

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

NORTH DOUGLAS OVERLAY

F-M-0959(15)
PROJECT. NO. 70472

LEMON ROAD OVERLAY

F-M-0955(7)
PROJECT. NO. 70487

PAVING, SIGNING, TRAFFIC MARKING

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NORTH DOUGLAS OVERLAY

DESIGN DESIGNATION

ADT 1991.....	450
ADT 2011.....	550
D.H.V. 11%.....	.60
%T.....	4%
V.....	.50
10 YR E.A.L.....	12,800
20 YR E.A.L.....	25,600

PROJECT SUMMARY

WIDTH OF PAVING.....	32 FEET
LENGTH OF PAVING.....	13,464 L.F. 2.55 MI.
LENGTH OF PROJECT.....	13,464 L.F. 2.55 MI.

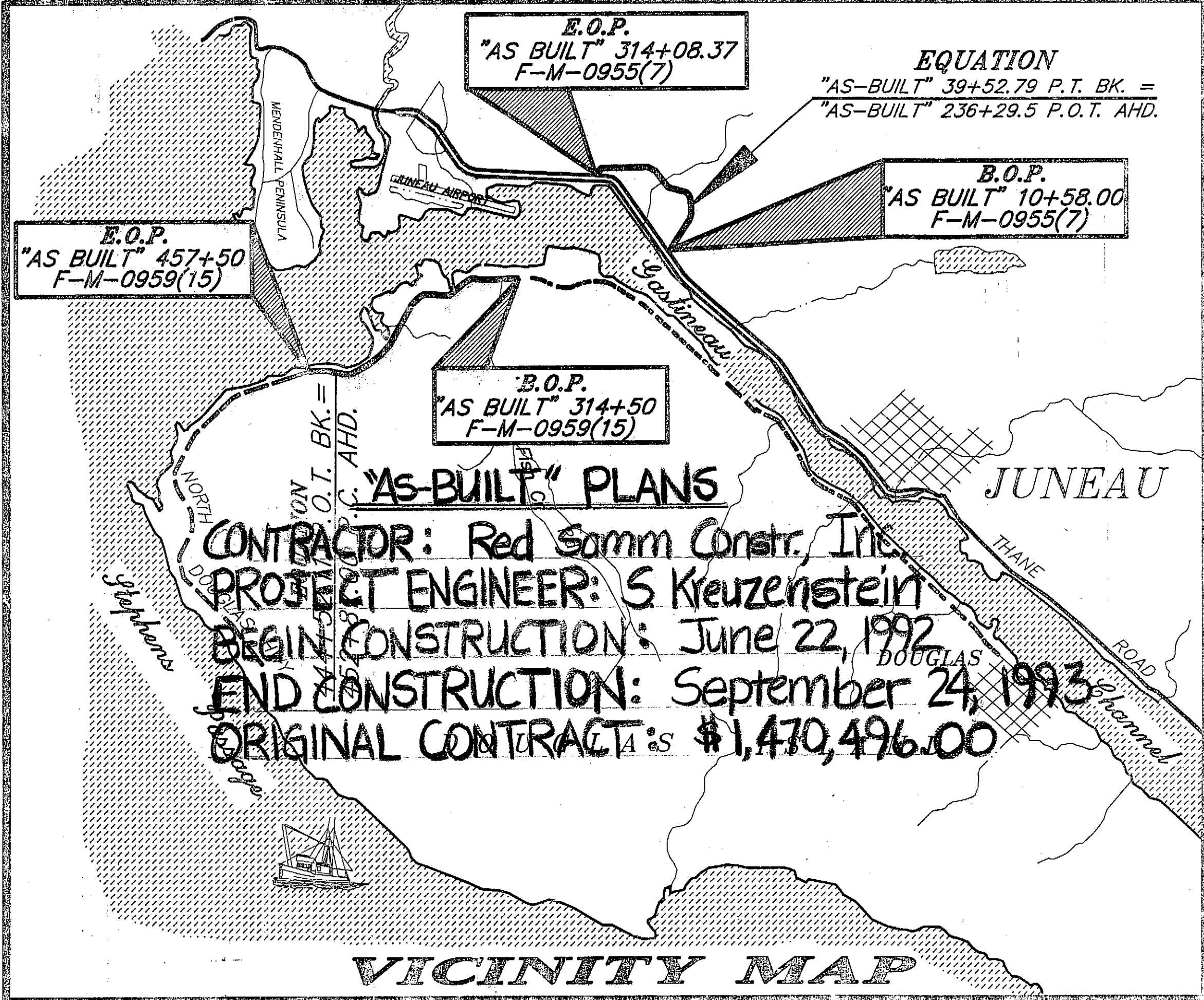
LEMON ROAD OVERLAY

DESIGN DESIGNATION

ADT 1991.....	5300
ADT 2011.....	6000
D.H.V. 11%.....	.720
T.....	7%
T.L.....	6.0
V.....	45 M.P.H.
E.A.L.....	249,800

PROJECT SUMMARY

WIDTH OF PAVING.....	48'
LENGTH OF PAVING.....	10,667' (2.02 MILES)
LENGTH OF PROJECT.....	10,667' (2.02 MILES)



The following Standard Drawings apply to this project :

A-1	D-20.01	G-09.01W	G-25.00S	I-20.10	S-20.00	T-22.01
C-01.03	G-04.03S	G-14.04W	G-25.00W	I-40.00	S-30.01	
C-02.01	G-04.04W	G-14.04S	G-29.01S	S-00.00	T-20.00	
C-03.01	G-09.01S	G-18.00S	G-29.01W	S-05.00	T-21.01	

EXCEPTIONS TO AASHTO STANDARDS

NORTH DOUGLAS OVERLAY - VERTICAL CURVES

V.P.I. MILEPOST	CREST OR SAG	EXISTING LENGTH	AASHTO MIN. LENGTH
6.60	SAG	520	710
7.00	SAG	500	617
7.39	SAG	450	520
7.79	SAG	100	318
7.84	SAG	100	132

LEMON ROAD OVERLAY - HORIZONTAL CURVES

P.I. STATION	EXIST. DEGREE OF CURVE	AASHTO MAX. DEGREE OF CURVATURE
"AS-BUILT" 251+97.17	10	8
"AS-BUILT" 280+49.34	10	8

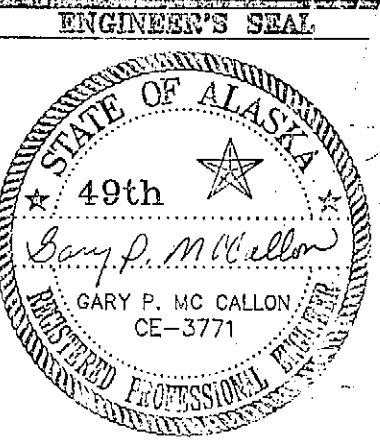
CONTRACTOR: Red Samm Constr. Inc.
PROJECT ENGINEER: S. Kreuzenstein
BEGIN CONSTRUCTION: June 22, 1992
END CONSTRUCTION: September 24, 1993
ORIGINAL CONTRACT: \$1,470,496.00

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

APPROVED
Gary P. McCallon Date *2/24/92*
Engineering Manager

APPROVED
R. Johnson Date *2/27/92*
Director, S.E. Region Design & Construction

PROJECT NUMBER: 70472 70487
DATE:
SHEET 1 OF 23



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	FM-0959(15) 70472	FM-0955(7) 70487	TOTAL
120(1)	DBE ADJUSTMENT	C.S.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
202(2)	REMOVAL OF PAVEMENT Deleted C.O.3	S.Y.	0 14,500		0 14,500
202(10)	SINGLE MAIL BOX INSTALLATION	EACH	6 8		6 8
202(12)	DOUBLE MAIL BOX INSTALLATION	EACH	4		4
203(11)	SHOULDER EXCAVATION	STATION	135.87 133		135.87 133
207(1)	LINEAR GRADING	STATION		103.33 105	103.33 105
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	9,298.1 5,650		9,298.1 5,650
401(1)	ASPHALT CONCRETE TYPE II, CLASS "B" C.O.3	TON	6,397.5 7,670	6,406.26 7,600	12,803.76 15,270
401(2A)	AC-5 ASPHALT CEMENT PBA-2 Asphalt Cement C.O.3	TON	390.25 461		390.25 461
401(2B)	AC-10 ASPHALT CEMENT PBA-2 Asphalt Cement	TON		394.44 402	394.44 402
402(2)	STE-1 ASPHALT FOR TACK COAT	TON	0 10.5	10.8 27.5	10.8 27.5
403(3)	MC-250 LIQUID ASPHALT FOR PRIME COAT	TON	6.46 15.8		6.46 15.8
406(1)	ASPHALT GRINDING	S.Y.		2873 3,600	2873 3,600
407(1)	PAVED SLOPE PROTECTION	STATION	13.67 3	31.31 31	44.98 34
501(8)	POLYMER MODIFIED CONCRETE OVERLAY C.O.2 & 5	SQ. FT.	3,428 3,456		3,428 3,456
507(1)	METAL BRIDGE RAILING	L.F.	305.8 306		305.8 306
501(9)	CONCRETE BRIDGE DECK PATCHING	SQ. FT.	2 274		2 274
601(1)	METAL FLUME DOWNDRAIN	L.F.		18.5	18.5
604(3)	RECONSTRUCT EXISTING MANHOLE	EACH		1	1
604(4)	ADJUST EXISTING MANHOLE	EACH		20 22	20 22
606(1)	W-BEAM GUARDRAIL	L.F.	100 200	75	175 200
205(2)	Ditching C.O.6	L.S.	All Req'd.		All Req'd.
606(5)	REMOVAL AND DISPOSAL OF GUARDRAIL	L.F.	425 250	218.75 150	643.75 400
203(13)	Observation Wells C.O.7	L.S.	All Req'd.		All Req'd.
606(6)	END ANCHORAGES	EACH	6 12	2	14 12
606(8)	RAIL ELEMENT REPLACEMENT	L.F.	75	1,243.75 1,105	1,318.75 1,105
606(9)	REMOVAL AND DISPOSAL OF RAIL ELEMENTS	L.F.		1,318.75 1,105	1,318.75 1,105
606(10)	GUARDRAIL MODIFICATION	L.F.	1,020 2,350		1,020 2,350
606(12)	GUARDRAIL/BARRIER RAIL CONNECTION	EACH	4	4	8
606(13)	GUARDRAIL/BARRIER CONNECTION	EACH		2	2
301(3)	Crushed Asphalt Base Course C.O.3	S.Y.	36,518		36,518
606(14)	GUARDRAIL/BUILDING CONNECTION	EACH		2	2
609(2)	CURB & GUTTER, TYPE EXPRESSWAY	L.F.		681.75 690	681.75 690
614(4)	ADJUST EXISTING MONUMENT CASES	EACH	0 13	10 21	10 21
615(1)	STANDARD SIGNS	SQ. FT.	80.31	712.31 620.15	792.62 640.15
615(4)	OBJECT MARKERS	EACH		4	4
615(6)	DELINEATORS, FLEXIBLE	EACH		4	4
615(7)	SALVAGE SIGNS	EACH		61 57	61 57
604(3)	Removal of Inlet Boxes C.O.4	L.S.		All Req'd.	All Req'd.
627(10)	ADJUSTMENT OF VALVE BOX	EACH	11 4		11 4
632(1)	GEOTEXTILE PAVING C.O.3	S.Y.	0 2,210	869 100	869 2,310
639(1)	RESIDENCE DRIVEWAYS	EACH		16	16
640(1)	MOBILIZATION AND DEMOBILIZATION	L.S.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
641(1)	TEMPORARY EROSION & POLLUTION CONTROL	C.S.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
606(11)	Guardrail Adjustment C.O.8	L.F.	1,075		1,075
642(1)	CONSTRUCTION SURVEYING	L.S.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
642(2)	THREE PERSON SURVEY PARTY	HOUR	0 10		0 10
643(2)	TRAFFIC MAINTENANCE	L.S.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
606(12A)	Guardrail Connection Modification C.O.10	L.S.	All Req'd.		All Req'd.
643(3)	PERMANENT CONSTRUCTION SIGNING	L.S.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
643(4)	CONSTRUCTION SIGN	EA./DAY	849 500	309 720	1,158 1,220
643(5)	TYPE II BARRICADE	EA./DAY	130 360	154 500	284 860
643(7)	TRAFFIC CONE	EA./DAY	3,032 1,200	3,223 4,000	6,255 5,200
643(13)	TEMPORARY PAVEMENT MARKING	STATION	111.7 133	226.7 220	338.4 353
643(15)	FLAGGING	HOUR	1,381 1,000	333.5 500	1,714.5 1,500
614(5)	Remove & Reinstall Existing Monuments & Cases C.O.3	EACH	13		13
644(1)	FIELD OFFICE Deleted C.O.1	L.S.		ALL REQ'D.	ALL REQ'D.
644(2)	FIELD LABORATORY Deleted C.O.1	L.S.		ALL REQ'D.	ALL REQ'D.
660(1)	TRAFFIC SIGNAL SYSTEM COMPLETE	L.S.		ALL REQ'D.	ALL REQ'D.
632(1A)	Geotextile Restocking Fees C.O.3	Roll	4		4
642(1A)	Additional Construction Surveying C.O.3	L.S.	All Req'd.		All Req'd.
670(1)	PAINTED TRAFFIC MARKINGS	L.S.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
670(8)	RECESSED PAVEMENT MARKERS	EACH	215 207	539 650	754 857
670(9)	THERMOPLASTIC PAVEMENT MARKERS	L.S.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
670(21)	NO-PASSING GROOVES	EACH	12 10		12 10

MONUMENT SUMMARY

AS-BUILT STATION	REMARKS
315+36.31	ADJUST EXISTING CASE
330+60.42 PT	ADJUST EXISTING CASE
337+52.90 PC	ADJUST EXISTING CASE
347+21.91 PT	ADJUST EXISTING CASE
355+20.95 PC	ADJUST EXISTING CASE
365+76.80 PT BK=	ADJUST EXISTING CASE
365+78.47 POT AHD.	
396+91.16 PC	ADJUST EXISTING CASE
410+27.20 POC	ADJUST EXISTING CASE
423+63.23 PT	ADJUST EXISTING CASE
429+51.27 PC	ADJUST EXISTING CASE
439+42.44 PT	ADJUST EXISTING CASE
444+52.11 PC BK=	ADJUST EXISTING CASE
452+87.00 PC AHD	
456+15.8 PT	ADJUST EXISTING CASE

DRIVEWAY SUMMARY

STATION	RT.	LT.	WIDTH	REMARKS
318+62 7 4		X	16	PAVED
319+23	X		16	GRAVEL
320+73 321+50	X	X	20	PAVED.
326+09 19	X		18	GRAVEL PAVED
332+99 333+18	X		18	GRAVEL PAVED
336+17 40		X	16	GRAVEL PAVED
338+83 94		X	18	PAVED
344+83 345+12		X	20	PAVED
368+35 72	X		18	GRAVEL PAVED
387+79	X		16	GRAVEL
398+89 399+45	X		14	GRAVEL PAVED
403+52 404+17	X	19 14		GRAVEL PAVED
408+24 408+10	X		20	PAVED
410+29 411+00	X		16 14	GRAVEL PAVED
411+55 412+26	X		18 16	GRAVEL PAVED
417+05 75	X		24 20	GRAVEL PAVED
421+ 25	X		35	PAVED

MAIL BOX SUMMARY

STATION	RT.	LT.	REMARKS
318+70		X	SINGLE <small>OLD ONE LEFT IN PLACE</small>
321+80	X		DOUBLE
321+83	X		DOUBLE
336+61		X	SINGLE
339+16		X	DOUBLE
399+35 399+31	X		SINGLE
403+92	X		SINGLE
409+08 12	X		SINGLE
411+13 38	X		SINGLE
412+40	X		SINGLE <small>OLD ONE LEFT IN PLACE</small>
417+44	X		SINGLE
418+93 00	X		DOUBLE, SINGLE

GEOTEXTILE PAVING SUMMARY

STATION TO STATION	WIDTH	STATION TO STATION	WIDTH
387+31	388+26 6'	421+46	421+88, L.T. 12'
389+41	390+49 RT. 12'	422+20	422+70, L.T. 12'
391+28	391+44 LT. 12'	424+35	422+73, RT. 12'
393+33	393+39 LT. 12'	424+06	424+30, L.T. 12'
393+39	393+94 RT. 12'	427+41	427+83, L.T. 12'
393+94	394+41 LT. 12'	434+05	434+80, RT. 12'
394+15	395+36 RT. 6'	435+48	437+19, L.T. 12'
395+36	396+02 LT. 6'	437+69	438+01, L.T. 12'
395+36	396+89 RT. 12'	438+27	438+46, L.T. 12'
398+65	399+36 RT. 6'	440+27	440+69, L.T. 12'
402+07	403+91 RT. 6'	440+90	441+25, RT. 12'
411+46	411+88 LT. 12'	441+25	441+82, LT. 6'
412+59	415+01 LT. 12'	441+82	442+59, RT. 12'
412+70	413+17 RT. 12'	442+59	443+22, LT. 6'
417+64	417+91, 6'	16+99	20+26 LT. 12'
418+28	418+64, 6'	23+92	24+42 LT. 12'
420+01	420+62, LT. 6'	246+00	248+00 LT. 12'

APPROACH SUMMARY

STATION	RT.	LT.	WIDTH	REMARKS
315+36		X	34'	FISH CREEK
321+50	X		34'	
372+43	X		34'	SUNDOWN DR.
384+87	X		50'	FISH CREEK
456+74	X		50'	BOAT LAUNCH

END ANCHORAGE SUMMARY

AS-BUILT STATION	OFFSET LT. RT.	REMARKS
321+30		X
323+00		X
340+75	X	
340+75		X
344+00		X
344+75	X	
386+81	X X	FISH CREEK BRIDGE
388+25	X X	FISH CREEK BRIDGE
443+75		X
454+10		X

VALVE BOX SUMMARY

STATION	OFFSET RT. LT.	REMARKS
315+07		25.5
372+57 340+43	X	13.5 ADJUSTMENT SUNDOWN DR. INTERSECTION
372+60	X	ADJUSTMENT SUNDOWN DR. INTERSECTION
383+81 384+70	X	ADJUSTMENT FISH CREEK PARKING AREA
383+84 384+74	X	ADJUSTMENT FISH CREEK PARKING AREA
315+15		25.5
321+50		25
340+90		15
340+46		14.5
345+18		22.5
346+76		12.0

BY:	DATE:	DESCRIPTION OF CHANGE:

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

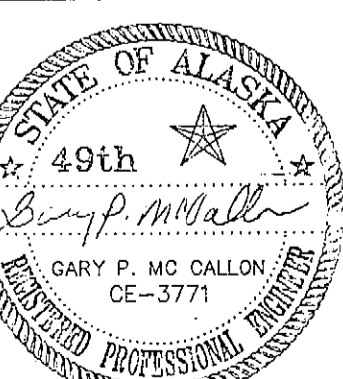
JUNEAU

NORTH DOUGLAS OVERLAY
F-M-0959(15), 70472
LEMON ROAD OVERLAY
F-M-0955(7), 70487

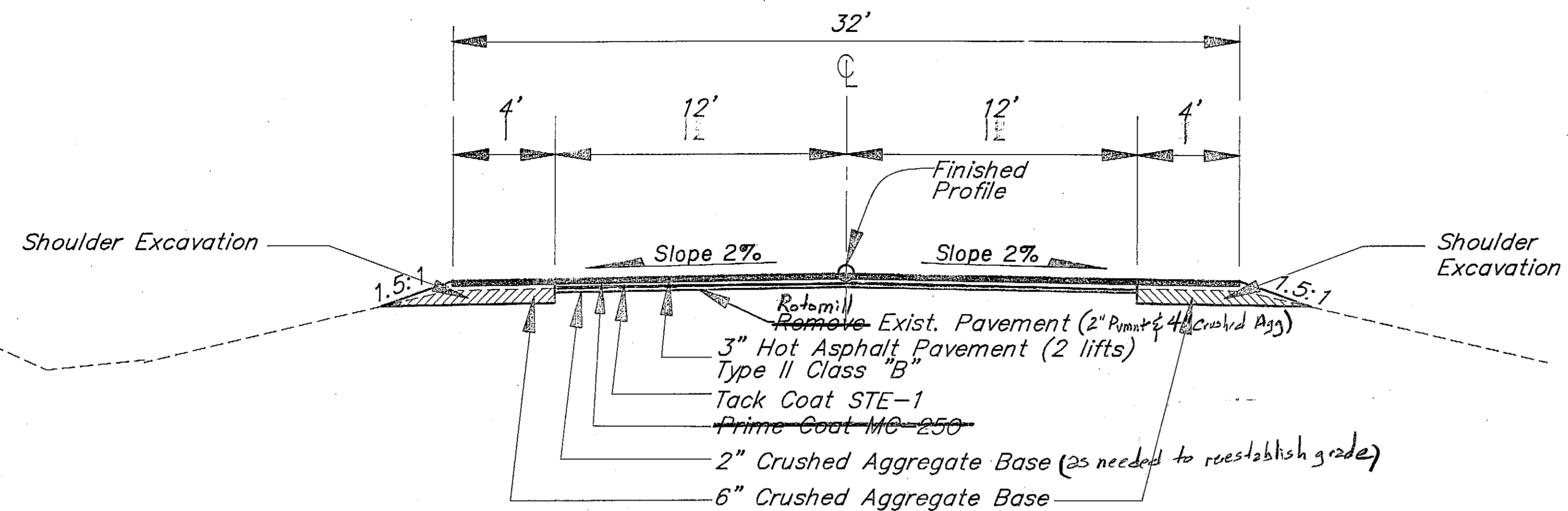
ALASKA

DESIGNED BY: P. JONES
DRAWN BY: AUTOCADD/C. Anderson
CHECKED BY: F. MURPHY

PROJECT NO.
70472/70487
DATE:
SHEET 2 OF 23

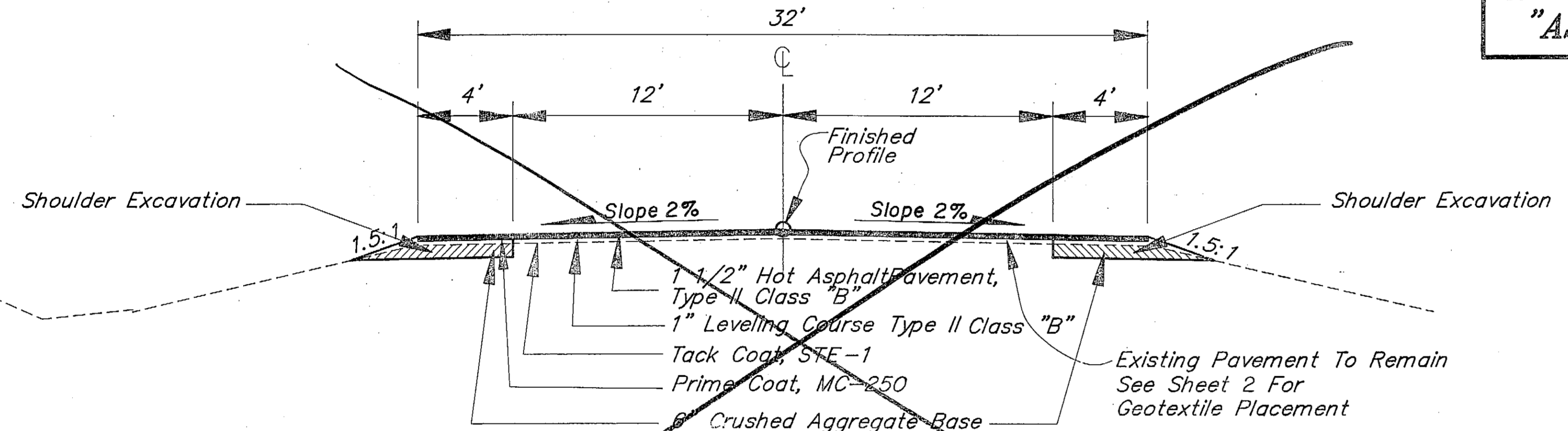


ESTIMATE OF QUANTITIES & MISC. SUMMARIES



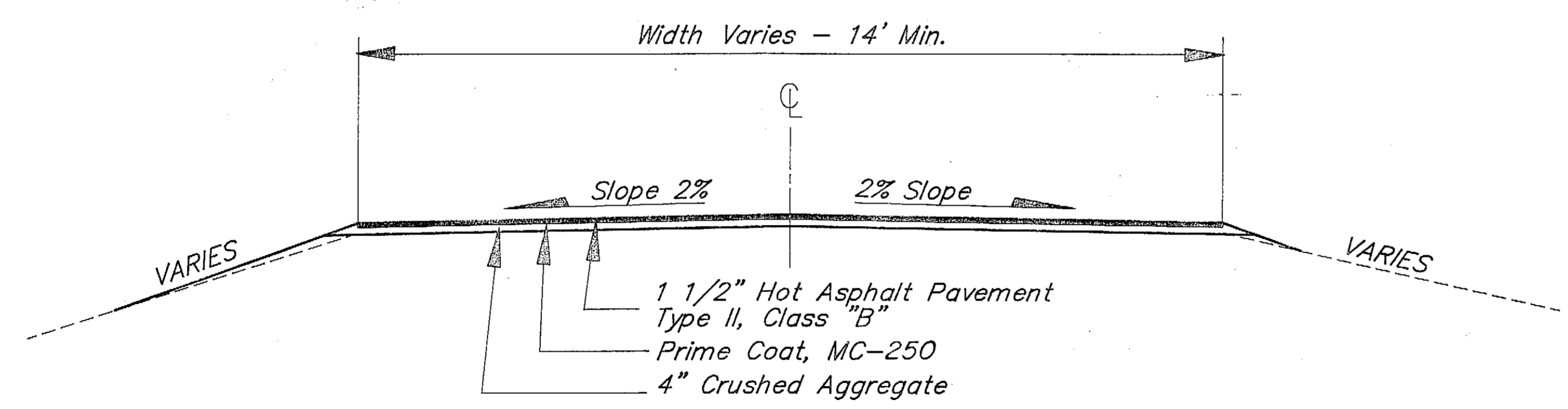
TYPICAL SECTION

As-built 331+99 to As-built 386+12
314+50 457+50



TYPICAL SECTION

As-built 387+56 to As-built 457+50
As-Built 314+50 to As-Built 331+99



TYPICAL SECTION

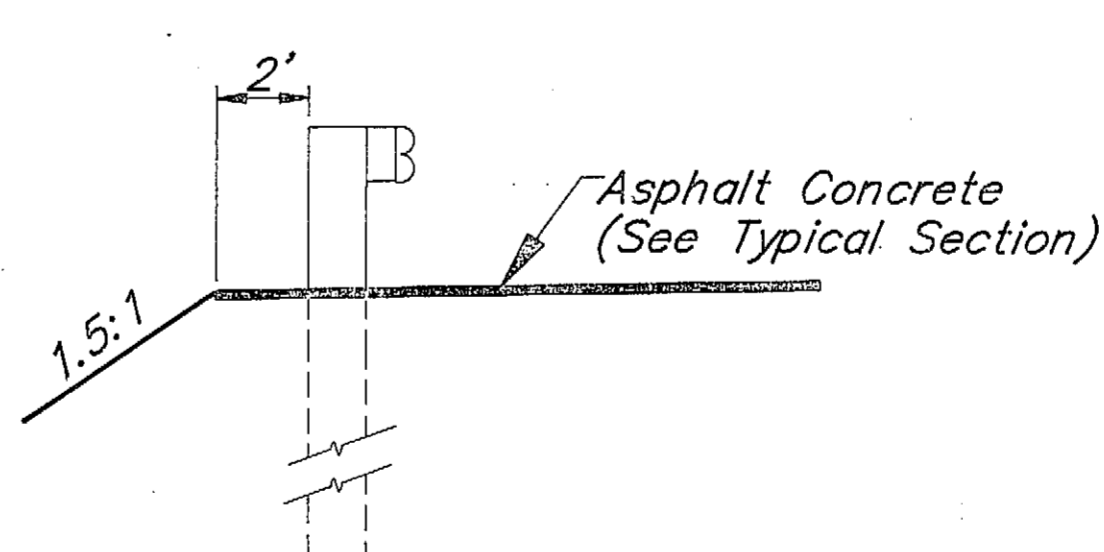
Unpaved Drives and Approaches

BASIS OF ESTIMATE	
ITEM NO.	ESTIMATING FACTOR
301 (1)	1.96 Ton/Cubic Yard
401 (1)	116 Lbs/Sq Yd/Inch Depth
401 (2A)	6% of Item 401(1) Type II
402 (2)	0.10 Gal/Sq Yd-253 Gal/Ton @ 60° C.
403 (3)	.15 Gal/Sq Yd - 256 Gal/Ton

SEE PLAN SHEET 5-7
FOR BRIDGE DETAILS
"AS-BUILT" STATION 386+12 TO
"AS-BUILT" STATION 387+56

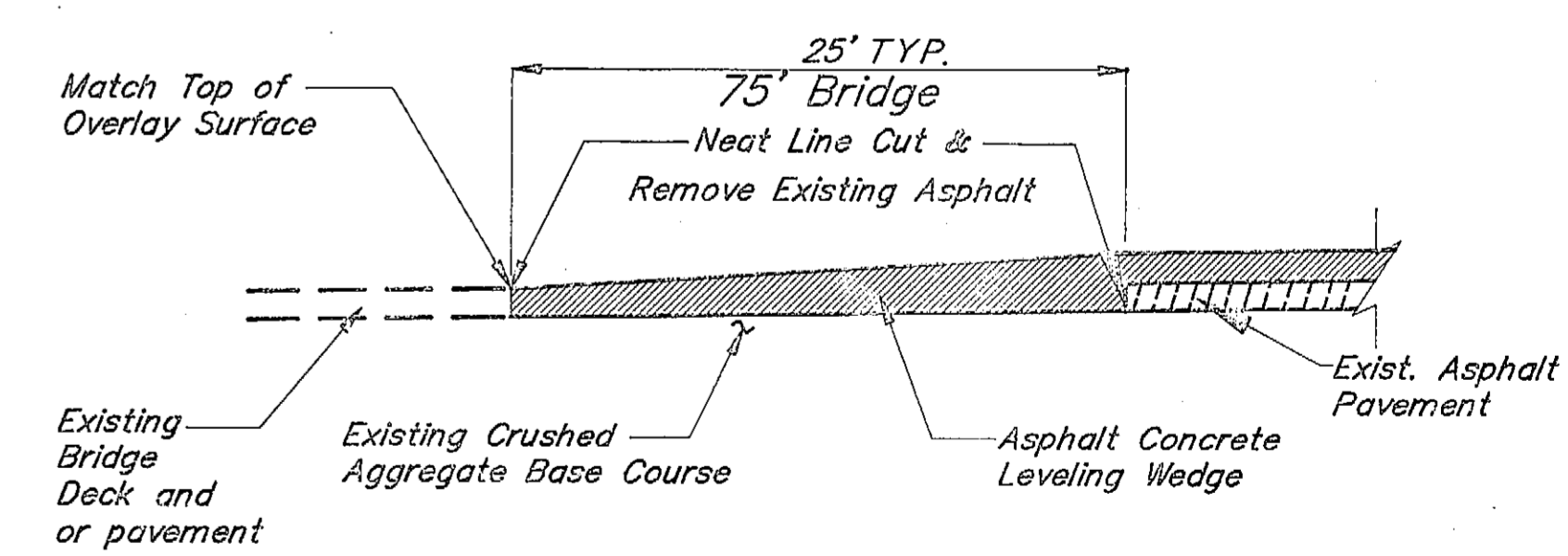
GENERAL NOTES:

1. Horizontal Control based on the centerline monument of "As-Built" Station 315+36.31 at the intersection of North Douglas Highway and Fish Creek Road.
2. Approach, mailbox locations are approximate only and are subject to minor field revision.
3. The Contractor shall limit shoulder excavation to an area that can be completely backfilled by the end of the shift. There shall be no drop-off at the edge of existing pavement during non-working hours.
4. Geotextile locations shown in the summary are approximate only and are subject to minor field revisions.
5. Fish Creek Bridge will not be overlayed with asphalt pavement.



TYP. BRIDGE APPROACH RAIL DETAIL

PAVED SLOPE PROTECTION



TRANSITION DETAIL

Beginning and End of Project,
intersecting paved streets,
driveways
and bridge

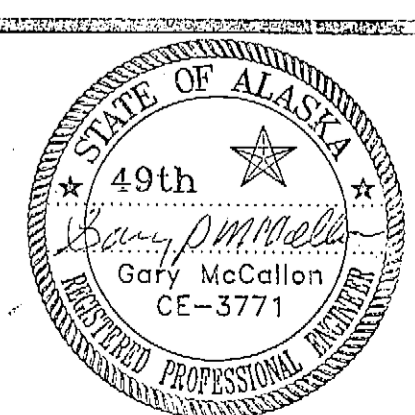
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

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

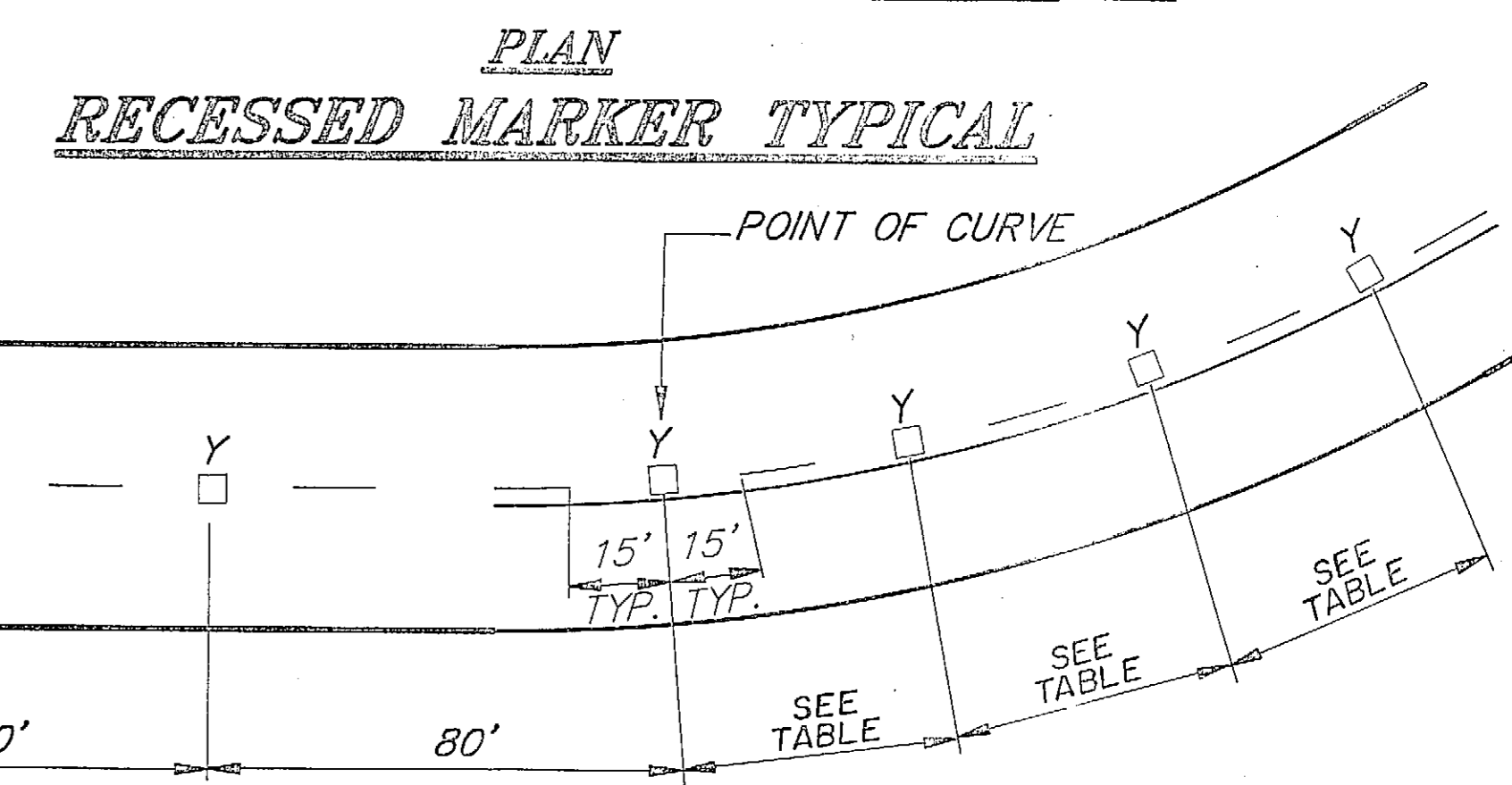
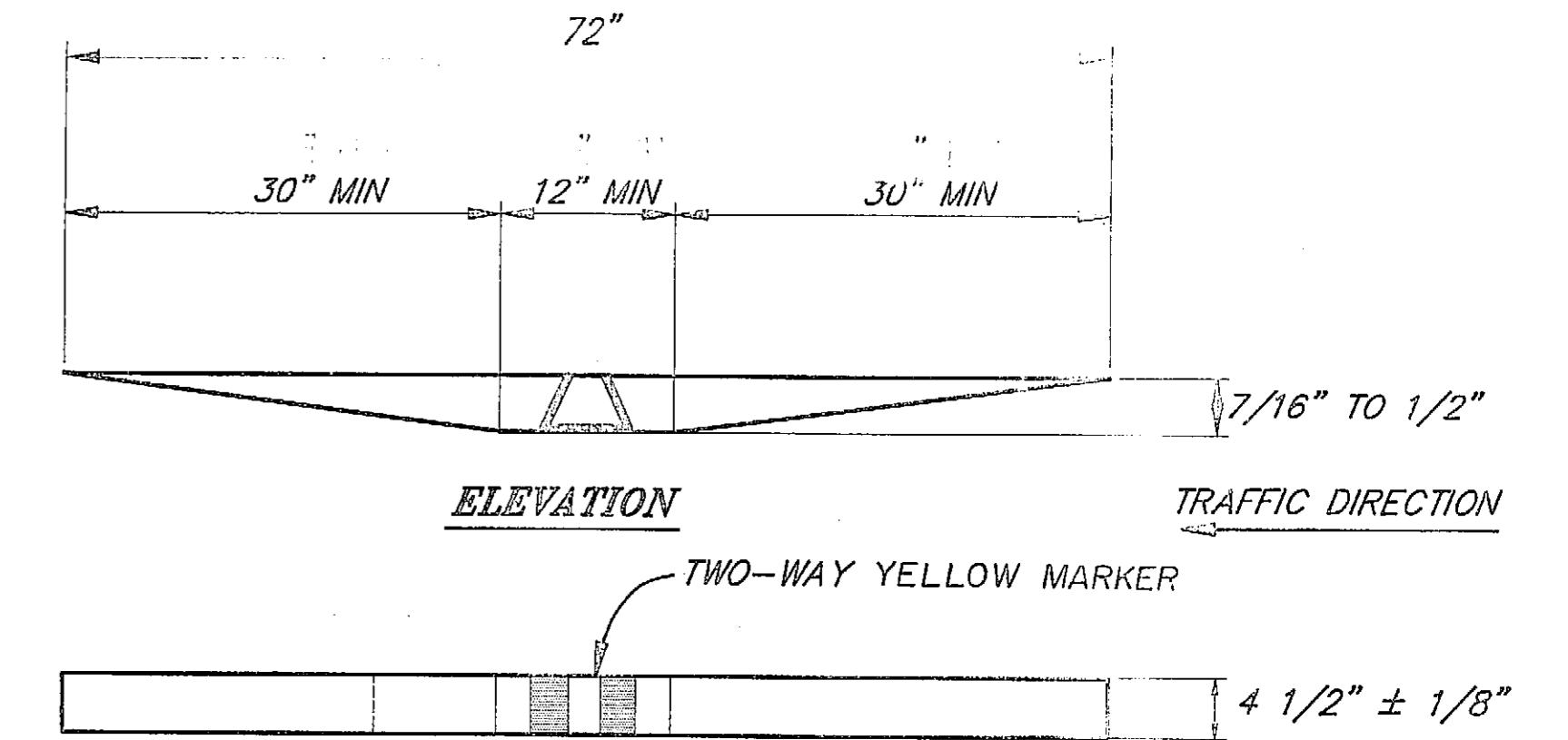
JUNEAU
North Douglas Overlay
Project No. F-M-0959(15) 70472
TYPICAL SECTION

DESIGNED BY:	Paul Jones	SCALE	None
DRAWN BY:	AutoCad/R.K.S.	DATE:	9-91
CHECKED BY:	Frank Murphy	SHEET	3 OF 23

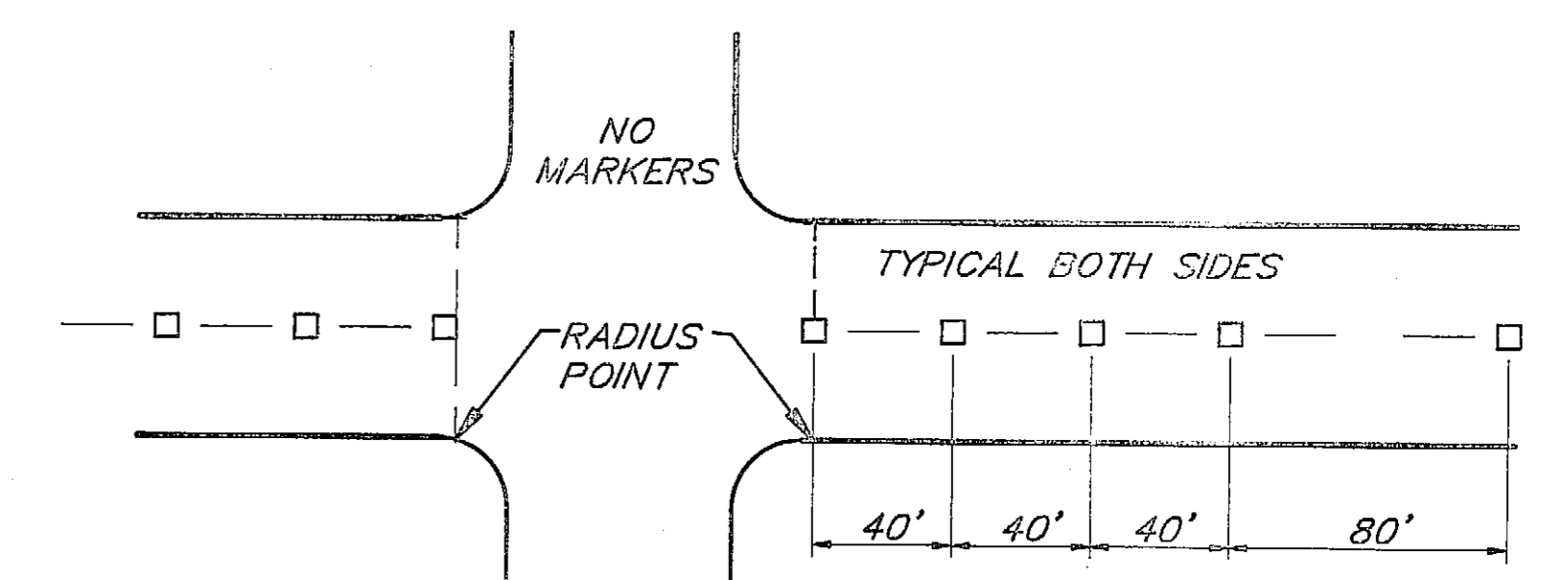


STANDARD SIGN SUMMARY

LOCATION				SIGN			POST				
SIGN NO.	LOCATION "AS BUILT"	OFFSET		CODE NO.	LEGEND	SIZE	AREA S.F.	NO. OF POSTS	SIZE	FACING TRAFFIC	REMARKS
		FT. LT.	FT. RT.								
1	321+70	30		R1-1	STOP	30X30	6.25	1	2.50	SB	REPLACE EXISTING SIGN & POST
2	321+70	30		D3-1	NINEMILE CREEK RD	42 X 8	2.33	-	-	E & WB	INSTALL ABOVE "STOP"
3	321+70	30		D3-1	N DOUGLAS HWY	42 X 8	2.33	-	-	N & SB	INSTALL ABOVE "NINEMILE"
4	323+00-20	18		R8-1	NO PARKING ON PAVEMENT	24X30	5.00	1	2.50	WB	REPLACE EXISTING SIGN & POST
5	323+00-20	18		R8-1A	OR WITHIN 8 FEET	24X12	2.00	-	-	WB	INSTALL BELOW "NO PARKING"
6	369+40	20		M10-2	8	6X8	.33	1	2.00	E & WB	REPLACE EXISTING SIGN & POST
7	369+40	20		M10-2	8	6X8	.33	-	-	-	INSTALL BACK TO BACK WITH ABOVE
8	373+24.15	30		R1-1	STOP	30X30	6.25	1	2.50	SB	REPLACE EXISTING SIGN & POST
9	373+24.15	30		D3-1	SUNDOWN DR	36 X 8	2.00	-	-	E & WB	INSTALL ABOVE "STOP"
10	373+24.15	30		D3-1	N DOUGLAS HWY	42 X 8	2.33	-	-	N & SB	INSTALL ABOVE "SUNDOWN"
11	383+87	18		W5-2	NARROW BRIDGE	30X30	6.25	1	2.50	WB	
12	385+75	14		OM-3R	OBJECT MARKER, TYPE III	12X36	3.00	1	2.00	WB	REPLACE EXISTING SIGN & POST
13	385+75	14		OM-3L	OBJECT MARKER, TYPE III	12X36	3.00	1	2.00	WB	REPLACE EXISTING SIGN & POST
14	386+07	24		I-3	FISH CREEK	42 X 24	7.00	2	2.50	WB	REPLACE EXISTING, 6" U.C., 4.5" L.C. *
15	387+65	24		I-3	FISH CREEK	42 X 24	7.00	2	2.50	EB	REPLACE EXISTING, 6" U.C., 4.5" L.C.
16	387+80	14		OM-3L	OBJECT MARKER, TYPE III	12X36	3.00	1	2.00	EB	REPLACE EXISTING SIGN & POST
17	387+80	14		OM-3R	OBJECT MARKER, TYPE III	12X36	3.00	1	2.00	EB	REPLACE EXISTING SIGN & POST
18	389+81	18		W5-2	NARROW BRIDGE	30X30	6.25	1	2.50	EB	
19	420+81.85	30		M10-2	9	6X8	.33	1	2.00	WB	REPLACE EXISTING SIGN & POST
20	420+81.85	30		M10-2	9	6X8	.33	-	-	EB	INSTALL BACK TO BACK W/ ABOVE
21	435+88	30		-	SCENIC VIEWPOINT			-	-	WB	REMOVE
	435+88	30		RW-80	BOAT LAUNCH RAMP SYMBOL	24X24	4.00	1	2.50	WB	AS SHOWN IN MUTCD, PAGE 2H-7
22	435+88	30		-		24X6	1.00	-	-	-	INSTALL BELOW # 21
23	435+90	12		R8-1	NO PARKING ON PAVEMENT	24X30	5.00	1	2.50	EB	REPLACE EXISTING SIGN & POST
24	435+90	12		R8-1A	OR WITHIN 8 FEET	24X12	2.00	-	-	EB	INSTALL BELOW # 23



RECESSED MARKER LOCATION TYPICAL
(SEE R.P.M. SPACING TABLE)



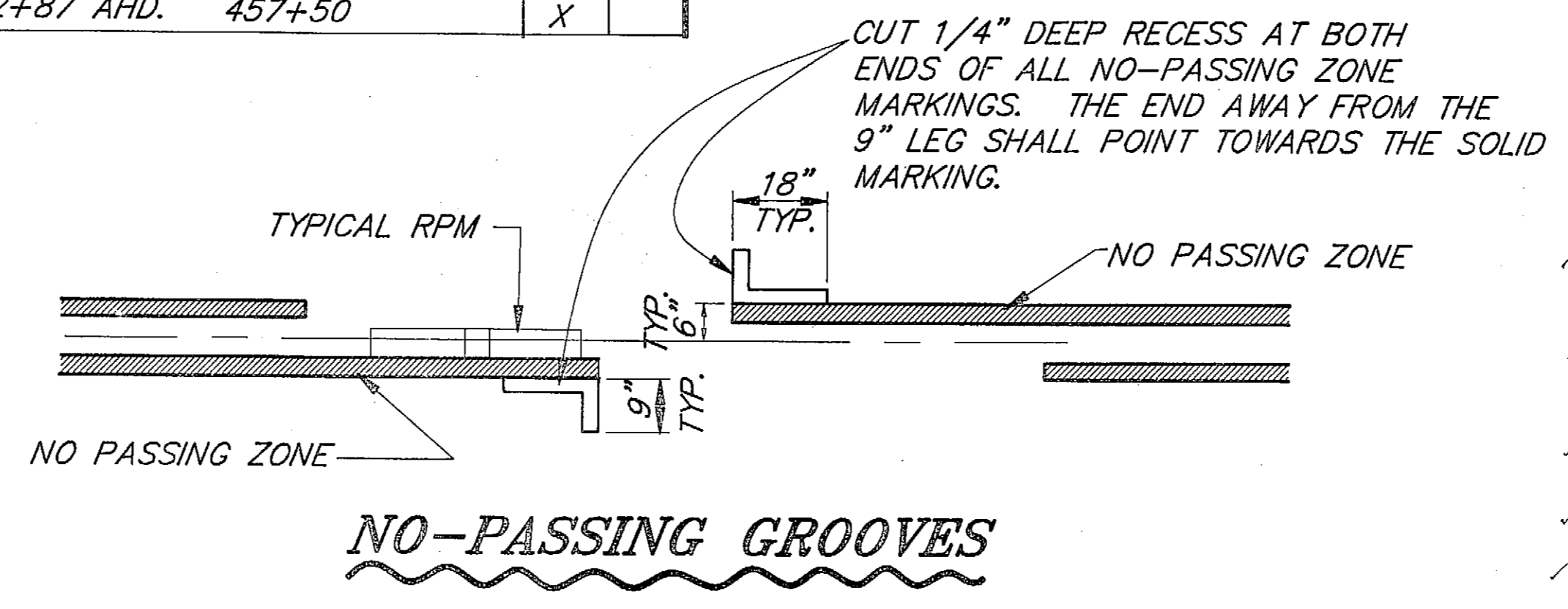
INTERSECTION APPROACH DETAIL
RECESSED PAVEMENT MARKER

SIGNING NOTES:

- SIGNS SHALL BE INSTALLED SO THE BOTTOM OF THE SIGN PANEL IS 7 FEET ABOVE THE ROADWAY.
- SEE STD. DWG. S-30.01 FOR POST SLEEVE TYPE SOIL EMBEDMENT.
- ALL SIGN POSTS SHALL BE TELESCOPING PERFORATED GALVANIZED SQUARE STEEL POSTS.
- ALL SIGNS SHALL BE .080" THICK.
- ALL NEW SIGNS SHALL BE UNFRAMED UNLESS OTHERWISE NOTED.
- ALL SIGNS TO BE REPLACED SHALL BE DISMANTLED BY THE CONTRACTOR AND STOCKPILED AT THE STATE OF ALASKA, D.O.T./P.F. MAINTENANCE STATION AS DIRECTED BY THE ENGINEER. WHEN SIGNS ARE TO BE REMOVED AND NOT REPLACED, SIGN SUPPORTS AND FOUNDATIONS SHALL BE REMOVED, AND DISPOSED OF.

STATION TO STATION	80'	40'
314+50	315+36	X
P.C. 315+36	P.T. 330+60	X
330+60	337+52	X
P.C. 337+52	347+21	X
347+21	355+20	X
P.C. 355+20	P.T. 365+76 BK.	X
365+78 AHD.	396+91	X
P.C. 396+91	P.T. 423+63	X
423+63	429+51	X
P.C. 429+51	439+42	X
439+42	444+52 BK.	X
452+87 AHD.	457+50	X

* U.C. = UPPER CASE LETTERS
L.C. = LOWER CASE LETTERS



MARKING NOTES:

- THE BEGIN AND END OF ALL NO PASSING ZONES SHALL BE REFERENCED BEFORE CONSTRUCTION BEGINS BY THE CONTRACTOR FOR TEMPORARY AND PERMANENT MARKING PLACEMENT.
 - RPM QUANTITIES ARE ESTIMATED AND WILL VARY. NO RPM'S ARE TO BE PLACED ON BRIDGE DECKS.
 - LOCATIONS OF MARKERS IN SITUATIONS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE PROJECT ENGINEER.
 - LATERAL PLACEMENT OF RECESSED CENTERLINE MAKERS SHALL BE BETWEEN DOUBLE YELLOW STRIPES OR IN LINE WITH SKIP STRIPES.
 - STRIPED LANE WIDTHS SHALL BE 12'.
 - A 24 INCH WIDE STOP BAR SHALL BE INSTALLED 20' FROM CENTERLINE ON THE APPROACH TO BAY VIEW SUBDIVISION.
- NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

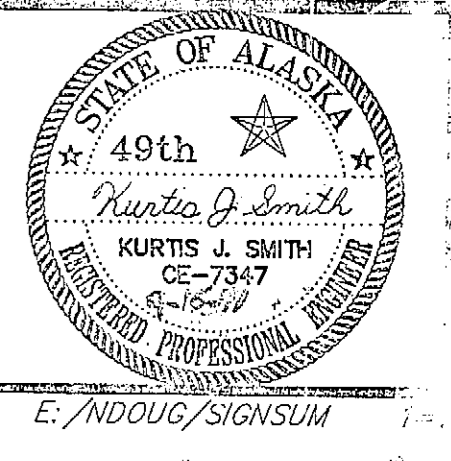
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

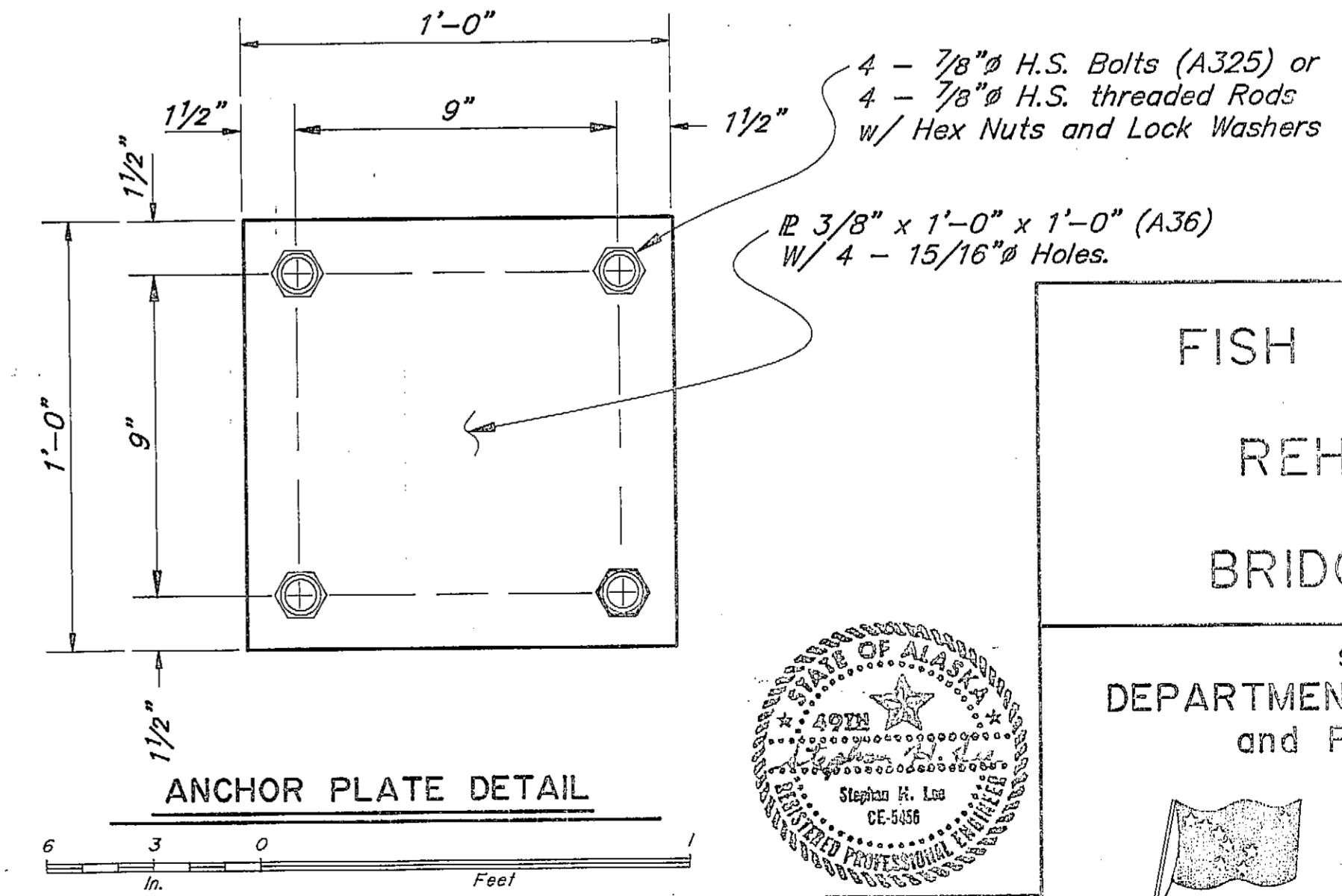
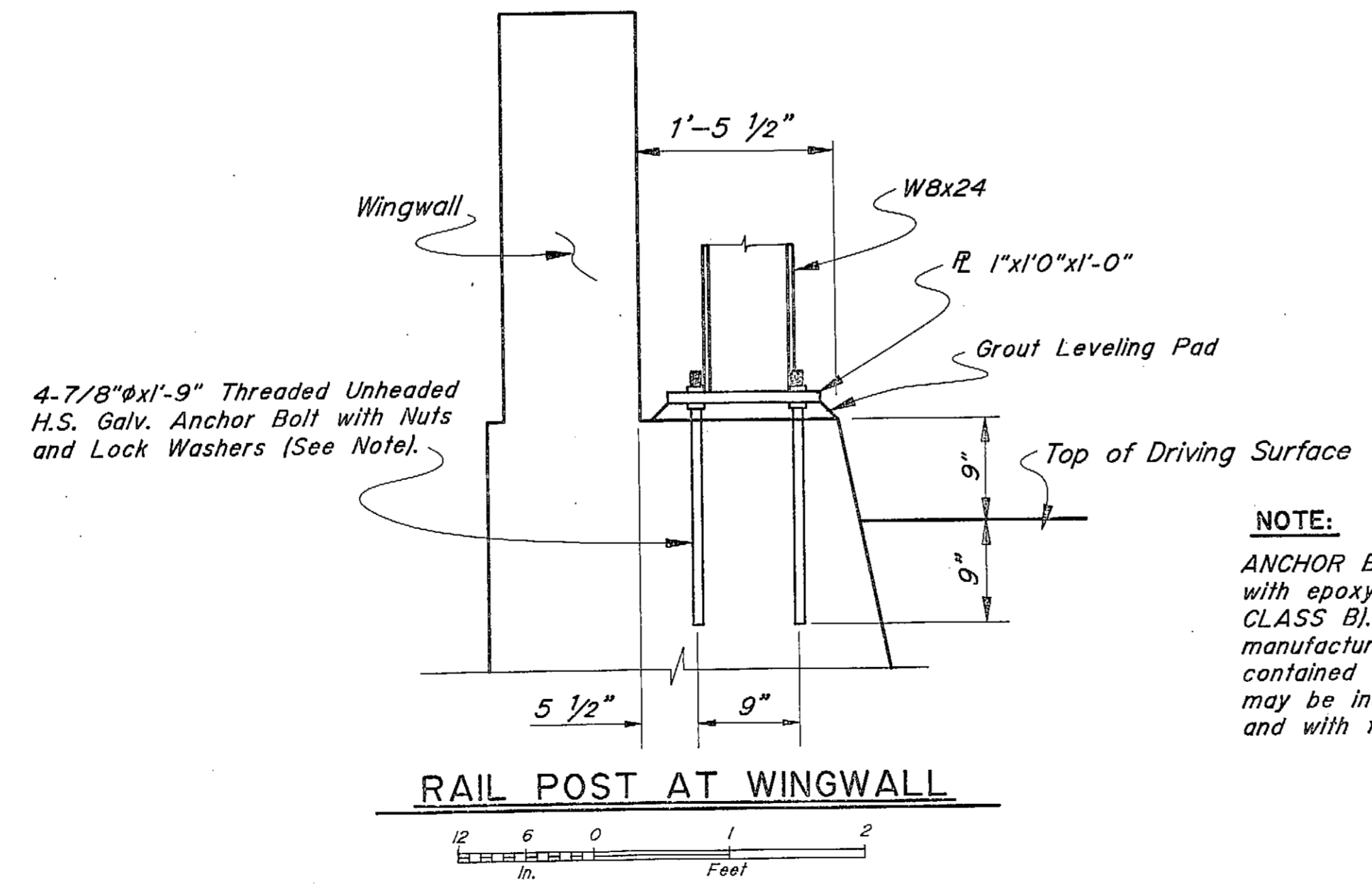
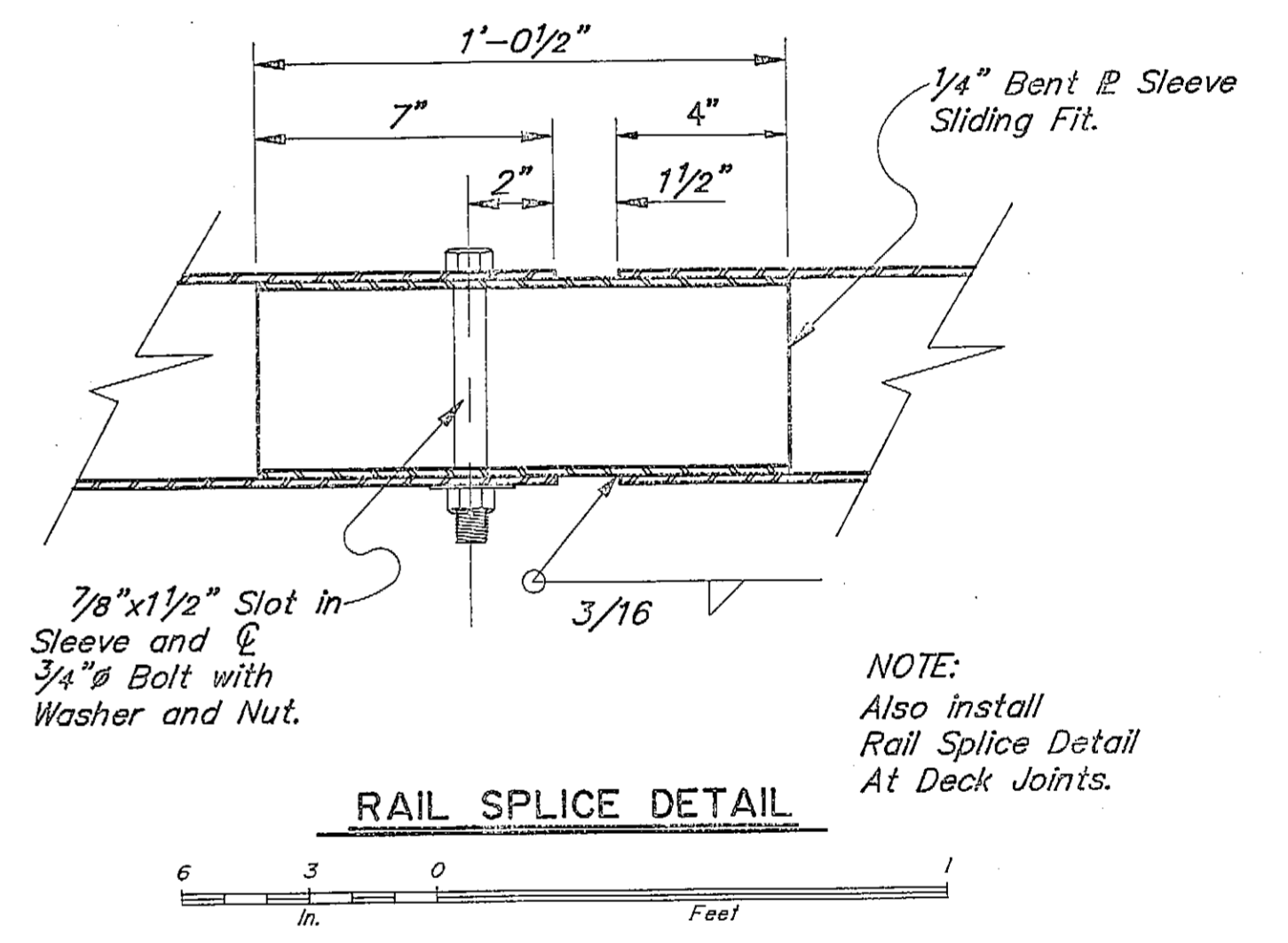
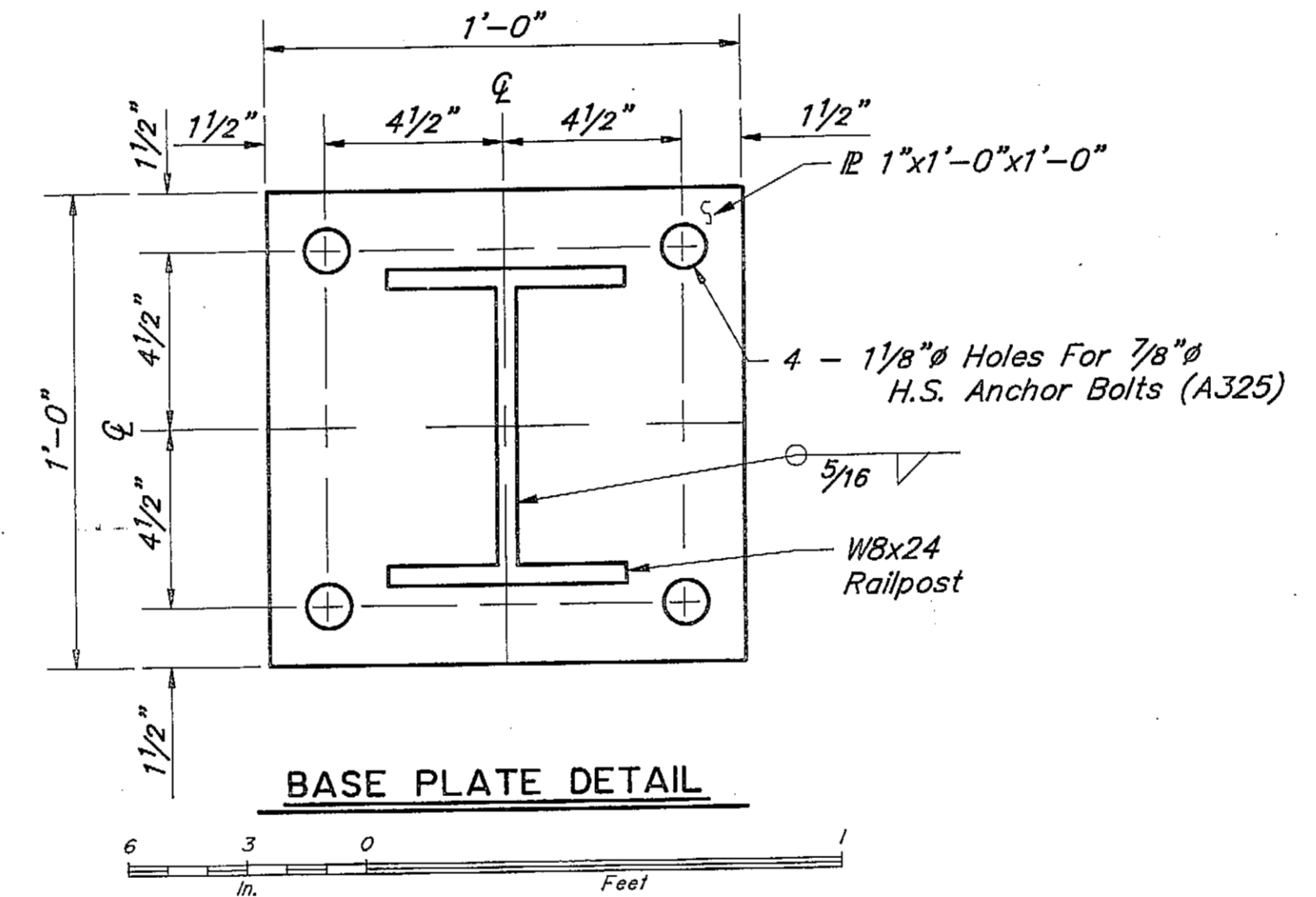
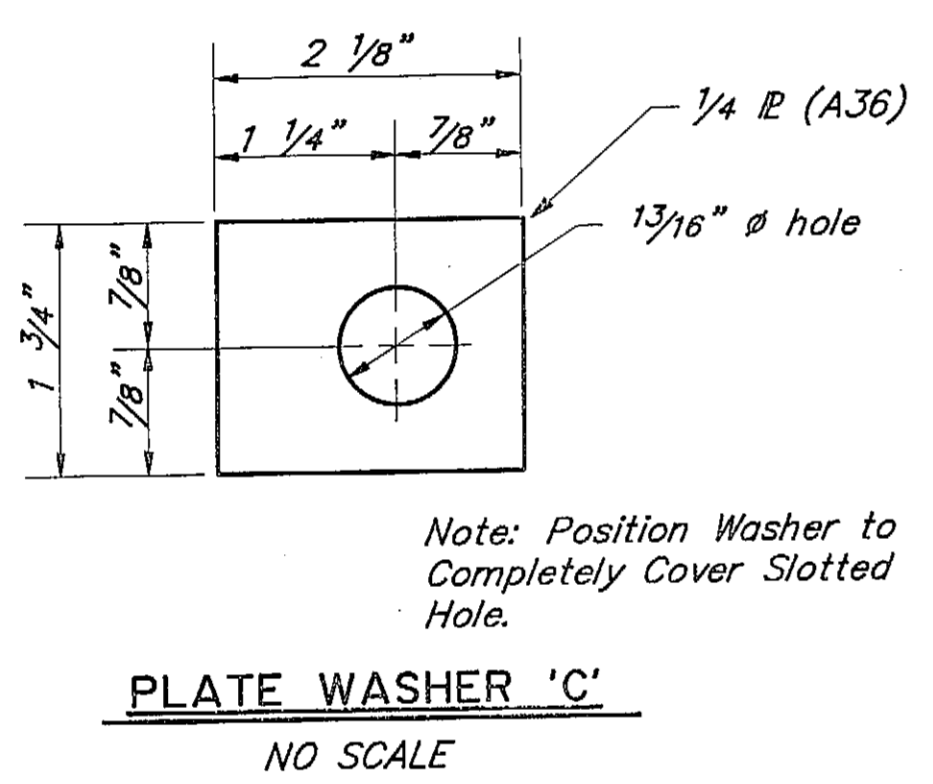
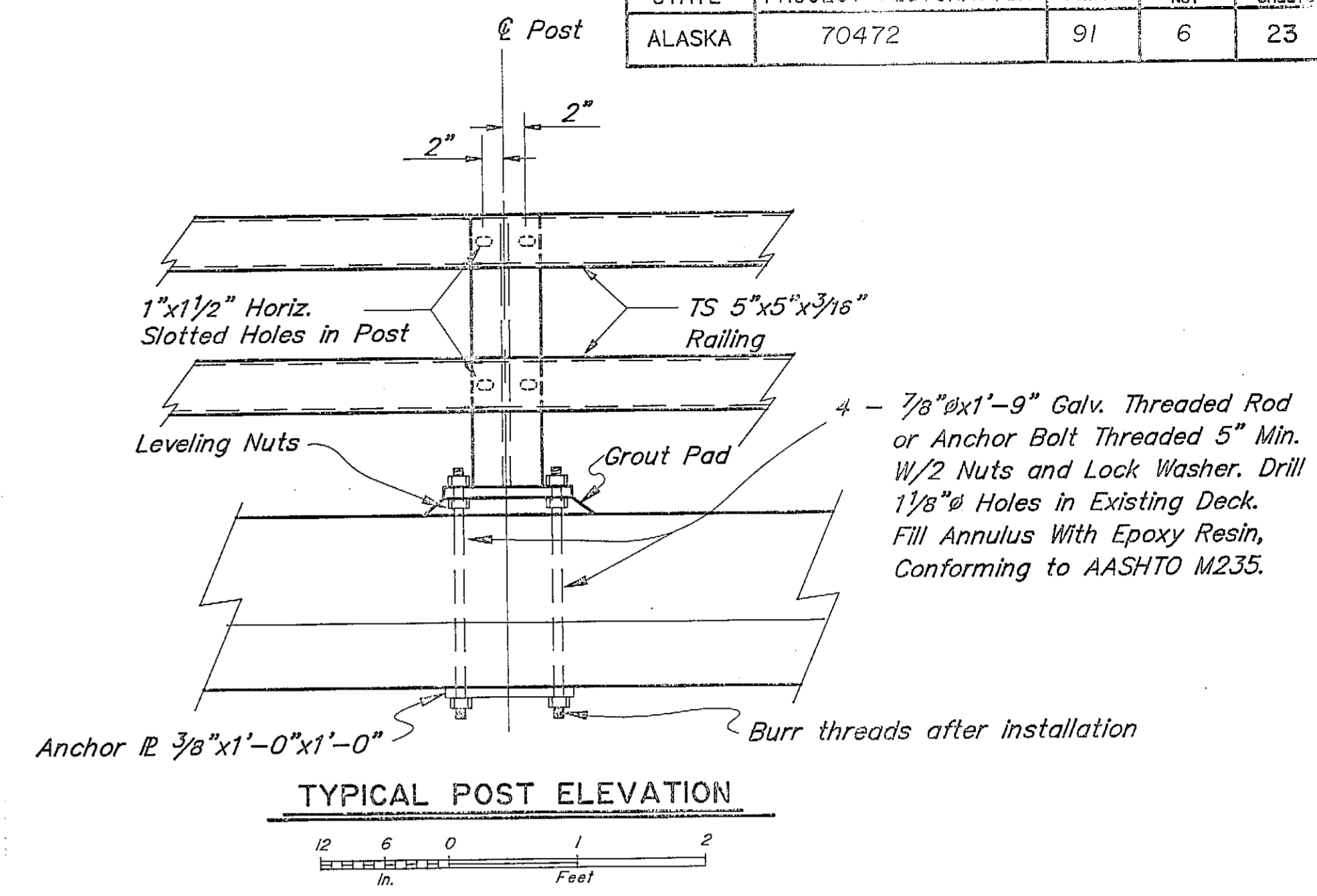
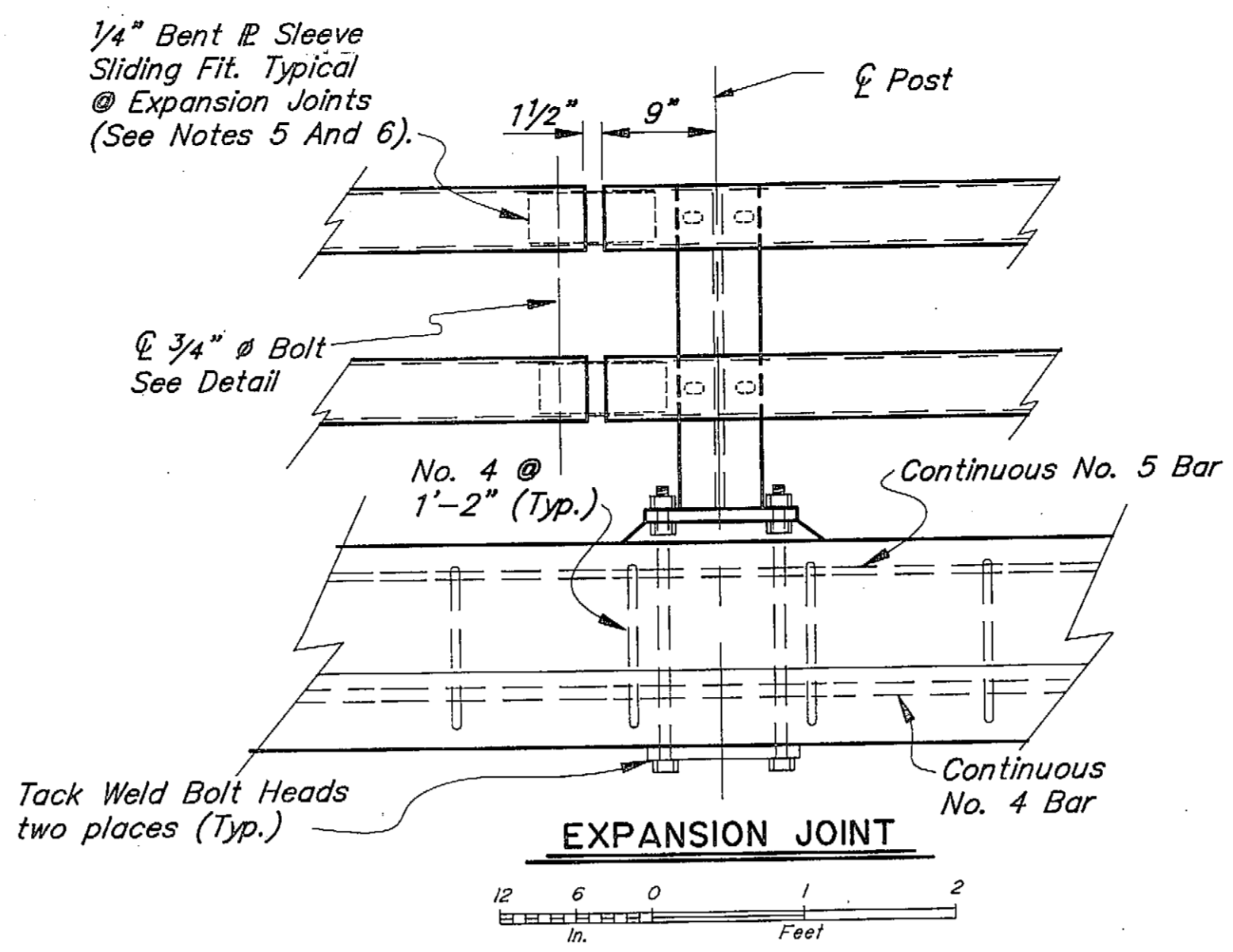
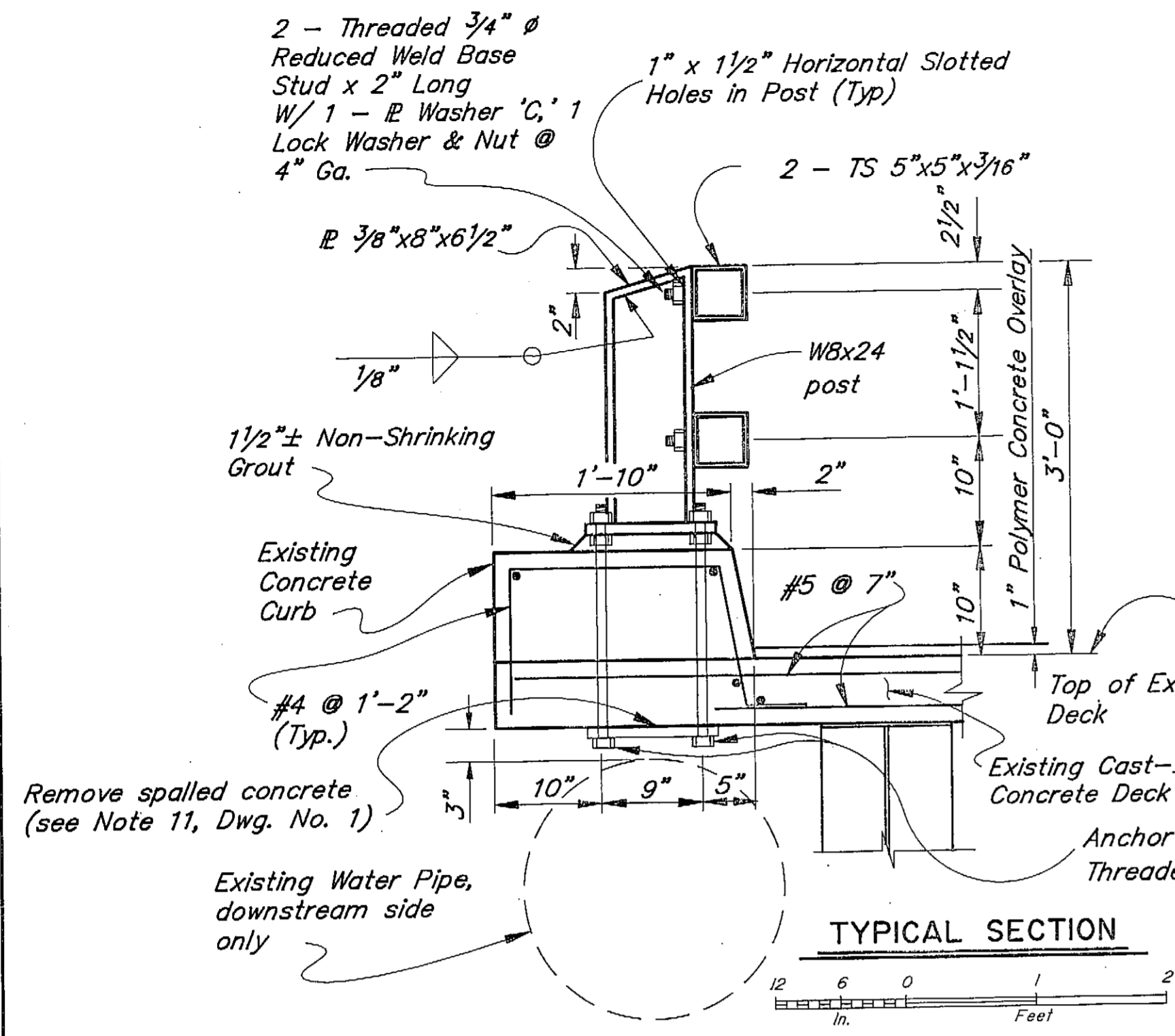
JUNEAU

NORTH DOUGLAS OVERLAY
F-M-0959(15), 70472
SIGNING SUMMARY

ALASKA

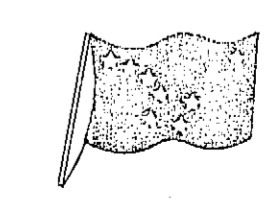
DESIGNED BY:	P. JONES	PROJECT NO.	73
DRAWN BY:		DATE:	
CHECKED BY:	K. SMITH	SHEET	4 OF 23





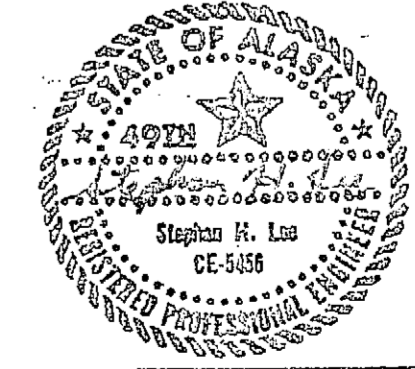
FISH CREEK BRIDGE
REHABILITATION
BRIDGE RAILING 2

STATE of ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA



BRIDGE NO. 353
DWG. NO. 2

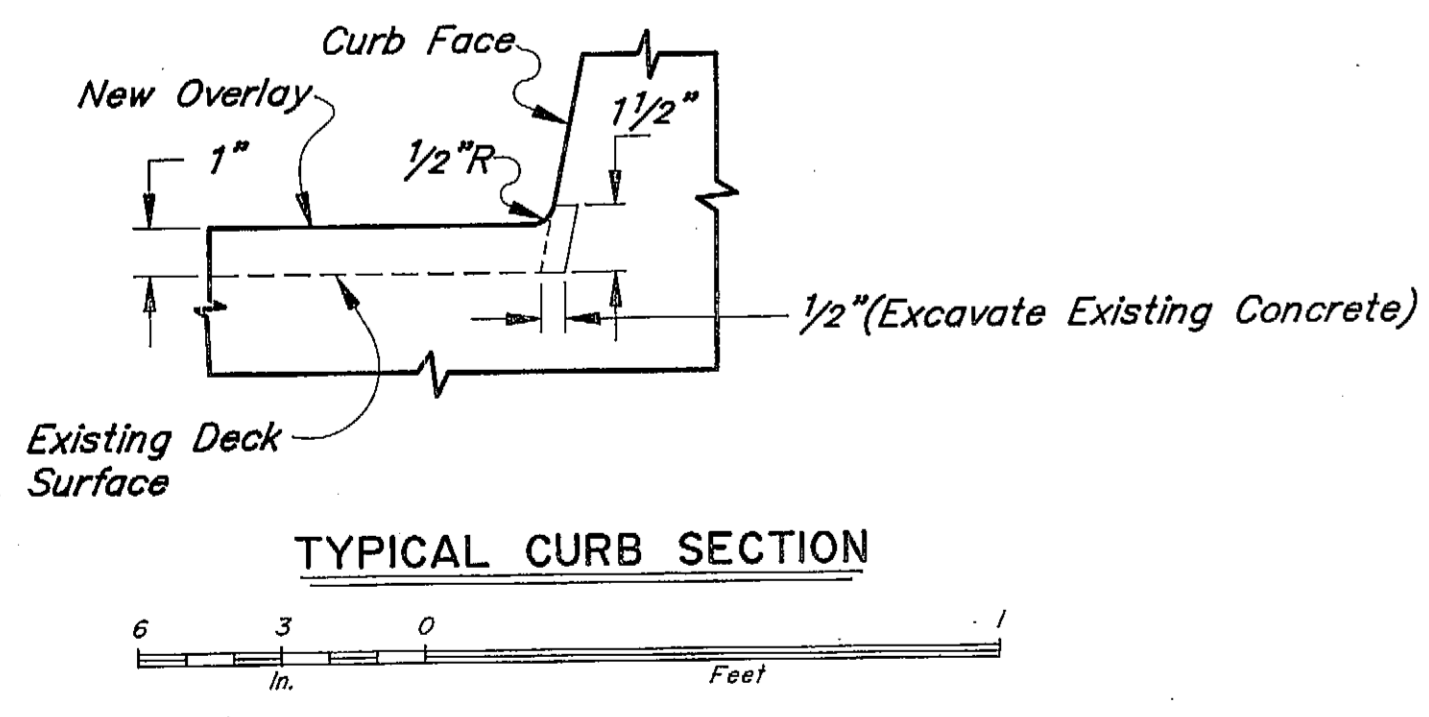
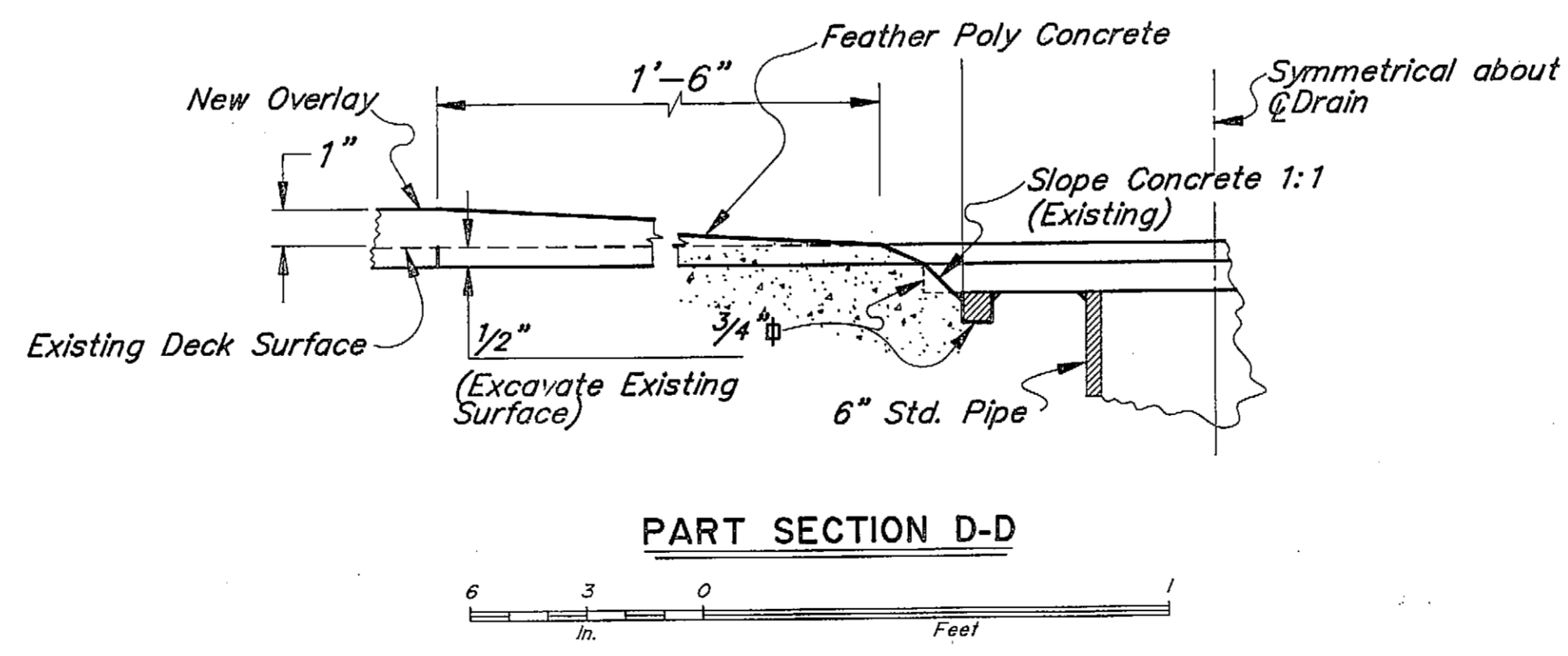
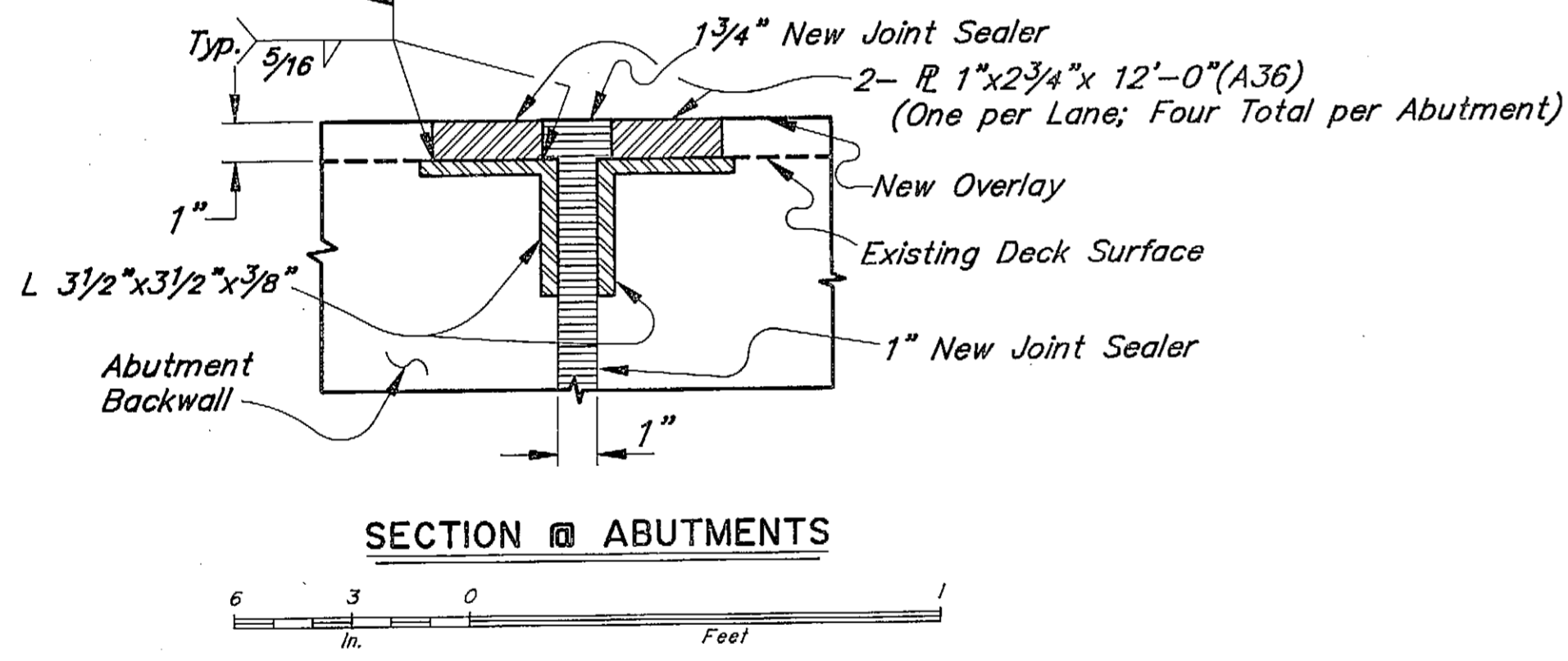
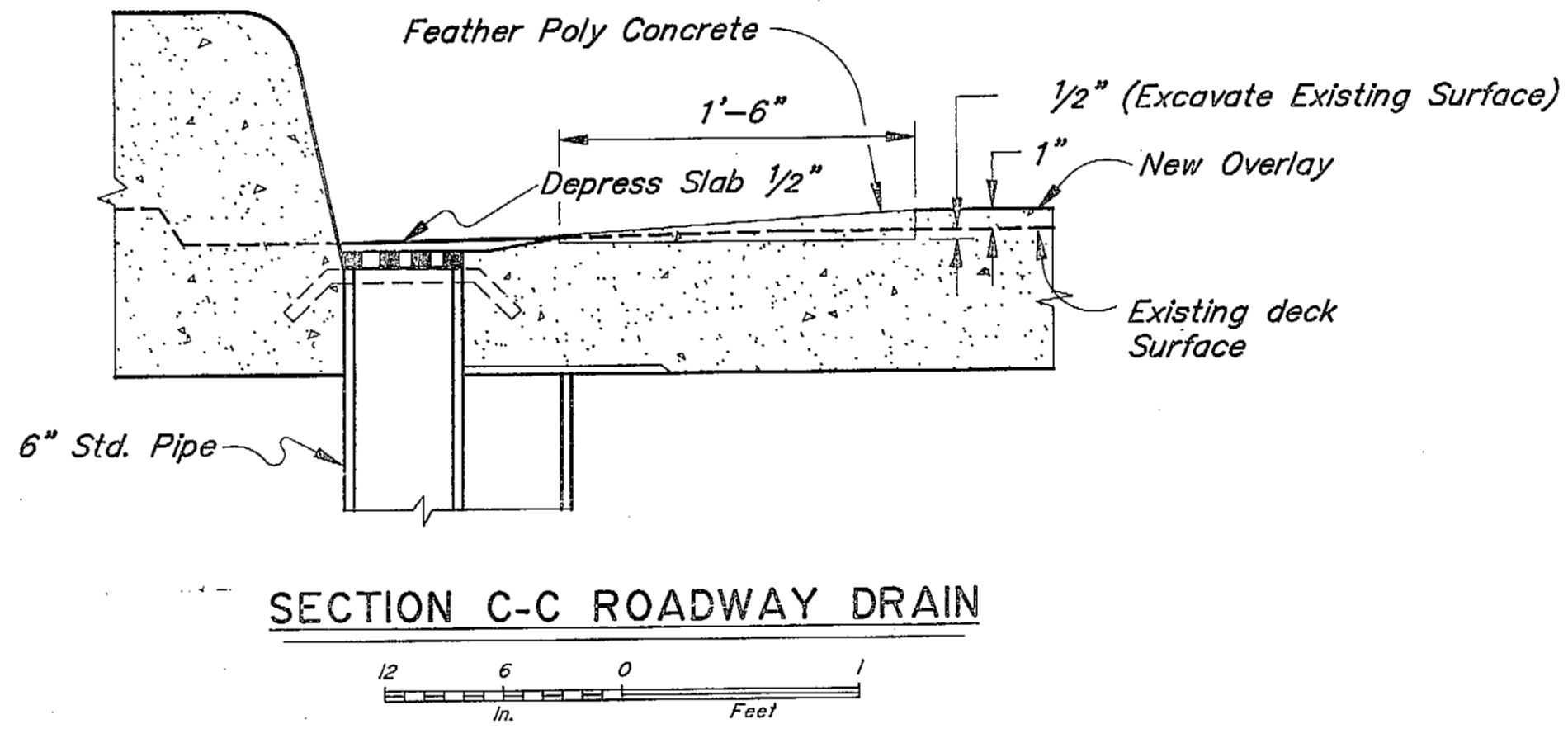
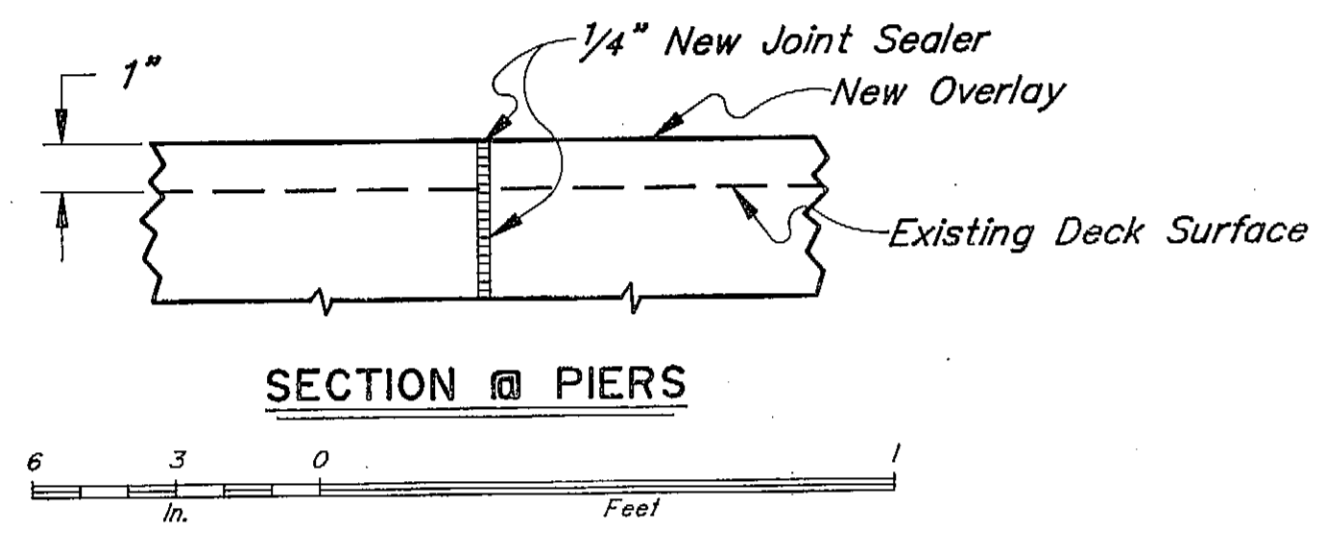
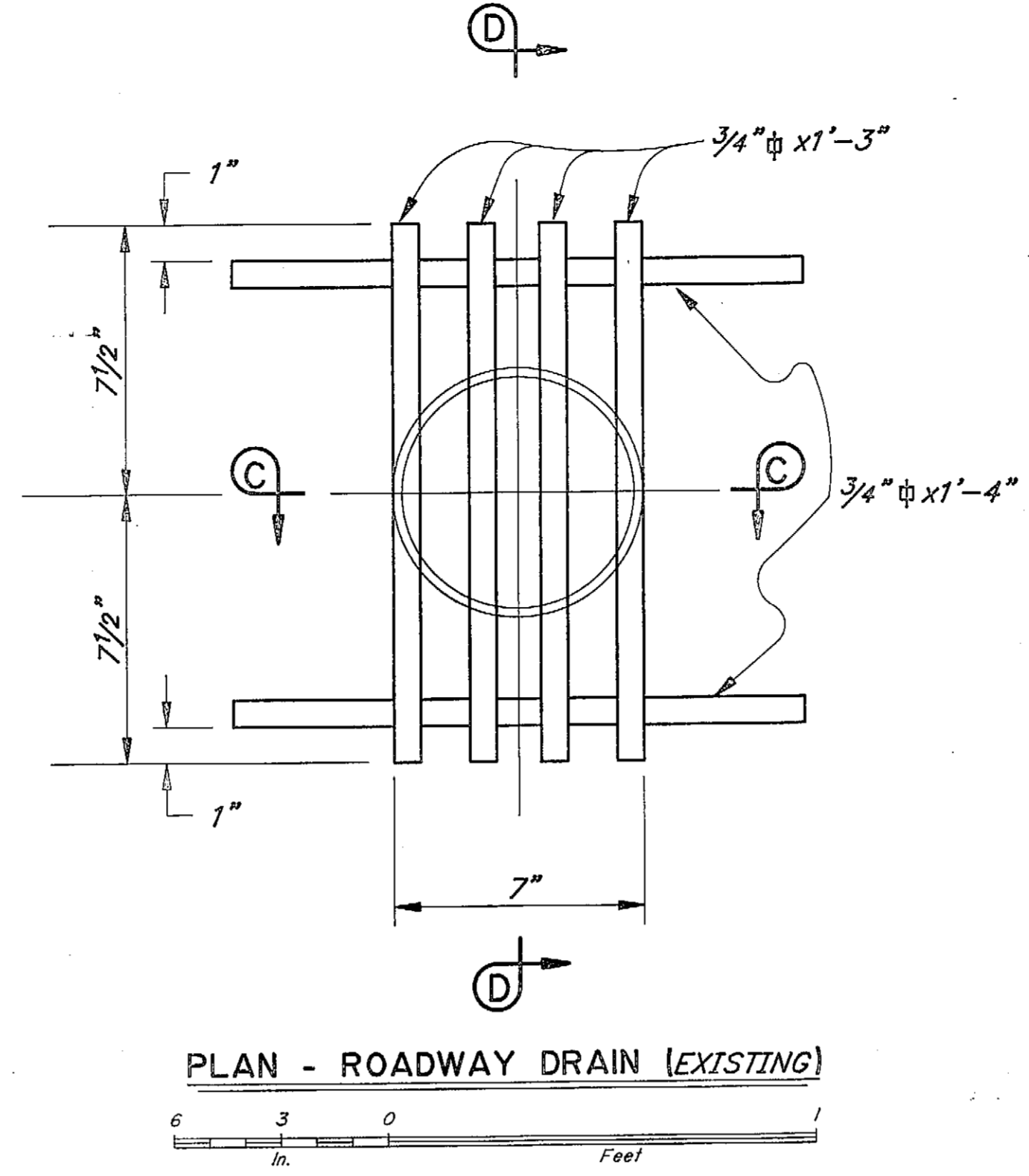
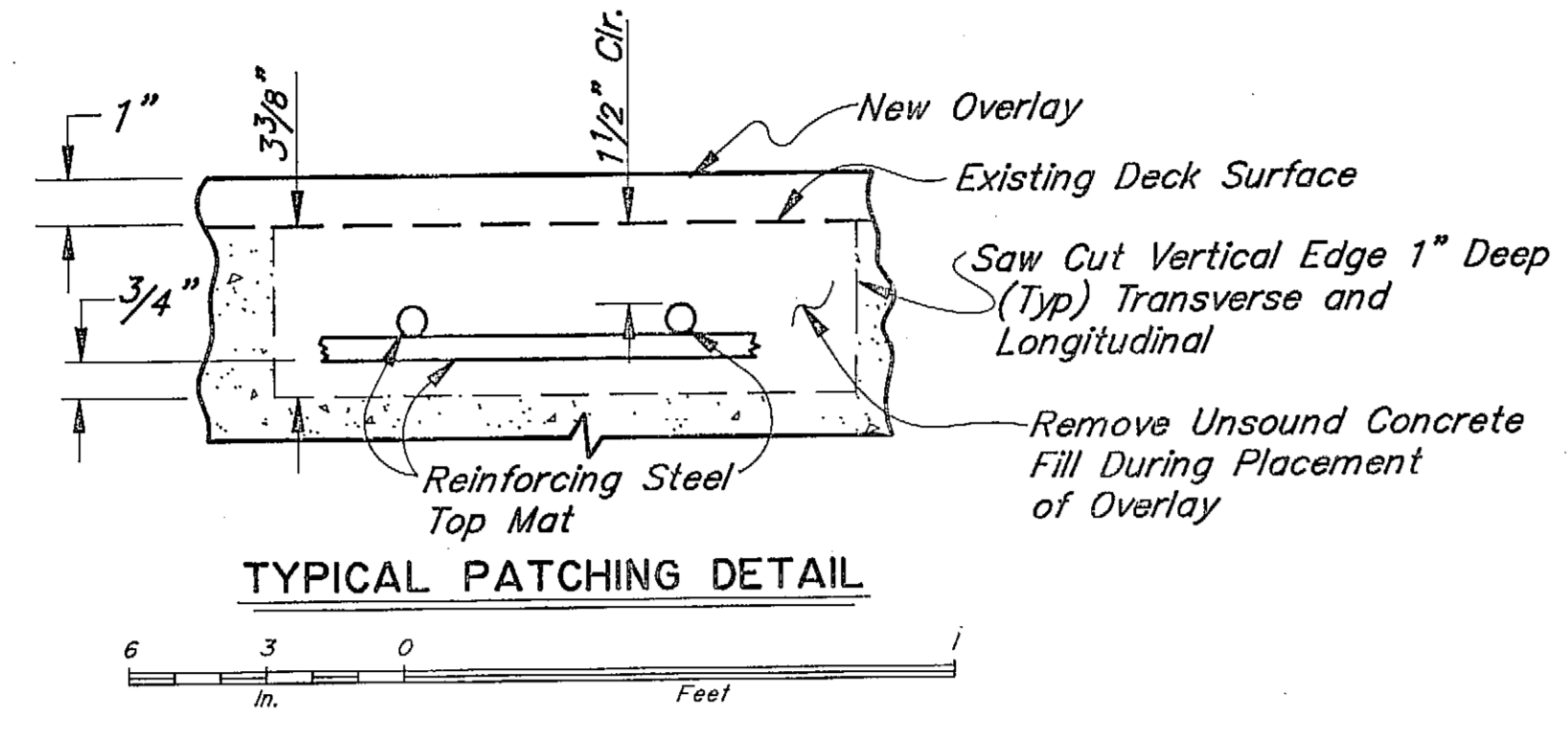
Designed By: S.H.L. Date: 8/91
Checked By: M.C.H. Date: 8/91
Drawn By: S.H.S. Date: 8/91
Checked By: M.C.H. Date: 8/91
Traced By: C.H.F. Date: 9/91



12 C (CAD) 1041.353-2
5/11/1991 14:30
Scale = 1:60
Drawn By: SHS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	70472	91	7	23

NOTES:
 1. Scarify existing deck surface 1/4" Minimum depth, typical.



FISH CREEK BRIDGE
 REHABILITATION
 OVERLAY DETAIL

STATE of ALASKA
 DEPARTMENT of TRANSPORTATION
 and PUBLIC FACILITIES
 JUNEAU, ALASKA



BRIDGE NO. 353
 DWG. NO. 3

Designed By: S.H.L.
 Checked By: S.H.L.
 Drawn By: S.H.L.
 Traced By: S.H.L.

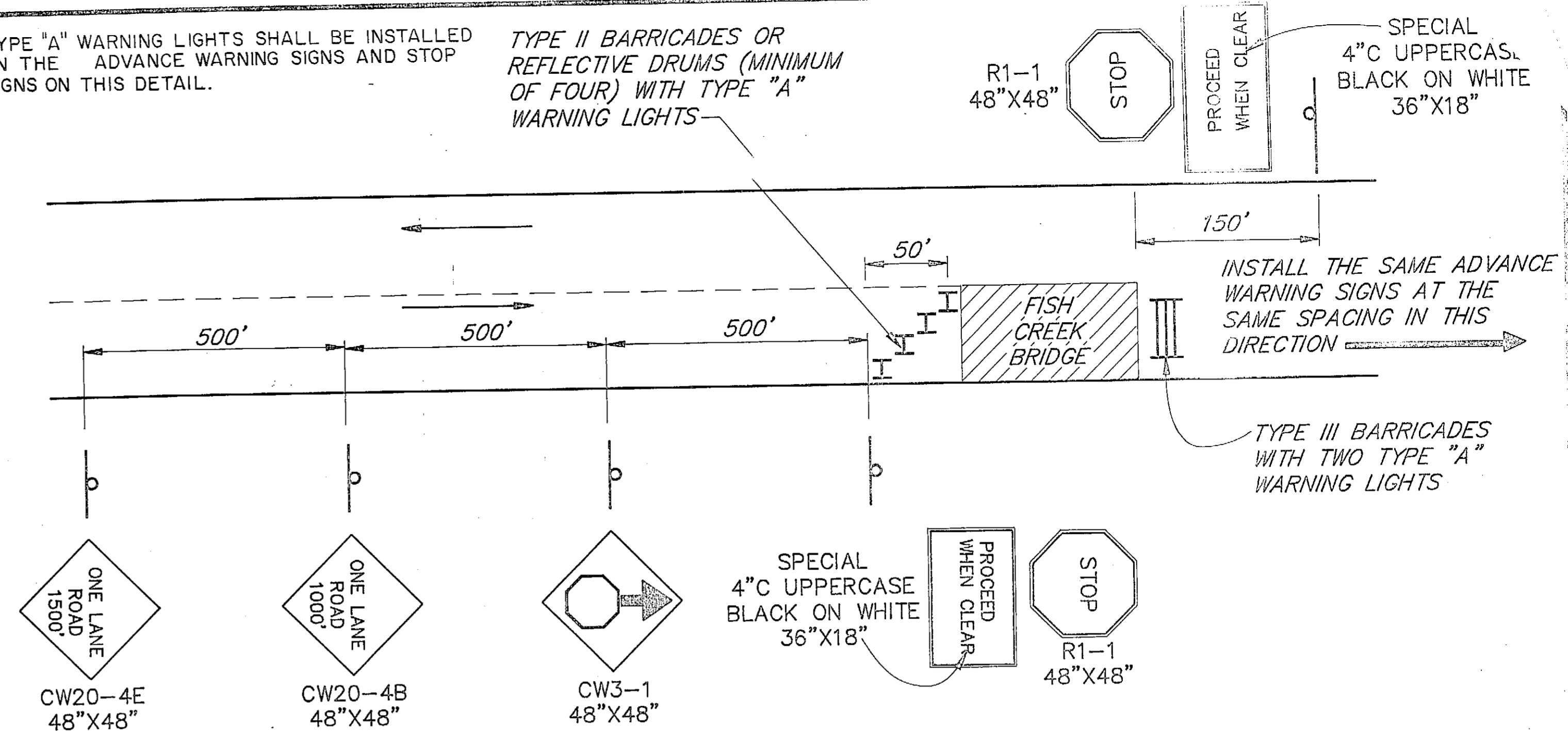
12 C-1041 (REV) 11.30.3-1
 1/2/1992 14:44
 Scale = 2:00
 Drawn By: S.H.L.

TRAFFIC CONTROL NOTES:

- Except as described on this sheet, reconstruction shall be by half width construction methods and at least one lane, two-way traffic shall be maintained at all times.
- Single lane closures shall be as shown on Standard Dwg., C-03.01, "TYPICAL LANE CLOSURE-EXTENDED DURATION," without the "END CONSTRUCTION" signs.
- At the B.O.P. and E.O.P. "END CONSTRUCTION" (G20-2, 60"x24") permanent signs shall be installed 500 ft. beyond the project limits. "ROAD CONSTRUCTION NEXT 3 MILES" (G20-1, 60"x36") signs shall be installed 1500 feet in advance of the B.O.P. and E.O.P.
- In areas of reconstruction, while the pavement is removed, cones or tubes shall be placed along the edge of traveled way at a spacing in feet equal to the speed limit in miles per hour.
- Temporary pavement markings are required on the leveling course as specified in Section 643 of the Special Provisions.
- The maximum length of a one-lane, two way work area shall be 2500 feet. The minimum separation between one-lane work areas shall be 2000 feet.

NOTE: TYPE "A" WARNING LIGHTS SHALL BE INSTALLED ON THE ADVANCE WARNING SIGNS AND STOP SIGNS ON THIS DETAIL.

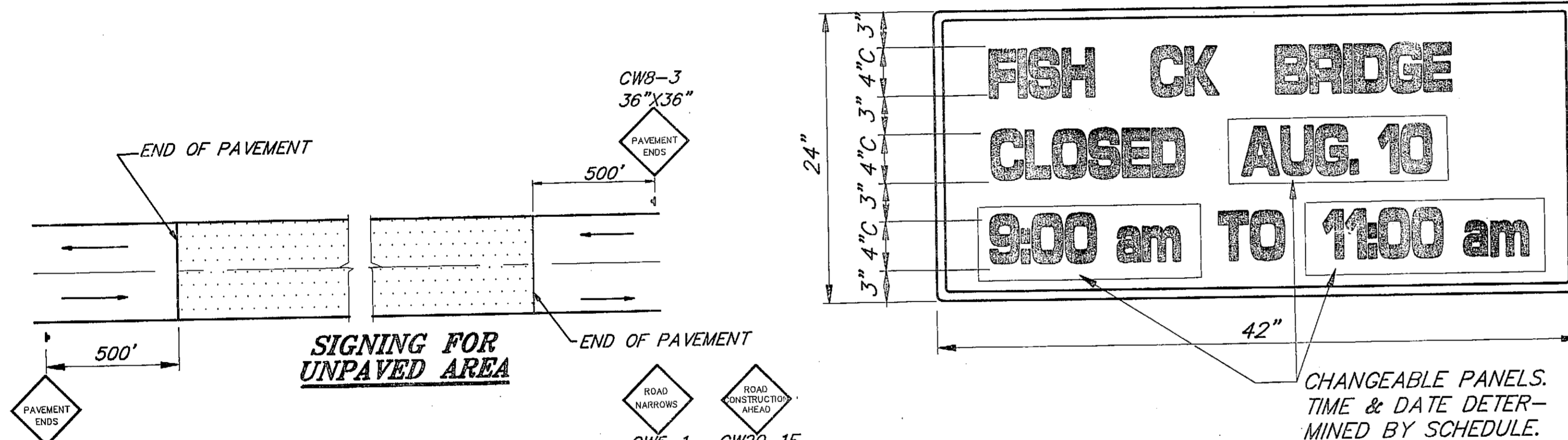
TYPE II BARRICADES OR REFLECTIVE DRUMS (MINIMUM OF FOUR) WITH TYPE "A" WARNING LIGHTS



OVERNIGHT HALF WIDTH TRAFFIC CONTROL PLAN

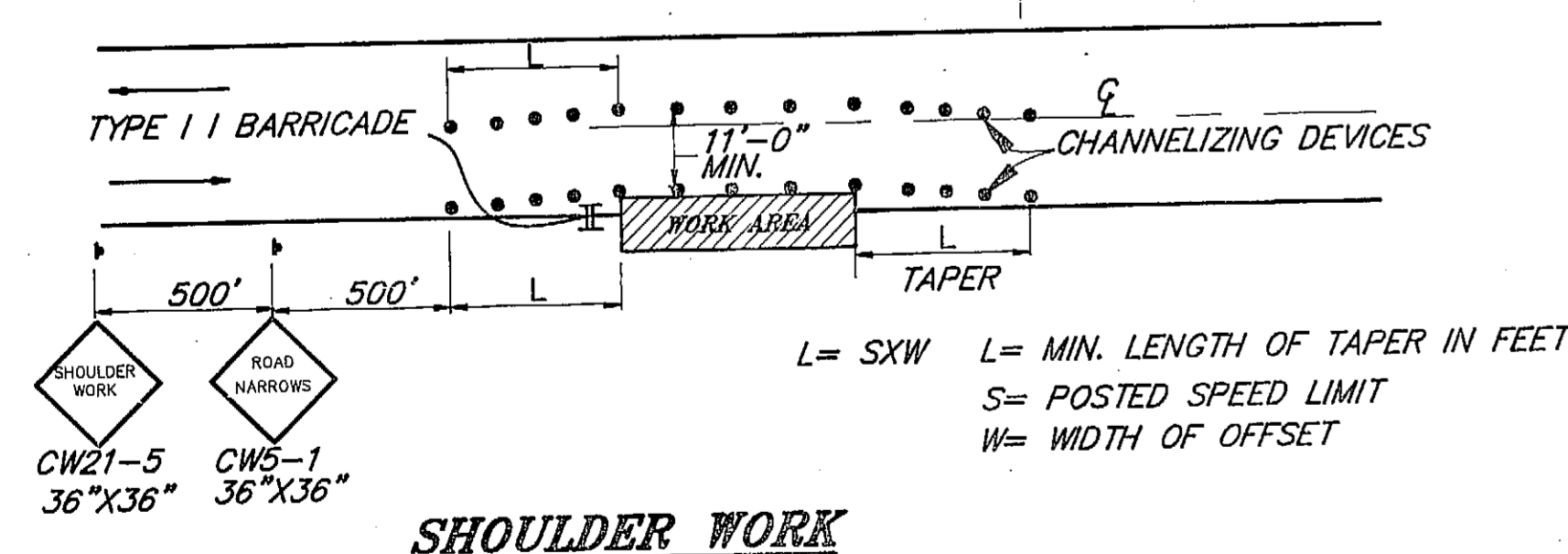
TO BE ALLOWED ONLY FOR THE CURING OF THE BRIDGE DECK (4-5 DAYS ON EACH SIDE)

EXAMPLE



SPECIAL BLACK ON ORANGE

INSTALL FACING NORTHBOUND TRAFFIC NEAR KOWEE CREEK BRIDGE AT LEAST TWO DAYS BEFORE CLOSURE

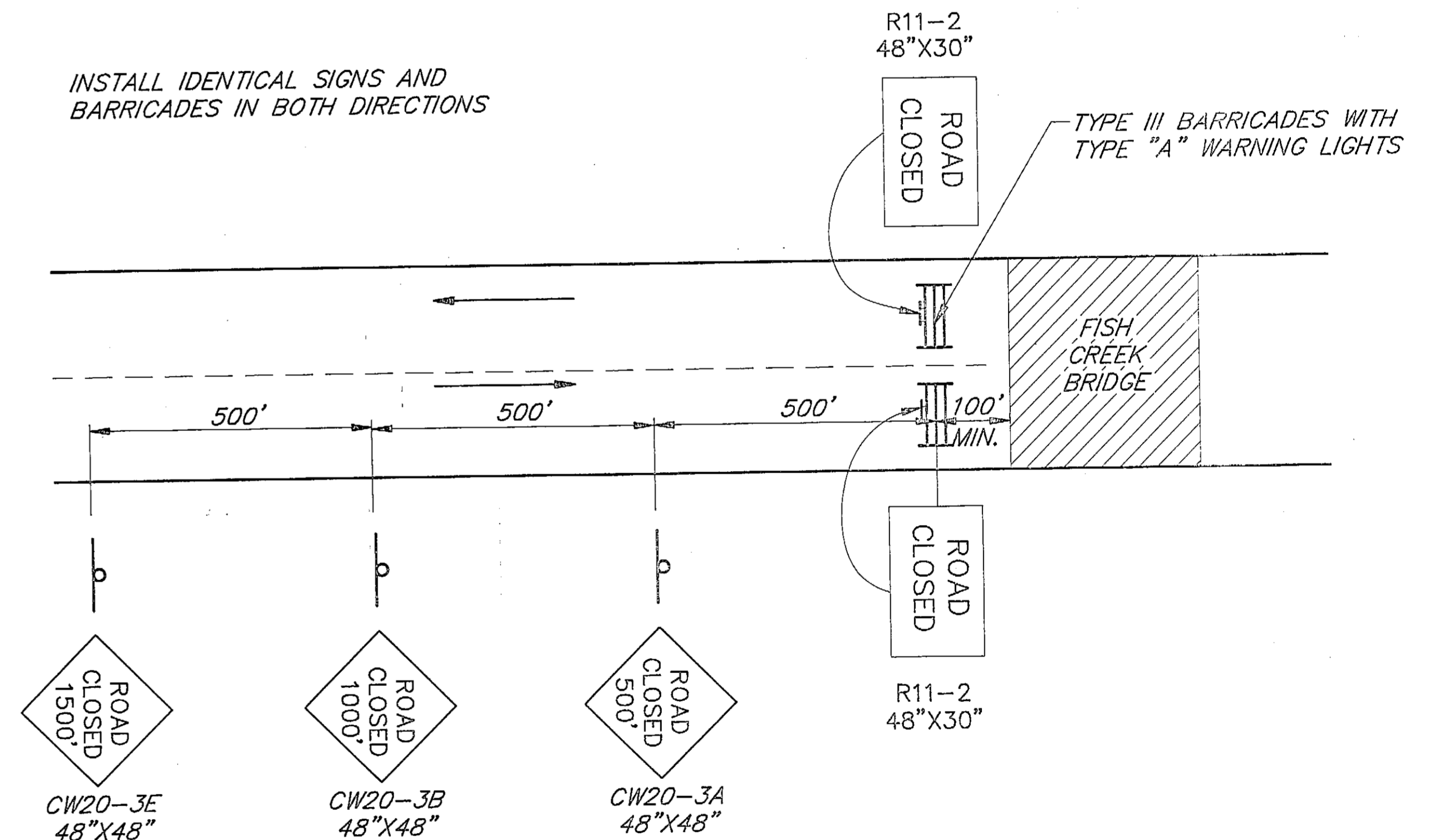


SHOULDER WORK

NOTES:

- IF ONLY ONE LANE IS EFFECTED BY SHOULDER WORK, THE CENTERLINE CONES AND SIGNS FOR THE OPPOSING LANE MAY BE DELETED.
- CONE SPACING = SPEED LIMIT.

INSTALL IDENTICAL SIGNS AND BARRICADES IN BOTH DIRECTIONS



ROAD CLOSURE TRAFFIC CONTROL PLAN

TO BE ALLOWED ONLY DURING FINISHING OF THE CONCRETE BRIDGE DECK. SEE SPECIFICATIONS FOR TIME RESTRICTIONS AND NOTIFICATION REQUIREMENTS.

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

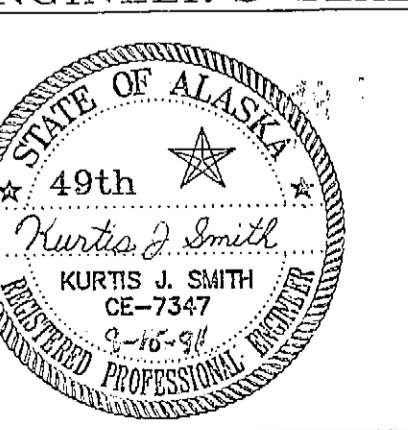
North Douglas Overlay
Project No. F-M-0959(15) 70472

TRAFFIC CONTROL PLAN

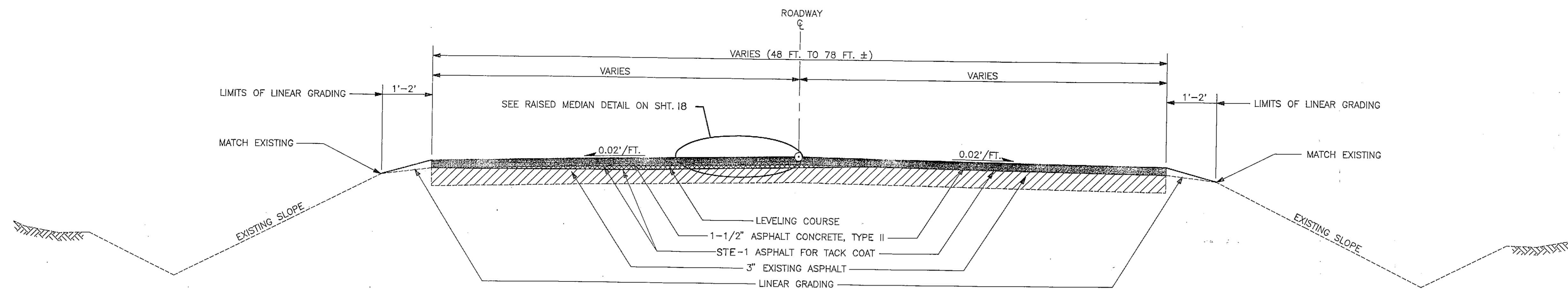
ALASKA
DESIGNED BY: Paul Jones
DRAWN BY: AUTOCADD/C. Anderson
CHECKED BY: Kurt Smith

PROJECT NO. 70472
DATE:
SHEET 8 OF 23

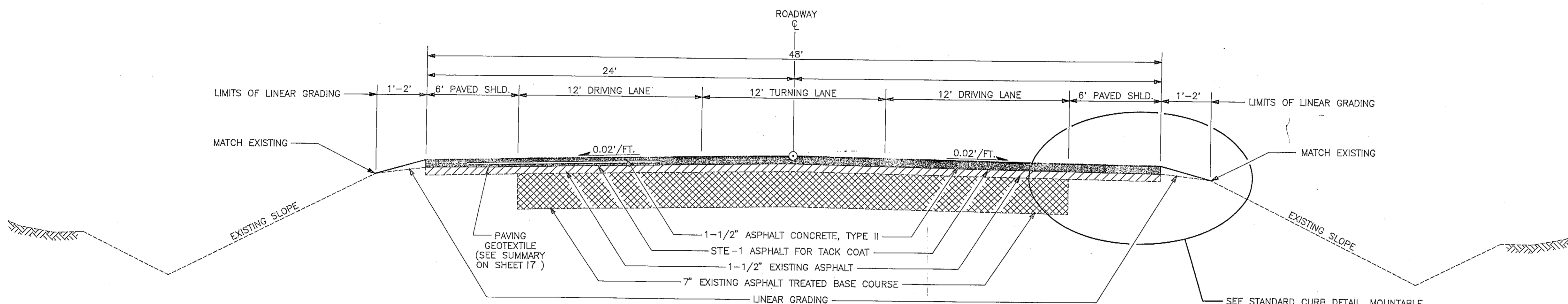
ENGINEER'S SEAL



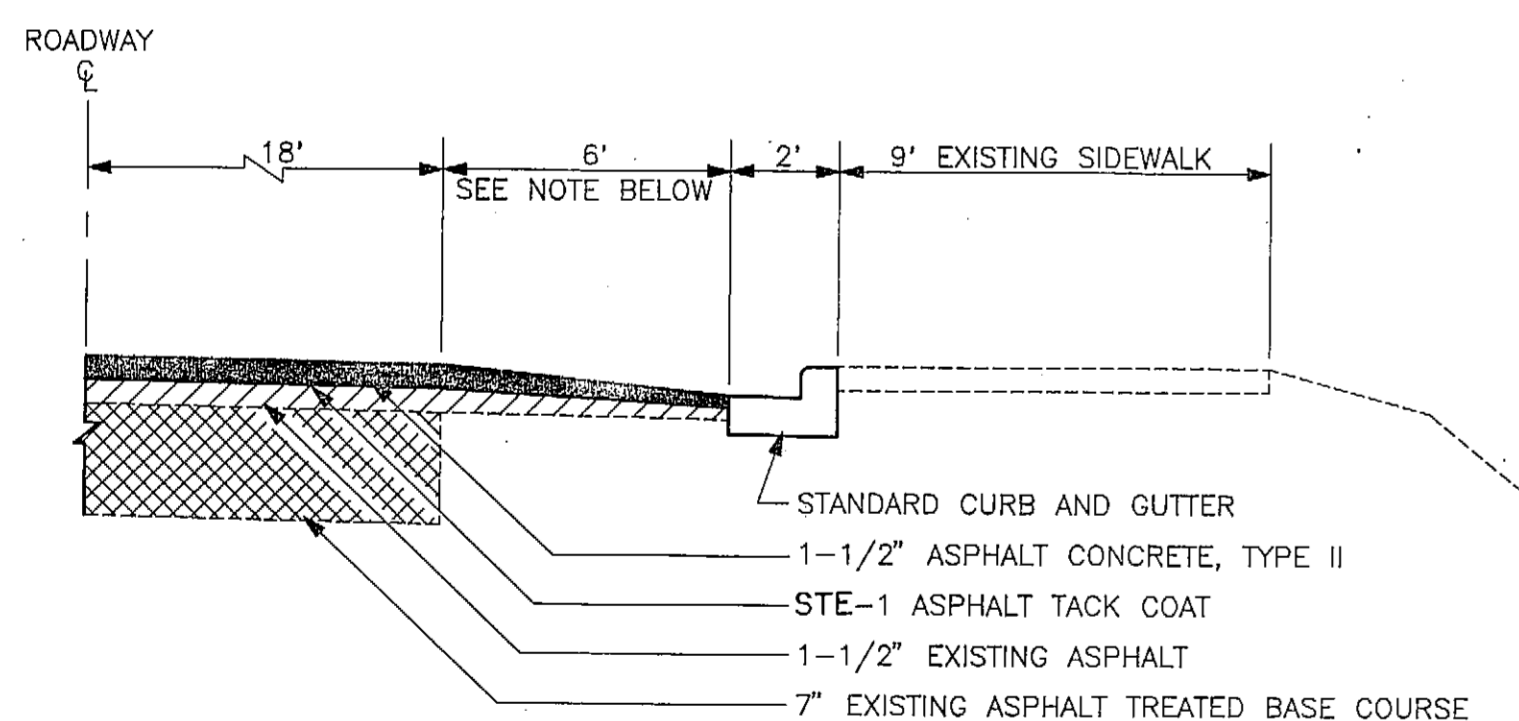
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TYPICAL SECTION
B.O.P. STA. 10+58 TO STA. 29+22

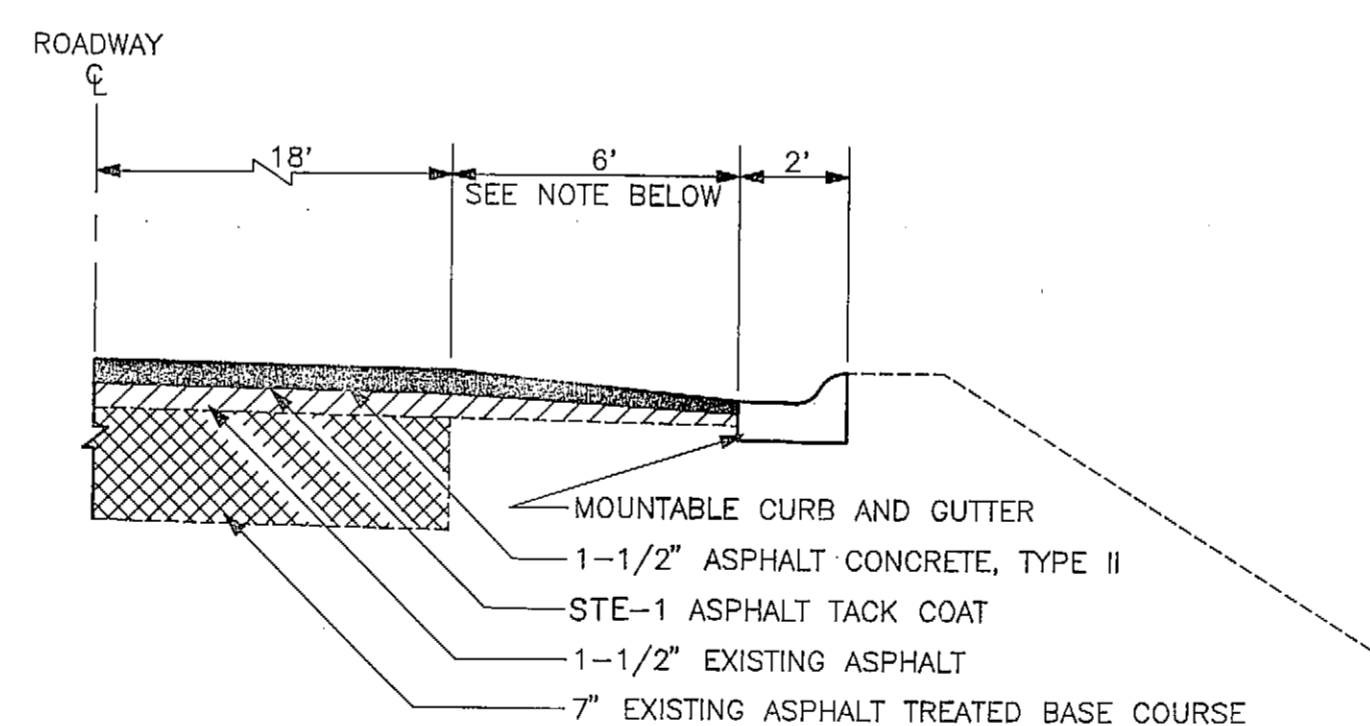


TYPICAL SECTION
STA. 29+22 TO E.O.P. STA 314+08.37



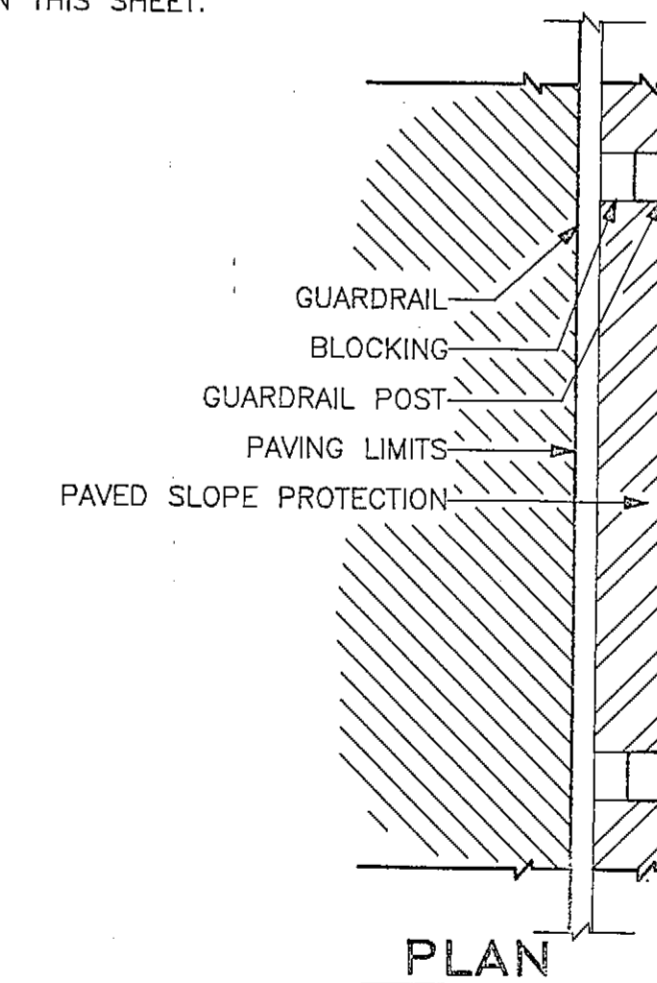
NOTE:
TOP OF NEW ASPHALT OVERLAY SHALL MATCH THE EXISTING CURB & GUTTER. USE TAPERED ASPHALT GRINDING, SEE DETAILS ON SHEET 13

STANDARD CURB DETAIL
267+00, 24' RT. TO 268+08, 24' RT. &
269+09, 24' RT. TO 269+35, 30' RT.



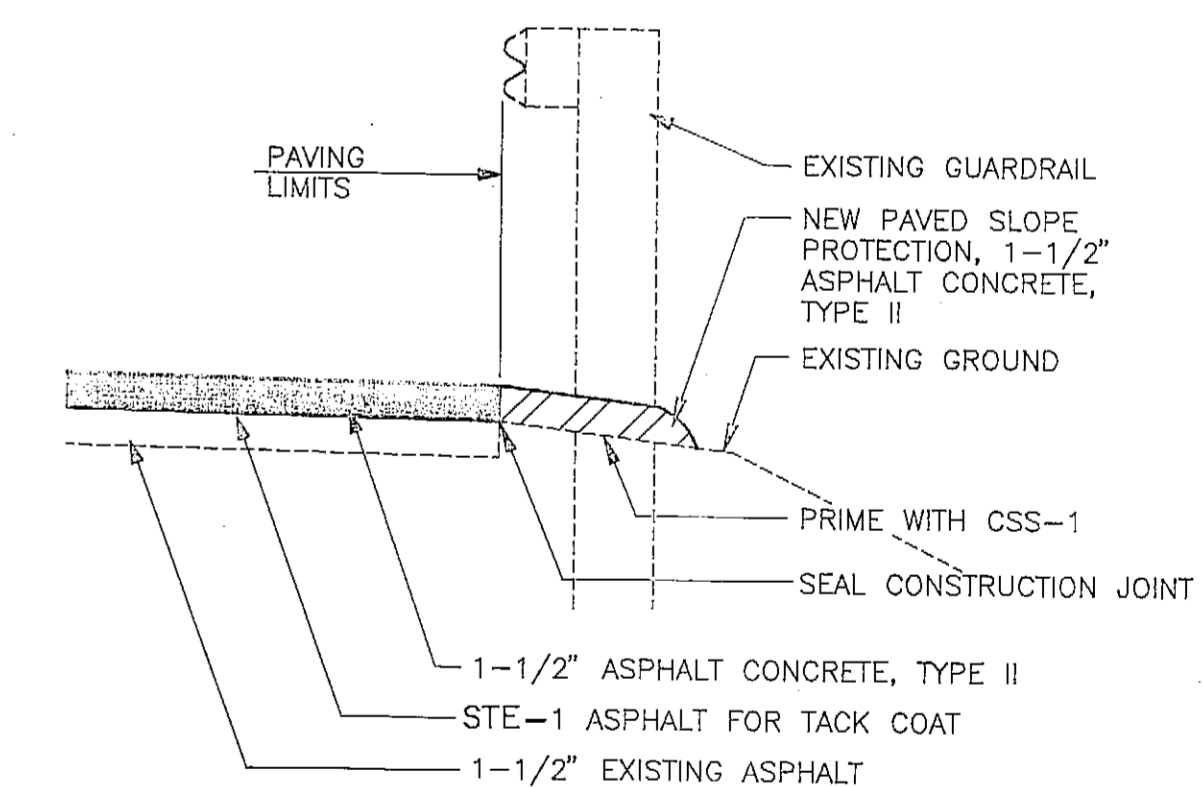
NOTE:
TOP OF NEW ASPHALT OVERLAY SHALL MATCH THE EXISTING CURB & GUTTER. USE TAPERED ASPHALT GRINDING, SEE DETAILS ON SHEET 13

MOUNTABLE CURB DETAIL
254+30, 24' RT. TO 263+00, 24' RT.



NOTE:
SEE SUMMARY ON SHEET 17

PAVED SLOPE PROTECTION DETAILS



SECTION

- TYPICAL SECTION NOTES**
- PAVING LIMITS ARE FROM THE EDGE OF THE EXISTING PAVEMENT TO THE EDGE OF THE EXISTING PAVEMENT. SEE ASPHALT GRINDING DETAIL ON SHEET 13
 - FROM THE B.O.P. TO STA. 29+22 THE NEW CROWN LINE SHALL BE SHIFTED LEFT. THE NEW CROWN LINE SHALL BE LOCATED FROM 10.8' LT. AT THE B.O.P. TO 4.5' LT. AT STA. 25+35 AND SHALL TRANSITION SMOOTHLY FROM STA. 25+35, 4.5' LT. TO MATCH THE EXISTING CROWN LINE AT STA. 29+22. ELSEWHERE, THE NEW CROWN LINE IS TO MATCH THE EXISTING CROWN LINE.
 - AN ASPHALT CONCRETE, TYPE II, LEVELING COURSE WILL BE REQUIRED TO RECONSTRUCT THE CROWN LINE PRIOR TO FINAL PAVING FROM THE B.O.P. TO STA. 29+22 (APPROX. QUANTITY: 750 TONS). A LEVELING COURSE MAY BE REQUIRED IN OTHER AREAS AS DIRECTED BY THE ENGINEER.
 - CONSTRUCTION IS TYPICAL ON BOTH SIDES OF THE CENTERLINE UNLESS OTHERWISE NOTED.

BY:	DATE:	DESCRIPTION OF CHANGE:
	2-4-92	REVISED REFERENCE SHEET NOS.

RECORD OF REVISIONS

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

JUNEAU
LEMON ROAD OVERLAY
TYPICAL SECTIONS

PREPARED BY
AS ARCTIC SLOPE CONSULTING GROUP, INC.
Engineers • Architects • Scientists • Surveyors

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY:	J.M.M.B.	SCALE:	NOT TO SCALE
DRAWN BY:	J.E.M.	DATE:	OCTOBER 1991
CHECKED BY:	D.L.M.	SHEET	9 OF 23

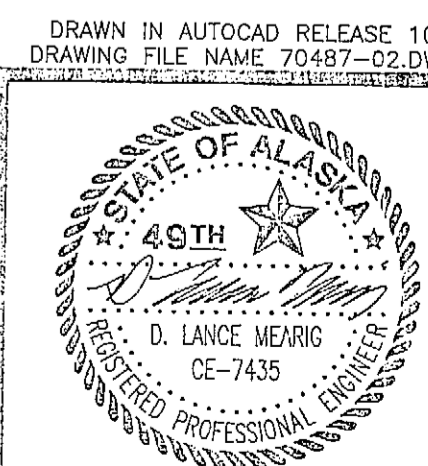


TABLE OF ESTIMATING FACTORS		
ITEM No.	ITEM	ESTIMATING FACTOR
401 (1)	ASPHALT CONCRETE, TYPE II, CLASS "B"	116 POUNDS/SQUARE YARD/INCH DEPTH
401 (2)	AC-10 ASPHALT CEMENT	6% OF ITEM 401 (1)
402 (1)	CSS-1 ASPHALT FOR TACK COAT	APPLICATION RATE: 0.10 GAL./S.Y. - 253 GAL./TON

GENERAL NOTES


- HORIZONTAL CONTROL FOR THIS PROJECT IS BASED ON THE EXISTING CENTERLINE MONUMENT AT THE INTERSECTION OF EGAN DRIVE (AS-BUILT STA. 197+50.16) & LEMON ROAD (AS-BUILT STA. 10+00) AND THE EXISTING LEMON ROAD P.C. MONUMENT (AS-BUILT STA. 25+73.35).
- ALIGNMENT AND CROSS SLOPES AS SHOWN ON THE PLANS ARE SUBJECT TO MINOR REVISIONS.
- ALL REFERENCES TO "AS-BUILT" CENTERLINES AND STATIONING ARE APPROXIMATE AND ARE SUBJECT TO MINOR REVISIONS.

APPROX. PVMNT. MARKING QTY.			
SYMBOL	DESCRIPTION	WIDTH	QUANTITY
A	SOLID WHITE	4"	20,107 L.F.
B	BROKEN WHITE	4"	1,660 L.F.
C	SOLID DOUBLE YELLOW	4"	4,849 L.F.
D	SOLID WHITE	24"	452 L.F.
E	SOLID WHITE	8"	1,882 L.F.
F	SOLID WHITE	18"	196 L.F.
G	BI-DIRECTIONAL YELLOW	4"	11,944 L.F.
	TURN ARROW SYMBOL		68 EA.
	"ONLY" SYMBOL		21 EA.
H	BIKE LANE SYMBOL		19 EA.
I	SOLID YELLOW	18"	205 L.F.

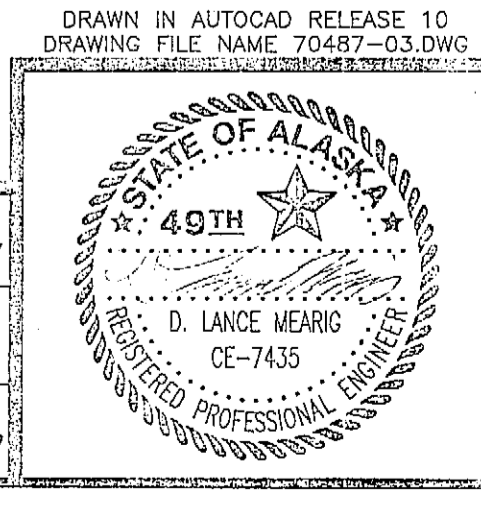
BY:	DATE:	DESCRIPTION OF CHANGE:
	2-4-92	ADDED CLASS "B"
RECORD OF REVISIONS		

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

JUNEAU
LEMON ROAD OVERLAY
ESTIMATE OF QUANTITIES

PREPARED BY
 ARCTIC SLOPE CONSULTING GROUP, INC.
Engineers • Architects • Scientists • Surveyors

DESIGNED BY:	J.M.M.B.	SCALE:	NOT TO SCALE
DRAWN BY:	M.A.B.	DATE:	OCTOBER 1991
CHECKED BY:	D.L.M.		SHEET 10 OF 23

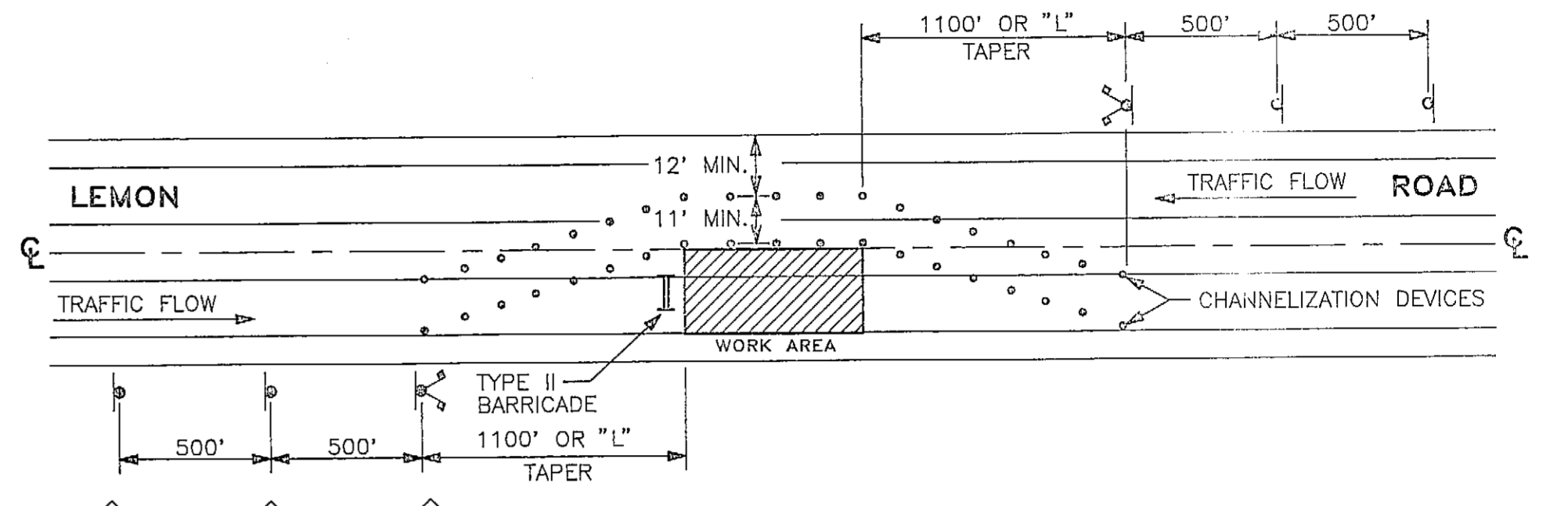
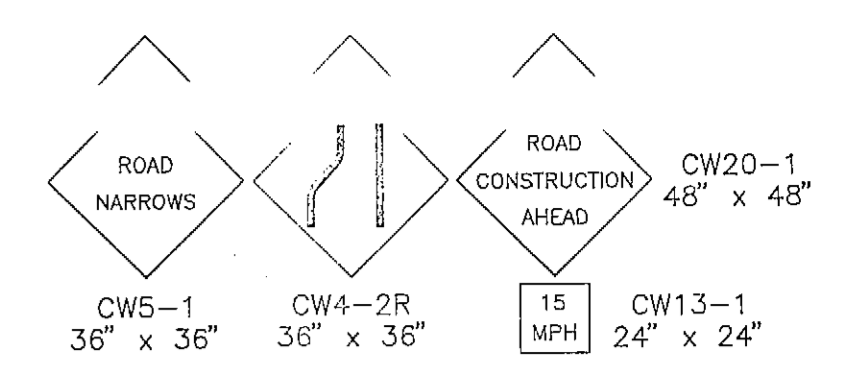


TRAFFIC CONTROL PLAN NOTES

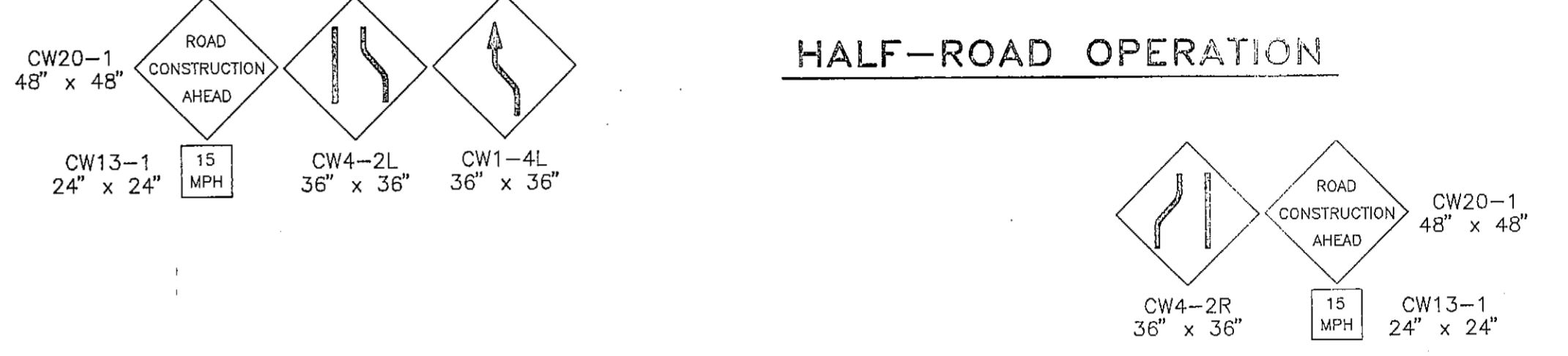
1. WORK AREA SHALL BE RESTRICTED TO A MAXIMUM LENGTH OF 2500'
2. TAPER LENGTHS SHALL BE AS SHOWN FOR THE GIVEN OFFSETS. IF DIFFERENT OFFSETS ARE USED, TAPER LENGTHS SHALL BE COMPUTED USING THE FOLLOWING FORMULA:

$$L = S \times W$$

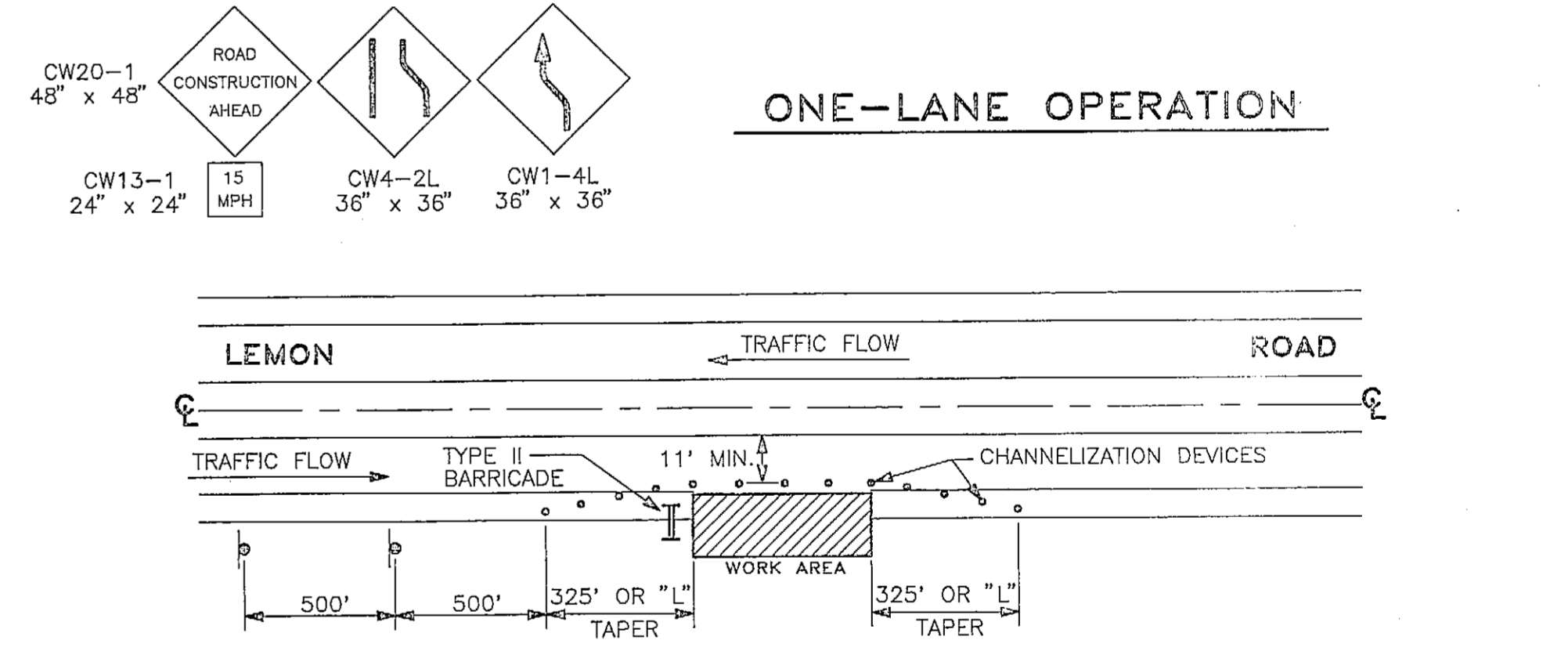
WHERE: L = MINIMUM LENGTH OF TAPER IN FEET
 S = POSTED SPEED LIMIT
 W = WIDTH OF OFFSET



HALF-ROAD OPERATION

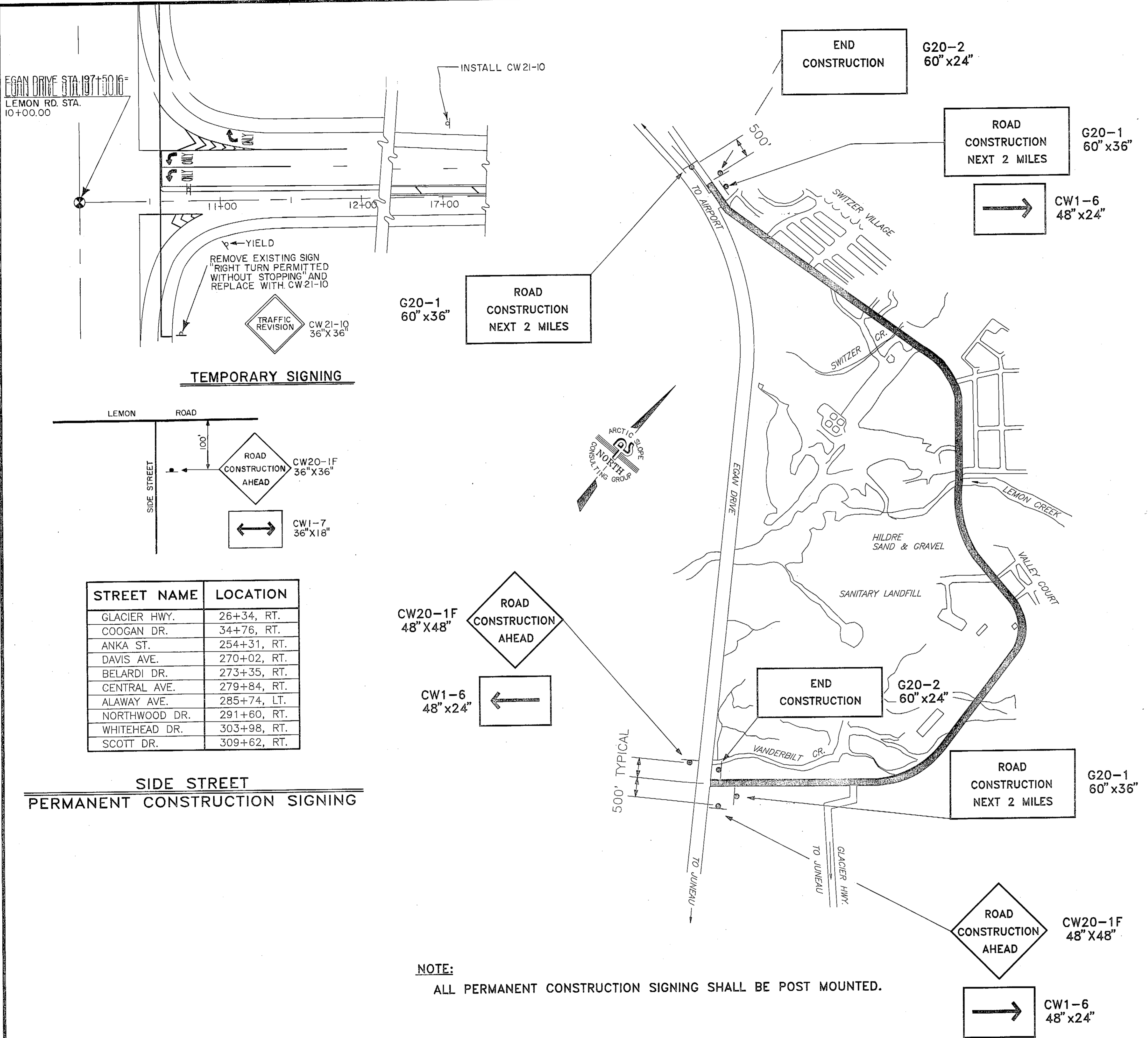


ONE-LANE OPERATION

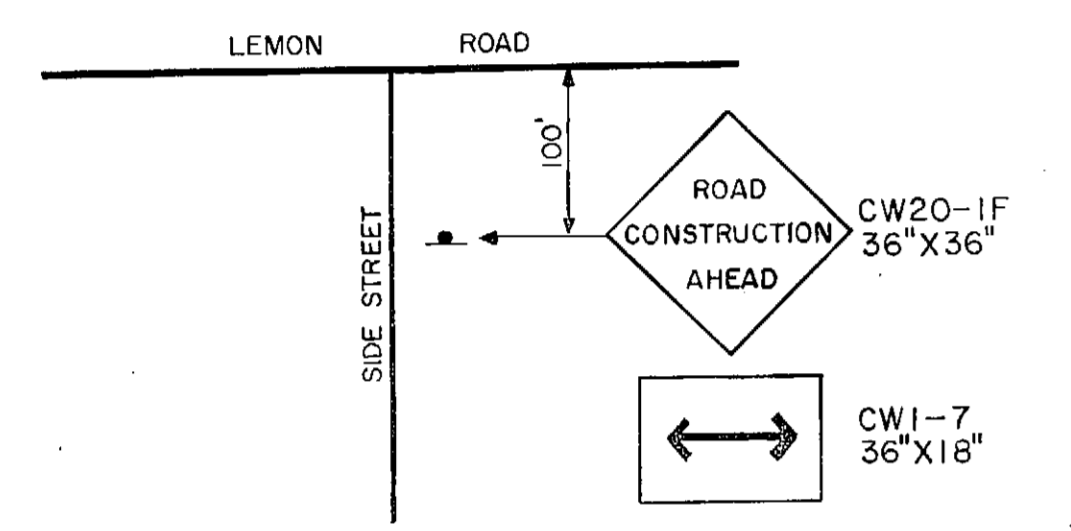


SHOULDER WORK

TYPICAL WORK ZONE TRAFFIC CONTROL



TEMPORARY SIGNING



STREET NAME	LOCATION
GLACIER HWY.	26+34, RT.
COOGAN DR.	34+76, RT.
ANKA ST.	254+31, RT.
DAVIS AVE.	270+02, RT.
BELARDI DR.	273+35, RT.
CENTRAL AVE.	279+84, RT.
ALAWAY AVE.	285+74, LT.
NORTHWOOD DR.	291+60, RT.
WHITEHEAD DR.	303+98, RT.
SCOTT DR.	309+62, RT.

SIDE STREET PERMANENT CONSTRUCTION SIGNING

NOTE: ALL PERMANENT CONSTRUCTION SIGNING SHALL BE POST MOUNTED.

PERMANENT CONSTRUCTION SIGNING

BY:	DATE:	DESCRIPTION OF CHANGE:
B.A.	2-5-92	ADDED TEMPORARY SIGNING DETAIL

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

JUNEAU
 LEMON ROAD OVERLAY
 TRAFFIC CONTROL PLAN

PREPARED BY
 ARCTIC SLOPE CONSULTING GROUP, INC.
 Engineers • Architects • Scientists • Surveyors

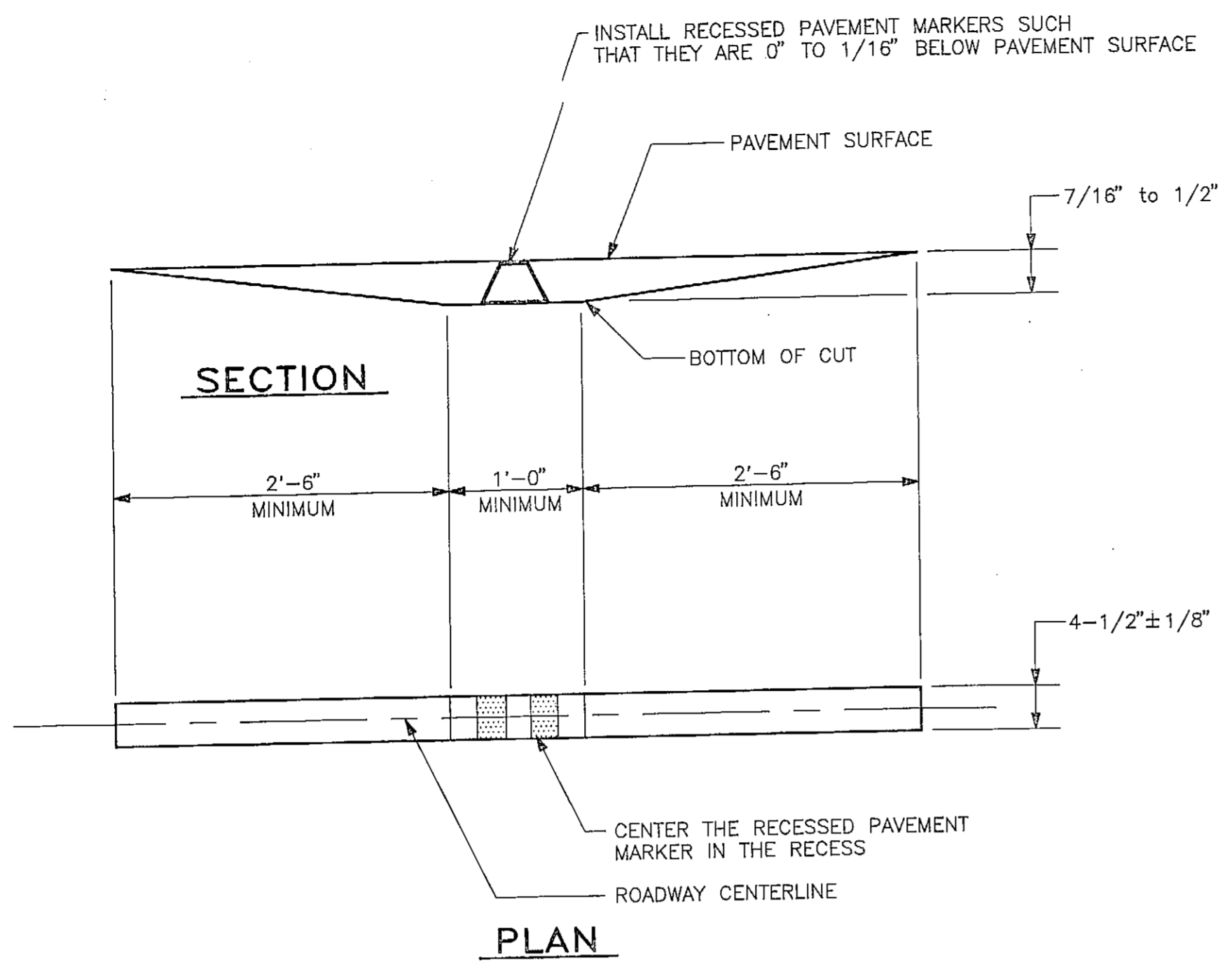
DESIGNED BY:	J.M.M.B.	SCALE	NOT TO SCALE
DRAWN BY:	K.J.F.	DATE:	OCTOBER 1991
CHECKED BY:	D.L.M.	SHEET	11 OF 23



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

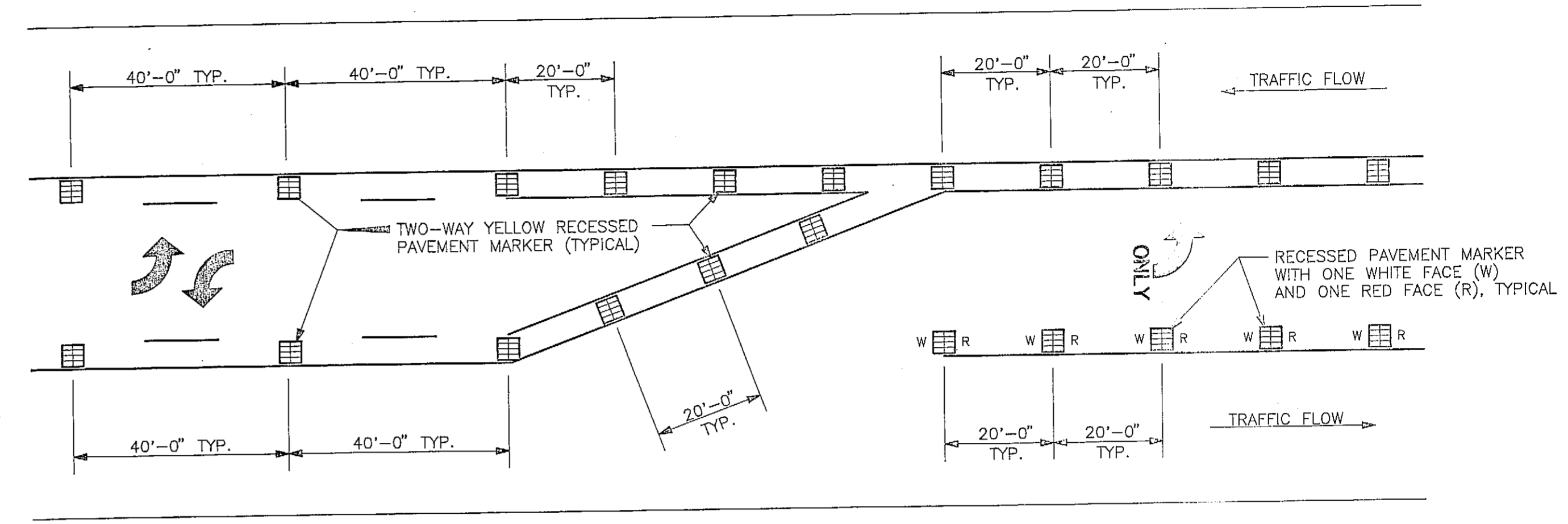
DRAWN IN AUTOCAD RELEASE 10
 DRAWING FILE NAME 70487-04.DWG

NOTE:
 RECESSED PAVEMENT MARKERS SHALL BE SPACED AT 40' INTERVALS EXCEPT AS CALLED OUT ON THE TURN LANE TRANSITION DETAILS OR IN THE 80' R.P.M. SPACING TABLE ON THIS SHEET.

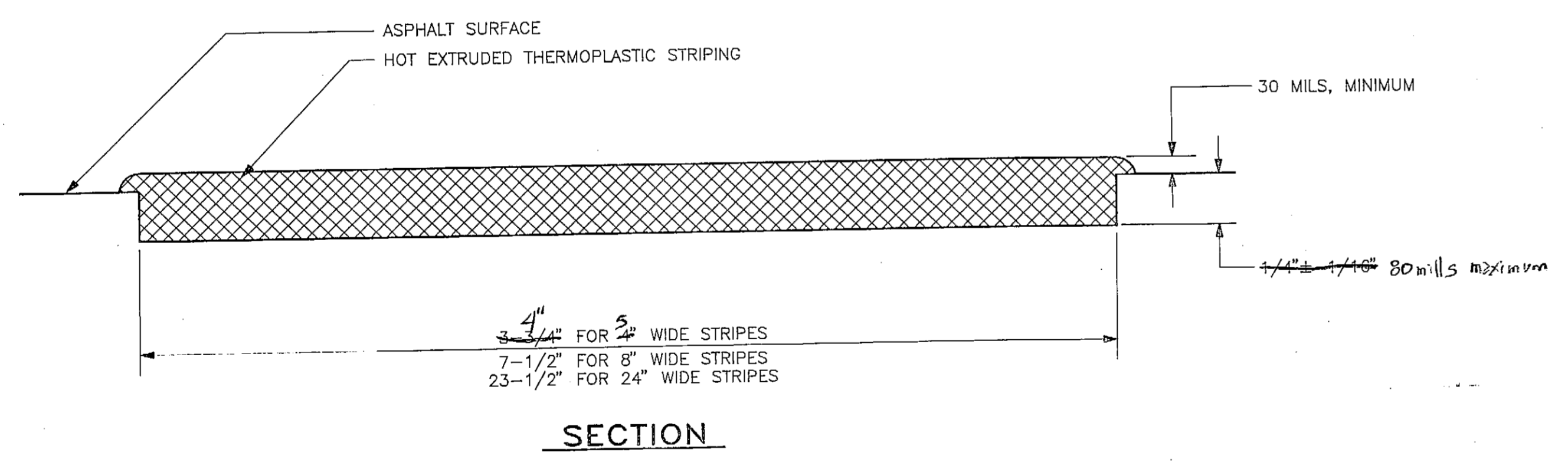


RECESSED PAVEMENT MARKER DETAIL

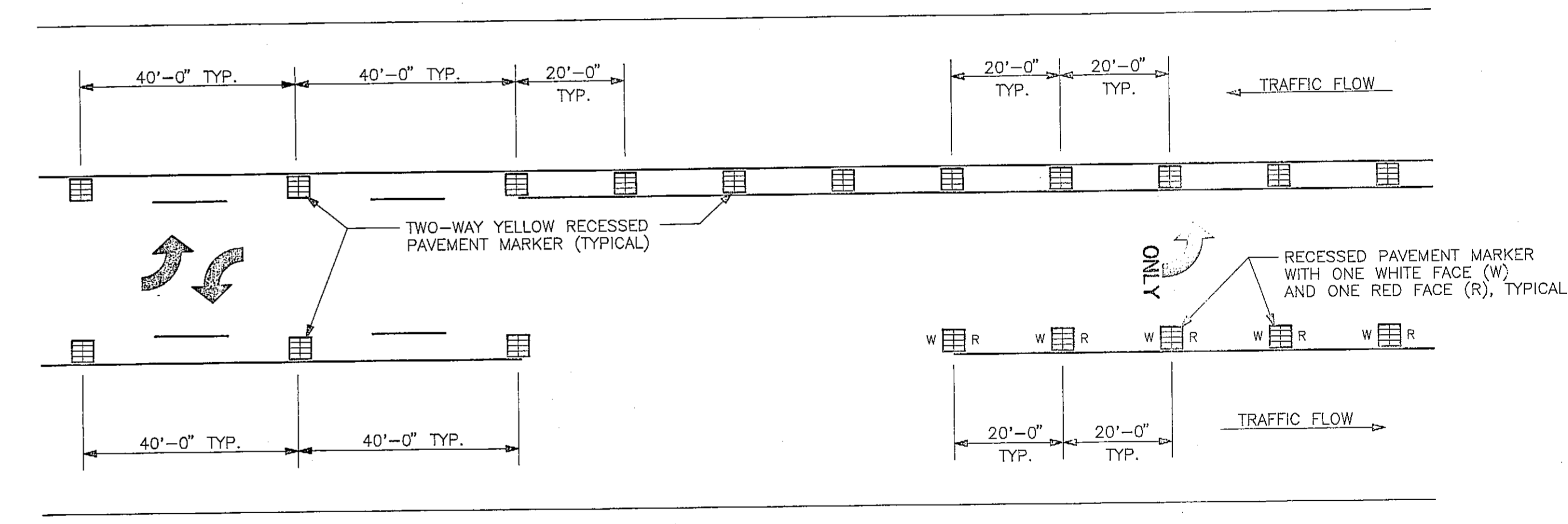
80' R.P.M. SPACING	
STATION TO STATION	
B.O.P.	25+35
238+00	245+00
274+00	276+50
286+33	290+85
297+55	309+00



TWO-WAY/ONE-WAY LEFT TURN LANE TRANSITION (WITH TAPER)



GROOVED-IN THERMOPLASTIC STRIPING
 (SEE SECTION 670 OF THE SPECIAL PROVISIONS)



TWO-WAY/ONE-WAY LEFT TURN LANE TRANSITION (WITHOUT TAPER)

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

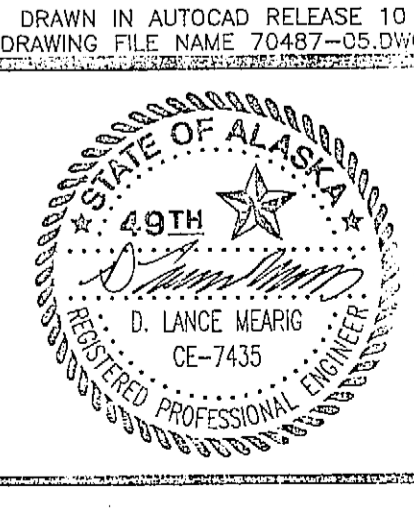
BY:	DATE:	DESCRIPTION OF CHANGE:

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

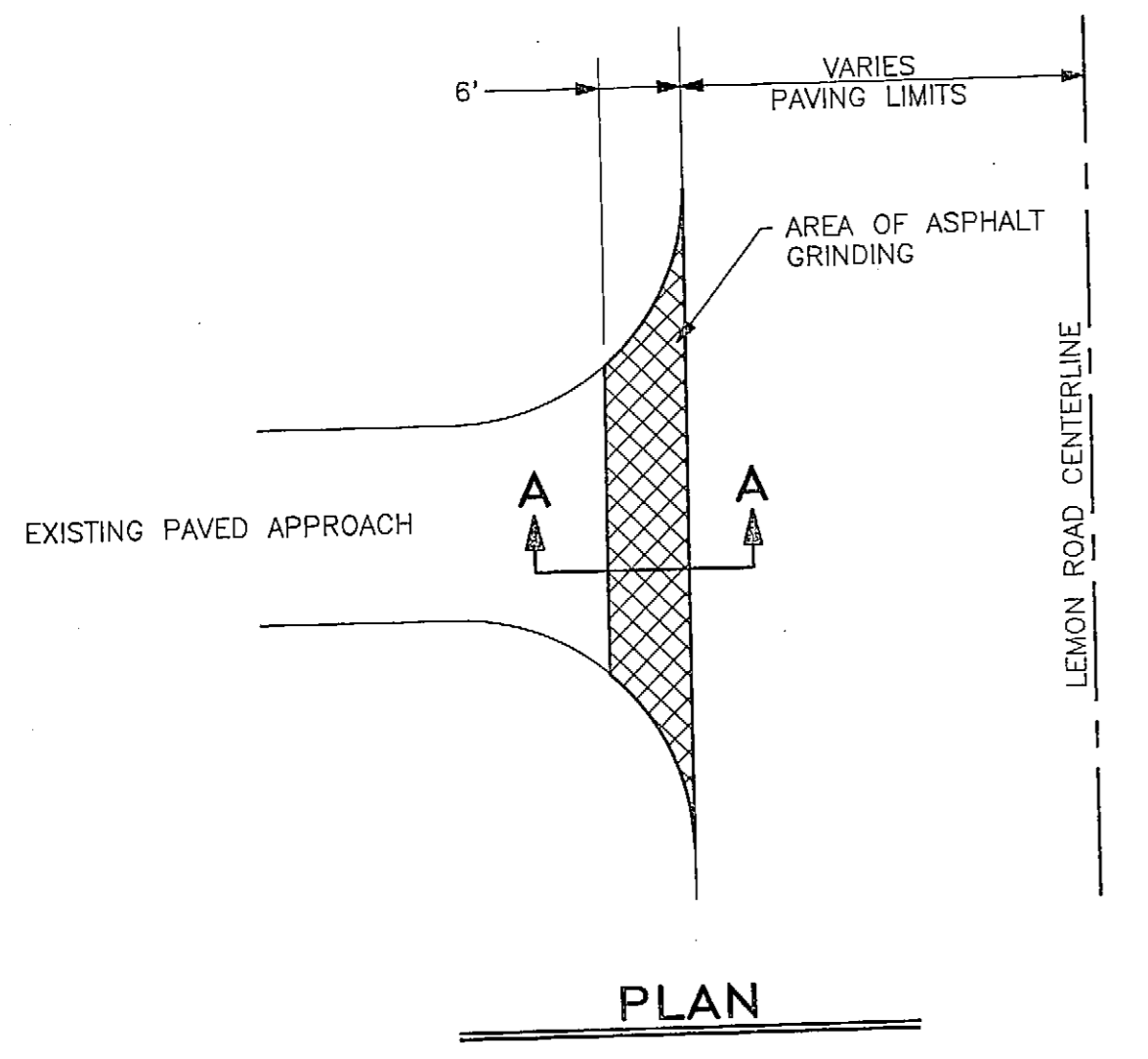
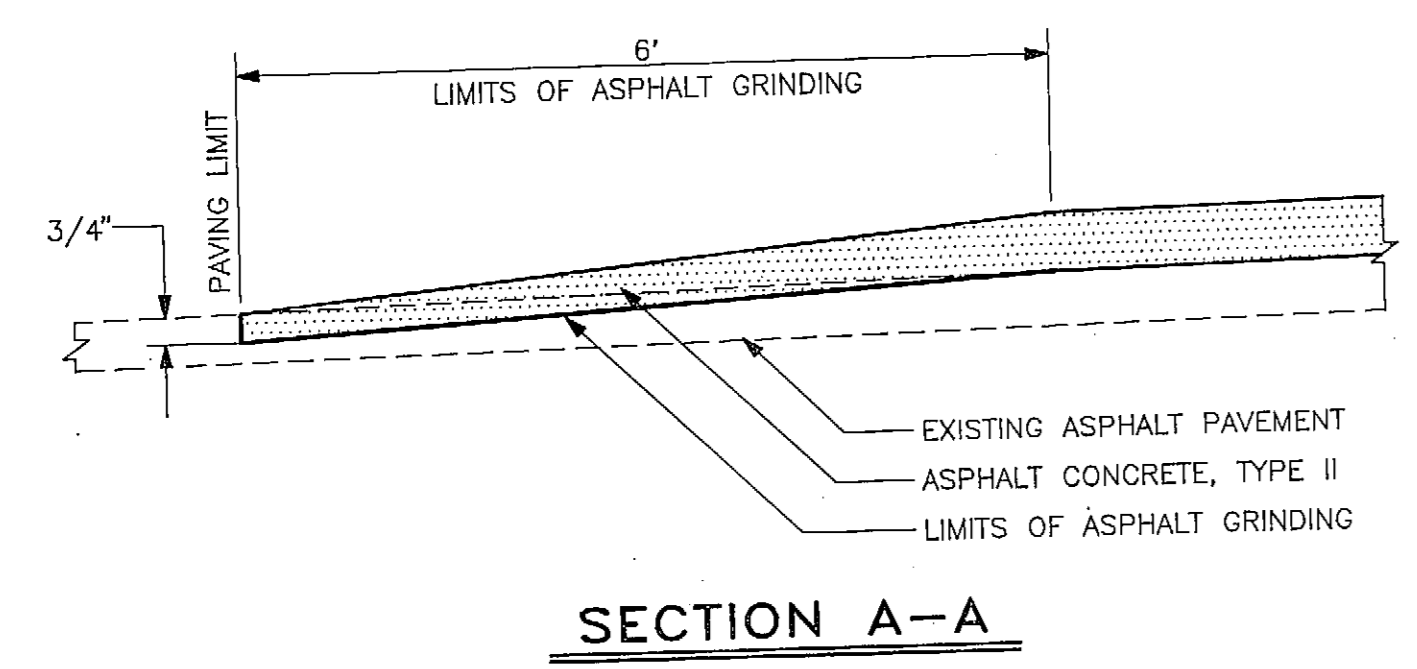
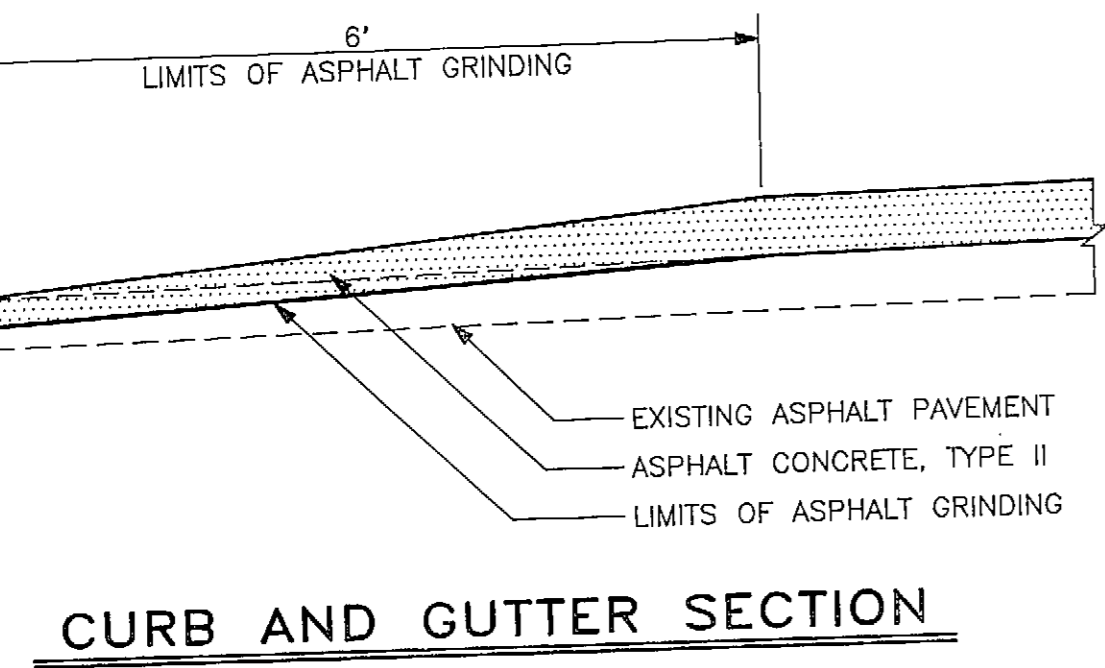
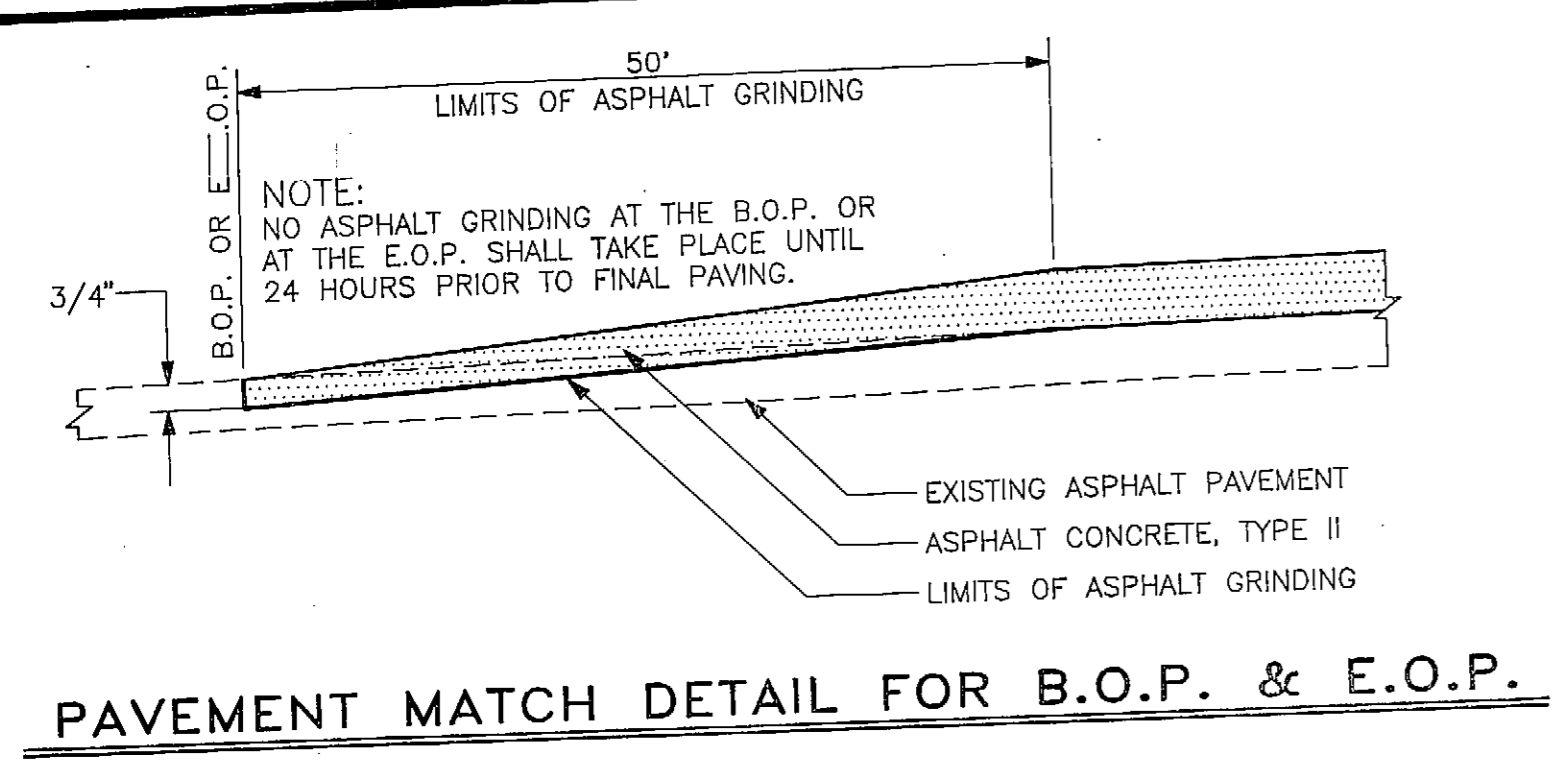
JUNEAU
 LEMON ROAD OVERLAY
 CONSTRUCTION DETAILS

PREPARED BY
AS ARCTIC SLOPE CONSULTING GROUP, INC.
 Engineers • Architects • Scientists • Surveyors

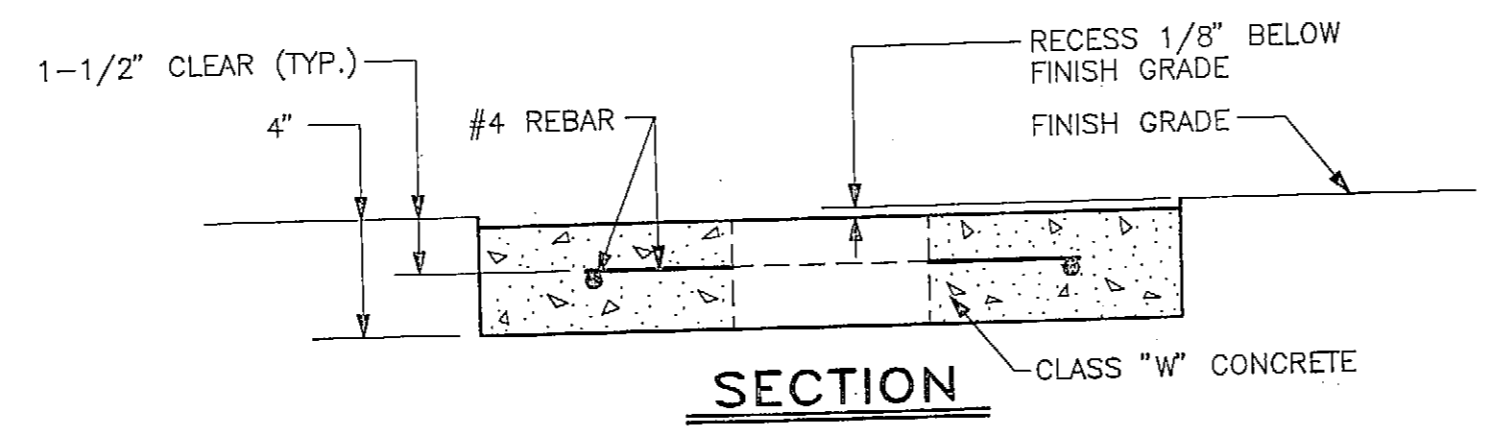
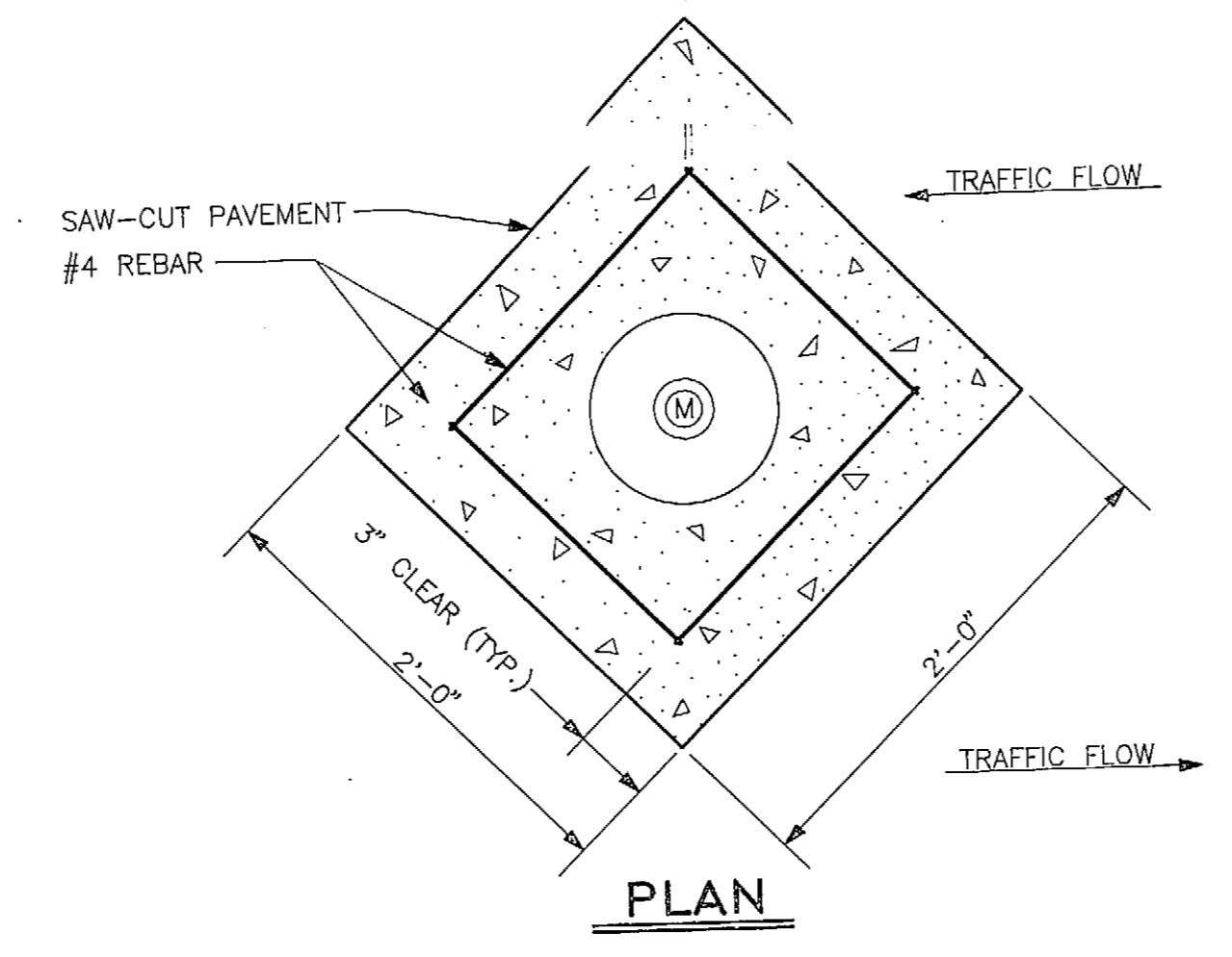
DESIGNED BY: J.M.M.B.
 DRAWN BY: J.E.M.
 CHECKED BY: D.L.M.
 SCALE: NOT TO SCALE
 DATE: OCTOBER 1991
 SHEET 12 OF 23



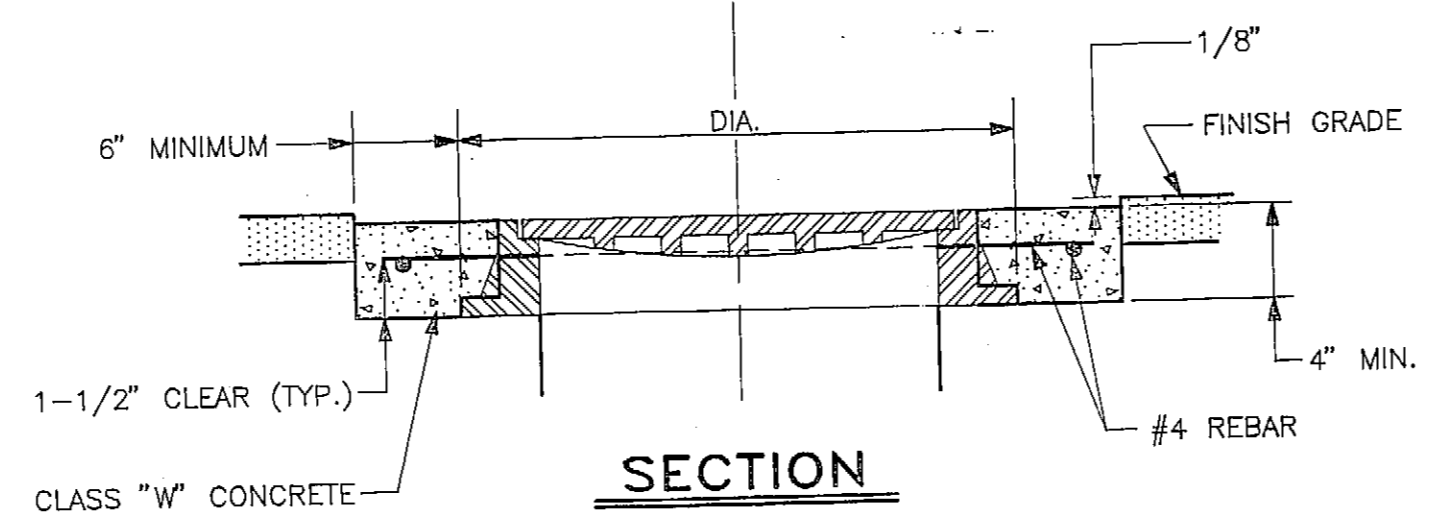
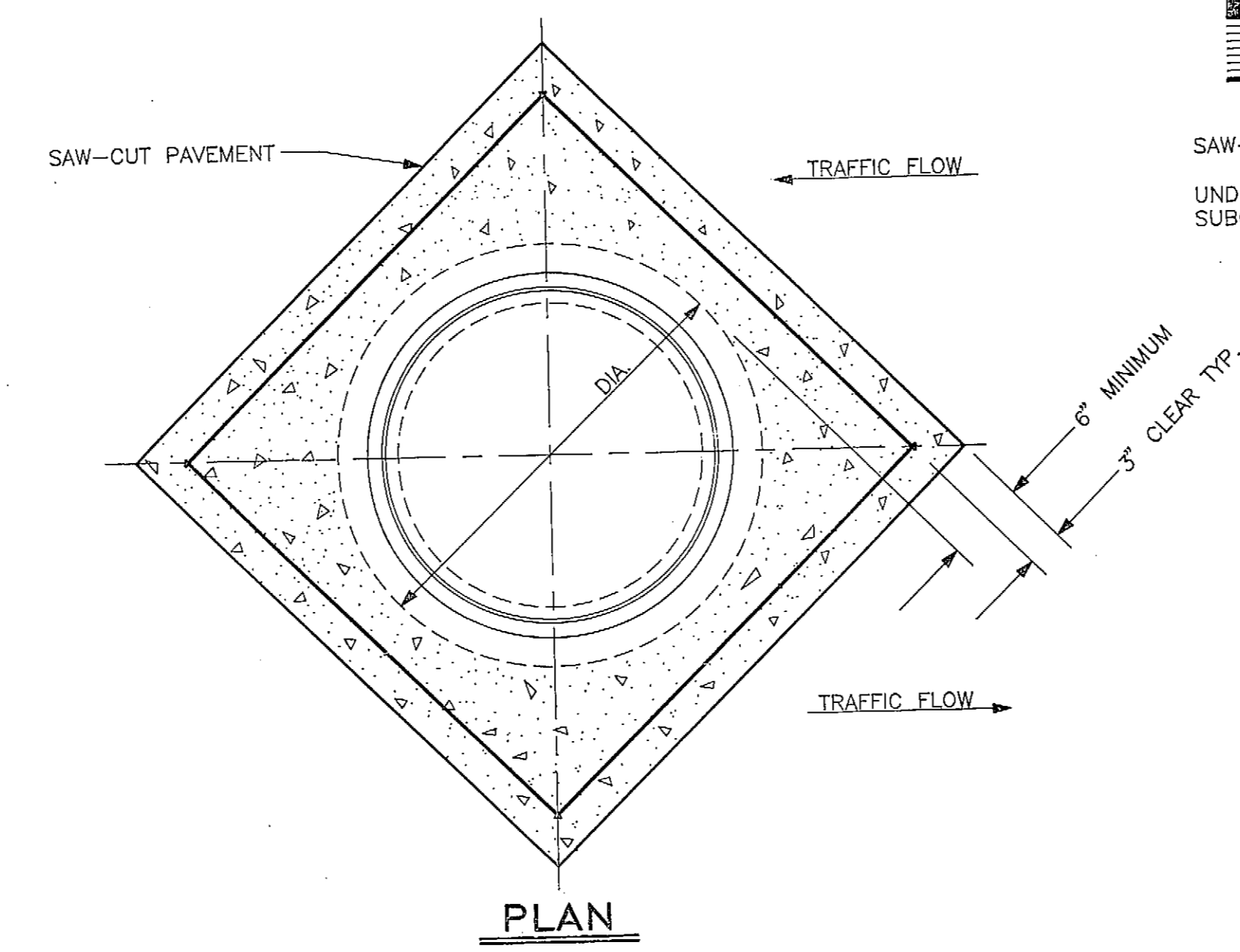
RECORD OF REVISIONS



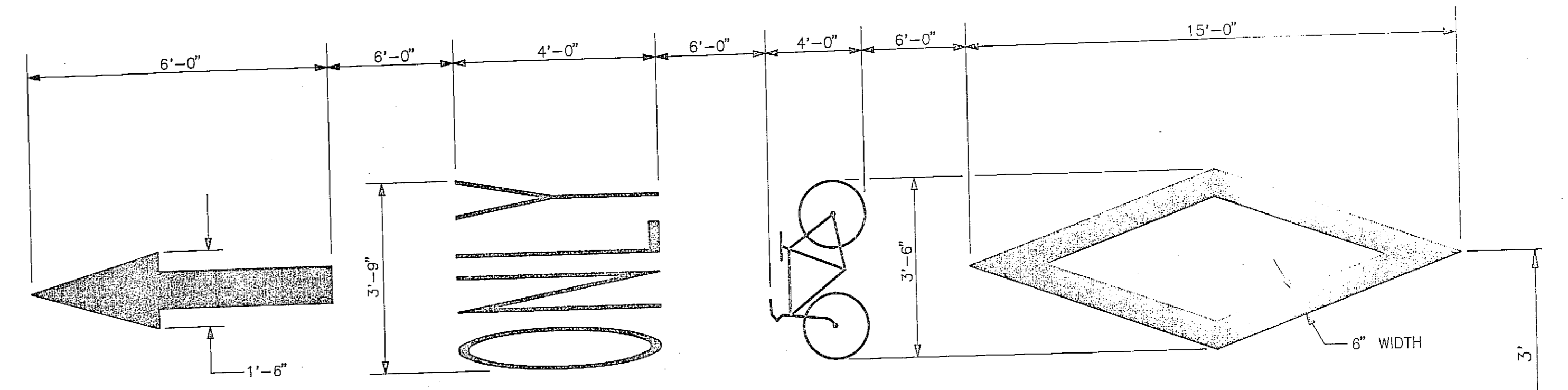
ASPHALT GRINDING DETAILS



MONUMENT ENCASEMENT DETAIL

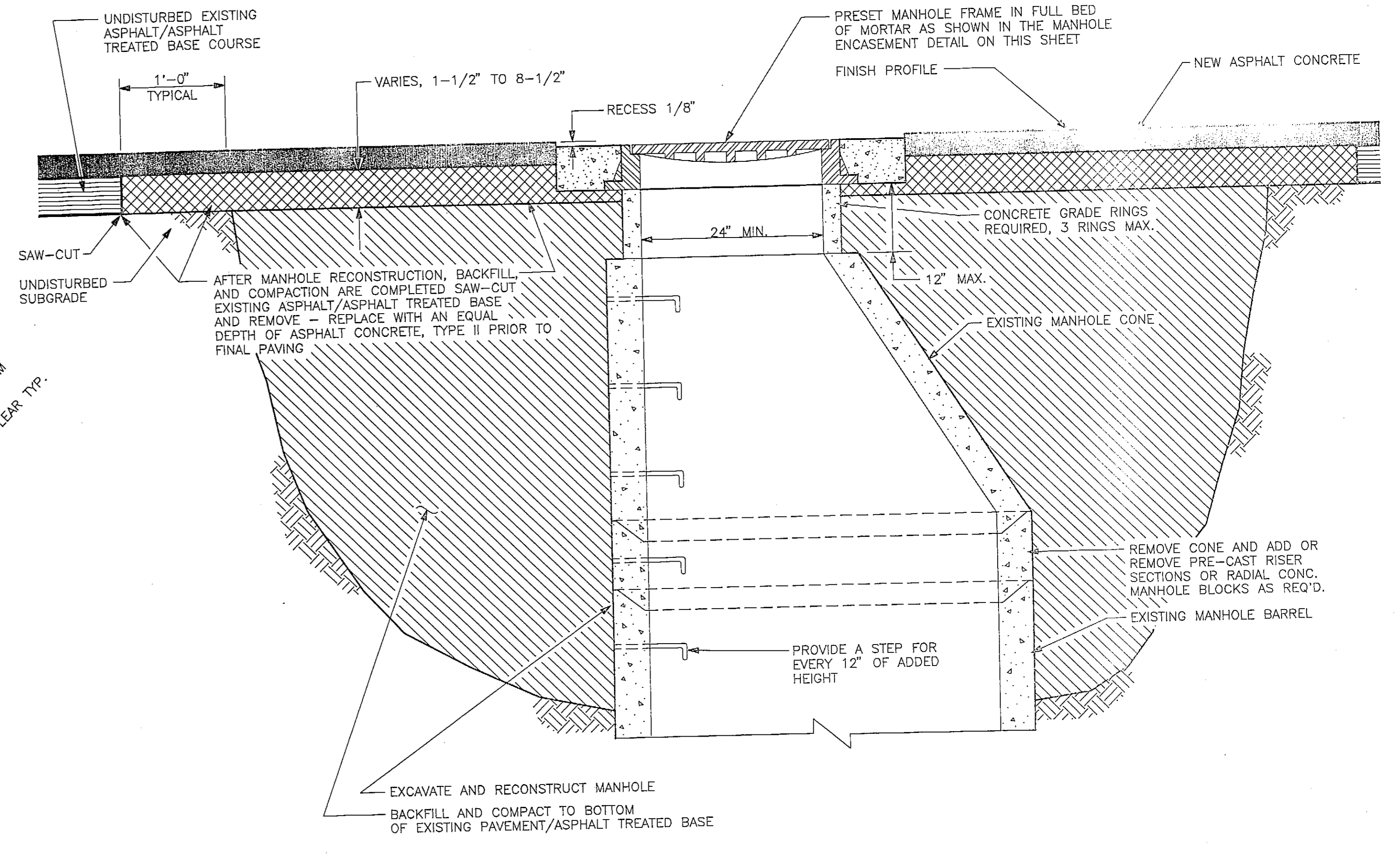


MANHOLE ENCASEMENT DETAIL



NOTES:
1. ALL MARKINGS ARE WHITE IN COLOR.
2. SYMBOL STATIONING ON PLAN SHEETS DENOTES THE END OF THE DIAMOND.

PAINTED BIKE LANE SYMBOL DETAIL



MANHOLE RECONSTRUCTION DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

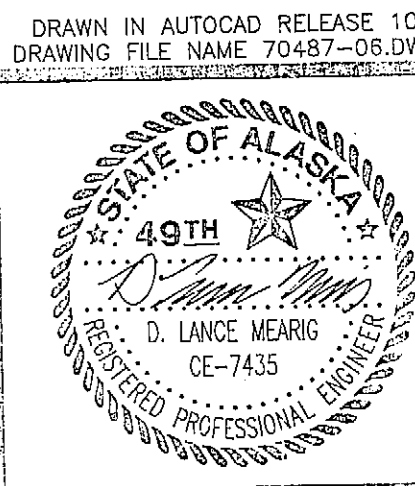
BY:	DATE:	DESCRIPTION OF CHANGE:
	2-4-92	REMOVED "PAYMENT" REFERENCES.

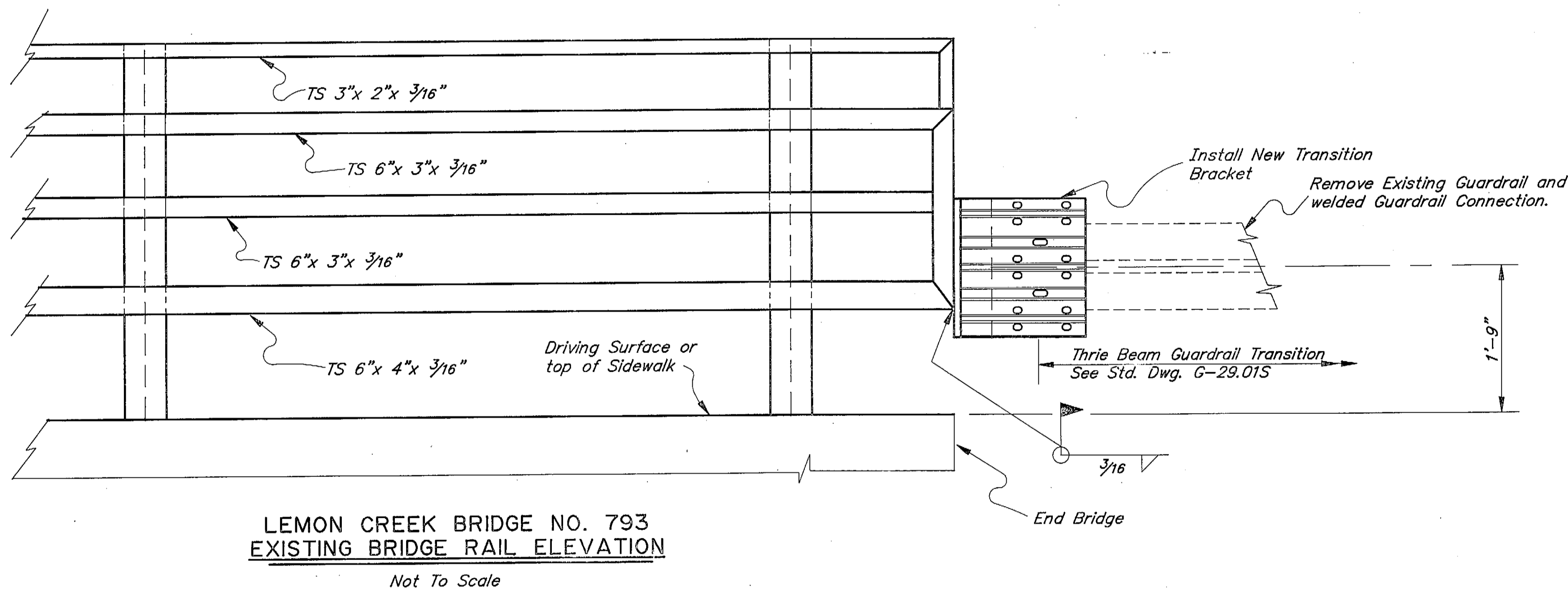
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
LEMON ROAD OVERLAY
CONSTRUCTION DETAILS

PREPARED BY
ARCTIC SLOPE CONSULTING GROUP, INC.
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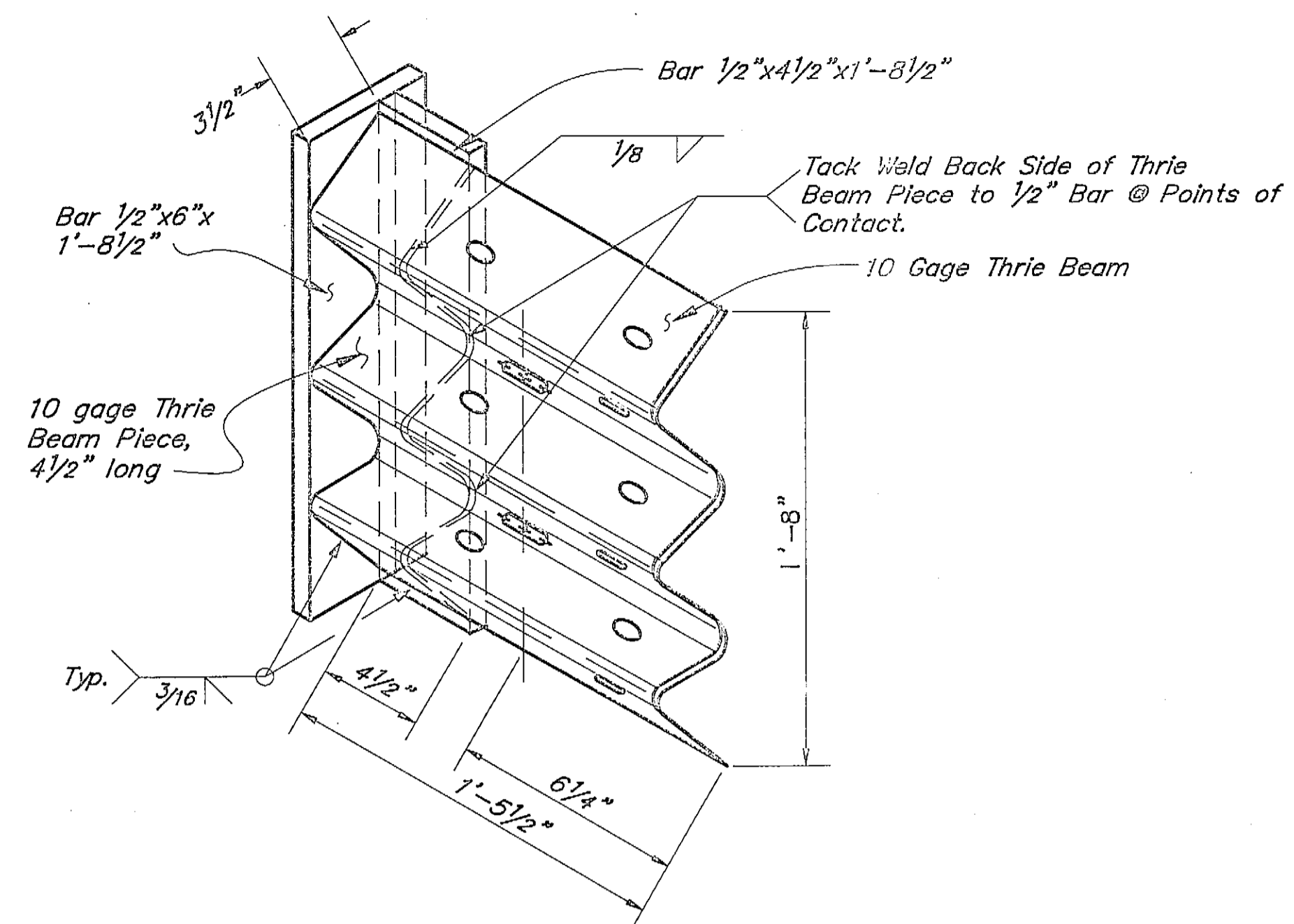
DESIGNED BY:	J.M.M.B.	SCALE	NOT TO SCALE
DRAWN BY:	K.J.F.	DATE:	OCTOBER 1991
CHECKED BY:	D.L.M.	SHEET	13 OF 23





LEMON CREEK BRIDGE NO. 793
EXISTING BRIDGE RAIL ELEVATION

Not To Scale



THRIE BEAM TRANSITION BRACKET

Not To Scale

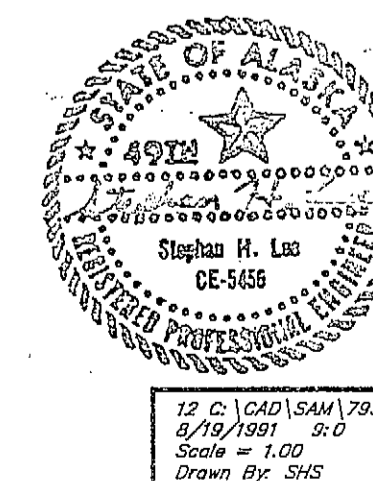
NOTE:

1. Bracket shall conform to ASTM A-36 and be shop fabricated and galvanized in accordance with Standard Specification 722.
2. Galvanized steel damaged by field cutting or welding shall be repaired in accordance with AASHTO Specification M-36.
3. Thrie Beam Guardrail Transition "NESTED" sections shall be installed on the side of Transition Bracket so that the lap is in the direction of traffic, typical either end of Bridge. Ref. Std. Dwg. G-29.01S.
4. Guardrail/Bridge Rail Connections shall be measured per each installed in place. Each connection shall include one Transition Bracket, standard Thrie Beam section (nested), Thrie Beam to standard W-Beam Transition, and all posts and associated hardware required to connect standard W-Beam Guardrail to a Bridge per Std. Dwg. G-29.01S.
5. Construct 18'-9" curved transition at Davis Ave. intersection for a radius = 62 ft.

Designed By: SHL Date: 8/91
 Checked By: LAC Date: 8/91
 Drawn By: LAC Date: 8/91
 Checked By: LAC Date: 8/91
 Traced By: LAC Date: 8/91

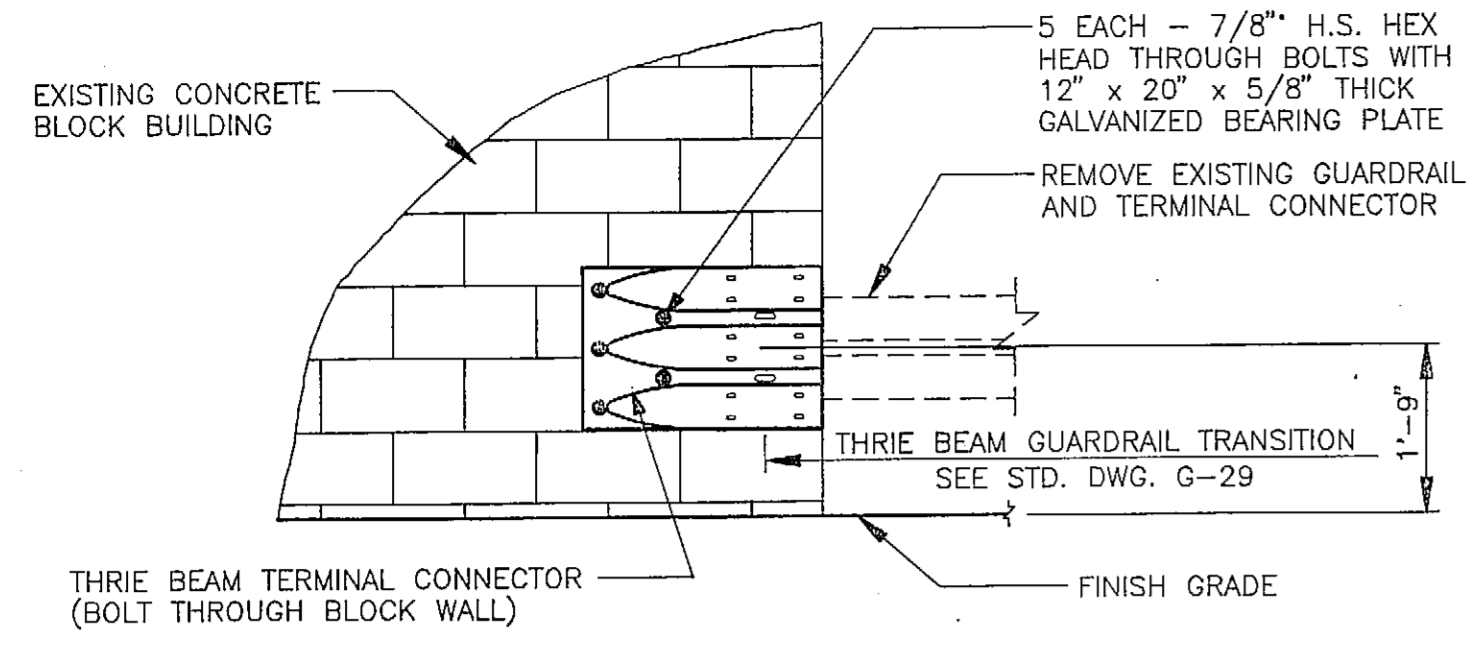
BRIDGE RAIL TRANSITION
BRACKET

STATE of ALASKA
DEPARTMENT of TRANSPORTATION
and PUBLIC FACILITIES
JUNEAU, ALASKA



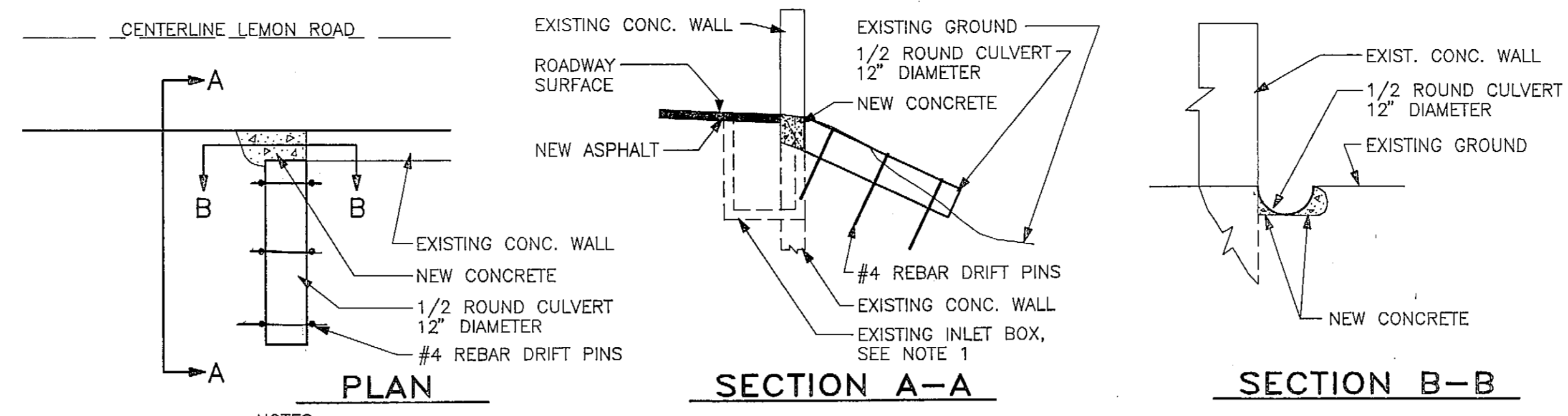
BRIDGE NO. 793

DWG. NO. 1



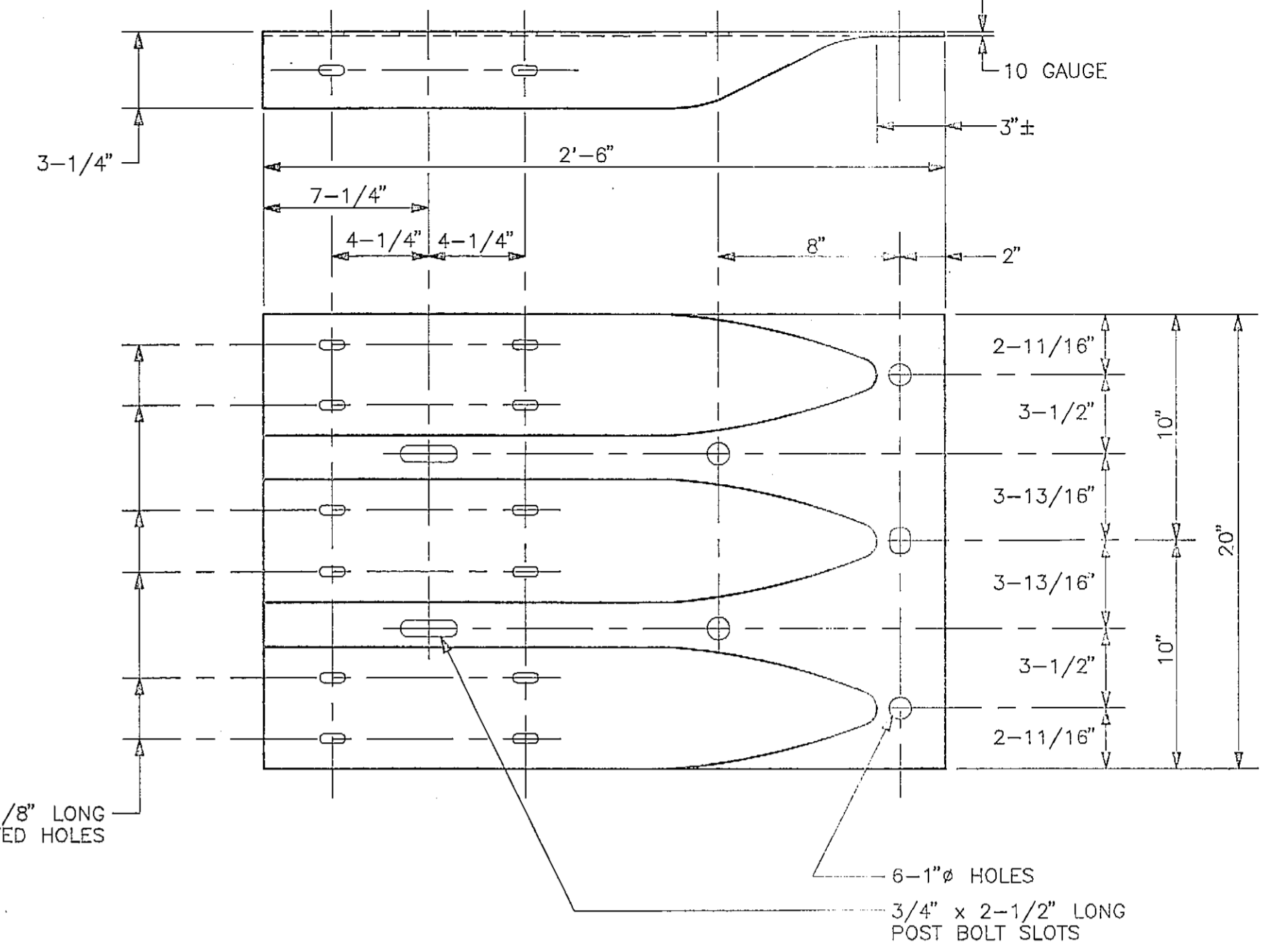
GUARDRAIL/BUILDING CONNECTION DETAIL

SEE GUARD RAIL SUMMARY ON SHEET 10



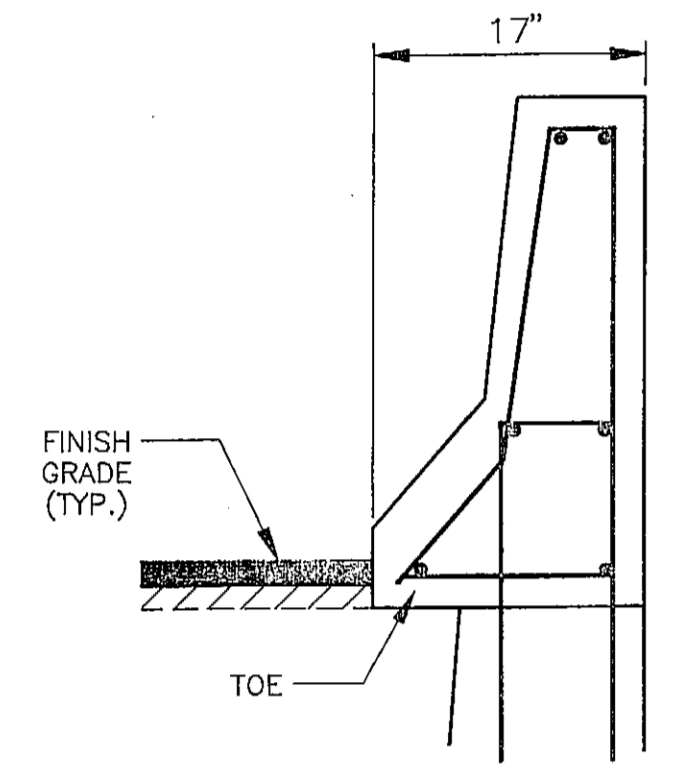
- NOTES:
1. REMOVE GRATE AND FRAME FROM EXISTING INLET BOX, BACKFILL EXISTING INLET BOX AND ABANDON IN PLACE.
 2. TRENCH FORESLOPE APPROX. 6" DEEP TO ACCOMMODATE FLUME, BED TOP END OF FLUME IN CONCRETE AND USE CONCRETE TO SEAL ANY GAPS BETWEEN THE FLUME AND THE EXISTING RETAINING WALL. SEAL ASPHALT/CONCRETE JOINT WITH AC-10 ASPHALT SEALANT.
 3. 6 - #4 REBAR DRIFT PINS ARE REQUIRED AT EACH FLUME INSTALLATION. DRIFT PINS ARE 24" LONG WITH TOP 3" BENT OVER TO HOLD DOWN THE FLUME. DRIVE PINS INTO EMBANKMENT UNTIL THE BENT END CATCHES THE EDGE OF THE FLUME.
 4. SEE SUMMARY ON SHEET 17 FOR FLUME LOCATIONS AND LENGTHS.

FLUME DETAILS



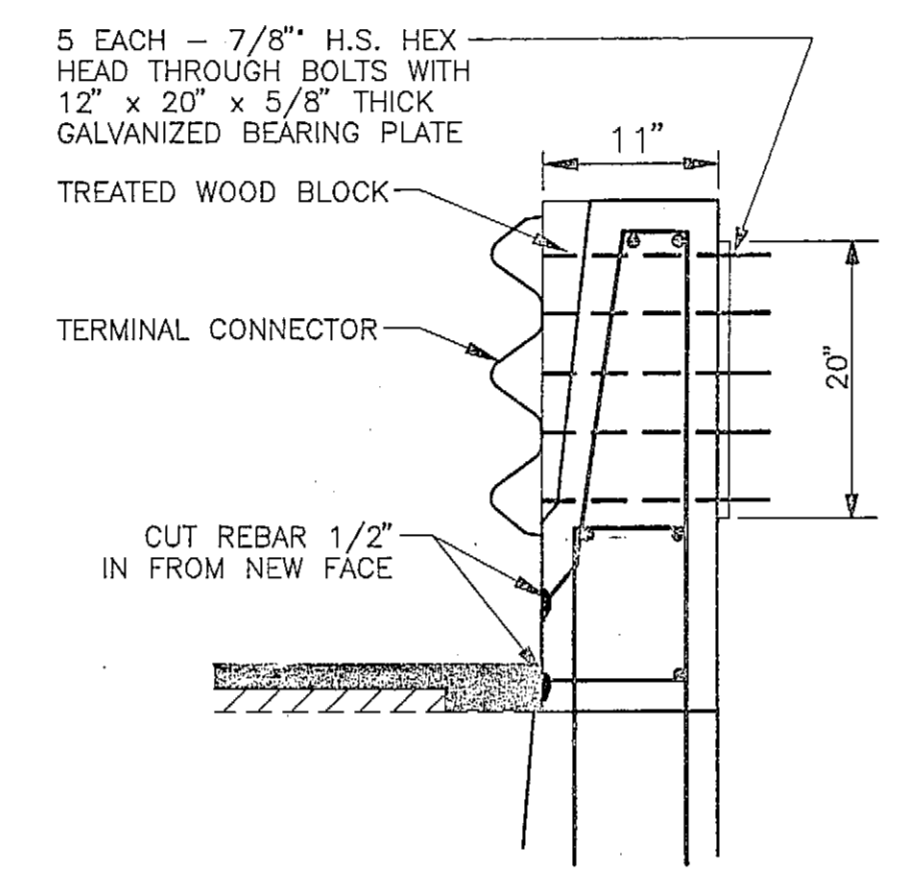
TERMINAL CONNECTOR DETAIL

TERMINAL CONNECTOR DETAILS SHOWN IN "A SUPPLEMENT TO A GUIDE TO STANDARDIZED HIGHWAY BARRIER RAIL HARDWARE" BY THE AMERICAN ROAD AND TRANSPORTATION BUILDERS ASSOCIATION, LATEST EDITION, ARE ACCEPTABLE.

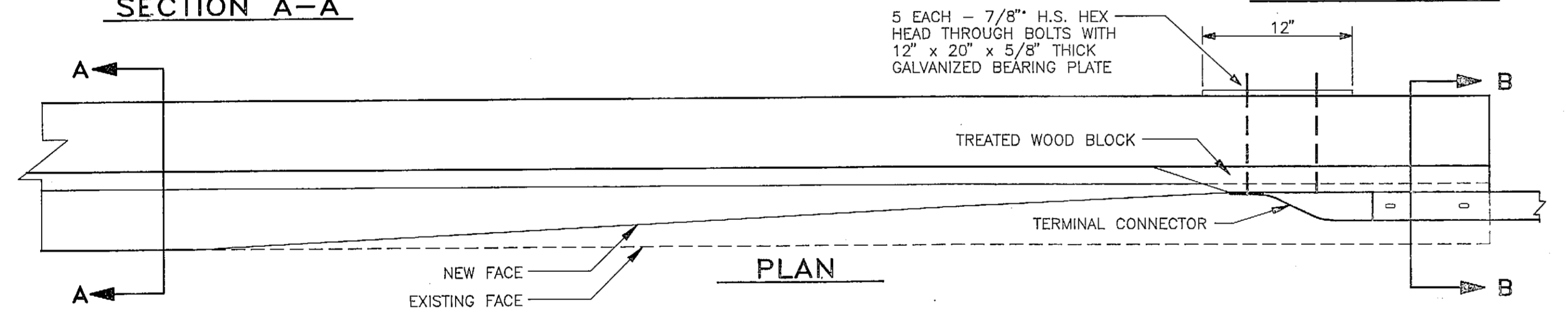


SECTION A-A

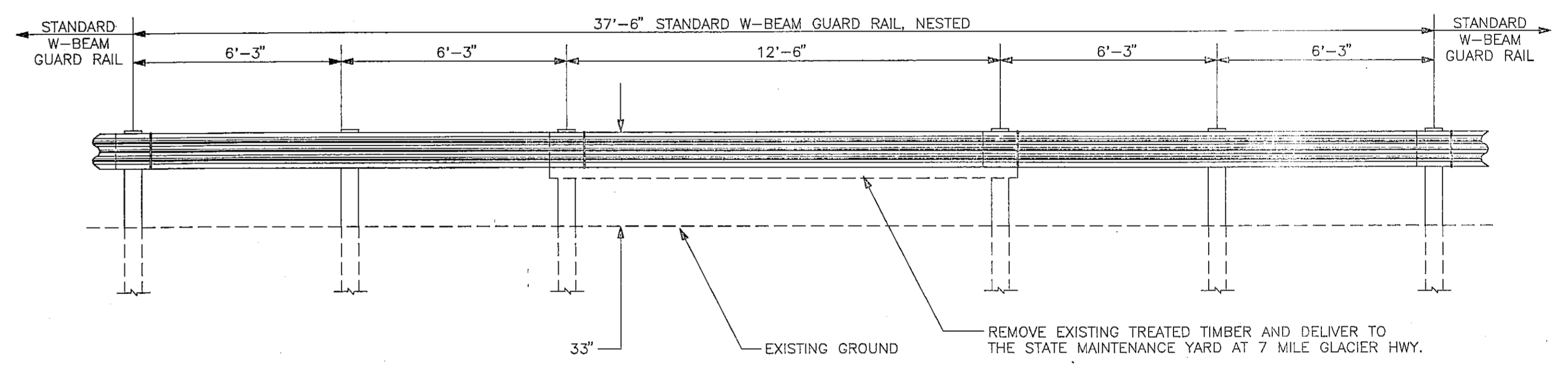
- NOTES:
1. REMOVE TOE OF CONCRETE BARRIER AS INDICATED ON THE DETAILS. THE REMOVED TOE SHALL BE TRANSITIONED SMOOTHLY FROM THE NEW VERTICAL FACE TO THE EXISTING FULL SECTION.
 2. A LAYER OF MORTAR SHALL BE APPLIED TO THE NEW FACE TO PROVIDE A UNIFORM SURFACE.
 3. THE TREATED WOOD BLOCK SHALL BE CHAMFERED TO MATCH THE BARRIER FACE TO PROVIDE A VERTICAL SURFACE FOR MOUNTING THE THREE BEAM TERMINAL CONNECTOR. THE LEADING EDGE OF THE BLOCK SHALL BE TAPERED AS SHOWN ON THE DETAILS.



SECTION B-B

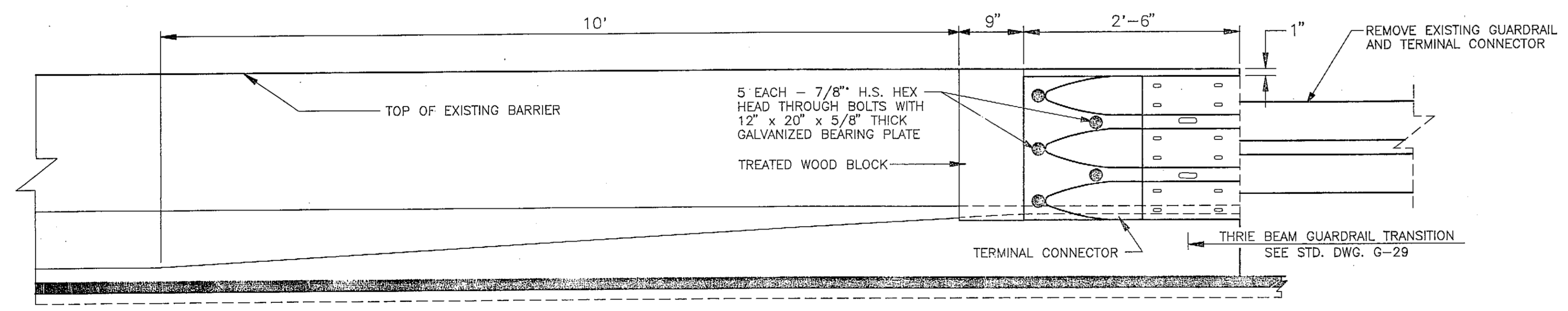


PLAN



SKIPPED POST MODIFICATION DETAIL

SEE GUARD RAIL SUMMARY ON SHEET 17.



ELEVATION

GUARDRAIL/BARRIER CONNECTION DETAILS

SEE GUARD RAIL SUMMARY ON SHEET 10

BY:	DATE:	DESCRIPTION OF CHANGE:
	2-4-92	REMOVED "PAYMENT" REFERENCES, & REVISED REFERENCE SHEET NOS.

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

JUNEAU
LEMON ROAD OVERLAY
CONSTRUCTION DETAILS

PREPARED BY
ARCTIC SLOPE CONSULTING GROUP, INC.
Engineers • Architects • Scientists • Surveyors

DESIGNED BY:	J.M.M.B.	SCALE	NOT TO SCALE
DRAWN BY:	K.J.F.	DATE:	OCTOBER 1991
CHECKED BY:	D.L.M.	SHEET	15 OF 23



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DRAWN IN AUTOCAD RELEASE 10
DRAWING FILE NAME 70487-08.DWG

SIGN SUMMARY

NO.	STATION	LEFT	RIGHT	CODE NO.	LEGEND	SIGN PANEL		FACING TRAFFIC	REMARKS
						SIZE	AREA (SF)		
1	10+62	9.8						SW.B.	Install flexible delineator
2	10+62	7.8						SW.B.	Install flexible delineator
3	10+78	8.8		OM-3L	OBJECT MARKER			NE.B.	
4	10+78	8.8		OM-3L	OBJECT MARKER			SW.B.	Mount on same post as 3
5	11+00		32	R1-2	YIELD	36"x36"x36"	3.9	NE.B.	
6	13+80	6.5		R4-7	KEEP RIGHT	24"x30"	5.0	SW.B.	
7	13+80	6.5		OM-3L	OBJECT MARKER			SW.B.	Mount below 6
8	13+80	6.5		OM-3L	OBJECT MARKER			NE.B.	Mount on same post as 7
9	13+96	7.5						SW.B.	Install flexible delineator
10	13+96	5.5						SW.B.	Install flexible delineator
11	14+00	60		R3-8 L/L/R	LT/LT/RT ONLY	48"x30"	10.0	SW.B.	
12	23+73		30	W1-2L	CURVE ARROW	36"x36"	9.0	NE.B.	
13	23+73		30	W13-1	40 MPH	24"x24"	4.0	NE.B.	Mount below 12
14	25+50	41.5		R5-10B	PED. & BICYCLES PROHIB.	30"x18"	3.75	SW.B.	
15	26+34		34	R1-1	STOP	30"x30"	6.25	NW.B.	
16	26+34		34	D3-1	GLACIER HIGHWAY	24"x8"	1.33	NE.B.	Mount above 4
17	26+34		34	D3-1	GLACIER HIGHWAY	24"x8"	1.33	NW.B.	Mount Above 5
18	27+00		39	R3-16	LANE ENDS	24"x30"	5.0	SW.B.	
19	28+00	34		R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	SW.B.	
20	28+00		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	NE.B.	
21	29+20		30	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	NE.B.	
22	29+20		30	D11-1	BIKE ROUTE	24"x18"	3.0	NE.B.	Mount below 21
23	29+50		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	SW.B.	
24	29+75	30		* R3-9B	END. CTR LANE LT TURN ONLY	24"x48"	8.0	SW.B.	ε R7-202 M
25	29+75		30	* R3-9B	BEGIN CTR LANE LT TURN ONLY	24"x48"	8.0	NE.B.	ε R7-202 K
26	34+76		34	R1-1	STOP	30"x30"	6.25	W.B.	
27	34+76	34		D3-1	COOGAN DR.	24"x8"	1.33	N.B.	Mount above 26
28	34+76	34		D3-1	GLACIER HIGHWAY	24"x8"	1.33	W.B.	Mount above 27
29	34+90		30	R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	N.B.	
30	35+64	30		R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	S.B.	
31	35+64		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	N.B.	
32	35+88	34		R1-1	STOP	30"x30"	6.25	E.B.	
33	237+21	34		R1-1	STOP	30"x30"	6.25	E.B.	
34	237+21	34		D3-1	SHORT ST.	24"x8"	1.33	S.B.	Mount above 33
35	237+21	34		D3-1	GLACIER HIGHWAY	24"x8"	1.33	E.B.	Mount above 34
36	238+50	30		W1-2R	CURVE ARROW	36"x36"	9.0	S.B.	
37	238+50	30		W13-1	40 MPH	24"x24"	4.0	S.B.	Mount below 36
38	242+00		30	R2-1	SPEED LIMIT 45	30"x36"	7.5	S.B.	
39	242+00		30	R2-1	SPEED LIMIT 45	30"x36"	7.5	N.B.	
40	245+00	30		R3-9B	CTR LANE LEFT TURN ONLY	24"x36"	6.0	S.B.	
41	246+00		30	W1-2L	CURVE ARROW	36"x36"	9.0	N.B.	
42	246+00		30	W13-1	40 MPH	24"x24"	4.0	N.B.	Mount below 41
43	247+50		30	R3-9B	CTR LANE LEFT TURN ONLY	24"x36"	6.0	N.B.	
44	248+00		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	S.B.	
45	248+00		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	N.B.	
46	249+00	30		R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	S.B.	
47	252+50		30	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	NW.B.	
48	254+31		34	R1-1	STOP	30"x30"	6.25	S.B.	
49	254+31		34	D3-1	ANKA ST.	24"x8"	1.33	W.B.	Mount above 48
50	254+31		34	D3-1	GLACIER HIGHWAY	24"x8"	1.33	S.B.	Mount above 49
51	254+40	30		R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	E.B.	
52	255+12	34		R1-1	STOP	30"x30"	6.25	N.B.	
53	256+00		30	W1-2R	CURVE ARROW	36"x36"	9.0	W.B.	
54	256+00		30	W13-1	40 MPH	24"x24"	4.0	W.B.	Mount below 53
55	257+00	30		R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	W.B.	
56	257+00		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	E.B.	
57	257+52	34		R1-1	STOP	30"x30"	6.25	N.B.	
58	257+52	34		D3-1	TONSGARD CT.	24"x8"	1.33	E.B.	Mount above 57
59	257+52	34		D3-1	GLACIER HIGHWAY	24"x8"	1.33	N.B.	Mount above 58
60	259+00	30		W1-2R	CURVE ARROW	36"x36"	9.0	E.B.	
61	259+00	30		W13-1	40 MPH	24"x24"	4.0	E.B.	Mount below 60
62	263+24	34		R1-1	STOP	30"x30"	6.25	N.B.	
63	263+63		34	R1-1	STOP	30"x30"	6.25	S.B.	
64	265+00		30	R3-9B	CTR LANE LEFT TURN ONLY	24"x36"	6.0	NW.B.	
65	265+50	30		R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	SE.B.	
66	265+99	34		R1-1	STOP	30"x30"	6.25	NE.B.	
67	267+50	30		R3-9B	CTR LANE LEFT TURN ONLY	24"x36"	6.0	SE.B.	
68	267+50	30		D11-1	BIKE ROUTE	24"x18"	3.0	SE.B.	Mount below 67
69	267+50		36	I-3	LEMON CREEK	42"x24"	7.0	NW.B.	
70	269+25	30		I-3	LEMON CREEK	42"x24"	7.0	SE.B.	
71	270+00	30		W1-2L	CURVE ARROW	36"x36"	9.0	SE.B.	
72	270+00	30		W13-1	40 MPH	24"x24"	4.0	SE.B.	Mount below 71

NO.	STATION	LEFT	RIGHT	CODE NO.	LEGEND	SIGN PANEL		FACING TRAFFIC	REMARKS
						SIZE	AREA (SF)		
73	270+02		34	R1-1	STOP	30"x30"	6.25	SW.B.	
74	270+02		34	D3-1	DAVIS AVE.	24"x8"	1.33	NW.B.	Mount above 73
75	270+02		34	D3-1	GLACIER HIGHWAY	24"x8"	1.33	SW.B.	Mount above 74
76	270+50		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	NW.B.	
77	270+50		30	D11-1	BIKE ROUTE	24"x18"	3.0	NW.B.	Mount below 76
78	271+50	30		R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	SE.B.	
79	272+50		30	R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	NW.B.	
80	273+35	34		R1-1	STOP	30"x30"	6.25	NE.B.	
81	273+35	34		D3-1	BELARDI DR.	24"x8"	1.33	SE.B.	Mount above 80
82	273+35	34		D3-1	GLACIER HIGHWAY	24"x8"	1.33	NE.B.	Mount above 81
83	275+50	30		R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	SE.B.	
84	276+00		30	W1-2L	CURVE ARROW	36"x36"	9.0	NW.B.	
85	276+00		30	W13-1	40 MPH	24"x24"	4.0	NW.B.	Mount below 84
86	279+84		34	R1-1	STOP	30"x30"	6.25	SW.B.	
87	279+84		34	D3-1	CENTRAL AVE.	24"x8"	1.33	SW.B.	Mount above 86
88	279+84		34	D3-1	GLACIER HIGHWAY	24"x8"	1.33	NW.B.	Mount above 87
89	280+50		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	NW.B.	
90	281+00	30		R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	SE.B.	
91	283+50	30		R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	E.B.	
92	284+50	30		W1-2R	CURVE ARROW	36"x36"	9.0	E.B.	
93	284+50	30		W13-1	40 MPH	24"x24"	4.0	E.B.	Mount below 92
94	284+50	30		R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	E.B.	Mount below 93
95	285+05		30	R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	NW.B.	
96	285+74	34		R1-1	STOP	30"x30"	6.25	NE.B.	
97	285+74	34		D3-1	ALAWAY AVE.	24"x8"	1.33	SE.B.	Mount above 96
98	285+74	34		D3-1	GLACIER HIGHWAY	24"x8"	1.33	NE.B.	Mount above 97
99	286+50		30	R2-1	SPEED LIMIT 45	30"x36"	7.5	NW.B.	
100	287+50	30		R3-9B	CTR LANE LEFT TURN ONLY	24"x36"	6.0	E.B.	
101	288+20		30	I-3	SWITZER CREEK	48"x24"	8.0	W.B.	
102	289+20	30		I-3	SWITZER CREEK	48"x24"	8.0	E.B.	
103	291+60		34	R1-1	STOP	30"x30"	6.25	S.B.	
104	291+60		34	D3-1	NORTHWOOD DR.	24"x8"	1.33	W.B.	Mount above 104
105	291+60		34	D3-1	GLACIER HIGHWAY	24"x8"	1.33	S.B.	Mount above 105
106	291+88		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	W.B.	
107	294+50	30		R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	E.B.	
108	296+25	30		R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	E.B.	
109	300+00		30	R3-9B	CTR LANE LEFT TURN ONLY	24"x36"	6.0	W.B.	
110	303+00	30		R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	E.B.	
111	303+98		34	R1-1	STOP	30"x30"	6.25	S.B.	
112	303+98		34	D3-1	WHITEHEAD DRIVE	24"x8"	1.33	W.B.	Mount above 111
113	303+98		34	D3-1	GLACIER HIGHWAY	24"x8"	1.33	S.B.	Mount above 112
114	304+50		30	R3-17	RT LANE BICYCLES ONLY	24"x30"	5.0	W.B.	
115	304+50		30	D11-1	BIKE ROUTE	24"x18"	3.0	W.B.	Mount below 114
116	308+00		30	R8-1	NO PARKING ON PAVEMENT	24"x30"	5.0	W.B.	
117	309+62		34	R1-1	STOP	30"x30"	6.25	S.B.	
118	309+62		34	D3-1	SCOTT DRIVE	24"x8"	1.33	W.B.	Mount above 117
119	309+62		34	D3-1	GLACIER HIGHWAY	24"x8"	1.33	S.B.	Mount above 118
120	310+50	30		* R3-9B	END CTR LANE LT TURN ONLY	24"x48"	8.0	E.B.	ε R7-202 K
121	310+50		30	* R3-9B	BEGIN CTR LANE LT TURN ONLY	24"x48"	8.0	W.B.	ε R7-202 M
122	311+75	30		R3-17	RT LANE BICYCLE ONLY	24"x30"	5.0	E.B.	
123	311+75	30		D11-1	BIKE ROUTE	24"x18"	3.0	E.B.	Mount below 122
124	311+75		30	R3-17	RT LANE BICYCLE ONLY	24"x30"	5.0	W.B.	
125	312+00		30	R3-7L	LT LANE MUST TURN LT	36"x36"	9.0	W.B.	
126	313+10	30		R2-1	SPEED LIMIT 45	30"x36"	7.5	E.B.	
127	313+85	44		R1-1	STOP	30"x30"	6.25	N.B.	
New School Approach L R3-9B ε R7-202 M End Ctr. lane left turn only						24"x48"	8.0		
New School Approach R R3-9B ε R7-202 K Begin Ctr. lane left turn only						24"x48"	8.0		

SIGNING NOTES:

- SIGN LOCATIONS, EXCEPT FOR WARNING ("W" DESIGNATION) SIGNS, ARE APPROXIMATE. WARNING SIGNS SHALL BE LOCATED AS SHOWN ON THIS SUMMARY. FINAL LOCATION FOR OTHER SIGNS MAY BE AS DETERMINED BY THE ENGINEER.
- SIGN PANEL THICKNESS SHALL BE 0.080"
- ALL SIGN POSTS SHALL BE 2-1/2" x 2-1/2" PERFORATED STEEL TUBING. SEE STANDARD DRAWINGS S-05.00 & S-30.01 FOR DETAILS ON EMBEDMENT DEPTH. ALL SIGNS SHALL BE MOUNTED AT "EXPRESSWAY" HEIGHT.
- ALL POSTS SHALL BE INSTALLED WITH SLEEVE TYPE EMBEDMENT IN ACCORDANCE WITH STANDARD DRAWING S-30.01.
- THE CONTRACTOR SHALL SALVAGE ALL SIGNS BETWEEN STA. 12+00, 40' RT. & LT. TO STA. 314+00, 40' RT. & LT., APPROXIMATE QUANTITY OF SIGNS TO BE SALVAGED = 57.
- SALVAGED SIGN PANELS, POSTS, AND HARDWARE SHALL BE DELIVERED TO THE STATE MAINTENANCE YARD AT 7 MILE GLACIER HIGHWAY.

* Begin & End Signs are separate signs installed on same post as Guide Sign

BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
LEMON ROAD OVERLAY
SUMMARIES

DESIGNED BY:
J.M.M.B./M.A.B.

DRAWN BY:
M.A.B.

CHECKED BY:
D.L.M.

SCALE
NOT TO SCALE

DATE:
OCTOBER 1991

SHEET 16 OF 23



MANHOLE SUMMARY				
STATION	OFFSET	ADJUST	RECONST.	REMARKS
29+93	17.0' RT	X		
33+25	18.0' RT	X		ADJUST INLET GRATE & FRAME
36+87.79	5.5 4-6' LT	X		
39+25	9.5 10-2' LT	X		
237+35	25.0' LT	X	REMOVED	ADJUST INLET GRATE & FRAME
237+69.66	21.0' -LT	X		
250+86.5	9.3' LT	X		
253+54.6	9.08-0' LT	X		
257+23.5	15.5' LT	X		
261+07.5	21.8' LT	X		
262+65	24.0' LT		X	
264+62.5	16.0' LT	X		
266+10.5	16.2' LT	X		
270+34.5	25.0' RT	X		NOT ADJUSTED
272+29.0	24.0' RT	X		NOT ADJUSTED
276+27	10.6' LT	X		
276+27.5	24.0' RT	X		
279+73	11.5 10-0' LT	X		
281+94	12.0' LT	X		
285+95	24.8' LT	X		
292+61.2	20.0' RT	X		
296+55	16.0' RT	X		
298+15	20.0' LT	X		ADJUST CLEAN-OUT
29+93	24.6' RT	X		
236+96.5	26.0' LT	X		
296+01.5	14.5' RT	X		

MONUMENT CASE ADJUSTMENT SUMMARY		
STATION	POINT	REMARKS
25+73.25	P.C.	ADJUST
32+56.04 BK	P.T.	ADJUST
229+33.16 Ahd.		
39+52.79 P.T. BK	P.T.	ADJUST
236+29.58 P.O.T. Ahd.		
245+56.91	P.T.S.	ADJUST
248+56.91	P.S.C.	ADJUST
253+61.95	P.C.S.	ADJUST
256+61.95	P.T.	ADJUST
258+63.71	P.T.S.	ADJUST
261+63.71	P.S.C.	ADJUST
264+33.51	P.C.S.	ADJUST
267+33.51	P.T.	ADJUST
276+46.57	P.C.	ADJUST
278+46.57	P.S.C.	ADJUST
282+01.40	P.C.S.	ADJUST
284+01.40	P.S.T.	ADJUST
300+27.06	P.C.	ADJUST
302+65.42	P.I.	ADJUST
309+49.08	P.C.	ADJUST
310+99.08	P.S.C.	ADJUST
311+33.35	P.I.	ADJUST
311+67.11	P.C.S.	ADJUST
305+03.50		ADJUST
313+17.2		ADJUST

PAVED SLOPE PROTECTION SUMMARY				
FROM STATION	TO STATION	LEFT	RIGHT	REMARKS
10+65	21+30.36	X		
10+65	14+00		X	
31+10	33+35	X		
32+39	33+64		X	
37+67	38+23.29	X		
37+05	38+87		X	
236+59	237+30	X		
267+52.55	268+08.12	X		
267+18	268+73		X	
269+08.10	269+04.68	X		
269+08.10	269+40.43		X	
278+65	280+23	X		
287+98	289+73		X	
288+22	289+97	X		
292+95	293+51	X		
293+63	294+19	X		

GUARDRAIL SUMMARY						
FROM STATION	TO STATION	LEFT	RIGHT	REMOVE/DISPOSE	INSTALL	REMARKS
31+10	32+35	X		125'	125'	REPLACE RAIL ELEMENTS
32+35	32+72.50	X		37.5'	75'	INSTALL SKIPPED POST MODIFICATION, SEE SHT. 8
32+72.50	32+97.50	X		25'	25'	REPLACE RAIL ELEMENTS
32+97.50	33+35	X		37.5'	75'	INSTALL SKIPPED POST MODIFICATION, SEE SHT. 8
32+39	33+64		X	125'	125'	REPLACE RAIL ELEMENTS
37+67	38+04.50	X		37.5'	37.5'	REPLACE RAIL ELEMENTS
38+04.50	38+23.25	X		18.75*		INSTALL GUARD RAIL/BARRIER CONNECTION, SEE SHT. 8
38+87	236+88.70		X	125'	125'	REPLACE RAIL ELEMENTS
236+58.50	236+77.25	X		18.75*		INSTALL GUARD RAIL/BARRIER CONNECTION, SEE SHT. 8
236+77.25	237+14.75	X		37.5'	75'	INSTALL SKIPPED POST MODIFICATION, SEE SHT. 8
237+14.75	237+30	X		50'	50'	REPLACE RAIL ELEMENTS, SHOP FABRICATE 37.5' AT 28' RADIUS
267+13	267+89.25		X	85'	85'	REPLACE RAIL ELEMENTS, SHOP FABRICATE 13.9' AT 12' RADIUS
267+51.75	267+89.25	X		37.5'	37.5'	REPLACE RAIL ELEMENTS
267+89.25	268+08	X		18.75*		INSTALL GUARD RAIL/BRIDGE RAIL CONNECTION, SEE SHT. 7
267+89.25	268+08		X	18.75*		INSTALL GUARD RAIL/BRIDGE RAIL CONNECTION, SEE SHT. 7
269+08	269+26.75	X		18.75*		INSTALL GUARD RAIL/BRIDGE RAIL CONNECTION, SEE SHT. 7
269+08	269+20		X	18.75*		INSTALL GUARD RAIL/BRIDGE RAIL CONNECTION, SEE SHT. 7
269+20	269+44		X	37.5'	37.5'	REPLACE RAIL ELEMENTS, SHOP FABRICATE 37.5' AT 62' RADIUS
269+26.75	269+64.25	X		37.5'	37.5'	REPLACE RAIL ELEMENTS
278+65	280+23	X		150'	150'	REPLACE RAIL ELEMENTS
287+98	289+73		X	175'	175'	REPLACE RAIL ELEMENTS
288+22	289+97	X		175'	175'	REPLACE RAIL ELEMENTS
292+94.75	293+32.25	X		37.5'	37.5'	REPLACE RAIL ELEMENTS
293+32.25	293+51	X		18.75*		INSTALL GUARDRAIL/BUILDING CONNECTION, SEE SHEET 8
293+63	293+81.75	X		18.75*		INSTALL GUARDRAIL/BUILDING CONNECTION, SEE SHEET 8
293+81.75	294+19.25	X		37.5'	37.5'	REPLACE RAIL ELEMENTS

PAVING GEOTEXTILE SUMMARY				
FROM STATION	TO STATION	LEFT	RIGHT	WIDTH
246+100	245+50		X	200x12'
23+92	24+42	X		50x12'
20+26	16+99	X		327x12'
12+26		X		8'x12'
11+85		X		12'x24'
11+85			X	5'x25'
12+26			X	15.5x25'

NOTE:
LOCATIONS AND WIDTHS MAY VARY AS DIRECTED BY THE ENGINEER.

FLUME SUMMARY		
STATION	OFFSET	LENGTH
38+23	27' LT	10.0 L.F.
236+58	27' LT	8.5 L.F.

NOTE:
1. REMOVE/DISPOSE INDICATES LENGTH OF EXISTING RAIL ELEMENTS TO BE REMOVED. EXISTING POSTS TO REMAIN.
2. REMOVE/DISPOSE QUANTITIES MARKED WITH AN ASTERISK INDICATES THAT EXISTING RAIL ELEMENTS AND POSTS ARE TO BE REMOVED.

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
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AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
LEMON ROAD OVERLAY
SUMMARIES

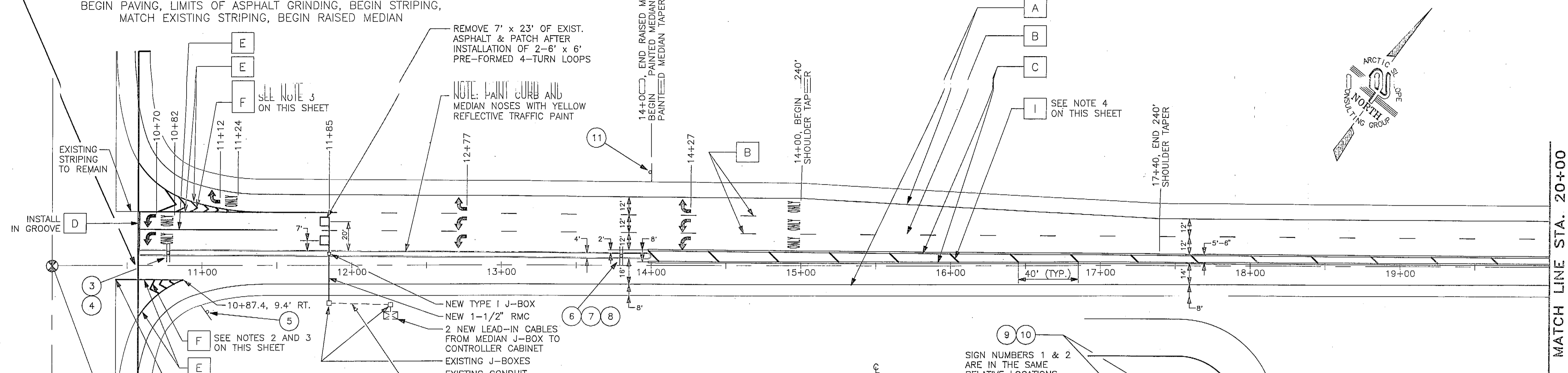
PREPARED BY
ARCTIC SLOPE CONSULTING GROUP, INC.
Engineers • Architects • Scientists • Surveyors

DESIGNED BY: M.A.B.
DRAWN BY: M.A.B.
CHECKED BY: D.L.M.

SCALE
NOT TO SCALE
DATE:
OCTOBER 1991
SHEET 17 OF 23



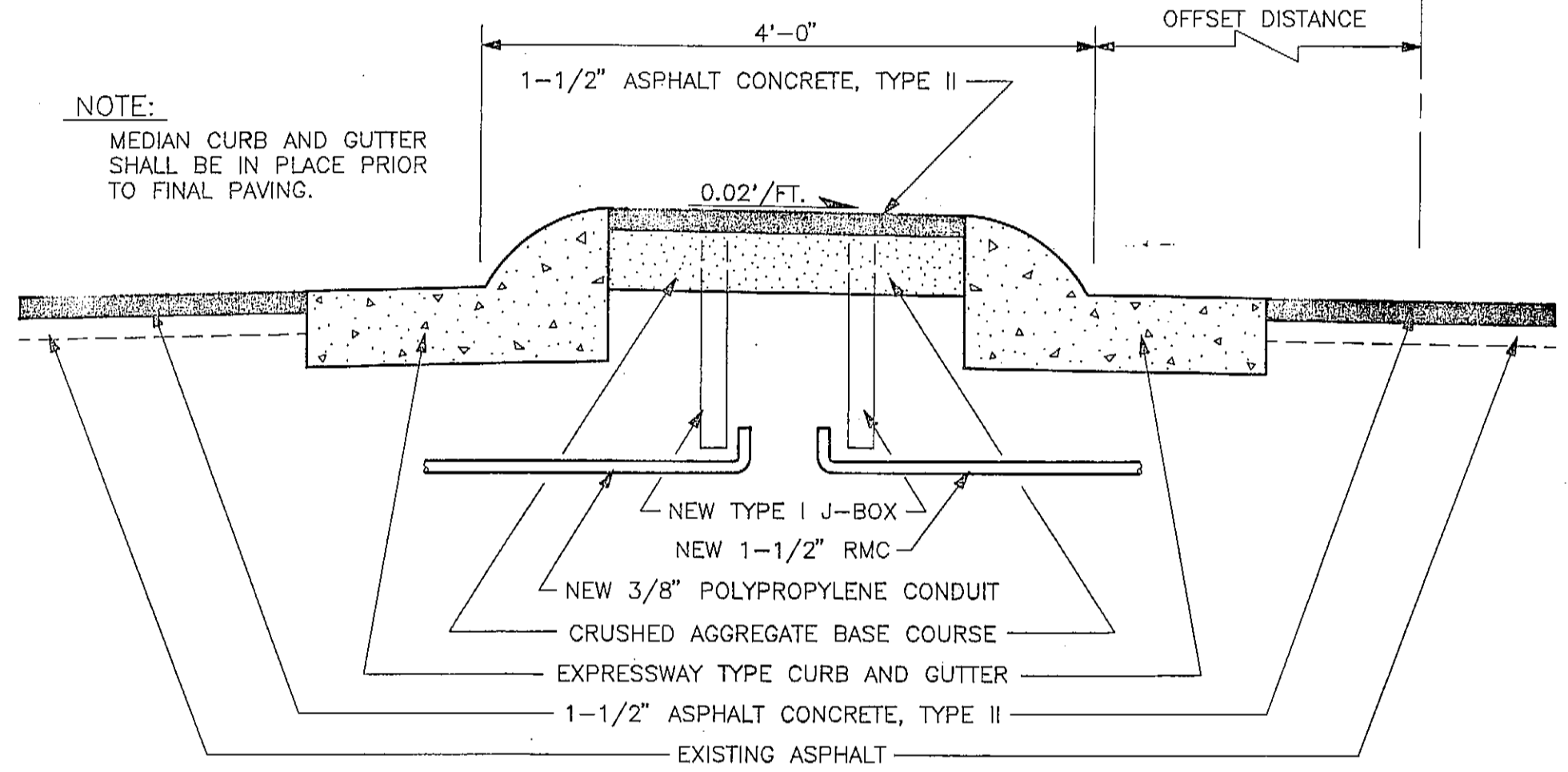
BEGIN PROJECT STA. 10+58
 BEGIN PAVING, LIMITS OF ASPHALT GRINDING, BEGIN STRIPING,
 MATCH EXISTING STRIPING, BEGIN RAISED MEDIAN



STRIPING & SIGNING NOTES

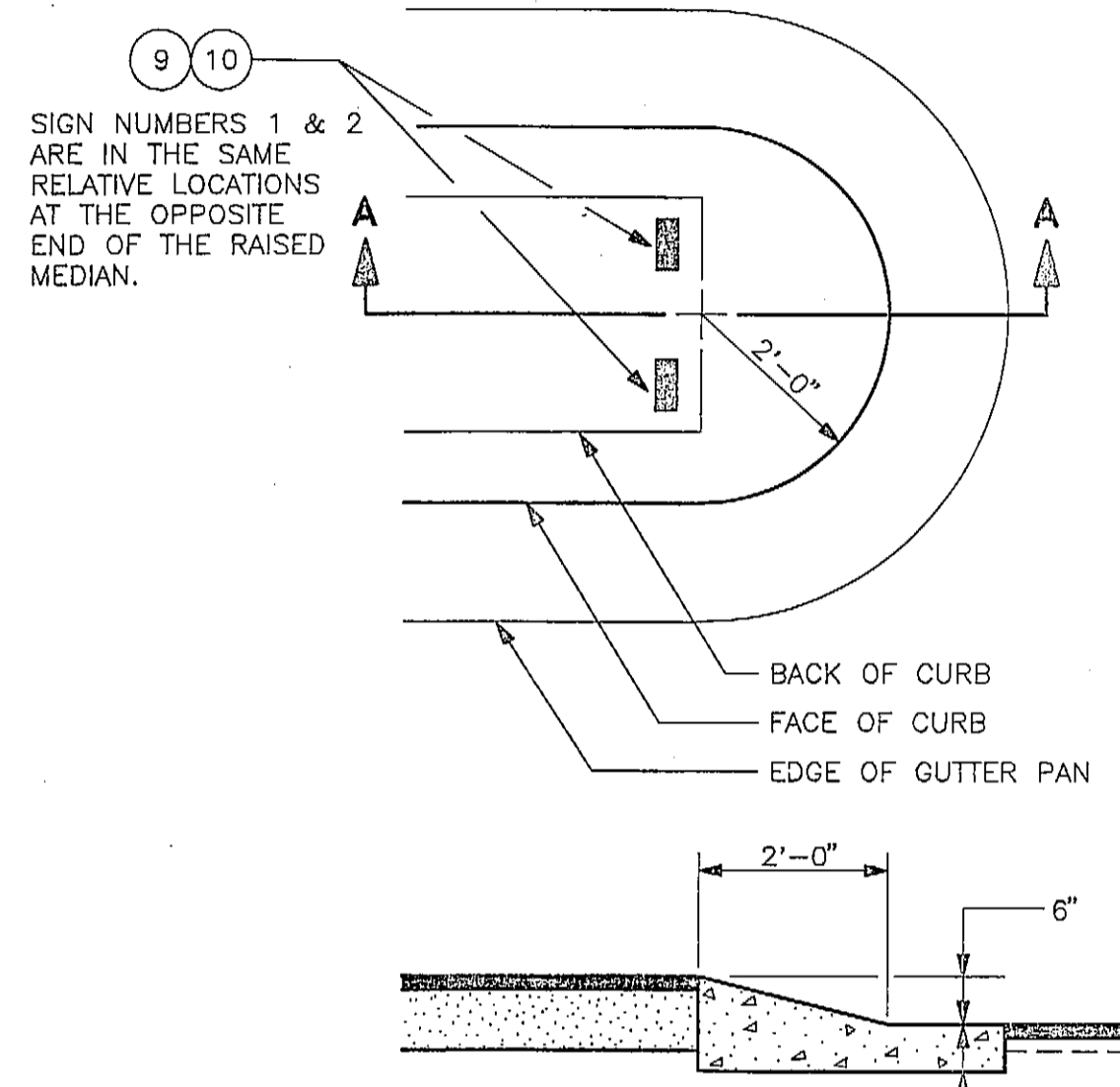
- REFER TO SHEET 16 "SIGN SUMMARY" FOR SIGN TYPES AND LOCATIONS.
- THE CONTRACTOR SHALL REMOVE ALL CONFLICTING TRAFFIC MARKINGS USING AN APPROVED METHOD.
- SEE STANDARD DRAWING T-20.00 "PASS OBSTRUCTION EITHER SIDE".
- SEE STANDARD DRAWING T-20.00 "DRIVE TO RIGHT", EXCEPT THAT SPACING OF DIAGONAL MARKINGS SHALL BE 40'.
- AS-BUILT CURVE AND SUPER ELEVATION DATA IS FROM PROJECT No. RS-0955(1)/B-59572 (1983).

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	—————
B	BROKEN WHITE	4"	— 10' — 30' — 10' —
C	SOLID DOUBLE YELLOW	4"	—————
D	SOLID WHITE	24"	—————
E	SOLID WHITE	8"	—————
F	SOLID WHITE	18"	—————
G	BI-DIRECTIONAL YELLOW	4"	— 10' — 30' — 10' —
H	BIKE LANE SYMBOL	N.A.	SEE DETAIL ON SHT. 6
I	SOLID YELLOW	18"	—————

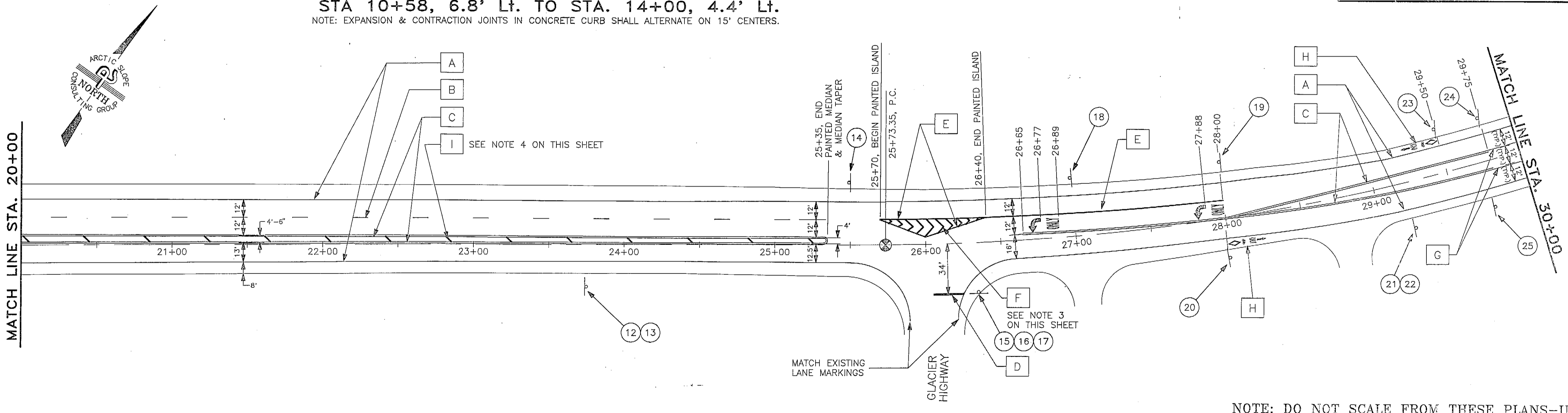


RAISED MEDIAN DETAIL

STA 10+58, 6.8' Lt. TO STA. 14+00, 4.4' Lt.
 NOTE: EXPANSION & CONTRACTION JOINTS IN CONCRETE CURB SHALL ALTERNATE ON 15' CENTERS.



MEDIAN NOSE DETAIL



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

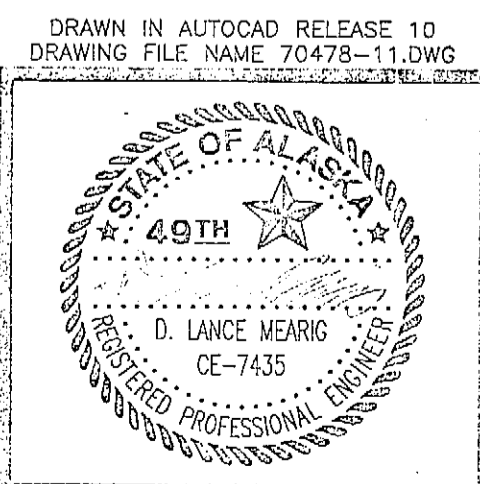
BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
 LEMON ROAD OVERLAY
 STRIPING AND SIGNING PLANS

PREPARED BY
 ARCTIC SLOPE CONSULTING GROUP, INC.
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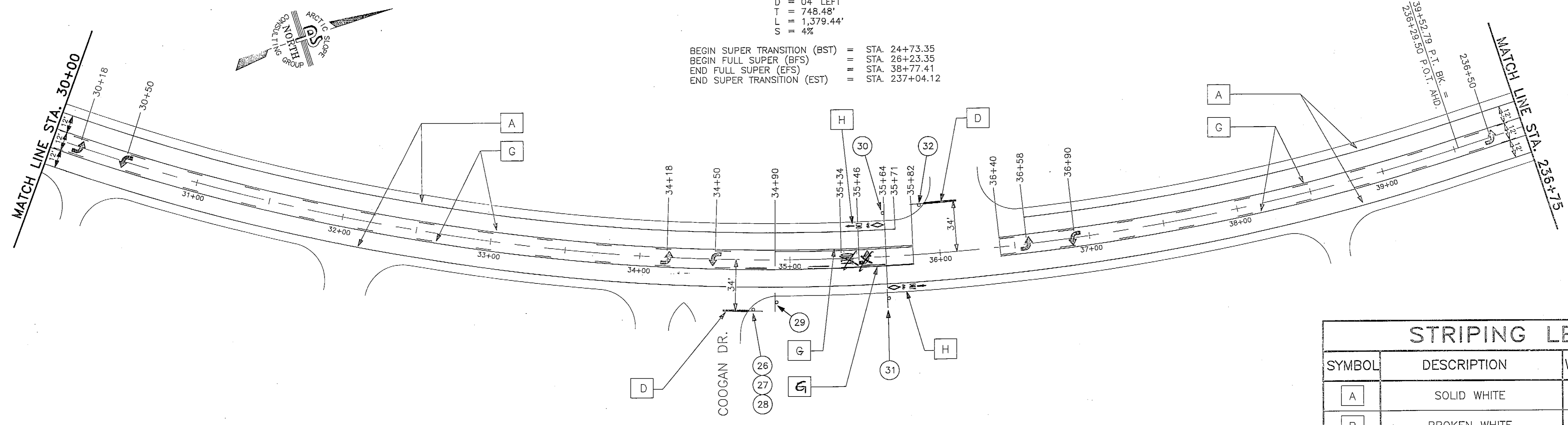
DESIGNED BY: L.L.B./M.A.B.
 DRAWN BY: M.A.B.
 CHECKED BY: D.L.M.
 SCALE: NOT TO SCALE
 DATE: OCTOBER 1991
 SHEET 18 OF 23



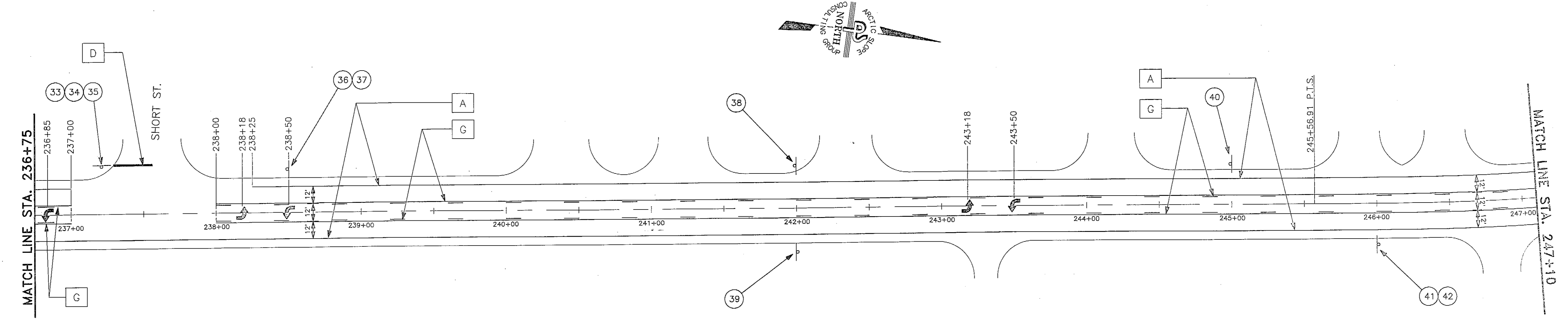
CURVE DATA

Δ = 55° 10' 39"
D = 94' LEFT
T = 748.48'
L = 1,379.44'
S = 4%

BEGIN SUPER TRANSITION (BST) = STA. 24+73.35
BEGIN FULL SUPER (BFS) = STA. 26+23.35
END FULL SUPER (EFS) = STA. 38+77.41
END SUPER TRANSITION (EST) = STA. 237+04.12



STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	—————
B	BROKEN WHITE	4"	— 10' — 30' — 10' —
C	SOLID DOUBLE YELLOW	4"	—————
D	SOLID WHITE	24"	—————
E	SOLID WHITE	8"	—————
F	SOLID WHITE	18"	—————
G	BI-DIRECTIONAL YELLOW	4"	— 10' — 30' — 10' —
H	BIKE LANE SYMBOL	N.A.	SEE DETAIL ON SHT. 6
I	SOLID YELLOW	18"	—————



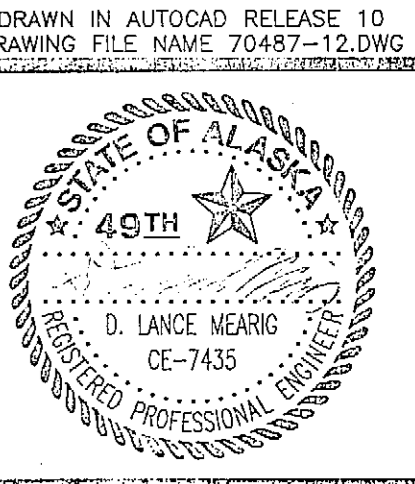
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

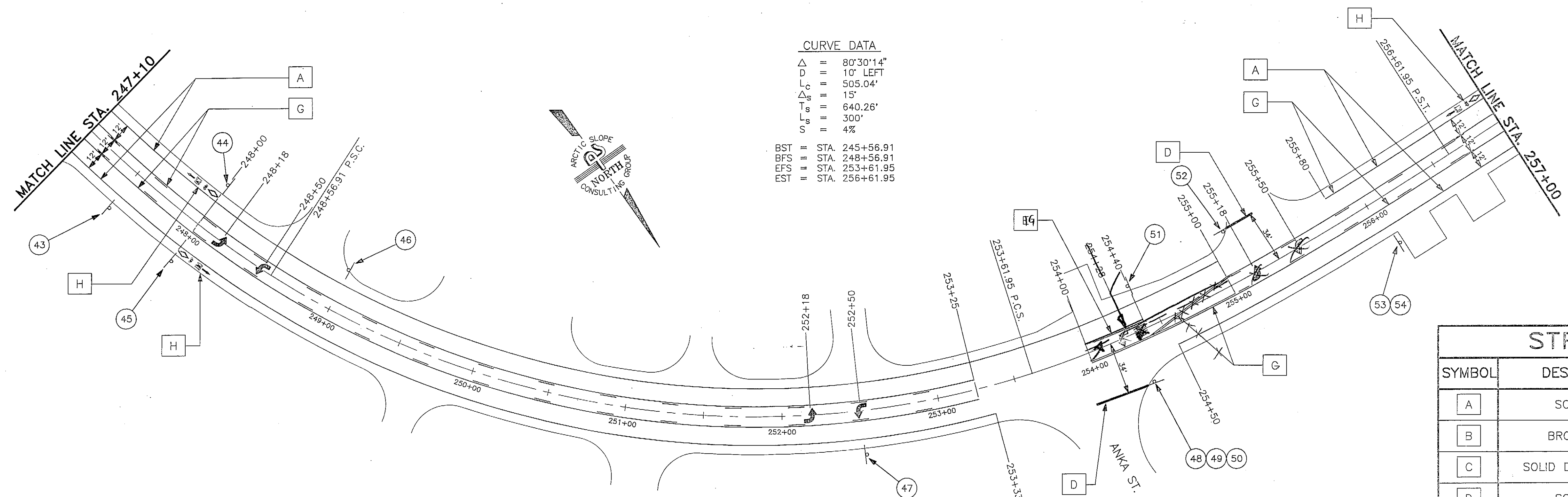
BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
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SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
LEMON ROAD OVERLAY
STRIPING AND SIGNING PLANS

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DRAWN BY:	M.A.B.	DATE:	OCTOBER 1991
CHECKED BY:	D.L.M.	SHEET	19 OF 23





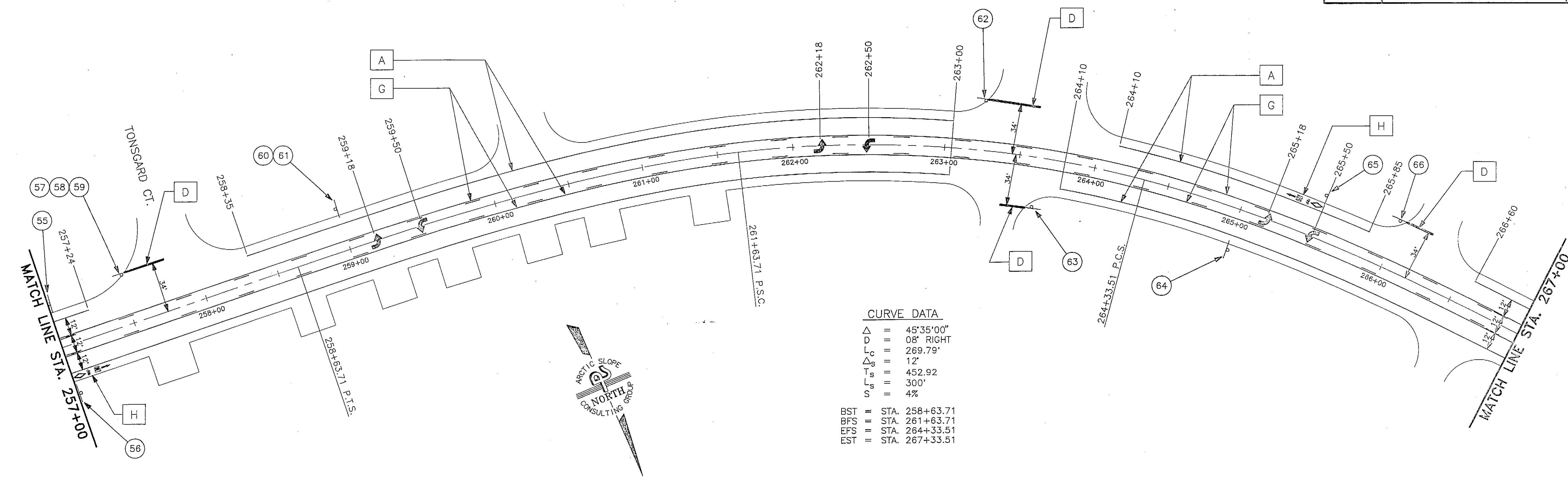
CURVE DATA

Δ = 80°30'14"
 D = 10' LEFT
 r_c = 505.04'
 Δ_g = 15'
 T_m = 640.26'
 T_s = 300'
 e = 4%

BST = STA. 245+56.91
 BPS = STA. 248+56.91
 EFS = STA. 253+61.95
 EST = STA. 256+61.95

STRIPING LEGEND

SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	—————
B	BROKEN WHITE	4"	— 10' — 30' — 10' —
C	SOLID DOUBLE YELLOW	4"	—————
D	SOLID WHITE	24"	—————
E	SOLID WHITE	8"	—————
F	SOLID WHITE	18"	—————
G	BI-DIRECTIONAL YELLOW	4"	— 10' — 30' — 10' —
H	BIKE LANE SYMBOL	N.A.	SEE DETAIL ON SHT. 6
I	SOLID YELLOW	18"	—————



CURVE DATA

Δ = 45°35'00"
 D = 08' RIGHT
 r_c = 269.79'
 Δ_g = 12'
 T_m = 452.92'
 T_s = 300'
 e = 4%

BST = STA. 258+63.71
 BPS = STA. 261+63.71
 EFS = STA. 264+33.51
 EST = STA. 267+33.51

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
 LEMON ROAD OVERLAY
 STRIPING AND SIGNING PLANS

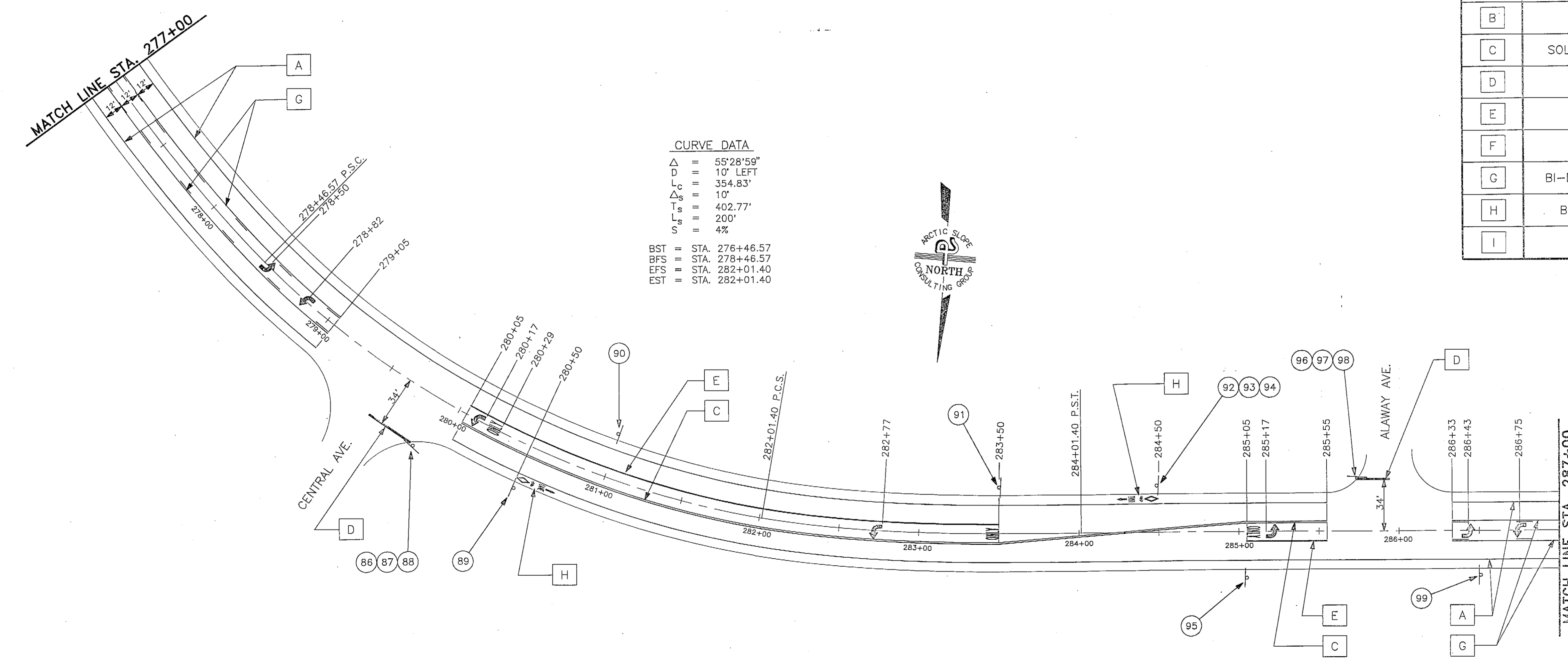
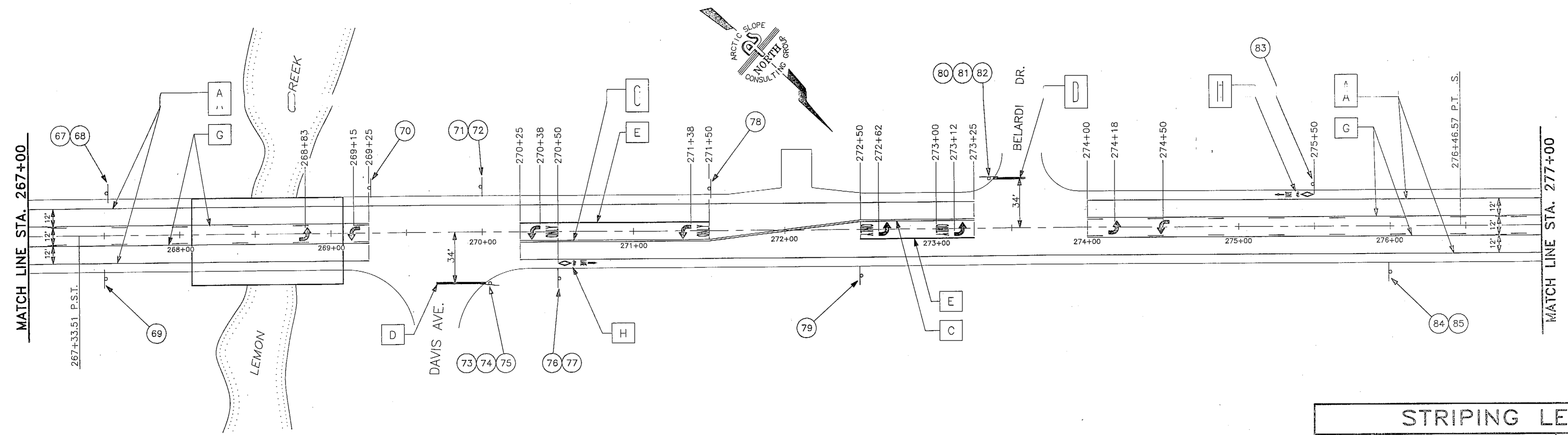
PREPARED BY
AS ARCTIC SLOPE CONSULTING GROUP, INC.
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DESIGNED BY: L.L.B./M.A.B.
 DRAWN BY: M.A.B.
 CHECKED BY: D.L.M.

SCALE
 NOT TO SCALE
 DATE:
 OCTOBER 1991
 SHEET 20 OF 23

DRAWN IN AUTOCAD RELEASE 10
 DRAWING FILE NAME 70487-13.DWG





CURVE DATA
 Δ = 55°28'59"
 D = 10' LEFT
 L_c = 354.83'
 L_s = 10'
 T_s = 402.77'
 L_s = 200'
 s = 4%
 BST = STA. 276+46.57
 BFS = STA. 278+46.57
 EFS = STA. 282+01.40
 EST = STA. 282+01.40

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	—————
B	BROKEN WHITE	4"	— 10' — 30' — 10' —
C	SOLID DOUBLE YELLOW	4"	—————
D	SOLID WHITE	24"	—————
E	SOLID WHITE	8"	—————
F	SOLID WHITE	18"	—————
G	BI-DIRECTIONAL YELLOW	4"	— 10' — 30' — 10' —
H	BIKE LANE SYMBOL	N.A.	SEE DETAIL ON SHT. 6
I	SOLID YELLOW	18"	—————

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

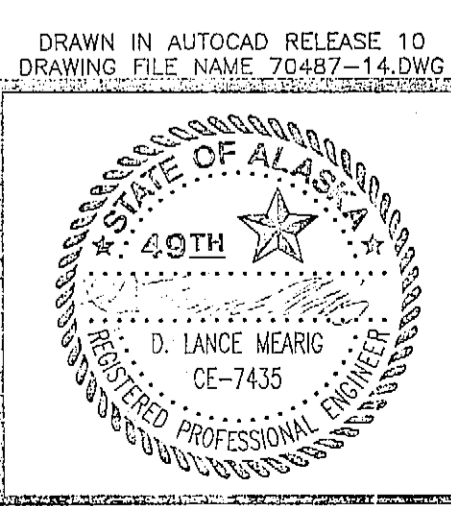
BY:	DATE:	DESCRIPTION OF CHANGE:

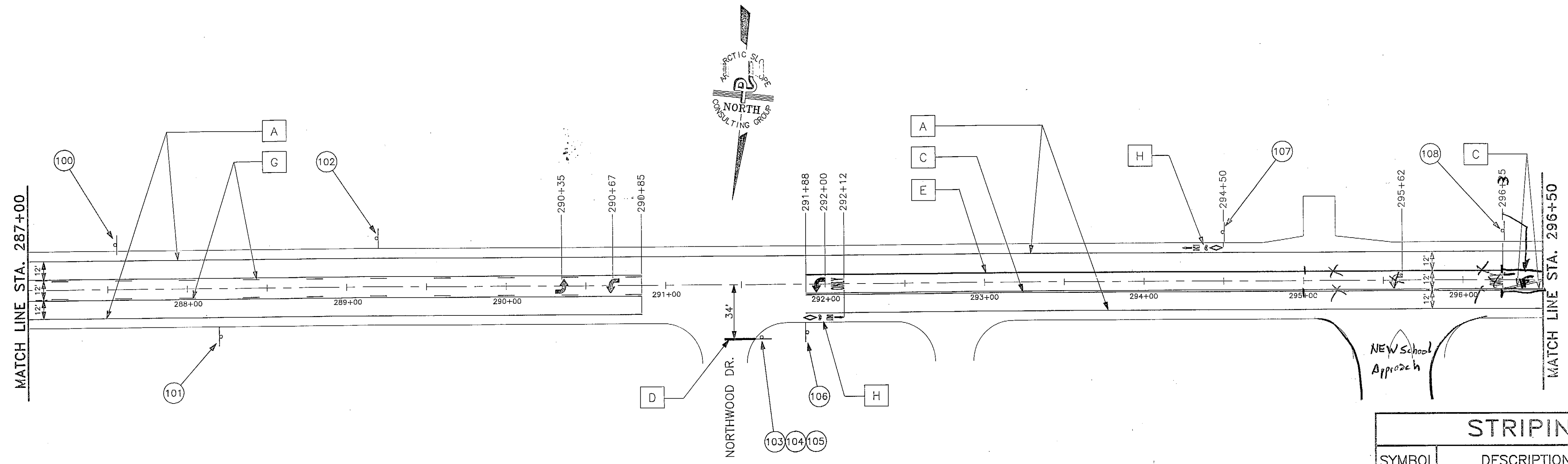
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
 LEMON ROAD OVERLAY
 STRIPING AND SIGNING PLANS

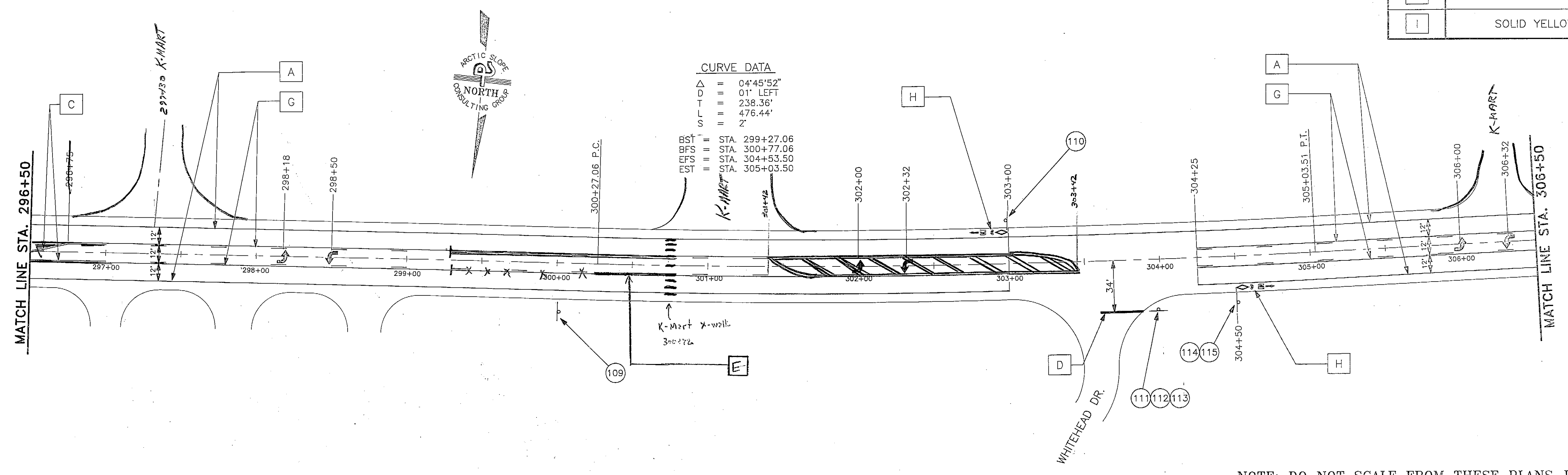
PREPARED BY
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DESIGNED BY:	L.L.B./M.A.B.	SCALE	NOT TO SCALE
DRAWN BY:	M.A.B.	DATE:	OCTOBER 1991
CHECKED BY:	D.L.M.	SHEET	21 OF 23





STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	—————
B	BROKEN WHITE	4"	— 10' — 30' — 10' —
C	SOLID DOUBLE YELLOW	4"	—————
D	SOLID WHITE	24"	—————
E	SOLID WHITE	8"	—————
F	SOLID WHITE	18"	—————
G	BI-DIRECTIONAL YELLOW	4"	— 10' — 30' — 10' —
H	BIKE LANE SYMBOL	N.A.	SEE DETAIL ON SHT. 6
I	SOLID YELLOW	18"	—————



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

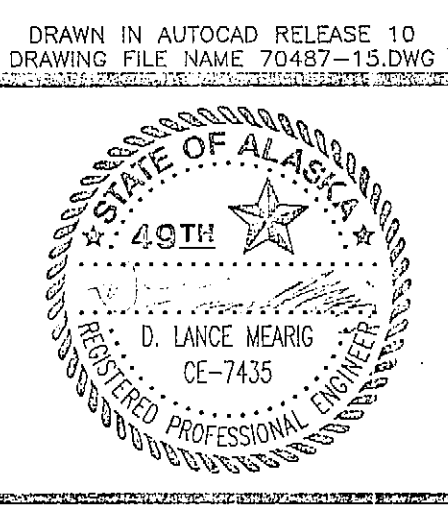
STATE OF ALASKA
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 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
 LEMON ROAD OVERLAY
 STRIPING AND SIGNING PLANS

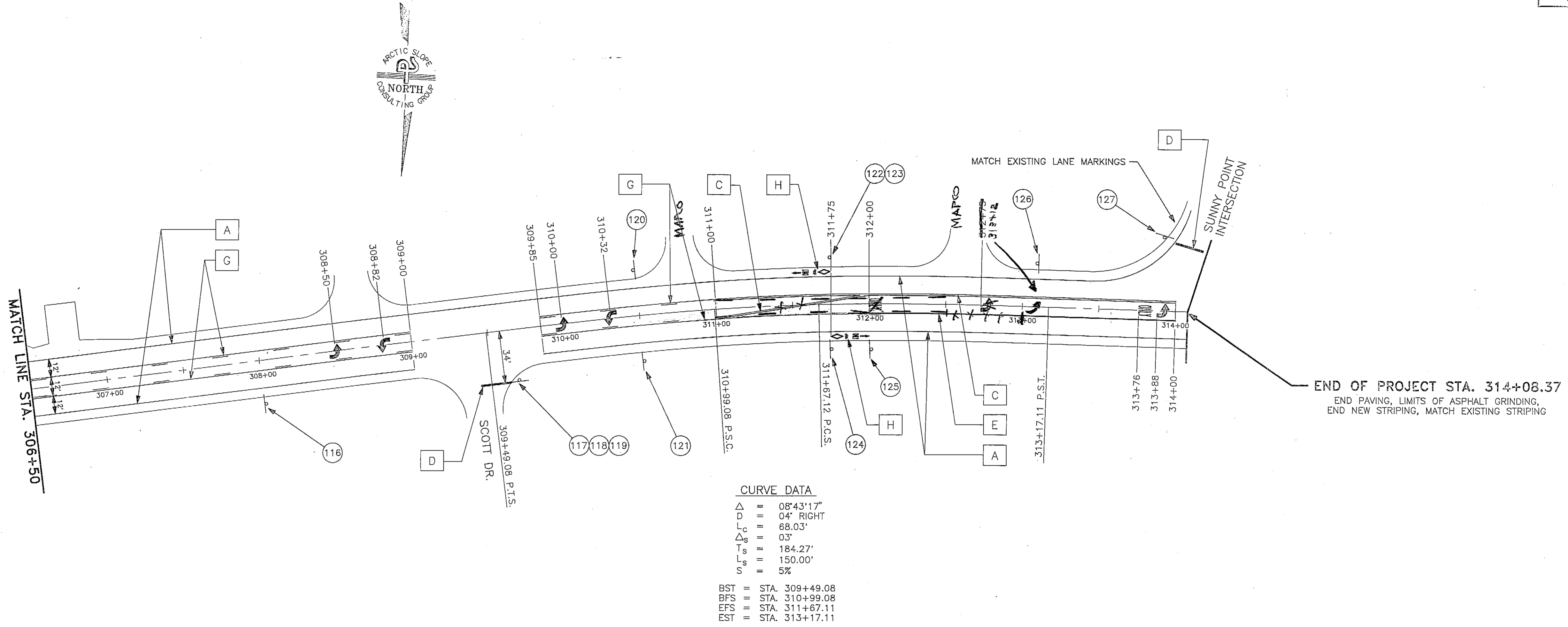
PREPARED BY:
 ARCTIC SLOPE CONSULTING GROUP, INC.
 Engineers • Architects • Scientists • Surveyors

DESIGNED BY: L.L.B./M.A.B.
 DRAWN BY: M.A.B.
 CHECKED BY: D.L.M.

SCALE: NOT TO SCALE
 DATE: OCTOBER 1991
 SHEET 22 OF 23



DRAWN IN AUTOCAD RELEASE 10
 DRAWING FILE NAME 70487-13.DWG



CURVE DATA
 Δ = 08°43'17"
 D = 04' RIGHT
 L_c = 68.03'
 Δ_s = 03'
 T_s = 184.27'
 L_s = 150.00'
 S = 5%

BST = STA. 309+49.08
 BFS = STA. 310+99.08
 EFS = STA. 311+67.11
 EST = STA. 313+17.11

END OF PROJECT STA. 314+08.37
 END PAVING, LIMITS OF ASPHALT GRINDING,
 END NEW STRIPING, MATCH EXISTING STRIPING

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
	SOLID WHITE	4"	—————
B	BROKEN WHITE	4"	— 10' — 30' — 10' —
C	SOLID DOUBLE YELLOW	4"	—————
D	SOLID WHITE	24"	—————
E	SOLID WHITE	8"	—————
F	SOLID WHITE	18"	—————
G	BI-DIRECTIONAL YELLOW	4"	— 10' — 30' — 10' —
H	BIKE LANE SYMBOL	N.A.	SEE DETAIL ON SHT. 6
I	SOLID YELLOW	18"	—————

BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
 LEMON ROAD OVERLAY
 STRIPING AND SIGNING PLANS

PREPARED BY
 ARCTIC SLOPE CONSULTING GROUP, INC.
 Engineers • Architects • Scientists • Surveyors

DESIGNED BY: L.L.B./M.A.B.
 DRAWN BY: M.A.B.
 CHECKED BY: D.L.M.

SCALE
 NOT TO SCALE
 DATE:
 OCTOBER 1991
 SHEET 23 OF 23



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

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