STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION &
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
JUNEAU SALMON CREEK BRIDGE
BR-M-0955(04), 69049
AND
JUNEAU EGAN DRIVE TO SALMON
CREEK-GLACIER HIGHWAY
F-M-0955(6), 69517

DESIGNATION

A.D.T. (1986) = 2,920
D.H.V. = 497
% T = 7.0
T.I. = 8.0
V = 40 mph

PROJECT SUMMARY

LENGTH OF PROJECT = 855.7' (0.163 mi.)
LENGTH OF PAVING = 801.0' (0.152 mi.)
LENGTH OF GRADING = 800.0' (0.152 mi.)
LENGTH OF BRIDGE = 125.6' (0.024 mi.)
WIDTH OF PAVEMENT = 45.0' max.
WIDTH OF SUBGRADE = 66.0' max.

AS-BUILT'S

Contractor: Fosco, Inc.
Project Engineer: Chuck Correa
Start Date: May 10, 1989
Date Completed: October 10, 1989
Original Amount: $1,174,549.50
**PEDESTRIAN CROSSING NOTES**

1. Pedestrian access across the stream shall be maintained at all times. Closure to pedestrian traffic will not be allowed.

2. If the existing bridge or a portion of the new bridge is utilized for a pedestrian crossing, a railing shall be provided to contain the pedestrian from the road area. A minimum of 18 inches from edge to face of the railing shall be provided for the pedestrian crossing.

3. If a separate structure is utilized other than the existing bridge for pedestrian access, the following requirements shall be met:
   a. The structure shall be designed in accordance to AASHTO Standard Specifications for Highway Bridges with the latest interim specification and shall be provided with pedestrian railings.
   b. Not less than a minimum width of 4 feet. Minimum width will be measured between the middle faces of the railings.
   c. Approach grades to the structure shall not exceed 6%.
   d. Prior to implementation of a separated or temporary pedestrian structure, the design shall be submitted for approval by the Engineer 10 days shall be allowed for the review and approval.
   e. When temporary pedestrian access is no longer required, it shall be removed.
   f. Payment for the structure shall be considered incidental to pay item 115(1), Traffic Maintenance.

**TRAFFIC CONTROL PLAN NOTES**

1. Additional speed advisory signs may be required at work area or as directed by the Engineer.

2. Access to Bartlett Hospital and surrounding clinics shall be provided at all times. Closure to their access will not be allowed.

3. Contractor shall provide a minimum of two (2) lanes (min. 10' width per lane) across the stream at all times except between May 15th and August 15th, inclusive, when bridge may be closed to thru traffic. A six (6) foot wide pedestrian access across the stream shall be provided during the closure of bridge to thru traffic.

4. The Contractor shall give the Engineer, surrounding residents, adjacent businesses, clinics and the following agencies listed below a written notice 15 days prior to the closure of vehicle traffic across the stream.
   a) Tour Bus Companies
   b) State Transport
   c) Chief of Police - City and Borough of Juneau
   d) Coordinating Fire Chief - City and Borough of Juneau
   e) Director of Public Works - City and Borough of Juneau
   f) School Bus Contractor (if school is in session)
   g) Manager of City and Borough Transit System

5. Notice of bridge closure shall be published in the Juneau Empire and broadcast on all radio stations that provide local coverage on AM frequencies. Such notices shall be aired for a period of at least five (5) days immediately preceding the dates on which the foregoing traffic restrictions are put into effect.

**Sign Design Specification**

<table>
<thead>
<tr>
<th>No.</th>
<th>Size Designation</th>
<th>Legend</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>48 x 48 CW10-1/2</td>
<td>Road Construction Ahead</td>
</tr>
<tr>
<td>2</td>
<td>60 x 24 OBD-2</td>
<td>End Construction</td>
</tr>
<tr>
<td>3</td>
<td>60 x 36 CW10-6A</td>
<td>Road Closed 600 F.</td>
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<td>4</td>
<td>48 x 48 CW1-5</td>
<td>Road Closed Ahead</td>
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<td>5</td>
<td>18 x 18 W20-1</td>
<td>20 MPH</td>
</tr>
<tr>
<td>6</td>
<td>24 x 24 R2-3</td>
<td>Road Closed</td>
</tr>
<tr>
<td>7</td>
<td>48 x 30 X2-4</td>
<td>Right Lane Closed 4 M.</td>
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<tr>
<td>8</td>
<td>48 x 36 W10-3</td>
<td>Road Construction 3 M.</td>
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<td>9</td>
<td>48 x 48 W20-2</td>
<td>Right Lane Closed 2 M.</td>
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<td>10</td>
<td>30 x 30 CW1-4</td>
<td>Road Construction 4 M.</td>
</tr>
<tr>
<td>11</td>
<td>30 x 30 CW1-6</td>
<td>Advance Warning Sign</td>
</tr>
</tbody>
</table>

# From Alaska Sign Design Specification (ASDS). Additional signs may be necessary as conditions dictate.

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**GLACIER HIGHWAY CLOSED AT SALMON Ck. BRIDGE**

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**STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

**TRAFFIC CONTROL PLAN**

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**Legend:** Black Background White
Traffic Control Notes

1. Channeling devices shall be spaced equal to the construction area speed advisory in feet.
2. Two (2) directional traffic lanes are required after the bridge is open to traffic. Each lane shall be ten (10) feet minimum width, except where noted.
3. Access to Bartlett Hospital and surrounding clinics shall be provided at all times. Closure to their access will not be allowed.
5. Cones shall be used for channeling traffic thru construction area. Cones shall be a minimum height of 28" inches.
6. One (1) lane shall be maintained at all times for the Northbound traffic on Egan Drive except during the hours of 3:30 a.m. to 6:00 p.m. Monday thru Friday when lane (2) lanes are required to be maintained during the construction activities of the Island.
7. Prior to channeling traffic so that the traffic signal loop detectors do not detect vehicles, the contractor shall notify the engineer of his intentions and not channelize traffic until the proper traffic signal timing changes have been made.

Traffic Control Plan
Roadway Work - Alternate No. 1

Taper Formula
L = S x W for speeds 45 MPH or more.
L = W x 5 for speeds 40 MPH or less.
L = length in feet.
W = width in feet.
S = speed in MPH.

Traffic Control Plan
Roadway Work - Alternate No. 2

Egan Drive

Glacier Hwy.

Traffic Control Plan
Work at Island

DO NOT SCALE THIS DRAWING - USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

TRAFFIC CONTROL PLAN

DESIGNED: D.M. DATED: JULY 1985
CHECKED: J.S. SIGNED: D.M.
PROFITED: MM/DD/YY SHEET: 10 of 33
General Notes:
1. Removal of existing chain link fence shall be considered accidental to pay Item 20201. Removal of Structures and Obstructions.
2. The bike path profile shall vary linearly between given elevs. on the plan layout.
3. New fence shall be constructed as shown on Plan of the Site Drawings.

Plan Layout

Bikeway

Section A-A

Section B-B

Section C-C

Section D-D

Typical Island Section
**PLAN**

**Rolling Notes:**

1. All rolling, posts and other steel components shall be galvanized after fabrications.
2. Post shall be stemmed to a plumb position.
3. Stationing offsets are to the C axis of pipe rolling or C axis of retaining wall.
4. Rolling and posts shall be ASTM A36, Grade A, Type E or E, schedule 40 pipe.
5. Anchor bolts shall be A-325.
6. Anchor plates shall be A-36.
7. Class W concrete is incidental to Item 635 00.

**Elevation**

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**DO NOT SCALE THIS SHEET – SEE ENCLOSED**

**STATE OF ALASKA**

**DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

**PIPE HANDRAIL AND RETAINING WALL LAYOUT**

**STAFF**

**DESIGN: M.L.**

**DRAWN: S.S.**

**CHECK: R.R.**

**DATE: JULY 88**

**SHEET NO.: 09550/0A**

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**Scale:**

**Plan 0.5 in = 1 ft**

**Elevation 0.5 in = 1 ft**

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**Sheet:**

14 of 33
REINFORCING STEEL (one wall)

<table>
<thead>
<tr>
<th>MARK</th>
<th>SIZE</th>
<th>NO</th>
<th>LENGTH</th>
<th>TYPE</th>
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</thead>
<tbody>
<tr>
<td>A402</td>
<td>4</td>
<td>105</td>
<td>1' 10&quot;</td>
<td>Bent</td>
</tr>
<tr>
<td>A403</td>
<td>4</td>
<td>105</td>
<td>0' 5&quot;</td>
<td>Bent</td>
</tr>
</tbody>
</table>

ESTIMATE OF QUANTITIES FOR RETAINING WALL

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>CONCRETE</th>
<th>REBAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>STA +00'-00&quot;</td>
<td>30'-60&quot;</td>
<td></td>
</tr>
</tbody>
</table>

Length shown does not include lap splices, if lap splices are used. The min. length is 1' 4". Rebar length is measured along the centerline of the wall.

RETAILING WALL NOTES

1. Specifications:
   - Live Load: "E" Superload
   - Dead Load: Earth Weight: 120 psf per sq. ft.
   - Equivalent Fluid Pressure: 60 psf per sq. ft.

2. Design of Reinforcement:
   - Cast-in-place concrete: Class A "F" = 5,000 psi
   - Foundation Pressure: 57 psi per sq. ft. @ 500 psi per sq. ft. @ 400 psi per sq. ft.

3. All cast-in-place concrete shall be Class A. All reinforcing steel shall be ASTM A416 Grade 60.

4. Turnover: 1-2 inches thick expanded polystyrene shall be used as a spacing to maintain allowable minimum of 12" of retaining wall footing comes in contact with existing lift station.

5. Retaining wall shall be poured for under pay Item 5042(1), Class N Concrete and 5040(1), Reinforcing Steel.

POLE PROTECTION DETAIL

1. Pole protection wrapping to consist of galvanized copper, 5/8" thick, 20' x 20', 0.005" thick.

2. Protection wrapping shall be secured tight around the pole as recommended by the manufacturer.

3. Treatment of existing poles shall be considered incidental to pay Item 5042(1). Subbase, Grading E.

4. Existing identification bands on the three protected poles shall be raised in the increments of 12 inches to approximate 36 inches above the proposed grade.

5. The Contractor shall provide a permanent aluminum tag next to the pole bracket showing how many feet the pole bracket used raised above the original location.

6. Relocating the pole brackets and providing permanent aluminum tags shall be considered incidental to pay Item 3040(1). Subbase, Grading E.

7. "Cu Up Keep" supplied by Tenneal Blood Preservatives, Inc., Seattle, Washington may be used for the protective wrapping. Other products may be used if approved by Alaska Electric Light & Power.

CONCRETE RETAINING WALL DETAILS

- Top of wall elev. varies
- A402, spaced @ 12" c to c
- A403, spaced @ 6" c to c
- 5" thick
- 3" rebar, spaced as shown
- Vertical lap line
- Construction Aid or 15° +5° shear key

APPROX WALL OFFSET

- Top of footing at elev. 24' 5" (10psi)
- Vertical lap line

- Pole protection wrapping to be 5/8" above ground.
General Notes:

1. Sewer pipes shall conform to Section 31B and water pipes shall conform to Section 40B of the Specification.

2. Temporary sewer service between existing lift station (084-07.4, 37.7R) and manhole (084+00.25, 3.0R) shall be provided until new sewer line is completed and functional.

3. Pipe used for temporary sewer service shall be test free. Sewer pipe crossing the stream shall be above water. Pipe lying in water will not be allowed.

4. Contractor shall submit a plan for providing a temporary sewer service for the Engineer's approval and the City's Borough of Juneau approval.

5. Water service can be interrupted for a minimum of 24 hours. The City of Juneau water system shall be maintained free of any incorrect or unaccounted for loss or waste on the lot or service connection, and the City shall have the right to enter the lot at any time to inspect services.

6. A plan for providing temporary water service during the relocation of existing 6/8 water line shall be submitted for the Engineer's approval and the City Borough of Juneau approval.

7. Waterline relocation must comply with projects ADW-8 waterbody permit.

Sewer Line Relocation - Plan View:

- Station are only approximate.
- All lines are approximate.
- Depths of construction shall be adjusted to better fit field conditions.

Sewer Line Relocation - Elevation View:

- Station are only approximate.
- Depths of construction shall be adjusted to better fit field conditions.

Plan View - Lift Station:

- Station are only approximate.
- Depths of construction shall be adjusted to better fit field conditions.

Section A-A:

- Station are only approximate.
- Depths of construction shall be adjusted to better fit field conditions.
LUMINAIRE FOUNDATION NOTES

1. Luminaires foundation bolts, rebars, excavation placement, and any incidental work and materials to complete the work shall be paid under pay item 0401 (10).

2. Relocate existing luminaires as shown. Existing luminaires foundation shall be removed to 12” below finished grade.

3. Existing luminaires shall be relocated as shown. Clockwise from the new foundation, the existing luminaire shall be removed and new base assembly shall be reassembled as shown on the Standard Drawing L-10.01.

4. New anchor bolts shall be provided for the new foundation. If upper slip base bolt is installed, both bolts shall be provided and torqued to 1800 in-lbs. Bolts shall be galvanized and conform to ASTM A-325.

5. Luminaries footing shall be constructed using Class A concrete with minimum 28 day compressive strength of 3000 psi.

6. Gravel shall be 8” minimum to 3” maximum in thickness. Gravel mix shall be 3 parts sand to 1 part cement with 5% gravel to permit placing and packing.

TRAFFIC SIGNAL LAYOUT

SIGNAL NOTES

1. The Contractor shall supply new anchor bolts for relocated pole.

2. The Traffic Signal shall be kept operational at all times except for short duration of installation, while switching field wires. Temporary circuits shall be installed in existing conduits. Detector circuits may be disconnected for 48 hours after appropriate signal timing changes by the Engineer.

TEMPORARY SIGNAL DETAIL

Install temporary signal as shown in Temporary Signal Detail. Run temporary wires from Controller Cabinet through existing conduits to J-box and then direct bury (4c) (3/4 Pedic).

LOOP DETECTOR NOTES

1. Install "Quadrapole" loop detector at Sta: 00+00, 0+50, 10+00, and 20+00 (104.00, 104.50, 105.00, and 105.50) in 104.50.

2. Install FFC cable in existing conduits to cabinet.

3. Contractor shall supply and install 2 channel loop amplifier with relay extend feature. Loops 10 and 15 shall be wired to existing #2.

J-BOX SUMMARY

<table>
<thead>
<tr>
<th>No.</th>
<th>STATION</th>
<th>OFFSET</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>00</td>
<td>34.5</td>
<td>Remove exist 1 extend existing conduits &amp; lighting circuits to new J-box.</td>
</tr>
<tr>
<td>2</td>
<td>01</td>
<td>14.0</td>
<td>Install type I (lighting)</td>
</tr>
<tr>
<td>3</td>
<td>02</td>
<td>35.0</td>
<td>Remove exist type II extend exist rigid metal conduit 3 Signal Circuits to new J-box.</td>
</tr>
<tr>
<td>4</td>
<td>03</td>
<td>35.2</td>
<td>Install new type II (traffic signal)</td>
</tr>
<tr>
<td>5</td>
<td>04</td>
<td>35.4</td>
<td>Install new type II (traffic signal)</td>
</tr>
<tr>
<td>6</td>
<td>05</td>
<td>35.3</td>
<td>Install new type I (signal)</td>
</tr>
</tbody>
</table>
**General Notes**

1. Sand bags for securing the geotextile fabric shall weigh a minimum of 20 lbs. each. Sand bags shall contain clean gravel with less than 6% passing the #200 sieve.

2. Portable concrete barrier shall conform to Standard Drawing 0-45:00.

3. Slit fence shall be secured in the cut pipe with no damage to the pipe. Any damage to pipe, toes, toes, etc., shall be repaired at additional cost to the State.

4. A minimum stream bed width of 100' shall remain clear at all times.

5. The Contractor may submit an alternate slit fence design to the Engineer for approval. A minimum of ten (10) working days for the design review shall be provided.

6. All in-water activity will occur between June 1 and July 31 inclusive.

7. Slit fence, which includes portable concrete barrier, geotextile fabric, sand bags, posts, and any other incidental items necessary to complete the work shall be paid under Item 4/9(2), Silt Fence.

8. Maintenance to the fence (cleaning, repairing, repainting, recladding, etc.) in function for its intended purpose shall be considered incidental to pay Item 4/9(2), Silt Fence.

9. All stream work shall be completely blocked off from the main channel by the silt fence. See Section 107 of the Special Provisions.