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

JUNEAU, ALASKA

SHELL SIMMONS DRIVE
REHABILITATION

STP-0962(2)
PROJECT NO. 71848

DESIGN DESIGNATION
STA "O" 10+22 TO STA "O" 26+00
ADT 1993 = 3,670
ADT 2015 = 5,680
DHV 12% = 720
X T = 1.72%
DESIGN SPEED = 30 MPH
DESIGN LANE EAL = 200,000

PROJECT SUMMARY

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

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:
A-1SE, C-01.03, C-02.01, D-01.02, D-20.02, D-23.00,
D-26.01, D-27.01, I-20.11, L-03.05, L-10.02, L-23.01,
L-30.02, M-13.01, M-16.01, S-06.00, S-05.00, S-20.00,
S-30.01, T-20.00, T-21.01, T-22.02

'AS - BUILTS'

Contractor: COOGAN Construction Co
Project Engineer: Al Risley
Begin Date: July 17, 1995
End Date: Oct. 25, 1995

AS-BUILT

DATE: 1995
 SHEET 1 OF 81
**TYPICAL SECTIONS**

**STATION "O" 10+22 TO 13+50**

**TYPICAL SECTIONS**

**STATION "O" 13+50 TO 20+72**

**TYPICAL SECTIONS**

**STATION "O" 20+72 TO 26+00**

**LEGEND**

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

**GENERAL NOTES:**

1. VERTICAL AND HORIZONTAL ALIGNMENTS ShOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS.
2. STORM INLET LOCATIONS AND ELEVATIONS ShOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS.
3. CURVET LENGTHS AND LOCATIONS ShOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS.
4. THE LOCATION OF ALL UTILITIES ShOWN ON THESE PLANS ARE APPROXIMATE ONLY AND SHOULD BE VERIFIED BY CONTRACTOR PRIOR TO BEGINNING WORK.
5. PAVEMENT RECOVY UNDER THIS CONTRACT SHALL BE STOKESKUP AT THE SITE LOCATED A: THE INTERSECTION OF MENDENHALL LOOP ROAD / LEGAL DRIVE CONTRACTOR SHALL COORDINATE WITH DOT/PF, MAINTENANCE / TANG, AND ACUTIL PRIOR TO BEGINNING WORK.
7. CLEARING AND GRUBBING SHALL BE INCIDENTAL TO EXCAVATION.
8. ALL USEABLE EXCAVATION SHALL MEET SPECIFICATIONS FOR A TYPE "B" BORROW.
9. NIGHT WORK HAS BEEN APPROVED BY THE CITY AND BOROUGH OF JUNEAU. MATERIALS NEEDED FOR THE WORK MUST BE STORED PRIOR TO ACTUAL NIGHT CONSTRUCTION TO MINIMIZE NOISE OUTSIDE THE WORK ZONE.

**AS-BUILT**

**NOTE:** DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS
### Estimate of Quantities

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
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<td>1201</td>
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<td>6710</td>
<td>PREFORMED PAVEMENT MARKINGS</td>
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### Basis of Estimate

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<th>ITEM NO.</th>
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<th>QUANTITY</th>
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<td>STE-1 ASPHALT FOR TACK COAT</td>
<td>YARD</td>
<td>928.0 GAL./300 GAL. 258 GAL./TON</td>
</tr>
</tbody>
</table>

NOTE: DO NOT SCALE FROM THESE PLANS USE DIMENSIONS
BASIS OF CONTROL

HORIZONTAL CONTROL

The basis of bearing is the bearing of N 60°70.32" W between the egan drive centerline monument at loop & egan station 0 + 00.00 and 303 + 83.01.

The basis of control is the bearing of S 02° 33' 32" W from DOT/PF Control Point #113 to DOT/PF Control Point #114. Local basis of coordinates is DOT/PF control monument #113 with project coordinates of N 86,451.250, E 29,658.630. Control point #114 has project coordinates of N 85,853.735, E 29,524.299. Both points are 2" aluminum caps on #3 rebar grouted into the asphalt roadway.

VERTICAL CONTROL

The basis of vertical control was the USC & GS station 4 at the end of the runway, with a published elevation of 26.46 above MLLW.

The local basis of control is the DOT/PF set TBM #1. A spike in a 42" diameter service tree approximately 450' to the right of project station 11 + 25, with an accepted elevation of 26.26 above MLLW.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

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

JUNEAU
SHELL SIMMONS DRIVE
REHABILITATION
B.O.P. STA. "O" (14+50) TO STA. "O" 14+50
PLAN & PROFILE

DESIGNED BY: M. SHEERER
DRAWN BY: K. SNYDER
CHECKED BY: A.J. STEININGER
PROJECT NO. 79-648
DATE: 1999
SHEET 9 OF 21

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS
DRAINAGE SECTIONS

DRAINAGE PROFILE

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS
CULVERT GRATE DETAILS

SECTION A-A

CULVERT NOTES

1. CULVERT GRATE AND ANCHOR PLATE SHALL BE A-36 STEEL AND GALVANIZED AFTER FABRICATION.
2. BOLTS AND NUTS SHALL BE AISI 316 AND GALVANIZED.
3. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60.
4. CONCRETE SHALL BE CLASS A, M≥3000 PSI, f'c = 1200 psi.

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

RECORD OF REVISIONS

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

SHELL SIMMONS DRIVE
REHABILITATION
STP-080622U ~ 71848

DESIGNED BY: W. SHEELER
71848
DRAWN BY: K. STEFFEN
DATE: 7/2008
CHECKED BY: A. J. STEEDINGER
SHEET 11 OF 21

AS-BUILT
TRAFFIC CONTROL NOTES

1. A minimum of one lane shall be maintained at all times through all work areas, both Cessna Drive and Donovan Way shall remain open.

2. Two lanes shall be maintained in front of the terminal in accordance to special provisions (STA 22+50 to E.O.P.)

3. Temporary driving lanes shall have a minimum width of 10'-0".

4. Construction signage shall be in place only when the conditions exist for which the signs are intended.

5. Temporary pavement markings will be required as described in Section 6.2.1.5 of the Specifications.

6. Flashing lights shall be provided for flagger stations during night operations.

7. A single flagger may be approved by the engineer if the entire work area is visible from the flagger station.

8. Channelization devices if used at night shall be lit in accordance with the Alaska Traffic Manual.

9. It is the intent of this traffic control plan (TCP) to illustrate some, not all of the traffic control setups which will be required on this project. Plans for configurations not covered by the TCP shall be created by the Contractor and submitted to the Engineer for approval. Where appropriate, the Contractor shall incorporate applicable portions of details on these sheets.

10. The Contractor shall maintain an open and adequately signed pedestrian crossing to and from the terminal from the airport parking area at all times. Contractor shall open any closed pedestrian crossing as soon as possible, as directed by the Engineer.

11. Driveways may be closed only when all of the following conditions are met:
   A. Construction work makes it unavoidable.
   B. The closure does not last longer than 8 hours.
   C. All affected businesses have been given 24 hour notice.

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SINGLE LANE CLOSURE
TWO LANE ROAD

ROADWAY ENCROACHMENT

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

LEGEND

SIGN
 Cone
 Drum
 Type of Barricade
 Flagging Station

FORMULAS FOR L (TAPER LENGTH)

\[ L = \begin{cases} \frac{W^2}{60} & \text{for } 40 \text{ MPH or less} \\ \frac{W^2}{64} & \text{for } 45 \text{ MPH or greater} \end{cases} \]

WHERE \( W \) = WIDTH OF OFFSET

DRUM OR CONE SPACING = \( S \) (IN FEET)

SHOULDER WORK

AS-BUILT

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

SHELL SIMMONS DRIVE
REHABILITATION
STP-0292(2) ~ 77868

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

RECORD OF REVISIONS

STATE OF ALASKA

DESIGNED BY: K. MATTISON

PROJECT NO.: 77868

DRAWN BY: K. MATTISON

DATE: 1996

CHECKED BY: R. PURVIS

SHEET 14 OF 21
SIDEWALK, CURB AND GUTTER NOTES

1. CURB AND GUTTER EXPANSION JOINTS SHALL BE AT EACH END OF THE CURB RETURNS AND IMMEDIATELY PRECEDING AND FOLLOWING ALL CURB CUTS. THEREAFTER, THEY SHALL BE PLACED AT 30'-0" MAXIMUM.

2. ALL CURB AND GUTTERS SHALL BE CLASS "A" CONCRETE WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF NC = 3000 psi.

3. CURB CUT FOR RESIDENTIAL DRIVEWAYS AND CURB RETURNS SHALL NOT EXCEED THE MAXIMUM ALLOWABLE SLOPE OF 12:1.

4. ALL CURB RETURNS SHALL BE WHEELCHAIR ACCESSIBLE AS SHOWN ON THIS SHEET.

5. CURB RAMPS ADJACENT TO CONCRETE SIDEWALKS SHALL HAVE PIGMENT THOROUGHLY MIXED INTO A FULL DEPTH. COLOR IN DRY STATE SHALL CLOSELY MATCH FED-STD-30752, BRICK RED.

6. REMOVAL OF EXISTING SIDEWALK, CURB AND GUTTER SHALL BE INCIDENTAL TO 608(1) AND 608(1) RESPECTIVELY.

7. IF EXISTING JOINT IS WITHIN 2' OF RECONSTRUCTION AREAS, REMOVE AT JOINT INSTEAD OF SAWCUTTING. THIS DOES NOT APPLY TO NEW CONSTRUCTION.

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

**SECTION A-A**

**SECTION C-C**

**SECTION E-E** DEPRESSED CURB

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS