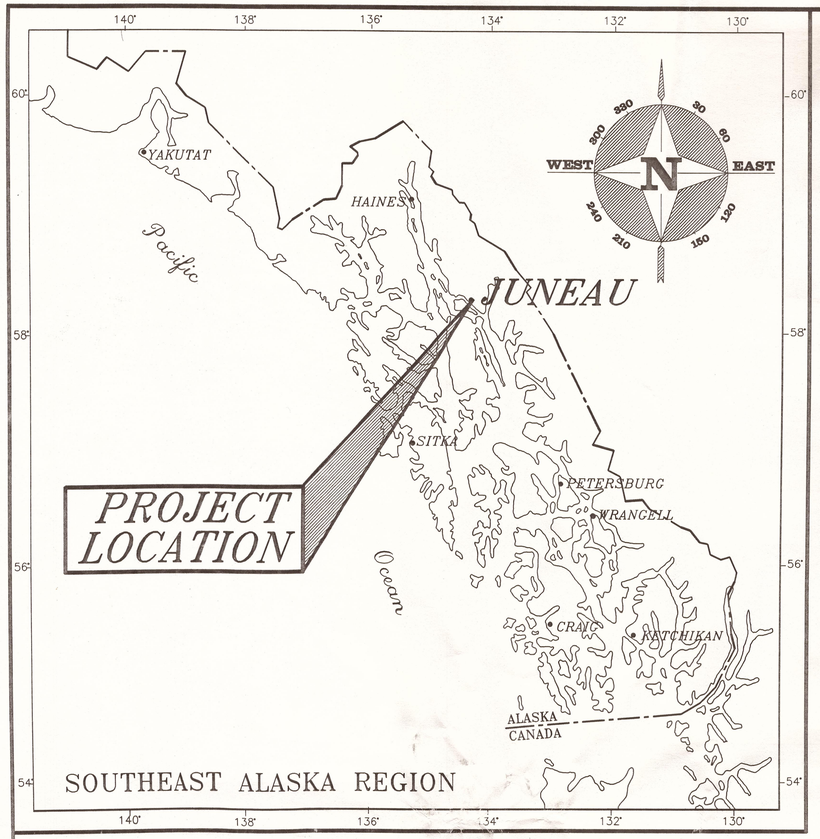


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION
DESIGN AND CONSTRUCTION DIVISION

Juneau, Alaska

NORTH DOUGLAS HIGHWAY
KOWEE CREEK BRIDGE TO HELIPORT
ROAD IMPROVEMENTS

PROJECT NO. STP-0959(17) 71300
DRAINAGE & PAVING

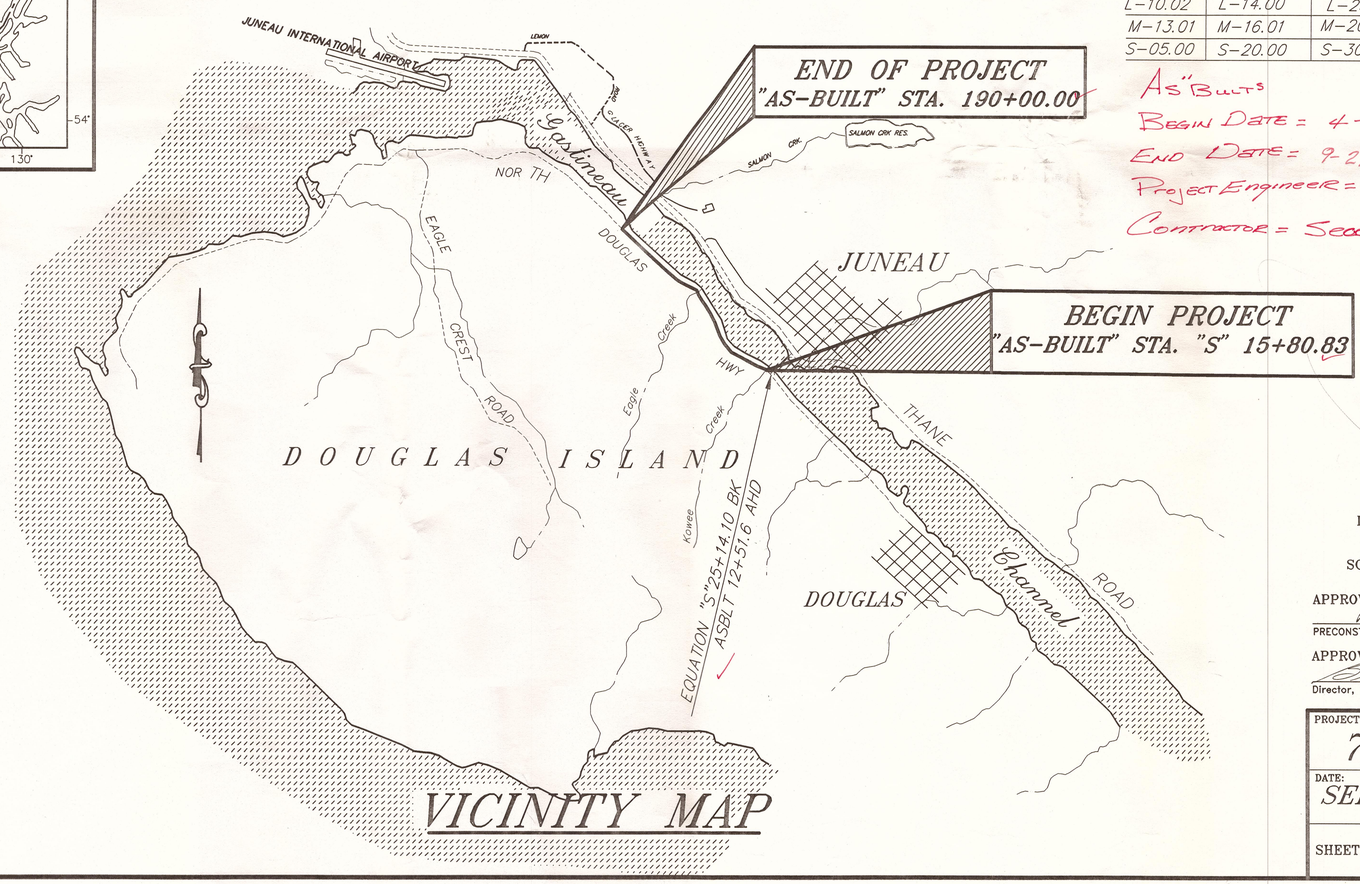
INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATE OF QUANTITIES, AND TYPICAL SECTION
3	MISCELLANEOUS SUMMARY TABLES
4	DRIVEWAY SUMMARY
5	LIGHTING LAYOUT SHEET
6-8	PLAN SHEETS
9	REALIGNMENT SECTION
10	MISCELLANEOUS DETAILS
11	KOWEE CREEK BRIDGE TRANSITION BRACKET
12	SIGNING SUMMARY
13	TRAFFIC CONTROL PLAN

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	C-01.03	C-02.01	C-03.01	D-01.02
D-04.10	D-05.10	D-06.01	G-04.05W	G-09.02W
G-09.01S	G-14.04W	G-14.04S	G-18.00W	G-18.00S
G-24.05S	G-24.05W	G-29.01S	G-29.01W	L-03.02
L-10.02	L-14.00	L-23.01		L-30.02
M-13.01	M-16.01	M-20.11	M-23.11	S-00.00
S-05.00	S-20.00	S-30.01	T-21.01	

As "Built"
Begin Date = 4-11-94
End Date = 9-27-94
Project Engineer = Larry Geise
Contractor = Seddon Inc



DESIGN DESIGNATION

KOWEE CREEK BRIDGE TO MADSEN'S TRAILER COURT ENTRANCE ✓

ADT 1994	2,570
ADT 2004	3,190
DHV 14%	520
% T	5 %
V	50 M.P.H.

MADSEN'S TRAILER COURT ENTRANCE TO HELIPORT ENTRANCE ✓

ADT 1994	1,975
ADT 2004	2,400
DHV 14%	390
% T	5 %
V	50 M.P.H.

DESIGN DATA

WIDTH OF PAVEMENT	36.0' ✓
LENGTH OF PAVEMENT	18,586.5' (3.52 MI.) ✓
LENGTH OF PROJECT	18,793.7' (3.56 MI.) ✓

EXCEPTIONS TO AASHTO STANDARDS

	AASHTO	APPROVED EXCEPTION
LANE WIDTH	12'	11' ✓
SHOULDER WIDTH	8'	7' ✓
VERTICAL CURVES:		
VPI 21+00	475	462
VPI 62+00	475	336
VPI 98+00	475	390
VPI 164+50	475	423

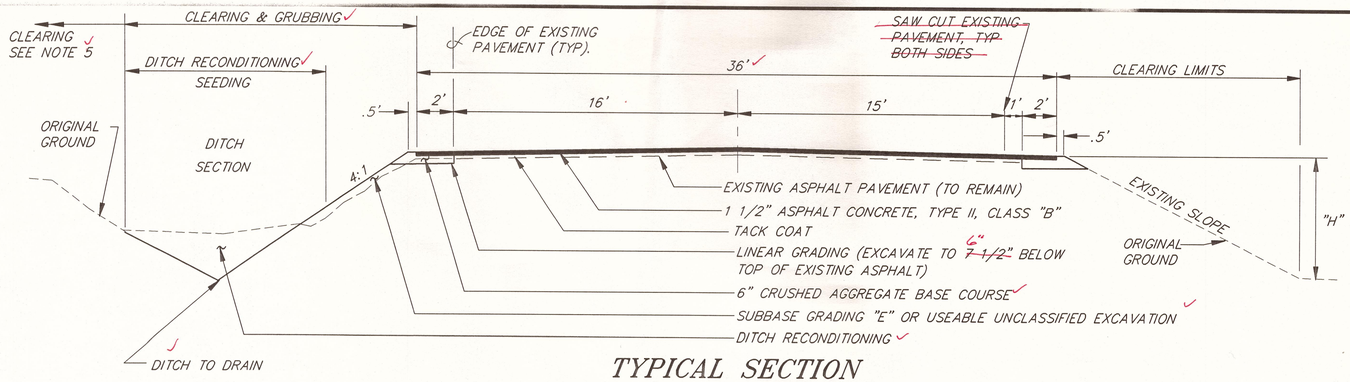
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION DESIGN SECTION

APPROVED _____ Date 9/14/93
PRECONSTRUCTION ENGINEER

APPROVED _____ Date 9/14/93
Director, S.E. Region Design & Construction

PROJECT NUMBER:	ENGINEER'S SEAL
71300	STATE OF ALASKA 49th TRACY MOORE CE-4932 REGISTERED PROFESSIONAL ENGINEER
DATE: SEPT, 1993	
SHEET 1 OF 13	

P:\JNU\NDOUGKOW\DR\TSHEET 1=1



TYPICAL SECTION

STATION TO STATION (PROJECT SR 0959 (10))
"AS-BUILT"12+51.60 TO "ASBLT" 190+00
(SEE NOTES 4 & 6)

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	TOTAL
120(1)	DBE ADJUSTMENT	CS	ALL REQ'D
201(1B)	CLEARING	LS	ALL REQ'D
201(3B)	CLEARING & GRUBBING (APPROX. ~~7.8~~ ACRES)	LS	ALL REQ'D
201(7)	HAND CLEARING	MH	~~40~~ 3
202(10)	SINGLE MAIL BOX INSTALLATION	EACH	89
202(11)	MULTIPLE MAIL BOX INSTALLATION	EACH	13
203(11)	LINEAR GRADING	STATION	~~188~~ 165
203(12)	DITCH RECONDITIONING	STATION	~~123.5~~ 131
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	8,050
~~304(1)~~	~~SUBBASE, GRADING "E"~~ DELETED	TON	~~7,300~~ 2,374
304(1A)	Modified Subbase, Grading E	TON	2,371
401(1)	ASPHALT CONCRETE, TYPE II, CLASS "B"	TON	~~8,000~~ 10,142
401(2)	PBA-2 ASPHALT CEMENT	TON	~~480~~ 640.6
402(1)	STE-1 TACK COAT	TON	~~37~~ 14.6
604(5)	TYPE A INLET CO#1	LS	All Req'd
506(1)	TREATED TIMBER	LS	ALL REQ'D
603(9-24)	24-INCH CORRUGATED ALUMINUM PIPE	LF	~~26~~ 38
603(17-18)	18-INCH PIPE	LF	~~538~~ 748
603(22)	CULVERT CLEANING CO#1	MH	3
603(25)	FIRE HYDRANT EXTENSION CO#1	LS	All Req'd
~~604(4)~~	~~ADJUST EXISTING MANHOLE~~ DELETED	EACH	~~1~~ ← Adjust by 6.BJ
605(6)	MODIFIED UNDERDRAIN	LF	~~334~~ 342
606(1)	W-BEAM GUARDRAIL	LF	4,912.5
606(5)	REMOVAL & DISPOSAL OF GUARDRAIL	LF	~~4,679~~ 4,754
606(6)	END ANCHORAGES	EACH	40
606(12)	GUARDRAIL BRIDGERAIL CONNECTION	EACH	4
611(3)	RIPRAP SLOPE STABILIZATION	~~SY~~ LS	~~ALL REQ'D~~ 6044.7
614(1)	SURVEY MONUMENTS	EACH	2
614(2)	MONUMENT CASES	EACH	2
614(3)	ADJUST EXISTING MONUMENTS AND CASES	EACH	~~14~~ 15
615(1)	STANDARD SIGNS	SF	217.13
618(1)	SEEDING	ACRE	7
627(10)	ADJUSTMENT OF VALVE BOX	EACH	~~6~~ 5
639(3)	APPROACHES	EACH	~~181~~ 171
640(1)	MOBILIZATION AND DEMOBILIZATION	LS	ALL REQ'D
641(1)	EROSION AND POLLUTION CONTROL-ADMINISTRATION	LS	ALL REQ'D
641(2)	EROSION AND POLLUTION CONTROL-MANPOWER	MH	~~50~~ 13
641(3)	EROSION AND POLLUTION CONTROL	CS	ALL REQ'D
642(1)	CONSTRUCTION SURVEYING	LS	ALL REQ'D
643(2)	TRAFFIC MAINTENANCE	LS	ALL REQ'D
643(3)	PERMANENT CONSTRUCTION SIGNING	LS	ALL REQ'D
643(4)	CONSTRUCTION SIGN	EACH/DAY	400
643(7)	TRAFFIC CONE	EACH/DAY	3,000
643(8)	DRUM	EACH/DAY	200
643(13)	TEMPORARY PAVEMENT MARKING	STATION	185
643(15)	FLAGGING	HOUR	1,000
660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE	LS	ALL REQ'D
670(1)	PAINTED TRAFFIC MARKINGS	LS	ALL REQ'D
670(8)	RECESSED PAVEMENT MARKER	EACH	~~269~~ 291

FILL SECTION NOTES:

TYPICAL FILL SLOPE IS 4:1, HOWEVER EXCEPTIONS ARE AS FOLLOWS:

IF "H" EXCEEDS 3', SLOPE MAY BE STEEPENED TO CATCH AT TOE OF EXISTING FILL SLOPE.

IF "H" EXCEEDS 5', SLOPE MAY BE STEEPENED TO CATCH AT 5' BELOW FINISHED SHOULDER.

IN NO CASE SHALL THE FINISHED FILL SLOPE BE STEEPER THAN 1 1/2:1. THE ENGINEER MAY REQUIRE MINOR SLOPE ADJUSTMENTS FOR AESTHETICS.

DITCH SECTION NOTES:

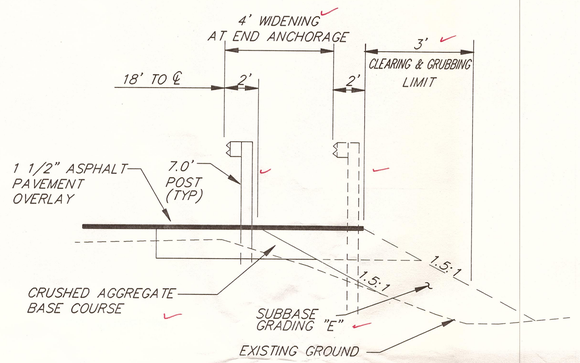
DITCH RECONDITIONING SHALL BE PERFORMED AT LOCATIONS DEEMED NECESSARY BY THE ENGINEER TO FACILITATE DRAINAGE. DITCH CUTS AND BACKSLOPES SHALL BE STAKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

BASIS OF ESTIMATE

ITEM NO.	ESTIMATING FACTOR
301(1)	1.96 TON/CUBIC YARD
304(1)	1.85 TONS/CUBIC YDS
401(1)	114 LBS/SQ. YD/INCH DEPTH
401(2)	6% OF ITEM 401(1) TYPE II, CLASS "B"
402(2)	0.10 GAL/SQ. YD.-253 GAL/TON @ 60° C

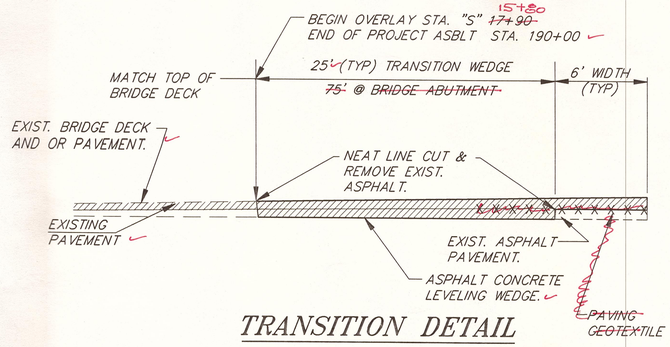
GENERAL NOTES:

1. APPROACH, MAILBOX, GUARDRAIL, AND SIGN LOCATIONS ARE APPROXIMATE ONLY, AND ARE SUBJECT TO MINOR FIELD REVISIONS.
2. THE CONTRACTOR SHALL LIMIT THE LINEAR GRADING TO A LENGTH THAT CAN BE BACKFILLED AND COMPACTED BY THE END OF SHIFT. NO DROP-OFF AT THE EDGE OF PAVEMENT SHALL EXCEED 2 INCHES DURING NON-WORKING HOURS.
3. THERE IS A 14" D.I.P. WATERLINE THAT GENERALLY LIES 5' BELOW THE EXISTING LEFT DITCH LINE. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE WATER LINE, SERVICES, AND INSULATION THAT HIS OPERATION CAUSES, AT HIS OWN EXPENSE. WATERLINE AS-BUILTS WILL BE AVAILABLE AT THE PROJECT OFFICE.
4. FROM BOP "ASBLT" STA. "S" 15+80.83 TO THE NORTH ABUTMENT OF KOWEE CREEK BRIDGE "ASBLT" STA. "S" 17+90, NO PAVEMENT WORK SHALL BE PERFORMED.
   FROM THE NORTH ABUTMENT "ASBLT" STA. "S" 17+90 TO "ASBLT" STA. 12+51.6, THE EXISTING PAVEMENT SHALL BE OVERLAYED WITH 1 1/2" HOT ASPHALT CONCRETE PAVEMENT AT THE EXISTING WIDTH OF 36 FEET.
5. CLEARING LIMITS VARY, SEE SECTION 201 OF THE SPECIAL PROVISIONS.
6. THE TYPICAL SECTION SHALL BE A SMOOTH TRANSITION FROM 36 FEET TO 34 FEET BETWEEN AS-BUILT STA. 190+00 TO AS-BUILT STA. 191+50.



GUARDRAIL INSTALLATION DETAIL

NOTE:
1. ALL POSTS SHALL BE 7'-0" LONG, SEE STANDARD DRAWINGS FOR OTHER DETAILS.
2. THE CONTRACTOR SHALL CLEAR & GRUB 3' BEHIND THE PROPOSED LOCATIONS SHOWN ON THE SUMMARY TABLE.



TRANSITION DETAIL

BEGINNING AND END OF PROJECT, INTERSECTING PAVED STREETS, DRIVEWAYS AND BRIDGE.

DITCH RECONDITIONING SUMMARY

FROM STA.	TO STA.	LT.	RT.	STA.
"S" 19+00	"S" 24+68	X		5.7
"S" 25+10	13+06	X		1.3
14+19	18+25	X		5.7
18+54	19+21	X		0.7
21+17	21+71	X		0.5
22+06	23+75	X		1.7
24+00	24+83	X		0.8
25+38	27+89	X		2.5
29+57	31+64	X		2.4
32+07	34+18	X		2.2
34+54	38+27	X		3.7
39+04	41+10	X		2.1
43+00	44+70	X		1.7
45+10	46+76	X		1.6
47+68	49+55	X		1.9
49+06	51+10	X		2.0
51+49	51+87	X		0.4
54+67	55+25	X		0.6
55+68	57+20	X		1.5
59+50	65+81	X		6.3
69+60	70+91	X		1.3
71+37	76+08	X		4.7
76+47	78+50	X		2.0
81+81	82+75	X		0.9
83+22	83+67	X		0.5
84+13	85+27	X		1.1
87+77	88+24	X		0.5
88+64	88+93	X		0.3
89+11	89+63	X		0.5
91+70	92+29	X		0.6
92+59	92+75	X		0.2
93+00	93+64	X		0.6
95+28	96+88	X		1.6
97+20	99+15	X		1.9
99+31	100+00	X		0.7
100+35	101+79	X		1.4
102+18	105+00	X		2.8
105+38	108+00	X		2.7
109+63	110+16	X		0.5
110+61	112+06	X		1.5
113+68	115+29	X		1.6
117+10	119+22	X		2.1
119+70	120+95	X		1.3
121+39	121+75	X		0.4
122+19	122+90	X		0.7
124+29	124+87	X		0.6
125+39	126+00	X		1.4
126+55	127+05	X		0.5
127+38	127+79	X		0.4
128+00	128+34	X		0.3
128+63	129+62	X		1.0
130+85	131+06	X		0.2
131+60	134+09	X		2.5
134+40	136+65	X		2.3
139+57	140+75	X		1.2
141+46	144+60	X		3.1
145+12	147+66	X		2.5
148+00	155+16	X		5.2
153+52	155+49	X		1.9
155+74	157+71	X		2.0
158+09	160+15	X		2.1
160+42	161+49	X		1.1
161+74	162+29	X		0.6
162+68	163+93	X		1.3
164+44	166+90	X		2.5
167+36	168+22	X		0.9
168+64	169+92	X		1.3
170+26	170+76	X		0.5
170+98	173+25	X		2.3
173+90	181+94	X		8.1
	TOTAL			123.5

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P: \JNU\NDOUGKOW\DR\TYP-EST 1=4

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — ALASKA

NORTH DOUGLAS HIGHWAY
KOWEE CREEK BRIDGE TO HELIPORT
PROJECT NO. STP-0959(17) 71300

TYPICAL SECTION AND ESTIMATE OF QUANTITIES

DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: C. ANDERSON	DATE: 9/93
CHECKED BY: F. MURPHY	SHEET 2 OF 13

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

AS-BUILT DITCH RECONDITIONING SUMMARY				
FROM STATION	TO STATION	RIGHT	LEFT	STATIONS
18+25	12+65		X	5.6
19+23	18+58		X	0.7
21+73	21+13		X	0.6
23+75	22+11		X	1.6
24+24	24+00		X	0.2
25+00	24+59		X	0.4
27+80	25+48		X	2.3
29+09	28+29		X	0.8
29+60	29+19		X	0.4
31+65	30+00		X	1.7
33+90	32+13		X	1.8
34+20	34+00		X	0.2
38+27	34+62		X	3.7
38+93	38+68		X	0.3
41+07	39+03		X	2.0
42+70	42+25		X	0.5
44+03	43+06		X	1.0
44+73	44+13		X	0.6
47+25	45+13		X	2.1
48+50	47+70		X	0.8
49+55	48+60		X	1.0
51+08	49+98		X	1.1
51+92	51+47		X	0.5
52+37	52+17		X	0.2
53+30	52+78		X	0.5
55+28	54+68		X	0.6
57+23	55+73		X	1.5
58+49	58+18		X	0.3
62+19	58+69		X	3.5
66+00	62+29		X	3.7
69+21	68+74		X	0.5
70+87	69+63		X	1.2
76+56	71+85		X	4.7
78+52	76+52		X	2.0
82+85	81+84		X	1.0
83+67	83+26		X	0.4
84+85	84+25		X	0.6
87+19	87+00		X	0.2
88+25	87+65		X	0.6
88+92	88+57		X	0.4
89+67	89+17		X	0.5
90+96	90+76		X	0.2
92+31	91+04		X	1.3
93+54	93+04		X	0.5
95+57	95+32		X	0.3
96+87	95+67		X	1.2
99+15	97+23		X	1.9
100+10	99+25		X	0.9

AS-BUILT DITCH RECONDITIONING SUMMARY				
FROM STATION	TO STATION	RIGHT	LEFT	STATIONS
100+70	100+41		X	0.3
101+79	100+80		X	1.0
104+44	102+24		X	2.2
105+00	104+54		X	0.5
108+10	105+35		X	2.8
110+20	109+40		X	0.8
111+00	110+63		X	0.4
112+00	111+33		X	0.7
115+34	113+70		X	1.6
119+24	117+12		X	2.1
121+00	119+67		X	1.3
121+75	121+35		X	0.4
122+90	122+20		X	0.7
123+51	123+22		X	0.3
125+05	124+45		X	0.6
126+34	125+54		X	0.8
127+24	126+68		X	0.6
128+00	127+41		X	0.6
128+47	128+23		X	0.2
129+75	128+78		X	1.0
131+22	130+95		X	0.3
134+10	131+58		X	2.5
135+28	135+68	X		0.4
135+74	134+50		X	1.2
136+00	136+60	X		0.6
136+65	135+85		X	0.8
137+36	136+89		X	0.5
139+65	140+45	X		0.8
140+75	139+92		X	0.8
144+54	141+50		X	3.0
147+65	145+23		X	2.4
149+12	147+90		X	1.2
153+15	149+25		X	3.9
154+00	153+53		X	0.5
155+50	154+22		X	1.3
157+72	155+82		X	1.9
159+00	158+11		X	0.9
160+18	159+22		X	1.0
161+50	160+44		X	1.1
162+32	161+78		X	0.5
163+90	162+75		X	1.2
167+00	164+47		X	2.5
168+20	167+45		X	0.8
168+90	168+62		X	0.3
169+92	169+04		X	0.9
170+75	170+32		X	0.4
172+24	171+00		X	1.2
172+86	172+48		X	0.4

AS-BUILT DITCH RECONDITIONING SUMMARY				
FROM STATION	TO STATION	RIGHT	LEFT	STATIONS
173+31	173+00		X	0.3
173+66	172+83	X		0.8
177+38	173+75		X	3.6
181+30	173+90	X		7.4
"S"23+69	"S"19+06		X	4.6
"S"24+86	"S"23+79		X	1.1

MAILBOX SUMMARY

AS-BUILT STATION	LT	RT	SINGLE	MULTIPLE. NO.	BOX NO.
"S" 23+00		X	1		3660
"S" 25+10	X			1	3655 (A & B)
15+00		X	1	1	3740 3700 3750
16+96		X	1		3780
18+54	X		1		3819
19+03		X	1		3810
19+05		X	1		3812
20+87	X		1		3835
21+44		X	1		3840
22+06	X		1		3845
22+14		X		1	3850 (A & B)
23+30		X	1		3860
25+33	X		1		3925
25+59		X	1		3920
27+03		X	1		3930
28+00		X	1		3970
29+34		X	1		3980
30+37		X	1		4020
31+67	X		1		4025
34+27	X		1		4030
41+37	X		1		4225
41+43		X	1		4220
42+70	X		1		4275
43+74		X	1		4280
44+70		X	1		4300
46+97		X	1		4340
47+38	X		1		4355
48+52		X	1		4360
49+44		X	1		4370
49+96	X		1		4365
50+08		X		1	4470 & 4412
51+13	X		1		4425
51+86	X		1		4435
52+36	X		1		4455
52+75		X	1		4470
53+73		X		1	4475 & 4480
55+62	X		1		4485
57+56	X		1		4545
58+64		X		1	4535 & 4570
59+92		X	1		4600

INTERSECTION SUMMARY

AS-BUILT STATION	LT	RT	WIDTH	PAVED/ UNPAVED	REMARKS
173+56 ✓	X		24'	PAVED ✓	BONNIE DOON ✓
182+31 ✓	X		26'	PAVED ✓	WEE BURN DRIVE ✓ (ADJUST EXIST. MANHOLE)

VALVE ADJUSTMENT SUMMARY

AS-BUILT STATION	LT	RT	OFFSET	REMARKS
~~173+389~~ 85+38 ✓	X		~~26.5~~ 22	BONNIE DOON ST. *
~~173+417~~ 173+21 ✓	X		~~31.28~~ 11.5	BONNIE DOON ST. *
~~173+445~~ 173+82 ✓	X		~~26.5~~ 11.5	BONNIE DOON ST. *
182+31. ✓	X		~~19.20~~	WEE BURN DR.
182+33 ✓	X		~~23.2~~	WEE BURN DR.
182+35.	X		~~19.20'~~	WEE BURN DR.
112+62.	X		24.5	6" FH Valve
			TOTAL ~~6~~ 5	

5"21+82 X ~~11.5~~ 11.5 6" GV

85+38 X 22 14 GV *

* Adjusted by CBJ

MAILBOX SUMMARY

AS-BUILT STATION	LT	RT	SINGLE	MULTIPLE. NO.	BOX NO.
67+34		X	1		4755
72+19		X	1		4770
84+13	X			1	5045
87+39	X		1		5115
88+25	X		1		5125
89+40		X	1		5140
90+03		X	1		5160
90+07	X		1		5167 A
90+65	X		1		5167 B
92+72	X		1		5253
93+70	X		1		5255
95+21	X		1		5275
96+42		X	1		5290
96+94	X		1		5295
97+50		X	1		5292
101+80	X		1		5405
105+00	X		1		5475
108+11	X		1		5525
110+11	X		1		5547
111+87		X	1		5580
113+12	X		1		5651
113+66		X	1		5630
116+30	X		1		5655
116+39		X	1		5660
116+96		X	1		5680
117+75		X	1		5700
118+64		X	1		5730
119+25	X		1		5665
121+06		X	1		5734
122+11	X		1		5795
123+18	X		1		5825
123+49	X			1	5821 & 5823
123+92		X	1		5820
124+97		X	1		5850
125+35	X			1	5845 & 5855
126+39		X	1		5880
128+66	X		1		5915
130+08	X		1		5955
130+67		X	1		5950
130+88	X		1		5957
131+54	X		1		5959
134+89		X		1	5985 & 6015
				1	6010 & 6020
				1	6026 & 6025
136+63		X	1		6050
139+16	X			1	6121 & 6111
141+79	X		1		6145
152+33		X	1		6330
153+50	X		1		6345
155+60		X	1		6390
156+94		X	1		6430
158+04	X		1		6425
161+73		X	1		6520
162+42		X	1		6550
162+65	X		1		6525
164+39	X		1		6615
166+56		X	1		6606
166+94	X		1		6625
168+21	X		1		6645
168+70		X	1		6640
169+14		X	1		6680
169+90	X		1		6655
		TOTAL	89	13	

MODIFIED UNDERDRAIN SUMMARY

STATION TO STATION		OFFSET	LENGTH
"0" ~~84+95~~ 23	"0" 87+~~00~~	24' LT. ✓	~~228~~ 194 LF
ASBLT ~~18+50~~ 19+41	ASBLT ~~19+90~~ 20+55	~~20~~' LT.	~~114~~ 140 LF
		TOTAL	~~342~~ 334 LF

CULVERT PIPE EXTENSION & SUMMARY

STATION	LT	RT	INSTALL 18"	INSTALL 24"	LENGTH	END SECTION	REMARKS
"S" 24+80	X		18"			1	APPROACH
18+40	X		18"			1	APPROACH
21+92	X		18"			1	APPROACH
25+20	X		18"			1	APPROACH
25+36	X			24"	~~14~~ *		APPROACH
28+00		X	18"			1	APPROACH
31+89	X		18"			1	APPROACH
34+35	X		18"		8' *		APPROACH
38+45	X		18"			1	APPROACH
42+85	X		18"		8' *		APPROACH
44+91	X		18"			1	APPROACH
49+78	X		18"			1	APPROACH
52+06	X		18"			1	APPROACH
52+48	X		18"			1	APPROACH
55+47	X		18"			1	APPROACH
57+39	X		18"			1	APPROACH
57+89	X		18"			1	APPROACH
58+64	X		18"		8' *		APPROACH
69+41	X		18"			1	APPROACH
71+12	X		18"		8' *		APPROACH
76+18	X		18"		8' *		APPROACH
81+64	X		18"		8' *		APPROACH
82+95	X		18"		8' *		APPROACH
83+88	X		18"			1	APPROACH
87+50	X		18"			1	APPROACH
88+40	X		18"			1	APPROACH
89+78	X		18"			1	APPROACH
90+33	X		18"			1	APPROACH
92+46	X		18"			1	APPROACH
95+10	X		18"		8' *		APPROACH
97+08	X		18"		8' *		APPROACH
100+19	X		18"		30'		14' APPR. HS NO 5355
105+16	X		18"		36		14' APPR. HS NO 5475
108+29	X		18"		8' *		APPROACH
110+37	X		18"			1	APPROACH
116+75	X		18"		22'		14' APPR. HS NO 5655
117+57		X	18"		8' *		APPROACH
116+32	X			24"	12' *		CULVERT EXTENTION
121+27	X		18"			1	APPROACH
121+83	X		18"			1	APPROACH
123+03	X		18"			1	APPROACH
123+57	X		18"		8' *		APPROACH
124+90	X		18"		8' *		APPROACH
127+19	X		18"		8' *		APPROACH
127+89	X		18"			1	APPROACH
128+42	X		18"			1	APPROACH
129+88	X		18"		8' *		APPROACH
134+19	X		18"		28'		APPROACH
135+87		X	18"		8' *		APPROACH
144+87	X		18"			1	APPROACH
155+59	X		18"		8' *		APPROACH
157+91	X			24"		1	APPROACH
160+30	X		18"			1	APPROACH
162+54	X		18"			1	APPROACH
164+24	X		18"		8' *		APPROACH
167+14	X		18"		8' *		APPROACH
168+40	X		18"		8' *		APPROACH
170+05	X		18"		8' *		APPROACH
170+84	X		18"		8' *		APPROACH
173+85		X	18"		8' *		APPROACH
TOTAL			18"~308 L.F.		24"~26 L.F.	31'	

*SEE DRIVEWAY CULVERT EXTENSION DETAIL ON SHEET 10

AN ADDITIONAL 230' OF NEW 18" PIPE SHALL BE INCLUDED FOR EXISTING APPROACH REPLACEMENT. THE LOCATION SHALL BE DIRECTED BY THE ENGINEER.

THE MAJORITY OF THE APPROACH CULVERTS ARE STEEL, HOWEVER THERE ARE SOME EXCEPTIONS.

ADJUST EXISTING MONUMENT CASE SUMMARY

AS BLT. STATION	PT.	OFFSET
"S"25+14.10 BK. ASBLT. 12+51.6 AHD.	P.O.T.	℄
21+41.40 ✓	△POINT	℄
33+57.31 ✓	P.C.	℄
42+37.48 ✓	P.T.	℄
62+42.34 ✓	P.C.	℄
67+24.62 ✓	P.T.	℄
70+26.11 ✓	P.C.	℄
74+43.05 ✓	P.T.	℄
77+86.90 ✓	P.I.	5.25 RT.
99+38.22 BK ✓ 99+20.62 AHD	P.T.	℄
122+70.81 ✓	P.O.T.	℄
145+35.00 ✓	P.I.	1.63 RT.
163+50.00 ✓	P.O.T.	℄
179+98.44 ✓	△POINT	℄
944	TOTAL ~~14~~ 15	

MONUMENT SUMMARY

"0" STA.	MON. RT.	CASE	OFFSET
83+80.03	PC	X	℄ ✓
88+13.45	PT	X	℄ ✓
TOTAL	2 ✓	2 ✓	

PATH: P:\JNU\NDOUGKOW\DR\MISCSUM 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — ALASKA

NORTH DOUGLAS HIGHWAY
KOWEE CREEK BRIDGE TO HELIPORT
PROJECT NO. STP-0959(17) 71300

MISCELLANEOUS SUMMARY TABLES

DESIGNED BY: P.JONES	PROJECT NO. 71300
DRAWN BY: AUTOCAD/BILL ADAMS	DATE: 9/93
CHECKED BY: F. MURPHY	SHEET 3 OF 13

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

DRIVEWAY SUMMARY

TYPE CODES: D/W–DRIVEWAY P/P–PARKING PAD

ASBLT. STA.	OFFSET LT	OFFSET RT	TYPE	WIDTH	EXIST. SURFACE PAVED	EXIST. SURFACE UNPAVED	REMARKS
"S" 18+17	X		D/W	20	X		#3555
"S" 19+00		X	D/W	36	X		TRUCANO CONSTRUCTION
"S" 23+00		X	D/W	16		X	NO ADDRESS/MAILBOX
"S" 24+30		X	D/W	18	X		#3660
"S" 24+80	X		D/W	24		X	#3655
14+23		X	D/W	14		X	#3740
14+54		X	D/W	30		X	(#3740)#3750/A & B
16+70		X	D/W	20	X		#3780
18+40	X		D/W	13		X	#3819
18+45		X	D/W	24		X	#3810 & #3812
18+74		X	D/W	14		X	
20+09		X	D/W	32	X		#3820 & #3824
20+24		X	D/W	14	X		#3828
20+57		X	D/W	20	X		#3830
20+70	X		D/W	20	X		#3825 & #3835
21+12		X	D/W	14		X	#3840
21+92	X		D/W	20	X		#3845
22+39		X	D/W	20	X	X	#3850
22+77		X	D/W	18	X		#3860
23+07		X	D/W	28		X	#3860
25+20	X		D/W	18	X		#3925
25+36		X	D/W	24	X		#3920
26+80		X	D/W	22	X		#3930
27+56		X	D/W	22		X	#3930
28+00	X		D/W	24		X	NO ADDRESS/MAILBOX SEE DETAIL SHT. 6
28+07		X	D/W	18	X		#3970
29+52		X	D/W	20			WOOD DECK #3980
30+00		X	D/W	22	X		#4020
31+89	X		D/W	24	X		#4025
33+36		X	D/W	16	X		NO MAILBOX
34+35	X		D/W	20		X	NO MAILBOX
38+45	X		D/W	16	X		NO MAILBOX
40+28		X	D/W	36	X		#4360
40+33		X	D/W	26		X	#4220
41+23	X		D/W	24		X	#4225
41+27		X	D/W	26		X	#4220
42+85	X		D/W	16	X		#4275
43+10		X	D/W	16	X		NO MAILBOX
43+55		X	D/W	20		X	#4286
44+91	X		D/W	26		X	#4305
45+25		X	P/P	100	X		#4300 ANCHOR MANOR
46+76		X	D/W	16		X	#4340
47+57	X		D/W	16	X		#4355
48+28		X	D/W	36	X		#4360 COMMERCIAL
48+67		X	D/W & P/P	16		X	#4360
49+60		X	D/W	22	X		#4370
49+78	X		D/W	24	X		#4365
50+58		X	D/W	48	X		#4410
51+13		X	D/W	14	X		#4420
51+28	X		D/W	14	X		#4425
52+06	X		D/W	20		X	#4435
52+48		X	D/W	18	X		#4470
52+48	X		D/W	22	X		#4455
53+13		X	D/W	14		X	#4480
53+92		X	D/W	28	X		#4480
54+17	X		D/W	20	X		NO MAILBOX
55+32		X	D/W	14	X		NO MAILBOX
55+47	X		D/W	24	X		#4485
56+22		X	D/W	18	X		NO MAILBOX
57+39	X		D/W	14	X		#4545
57+89	X		D/W	14	X		#4535
58+64	X		D/W	16	X		#4535

DRIVEWAY SUMMARY

ASBLT. STA.	OFFSET LT	OFFSET RT	TYPE	WIDTH (FEET)	EXIST. SURFACE PAVED	EXIST. SURFACE UNPAVED	REMARKS
58+86		X	D/W	14	X		#4570
59+26		X	D/W	14	X		NO MAILBOX
60+18		X	D/W	14			#4600
66+50	X		D/W	36			#4755
67+24	X		D/W	36			#4755
69+41	X		D/W	24	X		GRAVEL PIT RD NO MAILBOX
71+12	X		D/W	30	X		NO MAILBOX
71+95		X	D/W	24	X		#4770
76+18	X		D/W	14		X	NO MAILBOX
77+31		X	D/W	22	X		NO MAILBOX
81+64	X		D/W	20		X	NO MAILBOX
82+25		X	D/W	20	X		#5010
82+95	X		D/W	20	X		NO MAILBOX
83+26		X	D/W	20	X		#5050
83+88	X		D/W	14		X	#5045 SEE DETAIL SHT. 6
84+21		X	D/W	14	X		NO MAILBOX
87+20		X	D/W	16	X		#5115
87+50	X		D/W	20		X	#5115
88+40	X		D/W	20	X		#5125
89+29		X	D/W	16	X		#5140
89+78	X		D/W	20	X		NO MAILBOX
90+33	X		P/P	50	X		#5167
90+75		X	D/W	22	X		#5190
91+94		X	D/W	60	X		#5200
92+46	X		D/W	16	X		#5223
92+88		X	D/W	60	X		#5240
93+57		X	P/P	36		X	#5260
94+04		X	D/W	14	X		NO MAILBOX
95+10	X		D/W	28		X	#5275
96+20		X	D/W	14		X	#5790
96+57		X	P/P	24		X	#5290
97+08	X		D/W	16	X		#5295 SEE DETAIL SHT. 6
97+64		X	D/W	16	X		#5292
99+32	X		D/W	16	X		#5305
100+19	X		D/W	14	X		#5355
101+73		X	D/W	20	X		#5450
102+00	X		D/W	22	X		#5405
105+16	X		D/W	16	X		#5475
105+89		X	D/W	14	X		NO MAILBOX
108+29	X		D/W	30	X		#5525
108+95	X		D/W	14	X		#5545
109+70		X	D/W	14		X	NO MAILBOX
110+37	X		D/W	14	X		#5547 SEE DETAIL SHT. 6
111+05		X	D/W	14		X	NO MAILBOX
111+60		X	D/W	14		X	#5580
113+20	X		D/W	14		X	#5651
113+70		X	D/W	24		X	#5660
116+14	X		D/W	16	X		#5655
116+17		X	D/W	14	X		#5660
116+62	X		D/W	20	X		#5655
116+75		X	D/W	14	X		#5700
117+57		X	D/W	18	X		#5730
118+40		X	D/W	14	X		#5730
119+26	X		D/W	18	X		#5665
119+42		X	D/W	18		X	#5665
120+50		X	P/P	14	X		#5880
120+67	X		D/W	14		X	NO MAILBOX
121+22	X		D/W	16	X		#5795 SEE DETAIL SHT. 6
121+83	X		D/W	16	X		#5825
123+03	X		D/W	14	X		NO MAILBOX SEE DETAIL SHT. 6
123+14		X	D/W	14	X		NO MAILBOX
123+57	X		D/W	40	X		#5821 & #5823
123+90		X	D/W	20	X		#5820
124+55		X	D\W	20	X		#5850
124+90	X		D/W	14	X		#5845 & #5855
126+34	X		P/P	18	X		

DRIVEWAY SUMMARY

ASBLT. STA.	OFFSET LT	OFFSET RT	TYPE	WIDTH (FEET)	EXIST. SURFACE PAVED	EXIST. SURFACE UNPAVED	REMARKS
127+08		X	D\W	36	X		#5880
127+19	X		D\W	14		X	NO MAILBOX
127+59		X	D\W	14		X	NO MAILBOX
127+89	X		D\W	14		X	#5895 SEE DETAIL SHT. 6
128+42	X		D\W	16	X		#5915
129+88	X		D\W	16		X	#5955 SEE DETAIL SHT. 6
130+58		X	D\W	18		X	#5970
131+29	X		D\W	22	X		#5959
131+70		X	D\W	20		X	#5960
133+37		X	P\P	14		X	
133+42		X	D\W	24	X		#5990
134+19	X		D\W	14	X		NO MAILBOX
135+13		X	D\W	24	X		#6010
135+87		X	D\W	24	X		(#6026) TRAILER ENTRANCE
136+77		X	D\W	14	X		(#6050) TRAILER ENTRANCE
137+50	X		D\W	20			#6111
139+45	X		D\W	20	X		NO MAILBOX
139+50		X	D\W	14		X	NO MAILBOX
140+64		X	D\W	18	X		#6090
141+06		X	D\W	14	X		NO MAILBOX
141+18	X		D\W	14		X	#6145 SEE DETAIL SHT. 6
144+87	X		D\W	18	X		NO MAILBOX
145+94		X	D\W	14		X	NO MAILBOX
147+81	X		D\W	15	X		#6275
148+90		X	D\W	36		X	NO MAILBOX
149+63		X	D\W	20		X	#6300
152+00		X	D\W	14	X		#6330
153+12		X	D\W	16	X		NO MAILBOX
153+32	X		D\W	18	X		#6345
155+49		X	D\W	14	X		#6380
155+59	X		D\W	14	X		NO MAILBOX
155+70		X	D\W	14	X		#6390
156+78		X	D\W	14		X	#6430
157+00		X	D\W	14	X		#6330
157+66		X	D\W	18		X	NO MAILBOX
157+91	X		D\W	20	X		#6425
158+89		X	D\W	18		X	NO MAILBOX
160+30	X		D\W	14	X		#6455
160+30		X	D\W	16		X	#6490
161+61	X		P\P	15	X		
161+90		X	D\W	14	X		#6520
162+50		X	D\W	20		X	#6550
162+54	X		D\W	14	X		#6525
164+18		X	D\W	15	X		NO MAILBOX
164+24	X		D\W	15	X		#6615
166+78		X	D\W	30	X		#6606
167+14	X		D\W	14	X		#6625
168+40	X		D\W	16	X		#6645
168+88		X	D\W	20	X		#6640 & #6680
170+05	X		D\W	14	X		#6655
170+84	X		D\W	14		X	NO MAILBOX
173+85		X	D\W	15	X		NO MAILBOX
181+40		X	D\W	16	X		(NO MAILBOX) HELIPORT ENTRANCE

ENGINEER'S SEAL

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

PATH: P:\JNU\NDOUGKOW\DR\DRIVE 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU

NORTH DOUGLAS HIGHWAY
KOWEE CREEK BRIDGE TO HELIPORT
ROAD IMPROVEMENTS
PROJECT NO. STP-0959(17) 71300
DRIVEWAY SUMMARY

ALASKA

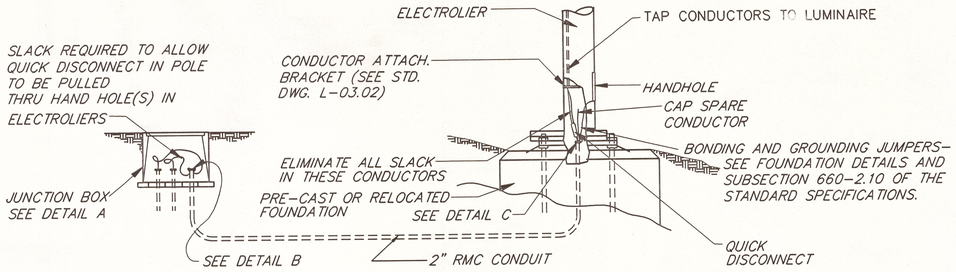
DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: BILL ADAMS	DATE:
CHECKED BY: F. MURPHY	SHEET 4 OF 13

	AS-BUILT DRIVEWAY SUMMARY				
STATION	RIGHT	LEFT	TYPE	WIDTH	REMARKS
"S"18+64		X	D/W	20X21	#3555
"S"19+16	X		D/W	45X22	TRUCANO APP
"S"22+92	X		D/W	16X18	NO MB
"S"23+10	X		D/W	16X18	3660
"S"24+17	X		D/W	17X20	3670
"S"25+03		X	D/W	14X82	3655
14+54	X		D/W	53X14	3740
16+70	X		D/W	29X17	3780
18+40		X	D/W	14X18	3819
18+64	X		D/W-P/P	57X14	3810&3812
19+41	X		D/W	14X18	ROAD ACCESS
20+20	X		P/P	40X19	3820&3830
20+73		X	D/W	24X24	3825&3835
21+19	X		D/W	25X14	3840
21+85		X	D/W	16X25	3845
22+39	X		D/W	14X20	3850
23+07	X		D/W-P/P	53X18	3860
23+90		X	P/P	18X19	N0 MB
25+20		X	D/W	18X16	3925
25+36	X		D/W	16X20	3920
26+80	X		D/W	20X18	3930
27+46	X		D/W	19X15	3940
28+07	X		D/W	16X16	3970
28+60		X	D/W	16X40	NO MB
28+90	X		D/W	14X16	3980
29+29	X		P/P	42X14	4020
29+75		X	D/W	16X13	4001
31+89		X	D/W	20X16	4025
33+36	X		D/W	14X18	NO MB
34+35		X	D/W	14X18	4039
38+40		X	D/W	18X18	NO MB
40+20	X		D/W	22X10	4220 A
40+92		X	D/W	16X14	4225
41+06	X		D/W	20X20	42220 B
42+75		X	D/W	14X16	4275
43+45	X		D/W	20X22	4280
44+91		X	D/W	24X14	4305
45+25	X		P/P	114X12	4300
46+66	X		D/W	16X20	4340
47+57		X	D/W	14X20	4355
48+28	X		P/P	30X13	4360
48+67	X		D/W	16X16	4360 B
49+50	X		D/W	22X10	4370
49+78		X	D/W	25X10	4365
50+58	X		D/W	32X14	4410
50+95	X		D/W	14X20	4420
51+28		X	D/W	16X18	4425
52+06		X	D/W	16X16	4435

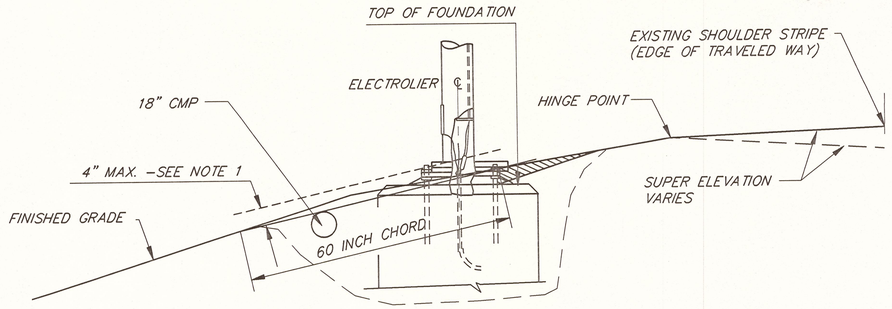
	AS-BUILT DRIVEWAY SUMMARY				
STATION	RIGHT	LEFT	TYPE	WIDTH	REMARKS
52+18		X	D/W	20X20	4455
52+48	X		D/W	22X16	4470
53+92	X		D/W	20X18	4480
53+92		X	D/W	18X18	4475
55+22	X		D/W	20X12	NO MB
55+40		X	D/W	21X13	4485
56+12	X		D/W	16X16	NO MB
57+29		X	D/W	14X16	4545
57+72		X	D/W	16X16	4535
58+64		X	D/W	12X20	4535
58+86	X		D/W	18X12	4570
59+26	X		D/W	16X20	NO MB
60+18	X		D/W	14X20	4600
67+30		X	P/P	166X10	MIKE HATCH
69+41		X	D/W	26X16	MORLEY APP
71+12		X	D/W	30X12	MORLEY APP
71+95	X		D/W	20X16	NO MB
77+31	X		D/W	21X17	NO MB
81+64		X	D/W	22X14	5025
82+25	X		D/W	24X13	5010
82+97		X	D/W	14X16	5025
83+26	X		D/W	14X20	5050
83+88		X	D/W&P/P	136X14	5065&6045
84+21	X		D/W	18X18	TRAILOR COURT
87+20	X		D/W	14X18	5115
87+60		X	D/W	16X16	5115
88+56		X	D/W	20X20	5125
89+19		X	D/W	14X14	NO MB
89+20		X	D/W	14X18	
89+36	X		D/W	18X18	5140
89+78		X	D/W	18X16	NO MB
90+42	X		P/P	57X14	5160&5190
90+53		X	P/P	50X18	5167A&B
90+85	X		D/W	10X12	5190
92+36	X		P/P	150X11	5200&5240
92+53		X	D/W	16X16	5253
93+57	X		P/P	60X11	5260
94+04	X		D/W	14X16	NO MB
94+05		X	D/W	22X15	5255
95+10		X	D/W	30X18	5275
96+20	X		D/W	15X18	5290
96+95	X		D/W	15X20	5292
97+08		X	D/W	16X14	5295
97+64	X		D/W	24X40	5292
99+25		X	D/W	14X14	5305
100+19		X	D/W	14X16	5355
101+53	X		D/W	21X18	5450
102+00		X	D/W	14X30	5405

AS-BUILT DRIVEWAY SUMMARY					
STATION	RIGHT	LEFT	TYPE	WIDTH	REMARKS
105+16		X	D/W	14X20	5475
105+98	X		D/W	18X16	NO MB
108+44		X	D/W	18X18	5525
109+04		X	D/W	14X14	5545
109+79	X		D/W	18X16	NO MB
110+45		X	D/W	14X40	5547
111+13	X		D/W	14X14	NO MB
111+75	X		D/W	16X12	5580
113+40		X	D/W	14X40	5651
113+80	X		D/W	18X18	5630
116+20		X	D/W	16X22	5655
116+28	X		D/W	20X24	5660
116+69	X		D/W	16X18	5680
116+80		X	D/W	12X13	5655
117+50	X		D/W	20X20	5700
118+40	X		D/W	20X18	5730
119+48		X	D/W	18X16	5665
120+82	X		D/W	20X25	5734
121+32		X	D/W	14X14	NO MB
121+99		X	D/W	12X50	5795
123+00		X	D/W	14X35	5825
123+76		X	P/P	30X18	5821&5823
124+23	X		P/P	40X12	5820
124+68	X		P/P	40X12	5850
125+18		X	D/W	12X35	5845
127+30	X		P/P	41X7	5880
127+40		X	D/W	14X20	NO MB
127+73	X		D/W	14X26	NO MB
127+89		X	D/W	14X33	5895
128+68		X	D/W	18X20	5915
130+70		X	D/W	14X137	5957
130+92	X		D/W	14X14	5950
131+40		X	D/W	14X35	5959
131+80	X		D/W	27X8	5960
133+42	X		D/W	18X16	5990
135+23	X		D/W	20X15	6010
135+98	X		D/W	20X20	6026
136+92	X		D/W	20X18	6050
139+66		X	D/W	35X15	6111
139+66	X		D/W	14X18	6090
140+78	X		D/W	20X17	6090
141+12		X	D/W	14X80	6145
141+21	X		D/W	16X18	NO MB
143+09	X		D/W	20X15	WATER TANK
145+04		X	D/W	18X18	NO MB
146+01	X		D/W	14X20	6250
147+89		X	D/W	16X20	6275
148+89	X		P/P	35+12	6270

	AS-BUILT DRIVEWAY SUMMARY				
STATION	RIGHT	LEFT	TYPE	WIDTH	REMARKS
149+70	X		D/W	20X15	6300
152+16	X		D/W	14X16	6330
153+21	X		D/W	14X18	NO MB
153+43		X	D/W	18X18	6345
154+95	X		D/W	14X16	NO MB
155+58	X		D/W	14X16	6380
155+72		X	D/W	14X13	NO MB
155+83	X		D/W	14X19	6390
156+88	X		D/W	16X18	6430
157+75	X		D/W	20X16	NO MB
158+00		X	D/W	14X17	6425
159+01	X		D/W	14X13	NO MB
160+38	X		D/W	20X18	6490
160+38		X	D/W	14X20	6455
161+73		X	D/W	14X14	NO MB
162+03	X		D/W	14X20	6520
162+61		X	D/W	14X18	NO MB
162+64	X		D/W	18X14	6550
164+22	X		D/W	16X18	6580
164+32		X	D/W	14X48	6615
166+85	X		D/W	30X11	6606
167+22		X	D/W	14X24	6625
168+49		X	D/W	18X18	6645
168+98	X		D/W	21X10	6640&6680
170+13		X	D/W	14X18	6655
170+94	X		D/W	12X16	#1003
173+89	X		D/W	14X10	LOAD CENTER
181+49	X		D/W	28X10	ERA HELLICOPTER
187+78		X	D/W	14X22	NO MB



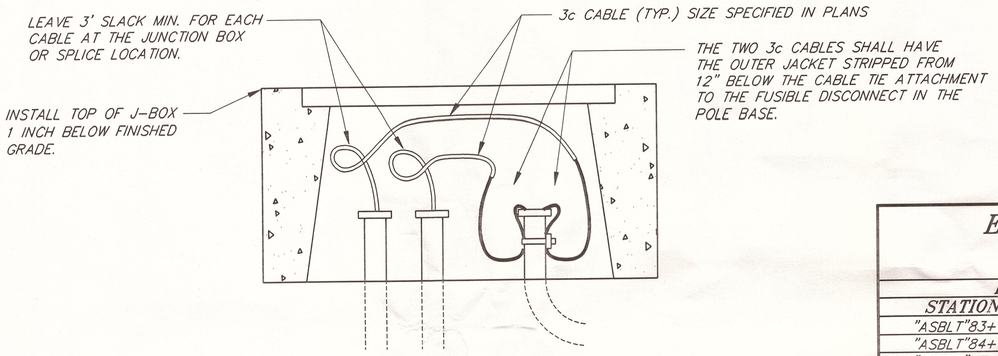
LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS



FOUNDATION INSTALLATION DETAIL

NOTES

1. NON BREAKAWAY PORTIONS OF NEW AND RELOCATED FOUNDATIONS SHALL NOT PROTRUDE MORE THAN 4 INCHES ABOVE ANY 60 INCH CHORD STARTING AND ENDING ON FINISHED GRADE.
2. ▨ INDICATES EMBANKMENT MATERIAL TO BE REMOVED AROUND SLIP BASE.



DETAIL A

ELECTROLIER RELOCATION SUMMARY TABLE

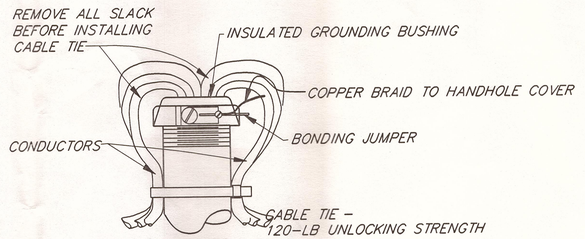
EXISTING		PROPOSED	
STATION	OFFSET	STATION	OFFSET
"ASBLT"83+19	20 FT LEFT	"0"83+19	31 ~~25~~ FT LEFT
"ASBLT"84+95	20 FT LEFT	"0"8~~3~~+95	25 FT LEFT
"ASBLT"87+00	20 FT LEFT	"0"87+00	25 FT LEFT
"ASBLT"88+94	20 FT LEFT	"0"88+94	32 ~~25~~ FT LEFT

DETAIL C

(IN POLE BASE)

ILLUMINATION NOTES

1. ALL WIRING SHALL BE IN 2" RIGID METAL CONDUIT (RMC).
2. EACH ELECTROLIER SHALL HAVE A J-BOX INSTALLED ADJACENT TO THE FOUNDATION AS SHOWN IN THE POLE AND J-BOX WIRING DETAIL.
3. ALL JUNCTION BOXES SHALL BE TYPE 1, SEE STANDARD DRAWING L-23.00.
4. ALL EXISTING ELECTROLIERS HAVE A SLIP BASE, SEE STANDARD DRAWING L-10.02 FOR DETAILS.
5. ALL RELOCATED ELECTROLIERS SHALL HAVE NEW PRE-CAST FOUNDATIONS. FOUNDATIONS SHALL BE ROUND OR SQUARE AS PER STANDARD DWG. L-30.02, TYPE II. THE FOUNDATIONS SHALL BE LIFTED FOR TRANSPORTING WITH A DEVICE THAT SPREADS THE LOAD EVENLY, BETWEEN THE ANCHOR BOLTS.
6. REPLACE ALL EXISTING LUMINAIRES WITH NEW ONES CONFORMING TO ANSI-EIS (AMERICAN NATIONAL STANDARD INSTITUTE-ILLUMINATION ENGINEERING STANDARDS) THEY SHALL BE MEDIUM-CUT OFF-TYPE II, WITH 250 WATT HIGH PRESSURE SODIUM LAMPS, 240 VOLTS, WITH THE OPTICAL ASSEMBLY FILTERED BY A CHARCOAL FILTER.
7. ALL EXISTING CIRCUIT CONDUCTORS SHALL BE REPLACED WITH NEW 3 CONDUCTOR CABLE (3c). #8 AWG AS PER THE STANDARD SPECIFICATIONS.
8. A BARE STANDARD GROUND CONDUCTOR SHALL BE INSTALLED FROM THE LOAD CENTER GROUND THROUGH ALL CONDUITS. THE GROUND CONDUCTOR SHALL BE ATTACHED TO ALL CONDUIT END BUSHINGS, POLES AND SLIP BASE ANCHOR BOLTS AS SHOWN IN THE DETAIL IN THESE PLANS.
9. THE EXISTING LOAD CENTER AT "L" 83+17.36 FEET LEFT, SHALL REMAIN IN PLACE.



DETAIL B

(IN J-BOX)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 9-16-93 49th KURT SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER

PATH: P:\JNU\NDOUGKOW\DR\ILLUMDET 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — ALASKA

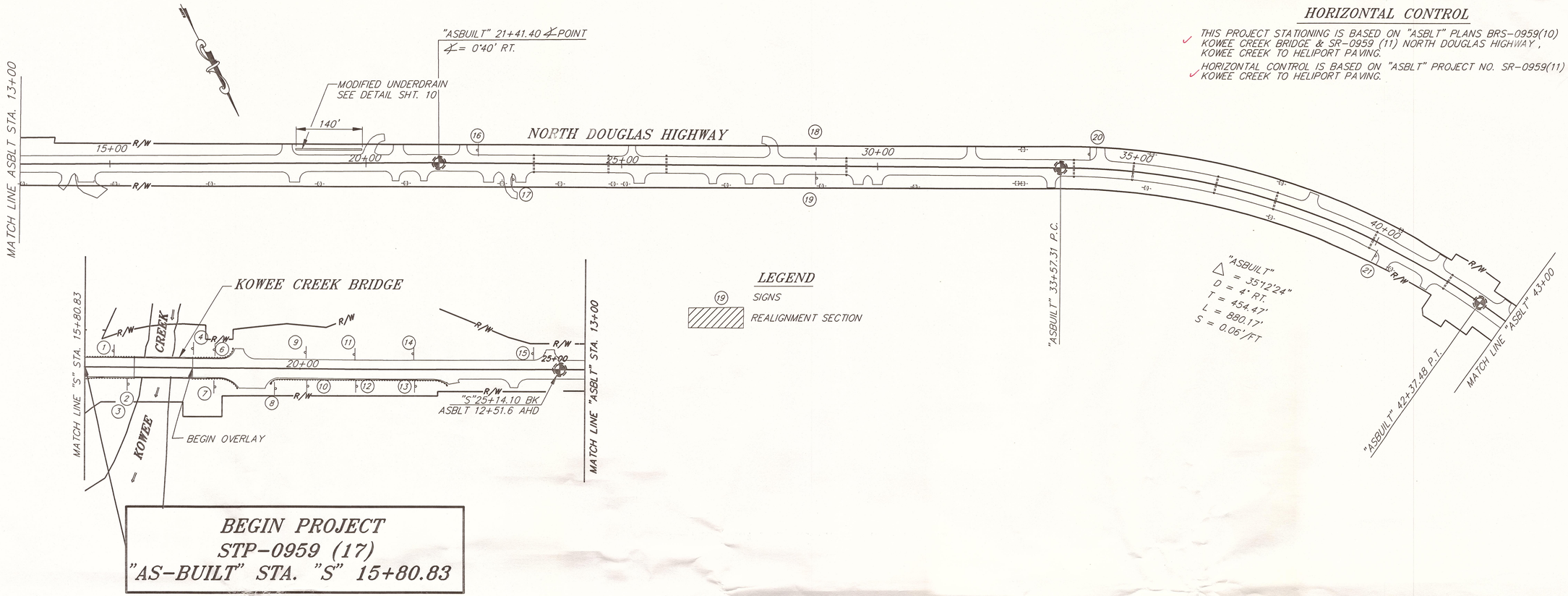
NORTH DOUGLAS HIGHWAY
KOWEE CREEK TO HELIPORT ROAD IMPROVEMENTS
PROJECT NO. STP-0959(17) 71300
ILLUMINATION DETAILS

DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: AUTOCAD/BILL ADAMS	DATE: 9/93
CHECKED BY: F. MURPHY	SHEET 5 OF 13

HORIZONTAL CONTROL

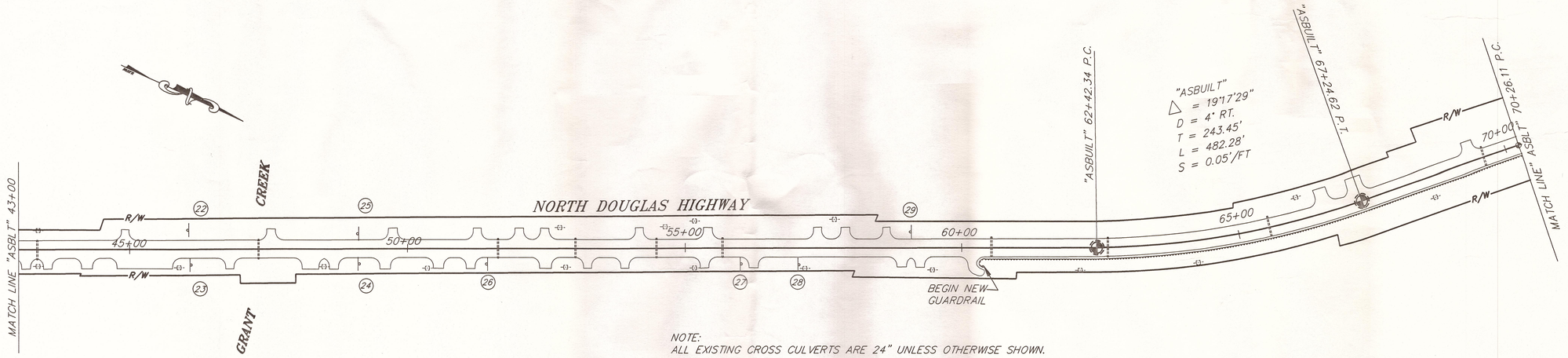
✓ THIS PROJECT STATIONING IS BASED ON "ASBLT" PLANS BRS-0959(10) KOWEE CREEK BRIDGE & SR-0959 (11) NORTH DOUGLAS HIGHWAY, KOWEE CREEK TO HELIPORT PAVING.

✓ HORIZONTAL CONTROL IS BASED ON "ASBLT" PROJECT NO. SR-0959(11) KOWEE CREEK TO HELIPORT PAVING.



BEGIN PROJECT
STP-0959 (17)
"AS-BUILT" STA. "S" 15+80.83

NOTE:
ALL EXISTING CROSS CULVERTS ARE 24" UNLESS OTHERWISE SHOWN.



NOTE:
ALL EXISTING CROSS CULVERTS ARE 24" UNLESS OTHERWISE SHOWN.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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

PATH: P:\JNU\NDOUGKOW\DR\P1 1=100

BY:	DATE:	DESCRIPTION OF CHANGE:

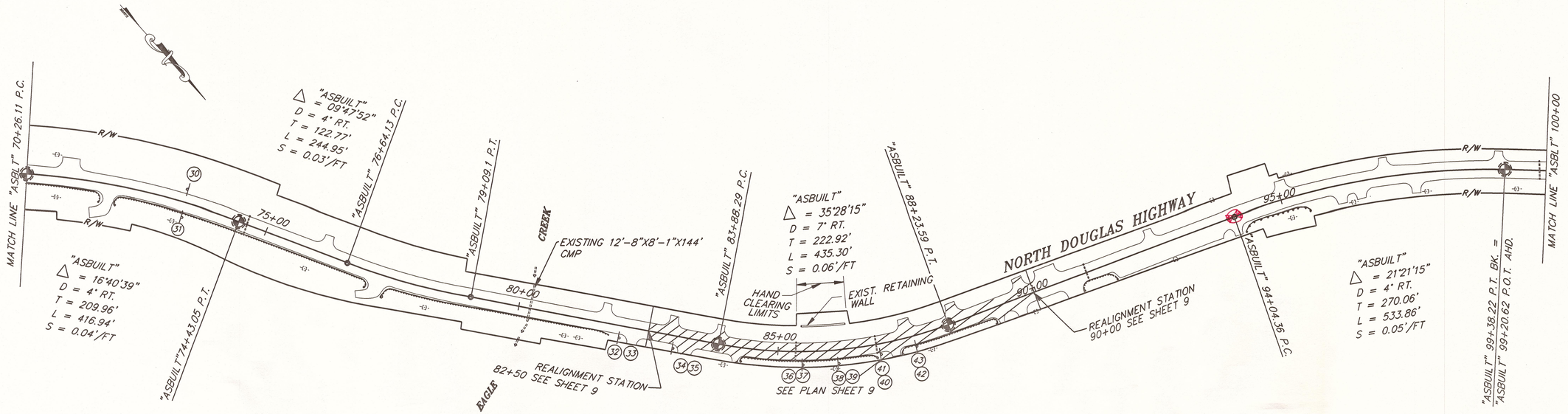
RECORD OF REVISIONS

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

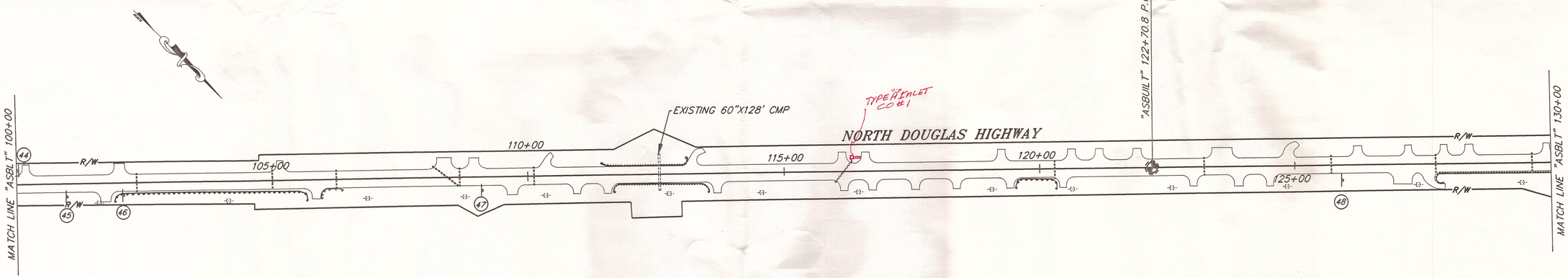
JUNEAU — ALASKA

NORTH DOUGLAS HIGHWAY
KOWEE CREEK TO HELIPORT ROAD IMPROVEMENTS
PROJECT NO. STP-0959(17) 71300
PLAN
B.O.P. "S" STA. 15+80.83 TO "ASBLT." STA. 70+26.11

DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: AUTOCAD/R.K.S.	DATE: 8/93
CHECKED BY: F. MURPHY	SHEET 6 OF 13



NOTE:
ALL EXISTING CROSS CULVERTS ARE 24" UNLESS OTHERWISE SHOWN.



NOTE:
ALL EXISTING CROSS CULVERT ARE 24" UNLESS OTHERWISE SHOWN.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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

PATH: P:\JNU\NDOUGKOW\DR\P2 1=100		
BY:	DATE:	DESCRIPTION OF CHANGE:

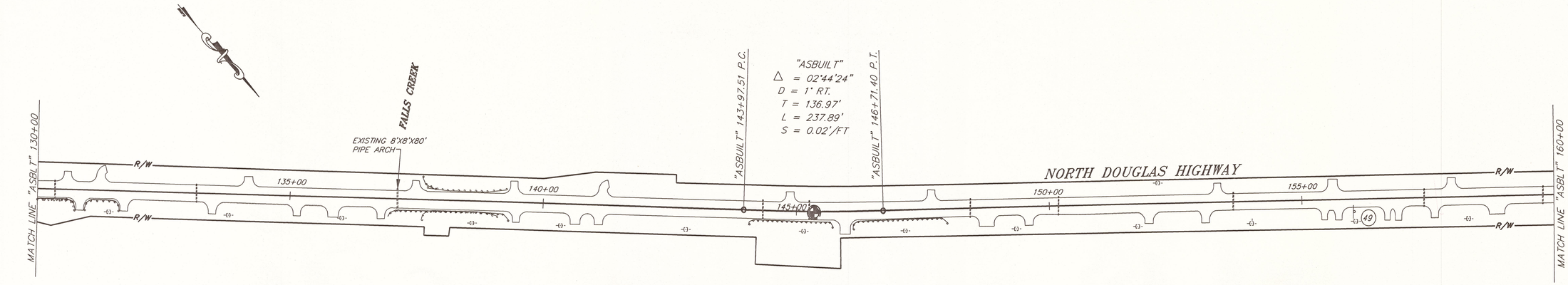
RECORD OF REVISIONS

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

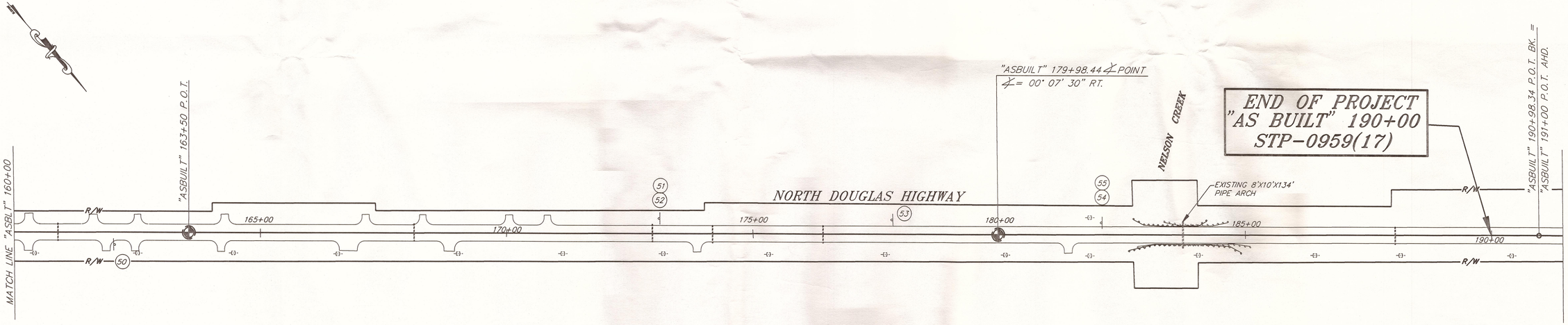
JUNEAU — ALASKA

NORTH DOUGLAS HIGHWAY
KOWEE CREEK TO HELIPORT ROAD IMPROVEMENTS
PROJECT NO. STP-0959(17) 71300
PLAN
"ASBLT." STA. 70+26.11 TO "ASBLT." STA. 130+00

DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: AUTOCAD/R.K.S.	DATE: 9/93
CHECKED BY: F. MURPHY	SHEET 7 OF 13



NOTE:
ALL EXISTING CROSS CULVERTS ARE 24" UNLESS OTHERWISE SHOWN.



NOTE:
ALL EXISTING CROSS CULVERTS ARE 24" UNLESS OTHERWISE SHOWN.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: P:\JNU\NDOUGKOW\DR\P3 1=100

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

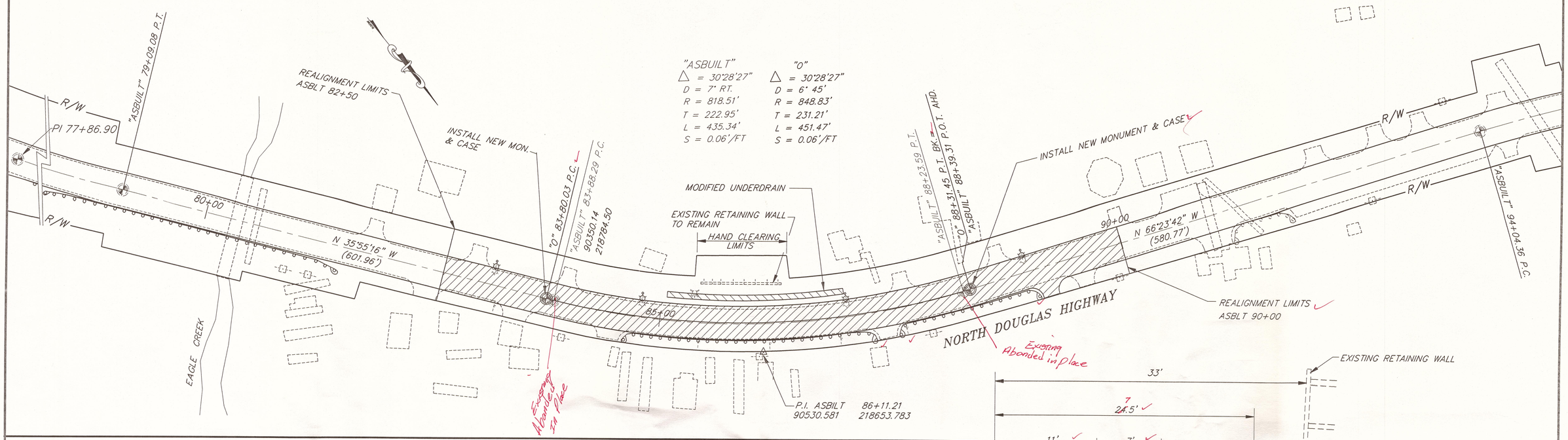
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA

NORTH DOUGLAS HIGHWAY
KOWEE CREEK TO HELIPORT ROAD IMPROVEMENTS
PROJECT NO. STP-0959(17) 71300
PLAN
"ASBLT." STA. 130+00 TO E.O.P. "ASBLT." STA. 190+00

DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: AUTOCAD\W.D.A.	DATE: SEPT. 1993
CHECKED BY: F. MURPHY	SHEET 8 OF 13

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



ASBUILT GUARDRAIL SUMMARY

EXISTING BEGIN STATION	EXISTING END STATION	PROPOSED END STATION	LT/RT	REMOVE & DISPOSE LENGTH (FT)	INSTALLATION LENGTH (FT)	NO. OF END ANCHORAGE INSTALLATIONS
~~37~~		~~68~~			~~1,131.25~~	
~~60+30~~		~~71+67.5~~	RT	—	~~1,137.5~~	2
~~60+69.70~~	~~71+58.52~~	—	RT	~~1,089.1082~~	—	—
~~72+07.6~~	~~76+48.7757~~	~~77+07.13~~	RT	~~441.551~~	500	2
~~77+48.30~~	~~86+88.80+70~~	~~81+73.84~~	RT	340	~~425-437.5~~	2
84+34	~~86+76.4~~	~~86+84.88~~	RT	~~242.240'~~	250	2
87+30		~~88+67.5~~ 42	RT		~~137.5~~ 112.5	2
~~90+87.6~~	~~91+00.68~~		RT	~~75-82'~~		
~~94+24.1~~	~~94+79.86~~	94+99	LT	65	75	2
94+29	95+56	95+54	RT	~~126.129~~	125	2
~~103+60.58~~	~~105+36.33~~	105+35	RT	~~176.175~~	175	2
106+30	~~109+30~~	104+30	RT	300	300	2
~~111+81.86~~	~~113+62.1~~	113+56	RT	~~181.175~~	175	2
~~111+87~~	~~113+17~~	113+24.5	LT	136	175	2
~~119+43.4~~	~~120+31.39~~	120+30.5	RT	~~87.95~~	87.5	2
~~128+06.22~~	~~130+58.72~~	130+56	RT	250	250	2
~~130+87~~	~~131+62.76~~	131+62	RT	~~75.69~~	75	2
~~136+92.95~~	~~139+12.10~~	139+17	RT	~~220.215~~	225	2
~~137+51~~	~~139+10~~		LT	150	237.5	—
~~137+16~~	~~139+01~~	~~139+53.5~~	LT			2
144+08	~~145+83~~	145+83	RT	175	175	2
146+12	~~147+99~~ ~~148+04~~	147+99.5	RT	~~187.190~~	187.5	2
182+00	—	184+63.5	RT		237.5	2
~~182+26~~	~~182+55~~	—	RT	~~237.207~~		
182+63	—	183+95	LT		137.5	2
~~182+70.64~~	~~183+97.96~~	—	LT	~~127.130~~		
		TOTAL		4,679'	4,912.5'	40

BASIS OF HORIZONTAL CONTROL FOR RECONSTRUCTION SECTION

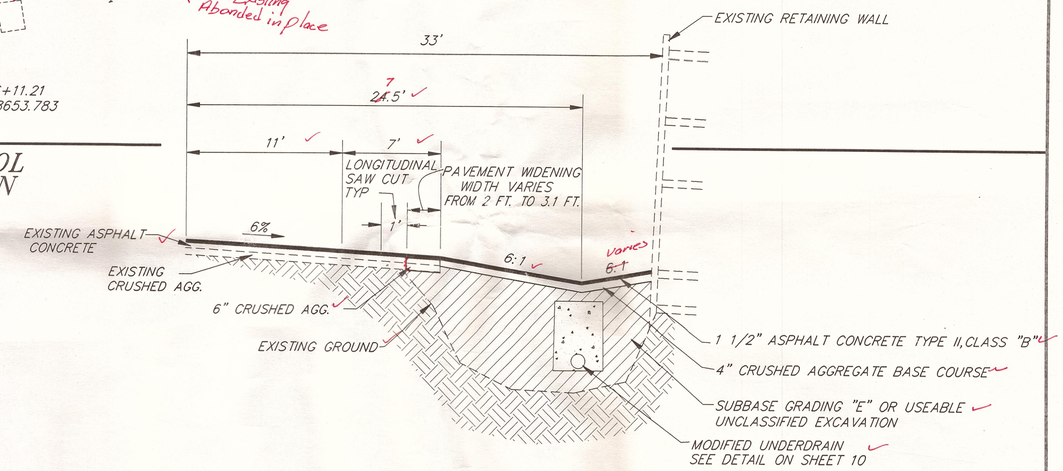
JNU–DOUGLAS HWY–KOWEE CREEK TO HELIPORT

HORIZONTAL CONTROL

THE HORIZONTAL CONTROL FOR THE REALIGNMENT AREA ARE THE TWO EXISTING CENTERLINE MONUMENTS AT P.I. STATION 77+86.90 AND P.C. STATION 83+88.29. THE COORDINATES OF P.C. 83+88.29 ARE 90° 35' 0.138" AND E. 21° 87' 84.503". THE BASIS OF BEARING IS S. 35° 55' 16" E. FROM P.C. 83+88.29 TO P.I. 77+86.90.

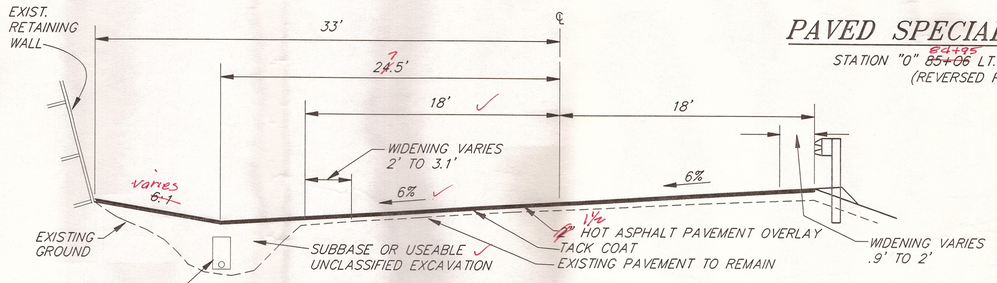
VERTICAL CONTROL

THE BASIS OF VERTICAL CONTROL IS THE MONUMENT AT P.I. STATION 77+86.90 WITH AN ELEVATION OF 38.21' ABOVE MLLW.



PAVED SPECIAL DITCH DETAIL

STATION "O" ~~85+06~~ 84+75 LT. TO STATION "O" ~~87+00~~ 87+23 LT.
(REVERSED PLAN VIEW)



TYPICAL REALIGNMENT DETAIL

ASBLT STA. 82+50 TO ASBLT STA. 90+00

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: P:\JNU\NDOUGKOW\DR\NEWALIGN 1=50

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

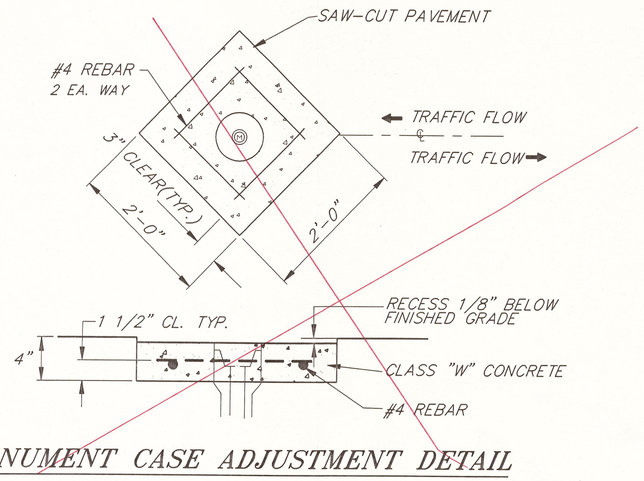
JUNEAU — ALASKA

NORTH DOUGLAS HIGHWAY
KOWEE CREEK TO HELIPORT ROAD IMPROVEMENTS
PROJECT NO. STP-0958(17) 71300

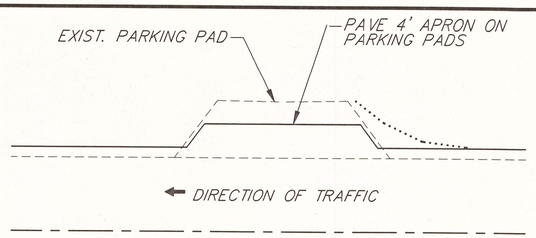
ASBLT STA. 82+50 TO ASBLT STA. 90+00
REALIGNMENT SECTION

DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: AUTOCAD/WDA/CSA	DATE: SEPT. 1993
CHECKED BY: F. MURPHY	SHEET 9 OF 13

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

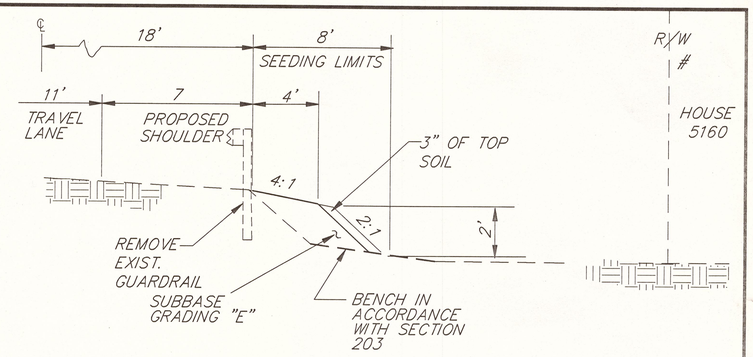


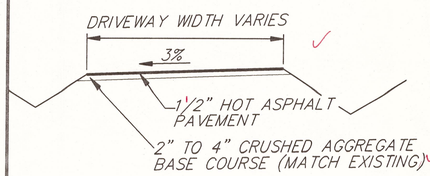
MONUMENT CASE ADJUSTMENT DETAIL



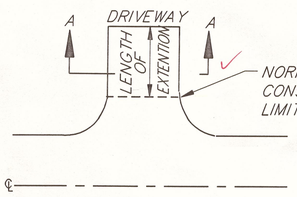
PARKING PAD DETAIL

NOTE: ONLY ON PERMITTED PAD SEE NOTE #4 BELOW





SECTION A-A

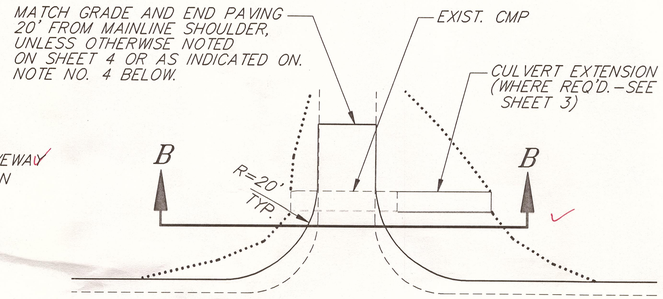


TYPICAL DRIVEWAY EXTENSION DETAIL

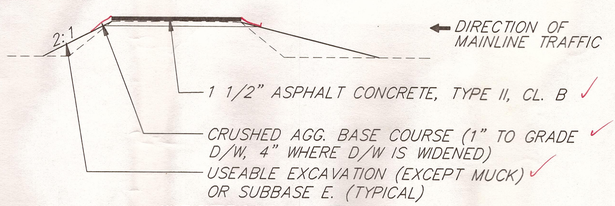
THE DRIVEWAY LOCATIONS ARE AS FOLLOW

STATION	LENGTH
~~25+03~~ S24+80 LT	~~100'~~ 82
28+00 LT	100'
83+88 LT	~~100'~~ 136
97+08 LT	~~50'~~ 40
110+~~37~~41 LT	~~100'~~ 40
121+22 LT	75'
121+83~~39~~ LT	~~75'~~ 50
127+89 LT	~~100'~~ 33
~~129+88~~ LT	175'
141+1~~8~~2 LT	~~150'~~ 80'
153+43 ~~154+24~~ LT	~~50'~~ 18'
167+14 LT	~~50'~~ 24'
130+70 LT	137
164+32 LT	48

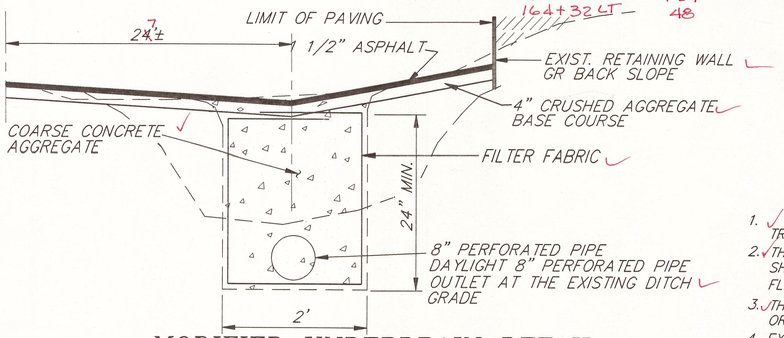
NOTE: THE ENGINEER WILL DETERMINE THE PAVING LIMITS.



DRIVEWAY DETAIL



SECTION B-B



MODIFIED UNDERDRAIN DETAIL

ASBLT STATION ~~85+06~~ TO ASBLT STATION ~~87+00~~ AND
ASBLT STATION ~~18+50~~ TO ASBLT STATION ~~19+90~~
19+41 20+55

DRIVEWAY NOTES:

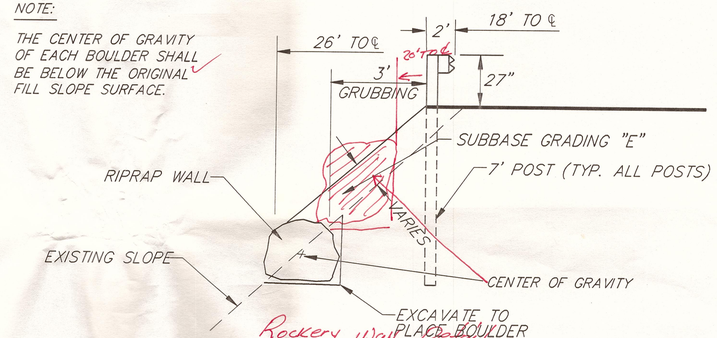
1. THE DRIVEWAY FORESLOPES FACING TRAFFIC SHALL BE FLATTENED. THOSE FACING AWAY FROM ONCOMING TRAFFIC MAY REMAIN AS EXISTING.
2. THE FLATTENED FORESLOPE WILL CARRY AROUND TO BACK OF DITCH IN DITCH AREAS, OR TO 20' FROM MAINLINE SHOULDER IN FILL AREAS. EXISTING CULVERTS SHALL BE EXTENDED AS REQUIRED TO ACCOMMODATE THE FLATTENED FORESLOPE.
3. THE EXISTING PAVEMENT ON 5 TO 10 DRIVEWAYS MAY BE DIRECTED BY THE ENGINEER TO BE REMOVED IN ORDER TO REGRADE THE DRIVEWAY WITH BASE COURSE. THIS REMOVAL IS INCIDENTAL TO 639 (3).
4. EXISTING PAVED DRIVEWAYS AND PARKING PADS SHALL BE SAWCUT 6' TO 10' FROM THE EXISTING SHOULDER. THE ASPHALT CONCRETE FROM THE SAWCUT TO THE SHOULDER SHALL BE REMOVED AND NEW MATERIAL PLACED TO SMOOTHLY MATCH THE EXISTING GRADE.

SHOULDER WIDENING DETAIL

AS-BLT STATION 90+87 TO AS-BLT STATION 91+60

NOTE:

THE CENTER OF GRAVITY OF EACH BOULDER SHALL BE BELOW THE ORIGINAL FILL SLOPE SURFACE.



Rockery Wall ~~RIPRAP~~ SLOPE STABILIZATION

Rockery Wall Summary

~~RIPRAP~~ SLOPE STABILIZATION

AS-BLT STATION	TO	AS-BLT STATION	LT	RT	LENGTH	SQ Yd	REMARKS
~~60+30~~	~~64+87~~	67+00		X	~~670~~ 652	316.4	
~~73+00~~ 72+30				X	~~50~~ 93	~~42.8~~	
~~77+75~~		79+00		X	~~125~~		
~~80+00~~		80+70		X	~~70~~		
~~84+34~~		86+58		X	224		
94+50 87		95+50 24		X	~~100~~ 37	16.9	
103+70 85		104+75		X	~~202~~ 90	34.0	
106+40 1		106+91		X	~~78~~ 50	15.3	
111+87 90		113+64 61		X	~~177~~ 121	34.1	
119+48 58		120+33		X	~~85~~ 75	49.9	
~~128+00 50~~		~~128+60~~		X	60		
129+60 50		130+60 61		X	~~100~~ 111	49.9	
130+87 131+11		131+59 28		X	~~92~~ 57	27.3	
182+79 81		184+20	X		~~150~~ 119	107.5	
137+22		138+87		X		101.9	
				TOTAL	~~2,163~~ LF		
144+09		145+74		X	165	66.2	
146+13		148+00		X	187	94.9	
41+43		42+34	X		91	40.0	
108+30		109+15		X	85	~~25.5~~	

Total 1045

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

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

PATH: P:\JNU\NDOUGKOW\DR\SIGNSUM 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

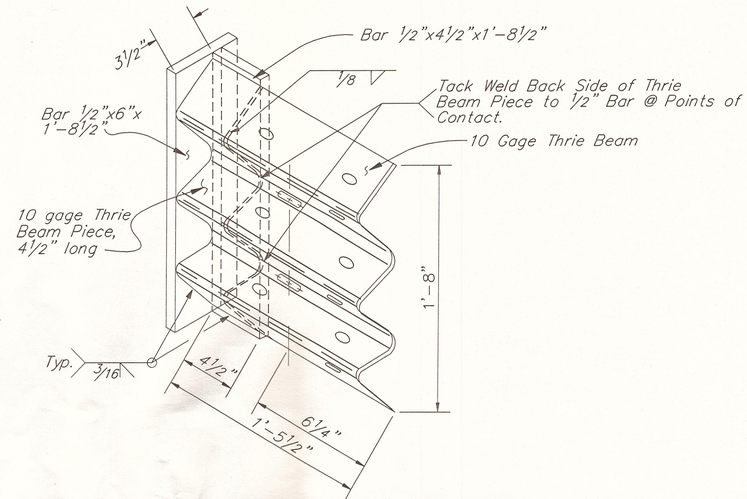
RECORD OF REVISIONS

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

JUNEAU — ALASKA

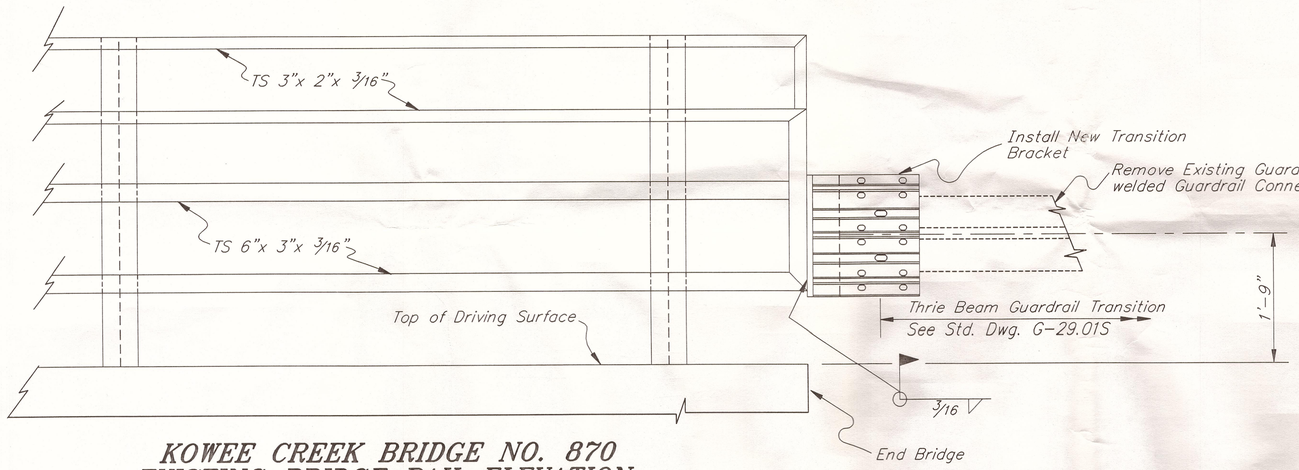
NORTH DOUGLAS HIGHWAY
KOWEE CREEK TO HELIPORT ROAD IMPROVEMENTS
PROJECT NO. STP-0959(17) 71300
MISCELLANEOUS DETAILS

DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: AUTOCAD/BILL ADAMS	DATE: 9/93
CHECKED BY: F. MURPHY	SHEET 10 OF 13



THRIE BEAM TRANSITION BRACKET

Not To Scale



KOWEE CREEK BRIDGE NO. 870
EXISTING BRIDGE RAIL ELEVATION

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.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\NDOUGHEL\DR\793-1 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU — NORTH DOUGLAS HIGHWAY — ALASKA
KOWEE CREEK TO HELIPORT ROAD IMPROVEMENTS
PROJECT NO. STP-0959(17) 71300

KOWEE CR. BRIDGE RAIL TRANSITION BRACKET DETAILS

DESIGNED BY: S. LEE	PROJECT NO. 71300
DRAWN BY: AUTOCAD/BILL ADAMS	DATE:
CHECKED BY: P. JONES	SHEET 11 OF 13

ENGINEER'S SEAL

STATE OF ALASKA
49th
S. LEE
CE-5456
REGISTERED PROFESSIONAL ENGINEER

9/14/13

SIGN REMOVAL SUMMARY

AS-BLT. STA.	REF	FACING	LEGEND	REMARKS
"S" 15+41	RT	NB	BIKE ROUTE	
"S" 16+20	LT	SB	DOUGLAS ARROW RT ARROW LT JUNEAU	
"S" 16+65	RT	NB	KOWEE CREEK	
"S" 16+65	LT	SB	SPEED LIMIT 30	
"S" 17+80	LT	SB	KOWEE CREEK	
"S" 17+94	RT	NB	BIKE ROUTE	
"S" 18+32	RT	NB	NO PARKING BIKE ROUTE	
"S" 18+32	RT	NB	NO PARKING ANYTIME	
"S" 19+49	RT	NB	1 MILE POST SIGN	
"S" 20+13	RT	NB	NO PARKING BIKE LANE	
"S" 20+13	RT	NB	NO PARKING ANYTIME	
"S" 21+14	LT	SB	SPEED LIMIT 30	
"S" 21+19	RT	NB	SPEED LIMIT 45	
"S" 22+19	RT	NB	NO PARKING BIKE LANE	
"S" 22+19	RT	NB	NO PARKING ANYTIME	
"S" 24+70	LT	SB	NO PARKING WITHIN 8 FT OF PAVEMENT	
22+56	LT	SB	NO PARKING WITHIN 8 FT OF PAVEMENT	
23+38	RT	NB	NO PARKING WITHIN 8 FT OF PAVEMENT	
29+10	RT	NB	NO PARKING WITHIN 8 FT OF PAVEMENT	
29+10	LT	SB	NO PARKING WITHIN 8 FT OF PAVEMENT	
34+65	LT	SB	NO PARKING WITHIN 8 FT OF PAVEMENT	
40+35	LT	SB	NO PARKING WITHIN 8 FT OF PAVEMENT	
46+19	RT	NB	NO PARKING WITHIN 8 FT OF PAVEMENT	
46+19	LT	SB	NO PARKING WITHIN 8 FT OF PAVEMENT	
49+34	RT	NB	NO PARKING ON PAVEMENT	
49+34	RT	NB	NO PARKING ON OR WITHIN 8' FT OF PAVEMENT	
51+83	LT	SB	NO PARKING ON OR WITHIN 8' FT OF PAVEMENT	
56+75	RT	NB	2 MILE POST SIGN	
57+54	RT	NB	NO PARKING WITHIN 8 FT OF PAVEMENT	
59+63	RT	NB	SPEED LIMIT 45	
73+93	LT	SB	NO PARKING ON OR WITHIN 8' FT OF PAVEMENT	
82+57	RT	NB	CHEVRON	
83+60	RT	NB	CHEVRON	
85+39	RT	NB	CHEVRON	
86+14	RT	NB	CHEVRON	
86+94	RT	NB	CHEVRON	
87+70	RT	NB	CHEVRON	
91+95	LT	SB	CURVE RIGHT	
100+14	RT	NB	SPEED LIMIT 45	
100+42	LT	SB	SPEED LIMIT 45	
102+64	RT	NB	NO PARKING ON OR WITHIN 8' FT OF PAVEMENT	
109+14	RT	NB	3 MILE POST SIGN	
126+70	LT	SB	NO PARKING ON OR WITHIN 8' FT OF PAVEMENT	
154+19	RT	NB	NO PARKING ON OR WITHIN 8' FT OF PAVEMENT	
162+23	RT	NB	4 MILE POST SIGN	
173+35	LT	N&SB EB	BONNIE DOON ST STOP	
177+86	LT	SB	NO PARKING ON OR WITHIN 8' FT OF PAVEMENT	
181+20	RT	NB	HELIPORT	SEE NOTE 1
182+00	LT	N&SB EB	WEE BURN DR STOP	

NOTES:

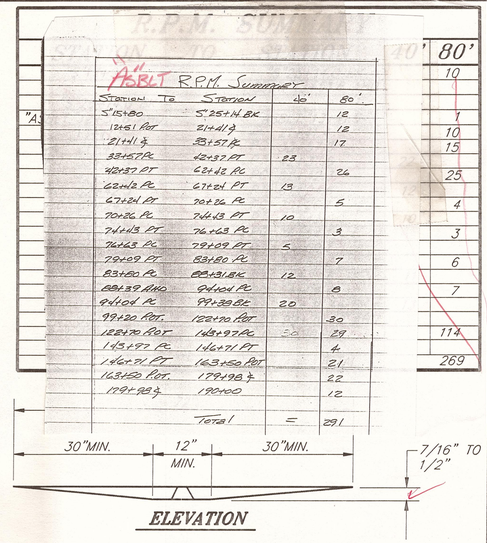
1. DO NOT REMOVE; TO REMAIN IN PLACE.

SIGN SUMMARY

SIGN NO.	AS-BLT STA.	REF	TYPE	FACING	LEGEND	POST SIZE	NO. OF POSTS	SIGN SIZE	AREA SQ. FT.	REMARKS
1	"S" 16+20	LT	D1-2	SB	DOUGLAS ARROW RT ARROW LT JUNEAU	2.5 P	2	108" 36"	22.50	8 IN U.C. 6 IN L.C.
2	"S" 16+65	RT	1-3	NB	KOWEE CREEK	2.5 P	1	84" X 24"	14.0	6 IN U.C. 4.5 IN L.C.
3	"S" 16+65	LT	R2-1	SB	SPEED LIMIT 30	2.5 PT	1	30" X 36"	7.50	
4	"S" 17+80	LT	1-3	SB	KOWEE CREEK	2.5 P	1	84" X 24"	14.0	6 IN U.C. 4.5 IN L.C.
6	"S" 18+32	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 24"	1.50	
7	"S" 19+49	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 36"	1.50	
8	"S" 19+49	RT	M10-2	NB	1	2 PT	1	6" X 8"	0.33	
		RT	M10-2	SB	1			6" X 8"	0.33	SEE NOTE 2.
9	"S" 20+13	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 8"	1.50	
10	"S" 20+13	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 8"	1.50	
11	"S" 21+14	LT	R2-1	SB	SPEED LIMIT 30	2.5 PT	1	30" X 36"	7.50	
12	"S" 21+19	RT	R2-1	NB	SPEED LIMIT 45	2.5 PT	1	30" X 36"	7.50	
13	"S" 22+19	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
14	"S" 22+19	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
15	"S" 24+70	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
16	22+56	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
17	23+38	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
18	29+10	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
19	29+10	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
20	34+65	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
21	40+35	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
22	46+19	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
23	46+19	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
24	49+34	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
25	49+34	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
26	51+83	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
27	56+75	RT	M10-2	NB	2	2 PT	1	6" X 8"	0.33	
	56+75	RT	M10-2	SB	2			6" X 8"	0.33	SEE NOTE 2.
28	57+54	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
29	59+63	LT	R2-1	SB	SPEED LIMIT 45	2.5 PT	1	30" X 36"	7.50	
30	73+93	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
31	73+93	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
32	82+57	RT	W1-8	NB	CHEVRON	2.5 PT	1	24" X 30"	5.00	
33	82+57	RT	W1-8	SB	CHEVRON			24" X 30"	5.00	SEE NOTE 1.
34	83+60	RT	W1-8	NB	CHEVRON	2.5 PT	1	24" X 30"	5.00	
35	83+60	RT	W1-8	SB	CHEVRON			24" X 30"	5.00	SEE NOTE 1.
36	85+39	RT	W1-8	NB	CHEVRON	2.5 PT	1	24" X 30"	5.00	
37	85+39	RT	W1-8	SB	CHEVRON			24" X 30"	5.00	SEE NOTE 1.
38	86+14	RT	W1-8	NB	CHEVRON	2.5 PT	1	24" X 30"	5.00	
39	86+14	RT	W1-8	SB	CHEVRON			24" X 30"	5.00	SEE NOTE 1.
40	86+94	RT	W1-8	NB	CHEVRON	2.5 PT	1	24" X 30"	5.00	
41	86+94	RT	W1-8	SB	CHEVRON			24" X 30"	5.00	SEE NOTE 1.
42	87+70	RT	W1-8	NB	CHEVRON	2.5 PT	1	24" X 30"	5.00	
43	87+70	RT	W1-8	SB	CHEVRON			24" X 30"	5.00	SEE NOTE 1.
44	100+14	LT	R2-1	SB	SPEED LIMIT 45	2.5 PT	1	30" X 36"	7.50	
45	100+42	RT	R2-1	NB	SPEED LIMIT 45	2.5 PT	1	30" X 36"	7.50	
46	102+64	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
47	109+14	RT	M10-2	NB	3	2 PT	1	6" X 8"	0.33	
	109+14	RT	M10-2	SB	3			6" X 8"	0.33	SEE NOTE 2
48	126+70	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
49	154+19	RT	R7-SPECIAL	NB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
50	162+23	RT	M10-2	NB	4	2 PT	1	6" X 8"	0.33	
	162+23	RT	M10-2	SB	4		1	6" X 8"	0.33	SEE NOTE 2
51	173+35	LT	D3-1	E & WB	N DOUGLAS HWY			42" X 8"	2.33	INSTALL ABOVE STOP
52	173+35	LT	D3-1	N&SB	BONNIE DOON ST			42" X 8"	2.33	INSTALL ABOVE STOP
53	173+35	LT	R1-1	EB	STOP	2.5 P	1	30" X 30"	6.25	
54	177+86	LT	R7-SPECIAL	SB	NO PARKING ON PAVEMENT OR WITHIN 8 FEET	2 PT	1	12" X 18"	1.50	
55	182+00	LT	D3-1	E & WB	N DOUGLAS HWY			42" X 8"	2.33	INSTALL ABOVE STOP
56	182+00	LT	D3-1	N&SB	WEE BURN DR			36" X 8"	2.0	INSTALL ABOVE STOP
57	182+00	LT	R1-1	EB	STOP	2.5 P	1	30" X 30"	6.25	
								TOTAL	217.13	

NOTES:

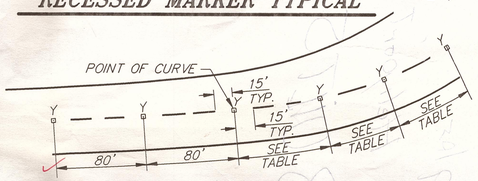
1. INSTALL BACK-TO-BACK WITH ABOVE USING BRACKETS TO POSITION SIGN AT PROPER ANGLE TO ROADWAY.
2. INSTALL BACK-TO-BACK ON SAME POST AS ABOVE.
3. SIGN LOCATIONS ARE APPROXIMATE AND MAY BE SUBJECT TO MINOR FIELD ADJUSTMENT BY THE ENGINEER.
4. SIGN PANEL MOUNTING HEIGHT SHALL MEET THE EXPRESSWAY DIMENSION LISTED ON STANDARD DWG. S-05.00
5. P.T.=PERFORATED TUBE. P. = PIPE
6. P.T. POSTS SHALL BE NEW GALVANIZED, PERFORATED STEEL TUBE WITH TELESCOPING SLEEVE SOIL EMBEDMENT BASES AS SHOWN ON STANDARD DRAWING S-30.01
7. P. POSTS SHALL BE STANDARD PIPE WITH MULTI-DIRECTIONAL BREAKAWAY BASES.



ELEVATION

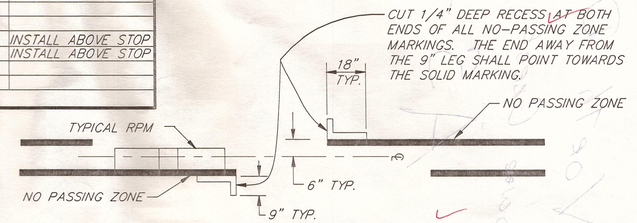
PLAN

RECESSED MARKER TYPICAL



RECESSED MARKER LOCATION TYPICAL

(SEE R.P.M. SPACING TABLE)



NO PASSING GROOVES

STRIPING AND RPM NOTES:

1. STRIPED LANE WIDTHS SHALL BE 11'. WIDTH SHALL TAPER IN 100' TO MATCH EXISTING AT B.O.P. AND E.O.P
2. EXISTING NO-PASSING GROOVES AT ENDS OF NO PASSING ZONES SHALL BE REFERENCED BEFORE CONSTRUCTION BEGINS BY THE CONTRACTOR FOR TEMPORARY AND PERMANENT MARKING PLACEMENT.
3. LATERAL PLACEMENT OF RECESSED PAVEMENT MARKERS SHALL BE BETWEEN DOUBLE YELLOW STRIPES ON CENTERLINE.
4. LOCATIONS OF MARKERS IN SITUATIONS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE PROJECT ENGINEER.
5. RPM QUANTITIES ARE APPROXIMATE ONLY AND MAY VARY.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL

STATE OF ALASKA 9-15-93 49th KURTIS SMITH CE-7347 REGISTERED PROFESSIONAL ENGINEER

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BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

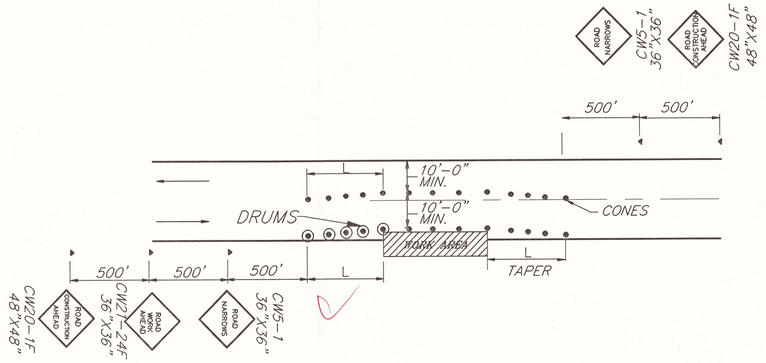
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU — ALASKA

NORTH DOUGLAS HIGHWAY
KOWEE CREEK TO HELIPORT ROAD IMPROVEMENTS
PROJECT NO. STP-0959(17) 71300

SIGNING SUMMARY & RECESSED MARKER DETAILS

DESIGNED BY: P. JONES	PROJECT NO. 71300
DRAWN BY: AUTOCAD/BILL ADAMS	DATE: 9/93
CHECKED BY: F. MURPHY	SHEET 12 OF 13



ROADWAY ENCROACHMENT

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

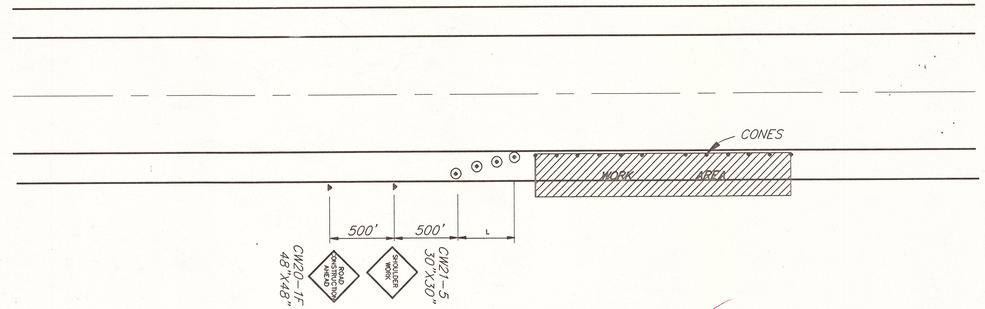
LEGEND

- ..... SIGN
- ..... CONE
- ..... DRUM
- ..... FLAGGING STATION

TRAFFIC CONTROL NOTES

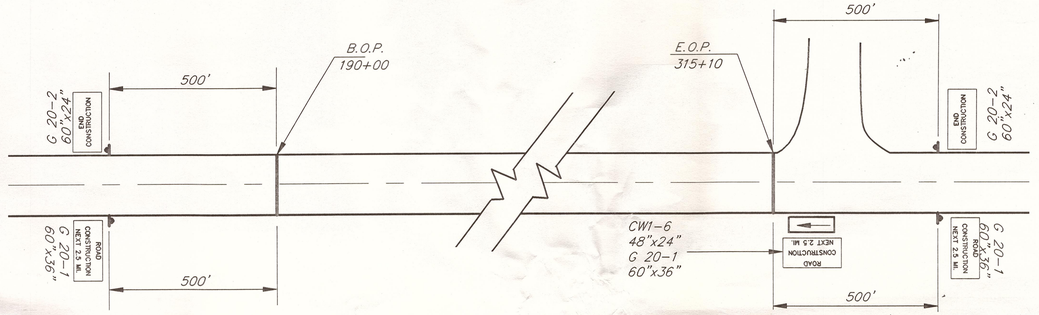
1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED OPEN AT ALL TIMES AT WORK AREAS.
2. TWO LANES SHALL BE MAINTAINED OPEN AT ALL TIMES AT WORK SITES DURING NON-WORKING HOURS.
3. MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES SHALL BE EQUAL TO THE SPEED LIMIT IN FEET. CONES SHALL BE A MINIMUM OF 28" TALL. DRUMS SHALL HAVE OPERATIONAL STEADY TYPE C WARNING LIGHTS FOR NIGHT INSTALLATIONS.
4. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS, POSITIONED SO THAT ONCOMING TRAFFIC IS NOT BLINDED.
5. A SINGLE FLAGGER MAY BE APPROVED BY THE ENGINEER IF THE ENTIRE WORK AREA IS LESS THAN 50' LONG AND IS VISIBLE FROM BOTH DIRECTIONS.
6. THE MAXIMUM LENGTH OF ONE LANE, TWO-WAY WORK AREA SHALL BE 2,500 FEET. THE MINIMUM DISTANCE BETWEEN ONE LANE WORK AREAS SHALL BE 1,000 FEET.
7. TEMPORARY PAVEMENT MARKINGS ARE REQUIRED ON THE LEVELING COURSE AND THE FINAL LIFT IN ACCORDANCE WITH SECTION 643 OF THE SPECIAL PROVISIONS.
8. CONSTRUCTION SIGNS SHALL ONLY BE IN PLACE WHEN THE CONDITIONS EXIST FOR WHICH THEY ARE INTENDED.
9. CHANNELIZING DEVICES IN THE LEADING TAPER SHALL BE DRUMS. THEREAFTER, DRUMS SHALL BE PLACED EVERY 250' ALONG WORK AREAS, WITH CONES BEING APPROPRIATELY SPACED IN BETWEEN THE DRUMS.

L= SXW L= MIN. LENGTH OF TAPER IN FEET
S= POSTED SPEED LIMIT
W= WIDTH OF OFFSET

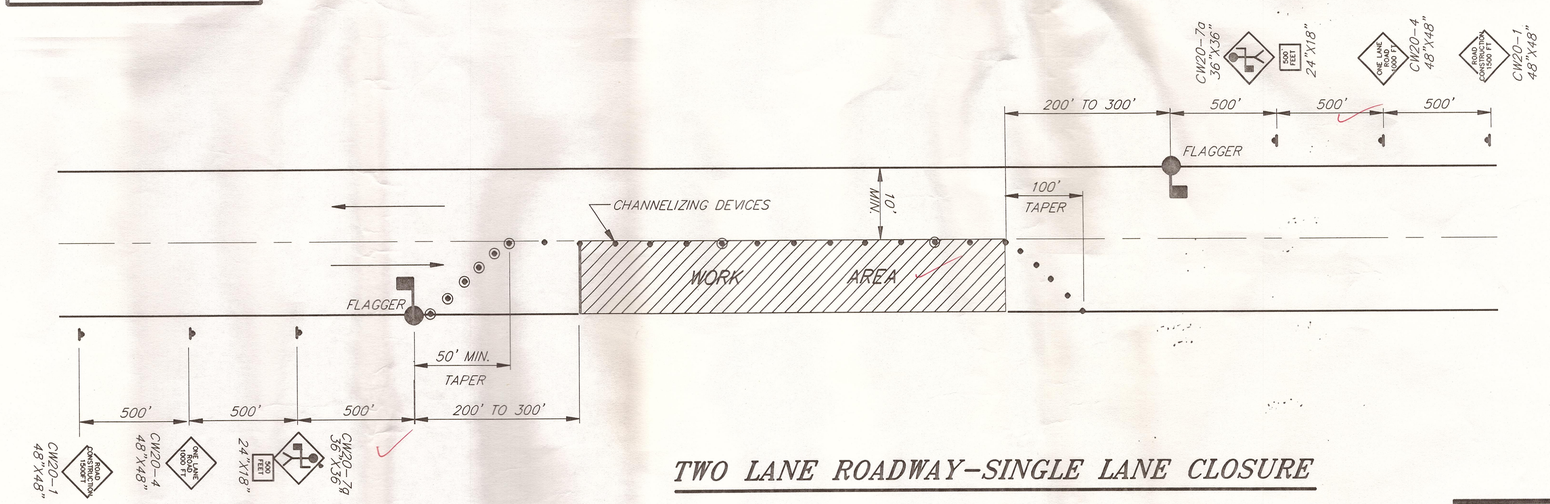


SHOULDER WORK

(NO ENCROACHMENT INTO TRAVELLED WAY)



PERMANENT CONSTRUCTION SIGNING



TWO LANE ROADWAY-SINGLE LANE CLOSURE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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

JUNEAU ALASKA

NORTH DOUGLAS HIGHWAY
KOWEE CREEK BRIDGE TO HELIPORT
PROJECT NO. STP-0959(17) 71300
TRAFFIC CONTROL PLAN

DESIGNED BY: J. AHLGREN	PROJECT NO. 71300
DRAWN BY: AUTOCAD	DATE: 9/93
CHECKED BY: P. JONES	SHEET 13 OF 13