

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

**SOUTHEAST REGION
TRAFFIC SIGNAL SYSTEM UPGRADE**

PROJECT NO. STPG-000S(135)
(71120)

**LOOP DETECTORS,
SIGNAL POLES AND
ELECTRONIC EQUIPMENT**

AS-BUILTS

CONTRACTOR: Cave Electric Inc.,
PROJECT ENGINEER: Soc Kreuzenstein
BEGIN DATE: March 28, 1995 END DATE: June 16, 1997

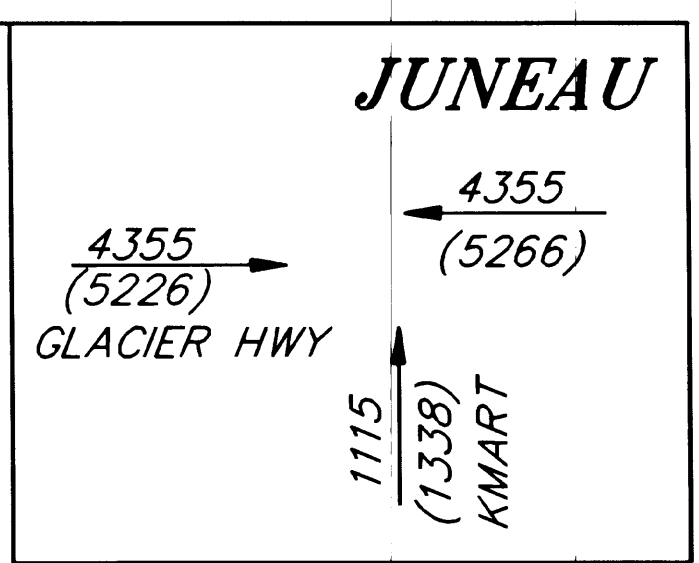
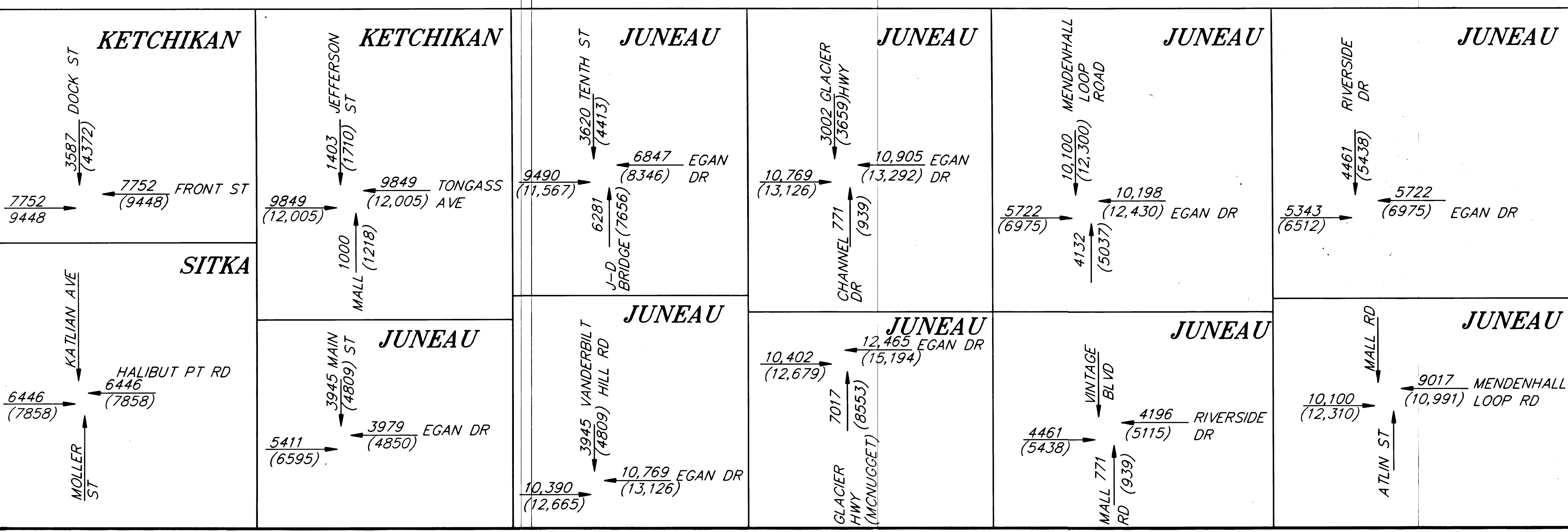
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The following Standard Drawings apply to this project:
A-1, C-01.03, C-02.01, C-03.01, C-05.00, C-06.00, G-04.04S, G-04.05W, G-14.04S, G-14.04W, G-18.00S, G-18.00W, I-20.11, L-03.02, L-23.01, L-30.02, S-00.00, S-05.00, S-20.00, S-34.00, T-20.00, T-21.01, T-22.02, T-30.00, T-31.00, T-32.00, T-34.01, T-52.00

DESIGN DESIGNATION

XXXX = 1993 AADT CURRENT
(XXXX) = 2003 AADT FUTURE



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

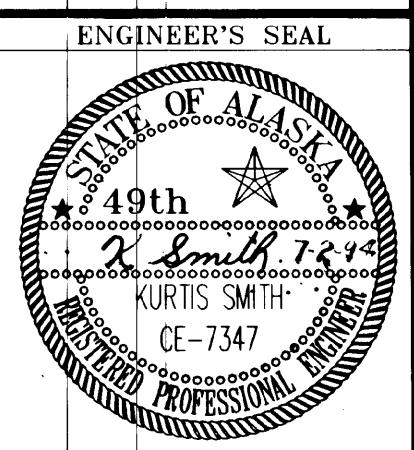
APPROVED: *[Signature]* Date: 8/18/94
Regional Preconstruction Engineer

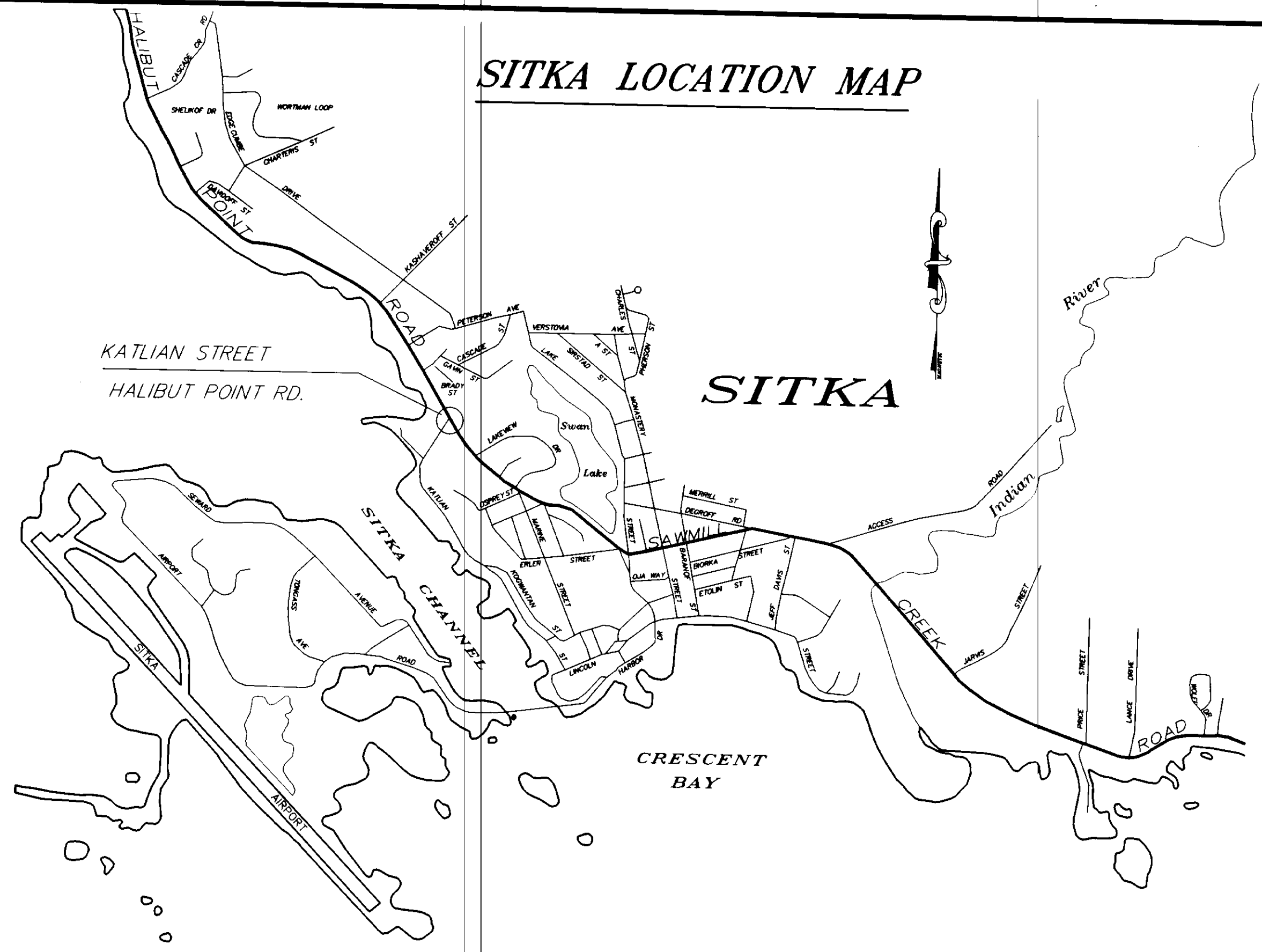
APPROVED: *[Signature]* Date: 8/18/94
Director, S.E. Region Design & Construction

PROJECT NUMBER:
71120

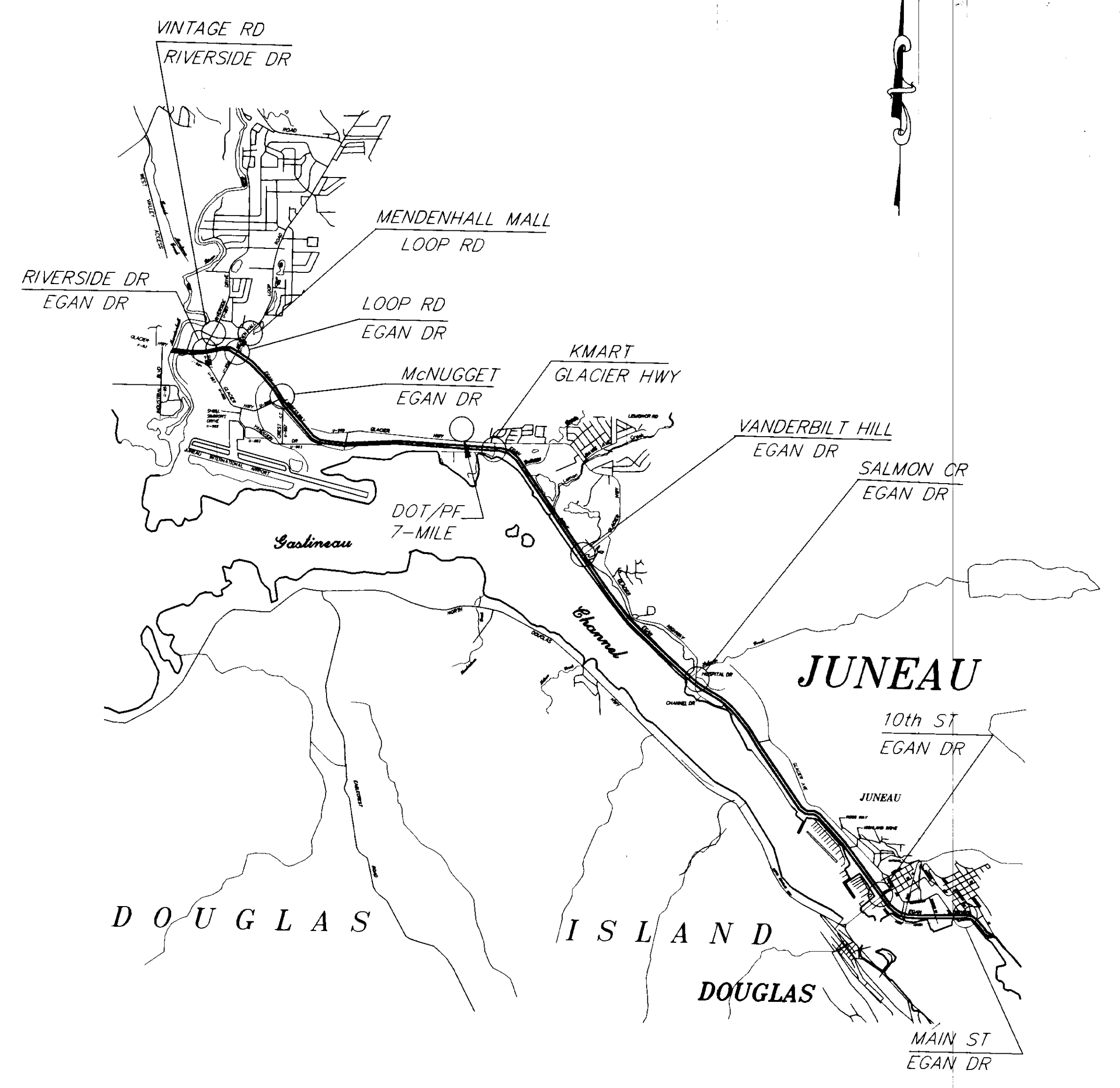
DATE:
JULY 1994

SHEET **1** OF **40**

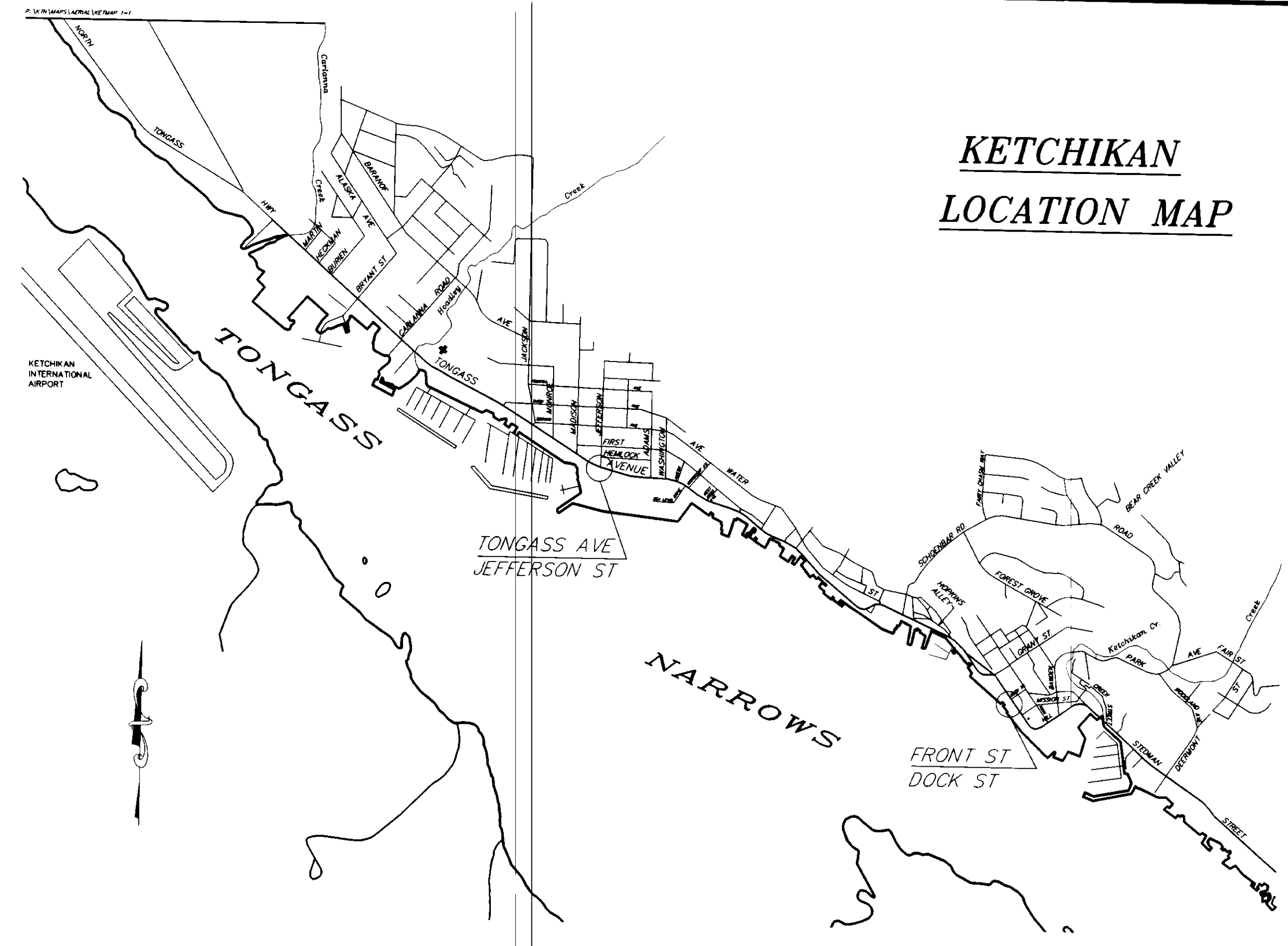




SITKA LOCATION MAP



JUNEAU LOCATION MAP



KETCHIKAN LOCATION MAP

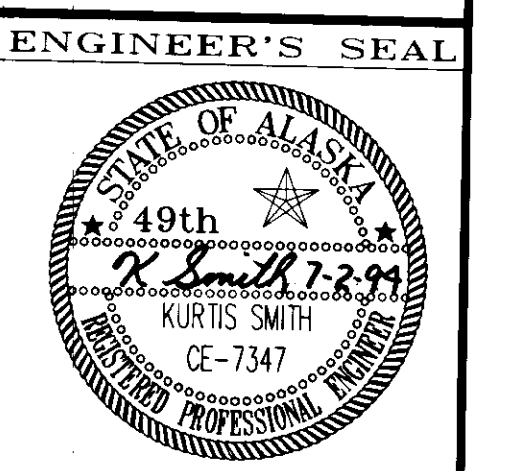
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BY:	DATE:	DESCRIPTION OF CHANGE:
K.K.	8/20/98	AS BUILT

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

SOUTHEAST SIGNALIZATION
 PROJECT NO. 71120
LOCATION MAPS

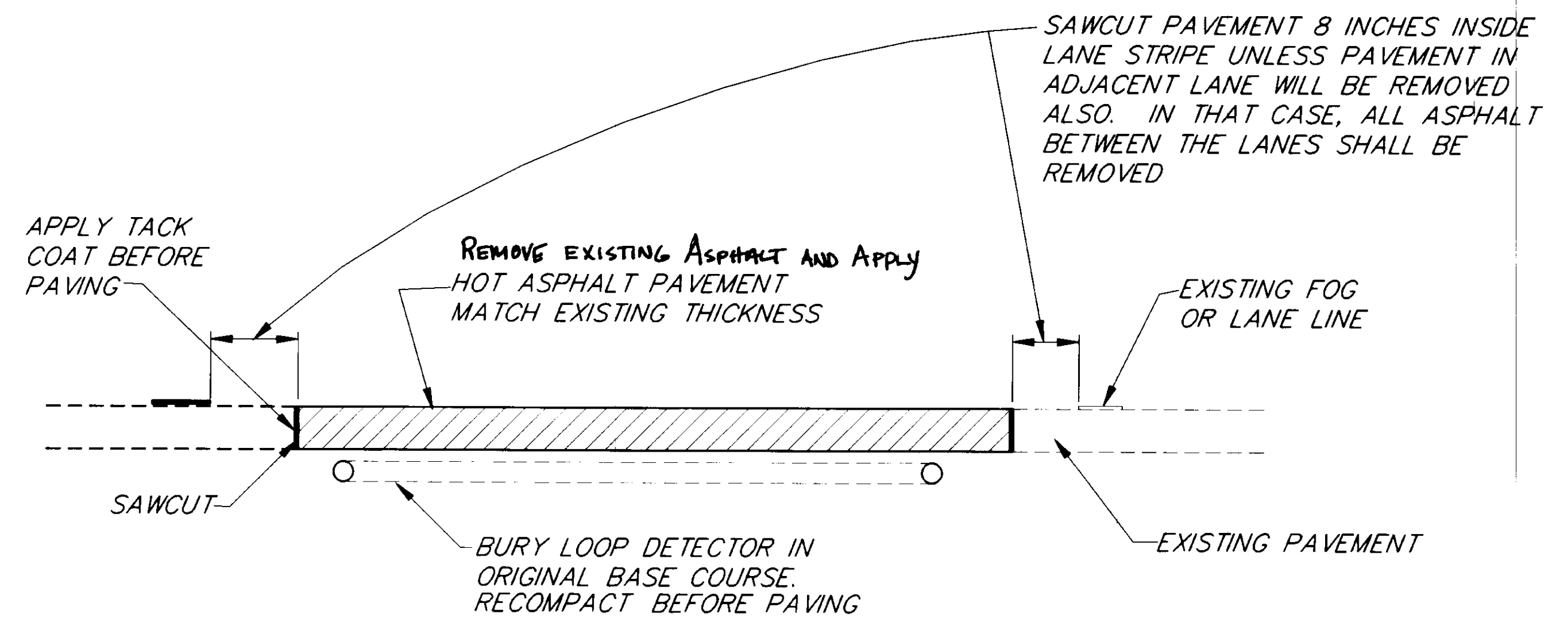
NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY:	JON AHLGREN	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET 2 OF 40	



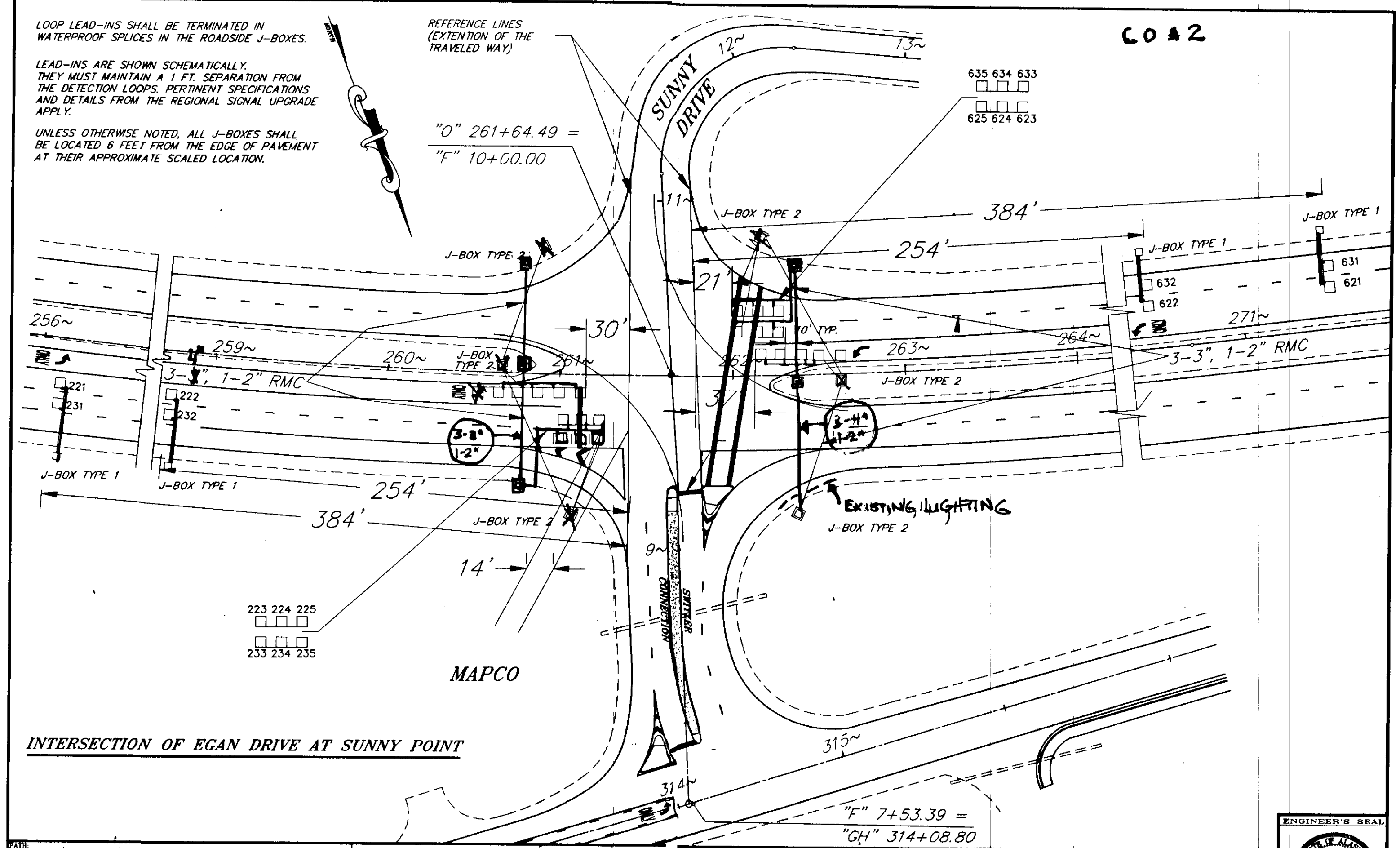
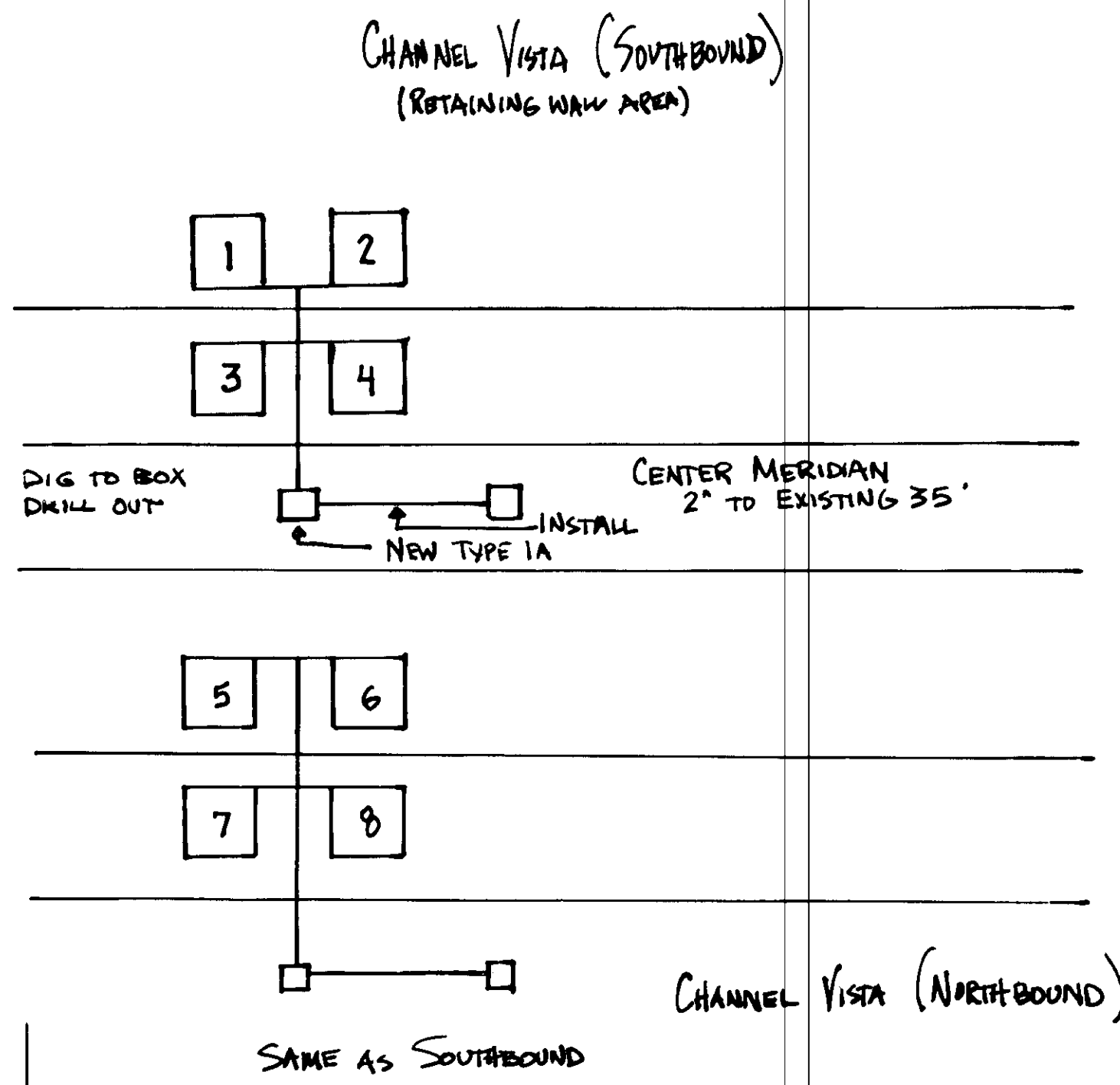
ESTIMATE OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANT.
120(1)	DBE ADJUSTMENT	C.S.	ALL REQ'D
401(3)	ASPHALT CONCRETE, TYPE 2, CLASS "B"	S.Y.	1,335 1260
606(1)	W-BEAM GUARDRAIL	L.F.	125
606(6)	END ANCHORAGES	EACH	2
615(1)	STANDARD SIGNS	S.F.	420.5
640(1)	MOBILIZATION & DEMOBILIZATION	L.S.	ALL REQ'D.
641(1)	TEMPORARY EROSION AND POLLUTION CONTROL	C.S.	ALL REQ'D.
642(1)	CONSTRUCTION SURVEYING	L.S.	ALL REQ'D.
643(2)	TRAFFIC MAINTENANCE	L.S.	ALL REQ'D.
643(4)	CONSTRUCTION SIGN	EA./DAY	384
643(5)	TYPE II BARRICADE	EA./DAY	58
643(6)	TYPE III BARRICADE	EA./DAY	10
643(7)	TRAFFIC CONE	EA./DAY	446
643(8)	DRUM	EA./DAY	2216
643(9)	SEQUENTIAL ARROW PANEL, TYPE "B"	EA./DAY	28
643(10)	SPECIAL CONSTRUCTION SIGN	S.F.	32
643(15)	FLAGGING	HOUR	460
660(1)	TRAFFIC SIGNAL SYSTEM COMPLETE	L.S.	ALL REQ'D.
660(11A)	LOOP DETECTOR IN NARROW SLOT	EACH	168 118
660(11B)	LOOP DETECTOR, PAVED OVER	EACH	73
660(12A)	TRAFFIC SIGNAL POST	EACH	2
660(12B)	TRAFFIC SIGNAL POLE NO. 2 AT RIVERSIDE	EACH	1
660(12C)	TRAFFIC SIGNAL POLE NO. 5 AT MAIN ST.	EACH	1
660(12D)	TRAFFIC SIGNAL POLE NO. 7 & 9 AT SALMON CR.	EACH	2
660(12E)	TRAFFIC SIGNAL POLE NO. 8 AT SALMON CR.	EACH	1



TYPICAL ASPHALT REPAVING DETAIL

- NOTES:
1. MAXIMUM ALLOWABLE LIFT THICKNESS = 2.5 INCHES.
 2. 5 INCH PAVEMENT DEPTH ASSUMED FOR ESTIMATING PURPOSES.



PATH: P:\TRANSFER\SUNNY.DWG 1-50	STATE OF ALASKA	JUNEAU	EGAN DRIVE	ALASKA	DESIGNED BY:	PROJECT NO.
BY: DATE: DESCRIPTION OF CHANGE:	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES				DRAWN BY:	DATE:
RECORD OF REVISIONS	SOUTHEAST REGION DESIGN & CONSTRUCTION				CHECKED BY:	SHEET OF

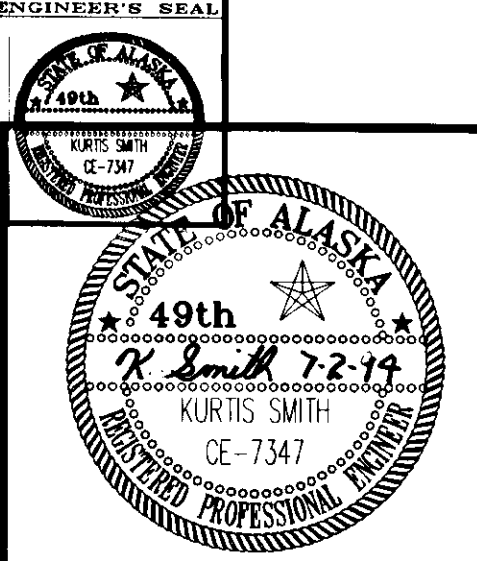
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\REGION\SEIGNAL\EST 1-1	STATE OF ALASKA	JUNEAU	EGAN DRIVE	ALASKA	DESIGNED BY:	PROJECT NO.
BY: DATE: DESCRIPTION OF CHANGE:	DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES				DRAWN BY:	DATE:
RECORD OF REVISIONS	SOUTHEAST REGION DESIGN & CONSTRUCTION				CHECKED BY:	SHEET OF

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

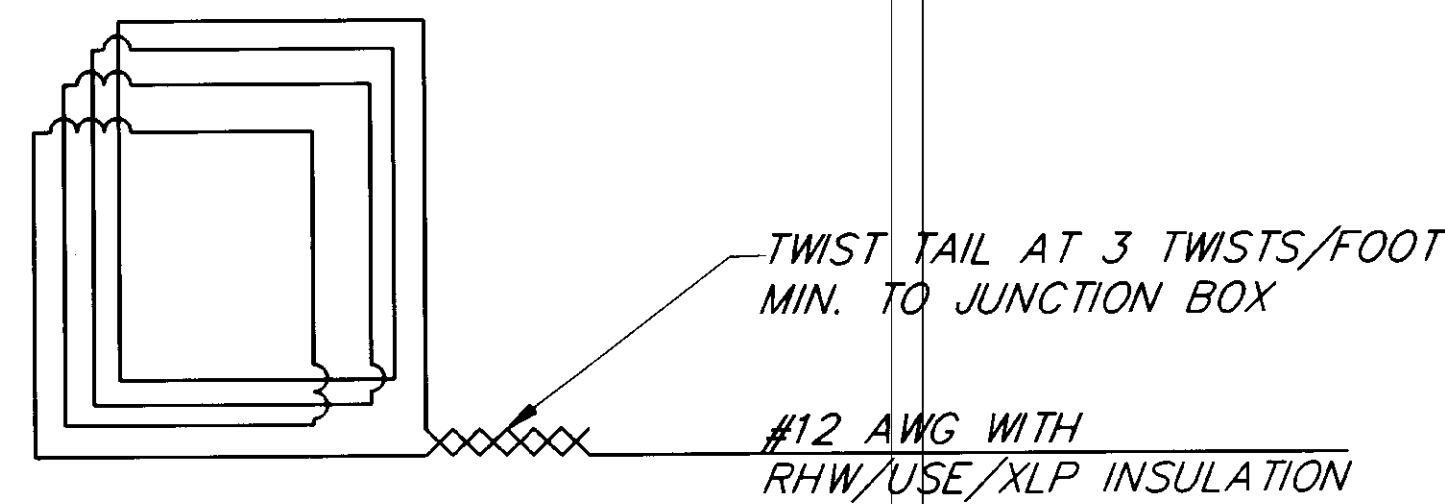
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
ESTIMATE OF QUANTITIES

DESIGNED BY:	JON AHLGREN	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET	3 OF 40

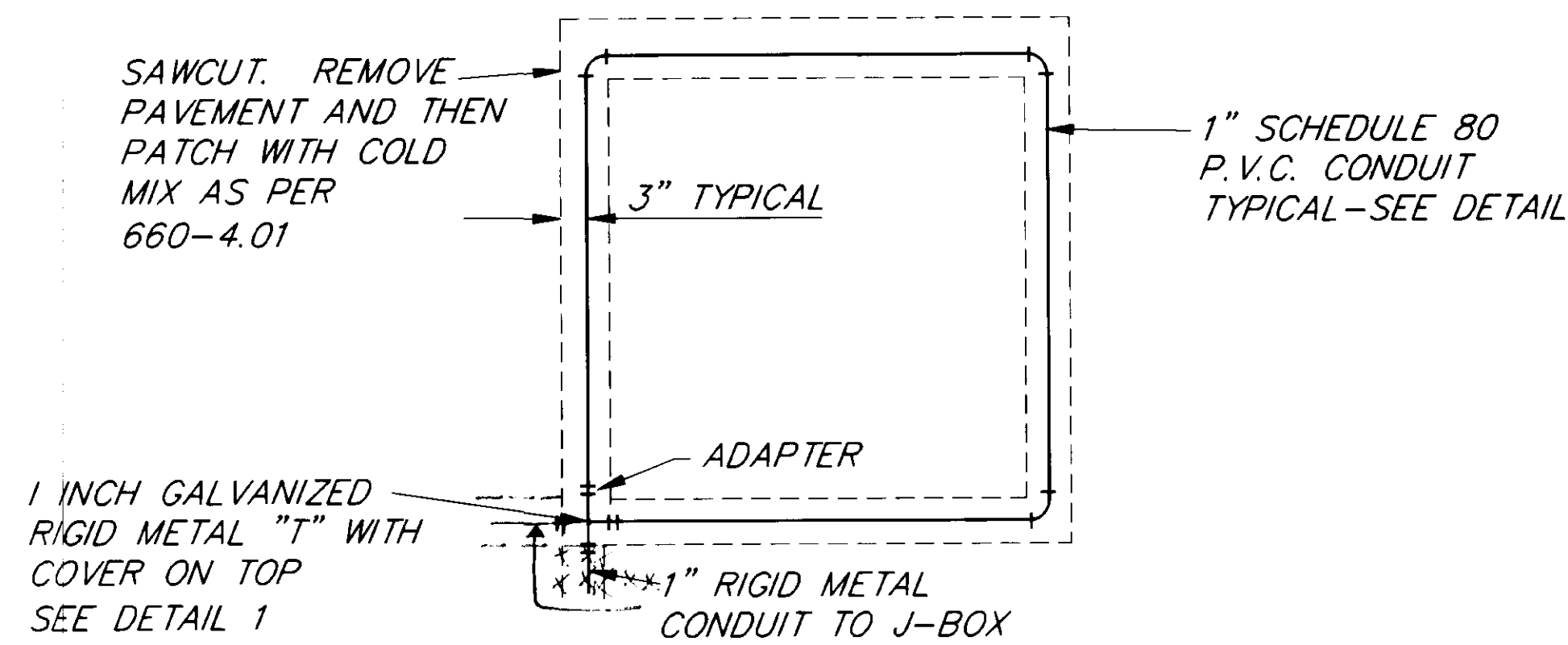


GENERAL NOTES

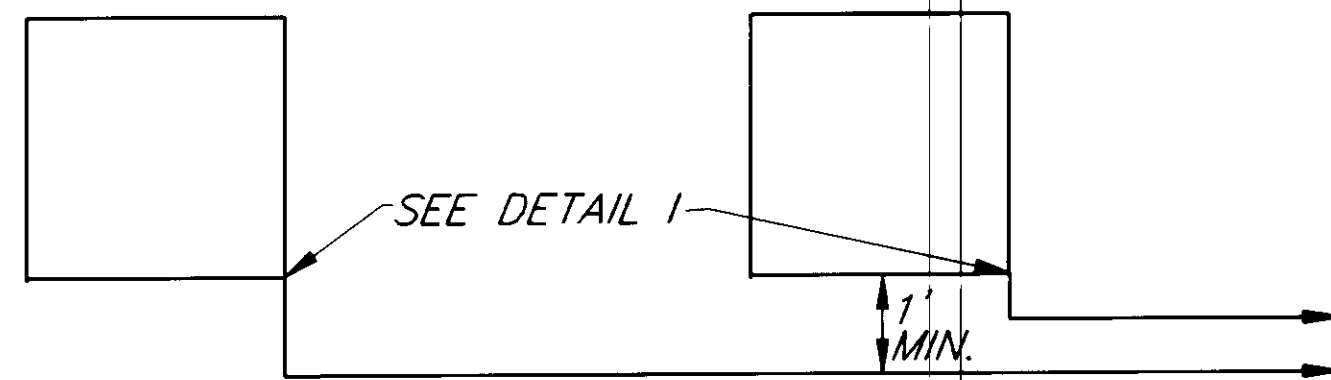
1. UNLESS OTHERWISE NOTED, ALL NEW LOOPS SHALL BE PRE-FORMED IN NONMETALIC CONDUIT. LOOP LEADS SHALL BE IN RIGID METAL CONDUIT.
2. UNLESS OTHERWISE NOTED, ALL NEW LOOPS SHALL BE INSTALLED UNDER THE PAVEMENT.
3. ALL NEW CONDUIT EXCEPT FOR THE LOOP DETECTORS SHALL BE RIGID METAL (RMC).
4. ALL NEW LOOPS SHALL BE CENTERED LATERALLY IN THEIR LANES.
5. ALL NEW 6 FT. X 6 FT. LOOPS SHALL BE CONSTRUCTED WITH FOUR TURNS OF WIRE EACH.
6. EC/DC=EXTEND CALL/DELAY CALL.
7. 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".
8. THE INSIDE OF ALL CABINETS SHALL BE CLEANED. ACCUMULATED DUST ON COMPONENTS, SHELVES AND FOUNDATIONS SHALL BE REMOVED WITH A DAMP CLOTH AND CLEANER.
9. ALL CABINET DOOR FILTERS SHALL BE REPLACED WITH NEW ONES OF THE PROPER SIZE TO FIT EACH RESPECTIVE DOOR.
10. EXISTING CONDUITS MAY HAVE SILT IN THEM. THEY SHALL BE CLEANED OUT BEFORE ANY NEW CABLES ARE INSTALLED.
11. 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.



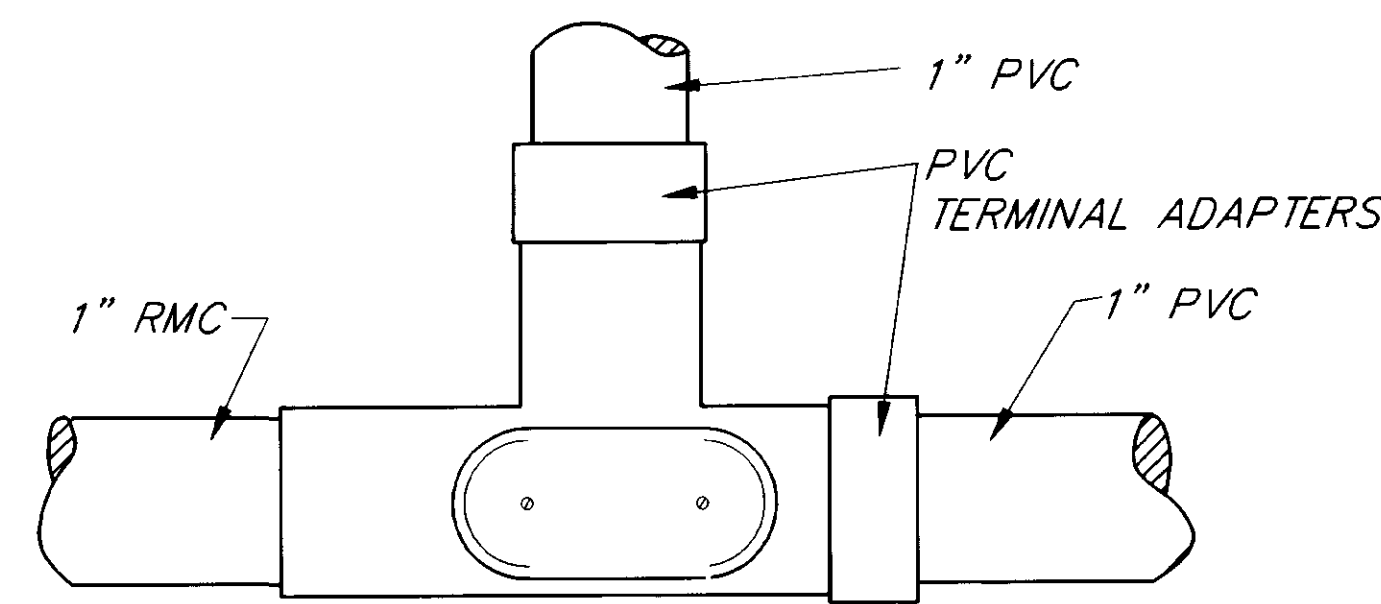
LOOP WIRING DETAIL



TYPICAL 6 FT. X 6 FT. LOOP DETECTOR DETAIL

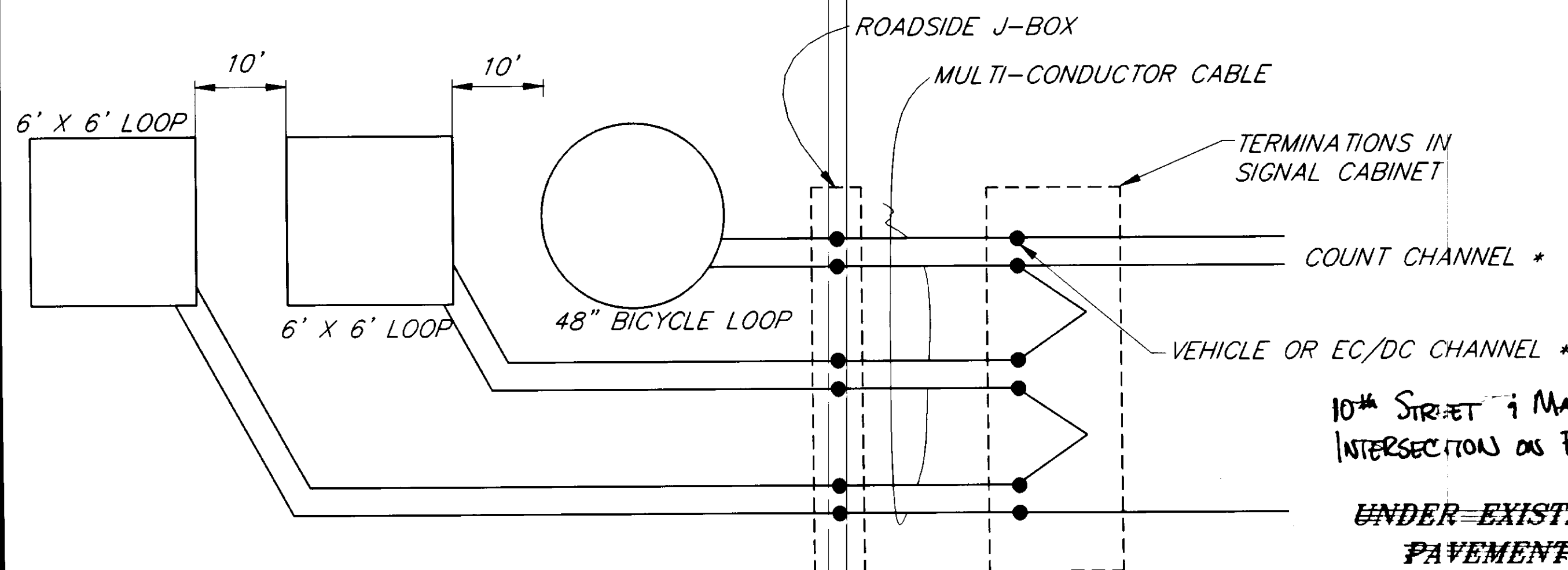


TYPICAL PLAN VIEW OF MULTIPLE LOOP INSTALLATION



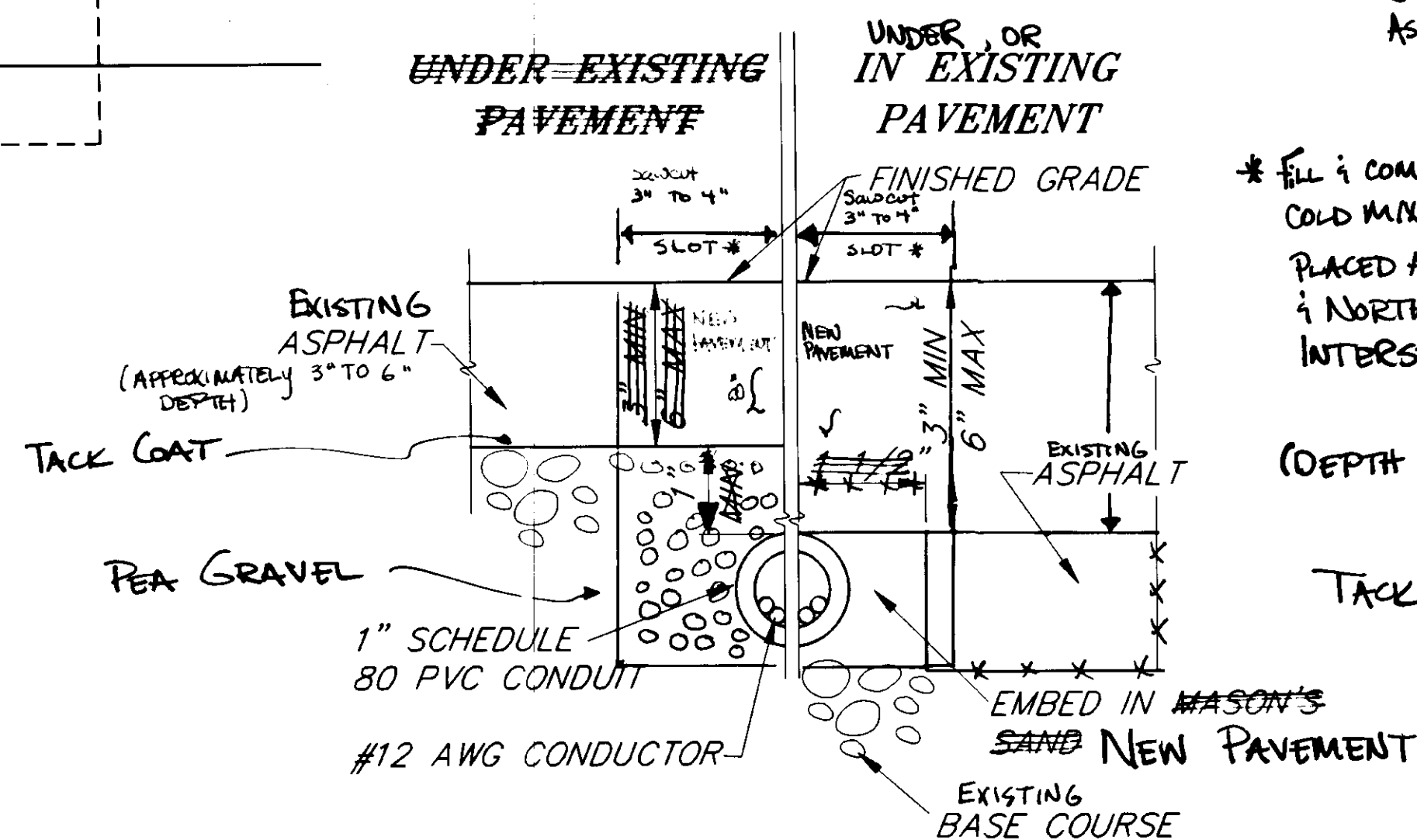
HOT DIPPED GALVANIZED METAL "T" CONDUIT OUTLET BODY WITH ACCESS SIDE UP

DETAIL 1



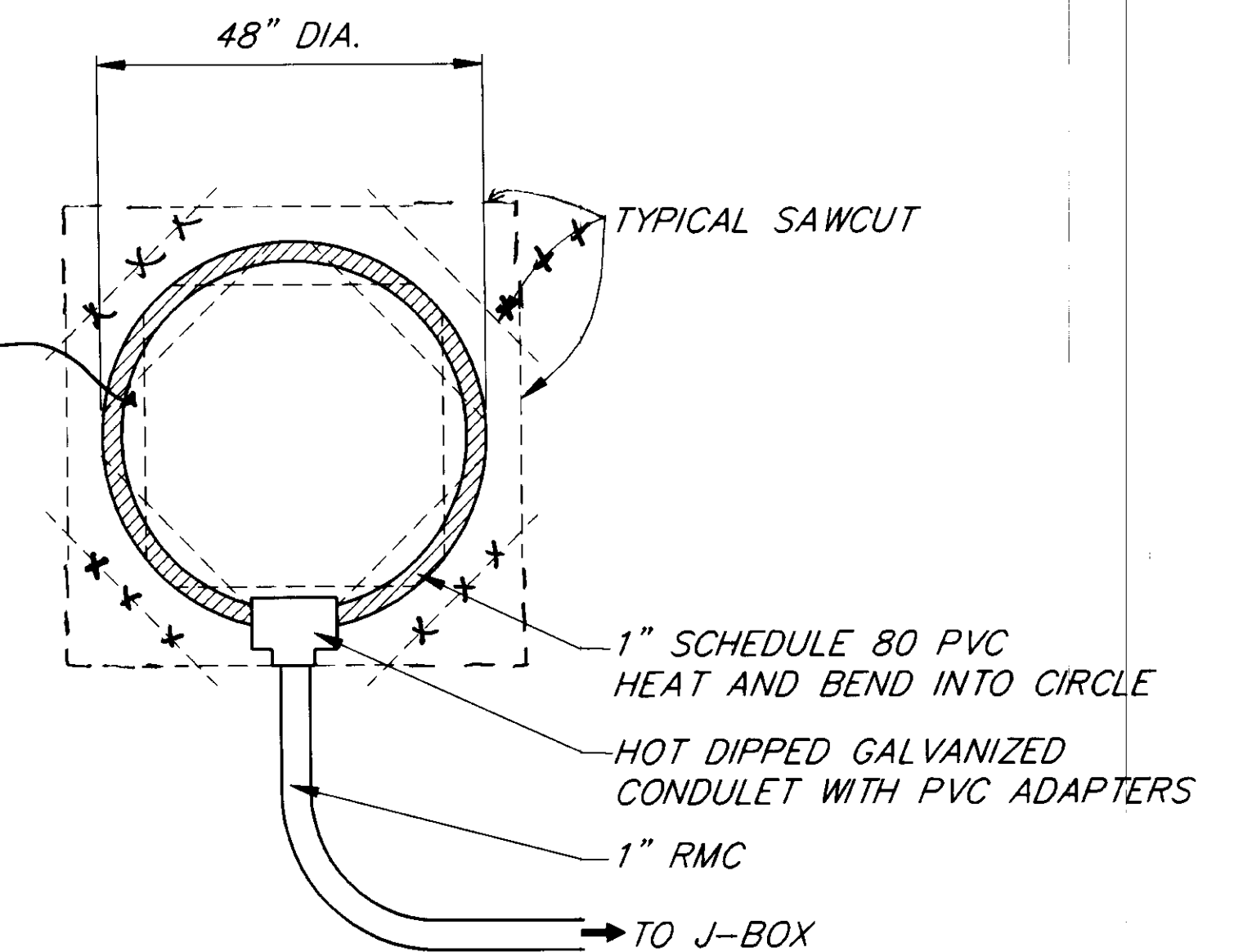
TYPICAL STOP LINE DETECTORS

* ALL LOOPS MUST BE ON SAME AMPLIFIER



LOOP CONDUIT INSTALLATION DETAIL

* FILL & COMPACT SLOT WITH COLD MIX. EXCEPT HOT MIX PLACED AT MARCO INTERSECTION & NORTH END OF ATLIN INTERSECTION (DEPTH VARIES FROM 3" TO 8")



BICYCLE LOOP DETAILS

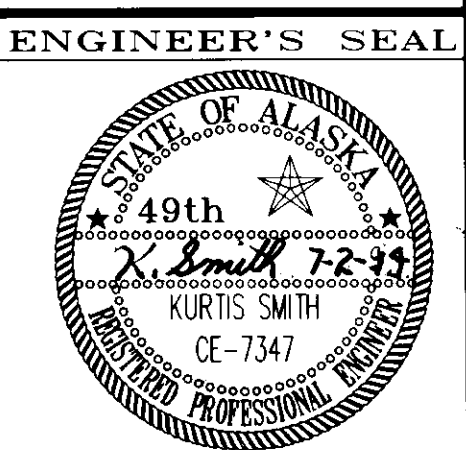
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
K.K.	8/20/98	AS BUILT W/ CORRECTIONS

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

SOUTHEAST SIGNALIZATION
PROJECT NO. 71120
DETAILS AND GENERAL NOTES

DESIGNED BY:	JON AHLGREN	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET	4 OF 40



SPECIAL PEDESTRIAN SIGN SUMMARY TABLE			
NO.	INTERSECTION	NO.	REQ'D.
1	RIVERSIDE AT VINTAGE/MALL		4
2	EGAN DRIVE AT RIVERSIDE DR		3
3	MENDENHALL LOOP RD AT MALL/ATLIN		4
4	EGAN DRIVE AT MENDENHALL LOOP RD		3
5	EGAN DRIVE AT GLACIER HWY (MCNUGGET)		3
6	GLACIER HIGHWAY AT KMART		0
7	EGAN DRIVE AT VANDERBILT HILL RD		0
8	EGAN DRIVE AT GLACIER HWY/CHANNEL DR (SALMON CK)		2
9	EGAN DRIVE AT TENTH STREET		3
10	EGAN DRIVE AT MAIN STREET		4
11	HALIBUT PT RD AT KATLIAN AV/MOLLER ST		4
12	TONGASS AVE AT JEFFERSON ST		4
13	FRONT ST AT DOCK ST		4
TOTAL NO. REQ'D.			38

NOTES:
1. BAND SIGNS TO POLES ABOVE PEDESTRIAN PUSH BUTTON FRAMES.
2. INSTALL ONE SIGN PER POLE. IF TWO BUTTONS, INSTALL AT 45 DEGREES BETWEEN THE TWO.
3. SIGNS SHALL BE PAID UNDER 615(1) STANDARD SIGNS.

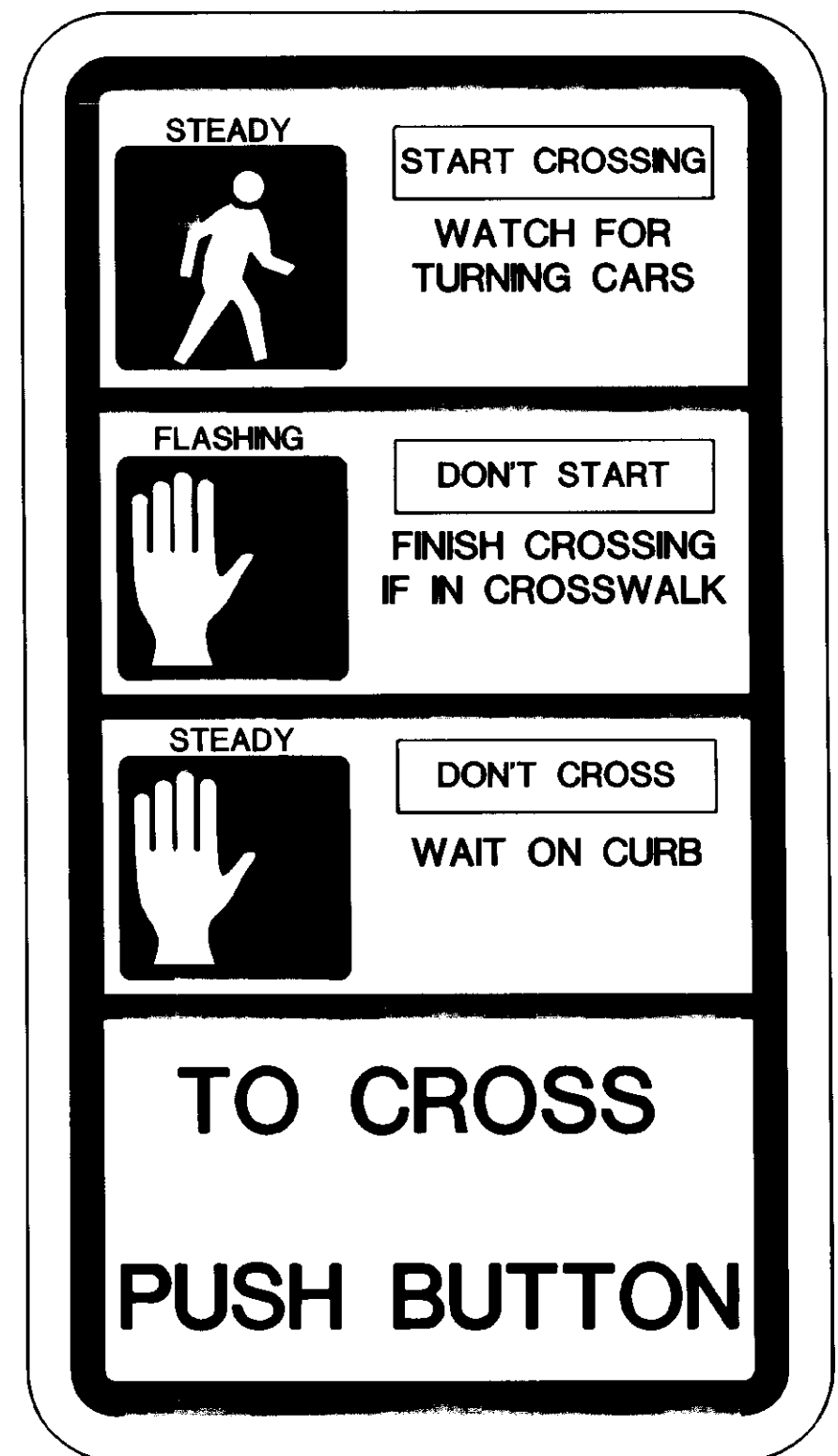
PEDESTRIAN SIGNAL HEAD REPLACEMENT SUMMARY			
NO.	INTERSECTION	REPLACE	CONVERT
1	RIVERSIDE AT VINTAGE/MALL	-	8
2	EGAN DRIVE AT RIVERSIDE DR	-	4
3	MENDENHALL LOOP RD AT MALL/ATLIN	-	4
4	EGAN DRIVE AT MENDENHALL LOOP RD	4	4
5	EGAN DRIVE AT GLACIER HWY (MCNUGGET)	-	-
6	GLACIER HIGHWAY AT KMART	-	-
7	EGAN DRIVE AT VANDERBILT HILL RD	-	-
8	EGAN DRIVE AT GLACIER HWY/CHANNEL DR (SALMON CK)	-	2
9	EGAN DRIVE AT TENTH STREET	4	2
10	EGAN DRIVE AT MAIN STREET	4	2
11	HALIBUT POINT ROAD AT KATLIAN AV/MOLLER STREET	-	-
12	TONGASS AVE AT JEFFERSON ST	-	8
13	FRONT ST AT DOCK ST	-	8

NOTES:
1. REPLACE MEANS THE NUMBER OF PEDESTRIAN SIGNAL HEADS TO REPLACE COMPLETE
2. CONVERT MEANS THE NUMBER OF PEDESTRIAN SIGNAL HEADS FROM WHICH TO REMOVE EXISTING TRANSFORMERS AND INSTALL SOLID STATE MODULES

2.25 INCH PEDESTRIAN PUSH BUTTONS AND FRAMES SUMMARY TABLE			
NO.	INTERSECTION	BUTTONS	FRAMES
1	RIVERSIDE AT VINTAGE/MALL	8	-
2	EGAN DRIVE AT RIVERSIDE DR	4	-
3	MENDENHALL LOOP RD AT MALL/ATLIN	6	-
4	EGAN DRIVE AT MENDENHALL LOOP RD	8	8
5	EGAN DRIVE AT GLACIER HWY (MCNUGGET)	4	4
6	GLACIER HIGHWAY AT KMART	4	-
7	EGAN DRIVE AT VANDERBILT HILL RD	-	-
8	EGAN DRIVE AT GLACIER HWY/CHANNEL DR (SALMON CK)	2	2
9	EGAN DRIVE AT TENTH STREET	8	8
10	EGAN DRIVE AT MAIN STREET	6	6
11	HALIBUT PT RD AT KATLIAN AV/MOLLER ST	-	-
12	TONGASS AVE AT JEFFERSON ST	8	8
13	FRONT ST AT DOCK ST	8	8

NOTES:
1. THE PED BUTTON BOX AND SIGN FRAME SHALL BE ONE PIECE CAST METAL.
2. NEW R10-4B (R OR L) SIGNS SHALL BE SUPPLIED AND INSTALLED WHENEVER THE FRAME IS REPLACED. SIGNS ARE SUBSIDIARY TO 660(1) TRAFFIC SIGNAL SYSTEM COMPLETE.

SPECIAL PEDESTRIAN SIGN



9" X 16"
SPECIAL
BLACK ON
NON-REFLECTORIZED WHITE
SIGN LEGEND AND GRAPHICS ARE
PROPORTIONAL TO THOSE SHOWN ABOVE

SIGNAL CONTROLLER AND CABINET UPGRADE TABLE																
NO.	CITY	LOCATION	CURRENT CONTROLLER		REPLACE CABINET COMPLETE	REPLACE CONTROLLER W/390-CJ	UPDATE CONTROLLER TO CJ-V2	INSTALL NEW TMM 500	INSTALL DIAL-UP MODEM	INSTALL 202 MODEM	CABINET PHASE CHANGES	DISPLAY PANEL		INSTALL VOLUME DATA COLL	OPTICOM (4)	
			TYPE	VERSION								REPLACE	MODIFY		UPGRADE NUMBER	NEW NUMBER
1	JUNEAU	RIVERSIDE DRIVE AT MALL RD/VINTAGE BLVD	TRACONEX 390	J1	-	-	YES	-	-	-	-	-	YES	-	-	-
2	JUNEAU	EGAN DRIVE AT RIVERSIDE DRIVE	TRACONEX 390	J1	-	-	YES	-	-	-	YES	YES	-	-	-	-
3	JUNEAU	MENDENHALL LOOP RD AT MALL RD/ATLIN AV	TRACONEX 390	J2	-	-	YES	-	-	-	-	-	YES	-	-	-
4	JUNEAU	EGAN DRIVE AT MENDENHALL LOOP RD	TRACONEX 390	J1	YES-SEE NOTE 2	-	YES	-	-	-	-	YES	-	YES	-	2
5	JUNEAU	EGAN DRIVE AT MCNUGGET	TRACONEX 290	-	-	YES	-	-	-	-	-	YES	-	-	-	2
6	JUNEAU	GLACIER HWY AT KMART	TRACONEX 390	CJ-V1	-	-	YES	YES	-	YES	-	-	-	-	-	-
7	JUNEAU	EGAN DRIVE AT VANDERBILT HILL RD	TRACONEX 290	-	-	YES	-	-	-	YES	YES	YES	-	-	2	-
8	JUNEAU	EGAN DRIVE AT SALMON CREEK	TRACONEX 290	-	-	YES	-	YES (5)	-	YES	YES	YES	-	-	2	-
9	JUNEAU	EGAN DRIVE AT TENTH ST	TRACONEX 290	-	YES-SEE NOTE 3	-	N/A	-	YES	-	-	-	-	YES	-	2
10	JUNEAU	EGAN DRIVE AT MAIN ST	ECONOLITE	DB000	YES-SEE NOTE 1	-	N/A	-	YES (5)	-	YES	-	-	-	-	2
11	SITKA	HALIBUT POINT RD AT KATLIAN AV	TRACONEX 390	J6	-	-	YES	YES	-	YES	-	-	YES	-	-	-
12	KETCH.	TONGASS AV AT JEFFERSON ST	TRACONEX 290	-	-	YES	-	YES	YES	YES	-	-	YES	-	-	-
13	KETCH.	FRONT STREET AT DOCK STREET	TRACONEX 190	-	-	YES	-	YES	YES	YES	-	-	YES	-	-	-
14	JUNEAU	6660 GLACIER HWY (SPARE CONTROLLER)	TRACONEX 390	J5	-	-	YES	-	-	YES	-	-	-	-	-	-

NOTES:
1. CABINET SHALL BE A P-38" SO IT WILL FIT EXISTING FOUNDATION. RE-INSTALL LOAD CENTER ON OUTSIDE OF CABINET.
2. CABINET SHALL BE A R-44". RE-INSTALL EXISTING TMP-390 AND TMM-500. ALL OTHER EQUIPMENT SHALL BE NEW. ALL FOUR CHANNELS OF PED CALL DETECTORS SHALL BE OPTICALLY ISOLATED FROM THE CONTROLLER.
3. CABINET SHALL BE A P-44" WITH ALL NEW EQUIPMENT
4. NUMBER OF NEW DISCRIMINATOR BOARDS REQUIRED.
5. DIAL-UP MODEM WILL BE CONNECTED IN THE FUTURE. LEASED TELEPHONE COMMUNICATION LINES SHALL BE CONNECTED IN THIS CONTRACT.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
PATH:	DATE:	DESCRIPTION OF CHANGE:
P:\REGION\SE\SIGNAL\SUMMARY 1-1		
KK	8/20/98	AS BUILT W/ CORRECTIONS

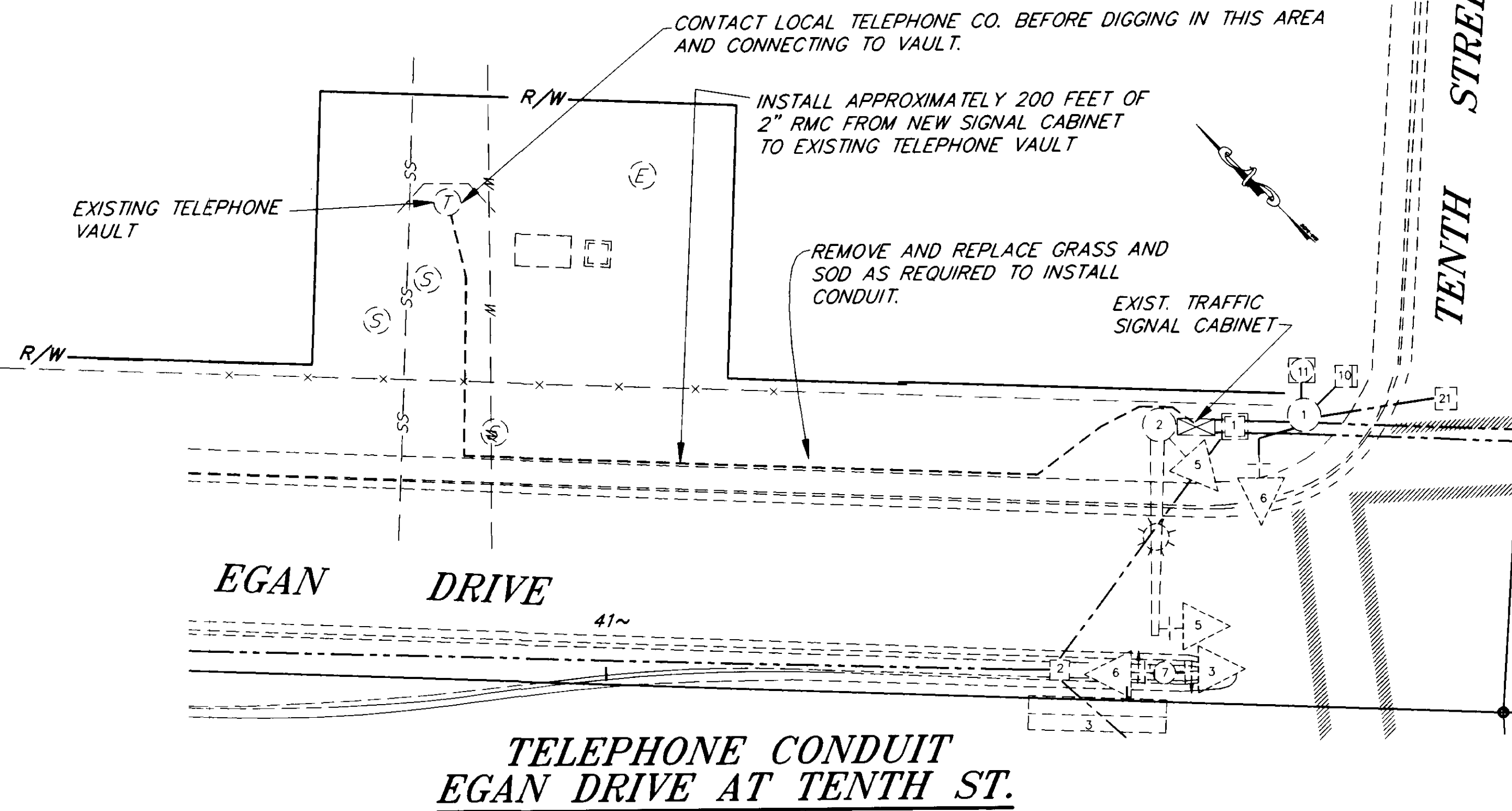
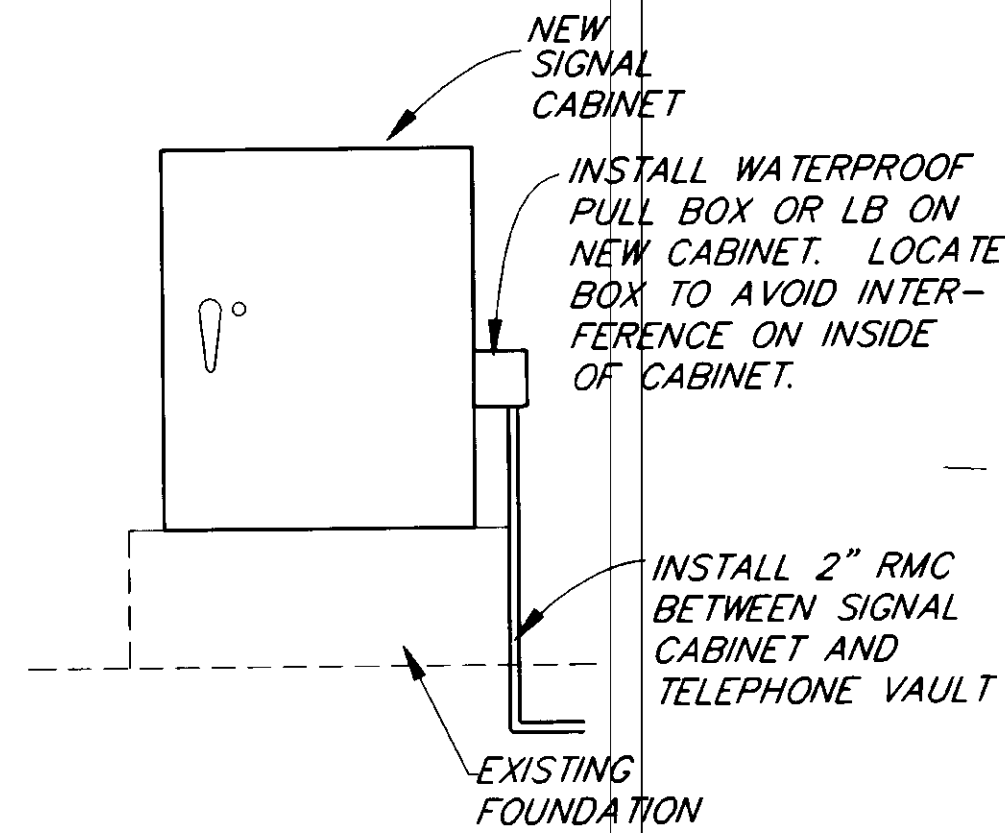
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
SUMMARY TABLES & DETAILS

DESIGNED BY: JON AHLGREN	PROJECT NO. 71120
DRAWN BY: AHLGREN/ ANDERSON	DATE: JULY 1994
CHECKED BY: KURTIS SMITH	SHEET 5 OF 40

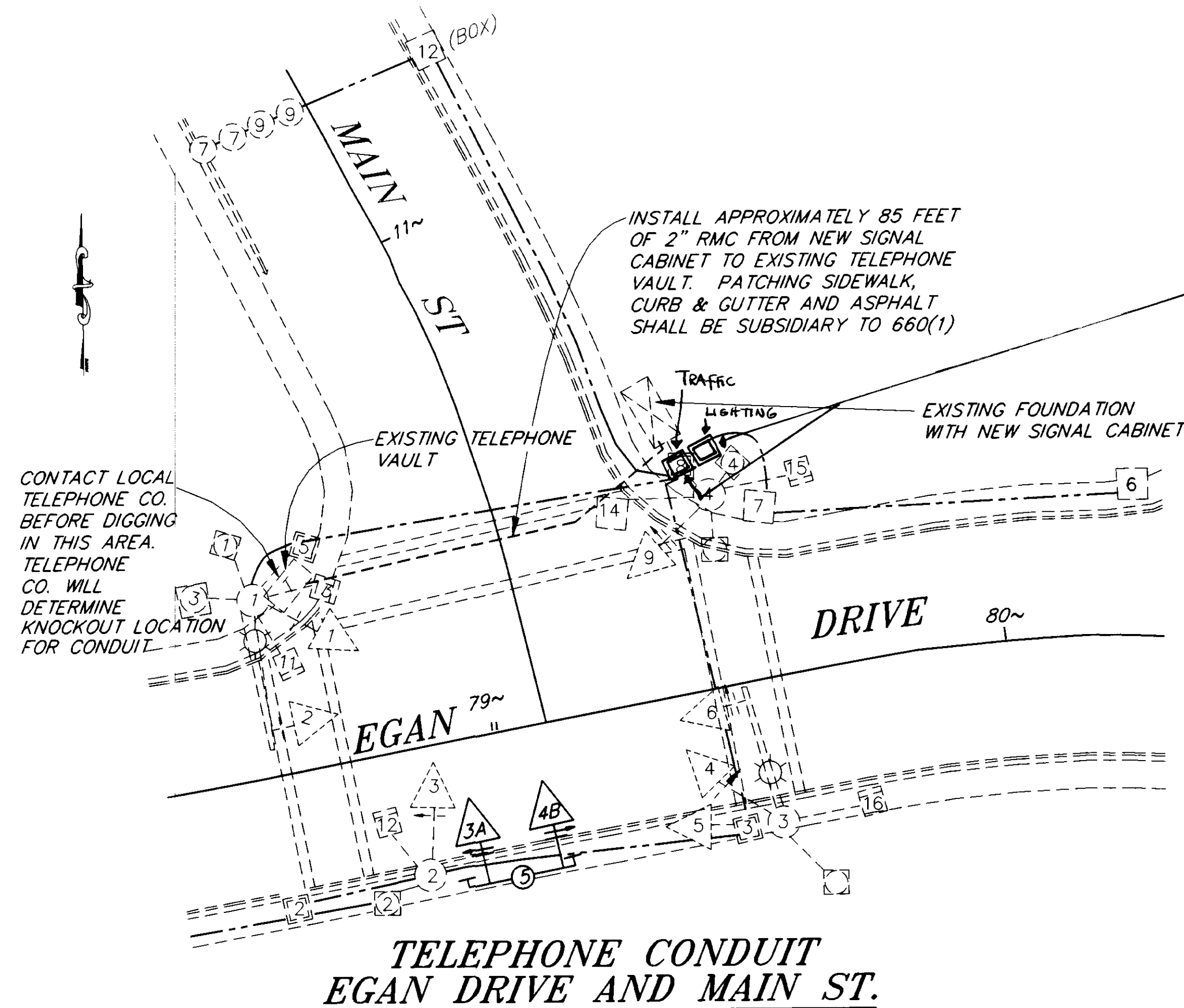
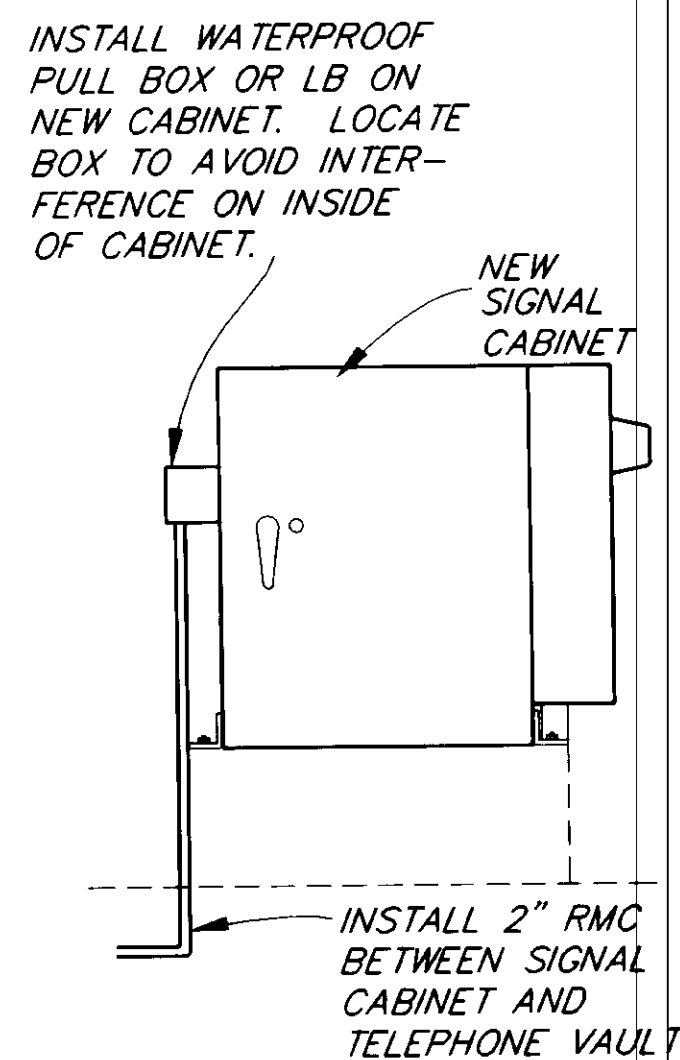


SIGNAL CABINET
EGAN DRIVE AT TENTH ST.



TELEPHONE CONDUIT
EGAN DRIVE AT TENTH ST.

SIGNAL CABINET
EGAN DRIVE AND MAIN ST.



TELEPHONE CONDUIT
EGAN DRIVE AND MAIN ST.

REPLACE TYPE II J-Box (#8). ROUTE EXISTING LUMINAIR CONDUIT INTO NEW TYPE II J-Box ADJOINING NEW J-Box 8.
ROUTE POWER CONDUIT THROUGH J-Box INTO NEW LOAD CENTER.

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE
1	8/10/98	AS-BUILT W/ CORRECTIONS

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

JUNEAU

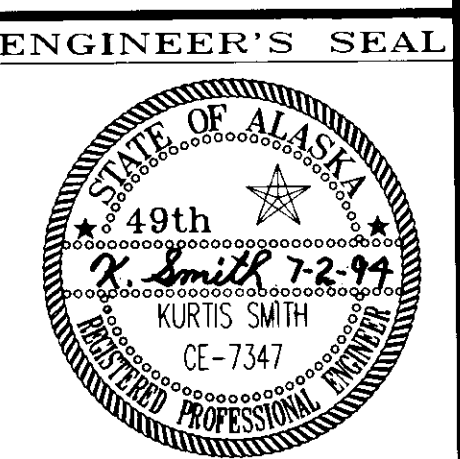
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120

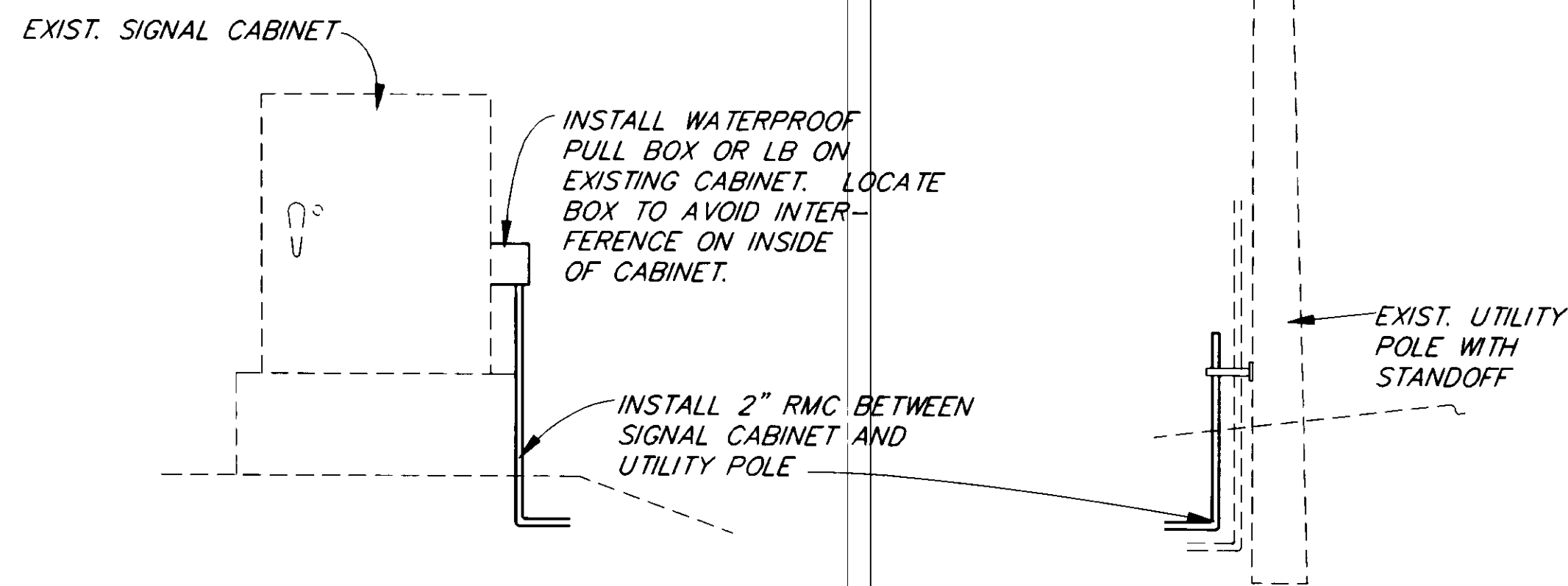
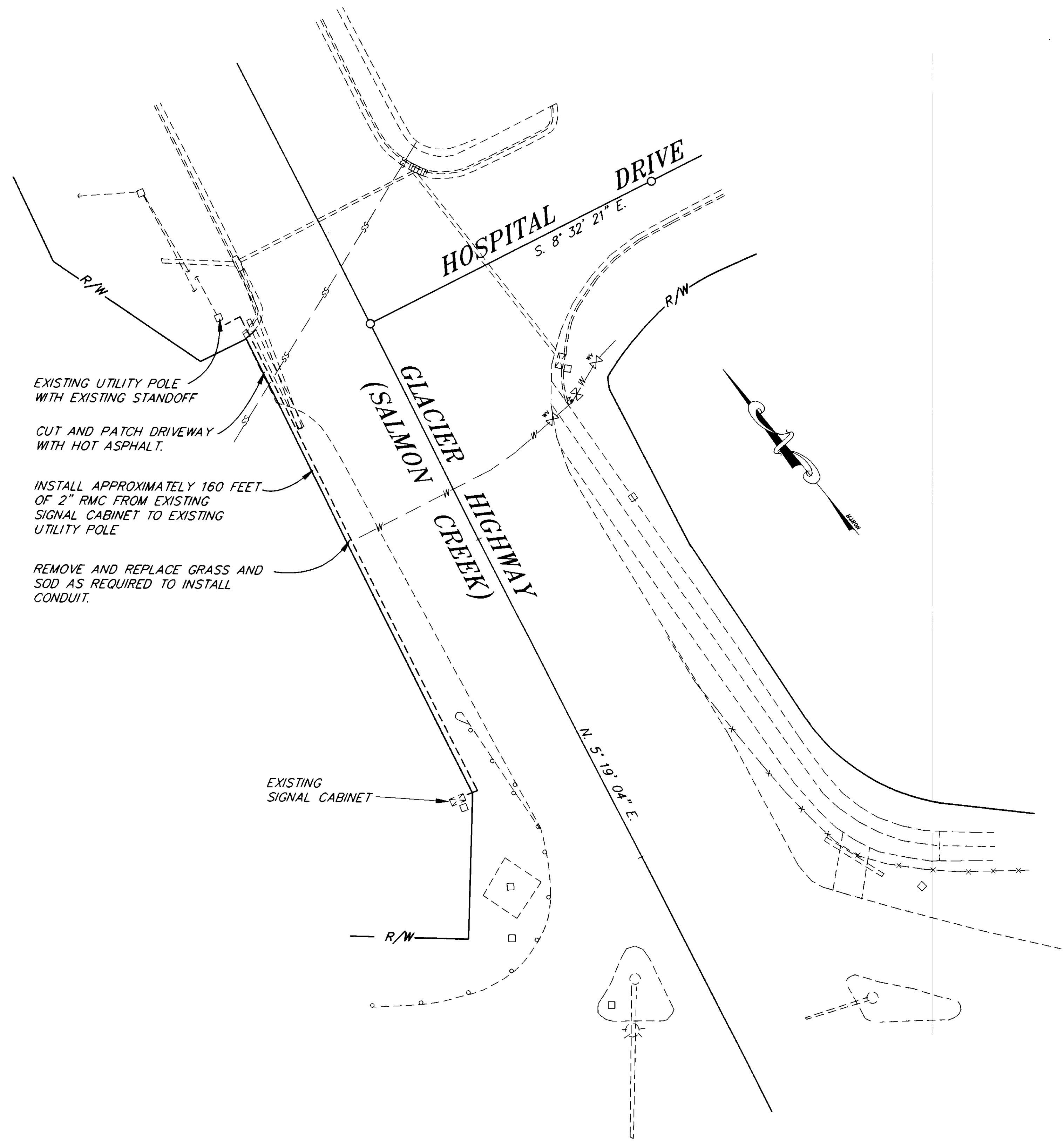
ALASKA

TELEPHONE CONDUIT DETAILS

DESIGNED BY: JON AHLGREN
DRAWN BY: C. ANDERSON
CHECKED BY: KURTIS SMITH

PROJECT NO. 71120
DATE: JULY 1994
SHEET 6 OF 40





SIGNAL CABINET
EGAN DRIVE AT GLACIER HIGHWAY

TELEPHONE CONDUIT
EGAN DRIVE AT GLACIER HWY
(SALMON CREEK)

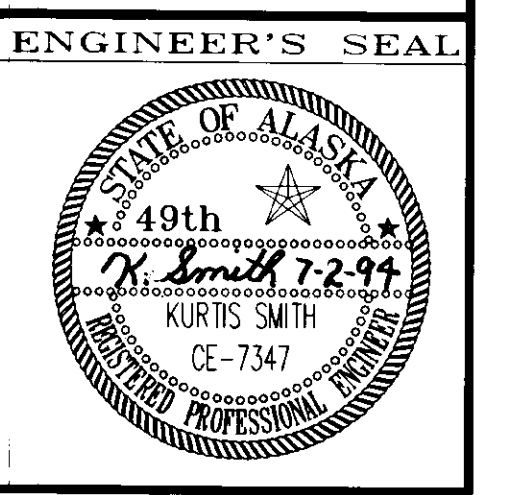
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE
1	8/20/98	AS BUILT

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

JUNEAU
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
ALASKA

TELEPHONE CONDUIT DETAILS

DESIGNED BY: JON AHLGREN	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: KURTIS SMITH	SHEET 7 OF 40



INSTALL WATERPROOF PULL BOX OR LB ON EXISTING CABINET. LOCATE BOX TO AVOID INTERFERENCE ON INSIDE OF CABINET.

WOOD DECK

SIDEWALK

INSTALL 2" RMC BETWEEN SIGNAL CABINET AND UTILITY POLE. ATTACH CONDUIT TO OUTSIDE OF RETAINING WALL UNDERNEATH CANTILEVER SIDEWALK.

TIDE WATER

**SIGNAL CABINET
FRONT ST. AT DOCK ST.**

EXISTING TRAFFIC SIGNAL CABINET

3+00~

2+00~

1+50~

DOCK ST.

FRONT ST.

**TELEPHONE CONDUIT
FRONT ST. AT DOCK ST.**

EXISTING TRAFFIC SIGNAL CABINET

WOOD DECK ON PILING

INSTALL APPROXIMATELY 150' OF RMC FROM THE EXISTING TRAFFIC SIGNAL CABINET TO THE EXISTING UTILITY POLE. INSTALL CONDUIT UNDER CANTILEVER SIDEWALK AND WOOD DECK.

EXISTING UTILITY POLE

INSTALL WATERPROOF PULL BOX OR LB ON EXISTING CABINET. LOCATE BOX TO AVOID INTERFERENCE ON INSIDE OF CABINET.

EXISTING SIGNAL CABINET

EXISTING UTILITY POLE STA. 76+51, RT.

INSTALL 2" RMC BETWEEN SIGNAL CABINET AND TELEPHONE POLE

**SIGNAL CABINET
TONGASS AVE. AT JEFFERSON ST.**

JEFFERSON ST

TONGASS AVE

76~

EXISTING UTILITY POLE

INSTALL APPROXIMATELY 135 FEET OF 2" RMC FROM TRAFFIC SIGNAL CABINET TO UTILITY POLE. REMOVE AND REPLACE SIDEWALK IS SUBSIDIARY TO 660(1) TRAFFIC SIGNAL SYSTEM COMPLETE.

BUILDING

EXISTING TRAFFIC SIGNAL CABINET

**TELEPHONE CONDUIT
TONGASS AVE. AT JEFFERSON ST.**

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT

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

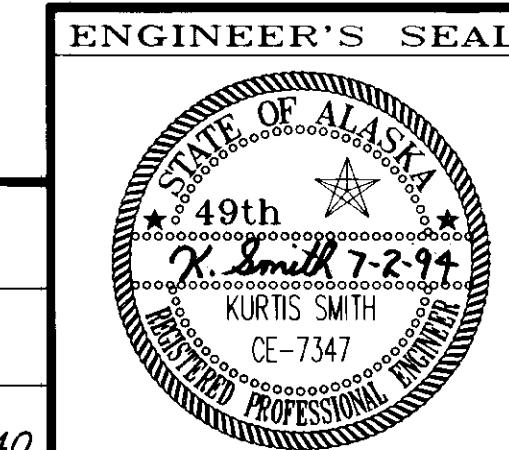
JUNEAU

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120

ALASKA

DESIGNED BY: JON AHLGREN
DRAWN BY: C. ANDERSON
CHECKED BY: KURTIS SMITH

PROJECT NO. 71120
DATE: JULY 1994
SHEET 8 OF 40



TELEPHONE CONDUIT DETAILS

RIVERSIDE DRIVE AT VINTAGE/MALL ROAD BASIS OF STATIONING IS THE TRAFFIC SIGNAL POLE NO. 1 LOCATED AT "AS BUILT" STA. 17+10, 33 FEET LEFT FROM PROJECT M-0967(3), JUNEAU RIVERSIDE/VINTAGE INTERSECTION 1989.

POST OFFICE

VINTAGE DRIVE

RIVERSIDE DRIVE

MAJOR WORK ITEMS AT THIS INTERSECTION

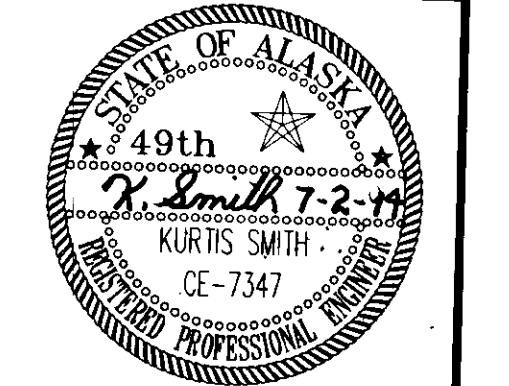
1. CABINET WIRING CHANGES, AND COMPONENTS
2. INSTALL NEW VEHICLE DETECTORS
3. INSTALL NEW PEDESTRIAN BUTTONS
4. REPLACE OR CONVERT PEDESTRIAN HEADS
5. INSTALL PROTECTED/PERMITTED SIGNAL HEAD, & SIGNS
6. REMOVAL AND REINSTALLATION OF CONDUCTORS.

LEGEND

- = TYPE I J-BOX
 - = TYPE II J-BOX
 - = TYPE III J-BOX
 - ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
 - = LOOP DETECTOR
 - = BICYCLE LOOP DETECTOR
 - (#) = OLD LOOP NUMBER
 - ▨ = AREA OF PAVEMENT REMOVAL
- EXISTING IS SHOWN WITH DASHED LINES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL



DESIGNED BY:	R. PURVES	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	JON AHLGREN	SHEET	9 OF 40

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

JUNEAU

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120

ALASKA

RIVERSIDE DRIVE AT VINTAGE/MALL ROAD

PATH:		
BY:	DATE:	DESCRIPTION OF CHANGE:
K.K.	8/20/98	AS BUILT W/ CORRECTIONS

RECORD OF REVISIONS

RIVERSIDE AT VINTAGE / MALL DETECTOR SUMMARY TABLE

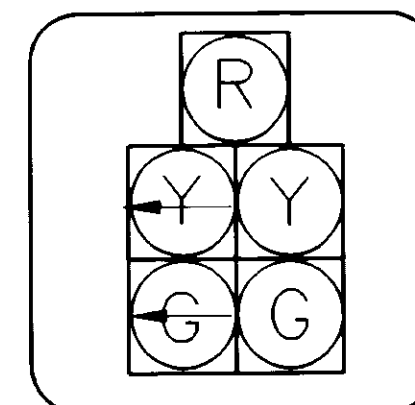
OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	APPROX LEAD-IN FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE				
9	111	6	EXIST1	3	VEH 1	-	VEH	6 X 6		QUADRUPOLE
11	112	3	EXIST1	1 & 4	AUX 1	-	VEH & COUNT	6 X 6		112, 113, 114, 115, 116
-	113	3	EXIST1	4	VEH 1	1	VEH	6 X 6		CONNECTED IN SERIES SEE TYPICAL WIRING DETAIL
-	114	3	EXIST1	4	VEH 1	1	VEH	6 X 6		
-	115	3	EXIST 1	4	VEH1	1	VEH	6 X 6		
-	116	5	EXIST1	4	VEH1	1	VEH	BIKE		
13	-	-	-	-	-	2	PED	-		
18	-	-	-	-	-	2	PED	-		
24	211	4	EXIST2	4	VEH 2	2	EXTENSION	6 X 6		
22	222	4	EXIST3	2	VEH 2	2	EXTENSION	6 X 6		
20	223	3	NEW6	3	AUX 3	2	EC/DC	6 X 6		223, 224, 225 CONNECTED IN SERIES SEE TYPICAL WIRING DETAIL
-	224	5	NEW6	1&3	AUX 2	2	EC/DC & COUNTS	BIKE		
-	225	3	NEW6	2	AUX 2	2	EC/DC	6 X 6		
7	-	-	-	-	-	4	PED	-		
12	-	-	-	-	-	4	PED	-		
-	421	3	EXIST4	1	VEH 4	4	VEH	6X6		421, 422, 423, 424, 425
-	422	3	EXIST4	1	VEH 4	4	VEH	6X6		CONNECTED IN SERIES. SEE TYPICAL WIRING DETAIL
-	423	3	EXIST4	1	VEH 4	4	VEH	6X6		
16	424	3	EXIST4	1	VEH 4	4	VEH	6X6		
-	425	5	EXIST4	1&2	AUX 4	4	VEH & COUNT	BIKE		
-	711	3	EXIST5	1	VEH 7	4	VEH	6X6		711, 712, 713, 714, 715
-	712	3	EXIST5	1	VEH 7	4	VEH	6X6		CONNECTED IN SERIES SEE TYPICAL WIRING DETAIL
-	713	3	EXIST5	1	VEH 7	4	VEH	6X6		
-	714	3	EXIST5	1	VEH 7	4	VEH	6X6		
-	715	5	EXIST5	1&2	VEH 7	4	VEH	BIKE		
23	511	4	EXIST2	3	VEH 5	-	VEH	6 X 6		QUADRUPOLE
-	512	3	EXIST3	1&3	AUX 5	-	VEH & COUNT	6x6		512, 513, 514, 515, 516
-	513	3	EXIST3	3	VEH 5	5	VEH	6 X 6		CONNECTED IN SERIES SEE TYPICAL WIRING DETAIL
-	514	3	EXIST3	3	VEH 5	5	VEH	6 X 6		
-	515	5	EXIST3	4&3	VEH 5	5	VEH	BIKE		
-	516	3	EXIST3	3	VEH 5	5	VEH	6 X 6		
2	-	-	-	-	-	6	PED	-		
6	-	-	-	-	-	6	PED	-		
25	611	4	EXIST2	2	VEH 6	6	EXTENSION	6 X 6		
8	622	4	EXIST1	2	VEH 6	6	EXTENSION	6 X 6		
10	623	5	NEW6	4	AUX 6	6	EC/DC	6 X 6		623, 624, 625 CONNECTED IN SERIES SEE TYPICAL WIRING DETAIL
-	624	4	NEW6	4	AUX 6	6	EC/DC	6 X 6		
-	625	4	NEW6	4	AUX 7	6	EC/DC & COUNTS	BIKE		
1	-	-	-	-	-	8	PED	-		
19	-	-	-	-	-	8	PED	-		
-	311	3	EXIST5	3	VEH 3	8	VEH	6 X 6		311, 312, 313, 314, 315
-	312	3	EXIST5	3	VEH 3	8	VEH	6 X 6		CONNECTED IN SERIES. SEE TYPICAL WIRING DETAIL
-	313	3	EXIST5	3	VEH 3	8	VEH	6 X 6		
-	314	5	EXIST5	3&4	VEH 3	8	VEH	BIKE		
-	315	3	EXIST5	3	VEH 3	8	VEH	6 X 6		
-	821	3	EXIST4	3	VEH 8	8	VEH	6 X 6		821, 822, 823, 824, 825
4	822	3	EXIST4	3	VEH 8	8	VEH	6 X 6		CONNECTED IN SERIES. SEE TYPICAL WIRING DETAIL
-	823	3	EXIST4	3	VEH 8	8	VEH	6 X 6		
-	824	3	EXIST4	3&4	AUX 8	8	VEH & COUNT	BIKE		
-	825	5	EXIST4	3	VEH 8	-	VEH	6 X 6		

- NOTE: EXISTING LOOP AMPLIFIERS ARE RACK MOUNTED
- REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
 - INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
 - INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 - LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
 - INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 - NO CHANGE
 - INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.

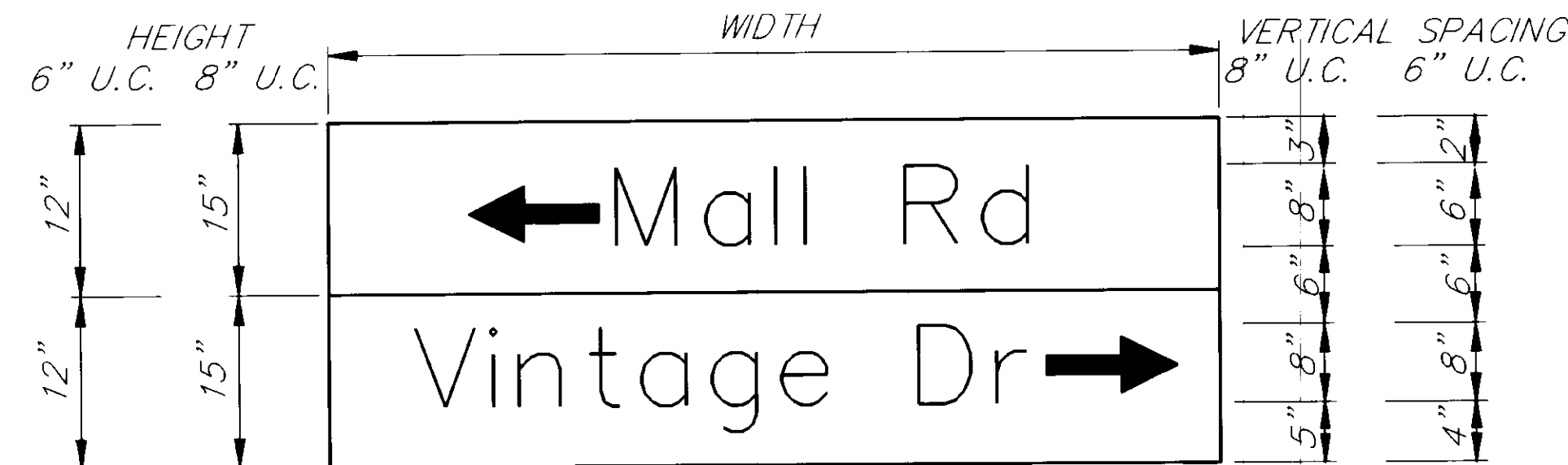
RIVERSIDE DRIVE AT VINTAGE BLVD./ MALL ROAD

SIGNAL HEAD SUMMARY TABLE (PROTECTED/PERMITTED)								
HEAD NUMBER	POLE NO.	STATION	OFFSET C/L	FACING TRAFFIC	MUTCD STYLE (4)	PHASE	MOUNTING STYLE	NOTES
7	1	17+08	RT	SB LEFT	-	1	PLUMBIZER	SEE NOTE 1 & 7.
23	1	17+08	LT	SB THRU	-	6	PLUMBIZER	SEE NOTE 1 & 7.
26	1	17+08	C/L	SB	S.	1 & 6	PLUMBIZER (5)	SEE NOTE 3 & 6. SEE DETAIL
10	3	18+22	LT	NB LEFT	-	5	PLUMBIZER (5)	SEE NOTE 1 & 7.
12	4	18+56	RT	NB LEFT	-	5	PLUMBIZER	SEE NOTE 1 & 7.
22	7	17+67	RT	NB LEFT	-	1	S-2	SEE NOTE 6
24	4	18+56	RT	NB THRU	-	2	PLUMBIZER	SEE NOTE 1 & 7.
25	4	18+56	RT	NB	S.	2 & 5	PLUMBIZER (5)	SEE NOTE 3 & 6. SEE DETAIL

- NOTES:
- REMOVE SIGNAL HEAD AND MOUNTING BRACKET.
 - INSTALL SIGNAL HEAD.
 - INSTALL SIGNAL HEAD DIRECTLY ABOVE LANE LINE BETWEEN LEFT AND THROUGH LANE.
 - MUTCD = MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
 - USE PELCO ASTRO-BRAC TENNON CLAMP # AB-3008 OR EQUAL
 - CONNECT NEW SIGNAL TO EXISTING 7 CONDUCTOR CABLE. CABLE SHALL BE CONNECTED TO PROPER TERMINALS IN THE CABINET.
 - INSULATE AND SEAL END OF EXISTING CABLE AND LEAVE IN PLACE IN THE MAST ARM. DISCONNECT AND TAPE END OF CABLE IN CABINET.
 - REMOVE SIGNAL HEAD. CAP FRAMEWORK AND TERMINAL BOX.



TYPICAL SIGNAL HEAD FOR #25, #26



SIGN TYPE D3-2B

- LEGEND IS WHITE U.C. AND L.C. LETTERING ON A GREEN BACKGROUND
- ARROWS TO THE LEFT ALWAYS GO ON THE TOP LINE

SIGN SUMMARY RIVERSIDE DR AT VINTAGE/MALL

NO.	POST NO	STATION (as-bl)	REF C.L.	TYPE	FACING	LEGEND	Wth	Ht	AREA SQ. FT.	REMARKS
1	POLE 4	18+55	LT	R10-13	SB	ARROW LEFT ONLY YIELD ON GREEN BALL	30	36	7.50	BAND TO MAST ARM
2	POLE 1	17+10	RT	R10-13	NB	ARROW LEFT ONLY YIELD ON GREEN BALL	30	36	7.50	BAND TO MAST ARM
1	POLE 1	18 + 55	LT	D3-2B	SB	ARROW LT Mall Rd Vintage Dr ARROW RT	102	30	21.25	BAND TO MAST ARM, SEE DETAIL
2	POLE 4	17 + 10	RT	D3-2B	NB	ARROW LT, Vintage Dr Mall Rd, ARROW RT	102	30	21.25	BAND TO MAST ARM, SEE DETAIL
TOTAL SQ. FT. =									57.50	

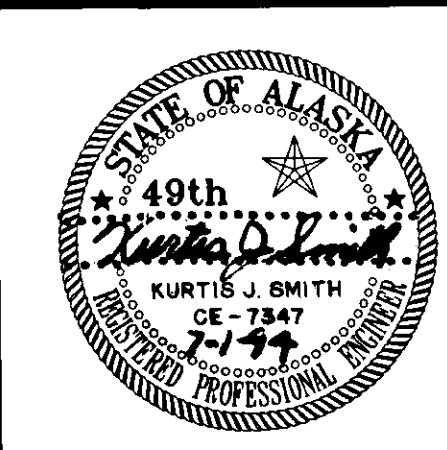
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

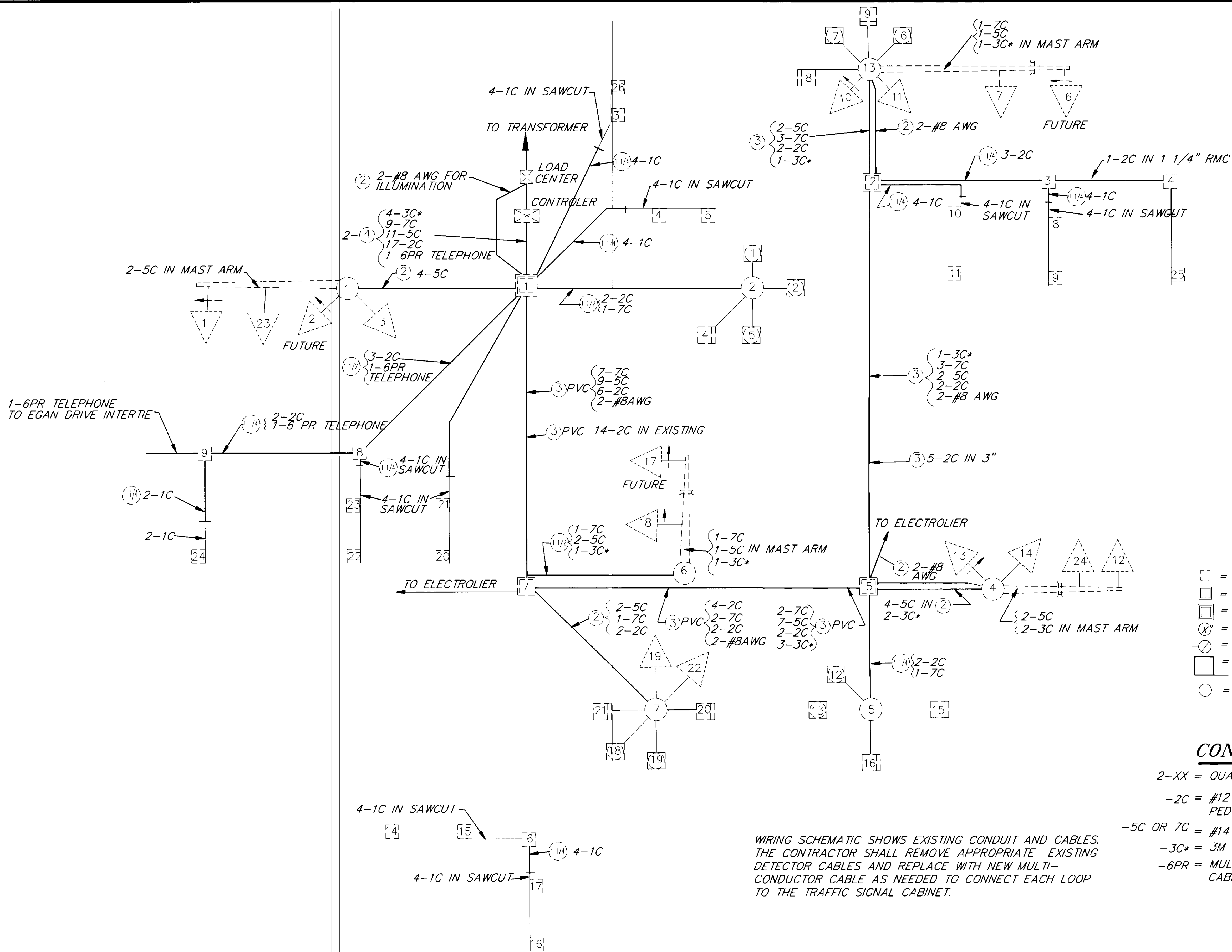
PATH:	DATE:	DESCRIPTION OF CHANGE:
P: REGIONAL SIGNAL DR JNU- SB P: 1	8/20/98	AS BUILT

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

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
RIVERSIDE AT VINTAGE/MALL
SUMMARY TABLES

DESIGNED BY:	JON AHLGREN	PROJECT NO.:	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET	100F 40





- LEGEND**
- = TYPE I J-BOX
 - ▣ = TYPE II J-BOX
 - ▤ = TYPE III J-BOX
 - ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
 - ⊙ = MAGNETOMETER DETECTOR
 - = LOOP DETECTOR
 - = BICYCLE LOOP DETECTOR

- CONDUCTOR LEGEND**
- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
 - 2C = #12 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
 - 5C OR 7C = #14 SIGNAL HEAD CABLE
 - 3C* = 3M PROPRIETARY OPTICOM CABLE
 - 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.

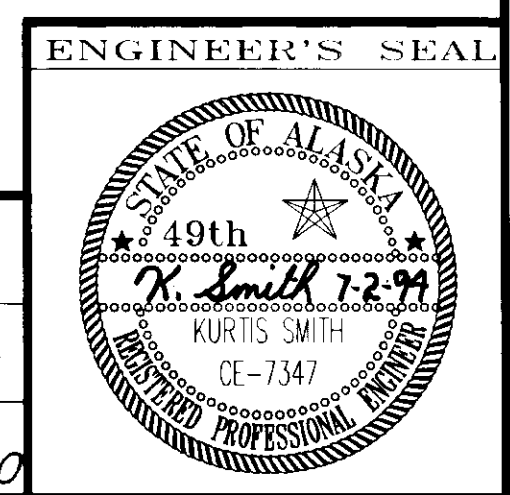
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
K.K.	8/20/98	AS-BUILT

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

JUNEAU
 SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
 ALASKA
 RIVERSIDE DRIVE AT VINTAGE/MALL ROAD

DESIGNED BY:	R. PURVES	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	JON AHLGREN	SHEET	11 OF 40

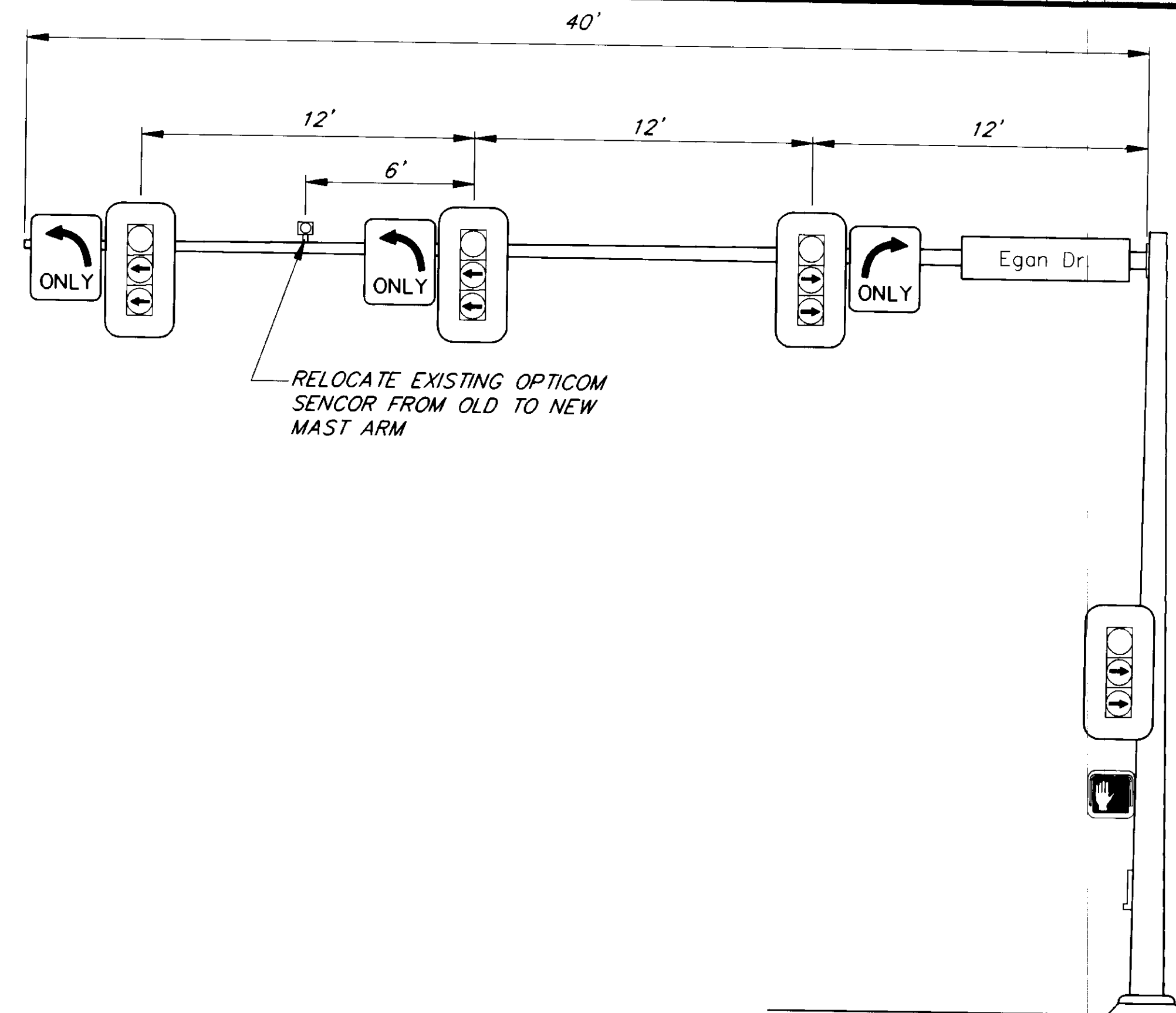


RIVERSIDE EGAN DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE			
-	111	3	EXIST 1	1	VEH 1	1	VEH	6 X 6	
5	112	3	EXIST 1	1	VEH 1	1	VEH	6 X 6	
5	113	3	EXIST 1	1	VEH 1	1	VEH	6 X 6	
5	114	5	EXIST 1	1 & 2	AUX 1	-	COUNTS & VEH BIKE	6 X 6	
-	115	3	EXIST 1	1	VEH 1	1	VEH	6 X 6	
9	211	6	EXIST 5	3	VEH 2	2	EXTENSION	6 X 6	
11	221	6	EXIST 6	2	VEH 2	2	EXTENSION	6 X 6	
14	212	6	EXIST 6	4	AUX 2	2	COUNTS & EXT	6 X 6	
10	222	6	EXIST 5	4	AUX 2	2	COUNTS & EXT	6 X 6	
12	213	6	EXIST 3	2	VEH 3	2	EC/DC	6 X 6	
13	223	6	EXIST 6	3	AUX 3	2	EC/DC	6 X 6	
18	411	3	EXIST 2	3	VEH 4	4	VEH	6 X 6	
-	412	3	EXIST 2	3	VEH 4	4	VEH	6 X 6	
16	413	3	EXIST 2	3	VEH 4	4	VEH	6 X 6	
16	414	5	EXIST 2	2 & 3	AUX 4	-	COUNTS & VEH BIKE	6 X 6	
16	415	3	EXIST 2	3	VEH 4	4	VEH	6 X 6	
19	421	3	EXIST 2	4	VEH 4	4	VEH	6 X 6	
-	422	3	EXIST 2	4	VEH 4	4	VEH	6 X 6	
17	423	3	EXIST 2	4	VEH 4	4	VEH	6 X 6	
17	424	5	EXIST 2	1 & 4	AUX 5	-	COUNTS & VEH BIKE	6 X 6	
-	431	3	EXIST 1	4	VEH4	8	Q DETECTOR	6 X 6	
17	425	3	EXIST 2	4	VEH 5	4	VEH	6 X 6	
2	631	6	EXIST 5	2	VEH 6	6	EXTENSION	6 X 6	
3	632	6	EXIST 4	2	AUX 6	6	COUNTS & EXT	6 X 6	
4	621	6	EXIST 1	3	AUX 6	6	COUNTS & EXT	6 X 6	
6	622	6	EXIST 5	2	VEH 7	6	EC/DC	6 X 6	
7	633	6	EXIST 4	4	AUX 7	6	EC/DC	6 X 6	

NOTE: EXISTING LOOP AMPLIFIERS ARE RACK MOUNTED

1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
6. NO CHANGE
7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.



**NEW SIGNAL POLE NO. 2 DETAIL
EGAN DR. AT RIVERSIDE DR**

EGAN DR. AT RIVERSIDE DR SIGNAL HEAD SUMMARY TABLE

HEAD NO.	TYPE (1)	NEW PHASE	MOUNTING TYPE	INDICATIONS
5	PEDESTRIAN	7	SW-1	SYMBOLS
6	a. (3)	8	PLUMBIZER	RED BALL, AMBER AND GREEN RT ARROW
6A	a.	8	PLUMBIZER	RED BALL, AMBER AND GREEN RT ARROW
7	a.	3	PLUMBIZER	RED BALL, AMBER AND GREEN LT ARROW
7A	a.	3	S-1	RED BALL, AMBER AND GREEN LT ARROW

- NOTES:
1. TYPE AS SHOWN IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
 2. ALL VEHICLE SIGNAL HEADS SHALL BE 12 INCH.
 3. HEAD SHALL BE OPTICALLY PROGRAMMABLE. PROGRAM SO INDICATIONS ARE NOT VISIBLE FROM THE TWO LEFT TURN LANES

EGAN DRIVE AT RIVERSIDE DR SIGN SUMMARY

POST NO	STATION (as-blt)	REF C.L.	TYPE	FACING	LEGEND	Wth	Ht	AREA Sq. Ft.	REMARKS	
1	POLE 2	408+53	LT	R3-5L	SB	ARROW LEFT ONLY	30	36	7.50	BAND TO MAST ARM
2	POLE 2	408+61	LT	R3-5L	SB	ARROW LEFT ONLY	30	36	7.50	BAND TO MAST ARM
3	POLE 2	408+87	LT	R3-5R	SB	ARROW RIGHT ONLY	30	36	7.50	BAND TO MAST ARM
4	POLE 2	408+93	LT	D3-1B	SB	EGAN DRIVE	66	18	8.25	BAND TO MAST ARM - 8"U.C. 6" L.C.
						TOTAL SQ. FT. =		30.75		

**EGAN DRIVE AT RIVERSIDE DRIVE
SIGNAL POLE SUMMARY TABLE**

"AS BUILT" STATION	OFFSET FEET	POLE NO.	MAST ARM	REMARKS
408+85	68 LT	2	-	REMOVE EXISTING POLE AND MAST ARM
409+00	68 LT	2	40 FEET	INSTALL NEW POLE AND MAST ARM - SEE DETAIL

- NOTES:
1. INSTALL 4 NEW 12 INCH 3 SECTION SIGNAL HEADS WITH INDICATIONS AS SHOWN IN THE DETAIL
 2. INSTALL NEW WALK/DON'T WALK SIGNAL
 3. INSTALL NEW PEDESTRIAN PUSHBUTTON, FRAME AND SIGN.
 4. STATIONING OF POLE LOCATION IS APPROXIMATE. POLE FOUNDATIONS SHOULD BE LOCATED SO THAT THE SIGNAL HEADS ARE IN CENTER OF PROLONGATIONS OF THE CENTER OF THE LANES.

PATH: P:\REGION\DESIGNAL\SIGPOLES 1-4

BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT

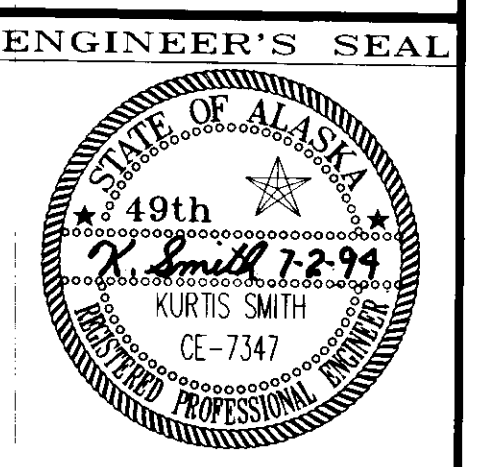
RECORD OF REVISIONS

STATE OF ALASKA
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SOUTHEAST REGION DESIGN & CONSTRUCTION

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
**EGAN DRIVE AT RIVERSIDE DRIVE
SUMMARY TABLES**

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: JON AHLGREN	PROJECT NO. 71120
DRAWN BY: AHLGREN/ANDERSON	DATE: JULY 1994
CHECKED BY: KURTIS SMITH	SHEET 13 OF 40



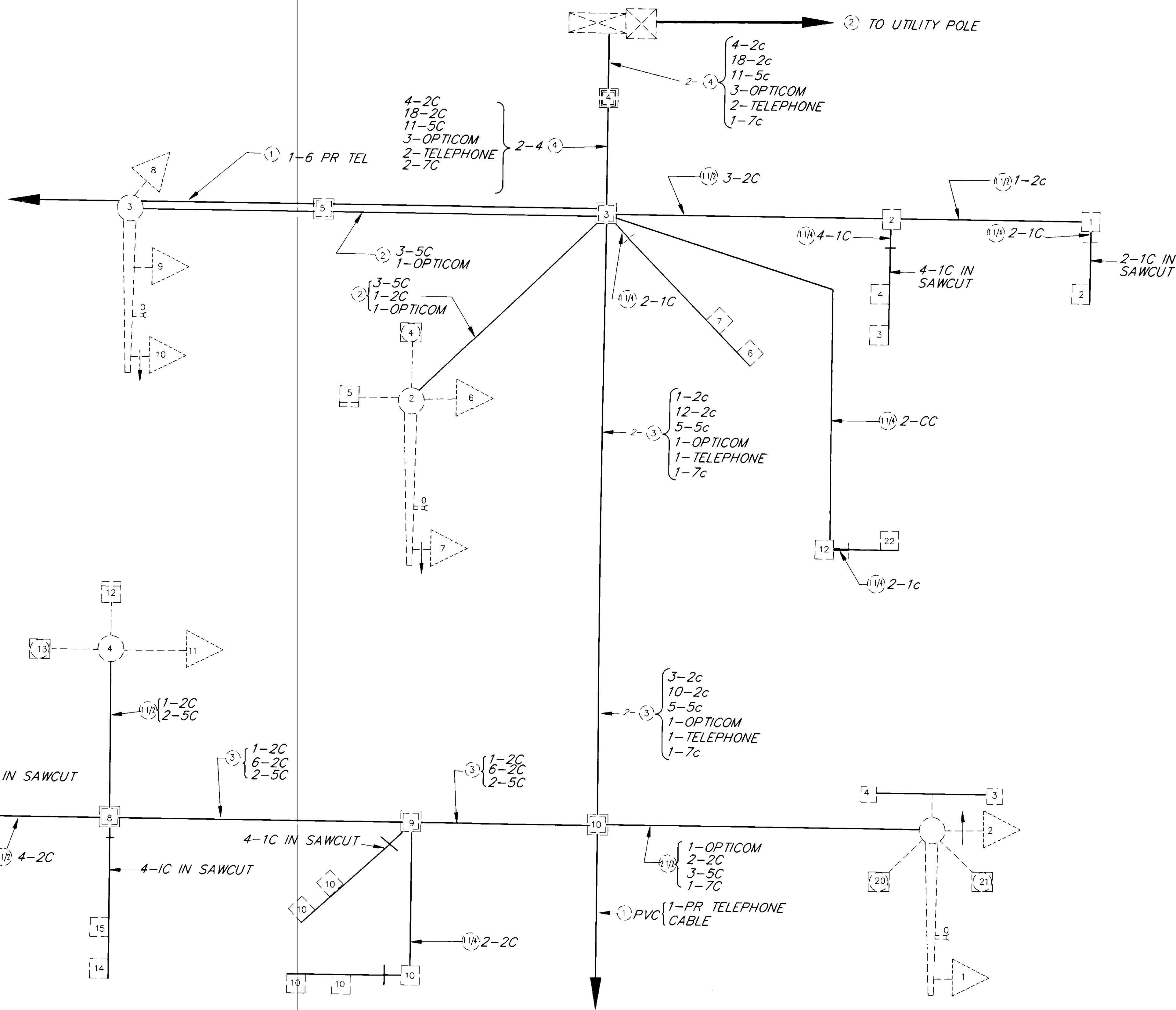
LEGEND

- ☐ = TYPE I J-BOX
- ▣ = TYPE II J-BOX
- ▤ = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊘ = MAGNETOMETER DETECTOR
- = LOOP DETECTOR
- = BICYCLE LOOP DETECTOR

CONDUCTOR LEGEND

- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
- 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
- 5C OR 7C = #14 SIGNAL HEAD CABLE
- 3C* = 3M PROPRIETARY OPTICOM CABLE
- 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.



PATH: P:\REGION\SEIGNAL\JNU-4g 1=1	
BY: K.K.	DATE: 8/20/98
DESCRIPTION OF CHANGE: AS BUILT	
RECORD OF REVISIONS	

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

JUNEAU

SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120

ALASKA

EGAN DR. AT RIVERSIDE DR.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: R. PURVES	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: JON AHLGREN	SHEET 14 OF 40



MENDENHALL LOOP/MALL/ATLIN DETECTOR SUMMARY TABLE

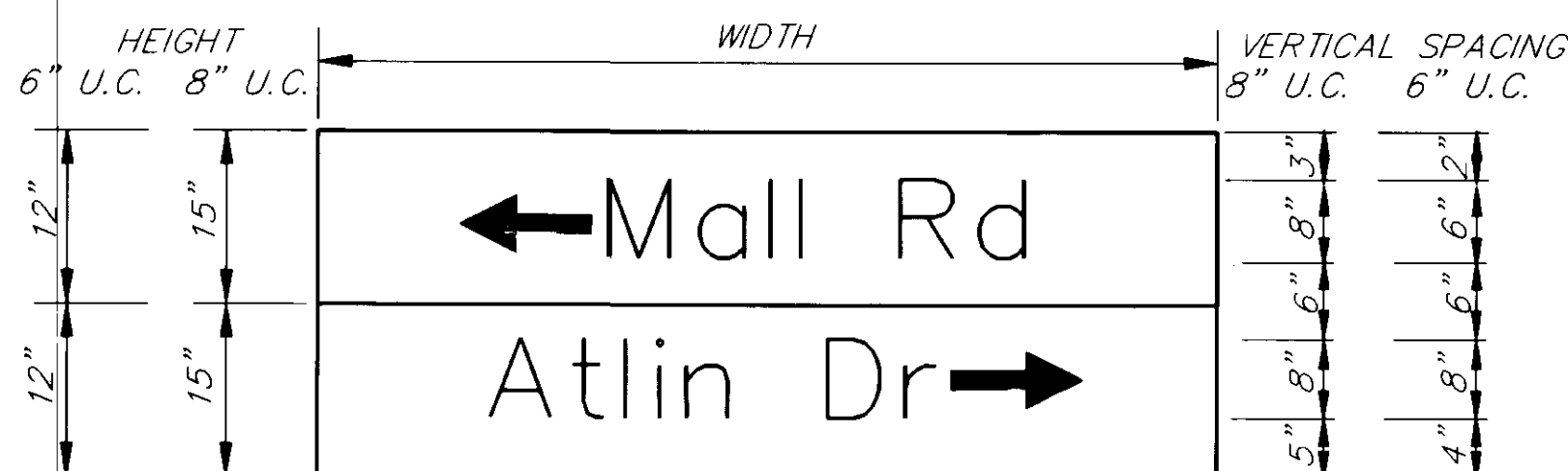
OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE			
16	117	4	EXIST 1	B	AUX 1	1	VEH & COUNTS		
13	111	4	EXIST 1	A	VEH 1	1	VEH		
	112		EXIST 1	A	VEH 1	1	VEH		
	113		EXIST 1	A	VEH 1	1	VEH		
	114		EXIST 1	A	VEH 1	-	VEH		
	115		EXIST 1	A	VEH 1	1	VEH		
1	221	4	EXIST 3	1	VEH2	2	EXTENSION		
2	231	4	EXIST 3	1	VEH2	2	EXTENSION		
4	222	4	EXIST 3	2	AUX 2	2	COUNTS & EXT		
5	232	4	EXIST 6	3	AUX 2	2	COUNTS & EXT		
7	223	4	EXIST 3	3	VEH 3	2	EC/DC		
	224		EXIST 3	3 & 4	VEH 3	2	EC/DC		
	225		EXIST 3	3	VEH 3	2	EC/DC		
8	233	4	EXIST 4	1	AUX 3	2	EC/DC		
	234		EXIST 4	1 & 4	AUX 3	2	EC/DC		
	235		EXIST 4	1	AUX 3	2	EC/DC		
11	417	4	EXIST 4	3	AUX 4	4	VEH & COUNTS		
12	411	4	EXIST 4	2	VEH 4	4	VEH		
	412		EXIST 4	2	VEH 4	4	VEH		
	413		EXIST 4	2	VEH 4	4	VEH		
	414		EXIST 4	2	VEH 4	4	VEH		
	415		EXIST 4	2	VEH 4	4	VEH		
3	517	4	EXIST 2	B	AUX 5	5	VEH & COUNTS		
6	511	4	EXIST 2	A	VEH 5	5	VEH		
	512		EXIST 2	A	VEH 5	5	VEH		
	513		EXIST 2	A	VEH 5	5	VEH		
	514		EXIST 2	A	VEH 5	5	VEH		
	515		EXIST 2	A	VEH 5	5	VEH		
19	631	4	EXIST 5	1	VEH 6	6	EXTENSION		
20	621	4	EXIST 5	1	VEH 6	6	EXTENSION		
17	632	4	EXIST 5	2	AUX 6	6	COUNTS & EXT		
18	622	4	EXIST 6	4	AUX 6	6	COUNTS & EXT		
14	623	4	EXIST 5	3	VEH 7	6	EC/DC		
	624		EXIST 5	4 & 3	VEH 7	6	EC/DC		
	625		EXIST 5	3	VEH 7	6	EC/DC		
15	633	4	EXIST 6	1	AUX 7	6	EC/DC		
	634		EXIST 6	1 & 2	AUX 7	6	EC/DC		
	635		EXIST 6	1	AUX 7	6	EC/DC		
	641		NEW 7	1	AUX 8		COUNTS		

NOTE: EXISTING LOOP AMPLIFIERS ARE SHELF MOUNTED

1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT. REPLACE DETECTOR TERMINALS AND PANELS TO PROVIDE FOR FUTURE LOOPS.
5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
6. NO CHANGE
7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.

SIGN SUMMARY LOOP/MALL

NO.	POST NO	STATION (as-blt)	REF C.L.	TYPE	FACING	LEGEND	W _h	H _c	AREA SQ. FT.	REMARKS
1	POLE 1	existing	LT	D3-1B	WB	Mendenhall Lp Rd	120	18	15.00	BAND TO MAST ARM
2	POLE 3	existing	RT	D3-1B	EB	Mendenhall Lp Rd	120	18	15.00	BAND TO MAST ARM
3	POLE 2	existing	RT	D3-2B	NB	ARROW LT, Mall Rd Atlin, ARROW RT	96	30	20.00	BAND TO MAST ARM, SEE DETAIL
4	POLE 4	existing	LT	D3-2B	SB	ARROW LT, Atlin Mall Rd, ARROW RT	96	30	20.00	BAND TO MAST ARM, SEE DETAIL
							TOTAL SQ. FT. =		100.00	



SIGN TYPE D3-2B

1. LEGEND IS WHITE U.C. AND L.C. LETTERING ON A GREEN BACKGROUND
2. ARROWS TO THE LEFT ALWAYS TO ON THE TOP LINE

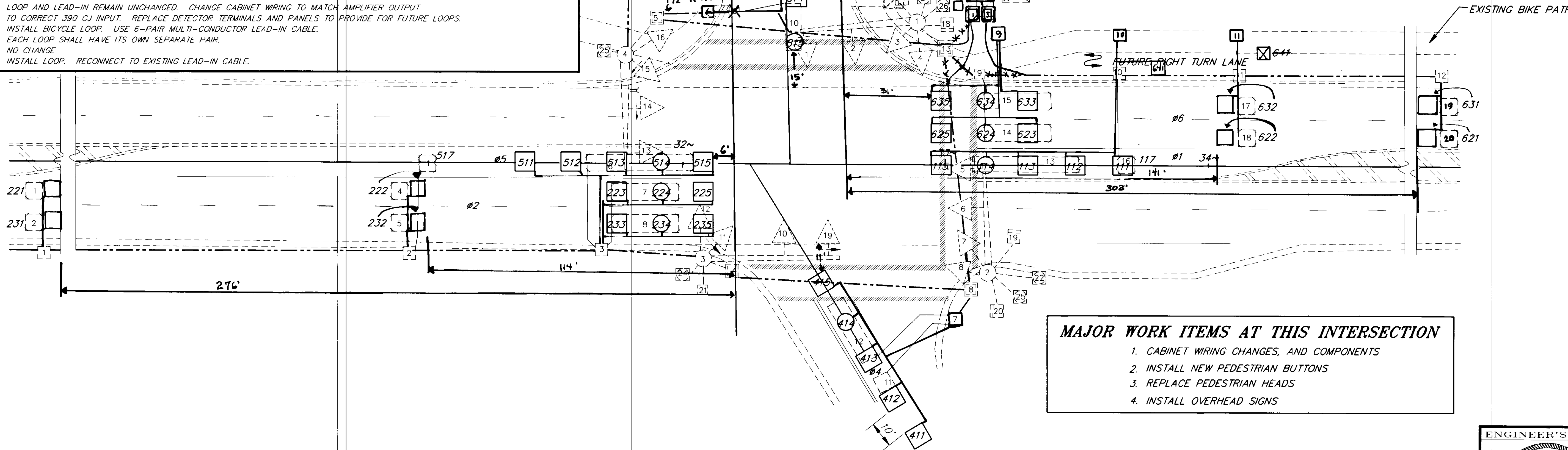
LEGEND

- = TYPE I J-BOX
- = TYPE II J-BOX
- = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊗ = MAGNETOMETER DETECTOR
- = LOOP DETECTOR
- = BIKE DETECTOR

EXISTING IS SHOWN WITH DASHED LINES

NOTE

1. ALL NEW DETECTORS SHOWN ON THIS SHEET ARE TO BE INSTALLED BY OTHERS IN THE FUTURE BUT ARE SHOWN HERE FOR CABINET WIRING PURPOSES.
2. ROADWAY RECONSTRUCTION MAY BE IN PROGRESS BY OTHERS. CONTRACTOR SHALL COORDINATE WORK TO AVOID CONFLICT.



MAJOR WORK ITEMS AT THIS INTERSECTION

1. CABINET WIRING CHANGES, AND COMPONENTS
2. INSTALL NEW PEDESTRIAN BUTTONS
3. REPLACE PEDESTRIAN HEADS
4. INSTALL OVERHEAD SIGNS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

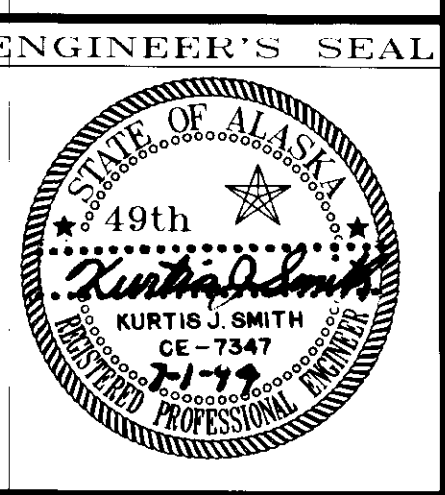
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R: REGION S: SIGNAL JUNE/AUG - 1 = 20		8/20/98		AS BUILT W/ CORRECTIONS

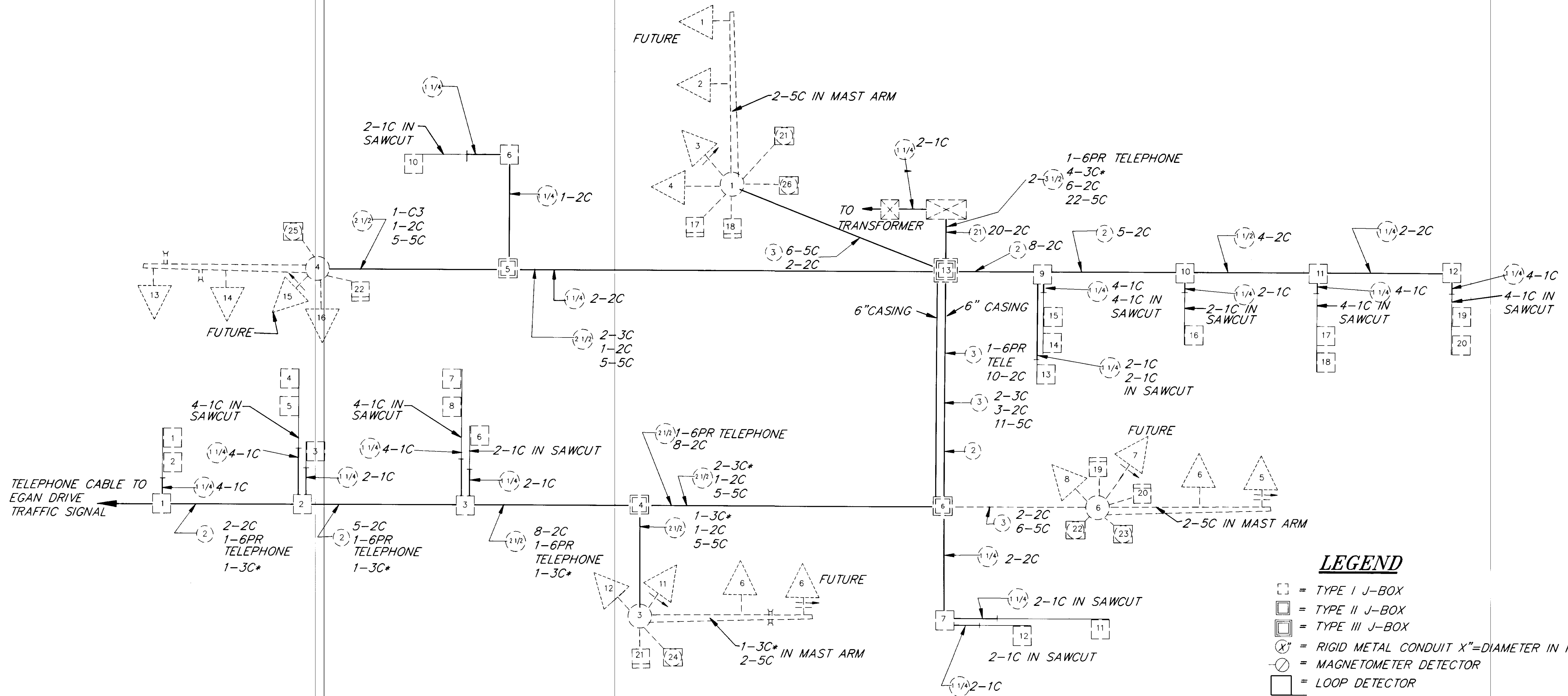
RECORD OF REVISIONS

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

JUNEAU
ALASKA
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
MENDENHALL LOOP ROAD AT ATLIN/MALL RD

DESIGNED BY:	R. PURVES	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	JON AHLGREN	SHEET	15 OF 40





- LEGEND**
- = TYPE I J-BOX
 - = TYPE II J-BOX
 - = TYPE III J-BOX
 - ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
 - ⊙ = MAGNETOMETER DETECTOR
 - = LOOP DETECTOR

- CONDUCTOR LEGEND**
- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
 - 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
 - 5C OR 7C = #14 SIGNAL HEAD CABLE
 - 3C* = 3M PROPRIETARY OPTICOM CABLE
 - 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

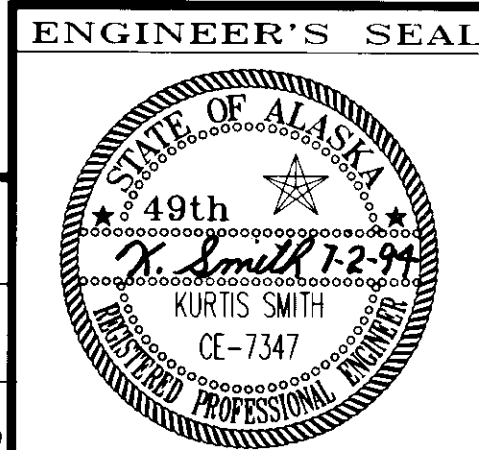
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE
1	8/20/98	AS BUILT

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

JUNEAU ALASKA
 SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
**MENDENHALL LOOP RD AT
 ATLIN DR/MALL RD**

DESIGNED BY:	R. PURVES	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	JON AHLGREN	SHEET	16 OF 40

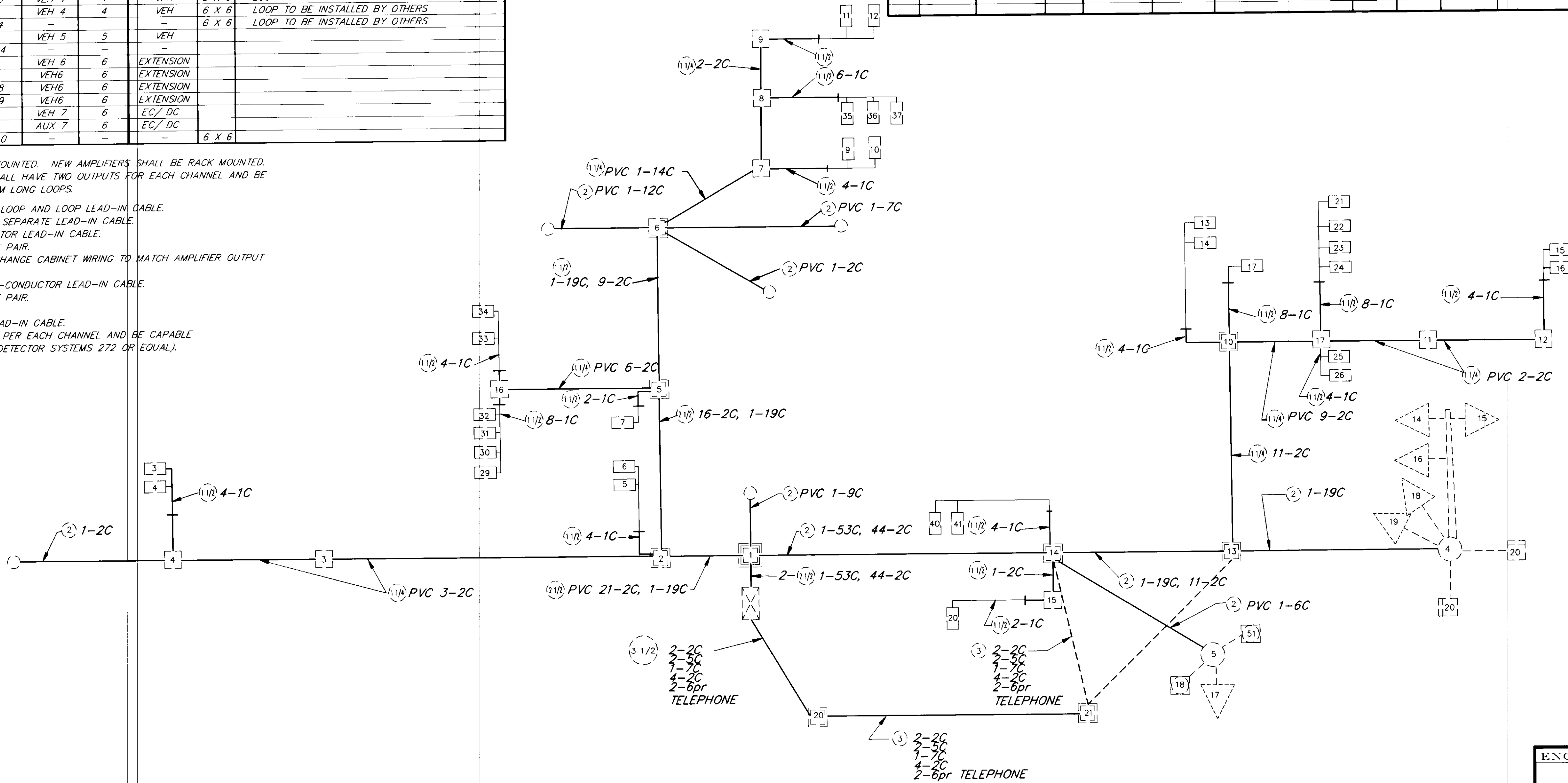


LOOP/EGAN DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		320 TRAFFIC COUNTER	390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO		CHAN	PHASE			
7	111	4 & 8	NEW 1	1A	-	VEH 1	1	VEH		
				1B	CH 7	-	-	-		
47A	231	4	NEW 2	1	-	VEH 2	2	EXTENSION		
47B	221	4	NEW 2	2	-	VEH 2	2	EXTENSION		
46A	232	4	NEW 3	1	CH 12	VEH 2	2	EXTENSION		
46B	222	4	NEW 3	2	CH 13	VEH 2	2	EXTENSION		
45	233	4	NEW 4	1	-	VEH 8	2	EC/ DC		
44	223	4	NEW 4	2	-	AUX 8	2	EC/ DC		
-	241	-	NEW 6	4	CH 11	-	-	-	6 X 6	LOOP TO BE INSTALLED BY OTHERS
40	311	4 & 8	NEW 5	1A	-	VEH 3	3	VEH		
				1B	CH 1	-	-	-		
41	321	4 & 8	NEW 5	2A	-	VEH 3	3	VEH		
				2B	CH 2	-	-	-		
-	331	4	NEW 6	3	CH 3	AUX 2	3	VEH		
52	421	4	NEW 6	1	CH 5	AUX 4	4	EXTENSION		
53	411	4	NEW 6	2	CH 6	AUX 4	4	EXTENSION		
9	9	4	NEW 7	1	-	VEH 4	4	VEH		
10	10	4	NEW 7	2	-	VEH 4	4	VEH		
-	412	-	NEW 7	1	-	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	413	-	NEW 7	1	-	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	414	-	NEW 7	1	-	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	415	-	NEW 7	1 & 2	CH 5	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	416	-	NEW 7	1	-	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	422	-	NEW 7	3	-	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	423	-	NEW 7	3	-	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	424	-	NEW 7	3	-	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	425	-	NEW 7	3 & 4	CH 6	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	426	-	NEW 7	3	-	VEH 4	4	VEH	6 X 6	LOOP TO BE INSTALLED BY OTHERS
-	431	-	NEW 8	3	CH 4	-	-	-	6 X 6	LOOP TO BE INSTALLED BY OTHERS
17	511	4 & 8	NEW 1	2A	-	VEH 5	5	VEH		
				2B	CH 14	-	-	-		
3	621	4	NEW 2	3	-	VEH 6	6	EXTENSION		
4	631	4	NEW 2	4	-	VEH 6	6	EXTENSION		
42	622	4	NEW 3	3	CH 8	VEH 6	6	EXTENSION		
43	632	4	NEW 2	4	CH 9	VEH 6	6	EXTENSION		
39	623	4	NEW 4	3	-	VEH 7	6	EC/ DC		
38	633	4	NEW 4	4	-	AUX 7	6	EC/ DC		
-	641	2	NEW 8	4	CH 10	-	-	-	6 X 6	

NOTE: EXISTING LOOP AMPLIFIERS ARE SHELF MOUNTED. NEW AMPLIFIERS SHALL BE RACK MOUNTED. THE NEW COUNTING AMPLIFIERS SHALL HAVE TWO OUTPUTS FOR EACH CHANNEL AND BE CAPABLE OF VEHICLE COUNTS FROM LONG LOOPS.

1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
6. NO CHANGE.
7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.
8. LOOP AMPLIFIER SHALL HAVE TWO OUTPUTS PER EACH CHANNEL AND BE CAPABLE OF VEHICLE COUNTS FROM LONG LOOPS. (DETECTOR SYSTEMS 272 OR EQUAL).



LEGEND

- = TYPE I J-BOX
- = TYPE II J-BOX
- = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊖ = MAGNETOMETER DETECTOR
- = LOOP DETECTOR
- = BICYCLE LOOP DETECTOR

CONDUCTOR LEGEND

- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
- 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
- 5C OR 7C = #14 SIGNAL HEAD CABLE
- 3C* = 3M PROPRIETARY OPTICOM CABLE
- 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.

SIGN SUMMARY AT EGAN DRIVE AND MENDENHALL LOOP ROAD

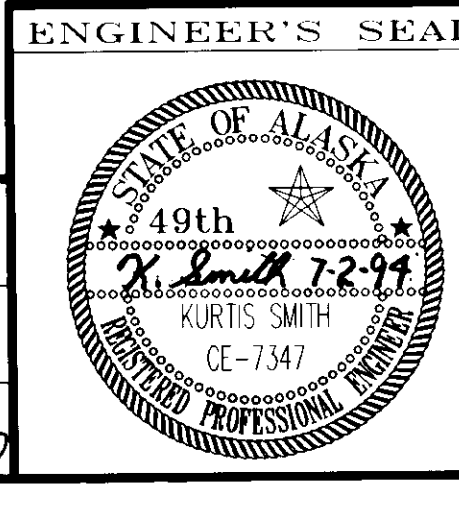
NO.	POST NO	STATION (as-blt)	REF C.L.	TYPE	FACING	LEGEND	Wth	Ht	AREA SQ. FT.	REMARKS
1	POLE 2	EXISTING	RT	D3-1B	WB	MENDENHALL LP RD	120	18	15.00	BAND TO MAST ARM - REMOVE EXISTING "LOOP RD" SIGN
2	POLE 4	EXISTING	LT	D3-1B	EB	MENDENHALL LP RD	120	18	15.00	BAND TO MAST ARM - REMOVE EXISTING "LOOP RD" SIGN
							TOTAL SQ. FT. =		30.00	

PATH:	P: REGION SIGNAL JNU-2A 1-1		
BY:	DATE:	DESCRIPTION OF CHANGE:	
K.K.	8/20/98	AS BUILT	

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

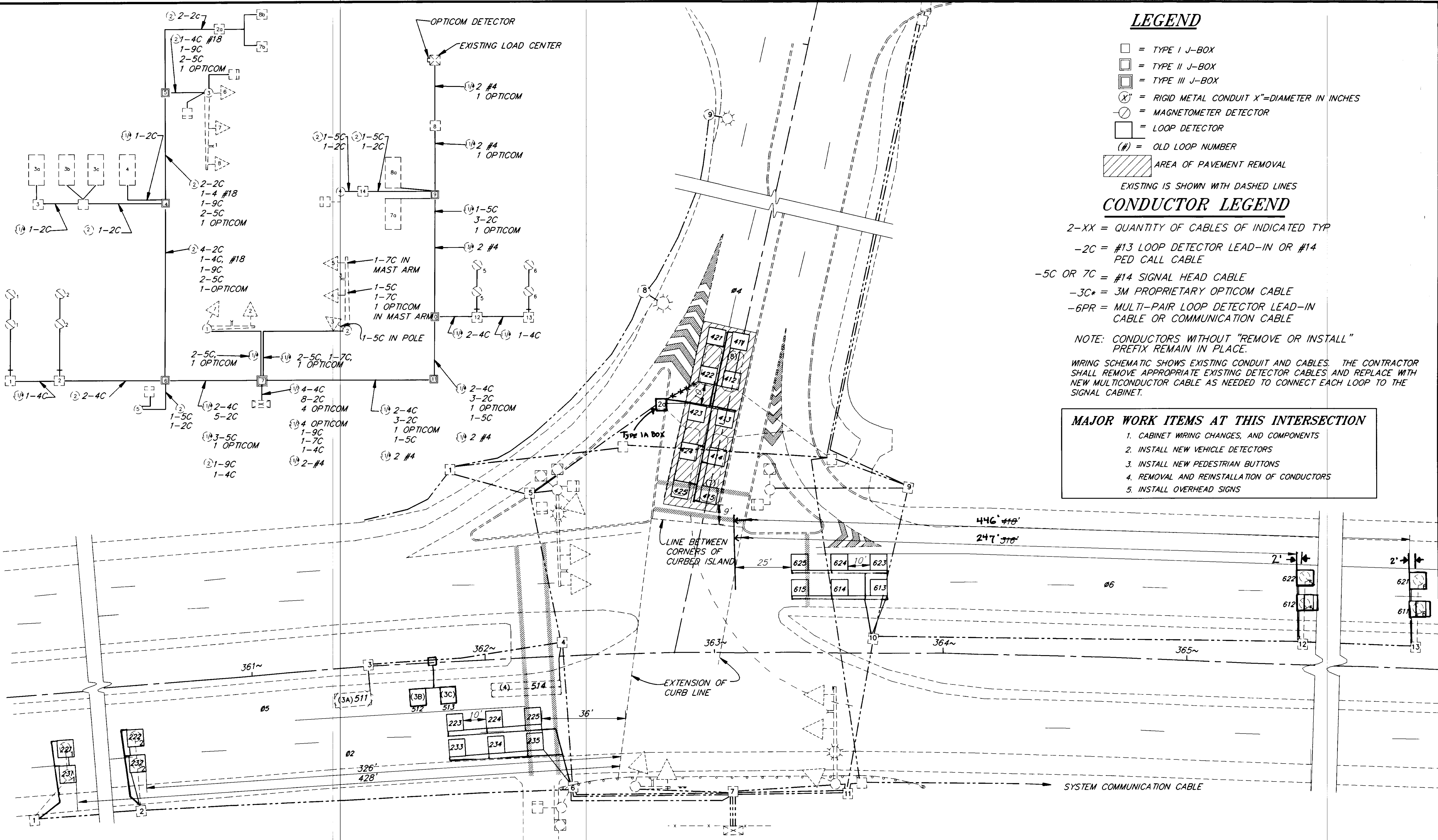
JUNEAU SOUTHEAST AREA SIGNALS ALASKA
PROJECT NO. 71120
EGAN DRIVE AT MENDENHALL LOOP ROAD
SUMMARY TABLES

DESIGNED BY:	R. PURVES	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	JON AHLGREN	SHEET	18 OF 40



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS



LEGEND

- = TYPE I J-BOX
- ▣ = TYPE II J-BOX
- ▤ = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊙ = MAGNETOMETER DETECTOR
- ⊠ = LOOP DETECTOR
- (#) = OLD LOOP NUMBER
- ▨ = AREA OF PAVEMENT REMOVAL

EXISTING IS SHOWN WITH DASHED LINES

CONDUCTOR LEGEND

- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
- 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
- 5C OR 7C = #14 SIGNAL HEAD CABLE
- 3C* = 3M PROPRIETARY OPTICOM CABLE
- 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

NOTE: CONDUCTORS WITHOUT "REMOVE OR INSTALL" PREFIX REMAIN IN PLACE.

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTICONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE SIGNAL CABINET.

MAJOR WORK ITEMS AT THIS INTERSECTION

1. CABINET WIRING CHANGES, AND COMPONENTS
2. INSTALL NEW VEHICLE DETECTORS
3. INSTALL NEW PEDESTRIAN BUTTONS
4. REMOVAL AND REINSTALLATION OF CONDUCTORS
5. INSTALL OVERHEAD SIGNS

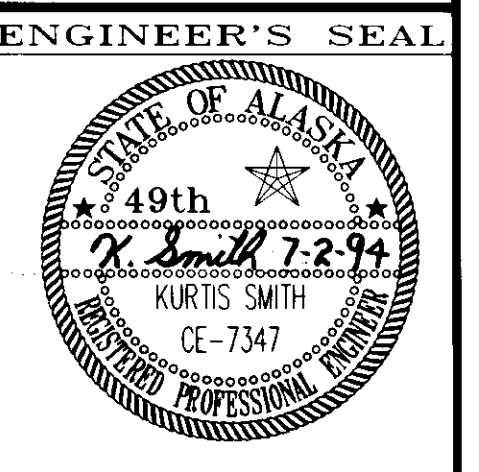
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\REGION\SEIGNAL\JUNEAU-9 1=20		
BY: KK	DATE: 8/20/98	DESCRIPTION OF CHANGE: AS BUILT W/ CORRECTIONS
RECORD OF REVISIONS		

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

JUNEAU
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
ALASKA
EGAN DRIVE AT MC NUGGET INTERSECTION

DESIGNED BY: R. PURVES	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: JON AHLGREN	SHEET 19 OF 40



MC NUGGET/EGAN DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE			
1	221	1	NEW 1	1	VEH1	2	EXTENSION	6 X 6	
1	231	1	NEW1	1	VEH 1	2	EXTENSION	6 X 6	
2	222	1	NEW1	2	AUX 1	2	COUNTS & EXT	6 X 6	
2	232	1	NEW1	3	AUX1	2	COUNTS & EXT	6 X 6	
	223	3	NEW 1	4	VEH 2	2	EC/DC	6 X 6	223,224,225, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
	224	3	NEW 1	4	VEH 2	2	EC/DC	6 X 6	
	225	3	NEW 1	4	VEH 2	2	EC/DC	6 X 6	
	233	3	NEW 3	1	AUX 2	2	EC/DC	6 X 6	233,234,235, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM
	234	3	NEW 3	1	AUX 2	2	EC/DC	6 X 6	
	235	3	NEW 3	1	AUX 2	2	EC/DC	6 X 6	
	411	3	NEW 2	2	VEH 4	4	VEH	6 X 6	
	412	3	NEW 2	2	VEH 4	4	VEH	6 X 6	
	413	3	NEW 2	2	VEH 4	4	VEH	6 X 6	
	414	3	NEW 2	2 & 3	AUX 4	-	COUNTS & VEH	6 X 6	
	415	3	NEW 2	4	VEH 4	4	VEH	6 X 6	
	421	3	NEW 2	4	VEH 4	4	VEH	6 X 6	
	422	3	NEW 2	4	VEH 4	4	VEH	6 X 6	
	423	3	NEW 2	4	VEH 4	4	VEH	6 X 6	
	444	3	NEW 2	1 & 4	AUX 4	-	COUNTS & VEH	6 X 6	
	445	3	NEW 2	4	VEH 4	4	VEH	6 X 6	
3A	511	4	3	1	VEH 5	5	VEH	-	EXISTING
3B	512	4	3	1	VEH 5	5	VEH	-	EXISTING
3C	513	8	3	2	AUX 5	5	COUNTS & VEH	-	EXISTING
4	514	4	3	1	VEH 5	5	VEH	-	EXISTING
6	611	1	NEW 4	1	VEH 6	6	EXTENSION	6 X 6	
6	621	1	NEW 4	1	VEH 6	6	EXTENSION	6 X 6	
5	612	1	NEW 4	2	AUX 6	6	COUNTS & EXT	6 X 6	
5	622	1	NEW 4	2	AUX 6	6	COUNTS & EXT	6 X 6	
	613	3	NEW 4	3	VEH 7	6	EC/DC	6 X 6	623,624,625, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
	614	3	NEW 4	3	VEH 7	6	EC/DC	6 X 6	
	615	3	NEW 4	3	VEH 7	6	EC/DC	6 X 6	
	623	3	NEW 4	4	AUX 7	6	EC/DC	6 X 6	633,634,635, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM
	624	3	NEW 4	4	AUX 7	6	EC/DC	6 X 6	
	625	3	NEW 4	4	AUX 7	6	EC/DC	6 X 6	

- NOTE: EXISTING LOOP AMPLIFIERS ARE SHELF MOUNTED
1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
 2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
 3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
 5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 6. NO CHANGE
 7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.
 8. LOOP REMAINS UNCHANGED REMOVE LEADIN CABLE, AND INSTALL MULTICONDUCTOR CABLE

SIGN SUMMARY EGAN DR AT MCNUGGET

NO.	POST NO	STATION (as-blt)	REF C.L.	TYPE	FACING	LEGEND	Wth	Ht	AREA SQ. FT.	REMARKS
1	POLE 2	EXISTING	RT	D3-1B	WB	Glacier Hwy	96	18	12.00	BAND TO MAST ARM
2	POLE 3	EXISTING	LT	D3-1B	EB	Glacier Hwy	96	18	12.00	BAND TO MAST ARM
									TOTAL SQ. FT. =	24.00

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

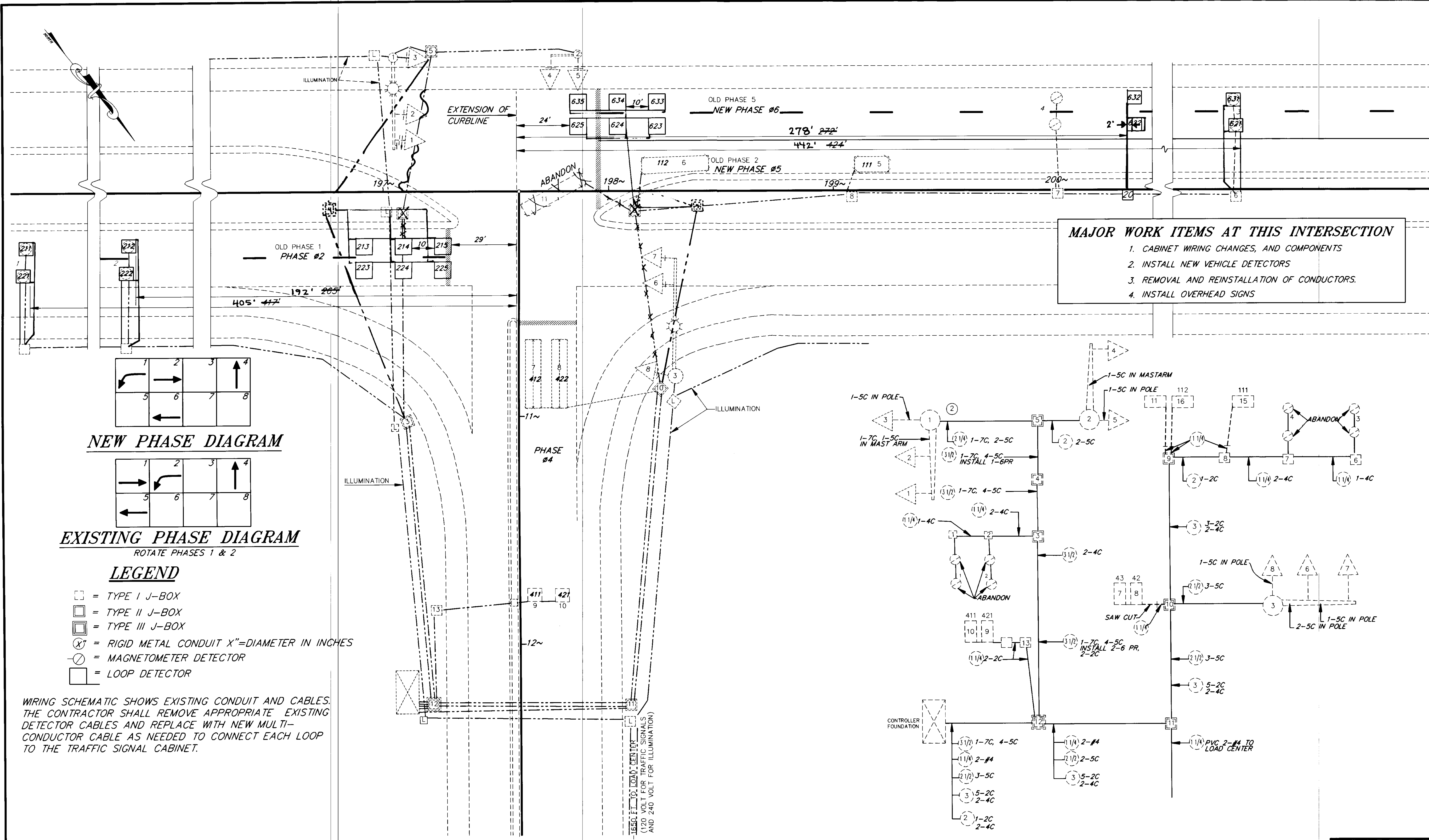
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BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS-BUILT

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

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
EGAN DRIVE AT GLACIER HWY (MCNUGGET)
SUMMARY TABLES

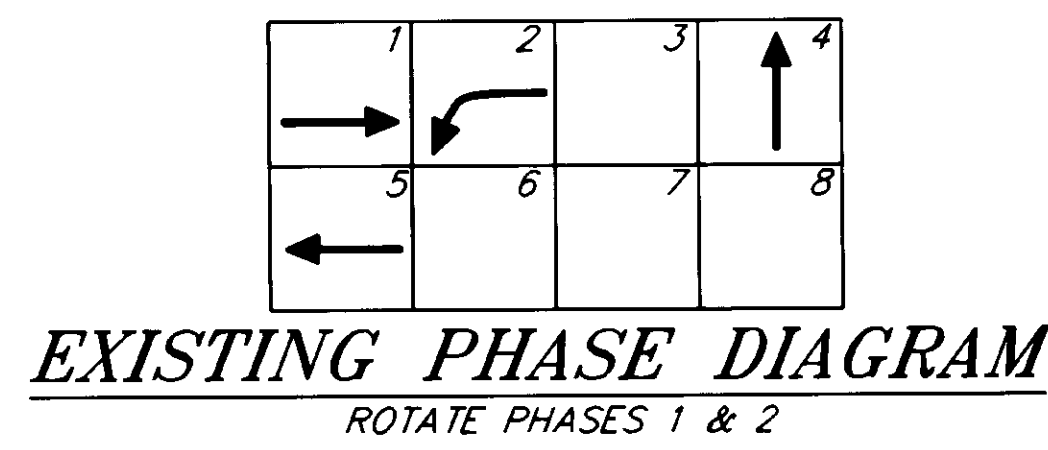
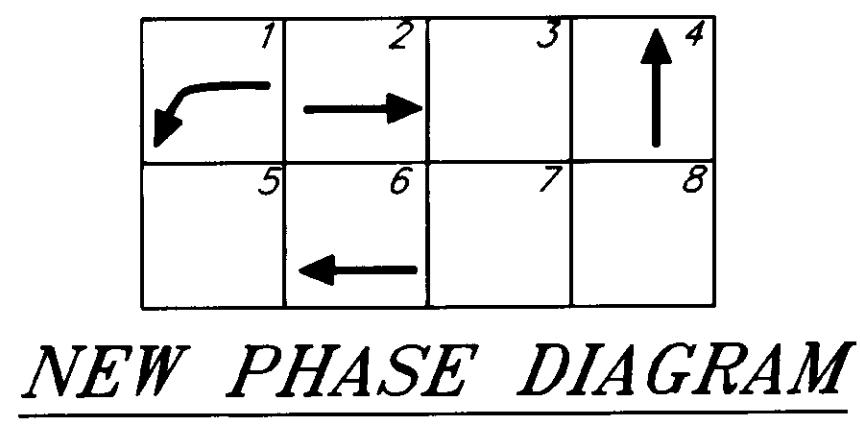
DESIGNED BY:	JON AHLGREN	PROJECT NO.	71120
DRAWN BY:	AHLGREN/ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET	20 OF 40





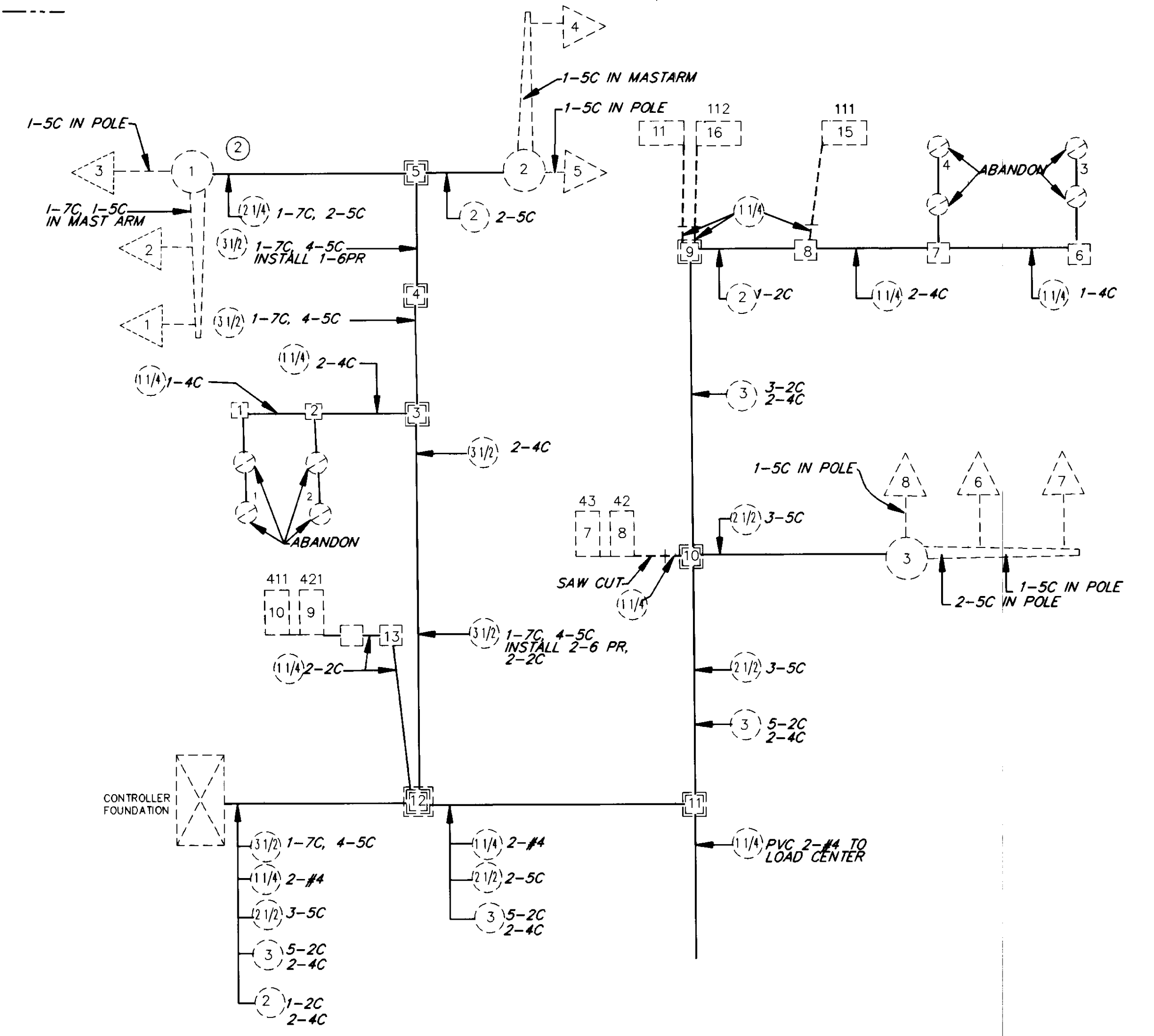
MAJOR WORK ITEMS AT THIS INTERSECTION

1. CABINET WIRING CHANGES, AND COMPONENTS
2. INSTALL NEW VEHICLE DETECTORS
3. REMOVAL AND REINSTALLATION OF CONDUCTORS.
4. INSTALL OVERHEAD SIGNS



- LEGEND**
- = TYPE I J-BOX
 - = TYPE II J-BOX
 - = TYPE III J-BOX
 - ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
 - ⊙ = MAGNETOMETER DETECTOR
 - = LOOP DETECTOR

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.



EGAN DRIVE/VANDERBILT HILL INTERSECTION

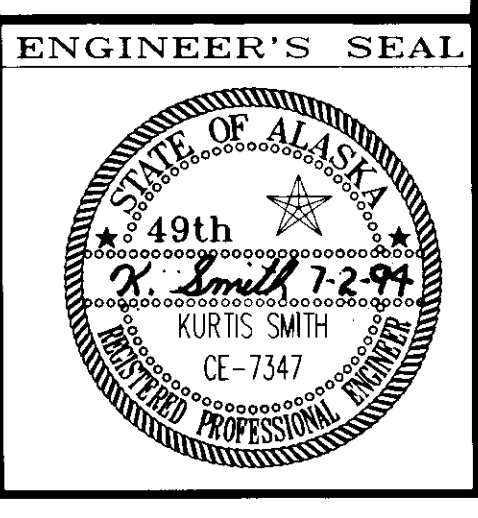
CONDUIT AND WIRING SCHEMATIC

PATH: P: \REGION\DESIGNAL\JUNEAU-1 1=20		
BY: K.K.	DATE: 8/20/98	DESCRIPTION OF CHANGE: AS BUILT W/ CORRECTIONS
RECORD OF REVISIONS		

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

JUNEAU ALASKA
 SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
EGAN DRIVE AT VANDERBILT HILL RD.

DESIGNED BY: R. PURVES	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: JON AHLGREN	SHEET 21 OF 40



EGAN DR AT VANDERBILT HILL RD DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE			
1	211	1	NEW 1	1	VEH 2	2	EXT	6 X 6	
1	221	1	NEW 1	1	VEH 2	2	EXT	6 X 6	
2	212	1	NEW 1	2	AUX 2	2	COUNT & EXT	6 X 6	
2	222	1	NEW 1	3	AUX2	2	COUNT & EXT	6 X 6	
-	213							6 X 6	213,214,215, CONNECTED
-	214	2, 3	NEW 2	1	VEH 3	2	EC/DC	6 X 6	IN SERIES. SEE TYPICAL WIRING
-	215							6 X 6	DIAGRAM
-	223							6 X 6	223,224,225, CONNECTED
-	224	2, 3	NEW 2	2	AUX 3	2	EC/DC	6 X 6	IN SERIES. SEE TYPICAL WIRING
-	225							6 X 6	DIAGRAM
-	633							6 X 6	633,634,635, CONNECTED
-	634	2, 3	NEW 2	3	VEH 7	6	EC/DC	6 X 6	IN SERIES. SEE TYPICAL WIRING
-	635							6 X 6	DIAGRAM
-	623							6 X 6	623,624,625, CONNECTED
-	624	2, 3	NEW 2	4	AUX 7	6	EC/DC	6 X 6	IN SERIES. SEE TYPICAL WIRING
-	625							6 X 6	DIAGRAM
4	632	1	NEW 6	1	AUX 6	6	COUNT & EXT	6 X 6	
4	622	1	NEW 6	2	AUX 6	6	COUNT & EXT	6 X 6	
3	631	1	NEW 6	3	VEH 6	6	EXT	6 X 6	
3	621	1	NEW 6	3	VEH 6	6	EXT	6 X 6	
5	111	4	EXIST3	A	AUX 1	5	COUNT & EXT	-	
6	112	4	EXIST3	B	VEH 1	5	EXT	-	
11	-	ABANDON	-	-	-	-	-	-	
7	412	4	EXIST4	A	VEH 4	4	EXT	-	
8	422	4	EXIST4	B	VEH 4	4	EXT	-	
9	411	4	EXIST5	A	AUX 4	4	COUNT & EXT	-	
10	421	4	EXIST5	B	AUX 4	4	COUNT & EXT	-	

NOTE: EXISTING LOOP AMPLIFIERS ARE SHELF MOUNTED

1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
6. NO CHANGE
7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE. LOOP STATIONING IS TO CENTER OF LOOP OR TO CENTER OF A GROUP OF LOOPS

SIGN SUMMARY AT EGAN DRIVE AND VANDERBILT HILL ROAD

NO.	POST NO	STATION (as-blt)	REF C.L.	TYPE	FACING	LEGEND	Wth	Ht	AREA SQ. FT.	REMARKS
1	POLE 3	EXISTING	RT	D3-1B	WB	Vanderbilt Hill Rd	132	18	16.50	BAND TO MAST ARM
2	POLE 1	EXISTING	LT	D3-1B	EB	Vanderbilt Hill Rd	132	18	16.50	BAND TO MAST ARM
									TOTAL SQ. FT. =	33.00

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
F:\REGION\DESIGNAL\UNU 1A 1-1		
KK	8/20/98	AS BUILT

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

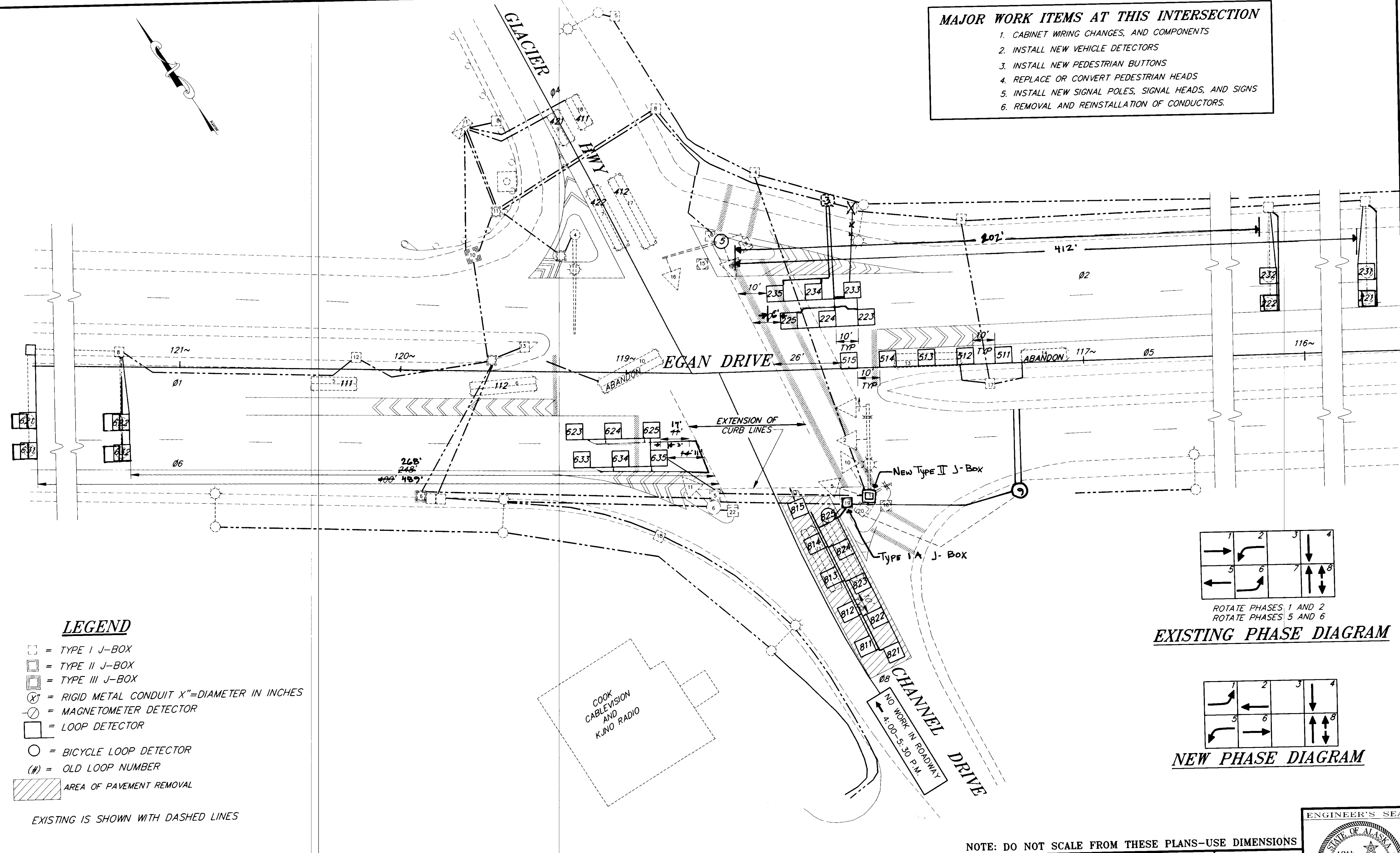
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
EGAN DR AT VANERBILT HILL RD
SUMMARY TABLES

DESIGNED BY:	JON AHLGREN	PROJECT NO.	71120
DRAWN BY:	AHLGREN/ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET	22 OF 40



MAJOR WORK ITEMS AT THIS INTERSECTION

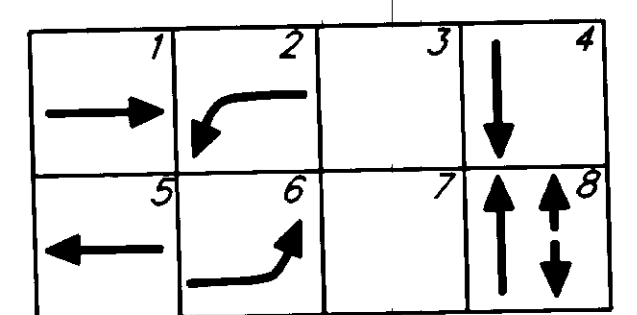
1. CABINET WIRING CHANGES, AND COMPONENTS
2. INSTALL NEW VEHICLE DETECTORS
3. INSTALL NEW PEDESTRIAN BUTTONS
4. REPLACE OR CONVERT PEDESTRIAN HEADS
5. INSTALL NEW SIGNAL POLES, SIGNAL HEADS, AND SIGNS
6. REMOVAL AND REINSTALLATION OF CONDUCTORS.



LEGEND

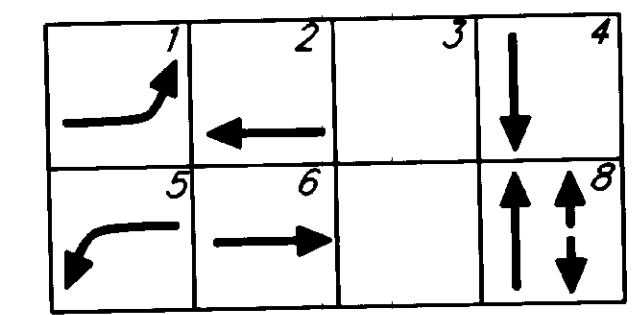
- = TYPE I J-BOX
- ▣ = TYPE II J-BOX
- ▤ = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊙ = MAGNETOMETER DETECTOR
- = LOOP DETECTOR
- = BICYCLE LOOP DETECTOR
- (#) = OLD LOOP NUMBER
- ▨ = AREA OF PAVEMENT REMOVAL

EXISTING IS SHOWN WITH DASHED LINES



ROTATE PHASES 1 AND 2
ROTATE PHASES 5 AND 6

EXISTING PHASE DIAGRAM



NEW PHASE DIAGRAM

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

PATH: P:\REGION\SE SIGNAL\JUNEAU.5 1=20		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT W/ CORRECTIONS
RECORD OF REVISIONS		

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

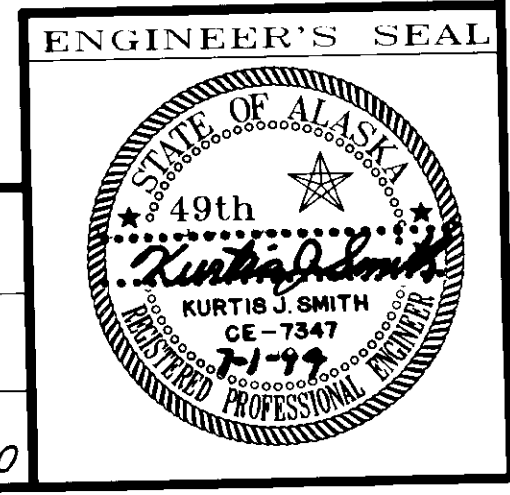
JUNEAU

SOUTHEAST AREA SIGNAL
PROJECT NO. 71120
LOOP DETECTORS
EGAN DRIVE AT SALMON CREEK

ALASKA

DESIGNED BY:
JON AHLGREN
DRAWN BY:
C. ANDERSON
CHECKED BY:
KURTIS SMITH

PROJECT NO.
71120
DATE:
JULY 1994
SHEET 23 OF 40



SALMON/EGAN DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE			
5	111	4	3	A	VEH 1	1	VEH		EXISTING
6	112	4	3	B	VEH 1	1	VEH		EXISTING
10	-	-	-	-	-	-	-	-	ABANDON
1	221	1	NEW 1	1	VEH2	2	EXTENSION	6 X 6	
1	231	1	NEW 1	1	VEH2	2	EXTENSION	6 X 6	
2	222	1	NEW 1	2	AUX 2	2	COUNTS & EXT	6 X 6	
2	232	1	NEW 9	1	AUX 2	2	COUNTS & EXT	6 X 6	
-	223	3	NEW 1	3	AUX 1	2	EC\DC	6 X 6	223,224,225, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	224	3	NEW 1	3	AUX 1	2	EC\DC	6 X 6	
-	225	3	NEW 1	3	AUX 1	2	EC\DC	6 X 6	
-	233	3	NEW 1	4	VEH 3	2	EC\DC	6 X 6	233,234,235, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	234	3	NEW 1	4	VEH 3	2	EC\DC	6 X 6	
-	235	3	NEW 1	4	VEH 3	2	EC\DC	6 X 6	
18	411	4	6	A	AUX 4	4	COUNTS & VEH	6 X 6	EXISTING
9	421	4	5	A	AUX 4	4	COUNTS & VEH	6 X 6	EXISTING
17	412	4	6	B	VEH 4	4	VEH	6 X 6	EXISTING
7	422	4	4	A	VEH 4	4	VEH	6 X 6	EXISTING
13	511	3	7	A	VEH 5	5	VEH	6 X 6	EXISTING
13	512	3	7	B	AUX 5	-	COUNTS & VEH	6 X 6	
13	513	3	7	A	VEH 5	5	VEH	6 X 6	EXISTING
13	514	3	7	A	VEH 5	5	VEH	6 X 6	EXISTING
13	515	3	7	A	VEH 5	5	VEH	6 X 6	EXISTING
14	-	-	-	-	-	-	-	-	ABANDON
4	621	1	NEW 2	1	VEH 6	6	EXTENSION	6 X 6	
4	631	1	NEW 2	1	VEH6	6	EXTENSION	6 X 6	
3	622	1	NEW 2	2	AUX 6	6	COUNTS & EXT	6 X 6	
3	632	1	NEW 2	2	AUX 6	6	COUNTS & EXT	6 X 6	
-	623	3	NEW 2	3	VEH 7	6	EC\DC	6 X 6	623,624,625, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	624	3	NEW 2	3	VEH 7	6	EC\DC	6 X 6	
-	625	3	NEW 2	3	VEH 7	6	EC\DC	6 X 6	
-	633	3	NEW 2	4	AUX 7	6	EC\DC	6 X 6	633,634,635, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	634	3	NEW 2	4	AUX 7	6	EC\DC	6 X 6	
-	635	3	NEW 2	4	AUX 7	6	EC\DC	6 X 6	
	811	3	NEW 8	1	VEH 8	8	VEH	6 X 6	
	812	3	NEW 8	1	VEH 8	8	VEH	6 X 6	
	813	3	NEW 8	1	VEH 8	8	VEH	6 X 6	
	814	3	NEW 8	1 & 2	AUX 8	-	COUNTS & VEH	6 X 6	
	815	3	NEW 8	1	VEH 8	8	VEH	6 X 6	
	821	3	NEW 8	2	VEH 8	8	VEH	6 X 6	
	822	3	NEW 8	2	VEH 8	8	VEH	6 X 6	
	823	3	NEW 8	2	VEH 8	8	VEH	6 X 6	
	824	3	NEW 8	2 & 4	VEH 8	-	COUNTS & VEH	6 X 6	
	825	3	NEW 8	3	VEH 8	8	VEH	BIKE	

- NOTE: EXISTING LOOP AMPLIFIERS ARE SHELF MOUNTED
1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
 2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
 3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
 5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 6. NO CHANGE
 7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.

SALMON CREEK SIGN TABLE

NO.	POST NO	STATION (as-blt)	REF C.L.	TYPE	FACING	LEGEND	Wth	Ht	AREA SQ. FT.	REMARKS
1	POLE 7	119+67	19 RT	R10-5	WB	LEFT ON GREEN ARROW ONLY	24	30	5.00	BAND TO MAST ARM
2	POLE 7	119+67	55 RT	D3-2B	WB	GLACIER HWY RT LT CHANNEL DRIVE	108	42	33.25	BAND TO MAST ARM-8" U.C. 6" L.C.
3	POLE 8	118+98	93 RT	R3-5R	NB	ARROW LEFT ONLY	30	36	7.50	BAND TO MAST ARM
4	POLE 8	118+63	97 RT	R3-5L	NB	ARROW RIGHT ONLY	30	36	7.50	BAND TO MAST ARM
5	POLE 8	118+78	102 RT	D3-1B	NB	EGAN DR	84	18	8.25	BAND TO MAST ARM-8" U.C. 6" L.C.
6	POLE 9	117+30	22 LT	R10-5	EB	LEFT ON GREEN ARROW ONLY	24	30	5.00	BAND TO MAST ARM
7	POLE 9	117+30	54 LT	D3-2B	EB	CHANNEL DR RT GLACIER HWY LT	108	42	33.25	BAND TO MAST ARM-8" U.C. 6" L.C.
8	POLE 1	117+97	55 LT	-	SB	YIELD TO PEDS	30	36	7.50	SALVAGE EXISTING AND BAND TO NEW SIGNAL POST
TOTAL SQ. FT. 107.25										

EGAN DRIVE AT GLACIER HIGHWAY/CHANNEL DRIVE (SALMON CREEK) POLE AND J-BOX SUMMARY TABLE

STATION	OFFSET	POLE NO.	MAST ARM	REMARKS
118+55	57' RT.	EXIST. 5	-	REMOVE EXISTING POLE AND MAST ARM
118+55	57' RT.	NEW 5*	NONE	INSTALL NEW POLE - SEE DETAIL "TYPICAL SIGNAL POST"
118+75	112' RT.	NEW 8	35 FEET	INSTALL NEW POLE AND MAST ARM - SEE DETAIL
119+22	62' RT.	EXIST. 4	-	REMOVE EXISTING POLE AND MAST ARM
119+67	64' RT.	NEW 7	55 FEET	INSTALL NEW POLE AND MAST ARM - SEE POLE DETAIL
117+97	55' LT.	EXIST. 1	-	REMOVE EXISTING POLE AND MAST ARM
117+97	55' LT.	NEW 1*	NONE	INSTALL NEW POLE - SEE DETAIL "TYPICAL SIGNAL POST"
117+30	64' LT.	NEW 9	55 FEET	INSTALL NEW POLE AND MAST ARM - SEE POLE DETAIL

* NEW POLE SHALL HAVE MULTI-DIRECTIONAL BREAKAWAY ANCHOR BOLTS. SEE SPECIAL PROVISIONS

EGAN DRIVE AT GLACIER HWY/CHANNEL DR (SALMON CK) NEW SIGNAL HEAD SUMMARY TABLE

NO.	POST NO	FACING	TYPE (1)	PHASE	MOUNTING STYLE	INDICATIONS
1	9	EB	a.	6	PLUMBIZER	RED, AMBER AND GREEN BALL
2	9	EB	a.	6	PLUMBIZER	RED, AMBER AND GREEN BALL
5	1	EB	a.	6	T-2	RED, AMBER AND GREEN BALL
10	1	SB	a.	4	T-2	RED, AMBER AND GREEN BALL
13	7	WB	a.	2	S-1	RED, AMBER AND GREEN BALL
14	7	WB	a.	2	PLUMBIZER	RED, AMBER AND GREEN BALL
15	7	WB	a.	2	PLUMBIZER	RED, AMBER AND GREEN BALL
16	8	NB	a.	8	PLUMBIZER	RED, AMBER AND GREEN BALL
17	5	NB	a.	8	T-2	RED, AMBER AND GREEN BALL
19	5	NB	PEDESTRIAN	8	SW-1	WALK, DON'T WALK SYMBOLS
20	5	SB	PEDESTRIAN	8	SW-1	WALK, DON'T WALK SYMBOLS
21	6	EB	a.	6	T-2	RED, AMBER AND GREEN BALL
22	5	WB	a.	2	T-2	RED, AMBER AND GREEN BALL
23	8	NB	a.	8	T-2	RED, AMBER AND GREEN BALL

- NOTES:
1. TYPE AS SHOWN IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
 2. ALL VEHICLE SIGNAL HEADS SHALL BE 12 INCH.



SIGN TYPE D3-2B

1. LEGEND IS WHITE U.C. AND L.C. LETTERING ON A GREEN BACKGROUND
2. ARROWS TO THE LEFT ALWAYS GO ON THE TOP LINE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\REGION\SEIGNAL\JNU-5B 1=1
 BY: KK DATE: 8/20/98 DESCRIPTION OF CHANGE: AS BUILT

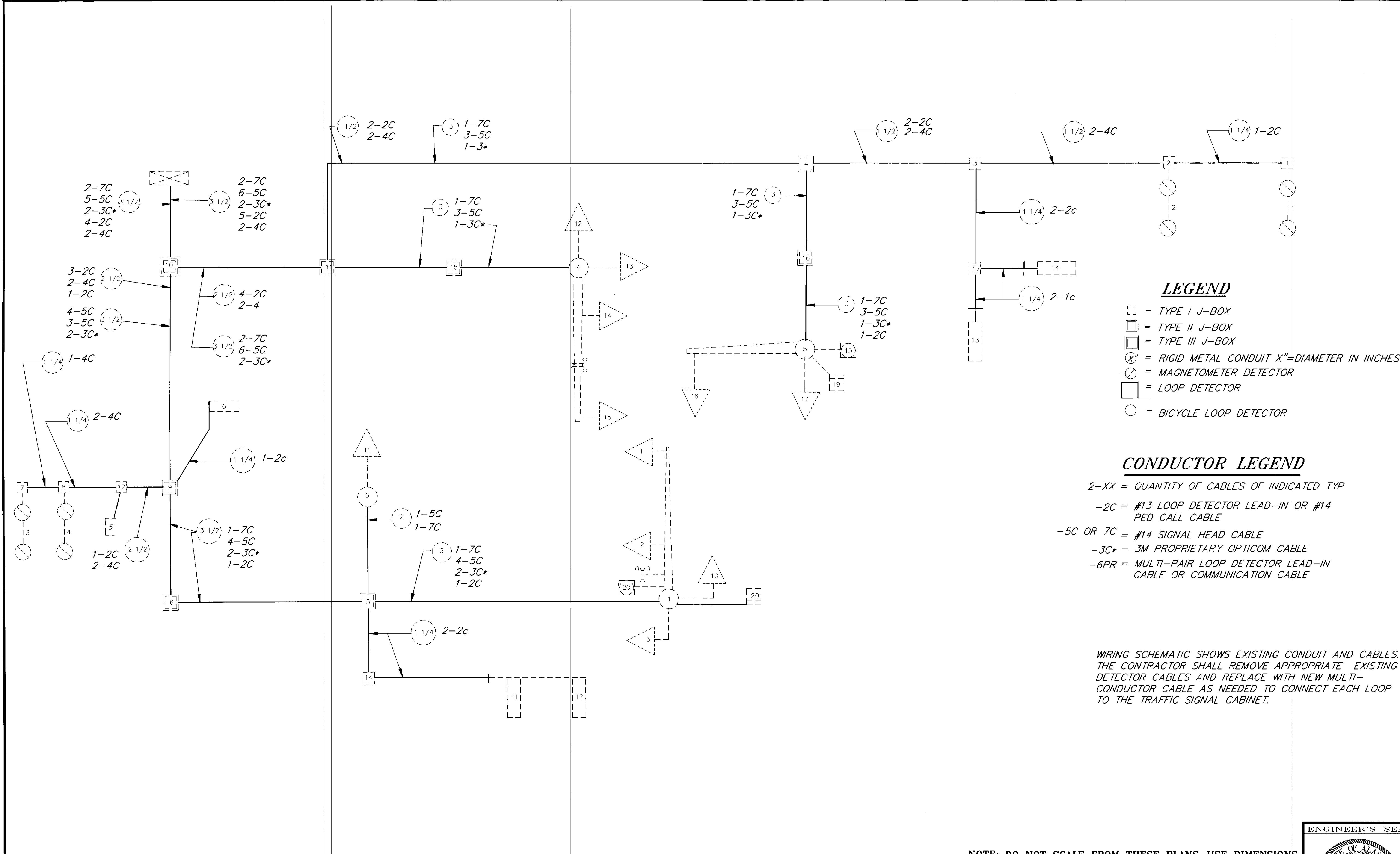
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
**EGAN DRIVE AT SALMON CR
 SUMMARY TABLES**

DESIGNED BY: JON AHLGREN	PROJECT NO. 71120
DRAWN BY: AHLGREN/ANDERSON	DATE: JULY 1994
CHECKED BY: KURTIS SMITH	SHEET 24 OF 40



RECORD OF REVISIONS



LEGEND

- ☐ = TYPE I J-BOX
- ☐ = TYPE II J-BOX
- ☐ = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊗ = MAGNETOMETER DETECTOR
- ☐ = LOOP DETECTOR
- = BICYCLE LOOP DETECTOR

CONDUCTOR LEGEND

- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
- 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
- 5C OR 7C = #14 SIGNAL HEAD CABLE
- 3C* = 3M PROPRIETARY OPTICOM CABLE
- 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.

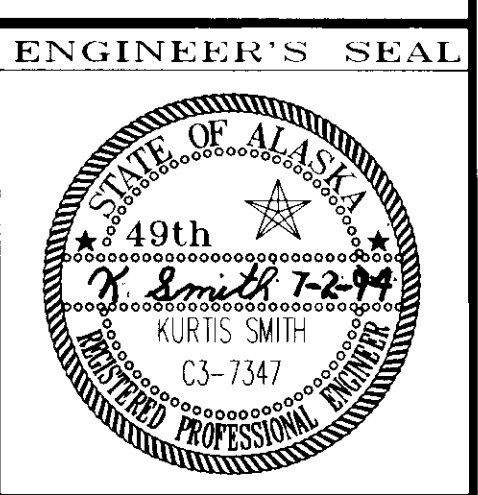
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\REGION\SE SIGNAL\JUNU-5A 1=1		
BY: KK	DATE: 8/20/98	DESCRIPTION OF CHANGE: AS BUILT
RECORD OF REVISIONS		

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

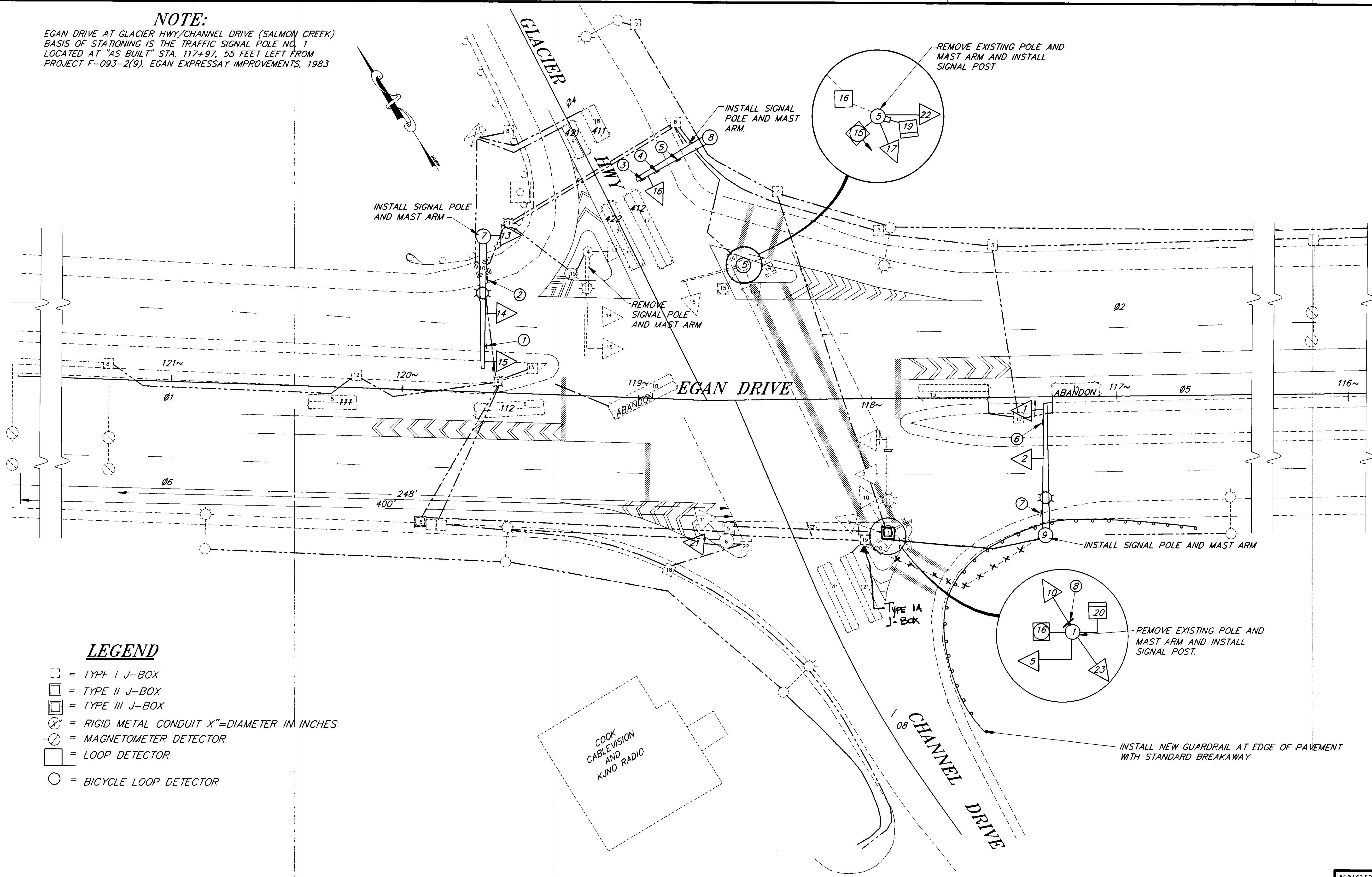
JUNEAU
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
ALASKA
EGAN DRIVE AT SALMON CREEK INTERSECTION

DESIGNED BY: R. PURVES	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: JON AHLGREN	SHEET 25 OF 40



NOTE:

EGAN DRIVE AT GLACIER HWY/CHANNEL DRIVE (SALMON CREEK)
 BASIS OF STATIONING IS THE TRAFFIC SIGNAL POLE NO. 1
 LOCATED AT "AS BUILT" STA. 117+97, 55 FEET LEFT FROM
 PROJECT F-093-2(9), EGAN EXPRESSWAY IMPROVEMENTS, 1983



LEGEND

- = TYPE I J-BOX
- = TYPE II J-BOX
- = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊙ = MAGNETOMETER DETECTOR
- = LOOP DETECTOR
- = BICYCLE LOOP DETECTOR

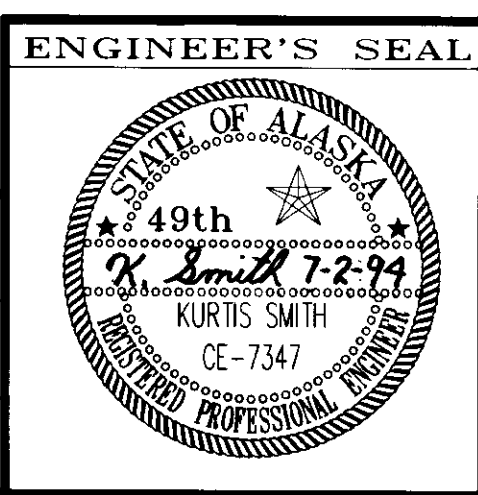
RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT W/ CORRECTIONS

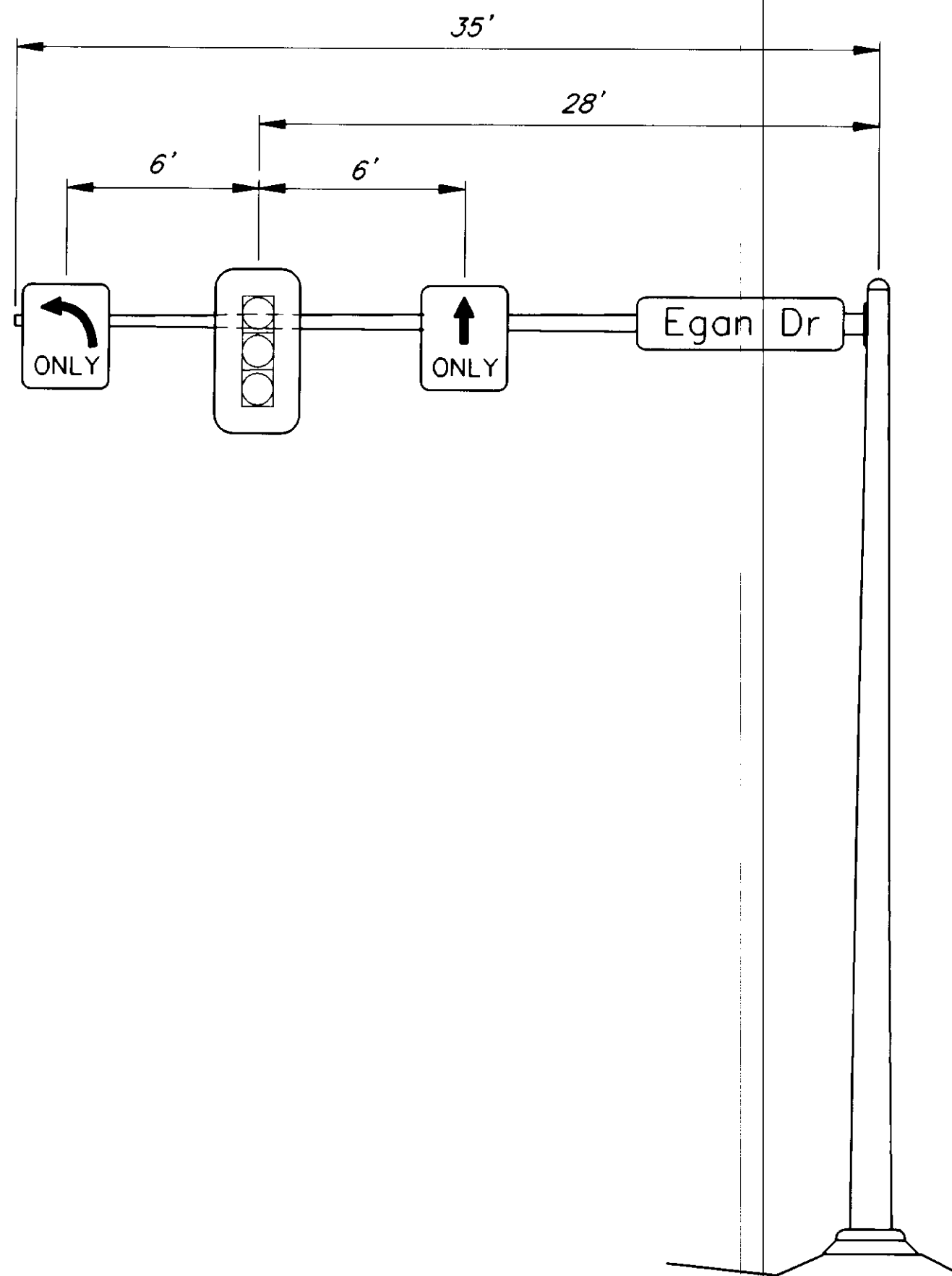
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
 SOUTHEAST AREA SIGNAL
 PROJECT NO. 71120
NEW SIGNAL POLES
EGAN DRIVE AT SALMON CREEK

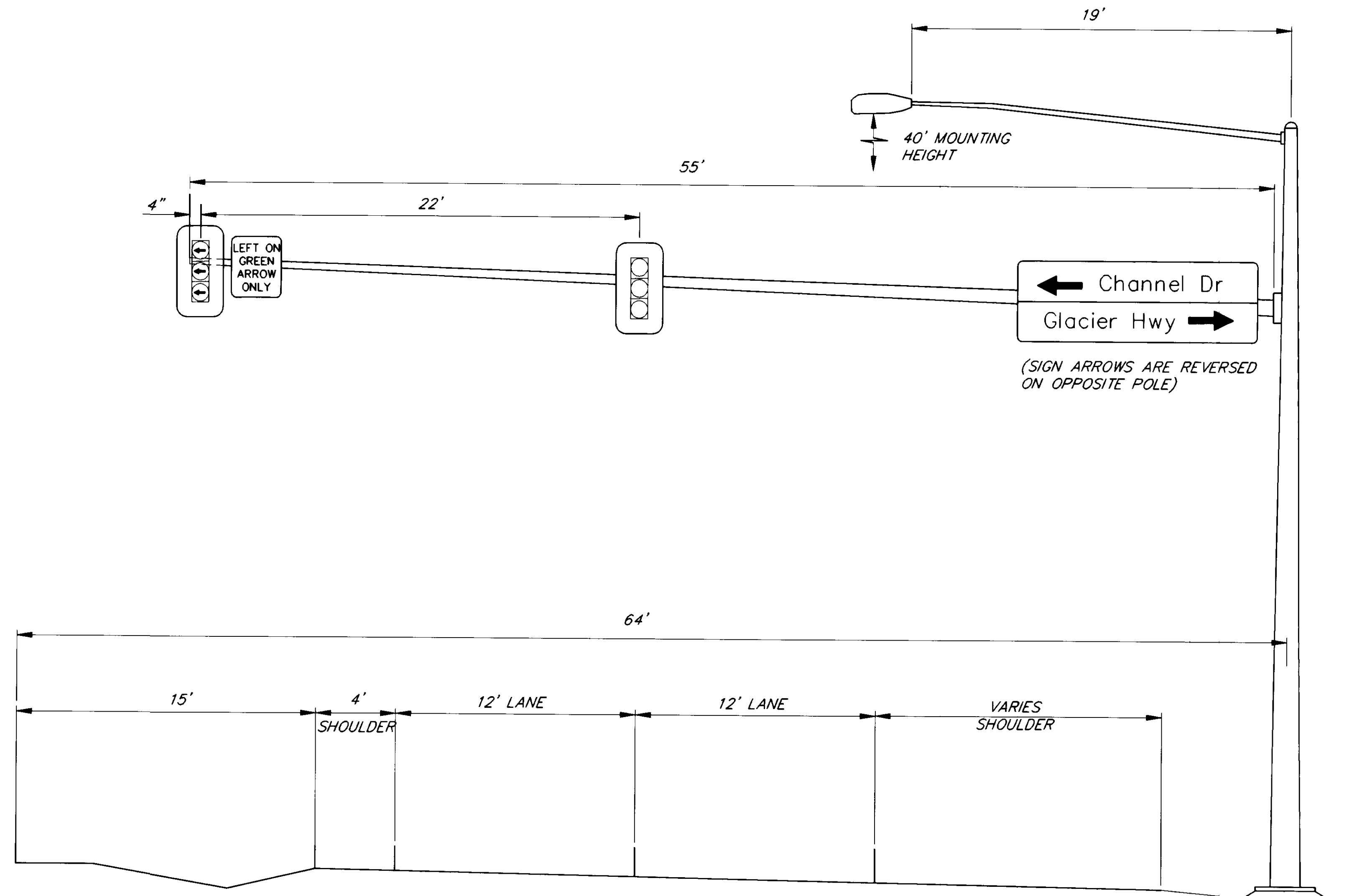
DESIGNED BY: JON AHLGREN	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: KURTIS SMITH	SHEET 26 OF 40

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

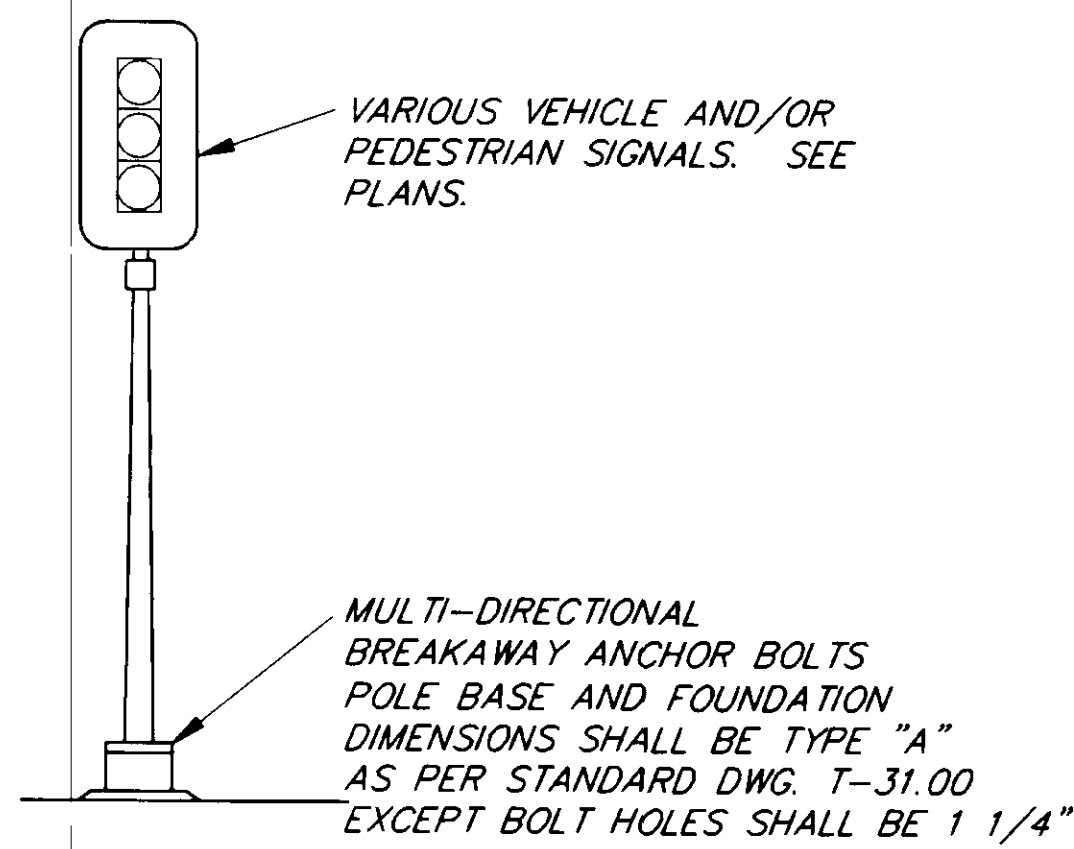




NEW SIGNAL POLE NO. 8 DETAIL
EGAN DR. AT GLACIER HWY/CHANNEL DR.
(SALMON CK)



NEW SIGNAL POLE NO. 7 AND NO. 9 DETAIL
EGAN DR. AT GLACIER HWY/CHANNEL DR.
(SALMON CK)



TYPICAL SIGNAL POST

VARIOUS VEHICLE AND/OR PEDESTRIAN SIGNALS. SEE PLANS.

MULTI-DIRECTIONAL BREAKAWAY ANCHOR BOLTS POLE BASE AND FOUNDATION DIMENSIONS SHALL BE TYPE "A" AS PER STANDARD DWG. T-31.00 EXCEPT BOLT HOLES SHALL BE 1 1/4"

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

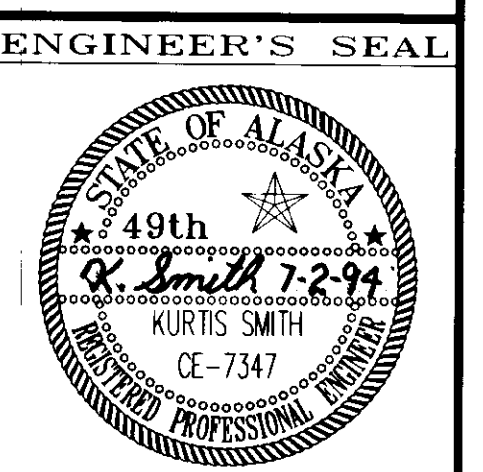
RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT

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

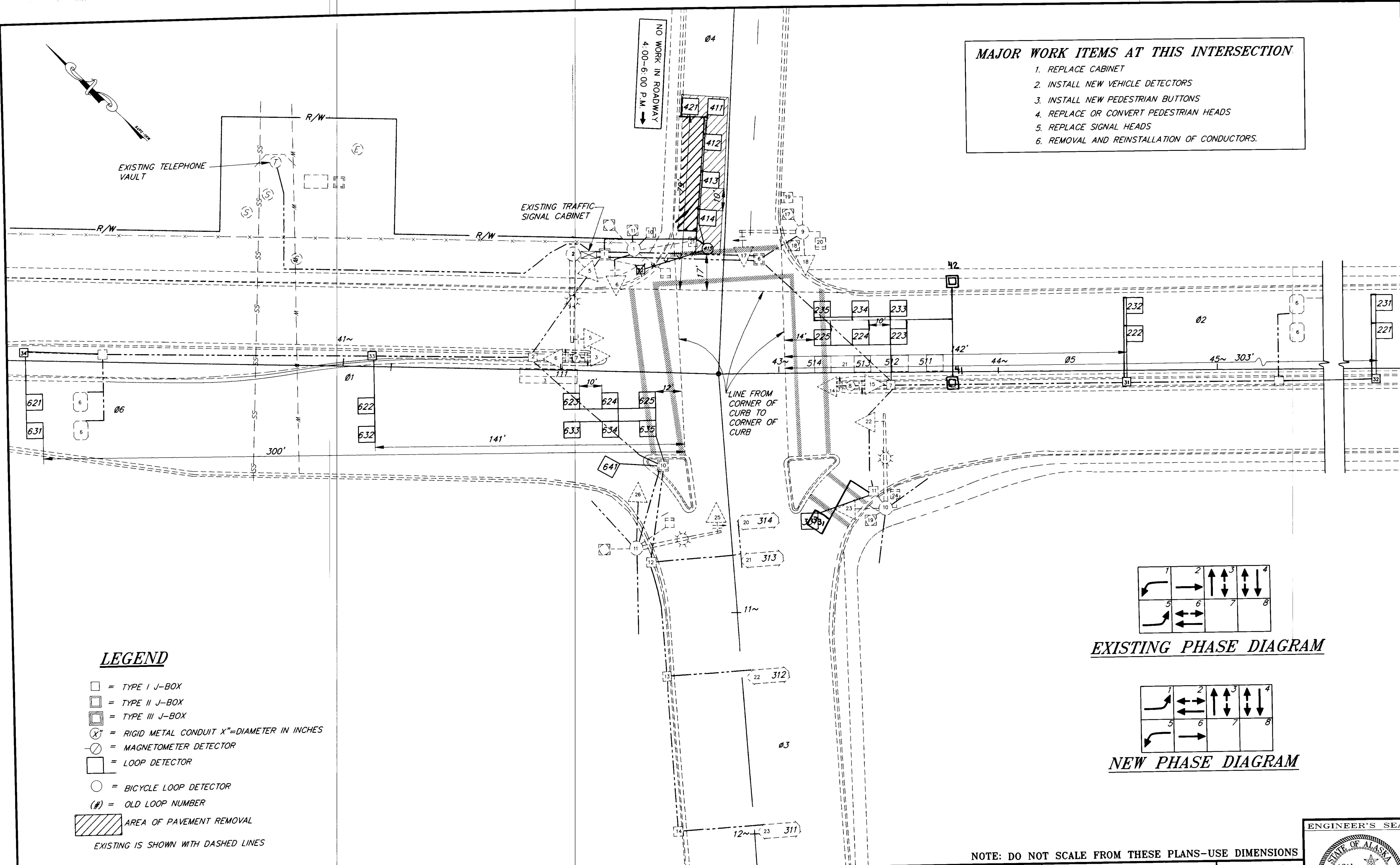
SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
EGAN DR AT SALMON CREEK
NEW SIGNAL POLE DETAILS

DESIGNED BY: JON AHLGREN
 DRAWN BY: G. ANDERSON
 CHECKED BY: KURTIS SMITH

PROJECT NO. 71120
 DATE: JULY 1994
 SHEET 27 OF 40

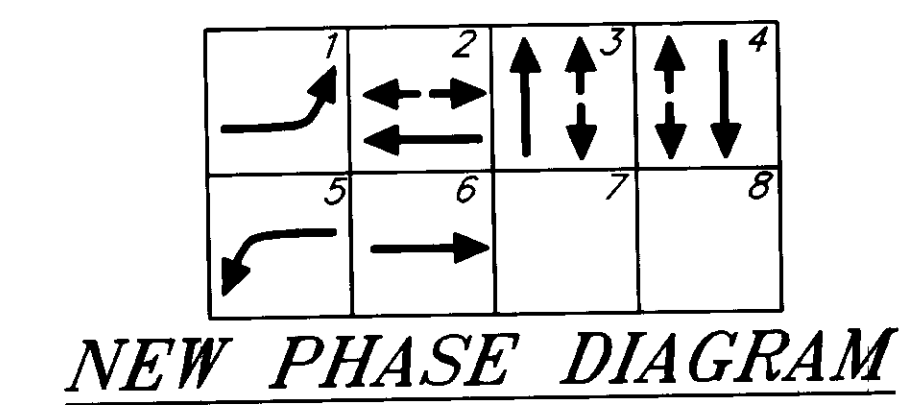
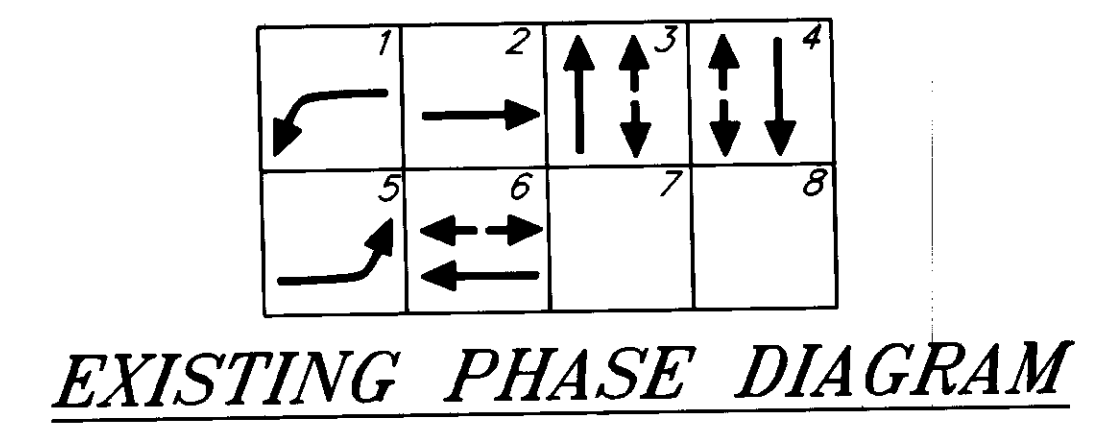


- MAJOR WORK ITEMS AT THIS INTERSECTION**
1. REPLACE CABINET
 2. INSTALL NEW VEHICLE DETECTORS
 3. INSTALL NEW PEDESTRIAN BUTTONS
 4. REPLACE OR CONVERT PEDESTRIAN HEADS
 5. REPLACE SIGNAL HEADS
 6. REMOVAL AND REINSTALLATION OF CONDUCTORS.



LEGEND

- = TYPE I J-BOX
 - = TYPE II J-BOX
 - = TYPE III J-BOX
 - ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
 - ⊙ = MAGNETOMETER DETECTOR
 - = LOOP DETECTOR
 - = BICYCLE LOOP DETECTOR
 - (#) = OLD LOOP NUMBER
 - ▨ = AREA OF PAVEMENT REMOVAL
- EXISTING IS SHOWN WITH DASHED LINES



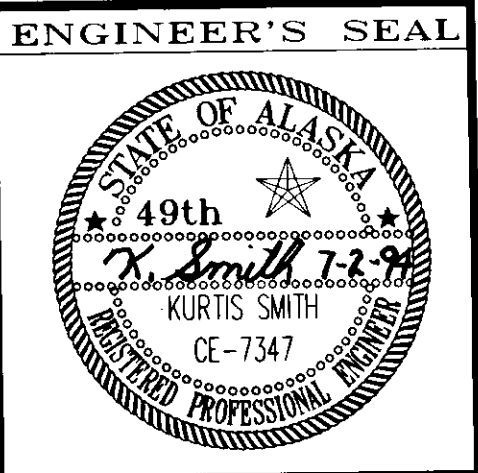
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT W/ CORRECTIONS

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

JUNEAU ALASKA
 SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
EGAN DRIVE AT TENTH STREET

DESIGNED BY: R. PURVES	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: JON AHLGREN	SHEET 28 OF 40



EGAN DRIVE/10TH DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		320 TRAFFIC COUNTER	390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO		CHAN	PHASE			
3	111	4 & 8	NEW 6	1A	-	VEH 1	1	VEH	-	EXISTING
-	-	-	-	1B	CH 9	-	-	-	-	-
-	221	3	NEW 1	2	-	AUX 1	2	EXTENSION	6 X 6	-
-	231	3	NEW 1	2	-	AUX 1	2	EXTENSION	6 X 6	-
-	222	3	NEW 1	3	CH 2	AUX 1	2	EXTENSION	6 X 6	-
-	232	3	NEW 1	4	CH 1	AUX 1	2	EXTENSION	6 X 6	-
-	223	3	NEW 2	1	-	VEH 2	2	EC/DC	6 X 6	223,224,225, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	224	3	NEW 2	1	-	VEH 2	2	EC/DC	6 X 6	-
-	225	3	NEW 2	1	-	VEH 2	2	EC/DC	6 X 6	-
-	233	3	NEW 2	2	-	VEH 8	2	EC/DC	6 X 6	233,234,235, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	234	3	NEW 2	2	-	VEH 8	2	EC/DC	6 X 6	-
-	235	3	NEW 2	2	-	VEH 8	2	EC/DC	6 X 6	-
23	311	4	NEW 2	3	-	VEH 3	3	VEH	6 X 6	-
22	312	4	NEW 2	4	CH 5	VEH 3	3	VEH	6 X 6	-
21	313	4	NEW 3	1	-	VEH3	3	VEH	6 X 6	-
20	314	4	NEW 3	1	-	VEH 3	3	VEH	6 X 6	-
-	411	3	NEW 3	2	-	VEH 4	4	VEH	6 X 6	411-415 CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	412	3	NEW 3	2	-	VEH 4	4	VEH	6 X 6	-
-	413	3	NEW 3	2 & 3	CH 11	VEH 4	4	VEH	6 X 6	-
-	414	3	NEW 3	2	-	VEH 4	4	VEH	6 X 6	-
-	415	5	NEW 3	2 & 4	-	VEH 4	4	BIKE	-	-
-	421	3	NEW 5	1	CH 10	AUX 8	4	Q VEH	6 X 6	-
6	511	4 & 9	NEW 7	1A	-	VEH 5	5	VEH	-	RESPLICE EXISTING TO BE CONNECTED IN SERIES.
-	512	-	-	1B	CH 3	-	-	-	-	-
-	513	-	-	-	-	-	-	-	-	-
-	514	-	-	-	-	-	-	-	-	-
-	621	3	NEW 4	2	-	VEH 6	6	VEH	6 X 6	-
-	631	3	NEW 4	2	-	VEH 6	6	VEH	6 X 6	-
-	622	3	NEW 4	3	CH 8	VEH 6	6	VEH	6 X 6	-
-	632	3	NEW 5	2	CH 7	VEH 6	6	VEH	6 X 6	-
-	623	3	NEW 4	4	-	VEH 7	6	EC/DC	6 X 6	623,624,625, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	624	3	NEW 4	4	-	VEH 7	6	EC/DC	6 X 6	-
-	625	3	NEW 4	4	-	VEH 7	6	EC/DC	6 X 6	-
-	633	3	NEW 5	3	-	AUX 7	6	EC/DC	6 X 6	633,634,635, CONNECTED IN SERIES. SEE TYPICAL WIRING DIAGRAM.
-	634	3	NEW 5	3	-	AUX 7	6	EC/DC	6 X 6	-
-	635	3	NEW 5	3	-	AUX 7	6	EC/DC	6 X 6	-
-	641	2	NEW 5	4	CH 6	-	-	-	6 X 6	-

- NOTE: EXISTING LOOP AMPLIFIERS ARE SHELF MOUNTED
1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
 2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
 3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
 5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 6. NO CHANGE
 7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.
 8. LOOP AMPLIFIER SHALL HAVE TWO OUTPUTS PER EACH CHANNEL AND BE CAPABLE OF VEHICLE COUNTS FROM LONG LOOPS. (DETECTOR SYSTEMS 272 OR EQUAL).
 9. LOOP AMPLIFIER SHALL HAVE TWO OUTPUTS PER EACH CHANNEL AND BE CAPABLE OF VEHICLE COUNTS FROM 4 - 6 X 6 LOOP IN SERIES. (DETECTOR SYSTEMS 272R).

NEW SIGNAL HEAD SUMMARY TABLE EGAN DRIVE AT TENTH STREET

HEAD NO.		TYPE (1)	NEW PHASE	INDICATIONS
NEW	EXIST			
18	18	a.	3	RED, YELLOW AND GREEN BALL. SEE NOTE 3
26	26	a.	4	RED, YELLOW AND GREEN BALL. SEE NOTE 3

- NOTES:
1. TYPE AS SHOWN IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
 2. ALL VEHICLE SIGNAL HEADS SHALL BE 12 INCH.
 3. REMOVE EXISTING SIGNAL AND FRAMEWORK AND INSTALL NEW

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

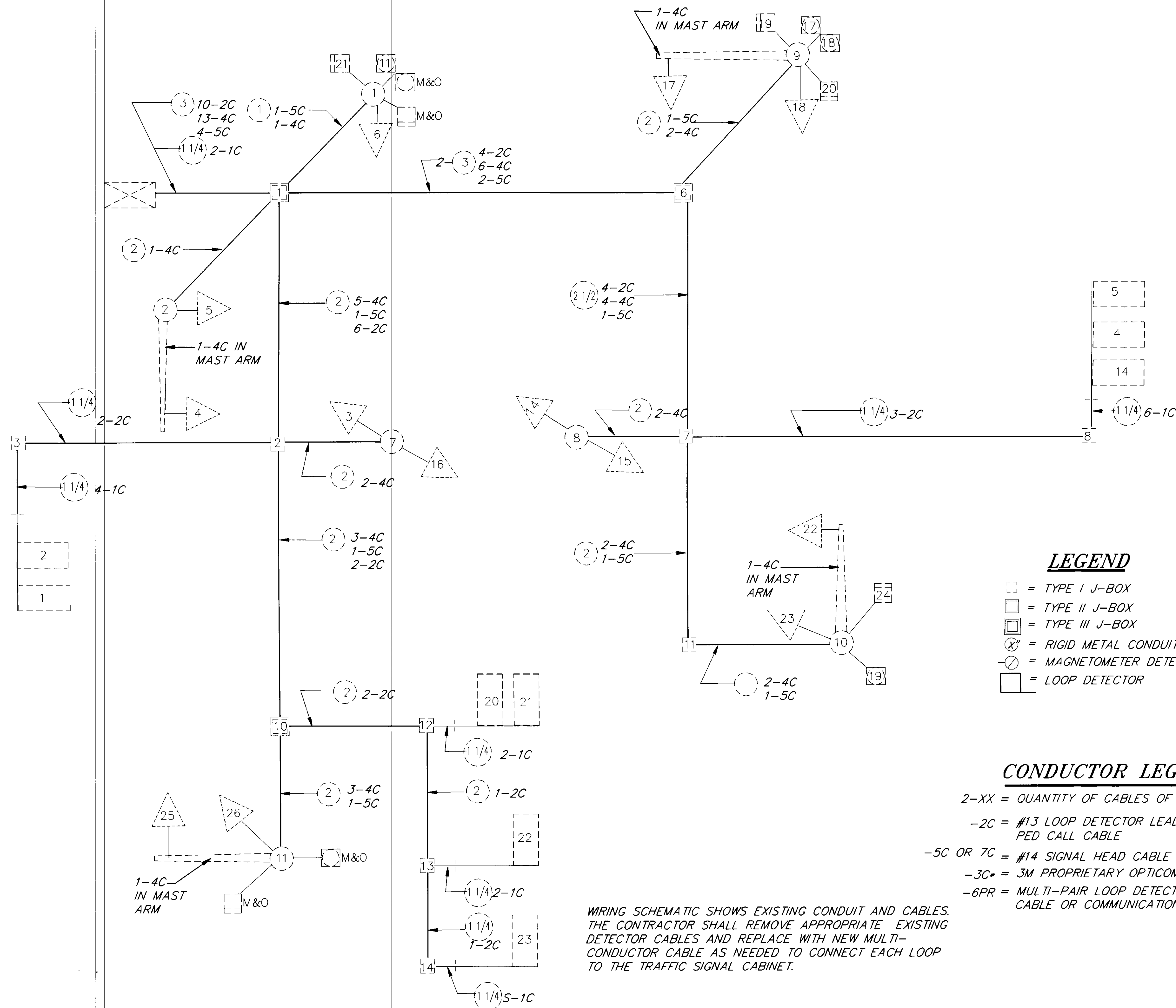
PATH:	P: \REGION\SEIGNAL\JNU-6B 1=1	
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT
RECORD OF REVISIONS		

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

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
EGAN DR AT TENTH ST
SUMMARY TABLES

DESIGNED BY:	JON AHLGREN	PROJECT NO.	71120
DRAWN BY:	AHLGREN/ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET	290F 40





LEGEND

- = TYPE I J-BOX
- = TYPE II J-BOX
- = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊗ = MAGNETOMETER DETECTOR
- = LOOP DETECTOR

CONDUCTOR LEGEND

- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
- 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
- 5C OR 7C = #14 SIGNAL HEAD CABLE
- 3C* = 3M PROPRIETARY OPTICOM CABLE
- 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.

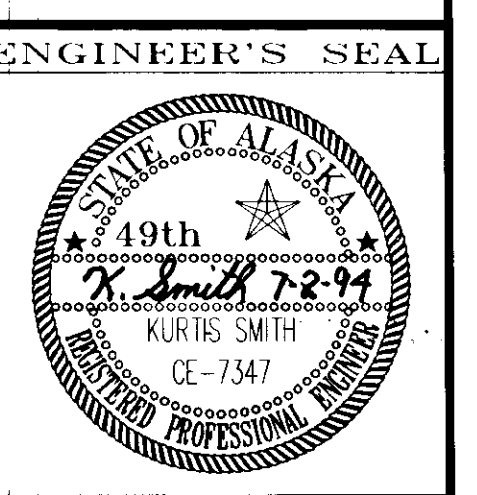
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE
1	8/20/98	AS BUILT

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

JUNEAU ALASKA
 SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
 EGAN DRIVE AND TENTH STREET

DESIGNED BY:	R. PURVES	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	JON AHLGREN	SHEET	300 OF 40

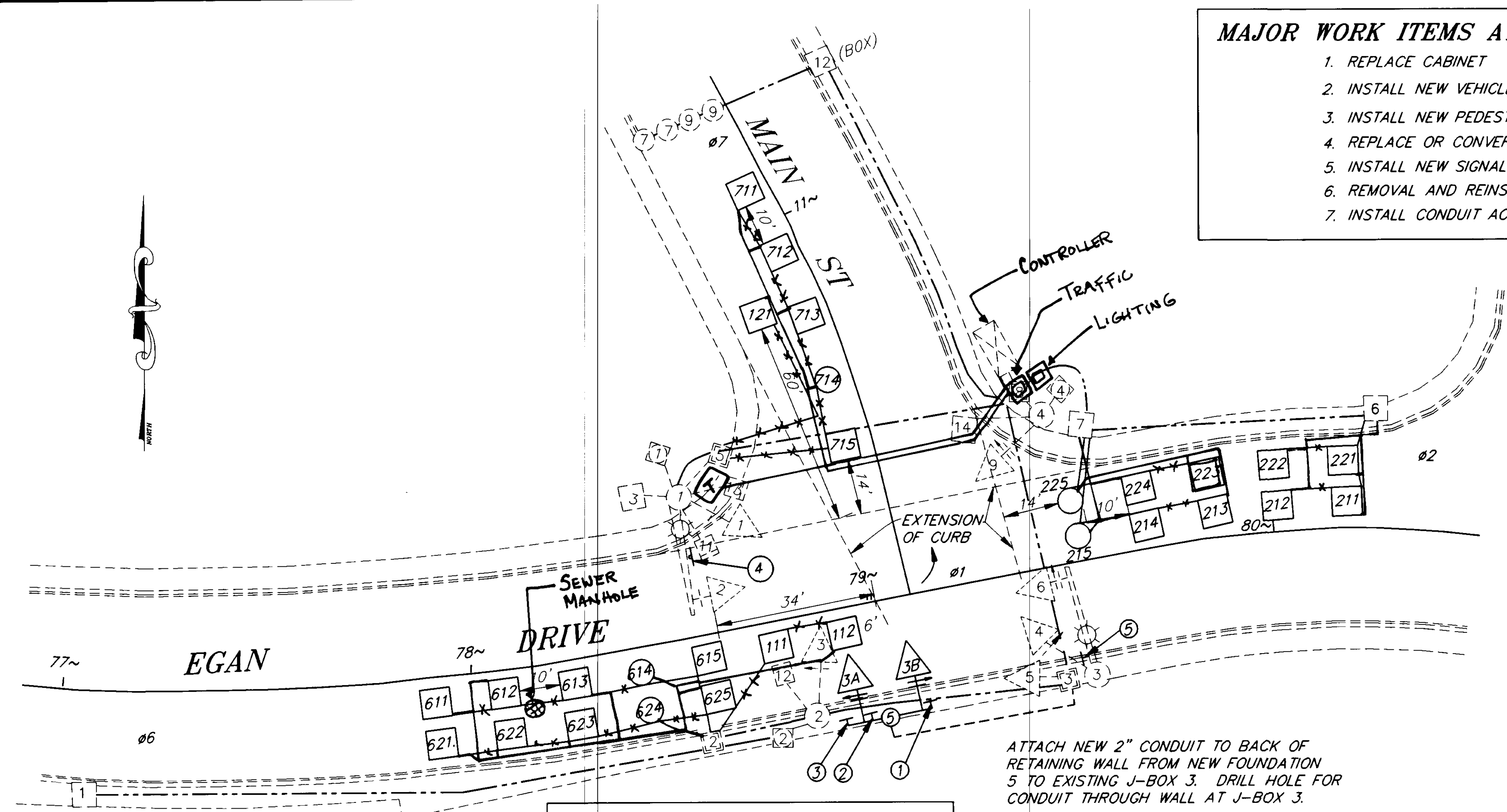


- MAJOR WORK ITEMS AT THIS INTERSECTION**
1. REPLACE CABINET
 2. INSTALL NEW VEHICLE DETECTORS
 3. INSTALL NEW PEDESTRIAN BUTTONS
 4. REPLACE OR CONVERT PEDESTRIAN HEADS
 5. INSTALL NEW SIGNAL POLE, SIGNAL HEADS, AND SIGNS
 6. REMOVAL AND REINSTALLATION OF CONDUCTORS.
 7. INSTALL CONDUIT ACROSS MAIN

- LEGEND**
- = TYPE I J-BOX
 - ▣ = TYPE II J-BOX
 - ▤ = TYPE III J-BOX
 - ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
 - ⊙ = MAGNETOMETER DETECTOR
 - = LOOP DETECTOR
 - = BICYCLE LOOP DETECTOR
 - (#) = OLD LOOP NUMBER
 - EXISTING IS SHOWN WITH DASHED LINES

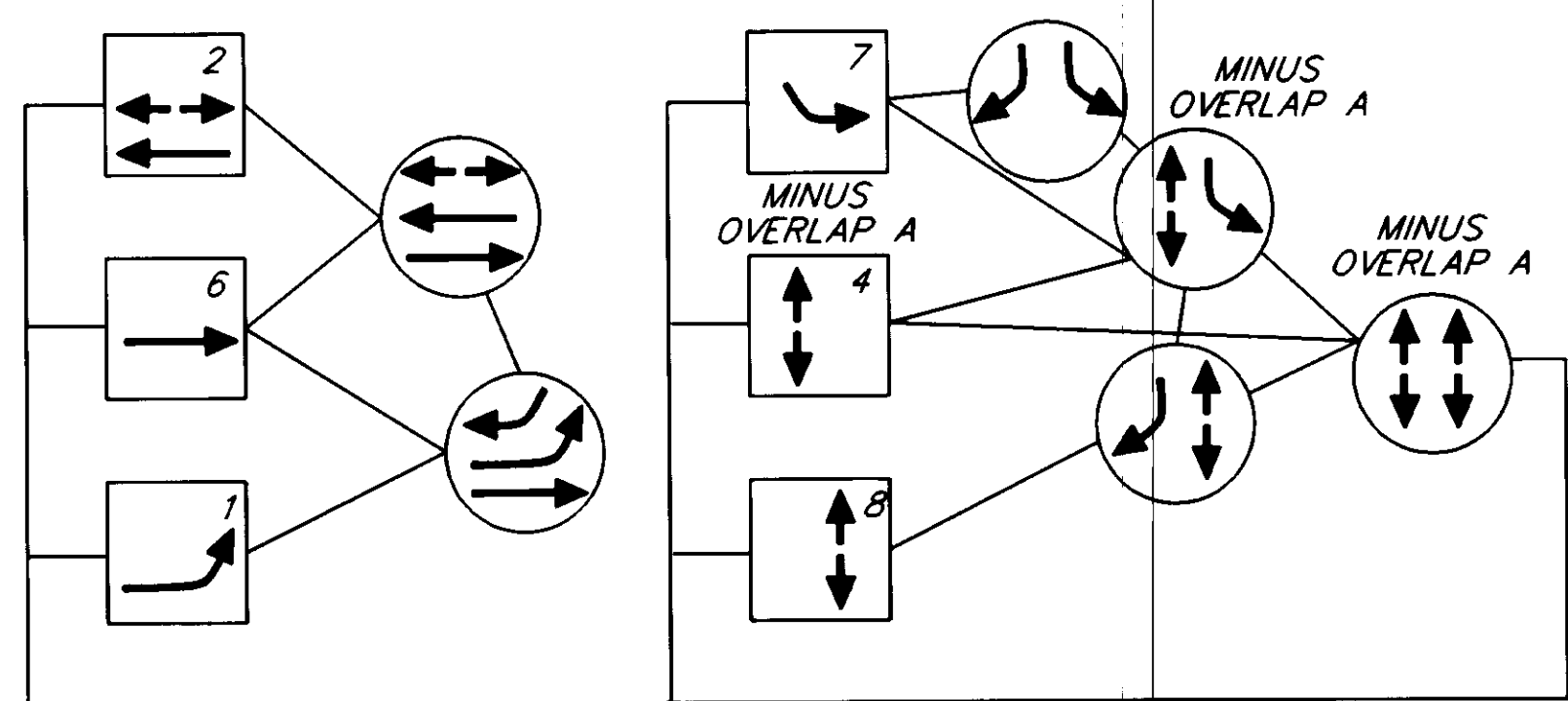
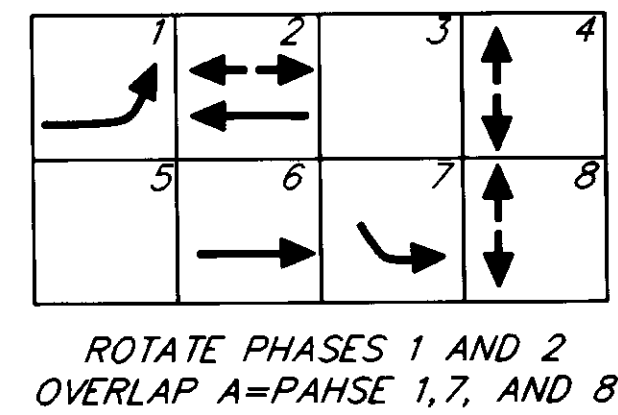
- CONDUCTOR LEGEND**
- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
 - 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
 - 5C OR 7C = #14 SIGNAL HEAD CABLE
 - 3C* = 3M PROPRIETARY OPTICOM CABLE
 - 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE
- NOTE: CONDUCTORS WITHOUT "REMOVE OR INSTALL" PREFIX REMAIN IN PLACE.

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.

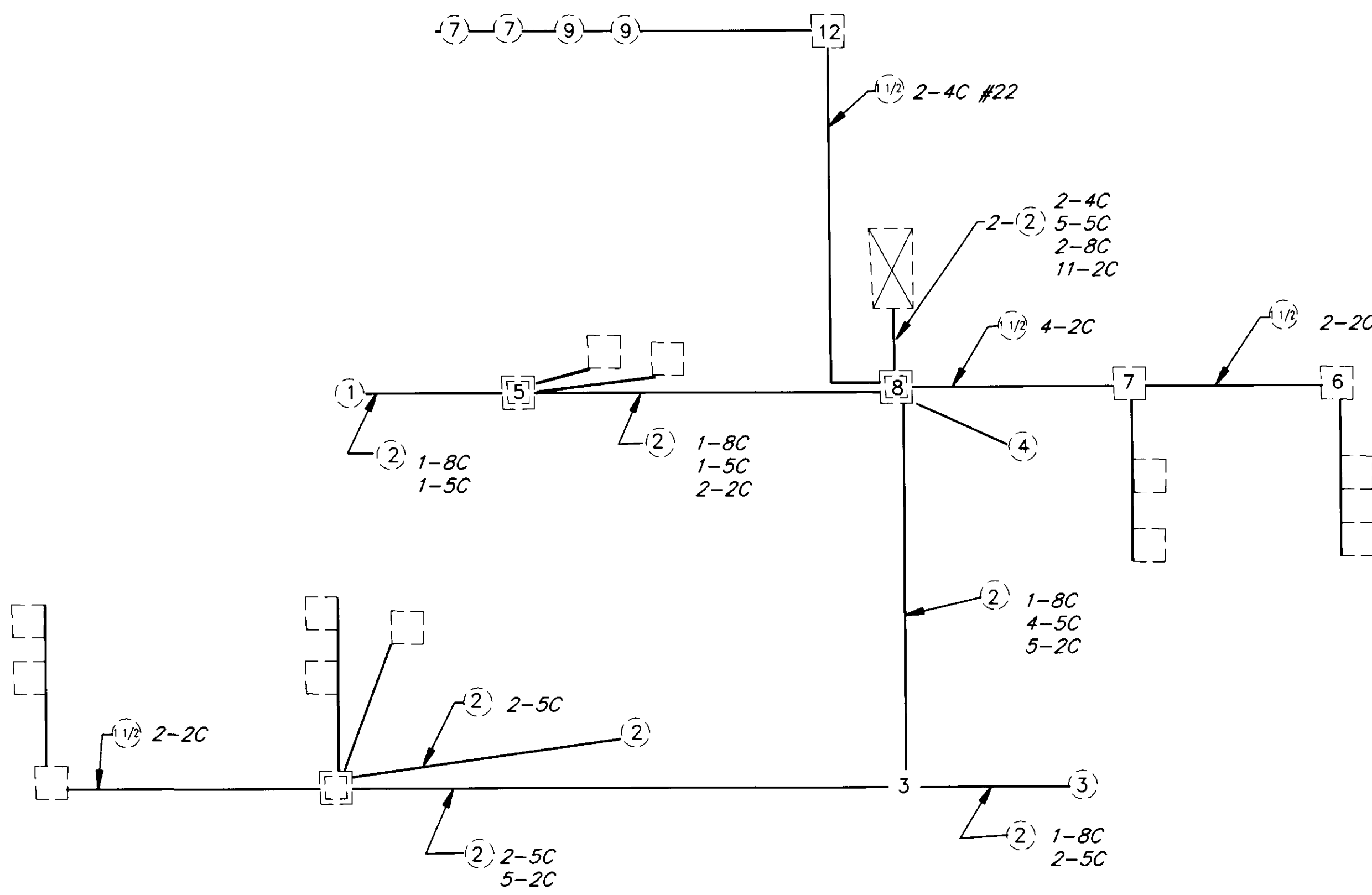


ALL LANES OF TRAFFIC SHALL REMAIN OPEN DURING ALL TIMES EXCEPT FROM 6 PM TO 10 PM AND SATURDAY AND SUNDAY

ATTACH NEW 2" CONDUIT TO BACK OF RETAINING WALL FROM NEW FOUNDATION 5 TO EXISTING J-BOX 3. DRILL HOLE FOR CONDUIT THROUGH WALL AT J-BOX 3.



NEW PHASE DIAGRAM



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: P:\REGION\SEIGNAL\JUNEAU-8 1=20		
BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT W CORRECTIONS
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU

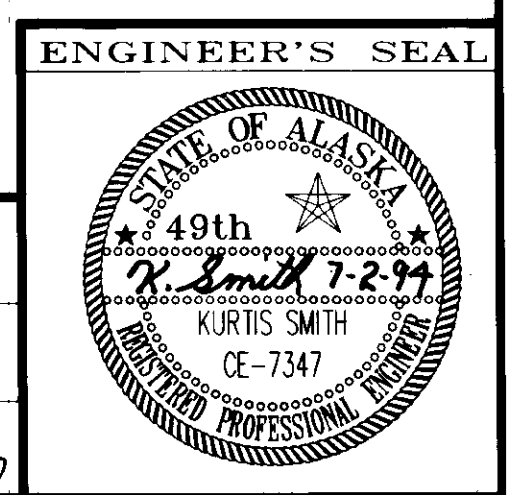
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120

EGAN DRIVE AT MAIN STREET

ALASKA

DESIGNED BY:	R. PURVES
DRAWN BY:	C. ANDERSON
CHECKED BY:	JON AHLGREN

PROJECT NO.	71120
DATE:	JULY 1994
SHEET	31 OF 40



MAIN/EGAN DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE			
-	111	3	NEW 1	1	VEH 1	1	VEH	6 X 6	
-	112	3	NEW 1	1	VEH 1	1	VEH	6 X 6	
-	121	3	NEW 2	1	AUX 1	1	COUNTS & VEH	6 X 6	
-	211	3	NEW 1	2	VEH 2	2	VEH	6 X 6	
-	212	3	NEW 1	2	VEH 2	2	VEH	6 X 6	
-	213	3	NEW 1	2	VEH 2	2	VEH	6 X 6	
-	214	3	NEW 1	2 & 4	AUX 2	-	COUNTS & VEH	6 X 6	
-	215	5	NEW 1	2 & 3	VEH 2	2	VEH	BIKE	
-	221	3	NEW 2	2	VEH 3	2	VEH	6 X 6	
-	222	3	NEW 2	2	VEH 3	2	VEH	6 X 6	
-	223	3	NEW 2	2	VEH 3	2	VEH	6 X 6	
-	224	3	NEW 2	2 & 3	AUX 3	-	COUNTS & VEH	6 X 6	
-	225	5	NEW 2	2 & 4	VEH 3	2	VEH	BIKE	
-	611	3	NEW 3	1	VEH 6	6	VEH	6 X 6	
-	612	3	NEW 3	1	VEH 6	6	VEH	6 X 6	
-	613	3	NEW 3	1	VEH 6	6	VEH	6 X 6	
-	614	5	NEW 3	1 & 2	AUX 6	-	COUNTS & VEH	BIKE	
-	615	3	NEW 3	1	VEH 6	6	VEH	6 X 6	
-	621	3	NEW 4	1	VEH 7	6	VEH	6 X 6	
-	622	3	NEW 4	1	VEH 7	6	VEH	6 X 6	
-	623	3	NEW 4	1	VEH 7	6	VEH	6 X 6	
-	624	5	NEW 4	1 & 2	AUX 7	-	COUNTS & VEH	BIKE	
-	625	3	NEW 4	1	VEH 7	6	VEH	6 X 6	
-	711	5	NEW 4	3	VEH 7	7	VEH	6 X 6	
-	712	5	NEW 4	3	VEH 7	7	VEH	6 X 6	
-	713	5	NEW 4	3	VEH 7	7	VEH	6 X 6	
-	714	3	NEW 4	3&4	AUX 7	7	COUNTS & VEH	BIKE	
-	715	5	NEW 4	3	VEH 7	7	VEH	6 X 6	

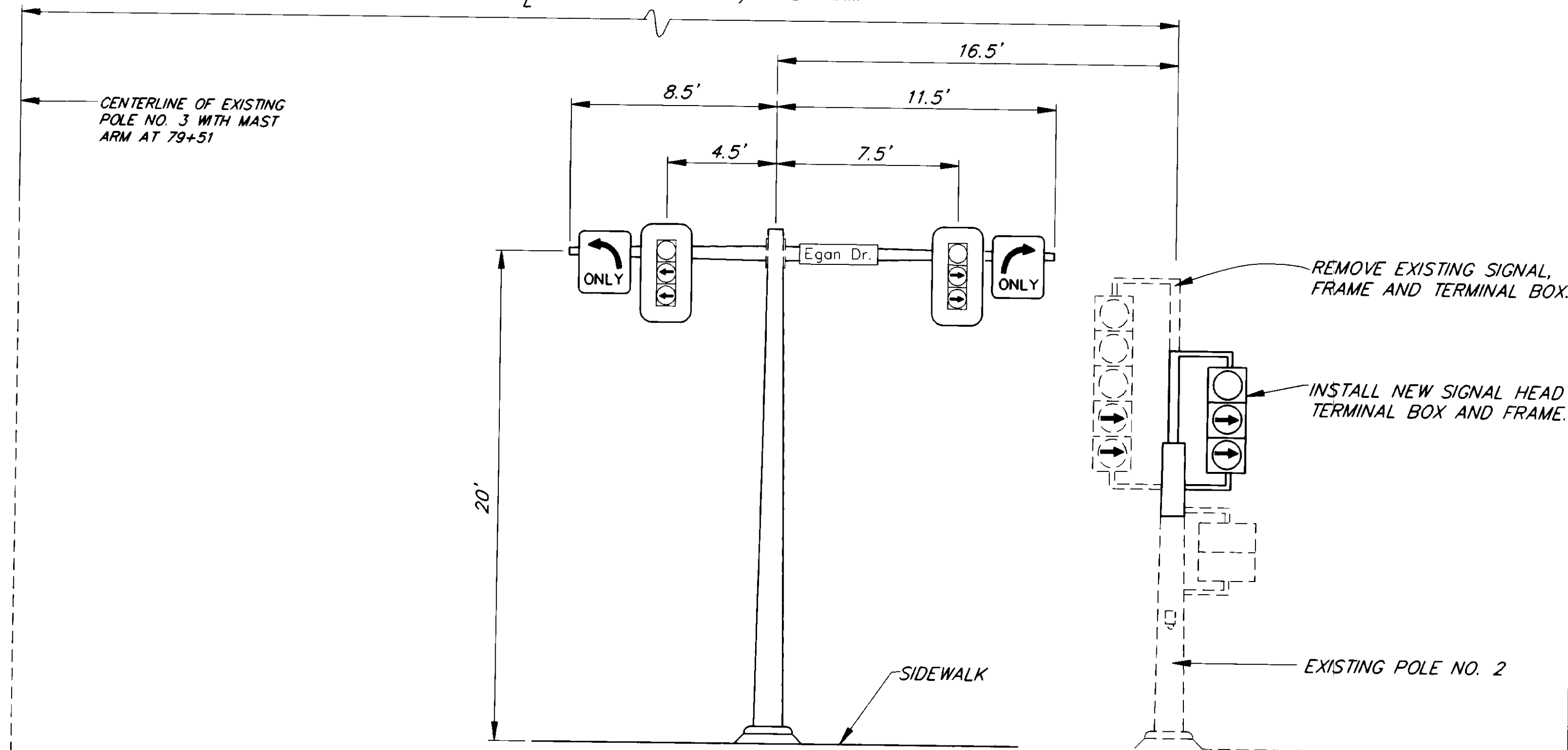
1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE.

LOOP STATIONING IS TO CENTER OF LOOP OR TO CENTER OF A GROUP OF LOOPS

MAIN ST. SIGN SUMMARY TABLE

NO.	POST NO	STATION (as-blt)	REF C.L.	TYPE	FACING	LEGEND	Wth	Ht	AREA SQ. FT.	REMARKS
1	POLE 5	79+10	RT	R3-5L	SB	ARROW LEFT ONLY	30	36	7.50	BAND TO MAST ARM
2	POLE 5	79+05	RT	D3-1B	SB	Egan Dr	66	18	8.25	BAND TO MAST ARM - 8"U.C. 6" L.C.
3	POLE 5	78+90	RT	R3-5R	SB	ARROW RIGHT ONLY	30	36	7.50	BAND TO MAST ARM
4	POLE 4	78+57	LT	D3-1B	WB	Main St	66	18	8.25	BAND TO MAST ARM - 8"U.C. 6" L.C.
5	POLE 3	79+50	RT	D3-1B	EB	Main St	66	18	8.25	BAND TO MAST ARM - 8"U.C. 6" L.C.
									39.75	

64.1' TO C OF EXISTING POLE W/ MAST ARM



NEW SIGNAL POLE NO. 5 DETAIL
EGAN DR. AT MAIN ST.

NOTE: SEE DETAILS FOR FOUNDATION PLAN

MAIN STREET NEW SIGNAL HEAD SUMMARY TABLE

NEW	EXIST	TYPE (1)	PHASE	INDICATIONS
-	1	a.	2	RED, YELLOW AND GREEN BALL
-	2	a.	2	RED, YELLOW AND GREEN BALL
3	3	a.	O.L. A	RED BALL, RIGHT YELLOW AND GREEN ARROW
3A	-	a. (3)	O.L. A	RED BALL, RIGHT YELLOW AND GREEN ARROW
-	4	a.	7	RED BALL, LEFT YELLOW AND GREEN ARROW
4A	-	a.	7	RED BALL, LEFT YELLOW AND GREEN ARROW
-	5	a.	6	RED, YELLOW AND GREEN BALL
-	6	m.	6 & 1	RED, YELLOW, GREEN BALL, LEFT YELLOW AND GREEN ARROW
-	9	m.	6 & 1	RED, YELLOW, GREEN BALL, LEFT YELLOW AND GREEN ARROW
-	11	-	4	PEDESTRIAN SYMBOL
-	12	-	4	PEDESTRIAN SYMBOL
-	13	-	2	PEDESTRIAN SYMBOL
-	14	-	2	PEDESTRIAN SYMBOL
-	16	-	8	PEDESTRIAN SYMBOL
-	15	-	8	PEDESTRIAN SYMBOL

- NOTES:
1. TYPE AS SHOWN IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
 2. ALL NEW VEHICLE SIGNAL HEADS SHALL BE 12 INCH.
 3. HEAD SHALL BE OPTICALLY PROGRAMMABLE. PROGRAM SO INDICATIONS ARE NOT VISIBLE FROM THE TWO LEFT TURN LANES.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

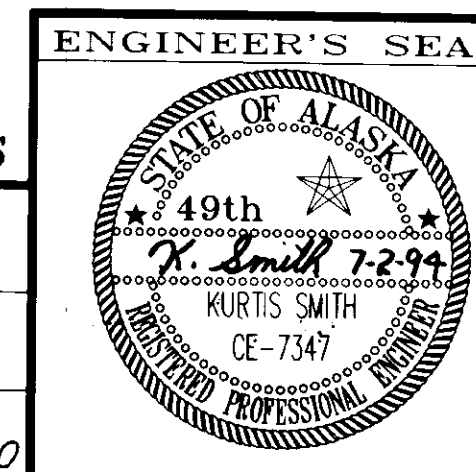
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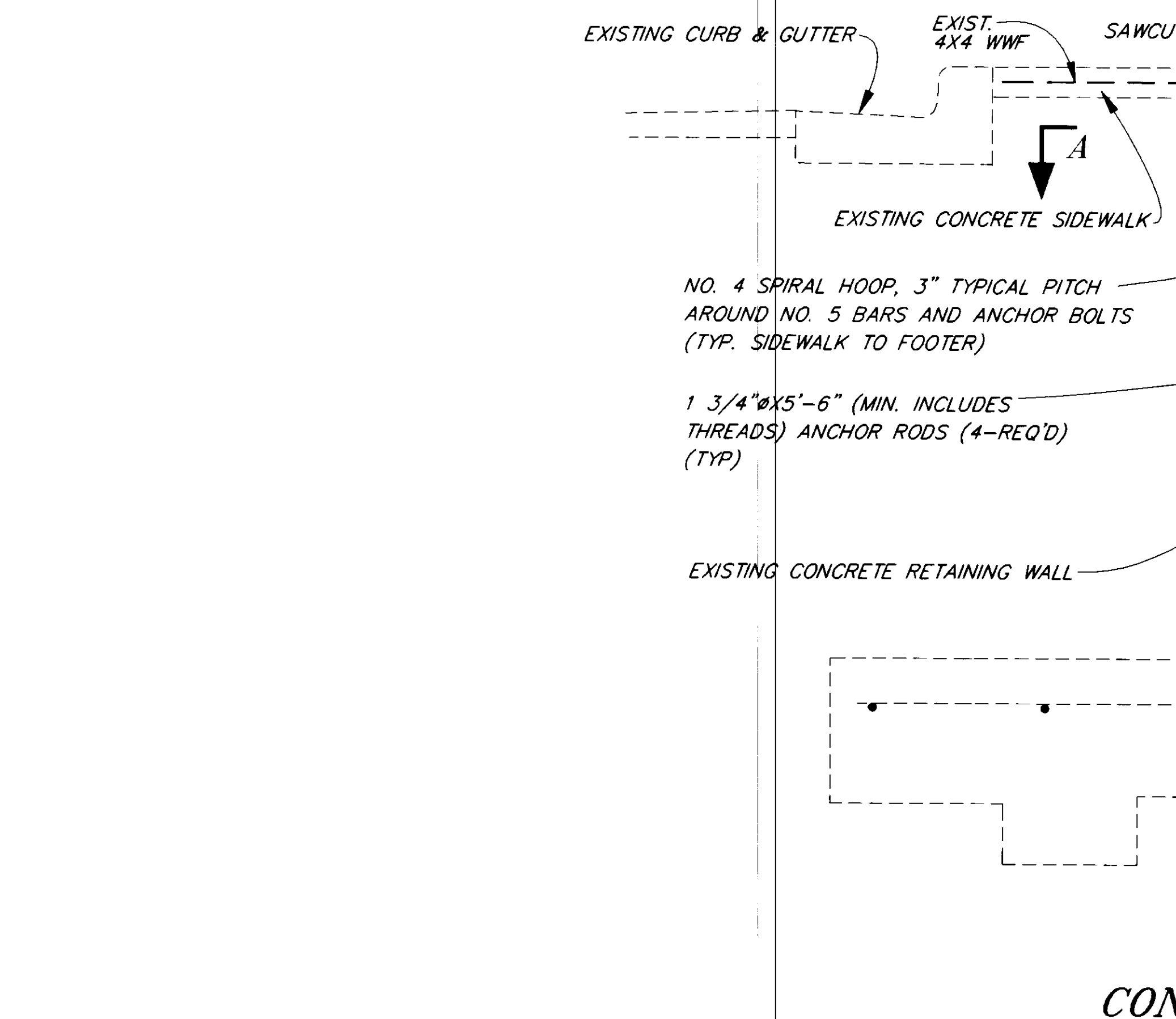
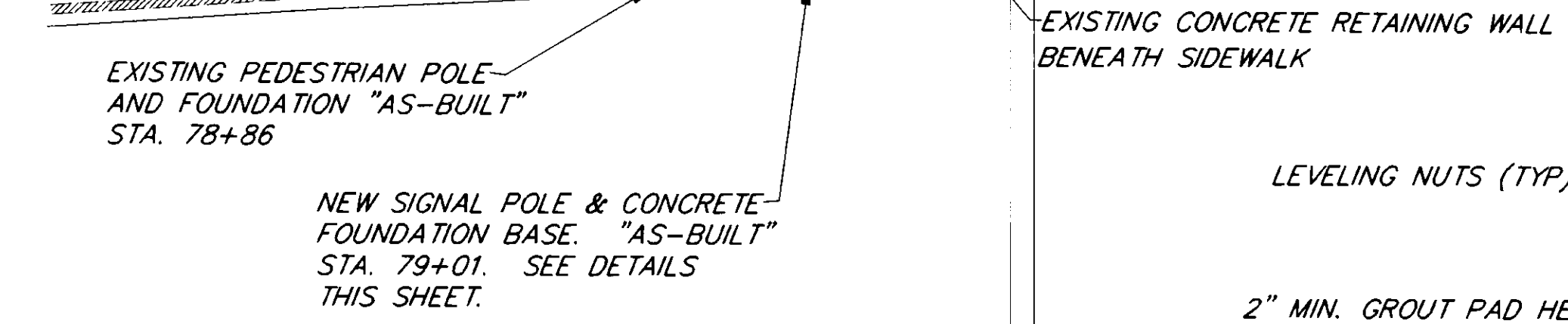
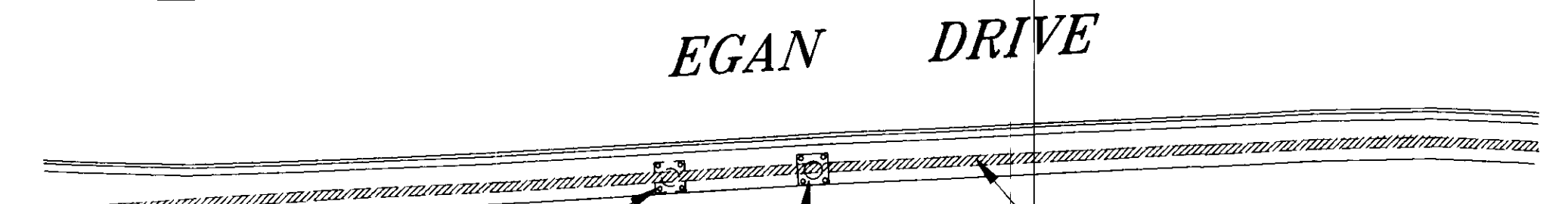
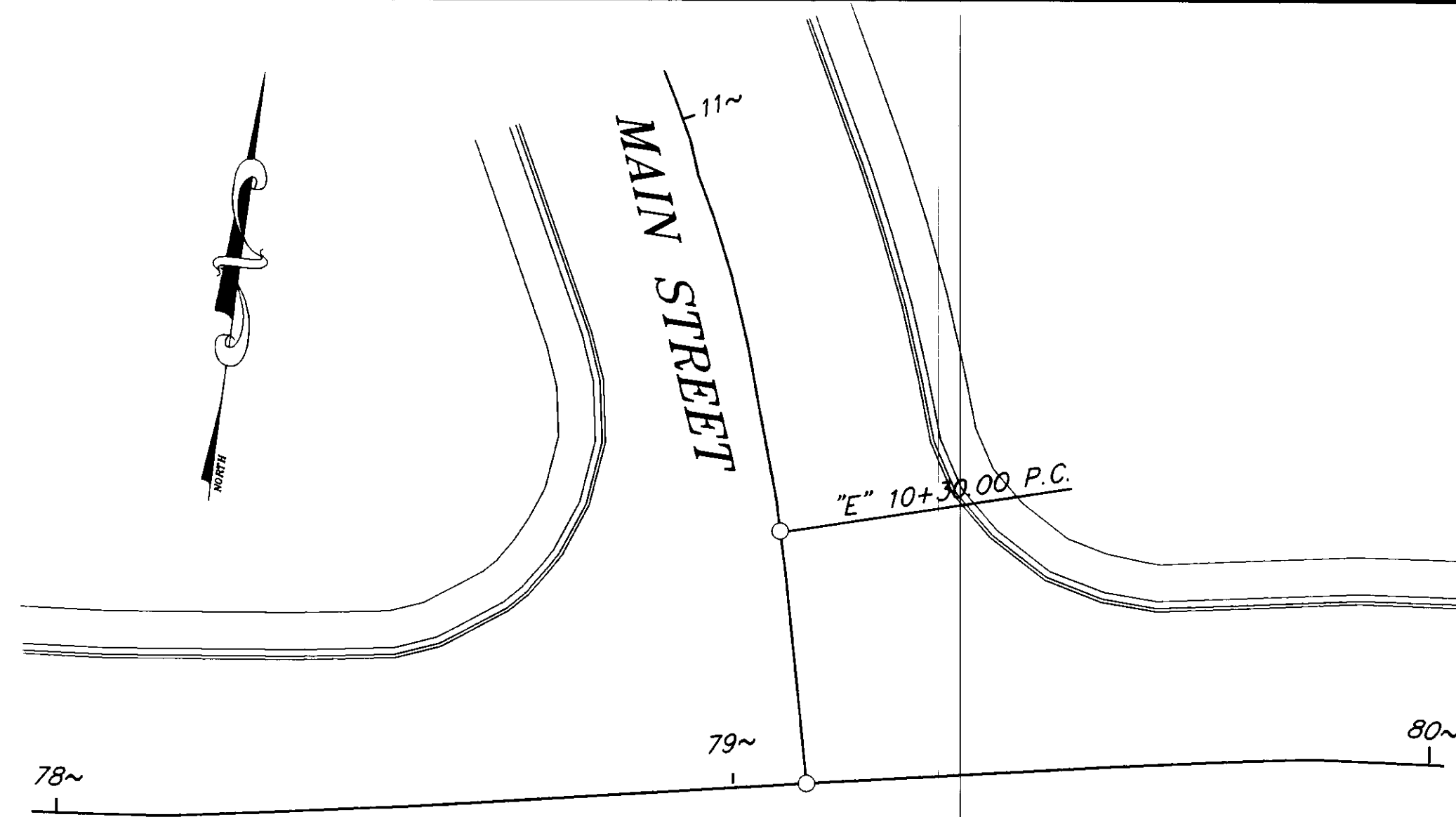
RECORD OF REVISIONS

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

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
EGAN DRIVE AT MAIN ST
SUMMARY TABLES

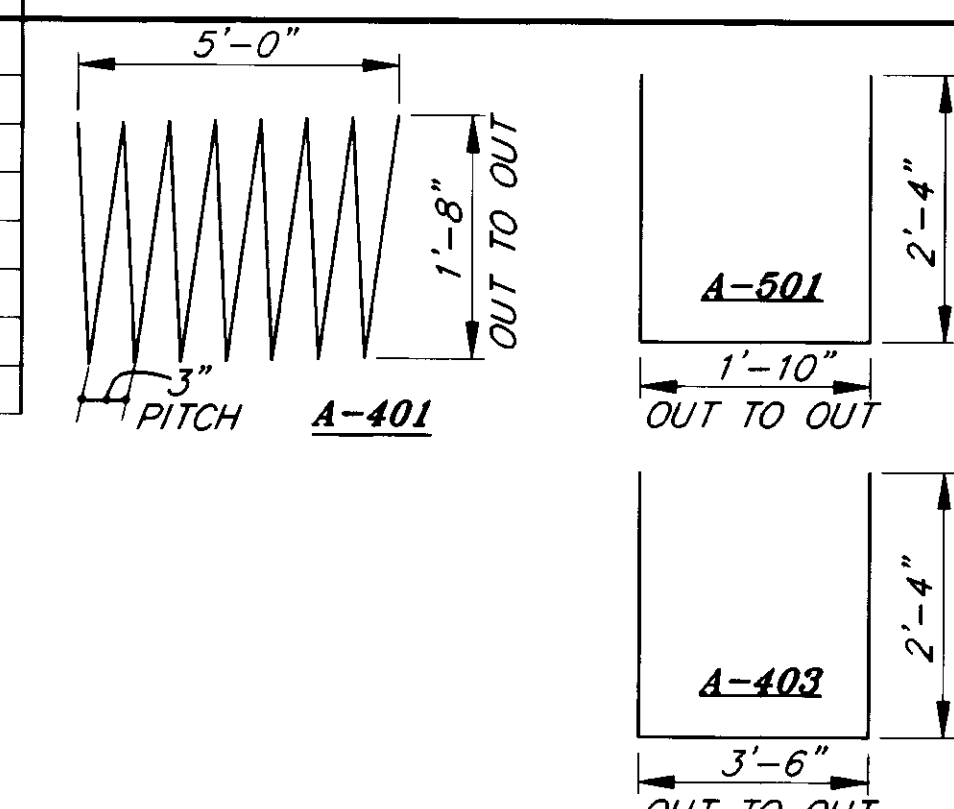
DESIGNED BY: JON AHLGREN	PROJECT NO. 71120
DRAWN BY: AHLGREN/ANDERSON	DATE: JULY 1994
CHECKED BY: KURTIS SMITH	SHEET 32 OF 40





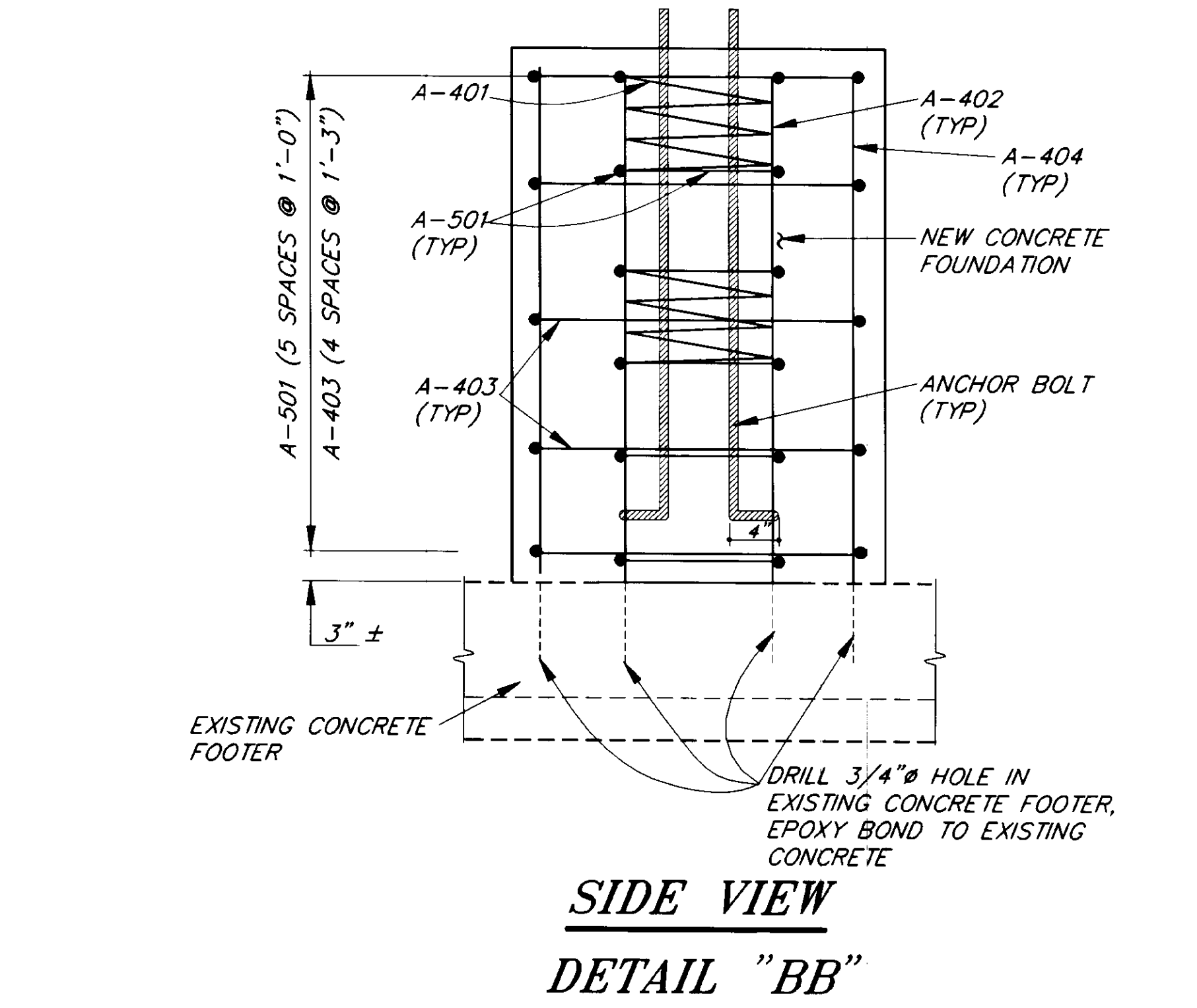
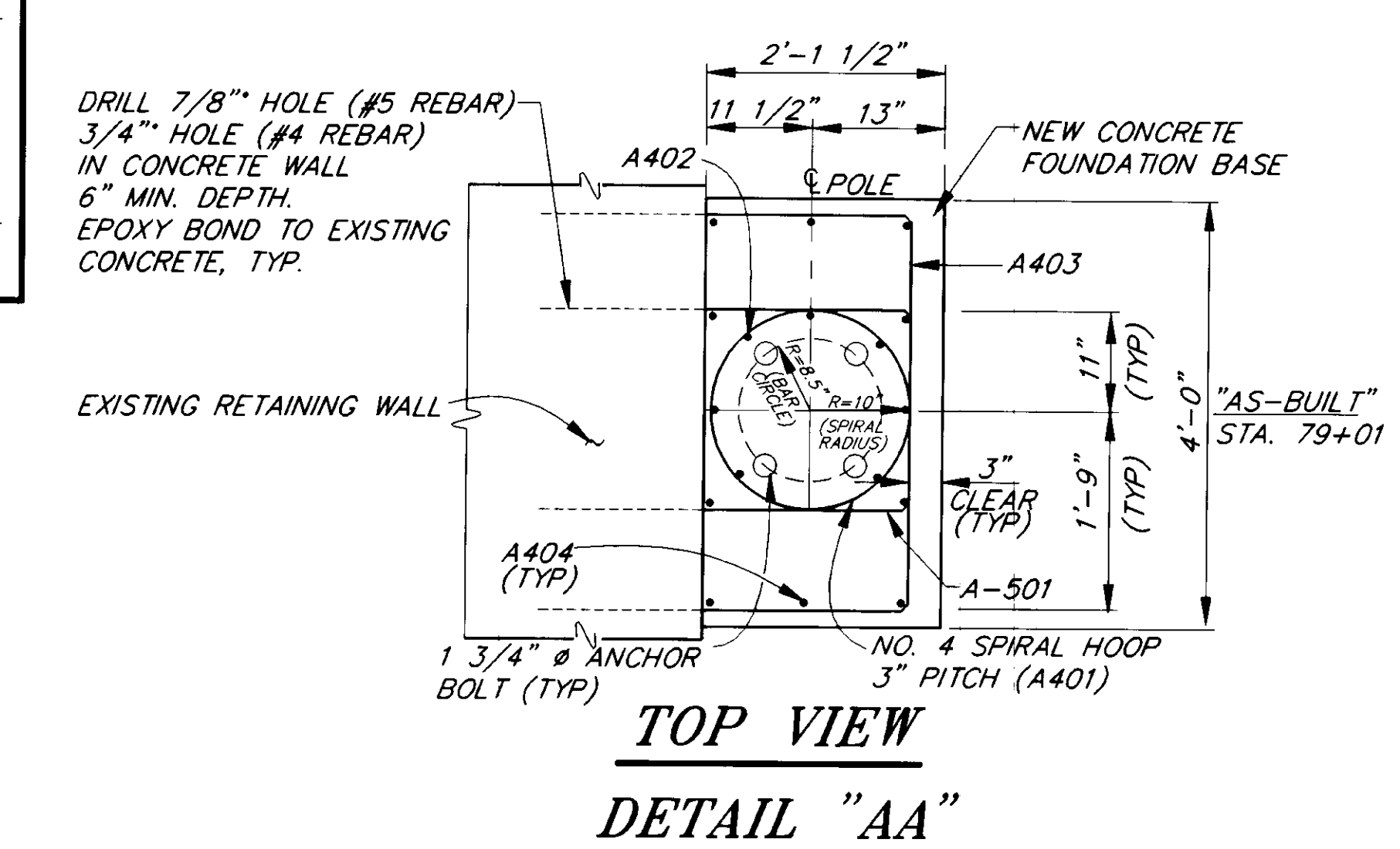
REINFORCING STEEL SUMMARY					
BAR NO.	SIZE	SPACING	QUANT.	LENGTH	TOTAL WEIGHT
A-401	4	3" PITCH	1	110'-0"	74#
A-402	4	45'	8	6'-0"	32#
A-403	4	1'-3"	5	5'-10"	20#
A-404	4	AS SHOWN	8	6'-0"	32#
A-501	5	12"	6	6'-6"	41#

APPROXIMATE CONCRETE QUANTITY = 1.75 C.Y.



GENERAL NOTES

- ANCHOR BOLTS, NUTS AND WASHERS SHALL BE HIGH STRENGTH STEEL AND SHALL CONFORM TO ASTM A-449 COARSE THREAD DESIGNATION, MIN. YIELD STRENGTH $F_y=55,000$ psi. SAME SHALL BE GALVANIZED IN CONFORMANCE WITH ASTM A-153.
- REINFORCING BARS SHALL BE ASTM GRADE 60. CONCRETE SHALL BE CLASS "A", $FC=3$ ksi.
- DESIGN WIND VELOCITY SHALL BE 100 MPH.
- STEEL POLE AND MAST ARM SHALL BE ASTM A-595 ($F_y=55,000$ psi) OR BETTER GRADE.
- EPOXY FOR BONDING STEEL REINFORCING BARS TO EXISTING CONCRETE SHALL BE 2 PART ADHESIVE PREPARED AND APPLIED IN ACCORDANCE WITH AASHTO M234 CLASS III SPECIFICATIONS.



**ELEVATION
CONCRETE FOUNDATION~BASE**

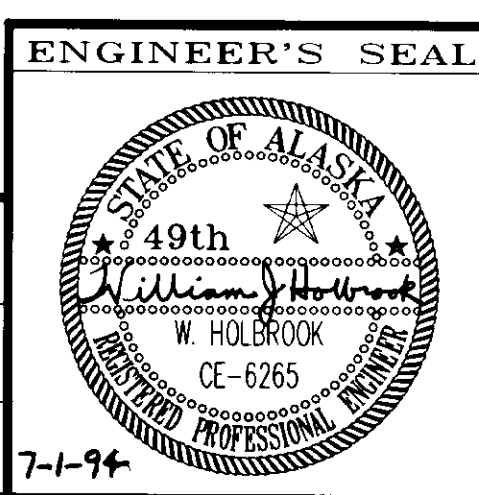
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

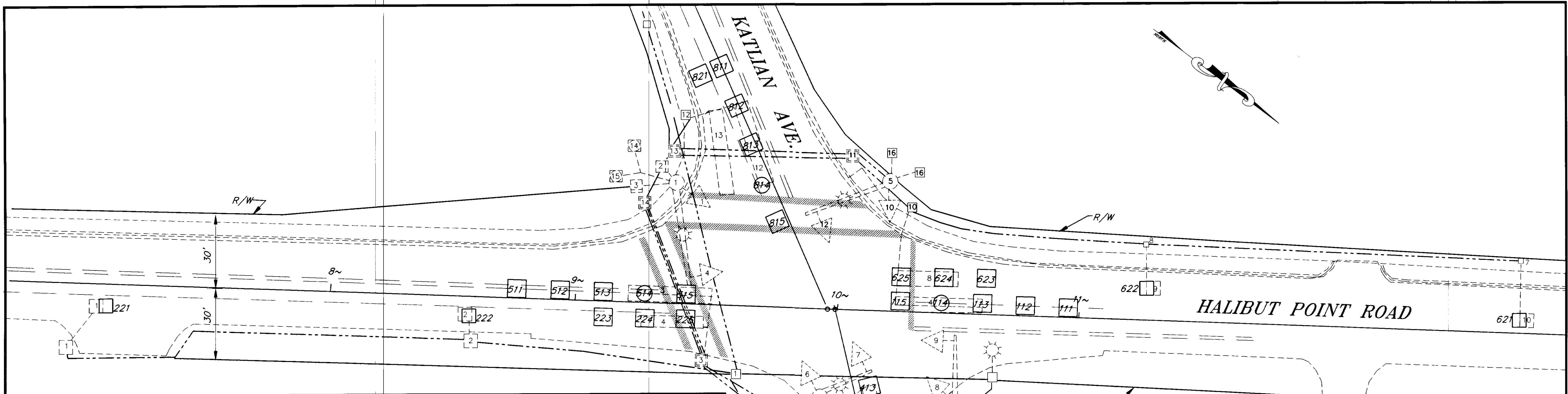
DATE	DESCRIPTION OF CHANGE
8/20/98	AS BUILT

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

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
SIGNAL POLE FOUNDATION DETAILS

DESIGNED BY: B. HOLBROOK	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: JON AHLGREN	SHEET 33 OF 40





HALIBUT POINT KATLIAN DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ CONTROLLER		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE			
7	111	4	EXIST 1	1	VEH 1	6	VEH		
	112		EXIST 1	1	VEH 1	6	VEH		
	113		EXIST 1	1	VEH 1	6	VEH		
	114		EXIST 1	1 & 2	AUX 1	6	COUNTS & VEH		
	115		EXIST 1	1	VEH 1	6	VEH		
1	221	4	NEW 2	1	VEH 2	2	EXTENSION		
2	222	4	NEW 2	2	AUX 2	2	COUNTS & EXT		
4	223	4	NEW 2	3	VEH 3	2	EC\DC		
	224		NEW 2	3	VEH 3	2	EC\DC		
	225		NEW 2	3	VEH 3	2	EC\DC		
9	411	4	NEW 2	3	VEH 4	4	VEH		
	412		NEW 2	3 & 4	AUX 4	4	COUNTS & VEH		
	413		NEW 2	3	VEH 4	4	VEH		
3	511	4	EXIST 3	1	VEH 5	2	VEH		
	512		EXIST 3	1	VEH 5	2	VEH		
	513		EXIST 3	1	VEH 5	2	VEH		
	514		EXIST 3	2	AUX 5	2	COUNTS & VEH		
	515		EXIST 3	1	VEH 5	2	VEH		
11	621	4	NEW 4	1	VEH 6	6	EXTENSION		
10	622	4	NEW 4	2	AUX 6	6	COUNTS & EXT		
8	623	4	NEW 4	3	VEH 7	6	EC\DC		
	624		NEW 4	3	VEH 7	6	EC\DC		
	625		NEW 4	3	VEH 7	6	EC\DC		
12	811	4	EXIST 6	1	VEH 8	8	VEH		
	812		EXIST 6	1	VEH 8	8	VEH		
	813		EXIST 6	1	VEH 8	8	VEH		
	814		EXIST 6	1 & 2	AUX 8	8	COUNTS & VEH		
	815		EXIST 6	1	VEH 8	8	VEH		
13	821	4	EXIST 6	3	AUX 3	8	Q DETECTOR		

LEGEND

- = TYPE I J-BOX
- ▣ = TYPE II J-BOX
- ▤ = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- = LOOP DETECTOR
- = BICYCLE LOOP DETECTOR

- NOTE**
- ALL NEW DETECTORS SHOWN ARE TO BE INSTALLED BY OTHERS BEFORE OR AFTER THIS PROJECT, BUT ARE SHOWN HERE FOR CABINET WIRING PURPOSES.
 - ROADWAY RECONSTRUCTION MAY BE IN PROGRESS BY OTHERS. CONTRACTOR SHALL COORDINATE WORK TO AVOID CONFLICT.

MAJOR WORK ITEMS AT THIS INTERSECTION

- CABINET WIRING CHANGES, AND COMPONENTS
- INSTALL NEW PEDESTRIAN BUTTONS

- NOTE: EXISTING LOOP AMPLIFIERS ARE RACK MOUNTED**
- REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
 - INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
 - INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 - LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
 - INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 - NO CHANGE
 - INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.

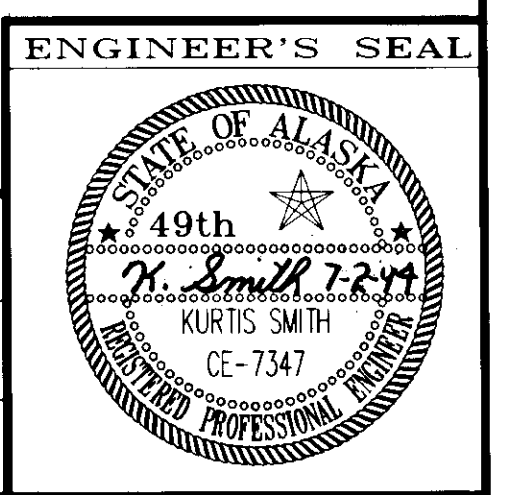
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DATE	DESCRIPTION OF CHANGE
8/20/98	AS BUILT

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

SITKA
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
ALASKA
**HALIBUT POINT RD. AT KATLIAN
PLAN AND SUMMARY TABLES**

DESIGNED BY:	JON AHLGREN	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET	34 OF 40



LEGEND

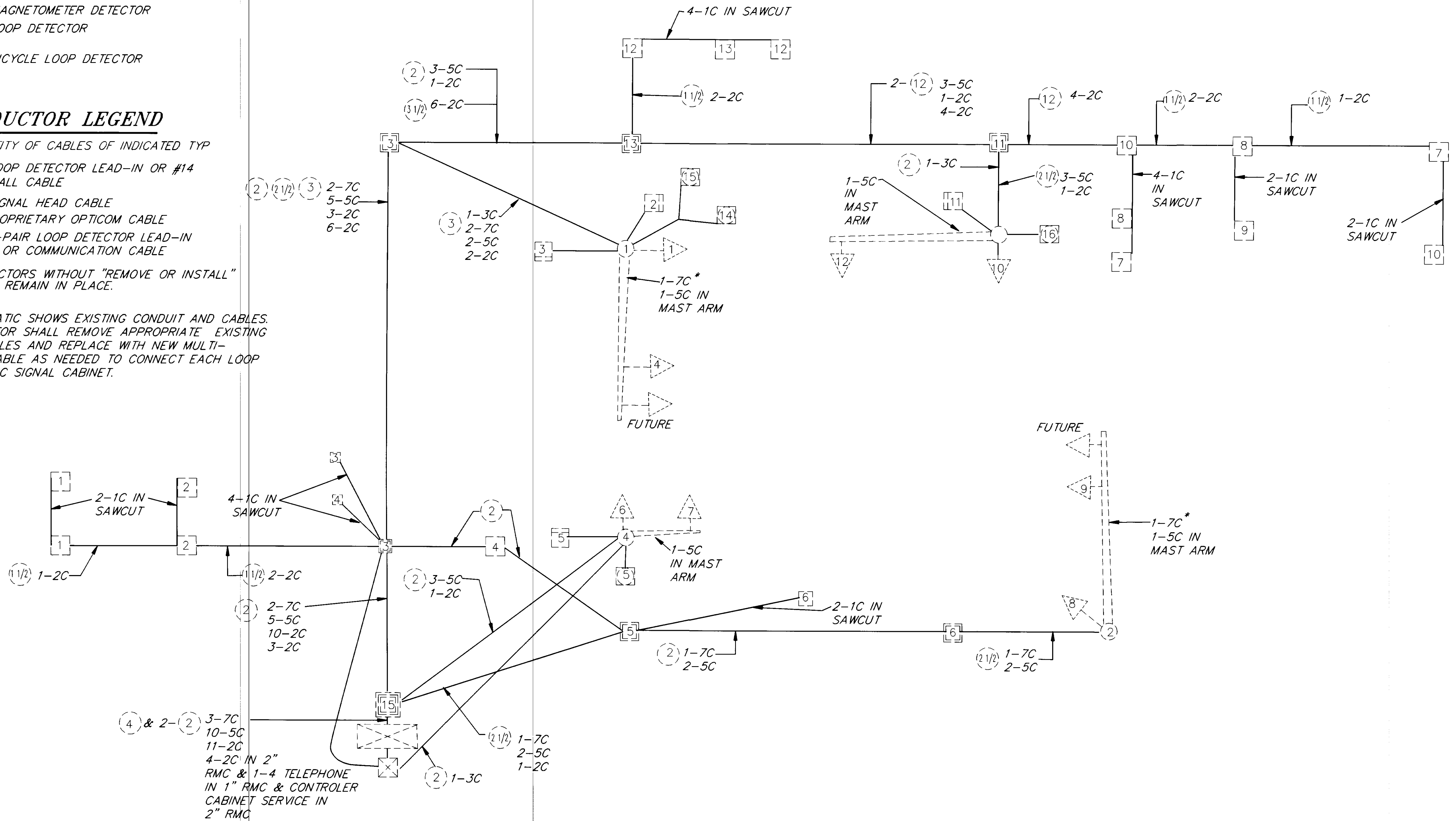
- = TYPE I J-BOX
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- = TYPE III J-BOX
- (X) = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊗ = MAGNETOMETER DETECTOR
- = LOOP DETECTOR
- = BICYCLE LOOP DETECTOR

CONDUCTOR LEGEND

- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
- 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
- 5C OR 7C = #14 SIGNAL HEAD CABLE
- 3C* = 3M PROPRIETARY OPTICOM CABLE
- 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

NOTE: CONDUCTORS WITHOUT "REMOVE OR INSTALL" PREFIX REMAIN IN PLACE.

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.



RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE
1	8/20/98	AS BUILT

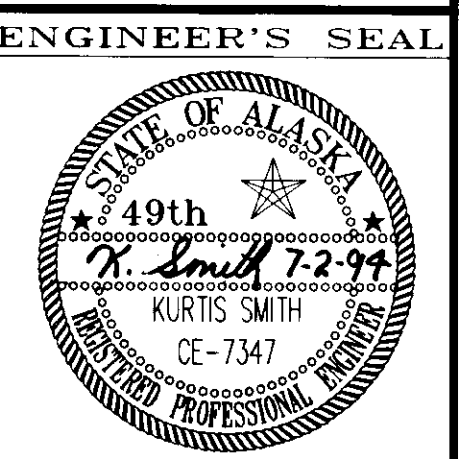
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION DESIGN & CONSTRUCTION

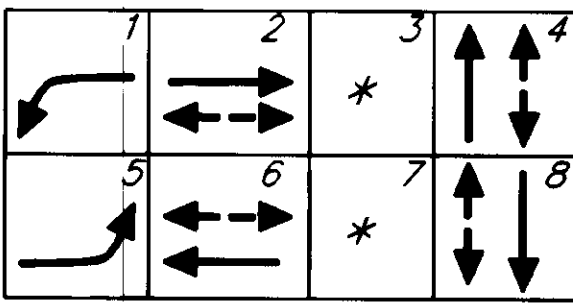
SITKA

SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
 HALIBUT POINT RD AT KATLIAN AVE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

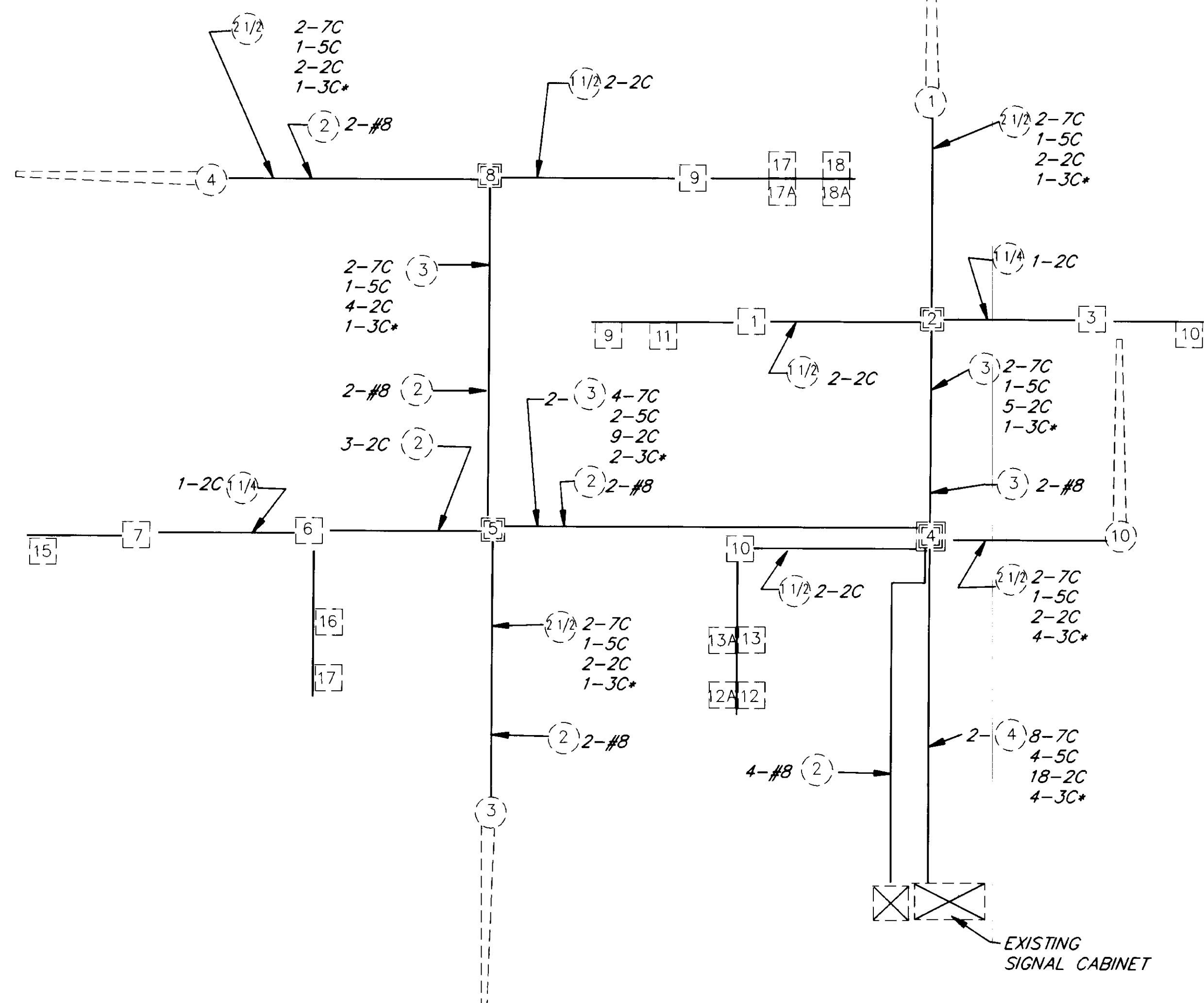
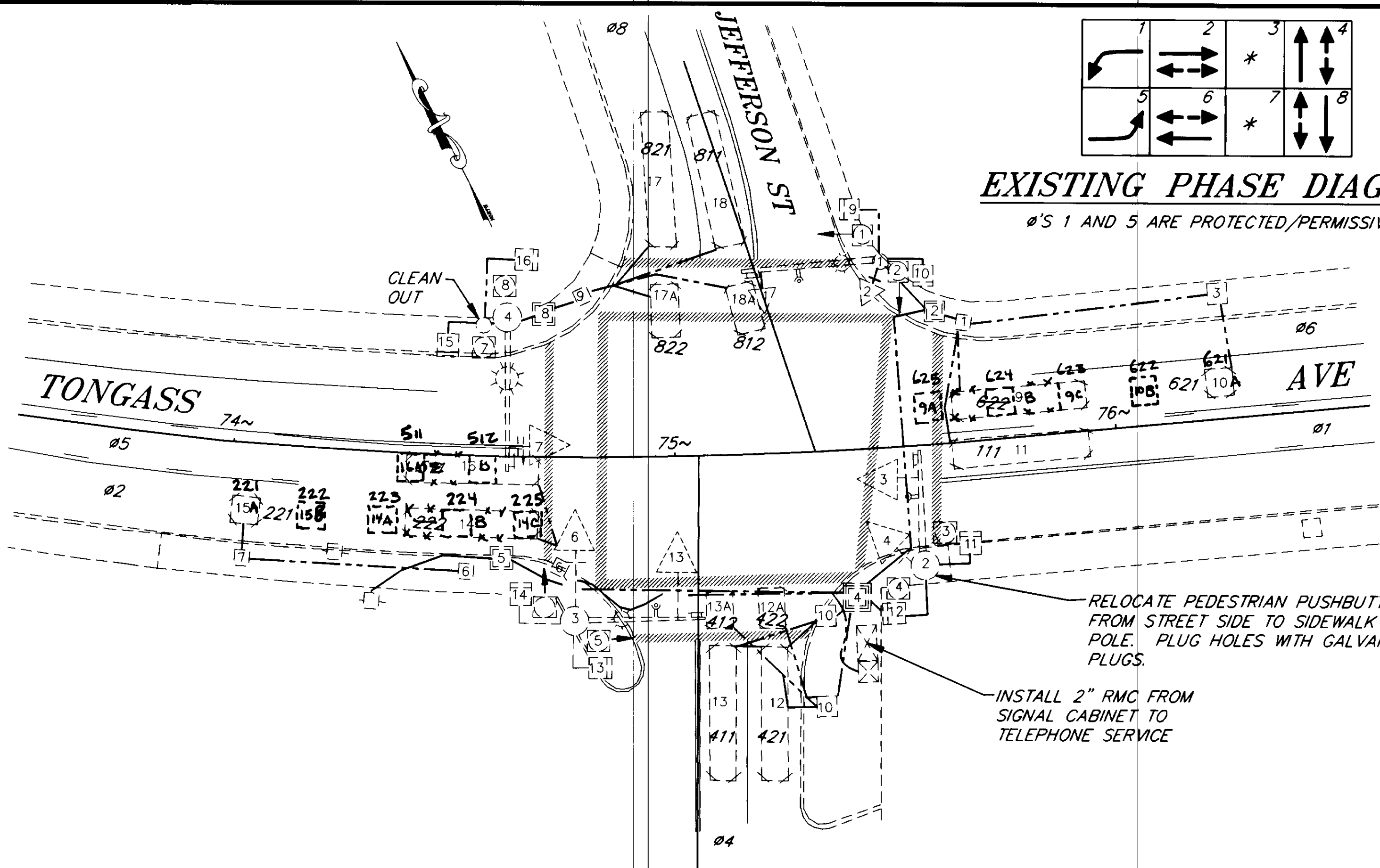
DESIGNED BY:	JON AHLGREN	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	KURTIS SMITH	SHEET	35 OF 40





EXISTING PHASE DIAGRAM

Ø'S 1 AND 5 ARE PROTECTED/PERMISSIVE



JEFFERSON TONGASS DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER		390 CJ		FUNCTION TYPE	SIZE FT	REMARKS
			AMP NO	CHAN NO	CHAN	PHASE			
11	111	4 & 8	NEW 6	1A	VEH 1	1	VEH		
				1B	AUX 1	-	COUNTS		
15	221	4	EXIST 4	1	AUX 2	2	EXT & COUNTS		
14	222	4	EXIST 4	2	VEH 2	2	VEH		
13	411	4 & 8	NEW 10	1A	VEH 4	4	VEH		
				1B	AUX 3	-	COUNTS		
13 A	412	4	EXIST 2	2	VEH 4	4	VEH		
12	421	4 & 8	NEW 11	1A	AUX 4	4	VEH		
				1B	AUX 3	-	COUNTS		
12 A	422	4	EXIST 3	2	AUX 4	4	VEH		
16	511	4 & 8	NEW 7	1A	VEH 5	5	VEH		
				1B	AUX 5	-	COUNTS		
10	621	4	EXIST 4	3	AUX 6	6	EXT & COUNTS		
9	622	4	EXIST 4	4	VEH 6	6	VEH		
17	821	4	NEW 8	1A	VEH 8	8	VEH		
				1B	AUX 7	-	COUNTS		
17 A	822	4	NEW 5	2	VEH 8	8	VEH		
18	811	4 & 8	NEW 9	1A	AUX 8	8	VEH		
				1B	AUX 7	-	COUNTS		
18 A	812	4	NEW 5	4	AUX 8	8	VEH		

- NOTE: EXISTING LOOP AMPLIFIERS ARE SHELF MOUNTED
1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
 2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
 3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
 5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 6. NO CHANGE
 7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.
 8. THE SINGLE CHANNEL LOOP AMPLIFIER SHALL HAVE TWO OUTPUTS, ONE FOR NORMAL LOOP OPERATION AND ONE FOR TRAFFIC COUNTS. (DETECTOR SYSTEMS 919-1SS OR EQUAL).

LEGEND

- = TYPE I J-BOX
- = TYPE II J-BOX
- = TYPE III J-BOX
- ⊗ = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- ⊙ = MAGNETOMETER DETECTOR
- = LOOP DETECTOR

CONDUCTOR LEGEND

- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
- 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
- 5C OR 7C = #14 SIGNAL HEAD CABLE
- 3C* = 3M PROPRIETARY OPTICOM CABLE
- 6PR = MULTI-PAIR LOOP DETECTOR LEAD-IN CABLE OR COMMUNICATION CABLE

MAJOR WORK ITEMS AT THIS INTERSECTION

1. CABINET WIRING CHANGES, AND COMPONENTS
2. INSTALL NEW PEDESTRIAN BUTTONS
3. REPLACE OR CONVERT PEDESTRIAN HEADS

WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
P: \REGION\SEIGNAL\KETCH-1	1=20	
BY: KK	8/20/98	AS BUILT W/ CORRECTIONS

RECORD OF REVISIONS

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

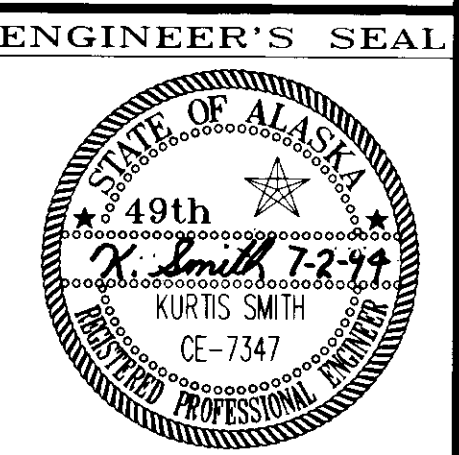
KETCHIKAN

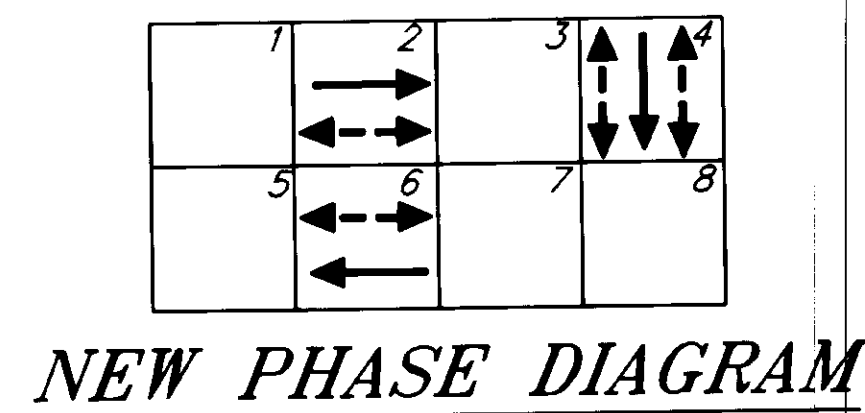
SOUTHEAST AREA SIGNALS
PROJECT NO. 71120

ALASKA

**TONGASS AVE. AT JEFFERSON ST.
PLAN, WIRING DIAGRAM, SUMMARY TABLE**

DESIGNED BY: R. PURVES	PROJECT NO. 71120
DRAWN BY: C. ANDERSON	DATE: JULY 1994
CHECKED BY: JON AHLGREN	SHEET 36 OF 40





NEW PHASE DIAGRAM

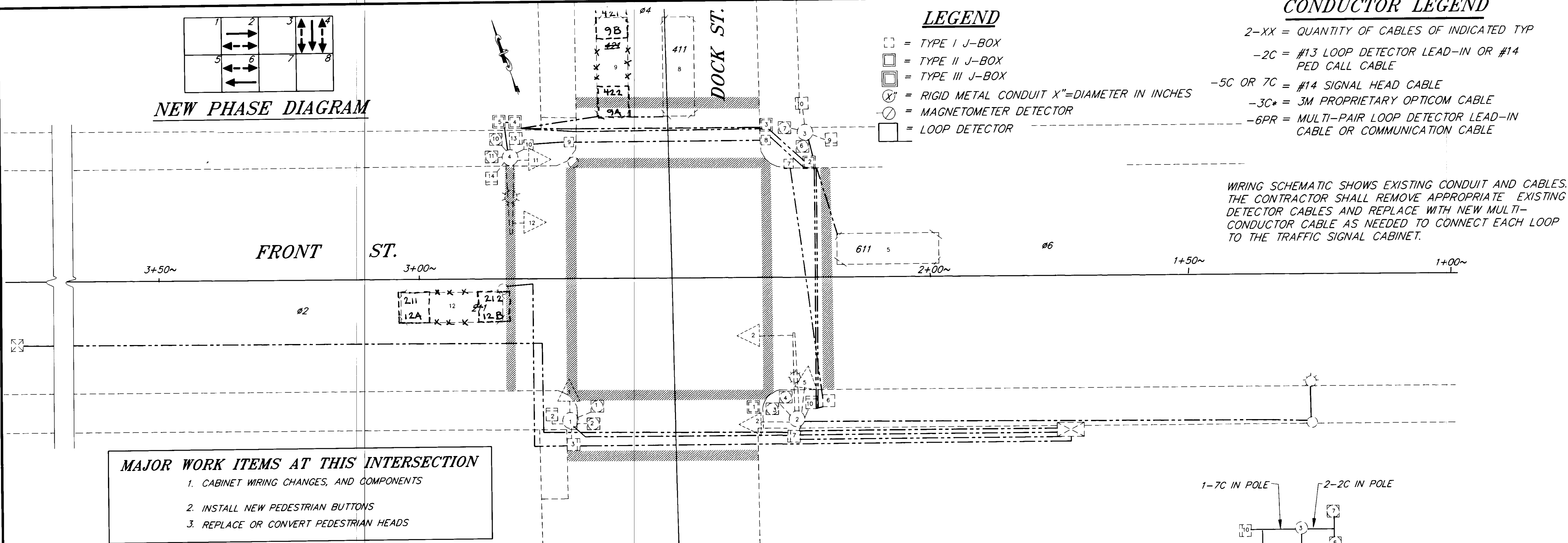
LEGEND

- [] = TYPE I J-BOX
- [] = TYPE II J-BOX
- [] = TYPE III J-BOX
- (X) = RIGID METAL CONDUIT X"=DIAMETER IN INCHES
- (M) = MAGNETOMETER DETECTOR
- [] = LOOP DETECTOR

CONDUCTOR LEGEND

- 2-XX = QUANTITY OF CABLES OF INDICATED TYP
- 2C = #13 LOOP DETECTOR LEAD-IN OR #14 PED CALL CABLE
- 5C OR 7C = #14 SIGNAL HEAD CABLE
- 3C* = 3M PROPRIETARY OPTICOM CABLE
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WIRING SCHEMATIC SHOWS EXISTING CONDUIT AND CABLES. THE CONTRACTOR SHALL REMOVE APPROPRIATE EXISTING DETECTOR CABLES AND REPLACE WITH NEW MULTI-CONDUCTOR CABLE AS NEEDED TO CONNECT EACH LOOP TO THE TRAFFIC SIGNAL CABINET.



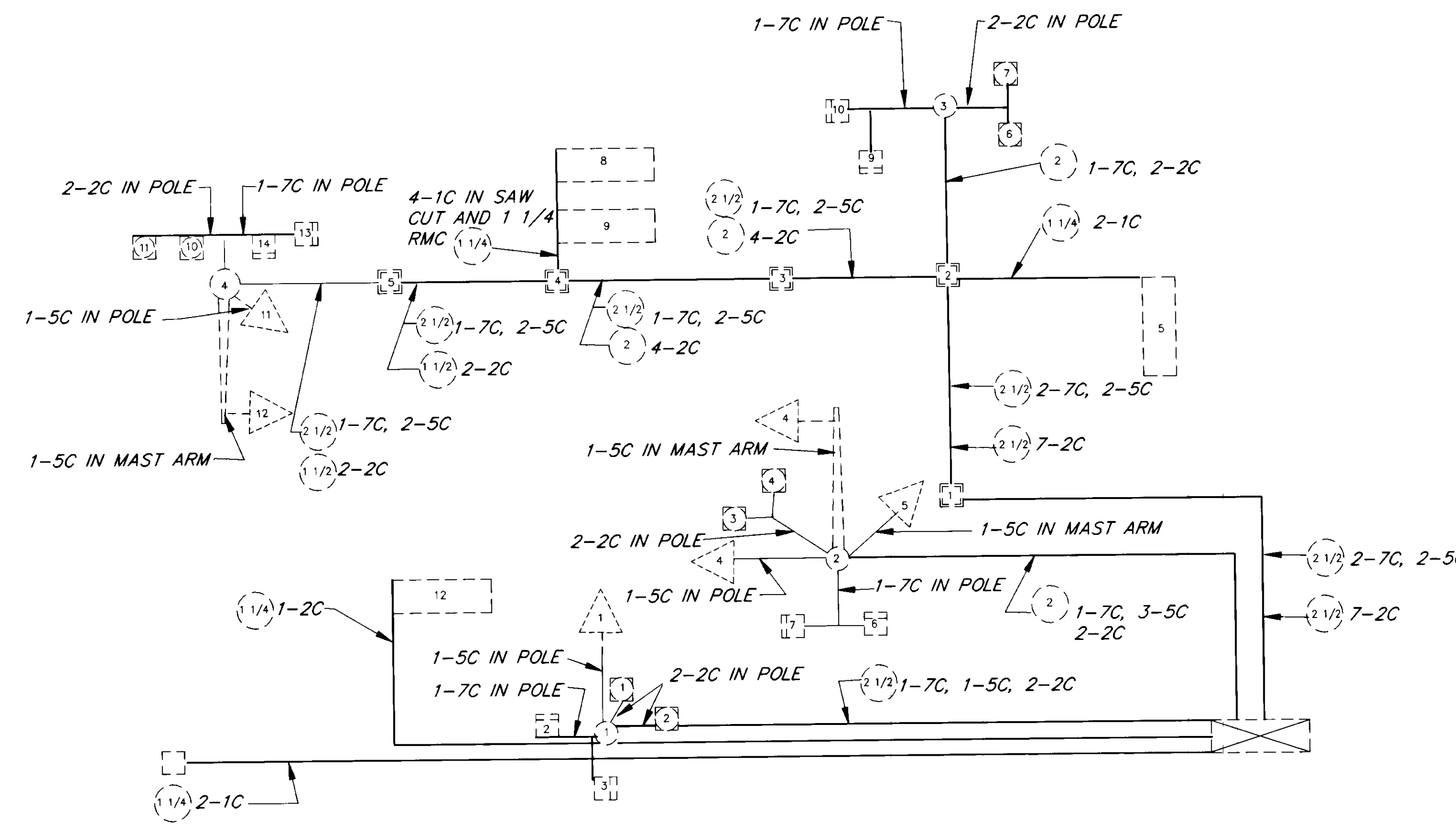
MAJOR WORK ITEMS AT THIS INTERSECTION

1. CABINET WIRING CHANGES, AND COMPONENTS
2. INSTALL NEW PEDESTRIAN BUTTONS
3. REPLACE OR CONVERT PEDESTRIAN HEADS

DOCK TONGASS DETECTOR SUMMARY TABLE

OLD DET NUMBER	NEW DET NUMBER	NOTES	AMPLIFIER AMP NO	CHAN NO	390 CJ CONTROLLER CHAN	PHASE	FUNCTION TYPE	SIZE FT	REMARKS
5	611	4 & 8	NEW 1	1A	VEH 6	6	VEH		
				1B	AUX 6	-	COUNTS		
12	211	4 & 8	NEW 2	1A	VEH 2	2	VEH		
				1B	AUX 2	-	COUNTS		
8	411	4 & 8	NEW 3	1A	VEH 4	4	VEH		
				1B	AUX 3	-	COUNTS		
9	421	4 & 8	NEW 4	1A	VEH 4	4	VEH		
				1B	AUX 4	-	COUNTS		

- NOTE: EXISTING LOOP AMPLIFIERS ARE SHELF MOUNTED.
1. REPLACE MAG AND MAG LEAD-IN WITH NEW LOOP AND LOOP LEAD-IN CABLE.
 2. INSTALL LOOP. LOOP SHALL HAVE ITS OWN SEPARATE LEAD-IN CABLE.
 3. INSTALL LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 4. LOOP AND LEAD-IN REMAIN UNCHANGED. CHANGE CABINET WIRING TO MATCH AMPLIFIER OUTPUT TO CORRECT 390 CJ INPUT.
 5. INSTALL BICYCLE LOOP. USE 6-PAIR MULTI-CONDUCTOR LEAD-IN CABLE. EACH LOOP SHALL HAVE ITS OWN SEPARATE PAIR.
 6. NO CHANGE
 7. INSTALL LOOP. RECONNECT TO EXISTING LEAD-IN CABLE.
 8. THE SINGLE CHANNEL LOOP AMPLIFIER SHALL HAVE TWO OUTPUTS, ONE FOR NORMAL LOOP OPERATION AND ONE FOR TRAFFIC COUNTS. (DETECTOR SYSTEMS 919-1SS OR EQUAL).



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	DATE:	DESCRIPTION OF CHANGE:
P: \REGION\SEIGNAL\KETCH-2 1=20		
BY: KK	8/20/98	AS BUILT W/ CORRECTIONS

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

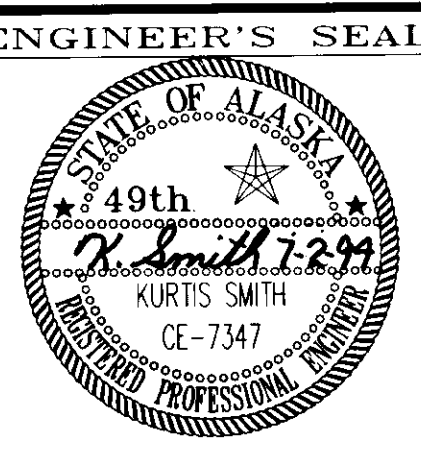
KETCHIKAN

SOUTHEAST AREA SIGNALIZATION
PROJECT NO. 71120

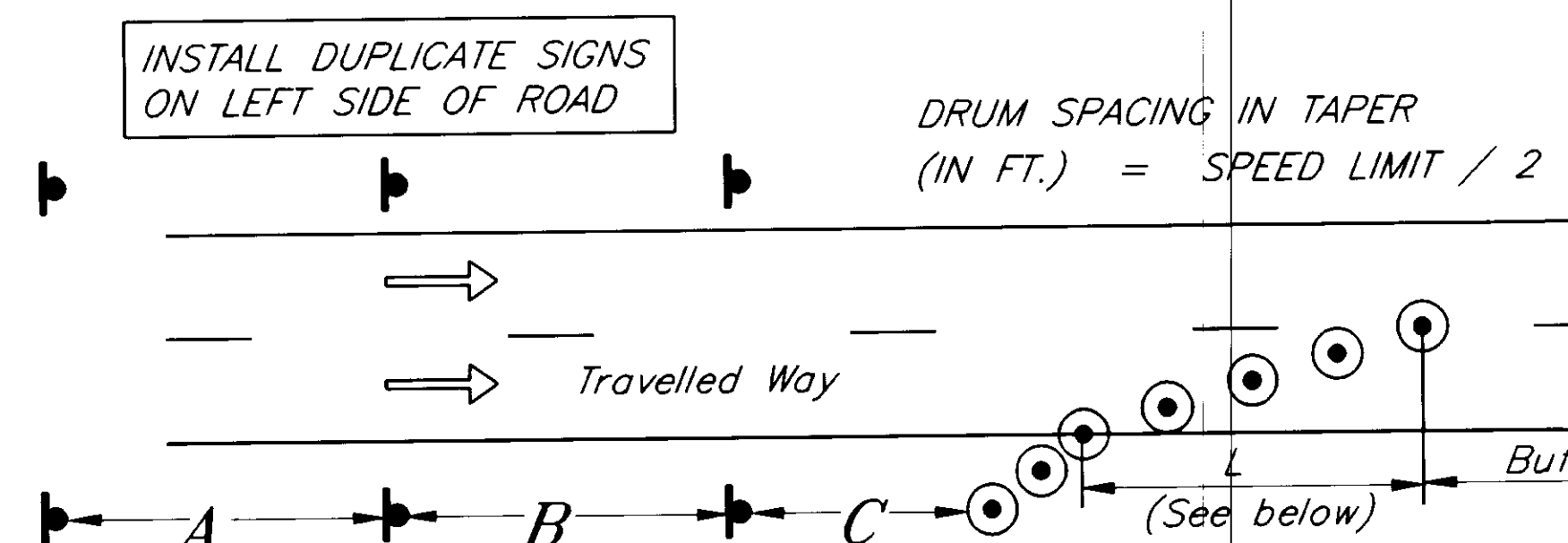
ALASKA

DESIGNED BY: R. PURVES
DRAWN BY: C. ANDERSON
CHECKED BY: JON AHLGREN

PROJECT NO. 71120
DATE: JULY 1994
SHEET 37 OF 40

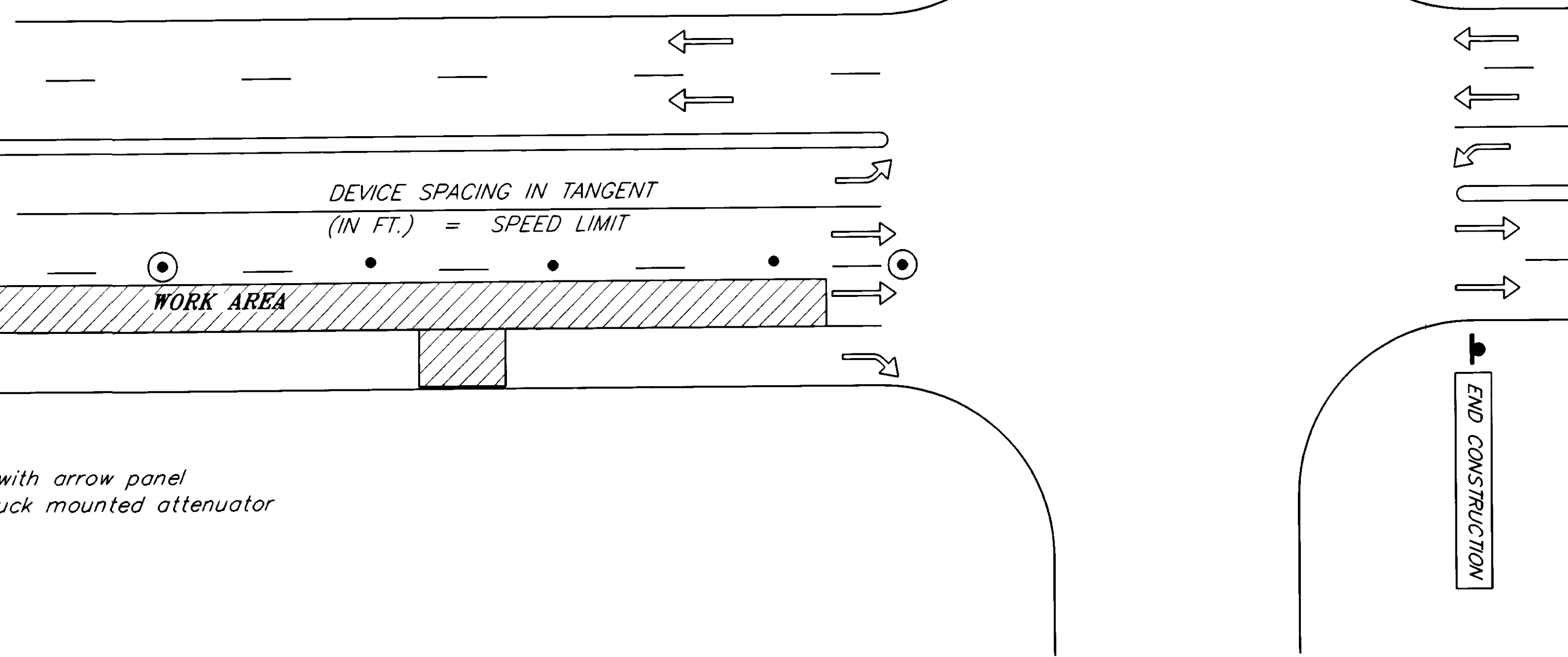
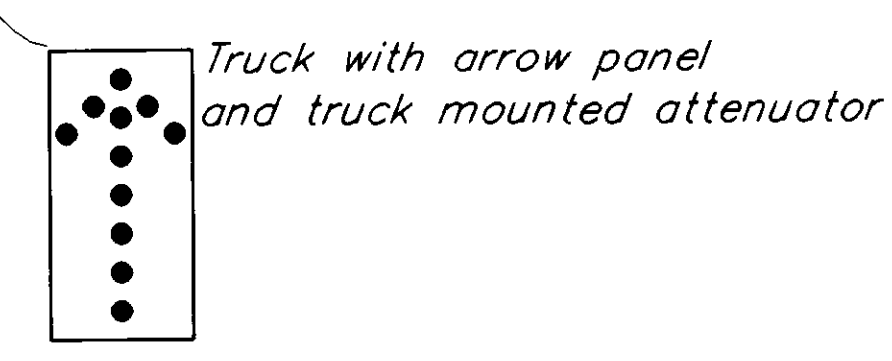
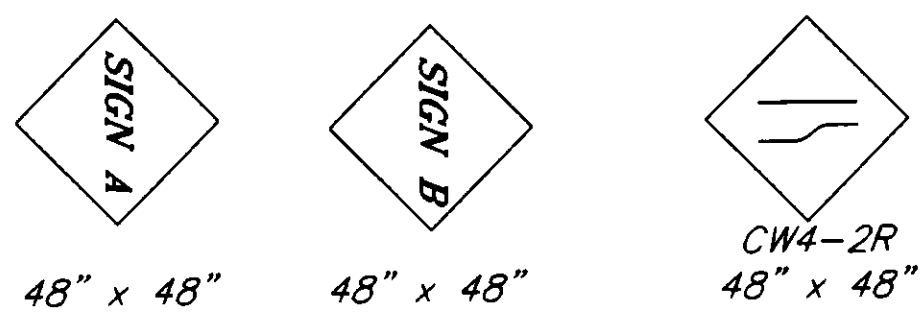


FRONT STREET AT DOCK STREET



See Table for distances and legends

$L = SW$ Where Speed Limit is 45 m.p.h. or Greater
 $L = WS^2$ Where Speed Limit is 40 m.p.h. or Lower
 L = Min. length of taper in feet
 S = Posted speed limit
 W = Width of offset



TYPICAL LANE CLOSURE ON DIVIDED HIGHWAY

DIVIDED HIGHWAY LANE CLOSURE DATA								
SPEED LIMIT	A	B	C	BUFFER	SIGN A TYPE	SIGN A LEGEND	SIGN B TYPE	SIGN B LEGEND
55 MPH	2600	1600	1000	335	CW21-4C	Road Work 1 Mile	CW20-5RD	Right Lane Closed 1/2 Mile
40 MPH	350	350	350	170	CW21-4F	Road Work Ahead	CW20-5RF	Right Lane Closed Ahead

NOTES

- The same plan shall be used for a left side lane closure except the signs shall say "LEFT LANE CLOSED" instead of "RIGHT LANE CLOSED".
- When no work is being done near the intersection, drums and cones shall be pulled back from the intersection to allow turning vehicles to slow outside of the through lanes.

TRAFFIC CONTROL NOTES

- The intent of this traffic control plan is to illustrate some, not all, of the traffic control setups which will be required on this project. Plans for configurations not covered on Traffic Control Plan sheets should be created by the Contractor and be submitted to the Engineer for approval. Where appropriate, they should use applicable portions of the details on these sheets.
- When traffic is routed outside its normal traffic lane onto the shoulder or into another traffic lane, the minimum delineated lane width shall be 11'.
- Cones shall be a minimum of 28" tall. Drums or barricades used at night shall have warning lights. When used in a series to delineate the travel path, the devices shall have type "C" steady burn lights. Devices used independently or in small numbers to mark obstructions or drop-offs shall have type "A" flashing lights.
- Channelizing devices in the leading taper shall be drums. Thereafter, every fourth device shall be a drum and intervening devices shall be cones.

LEGEND	
 SIGN
 CONE
 DRUM
 FLAGGING STATION

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

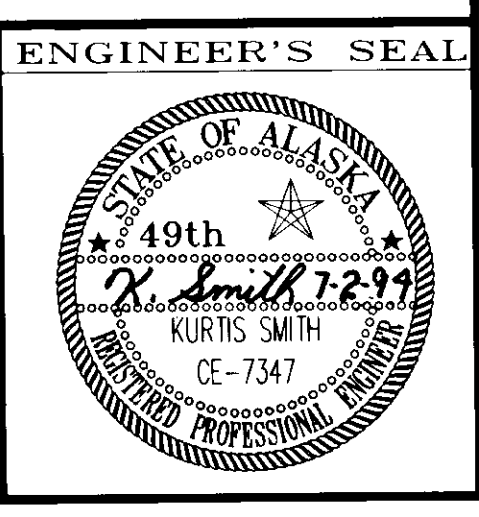
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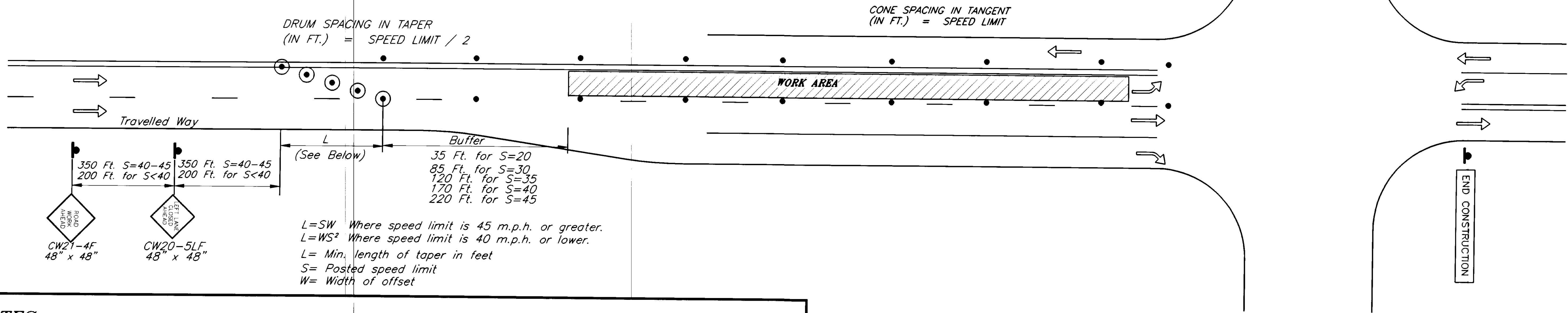
RECORD OF REVISIONS

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

SOUTHEAST AREA SIGNAL
 PROJECT NO. 71120
TRAFFIC CONTROL PLAN

DESIGNED BY: K. MATTSON	PROJECT NO. 71120
DRAWN BY: K. MATTSON/ANDERSON	DATE: JULY 1994
CHECKED BY: K. SMITH	SHEET 38 OF 40

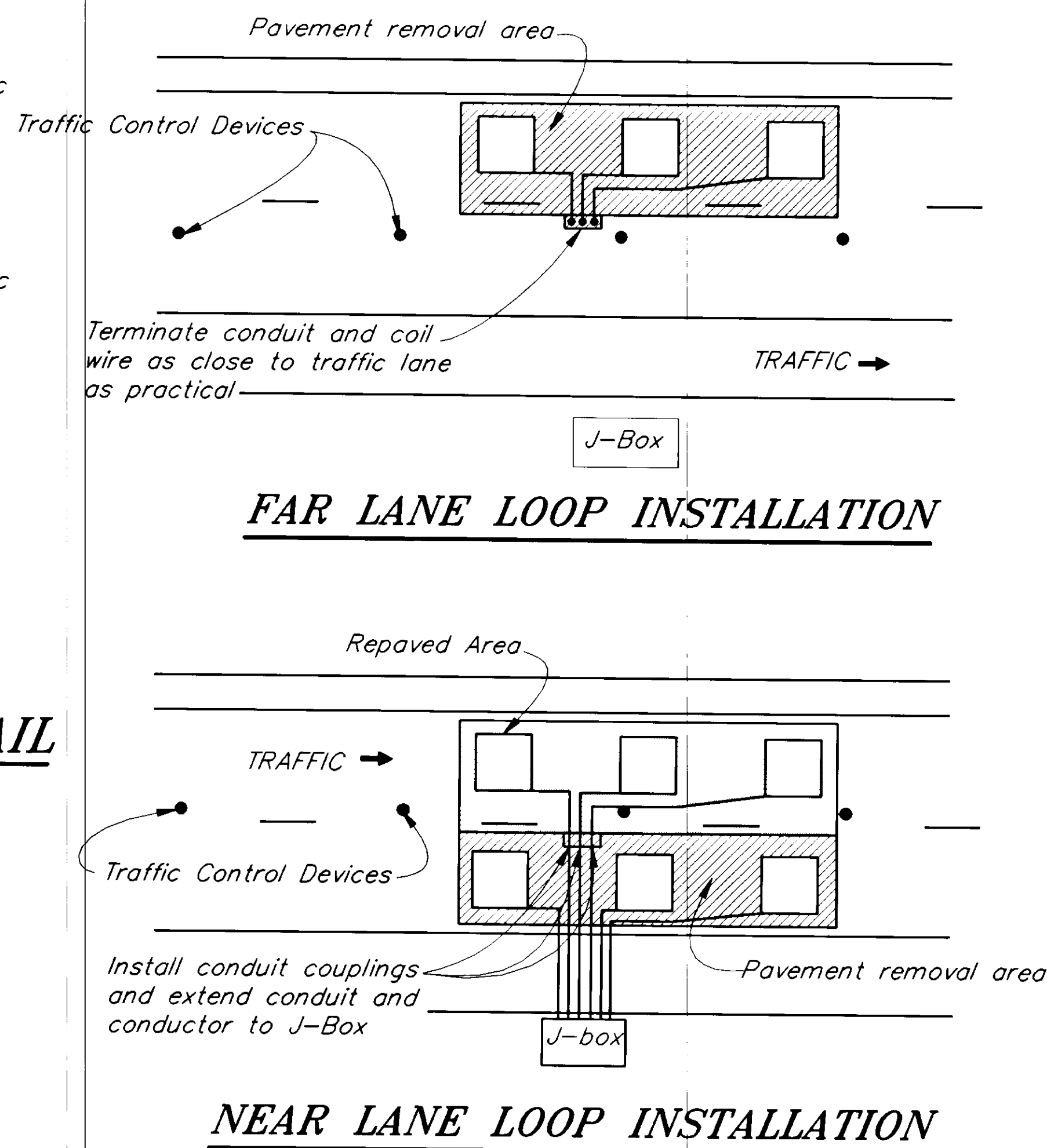




NOTES

1. When loop lead-in conduit extends across other traffic lanes which will be open to traffic while the loops are being installed, the conduit shall be extended as far toward the open lane as possible and extra loop conductor shall be coiled at the edge of the lane, the conduit and conductor shall be extended across the lane to the roadside j-box when the adjacent lane is closed to traffic and its pavement is removed.
2. When loop lead-in conduit extends across other traffic lanes, loop installation shall start with the lane furthest from the j-box the conduit will terminate in.
3. Although paved-over loops are shown, the same construction sequence applies to loops in a narrow slot.

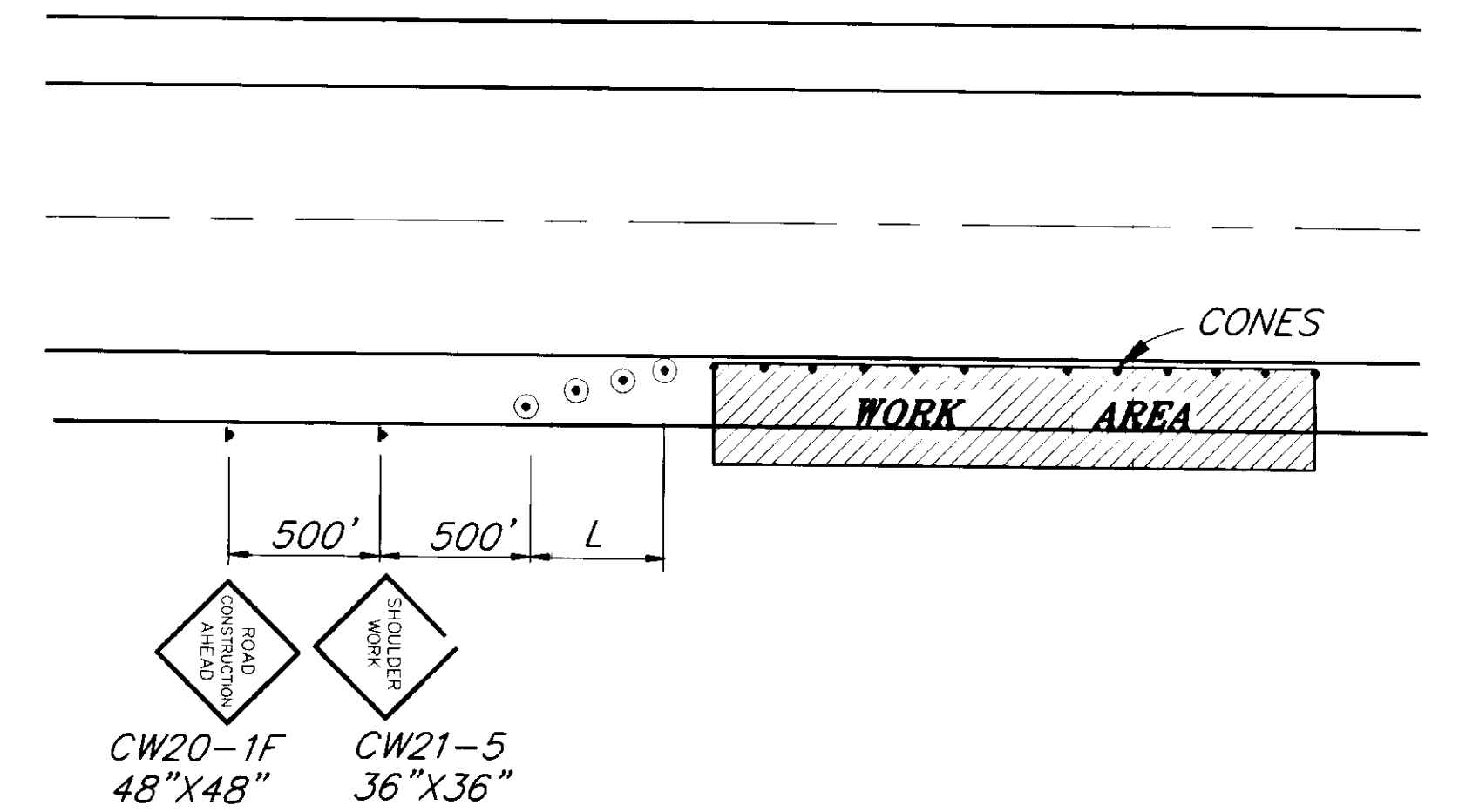
ADJACENT LANE LOOP INSTALLATION DETAIL



TYPICAL LANE CLOSURE ON UNDIVIDED HIGHWAY

LEGEND

- ▬ SIGN
- CONE
- ⊙ DRUM
- ⚡ FLAGGING STATION



SHOULDER WORK
(NO ENCROACHMENT INTO TRAVELLED WAY)

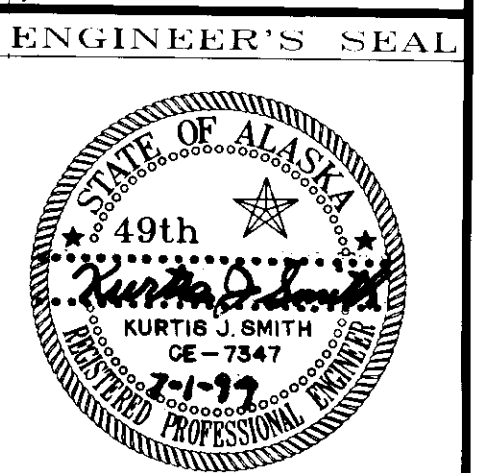
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BY:	DATE:	DESCRIPTION OF CHANGE:
KK	8/20/98	AS BUILT
RECORD OF REVISIONS		

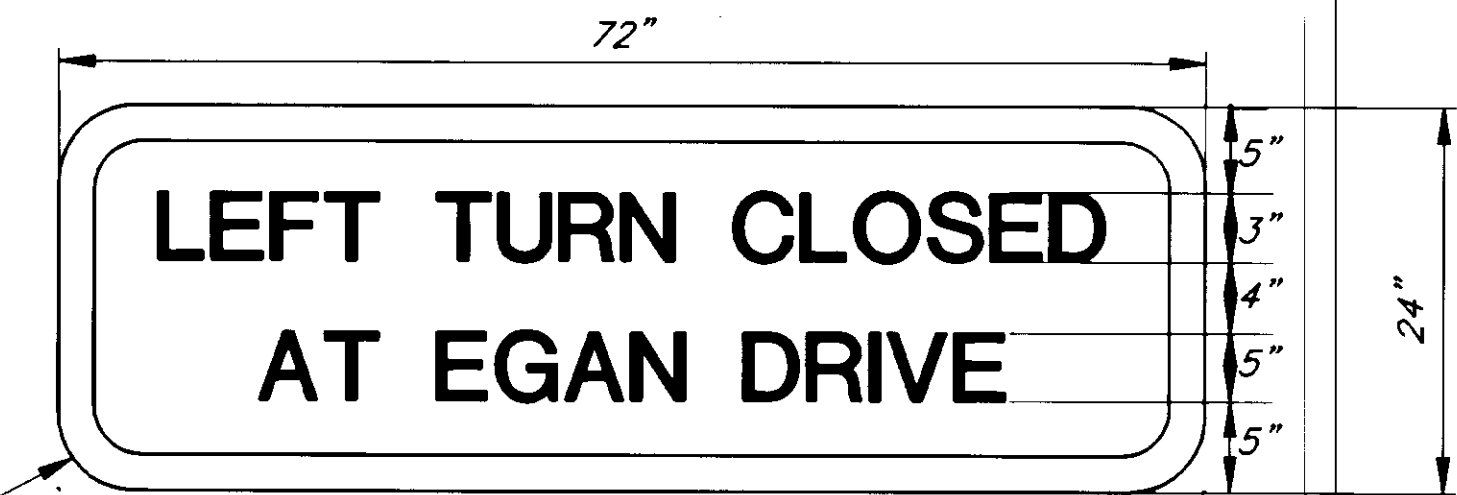
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

SOUTHEAST AREA SIGNALS
PROJECT NO. 71120
TRAFFIC CONTROL PLAN

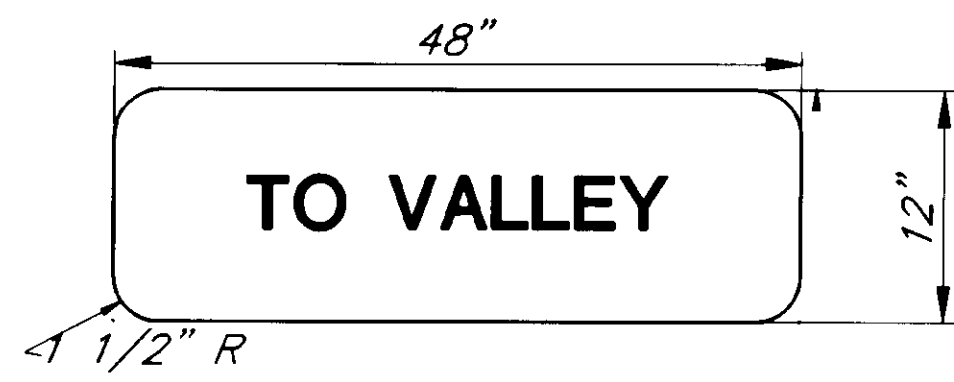
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: K. MATTSON	PROJECT NO. 71120
DRAWN BY: K. MATTSON/ANDERSON	DATE: JULY 1994
CHECKED BY: K. SMITH	SHEET 39 OF 40



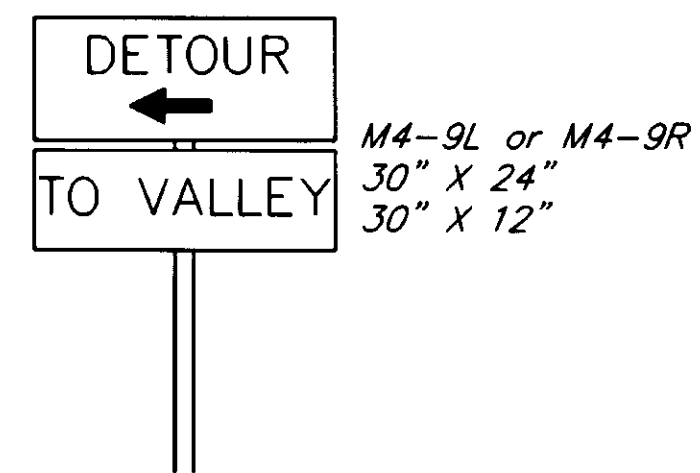
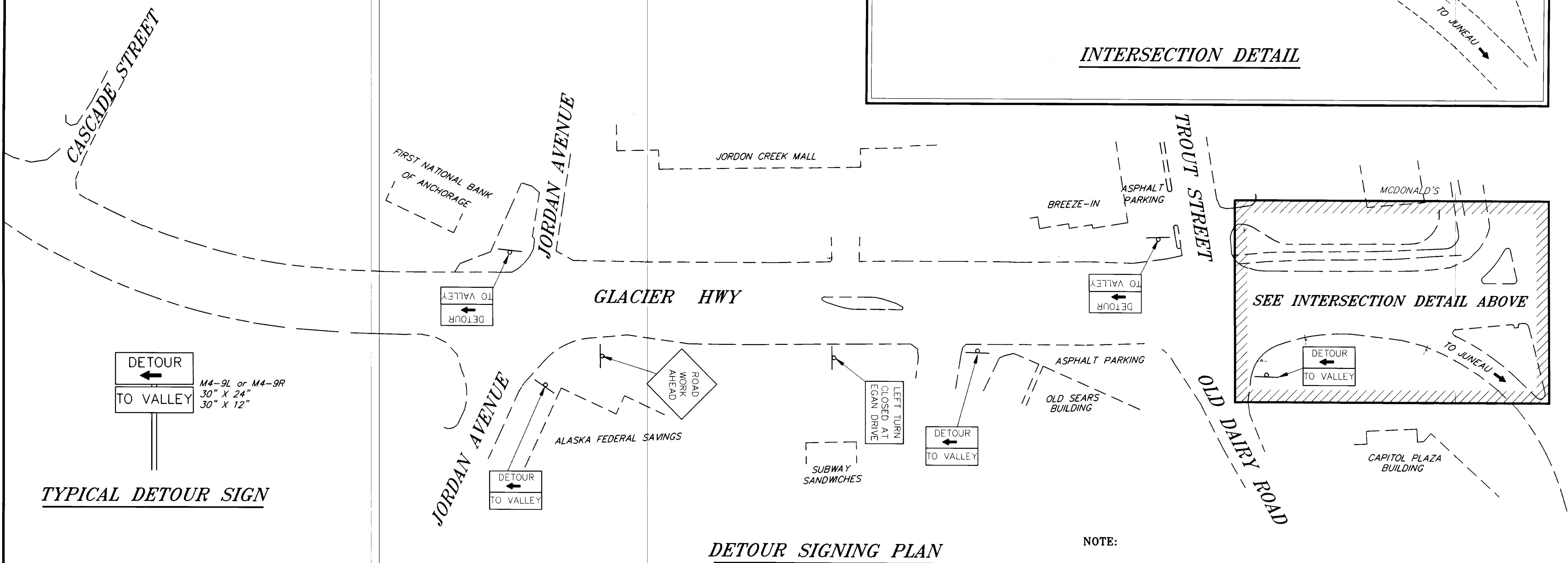
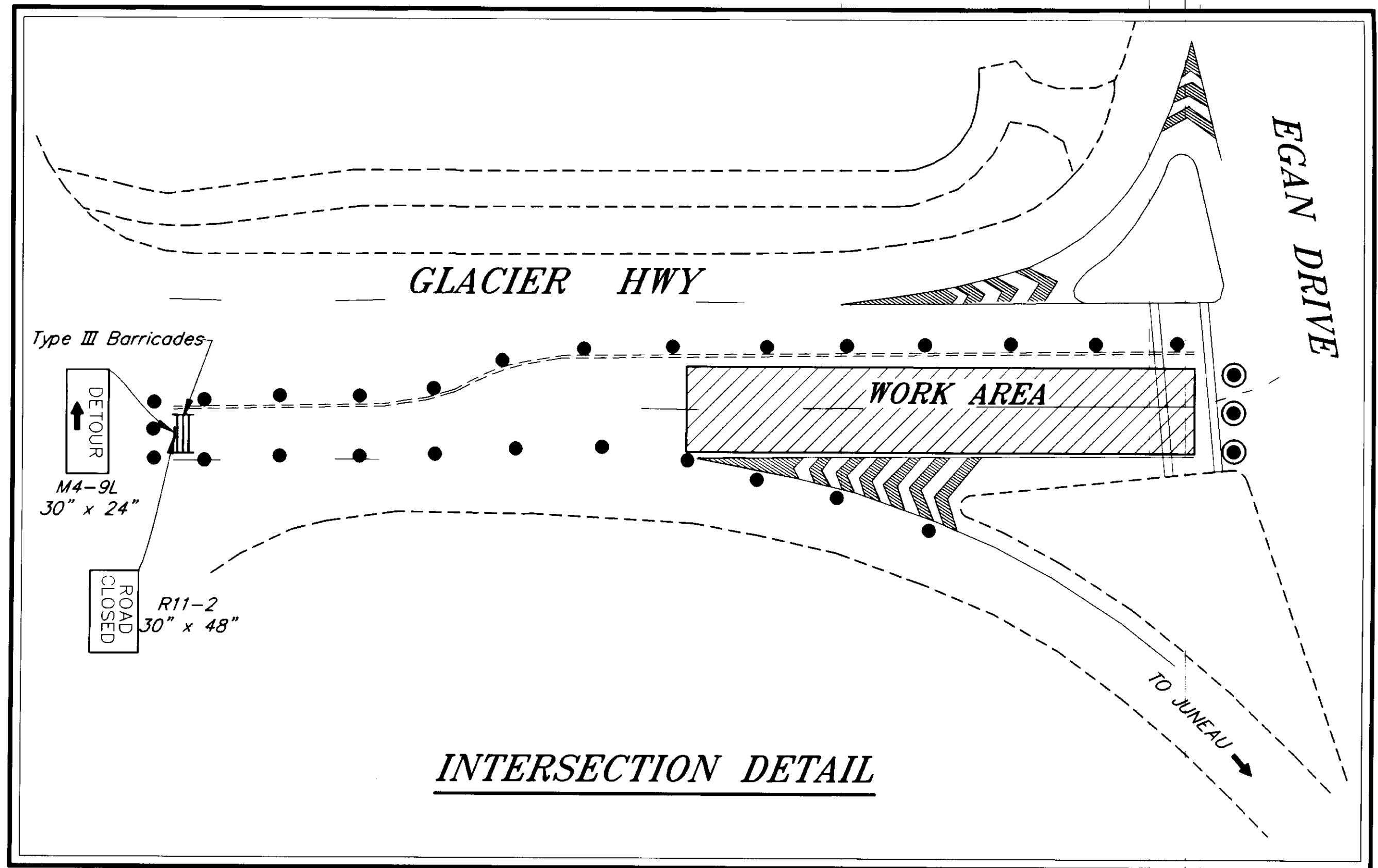


LEGEND = BLACK
 BACKGROUND = ORANGE
 LETTERING = SERIES 5C
 BORDER WIDTH = 5/8"
 MARGIN WIDTH = 1/2"



LEGEND

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



TYPICAL DETOUR SIGN

DETOUR SIGNING PLAN

NOTE:

DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:
JK	8/20/98	AS BUILT

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

SOUTHEAST AREA SIGNALS
 PROJECT NO. 71120
TRAFFIC CONTROL PLAN

DESIGNED BY:	K. MATTSON	PROJECT NO.	71120
DRAWN BY:	C. ANDERSON	DATE:	JULY 1994
CHECKED BY:	K. SMITH	SHEET	40 OF 40

