

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

JUNEAU, ALASKA
**NORWAY POINT TO MAIN STREET
PAVEMENT REHABILITATION**
NH-093-2(33) ~ 71664

**AURORA HARBOR TO WHITTIER STREET
PEDESTRIAN/BICYCLE FACILITY**
TEA-093-2(34) ~ 71802

**WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION**
STP-F-093-2(30) ~ 70481

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<i>PROJECT NO. 70481</i>	
66-91	WHITTIER STREET AND EGAN EXPRESSWAY INTERSECTION

DESIGN DESIGNATION

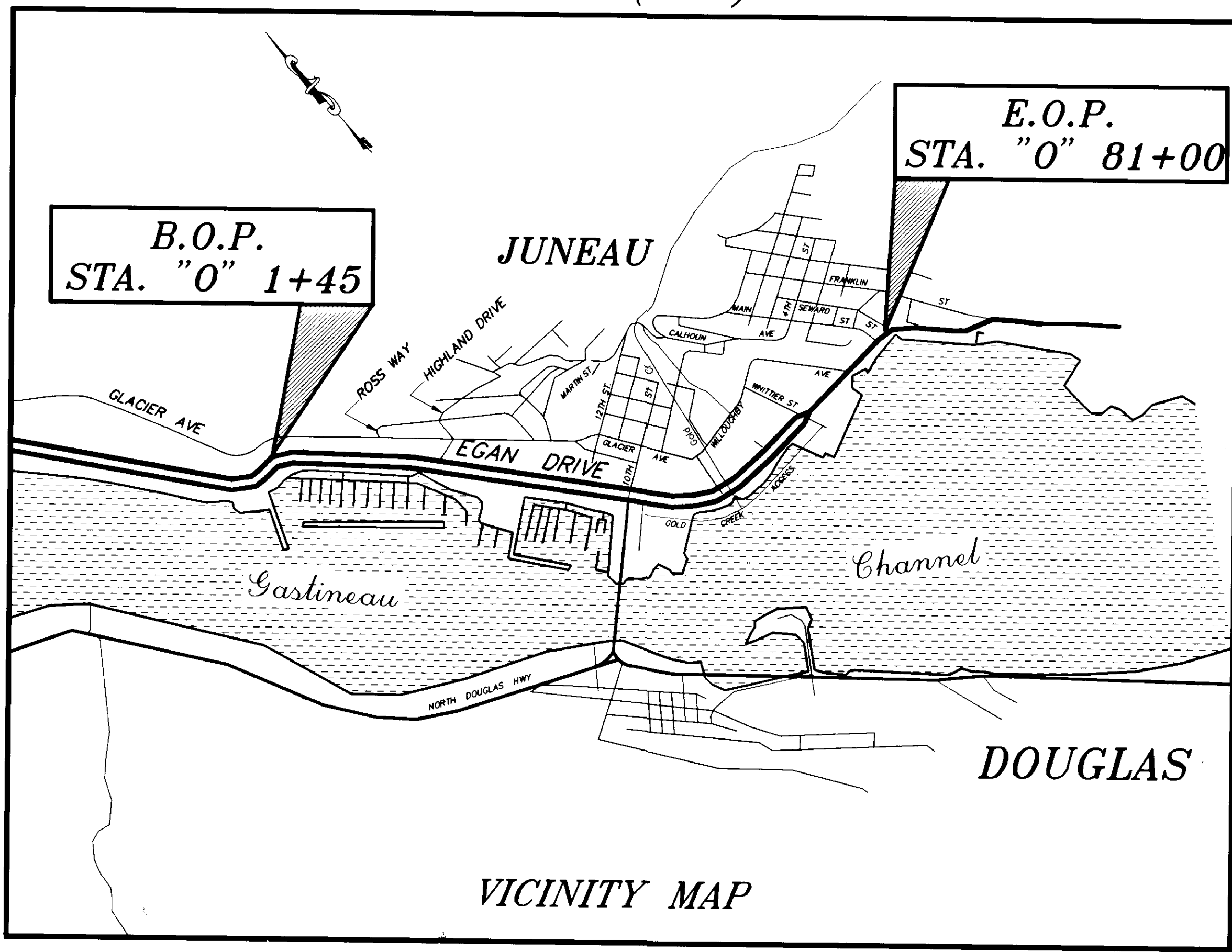
PROJECT NO. 71664 AND 71802

	MAIN ST. TO 10TH ST.	10TH ST. TO NORWAY POINT
ADT (1993).....	13,430	20,730
ADT(2007).....	16,540	25,530
DHV.....	2,080	3,220
% T.....	2.4	3.4
E.A.L.....	490,000	930,000
V.....	40 MPH, 30 MPH, 20 MPH	40 MPH

PROJECT SUMMARY

PROJECT NO. 71664 AND 71802
PROJECT NO. 70481 (SEE SHEET 66)

LENGTH OF PROJECT.....	7,955 FT. (1.51 MI.)
LENGTH OF GRADING.....	7,880 FT. (1.49 MI.)
LENGTH OF PAVING.....	7,880 FT. (1.49 MI.)
LENGTH OF BRIDGES.....	120.02 FT.
WIDTH OF GRADING.....	VARIABLE (36 FT. TO 60 FT.)
WIDTH OF PAVING.....	VARIABLE (36 FT. TO 60 FT.)



THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

- A-1, C-01.03, C-02.01, C-03.01, C-05.00, D-01.02, D-04.10, D-05.10, D-20.02, D-23.00, D-24.00, D-26.01, D-27.01, F-01.01, F-03.01, I-20.11, I-30.00, I-81.00, L-03.02, L-23.01, L-30.02, M-13.01, M-16.01, S-00.00, S-05.00, S-20.00, S-21.02, S-30.01, S-34.00, S-35.00, T-20.00, T-21.01, T-22.02, T-30.00, T-31.00, T-32.00, T-33.01, T-34.01, T-40.00, T-52.10, U-03.00

"AS-BUILT" PLANS

Contractor: SECON Inc./Red Samm Const. J.V.
Project Engineer: Soc Kreuzenstein
Begin Construction: August 4, 1995
End Construction: June 23, 1997

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

APPROVED _____ Date _____
Regional Preconstruction Engineer

APPROVED _____ Date _____
Director, S.E. Region Design & Construction

PROJECT NUMBER: 71664/71802	ENGINEER'S SEAL
DATE:	
SHEET 1 OF 32	

P:\NW\71664\DR-1-TSHT-1-PLAT\PROPT(1) OR PLOTH.PCF(2) >

BASIS OF CONTROL

HORIZONTAL CONTROL

THE CONTRACTOR SHALL MATCH EXISTING ROADWAY ALIGNMENT AND LOCATION OF EXISTING CURB AND GUTTER.

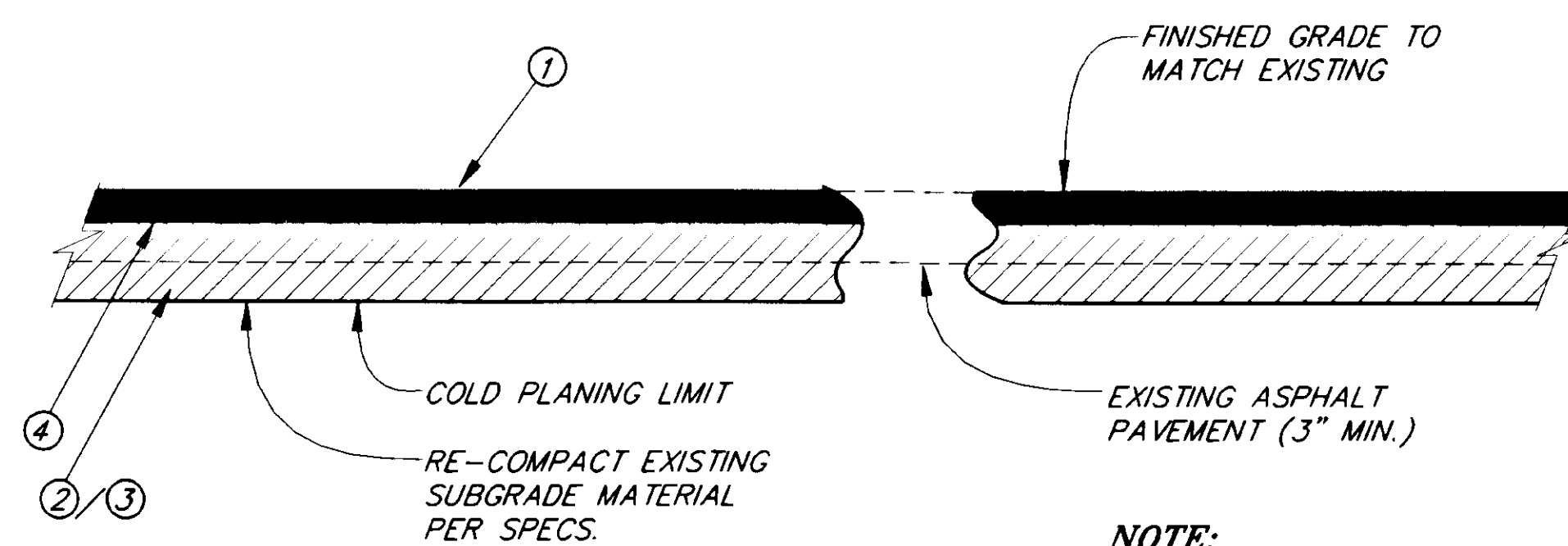
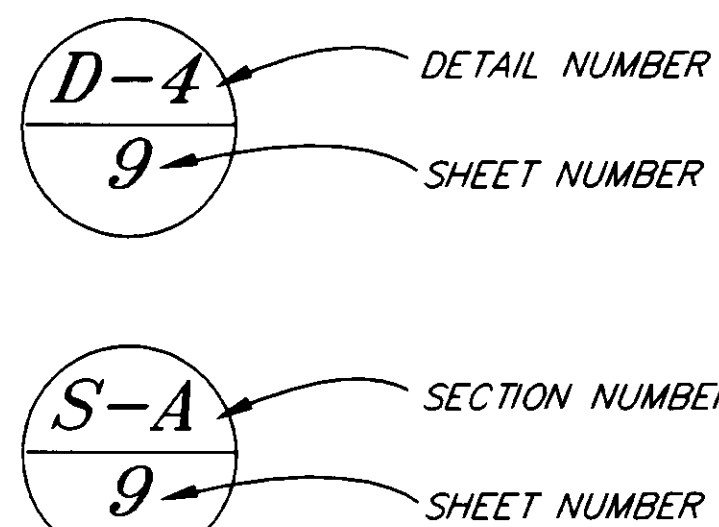
VERTICAL CONTROL

THE CONTRACTOR SHALL BE REQUIRED TO MATCH THE EXISTING ROADWAY ELEVATION BY USING THE EXISTING EDGE OF GUTTER FOR VERTICAL CONTROL.

LEGEND

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"
- ② 4" ASPHALT TREATED BASE
- ③ 3" ASPHALT TREATED BASE
- ④ STE-1 ASPHALT FOR TACK COAT
- ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
- ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
- ⑦ 1 1/2" ASPHALT SIDEWALK
- ⑧ 4" CONCRETE SIDEWALK
- ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)

NOTE



NOTE:
SEE "TYPICAL SECTIONS" FOR ROADWAY WIDTHS AND IMPROVEMENTS

TYPICAL ROADWAY REHABILITATION B.O.P. TO STA. "0" 80+25

LIMITATION OF WORK

ROADWAY:

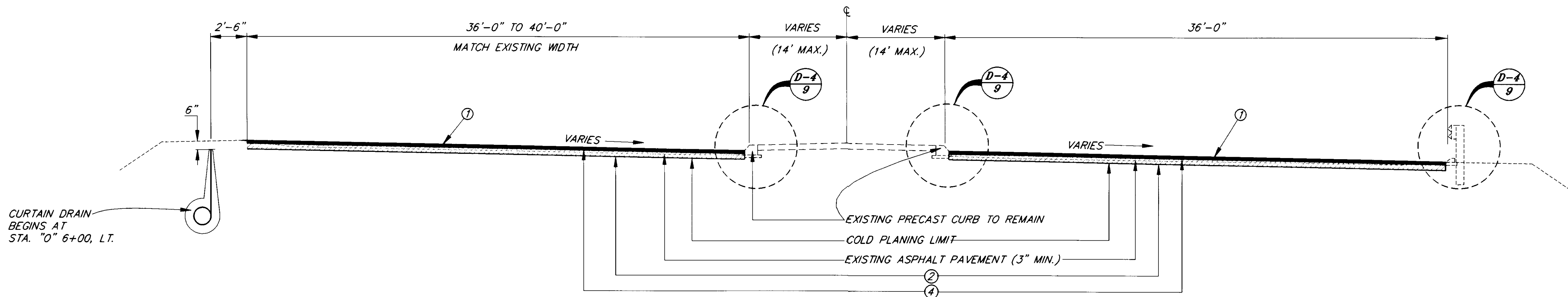
- THE ROADWAY SECTION BETWEEN B.O.P. (NORWAY POINT) AND TWELFTH STREET SHALL BE COMPLETED BY SEPTEMBER 15, 1995. THE WORK SHALL INCLUDE DRAINAGE, CURB AND GUTTER, CURTAIN DRAIN, ASPHALT TREATED BASE, ASPHALT CONCRETE PAVEMENT AND STRIPING ON EGAN DRIVE.
- SIDEWALK RECONSTRUCTION SHALL NOT OCCUR BEFORE SEPTEMBER 15, 1995 BETWEEN WHITTIER STREET AND MAIN STREET.
- THE CONTRACTOR WILL BE ALLOWED TO WORK IN ONLY ONE LANE AT A TIME. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ONE LANE OF EXISTING ASPHALT PAVEMENT AND BASE MATERIAL BY COLD PLANING TO THE REQUIRED DEPTH AS SHOWN IN THE TYPICAL SECTION. THE COLD PLANED SECTION OF THE ROADWAY SHALL BE PAVED WITH ATB BY THE END OF EACH WORK SHIFT. THE CONTRACTOR SHALL BE REQUIRED TO PAVE (ATB) THE COLD PLANED SECTION OF THE ROADWAY PRIOR TO COLD PLANING THE ADJACENT LANE.
- ALL LEFT AND RIGHT TURN LANES AND AREAS BETWEEN THE ENDS OF CURB ISLANDS SHALL BE COLD PLANED AND PAVED WITH THE SAME TYPICAL SECTION AS SHOWN IN THE PLANS.
- EXISTING GUARDRAIL DESIGNATED FOR REMOVAL SHALL NOT BE REMOVED UNTIL NEW CURB AND GUTTER ARE CONSTRUCTED. EXISTING GUARDRAIL BETWEEN HIGHLAND DRIVE AND 10TH STREET MAY REQUIRE RELOCATION PRIOR TO THE INSTALLATION OF CURB AND GUTTER.
- ALL 1995 CONSTRUCTION SEASON PAVING WITH ASPHALT CONCRETE PAVEMENT SHALL BE COMPLETED BY SEPTEMBER 15, 1995. THE REMAINING SECTION OF EGAN DRIVE, EXCLUDING THE BRIDGE EXPANSION WORK, SHALL BE COMPLETED BY MAY 31, 1996. ALL WORK SHALL BE COMPLETED BY SEPTEMBER 1, 1996.
- THE CONTRACTOR WILL NOT BE ALLOWED TO LEAVE THE ATB AS THE DRIVING SURFACE OVER THE WINTER MONTHS. ALL ATB SURFACE SHALL BE PAVED WITH 2 INCHES OF ASPHALT PAVEMENT TO FINISHED GRADE PRIOR TO SHUTTING DOWN FOR THE WINTER MONTHS. ATB SURFACE NOT PAVED PRIOR TO THE PAVING DEADLINE SHALL BE PAVED WITH ATB TO FINISHED GRADE AT NO COST TO THE STATE. ATB USED AS THE FINISHING SURFACE FOR WINTER MONTHS SHALL BE COLD PLANED THE FOLLOWING SEASON AT NO COST TO THE STATE.

EMBANKMENT AND PILE DRIVING:

- PLACEMENT OF FILL MATERIAL BELOW EHT (ELEVATION +20.8') SHALL BE ACCOMPLISHED BETWEEN SEPTEMBER 1, 1995 AND FEBRUARY 29, 1996.
- PILE DRIVING SHALL BE ACCOMPLISHED BETWEEN JUNE 16, 1996 AND JULY 15, 1996.

LOOP DETECTOR SYSTEM:

- INSTALLATION OF LOOP DETECTORS AND CONDUITS UNDER PAVEMENT WILL NOT BE ALLOWED IF PAVING IN THE AREAS OF THE LOOP DETECTORS CANNOT BE COMPLETED BY THE PAVING DEADLINE.
- EXISTING LOOP DETECTORS ARE APPROXIMATELY 8 INCHES UNDER THE PAVEMENT AT MAIN STREET AND 10TH STREET INTERSECTIONS. THE CONTRACTOR SHALL BE REQUIRED TO HAVE AT LEAST 5 LOOP DETECTORS ON HAND PRIOR TO COLD PLANING AT THESE TWO INTERSECTIONS.



STA. "0" 1+45 (B.O.P.) TO STA. "0" 8+14

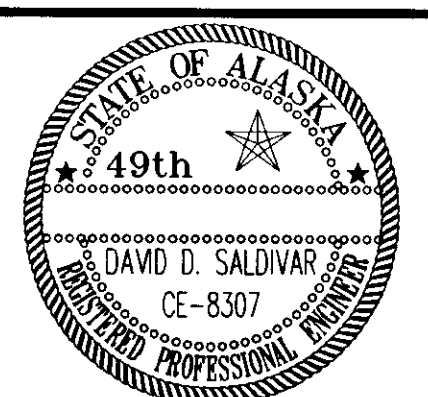
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

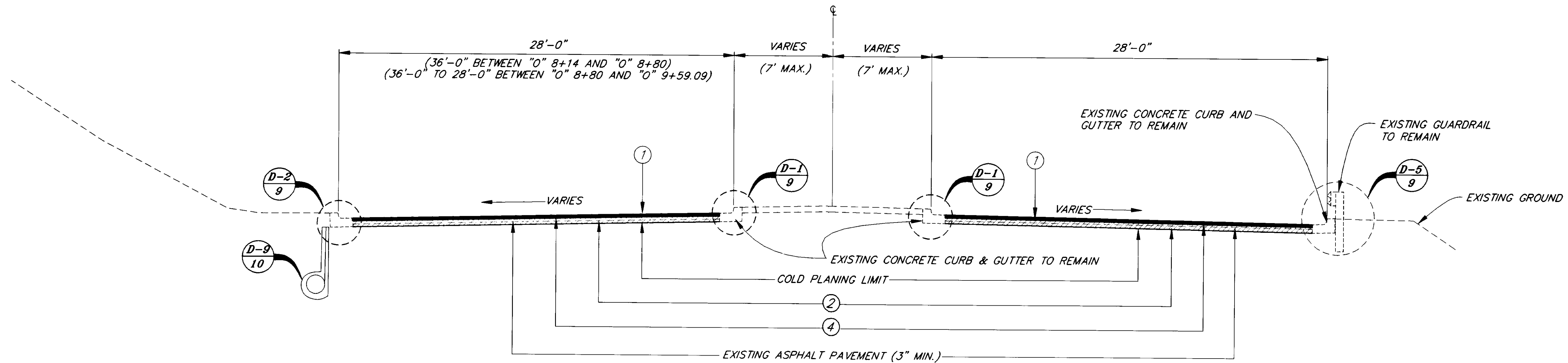
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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SOUTHEAST REGION DESIGN & CONSTRUCTION

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NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
TYPICAL SECTIONS OF IMPROVEMENTS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 2 OF 4



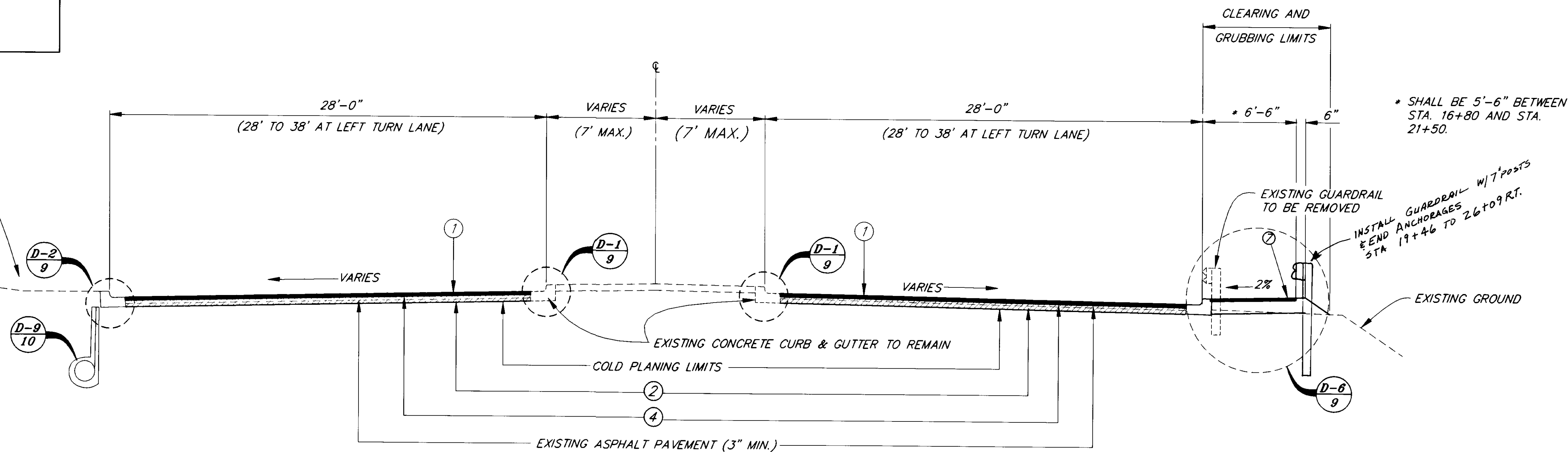


STA. "0" 8+14 TO STA. "0" 16+80

LEGEND

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"
- ② 4" ASPHALT TREATED BASE
- ③ 3" ASPHALT TREATED BASE
- ④ STE-1 ASPHALT FOR TACK COAT
- ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
- ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
- ⑦ 1 1/2" ASPHALT SIDEWALK
- ⑧ 4" CONCRETE SIDEWALK
- ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)

REMOVE AND REPLACE SIDEWALK BETWEEN STA. 21+50 AND STA. 23+50 AND BETWEEN STA. 32+86 AND STA. 38+25. SEE TYPICAL SECTION, STA. 27+50 TO STA. 31+50.



STA. "0" 16+80 TO STA. "0" 27+50

* SHALL BE 5'-6" BETWEEN STA. 16+80 AND STA. 21+50.

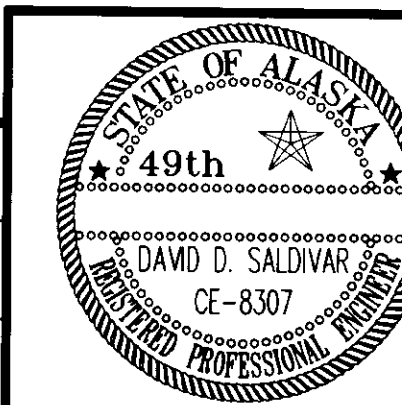
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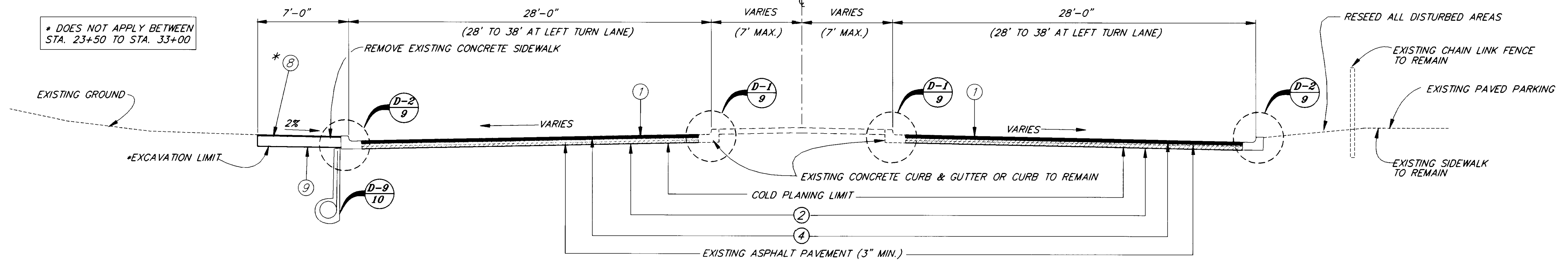
STATE OF ALASKA
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SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
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TYPICAL SECTIONS OF IMPROVEMENTS

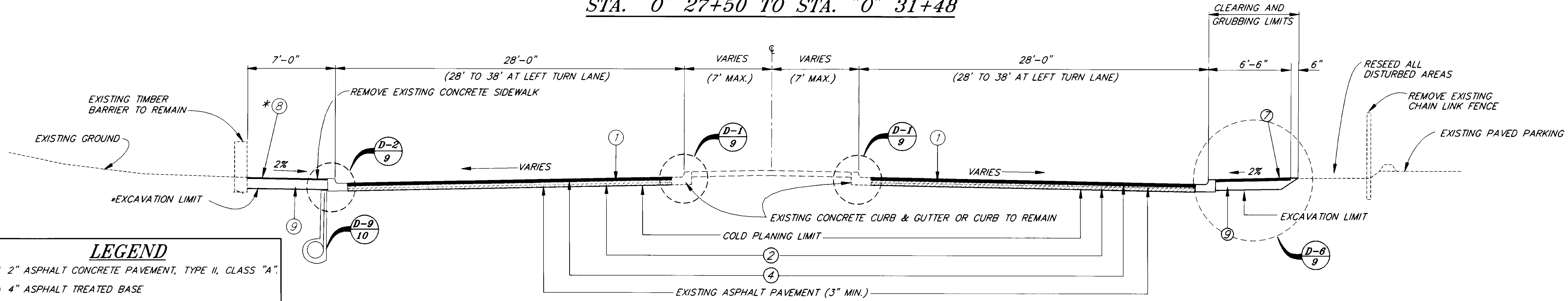
DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 3 OF 21



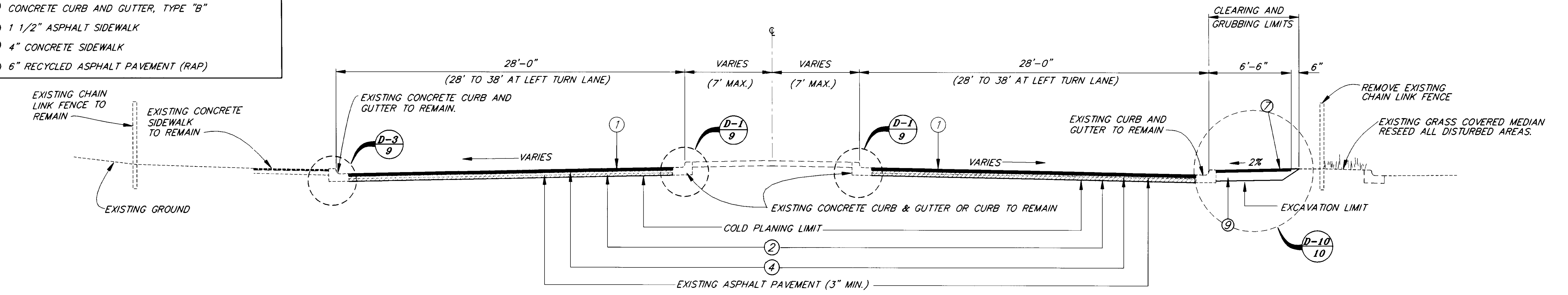
* DOES NOT APPLY BETWEEN STA. 23+50 TO STA. 33+00



STA. "0" 27+50 TO STA. "0" 31+48



STA. "0" 31+48 TO STA. "0" 38+15



STA. "0" 38+15 TO STA. "0" 43+50

- LEGEND**
- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"
 - ② 4" ASPHALT TREATED BASE
 - ③ 3" ASPHALT TREATED BASE
 - ④ STE-1 ASPHALT FOR TACK COAT
 - ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
 - ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
 - ⑦ 1 1/2" ASPHALT SIDEWALK
 - ⑧ 4" CONCRETE SIDEWALK
 - ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

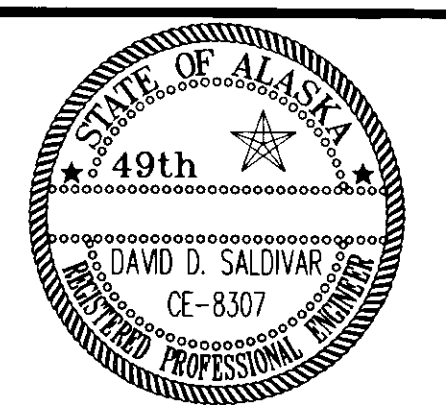
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NO.	DATE	DESCRIPTION OF CHANGE

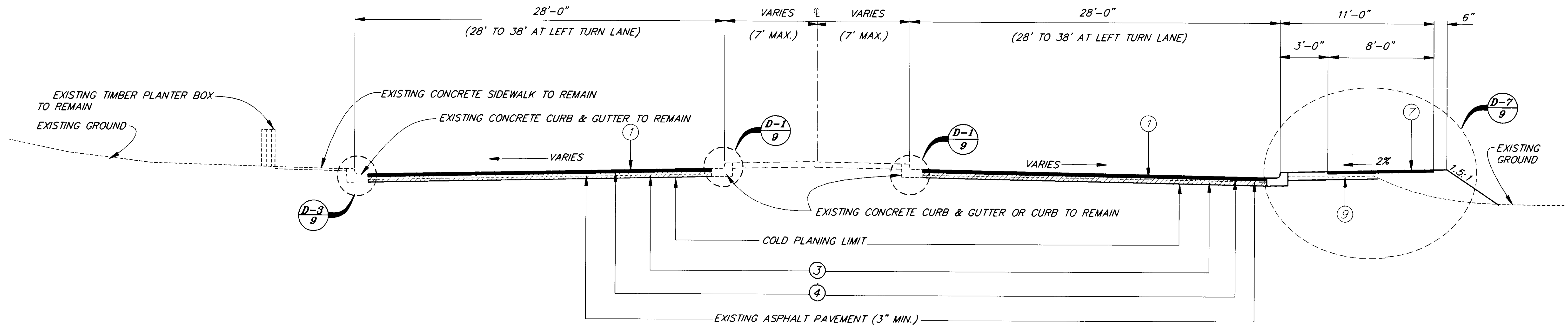
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TYPICAL SECTIONS OF IMPROVEMENTS

DESIGNED BY: D. SALDIVAR
 DRAWN BY: C. ANDERSON
 CHECKED BY: A. STEININGER

PROJECT NO. 71664/71802
 DATE:
 SHEET 4 OF 92

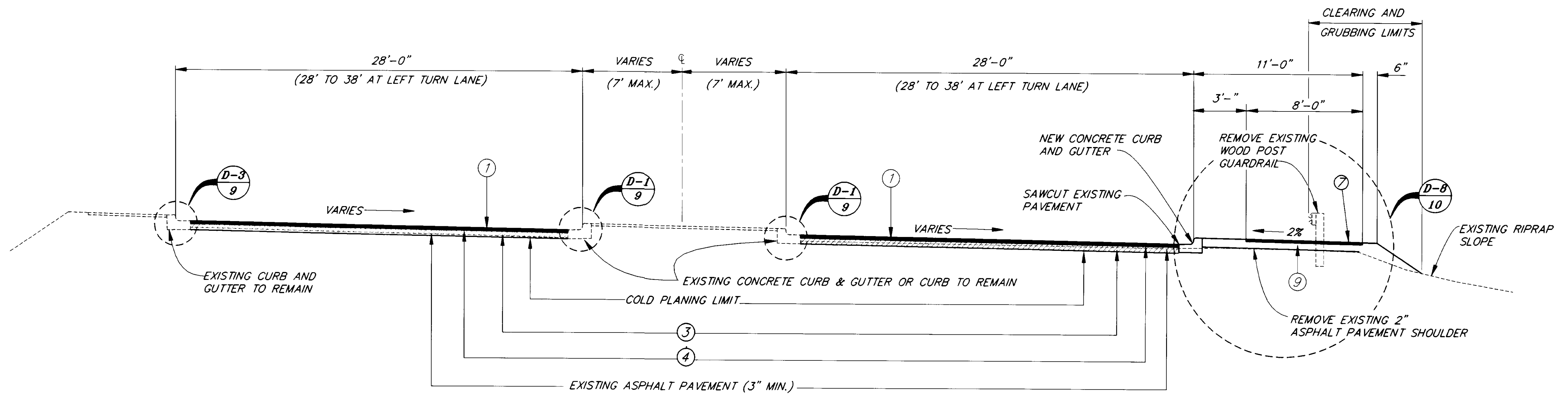




STA. "0" 43+50 TO STA. "0" 47+00

LEGEND

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"
- ② 4" ASPHALT TREATED BASE
- ③ 3" ASPHALT TREATED BASE
- ④ STE-1 ASPHALT FOR TACK COAT
- ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
- ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
- ⑦ 1 1/2" ASPHALT SIDEWALK
- ⑧ 4" CONCRETE SIDEWALK
- ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)



STA. "0" 47+00 TO STA. "0" 66+75

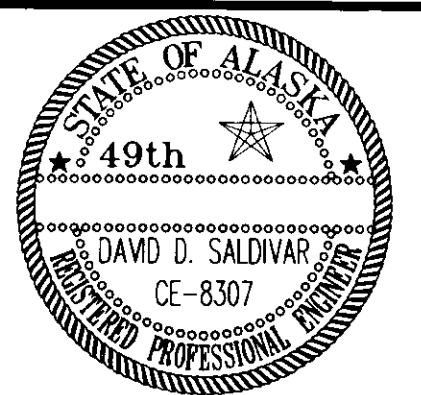
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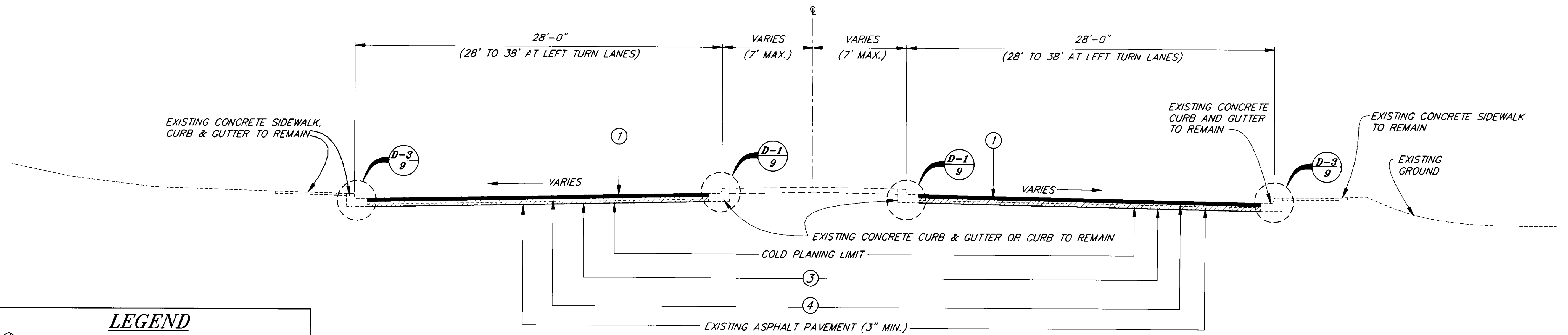
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JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
TYPICAL SECTIONS OF IMPROVEMENTS

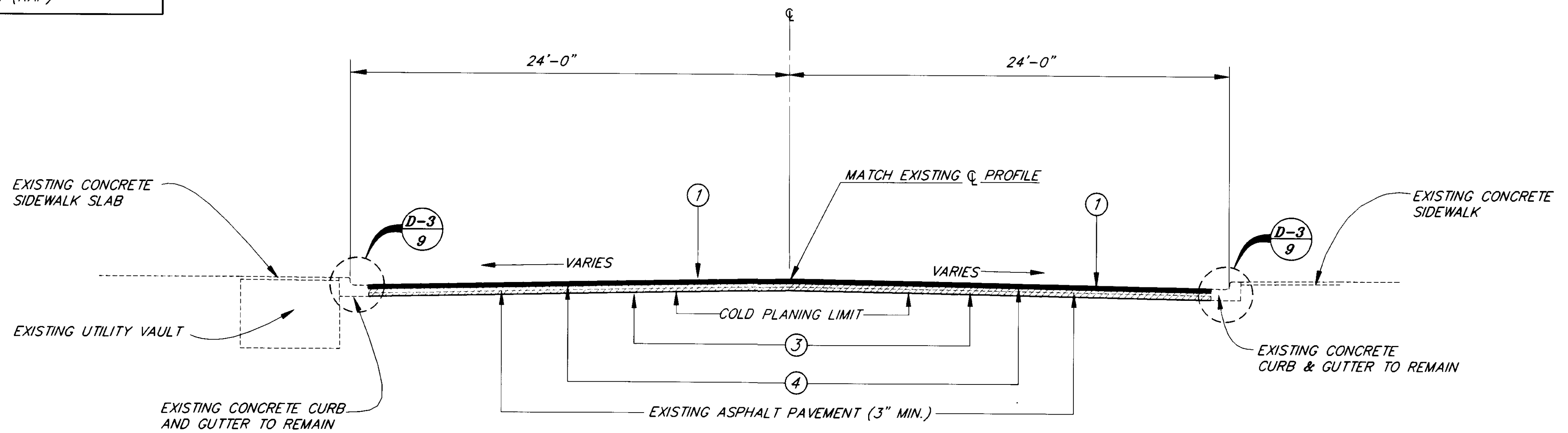
DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 5 OF 92





STA. "0" 66+75 TO STA. "0" 70+50

- LEGEND**
- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"
 - ② 4" ASPHALT TREATED BASE
 - ③ 3" ASPHALT TREATED BASE
 - ④ STE-1 ASPHALT FOR TACK COAT
 - ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
 - ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
 - ⑦ 1 1/2" ASPHALT SIDEWALK
 - ⑧ 4" CONCRETE SIDEWALK
 - ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)



STA. "0" 70+50 TO STA. "0" 80+25

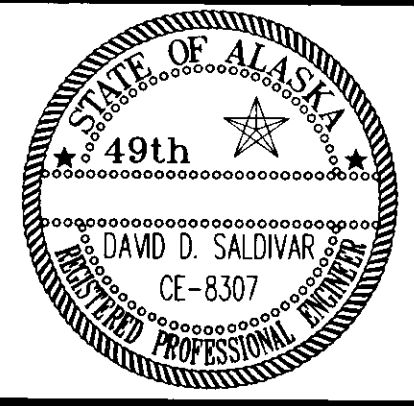
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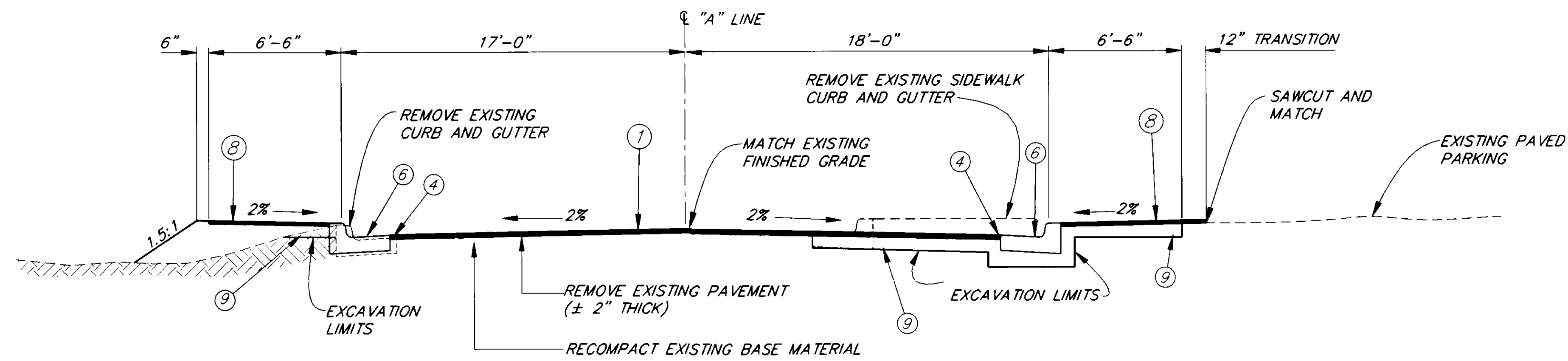
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
TYPICAL SECTIONS OF IMPROVEMENTS

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71664/71802
DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	A. STEININGER	SHEET 6 OF 92	



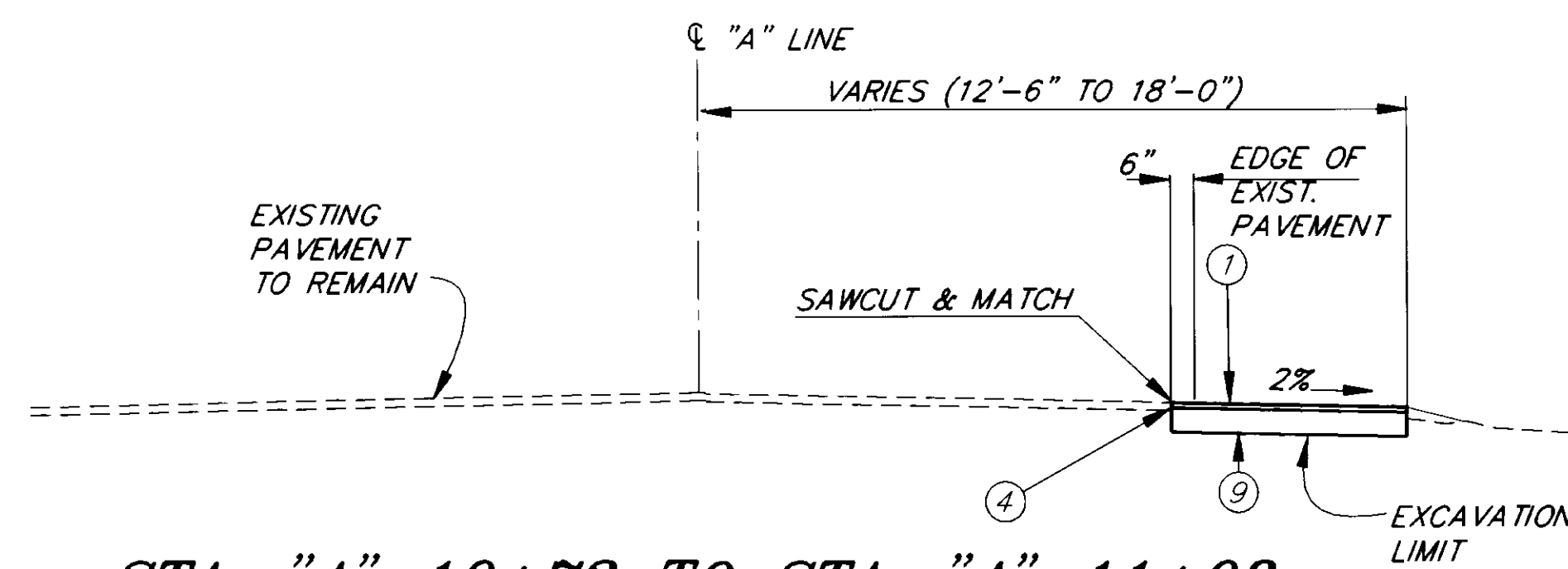


STA. "A" 10+35 TO STA. "A" 10+73

SEE SHEET 20

LEGEND

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"
- ② 4" ASPHALT TREATED BASE
- ③ 3" ASPHALT TREATED BASE
- ④ STE-1 ASPHALT FOR TACK COAT
- ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
- ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
- ⑦ 1 1/2" ASPHALT SIDEWALK
- ⑧ 4" CONCRETE SIDEWALK
- ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)



STA. "A" 10+73 TO STA. "A" 11+08

SEE SHEET 20

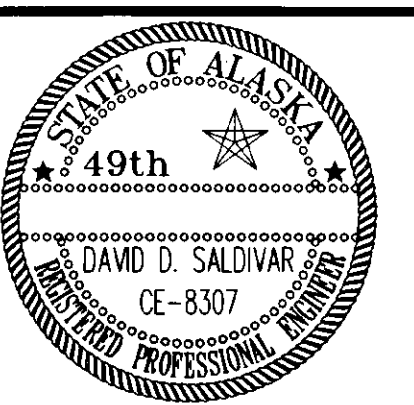
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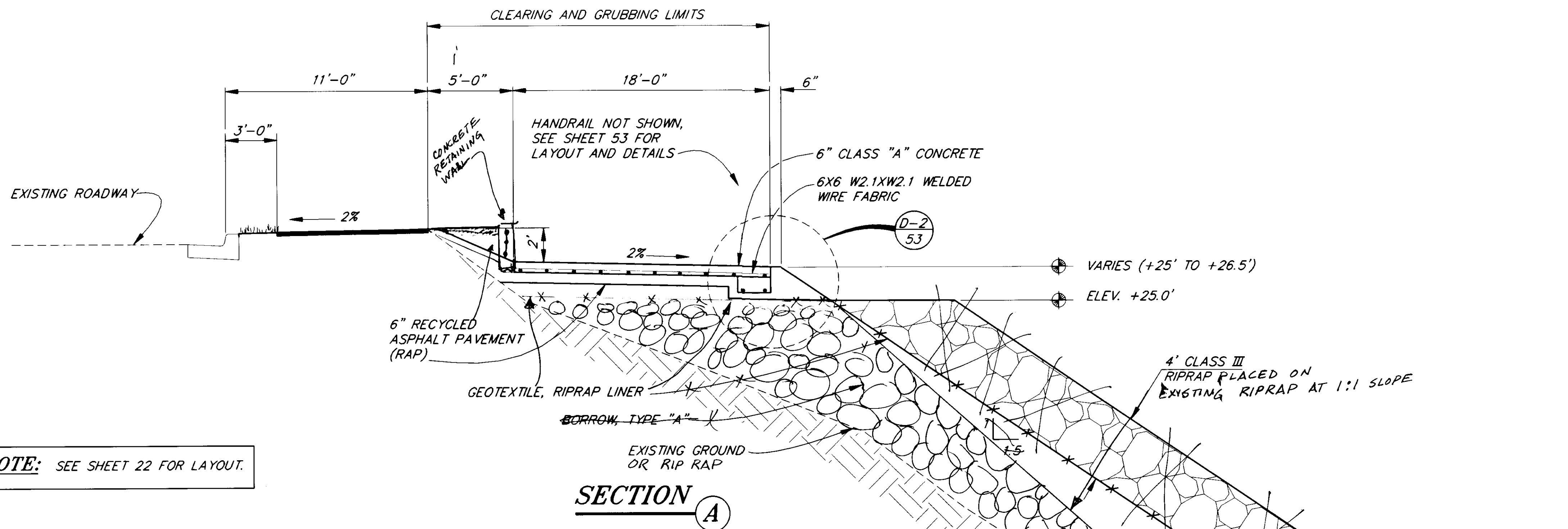
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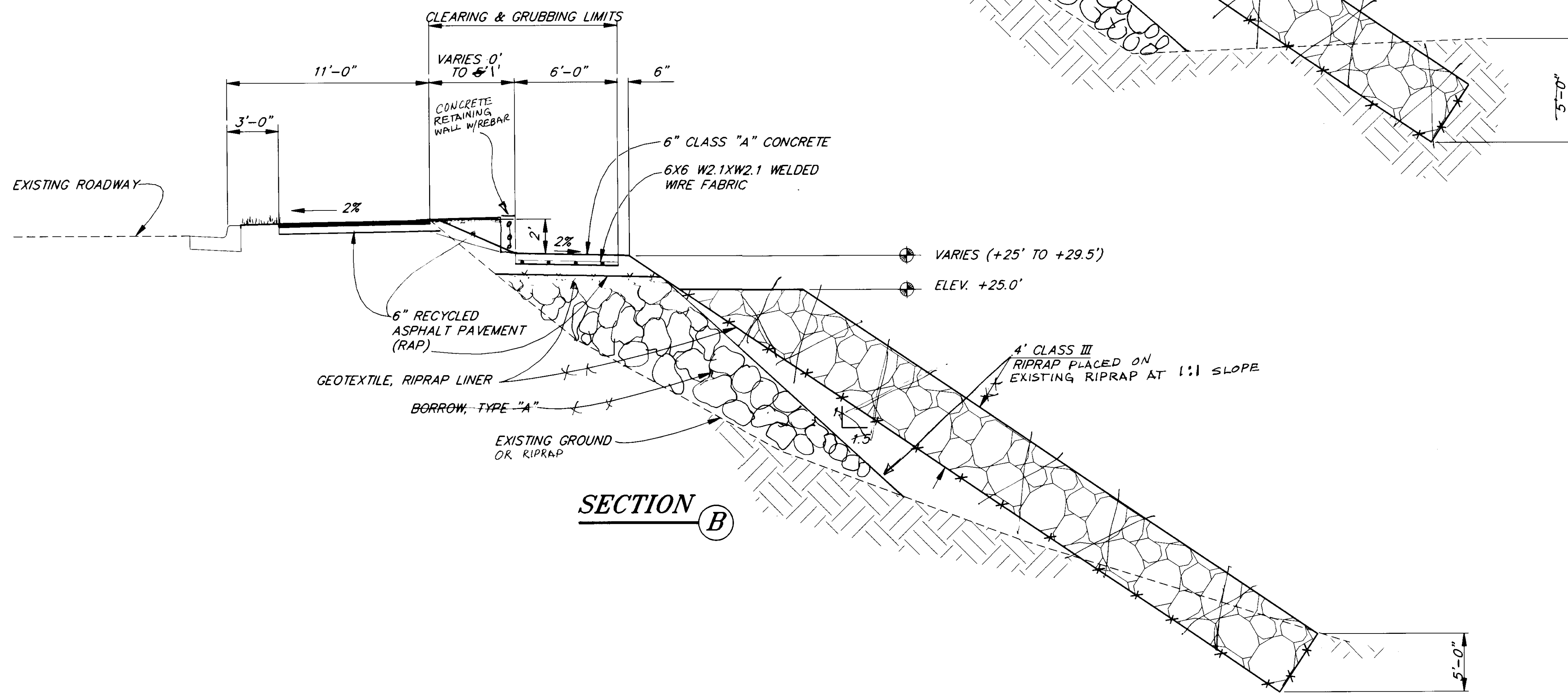
DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 7 OF 21





NOTE: SEE SHEET 22 FOR LAYOUT.

SECTION A



SECTION B

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

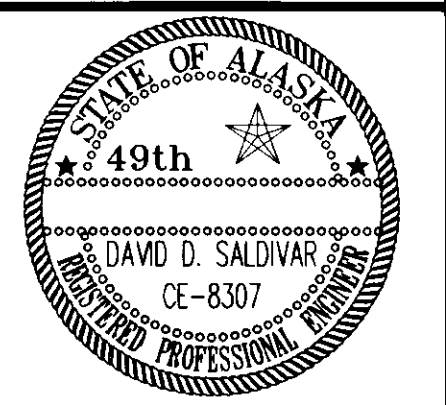
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BY:	DATE:	DESCRIPTION OF CHANGE:
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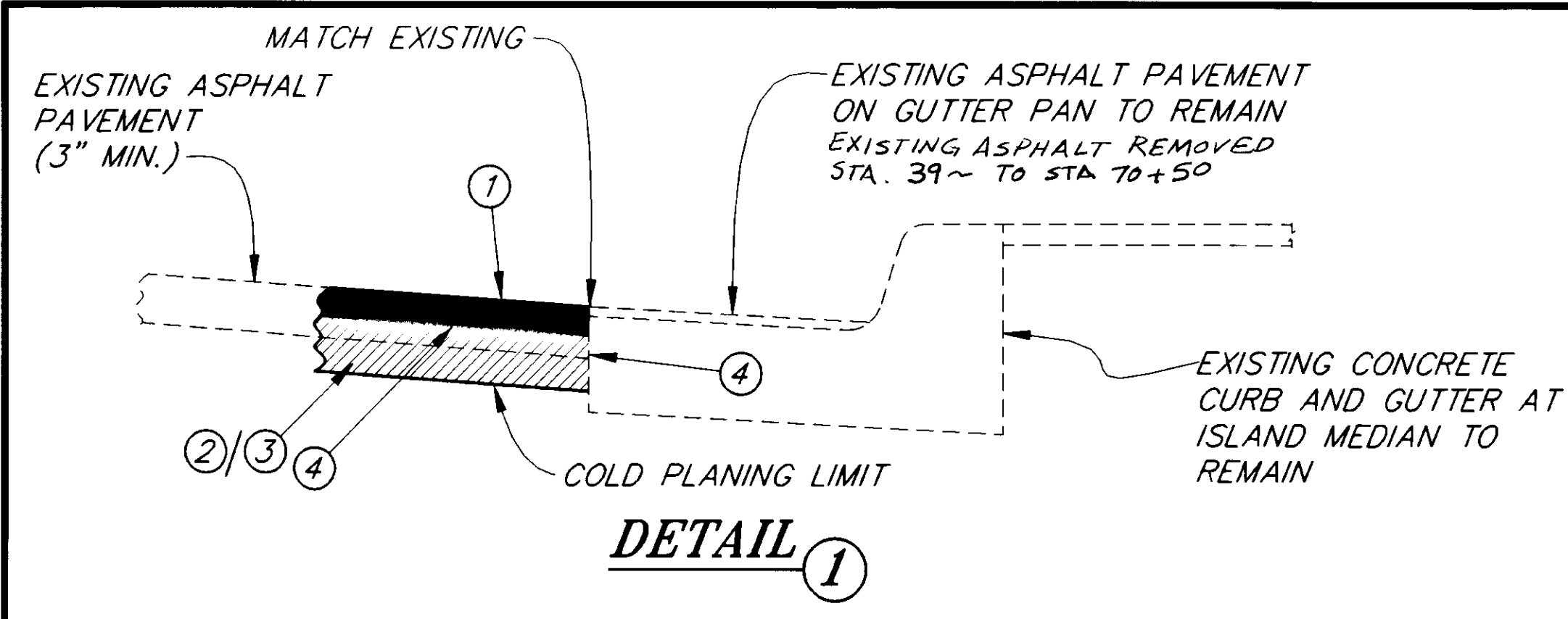
STATE OF ALASKA
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TYPICAL SECTIONS OF IMPROVEMENTS

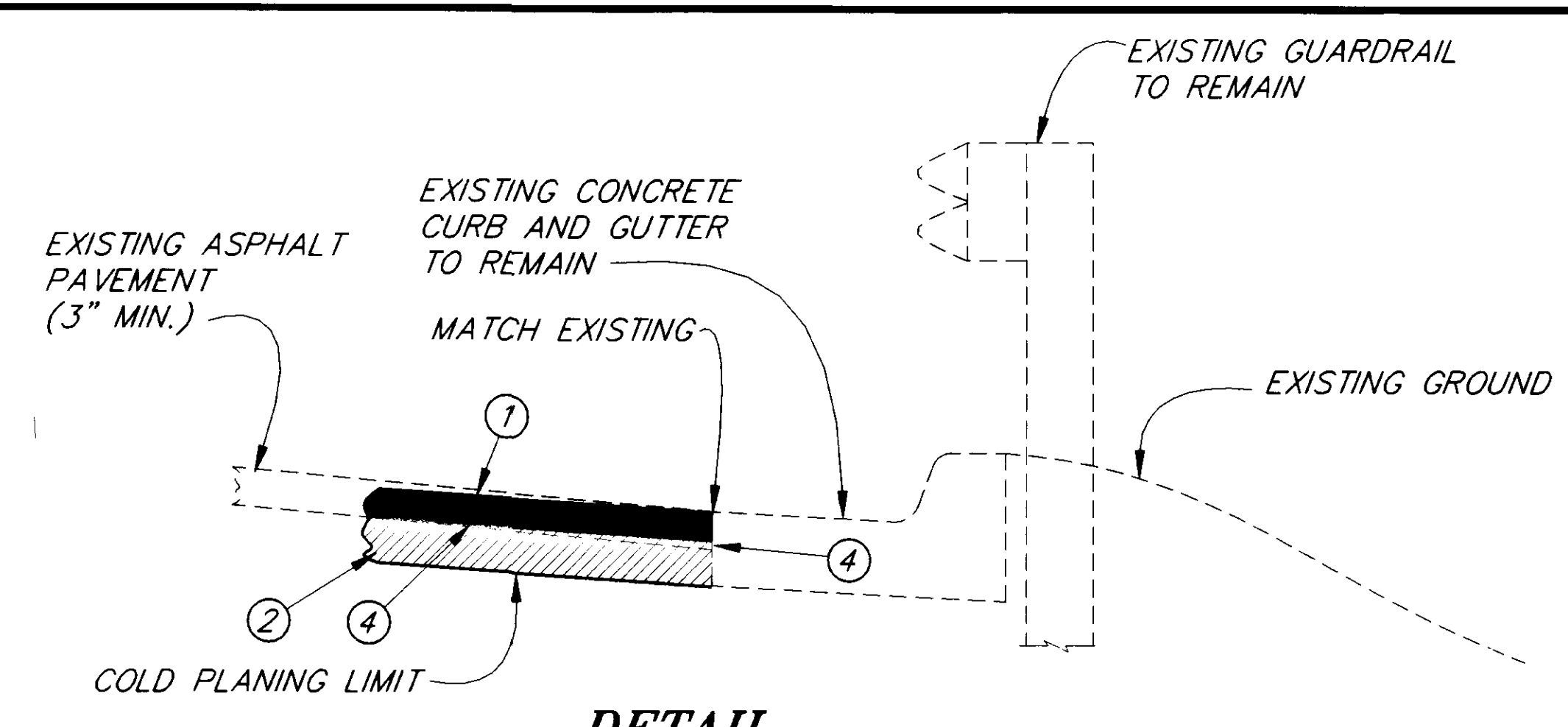
DESIGNED BY: D. SALDIVAR
 DRAWN BY: C. ANDERSON
 CHECKED BY: A. STEININGER

PROJECT NO. 71664/71802
 DATE:
 SHEET 8 OF 92





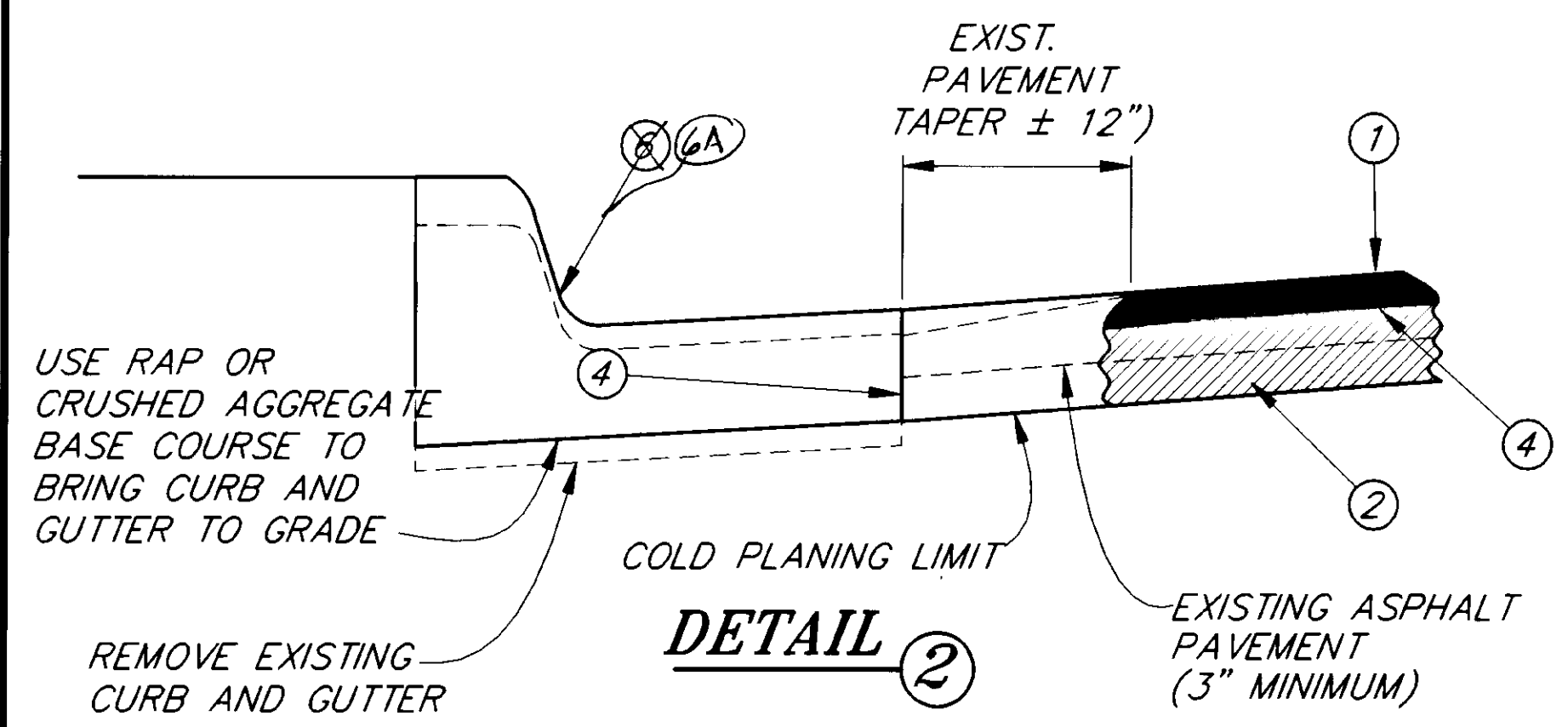
DETAIL 1



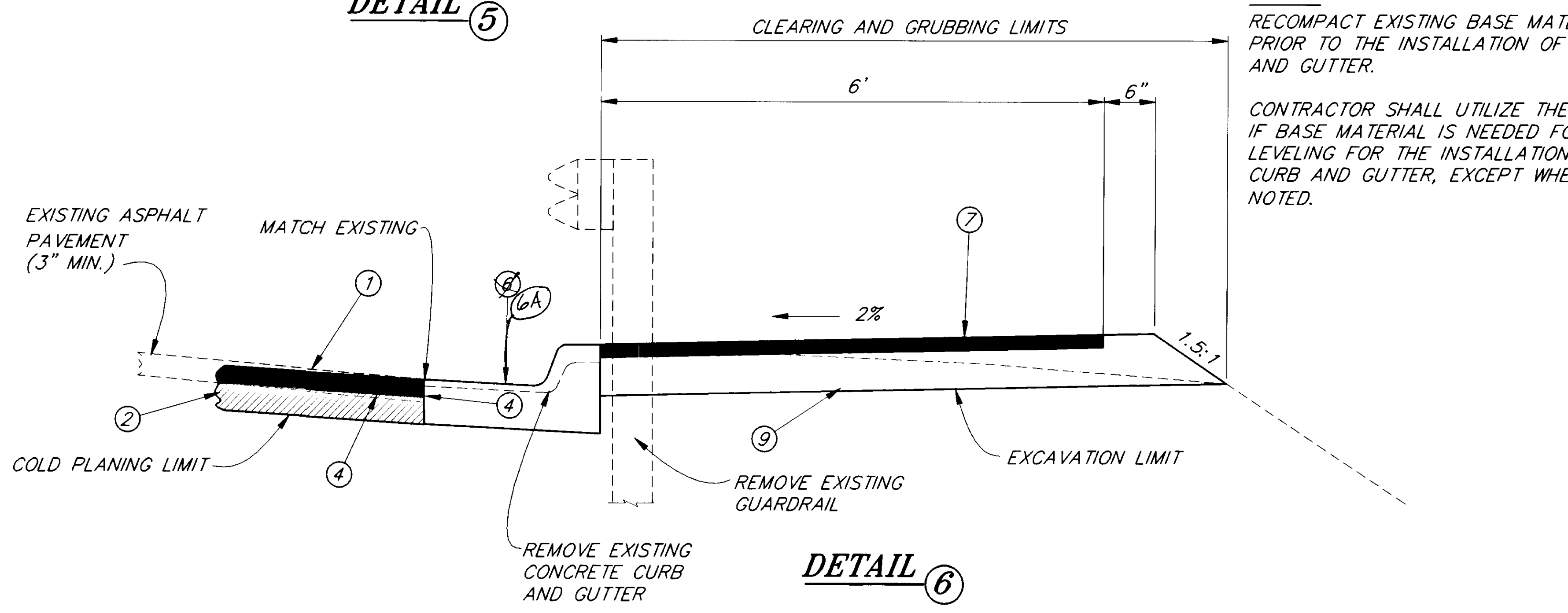
DETAIL 5

- LEGEND**
- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"
 - ② 4" ASPHALT TREATED BASE
 - ③ 3" ASPHALT TREATED BASE
 - ④ STE-1 ASPHALT FOR TACK COAT
 - ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
 - ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
 - ⑥A CONCRETE CURB AND GUTTER, TYPE "C"
 - ⑦ 1 1/2" ASPHALT SIDEWALK
 - ⑧ 4" CONCRETE SIDEWALK
 - ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)

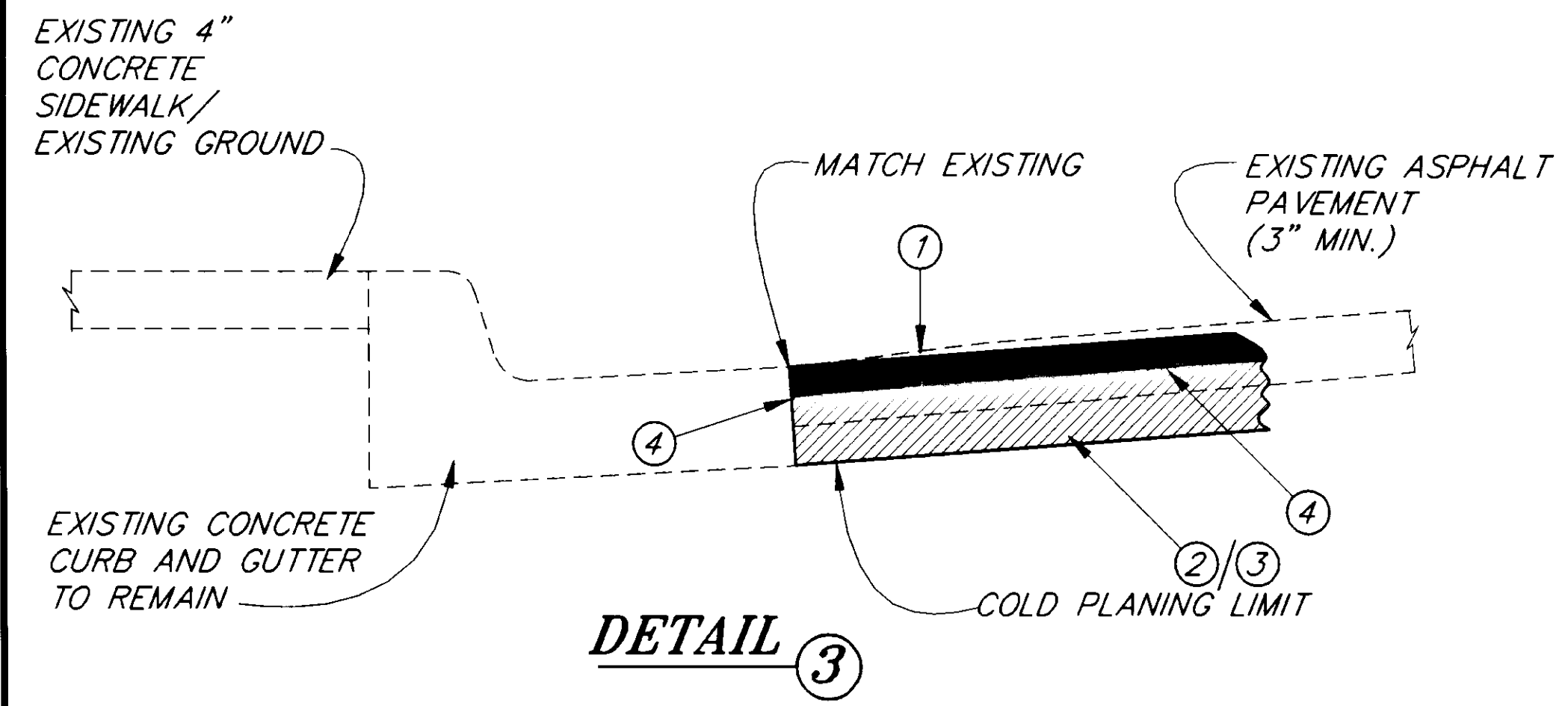
NOTE:
 RECOMPACT EXISTING BASE MATERIAL PRIOR TO THE INSTALLATION OF CURB AND GUTTER.
 CONTRACTOR SHALL UTILIZE THE RAP IF BASE MATERIAL IS NEEDED FOR LEVELING FOR THE INSTALLATION OF CURB AND GUTTER, EXCEPT WHERE NOTED.



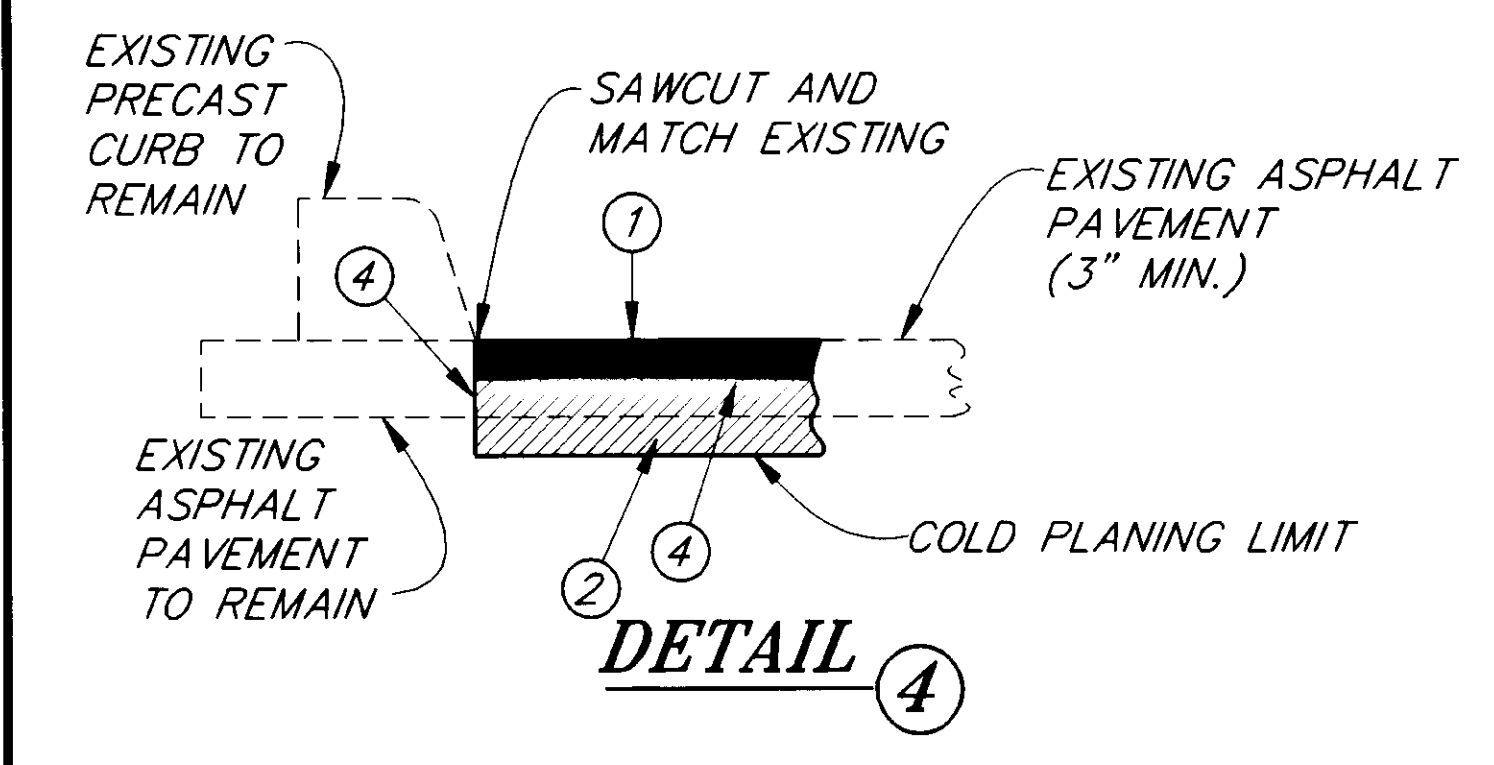
DETAIL 2



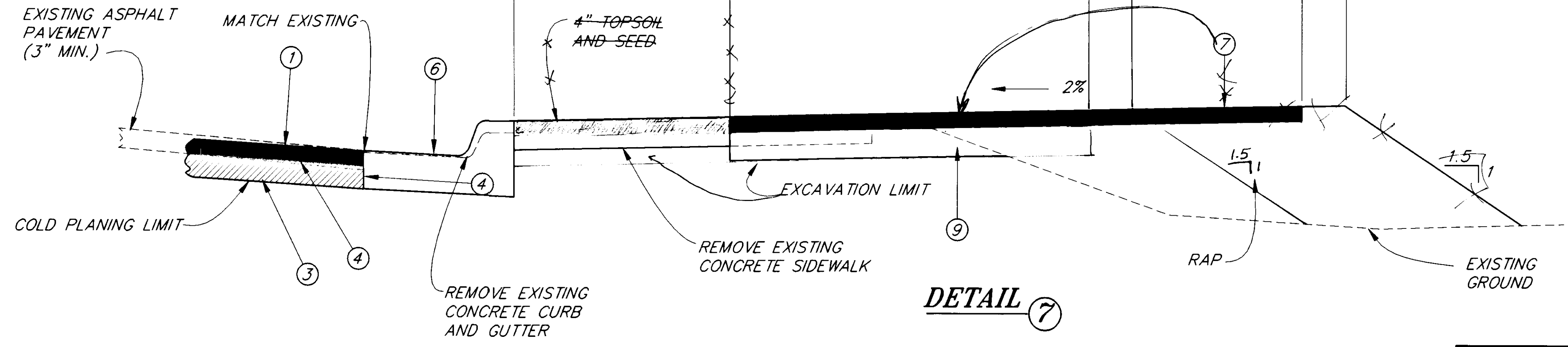
DETAIL 6



DETAIL 3



DETAIL 4



DETAIL 7

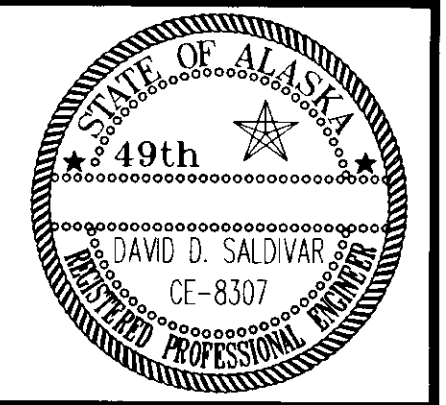
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

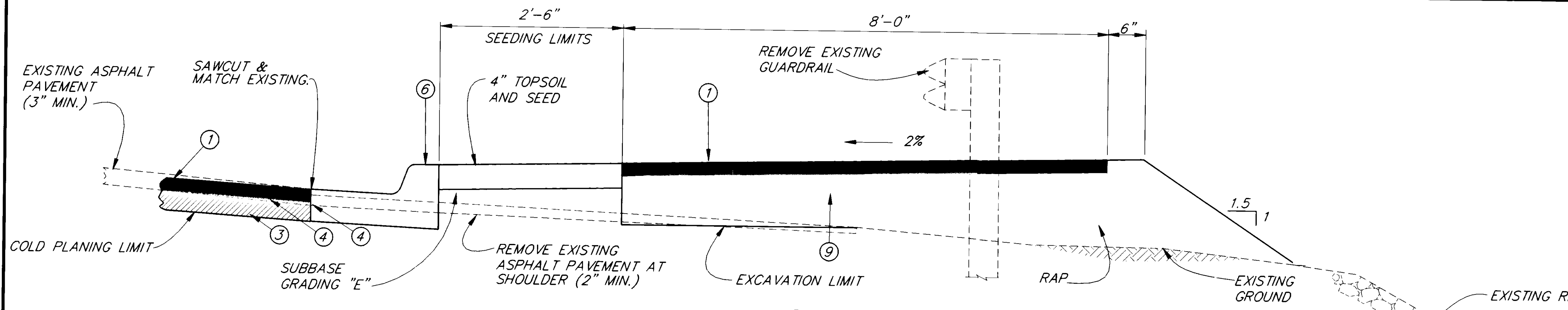
PATH: P: JNU 71664 DR -DETAIL1 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
CURB/SIDEWALK DETAILS

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71664/71802
DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	A. STEININGER	SHEET	9 OF 91

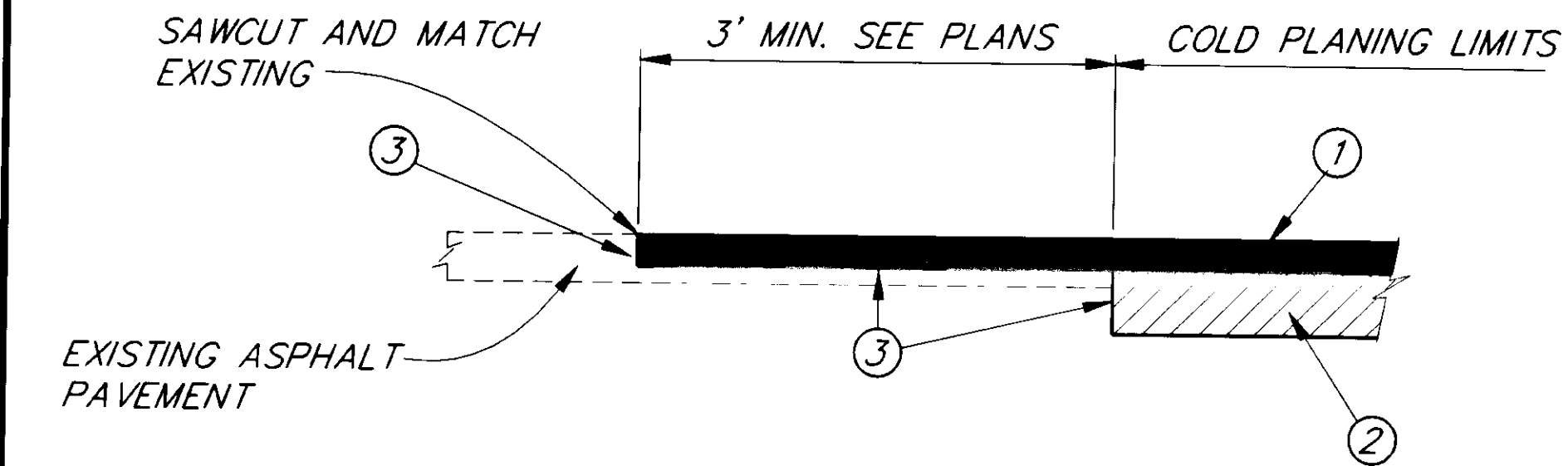




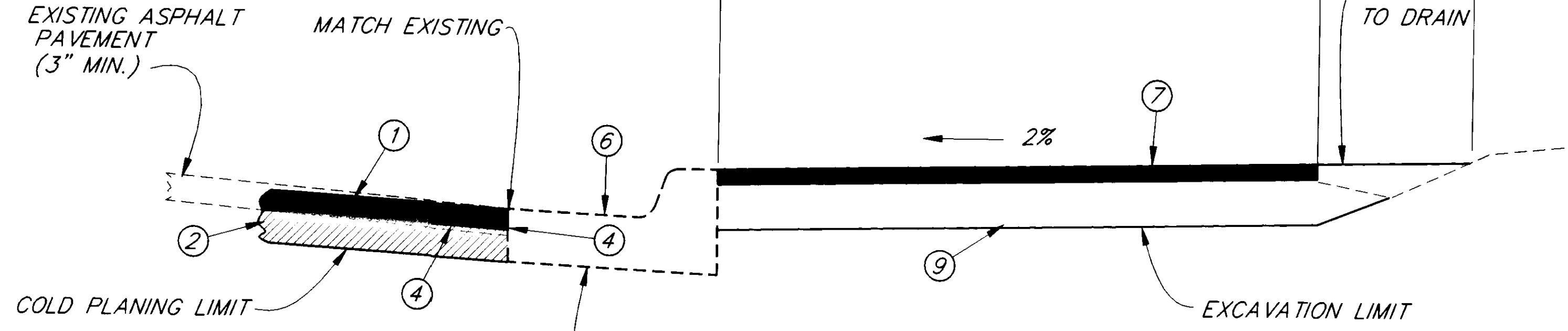
- LEGEND**
- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"
 - ② 4" ASPHALT TREATED BASE
 - ③ 3" ASPHALT TREATED BASE
 - ④ STE-1 ASPHALT FOR TACK COAT
 - ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
 - ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
 - ⑦ 1 1/2" ASPHALT SIDEWALK
 - ⑧ 4" CONCRETE SIDEWALK
 - ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)

NOTE:
RECOMPACT EXISTING BASE MATERIAL PRIOR TO THE INSTALLATION OF CURB AND GUTTER.
CONTRACTOR SHALL UTILIZE THE RAP IF BASE MATERIAL IS NEEDED FOR LEVELING FOR THE INSTALLATION OF CURB AND GUTTER, EXCEPT WHERE NOTED.

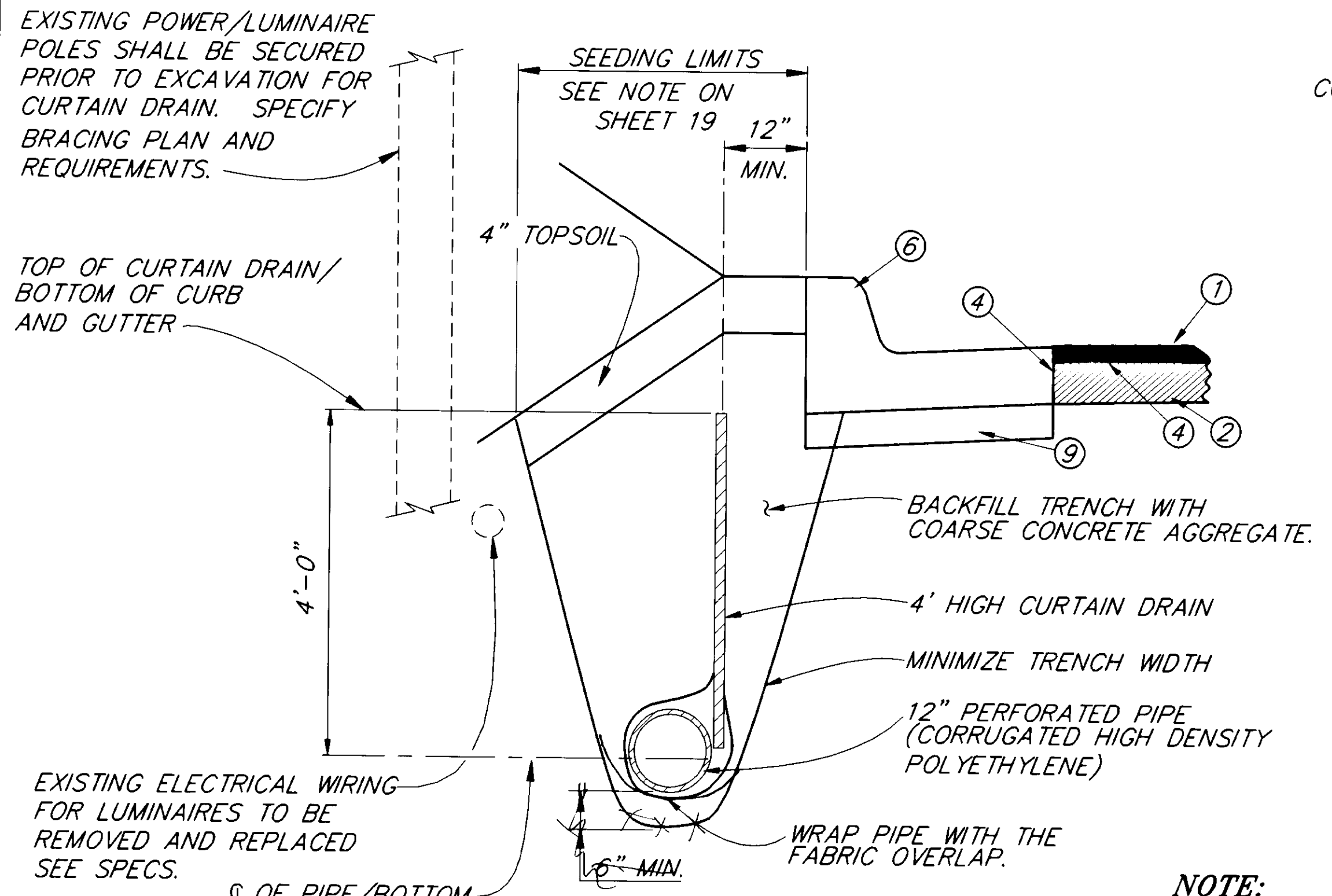
DETAIL 8



PAVEMENT TRANSITION AT INTERSECTIONS AND AT B.O.P. AND E.O.P. 11

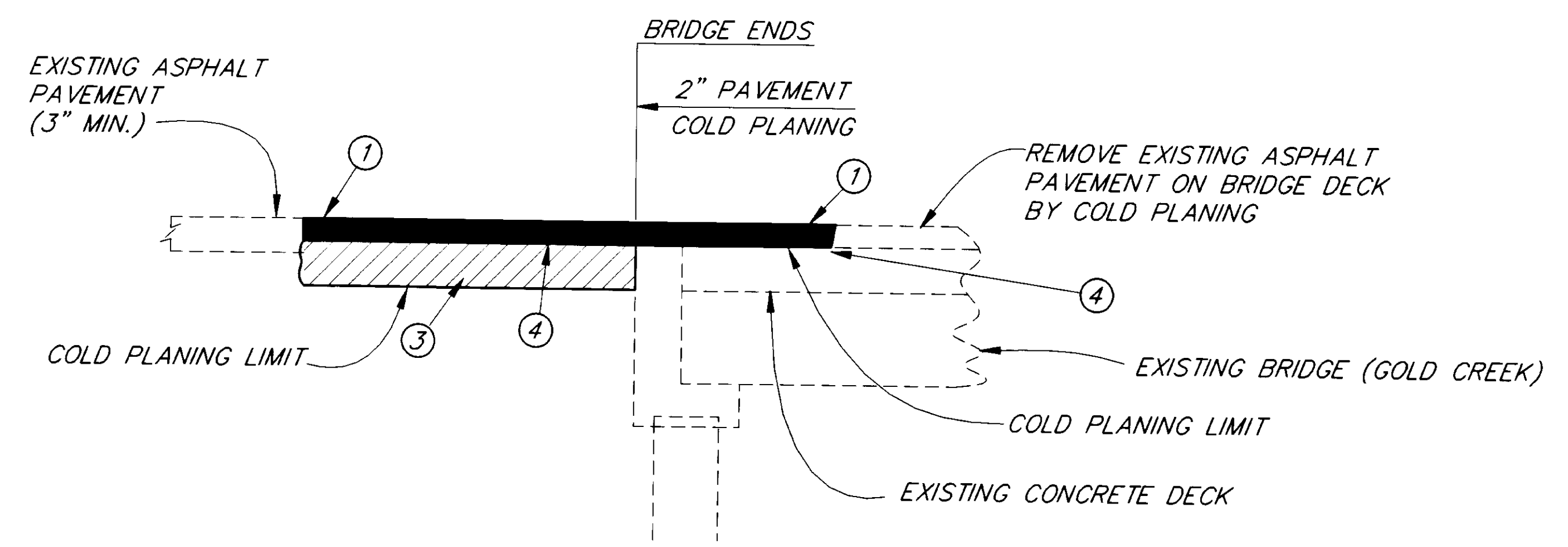


DETAIL 10



DETAIL 9

NOTE:
NO MORE THAN 50 FEET OF OPEN TRENCH.



PAVEMENT TRANSITION AT GOLD CREEK BRIDGE 12

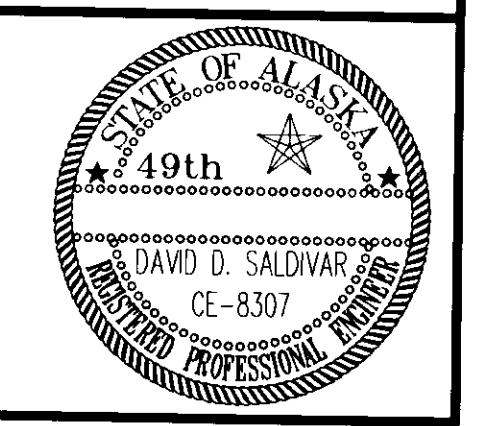
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P: \JNU\71664\DR\-DETAIL2 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU
NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
CURB/SIDEWALK DETAILS

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71664/71802
DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	A. STEININGER	SHEET 10 OF 9#	



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	PROJ. NO. 71664 QUANTITY	PROJ. NO. 71802 QUANTITY	PROJ. NO. 70481 QUANTITY	TOTAL
120(1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	1912-200	51-2,250	644-691	2,164-5,141
202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	1102-040	216-260	371-331	1,689-6,31
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT			0-25	0-25
202(8)	REMOVAL OF INLETS	EACH			0-1	0-1
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	489-000	216-700	694-552	799-7,252
202(12)	CLEANING OF DRAINAGE INLET	EACH	51-59			51-59
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD		0-570	179-550	179-1,120
203(5)	BORROW, TYPE "A"	TON		39-150	36-75	75-225
304(1)	SUBBASE, GRADING "B"	TON			0-675	0-675
501(1)	Concrete Retaining Walls	Lump Sum		All Req'd.		All Req'd.
306(1)	ASPHALT TREATED BASE COURSE	TON	10,018-850			10,018-850
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "A"	TON	1,216-390	210-290	7,005-6,680	8,431-13,370
401(2)	PBA-2 ASPHALT CEMENT	TON	642-817	116-774	850-834	1,558-1,651
402(2)	STE-1 ASPHALT FOR TACK COAT	TON	188-798	0-8	19.5-20.7	188-828
407(1)	POLYMERIC ANTI-STRIP	TON	24.3-30	1-1.5	25.3-31.5	24.3-33
408(1)	PAVEMENT COLD PLANING	SQUARE YARD	52,900-45,300	1,293	46,615-2,900	52,900-48,200
408(2)	TAPERED PAVEMENT PLANING	SQUARE YARD		0-677	0-677	0-677
502(A)	Bridge Sidewalk Widening	Lump Sum		All Req'd.		All Req'd.
502(1)	PRESTRESSED CONCRETE STRUCTURAL MEMBERS (BOX GIRDERS)	EACH		6		6
505(5)	STRUCTURAL STEEL PILES, FURNISHED	LINEAR FOOT		400.4-383		400.4-383
505(6)	STRUCTURAL STEEL PILES, DRIVEN	EACH		4		4
507(1)	METAL BRIDGE RAILING	LINEAR FOOT		144		144
606(1)	W-Beam Guardrail	Linear Foot		662.5		662.5
606(6)	End Anchors	EACH		2		2
603(17)	18 INCH PIPE	LINEAR FOOT		B-21		B-21
603(23)	12 INCH SLOTTED DRAIN	LINEAR FOOT	120			120
604(1)	STORM SEWER MANHOLE	EACH		1		1
604(3)	RECONSTRUCT EXISTING MANHOLE	EACH		1		1
604(4)	ADJUST EXISTING MANHOLE	EACH		3		3
604(5A)	INLET, TYPE "A"	EACH	13-14		1	14
604(5B)	INLET, TYPE "B"	EACH		0-1		0-1
604(8)	ADJUST EXISTING INLET	EACH	7-10		1	10
606(BA)	Guardrail Adjustment	Linear Foot	1,200			1,200
609(1A)	Sidewalk Support System	Lump Sum	All Req'd.			All Req'd.
605(7)	CURTAIN DRAIN	LINEAR FEET	3085-145			3085-145
606(8)	SALVAGE GUARDRAIL	LINEAR FEET		2107-52-270		2107-52-270
607(3)	CHAIN-LINK FENCE	LINEAR FEET		467-389		467-389
607(5)	DRIVE GATE	EACH		1		1
607(7)	REMOVAL OF CHAIN-LINK FENCE	LINEAR FEET		1147-180		1147-180
608(1)	CONCRETE SIDEWALK	SQUARE YARD	1,237-750	346-365	1,583-1,115	2,820-1,475
608(3)	ASPHALT SIDEWALK	SQUARE YARD	3,215-51,000		3,215-51,000	3,215-51,000
608(6)	WHEELCHAIR/DRIVEWAY RAMP RECONSTRUCTION	SQUARE YARD	340-700	24,814-67	364-714-67	24,814-67
608(7)	COLORED CONCRETE SIDEWALK	SQUARE YARD	62.4-82	32.6-34	16.3-20.0	111.3-136
608(8)	REINFORCED CONCRETE SIDEWALK	SQUARE YARD		248.4-176		248.4-176
609(2C)	Curb and Gutter Type "C"	Linear Foot	2,935	2,360		5,295
609(2A)	CURB AND GUTTER, TYPE "A"	LINEAR FEET	1,582-380		561-526	2,143-906
609(2B)	CURB AND GUTTER, TYPE "B"	LINEAR FEET	0-3,890	2,296-4,540		2,296-8,430
609(13)	BUMPER CURB	EACH		12		12
611(1)	RIPRAP, CLASS III	CUBIC YARD		415.7-1,000		415.7-1,000
614(4)	ADJUST EXISTING MONUMENT CASES	EACH		2		2
614(5)	ADJUST MONUMENT CASES AND/OR RESET MONUMENTS	EACH	15-18			15-18
643(2A)	Additional Traffic Maintenance	Lump Sum	All Req'd.			All Req'd.
660(13A)	Data Line J-Box Adjustment	Lump Sum		All Req'd.		All Req'd.
615(1)	STANDARD SIGNS	SQUARE FOOT	1,597-33	100.4-102-36	842-1,608-69	1,597-33
615(2)	REMOVE AND RELOCATE EXISTING SIGNS	EACH		11		11
615(7)	SALVAGE SIGNS	EACH	57-58	16		73-74
618(1)	SEEDING	ACRE	0.57-0.2	0.56-0.3		1.13-0.5
620(1)	TOPSOIL	SQUARE YARD	1,576-1,000	2,151-1,450		3,827-2,450
625(2)	HANDRAIL	LINEAR FOOT		113.4-130		113.4-130
627(6)	FIRE HYDRANT RELOCATION	EACH		1	1	2
627(10)	ADJUSTMENT OF VALVE BOX	EACH	7-6	5	4-3	16-14
629(1)	TRANSPORTATION ENHANCEMENTS	LUMP SUM			ALL REQ'D.	ALL REQ'D.
660(17)	Misc. Electrical Work	Lump Sum	All Req'd.	All Req'd.	All Req'd.	All Req'd.
631(2)	GEOTEXTILE, RIPRAP LINER	SQUARE YARD		238-770		238-770
639(2)	SERVICE DRIVEWAY	EACH		2		2
639(3)	APPROACHES	EACH	11-12			11-12
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
641(3)	EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.

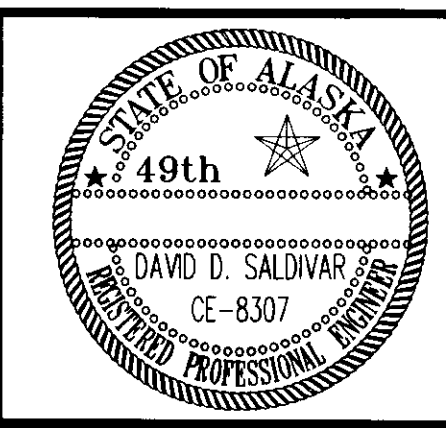
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ESTIMATE OF QUANTITIES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A.J. STEININGER	SHEET 11 OF 91



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	PROJ. NO. 71664 QUANTITY	PROJ. NO. 71802 QUANTITY	PROJ. NO. 70481 QUANTITY	TOTAL
660(10)	Additional Electrical Work	Lump Sum	All Req'd.	All Req'd.	All Req'd.	All Req'd.
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
642(2)	THREE PERSON SURVEY PARTY	HOURLY	0-20	0-10	0-50	0-80
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
643(3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.	ALL REQ'D.
643(4)	CONSTRUCTION SIGN	EACH PER DAY	2471-500	824-500	33-250	3,334-1,250
660(19)	Telephone Facility Repair	Lump Sum	All Req'd.			All Req'd.
643(5)	TYPE II BARRICADE	EACH PER DAY	548	428-400		976-400
643(6)	TYPE III BARRICADE	EACH PER DAY	58-500		5-50	63-550
643(7)	TRAFFIC CONE	EACH PER DAY	1,028-000	2,445-000	1,167-500	2,440-500
643(8)	DRUM	EACH PER DAY	153-3,000	793-500	31-1,500	3,347-5,000
643(9)	SEQUENTIAL ARROW PANEL, TYPE "B"	EACH PER DAY	150-90	66-50	1-10	217-150
643(13)	TEMPORARY PAVEMENT MARKING	STATION	257-80		0-10	257-90
643(15)	FLAGGING	HOURLY	1,094-2,500	156-750	231-300	2,281-3,550
643(17)	STREET SWEEPING	HOURLY			17.5-10	17.5-10
643(18)	WATERING	M-GALLON			0-5	0-5
660(1)	TRAFFIC SIGNAL SYSTEM COMPLETE	LUMP SUM	ALL REQ'D.		ALL REQ'D.	ALL REQ'D.
661(6)	Replace Load Centers	Lump Sum	All Req'd.			All Req'd.
660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE	LUMP SUM	ALL REQ'D.		ALL REQ'D.	ALL REQ'D.
660(10)	Additional Preformed Pavement Markings	Lump Sum	All Req'd.			All Req'd.
660(11A)	LOOP DETECTOR IN NARROW SLOT	EACH	40		12	52
660(12A)	TRAFFIC SIGNAL POLE NO. 2 & 10 AT 10TH & EGAN	EACH	2			2
660(12B)	TRAFFIC SIGNAL POST NO. 12 & 13 AT 10TH & EGAN	EACH	2			2
660(13)	RELOCATE AND RECONSTRUCT TELEPHONE VAULT	EACH			1	1
660(14)	ADJUST JUNCTION BOX	EACH		10-18		10-18
660(15)	ADJUST ELECTRICAL VAULT	EACH		0-3		0-3
660(16)	ADJUST LUMINAIRE BASE	EACH		14		14
660(6A)	Crosswalk Removal and Reinstallation	Lump Sum	All Req'd.			All Req'd.
661(2)	LOAD CENTER TYPE 2	EACH			1	1
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM			ALL REQ'D.	ALL REQ'D.
670(6)	PERFORMED PAVEMENT MARKINGS	LUMP SUM	ALL REQ'D.		ALL REQ'D.	ALL REQ'D.
670(8)	RECESSED PAVEMENT MARKERS	EACH	361-330			361-330

BASIS OF ESTIMATE

ITEM NO.	ITEM
401(1)	116 LBS/SY/INCH DEPTH OF ASPHALT CONCRETE
401(2)	6% OF 401(1) AND 4% OF 306(1)
402(2)	0.10 GAL./SY, 253 GAL./TON

SIGNING SUMMARY - PROJECT NO. 71664

"0" LINE STA.	OFFSET		CODE NO. (ASDS)	LEGEND	SIZE	AREA S.F.	POST		EMBEDMENT TYPE	FACING TRAFFIC	REMARKS
	LT.	RT.					NO.	SIZE			
3+00		50'	R2-1	SPEED LIMIT 40	30" X 36"	7.5				W.B.	MOUNT TO EXISTING LUMINAIRE POLE
4+40	55'		R12-7	NO STUDDED TIRES APRIL 15 TO SEPT 30	84" X 66"	3.85	2	6" X 6"	TIMBER	SOIL	W.B.
5+30	55'		M1-16	ALASKA 7	24" X 24"	4.0				E.B.	MOUNT TO EXISTING LUMINAIRE POLE
7+15	50'		R5-10B	PEDESTRIANS AND BICYCLES PROHIBITED	30" X 18"	3.75				E.B.	MOUNT TO EXISTING LUMINAIRE POLE
13+95		40'	R7-101RL	NO PARKING ANYTIME ↔	12" X 18"	1.5				*	MOUNT TO EXISTING LUMINAIRE POLE
14+00	40'		R16-1A	NO LITTER	36" X 36"	9.0				E.B.	MOUNT TO EXISTING LUMINAIRE POLE
15+00		40'	SPECIAL	AURORA HARBOR →	42" X 42"	12.5	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.
15+05	40'		R7-101	NO PARKING ANYTIME	12" X 18"	1.5				*	MOUNT TO EXISTING LUMINAIRE POLE
16+95		45'	R1-1	STOP	30" X 30"	6.25	1	2 1/2" X 2 1/2"	PST	SOIL	N.B.
17+00	40'		R2-1	SPEED LIMIT 40	30" X 36"	7.5				E.B.	MOUNT TO EXISTING LUMINAIRE POLE
17+50		48'	D3-2L	HIGHLAND DR	96" X 24"	16.0	2	2 1/2" X 2 1/2"	PST	SOIL	E.B.
18+00		35'	R7-101RL	NO PARKING ANYTIME ↔	12" X 18"	1.5				*	MOUNT TO EXISTING LUMINAIRE POLE
18+00	40'		SPECIAL	← AURORA HARBOR	42" X 42"	12.25	1	2 1/2" X 2 1/2"	PST	SOIL	E.B.
19+00	50'		R5-10B	PEDESTRIANS AND BICYCLES PROHIBITED	30" X 18"	3.75				E.B.	MOUNT TO EXISTING LUMINAIRE POLE
21+05	55'		R1-1	STOP	30" X 30"	6.25	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.
21+05	55'		D3-1	HIGHLAND DR	34" X 8"	1.89				N.B.	MOUNT ABOVE "STOP" SIGN
21+05	55'		D3-1	EGAN DR	25" X 8"	1.89				W.B.	MOUNT ABOVE "HIGHLAND DR" SIGN
23+90		40'	R2-1	SPEED LIMIT 40	30" X 36"	7.5	1	2 1/2" X 2 1/2"	PST	SOIL	S.B.
24+50	40'		D3-2R	HIGHLAND DR →	96" X 24"	16.0	2	2 1/2" X 2 1/2"	PST	SOIL	N.B.
26+50		50'	SPECIAL	HARBOR OFFICE →	42" X 42"	12.25	1	2 1/2" X 2 1/2"	PST	SOIL	S.B.
27+80		50'	R1-1	STOP	30" X 30"	6.25	1	2 1/2" X 2 1/2"	PST	SOIL	E.B.
29+40	45'		R2-1	SPEED LIMIT 40	30" X 36"	7.5	1			N.B.	MOUNT TO EXISTING LUMINAIRE POLE
31+50	45'		SPECIAL	← HARBOR OFFICE	42" X 42"	12.25	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.
35+40		40'	R7-101RL	NO PARKING ANYTIME	12" X 18"	1.5				*	MOUNT TO EXISTING LUMINAIRE POLE
36+25	45'		SPECIAL	HARRIS HARBOR →	42" X 42"	12.25	1	2 1/2" X 2 1/2"	PST	SOIL	E.B.
38+50		50'	R1-1	STOP	30" X 30"	6.25	1	2 1/2" X 2 1/2"	PST	SOIL	E.B.
39+55	45'		M1-6	ALASKA 7	24" X 24"	4.0				N.B.	MOUNT TO EXISTING LUMINAIRE POLE
40+00		55'	D1-3	↑ DOWNTOWN DOUGLAS →	90" X 42"	26.25	2	6" X 6"	TIMBER	SOIL	E.B.
40+40		50'	R7-101RL	NO PARKING ANYTIME ↔	12" X 18"	1.5				*	MOUNT TO EXISTING LUMINAIRE POLE
40+65	48'		SPECIAL	← HARRIS HARBOR	42" X 42"	12.25	1	2 1/2" X 2 1/2"	PST	SOIL	N.B.
41+25	45'		R2-1	SPEED LIMIT 40	30" X 36"	7.5				W.B.	MOUNT TO EXISTING LUMINAIRE POST
42+00		55'	R7-101RL	NO PARKING ANYTIME ↔	12" X 18"	1.5				S.B.	MOUNT TO EXISTING LUMINAIRE POLE
42+56		68'	R1-2	YIELD	36" X 36"	9.0	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.
42+56	45'		R3-5L	ONLY	30" X 36"	7.5				N.B.	MOUNT TO SIGNAL POLE MAST ARM
42+56	45'		D3-2B	← DOUGLAS HWY & 10TH ST →	120" X 30"	25.0				N.B.	MOUNT TO SIGNAL POLE MAST ARM
42+61		72'	R3-6SL	ONLY	30" X 36"	7.5				E.B.	MOUNT TO SIGNAL POLE MAST ARM
42+61		72'	R3-5R	ONLY	30" X 36"	7.5				E.B.	MOUNT TO SIGNAL POLE MAST ARM
42+61		72'	D3-1B	EGAN DR	66" X 18"	8.25				E.B.	MOUNT TO SIGNAL POLE MAST ARM
42+64	53'		SPECIAL	PEDESTRIAN CROSSING	9" X 16" & 9" X 16"	2.0				W.B. & N.B.	MOUNT TO SIGNAL POLE
42+75		95'	R3-16	BIKE LANE AHEAD	24" X 30"	5.0	1	2 1/2" X 2 1/2"	PST	SOIL	S.B.
42+90		58'	SPECIAL	PEDESTRIAN CROSSING	9" X 16" & 9" X 16"	2.0				E.B. & S.B.	MOUNT TO SIGNAL POLE
43+25		55'	SPECIAL	PEDESTRIAN CROSSING	9" X 16" & 9" X 16"	2.0				W.B. & S.B.	MOUNT TO SIGNAL POLE
43+35	52'		SPECIAL	PEDESTRIAN CROSSING	9" X 16" & 9" X 16"	2.0				N.B. & E.B.	MOUNT TO SIGNAL POLE
43+45	50'		R3-5L	ONLY	30" X 36"	7.5				W.B.	MOUNT TO SIGNAL POLE MAST ARM
43+45	50'		R3-6SL	ONLY	30" X 36"	7.5				W.B.	MOUNT TO SIGNAL POLE MAST ARM
43+45	50'		D3-1B	EGAN DR	66" X 18"	8.25				W.B.	MOUNT TO SIGNAL POLE MAST ARM
43+71		70'	R3-5L	ONLY	30" X 36"	7.5				S.B.	MOUNT TO SIGNAL POLE MAST ARM
43+71		70'	D3-2B	← 10TH ST DOUGLAS HWY →	120" X 30"	25.0				S.B.	MOUNT TO SIGNAL POLE MAST ARM
43+71		70'	R3-5R	ONLY	30" X 36"	7.5				S.B.	MOUNT TO SIGNAL POLE MAST ARM
43+73		73'	R1-2	YIELD	36" X 36"	9.0	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.
45+36		5'	R6-1(R)	ONE WAY	36" X 12"	3.0	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.
45+40		50'	R1-1	STOP	30" X 30"	6.25	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.
45+40		50'	D3-1	W 9TH ST	26" X 8"	1.44				S.B.	MOUNT ABOVE "STOP" SIGN
45+50	50'		D1-2A	↑ AUK BAY 11 ← DOUGLAS 2 → 10TH ST	105" X 48"	35.0	2	6" X 6"	TIMBER	SOIL	N.B.
45+75	45'		R7-101RL	NO PARKING ANYTIME ↔	12" X 18"	1.5	1	2 1/2" X 2 1/2"	PST	SOIL	*
46+55		45'	R2-1	SPEED LIMIT 40	30" X 36"	7.5	1	2 1/2" X 2 1/2"	PST	SOIL	E.B.
46+55		45'	R5-1	DO NOT ENTER	36" X 36"	9.0				W.B.	MOUNT BEHIND "SPEED LIMIT 40" SIGN
47+50		52'	R1-1	STOP	30" X 30"	6.25	1	2 1/2" X 2 1/2"	PST	SOIL	N.B.
47+50		52'	D1-3	8TH ST	26" X 8"	1.44				E.B.	MOUNT ABOVE "STOP" SIGN
47+50		52'	D1-3	EGAN DR	25" X 8"	1.39				E.B.	MOUNT ABOVE "8TH ST" SIGN
49+35		45'	R7-101RL	NO PARKING ANYTIME ↔	12" X 18"	1.5				*	MOUNT TO EXISTING LUMINAIRE POST

SIGNING NOTES

- SIGN LOCATIONS ARE APPROXIMATE AND ARE SUBJECT TO MINOR REVISIONS.
- SEE STANDARD DRAWING S-30.01 FOR POST SLEEVE TYPE SOIL EMBEDMENT.
- ALL D3-1 STREET SIGNS SHALL HAVE THE LEGEND ON BOTH SIDES.
- SIGNS SHALL BE INSTALLED SO THAT THE BOTTOM OF THE SIGN PANEL IS 7 FEET ABOVE ROADWAY SURFACE, SEE STANDARD DRAWING S-05.00.

* 45' TO THE TRAFFIC FLOW.

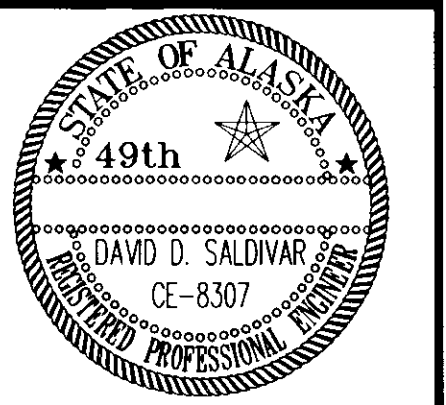
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\71664\DR\SIGNSUM 1=1
BY: _____
DATE: _____
DESCRIPTION OF CHANGE: _____

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
NH-093-2(33) ~ PROJECT NO. 71664
ALASKA AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
SIGNING SUMMARY

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 12 OF 92



SIGNING SUMMARY - PROJECT NO. 71664

"O" LINE STA.	OFFSET		CODE NO. (ASDS)	LEGEND	SIZE	AREA S.F.	POST			EMBEDMENT TYPE	FACING TRAFFIC	REMARKS
	LT.	RT.					NO.	SIZE	TYPE			
50+50		53'	D3-2L	GLACIER AVE →	108" X 24"	18.0	2	2 1/2" X 2 1/2"	PST	SOIL	E.B.	
50+90		45'	M10-2	1	6" X 8"	0.33	1	2 1/2" X 2 1/2"	PST	SOIL	E.B.	
51+80	50'		R2-1	SPEED LIMIT 40	30" X 36"	7.5	1				E.B.	MOUNT TO EXISTING LUMINAIRE POLE
52+90		45'	R1-1	STOP	30" X 30"	6.25	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.	
53+43	46'		R3-2	⊙ & NO LEFT TURN	30" X 30" 24" X 12"	8.25					S.B.	MOUNT TO EXISTING LUMINAIRE POLE
54+37	50'		D3-2R	GLACIER AVE →	108" X 24"	18.0	2	2 1/2" X 2 1/2"	PST	SOIL	W.B.	
55+95		48'	R7-101RL	NO PARKING ANYTIME ↔	12" X 18"	1.5					*	MOUNT TO EXISTING LUMINAIRE POLE
67+40	45'		R5-1	DO NOT ENTER	36" X 36"	9.0	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.	
63+50	℄		D3-2L	← WHITTIER AVE	114" X 24"	19.0	2	2 1/2" X 2 1/2"	PST	SOIL	E.B.	
63+50	℄		SPECIAL	← STATE MUSEUM	30" X 30"	6.25					E.B.	MOUNT BELOW "WHITTIER AVE" SIGN
67+44	51'		D3-2R	WHITTIER AVE →	114" X 24"	19.0	2	2 1/2" X 2 1/2"	PST	SOIL	W.B.	
69+55	35'		R2-1	SPEED LIMIT 40	30" X 36"	7.5	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.	
70+10	℄		R4-7	▽ KEEP RIGHT	24" X 30" 18" X 8"	6.00	1	2 1/2" X 2 1/2"	PST	SOIL	W.B.	
70+10	℄		OM-1	REFLECTOR	18" X 18"	2.25					W.B.	MOUNT ABOVE "KEEP RIGHT" SIGN
70+65	35'		R7-101	NO PARKING ANYTIME ↔	12" X 18"	1.5					*	MOUNT TO EXISTING LUMINAIRE POLE
72+30		35'	R2-5C	SPEED ZONE AHEAD	30" X 36"	7.5					E.B.	MOUNT TO EXISTING LUMINAIRE POLE
72+70	35'		R1-2	YIELD	36" X 36"	9.0					S.B.	MOUNT TO EXISTING LUMINAIRE POLE
73+10		25'	D1-2	← DOWNTOWN AUKE BAY →	90" X 42"	26.25	2	6" X 6"	TIMBER	SOIL	S.B.	
73+15	45'		D3-1	WILLOUGHBY AVE	37" X 8"	2.06					W.B.	MOUNT ABOVE "STOP" SIGN
73+15	45'		D3-1	EGAN DR	25" X 8"	1.39					S.B.	MOUNT ABOVE "WILLOUGHBY AVE" SIGN
73+15	45'		R1-1	STOP	30" X 30"	6.25	1	2 1/2" X 2 1/2"	PST	SOIL	S.B.	
73+90		30'	R2-1	SPEED LIMIT 20	30" X 36"	7.5					E.B.	MOUNT TO EXISTING LUMINAIRE POLE
75+15		30'	W11-2	PEDESTRIAN SYMBOL & PED X-ING	24" X 36" 24" X 18"	12.0					E.B.	MOUNT TO EXISTING LUMINAIRE POLE
77+80		30'	W11-2A	PEDESTRIAN SYMBOL & PED X-ING	24" X 36" 24" X 18"	12.0					E.B.	MOUNT TO EXISTING LUMINAIRE POLE

APPROACH SUMMARY

STATION "O" LINE	OFFSET		REMARKS
	LT.	RT.	
16+60		X	AURORA HARBOR
24+25	X		HIGHLAND DR
27+55		X	UAS TECHNOLOGY CENTER
38+25		X	HARRIS HARBOR
38+30	X		12TH ST
43+00	X		10TH ST
43+00		X	JUNEAU-DOUGLAS BRIDGE
45+25		X	9TH ST
47+25		X	8TH ST
53+61	X		GLACIER HWY EXT
73+25	X		WILLOUGHBY AVE
79+15	X		MAIN ST

PATH: P:\JNU\71664\DR\SGNSUM2 1=1

BY:	DATE:	DESCRIPTION OF CHANGE:

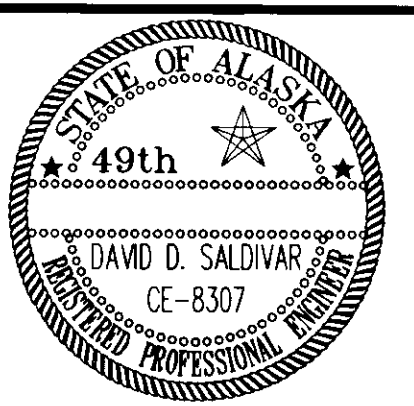
RECORD OF REVISIONS

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

JUNEAU ALASKA
NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
SIGNING SUMMARY

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 13 OF 21



SALVAGE OF EXISTING SIGNS - PROJ. NO. 71664

"O" LINE STATION	OFFSET		LEGEND	REMARKS
	LT.	RT.		
"0" 3+00		50'	SPEED LIMIT 40	MOUNTED ON LUMINAIRE POLE
"0" 4+00	55'		"NO STUDDED TIRES APRIL 15 - SEPT 30"	
"0" 5+30	55'		"NORTH #7"	MOUNTED ON LUMINAIRE POLE
"0" 7+15	50'		PEDESTRIANS AND BICYCLES PROHIBITED	MOUNTED ON LUMINAIRE POLE
"0" 13+65	45'		"AURORA BOAT HARBOR"	
"0" 13+95		40'	NO STOPPING OR STANDING	MOUNTED ON LUMINAIRE POLE
"0" 14+00	40'			MOUNTED ON LUMINAIRE POLE
"0" 15+00		40'	"AURORA BOAT HARBOR"	
"0" 15+05	40'		NO STOPPING OR STANDING	MOUNTED ON LUMINAIRE POLE
"0" 16+75				
"0" 16+95		45'		
"0" 17+00	40'		SPEED LIMIT 40	MOUNTED ON LUMINAIRE POLE
"0" 17+00	40'		NO STOPPING OR STANDING	MOUNTED ON LUMINAIRE POLE
"0" 18+00		35'	NO STOPPING OR STANDING	MOUNTED ON LUMINAIRE POLE
"0" 18+00	40'		HARRIS HARBOR	
"0" 19+00	50'		PEDESTRIANS AND BICYCLES PROHIBITED	MOUNTED ON LUMINAIRE POLE
"0" 21+05	55'			
"0" 23+90		25'	SPEED LIMIT 40	
"0" 26+50		50'	"HARBOR OFFICE" →	
"0" 27+67	43'			MOUNTED ON LUMINAIRE POLE
"0" 27+80		50'		
"0" 29+40	45'		SPEED LIMIT 40	MOUNTED ON LUMINAIRE POLE
"0" 35+40	40'		NO STOPPING OR STANDING	MOUNTED ON LUMINAIRE POLE
"0" 36+25	43'		"HARRIS BOAT HARBOR"	
"0" 38+45	50'			
"0" 38+70	45'			
"0" 39+55	45'		"NORTH ALASKA #7"	MOUNTED ON LUMINAIRE POLE
"0" 40+40	50'		NO STOPPING OR STANDING	MOUNTED ON LUMINAIRE POLE
"0" 40+45	55'		↑ "DOWNTOWN" "DOUGLAS" →	MOUNTED ON TWO 6X6 POST
"0" 40+64	48'		"HARRIS BOAT HARBOR"	
"0" 42+00	55'		NO STOPPING OR STANDING	MOUNTED ON LUMINAIRE POLE
"0" 42+00	55'		↪ ONLY & "DOUGLAS"	MOUNTED ON LUMINAIRE POLE
"0" 42+50	60'			
"0" 42+75	95'		BIKE LANE BEGINS	
"0" 43+60	90'			
"0" 45+40	50'		"STOP" "ONE WAY" "NINTH ST"	THREE SIGNS MOUNTED ON THE SAME POST
"0" 45+50	50'		↑ "AUKE BAY 11" ← "DOUGLAS" "TENTH" →	MOUNTED ON TWO 6X6 POST
"0" 45+60	45'		NO STOPPING OR STANDING	
"0" 46+55	45'		SPEED LIMIT 40 & DO NOT ENTER	TWO SIGNS MOUNTED ON THE SAME POST
"0" 47+40	65'		"STOP" "N. EIGHT ST"	THREE SIGNS MOUNTED ON THE SAME POST
"0" 49+35	45'		NO STOPPING OR STANDING	MOUNTED ON LUMINAIRE POLE
"0" 50+90	45'		1 MILE	
"0" 51+80	50'		SPEED LIMIT 40	MOUNTED ON LUMINAIRE POLE
"0" 52+50	57'			

SALVAGE OF EXISTING SIGNS - PROJ. NO. 71664

"O" LINE STATION	OFFSET		LEGEND	REMARKS
	LT.	RT.		
"0" 56+30		48'	NO STOPPING OR STANDING	
"0" 64+00	℄		STATE MUSEUM	
"0" 67+40	35'		STOP & WILLOUGHBY AVE	
"0" 69+55	35'		SPEED LIMIT 30	
"0" 70+10	℄			TWO SIGNS MOUNTED ON THE SAME POST
"0" 71+00	27'		THRU TRAFFIC MERGE RIGHT	
"0" 72+30	35'		REDUCE SPEED	MOUNTED ON LUMINAIRE POLE
"0" 72+70	35'			MOUNTED ON LUMINAIRE POLE
"0" 73+10	45'		AURORA HARBOR	
"0" 73+10	25'		↑ "DOWNTOWN" "AUKE BAY" →	
"0" 73+15	35'		& WILLOUGHBY AVE	TWO SIGNS MOUNTED ON THE SAME POST
"0" 73+90	30'		SPEED LIMIT 20	MOUNTED ON LUMINAIRE POLE
"0" 75+15	30'		X-WALKS NEXT 1/4 MI	TWO SIGNS MOUNTED ON THE SAME POST
"0" 77+80	30'		PED XING NEXT 1/4 MI	TWO SIGNS MOUNTED ON THE SAME POST

EXISTING SIGNS TO REMAIN

"O" LINE STATION	OFFSET		LEGEND	REMARKS
	LT.	RT.		
"0" 1+95	55'		KEEP OUR STATE CLEAN PLEASE DON'T LITTER	
"0" 38+05	50'		STOP, 12TH, EGAN	3 SIGNS MOUNTED ON THE SAME POST
"0" 38+65	45'			
"0" 42+00	55'		↪ ONLY WEST JUNEAU / DOUGLAS	MOUNTED ON LUMINAIRE POLE
"0" 42+80	60'		EGAN	MOUNTED ON MAST ARM
"0" 43+25	60'		EGAN	MOUNTED ON MAST ARM
"0" 59+90	45'		ADOPT A HIGHWAY	
"0" 66+45	55'		STATE MUSEUM →	
"0" 66+55	65'		STOP AND WHITTIER AVE	
"0" 67+35	50'		STOP	

CLEANING OF DRAINAGE INLETS

"O" LINE STATION	OFFSET		REMARKS
	LT.	RT.	
1+50		X	CURB INLET
7+12		X	CURB INLET
7+12	X		CURB INLET
11+80	X		CURB INLET
12+60	X		MANHOLE
12+62		X	CURB INLET
12+65	X		MANHOLE
14+10	X		CURB INLET
15+40	X		MANHOLE
15+70		X	CURB INLET
20+20	X		CURB INLET
20+95	X		MANHOLE
21+17	X		CURB INLET
21+20	X		MANHOLE
21+50		X	CURB INLET
21+66	X		CURB INLET
24+82		X	CURB INLET
24+84	X		CURB INLET
25+16	X		CURB INLET
27+30	X		MANHOLE
27+78		X	CURB INLET
33+55	X		INLET
34+25	X		CURB INLET
34+25		X	CURB INLET
35+76	X		CURB INLET
38+08		X	CURB INLET
38+18	X		MANHOLE
38+73	X		CURB INLET
38+73		X	CURB INLET
45+64	X		CURB INLET
45+64		X	CURB INLET
46+13		X	CURB INLET
47+55		X	CURB INLET
47+62	X		CURB INLET
49+51	X		CURB INLET
49+51		X	CURB INLET
51+08	X		CURB INLET
51+08		X	CURB INLET
54+18		X	CURB INLET
54+30	X		CURB INLET
56+00		X	CURB INLET
56+02	X		CURB INLET
57+51	X		CURB INLET
57+51		X	CURB INLET
60+60	X		CURB INLET
60+60		X	CURB INLET
62+60	X		CURB INLET
64+20	X		CURB INLET
66+35	X		CURB INLET
66+95	X		CURB INLET
68+25	X		CURB INLET
69+40	X		CURB INLET
69+40		X	CURB INLET
71+25		X	CURB INLET
73+00		X	CURB INLET
74+34		X	CURB INLET
75+85		X	CURB INLET
76+57	X		CURB INLET
77+10		X	CURB INLET

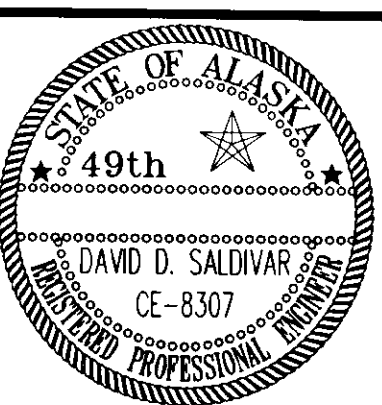
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PATH: P:\JNU\71664\DR\SIGN2 1=1
BY: _____
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JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
SIGN REMOVAL SUMMARY

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 14 OF 22



CULVERT PIPE SUMMARY
PROJECT NO. 71664

PIPE NO.	DIA.	LENGTH	FROM	INVERT ELEV.		REMARKS
					TO	
(P-1)	12"	301'300'	(S-1)	*	S-2	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-2)	12"	358'360'	(S-2)	*	"O" 12+60 30' LT.	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-3)	12"	317'265'	(S-3)	*	S-4	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-4)	12"	20'	(S-4)	*	"O" 15+40 58' LT.	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-5)	12"	234'310'	(S-4)	*	S-5	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-6)	12"	235'270'	(S-5)	*	"O" 21+20 39' LT.	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-7)	12"	113'160'	(S-6)	*	S-7	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-8)	12"	17'10'	(S-7)	*	"O" 23+53 44' LT.	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-9)	12"	288'297'	(S-8)	*	S-7	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-10)	12"	307'310'	(S-9)	*	S-8	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-11)	12"	329'325'	(S-9)	*	S-10	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-12)	12"	6'13'	(S-10)	*	"O" 32+85 51' LT.	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-13)	12"	281'265'	(S-11)	*	S-10	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-14)	12"	204'240'	(S-12)	*	S-11	* CORRUGATED POLYETHYLENE PERFORATED PIPE **
(P-15)	3"	14' EA.	"O"61+00 RT.	**	DAYLIGHT	** 2-3" SCHD. 40 STEEL PIPE
(P-16)	3"	14' EA.	"O"63+00 RT.	**	DAYLIGHT	** 2-3" SCHD. 40 STEEL PIPE
(P-17)	3"	14' EA.	"O"63+95 RT.	**	DAYLIGHT	** 2-3" SCHD. 40 STEEL PIPE
(P-18)	3"	14' EA.	"O"65+00 RT.	**	DAYLIGHT	** 2-3" SCHD. 40 STEEL PIPE
(P-19)	12"	40'	"O"24+42 LT.	*****	"O"24+82 LT.	***** SLOTTED DRAIN PIPE, CONNECT TO EXIST. MANHOLE
(P-20)	12"	40'	"O"24+44 RT.	*****	"O"24+84 RT.	***** SLOTTED DRAIN PIPE, CONNECT TO EXIST. MANHOLE
(P-23)	12"	40'	"O"25+24 RT.	*****	"O"24+84 RT.	***** SLOTTED DRAIN PIPE, CONNECT TO EXIST. MANHOLE

NEW WHEELCHAIR RAMPS SUMMARY
PROJECT NO. 71664

STATION	OFFSET		DETAIL NO. ***	CURB TYPE	REMARKS
	LT.	RT.			
"O" 16+76		X	7	B C	
"O" 27+42		X	6	B C	
"O" 27+69		X	6	B C	
"O" 38+07	X		2	B	
"O" 38+07		X	2	B C	
"O" 38+46		X	2	B C	
"O" 42+72		X	8	B C	
"O" 43+62		X	2	B	
"O" 45+03		X	4	B	
"O" 45+44		X	4	B	
"O" 46+94		X	6	B	
"O" 47+50		X	6	B	
"O" 53+18	X		2	A	
"O" 66+81		X	2	B	

WHEELCHAIR RAMP RECONSTRUCTION
PROJECT NO. 71664

STATION	OFFSET		DETAIL NO. ***	CURB TYPE	REMARKS
	LT.	RT.			
"O" 38+54	X		2	A	
"O" 42+72	X		1	A	
"O" 43+39	X		1	A	
"O" 38+07				A	
"O" 53+83	X		2	A	
"O" 72+89	X		2	A	
"O" 73+43	X		2	A	
"O" 78+66		X	2	A	
"O" 78+77	X		1	A	
"O" 79+43	X		1	A	
"O" 79+50		X	2	A	

NEW DRIVEWAY RAMPS SUMMARY
PROJECT NO. 71802

STATION	OFFSET		DETAIL NO. ***	CURB TYPE	DRIVEWAY WIDTH	REMARKS
	LT.	RT.				
"O" 64+16		X	3	B	30'	2" ASPHALT PAVEMENT FOR SURFACE FINISH
"O" 61+60		X	3	B	30'	2" ASPHALT PAVEMENT FOR SURFACE FINISH
"O" 62+85		X	3	B	30'	2" ASPHALT PAVEMENT FOR SURFACE FINISH

DRAINAGE STRUCTURE SUMMARY
PROJECT NO. 71664

STRUCTURE	STATION "O"	OFFSET		DEPTH ***	REMARKS
		LT.	RT.		
(S-1)	6+00	46'		5'-6"	INLET TYPE "A" WITH SOLID LID
(S-2)	9+00	44'		5'-9"	INLET TYPE "A" WITH SOLID LID
(S-3)	12+75	38'		5'-6"	INLET TYPE "A" WITH SOLID LID
(S-4)	15+40	38'		5'-9"	INLET TYPE "A" WITH SOLID LID
(S-5)	18+50	38'		5'-9"	INLET TYPE "A" WITH SOLID LID
(S-6)	21+93	38'		5'-6"	INLET TYPE "A" WITH SOLID LID
(S-7)	23+53	34'		5'-9"	INLET TYPE "A" WITH SOLID LID
(S-8)	26+50	38'		5'-9"	INLET TYPE "A" WITH SOLID LID
(S-9)	29+60	38'		5'-9"	INLET TYPE "A" WITH SOLID LID
(S-10)	32+85	38'		5'-9"	INLET TYPE "A" WITH SOLID LID
(S-11)	35+50	38'		5'-9"	INLET TYPE "A" WITH SOLID LID
(S-12)	37+90	38'		5'-9"	INLET TYPE "A" WITH SOLID LID

DRIVEWAY RAMPS RECONSTRUCTION
PROJECT NO. 71802

STATION	OFFSET		DETAIL NO. ***	CURB TYPE	DRIVEWAY WIDTH	REMARKS
	LT.	RT.				
"O" 73+97	X		3	A	30'37'	6" CONCRETE
"O" 74+16		X	3	A	18'35'	6" CONCRETE ASPHALT
"O" 74+56		X	3	A	38'	6" CONCRETE
"O" 75+47	X		3	A	20'	6" CONCRETE
"O" 75+53		X	3	A	20'35'	6" CONCRETE
"O" 75+94		X	3	A	24'	6" CONCRETE
"O" 76+82	X		3	A	30'	6" CONCRETE
"O" 77+42		X	3	A	20'	6" CONCRETE
"O" 77+67	X		3	A	18'	6" CONCRETE
"O" 78+35		X	3	A		6" CONCRETE

- * WILL BE DETERMINED BY THE DEPTH OF DRAINAGE STRUCTURE.
- (X) NEW PRIVATE APPROACH WITH WHEEL CHAIR RAMPS AT SIDEWALK
- ** SEE NOTES NO. 2 AND 3 ON SHEET 48.
- *** SEE SHEET 45 FOR DETAILS.
- **** MEASURED FROM TOP OF LID TO BOTTOM OF STRUCTURE.
- ***** SEE DETAILS ON SHEET 49.

ISLAND RECONSTRUCTION
PROJECT NO. 71664

STATION	OFFSET		DETAIL NO.	CURB TYPE	REMARKS
	LT.	RT.			
"O" 42+75		X	1	#A	SEE SHEET 43 FOR DETAILS
"O" 43+40		X	2	#A	SEE SHEET 43 FOR DETAILS
"O" 53+45	X		1	A	SEE SHEET 44 FOR DETAILS
"O" 73+10	X		2	A	SEE SHEET 44 FOR DETAILS

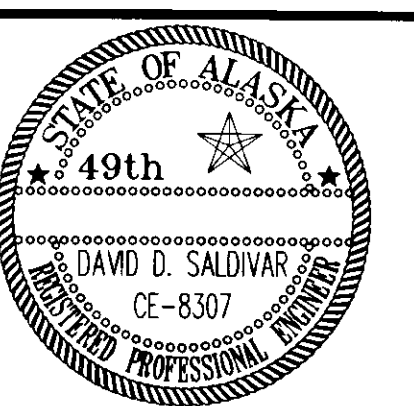
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE	DESCRIPTION OF CHANGE

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

JUNEAU
NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
NH-093-2(33) ~ PROJECT NO. 71664
ALASKA
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
MISCELLANEOUS SUMMARIES

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 15 OF 91



MANHOLE ADJUSTMENT SUMMARY

PROJECT NO. 71664

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 12+60	30'		ADJUST EXISTING MANHOLE FRAME
"0" 21+20-30	39'	35'	ADJUST EXISTING MANHOLE FRAME
"0" 31+30		30'	ADJUST & REPLACE MANHOLE FRAME *
"0" 66+88		58'	ADJUST MANHOLE FRAME
"0" 73+45	20'		ADJUST MANHOLE FRAME
"0" 73+48	39'		ADJUST & REPLACE MANHOLE FRAME *
"0" 73+75	33'		ADJUST & REPLACE MANHOLE FRAME *
"0" 74+65		7'	ADJUST & REPLACE MANHOLE FRAME *
"0" 74+70		5'	ADJUST & REPLACE MANHOLE FRAME *
"0" 74+70	15'		ADJUST & REPLACE MANHOLE FRAME *
"0" 77+85		10'	ADJUST & REPLACE MANHOLE FRAME *
"0" 78+25		12'	ADJUST & REPLACE MANHOLE FRAME *
"0" 79+27	4'		ADJUST & REPLACE MANHOLE FRAME *
"0" 80+05		18'	ADJUST & REPLACE MANHOLE FRAME *

* MANHOLE FRAME AND COVER WILL BE SUPPLIED BY THE CITY AND BOROUGH OF JUNEAU, UTILITY DEPARTMENT.

JUNCTION BOX ADJUSTMENT SUMMARY

PROJECT NO. 71802

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 20+00		37'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 21+80		38'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 23+34		38'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 38+00	48'		ADJUST EXISTING J-BOX (SIDEWALK)
"0" 38+50		45'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 42+60		75'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 42+80-05		45-40'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 43+75		55'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 44+05		50'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 45+00		45'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 45+45		45'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 47+00		45'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 53+35	48'		ADJUST EXISTING J-BOX (SIDEWALK)
"0" 54+20		40'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 77+58		30'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 78+55		26'	ADJUST EXISTING J-BOX (SIDEWALK)
"0" 78+70	35'		ADJUST EXISTING J-BOX (SIDEWALK)
"0" 79+45		25'	ADJUST EXISTING J-BOX (SIDEWALK)

RELOCATION AND RECONSTRUCTION OF TELEPHONE VAULT

PROJECT NO. 71802

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 54+72		47'	RECONSTRUCT & RELOCATE AS SHOWN ON SHEET 50.

ADJUSTMENT OF ELECTRICAL VAULTS

PROJECT NO. 71802

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 55+95		40'	ADJUST EXISTING ELECTRICAL VAULT (SIDEWALK)
"0" 66+66		44'	ADJUST EXISTING ELECTRICAL VAULT (SIDEWALK)
"0" 66+72		43'	ADJUST EXISTING ELECTRICAL VAULT (SIDEWALK)

VALVE BOX ADJUSTMENT SUMMARY

PROJECT NO. 71664

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 66+65		33'	ADJUST EXISTING VALVE BOX (ROADWAY)
"0" 66+70		30'	ADJUST EXISTING VALVE BOX (ROADWAY)
"0" 66+85		40'	ADJUST EXISTING VALVE BOX (ROADWAY)
"0" 74+65	4'		ADJUST EXISTING VALVE BOX (ROADWAY)
"0" 74+80	20'		ADJUST EXISTING VALVE BOX (ROADWAY)
"0" 78+52	5'		ADJUST EXISTING VALVE BOX (ROADWAY)
"0" 79+25		20'	ADJUST EXISTING VALVE BOX (ROADWAY)

ADJUST MONUMENT CASES AND/OR RESET MONUMENTS

PROJECT NO. 71664

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 12+60	12'		
"0" 18+60	18'		
"0" 21+25	4'		
"0" 38+32	4'		
"0" 43+00	4'		
"0" 43+05	4'		
"0" 47+12	4'		
"0" 47+68	4'		
"0" 53+61	4'		
"0" 66+89	4'		
"0" 73+25	5'		
"0" 73+99	6'		
"0" 75+00	4'		
"0" 77+55		10'	
"0" 77+75		20'	
"0" 78+52	4'		
"0" 79+10	4'		
"0" 2+88	28'		

CURB INLET ADJUSTMENT SUMMARY

PROJECT NO. 71664

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 11+85	35'		ADJUST EXISTING CURB INLET
"0" 14+10	35'		ADJUST EXISTING CURB INLET
"0" 21+10	-55'		ADJUST EXISTING CURB INLET
"0" 21+60	-50'		ADJUST EXISTING CURB INLET
"0" 24+85	38'		ADJUST EXISTING CURB INLET
"0" 25+15	40'		ADJUST EXISTING CURB INLET
"0" 27+75		40'	REPLACE EXISTING GRATE & FRAME TO MATCH CURB CUT
"0" 35+80	34'		ADJUST EXISTING CURB INLET
"0" 38+10	-55'		ADJUST EXISTING CURB INLET
"0" 75+75		25'	ADJUST EXISTING CURB INLET

VALVE BOX ADJUSTMENT SUMMARY

PROJECT NO. 71802.

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 42+65		68'	ADJUST EXISTING VALVE BOX (SIDEWALK)
"0" 42+67		68'	ADJUST EXISTING VALVE BOX (SIDEWALK)
"0" 74+05		30'	ADJUST EXISTING VALVE BOX (SIDEWALK)
"0" 75+65		28'	ADJUST EXISTING VALVE BOX (SIDEWALK)
"0" 78+65		25'	ADJUST EXISTING VALVE BOX (SIDEWALK)

ADJUSTMENT OF LUMINAIRE BASES

PROJECT NO. 71802.

STATION	OFFSET		REMARKS
	LT.	RT.	
"0" 44+55		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 46+15		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 47+77		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 49+36		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 50+98		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 52+57		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 54+13		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 55+95		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 57+47		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 58+98		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 60+56		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 62+18		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 63+80		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51
"0" 65+40		X	ADJUST EXISTING LUMINAIRE BASE, SEE SHEET 51

PATH:	DATE:	DESCRIPTION OF CHANGE:
P:\JNU\71664\DR\SUM1 1-1		

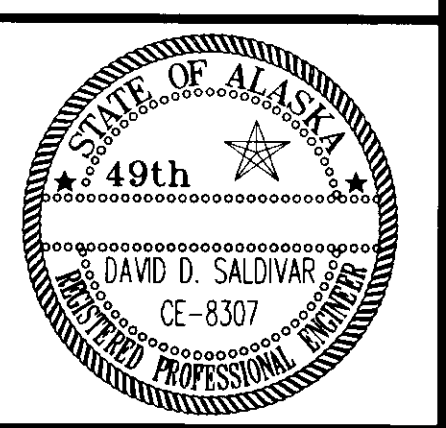
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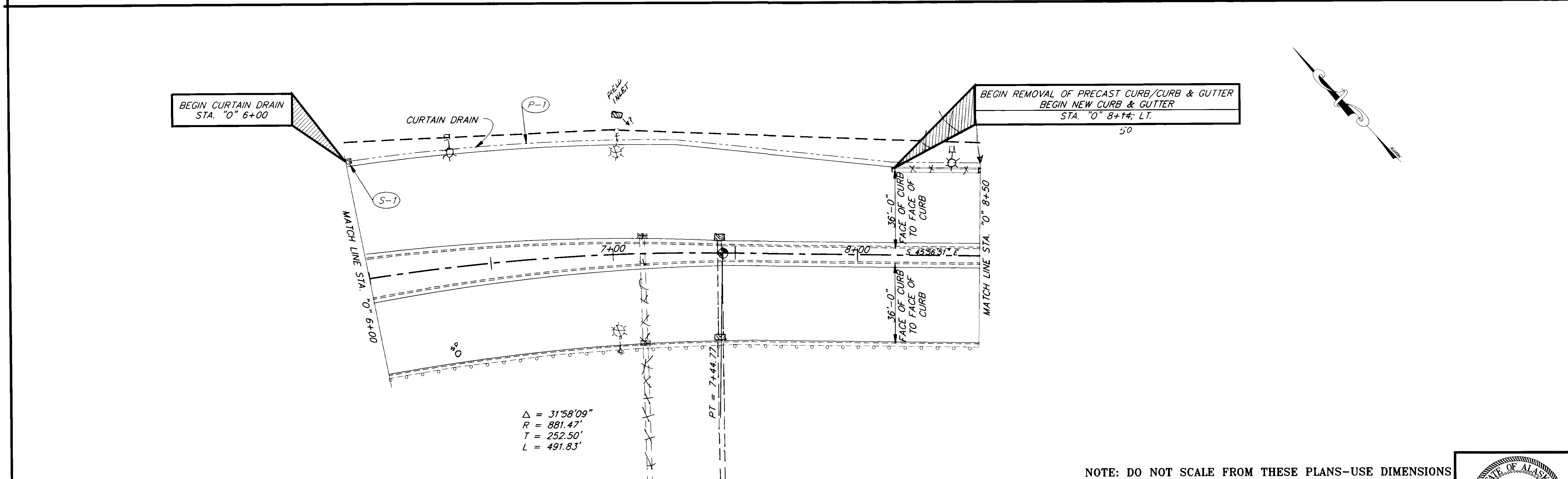
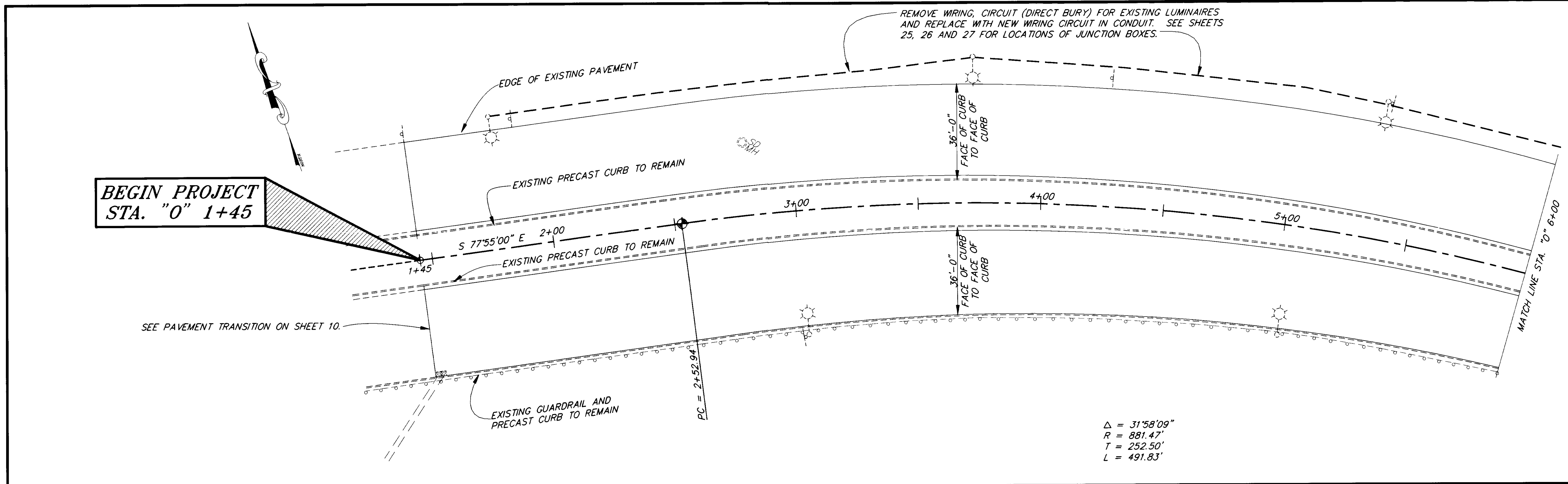
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
MISCELLANEOUS SUMMARIES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A.J. STEININGER	SHEET 16 OF 21





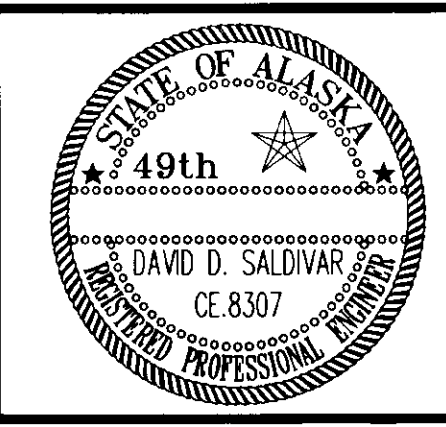
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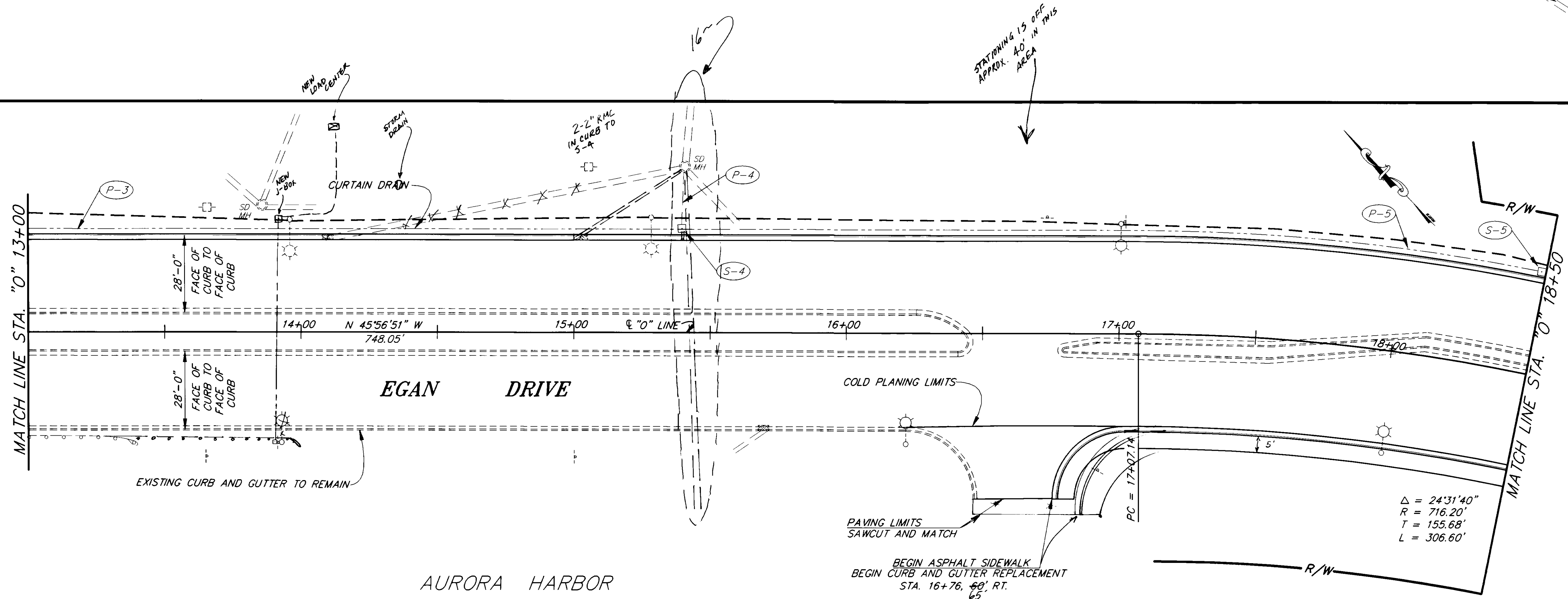
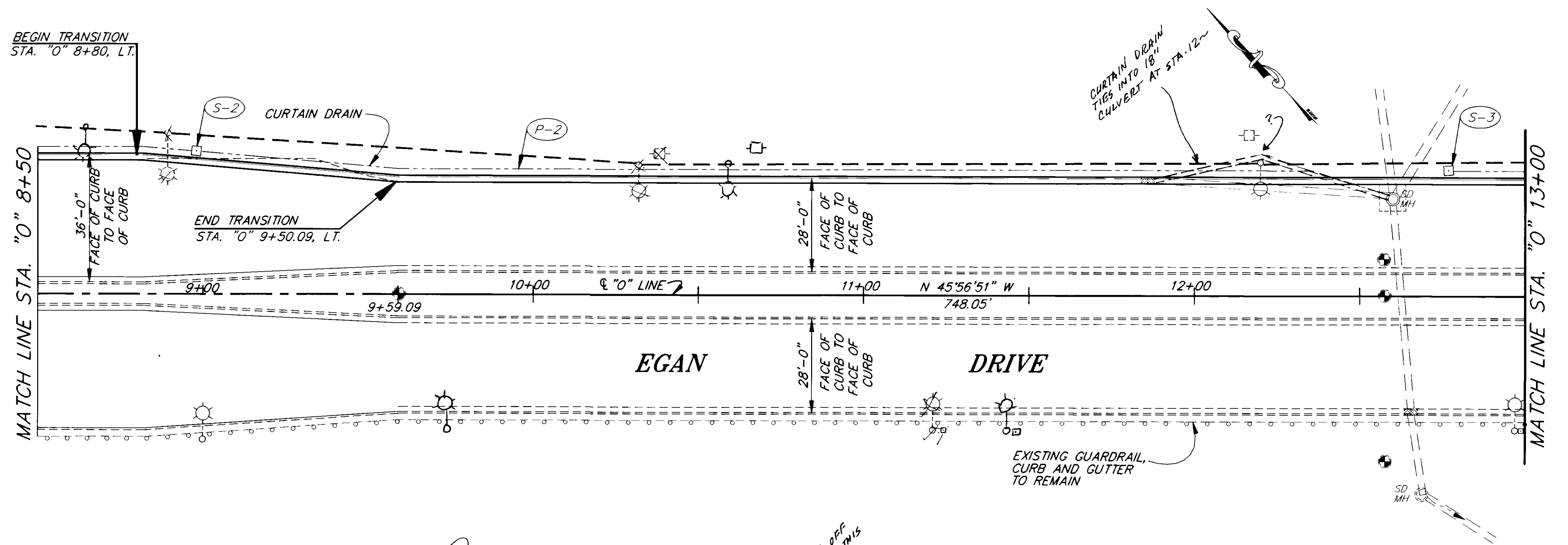
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
B.O.P. STA. "0" 1+45 TO STA. "0" 8+50

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 17 OF 22



NOTE: DIMENSIONS ARE TO FACE OF CURB



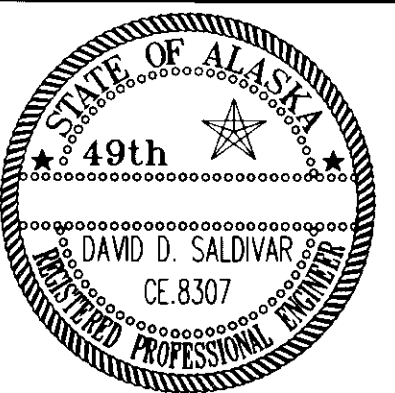
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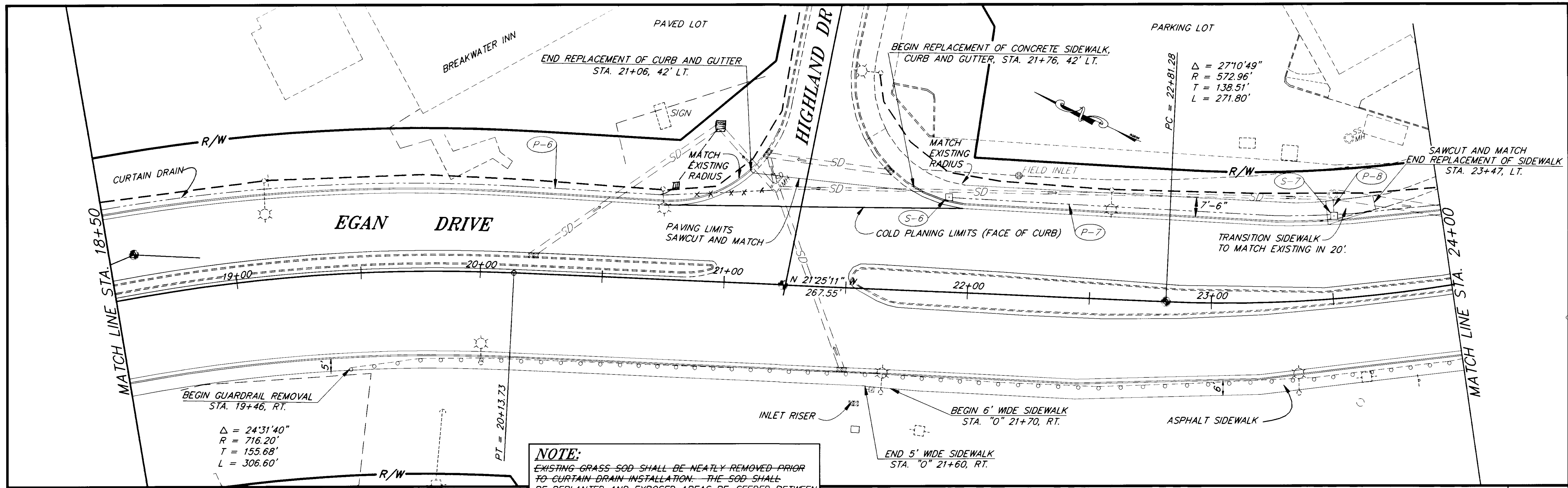
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NO.	DATE	DESCRIPTION OF CHANGE

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

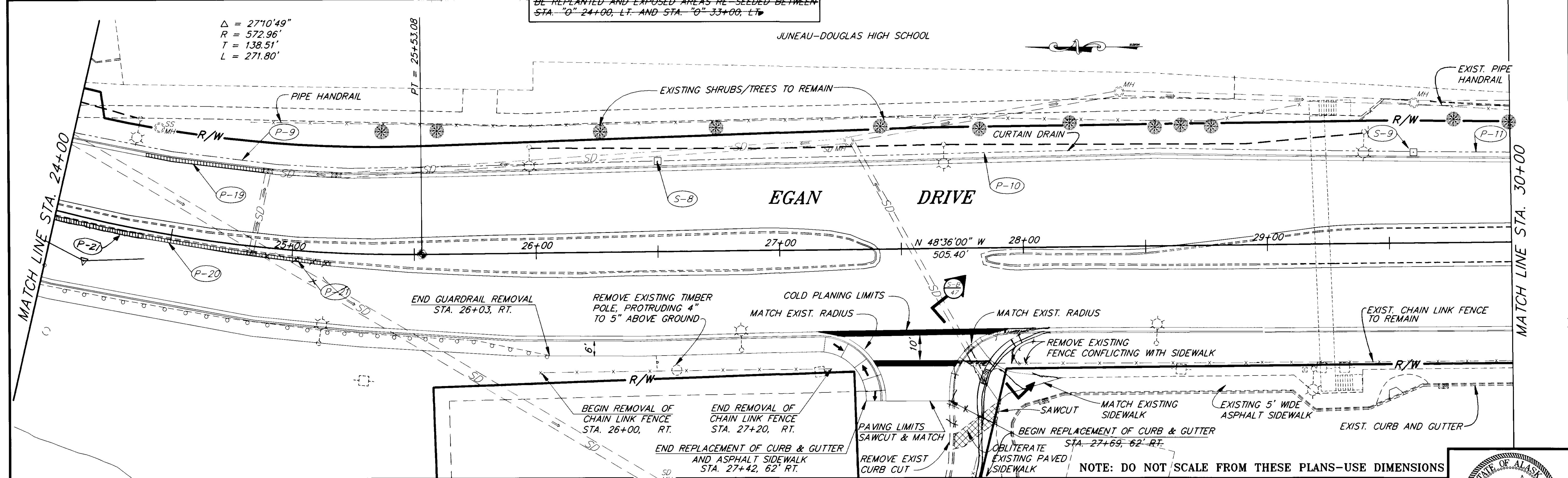
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 8+50 TO STA. 18+50

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 18 OF 21





NOTE:
 EXISTING GRASS SOD SHALL BE NEATLY REMOVED PRIOR TO CURTAIN DRAIN INSTALLATION. THE SOD SHALL BE REPLANTED AND EXPOSED AREAS RE-SEEDED BETWEEN STA. "0" 24+00, LT. AND STA. "0" 33+00, LT.

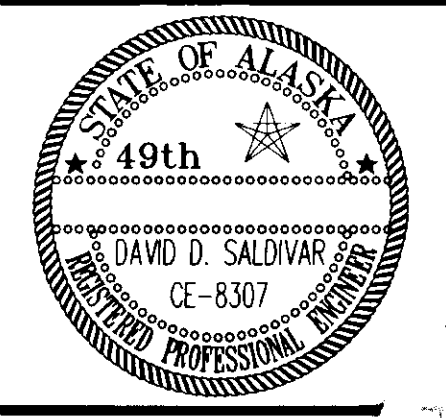


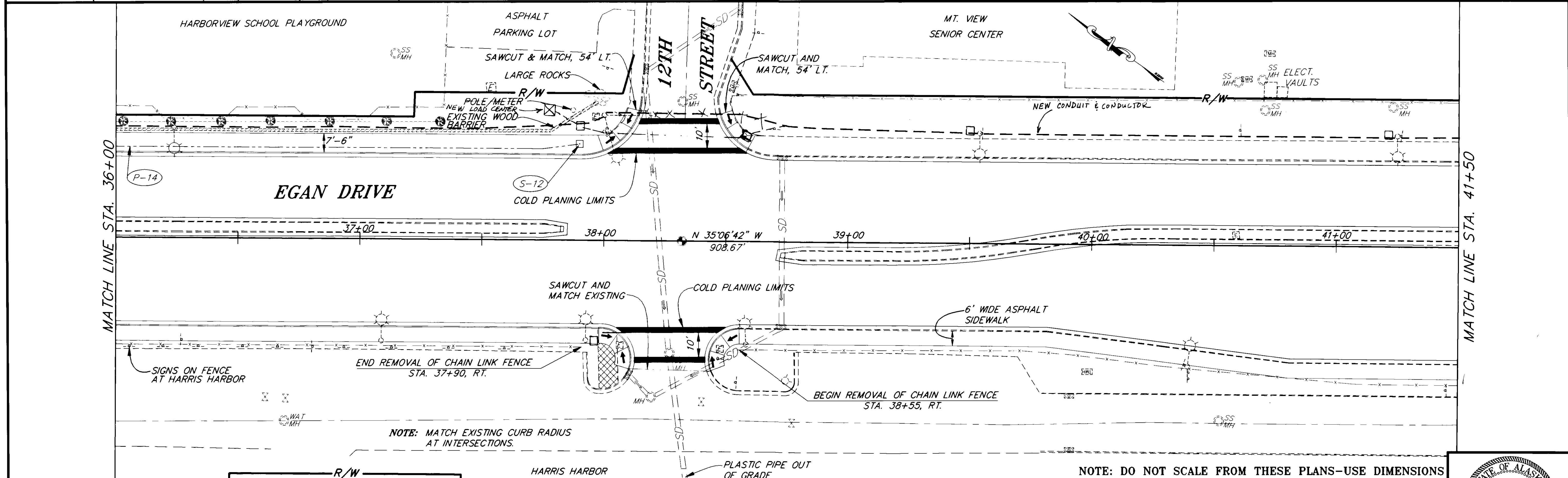
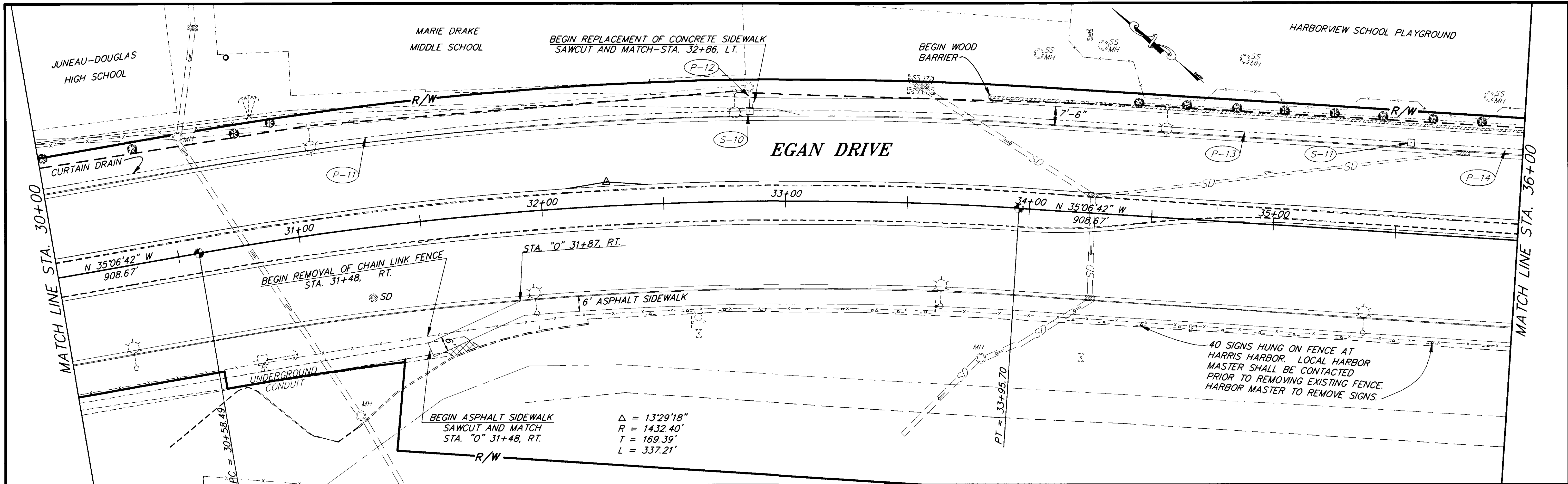
RECORD OF REVISIONS		
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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 18+50 TO STA. 30+00

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	92 SHEET 19 OF 21





RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

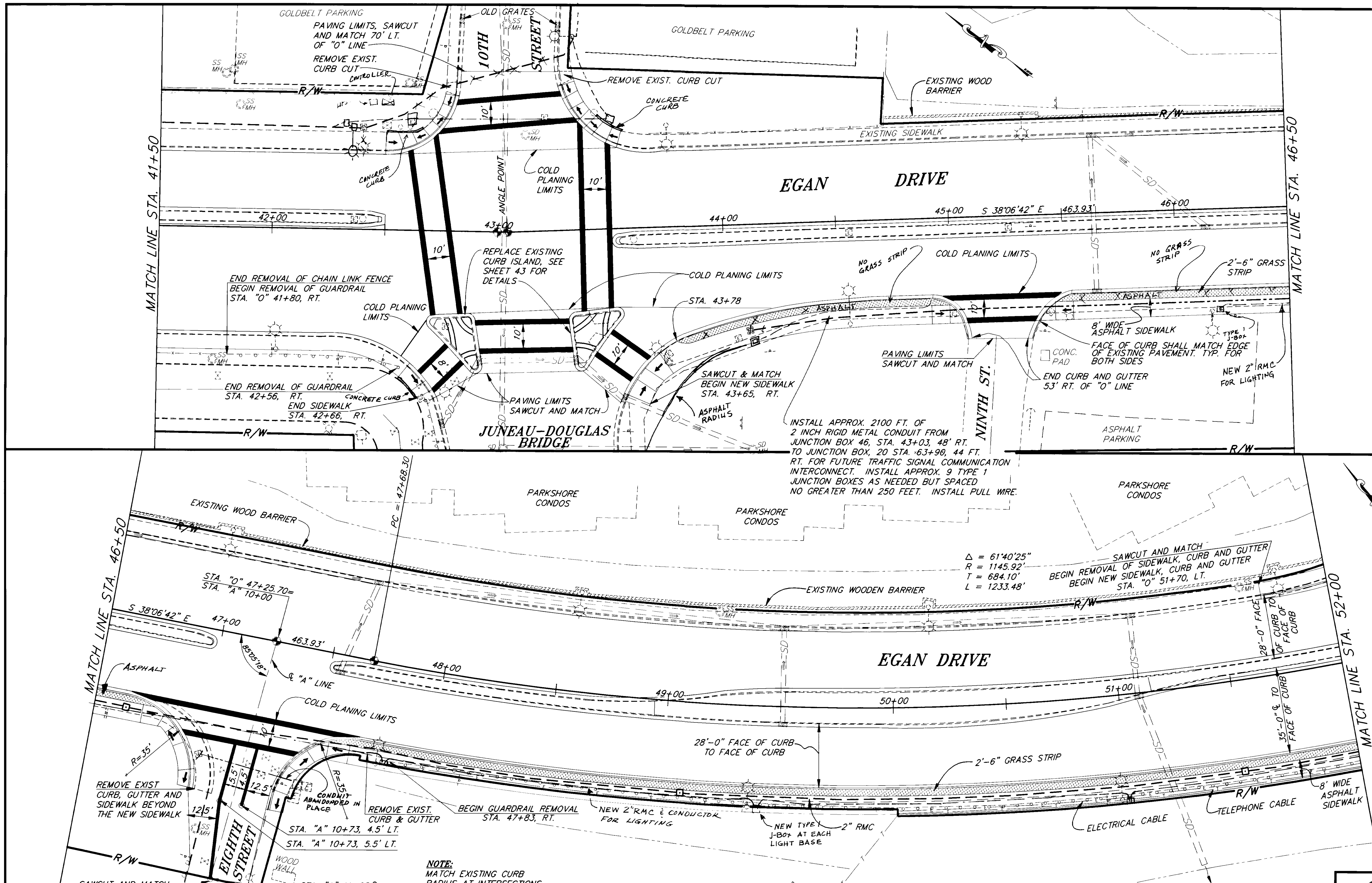
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 30+00 TO STA. 41+50

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 20 OF 21



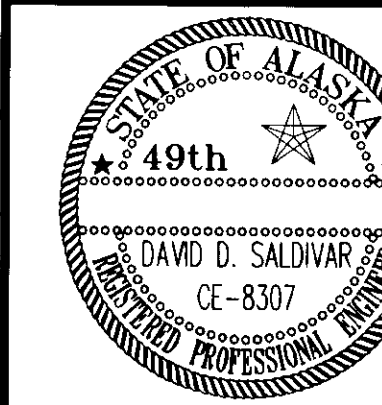


BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 41+50 TO STA. 52+00

ALASKA
 DESIGNED BY: D. SALDIVAR
 DRAWN BY: K. SNYDER
 CHECKED BY: A.J. STEININGER
 PROJECT NO. 71664/71802
 DATE:
 SHEET 21 OF 91

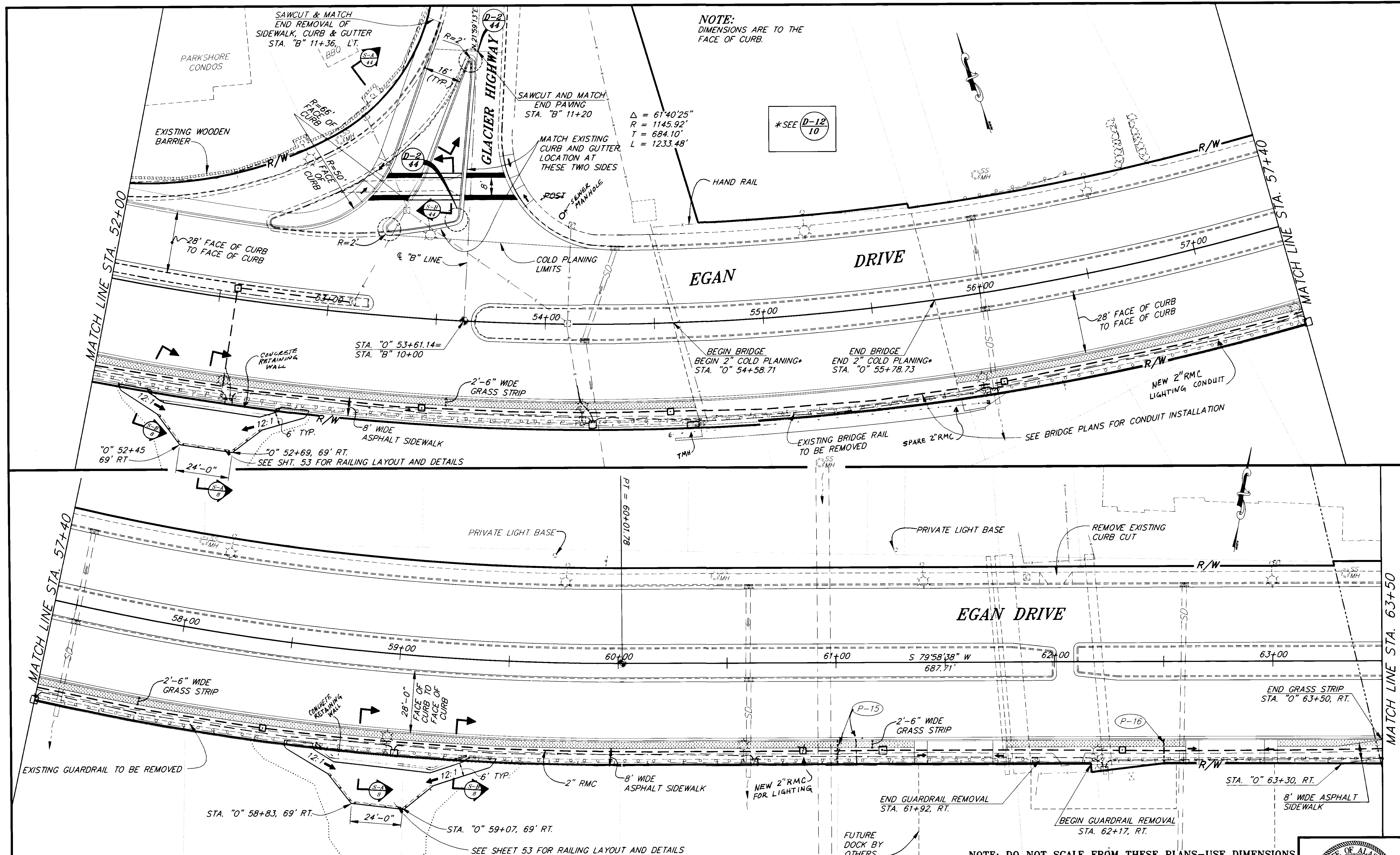


RECORD OF REVISIONS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

NOTE:
 MATCH EXISTING CURB
 RADIUS AT INTERSECTIONS

$\Delta = 61^{\circ}40'25''$
 $R = 1145.92'$
 $T = 684.10'$
 $L = 1233.48'$



NOTE:
DIMENSIONS ARE TO THE
FACE OF CURB.

*SEE
D-12
10

$\Delta = 61^{\circ}40'25''$
 $R = 1145.92'$
 $T = 684.10'$
 $L = 1233.48'$

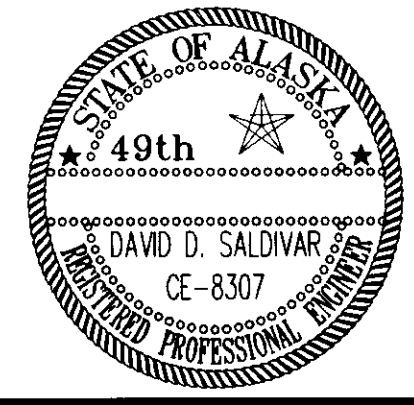
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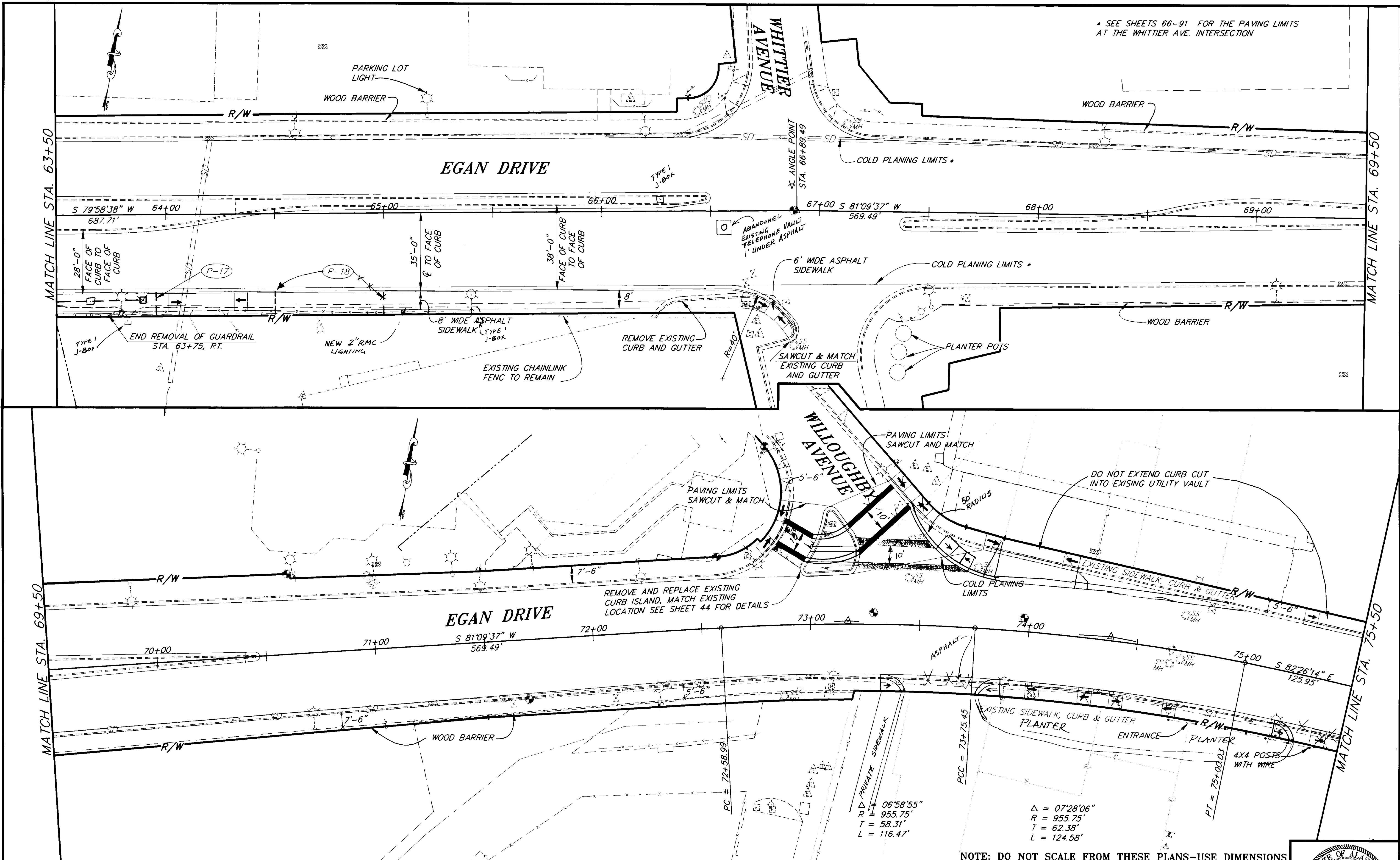
PATH: P:\JNU\71664\DR\—P5200 1=20 (FULL) 1=40 (HALF)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU ALASKA
NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
STA. 52+00 TO STA. 63+50

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 22 OF 21





* SEE SHEETS 66-91 FOR THE PAVING LIMITS AT THE WHITTIER AVE. INTERSECTION

MATCH LINE STA. 63+50

MATCH LINE STA. 69+50

MATCH LINE STA. 69+50

MATCH LINE STA. 75+50

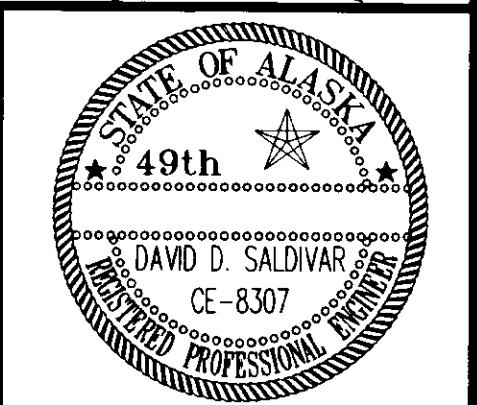
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

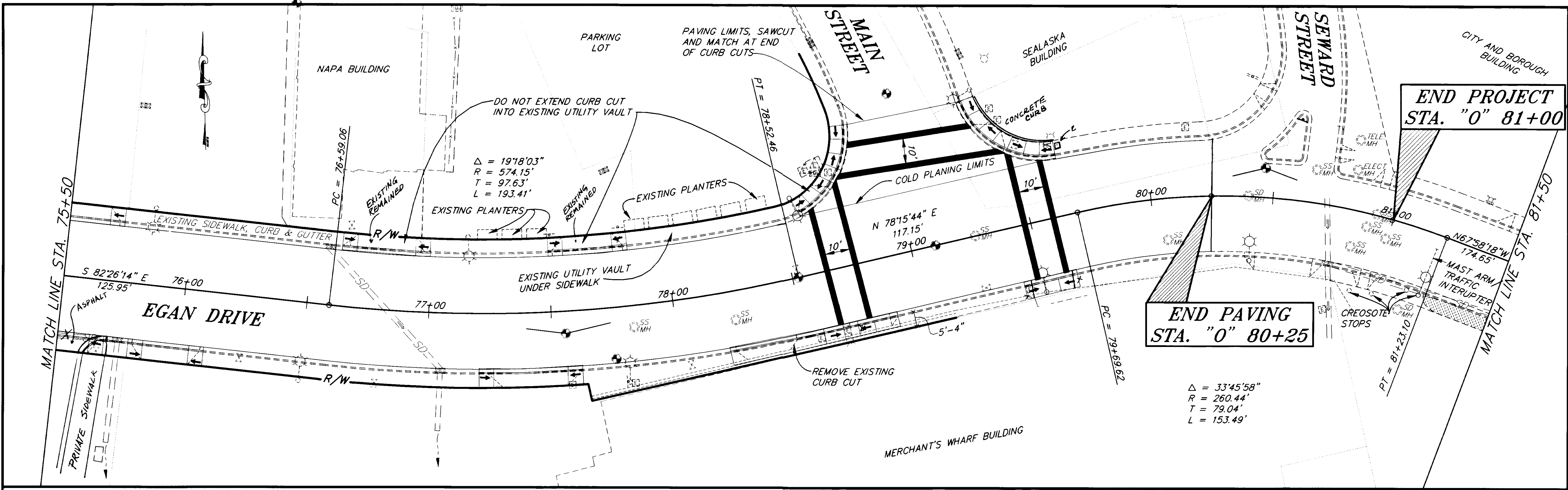
PATH: P:\JNU\71664\DR\—P6350 PLOT.F.PCP(20) OR PLOT.H.PCP(40)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 63+50 TO STA. 75+50

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71664/71802
DRAWN BY:	K. SNYDER	DATE:	
CHECKED BY:	A.J. STEININGER	SHEET 23 OF 91	92



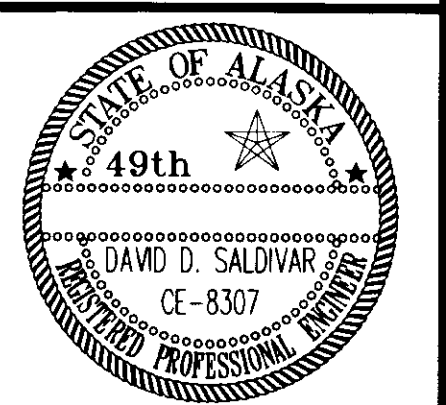


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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

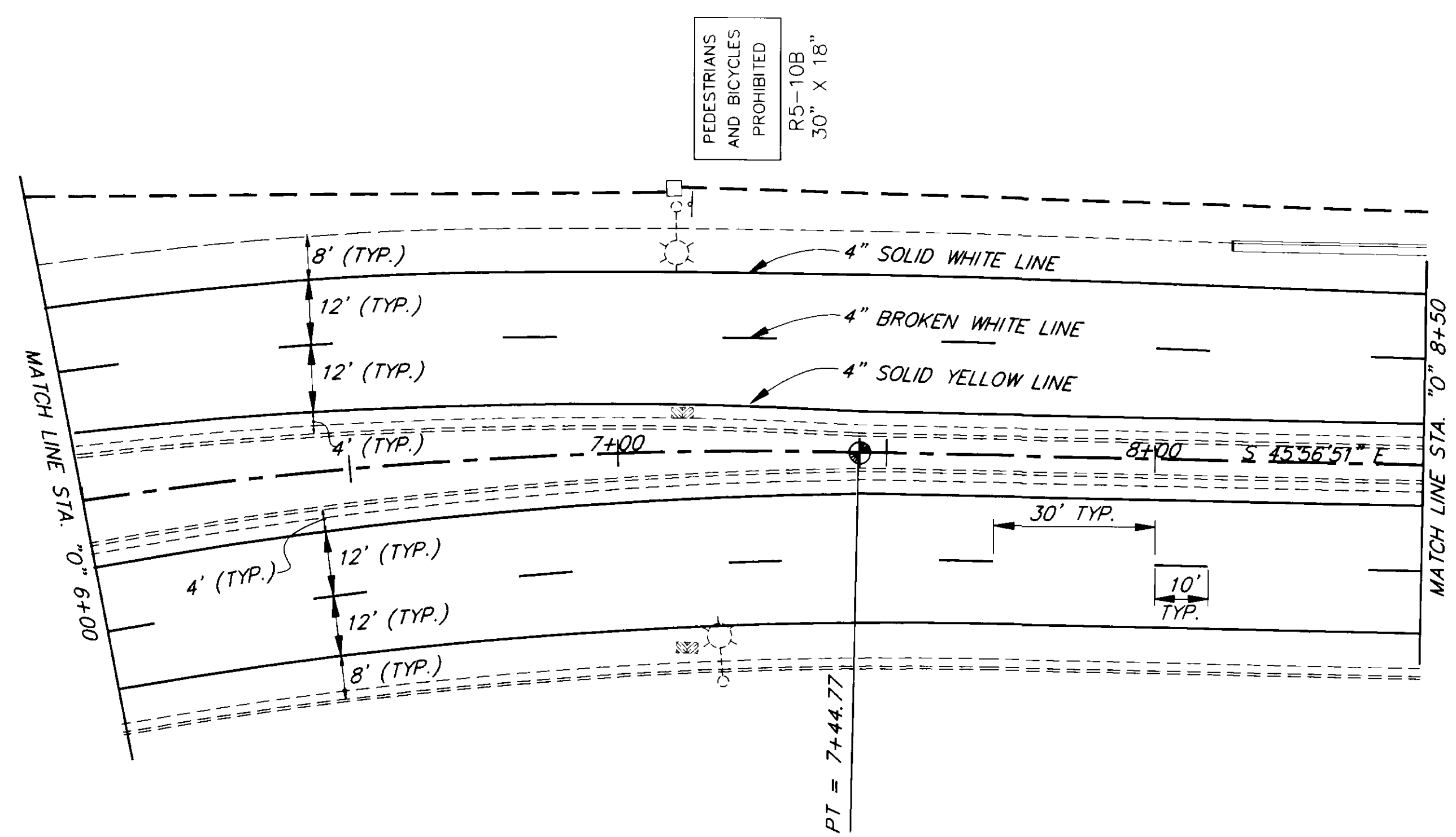
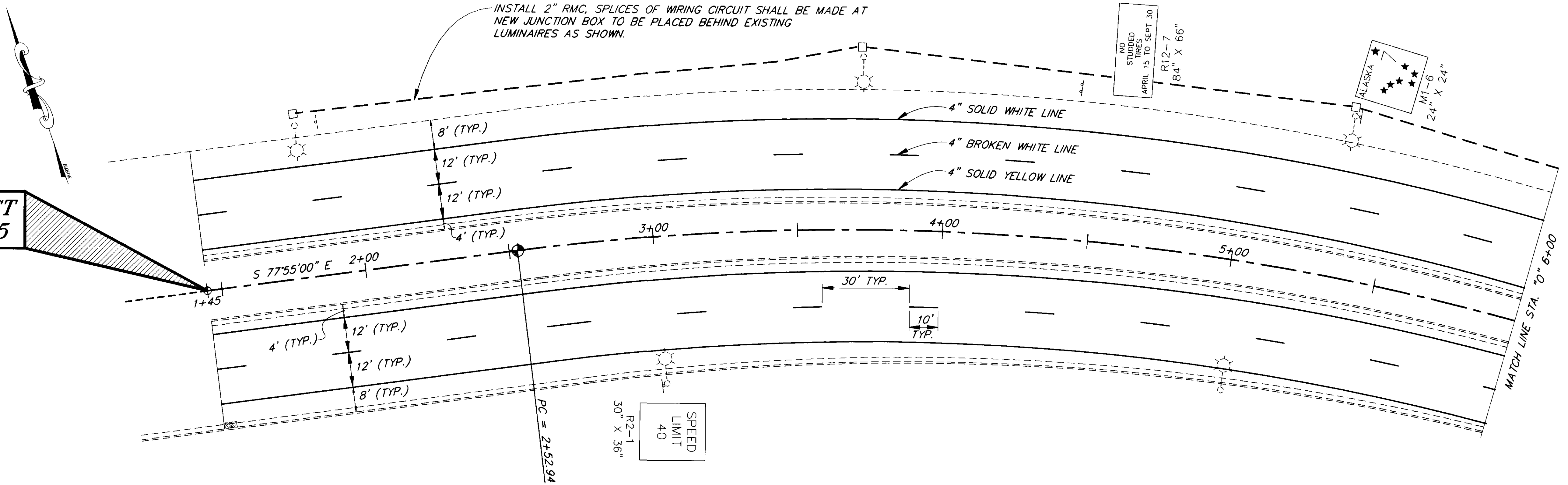
JUNEAU ALASKA
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71602
STA. 75+50 TO E.O.P. STA. 81+00

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	92 SHEET 24 OF 31



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

**BEGIN PROJECT
STA. "0" 1+45**



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

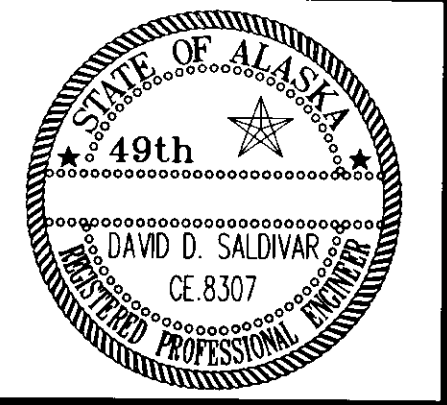
BY:	DATE:	DESCRIPTION OF CHANGE:

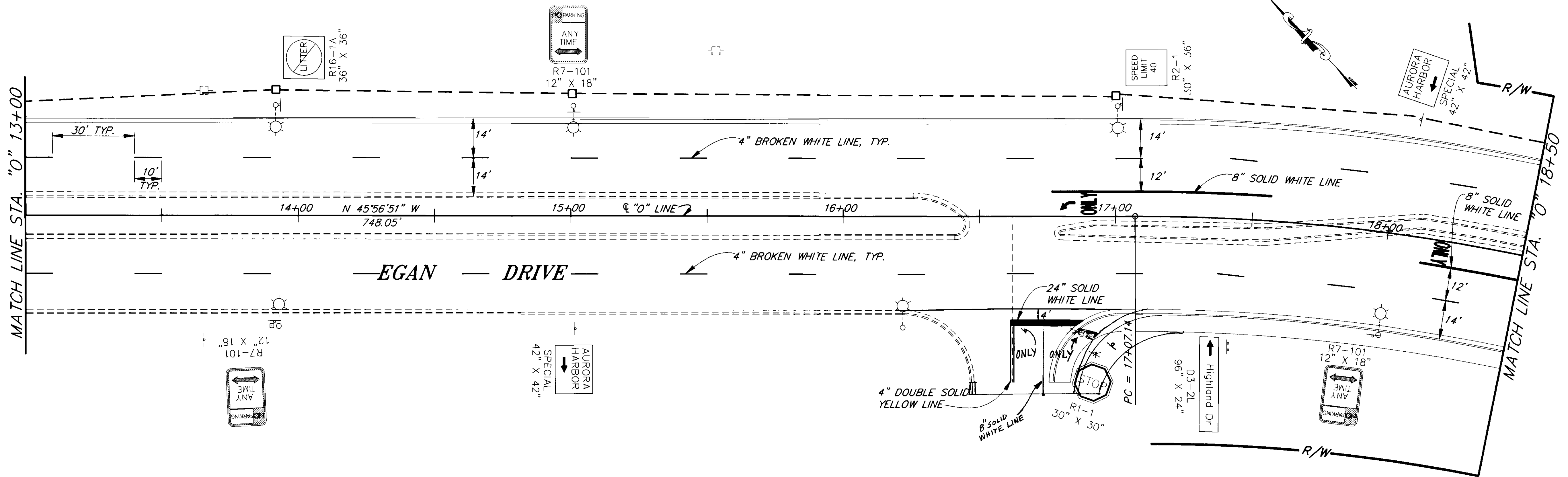
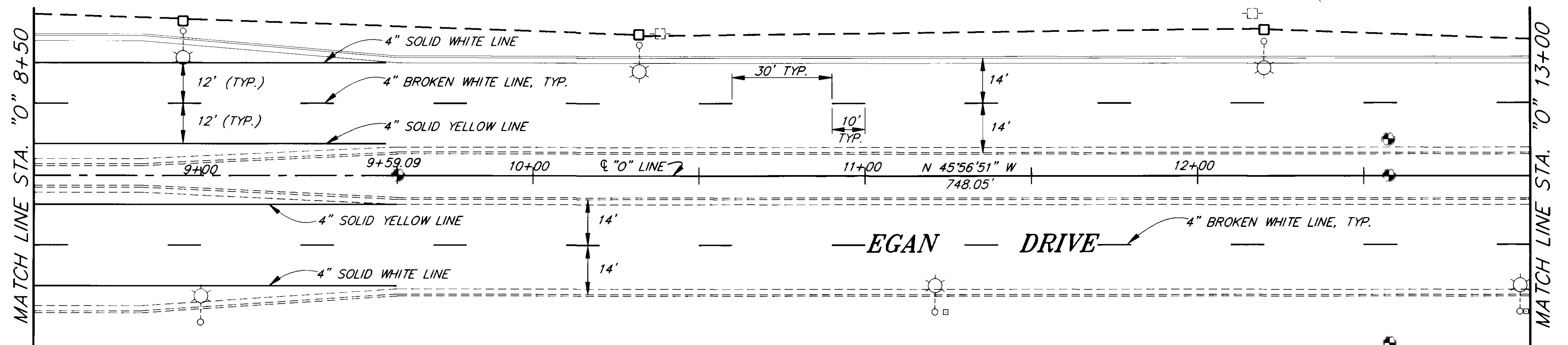
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
B.O.P. STA. "0" 1+45 TO STA. "0" 8+50
STRIPING AND SIGNING

DESIGNED BY:
D. SALDIVAR
DRAWN BY:
K. SNYDER
CHECKED BY:
A.J. STEININGER

PROJECT NO.
71664/71802
DATE:
SHEET 25 OF 21





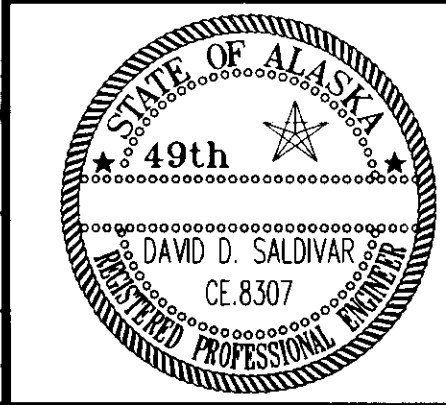
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

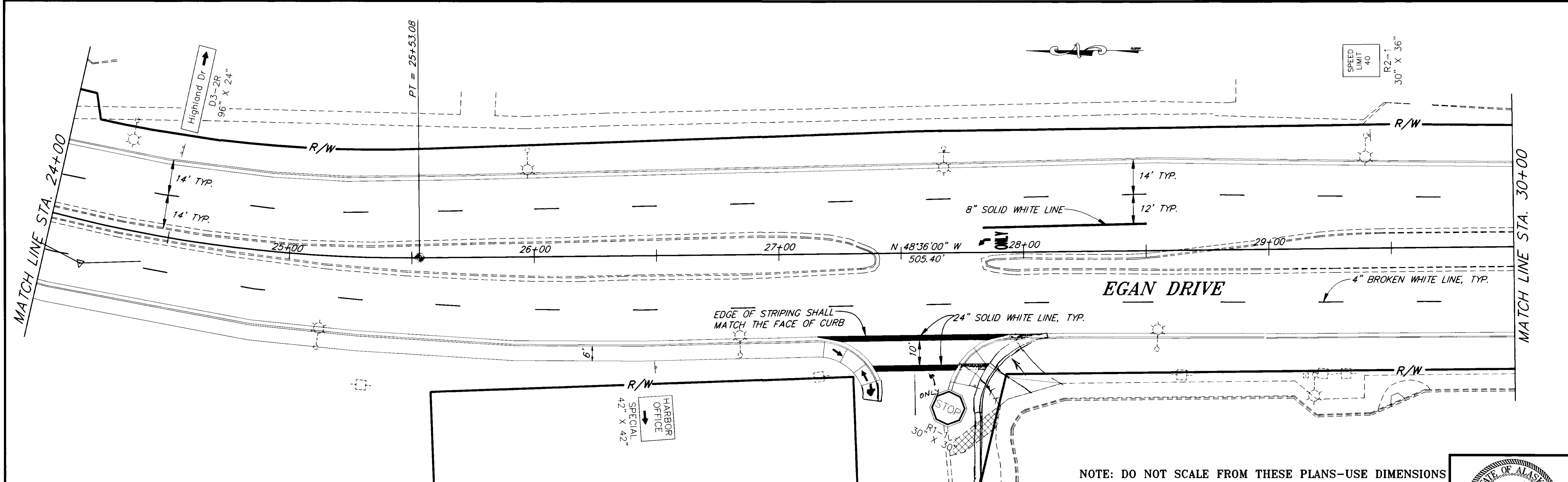
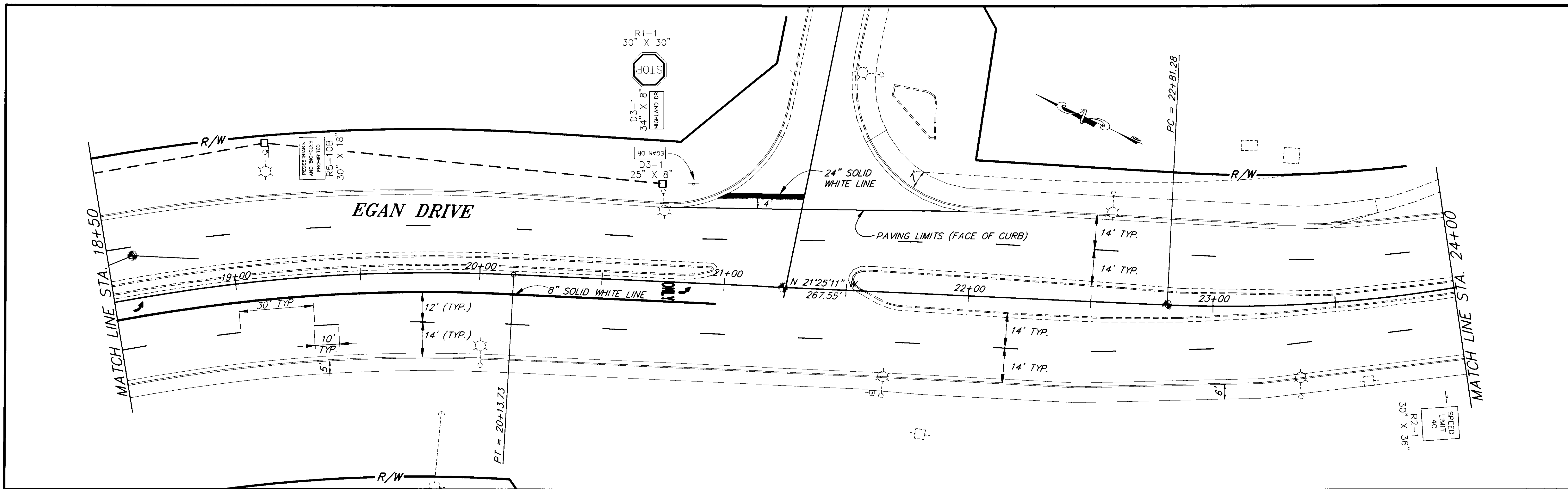
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. "0" 8+50 TO STA. "0" 18+50
 STRIPING AND SIGNING

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 26 OF 27





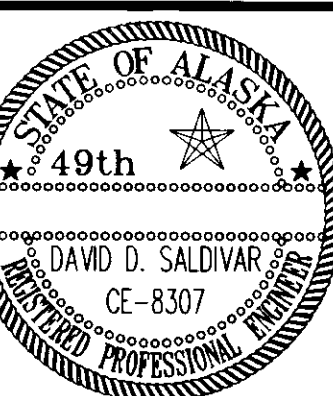
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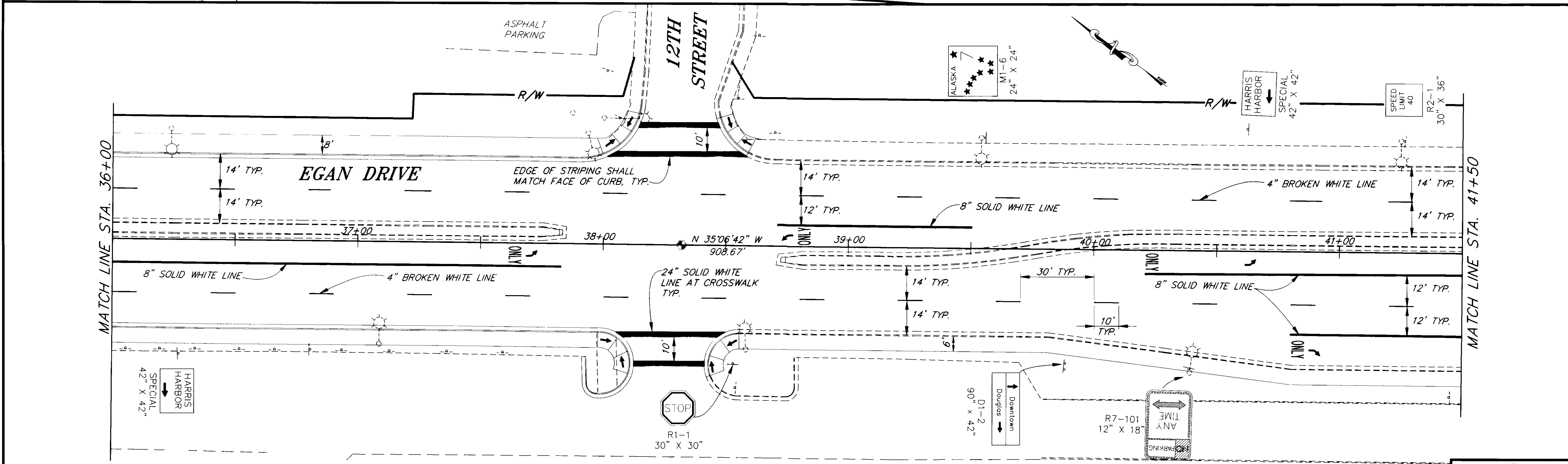
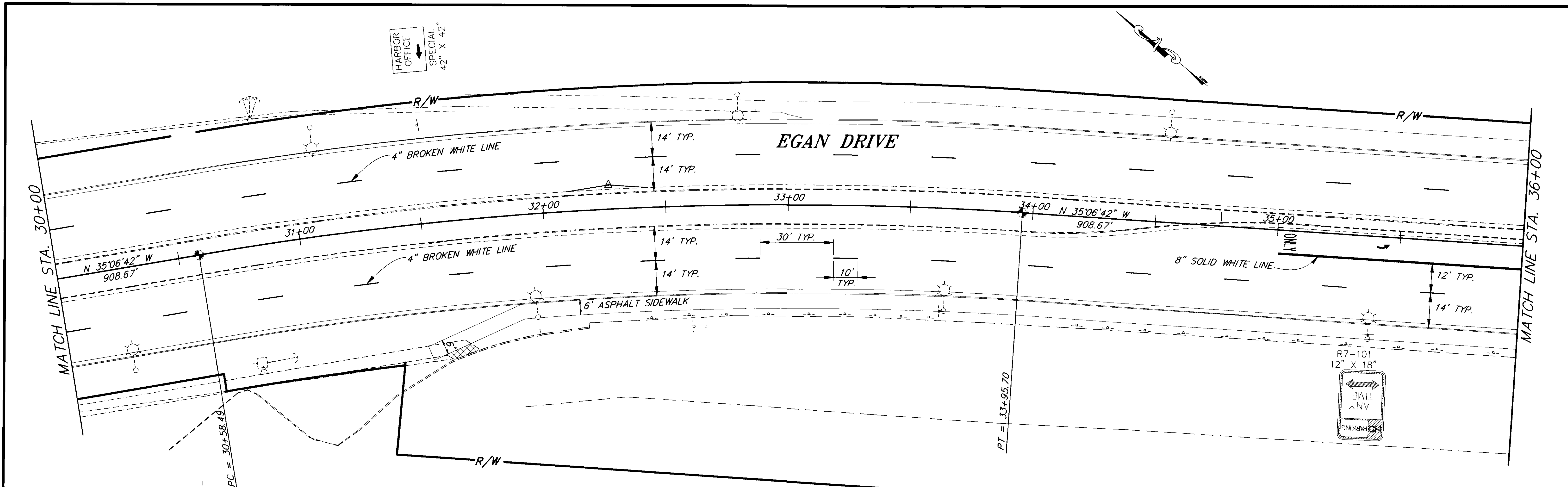
RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 18+50 TO STA. 30+00
 STRIPING AND SIGNING

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 27 OF 27





NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

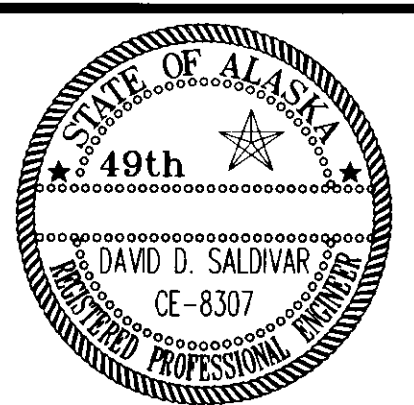
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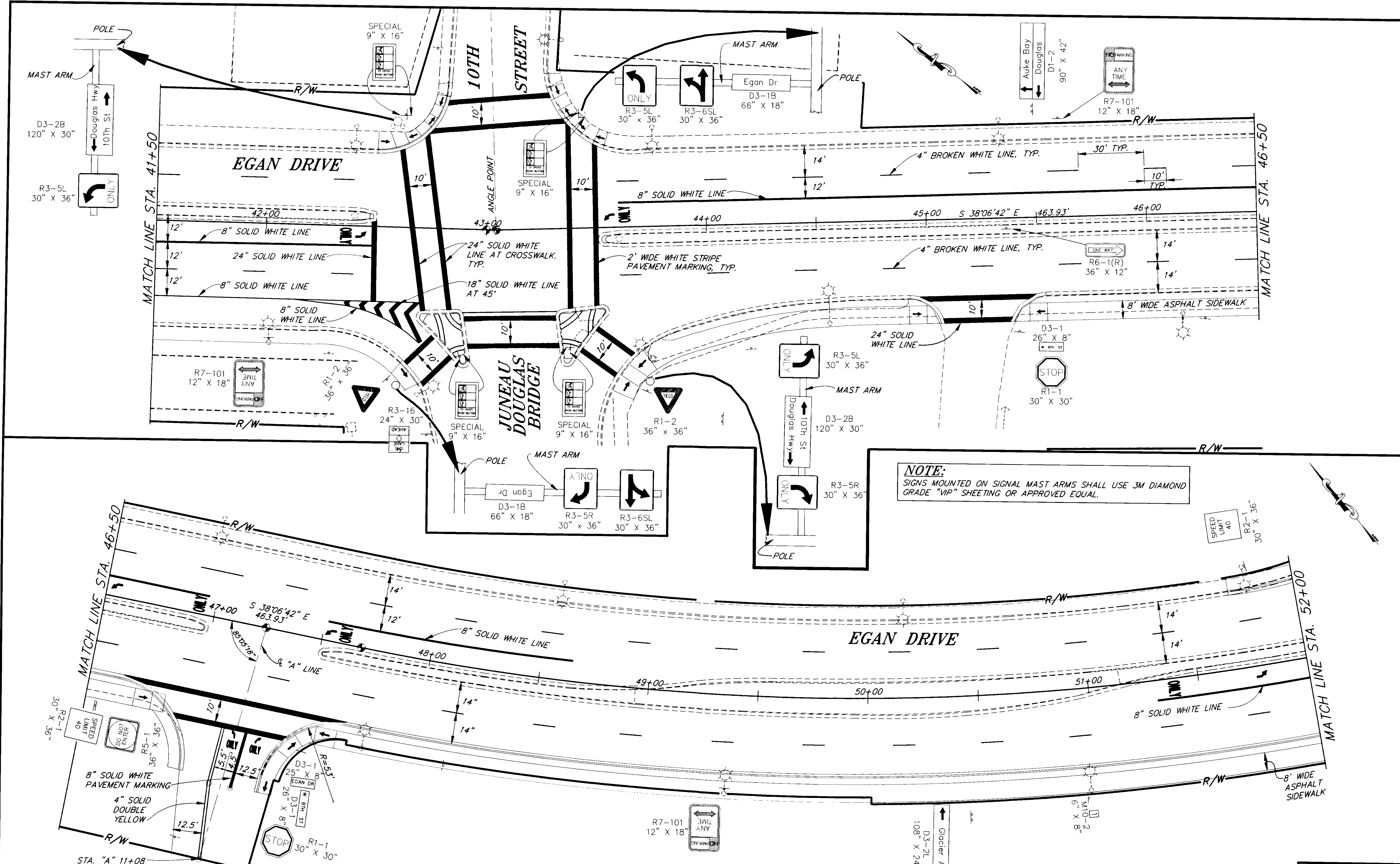
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 30+00 TO STA. 41+50
 STRIPING AND SIGNING

DESIGNED BY:
 D. SALDIVAR
 DRAWN BY:
 K. SNYDER
 CHECKED BY:
 A.J. STEININGER

PROJECT NO.
 71664/71802
 DATE:
 SHEET 28 OF 24





NOTE:
SIGNS MOUNTED ON SIGNAL MAST ARMS SHALL USE 3M DIAMOND GRADE "VIP" SHEETING OR APPROVED EQUAL.

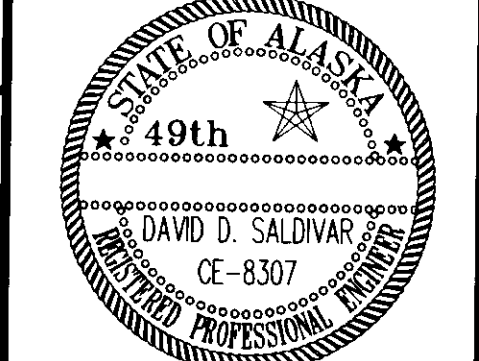
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

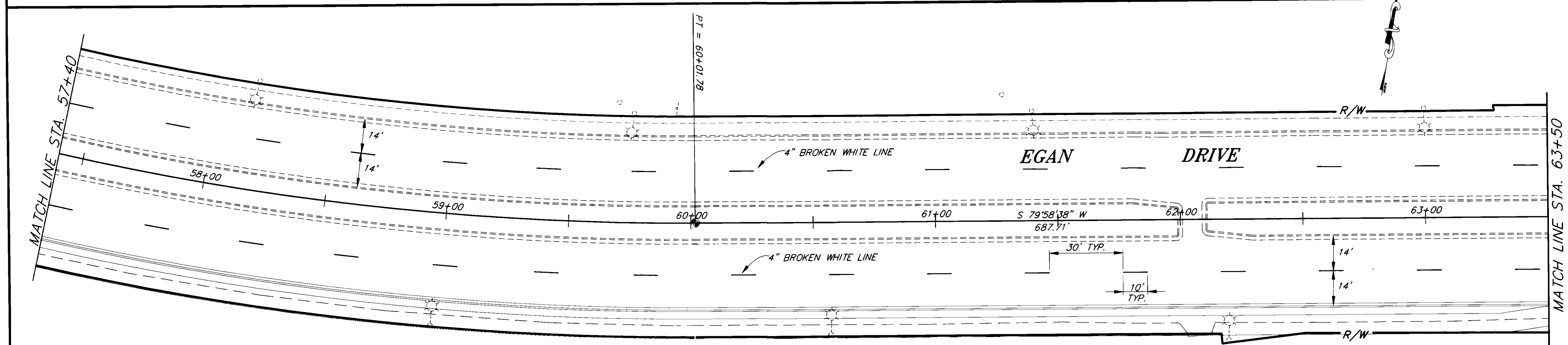
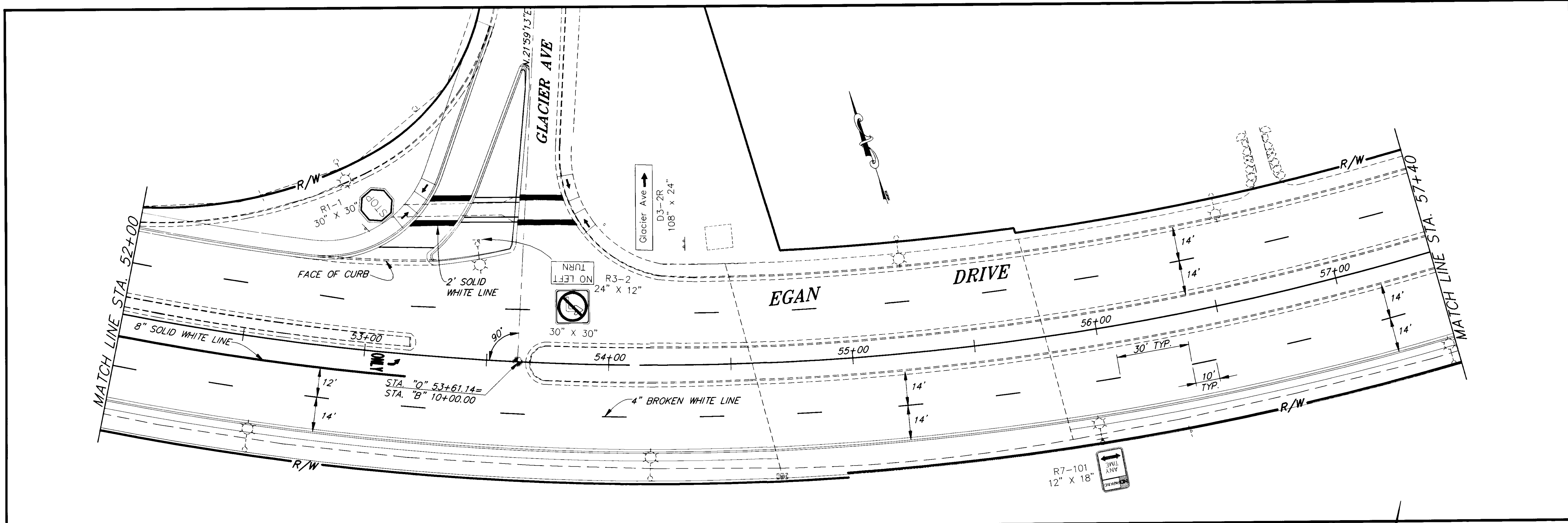
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
STA. 41+50 TO STA. 52+00
STRIPING AND SIGNING

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 29 OF 31





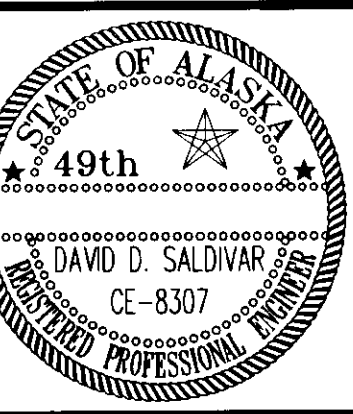
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\71664\DR\55200 1=20 (FULL) 1=40 (HALF)		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

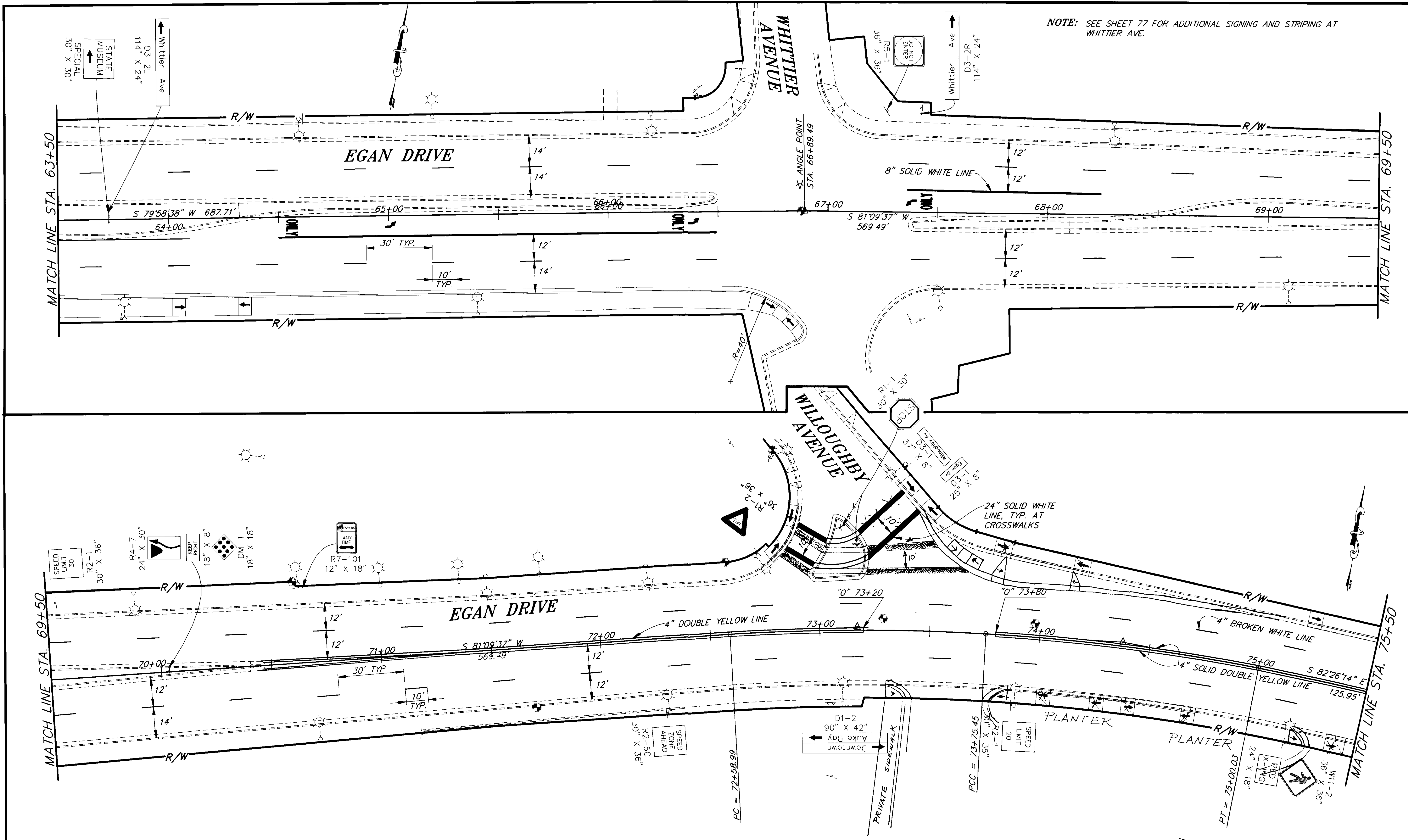
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 52+00 TO STA. 63+50
 STRIPING AND SIGNING

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 30 OF 92



NOTE: SEE SHEET 77 FOR ADDITIONAL SIGNING AND STRIPING AT WHITTIER AVE.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

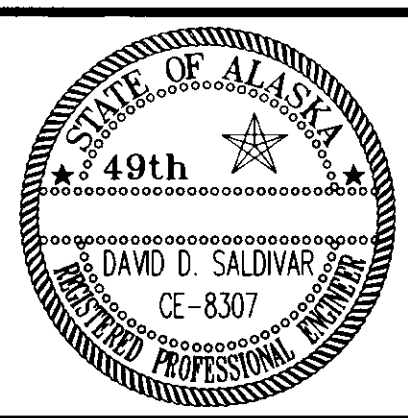
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

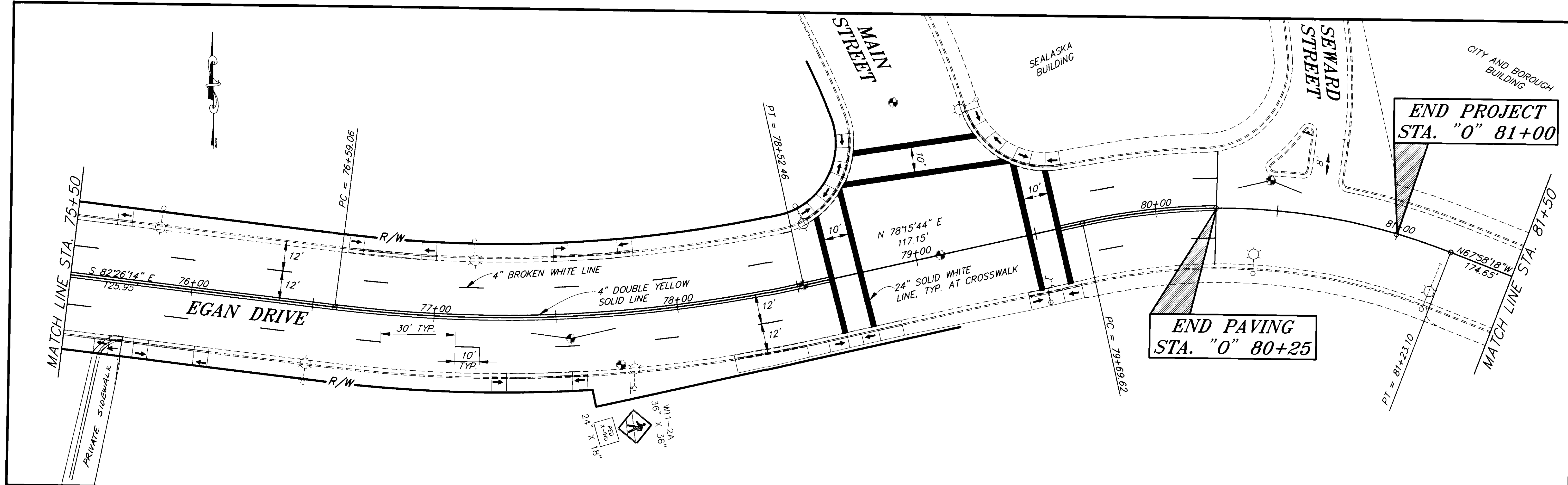
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 63+50 TO STA. 75+50
 STRIPING AND SIGNING

DESIGNED BY:
 D. SALDIVAR
 DRAWN BY:
 K. SNYDER
 CHECKED BY:
 A.J. STEININGER

PROJECT NO.
 71664/71802
 DATE:
 SHEET 31 OF 91





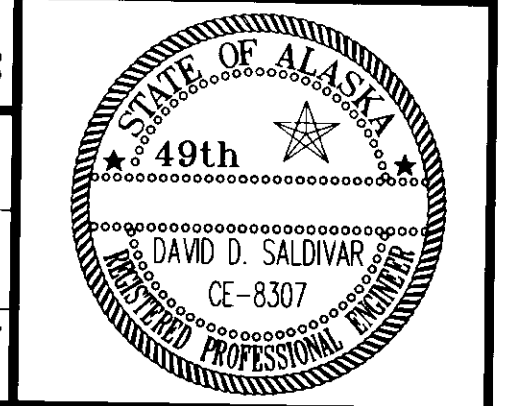
RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:

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

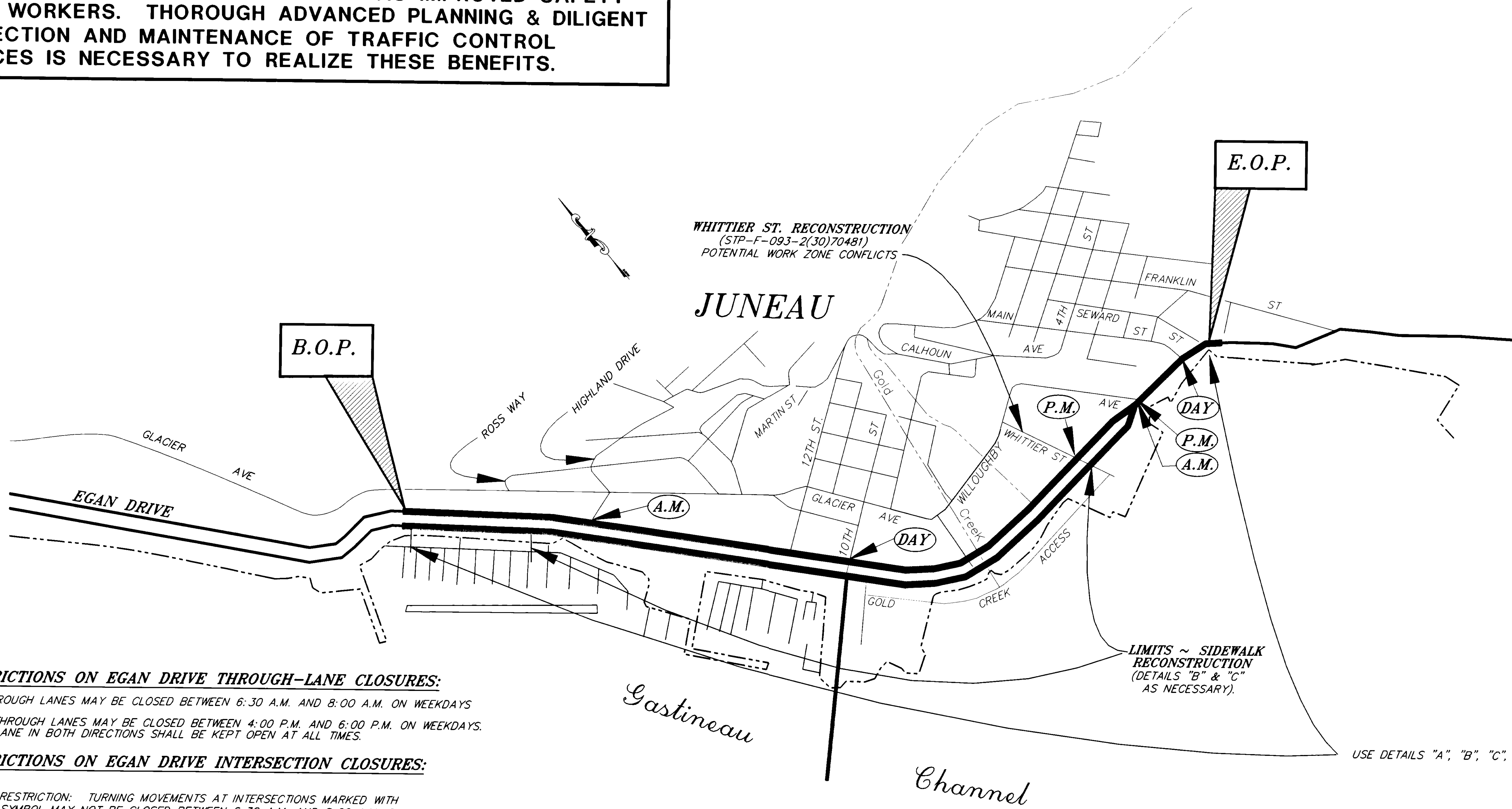
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
STA. 75+50 TO E.O.P. STA. "0" 81+00
 STRIPING AND SIGNING

DESIGNED BY: D. SALDIVAR	PROJECT NO. 7166471802
DRAWN BY: K. SNYDER	DATE:
CHECKED BY: A.J. STEININGER	SHEET 32 OF 92

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS



PROPERLY SET UP AND MAINTAINED TRAFFIC CONTROL RESULTS IN MUCH LESS ACCIDENT EXPOSURE, CONFUSION, AND DELAY TO MOTORISTS AS WELL AS IMPROVED SAFETY FOR WORKERS. THOROUGH ADVANCED PLANNING & DILIGENT INSPECTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES IS NECESSARY TO REALIZE THESE BENEFITS.



RESTRICTIONS ON EGAN DRIVE THROUGH-LANE CLOSURES:

NO INBOUND THROUGH LANES MAY BE CLOSED BETWEEN 6:30 A.M. AND 8:00 A.M. ON WEEKDAYS
 NO OUTBOUND THROUGH LANES MAY BE CLOSED BETWEEN 4:00 P.M. AND 6:00 P.M. ON WEEKDAYS.
 AT LEAST ONE LANE IN BOTH DIRECTIONS SHALL BE KEPT OPEN AT ALL TIMES.

RESTRICTIONS ON EGAN DRIVE INTERSECTION CLOSURES:

- (A.M.)** = A.M. RESTRICTION: TURNING MOVEMENTS AT INTERSECTIONS MARKED WITH THIS SYMBOL MAY NOT BE CLOSED BETWEEN 6:30 A.M. AND 8:00 A.M. ON WEEKDAYS.
- (P.M.)** = P.M. RESTRICTION: TURNING MOVEMENTS AT INTERSECTIONS MARKED WITH THIS SYMBOL MAY NOT BE CLOSED BETWEEN 4:00 P.M. AND 6:00 P.M. ON WEEKDAYS.
- (DAY)** = DAYTIME RESTRICTION: TURNING MOVEMENTS AT INTERSECTIONS MARKED WITH THIS SYMBOL MAY NOT BE CLOSED BETWEEN 6:30 A.M. AND 6:00 P.M. ON WEEKDAYS.

IN ALL CASES, THE ENGINEER'S APPROVAL MUST BE OBTAINED BEFORE CLOSURE. ADJACENT INTERSECTIONS MUST BE KEPT OPEN, AND ADEQUATE ADVANCE NOTICE MUST BE PROVIDED TO MOTORISTS TO ALLOW THEM TO AVOID ENTERING A CLOSED ROAD AND BEING FORCED TO MAKE A U-TURN.

USE DETAILS "A", "B", "C", "D" & "G" AS NECESSARY

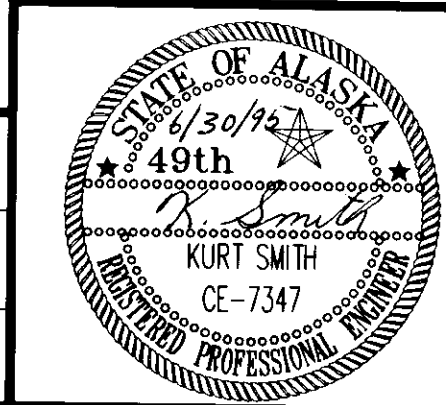
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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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

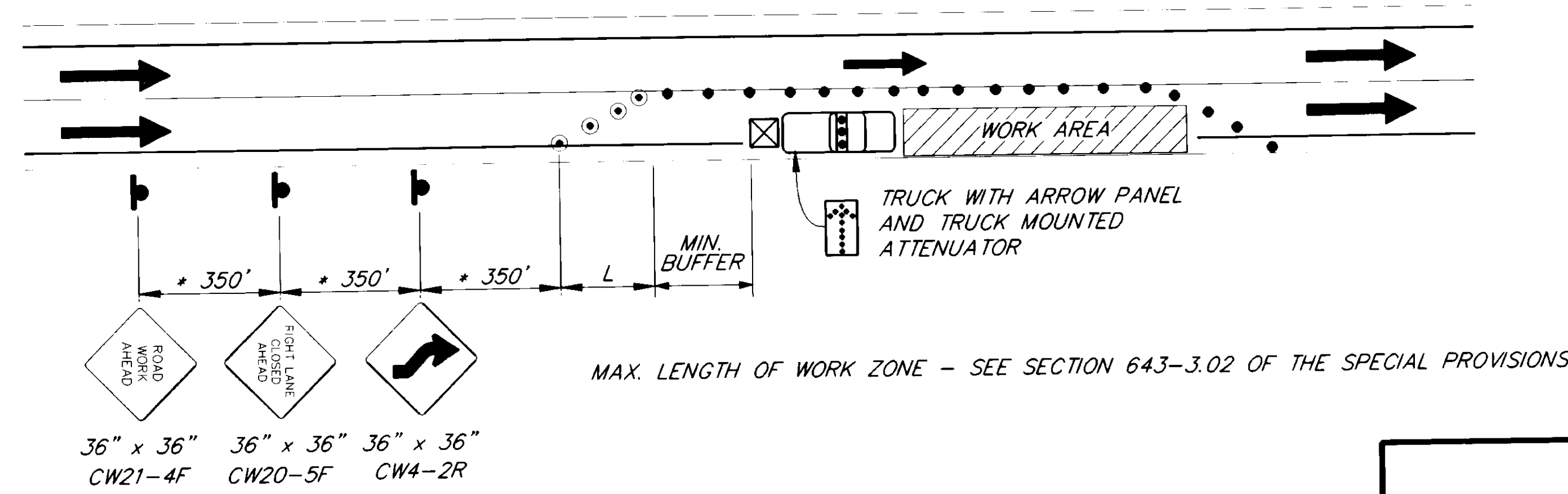
JUNEAU ALASKA
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
TRAFFIC CONTROL PLAN, MASTER PLAN

DESIGNED BY: K. MATTSON	PROJECT NO. 71664/71802
DRAWN BY: C. BISHOP/C. ANDERSON	DATE:
CHECKED BY: K. SMITH	SHEET 33 OF 37



NOTE:

IF ONLY ONE LANE IS AFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.



MAX. LENGTH OF WORK ZONE - SEE SECTION 643-3.02 OF THE SPECIAL PROVISIONS

36" x 36" CW21-4F
36" x 36" CW20-5F
36" x 36" CW4-2R

* 200' SIGN SEPARATION
STA: 73+00 TO EOP

DETAIL "A"

**SINGLE LANE CLOSURE
NORWAY POINT TO MAIN STREET**

(TYPICAL: MODIFY LAYOUT AND SIGN LEGEND AS APPROPRIATE FOR LEFT LANE CLOSURE).

LEGEND

- ARROW PANE, TYPE "B"
- SIGN
- CONE
- DRUM
- TYPE III BARRICADE
- FLAGGING STATION

FORMULAS FOR L (TAPER LENGTH)

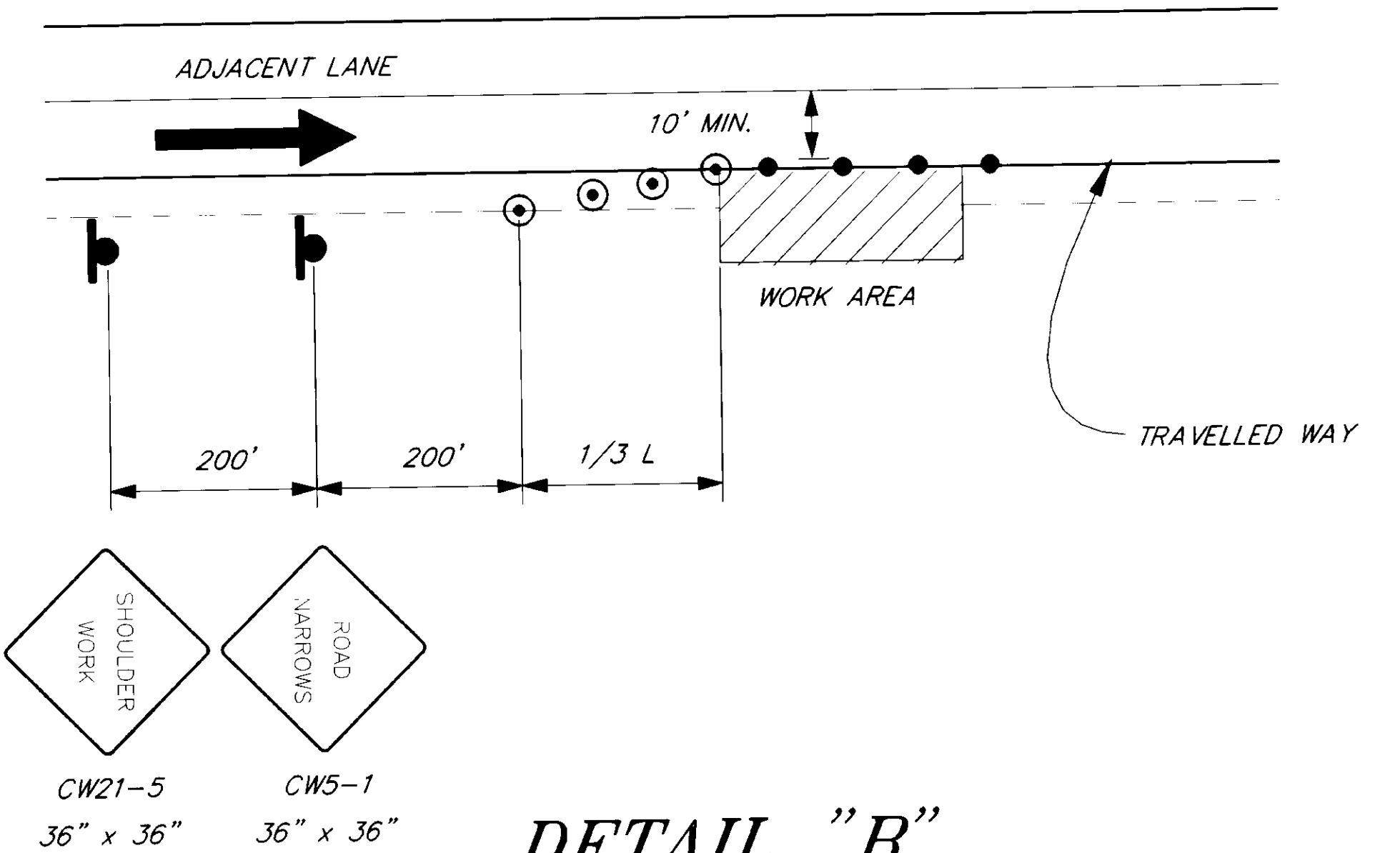
40 MPH OR LESS $L = \frac{W \times S^2}{60}$

45 MPH OR GREATER $L = W \times S$

WHERE W= WIDTH OF OFFSET
S= POSTED SPEED LIMIT

DRUM OR CONE SPACING = S (IN FEET)

MIN. BUFFER S	BUFFER LENGTH
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

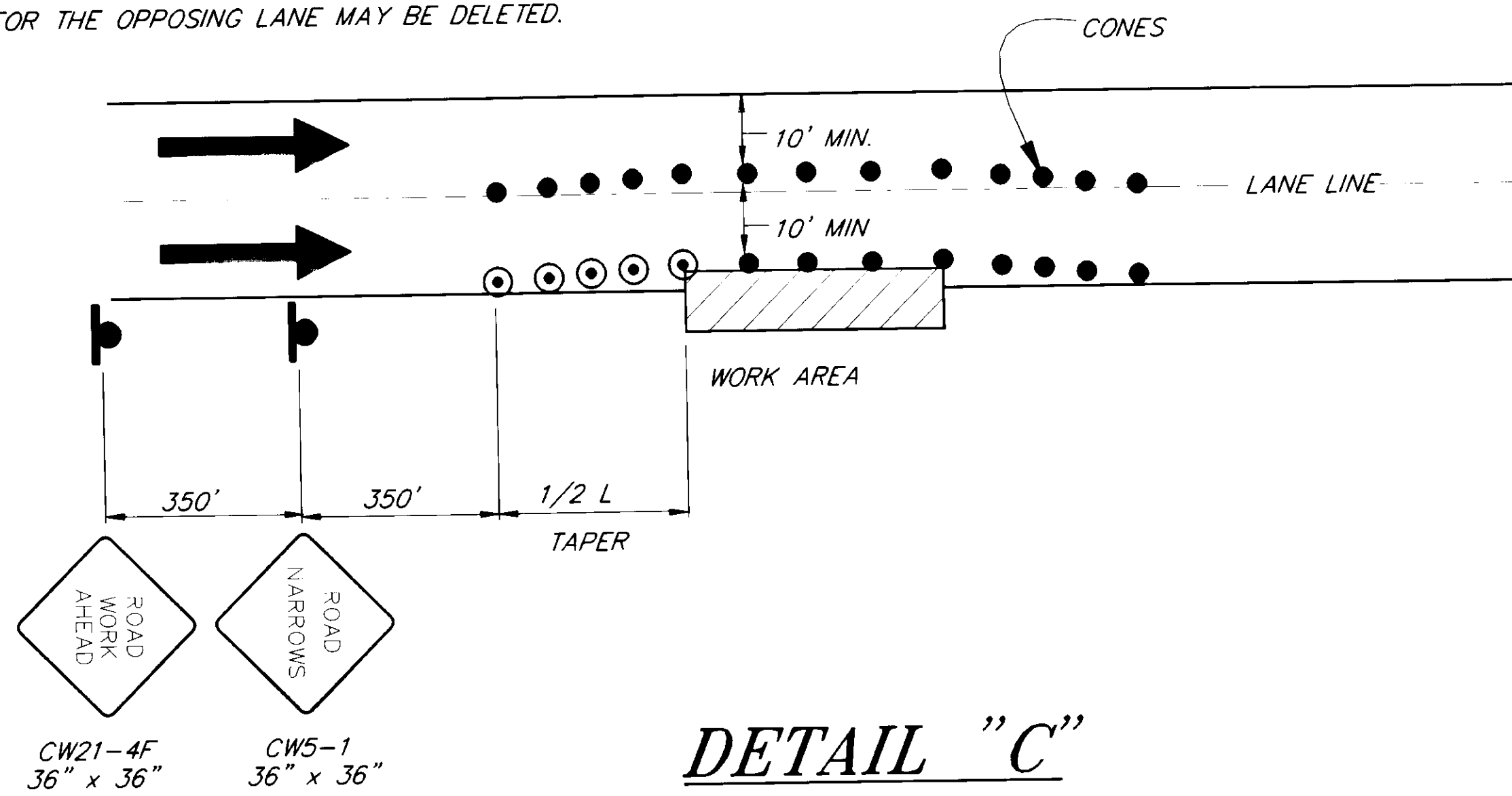


DETAIL "B"
SHOULDER WORK

CW21-5 36" x 36"
CW5-1 36" x 36"

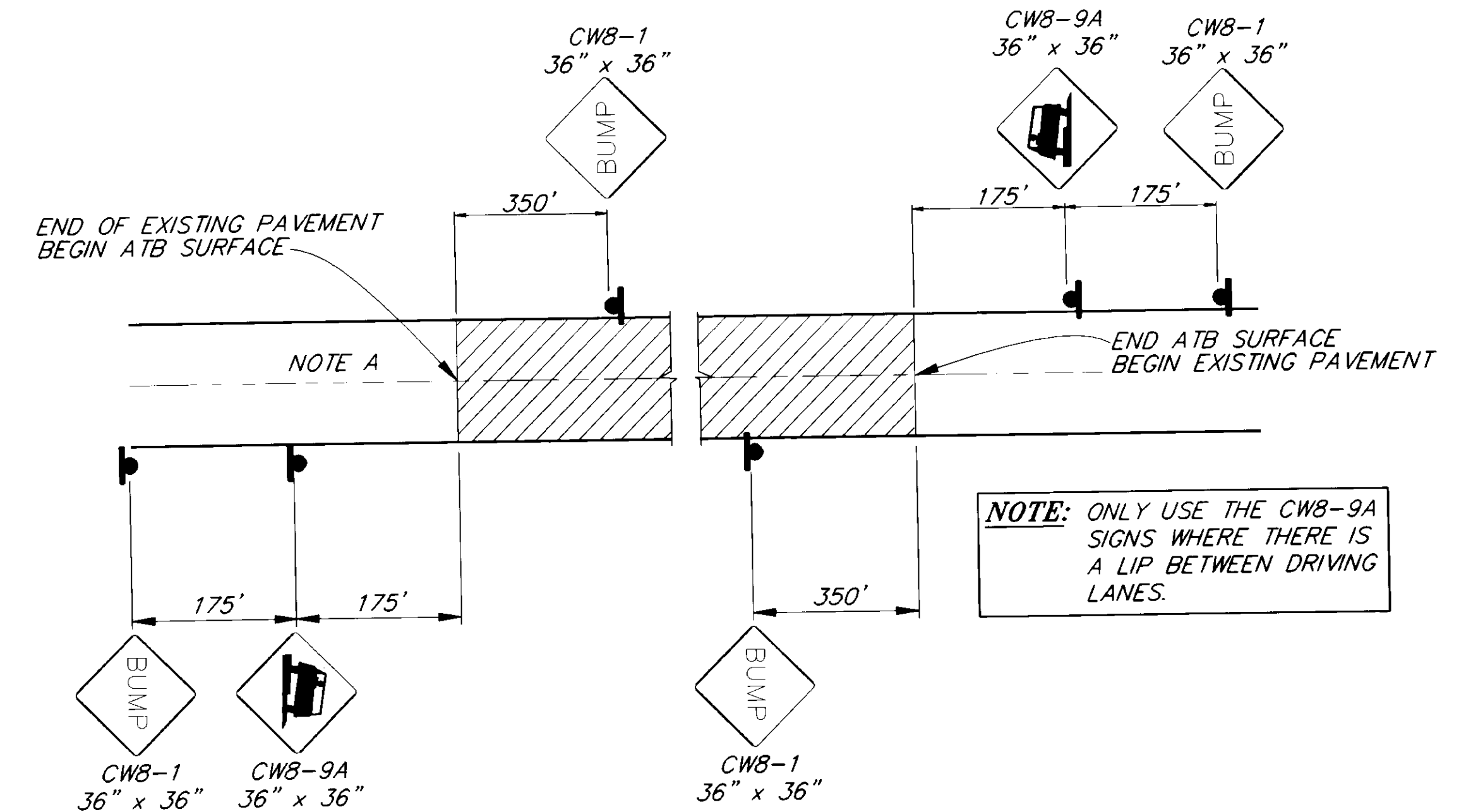
NOTE:

IF ONLY ONE LANE IS AFFECTED BY ROAD WORK (THAT IS, THE CONES ALONG THE WORK AREA ARE NO CLOSER THAN 10' TO CENTERLINE) THE CENTERLINE CONES FOR THE OPPOSING LANE MAY BE DELETED.



DETAIL "C"

ROADWAY ENCROACHMENT



DETAIL "D"
SIGNING FOR ATB AREA

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
PATH:	P: \JNU\71664\DR\1-ICP2 1=1	
BY:	DATE:	DESCRIPTION OF CHANGE:

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

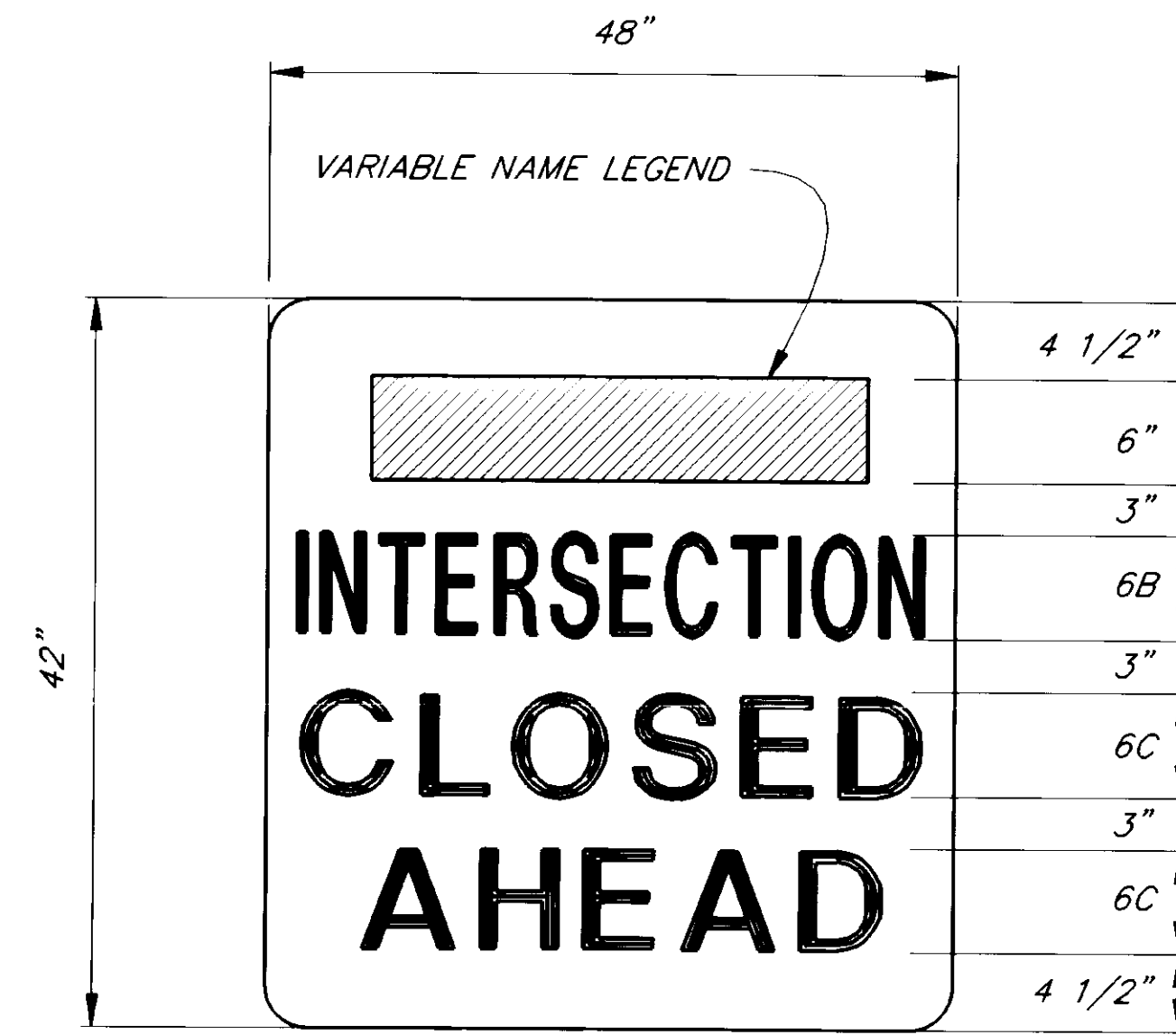
JUNEAU
NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
TRAFFIC CONTROL PLAN DETAILS

DESIGNED BY:	K. MATTSON	PROJECT NO.	71664/71802
DRAWN BY:	C. BISHOP/CSA	DATE:	
CHECKED BY:	K. SMITH	SHEET	34 OF 31



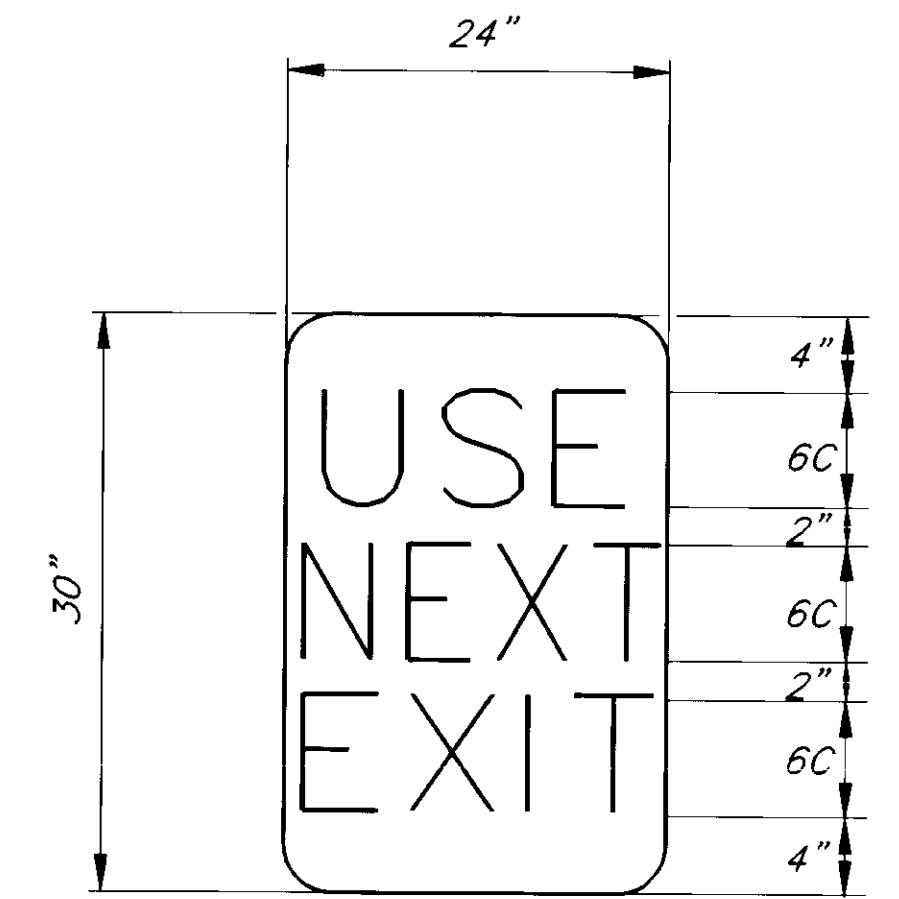
TRAFFIC CONTROL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE "LIMITATION OF WORK" NOTES ON SHEET 2.
2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'.
4. THE CONTRACTOR SHALL NOT LEAVE A LIP BETWEEN LANES WHICH ARE OPEN TO TRAFFIC THAT IS GREATER THAN 2".
5. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
6. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.04 OF THE SPECIFICATIONS.
7. FLOOD LIGHT SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
8. A SINGLE FLAGGER MAY BE APPROVED BY THE ENGINEER IF THE ENTIRE WORK AREA IS VISIBLE FROM THE FLAGGER STATION.
9. CHANNELIZATION DEVICES IF USED AT NIGHT SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.
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.
11. APPROACH STREET DETAIL "G" FOR PERMANENT CONSTRUCTION SIGNING APPLIES TO THE FOLLOWING INTERSECTING STREETS: HIGHLAND DRIVE, 12TH STREET, 10TH STREET, DOUGLAS HIGHWAY, GLACIER AVE (BY GOLD CREEK), WHITTIER STREET, WILLOUGHBY AVENUE, MAIN STREET AND SEWARD STREET.
12. WHEN LANES ARE TO BE CLOSED AT THE 10TH STREET OR MAIN STREET INTERSECTIONS, THE A.D.O.T./P.F. TRAFFIC AND SAFETY SECTION SHALL BE NOTIFIED SO THEY CAN MAKE THE NECESSARY SIGNAL TIMING CHANGES. TWO DAYS NOTICE IS REQUIRED.
13. IT IS PREFERABLE TO OPERATE SIGNALIZED INTERSECTIONS UNDER SIGNAL CONTROL DURING CONSTRUCTION. IF THIS IS NOT POSSIBLE, SIGNALS SHALL BE TURNED OFF AND INTERSECTIONS SHALL BE CONTROLLED BY FLAGGER. INTERSECTION SHALL NOT BE OPERATED UNDER SIMULTANEOUS SIGNAL AND FLAGGER CONTROL.
14. ALL BUSINESSES AND PUBLIC FACILITIES WITH A SINGLE ACCESS TO EGAN SHALL NOT HAVE THAT ACCESS CLOSED FOR MORE THAN TEN MINUTES DURING ANY 8 HOUR PERIOD.
15. AT LEAST TWO LANES OF TRAFFIC SHALL BE MAINTAINED ON THE DOUGLAS HIGHWAY AT ALL TIMES.



SPECIAL SIGN "A"

LEGEND
BLACK ON ORANGE

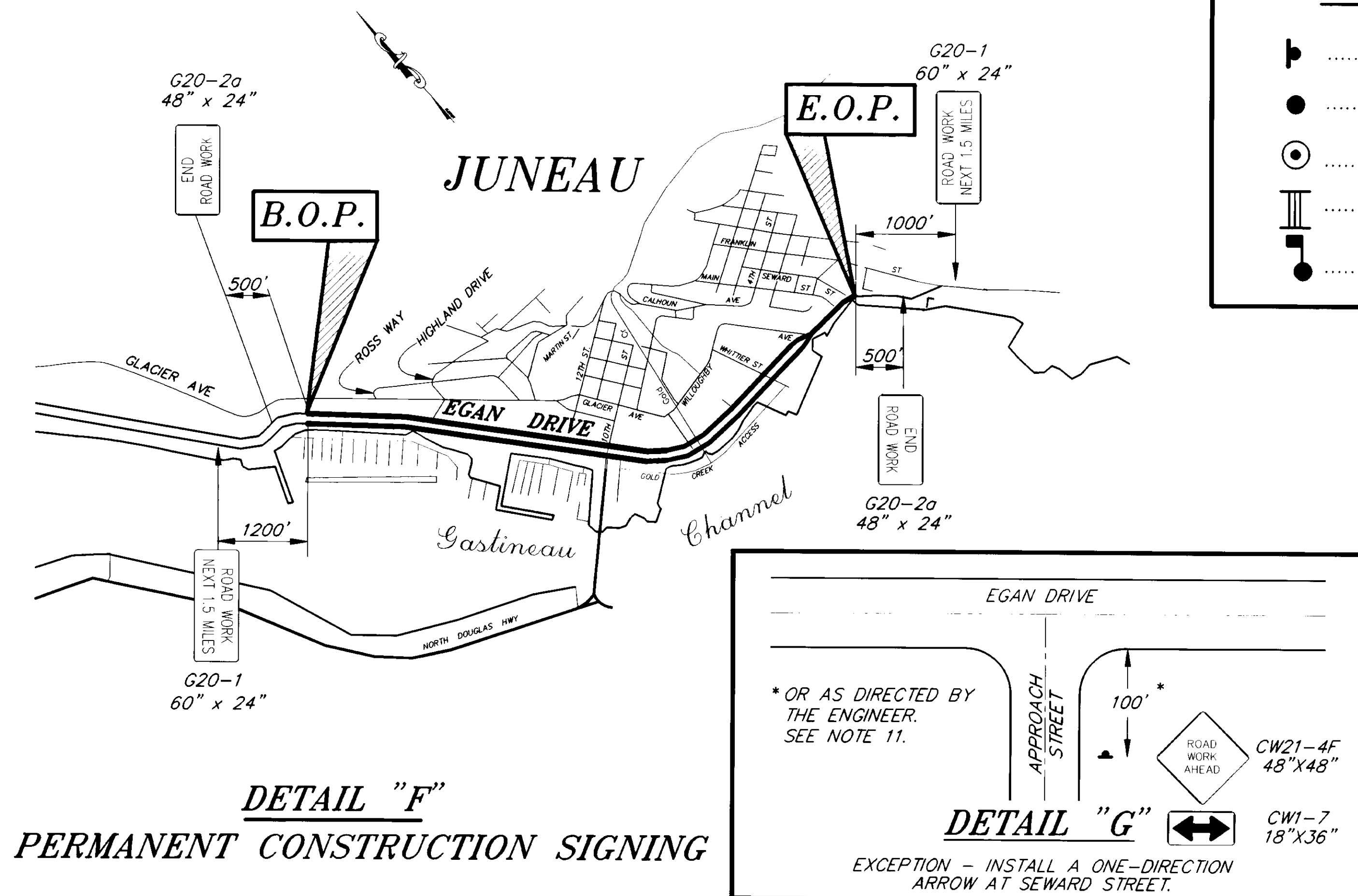


SPECIAL SIGN "B"

LEGEND
BLACK ON ORANGE

LEGEND

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

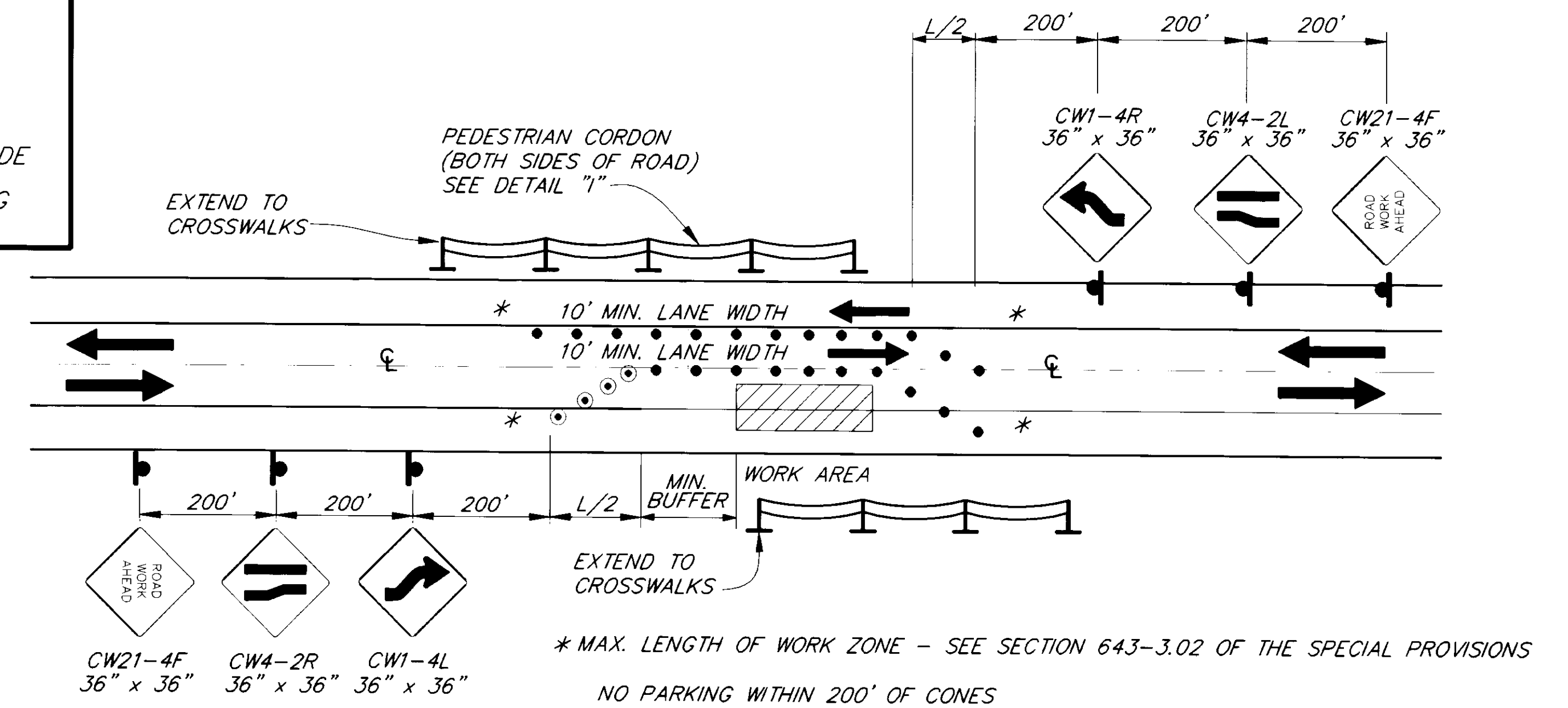


DETAIL "F"

PERMANENT CONSTRUCTION SIGNING

DETAIL "G"

EXCEPTION - INSTALL A ONE-DIRECTION ARROW AT SEWARD STREET.



DETAIL "E"

**TWO-WAY TRAFFIC USING LEFT SIDE
WILLOUGHBY AVE. TO E.O.P.**

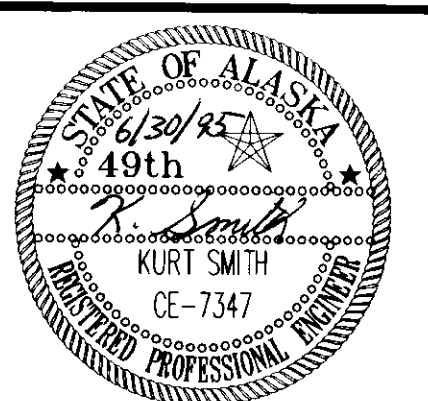
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

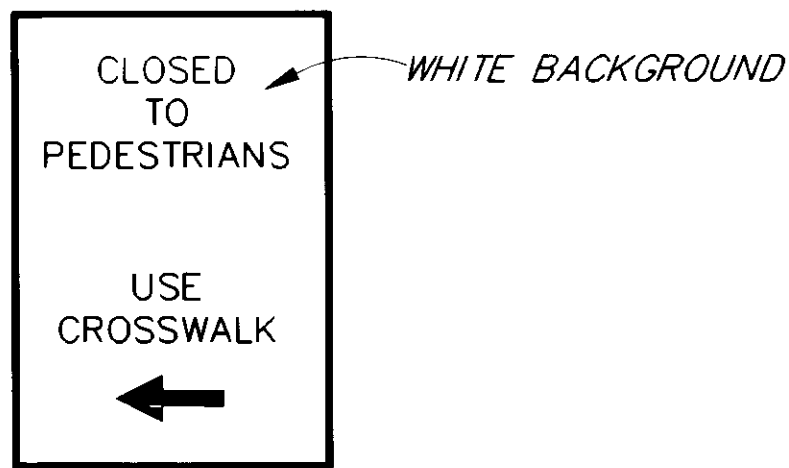
DATE	DESCRIPTION OF CHANGE

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

JUNEAU
NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
TRAFFIC CONTROL PLAN DETAILS

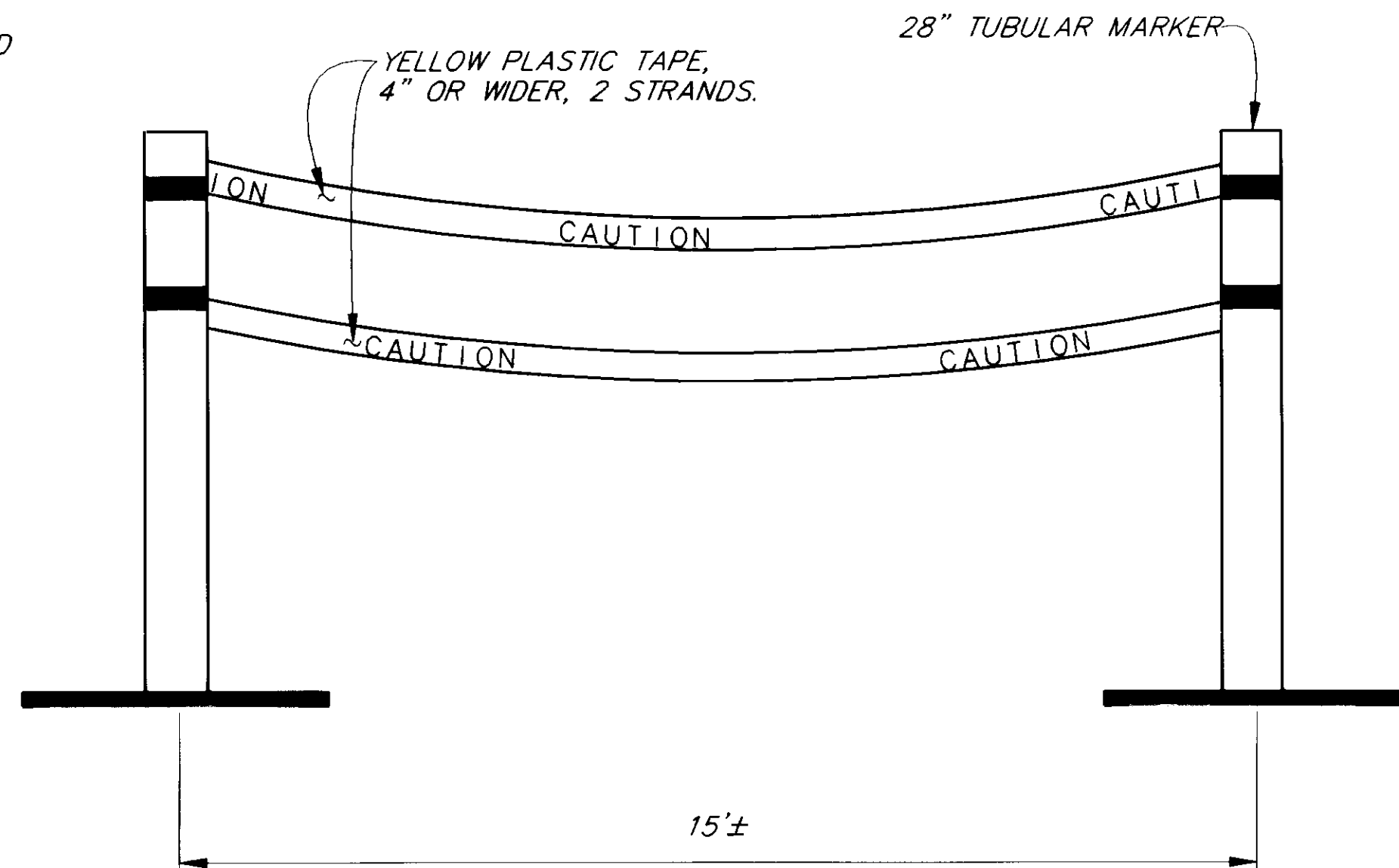
ALASKA
DESIGNED BY: K. MATTSON
DRAWN BY: C. BISHOP/CSA
CHECKED BY: K. SMITH
PROJECT NO. 71664/71802
DATE: 6/30/95
SHEET 35 OF 91





8" X 12" MIN CARDBOARD (TYP)

AFFIX TO TUBULAR MARKERS OR IN A PROMINENT PLACE AS NEEDED



DETAIL "I"
PEDESTRIAN CORDON

LEGEND

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

S	MIN. BUFFER LENGTH
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

FORMULAS FOR L (TAPER LENGTH)

40 MPH OR LESS $L = \frac{W \times S^2}{60}$

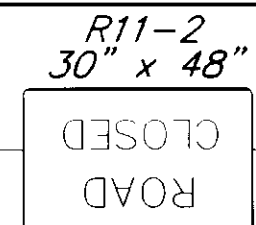
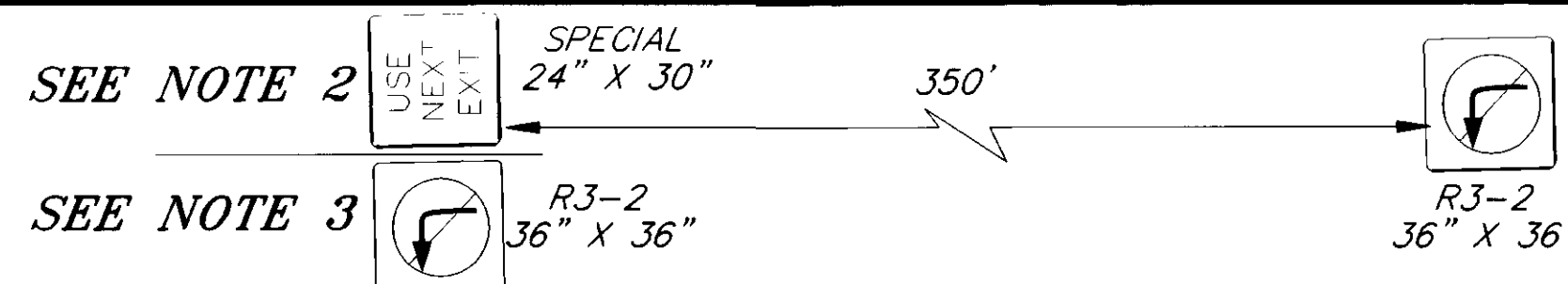
45 MPH OR GREATER $L = W \times S$

WHERE W= WIDTH OF OFFSET
S= POSTED SPEED LIMIT OR ANTICIPATED OPERATING SPEED

DRUM OR CONE SPACING = S (IN FEET)

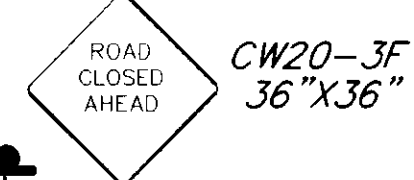
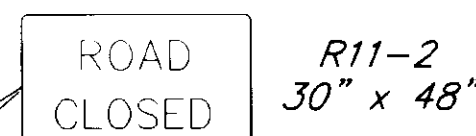
NOTES

1. WORK ZONE SHALL BE KEPT AS SHORT AS POSSIBLE.
2. WORK ZONE SHALL BE CORDONED OFF TO PEDESTRIANS BY MEANS OF TUBULAR MARKERS (CANDLES), CONSTRUCTION TAPE AND APPROPRIATELY SIGNED IN ACCORDANCE WITH DETAIL "I".
3. PEDESTRIAN CORDON SHALL RUN THE ENTIRE LENGTH OF WORK ZONE AND EXTEND TO NEAREST EXISTING CROSSWALK.



NOTE 1

WORK AREA



NOTE 1

SIDE STREET

PLACE SIGN AT NEAREST INTERSECTION OR AS DIRECTED BY THE ENGINEER.

NOTES

1. LEFT OR RIGHT TURN MOVEMENTS MAY BE ALLOWED IF PRACTICAL.
2. USE THIS SET UP IF NEXT EXIT GIVES ALTERNATIVE ACCESS.
3. USE IF NEXT EXIT DOES NOT GIVE ACCESS.

DETAIL "H"
SIDE STREET CLOSURE

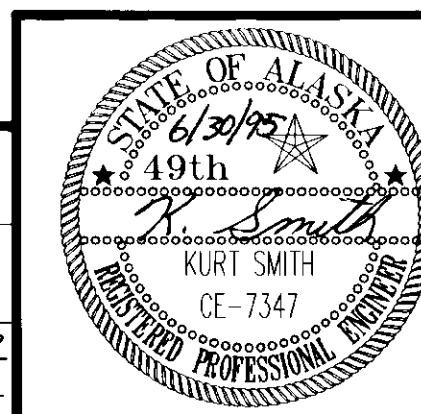
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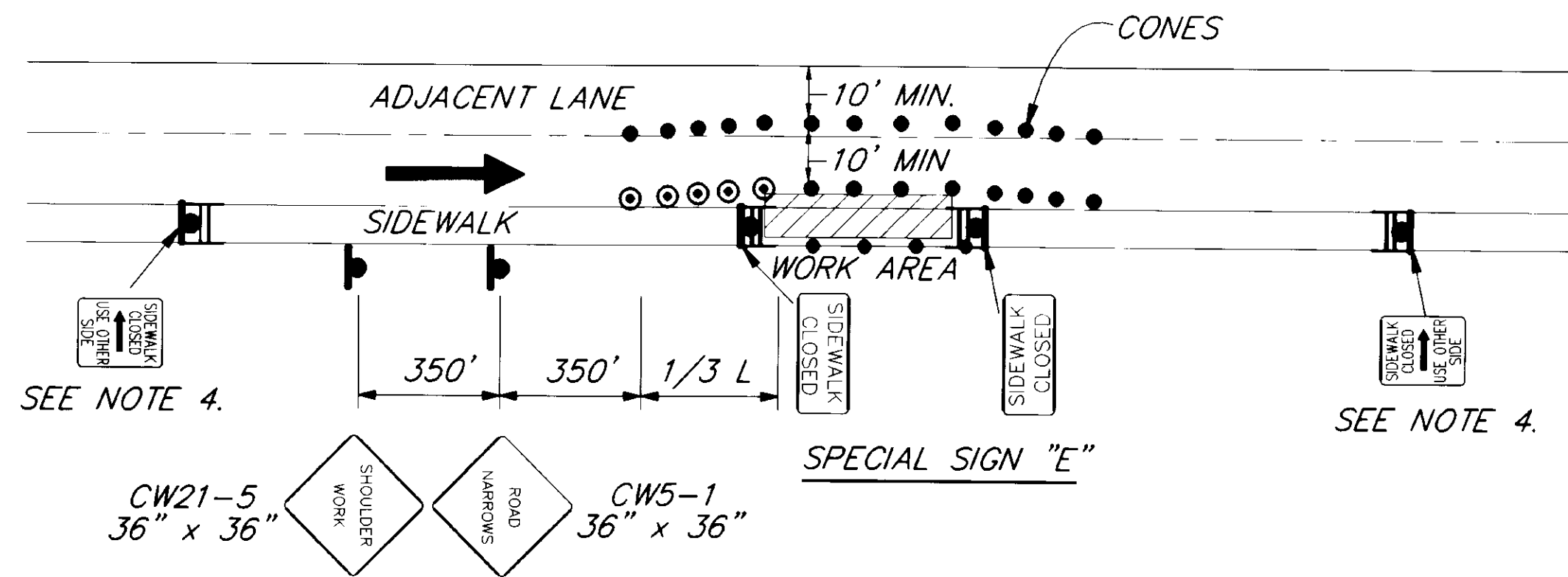
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
TRAFFIC CONTROL PLAN DETAILS

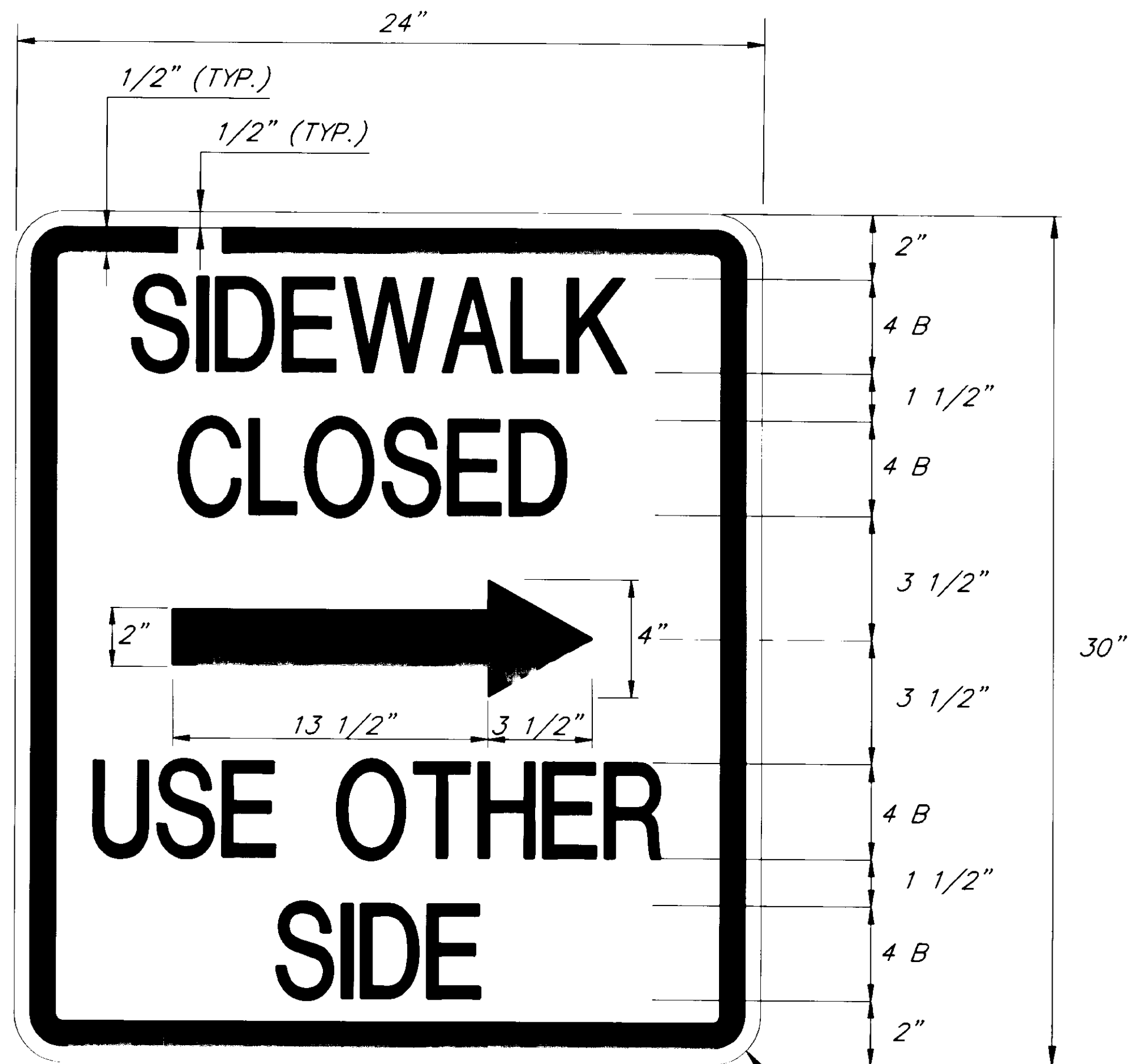
DESIGNED BY: K. MATTSON	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: K. SMITH	SHEET 36 OF 92





DETAIL "J"
EXISTING SIDEWALK RECONSTRUCTION

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



SPECIAL SIGN "C" (RIGHT ARROW) 2" R. (typ.)
SPECIAL SIGN "D" (LEFT ARROW)

LEGEND

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

FORMULAS FOR L (TAPER LENGTH)

40 MPH OR LESS $L = \frac{W \times S^2}{60}$

45 MPH OR GREATER $L = W \times S$

WHERE W = WIDTH OF OFFSET
S = POSTED SPEED LIMIT OR ANTICIPATED OPERATING SPEED

DRUM OR CONE SPACING = S (IN FEET)

S	MIN. BUFFER LENGTH
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

SIGN NOTES:

- SIGNS SHALL HAVE WHITE BACKGROUND WITH BLACK LEGEND. LETTERING SHALL BE AS SHOWN ON THE PLAN.
- SPECIAL SIGN "C" IS SHOWN. SPECIAL SIGN "D" SHALL HAVE THE ARROW POINTING IN THE OPPOSITE DIRECTION.
- SIGNS SHALL CONFORM TO THE ALASKA SIGN DESIGN SPECIFICATIONS (ASDS). LETTERING SHALL BE 4" HIGH AND SERIES B.
- WHERE IT IS IMPRACTICAL TO WALK AROUND THE CLOSED PORTION OF THE SIDEWALK, SPECIAL SIGNS "C" OR "D" SHALL BE SET UP AT THE NEAREST EXISTING CROSSWALK.



SPECIAL SIGN "E"

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

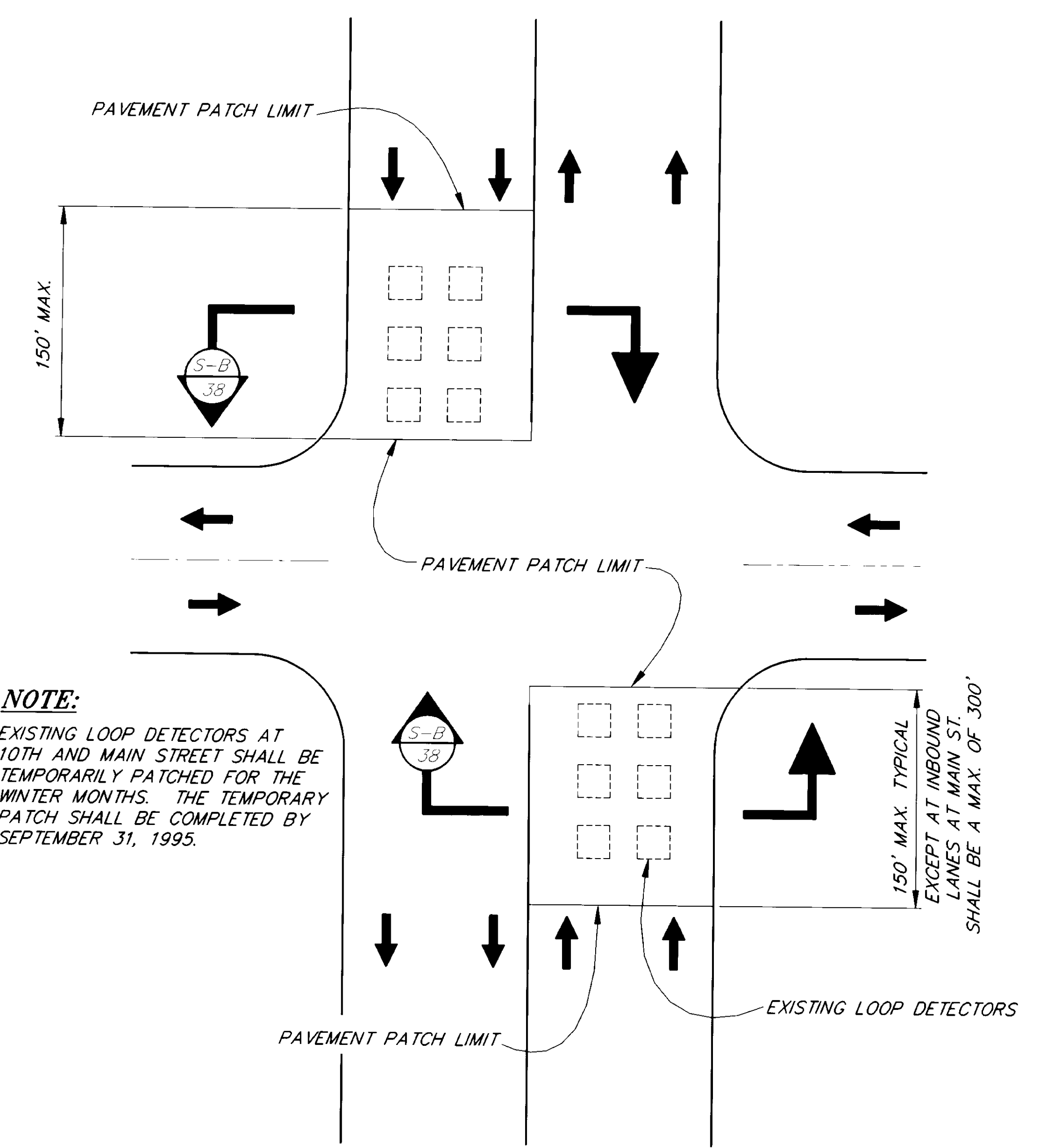
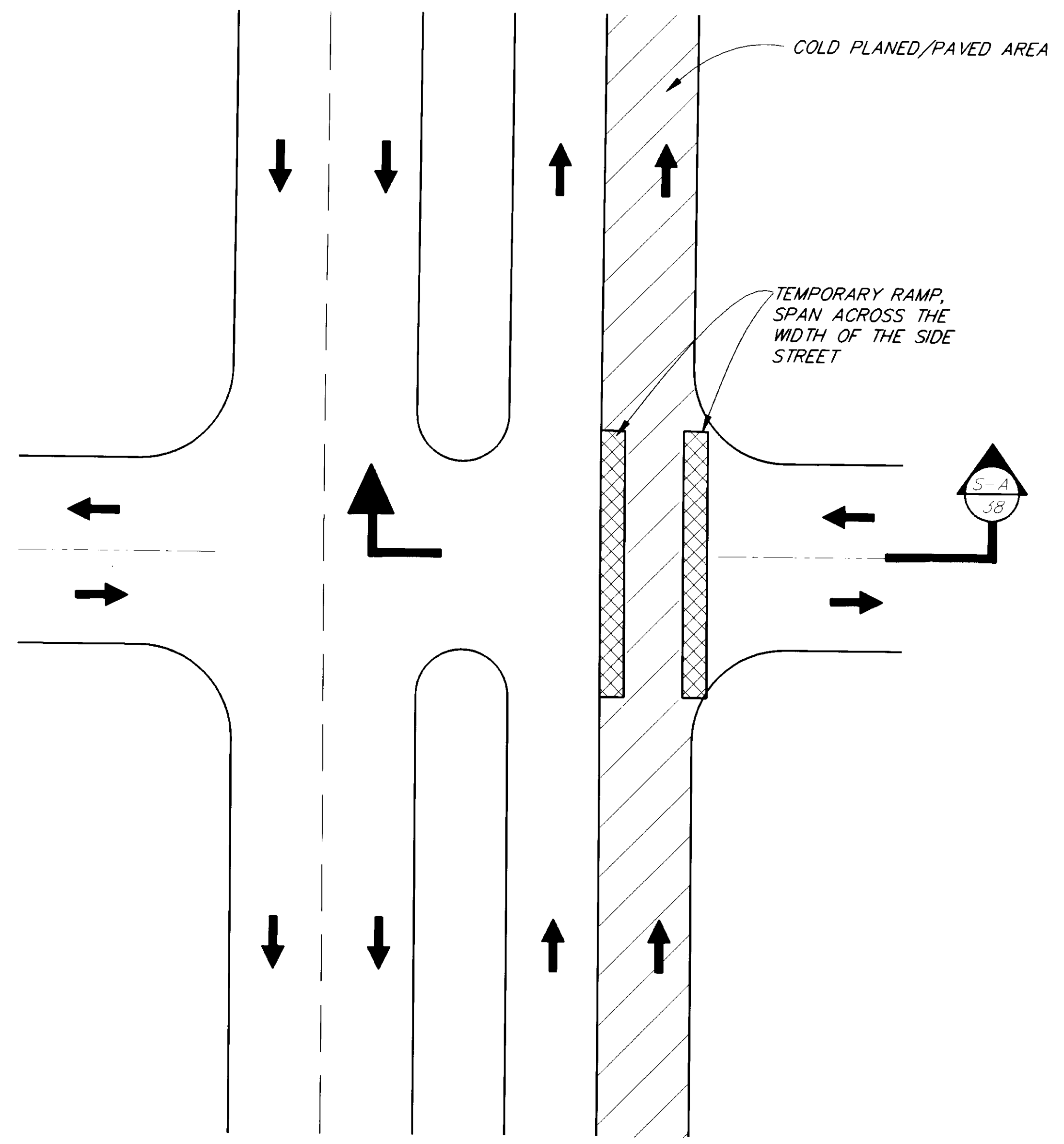
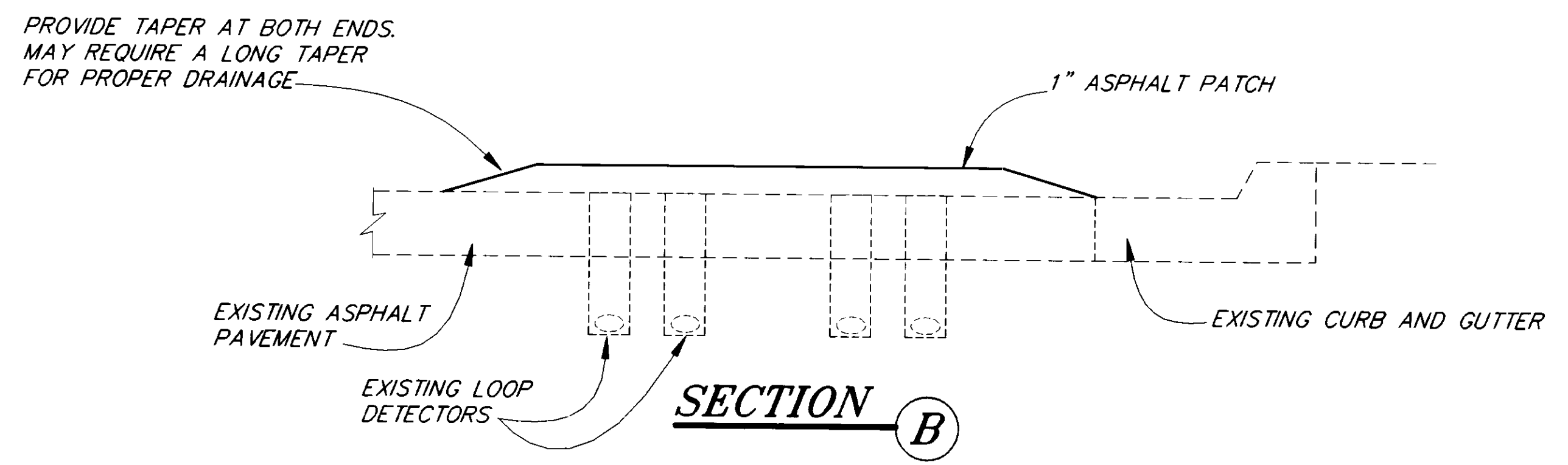
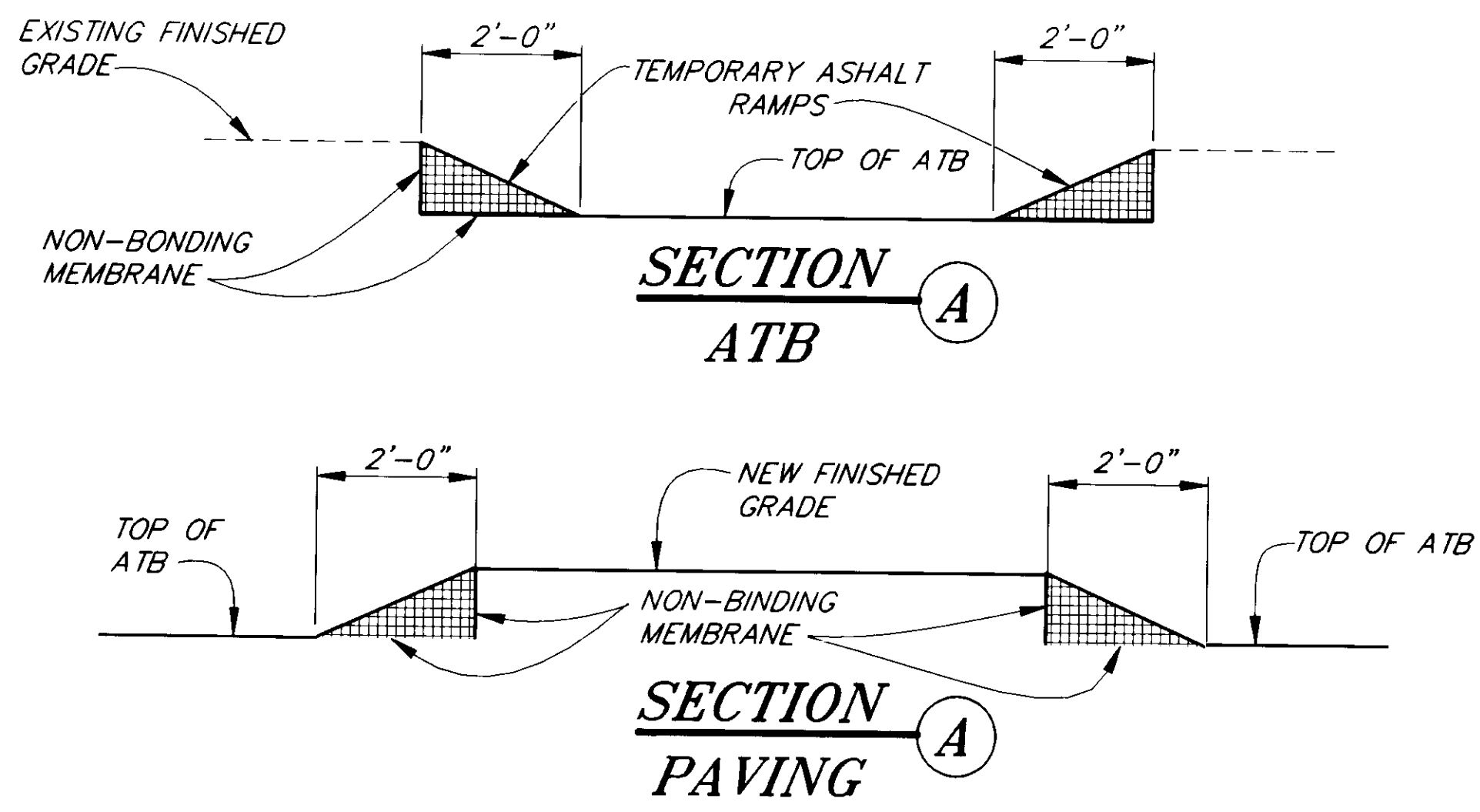
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU
NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
NH-093-2(33) ~ PROJECT NO. 71664
ALASKA
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
TRAFFIC CONTROL PLAN DETAILS

DESIGNED BY: K. MATTSON	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: K. SMITH	SHEET 37 OF 92





NOTE:
 EXISTING LOOP DETECTORS AT 10TH AND MAIN STREET SHALL BE TEMPORARILY PATCHED FOR THE WINTER MONTHS. THE TEMPORARY PATCH SHALL BE COMPLETED BY SEPTEMBER 31, 1995.

TEMPORARY RAMP DURING COLD PLANING AND PAVING AT INTERSECTIONS

TEMPORARY LOOP DETECTOR PATCH AT INTERSECTIONS 10TH AND MAIN STREET

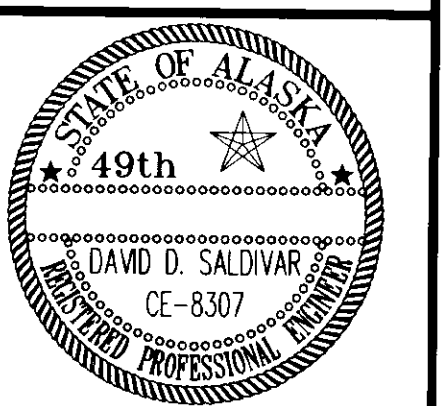
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

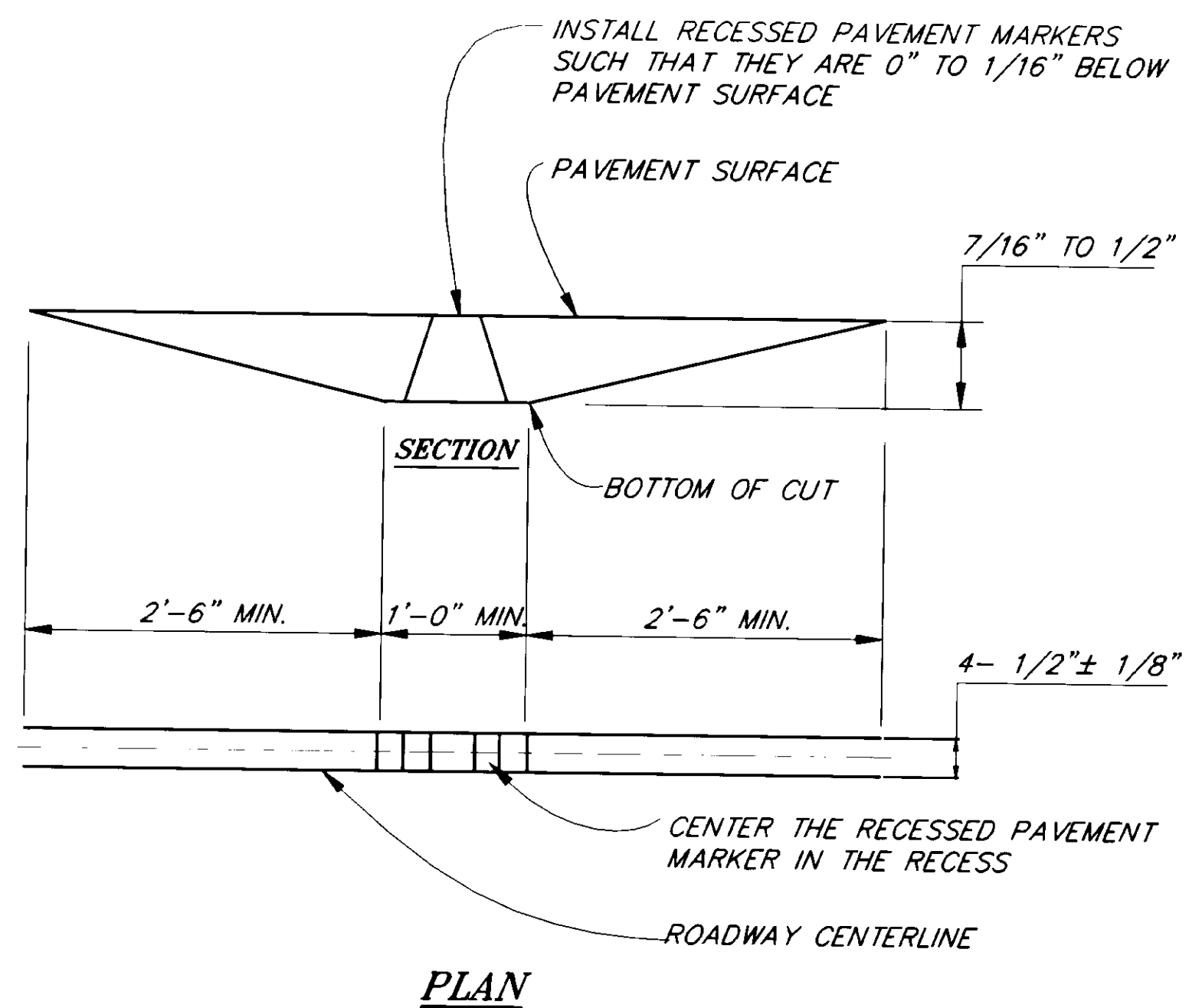
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RECORD OF REVISIONS		

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

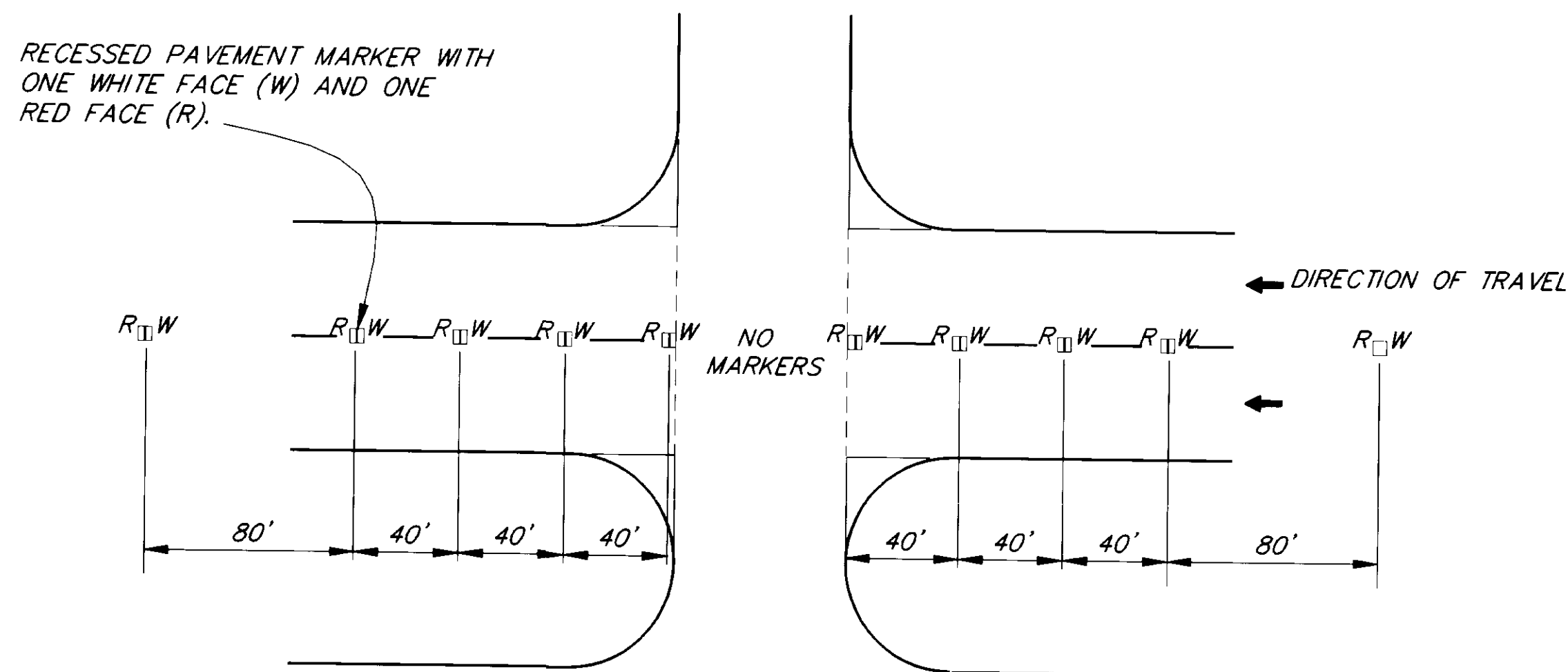
JUNEAU
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
TRAFFIC CONTROL DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 38 OF 91



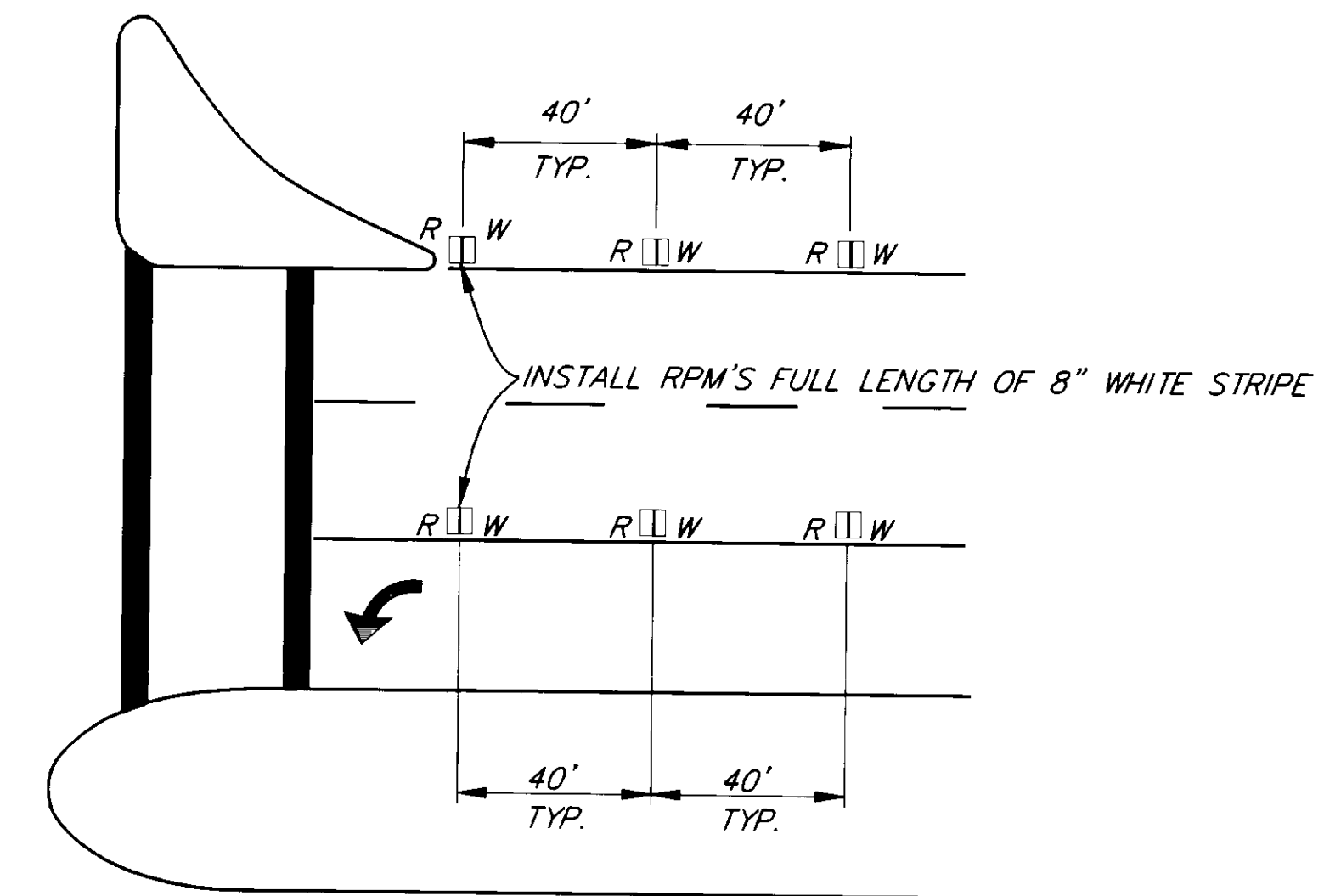


RECESSED PAVEMENT MARKER DETAIL



INTERSECTION APPROACH DETAIL

NOTE: POSITION MARKERS CENTERED BETWEEN DASHED STRIPES.

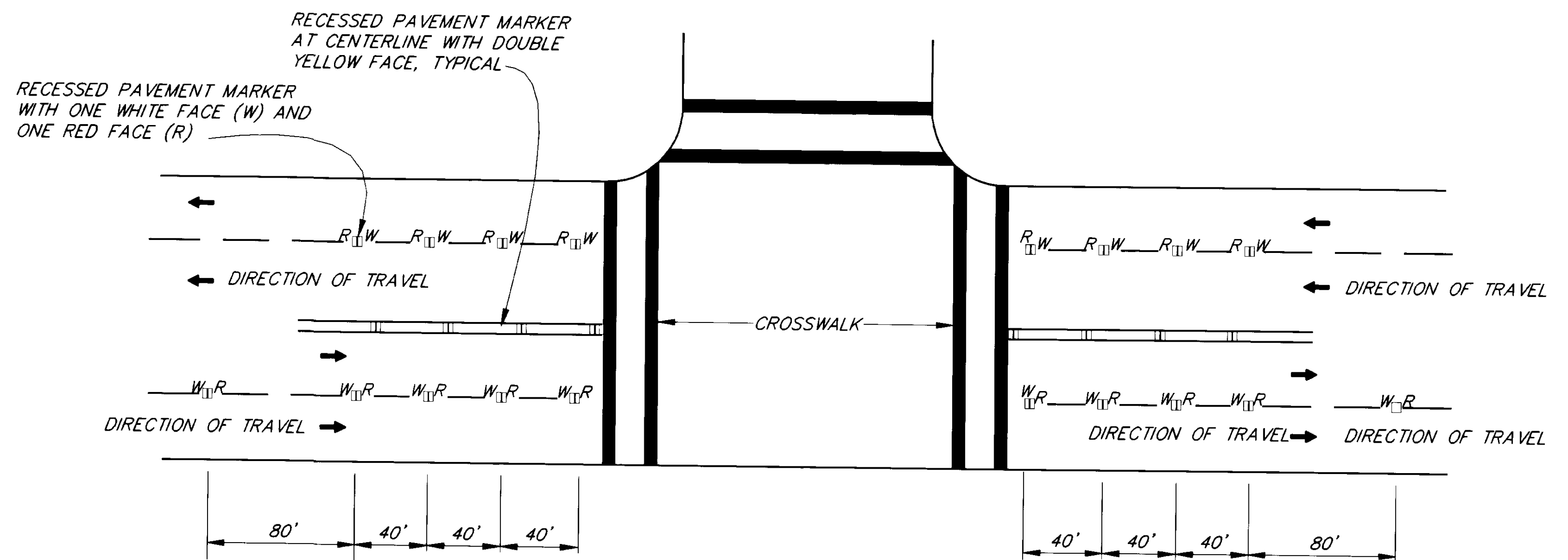


RPM PLACEMENT FOR LEFT AND RIGHT TURN LANE

DIVIDED HIGHWAY

RECESSED PAVEMENT MARKER NOTES

1. LATERAL PLACEMENT OF RECESSED PAVEMENT MARKERS (RPM) SHALL BE BETWEEN DOUBLE YELLOW STRIPES AND/OR LANE LINE.
2. LOCATIONS OF RPM'S IN AREAS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE PROJECT ENGINEER.
3. RECESSED PAVEMENT MARKER QUANTITY IS APPROXIMATE AND MAY VARY.
4. RPM'S SHALL BE SPACED EVERY 80' EXCEPT AT INTERSECTIONS, CURVES AND RIGHT/LEFT TURN LANES.



RPM PLACEMENT AND INTERSECTION APPROACH DETAIL

UNDIVIDED HIGHWAY

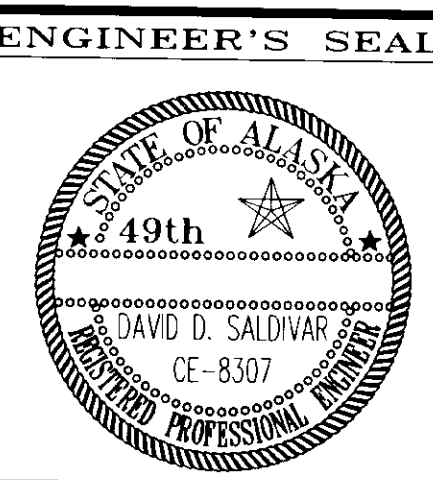
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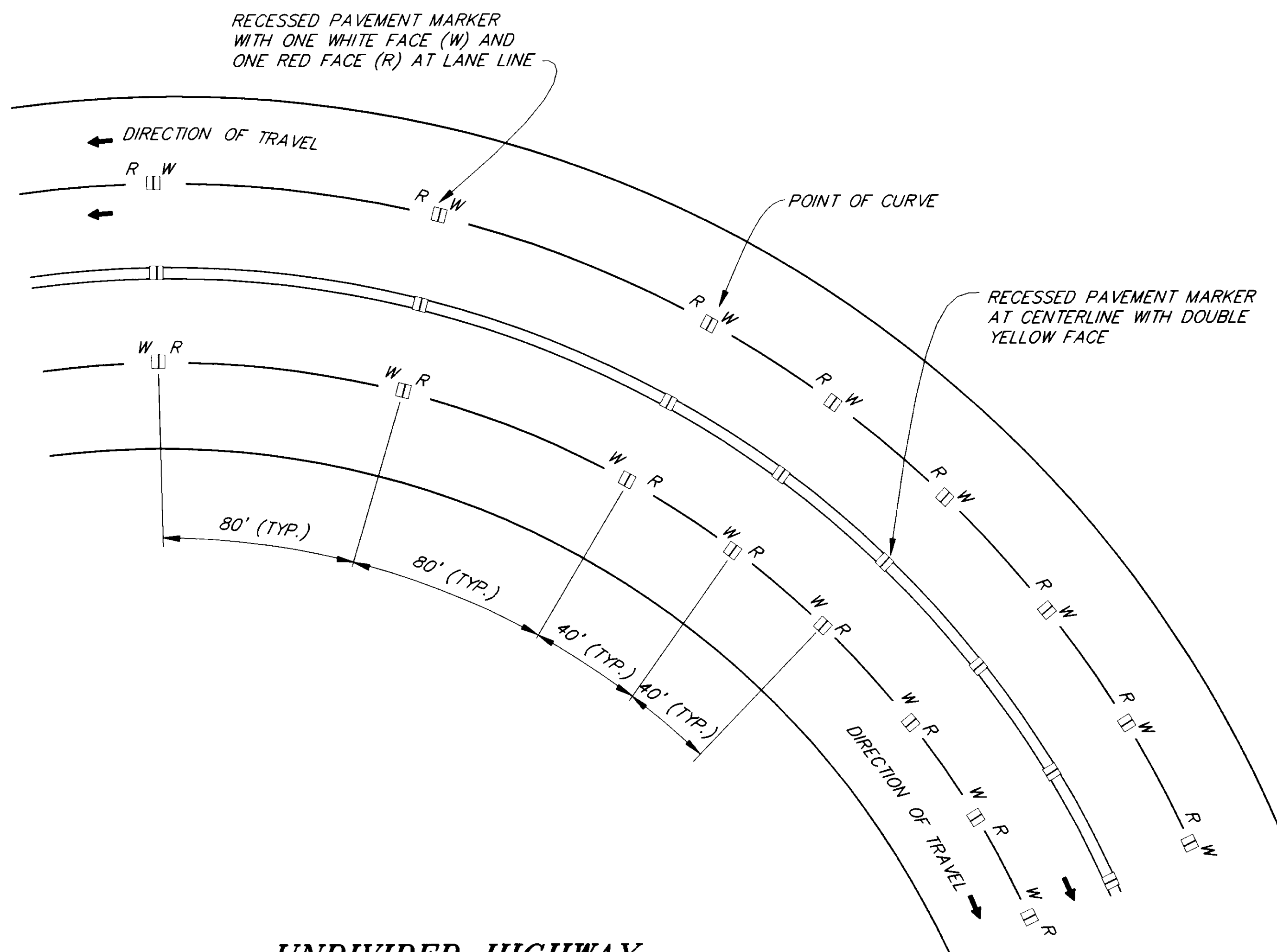
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
RECESSED PAVEMENT MARKER DETAILS

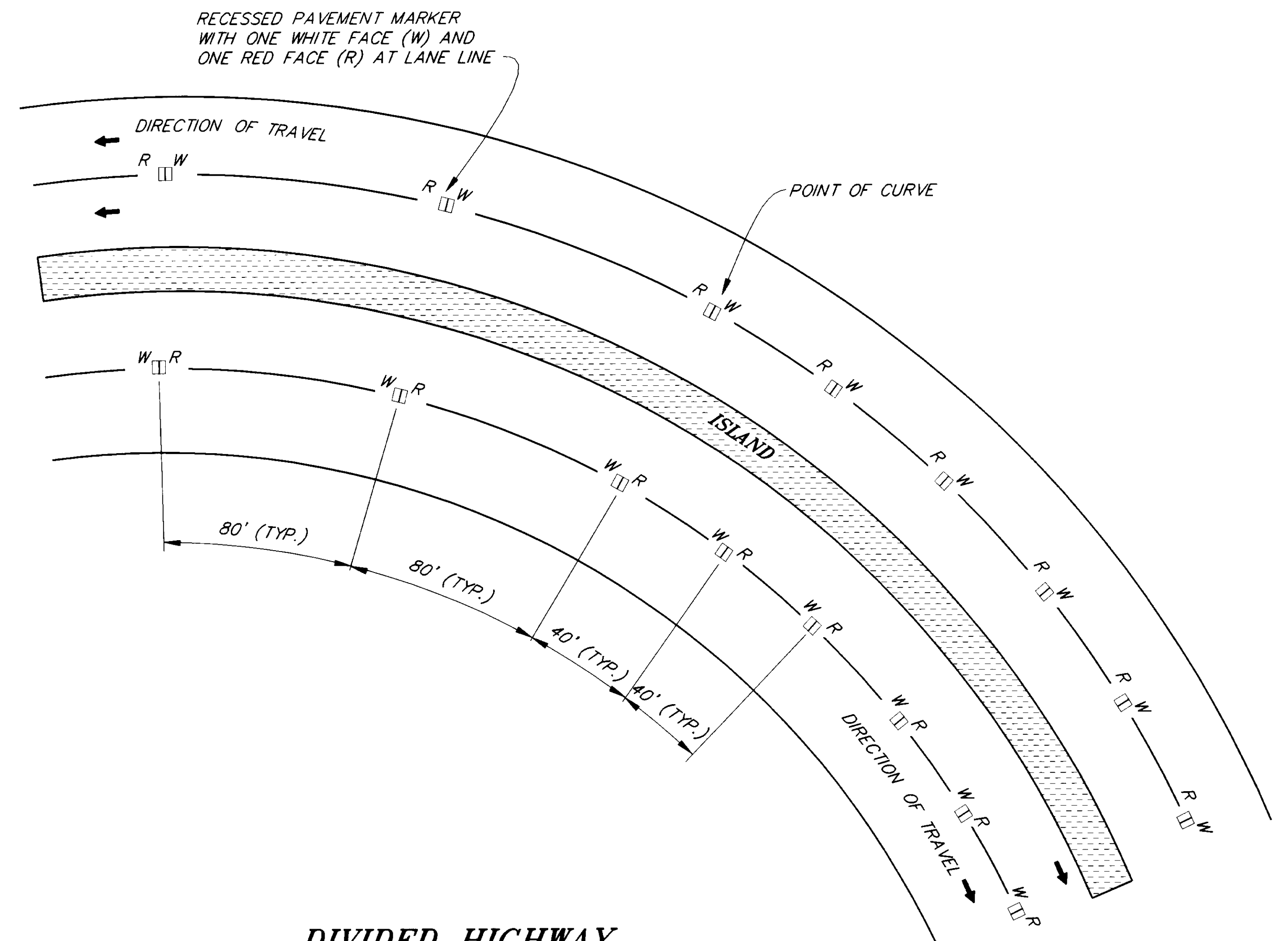
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 39 OF 92





UNDIVIDED HIGHWAY



DIVIDED HIGHWAY

R.P.M. PLACEMENT AT CURVE

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

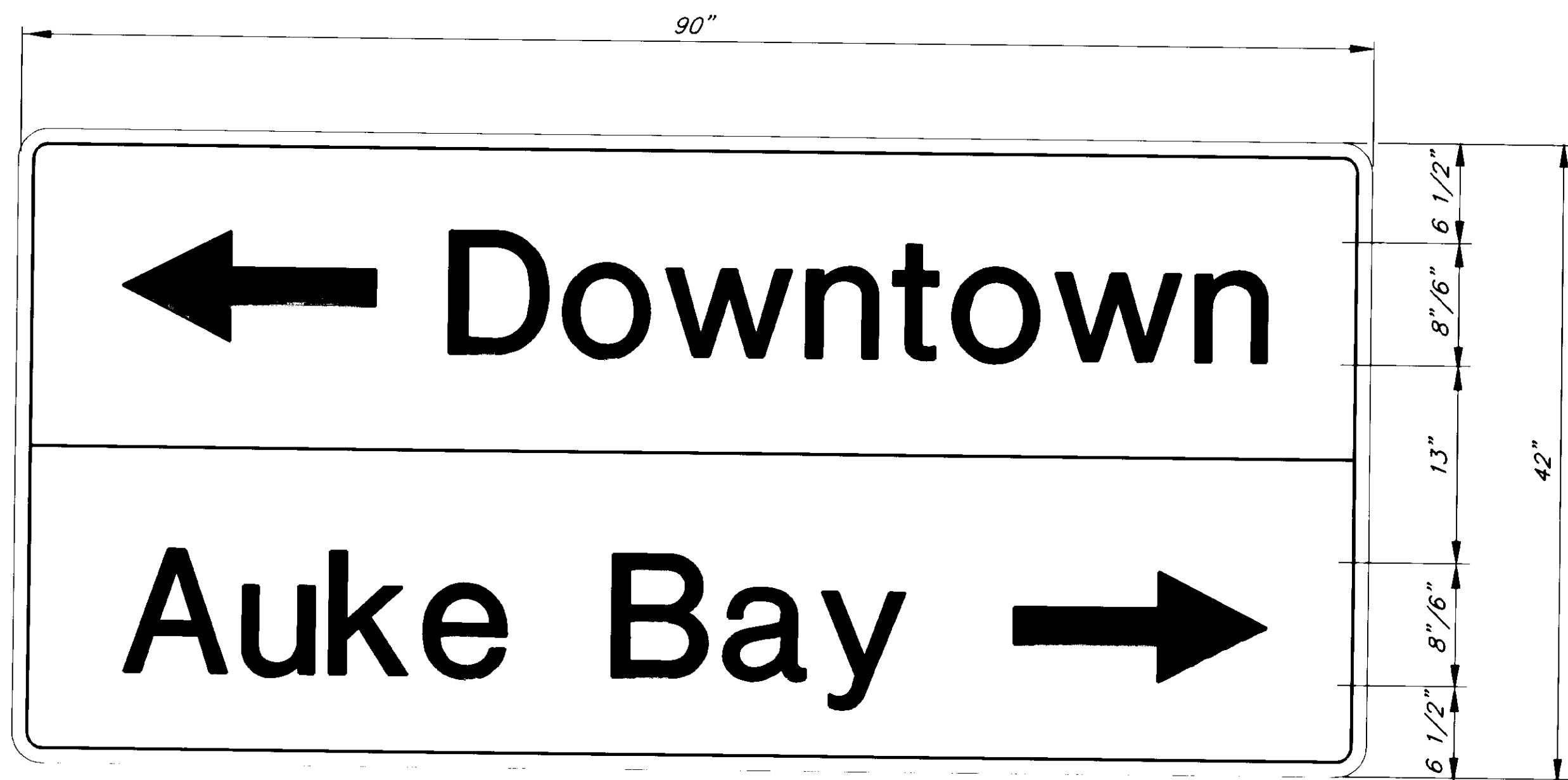
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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

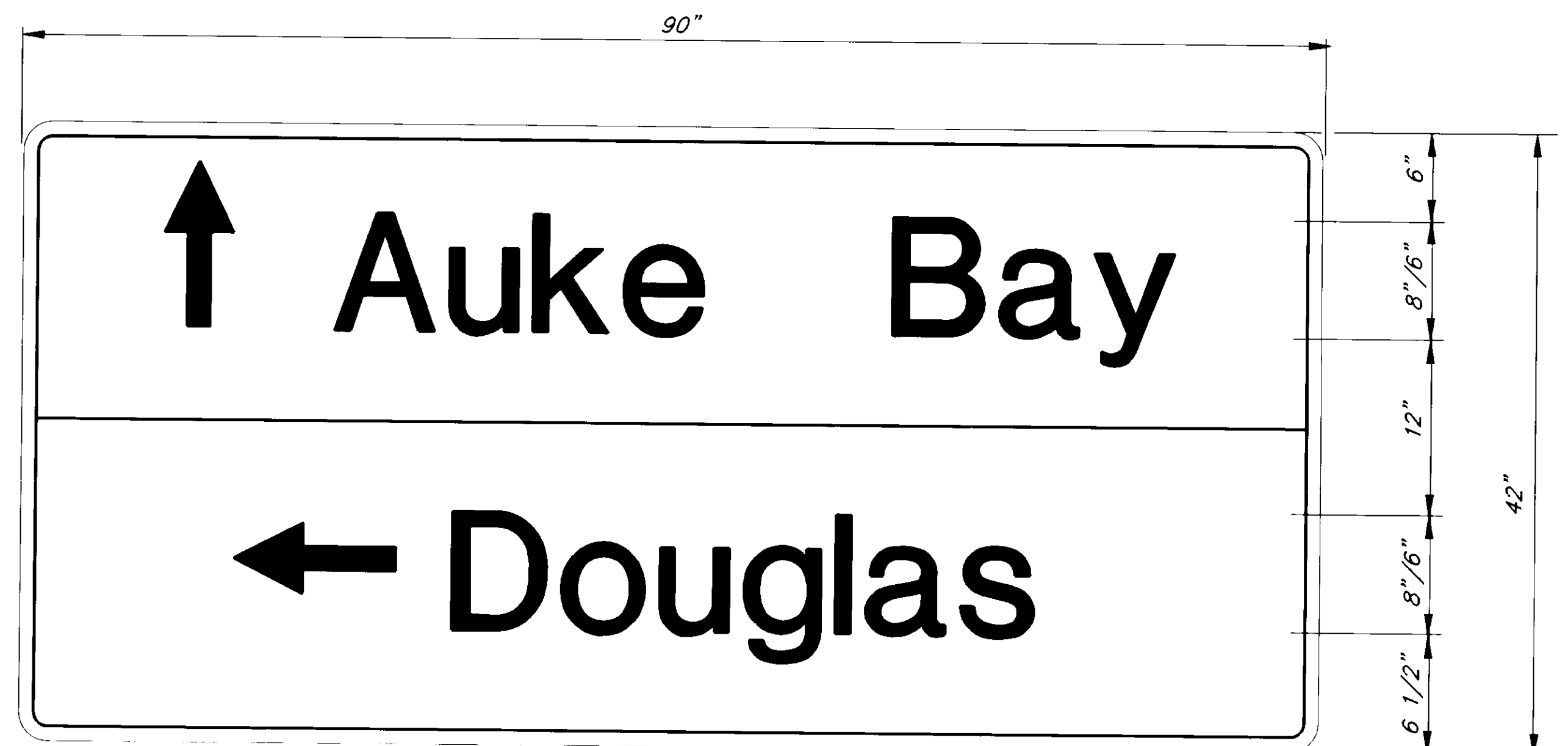
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
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 TEA-093-2(34) ~ PROJECT NO. 71802
RECESSED PAVEMENT MARKER DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	92 SHEET 40 OF 91

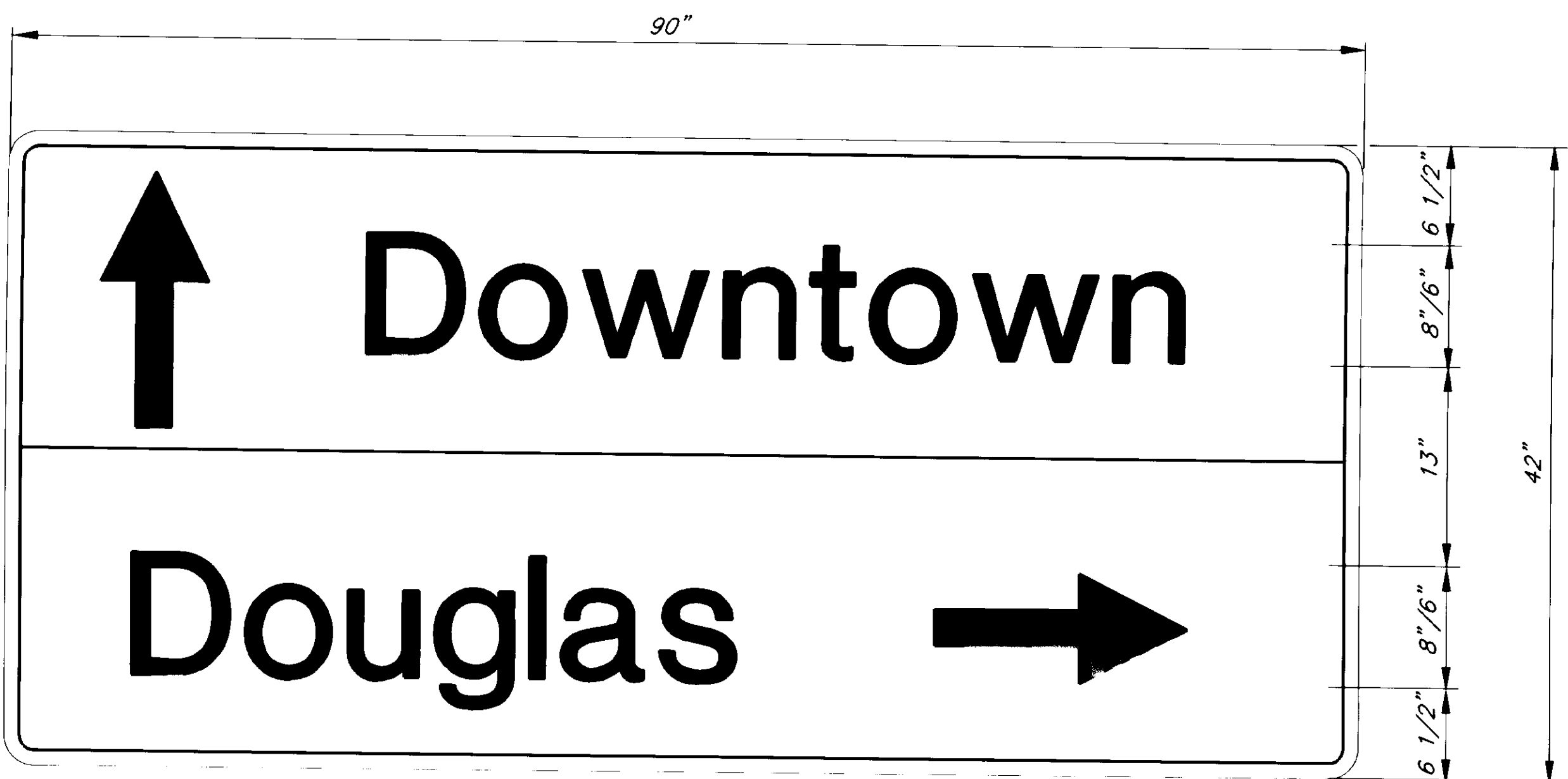




D1-2
(1 REQUIRED)



D1-2
(1 REQUIRED)



D1-2
(1 REQUIRED)



D3-2B
(1 REQUIRED)



D3-2B
(1 REQUIRED)

NOTE:
SIGNS D3-2B SHALL HAVE WHITE LEGEND ON A GREEN BACKGROUND.

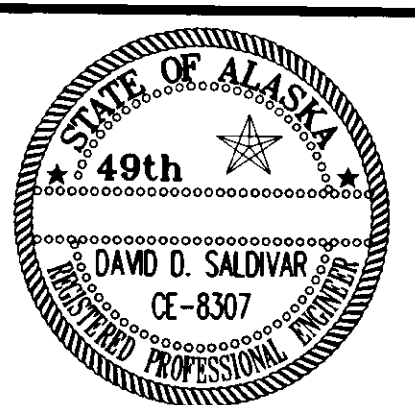
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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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

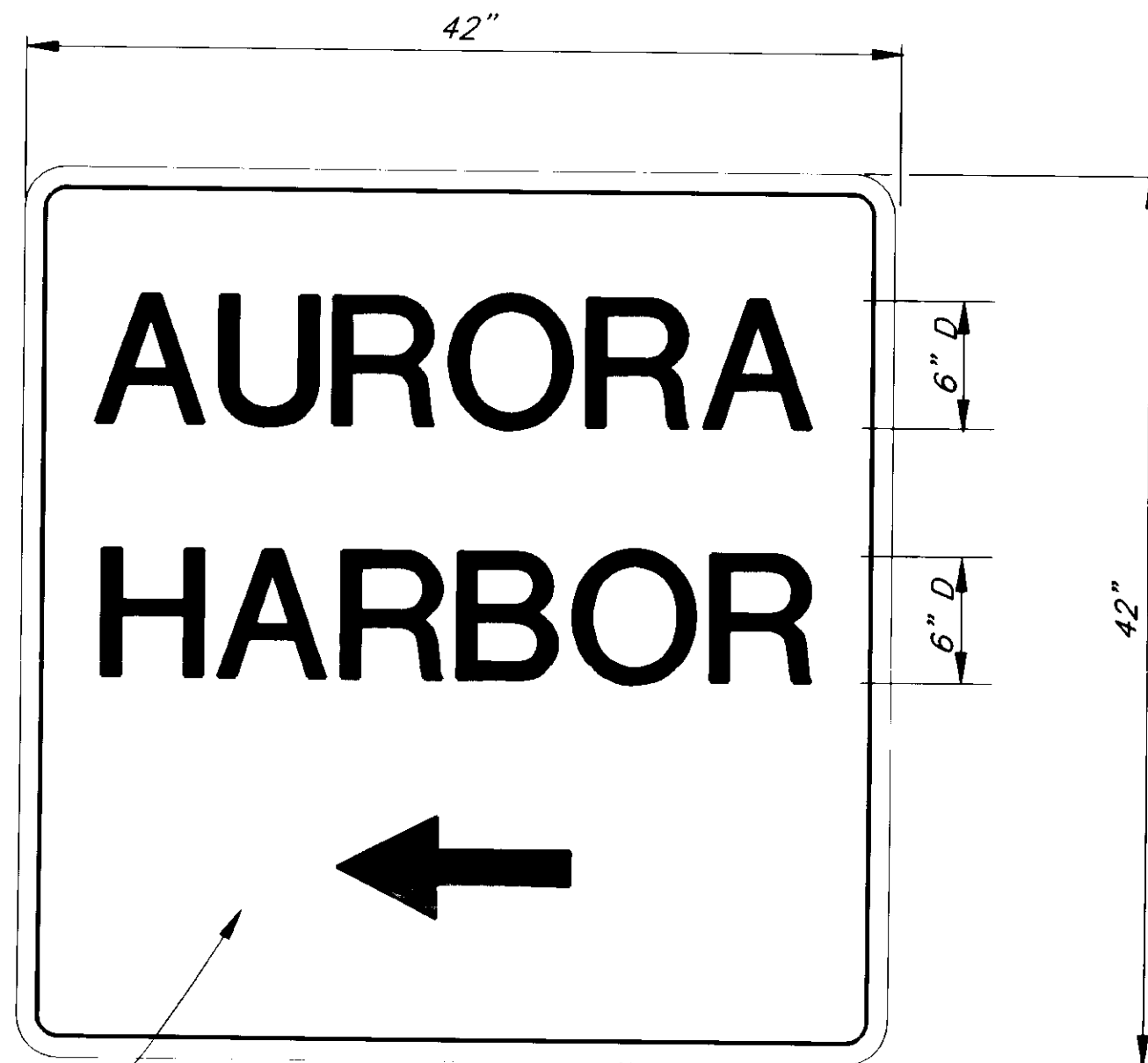
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
SPECIAL SIGN DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 41 OF 92

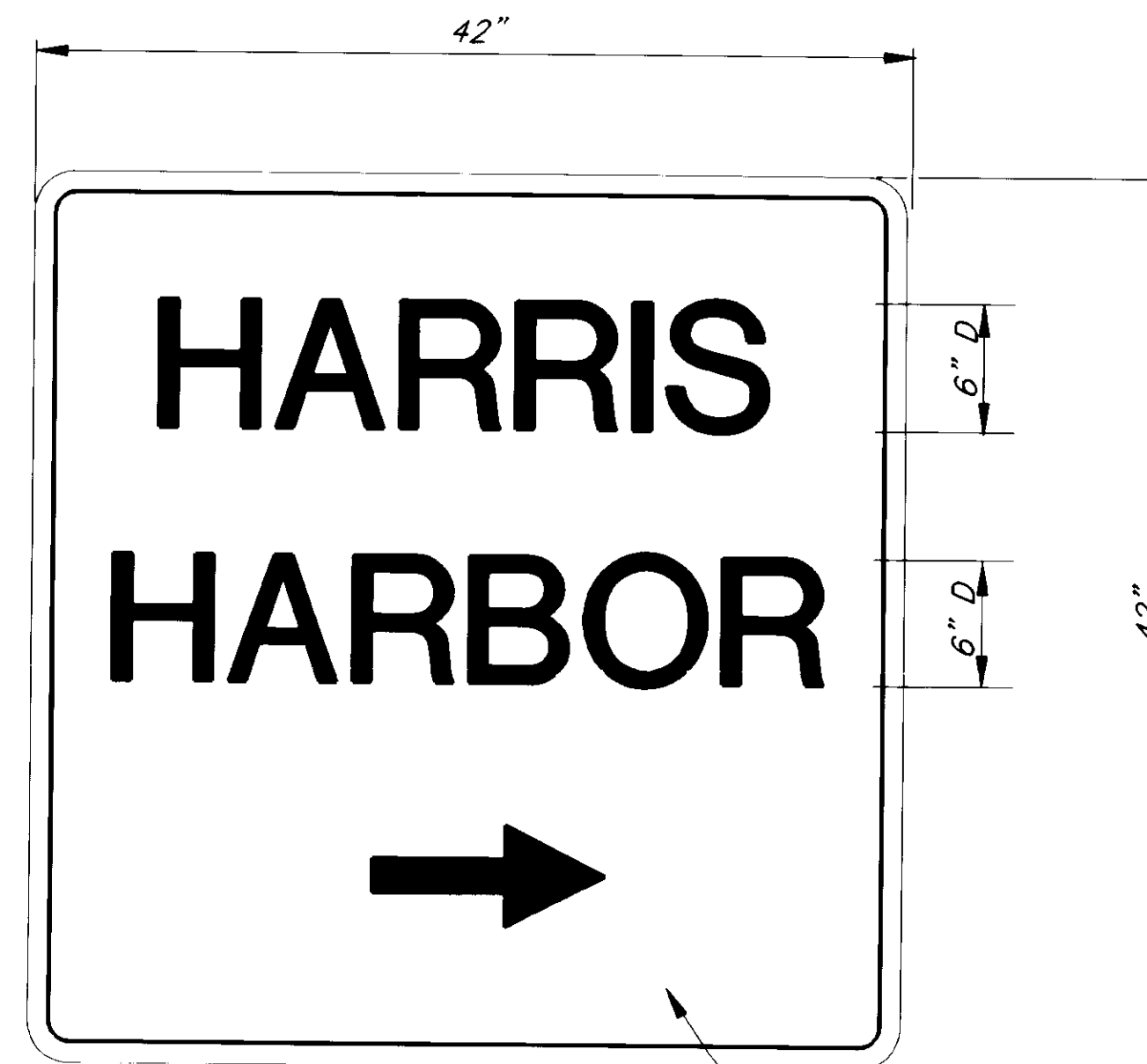




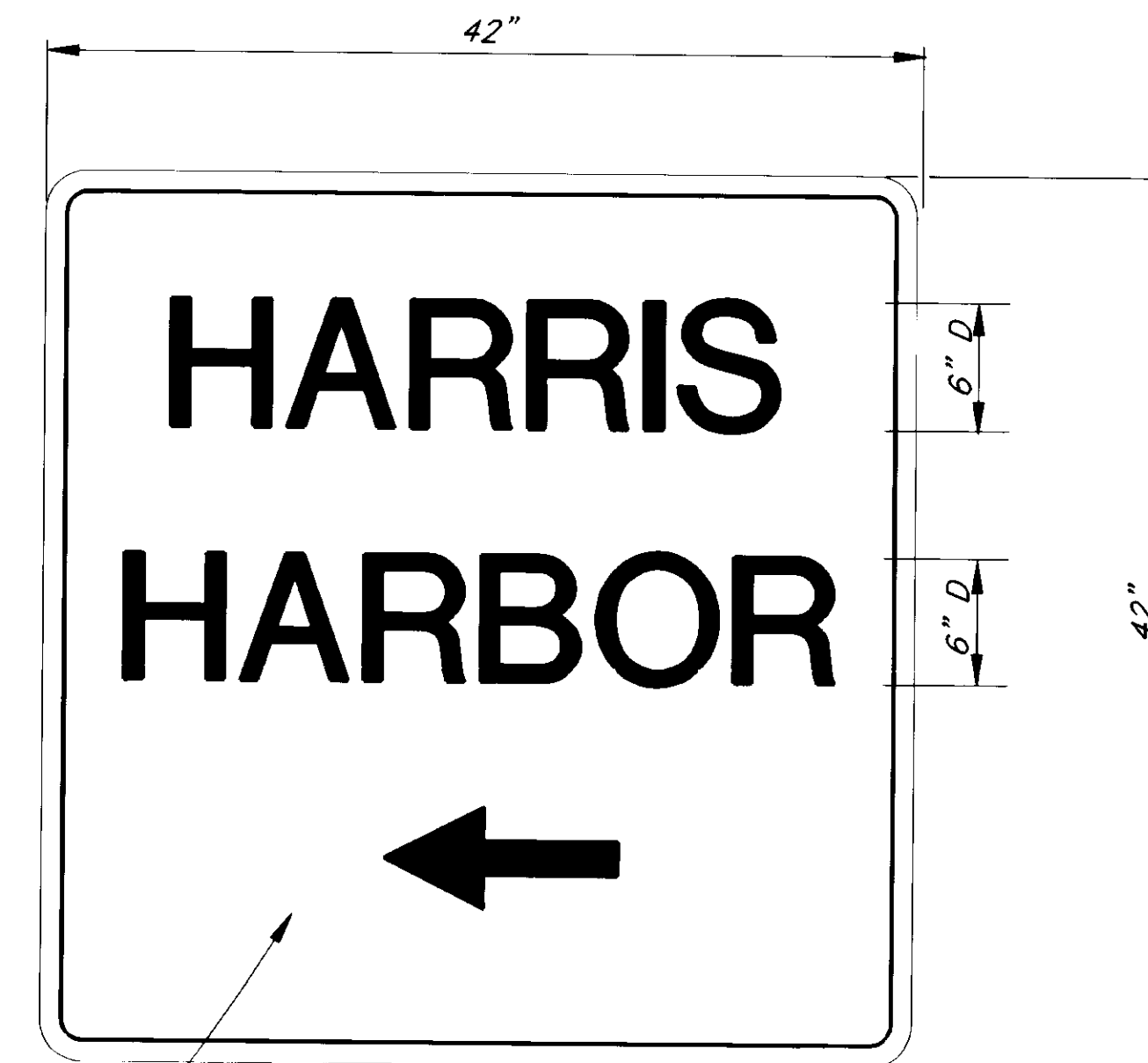
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(1 REQUIRED)



SPECIAL
(1 REQUIRED)



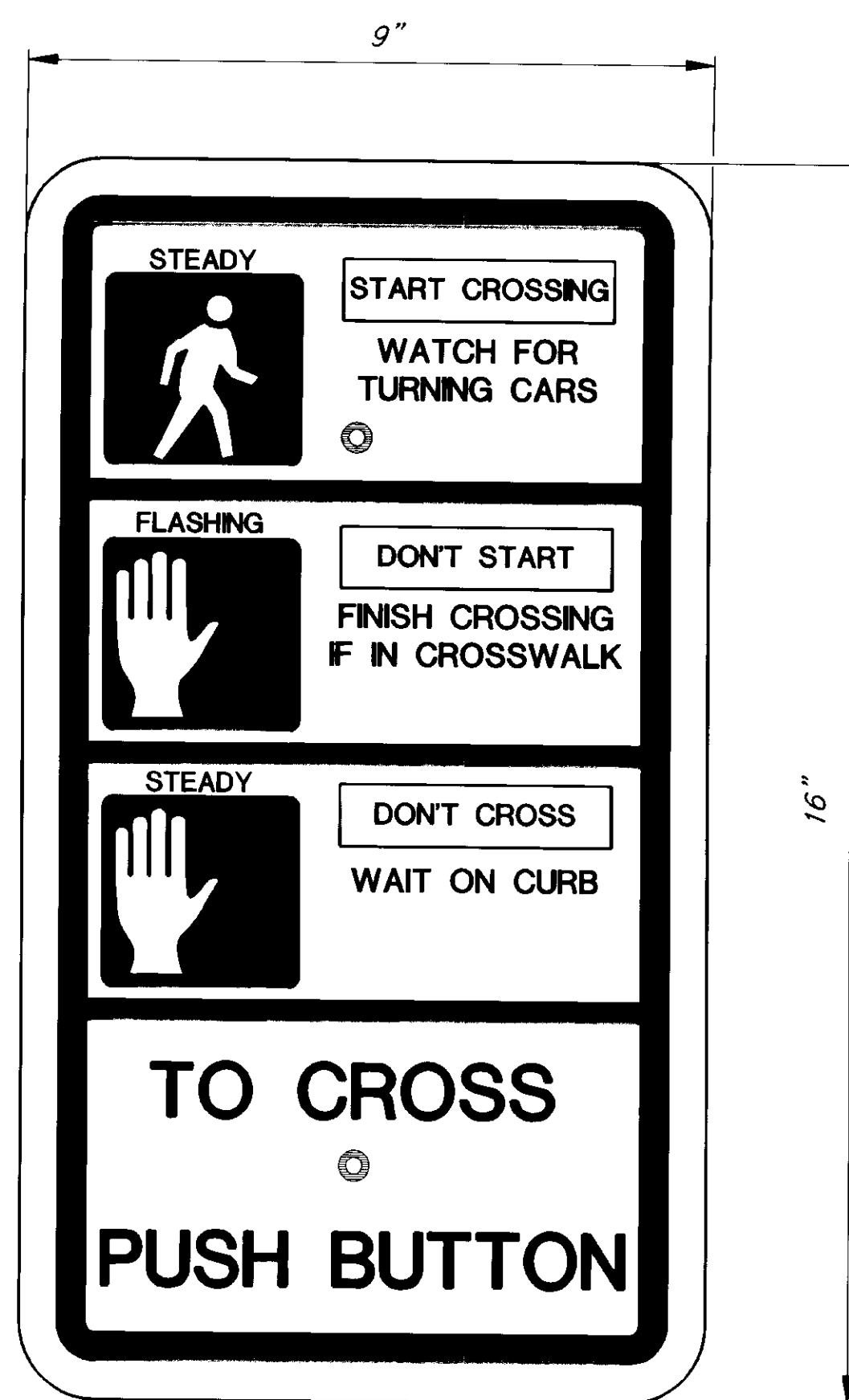
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SPECIAL
(1 REQUIRED)

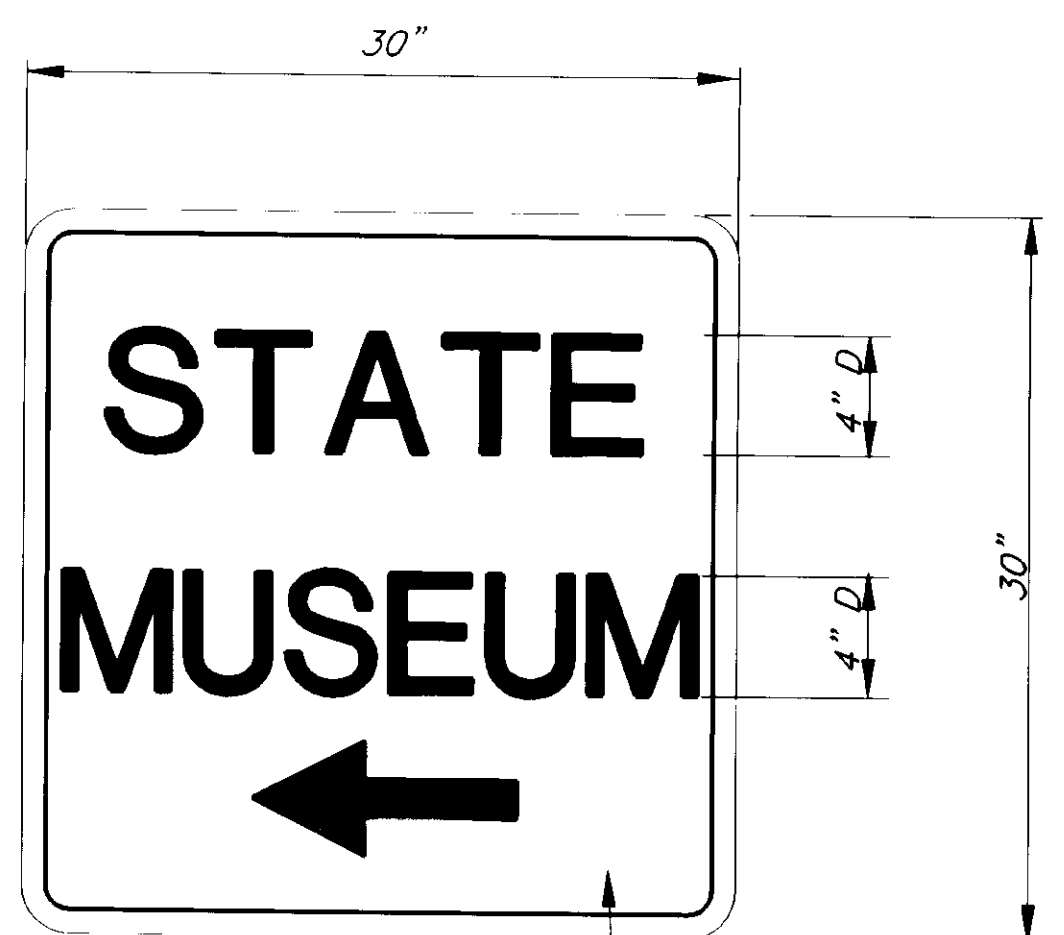
WHITE LEGEND ON
BLUE BACKGROUND

WHITE LEGEND ON
BLUE BACKGROUND



SPECIAL
(8 REQUIRED)

SIGN LEGEND AND GRAPHICS ARE
PROPORTIONAL TO THOSE SHOWN ABOVE
BLACK LEGEND ON NON-REFLECTORIZED WHITE



SPECIAL
(1 REQUIRED)

WHITE LEGEND ON
BLUE BACKGROUND



SPECIAL
(1 REQUIRED)

WHITE LEGEND ON
BLUE BACKGROUND



SPECIAL
(1 REQUIRED)

SPECIAL
SIMILAR TO D9-19R
WHITE ON BLUE

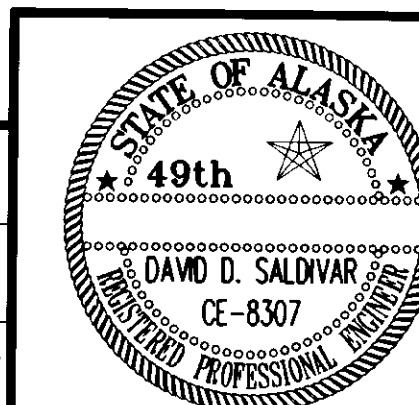
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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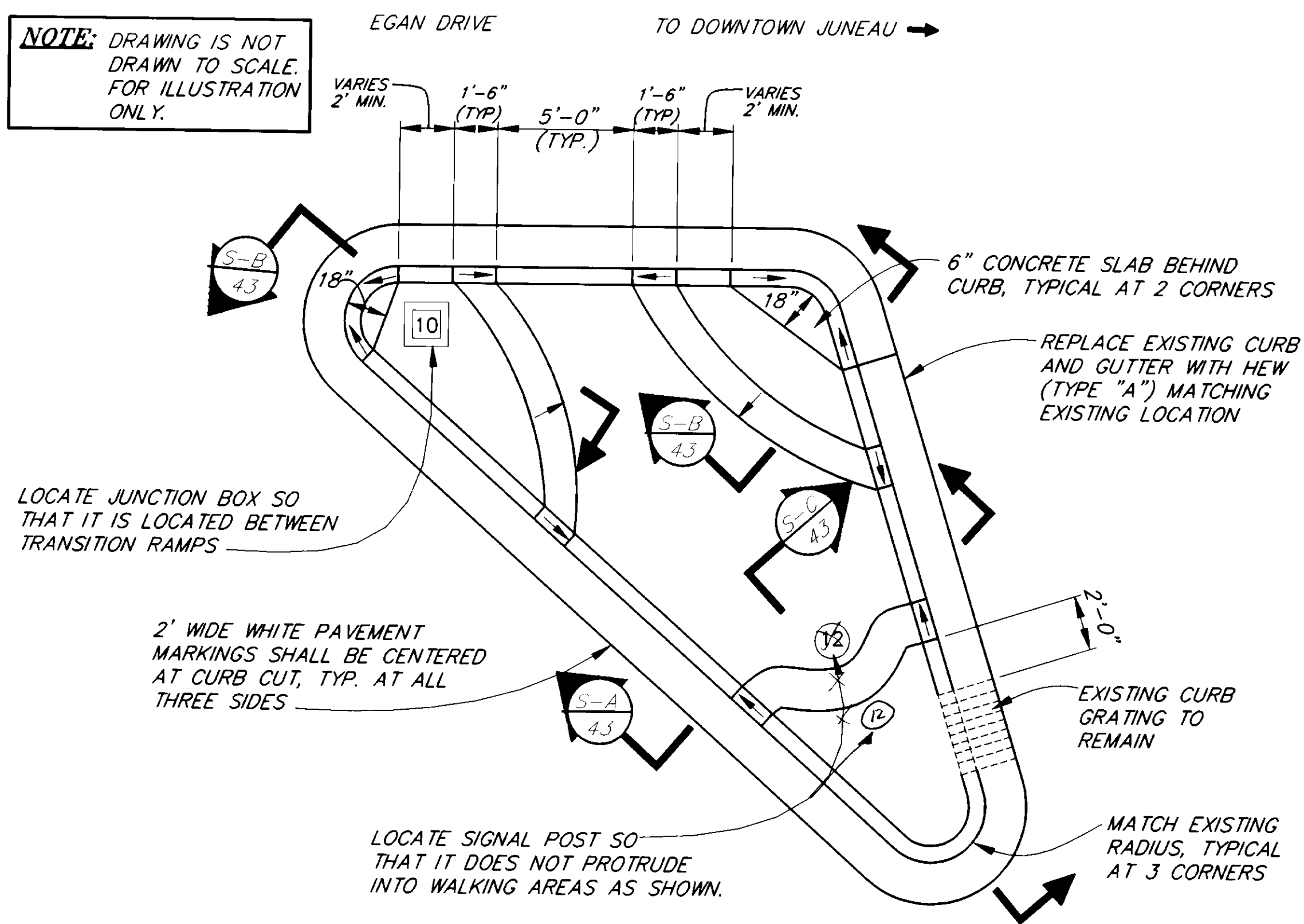
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
SPECIAL SIGN DETAILS

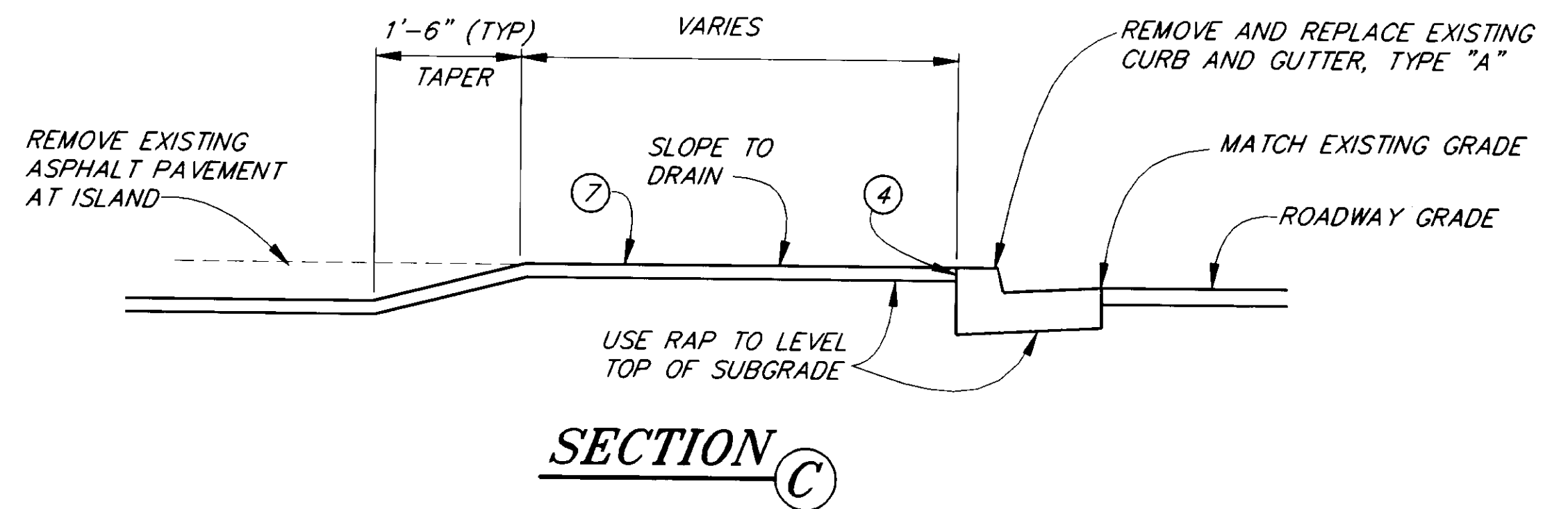
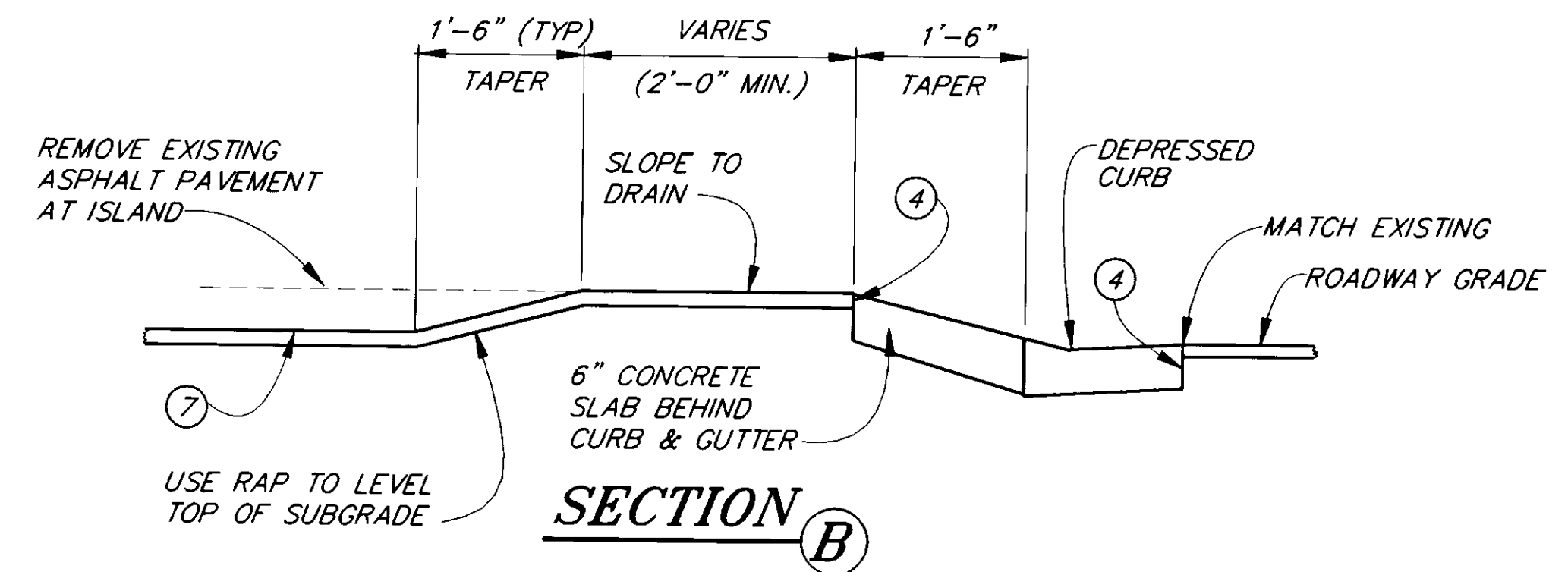
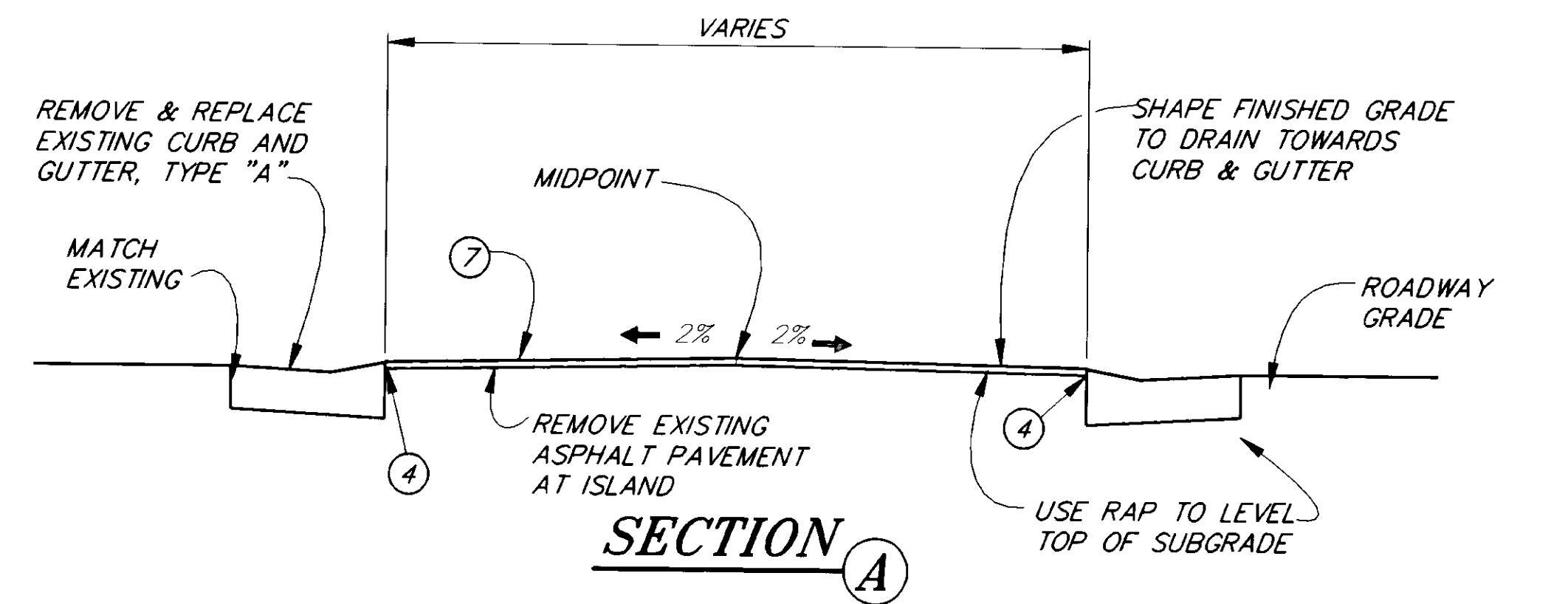
DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 42 OF 91



NOTE: DRAWING IS NOT DRAWN TO SCALE. FOR ILLUSTRATION ONLY.

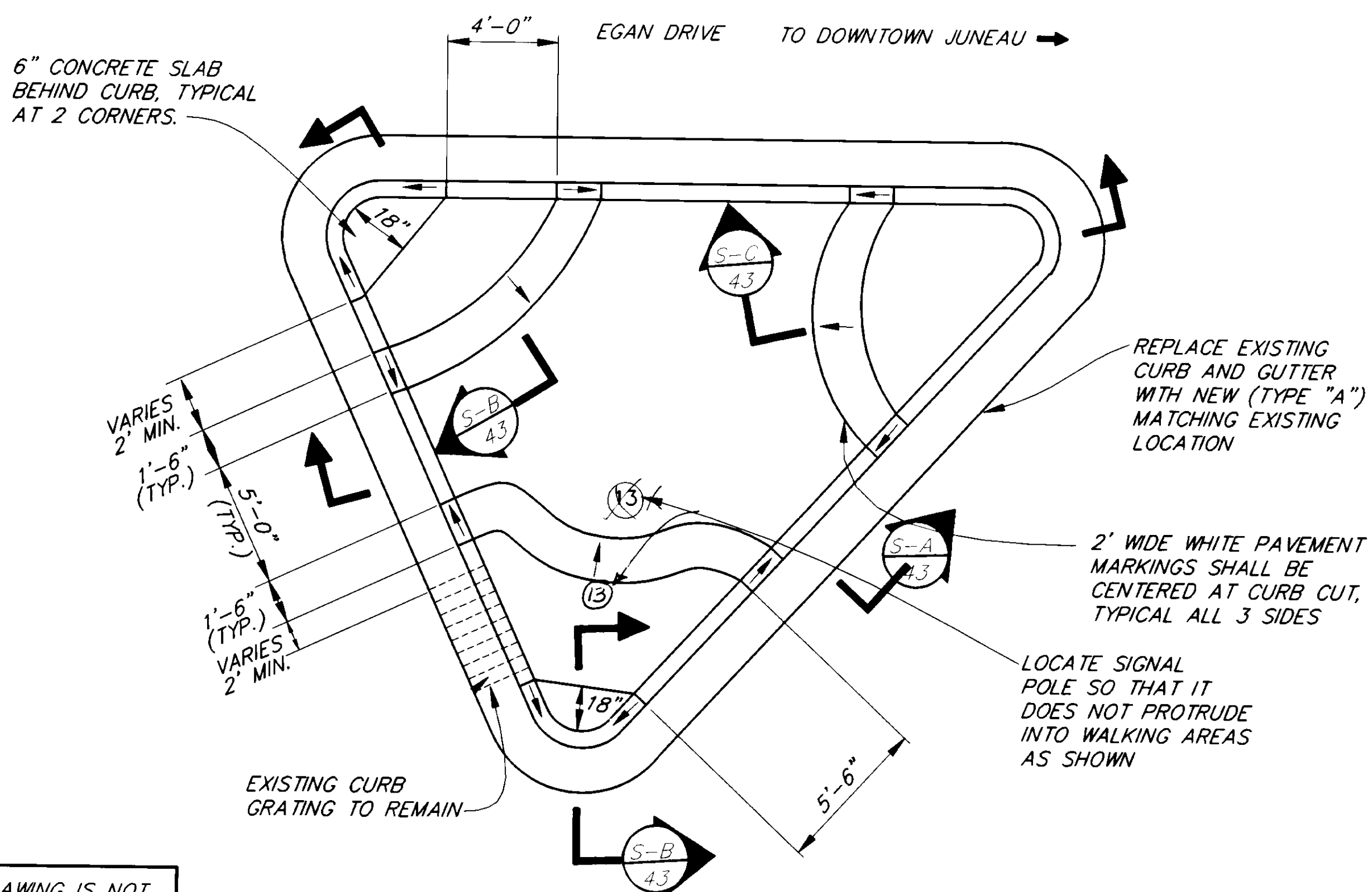


WEST ISLAND AT 10TH STREET 1



LEGEND

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE I, CLASS "A"
- ② 4" ASPHALT TREATED BASE
- ③ 3" ASPHALT TREATED BASE
- ④ STE-1 ASPHALT FOR TACK COAT
- ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
- ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
- ⑦ 1 1/2" ASPHALT SIDEWALK
- ⑧ 4" CONCRETE SIDEWALK
- ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)



EAST ISLAND AT 10TH STREET 2

NOTE: DRAWING IS NOT DRAWN TO SCALE. FOR ILLUSTRATION ONLY.

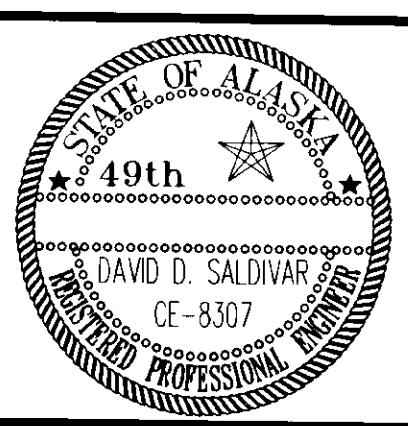
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

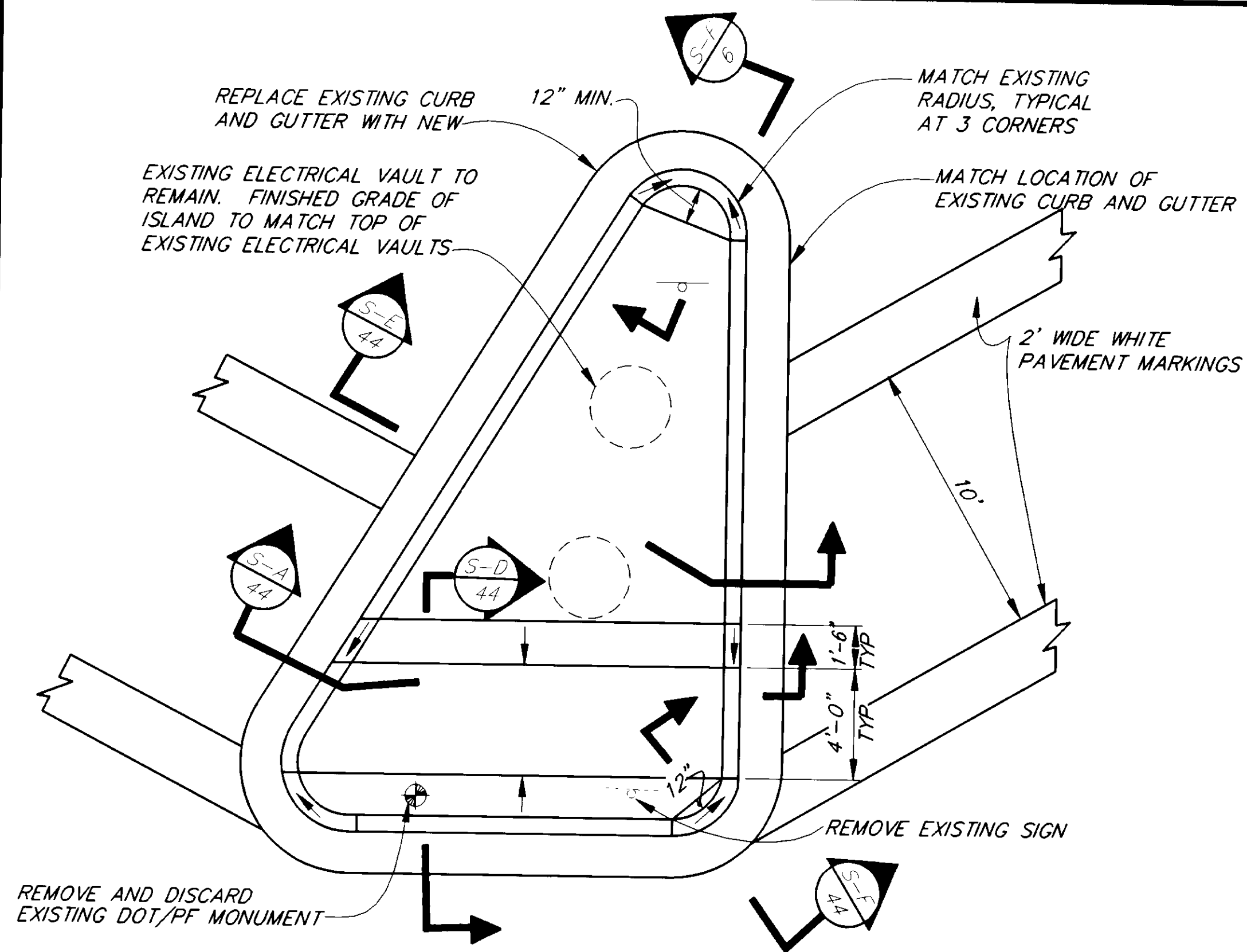
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

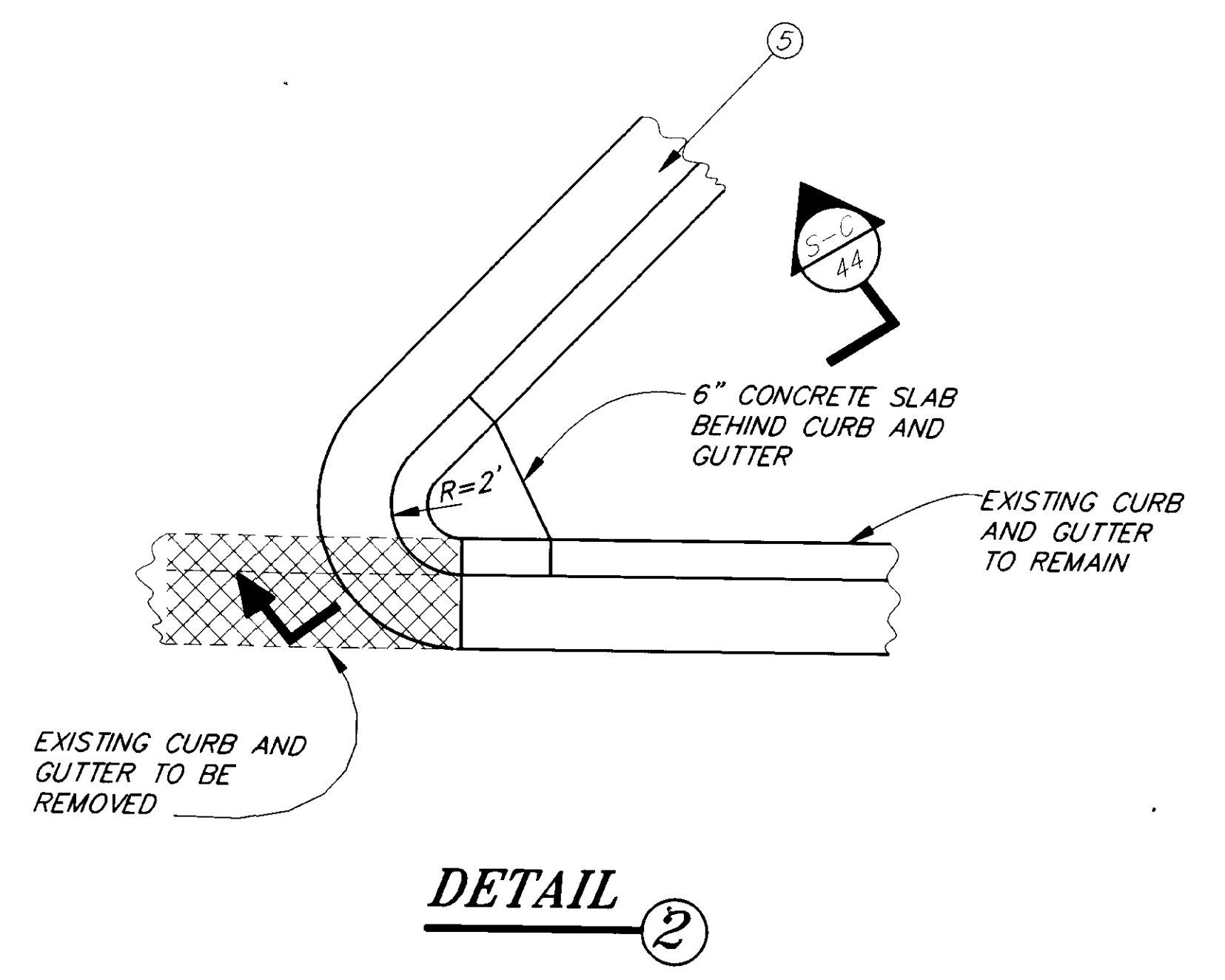
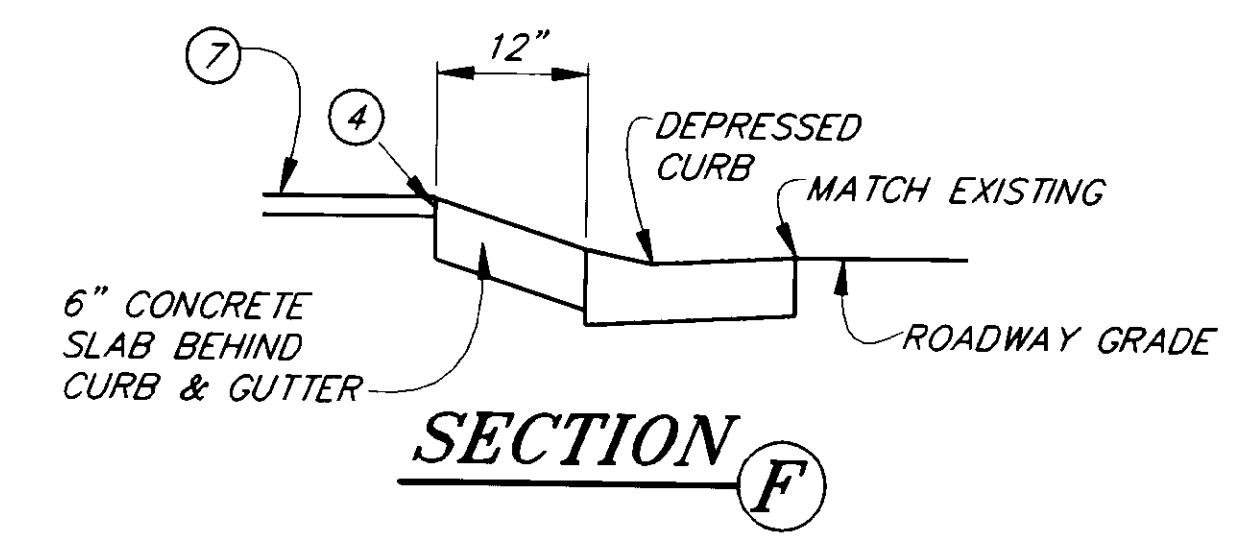
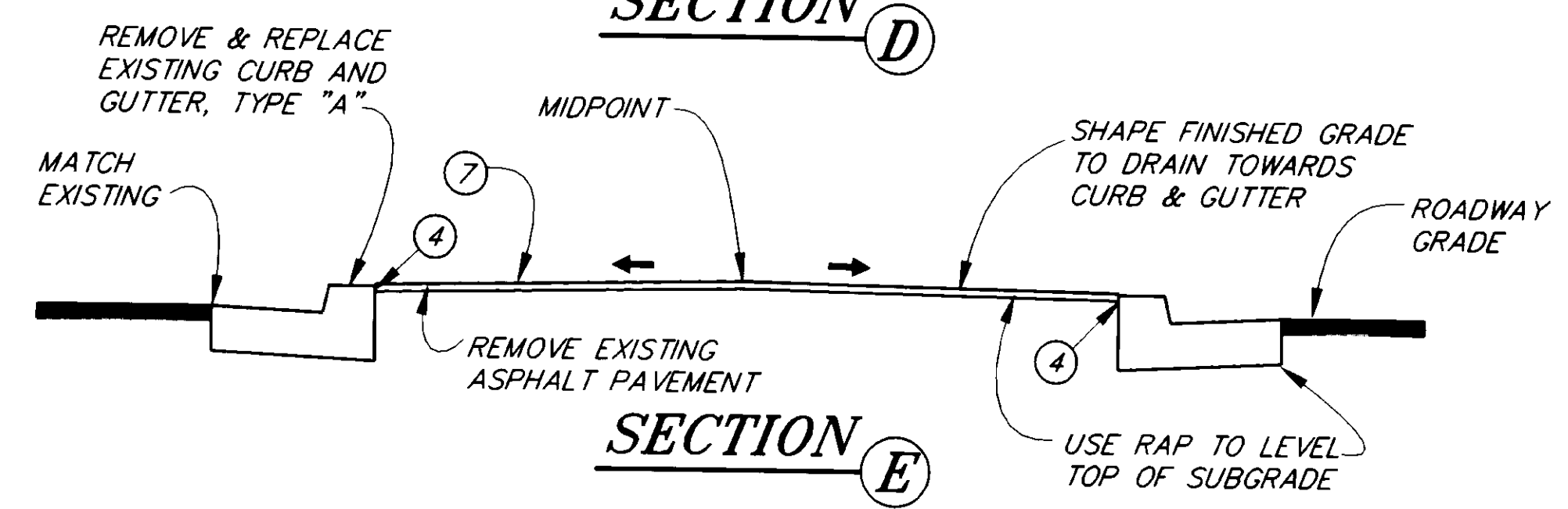
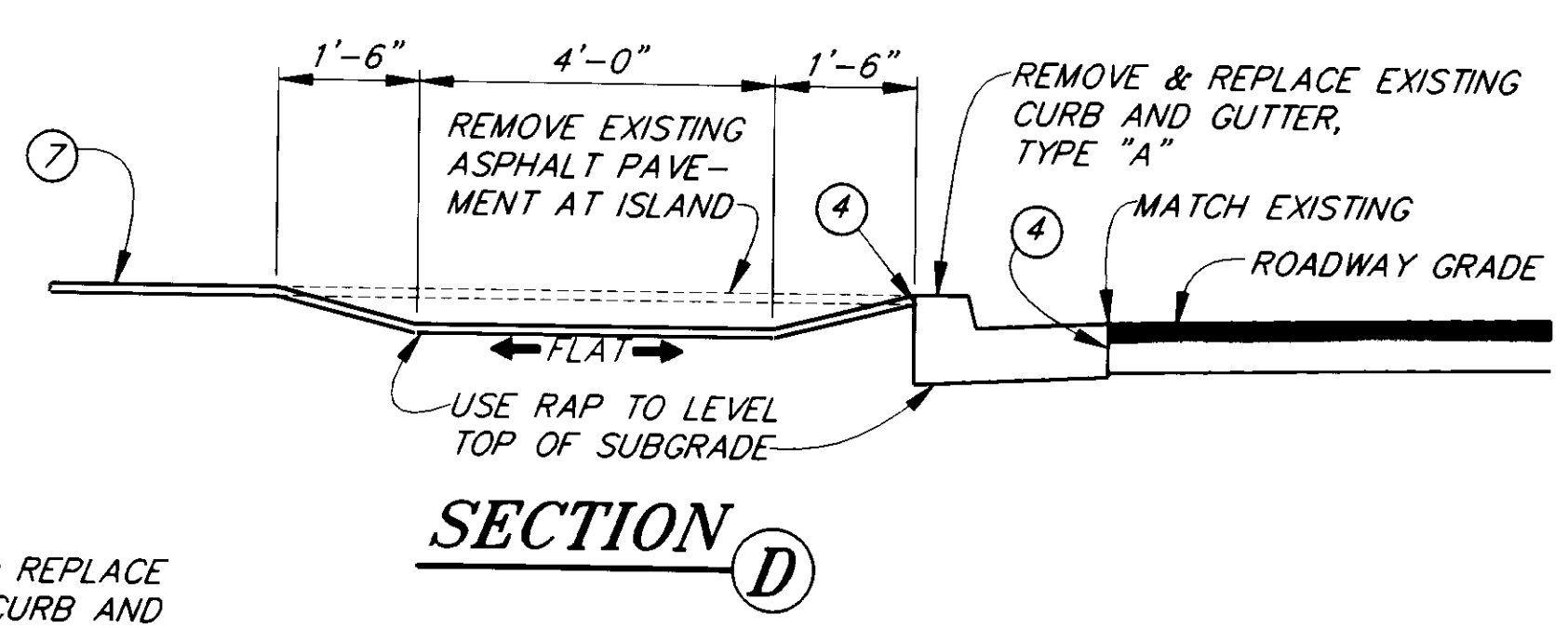
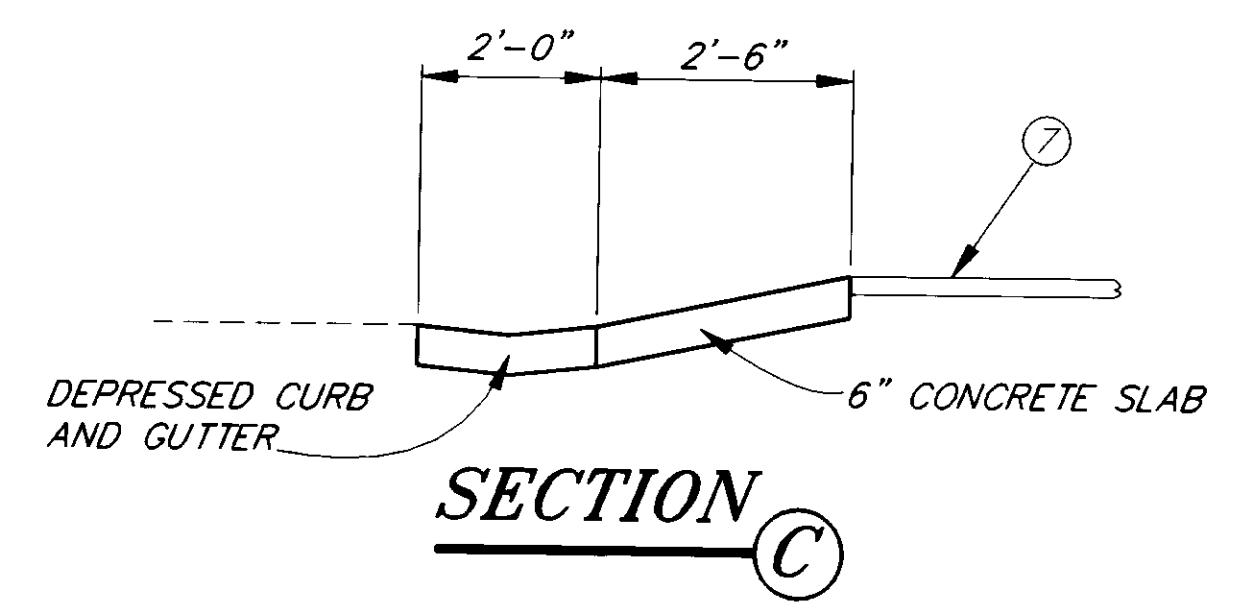
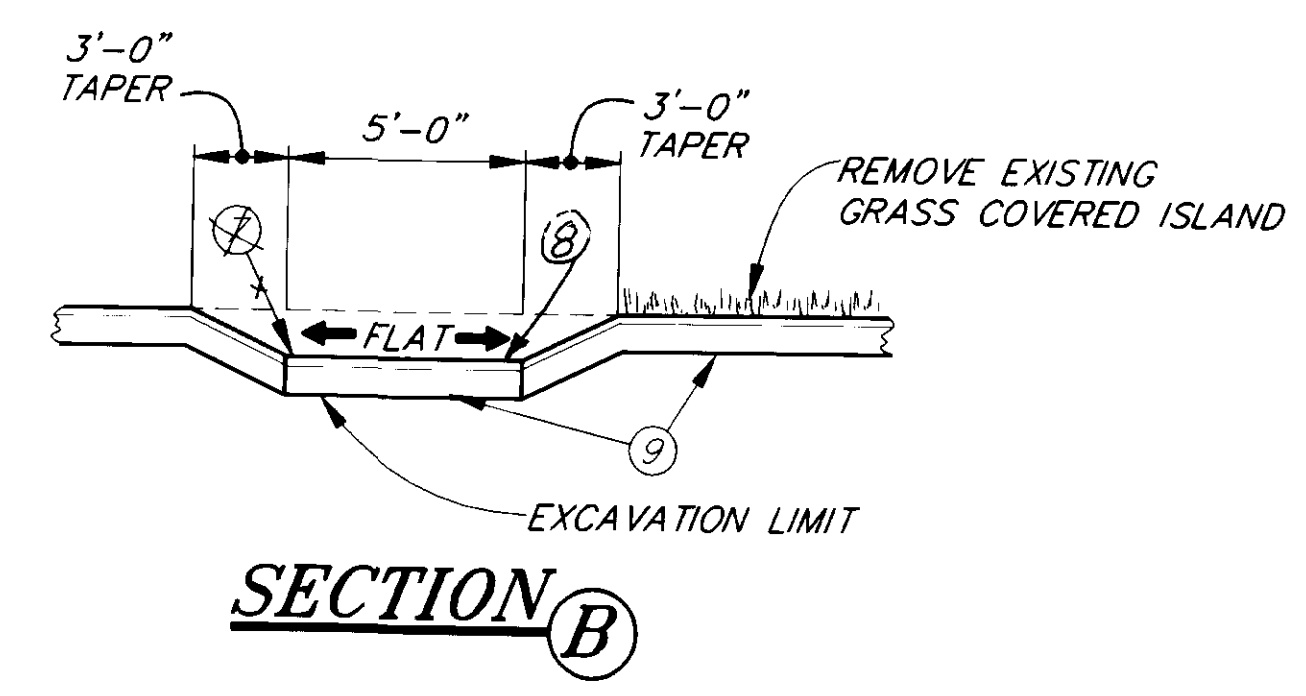
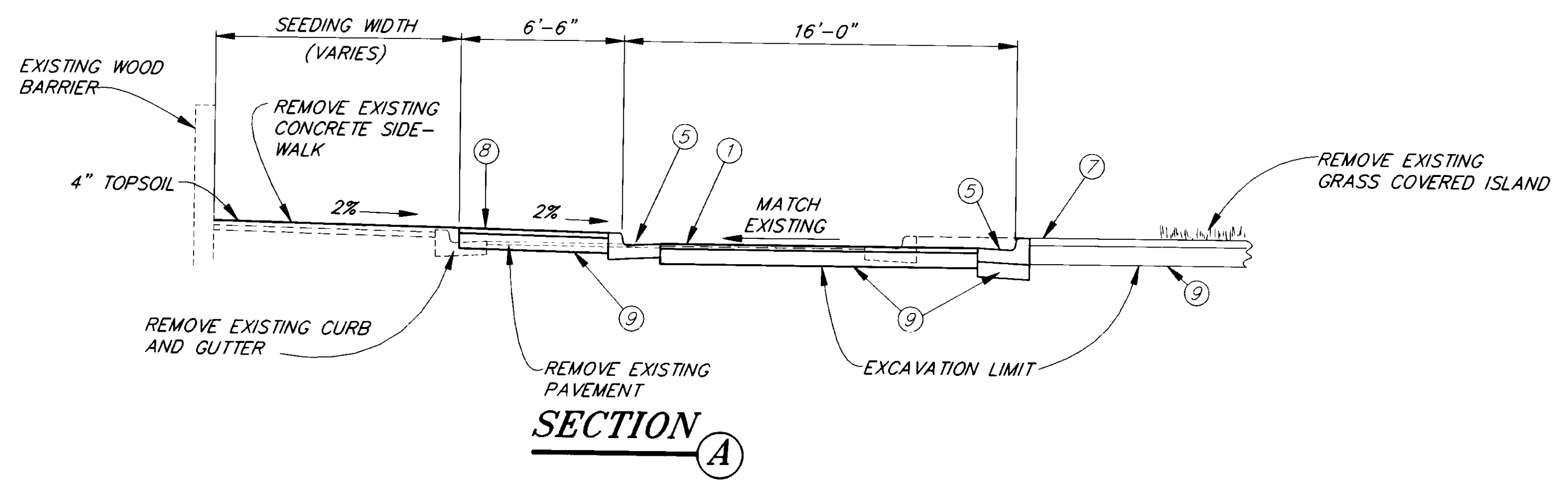
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
ISLAND DETAILS

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71664
DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	A. STEININGER	SHEET	43 OF 92





ISLAND RECONSTRUCTION DETAIL 1 AT WILLOUGHBY AVE.



LEGEND

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE I, CLASS "A"
- ② 4" ASPHALT TREATED BASE
- ③ 3" ASPHALT TREATED BASE
- ④ STE-1 ASPHALT FOR TACK COAT
- ⑤ CONCRETE CURB AND GUTTER, TYPE "A"
- ⑥ CONCRETE CURB AND GUTTER, TYPE "B"
- ⑦ 1 1/2" ASPHALT SIDEWALK
- ⑧ 4" CONCRETE SIDEWALK
- ⑨ 6" RECYCLED ASPHALT PAVEMENT (RAP)

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BY:	DATE:	DESCRIPTION OF CHANGE:

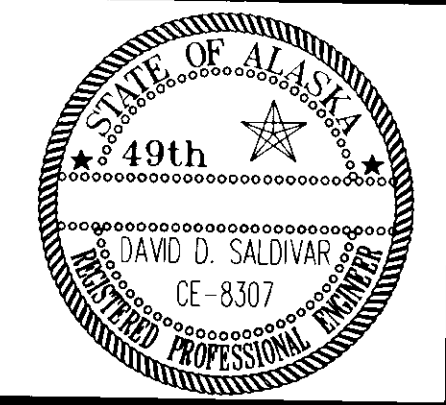
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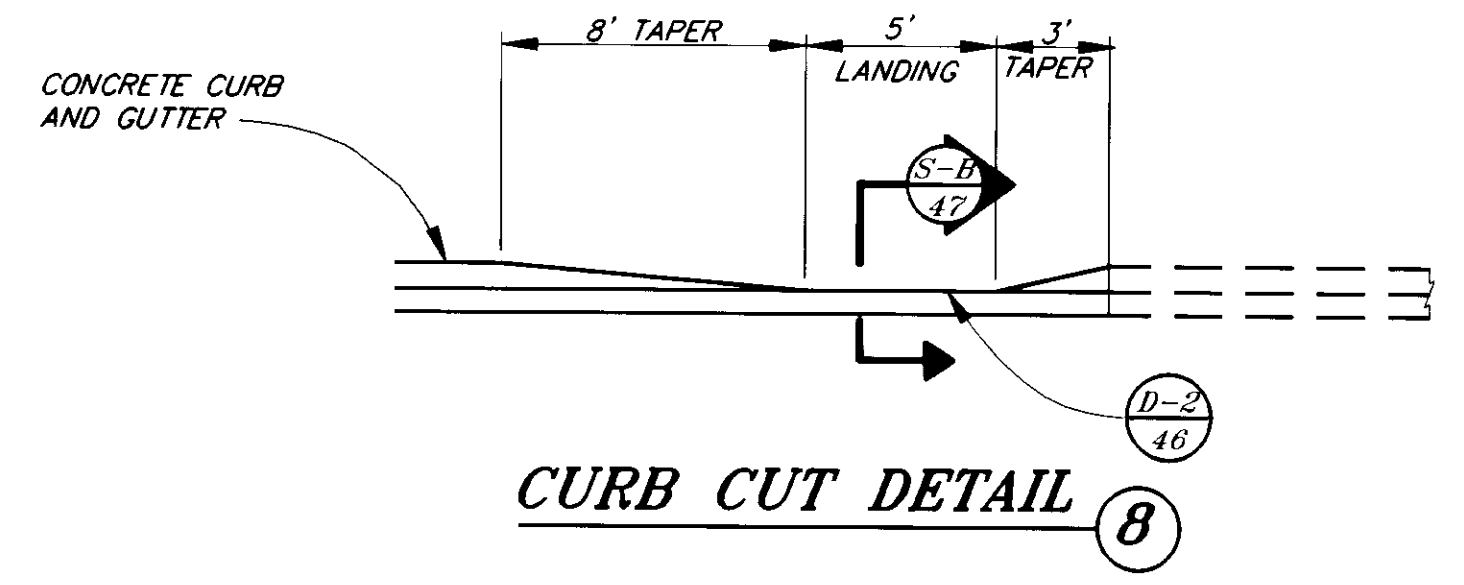
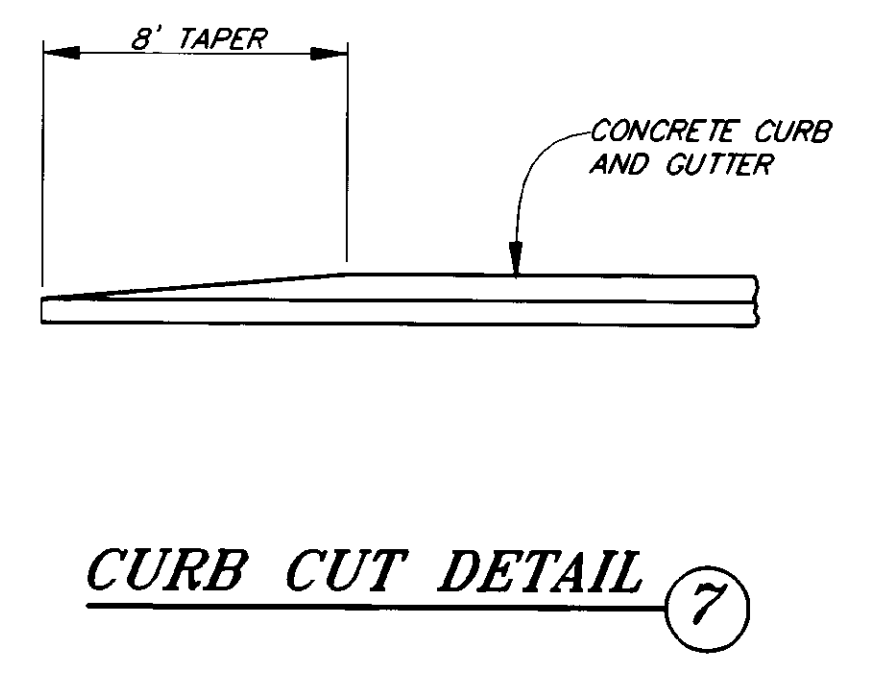
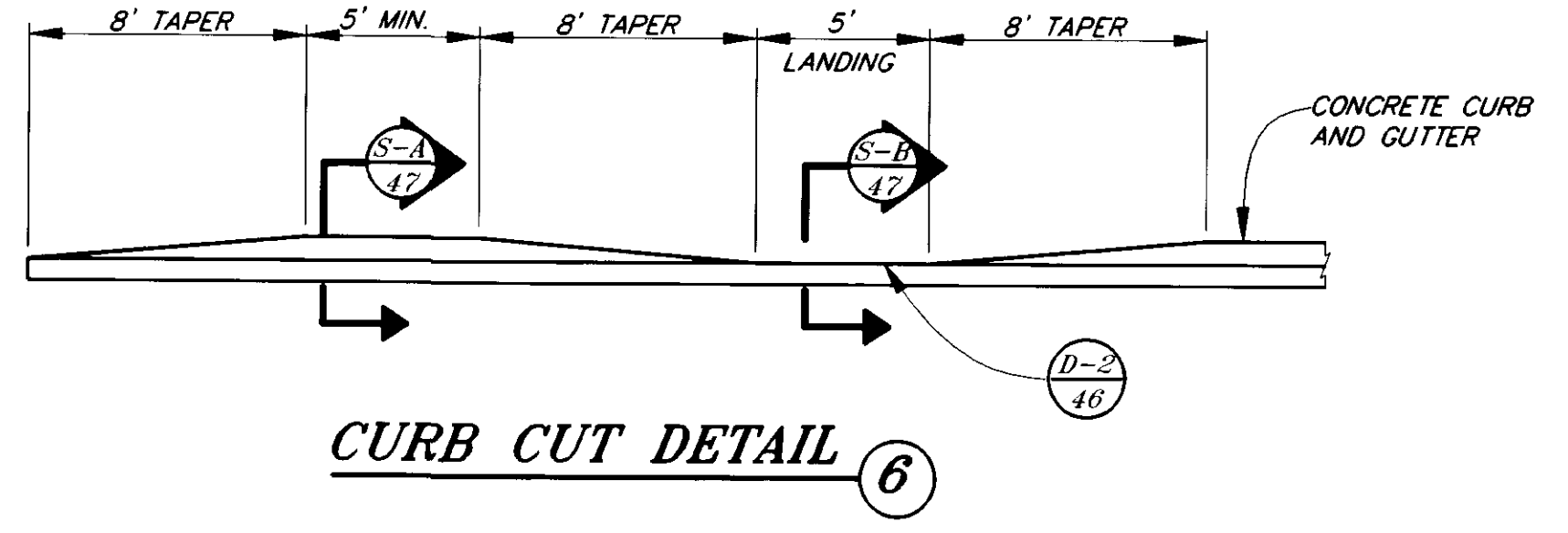
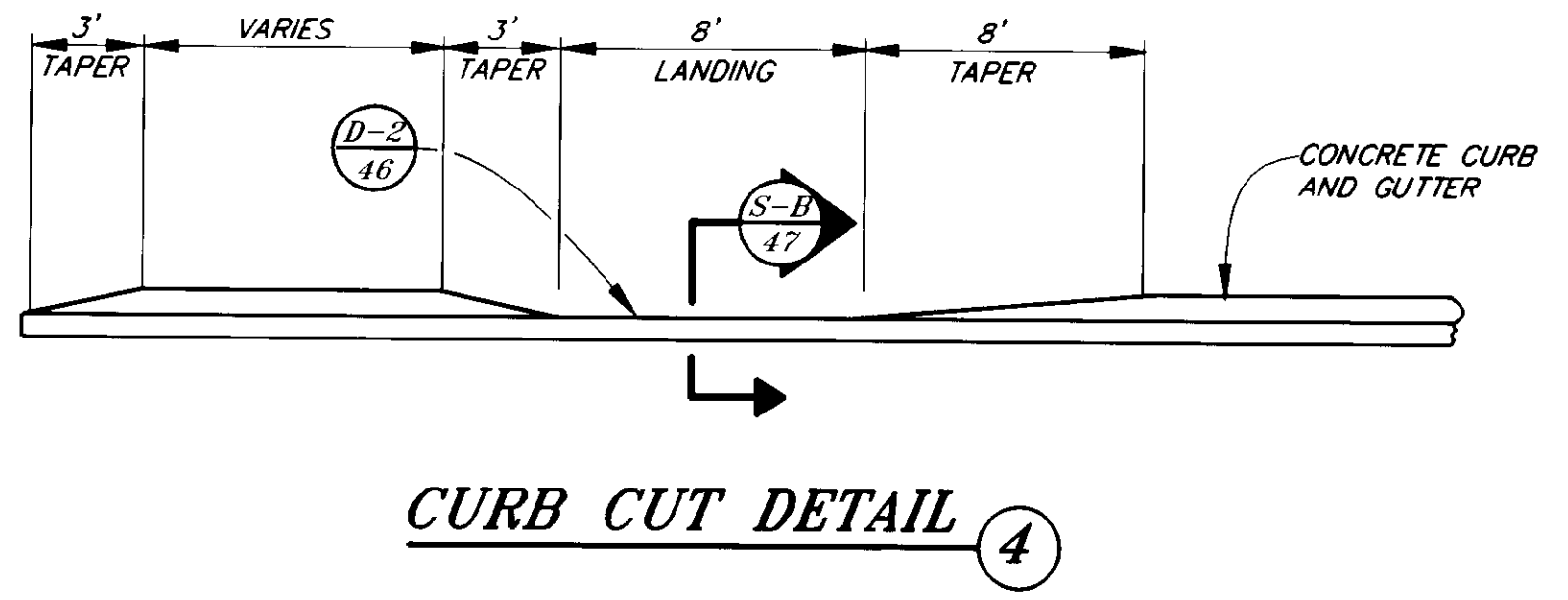
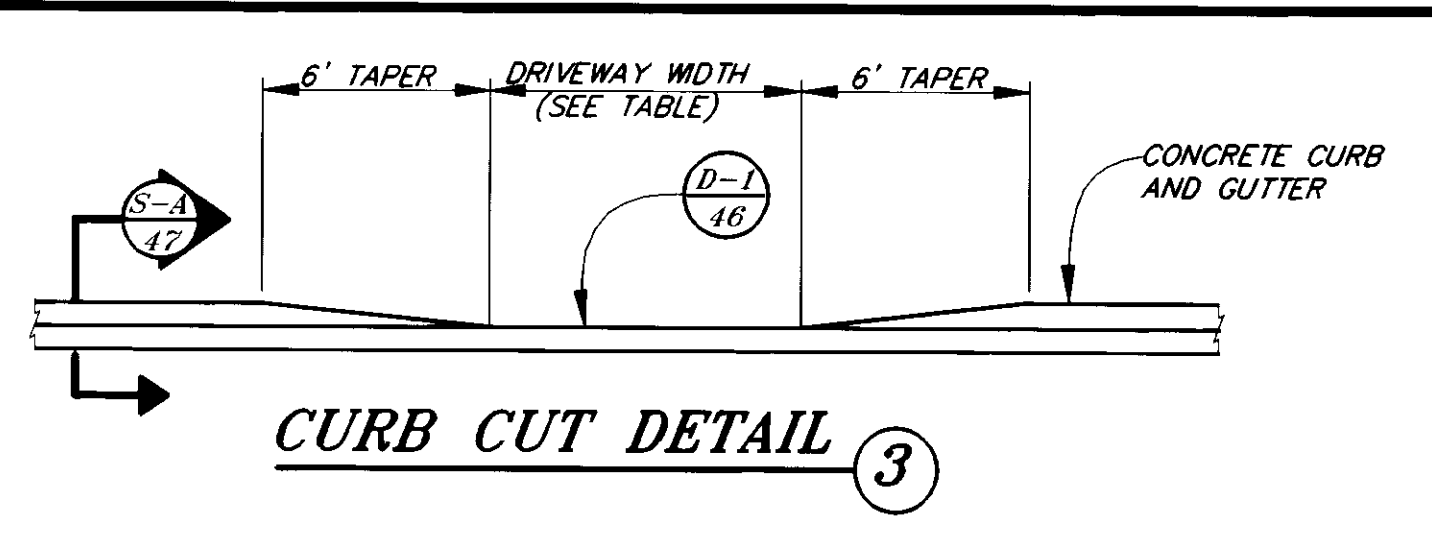
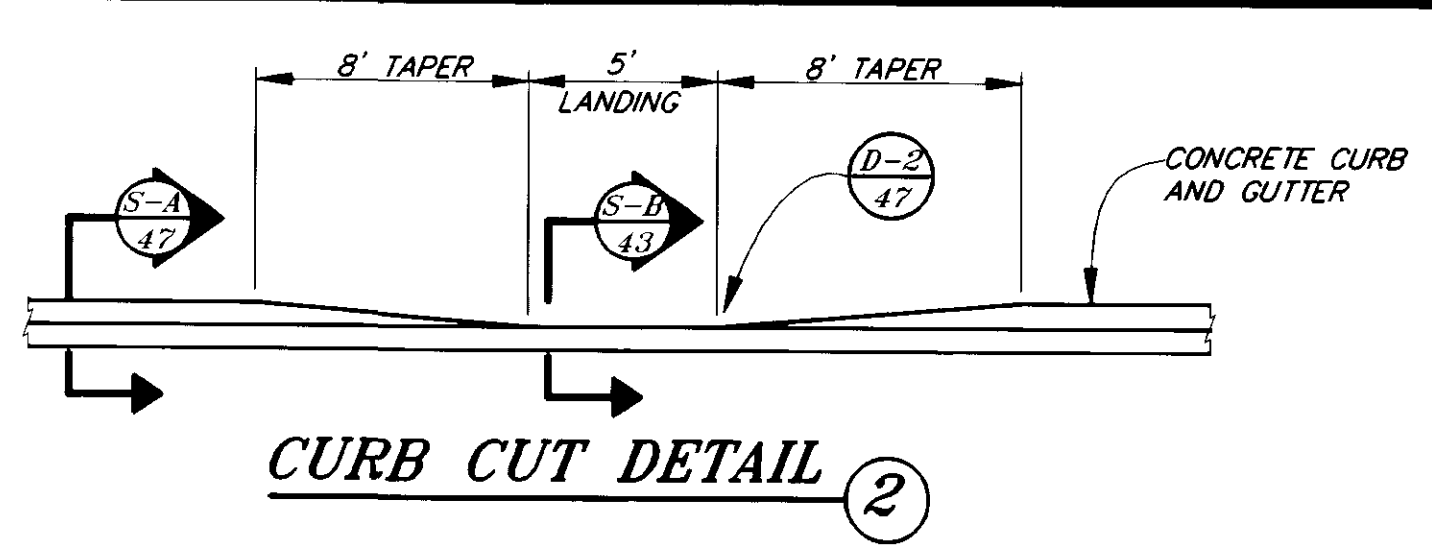
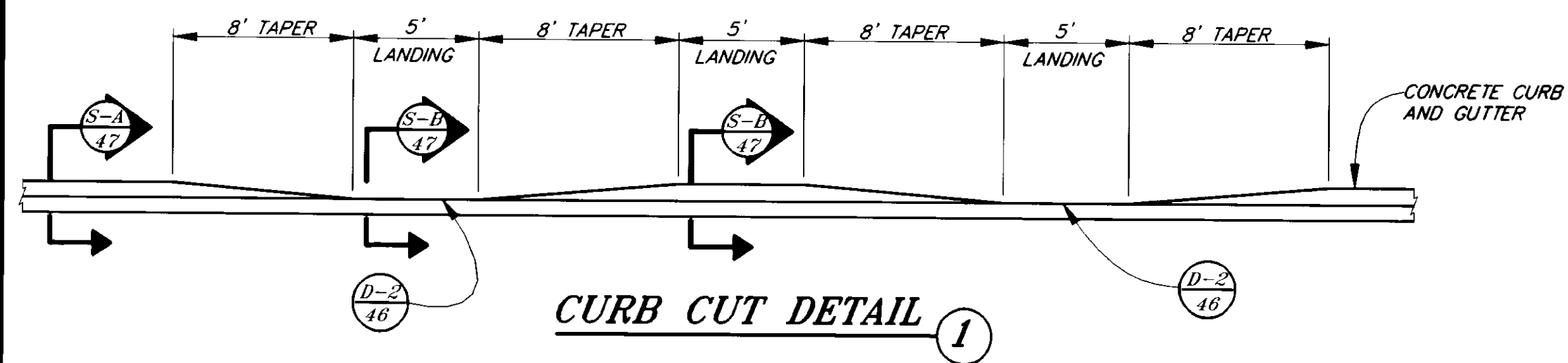
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
ISLAND DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71664
DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	A. STEININGER	SHEET 44 OF	92





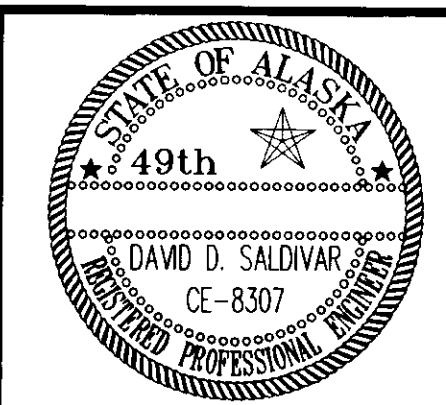
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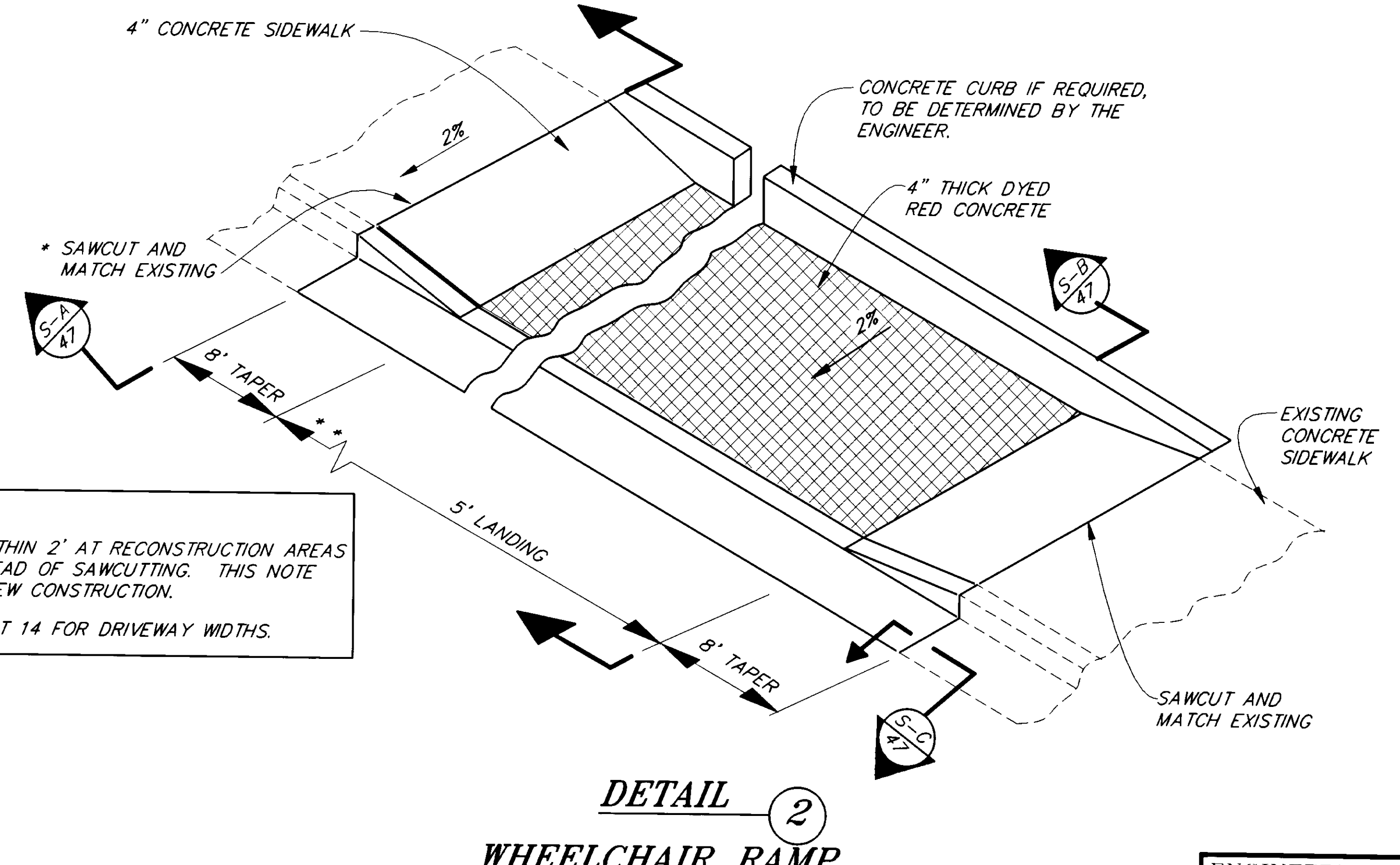
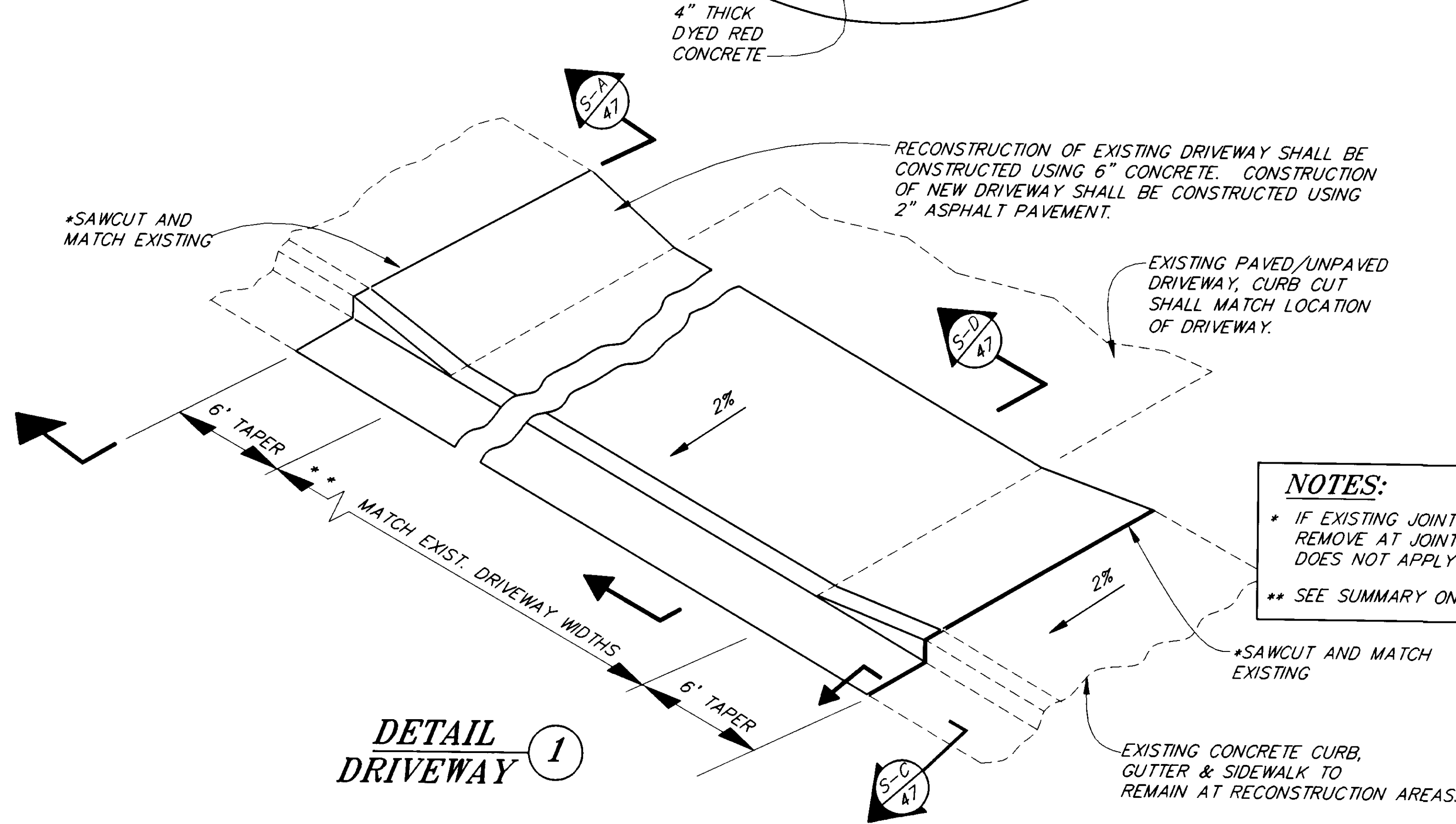
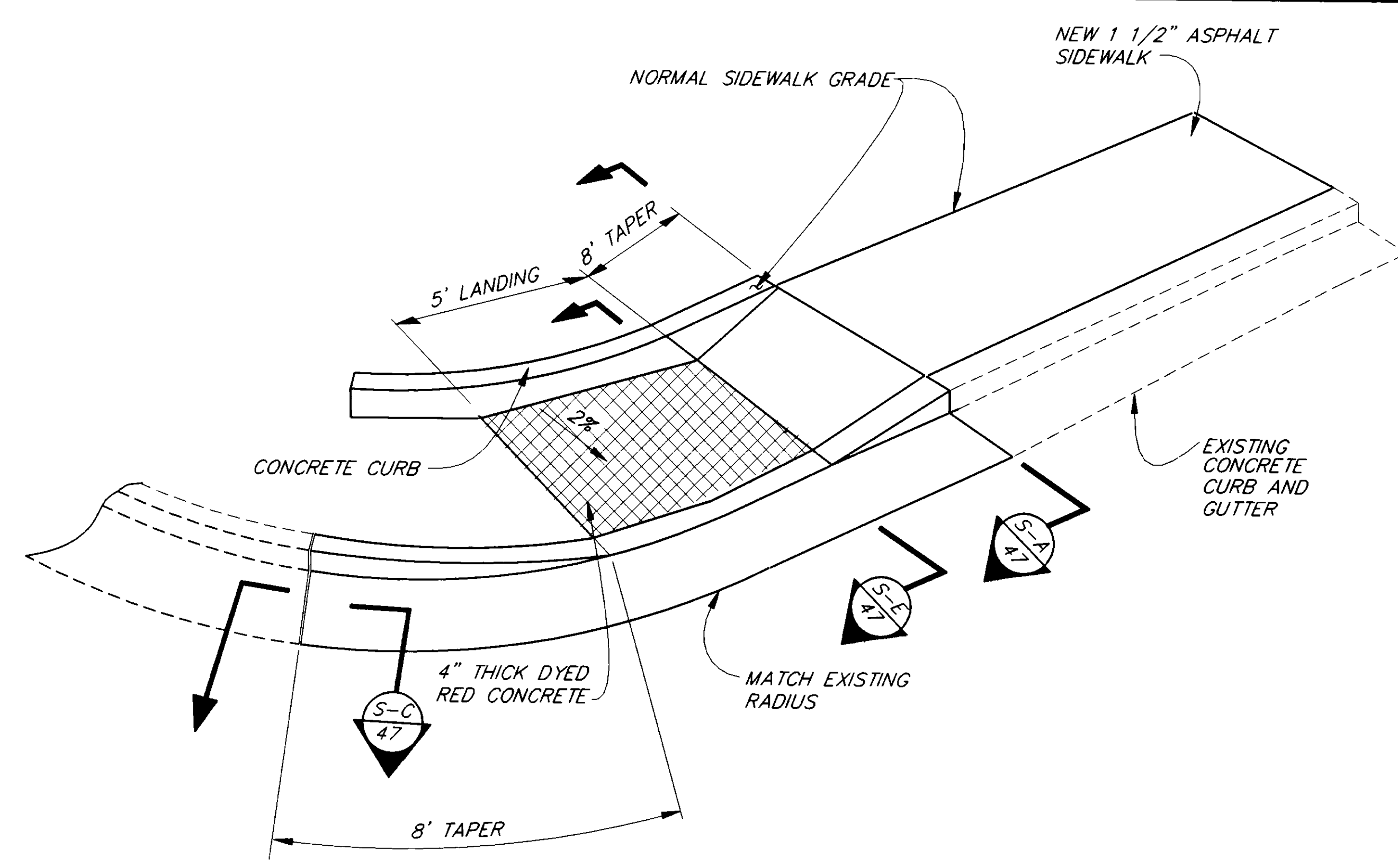
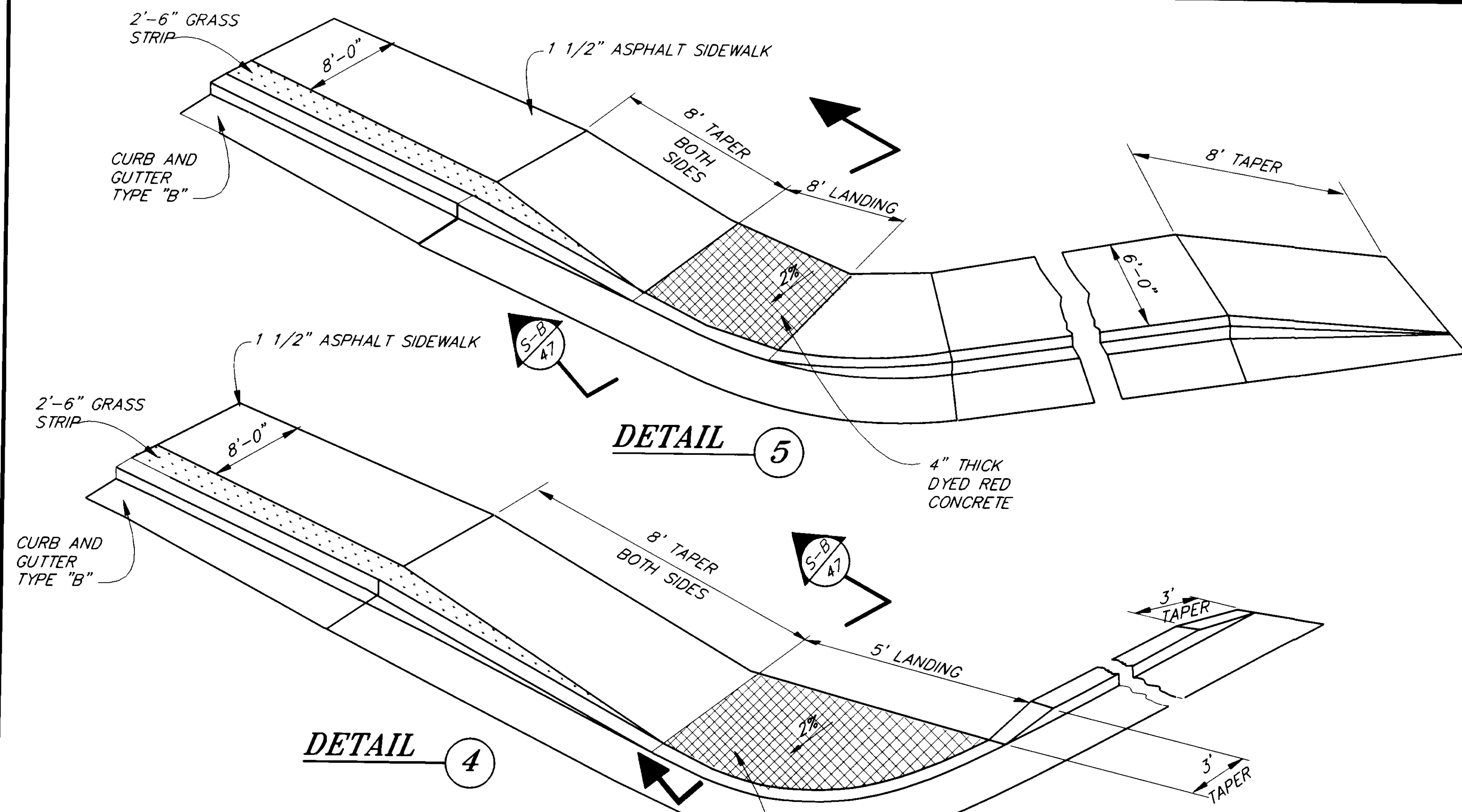
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STATE OF ALASKA
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JUNEAU ALASKA
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BYCYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
SIDEWALK AND CURB CUT DETAILS

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71664/71802
DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	A. STEININGER	SHEET	45 OF 92





NOTES:
 * IF EXISTING JOINT IS WITHIN 2' AT RECONSTRUCTION AREAS REMOVE AT JOINT INSTEAD OF SAWCUTTING. THIS NOTE DOES NOT APPLY TO NEW CONSTRUCTION.
 ** SEE SUMMARY ON SHEET 14 FOR DRIVEWAY WIDTHS.

WHEELCHAIR RAMP AT INTERSECTION

WHEELCHAIR RAMP

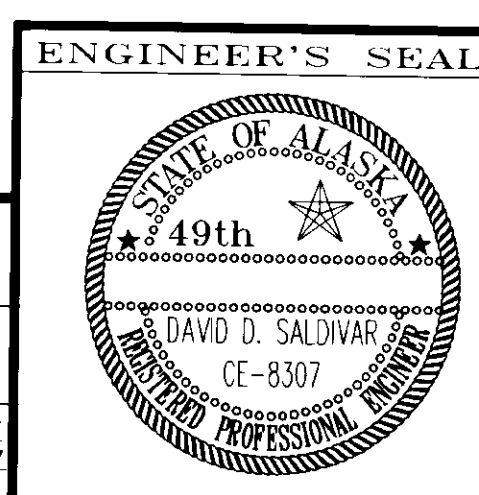
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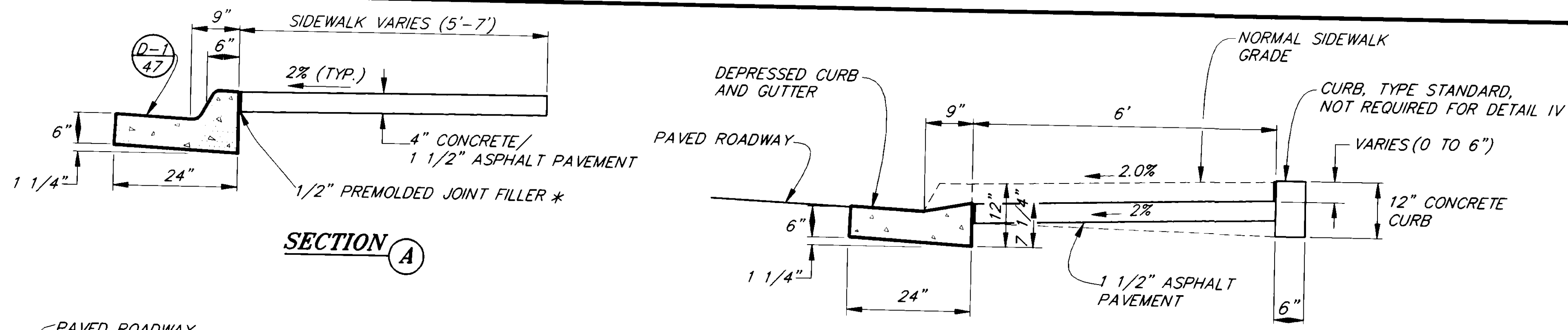
STATE OF ALASKA
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 TEA-093-2(34) ~ PROJECT NO. 71802
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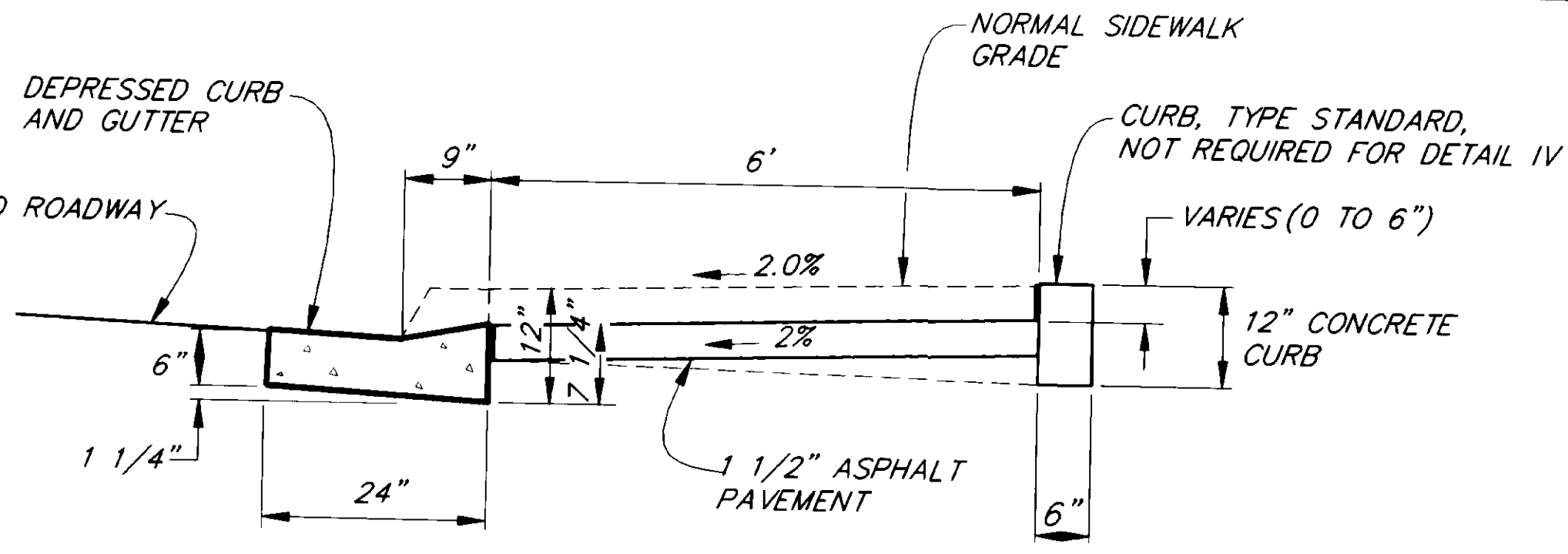
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DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: R. SNYDER	DATE:
CHECKED BY: A. STEININGER	SHEET 46 OF 91

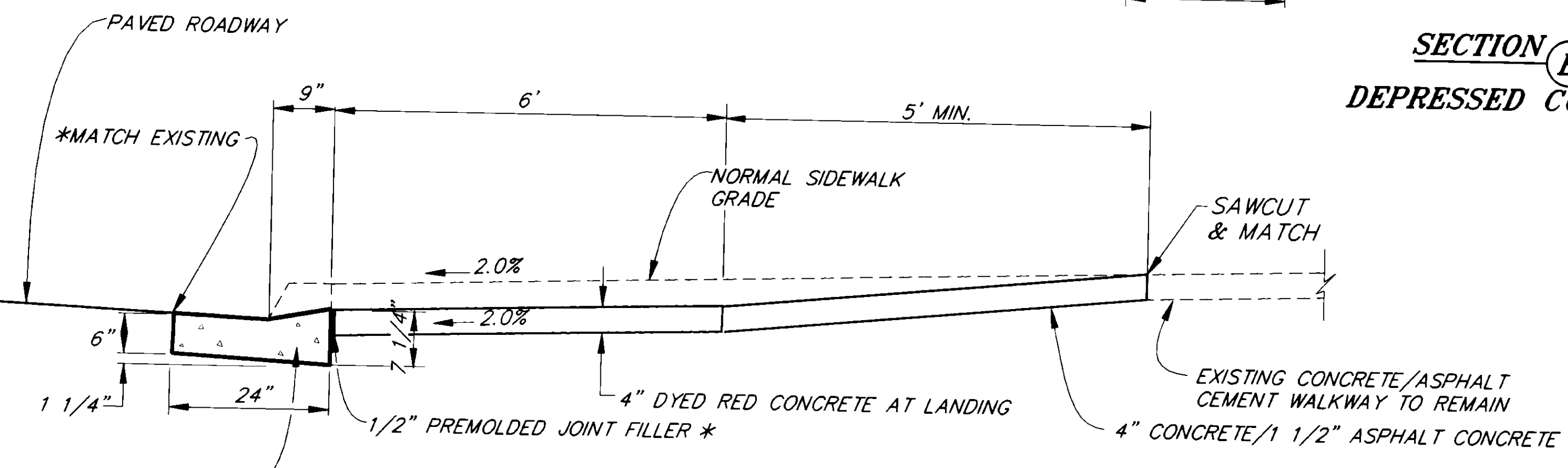




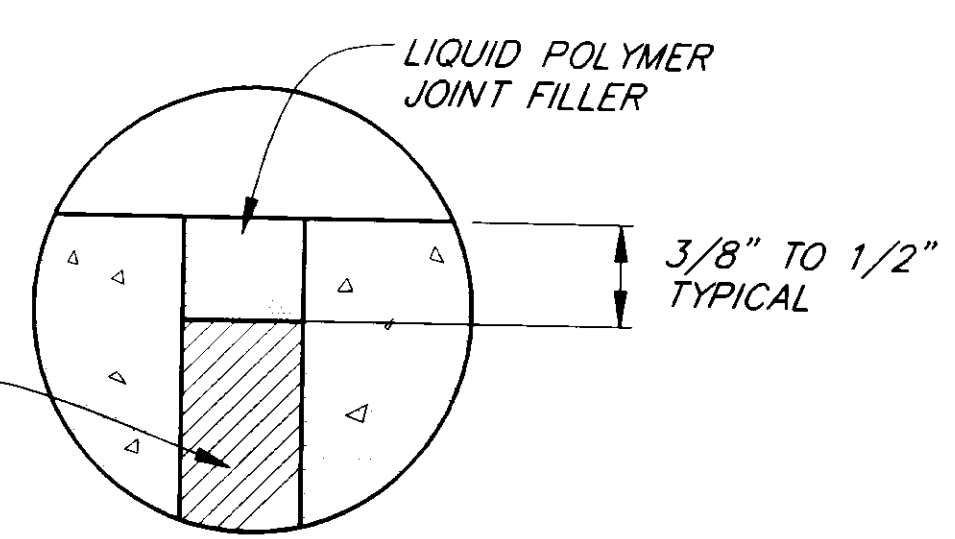
SECTION A



SECTION E
DEPRESSED CURB

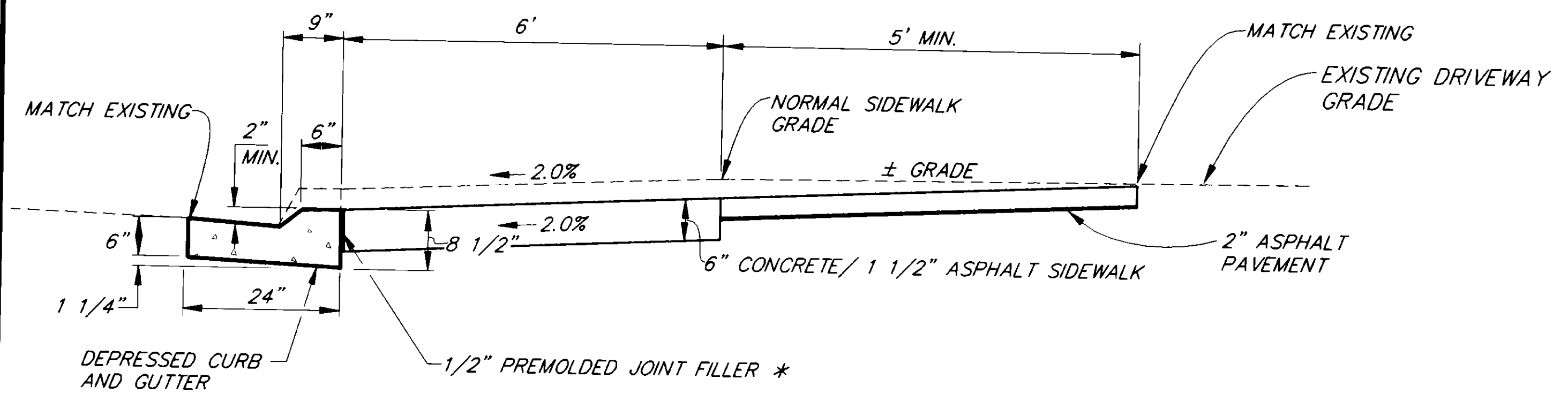


SECTION B
DEPRESSED CURB



SECTION C

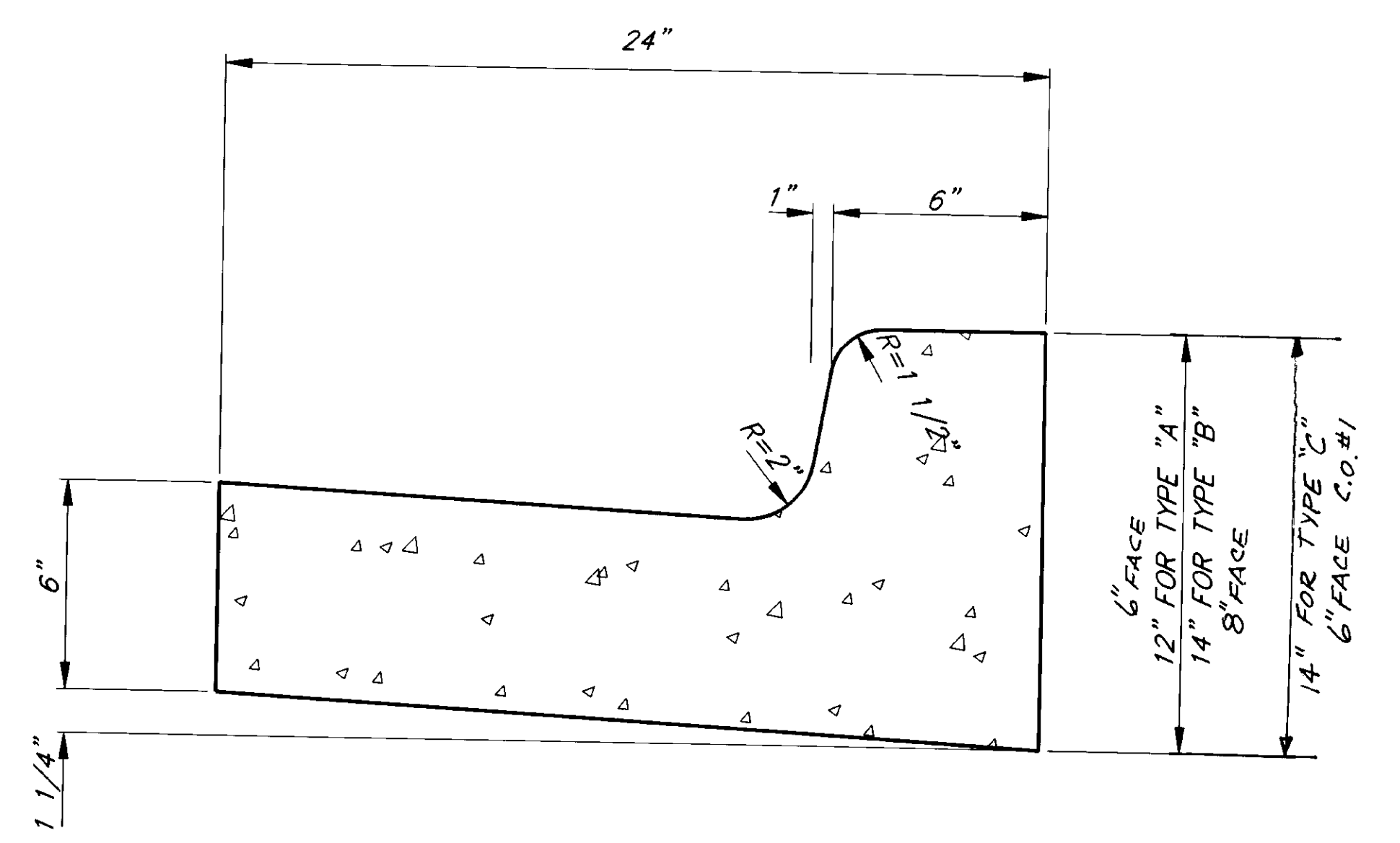
* JOINT FILLER NOT REQUIRE FOR ASPHALT PAVEMENT SIDEWALK



SECTION D
DEPRESSED CURB

SIDEWALK, CURB AND GUTTER NOTES

1. CONCRETE SIDEWALK, CURB AND GUTTER EXPANSION JOINTS SHALL BE AT EACH END OF CURB RETURNS AND IMMEDIATELY PRECEDING AND FOLLOWING ALL CURB CUTS. THEREAFTER, THEY SHALL BE PLACED AT 30'-0" MAXIMUM.
2. CONCRETE SIDEWALK DUMMY JOINTS SHALL EXTEND INTO CONCRETE 1/3 THE DEPTH AND 1/8" WIDE AT 5' MAXIMUM INTERVALS BETWEEN EXPANSION JOINTS.
3. ALL CURB AND GUTTER AND CONCRETE SIDEWALK SHALL BE CLASS "A" CONCRETE WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF $f_c = 3000$ psi
4. WHERE THERE IS A SUPERELEVATION THE GUTTER PAN ON THE HIGH SIDE OF THE ROADWAY SHALL MATCH THE SLOPE OF THE ROADWAY AND DRAIN TOWARD THE CENTER OF THE ROADWAY.



CURB AND GUTTER
TYPE "A" AND "B" I

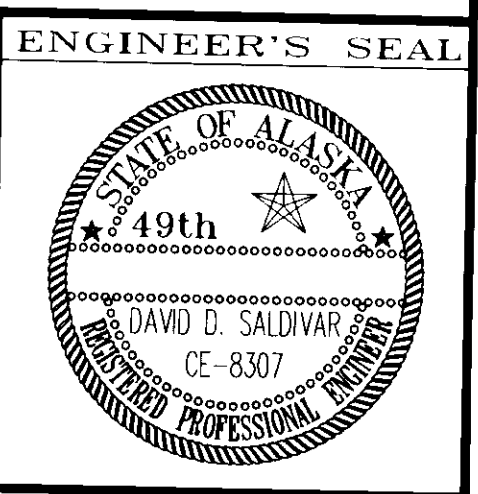
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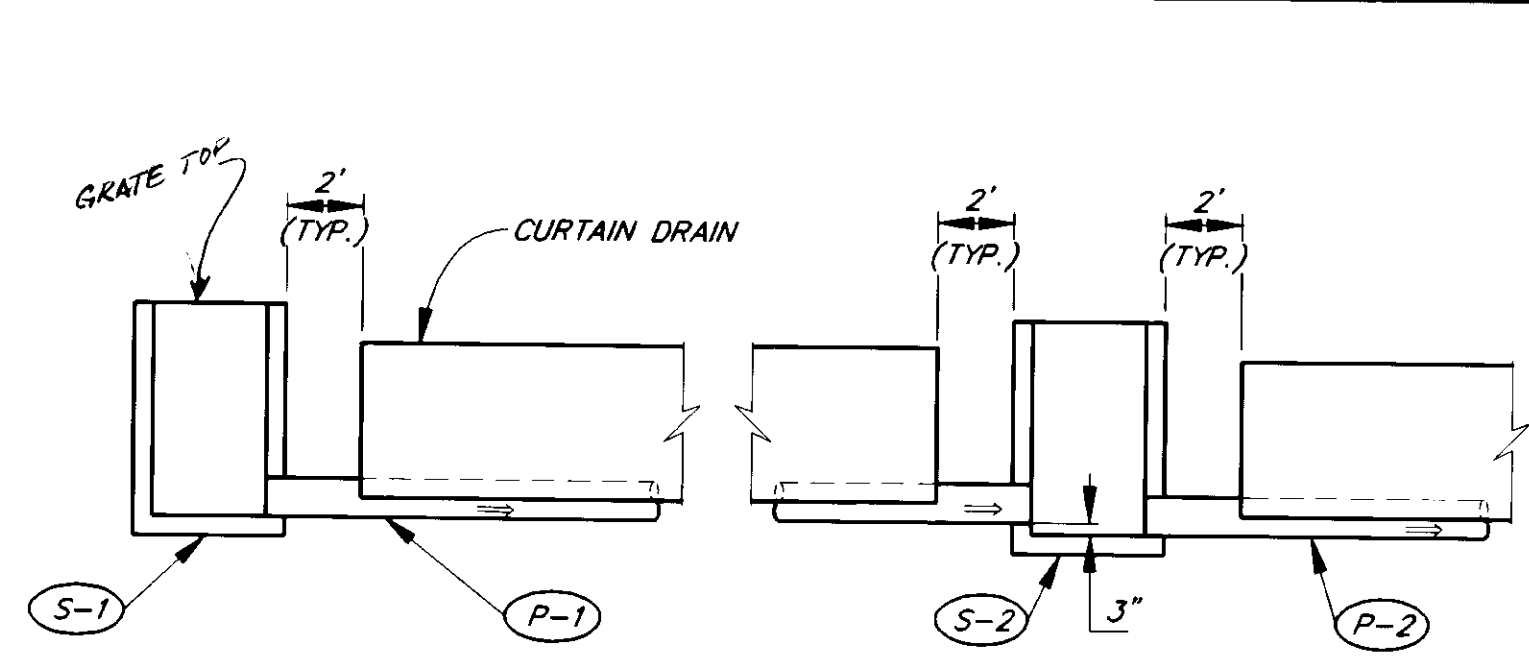
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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JUNEAU ALASKA
NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
PROJECT NO. NH-093-2(33), 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
PROJECT NO. NH-093-2(33), 71664
SIDEWALK AND CURB CUT DETAILS

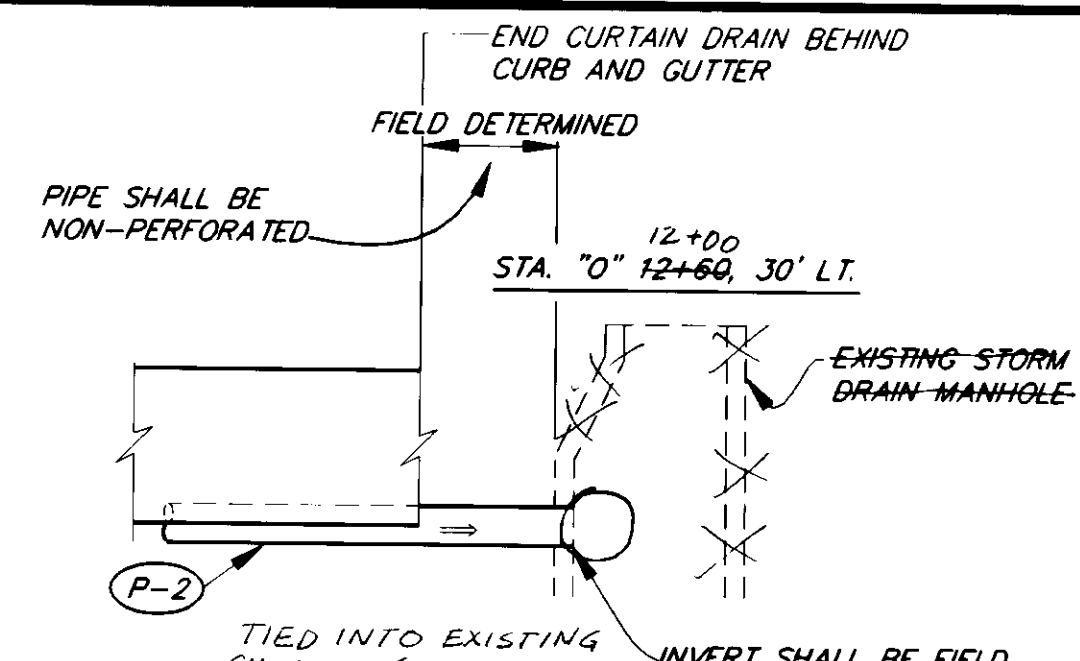
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DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	A. STEININGER	SHEET 47 OF 92	92

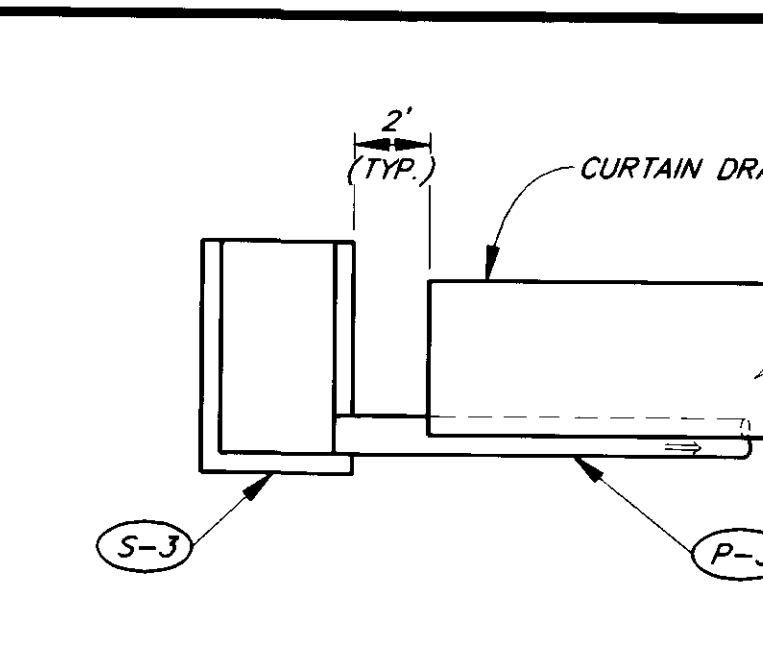




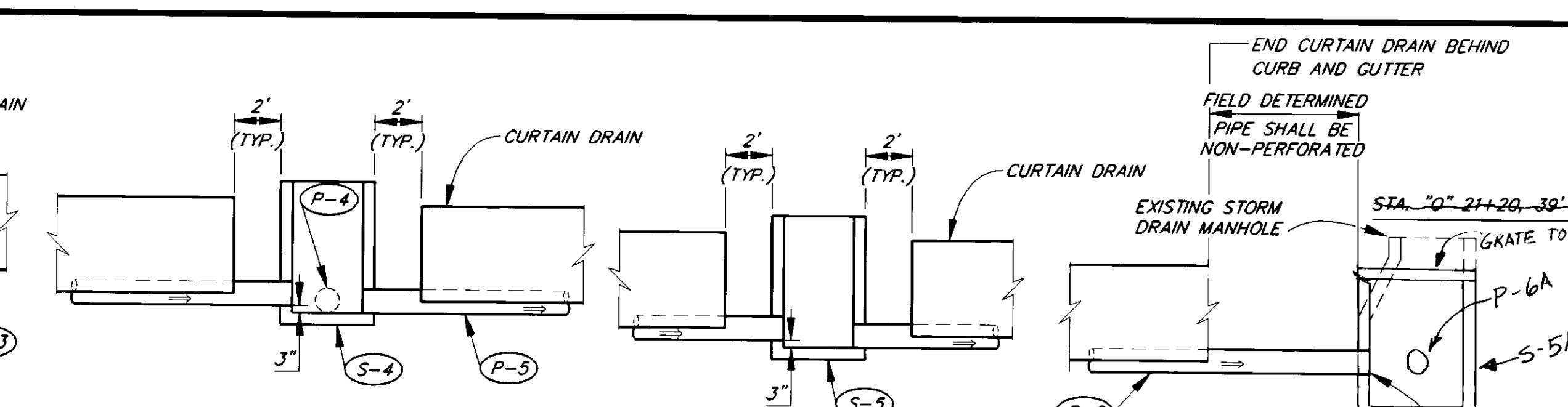
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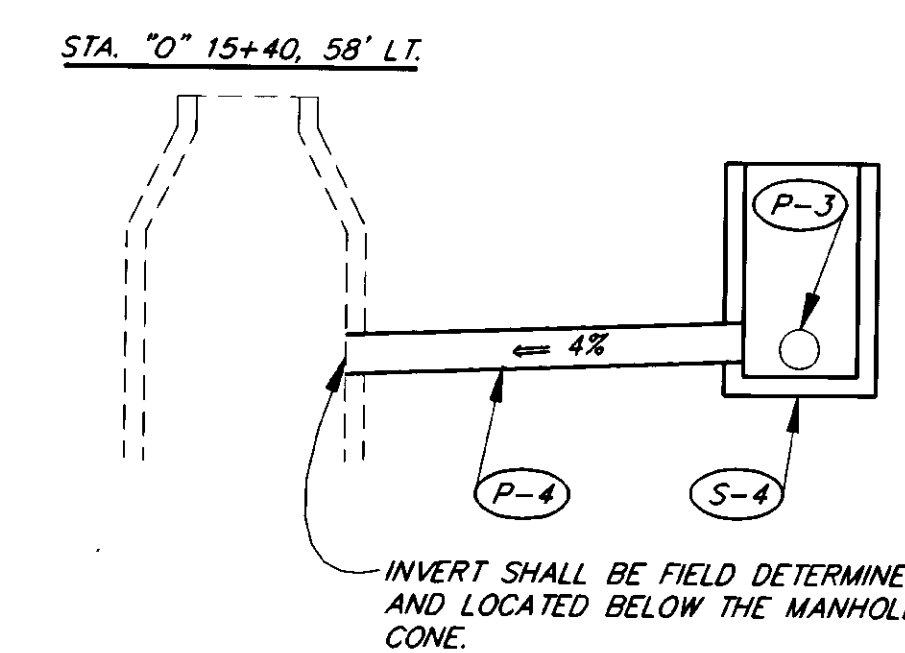
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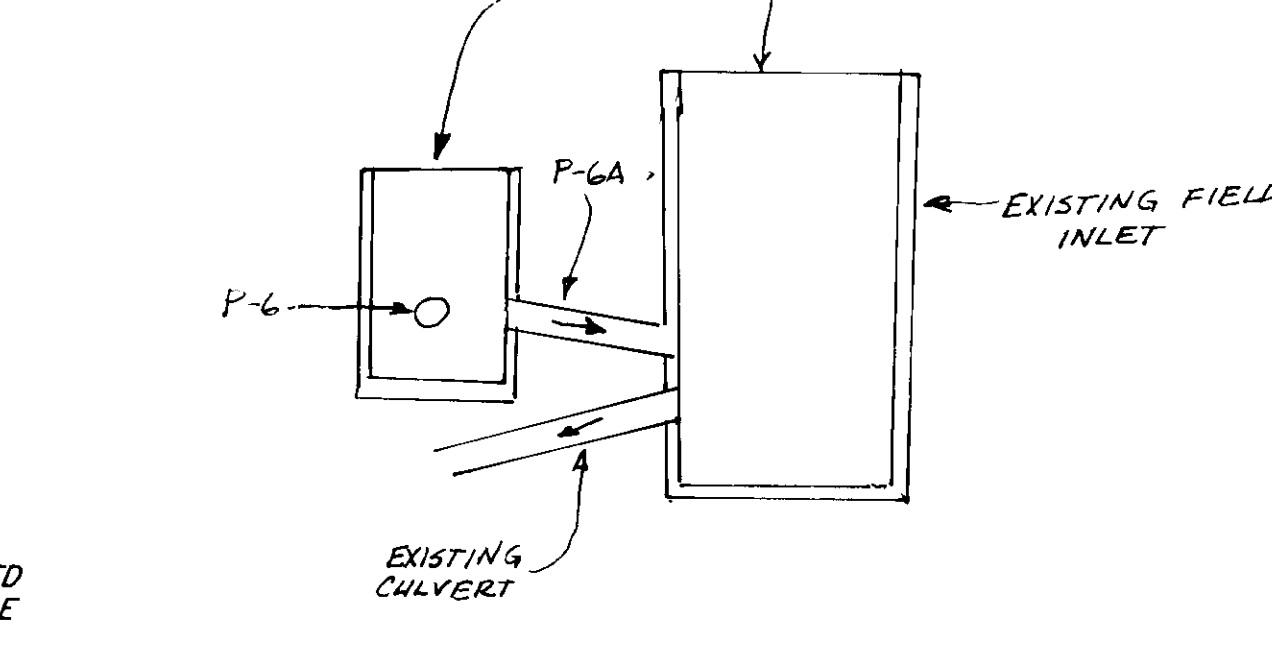
S-3 TO STA. "0" 21+20, 39' LT.



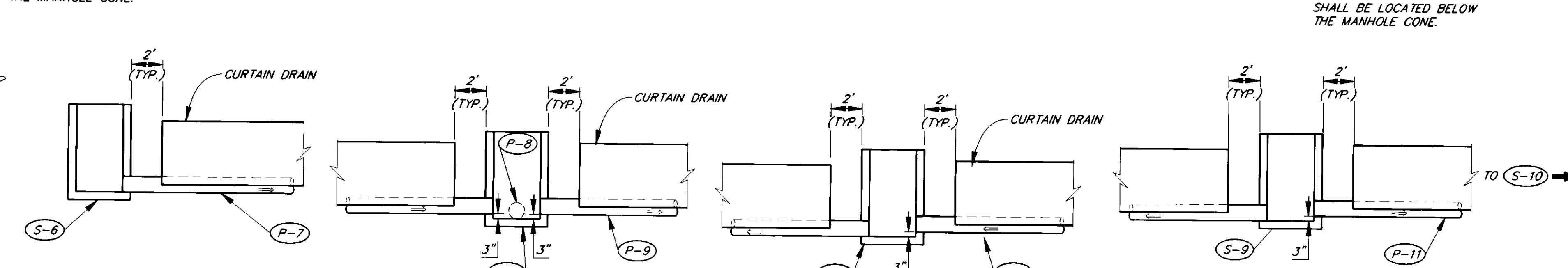
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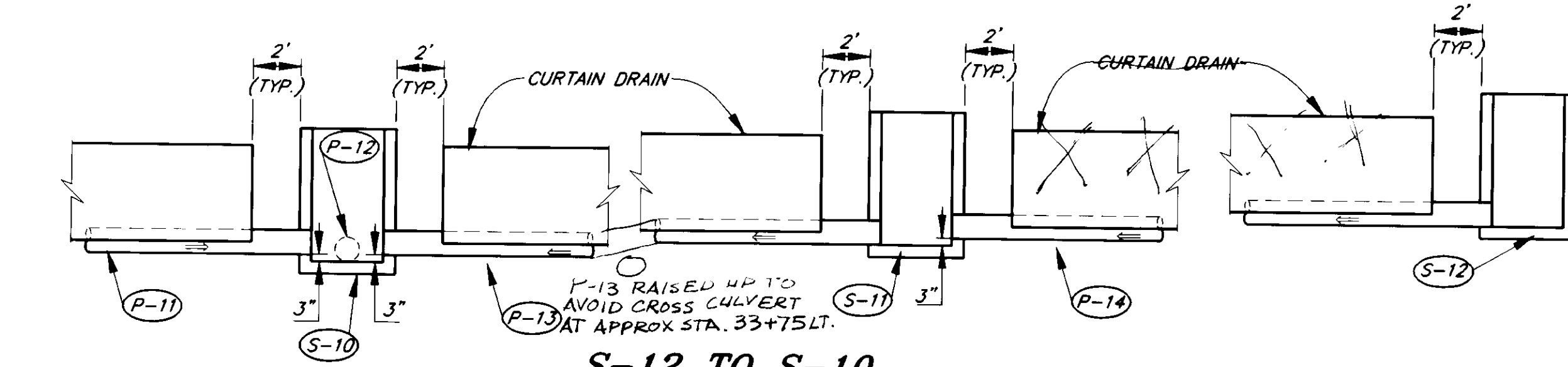
S-5 TO STA. "0" 15+40, 58' LT.



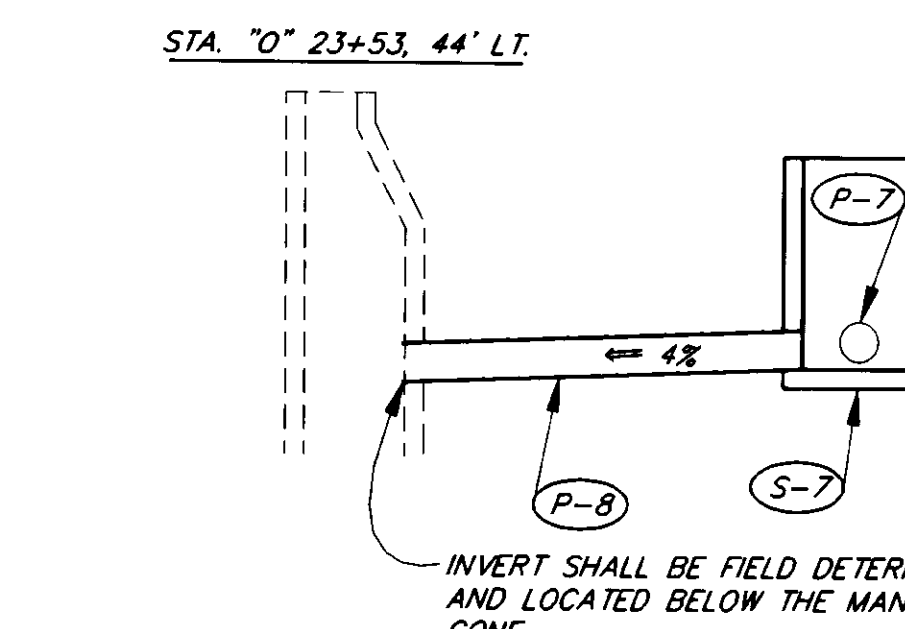
S-6 TO STA. 20+80 TO STA. 20+90 LT.



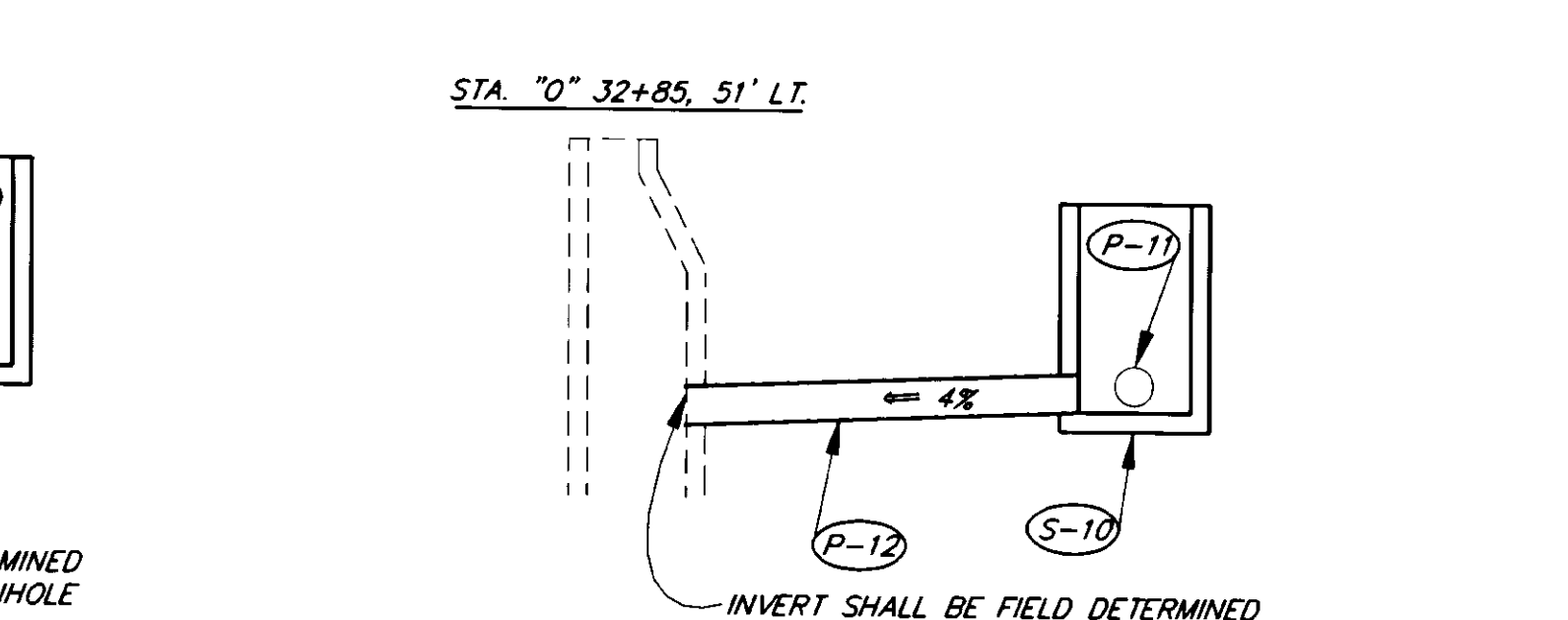
S-7 TO STA. 20+80 TO STA. 20+90 LT.



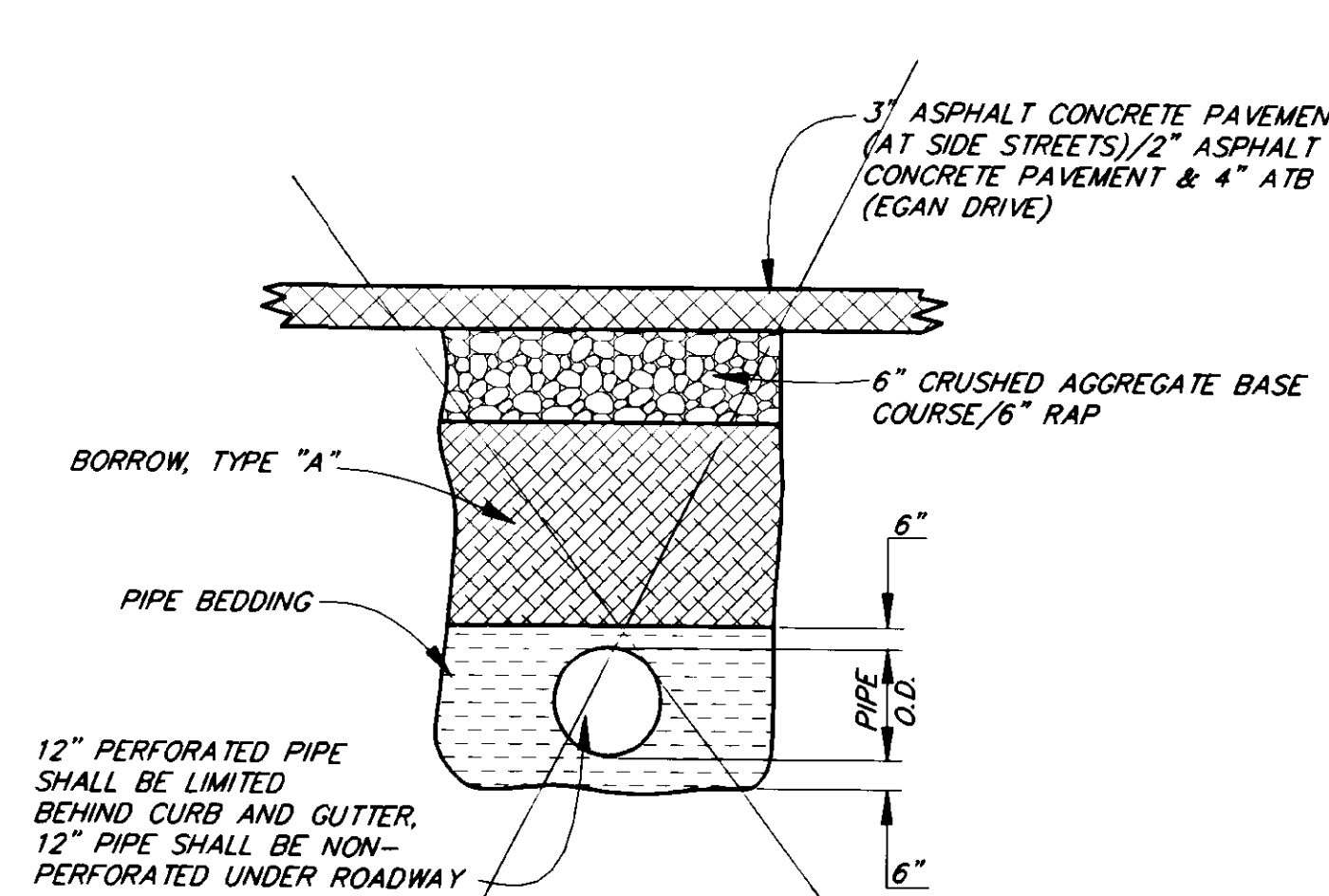
S-12 TO S-10



S-7 TO STA. "0" 23+53, 44' LT.

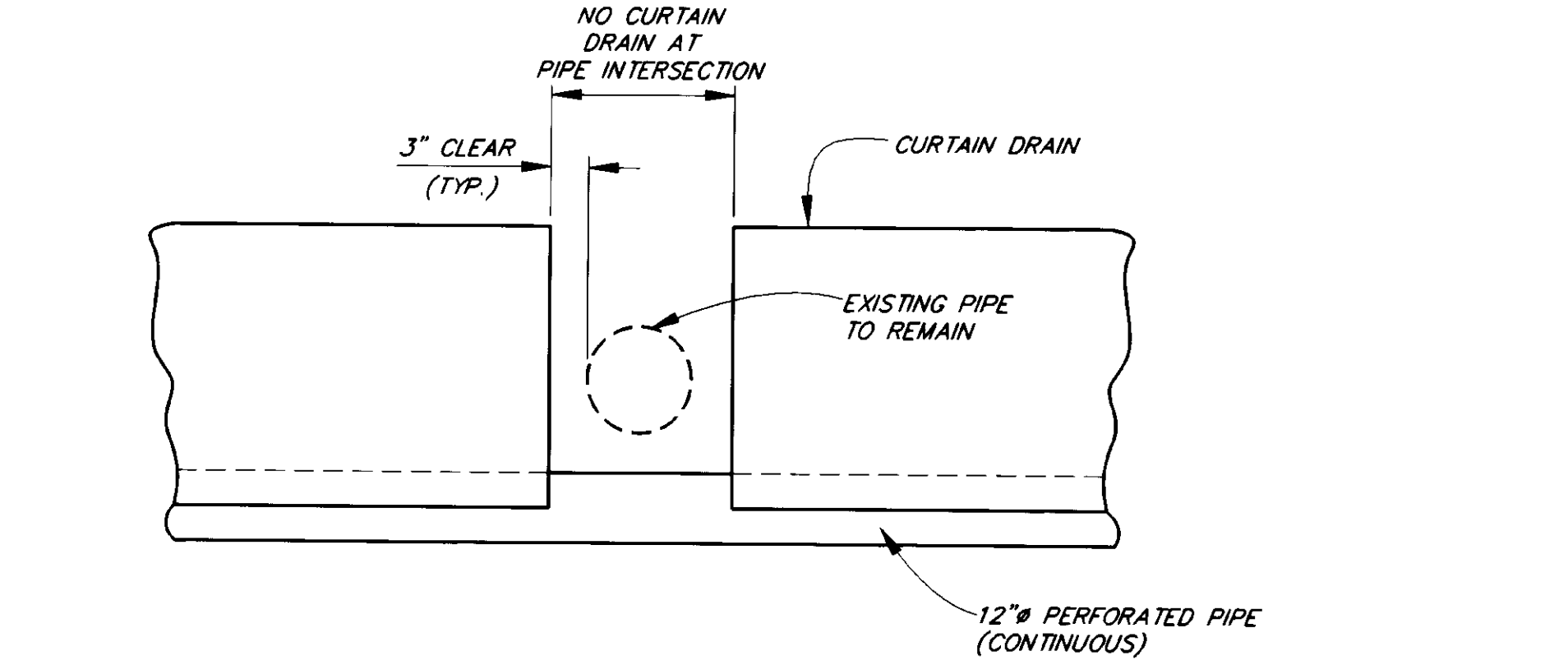


S-7 TO STA. "0" 23+53, 44' LT.



PIPE DETAIL AT ROADWAY

- NOTES:**
1. FINISHED ELEVATION (TOP OF LID) OF INLET BOXES SHALL BE 1/8" BELOW THE FINISHED SIDEWALK GRADE.
 2. PIPES SHALL BE NON-PERFORATED WHEN UNDER A PAVED ROADWAY. SEE DETAIL ON THIS SHEET.
 3. SEE DETAIL ON THIS SHEET WHEN CURTAIN DRAIN INTERSECTS AN EXISTING PIPE.



CURTAIN DRAIN AT PIPE INTERSECTION

- (P-3) BETWEEN (S-3) AND (S-4)
- (P-6) BETWEEN (S-5) AND EXISTING MANHOLE
- (P-9) BETWEEN (S-7) AND (S-8) AT TWO LOCATIONS
- (P-10) BETWEEN (S-8) AND (S-9)
- (P-11) BETWEEN (S-9) AND (S-10)

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

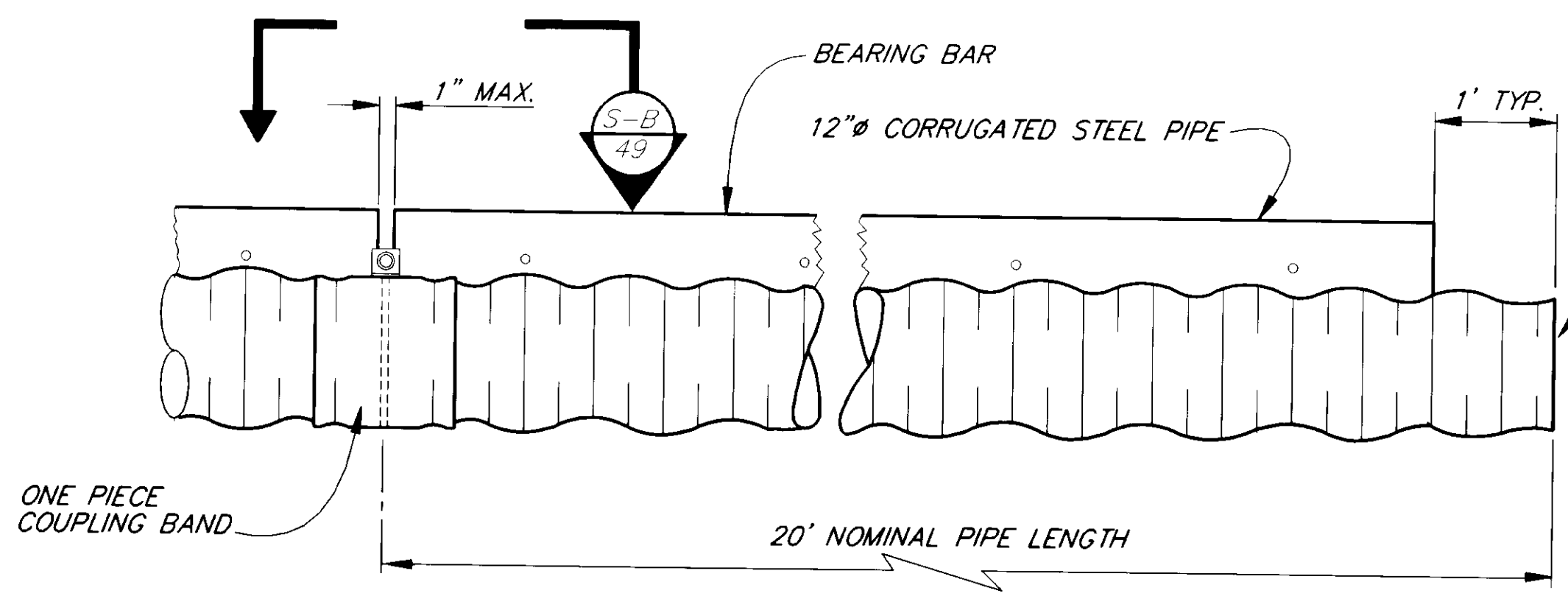
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

VUNEAU
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
DRAINAGE DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	97 SHEET 48 OF 97



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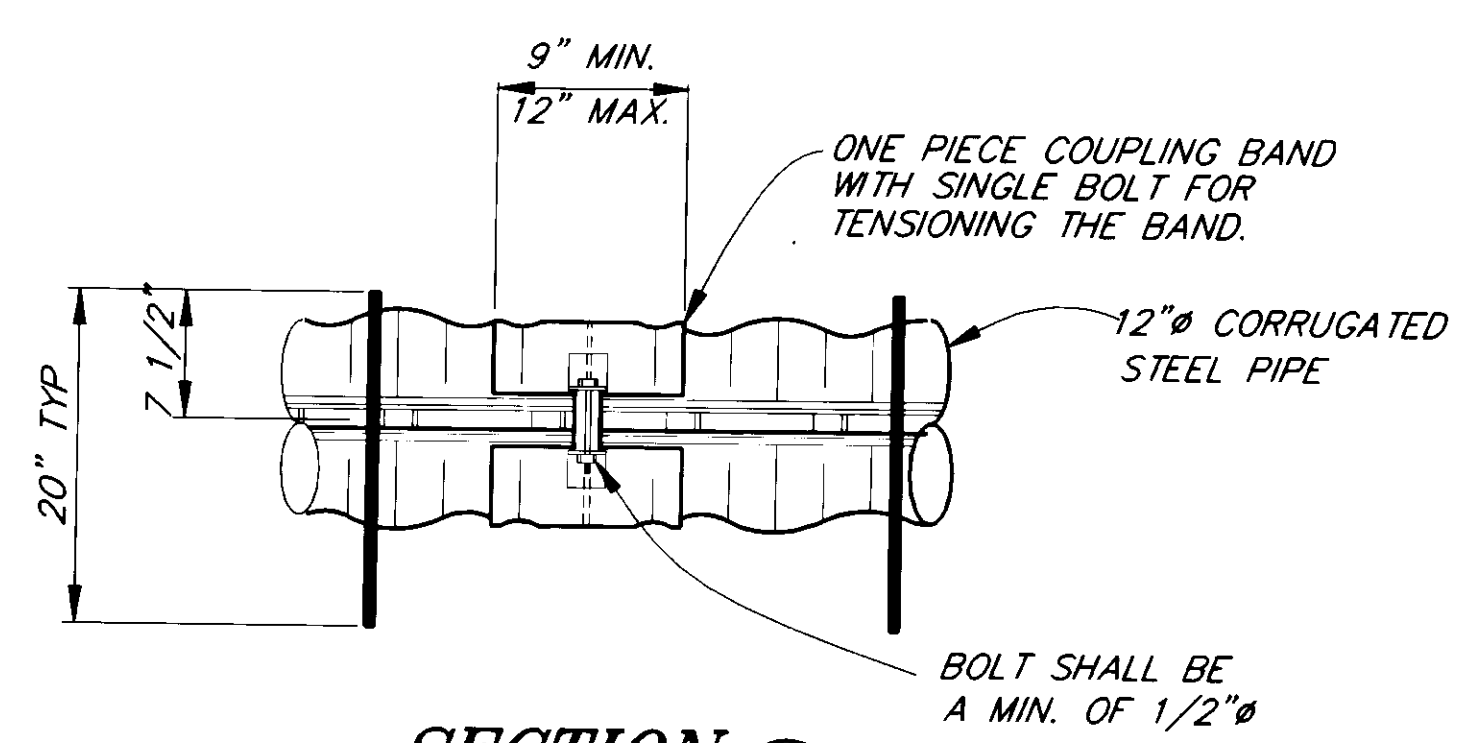


TYPICAL SLOTTED DRAIN PIPE SECTION

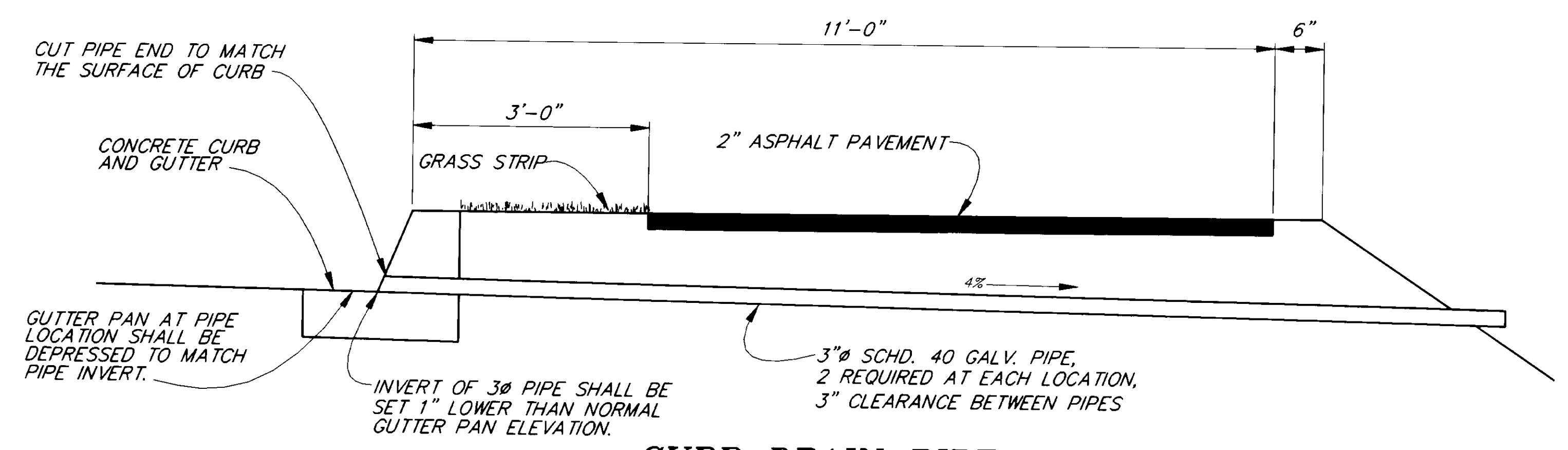
CONNECT ONE END INTO EXISTING CURB INLET. THE OTHER END SHALL BE COVERED WITH 1/4" WELDED STEEL PLATE.

SLOTTED DRAIN PIPE NOTES

1. SLOTTED DRAIN PIPE SHALL BE GALVANIZED 12" NOMINAL DIAMETER AND MIN. THICKNESS OF 0.079".
2. THE GRATE ASSEMBLIES SHALL BE HOT DIP GALVANIZED AFTER FABRICATION TO MEET THE REQUIREMENTS OF ASTM A-123.
3. WEB SPACERS SHALL BE JOINED TO THE BEARING BARS IN SUCH A MANNER THAT THE 6" DEEP GRATING SHALL PROVIDE 15,000 LBS. OF TENSION ACROSS THE SLOT.
4. ONE PIECE COUPLING BAND SHALL BE USED FOR CONNECTION BETWEEN PIPES. A SINGLE BOLT, 1/2" MIN. DIAMETER, FOR TENSIONING THE COUPLING BAND IS REQUIRED.
5. COUPLING BAND SHALL BE THE SAME BASE METAL AND GALVANIZED AS THE PIPE.
6. CLASS "W" CONCRETE FOR SECURING THE SLOTTED DRAIN PIPE SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 603(23), SLOTTED STORM DRAIN.

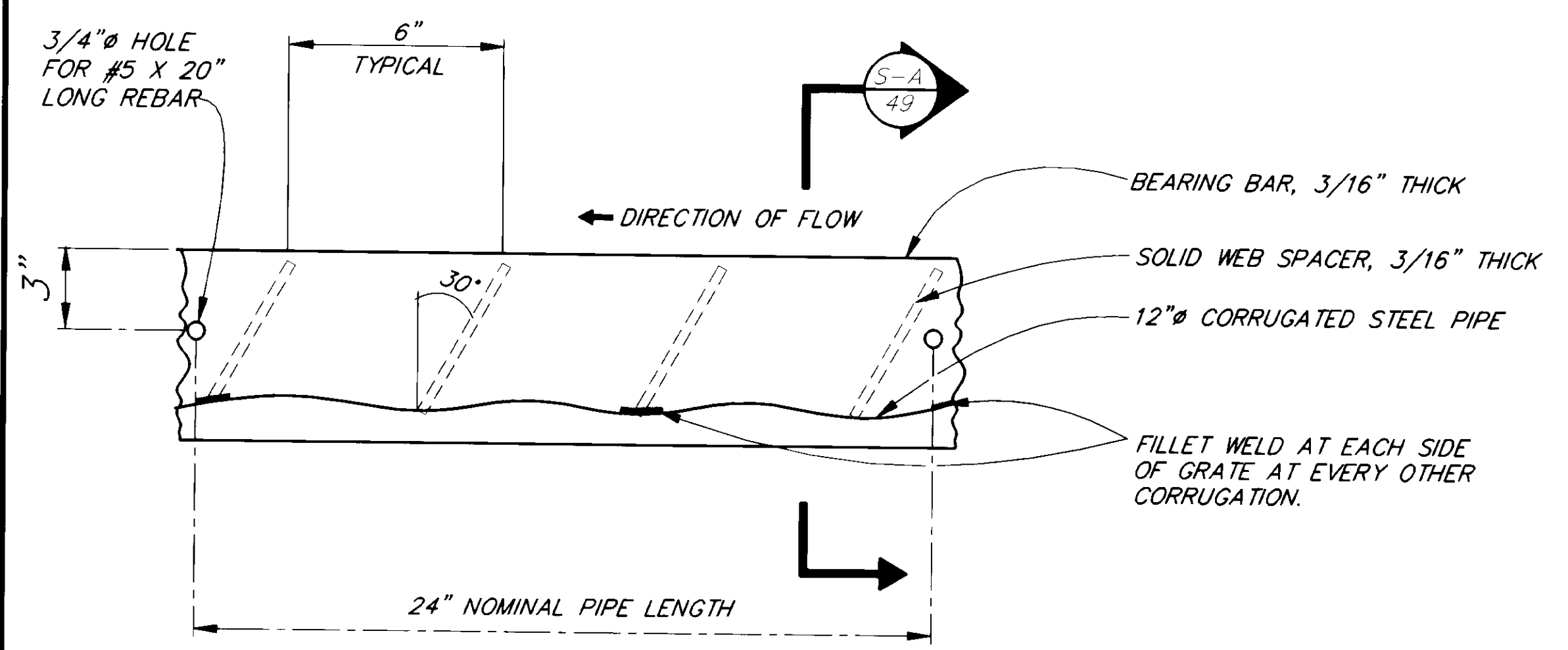


SECTION B SLOTTED DRAIN JOINT DETAIL

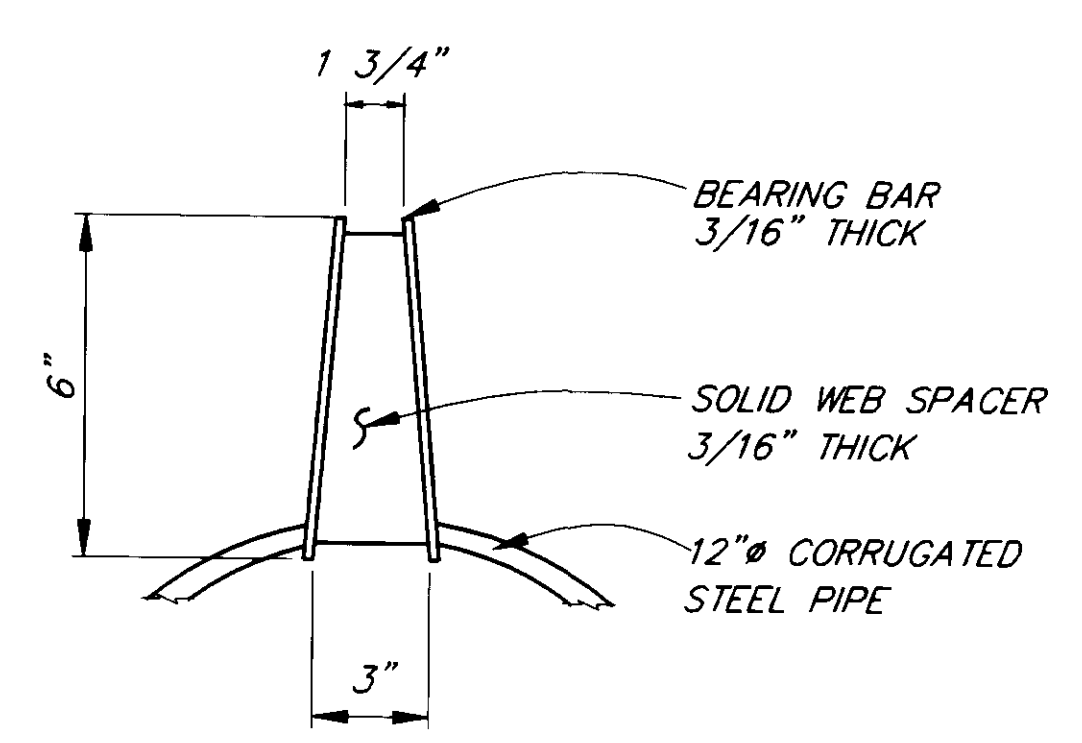


CURB DRAIN PIPE DETAIL 1

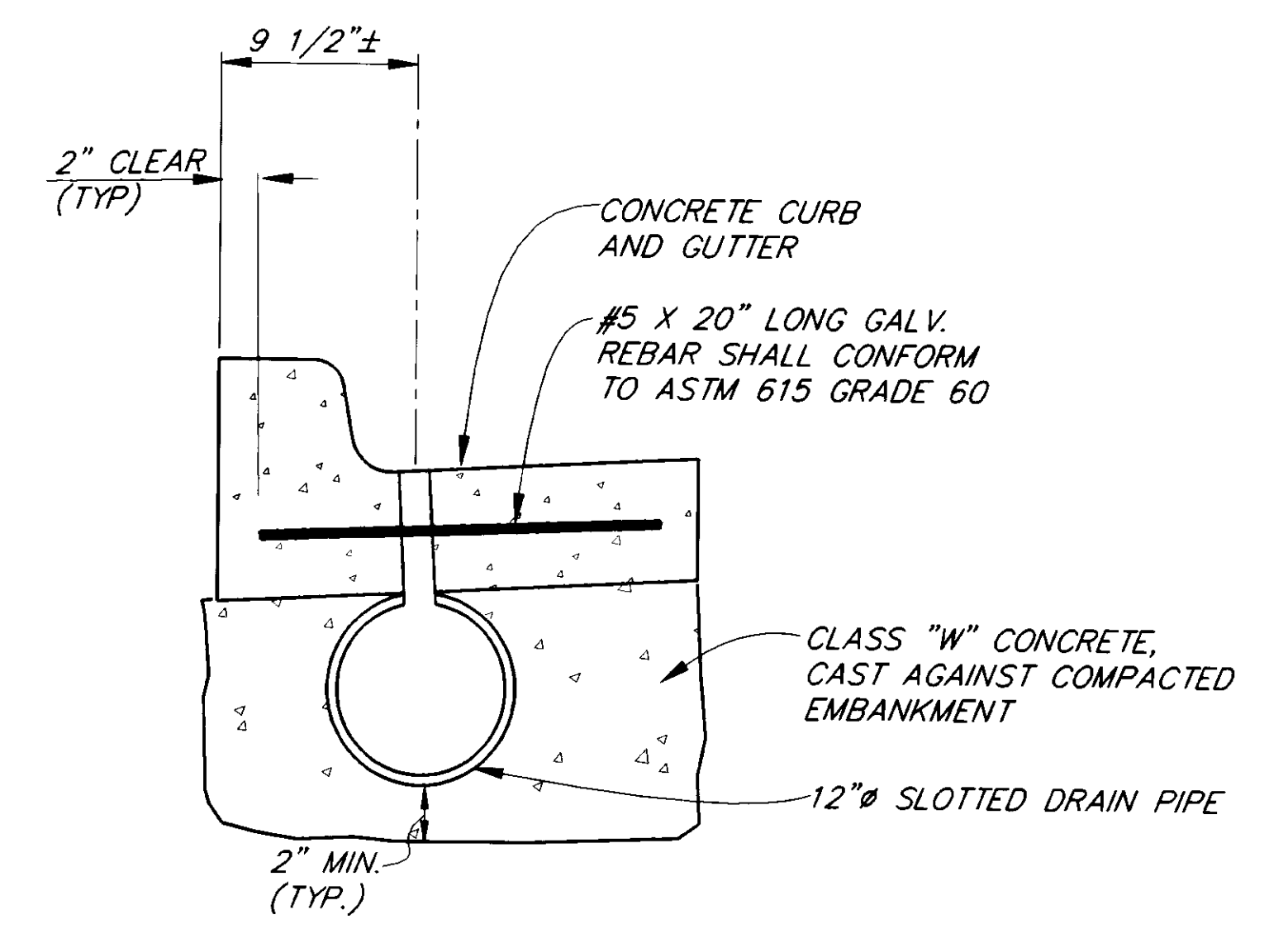
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- "0" 63+00, RT. (P-16)
- "0" 63+95, RT. (P-17)
- "0" 65+00, RT. (P-18)
- 64+50



GRATE WELDING DETAIL



SECTION A STANDARD GRATE DETAIL



TYPICAL SECTION SLOTTED DRAIN

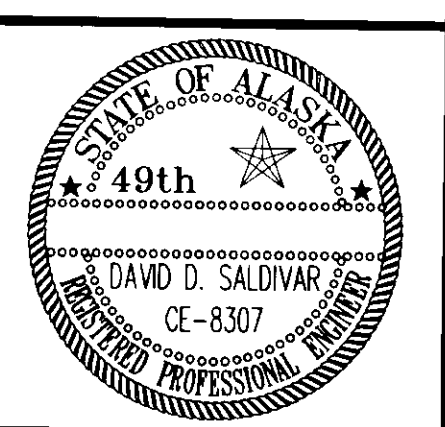
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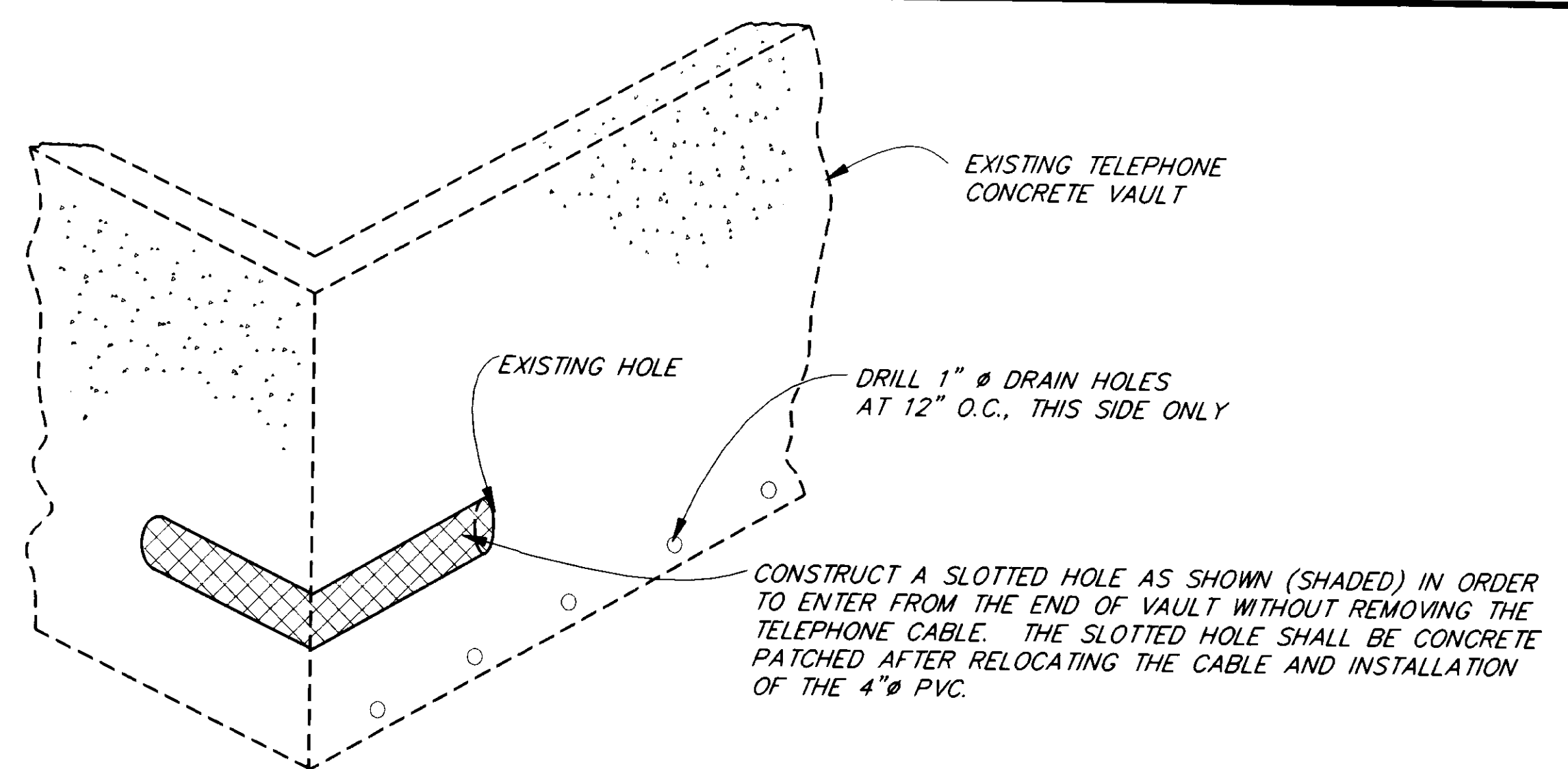
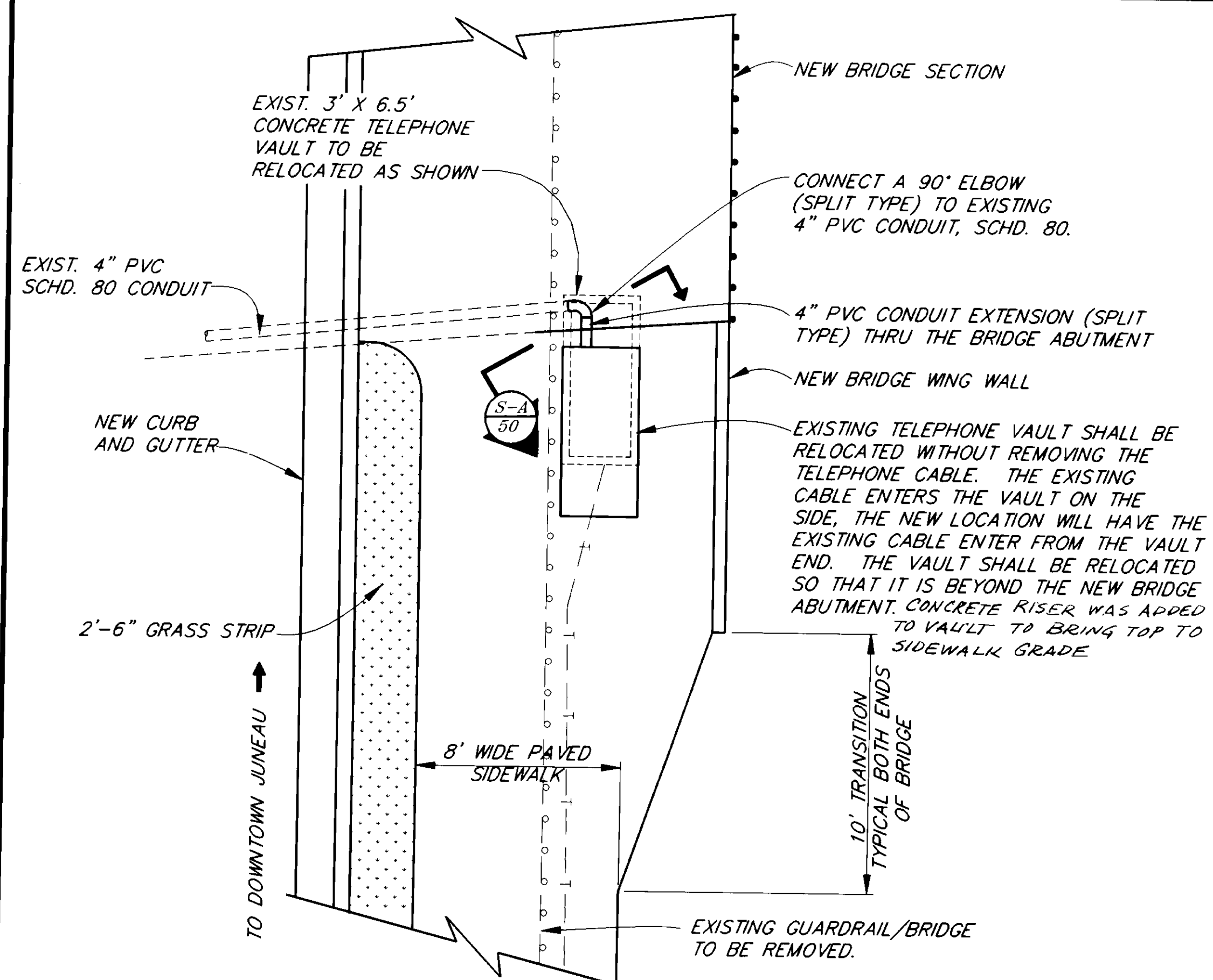
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NO.	DATE	DESCRIPTION OF CHANGE

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
SLOTTED DRAIN DETAILS

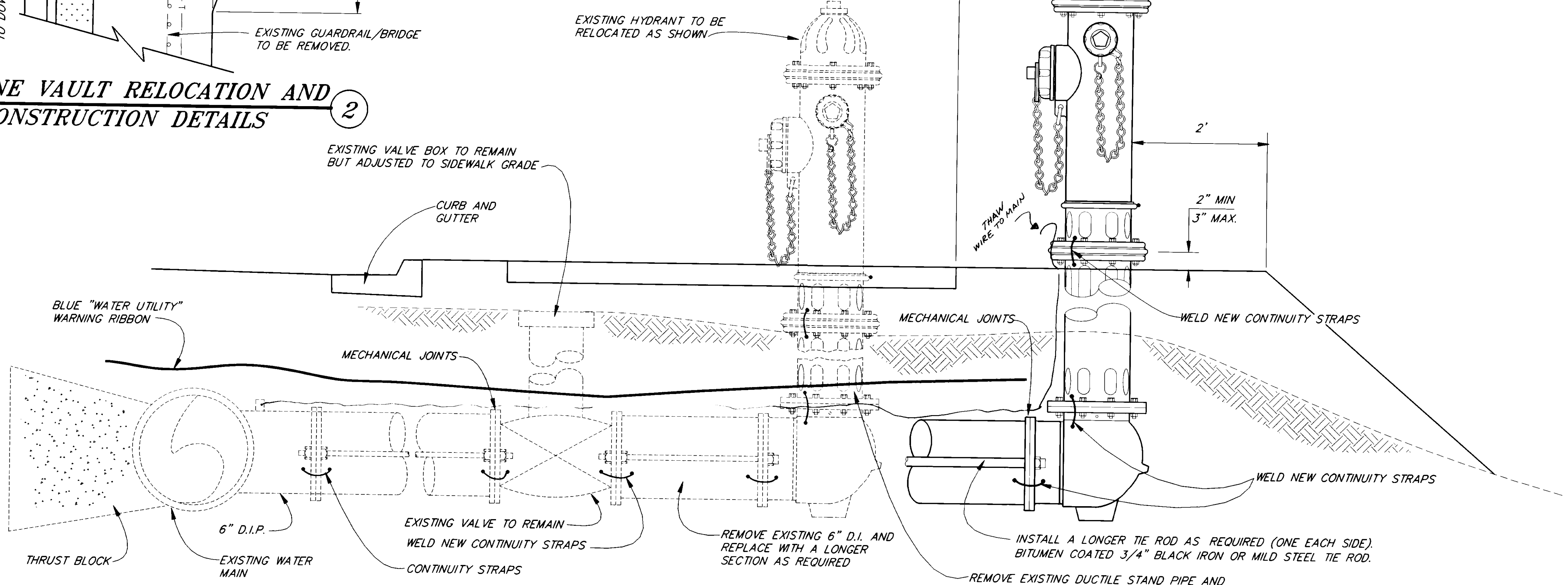
DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A.J. STEININGER	SHEET 49 OF 91





SECTION A

TELEPHONE VAULT RELOCATION AND RECONSTRUCTION DETAILS 2



FIRE HYDRANT RELOCATION DETAIL 1

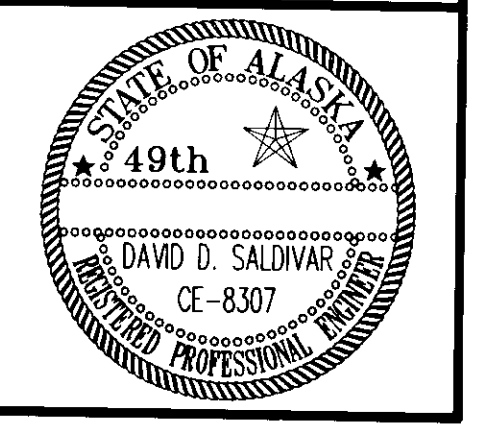
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STATE OF ALASKA
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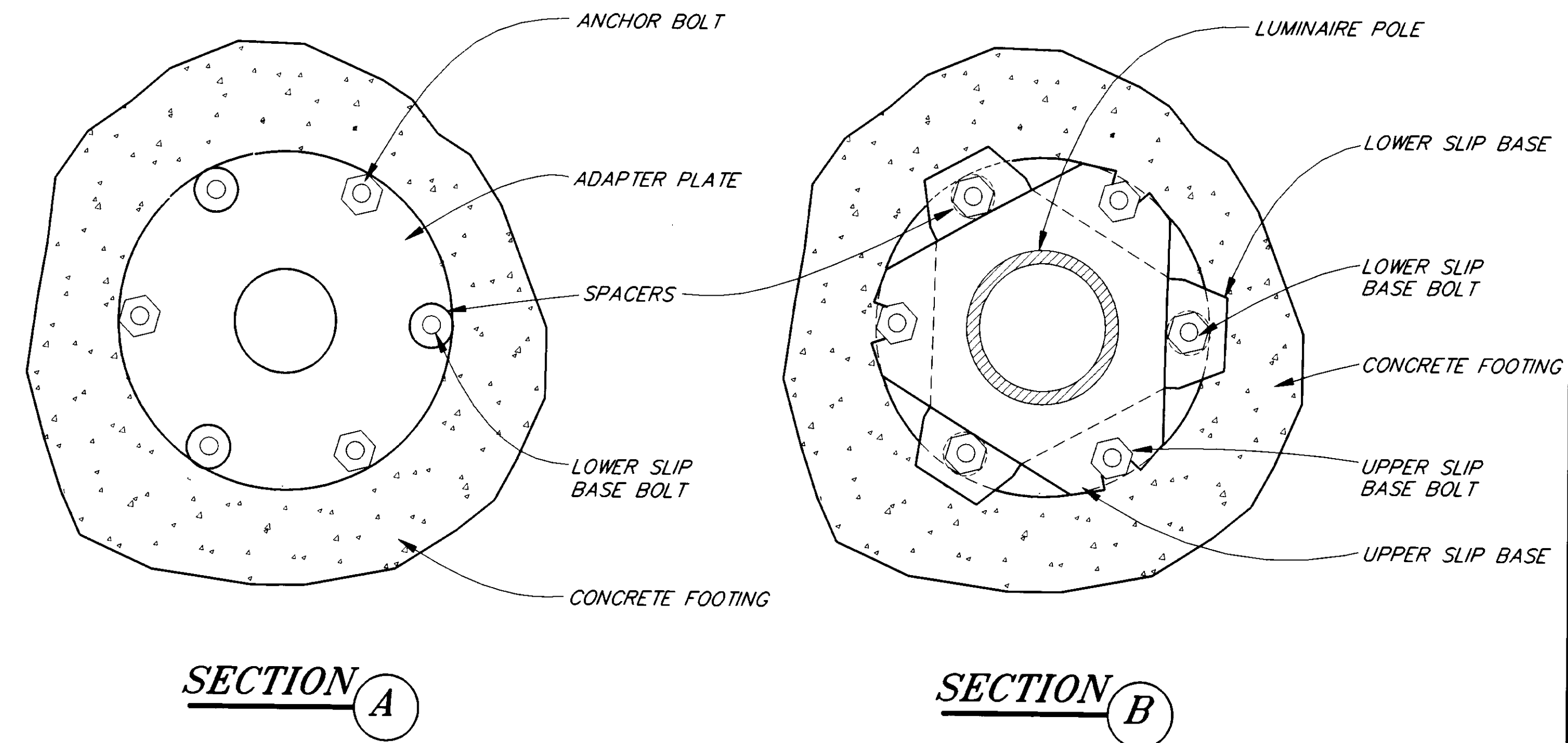
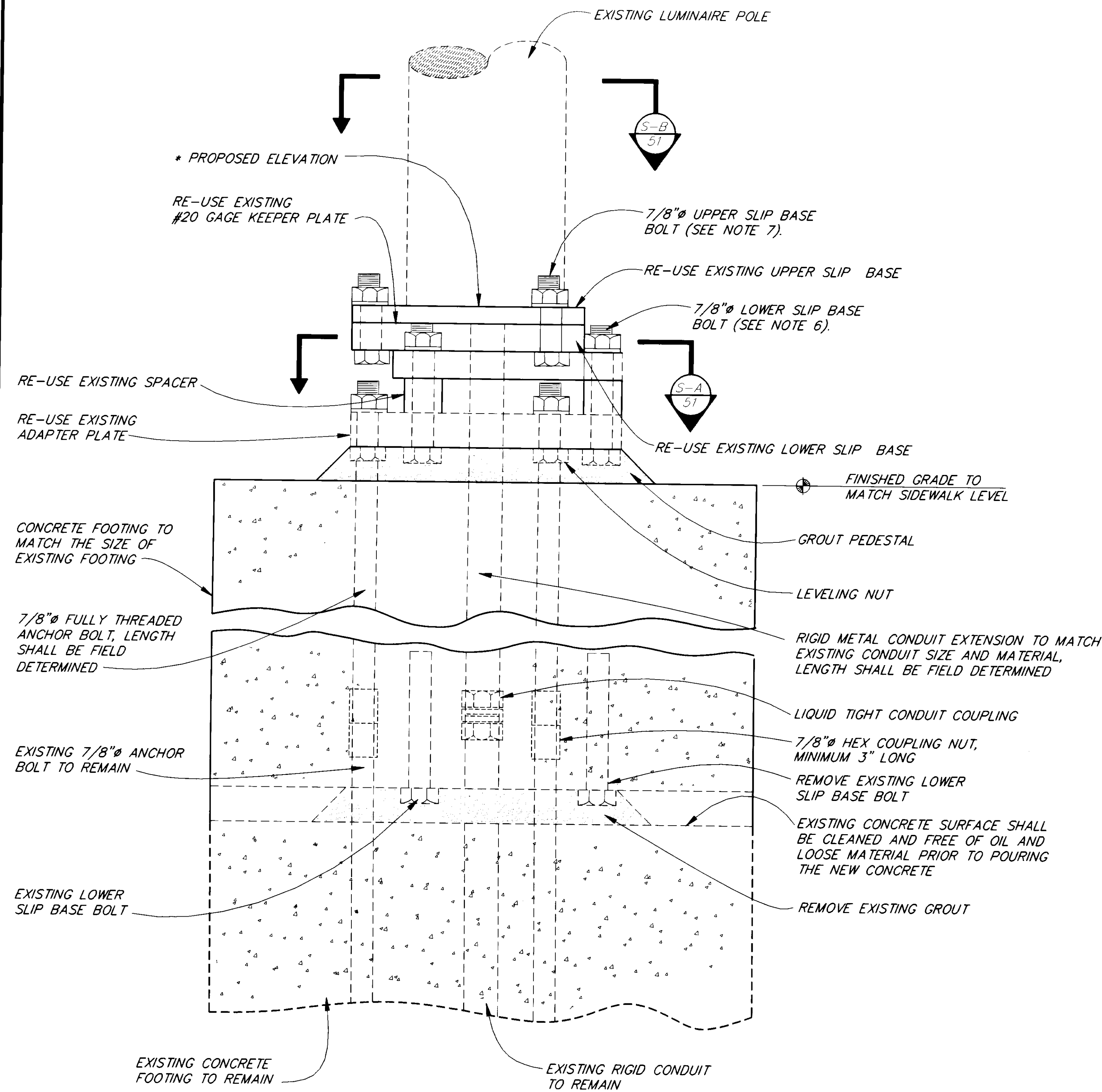
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
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 TEA-093-2(34) ~ PROJECT NO. 71802
MISCELLANEOUS DETAILS

DESIGNED BY:	D. SALDIVAR	PROJECT NO.	71664/71802
DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	A.J. STEININGER		
			92
			SHEET 50 OF 97



LUMINAIRE FOUNDATION NOTES

1. WRENCH TIGHTEN THE LOWER BASE BOLTS. THERE IS NO TORQUE REQUIREMENT.
2. A LIQUID TIGHT CONDUIT COUPLING SHALL BE USED FOR SPLICING AN EXTENSION OF THE EXISTING CONDUIT. THE LENGTH OF THE EXTENSION SHALL BE FIELD DETERMINED.
3. BOLTS, NUTS AND WASHER SHALL CONFORM TO ASTM A325 AND GALVANIZED IN ACCORDANCE WITH ASTM A153.
4. LUMINAIRE FOOTING SHALL BE CONSTRUCTED USING CLASS "A" CONCRETE WITH MINIMUM 28 DAY COMPRESSIVE STRENGTH OF $f_c = 3,000$ psi.
5. GROUT SHALL BE 2" MIN. TO 3" MAX. IN THICKNESS. GROUT MIX SHALL BE 3 PARTS SAND TO 1 PART CEMENT WITH ONLY ENOUGH WATER TO PERMIT PLACING AND PACKING.
6. THE LOWER SLIP BASE BOLT SHALL BE 7/8"Ø-9NC X 7" LONG WITH NUTS AND WASHER.
7. THE EXISTING UPPER SLIP BASE DOES NOT HAVE TO BE SEPARATED FROM THE LOWER SLIP BASE DURING CONSTRUCTION. IF THE UPPER SLIP BASE BOLT DOES GET UNBOLTED A NEW BOLT, NUT AND WASHER SHALL BE PROVIDED AND TORQUED TO 1800 IN-LBS.
8. NEW CONDUCTORS WILL BE REQUIRED IF THERE IS NOT ENOUGH SLACK IN EXISTING CONDUCTOR.



LUMINAIRE FOUNDATION EXTENSION DETAIL

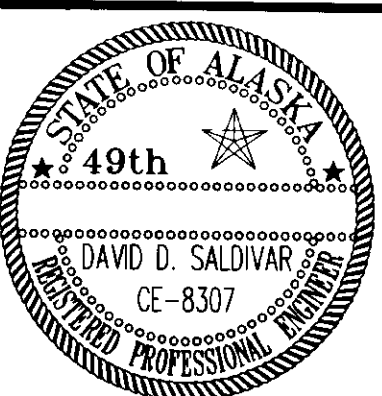
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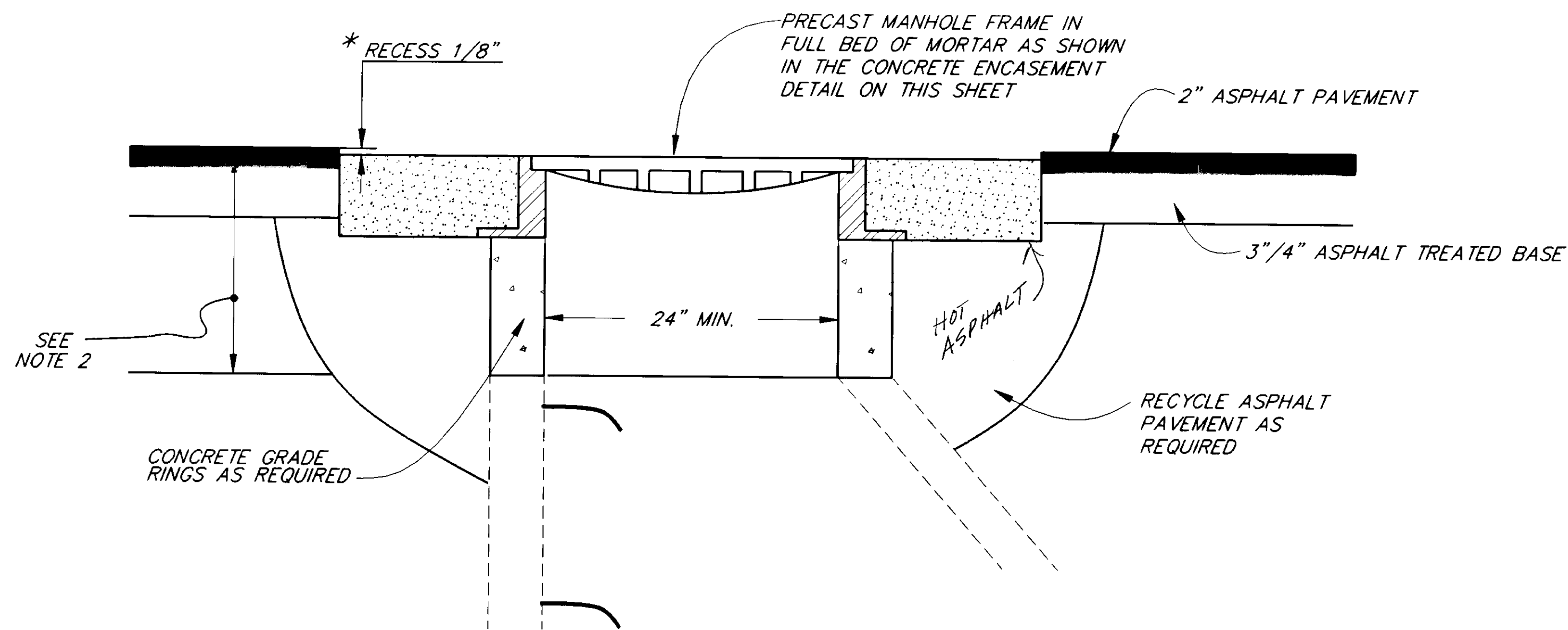
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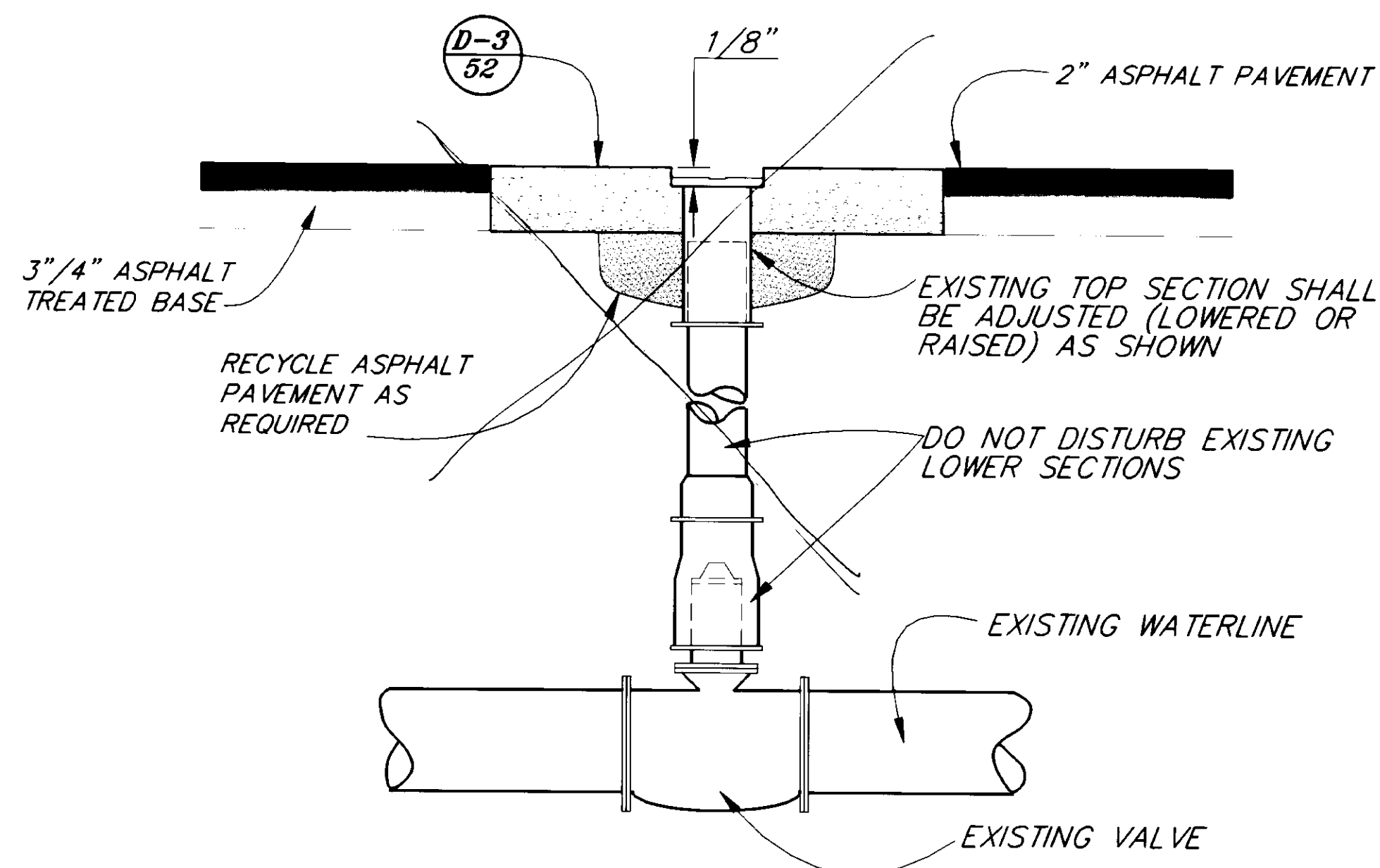
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LUMINAIRE FOUNDATION DETAILS

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A.J. STEININGER	92 SHEET 51 OF 91

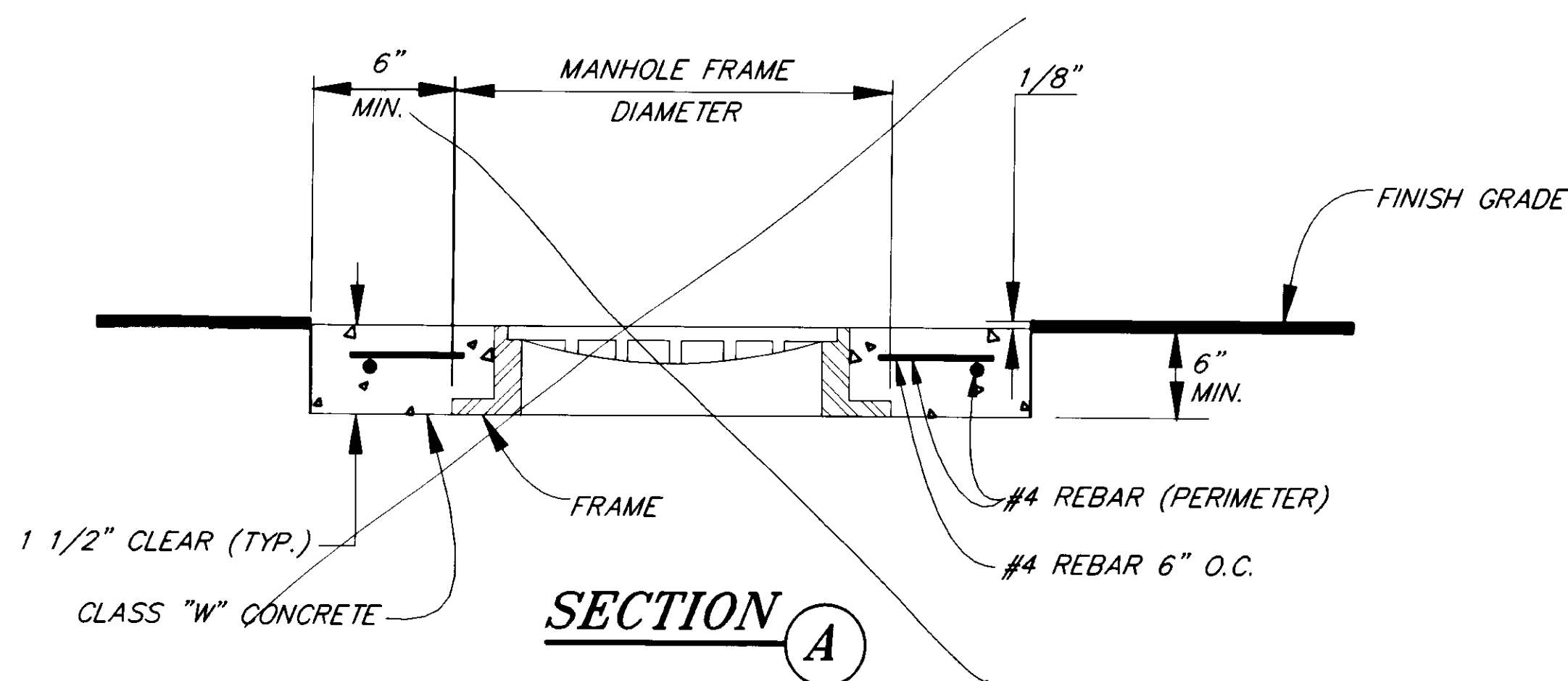




ADJUST STORM/SEWER MANHOLE ①



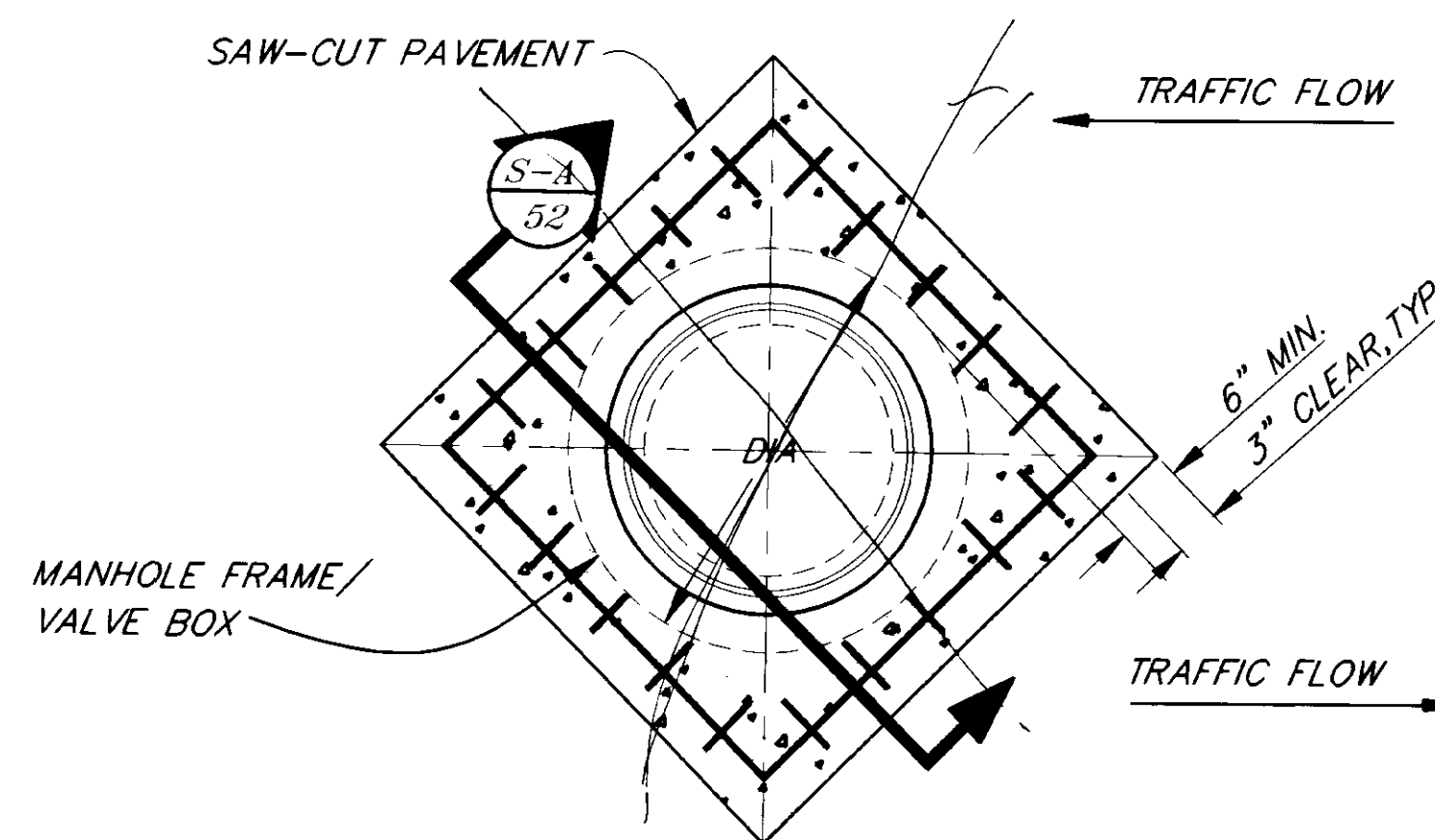
VALVE BOX ADJUSTMENT DETAIL ②
ASPHALT WAS PLACED AROUND VALVE BOXES



CONCRETE ENCASEMENT DETAIL ③
ASPHALT PLACED AROUND MANHOLE AT THE TIME OF PAVING

NOTES:

1. MANHOLE ADJUSTMENT SHALL BE MADE WITH GRADE RINGS NOT EXCEEDING 12" TOTAL HEIGHT BETWEEN BOTTOM OF MANHOLE FRAME AND TOP OF MANHOLE CONE.
2. NEW STEP(S) AS DETAILED IN STD. DRAWINGS D-20.02 SHALL BE INSTALLED ON THE EXISTING MANHOLE IF THE FIRST STEP EXCEED 36" FROM THE TOP OF MANHOLE FRAME, FOR MANHOLE RECONSTRUCTION/ADJUSTMENT.
3. ANY RECONSTRUCTED OR ADJUSTED MANHOLES MUST CONFORM TO STANDARD DIMENSIONS.
4. CONCRETE ENCASEMENT IS NOT REQUIRED IF MANHOLE, INLETS OR VALVE BOX IS LOCATED IN THE SIDEWALK.



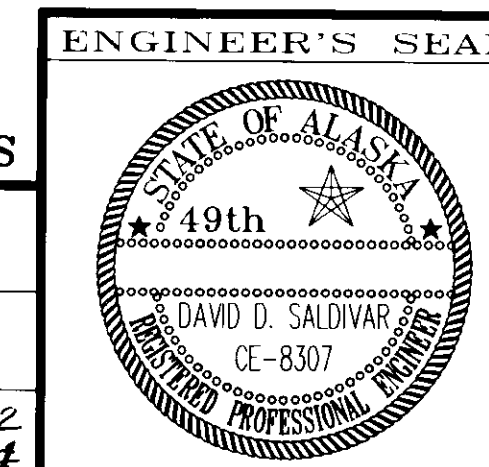
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

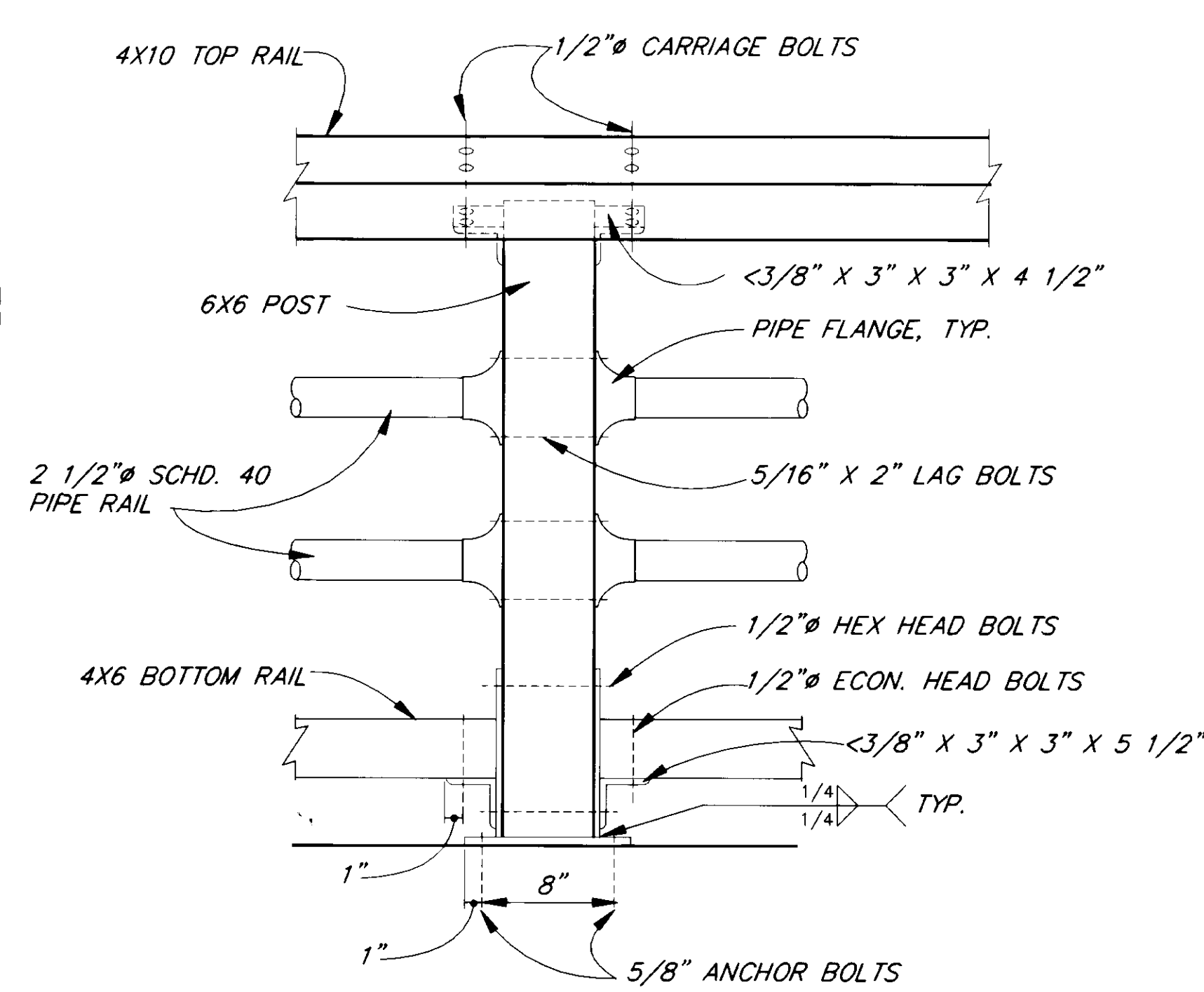
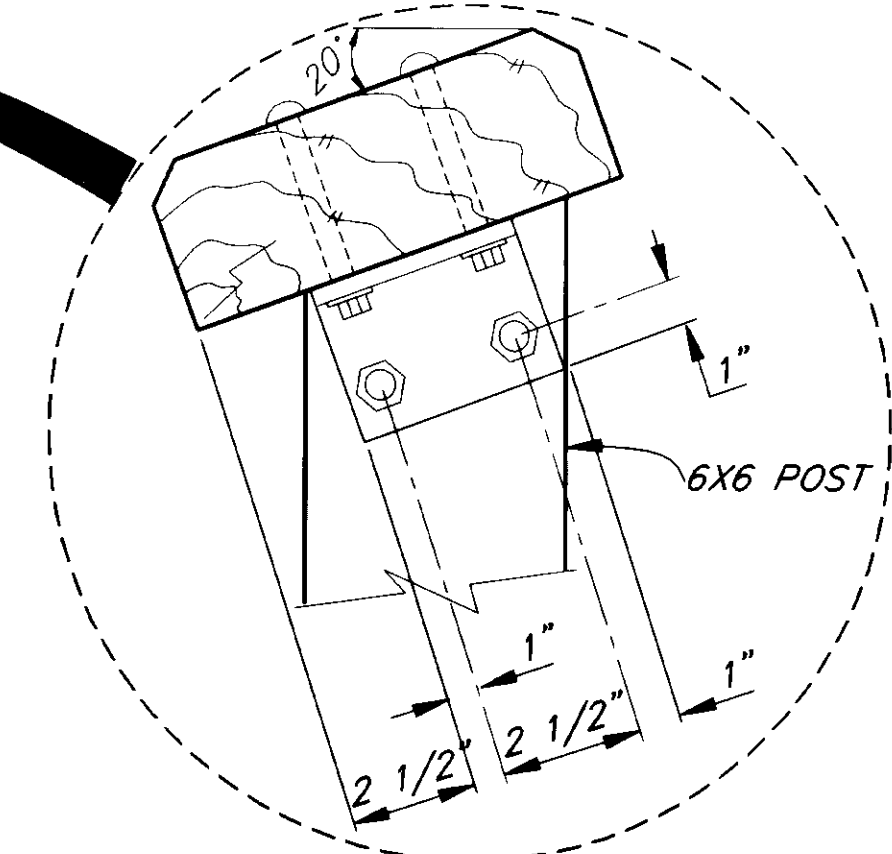
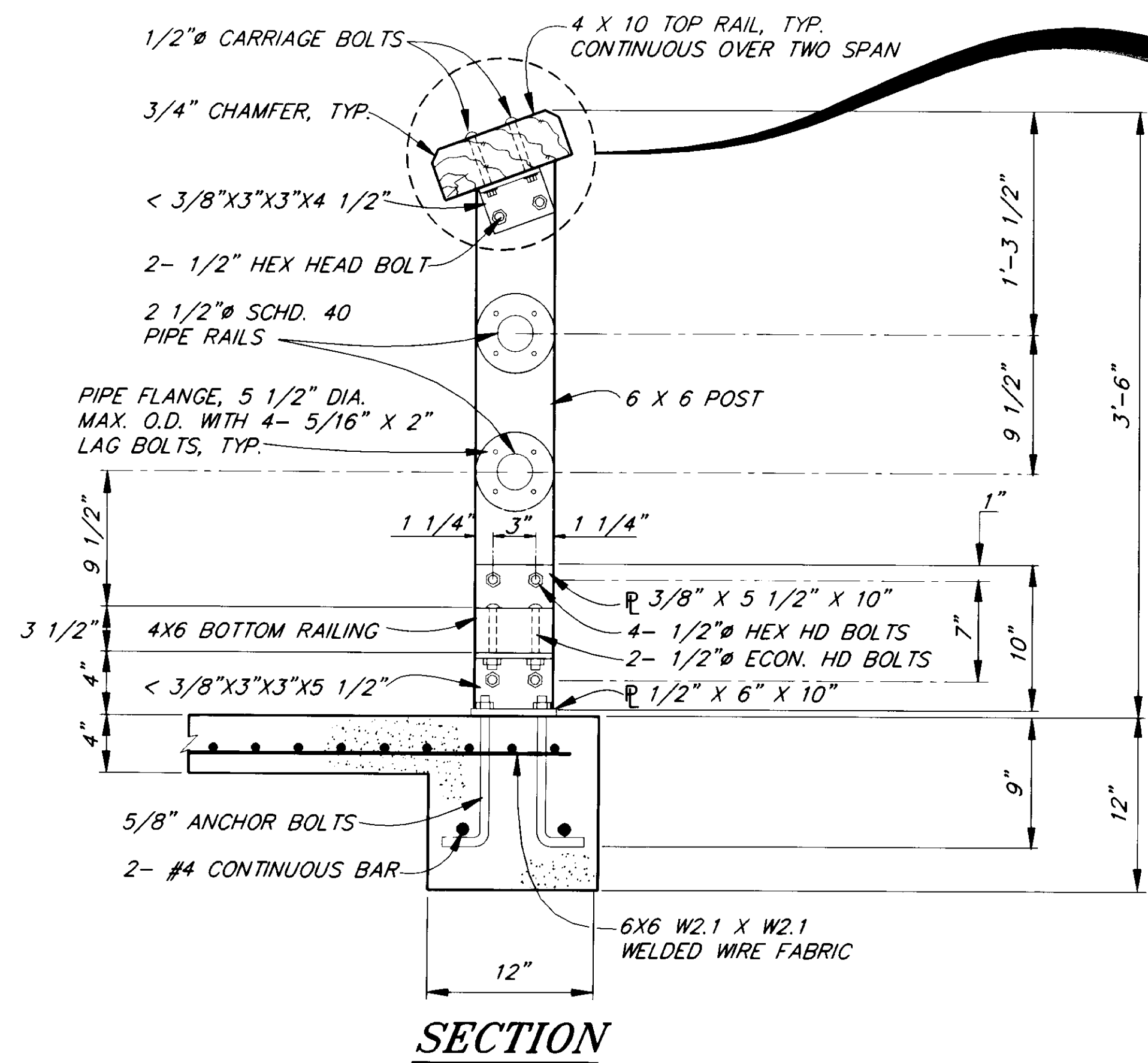
PATH: P:\JNU\71664\DR\ -MANHOLE 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

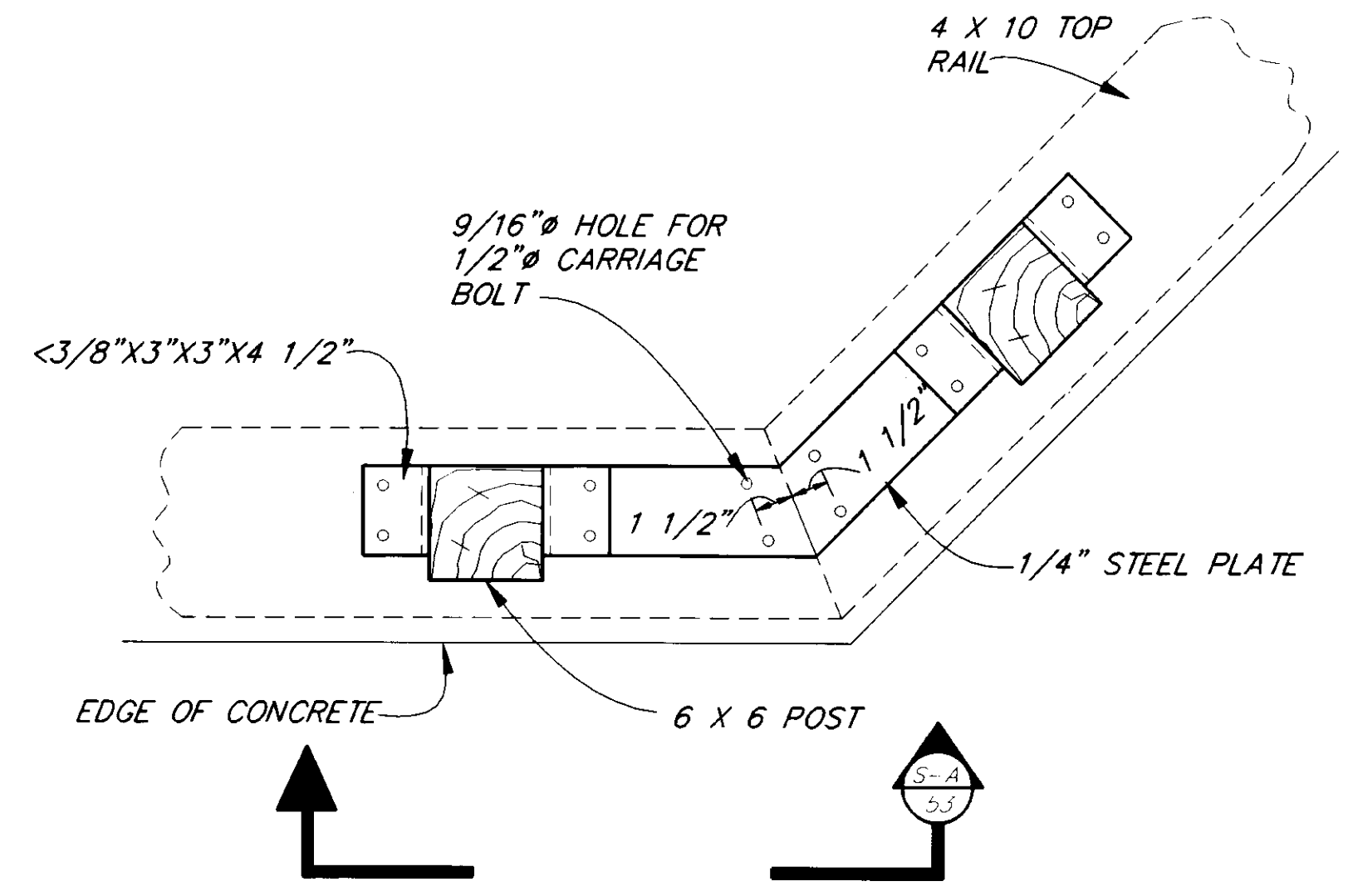
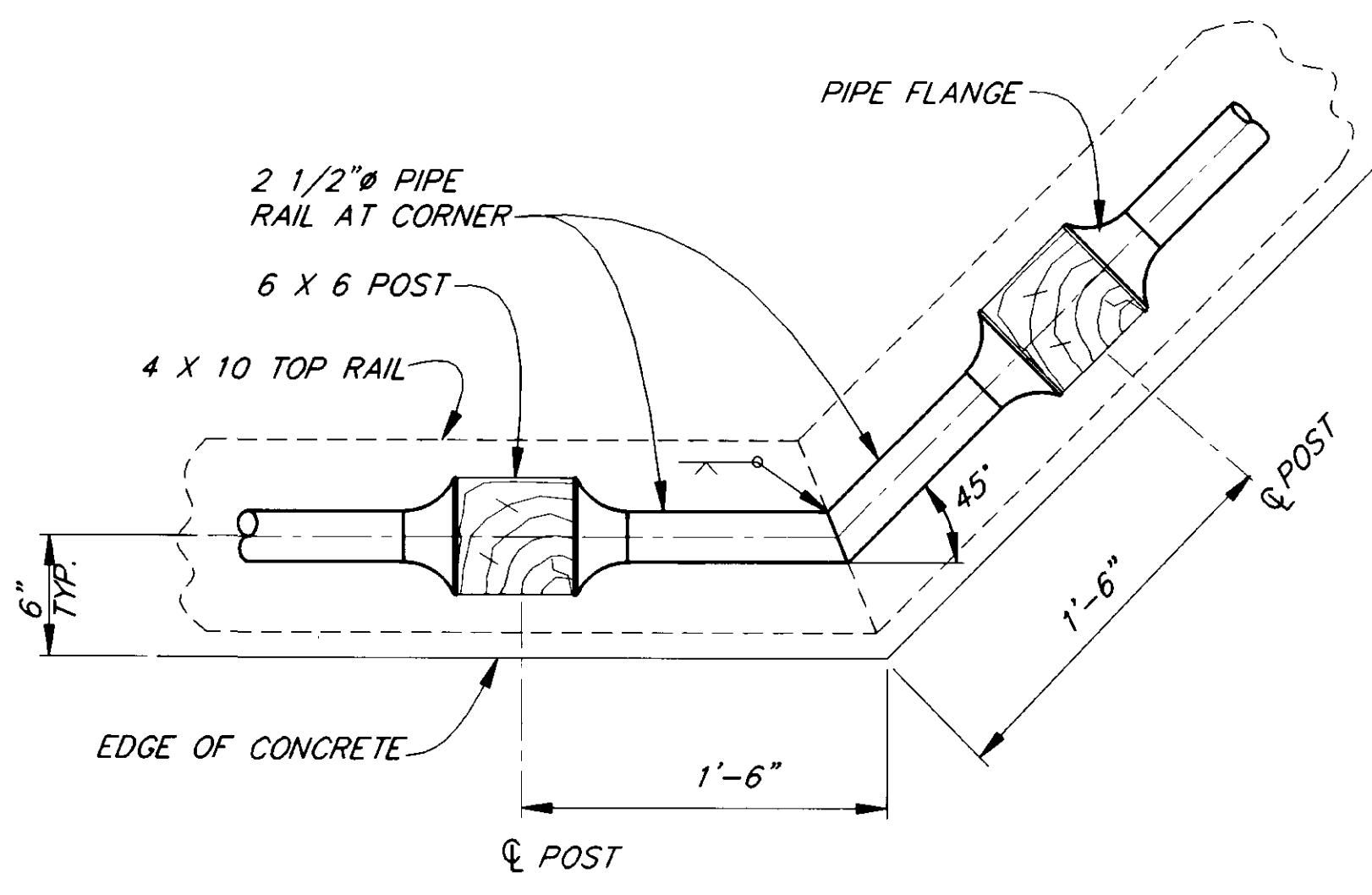
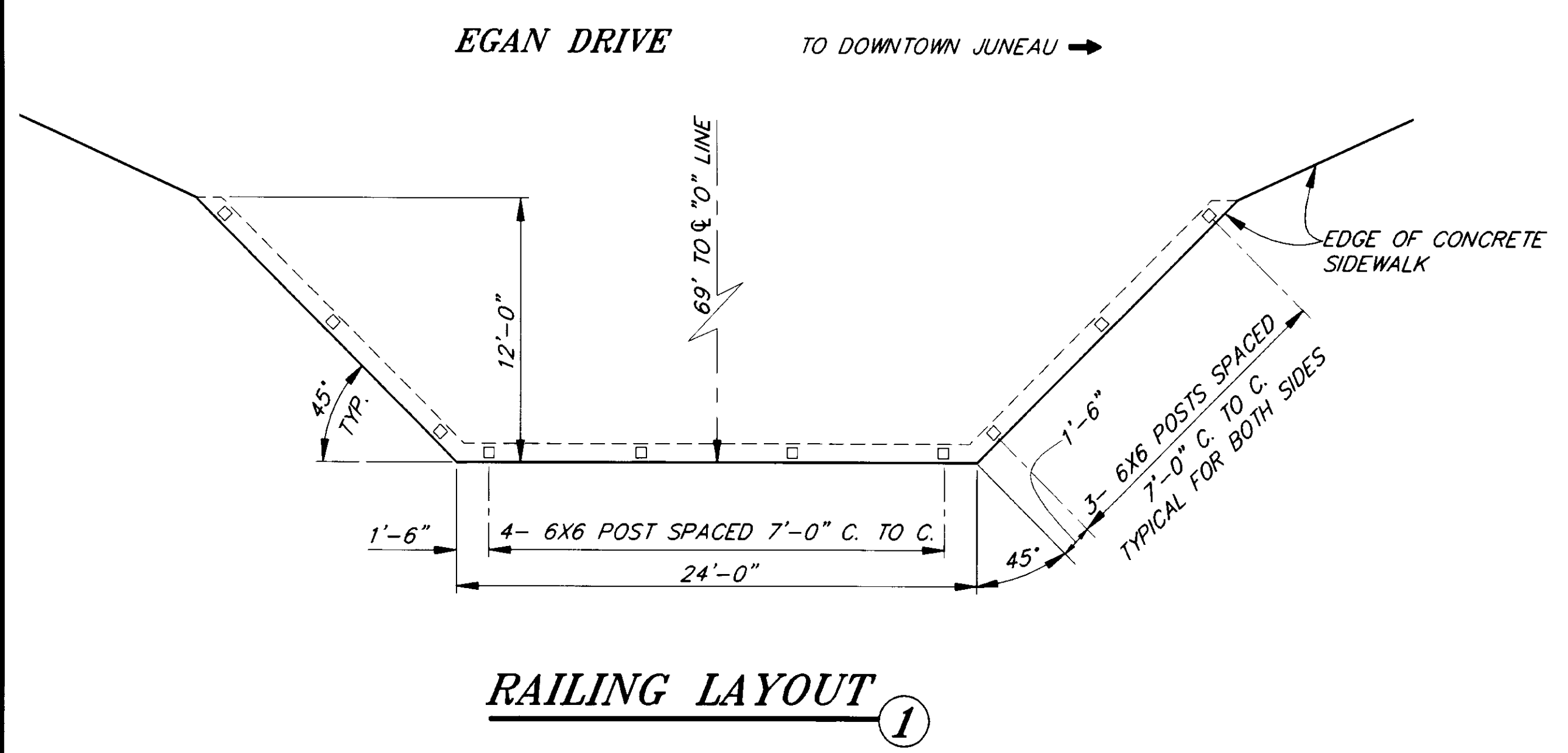
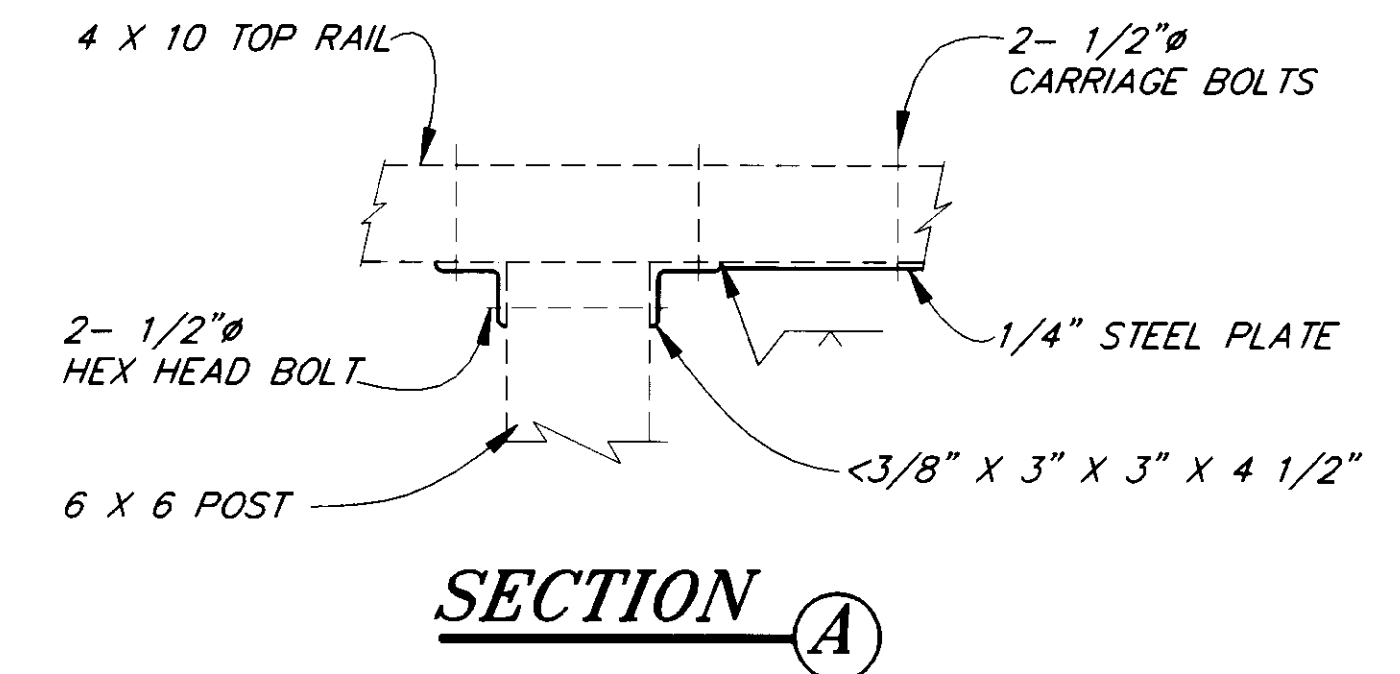
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
MANHOLE/VALVE BOX ADJUSTMENT

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664/71802
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	SHEET 52 OF 92





HANDRAIL DETAILS ②



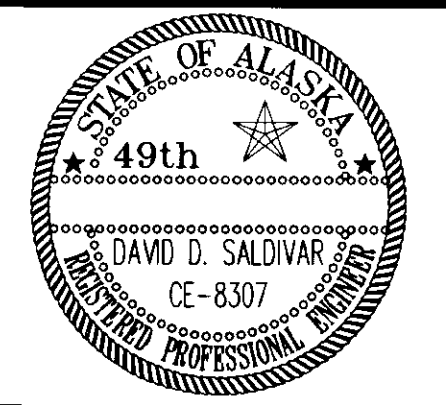
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
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 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

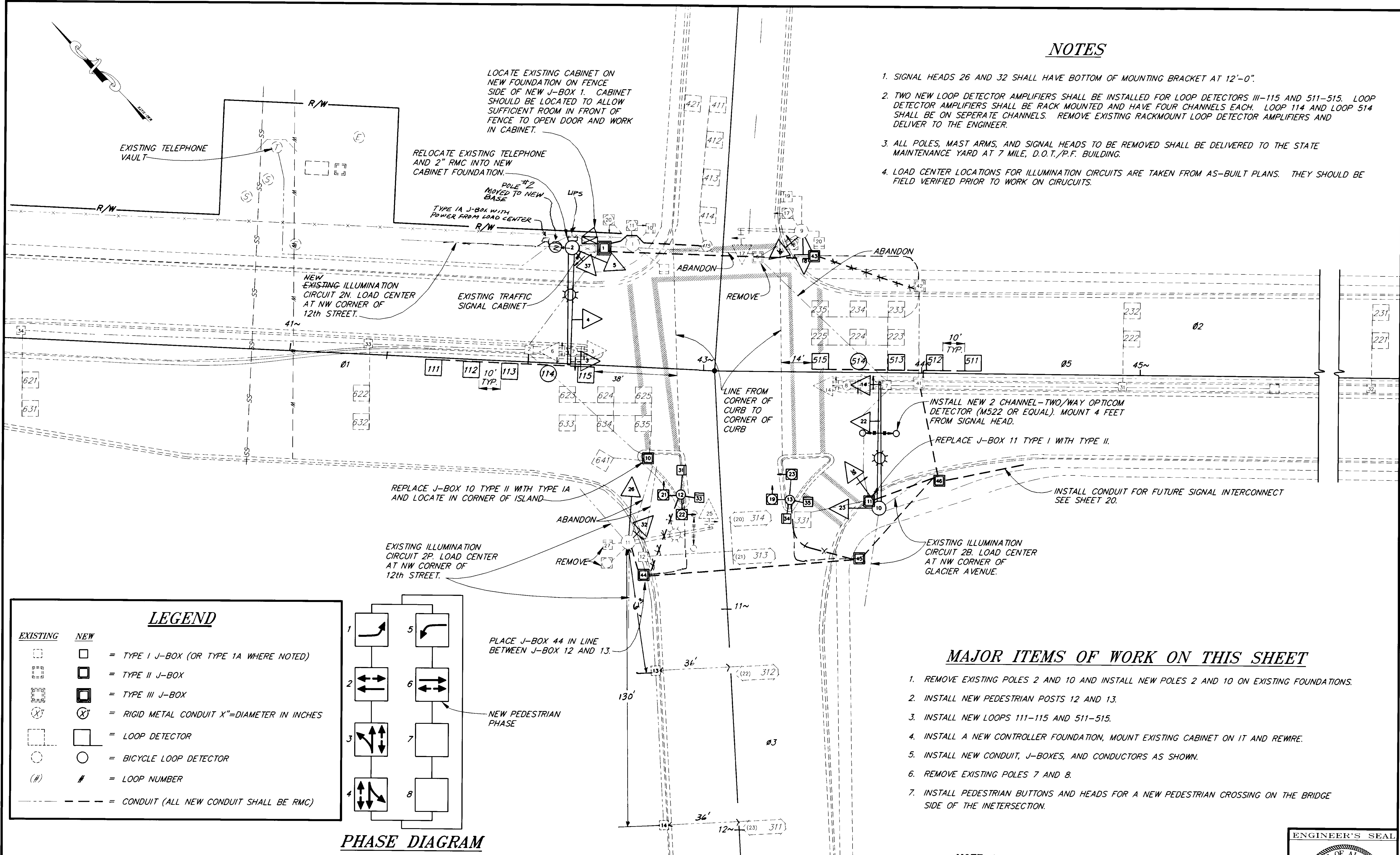
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
RAILING AT SCENIC TURNOUT

DESIGNED BY: D. SALDIVAR	PROJECT NO. 71664
DRAWN BY: C. ANDERSON	DATE:
CHECKED BY: A. STEININGER	92 SHEET 53 OF 97



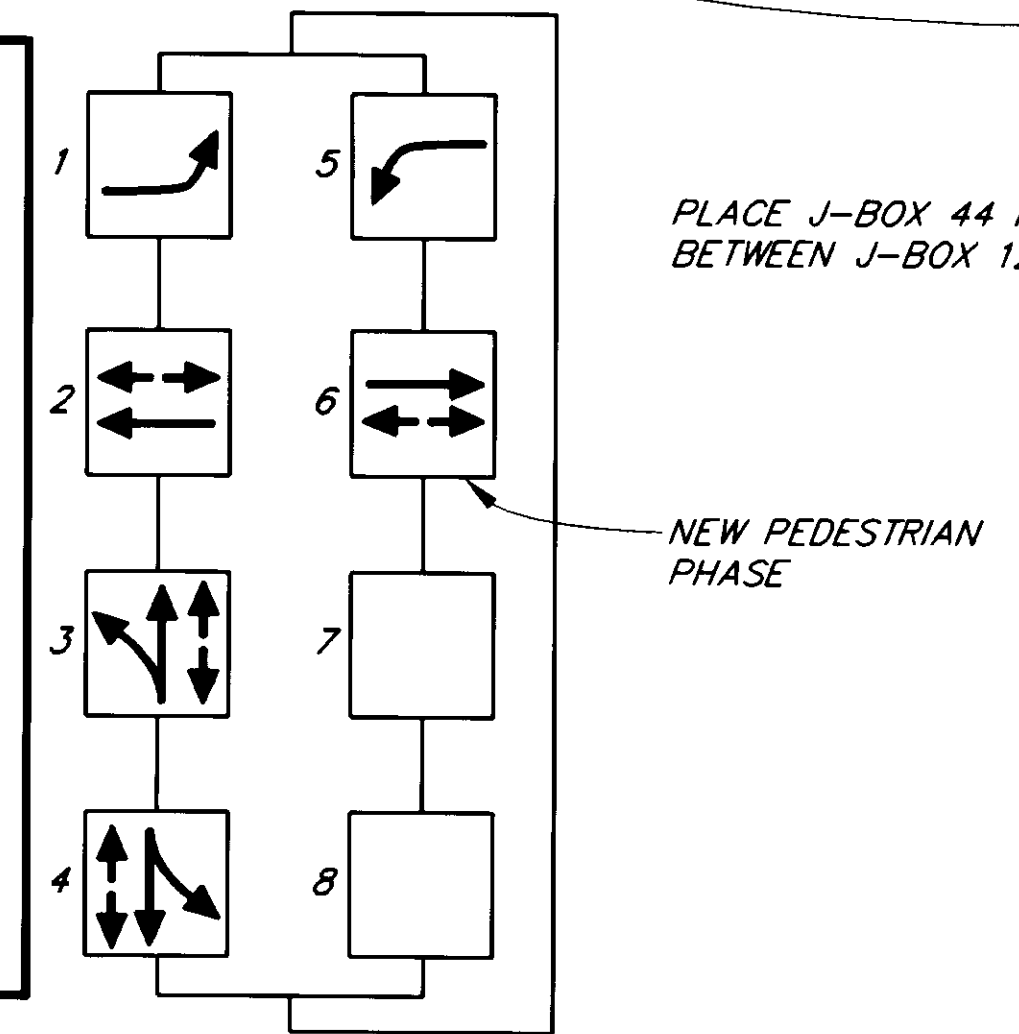
NOTES

1. SIGNAL HEADS 26 AND 32 SHALL HAVE BOTTOM OF MOUNTING BRACKET AT 12'-0".
2. TWO NEW LOOP DETECTOR AMPLIFIERS SHALL BE INSTALLED FOR LOOP DETECTORS III-115 AND 511-515. LOOP DETECTOR AMPLIFIERS SHALL BE RACK MOUNTED AND HAVE FOUR CHANNELS EACH. LOOP 114 AND LOOP 514 SHALL BE ON SEPERATE CHANNELS. REMOVE EXISTING RACKMOUNT LOOP DETECTOR AMPLIFIERS AND DELIVER TO THE ENGINEER.
3. ALL POLES, MAST ARMS, AND SIGNAL HEADS TO BE REMOVED SHALL BE DELIVERED TO THE STATE MAINTENANCE YARD AT 7 MILE, D.O.T./P.F. BUILDING.
4. LOAD CENTER LOCATIONS FOR ILLUMINATION CIRCUITS ARE TAKEN FROM AS-BUILT PLANS. THEY SHOULD BE FIELD VERIFIED PRIOR TO WORK ON CIRCUITS.



LEGEND

EXISTING	NEW	
[Symbol]	[Symbol]	= TYPE I J-BOX (OR TYPE 1A WHERE NOTED)
[Symbol]	[Symbol]	= TYPE II J-BOX
[Symbol]	[Symbol]	= TYPE III J-BOX
[Symbol]	[Symbol]	= RIGID METAL CONDUIT X"=DIAMETER IN INCHES
[Symbol]	[Symbol]	= LOOP DETECTOR
[Symbol]	[Symbol]	= BICYCLE LOOP DETECTOR
[Symbol]	[Symbol]	= LOOP NUMBER
[Symbol]	[Symbol]	= CONDUIT (ALL NEW CONDUIT SHALL BE RMC)



PHASE DIAGRAM

MAJOR ITEMS OF WORK ON THIS SHEET

1. REMOVE EXISTING POLES 2 AND 10 AND INSTALL NEW POLES 2 AND 10 ON EXISTING FOUNDATIONS.
2. INSTALL NEW PEDESTRIAN POSTS 12 AND 13.
3. INSTALL NEW LOOPS 111-115 AND 511-515.
4. INSTALL A NEW CONTROLLER FOUNDATION, MOUNT EXISTING CABINET ON IT AND REWIRE.
5. INSTALL NEW CONDUIT, J-BOXES, AND CONDUCTORS AS SHOWN.
6. REMOVE EXISTING POLES 7 AND 8.
7. INSTALL PEDESTRIAN BUTTONS AND HEADS FOR A NEW PEDESTRIAN CROSSING ON THE BRIDGE SIDE OF THE INTERSECTION.

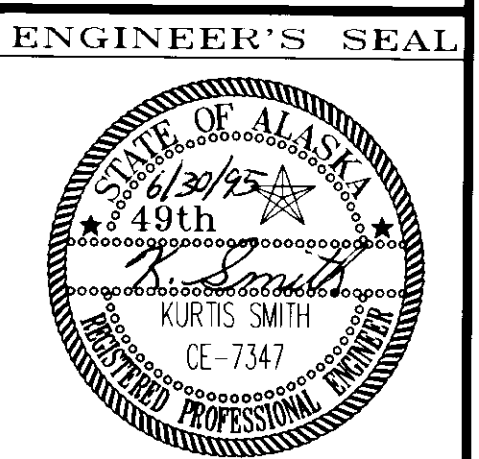
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE	DESCRIPTION OF CHANGE

STATE OF ALASKA
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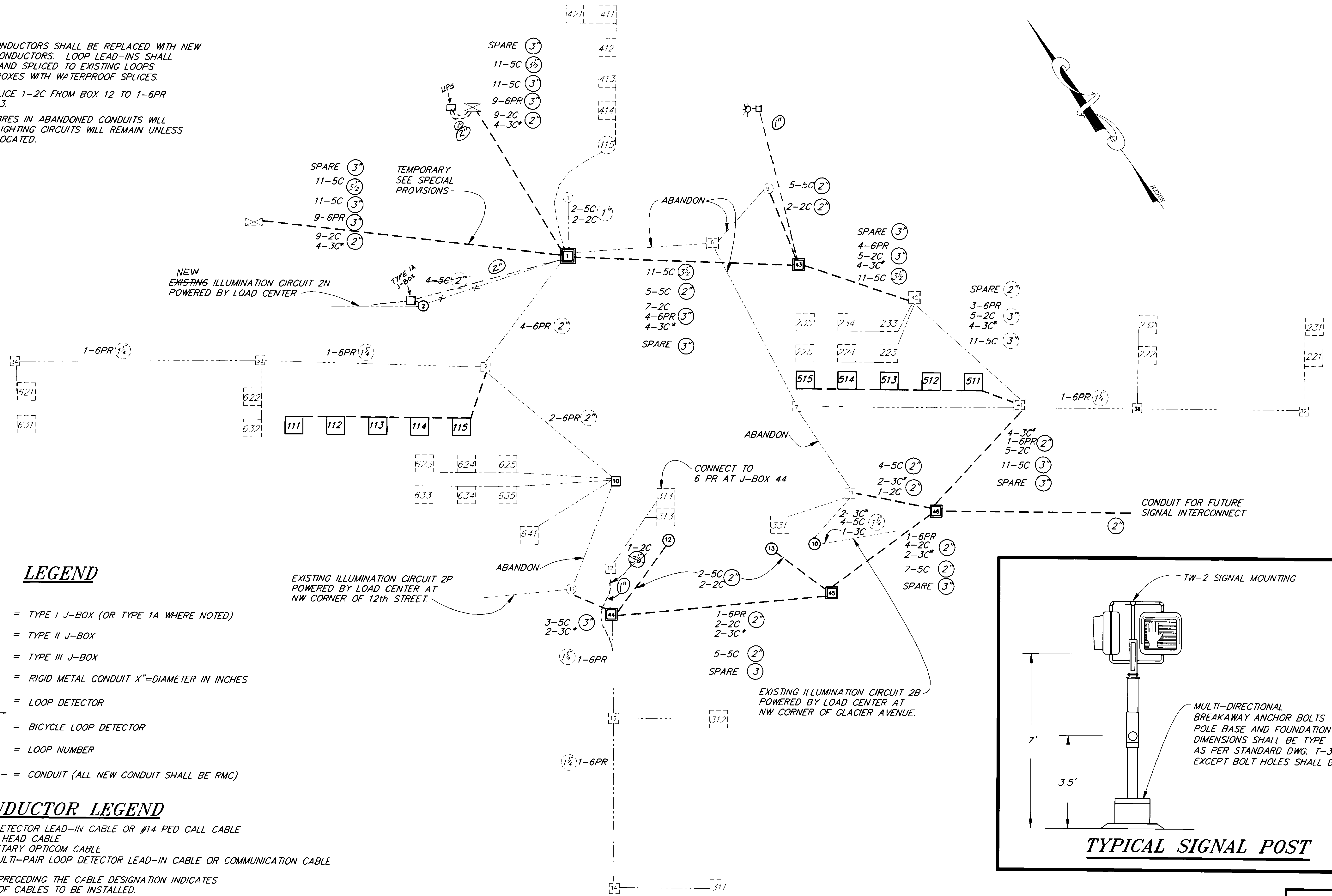
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
10TH & EGAN SIGNAL MODIFICATIONS

DESIGNED BY: R. PURVES	PROJECT NO. 71664/71802
DRAWN BY: C. BISHOP/C. ANDERSON	DATE:
CHECKED BY: K. SMITH	SHEET 54 OF 92



NOTES:

1. ALL SIGNAL CONDUCTORS SHALL BE REPLACED WITH NEW CABLES AND CONDUCTORS. LOOP LEAD-INS SHALL BE REPLACED AND SPLICED TO EXISTING LOOPS AT JUNCTION BOXES WITH WATERPROOF SPLICES.
2. J-BOX 44: SPLICE 1-2C FROM BOX 12 TO 1-6PR FROM J-BOX 13.
3. ALL UNUSED WIRES IN ABANDONED CONDUITS WILL BE REMOVED. LIGHTING CIRCUITS WILL REMAIN UNLESS SHOWN AS RELOCATED.



LEGEND

- | | | |
|----------|-----|---|
| EXISTING | NEW | |
| | | = TYPE I J-BOX (OR TYPE 1A WHERE NOTED) |
| | | = TYPE II J-BOX |
| | | = TYPE III J-BOX |
| | | = RIGID METAL CONDUIT X"=DIAMETER IN INCHES |
| | | = LOOP DETECTOR |
| | | = BICYCLE LOOP DETECTOR |
| | | = LOOP NUMBER |
| | | = CONDUIT (ALL NEW CONDUIT SHALL BE RMC) |

CONDUCTOR LEGEND

- 2C = #12 LOOP DETECTOR LEAD-IN CABLE OR #14 PED CALL CABLE
 5C OR 7C = #14 SIGNAL HEAD CABLE
 3C* = 3M PROPRIETARY OPTICOM CABLE
 6PR = #18 AWG MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

THE NUMBER PRECEDING THE CABLE DESIGNATION INDICATES THE NUMBER OF CABLES TO BE INSTALLED.

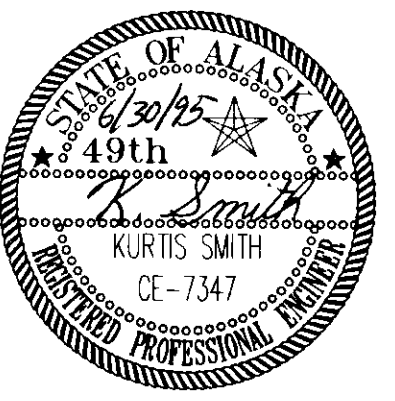
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA
 NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION
 NH-093-2(33) ~ PROJECT NO. 71664
 AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
 TEA-093-2(34) ~ PROJECT NO. 71802
10TH & EGAN WIRING DIAGRAM

DESIGNED BY: R. PURVES	PROJECT NO. 71664/71802
DRAWN BY: C. BISHOP/C. ANDERSON	DATE:
CHECKED BY: K. SMITH	SHEET 55 OF 92



EGAN DRIVE AT 10TH STREET JUNCTION BOX SCHEDULE

NUMBER	STATION	OFFSET	TYPE	NOTES
43	43+55	52' LT.	2	
44	42+81	92' RT.	2	INSTALL IN LINE BETWEEN J-BOX 12 AND 13
45	43+73	82' RT.	2	
46	43+03	48' RT.	2	
1	42+57	48' RT.	3	REPLACE EXISTING TYPE 2
10	42+80	40' RT.	1A	REPLACE EXISTING TYPE 2

EGAN DRIVE AT 10TH STREET SIGNAL HEAD SUMMARY TABLE

HEAD NUMBER	POLE NO.	FACING TRAFFIC	PHASE	MOUNTING STYLE	SIGNAL INDICATION	NOTES
3	2	WB LEFT	5	PLUMBIZER	R, Y, G ARROWS	1
4	2	WB THRU	2	PLUMBIZER	R, Y, G BALLS	1
5	2	WB THRU	2	S-2	R, Y, G BALLS	1
31	12	WB PED	6	TW-2	WALK, D'T WALK	1
32	11	WB LEFT	5	S-2	R, Y, G ARROWS	4
26	11	SB THRU	4	S-2	R, Y, G BALLS	4
33	12	SB PED	4	TW-2	WALK, D'T WALK	1
34	13	EB PED	6	TW-2	WALK, D'T WALK	1
35	13	SB PED	3	TW-2	WALK, D'T WALK	1
14	10	EB LEFT	1	PLUMBIZER	R, Y, G ARROWS	1
22	10	EB THRU	6	PLUMBIZER	R, Y, G BALLS	1
23	10	EB THRU	6	S-2	R, Y, G BALLS	1
36	9	EB LEFT	1	S-2	R, Y, G ARROWS	2
18	9	NB THRU	3	S-2	R, Y, G BALLS	2
27	11	SB PED	3			3
24	10	SB PED	3			3
38	10	SB THRU	4	S-2	R, Y, G ARROWS	2
37	2	NB THRU	3	S-2	R, Y, G ARROWS	1

- NOTES:**
- USE NEW HEAD ON NEW POLE
 - INSTALL NEW SIGNAL HEAD ON EXISTING POLE.
 - REMOVE PED HEAD AND ASSOCIATED PEDESTRIAN CALL BUTTON
 - INSTALL NEW SIGNAL HEAD ON EXISTING POLE. (INSTALL BOTTOM OF MOUNTING BRACKET AT 12')
 - ALL VEHICULAR SIGNAL HEADS SHALL HAVE 12" INDICATIONS.
 - SEE STD. DWG. T-30.00 FOR THE MEANING OF MOUNTING STYLE CODES

MAST ARM DATA

LENGTH	BOLT CIRCLE
10' to 14'	11-1/2"
16' to 20'	12-1/2"
22' to 26'	13-1/2"
28' to 32'	14-1/2"
34' to 38'	15"
40' to 44'	15-1/2"
45' to 50'	15-1/2"
52' to 55'	19"

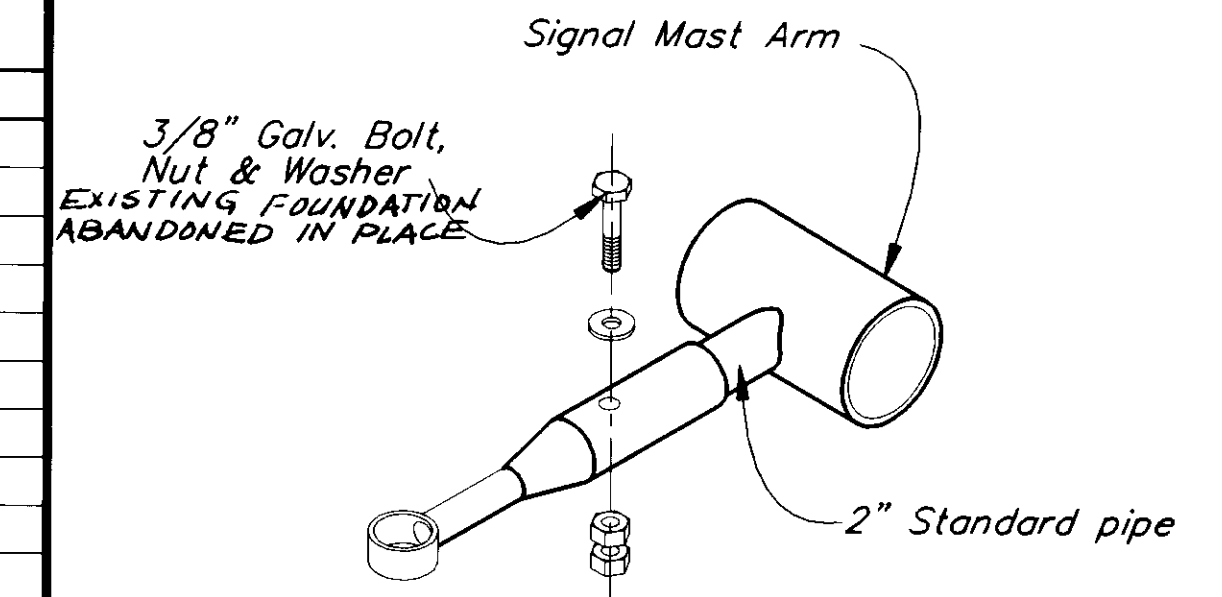
Bolt circle diameter for most arms longer than 44' is at the manufacturer's discretion.

SIGNAL POLE NOTES:

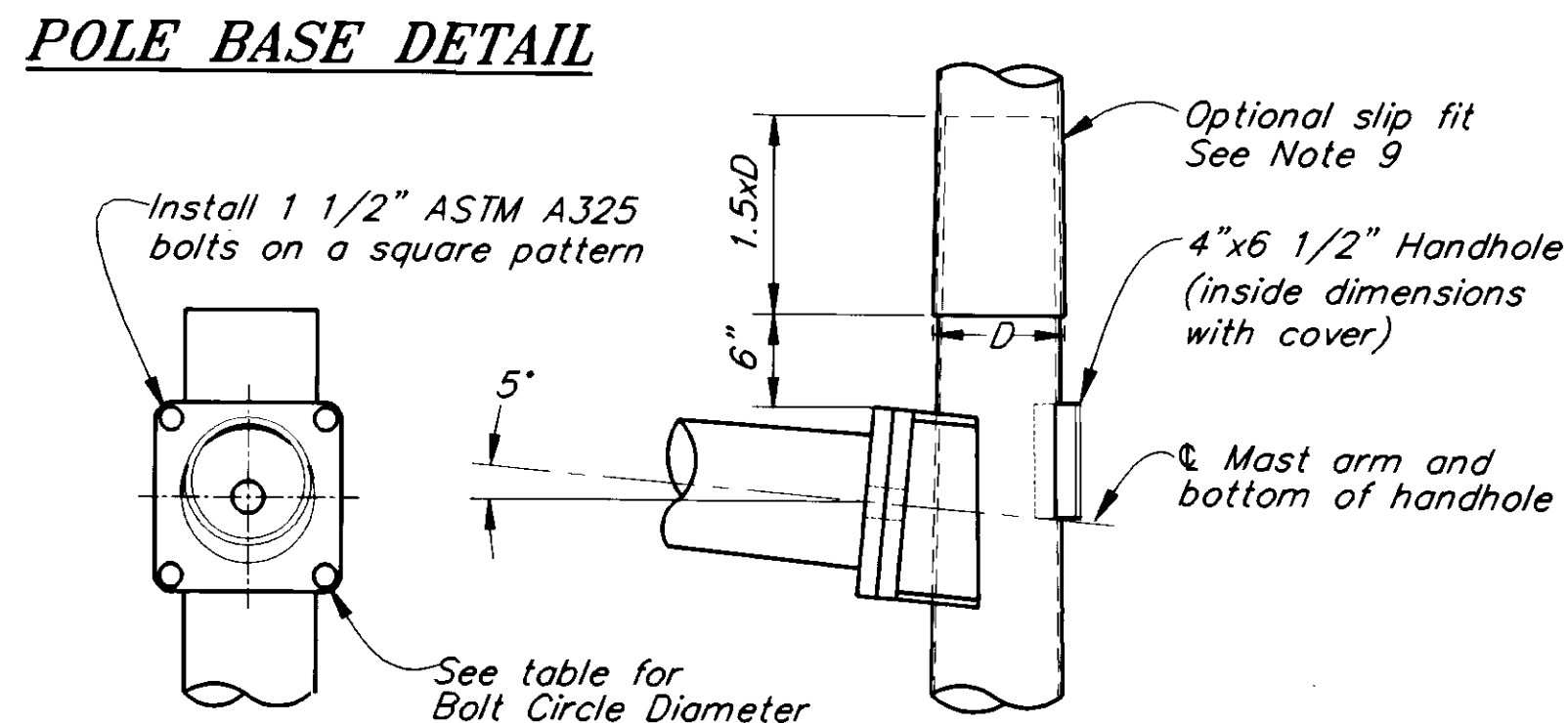
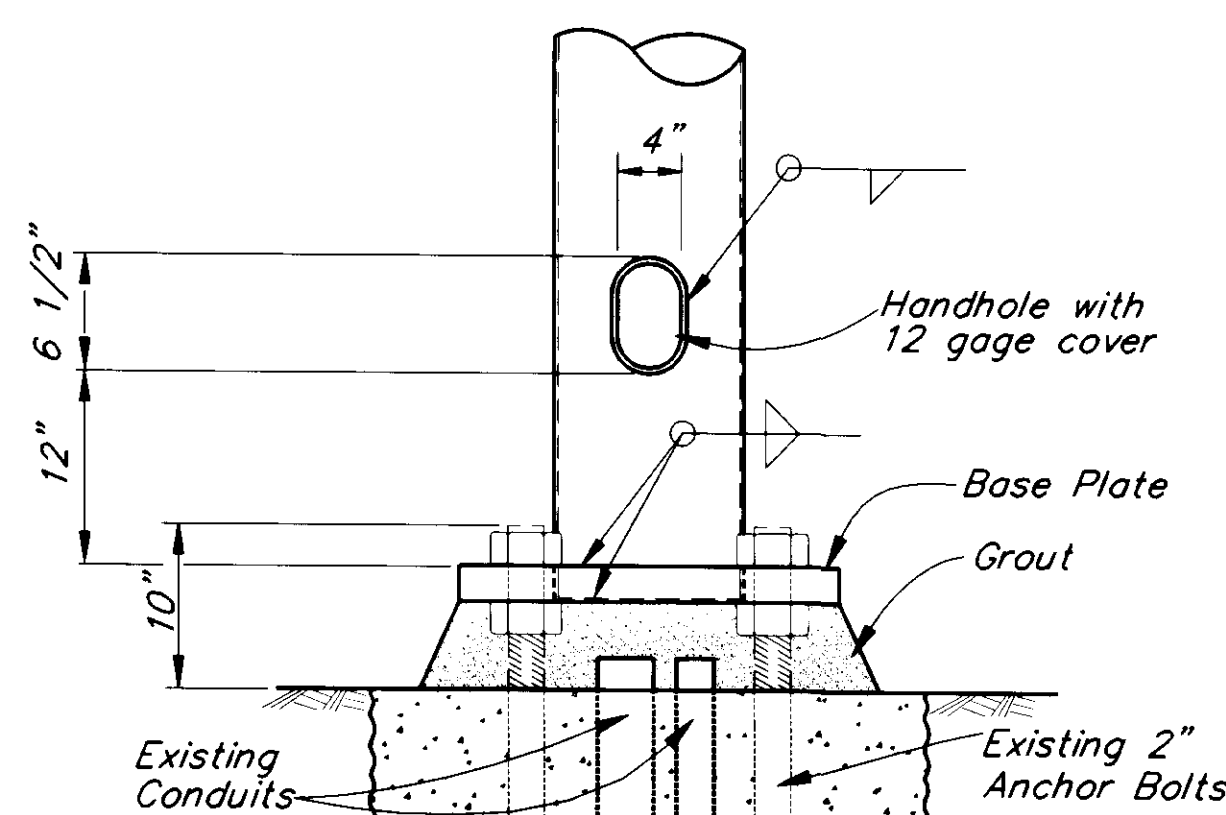
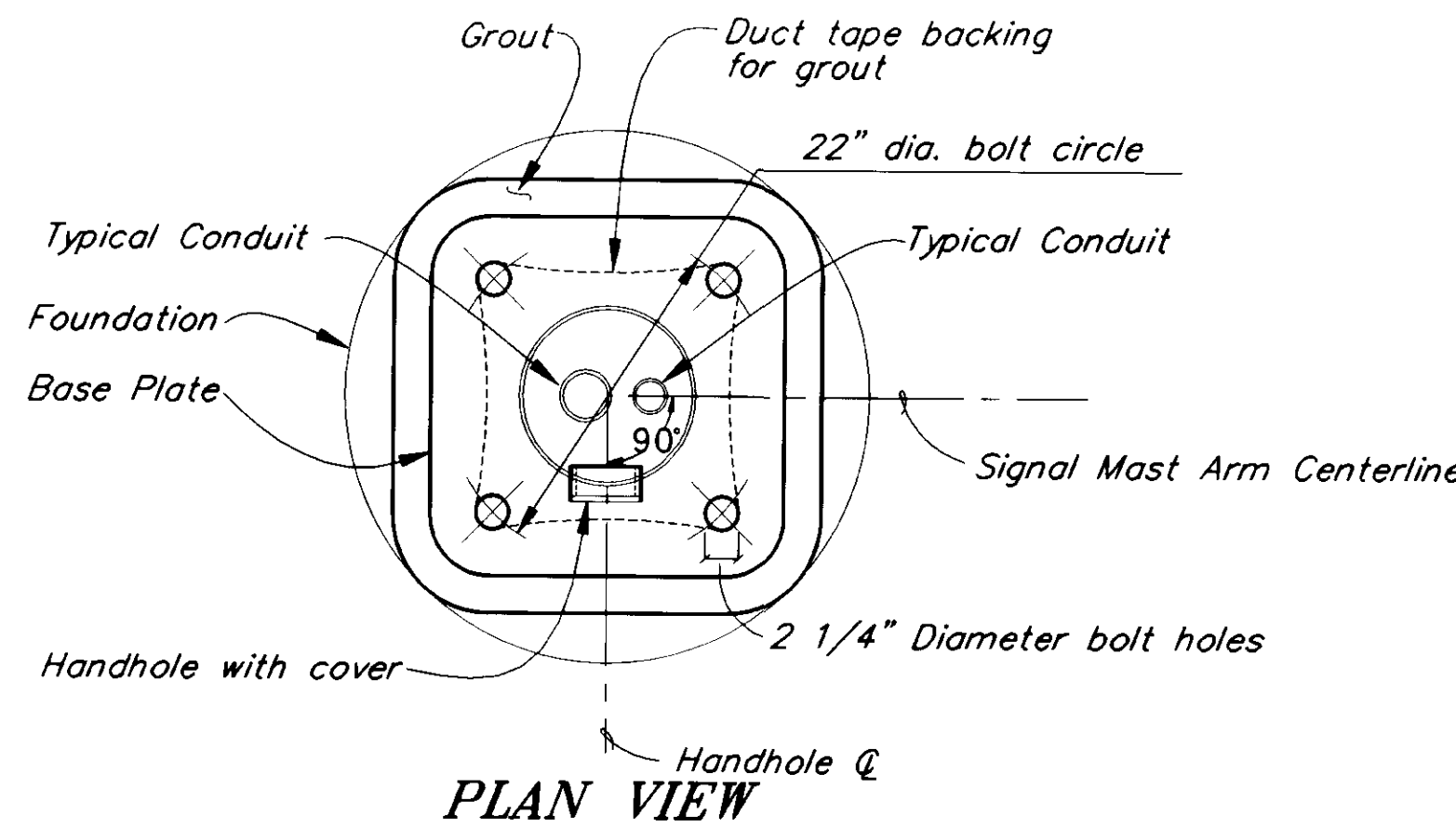
- The design, fabrication and installation of structural support systems for traffic signals and/or luminaires shall conform to the Alaska Standard Specifications for Highway Construction, latest edition.
- Anchor bolts, nuts and washers shall conform to ASTM A687.
- Design wind velocity shall be 100 mph.
- Signal Mast Arm and pole length shall be specified on the plans
- Poles and arms shall have a uniform taper.
- The handhole detail is a general design only and may be altered to conform with manufacturer's fabrication design.
- See Standard Drawing L-03 for luminaire mast arm and luminaire mast arm connection details.
- Locate the hand hole at the base of the pole at 90 degrees in a clockwise direction (plan view) from the signal mast arm.
- Fabricate mast arms and pole shafts that are 40 feet long and shorter in one piece. Mast arms and pole shafts longer than 40 feet may be fabricated in two pieces that slip fit together. The minimum overlap of the slip is 1.5 times the diameter of the female end. Secure all slip fit connections with a through bolt and self locking nut.

SIGNAL POLE SCHEDULE

POLE NO.	BREAKAWAY	ARM LENGTH LUMINAIRES	MAST ARM LENGTH			SIGN LOCATION		NOTES
			K	M	N	SIGN 1	SIGN 2	
2	NO	8	42'	19'	23'	10'		INSTALL NEW POLE ON EXISTING FOUNDATION NEW
10	NO	22	55'	18'	37'	10'		INSTALL NEW POLE ON EXISTING FOUNDATION
7								REMOVE
8								REMOVE
12	YES	NA	NA	NA	NA			SEE TYPICAL
13	YES	NA	NA	NA	NA			SEE TYPICAL

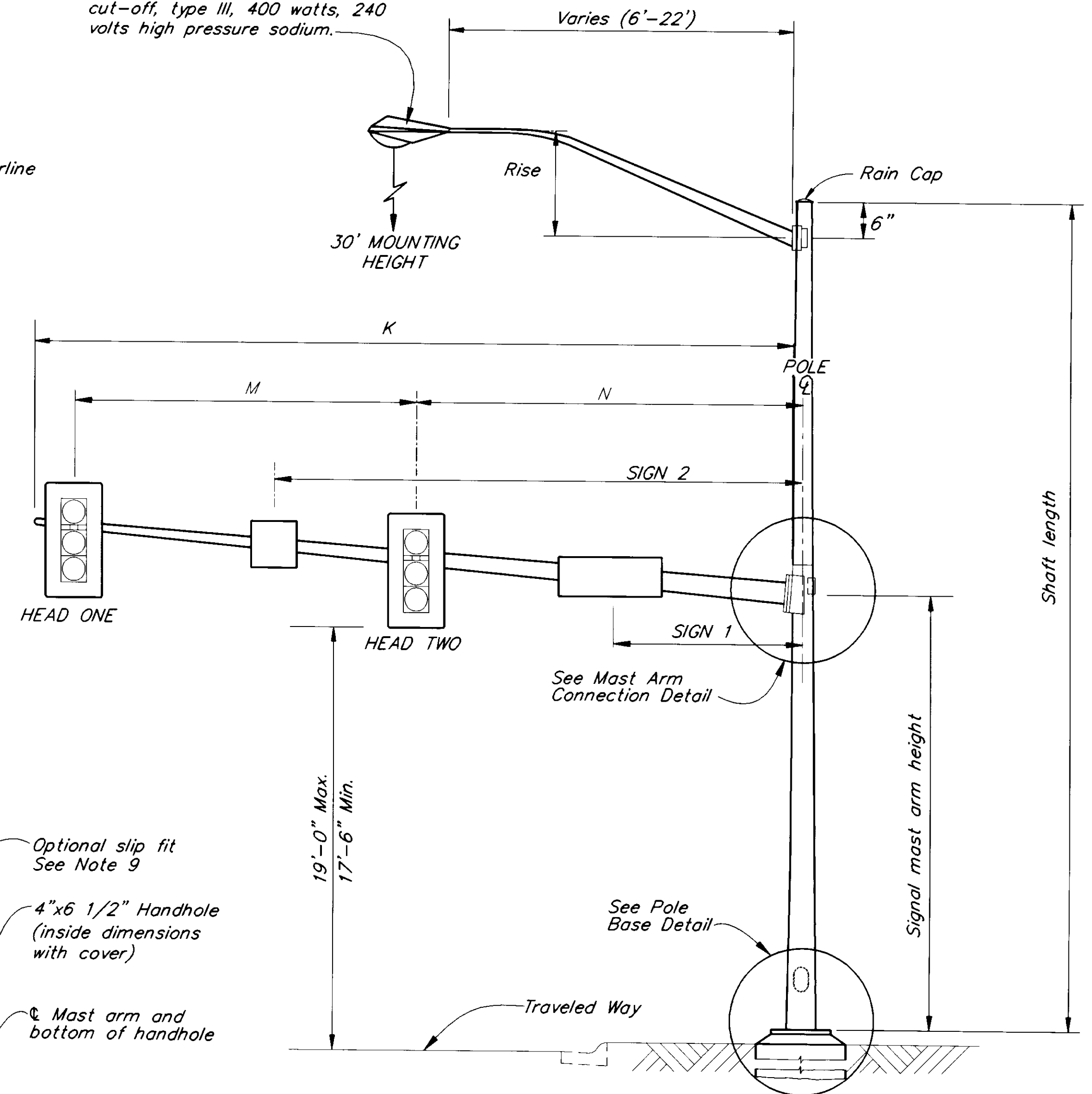


PLUMBIZER SIGNAL MOUNTING



MAST ARM CONNECTION DETAIL

Install new luminaire on poles 2 and 10. Luminaires shall be medium distribution, cut-off, type III, 400 watts, 240 volts high pressure sodium.



TYPICAL TRAFFIC SIGNAL POLE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

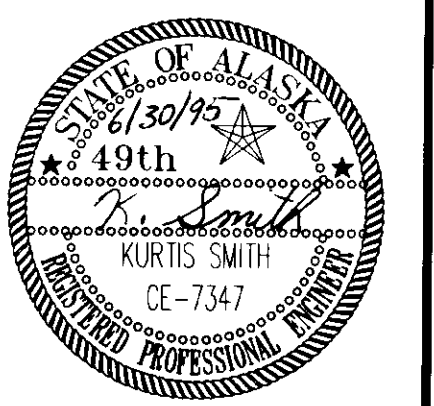
BY:	DATE:	DESCRIPTION OF CHANGE:

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802

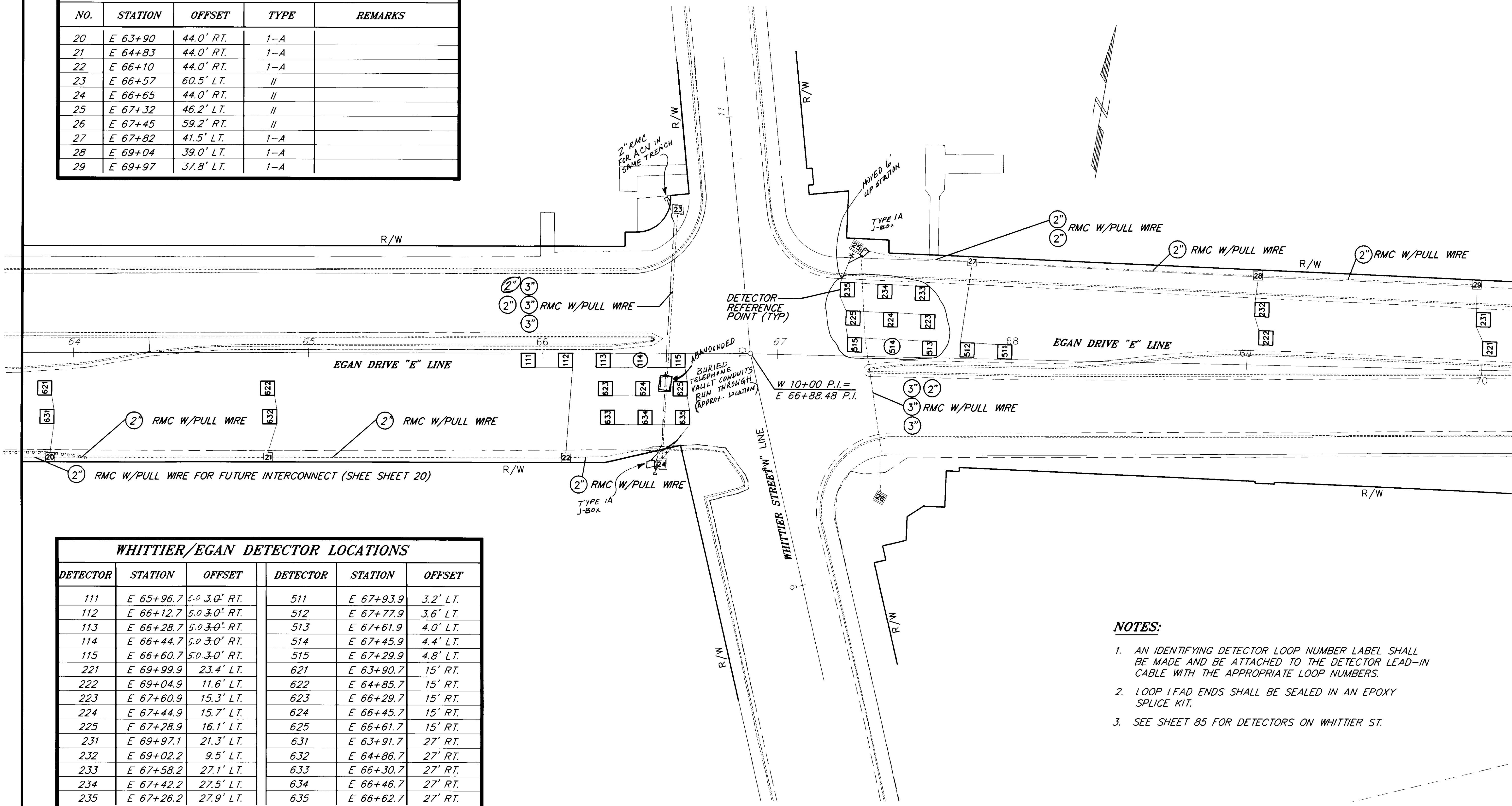
SIGNAL SUMMARIES AND DETAILS

DESIGNED BY: R. PURVES	PROJECT NO. 71664/71802
DRAWN BY: C. BISHOP/C. ANDERSON	DATE:
CHECKED BY: K. SMITH	SHEET 56 OF 57



TRAFFIC JUNCTION BOX SUMMARY

NO.	STATION	OFFSET	TYPE	REMARKS
20	E 63+90	44.0' RT.	1-A	
21	E 64+83	44.0' RT.	1-A	
22	E 66+10	44.0' RT.	1-A	
23	E 66+57	60.5' LT.	II	
24	E 66+65	44.0' RT.	II	
25	E 67+32	46.2' LT.	II	
26	E 67+45	59.2' RT.	II	
27	E 67+82	41.5' LT.	1-A	
28	E 69+04	39.0' LT.	1-A	
29	E 69+97	37.8' LT.	1-A	



WHITTIER/EGAN DETECTOR LOCATIONS

DETECTOR	STATION	OFFSET	DETECTOR	STATION	OFFSET
111	E 65+96.7	5.0 3.0' RT.	511	E 67+93.9	3.2' LT.
112	E 66+12.7	5.0 3.0' RT.	512	E 67+77.9	3.6' LT.
113	E 66+28.7	5.0 3.0' RT.	513	E 67+61.9	4.0' LT.
114	E 66+44.7	5.0 3.0' RT.	514	E 67+45.9	4.4' LT.
115	E 66+60.7	5.0 3.0' RT.	515	E 67+29.9	4.8' LT.
221	E 69+99.9	23.4' LT.	621	E 63+90.7	15' RT.
222	E 69+04.9	11.6' LT.	622	E 64+85.7	15' RT.
223	E 67+60.9	15.3' LT.	623	E 66+29.7	15' RT.
224	E 67+44.9	15.7' LT.	624	E 66+45.7	15' RT.
225	E 67+28.9	16.1' LT.	625	E 66+61.7	15' RT.
231	E 69+97.1	21.3' LT.	631	E 63+91.7	27' RT.
232	E 69+02.2	9.5' LT.	632	E 64+86.7	27' RT.
233	E 67+58.2	27.1' LT.	633	E 66+30.7	27' RT.
234	E 67+42.2	27.5' LT.	634	E 66+46.7	27' RT.
235	E 67+26.2	27.9' LT.	635	E 66+62.7	27' RT.

1. DETECTOR REFERENCE POINT IS THE CENTER OF THE LAGGING LOOP EDGE.
2. LOOP DETECTORS 114 AND 514 SHALL BE BIKE LOOPS. SEE PLANS FOR DETAILS.

NOTES:

1. AN IDENTIFYING DETECTOR LOOP NUMBER LABEL SHALL BE MADE AND BE ATTACHED TO THE DETECTOR LEAD-IN CABLE WITH THE APPROPRIATE LOOP NUMBERS.
2. LOOP LEAD ENDS SHALL BE SEALED IN AN EPOXY SPLICE KIT.
3. SEE SHEET 85 FOR DETECTORS ON WHITTIER ST.

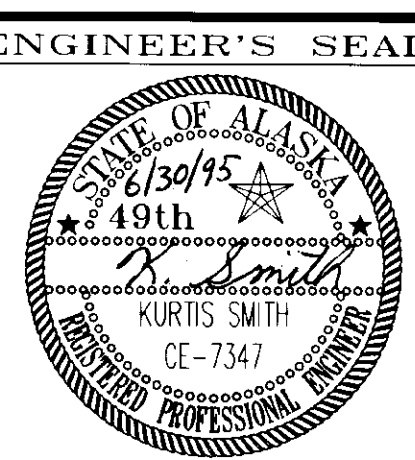
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

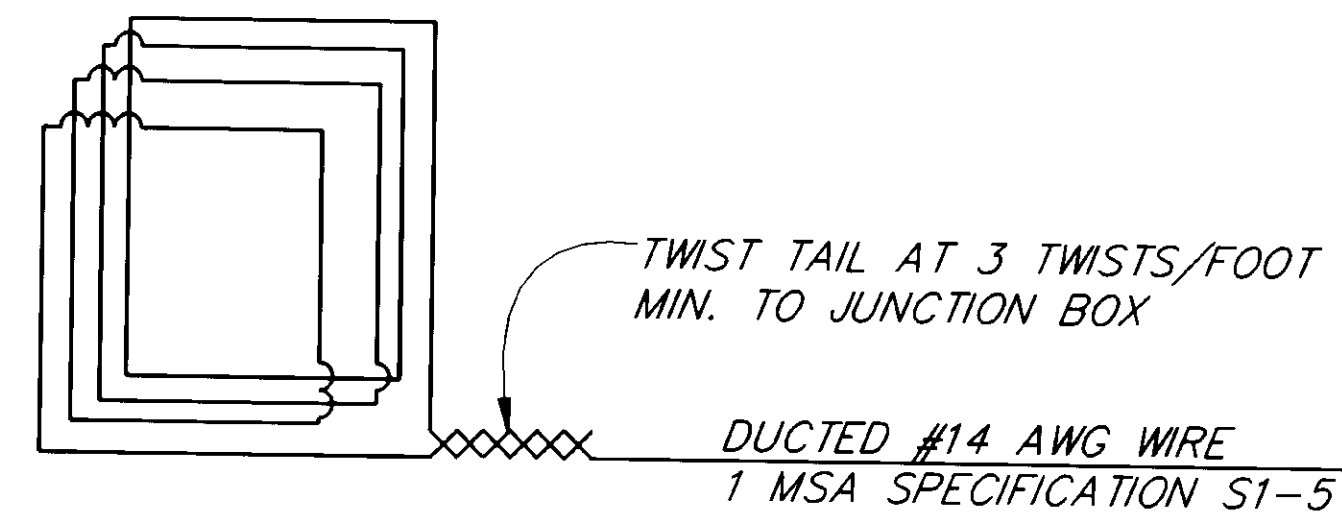
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STATE OF ALASKA
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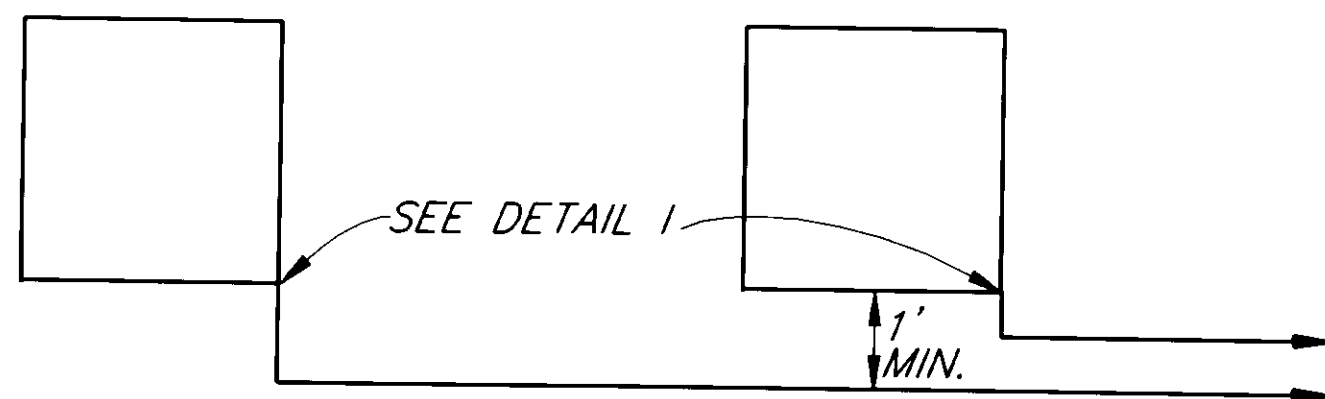
JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
TRAFFIC SIGNAL DETECTION PLAN

DESIGNED BY: R. PURVES	PROJECT NO. 71664/71802
DRAWN BY: C. BISHOP	DATE:
CHECKED BY: K. SMITH	SHEET 57 OF 91





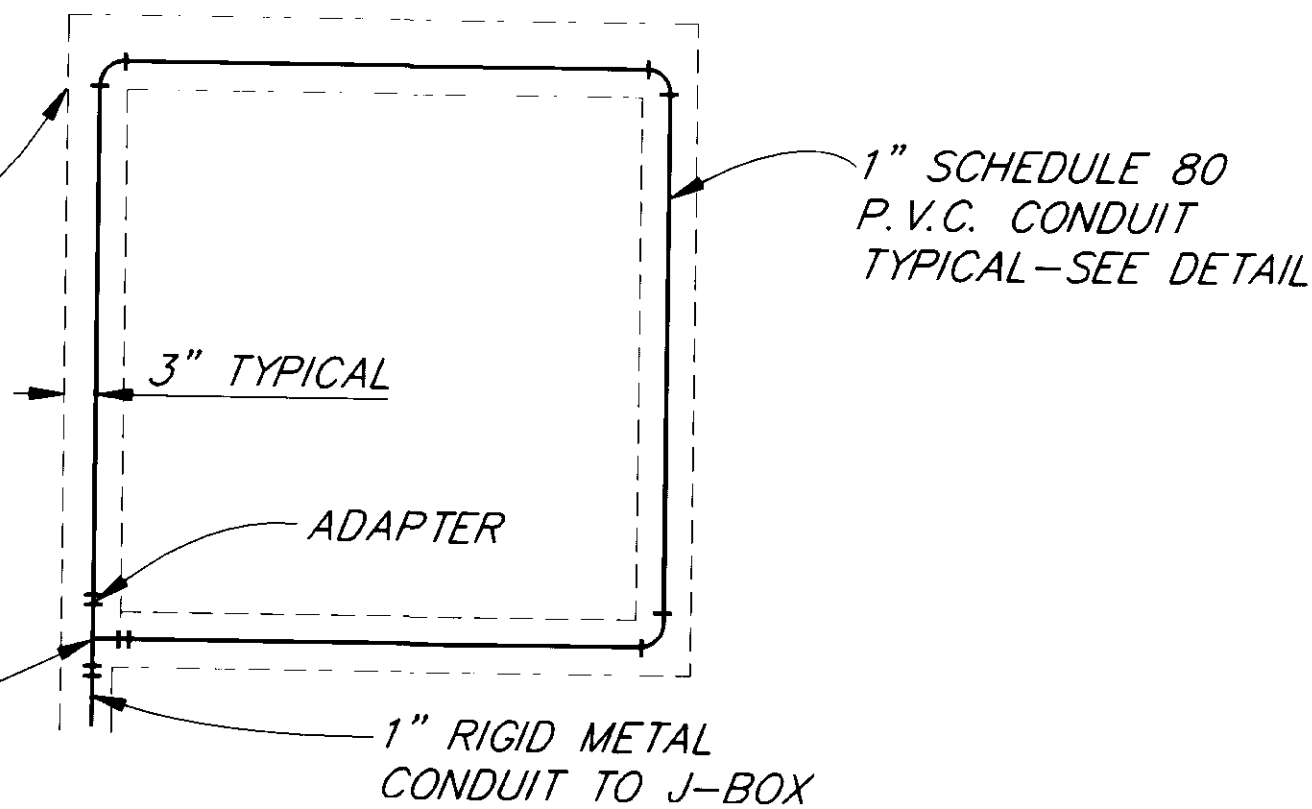
LOOP WIRING DETAIL



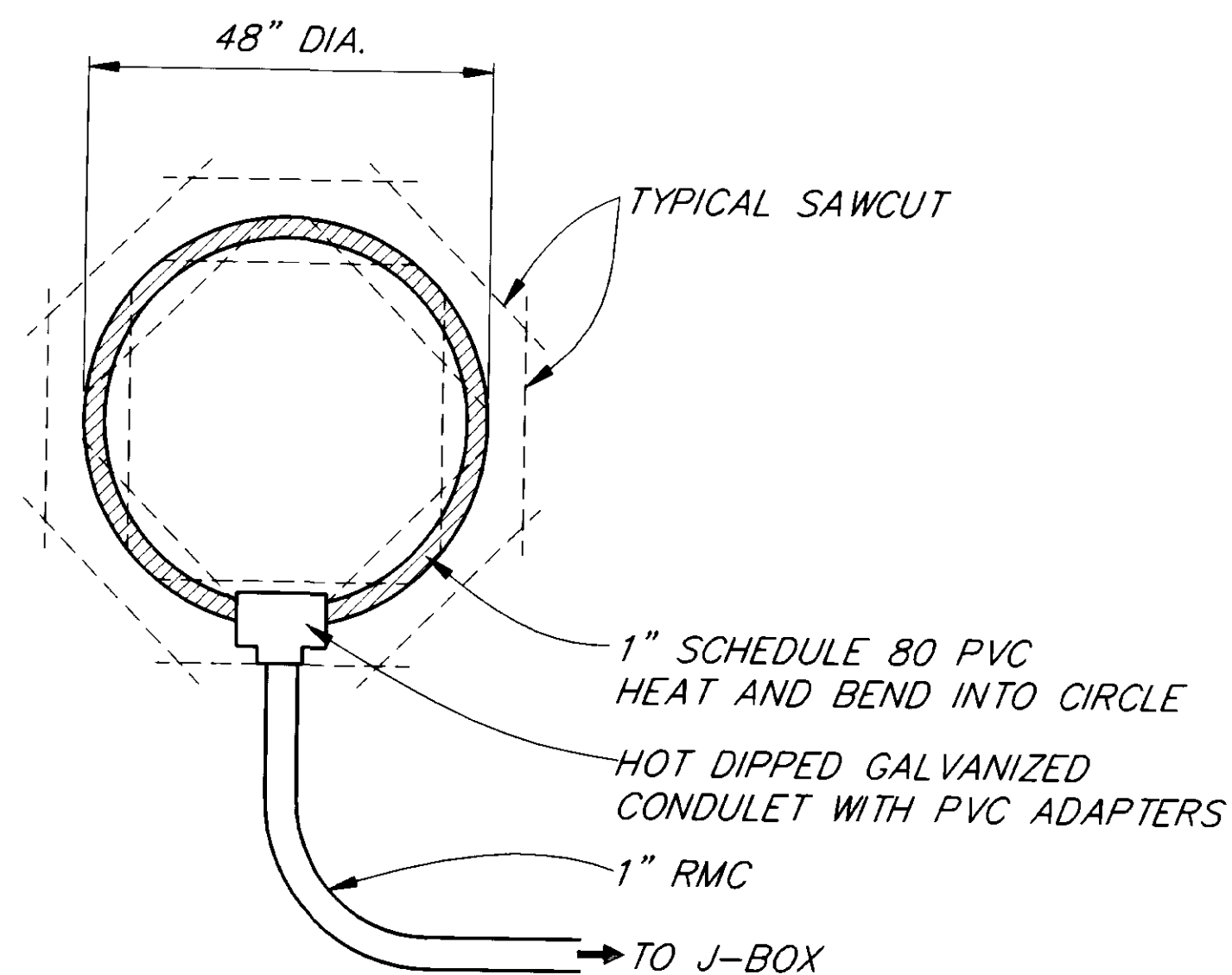
TYPICAL PLAN VIEW OF MULTIPLE LOOP INSTALLATION

SAWCUT (WHEN REQUIRED). REMOVE PAVEMENT AND THEN PATCH WITH COLD MIX AS PER 660-4.01

1 INCH GALVANIZED RIGID METAL "X" WITH COVER ON TOP SEE DETAIL 1



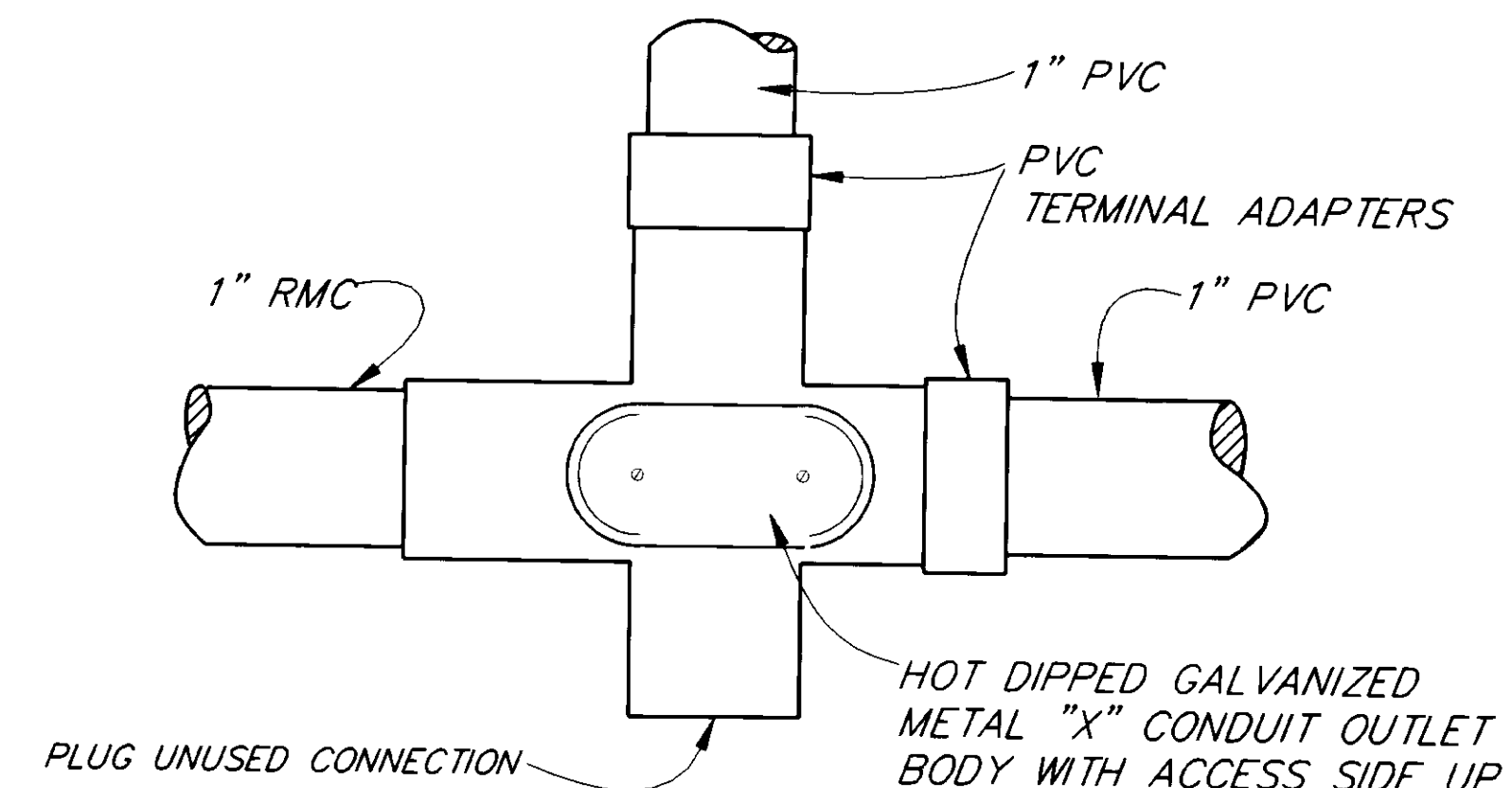
TYPICAL 6 FT. X 6 FT. LOOP DETECTOR DETAIL



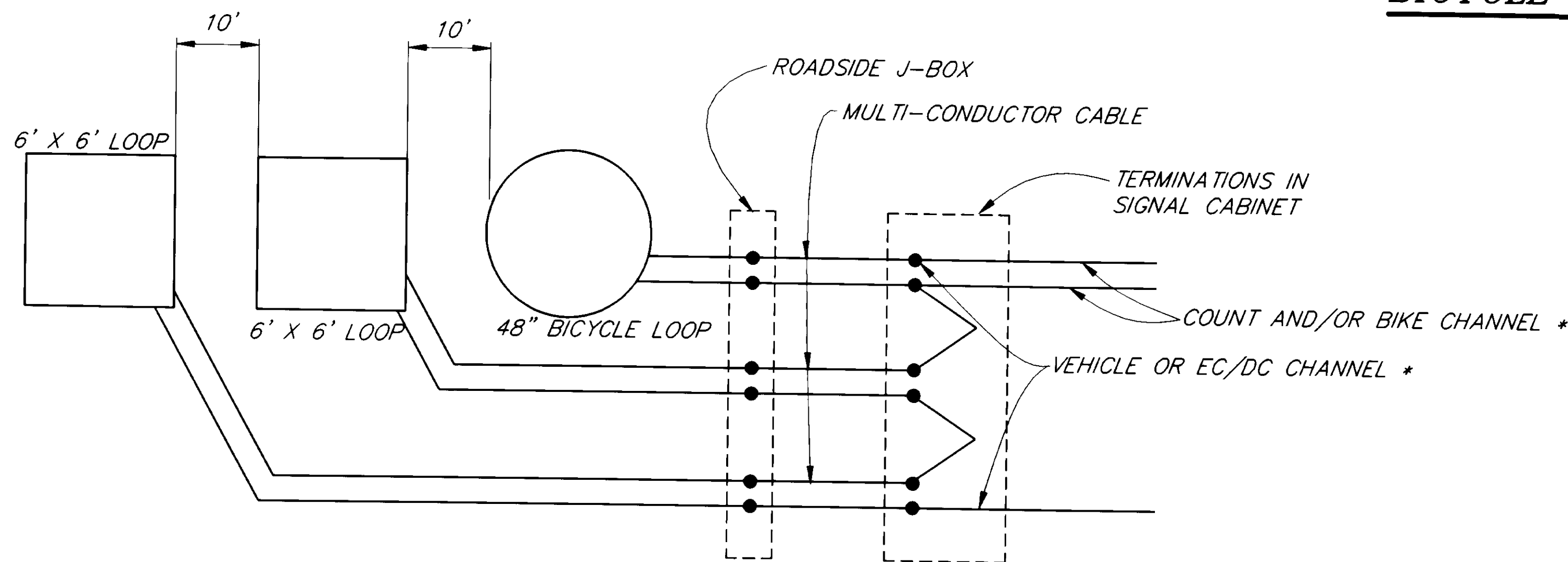
BICYCLE LOOP DETAILS

GENERAL NOTES

1. UNLESS OTHERWISE NOTED, ALL NEW LOOPS SHALL BE PRE-FORMED IN NONMETALIC CONDUIT. LOOP LEADS SHALL BE IN RIGID METAL CONDUIT.
2. ALL NEW LOOPS SHALL BE INSTALLED UNDER THE PAVEMENT
3. ALL NEW CONDUIT EXCEPT FOR THE LOOP DETECTORS SHALL BE RIGID METAL (RMC).
4. ALL NEW LOOPS SHALL BE CENTERED LATERALLY IN THEIR LANES.
5. ALL NEW LOOPS SHALL BE CONSTRUCTED WITH FOUR TURNS OF WIRE EACH.
6. MULTIPLE PAIR LOOP LEAD-IN CABLE SHALL BE NO. 18 AWG AND AS SPECIFIED IN STANDARD SPECIFICATION 660-2.08, CONDUCTORS, 4TH PARAGRAPH, 3., "DETECTOR LOOPS AND LEAD-IN CABLES".
7. EXISTING CONDUITS MAY HAVE SILT IN THEM. THEY SHALL BE CLEANED OUT BEFORE ANY NEW CABLES ARE INSTALLED.
8. ALL JUNCTION BOXES THAT WILL BE AFFECTED BY THIS PROJECT SHALL BE CLEANED OF ACCUMULATED SILT TO EXPOSE THE COARSE CONCRETE AGGREGATE IN THE BOTTOM OF THE JUNCTION BOX.

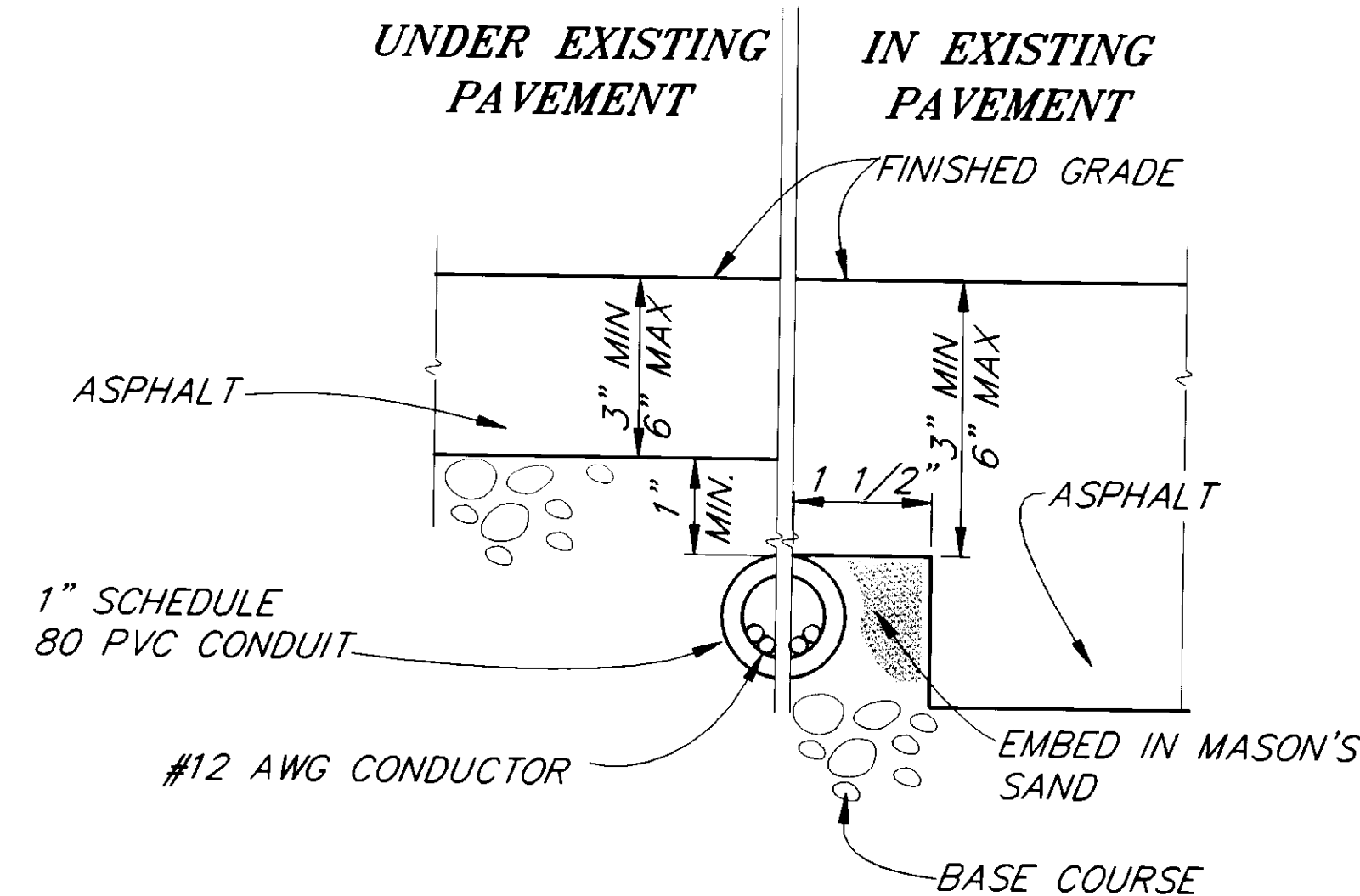


DETAIL 1



TYPICAL STOP LINE DETECTORS

* ALL LOOPS MUST BE ON SAME AMPLIFIER



LOOP CONDUIT INSTALLATION DETAIL

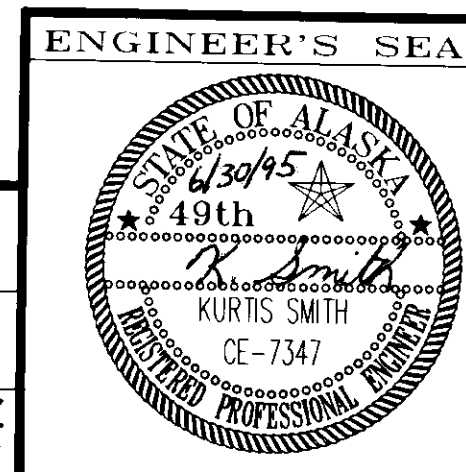
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

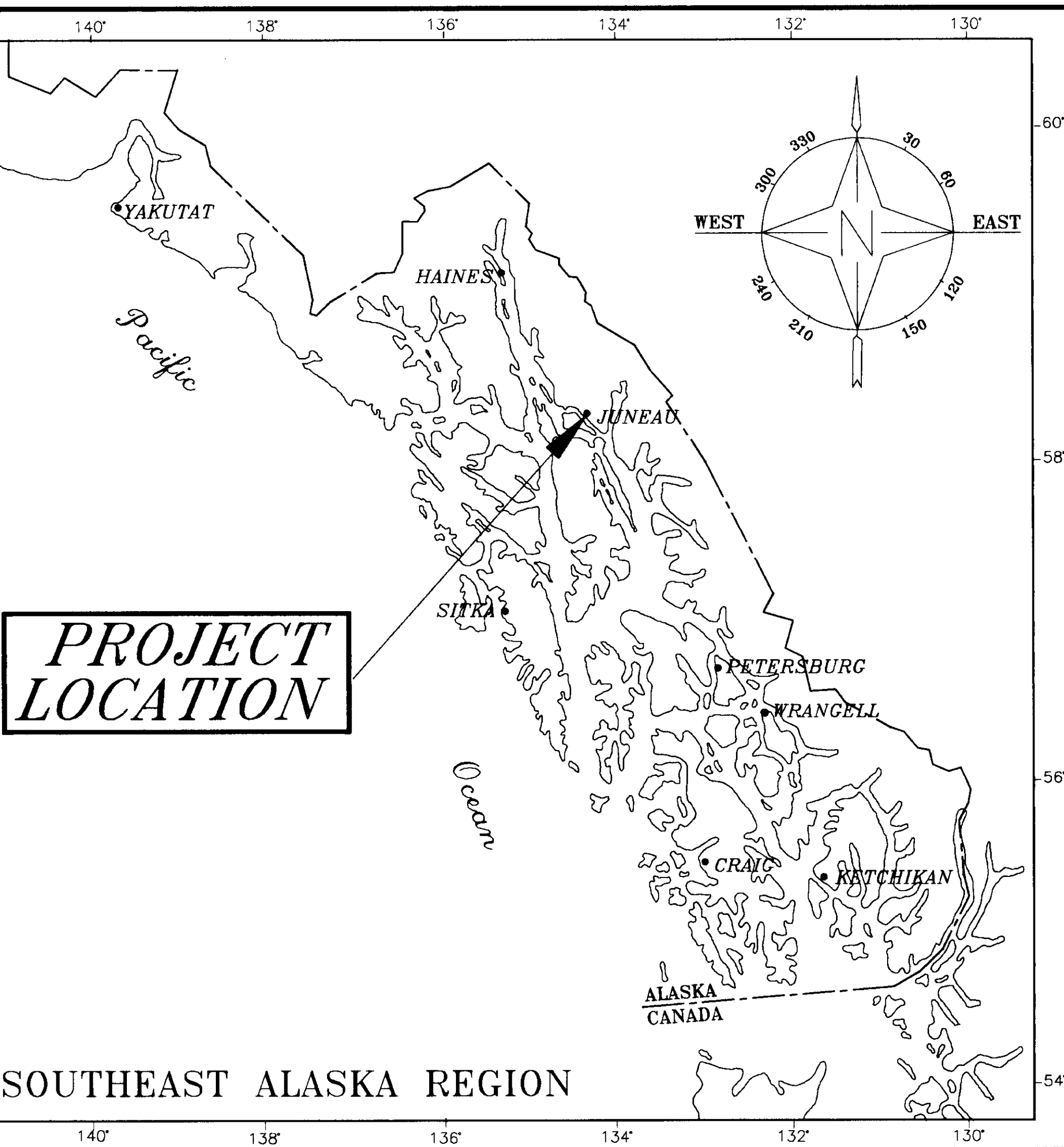
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JUNEAU NORWAY POINT TO MAIN STREET PAVEMENT REHABILITATION ALASKA
NH-093-2(33) ~ PROJECT NO. 71664
AURORA HARBOR TO WHITTIER STREET PEDESTRIAN/BICYCLE FACILITY
TEA-093-2(34) ~ PROJECT NO. 71802
DETAILS AND GENERAL NOTES

DESIGNED BY:	JON AHLGREN	PROJECT NO.:	71664/71802
DRAWN BY:	C. ANDERSON	DATE:	
CHECKED BY:	KURTIS SMITH		





SOUTHEAST ALASKA REGION

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

**JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION**

PAVING, GRADING, DRAINAGE, PARKING, ILLUMINATION,
 UTILITIES, AND ENHANCEMENTS

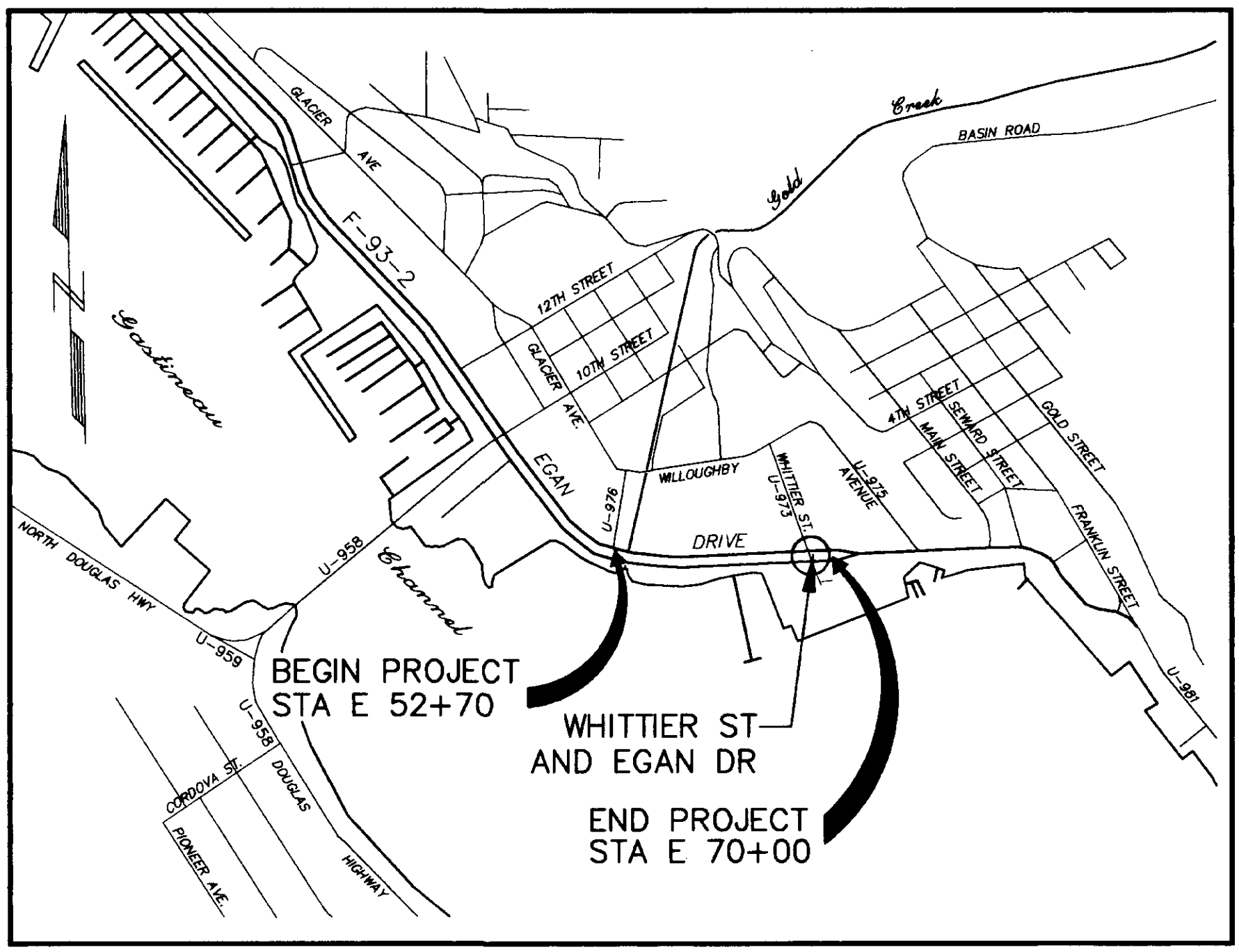
PROJECT NO. STP-F-093-2(30)/70481

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
66	TITLE SHEET
67	SHEET LAYOUT AND ESTIMATING FACTORS
68	CONTROL DIAGRAM
69	TYPICAL SECTION
70	ESTIMATE OF QUANTITIES
71	SUMMARY TABLES
72	DRIVEWAY, CURB RAMP AND CROSSWALK DETAILS
73	ROADWAY PLAN AND PROFILE
74	GRADING AND CURB LAYOUT PLAN
75	TRAFFIC CONTROL PLAN
76-77	SIGNING AND MARKING PLANS
78	PARKING LOT SIGNING AND MARKING PLAN
79-81	SIGNING SUMMARY
82	TRAFFIC SIGNAL DETECTOR INSTALLATION DETAILS
83-84	ILLUMINATION, DETECTION AND UTILITY DETAILS
85	TRAFFIC SIGNAL DETECTION PLAN
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90	ILLUMINATION, LOAD CENTER AND UTILITY SUMMARIES
91	LANDSCAPING PLAN AND DETAILS

The following Standard Drawings apply to this project :

- A-1
- C-01.03, C-02.01, C-03.01, C-05.00
- D-01.02, D-04.10, D-20.02, D-23.00, D-27.01
- F-01.01, F-03.01
- I-20.11, I-30.00, I-81.00
- L-03.02, L-23.01, L-30.02
- M-13.01, M-16.01
- S-00.00, S-05.00, S-20.00, S-30.01, S-34.00, S-35.00
- T-20.00, T-21.01, T-22.02, T-34.01
- U-03.00

PROJECT SUMMARY	
LENGTH OF GRADING	0.09 MILES
LENGTH OF SURFACING	0.09 MILES
LENGTH OF BRIDGES	0.00 FEET
LENGTH OF PROJECT	0.33 MILES

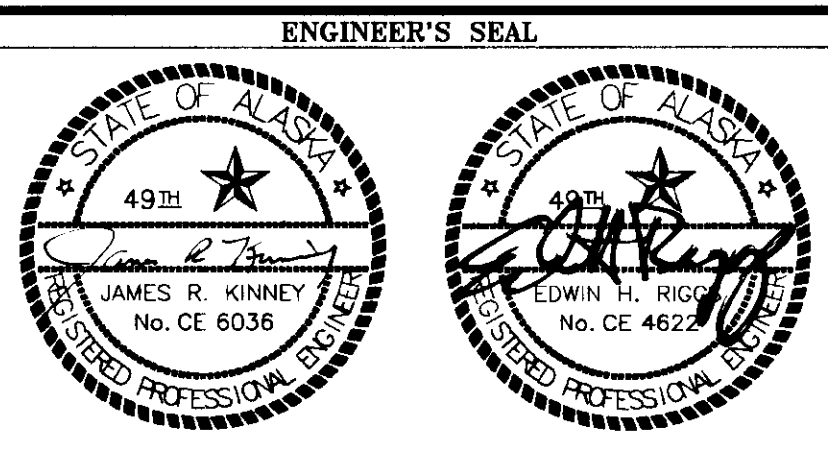


VICINITY MAP

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

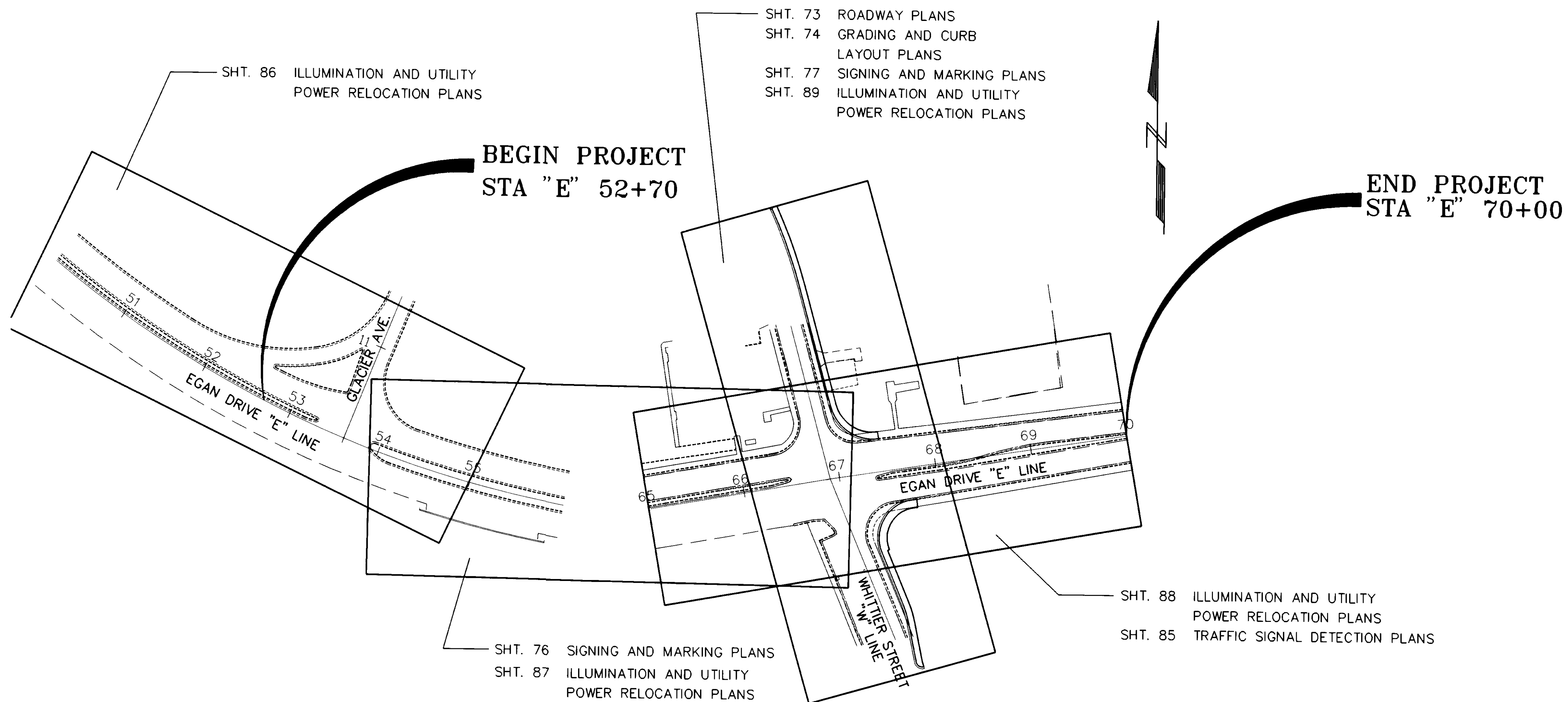
APPROVED _____ Date _____
 S.E. REGION PRE-CONSTRUCTION ENGINEER
 APPROVED _____ Date _____
 Director, S.E. Region Design & Construction

PROJECT NUMBER:
 STP-F-093-2(30)/70481
 DATE:
 1994
 SHEET 66 OF 91



BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS



SHEET LAYOUT

TABLE OF ESTIMATING FACTORS		
ITEM NO.	DESCRIPTION	ESTIMATING FACTOR
203(6)	BORROW, TYPE A	1.90 TONS/CU. YD.
304(1)	SUBBASE, GRADING B	1.90 TONS/CU. YD.
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS A	116 LBS./SQ. YD.-IN.
401(2)	PBA-2 ASPHALT CEMENT	6.0% OF 401(1)
402(1)	STE-1 TACK COAT	0.10 GAL./SQ. YD., 253 GAL./TON

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

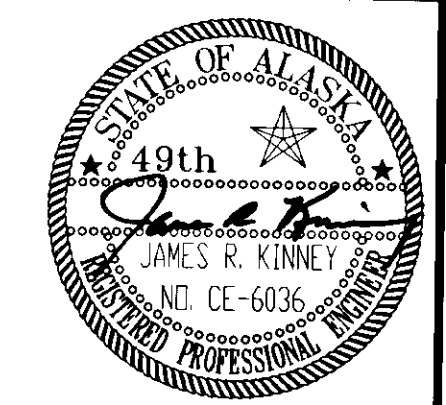
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RECORD OF REVISIONS		

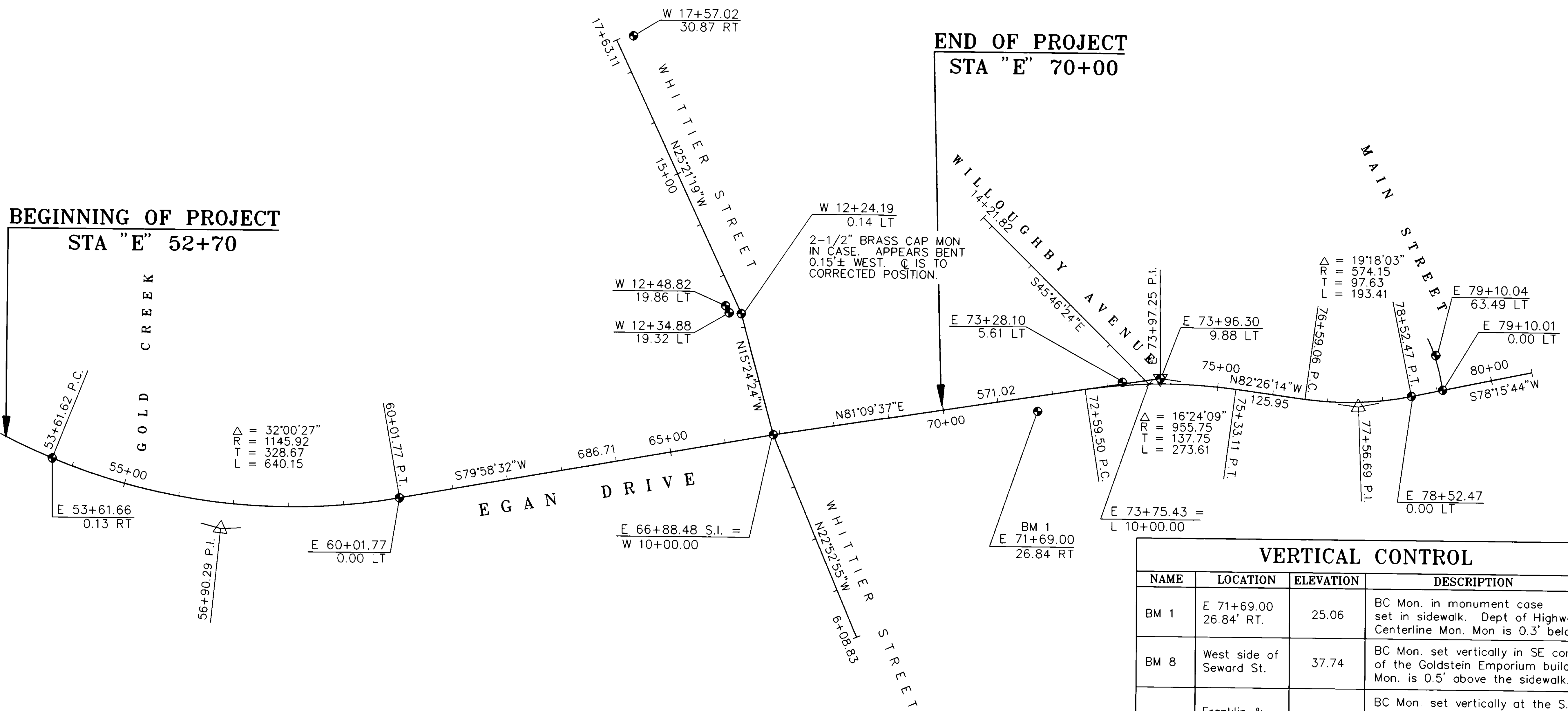
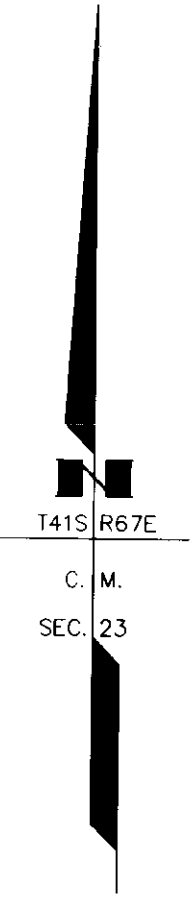
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION
 SHEET LAYOUT AND ESTIMATING FACTORS

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	SHEET 67 OF 91

ENGINEER'S SEAL





$\Delta = 32'00'27''$
 $R = 1145.92$
 $T = 328.67$
 $L = 640.15$

B A S I S O F B E A R I N G

SOURCE - DOT&PF
 FROM MONUMENT LABELED E 66+88.48 S.I. TO MONUMENT LABELED E 73+97.25 P.I.
 WITH ACCEPTED BEARING OF N81°09'37"E AND ACCEPTED DISTANCE OF 708.76'.

VERTICAL CONTROL			
NAME	LOCATION	ELEVATION	DESCRIPTION
BM 1	E 71+69.00 26.84' RT.	25.06	BC Mon. in monument case set in sidewalk. Dept of Highways Centerline Mon. Mon is 0.3' below lid
BM 8	West side of Seward St.	37.74	BC Mon. set vertically in SE corner of the Goldstein Emporium building. Mon. is 0.5' above the sidewalk.
BM 9	Franklin & Front Streets	30.79	BC Mon. set vertically at the S. corner of the Gastineau Hotel building. Mon. is 0.3' above the sidewalk.
BM 12	3rd & Seward St., S.W. Cor.	58.63	BC Mon. set in top of conc. facade of Behrends Bank. Mon. is midway between 2 conc. columns on N. side of entrance to bank.
BM 13	4th & Seward St., N.E. Cor.	83.93	BC Mon. set vertically in W. wall of Scottish Rite Temple. Mon. is 1' N. of the SW building corner, 2.4' above walk.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

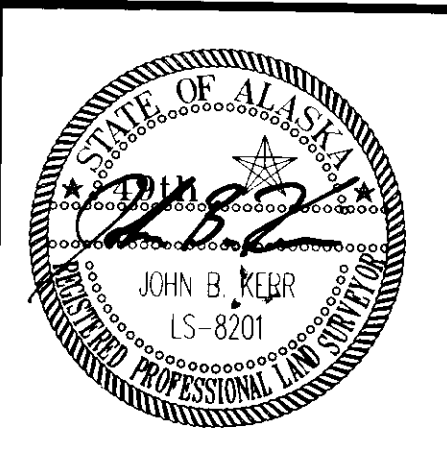
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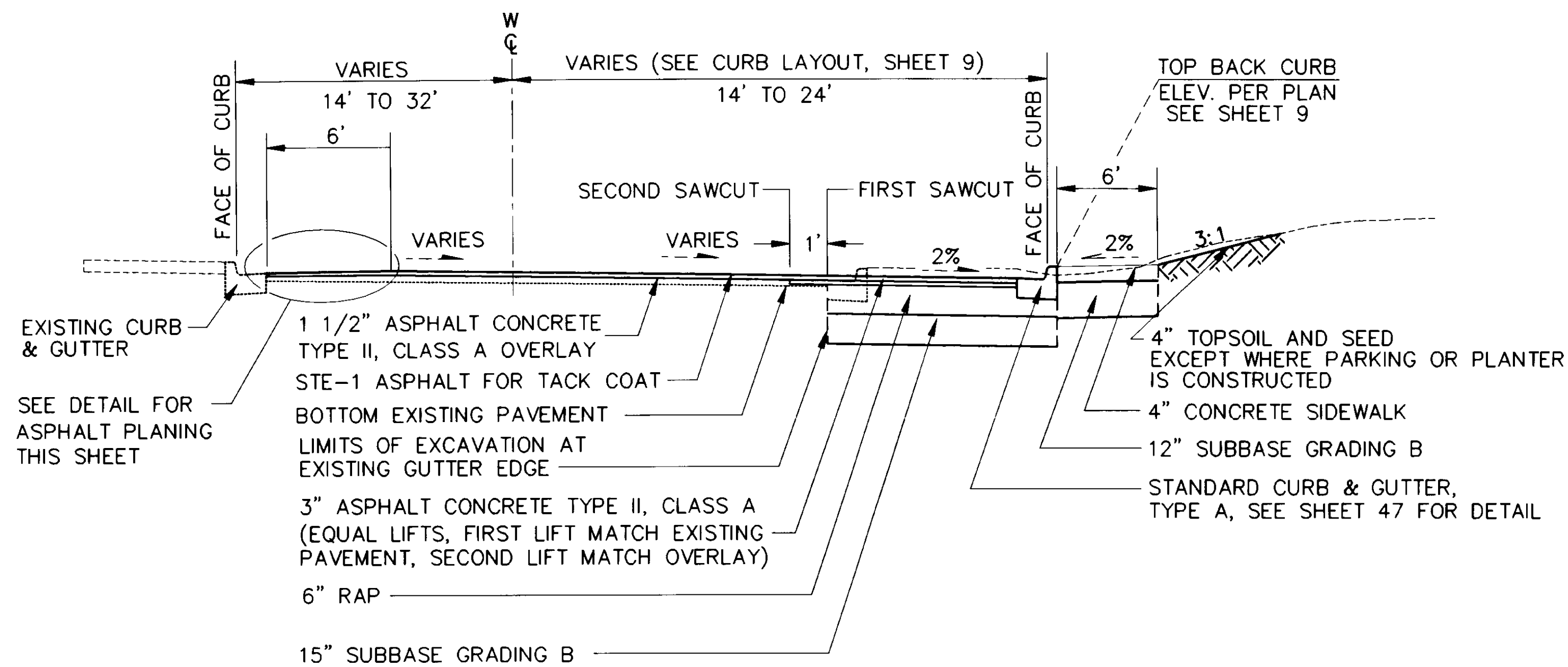
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION
 CONTROL DIAGRAM

DESIGNED BY:
 JRK/AJJ/BAK/DWH
 DRAWN BY:
 JMI/DWH/BAK
 CHECKED BY:
 JRK/AJJ

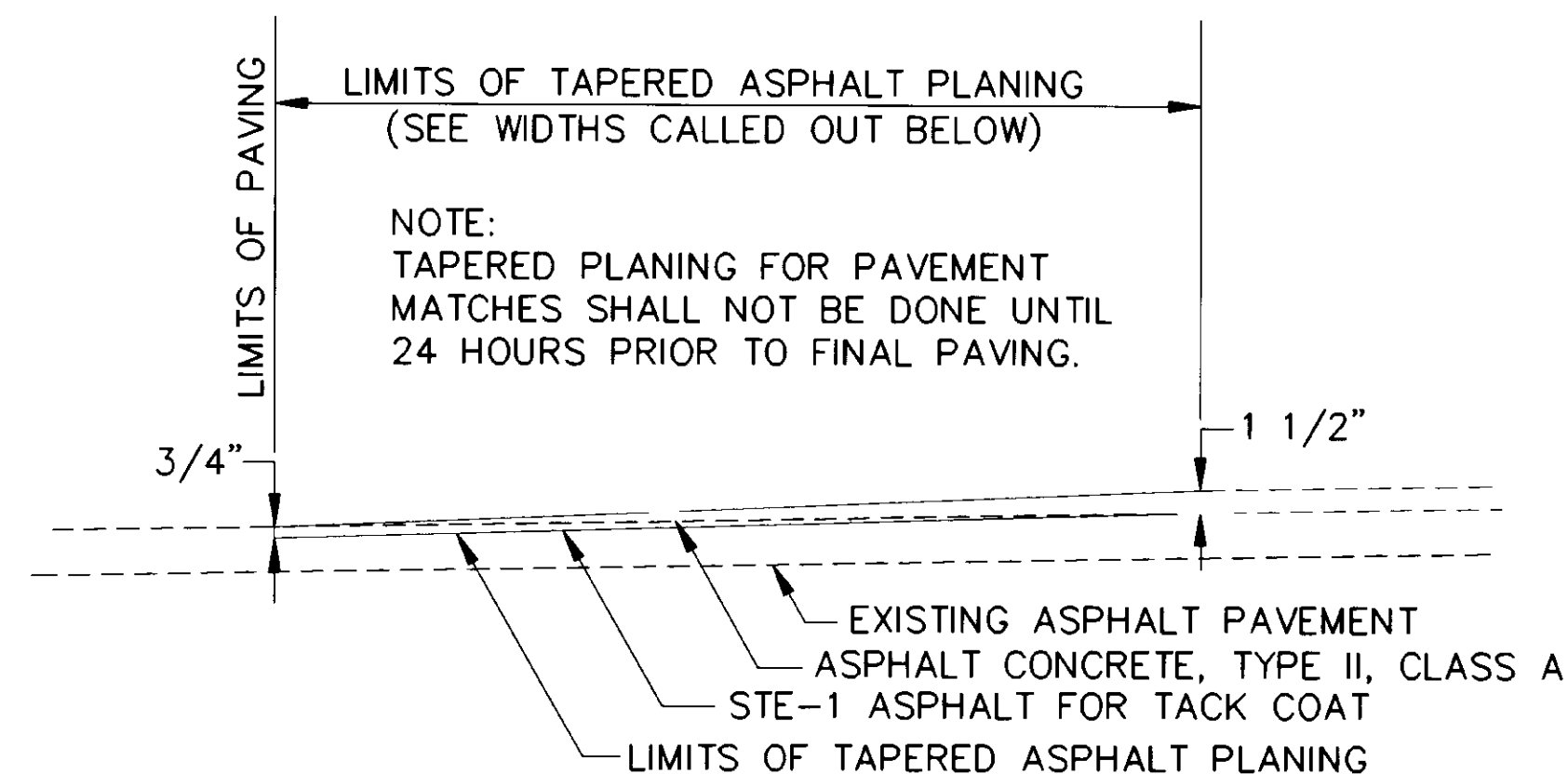
PROJECT NO.
 STP-F-093-2(30)/70481
 DATE:
 NOVEMBER 1994
 SHEET 680F 91⁷²





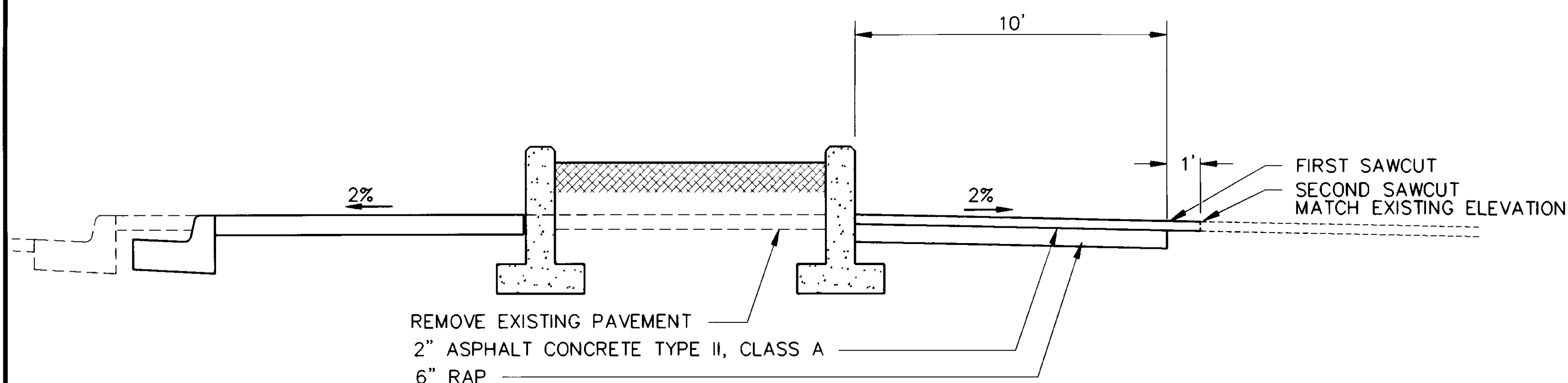
WHITTIER STREET TYPICAL SECTION

STA W 7+83.41 TO STA W 9+68.32
 STA W 10+26.56 TO STA W 12+78.84



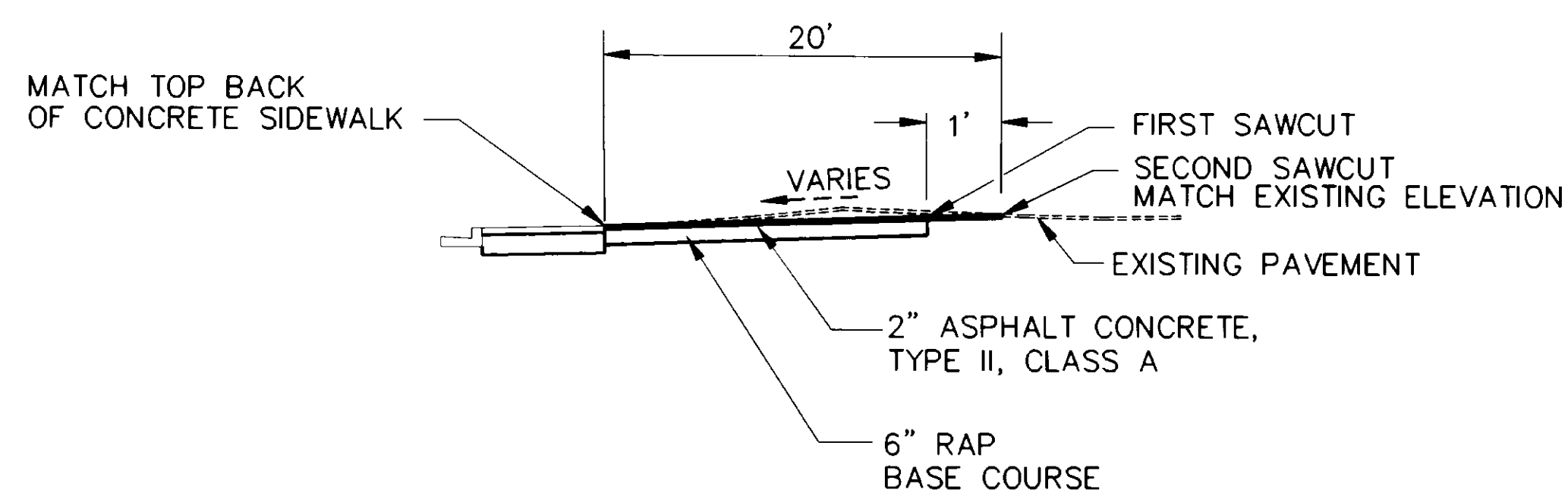
PAVEMENT MATCH DETAIL

STA W 7+83 TO STA W 8+08, 25' WIDE
 STA W 9+62 TO STA W 9+68, 6' WIDE
 STA W 10+26 TO STA W 10+32, 6' WIDE
 STA W 12+55 TO STA W 12+80, 25' WIDE

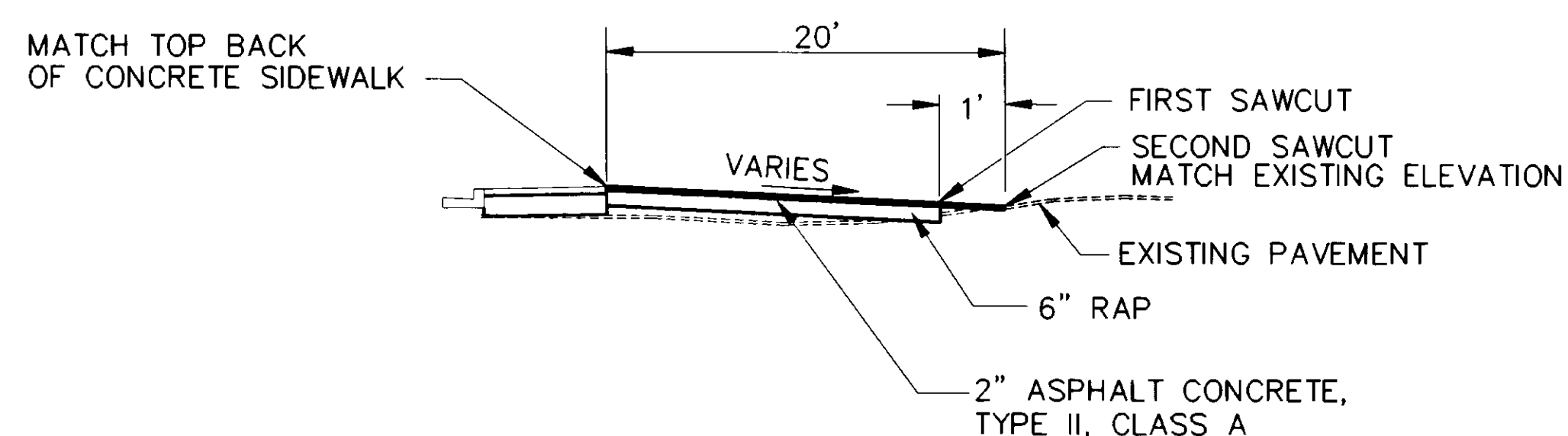


PLANTER MATCH DETAIL

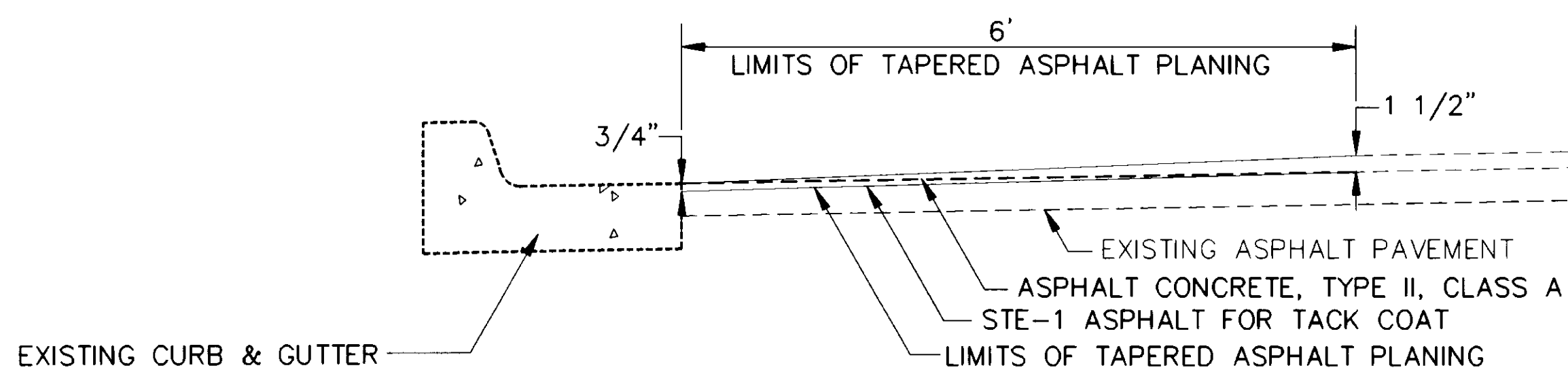
STA W 9+09 TO STA W 9+40 RT.



CUT TRANSITION TO EXISTING PAVEMENT SECTION



FILL TRANSITION TO EXISTING PAVEMENT SECTION



DETAIL FOR ASPHALT PLANING

STA W 7+83 TO STA W 9+68 LT.
 STA W 10+27 TO STA W 12+79 LT.

PARKING LOT TYPICAL SECTION

STA W 7+83 TO STA W 9+09 RT.
 STA W 12+31 TO STA W 12+79 RT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

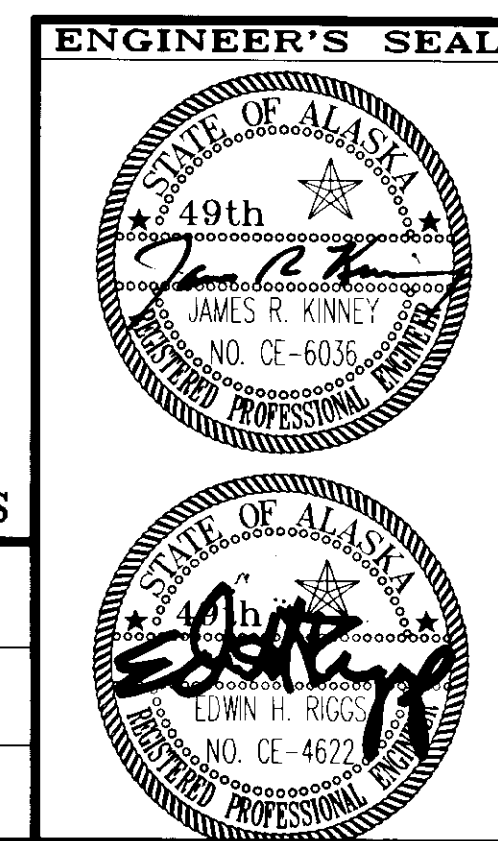
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION
 TYPICAL SECTIONS

DESIGNED BY:
 JRK/AJJ/BAK/DWH
 DRAWN BY:
 JMI/DWH/BAK
 CHECKED BY:
 JRK/AJJ

PROJECT NO.
 STP-F-093-2(30)/70481
 DATE:
 NOVEMBER 1994
 SHEET 69OF 91



ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	SHEET					TOTAL
			73	75	76-78	86-89	91	
120(1)	DBE ADJUSTMENT	CONTINGENT SUM						ALL REQ'D
202(1)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM						ALL REQ'D
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	644 691					644 691
202(3)	REMOVAL OF SIDEWALK	SQUARE YARD	371	331				371 331
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	0	25				0 25
604(8) 202(8)	ADJUST EXISTING REMOVAL OF INLETS	EACH	1					1
202(9)	REMOVAL OF CURB AND GUTTER	LINEAR FOOT	649 552					649 552
203(3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	198.9 550					198.9 550
203(6)	BORROW, TYPE A	TON	359 75					35.9 75
304(1)	SUBBASE, GRADING B	TON	0	675				0 675
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS A	TON	279 290					279 290
401(2)	PBA-2 ASPHALT CEMENT	TON	15.9 17.4					17.4
402(1)	STE-1 TACK COAT	TON	.77 0.9					0.9
408(2)	TAPERED PAVEMENT PLANING	SQUARE YARD	0 677					677
407(1)	POLYMERIC ANTISTRIP	TON		1.0	1.5			1.5
603(17)	18 INCH PIPE	LINEAR FOOT	8	21				21
604(1)	STORM SEWER MANHOLE	EACH	1					1
604(3)	RECONSTRUCT EXISTING MANHOLE	EACH	1					1
604(4)	ADJUST EXISTING MANHOLE	EACH	3					3
604(5)	INLET, TYPE B	EACH	1					1
607(3)	CHAIN-LINK FENCE	LINEAR FOOT	74				392 345	467 389
607(5)	DRIVE GATE	EACH					1	1
608(1)	CONCRETE SIDEWALK	SQUARE YARD	346 365					346 365
608(6)	WHEELCHAIR/DRIVEWAY RAMP RECONSTRUCT	SQUARE YARD	24.8 14.67					24.8 14.67
608(7)	COLORED CONCRETE SIDEWALK	SQUARE YARD	16.3 20.00					16.3 20.00
609(2)	CURB AND GUTTER, TYPE A	LINEAR FOOT	561 526					561 526
609(13)	BUMPER CURB	EACH			12			12
614(4)	ADJUST EXISTING MONUMENT CASES	EACH	2					2
615(1)	STANDARD SIGNS	SQUARE FOOT			100.36 102.36			100.36 102.36
615(2)	REMOVE AND RELOCATE EXISTING SIGNS	EACH			11			11
615(7)	SALVAGE SIGNS	EACH	16					16
627(6)	FIRE HYDRANT RELOCATION	EACH	1					1
627(10)	ADJUSTMENT OF VALVE BOX	EACH	4	3				4 3
629(1)	TRANSPORTATION ENHANCEMENTS	LUMP SUM						ALL REQ'D
639(2)	SERVICE DRIVEWAYS	EACH	2					2

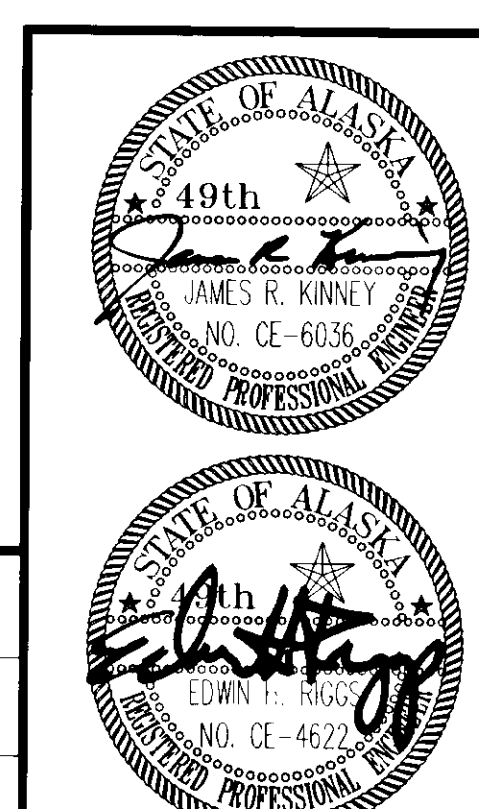
ITEM NO.	ITEM	UNIT	SHEET					TOTAL
			73	75	76-78	86-89	91	
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM						ALL REQ'D
641(3)	EROSION & POLLUTION CONTROL	CONTINGENT SUM						ALL REQ'D
642(1)	CONSTRUCTION SURVEYING	LUMP SUM						ALL REQ'D
642(2)	THREE PERSON SURVEY PARTY	HOUR	0	20	0	10	0	10
643(2)	TRAFFIC MAINTENANCE	LUMP SUM						ALL REQ'D
643(3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM						ALL REQ'D
643(4)	CONSTRUCTION SIGN	EACH PER DAY		33	250			33 250
643(6)	TYPE III BARRICADE	EACH PER DAY		5	50			5 50
643(7)	TRAFFIC CONE	EACH PER DAY		1167 500				1167 500
643(8)	DRUM	EACH PER DAY		31 1,500				31 1,500
643(9)	SEQUENTIAL ARROW PANEL, TYPE B	EACH PER DAY		1	10			1 10
643(13)	TEMPORARY PAVEMENT MARKING	STATION		0	10			0 10
643(15)	FLAGGING	HOUR		231 300				231 300
643(17)	STREET SWEEPING	HOUR		10				10
643(18)	WATERING	M-GALLON		0	5			0 5
660(1)	TRAFFIC SIGNAL SYSTEM DETECTION	LUMP SUM						ALL REQ'D
660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE	LUMP SUM						ALL REQ'D
660(11A)	LOOP DETECTOR IN NARROW SLOT	EACH						12
660(17)	MISC. ELECTRICAL WORK C.O.#3	LUMP SUM						ALL REQ'D
661(2)	LOAD CENTER, TYPE 2	EACH				1		1
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM						ALL REQ'D
670(6)	PREFORMED PAVEMENT MARKINGS	LUMP SUM						ALL REQ'D
660(18)	ADDITIONAL ELECTRICAL WORK C.O.#4	LUMP SUM						ALL REQ'D

PATH: P:\JNU\70481\DR\ -SHEET70 1-1		
BY:	DATE:	DESCRIPTION OF CHANGE:
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JNU-WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION
ESTIMATE OF QUANTITIES

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	SHEET 70 OF 92



202(1) REMOVAL OF STRUCTURES & OBSTRUCTIONS - LUMP SUM

SHEET	BEGIN		END		REMARKS
	STATION	OFFSET	STATION	OFFSET	
8	E 67+47	48' RT.			BOLLARD
8	E 67+56	42' RT.	E 67+80	41' RT.	2' PLANKS, 8X8 POSTS @ 8' SP.
8	W 8+58	22' RT.			2 MISC. POLES
8	W 11+13	20' RT.	W 11+31	20' RT.	12 S.Y. OF CONCRETE
8	W 11+33	20' RT.	W 12+15	31' RT.	95 L.F. OF FENCE
26	E 70+42	162' RT.	E 72+54	108' RT.	324 L.F. OF FENCE

202(2) REMOVAL OF PAVEMENT - SQUARE YARD

SHEET	BEGIN	END	OFFSET	AREA (SY)	REMARKS
8	W 7+84	W 9+45	RT.	469	PARKING LOT
8	W 12+30	W 12+80	RT.	222	PARKING LOT/DRIVEWAY
			TOTAL	691	

202(3) REMOVAL OF SIDEWALK - SQUARE YARD

SHEET	BEGIN	END	OFFSET	AREA (SY)	REMARKS
8	W 7+86	W 9+51	RT.	142.140	
8	W 9+46	W 9+60	LT.	17.76	
8	W 10+27	W 12+78	RT.	179.173	
8	W 10+45	W 10+60	LT.	16.742	
			TOTAL	377.331	

202(4) REMOVAL OF CULVERT PIPE - LINEAR FOOT

SHEET	BEGIN		END		QUANTITY	REMARKS
	STATION	OFFSET	STATION	OFFSET		
8	E 66+89	60' LT.	E 66+94	62' LT.	6	
8	E 66+95	64' LT.	E 66+95	70' LT.	6	
8	E 69+40	29' LT.	E 69+40	42' LT.	13	
			TOTAL		25	

604(8) ADJUST EXISTING

202(8) REMOVAL OF INLETS - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
8	E 66+96	62' LT.	1	
		TOTAL	1	

202(9) REMOVAL OF CURB & GUTTER - LINEAR FOOT

SHEET	BEGIN	END	OFFSET	LENGTH (FT)	REMARKS
8	W 7+85	W 9+54	RT.	321.226	
	0.66	W 9+50	RT.	52	
8	W 10+27	W 12+78	RT.	285.284	
8	W 10+44	W 10+59	LT.	28.26	
			TOTAL	694.536	

408(2) TAPERED PAVEMENT PLANING - SQUARE YARD

SHEET	BEGIN	END	OFFSET	AREA (SY)	REMARKS
8	W 7+83	W 9+68	RT./LT.	323	
8	W 10+26	W 12+79	RT./LT.	254	
			TOTAL	677	

604(3) RECONSTRUCT EXISTING MANHOLE - EACH

SHEET	STATUS	OFFSET	QTY.	REMARKS
8	W 10+61	14' LT.	1	S.S.; ROTATE CONE, NEW 7" F. & C., ADJ. CAST. EL.
8	W 12+01	1' LT.	1	ADD RISER UNDER CONE, ADJ. CASTING ELEV. *
		TOTAL	2	

* SEE SHEET 52 FOR CONCRETE ENCASEMENT DETAILS.

604(4) ADJUST EXISTING MANHOLE - EACH

SHEET	STATUS	OFFSET	QUANTITY	REMARKS
8	E 66+87	58' RT.	1	ADJUST 1/8" BELOW FINAL SURFACE*
8	W 10+38	28' RT.	1	ADJUST 1/8" BELOW FINAL SURFACE*
8	W 12+34	6' LT.	1	ADJUST 1/8" BELOW FINAL SURFACE*
		TOTAL	3	

607(3) CHAIN-LINK FENCE - LINEAR FOOT

SHEET	BEGIN		END		LENGTH (LF)	REMARKS
	STATION	OFFSET	STATION	OFFSET		
8	W 11+40	28' RT.	W 12+14	28' RT.	74	4-FOOT
26	E 70+42	162' RT.	E 72+54	108' RT.	299.315	6-FOOT
			TOTAL		467.389	6-FOOT

608(1) CONCRETE SIDEWALK - SQUARE YARD

SHEET	BEGIN	END	OFFSET	AREA (SY)	REMARKS
8	W 7+85	W 9+49	RT.	151.2456	
8	W 10+27	W 12+80	RT.	178.7172	
8	W 10+45	W 10+60	LT.	42	MATCH EXISTING CUTTER
8	W 11+10	W 11+34	RT.	16.549	6" P.C.C. DRIVEWAY LANDING
			TOTAL	346.4359	

609(2) CURB AND GUTTER, TYPE A - LINEAR FOOT

SHEET	BEGIN	END	OFFSET	LENGTH (FT)	REMARKS
8	W 7+85	W 9+49	RT.	237.208	
8	W 10+27	W 12+78	RT.	276	
8	W 10+44	W 10+59	LT.	48.26	MATCH EXISTING GUTTER
			TOTAL	561.510	

608(6) WHEELCHAIR/DRIVEWAY RAMP RECONSTRUCTION - SQUARE YARD

SHEET	STATION	OFFSET	QUANTITY	REMARKS
8	E 66+63	49.6' LT.	14.6748	MATCH EXISTING GUTTER
			TOTAL	14.6748

614(4) ADJUST EXISTING MONUMENT CASES - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
8	E 66+88.49	0.00' RT.	1	ADJUST 1/4" BELOW FINISH GRADE
8	W 12+24.23	0.03' LT.	1	"
		TOTAL	2	

615(7) SALVAGE SIGNS - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
8	E 63+80	47' RT.	1	SPEED LIMIT 30
8	E 64+60	44' LT.	1	SPEED LIMIT 40
8	E 67+28	44' LT.	1	ONE WAY SIGN
8	E 67+41	43' LT.	1	DO NOT ENTER
8	W 7+92	18' RT.	1	STOP SIGN
8	W 9+30	21' RT.	1	STOP SIGN
8	W 10+66	22' LT.	1	STOP SIGN
8	W 10+66	22' LT.	1	WHITTIER ST.
8	W 11+00	21' RT.	1	NO PARKING
8	W 11+35	20' LT.	1	NO PARKING ANYTIME
8	W 11+35	20' LT.	1	TOW AWAY ZONE
8	W 12+15	21' RT.	1	SPEED LIMIT 20
8	W 12+15	21' RT.	1	NO PARKING ANYTIME
8	W 12+71	30' RT.	1	PEDESTRIAN XING
8	W 12+82	31' RT.	1	NO PARKING ANYTIME
8	W 12+82	31' RT.	1	TOW AWAY ZONE
		TOTAL	16	

627(6) FIRE HYDRANT RELOCATION - EACH

SHEET	FROM		TO		QUANTITY	REMARKS
	STATION	OFFSET	STATION	OFFSET		
8	E 67+47	45' RT.	E 67+44	86' RT.	1	
			TOTAL		1	

627(10) ADJUSTMENT OF VALVE BOX - EACH

SHEET	STATION	OFFSET	QUANTITY	REMARKS
8	E 66+66	32' RT.	1	*
8	E 66+84	41' RT.	1	*
8	E 67+62	36' RT.	1	*
	W 12+12	6' RT.	4	
		TOTAL	4	

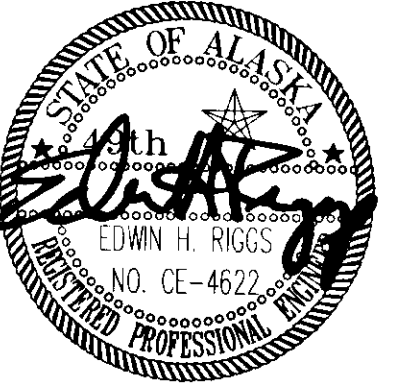
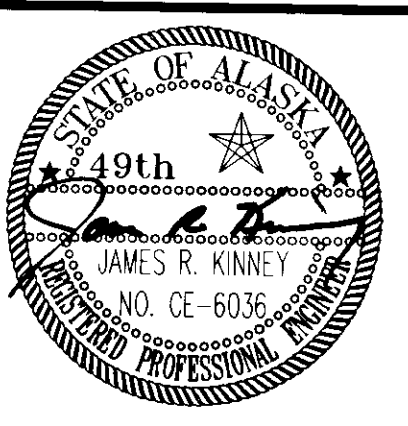
639(2) SERVICE DRIVEWAYS - EACH

SHEET	STATION	OFFSET	WIDTH	REMARKS
8	W 11+22	RT.	24'	CONSTRUCT 6" P.C.C. LANDING
8	W 12+46	RT.	34'	CONSTRUCT 2" ASPHALT LANDING
		TOTAL	2	

NOTE:

SEE SIGNING SUMMARY (SHEETS 79-81) FOR REMOVE AND RELOCATE EXISTING SIGNS INFORMATION.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

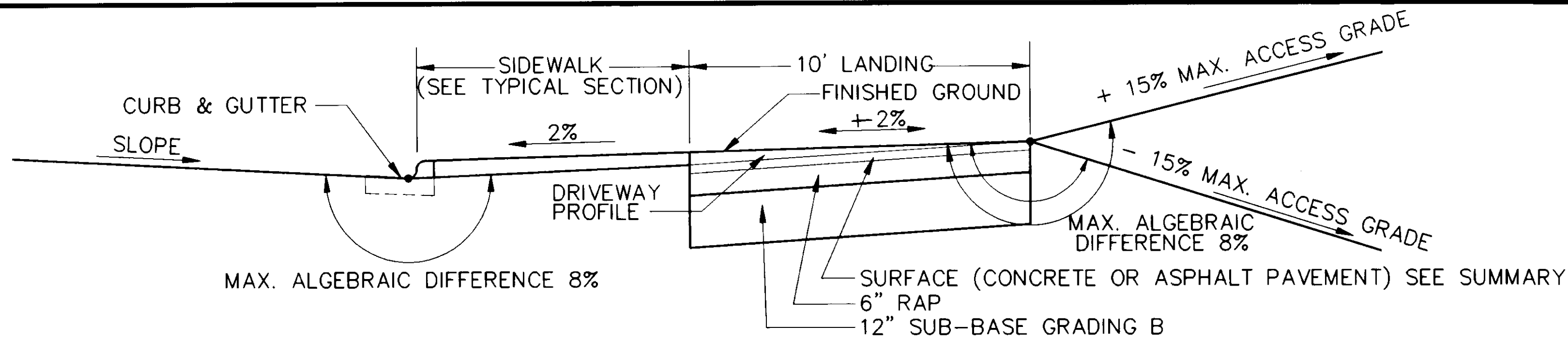


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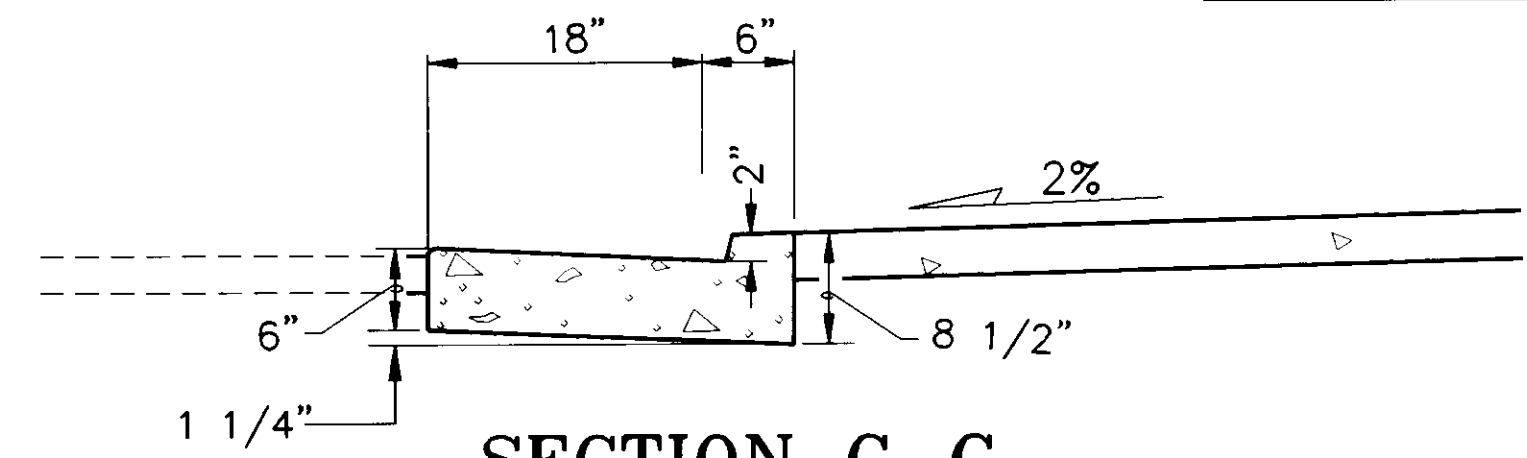
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JNU-WHITTIER STREET AND EGAN EXPRESSWAY INTERSECTION
SUMMARY TABLES

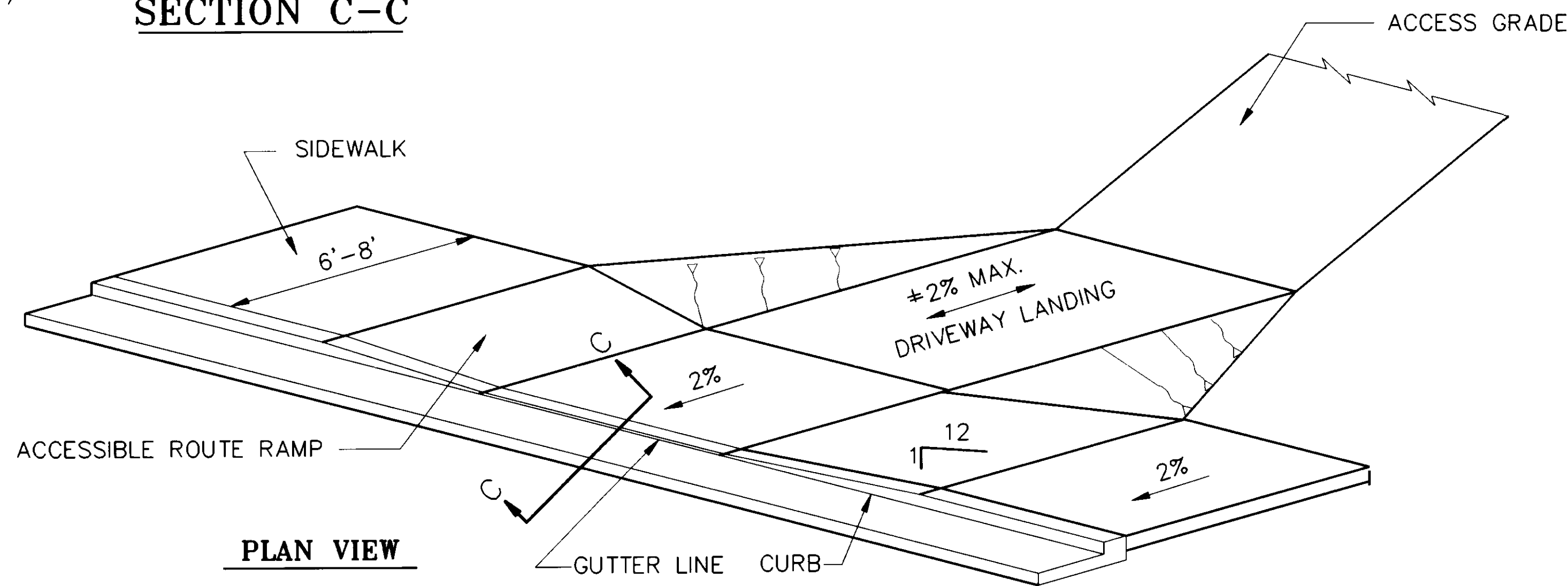
DESIGNED BY: JRK/AJJ/BAK/DWH
DRAWN BY: JMI/DWH/BAK
CHECKED BY: JRK/AJJ
PROJECT NO. STP-F-093-2(30)/70481
DATE: NOVEMBER 1994
SHEET 71 OF 92



PROFILE VIEW

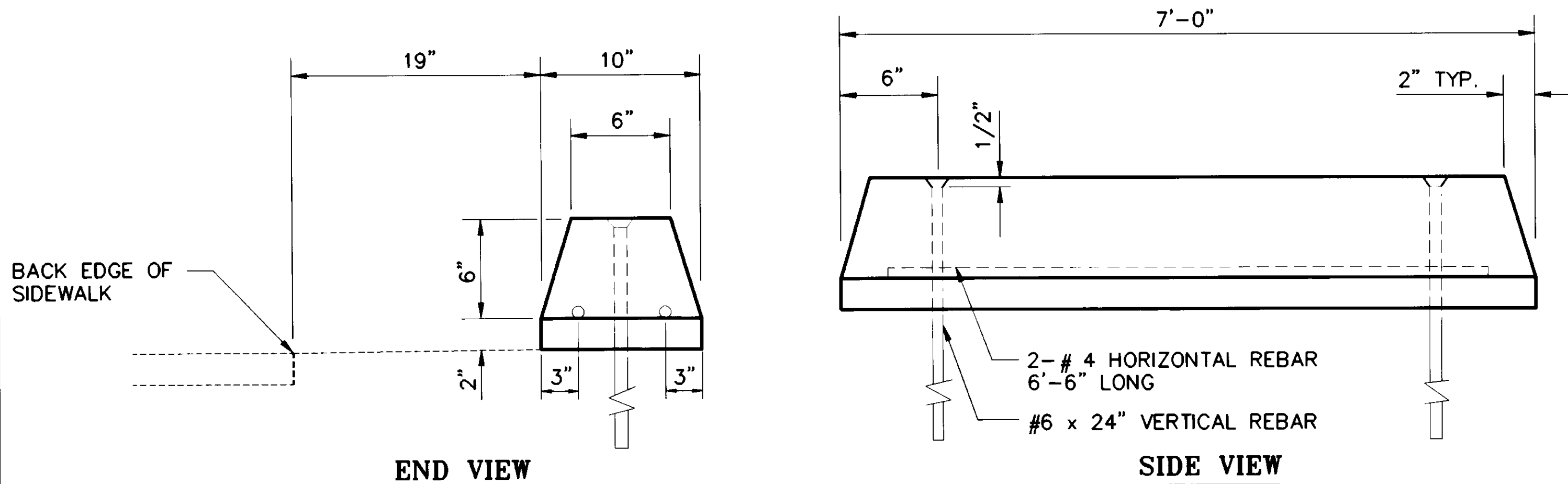


SECTION C-C



PLAN VIEW

DRIVEWAY DETAILS



END VIEW

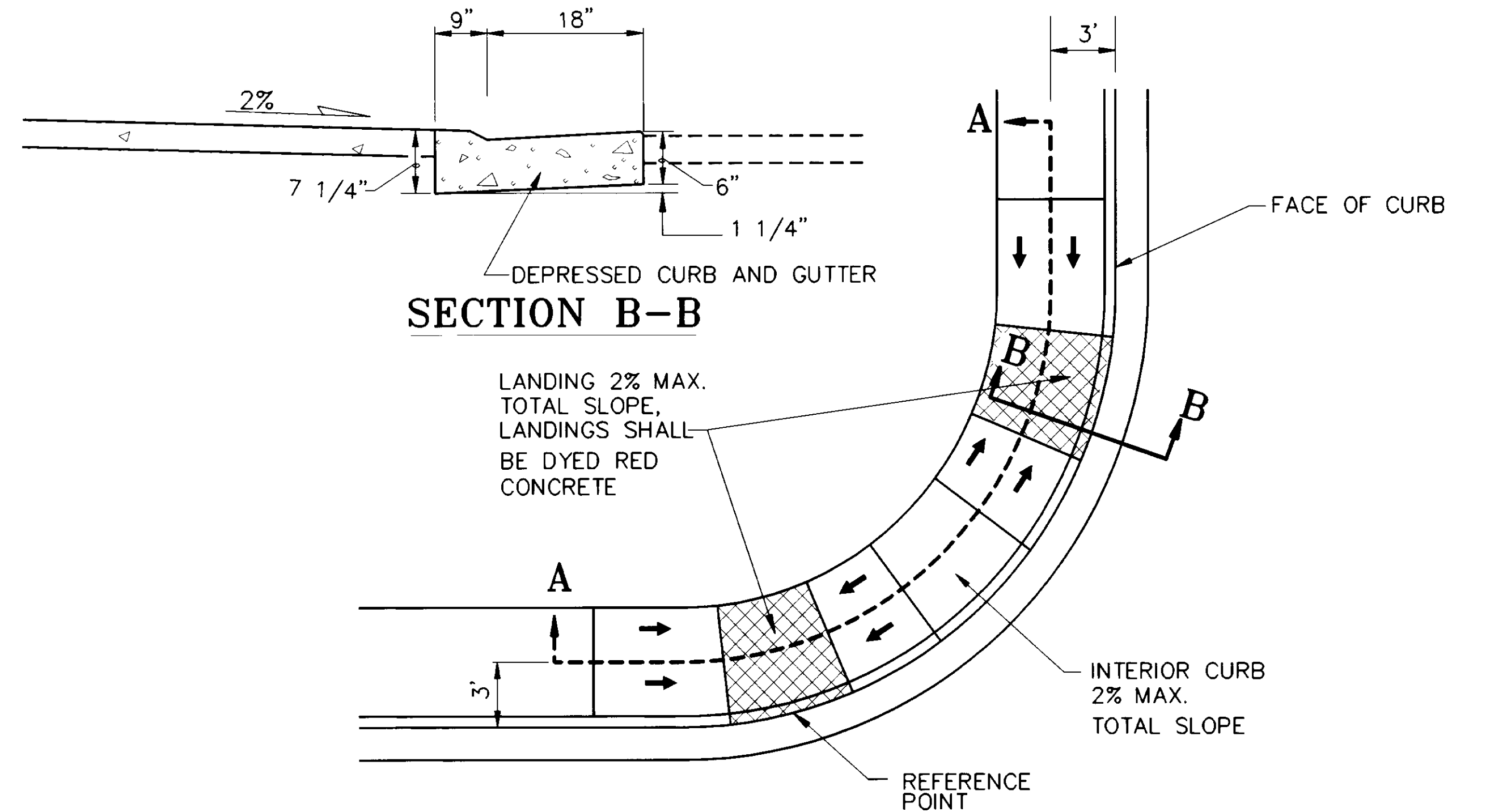
SIDE VIEW

BUMPER CURB

STA W 7+99 RT. TO W 9+00 RT.

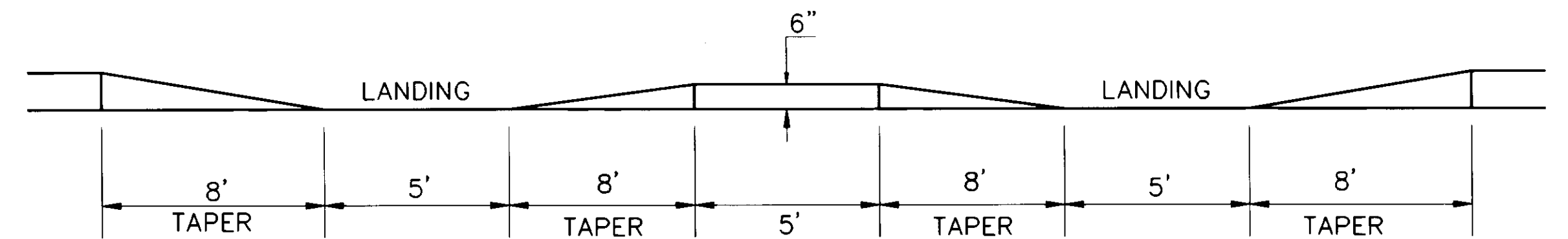
CURB RAMP NOTES

1. LANDINGS SHALL BE CONTAINED WITHIN THE MARKED CROSSWALK. LANDINGS SHALL BE DYED RED CONCRETE.
2. SEE SUMMARY SHEET FOR CURB RAMP STATION/OFFSET LOCATIONS.
3. LANDINGS AND RAMPS SHALL HAVE A BROOMED FINISH RUNNING PERPENDICULAR TO THE DIRECTION OF TRAVEL.
4. CURB RAMPS SHALL HAVE PIGMENT THOROUGHLY MIXED FULL DEPTH. COLOR IN DRY STATE SHALL CLOSELY MATCH FED-STD-30152, BRICK RED.
5. RAMPS SHALL HAVE THE OUTSIDE EDGES AND JOINTS TRIMMED WITH A 1/4-INCH RADIUS EDGING TOOL.



SECTION B-B

PARALLEL CURB RAMP CORNER LOCATION



SECTION A-A CURB RAMP DETAILS

BUMPER CURB NOTES

1. EPOXY CEMENT SHALL NOT BE SUBSTITUTED FOR #6 VERTICAL REBAR PIN.
2. LEAVE 2-FOOT GAPS BETWEEN CURB SECTIONS.
3. HOLES FOR REBAR DOWELS SHALL BE 1-INCH DIAMETER. GROUT, CEMENT, OR EPOXY HOLE SHUT AFTER BAR IS IN PLACE.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\70481\DR_-SHEET71 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

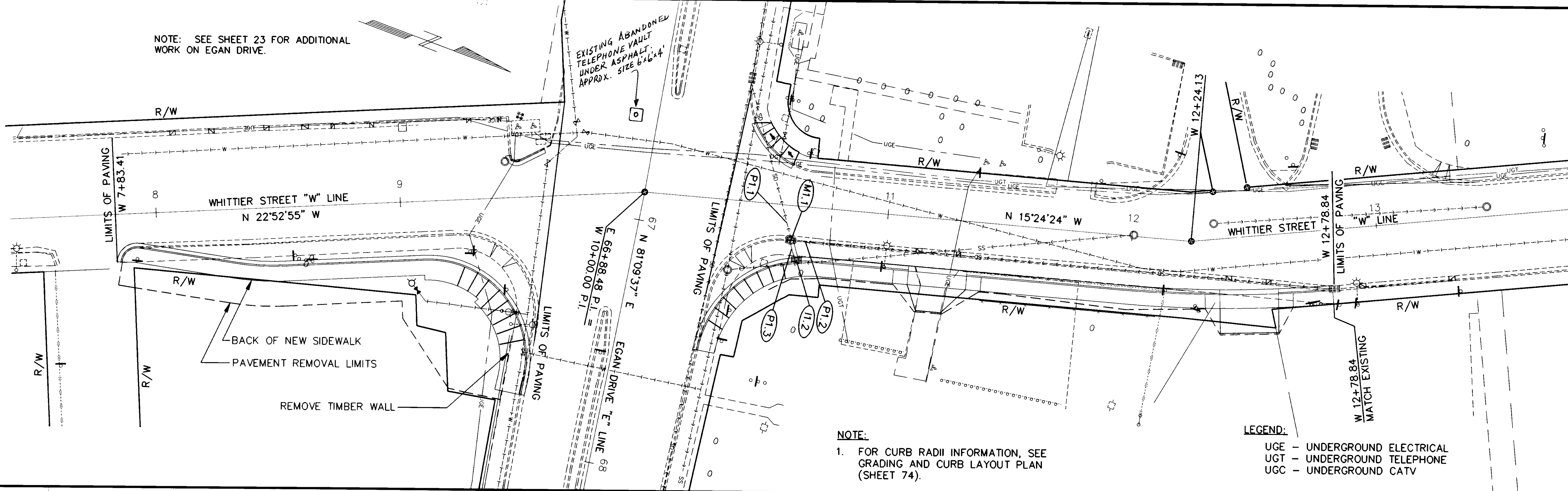
JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION
 DRIVEWAY, CURB RAMP AND CROSSWALK DETAILS
 FOR INTERSECTIONS

DESIGNED BY:
 JRK/AJJ/BAK/DWH
 DRAWN BY:
 JMI/DWH/BAK
 CHECKED BY:
 JRK/AJJ

PROJECT NO.
 STP-F-093-2(30)/70481
 DATE:
 NOVEMBER 1994
 SHEET 72 OF 91



NOTE: SEE SHEET 23 FOR ADDITIONAL WORK ON EGAN DRIVE.



NOTE:
1. FOR CURB RADII INFORMATION, SEE GRADING AND CURB LAYOUT PLAN (SHEET 74).

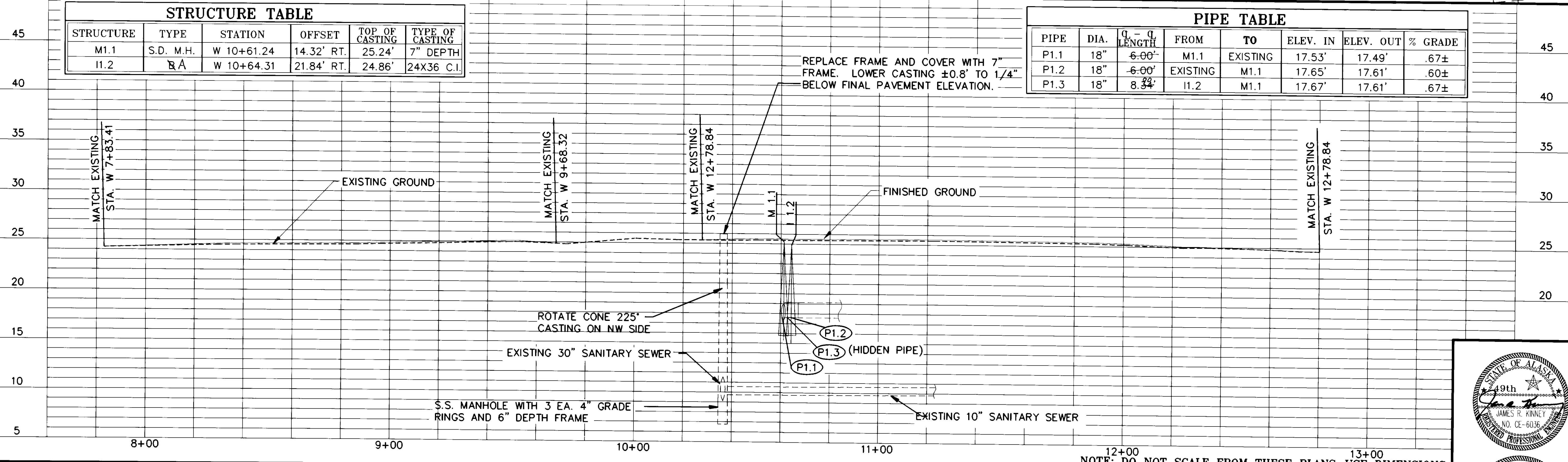
LEGEND:
UGE - UNDERGROUND ELECTRICAL
UGT - UNDERGROUND TELEPHONE
UGC - UNDERGROUND CATV

STRUCTURE TABLE

STRUCTURE	TYPE	STATION	OFFSET	TOP OF CASTING	TYPE OF CASTING
M1.1	S.D. M.H.	W 10+61.24	14.32' RT.	25.24'	7" DEPTH
I1.2	RA	W 10+64.31	21.84' RT.	24.86'	24X36 C.I.

PIPE TABLE

PIPE	DIA.	q ₁ - q ₂ LENGTH	FROM	TO	ELEV. IN	ELEV. OUT	% GRADE
P1.1	18"	6.00'	M1.1	EXISTING	17.53'	17.49'	.67±
P1.2	18"	6.00'	EXISTING	M1.1	17.65'	17.61'	.60±
P1.3	18"	8.34'	I1.2	M1.1	17.67'	17.61'	.67±



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\70481\DR\--SHEET73 1=1 (PAPERSPACE)

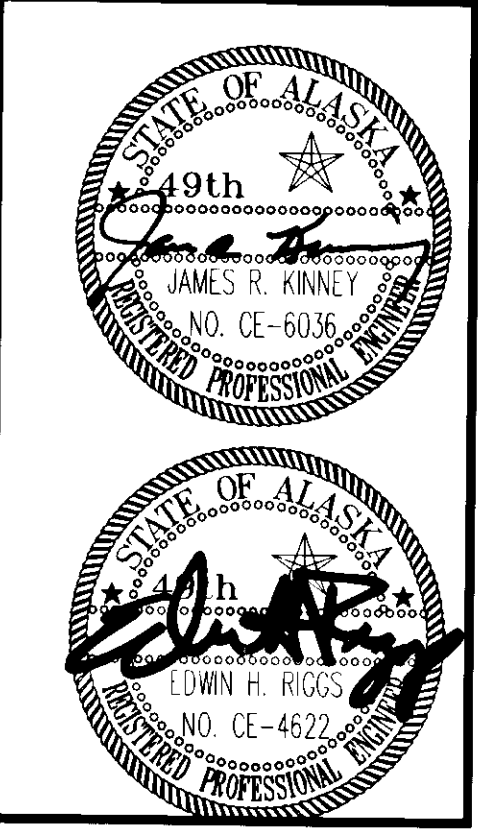
BY:	DATE:	DESCRIPTION OF CHANGE:

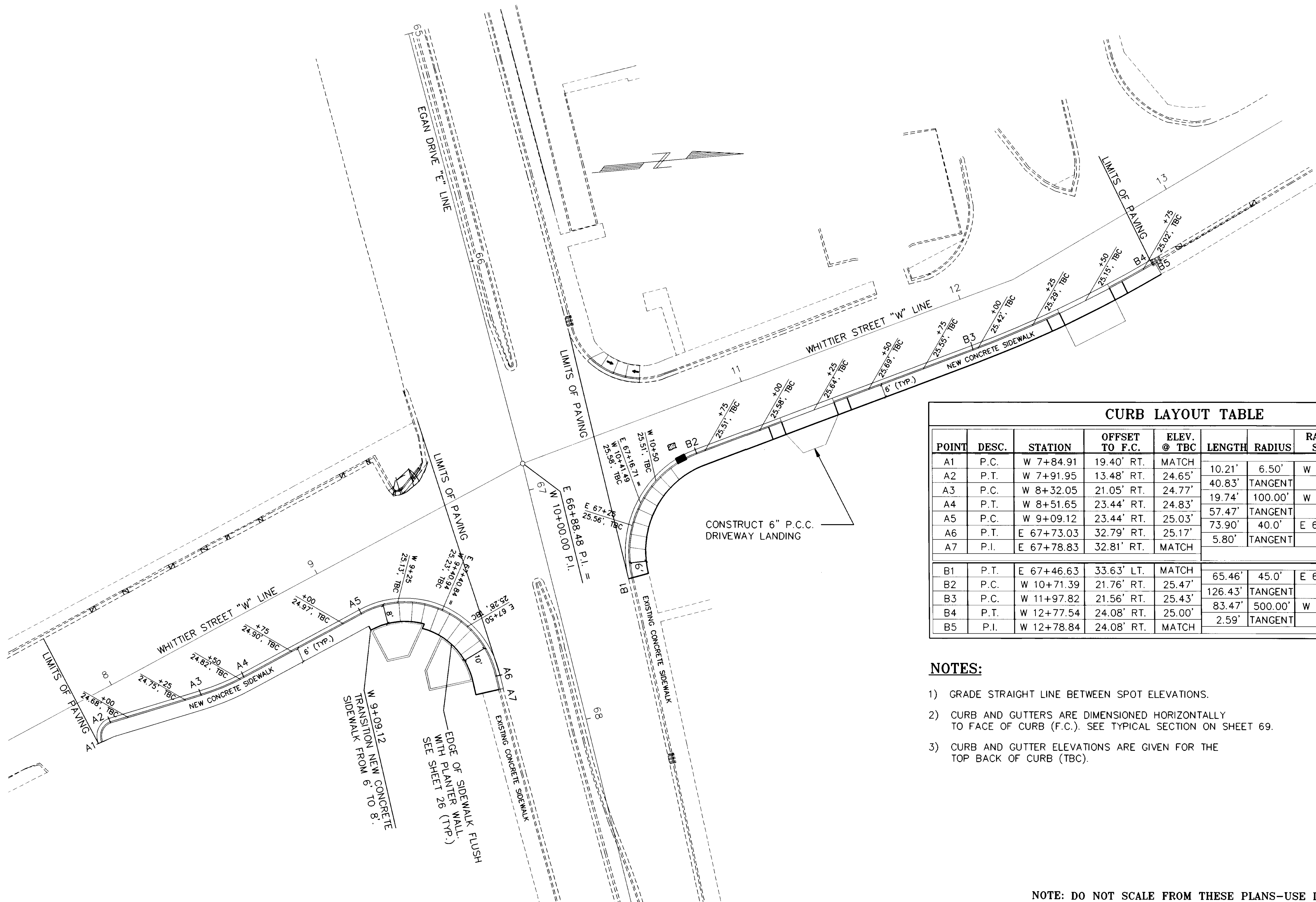
RECORD OF REVISIONS

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

JNU-WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION
ROADWAY PLANS
WHITTIER STREET

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	92 SHEET 73 OF 94





CURB LAYOUT TABLE

POINT	DESC.	STATION	OFFSET TO F.C.	ELEV. @ TBC	LENGTH	RADIUS	RADIUS STATION	RADIUS PT. OFFSET
A1	P.C.	W 7+84.91	19.40' RT.	MATCH				
A2	P.T.	W 7+91.95	13.48' RT.	24.65'	10.21'	6.50'	W 7+91.39	19.96' RT.
A3	P.C.	W 8+32.05	21.05' RT.	24.77'	40.83'	TANGENT		
A4	P.T.	W 8+51.65	23.44' RT.	24.83'	19.74'	100.00'	W 8+51.65	76.56' LT.
A5	P.C.	W 9+09.12	23.44' RT.	25.03'	57.47'	TANGENT		
A6	P.T.	E 67+73.03	32.79' RT.	25.17'	73.90'	40.0'	E 67+72.08	72.77' RT.
A7	P.I.	E 67+78.83	32.81' RT.	MATCH	5.80'	TANGENT		
B1	P.T.	E 67+46.63	33.63' LT.	MATCH	65.46'	45.0'	E 67+46.63	78.63' LT.
B2	P.C.	W 10+71.39	21.76' RT.	25.47'	126.43'	TANGENT		
B3	P.C.	W 11+97.82	21.56' RT.	25.43'	83.47'	500.00'	W 12+80.11	475.92' LT.
B4	P.T.	W 12+77.54	24.08' RT.	25.00'	2.59'	TANGENT		
B5	P.I.	W 12+78.84	24.08' RT.	MATCH				

NOTES:

- 1) GRADE STRAIGHT LINE BETWEEN SPOT ELEVATIONS.
- 2) CURB AND GUTTERS ARE DIMENSIONED HORIZONTALLY TO FACE OF CURB (F.C.). SEE TYPICAL SECTION ON SHEET 69.
- 3) CURB AND GUTTER ELEVATIONS ARE GIVEN FOR THE TOP BACK OF CURB (TBC).

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

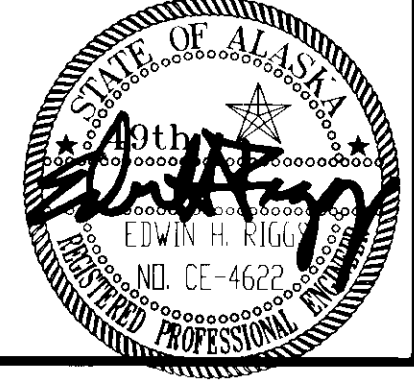
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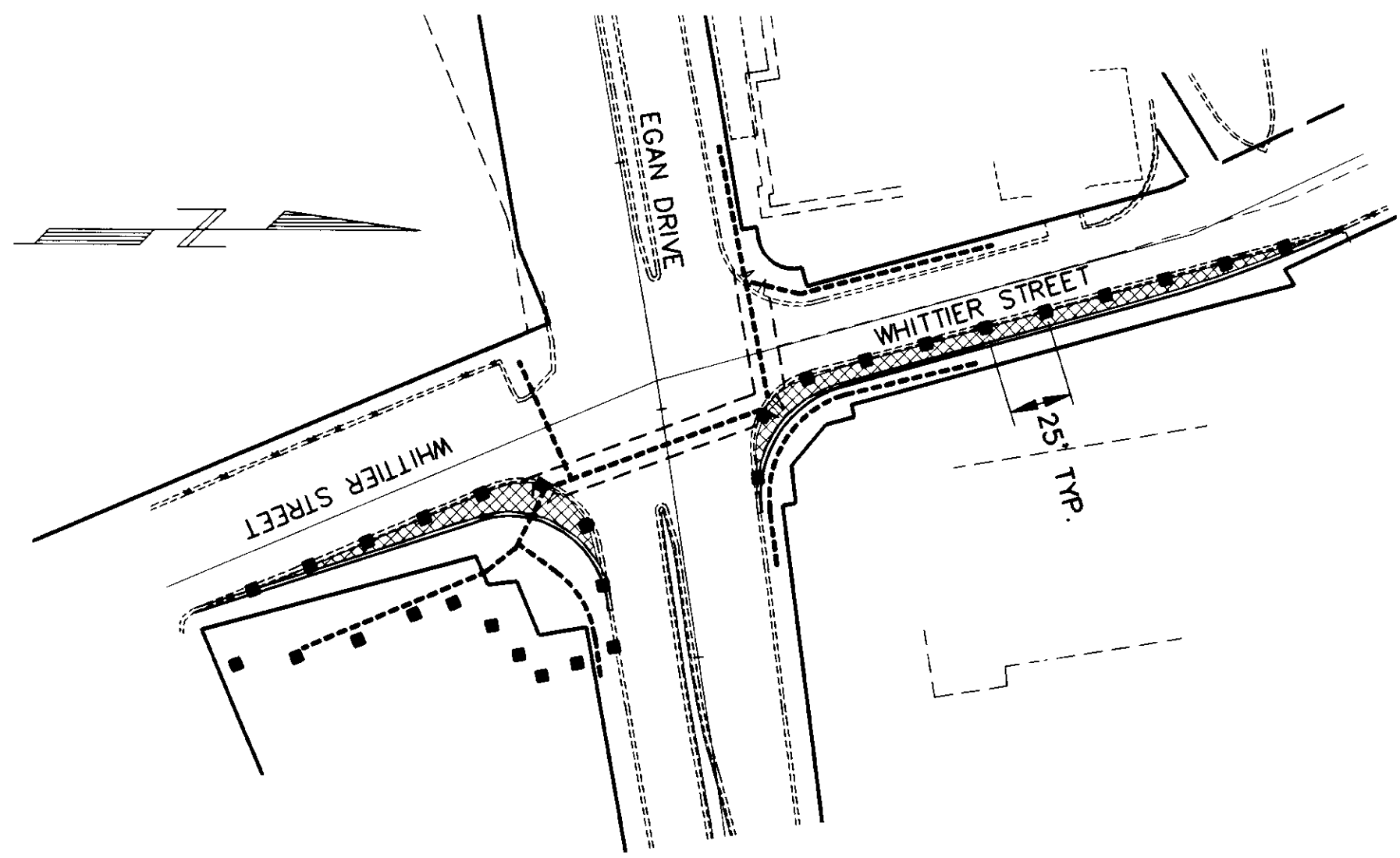
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION
 GRADING AND CURB LAYOUT PLANS

DESIGNED BY:
 JRK/AJJ/BAK/DWH
 DRAWN BY:
 JMI/DWH/BAK
 CHECKED BY:
 JRK/AJJ

PROJECT NO.
 STP-F-093-2(30)/70481
 DATE:
 NOVEMBER 1994
 SHEET 74 OF 92

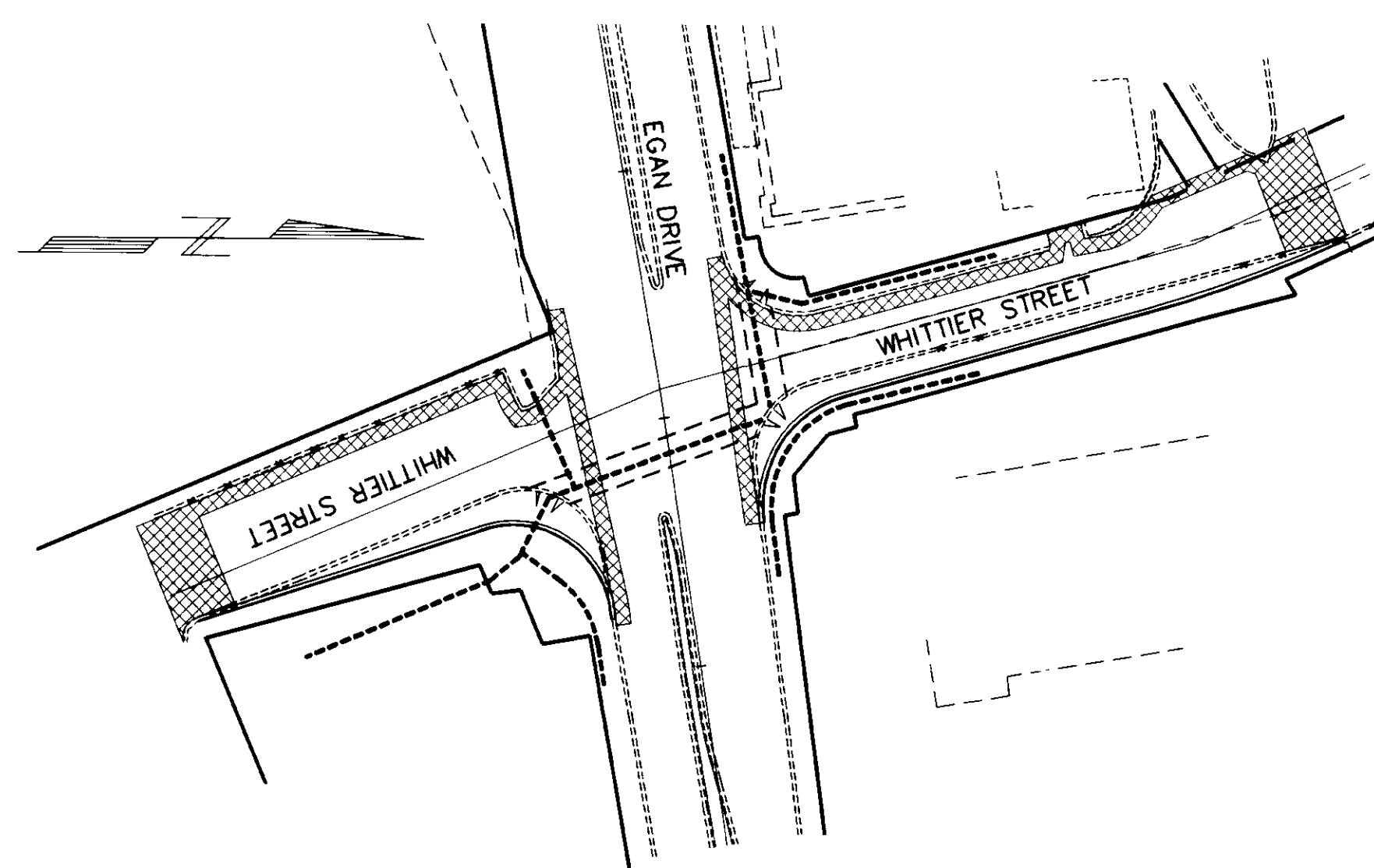




PHASE ONE

PHASE ONE CONSTRUCTION NOTES:

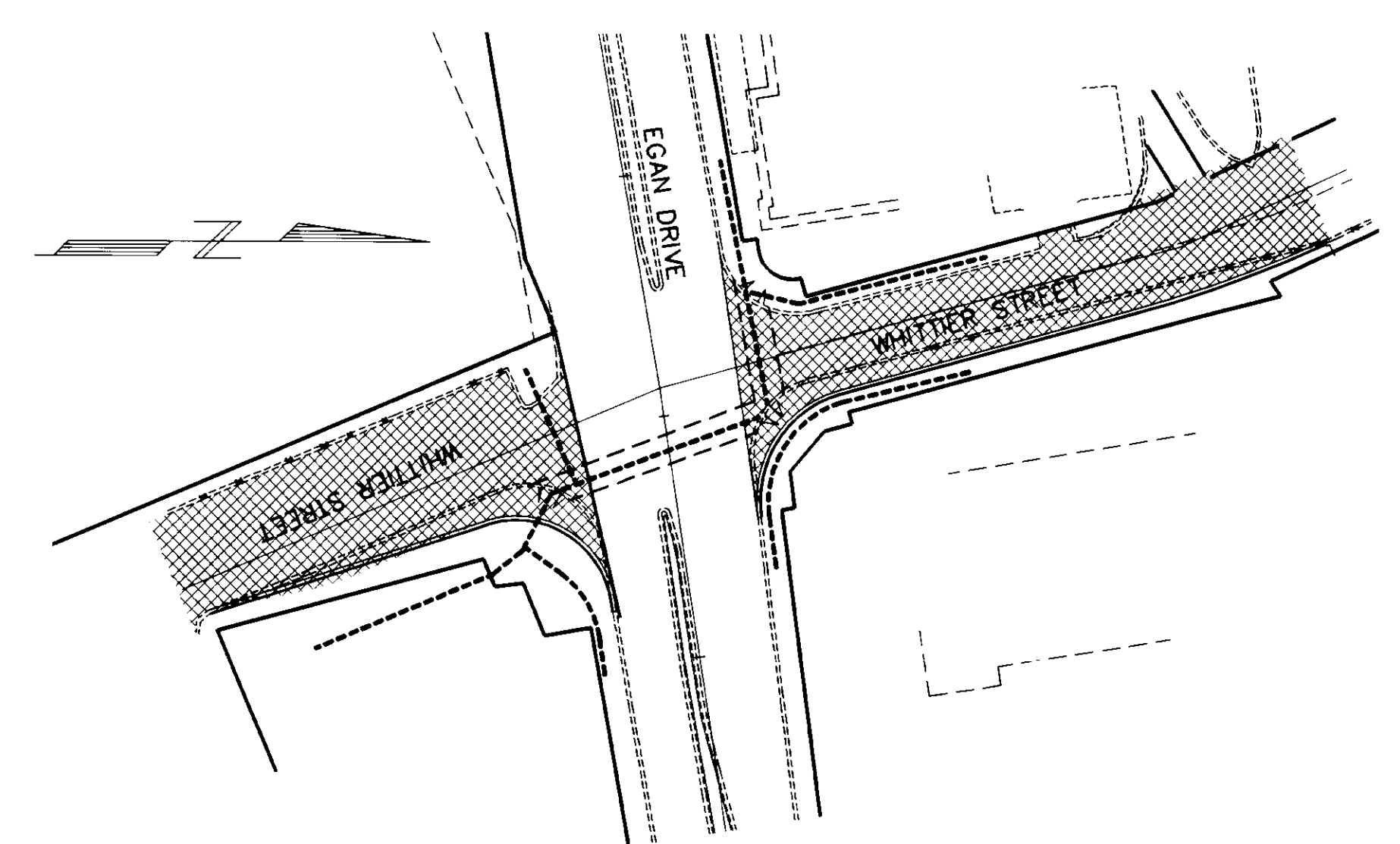
- 1) CONSTRUCT PAVEMENT WIDENING, CURB & GUTTER, UTILITY, STORM DRAIN, AND SIDEWALK IMPROVEMENTS.
- 2) MAINTAIN DRIVEWAY ACCESS TO BUSINESSES AND PARKING FACILITIES AT ALL TIMES DURING CONSTRUCTION.
- 3) MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER.
- 4) NO WORK WILL BE ALLOWED THAT CAUSES TRAFFIC MOVEMENT DELAY OR LANE WIDTH REDUCTION MONDAY THROUGH FRIDAY BETWEEN THE HOURS OF 7:00 AM TO 8:30 AM AND 4:00PM TO 6:00 PM.



PHASE TWO

PHASE TWO CONSTRUCTION NOTES:

- 1) PLANE PAVEMENT AS DETAILED ON TYPICAL SECTION AND PAVEMENT TRANSITIONS.
- 2) LIMIT PLANING PROCESS TO MAINTAIN ONE LANE IN EACH DIRECTION.
- 3) SIGNS AND CHANNELIZATION DEVICES NOT SHOWN, SEE STD. DWGS. C-03.01 AND C-05.00
- 4) PLANING ON WHITTIER ST. SHALL BE DONE BETWEEN THE HOURS OF 7 PM AND 10 PM.
- 5) APPLY TEMPORARY PAVEMENT MARKINGS AFTER PLANING.
- 6) NO WORK WILL BE ALLOWED THAT CAUSES TRAFFIC MOVEMENT DELAY OR LANE WIDTH REDUCTION MONDAY THROUGH FRIDAY BETWEEN THE HOURS OF 7:00 AM TO 8:30 AM AND 4:00PM TO 6:00 PM.



PHASE THREE

PHASE THREE CONSTRUCTION NOTES:

- 1) OVERLAY PAVEMENT AS DETAILED ON GRADING AND PAVING SHEET.
- 2) LIMIT PAVING PROCESS TO MAINTAIN ONE LANE IN EACH DIRECTION.
- 3) SIGNS AND CHANNELIZATION DEVICES NOT SHOWN, SEE STD. DWGS. C-03.01 AND C-05.00
- 4) PLACE PREFORMED PAVEMENT MARKINGS.
- 5) NO WORK WILL BE ALLOWED THAT CAUSES TRAFFIC MOVEMENT DELAY OR LANE WIDTH REDUCTION MONDAY THROUGH FRIDAY BETWEEN THE HOURS OF 7:00 AM TO 8:30 AM AND 4:00 PM TO 6:00 PM.

LEGEND

- WORK AREA THIS PHASE
- DRUM
- REFLECTORIZED TRAFFIC CONE
- PEDESTRIAN ROUTE

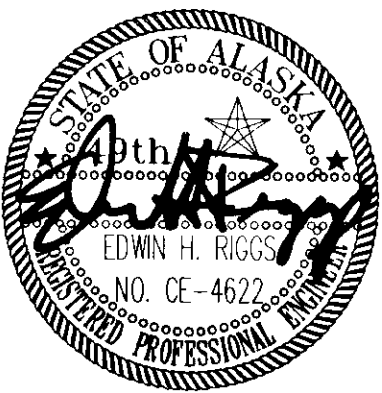
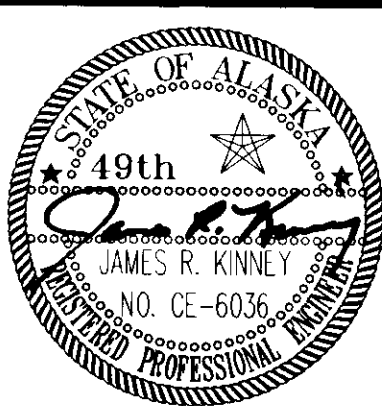
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

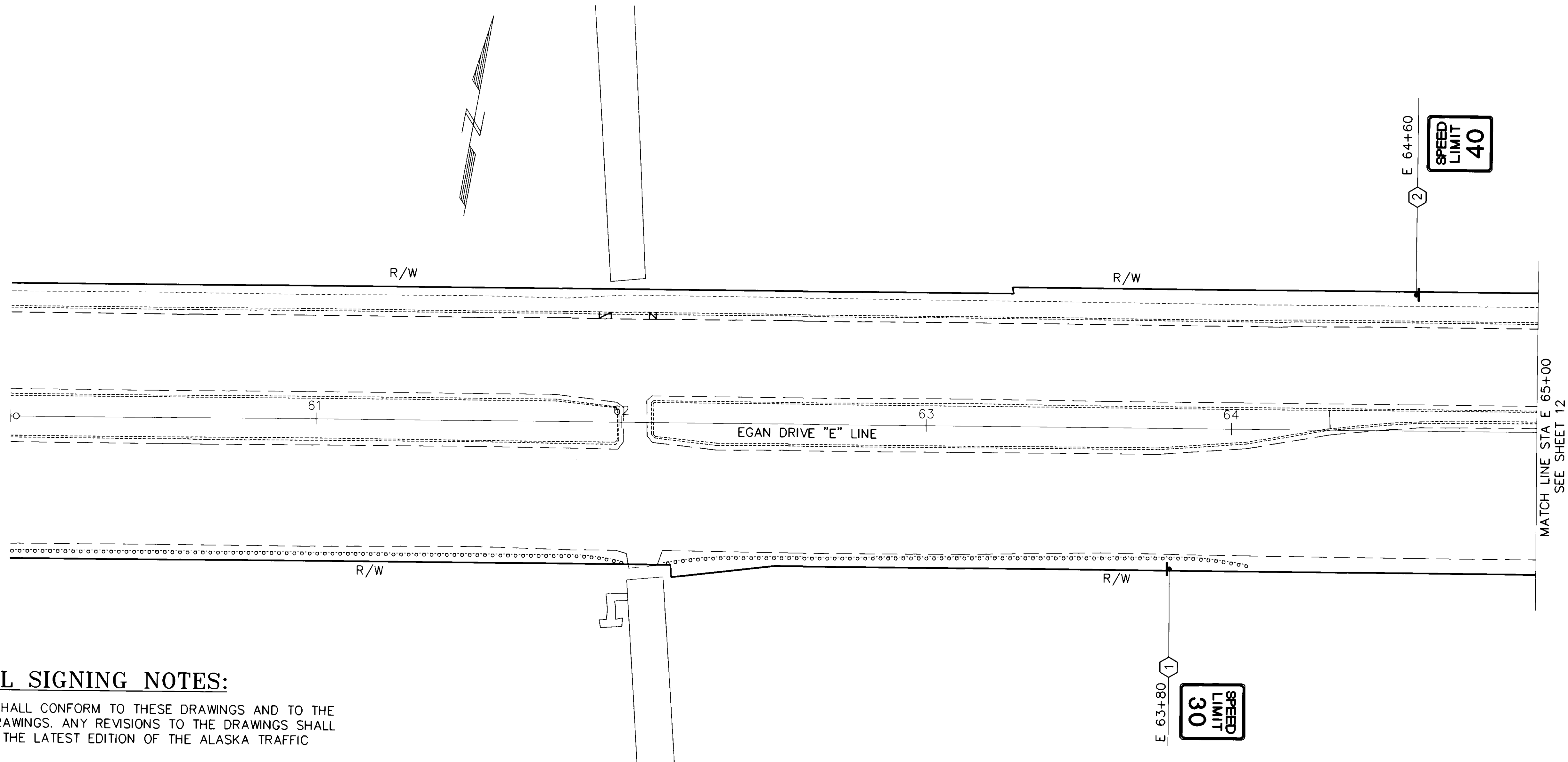
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

**JNU-WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION**
TRAFFIC CONTROL PLANS AND PERMANENT CONSTRUCTION SIGNING

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	SHEET 75 OF 92





GENERAL SIGNING NOTES:

1. ALL SIGNING SHALL CONFORM TO THESE DRAWINGS AND TO THE STANDARD DRAWINGS. ANY REVISIONS TO THE DRAWINGS SHALL CONFORM TO THE LATEST EDITION OF THE ALASKA TRAFFIC MANUAL.
2. REFERENCE SIGNING SUMMARY SHEETS FOR SIGN TYPES AND LOCATIONS. FINAL POSITION OF SIGNS SHALL FOLLOW STANDARD DRAWING S-05.00 AND VERIFIED BY THE ENGINEER IN THE FIELD.
3. ALL EXISTING SIGNS THAT ARE NOT SALVAGED OR RELOCATED SHALL REMAIN AND BE PRESERVED DURING CONSTRUCTION. NOT ALL EXISTING SIGNS ARE SHOWN ON THIS PLAN.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

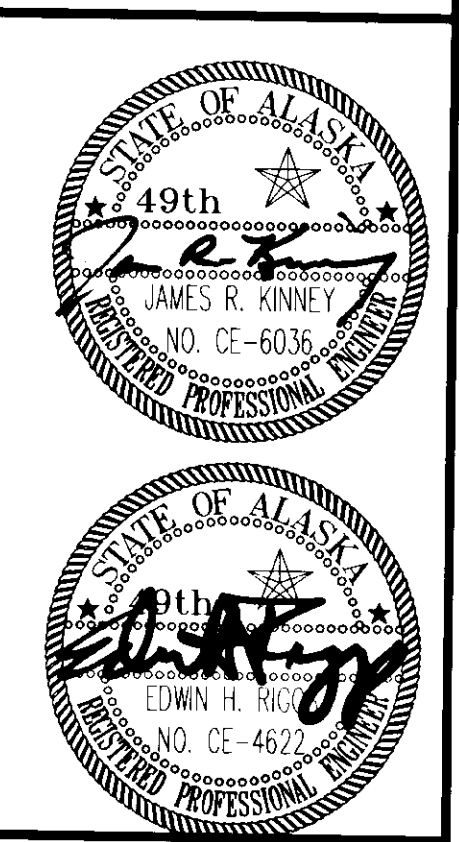
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

**JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION**
 SIGNING AND MARKINGS

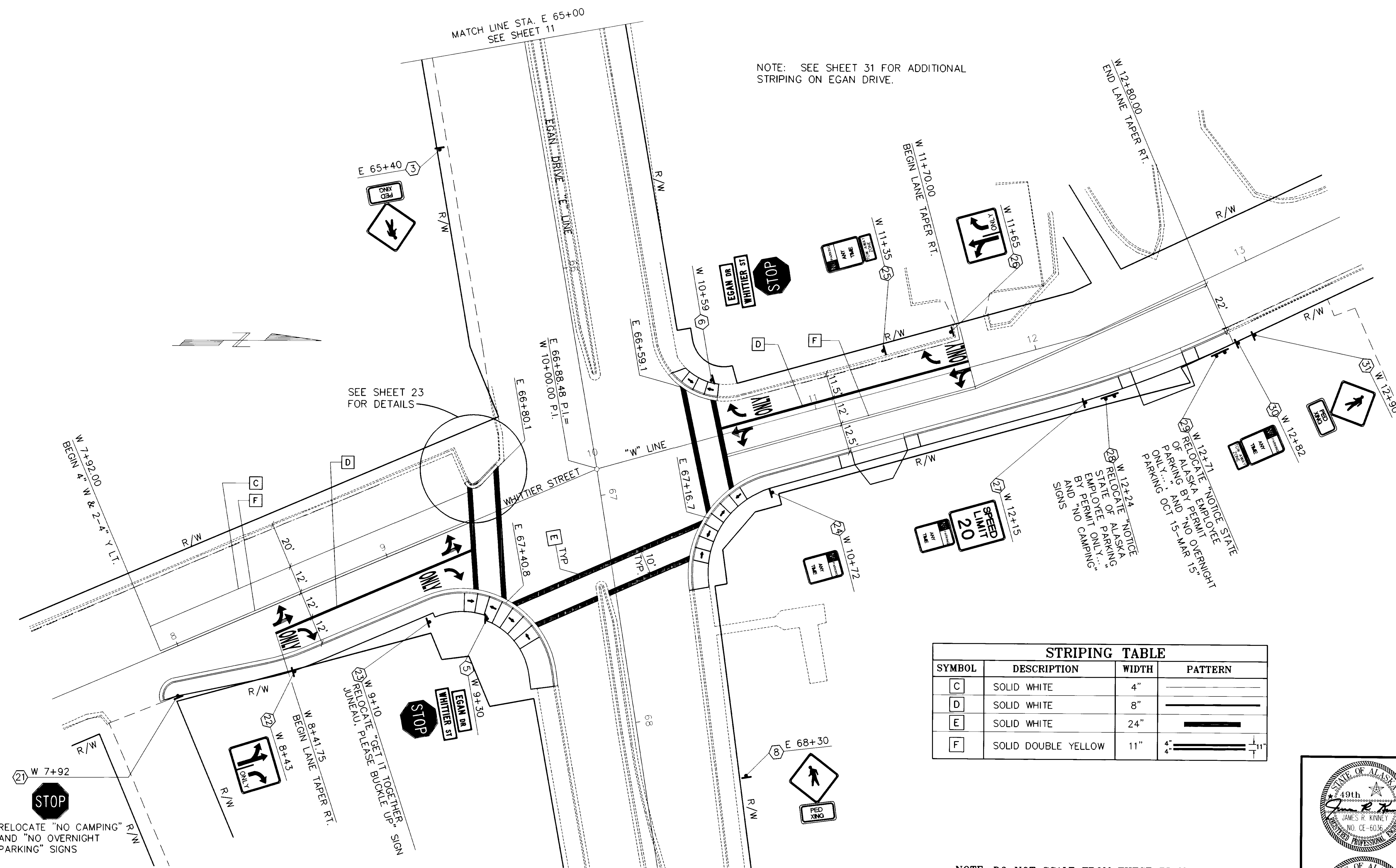
DESIGNED BY:
 JRK/AJJ/BAK/DWH
 DRAWN BY:
 JMI/DWH/BAK
 CHECKED BY:
 JRK/AJJ

PROJECT NO.
 STP-F-093-2(30)/70481
 DATE:
 NOVEMBER 1994
 SHEET 76 OF 92



MATCH LINE STA. E 65+00
SEE SHEET 11

NOTE: SEE SHEET 31 FOR ADDITIONAL
STRIPING ON EGAN DRIVE.



STRIPING TABLE			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
C	SOLID WHITE	4"	—————
D	SOLID WHITE	8"	—————
E	SOLID WHITE	24"	—————
F	SOLID DOUBLE YELLOW	11"	4" ——— 4"

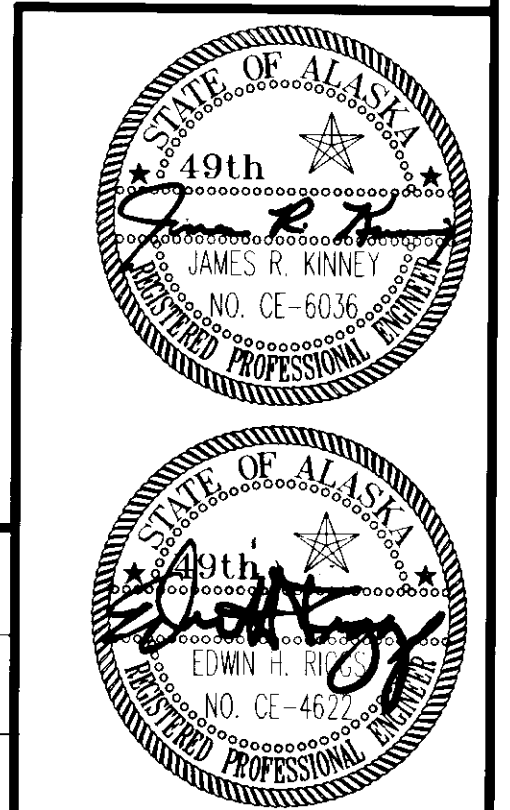
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

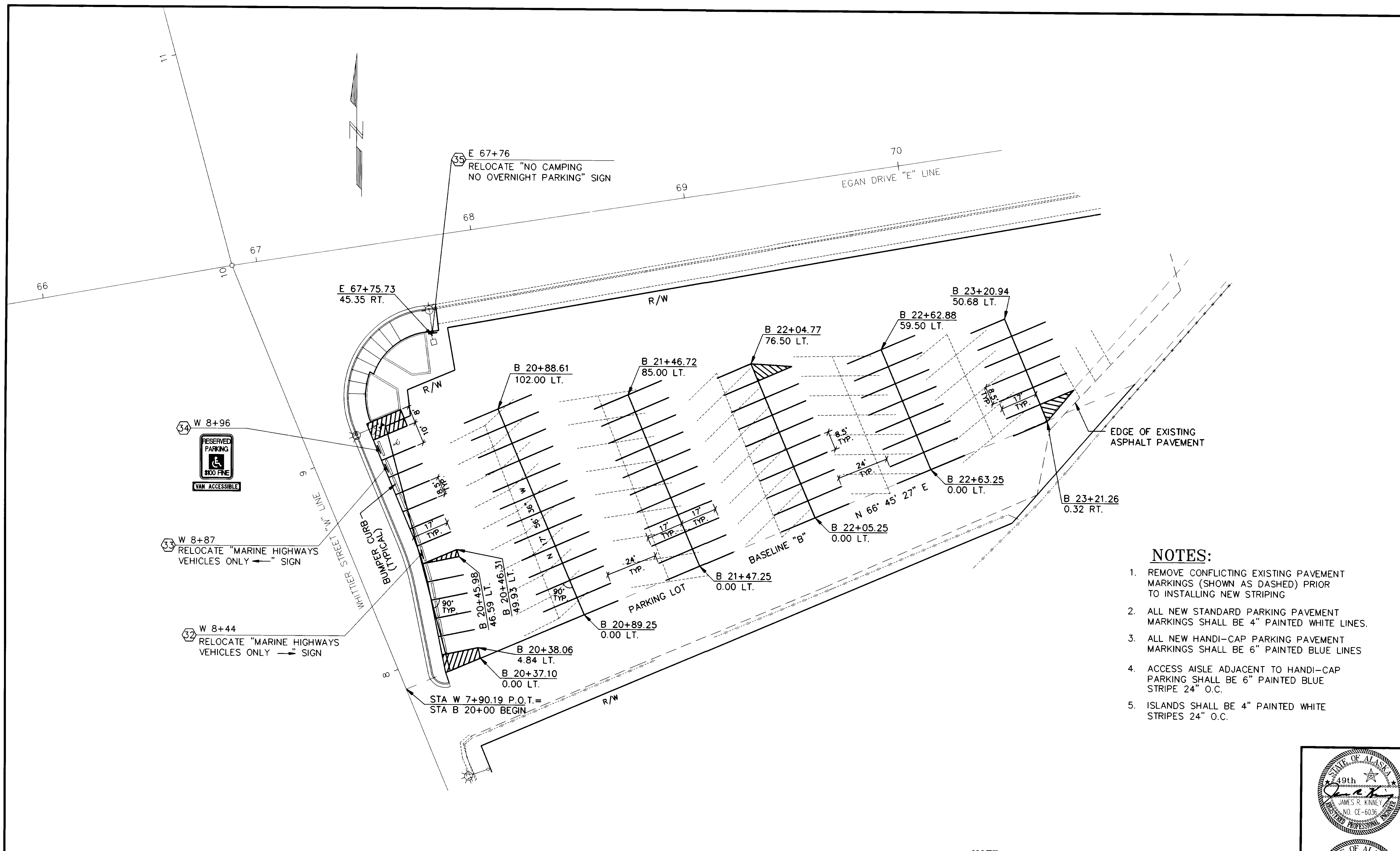
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

**JNU—WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION**
SIGNING AND MARKINGS

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	SHEET 77 OF 91





EDGE OF EXISTING ASPHALT PAVEMENT

NOTES:

1. REMOVE CONFLICTING EXISTING PAVEMENT MARKINGS (SHOWN AS DASHED) PRIOR TO INSTALLING NEW STRIPING
2. ALL NEW STANDARD PARKING PAVEMENT MARKINGS SHALL BE 4" PAINTED WHITE LINES.
3. ALL NEW HANDI-CAP PARKING PAVEMENT MARKINGS SHALL BE 6" PAINTED BLUE LINES
4. ACCESS AISLE ADJACENT TO HANDI-CAP PARKING SHALL BE 6" PAINTED BLUE STRIPE 24" O.C.
5. ISLANDS SHALL BE 4" PAINTED WHITE STRIPES 24" O.C.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

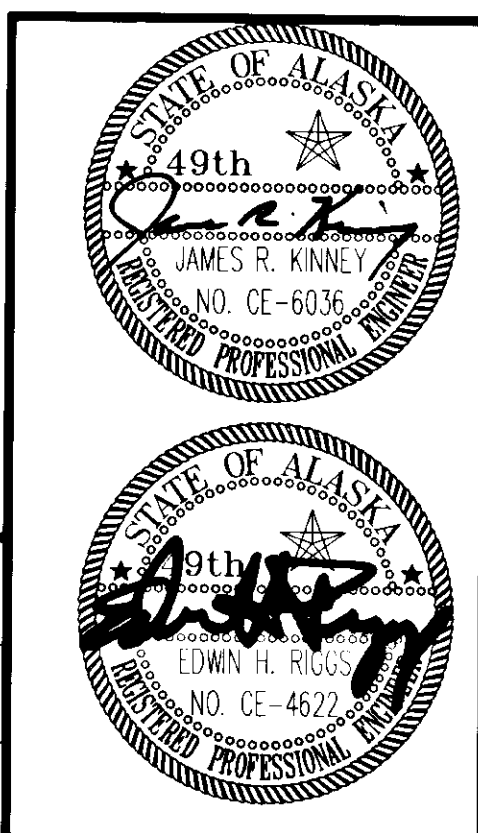
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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















**JNU—WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION
PARKING LOT SIGNING AND MARKING PLAN**

DESIGNED BY:
JRK/AJJ/BAK/DWH
DRAWN BY:
JMI/DWH/BAK
CHECKED BY:
JRK/AJJ

PROJECT NO.
STP-F-093-2(30)/70481
DATE:
NOVEMBER 1994
SHEET 78 OF 87



SIGN SUMMARY

SHEET NO.	POST NO.	STATION	OFFSET	TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		OBJECT MARKERS	RELOCATE	REMARKS
										UN FRAMED	FRAMED			
11	1	E 63+80	47.5' RT.	R2-1		30X36	7.50	W			0.080			MOUNT ON ELECTROLIER
11	2	E 64+60	43.8' LT.	R2-1		30X36	7.50	E			0.080			MOUNT ON ELECTROLIER
12	3	E 65+40	47.5' RT.	W11-2		36X36	9.00	W			0.080			MOUNT ON ELECTROLIER
	3					18X24	3.00	W			0.080			MOUNT ON ELECTROLIER
12	5	W 9+30	41.5' RT.	D3-1		8X30	1.67	E/W	2.5"X2.5" PT		0.080			
	5			D3-1		8X24	1.33	N/S			0.080			
	5			R1-1		30X30	6.25	S			0.080			
12	6	W 10+59	24.5' LT.	D3-1		8X30	1.67	E/W	2.5"X2.5" PT		0.080			
	6			D3-1		8X24	1.33	N/S			0.080			
	6			R1-1		30X30	6.25	N			0.080			
12	8	E 68+30	40.5' LT.	W11-2		36X36	9.00	E			0.080			MOUNT ON ELECTROLIER
	8					18X24	3.00	E			0.080			
12	21	W 7+92	20.0' RT.	R1-1		30X30	6.25	E	2.5"X2.5" PT		0.080			
	21				NO CAMPING NO OVERNIGHT PARKING			W					1	
	21							W					1	
12	22	W 8+43	30.0' RT.	R3-8SL/R		30X30	6.25	S	2.5"X2.5" PT		0.080			

GENERAL NOTES:

- 1) D3-1 SIGNS SHALL HAVE LEGENDS ON BOTH FACES. SHAFT MOUNTS PER S-20.00 USING STEEL STRAPS WHERE CALLED FOR ON POLE.
- 2) EXISTING SIGNS THAT ARE TO REMAIN ARE NOT SHOWN.
- 3) RELOCATED SIGNS SHALL BE INSTALLED USING NEW POSTS. EXISTING POSTS & FOUNDATIONS SHALL BE REMOVED.
- 4) PT = PERFORATED STEEL TUBING (0.105" WALL)
- 5) FOR NEW POSTS, PLACE SIGNS PER S-05.00. USE URBAN DIMENSIONS.
- 6) D3-1 SIGNS SHALL USE 4" UPPER CASE LETTERS FOR STREET NAMES, AND 3" FOR SUFFIX. D3-1C SHALL USE 8" UPPER CASE AND 6" LOWER CASE.
- 7) ALL FOUNDATIONS SHALL BE CONCRETE.
- 8) WHERE CALLED FOR:
 - a) D3-1 SHALL BE MOUNTED ON TOP OF POSTS.
 - b) R6-1 SHALL BE NEXT.
 - c) OBJECT MARKERS WILL BE BELOW ALL OTHER SIGNS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\70481\DR\SHI79 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:

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









JNU-WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION
SIGNING SUMMARY

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK/BCL	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	SHEET 79 OF 92



RECORD OF REVISIONS

SIGN SUMMARY

SHEET NO.	POST NO.	STATION	OFFSET	TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		OBJECT MARKERS	RELOCATE	REMARKS
										UN FRAMED	FRAMED			
12	23	W 9+06	33.0' RT.		GET IT TOGETHER JUNEAU PLEASE BUCKLE UP			S					1	MOUNT ON ELECTROLIER
12	24	W 10+72	30.0' RT.	R7-101		12X18	1.50	S	2.5"X2.5"PT.	0.080				
12	25	W 11+35	17.0' LT.	R7-101		12X18	1.50	S	2.5"X2.5"PT.	0.080				
	25			R7-201		12X6	0.50	S						
12	26	W 11+65	17.0' LT.	R3-8SL/R		30X30	6.25	N	2.5"X2.5"PT.	0.080				
12	27	W 12+15	28.0' RT.	R2-1		24X30	5.00	S	2.5"X2.5"PT.	0.080				
	27			R7-101		12X18	1.50	S		0.080				
12	28	W 12+24	29.0' RT.		NOTICE STATE OF ALASKA EMPLOYEE PARKING ONLY...			W	2-2.5"X2.5"PT.				1	
	28				NO CAMPING			W					1	
12	29	W 12+71	32.0' RT.		NOTICE STATE OF ALASKA EMPLOYEE PARKING ONLY...			W	2-2.5"X2.5"PT.				1	
	29				NO OVERNIGHT PARKING OCT 15-MAR 15			W					1	
12	30	W 12+82	31.0' RT.	R7-101		12X18	1.50	S	2.5"X2.5"PT.	0.080				
	30			R7-201		12X6	0.50	S						

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: WHITS03.DWG		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		



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

JNU-WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION
SIGNING SUMMARY

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK/BCL	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	SHEET 80 OF <u>92</u>



SIGN SUMMARY

SHEET NO.	POST NO.	STATION	OFFSET	TYPE	LEGEND	SIZE (IN.)	AREA (S.F.)	SIGN FACES	POST SIZE	THICKNESS (.000 IN.)		OBJECT MARKERS	RELOCATE	REMARKS
										UN	FRAMED			
12	31	W 12+90	31.0' RT.	W11-2	 PED XING	36X36	9.00	S		0.080				MOUNT ON ELECTROLIER
	31					18X24	3.00	S			0.080			
13	32	W 8+44	30.0' RT.		MARINE HIGHWAYS VEHICLES ONLY →			S	2.5"X2.5"PT.				1	
13	33	W 8+87	30.0' RT.		MARINE HIGHWAYS VEHICLES ONLY ←			E	2.5"X2.5"PT.				1	
13	34	W 8+96	30.0' RT.	R7-8	 RESERVE PARKING \$100 FINE VAN ACCESSIBLE	12X18	1.50	E	2.5"X2.5"PT.	0.080				
						4X22	0.61	E			0.080			
13	35	E 67+76	43.5' RT.		NO CAMPING NO OVERNIGHT PARKING			S					1	MOUNT ON ELECTROLIER
	35								S					1
TOTAL						102.36							11	

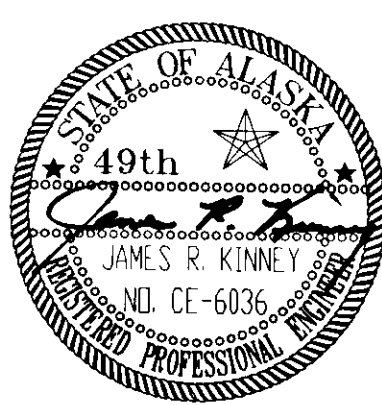
NOTE: DO NOT SCALE FROM THESE PLANS--USE DIMENSIONS

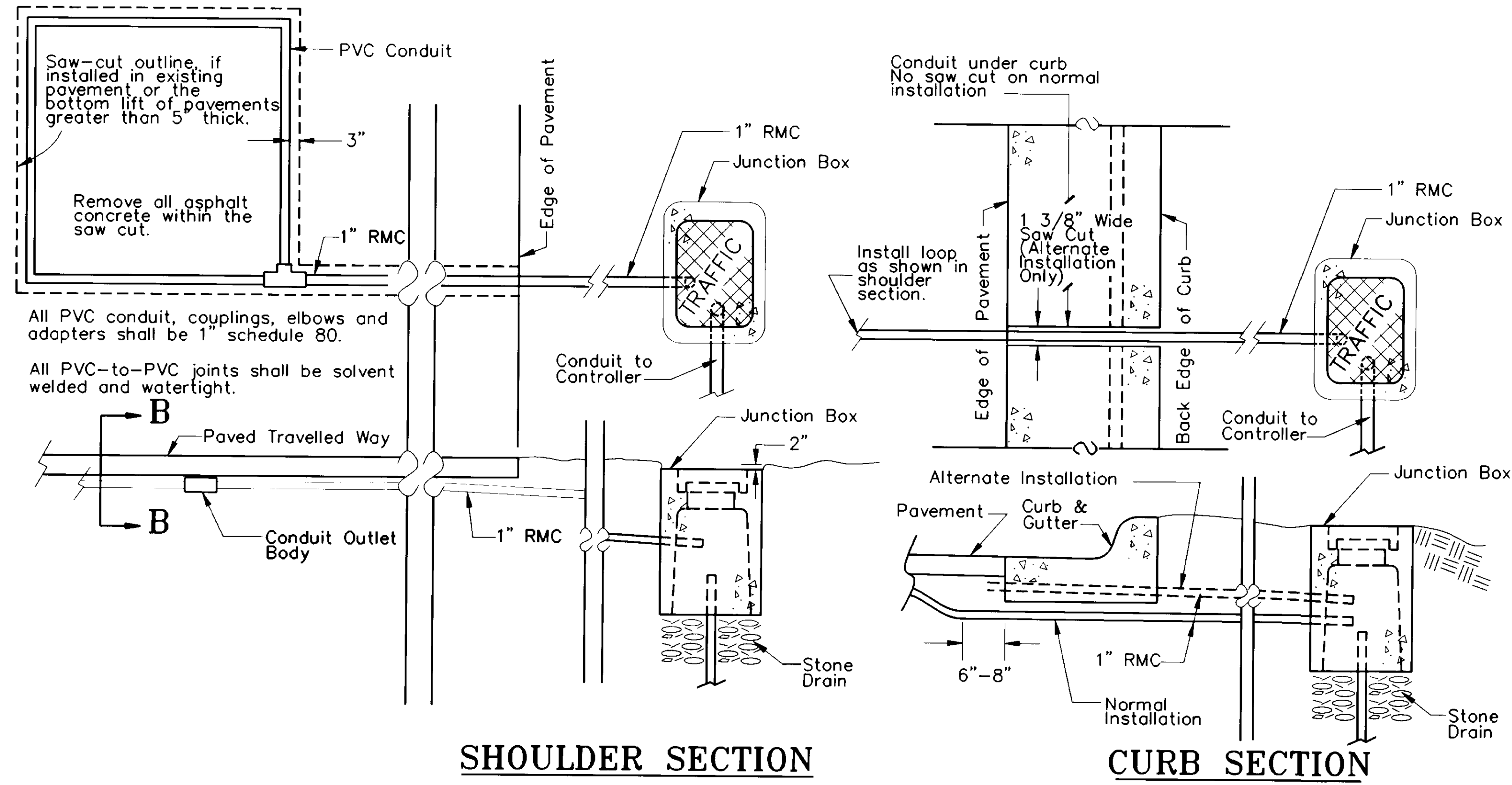
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

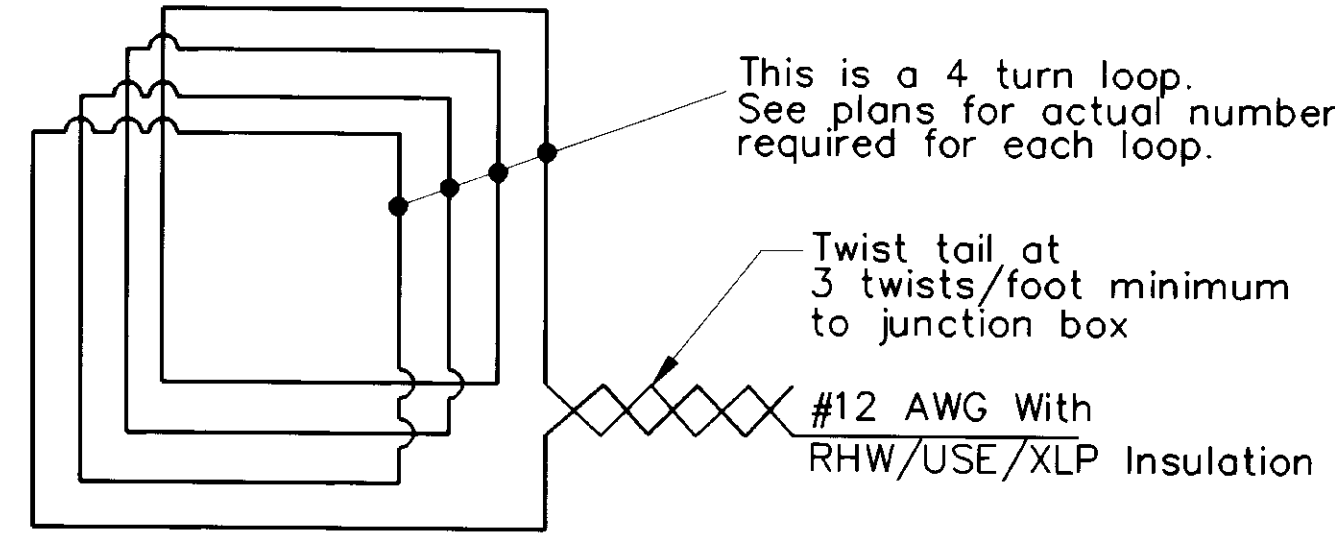
JNU-WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION
SIGNING SUMMARY

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK/BCL	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	92 SHEET 81 OF 91

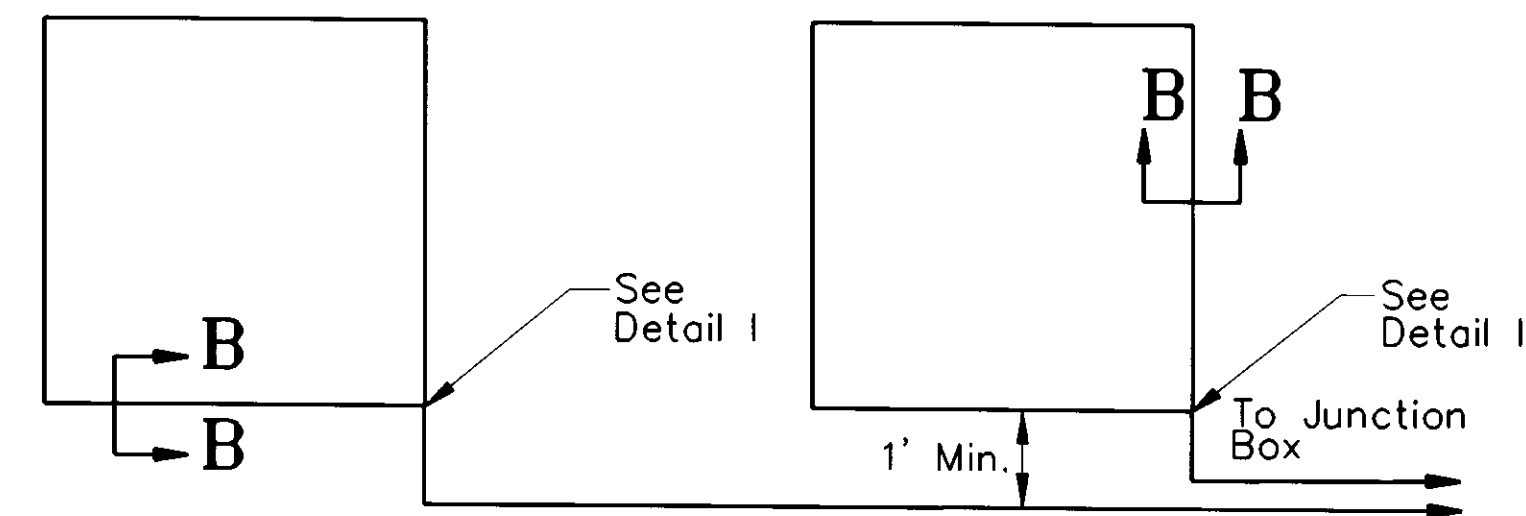




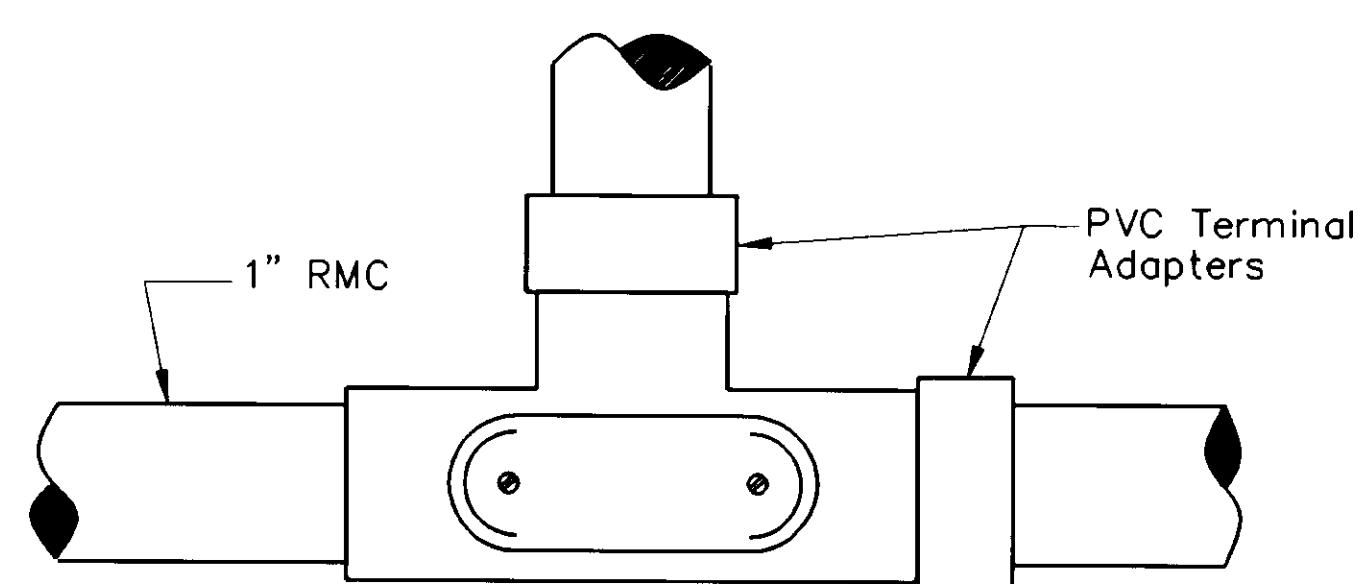
SHOULDER SECTION
CURB SECTION
PVC CONDUIT ENCASED DETECTOR LOOP INSTALLATION



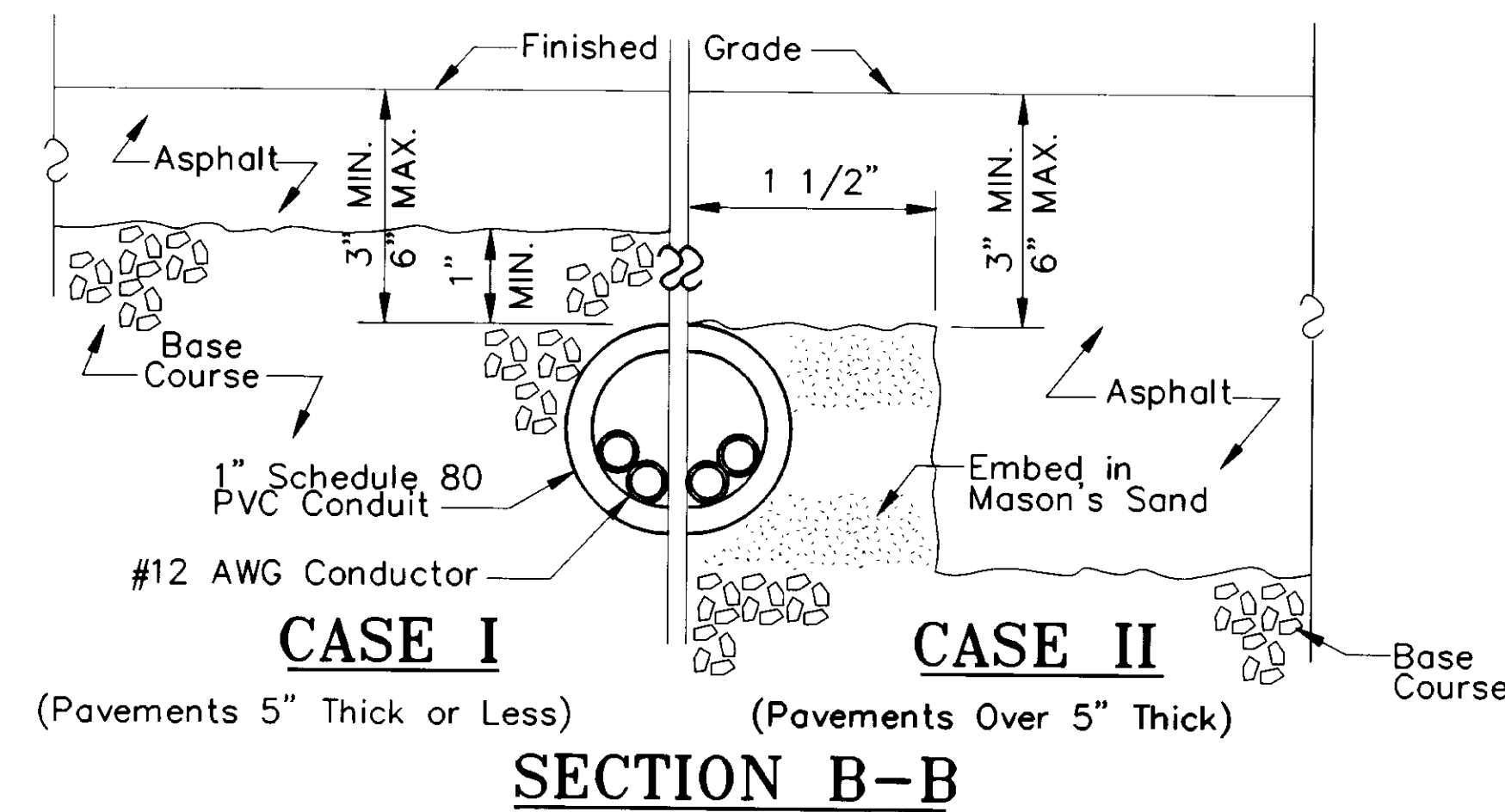
LOOP WIRING DETAIL



TYPICAL PLAN VIEW OF MULTIPLE LOOP INSTALLATION



DETAIL I



CASE I (Pavements 5" Thick or Less)
CASE II (Pavements Over 5" Thick)
SECTION B-B

GENERAL NOTES:

- The power supply and sensor control unit shall be housed in the controller cabinet.
- When new asphalt pavement is being installed, complete loop installations prior to paving.
- All slots and trenches in cemented surfaces shall be cut by a power concrete saw. The saw shall be capable of doing a rectangular groove up to 3/4" wide and 3 1/2" deep.
- All sawcut surfaces shall be washed clean and dried using compressed air. Sawing of newly poured, Portland Cement concrete shall not occur for seven (7) days after pouring.
- PVC enclosed detector loops shall be the only method of installing detection.
- The flexible tubing to encase the loop wire shall have a 1/4" inside diameter and may be flexible vinyl, neoprene, PVC plastic, or polyethylene.
- Slots shall be filled to within 1/8" of the top of asphalt with an approved loop sealant. Foam rope slot fillers shall not be used. Short foam rope pieces should be wedged 2" to 3" on centers to keep the loop wire from floating.
- Prior to final acceptance of the project, each loop shall be checked for continuity and conductor insulation integrity in accordance with Section 660-2.13 of the Specifications.
- Splicing of the loop tail wires to the lead-in cable shall conform to Section 660-2.09(A) of the Specifications.
- Provide and label all loop tails and lead-in cable in accordance with Section 660-2.08, 660-2.09(A), and 660-4.01 of the Specifications.
- All pavement removal, replacement asphalt material, and paving required to complete the installation of traffic detectors shall be considered part of the loop installation item, and not measured or paid for directly. Replacement paving shall be a minimum depth of 3 inches.
- Asphalt mix used to repave the loop cut out shall be maintained at a temperature above 225 degrees F in an insulated box until the time of application. The adjacent pavement shall be heated with a torch before paving but no direct flame shall be applied to the new asphalt. Tack coat shall be applied to the edges of the existing asphalt before paving the trenches. Compaction shall be done with a small self-propelled roller. The asphalt mix used to repave the slots shall be in accordance with Section 401 of the Specifications, and be approved by the Engineer.
- Loop locations may be staggered slightly ($\pm 6"$) to accommodate home run replacement.
- All detector loops shall be 6 feet wide by 6 feet long, unless dimensioned otherwise in the plans.
- Mason's sand shall conform to AASHTO M45.
- Loops shall have 4 turns unless otherwise specified on the plans.
- Installation of the junction boxes shall conform to the requirements of the Standard Drawing T-34.01.

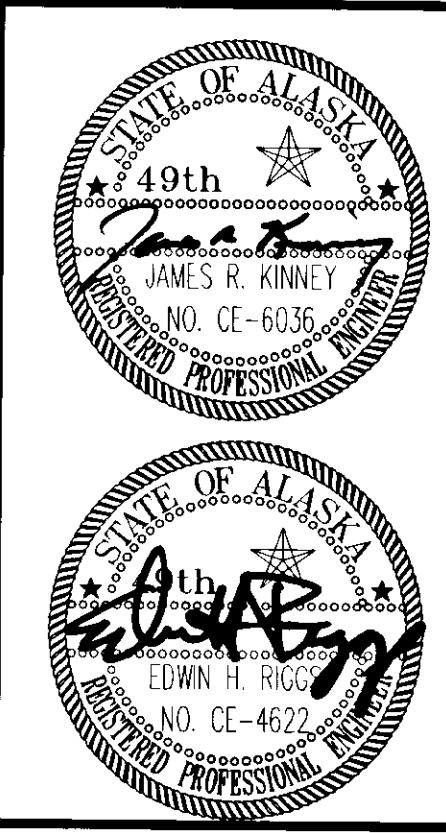
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

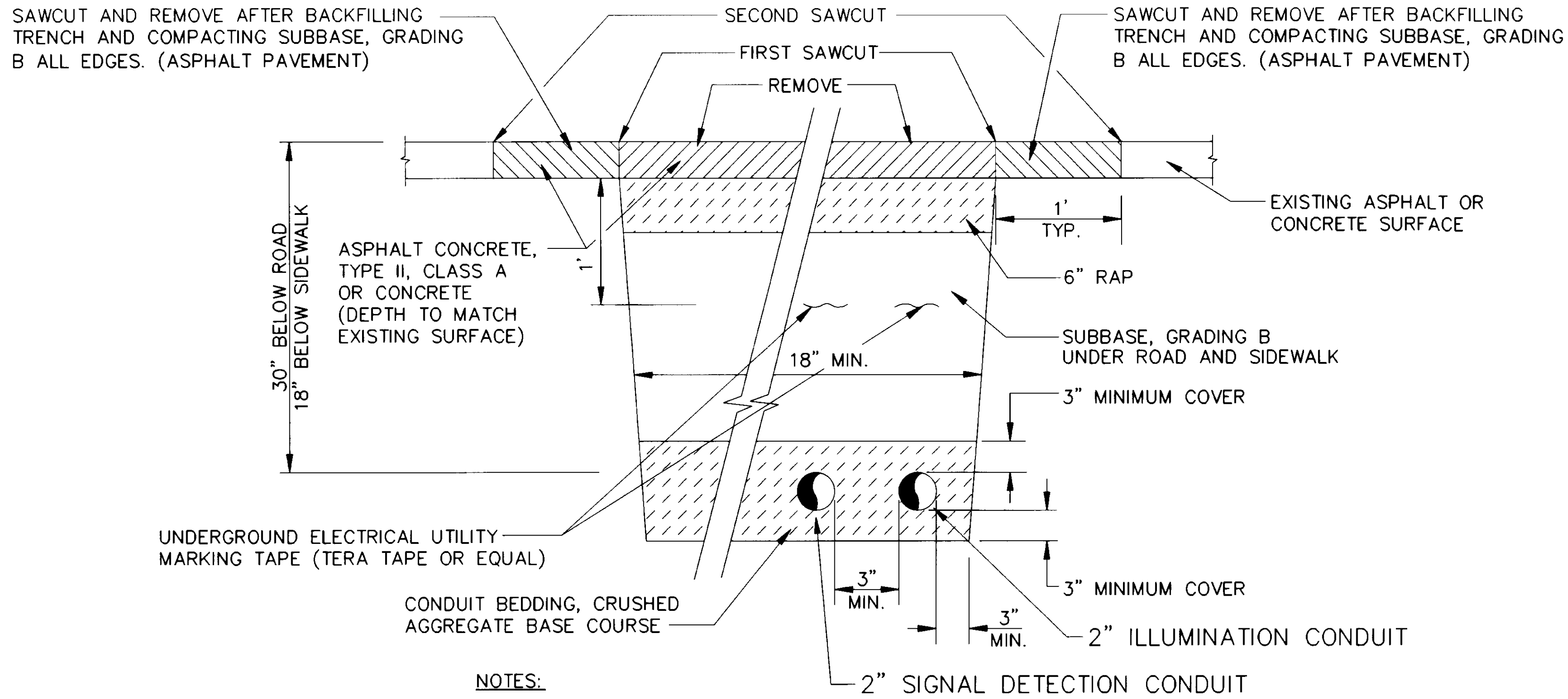
PATH: P:\JNU\70481\DR\SHT82 1=1		
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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION
 TRAFFIC SIGNAL DETECTOR INSTALLATION DETAILS

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	SHEET 82 OF 92



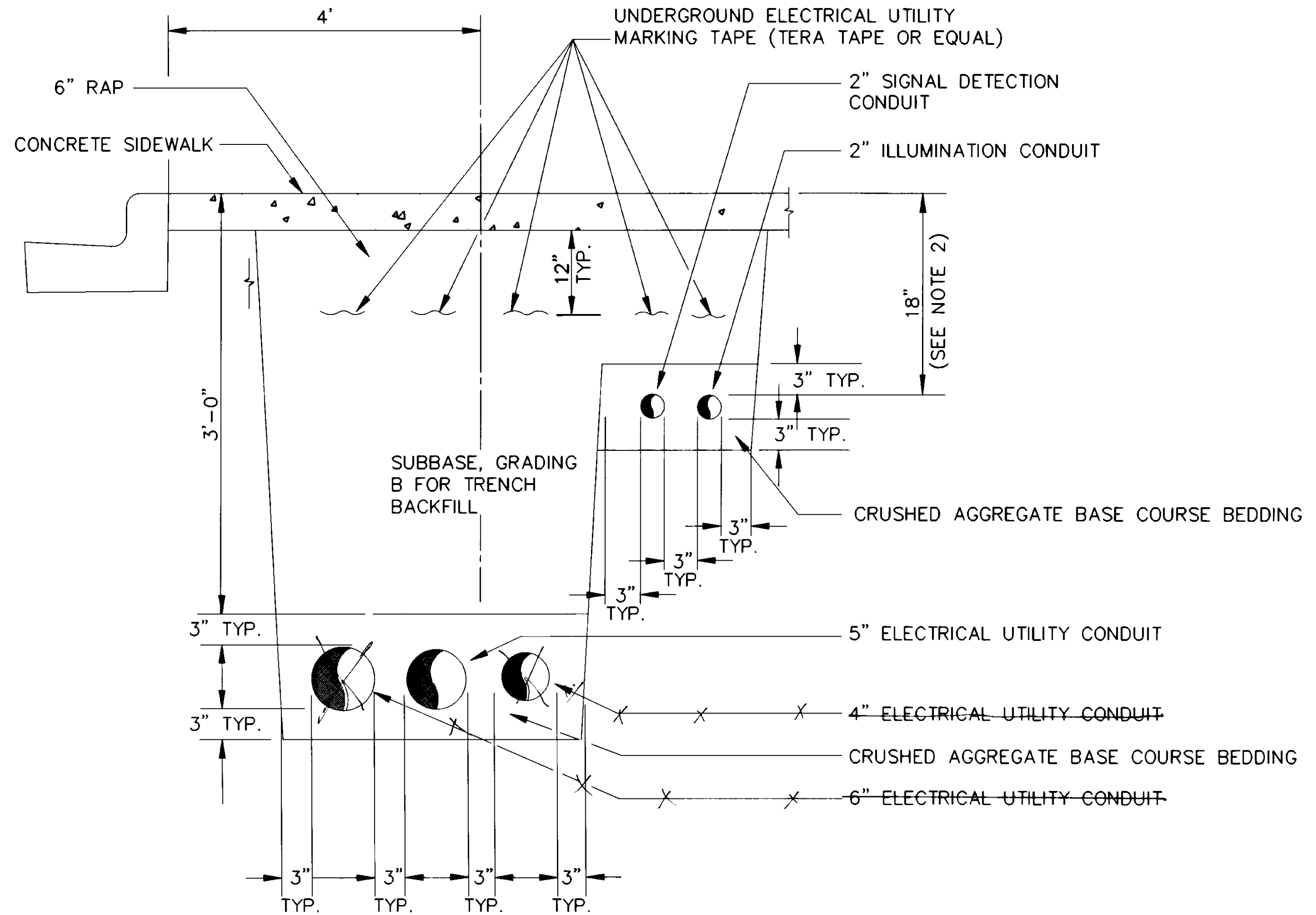


NOTES:

1. SAWCUT PAVED SURFACES.
2. THIS WORK SHALL BE COMPLETED PRIOR TO FINAL OVERLAY FOR TRENCHES BENEATH ASPHALT SURFACES.

TYPICAL DETAIL FOR ILLUMINATION AND TRAFFIC SIGNAL CONDUIT TRENCH BENEATH ASPHALT OR CONCRETE PAVED SURFACES

NO SCALE



NOTES

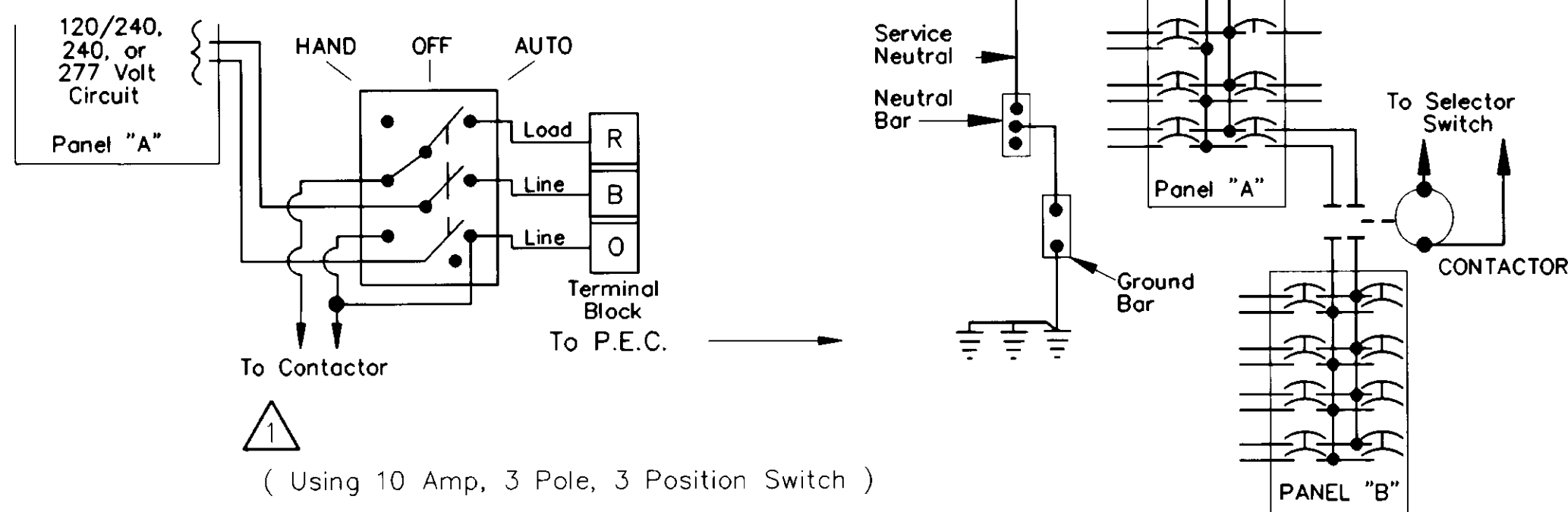
1. ALL DIMENSIONS ARE MINIMUM.
2. INCREASE CONDUIT DEPTH TO 30" MIN. UNDER ROADWAYS, DRIVEWAYS, OR PARKING LOTS.
3. LOCATE CONDUITS UNDER SIDEWALK UNLESS OTHERWISE NOTED.
4. THE 5", AND 6" ELECTRICAL CONDUIT WILL BE FURNISHED AND INSTALLED BY AEL&P

TYPICAL ELECTRICAL TRENCH DETAIL UTILITY, ILLUMINATION, & DETECTION

NO SCALE

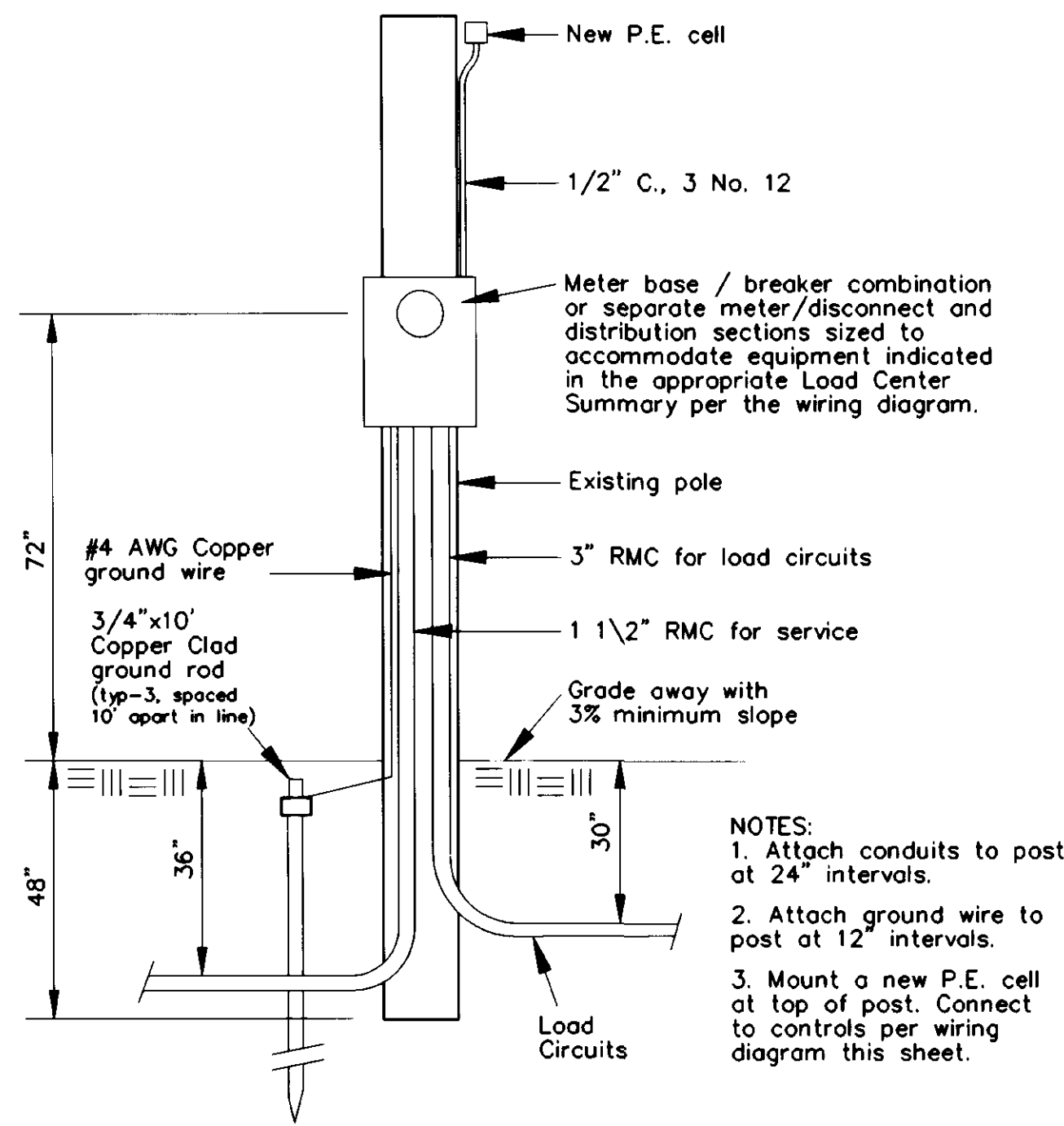
WIRING NOTES:

1. The service voltage will be as shown in each load center summary. A transformer and panel main breaker shall be installed whenever a traffic signal circuit is specified and 120 Volts is not available.
2. All load centers shall be equipped with load panels with spaces for the number of double pole circuit breakers shown in the wiring diagrams. Two spare double pole 20 Ampere breakers shall be installed in every load center unless otherwise noted.
3. The control circuit and contactor coil rating shall be either 240 or 277 Volt, as determined by the service voltage.



WIRING DIAGRAM

NO SCALE



TYPE 2 LOAD CENTER

NO SCALE

NOTE:

THE ELECTRICAL ENGINEER'S SEAL COVERS THE DESIGN OF ALL MODIFICATIONS TO THE ELECTRICAL UTILITY AND TO THE EXISTING HIGHWAY LIGHTING SYSTEM EXCEPT:
 (1) MODIFICATIONS TO THE EXISTING ELECTROLIERS;
 (2) REMOVAL OF EXISTING ELECTROLIERS; AND,
 (3) INSTALLATION OF NEW ELECTROLIERS.

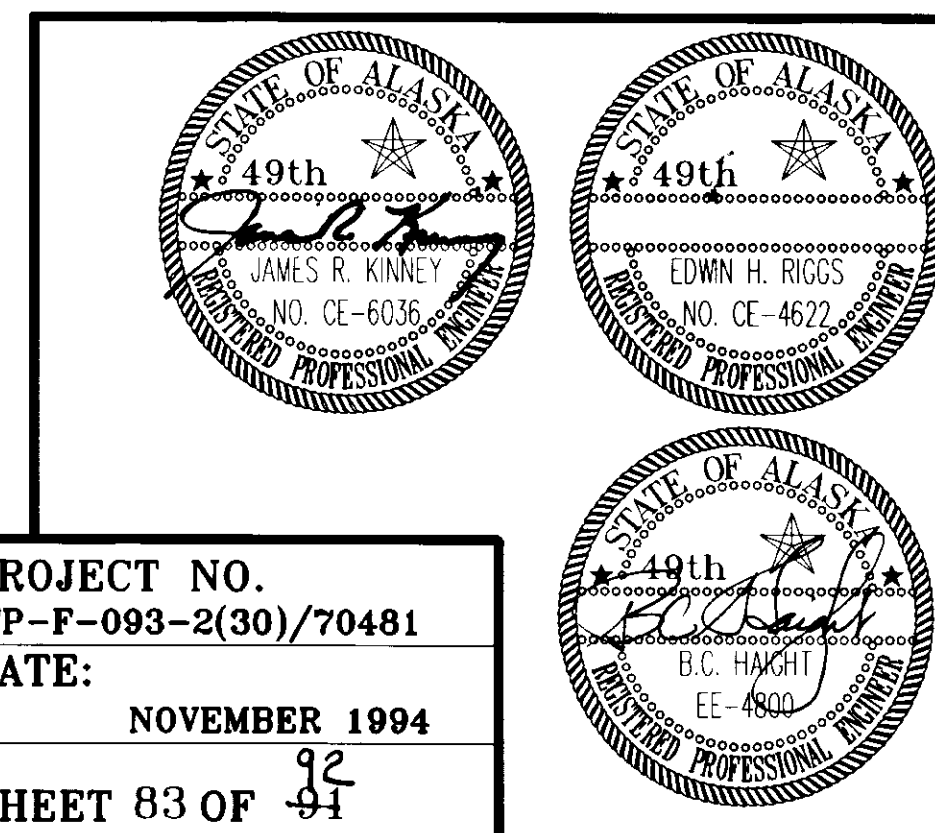
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\70481\DR\ -SHT83 1=1		
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

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

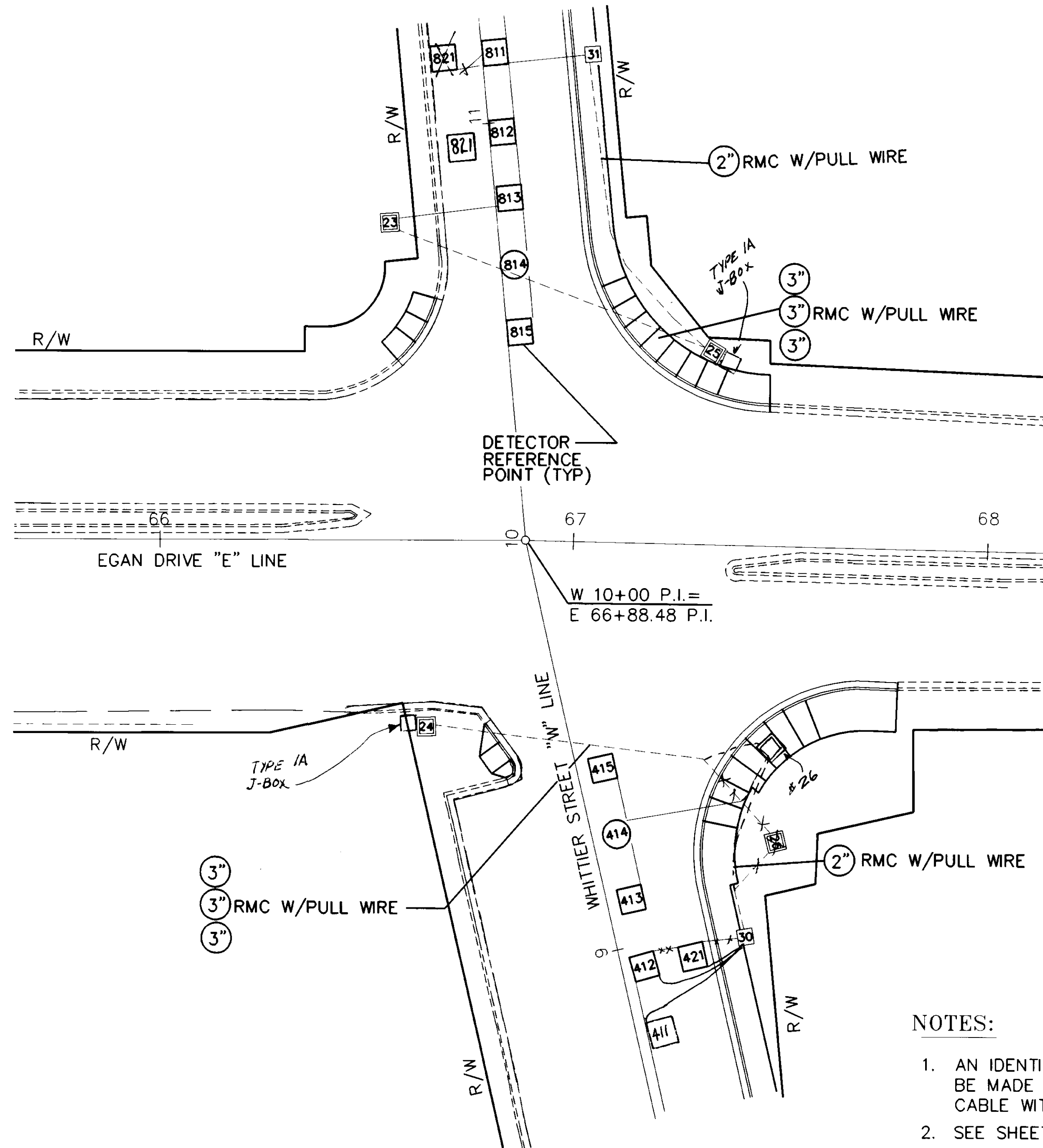
JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION
 UTILITY, ILLUMINATION & DETECTION DETAILS

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	92 SHEET 83 OF 91



TRAFFIC JUNCTION BOX SUMMARY

NO.	STATION	OFFSET	TYPE	REMARKS
23	E 66+57	60.5' LT.	II	
24	E 66+65	44.0' RT.	II	
25	E 67+32	46.2' LT.	II	
26	E 67+50	58.2' RT.	II	
30	W 8+97	30.9' RT.	1-A	
31	W 10+95	28.0' RT.	1-A	



WHITTIER/EGAN DETECTOR LOCATIONS

DETECTOR	STATION	OFFSET	DETECTOR	STATION	OFFSET
411	W 8+81.7	5.5' RT.	811	W 11+10.8	3.5' RT.
412	W 8+97.7	5.5' RT.	812	W 10+94.8	3.5' RT.
413	W 9+13.7	5.5' RT.	813	W 10+78.8	3.5' RT.
414	W 9+29.7	5.5' RT.	814	W 10+62.8	3.5' RT.
415	W 9+45.7	5.5' RT.	815	W 10+46.8	3.5' RT.
421	W 8+97.4	17.5' RT.	821	W 10+94.4	8.0' LT.

DETECTOR REFERENCE POINT IS THE CENTER OF THE LAGGING LOOP EDGE.

NOTES:

1. AN IDENTIFYING DETECTOR LOOP NUMBER LABEL SHALL BE MADE AND BE ATTACHED TO THE DETECTOR LEAD-IN CABLE WITH THE APPROPRIATE LOOP NUMBERS.
2. SEE SHEET 58 FOR BICYCLE LOOP DETAILS.
3. SEE SHEET 57 FOR LOOP DETECTORS ON EGAN DRIVE.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

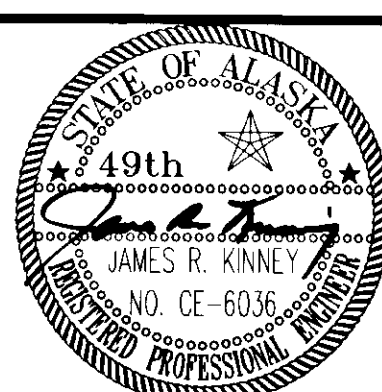
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

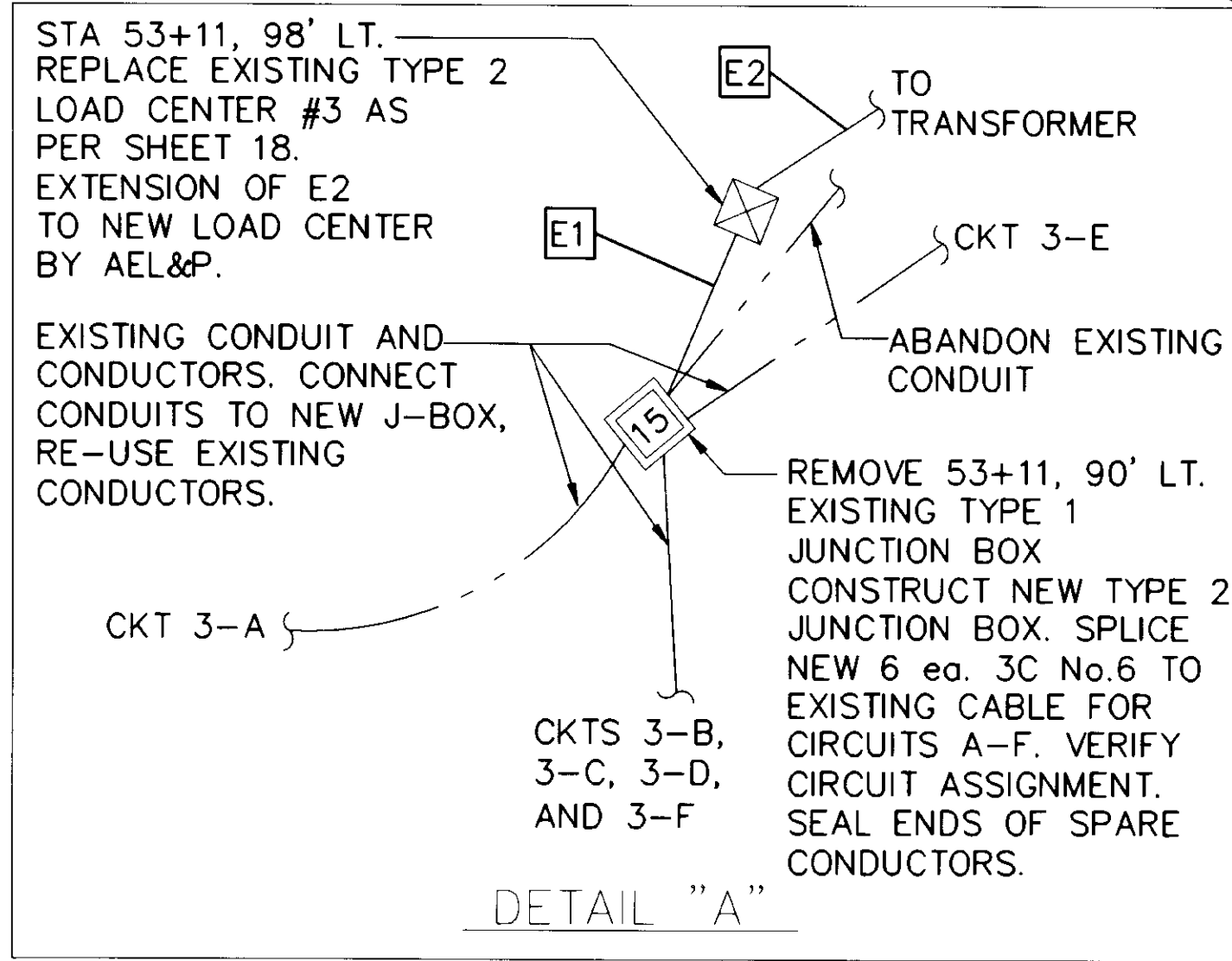
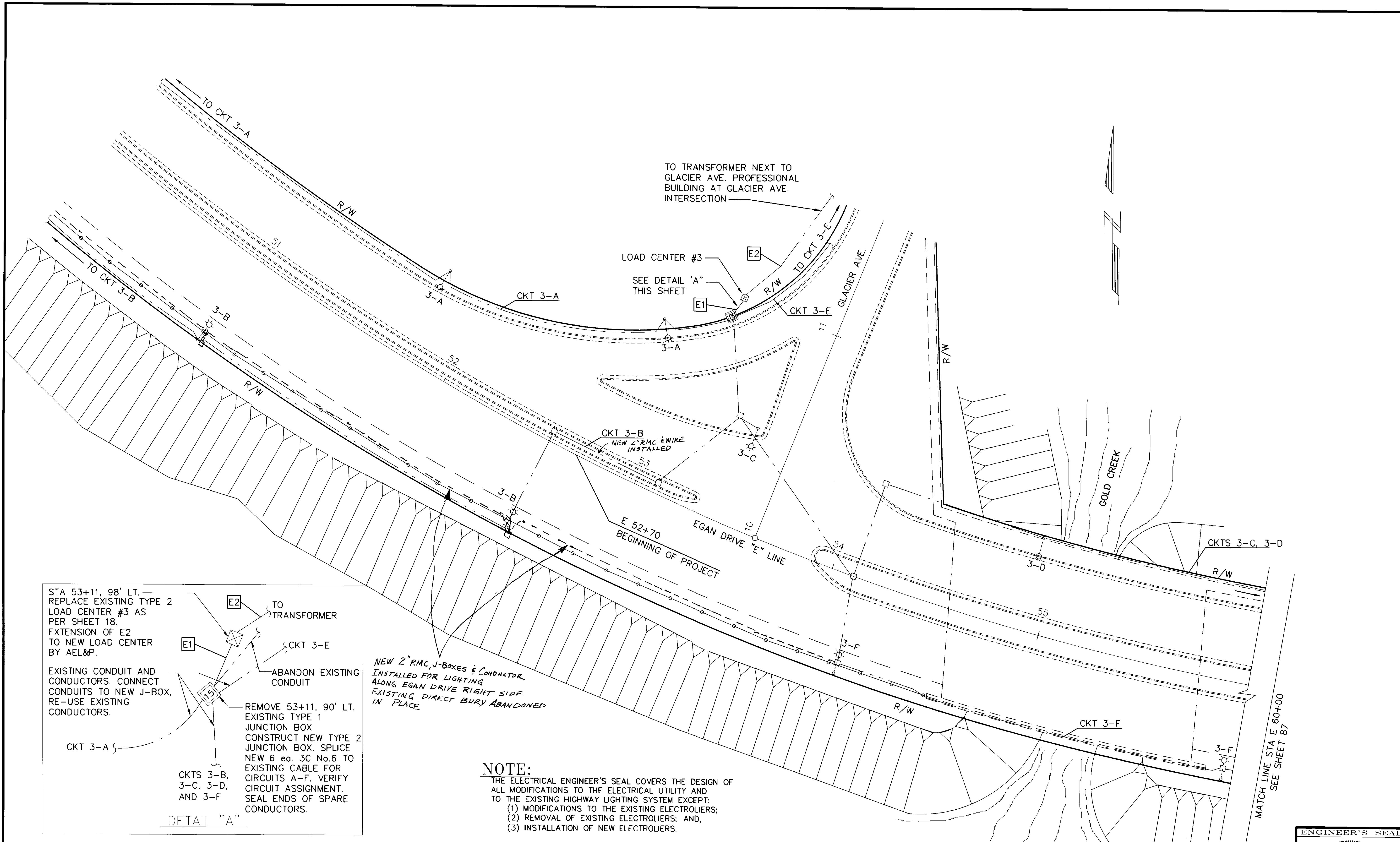
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 SOUTHEAST REGION DESIGN & CONSTRUCTION

**JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION**
 TRAFFIC SIGNAL DETECTION PLAN

DESIGNED BY:
 JRK/AJJ/BAK/DWH
 DRAWN BY:
 JMI/DWH/BAK
 CHECKED BY:
 JRK/AJJ

PROJECT NO.
 STP-F-093-2(30)/70481
 DATE:
 NOVEMBER 1994
 SHEET 85 OF 92





NEW 2" RMC, J-BOXES & CONDUCTOR
 INSTALLED FOR LIGHTING
 ALONG EGAN DRIVE RIGHT SIDE
 EXISTING DIRECT BURY ABANDONED
 IN PLACE

NOTE:
 THE ELECTRICAL ENGINEER'S SEAL COVERS THE DESIGN OF
 ALL MODIFICATIONS TO THE ELECTRICAL UTILITY AND
 TO THE EXISTING HIGHWAY LIGHTING SYSTEM EXCEPT:
 (1) MODIFICATIONS TO THE EXISTING ELECTROLIERS;
 (2) REMOVAL OF EXISTING ELECTROLIERS; AND,
 (3) INSTALLATION OF NEW ELECTROLIERS.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

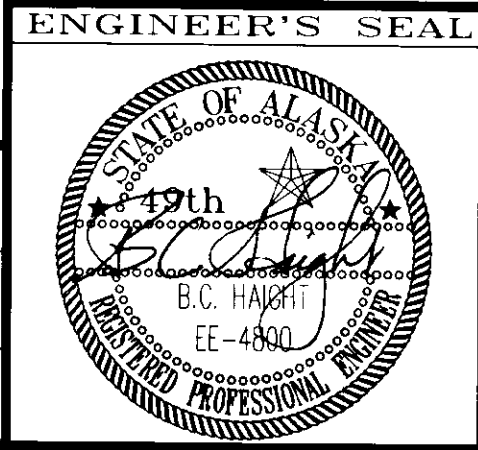
RECORD OF REVISIONS

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

JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION
 ILLUMINATION AND UTILITY POWER RELOCATION PLAN
 STA E 52+70 TO STA E 60+00

DESIGNED BY:
 JRK/AJJ/BAK/DWH
 DRAWN BY:
 JMI/DWH/BAK
 CHECKED BY:
 JRK/AJJ

PROJECT NO.
 STP-F-093-2(30)/70481
 DATE:
 NOVEMBER 1994
 SHEET 86 OF 91

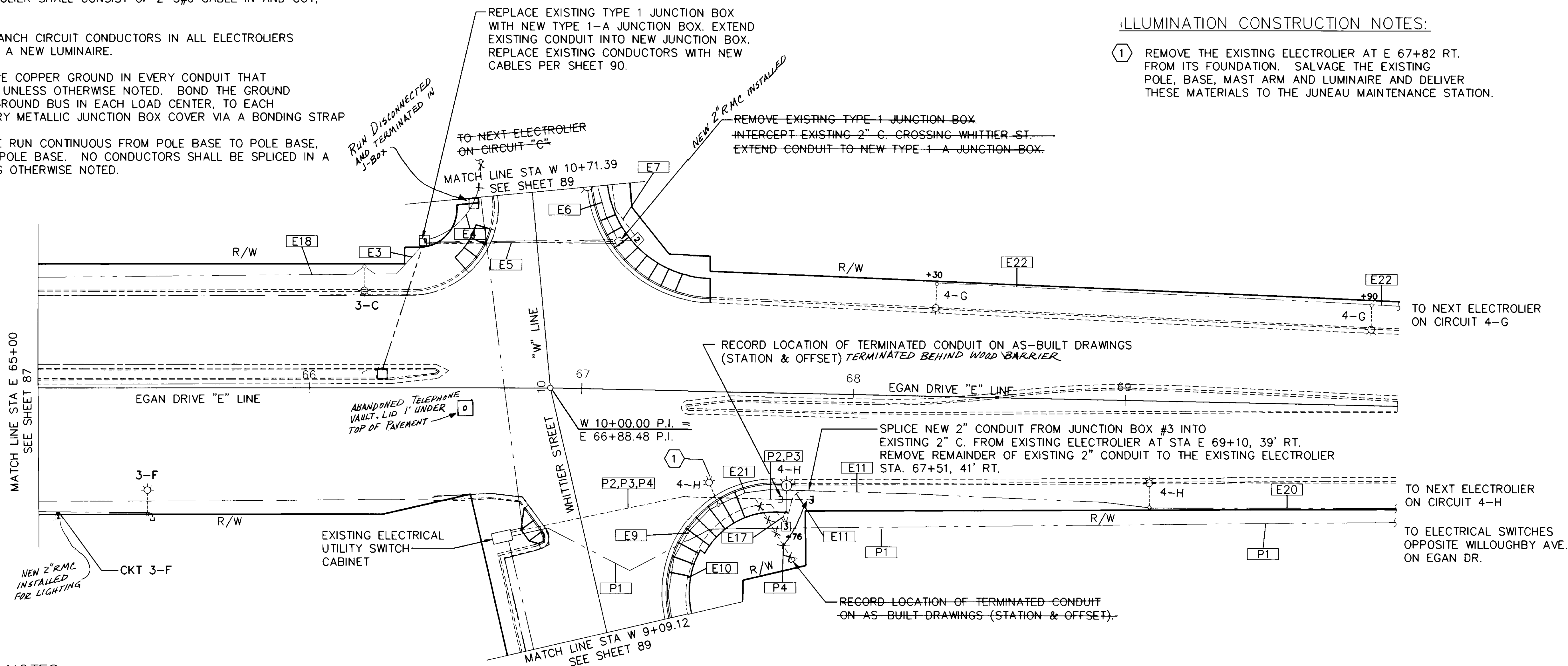


GENERAL ILLUMINATION NOTES:

- LAMPS SHALL BE 310 WATT, HIGH-PRESSURE SODIUM. LUMINAIRES SHALL HAVE TYPE III, MEDIUM CUTOFF IES DISTRIBUTION. BALLASTS SHALL BE 240 VOLT MAGNETIC REGULATOR.
- FOUNDATIONS SHALL BE PRECAST. SEE DETAIL ON SHEET 84. VERIFY UG UTILITIES AND ADJUST FOUNDATION IF CONFLICT EXISTS.
- POLE BASES SHALL BE BREAKAWAY BASES. SEE SHEET 84.
- THE CIRCUITRY BETWEEN AN ELECTROLIER AND THE JUNCTION BOX SERVING THAT ELECTROLIER SHALL CONSIST OF 2-3#6 CABLE IN AND OUT, IN A 2" RMC.
- REPLACE EXISTING BRANCH CIRCUIT CONDUCTORS IN ALL ELECTROLIERS WHICH SHALL RECEIVE A NEW LUMINAIRE.
- PROVIDE A NO. 8 BARE COPPER GROUND IN EVERY CONDUIT THAT RECEIVES NEW WIRING UNLESS OTHERWISE NOTED. BOND THE GROUND CONDUCTOR TO THE GROUND BUS IN EACH LOAD CENTER, TO EACH POLE BASE, AND EVERY METALLIC JUNCTION BOX COVER VIA A BONDING STRAP
- ALL CABLES SHALL BE RUN CONTINUOUS FROM POLE BASE TO POLE BASE, OR LOAD CENTER TO POLE BASE. NO CONDUCTORS SHALL BE SPLICED IN A JUNCTION BOX UNLESS OTHERWISE NOTED.

ILLUMINATION CONSTRUCTION NOTES:

- REMOVE THE EXISTING ELECTROLIER AT E 67+82 RT. FROM ITS FOUNDATION. SALVAGE THE EXISTING POLE, BASE, MAST ARM AND LUMINAIRE AND DELIVER THESE MATERIALS TO THE JUNEAU MAINTENANCE STATION.



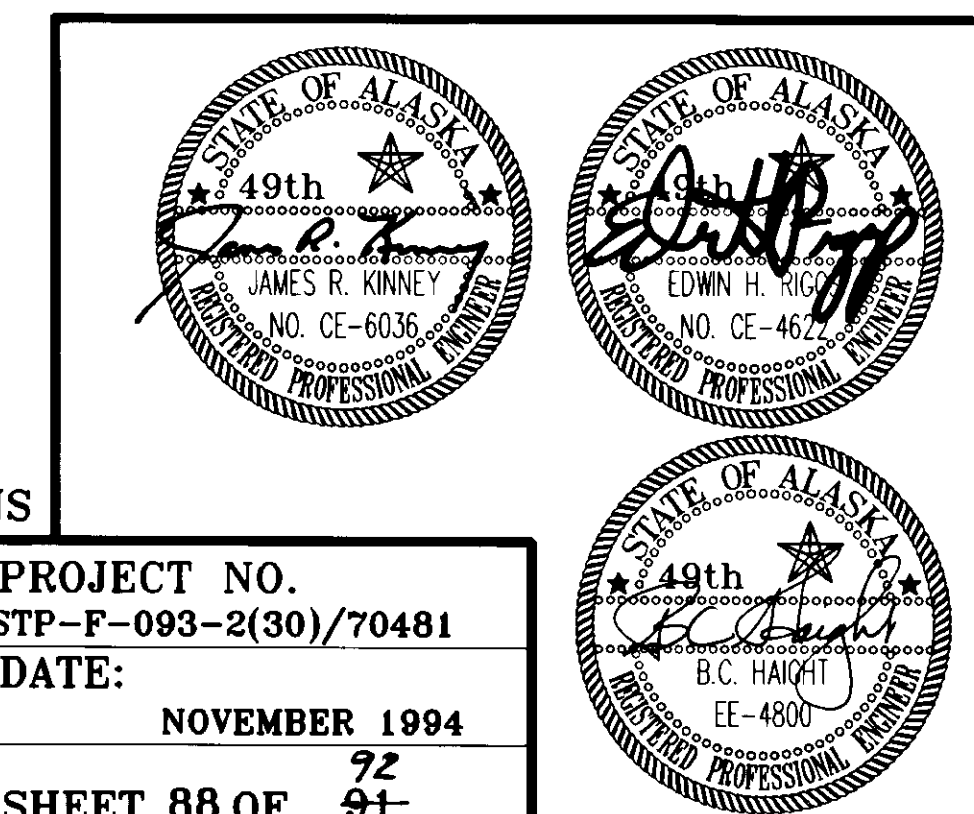
UTILITY POWER NOTES:

- COORDINATE TO ALLOW THE LOCAL ELECTRICAL UTILITY, AEL&P TO INSTALL (1) 4", (1) 5", AND (1) 6" CONDUIT FROM THE EXISTING ELECTRICAL SWITCH CABINET (LOCATED AT THE WHITTIER STREET INTERSECTION) TO THE SIDEWALK AND PARKING LOT ACROSS WHITTIER STREET AS SHOWN. THE CONDUIT WILL BE TERMINATED UNDERGROUND WITH A WATER TIGHT CAP. NOTE THE LOCATION OF THE CONDUIT TERMINATIONS ON THE AS-BUILT DRAWINGS (STATION AND OFFSET).
- AFTER WHITTIER STREET AND ADJACENT R/W AREA IS EXCAVATED, ALLOW AEL&P TO INSTALL THEIR CONDUIT. AEL&P WILL PROVIDE TRENCHING AND BACKFILLING TO THE EXCAVATED DEPTH FOR THEIR WORK.
- AEL&P WILL INSTALL THESE THREE CONDUITS AT NO CHARGE TO THE CONTRACTOR.

NOTE:

THE ELECTRICAL ENGINEER'S SEAL COVERS THE DESIGN OF ALL MODIFICATIONS TO THE ELECTRICAL UTILITY AND TO THE EXISTING HIGHWAY LIGHTING SYSTEM EXCEPT:
 (1) MODIFICATIONS TO THE EXISTING ELECTROLIERS;
 (2) REMOVAL OF EXISTING ELECTROLIERS; AND,
 (3) INSTALLATION OF NEW ELECTROLIERS.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



PATH: P:\JNU\70481\DR\ -SHT88 1=1 (PAPERSPACE)		
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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

**JNU-WHITTIER STREET AND
 EGAN EXPRESSWAY INTERSECTION**
 ILLUMINATION AND UTILITY POWER RELOCATION PLAN
 STA E 65+00 TO STA E 70+00

DESIGNED BY:
 JRK/AJJ/BAK/DWH
 DRAWN BY:
 JMI/DWH/BAK
 CHECKED BY:
 JRK/AJJ

PROJECT NO.
 STP-F-093-2(30)/70481
 DATE:
 NOVEMBER 1994
 SHEET 88 OF 91

ILLUMINATION SUMMARY						
SHEET	NO.	STATION	OFFSET	MOUNTING HEIGHT	MAST ARM LENGTH	SHAFT DISTANCE
23	1	E 67+76.0	43.5' RT.	30'	10'	27.5'
24	*17	W 7+42	RT.			
24	18	W 9+06	33.0' RT.	30'	8'	27.5'
24	19	W 10+72.0	29.8' RT.	30'	8'	27.5'
24	*20	W 12+90	RT.			

* REPLACE LUMINAIRE AND LAMP, THE EXISTING POLE AND MASTARM TO REMAIN

ILLUMINATION JUNCTION BOX SUMMARY					
SHEET	NO.	STATION	OFFSET	TYPE	REMARKS
21	15	E 53+11	90.0' LT.	2	
23	1	W 10+57	41.0' RT.	1-A	REPLACE EXIST. TYPE1
23	2	W 10+51	37.0' RT.	1-A	LOCATE BEHIND SIDEWALK
23	3	E 67+76	48.0' RT.	1-A	CAST-IN-SIDEWALK
24	12	W 9+08	34.5' RT.	1-A	
24	13	W 10+74	34.5' RT.	1-A	
24	14	W 12+82	32.1' RT.	1-A	

NEW LOAD CENTER #3 SUMMARY, TYPE 2 INSTALLATION									
LOAD CENTER LOCATION: STA E 53+11, 98' LT. SOURCE LOCATION: GLACIER AVE. & WILLOUGHBY AVE. (EXIST)									
SERVICE: SINGLE PHASE, 3W, 120/240 VAC, 100 A					SOCKET REQUIRED: YES				
LOAD	MAIN BREAKERS/LUGS	CONTACTORS			REMARKS				
PANEL A	16.1 KVA/67 AMPS	N/A							
PANEL B	14.9 KVA/62 AMPS	14.9 KVA/62 AMPS							
SECTION "A" RATING: 10,000 AIC, 12 SPACE					SECTION "B" RATING: 10,000 AIC, 20 SPACE				
120/240 VAC, 3W, 100 A, 100 AMP MAIN									
CKT#	LOAD PANEL "A"	LOAD	BREAKER	LOAD PANEL "B"	LOAD	BREAKER			
	DESCRIPTION	KVA	AMPS POLE	DESCRIPTION	KVA	AMPS POLE			
1,3	PANEL B, CONTACTOR	14.9	100 2	1,3 LTG CKT "A", N.SIDE, EGAN	2.5	20 2			
2	CONTROLS	0.6	20 1	5,7 LTG CKT "B", S.SIDE, EGAN	3.0	20 2			
4	STRIP HEATER	0.6	20 1	9,11 LTG CKT "C", W.EGAN, S.WHITTIER	3.1	20 2			
				2,4 LTG CKT "D", W.EGAN, N.WHITTIER	2.7	20 2			
				6,8 LTG CKT "E", GLACIER AVE EXT.	1.0	20 2			
				10,12 LTG CKT "F", E. SIDE EGAN	2.6	20 2			
SP = SIGNAL POLE L = HIGHWAY ELECTROLIER P.E. CONTROL LOCATION: LOAD CENTER POLE									

NOTES:

- COORDINATE WITH AEL&P TO ALLOW THEM TO REMOVE THE ELECTRICAL SERVICE FROM THE EXISTING LOAD CENTER. COORDINATE TO ALLOW AEL&P TO INSTALL A NEW SERVICE TO THE NEW LOAD CENTER. PAY AEL&P FOR THIS WORK.
- MOUNT THE NEW LOAD CENTER TO THE EXISTING POLE.
- CONNECT THE NEW 3" STREET LIGHTING CONDUIT TO THE NEW LOAD CENTER. PULL (6) NEW 3 NO. 6 CABLES FROM THE ADJACENT NEW JUNCTION BOX TO THE LOAD CENTER.
- INSTALL A 120V, 500W STRIP HEATER WITH THERMOSTAT IN THE LOAD CENTER. (CHROMALOX OT-1850 HEATER & WR-90 T-STAT OR APPROVED EQUAL.)
- USE (2) NO.12 ON 20/1 CIRCUITS, (2) NO.6 ON 20/2 CIRCUITS, AND (2) NO.2 ON THE 100/2 CIRCUIT. PROVIDE A CONTACTOR RATED AT 100 AMPS.
- INSTALL A GROUND ROD AS SHOWN. PROVIDE A NO.4 GROUNDING ELECTRODE CONDUCTOR FROM THE GROUND ROD TO THE NEUTRAL BAR. BOND THE GROUND BAR AND LOAD CENTER ENCLOSURE TO THE NEUTRAL BAR WITH A NO.4 CONDUCTOR.
- SEE SHEET 18 FOR LOAD CENTER DETAILS.

ILLUMINATION CONDUIT SUMMARY

STATUS: E = EXISTING TO REMAIN, R = TO BE REMOVED, N = NEW, EEX = EXISTING WITH EXTENSION
EEX = EXISTING WITH EXTENSION S.C. = SIGNAL CABLES O = WORK TO BE PERFORMED BY OTHERS (AEL&P)

No.	CONDUIT		ORIGIN DESCRIPTION	STATUS	TERMINATION DESCRIPTION	STATUS	WIRE / CABLE			REMARKS
	SIZE	STATUS					QTY.	SIZE	STATUS	
E1	3"	N	LOAD CENTER #3	N	J-BOX #15	N	6	3 No. 6	N	
	2"	R	EXISTING LOAD CENTER #3	R	EXISTING J-BOX #15	R	12	No. 6	R	
E2	1 1/2"	O,EEX	POWER UTILITY TRANSFORMER	E	LOAD CENTER #3	N	2	No. 2/0	N,O	
							2	No. 2	R,O	
							1	No. 4	R,O	
							1	No. 4	N,O	
E3	2"	EEX	ELECTROLIER ON CKT 3-C	E	J-BOX #1	N	2	3 No. 6	N	
							4	No. 6	R	
E4	2"	EEX	J-BOX #1	N	NEXT ELECTROLIER ON CKT 3-C	E	1	3 No. 6	N	
							2	No. 6	R	
E5	2"	EEX N	J-BOX #1	N	J-BOX #2	N	1	3 No. 6	N	
							2	No. 6	R	
E6	2"	R	J-BOX	R	ELECTROLIER ON CKT 3-D	R	2	No. 6	R	
E7	2"	N	J-BOX #2	N	J-BOX #13	N	1	3 No. 6	N	
E8	2"	EEX	J-BOX NEXT TO ELECTROLIER #17	E	J-BOX #12	N	1	3 No. 6	N	
E9	2"	R	E8 EXTENSION SPLICE	N	ELECTROLIER ON CKT 4-H	R	2	No. 6	R	
E10	2"	N	J-BOX #12	N	J-BOX #3	N	1	3 No. 6	N	
E11	2"	EEX	ELECTROLIER ON CKT 4-H	E	J-BOX #3	N	1	3 No. 6	N	
							2	No. 6	R	
E12	2"	E	ELECTROLIER ON CKT 3-C	E	NEXT ELECTROLIER ON CKT 3-C	E	2	No. 6	E	
E13	2"	R	ELECTROLIER ON CKT 3-D	R	J-BOX #14	N	2	No. 6	R	
E14	2"	N	J-BOX #13	N	J-BOX #14	N	1	3 No. 6	N	
E15	2"	EEX	J-BOX #14	N	ELECTROLIER #20	E	1	3 No. 6	N	
							2	No. 6	R	
E16	2"	E	ELECTROLIER #20	E	NEXT ELECTROLIER ON CKT 3-D	E	2	No. 6	E	
E17	2"	N	J-BOX #___ TYPICAL	N	ELECTROLIER #___ TYPICAL	N	2	3 No. 6	N	
E18	2"	E	ELECTROLIER ON CKT 3-D	E	ELECTROLIER ON CKT 3-C	E	1	3 No. 6	N	CKT 3-D
							2	No. 6	E	CKT 3-C
							2	No. 6	R	CKT 3-D
E19	2"	E	ELECTROLIER ON CKT 3-C	E	ELECTROLIER ON CKT 3-D	E	4	No. 6	E	
E20	2"	E	ELECTROLIER ON CKT 4-H	E	NEXT ELECTROLIER ON CKT 4-H	E	2	No. 6	E	
E21	2"	E	E11 EXTENSION SPLICE	N	ELECTROLIER ON CKT 4-H	R	2	No. 6	R	
E22	2"	E	ELECTROLIER ON CKT 4-G	E	NEXT ELECTROLIER ON CKT 4-G	E	2	No. 6	E	

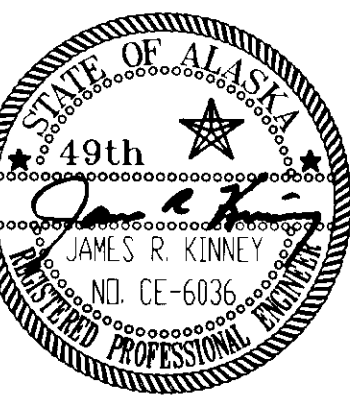
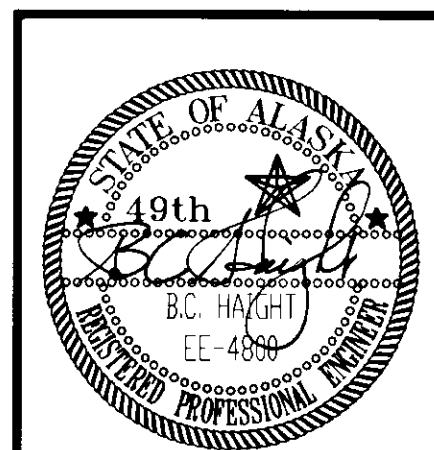
UTILITY POWER CONDUIT SUMMARY

STATUS: E = EXISTING TO REMAIN, R = TO BE REMOVED, N = NEW, O = WORK TO BE PERFORMED BY OTHERS (AEL&P)

No.	CONDUIT		ORIGIN DESCRIPTION	TERMINATION DESCRIPTION	WIRE / CABLE		
	SIZE	STATUS			QTY.	SIZE	STATUS
P1	4"	E	ELECTRICAL SWITCHES ON WHITTIER & EGAN	ELECTRICAL SWITCHES OPPOSITE WILLOUGHBY AVE. ON EGAN	3	No.1/0(15KV)	E
					1	No.1/0(600V)	E
P2	4"	O,N	ELECTRICAL SWITCHES ON WHITTIER & EGAN	SIDEWALK AT SE CORNER OF WHITTIER AVE. AND EGAN DR.	SPARE CONDUIT NO CONDUCTORS, CAP		
P3	6"	O,N	ELECTRICAL SWITCHES ON WHITTIER & EGAN	SIDEWALK AT SE CORNER OF WHITTIER AVE. AND EGAN DR.	SPARE CONDUIT NO CONDUCTORS, CAP		
P4	5"	O,N	ELECTRICAL SWITCHES ON WHITTIER & EGAN	PARKING LOT AT SE CORNER OF WHITTIER AVE. AND EGAN DR.	SPARE CONDUIT NO CONDUCTORS, CAP		

NOTE:

THE ELECTRICAL ENGINEER'S SEAL COVERS THE DESIGN OF ALL MODIFICATIONS TO THE ELECTRICAL UTILITY AND TO THE EXISTING HIGHWAY LIGHTING SYSTEM EXCEPT:
(1) MODIFICATIONS TO THE EXISTING ELECTROLIERS;
(2) REMOVAL OF EXISTING ELECTROLIERS; AND,
(3) INSTALLATION OF NEW ELECTROLIERS.



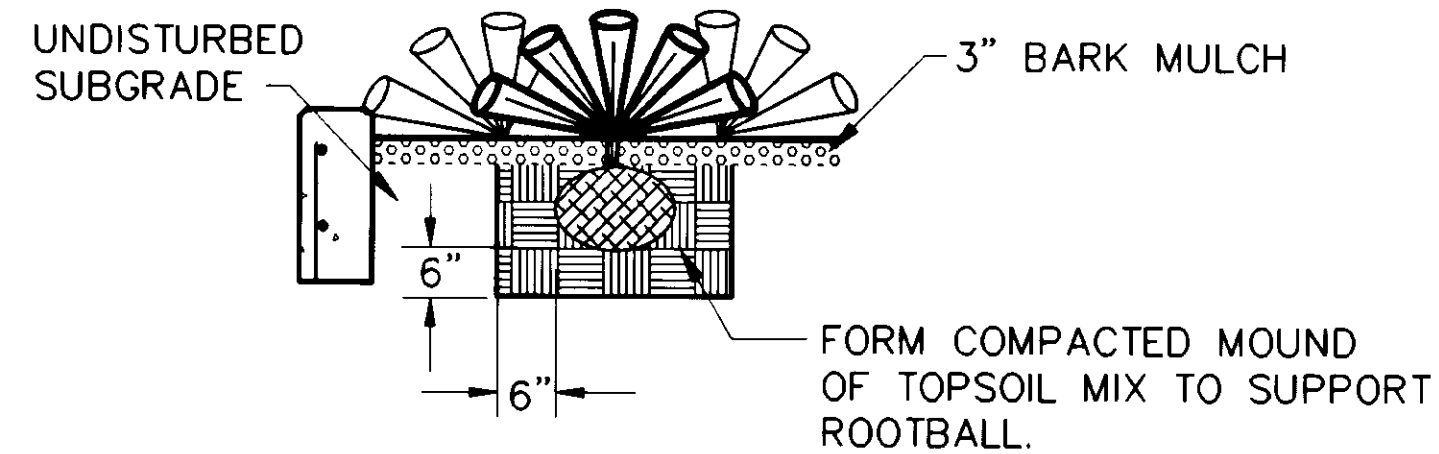
RECORD OF REVISIONS		
PATH:	P:\JNU\70481\DR\ -SHT90 1=1	
BY:	DATE:	DESCRIPTION OF CHANGE:

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

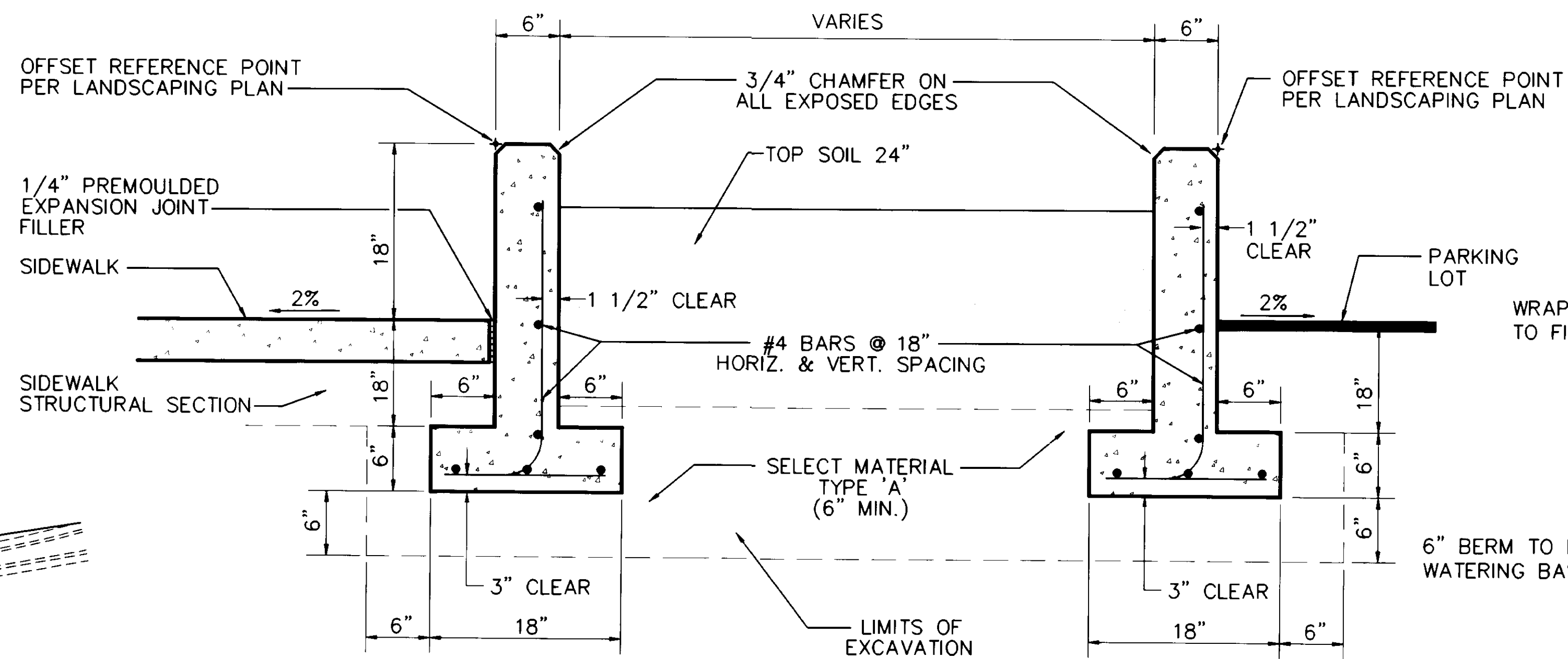
JNU-WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION
ILLUMINATION, LOAD CENTER AND UTILITY SUMMARIES

DESIGNED BY:
JRK/AJJ/BAK/DWH
DRAWN BY:
JMI/DWH/BAK
CHECKED BY:
JRK/AJJ

PROJECT NO.
STP-F-093-2(30)/70481
DATE:
NOVEMBER 1994
SHEET 90 OF 92



SHRUB PLANTING DETAIL

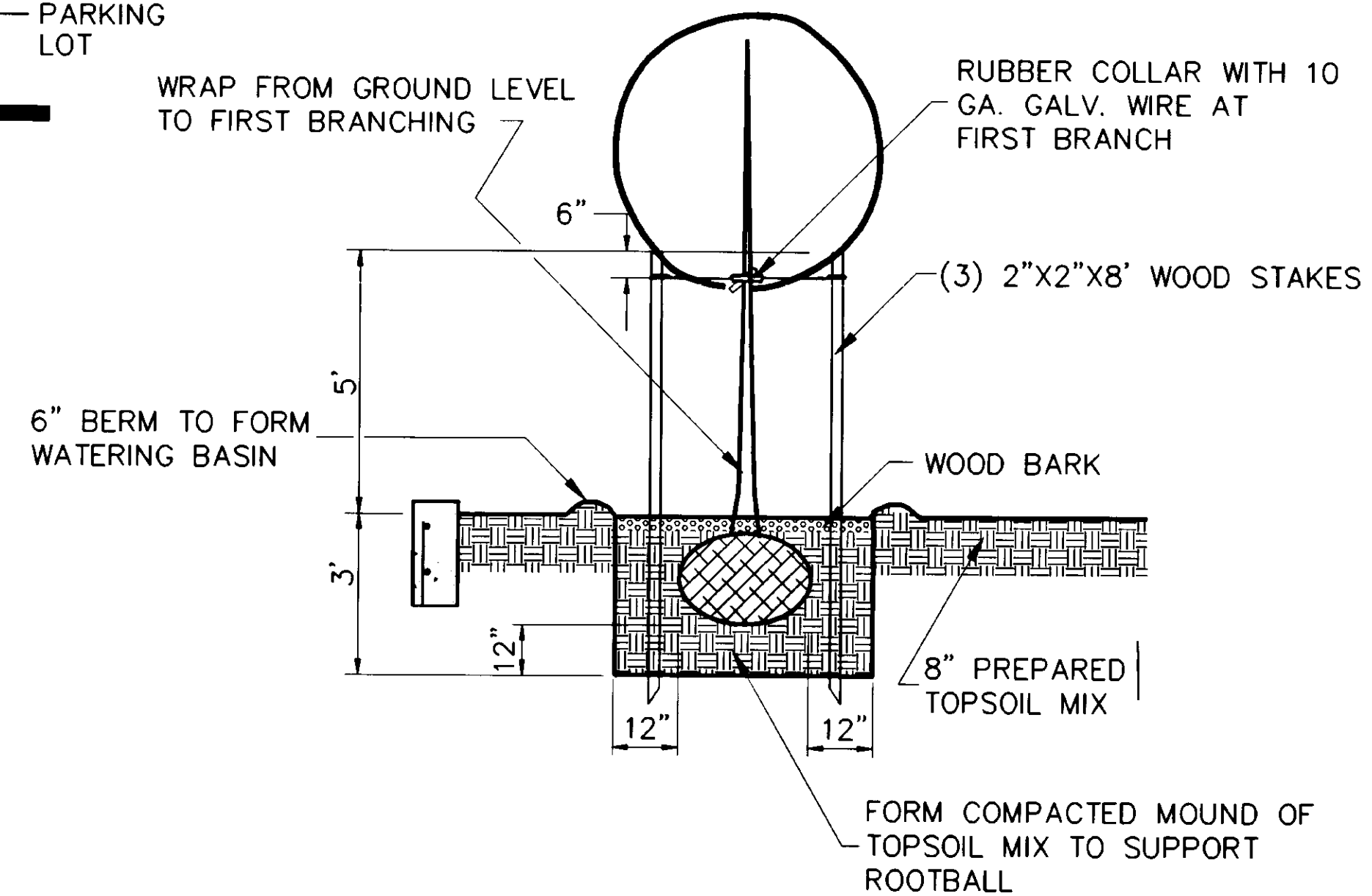


TYPICAL PLANTER DETAIL

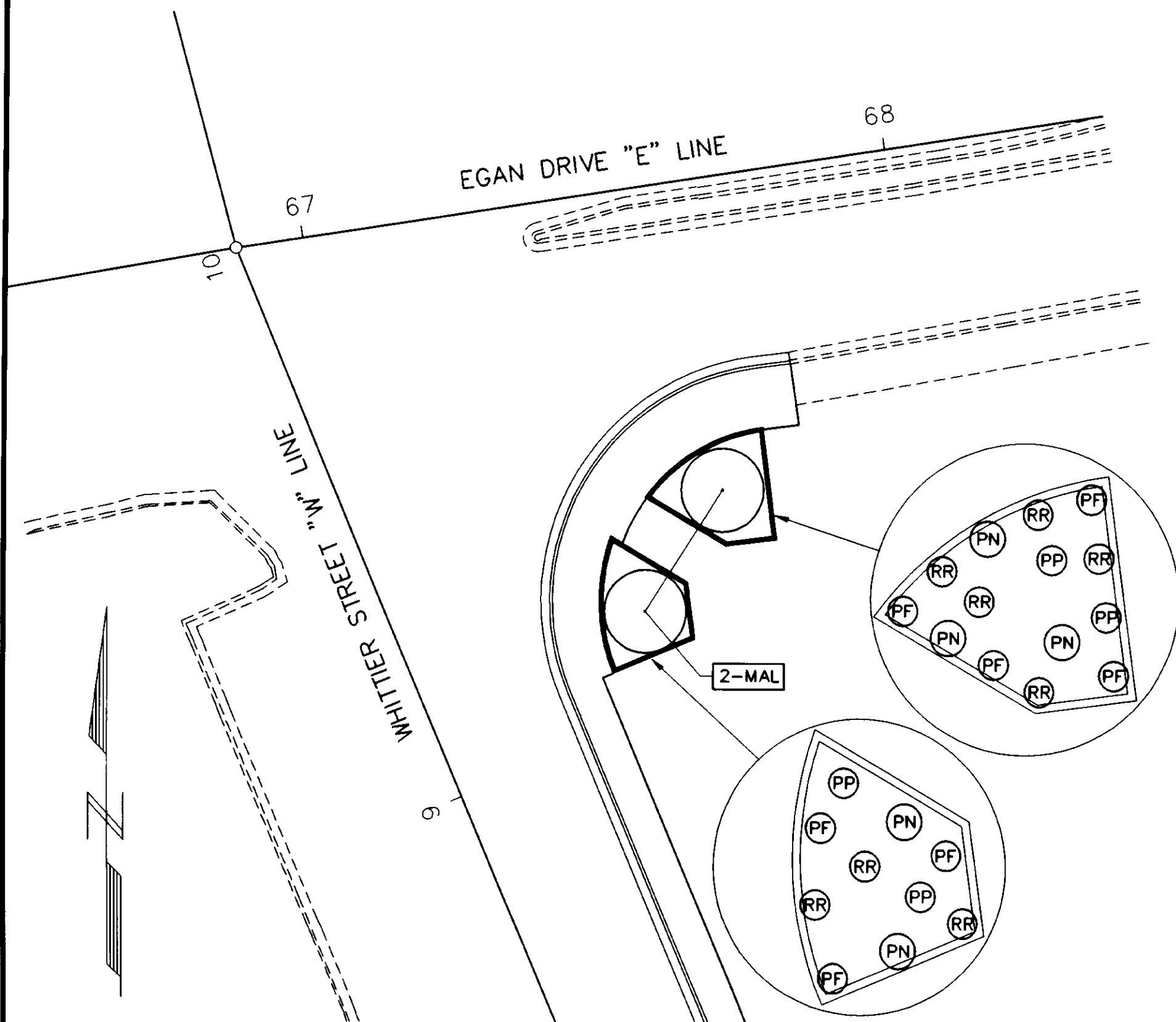
STA E 67+41.52 TO STA E 67+72.78 RT

PLANTER WALL NOTES:

1. CLASS 'A' CONCRETE SHALL BE USED.
2. ASTM A615 GRADE 40 REINFORCING STEEL SHALL BE USED.
3. FOOTING AND STEM SHALL BE CAST IN PLACE.
4. SEE SHEET 4 FOR PARKING LOT PAVING DETAILS



DECIDUOUS TREE DETAIL

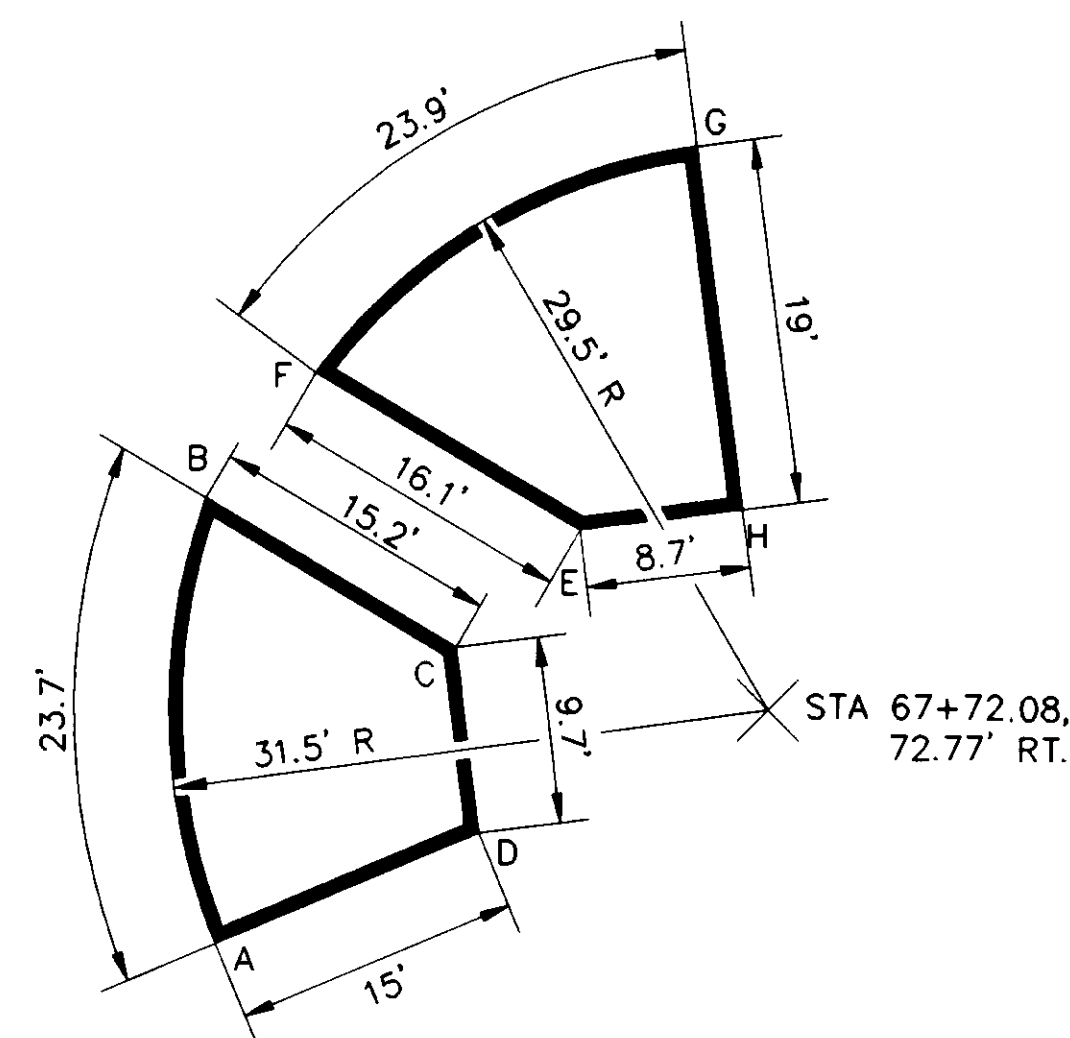


POINT	STATION	OFFSET
A	E 67+41.52	80.42' RT.
B	E 67+44.52	57.52' RT.
C	E 67+56.32	67.12' RT.
D	E 67+56.07	76.78' RT.
E	E 67+63.67	62.07' RT.
F	E 67+51.20	51.93' RT.
G	E 67+72.78	43.28' RT.
H	E 67+72.33	62.28' RT.

PLANT SCHEDULE				
QTY	NAME	SIZE	SYMBOL	REMARKS
2	MALUS 'KELSEY' OR 'RED SPLENDOR' OR 'ROYALTY'	7/8" CALIP	MAL	B&B
7	POTENTILLA FRUTICOSA 'LONGACRE' OR 'SUTTERS GOLD'	15"	PF	B&B OR CONT
5	PICEA ABIES 'NIDIFORMUS'	18"	PN	B&B OR CONT
4	PINUS MUGO PUMILO	15"	PP	B&B OR CONT
8	RHODODENDRON 'RAMAPO' OR 'PURPLE GEM'	15"	RR	B&B OR CONT

NOTES:

1. B&B - BALLED AND BURLAPPED
2. CONT - CONTAINER GROWN
3. BOTH MALUS SHALL BE OF ONE VARIETY ONLY.
4. CENTER TREES IN PLANTERS.
5. PLANT SHRUBS 1' FROM PLANTER INSIDE EDGE, 4' ON CENTER.



NOAA FENCE REPLACEMENT DETAIL

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

JNU-WHITTIER STREET AND
EGAN EXPRESSWAY INTERSECTION
LANDSCAPING PLAN AND DETAILS

DESIGNED BY: JRK/AJJ/BAK/DWH	PROJECT NO. STP-F-093-2(30)/70481
DRAWN BY: JMI/DWH/BAK	DATE: NOVEMBER 1994
CHECKED BY: JRK/AJJ	SHEET 91 OF 91

