<table>
<thead>
<tr>
<th>ITEM</th>
<th>PAY ITEM</th>
<th>UNIT</th>
<th>ESTIMATING FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>201</td>
<td>Clearing</td>
<td>Lump Sum</td>
<td>1.81</td>
</tr>
<tr>
<td>201</td>
<td>and Grubbing</td>
<td>All Required</td>
<td>Ton/year</td>
</tr>
</tbody>
</table>

Basis Of Estimate

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PAY ITEM</th>
<th>UNIT</th>
<th>ESTIMATING FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>203</td>
<td>(6) Borrow</td>
<td>Ton</td>
<td>1.81</td>
</tr>
<tr>
<td>608</td>
<td>(2) Asphalt Sidewalk</td>
<td>Lineal Foot</td>
<td>117</td>
</tr>
<tr>
<td>608</td>
<td>(4) Bed Course Materials, Grading C</td>
<td>Yard</td>
<td>1.98</td>
</tr>
</tbody>
</table>

Removal of Structures and Obstructions

<table>
<thead>
<tr>
<th>ITEM</th>
<th>ESTIMATED QTY.</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chain Link Fence</td>
<td>700</td>
<td>Linear Foot</td>
</tr>
<tr>
<td>Asphalt Pavement</td>
<td>2250</td>
<td>Square Yard</td>
</tr>
<tr>
<td>Concrete Curb and Gutter</td>
<td>250</td>
<td>Linear Foot</td>
</tr>
<tr>
<td>Miscellaneous Culverts</td>
<td>100</td>
<td>Linear Foot</td>
</tr>
</tbody>
</table>

Total Contract Amount: $918,001.75
TRAFFIC CONTROL NOTES

1. It is the intent of this traffic control plan (TCP) to illustrate some but not all of the traffic control configurations that will be required by this project. Traffic control plans for configurations not covered by this TCP shall be developed by the contractor and submitted to the engineer for approval prior to use.

2. Two way traffic (on loop road and side streets) shall be maintained at all times.

3. Traffic lanes shall be a minimum of 10' wide.

4. A flagger shall be used to direct trucks and construction equipment when they enter or cross the traveled way.

5. Access to businesses and homes will be opened at the end of the daily work shift.

6. The contractor shall keep the public informed of his construction activities through the use of the local news media. News releases shall be approved by the project engineer prior to their release. News releases will be required but not limited to, the onset of work, grinding, paving, and changes in the lane configurations.

7. The contractor shall stage operations so that at least one paved path is open for unrestricted use, at no time will both the left and right path be under construction at the same station.

8. Double traffic fine signs shall be used in accordance with standard drawing C-04.11.

---

PATHWAY WORK

\[ L = \frac{W \times T}{4} \]

- Where: 
  - \( L \) = length of taper
  - \( W \) = width of offset
  - \( T \) = taper factor

MAXIMUM TAPER = 100'

**TCP TABLE SETUP**

<table>
<thead>
<tr>
<th>SPEED (MILES/HOUR)</th>
<th>BUFFER LENGTH (FT)</th>
<th>CONE/MINIMUM SPACING (FT)</th>
<th>TAPER FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>25</td>
<td>20</td>
<td>7</td>
</tr>
<tr>
<td>30</td>
<td>35</td>
<td>35</td>
<td>10</td>
</tr>
<tr>
<td>35</td>
<td>40</td>
<td>40</td>
<td>20</td>
</tr>
<tr>
<td>40</td>
<td>45</td>
<td>45</td>
<td>27</td>
</tr>
<tr>
<td>45</td>
<td>50</td>
<td>50</td>
<td>40</td>
</tr>
<tr>
<td>50</td>
<td>55</td>
<td>55</td>
<td>50</td>
</tr>
<tr>
<td>55</td>
<td>60</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>60</td>
<td>65</td>
<td>65</td>
<td>65</td>
</tr>
</tbody>
</table>

* Or as directed by the engineer

---

SINGLE LANE CLOSURE

TWO LANE ROAD

---

PERMANENT CONSTRUCTION SIGNING

(CW1-4F 48" x 48"

W1-3 60" x 24"

500' OR AS DIRECTED BY THE ENGINEER

\[ 10' \times 36' \]

---

JUNEAU VALLEY MULTIMODEL PATH IMPROVEMENTS

PROJECT NO. 88308

Traffic Control Plans

PROJECT DESIGNATION NUMBER
CM-0966(22) / 88308

STATE
ALASKA

YEAR
2002

SHEET NUMBER
C1

TOTAL SHEETS
26
SHOULDER WORK

NOTE:
If only one lane is affected by road work (that is, the cones along the
work area are no closer than 10 feet to centerline), the signs and
centerline cones for the opposing lane may be deleted.

ROADWAY ENCROACHMENT

**TABLE:**

<table>
<thead>
<tr>
<th>SPEED (MILES PER HOUR)</th>
<th>BATTERY LENGTH (FT)</th>
<th>CENTERLINE SPACING (FT)</th>
<th>TAPER FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>35</td>
<td>20</td>
<td>7</td>
</tr>
<tr>
<td>25</td>
<td>65</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>30</td>
<td>85</td>
<td>30</td>
<td>15</td>
</tr>
<tr>
<td>35</td>
<td>105</td>
<td>35</td>
<td>20</td>
</tr>
<tr>
<td>40</td>
<td>140</td>
<td>60</td>
<td>27</td>
</tr>
<tr>
<td>45</td>
<td>220</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>50</td>
<td>280</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>55</td>
<td>330</td>
<td>55</td>
<td>55</td>
</tr>
<tr>
<td>60</td>
<td>415</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>65</td>
<td>485</td>
<td>65</td>
<td>65</td>
</tr>
</tbody>
</table>
Notes:

1. The project is located in the Duck Creek watershed. All drainage from the project work limits discharges into Duck Creek. Duck Creek is a designated impaired waterbody listed under Section 303(d) of the Clean Water Act. Special controls are required to restore Duck Creek's water quality. The stream is the focus of a joint agency recovery effort.

2. Install erosion and sediment control devices for earth disturbing activities.

3. Maintain devices, monitor daily, excavate check dams when 4" or more sediment, ensure silt fence is tight against ground.

4. If inspection reveals water is discharging beyond the project work limits, immediately implement corrective action. Additional silt fencing or check dams may be required. Sweeping of paved surfaces and temporary seeding and matting may also be required.

5. Stabilize disturbed ground as soon as possible. Unstabilized surfaces must be temporarily stabilized with seeding, matting, or other effective measures. The contractor is responsible for maintaining erosion and sediment control until project work areas are paved and seeded areas have achieved 70% vegetative cover.

Temporary Check Dam Details

Temporary check dams shall be constructed at locations as indicated on the erosion and sediment control plans or as directed by the engineer immediately after the ditch flow line is established.
Typical Section #3
(Shown With No Grade Raise)

Typical Section #4
(Shown With Grade Raise)
Detail Of Geomembrane

Root Barrier

NOTE:
At locations determined by the Engineer.
NOTES
1. ALL CURB RAMPS SHALL CONFORM TO STANDARD DRAWINGS 1-20.13, 1-21.00, AND 1-22.00.
2. RE-ALIGNMENT REQUIRED AT ROADWAY INTERSECTIONS AND AT LOCATIONS DESIGNATED BY THE ENGINEER. RE-ALIGNMENT MAY NOT BE REQUIRED AT RESIDENTIAL DRIVEWAYS.
3. REMOVE EXISTING CROSSWALK STRIPING WHEN REQUIRED. REPLACE CROSSWALK MARKINGS AS SPECIFIED IN SECTION 610.
4. DRAINAGE REQUIREMENTS SHALL TAKE PRECEDENCE OVER RE-ALIGNMENT FOR INTERSECTIONS AT THE DISCRETION OF THE ENGINEER. EXTEND ROADWAY CURVATURE AS REQUIRED.
5. SIGN LOCATIONS ARE TYPICAL. RELOCATE SIGNS AS REQUIRED. SALVAGE BIKE YIELD OR BIKE STOP SIGNS AS REQUIRED UNDER SECTION 615.
6. FILL MUST NOT BE PLACED AROUND LIGHTS, SIGNING, OR OTHER OBJECTS HAVING BREAK AWAY BASES.
7. LOCATION OF SAWCUTS AT DRIVEWAYS WILL BE DECIDED ON A CASE BY CASE BASIS AT THE DISCRETION OF THE ENGINEER.
Mendenhall Loop Cross Culvert Extension
Approx. Left Path Sta. 141+00

NOTE:
SEE TYPICAL SECTIONS FOR PATH DIMENSIONS.

EXTEND EXISTING CULVERT UNDER PATH MATCH GRADE AND PIPE MATERIAL

Special Ditch Detail
Approx. Left Path Sta. 135+50 To 136+50
& Sta. 136+50 To 141+00
& As Directed

EXISTING GROUND
BORROW, SELECTED MATERIAL TYPE A

ROW

6.0' MIN.

12' TOPSOIL AND SEED ON ALL NEW SLOPES

1/3
WAGES

WAGES
LUMINAIRE FOUNDATION NOTES

1. WRENCH TIGHTEN THE LOWER SLIP BASE BOLTS. THERE IS NO TORQUE REQUIREMENT.

2. A LIQUID TIGHT CONDUIT COUPLING SHALL BE USED FOR SPILCING AN EXTENSION OF THE EXIST. CONDUIT. THE LENGTH OF THE EXTENSION SHALL BE FIELD DETERMINED.

3. BOLTS, NUTS, WASHERS SHALL CONFORM TO ASTM A325 AND GALVANIZED IN ACCORDANCE WITH ASTM A153.

4. LUMINAIRE FOUNDATION SHALL BE CONSTRUCTED USING CLASS "A" CONCRETE WITH MINIMUM 28 DAY COMPRESSION STRENGTH OF f'c = 3,000 psi.

5. GROUT SHALL BE 2" MIN TO 3" MAX IN THICKNESS. GROUT MIX SHALL BE 3 PARTS SAND TO 1 PART CEMENT WITH ENOUGH WATER TO PERMIT PLACING AND PACKING.

6. THE LOWER SLIP BASE BOLT SHALL BE 3/8"x9/16x7" LONG WITH NUTS AND WASHERS.

7. THE EXIST. UPPER SLIP BASE DOES NOT HAVE TO BE SEPARATED FROM THE LOWER SLIP BASE DURING CONSTRUCTION. IF THE UPPER SLIP BASE BOLT DOES GET UNBOLTED A NEW BOLT, NUT, AND WASHER SHALL BE PROVIDED AND TORQUE TO 1,800 in-lbs.

8. NEW CONDUIT WILL BE REQUIRED IF THERE IS NOT ENOUGH SLACK IN EXISTING CONDUIT.

9. PROPOSED ELEVATION WILL BE DETERMINED IN THE FIELD.

LUMINAIRE FOUNDATION EXTENSION DETAIL

SECTION A-A

SECTION B-B
GENERAL NOTES:

1. APPLICATION OF TYPICAL SECTIONS MAY BE VARIED AS DIRECTED.
2. NOT IN CONTRACT, LIMITS TO BE DETERMINED BY THE ENGINEER.
3. SEE PATH REALIGNMENT DETAIL SHEET G2, FOR REALIGNMENT AND SIGNING.
4. SAWCUT PAVEMENT AT EDGES OF ALL INTERSECTIONS AND DRIVEWAYS AS DIRECTED. ALL SAWCUTS WILL BE CLEANED AND TACKED PRIOR TO PLACEMENT OF NEW ASPHALT.
5. ALL EXISTING DITCHES WILL BE CLEANED AND REESEALED RE-SEED DITCHES, PLACE TEMPORARY CHECK DAMS UNTIL STABILIZED.
6. CONTRACTOR SHALL STAGE CONSTRUCTION AS SPECIFIED IN SECTION 108-1.04.
GENERAL NOTES:

1. APPLICATION OF TYPICAL SECTIONS MAY BE VARIED AS DIRECTED.
2. NOT IN CONTRACT, LIMITS TO BE DETERMINED BY THE ENGINEER.
3. SEE PATH REALIGNMENT DETAIL SHEET 02 FOR REALIGNMENT AND SIGNING.
4. SAWCUT PAVEMENT AT EDGES OF ALL INTERSECTIONS AND DRIVeways AS DIRECTED.
5. ALL SAMCUTS WILL BE CLEANED AND TACKED PRIOR TO PLACEMENT OF NEW ASPHALT.
6. ALL EXISTING DITCHES WILL BE CLEANED AND REESTABLISHED, RE-SIZED DITCHES PLACE TEMPORARY CHECK DAMS UNTIL STABILIZED.
7. CONTRACTOR SHALL STAGE CONSTRUCTION AS SPECIFIED IN SECTION 108-1.04.

LEGEND

- = SILT FENCE
( = TEMPORARY CHECK DAM
GENERAL NOTES:

1. APPLICATION OF TYPICAL SECTIONS MAY BE VARIED AS DIRECTED.
2. NOT IN CONTRACT, LIMITS TO BE DETERMINED BY THE ENGINEER.
3. SEE PATH REALIGNMENT DETAIL SHEET 02 FOR REALIGNMENT AND SIGNING.
4. SAWCUT PAVEMENT AT EDGES OF ALL INTERSECTIONS AND DRIVEWAYS AS DIRECTED. ALL SAWCUTS WILL BE CLEANED AND TACKED Prior TO PLACEMENT OF NEW ASPHALT.
5. ALL EXISTING DITCHES WILL BE CLEANED AND REESTABLISHED. RE-SEED DITCHES, PLACE TEMPORARY CHECK DAMS UNTIL STABILIZED.
6. CONTRACTOR SHALL STAGE CONSTRUCTION AS SPECIFIED IN SECTION 108-1.04.

LEGEND

- Silt Fence
- Temporary Check Dam

REMOVED EXISTING CMP UNDER PATH EXTEND 24" CORRUGATED STEEL PIPE UNDER PATH

INSTALL 18" CORRUGATED STEEL PIPE 142+00

RECONSTRUCT MENDENHALL (SS)

REDEVELOPMENT}

PLAN SHEET 03

MENDENHALL VALLEY MULTIPLE PATH IMPROVEMENTS I

DESIGNER: R. KRUEGER

CHECKED BY: PETE REINAGROE
DRAWN BY: MICHAEL LIMBURG
DEPARTMENT OF TRANSPORTATION STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION

PROJECT DESIGNATION NUMBER CM-0966(22) / 68308
STATE ALASKA
YEAR 2002
SHET NUMBER TOTAL SHEETS H6 26
GENERAL NOTES:

1. APPLICATION OF TYPICAL SECTIONS MAY BE VARY AS DIRECTED.
2. NOT IN CONTRACT LIMITS TO BE DETERMINED BY THE ENGINEER.
3. SEE PATH REALIGNMENT DETAIL SHEET G2.
4. SAMCUT PAVEMENT AT EDGES OF ALL INTERSECTIONS AND DRIVEWAYS AS DIRECTED.
5. ALL EXISTING DITCHES WILL BE CLEANED AND RE-ESEED"
6. CONTRACTOR SHALL STAGE CONSTRUCTION AS SPECIFIED IN SECTION 108-1.04.

END LEFT PATH RECONSTRUCTION 149+40'

END RIGHT PATH RECONSTRUCTION 149+05'
Removal Of Structure & Obstructions

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>STATION</th>
<th>OFFSET</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Crosswalk Flashing Beacon</td>
<td>95+00</td>
<td>24.30' RT.</td>
</tr>
<tr>
<td>2</td>
<td>Luminaire (Pole to Remain)</td>
<td>96+08</td>
<td>33.14' RT.</td>
</tr>
<tr>
<td>3</td>
<td>Electroluminaire</td>
<td>96+10</td>
<td>33.14' LT.</td>
</tr>
<tr>
<td>4</td>
<td>Crosswalk Flashing Beacon</td>
<td>95+20</td>
<td>30.84' LT.</td>
</tr>
</tbody>
</table>

NOTE: DELIVER ALL SALVAGED ELECTRICAL MATERIALS TO THE JUNEAU MAB STATION.

J-BOX Summary

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>STATION</th>
<th>OFFSET</th>
<th>TYPE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>92+27.5</td>
<td>32.5' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>93+40</td>
<td>41' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>95+20</td>
<td>34' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>4</td>
<td>96+03</td>
<td>38' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>5</td>
<td>96+09.5</td>
<td>33' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>97+31</td>
<td>33' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>7</td>
<td>99+19</td>
<td>33' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>8</td>
<td>100+28</td>
<td>33' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>101+75</td>
<td>32' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>102+95</td>
<td>32' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>11</td>
<td>104+09</td>
<td>32' RT.</td>
<td>IA</td>
<td>-</td>
</tr>
<tr>
<td>12</td>
<td>108+41</td>
<td>30' RT.</td>
<td>2</td>
<td>-</td>
</tr>
</tbody>
</table>

GENERAL NOTES:
1. CONDUIT SHALL BE BORED OR JACKED UNDER LOOP ROAD PAVEMENT IN A MANNER THAT DOES NOT DAMAGE PAVEMENT, UNLESS ALTERNATIVE TRENCHING HAS BEEN APPROVED BY THE ENGINEER.
2. J-BOX LOCATIONS ARE APPROXIMATE AND SUBJECT TO MINOR REVISIONS.

Pole Summary

<table>
<thead>
<tr>
<th>POLE NO.</th>
<th>STATIONING</th>
<th>OFFSET FEET</th>
<th>NORTHING</th>
<th>EASTING</th>
<th>SPECIAL FEATURES</th>
<th>MAST ARM LENGTH</th>
<th>LUMINARIE MAST ARM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>96+87</td>
<td>33' RT.</td>
<td>N 511841.94</td>
<td>E 498642.85</td>
<td>NEW</td>
<td>24</td>
<td>15'</td>
<td>Install New 250W MC-II Luminaire</td>
</tr>
<tr>
<td>2</td>
<td>96+10</td>
<td>33' LT.</td>
<td>N 511725.85</td>
<td>E 499837.99</td>
<td>NEW</td>
<td>24</td>
<td>15'</td>
<td>Install New 250W MC-II Luminaire</td>
</tr>
<tr>
<td>3</td>
<td>96+08</td>
<td>34.3' RT.</td>
<td></td>
<td></td>
<td>EXISTING</td>
<td>-</td>
<td>15'</td>
<td>Install New 250W MC-II Luminaire</td>
</tr>
</tbody>
</table>

NOTE: SEE PLAN SHEET K1 FOR INTERNALLY ILLUMINATED SIGN DETAILS.
ILLUMINATED SIGN CABINET DETAIL
(WITH A LEXAN OUTER SHIELD)

CENTER IN LANE
17.5' MIN.
19.0' MAX.

INCAPACITIVE LAMP FOR SIGN ILLUMINATION (TYP.)

SEE SIGN DETAIL THIS SHEET

POLE #2 SOUTHBOUND
POLE #1 NORTHBOUND

Signal Pole Elevations

SEE STANDARD DRAWING T-52.15
NOTES:

1. EXISTING LUMINARIES CIRCUITS 0-1 THROUGH 0-5 HAVE BEEN ROUTED DIRECTLY FROM LOAD CENTER "G" TO THE LUMINARIES AT STA. 111+85 LT; THE CONTRACTOR SHALL REPLACE AND REROUTE THE EXISTING CONDUIT FROM LOAD CENTER "G" TO J-BOX 12 AND BRING IT UP TO CODE.

2. EXISTING ADVANCED SCHOOL FLASHERS ARE WIRED ONTO THE LUMINARIES PHOTO-ELECTRIC CIRCUIT. THE CONTRACTOR SHALL REMOVE THE ADVANCED SCHOOL FLASHERS AND THE INTERNALLY ILLUMINATED SIGNS ONTO A NEW 120V, 10A CIRCUIT.

3. LUMINARIES ON POLES 1 AND 2 SHALL BE WIRED ONTO A NEW 10 AMP CIRCUIT.
REFERENCE POINT TABLE

<table>
<thead>
<tr>
<th>NO.</th>
<th>POINT</th>
<th>N</th>
<th>E</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>POC MONUMENT</td>
<td>511731.62</td>
<td>499601.20</td>
<td>FOUND</td>
</tr>
<tr>
<td>2</td>
<td>POC MONUMENT</td>
<td>511792.32</td>
<td>499644.46</td>
<td>NOT FOUND</td>
</tr>
<tr>
<td>3</td>
<td>PT MONUMENT</td>
<td>511809.34</td>
<td>499659.34</td>
<td>FOUND</td>
</tr>
<tr>
<td>4</td>
<td>PC CURB</td>
<td>511726.75</td>
<td>499632.44</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>END CURB CUT</td>
<td>511740.08</td>
<td>499659.98</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>END CURB</td>
<td>511734.43</td>
<td>499677.43</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>BEGIN CURB</td>
<td>511760.78</td>
<td>499697.23</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>PC CURB</td>
<td>511763.93</td>
<td>499694.30</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>BEGIN CURB CUT</td>
<td>511776.17</td>
<td>499867.11</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>PT CURB</td>
<td>511806.31</td>
<td>499992.19</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: ALL CURB POINTS ARE AT BACK OF CURB.

NOTE: CURBING, ADA LANDINGS & CURB RAMPS SHALL BE INCIDENTAL TO PAY ITEM 609(2).

PAINTED CROSSWALK BY STATE PROJECT 68308

NEW PAVEMENT BY STATE PROJECT 68308

TO BE REMOVED

STA. 95+73.78 = "AS-BLT" 101+20.40 P.O.C.

STA. 94+97.02 = "AS-BLT" 100+44.66 P.O.C.

pta 85+65.01 = "AS-BLT" 101+41.74

RED CONCRETE ADA LANDING (5' WIDE, TYP.)

SAMCUT PAVEMENT AS NEEDED

WITH DEPRESSED CURB.

POLE 2

POLE 3

RED CONCRETE ADA LANDING (5' WIDE, TYP.)

SAMCUT & REMOVE PAVEMENT AS DIRECTED

REPAIR WITH 3" ASPHALT SIDEWALK, BASE COURSE MATERIAL GRADING D-1, AND GRADE AS REQUIRED.

SEE SECTION 608-3.04

CONSTRUCTION PERMIT

LEGEND

1. CURB AND GUTTER REFERENCE

2. REMOVE EXISTING BIKE PATH

3. 3" ASPHALT SIDEWALK

FLOYD DRYDEN MIDDLE SCHOOL

MENDENHALL LOOP ROAD

SCHOOL CROSSWALK

PROJECT NO. 68179

DESIGNED BY: KEN MATTSION

REVIEWED BY: MICHAEL COWAN

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

ENGINEERING SERVICES DIVISION

MENDENHALL LOOP ROAD

SAMCUT PAVEMENT AS NEEDED

WITH DEPRESSED CURB.

RED CONCRETE ADA LANDING (5' WIDE, TYP.)
Plan

- Bike Path
- 1A J-box
- Existing Luminaire
- 2" HOPE Conduit
- Existing PVC Conduit
- Edge of Pavement

Install J-boxes and HOPE conduit under the bike path.

Elevation

- 1A J-box
- Bushings
- 2" RMC Sweep (Typ.)
- 2" HOPE Conduit (Typ.)
- Coupling (Typ.)
GENERAL NOTES:

1. The NEMA 3R cabinet housing the school flasher controls shall be mounted on a 200 mm x 200 mm wood post, and be large enough to accommodate the following equipment and the wiring thereof:
   a. Two 120 volt single pole breakers: one 15A and one 20A.
   b. One transient voltage suppressor.
   c. One radio interference suppressor.
   d. One filter to suppress radio interference.
   e. One NEMA type 3 dual circuit flasher.
   f. Two 20A 60 circuit terminal blocks.
   g. Neutral and ground buses.
   h. Thermostat and ECM watt heater.

2. The time switch may be model APH414 as manufactured by RMC Manufacturing, or an approved equal conforming to the following specifications. The time switch shall be a compact, solid state programmable device with a loud crystal, display LCD and keyboard, and shall conform to the following minimum requirements:
   a. The LCD shall provide 2 lines of alpha-numeric legend with 16 characters per line and shall be backlit. The display shall automatically prompt the operator during the programming process for ease of use.
   b. The time switch shall be programmable through the keyboard and by down loading through an input port. The keyboard shall be push button type.
   c. The time switch shall be powered by a nominal 120 volts AC, 60 Hz single phase line voltage. The time and program memory shall be retained for at least 48 hours upon removal from AC power.
   d. The time switch shall provide four single pole double throw relay controlled outputs, which are rated at 15 amperes each. All of the relays shall be manually operable through the keyboards.
   e. The time switch shall automatically compensate for daylight savings time changes and leap years.
   f. The time switch shall provide ten basic plans for daily and/or weekly use, and 20 annual plans which activate the basic plans. Each basic plan shall provide up to 20 steps. Each step shall be assignable to a single day, a weekend, a weekdays, or everyday.

LOAD CENTER "G".

LOAD CENTER NOTES:

1. The two new luminaries on poles 1 and 2 shall be wired to a new 200 amp circuit on the main panel (10-4).
2. The existing school flasher circuit is wired to the 120 volt electric circuit. The contractor shall rewire the new school flasher circuit which includes the two school flashers and the Sprinkler flashing signal to a new 200 amp circuit (10-4). This circuit shall bypass the photoelectric control.
3. The contractor shall provide a weatherproof label for the main circuit panel.

DIAGRAM:

- 2 vertical signal sections with 87 yellow LEDs.
- Down light attached to bottom of flasher.
- Single 8" yellow LED.
- Post-top slip filter.
- Flasher unit in 3x enclosure.
- Run conductors between pipe and cabinet through & water tight connections.
- 4" galvanized steel pole.
- 4" galvanized steel pole.
- Replace existing base with frameless assembly.
- 2' MIN.
- 4A slope MAX.
- 6A slope MAX.
- 2' MIN.
- 4A slope MAX.

(SCHOOL) FLASHER DETAIL

BACK VIEW

SCHOOL FLASHER NOTES:

1. Each flasher shall consist of three 8" signal faces with yellow LEDs and wire to OPUS.
2. The contractor shall wire signal faces 1 and 2 on flasher circuits 1 and 2, respectively. Face 3 shall be wired to circuit 3 as required by the load.
3. The contractor shall furnish a single piece post that will hold the 7 mounting height shown.
4. The sign post and breakaway base assembly shall conform to section 650.2.04 of the standards specified for highway construction.
5. The contractor shall salvage the existing flasher pole assemblies and deliver them to the SE/07/2 maintenance yard at 6960 Slacader Hwy.