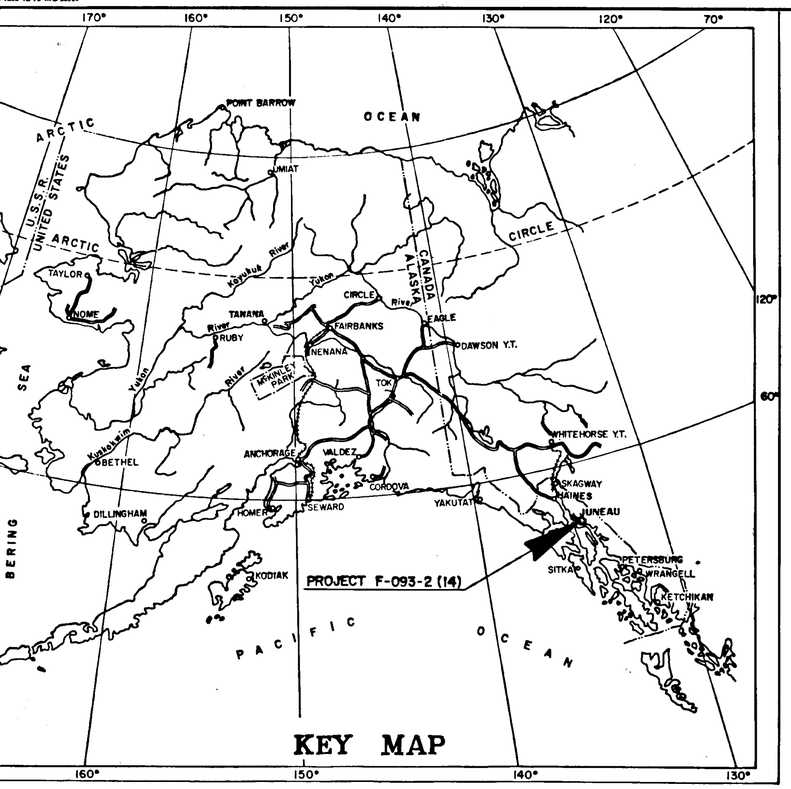
Addendum No.1 Attachment No.1

STATE	PROJECT	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(14)	1	10

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
A-38582
F-093-2 (14)
SALMON CREEK INTERSECTION
GRADING, PAVING, DRAINAGE
SIGNALIZATION & ILLUMINATION



KEY MAP

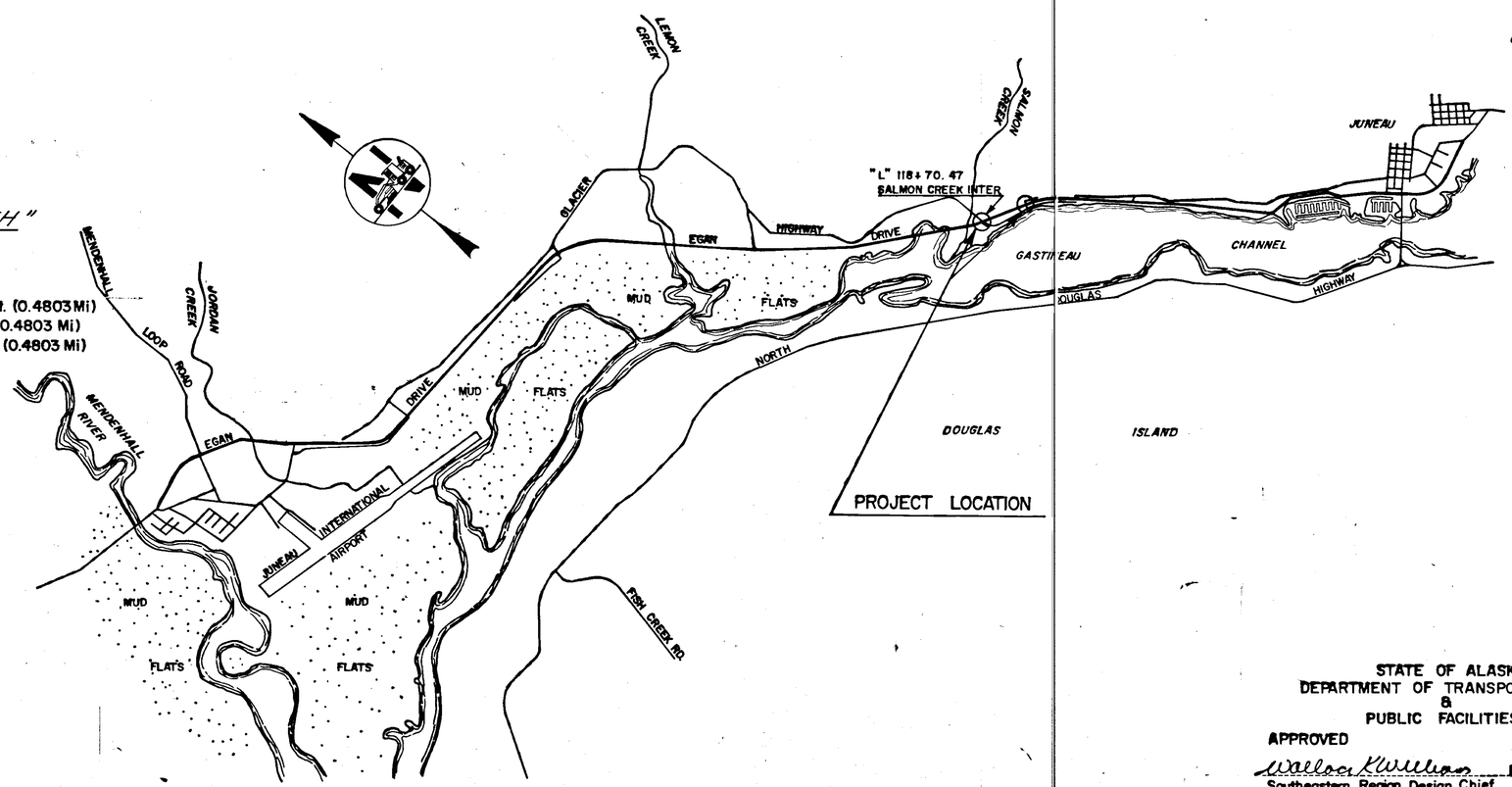
DESIGN DESIGNATION

ADT 1984	1,480
ADT 2005	2,544
DHV 15	382
%T	4%
TRAFFIC INDEX	7.0
V	30

"NO CHANGE IN LENGTH"

PROJECT SUMMARY

WIDTH OF PAVING = VARIES
LENGTH OF GRADING = 2536 Ft. (0.4803 Mi)
LENGTH OF PAVING = 2536 Ft. (0.4803 Mi)
LENGTH OF PROJECT = 2536 Ft. (0.4803 Mi)



SHEET NO.	INDEX OF SHEETS
1	TITLE SHEET
2	TYPICAL SECTIONS
3	ESTIMATE OF QUANTITIES, MISC. SUMMARIES, & MISC. DETAILS
4-6	PLAN SHEETS
7	SIGNING, STRIPING, & ILLUMINATION
8,9	SIGNALIZATION
10	TRAFFIC CONTROL PLAN

The following Standard Plans apply to this project:
A-1, C-00.00, C-10.01, C-11.01, D-01.00, D-04.01, D-24.00, D-27.01, F-01.01, G-04.01S, G-14.01W, G-18.00, I-40.00, I-80.00 L-03.00, L-10.00, L-14.00, L-20.00, L-23.00, L-30.00, S-00.00, S-05.00, S-21.00, S-30.00, T-20.00, T-21.00, T-30.00, T-32.00, T-33.00, T-34.00, T-52.00

"AS BUILT PLANS"

CONTRACTOR: Associated Sand & Gravel, Inc.

PROJECT ENGINEER: Phil Spear

BEGIN CONSTRUCTION: August 22, 1984
(Sept. 10, 1984 - electrical)

COMPLETE CONSTRUCTION: June 1, 1985

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED Wallace K. Williamson DATE 3/30/84
Southeastern Region Design Chief

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

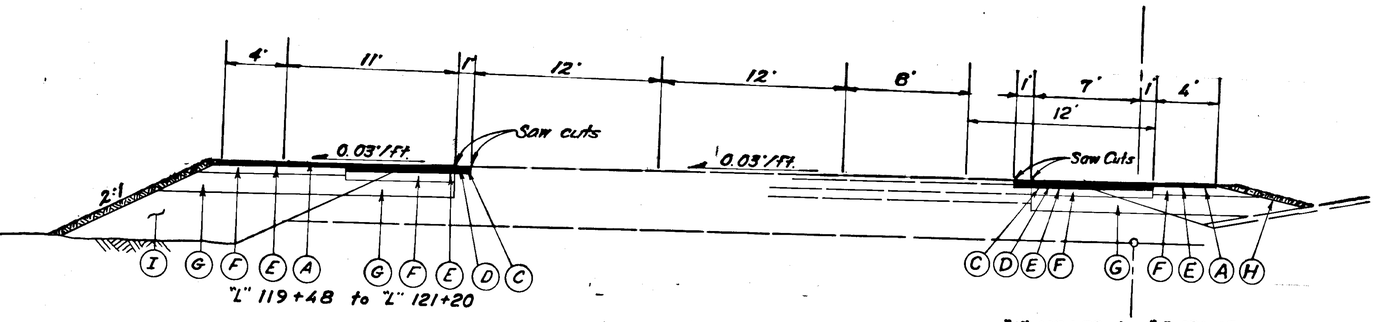
APPROVED D.D. Reichmeyer Date 3/30/84
Director, Highway Design/Construction

"As-Bit." corrections made Sept. 11, 1985 by: C. Anderson

Addendum No.1 Attachment No. 2

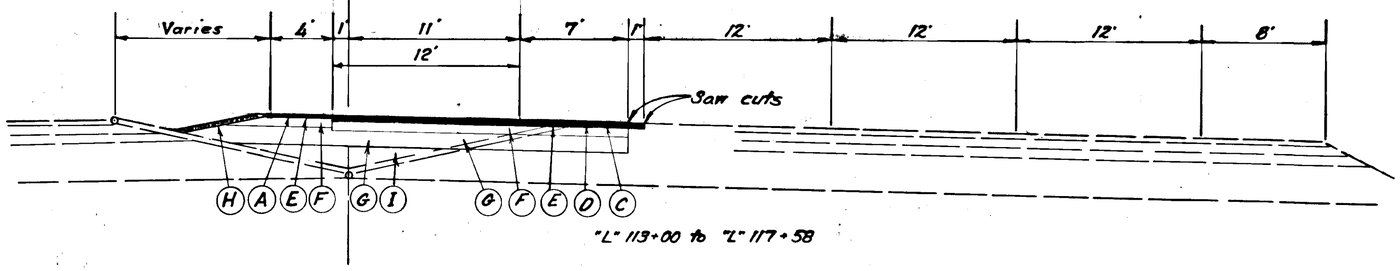
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(14)	1984	2	10

TYPICAL SECTIONS

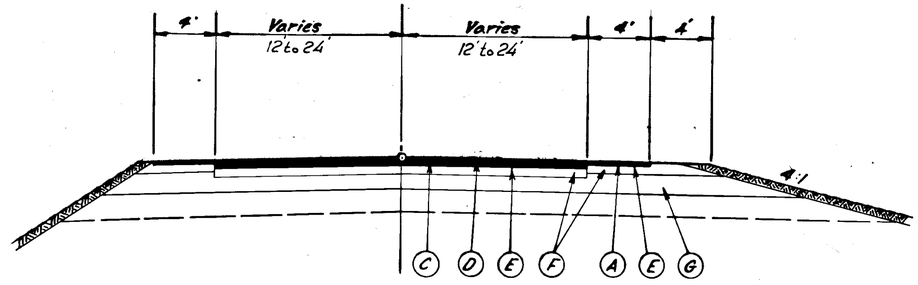


"L" 119+48 to "L" 121+20

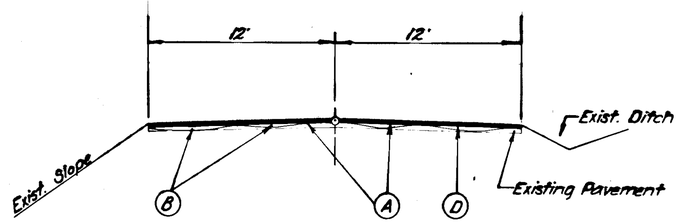
"L" 119+73 to "L" 121+15



"L" 113+00 to "L" 117+58



"GH" 130+00 to "GH" 133+45

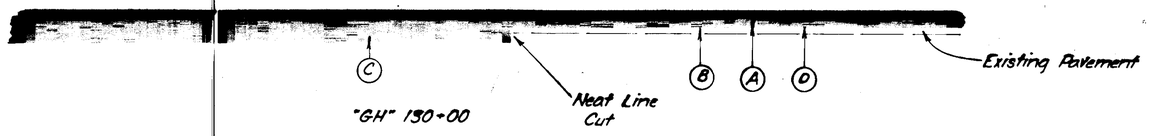


"GH" 118+30 to "GH" 130+00

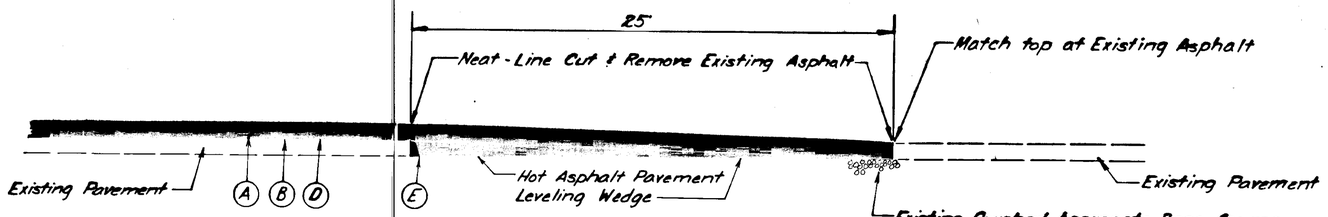
LABELING INDEX	
(A)	1½" Asphalt Concrete (Type II)
(B)	¾" Leveling Course
(C)	4" Asphalt Concrete (Type II)
(D)	CSS-1 Asphalt for Tack Coat
(E)	MC-30 Liquid Asphalt for Prime Coat
(F)	6" Crushed Aggregate Base Course
(G)	10" Minimum, Subbase Grading "E"
(H)	4" Topsoil & Hydro-Seeding
(I)	Useable Excavation and/or Borrow
◯	
◯	

General Notes:

1. Grades and alignment as shown on these plans are subject to minor revisions.
2. Culvert lengths and locations are approximate only and are subject to minor revisions.
3. All pavement joints paralleling the "L" line shall be made with two saw cuts. Cutting of pavement for joints will be considered incidental to other items and no separate payment will be made therefore.
4. It shall be the contractors responsibility to begin only that amount of work which can be completed by the end of the shift. There shall be no drop-off at the edge of existing pavement during non-working hours.
5. The saw cut nearest the traveled way shall not be made until the base course has been brought up to final grade and the contractor is ready to pave.

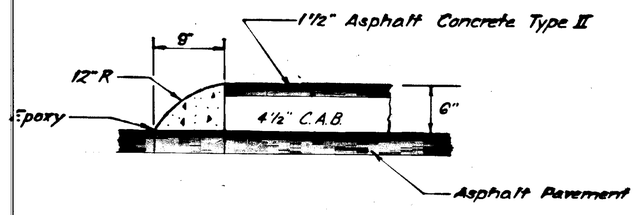


"GH" 130+00



"GH" 118+30

PAVEMENT TRANSITION DETAILS



EXPRESSWAY CURB DETAIL

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(14)	1984	3	10

QUANTITIES, SUMMARIES, & DETAILS

ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
110(1)	Mobilization	L.S.	All Req'd.
114(1)	Construction Surveying by the Contractor	L.S.	All Req'd.
115(1)	Traffic Maintenance C.O. No. 2	L.S.	All Req'd.
116(1)	Furnishing & Maintaining Field Office	L.S.	All Req'd.
116(2)	Furnishing & Maintaining Field Laboratory C.O. No. 1	L.S.	All Req'd.
202(14)	Removal of Culvert Pipe	L.F.	~~76~~ 40
202(2)	Removal of Pavement	S.Y.	~~1100~~ 1649
203(3)	Unclassified Excavation	C.Y.	~~412~~ 282.5
301(1)	Crushed Aggregate Base Course	Ton	~~1535~~ 2,480
304(1)	Subbase, Grading E	Ton	~~10000~~ 8,600
401(1)	Asphalt Concrete, Type II	Ton	~~1405~~ 1,506.65
401(2)	AC-5, Asphalt Cement	Ton	~~84~~ 94.25
402(1)	CSS-1 Asphalt for Tack Coat	Ton	~~2.8~~ 2.96
403(2)	MC-30 Liquid Asphalt for Prime Coat	Ton	~~1.3~~ 0.8
603(22-36)	36" Pipe	L.F.	~~184~~ 119
603(22-24)	24" Pipe	LF	~~58~~ 75
604(5)	Inlets Type B	Ea.	1
604(5C)	Relocation of Field Inlet	Ea	1
606(5)	Removal and Disposal of Guard Rail	L.F.	~~162.5~~ 125
607(4)	Reconstructed Fence	L.F.	150
607(4A)	Removal of Fence	LF	~~204~~ 60
609(1)	Curb Type, Expressway C.O. No. 2	LF.	~~1354~~ 1435
614(3)	Adjust Existing Monuments and Cases	Each	4
615(1)	Standard Signs	S.F.	~~212.95~~ 207.95
618(1)	Seeding	M.S.F.	~~25~~ 30.83
660(1)	Traffic Signal System Complete	L.S.	All Req'd.
660(3)	Highway Lighting System Complete	L.S.	All Req'd.
670(6)	Thermoplastic Pavement Markings	L.S.	All Req'd.
660(1A)	Relocate existing load center EWO no. 1	L.S.	All Req'd.

MONUMENT SUMMARY

STATION	MON.	CASE	POINT	REMARKS
"L" 102+14.57		✓	P.O.C.	Adjust
"GH" 118+32.29		✓	P.O.C.	Adjust
"GH" 126+04.C	✓		P.S.	Adjust
"L" 117+13.52		✓		Adjust

MANHOLE SUMMARY

STATION	OFFSET	REMARKS
"GH" 133+25	40' Lt.	Abandon in place
"GH" 131+90	28' Rt.	Install Type B Inlet
"L" 120+66	6' Rt.	Relocate Inlet

GUARD RAIL SUMMARY

FROM STATION	OFF-SET	TO STATION	OFF-SET	REMARKS
117+55	50' Lt.	119+18	50' Lt.	Remove ~~162.5~~ L.F. 125

Guard rail removed under this contract shall be stockpiled in the DOT/PF maintenance yard this work shall be considerd incidental to Item 606(5)

APPROACH SUMMARY

Station		Width	Radius	Remarks
130+11		24'	25'	Lt.
131+~~85~~ 80		~~24~~ 20'	Lt ~~20~~ 35'	Lt, ~~Skew 30° Abd.~~

RECONSTRUCTED FENCE SUMMARY

STATION TO STATION		EXIST. OFFSET	PROP. OFFSET	REMARKS
"L" 117+38	"L" ~~119+32~~ 117+88	69' Lt.		Remove ~~194~~ 150'
"L" 119+32	"GH" 132+96		Varies	Install 150' on prop toe of slope
"L" 118+24	"L" 118+32	90'± Rt.		Remove 10'

Note: 54' of removed fence to be stockpiled in DOT/PF maintenance yard, this work shall be considered incidental to 607(4)

BASIS OF ESTIMATE

ITEM NO.	ITEM	FACTOR
301(1)	Crushed Aggregate Base Course	1.96 Tons/Cu. Yd.
304(1)	Subbase, Grading E	1.90 Tons/Cu. Yd.
401(1)	Asphalt Concrete, Type II	114.4 lbs./S.Y.-Inch
401(2)	Ac-5, Asphalt Cement	6% of Item 401(1)
402(1)	CSS-1, Asphalt for Tack Coat	0.04 Gal/SY-(Residual), 240 lb/ton
		Application Rate=0.10 Gal./S.Y.
403(2)	MC-30 Liquid Asphalt for	0.25 Gal/SY, 256 Gal./Ton
	Prime Coat	

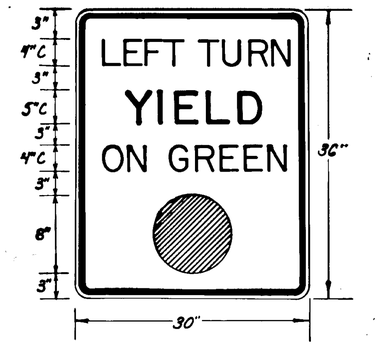
CULVERT SUMMARY

STATION	DIAMETER	LENGTH	REMARKS
"L" 117+75	36"	~~78~~ 84'	Connect to Inlet
"GH" 131+90	~~36"~~ 24"	~~106~~ 35'	Remove & dispose existing 76' pipe
"GH" 131+90	24"	~~58~~ 75'	Connect to Inlet

ILLUMINATION SUMMARY

STATION	OFFSET	ITEM	REMARK
"L" 113+05	70' Rt.	Electrolier	
"L" 114+65	70' Rt.	Electrolier	
"L" 116+25	70' Rt.	Electrolier	
"L" 117+85	75' Rt.	Electrolier	
"L" 119+51	64' Rt.	400w luminaire	Mount existing luminaire on 12' mast arm. (on signal pole) Pole # 4
"GH" 131+25	29' Rt.	Electrolier	
"GH" 131+40	25' Lt.	J-Box	
"GH" 132+06	28' Lt.	Meter Base	
"GH" 132+~~25~~85	91' Lt.	Electrolier	
"GH" 133+18	50' Lt.	J-Box	
"L" 118+68	62' Lt.	J-Box	Relocate existing to island
"L" 119+55	70' Lt.	Electrolier	
"L" 121+15	70' Lt.	Electrolier	

Notes: All mast arms to be 15' unless otherwise noted.
All luminaires to be 250w unless otherwise noted.
All new electroliers shall have slip bases.



R10-12
Legend -- Black (non-reflective)
Background -- White, high intensity (reflective)
Circular Symbol - Green (reflective)

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

Addendum No 1– Attachment No 4

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(14)	1984	4	10

PLAN & PROFILE

VERTICAL CONTROL : Tidal bench mark set in a concrete block on the S.E. corner of a foundation 17.5' N.E. of the National Guard Building. Elev. 24.75 M.L.L.W.

HORIZONTAL CONTROL : Triangulation net based on the U.S.G.S. Monuments "Salmon" and "Creek" with state plane coordinates;
SALMON : N. 2,371,754.406 - E. 2,529,435.315
CREEK : N. 2,373,678.922 - E. 2,531,058.937
A scale factor of 0.9999323 was used to convert grid distances to ground distances.

Remove existing 76' C.M.P., Install 106' 36" pipe

Install Type B Inlet with Field Inlet Frame & Grate, Invert 15.0

Install 75' 58', 24" pipe

Install 64' 76', 36" pipe, see Detail sht. 3

Approach Curve Data
Δ = 60°
R = 30'
T = 17.32'
L = 31.42'

"L" 120+66 6' Rt. Relocate existing inlet to center of median. Grade to drain.

"L" 117+13.52 P.C.Mod
"L" 117+14.29 Bk.

"L" 118+58.47
"GH" 133+94.48

"GH" 133+05.76 P.T.

Existing Sewer Manhole abandon in place

Note: See Intersection Detail, sht. 5
Provide 10' opening in fence

Salmon Creek

"A" Line

Approach Profile

Typical Approach Section

"B" Line

Approach Profile

Match existing, see Pavement Transition Details (Sheet 2)

"GH" 130+80 VPI
Elev. 29 - 100' V.C.

"GH" 132+60 VPI
Elev. 33.44 - 100' V.C.

"GH" 132+80 VPI
Elev. 34 - 100' V.C.

+2.63%

0.0%

-1.74%

Proposed Grade

Existing Ground

Match existing

STATE OF ALASKA
49TH
Wm. L. BAUMGARTNER
NO. 15974E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(14)	1984	5	10

INTERSECTION DETAIL

"L" Line
Δ = 11°17'20"
D = 1°00'02" Rt.
T = 585.97'
L = 1128.28'
R = 5726.45'
S = 3%

"GH" 130+00.00 Match Existing Pavement. See Match Joint Detail, Sheet 2

Match Line "GH" 131+75

R = 400'

131'±

"GH" 134+56.90
35' Rt.

"L" 118+58.03
34' Rt.

R = 2.18'

3'R Typ.

"GH" 134+36.61
35' Rt.

"GH" 134+73.95
11.00' Lt.

135' N 8°22'32" E - 335.21'

5'R Typ.

"GH" 134+66.17
21.94' Lt.

"GH" 134+60.43
11.00' Lt.

"L" 119+33
19.00' Rt.

"L" 118+58.47 P.O.C.
"GH" 133+94.48
EQUATION

"L" 117+58.09
1.00' Lt.

"L" 117+13.52 P.C. Ahd.
"L" 117+14.29 Bk
= Equation

"L" 113+00
1.00 Lt.

"L" 112+00
19.00' Rt.

"GH" 133+99.90 Ahd.
"GH" 134+06.10 Bk

4'R

120'±

118'±

R = 108'

"L" 117+86.75
5.4' Lt.

"L" 117+86.45
13.1' Lt.

R = 120'

N57°57'26" W ~ 1057.73'

"L" 121+00

Match Line

"L" 119+73
1.00' Rt.

"L" 119+32
11' Rt.

EQUATION

"L" 118+70.87 P.O.C.
"GH" 134+00.08

"GH" 133+22.58
29' Rt., Elev. 32.70

"GH" 133+15.88
44.38' Rt., Elev. 32.60

R = 120'

"L" 116+85.83
43' Lt., Match Existing

"GH" 133+45.60
25' Lt., Elev. 32.90

R = 18.50'

5'R Typ.

"L" 119+48.00 P.T.
55' Lt., Elev. 31.90

"GH" 133+49.50
38' Lt., Elev. 32.10

"GH" 133+50.45
33.78' Lt., Elev. 33.00

"GH" 133+74.89
23' Lt., Elev. 30.00

R = 168.82'

"GH" 133+03.57
24.73' Lt., Elev. 32.80

N 9°20'31" E - 88.70'

133'±

"GH" 133+05.78 P.T.

3'R Typ.

R = 2.18'

"L" 117+58.12
59.66 Lt., Elev. 31.90

"GH" 133+05.83
31' Rt., Elev. 33.10

"GH" 132+08.42
36.30' Rt., Elev. 32.20

R = 120'

"GH" Line
Δ = 54°08'31"
D = 12°00' Rt.
T = 244.03'
L = 457.18'
R = 477.46'
S = 2%

"GH" 132+21.61
25.01' Rt., Elev. 31.90

"GH" 131+84.72
19.69' Rt., Elev. 31.20

"GH" 132+50.12 P.T.C.
12' Lt., Elev. 33.10

"L" 121+15
1.00 Rt.

"L" 121+96.53
Begin Bridge

"L" 121+90
7.00' Lt.

"L" 122+20
43' Lt., Match Existing

"L" 121+20
55' Lt., Elev. 32.40

Match Line "L" 121+00

8'

4'

132'±

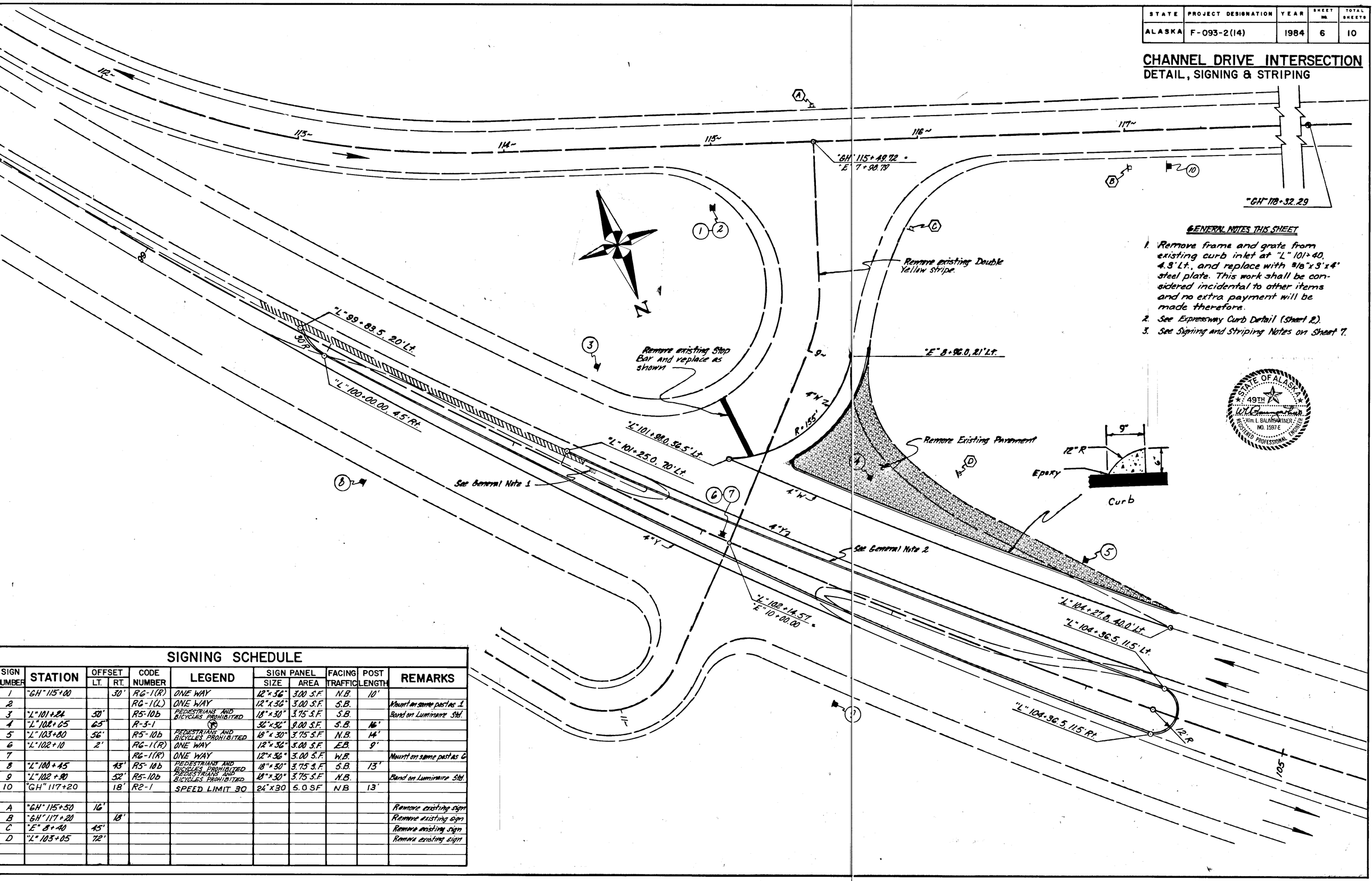
Match Line "GH" 131+75

* Indicates a raised island. Use Expressway Curb Detail, sht. 2.

STATE OF ALASKA
49TH
William L. BAUMGARTNER
NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(14)	1984	6	10

CHANNEL DRIVE INTERSECTION
DETAIL, SIGNING & STRIPING



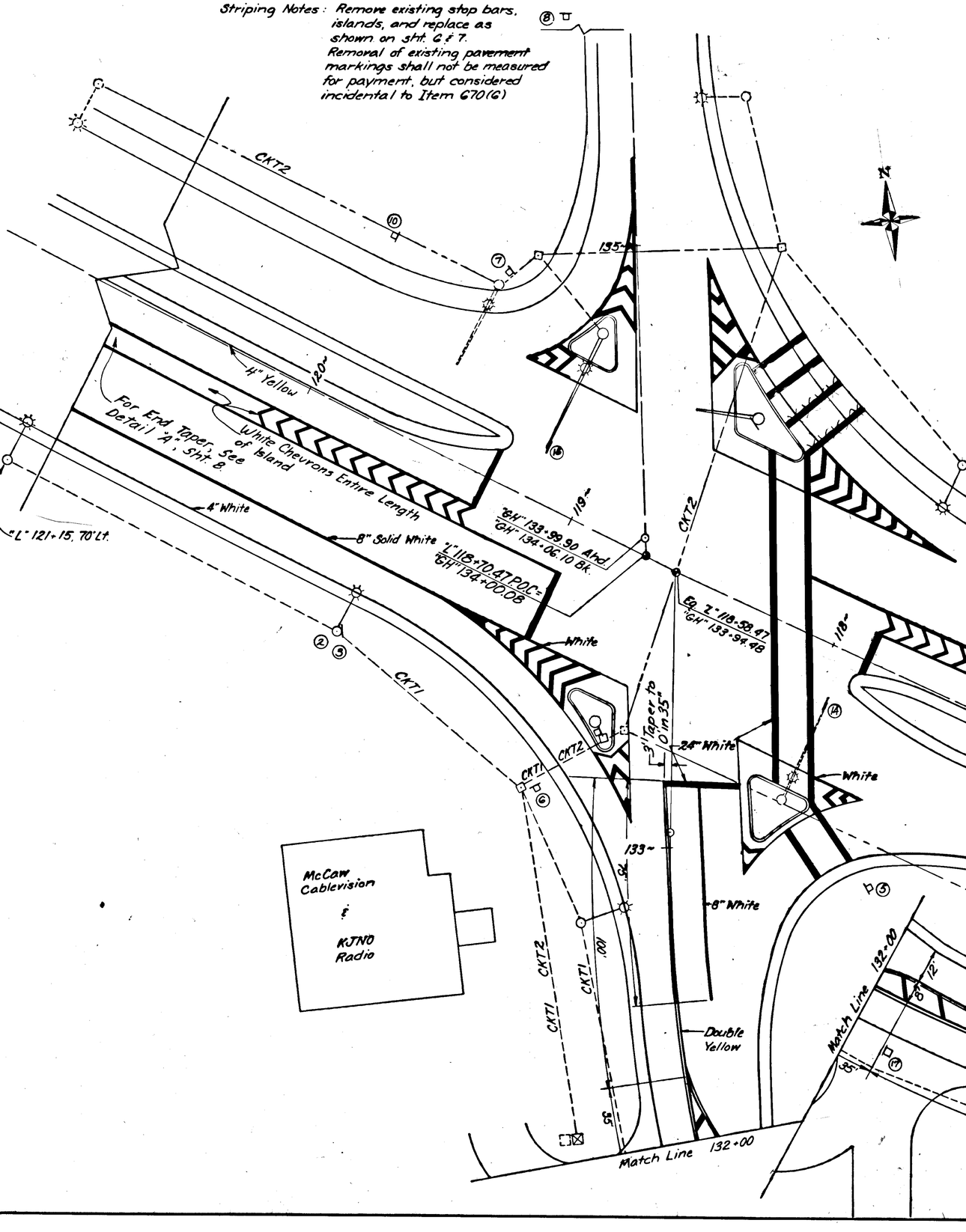
GENERAL NOTES THIS SHEET

1. Remove frame and grate from existing curb inlet at "L" 101+40, 4.3'Lt., and replace with 3/8"x3'x4' steel plate. This work shall be considered incidental to other items and no extra payment will be made therefore.
2. See Expressway Curb Detail (Sheet 2).
3. See Signing and Striping Notes on Sheet 7.

SIGNING SCHEDULE

SIGN NUMBER	STATION	OFFSET LT.	OFFSET RT.	CODE NUMBER	LEGEND	SIGN PANEL SIZE	SIGN PANEL AREA	FACING TRAFFIC	POST LENGTH	REMARKS
1	"GH" 115+00		30'	RG-1(R)	ONE WAY	12"x36"	3.00 S.F.	N.B.	10'	
2				RG-1(L)	ONE WAY	12"x36"	3.00 S.F.	S.B.		Mount on same post as 1
3	"L" 101+24	30'		R5-10b	PEDESTRIANS AND BICYCLES PROHIBITED	18"x30"	3.75 S.F.	S.B.		Band on Luminaire Std.
4	"L" 102+65	65'		R-3-1	(R)	36"x36"	9.00 S.F.	S.B.	16'	
5	"L" 103+80	56'		R5-10b	PEDESTRIANS AND BICYCLES PROHIBITED	18"x30"	3.75 S.F.	N.B.	14'	
6	"L" 102+10	2'		RG-1(R)	ONE WAY	12"x36"	3.00 S.F.	E.B.	9'	
7				RG-1(R)	ONE WAY	12"x36"	3.00 S.F.	W.B.		Mount on same post as 6
8	"L" 100+45		43'	R5-10b	PEDESTRIANS AND BICYCLES PROHIBITED	18"x30"	3.75 S.F.	S.B.	13'	
9	"L" 102+90		52'	R5-10b	PEDESTRIANS AND BICYCLES PROHIBITED	18"x30"	3.75 S.F.	N.B.		Band on Luminaire Std.
10	"GH" 117+20		18'	R2-1	SPEED LIMIT 30	24"x30	5.0 SF	N.B.	13'	
A	"GH" 115+50	16'								Remove existing sign
B	"GH" 117+20		18'							Remove existing sign
C	"E" 8+40	45'								Remove existing sign
D	"L" 103+05	72'								Remove existing sign

Striping Notes: Remove existing stop bars, islands, and replace as shown on sht. 6 & 7. Removal of existing pavement markings shall not be measured for payment, but considered incidental to Item 670(6)



SIGNING SCHEDULE

Sign No.	STATION	Offset Lt.	Offset Rt.	Code No.		LEGEND	Sign Panel Size	Sign Panel Area	Facing Traffic	Post Length	REMARKS
1	"L" 117+10	10'		R5-1	DO	NOT ENTER	48x48	16	SB	14'	Place 45° Rt.
2	"L" 118+55	70'		R5-1	DO	NOT ENTER	48x48	16	NB		Band 45° Rt. on pole
3				R5-10b	Ped	& Bicycles Prohib.	30x18	3.75	NB		Band to pole below 2
4	"GH" 131+00		25'	D1-2		← Auke Bay Juneau →	72x24	12	EB	12'	Mount on 2 posts
5	"GH" 132+85		68'	R1-2	YIE	LD	36x36	9.9	EB	14'	
6	"GH" 133+20	47'		R1-2	YIE	LD	36x36	9.9	NB	14'	
7	"GH" 134+92	45'		R1-2	YIE	LD	36x36	9.9	WB	14'	
8	"GH" 137+00	22'		D1-2		← Juneau Auke Bay →	72x24	12	WB	12'	Mount on 2 posts
9	"L" 116+50	58'		R5-10b	Ped	& Bicycles Prohib.	30x18	3.75	SB		Band on pole
10	"L" 120+00		60'	R5-10b	Ped	& Bicycles Prohib.	30x18	3.75	NB	14'	
11	"L" 108+50		60'	D3-1c		← Channel Dr. Glacier Hwy. →	102x48	34	NB	17'	Mount on 2 posts
12	"L" 128+00	60'		D3-1c		← Glacier Hwy. Channel Dr. →	102x48	34	SB	17'	Mount on 2 posts
14	"GH" 133+20		38'	R10-12	Left	Turn Yield On Green*	30x36	7.5	SB		Mount on end of mast arm
16	"GH" 134+70	13'		R10-12	Left	Turn Yield On Green*	30x36	7.5	NB		Mount on end of mast arm
17	"GH" 131+85	20'		R2-1	SPE	ED LIMIT 30	24x30	5.0	WB	17'	

* See detail sheet 3

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(14)	1984	7	10

SIGNING, STRIPING & ILLUMINATION

Signing Notes:

1. Sign locations & post lengths are approximate only & are subject to minor revisions.
2. All sign posts shall be telescoping, perforated, & galvanized steel posts; the 2" size shall be used above ground & the 2¼" size shall be used below ground for the sleeve.
3. All posts shall be installed with sleeve type embedment in accordance with Standard Drawing S-30.00, except that the 2¼" size shall be used for the entire embedment depth.
4. All signs shall be unframed except signs no. 4, 8, 11, and 12.
5. All signs shall be .080" thick.
6. Existing signs within the Salmon Creek work area and the additional signs denoted on sht. 6, shall be removed by the contractor & shall be returned to the State of Alaska, D.O.T. & P.F. Maintence Yard, as directed by the engineer. This work shall be considered incidental to other items of work & no extra payment shall be made therefore.

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NO. 1597-E
REGISTERED PROFESSIONAL ENGINEER

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SIGNALIZATION SUMMARIES

*Ped. Push Button Signs are incidental to 660(1) Signals with no separate payment.

DETECTOR SUMMARY

NUMBER	OFFSET	STATION/LOCATION	TYPE	PHASE	SIZE	REMARKS
11	3' Rt.	"GH" 133+17	Loop	4	6'x30'	Quadrapole-2-Turns
12	15' Rt.	"GH" 133+17	Loop	4	6'x30'	Quadrapole-2-Turns
13	5' Rt.	"L" 117+66	Loop	2	6'x30'	Quadrapole-2-Turns
14	5' Rt.	"L" 117+15	Loop	2	6'x20'	Regular-3-Turns
15		Pole 5	Ped. Push Button	8		Sign-R10-4A(L) *
16		Pole 1	Ped. Push Button	8		Sign-R10-4A(R) *
5	5' Lt.	"L" 120+30	Loop	6	6x20	Regular-3-Turns
6	5' Lt.	"L" 119+55	Loop	6	6x30	Quadrapole-2-Turns

JUNCTION BOX SUMMARY

NUMBER	STATION	OFFSET	TYPE	REMARKS
4	"GH" 135+05	40' Rt.	I-II	Remove Type I, Install Type II
5	"L" 118+60	54' Lt.	II	Adjust Existing
6	"L" 119+90	53' Lt.	II	Adjust Existing
8	"L" 121+25	6' Rt.	I	Relocate Existing
11	"GH" 135+00	40' Rt.	I-II	Remove Type I, Install Type II
14	"GH" 133+18	29' Rt.	I	
15	"L" 119+22	67' Rt.	II	
12	"L" 120+20	6' Rt.	I	Relocate Existing
16	"L" 118+64	66' Rt.	II	
17	"L" 117+38	7' Lt.	I	
18	"L" 118+82	75' Lt.	I	
13	"L" 119+46	13' Rt.	I	Relocate Existing
20	"L" 119+87	55' Lt.	I	Adjust Existing
21	"L" 119+88	55' Lt.	I	Adjust Existing
22	"L" 118+60	52' Lt.	I	Adjust Existing

POLE AND BASE SUMMARY

NUMBER	STATION	OFFSET	MAST ARM TYPE	MAST ARM K	MAST ARM M	MAST ARM N	FOOTING TYPE	REMARKS
2	"L" 118+52	53' Lt.	Regular	20'				Remove
3	"L" 119+51	64' Rt.	Regular					Remove
4	"L" 119+17	62' Rt.	Regular	44'	12'	32'	Optional	
5	"L" 118+55	66' Rt.	Regular	20'			Optional	Install Pole #2 Here
6	"L" 118+64	58' Lt.					Type A	See Detail

OPTICOM DETECTOR SUMMARY

NUMBER	PHASE	MOUNTED ON	FACING	REMARKS
1	1 & 6	Mast Arm, Pole #1	Northbound	No Modification to Detector Needed on Mast Arm
2	4	Side of Pole #1	Westbound	New Detector Needed
3	2 & 5	Mast Arm, Pole #4	Southbound	Reused Detector from Pole #3
4	8	Mast Arm, Pole #5	Eastbound	Reused Detector from Pole #2

SIGNAL HEAD SUMMARY

SIGNAL HEAD	POST	LENS SIZE	INDICATION	TYPE MOUNTING ST. DRNG. T-30.00	PHASE	HEIGHT	REMARKS
1	1	12"	R-Y-G-LG-LY		1 & 6	16'-6"-19'	Install as per Detail Sht. 8
3	1	12"	R-Y-G	S-1	1	10'	Mount w/ Head #10 on S-2 Mount
4*	2/5	12"	R-Y-G	Plumbizer	4	16'-6"-19'	Remove & Reuse at 16
5*	2/5	12"	R-Y-G	S-1	4	10'	Remove & Reuse at 17
6*	3/4	12"	R-Y-G	Plumbizer	5	16'-6"-19'	Remove & Reuse at 14
7	3	12"	R-Y-G	Plumbizer	5	16'-6"-19'	Remove
8*	3/4	12"	R-Y-G	S-2	5	10'	Remove & Reuse at 13
9*	3/4	12"	R-Y-G	S-2	4	10'	Remove & Reuse at 12
10	1	12"	R-Y-G	S-2	4	10'	
11	6	12"	R-Y-G	T-2	4	10'	
12	4	12"	R-Y-G	S-2	4	10'	Install Head #9 Here
13	4	12"	R-Y-G	S-2	5	16'-6"-19'	Install Head #8 Here
14	4	12"	R-Y-G	Plumbizer	5	16'-6"-19'	Install Head #6 Here
15	4	12"	R-Y-G-LG-LY	Plumbizer	5 & 2	16'-6"-19'	Install as per Detail Sht. 8
16	5	12"	R-Y-G	Plumbizer	8	16'-6"-19'	Install Head #4 Here
17	5	12"	R-Y-G	S-2	8	10'	Reinstall Head #5 Here
19	5		Walk/Don't Walk	SW-1	8	7'	
20	1		Walk/Don't Walk	SW-1	8	7'	

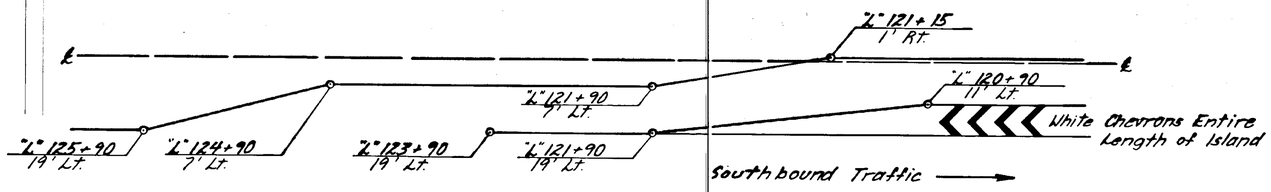
*Indicates heads to be removed from first post & installed on second post.

AUXILIARY CABINET EQUIPMENT

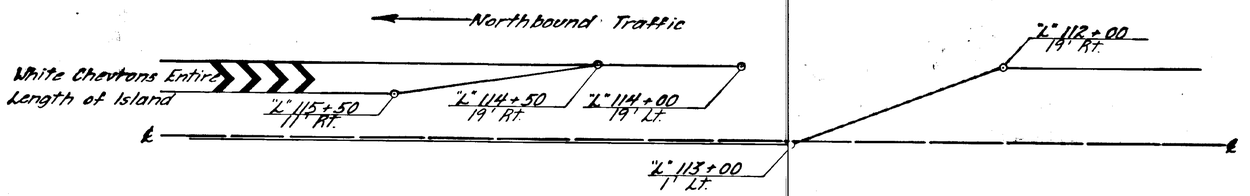
TYPE	QUANTITY	REMARKS
Lead Signal Switch	2	Nema Type
Loop Amplifiers with Wire Harness	2	See Special Note

1. Loop Amplifiers shall have; 2 detection channels, with one thumb wheel switch per channel to select pulse or presence and sensitivity; a frequency switch to allow oscillator frequency selection; reset circuit breaker; and self-tuning output to be relay with fail in call position. Amplifier shall have the detector delay/extend call feature. (Conoga Controls Corp. Proximitor P-402-RC or equal.)

DETAIL, HEAD NOS. 1 & 15
No Scale



DETAIL "A"
No Scale



DETAIL "B"
No Scale

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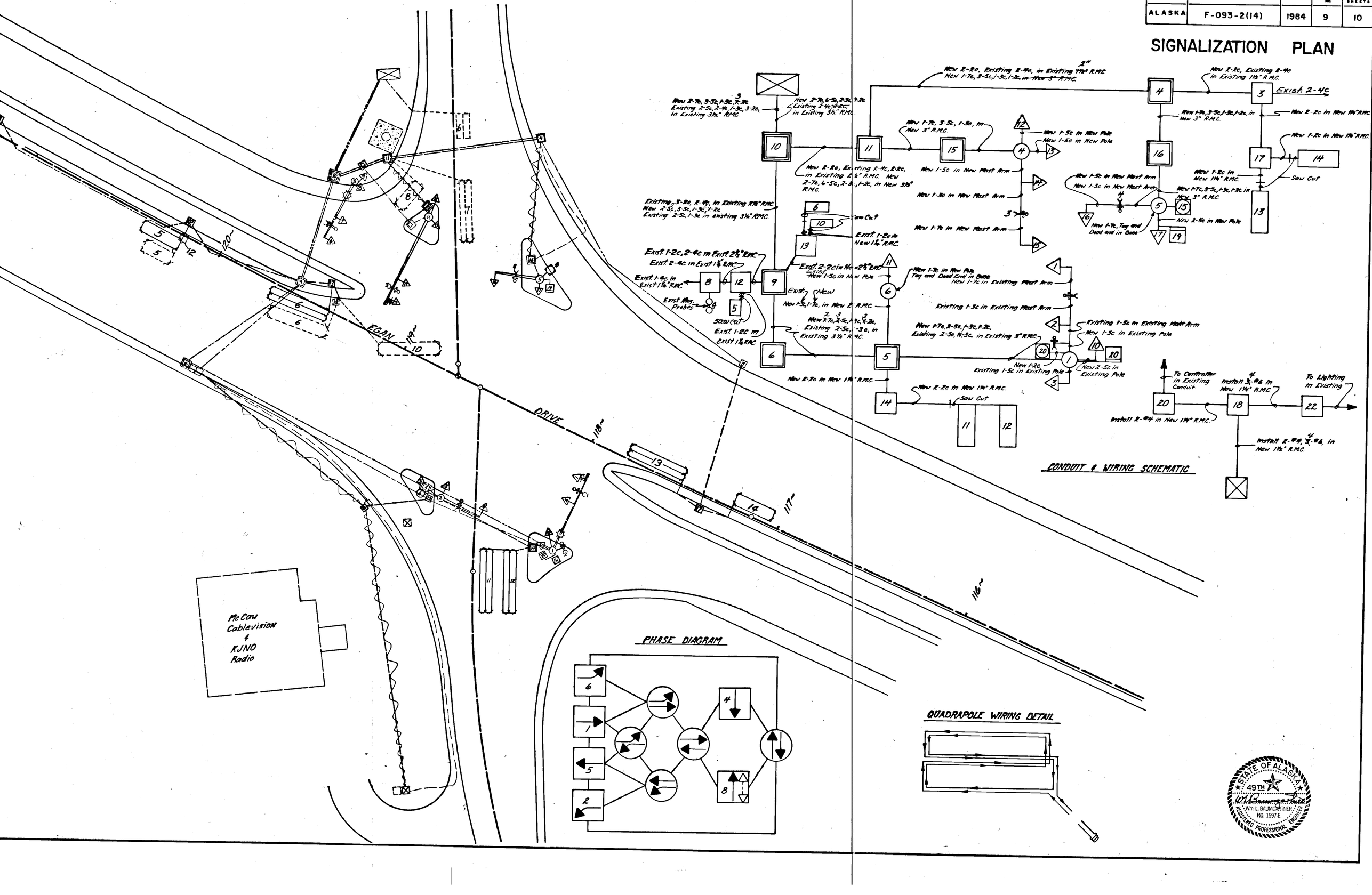
ALASKA	F-093-2(14)	1984	9	10

SIGNALIZATION PLAN



CONDUIT & WIRING SCHEMATIC

PHASE DIAGRAM

QUADRAPOLE WIRING DETAIL

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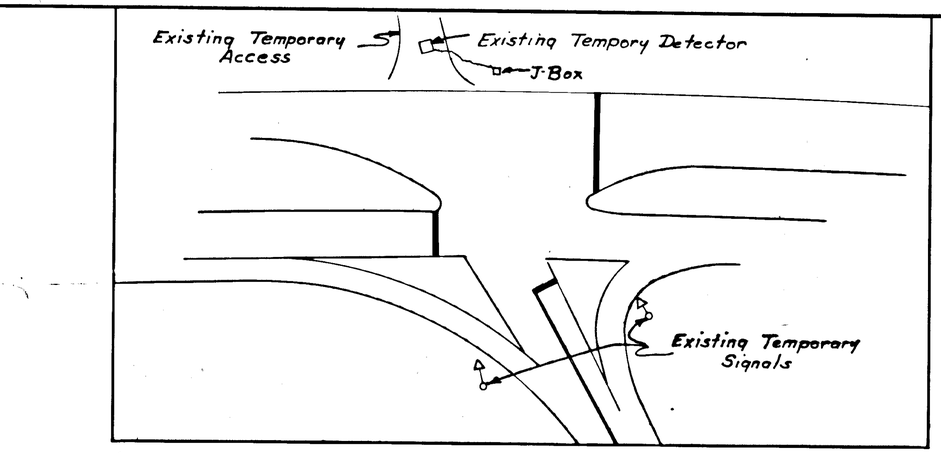
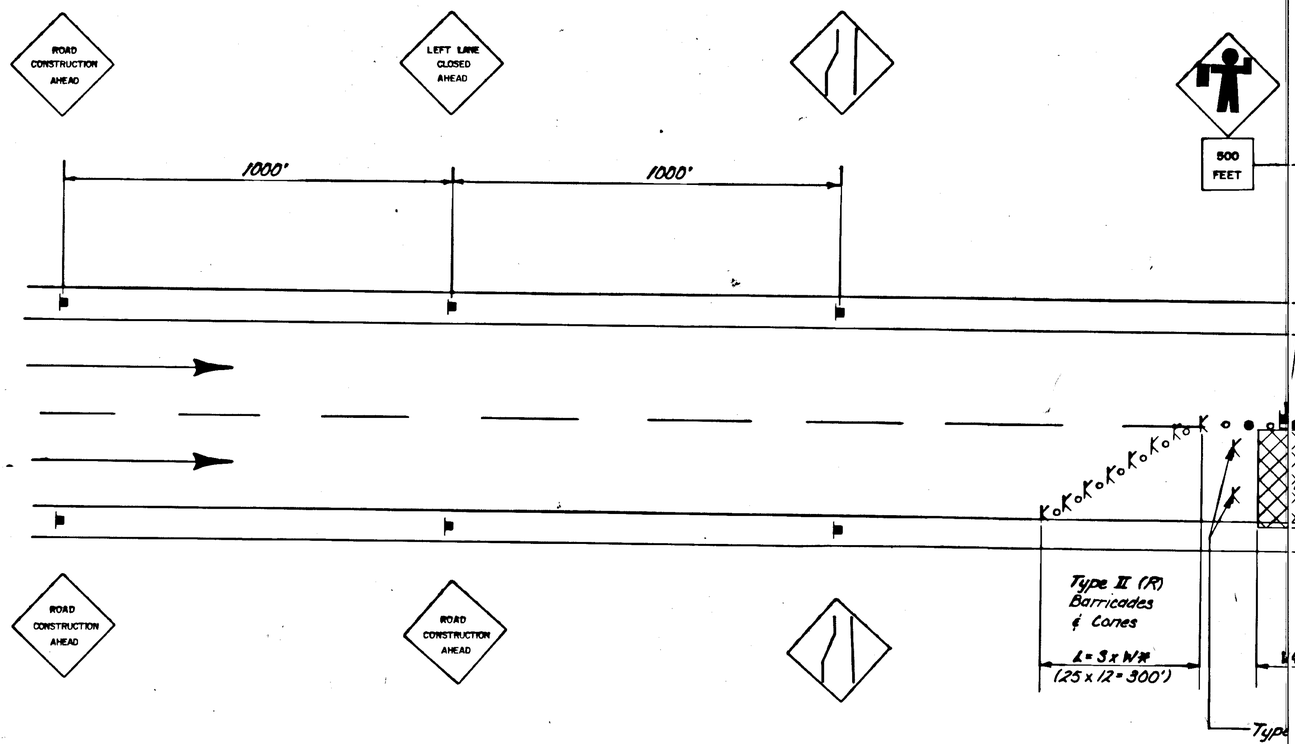
Addendum No 1 Attachment No 5

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-093-2(14)	1984	10	10





TYPICAL LANE CLOSED PLAN

* S = Approach 85 Percentile Speed
L = Length
W = Offset Width

* = Only that amount of work which can be completed by the end of the shift. There shall be no drop-off at the edge of existing pavement during non-working hours.

NOTES:

TRAFFIC CONTROL PLAN

1. 2-LANE TRAFFIC SHALL BE MAINTAINED FROM 7:00 A.M. TO 9:00A.M. SOUTHBOUND & 4:00 P.M. TO 6:00 P.M. NORTHBOUND ON EGAN DRIVE, MONDAY THROUGH FRIDAY.
2. 1-LANE THROUGH TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, BOTH NORTHBOUND & SOUTHBOUND ON EGAN DRIVE.
3. WHEN WORK ON THE SIGNAL SYSTEM REQUIRES THE SIGNAL SYSTEM TO BE TURNED OFF A TEMPORARY STOP SIGN SHALL BE INSTALLED IN THE TRAFFIC ISLAND ON THE GLACIER HIGHWAY APPROACH. A YIELD SIGN SHALL BE INSTALLED ADJACENT TO THE RIGHT TURN LANE ON THE GLACIER HIGHWAY APPROACH. THE TEMPORARY APPROACH SHALL BE CLOSED WITH TYPE III BARRICADES.
4. THE EXISTING TRAFFIC SIGNAL SHALL BE FULLY OPERATIONAL FROM 7:00 A.M. TO 9:00 A.M. AND 3:30 P.M. TO 6:00 P.M., MONDAY THROUGH FRIDAY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO NOTIFY THE NEWSPAPER AND THE RADIO STATIONS 24 HOURS PRIOR TO TURNING THE SIGNAL SYSTEM OFF IN ORDER TO PROPERLY WARN THE LOCAL POPULATION.
6. THE CONTRACTOR SHALL DESIGNATE AT LEAST ONE EMPLOYEE TO MAINTAIN & CONTINUOUSLY MONITOR THE CONDITION & PLACEMENT OF ALL TRAFFIC CONTROL DEVICES DURING ROADWAY WORK OPERATIONS. THIS EMPLOYEE SHALL HAVE NO OTHER DUTIES. ANY TRAFFIC CONTROL DEVICES IN PLACE ON THE ROADWAY DURING NON_WORKING HOURS SHALL ALSO BE MAINTAINED.
7. ADDITIONAL SPEED ADVISORY SIGNS MAY BE REQUIRED ADJACENT TO THE WORK AREA.
8. WORK ON THE CHANNEL DRIVE INTERSECTION SHALL NOT COMMENCE UNTIL ALL WORK ON THE SALMON CREEK INTERSECTION IS COMPLETED AND THE SIGNALS ARE FULLY OPERATIONAL.
9. UPON NOTICE TO PROCEED, THE EXISTING TEMPORARY PAVED ACCESS SHALL BE MAINTAINED BY THE CONTRACTOR. THE TEMPORARY CONNECTOR SHALL BE, AT A MINIMUM, OPERATIONAL, ONE WAY ONTO EGAN DRIVE FROM 4:00 P.M. TO 5:30 P.M., MONDAY THROUGH FRIDAY.
10. THE EXISTING LOOP DETECTOR IN THE TEMPORARY APPROACH IS USED TO CONTROL TRAFFIC SIGNAL GREEN TIME FOR THE TEMPORARY APPROACH TRAFFIC. IF THIS LOOP IS MADE INOPERABLE, CONTRACTOR PERSONEL WILL BE REQUIRED TO MANUALLY RUN THE TRAFFIC SIGNAL WHEN THE TEMPORARY APPROACH IS OPEN TO TRAFFIC.
11. THE EXISTING ILLUMINATION SYSTEM SHALL REMAIN OPERATIONAL DURING ALL HOURS OF DARKNESS.

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