

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

JUNEAU, ALASKA
MONTANA CREEK ROAD
RECONSTRUCTION
GRADING, PAVING & DRAINAGE
STP-0964 (1)
PROJECT NO. 71640

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	ESTIMATE OF QUANTITIES
4	MISCELLANEOUS SUMMARIES
5-8	PLAN AND PROFILE SHEETS
9	TRAFFIC CONTROL PLAN
10	ENVIRONMENTAL MITIGATION PLAN
11	MISCELLANEOUS DETAILS
12	CONCRETE PAVEMENT DETAILS
13	MISCELLANEOUS DETAILS
14	DRIVEWAY PLANS AND PROFILES
15	DRIVEWAY, DECK AND FOUNDATION DETAILS
16	EROSION AND SEDIMENT CONTROL PLAN
17	EROSION & SEDIMENT CONTROL DETAILS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:
C-01.03, C-02.01, D-01.02, D-04.10, D-05.10, D-07.00
D-30.01, S-0.00, S-05.00, S-20.00, S-30.01 T-21.01

DESIGN DESIGNATION

ADT 1995	210
ADT 2015	240
DHV 15% (2015)	40
% T	0.5%
V	35 MPH
EAL	50,000

DESIGN STANDARDS

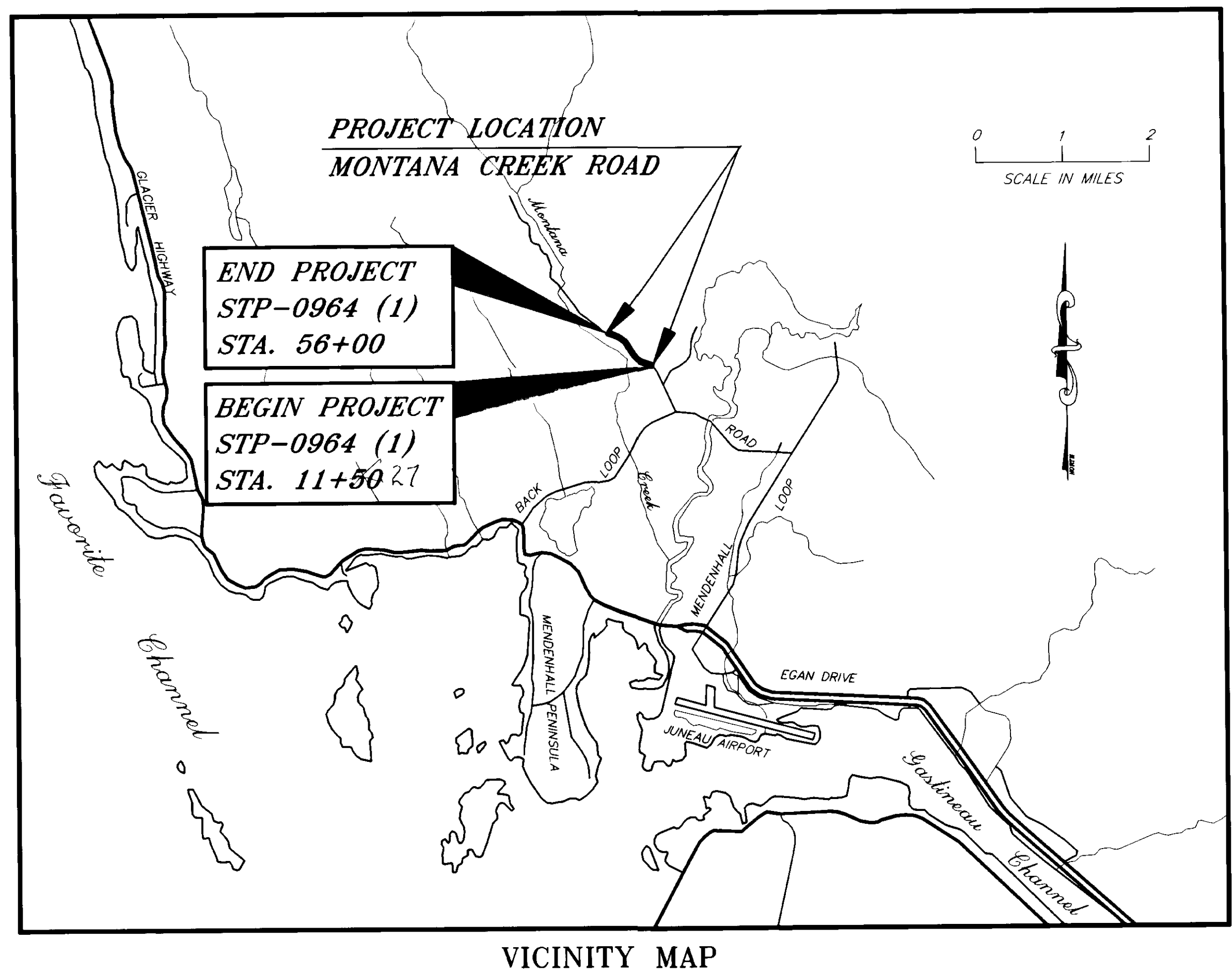
3-R CRITERIA

PROJECT SUMMARY

LENGTH OF PROJECT	4,450 ⁷³ LF
LENGTH OF GRADING	4,450 ⁷³ LF
LENGTH OF ASPHALT PAVING	4,000 LF
WIDTH OF ASPHALT PAVING	20 FT
LENGTH OF CONCRETE PAVING	450 LF
WIDTH OF CONCRETE PAVING	22 FT

EXCEPTIONS TO DESIGN STANDARDS

HORIZONTAL CURVES <i>L min. = 200'</i>			
26+59	L = 125'	49+13	L = 63'
33+25	L = 24'	52+66	L = 188'
47+66	L = 77'	59+97	L = 52'
VERTICAL CURVES <i>K min. = 50'</i>			
43+50 (CREST)	K=24	53+75 (CREST)	K=23
48+40 (CREST)	K=22		



VICINITY MAP

Contractor: Gastineau Contractors Inc.
Proj. Engr: Pete Bednarowicz
Start of Const: July 18, 1995
End Const: Oct. 23, 1995

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

APPROVED Date 5/16/95
Regional Preconstruction Engineer

APPROVED Date 5/16/95
Director, S.E. Region Design & Construction

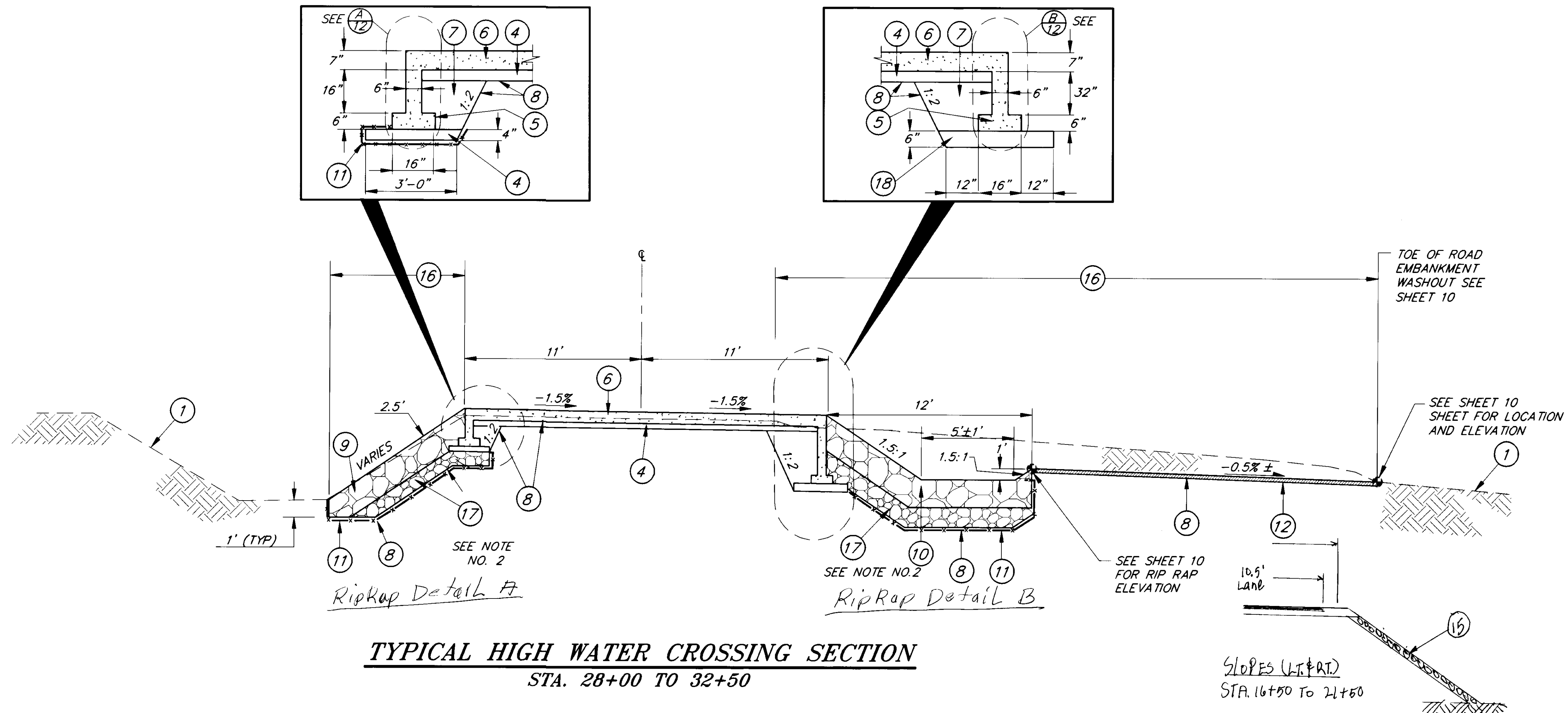
PROJECT NUMBER: 71640	ENGINEER'S SEAL
DATE: MAY, 1995	
SHEET 1 OF 17	

As-Built
1-96 B.F.

P:\ANU\71640\OR - ISHT - PLOT\FPC(1) OR PLOT\FPC(2)

LEGEND

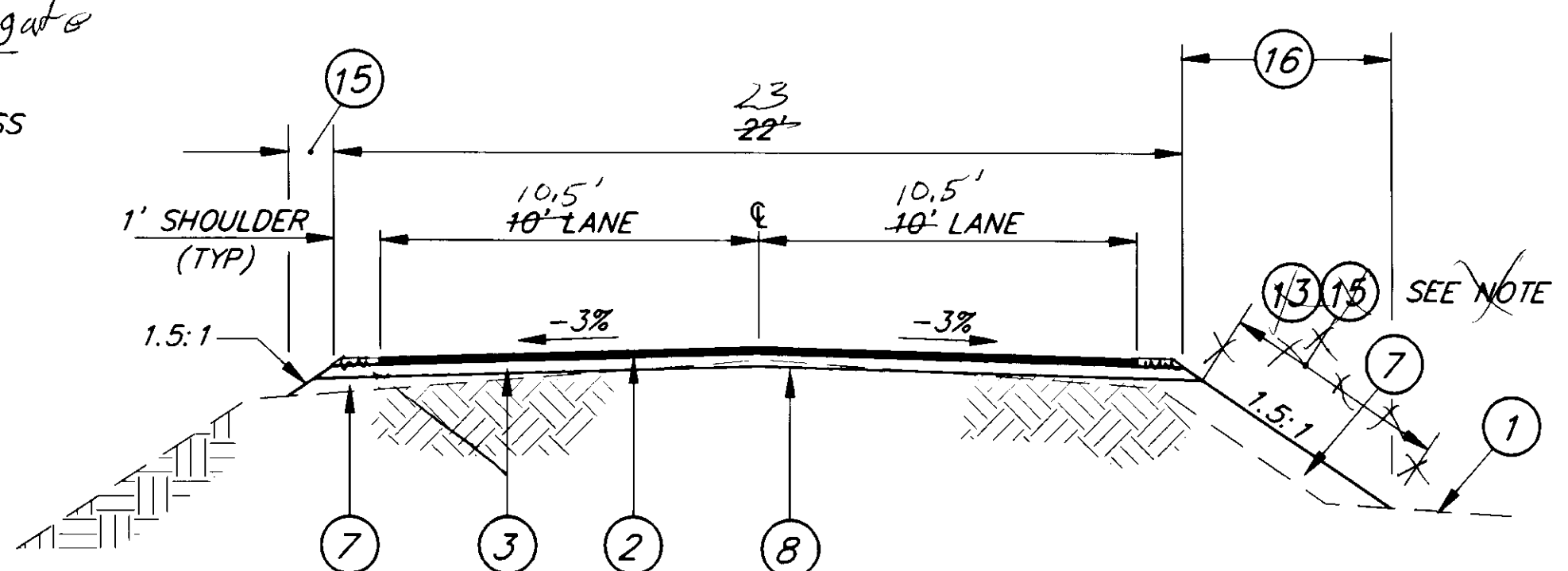
- ① ORIGINAL GROUND
- ② Asphalt Conc. Pavement, Type II, Class B
2-COURSE BST, "B" & "E" CHIPS
- ③ 4" Crushed Aggregate Base / PVT Area
EMULSIFIED ASPHALT TREATED BASE
- ④ 4" CRUSHED AGGREGATE BASE COURSE - OK
- ⑤ CLASS A REINFORCED CONCRETE
- ⑥ CLASS A-A REINFORCED CONCRETE PAVEMENT
- ⑦ BORROW, TYPE "A"
- ⑧ UNCLASSIFIED EXCAVATION LIMIT
- ⑨ CLASS II RIPRAP, 1.5' THICK
- ⑩ CLASS II RIPRAP, 2.0' THICK
- ⑪ GEOTEXTILE, RIPRAP LINER (UNPROTECTED)
- ⑫ 4" SILTY/ORGANIC DITCH CLEANING
OR UNUSABLE EXCAVATION
- ⑬ MATTING Class 1 Riprap 1.5' Thick
- ⑭ TOPSOIL - 4" THICK 6" Asphalt Conc. Pavement
TYPE II, Class B
- ⑮ SEEDING
- ⑯ CLEARING AND GRUBBING LIMITS
- ⑰ CLASS I RIPRAP, 1.0' THICK
- ⑱ SPECIAL BEDDING - 3" MINUS CRUSHED AGGREGATE
- ⑲ RECYCLED GLASS



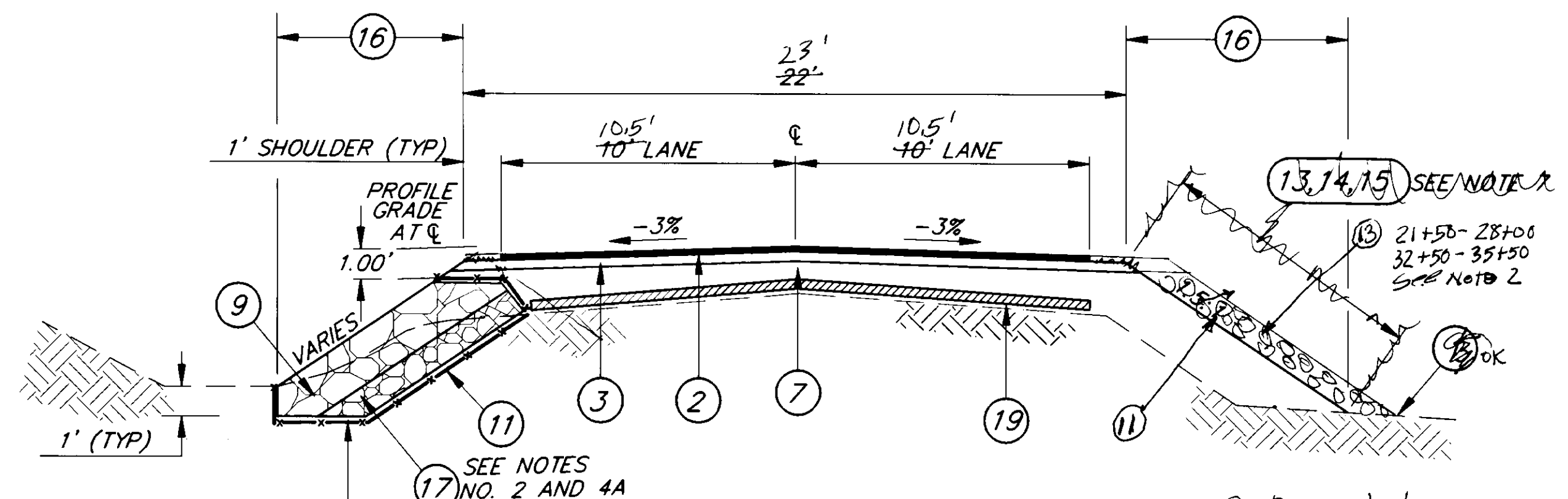
TYPICAL HIGH WATER CROSSING SECTION
STA. 28+00 TO 32+50

TYPICAL SECTION NOTES

- 1. PROFILE GRADE IS TO THE TOP OF RECYCLED ASPHALT PAVEMENT (RIPRAP), OR CONCRETE PAVEMENT AT CENTERLINE AS SHOWN ON THE TYPICAL SECTIONS UNLESS NOTED OTHERWISE.
- 2. SEE RIPRAP SUMMARY TABLE ON SHEET 4 FOR SLOPE INFORMATION.
- 3. SPECIAL NOTE ON TYPICAL OVERLAY SECTION: FILL MAY OCCUR ON THE LEFT HAND SHOULDER ALSO. REFER TO CROSS SECTIONS.
- 4. SPECIAL NOTES ON TYPICAL ELEVATED SECTION:
 - A. RIPRAP ON LEFT SIDE BEGINS AT STA. 21+50
 - B. RECYCLED GLASS SHALL BE PLACED 4" THICK IN THE FIRST LIFT OF EMBANKMENT. THIS 4" LAYER SHALL BE 20 FEET WIDE, MAXIMUM, CENTERED ON THE EXISTING ROAD SURFACE. RECYCLED GLASS SHALL BE PLACED WITHIN THE FOLLOWING STATION LIMITS: 18+50 TO 22+50 AND 25+00 TO 27+50.
 - C. SEE DETAIL H ON SHEET 13 FOR TYPICAL DITCH FROM STA 33+00 TO 35+50 LT.
- 5. SEE DETAIL E AND F ON SHEET 13 FOR TYPICAL DITCH RECONDITIONING.
- 6. CLEARING AND GRUBBING LIMITS VARY. SEE CLEARING AND GRUBBING SUMMARY TABLE ON SHEET 4 FOR ADDITIONAL INFORMATION.
- 7. SEE SEEDING, MATTING AND TOPSOIL TABLE FOR ACTUAL LIMITS. ALL CUT AND FILL SLOPES WITH A SLOPE LENGTH GREATER THAN 4 FEET SHALL RECEIVE MATTING.



TYPICAL OVERLAY SECTION
STA. 11+50 TO 16+00
STA. 35+50 to 56+00



TYPICAL ELEVATED SECTION
STA. 16+00 TO 28+00
STA. 32+50 to 35+50

AS-BUILT
B.A. 1-26-96

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

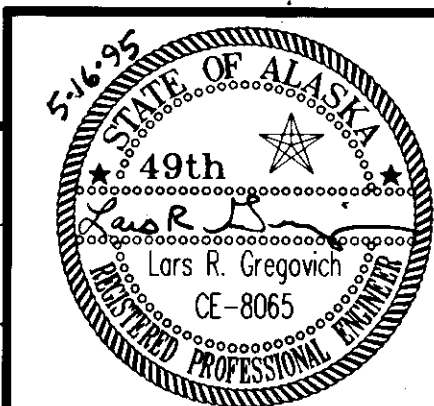
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE
1	1-24-96	Corrections Made from As-Built info.

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

JUNEAU

MONTANA CREEK ROAD
RECONSTRUCTION
ALASKA
STP-0964 (1) ~ PROJECT NO. 71640
TYPICAL SECTIONS

DESIGNED BY: L.R. GREGOVICH	PROJECT NO. 71640
DRAWN BY: AUTOCADD	DATE: MAY, 1995
CHECKED BY: A.J. STEININGER	SHEET 2 OF 17



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
120(1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D.
202(1A)	Removal of Home Obstructions (CO #3)	L.S.	777 REQ'D.
201(3A)	CLEARING & GRUBBING	ACRE	0.75 0.34
201(4A)	HAND CLEARING	ACRE	0.10 0.04
202(1)	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	ALL REQ'D.
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	455 344
203(3)	UNCLASSIFIED EXCAVATION (CO #1)	CUBIC YARD CY	5,300 3,439
203(6)	BORROW, TYPE A	TON	9,000 1,110
203(11)	DITCH RECONDITIONING	LINEAR FOOT	1,700 6,905
203(12)	SPECIAL DITCH	LINEAR FOOT	150 130
203(13)	CRUSHED GLASS	LUMP SUM	ALL REQ'D.
202(12)	MISC. WORK (CO #6)	L.S.	ALL REQ'D.
203(13A)	Additional CRUSHED GLASS (CO #2)	CYVM	71
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	350 402.87
301(1A)	CRUSHED AGGREGATE BASE/PVMT AREA (CO #1)	TON	3,019.13
307(2)	EMULSIFIED ASPHALT, TYPE CSS-1	TON	60 69.20
307(3)	EMULSIFIED ASPHALT TREATED BASE, 4 INCHES THICK	SQUARE YARD TON	10,000 94.0
405(1)	GRS-2 ASPHALT FOR SURFACE TREATMENT	TON	50
405(2A)	GRADING B, COVER COAT MATERIAL FOR ASPHALT SURFACE TREATMENT	TON	225
405(2B)	GRADING E, COVER COAT MATERIAL FOR ASPHALT SURFACE TREATMENT	TON	135
203(15)	SLOPE SHAPING (CO #4)	S.Y.	877.1
501(1)	CLASS A CONCRETE	LUMP SUM	ALL REQ'D.
501(2)	CLASS A-A CONCRETE	SQUARE YARD	1,200
603(17-24)	ADDITIONAL 36 INCH PIPE (CO #4)	L.S.	ALL REQ'D.
603(17-18)	18 INCH PIPE	LINEAR FOOT	70 40
603(17-36)	36 INCH PIPE	LINEAR FOOT	55
603(17-72)	72 INCH PIPE	LINEAR FOOT	290
603(9-24)	24 INCH CORRUGATED ALUMINUM PIPE	LINEAR FOOT	25 15
611(2C)	ADDITIONAL CLASS I RIPRAP (CO #4)	TON	1,118.32
611(2A)	RIPRAP, CLASS I	TON	1,600 1,145.89
611(2B)	RIPRAP, CLASS II	TON	3,000 1,251.45
615(1)	STANDARD SIGNS	SQUARE FOOT	25 24.75
615(8)	LANE EDGE DELINEATORS	EACH	14
615(9)	WATER DEPTH GAUGES	EACH	3
611(2D)	RIPRAP SHAPING (CO #5)	TON	2,696.44
618(1)	SEEDING	ACRE	0.90
619(2)	MATTING	SQUARE YARD	3,000
620(1)	TOPSOIL	SQUARE YARD	900
619(2F)	MATTING MATERIAL (CO #8)	L.S.	ALL REQ'D.
621(1)	TREES	EACH	12 2
621(5)	TRANSPLANT ALDER/WILLOW SHRUBS	SQUARE YARD	75
631(2)	GEOTEXTILE, RIPRAP LINER	SQUARE YARD	3,400 5,566.9
633(1)	GEOTEXTILE, SEDIMENT CONTROL	LINEAR FOOT	1,500 300
638(1)	DRIVEWAY BRIDGE DECKS	LUMP SUM	ALL REQ'D.
639(1)	RESIDENCE DRIVEWAYS	EACH	4 5
640(1)	MOBILIZATION & DEMOBILIZATION	LUMP SUM	ALL REQ'D.
641(1)	EROSION & POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQ'D.
641(2)	EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQ'D.
641(4)	SEDIMENT FILTER	EACH	5 4
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQ'D.
642(2)	THREE PERSON SURVEY PARTY	HOUR	10 6.38
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQ'D.
643(3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQ'D.
643(4)	CONSTRUCTION SIGN	EACH PER DAY	1,000 224
643(5)	TYPE II BARRICADE	EACH PER DAY	300 189
643(6)	TYPE III BARRICADE	EACH PER DAY	30 0
643(7)	TRAFFIC CONE	EACH PER DAY	5,000 1,855
643(8)	DRUM	EACH PER DAY	500 422
643(15)	FLAGGING	HOUR	300 712
644(1)	FIELD OFFICE	LUMP SUM	ALL REQ'D.
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQ'D.

BASIS OF ESTIMATE

ITEM NO.	ITEM	ESTIMATING FACTOR
203(6)	BORROW, TYPE A	1.80 T/CY
203(13)	CRUSHED GLASS	125 CY
301(1)	CRUSHED AGGREGATE BASE COURSE	1.95 TON/SY CY
307(2)	CSS-1 EMULSIFIED ASPHALT FOR TREATED BASE	1.35 GAL/SY
307(3)	EMULSIFIED ASPHALT TREATED BASE	240 GAL/TON
401(1)	Asphalt Conc. Pavement Type II, Class B	2.0 TON/CY
405(1)	CRS-2 ASPHALT FOR SURFACE TREATMENT	150 LB/SY
405(2A)	GRADING B, COVER COAT MATERIAL	1.20 GAL/SY
405(2B)	GRADING E, COVER COAT MATERIAL	48 LB/SY
401(2)	PBA-2 Asphalt Cement	28 LB/SY
501(1)	CLASS A CONCRETE	6% of Item 401(1)
611(2A)	RIPRAP CLASS I	73 CY
611(2B)	RIPRAP CLASS II	1.27 2.0 TON/CY
670(1)	PAINTED TRAFFIC MARKINGS	1.12 2.0 TON/CY
		18,000 LF 4" SINGLE STRIPE

GENERAL NOTES

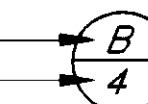
- ALL SUPERELEVATION TRANSITIONS SHALL BE ROTATED ABOUT THE CENTERLINE.
- SEE STD. DWG. S-30.01 FOR POST SLEEVE TYPE SOIL EMBEDMENT. 2 1/4" SHALL BE USED BELOW GROUND.
- ALL SIGN POSTS SHALL BE TELESCOPING PERFORATED GALVANIZED SQUARE STEEL POSTS, U.N.O.
- TOPSOIL SHALL BE 4" THICK IN AREAS WHERE IT IS CALLED FOR.
- THE STRIPING PLAN FOR THE ENTIRE PROJECT IS AS FOLLOWS:
(A) SOLID WHITE STRIPE AT LEFT & RIGHT FOG LINES
(B) DOUBLE YELLOW SOLID STRIPE (NO PASSING) AT CENTERLINE OR AS DIRECTED BY THE ENGINEER.
- WHEN MATTING & SEEDING ARE CALLED FOR, MATTING SHALL BE PLACED PRIOR TO SEEDING. WHEN TOPSOIL, MATTING & SEEDING ARE CALLED FOR, TOPSOIL SHALL BE PLACED FIRST, THEN MATTING, AND SEEDING LAST.
- EROSION CONTROL OF CUT & FILL SLOPES (E.G. SEEDING, MATTING & TOPSOIL) SHALL BEGIN WITHIN 14 DAYS OF FINAL SHAPING OF THE SLOPE.

LIST OF ABBREVIATIONS & SYMBOLS


ABBREVIATIONS

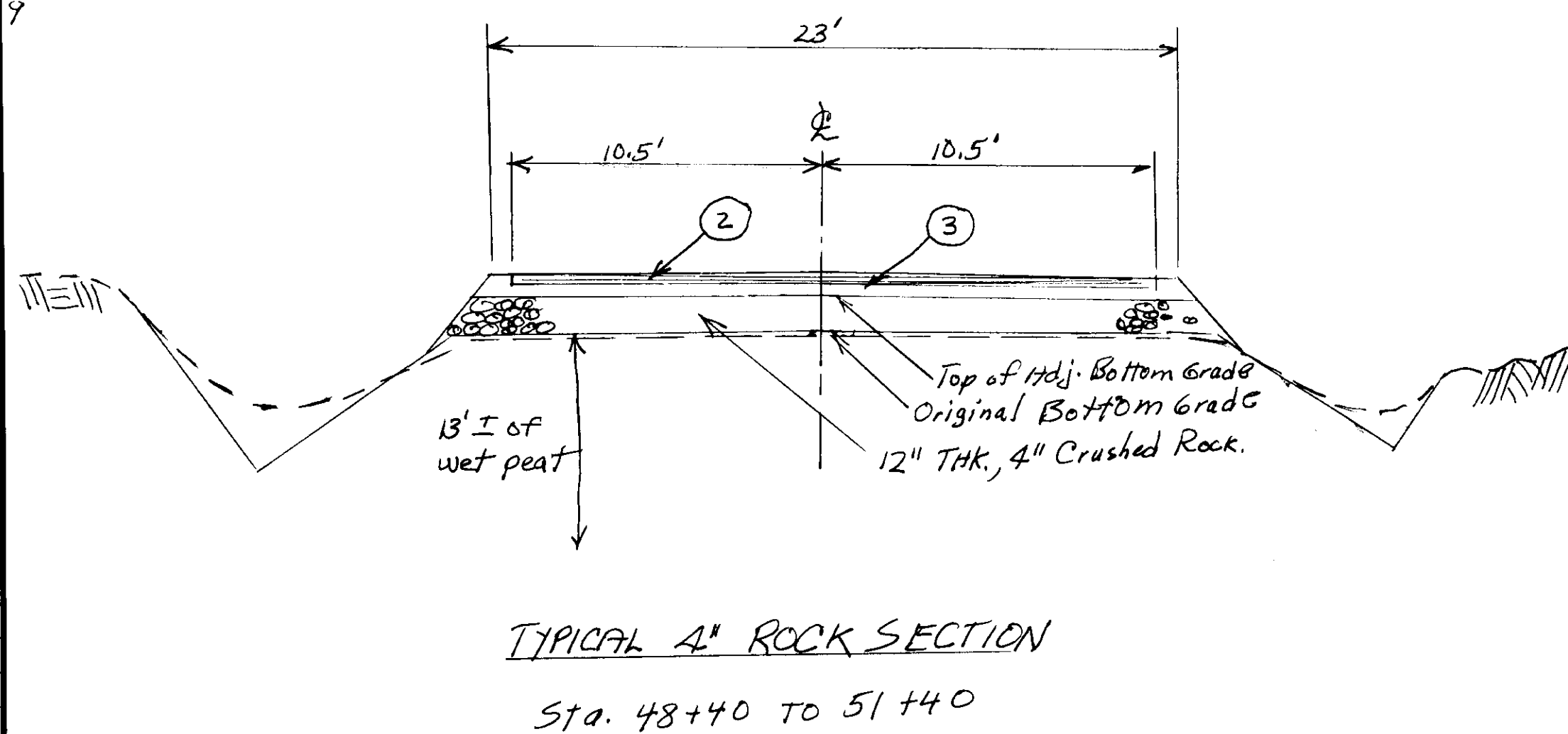
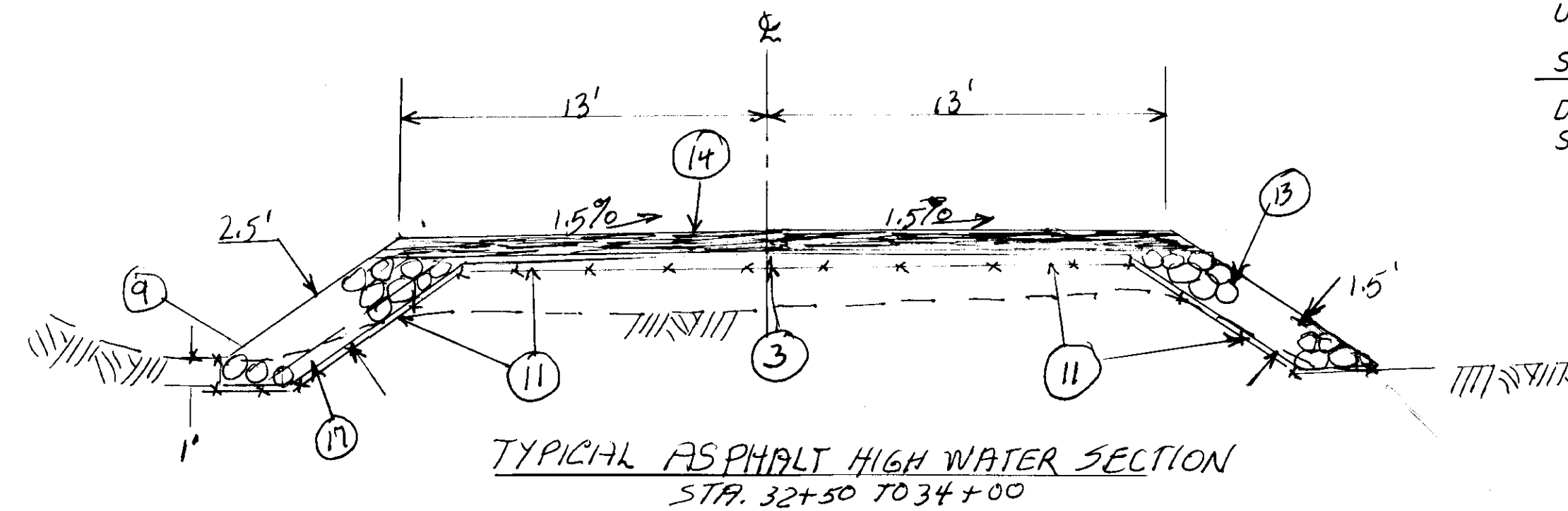
C.A.P. = CORRUGATED ALUMINUM PIPE
U.N.O. = UNLESS NOTED OTHERWISE

SYMBOLS

DETAIL NO. 
SHEET NO.

NOTE: IF NO SHEET NUMBER IS CALLED OUT, THE DETAIL IS ON THE SAME SHEET WHERE CALL OUT OCCURS.

 INDICATES WORK IN A STREAM OR DITCH SUBJECT TO ADF&G AND/OR C.O.E. PERMIT.



As Built
B.A. 1-26-96

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE	DESCRIPTION OF CHANGE

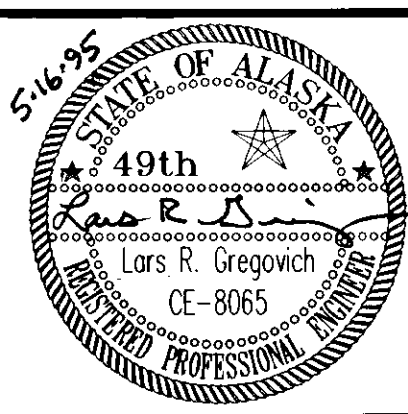
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

MONTANA CREEK ROAD
RECONSTRUCTION
STP-0964 (1) ~ PROJECT NO. 71640
ESTIMATE OF QUANTITIES

ALASKA

DESIGNED BY: L.R. GREGOVICH	PROJECT NO. 71640
DRAWN BY: K. SNYDER	DATE: MAY, 1995
CHECKED BY: A.J. STEININGER	SHEET 3 OF 17



CULVERT SUMMARY

PIPE NO.	STATION	SIZE	LENGTH	REMARKS
P-1	14+35, 23' LT	18"	40'	
P-2				NOT USED
P-3	22+90	72"	50'	
P-4	22+99	72"	50'	
P-5	23+08	72"	50'	
P-6	23+17	72"	50'	
P-7	24+35	72"	45'	
P-8	24+44	72"	45'	
P-9	31+60	36"	55'	
P-10	50+89, 18' LT	24"	5'	CORRUGATED ALUMINUM PIPE EXT'N.
P-11	53+61, 18' RT	24"	5'	
P-12	55+50, 23' LT	24"	5'	
P-13	31+15, 16' LT	36"	40'	

3" x 1" CORRUGATIONS
0.109" THICK
BEVELED ENDS
PER DETAIL
A, SHT. 13

SEE SPECIAL NOTE

SIGN SUMMARY

SIGN NO.	STATION	REF.	FACING	TYPE	LEGEND	POST SIZE	NO. OF POSTS	SIGN SIZE	AREA SQ. FT.
①	5+50	RT	NB	W1-1R	CURVE LEFT 25 MPH	2"	1	30"x30" 18"x18"	6.25 2.25
②	13+25	LT	EB	W1-1R	CURVE RIGHT 25 MPH	2"	1	30"x30" 18"x18"	6.25 2.25
③	27+45	RT	EB	R8-3	NO PARKING ANYTIME	2"	1	12"x18"	1.50
④	54+25	RT	NB	W8-3	PAVEMENT ENDS	2"	1	30"x30"	6.25
TOTAL SIGN AREA									24.75

CULVERT REMOVAL SUMMARY

STATION	OFFSET	SIZE	LENGTH	
28+00	26' LT	18"	20 FT	
14+35	23' LT	18"	35 FT 20	
20+85	23' LT	18"	20 FT	
22+26	℄	24"	35 FT	
22+30	℄	24"	35 FT	
22+88	24' RT	24"	10 FT	
22+95	℄	30"	40 FT	
22+98	℄	30"	40 FT	
23+01	℄	30"	40 FT	
23+04	℄	30"	40 FT	
24+35	℄	36"	40 FT	
31+90	℄	36"	40 FT	
33+84	℄	24"	35 FT	
35+12	℄	24"	45 FT 34	
TOTAL				455 FT

DITCHING SUMMARY

STATIONING	OFFSET	REMARKS	LENGTH
16+00 TO 19+00	LT.	RECONDITIONING	6300 LF
18+50 TO 20+75	RT.	RECONDITIONING	225 LF
21+25 TO 22+25	LT.	RECONDITIONING	100 LF
22+00 TO 22+50	RT.	RECONDITIONING	50 LF
25+00 TO 27+50	LT.	RECONDITIONING - SEE PROFILE FOR GRADE	250 LF
29+25 TO 31+50	LT.	RECONDITIONING - SEE PROFILE FOR GRADE CLEAR BRUSH BETWEEN STA 29+00 TO 30+00 CHAINSAW OUT LOGS AT STA 30+10 & 31+95 WIDEN FROM STA 30+50 TO 31+25	225 LF
30+55 TO 31+45	RT.	SPECIAL DITCH. 150' FT x 3 FT WIDE. S=0.40% SEE SHEET 10 FOR DETAILS	150 LF
31+75 TO 33+00	LT.	RECONDITIONING - SEE PROFILE FOR GRADE	125 LF
33+00 TO 35+50	LT.	TYPICAL DITCH SECTION - NOT MEASURED FOR DIRECT PAYMENT. PAYMENT UNDER UNCLASS. EXC.	0 LF
35+50 TO 36+00	LT.	RECONDITIONING/TRANSITION TO EXISTING DITCH	50 LF
48+25 TO 50+50	LT.	RECONDITIONING	225 LF
53+60 TO 55+10	RT.	RECONDITIONING	150 LF
TOTAL DITCH RECONDITIONING			4,700 LF
TOTAL SPECIAL DITCH			150 LF

DRIVEWAY SUMMARY

STATION	OFFSET	RADIUS FT.		WIDTH	REMARKS
		LEFT	RIGHT		
14+35	LT.	20	20	14'	
25+97.5	LT.	3	3	14'1"	
31+17.5	LT.	NA	NA	14'1"	
32+88	RT.	20	20	22'	
53+43	RT.	20	20	14'	
55+33	RT.	20	20	15'	

SILT FENCE SUMMARY

LOCATION	OFFSET	COMMENTS	LENGTH
23+20 TO 35+50	LT	AT TOE OF RIPRAP SLOPE	1230 LF
		ADDITIONAL MATERIAL ON HAND.	270
TOTAL SILT FENCE			1,500 LF

SPECIAL NOTE

THE FISH SYMBOL INDICATES WORK IN A STREAM OR DITCH SUBJECT TO ADF&G AND/OR C.O.E. PERMIT.

SEDIMENT FILTER SUMMARY

LOCATION	OFFSET	COMMENTS	QUANTITY
22+50	LT	LEFT DITCH	1 EA
22+50	RT	RIGHT DITCH	1 EA
38+50	RT	RIGHT DITCH	1 EA
44+00	LT	LEFT DITCH	1 EA
		ADDITIONAL AS MAY BE NECESSARY	1 EA
TOTAL SEDIMENT FILTERS			4-5 EA

STRUCTURE REMOVAL SUMMARY

STATIONING	OFFSET	REMARKS
22+85 TO 23+10	LT & RT	ROCK GABION HEADWALLS
25+97.5	LT	OLD CARS, VARIOUS AUTOMOTIVE PARTS, WASHING MACHINE, PALLET BOARDS, OLD LUMBER, MISC. SCRAP METAL & WALKWAY
26+15	LT	EXISTING BRIDGE DECK & FOUNDATION
30+90	RT	SHED
31+15	LT	EXISTING BRIDGE DECK & FOUNDATION
30+95 TO 31+45	RT	FENCE

RIPRAP SUMMARY

LOCATION	CLASS	THICKNESS	SLOPE	COMMENTS
22+75 TO 26+75, LT	I & II	2.5 FT	VARIES	1.5:1 MAX. SLOPE. TOE OF RIPRAP SHALL FOLLOW EXIST. TOE OF STREAM UNLESS NOTED OTHERWISE
22+75 TO 23+30, RT	I & II	2.5 FT	1.5:1	CULVERT HEADWALL
24+25 TO 24+55, RT	I & II	2.5 FT	1.5:1	CULVERT HEADWALL
25+97.5, LT	I & II	2.5 FT	1.25:1	BOTH SLOPES UNDER BRIDGE DECK
25+97.5, LT	I	1.5 FT	1.5:1	TRANSITION RAMP SEE DTL "A", SHT 14
26+75 TO 27+80, LT	I & II	2.5 FT	1.5:1	KEY 1 FT BELOW EXIST. GROUND AT TOE OF SLOPE
27+80 TO 32+00, LT	I & II	2.5 FT	VARIES	1.5:1 MAX. SLOPE. TOE OF RIPRAP SHALL FOLLOW EXIST. TOE OF STREAM UNLESS NOTED OTHERWISE
28+00 TO 32+50, RT	I & II	3.0 FT		TYPICAL RIP RAP SPILLWAY SECTION
31+17.5, LT	I & II	2.5 FT	1.5:1	BOTH SLOPES UNDER BRIDGE DECK
31+17.5, LT	I	1.5 FT	1.5:1	TRANSITION RAMP SEE DTL "B", SHT 14
31+65, LT	I & II	N/A	1.5:1	DITCH BLOCK - SEE SHT. 6
31+45, RT	I & II	3.0 FT	N/A	OUTLET PROTECTION
32+50 TO 35+50, LT	I & II	2.5 FT	1.5:1	
21+50 TO 22+15, LT	I	1.5 FT	1.5:1	

CONCRETE SUMMARY

TYPE OF STRUCTURE	LOCATION	COMMENTS	EST. QTY.
COMBINED HEADWALL FOR PIPES P-3, P-4, P-5, & P-6	STA 23+00 RT		9.0 CY
COMBINED HEADWALL FOR PIPES P-7, & P-8	STA 24+40 RT		5.0 CY
BRIDGE DECK FOUNDATIONS	STA 25+97.5 LT	PAID FOR UNDER ITEM 638(1)	6.0 CY
FOOTINGS FOR CONCRETE PAVEMENT SECTION	STA 28+00 TO 32+50 LT. & RT.		24.0 CY
WALLS FOR CONCRETE PAVEMENT SECTION	STA 28+00 TO 32+50 LT. & RT.		35.0 CY
BRIDGE DECK FOUNDATIONS	STA 31+17.5 LT	PAID FOR UNDER ITEM 638(1)	5.0 CY
TOTAL ESTIMATED QUANTITY			84 CY
TYPE OF STRUCTURE	LOCATION	COMMENTS	EST. QTY.
DRIVEWAY SLAB	STA 25+97.5 LT		1,142 SY (40.5 CY)
CONCRETE PAVEMENT	STA 28+00 TO 32+50		1,100 SY (220.0 CY)
DRIVEWAY APPROACH APRON	STA 31+17.5 LT		24.24 SY (5.5 CY)
DRIVEWAY SLAB	STA 31+17.5 LT		28.28 SY (6.5 CY)
TOTAL ESTIMATED QUANTITY			3,194 SY (242.5 CY)

SEEDING, MATTING & TOPSOIL

STATION TO STATION	OFFSET	COMMENTS	AREAS		
			SEEDING (ACRE)	MATting (S.Y.)	TOPSOIL (S.Y.)
11+50 TO 16+50	LT & RT	SEED CUT & FILL SLOPES	0.05		
16+50 TO 21+50	LT & RT	MAT & SEED ON FILL SLOPES	0.16	760	
21+50 TO 22+25	LT	TOPSOIL, MAT & SEED ON FILL SLOPES	0.03	155	155
21+50 TO 28+00	RT	TOPSOIL, MAT & SEED ON FILL SLOPES	0.15	725	725
35+50 TO 56+00	LT	SEED CUT & FILL SLOPES LESS THAN 4 FEET IN SLOPE LENGTH	0.22		
32+50 TO 56+00	RT	MAT & SEED ALL FILL SLOPES GREATER THAN 4 FEET IN SLOPE LENGTH PLUS ALL RECONDITIONED DITCH FORESLOPE AND BACKSLOPES OR AS DIRECTED	0.27	1300	
TOTALS			0.88	2940	880

CLEARING, GRUBBING & HAND CLEARING SUMMARY

LOCATION	OFFSET	REMARKS	AREA
11+50 TO 56+00	LT & RT	CLEAR & GRUB (C&G) TO SLOPE LIMITS	
29+97.5	LT	C&G 5' BEYOND SLOPE LIMITS FOR NEW DRIVEWAY	
31+22.5	LT	C&G TO SLOPE LIMITS FOR NEW DRIVEWAY	
27+45	RT	C&G TO SLOPE LIMITS FOR TURNAROUND	
29+00 TO 30+00	LT	HAND CLEARING OF BRUSH IN DITCH	
29+50 TO 32+50	RT	C&G TO TOE OF ROAD FILL WASHOUT	
30+55 TO 31+15	RT	HAND CLEARING AS REQUIRED TO CONSTRUCT SPECIAL DITCH	0.4
TOTAL AREA FOR HAND CLEARING			0.4 ACRE
TOTAL AREA FOR CLEARING & GRUBBING			0.75 ACRE

PATH: P:\JUNU\71640\DR\SUM1 <PLOT.PCP(1) OR PLOT.H.PCP(2)>

BY: DATE: DESCRIPTION OF CHANGE:

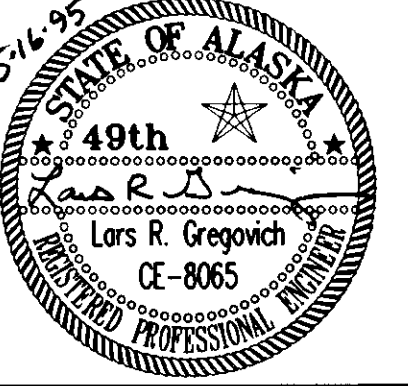
RECORD OF REVISIONS

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

JUNEAU
MONTANA CREEK ROAD
RECONSTRUCTION
STP-0964 (1) ~ PROJECT NO. 71640
MISCELLANEOUS SUMMARIES

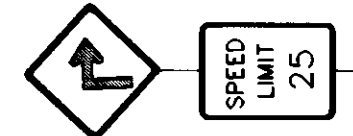
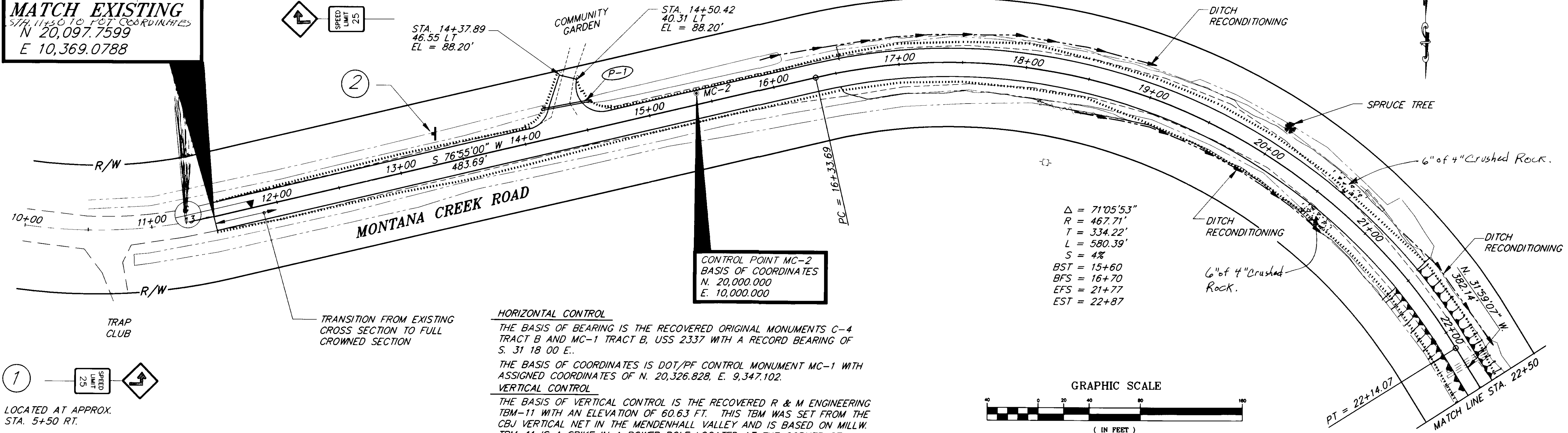
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: L.R. GREGOVICH	PROJECT NO. 71640
DRAWN BY: AUTOCADD	DATE: MAY, 1995
CHECKED BY: A.J. STEININGER	SHEET 4 OF 17



AS-BUILT
B.D. 1-30-96

BEGIN PROJECT
STA. 11+50 P.O.T.
MATCH EXISTING
 STA. 11+50 TO P.O.T. COORDINATES
 N 20,097.7599
 E 10,369.0788



2

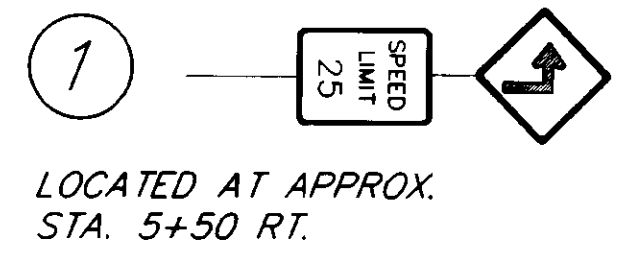
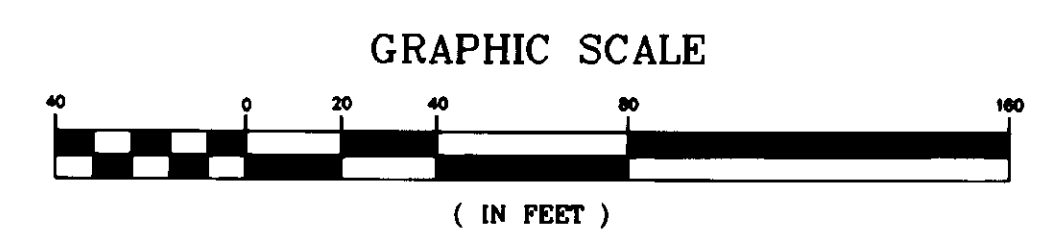
STA. 14+37.89
 46.55 LT
 EL = 88.20'

STA. 14+50.42
 40.31 LT
 EL = 88.20'

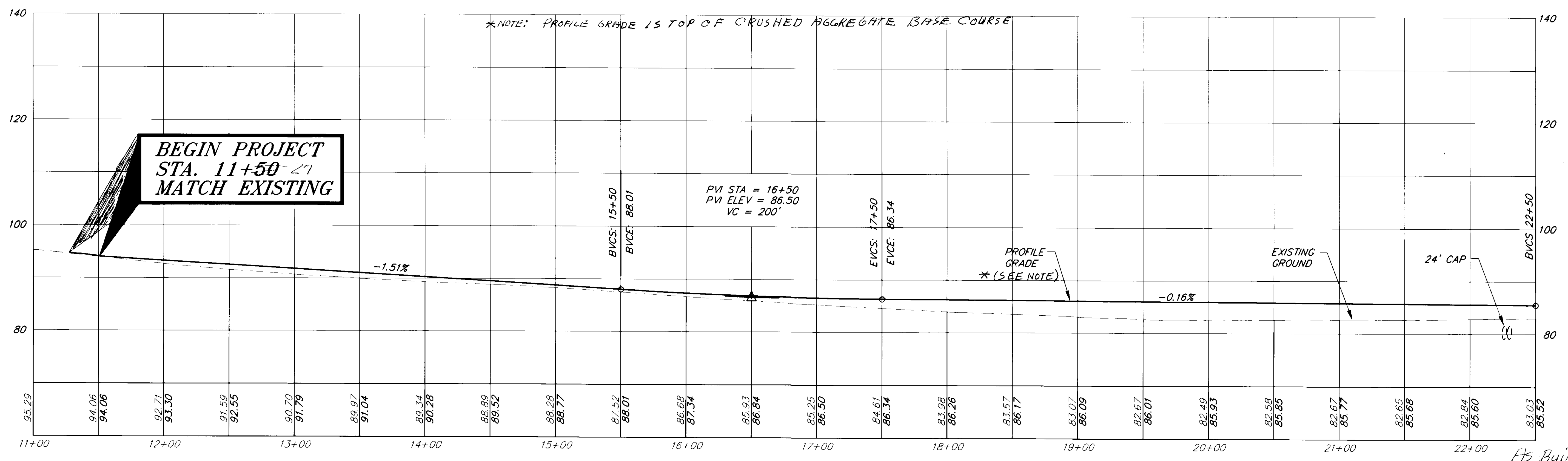
CONTROL POINT MC-2
 BASIS OF COORDINATES
 N. 20,000.000
 E. 10,000.000

$\Delta = 71^{\circ}05'53''$
 $R = 467.71'$
 $T = 334.22'$
 $L = 580.39'$
 $S = 4\%$
 $BST = 15+60$
 $BFS = 16+70$
 $EFS = 21+77$
 $EST = 22+87$

HORIZONTAL CONTROL
 THE BASIS OF BEARING IS THE RECOVERED ORIGINAL MONUMENTS C-4 TRACT B AND MC-1 TRACT B, USS 2337 WITH A RECORD BEARING OF S. 31 18 00 E.
 THE BASIS OF COORDINATES IS DOT/PF CONTROL MONUMENT MC-1 WITH ASSIGNED COORDINATES OF N. 20,326.828, E. 9,347.102.
VERTICAL CONTROL
 THE BASIS OF VERTICAL CONTROL IS THE RECOVERED R & M ENGINEERING TBM-11 WITH AN ELEVATION OF 60.63 FT. THIS TBM WAS SET FROM THE CBJ VERTICAL NET IN THE MENDENHALL VALLEY AND IS BASED ON MILLW. TBM-11 IS A SPIKE IN A POWER POLE LOCATED AT THE CORNER OF MORaine WAY AND MONTANA CREEK ROAD.



1
 LOCATED AT APPROX.
 STA. 5+50 RT.

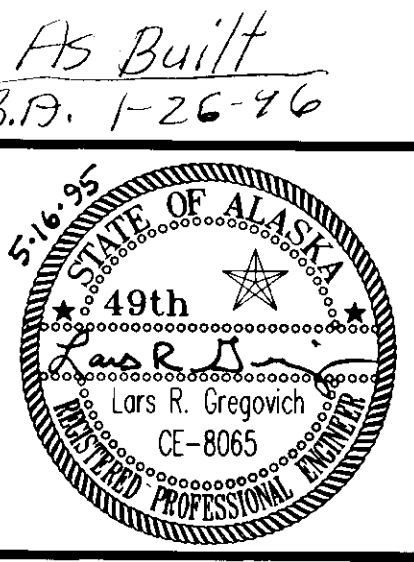


BY:	DATE:	DESCRIPTION OF CHANGE:

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

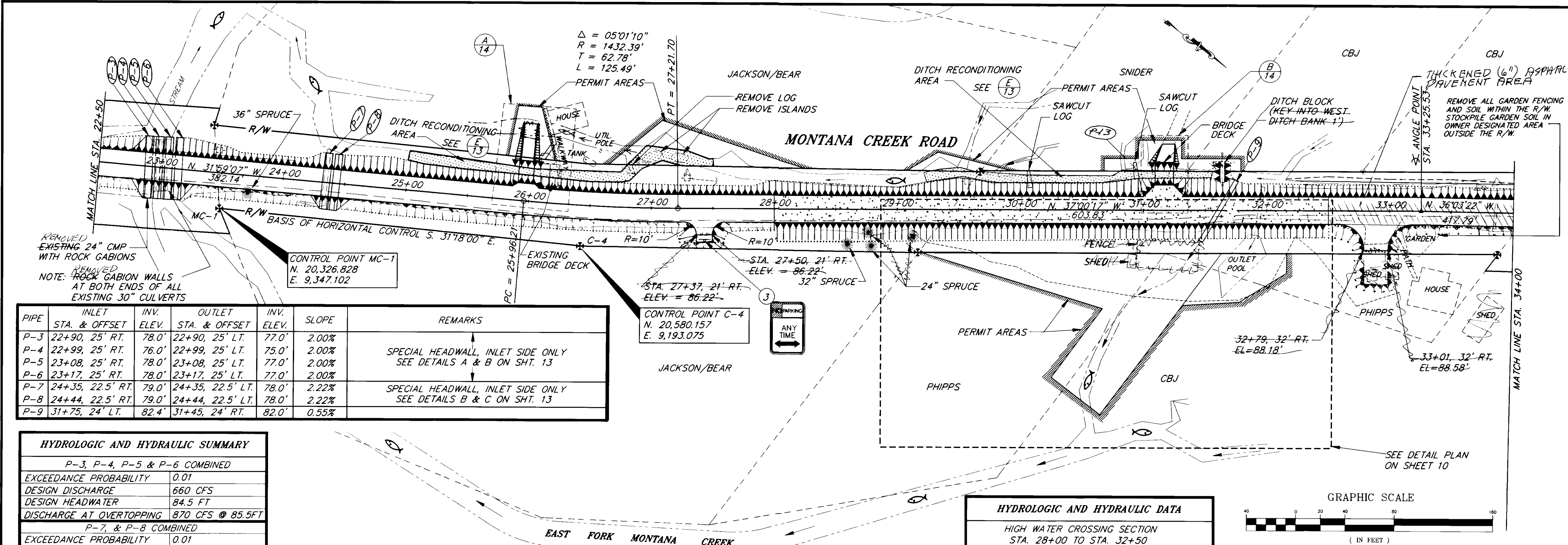
JUNEAU
 MONTANA CREEK ROAD
 RECONSTRUCTION
 ALASKA
 STP-0964 (1) ~ PROJECT NO. 71640
B.O.P. STA. 11+50 TO STA. 22+50
 PLAN & PROFILE

DESIGNED BY: L.R. GREGOVICH	PROJECT NO. 71640
DRAWN BY: K. SNYDER	DATE: MAY, 1995
CHECKED BY: A.J. STEININGER	SHEET 5 OF 17



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

AB Built
 B.P. 1-26-96

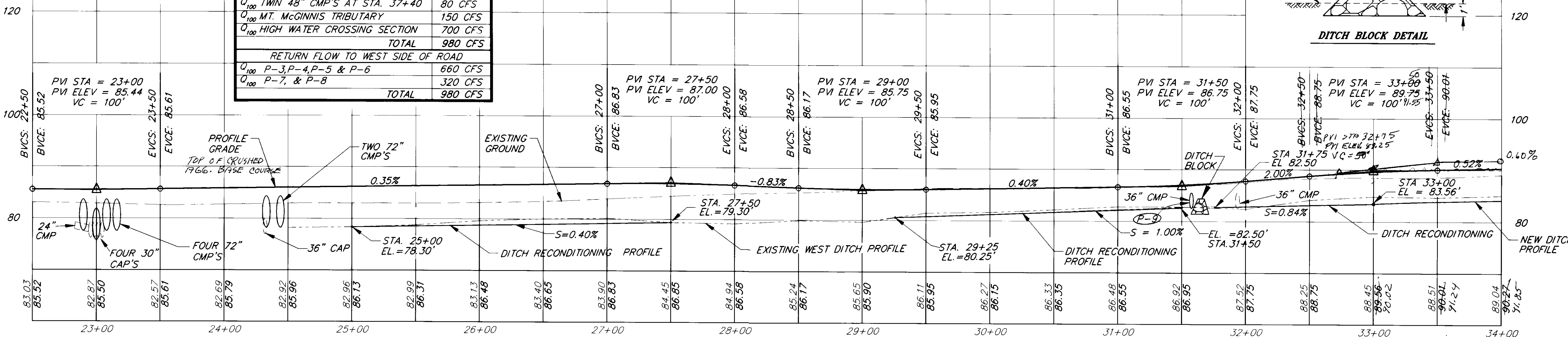
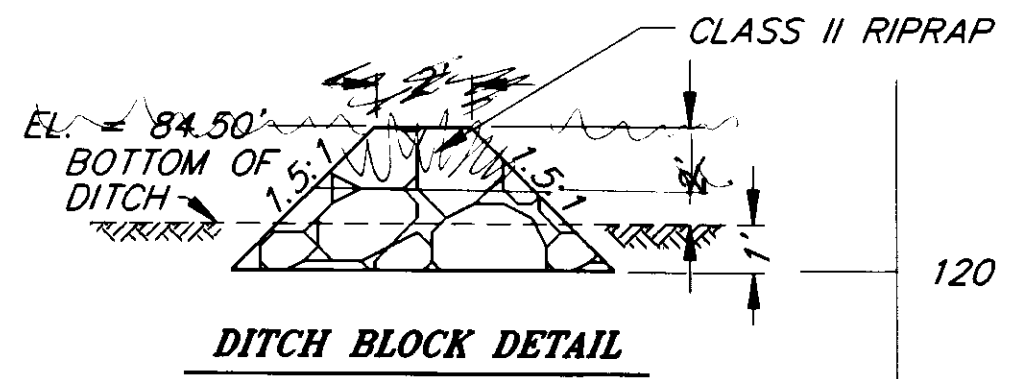
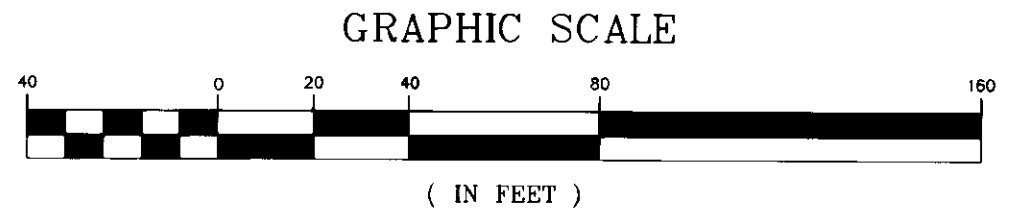


PIPE	INLET STA. & OFFSET	INV. ELEV.	OUTLET STA. & OFFSET	INV. ELEV.	SLOPE	REMARKS
P-3	22+90, 25' RT.	78.0'	22+90, 25' LT.	77.0'	2.00%	SPECIAL HEADWALL, INLET SIDE ONLY SEE DETAILS A & B ON SHT. 13
P-4	22+99, 25' RT.	76.0'	22+99, 25' LT.	75.0'	2.00%	
P-5	23+08, 25' RT.	78.0'	23+08, 25' LT.	77.0'	2.00%	
P-6	23+17, 25' RT.	78.0'	23+17, 25' LT.	77.0'	2.00%	SPECIAL HEADWALL, INLET SIDE ONLY SEE DETAILS B & C ON SHT. 13
P-7	24+35, 22.5' RT.	79.0'	24+35, 22.5' LT.	78.0'	2.22%	
P-8	24+44, 22.5' RT.	79.0'	24+44, 22.5' LT.	78.0'	2.22%	
P-9	31+75, 24' LT.	82.4'	31+45, 24' RT.	82.0'	0.55%	

HYDROLOGIC AND HYDRAULIC SUMMARY	
P-3, P-4, P-5 & P-6 COMBINED	
EXCEEDANCE PROBABILITY	0.01
DESIGN DISCHARGE	660 CFS
DESIGN HEADWATER	84.5 FT
DISCHARGE AT OVERTOPPING	870 CFS @ 85.5 FT
P-7, & P-8 COMBINED	
EXCEEDANCE PROBABILITY	0.01
DESIGN DISCHARGE	320 CFS
DESIGN HEADWATER	84.5 FT
DISCHARGE AT OVERTOPPING	380 CFS @ 85.5 FT

HYDROLOGIC AND HYDRAULIC SUMMARY	
FLOW TO EAST SIDE OF ROAD AT 0.01 EXCEEDANCE PROBABILITY	
Q ₁₀₀ TWIN 48" CMP'S AT STA. 37+40	80 CFS
Q ₁₀₀ MT. MCGINNIS TRIBUTARY	150 CFS
Q ₁₀₀ HIGH WATER CROSSING SECTION	700 CFS
TOTAL	980 CFS
RETURN FLOW TO WEST SIDE OF ROAD	
Q ₁₀₀ P-3, P-4, P-5 & P-6	660 CFS
Q ₁₀₀ P-7, & P-8	320 CFS
TOTAL	980 CFS

HYDROLOGIC AND HYDRAULIC DATA	
HIGH WATER CROSSING SECTION STA. 28+00 TO STA. 32+50	
EXCEEDANCE PROBABILITY	0.01
DESIGN DISCHARGE	750 CFS
DESIGN HIGH WATER	0.9 FT



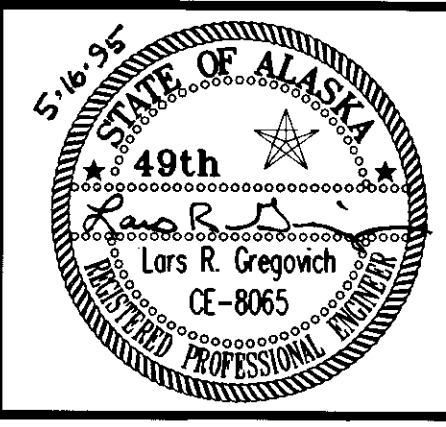
RECORD OF REVISIONS		
PATH:	P:\JNU\71640\DR\ -P2250 < PLOT.PCP(40) OR PLOT.PCP(80) >	
BY:	DATE:	DESCRIPTION OF CHANGE:

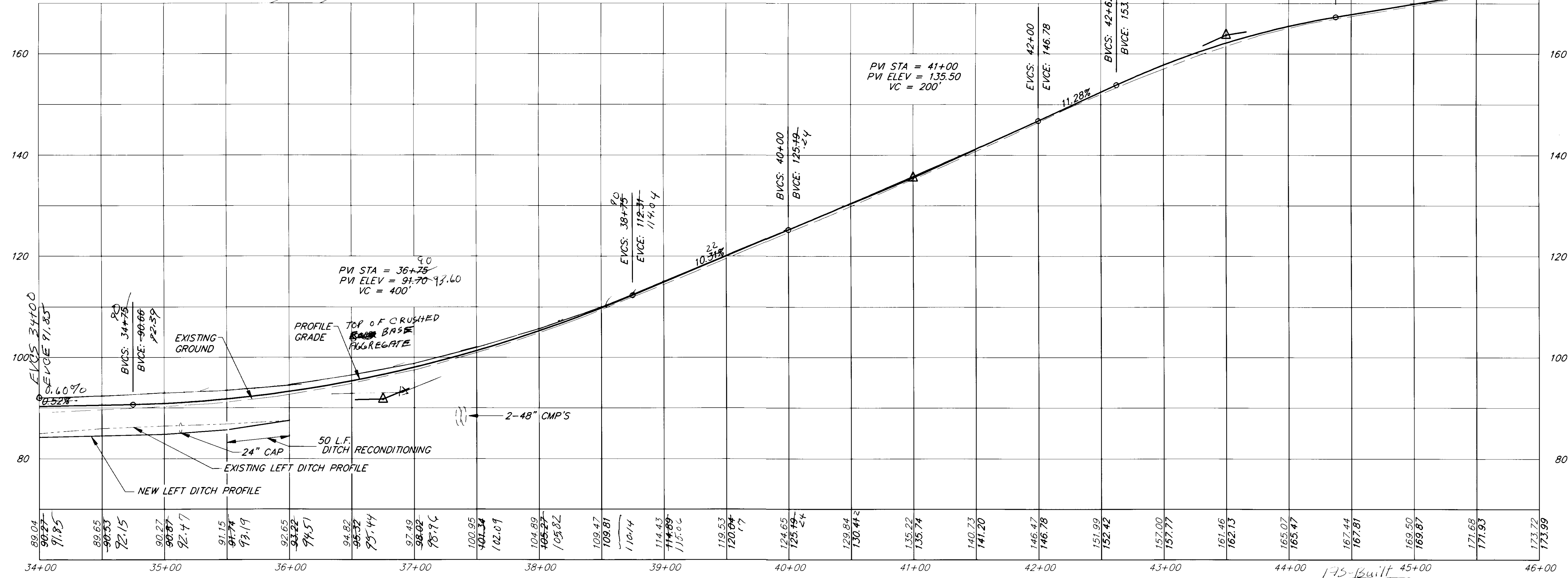
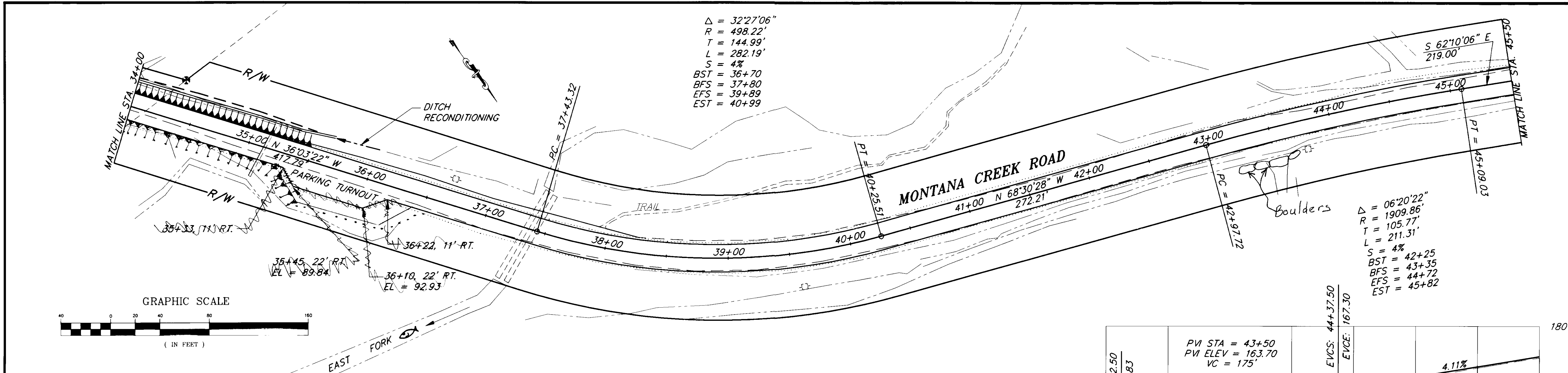
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
 MONTANA CREEK ROAD
 RECONSTRUCTION
 STP-0964 (1) ~ PROJECT NO. 71640
 STA. 22+50 TO STA 34+00
 PLAN & PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	L.R. GREGOVICH	PROJECT NO.	71640
DRAWN BY:	AUTOCADD	DATE:	MAY, 1995
CHECKED BY:	A.J. STEININGER	SHEET	6 OF 17





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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

JUNEAU
 MONTANA CREEK ROAD RECONSTRUCTION
 STP-0964 (1) ~ PROJECT NO. 71640
 STA. 34+00 TO STA. 45+50
 PLAN & PROFILE

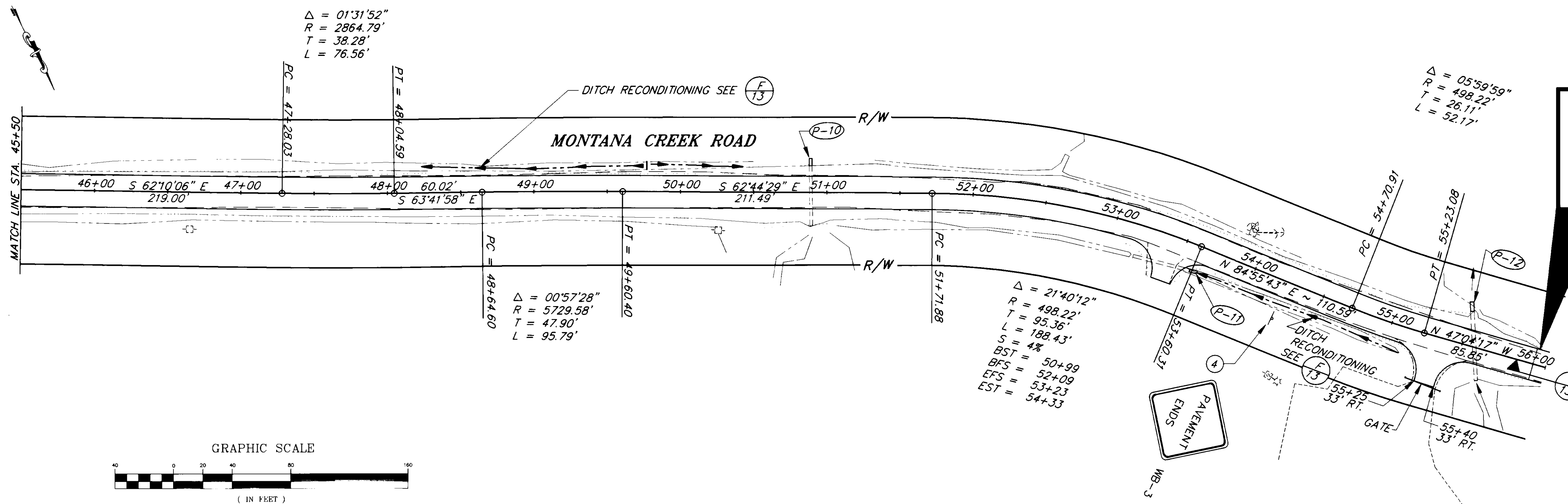
ALASKA
 DESIGNED BY: L.R. GREGOVICH
 DRAWN BY: K. SNYDER
 CHECKED BY: A.J. STEININGER

PROJECT NO. 71640
 DATE: MAY, 1995
 SHEET 7 OF 17

51405
 STATE OF ALASKA
 49th
 Lars R. Gregovich
 CE-8065
 REGISTERED PROFESSIONAL ENGINEER

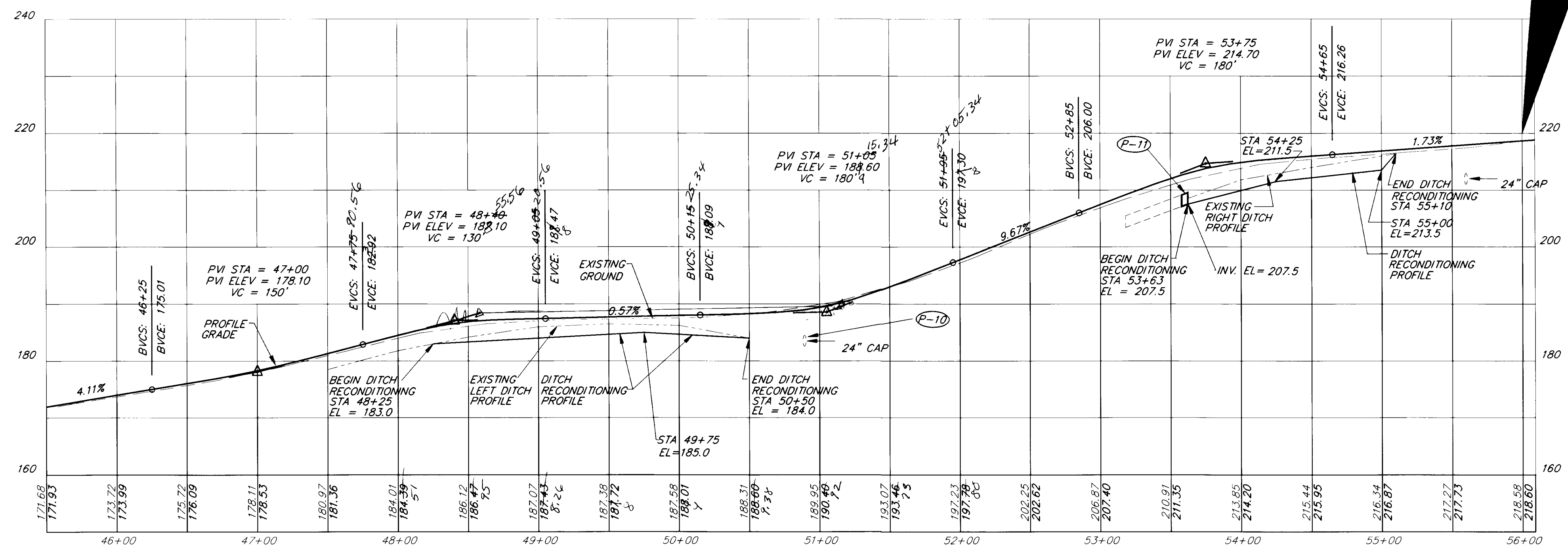
PATH:	DATE:	DESCRIPTION OF CHANGE:
P: \JNU\71640\DR\ -P3400 < PLOT.PCP(40) OR PLOT.PCP(80) >		
BY:		

RECORD OF REVISIONS



END PROJECT
STA. 56+00.00
MATCH EXISTING
 N 22,394.2700
 E 69,45.2613

END PROJECT
STA. 56+00.00
MATCH EXISTING



As Built
 B.A. 1-30-96

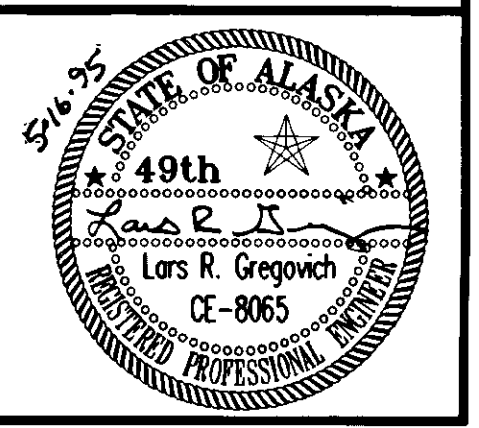
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

JUNEAU ALASKA
MONTANA CREEK ROAD
RECONSTRUCTION
 STP-0964 (1) ~ PROJECT NO. 71640
STA. 45+50 TO E.O.P. STA. 56+00
 PLAN & PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

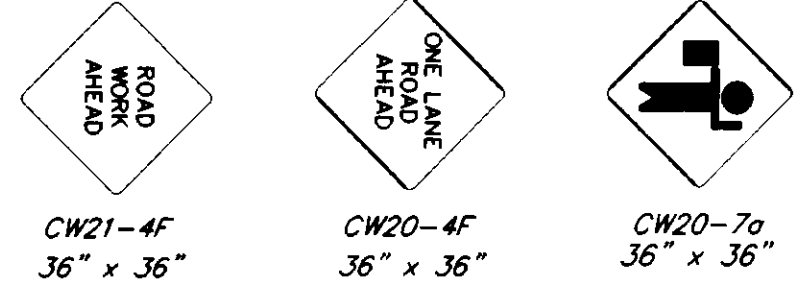
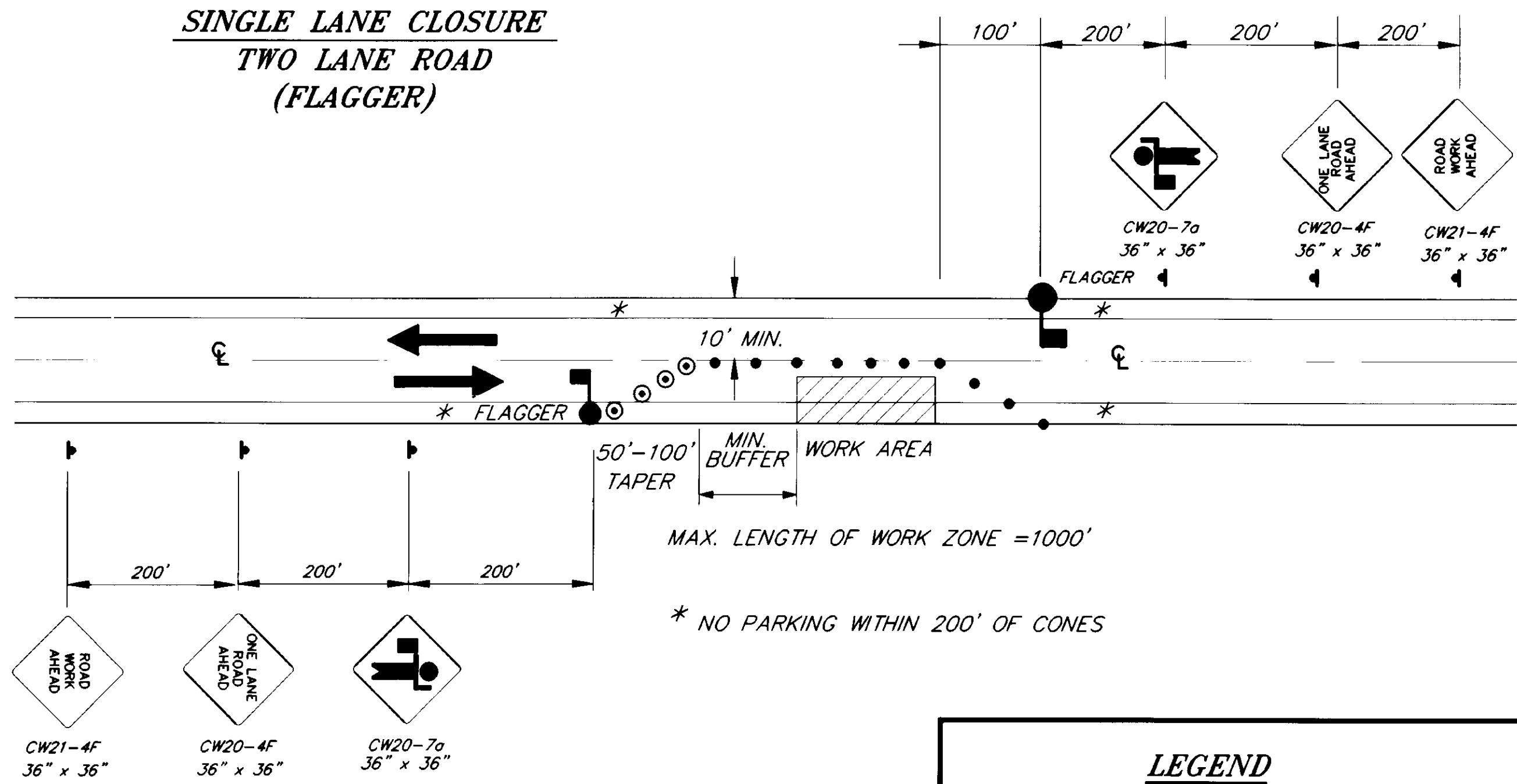
DESIGNED BY: L.R. GREGOVICH	PROJECT NO. 71640
DRAWN BY: K. SNYDER	DATE: MAY, 1995
CHECKED BY: A.J. STEININGER	SHEET 8 OF 17



TRAFFIC CONTROL NOTES

1. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
3. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
4. THE MAXIMUM LENGTH OF A ONE LANE, TWO-WAY WORK AREA SHALL BE 2500 FT. THE MINIMUM SEPARATION BETWEEN ONE LANE WORK AREAS SHALL BE 2000 FT.
5. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
6. A SINGLE FLAGGER MAY BE APPROVED BY THE ENGINEER IF THE ENTIRE WORK AREA IS VISIBLE FROM THE FLAGGER STATION.
7. CHANNELIZATION DEVICES IF USED AT NIGHT SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.
8. DRIVEWAYS MAY BE CLOSED DURING ACTUAL WORK ON A GIVEN DRIVEWAY, PROVIDED THAT THE CLOSURE DOES NOT EXCEED 8 HOURS AND THE AFFECTED RESIDENTS HAVE BEEN GIVEN 24 HOURS NOTICE OF THE CLOSURE.
9. THE SINGLE LANE CLOSURE WITH FLAGGER DETAIL SHALL BE USED WHEN MOTORIST STOPPED AT THE BEGINNING OF THE LANE CLOSURE TAPER CANNOT SEE APPROACHING MOTORISTS 250 FT BEYOND THE END OF THE TAPER ON THE FAR EDGE OF THE WORK ZONE. THE SINGLE LANE CLOSURE WITH YIELD SIGN MAY BE USED ELSEWHERE.
10. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONFIGURATIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE PORTIONS OF DETAILS ON THESE SHEETS.

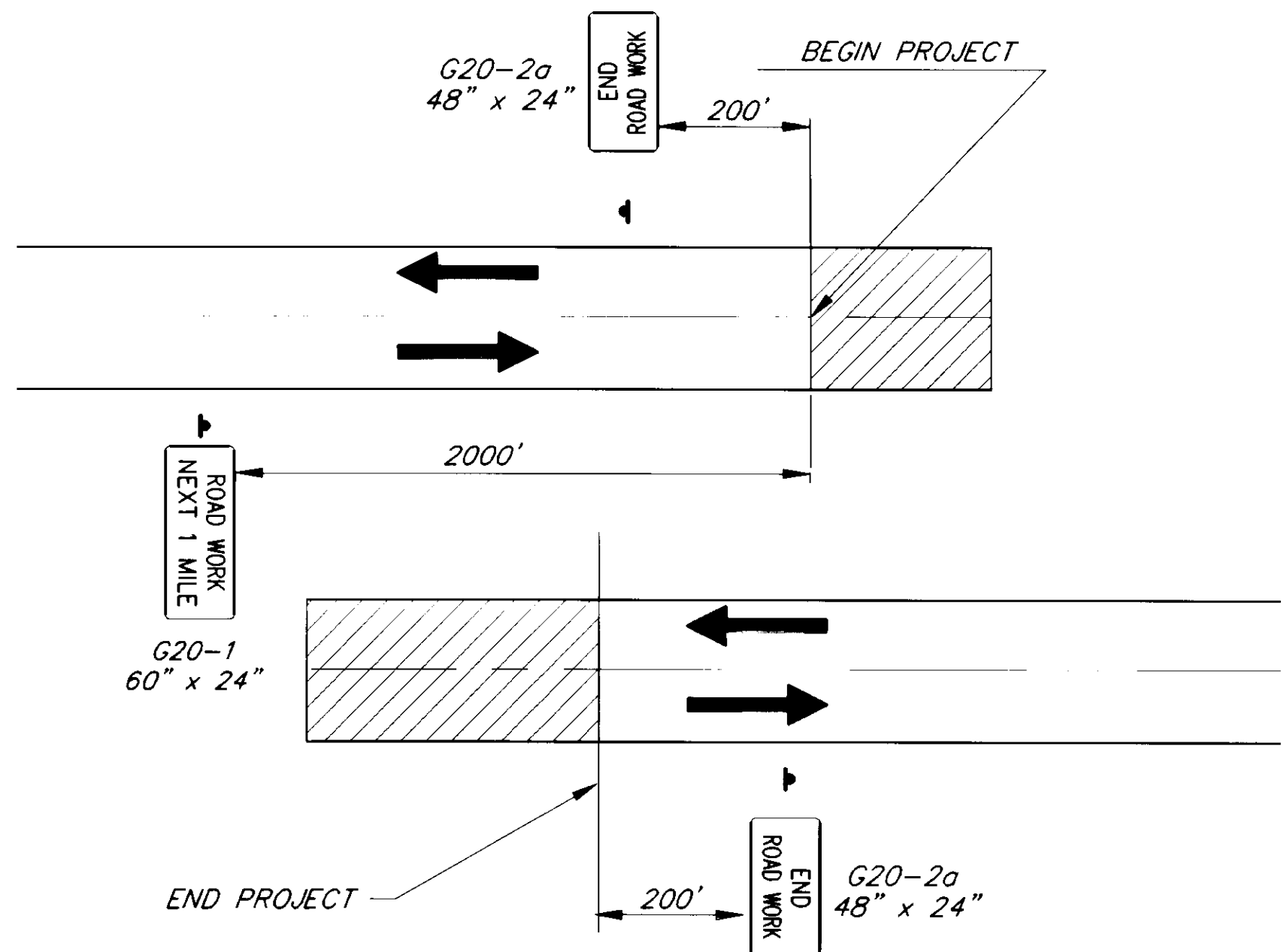
**SINGLE LANE CLOSURE
TWO LANE ROAD
(FLAGGER)**



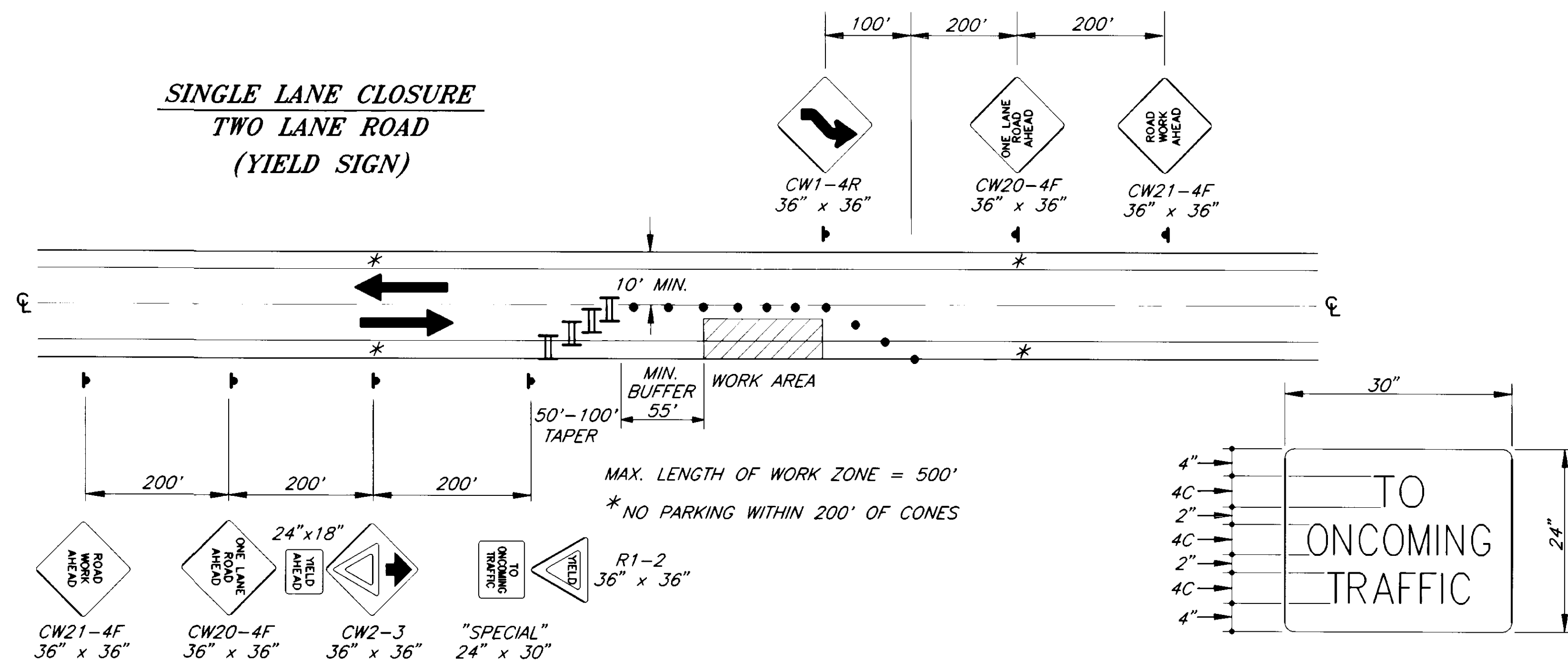
LEGEND

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

PERMANENT CONSTRUCTION SIGNING



**SINGLE LANE CLOSURE
TWO LANE ROAD
(YIELD SIGN)**



SPECIAL SIGN DETAIL

As-Built
B.A. 1-31-96

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

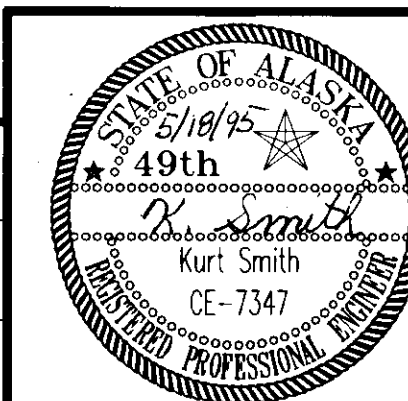
JUNEAU

MONTANA CREEK ROAD
RECONSTRUCTION
STP-0964 (1) ~ PROJECT NO. 71640
TRAFFIC CONTROL PLAN

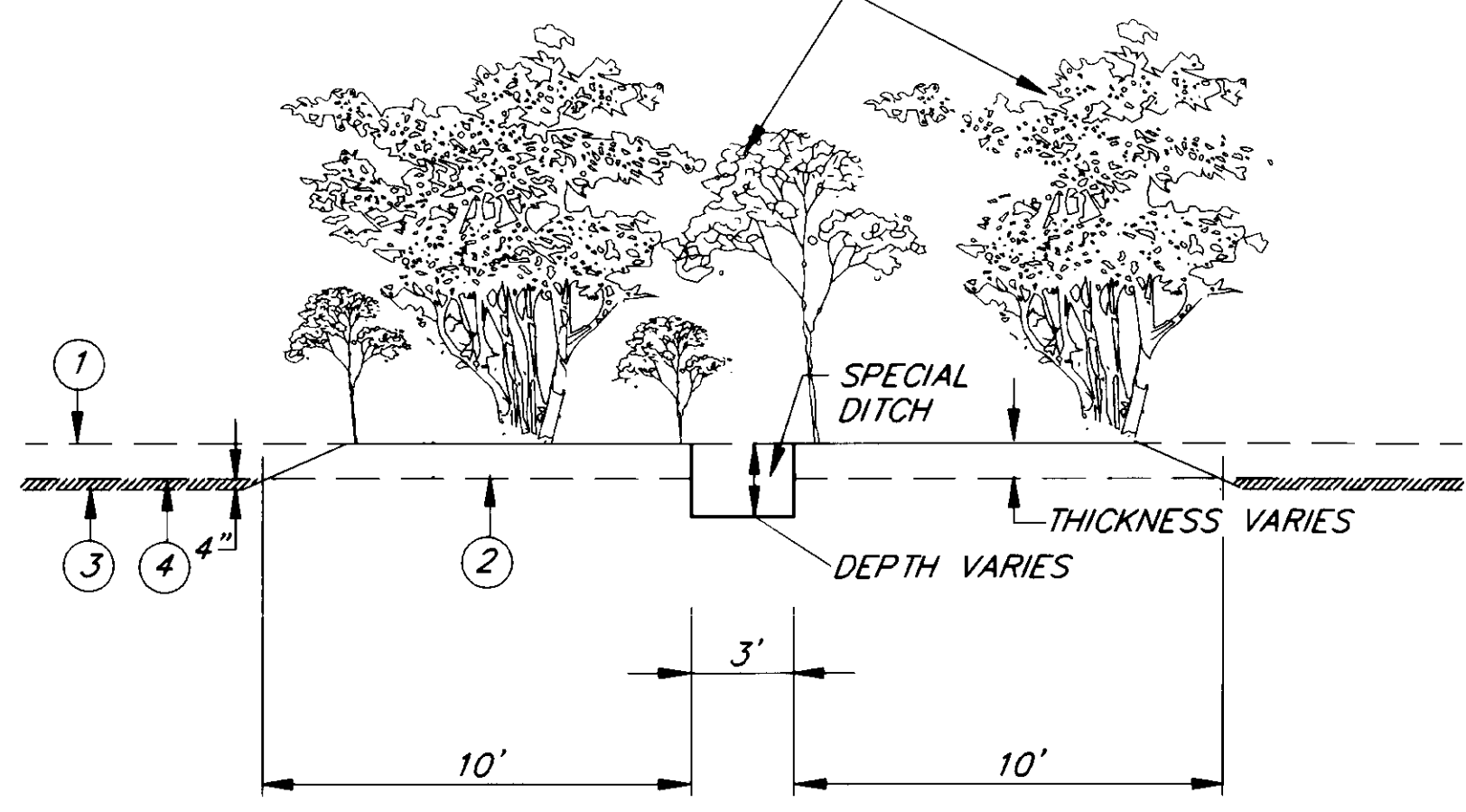
ALASKA

DESIGNED BY:
K. MATTSON
DRAWN BY:
AUTOCAD
CHECKED BY:
K. SMITH

PROJECT NO.
71640
DATE:
MAY, 1995
SHEET **9** OF **17**



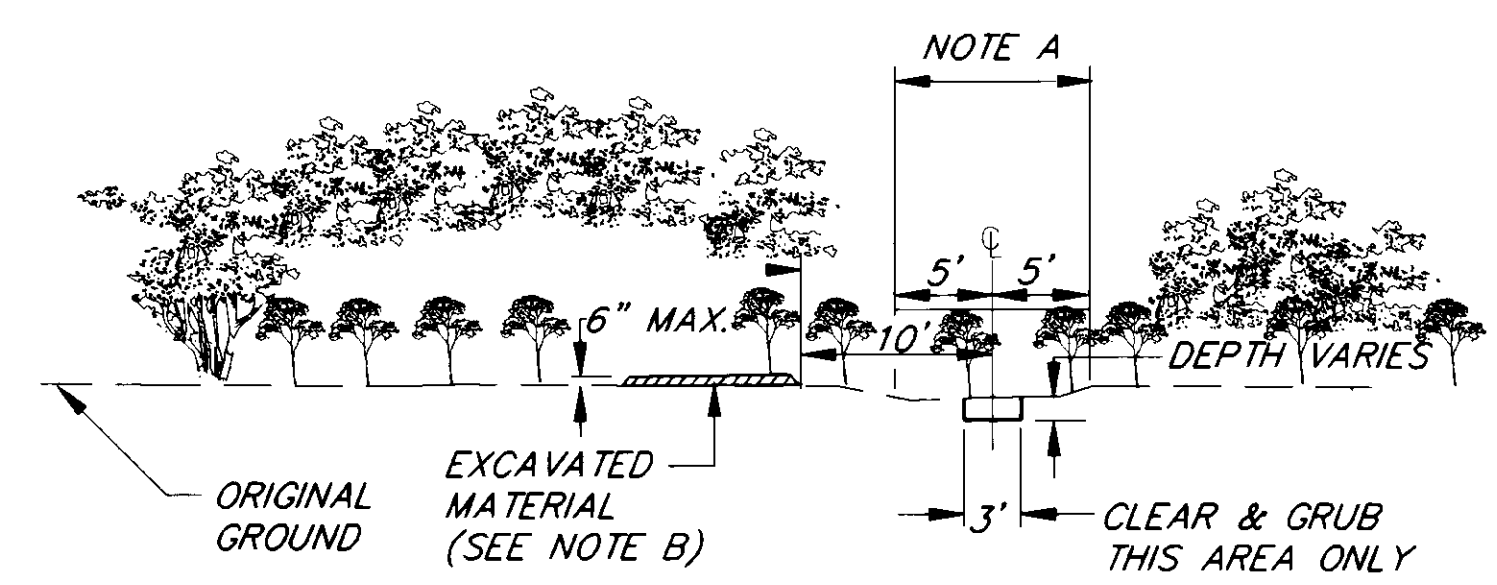
EXISTING ALDERS, WILLOWS & BRUSH TO REMAIN ON BANKS. IF NONE ARE PRESENT, TRANSPLANT FROM OTHER AREAS WHERE ROAD WASHOUT MATERIAL IS TO BE REMOVED.



- ① ORIGINAL GROUND—TOP OF ROAD WASHOUT MATERIAL.
- ② ORIGINAL WETLANDS ELEVATION (PRIOR TO ROAD WASHOUT).
- ③ LIMITS OF EXCAVATION.
- ④ 4" SILT MATERIAL AND/OR ORGANIC MATERIAL (FROM DITCH CLEANING OR UNCLASSIFIED EXCAVATION).

**SECTION A-A
SPECIAL DITCH SECTION**

FROM OUTLET OF (P-9) TO A POINT 50' DOWNSTREAM



**SECTION B-B
SPECIAL DITCH SECTION**

FROM 50' DOWNSTREAM OF (P-9) OUTLET TO END OF SPECIAL DITCH

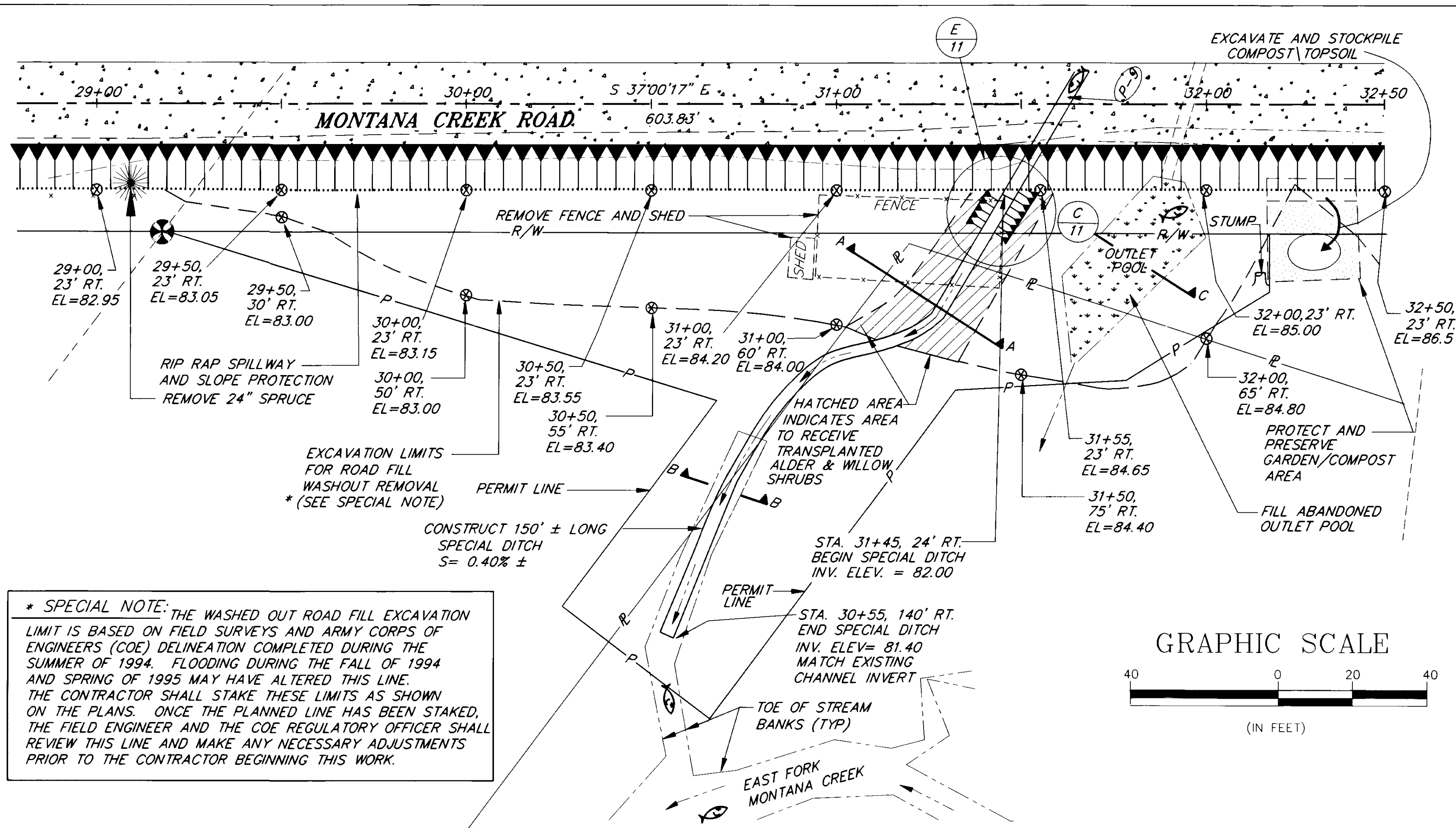
NOTE A: SPECIAL DITCH NOTES

THE OPERATION OF EXCAVATION EQUIPMENT IS RESTRICTED TO A 10' WIDE AREA CENTERED ON THE NEW SPECIAL DITCH. TIMBER MATS SHALL BE USED FOR ACCESS ON TO WETLANDS IN THE AREA THAT SECTION B-B APPLIES. TIMBER MATS SHALL BE LAMINATED OR THRU-BOLTED DECKS, 10' WIDE (MAX) 15' LONG (MIN) AND 8" THICK (MIN). AT LEAST TWO MATS SHALL BE USED. NO CLEARING OR GRUBBING WILL BE PERMITTED OUTSIDE OF THE 3' WIDE SPECIAL DITCH SLOPE LIMITS. FLATTENING OF EXISTING VEGETATION (SMALL TREES AND SHRUBS) IS EXPECTED WHEN USING THE TIMBER MATS. MINOR ALIGNMENT CHANGES MAY BE NECESSARY TO MINIMIZE DAMAGE TO EXISTING VEGETATION. THE MAXIMUM SIZE OF EXCAVATOR USED IN THIS AREA SHALL BE A HITACHI EX100 OR EQUIVALENT.

NOTE B:

EXCAVATED MATERIAL FROM THE CONSTRUCTION OF THE SPECIAL DITCH FROM A POINT STARTING 75' BELOW THE OUTLET OF CULVERT P-9 TO THE END OF THE SPECIAL DITCH SHALL BE DEPOSITED ON THE NORTH SIDE A MINIMUM OF 10'. THE MATERIAL SHALL BE SPREAD OUT TO A THICKNESS NOT EXCEEDING 6" IN DEPTH. HAND SHOVELING OR RAKING MAY BE REQUIRED TO PREVENT DAMAGE TO EXISTING VEGETATION. THE EXCAVATOR WILL NOT BE ALLOWED TO SPREAD OUT THE MATERIAL IF, IN THE OPINION OF THE FIELD ENGINEER, IT IS CAUSING EXCESSIVE DAMAGE TO EXISTING VEGETATION. SITKA SPRUCE TREES (18" TO 30" IN HEIGHT) SHALL BE PLANTED ON TOP OF THE EXCAVATED MATERIAL.

ADDITIONAL TOE OF RIPRAP ELEV. POINT
28+50, 23' RT. EL=82.70



* SPECIAL NOTE: THE WASHED OUT ROAD FILL EXCAVATION LIMIT IS BASED ON FIELD SURVEYS AND ARMY CORPS OF ENGINEERS (COE) DELINEATION COMPLETED DURING THE SUMMER OF 1994. FLOODING DURING THE FALL OF 1994 AND SPRING OF 1995 MAY HAVE ALTERED THIS LINE. THE CONTRACTOR SHALL STAKE THESE LIMITS AS SHOWN ON THE PLANS. ONCE THE PLANNED LINE HAS BEEN STAKED, THE FIELD ENGINEER AND THE COE REGULATORY OFFICER SHALL REVIEW THIS LINE AND MAKE ANY NECESSARY ADJUSTMENTS PRIOR TO THE CONTRACTOR BEGINNING THIS WORK.

DETAIL PLAN

GENERAL NOTES

1. FISH SHALL BE TRAPPED OR FENCED OUT OF WORK AREAS TWO DAYS PRIOR TO BEGINNING WORK OPERATIONS IN A DESIGNATED FISH STREAM. FISH TRAPPING AND FISH EXCLUSION FENCING INSTALLATION WILL BE ACCOMPLISHED BY DOT/PF ENVIRONMENTAL PERSONNEL; CONTRACTOR SHALL NOTIFY 1 WEEK IN ADVANCE OF SCHEDULED WORK.
2. CULVERT INSTALLATION WORK AREAS SHALL BE DEWATERED. TURBID WATER FROM PIPE INSTALLATION AREAS MAY BE PUMPED TO A LOW AREA THAT DRAINS ACROSS A VEGETATED SURFACE TO A NATURAL DRAINAGE AREA. OUTLET FROM PUMP TO BE LOCATED NO CLOSER THAN 50 FEET FROM FISH STREAM.
3. DITCH RECONDITIONING BETWEEN STA. 24+35 AND 35+50 LT. WILL INVOLVE REGRADING AND REMOVAL OF MATERIAL FROM THE BOTTOM OF THE DITCH TO IMPROVE FLOW BUT NOT CHANGE THE EXISTING MEANDER OF THE DITCH LINE UNLESS INDICATED OTHERWISE. SEE SHEET 6, 13 & 16 FOR RECONDITIONING DETAILS IN THIS AREA.
4. ANY QUESTIONS REGARDING ENVIRONMENTAL MITIGATION WORK OR ADF&G AND C.O.E. PERMITS SHALL BE REFERRED TO THE ENVIRONMENTAL COORDINATOR, MR. REUBEN YOST, AT 465-4524.

**FISH STREAM/WATERWAY AREAS
SUBJECT TO ADF&G & COE PERMIT**

SYMBOL IS USED ON PLANS TO DENOTE THESE AREAS.

CULVERTS: STA. 23+00 P-3 P-4 P-5 P-6
STA. 24+40 P-7 P-8
STA. 31+65 P-9
STA. 31+90 36" CMP TO BE REMOVED

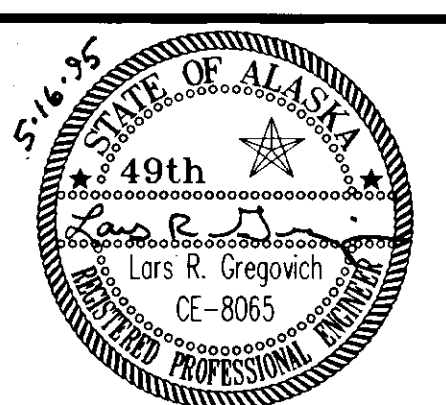
DITCHES AND STREAMS:
24+35 TO 36+00 LT.
30+55 TO 41+45 RT. - SPECIAL DITCH
31+60 TO 32+00 RT. - OUTLET POOL

PATH:	DATE:	DESCRIPTION OF CHANGE:
P:\JNU\71640\ENVIRO < PLOT.F.PCP(20) OR PLOT.H.PCP(40) >		
BY:		

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

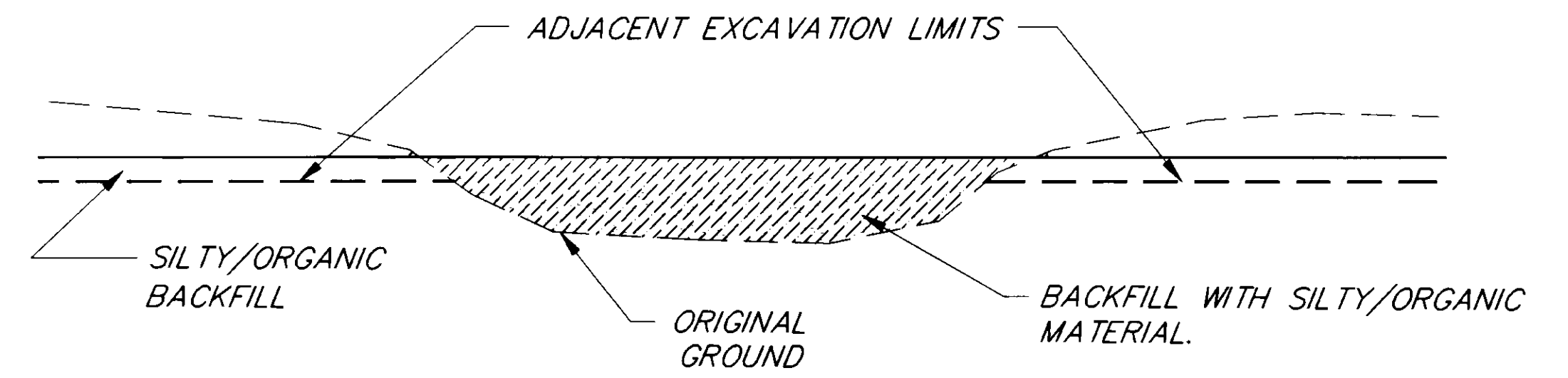
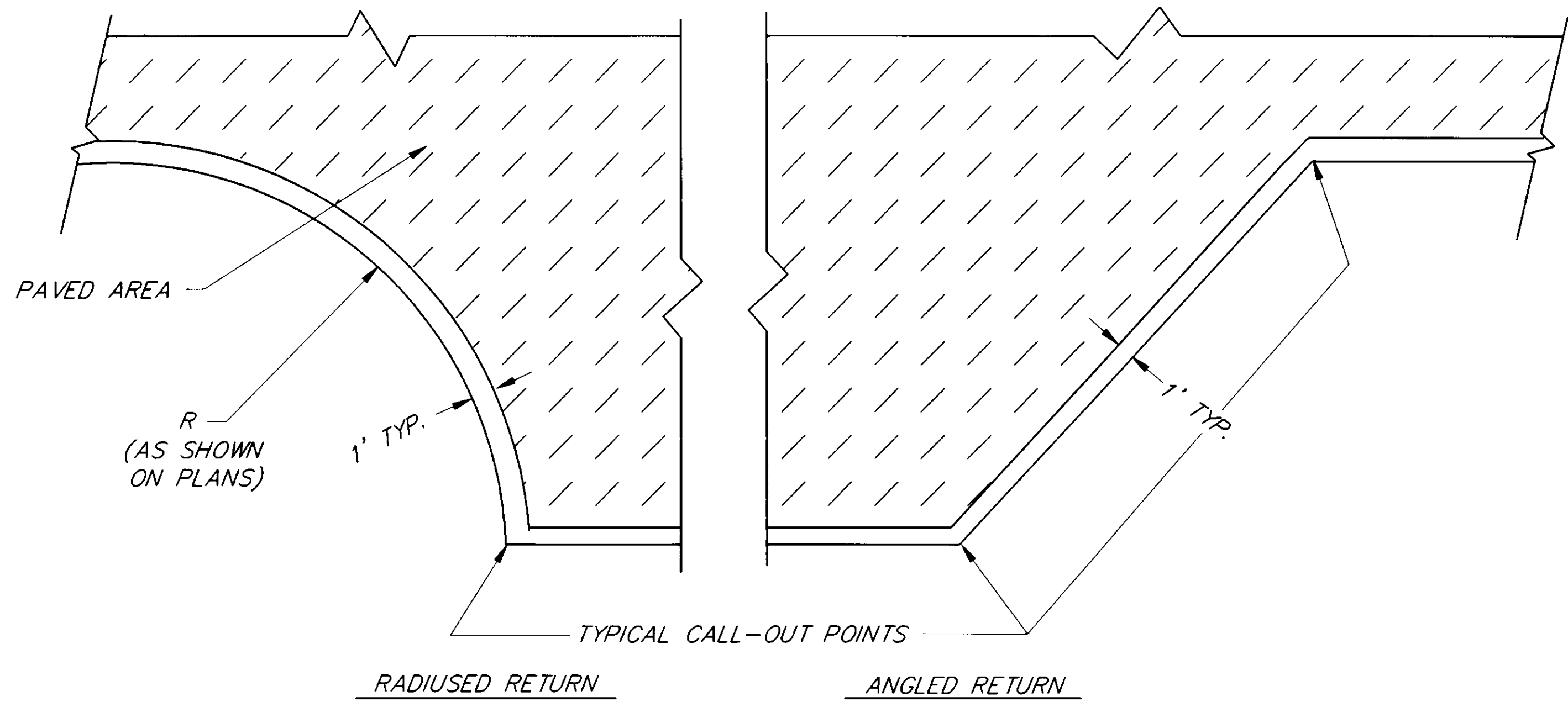
JUNEAU
MONTANA CREEK ROAD
RECONSTRUCTION
STP-0964 (1) ~ PROJECT NO. 71640
ALASKA
ENVIRONMENTAL MITIGATION PLAN

DESIGNED BY: L.R. GREGOVICH	PROJECT NO. 71640
DRAWN BY: K.KLEMMETSON	DATE: MAY, 1995
CHECKED BY: A.J. STEININGER	SHEET 10 OF 17



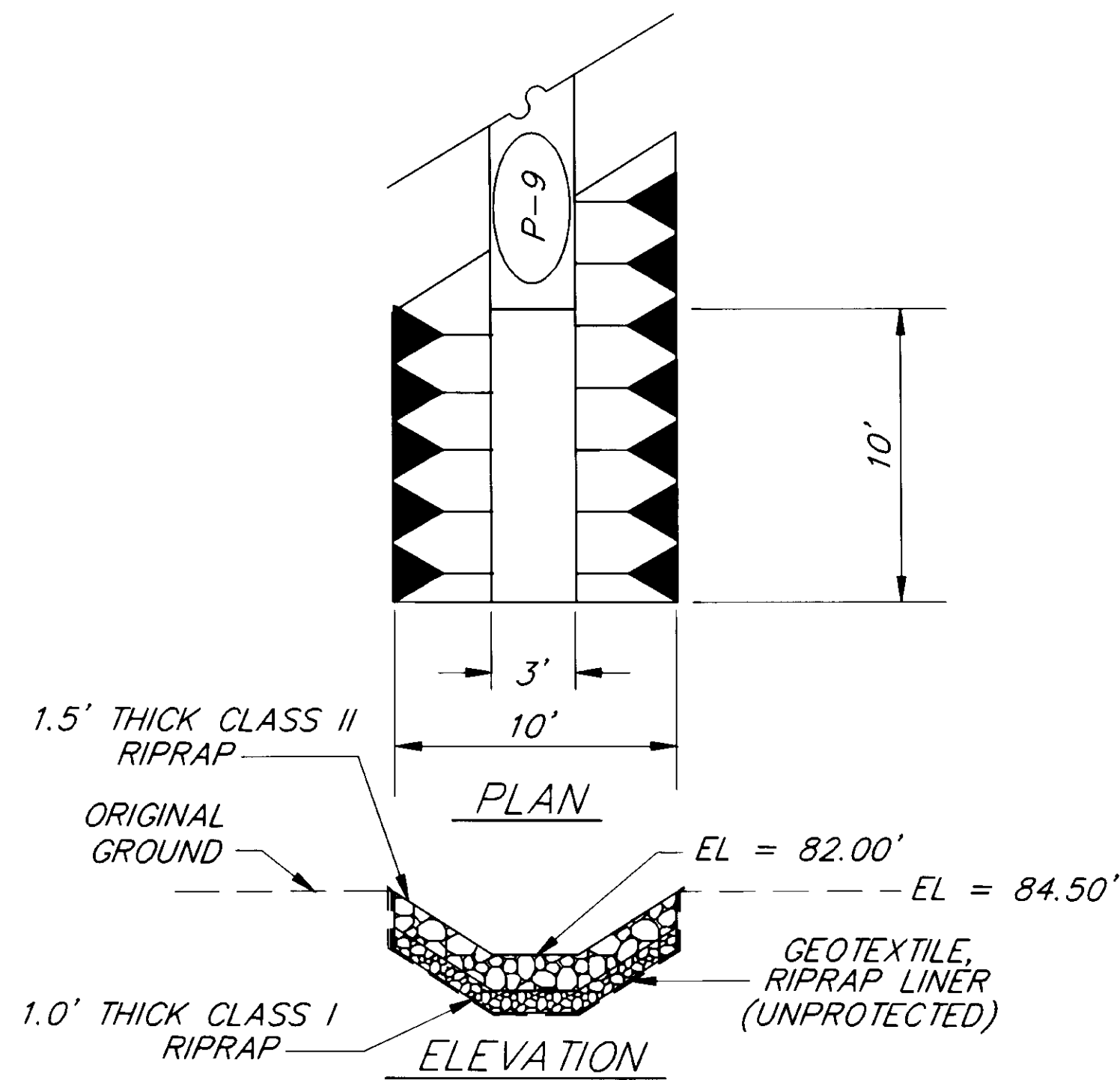
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

As-Built
BA- 2-2-96



C OUTLET POOL FILL DETAIL

B MISCELLANEOUS PAVING DETAILS



E RIPRAP OUTLET PROTECTION

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

As Built
B.A. 2-2-96

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

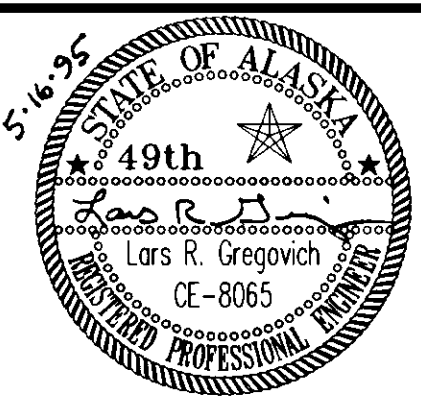
JUNEAU

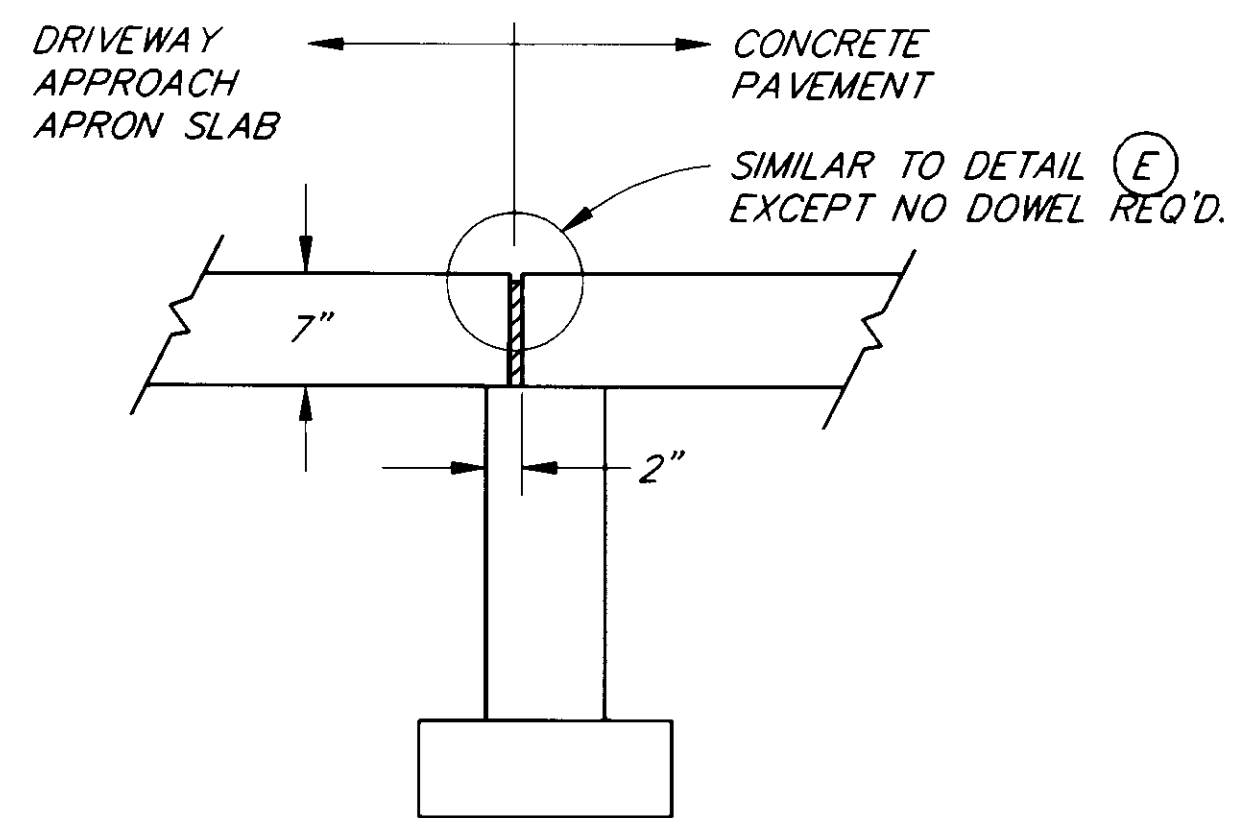
MONTANA CREEK ROAD
RECONSTRUCTION
STP-0964 (1) ~ PROJECT NO. 71640
MISCELLANEOUS DETAILS

ALASKA

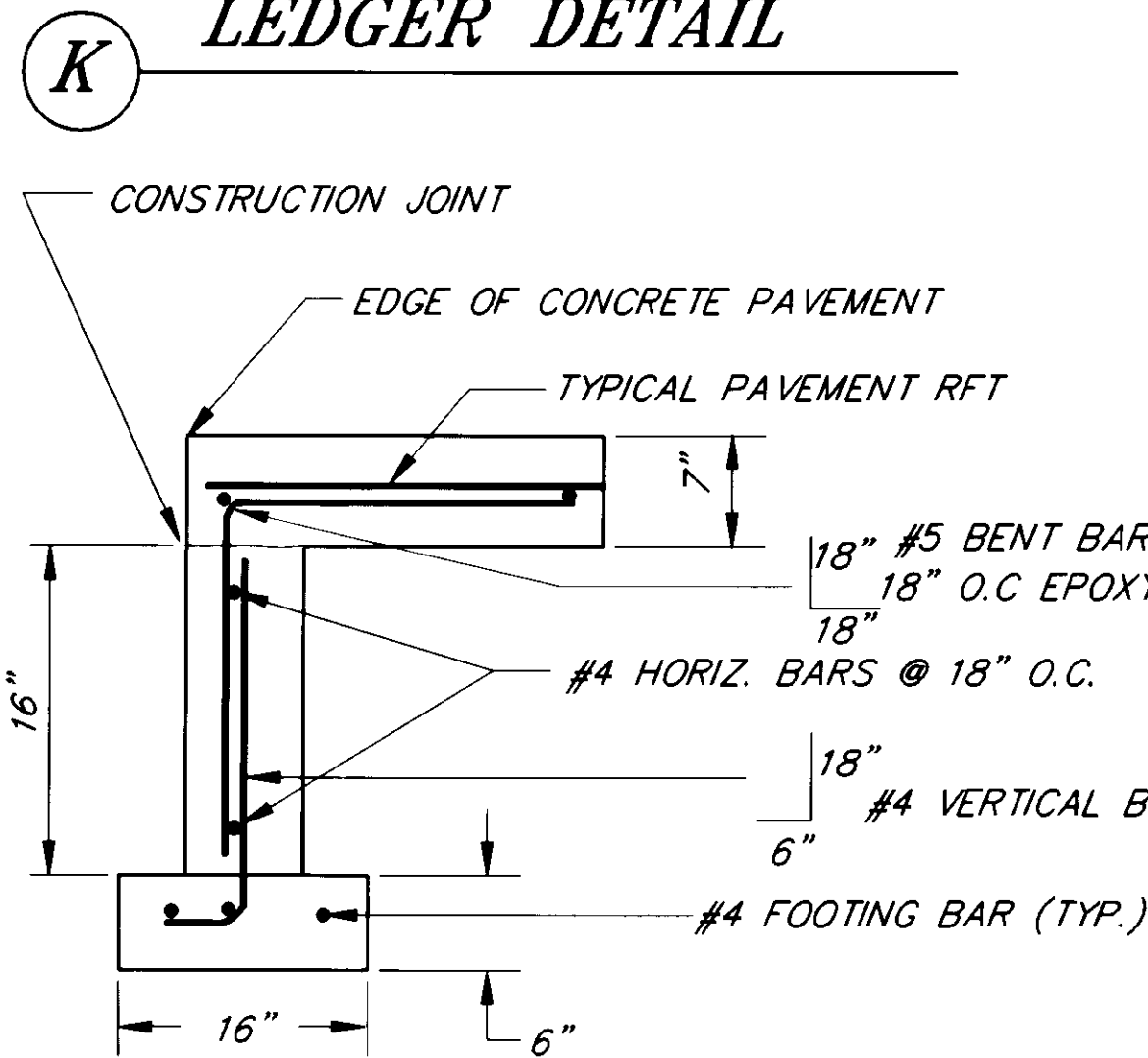
DESIGNED BY:
L.R. GREGOVICH
DRAWN BY:
B. ADAMS
CHECKED BY:
A.J. STEININGER

PROJECT NO.
71640
DATE:
MAY, 1995
SHEET 11 OF 17

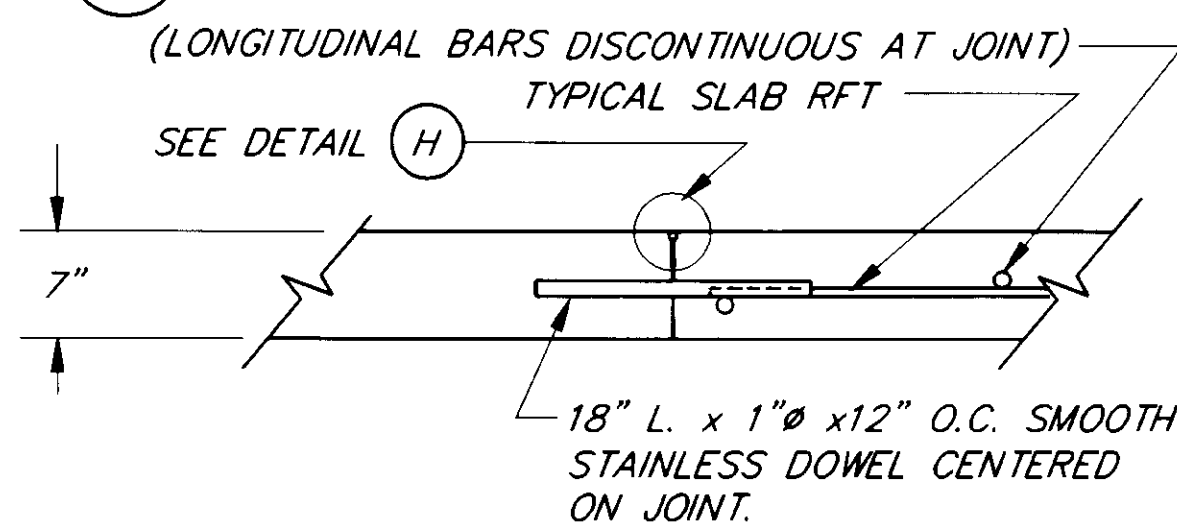




DRIVEWAY SLAB LEDGER DETAIL

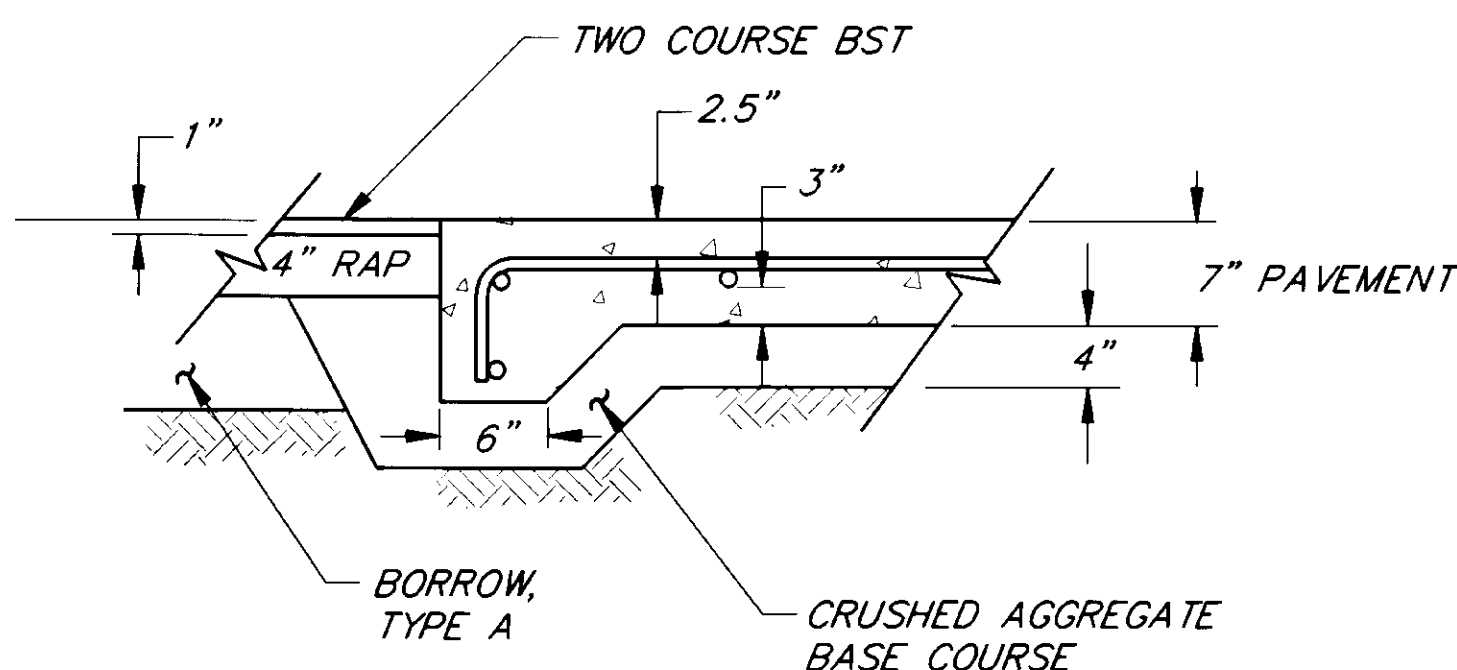


LEFT WALL DETAIL



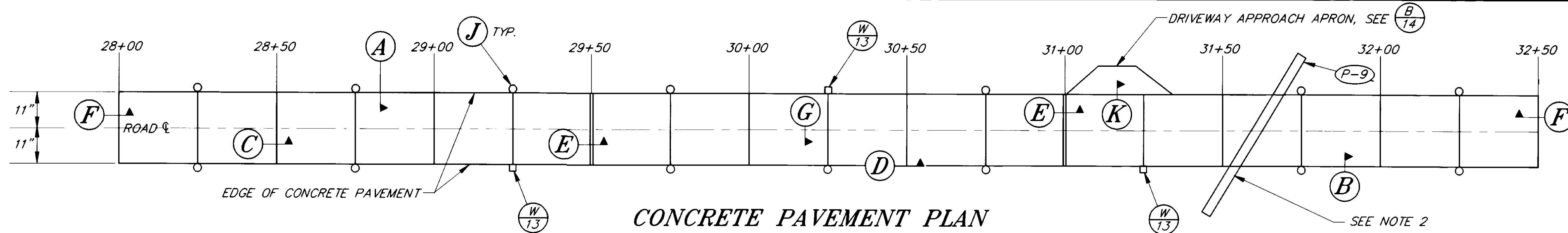
SLAB CONTRACTION JOINT

USE EVERY 25'

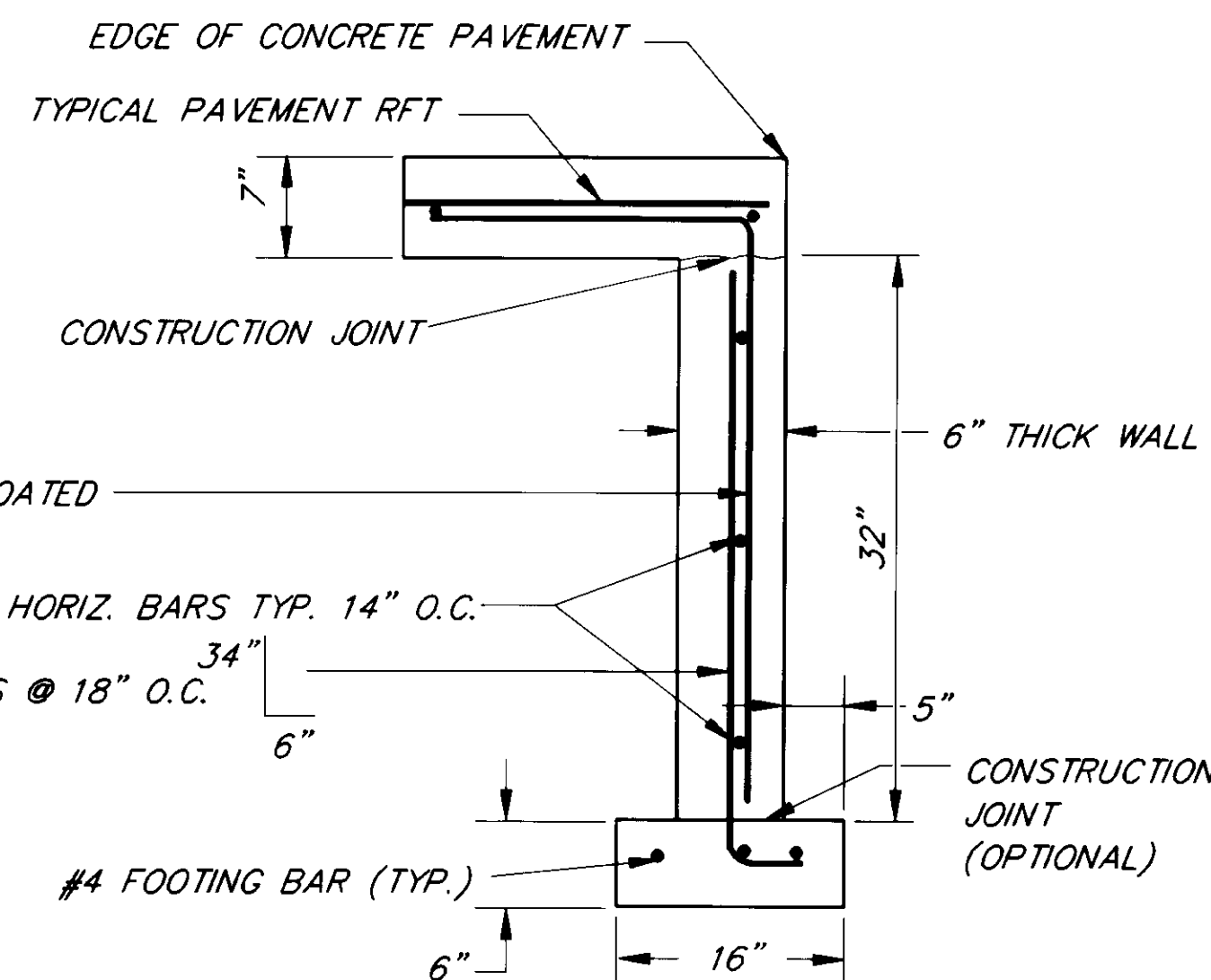


THICKENED EDGE

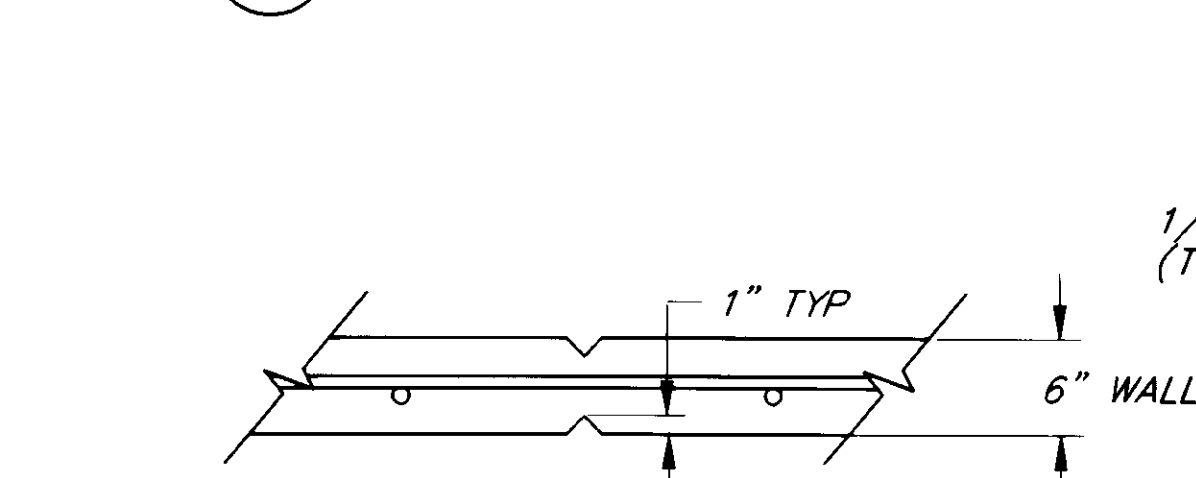
STA 28+00 & 32+50



CONCRETE PAVEMENT PLAN

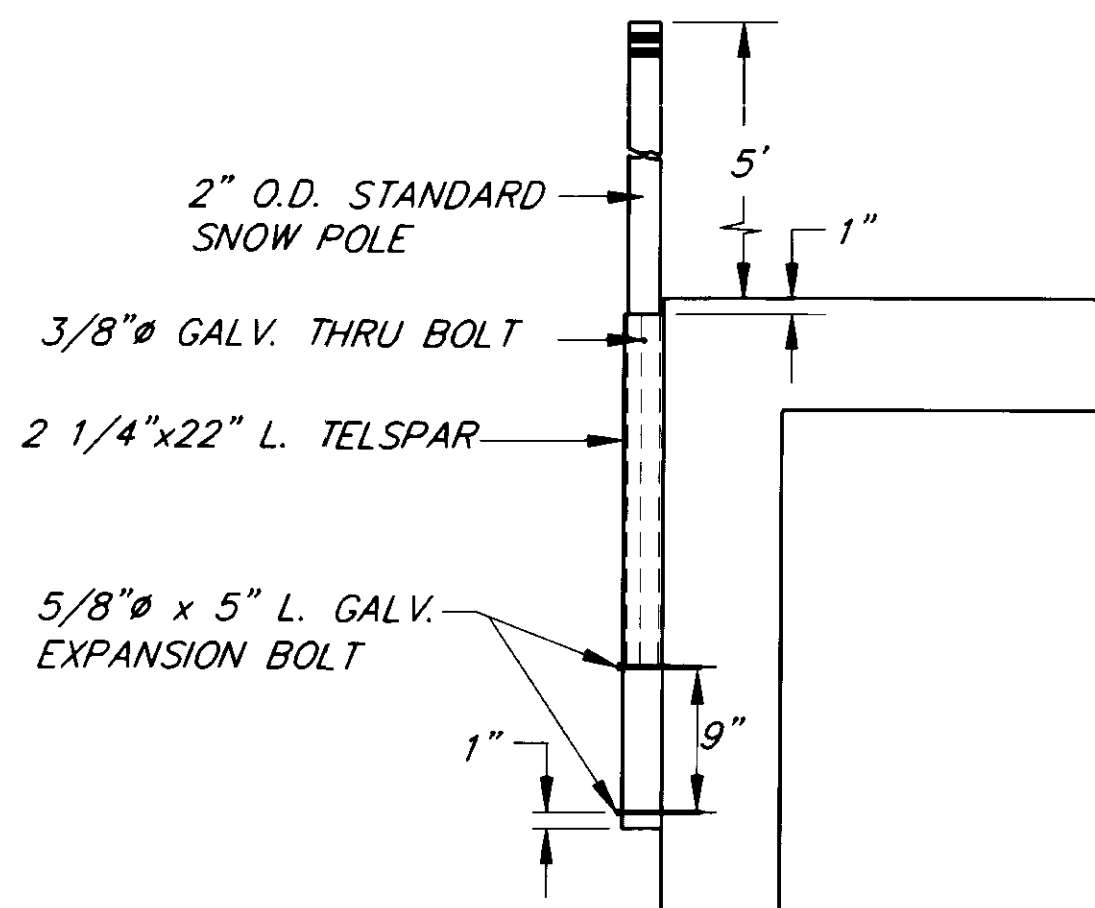


RIGHT WALL DETAIL

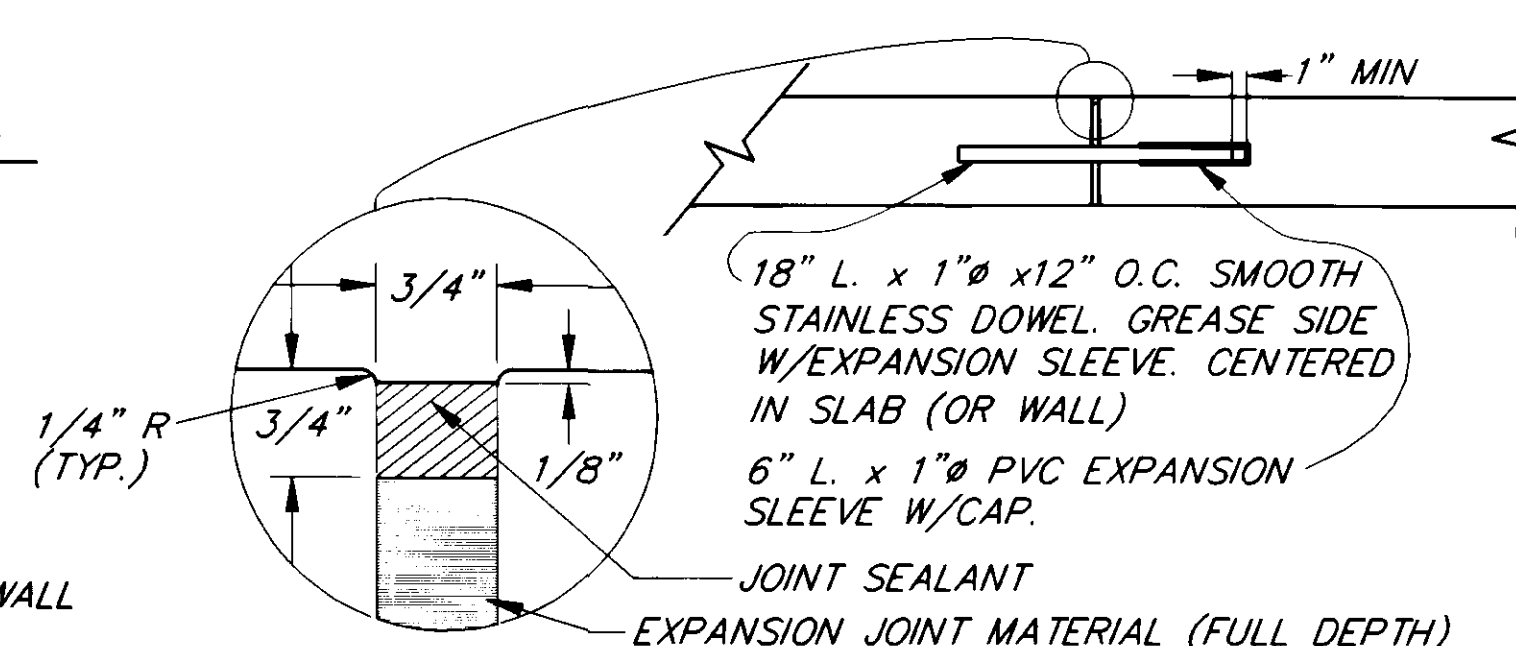


WALL CONTRACTION JOINT

USE EVERY 25' MATCH SLAB JOINTS



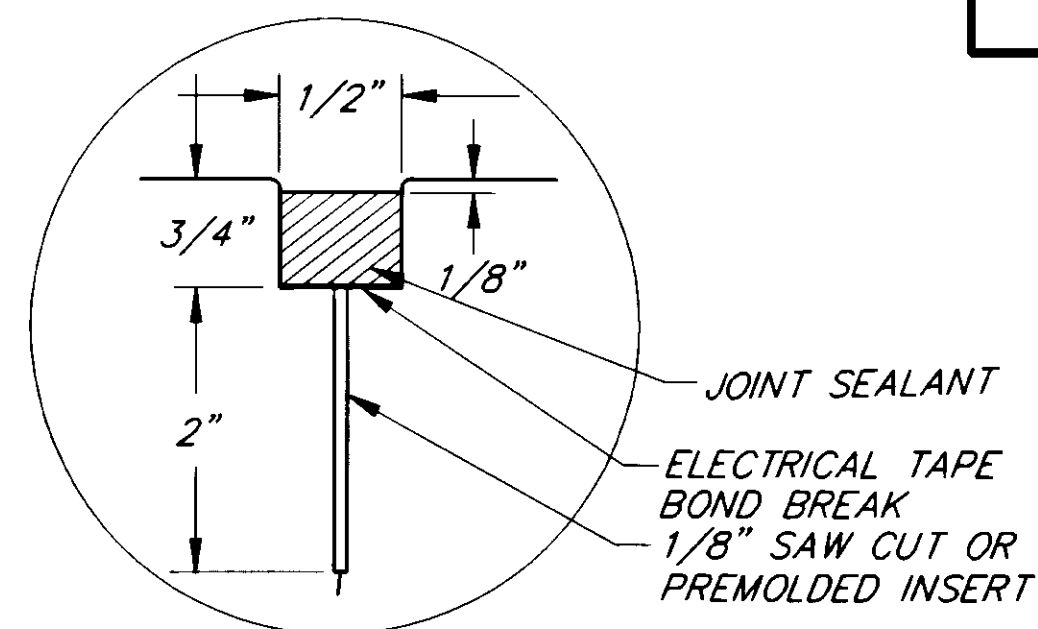
LANE EDGE DELINEATOR



WALL & SLAB EXPANSION JOINT

STA 29+50 & 31+00

NOTE: JOINT SEALANT NOT REQUIRED FOR WALL



JOINT DETAIL

NOTES:

- ALL EXPOSED HORIZONTAL CONCRETE PAVEMENT AND SLAB SURFACES SHALL RECEIVE A HEAVY BROOMED FINISH PERPENDICULAR TO TRAFFIC DIRECTION.
- CULVERT PIPE P-9 SHALL BE INSTALLED PRIOR TO WORK ON THE CONCRETE PAVEMENT FOOTINGS. WHERE PIPE P-9 INTERSECTS THE FOOTING AND WALL LINE, THE FOLLOWING CONDITIONS APPLY:
 - AT APPROXIMATELY STA 31+54, 11 FEET RT., THE TOP OF THE CULVERT PIPE WILL INTERSECT THE FOOTING GRADE AND THE LOWER PORTION OF THE 6" WALL. IN THIS LOCATION, THE FOOTING WILL BE DISCONTINUOUS. THE WALL SHALL BE FORMED AND POURED AROUND THE OUTSIDE OF AND AGAINST THE CULVERT.
 - AT APPROXIMATELY STA 31+68, 11 FEET LT., THE TOP OF THE CULVERT PIPE WILL INTERSECT THE FOOTING GRADE IN THIS LOCATION, THE FOOTING WILL BE DISCONTINUOUS.
- ANY ADDITIONAL LABOR, EQUIPMENT AND/OR MATERIAL NECESSARY TO FORM AND POUR AROUND THIS CULVERT SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM NO. 501(1).
- ALL LAP SPLICES SHALL BE A MINIMUM OF 24 BAR DIAMETERS IN LENGTH.

REINFORCING SCHEDULE			
LOCATION	REINFORCEMENT	SPECIAL COATING	MINIMUM COVER
PAVEMENT	#5 18" O.C. EACH WAY	EPOXY COATED	2 1/2" TOP 3" BOTTOM
LEFT WALL	3 #4 FOOTING BARS		3" BOTTOM
	3 #4 HORIZ. BARS		2"
	6" X 34" VERT. BARS 18" O.C.		2"
RIGHT WALL	18" X 18" BENT BAR	EPOXY COATED	2"
	3 #4 FOOTING BARS		3" BOTTOM
	2 #4 HORIZ. BARS		2"
HEADWALLS	6" X 18" VERT. BARS 18" O.C.		2"
	18" X 18" BENT BAR	EPOXY COATED	2"

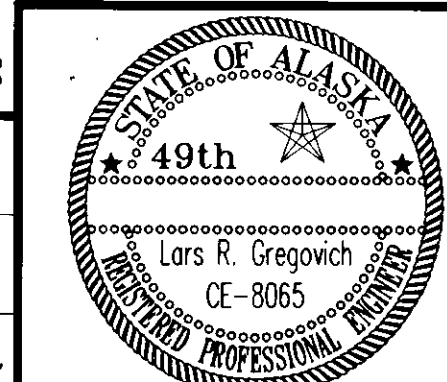
CONCRETE SCHEDULE		
LOCATION	TYPE	f'c
FOOTINGS	CLASS A	3,000 PSI
WALLS	CLASS A	3,000 PSI
PAVEMENT	CLASS A-A	4,000 PSI
HEADWALLS	CLASS A	3,000 PSI

PATH:	DATE:	DESCRIPTION OF CHANGE:
P:\JNU\71640\DR\SPDET4 < PLOT1.PCP(1) OR PLOT2.PCP(2)		

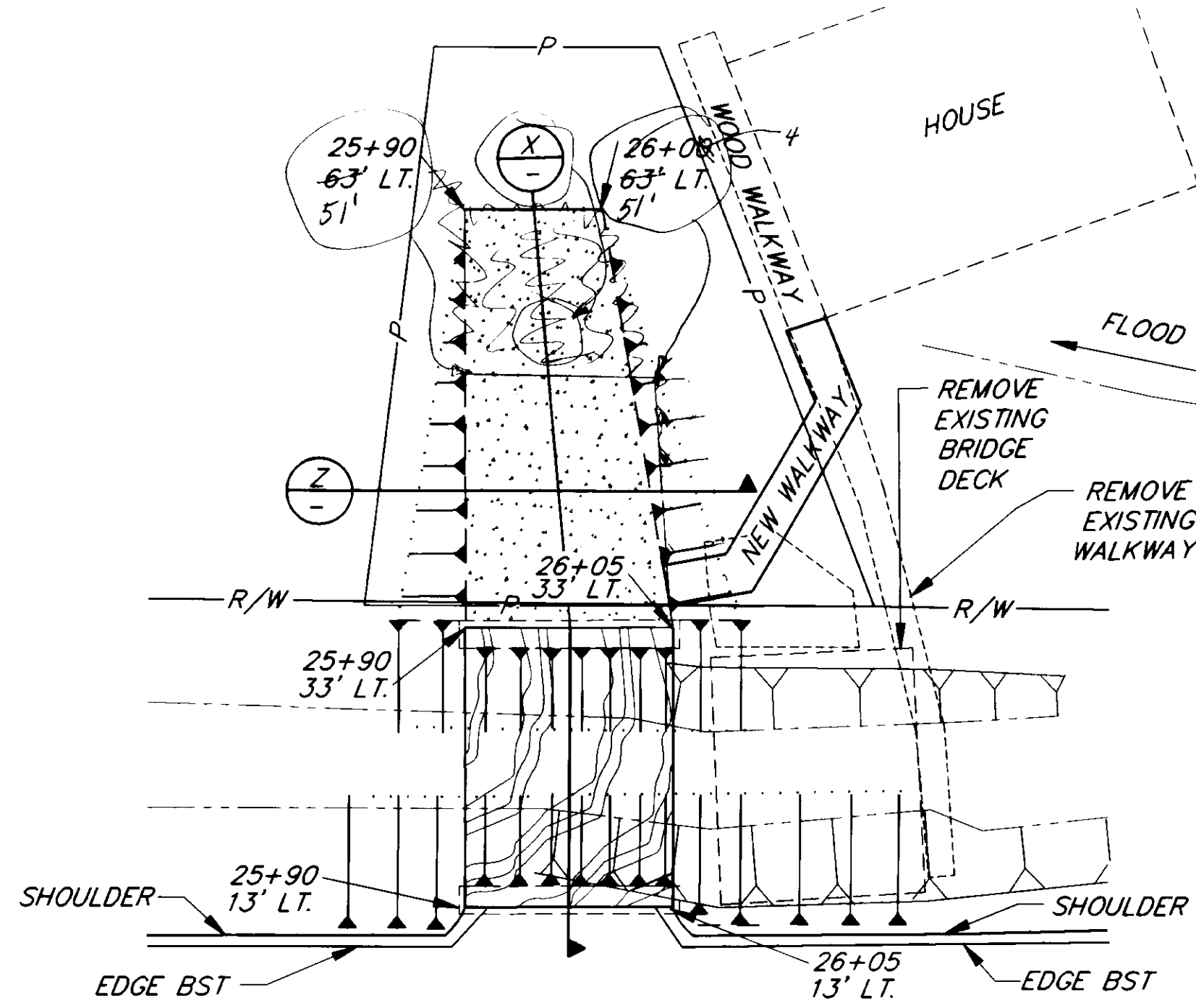
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
MONTANA CREEK ROAD RECONSTRUCTION
ALASKA
STP-0964 (1) ~ PROJECT NO. 71640
CONCRETE PAVEMENT DETAILS

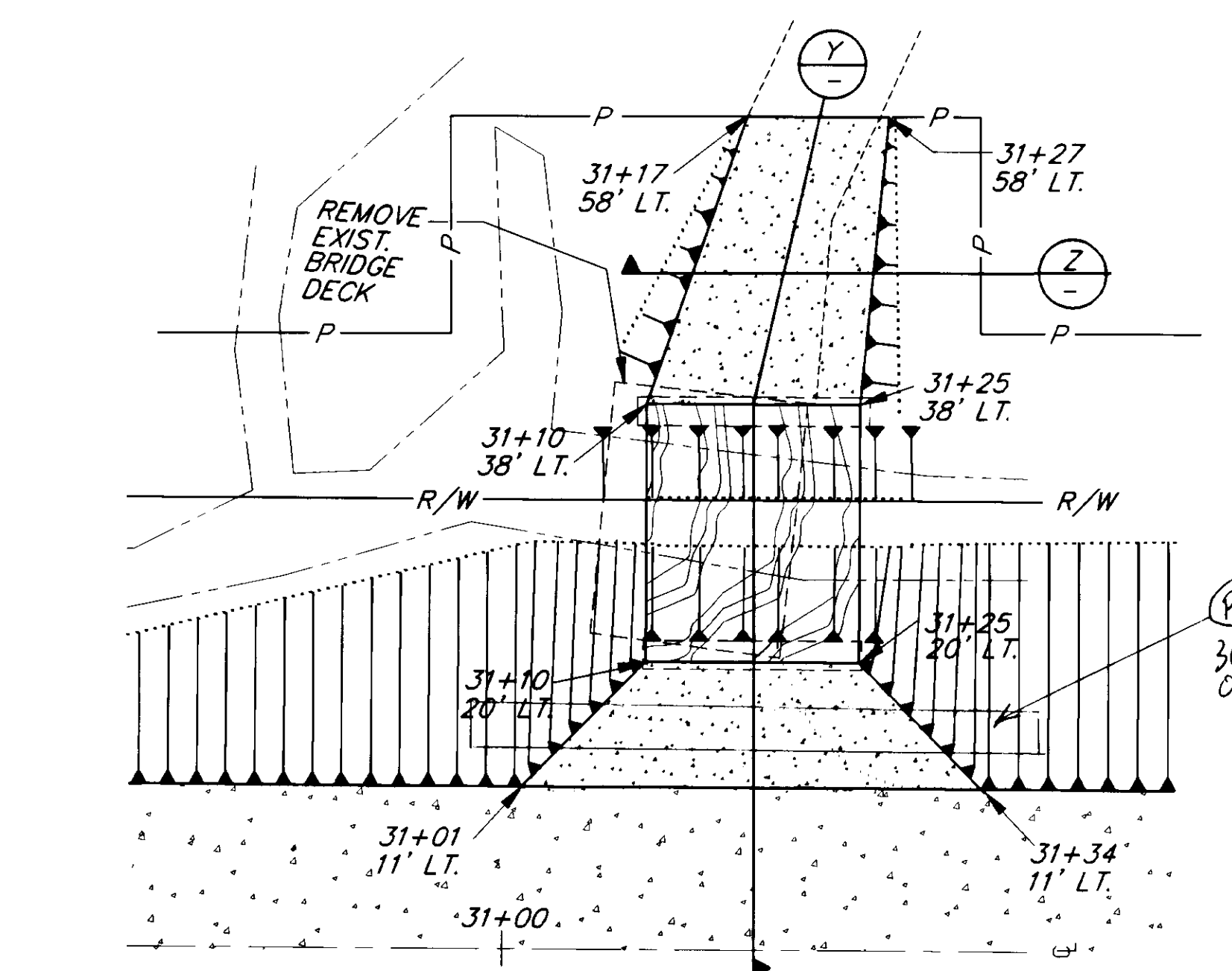
DESIGNED BY: L.R. GREGOVICH
DRAWN BY: AUTOCADD
CHECKED BY: A.J. STEININGER
PROJECT NO. 71640
DATE: MAY, 1995
SHEET 12 OF 17



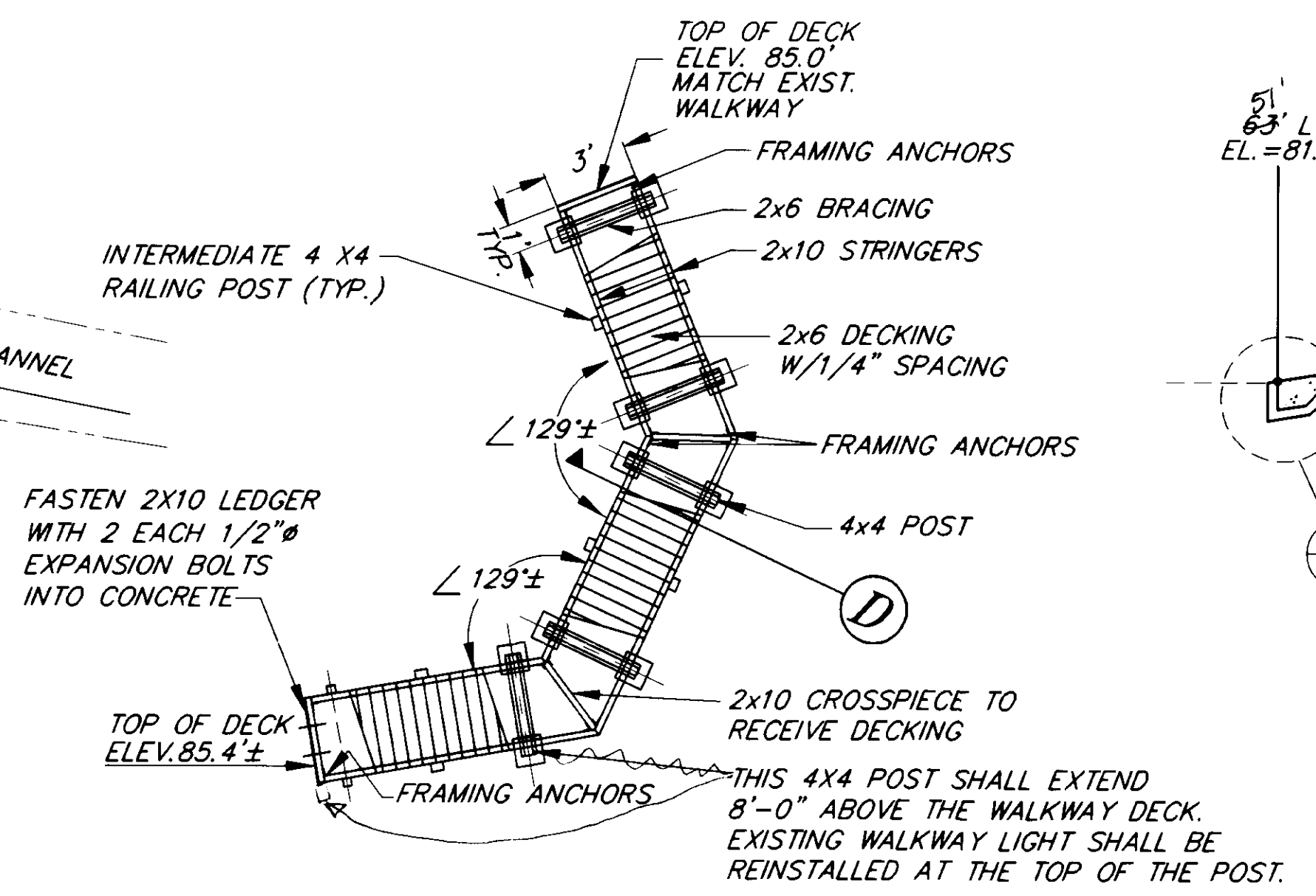
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS
H.S. Built -
B.A. 2-2-96



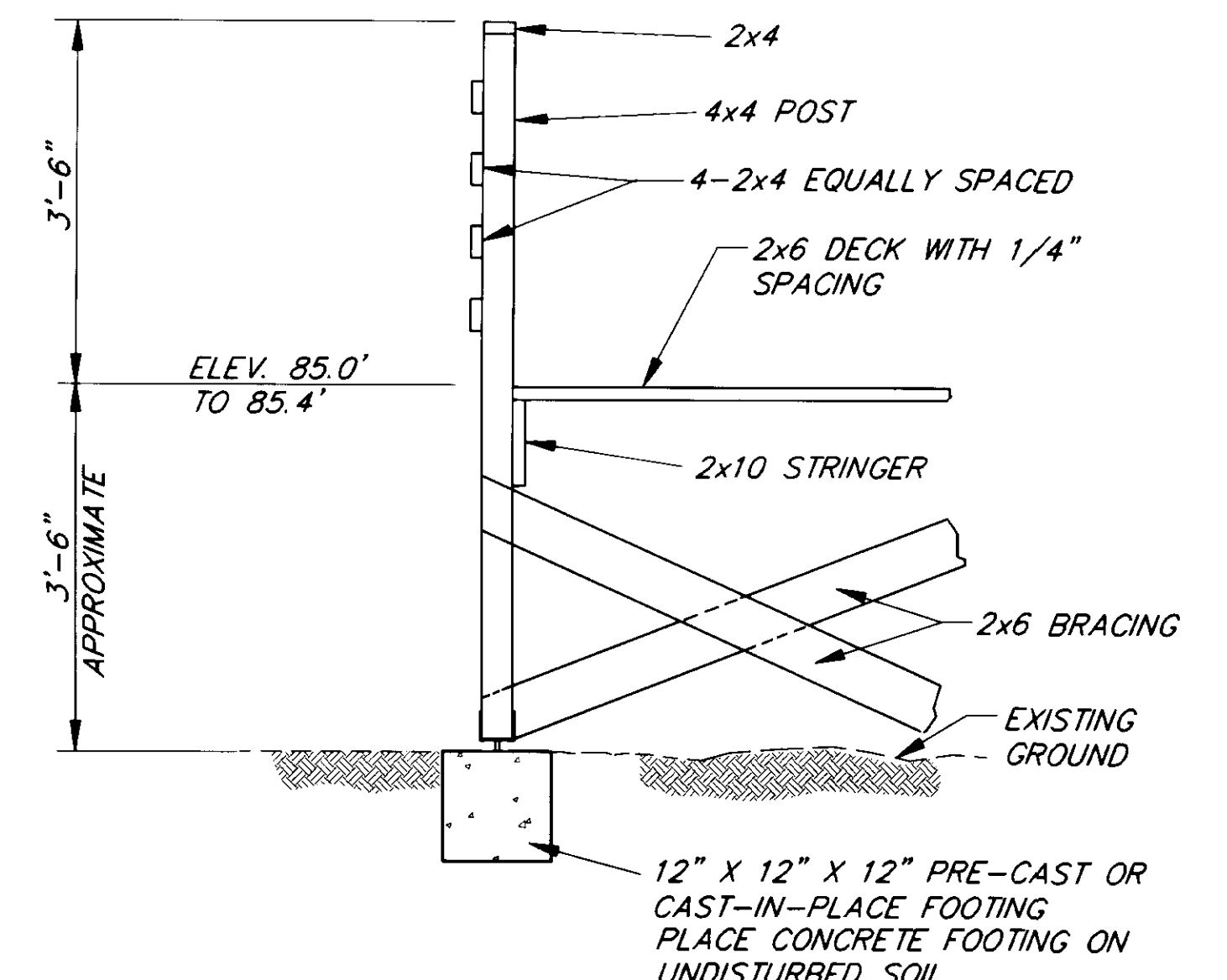
A DRIVEWAY PLAN DETAIL
 0 10 15 20 30 FEET
 GRAPHIC SCALE



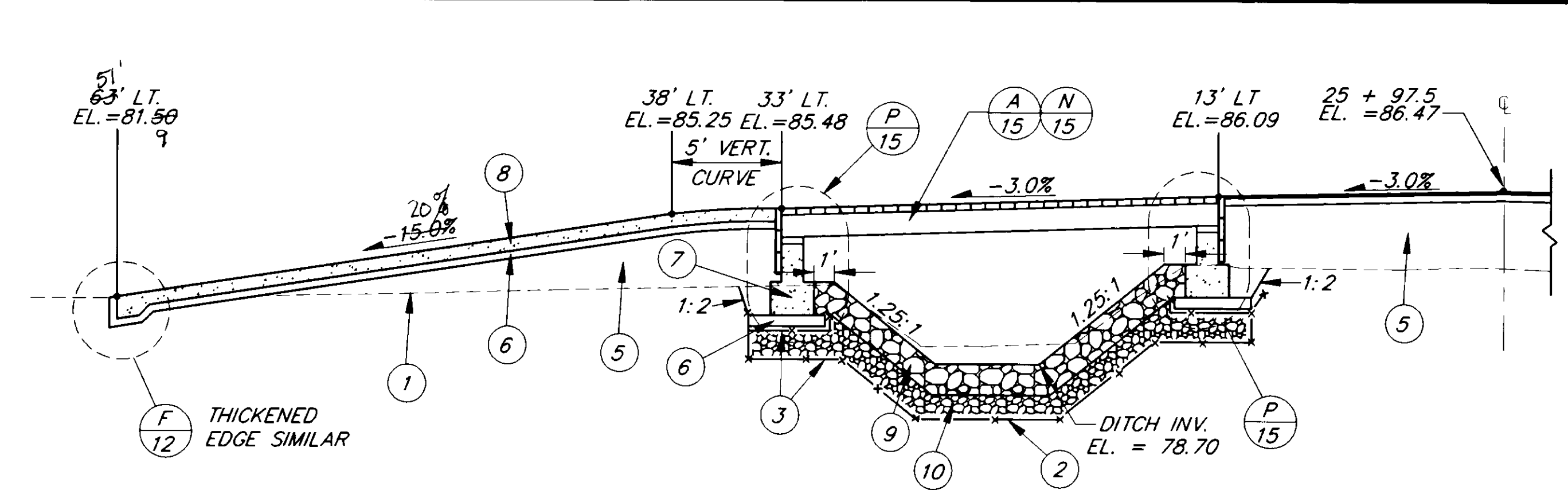
B DRIVEWAY PLAN DETAIL
 0 10 15 20 30 FEET
 GRAPHIC SCALE



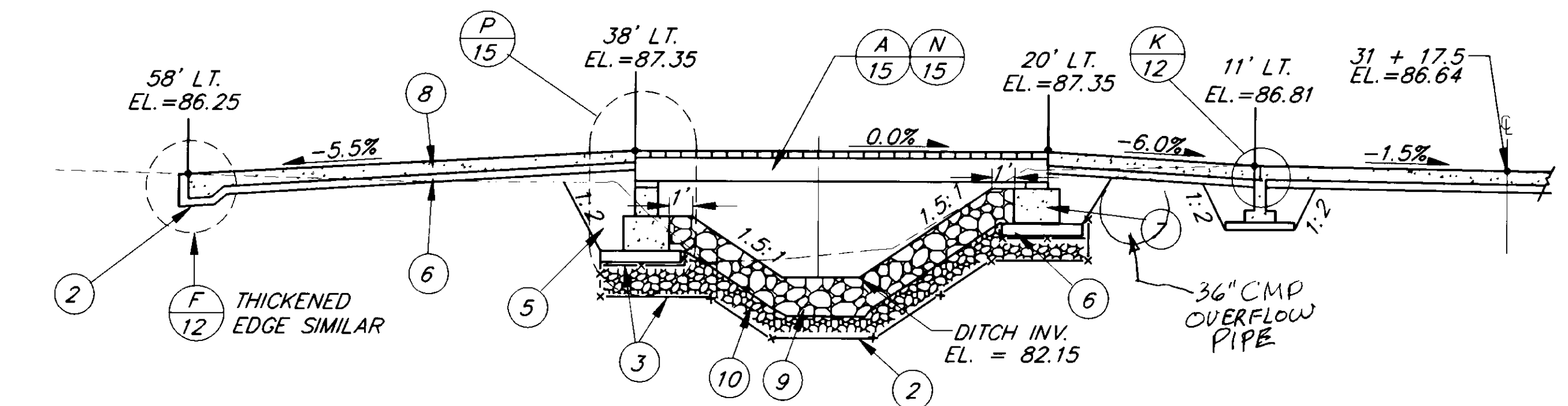
C WALKWAY PLAN
 N.T.S.



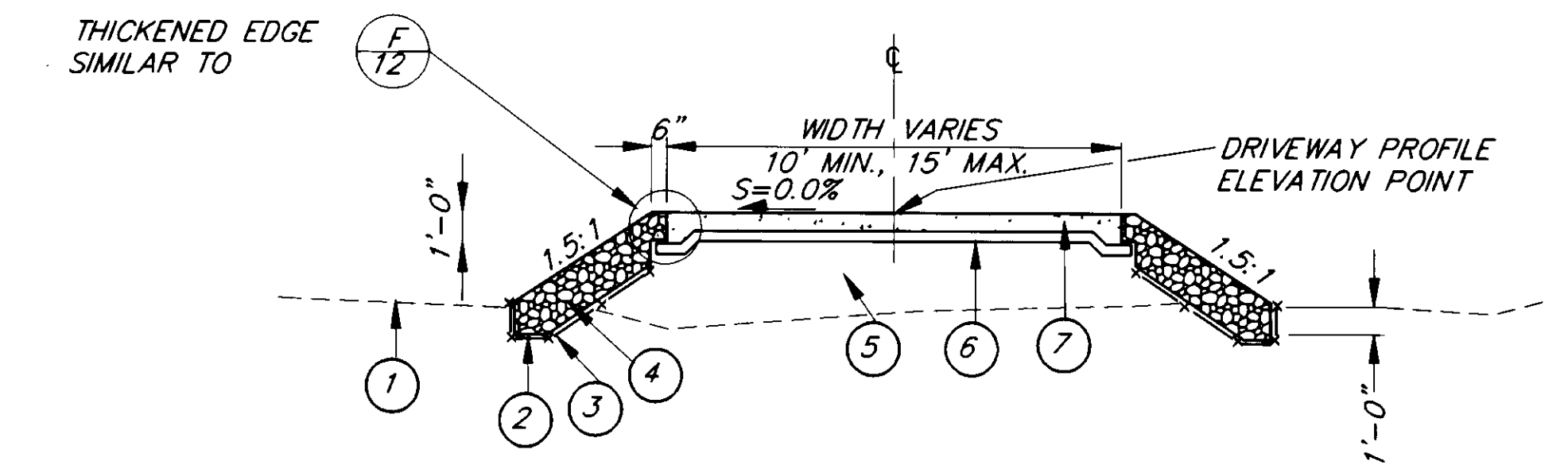
D PARTIAL WALKWAY SECTION
 N.T.S.
 RIGHT HAND SIDE NOT SHOWN FOR CLARITY BUT IS SIMILAR TO LEFT



X DRIVEWAY SECTION
 NOTE: BRIDGE DECK RAILING NOT SHOWN FOR CLARITY
 0 5 10 15 FEET
 GRAPHIC SCALE



Y DRIVEWAY SECTION
 NOTE: DECK RAILING NOT SHOWN FOR CLARITY
 0 5 10 15 FEET
 GRAPHIC SCALE



Z DRIVEWAY SECTION
 0 5 10 15 FEET
 GRAPHIC SCALE

LEGEND FOR SECTIONS

1 ORIGINAL GROUND	7 CLASS A CONCRETE
2 EXCAVATION LIMITS	8 CLASS A-A CONCRETE PAVEMENT
3 GEOTEXTILE, RIPRAP LINER (UNPROTECTED)	9 CLASS II RAPRIIP, 1.5 FEET THICK
4 CLASS I RIPRAP, 1.5 FEET THICK	10 CLASS I RAPRIIP, 1.0 FOOT THICK
5 BORROW, OR USABLE EXCAVATION	
6 CRUSHED AGGREGATE BASE COURSE	

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\71640\DRIVE1 < PLOTH.PCP(10) OR PLOTH.PCP(20) >
 BY: DATE: DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

JUNEAU

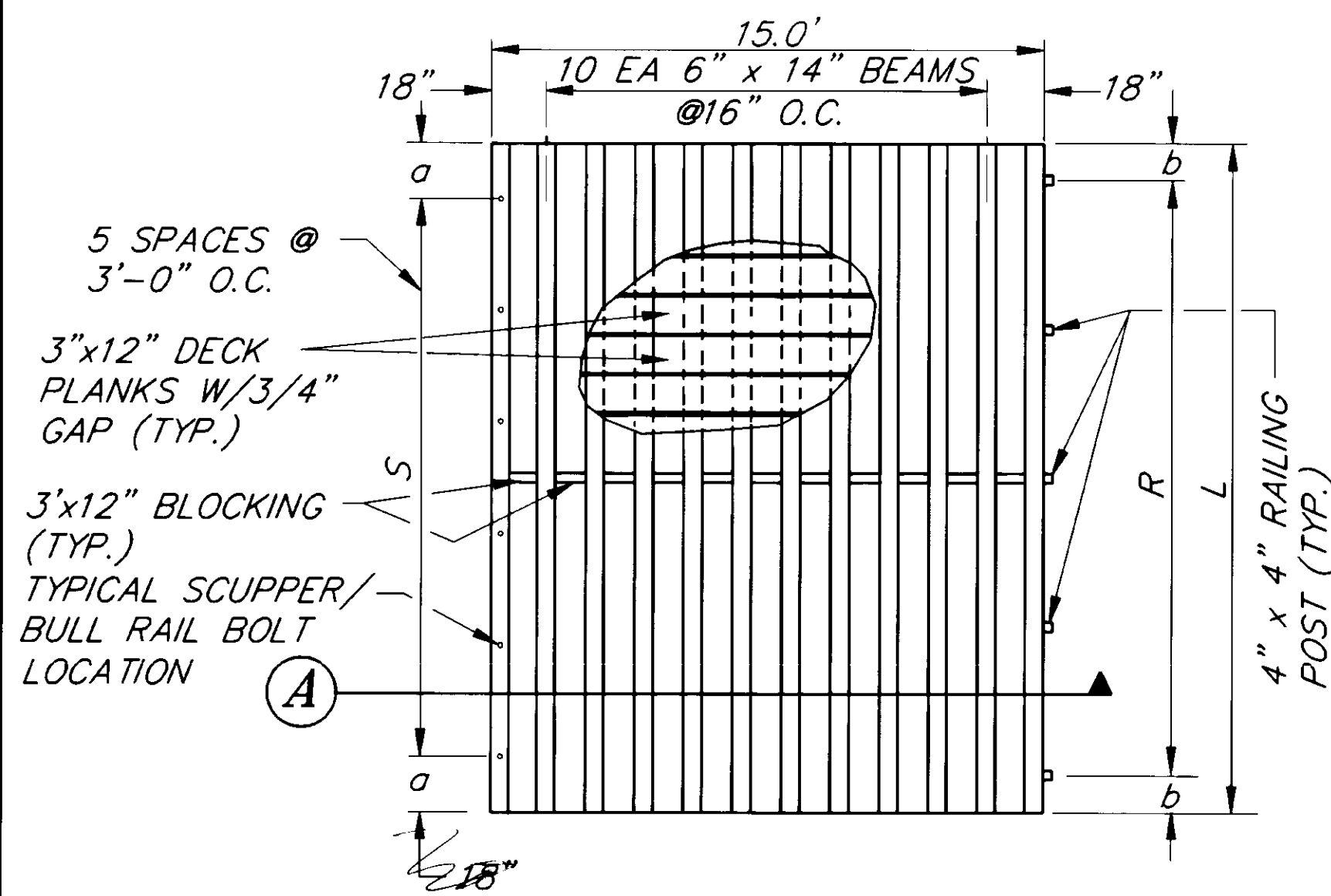
MONTANA CREEK ROAD
 RECONSTRUCTION
 STP 0964 (1) ~ PROJECT NO. 71640
DRIVEWAY DETAILS

ALASKA

DESIGNED BY: L. R. GREGOVICH	PROJECT NO. 71640
DRAWN BY: K. KLEMMETSON	DATE: MAY, 1995
CHECKED BY: A.J. STEININGER	SHEET 14 OF 17

AS-BUILT
 BA. 2-5-96



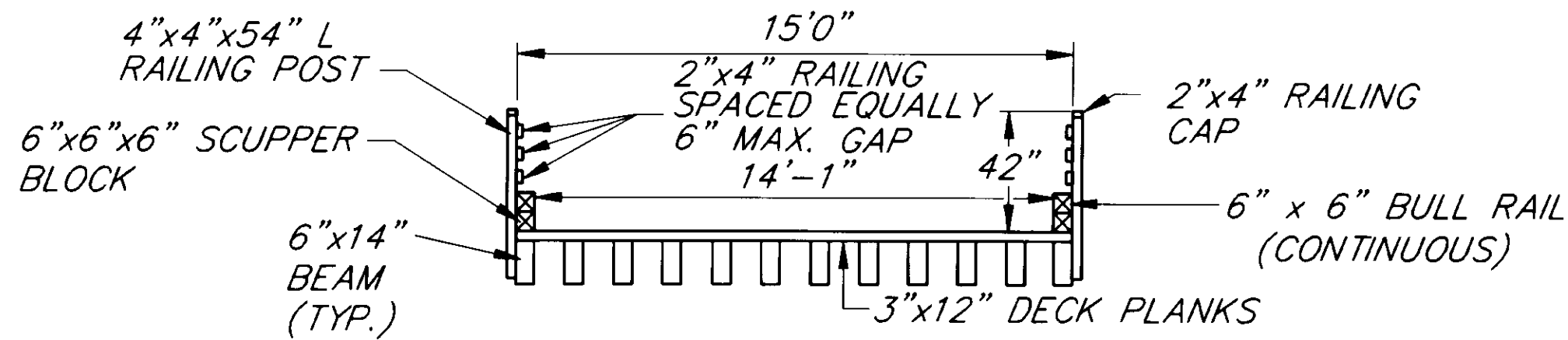


DECK DIMENSION & SPACING SCHEDULE

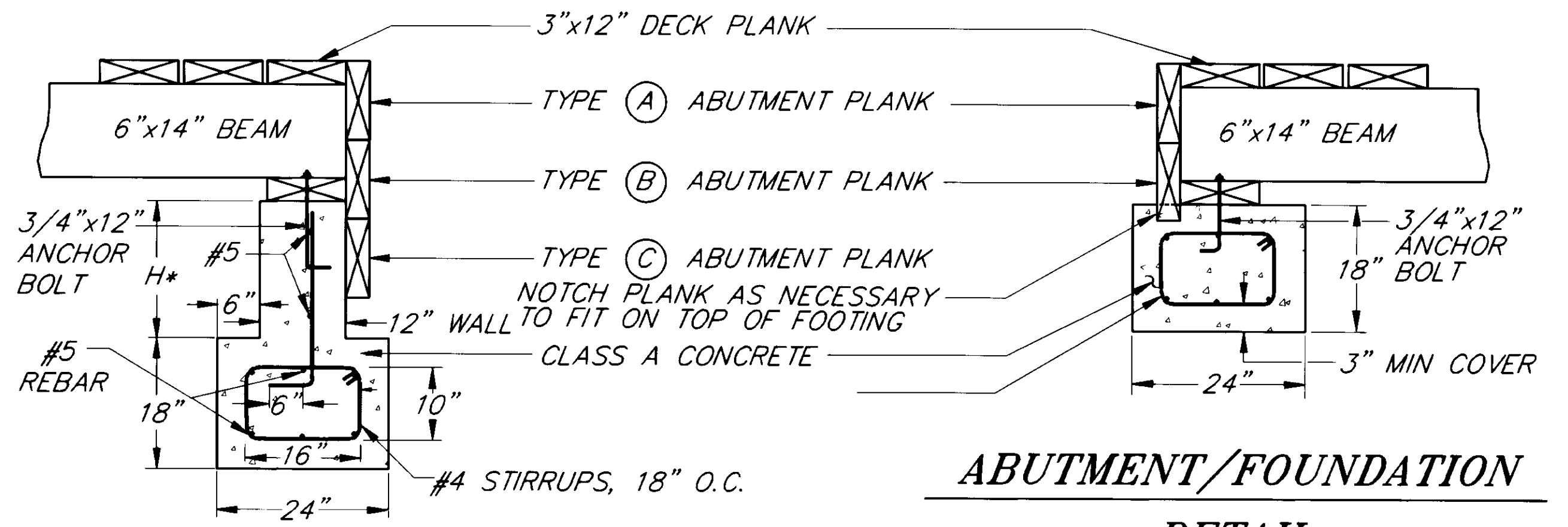
DRIVEWAY LOCATION	L LENGTH	S* SCUPPER SPACING	a* SCUPPER END DIST.	R* RAIL. POST SPACING	b* RAILING END DIST.
25+97.5 LT	20 FT.	5 @ 3'8" O.C.	10" 2'4"	4 @ 4'6" O.C.	1'0"
31+22.5 LT	18 FT.	5 @ 3'0" O.C.	1'6"	4 @ 4'0" O.C.	1'0"

* NOTE: MINOR FIELD ADJUSTMENTS MAY BE NECESSARY TO AVOID CONFLICTS

BRIDGE DECK FRAMING PLAN



BRIDGE DECK SECTION

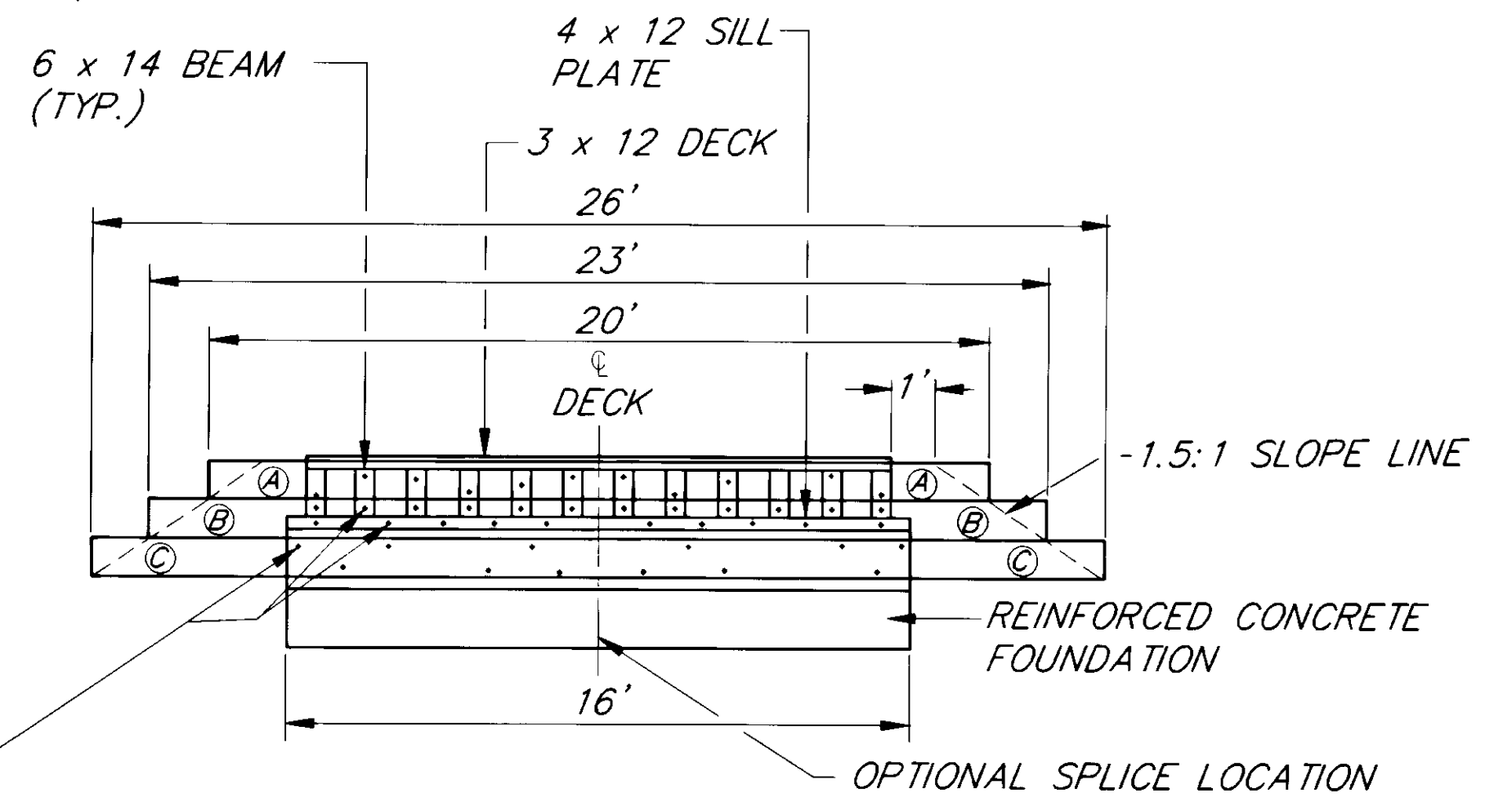


ABUTMENT/FOUNDATION DETAIL

NOTE:
H = 12" @ 31+22.5, 38' LT.
H = 18" @ 25+97.5, 13' LT. & 33' LT.

ABUTMENT/FOUNDATION DETAIL

STA. 31+22.5, 20' LT.



TYPICAL FASTENER LOCATION (SEE SCHEDULE FOR DETAILS)

A, B, & C ARE ALL 4 x 12 PLANKS THEY MAY BE SPLICED AT CENTER OF DECK STRUCTURE

ABUTMENT RETAINING WALL DETAIL

CONNECTION SCHEDULE				
ITEM OR MATERIAL	TO	ITEM OR MATERIAL	CONNECTION	COMMENTS
3 x 12 DECK PLANK		6 x 14 BEAM	2 EA 60 d NAILS	PREDRILL PLANKS WITH 3/16" Ø HOLE
6 x 6 BULLRAIL/ 6 x 6 SCUPPER		3 x 12 DECK/ 6 x 14 BEAM	3/4" ECONOMY BOLT W/NUT & WASHER	7/8" Ø MAX HOLE
4 x 4 RAILING POST		6 x 14 BEAM & 6 x 6 BULLRAIL	3/4" x 10" ECONOMY BOLT W/NUT x WASHER	7/8" Ø HOLE SEE PLAN FOR LOCATION & SPACING
2 x 4 RAILING		4 x 4 POST	16 d NAILS	2 @ EACH POST
3 x 12 BLOCKING		6 x 14 BEAM	4 EA 20 d NAILS	TOE NAIL
6 x 14 BEAM		4 x 12 SILL PLATE	4 EA 20 d NAILS PER BEAM PER END	TEMP. CONNECTION (WILL NOT RESIST FLOATATION) ULTIMATE STRENGTH THRU TYPE "B" ABUTMENT PLANK(S)
4 x 12 SILL PLATE		CONCRETE FOUNDATION	3/4" x 16" ANCHOR BOLT	6 TOTAL PER ABUTMENT 30" ± O.C. LOCATE SO AS TO AVOID 6 x 14 BEAM
TYPE A ABUTMENT PLANK		ENDS OF 6 x 14 BEAM	3/4" x 8" LAG SCREW	10 PER ABUTMENT - LOCATIONS AS SHOWN
TYPE B ABUTMENT PLANK		ENDS OF 6 x 14 4 x 12 SILL PLATE	3/4" x 8" LAG SCREW 3/4" x 8" LAG SCREW	12 TOTAL PER ABUTMENT - LOCATIONS AS SHOWN 12 TOTAL PER ABUTMENT - LOCATIONS AS SHOWN
TYPE C ABUTMENT PLANK		CONCRETE FOUNDATION	3/4" x 8" EXPANSION BOLT	12 TOTAL AS SHOWN IN DETAIL

ABUTMENT RETAINING SCHEDULE		
LOCATION	INSTALLATION	COMMENTS
STA. 25+97.5 14' LT.	(A) (B)	
STA. 25+97.5 32' LT.	(A) (B) (C)	
STA. 31+22.5 20' LT.	(A) (B)	(A) = 18' LONG (B) = 21' LONG NOTCH TO FIT ON TOP OF FOOTING
STA. 31+22.5 38' LT.	(A) (B)	(A) = 18' LONG (B) = 21' LONG

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

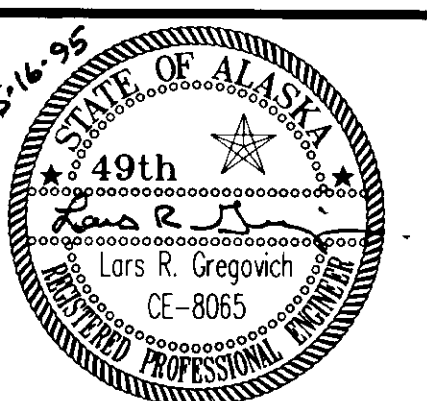
JUNEAU

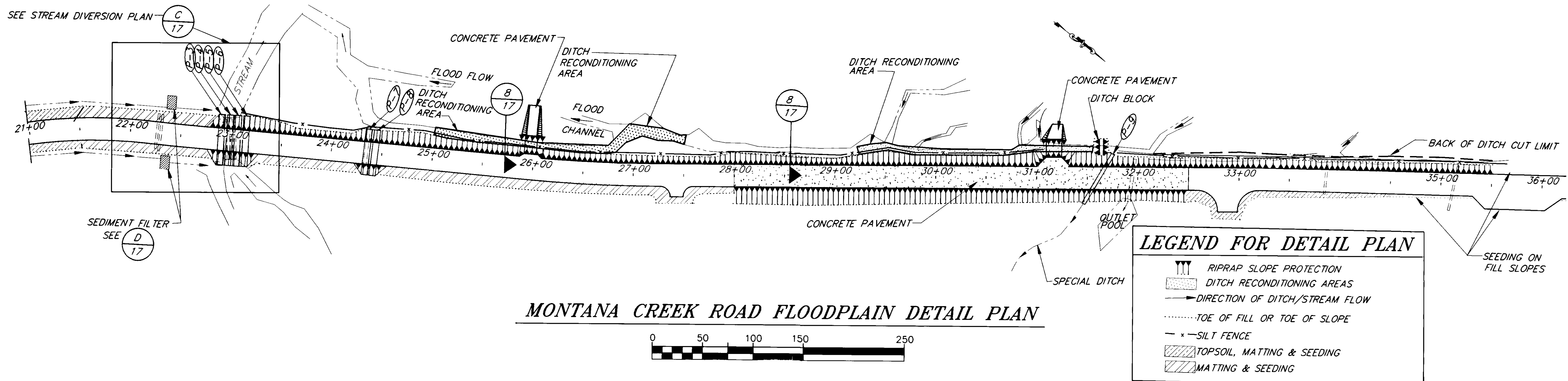
MONTANA CREEK ROAD
RECONSTRUCTION
STP-0964 (1) ~ PROJECT NO. 71640

ALASKA

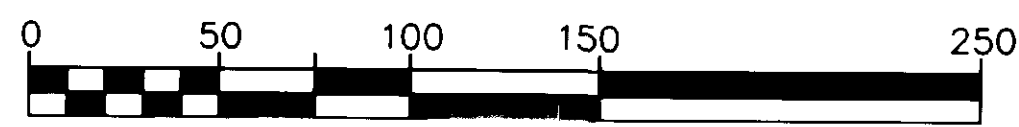
DRIVEWAY, DECK & FOUNDATION DETAILS

DESIGNED BY: L.R. GREGOVICH	PROJECT NO. 71640
DRAWN BY: B. ADAMS	DATE: MAY, 1995
CHECKED BY: A.J. STEININGER	SHEET 15 OF 17



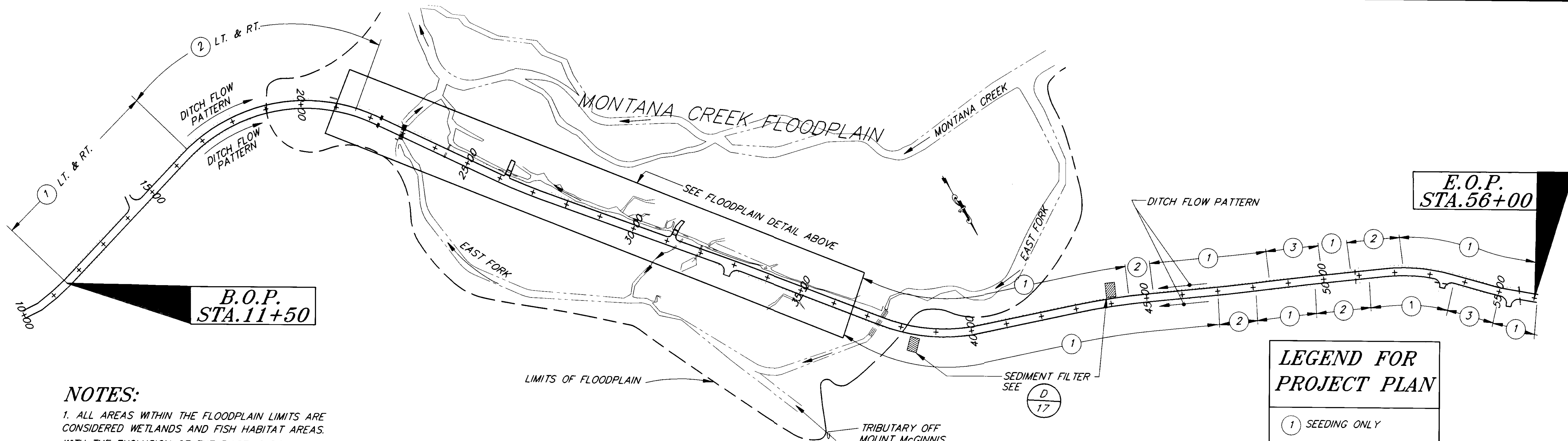


MONTANA CREEK ROAD FLOODPLAIN DETAIL PLAN

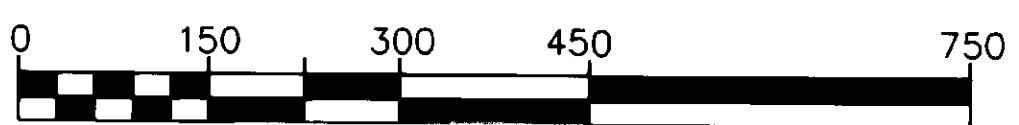


LEGEND FOR DETAIL PLAN

- RIPRAP SLOPE PROTECTION
- DITCH RECONDITIONING AREAS
- DIRECTION OF DITCH/STREAM FLOW
- TOE OF FILL OR TOE OF SLOPE
- SILT FENCE
- TOPSOIL, MATTING & SEEDING
- MATTING & SEEDING



OVERALL PROJECT PLAN



LEGEND FOR PROJECT PLAN

- ① SEEDING ONLY
- ② SEEDING & MATTING (FILL SLOPES)
- ③ SEEDING & MATTING (CUT SLOPES) (DITCH RECONDITIONING AREAS)

NOTES:

1. ALL AREAS WITHIN THE FLOODPLAIN LIMITS ARE CONSIDERED WETLANDS AND FISH HABITAT AREAS. WITH THE EXCLUSION OF THE EXISTING ROAD PRISM, ALL AREAS ARE SUBJECT TO ADF&G & C.O.E. PERMIT.
2. CONTRACTOR SHALL PREVENT PLACEMENT OF CONCRETE INTO FLOWING WATER. WASHING OUT OF CONCRETE TRUCKS WITHIN THE PROJECT LIMITS IS FORBIDDEN. TOOLS SHALL BE CLEANED IN WATER THAT IS DISPOSED OF OFF SITE.

E.O.P. STA. 56+00

B.O.P. STA. 11+50

*HS-BUILT
B.F. 2-5-96*

PATH: P:\JNU\71640\DR\ENVR < PLOT.PCP(4) OR PLOT.PCP(8) >

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

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

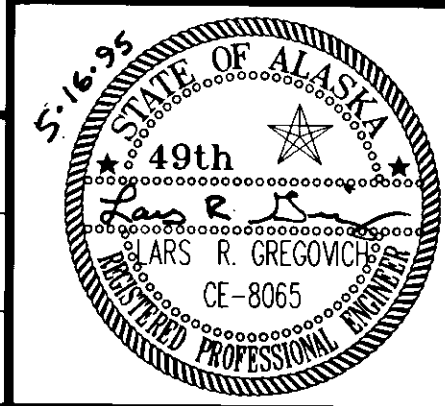
JUNEAU

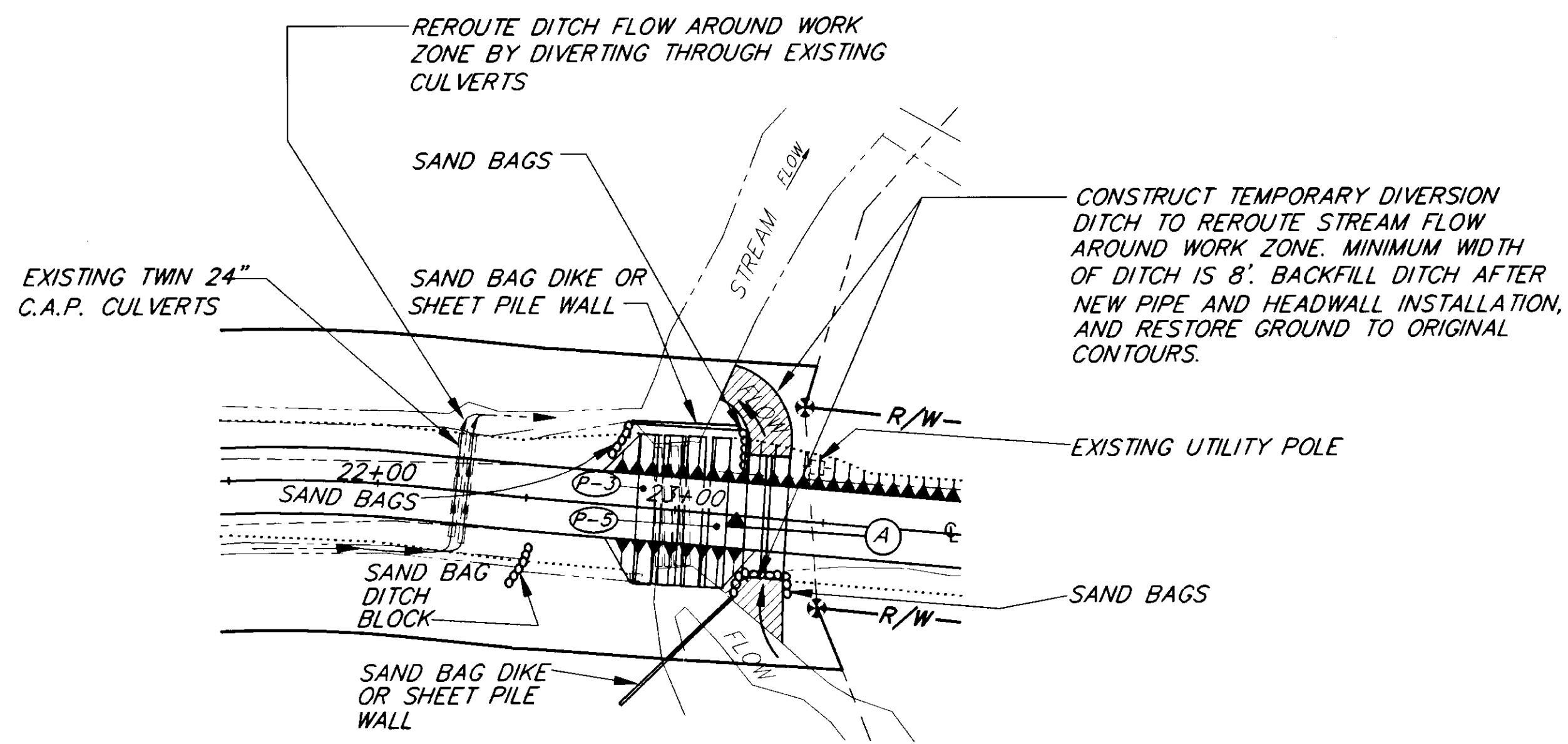
MONTANA CREEK ROAD
RECONSTRUCTION
STP-0964 (1) ~ PROJECT NO. 71640
EROSION & SEDIMENT CONTROL PLAN

ALASKA

DESIGNED BY: <i>L.R. GREGOVICH</i>	PROJECT NO. 71640
DRAWN BY: <i>K. KLEMMETSON</i>	DATE: MAY, 1995
CHECKED BY: <i>A.J. STEININGER</i>	SHEET 16 OF 17

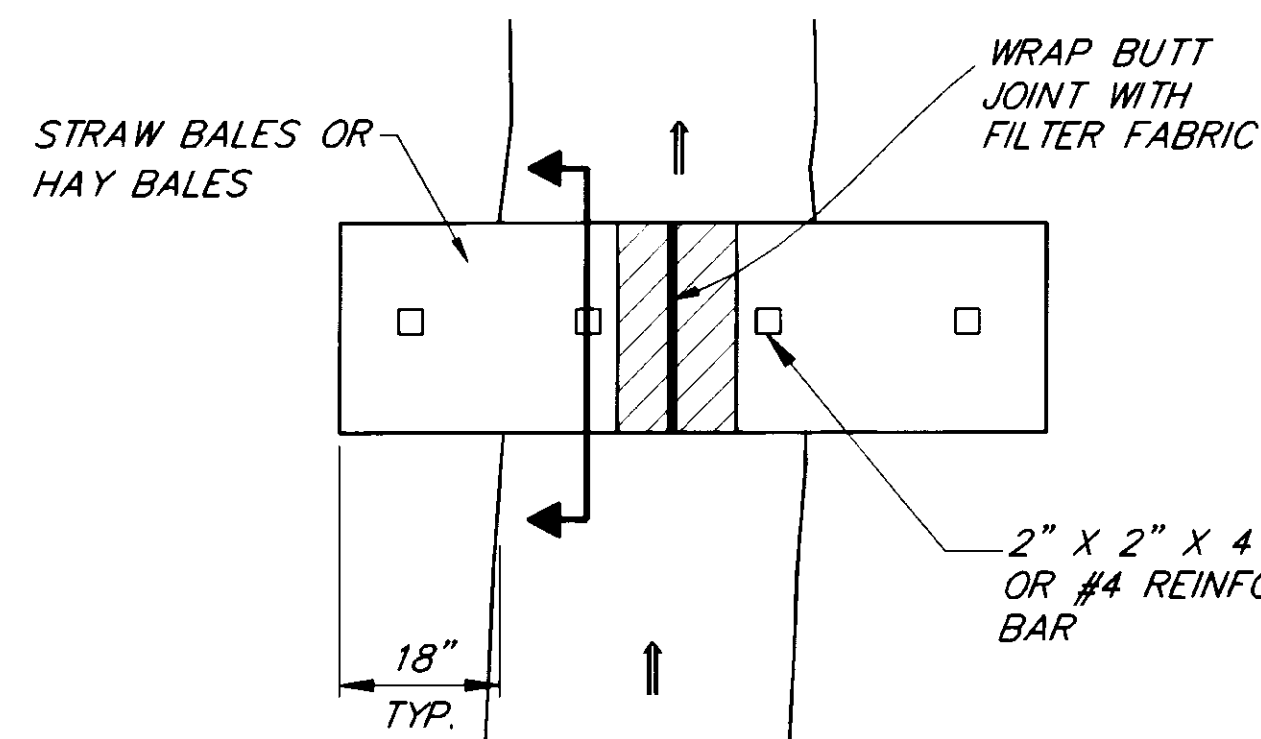
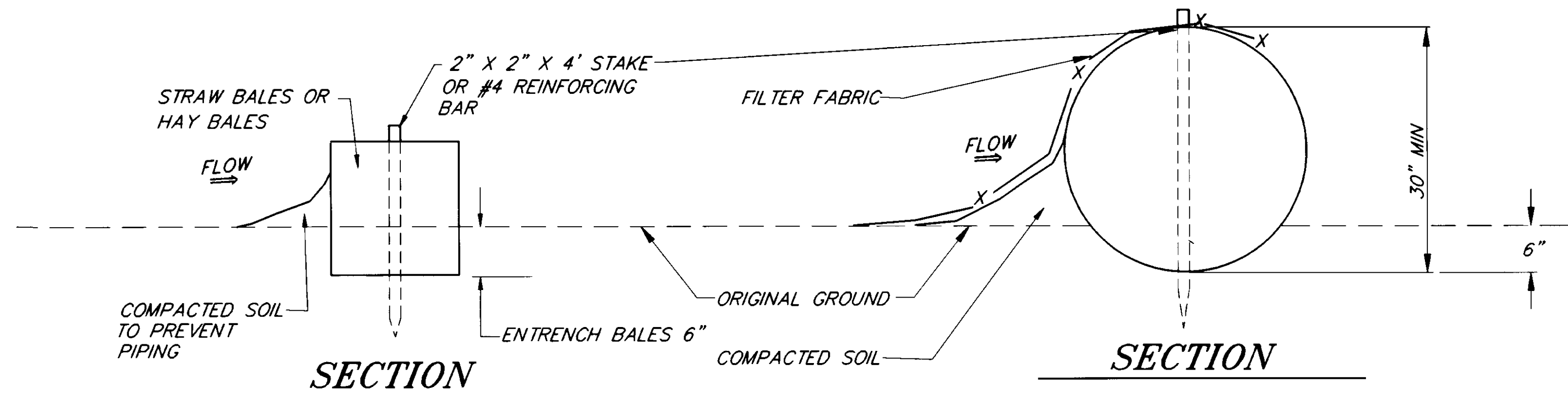
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS



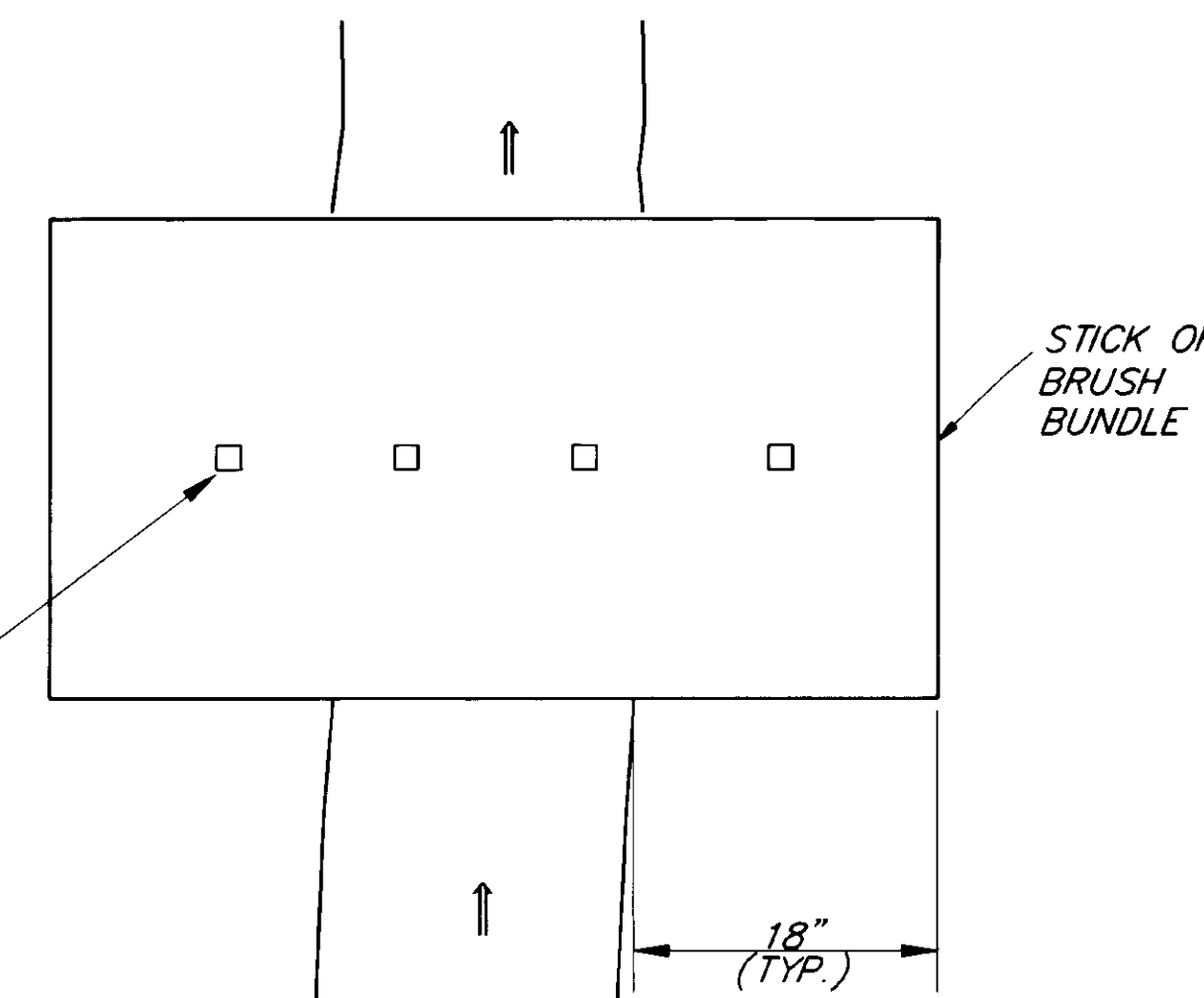


C STREAM DIVERSION PLAN

NOTE:
THIS IS ONLY A SUGGESTED WORK PLAN. CONTRACTOR MAY SUBMIT AN ALTERNATE STREAM DIVERSION PLAN FOR APPROVAL.

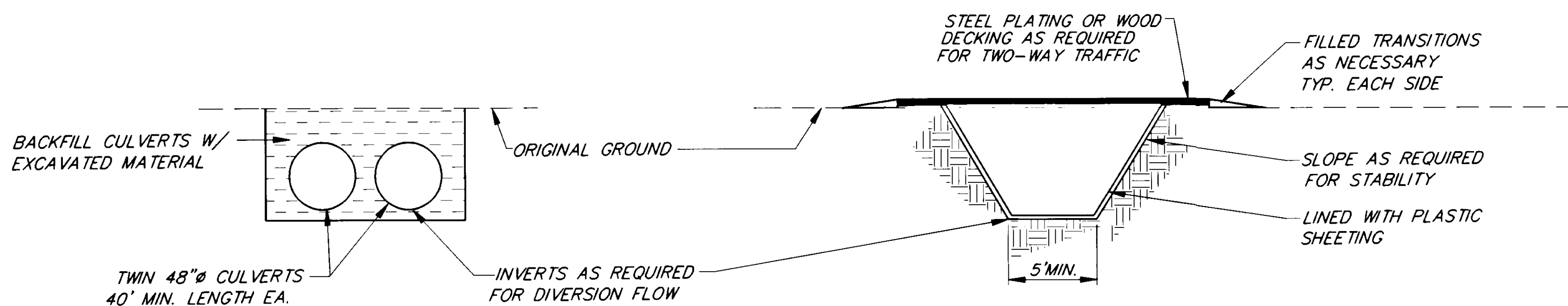


HAY OR STRAW BALE



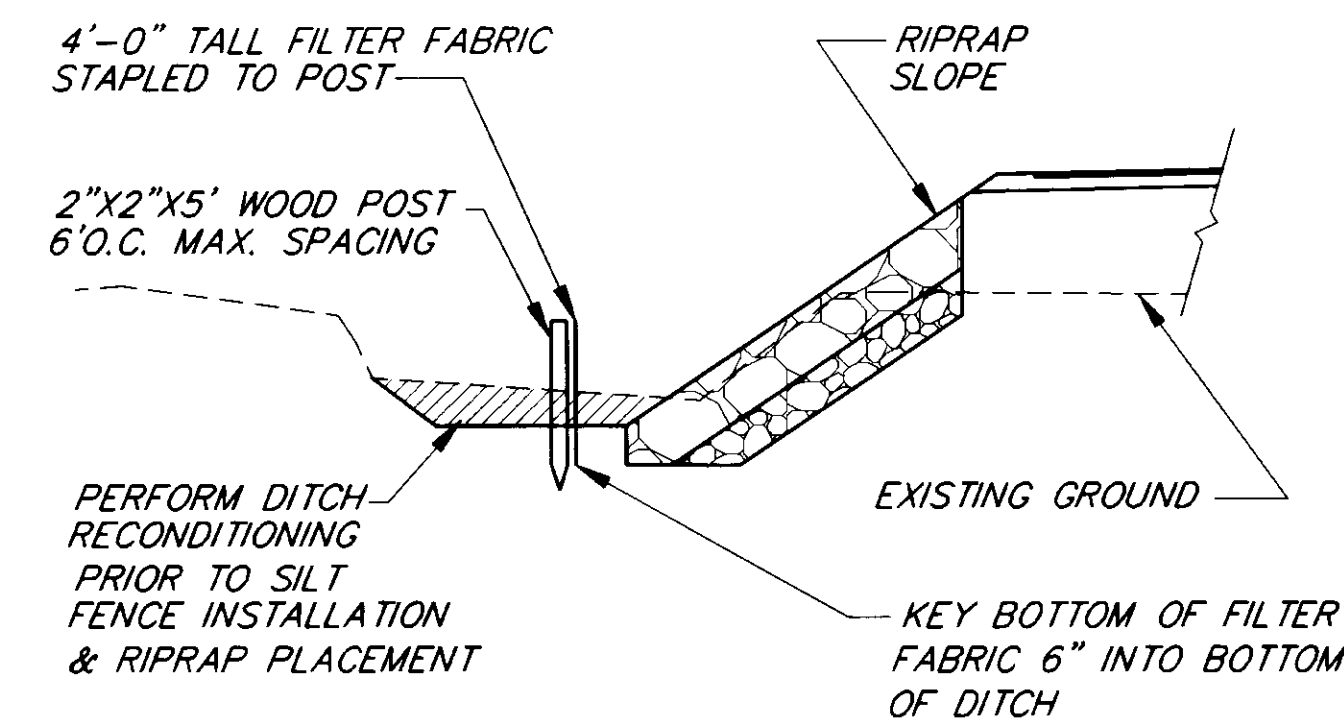
STICK OR BRUSH BUNDLE

D SEDIMENT FILTER ALTERNATIVES



TEMPORARY CULVERTS

TEMPORARY OPEN DITCH



B SILT FENCE DETAIL

A STREAM DIVERSION ALTERNATES

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: P:\JNU\71640\DR\ESCPDET < PLOT.PCP(1) OR PLOT.PCP(2) >		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU

MONTANA CREEK ROAD
RECONSTRUCTION

STP-0964 (1) ~ PROJECT NO. 71460

EROSION & SEDIMENT CONTROL DETAILS

ALASKA

DESIGNED BY:
L.R. GREGOVICH

DRAWN BY:
K. KLEMMETSON

CHECKED BY:
A.J. STEININGER

PROJECT NO.
71640

DATE:
MAY, 1995

SHEET 17 OF 17

AS-BUILT
B.A. 2-5-96

