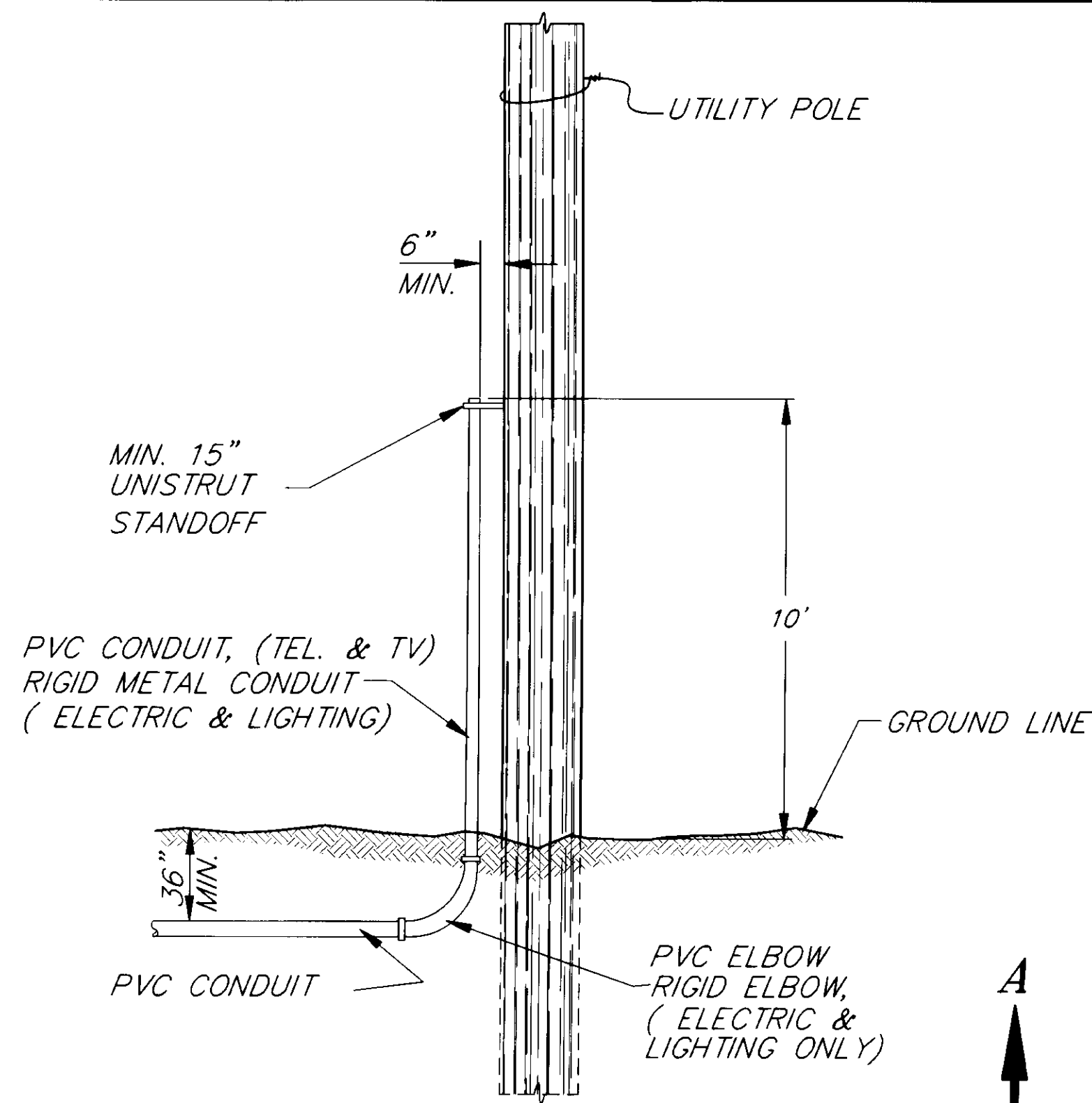
BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU

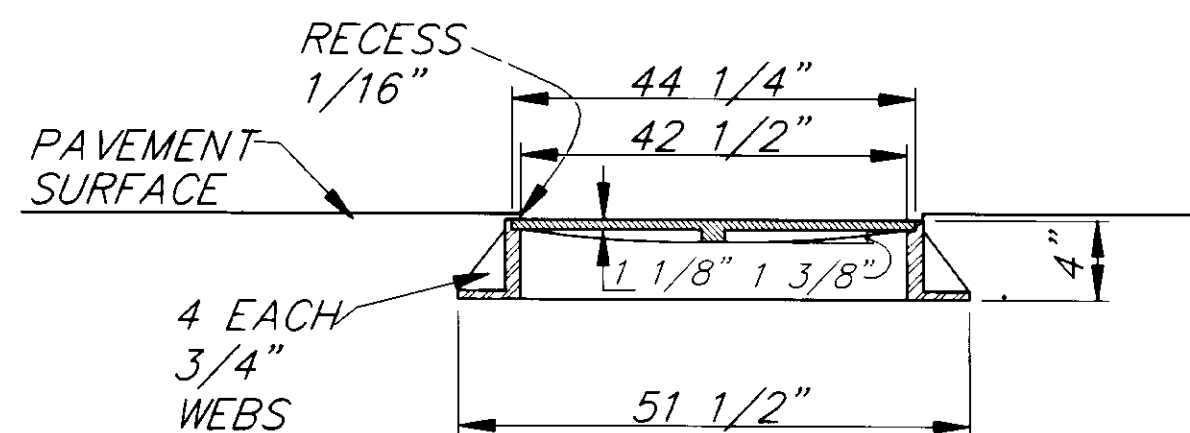
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469
ILLUMINATION DETAILS

ALASKA



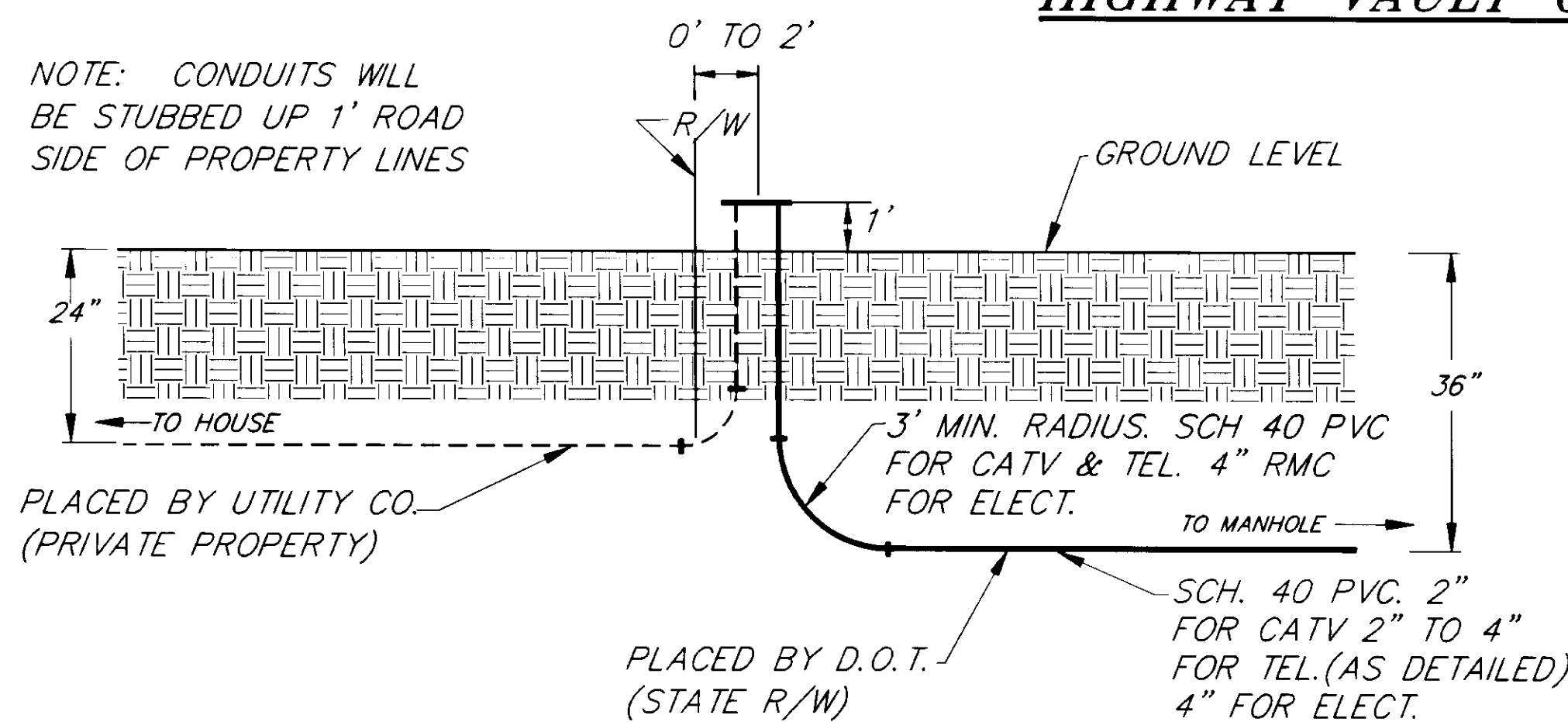
DETAIL "A"
(TYPICAL RISER)

UTILITY VAULT 4210-S OR EQUAL

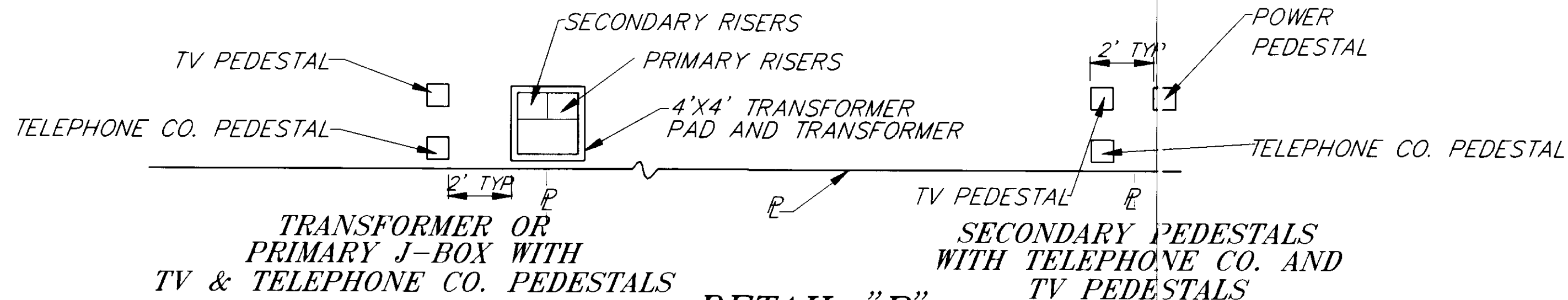


HIGHWAY VAULT COVER

NOTE: CONDUITS WILL BE STUBBED UP 1' ROAD SIDE OF PROPERTY LINES

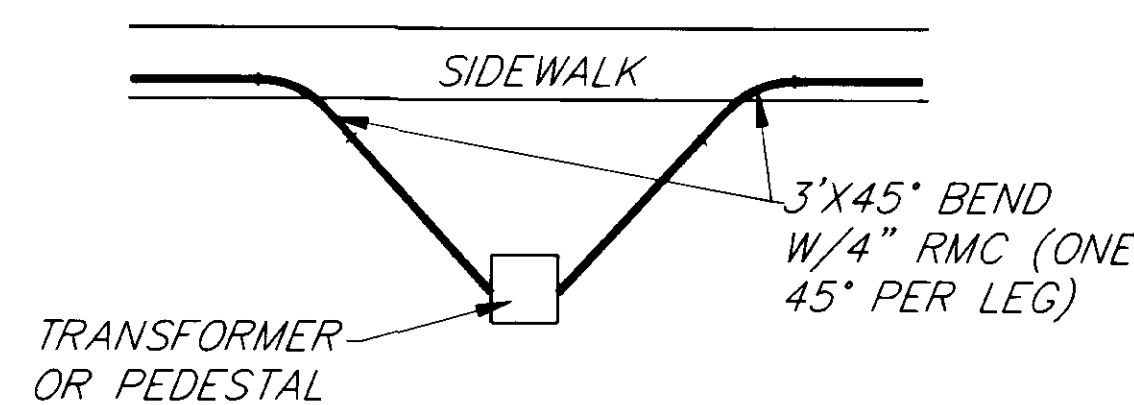


DETAIL "C"

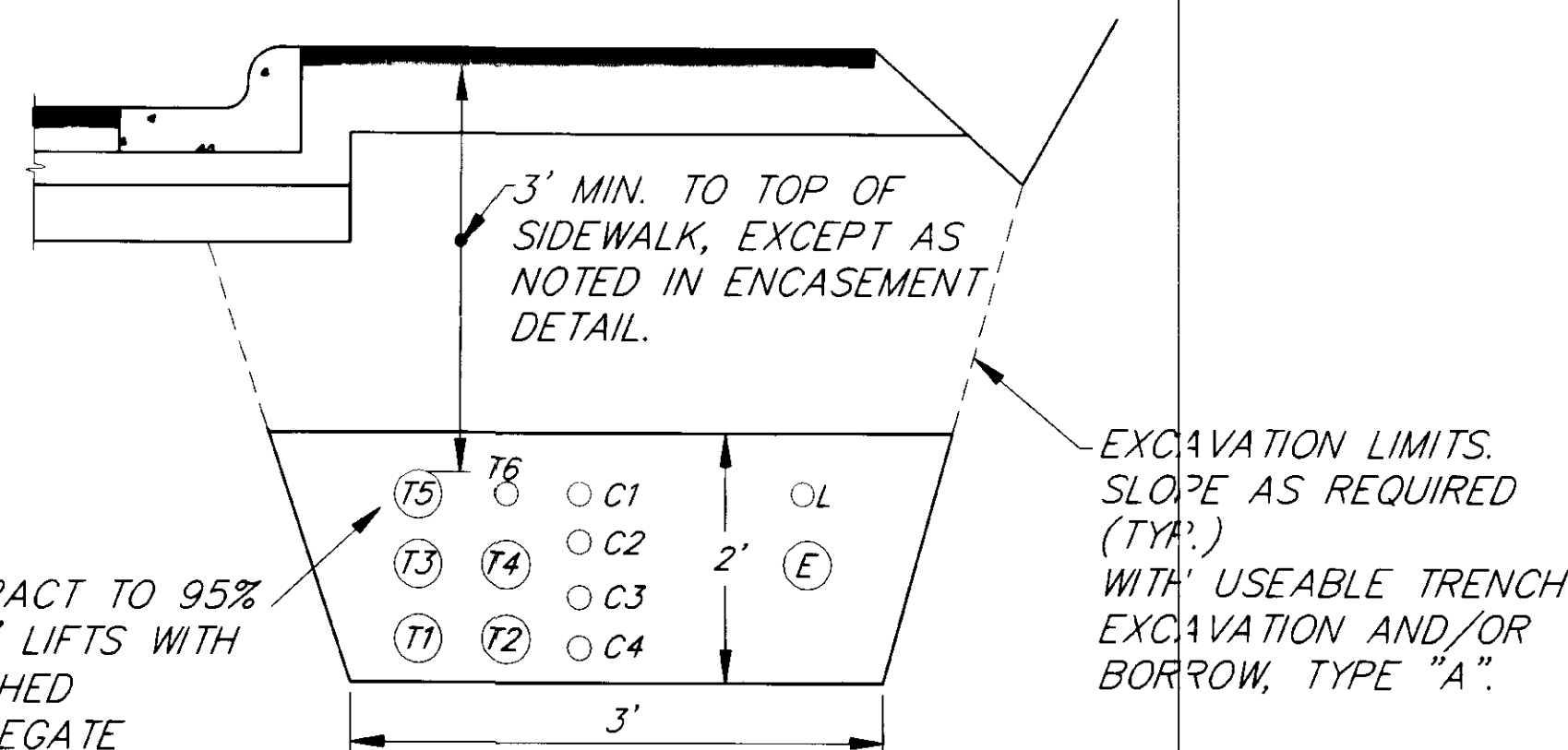


DETAIL "B"

(PRIMARY AND SECONDARY LOCATED IN R.O.W.)



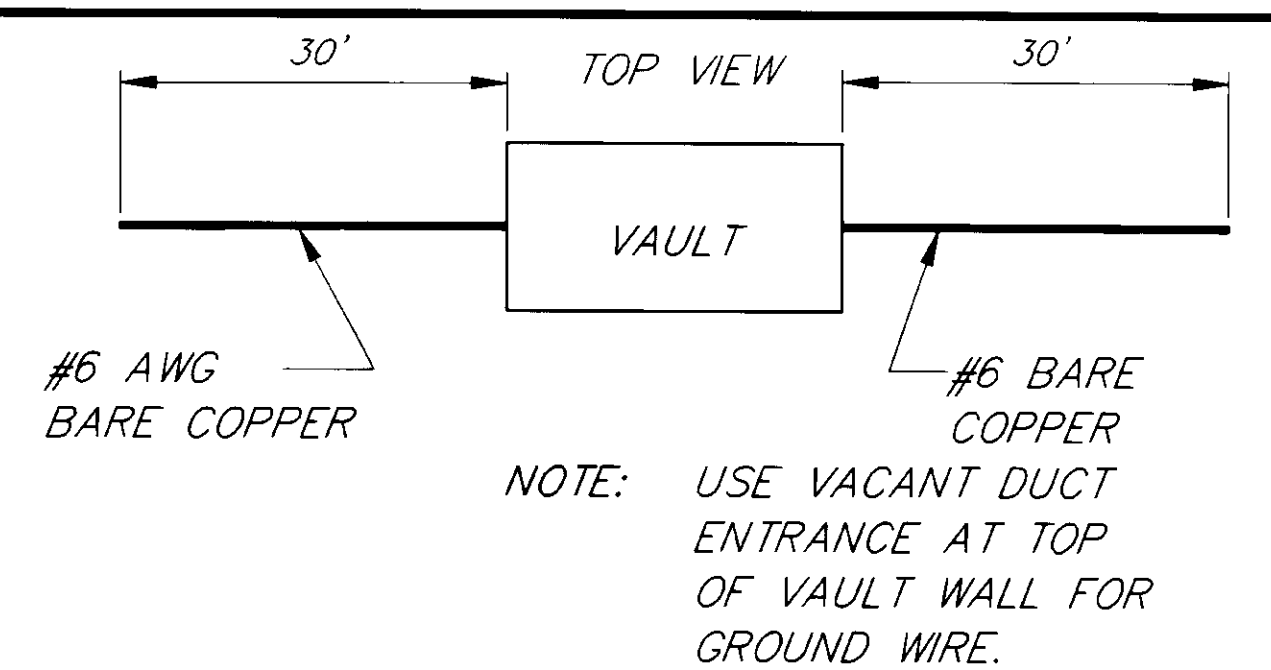
TYPICAL ELECTRICAL STUB-OUT DETAIL



CONDUIT BEDDING DETAIL

GENERAL CONDUIT NOTES:

1. ALL DUCTS WILL BE RODDED & CLEANED WITH A TEST MANDREL 1/4" SMALLER IN DIA. THAN THE INSIDE DIA. OF THE DUCT.
2. ALL DUCTS WILL INCLUDE PULL STRINGS.
3. ENCASEMENT OF CRUSHED AGGREGATE WILL CONSIST OF A 4" MIN. COVER OVER THE CONDUITS, 1.5" MIN. AT THE SIDES AND 3" MIN. FOR THE BASE.
4. ELECTRIC CONDUIT BENDS & RISERS WILL BE RMC. HORIZONTAL BENDS TO PEDESTALS AND TRANSFORMERS WILL BE A MAXIMUM OF ONE 45° BEND PER LEG. MINIMUM BEND RADIUS WILL BE 3 FT. RUNS WILL BE 4" SCHEDULE 40 PVC.
5. CATV CONDUIT WILL BE 2" SCHEDULE 40 PVC WITH 3' MIN. BEND RADIUS.
6. TELEPHONE CONDUIT WILL BE SCHEDULE 40 PVC WITH 3' MIN. BEND RADIUS. SIZE OF CONDUIT WILL BE FROM THE MANHOLE DETAILS.
7. THE TELEPHONE, TV, POWER PEDESTALS AND TRANSFORMERS WILL BE ARRANGED AS SHOWN ON DETAIL "B", WHEN DIFFERENCES ARE NOTED ON THE PLAN SHEETS.



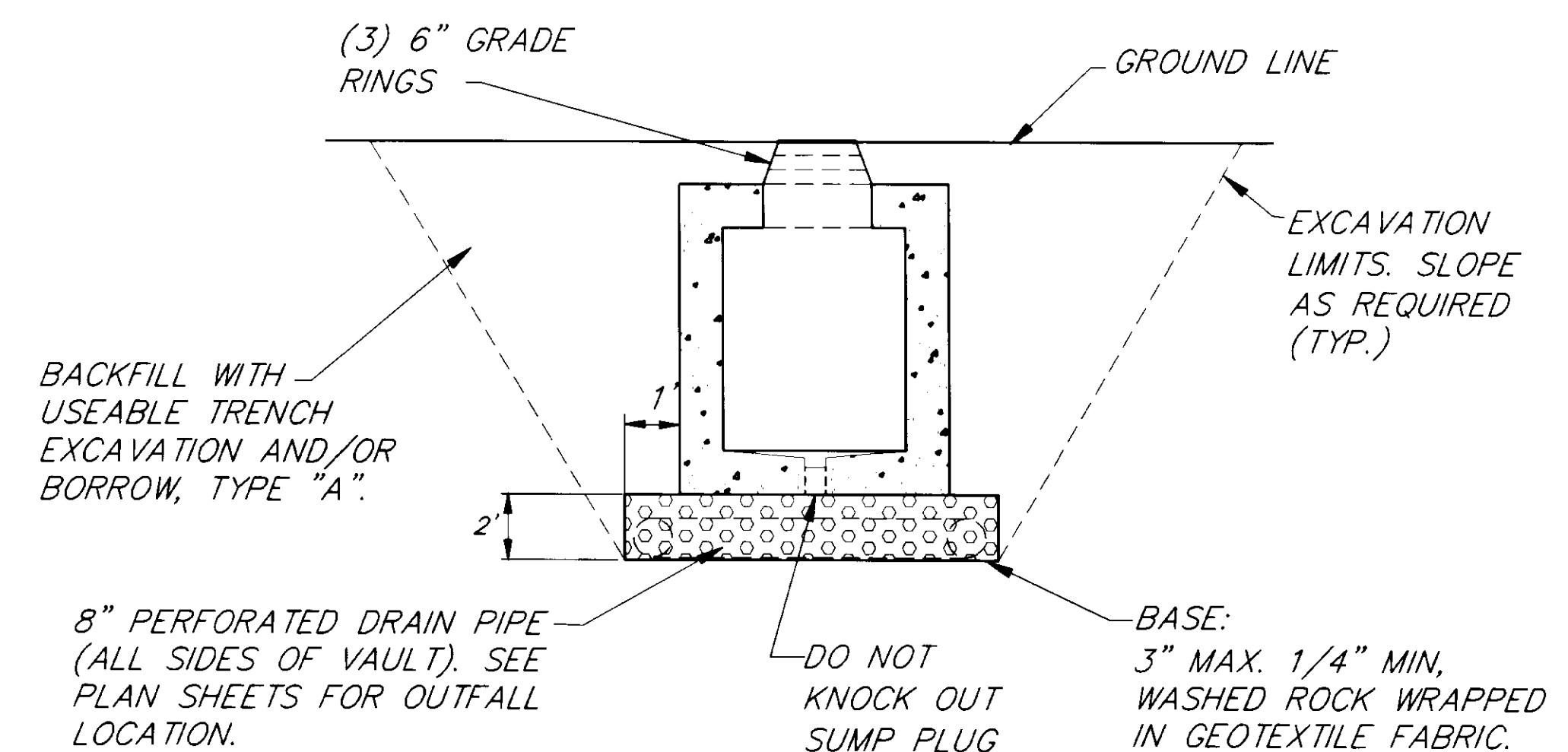
GROUNDING DETAIL
(TELEPHONE)

TELEPHONE VAULT NOTES:

1. EACH VAULT WILL BE COMPLETE WITH:
3 EA. - 6" GRADE RINGS
1 EA. - BOLT-ON LADDER
1 EA. - CAST IRON FRAME & COVER
TYPE 4210 MARKED "TELEPHONE"
1 EA. - RACKING PACKAGE
2. ALL VAULTS WILL BE GROUTED WITH SINK-A-PLUG OR EQUIVALENT SEALER.
3. INSTALL DUCT SEALS OR PLUGS AS REQUIRED.
4. EACH VAULT WILL BE GROUNDED (SEE DETAIL).

8" PERFORATED DRAIN PIPE (SEE DETAIL - INCLUDES PIPE ALL AROUND VAULT, OUTFALL PIPE AND ALL CONNECTIONS)

SUBSURFACE DRAINAGE GEOTEXTILE.



VAULT EXCAVATION DETAIL
(TELEPHONE)

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

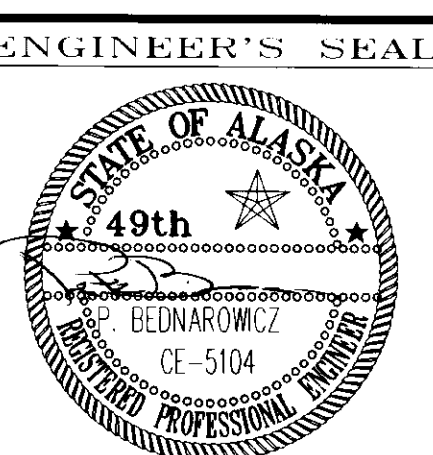
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
MISCELLANEOUS UTILITIES DETAILS

ALASKA

DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ

PROJECT NO. 70469
DATE: 6/1993
SHEET 52 OF 85



064 (16 GA.)

SHOULDER OF SIDEWALK

1 1/2" AC PAVEMENT

PAVE THIS AREA

± 2% MAX.

3' MIN.

5' MIN.

TERNATE LOCATION
ETERMINED BY THE
MUST NOT BE

#2 COPPER WIRE
THW INSULATION

THRUST BLOCK

WATERLINE

BLUE "WATER UTILITY"
WARNING RIBBON.

6" C.I.P.

#2 COPPER WIRE
CONTINUITY STRAPS
EACH SIDE

THAW WIRE
#2 COPPER
TYPE THW
INSULATION

1 CY COMPACTED
GRAVEL UNDERDRAIN

BITUMEN COATED 3/4"
BLACK IRON OR MILD STEEL
TIE RODS; ONE ON EACH SIDE

RECESS 1/8"

PAVEMENT

BASE

SUBBASE

24" MIN.

BACKFILL AND COMPACT

CONCRETE GRADE RINGS AS REQUIRED

PRECAST MANHOLE FRAME IN FULL BED OF MORTAR
AS SHOWN IN THE MANHOLE ENCASEMENT DETAIL
ON THIS SHEET

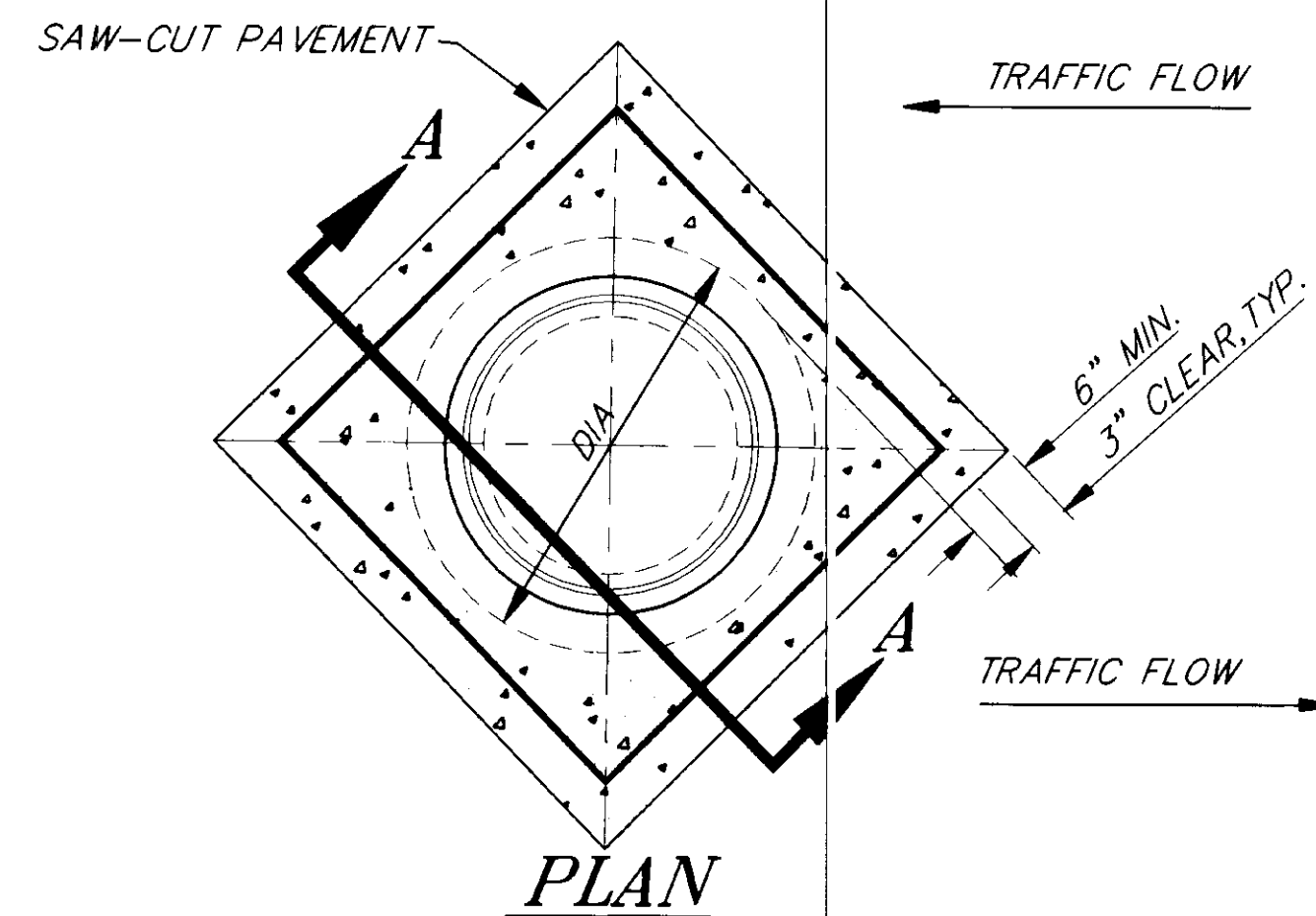
REINSTALL EXISTING CONE AS DIRECTED. TURN
CONE IF REQUIRED TO MISS
OBSTRUCTIONS.

PROVIDE A STEP FOR EVERY
12" OF ADDED HEIGHT.

RECONSTRUCT WATER/SEWER MANHOLE

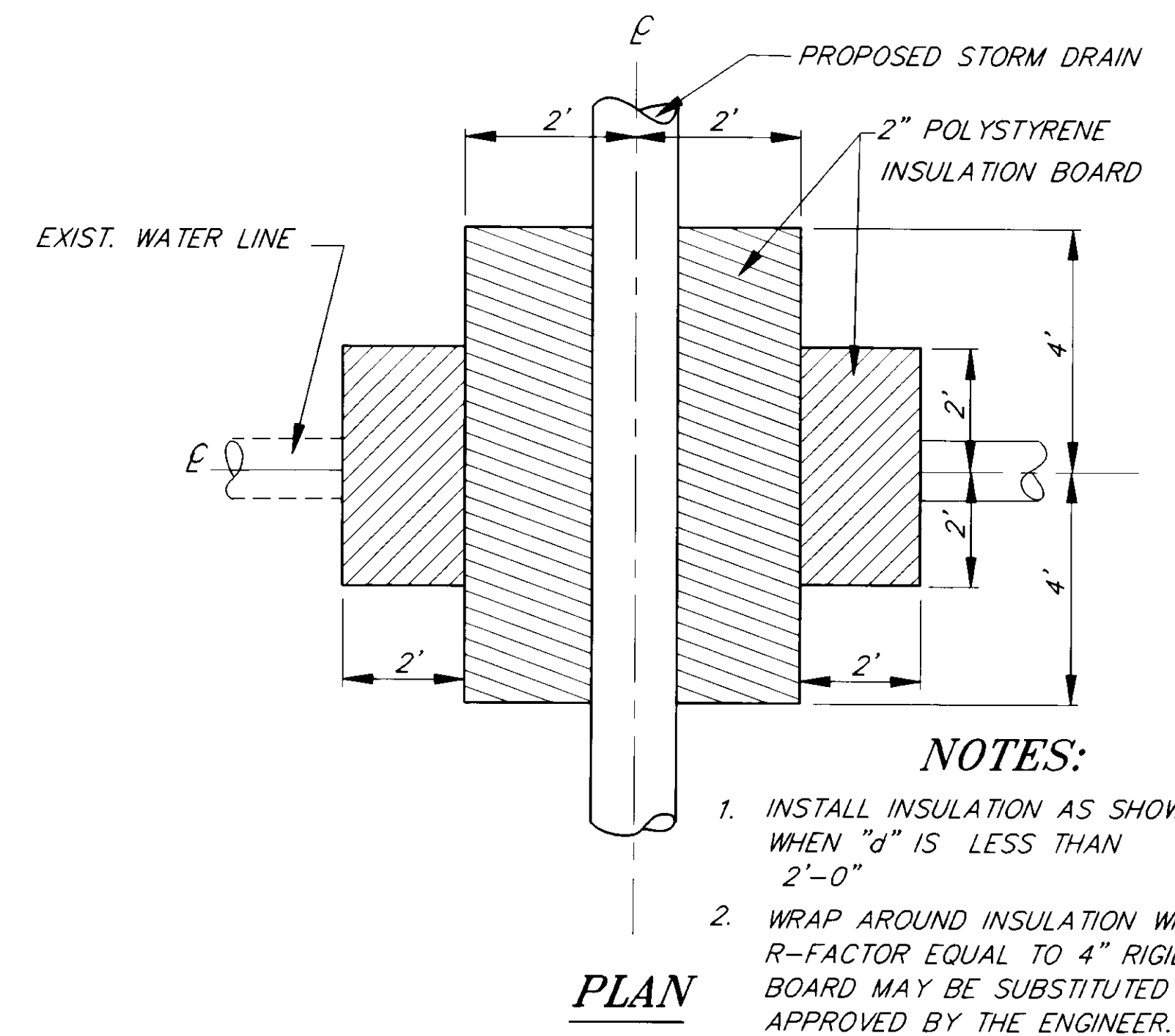
This diagram shows a cross-section of a concrete curb and gutter assembly. The curb is labeled "FRAME" and has a height of 6" MIN. The gutter is labeled "GLASS 'W' CONCRETE" and has a depth of 1 1/2" CLEAR (TYP.). The gutter is reinforced with "#4 REBAR". The gutter is set into a concrete base labeled "FINISH GRADE". The gutter has a width of 6" MIN. and a depth of 1/8". The gutter is shown with a cross-section of the gutter material, labeled "DIA".

SECTION A-A
MANHOLE ENCASEMENT DETAIL



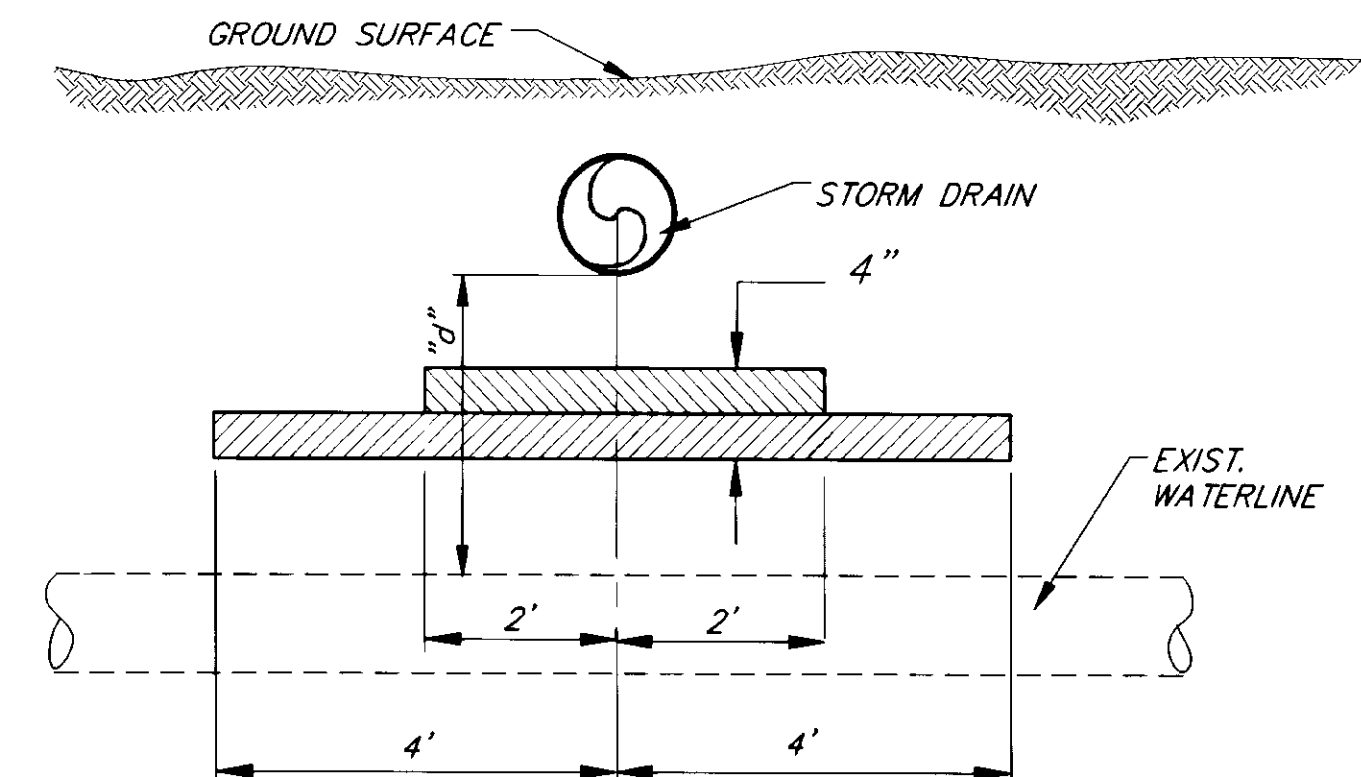
NOTES:

1. NO MORE THAN 4 INCHES OF ADJUSTING RING(S) SHALL BE USED.
2. MANHOLES MAY BE RAISED WITH GRADE RINGS TO ACCOMMODATE RAISING THE GRADE PROVIDED THE DISTANCE FROM THE TOP OF THE FRAME TO THE FIRST STEP DOES NOT EXCEED 36 INCHES.
3. ANY RECONSTRUCTED OR ADJUSTED MANHOLES MUST CONFORM TO STANDARD DIMENSIONS.



SECTION

RIGID INSULATION



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

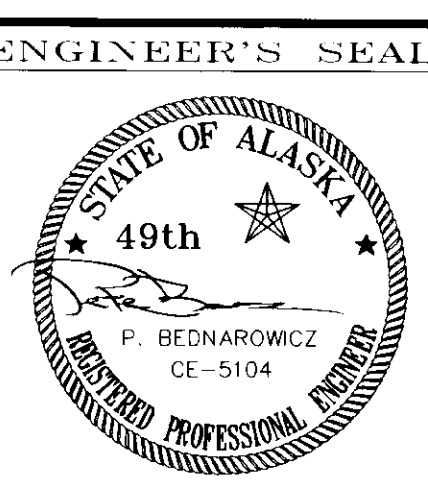
R E C O R D O F R E V I S I O N S

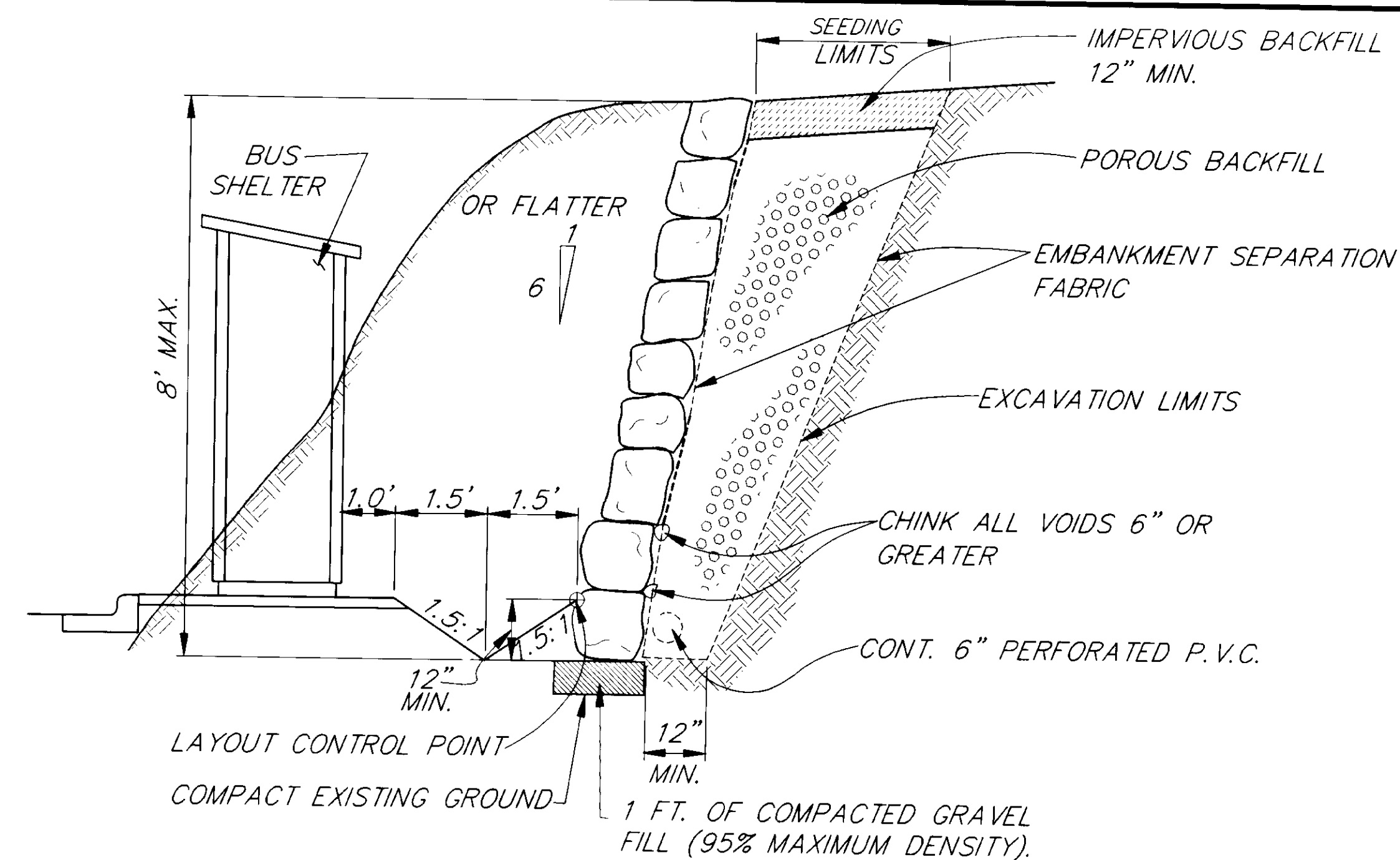
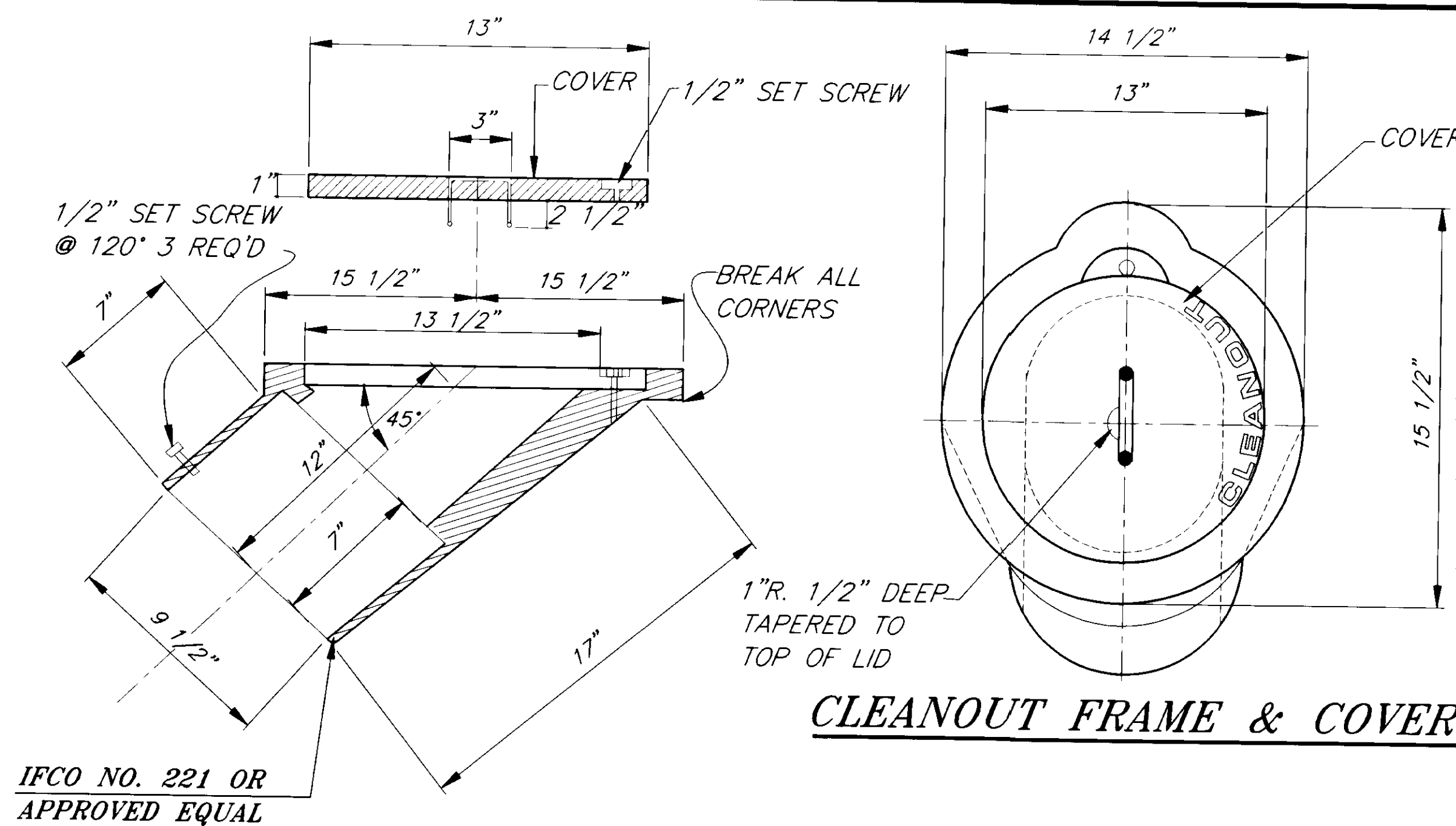
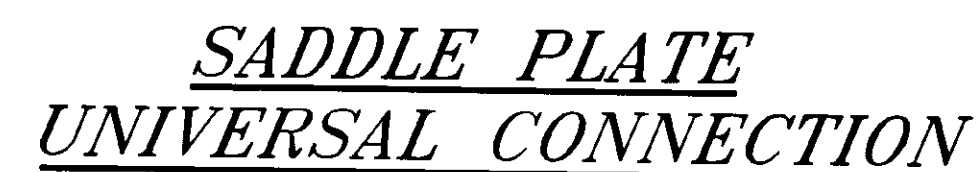
JUNEAU

ALASKA

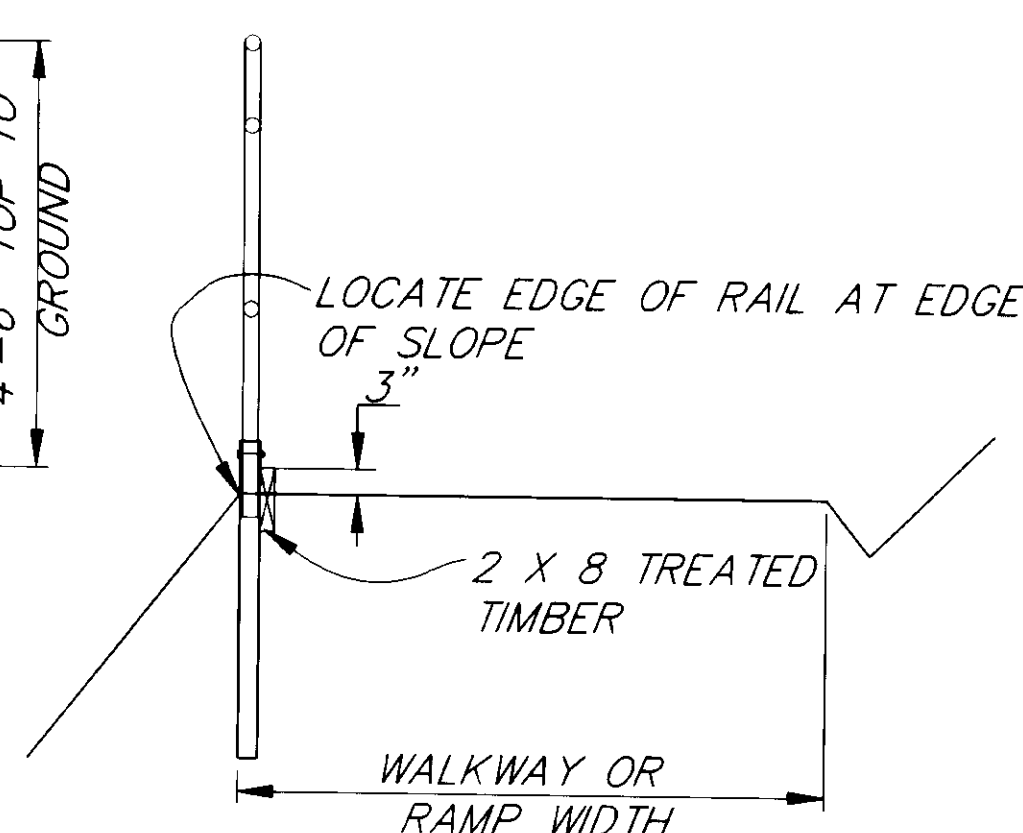
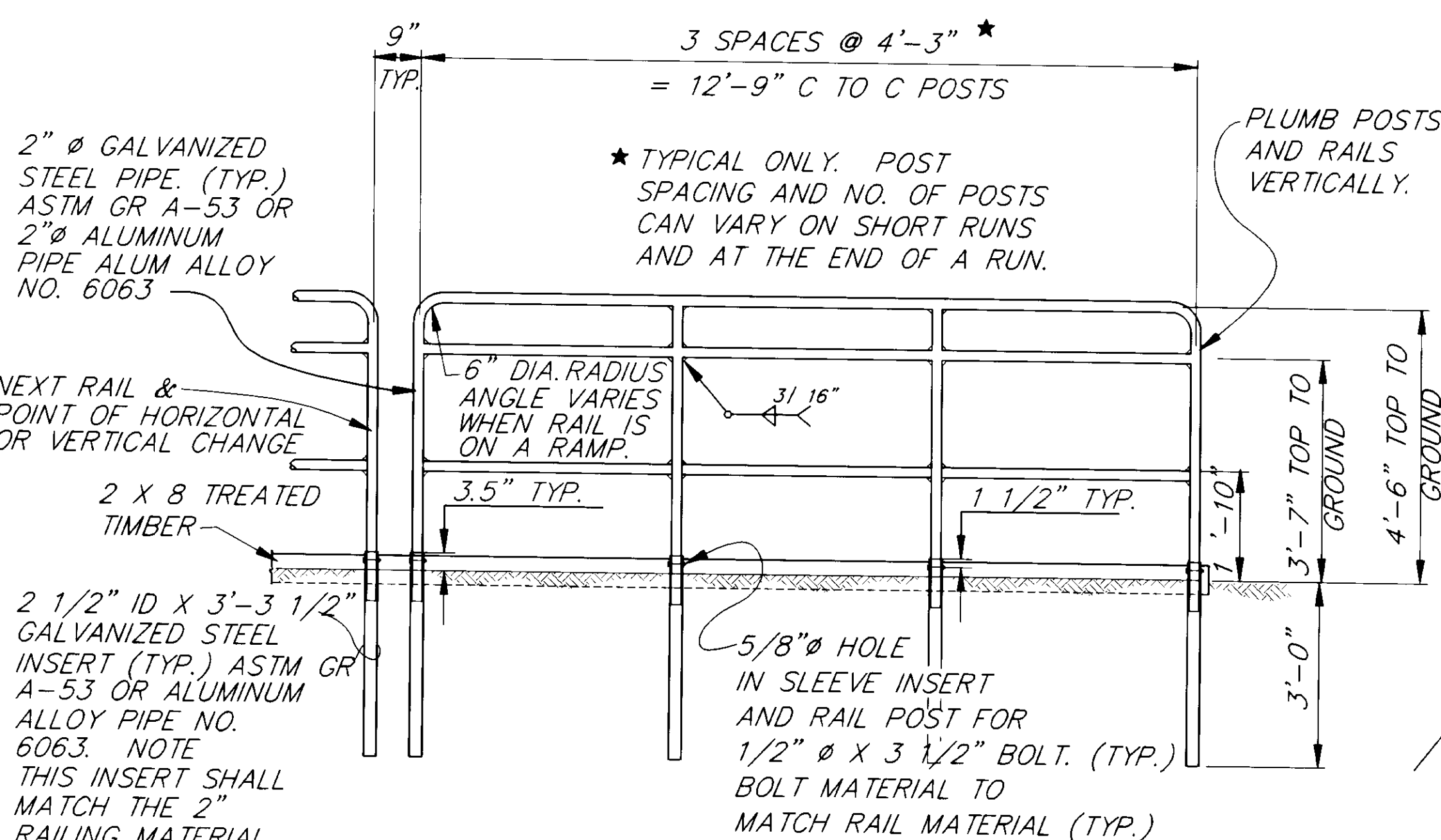
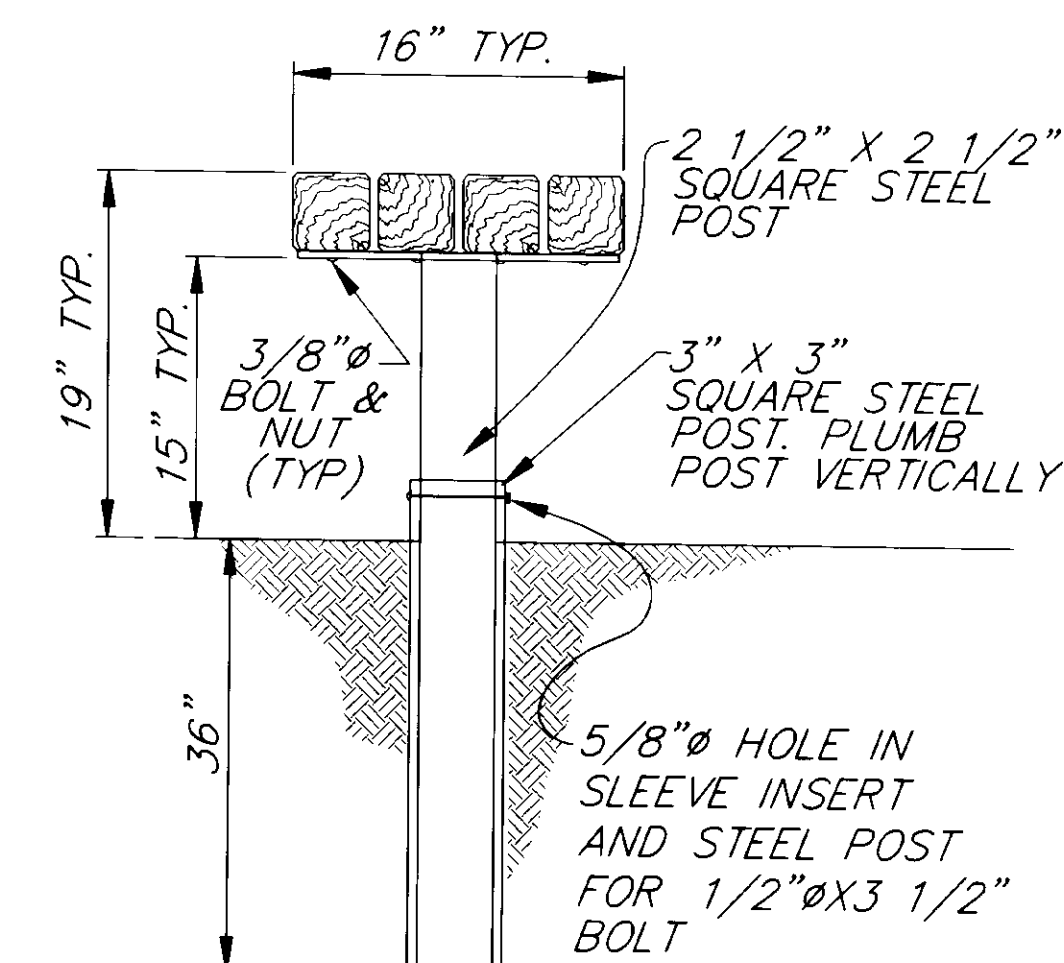
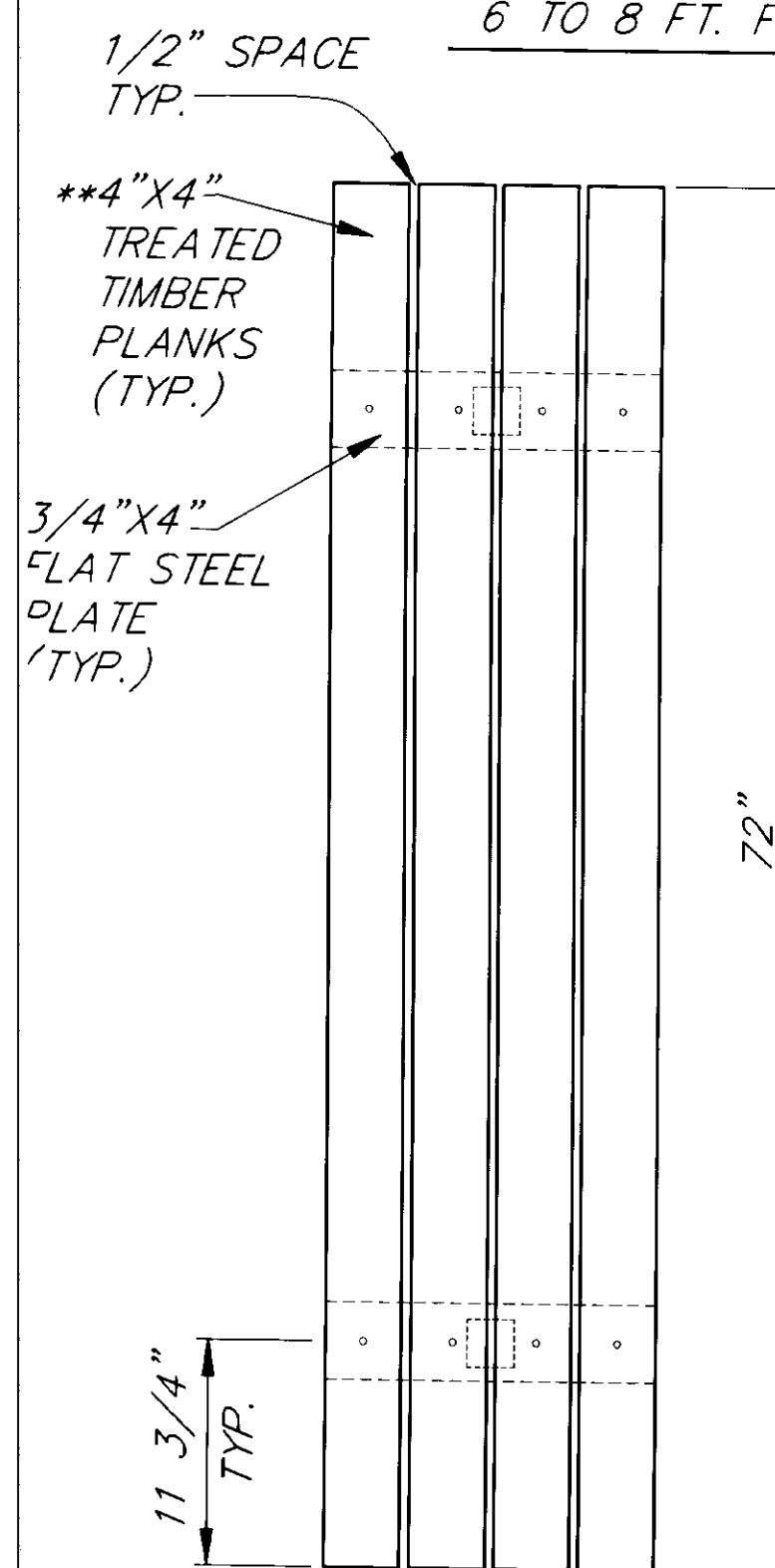
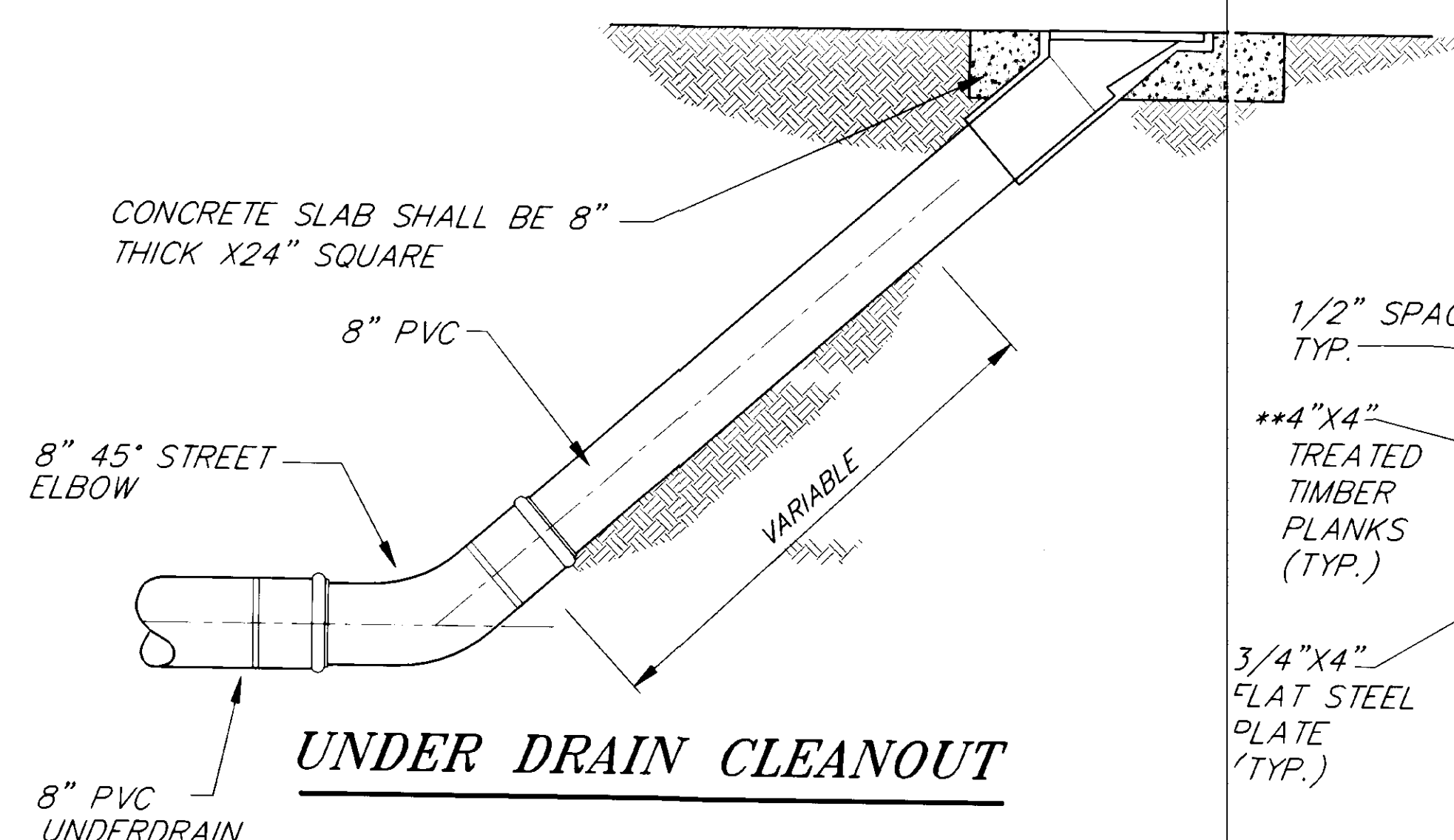
DESIGNED BY:	P. JONES
DRAWN BY:	C. ANDERSON
CHECKED BY:	P. BEDNAROWICZ

PROJECT NO.	70469
DATE:	6/1993
SHEET 54 OF 85	

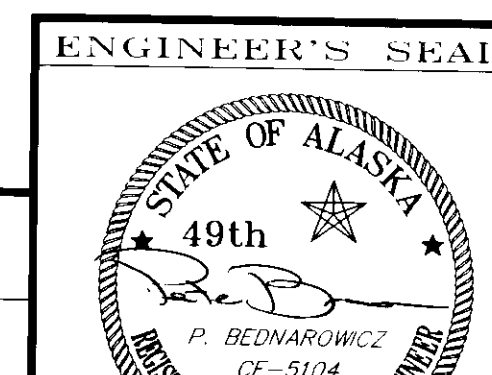




	LEAST DIMENSION	MINIMUM WEIGHT
TOP 3 FT. OF ROCKERY	13" TO 18"	500 LBS.
3 TO 6 FT. FROM TOP OF ROCKERY	18" TO 24"	1500 LBS.
6 TO 8 FT. FROM TOP OF ROCKERY	24" TO 32"	3000 LBS.



NOTE: PARK BENCHES ARE TO BE PLACED IN A LOCATION DESIGNATED BY THE ENGINEER, AS COORDINATED WITH THE CITY & BOROUGH OF JUNEAU.

[illegible]

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

JUNEAU

*SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)*

MISC. SUMMARIES AND DETAILS

ALASKA

DESIGNED BY: P. JONES

DRAWN BY: C. ANDERSON

CHECKED BY: B. BERNABOWICZ

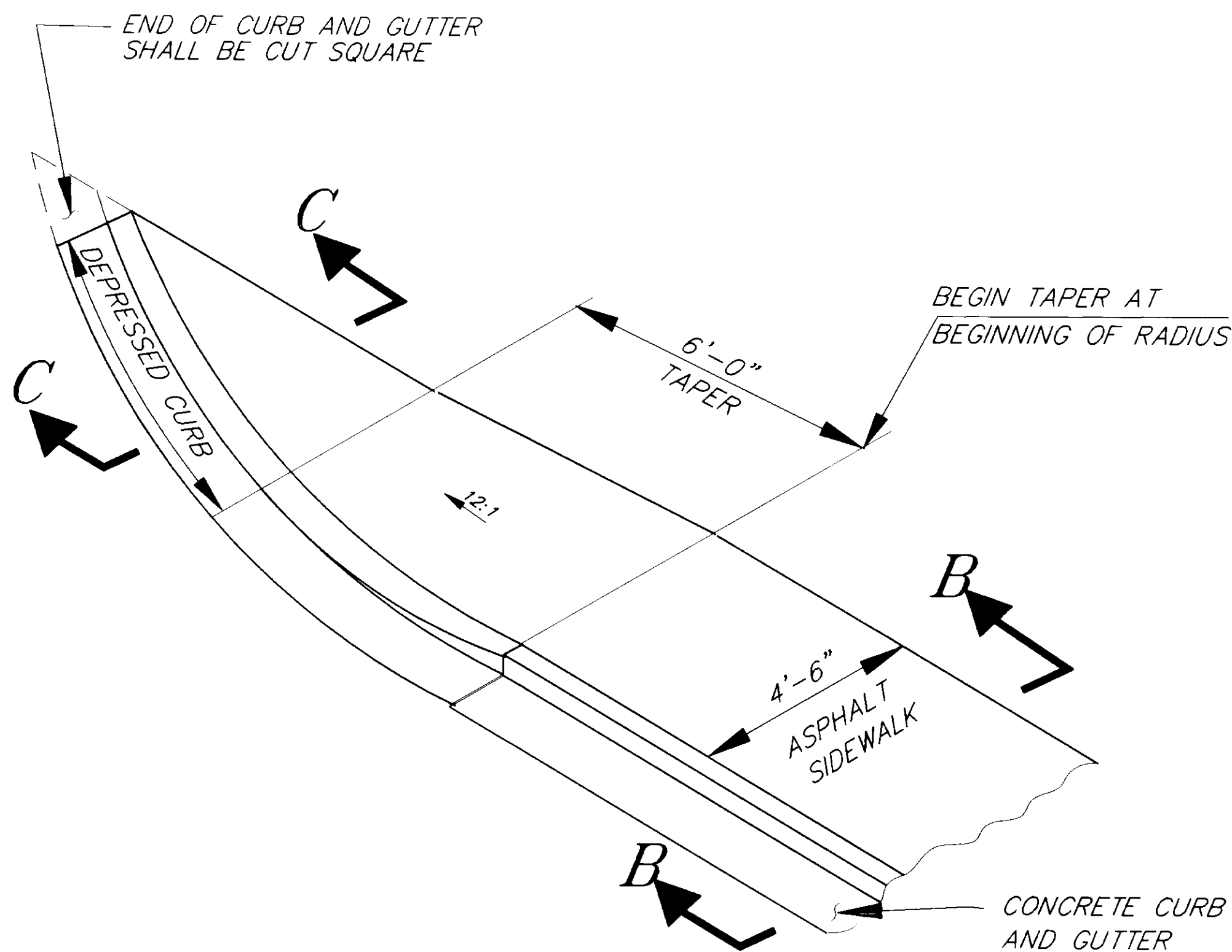
PROJECT NO.	70469
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DATE: 6/1993

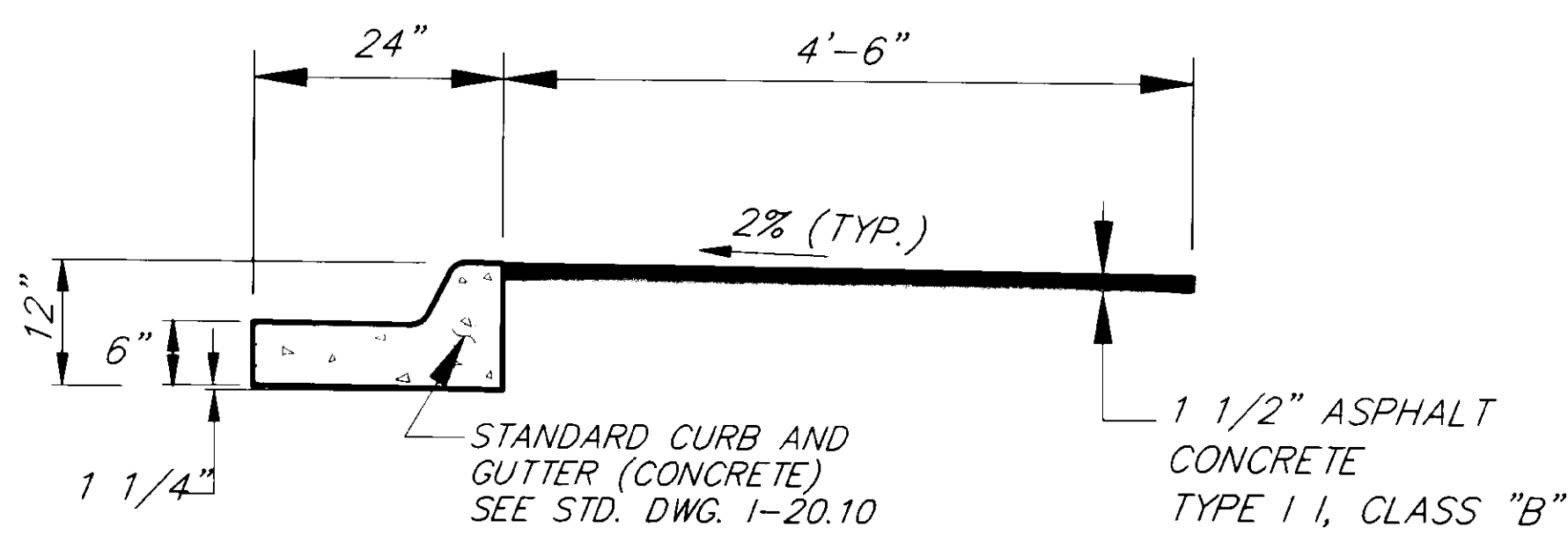
SHEET 55 OF 85

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

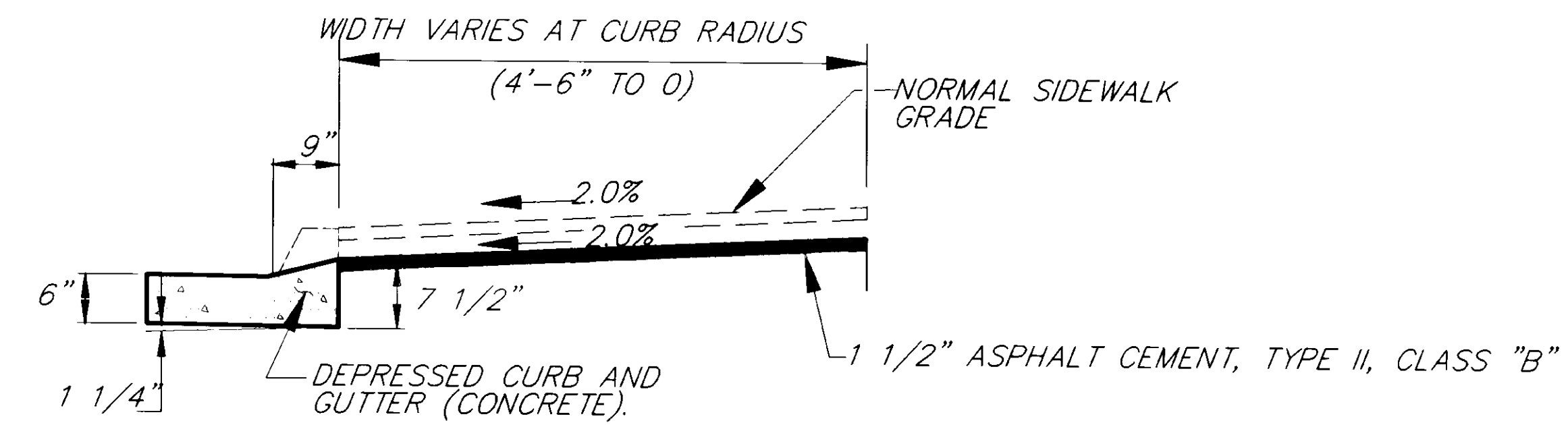
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HANDICAP CURB RETURN DETAIL
FOR ALL CURB RETURN



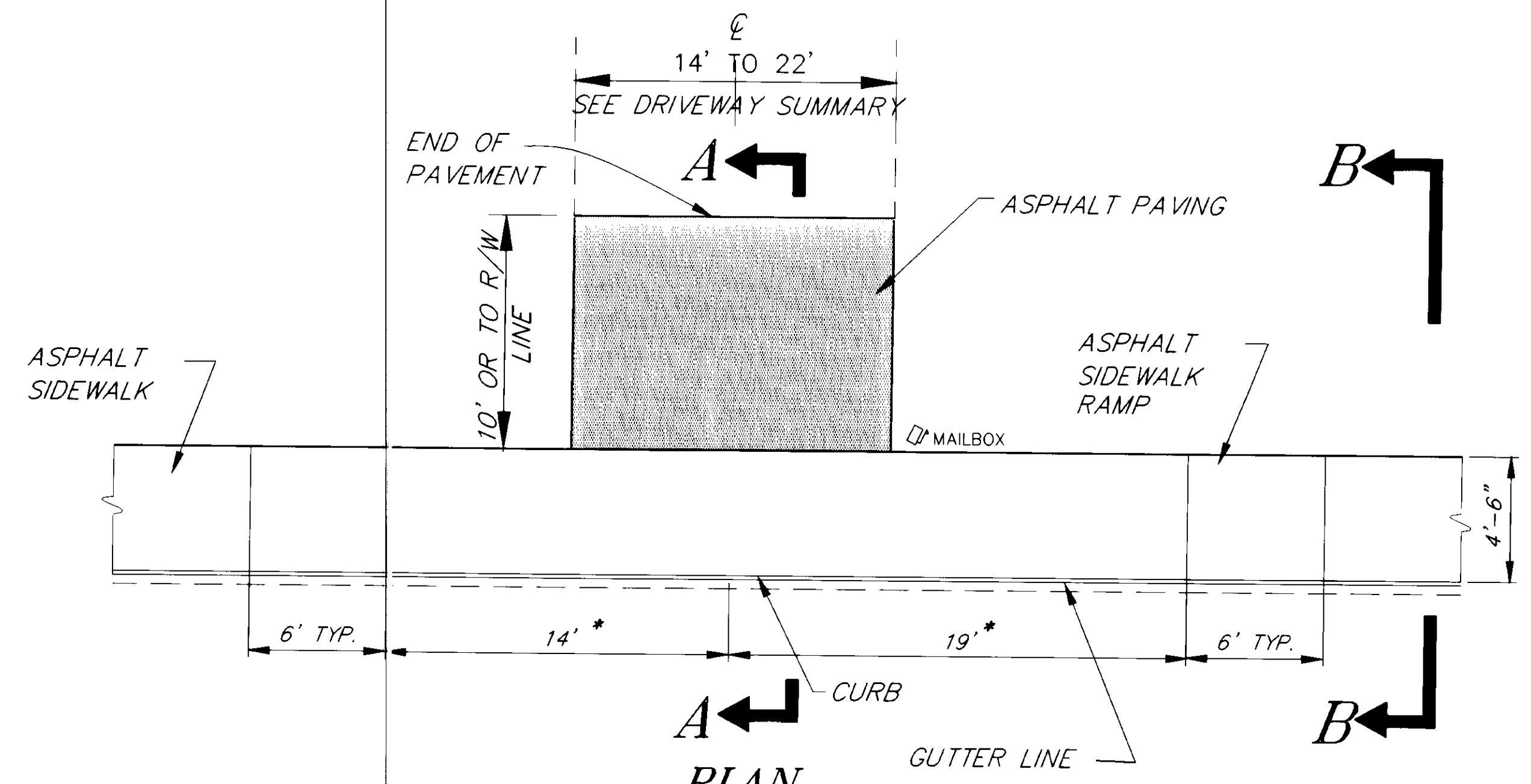
SECTION B-B



SECTION C-C
DEPRESSED CURB

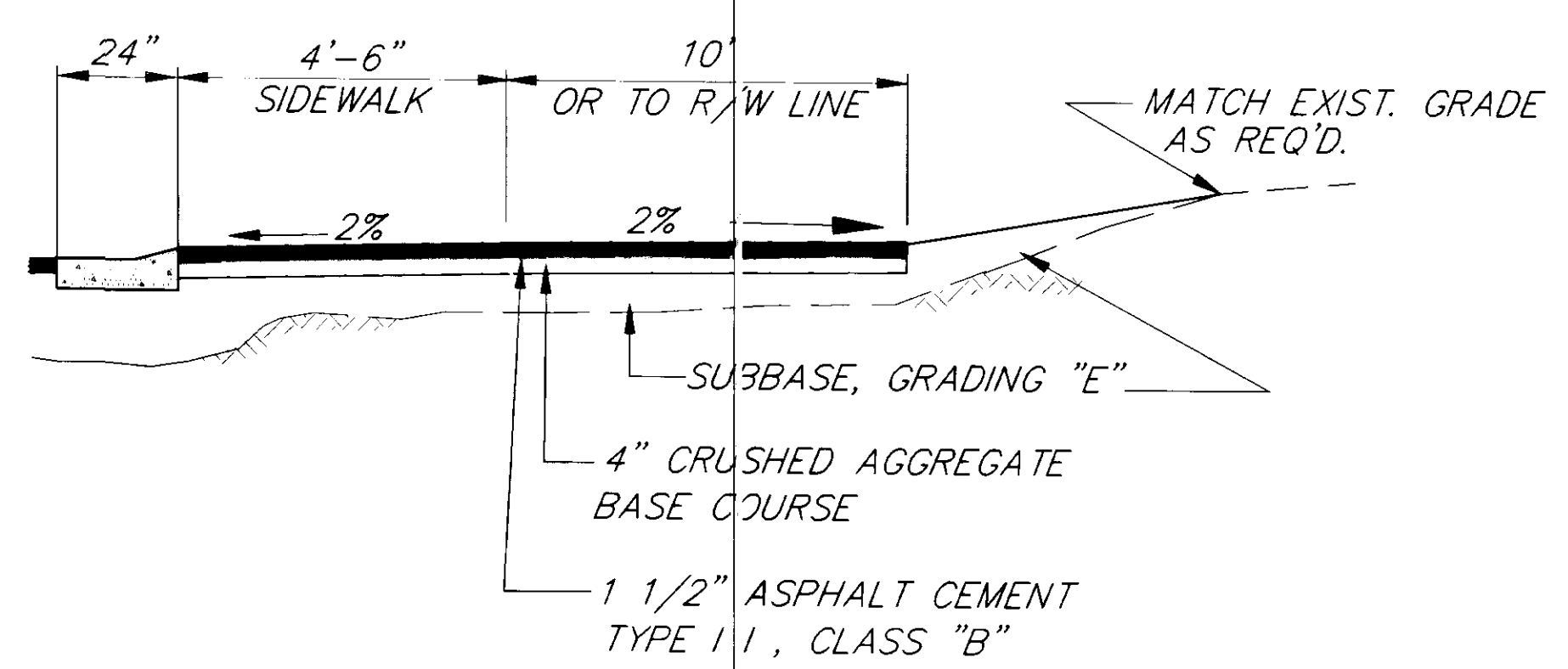
NOTES
SIDEWALK, CURB AND GUTTER

1. ALL CURB AND GUTTERS SHALL BE CLASS "A" CONCRETE WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF $f'_c = 3,000$ psi.
2. CURB CUT FOR RESIDENTIAL DRIVEWAYS AND CURB RETURNS SHALL NOT EXCEED THE MAXIMUM ALLOWABLE SLOPE OF 12:1.
3. ALL CURB RETURNS AND CURBCUTS SHALL BE WHEELCHAIR ACCESSIBLE AS SHOWN ON THIS SHEET.



PLAN
CURB CUT DETAIL

* LENGTHS VARY DEPENDING ON DRIVEWAY CONFIGURATION - SEE DRIVEWAY SUMMARY.



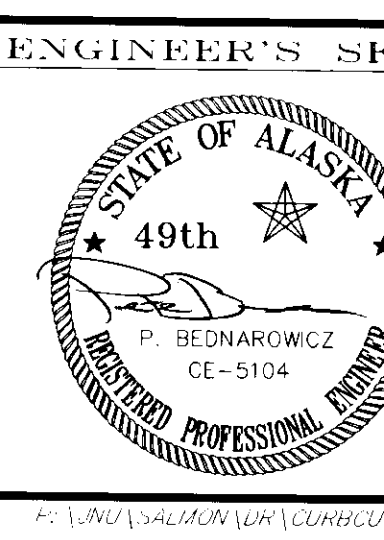
SECTION A-A

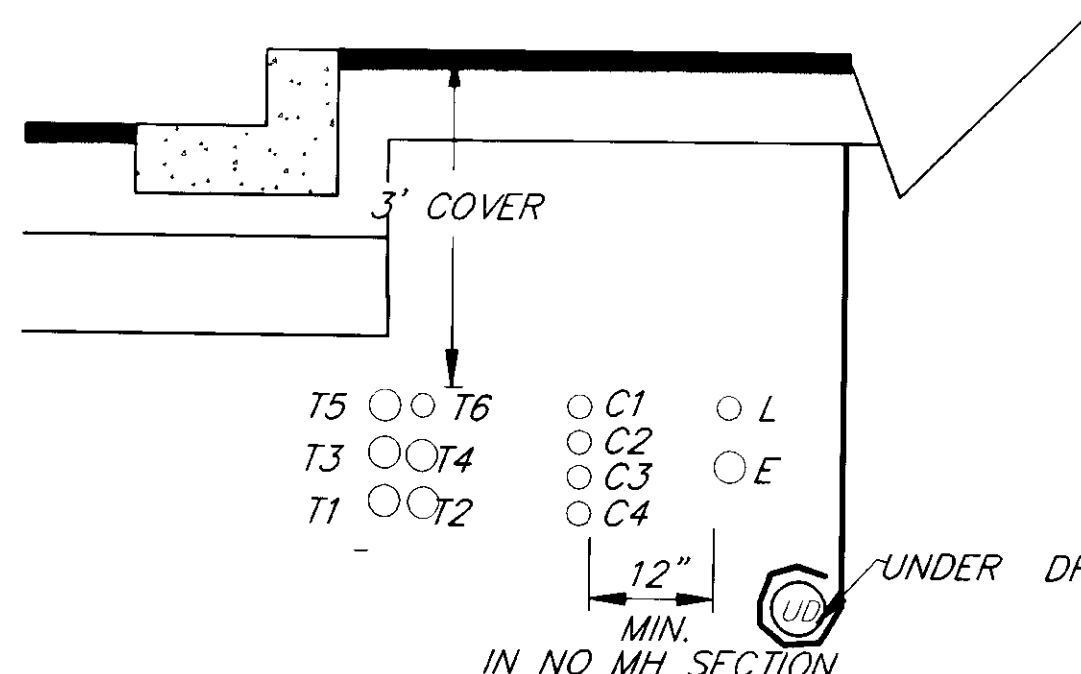
BY:	DATE:	DESCRIPTION OF CHANGE:

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

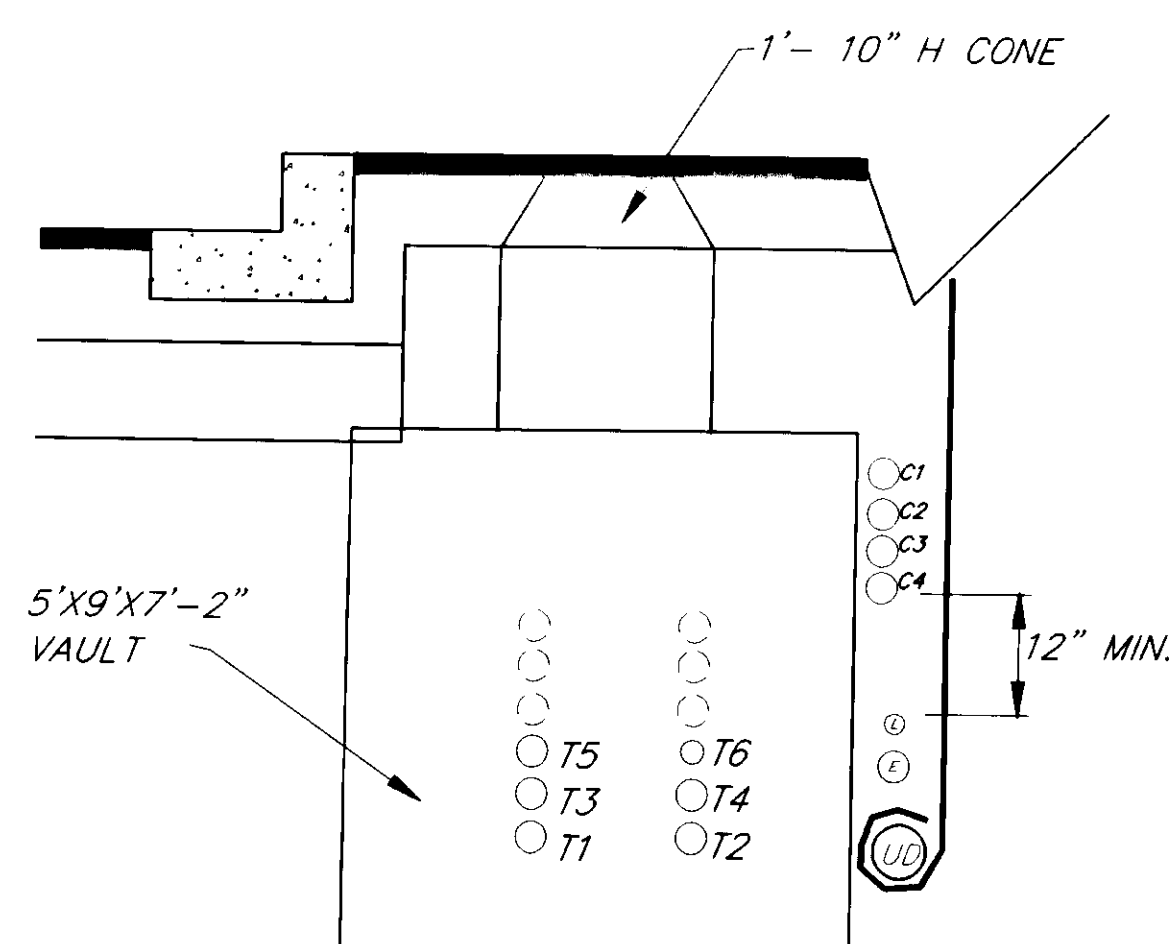
JUNEAU
SALMON CREEK TO VANDERBUILT HILL
PROJECT NO. RS-M-0955(8) (70469)
CURBCUT/WHEELCHAIR RAMP DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS	DESIGNED BY: P. JONES	PROJECT NO. 70469
	DRAWN BY: C. ANDERSON	DATE: 6/1993
	CHECKED BY: P. BEDNAROWICZ	SHEET 56 OF 85

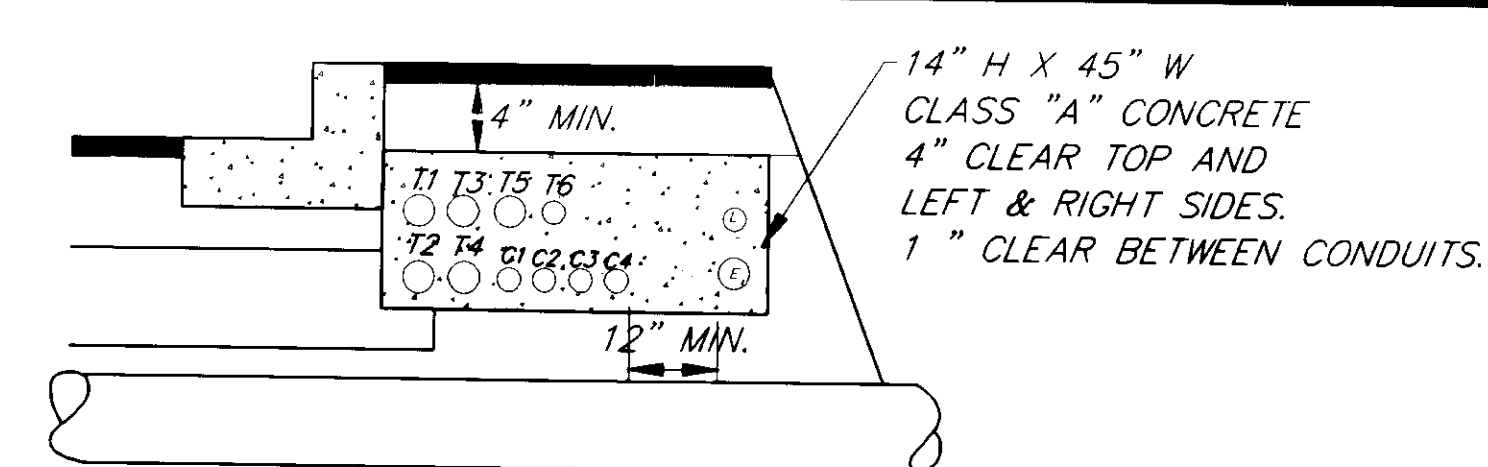




TYPICAL ELECTRICAL UTILITIES



TYPICAL UTILITIES ROUTING AROUND TELEPHONE VAULT



ELECTRICAL UTILITIES ENCASEMENT OVER SHALLOW CMP CROSSINGS

LEGEND

J-BOX - TYPE I
UTILITY POLE (EXISTING)
HANDHOLE (POWER)
LIGHT STANDARD

TRANSFORMER PAD
VAULT (TELEPHONE ONLY)

TV CABLE

TELEPHONE
POWER

LIGHTING

PEDESTALS

* UTILITY'S RESPONSIBILITY. CONTRACTOR SHALL STUB-OUT CONDUITS, BAND AND CAP 1' ABOVE GROUND.

GENERAL NOTE:
OTHER CONDUIT ARRANGEMENTS MAY BE PRESENTED BY THE CONTRACTOR FOR THE ENGINEER'S CONSIDERATION.

TV CONDUITS

C1 = DISTRIBUTION (2" PVC SCH. 40)
C2 = TRUNK (2" PVC SCH 40)
C3 = FIBER (2" PVC SCH 40)
C4 = SPARE (2" PVC SCH 40)

TELEPHONE CONDUITS

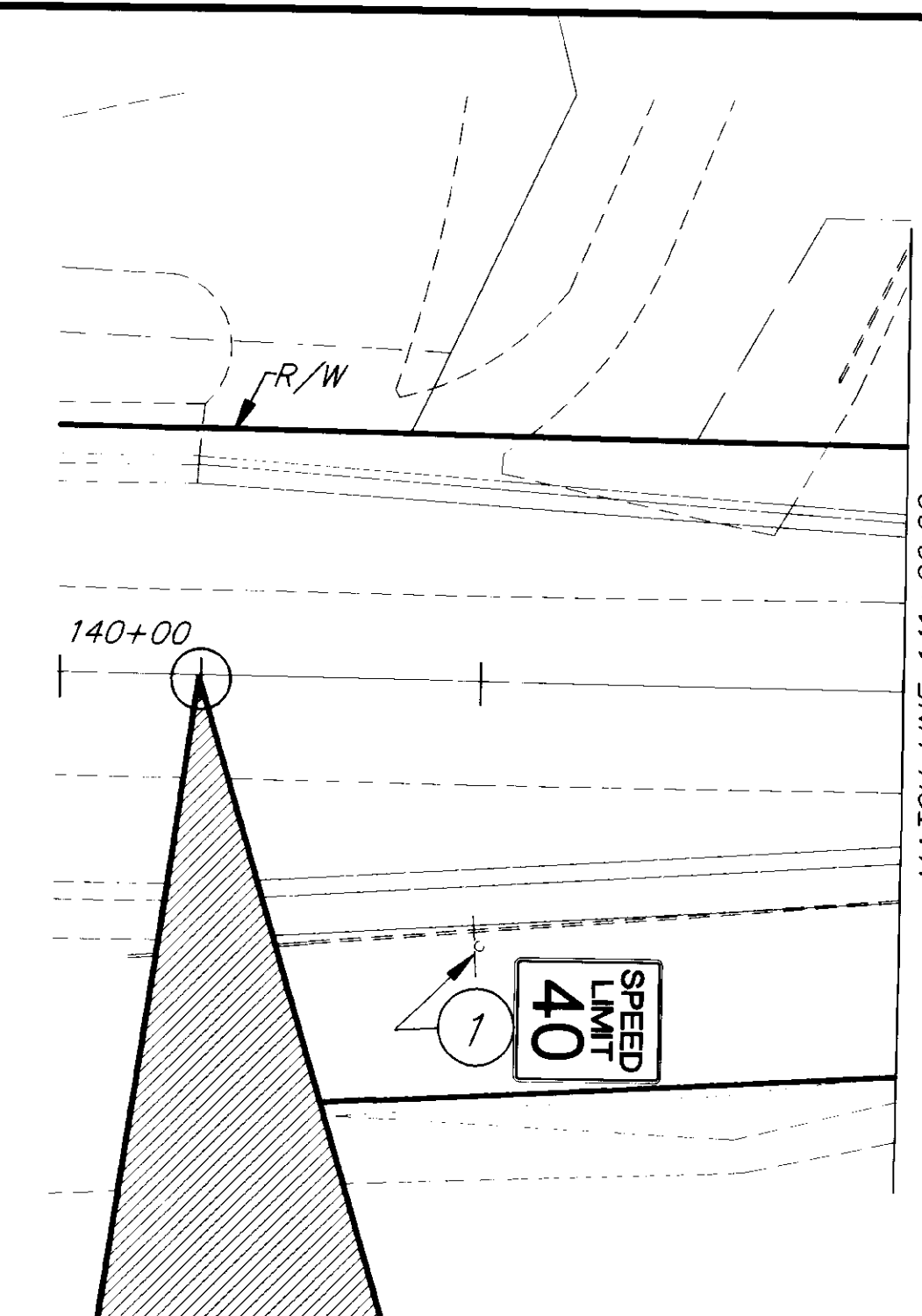
T1 THRU T5 ARE CONTINUOUS 4" PVC SCH 40
T6 = DISTRIBUTION (2" PVC SCH 40)

POWER CONDUITS

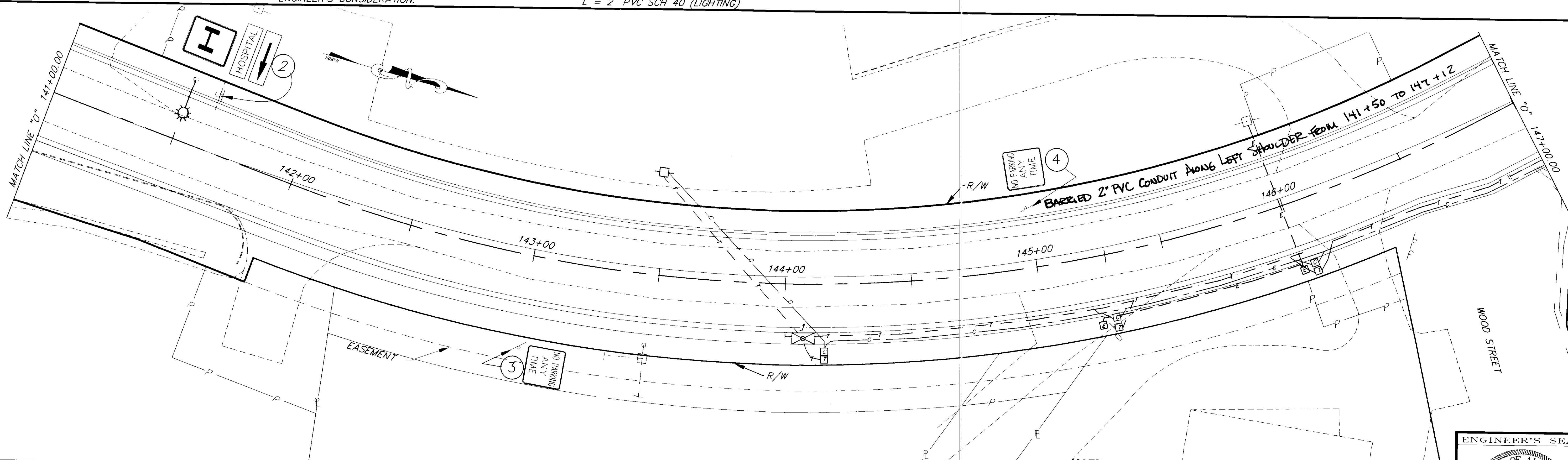
E = 4" PVC SCH 40 (DISTRIBUTION)
L = 2" PVC SCH 40 (LIGHTING)

LIGHTING STANDARDS

NUMBER	STATION	OFFSET	MAST ARM	GENERAL LOCATION	WATTS	TYPE	VOLTS	REMARKS
1	147+12	28' LT.	10"	BUS SHELTER	150	ARCHITECTURAL	240	PHOTO CELL
2	147+28	30' RT	10"	BUS SHELTER	150	ARCHITECTURAL	240	PHOTO CELL
3	148+11	25' LT.	12'	WIRE STREET	250		240	PHOTO CELL
4	148+98	26' RT	12'	WIRE STREET	250		240	PHOTO CELL
5	164+65	27' RT	15'		250		240	PHOTO CELL
6	178+09	29' RT	10"	BUS SHELTER	150	ARCHITECTURAL	240	PHOTO CELL
7	179+22	22' LT	10'	BLACKERBY STREET	250		240	PHOTO CELL
8	180+34	27' RT	15'	BLACKERBY STREET	250		240	PHOTO CELL
9	184+27	25' RT	12'	BUS SHELTER	250		240	PHOTO CELL
10	202+40	30' RT	15'	CRAIG STREET BUS SHELTER	250		240	PHOTO CELL
11	204+19	26' RT	12'	CRAIG STREET	250		240	PHOTO CELL
12	209+95	25' LT	12'	BUS SHELTER	250		240	PHOTO CELL
13	210+48	55' LT.	10"	BUS SHELTER	150	ARCHITECTURAL	240	PHOTO CELL
14	211+54	25' RT	12'	PIONEERS HOME	250		240	PHOTO CELL
15	213+13	25' RT	12'	PIONEERS HOME	250		240	PHOTO CELL
16	217+97	30' RT	15'	BUS SHELTER	250		240	PHOTO CELL
17	220+17	30' RT	15'	STREET LIGHTING	250		240	PHOTO CELL
18	222+00	23' LT	12'	BUS SHELTER	250		240	PHOTO CELL
19	223+02	23' LT	12'	LEMON ROAD INTERSECTION			480	
	223+49	57' RT	15'	LEMON ROAD INTERSECTION	250		480	

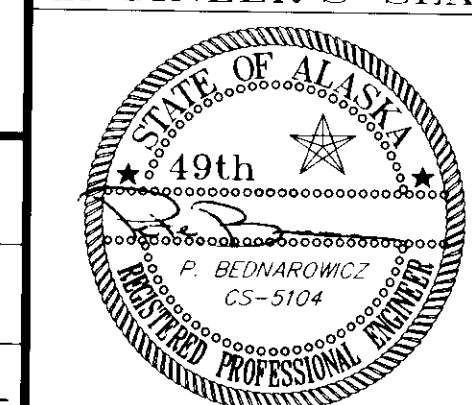


BEGINNING OF PROJECT
PROJECT NO. RS-M-0955(8) 70469
STA. "0" 140+17.00



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

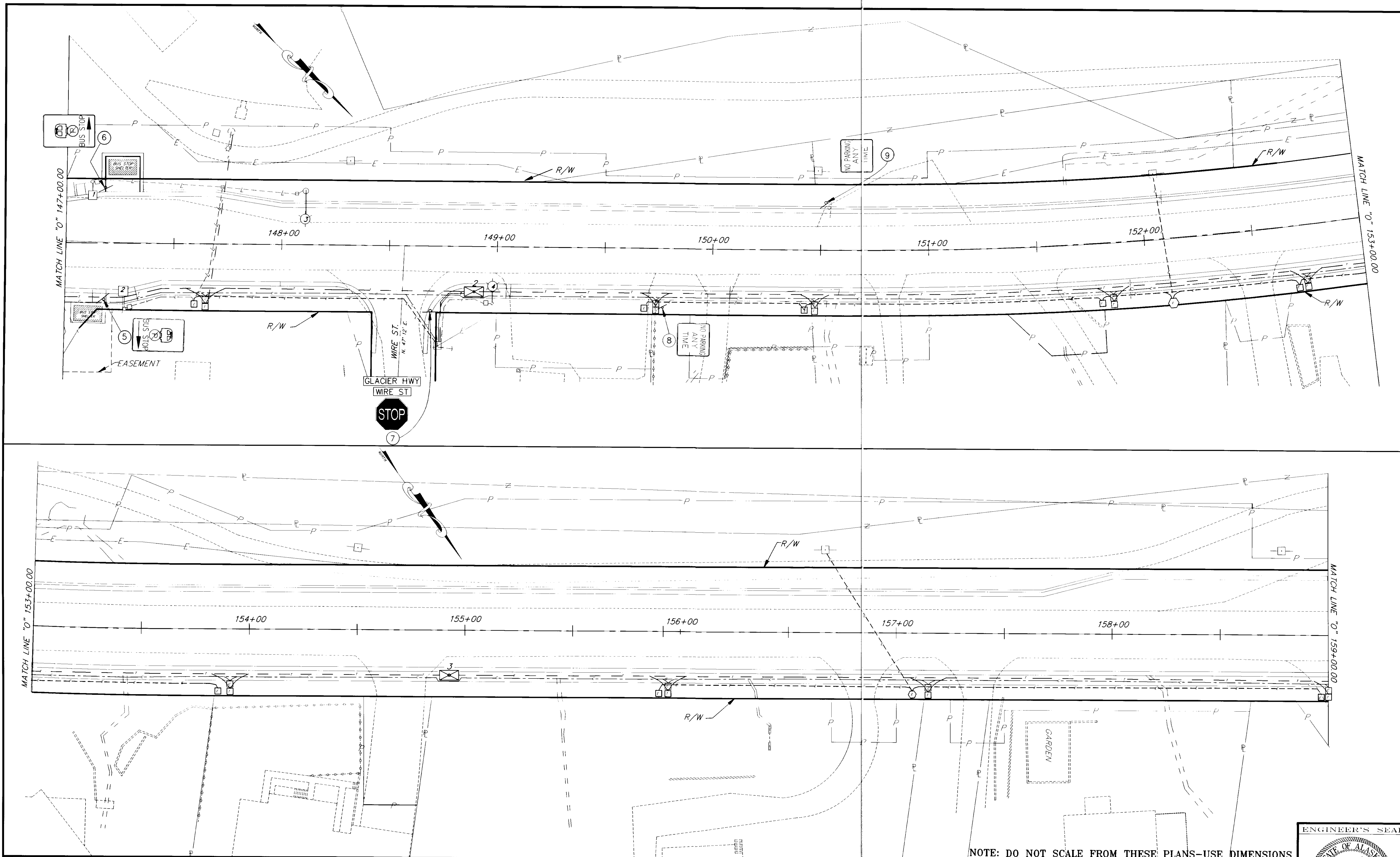
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469
ELECTRICAL UTILITIES AND SIGNING
B.O.P. TO STA. 147+00.00

ALASKA

DESIGNED BY:
P. BEDNAROWICZ
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 57 OF 85

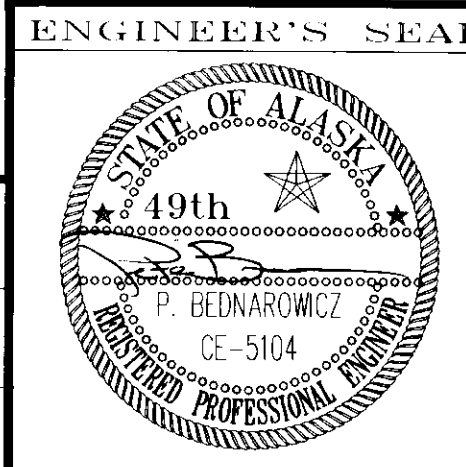


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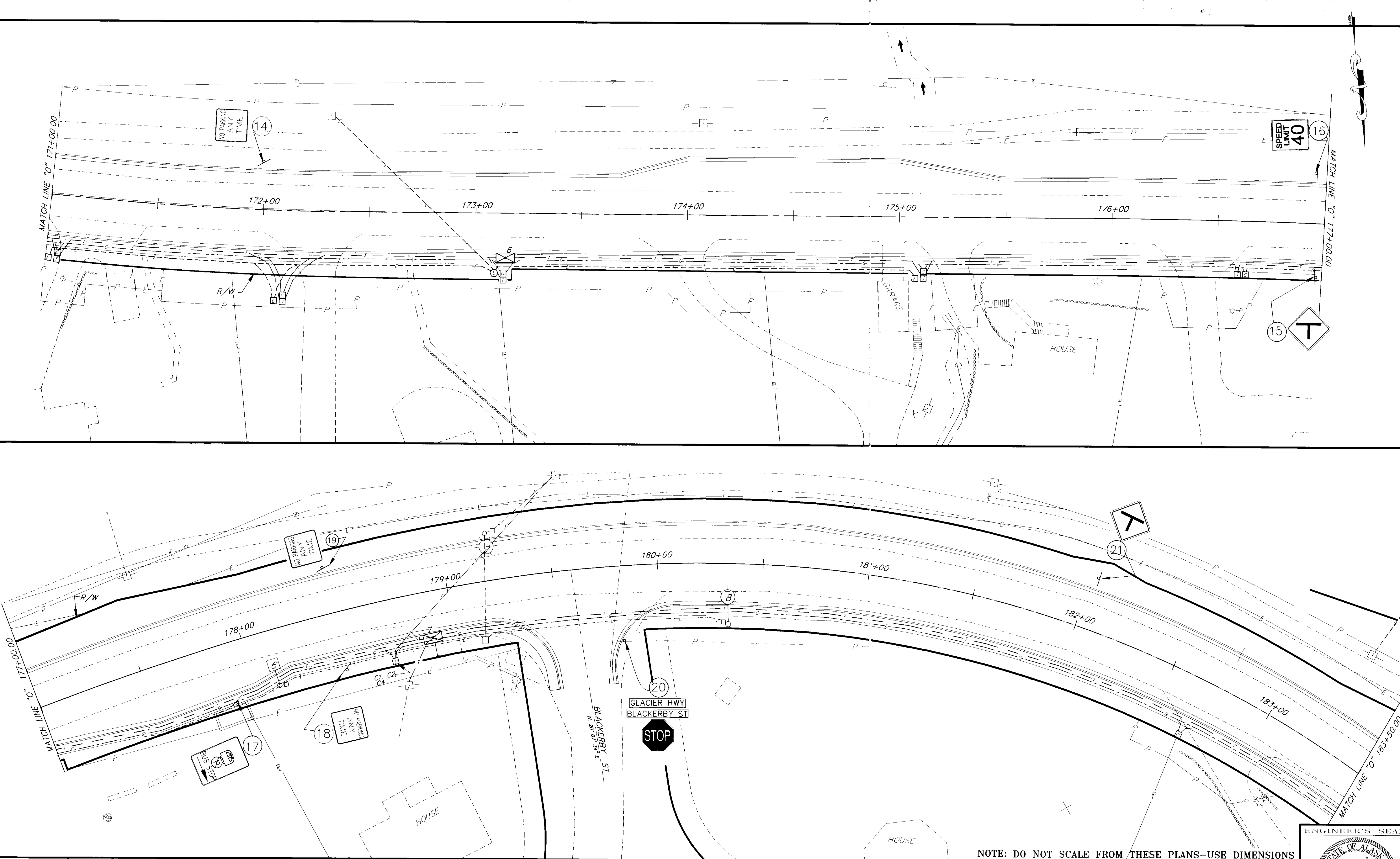
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(9) (70469)
ELECTRICAL UTILITIES AND SIGNING
STA. 147+00 TO STA. 159+00

DESIGNED BY: P. BEDNAROWICZ	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 58 OF 85



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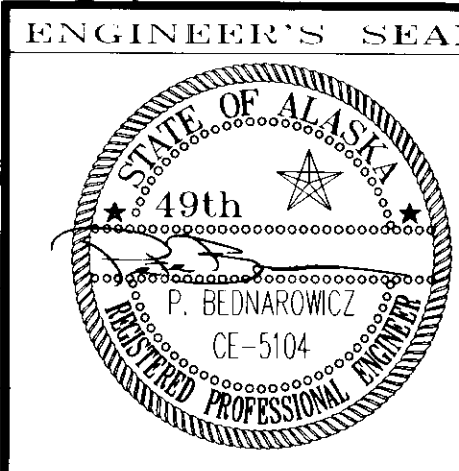


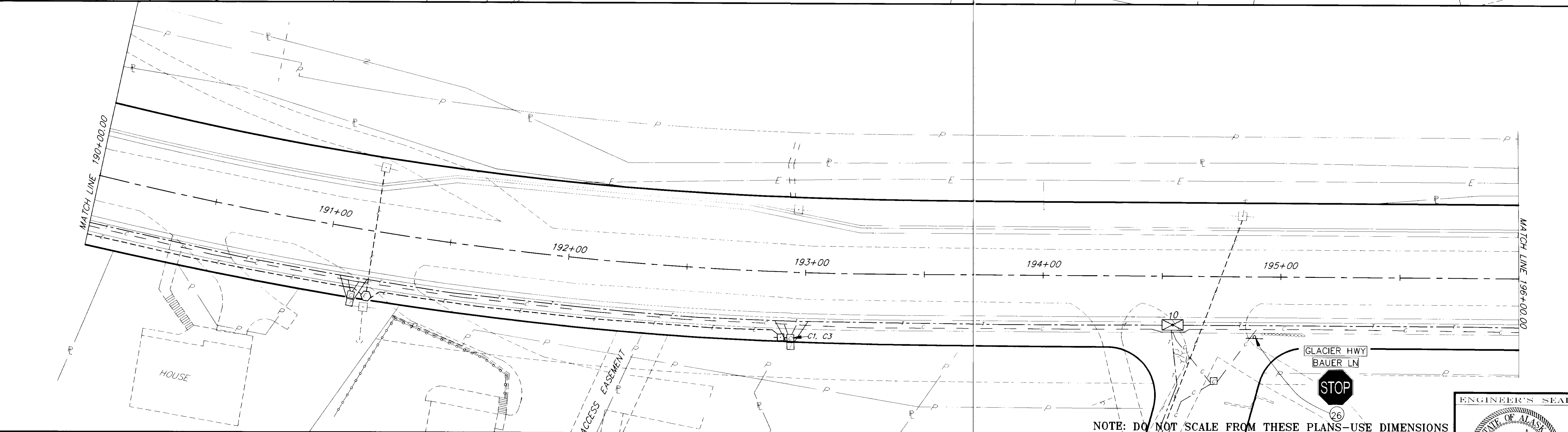
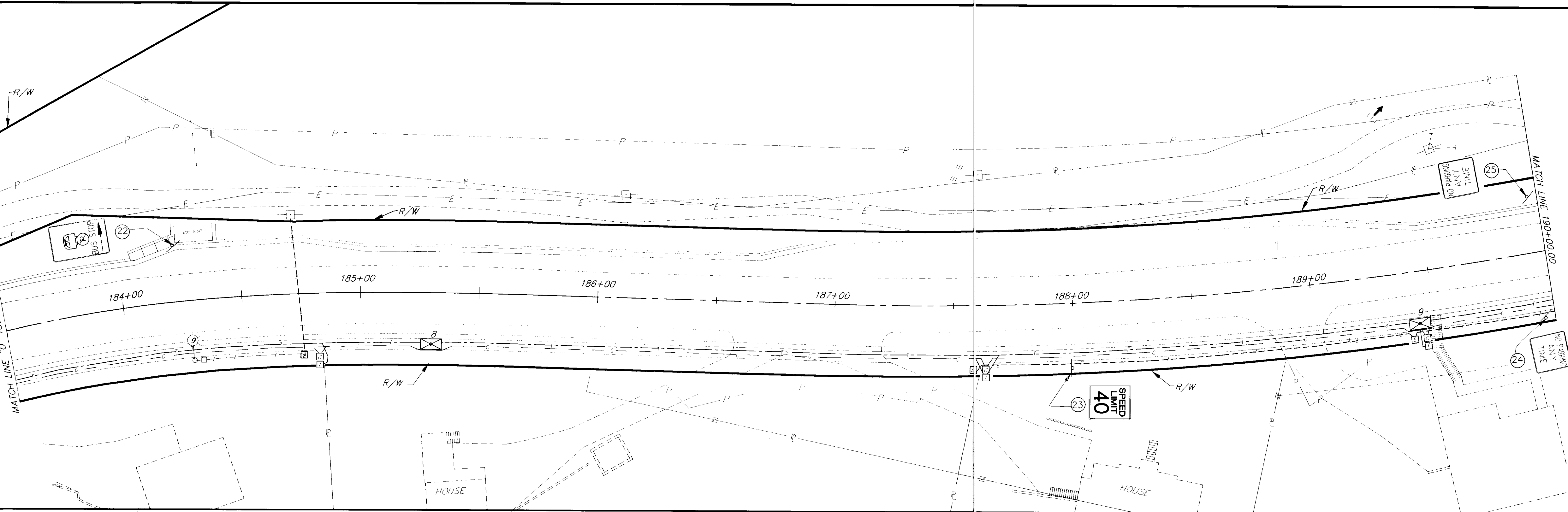
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DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(k) (70469)
ALASKA
ELECTRICAL UTILITIES AND SIGNING
STA. 171+00 TO STA. 183+00

DESIGNED BY:	P. BEDNAROWICZ	PROJECT NO.	70469
DRAWN BY:	C. ANDERSON	DATE:	6/1993
CHECKED BY:	P. BEDNAROWICZ	SHEET	60 OF 85



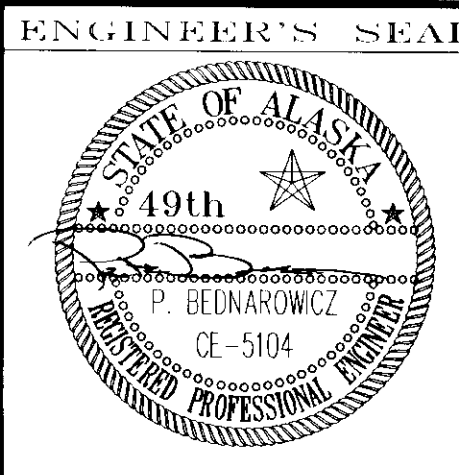


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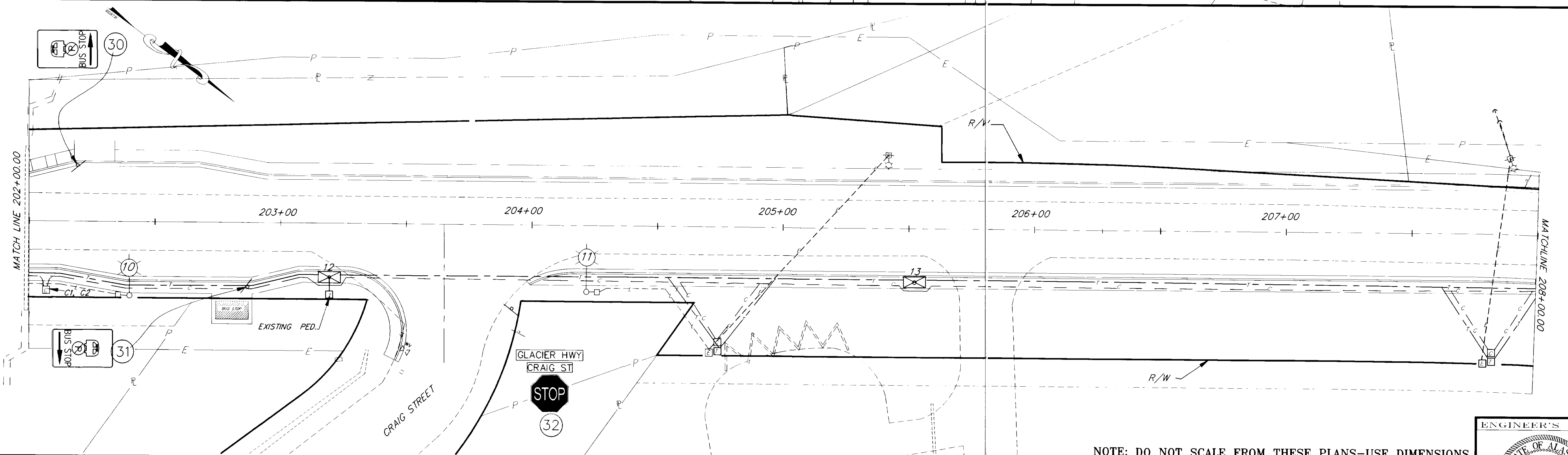
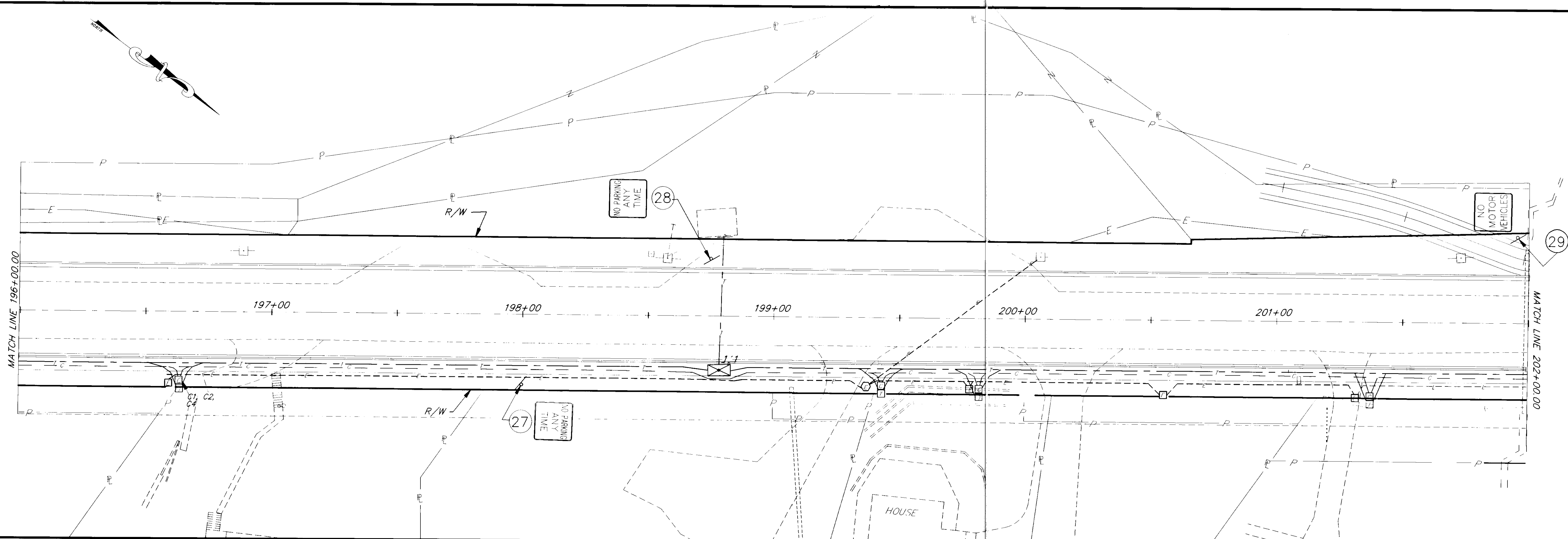
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
ALASKA
ELECTRICAL UTILITIES AND SIGNING
STA. 183+00 TO STA. 196+00

DESIGNED BY: P. BEDNAROWICZ	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 61 OF 85



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



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

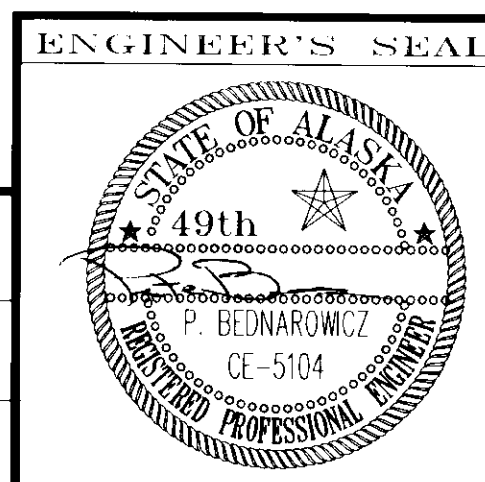
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469
ELECTRICAL UTILITIES AND SIGNING
STA. 196+00 TO 208+00

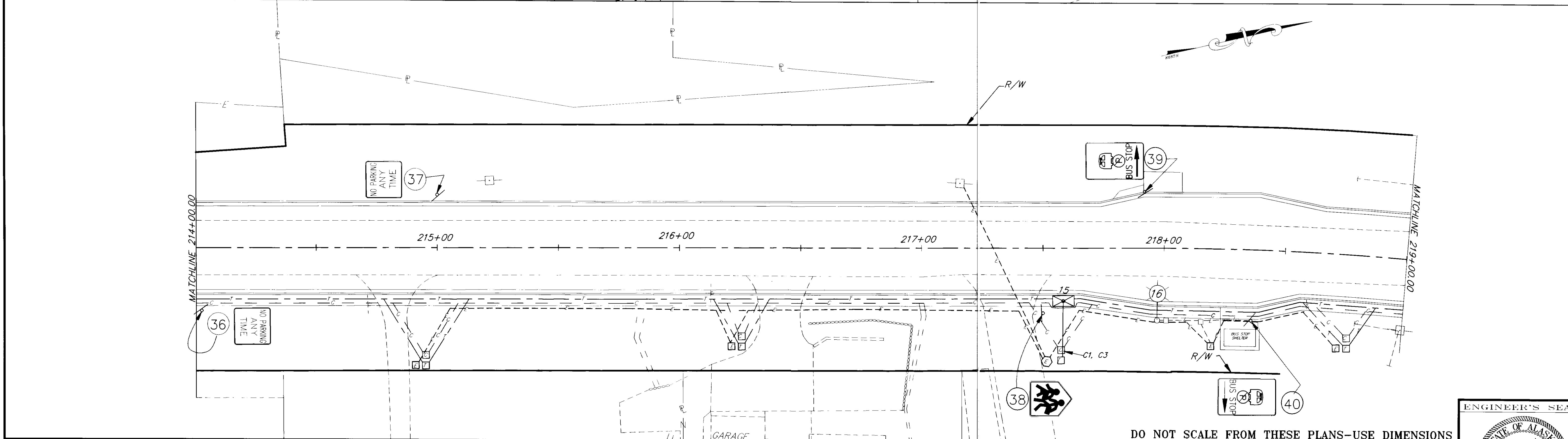
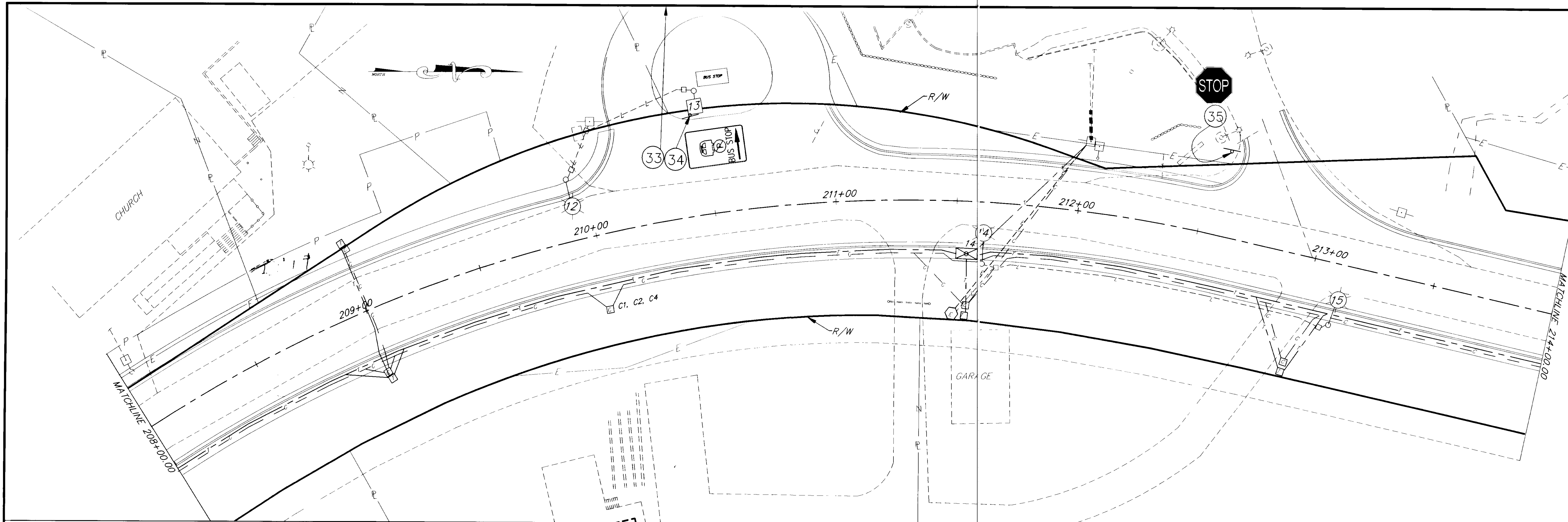
ALASKA

DESIGNED BY:
P. BEDNAROWICZ
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 62 OF 85



P:\SALMON\DR\UTIL196-1-20

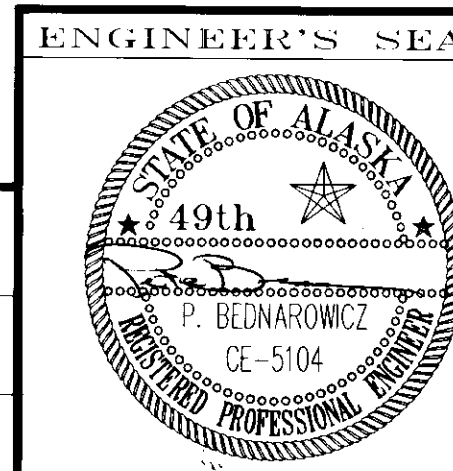


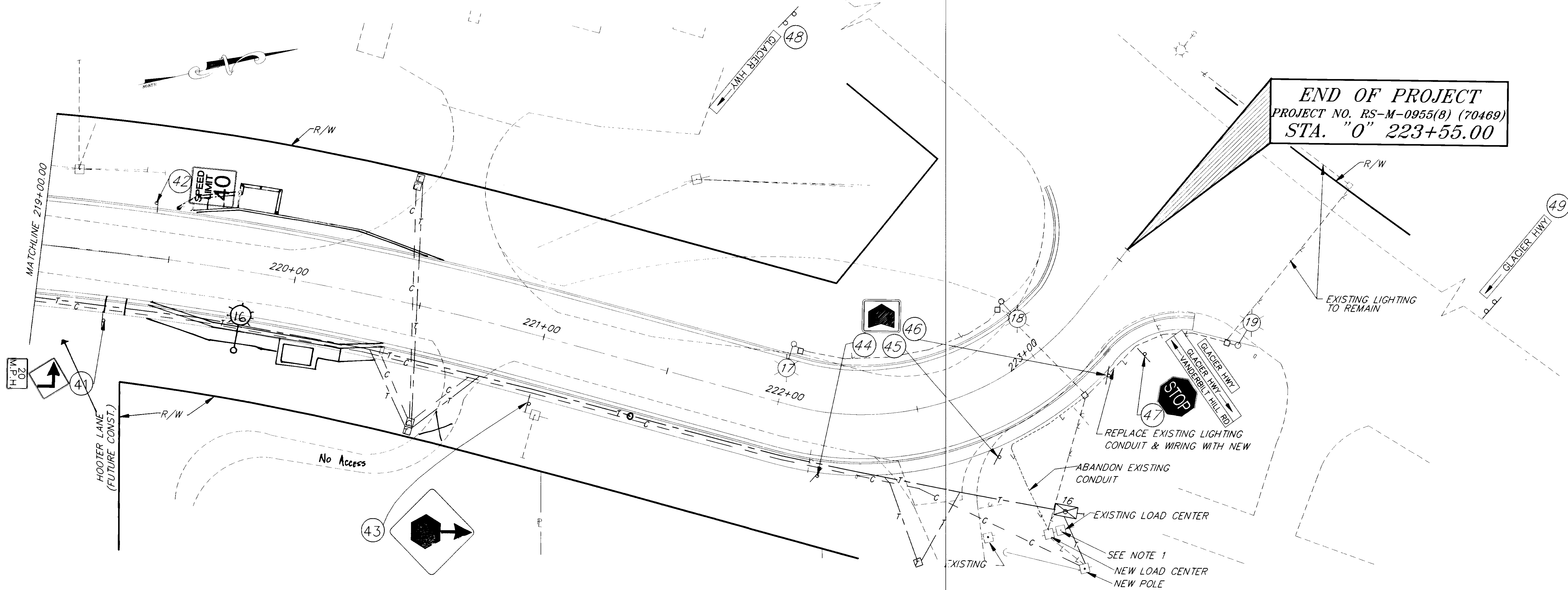
BY:	DATE:	DESCRIPTION OF CHANGE:
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
ALASKA
ELECTRICAL UTILITIES AND SIGNING
STA. 208+00 TO STA. 219+00

DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS
DESIGNED BY: P. BEDNAROWICZ
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ
PROJECT NO. 70469
DATE: 6/1993
SHEET 63 OF 85





NOTE 1: CHANGE LIGHTING LOAD CENTER FROM 220V TO 480V. CHANGE SHALL OCCUR DURING DAYLIGHT HOURS. NEW STEP-DOWN TRANSFORMER IS REQUIRED FOR THE TRAFFIC LIGHT.

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

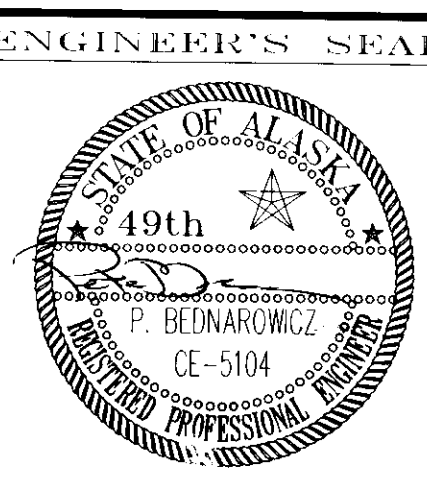
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
ELECTRICAL UTILITIES AND SIGNING
STA. 219+00 TO E.O.P.

ALASKA

DESIGNED BY:
P. BEDNAROWICZ
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 64 OF 85



P:\SALMON\DR\UTL219 1-2

ELECTRICAL CONDUIT SUMMARY														
BEGIN			END			MATERIALS AND QUANTITIES								
STATION	OFFSET	STRUCTURE	STATION	OFFSET	STRUCTURE	CONDUIT UTILITY	CONDUIT NO.	CONDUIT SIZE (IN.)	PVC 45' SWEEP	RM 45' SWEEP	PVC 90' SWEEP	RM 90' SWEEP	PVC CONDUIT LENGTH	RM CONDUIT LENGTH
143+43	42' Lt	Pole Riser	144+18	ROW Rt	Pedestal	C	1	2	0		2		120	
143+43	42' Lt	Pole Riser	144+18	22' Rt	45ø Sweep	C	2	2	1		1		106	
143+43	42' Lt	Pole Riser	144+18	22' Rt	45ø Sweep	C	3	2	1		1		106	
143+43	42' Lt	Pole Riser	144+18	22' Rt	45ø Sweep	C	4	2	1		1		106	
143+43	42' Lt	Pole Riser	144+10	Sidewalk	Vault # 1	T	1	4	0		1		103	
143+43	42' Lt	Pole Riser	144+10	Sidewalk	Vault # 1	T	2	4	0		1		103	
143+43	42' Lt	Pole Riser	144+10	Sidewalk	Vault # 1	T	3	4	0		1		103	
143+43	42' Lt	Pole Riser	144+10	Sidewalk	Vault # 1	T	4	4	0		1		103	
143+43	42' Lt	Pole Riser	144+10	Sidewalk	Vault # 1	T	5	4	0		1		103	
143+43	42' Lt	Pole Riser	144+10	Sidewalk	Vault # 1	T	6	2	0		1		103	
143+89	Sidewalk	Cap - Future	144+09	Sidewalk	Vault # 1	T	7	4	0		0		103	
143+89	Sidewalk	Cap - Future	144+09	Sidewalk	Vault # 1	T	8	4	0		0		20	
143+89	Sidewalk	Cap - Future	144+09	Sidewalk	Vault # 1	T	9	4	0		0		20	
143+89	Sidewalk	Cap - Future	144+09	Sidewalk	Vault # 1	T	10	4	0		0		20	
143+89	Sidewalk	Cap - Future	144+09	Sidewalk	Vault # 1	T	11	4	0		0		20	
143+89	Sidewalk	Cap - Future	144+09	Sidewalk	Vault # 1	T	12	2	0		0		20	
144+16	Sidewalk	Vault # 1	144+18	ROW Rt	Pedestal	T	13	2	0		0		20	
144+17	Sidewalk	Vault # 1	145+27	ROW Rt	Pedestal	T	6	2	0		1		11	
144+17	Sidewalk	Vault # 1	148+84	Sidewalk	Vault # 2	T	1	4	0		0		114	
144+17	Sidewalk	Vault # 1	148+84	Sidewalk	Vault # 2	T	2	4	0		0		467	
144+17	Sidewalk	Vault # 1	148+84	Sidewalk	Vault # 2	T	3	4	0		0		467	
144+17	Sidewalk	Vault # 1	148+84	Sidewalk	Vault # 2	T	4	4	0		0		467	
144+17	Sidewalk	Vault # 1	148+84	Sidewalk	Vault # 2	T	5	4	0		0		467	
144+18	ROW Rt	Pedestal	145+27	ROW Rt	Pedestal	C	1	2	2		2		467	
144+18	22' Rt	45ø Sweep	160+97	ROW Rt	Pedestal	C	2	2	1		1		127	
144+18	22' Rt	45ø Sweep	160+97	ROW Rt	Pedestal	C	4	2	1		1		1,682	
144+18	22' Rt	45ø Sweep	167+81	ROW Rt	Pedestal	C	3	2	1		1		1,682	
145+27	ROW Rt	Pedestal	146+08	ROW Rt	Pedestal	C	1	2	2		2		2,366	
145+27	ROW Rt	Pedestal	146+08	ROW Rt	Pedestal	E		4		2			89	
145+27	ROW Rt	Pedestal	146+08	ROW Rt	Pedestal	T	6	2	2		2	2	89	
145+97	35' Lt	Pole Riser	146+08	ROW Rt	Pedestal	E		4		0			89	
146+08	ROW Rt	Pedestal	147+60	ROW Rt	Pedestal	C	1	2	2		2	2	68	12
146+08	ROW Rt	Pedestal	147+60	ROW Rt	Pedestal	T	6	2	2		2		160	
147+15	28' Lt	Junction Box	147+71	26' Lt	Junction Box	L		2	0		2		160	
147+31	28' Lt	Junction Box	147+60	ROW Rt	Pedestal	L		2	1		1		59	
147+60	ROW Rt	Pedestal	148+73	45' Rt	Pole Riser	C	1	2	2		2		30	
147+60	ROW Rt	Pedestal	148+73	45' Rt	Pole Riser	E		4		2			137	
147+60	ROW Rt	Pedestal	147+68	50' Lt	Cap - Future	T	7	4	0		2	2	125	12
147+60	ROW Rt	Pedestal	148+84	Sidewalk	Vault # 2	T	6	4	1		2		97	
147+71	26' Lt	Junction Box	147+60	ROW Rt	Pedestal	L		2			2		128	
147+71	26' Lt	Junction Box	148+08	22' Lt	Junction Box	L		2			2		55	
148+73	45' Rt	Pole Riser	149+72	ROW Rt	Pedestal	C	1	2	3		2		35	
148+73	45' Rt	Pole Riser	148+98	26' Rt	Junction Box	L		2	2		2		123	
148+73	45' Rt	Pole Riser	148+84	Sidewalk	Vault # 2	T	7	4	2		1		36	12
148+92	Sidewalk	Vault # 2	149+72	ROW Rt	Pedestal	T	6	2	1		1		46	
148+92	Sidewalk	Vault # 2	154+89	Sidewalk	Vault # 3	T	1	4	0		0		84	
148+92	Sidewalk	Vault # 2	154+89	Sidewalk	Vault # 3	T	2	4	0		0		597	
148+92	Sidewalk	Vault # 2	154+89	Sidewalk	Vault # 3	T	3	4	0		0		597	
148+92	Sidewalk	Vault # 2	154+89	Sidewalk	Vault # 3	T	4	4	0		0		597	
149+72	ROW Rt	Pedestal	150+46	Sidewalk	Vault # 3	T	5	4	0		0		597	
149+72	ROW Rt	Pedestal	150+46	ROW Rt	Pedestal	C	1	2	2		2		82	
149+72	ROW Rt	Pedestal	150+46	ROW Rt	Pedestal	E		4		2			82	
150+46	ROW Rt	Pedestal	150+46	ROW Rt	Pedestal	T	6	2	2		2	2	82	
150+46	ROW Rt	Pedestal	151+80	ROW Rt	Pedestal	C	1	2	2		2		142	
150+46	ROW Rt	Pedestal	151+80	ROW Rt	Pedestal	E		4		2			142	
151+80	ROW Rt	Pedestal	151+80	ROW Rt	Pedestal	T	6	2	2		2	2	90	
151+80	ROW Rt	Pedestal	152+62	ROW Rt	Pedestal	C	1	2	2		2		43	
151+80	ROW Rt	Pedestal	152+15	ROW Rt	Transformer	E		4		2			90	
152+06	30' Lt	Pole Riser	152+62	ROW Rt	Pedestal	T	6	2	2		2	2	62	12
152+15	ROW Rt	Transformer	152+62	ROW Rt	Transformer	E		4		0			55	
152+62	ROW Rt	Pedestal	153+90	ROW Rt	Pedestal	E		4	2		2		136	
152+62	ROW Rt	Pedestal	153+90	ROW Rt	Pedestal	C	1	2	2		2		136	
152+62	ROW Rt	Pedestal	153+90	ROW Rt	Pedestal	E		4		2			210	
153+90	ROW Rt	Pedestal	155+92	ROW Rt	Pedestal	T	6	2	2		2	2	103	
153+90	ROW Rt	Pedestal	154+89	ROW Rt	Pedestal	C	1	2	2		2		99	
154+97	Sidewalk	Vault # 3	155+92	Sidewalk	Vault # 3	T	6	2	1		1		589	
154+97	Sidewalk	Vault # 3	160+86	ROW Rt	Pedestal	T	6	2	1		1		589	
154+97	Sidewalk	Vault # 3	160+86	Sidewalk	Vault # 4	T	1	4	0		0		589	
154+97	Sidewalk	Vault # 3	160+86	Sidewalk	Vault # 4	T	2	4	0		0		589	
154+97	Sidewalk	Vault # 3	160+86	Sidewalk	Vault # 4	T	3	4	0		0		589	
154+97	Sidewalk	Vault # 3	160+86	Sidewalk	Vault # 4	T	4	4	0		0		589	
155+92	ROW Rt	Pedestal	157+12	Sidewalk	Vault # 4	T	5	4	0		0		589	
155+92	ROW Rt	Pedestal	157+12	ROW Rt	Pedestal	C	1	2	2		2		128	
155+92	ROW Rt	Pedestal	157+12	ROW Rt	Transformer	E		4		2			128	
156+67	38' Lt	Pole Riser	157+12	ROW Rt	Transformer	T	6	2	2		2	2	81	12
157+12	ROW Rt	Pedestal	158+98	ROW Rt	Pedestal	E		4		0			194	
157+12	ROW Rt	Transformer	158+98	ROW Rt	Pedestal	C	1	2	2		2		194	
157+12	ROW Rt	Pedestal	158+98	ROW Rt	Pedestal	E		4		2			207	
158+98	ROW Rt	Pedestal	160+97	ROW Rt	Pedestal	T	6	2	2		2		192	
158+98	ROW Rt	Pedestal	160+86	ROW Rt	Pedestal	C	1	2	2		2		66	
160+93	37' Lt	Pole Riser	160+97	Sidewalk	Vault # 4	T	6	2	1		1			
				ROW Rt	Transformer	E		4		0		2		12

BY:	DATE:	DESCRIPTION OF CHANGE:	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU	SALMON CREEK TO VANDERBILT HILL PROJECT NO. RS-M-0055(8) (70469) ELECTRICAL CONDUIT SUMMARY	ALASKA	DESIGNED BY: P. BEDNAROWICZ	PROJECT NO. 70469	
							DRAWN BY: C. ANDERSON	DATE: 6/1993	
							CHECKED BY: P. BEDNAROWICZ	SHEET 65 OF 85	

ELECTRICAL CONDUIT SUMMARY

BEGIN			END			MATERIALS AND QUANTITIES								
STATION	OFFSET	STRUCTURE	STATION	OFFSET	STRUCTURE	CONDUIT UTILITY	CONDUIT NO.	CONDUIT SIZE (IN.)	PVC 45' SWEEP	RM 45' SWEEP	PVC 90' SWEEP	RM 90' SWEEP	PVC CONDUIT LENGTH	RM CONDUIT LENGTH
160+93	Sidewalk	Vault # 4	160+97	ROW Rt	Pedestal	T	8	4	0		1		10	
160+94	Sidewalk	Vault # 4	163+12	ROW Rt	Pedestal	T	6	2	1		1		222	
160+94	Sidewalk	Vault # 4	166+89	Sidewalk	Vault # 5	T	1	4	0		0		595	
160+94	Sidewalk	Vault # 4	166+89	Sidewalk	Vault # 5	T	2	4	0		0		595	
160+94	Sidewalk	Vault # 4	166+89	Sidewalk	Vault # 5	T	3	4	0		0		595	
160+94	Sidewalk	Vault # 4	166+89	Sidewalk	Vault # 5	T	4	4	0		0		595	
160+94	Sidewalk	Vault # 4	166+89	Sidewalk	Vault # 5	T	5	4	0		0		595	
160+97	ROW Rt	Pedestal	161+70	ROW Rt	Pedestal	C	1	2	2		2		81	
160+97	ROW Rt	Pedestal	178+74	ROW Rt	Pedestal	C	2	2	2		2		1,785	
160+97	ROW Rt	Pedestal	178+74	ROW Rt	Pedestal	C	4	2	2		2		1,785	
161+70	ROW Rt	Pedestal	163+12	ROW Rt	Pedestal	C		4		2		2	81	
161+70	ROW Rt	Pedestal	163+12	ROW Rt	Pedestal	E	1	2	2		2		150	
163+12	ROW Rt	Pedestal	163+55	ROW Rt	Pedestal	C		4		2		2	150	
163+12	ROW Rt	Pedestal	163+55	ROW Rt	Pedestal	E	1	2	2		2		51	
163+12	ROW Rt	Pedestal	163+55	ROW Rt	Pedestal	T		4		2		2	51	
163+55	ROW Rt	Pedestal	165+18	ROW Rt	Pedestal	C	6	2	2		2		51	
163+55	ROW Rt	Pedestal	165+18	ROW Rt	Pedestal	T	1	2	2		2		171	
164+65	27' Rt	Junction Box	165+18	ROW Rt	Pedestal	L	6	2	1		2		171	
165+18	ROW Rt	Pedestal	165+95	ROW Rt	Pedestal	C	1	2	2		2		57	
165+18	ROW Rt	Pedestal	165+95	ROW Rt	Pedestal	E		4		2			85	
165+18	ROW Rt	Pedestal	165+95	ROW Rt	Pedestal	T	6	2	2	2		2	85	
165+95	ROW Rt	Pedestal	167+81	ROW Rt	Pedestal	C	1	2	2		2		194	
165+95	ROW Rt	Pedestal	166+98	ROW Rt	Transformer	E		4		2		2	111	
166+97	ROW Rt	Transformer	166+89	Sidewalk	Vault # 5	T	6	2	1		1		98	
166+97	ROW Rt	Transformer	167+17	56' Lt	Pole Riser	E		4		0		2	87	12
166+97	Sidewalk	Vault # 5	167+81	ROW Rt	Pedestal	E		4		2		2	92	
166+97	Sidewalk	Vault # 5	172+92	Sidewalk	Vault # 6	T	6	2	1		1		88	
166+97	Sidewalk	Vault # 5	172+92	Sidewalk	Vault # 6	T	1	4	0		0		595	
166+97	Sidewalk	Vault # 5	172+92	Sidewalk	Vault # 6	T	2	4	0		0		595	
166+97	Sidewalk	Vault # 5	172+92	Sidewalk	Vault # 6	T	3	4	0		0		595	
166+97	Sidewalk	Vault # 5	172+92	Sidewalk	Vault # 6	T	4	4	0		0		595	
167+81	ROW Rt	Pedestal	169+38	ROW Rt	Pedestal	C	5	4	0		0		595	
167+81	ROW Rt	Pedestal	192+94	ROW Rt	Pedestal	C	1	2	2		2		165	
167+81	ROW Rt	Pedestal	169+38	ROW Rt	Pedestal	C	3	2	2		2		2,521	
167+81	ROW Rt	Pedestal	169+38	ROW Rt	Pedestal	E		4		2			165	
169+38	ROW Rt	Pedestal	171+03	ROW Rt	Pedestal	T	6	2	2		2		165	
169+38	ROW Rt	Pedestal	171+03	ROW Rt	Pedestal	C	1	2	2		2		173	
171+03	ROW Rt	Pedestal	171+03	ROW Rt	Pedestal	T	6	2	2		2		173	
171+03	ROW Rt	Pedestal	172+09	ROW Rt	Pedestal	C	1	2	2		2		120	
171+03	ROW Rt	Pedestal	172+09	ROW Rt	Pedestal	E		4		2		2	120	
172+09	ROW Rt	Pedestal	172+09	ROW Rt	Pedestal	T	6	2	2		2		120	
172+09	ROW Rt	Pedestal	173+10	ROW Rt	Pedestal	C	1	2	2		2		115	
172+09	ROW Rt	Pedestal	173+10	ROW Rt	Transformer	E		4		2		2	115	
172+09	Sidewalk	Vault # 6	172+92	Sidewalk	Vault # 6	T	6	2	1		1		87	
172+31	44' Lt	Pole Riser	173+10	ROW Rt	Pedestal	T	7	4	0		1		105	
173+00	Sidewalk	Vault # 6	175+09	ROW Rt	Transformer	E		4		0		2	108	12
173+00	Sidewalk	Vault # 6	178+85	ROW Rt	Pedestal	T	6	2	1		1		213	
173+00	Sidewalk	Vault # 6	178+85	Sidewalk	Vault # 7	T	1	4	0		0		585	
173+00	Sidewalk	Vault # 6	178+85	Sidewalk	Vault # 7	T	2	4	0		0		585	
173+00	Sidewalk	Vault # 6	178+85	Sidewalk	Vault # 7	T	3	4	0		0		585	
173+00	Sidewalk	Vault # 6	178+85	Sidewalk	Vault # 7	T	4	4	0		0		585	
173+00	Sidewalk	Vault # 6	178+85	Sidewalk	Vault # 7	T	5	4	0		0		585	
173+10	ROW Rt	Pedestal	175+09	Sidewalk	Vault # 7	T	1	4	2		2		207	
173+10	ROW Rt	Transformer	175+09	ROW Rt	Pedestal	C		2		2			207	
175+09	ROW Rt	Pedestal	176+67	ROW Rt	Pedestal	E	1	4		2		2	166	
175+09	ROW Rt	Pedestal	176+67	ROW Rt	Pedestal	C	6	2	2		2		166	
176+67	ROW Rt	Pedestal	178+74	ROW Rt	Pedestal	T	1	2	2		2		215	
176+67	ROW Rt	Pedestal	178+85	ROW Rt	Pedestal	C	6	2	1		1		222	
178+13	29' Rt	Junction Box	179+12	27' Rt	Junction Box	L		2	0		0		174	
178+70	40' Rt	Pole Riser	178+92	Sidewalk	Vault # 7	T	8	4	0		0		31	
178+70	ROW Rt	Cap - Future	178+92	Sidewalk	Vault # 7	T	9	4	0		0		31	
178+74	ROW Rt	Pedestal	179+57	44' Lt	Pole Riser	C	5	2	0		2		122	
178+74	ROW Rt	Pedestal	182+56	ROW Rt	Pedestal	C	1	2	2		2		390	
178+74	ROW Rt	Pedestal	196+64	ROW Rt	Pedestal	C	2	2	2		2		1,798	
178+93	Sidewalk	Vault # 7	184+85	ROW Rt	Pedestal	C	4	2	2		2		1,798	
178+93	Sidewalk	Vault # 7	185+26	ROW Rt	Pedestal	T	6	2	1		1		596	
178+93	Sidewalk	Vault # 7	185+26	Sidewalk	Vault # 8	T	1	4	0		0		633	
178+93	Sidewalk	Vault # 7	185+26	Sidewalk	Vault # 8	T	2	4	0		0		633	
178+93	Sidewalk	Vault # 7	185+26	Sidewalk	Vault # 8	T	3	4	0		0		633	
178+93	Sidewalk	Vault # 7	185+26	Sidewalk	Vault # 8	T	4	4	0		0		633	
179+12	27' Rt	Junction Box	185+26	Sidewalk	Vault # 8	T	5	4	0		0		633	
179+12	27' Rt	Junction Box	179+22	22' Lt	Junction Box	L		2	0		0		49	
179+22	22' Lt	Junction Box	180+34	27' Rt	Junction Box	L		2	0		0		122	
182+56	ROW Rt	Pedestal	179+57	44' Lt	Pole Riser	L		2	0		1		42	12
184+27	27' Rt	Junction Box	184+85	ROW Rt	Pedestal	C	1	2	2		2		237	
184+71	33' Lt	Pole Riser	184+85	ROW Rt	Pedestal	L		2	1		1		62	
184+85	ROW Rt	Pedestal	187+65	ROW Rt	Pedestal	E		4		0		2	62	12
						C	1	2	2		2		288	

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

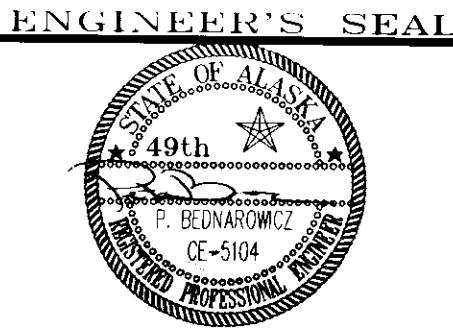
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
ELECTRICAL CONDUIT SUMMARY

ALASKA

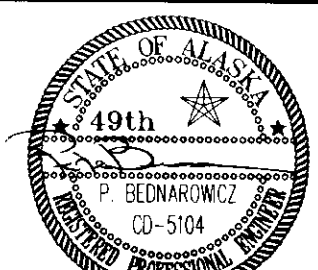
DESIGNED BY:
P. BEDNAROWICZ
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
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DATE:
6/1993
SHEET 66 OF 85



ELECTRICAL CONDUIT SUMMARY

BEGIN			END			MATERIALS AND QUANTITIES								
STATION	OFFSET	STRUCTURE	STATION	OFFSET	STRUCTURE	CONDUIT UTILITY	CONDUIT NO.	CONDUIT SIZE (IN.)	PVC 45' SWEEP	RM 45' SWEEP	PVC 90' SWEEP	RM 90' SWEEP	PVC CONDUIT LENGTH	RM CONDUIT LENGTH
184+85	ROW Rt	Pedestal	185+26	Sidewalk	Vault # 8	T	6	2	1		1		45	
185+34	Sidewalk	Vault # 8	187+65	ROW Rt	Pedestal	T	6	2	1		1		235	
185+34	Sidewalk	Vault # 8	189+42	Sidewalk	Vault # 9	T	1	4	0		0		408	
185+34	Sidewalk	Vault # 8	189+42	Sidewalk	Vault # 9	T	2	4	0		0		408	
185+34	Sidewalk	Vault # 8	189+42	Sidewalk	Vault # 9	T	3	4	0		0		408	
185+34	Sidewalk	Vault # 8	189+42	Sidewalk	Vault # 9	T	4	4	0		0		408	
185+34	Sidewalk	Vault # 8	189+42	Sidewalk	Vault # 9	T	5	4	0		0		408	
187+65	ROW Rt	Pedestal	189+44	ROW Rt	Pedestal	C	1	2	2		2		187	
187+65	ROW Rt	Pedestal	189+44	ROW Rt	Pedestal	E		4		2		2	187	
187+65	ROW Rt	Pedestal	189+42	Sidewalk	Vault # 9	T	6	2	1	2			181	
189+44	ROW Rt	Pedestal	191+12	ROW Rt	Pedestal	C	1	2	2		1		176	
189+44	ROW Rt	Pedestal	191+19	ROW Rt	Transformer	E		4		2		2	183	
189+44	ROW Rt	Pedestal	189+49	Sidewalk	Vault # 9	T	8	2	0	2		2	6	
189+50	Sidewalk	Vault # 9	191+12	ROW Rt	Pedestal	T	6	2	1		1		166	
189+50	Sidewalk	Vault # 9	194+46	Sidewalk	Vault #10	T	1	4	0		0		496	
189+50	Sidewalk	Vault # 9	194+46	Sidewalk	Vault #10	T	2	4	0		0		496	
189+50	Sidewalk	Vault # 9	194+46	Sidewalk	Vault #10	T	3	4	0		0		496	
189+50	Sidewalk	Vault # 9	194+46	Sidewalk	Vault #10	T	4	4	0		0		496	
189+50	Sidewalk	Vault # 9	194+46	Sidewalk	Vault #10	T	5	4	0		0		496	
191+12	ROW Rt	Pedestal	192+94	ROW Rt	Pedestal	C	1	2	2		2		190	
191+12	ROW Rt	Pedestal	192+94	ROW Rt	Pedestal	T	6	2	2		2		190	
191+18	27' Lt	Pole Riser	191+19	ROW Rt	Transformer	E		4		0			54	12
191+19	ROW Rt	Transformer	192+94	28' Rt	Pole Riser	E		4		2		2	180	12
192+94	ROW Rt	Pedestal	194+72	46' Rt	Pedestal	C	1	2	2		2		192	
192+94	ROW Rt	Pedestal	217+55	ROW Rt	Pedestal	C	3	2	2		2		2,477	
192+94	ROW Rt	Pedestal	194+46	Sidewalk	Vault #10	T	6	2	1		1		156	
194+00	205' Rt	Pole Riser	194+72	46' Rt	Pedestal	C	5	2	1		1		195	
194+00	205' Rt	Pole Riser	194+84	25' Lt	Pole Riser	E		4		0		2	248	24
194+00	205' Rt	Pole Riser	194+53	Sidewalk	Vault #10	T	8	2	1		1		208	
194+54	Sidewalk	Vault #10	196+64	ROW Rt	Pedestal	T	6	2	1		1		214	
194+54	Sidewalk	Vault #10	198+74	Sidewalk	Vault #11	T	1	4	0		0		420	
194+54	Sidewalk	Vault #10	198+74	Sidewalk	Vault #11	T	2	4	0		0		420	
194+54	Sidewalk	Vault #10	198+74	Sidewalk	Vault #11	T	3	4	0		0		420	
194+54	Sidewalk	Vault #10	198+74	Sidewalk	Vault #11	T	4	4	0		0		420	
194+54	Sidewalk	Vault #10	198+74	Sidewalk	Vault #11	T	5	4	0		0		420	
194+72	46' Rt	Pedestal	196+64	ROW Rt	Pedestal	C	1	2	2		2		206	
196+64	ROW Rt	Pedestal	199+40	ROW Rt	Pedestal	C	1	2	2		2		284	
196+64	ROW Rt	Pedestal	202+07	ROW Rt	Pedestal	C	2	2	2		2		551	
196+64	ROW Rt	Pedestal	210+00	ROW Rt	Pedestal	C	4	2	2		2		1,350	
196+64	ROW Rt	Pedestal	199+40	ROW Rt	Transformer	E		4		2		2	284	
196+64	ROW Rt	Pedestal	198+74	Sidewalk	Vault #11	T	6	2	1		1		214	
198+75	Sidewalk	Vault #11	198+83	35' Lt	Lift Sta Bldg	T	7	4			1		56	
198+82	Sidewalk	Vault #11	199+40	ROW Rt	Pedestal	T	6	2	1		1		62	
198+82	Sidewalk	Vault #11	203+15	Sidewalk	Vault #12	T	1	4	0		0		433	
198+82	Sidewalk	Vault #11	203+15	Sidewalk	Vault #12	T	2	4	0		0		433	
198+82	Sidewalk	Vault #11	203+15	Sidewalk	Vault #12	T	3	4	0		0		433	
198+82	Sidewalk	Vault #11	203+15	Sidewalk	Vault #12	T	4	4	0		0		433	
198+82	Sidewalk	Vault #11	203+15	Sidewalk	Vault #12	T	5	4	0		0		433	
199+40	ROW Rt	Pedestal	199+82	ROW Rt	Pedestal	C	1	2	2		2		50	
199+40	ROW Rt	Transformer	199+82	ROW Rt	Pedestal	E		4		2			50	
199+40	ROW Rt	Transformer	200+06	25' Lt	Pole Riser	E		4		0		2	85	12
199+40	ROW Rt	Pedestal	199+82	ROW Rt	Pedestal	T	6	2	2		2		50	
199+82	ROW Rt	Pedestal	201+37	ROW Rt	Pedestal	C	1	2	2		2		163	
199+82	ROW Rt	Pedestal	200+53	ROW Rt	Pedestal	E		4		2		2	79	
199+82	ROW Rt	Pedestal	201+37	ROW Rt	Pedestal	T	6	2	2		2		163	
200+53	ROW Rt	Pedestal	201+37	ROW Rt	Pedestal	E		4		2		2	92	
201+37	ROW Rt	Pedestal	202+07	ROW Rt	Pedestal	C	1	2	2		2		78	
201+37	ROW Rt	Pedestal	202+40	ROW Rt	Junction Box	L		2	1		1		107	
201+37	ROW Rt	Pedestal	203+15	Sidewalk	Vault #12	T	6	2	1		1		182	
202+07	ROW Rt	Pedestal	204+64	ROW Rt	Pedestal	C	1	2	2		2		273	
202+07	ROW Rt	Pedestal	210+00	ROW Rt	Pedestal	C	2	2	2		2		807	
203+10	ROW Rt	Exist. Ped.	203+22	Sidewalk	Vault #12	T	7	4			1		10	
203+10	ROW Rt	Cap - Future	203+22	Sidewalk	Vault #12	T	8	4	0		0		10	
203+23	Sidewalk	Vault #12	204+64	ROW Rt	Pedestal	T	6	2	1		1		153	
203+23	Sidewalk	Vault #12	205+48	Sidewalk	Vault #13	T	1	4	0		0		225	
203+23	Sidewalk	Vault #12	205+48	Sidewalk	Vault #13	T	2	4	0		0		225	
203+23	Sidewalk	Vault #12	205+48	Sidewalk	Vault #13	T	3	4	0		0		225	
203+23	Sidewalk	Vault #12	205+48	Sidewalk	Vault #13	T	4	4	0		0		225	
203+23	Sidewalk	Vault #12	205+48	Sidewalk	Vault #13	T	5	4	0		0		225	
204+19	27' Rt	Junction Box	204+64	ROW Rt	Pedestal	L		2	1		1		60	
204+64	ROW Rt	Pedestal	207+84	ROW Rt	Pedestal	C	1	2	1		2		344	
204+64	ROW Rt	Pedestal	205+28	29' Lt	Pole Riser	E		4		0		2	106	12
204+64	ROW Rt	Pedestal	205+48	Sidewalk	Vault #13	T	6	2	2		1		96	
205+56	Sidewalk	Vault #13	207+84	ROW Rt	Pedestal	T	6	2	1		1		240	
205+56	Sidewalk	Vault #13	211+46	Sidewalk	Vault #14	T	1	4	0		0		590	
205+56	Sidewalk	Vault #13	211+46	Sidewalk	Vault #14	T	2	4	0		0		590	
205+56	Sidewalk	Vault #13	211+46	Sidewalk	Vault #14	T	3	4	0		0		590	
205+56	Sidewalk	Vault #13	211+46	Sidewalk	Vault #14	T	4	4	0		0		590	
205+56	Sidewalk	Vault #13	211+46	Sidewalk	Vault #14	T	5	4	0		0		590	

BY:	DATE:	DESCRIPTION OF CHANGE:	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	JUNEAU SALMON CREEK TO VANDERBILT HILL PROJECT NO. RS-M-0955(8) (70469) ELECTRICAL CONDUIT SUMMARY	ALASKA	DESIGNED BY: P. BEDNAROWCZ DRAWN BY: C. ANDERSON CHECKED BY: P. BEDNAROWCZ	PROJECT NO. 70469 DATE: 6/1993 SHEET 67 OF 85	
RECORD OF REVISIONS								

ELECTRICAL CONDUIT SUMMARY

BEGIN			END			MATERIALS AND QUANTITIES								
STATION	OFFSET	STRUCTURE	STATION	OFFSET	STRUCTURE	CONDUIT UTILITY	CONDUIT NO.	CONDUIT SIZE (IN.)	PVC 45' SWEEP	RM 45' SWEEP	PVC 90' SWEEP	RM 90' SWEEP	PVC CONDUIT LENGTH	RM CONDUIT LENGTH
205+56	Sidewalk	Vault #13	211+46	Sidewalk	Vault #14	T	5	4	0		0		590	
207+78	ROW Rt	Cap - Future	207+85	30' Lt	Pole Riser	E		4		0		2	80	12
207+84	ROW Rt	Pedestal	209+02	ROW Rt	Pedestal	C	1	2	2		2		140	
207+84	ROW Rt	Pedestal	209+02	ROW Rt	Pedestal	T	6	2	2		2		140	
209+02	ROW Rt	Pedestal	209+02	ROW Lt	Cap - Future	C	5	2	0		2		74	
209+02	ROW Rt	Pedestal	210+00	ROW Rt	Pedestal	C	1	2	2		2		118	
209+02	ROW Rt	Pedestal	209+02	ROW Lt	Cap - Future	T	7	4	0		1		74	
209+02	ROW Rt	Pedestal	211+46	Sidewalk	Vault #14	T	6	2	1		1		254	
209+95	27' Lt	Junction Box	210+07	46' Lt	Junction Box	L		2	0		2		20	
210+00	ROW Rt	Pedestal	211+46	ROW Rt	Pedestal	C	1	2	2		2		168	
210+00	ROW Rt	Pedestal	222+82	75' Rt	Pole Riser	C	2	2	1		2		1,346	
210+00	ROW Rt	Pedestal	222+82	75' Rt	Pole Riser	C	4	2	1		2		1,346	
210+07	46' Lt.	Junction Box	210+43	54' Lt.	Junction Box	L		2		0	2	0	43	
210+07	46' Lt.	Junction Box	210+07	46' Lt.	Pole Riser	L		2		0	1	1	2	12
211+46	ROW Rt	Pedestal	212+01	28' Lt	Pole Riser	C	5	2	0		2		104	
211+46	ROW Rt	Pedestal	213+00	ROW Rt	Pedestal	C	1	2	2		2		178	
211+46	ROW Rt	Transformer	212+01	28' Lt	Pole Riser	E		4		0		2	92	12
211+46	ROW Rt	Transformer	211+65	27' Rt	Junction Box	L		2	0		1		29	
211+46	ROW Rt	Pedestal	211+47	Sidewalk	Vault #14	T	8	2	0				26	
211+53	Sidewalk	Vault #14	212+01	28' Lt	Pole Riser	T	7	4	0		1		75	
211+54	Sidewalk	Vault #14	213+00	ROW Rt	Pedestal	T	6	2	1		1		158	
211+54	Sidewalk	Vault #14	217+54	Sidewalk	Vault #15	T	1	4	0		0		600	
211+54	Sidewalk	Vault #14	217+54	Sidewalk	Vault #15	T	2	4	0		0		600	
211+54	Sidewalk	Vault #14	217+54	Sidewalk	Vault #15	T	3	4	0		0		600	
211+54	Sidewalk	Vault #14	217+54	Sidewalk	Vault #15	T	4	4	0		0		600	
211+54	Sidewalk	Vault #14	217+54	Sidewalk	Vault #15	T	5	4	0		0		600	
211+65	27' Rt	Junction Box	213+13	27' Rt	Junction Box	L		2	0		0		138	
213+00	ROW Rt	Pedestal	214+91	ROW Rt	Pedestal	C	1	2	2		2		215	
213+00	ROW Rt	Pedestal	214+91	ROW Rt	Pedestal	T	6	2	2		2		215	
214+91	ROW Rt	Pedestal	216+26	43' Rt	Pedestal	C	1	2	2		2		157	
214+91	ROW Rt	Pedestal	216+26	43' Rt	Pedestal	E		4		2		2	157	
214+91	ROW Rt	Pedestal	216+26	43' Rt	Pedestal	T	6	2	2		2		157	
216+26	43' Rt	Pedestal	217+55	ROW Rt	Pedestal	C	1	2	2		2		151	
216+26	43' Rt	Pedestal	217+55	ROW Rt	Transformer	E		4	2		2		151	
216+26	43' Rt	Pedestal	217+54	Sidewalk	Vault #15	T	6	2	1		1		138	
217+16	27' Lt	Pole Riser	217+55	ROW Rt	Transformer	E		4		0		2	81	12
217+55	ROW Rt	Pedestal	218+73	ROW Rt	Pedestal	C	1	2	2		2		142	
217+55	ROW Rt	Pedestal	222+82	75' Rt	Pole Riser	C	3	2	1		2		593	
217+55	ROW Rt	Transformer	218+22	40' Rt	Pedestal	E		4		2		2	89	
217+55	Sidewalk	Vault #15	217+55	ROW Rt	Pedestal	T	7	4	0		1		26	
217+62	Sidewalk	Vault #15	218+73	ROW Rt	Pedestal	T	6	2	1		1		123	
217+62	Sidewalk	Vault #15	222+79	57' Rt	Vault #16	T	1	4	0		0		547	
217+62	Sidewalk	Vault #15	222+79	57' Rt	Vault #16	T	2	4	0		0		547	
217+62	Sidewalk	Vault #15	222+79	57' Rt	Vault #16	T	3	4	0		0		547	
217+62	Sidewalk	Vault #15	222+79	57' Rt	Vault #16	T	4	4	0		0		547	
217+62	Sidewalk	Vault #15	222+79	57' Rt	Vault #16	T	5	4	0		0		547	
218+00	30' Rt	Junction Box	218+22	40' Rt	Pedestal	L		2	0		1		11	
218+22	40' Rt	Pedestal	218+73	ROW Rt	Cap - Future	E		4		2		2	73	
218+73	ROW Rt	Pedestal	220+52	ROW Rt	Pedestal	C	1	2	2		2		203	
218+73	ROW Rt	Pedestal	220+52	ROW Rt	Pedestal	T	6	2	2		2		203	
220+40	ROW Lt	Cap - Future	220+52	ROW Rt	Pedestal	C	5	2	0		2		101	
220+40	ROW Lt	Cap - Future	220+52	ROW Rt	Pedestal	T	7	4	0		2		101	
220+52	ROW Rt	Pedestal	222+82	75' Rt	Pole Riser	C	1	2	1		2		296	
220+52	ROW Rt	Pedestal	222+40	ROW Rt	Pedestal	T	6	2	2		2		223	
222+00	23' Lt	Junction Box	223+02	23' Lt	Junction Box	L		2	0		0		78	
222+40	ROW Rt	Pedestal	222+79	57' Rt	Vault #16	T	6	2	0		1		60	
222+75	60' Rt	Load Center	222+82	75' Rt	Pole Riser	L		2	0		2		14	24
222+75	60' Rt	Load Center	223+05	25' Rt	Junction Box	L		2	0		1		53	12
222+82	75' Rt	Pole Riser	222+86	57' Rt	Vault #16	T	1	4	0		1		31	
222+82	75' Rt	Pole Riser	222+86	57' Rt	Vault #16	T	2	4	0		1		31	
222+82	75' Rt	Pole Riser	222+86	57' Rt	Vault #16	T	3	4	0		1		31	
222+82	75' Rt	Pole Riser	222+86	57' Rt	Vault #16	T	4	4	0		1		31	
222+82	75' Rt	Pole Riser	222+86	57' Rt	Vault #16	T	5	4	0		1		31	
222+82	75' Rt	Pole Riser	222+86	57' Rt	Vault #16	T	6	2	0		1		31	
222+87	57' Rt	Vault #16	222+95	70' Rt	Cap - Future	T	1	4	0		0		13	
222+87	57' Rt	Vault #16	222+95	70' Rt	Cap - Future	T	2	4	0		0		13	
222+87	57' Rt	Vault #16	222+95	70' Rt	Cap - Future	T	3	4	0		0		13	
222+87	57' Rt	Vault #16	222+95	70' Rt	Cap - Future	T	4	4	0		0		13	
222+87	57' Rt	Vault #16	222+95	70' Rt	Cap - Future	T	5	4	0		0		13	
222+87	57' Rt	Vault #16	222+95	70' Rt	Cap - Future	T	6	2	0		0		13	
223+02	26' Lt	Junction Box	223+05	25' Rt	Junction Box	L		2	0		0		51	
223+05	25' Rt	Junction Box	223+50	53' Rt	Junction Box	L		2	0		0		67	
TOTALS = 4" CONDUIT.....									2	60	21	88	45,309	288
TOTALS = 2" CONDUIT.....									211	0	251	0	43,567	0

TOTALS = 4" CONDUIT.....
TOTALS = 2" CONDUIT.....

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

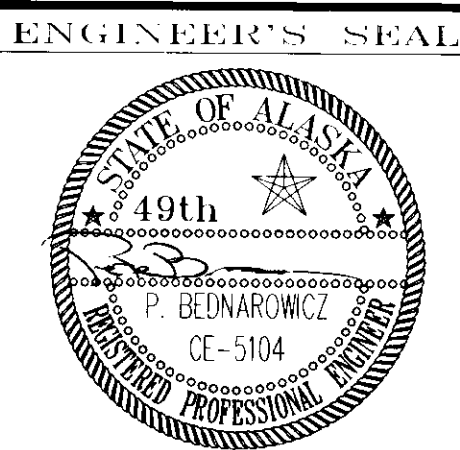
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

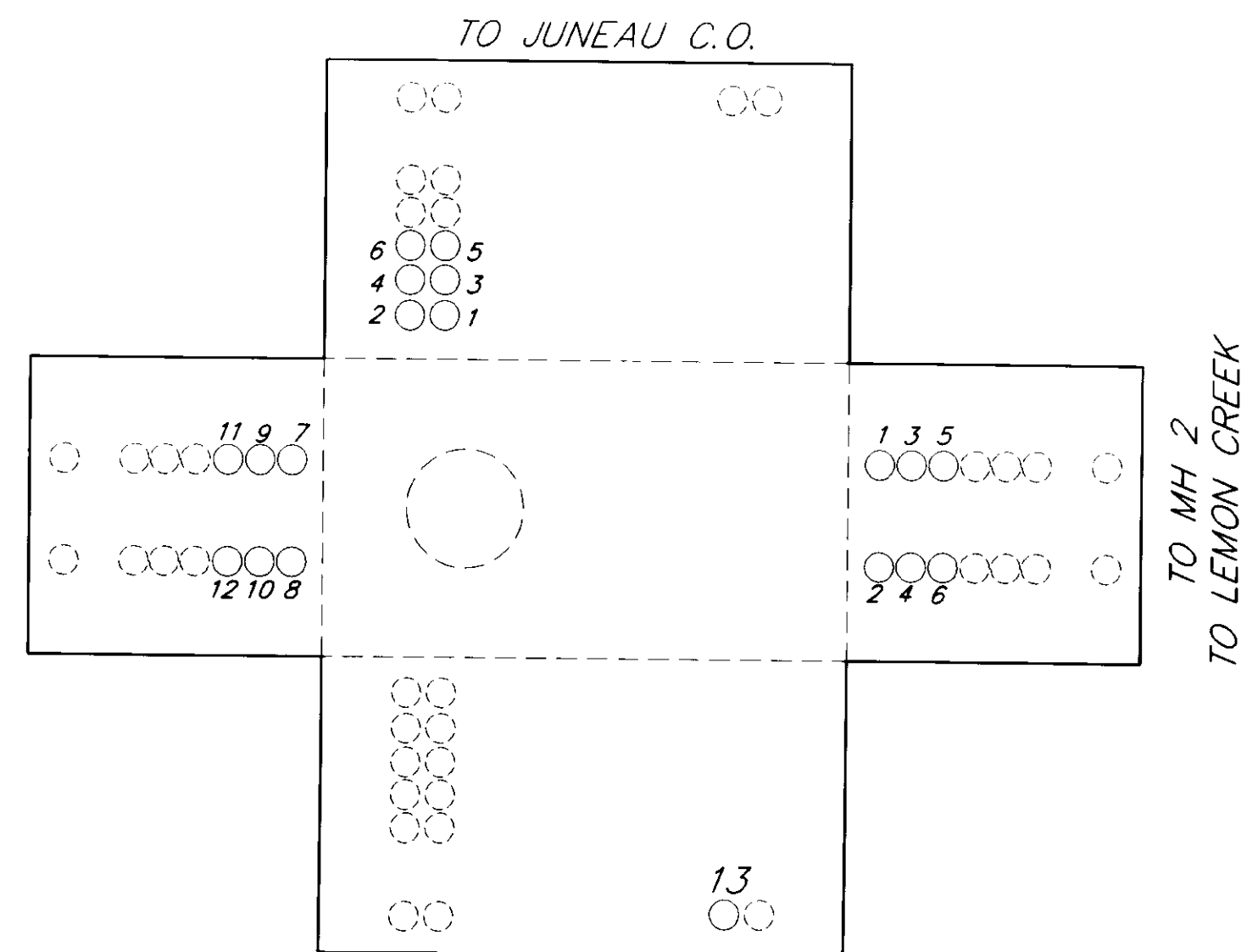
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0355(8) (70469)
ELECTRICAL CONDUIT SUMMARY

ALASKA

DESIGNED BY:	PROJECT NO.
P. BEDNAROWICZ	70469
DRAWN BY:	DATE:
C. ANDERSON	6/1993
CHECKED BY:	SHEET 68 OF 85
P. BEDNAROWICZ	



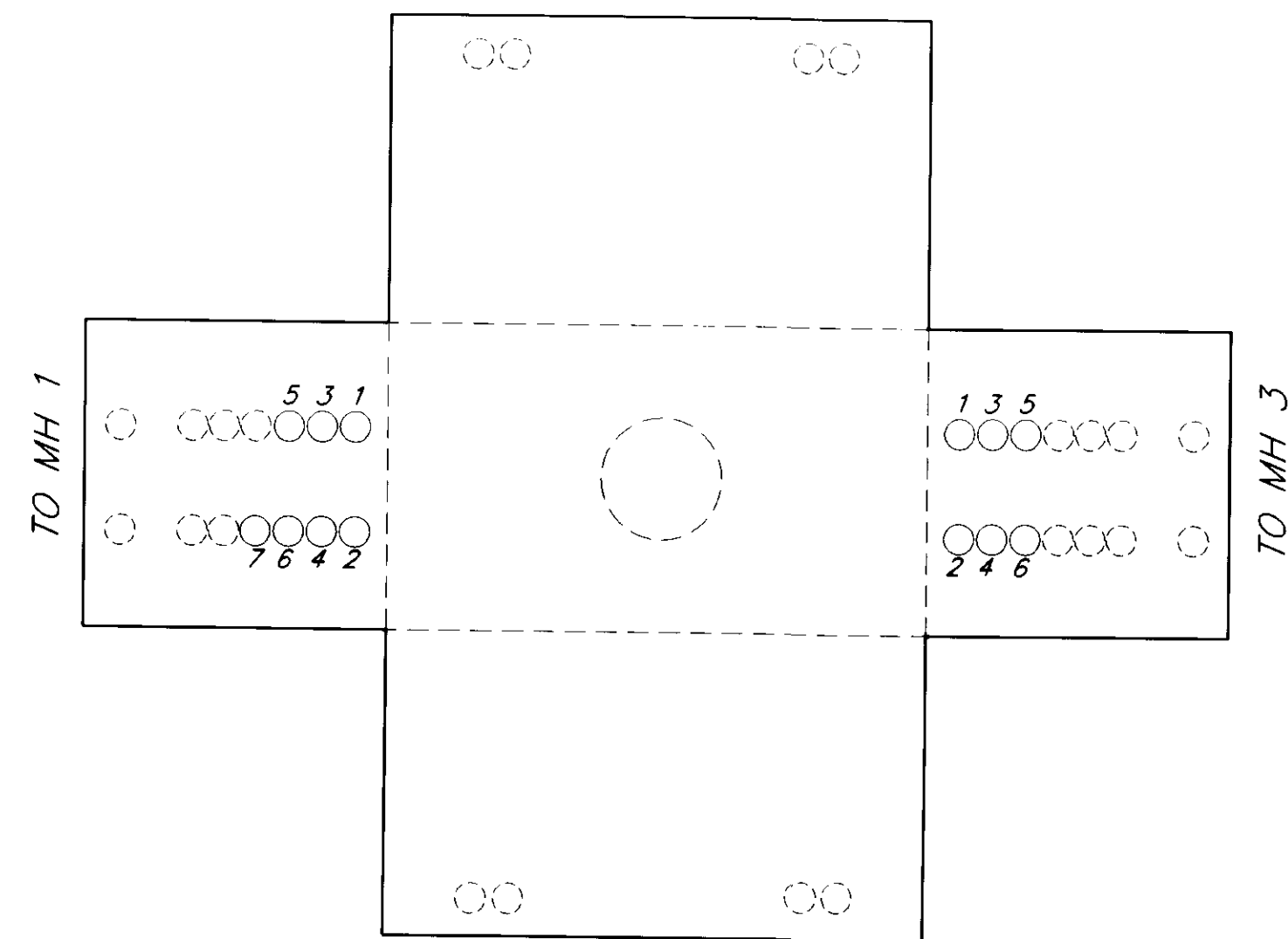
NOTE THIS
WALL ONLY:
STUB OUT
CONDUITS &
SEAL FOR
FUTURE USE



VAULT NO. 1

TYPE 4484 TCA
STA. 144+13

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #7 20' STUB OUT 4" PVC (SCHD 40)
- #8 20' STUB OUT 4" PVC (SCHD 40)
- #9 20' STUB OUT 4" PVC (SCHD 40)
- #10 20' STUB OUT 4" PVC (SCHD 40)
- #11 20' STUB OUT 4" PVC (SCHD 40)
- #12 20' STUB OUT 2" PVC (SCHD 40)
- #13 STUB OUT 2" PVC (SCHD 40) TO PROPERTY LINE

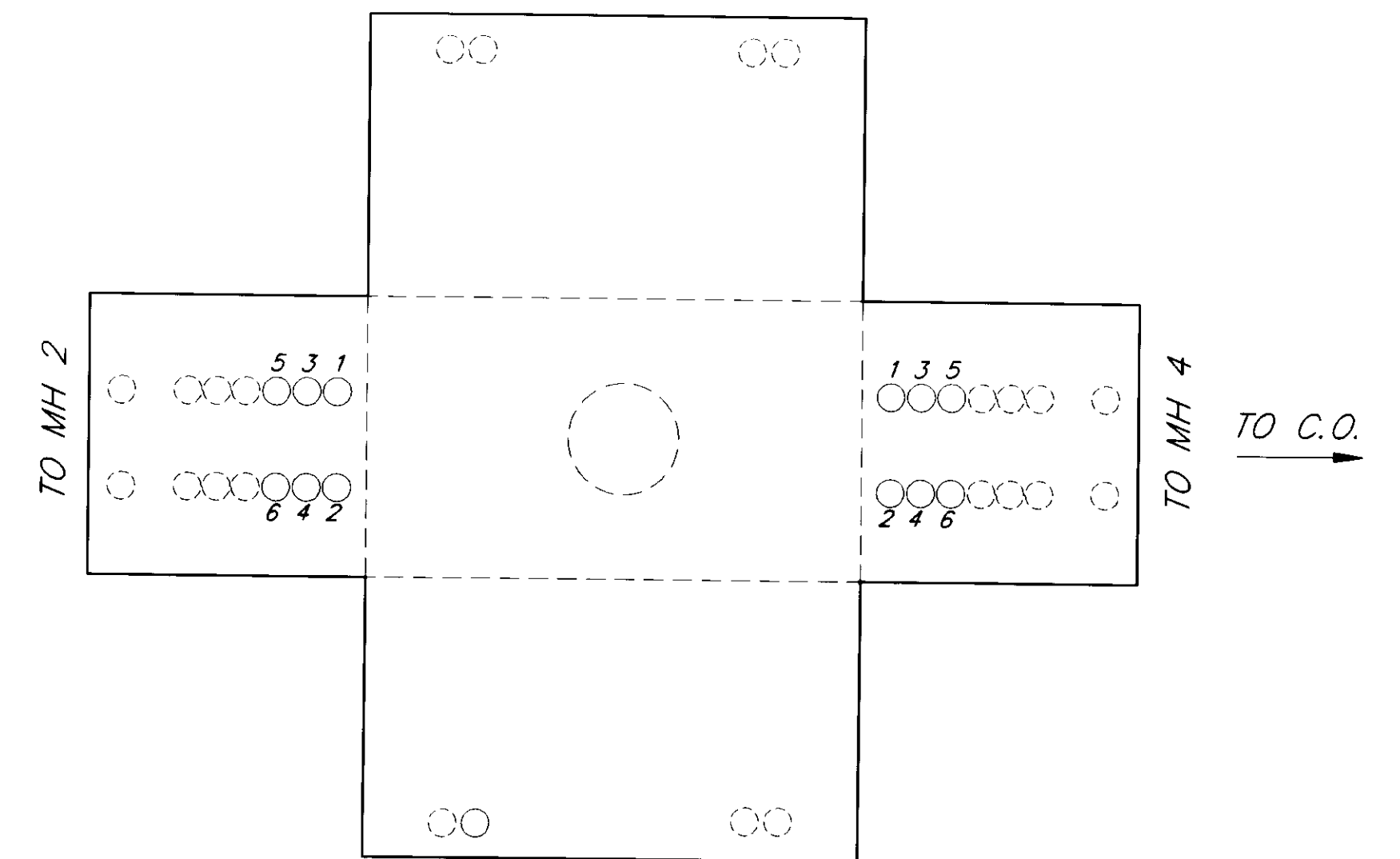


TO POLE (132A) WIRE STREET

VAULT NO. 2

TYPE 4484 TA
STA. 148+88

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #7 4" PVC (SCHD 40) TO POLE (132A) WIRE STREET.



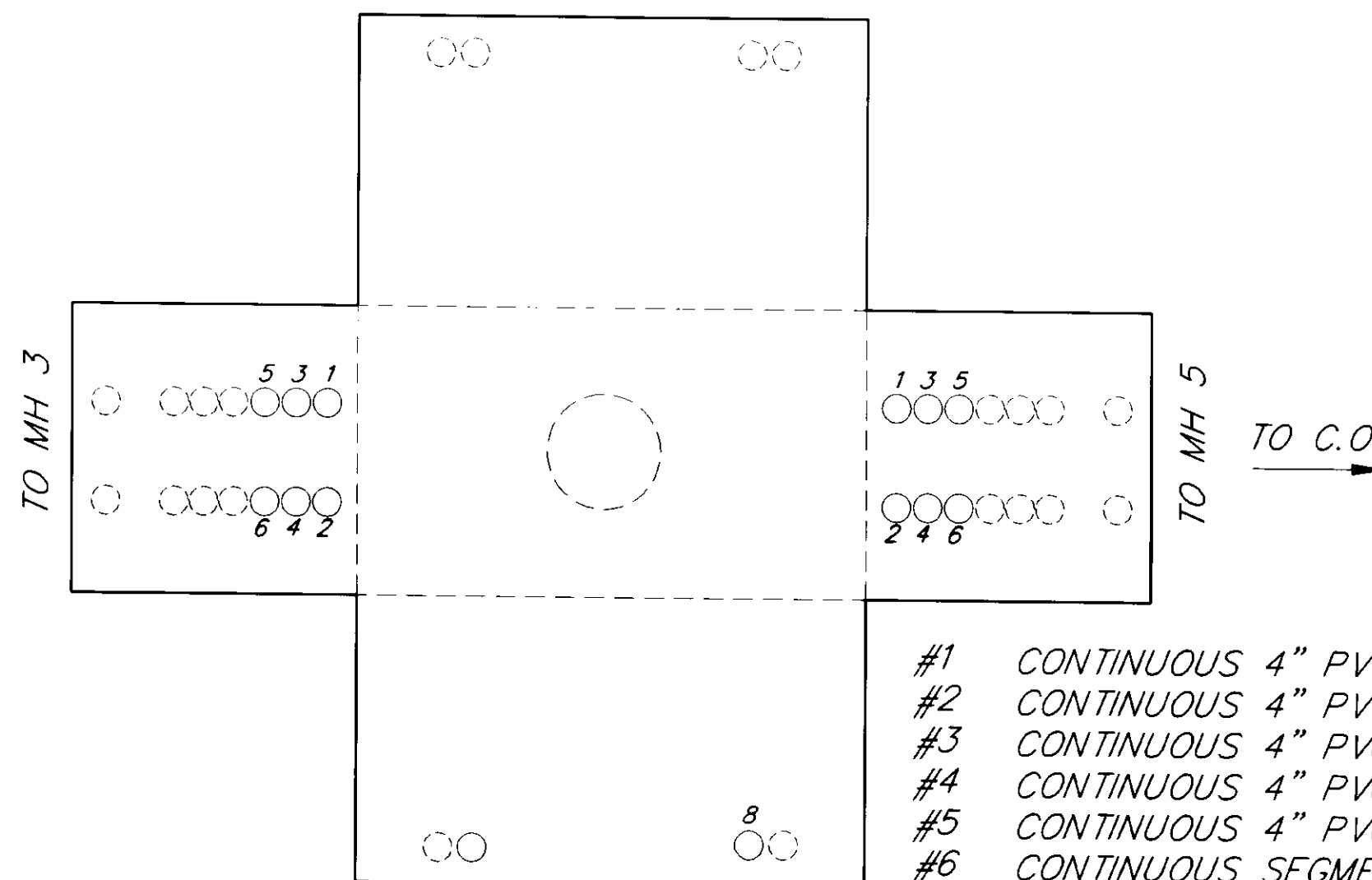
VAULT NO. 3

TYPE 4484 TA
STA. 154+93

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)

ALL VAULTS ARE:

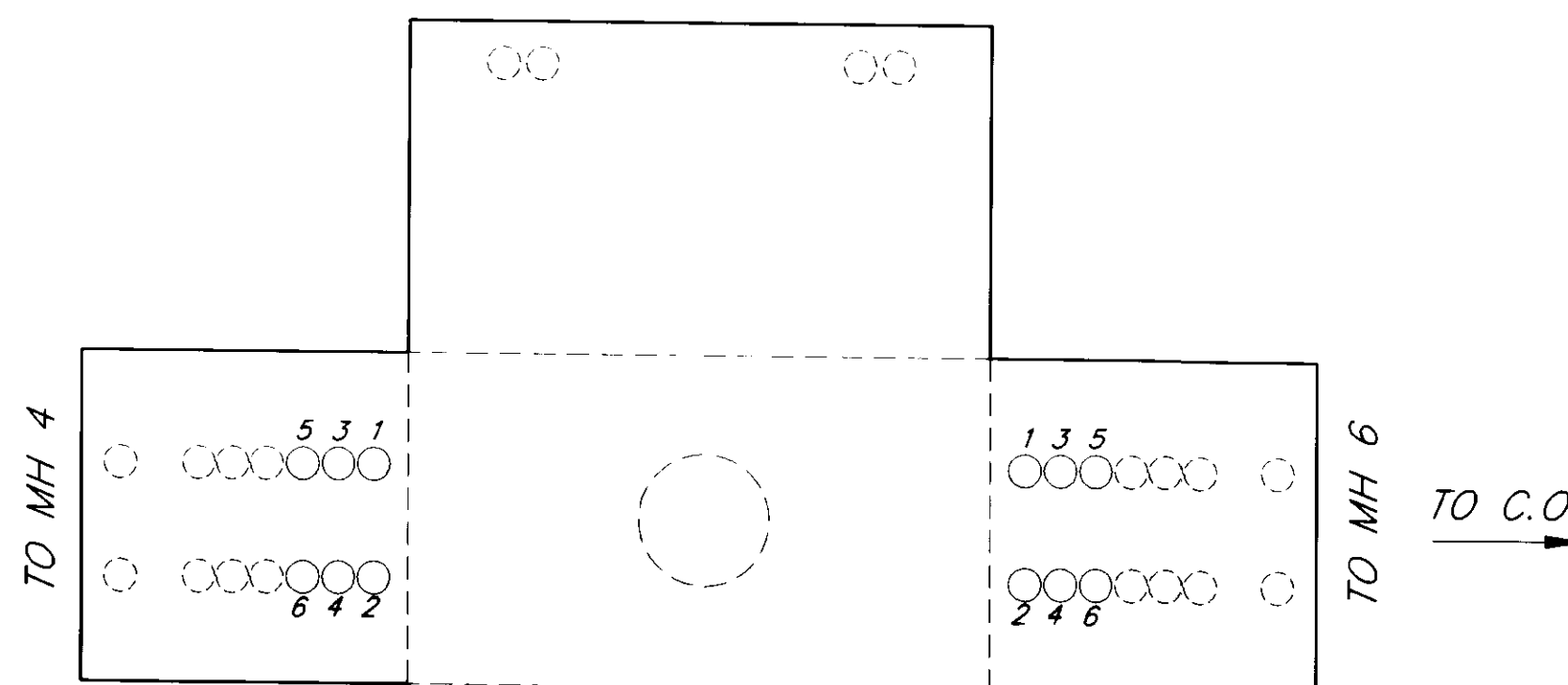
- a. 9'-0" LONG
- b. 5'-0" WIDE
- c. 7'-2" DEEP
- d. HAVE 42" COVER
- e. CENTERED WITHIN THE SIDEWALK



VAULT NO. 4

TYPE 4484 TA
STA. 160+88

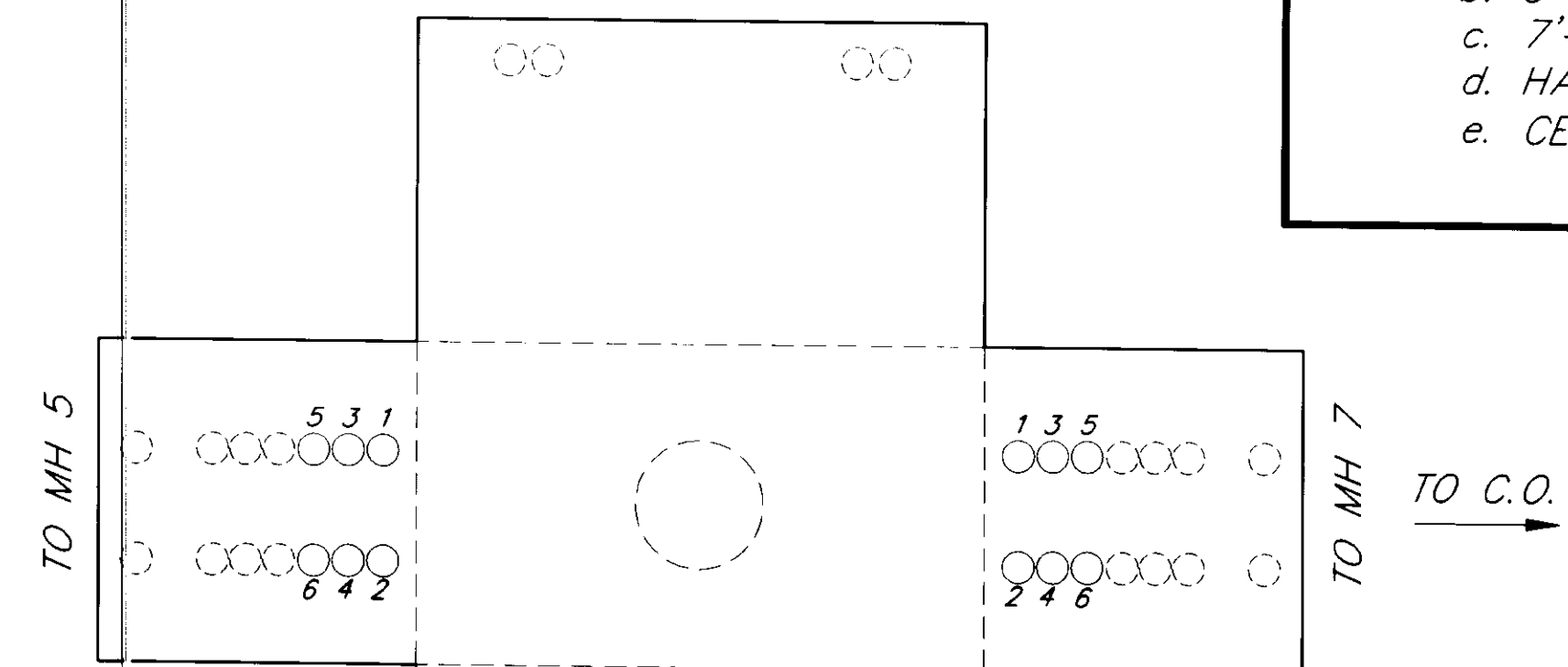
- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #8 4" PVC (SCHD 40) TO PROPERTY LINE



VAULT NO. 5

TYPE 4484 TA
STA. 166+93

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)



VAULT NO. 6

TYPE 4484 TA
STA. 172+96

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #7 4" PVC (SCHD 40) TO PROPERTY LINE

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

ENGINEER'S SEAL



P: \SALMON\DR\MH1 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

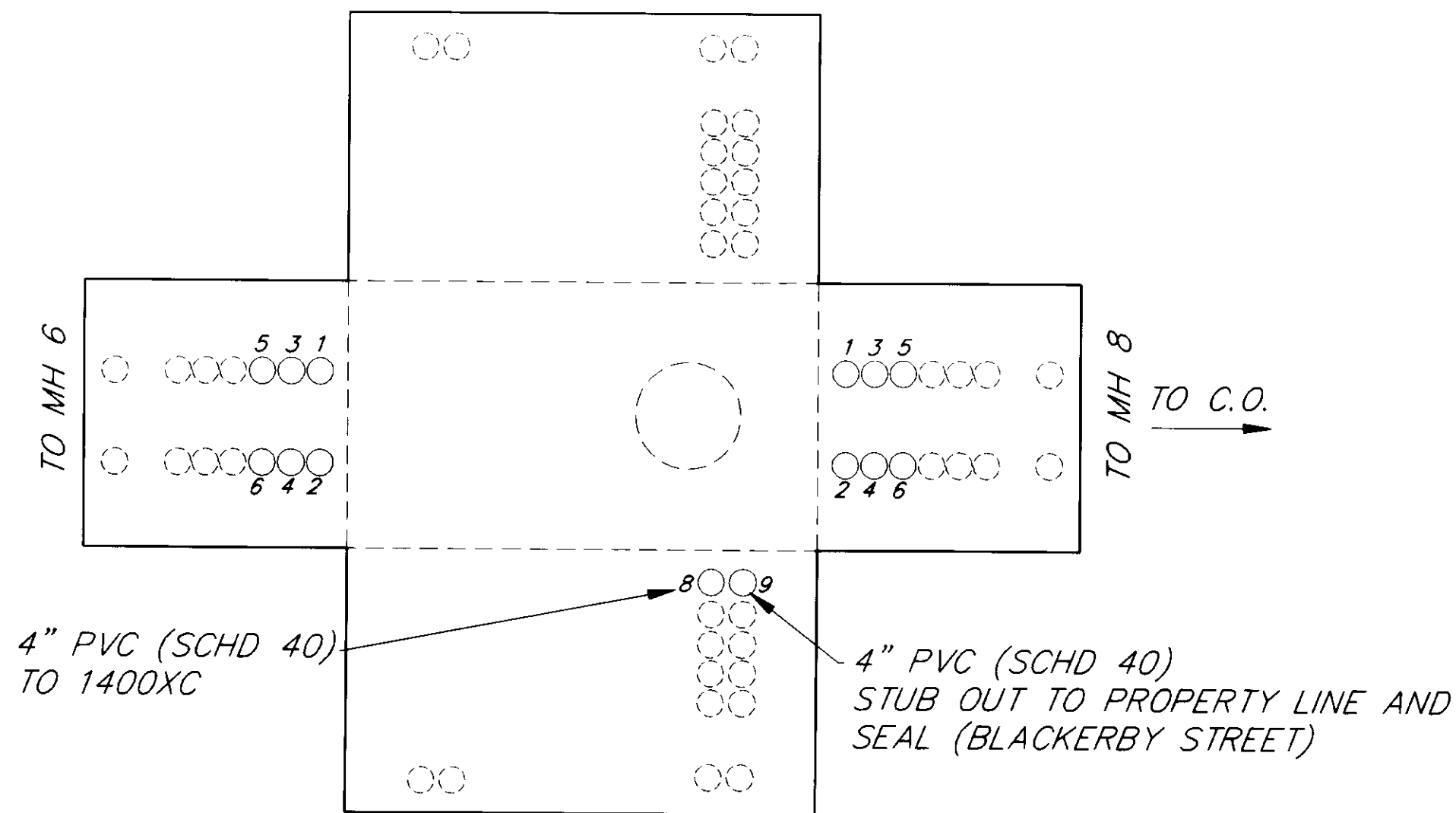
JUNEAU

SALMON CREEK TO VANDERBILT
PROJECT NO. RS-M-0955(8) (70469)
ELECTRICAL VAULT PLAN

ALASKA

DESIGNED BY:
P. BEDNAROWICZ
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

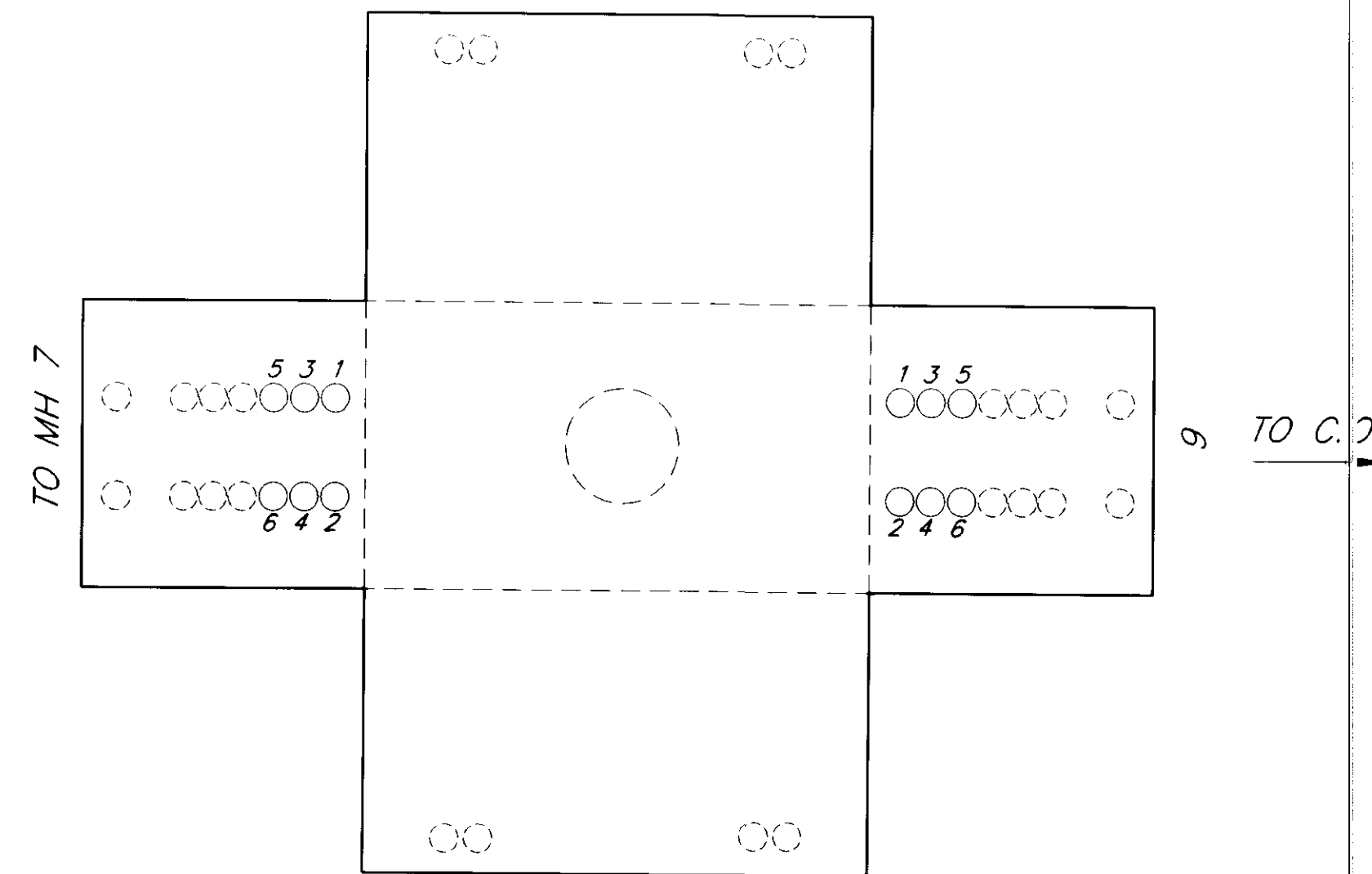
PROJECT NO.
70469
DATE:
6/1993
SHEET 69 OF 85



VAULT NO. 7

TYPE 4484 TCA
STA. 178+89

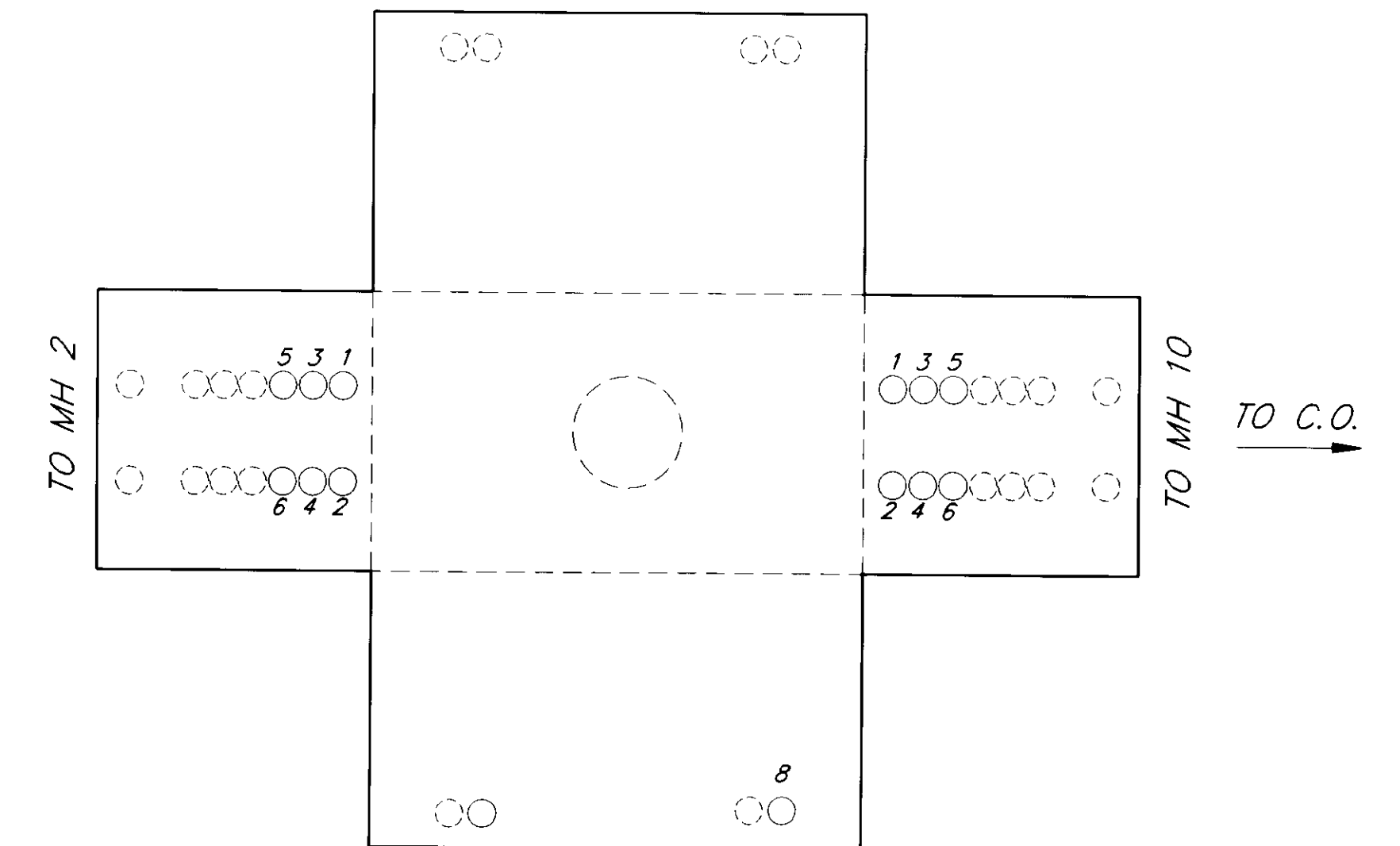
- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #8 4" PVC (SCHD 40) TO 1400 XC
- #9 4" PVC (SCHD 40) 20' STUB OUT TO PROPERTY LINE AND SEAL (BLACKERBY STREET)



VAULT NO. 8

TYPE 4484 TA
STA. 185+30

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)



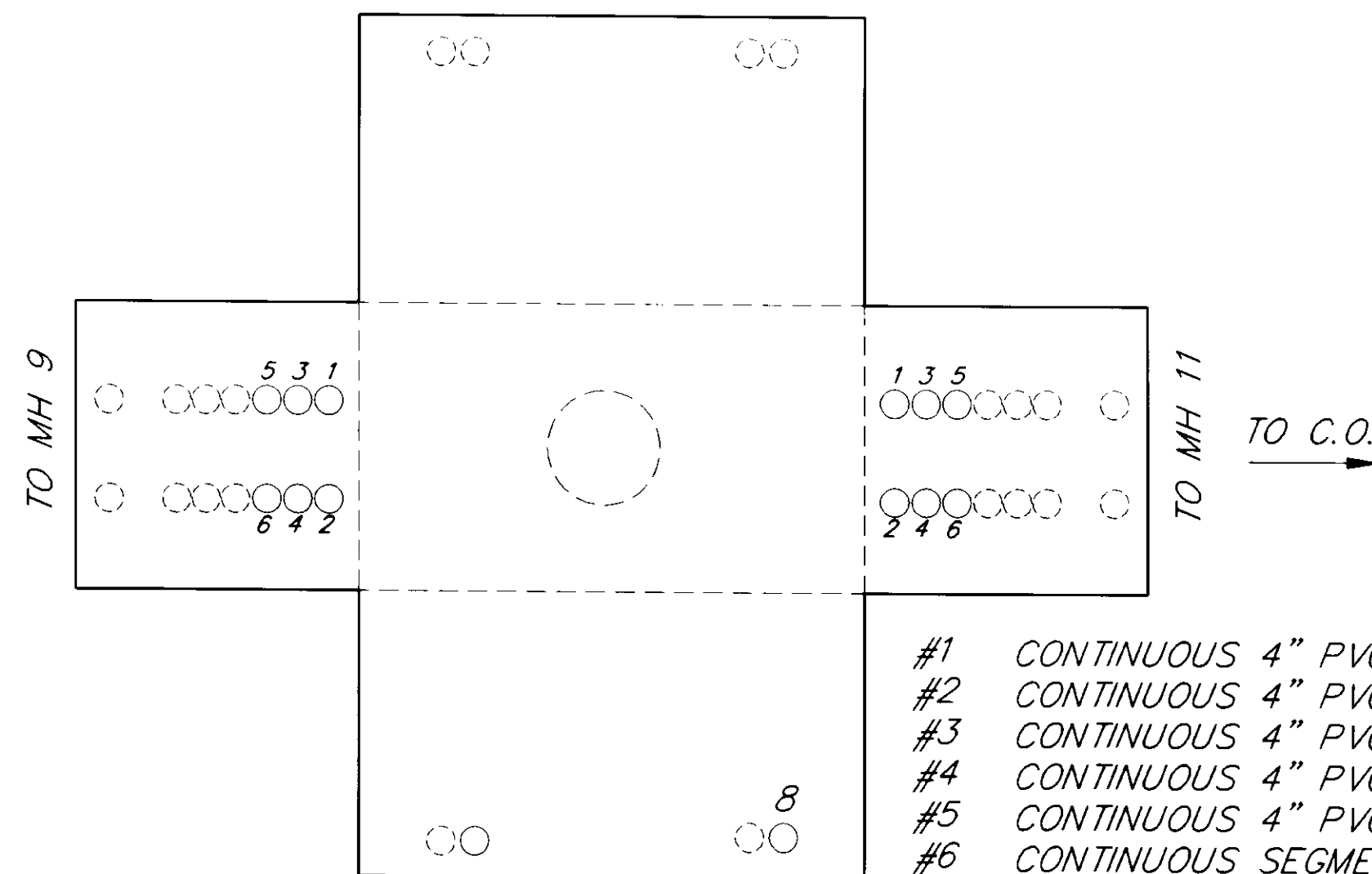
VAULT NO. 9

TYPE 4484 TA
STA. 189+46

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #8 2" PVC (SCHD 40) STUB OUT TO PROPERTY LINE

ALL VAULTS ARE:

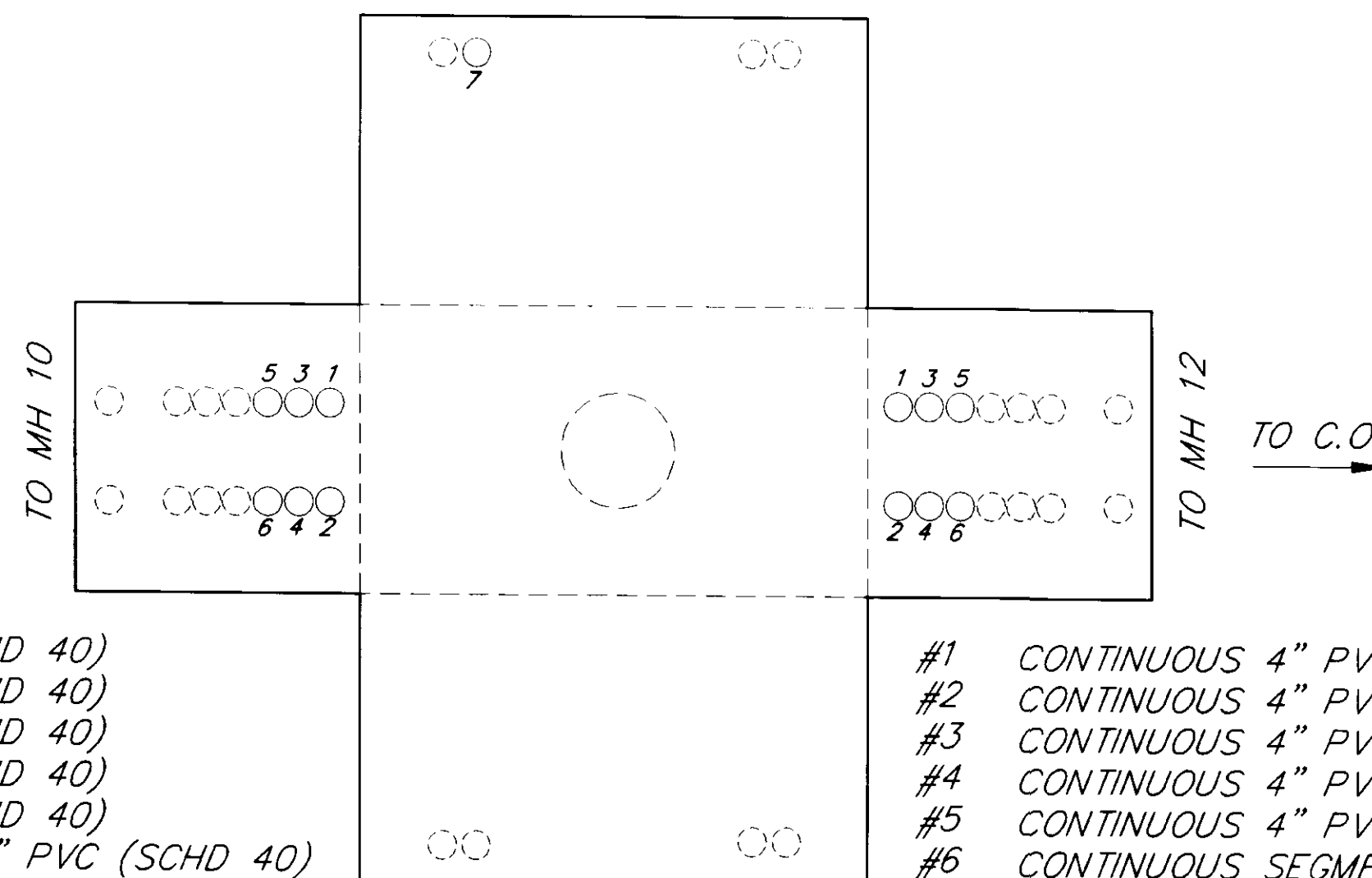
- a. 9'-0" LONG
- b. 5'-0" WIDE
- c. 7'-2" DEEP
- d. HAVE 42" COVER
- e. CENTERED WITHIN THE SIDEWALK



VAULT NO. 10

TYPE 4484 TA
STA. 194+50

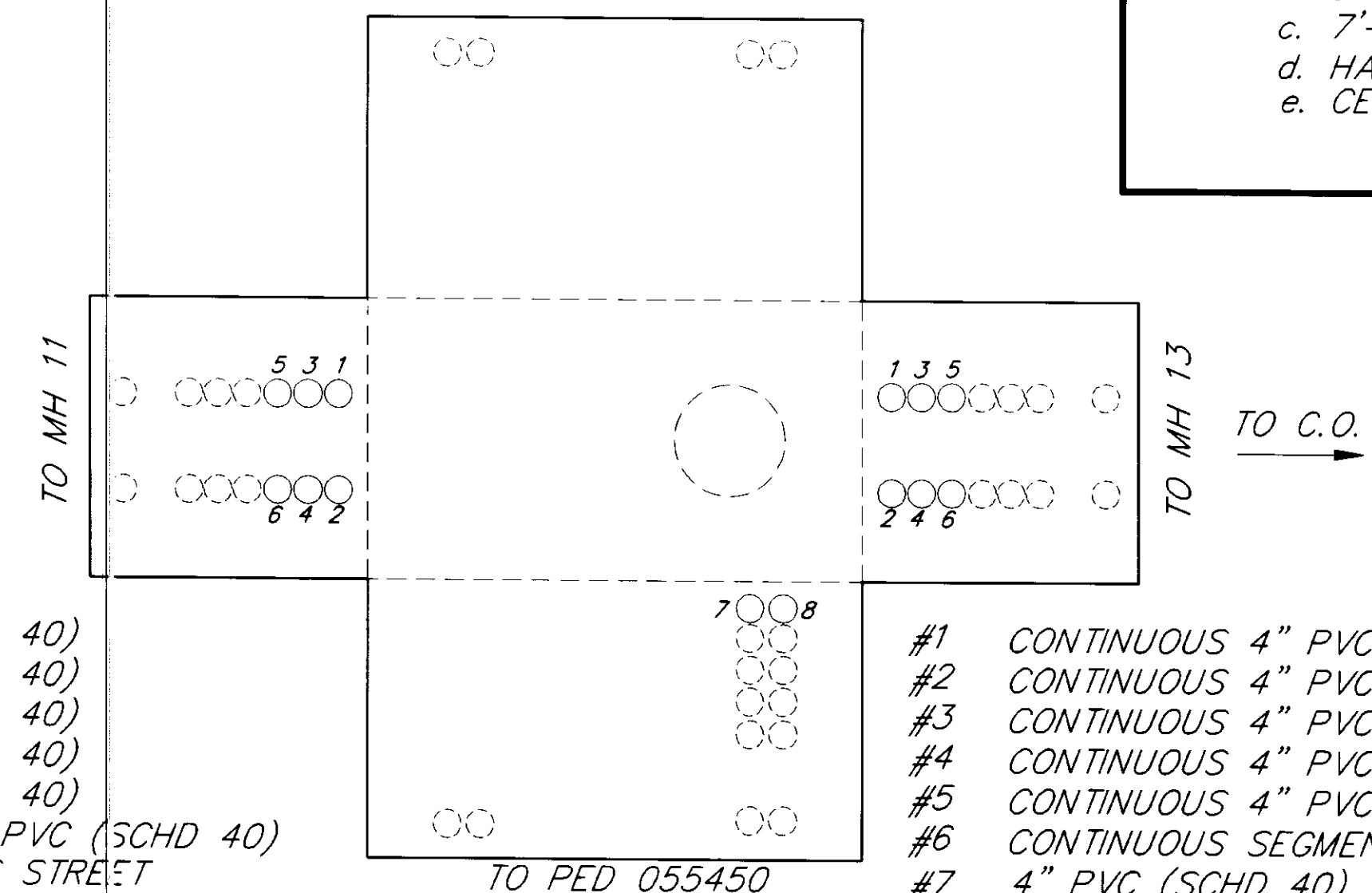
- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #8 2" PVC (SCHD 40) BAUER LANE



VAULT NO. 11

TYPE 4484 TA
STA. 198+78

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #7 4" PVC (SCHD 40) ACROSS STREET



VAULT NO. 12

TYPE 4484 TCA
STA. 203+19

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #7 4" PVC (SCHD 40) TO PED 055450
- #8 4" PVC (SCHD 40) STUB OUT TO PROPERTY LINE AND SEAL (CRAIG STREET)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

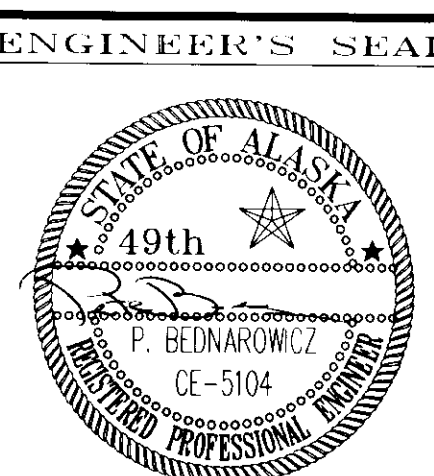
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

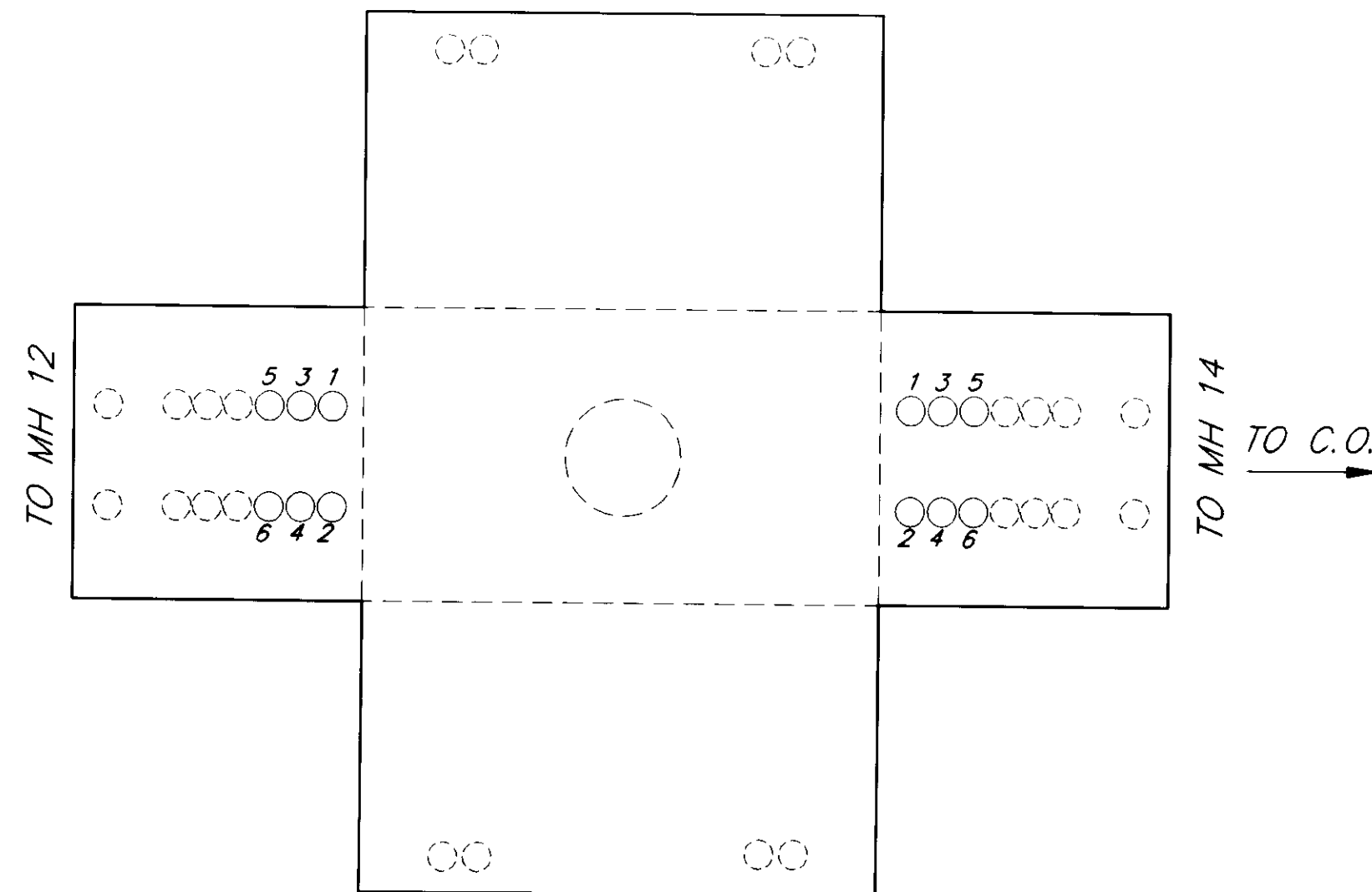
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
ELECTRICAL VAULT PLAN

ALASKA

DESIGNED BY: P. BEDNAROWICZ	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 70 OF 85

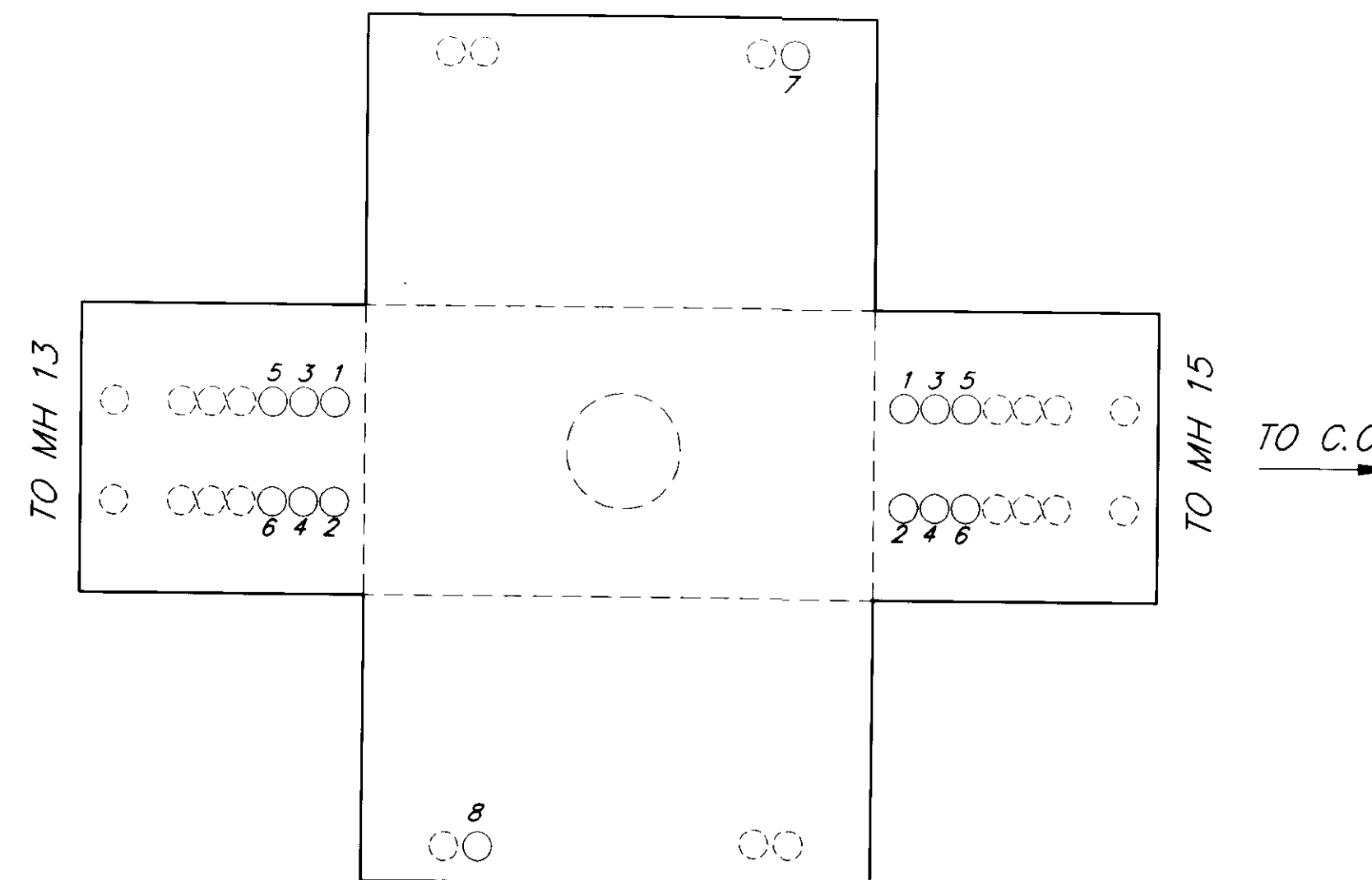




VAULT NO. 13

TYPE 4484 TA
STA. 205+52

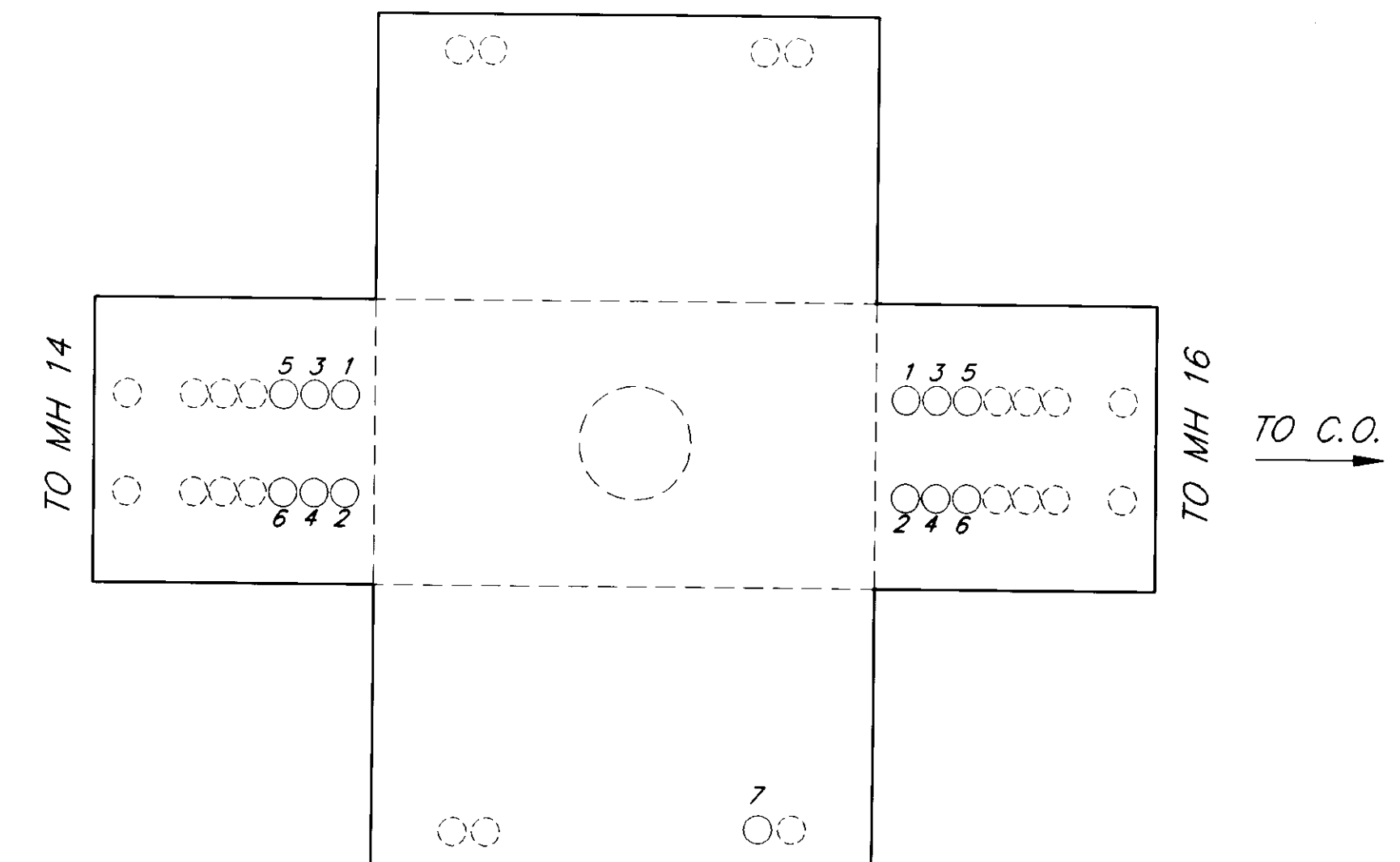
- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)



VAULT NO. 14

TYPE 4484 TA
STA. 211+50

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #7 4" PVC (SCHD 40) ACROSS STREET
- #8 2" PVC (SCHD 40) STUB OUT TO PROPERTY LINE



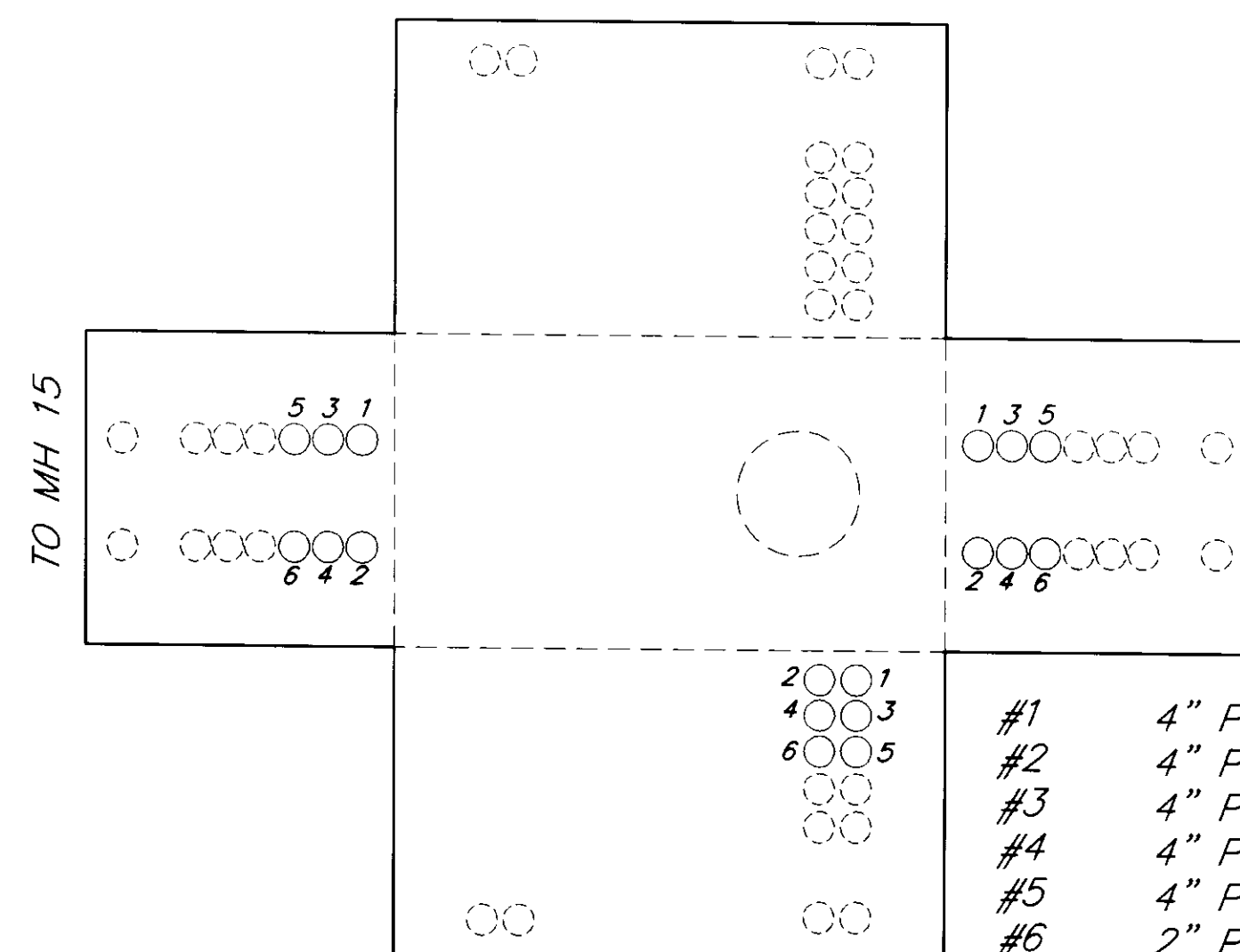
VAULT NO. 15

TYPE 4484 TA
STA. 217+58

- #1 CONTINUOUS 4" PVC (SCHD 40)
- #2 CONTINUOUS 4" PVC (SCHD 40)
- #3 CONTINUOUS 4" PVC (SCHD 40)
- #4 CONTINUOUS 4" PVC (SCHD 40)
- #5 CONTINUOUS 4" PVC (SCHD 40)
- #6 CONTINUOUS SEGMENTS 2" PVC (SCHD 40)
- #7 4" PVC (SCHD 40) STUB OUT TO PROPERTY LINE

ALL VAULTS ARE:

- a. 9'-0" LONG
- b. 5'-0" WIDE
- c. 7'-2" DEEP
- d. HAVE 42" COVER
- e. CENTERED WITHIN THE SIDEWALK (EXCEPT FOR VAULT NO. 16)



NOTE THIS WALL ONLY:

STUB CONDUITS OUT 20'
AND SEAL.

- #1 4" PVC (SCHD 40)
- #2 4" PVC (SCHD 40)
- #3 4" PVC (SCHD 40)
- #4 4" PVC (SCHD 40)
- #5 4" PVC (SCHD 40)
- #6 2" PVC (SCHD 40)

VAULT NO. 16

TYPE 4484 TCA
STA. 222+83, 57' RT.

BY:	DATE:	DESCRIPTION OF CHANGE:

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

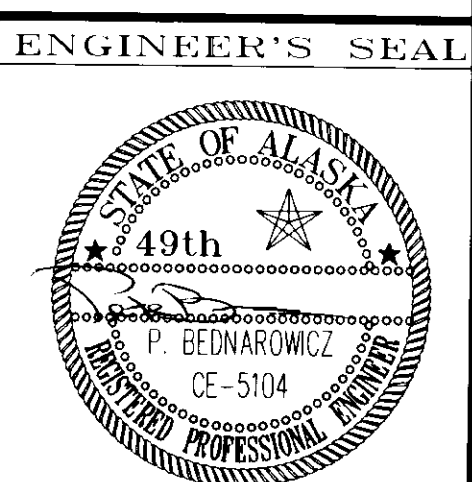
JUNEAU

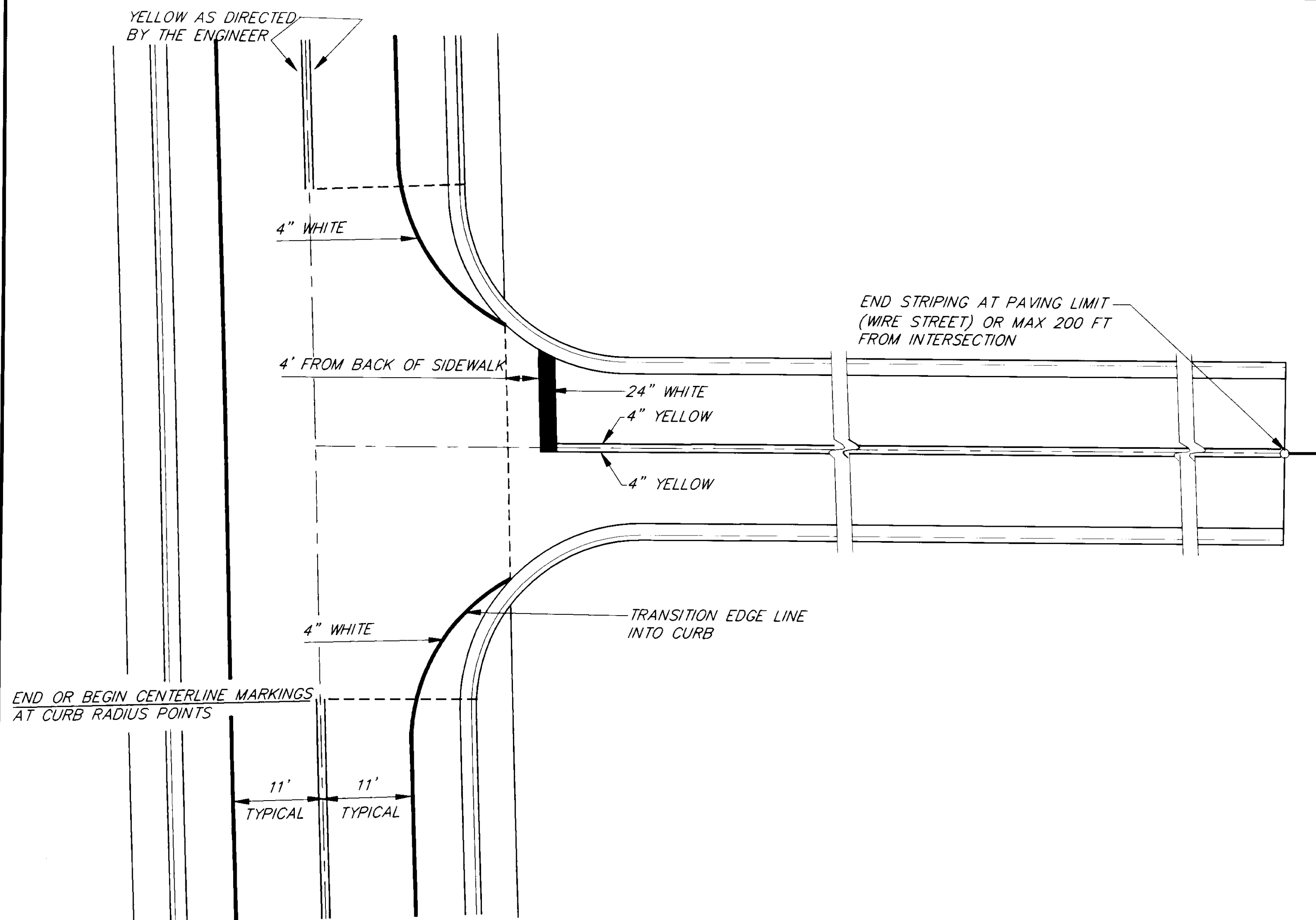
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
ELECTRICAL VAULT PLAN

ALASKA

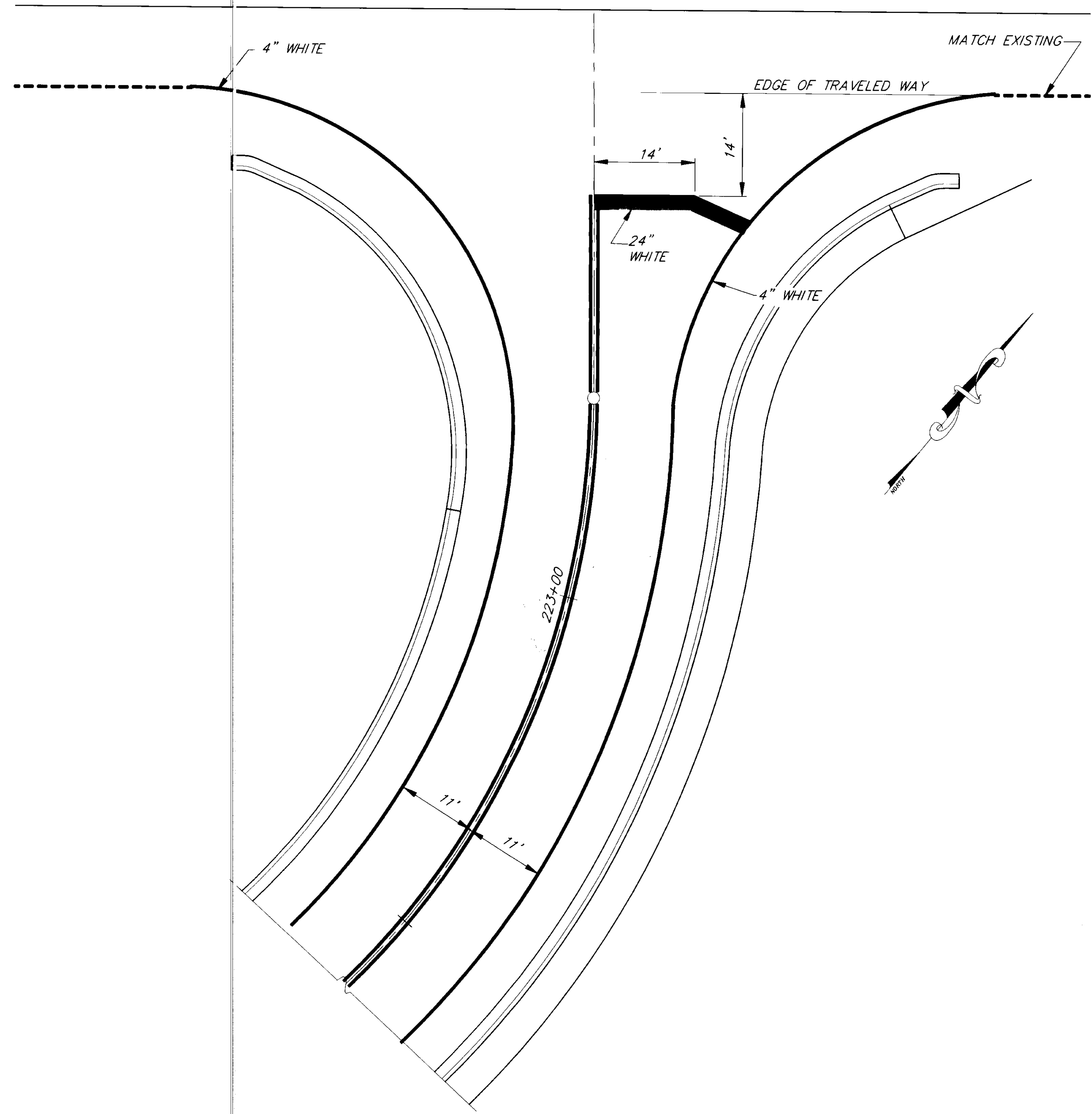
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: P. BEDNAROWICZ	PROJECT NO. 70469
DRAWN BY: C. ANDERSON	DATE: 6/1993
CHECKED BY: P. BEDNAROWICZ	SHEET 710F85





TYPICAL SIDE STREET MARKING DETAILS



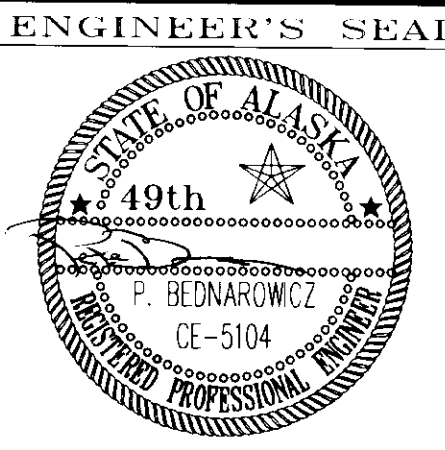
MARKING DETAILS AT E.O.P.

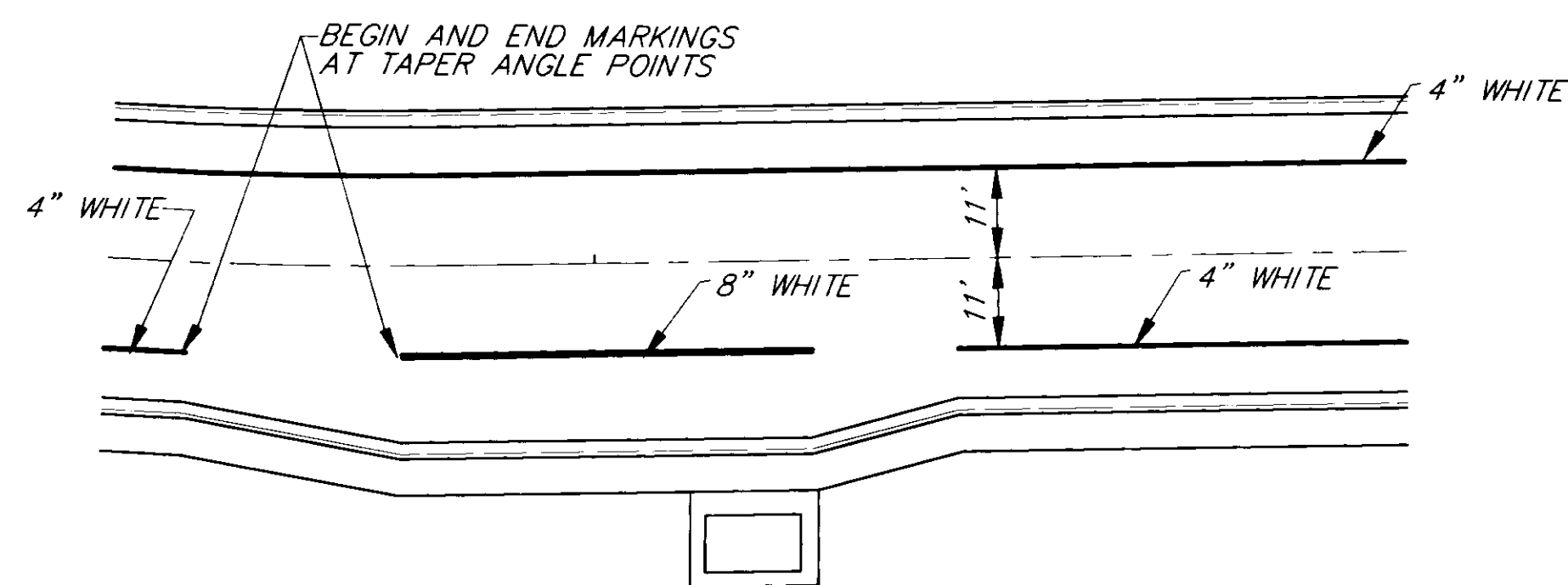
PATH: P: \JNU\SALMON\DR\STRIPEZ2 1=10		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

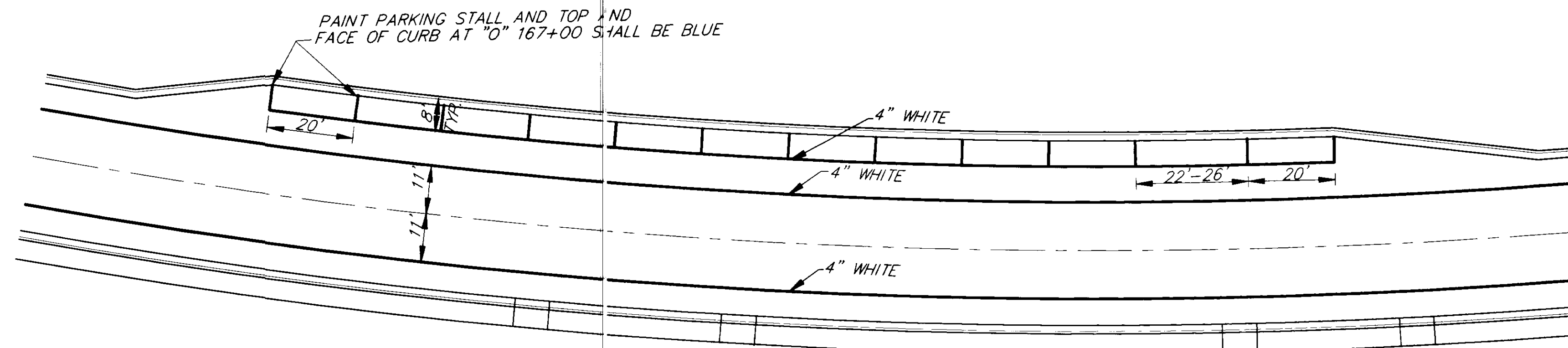
JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
STRIPING DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS		
DESIGNED BY:	D. KROMAREK	PROJECT NO. 70469
DRAWN BY:	C. ANDERSON	DATE: 6/1993
CHECKED BY:	P. BEDNAROWICZ	SHEET 72 OF 85



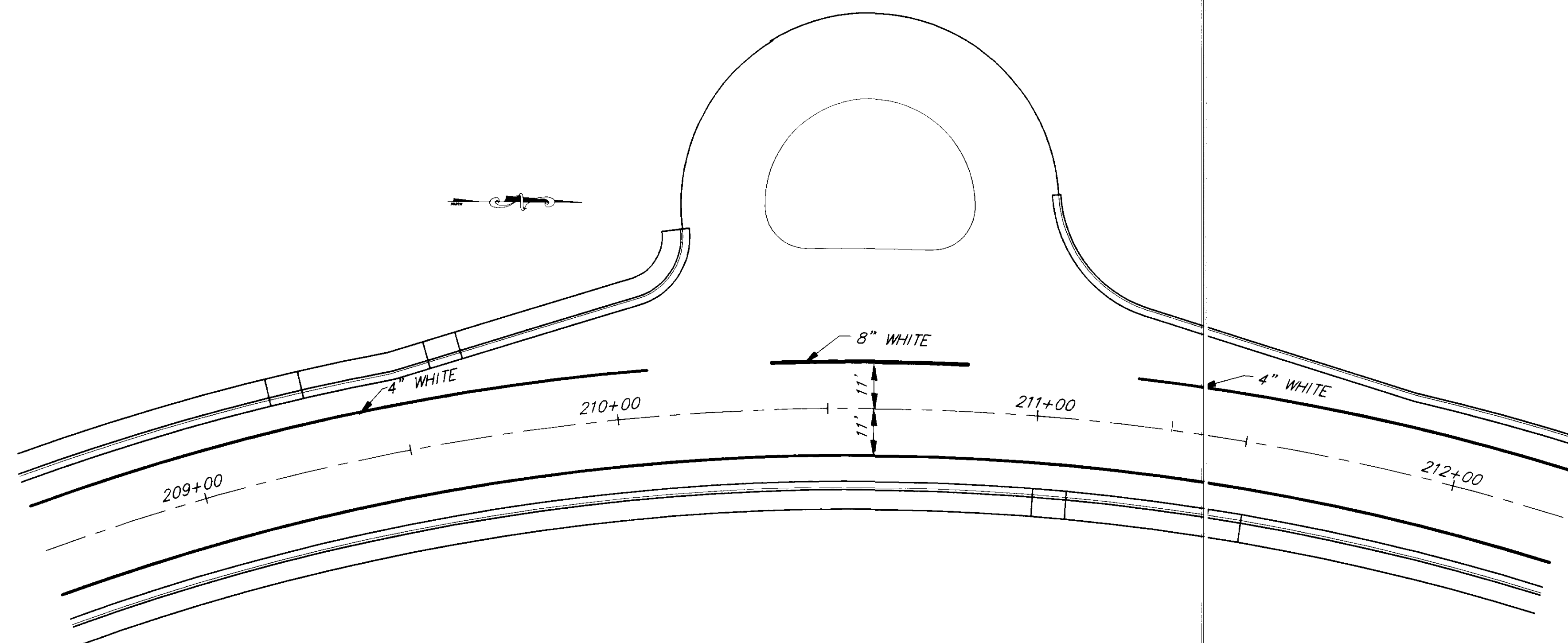


TYPICAL BUS PULLOUT MARKINGS



TYPICAL PARKING AREA MARKING DETAILS

NOTE: CENTERLINE STRIPING NOT SHOWN.
IT SHALL BE AS DIRECTED BY THE
ENGINEER.



MARKINGS DETAIL AT PIONEER'S HOME

PATH: P: \JNU\ \SALMON\DR\ \STRIPE73 1=20		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)

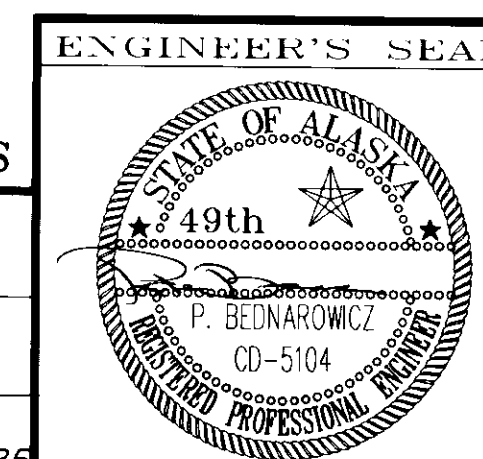
STRIPING DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ALASKA

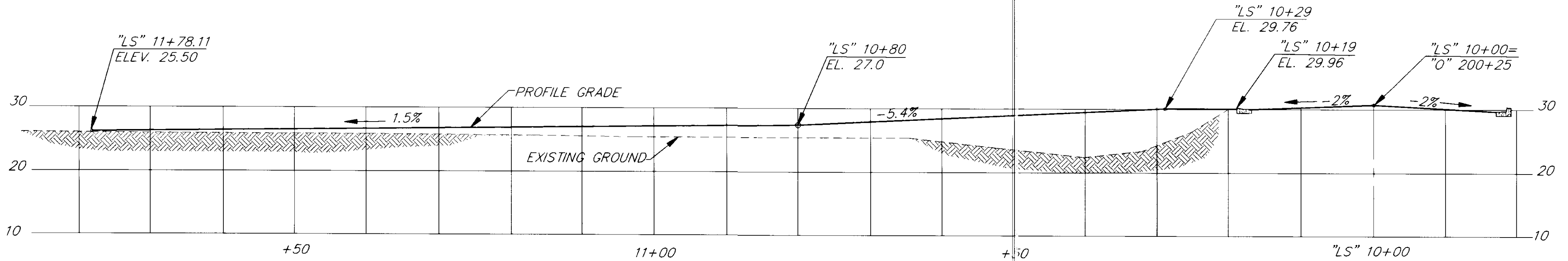
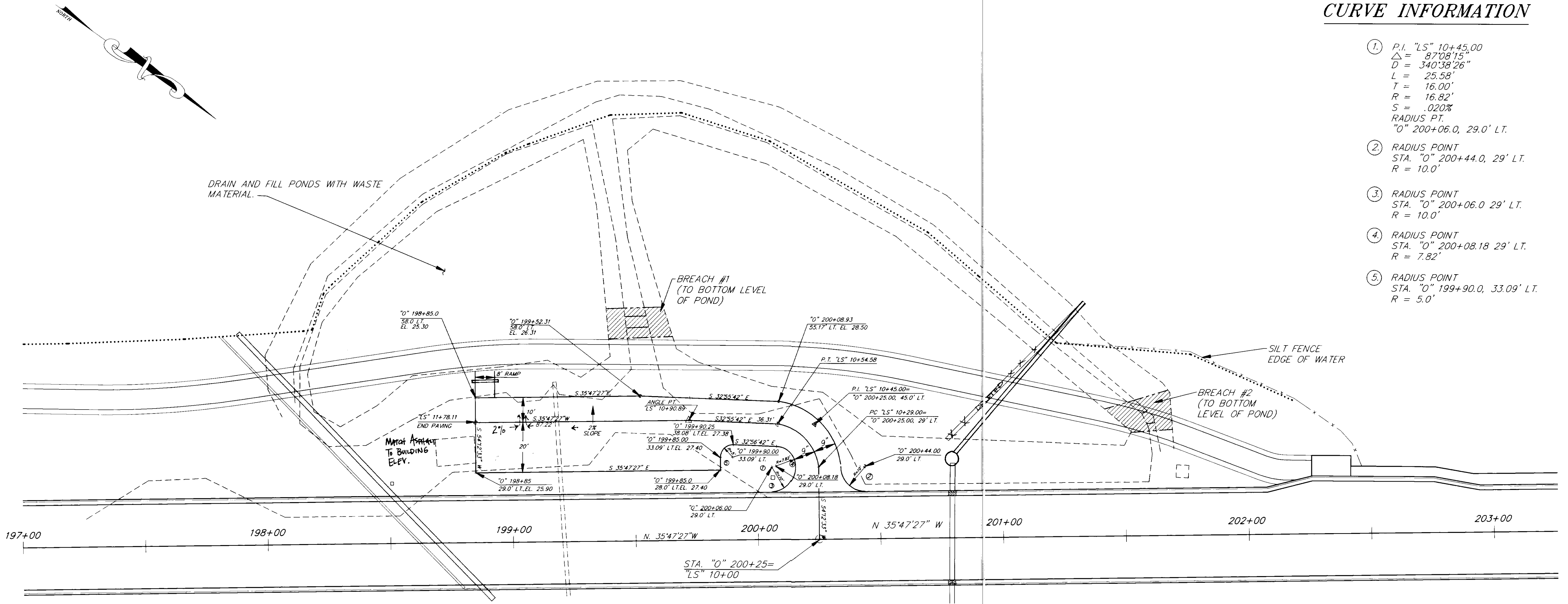
DESIGNED BY:
D. KROMAREK
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 73 OF 85



CURVE INFORMATION

1. P.I. "LS" 10+45.00
Δ = 87°08'15"
D = 340'38"26"
L = 25.58'
T = 16.00'
R = 16.82'
S = .020%
RADIUS PT.
"O" 200+06.0, 29.0' LT.
2. RADIUS POINT
STA. "O" 200+44.0, 29' LT.
R = 10.0'
3. RADIUS POINT
STA. "O" 200+06.0 29' LT.
R = 10.0'
4. RADIUS POINT
STA. "O" 200+08.18 29' LT.
R = 7.82'
5. RADIUS POINT
STA. "O" 199+90.0, 33.09' LT.
R = 5.0'



BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU

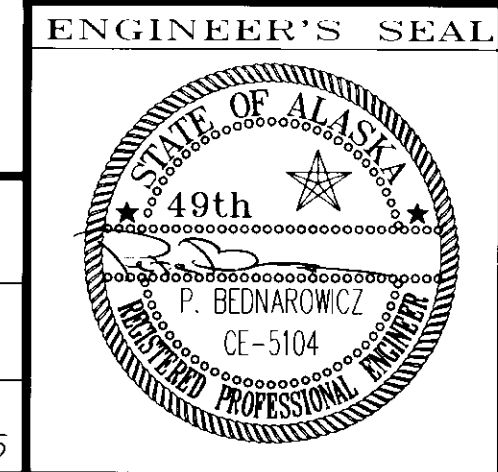
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) (70469)
PARKING AREA AT TWIN LAKES DRIVE

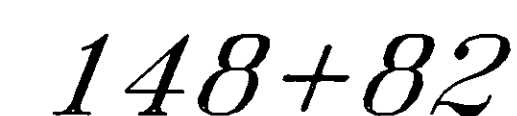
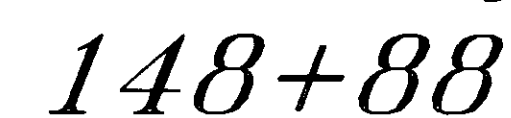
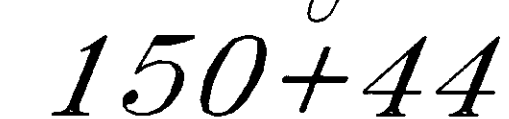
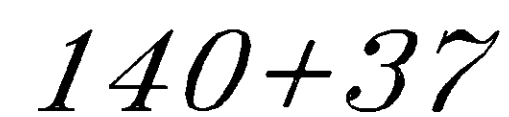
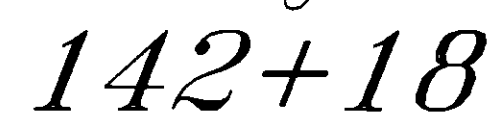
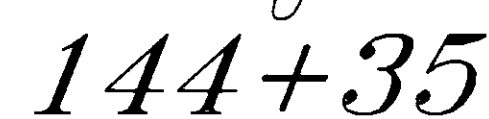
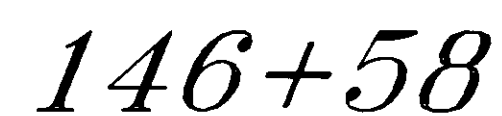
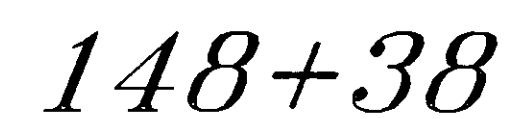
ALASKA

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:
D. KROMAREK
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

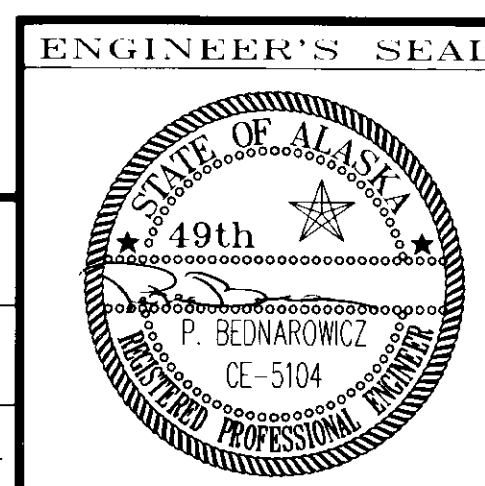
PROJECT NO.
70469
DATE:
6/1993
SHEET 74 OF 85





ALASKA

PROJECT NO.	70469
DATE:	6/1993
SHEET	75 OF 85



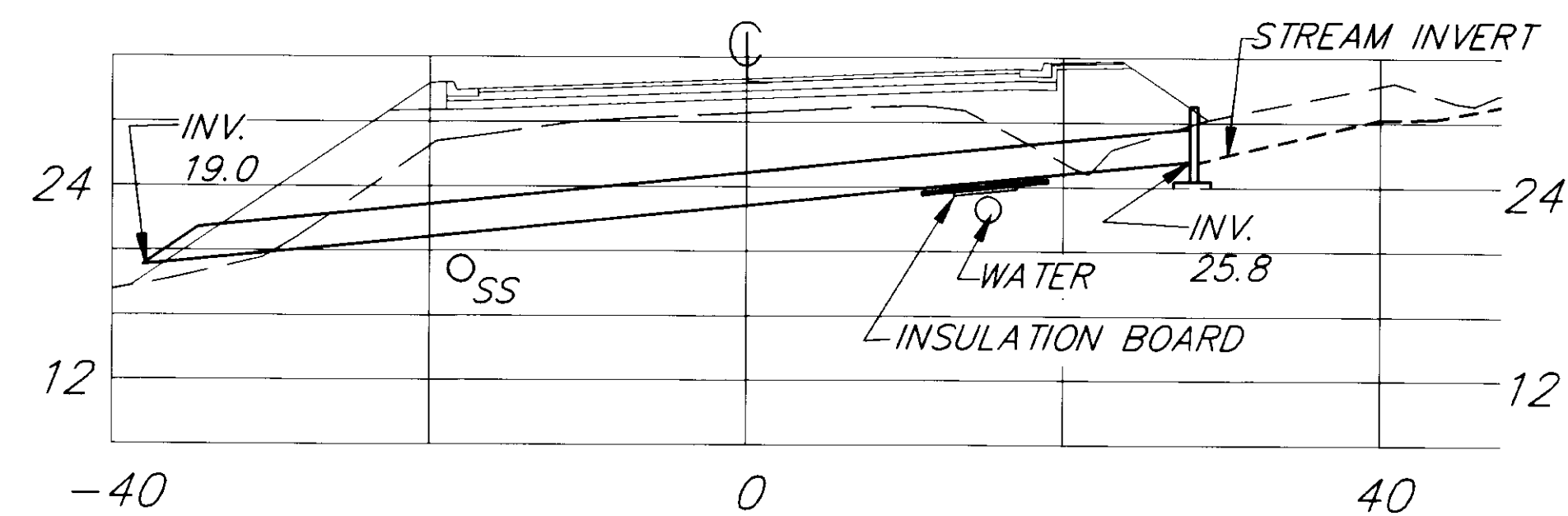
PATH: P: \JNU\ SALMON\DR\PIPE1 1=10		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

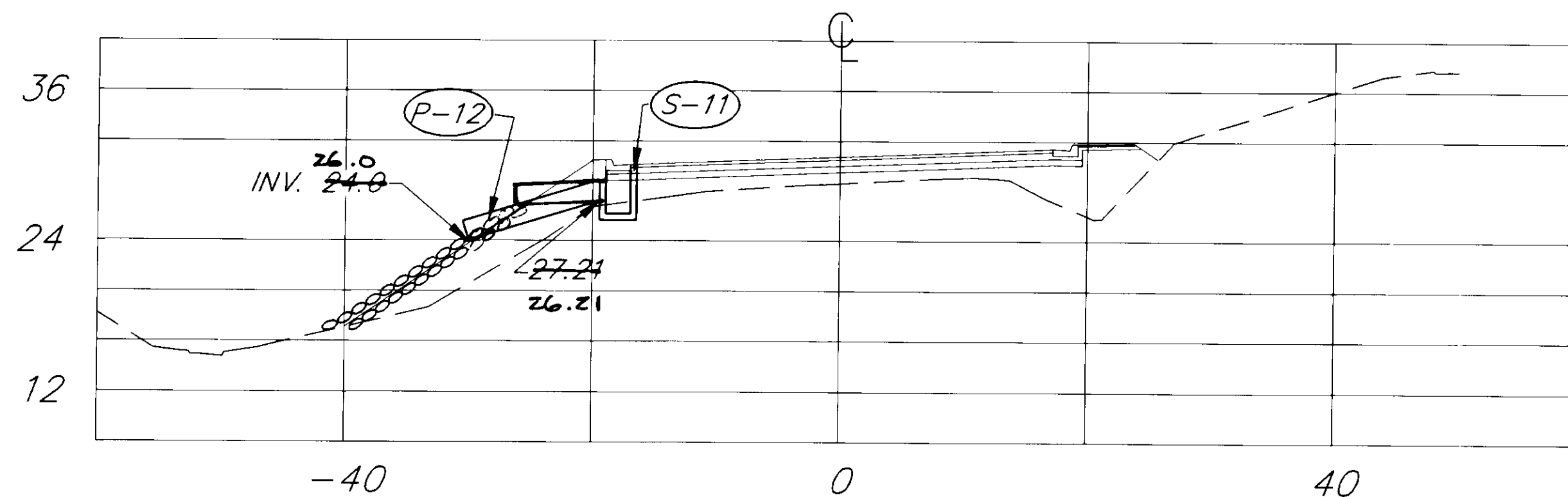
JUNEAU

**SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469**

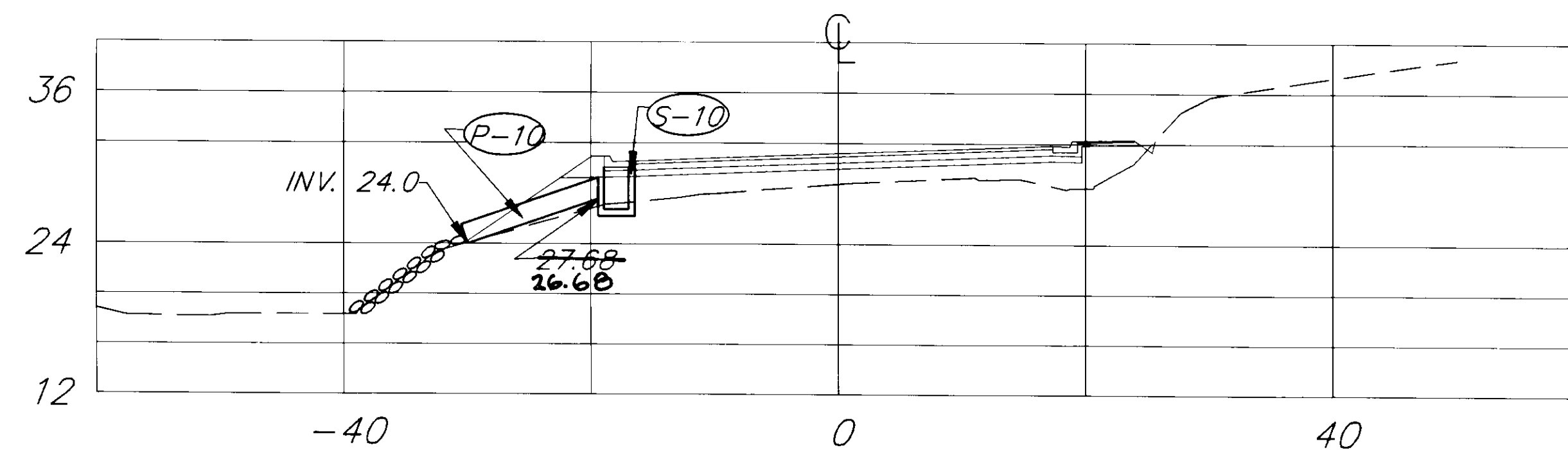
PIPE CROSS SECTIONS-140+37 TO 150+44



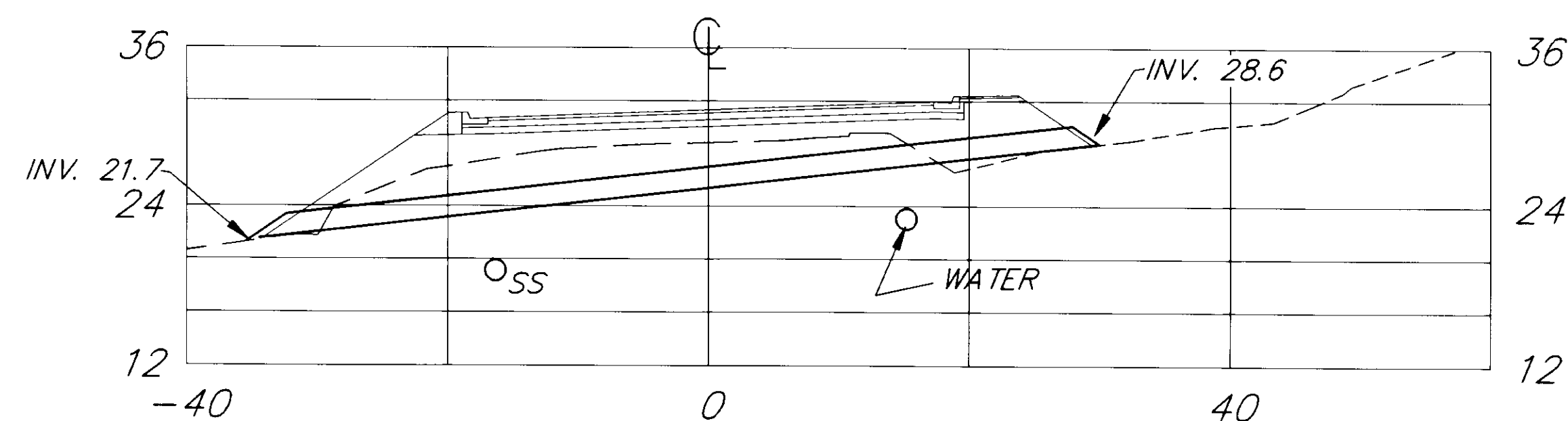
153+35



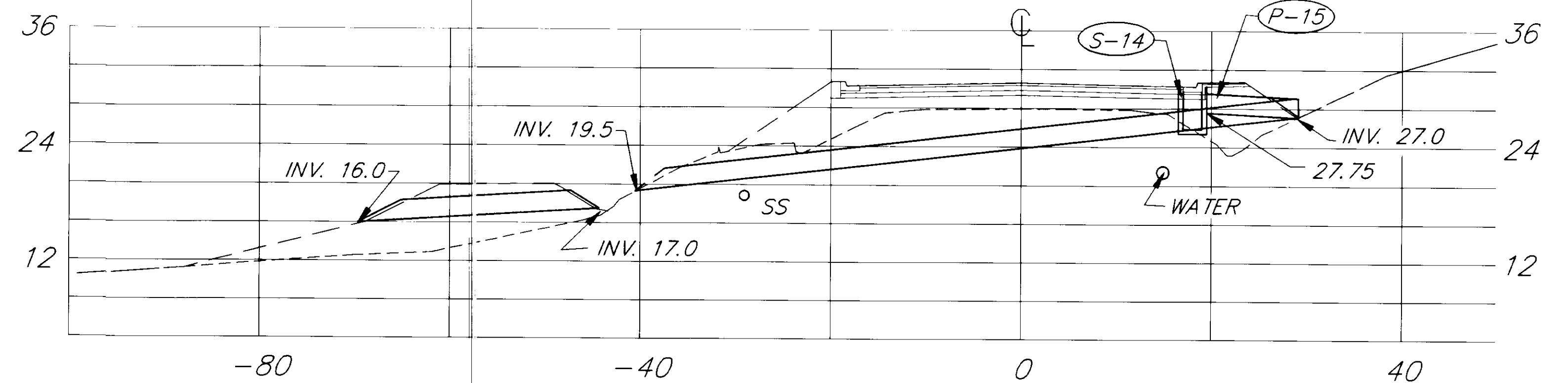
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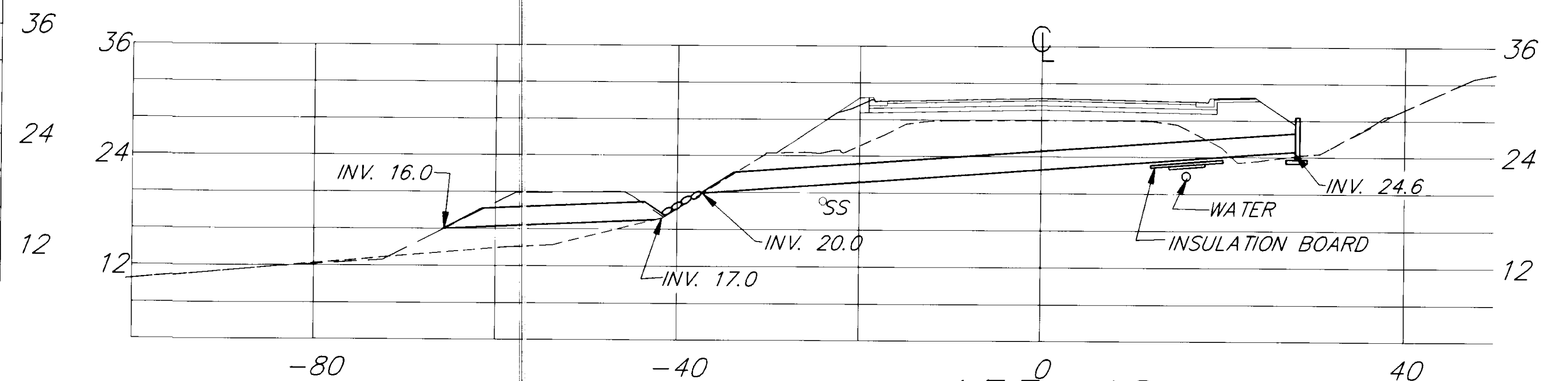
152+00



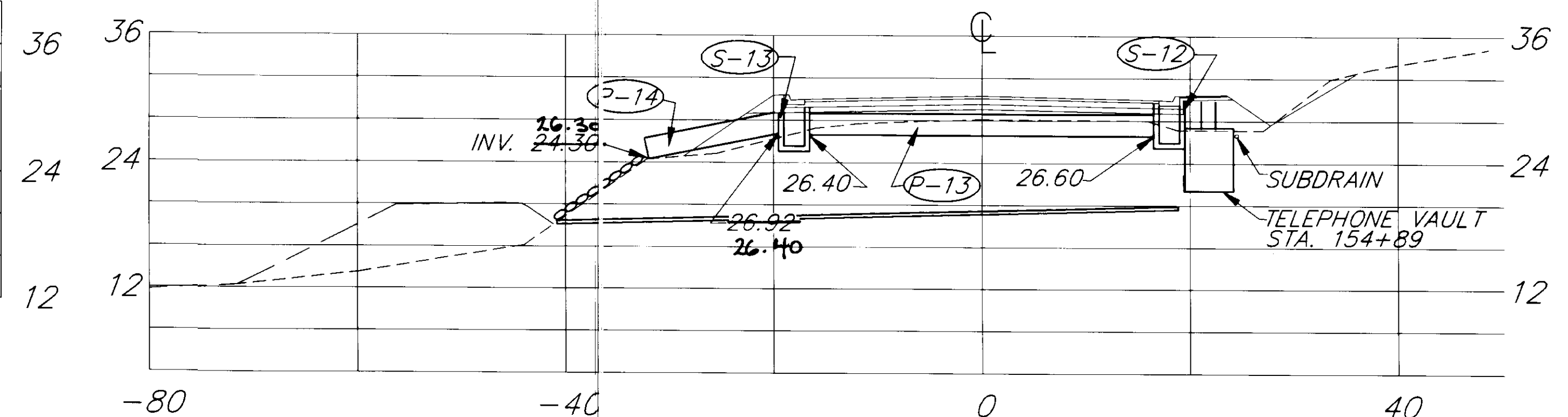
151+72



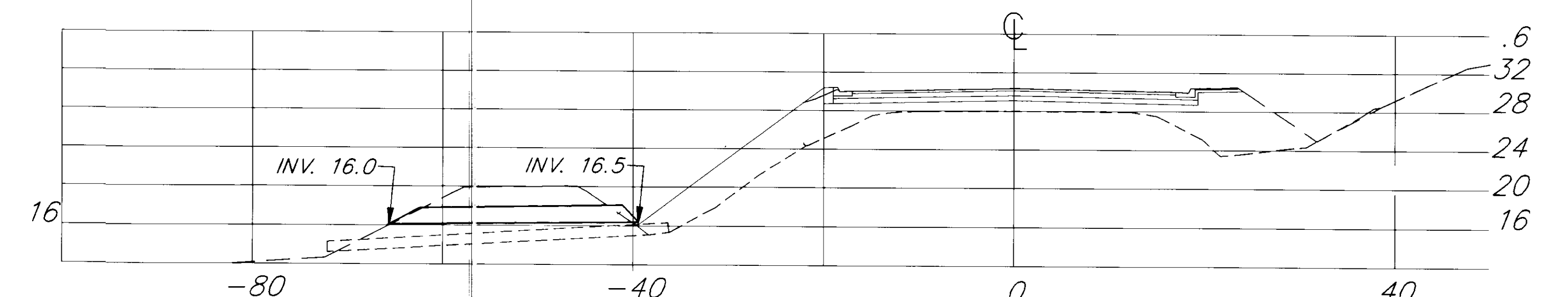
156+42



155+42



154+93



153+41

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:			P: \JNU\ SALMON\ DR\ PIPE2 1=10		
BY:		DATE:	DESCRIPTION OF CHANGE:		
RECORD OF REVISIONS					

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

JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469

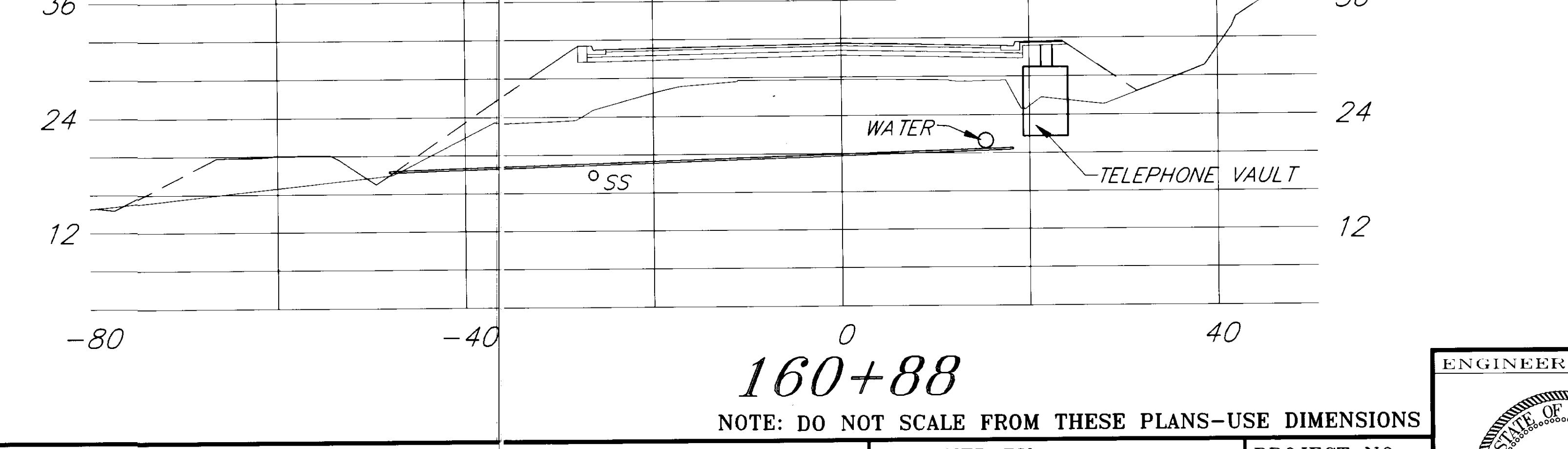
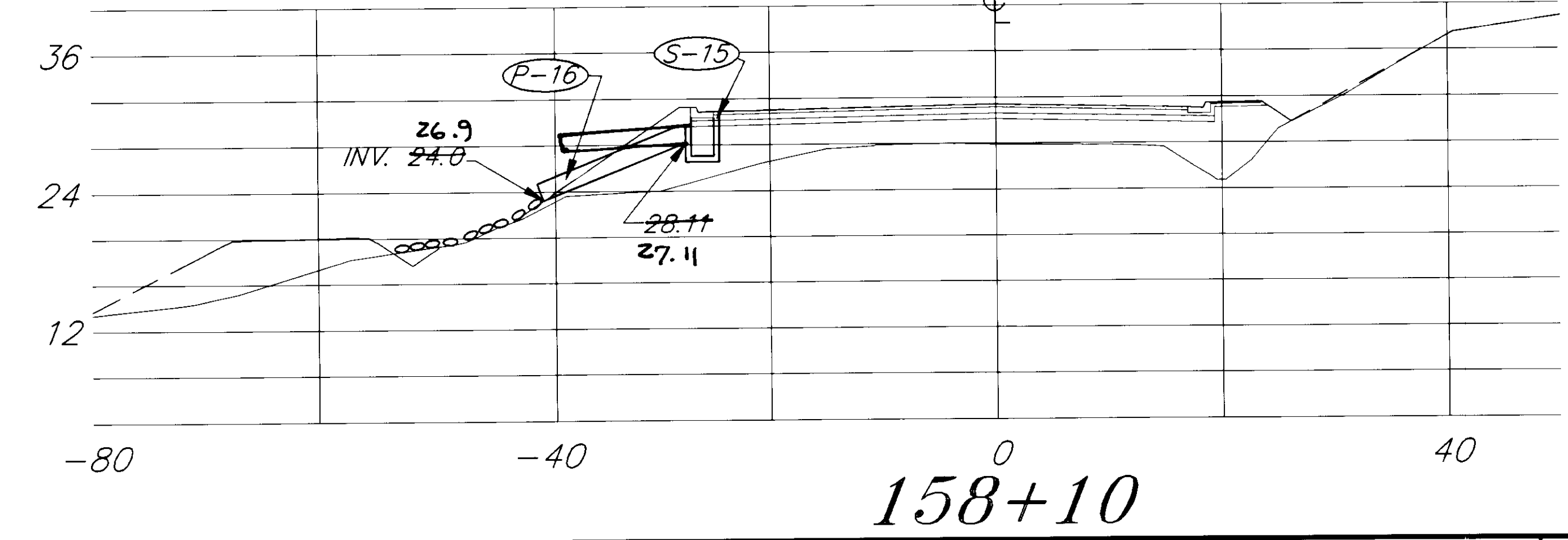
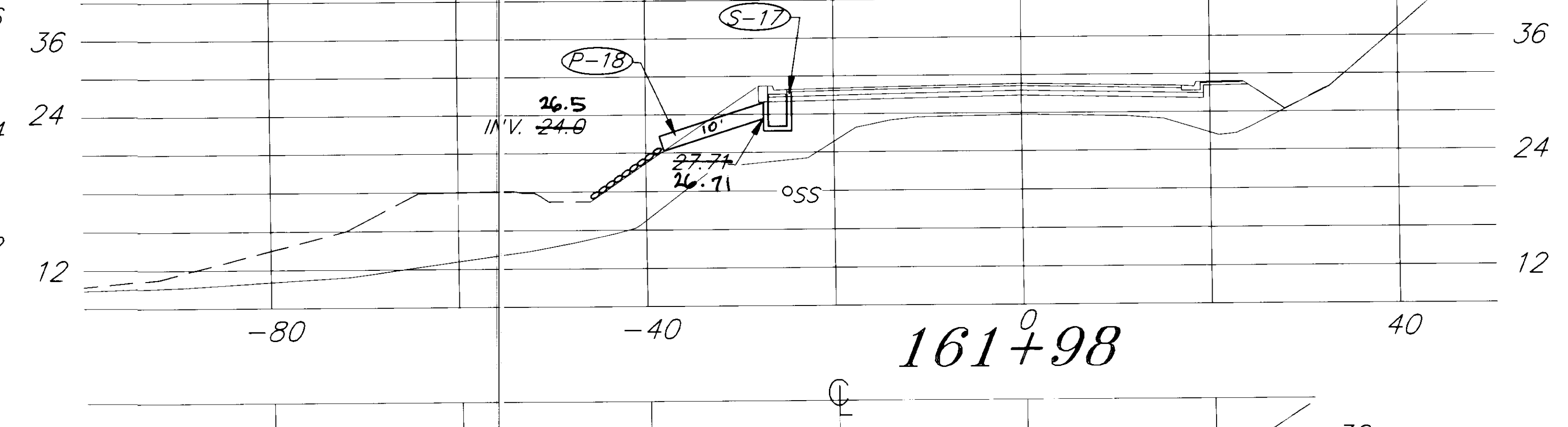
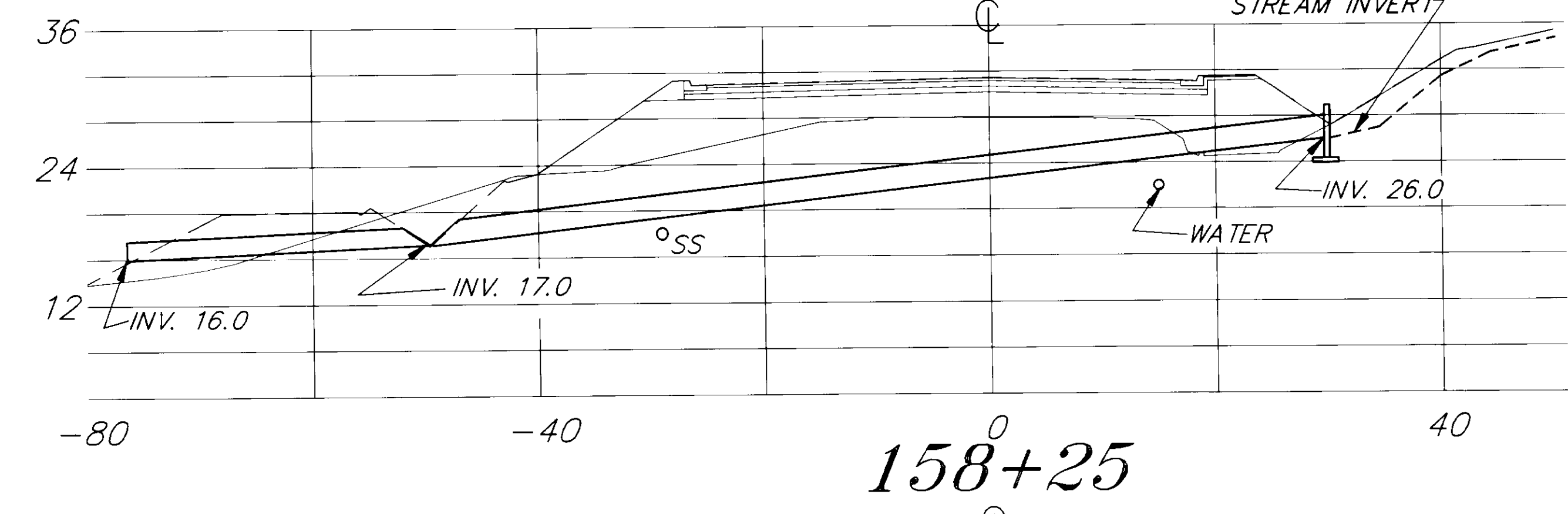
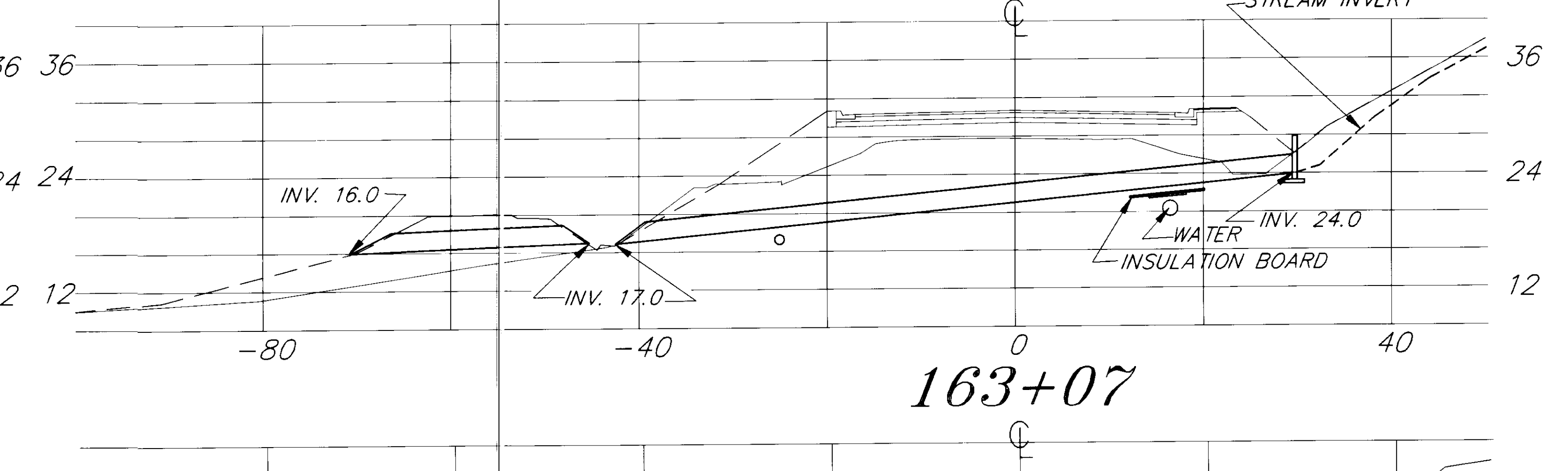
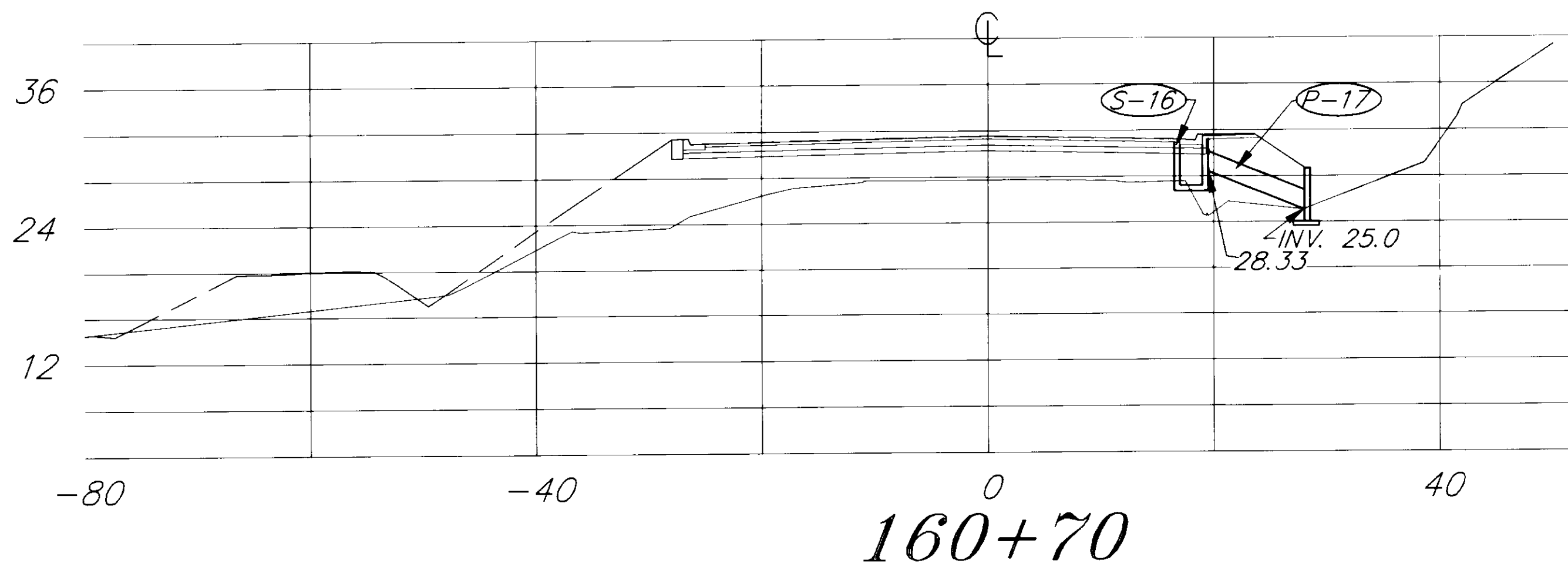
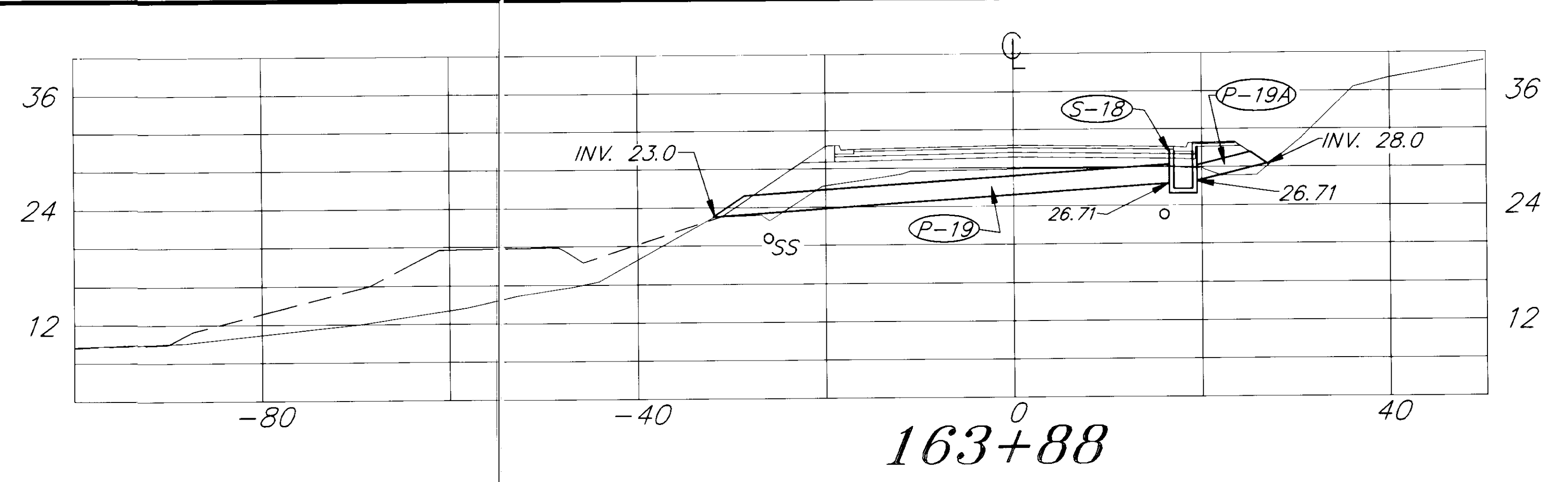
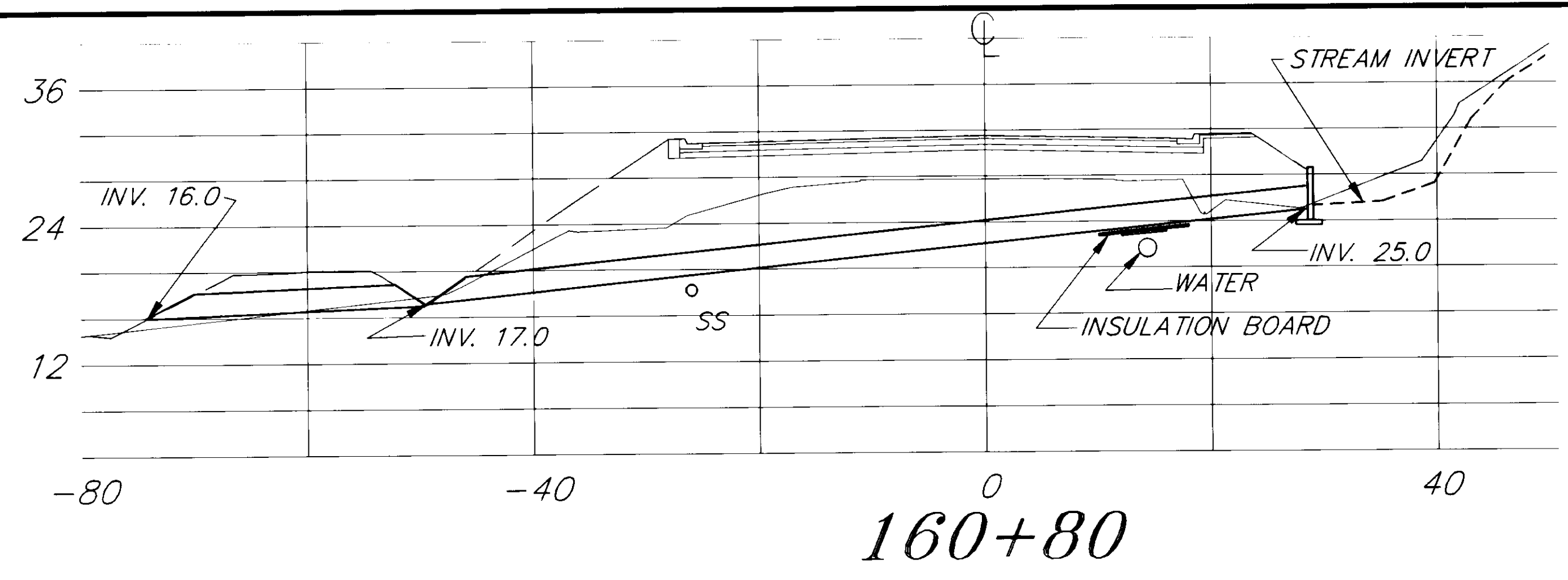
PIPE CROSS SECTIONS-151+72 TO 156+42

ALASKA

DESIGNED BY:
D. KROMAREK
DRAWN BY:
C. ANDERSON
CHECKED BY:
P. BEDNAROWICZ

PROJECT NO.
70469
DATE:
6/1993
SHEET 76 OF 85



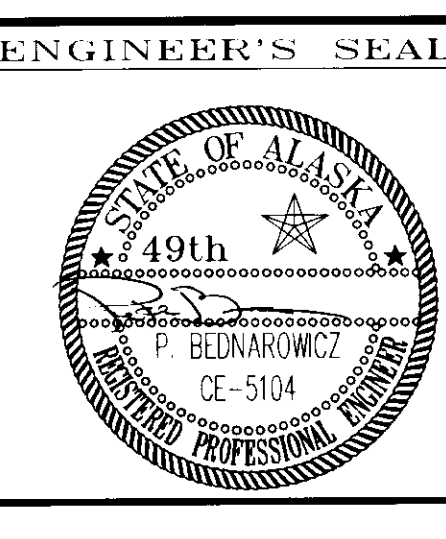


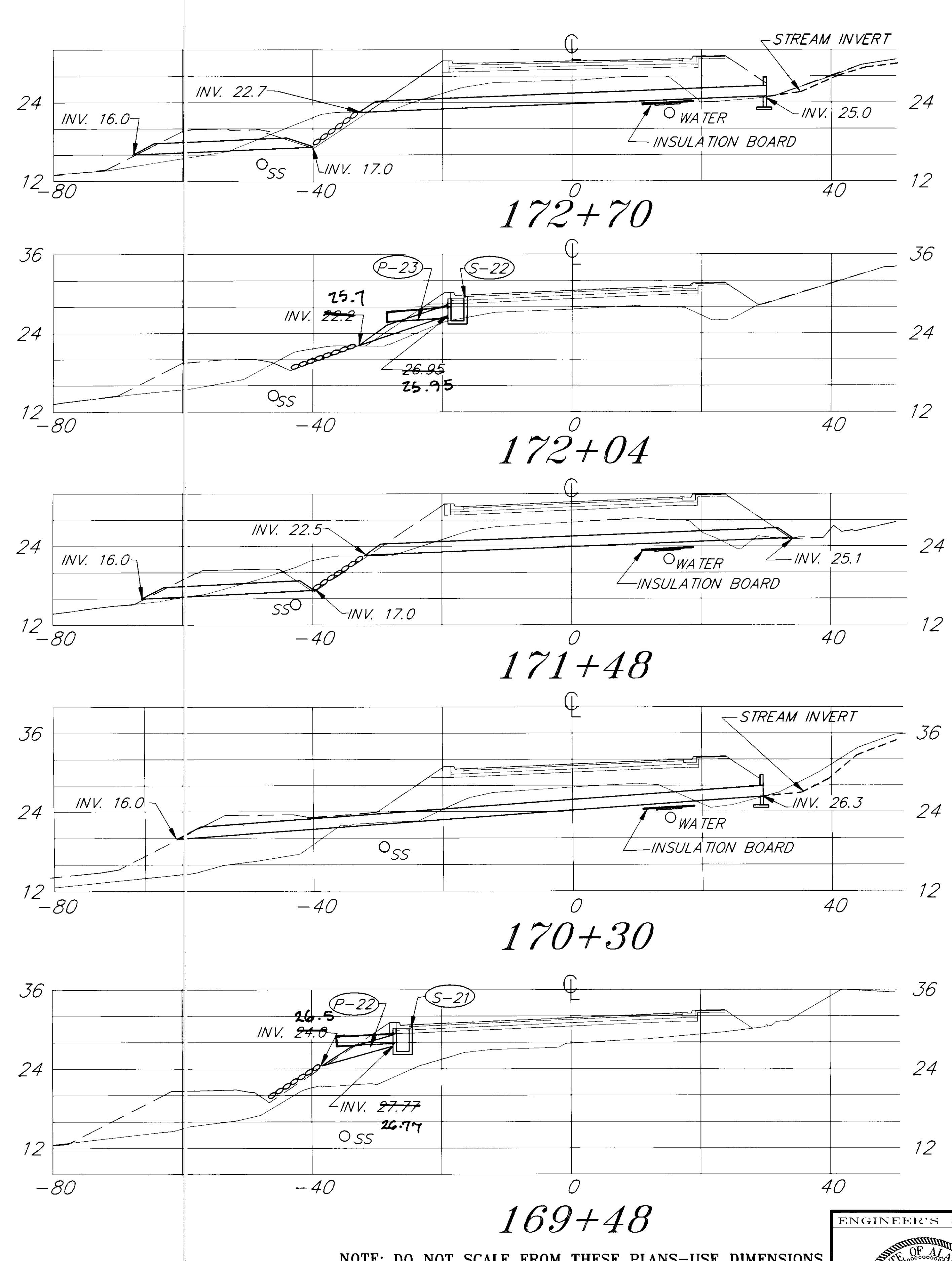
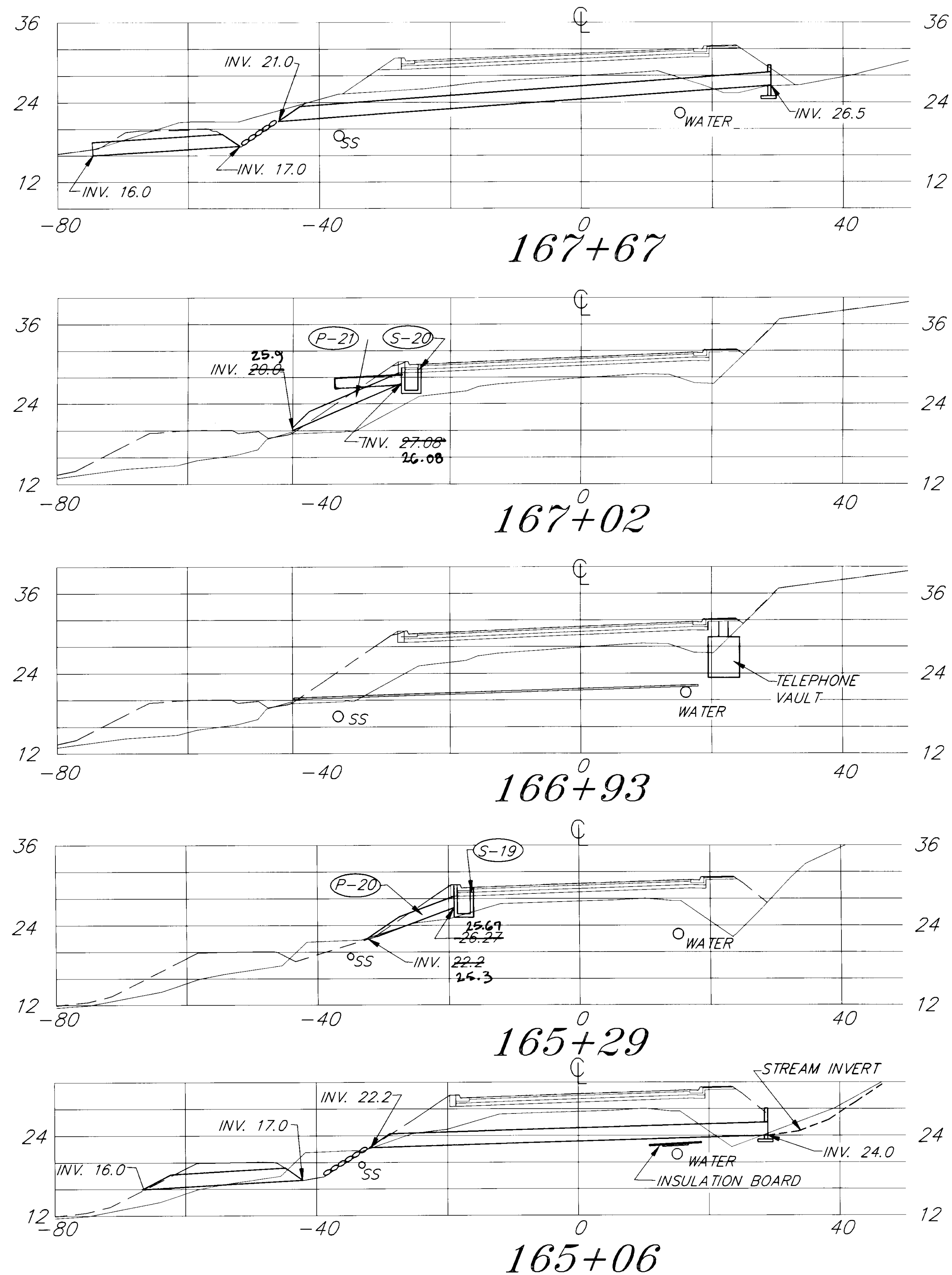
PATH:			P: \NW\SALMON\DR\PIPE3 1=10		
BY:		DATE:		DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS					

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

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469
PIPE CROSS SECTIONS-158+10 TO 163+88

ALASKA
DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ
PROJECT NO. 70469
DATE: 6/1993
SHEET 77 OF 85



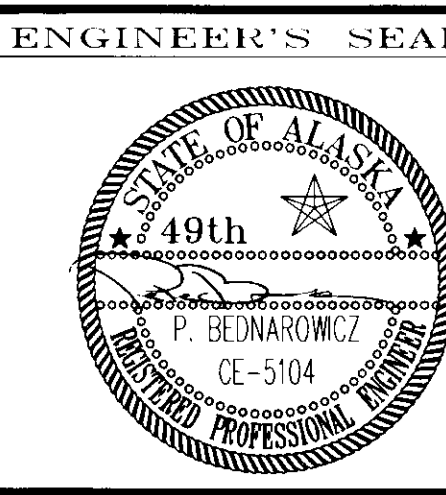


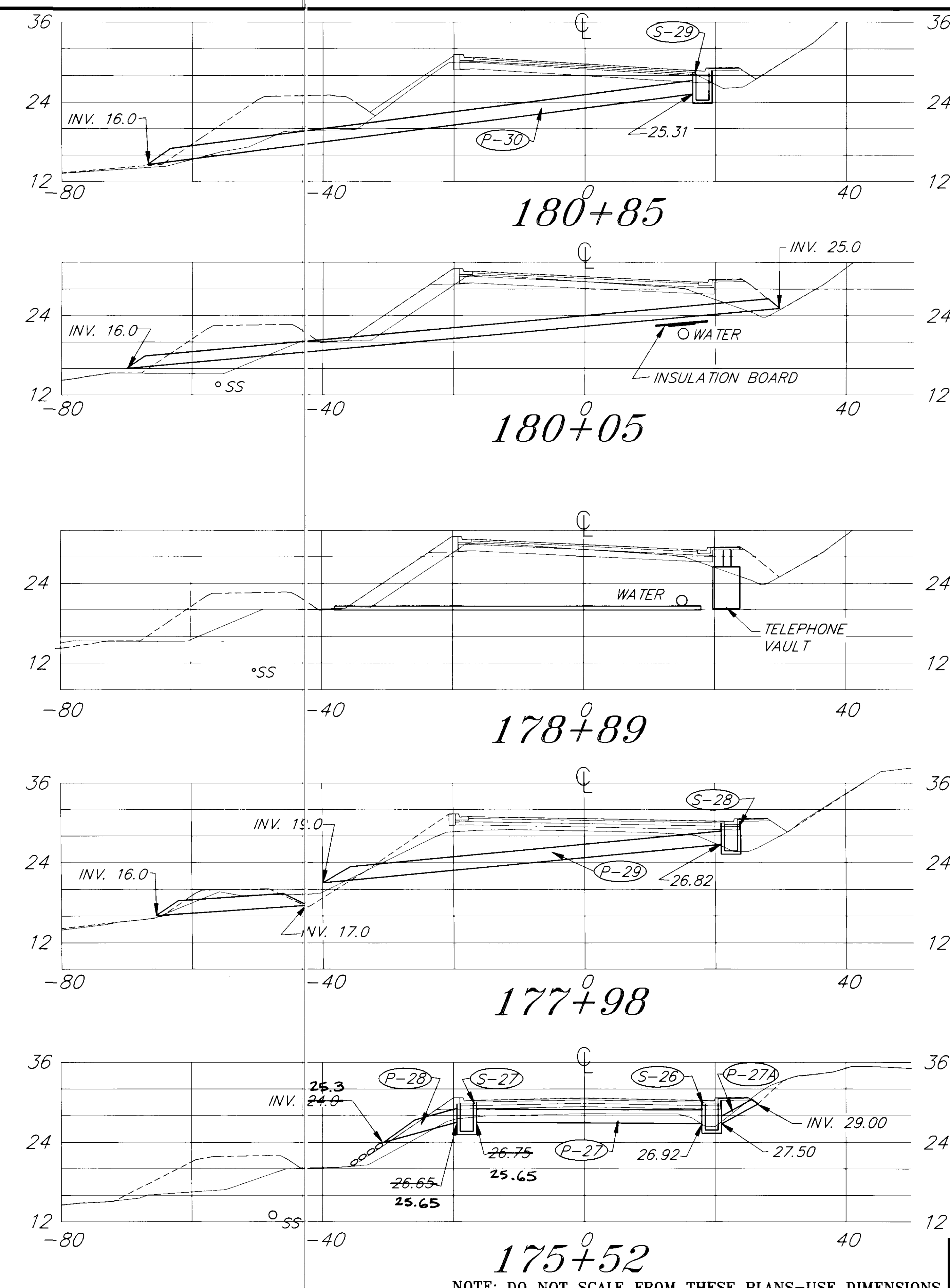
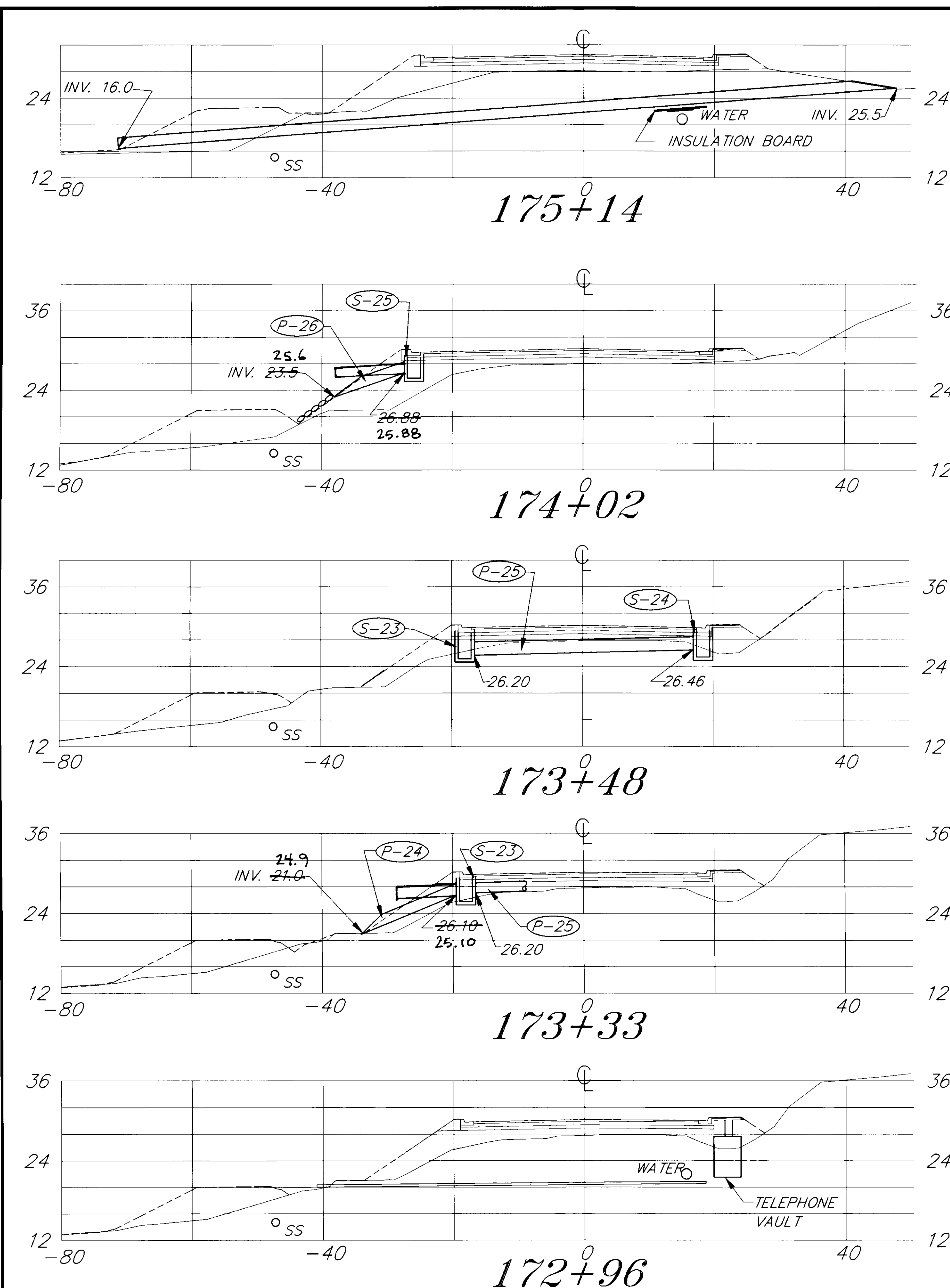
PATH: P:\JNU\SALMON\DR\PIPE4 1=10		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469
PIPE CROSS SECTIONS-165+06 TO 172+70

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS
ALASKA
DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ
PROJECT NO. 70469
DATE: 6/1993
SHEET 78 OF 85



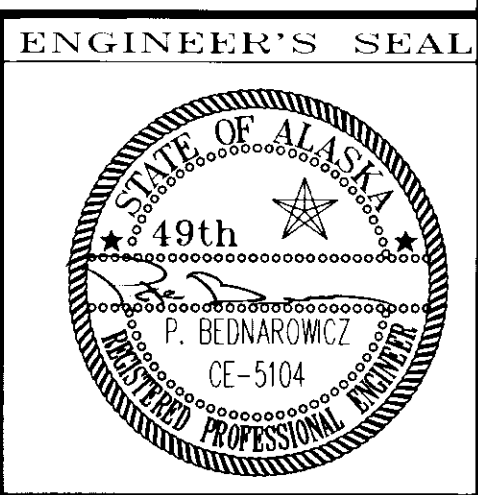


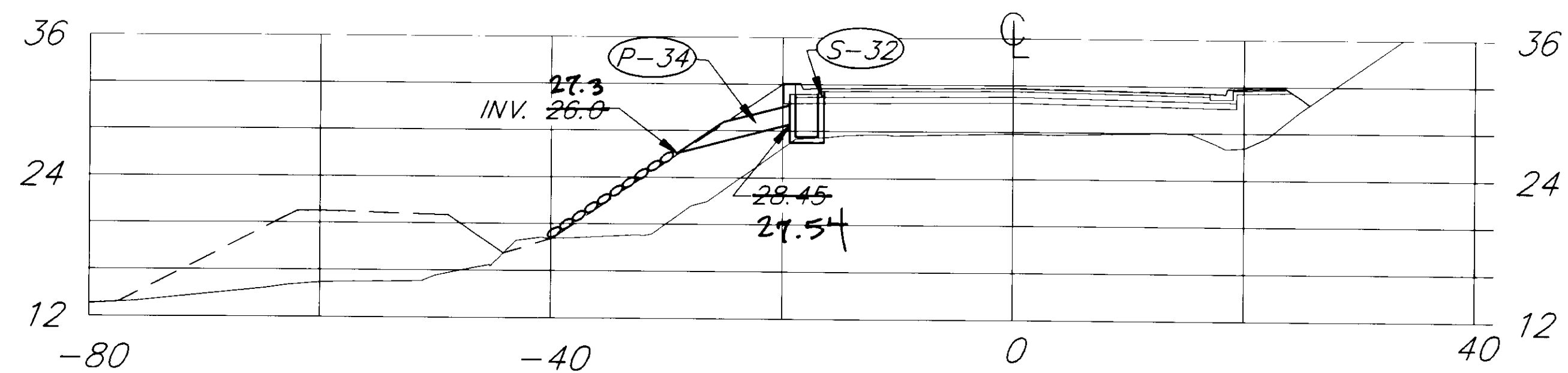
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

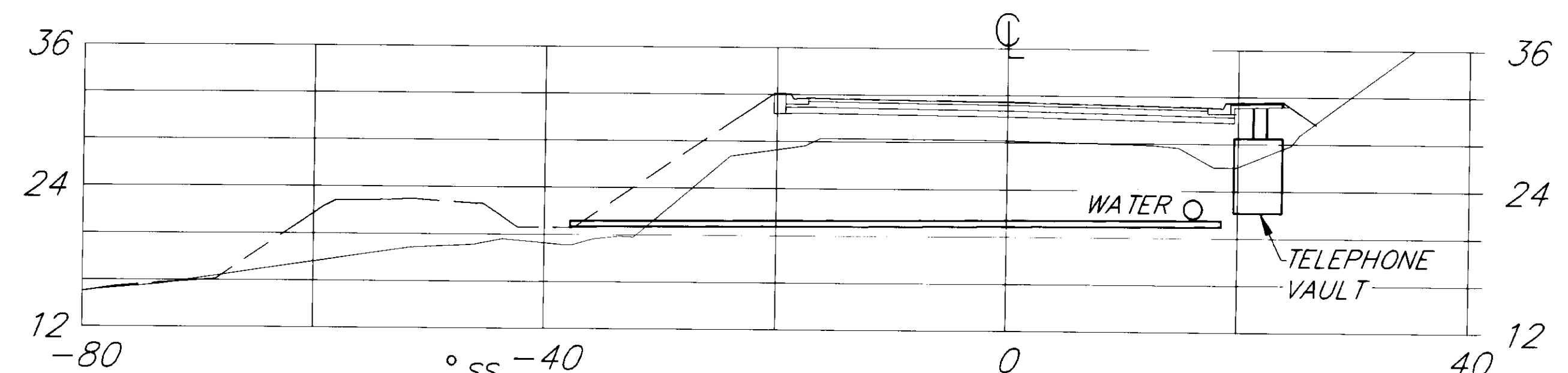
JUNEAU
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469
PIPE CROSS SECTIONS-172+96 TO 180+85

DESIGNED BY:	D. KROMAREK	PROJECT NO.	70469
DRAWN BY:	C. ANDERSON	DATE:	6/1993
CHECKED BY:	P. BEDNAROWICZ	SHEET	79 OF 85

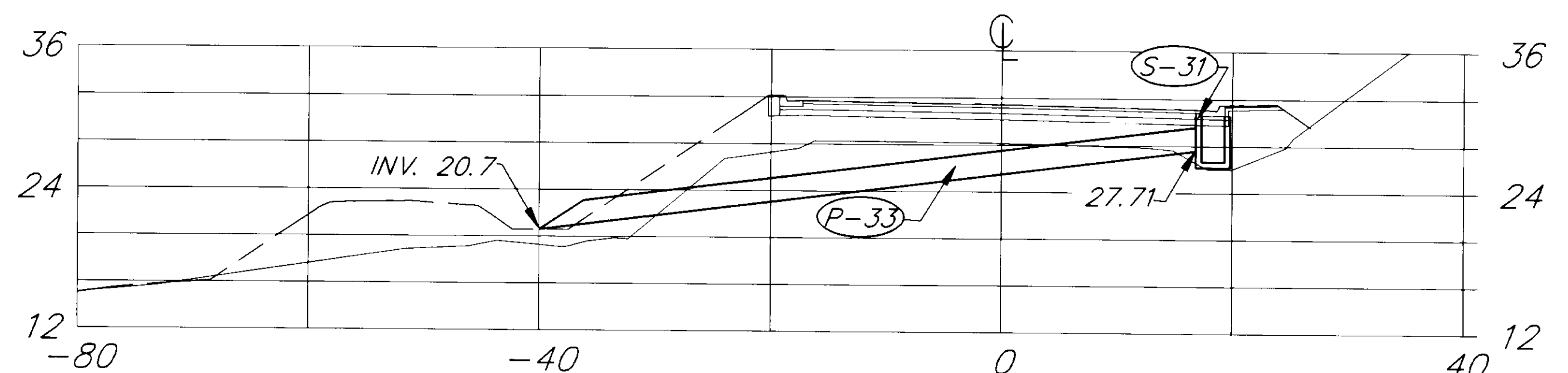




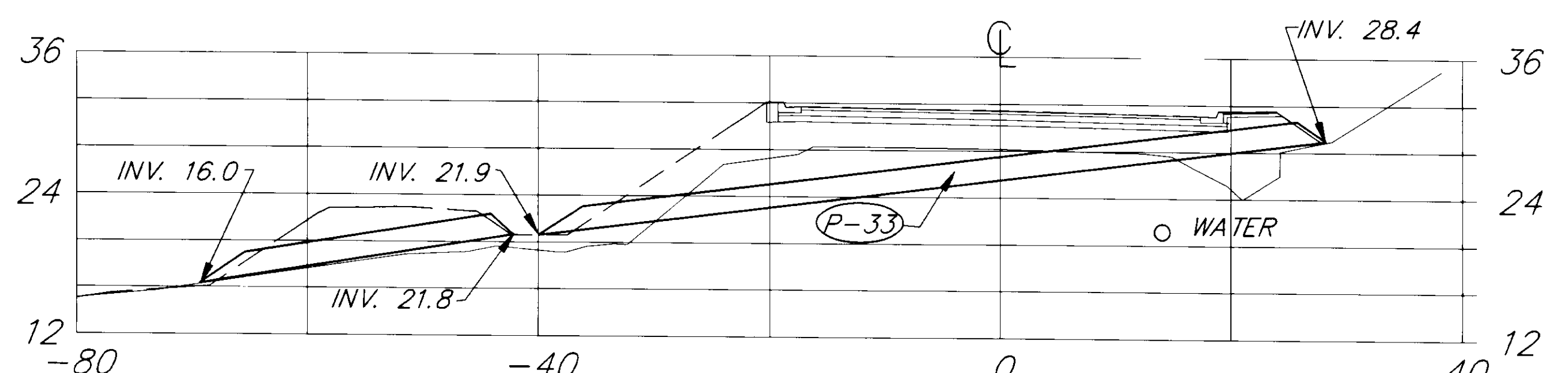
185+88



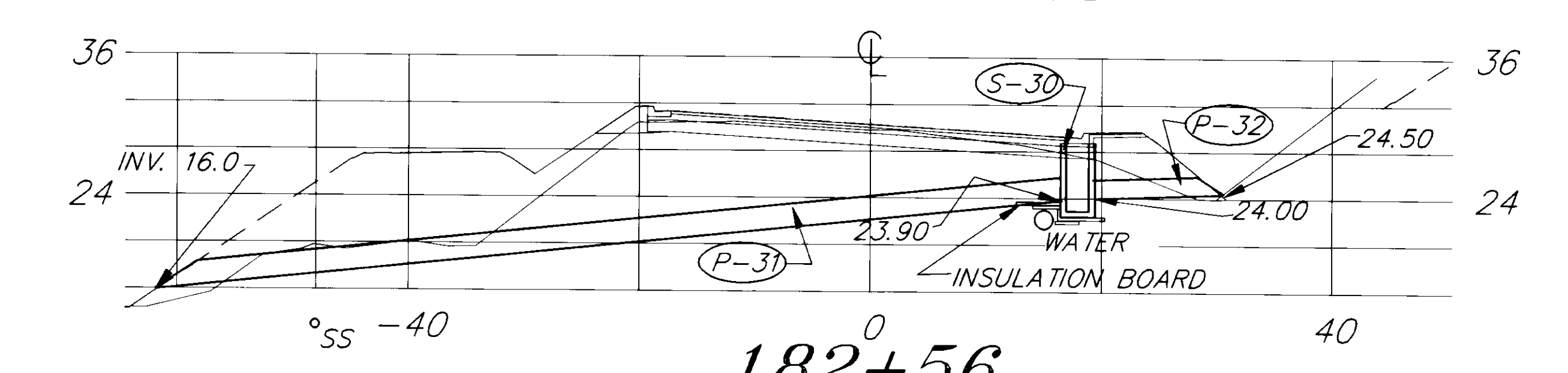
185+30



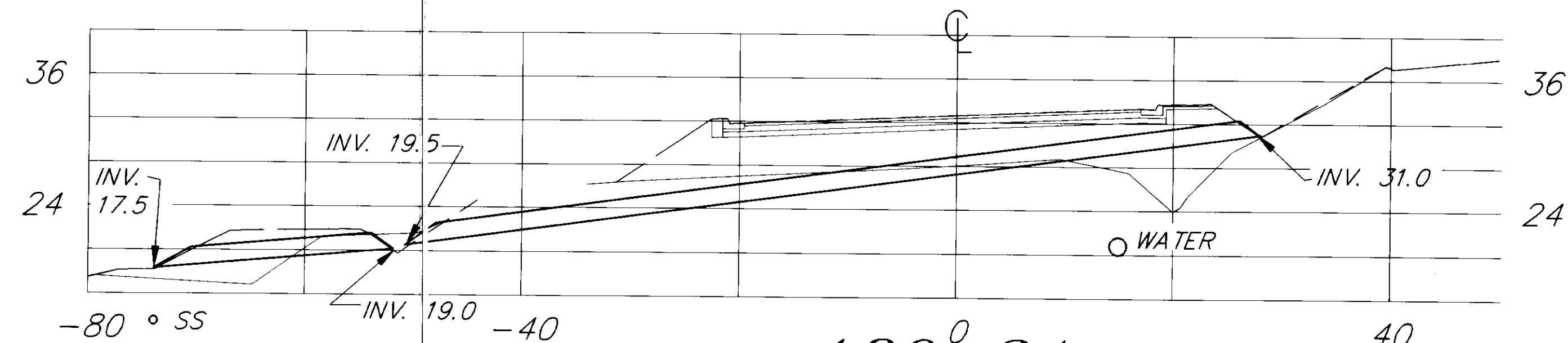
185+00



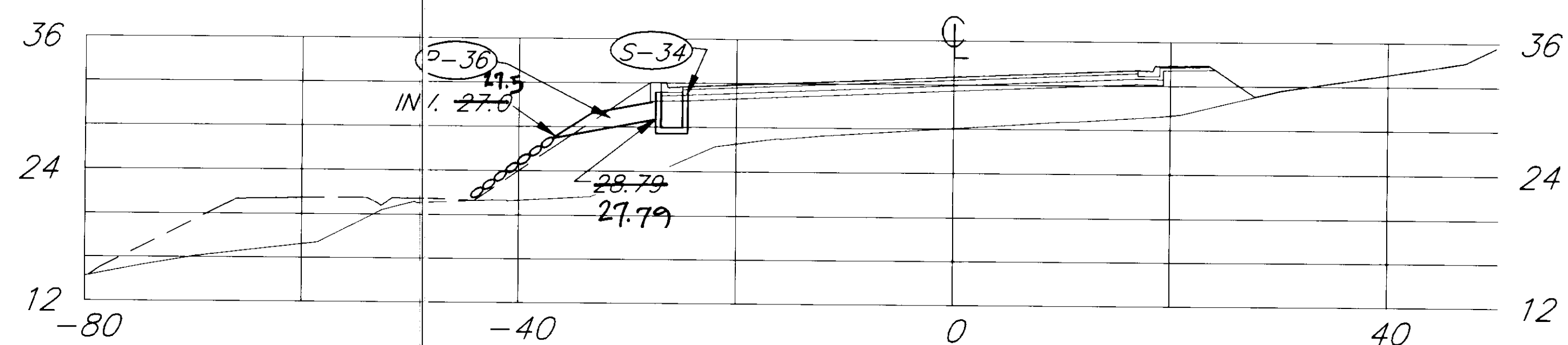
184+48



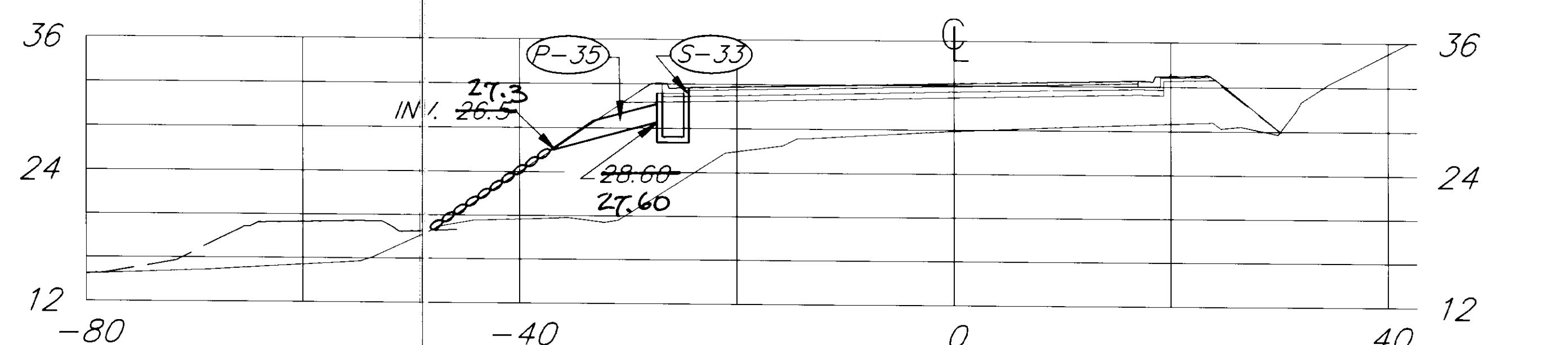
182+56



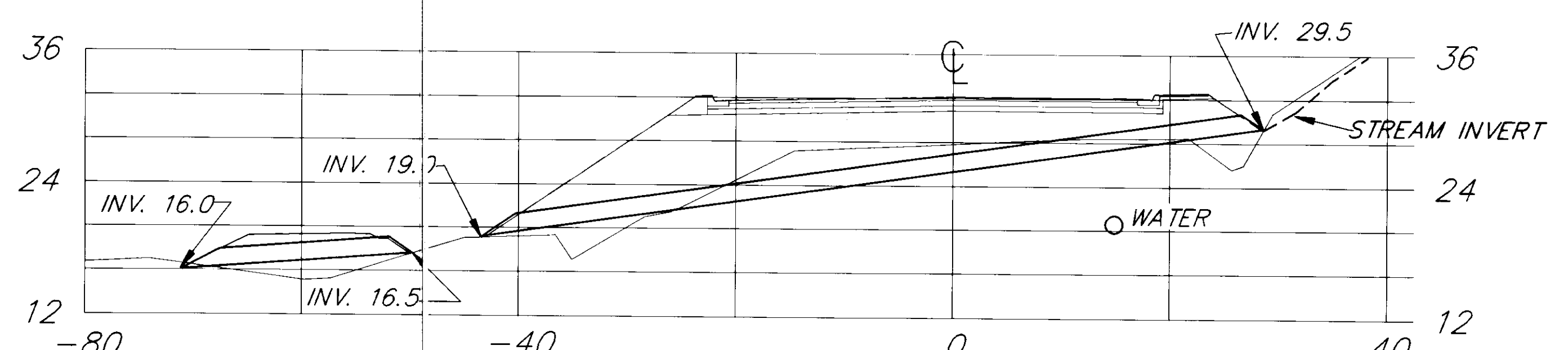
189+34



188+98



187+22



186+83

PATH: P: \JNU\ SALMON\DR\PIPE6 1=10		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU

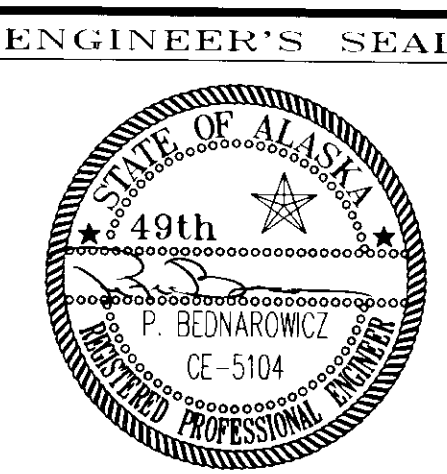
SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469

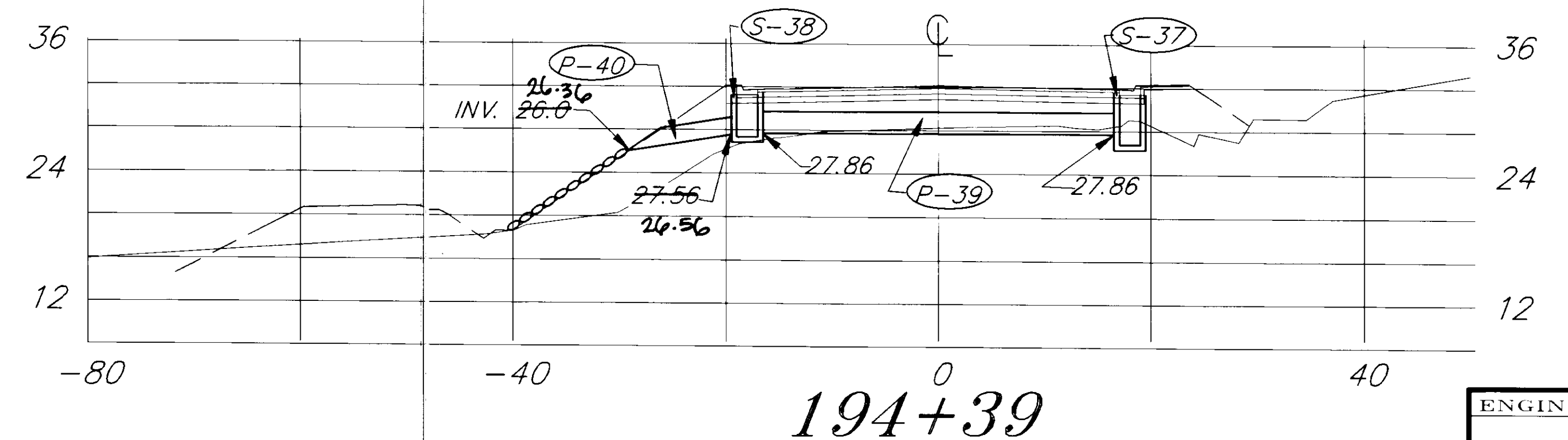
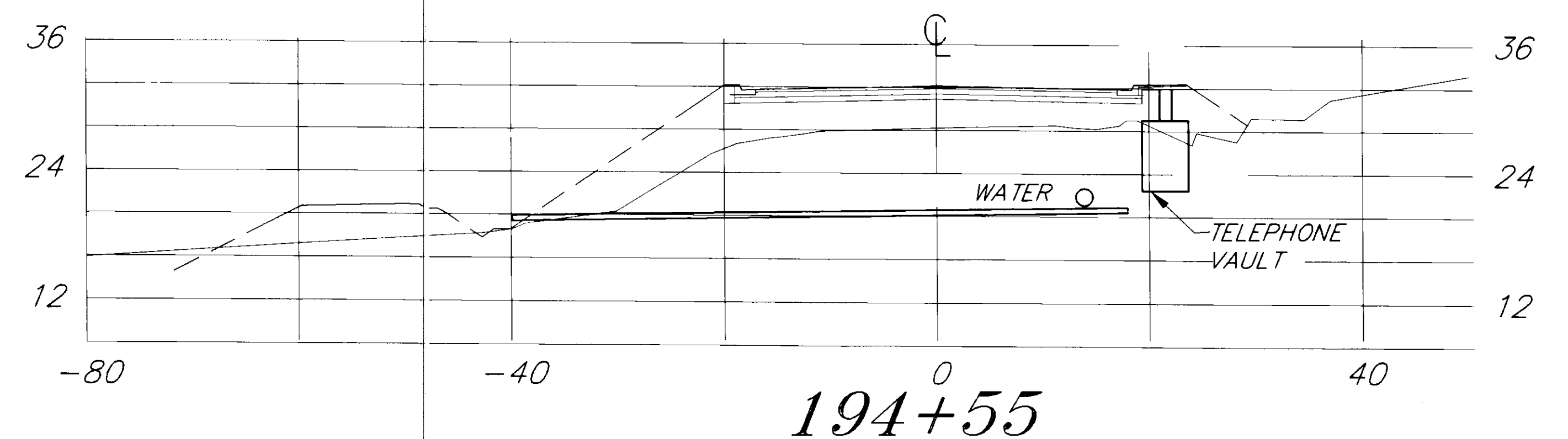
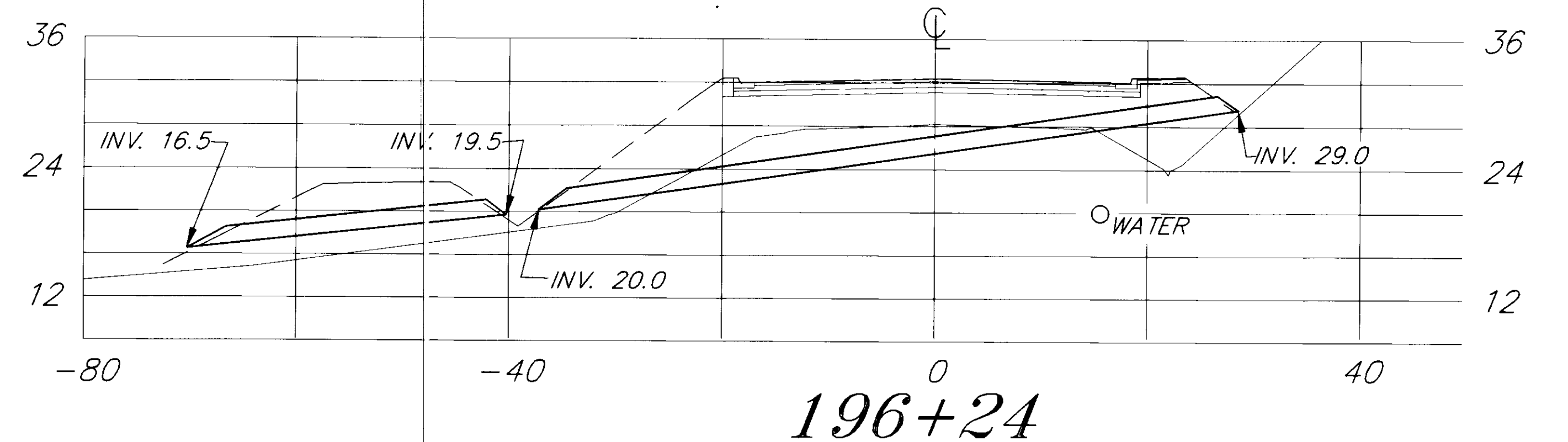
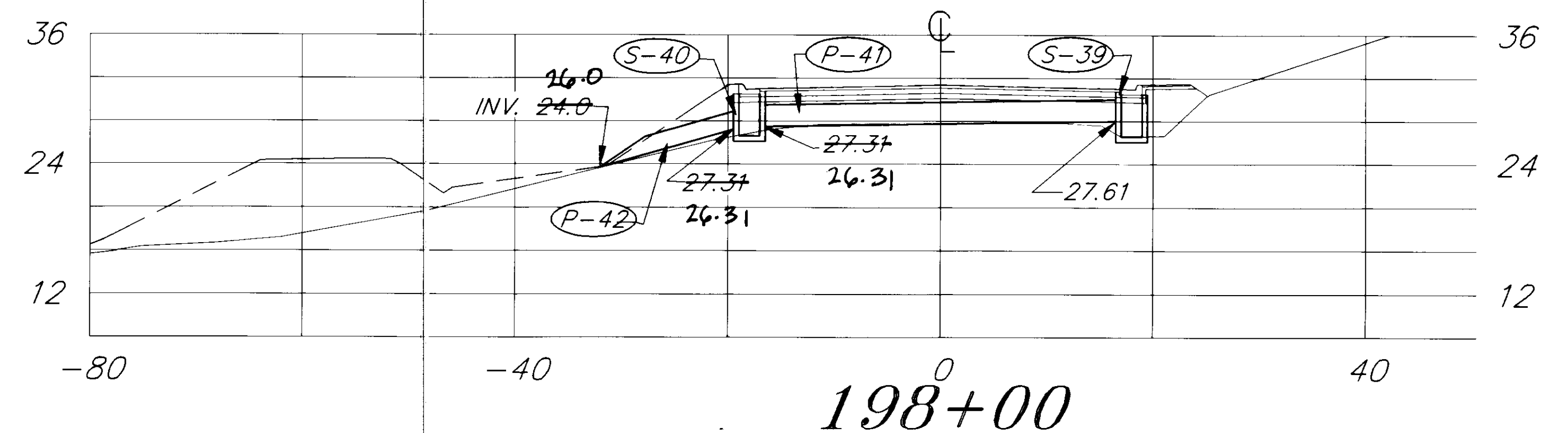
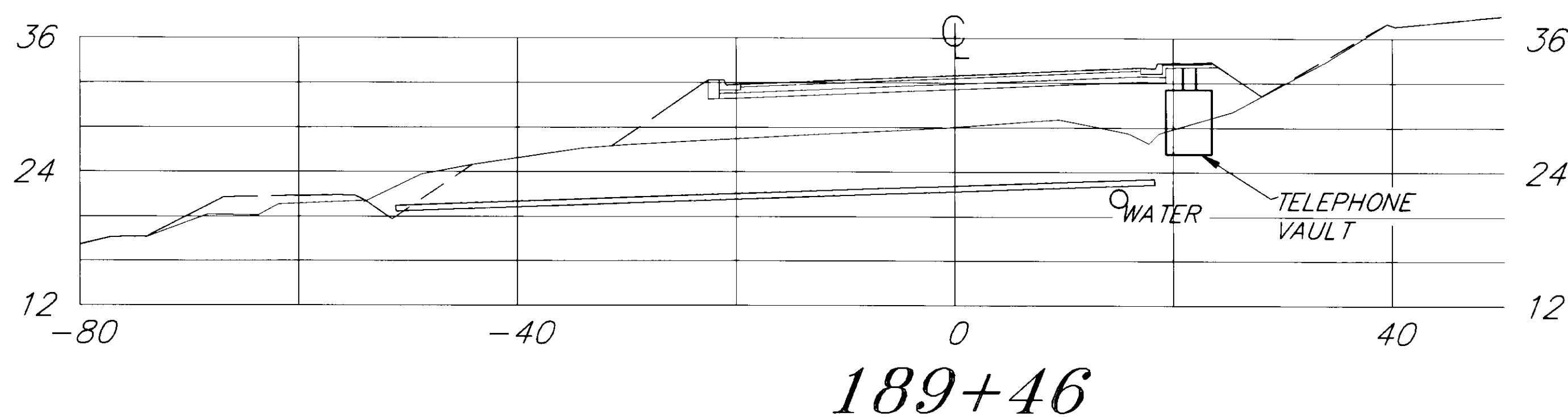
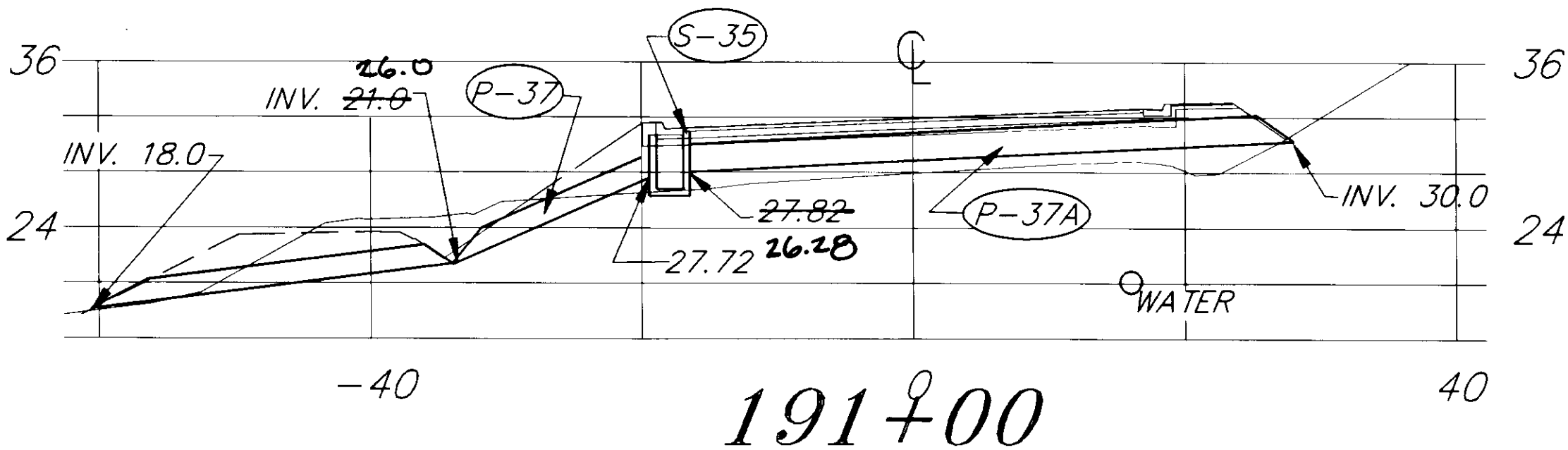
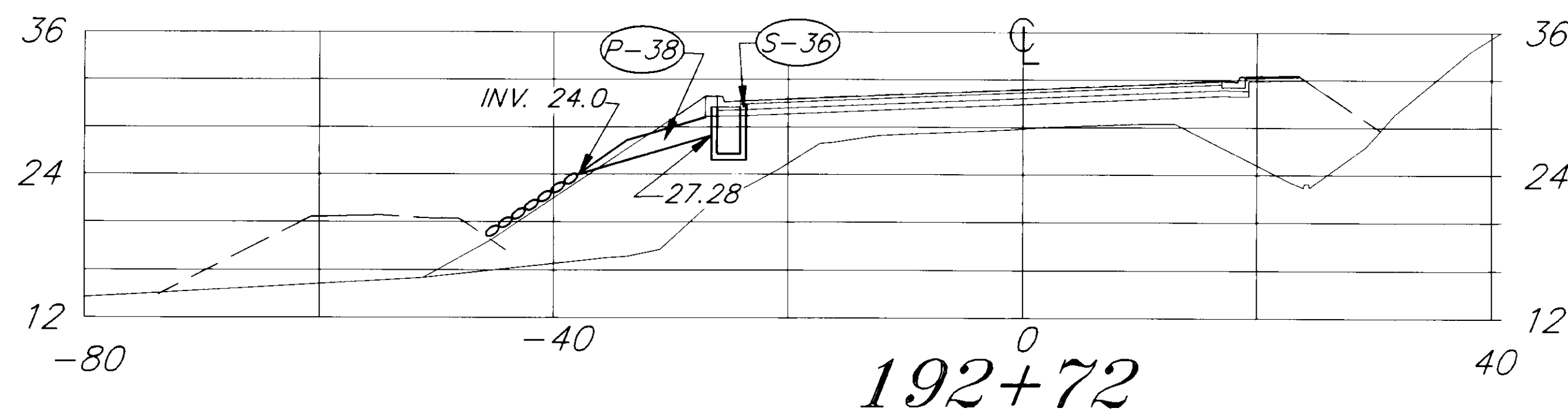
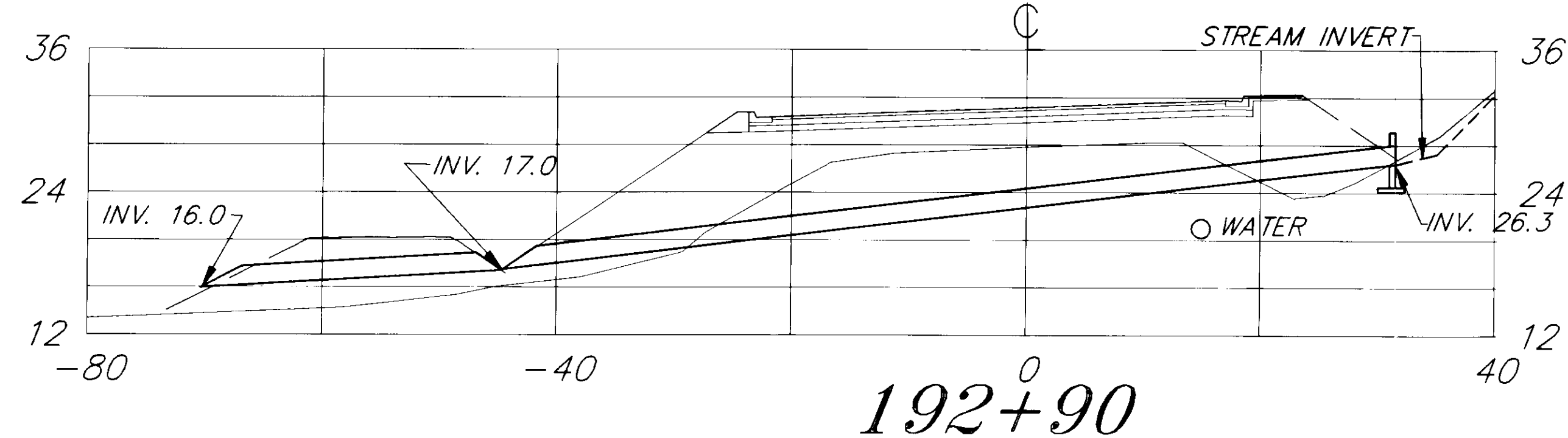
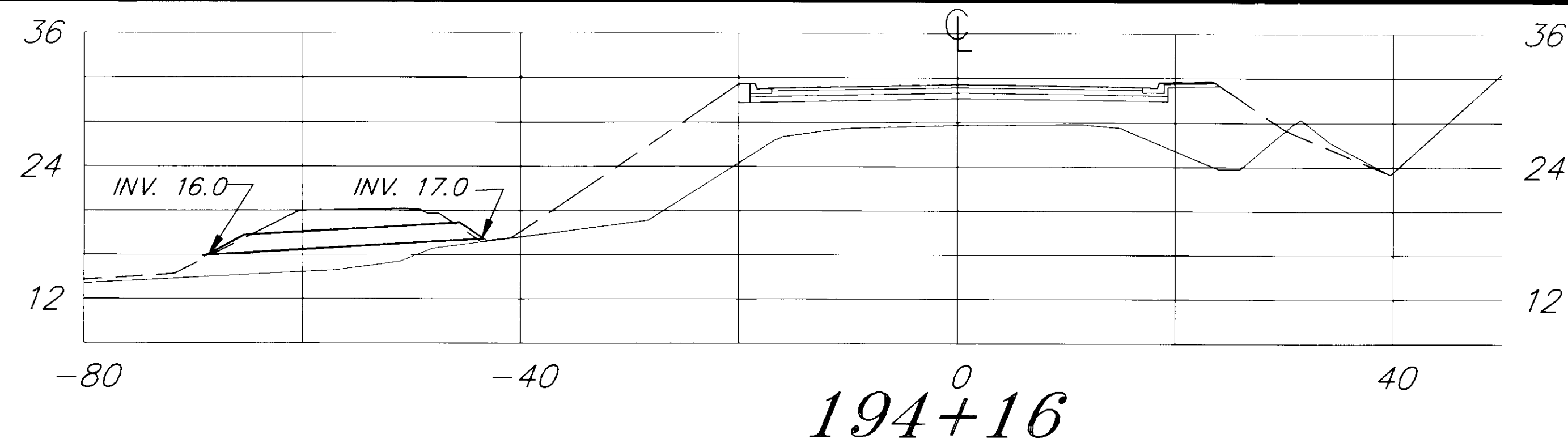
PIPE CROSS SECTIONS-182+56 TO 189+34

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ALASKA

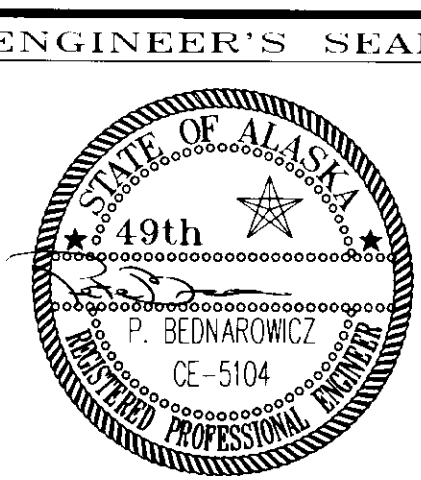
DESIGNED BY:	D. KROMAREK	PROJECT NO.	70469
DRAWN BY:	C. ANDERSON	DATE:	6/1993
CHECKED BY:	P. BEDNAROWICZ	SHEET	80 OF 85





NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: D. KROMAREK
DRAWN BY: C. ANDERSON
CHECKED BY: P. BEDNAROWICZ
PROJECT NO. 70469
DATE: 6/1993
SHEET 81 OF 85



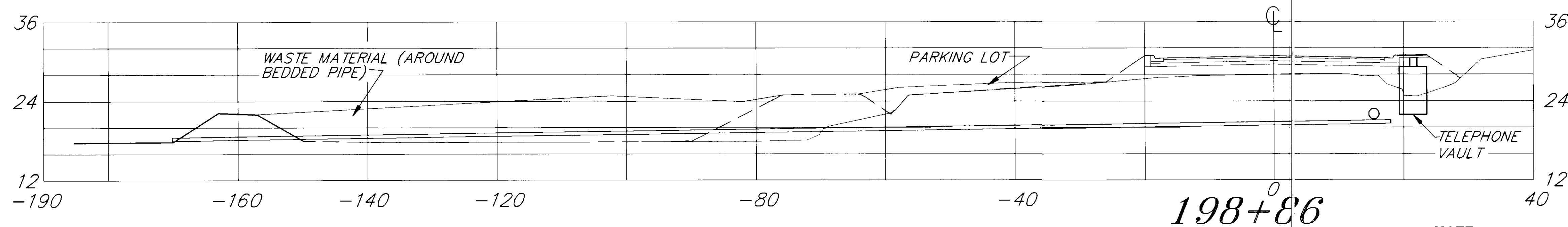
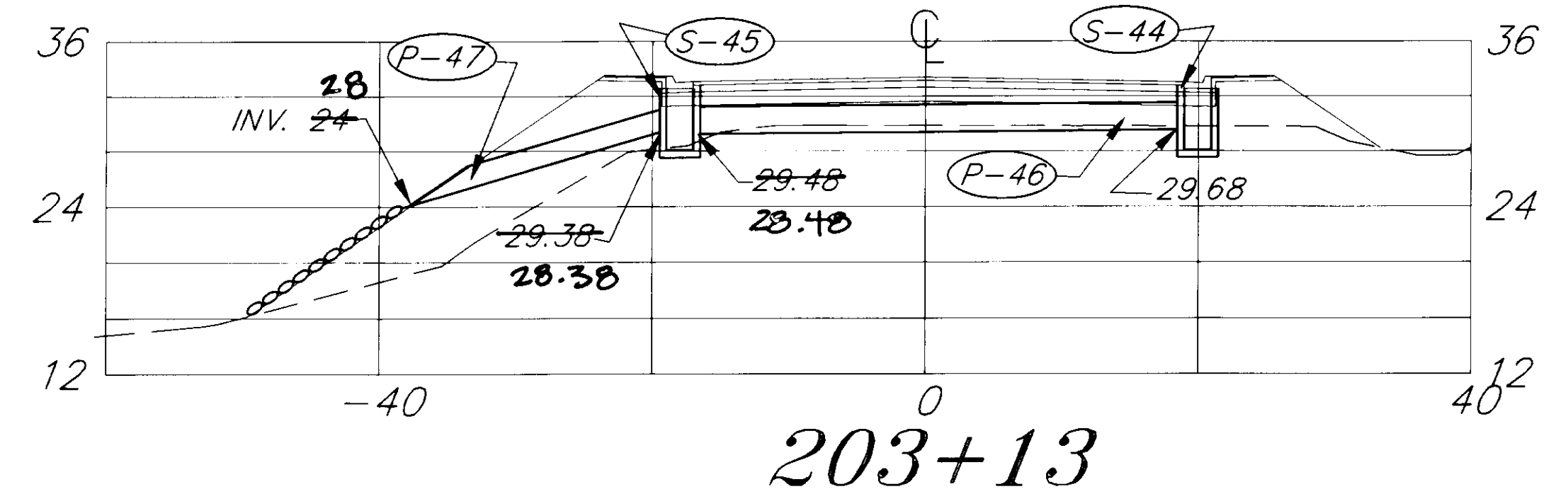
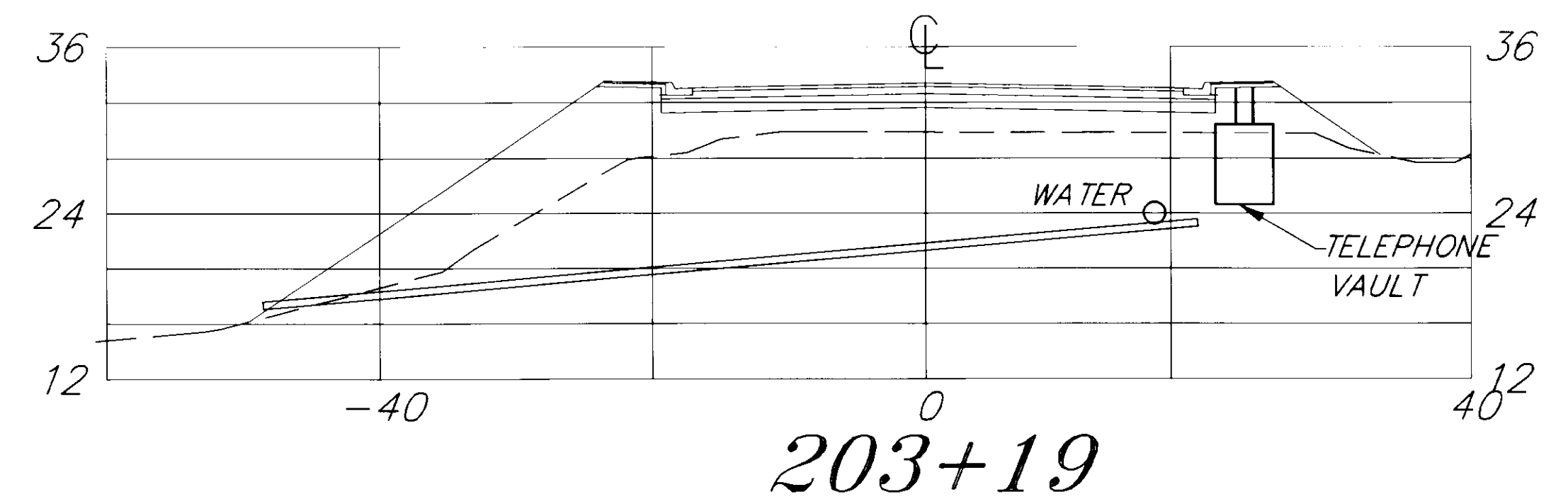
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE
1	6/1993	1=10

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

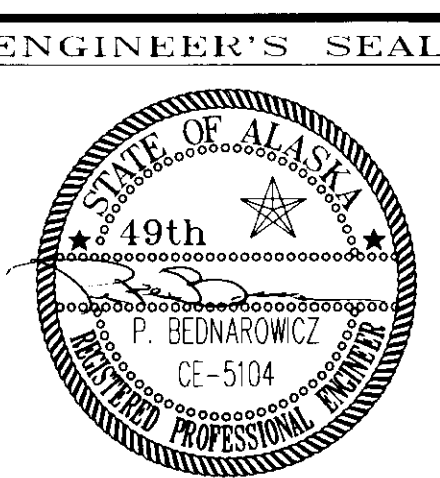
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469

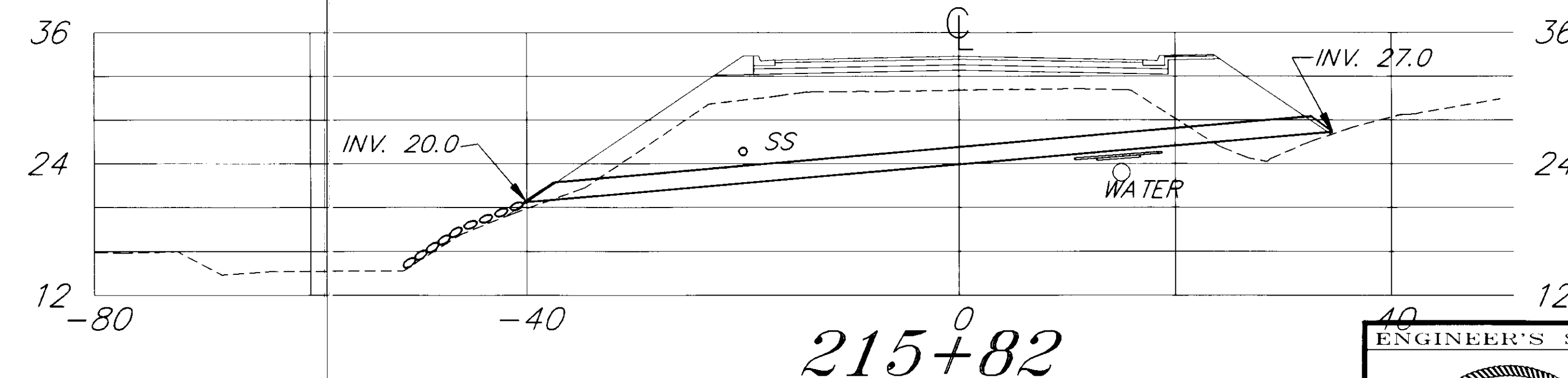
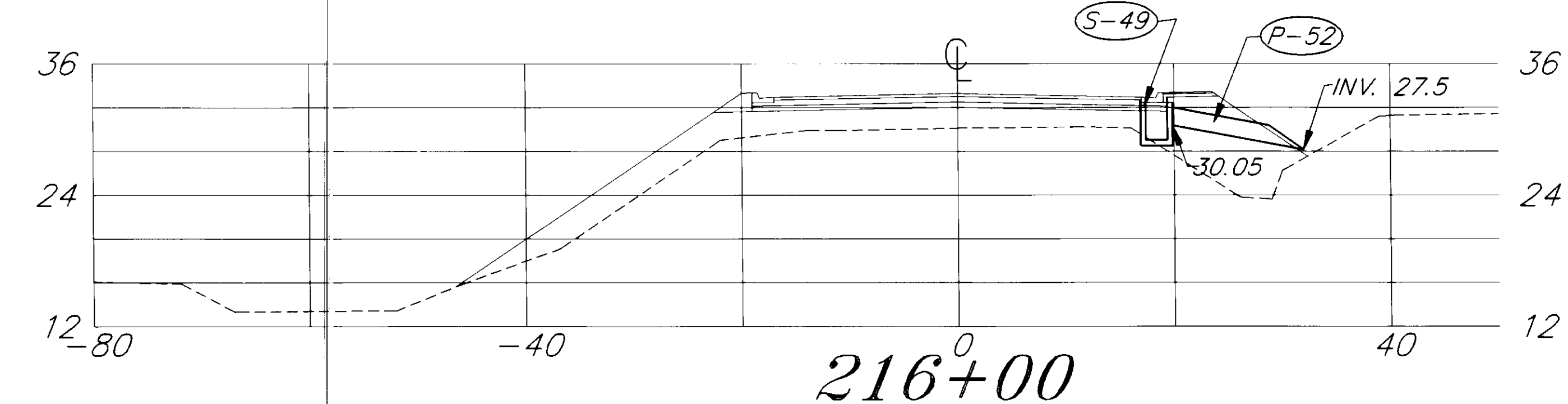
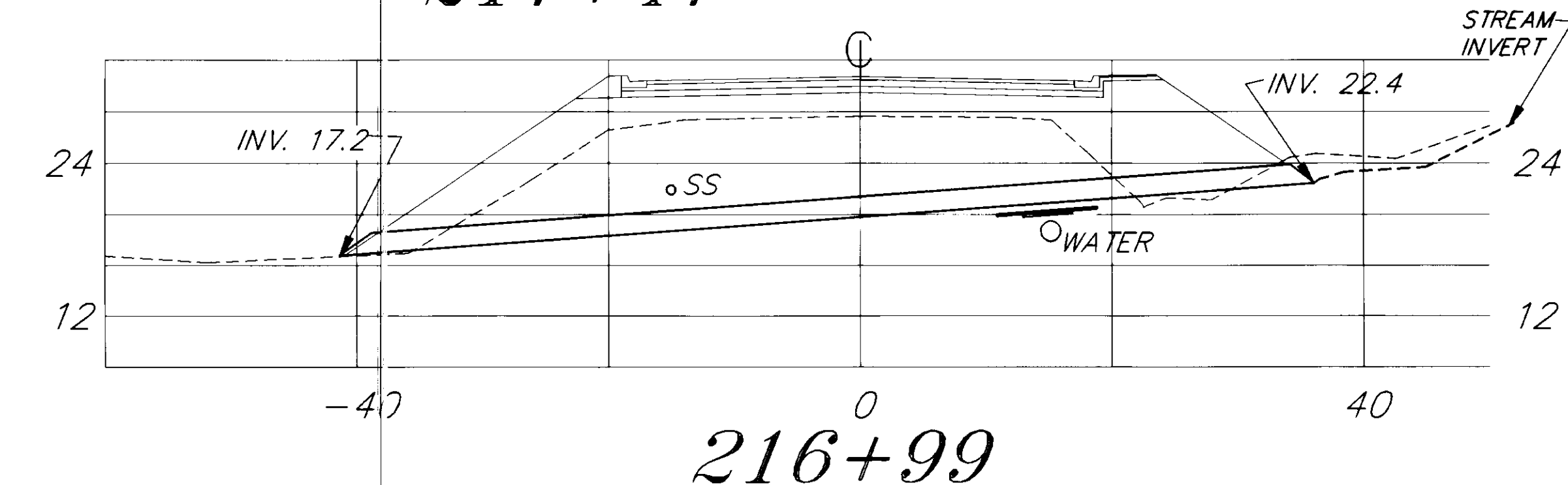
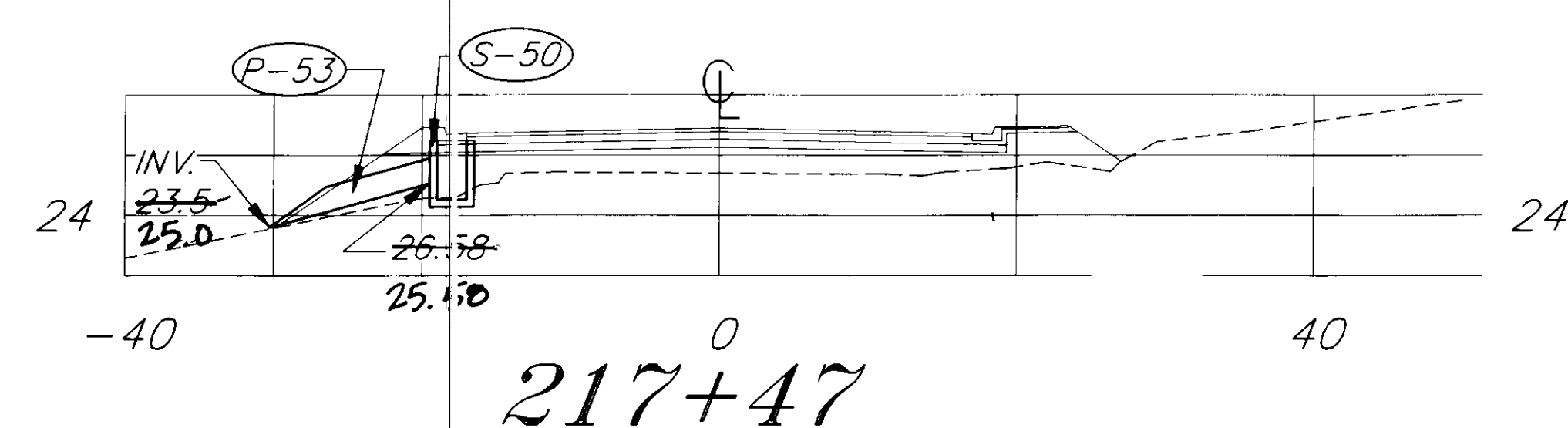
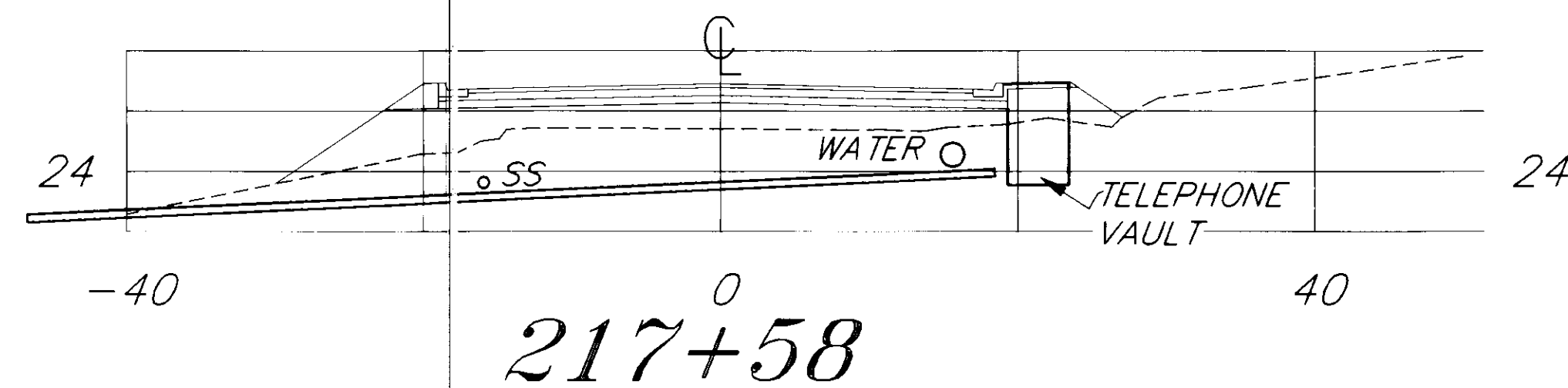
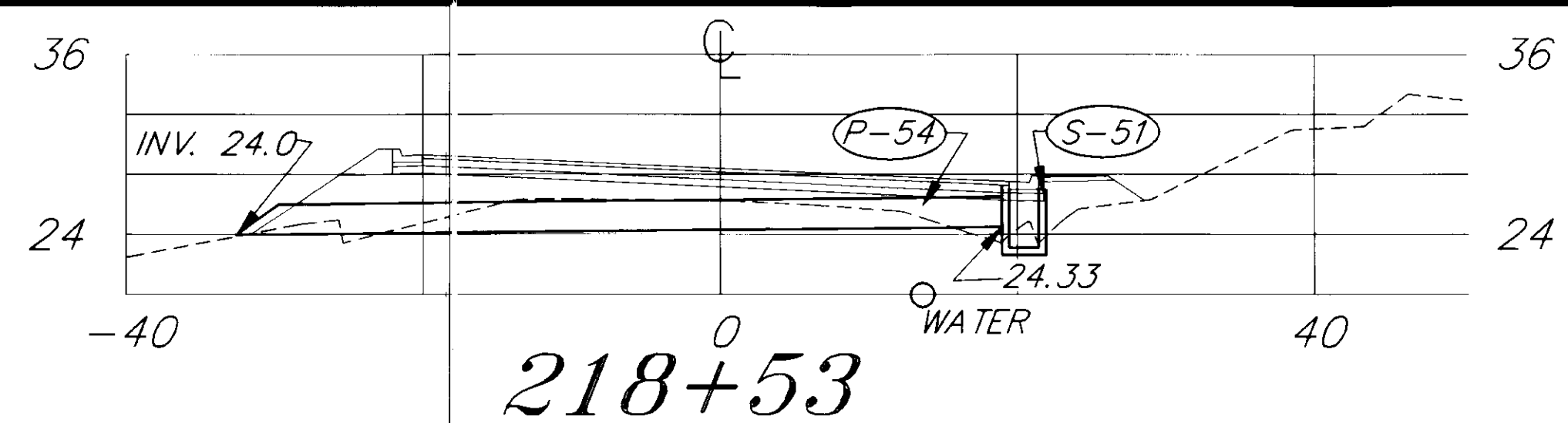
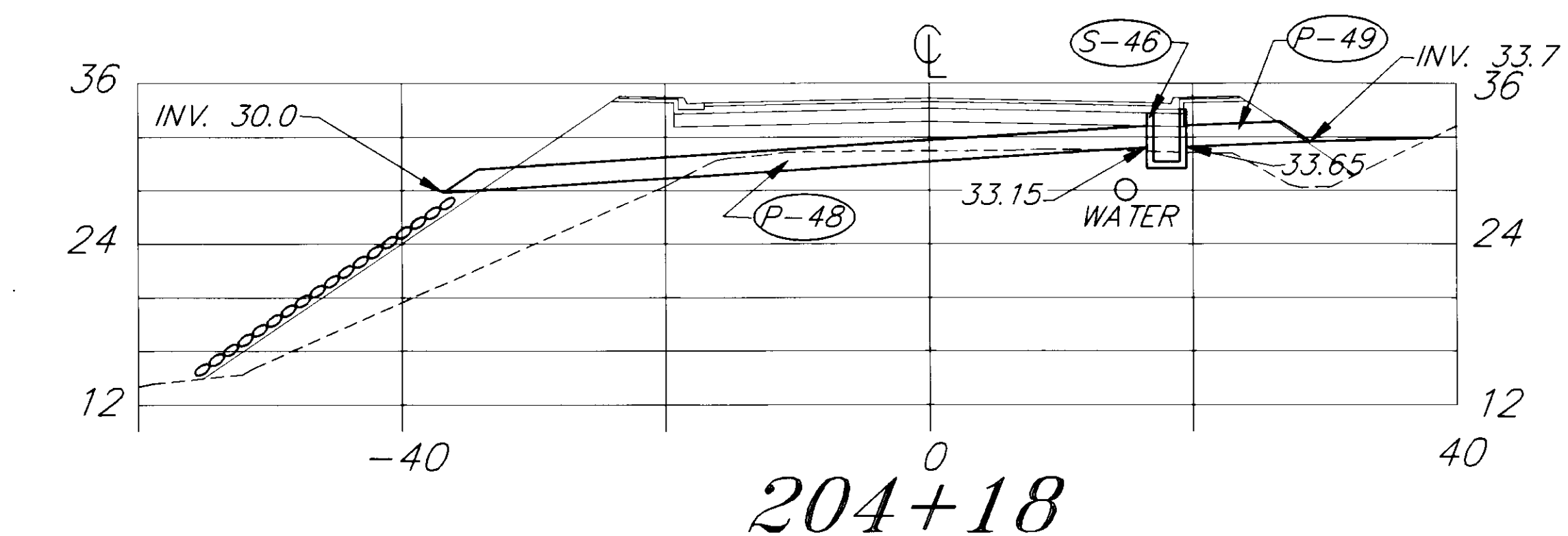
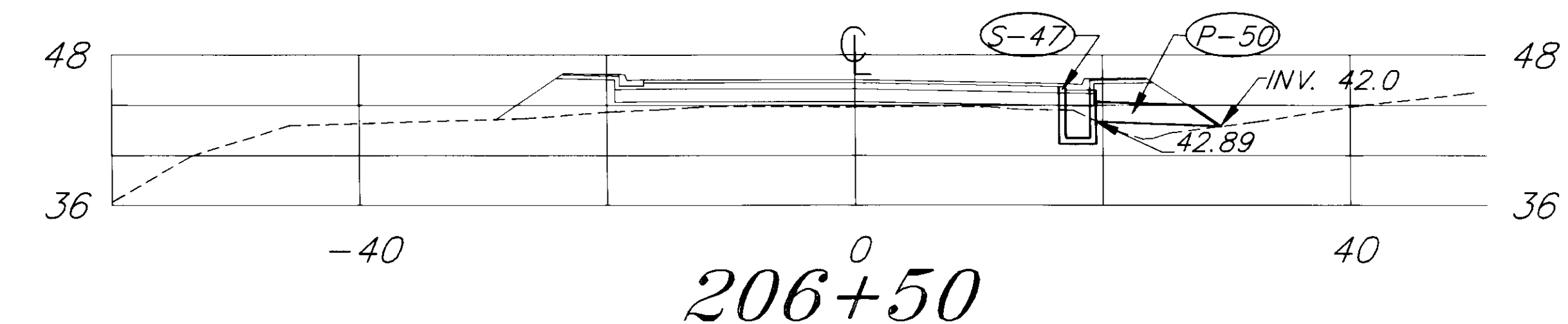
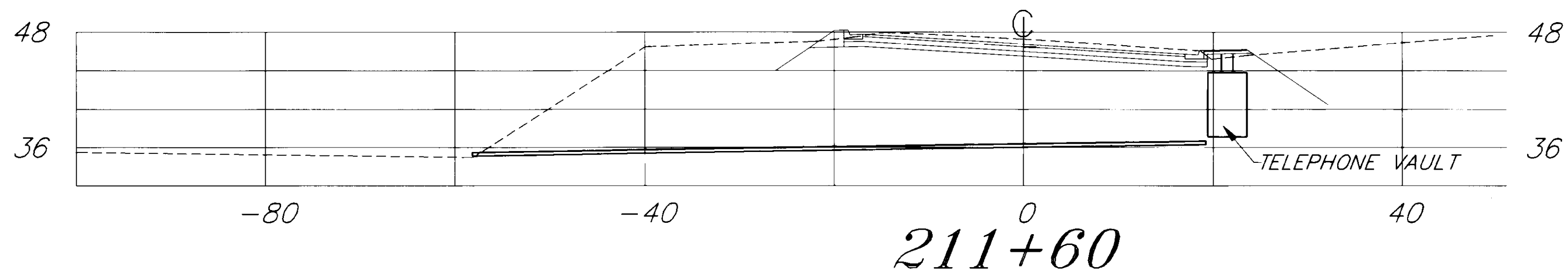
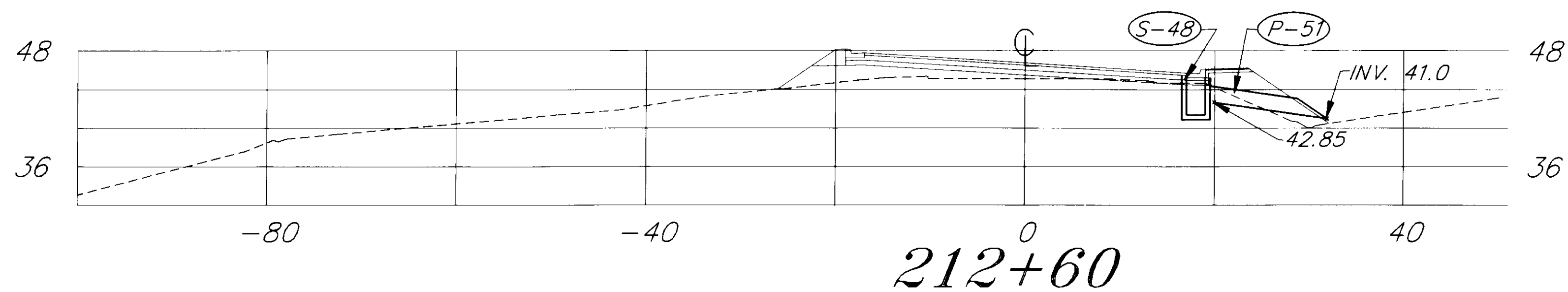
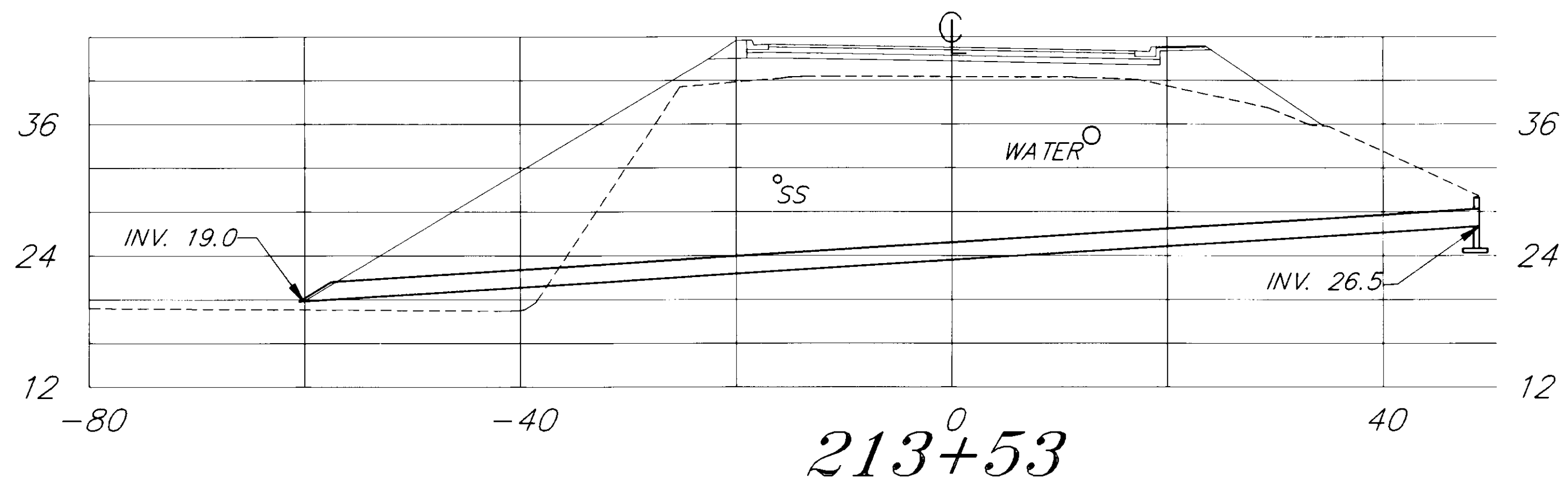
PIPE CROSS SECTIONS-189+46 TO 198+00



SHEET 82 OF 85



PIPE CROSS SECTIONS-198+86 TO 203+19



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\SALMON\DR\PIPE9 1=10		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

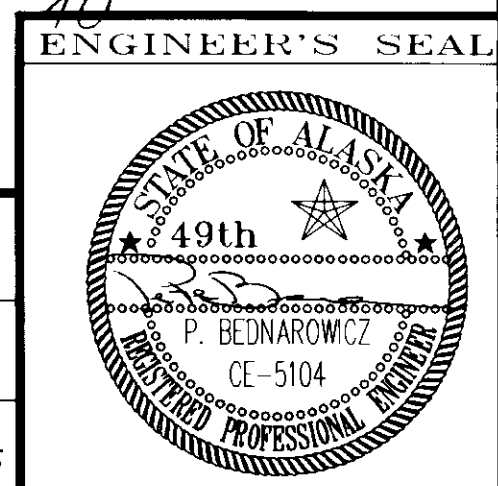
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

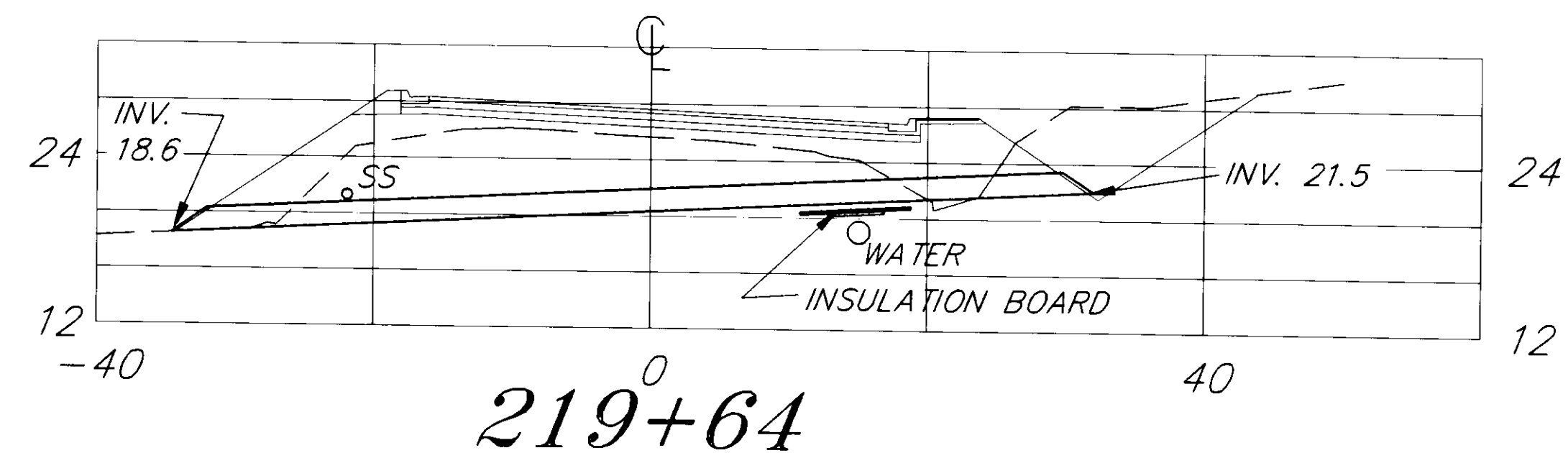
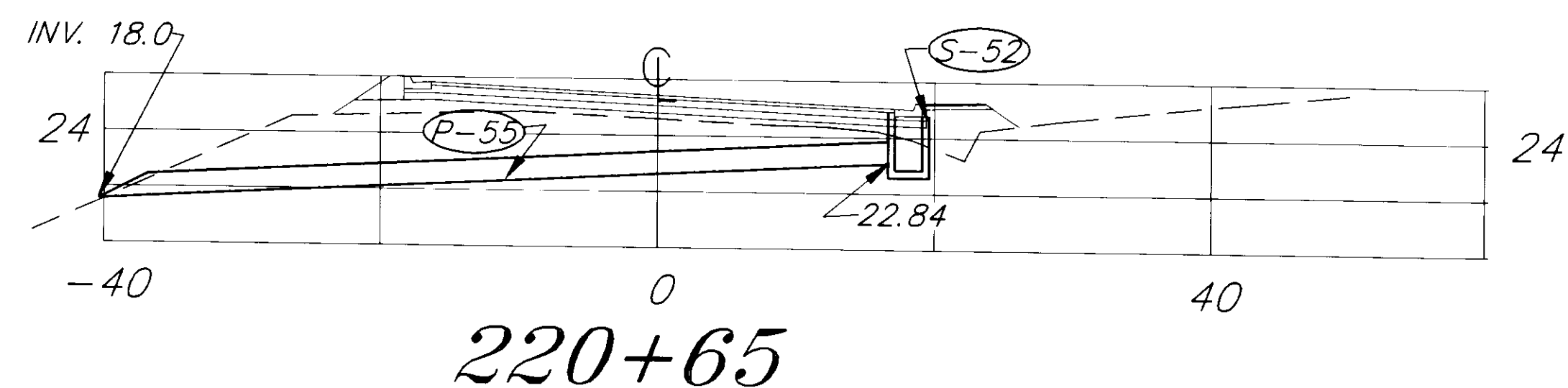
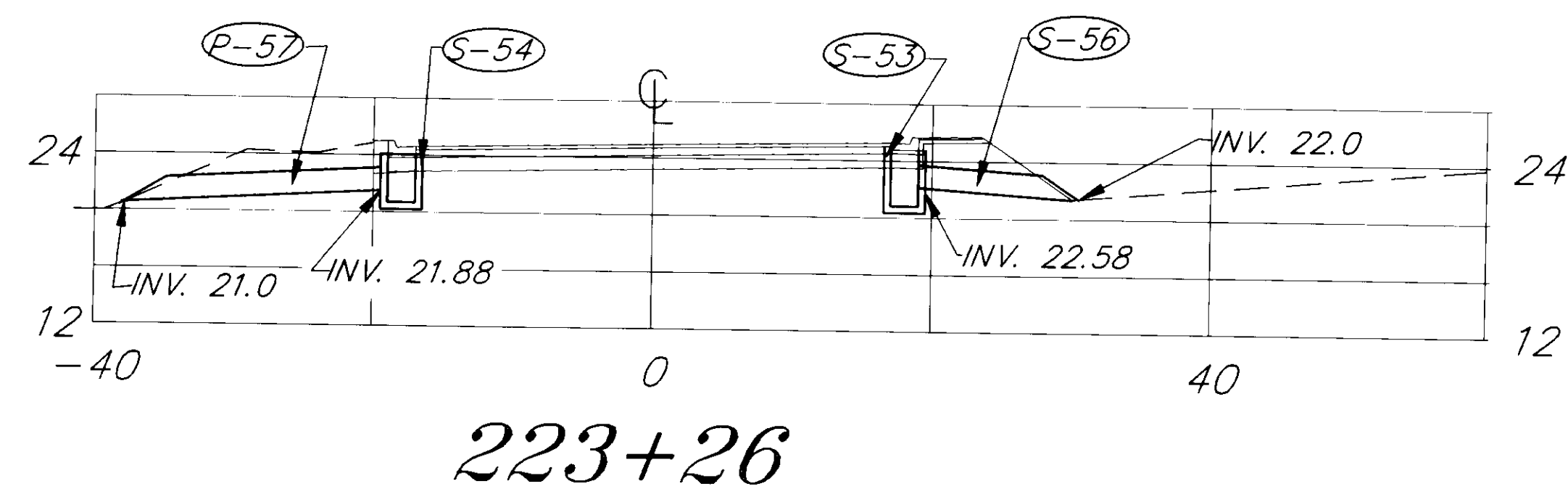
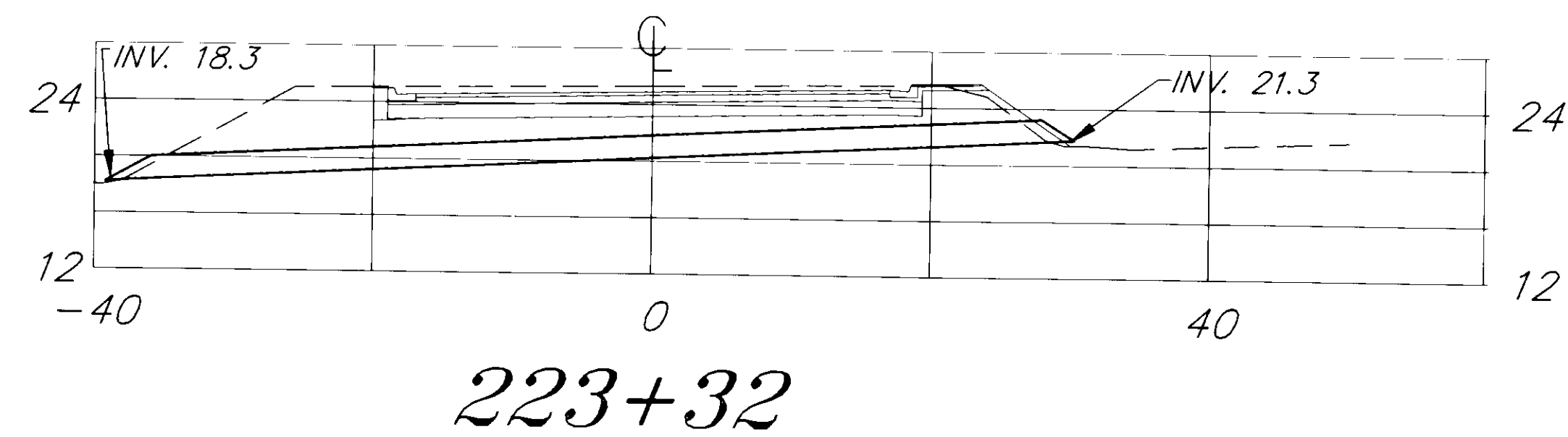
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469

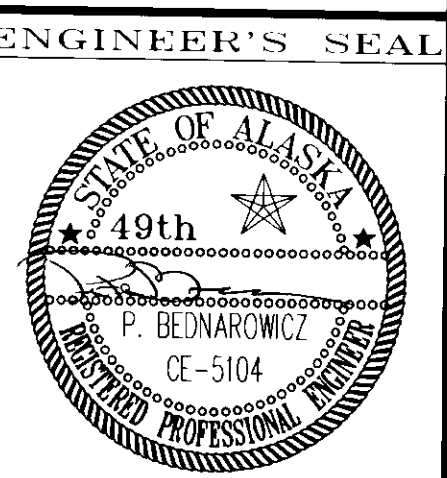
PIPE CROSS SECTIONS-204+18 TO 218+53

ALASKA DESIGNED BY:	D. KROMAREK	PROJECT NO.	70469
DRAWN BY:	C. ANDERSON	DATE:	6/1993
CHECKED BY:	P. BEDNAROWICZ	SHEET	83 OF 85





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



PATH: P:\JNU\SALMON\DR\PIPE10 1=10	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

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

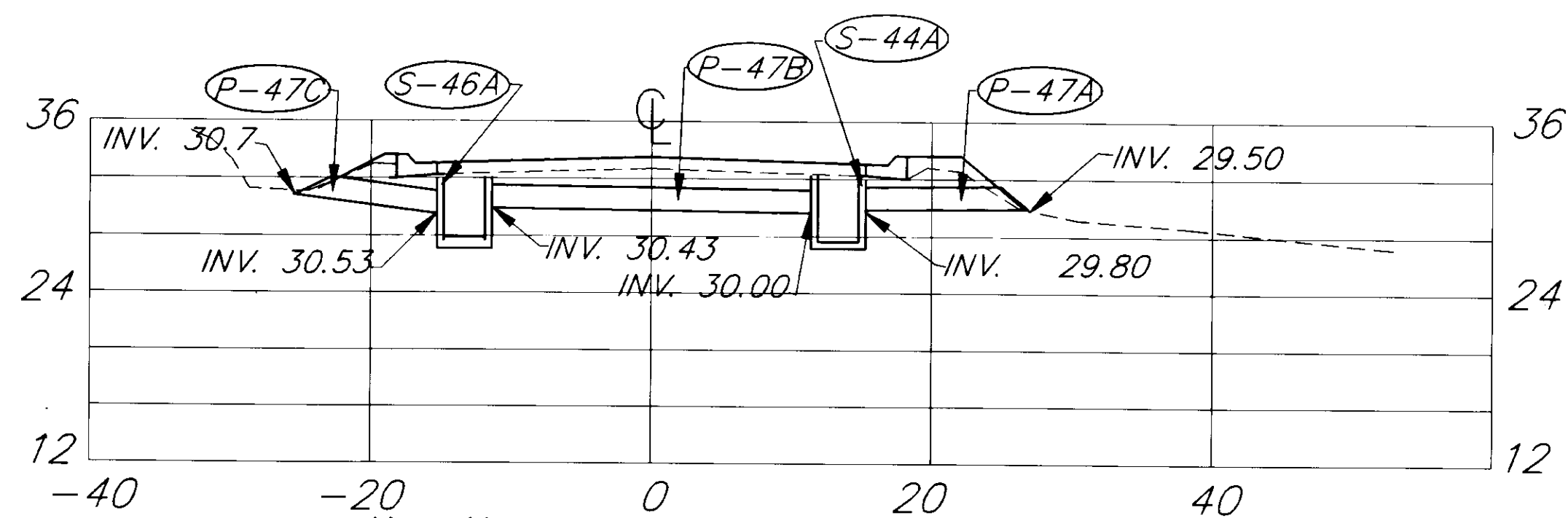
JUNEAU

SALMON CREEK TO VANDERBILT HILL
PROJECT NO. RS-M-0955(8) 70469

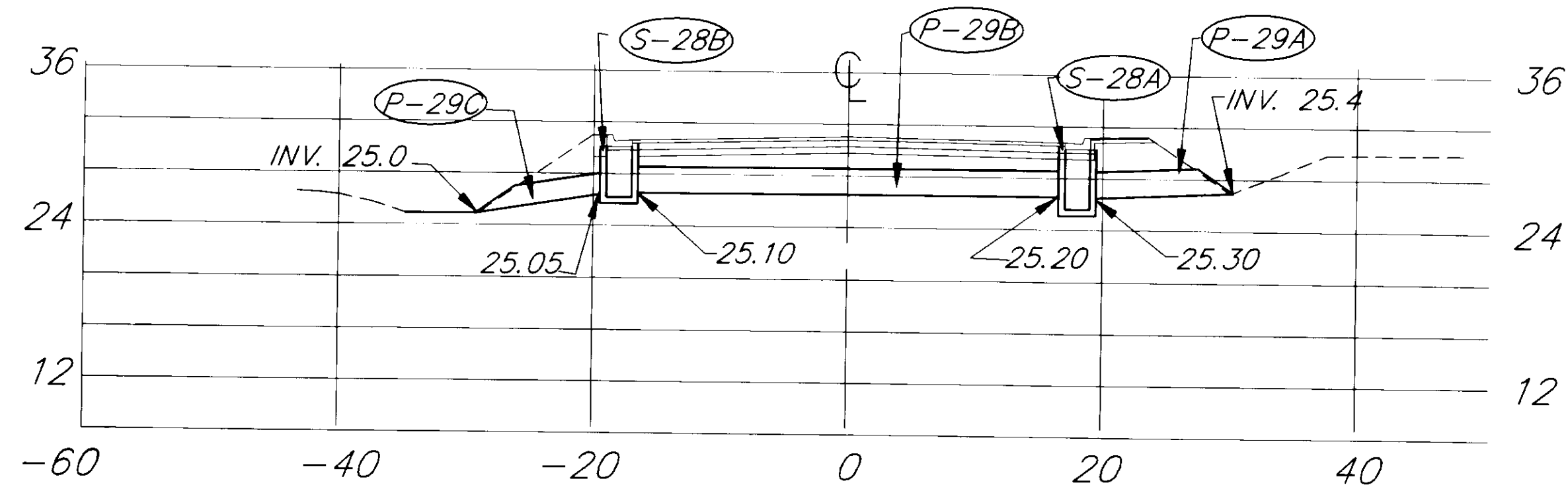
PIPE CROSS SECTIONS-219+64 TO 223+32

ALASKA

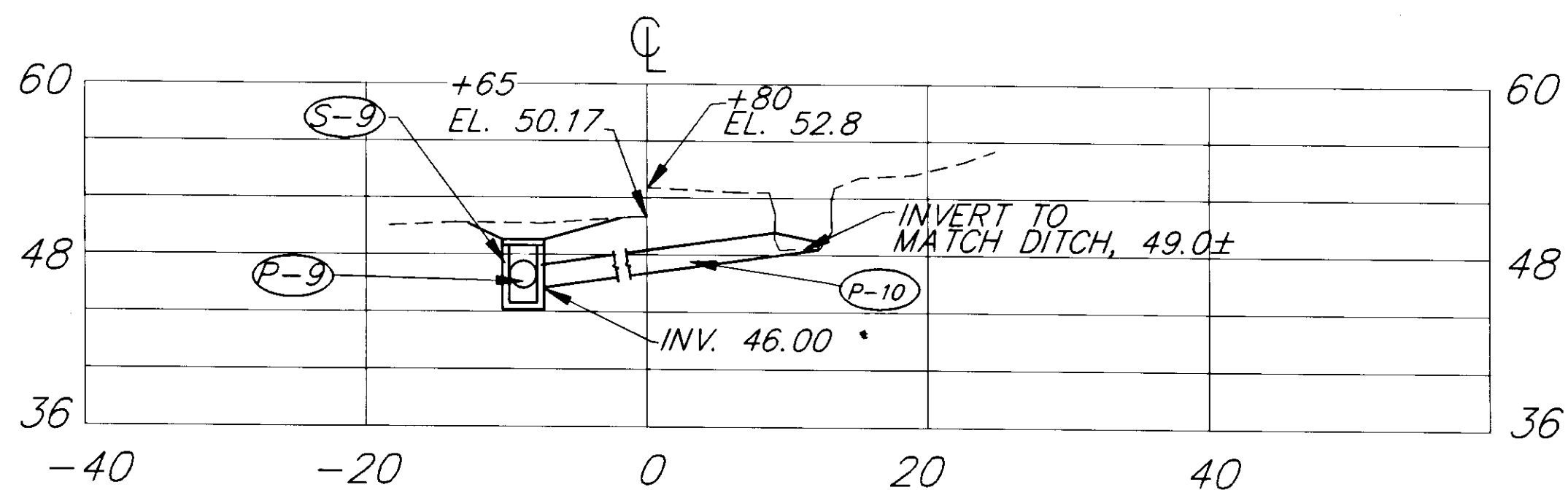
DESIGNED BY:	PROJECT NO.
D. KROMAREK	70469
DRAWN BY:	DATE:
C. ANDERSON	6/1993
CHECKED BY:	SHEET 84 OF 85
P. BEDNAROWICZ	



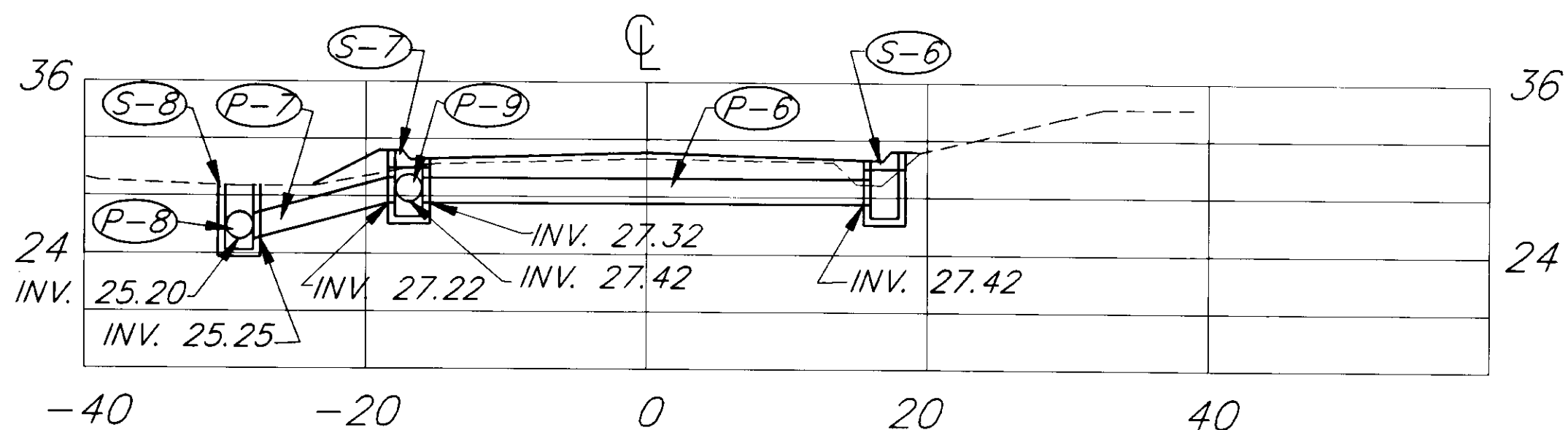
"C" 10+43, 14' RT.
 "C" 10+50, 13' LT.



"B" 10+34, 19' LT & 17' RT.



"WS" 11+65 LT. & 11+80 RT.



"WS" 10+25

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\SALMON\DR\PIPE11 1=10	
BY:	DATE:
DESCRIPTION OF CHANGE:	
RECORD OF REVISIONS	

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

JUNEAU

SALMON CREEK TO VANDERBILT HILL
 PROJECT NO. RS-M-0955(8) 70469

PIPE CROSS SECTIONS
 WIRE STREET, CRAIG STREET, BLACKERBY ST.

ALASKA

DESIGNED BY:	PROJECT NO.
D. KROMAREK	70469
DRAWN BY:	DATE:
C. ANDERSON	6/1993
CHECKED BY:	SHEET 85 OF 85
P. BEDNAROWICZ	

