

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

*JUNEAU, ALASKA*  
***SHELL SIMMONS DRIVE***  
***REHABILITATION***

*STP-0962(2)*  
**PROJECT NO. 71848**

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-3	TYPICAL SECTION
4	ESTIMATE OF QUANTITIES
5	SUMMARY OF QUANTITIES
6-8	PLAN & PROFILES
9-10	DRAINAGE FACILITIES
11	CULVERT GRATE DETAILS
12-13	APPROACH PLANS
14-15	TRAFFIC CONTROL PLAN
16	STRIPING, SIGNING & ILLUMINATION
17	ILLUMINATION DETAILS
18-20	SIDEWALK DETAILS
21	UTILITIES ADJUSTMENT DETAILS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:  
*A-1SE, C-01.03, C-02.01, D-01.02, D-20.02, D-23.00, D-26.01, D-27.01, I-20.11, L-03.02, L-10.02, L-23.01, L-30.02, M-13.01, M-16.01, S-00.00, S-05.00, S-20.00, S-30.01, T-20.00, T-21.01, T-22.02*

**DESIGN DESIGNATION**

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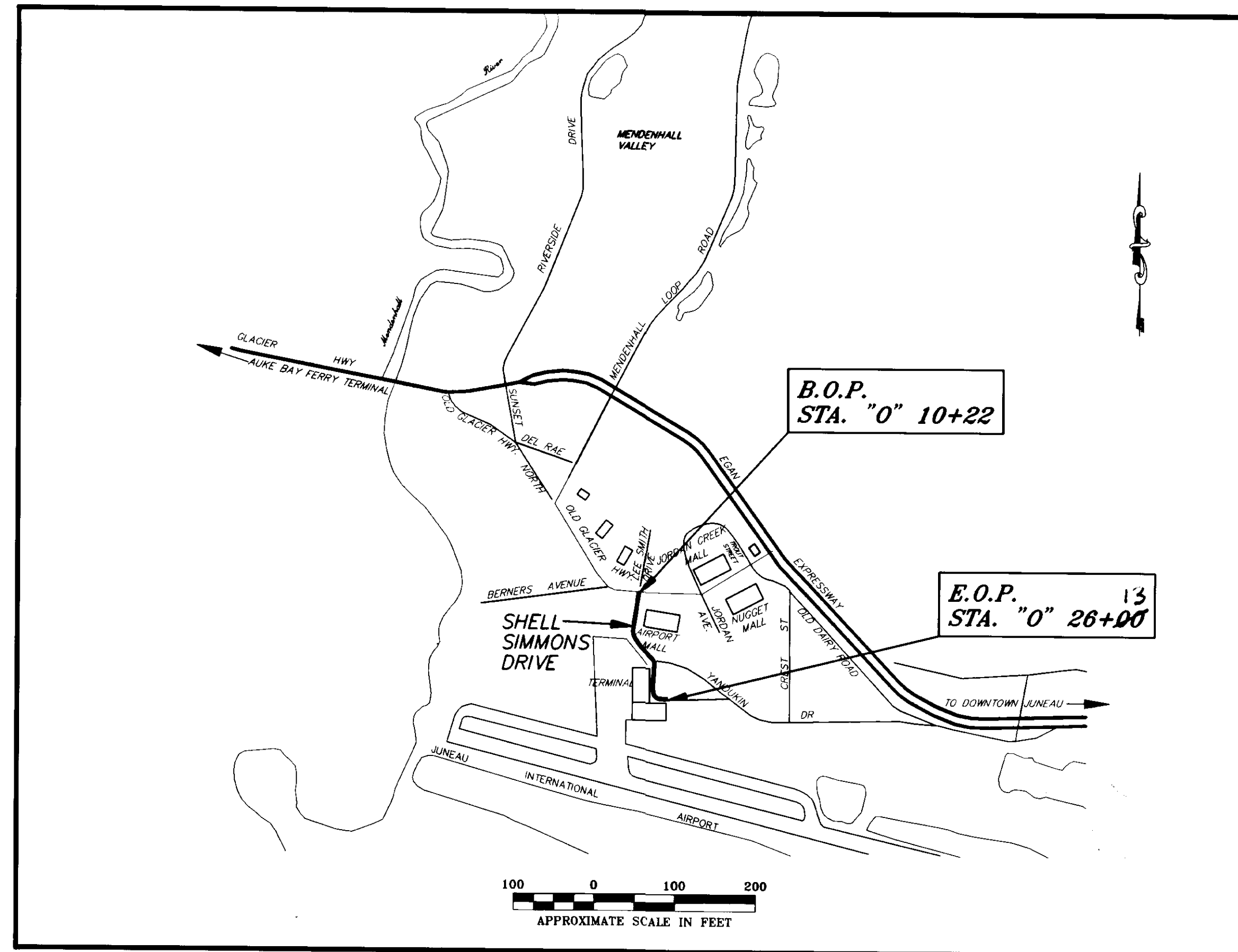
STA "0" 10+22 TO STA "0" 26+00

ADT 1993 = 3,670  
 ADT 2015 = 5,680  
 DHV 12% = 720  
 % T = 1.7%  
 DESIGN SPEED = 30 MPH  
 DESIGN LANE EAL = 200,000

**PROJECT SUMMARY**

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LENGTH OF PROJECT = 1,578'  
 LENGTH OF PAVING = 1,578'  
 WIDTH OF PAVING = 32'-44'



VICINITY MAP

**'AS - BUILTS'** 1-11-96

Contractor: COOGAN Construction Co.

Project Engineer: Al Risley

Begin Date: July 17, 1995

End Date: Oct. 25, 1995

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

APPROVED *[Signature]* Date 8/16/95  
Regional Preconstruction Engineer

APPROVED *[Signature]* Date 8/16/95  
Director, S.E. Region Design & Construction

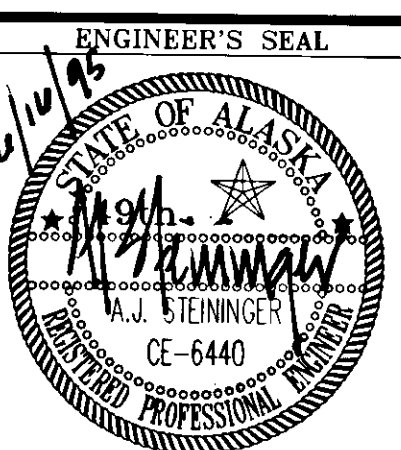
**AS-BUILT**

BY: *[Signature]* DATE: 1/31/97

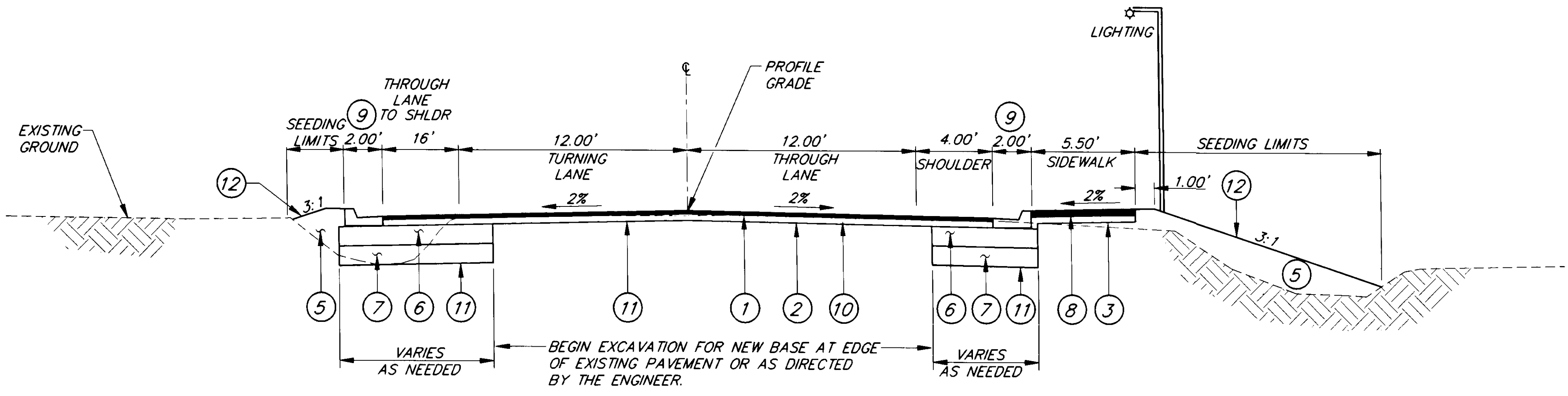
PROJECT NUMBER:  
**71848**

DATE:  
**1995**

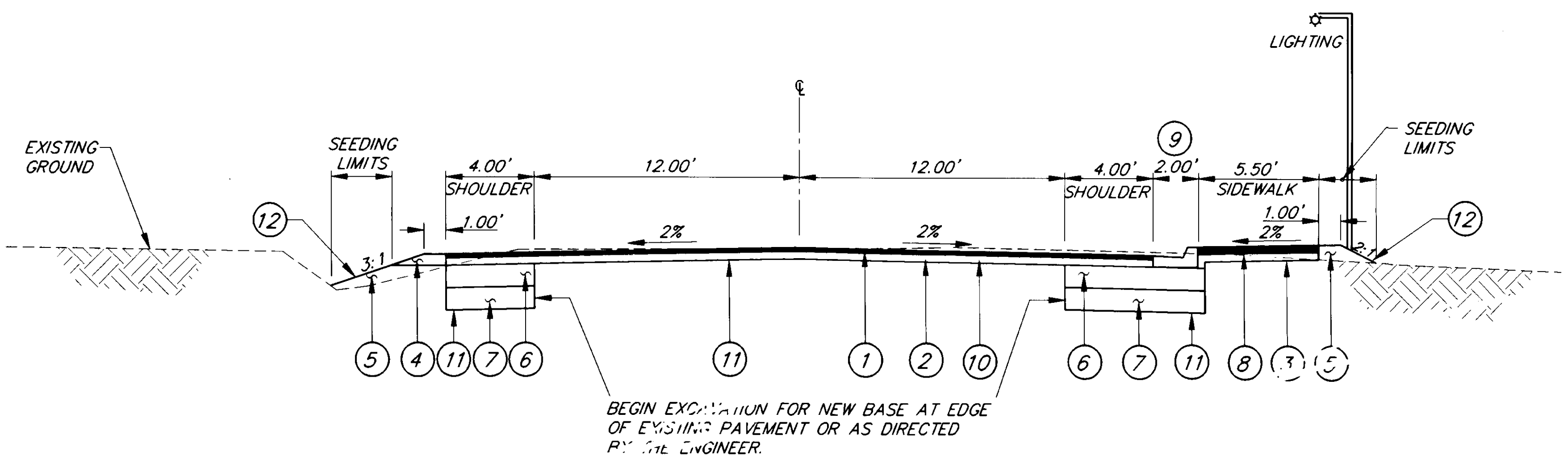
SHEET **1** OF **21**



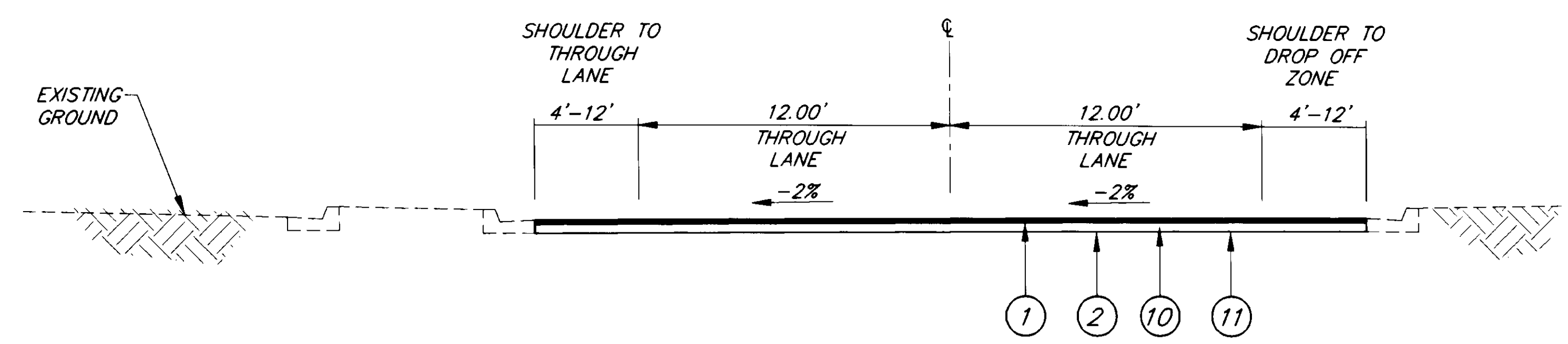
P:\LNU\171848\DR\1-TSHT - PLOT\PCP(1) OR PLOT\PCP(2)



**TYPICAL SECTIONS**  
**STATION "0" 10+22 TO 13+50**



**TYPICAL SECTIONS**  
**STATION "0" 13+50 TO 20+72**



**TYPICAL SECTIONS**  
**STATION "0" 20+72 TO 26+00**

**LEGEND**

- ① 2" ASPHALT PAVEMENT
- ② 4" HOT ASPHALT TREATED BASE
- ③ 4" CRUSHED AGGREGATE BASE COURSE
- ④ 6" CRUSHED AGGREGATE BASE COURSE
- ⑤ BORROW, TYPE "B" OR USEABLE EXCAVATION
- ⑥ 12" SUBBASE, GRADING "E"
- ⑦ 12" BORROW, TYPE "B"
- ⑧ 4" CONCRETE SIDEWALK
- ⑨ CONCRETE CURB & GUTTER, TYPE STANDARD
- ⑩ TACK COAT
- ⑪ EXCAVATION LIMITS
- ⑫ 1 1/2" TOPSOIL

**GENERAL NOTES:**

1. VERTICAL AND HORIZONTAL ALIGNMENTS SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS.
2. STORM INLET LOCATIONS AND ELEVATIONS SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS.
3. CULVERT LENGTHS AND LOCATIONS SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS.
4. THE LOCATION OF ALL UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE ONLY AND SHOULD BE VERIFIED BY CONTRACTOR, PRIOR TO BEGINNING WORK.
5. PAVEMENT REMOVED UNDER THIS CONTRACT SHALL BE STOCKPILED AT THE SITE LOCATED AT THE INTERSECTION OF MENDENHALL LOOP ROAD AND EGAN DRIVE. CONTRACTOR SHALL COORDINATE WITH DOT/PF, MAINTENANCE FOR TIMING, AND AVAILABILITY, PRIOR TO BEGINNING WORK.
6. ALL WASTE MATERIAL SHALL BE PLACED OUTSIDE THE PROJECT LIMITS AT A LOCATION PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. FOR A POSSIBLE WASTE SITE, CONTRACTOR MAY COORDINATE WITH RALPH SANFORD, THE AIRPORT OPERATION MANAGER. SEE MAP FOR AVAILABLE WASTE SITE LOCATION, SHEET 4.
7. CLEARING AND GRUBBING SHALL BE INCIDENTAL TO EXCAVATION.
8. ALL USEABLE EXCAVATION SHALL MEET SPECIFICATIONS FOR A TYPE "B" BORROW.
9. NIGHT WORK HAS BEEN APPROVED BY THE CITY AND BOROUGH OF JUNEAU. MATERIALS NECESSARY FOR THE WORK MUST BE STOCKPILED PRIOR TO ACTUAL NIGHT CONSTRUCTION TO MINIMIZE NOISE OUTSIDE THE WORK ZONE.

**AS-BUILT**  
 BY: KK DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: P:\JNU\71848\DR\TYP1 PLOT.PCP(4) OR PLOT.PCP(8)		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS-BUILT DRAWING
<b>RECORD OF REVISIONS</b>		

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 SOUTHEAST REGION DESIGN & CONSTRUCTION

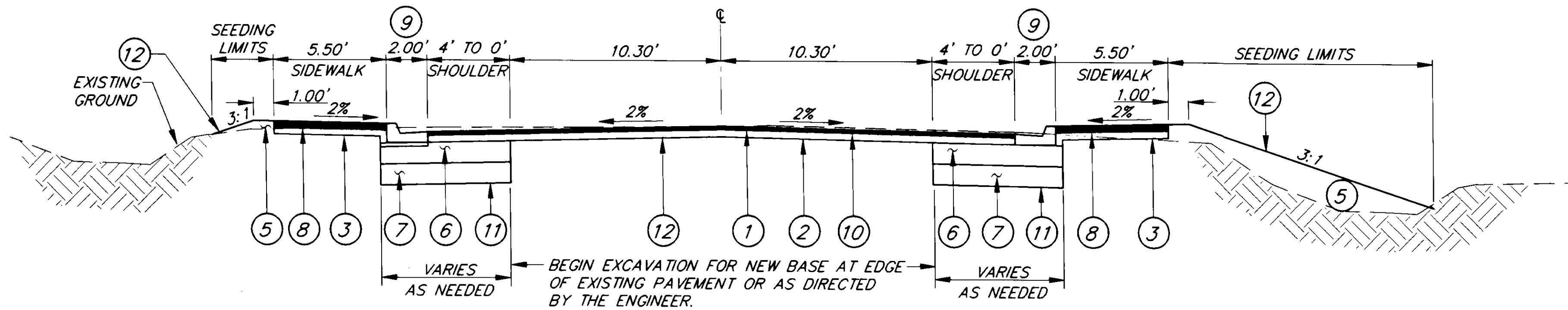
JUNEAU

SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
**TYPICAL SECTIONS**

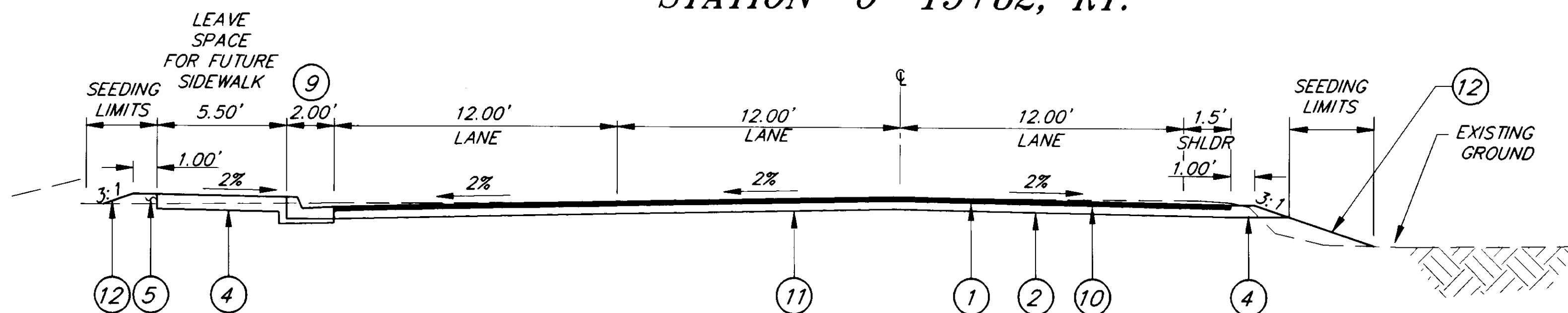
ALASKA	DESIGNED BY: M. SHEELER	PROJECT NO. 71848
	DRAWN BY: K. SNYDER	DATE: 1995
	CHECKED BY: A.J. STEININGER	SHEET 2 OF 21



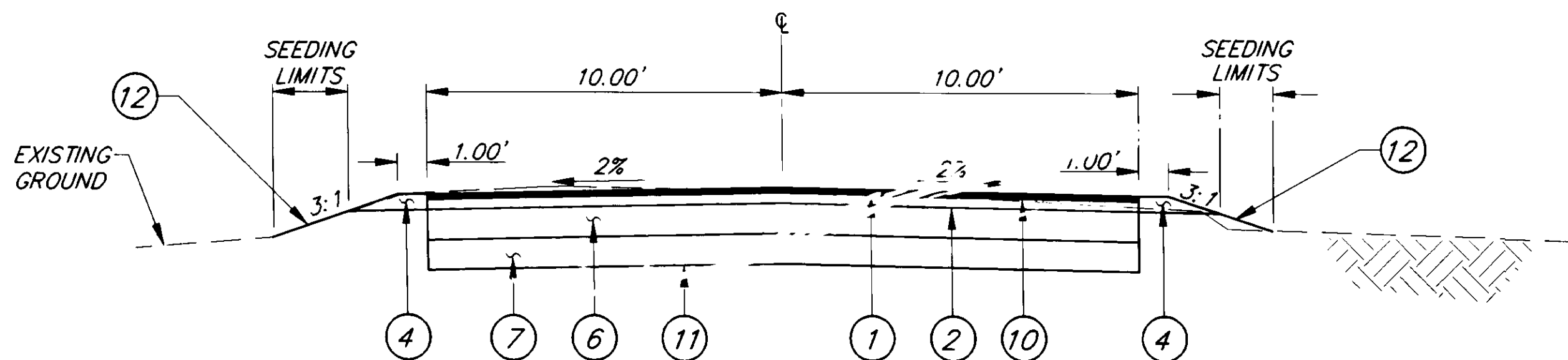
NOTE:  
SEE SHEET 5, APPROACH SUMMARY FOR RADIUS, WIDTH, MATCHING LIMITS.



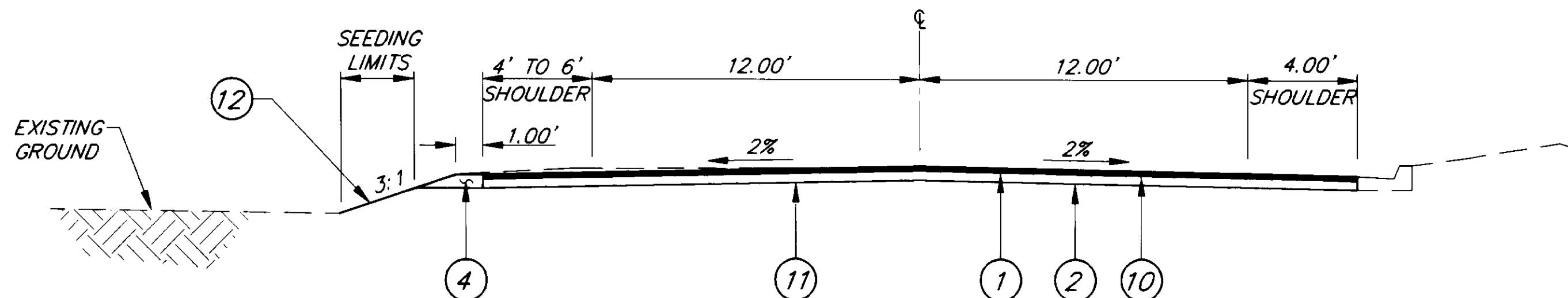
**APPROACH TYPICAL SECTION**  
STATION "0" 13+50, RT.  
STATION "0" 15+82, RT.



**APPROACH TYPICAL SECTION**  
STATION "0" 13+50, LT.



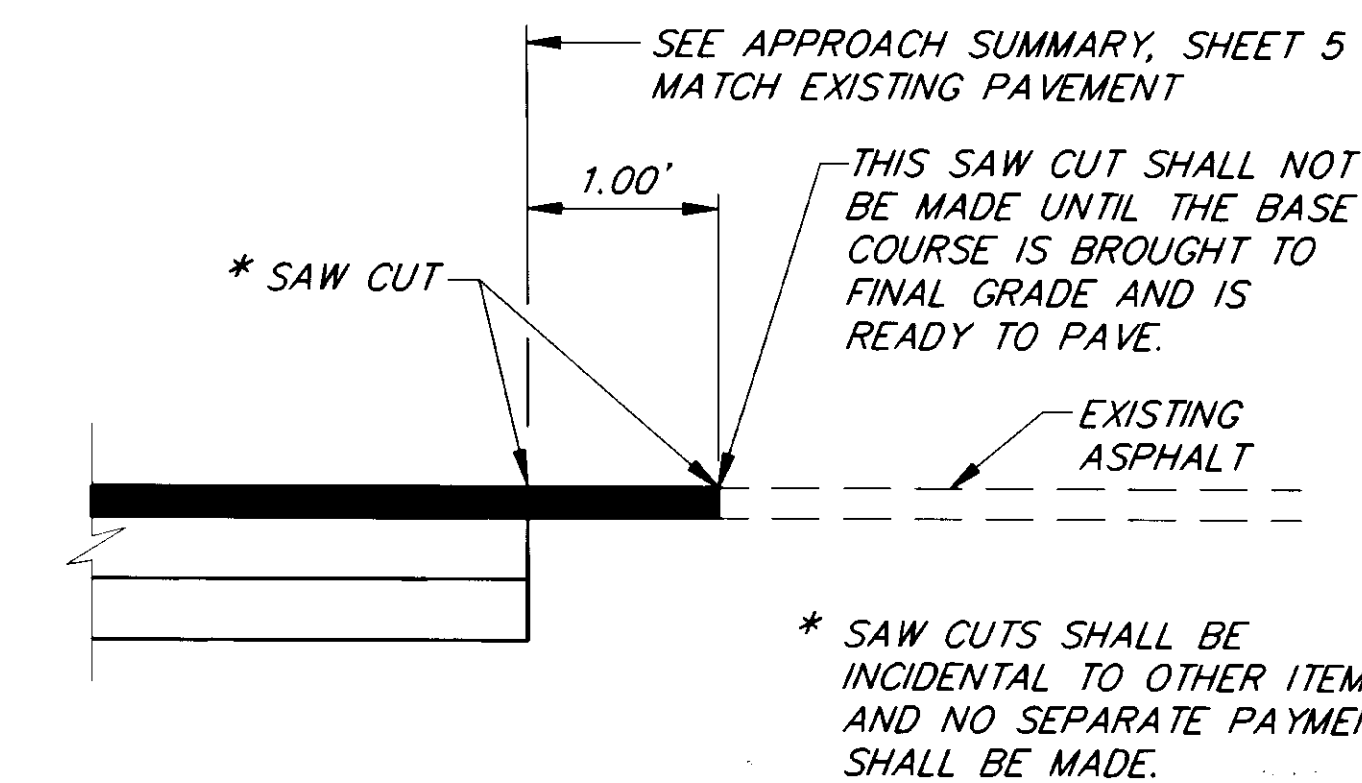
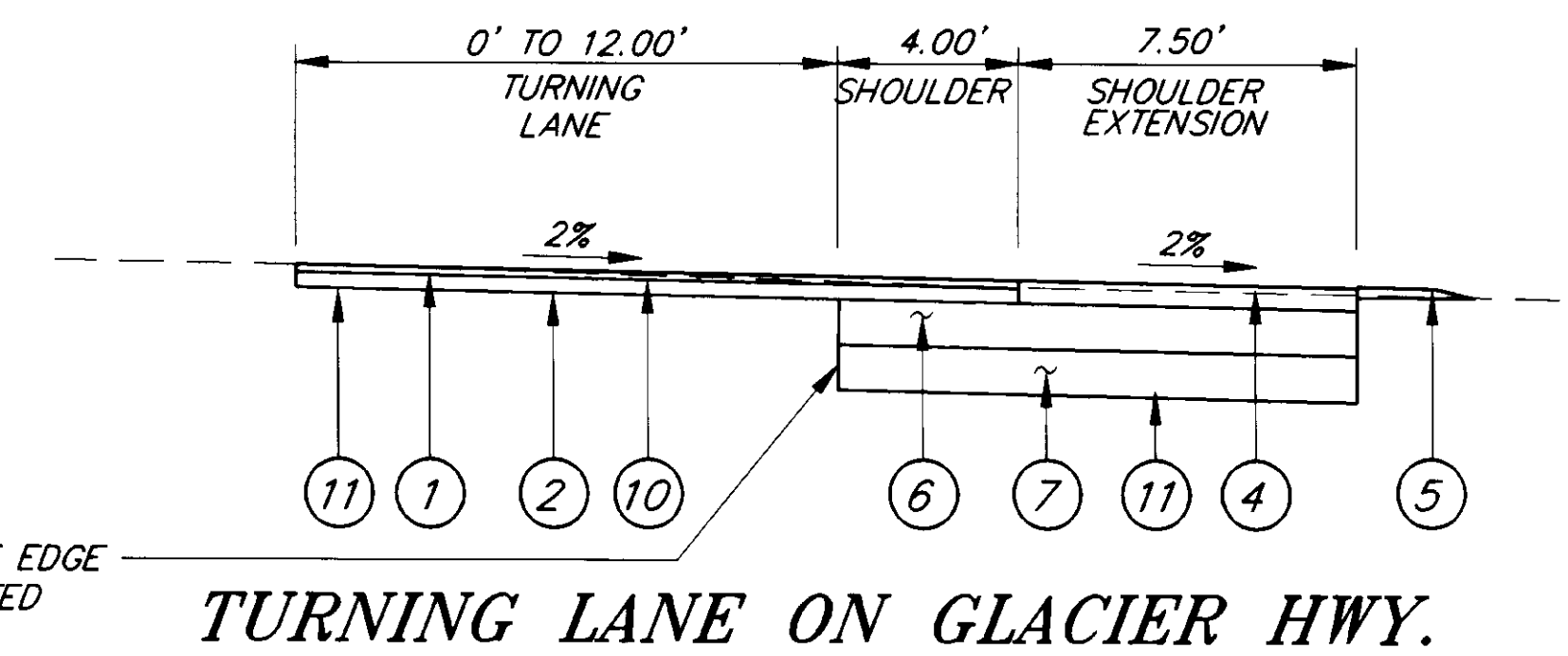
**APPROACH TYPICAL SECTIONS**  
STATION "0" 16+03, LT.



**APPROACH TYPICAL SECTIONS**  
STATION "0" 20+45, LT.

**LEGEND**

- ① 2" ASPHALT PAVEMENT
- ② 4" HOT ASPHALT TREATED BASE
- ③ 4" CRUSHED AGGREGATE BASE COURSE
- ④ 6" CRUSHED AGGREGATE BASE COURSE
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- ⑨ CONCRETE CURB & GUTTER, TYPE STANDARD
- ⑩ TACK COAT
- ⑪ EXCAVATION LIMITS
- ⑫ 1 1/2" TOPSOIL



**PAVEMENT JOINT DETAIL**

**AS BUILT**  
BY:                      DATE: 1/3/97

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PATH:	P:\JNU\71848\DR\TYP2 PLOT.PCP(4) OR PLOT.PCP(8)	
BY:	DATE:	DESCRIPTION OF CHANGE:
KL	1-11-96	AS-BUILT DRAWING

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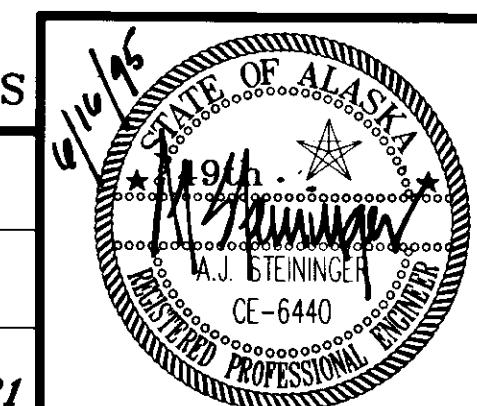
JUNEAU

SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848

ALASKA

**APPROACH TYPICAL SECTIONS**

DESIGNED BY:	M. SHEELER	PROJECT NO.	71848
DRAWN BY:	K. SNYDER	DATE:	1995
CHECKED BY:	A.J. STEININGER	SHEET 3 OF 21	

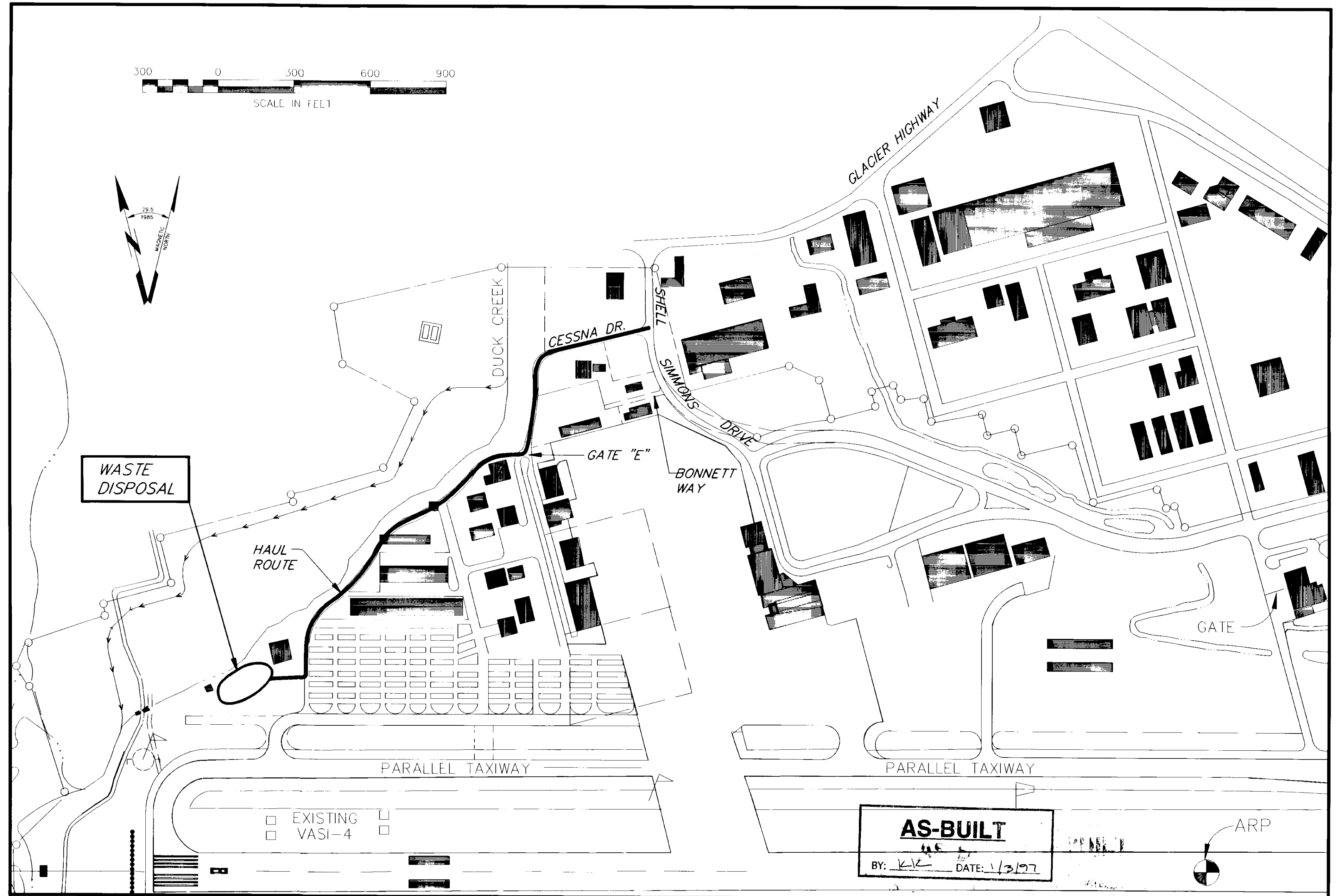


**ESTIMATE OF QUANTITIES**

ITEM NO.	ITEM	UNIT	QUANTITY
120(1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
202(2)	REMOVAL OF PAVEMENT	SQUARE YARD	8,122.7 <del>7,450</del>
202(4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	320 <del>220</del>
203(11)	UNCLASSIFIED EXCAVATION, APPROX. 2,400 CUBIC YARDS	LUMP SUM	ALL REQUIRED
203(6B)	BORROW, TYPE "B"	TON	1,425 <del>1,200</del>
301(1)	CRUSHED AGGREGATE BASE COURSE	TON	22388 <del>164</del>
304(1)	SUBBASE, GRADING "E"	TON	65395 <del>1,200</del>
306(1)	ASPHALT TREATED BASE COURSE	TON	99498 <del>0,70</del>
401(1)	ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS "B"	TON	118337 <del>1,030</del>
401(2)	PBA-2 ASPHALT CEMENT	TON	159.96 <del>145</del>
402(2)	STE-1 ASPHALT FOR TACK COAT	TON	2.19 <del>6.4</del>
603(22-18)	18 INCH CORRUGATED PIPE	LINEAR FOOT	461 <del>369</del>
603(22-24)	24 INCH CORRUGATED PIPE	LINEAR FOOT	429 <del>444</del>
604(4)	ADJUST EXISTING MANHOLE	EACH	5
604(5A)	INLET, TYPE A	EACH	8
604(5B)	INLET, TYPE B	EACH	2
608(1)	CONCRETE SIDEWALK	SQUARE YARD	756 <del>760</del>
609(2)	CURB AND GUTTER, TYPE STANDARD	LINEAR FOOT	1,785 <del>1,500</del>
614(1)	SURVEY MONUMENTS	EACH	8 <del>5</del>
614(2)	MONUMENT CASES	EACH	6 <del>5</del>
615(1)	STANDARD SIGNS	SQUARE FOOT	136 <del>17</del>
615(2)	REMOVE AND RELOCATE EXISTING SIGNS	EACH	4 <del>3</del>
618(1)	SEEDING	ACRE	0.4 <del>0.2</del>
619(3)	STRAW OR HAY BALES	EACH	4 <del>6</del>
620(1)	TOPSOIL	SQUARE YARD	1,197.20 <del>300</del>
627(10)	ADJUSTMENT OF VALVE BOX	EACH	8 <del>7</del>
633(1)	GEOTEXTILE, SEDIMENT CONTROL	LINEAR FOOT	48 <del>100</del>
639(3)	APPROACHES	EACH	8
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641(1)	EROSION AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
641(3)	EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
642(1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
642(2)	THREE PERSON SURVEY PARTY	HOUR	1.67 <del>10</del>
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNING	LUMP SUM	ALL REQUIRED
643(4)	CONSTRUCTION SIGN	EACH PER DAY	465 <del>2,000</del>
643(5)	TYPE II BARRICADE	EACH PER DAY	242 <del>500</del>
643(6)	TYPE III BARRICADE	EACH PER DAY	23 <del>500</del>
643(7)	TRAFFIC CONE	EACH PER DAY	4,798 <del>3,000</del>
643(8)	DRUMS	EACH PER DAY	183 <del>2,500</del>
643(13)	TEMPORARY PAVEMENT MARKINGS	STATION	10 <del>16</del>
643(15)	FLAGGING	HOUR	1,357.50 <del>1,500</del>
643(17)	STREET SWEEPING	HOUR	9 <del>75</del>
643(18)	WATERING	M-GALLON	17.58 <del>7.5</del>
<del>644(1)</del>	FIELD OFFICE	DELETED	LUMP SUM ALL REQUIRED
<del>644(2)</del>	FIELD LABORATORY	DELETED	LUMP SUM ALL REQUIRED
<del>644(6)</del>	ENGINEERING TRANSPORTATION	DELETED	LUMP SUM ALL REQUIRED
660(3)	HIGHWAY LIGHTING SYSTEM COMPLETE	LUMP SUM	ALL REQUIRED
661(1)	LOAD CENTER, TYPE 1	EACH	1
670(6)	PREFORMED PAVEMENT MARKINGS	LUMP SUM	ALL REQUIRED

**BASIS OF ESTIMATE**

ITEM NO.	ITEM	QUANTITY
203(6B)	BORROW, TYPE "B"	1.85 TON/CUBIC YARD
301(1)	CRUSHED AGGREGATE BASE COURSE	1.96 TON/CUBIC YARD
304(1)	SUBBASE GRADING "E"	1.85 TON/CUBIC YARD
306(1)	ASPHALT TREATED BASE COURSE	115.0 LBS./SQ. YD./IN DEPTH
401(1)	ASPHALT CONCRETE, TYPE II, CLASS "B"	115.0 LBS./SQ. YD./IN DEPTH
401(2)	PBA-2 ASPHALT CEMENT	6.0% OF ITEM 401(1) PLUS 4.0% OF ITEM 306(1)
402(2)	STE-1 ASPHALT FOR TACK COAT	0.20 GAL./SQ. YD., 256 GAL./TON



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS-BUILT DRAWING

RECORD OF REVISIONS

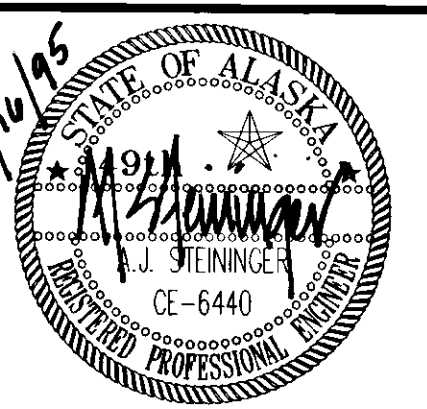
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848  
ESTIMATE OF QUANTITIES

ALASKA

DESIGNED BY: M. SHEELER	PROJECT NO. 71848
DRAWN BY: K. SNYDER	DATE: 1995
CHECKED BY: A.J. STEININGER	SHEET 4 OF 21



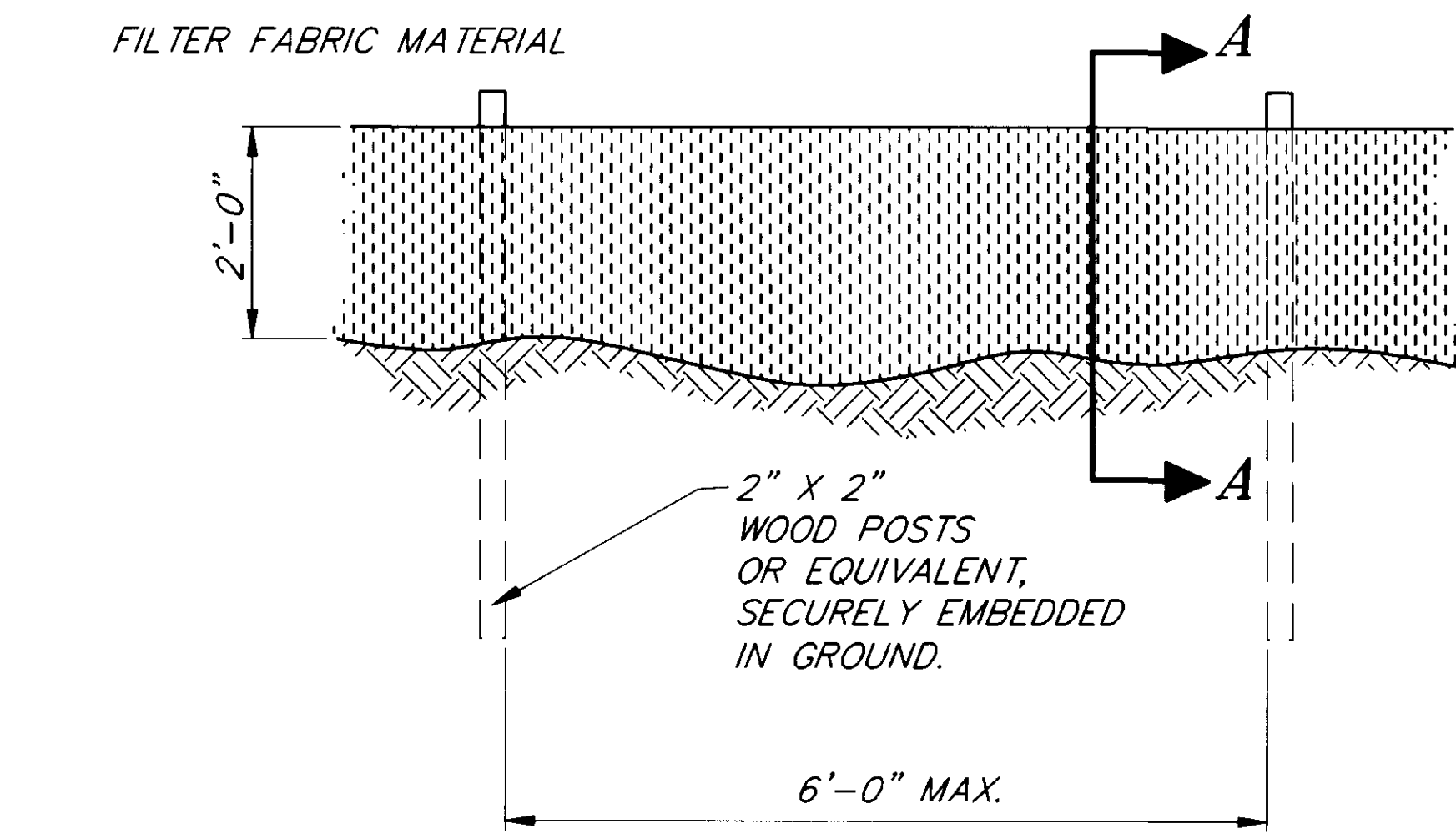
APPROACH SUMMARY					
STATION "0"	OFFSET	RADIUS		WIDTH	REMARKS
		LEFT	RIGHT		
13+50	RT.	40' 38"	40' 38"	20.6' 24"	MATCH 82' RT. 72'
13+92	LT.	40'	40'	37.5' 40"	MATCH 62.3' LT. 82'
15+82.90	RT.	40'	40' 38"	20.6' 24"	MATCH 54.5' RT. 59'
16+04	LT.	20'	40'	23.5'	MATCH 31.3' LT.
20+45.40	LT.	50'	24'	34.6' 38"	MATCH 54.4' LT. 75'
20+89	RT.	MATCH EXISTING	MATCH EXISTING	25.7'	MATCH 29.0' RT. 37'
22+08	LT.	MATCH EXISTING	MATCH EXISTING	58.9'	MATCH 32.1' LT.
22+55	RT.	MATCH EXISTING	MATCH EXISTING	21+23.5'	MATCH 27' RT. 44'

UTILITY ADJUSTMENT SUMMARY			
STATION "0"	OFFSET		REMARKS
	LT.	RT.	
10+83	10.3'		ADJUST SANITARY SEWER MANHOLE
13+63		31.7'	ADJUST TELEPHONE MANHOLE
18+85.70		22.1'	ADJUST TELEPHONE MANHOLE
24+97		17.3'	ADJUST TELEPHONE MANHOLE
25+53	12'		ADJUST STORM DRAIN MANHOLE

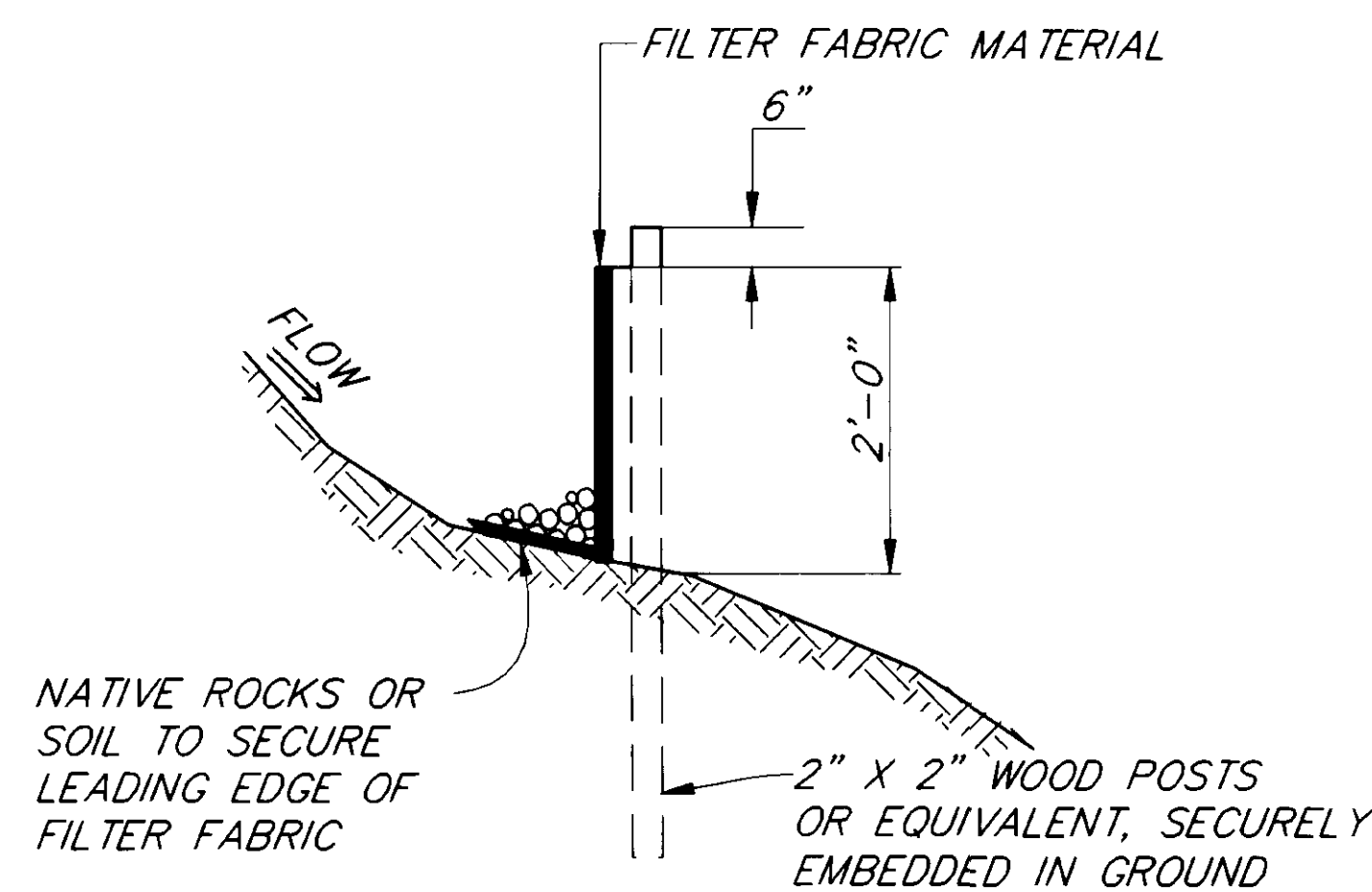
VALVE BOX ADJUSTMENT SUMMARY			
STATION "0"	OFFSET		REMARKS
	LT.	RT.	
10+33	28.9'		ADJUST
10+40		47.2'	ADJUST
13+31.60		23.2'	ADJUST
15+99		23.2'	ADJUST
16+10.40		16'	ADJUST
16+49			
22+83		19.5'	ADJUST
25+04		17.1'	ADJUST CLEANOUT MANHOLE, SHALL BE PAID AS 627(10)

CULVERT REMOVAL SUMMARY			
STATION "0"	OFFSET		REMARKS
	LT.	RT.	
13+30	20'		CLASS. DRIVE 10' LT.
13+47.40		24.1'	60' L.F.
13+93.10	19.9'		60' L.F.
14+94.40		5.8'	60' L.F.
15+82		30'	130' LT.

MONUMENT SUMMARY				
STATION	OFFSET	NEW MONUMENT & CASE	ADJUST CASE	REMARKS
13+37.26		X		PC OF NEW CENTERLINE
13+46.65	0.83 RT.		X	ADJUST EXISTING
13+64.65		X		PT OF NEW CENTERLINE
14+77.44		X		PC OF NEW CENTERLINE
17+82.59		X		PT OF NEW CENTERLINE
20+45			X	YANIKUKEH EXISTING CENTERLINE INTERSECTION SHELL SIMMONS

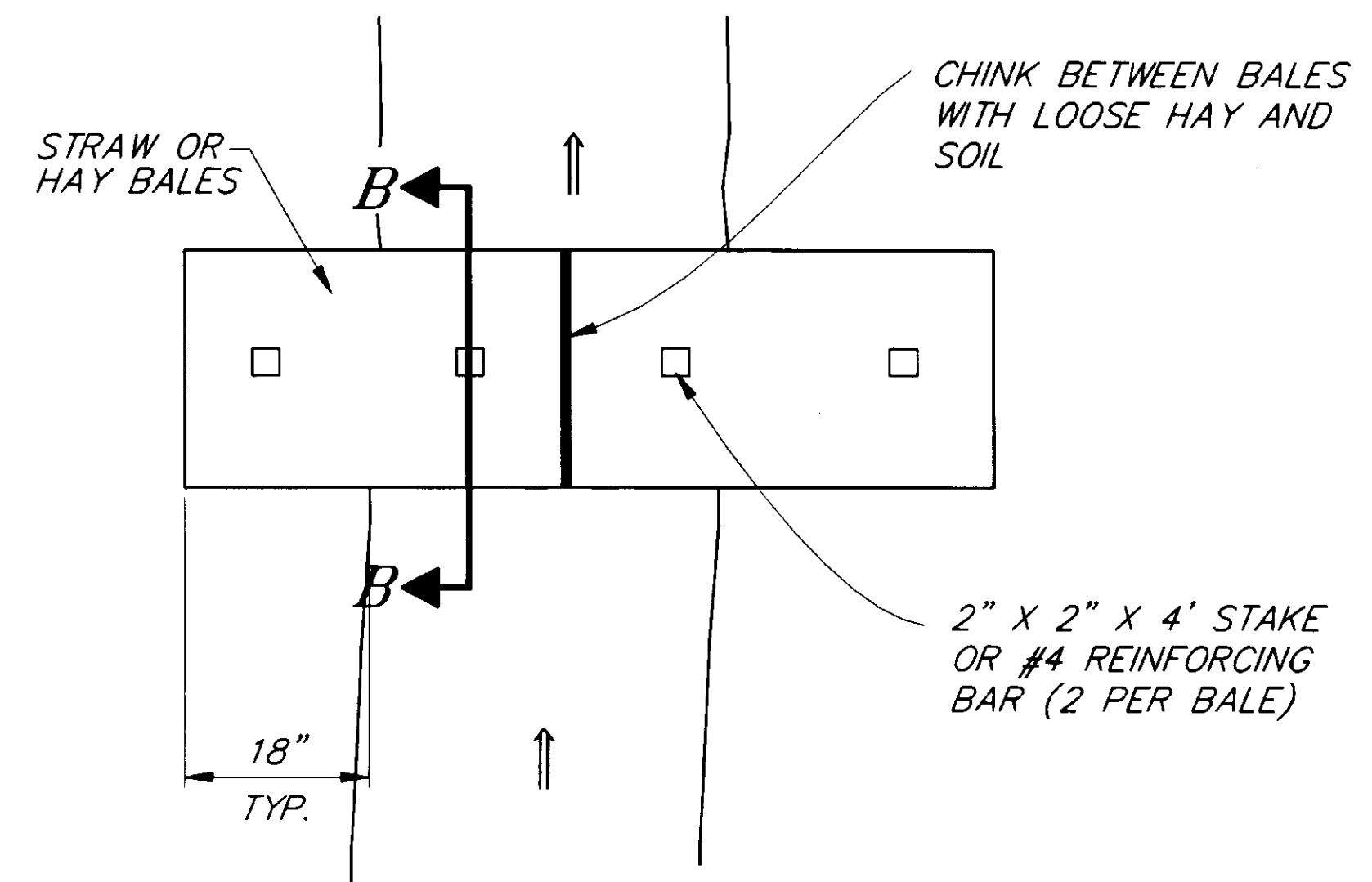


**ELEVATION**

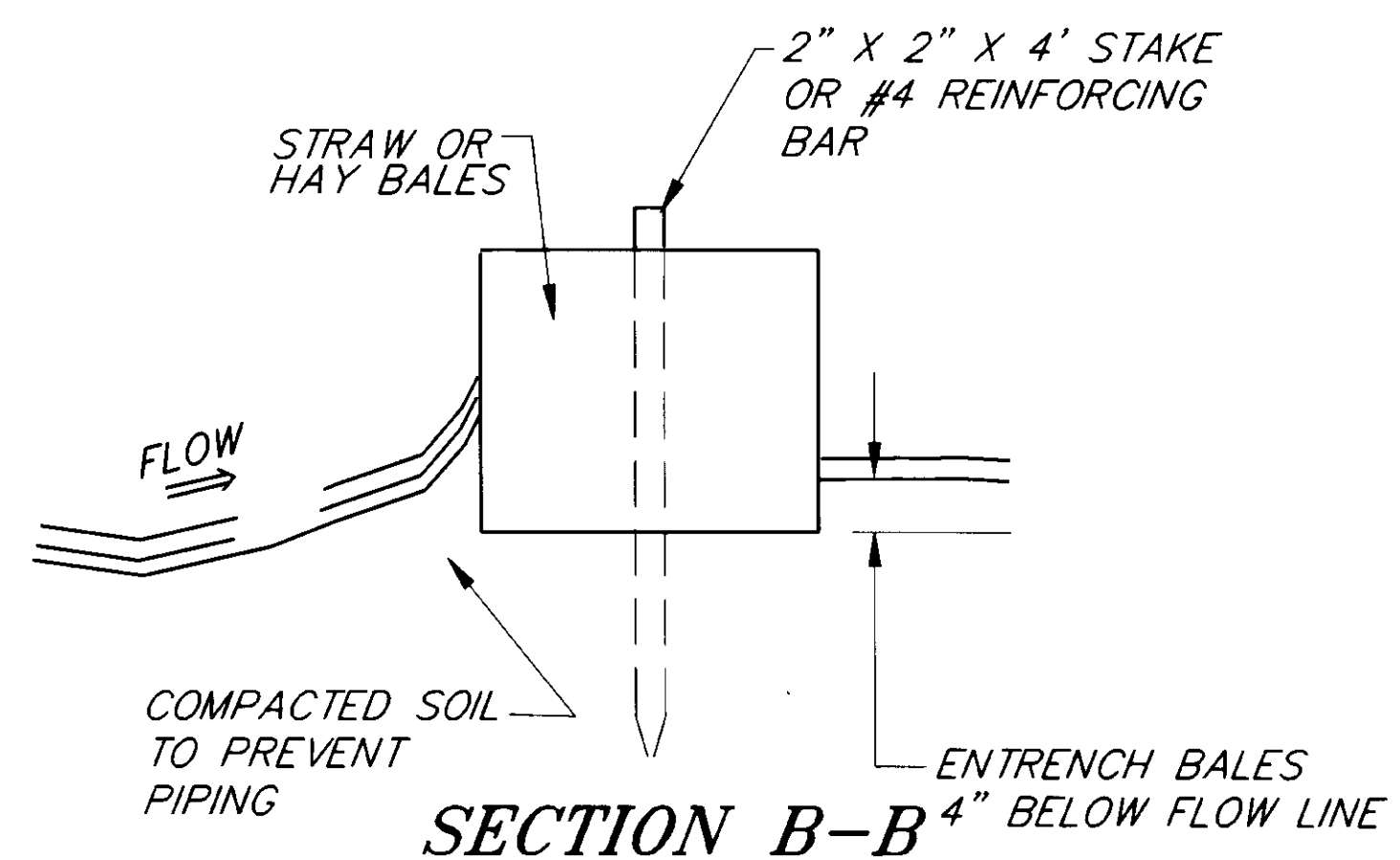


**SECTION A-A**

**SILT FENCE DETAILS**



**PLAN VIEW**



**SECTION B-B**

**STRAW OR HAY BALE SEDIMENT FILTER DETAIL**

STATION	OFFSET	CONTROL POINT	REMARKS
10+34	63.32' RT.	RE-SET	CONTROL POINT DOT/PF
16+20	24.83' RT.	RE-SET	CONTROL POINT DOT/PF

**MONUMENT NOTES**

- MONUMENTS AND CASES ARE DETAILED IN STANDARD DRAWING M-16.01.
- ALL NEW MONUMENTS SHALL RETAIN THE MARKINGS OF THE MONUMENT BEING REPLACED.

**AS-BUILT**

BY: *[Signature]* DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
P:\JNU\71848\DR\SUM PLOIF.PCP(1) OR PLOTH.PCP(2)	1-11-96	AS-BUILT

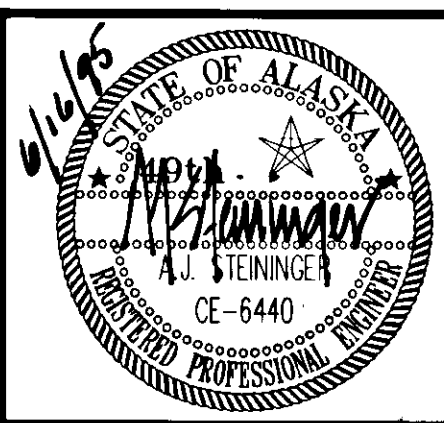
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SOUTHEAST REGION DESIGN & CONSTRUCTION

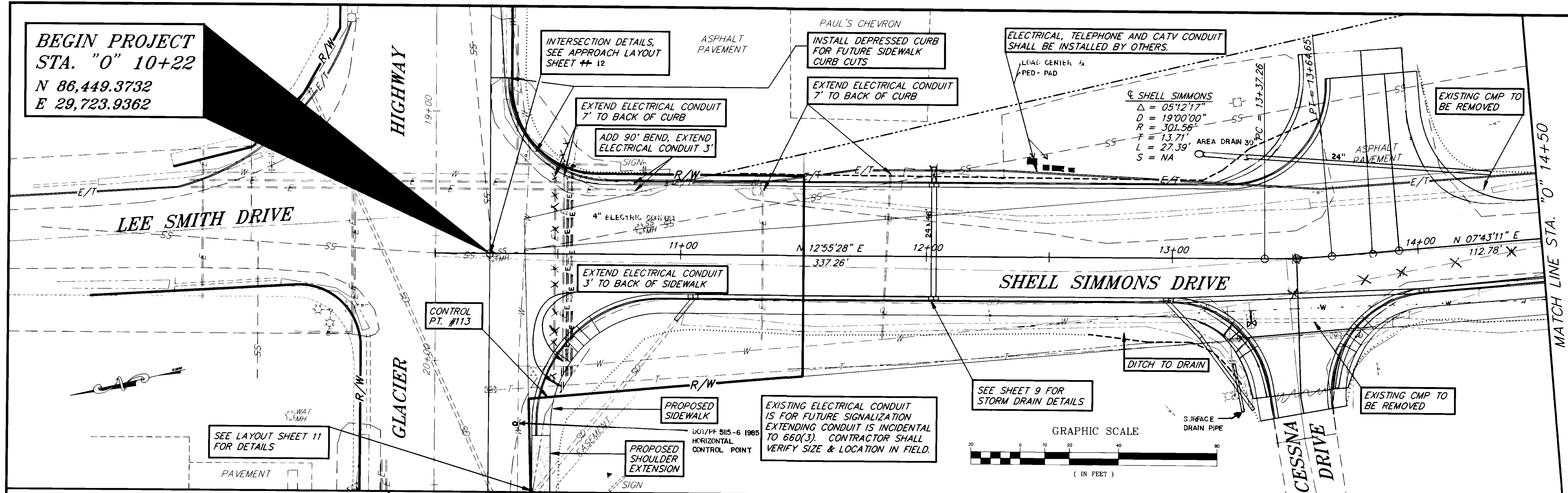
JUNEAU

SHELL SIMMONS DRIVE REHABILITATION  
STP-0962(2) ~ 71848  
ALASKA  
**SUMMARY OF QUANTITIES**

DESIGNED BY:	M. SHEELER	PROJECT NO.	71848
DRAWN BY:	K. SNYDER	DATE:	1995
CHECKED BY:	A.J. STEININGER	SHEET	5 OF 21



**BEGIN PROJECT**  
**STA. "0" 10+22**  
 N 86,449.3732  
 E 29,723.9362



**BASIS OF CONTROL**

**HORIZONTAL CONTROL**

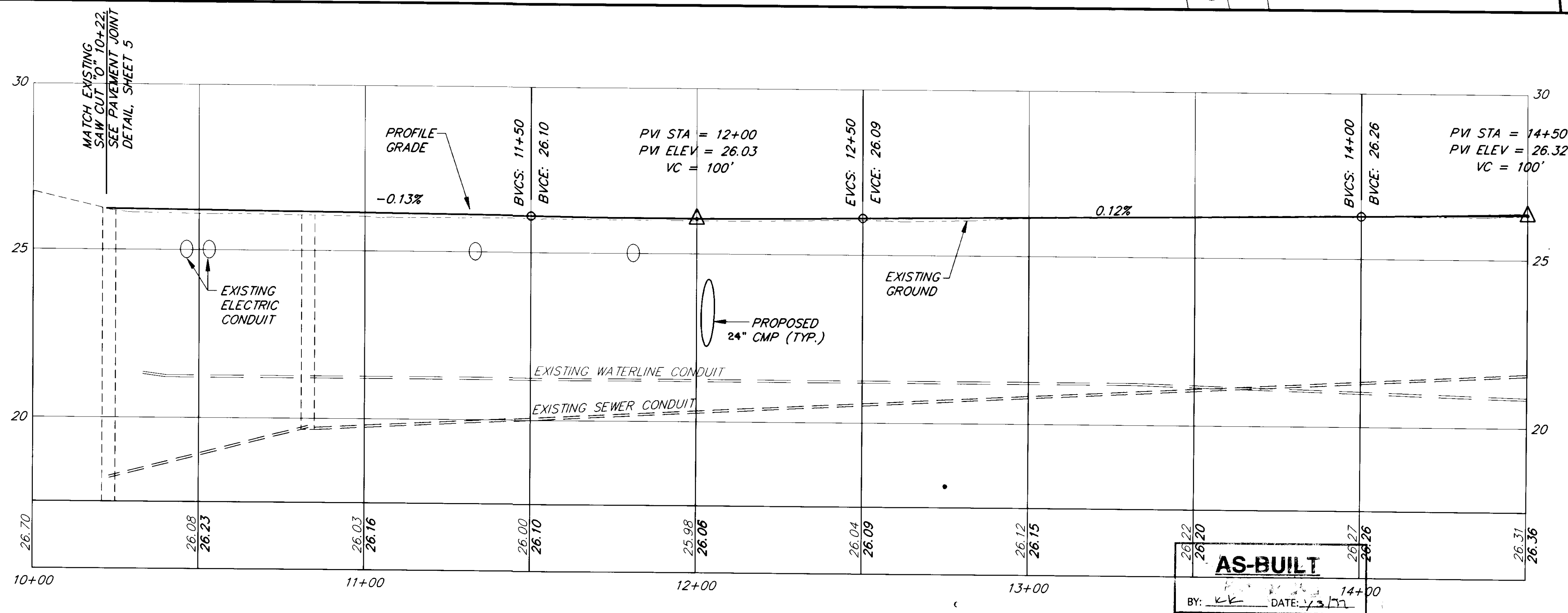
THE BASIS OF BEARING IS THE BEARING OF N 60°09'32" W BETWEEN THE EGAN DRIVE CENTERLINE MONUMENT AT LOOP & EGAN, STATION : 0: 393+93.81.

THE BASIS OF CONTROL IS THE BEARING OF S 03°23'23" W FROM DOT/PF CONTROL POINT #113 TO DOT/PF CONTROL POINT #114. LOCAL BASIS OF COORDINATES IS DOT/PF CONTROL MONUMENT #113 WITH PROJECT COORDINATES OF N 86,451.250, E 29,659.692. CONTROL POINT #114 HAS PROJECT COORDINATES OF N 85,853.730, E 29,624.299. BOTH POINTS ARE 2" ALUMINUM CAPS ON #5 REBAR GROUTED INTO THE ASPHALT ROADWAY.

**VERTICAL CONTROL**

THE BASIS OF VERTICAL CONTROL WAS THE USC & GS STATION "A" AT THE END OF THE RUNWAY, WITH A PUBLISHED ELEVATION OF 26.46' ABOVE MLLW.

THE LOCAL BASIS OF CONTROL IS THE DOT/PF SET TBM GL-3, A SPIKE IN A 42" DIAMETER SPRUCE TREE APPROXIMATELY 450' ± RIGHT OF PROJECT STATION 11+25, WITH AN ACCEPTED ELEVATION OF 28.26' ABOVE MLLW.



PATH: P:\JNU\71848\DR\ -P1000 < PLOTH.PCP(20) OR PLOTH.PCP(40) >
BY: DATE: DESCRIPTION OF CHANGE:
K.K 1-11-96 AS-BUILT
<b>RECORD OF REVISIONS</b>

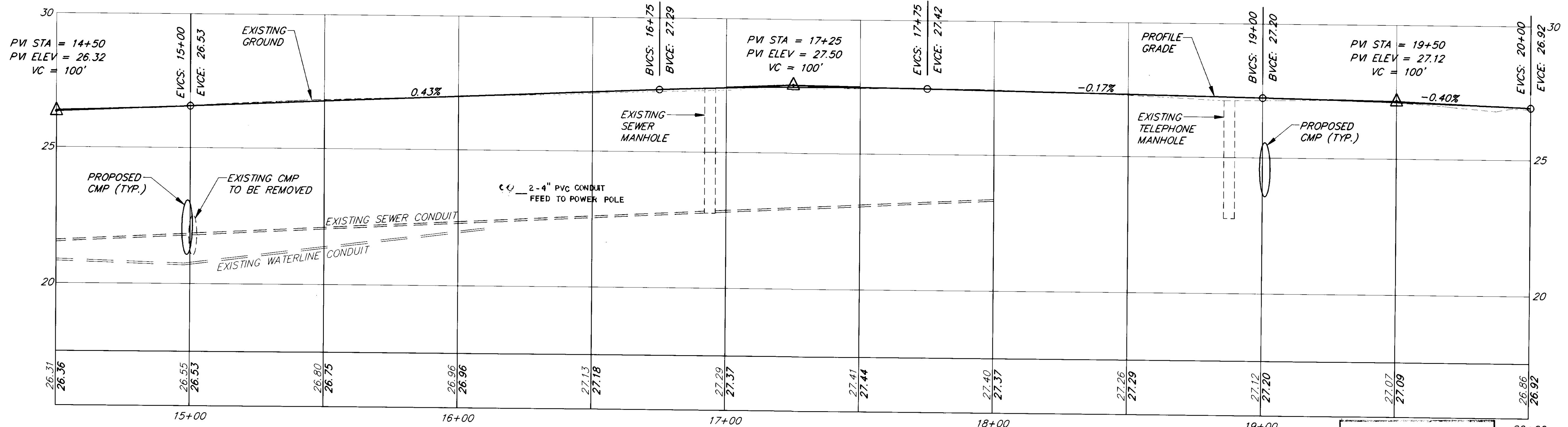
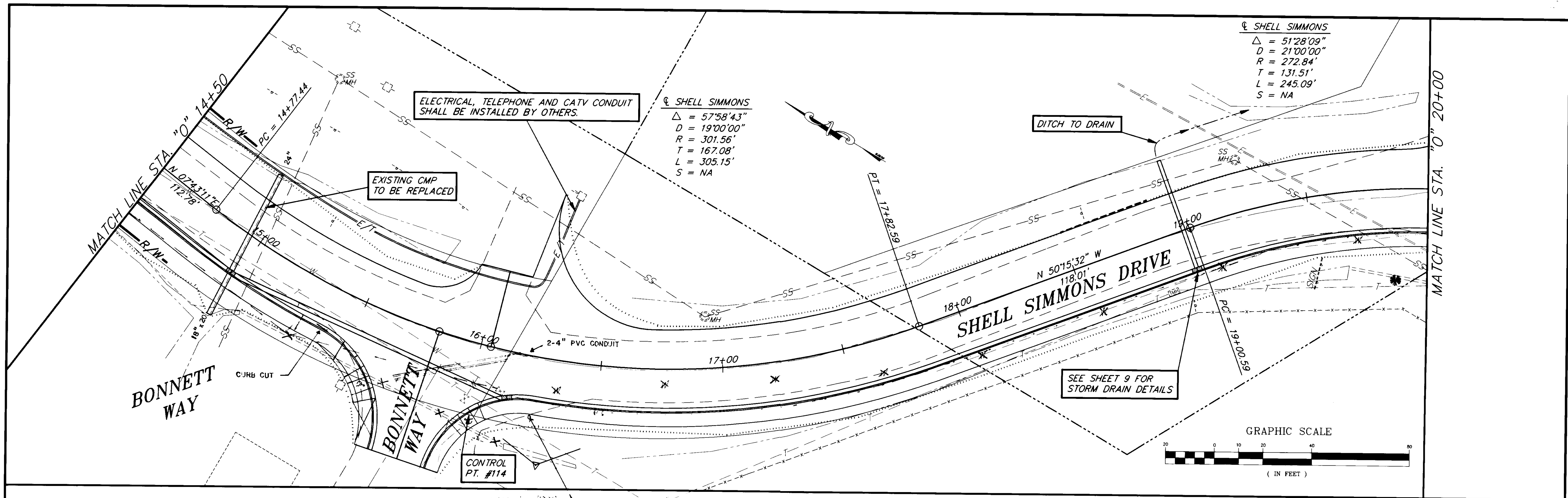
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JUNEAU ALASKA  
 SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
 B.O.P. STA. "0" 10+00 TO STA. "0" 14+50  
 PLAN & PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: M. SHEELER	PROJECT NO. 71848
DRAWN BY: K. SNYDER	DATE: 1995
CHECKED BY: A.J. STEININGER	SHEET 6 OF 21





**AS-BUILT**  
 BY: KE DATE: 1/3/97

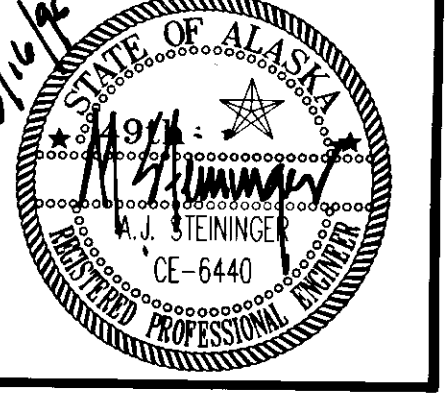
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NO.	DATE	DESCRIPTION OF CHANGE
1	1-11-96	AS-BUILT

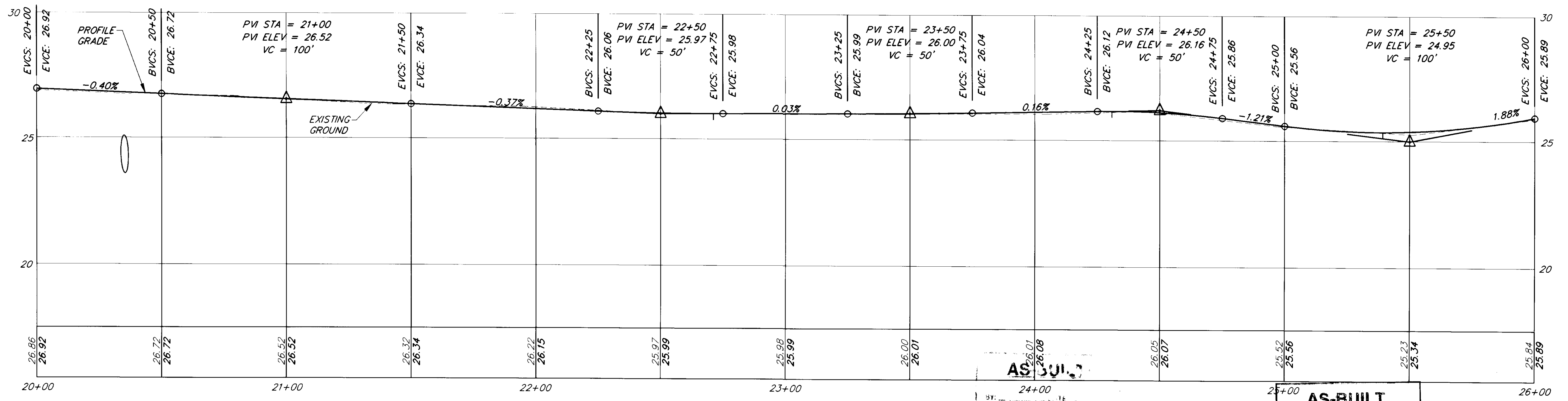
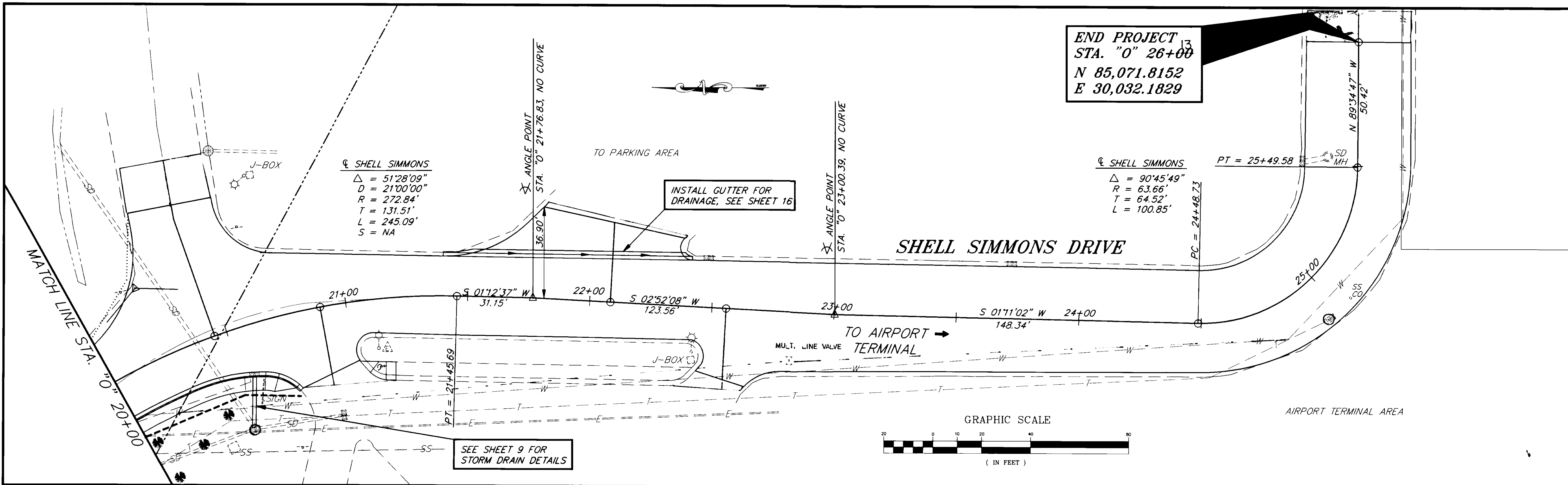
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU  
 SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
 STA. "0" 14+50 TO STA. "0" 20+00

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: M. SHEELER	PROJECT NO. 71848
DRAWN BY: K. SNYDER	DATE: 1995
CHECKED BY: A.J. STEININGER	SHEET 7 OF 21



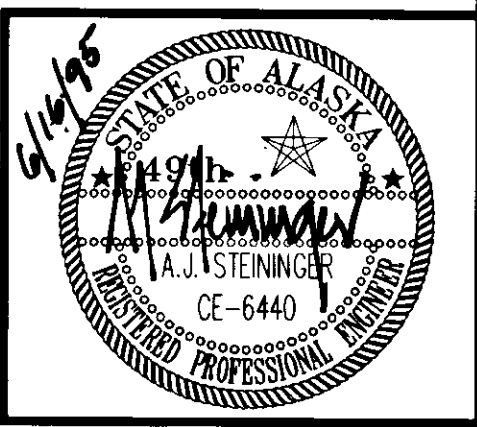


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BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1/11/96	AS-BUILT

STATE OF ALASKA  
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 AND PUBLIC FACILITIES  
 SOUTHEAST REGION DESIGN & CONSTRUCTION

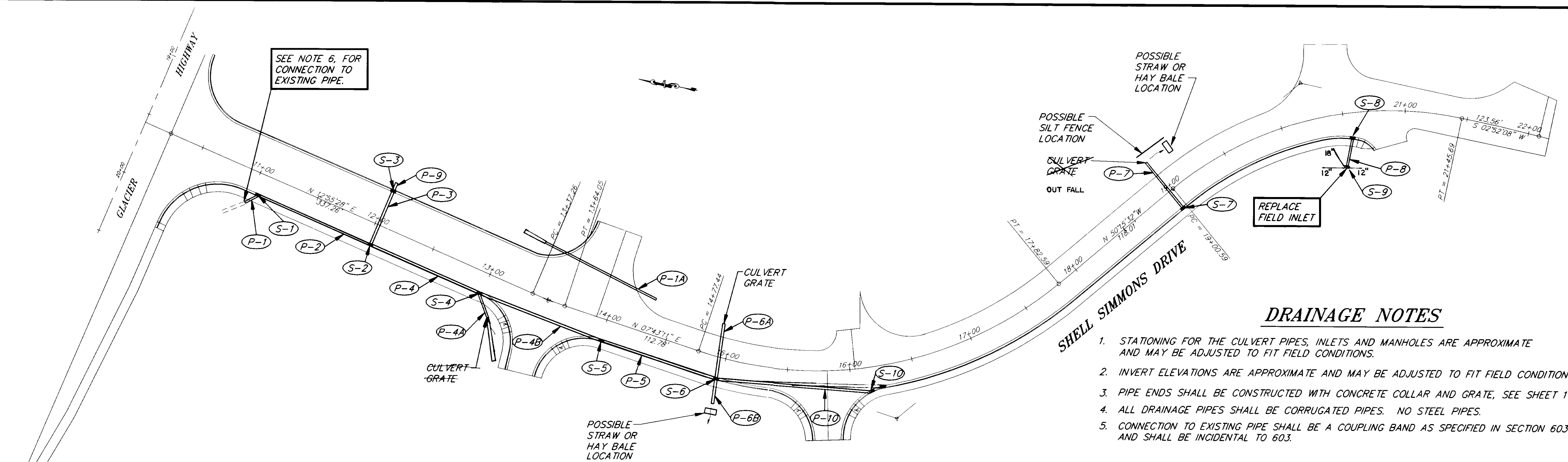
JUNEAU  
 SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
 STA. "0" 20+00 TO E.O.P. STA. "0" 26+00

DESIGNED BY: M. SHEELER	PROJECT NO. 71848
DRAWN BY: K. SNYDER	DATE: 1995
CHECKED BY: A.J. STEININGER	SHEET 8 OF 21



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

AS-BUILT  
 BY: [Signature] DATE: 1/3/97



### DRAINAGE NOTES

1. STATIONING FOR THE CULVERT PIPES, INLETS AND MANHOLES ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
2. INVERT ELEVATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
3. PIPE ENDS SHALL BE CONSTRUCTED WITH CONCRETE COLLAR AND GRATE, SEE SHEET 11.
4. ALL DRAINAGE PIPES SHALL BE CORRUGATED PIPES. NO STEEL PIPES.
5. CONNECTION TO EXISTING PIPE SHALL BE A COUPLING BAND AS SPECIFIED IN SECTION 603 AND SHALL BE INCIDENTAL TO 603.

### CULVERT SUMMARY

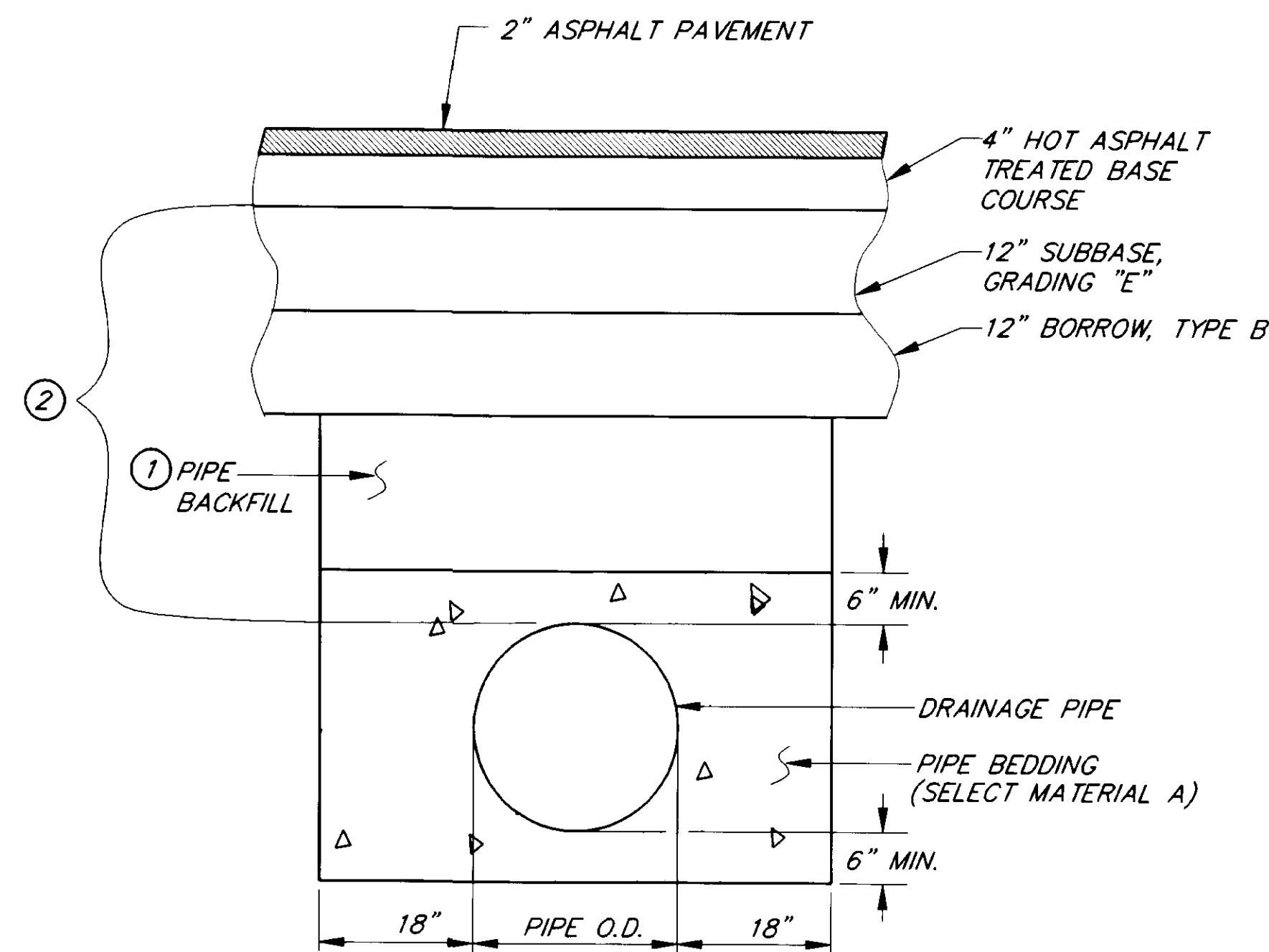
PIPE NO.	DIMENSION	FROM	OFFSET	TO	OFFSET	INLET INVERT ELEV.	OUTLET INVERT ELEV.	REMARKS
P-1A	18" X 100' L	13+30	LT. 41'	14+32	LT. 28'	23.80'	23.12'	
P-1	18" X 11'	10+98	RT. 26.3'	S-1	LT. 28'	22.83'	22.72'	CONNECT TO EXISTING
P-2	18" X 98'	S-1		S-2		22.70'	22.22'	
P-3	24" X 46'	S-3		S-2		22.25'	22.21'	☉ CROSSING
P-4	24" X 93' 9"	S-2		S-4		22.20'	21.60'	
P-4A	18" X 19' 5"	13+11	RT. 32'	S-4		22.80'	21.75'	CHECK IN FIELD *
P-4B	24" X 104' 10"	S-4		S-5		21.75'	21.34'	
P-5	24" X 95' 9"	S-5		S-6		21.33'	21.00'	
P-6A	24" X 43'	14+91	LT. 27'	S-6		21.55'	21.00'	☉ CROSSING *
P-6B	24" X 24' 22"	S-6		14+99	RT. 38'	20.90'	20.80'	
P-7	24" X 45'	S-7		19+00	LT. 29'	23.71'	23.50'	☉ CROSSING *
P-8	18" X 18' 22"	S-8		S-9		23.90'	23.70'	CHECK IN FIELD
P-9	4" X 6'	12+03	LT. 34'	S-3		25.20	23.70	CHECK IN FIELD **
P-10	18" X 123' 2"	S-10		S-6		22.50'	21.50'	

\* SEE CULVERT GRATE DETAIL, SHEET 19      \*\* PVC INCIDENTAL TO 603 FOR TEMPORARY DRAINAGE

### DRAINAGE STRUCTURE SUMMARY

PIPE NO.	INLET TYPE	STATION	OFFSET	TOP GRATE	INLET INVERT ELEV.	OUTLET INVERT ELEV.	REMARKS
S-1	A	11+05	RT. 16'	25.98'	22.72'	22.70'	
S-2	A	12+03	RT. 16'	25.60'	22.21'	22.20'	
S-3	A	12+03	LT. 28'	25.36'	23.70'	22.25'	
S-4	A	12+99	RT. 16'	25.72'	21.61'	21.75'	
S-5	A	14+00	RT. 16'	25.87'	21.34'	21.33'	
S-6	B	14+98	RT. 16'	26.20'	26.50'	21.00'	SEE OIL SEPARATOR CATCH BASIN DETAIL
S-7	A	19+00	RT. 16'	26.81'	23.71'	23.71'	
S-8	A	20+56	RT. 19'	26.90'	23.90'	23.90'	CHECK DRAINAGE ELEV. IN FIELD
S-9	B	20+49	RT. 40.9'	25.79'	23.50'	23.50'	EXIST. ELEV. TO BE MAINTAINED FIELD INLET
S-10	A	16+14	RT. 18.2'	26.66'	23.00'	23.00'	

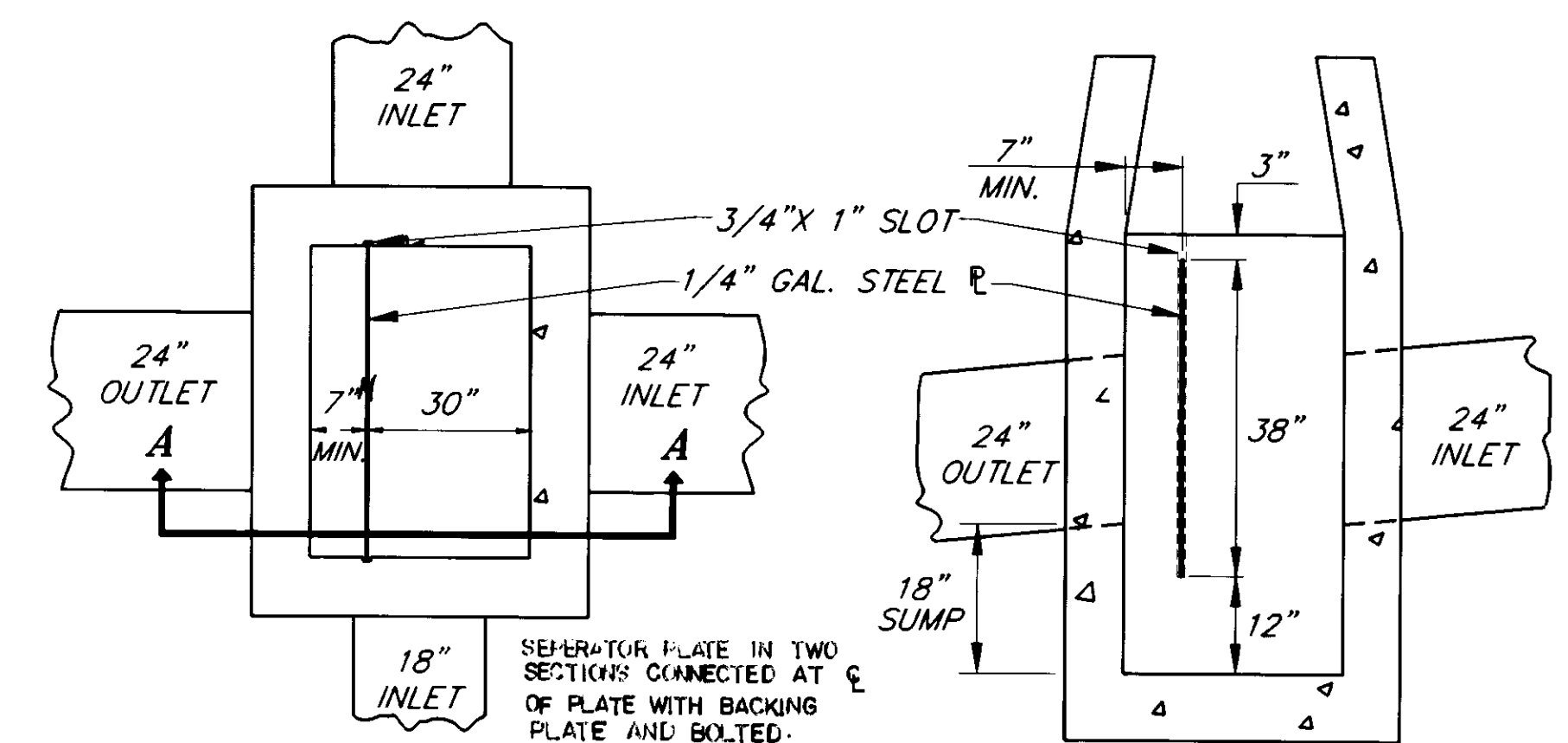
NOTE: GRATE TYPES, SEE STANDARD DRAWING D-24.00



### PIPE UNDER ROADWAY

N.T.S.

1. PIPE BACKFILL SHALL BE BORROW TYPE B OR USEABLE UNCLASSIFIED EXCAVATION EXCEPT WHEN PIPE BACKFILL IS LOCATED LESS THAN 18" BELOW BOTTOM OF ASPHALT PAVEMENT, SUBBASE GRADING E SHALL BE USED.
2. DURING CONSTRUCTION AND BEFORE INSTALLATION OF ATB, A MIN. COVER OF 3' SHALL BE MAINTAINED FOR CULVERTS P-1A, P-3, & P-7.



### PLAN VIEW

### SECTION A-A

SEE D-27.01 FOR OTHER DETAILS.

**AS-BUILT**

BY:            DATE: 1/3/97

### OIL SEPERATOR CATCH BASIN

N.T.S.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
KK.	1/11/96	AS-BUILT

RECORD OF REVISIONS

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

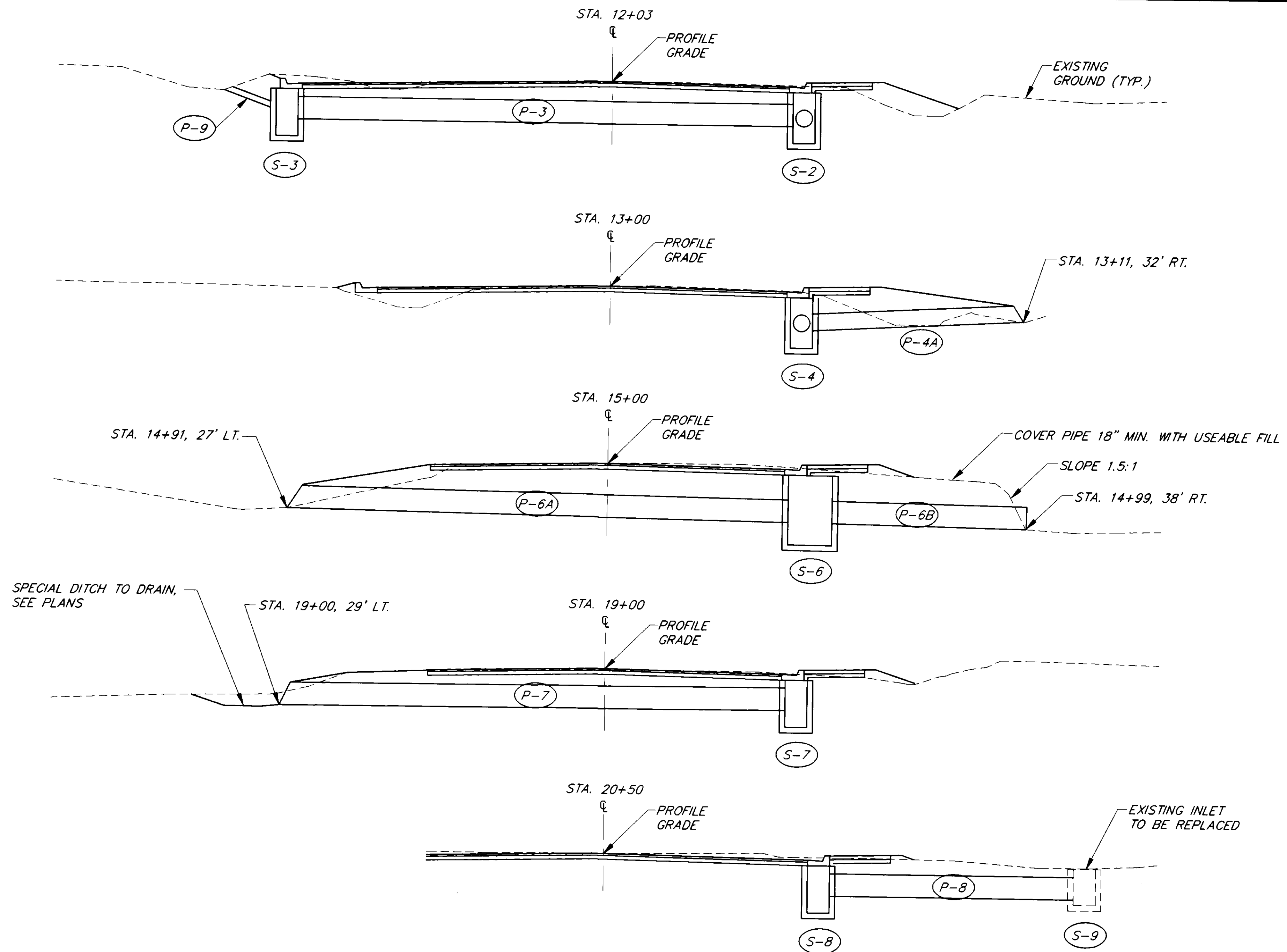
JUNEAU

SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848  
DRAINAGE FACILITIES

ALASKA

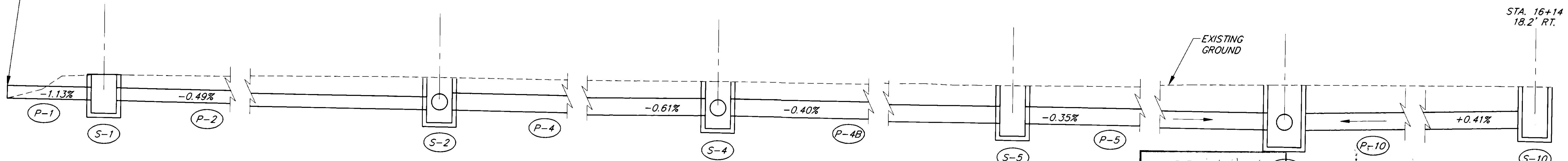
DESIGNED BY:	PROJECT NO.
M. SHEELER	71848
DRAWN BY:	DATE:
K. SNYDER	1995
CHECKED BY:	SHEET 9 OF 21
A.J. STEININGER	





**DRAINAGE SECTIONS**

EXISTING PIPE AT  
STA. 10+98, 26.3' RT.  
INV. ELEV. = 22.8'



**DRAINAGE PROFILE**

**AS-BUILT**  
BY: [Signature] DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\71848\DR\DR-DRAIN2 PLOT.PCP(6) OR PLOT.PCP(12)		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS BUILT

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

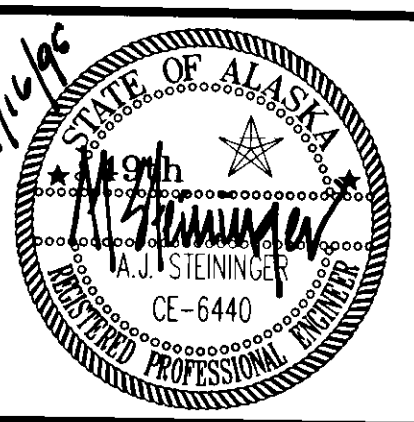
JUNEAU

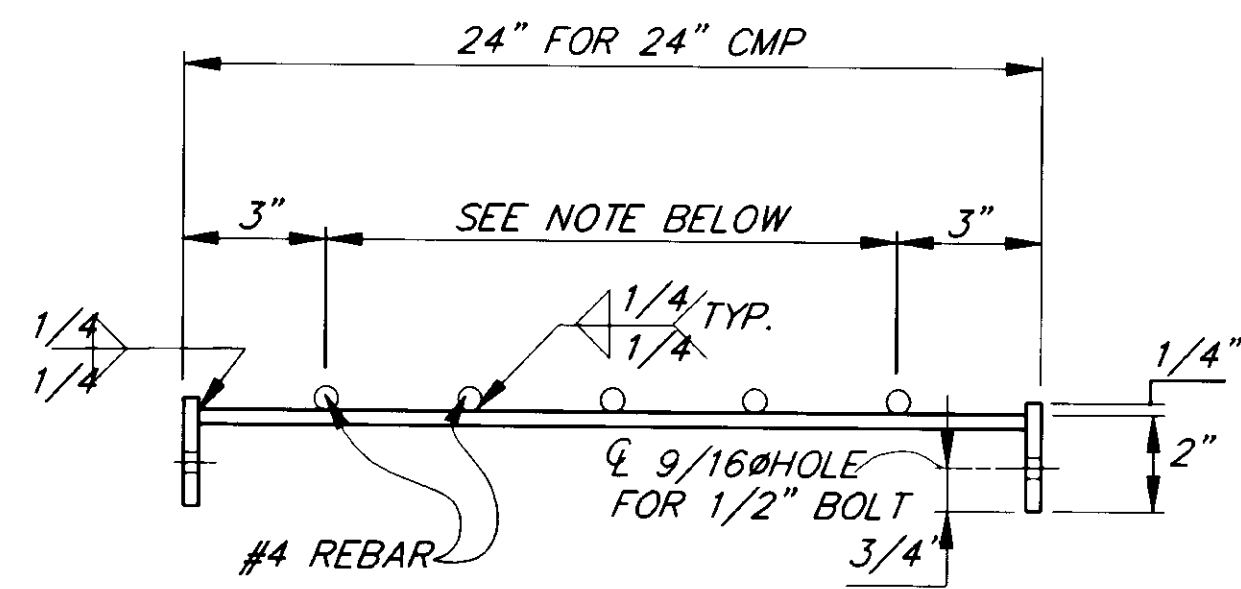
SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848  
**DRAINAGE FACILITIES**

ALASKA

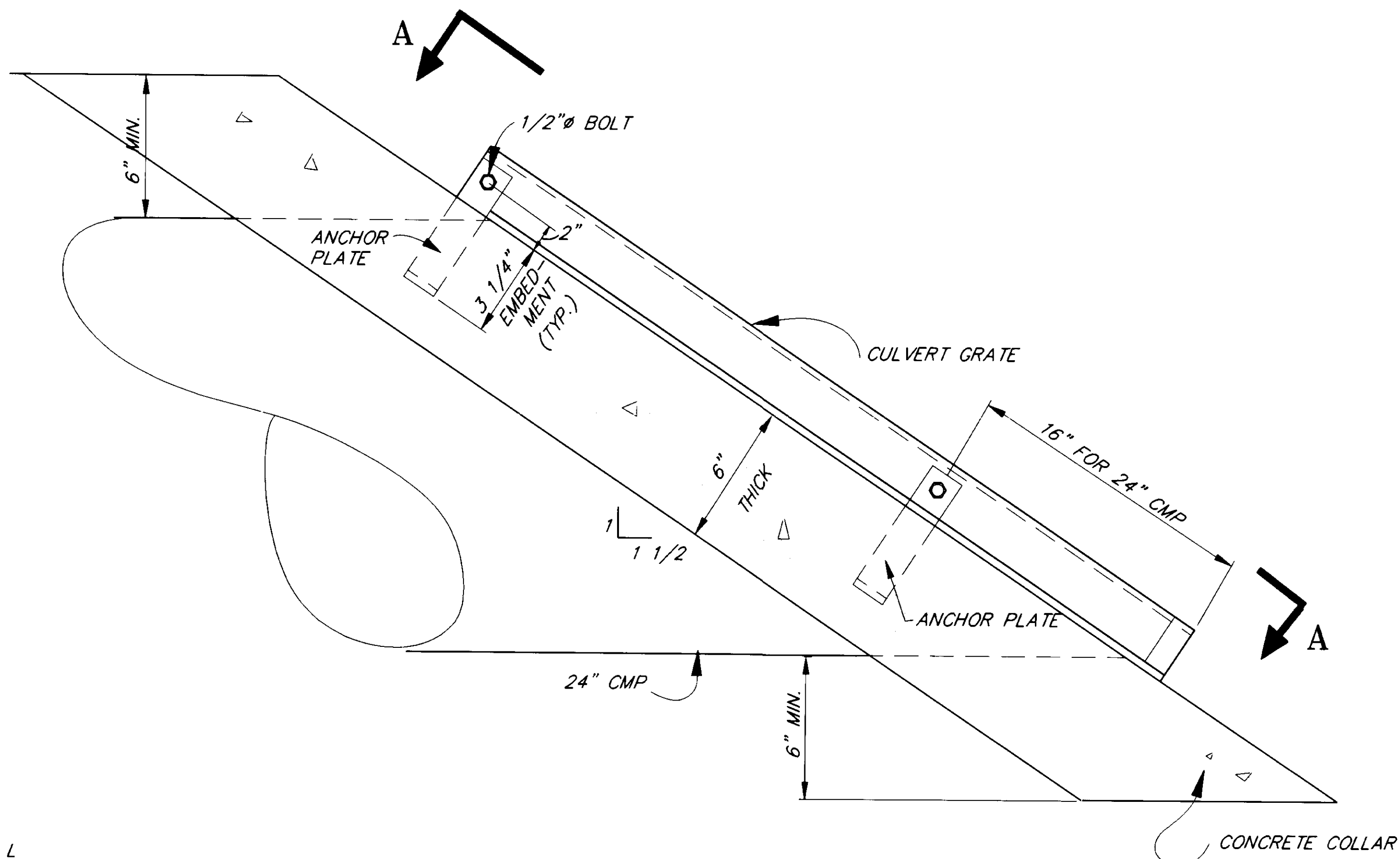
DESIGNED BY:  
*M. SHEELER*  
DRAWN BY:  
*K. SNYDER*  
CHECKED BY:  
*A.J. STEININGER*

PROJECT NO.  
71848  
DATE:  
1995  
SHEET 10 OF 21

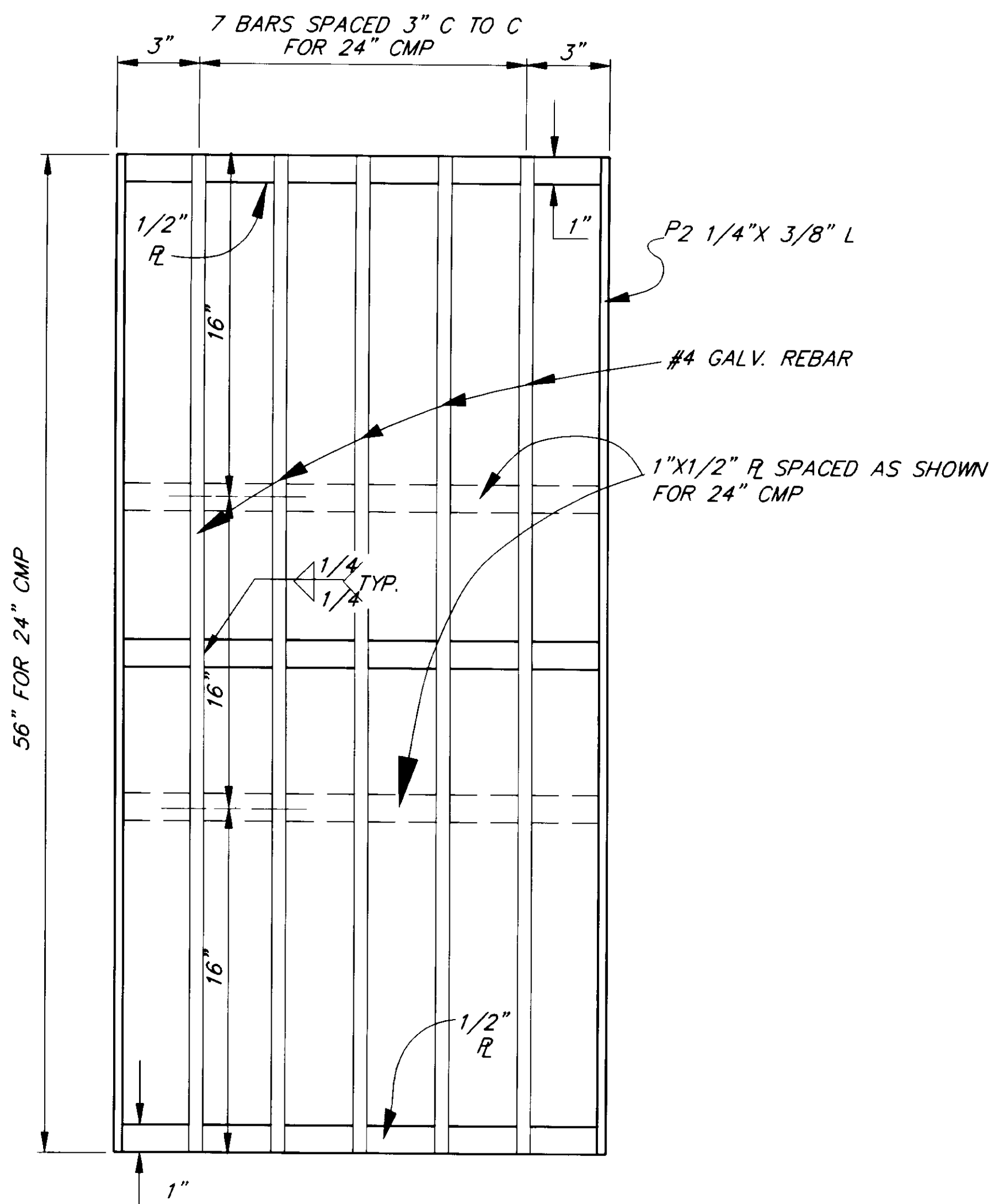




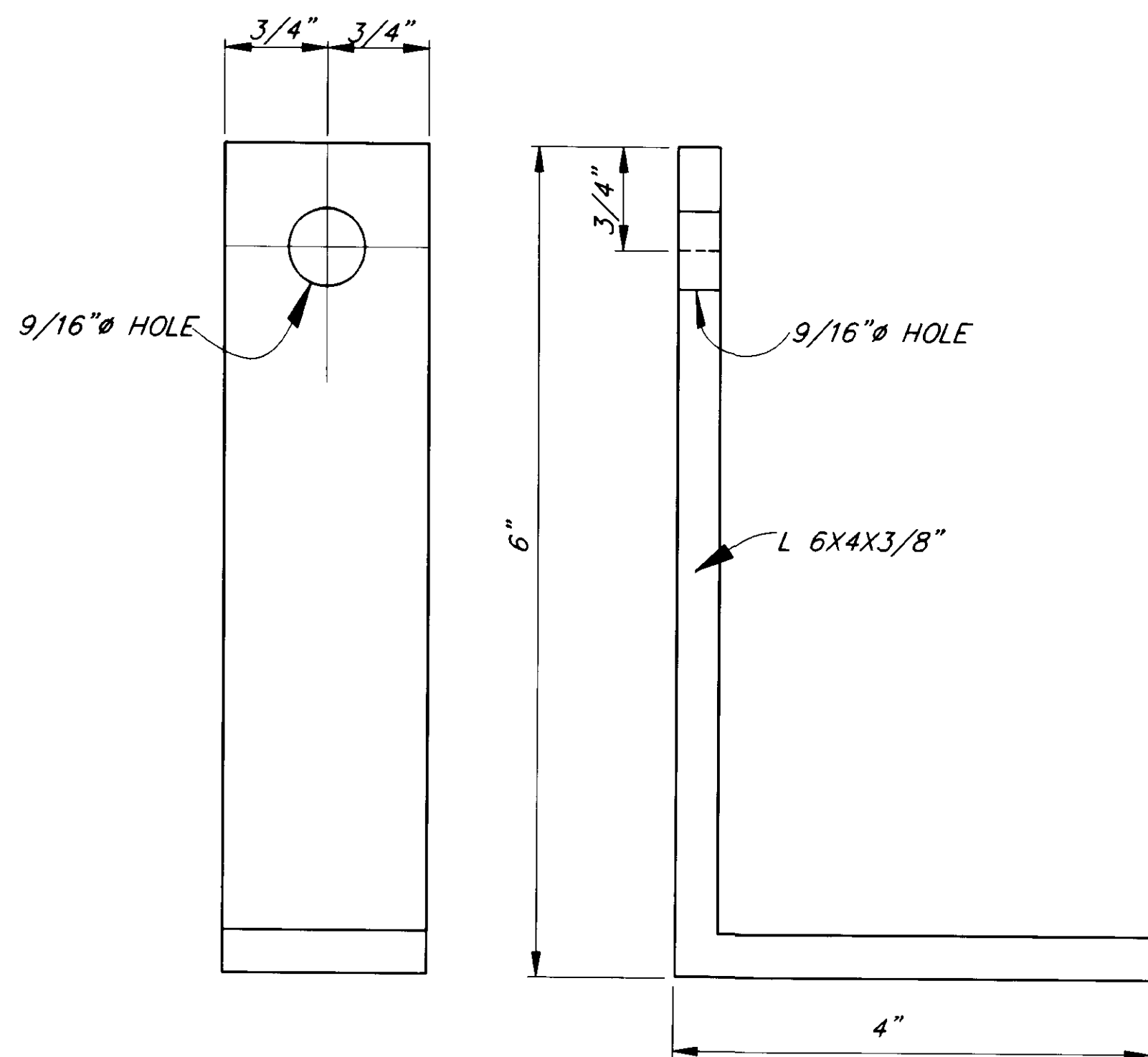
**ELEVATION  
CULVERT GRATE**



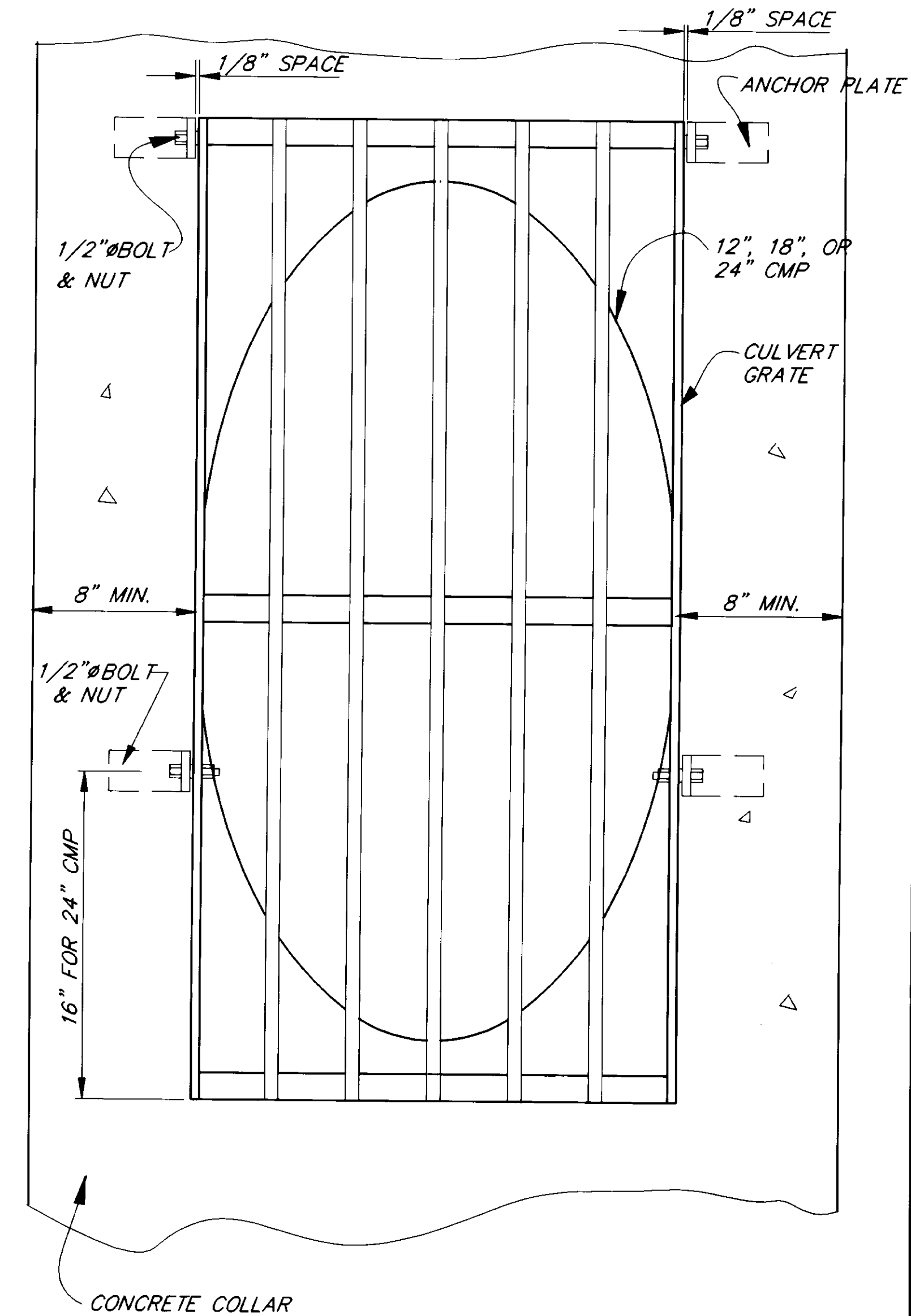
**SIDE  
CULVERT GRATE**



**PLAN  
CULVERT GRATE**



**ANCHOR PLATE**



**SECTION A-A  
CULVERT GRATE**

**CULVERT NOTES**

1. CULVERT GRATE AND ANCHOR PLATE SHALL BE A-36 STEEL AND GALVANIZED AFTER FABRICATION.
2. BOLTS AND NUTS SHALL BE A325 AND GALVANIZED.
3. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60.
4. CONCRETE SHALL BE CLASS A,  $f'_c = 3000$  psi,  $f_c = 1200$  psi.

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

PATH: P:\JNU\71848\DR\DE14	PL01F.PCP(1) OR	PL01H.PCP(2)
BY: KK	DATE: 1-11-96	DESCRIPTION OF CHANGE: AS-BUILT
RECORD OF REVISIONS		

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

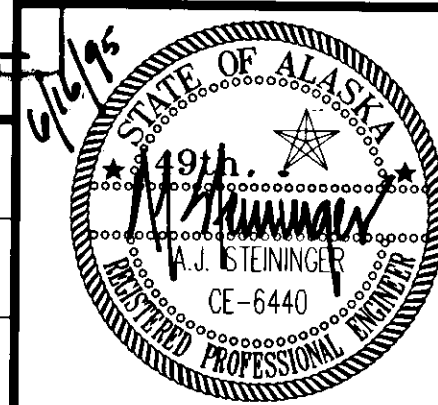
JUNEAU

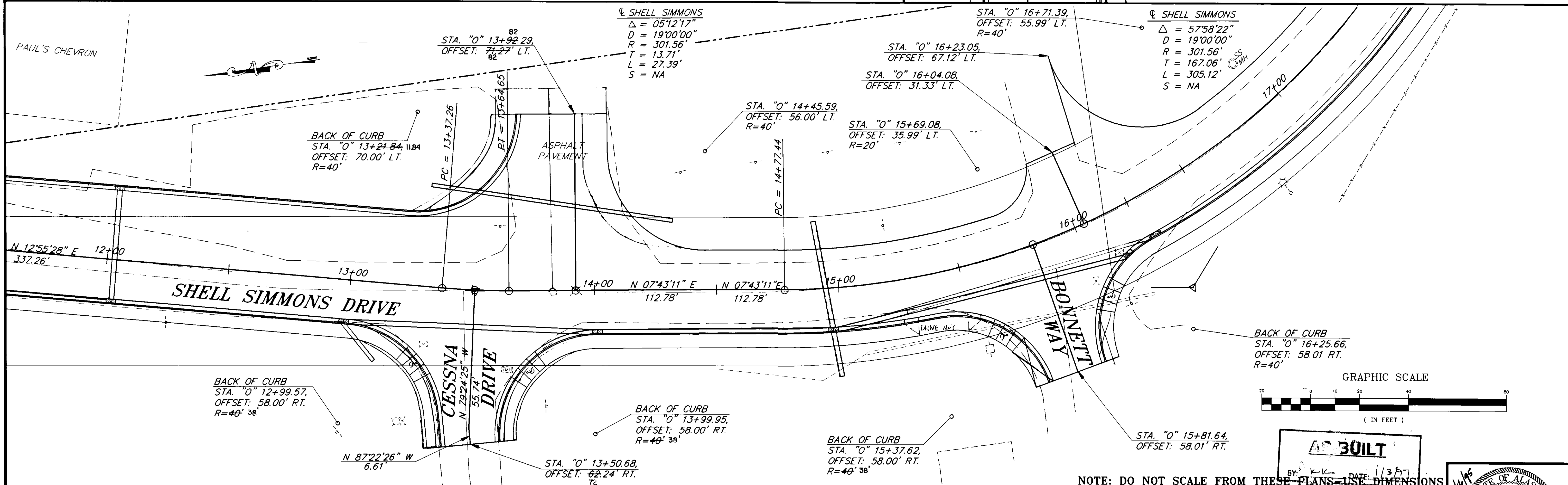
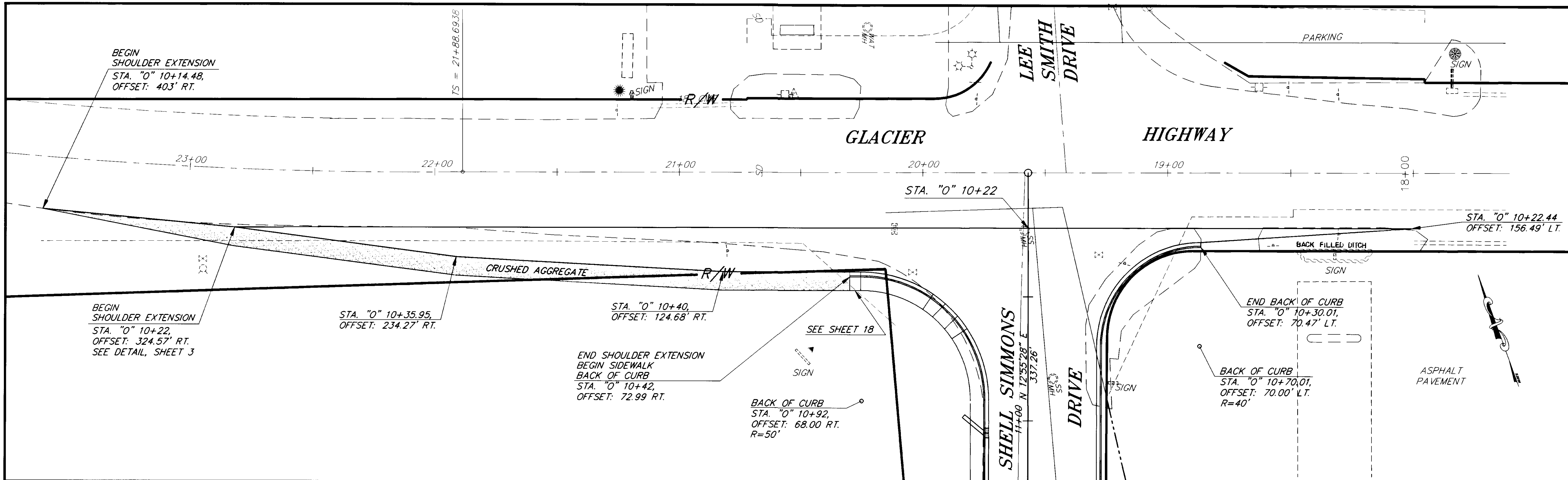
SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848  
**CULVERT GRATE DETAILS**

ALASKA

DESIGNED BY: M. SHEELER	71848 69755
DRAWN BY: K. SNYDER	DATE: 1995
CHECKED BY: A.J. STEININGER	SHEET 11 OF 21

**AS-BUILT**





RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE
1	VII/96	AS-BUILT

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

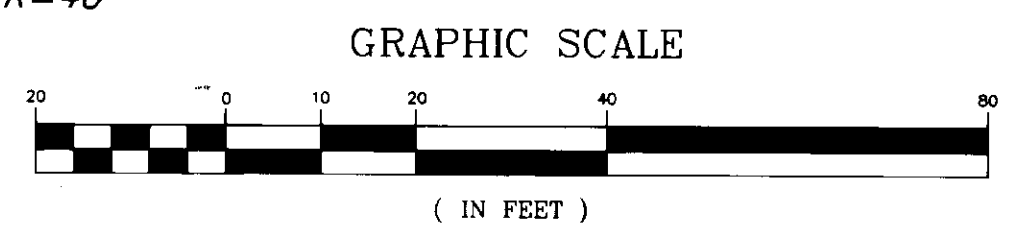
JUNEAU  
 SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
 ALASKA  
**APPROACH DETAILS**

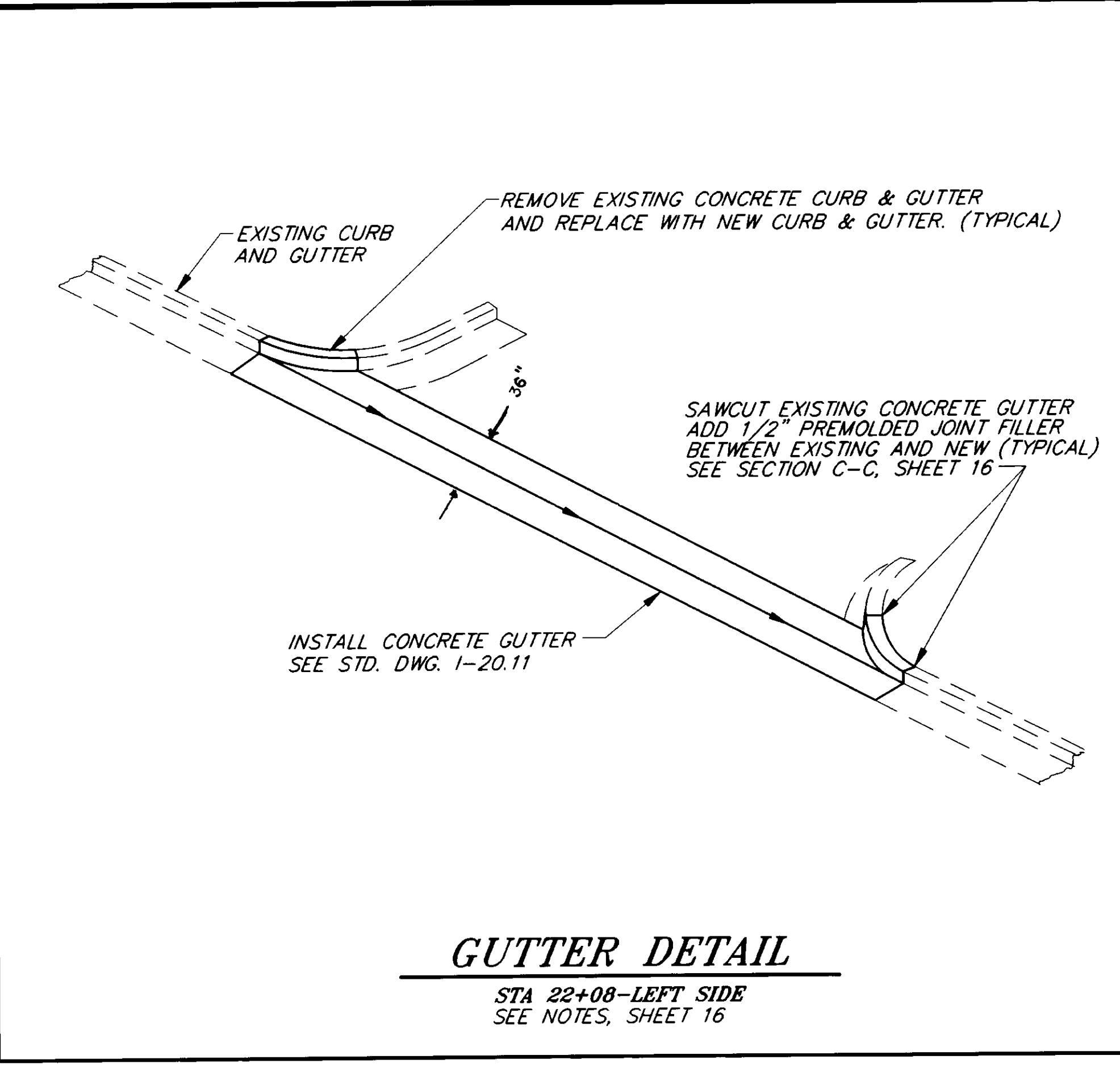
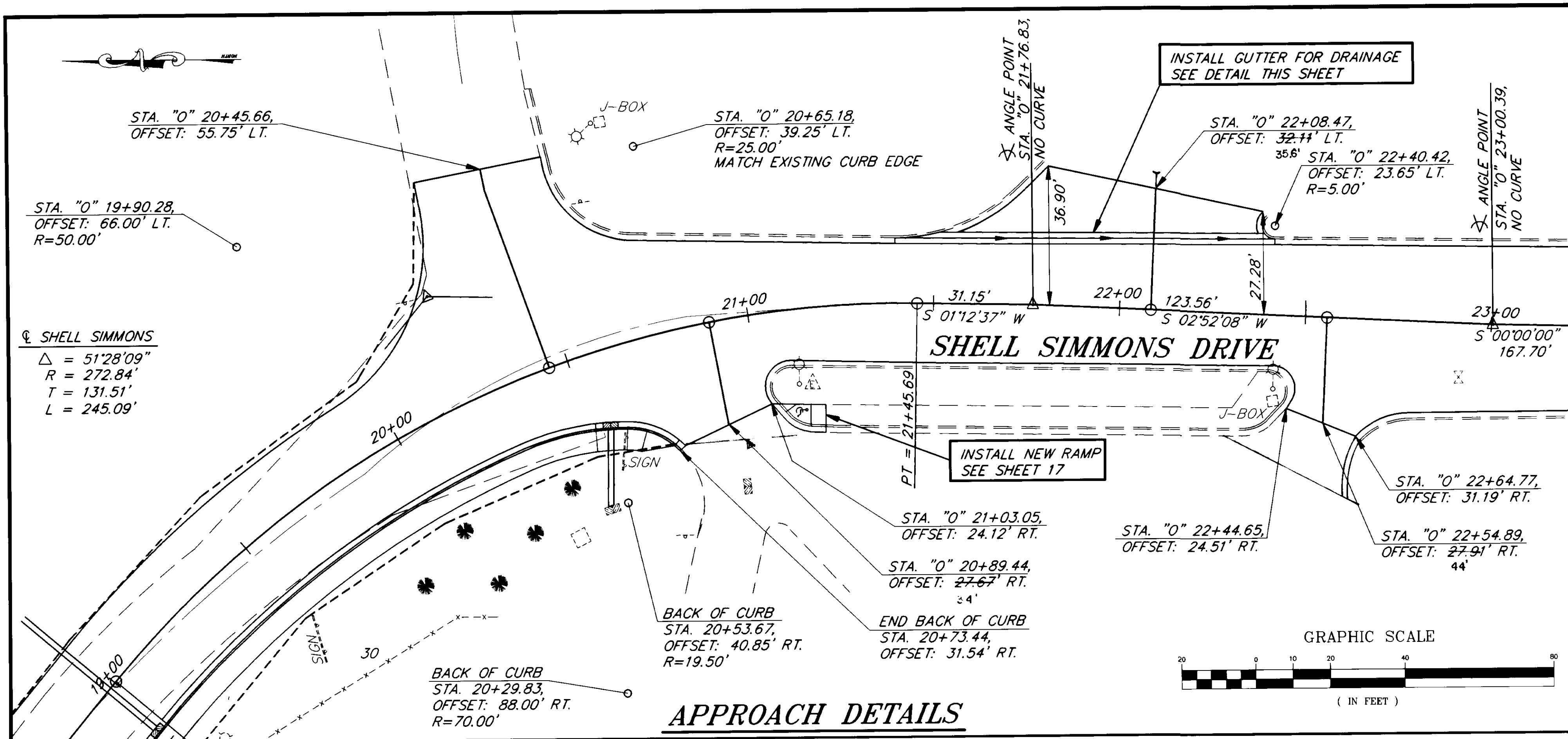
DESIGNED BY:	M. SHEELER	71848
DRAWN BY:	K. SNYDER	DATE: 1995
CHECKED BY:	A.J. STEININGER	SHEET 12 OF 21



NOTE: DO NOT SCALE FROM THESE PLANS - USE DIMENSIONS

**AS BUILT**





**APPROACH DETAILS**

**GUTTER DETAIL**  
 STA 22+08-LEFT SIDE  
 SEE NOTES, SHEET 16

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1/11/96	AS-BUILT

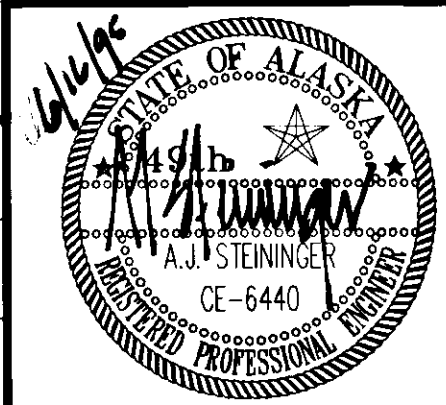
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU ALASKA  
 SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
**APPROACH DETAILS**

DESIGNED BY: M. SHEELER	PROJECT NO. 71848
DRAWN BY: K. SNYDER	DATE: 1995
CHECKED BY: A.J. STEININGER	SHEET 13 OF 21

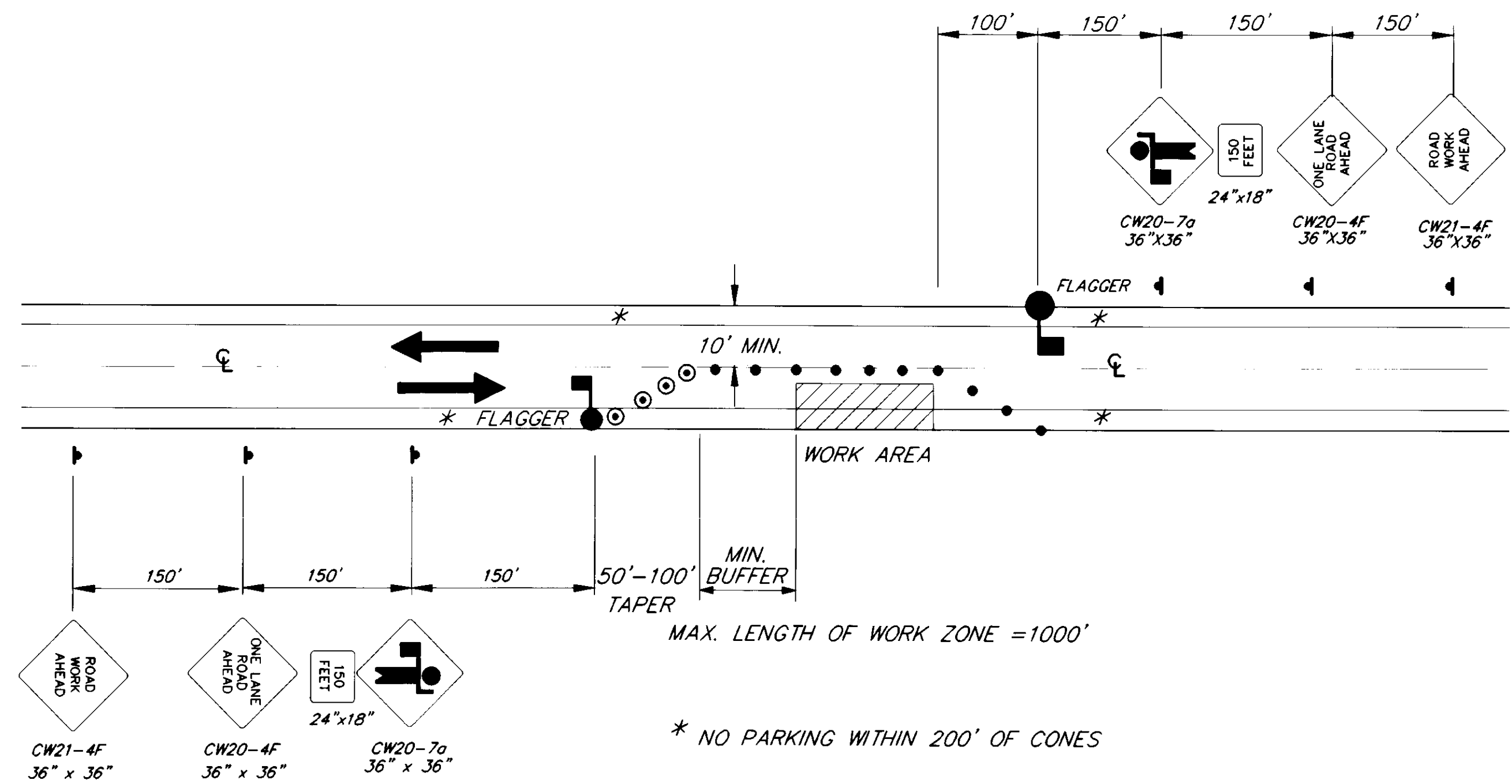
**AS-BUILT**  
 BY: [Signature] DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



## TRAFFIC CONTROL NOTES

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS. BOTH CESSNA DRIVE AND BONNETT WAY SHALL REMAIN OPEN.
2. TWO LANES SHALL BE MAINTAINED IN FRONT OF THE TERMINAL IN ACCORDANCE TO SPECIAL PROVISIONS (STA. 22+50 TO E.O.P.).
3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
4. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
5. TEMPORARY PAVEMENT MARKINGS WILL BE REQUIRED AS DESCRIBED IN SECTION 643-3.04 OF THE SPECIFICATIONS.
6. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS.
7. A SINGLE FLAGGER MAY BE APPROVED BY THE ENGINEER IF THE ENTIRE WORK AREA IS VISIBLE FROM THE FLAGGER STATION.
8. CHANNELIZATION DEVICES IF USED AT NIGHT SHALL BE LIT IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL.
9. 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.
10. THE CONTRACTOR SHALL MAINTAIN AN OPEN AND ADEQUATELY SIGNED PEDESTRIAN CROSSING TO AND FROM THE TERMINAL FROM THE AIRPORT PARKING AREA AT ALL TIMES. CONTRACTOR SHALL OPEN ANY CLOSED PEDESTRIAN CROSSING AS SOON AS POSSIBLE AS DIRECTED BY THE ENGINEER.
11. DRIVEWAYS MAY BE CLOSED ONLY WHEN ALL OF THE FOLLOWING CONDITIONS ARE MET:
  - A. CONSTRUCTION WORK MAKES IT UNAVOIDABLE.
  - B. THE CLOSURE DOES NOT LAST LONGER THAN 8 HOURS.
  - C. ALL EFFECTED BUSINESSES HAVE BEEN GIVEN 24 HOUR NOTICE.



### SINGLE LANE CLOSURE TWO LANE ROAD

\* NO PARKING WITHIN 200' OF CONES

#### LEGEND

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

FORMULAS FOR L (TAPER LENGTH)

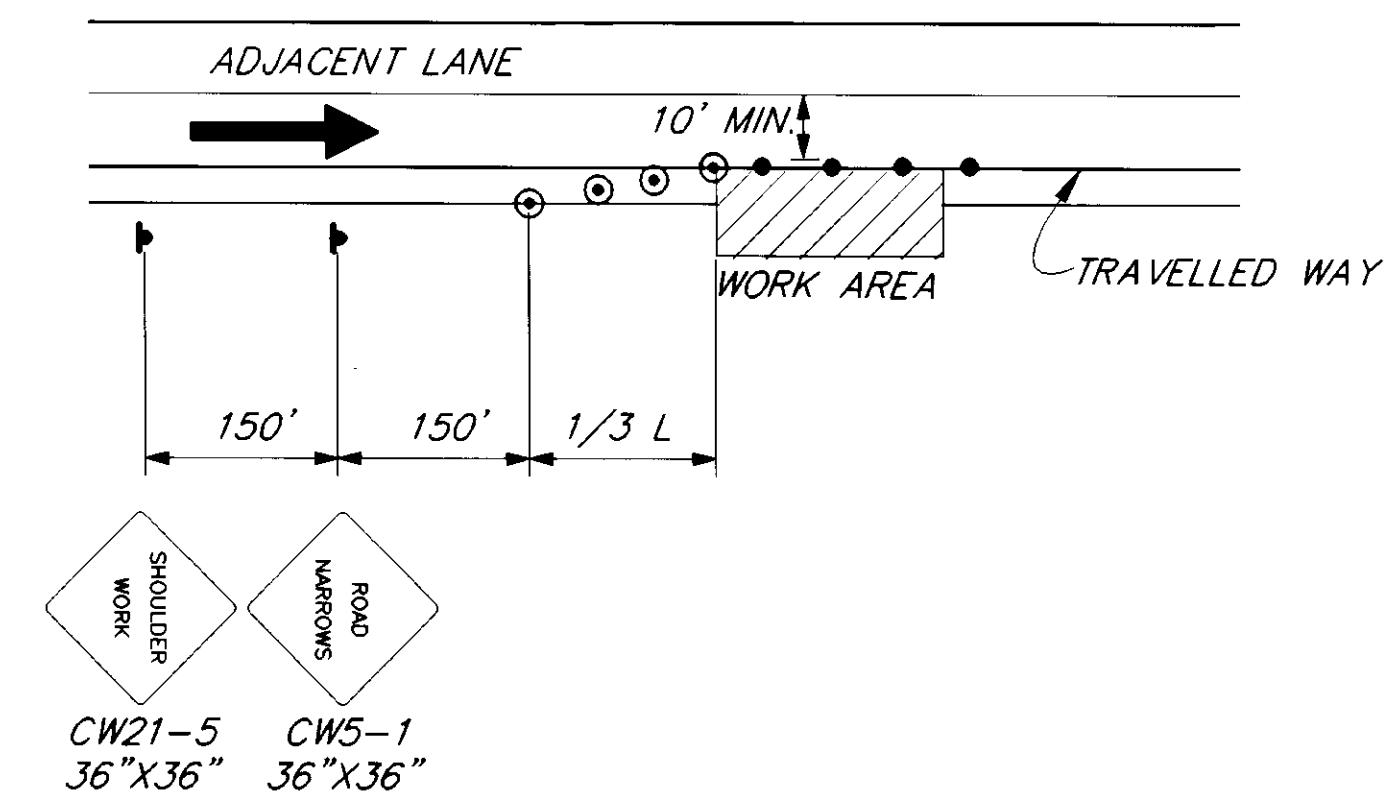
40 MPH OR LESS  $L = \frac{W \times S^2}{60}$

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

WHERE W = WIDTH OF OFFSET  
S = POSTED SPEED LIMIT

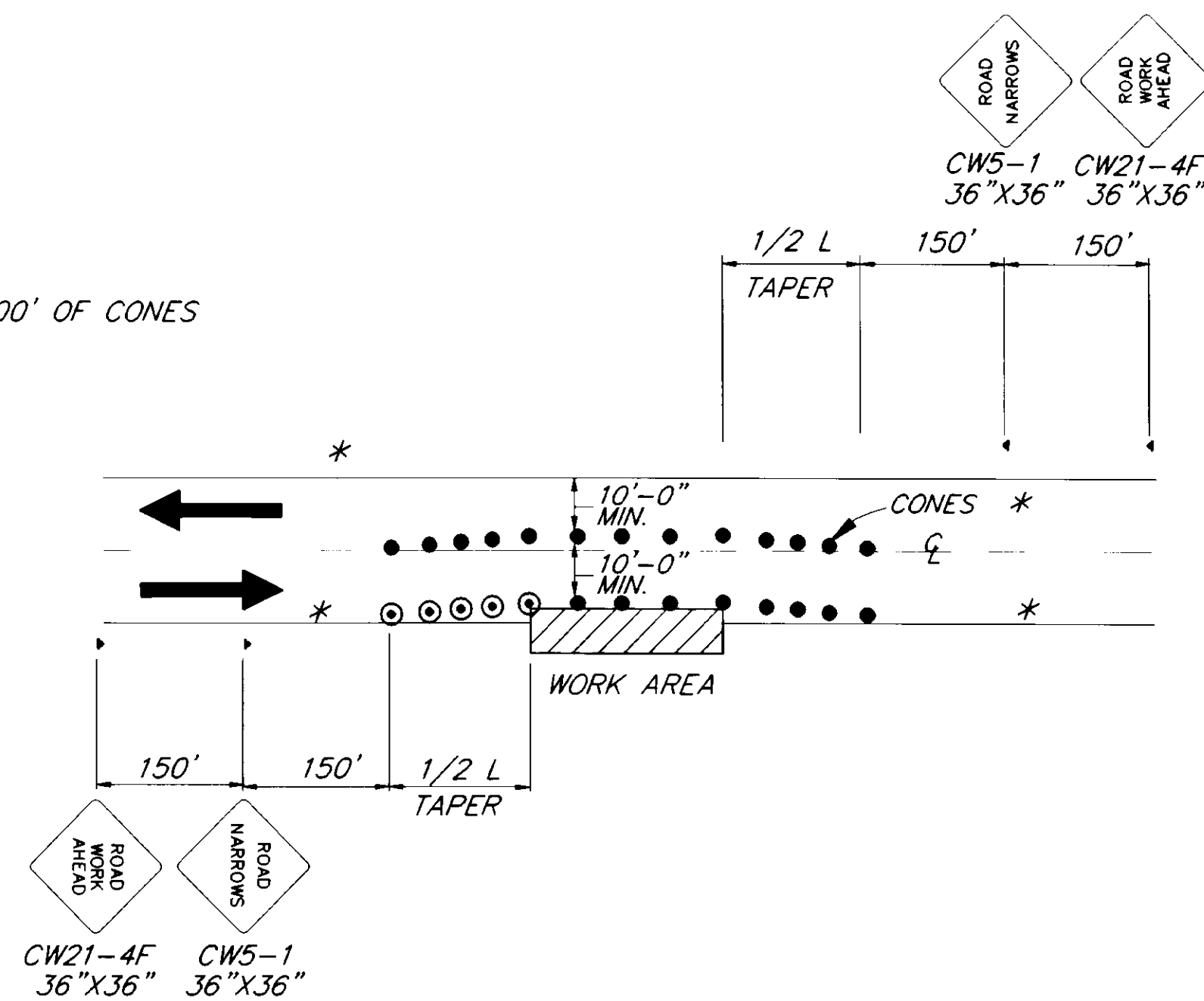
DRUM OR CONE SPACING = S ( IN FEET)

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



### SHOULDER WORK

\* NO PARKING WITHIN 200' OF CONES



### ROADWAY ENCROACHMENT

**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.

**AS-BUILT**  
DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS-BUILT

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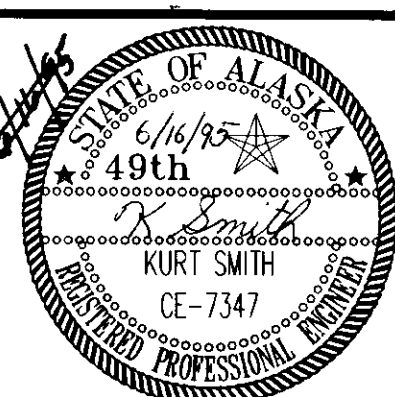
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

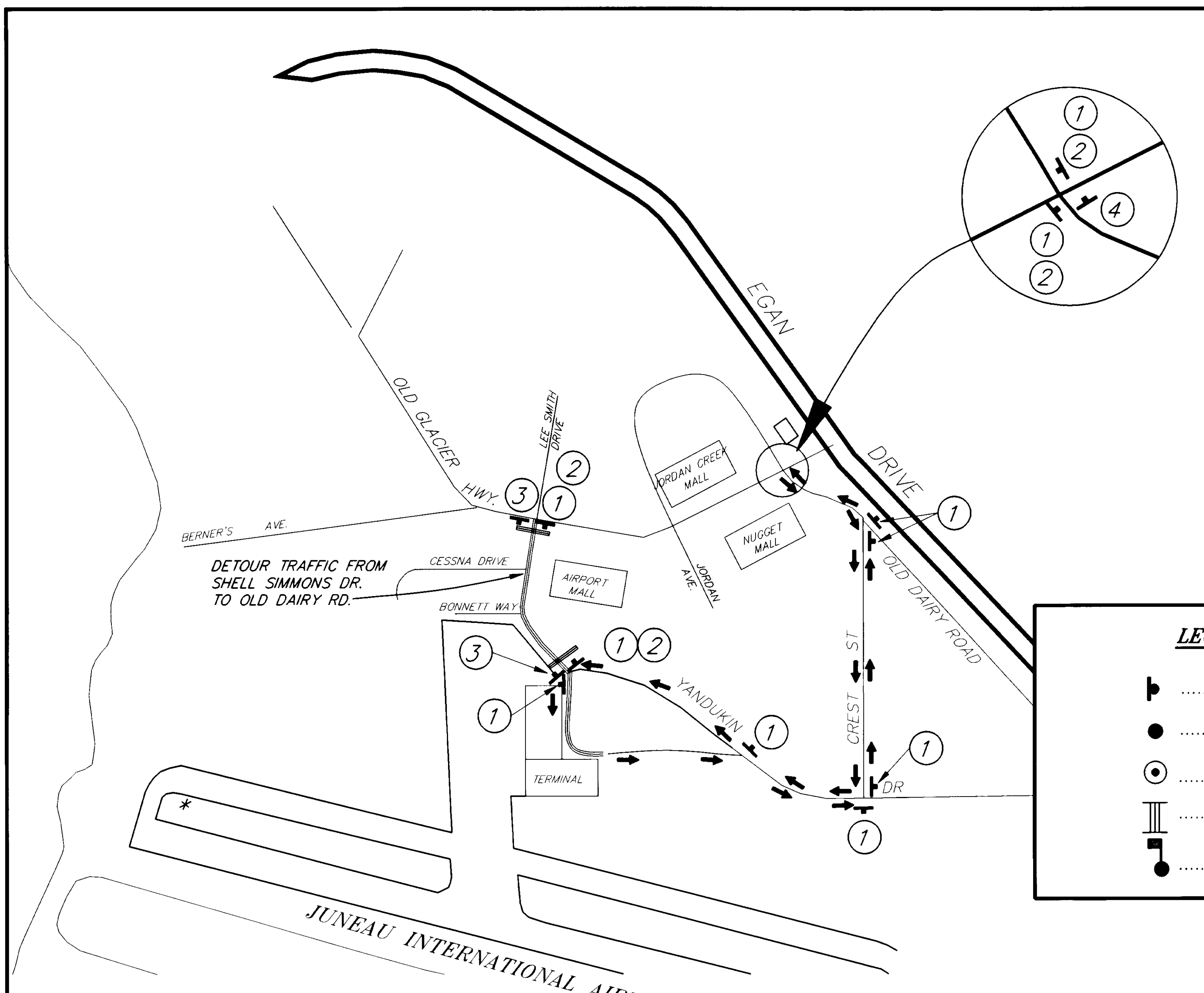
JUNEAU

SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848  
**TRAFFIC CONTROL PLAN**

ALASKA

DESIGNED BY: K. MATTSON	PROJECT NO. 71848
DRAWN BY: K. MATTSON	DATE: 1995
CHECKED BY: R. PURVIS	SHEET 14 OF 21





**LEGEND**

- SIGN
- CONE
- TYPE III BARRICADE
- FLAGGING STATION

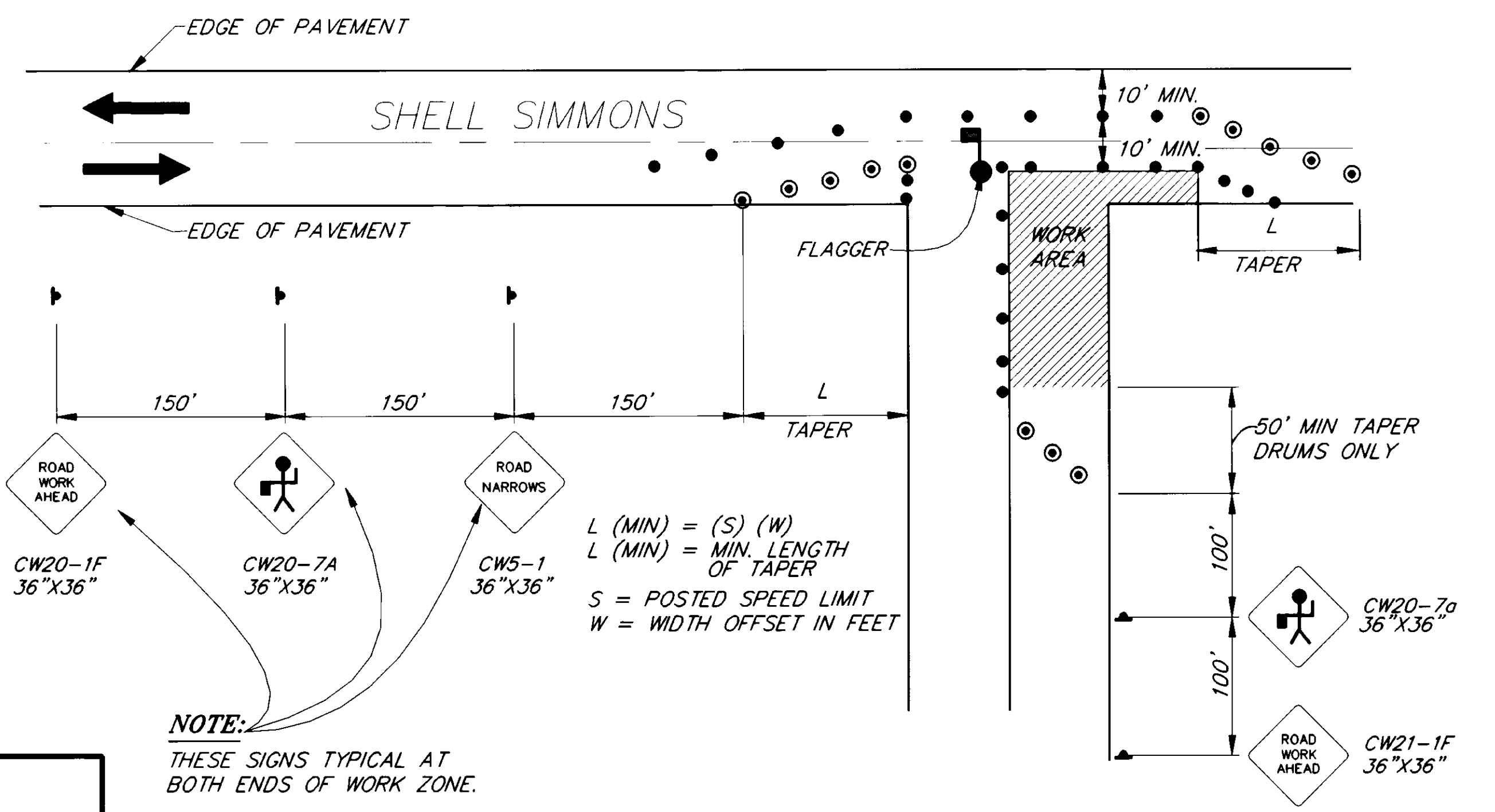
**SIGN LEGEND**

- ① **DETOUR**  
M4-10 R (L)  
18" x 48"
- ② **AIRPORT**  
1-5  
24" x 24"  
6" x 24"
- ③ **ROAD CLOSED TO THRU TRAFFIC**  
R11-4  
30" x 60"
- ④ **END DETOUR**  
M4-6  
12" x 24"  
M4-8  
12" x 24"

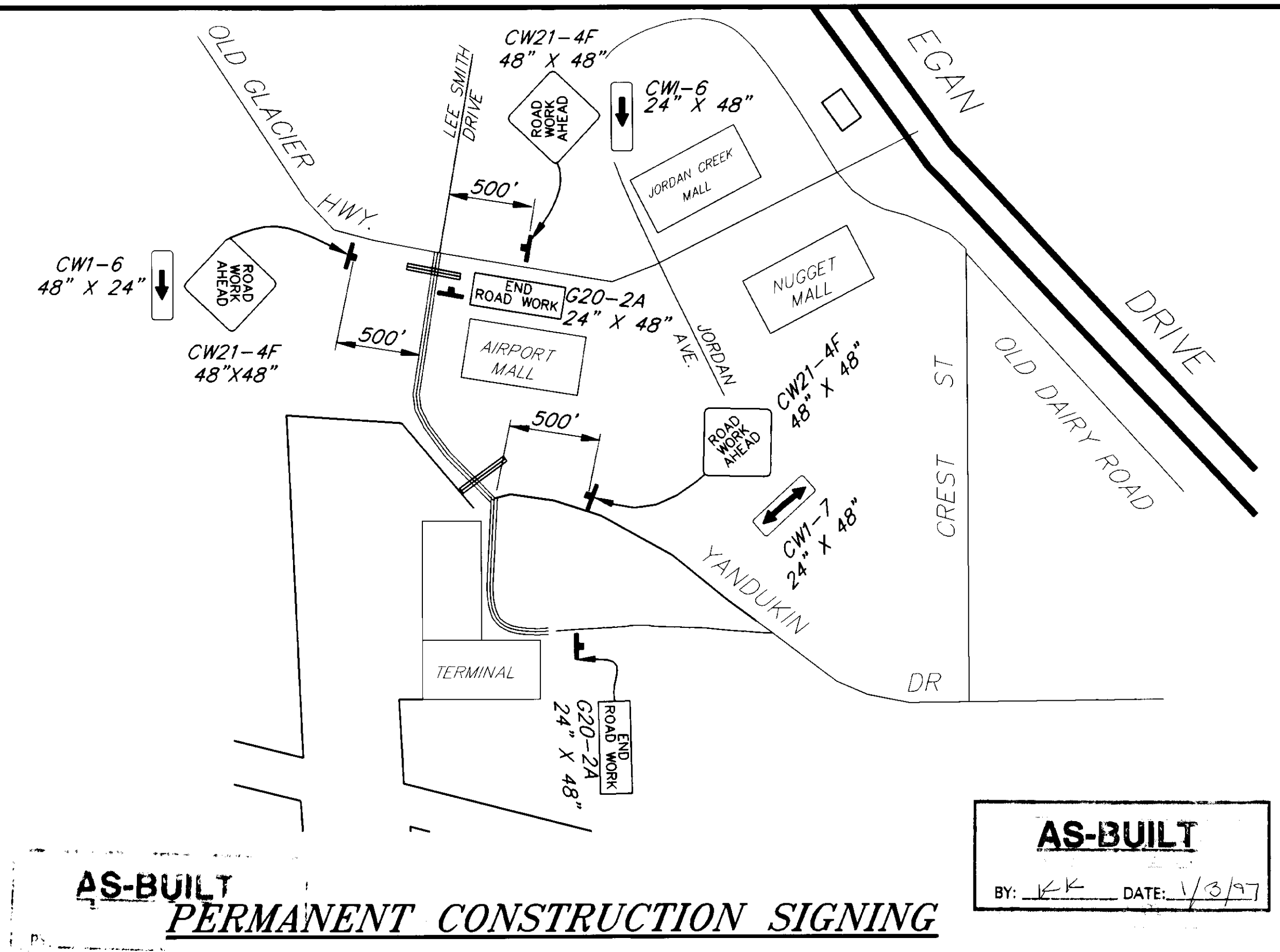
**DETOUR DETAIL**

**TERMINAL AREA CROSSWALK SIGN ESTIMATE: 4 REQUIRED**

THESE SIGNS SHALL BE INCIDENTAL TO ITEM 643(3)



**TYPICAL INTERSECTION WORK ZONE**



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS BUILT

RECORD OF REVISIONS

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

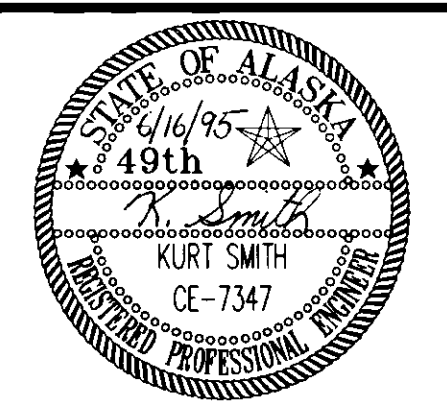
JUNEAU

SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
**TRAFFIC CONTROL PLAN**

ALASKA

DESIGNED BY: **K. MATTSON**  
 DRAWN BY: **K. MATTSON**  
 CHECKED BY: **R. PURVIS**

PROJECT NO. **71848**  
 DATE: **1995**  
 SHEET 15 OF 21

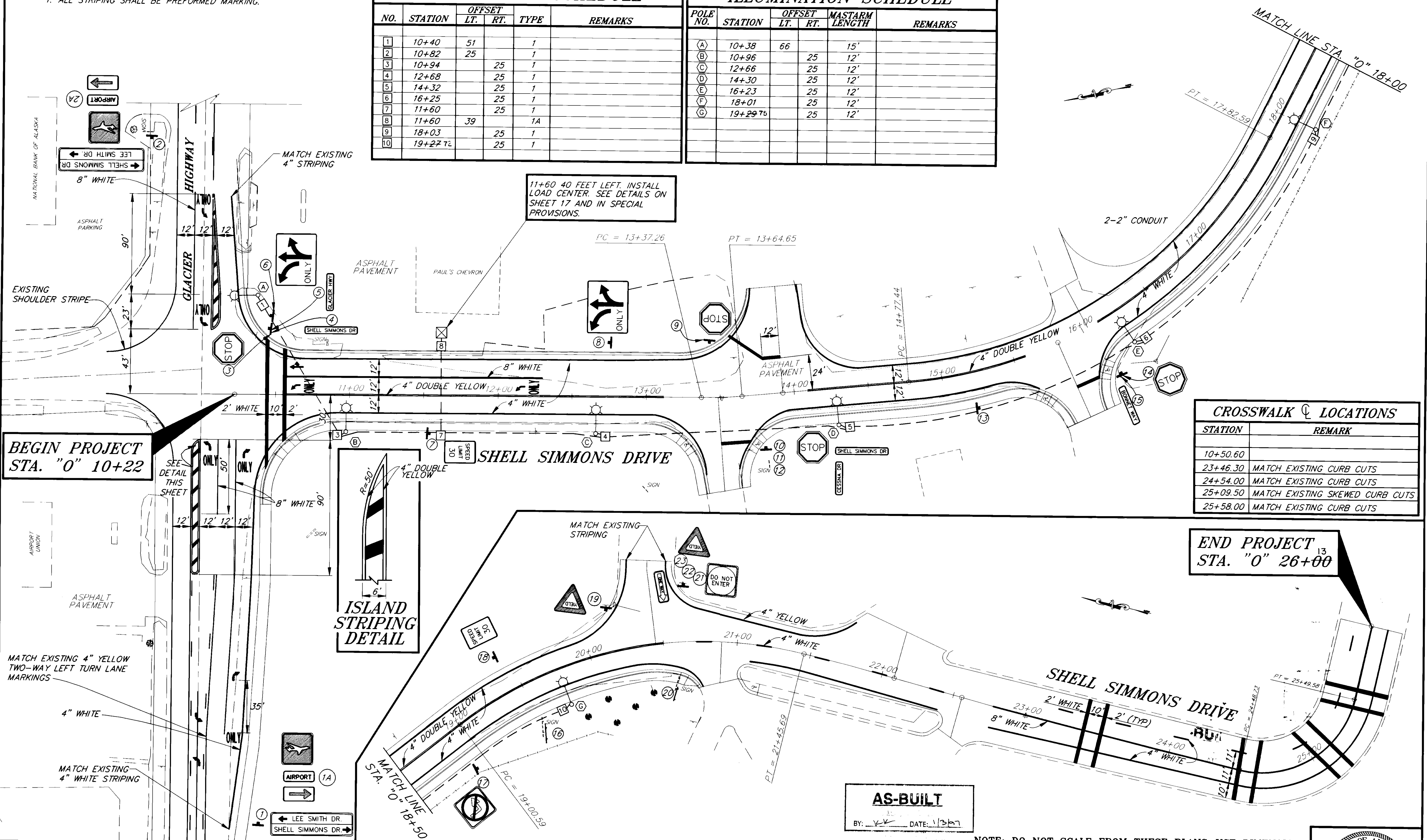


# STRIPING GENERAL NOTES

1. ALL STRIPING SHALL BE PREFORMED MARKING.

JUNCTION BOX SCHEDULE					
NO.	STATION	OFFSET		TYPE	REMARKS
		LT.	RT.		
1	10+40	51		1	
2	10+82	25		1	
3	10+94		25	1	
4	12+68		25	1	
5	14+32		25	1	
6	16+25		25	1	
7	11+60		25	1	
8	11+60	39		1A	
9	18+03		25	1	
10	19+27.72		25	1	

ILLUMINATION SCHEDULE					
POLE NO.	STATION	OFFSET		MASTARM LENGTH	REMARKS
		LT.	RT.		
A	10+38	66		15'	
B	10+96		25	12'	
C	12+66		25	12'	
D	14+30		25	12'	
E	16+23		25	12'	
F	18+01		25	12'	
G	19+29.75		25	12'	



CROSSWALK LOCATIONS	
STATION	REMARK
10+50.60	
23+46.30	MATCH EXISTING CURB CUTS
24+54.00	MATCH EXISTING CURB CUTS
25+09.50	MATCH EXISTING SKEWED CURB CUTS
25+58.00	MATCH EXISTING CURB CUTS

**BEGIN PROJECT**  
STA. "0" 10+22

**END PROJECT**  
STA. "0" 26+00

**AS-BUILT**  
BY: [Signature] DATE: 1/3/97

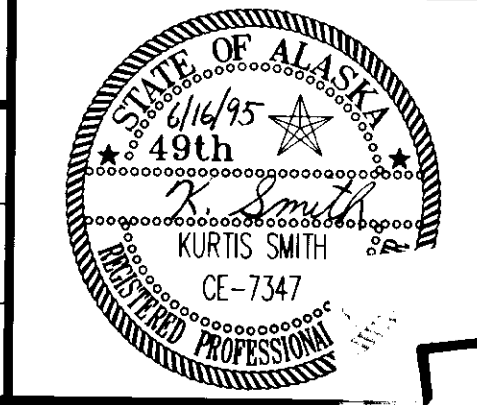
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

NO.	DATE	DESCRIPTION OF CHANGE
1	1/11/96	AS-BUILT

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

JUNEAU  
SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848  
ALASKA  
**STRIPING, SIGNING AND ILLUMINATION**

DESIGNED BY: R. PURVIS	PROJECT NO. 71848
DRAWN BY: K. SNYDER	DATE: 1995
CHECKED BY: K. SMITH	SHEET 16 OF 21



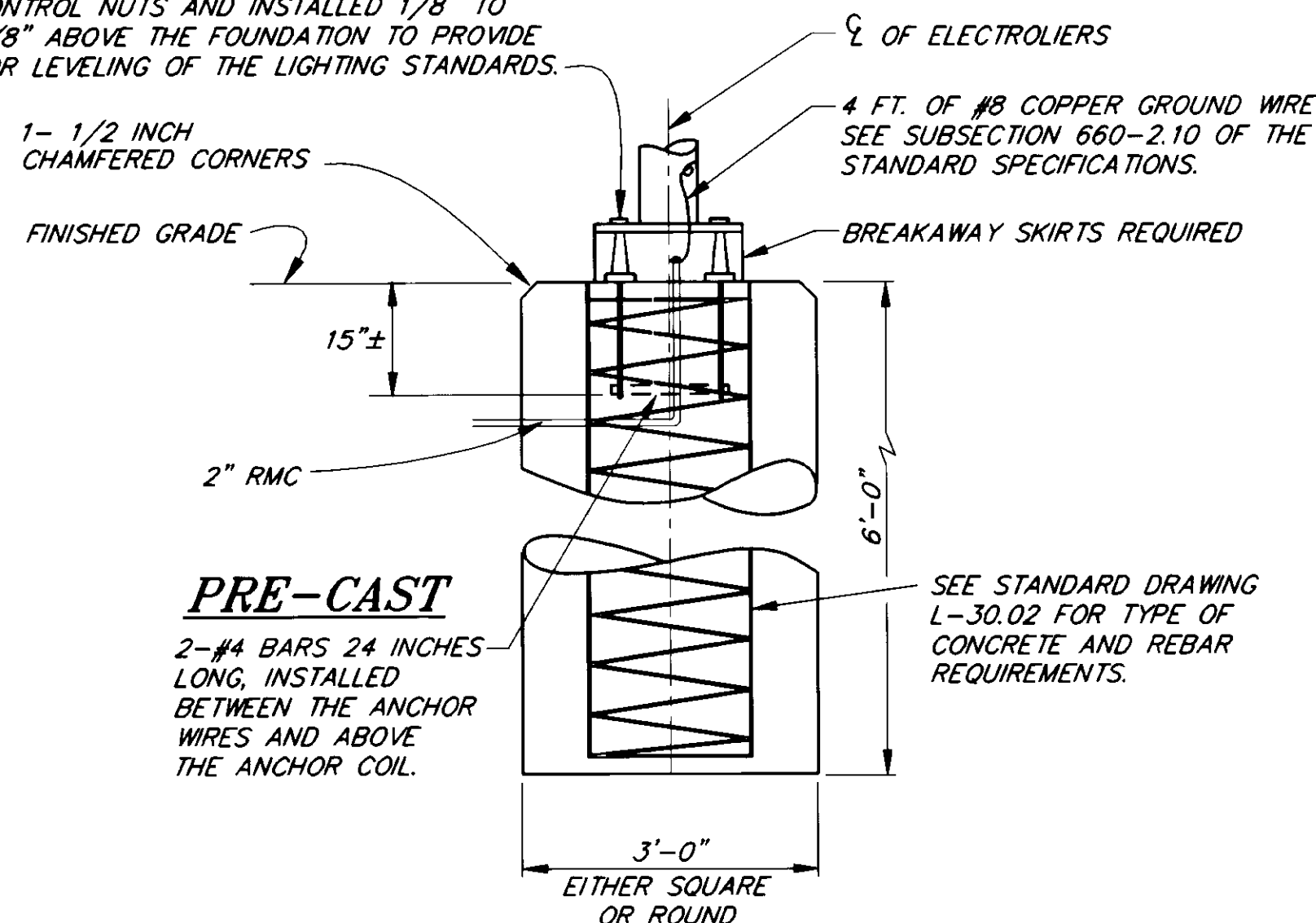
# STANDARD SIGNING SCHEDULE

POST NO.	STATION	OFFSET		TYPE	FACING	LEGEND	SIZE		POST SIZE	REMARKS	
		LT.	RT.				WD.	HT.			AREA
①	10+42		285	D3-1C	EB	← LEE SMITH DR SHELL SIMMONS DR →	114	24	19.00	2-2.5	6 INCH UPPER CASE 4.5 INCH LOWER CASE INSTALL ON GLACIER HWY.
①A	10+42		285 235	1-5	EB EB EB	AIRPORT SYMBOL "AIRPORT" RIGHT ARROW	24 24 24	24 6 6	4.00 1.00 1.00		MOUNT ON ONE OF THE SUPPORTS FOR SIGN 1
②	9+65		170	D3-1C	WB	← SHELL SIMMONS DR LEE SMITH DR →	114	24	19.00	2-2.5	6 INCH UPPER CASE 4.5 INCH LOWER CASE INSTALL ON GLACIER HWY.
②A	9+65		170	1-5	EB EB EB	AIRPORT SYMBOL "AIRPORT" LEFT ARROW	24 24 24	24 6 6	4.00 1.00 1.00		MOUNT ON ONE OF THE SUPPORTS FOR SIGN 2
③	10+42	43		R1-1	NB	STOP	30	30	6.25	2.5	
④	10+42	43		D3-1	EB/WB	SHELL SIMMONS DR	42	6	1.75		INSTALL ABOVE STOP, USE B LETTERING
⑤	10+42	43		D3-1	NB/SB	GLACIER HWY	36	6	1.50		INSTALL ABOVE STOP
⑥	10+36	41		R3-BL/SR	NB	LT ONLY, STRAIGHT/RT	30	30	6.25	2.5	INSTALL NEXT TO STOP
⑦	11+55	25		R2-1	SB	SPEED LIMIT 30	30	36	7.50	2.5	
⑧	12+75	36		R3-BL/SR	NB	LT ONLY, STRAIGHT/RT	30	30	6.25	2.5	
⑨	13+50	40		R1-1	WB	STOP	30	30	6.25	2.5	
⑩	13+80	35		R1-1	EB	STOP	30	30	6.25	2.5	
⑪	13+80	35		D3-1	E&WB	SHELL SIMMONS DR	42	6	1.75		INSTALL ABOVE STOP
⑫	13+80	35		D3-1	N&SB	CESSNA DR	30	6	1.25		INSTALL ABOVE STOP
⑬	15+21	21				AIRPORT LOCATION SIGN					RELOCATE BEHIND SIDEWALK
⑭	16+08	37		R1-1	EB	STOP	30	30	6.25	2.5	
⑮	16+08	37		D3-1	E&WB	BONNETT WAY	36	6	1.50		INSTALL ABOVE STOP
⑯	19+50	30				AIRPORT TERMINAL SIGN					RELOCATE BEHIND SIDEWALK
⑰	19+45	25		R3-2	SB	NO LEFT TURN	30	30	6.25	2	
⑱	19+45	25		R2-1	NB	SPEED LIMIT 30	30	36	7.50	2.5	
⑲	20+18	28		R1-2	WB	YIELD	36		3.75	2.5	
⑳	20+58	29			SB	RENTAL CAR SIGNS					RELOCATE BEHIND SIDEWALK
㉑	20+65	38		R5-1	EB	DO NOT ENTER	36	36	9.00	2.5	
㉒	20+65	38		R1-2	WB	YIELD	36		3.75		INSTALL BACK TO BACK
㉓	20+65	38		R6-1R	SB	ONE WAY	36	12	3.00		INSTALL ABOVE DO NOT ENTER
							TOTAL =	136.17			

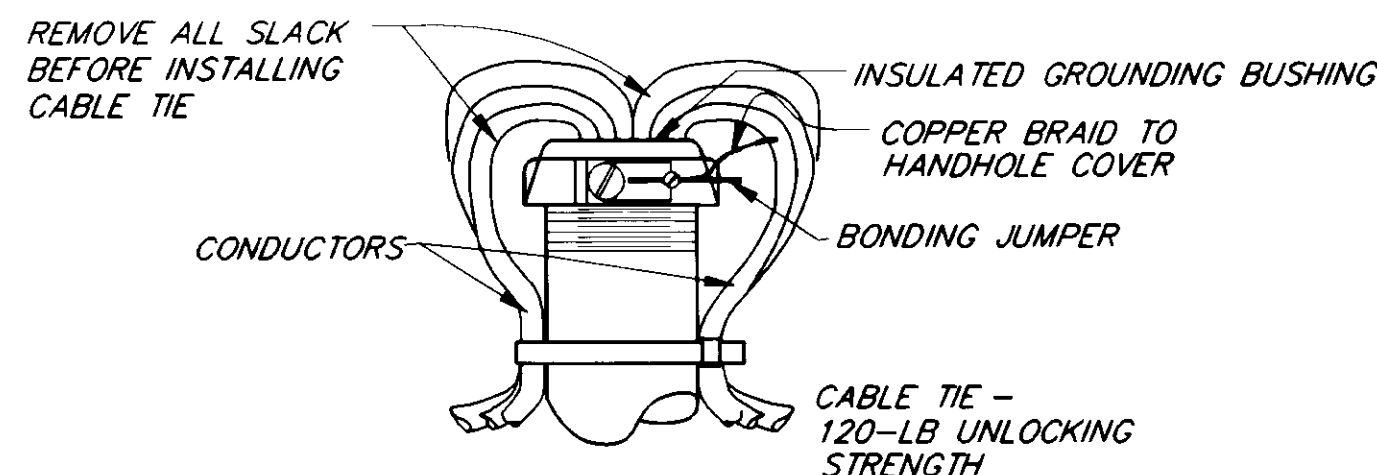
## SIGNING NOTES

- D3-1 STREET NAME SIGN PANELS SHALL BE EXTRUDED TYPE.
- ALL SIGN POSTS SHALL BE TELESCOPING, PERFORATED SQUARE STEEL.

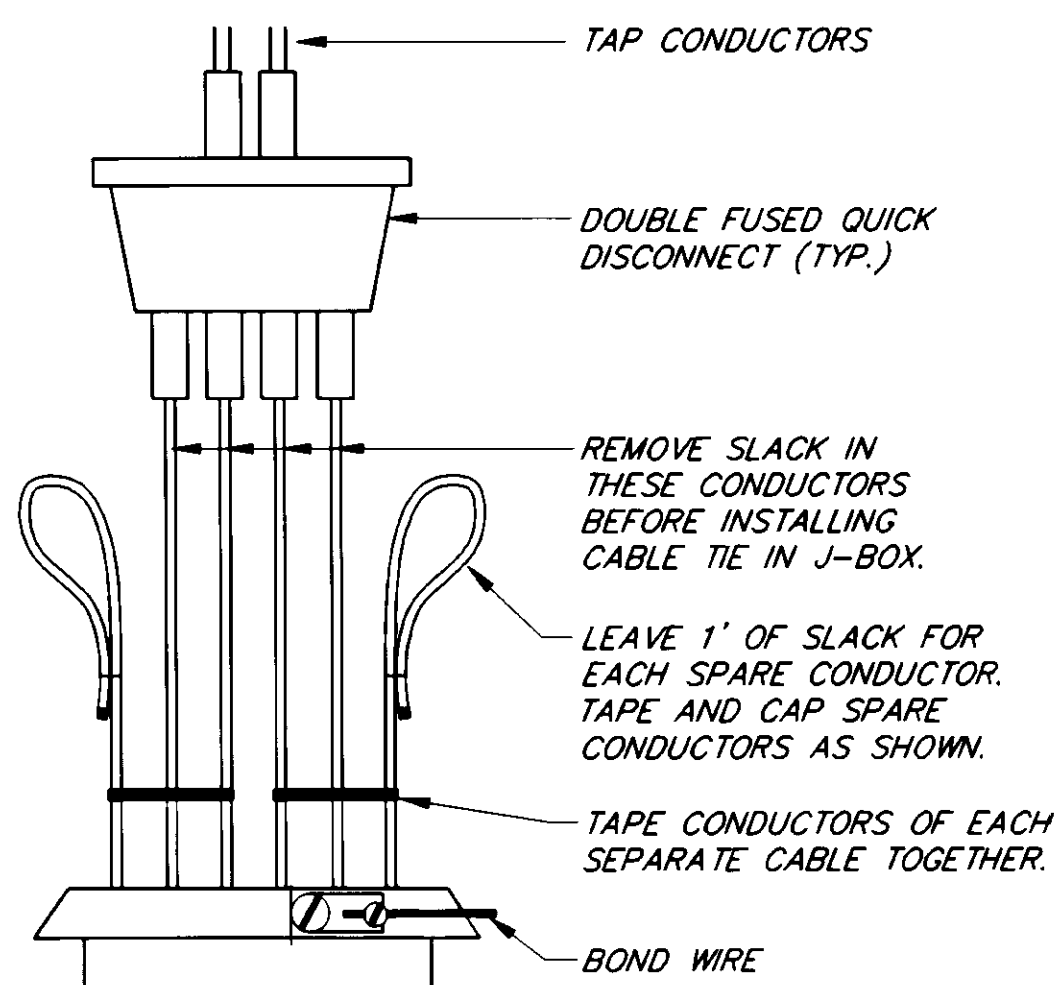
4-1" MULTI-DIRECTIONAL BREAKAWAY COUPLINGS AND FEMALE CONCRETE ANCHORS REQUIRED PER NEW FOUNDATION. EACH SUPPORT TO BE FURNISHED WITH CONTROL NUTS AND INSTALLED 1/8" TO 3/8" ABOVE THE FOUNDATION TO PROVIDE FOR LEVELING OF THE LIGHTING STANDARDS.



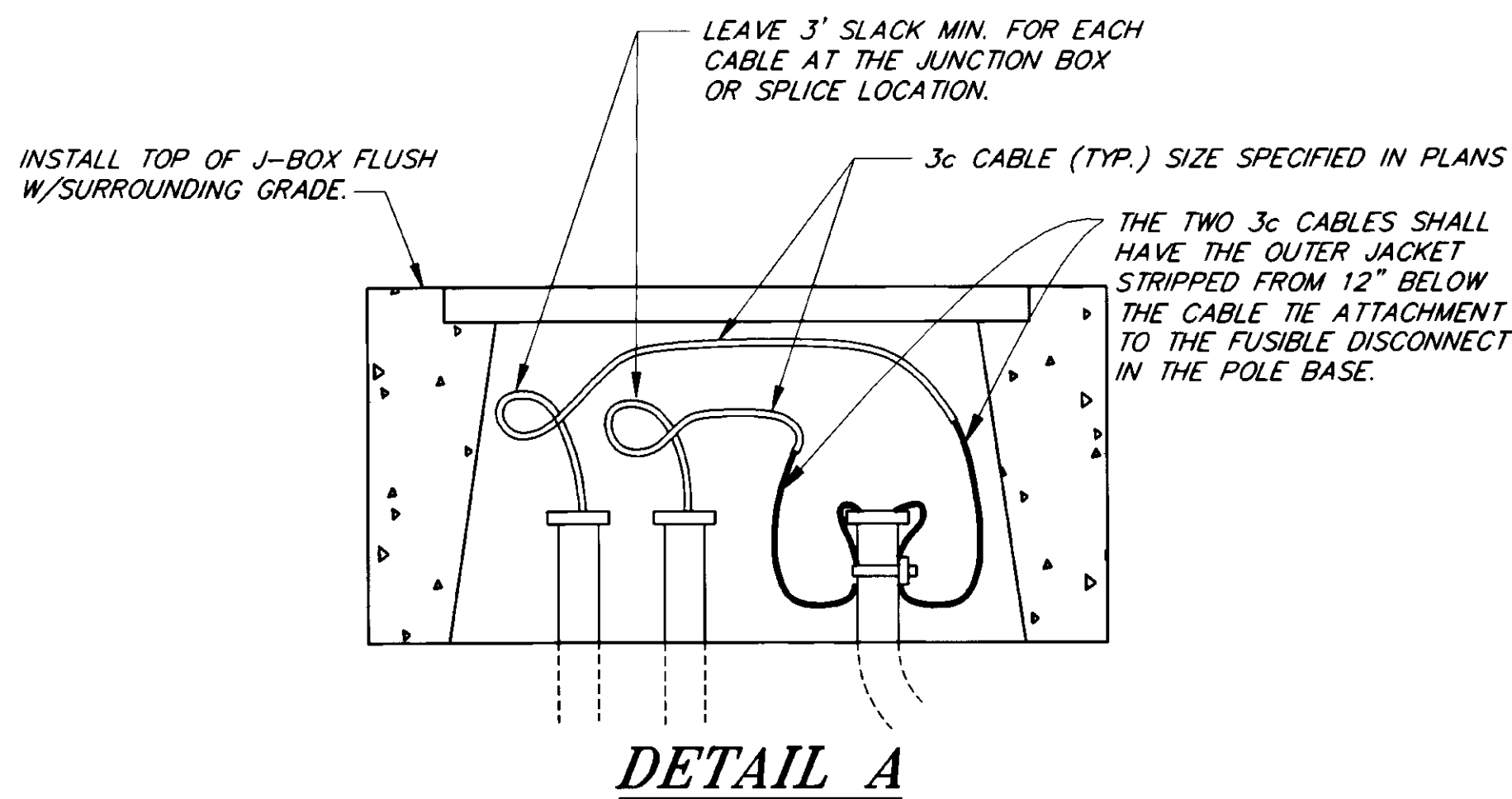
**FOUNDATION WITH BREAKAWAY COUPLINGS**



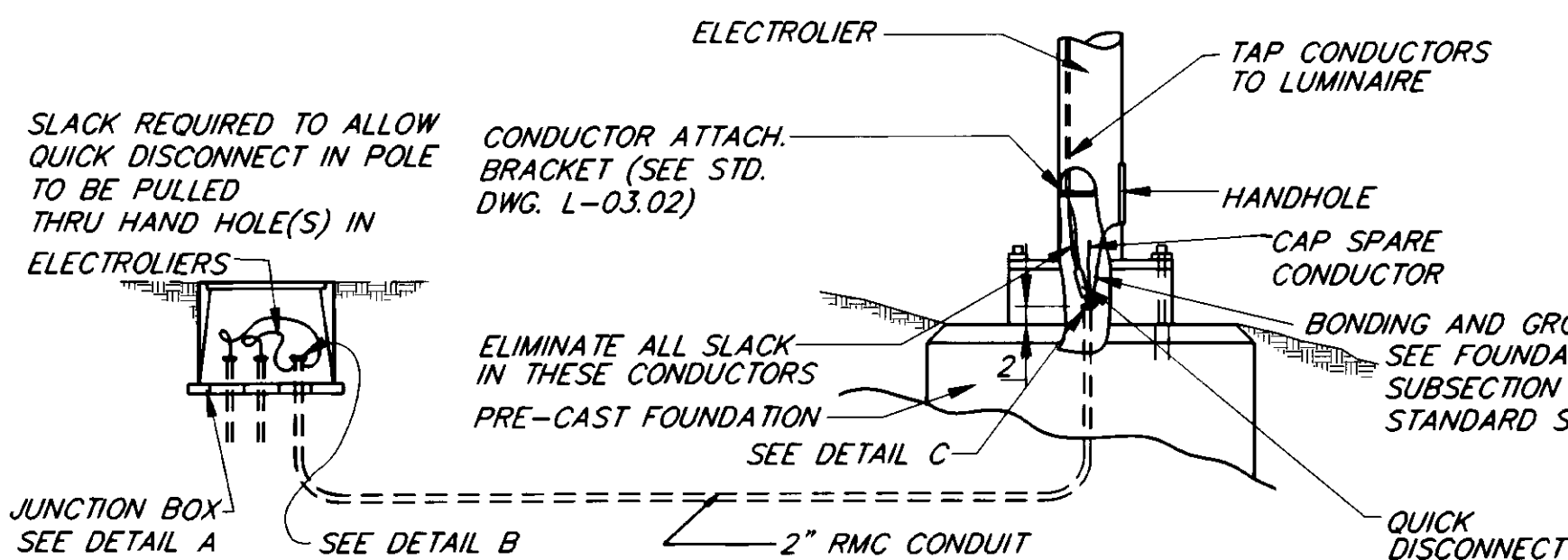
**DETAIL B (IN J-BOX)**



**DETAIL C (IN POLE BASE)**



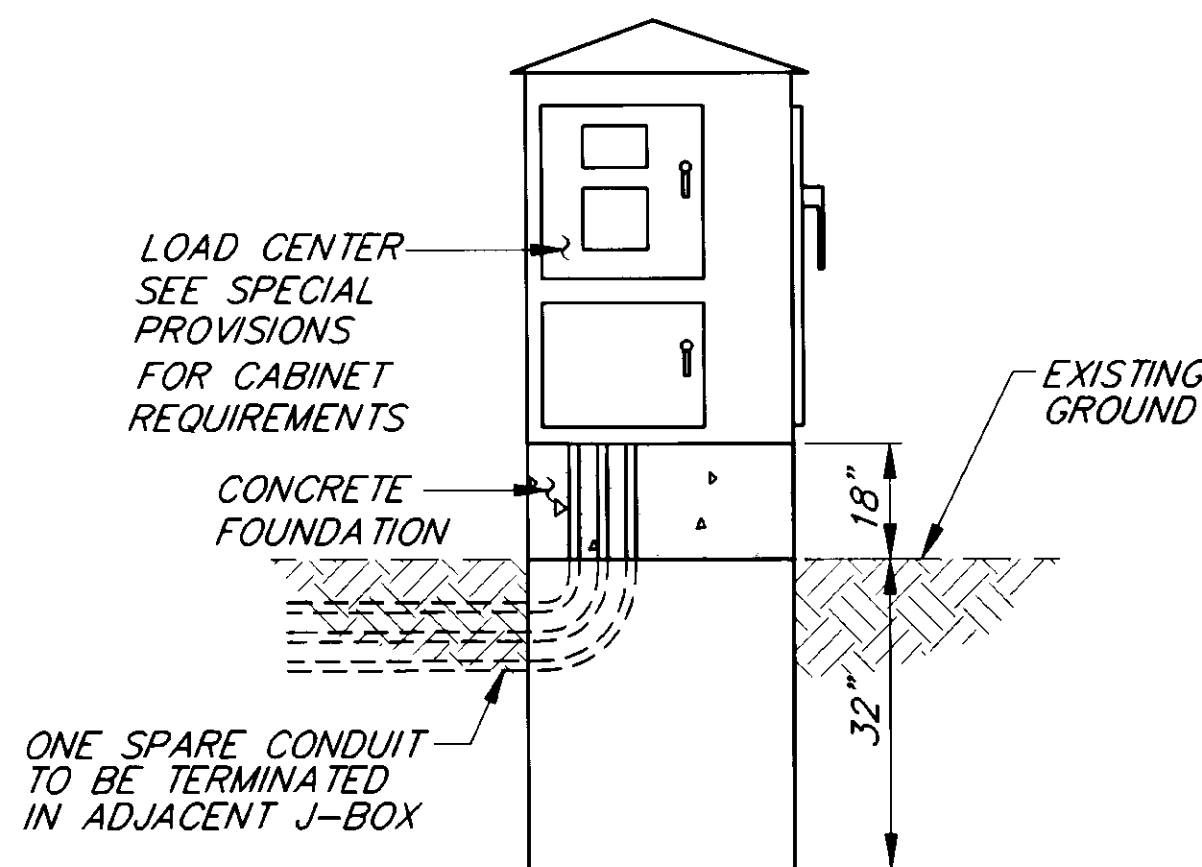
**DETAIL A**



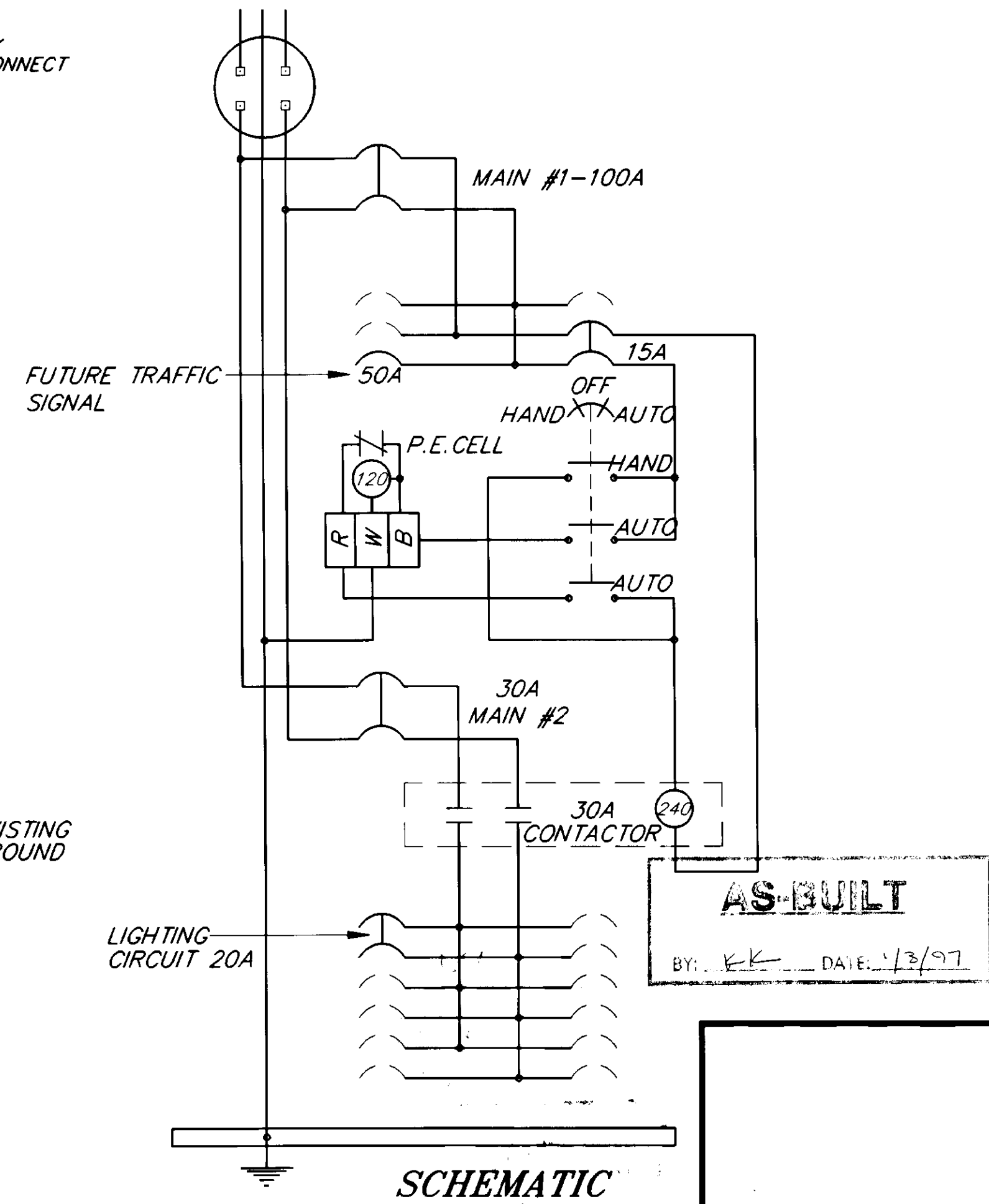
**LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS (BREAKAWAY COUPLINGS)**

## LOAD CENTER NOTES

- ANCHOR BOLT PATTERN AND FOUNDATION SHALL BE CONSTRUCTED TO MATCH CABINET. FOUNDATION SHALL HAVE #3 REBAR AT 16" VERTICAL AND HORIZONTAL AROUND PERIMETER OF FOUNDATION, 3" CLEAR.



**TYPICAL FRONT VIEW**



**SCHEMATIC**

## LOAD CENTER DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
P:\JNU\71848\DR\--DET5 PLOT.PCP(1) OR PLOTH.PCP(2)		
KK	1/11/96	AS-BUILT

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

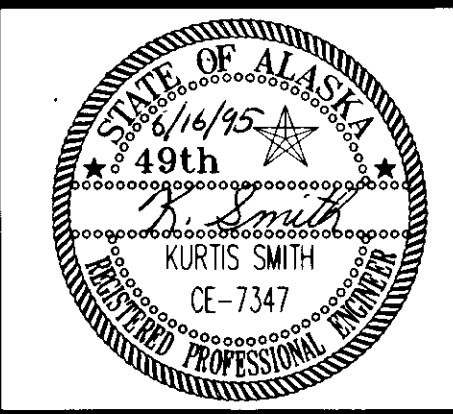
JUNEAU

SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848

ALASKA

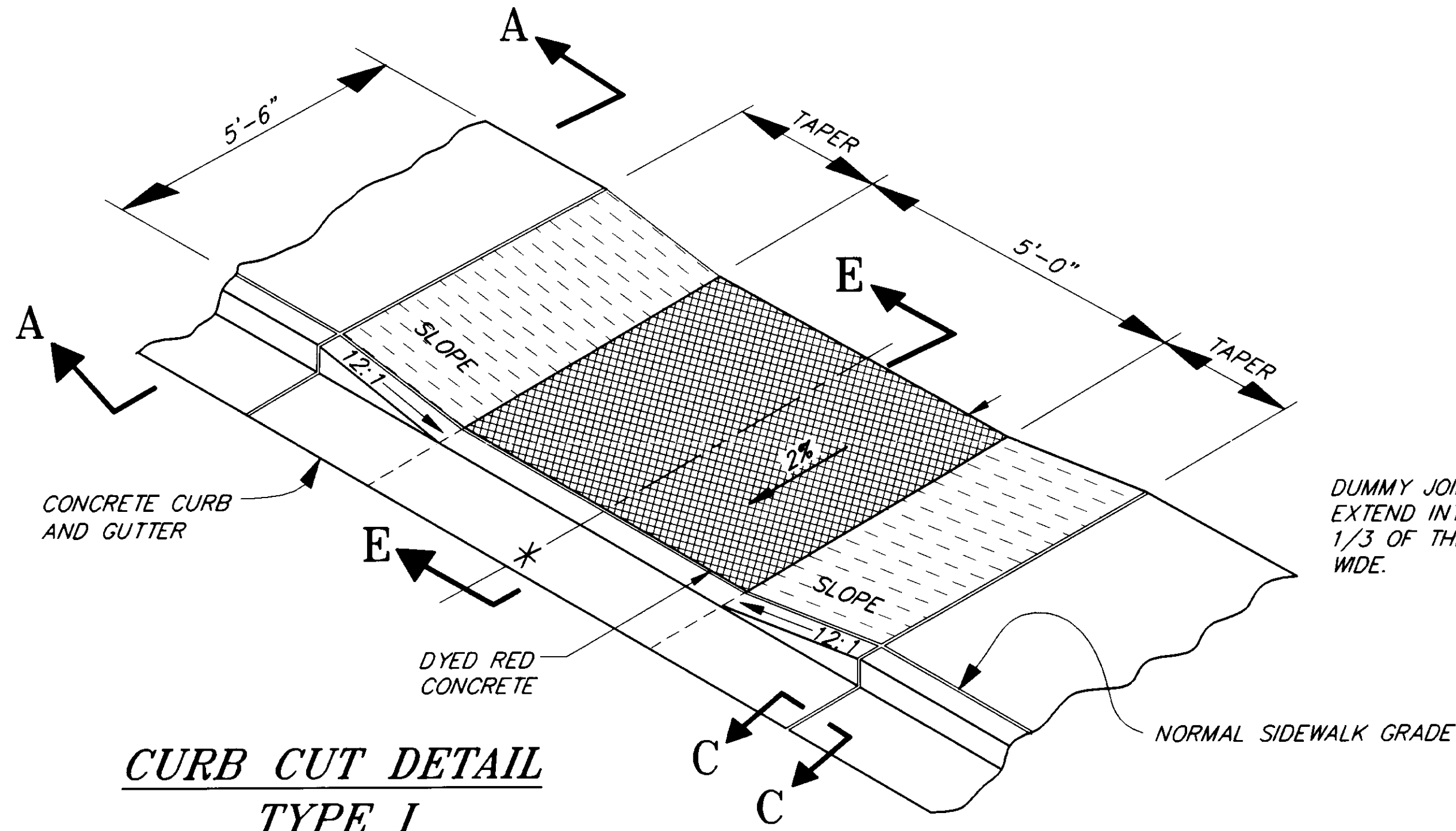
## SIGNING & ILLUMINATION DETAILS

DESIGNED BY:	PROJECT NO.
R. PURVIS	71848
DRAWN BY:	DATE:
K. SNYDER	1995
CHECKED BY:	SHEET 17 OF 21
K. SMITH	



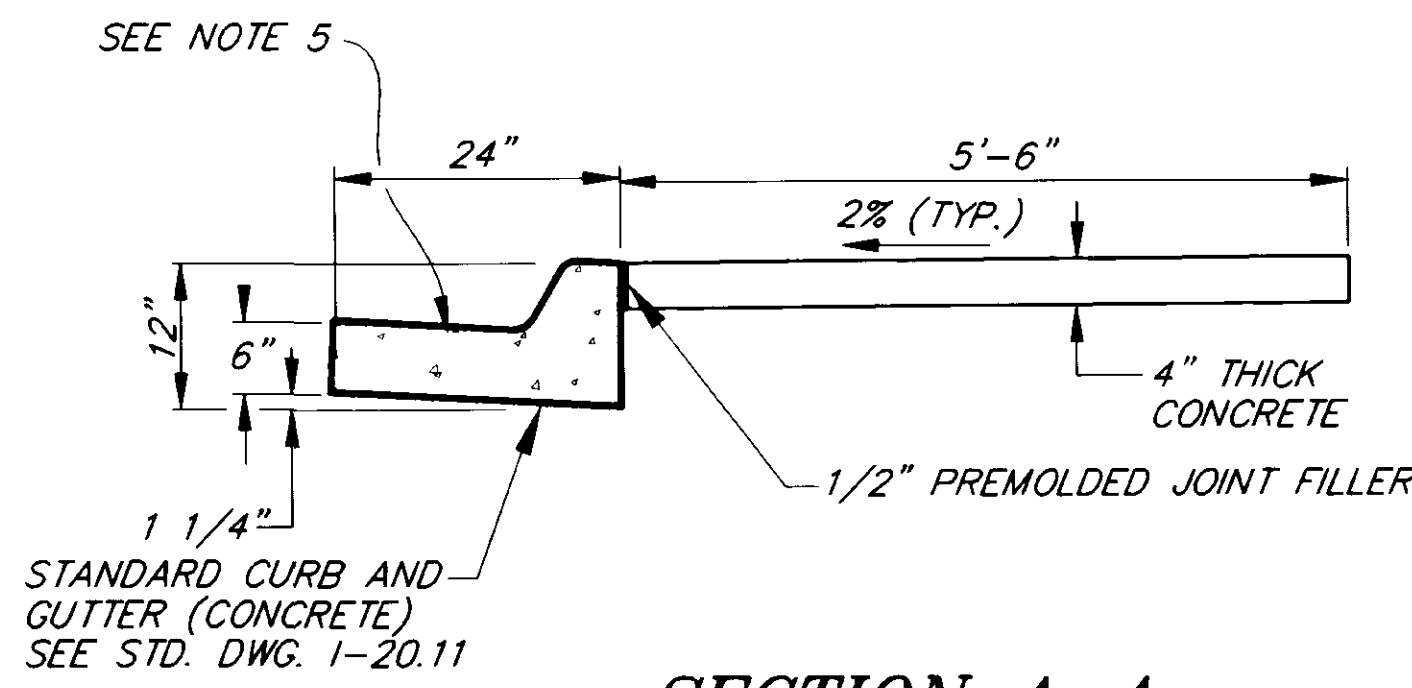
**SIDEWALK, CURB AND GUTTER NOTES**

1. CURB AND GUTTER EXPANSION JOINTS SHALL BE AT EACH END OF THE CURB RETURNS AND IMMEDIATELY PRECEDING AND FOLLOWING ALL CURB CUTS. THEREAFTER, THEY SHALL BE PLACED AT 30'-0" MAXIMUM.
2. ALL CURB AND GUTTERS SHALL BE CLASS "A" CONCRETE WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF  $f_c = 3000$  psi.
3. CURB CUT FOR RESIDENTIAL DRIVEWAYS AND CURB RETURNS SHALL NOT EXCEED THE MAXIMUM ALLOWABLE SLOPE OF 12:1.
4. ALL CURB RETURNS SHALL BE WHEELCHAIR ACCESSIBLE AS SHOWN ON THIS SHEET.
5. CURB RAMPS ADJACENT TO CONCRETE SIDEWALKS SHALL HAVE PIGMENT THOROUGHLY MIXED TO A FULL DEPTH. COLOR IN DRY STATE SHALL CLOSELY MATCH FED-STD-30152, BRICK RED.
6. REMOVAL OF EXISTING SIDEWALK, CURB AND GUTTER SHALL BE INCIDENTAL TO 608(1) AND 609(1) RESPECTFULLY.
7. IF EXISTING JOINT IS WITHIN 2' OF RECONSTRUCTION AREAS, REMOVE AT JOINT INSTEAD OF SAWCUTTING. THIS DOES NOT APPLY TO NEW CONSTRUCTION.



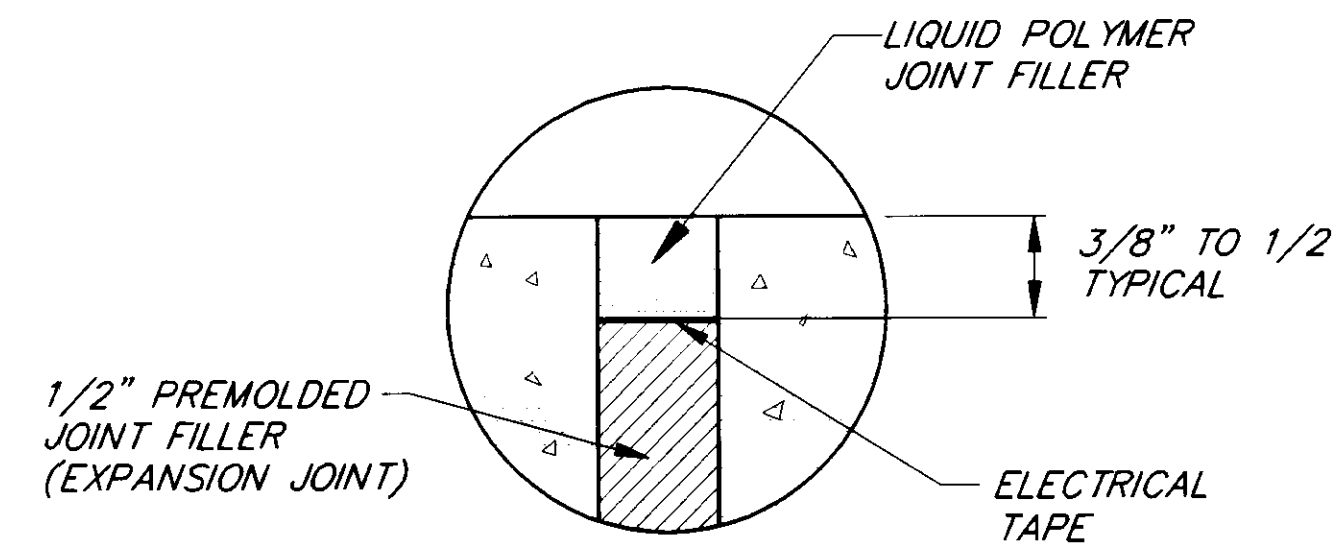
**CURB CUT DETAIL  
TYPE I**

- \* STA. "O" 10+55, RT. 31'
- STA. "O" 13+26.50, RT. 25.8'
- STA. "O" 13+69.2, RT. 29.4'
- STA. "O" 15+62.9, RT. 27.5'
- STA. "O" 15+97, RT. 27.44'

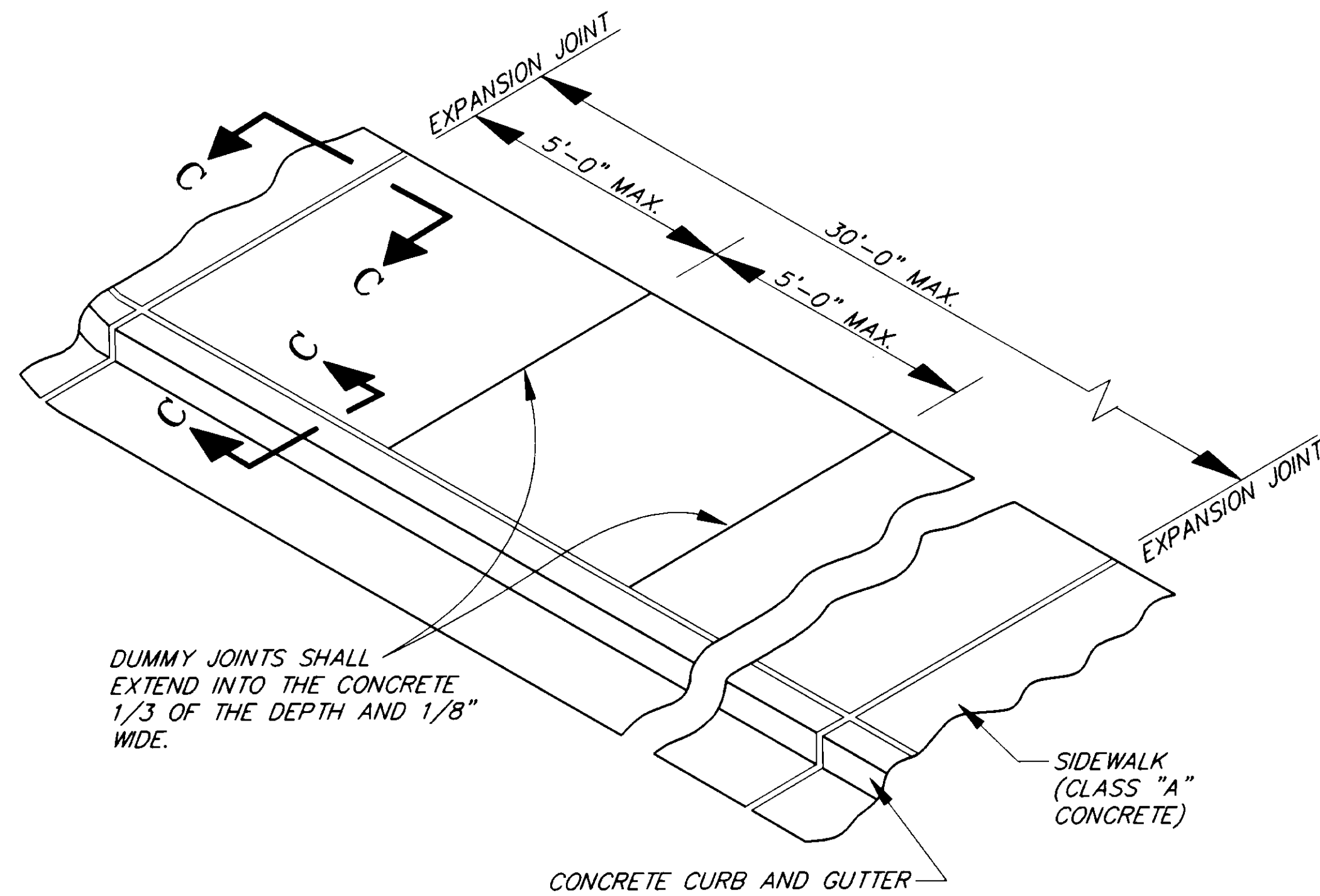


**SECTION A-A**

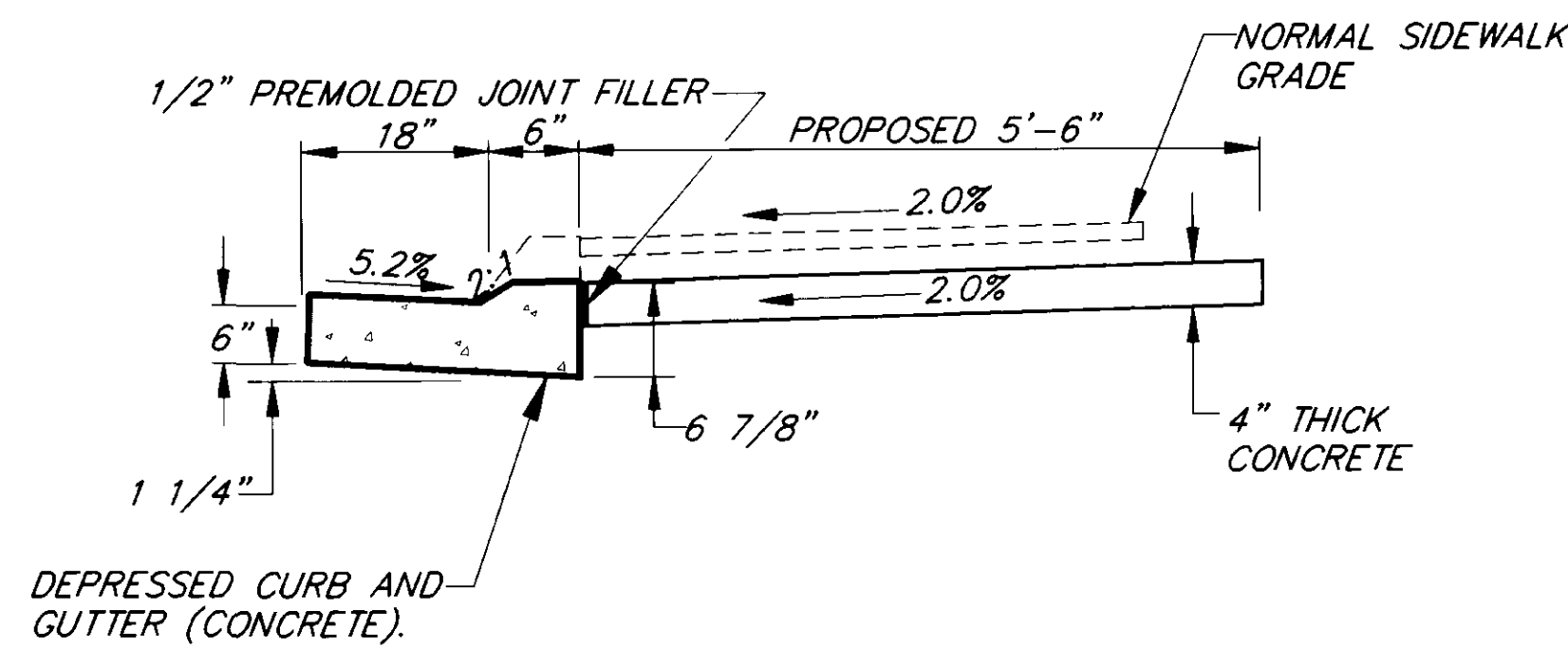
DUMMY JOINTS SHALL EXTEND INTO THE CONCRETE 1/3 OF THE DEPTH AND 1/8" WIDE.



**SECTION C-C**



**TYPICAL SIDEWALK, CURB & GUTTER  
JOINT DETAIL**



**SECTION E-E  
DEPRESSED CURB**

**AS-BUILT**  
BY: KK DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\71848\DR\DETI PLOT.PCP(1) OR PLOT.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS BUILT
RECORD OF REVISIONS		

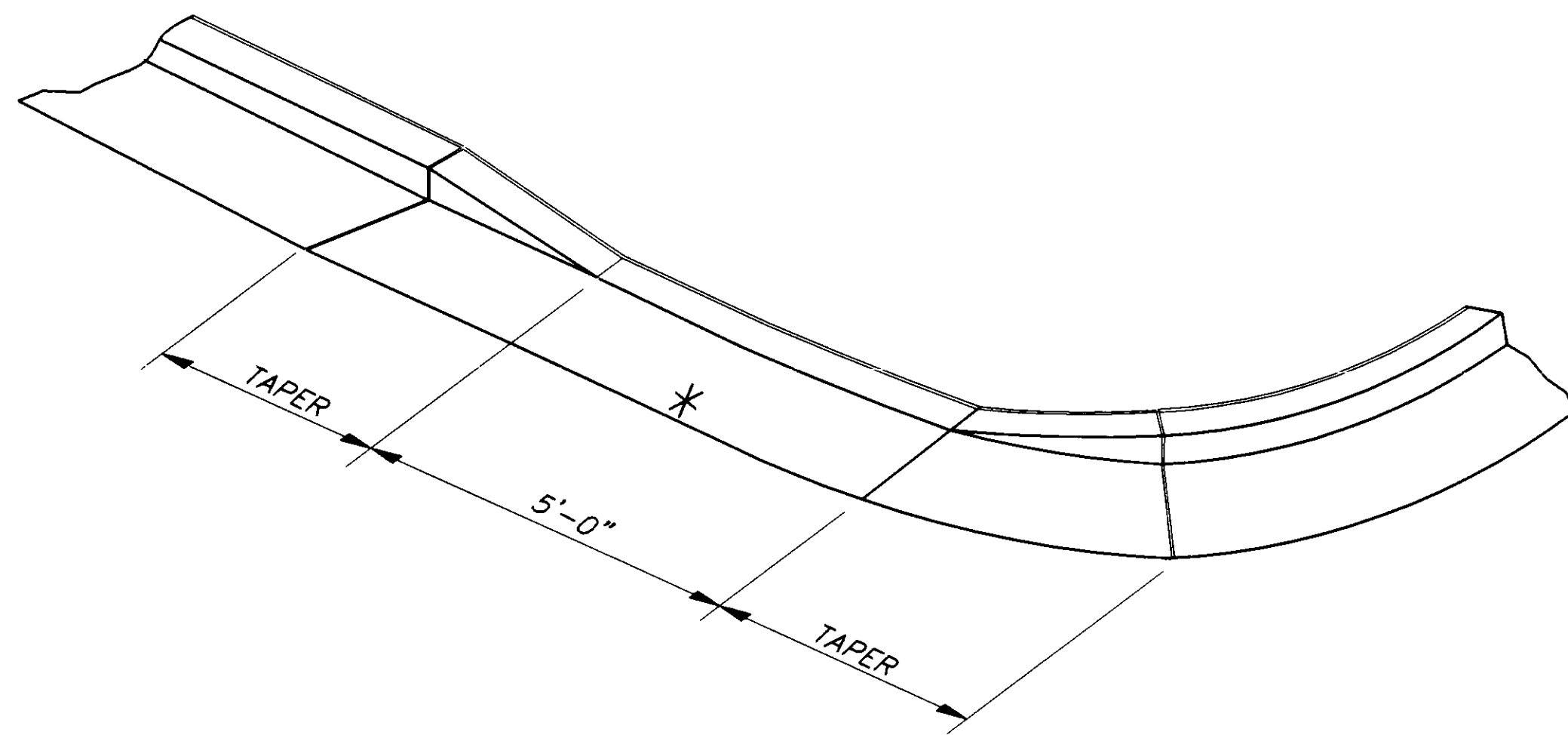
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848  
ALASKA  
**SIDEWALK DETAILS**

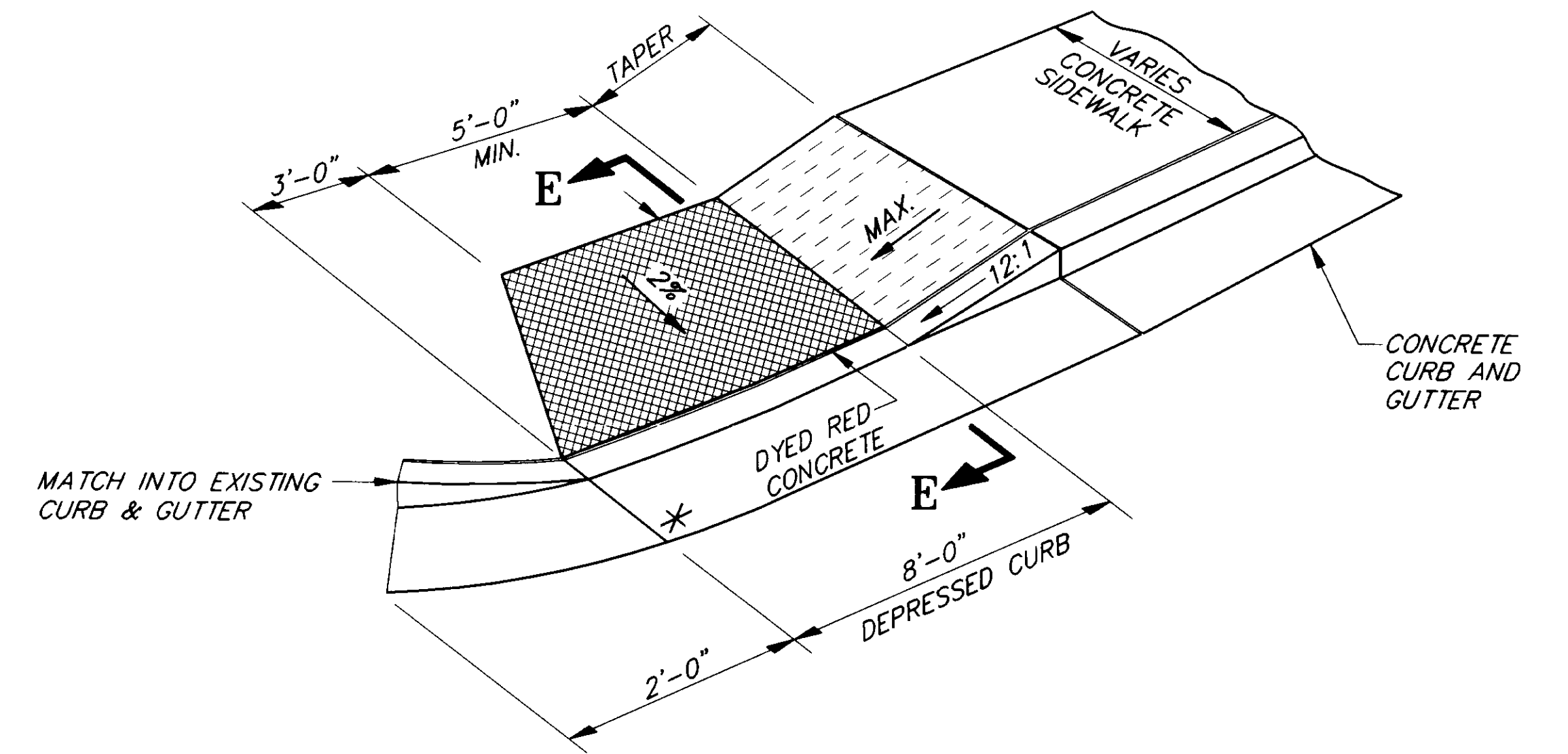
DESIGNED BY:	PROJECT NO.
M. SHEELER	71848
DRAWN BY:	DATE:
K. SNYDER	1995
CHECKED BY:	SHEET 18 OF 21
A.J. STEININGER	





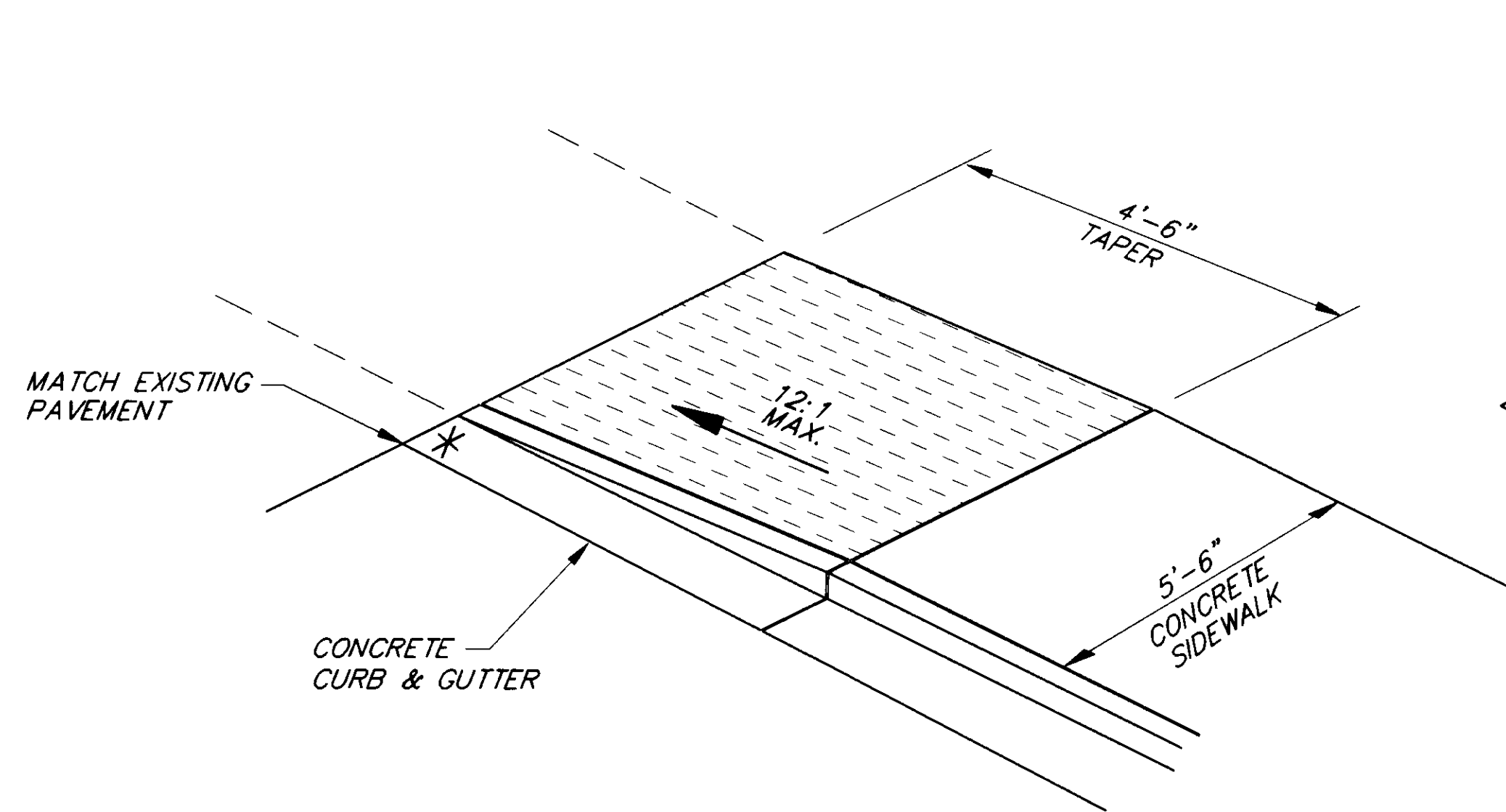
**CURB CUT - TYPE III**

\* STA. "0" 10+52.40, LT. 32'



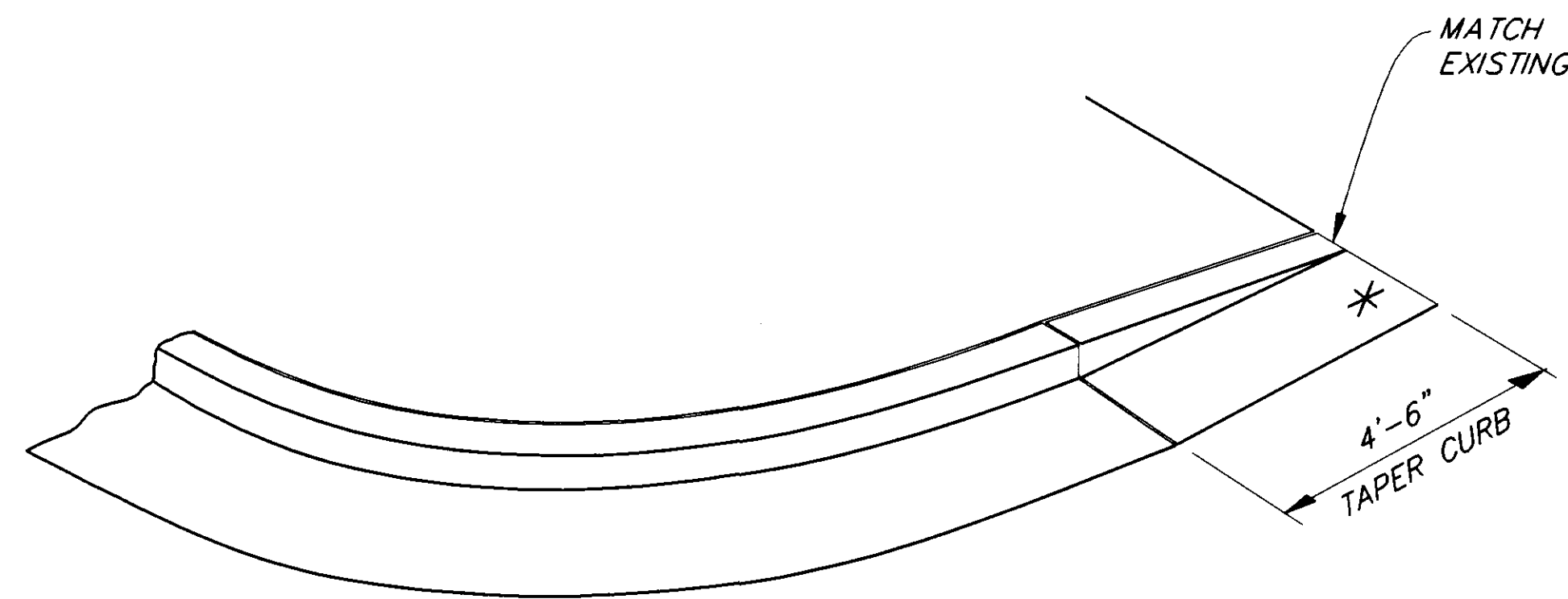
**CURB CUT - TYPE V**

\* STA. "0" 20+75.03, RT. 30'  
 \* STA. "0" 21+03, RT. 24'



**CURB CUT - TYPE IV**

\* STA. "0" 10+40, RT. 73'



**CURB CUT - TYPE VI**

\* STA. "0" 10+28, LT. 20.5'  
 \* STA. "0" 13+22, LT. 76.3'

AS-BUILT

AS-BUILT  
 BY: KK DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\JNU\71848\DR\DET2 PLOT.PCP(1) OR PLOT.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS-BUILT
RECORD OF REVISIONS		

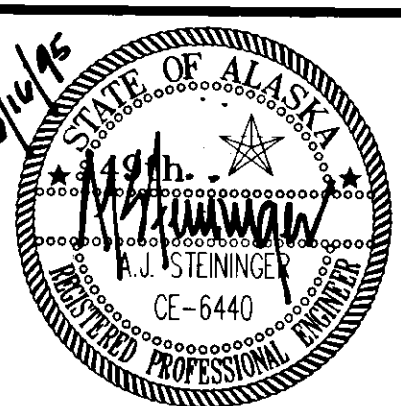
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 SOUTHEAST REGION DESIGN & CONSTRUCTION

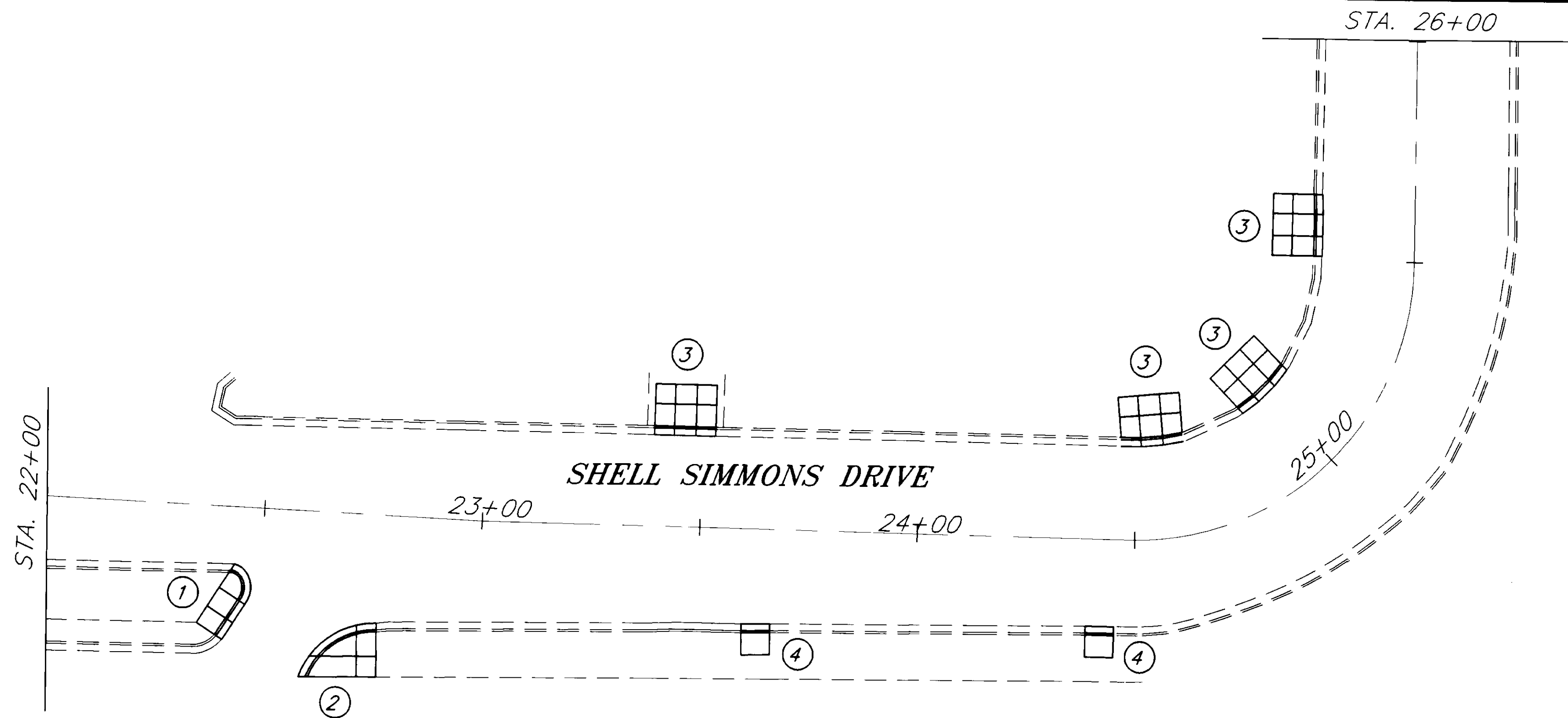
JUNEAU

SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
 RAMP DETAILS

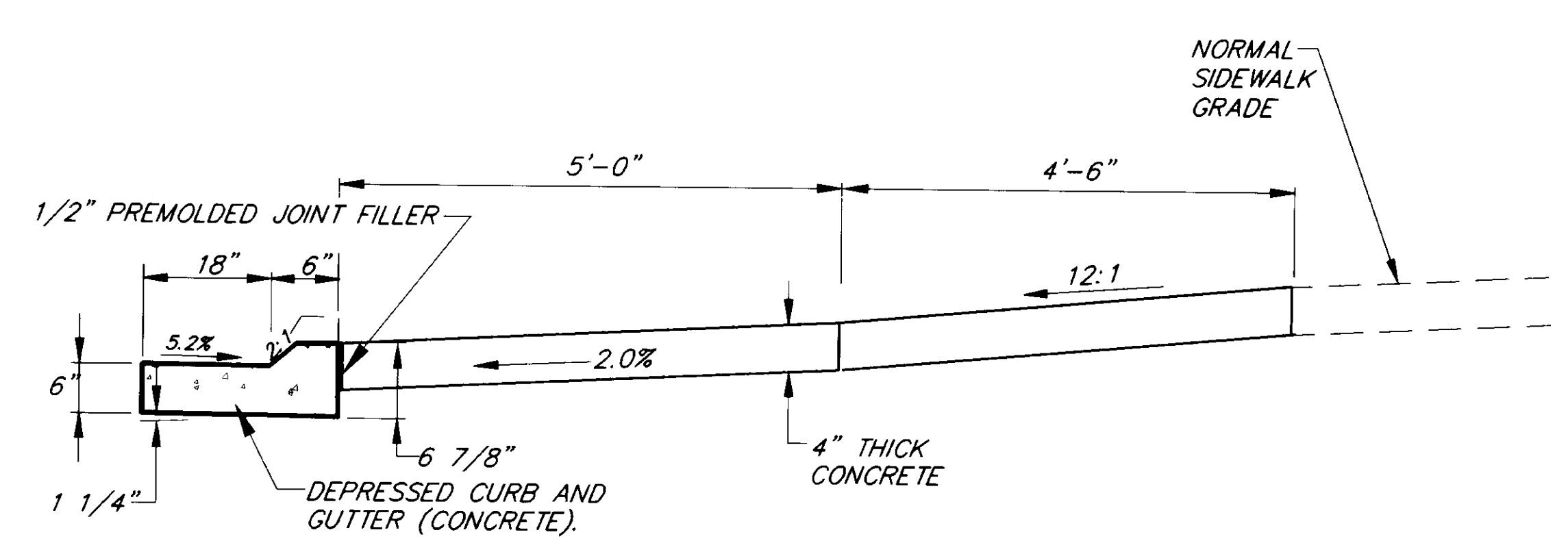
ALASKA

DESIGNED BY:	M. SHEELER	PROJECT NO.	71848
DRAWN BY:	K. SNYDER	DATE:	1995
CHECKED BY:	A.J. STEININGER	SHEET	19 OF 21

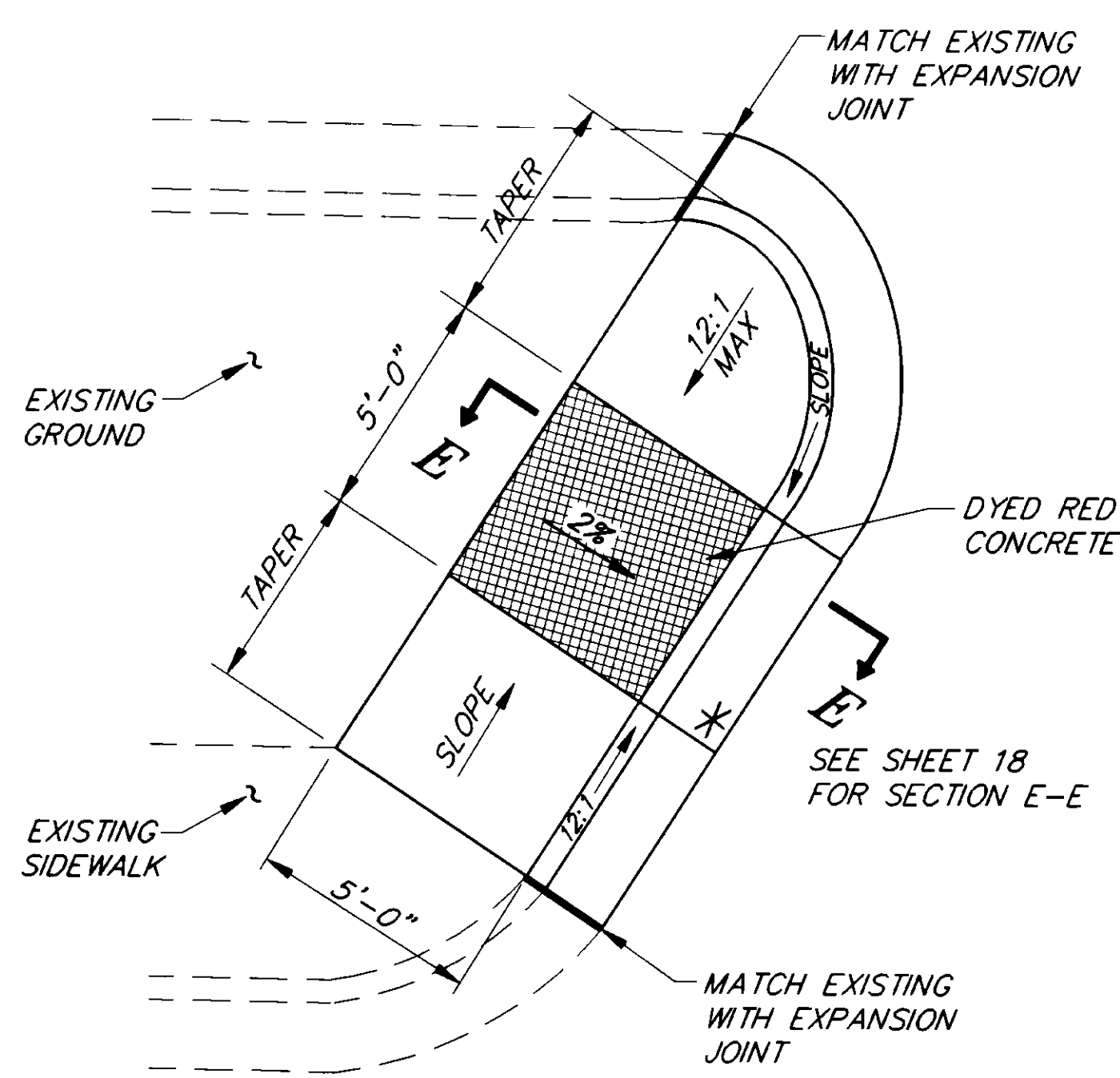




**PLAN**

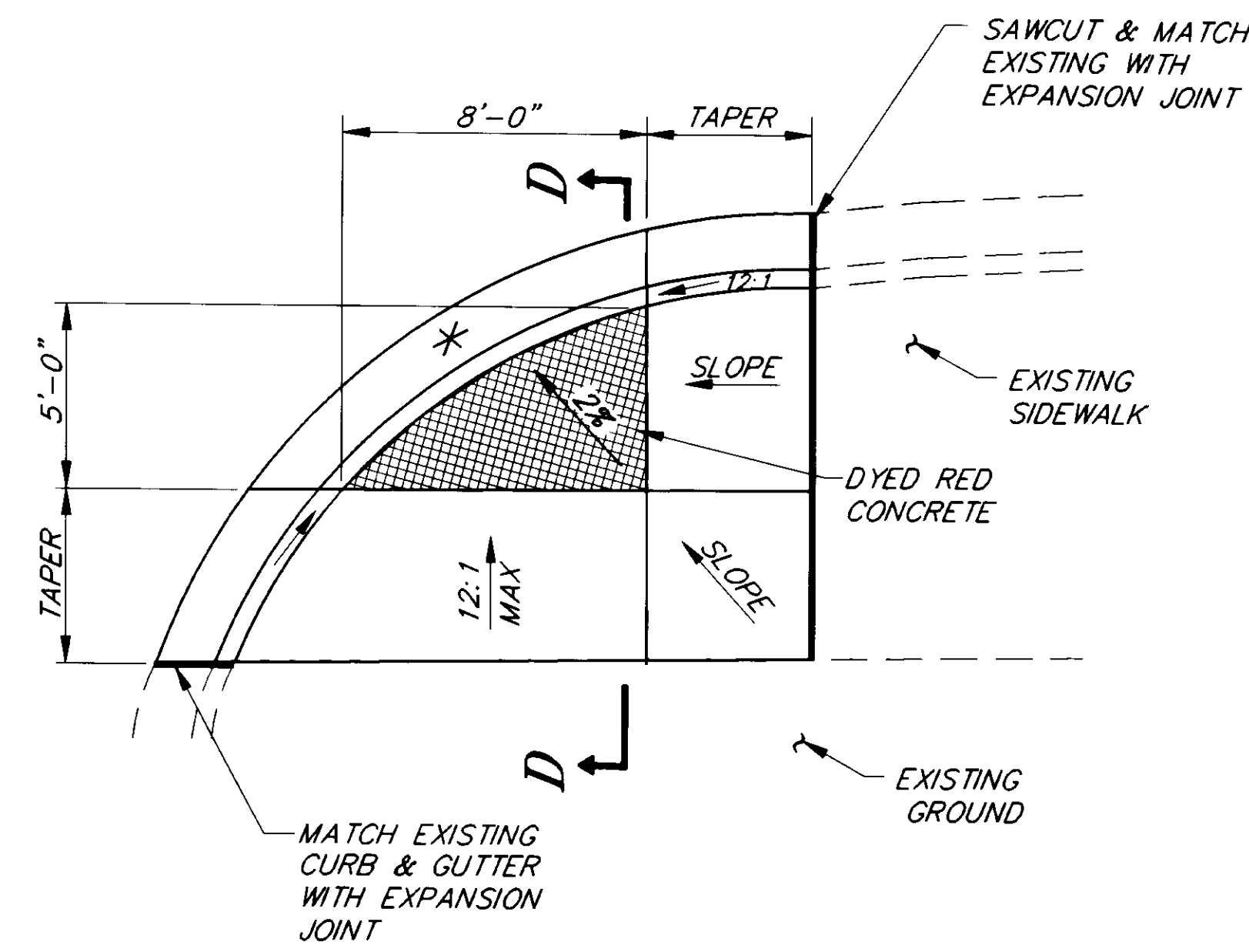


**SECTION D-D**



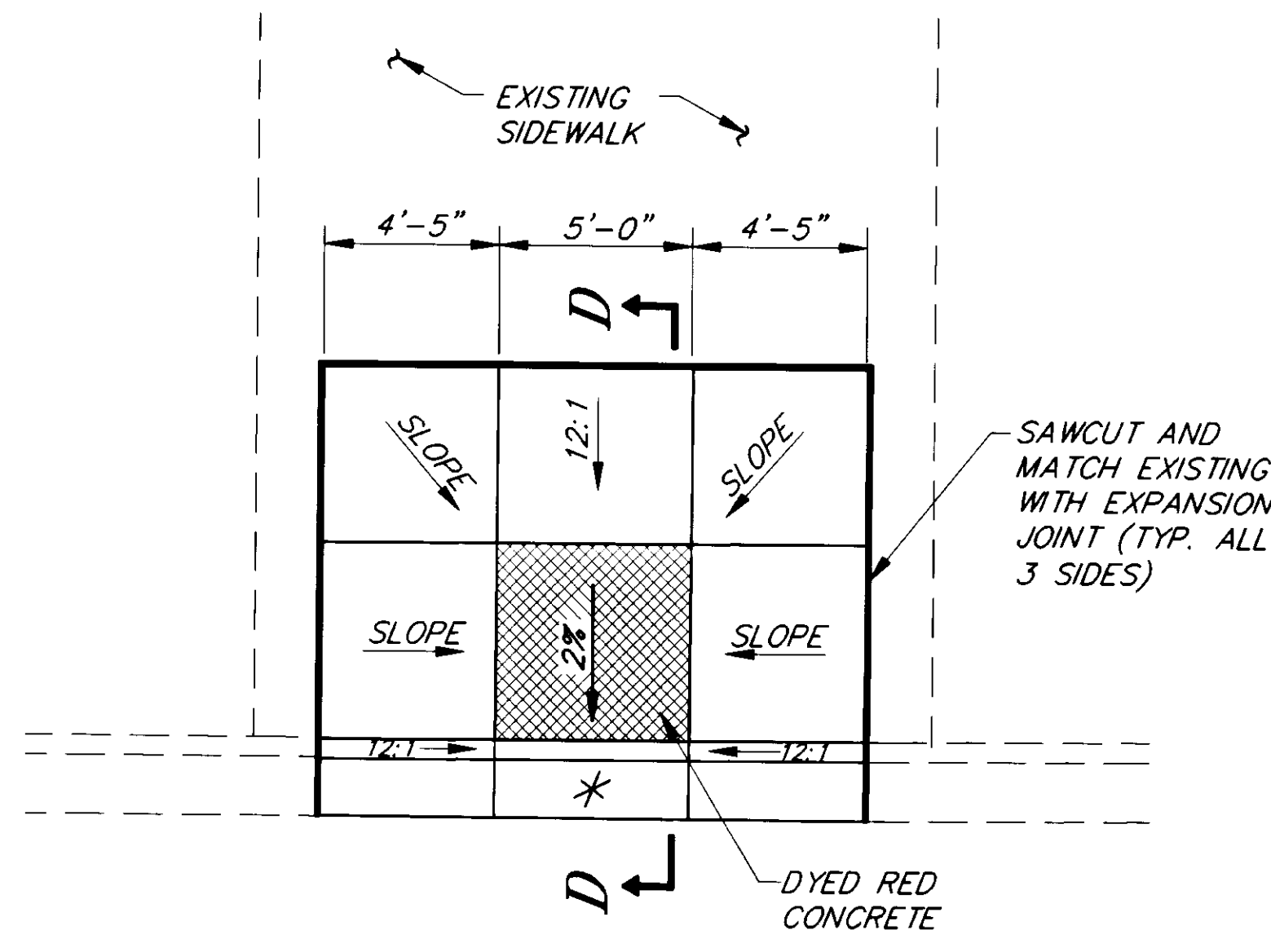
**① CURB CUT DETAIL TYPE VII**

\* STA. "O" 22+43.92, RT. 26.43'



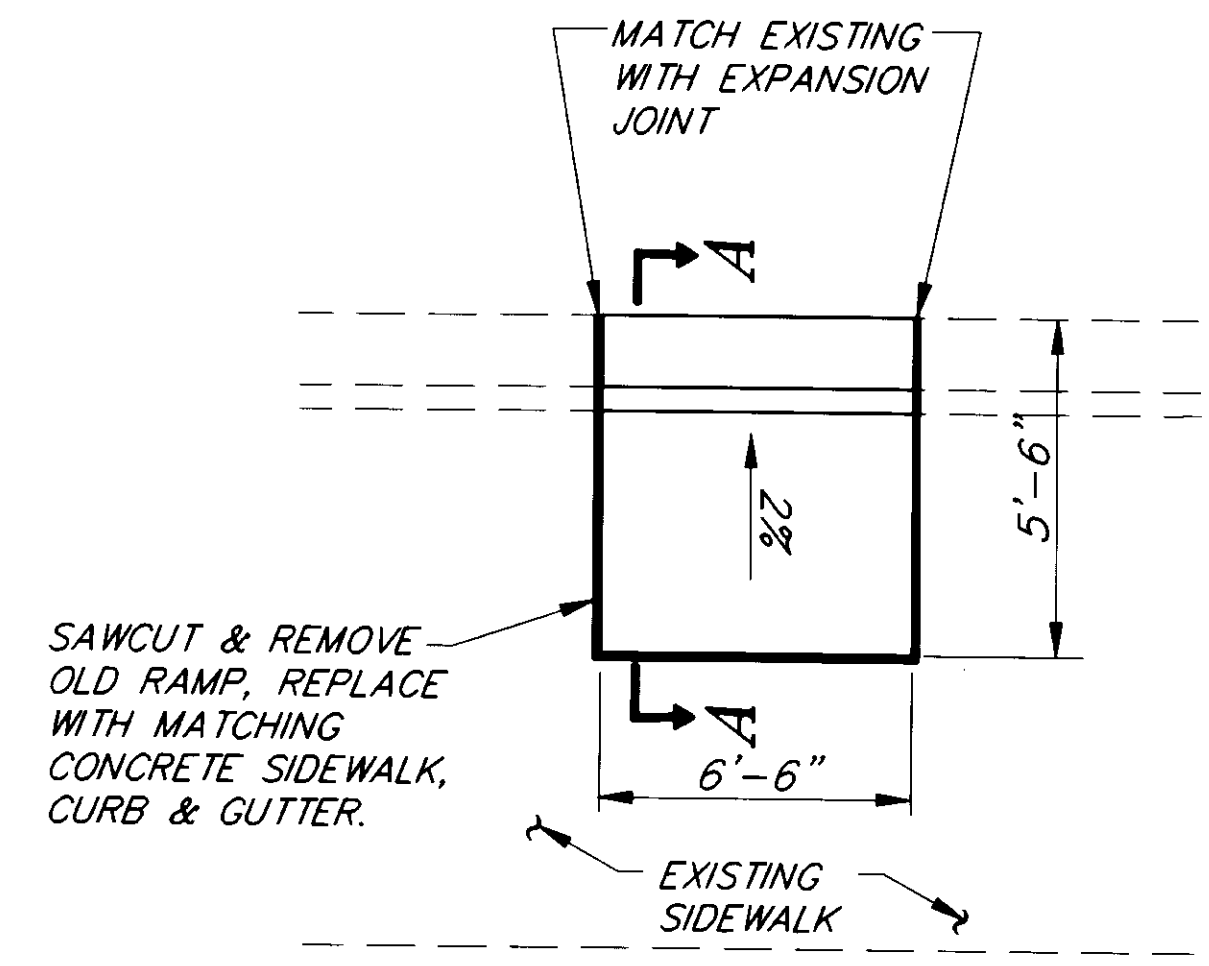
**② CURB CUT DETAIL TYPE VIII**

\* STA. "O" 22+66.76



**③ CURB CUT DETAIL TYPE IX**

\* STA. "O" 23+46.01, LT 21'  
 \* STA. "O" 24+55.71, LT 21'  
 \* STA. "O" 24+99.74, LT 21'  
 \* STA. "O" 25+57.95, LT 21'



**④ CURB CUT DETAIL TYPE X**

\* STA. "O" 23+66.67, RT. 21'  
 \* STA. "O" 24+45.78, RT. 21'

**AS-BUILT**  
 BY: *JK* DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS BUILT

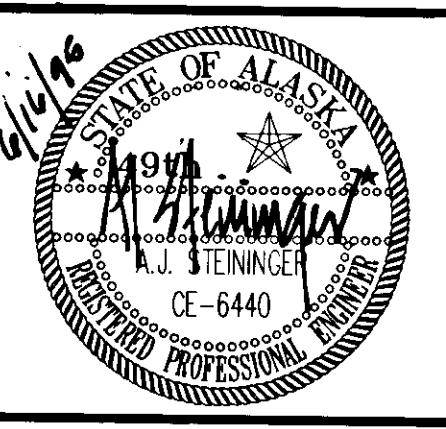
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

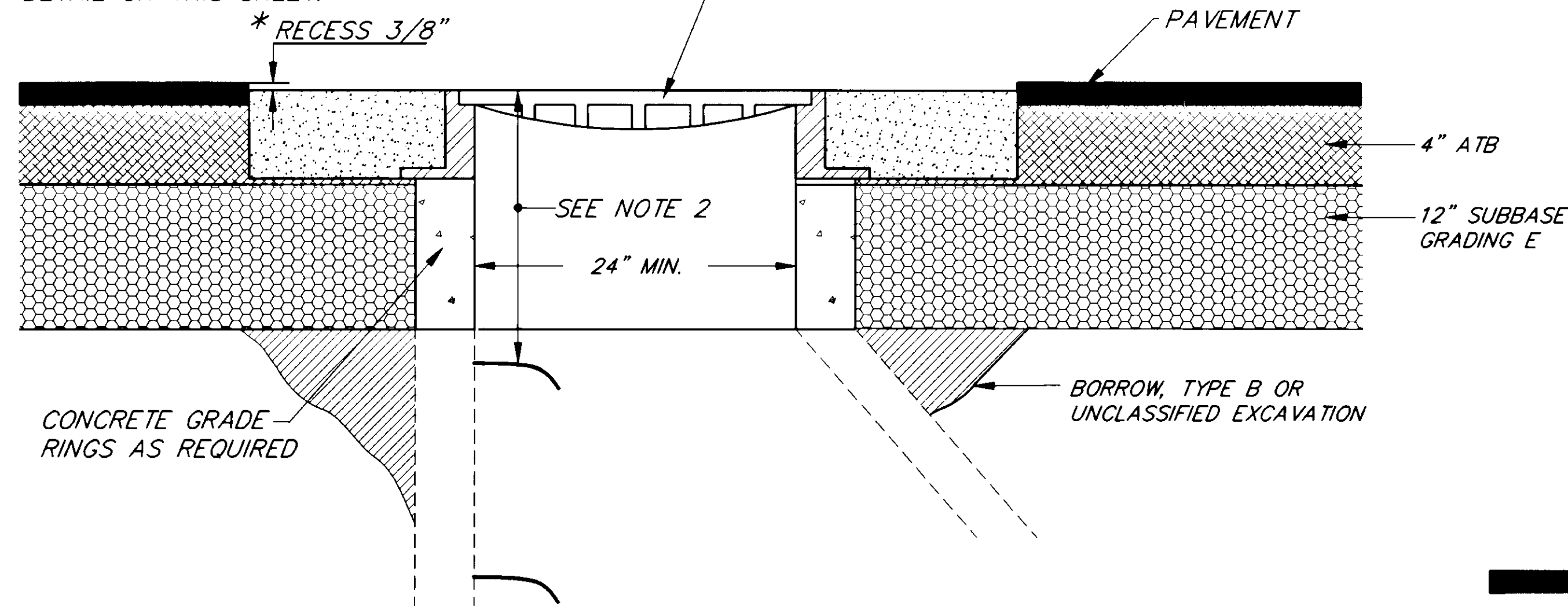
SHELL SIMMONS DRIVE  
 REHABILITATION  
 STP-0962(2) ~ 71848  
**SIDEWALK DETAILS**

ALASKA

DESIGNED BY: <i>M. SHEELER</i>	PROJECT NO. 71848
DRAWN BY: <i>K. SNYDER</i>	DATE: 1995
CHECKED BY: <i>A.J. STEININGER</i>	SHEET 20 OF 21

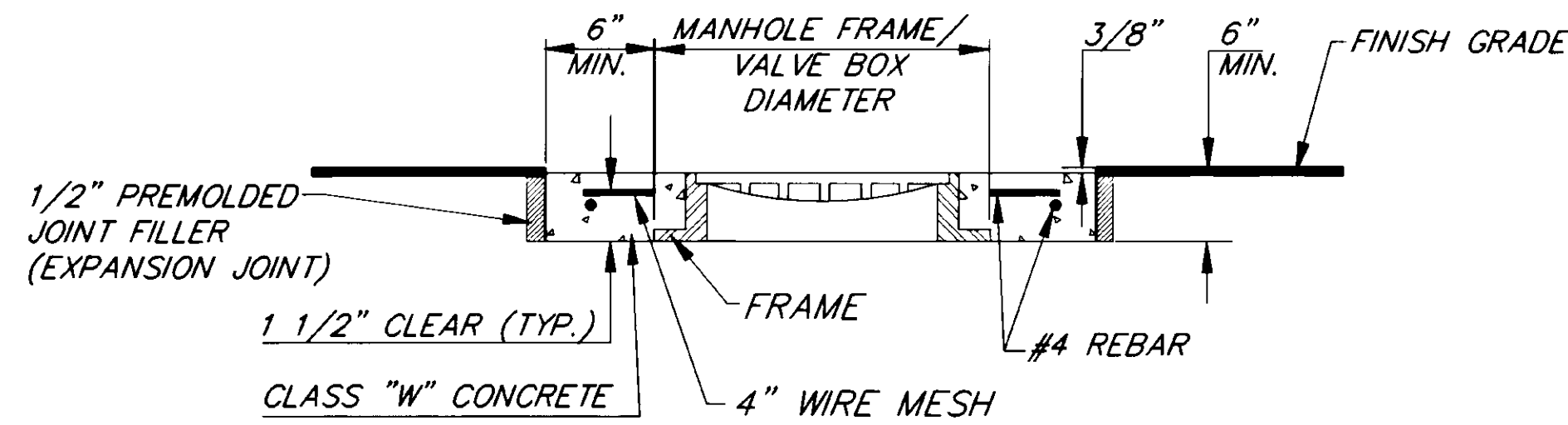


PRECAST MANHOLE FRAME IN FULL BED OF MORTAR AS SHOWN IN THE CONCRETE ENCASEMENT DETAIL ON THIS SHEET.



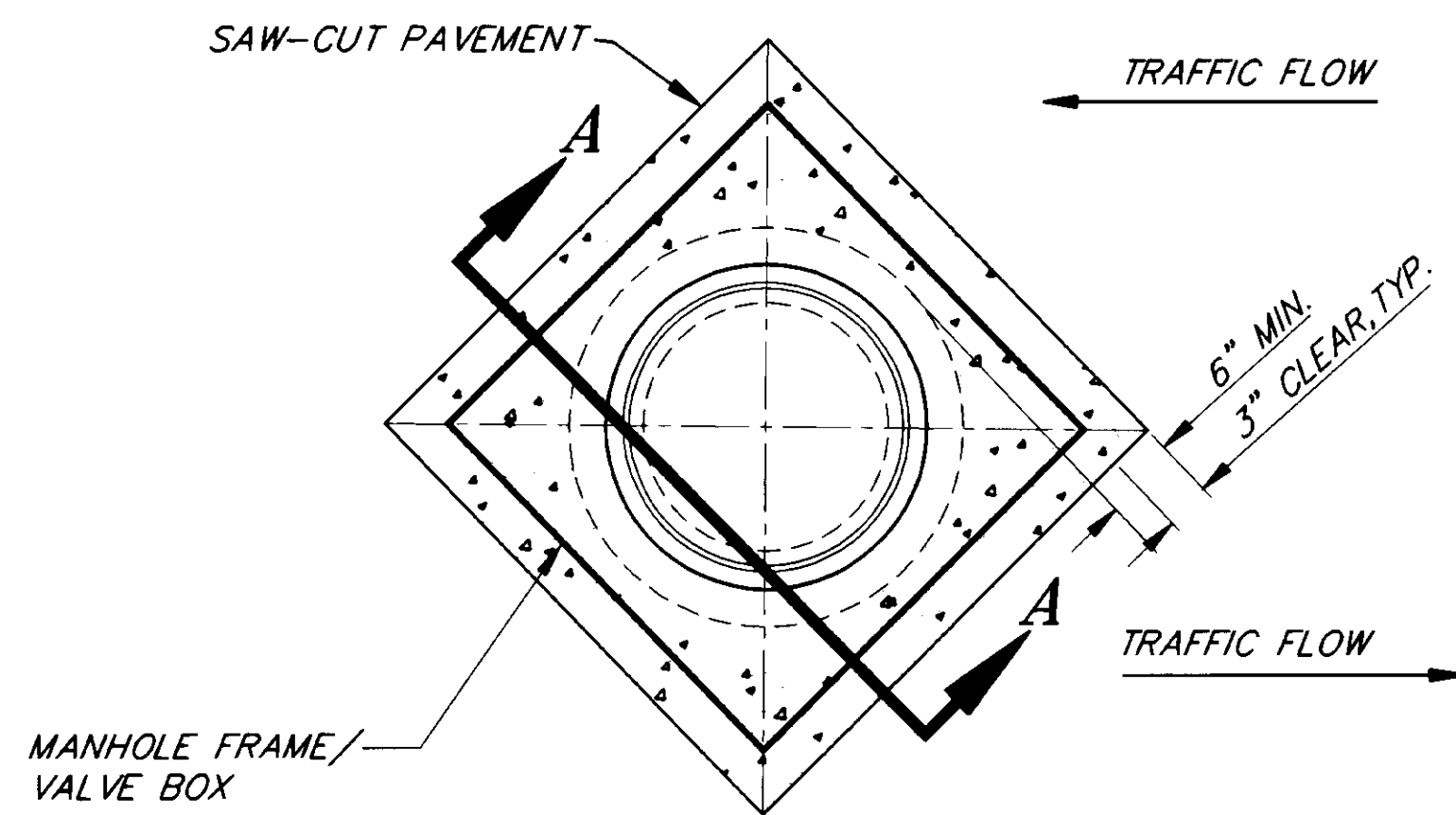
**ADJUST STORM/SEWER MANHOLE**

N.T.S.



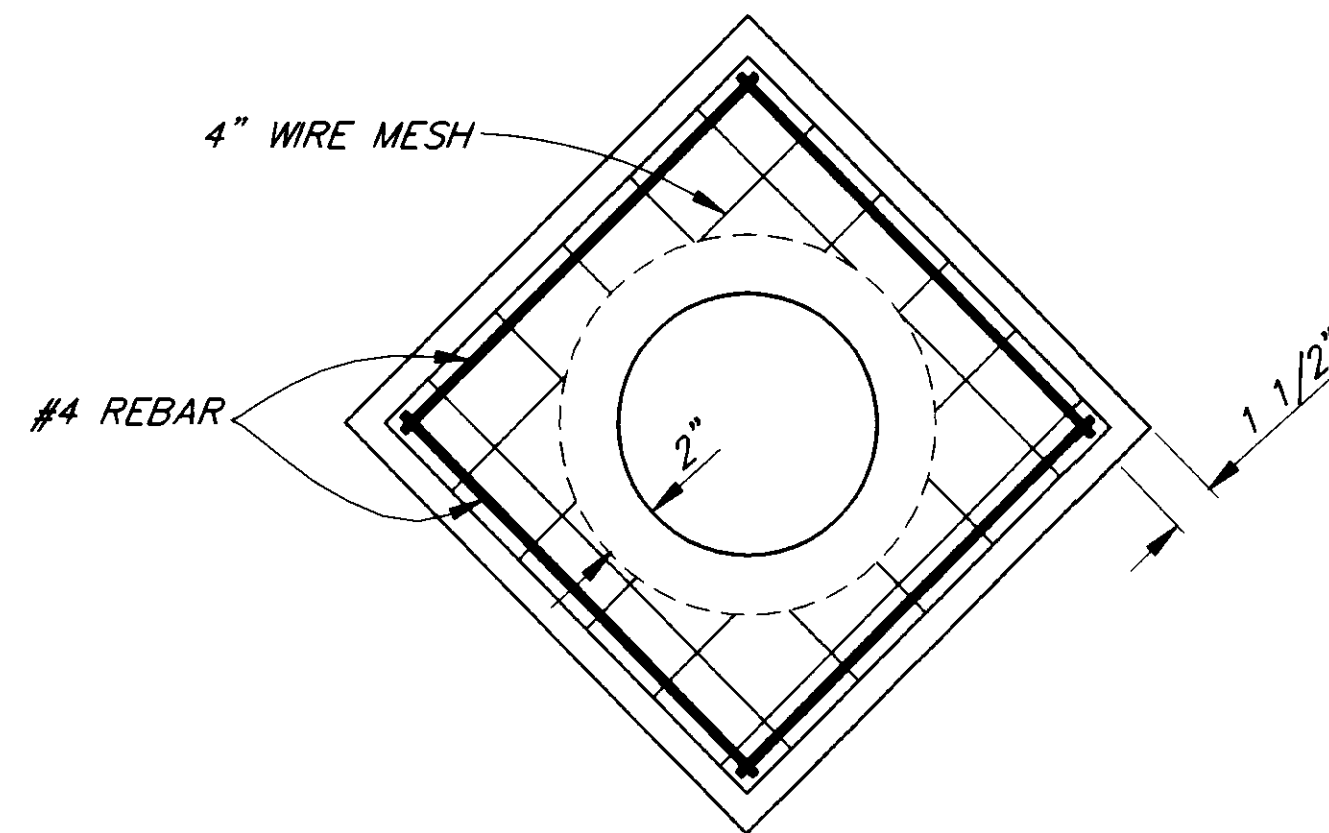
**SECTION A-A**

N.T.S.



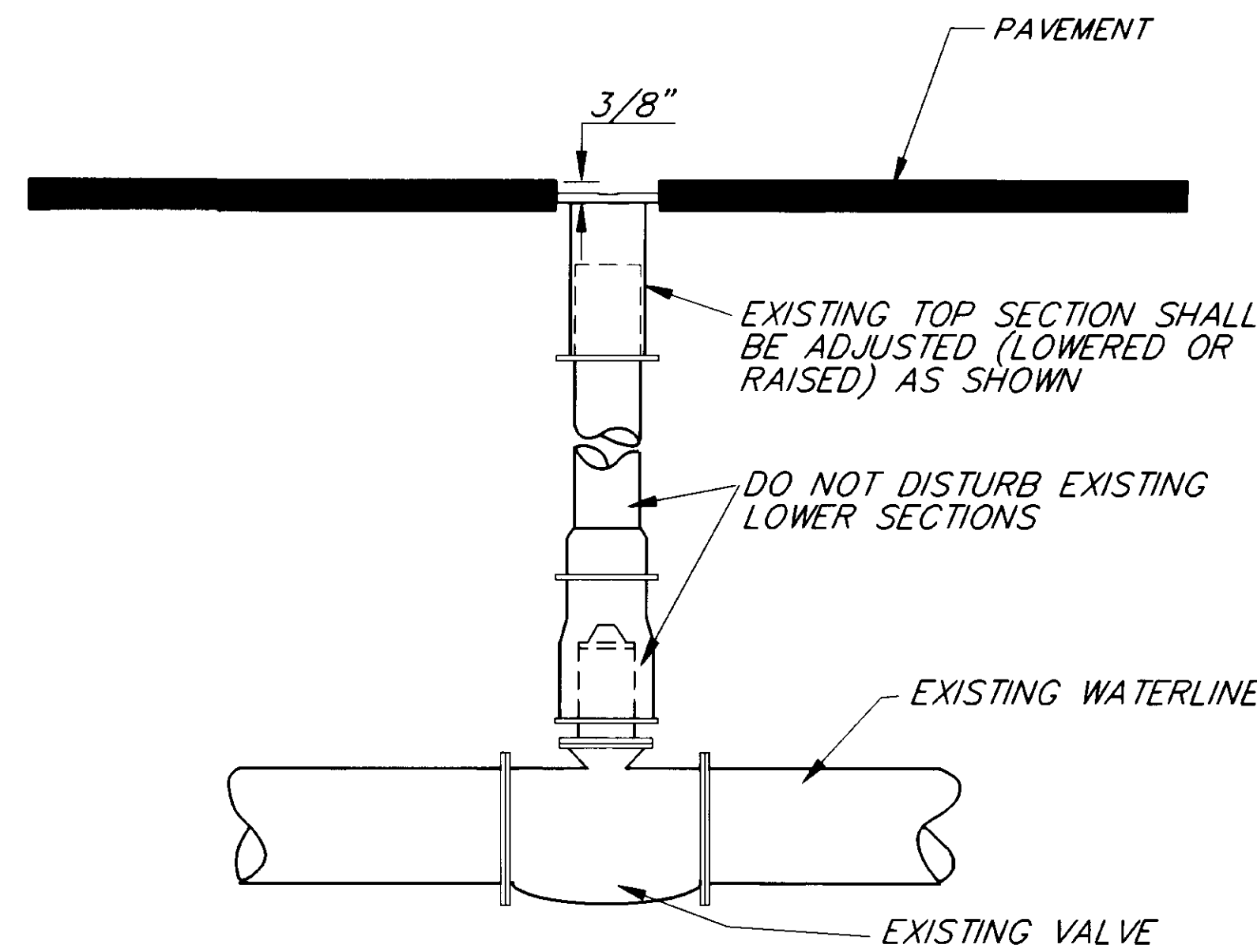
**CONCRETE ENCASEMENT DETAIL**

N.T.S.



**REBAR & WIRE MESH PLACEMENT**

N.T.S.

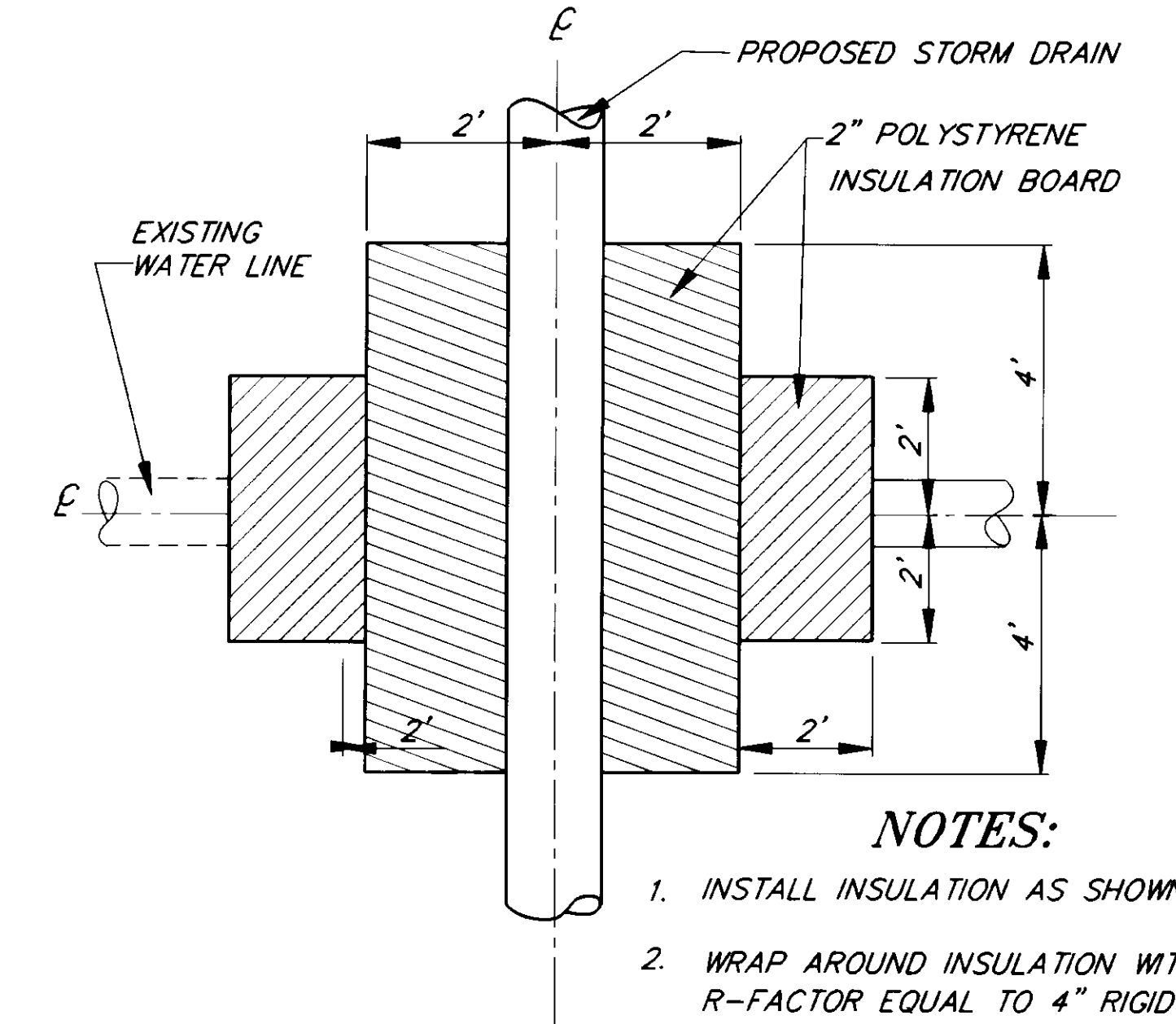


**VALVE BOX ADJUSTMENT DETAIL**

N.T.S.

**MANHOLE 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. TELEPHONE MANHOLE ADJUSTMENT SHALL BE DONE BY A QUALIFIED ELECTRICAL CONTRACTOR.
5. INSULATION BOARD IS INCIDENTAL TO ITEM 603.

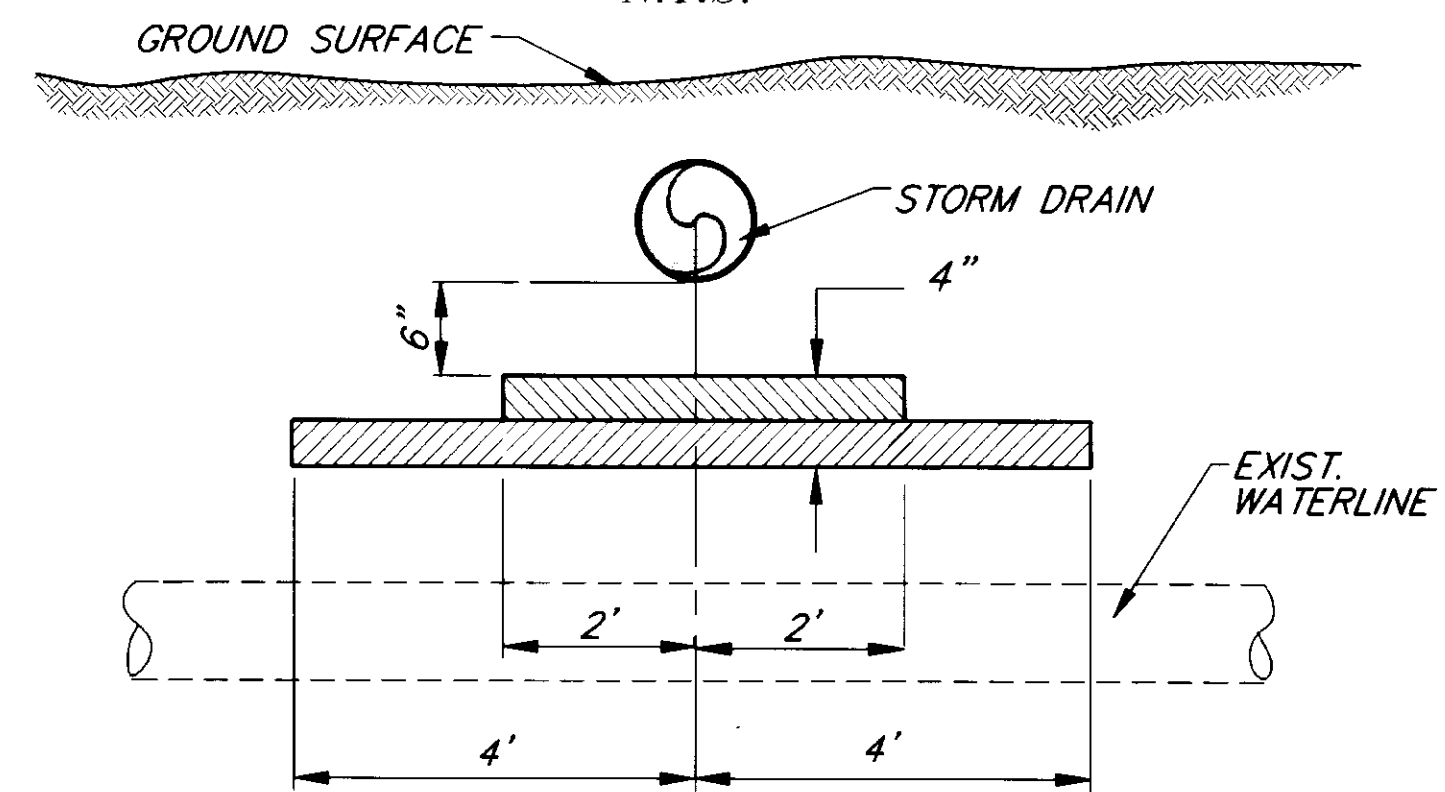


**NOTES:**

1. INSTALL INSULATION AS SHOWN.
2. WRAP AROUND INSULATION WITH R-FACTOR EQUAL TO 4" RIGID BOARD MAY BE SUBSTITUTED IF APPROVED BY THE ENGINEER.

**PLAN**

N.T.S.



**SECTION**

**RIGID INSULATION**

N.T.S.

**AS-BUILT**  
BY: KK DATE: 1/3/97

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: P:\JNU\71848\DR\—DET3 PLOT.PCP(1) OR PLOT.PCP(2)		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	1-11-96	AS-BUILT
<b>RECORD OF REVISIONS</b>		

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

JUNEAU

SHELL SIMMONS DRIVE  
REHABILITATION  
STP-0962(2) ~ 71848

ALASKA

**UTILITY ADJUSTMENT DETAILS**

DESIGNED BY: M. SHEELER  
DRAWN BY: K. SNYDER  
CHECKED BY: A.J. STEININGER

PROJECT NO. 71848  
DATE: 1995  
SHEET 21 OF 21

