MEMORANDUM

CITY & BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: June 21, 2012

TO: Planning Commission

FROM: Eric Feldt, Planner
Community Development Department

FILE NO.: CSP2012 0014

PROPOSAL: State DOT/PF project to reconstruct part of Thane Road by Sheep Creek.

GENERAL INFORMATION

Applicant: State of Alaska Department of Transportation & Public Facilities

Property Owner: State of Alaska Department of Transportation & Public Facilities

Property Address: N/ A

Legal Description: N/ A

Parcel Code No.: 0 Parcel

Site Size: 1/3 mile of Thane Road

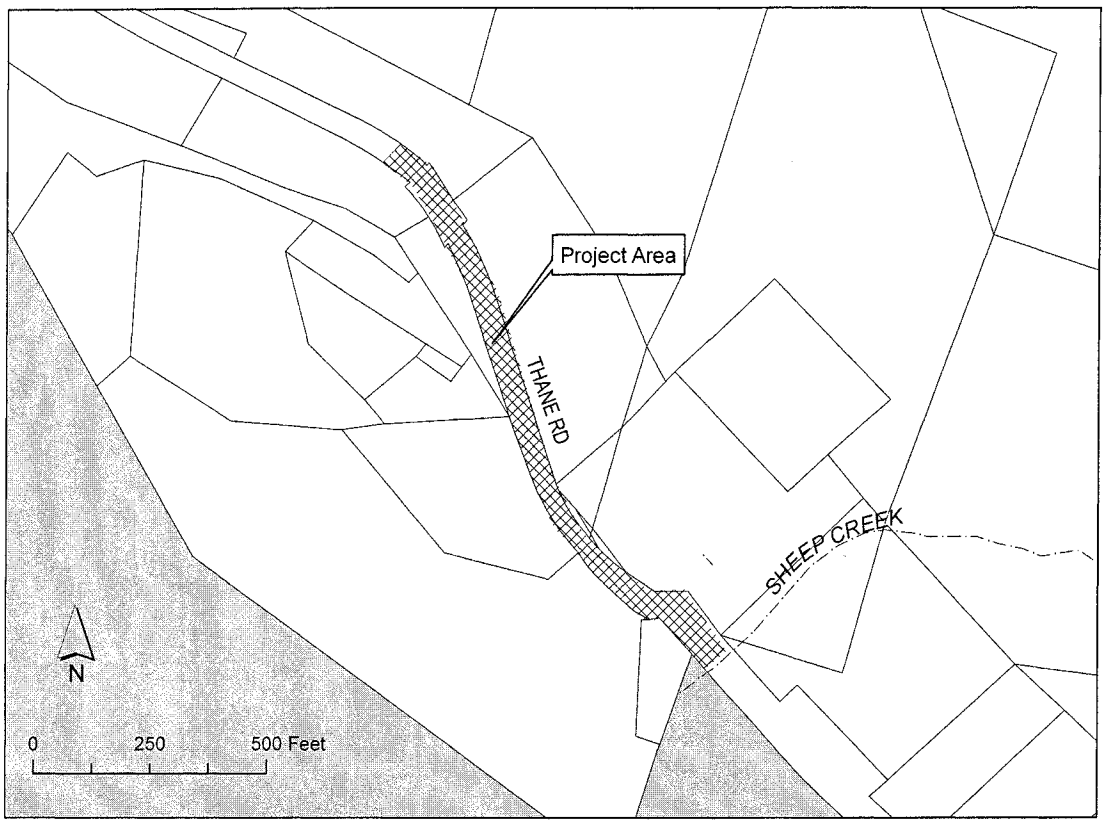
Zoning: Rural Reserve (RR)

Utilities: City Water & Private Sewer Systems

Access: Thane Road Right-of-Way

Existing Land Use: Thane Road

Surrounding Land Use:
North - D-1/ RR; Vacant Land; Thane Road
South - WI; Thane Ore House; Thane Road
East - D-1; Thane Road Neighborhood; Thane Road
West - D-1; Singe-Family Residential; Thane Road



BACKGROUND

Located south of Downtown, Thane Road, has been deteriorating over the years with sudden dips in elevation, failing shoulders, pot holes, and cracked pavement. This road is very curvy with narrow roadway sections and inadequate shoulder lanes for pedestrians. The State of Alaska Department of Transportation & Public Facilities (DOT/ PF) has been planning to reconstruct Thane Road with safety improvements by re-aligning curves and replacing the roadway with wider travel ways and shoulder lanes.

Last year, the Planning Commission recommended the approval of a City/State Project (CSP2011-0002) for the reconstruction of Thane Road from the Rock Dump to the end of the road. See Attachment A for plans. This project showed very limited pedestrian accommodations with only a few segments having pedestrian pathways. Wide shoulder lanes (+5 feet) or a separated pathway were not included in the plan. Since this road is frequently used by bicyclists and residents of Thane Neighborhood, this is a safety issue. Staff indicated that because vehicular speeds would likely

increase with a new, smoother road surface, pedestrian safety features were needed. Staff recommended installing wide shoulders for pedestrian safety to lessen pedestrian-vehicular accidents. This recommendation was supported by the US Department of Transportation, Federal Highway Administration (FHWA) recommendations for pedestrian safety. Construction of this road beginning at the Rock Dump has started.

The section of the road from the Thane Ore House to the Sheep Creek bridge is the subject of this memorandum.

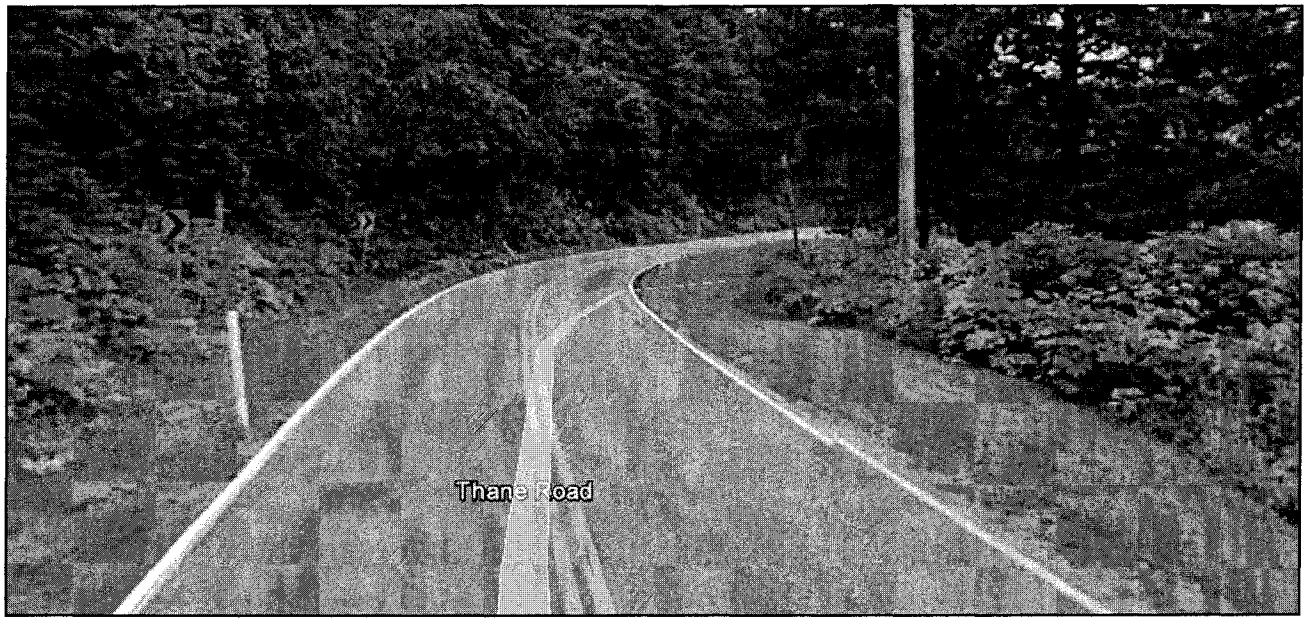


Figure 1: Picture of Thane Road south of Thane Ore House; looking away from town. Picture provided by Google Earth, dated 2010.

The DOT/PF is requesting a City/ State Project review of additional project plans for the reconstruction of a 1/3 miles of Thane Road from the Thane Ore House southward to the Sheep Creek bridge. This project includes re-alignment of several sharp curves, installation of wider shoulder lanes, replacement of culverts and utility lines, and other safety improvements. This stretch of the road is shown in the vicinity map. The proposed improvements are shown in Attachment B.

As stated earlier, CSP2011-0002 was approved for the reconstruction of the entire length of Thane Road with limited pedestrian improvements. Staff recommended wide shoulders be installed for pedestrian safety and accommodation. Where not feasible, staff recommended signage be used to alert drivers and pedestrians to share the road by using signage and shared-road markings, or Sharrows painted on the road surface.

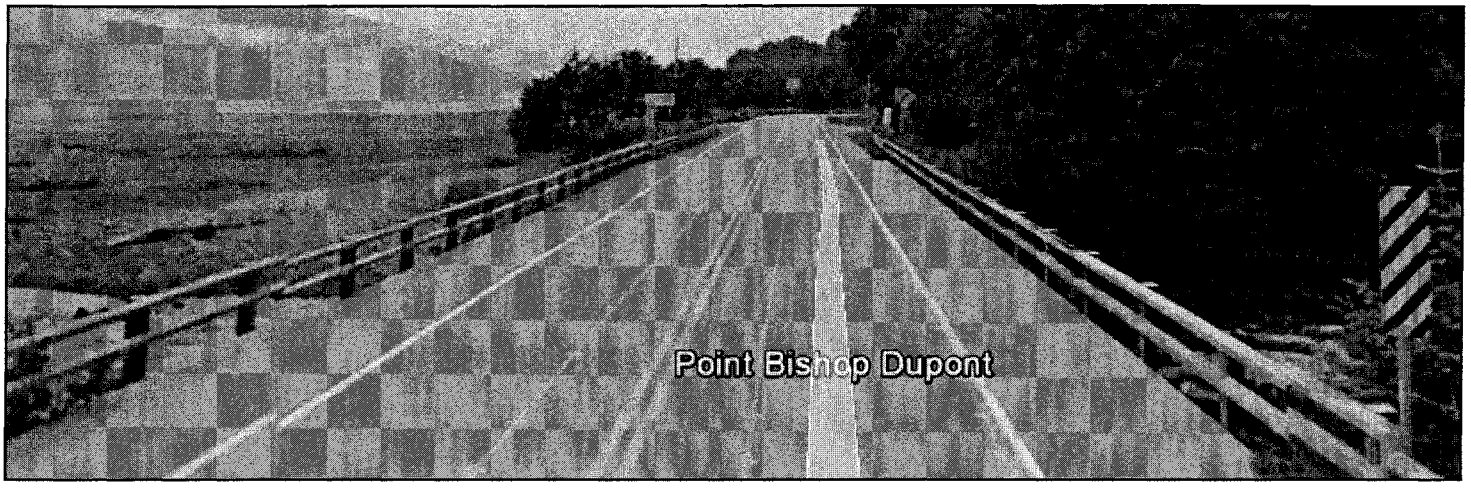


Figure 2: Looking from Sheep Creek bridge toward town. Picture provided by Google Earth, dated approx. 2010.

The current proposal consists of 5-foot wide shoulder lanes and roadway aprons on both sides of the road leading to Sheep Creek bridge. The bridge will not be replaced during the whole road reconstruction project, the new shoulder lanes approaching the bridge will be reduced to only 1 foot wide as the road transitions to the narrower width of the bridge. This transition is approximately 100 feet long. A picture of the roadway at the bridge is shown in Figure 2. Though the shoulder lanes appear to be wider than 1 foot, the transition may require re-striping to a narrower shoulder lane width on the bridge. The applicant does not know if this narrowing is necessary at this time or what the new width will be. Improvements south of the bridge were approved under CSP2011-0002, where the shoulder lane width is less than 5 feet wide. The condition of using shared-road markings (Sharrows) from CSP2011-0002 is necessary for the subject project due to the uncertainty of the shoulder lane width at the bridge.

The following policies of the 'Let's Get Moving 2030' Alaska Statewide Long-Range Transportation Policy Plan are specific to the proposal:

Planning Factor (2): Increase the safety of the transportation system for motorized and non-motorized users.

Policy 9: Increase the safety of the transportation system for users of all modes.

CONFORMITY WITH ADOPTED PLANS

The 2008 City and Borough of Juneau (CBJ) Comprehensive Plan and 2009 CBJ Non-Motorized Transportation Plan have many general policies regarding multi-modal transportation and also specific policies regarding Thane Road. Staff will note all policies in this review but will analyze only the policies specifically written for Thane Road.

2008 City and Borough of Juneau Comprehensive Plan
Relevant policies include the following:

Policy 8.1 *It is the policy of the CBJ to promote a balanced, well-integrated local multi-modal surface transportation system that provides safe, convenient and energy-efficient access and transport for people and commodities.*

Policy 8.2 *It is the policy of the CBJ to promote and facilitate transportation alternatives to private vehicles as a means of reducing traffic congestion, air pollution and the consumption of fossil fuels, and to provide safe and healthy means of transportation to all people.*

> ***Implementing Action 8.2.1A3.*** *Implement the pedestrian and non-motorized improvements called for in the Area Wide Transportation Plan as funding becomes available. Where there is a public need for those improvements in the immediate future, actively pursue the funding needed to complete those improvements.*
>
> The Area Wide Transportation Plan was a collaborative effort between the City and Borough of Juneau and DOT. It was adopted by the Assembly in 2001. It contains two policies referenced in Comprehensive Plan Implementing Action 8.2.1A3 cited above that are directly related to this proposal.
>
> **Area Wide Transportation Plan (AWTP), Downtown/Thane Priority Solution List, page 14:**
>
> 27) Thane Road Improvement: Reconstruct Thane Road as a two-lane roadway with pedestrian and bicycle facilities for improved connection to residential and recreation areas. (Medium-term)
>
> 28) Seawalk-Sheep Creek to Norway Point: Develop a pedestrian and bicycle path from Sheep Creek through downtown waterfront activity centers to Norway Point. Provide signage and connections between pathway and activity areas. (Near-term)

CBJ Comprehensive Plan ***Policy 8.3*** *It is the policy of the CBJ to respond to the special transportation needs of each subarea of the CBJ and to integrate them into a CBJ-Wide Comprehensive Transportation Plan. This system should seek to reduce the consumption of fossil fuels by facilitating efficient routes of travel, convenient and rapid transit, and safe motorized and non-motorized travel ways.*

In the Subarea description regarding Thane (page 124), the Comprehensive Plan provides the following description:

> *"Thane Road provides vehicular, bicycle and pedestrian access to residential, recreational, tourist-oriented commercial and other non-residential destinations, including a fish hatchery. Thane Road is an approximately six mile, two-lane paved State-maintained roadway that cuts through steep terrain on both sides. There is no separated pedestrian or bicycle lane and there are numerous places where there is no road shoulder, and curves in the road limit motorist sight lines. The speed limit of the road varies from area to area. The first few miles pass through hazardous avalanche chutes. Despite these constraints and hazards, the road is the sole access for about 175 Thane residents (Census 2000 count) and is extremely popular with joggers, hikers, berry pickers, cyclists, and other recreational enthusiasts."*

Following this description are three Implementing Actions for Thane Road in support of Policy 8.3, as follows:

> ***8.3.1A20.*** *Encourage DOT to upgrade Thane Road from the CBJ Sewer Treatment Plant to Sheep Creek. All reconstruction of Thane Road should include separated pedestrian and bike lanes which, because of terrain, may need to be located outside of the existing right-of-way and/or along the shoreline.*

Looking at Figures 1 & 2 , there are very narrow shoulder lanes along this stretch of the road. As stated earlier under Analysis, the proposal consists of 5-foot wide shoulder lanes and roadway aprons on both sides of the road. The new shoulder lanes will be a great improvement for pedestrian/bicyclists safety. With the recommended condition of using sharrows if the shoulder lanes are eliminated by the Sheep Creek bridge and the wider shoulder lanes through the rest of the project, the proposal will be safer for pedestrians than what exists today and will meet the intent of the 2008 Comprehensive Plan.

2009 Non-Motorized Transportation Plan

Like the Comprehensive Plan, the 2009 Non-Motorized Transportation Plan has many relevant policies as well as specific recommendations regarding Thane Road. Staff will focus on the most specific recommendations.

The 2001 Area Wide Transportation Plan defines the framework for transportation projects in Juneau for the next 20 years. Page 30 of the Non-Motorized Plan refers to the Area Wide Transportation Plan's top six priorities. The two policies most relevant to Thane Road include the following:

> *1. Establish and implement Transportation Demand Management Policies through the CBJ focusing on reducing single-occupant-vehicle trips and promoting alternative modes of*

travel.

4. Establish and maintain bicycle lanes, pathways, sidewalks and bus stops where they are needed. Maintain bicycle lanes, pathways, sidewalks and bus stops with regular restriping, re-surfacing, street sweeping, and snow removal.

Page 57 of the Non-Motorized Plan specifically lists high-priority shoulder lane improvements for Thane Road as follows:

- *Minimum of five feet on both sides.*
- *If there are segments where this is not possible, then develop a wide travel lane and share-the-road signs*
- *A context sensitive street design should be used to ensure that safe design and appropriate traffic speeds (Staff note: this is the exact wording in the Plan)*
- *Signed as part of a cross-Juneau bikeway*

Page 59 of the Non-Motorized Plan lists high-priority Separated Path Improvements for Thane Road as:

Separated Path along Thane Road from Downtown to Sheep Creek: paved path 10 feet wide on the channel side of Thane Road where property ownership and topography allow it.

Due to the limited flat land along Thane Road, creating separated pedestrian pathway would be difficult is not proposed at this time. The proposed wide shoulder lanes will accommodate pedestrians and bicyclists and, with the recommended condition of using sharrows where necessary, will meet the intent of the 2009 Non-Motorized Transportation Plan.

HABITAT

There is no mapped habitat regulated in the Land Use Code in the area of this project, according to the Community Development Department.

FINDINGS

As stated earlier, staff had recommended pedestrian safety features such as wide shoulder lanes with CSP2011-0002. The subject proposal contains these features, except for near the Sheep Creek bridge. With the uncertainty of the shoulder lane widths at the bridge as the travel way is re-aligned, staff recommends a condition to use sharrows and companion signage if shoulder lanes are eliminated. The sharrows will alert drivers and pedestrians to share the road and lessen conflicts between the users.

RECOMMENDATION

Staff recommends that the Director adopt the above findings and approve the proposed City-State Project review, which would allow DOT/PF to reconstruct .3 miles of Thane Road in accordance with the Project Description with the following condition:

1. If shoulder lanes are eliminated due to the re-aligning of the travel way at or near Sheep Creek bridge, signage should be installed to alert drivers, bicyclists, and pedestrians that all users must share the road. These signs should be posted as necessary on one or both sides of the road as needed. Sharrows (shared-road markings) should be painted on the road surface for the portion of the project without shoulder lanes, with appropriate companion signage.

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: 5/29/12
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description
The proposed project includes the re-alignment of two curves on Thane Road directly north of the Sheep Creek bridge. Work will also include pavement rehabilitation; shoulder widening and slope construction; culvert replacement; utility relocation; and guardrail upgrades. Additional right-of-way is required to construct the proposed improvements. Length of the project is approximately 1,680 feet (0.3 miles).

PROPERTY LOCATION

Street Address	City/Zip
Thane Road	99801

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)
USMS 979 Homestead #3, USMS 260 Jumbo Mill Site, USMS 71B Mexican Mill Site

Assessor's Parcel Number(s)
1B0301020020, 1B0301050070, 1B0301050080 - AJT Mining Properties

LANDOWNER/ LESSEE

Property Owner's Name	Contact Person:	Work Phone:
Alaska DOT&PF	Keith Karpstein	907-465-1796
Mailing Address	**Home Phone:**	**Fax Number:**
6860 Glacier Highway	775-772-9742	907-465-4414
E-mail Address	**Other Contact Phone Number(s):**	
keith.karpstein@alaska.gov	Pat Carroll, 907-465-4415	

LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****

I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:
A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.
B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.

X _____ Landowner/Lessee Signature — Date: 6.4.2012

X _____ Landowner/Lessee Signature — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.

APPLICANT If the same as OWNER, write "SAME" and sign and date at X below

Applicant's Name	Contact Person:	Work Phone:
SAME		
Mailing Address	**Home Phone:**	**Fax Number:**
E-mail Address	**Other Contact Phone Number(s):**	

X _____ Applicant's Signature — Date of Application

STAFF APPROVALS

----------OFFICE USE ONLY BELOW THIS LINE----------

✓	Permit Type	***SIGN	Date Received	Application Number(s)
	Building/Grading Permit			
	City/State Project Review and City Land Action		5/29/12	CSP 12-014
	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	Sign Approval (If more than one, fill in all applicable permit #'s)			
	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
	Variance Case (De Minimis and all other Variance case types)			
	Wetlands Permits			
	Zone Change Application			
	Other (Describe)			

***Public Notice Sign Form filled out and in the file.

Comments:

Permit Intake Initials: GPC

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

ATTACHMENT A

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		CSP 12-014	5/29/12

TO BE COMPLETED BY THE APPLICANT

TYPE OF PROJECT REVIEW:

☐ City Project Review ☐ City Land Acquisition /Disposal ☑ State Project Review

DESCRIPTION OF PROJECT

The proposed project includes the re-alignment of two curves on Thane Road directly north of the Sheep Creek bridge. Work will also include pavement rehabilitation; shoulder widening and slope construction; culvert replacement; utility relocation; and guardrail upgrades. Additional right-of-way is required to construct the proposed improvements. Length of the project is approximately 1,680 feet (0.3 miles). This project is being developed and constructed through the DOT&PF's Highway Safety Improvement Program (HSIP).

Please attach a cover letter to fully explain the project if there is not adequate space on this form.

CURRENT USE OF LAND OR BUILDING(S):

State highway - urban collector. Current use of land being acquired for right-of-way is vacant upland forest.

PROPOSED USE OF LAND OR BUILDING(S):

State highway - urban collector.

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? ☑ No ☐ Yes Case No.: _____

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # 69331

ESTIMATED PROJECT COST: $ 1,200,000

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side.

If you need any assistance filling out this form, please contact the Permit Center at 586-0770.

CITY/STATE PROJECT FEES

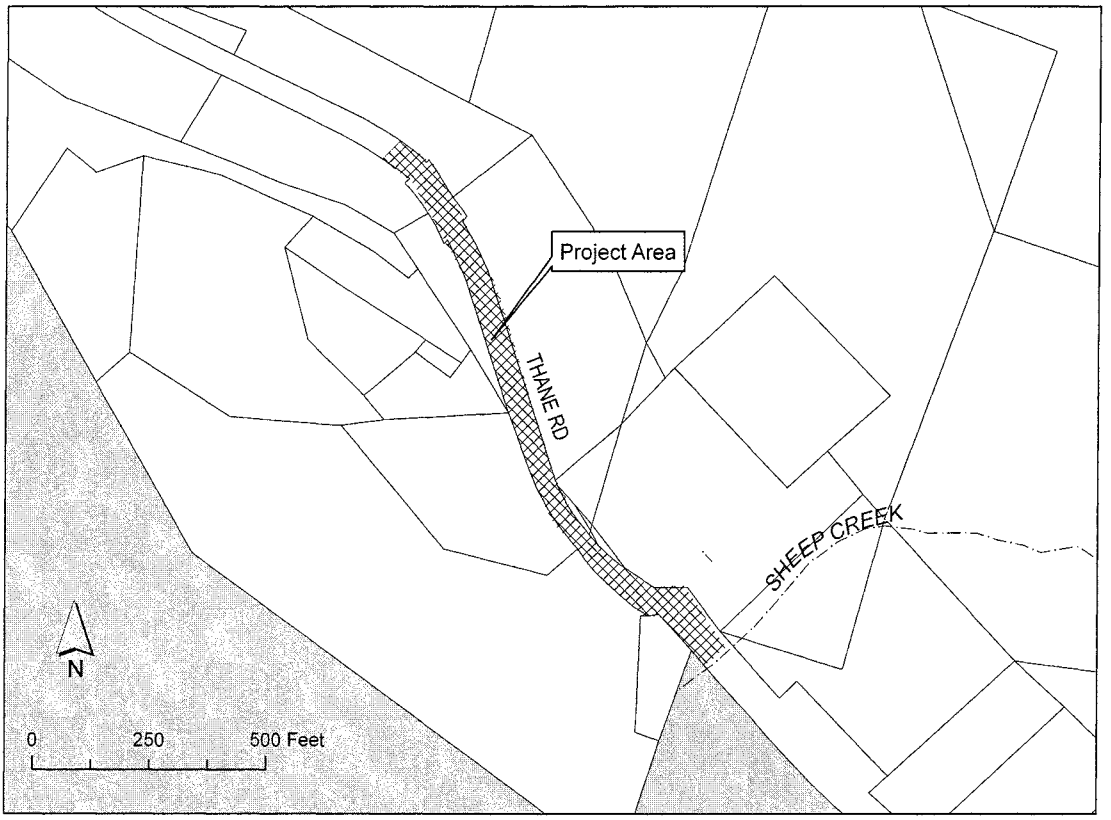
	Fees	Check No.	Receipt	Date
Application Fees	$			
Total Fee	$			

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION *FORM*

&

EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT

NOTICE OF PUBLIC HEARING



PROPOSAL: State DOT/PF project to reconstruct part of Thane Rd by Sheep Creek.

FILE NO.:	CSP2012 0014	**APPLICANT:**	State of Alaska DOT/PF
TO:	Adjacent Property Owners	**PROPERTY OWNER:**	State of Alaska DOT/PF
HEARING DATE:	June 26, 2012	**PARCEL NO.:**	N/A
		SITE SIZE:	1/3 Mile Site Construction
HEARING TIME:	7:00 PM	**ACCESS:**	Thane Road
PLACE:	ASSEMBLY CHAMBERS Municipal Building 155 South Seward Street Juneau, Alaska 99801	**LOCATION:**	From Thane Orehouse to Sheep Creek Bridge

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Eric Feldt at 907-586-0764, or e-mail: eric_feldt@ci.juneau.ak.us

Date printed: June 13, 2012

ATTACHMENT B

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

PLANNING COMMISSION
NOTICE OF DECISION
Date: May 11, 2011
File No.: CSP2011 0002

State of Alaska DOT
6860 Glacier HWY
Juneau, Alaska 99802

Application For: State Project Review for A State Project for realignment and re-grading of Thane Road

ROW name: Thane Road

Hearing Date: May 10, 2011

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated May 5 2011 however, based on additional information presented at the public hearing the Planning Commission made the following findings:

1. The primary purpose of Thane Road is a roadway to move vehicles.

2. While Thane Road should have pedestrian amenities, lower posted speed limits will not be followed and therefore are not appropriate.

Therefore the Planning Commission approved the Thane Road Pavement Rehabilitation project to be conducted as described in the project description and drawings submitted with the application in accordance with the following recommendations:

1. CBJ strongly encourages DOT to develop shoulder improvements throughout the length of the road and on both sides of the road whenever possible. Shoulder improvements should be a top priority in the residential area at the end of the road where road re-surfacing may increase driving speeds.

2. As a less expensive alternative to constructing shoulders that comply with vehicular standards, evaluate the possibility of constructing gravel shoulders in residential areas. These areas would provide a refuge for pedestrians but would not be as expensive as shoulders paved and graded for use by vehicles.

3. Where a shoulder cannot be provided due to budget constraints, signage should be installed to alert drivers, bicyclists, and pedestrians that all users must share the road. These signs should be posted as necessary where no shoulder is provided, on one or both sides of the road as needed. Shared-road markings (aka Sharrows), should be painted on

ATTACHMENT C

the road surface for the portion of the project without shoulders, with appropriate companion signage.

4. Remove "Shared Road" signs and pavement markings (as described in Recommendation 3) only after completion of separate pedestrian path(s) and shoulders on both sides of the road as called for in Area Wide Transportation Plan, CBJ Comprehensive Plan, and the Non-Motorized Transportation Plan.

Attachments: May 5, 2011 memorandum from Greg Chaney, Community Development Department, to the CBJ Planning Commission regarding CSP2011 0002

This Notice of Decision does not authorize construction. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ §01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ §01.50.030 (c).

Effective Date: The recommendation is effective upon approval by the Commission, May 10 2011.

Project Planner: Greg P. Chaney

Greg Chaney, Planning Manager
Community Development Department

Maria Gladziszewski, Chair
Planning Commission

Laurie J. Sica 5/11/11

Filed With City Clerk Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ - adopted regulations. The State Government and project designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: May 5, 2011

TO: Planning Commission

FROM: Greg Chaney, Planning Manager
Community Development Department

FILE NO.: CSP20110002

PROPOSAL: Realignment and re-grading of Thane Road

GENERAL INFORMATION

Applicant: State of Alaska DOT/PF

Property Owner: State of Alaska DOT/PF

Property Address: Thane Road

Legal Description: Thane Road right-of-way

Site Size: 4.5 miles of Thane Road

Zoning: Industrial, Waterfront Industrial, Rural Reserve, D-1 Residential

Access: Thane Road

Existing Land Use: Thane Road right-of-way

Surrounding Land Use: Northeast - D1, Rural Reserve, low-density residential or vacant
Northwest - Industrial, Waterfront Industrial or vacant
Southeast – D1, low-density residential or vacant
Southwest - D1, low-density residential or vacant

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

ATTACHMENTS

Attachment 1 Thane Road Pavement Rehabilitation capitol project bill
Attachment 2 3/3/11 Applicant Letter
Attachment 3 General Site Plans
Attachment 4 Full Site Plans
Attachment 5 Juneau Area wide Traffic Map 2009
Attachment 6 Juneau Area wide Traffic Map 2009 Close up of Rock Dump Area
Attachment 7 3/31/11 CBJ Lands and Resources Comment letter

PROJECT DESCRIPTION

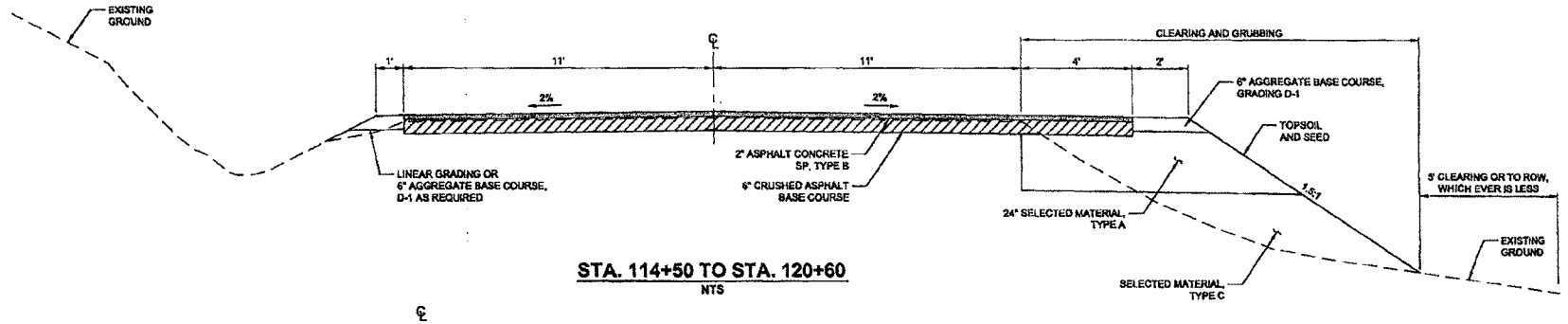
The Thane Road Pavement Rehabilitation project was approved by the Alaska Legislature with a total of budget of $4,000,000 funded with State of Alaska cruise ship passenger fee revenues (Reference Number 47733, (Attachment 1). It is classified as a "One Time Project" without further funding allocated or anticipated. A brief summary and statement of need was included:

> Reclaim the existing pavement structure, improve drainage and resurface with no more than a minor increase in pavement width (requires a waiver for bicycle and pedestrian accommodation) from Mt. Roberts Drive to the end of the route. Improve foundation of the road bed. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

The Alaska Department of Transportation (DOT) proposes to rehabilitate approximately 4 miles of pavement to varying degrees on Thane Road between the intersection of Mount Roberts Street at the Rock Dump to the end of the road. The project (Attachment 2) includes the following:

- Road surface would be ground and replaced with 2.5 inches of asphalt concrete.
- Culverts would be repaired or replaced depending on condition.
- Approximately 1,200 feet of rock face along a shoulder would be removed to a depth of 6 feet to allow for centerline realignment.
- Guardrail would be replaced and upgraded at locations as needed.
- 645 feet of new sidewalk would be constructed near Mt. Roberts Street.
- Select areas of the road would be realigned to allow a paved four-foot shoulder with a two foot gravel strip between the fog line and guardrail.

The road corridor is within 330-feet of four eagle nests, therefore a Variance to the CBJ eagle nest setback is also required. The Variance will be reviewed concurrently with the CSP under VAR2011-0009.



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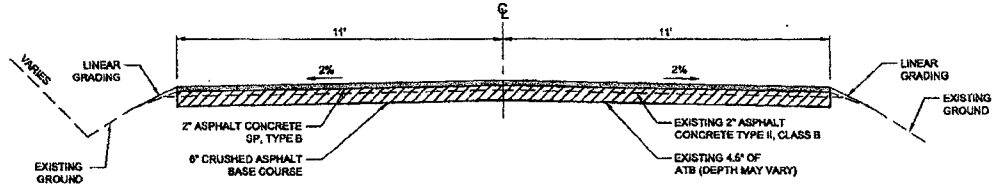
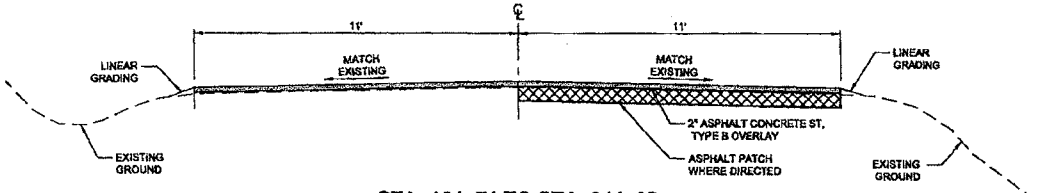
NTS



STA. 120+60 TO STA. 147+00
NTS



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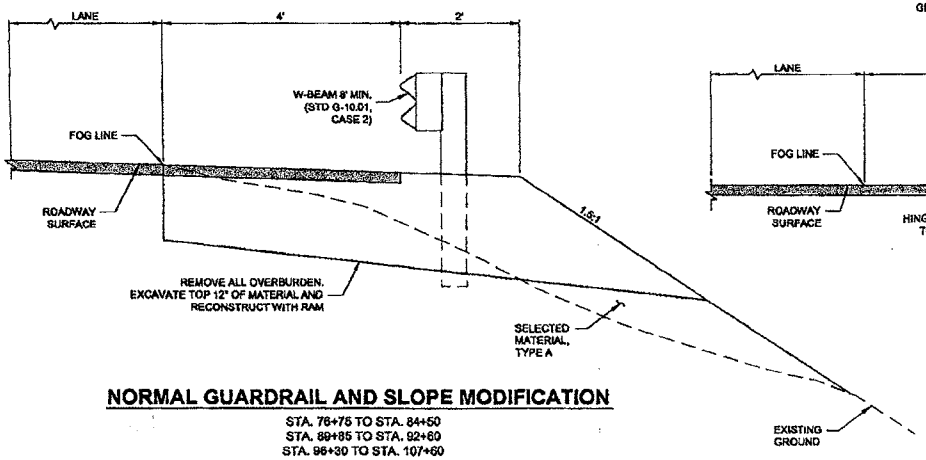
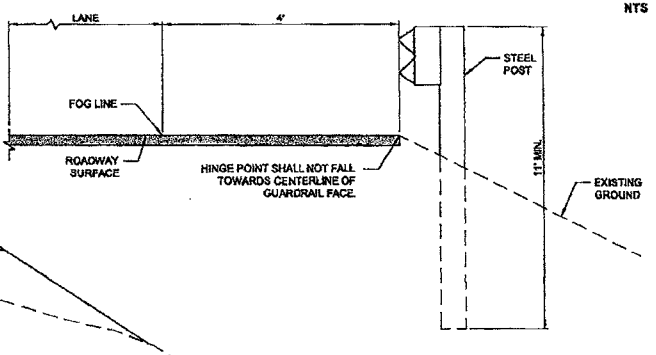
NTS



NORMAL GUARDRAIL AND SLOPE MODIFICATION

STA. 76+75 TO STA. 84+50
STA. 89+85 TO STA. 92+60
STA. 96+30 TO STA. 107+60
STA. 109+00 TO STA. 112+75



LONG POST GUARDRAIL DETAIL

REFER TO SUMMARY TABLE, SHEET D1, FOR LOCATIONS TO INSTALL POSTS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. LESTER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
PAVEMENT REHABILITATION
PROJECT #69340

TYPICAL SECTION

DESIGNED BY: D. MULLINER, D. LESTER
DRAWN BY: R. GRANTHAM
PATH: Q:\JNU\69340\PLANSET\69340_B1_TYP.DWG
TAB: B2 Monday, March 14, 2011 10:49:20 AM KARPSTEIN, KEITH D (DOT)

REVISIONS NO.	DATE	DESCRIPTION

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
69340	2011	B2	XX

ANALYSIS

The specific details of the project include the following, as calculated by CBJ staff based on project plans (Attachment 3 & 4):

- development of 645 (0.1 miles) linear feet of new sidewalk;
- 8,482 linear feet (1.6 miles) of new shoulder, with an average of 4' of pavement and 2' of gravel, not uniform, variable from one side of the road to another, full shoulder is on one side of the road only;
- 10,571 (2 miles) linear feet of pavement rehabilitation with no shoulder improvement;
- 4,651 linear feet no modification for two sections north of Sheep Creek (will be improved with another project)
- Total project length, approximately 24,349 (4.6 miles) linear feet.

DOT proposes to add shoulder improvements to approximately the northern half of the road corridor on one side of the road, and 645 feet of new sidewalk near Mt. Roberts Street. The residential area at the end of Thane Road has no proposed shoulder improvements; in the section of the project only road re-surfacing is proposed. As the current poor condition of the road surface acts to reduce traffic speeds, vehicle speeds are expected to increase if the surface road condition improves.

The US Department of Transportation has published analysis of the safety improvements provided by installation of shoulders alongside roadways:

US Department of Transportation, Federal Highway Administration (FHWA) Guidance Memo on Consideration and Implementation of Proven Safety Countermeasures
http://safety.fhwa.dot.gov/policy/memo071008/

Signed July 10, 2008 by FHWA Associate Administrator for Safety.

- The presence of a sidewalk or pathway on both sides of the street corresponds to approximately an **88 % reduction** in "walking along road" pedestrian crashes.

- Providing paved, widened shoulders (minimum of 4 feet) on roadways that do not have sidewalks corresponds to approximately a **71% reduction** in "walking along the road" pedestrian crashes.

- Over 80% of pedestrians die when hit by vehicles traveling at 40 mph or faster while less than 20% die when hit at 20 mph.

Based on the statistics cited above, shoulder improvements on one side only proposed for Thane Road on the northern half of the project will result in a significant safety improvement for pedestrians. Although this is not ideal, it still represents a significant safety improvement over the

pedestrians. Although this is not ideal, it still represents a significant safety improvement over the current situation.

The portion of the project that does not include shoulders will remain unsafe for pedestrians. Considering that pedestrian collision survival rates significantly increase for vehicles traveling 20 mph versus 40 mph, CDD staff will recommend that the segment of the project without shoulders be posted with a 20 mph speed limit.

Providing a shoulder on one side of the road will provide an improvement for cyclists traveling on that side of the road. Bicyclists cannot take advantage of a wider shoulder on only one side of the road when traveling in both directions and follow laws that require they ride in the direction of traffic. In some cases this might provide cyclists with a false sense of security and lure them into an area where they must ride out in the traffic lane on the opposite side of the road without a refuge.

As a less expensive alternative to constructing a shoulder which complies with vehicular standards, it would be helpful if DOT could evaluate the possibility of constructing gravel shoulders in the residential area. These areas would provide a refuge for pedestrians but would not be as expensive as shoulders paved and graded for use by vehicles.

These issues are discussed further in the Adopted Plans section below, which include specific transportation requirements for Thane Road.

CONFORMITY WITH ADOPTED PLANS

The 2008 CBJ Comprehensive Plan and 2009 CBJ Non-Motorized Transportation Plan have many general policies regarding multi-modal transportation and also specific policies regarding Thane Road. Staff will note all policies in this review but will analyze only the policies specifically written for Thane Road.

2008 CBJ Comprehensive Plan

Relevant policies include the following:

> ***Policy 8.1*** *It is the policy of the CBJ to promote a balanced, well-integrated local multi-modal surface transportation system that provides safe, convenient and energy-efficient access and transport for people and commodities.*
>
> ***Policy 8.2*** *It is the policy of the CBJ to promote and facilitate transportation alternatives to private vehicles as a means of reducing traffic congestion, air pollution and the consumption of fossil fuels, and to provide safe and healthy means of transportation to all people.*

> ***Implementing Action 8.2.1A2.*** *Work the Alaska Department of Transportation/Public Facilities (DOT) to construct sidewalks and/or separated paths, or where these are not practical, a wide shoulder of at least 36" along roads that lack such improvements, with a priority given to those corridors which have Average Annual Daily Traffic of 4000 vehicles or more.*

Staff notes that in the 2009 Juneau Area wide Traffic Map (Attachment 5), the Little Rock Dump to Downtown has an Average Annual Daily Traffic (AADT) of 4,980. The section directly addressed by this proposal has an AADT of 4,150 (Attachment 6), this exceeds the 4000 minimum cited above in Implementing Action 8.2.1A2. South of the Little Rock Dump, the AADT drops to 1951 and is further reduced to 497 in the residential area at the end of the road.

> ***Implementing Action 8.2.1A3.*** *Implement the pedestrian and non-motorized improvements called for in the Area Wide Transportation Plan as funding becomes available. Where there is a public need for those improvements in the immediate future, actively pursue the funding needed to complete those improvements.*
>
> The Area Wide Transportation Plan was a collaborative effort between the City and Borough of Juneau and DOT. It was adopted by the Assembly in 2001. It contains two policies referenced in Comprehensive Plan Implementing Action 8.2.1A3 cited above that are directly related to this proposal.
>
> **Area Wide Transportation Plan (AWTP), Downtown/Thane Priority Solution List, page 14:**
>
> 27 Thane Road Improvement: Reconstruct Thane Road as a two-lane roadway with pedestrian and bicycle facilities for improved connection to residential and recreation areas. (Medium-term)
>
> 28 Seawalk-Sheep Creek to Norway Point: Develop a pedestrian and bicycle path from Sheep Creek through downtown waterfront activity centers to Norway Point. Provide signage and connections between pathway and activity areas. (Near-term)

CBJ Comprehensive Plan ***Policy 8.3*** *It is the policy of the CBJ to respond to the special transportation needs of each subarea of the CBJ and to integrate them into a CBJ-Wide Comprehensive Transportation Plan. This system should seek to reduce the consumption of fossil fuels by facilitating efficient routes of travel, convenient and rapid transit, and safe motorized and non-motorized travel ways.*

In the Subarea description regarding Thane (page 124), the Comprehensive Plan provides the following description:

> *"Thane Road provides vehicular, bicycle and pedestrian access to residential, recreational, tourist-oriented commercial and other non-residential destinations, including a fish hatchery. Thane Road is an approximately six mile, two-lane paved State-maintained roadway that cuts through steep terrain on both sides. There is no separated pedestrian or bicycle lane and there are numerous places where there is no road shoulder, and curves in the road limit motorist sight lines. The speed limit of the road varies from area to area. The first few miles pass through hazardous avalanche chutes. Despite these constraints and hazards, the road is the sole access for about 175 Thane residents (Census 2000 count) and is extremely popular with joggers, hikers, berry pickers, cyclists, and other recreational enthusiasts."*

Following this description are three Implementing Actions for Thane Road in support of Policy 8.3, as follows:

> ***8.3.1A20.*** *Encourage DOT to upgrade Thane Road from the CBJ Sewer Treatment Plant to Sheep creek.* ***All reconstruction of Thane Road should include separated pedestrian and bike lanes which, because of terrain, may need to be located outside of the existing right-of-way and/or along the shoreline.*** [emphasis added]

As noted in the Analysis section, the proposed project includes shoulder widening on one side of the road in approximately 1.6 mile stretch of road on the northern edge of the project near Mount Roberts Street. The proposed development is significant improvement to this hazardous area, however it does not fully comply with this Implementing Action, which requires such improvements form the CBJ Sewer Treatment Plant to Sheep Creek.

> ***8.3.1A22.*** *Implement the subarea improvements for Thane and Out the Road called for in the Area Wide Transportation Plan as funding becomes available. Where there is a public need for those improvements in the immediate future, actively pursue the funding needed to complete those improvements.*

The proposed project offers some non-motorized transportation improvements in accordance with CBJ Comprehensive Plan policies. However there are some critical gaps in pedestrian improvements in residential areas where those improvements may be needed the most.

2009 Non-Motorized Transportation Plan

Like the Comprehensive Plan, the 2009 Non-Motorized Transportation Plan has many relevant policies as well as specific recommendations regarding Thane Road. Staff will focus on the most

specific recommendations.

The 2001 Area Wide Transportation Plan defines the framework for transportation projects in Juneau for the next 20 years. Page 30 of the Non-Motorized Plan refers to the Area Wide Transportation Plan's top six priorities. The two policies most relevant to Thane Road include the following:

> *1. Establish and implement Transportation Demand Management Policies through the CBJ focusing on reducing single-occupant-vehicle trips and promoting alternative modes of travel.*
>
> *4. Establish and maintain bicycle lanes, pathways, sidewalks and bus stops where they are needed. Maintain bicycle lanes, pathways, sidewalks and bus stops with regular restriping, re-surfacing, street sweeping, and snow removal.*

Page 57 of the Non-Motorized Plan specifically lists high-priority shoulder lane improvements for Thane Road as follows:

- *Minimum of five feet on both sides.*
- *If there are segments where this is not possible, then develop a wide travel lane and share-the-road signs*
- *A context sensitive street design should be used to ensure that safe design and appropriate traffic speeds (Staff note: this is the exact wording in the Plan)*
- *Signed as part of a cross-Juneau bikeway*

Page 59 of the Non-Motorized Plan lists high-priority Separated Path Improvements for Thane Road as:

> *Separated Path along Thane Road from Downtown to Sheep Creek: paved path 10 feet wide on the channel side of Thane Road where property ownership and topography allow it.*

To fully comply with the 2009 Non-Motorized Plan the project must include a five foot shoulder on both sides of the road for the entire length of Thane Road. DOT has proposed a shoulder averaging four feet on one side for approximately half the length of the road. There are no shoulder improvements proposed south of Sheep Creek in the primary residential area near the end of the road.

Finally, Chapter 8 of the Non-Motorized Plan includes a policy and extended narrative which pinpoints the crux of the problem with the proposed Thane road rehabilitation as it relates to non-motorized transportation policies. Policy Two states:

> **State Projects**. *Work with the Alaska DOT&PF Regional Director to establish a routine*

process to allow CBJ input at the front-end of the design stage for state road projects.

The narrative continues as follows:

"This will save time and money for both the State and CBJ and significantly enhance cooperation and communication. Review of proposed State road or road reconstruction and improvement projects is governed by CBJ 49.15.580 and AS 35.30.010, which provides that the CBJ will review these projects and may impose conditions on and modifications to such projects. A challenge is that AS 35.30.010 states that the review must occur 'prior to construction of a public project,' which gives a lot of latitude as to when a project comes before CDD and the CBJ Planning Commission for review. State projects are generally bought to CBJ for review after the design and environmental review have been completed and often just prior to construction. At this stage it is too late to effectively address design issues that would add or improve non-motorized facilities.

"Southeast Region Alaska DOT&PF does not routinely communicate in this manner with communities in its region as they are all so small. However, in other Alaska DOT&PF regions early communication with communities occurs more regularly, for example in Anchorage since it is large enough to be a Metropolitan Planning Organization.

"Juneau, however is the largest city in Southeast Alaska DOT&PF region and it is the State Capital. Informal but regular CBJ CDD input early in the design process (before the environmental review) will benefit both Alaska DOT&PF and CBJ by clarifying expectations, preventing delays and saving money due to better communication and cooperation on the front end.

"This would not take the place of the review under CBJ 49.15.5480 and AS 35.30.00, but would be in addition and less formal. The CBJ CDD would gather parties like other pre-application meetings and provide input, ideas and ensure Alaska DOT& PF project designers know about relevant planned local projects. A process such as this would likely make the subsequent formal review more predictable and routine for all."

49.70.900-49.70.1097 COASTAL DEVELOPMENT, HABITAT, AND WETLANDS

The road corridor is within 330-feet of four eagle nests, therefore a Variance to the CBJ eagle nest setback is also required. The Variance will be reviewed concurrently with the CSP under VAR2011-0009.

The project does not affect wetlands or other sensitive habitat. An Alaska Department of Fish and Game permit is required for culvert replacement along the route. Since use of Best Management Practices for minimizing siltation are required for DOT projects of this nature, further review of CBJ coastal development, habitat, and wetland regulations is not necessary.

ALASKA COASTAL MANAGEMENT PROGRAM (ACMP)

Not applicable. This project does not require a state-coordinated ACMP review.

FINDINGS

With approval of VAR2011-0009, and use of Best Management Practices to minimize siltation, the project meets the habitat requirements of the CBJ Land Use Code. Concerning required pedestrian improvements the project partially complies with the CBJ 2008 Comprehensive Plan, and complies to some extent with the 2009 CBJ Non-Motorized Transportation Plan, because sidewalk or shoulder widening will be included one side of the road for 1.73 miles of the project length. CBJ strongly encourages development of a 4-6 foot wide shoulder for the full length of the project, with a special emphasis on residential areas. Improving the road surface without providing pedestrian facilities leads typically leads to increased road speed and a higher potential for pedestrian accidents.

The residential area at the end of Thane Road has no proposed shoulder improvements. As the current poor condition of the road surface acts to reduce traffic speeds, vehicle speeds are expected to increase if the surface road condition improves. Since the FHWA indicates that over 80% of pedestrians die when hit by vehicles traveling over 40 mph while less than 20% die when hit at 20 mph, the project as proposed may be creating a more dangerous situation for pedestrians and bicyclists.

RECOMMENDATION

Staff recommends that the Director adopt the above findings and approve the proposed City-State Project review, which would allow DOT/PF to rehabilitate 4.5 miles of Thane Road in accordance with the Project Description with the following recommendations.

1. CBJ strongly encourages DOT to develop shoulder improvements throughout the length of the road and on both sides of the road whenever possible. Shoulder improvements should be a top priority in the residential area at the end of the road where road re-surfacing may increase driving speeds.

2. As a less expensive alternative to constructing shoulders that comply with vehicular standards, evaluate the possibility of constructing gravel shoulders in residential areas. These areas would provide a refuge for pedestrians but would not be as expensive as shoulders paved and graded for use by vehicles.

3. Where a shoulder cannot be provided due to budget constraints, signage should be installed to alert drivers, bicyclists, and pedestrians that all users must share the road. These signs

should be posted as necessary where no shoulder is provided, on one or both sides of the road as needed. Shared-road markings (aka Sharrows), should be painted on the road surface for the length of the project, with appropriate companion signage.

4. In residential areas without shoulders or sidewalks provided, post a maximum speed limit of 20 mph.

5. In non-residential areas without shoulders or sidewalks provided, post a maximum speed limit of 35 mph.

6. Remove "Shared Road" signs and pavement markings (as described in Recommendation 3) and higher speed limits (as described in Recommendations 4 and 5) only after completion of separate pedestrian path(s) and shoulders on both sides of the road as called for in Area Wide Transportation Plan, CBJ Comprehensive Plan, and the Non-Motorized Transportation Plan.

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: 3/22/11
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description: Repaving and widening Thane Road. & New sidewalk near Rock Pump

PROPERTY LOCATION

Street Address	City/Zip
Thane Road	Juneau

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot): Thane Right of Way

Assessor's Parcel Number(s): 0

LANDOWNER / LESSEE

Property Owner's Name	Contact Person:	Work Phone:
Alaska Department of Trans	Keith Karpstein	465-1796
Mailing Address	**Home Phone:**	**Fax Number:**
6360 Glacier Highway	772-9742	465-4414
E-mail Address ~~keith.karpst~~ keith.karpstein@alaska.gov	**Other Contact Phone Number(s):**	

LANDOWNER/LESSEE CONSENT (Required for Planning Permits and needed on Building/Engineering Permits)

I am (we are) the owner(s)or lessee(s) of the property subject to this application and I (we) consent as follows:

A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.

B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.

X _____ Landowner/Lessee Signature _____ Date

X _____ Landowner/Lessee Signature _____ Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.

APPLICANT (If the same as OWNER write SAME, then sign and date at X below)

Applicant's Name	Contact Person:	Work Phone:
Same		
Mailing Address	**Home Phone:**	**Fax Number:**
E-mail Address	**Other Contact Phone Number(s):**	

X _____ Applicant's Signature _____ Date of Application

---OFFICE USE ONLY BELOW THIS LINE---

STAFF APPROVALS

✓	Permit Type	Fee	Date Received	Application Number(s)
	Building/Grading Permit			
	City/State Project Review and City Land Action			
	Inquiry Case (Fee in Lieu, Letter of ZC, Use Not Listed)			
	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	Sign Approval (If more than one, fill in all applicable permit #'s)			
	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
	Variance Case (De Minimis and all other Variance case types)			
	Wetlands Permits			
	Zone Change Application			
	Other (Describe)			

***Public Notice Sign Form filled out and in the file.

Comments:

Permit Intake Initials

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

ATTACHMENT 1

Juneau: Thane Road Pavement Rehabilitation — **FY2009 Request:** **$4,000,000** — **Reference No:** **47733**

AP/AL: Allocation
Project Type: Construction
Category: Transportation
Location: Juneau Areawide
Contact: Frank Richards
House District: Juneau Areawide (HD 3-4)
Contact Phone: (907)465-3900
Estimated Project Dates: 04/19/2009 - 06/30/2014
Appropriation: Cruise Ship-Related Projects

Brief Summary and Statement of Need:
Reclaim the existing pavement structure, improve drainage and resurface with no more than a minor increase in pavement width (requires a waiver for bicycle and pedestrian accommodation) from Mt. Roberts Drive to the end of the route. Improve foundation of the roadbed. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	Total
CPV Tax	$4,000,000						$4,000,000
Total:	$4,000,000	$0	$0	$0	$0	$0	$4,000,000

☐ State Match Required ☑ One-Time Project ☐ Phased - new ☐ Phased - underway ☐ On-Going
0% = Minimum State Match % Required ☐ Amendment ☐ Mental Health Bill

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:
None.

Project Description/Justification:
Thane Road is narrow and deteriorating. Cruise buses use this road to access the Mining Museum, dog sled rides, hatchery and historic mine sites.

STATE OF ALASKA

ATTACHMENT 2

SEAN PARNELL, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SOUTHEAST REGION PRECONSTRUCTION
DESIGN & ENGINEERING SERVICES

6860 GLACIER HIGHWAY
PO Box 112506
JUNEAU, AK 99811-2506

PHONE: (907) 465-4504
FAX: (907) 465-4414

March 3, 2011

Teri Camery, Juneau Coastal District
155 South Seward Street
Juneau, AK 99801

RE: Project Number 69340 – JNU Thane Road
Pavement Rehabilitation – Request of Comments

Dear Ms. Camery:

The Alaska Department of Transportation and Public Facilities (DOT&PF) requests comments on a proposed pavement rehabilitation project in Juneau, Alaska. Comments on the proposal from resource and regulatory agencies and the interested public would assist us in preparing the project's environmental documentation. Construction is proposed to begin in summer of 2011.

Project Location

The proposed project is located on Thane Road. The beginning of the project (BOP) is at the intersection of Mt. Roberts Street, continuing 4.5 miles to the southeast to the end of the road, which is the end of the project (EOP). The project is located in Section 22, T41S, R67E, Sections 4 & 5, T42S, R68E, and Sections 30, 31, & 32, T41S, R68E, Copper River Meridian, on the Juneau B-1 USGS Quadrangle Map (See enclosed Sheet 1-Key and Regional Maps, Sheet 2-Project Location Map, Sheet 3-Project Area).

Project Description

Thane Road pavement is near the end of its useful life. The proposed project would make the following upgrades and rehabilitate 4.5 miles of the existing pavement surface:

- Road surface would be ground and replaced with 2.5 inches of asphalt concrete.
- Culverts would be repaired or replaced depending on condition.
- Approximately 1,200 feet of rock face along a shoulder would be removed to a depth of 6 feet to allow for centerline realignment.
- Guardrail would be replaced and upgraded at locations as needed.
- 644 feet of new sidewalk would be constructed near Mt. Roberts St.
- Select areas of the road would be realigned to allow a 4 foot shoulder between the fog line and guardrail.

Potential Project Impacts

The proposed project would result in some temporary impacts during construction. There would be short delays in traffic and occasional single lane controls based on pavement work schedules. Construction related noise should not be excessive. The location of the proposed project is situated in an area of Juneau that has a number of sites that are listed in the Alaska Heritage Resources Survey (AHRS) database. Several eagle nests have been noted in the project area.

Request for Comments

We request your comments on the proposed project, particularly in regard to potential impacts to resources under your jurisdiction. DOT&PF must also determine to what extent this project will impact coastal zone resources and cultural or historic properties. If you have information that would assist in these determinations, please provide it. To comply with certain interagency agreements, we also request the views of applicable agencies on potential effects on bald eagles and threatened and endangered species. Your comments will be included in the project's environmental document. We would appreciate your response by March 31, 2011.

Thank you for your consideration of this request for comments. If you have question or require clarification on any elements of the proposal, please contact Chris Schelb, Project Environmental Analyst at 907/465-4447 or by e-mail at chris.schelb@alaska.gov or me directly at (907) 465-4504 or by e-mail at john.barnett@alaska.gov.

Sincerely,

John Barnett
Project Environmental Coordinator

Enc:

Sheet 1-Key and Regional Maps
Sheet 2-Project Location Map
Sheet 3-Project Area
Sheet 4-Project Construction Typical Sections
Sheet 5-Project Construction Typical Sections

Cc: Jane Gendron, SE Region Environmental Manager, DOT&PF
Keith Karpstein, Engineering Manager, DOT&PF
Ben White, Statewide Environmental Manager, DOT&PF

Distribution list:

Judith Bittner, State Historic Preservation Office
Carrie Bohan, Coastal & Ocean Management, DNR
Mayor Bruce Botelho
Teri Camery, Juneau Coastal District
Heidi Firstencel, Supervisor, U.S. Army Corps of Engineers

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

LANDS AND RESOURCES
Telephone: (907) 586-5252; Fax: (907) 586-5385
Heather_Marlow@ci.juneau.ak.us

March 31, 2011

Mr. John Barnett, Project Environmental Coordinator
Southeast Region, ADOT
6860 Glacier Highway,
P.O. Box 112506
Juneau, AK 99811-2506

RE: Project Number 69340-JNU Thane Road

Mr. John Barnett,

Thank you for the opportunity to comment on this project. My comments are submitted with the intent of increasing awareness of the pedestrian and bicycle trips generated by the Thane Campground.

The City and Borough of Juneau operates a primitive seasonal campground with 26 spaces at 1585 Thane Road. The campground is on the uphill side of Thane Road, just past the CBJ Sewage Treatment Plant and the GCI Earth Station. The campground is intended to serve seasonal workers (primarily seafood processing) as well as a portion of the homeless population.

The campground has a small parking lot that allows service providers (garbage truck, portable toilets, and maintenance) to park and maneuver vehicles outside of the travel lanes. Campers are not allowed to park in the parking lot as it interferes with the needs of the service providers. Generally this is not a problem, as we do not see many campers with vehicles. The campground generates a large number of pedestrian and bicycle trips as 20-30 campers travel back and forth to jobs and services in the downtown area, and beyond, on a daily basis.

After reviewing the typical sections proposed for the project and talking with ADOT project staff, this project will construct a sidewalk between Mt. Roberts Street and Mill Street. Beyond Mill Street, the right shoulder of Thane Road will be widened to 4 feet and surfaced. This cross section is proposed to continue beyond the campground. Given the number of pedestrian and bicycle trips to the campground, the proposed sidewalk and shoulder widening improvements will be welcome additions to Thane Road. As the project continues to be designed and developed these improvements should be retained.

Given the duration between ADOT projects in this area, please consider augmenting the proposed improvements to extend the sidewalk to the campground (station 19+10) and to better accommodate bicycle traffic, particularly in the northbound or in-bound travel lane.

Please feel free to contact me for additional information or discussion.

Sincerely,

Heather Marlow

Heather Marlow
Lands and Resources Manager

cc: Dale Pernula, CBJ Community Development Director
Scott Ciambor, CBJ Affordable Housing Coordinator &
Co-Chair of the Juneau Homeless Coalition

STATE OF ALASKA

SEAN PARNELL , GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SOUTHEAST REGION DESIGN & ENGINEERING SERVICES
DESIGN SECTION

6860 GLACIER HIGHWAY
PO Box 112506
JUNEAU, AK 99811-2506

PHONE: (907) 465-1796
TTY/TDD: (907) 465-4647
FAX: (907) 465-4414

May 25, 2012

Mr. Greg Chaney, Interim Director
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

RE: Federal Project No. HHE-0963(3) - State Project No. 69331
JNU: Thane Road Curve at Sheep Creek Safety Improvement

Dear Mr. Chaney:

We are submitting the enclosed plans for your review and comment. In addition to a general review, please specifically review for compliance in accordance with AS 35.30.020.

Under AS 35.30.020, the Department must comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners. If you believe that the Department's construction of this project would result in a violation of planning, zoning, or other regulations generally applicable to landowners, please identify the portions of the project that would be in violation, and the specific planning, zoning, or other regulations that you believe would be violated.

If we have not received comments regarding the project's compliance with planning and zoning ordinances within 90 days after submittal of these plans, the Department will proceed with the project as planned. If you have any questions, I can be reached by phone at: (907) 465-1796, or by e-mail at: keith.karpstein@alaska.gov.

Sincerely,

Keith Karpstein, P.E.
DOT&PF Project Manager

Enc: Preliminary Project Plans

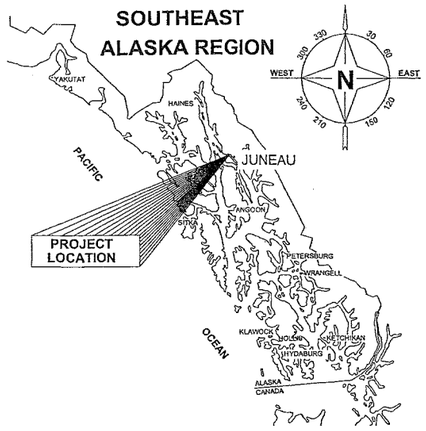
ATTACHMENT D

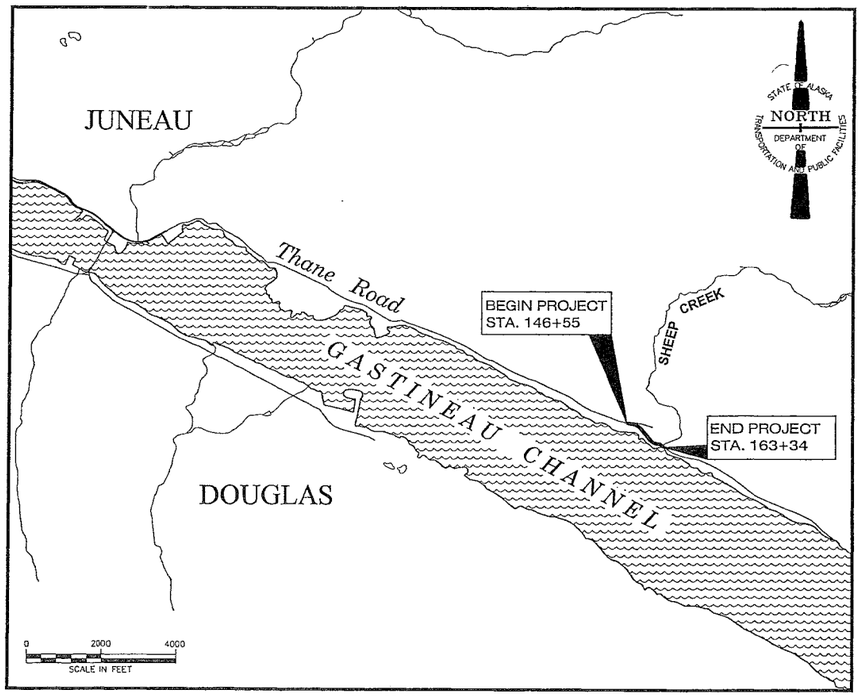
State of Alaska

Department of Transportation and Public Facilities Southeast Region

JUNEAU: THANE ROAD CURVE AT SHEEP CREEK SAFETY IMPROVEMENT

PROJECT No. HHE-0963(3)~69331





VICINITY MAP

DESIGN DESIGNATION

A.D.T. 2009	=	1950
A.D.T. 2033	=	2200
D.H.V. (11.5%) 2033	=	260
% T	=	11.5%
V	=	35 M.P.H.
E.A.L.	=	450,000
DESIGN V	=	45 M.P.H.
85TH PERCENTILE SPEED	=	47 M.P.H.

PROJECT SUMMARY

LENGTH OF PROJECT	=	1679 FT
LENGTH OF RESURFACING	=	0.31 MILES
WIDTH OF RESURFACING	=	22-32 FT

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	D-22.01	G-04.07W	M-20.12	S-30.03
C-04.12	D-23.01	G-10.01	M-23.12	T-6.00
C-05.10	D-26.02	G-13.00	S-00.10	T-20.02
D-01.02	E-13.00	G-20.10	S-01.00	T-21.02
D-04.21	G-00.01	G-30.00	S-05.01	
D-07.00	G-04.06S	I-20.13	S-20.10	
		I-81.00		

INDEX

SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	SURVEY CONTROL PLAN
B1-B3	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1	SUMMARIES
F1-F4	PLAN & PROFILE
G1	DRIVEWAY PLAN & PROFILE
J1-J3	DETAILS
S1	TRAFFIC CONTROL

ROUTE: 296011 | MILEPOINT: 3.80 - 4.11

PATH: Q:\JNU\69331\PLANSET\69331_A1_TITLE.DWG TAB:A1

Wednesday, December 08, 2010 9:59:08 AM

PLOT: PSPACE OR MSPACE: 1=1(F)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49TH
Keith D. Karpstein
CE-12904
REGISTERED PROFESSIONAL ENGINEER

APPROVED:

REGIONAL PRE-CONSTRUCTION ENGINEER — DATE
CHUCK CORREA, P.E.

APPROVED:

DIRECTOR, SOUTHEAST REGION — DATE
ALBERT H. CLOUGH, CPG

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:

CONSTRUCTION PROJECT MANAGER — DATE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	HHE-0963(3)~69331	2012	A1	X

ESTIMATE OF QUANTITIES

ITEM NO	ITEM DESCRIPTION	PAY UNIT	QUANTITY
201 (3A)	CLEARING AND GRUBBING	ACRE	1
202 (4)	REMOVAL OF CULVERT PIPE	LINEAR FOOT	408
203 (2)	ROCK EXCAVATION	CUBIC YARD	1,260
203 (3)	UNCLASSIFIED EXCAVATION	CUBIC YARD	3,060
203 (6)	BORROW	TON	8,480
301(1)	AGGREAGATE BASE COURSE, GRADING D-1	TON	3,740
308(1)	CRUSHED ASPHALT BASE COURSE	SQUARE YARD	5,840
308(2)	CSS-1 ASPHALT FOR BASE COURSE	TON	60
308(3)	PORTLAND CEMENT	TON	20
308(4)	AGGREGATE FOR CRUSHED ASPHALT BASE COURSE	TON	292
401 (1)	ASPHALT CONCRETE, TYPE II, CLASS B	TON	880
401 (2)	ASPHALT CEMENT, GRADE PG 58-28	TON	53
401 (3)	ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
401 (10)	ASPHALT MATERIAL PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
408 (1)	ASPHALT COLD PLANING	SQUARE YARD	4,000
530(1)	GRAVITY BLOCK WALL	SQUARE FOOT	2,588
603 (21)-18	18 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	21
603 (21)-24	24 INCH CORRUGATED POLYETHYLENE PIPE	LINEAR FOOT	451
606 (1)	W-BEAM GUARDRAIL	LINEAR FOOT	116
606 (6)	REMOVING AND DISPOSING OF GUARDRAIL	LINEAR FOOT	501
606 (12)	GUARDRAIL/BRIDGE RAIL CONNECTION	EACH	2
606 (13)	DOWNSTREAM END ANCHOR (DEA)	EACH	1
606 (14)	PARELLEL GUARDRAIL TERMINAL	EACH	2
611 (1)	RIPRAP CLASS II	CUBIC YARD	1
615 (1)	STANDARD SIGN	SQUARE FOOT	23
618 (1)	SEEDING	ACRE	1
633 (2)	SEDIMENT BARRIER	LINEAR FOOT	1,650
639 (3)	DRIVEWAY	EACH	5
640 (1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641 (1)	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
641 (2)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
641 (4)	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL AMENDMENTS	CONTINGENT SUM	ALL REQUIRED
642 (1)	CONSTRUCTION SURVEYING	LUMP SUM	ALL REQUIRED
642 (4)	SET PRIMARY MONUMENT	EACH	3
642 (10)	MONUMENT CASE	EACH	3
643 (2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643 (3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED
643 (15)	FLAGGING	CONTINGENT SUM	ALL REQUIRED
643 (25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED
651(1)	EAGLE MONITORING	HOUR	50
670 (1)	PAINTED TRAFFICE MARKINGS	LUMP SUM	ALL REQUIRED
670 (8)	RECESSED PAVEMENT MARKER	EACH	21

BASIS OF ESTIMATE

ITEM NO.	ITEM	ESTIMATING FACTOR
203(6)	BORROW	1.85 TON/C.Y.
301(1)	AGGREGATE BASE COURSE, GRADING D-1	1.95 TON/C.Y.
308(2)	CSS-1 ASPHALT FOR BASE COURSE	2.5 GAL/S.Y.; 243 GAL/TON
308(3)	PORTLAND CEMENT	6.8 LBS/S.Y.
308(4)	AGGREGATE FOR CABC	2 TON/100 S.Y. CABC
401(1)	ASPHALT CONCRETE, TYPE II; CLASS B	117 LBS./S.Y./IN.
401(2)	ASPHALT CEMENT, GRADE PG-64-28	6.0% OF ITEM 401(1)

GENERAL NOTES:

1. THE INFORMATION CONTAINED IN THESE PLANS HAS BEEN DEVELOPED FROM A COMBINATION OF FIELD SURVEY, AS-BUILTS, AND FIELD INVESTIGATION. THEY HAVE BEEN MADE AS COMPLETE AND ACCURATE AS POSSIBLE.
2. EXISTING FEATURES AND UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA · 49th · Keith B. Karpstein · CE-12904 · REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK

DRAWN BY: R. GRANTHAM

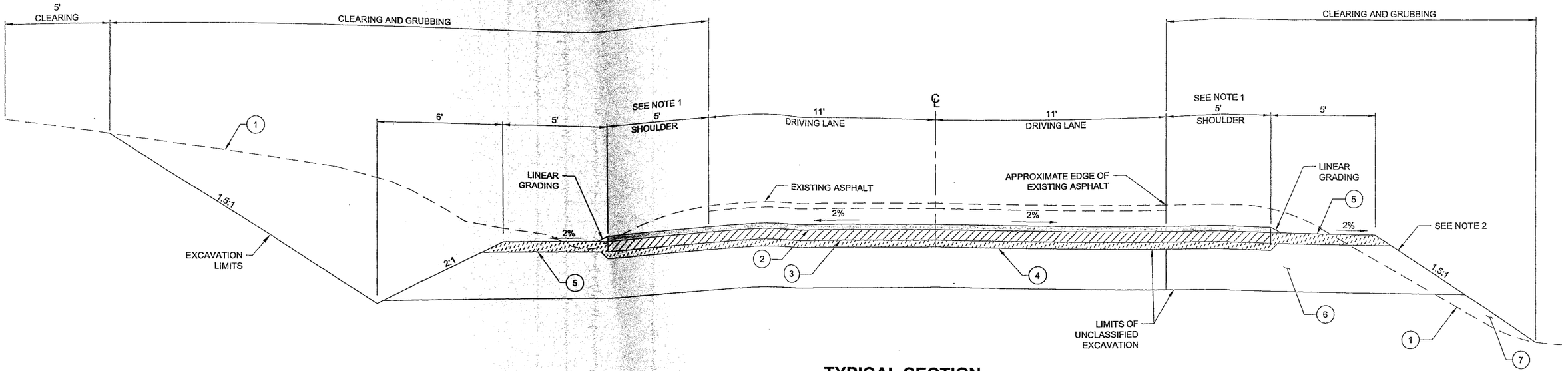
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK SAFETY
IMPROVEMENT
PROJECT #69331

ESTIMATE OF QUANTITIES

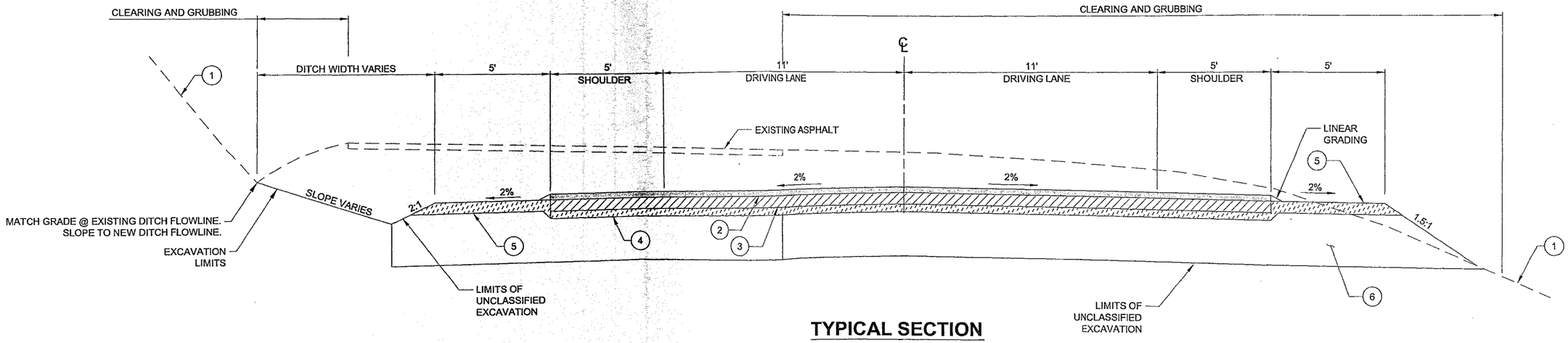
PATH: Q:\JNU\69331\PLANSET\69331_C1_ESTIMATE.DWG
TAB: C1 Wednesday, May 16, 2012 4:13:00 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			HHE-0963(3)~69331	2012	C1	XX



TYPICAL SECTION

BOP TO STA. 148+11



TYPICAL SECTION

STA. 150+20 TO STA. 152+60

LEGEND

1. EXISTING GROUND - VARIES
2. 2 1/2" ASPHALT CONCRETE, TYPE II, TYPE B
3. 6" CRUSHED ASPHALT BASE COURSE
4. 4" AGGREGATE BASE COURSE, GRADING D-1 OR RAM
5. 6" AGGREGATE BASE COURSE, GRADING D-1
6. 24" SELECT MATERIAL, TYPE A
7. SELECT MATERIAL, TYPE C

NOTES:

1. AT STA. 147+00 BEGIN A 100 FT. TRANSITION FROM A 1 FT. SHOULDER TO A 5 FT. PAVED SHOULDER AND 5 FT. UNPAVED SHOULDER.
2. CUT FROM STA. 148+77 RT. TO STA. 150+20 RT.
3. PLACE AND COMPACT 10" AGGREGATE OR RAM BELOW PAVING LIMITS AND SHOULDERS IN ORDER TO CONSTRUCT 6" CABC PRIOR TO MIXING WITH OIL AND CEMENT.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
Keith D. Karpstein
CE-12904
49th
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK
DRAWN BY: R. GRANTHAM

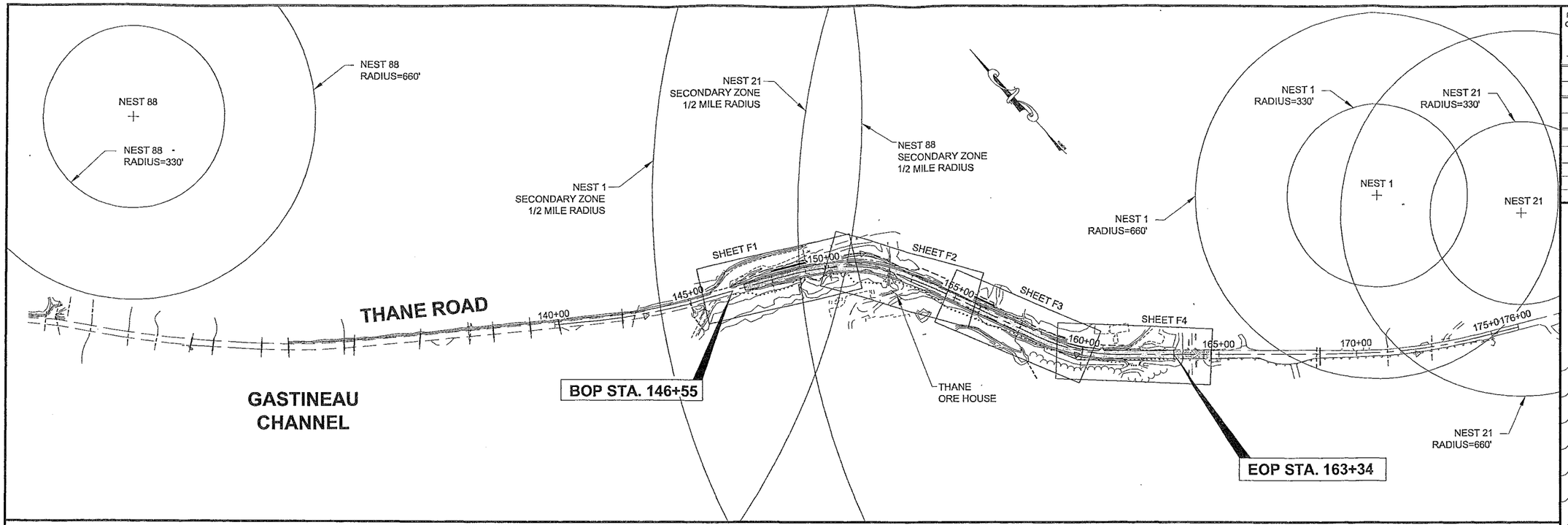
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

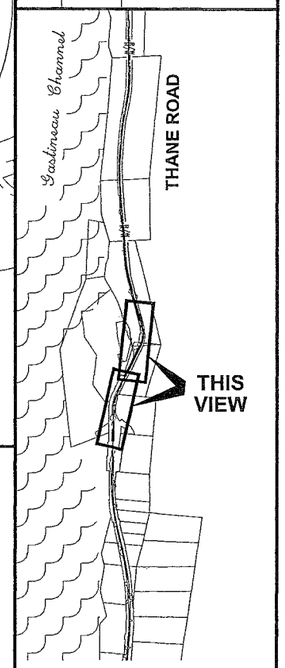
JNU-THANE ROAD
CURVE AT SHEEP CREEK SAFETY IMPROVEMENT
PROJECT #69331

TYPICAL SECTIONS

PATH: Q:\JNU\69331\PLANSET\69331_B1-B3_TYP.DWG
TAB: B1 Wednesday, May 16, 2012 3:51:30 PM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			HHE-0963(3)~69331	2012	B1	XX





PLAN LEGEND

ALIGNMENT TABLE

POINT DATA				TANGENT DATA		CURVE DATA				
DESC	STATION	NORTHING	EASTING	BEARING	DISTANCE	NORTHING CENTER	EASTING CENTER	RADIUS	LENGTH	Δ
PT	140+00.000			S 52° 44' 44.0912" E	152.216					
PC	141+52.216	487979.931	212957.425			489532.044	214137.868	1950	357.744	10° 30' 41.0718"
PT	145+09.960			S 63° 15' 25.1630" E	367.488					
PC	148+77.448	487625.262	213588.567			486990.315	213268.625	711	507.856	40° 55' 31.7091"
PT	153+85.304			S 22° 19' 53.4540" E	441.74					
PC	158+27.045	486851.86	214094.146			487122.015	214751.822	711	310.101	24° 59' 21.9969"
PT	161+37.146			S 47° 19' 15.4508" E	827.634					
PC	169+64.780	486038.269	214878.287			487569.613	216290.333	2083	518.8	14° 16' 13.1437"
PT	174+83.580			S 61° 35' 28.5946" E	116.71					

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
Q:\JNU\69331\PLANSET\69331_A2_PROJ-LEGEND.DWG

GRANTHAM, RICK L (DOT)
TAB: A2 Wednesday, May 16, 2012 3:48:12 PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

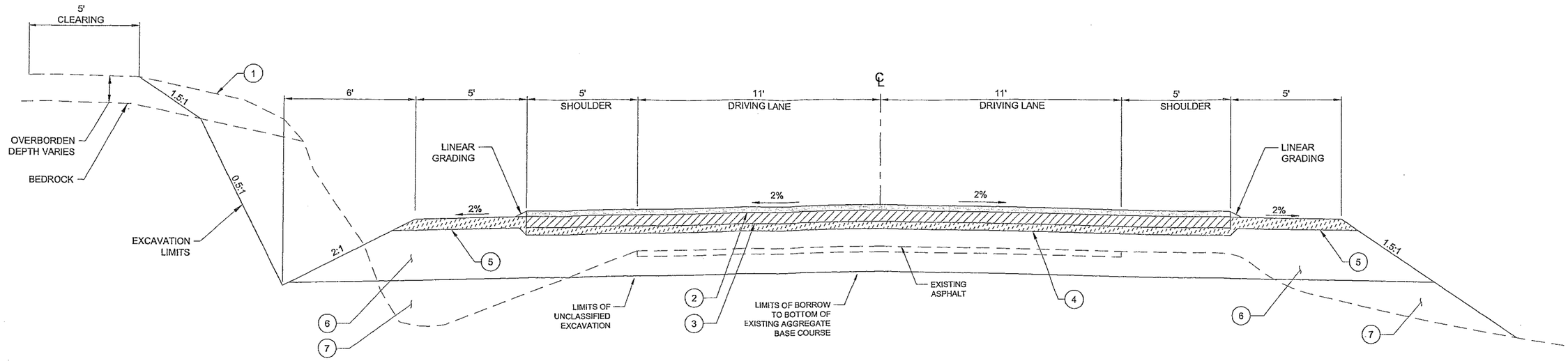
JNU-THANE ROAD
CURVE AT SHEEP CREEK
SAFETY IMPROVEMENT
PROJECT #69331

SURVEY CONTROL PLAN

PROJECT DESIGNATION
HHE-0963(3)~69331

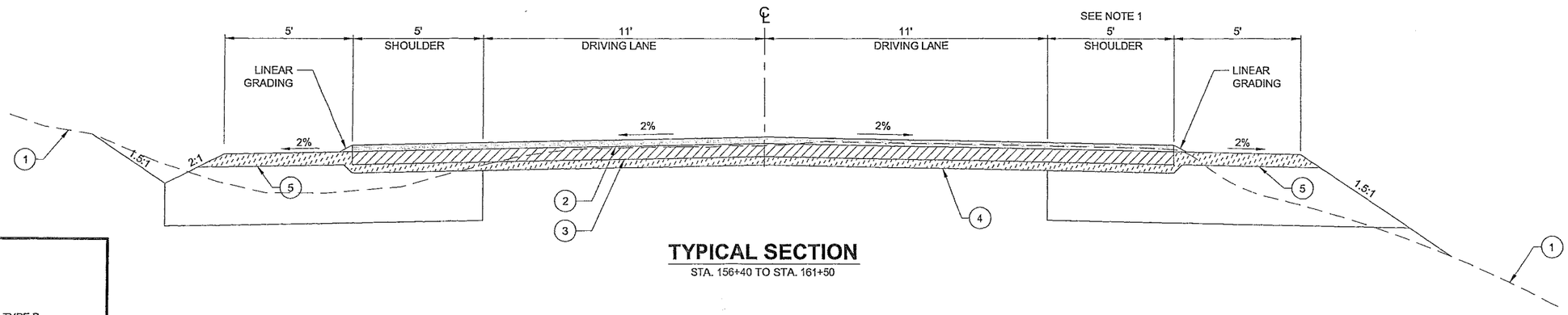
STATE	YEAR
ALASKA	2012

SHEET NUMBER	TOTAL SHEETS
A2	XX



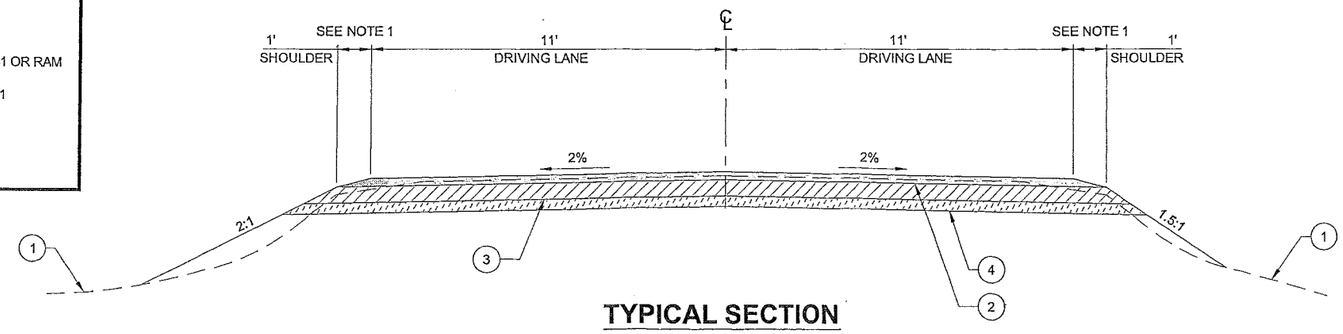
TYPICAL SECTION

STA. 153+26 TO STA. 155+52



TYPICAL SECTION

STA. 156+40 TO STA. 161+50



TYPICAL SECTION

STA. 161+50 TO EOP

LEGEND

1. EXISTING GROUND - VARIES
2. 2 1/2" ASPHALT CONCRETE, TYPE II, TYPE B
3. 6" CRUSHED ASPHALT BASE COURSE
4. 4" AGGREGATE BASE COURSE, GRADING D-1 OR RAM
5. 6" AGGREGATE BASE COURSE, GRADING D-1
6. 24" SELECT MATERIAL, TYPE A
7. SELECT MATERIAL, TYPE C

NOTES:

1. FROM STA. 161+50 TO EOP MATCH EXISTING DRIVING LANE & SHOULDER WIDTH.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK SAFETY IMPROVEMENT
PROJECT #69331

TYPICAL SECTIONS

PATH: Q:\JNU\69331\PLANSET\69331_B1-B3_TYP.DWG
TAB: B2 Wednesday, May 16, 2012 3:52:30 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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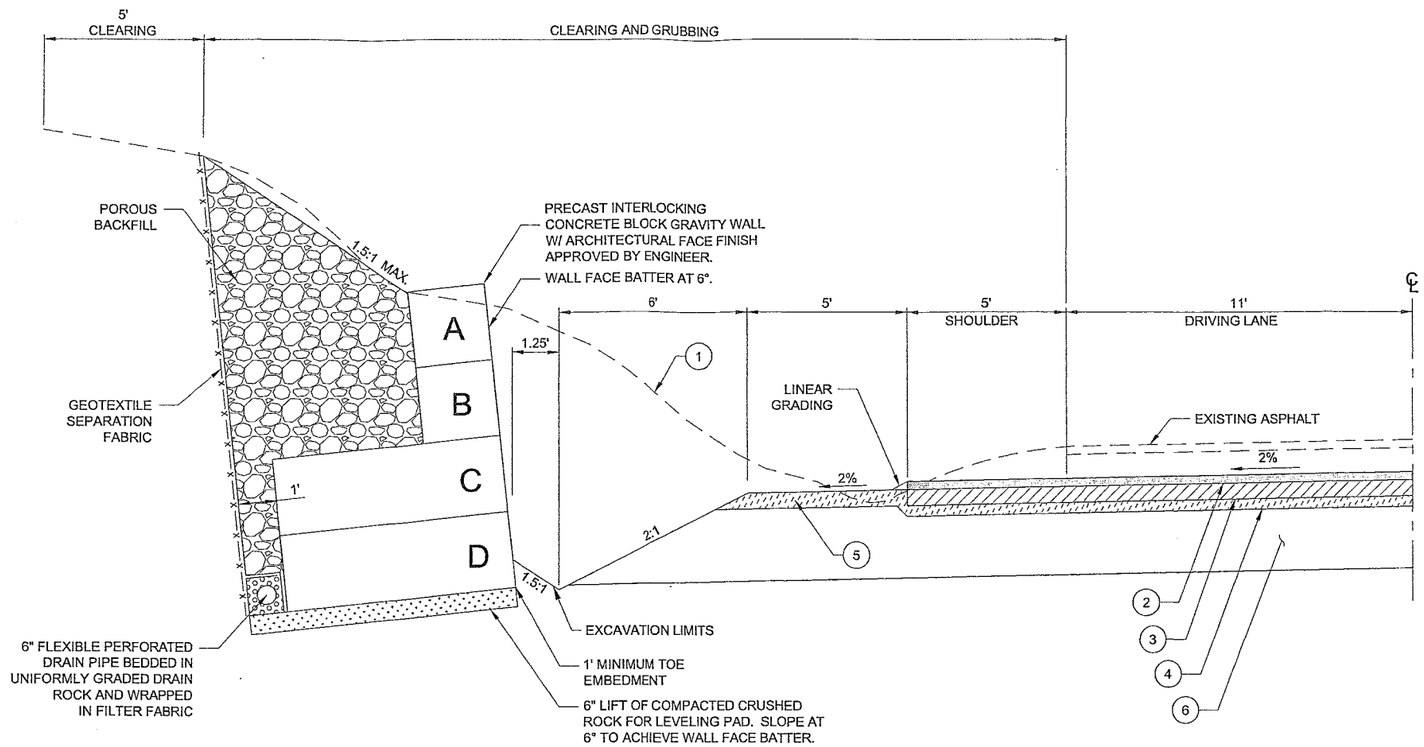


TYPICAL SECTION: GRAVITY BLOCK WALL

STA. 148+11 TO STA. 149+33.82
STA. 149+43 TO STA. 150+20
STA. 155+50 TO STA. 156+40

NOTE: PROVIDE THE FOLLOWING WALL CONFIGURATION BASED ON WALL HEIGHT.
<2' : A
2' TO 4' : A & B
4' TO 6' : A, B & C
6' TO 8' : A, B, C & D

LEGEND

1. EXISTING GROUND - VARIES
2. 2 1/2" ASPHALT CONCRETE, TYPE II, TYPE B
3. 6" CRUSHED ASPHALT BASE COURSE
4. 4" AGGREGATE BASE COURSE, GRADING D-1 OR RAM
5. 6" AGGREGATE BASE COURSE, GRADING D-1
6. 24" SELECT MATERIAL, TYPE A
7. SELECT MATERIAL, TYPE C

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK SAFETY
IMPROVEMENT
PROJECT #69331

TYPICAL SECTIONS

STATE OF ALASKA 49th
Keith D. Karpstein CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK
DRAWN BY: R. GRANTHAM

PATH: Q:\JNU\69331\PLANSET\69331_B1-B3_TYP.DWG
TAB: B3 Wednesday, May 16, 2012 4:06:32 PM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			HHE-0963(3)~69331	2012	B3	XX

202(4) CULVERT REMOVAL

STATION	TYPE	DIAMTER (in)	LENGTH (ft)	REMARKS
148+05	CSP	24	44	cross culvert
149+29	CSP	24	46	cross culvert
150+13	CSP	24	41	cross culvert
152+39	CSP	24	53	cross culvert
153+27.50	CSP	24	46	cross culvert - do not replace
155+98	CSP	24	45	cross culvert
157+57	CSP	24	69	cross culvert
159+98	CSP	24	64	cross culvert
		Total =	408	

503(1) GRAVITY BLOCK WALL

BEGIN STATION	END STATION	OFFSET (ft)	AREA (ft2)	REMARKS
148+11	149+33.80	28.25 LT	1110	
149+43	150+20	28.25 LT	503	
155+50	156+35	28.25 LT	975	
		Total =	2588	

603 PIPE SUMMARY

PIPE NUMBER	603(21)-18 18" CPP	603(21)-24 24" CPP	INLET STATION	INLET OFFSET	INLET INV.	OUTLET STATION	OUTLET OFFSET	OUTLET INV.	SLOPE	REMARKS
P-1		60	148+06.96	27.00 LT	60.55	148+02.15	32.87 RT	58.27	3.80%	Cross Culvert
P-2		63	149+38.39	26.91 LT	60.42	149+16.81	31.85 RT	58.42	3.19%	Cross Culvert
P-3		58	150+09.70	27.06 LT	58.89	150+17.16	30.69 RT	56.61	3.91%	Cross Culvert
P-4		59	152+35.85	27.43 LT	49.24	152+44.65	30.46 RT	47.13	3.61%	Cross Culvert
P-5		58	155+96.03	27.41 LT	31.59	156+00.79	30.70 RT	29.36	3.82%	Cross Culvert
P-6		72	157+56.76	33.01 LT	24.38	157+58.27	38.57 RT	21.99	3.34%	Cross Culvert
P-7		81	159+96.05	29.57 LT	23.05	160+01.15	51.24 RT	21.53	1.87%	Cross Culvert
P-8	21		160+80.74	27.20 LT	25.97	160+58.51	28.02	25.34	2.96%	Driveway Culvert
TOTAL	21	451								

606(1) W-BEAM GUARDRAIL

STATION TO STATION		OFFSET	RUN	REMARKS
162+08	163+13	RT	116	
		TOTAL =	116	

606(6) REMOVING AND DISPOSING OF GUARDRAIL

STATION TO STATION		OFFSET	RUN	REMARKS
158+68	161+63	RT	306	
162+08	163+34	RT	136	
162+81	163+34	LT	59	
		TOTAL =	501	

606(12) GUARDRAIL/BRIDGE RAIL CONNECTION

STATION	OFFSET	ET-PLUS	REMARKS
163+34	RT	1	
163+34	LT	1	
	TOTAL =	2	

606(13) DOWNSTREAM END ANCHOR (DEA)

STATION	OFFSET	DEA	REMARKS
162+07	RT	1	
	TOTAL =	1	

606(13) PARALLEL GUARDRAIL TERMINAL

STATION	OFFSET	ET-PLUS	REMARKS
162+75	LT	1	
	TOTAL =	1	

639(3) DRIVEWAY

STATION	OFFSET	WIDTH (ft)	LENGTH (ft)	RADIUS RT	RADIUS LT	REMARKS
153+38	RT	5	96	5	5	
158+21	LT	5	27	5	5	
160+69	LT	5	15	5	5	
161+86	RT	5	63	5	5	
161+86	LT	5	48	5	5	

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

DESIGNED BY: C. IVANISZEK

DRAWN BY: R. GRANTHAM

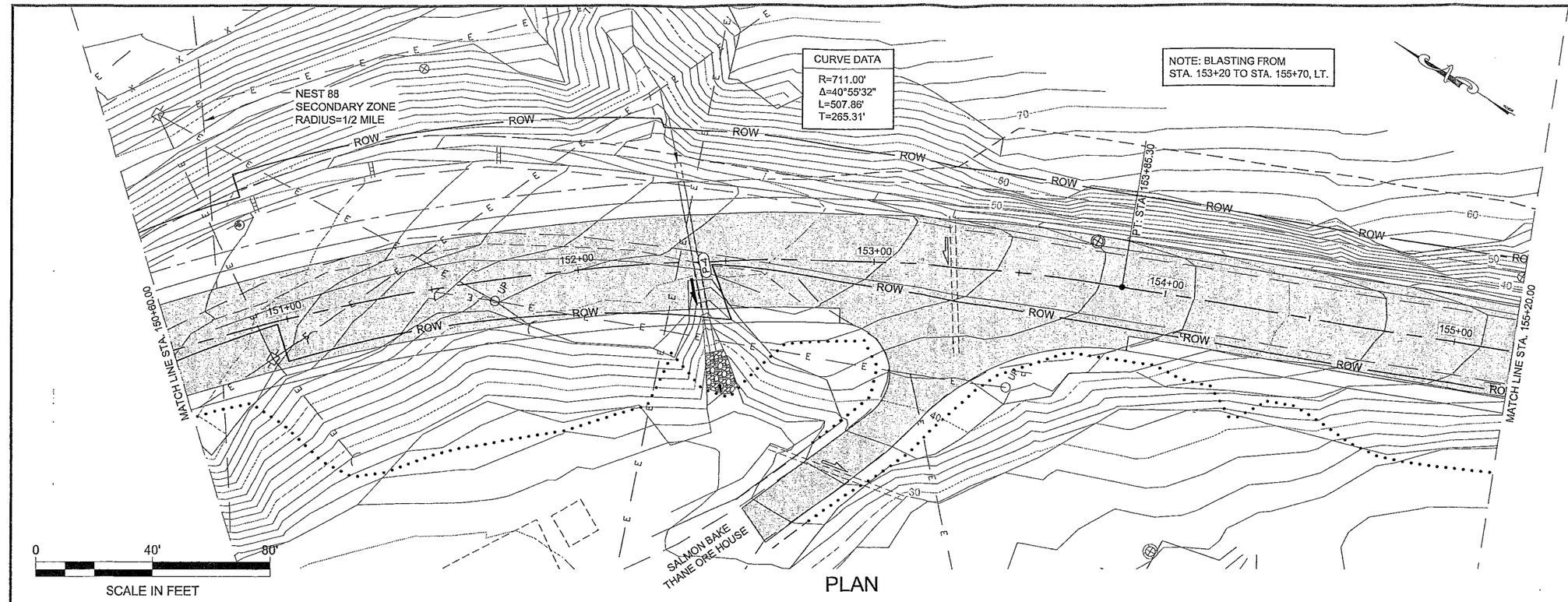
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK SAFETY
IMPROVEMENT
PROJECT #69331

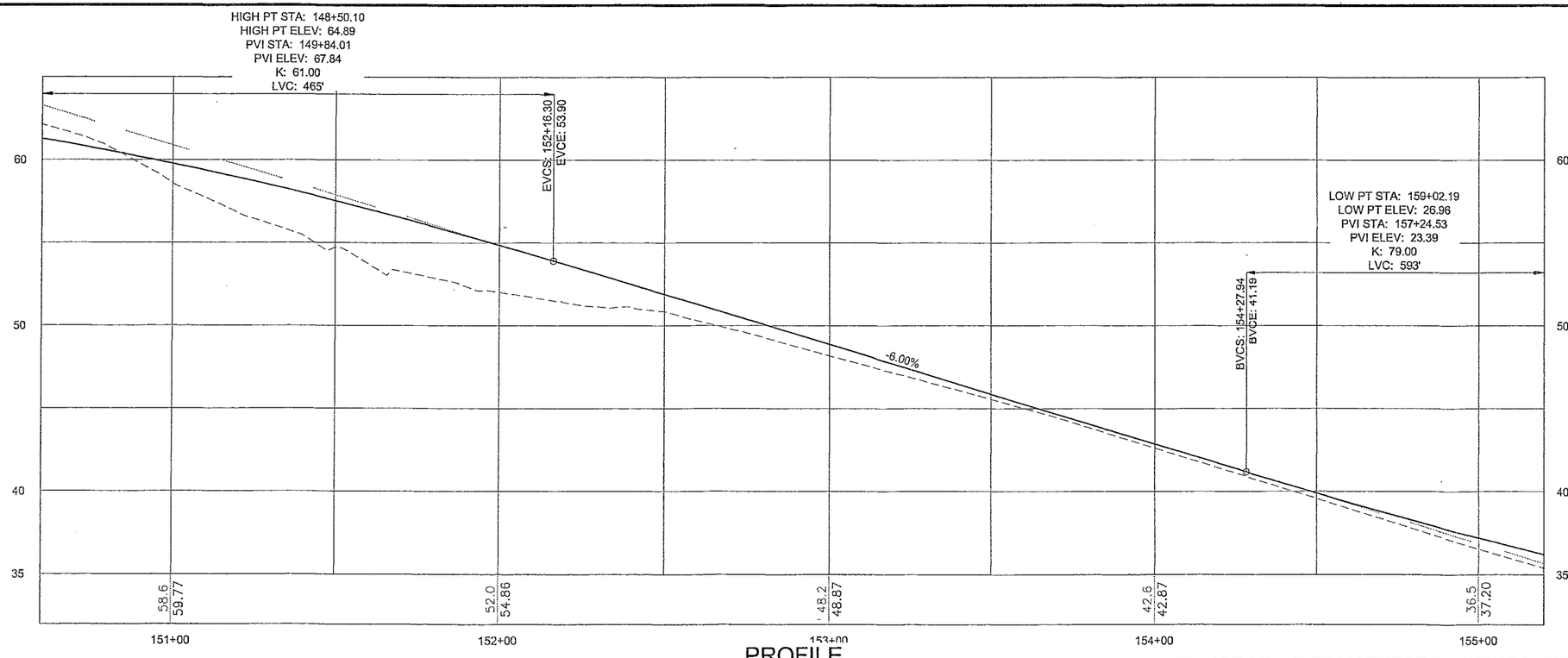
SUMMARIES

PATH: Q:\JNU\69331\PLANSET\69331_D1_SUMS.DWG
TAB: D1 Wednesday, May 16, 2012 4:16:58 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			HHE-0963(3)~69331	2012	D1	XX

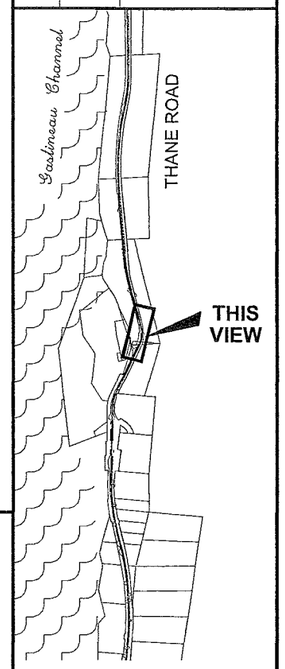


PLAN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH: Q:\JNU\69331\PLANSET\69331_F1-F4 P&P.DWG

GRANTHAM, RICK L (DOT)
TAB: F2 Thursday, May 17, 2012 11:40:58 AM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Korpstein
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK

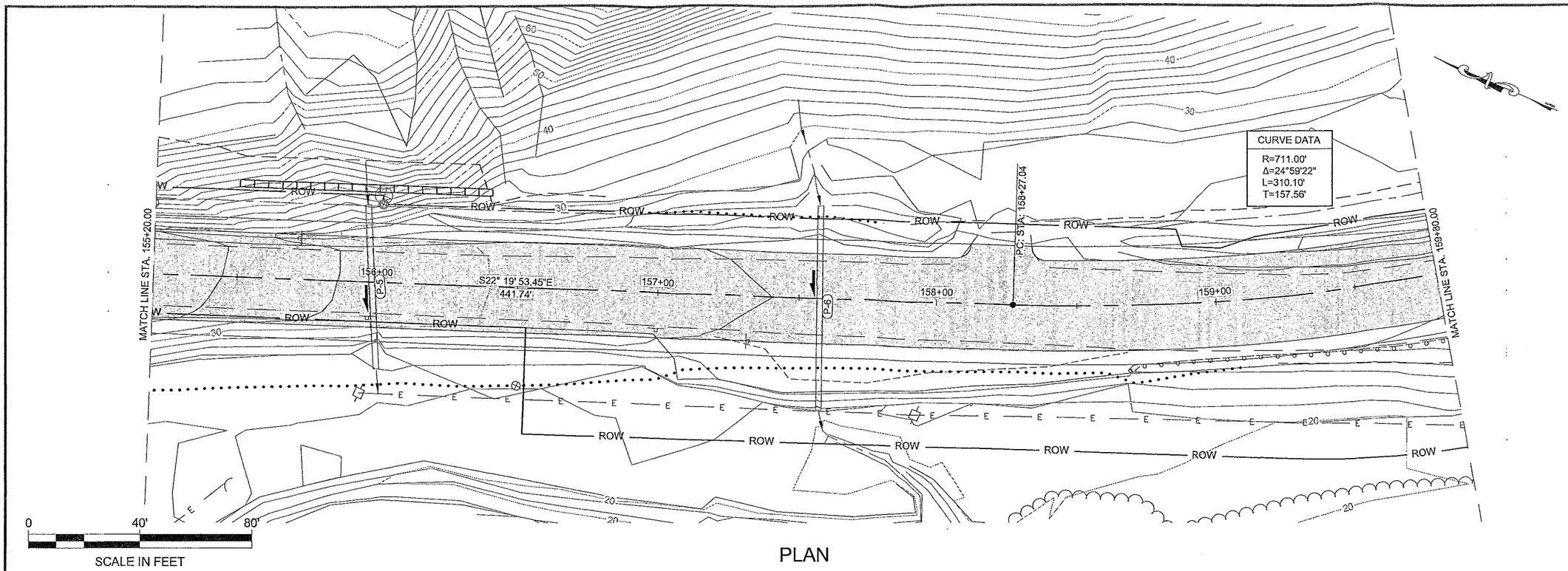
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK
SAFETY IMPROVEMENT
PROJECT #69331

PLAN & PROFILE

PROJECT DESIGNATION	
HHE-0963(3)~69331	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
F2	XX

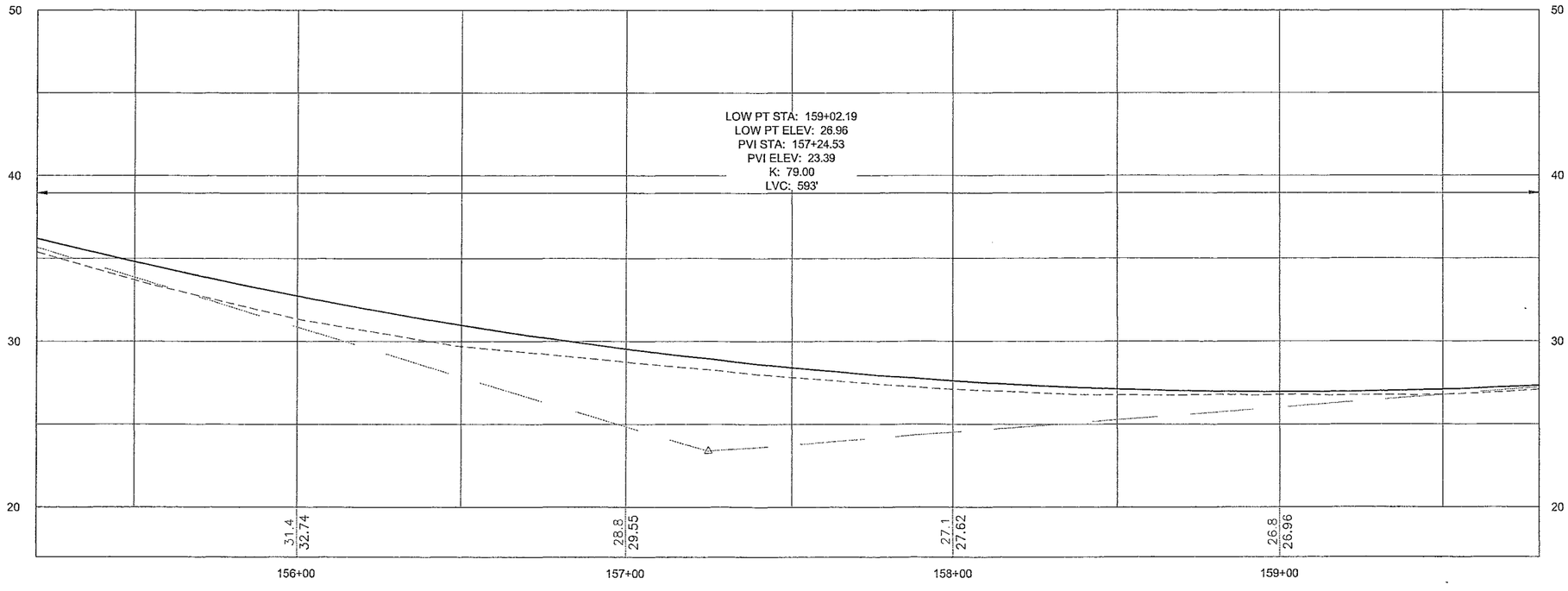


CURVE DATA
R=711.00'
Δ=24°59'22"
L=310.10'
T=157.56'

0 40' 80'

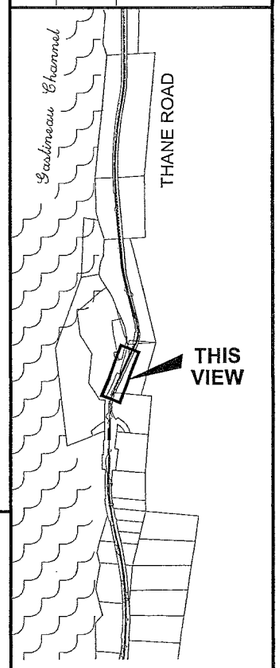
SCALE IN FEET

PLAN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN LEGEND

PATH:Q:\JNU\69331\PLANSET\69331_F1-F4 P&P.DWG

GRANTHAM, RICK L (DOT)
TAB: F3 Thursday, May 17, 2012 11:50:27 AM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK

DRAWN BY: R. GRANTHAM

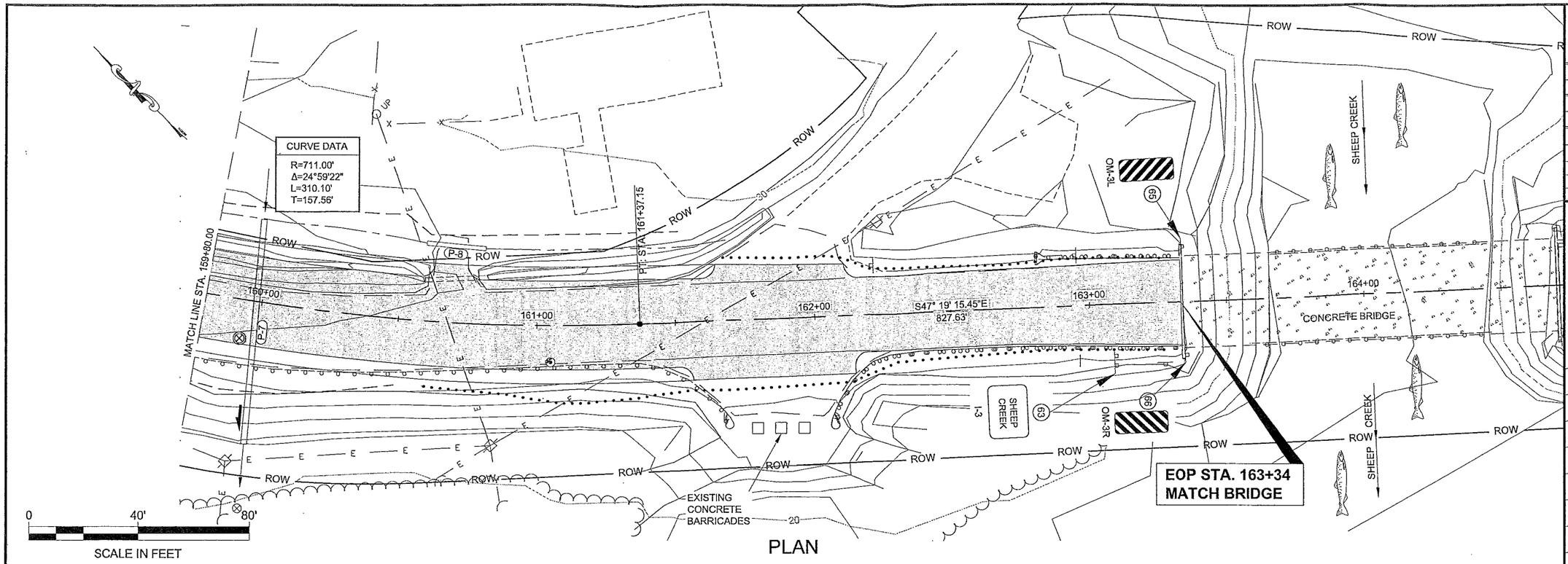
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK
SAFETY IMPROVEMENT
PROJECT #69331

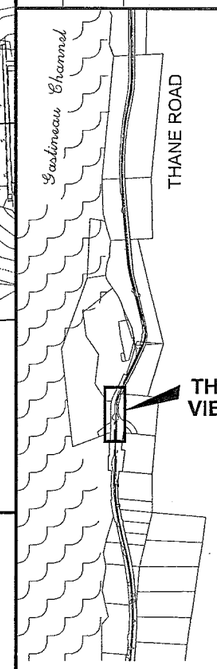
PLAN & PROFILE

PROJECT DESIGNATION
HHE-0963(3)~69331

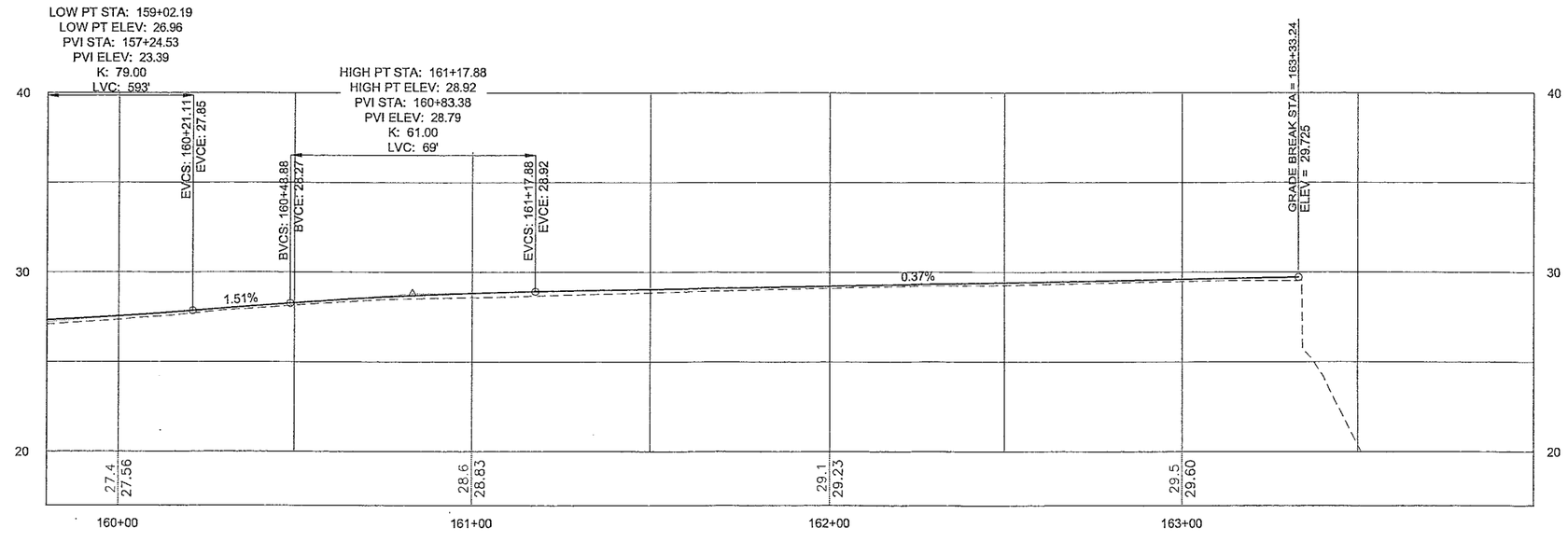
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
F3	XX



PLAN



PLAN LEGEND



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\JNU\69331\PLANSET\69331_F1-F4 P&P.DWG

GRANTHAM, RICK L (DOT)
TAB: F4 Thursday, May 17, 2012 12:01:14 PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

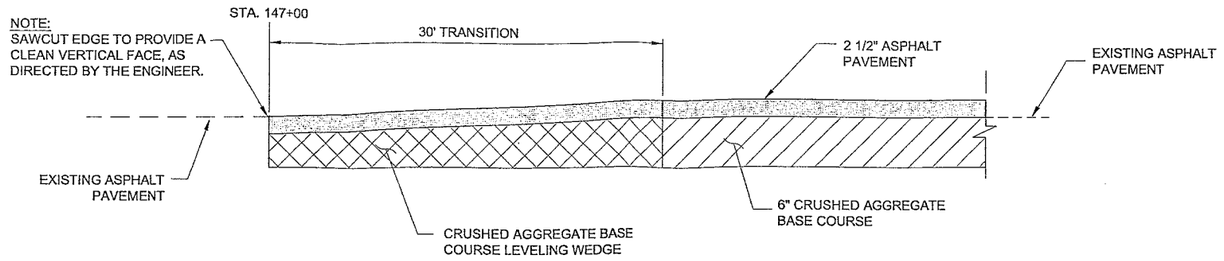
JNU-THANE ROAD
CURVE AT SHEEP CREEK
SAFETY IMPROVEMENT
PROJECT #69331

PLAN & PROFILE

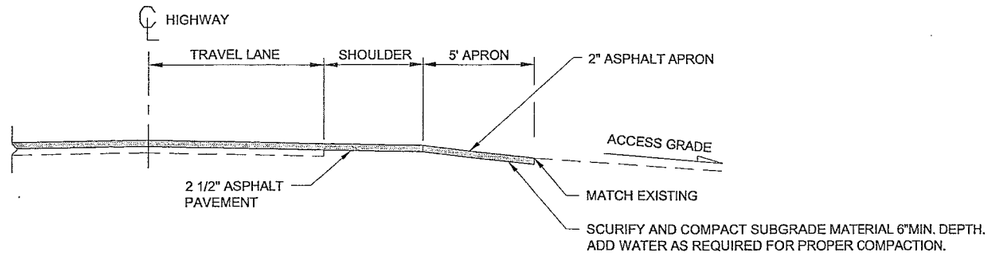
PROJECT DESIGNATION
HHE-0963(3)~69331

STATE	YEAR
ALASKA	2012

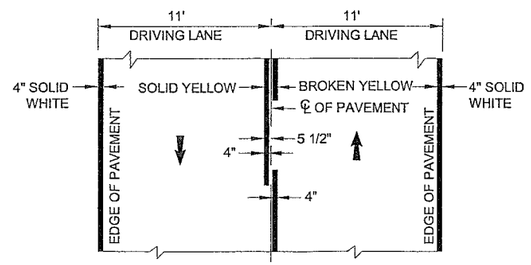
SHEET NUMBER	TOTAL SHEETS
F4	XX



PAVEMENT TRANSITION DETAIL
(WITH CABC)



TYPICAL DRIVEWAY/TURNOUT PROFILE



STRIPING NOTE:
PASSING ZONES SHALL BE LOCATED IN FIELD. THE CONTRACTOR SHALL REFERENCE AND STAKE THE LOCATIONS OF PASSING ZONES PER SPECIAL PROVISION 670.

STRIPING DETAIL

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN
DESIGNED BY: C. IVANISZEK
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
Keith D. Karpstein
CE-12904
49th
REGISTERED PROFESSIONAL ENGINEER

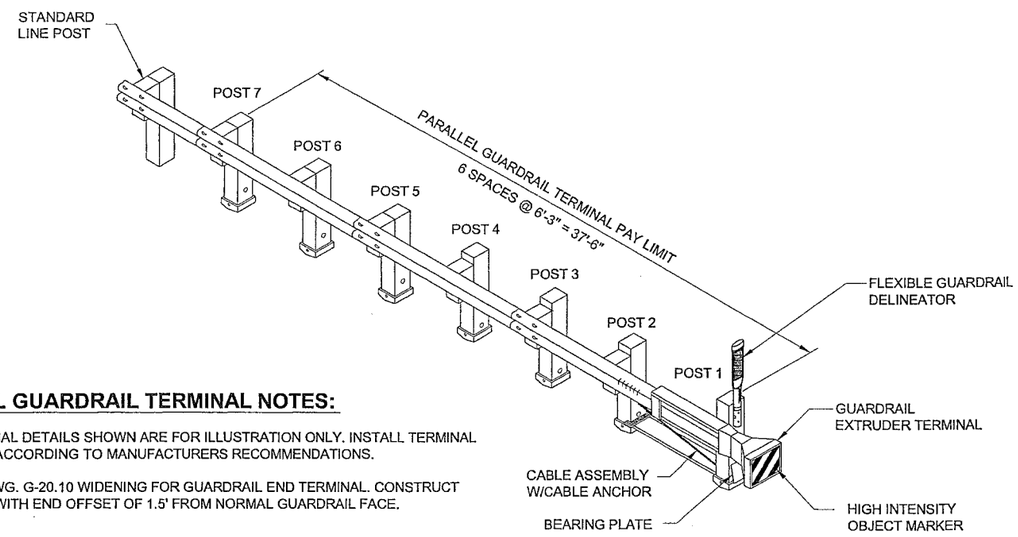
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK SAFETY IMPROVEMENT
PROJECT #69331

MISCELLANEOUS DETAILS

PATH: Q:\JNU\69331\PLANSET\69331_J1-J3_DETAILS.DWG
TAB: J1 Thursday, May 17, 2012 12:44:56 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			HHE-0963(3)~69331	2012	J1	XX

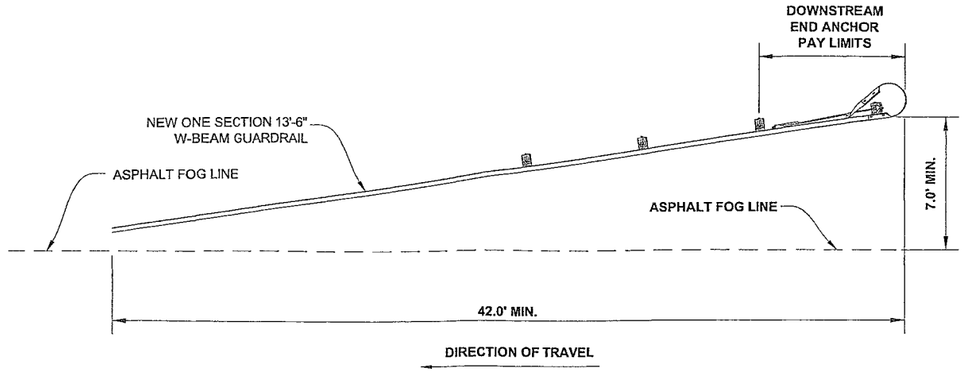


PARALLEL GUARDRAIL TERMINAL NOTES:

1. THE TERMINAL DETAILS SHOWN ARE FOR ILLUSTRATION ONLY. INSTALL TERMINAL SECTIONS ACCORDING TO MANUFACTURERS RECOMMENDATIONS.
2. SEE STD DWG. G-20.10 WIDENING FOR GUARDRAIL END TERMINAL. CONSTRUCT TERMINAL WITH END OFFSET OF 1.5' FROM NORMAL GUARDRAIL FACE.

PARALLEL GUARDRAIL TERMINAL

NTS



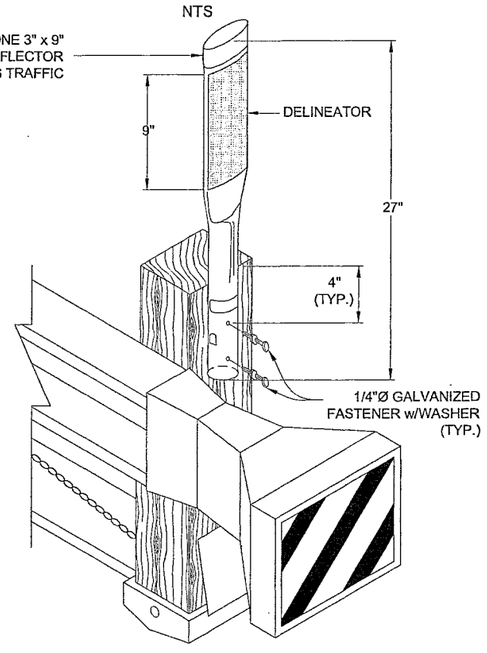
DOWNSTREAM/UPSTREAM END ANCHOR DETAIL

NTS

DOWNSTREAM/UPSTREAM END ANCHOR NOTES:

1. SEE STD. DWG. G-13.00 FOR DETAILS OF CONSTRUCTION.
2. TERMINATE DOWNSTREAM END ANCHORS ON THE UPSTREAM END WITH A MINIMUM OFFSET OF 7' FROM NORMAL FACE OF GUARDRAIL. INCREASE OFFSET AS TERRAIN ALLOWS AND AS DIRECTED BY THE ENGINEER.
3. REPLACE BROKEN CRT POST AND ONE 13'-6" SECTION OF W-BEAM GUARDRAIL AT BOTH ENDS.

NTS



DELINEATOR NOTES:

1. EACH PARALLEL GUARDRAIL TERMINAL END SHALL HAVE ONE DELINEATOR.
2. DELINEATORS SHALL HAVE WHITE REFLECTIVE SHEETING.
3. STEEL POST GUARDRAIL SHALL BE PRE-DRILLED PRIOR TO SECURING DELINEATOR WITH SELF-TAPPING SCREWS.
4. DELINEATOR SHALL BE INCIDENTAL TO ITEM 606(13).

FLEXIBLE GUARDRAIL DELINEATOR

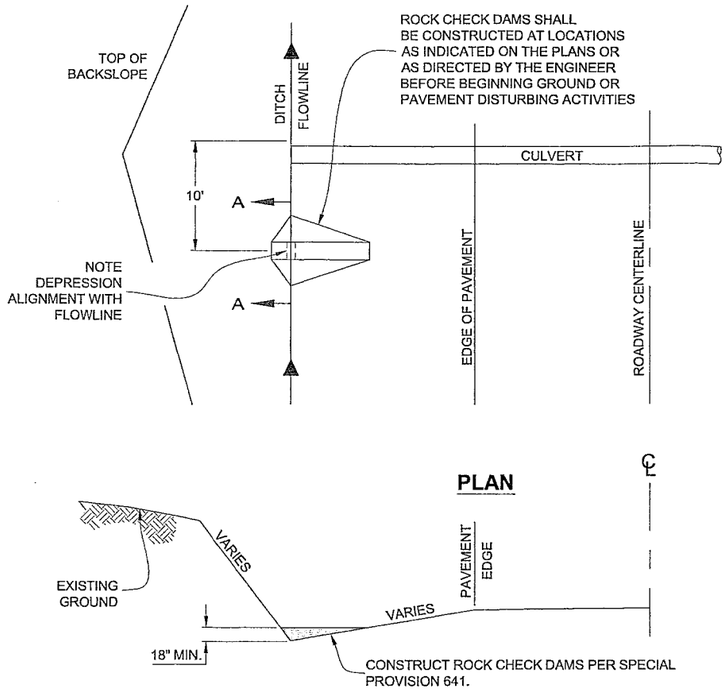
NTS

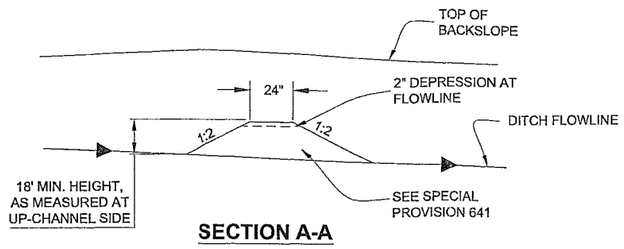
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
STATE OF ALASKA 49th Keith D. Karpstein CE-12904 REGISTERED PROFESSIONAL ENGINEER	JNU-THANE ROAD CURVE AT SHEEP CREEK SAFETY IMPROVEMENT PROJECT #69331
DESIGNED BY: C. IVANISZEK	**GUARDRAIL DETAILS**
DRAWN BY: R. GRANTHAM	

PATH: Q:\JNU\69331\PLANSET\69331_J1-J3_DETAILS.DWG
TAB: J2 Thursday, May 17, 2012 12:46:04 PM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			HHE-0963(3)~69331	2012	J2	XX





ROCK CHECK DAM DETAILS

ROCK CHECK DAM NOTES:

1. INSTALL EROSION AND SEDIMENT CONTROL DEVICES BEFORE BEGINNING GROUND OR PAVEMENT DISTURBING ACTIVITIES.
2. MAINTAIN DEVICES. MONITOR DAILY. EXCAVATE CHECK DAMS WHEN 4" OR MORE SEDIMENT IS PRESENT.
3. IF INSPECTION REVEALS WATER IS DISCHARGING BEYOND THE PROJECT WORK LIMITS, IMMEDIATELY IMPLEMENT CORRECTIVE ACTION. ADDITIONAL CHECK DAMS MAY BE REQUIRED.

EROSION & SEDIMENT CONTROL NOTES:

1. REFER TO APPENDIX B OF THE CONTRACT DOCUMENTS FOR THE ENVIRONMENTAL COMMITMENTS.
2. THE LOCATIONS OF TEMPORARY EROSION & SEDIMENT POLLUTION CONTROLS ARE RECOMMENDATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A SWPPP ACCORDING TO SECTION 641 OF THE SPECS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA · 49th · Keith D. Karpstein · CE-12904 · REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK

DRAWN BY: R. GRANTHAM

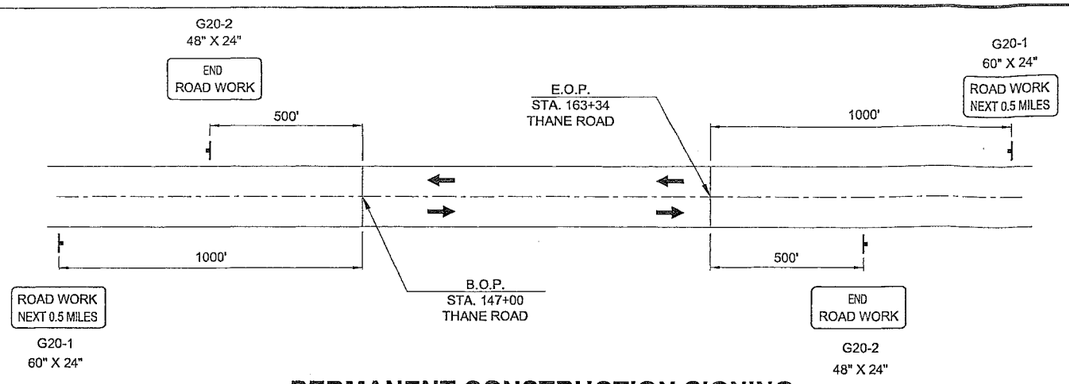
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK SAFETY IMPROVEMENT
PROJECT #69331

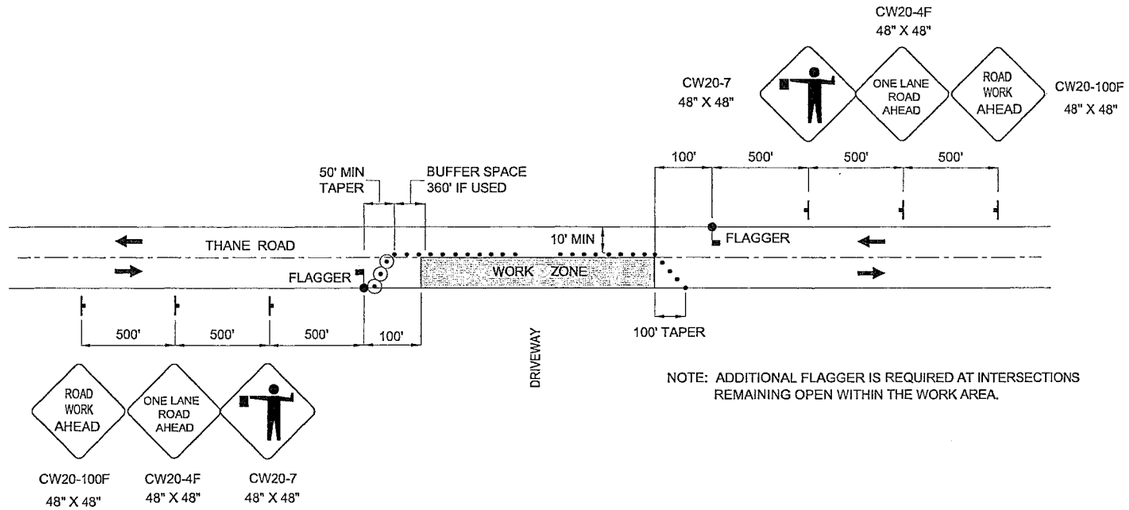
EROSION & POLLUTION CONTROL DETAILS

PATH: Q:\JNU\69331\PLANSET\69331_J1-J3_DETAILS.DWG
TAB: J3 Thursday, May 17, 2012 12:47:54 PM GRANTHAM, RICK L (DOT)

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			HHE-0963(3)~69331	2012	J3	XX

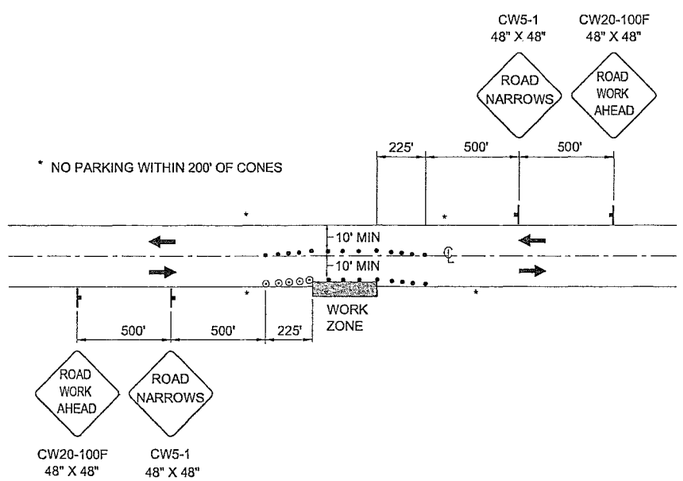


PERMANENT CONSTRUCTION SIGNING

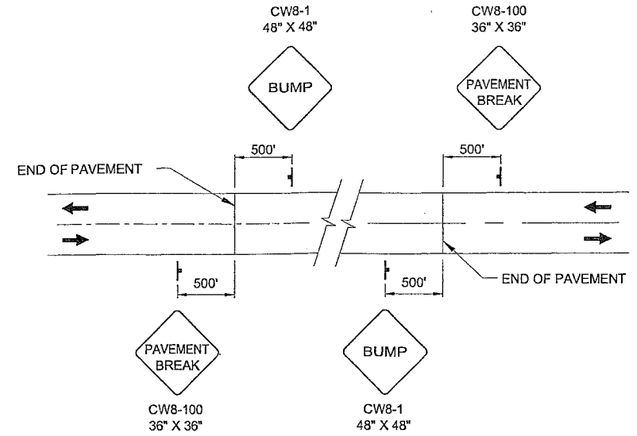


NOTE: ADDITIONAL FLAGGER IS REQUIRED AT INTERSECTIONS REMAINING OPEN WITHIN THE WORK AREA.

TWO LANE ROADWAY-SINGLE LANE CLOSURE



ROADWAY ENCROACHMENT FOR 45 MPH



SIGNING FOR UNPAVED AREA

LEGEND

- SIGN
- CONE
- DRUM
- FLAGGING STATION

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. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES AT THROUGH WORK AREAS.
3. TWO LANES SHALL BE MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
4. DRIVING LANES SHALL BE A MINIMUM WIDTH OF 10'.
5. TRAFFIC DELAYS SHALL NOT EXCEED 5 MINUTES.
6. THE UNEVEN LANES (CW8-11) SIGN SHOULD BE USED DURING OPERATIONS THAT CREATE A DIFFERENCE IN ELEVATION BETWEEN ADJACENT LANES OF 1.5 INCHES OR GREATER.
7. FLAGGER STATIONS NEED TO BE ILLUMINATED AT NIGHT.
8. 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.
9. DRUM OR CONE SPACING SHALL BE MAXIMUM 45' ALONG THE TAPER SECTION AND 90' ALONG TANGENT, USING A MINIMUM OF 11 DEVICES.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: D. EPSTEIN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

STATE OF ALASKA 49th David B. Epstein CE-6866 REGISTERED PROFESSIONAL ENGINEER

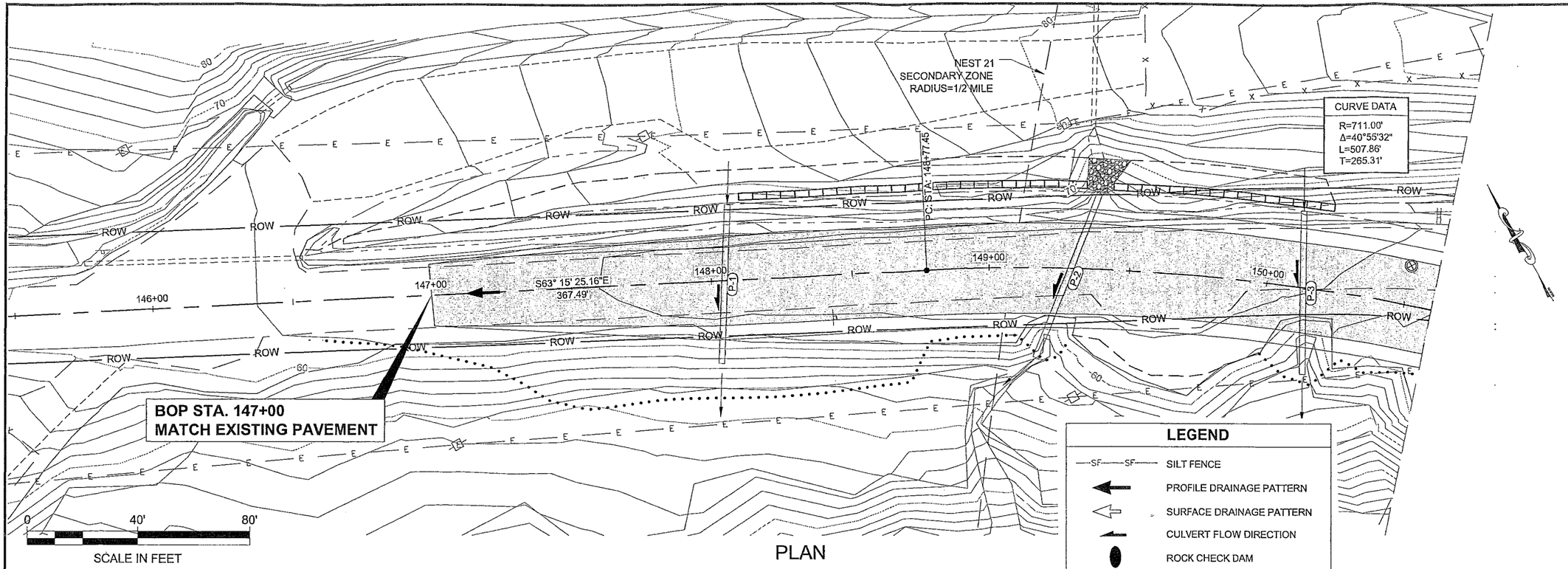
JNU-THANE ROAD
CURVE AT SHEEP CREEK SAFETY
IMPROVEMENT
PROJECT #69331

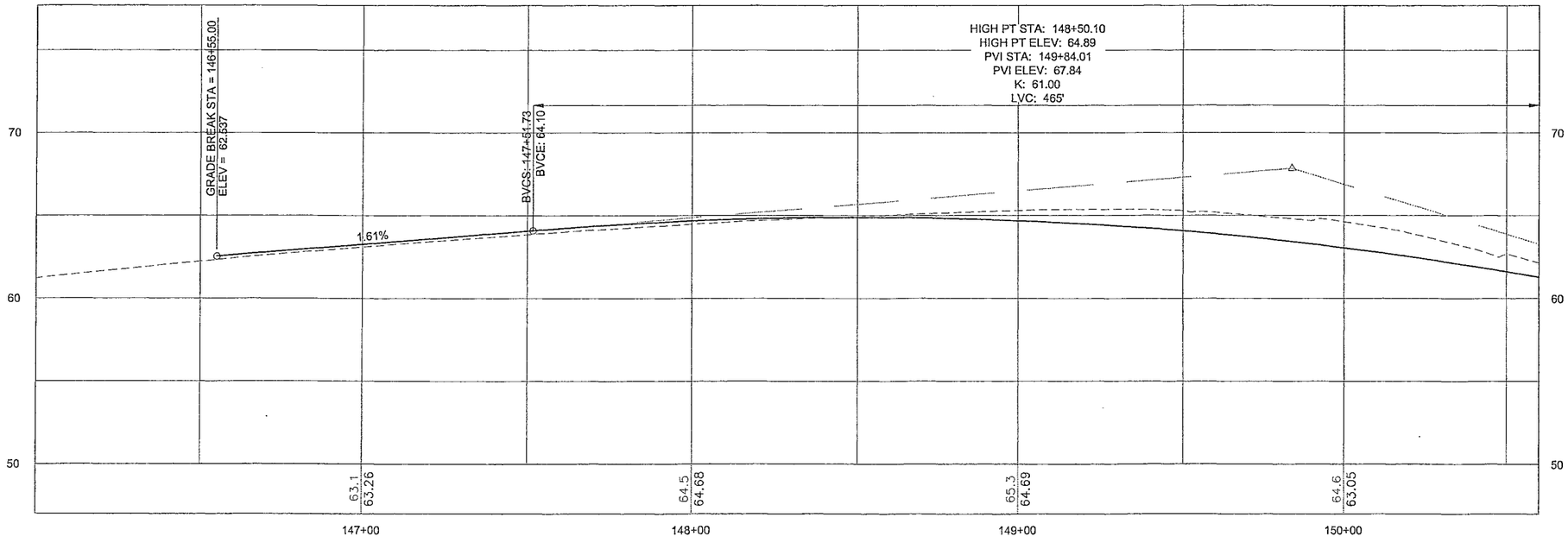
DESIGNED BY: C. IVANISZEK
DRAWN BY: R. GRANTHAM

TRAFFIC CONTROL

PATH: Q:\JNU\69331\PLANSET\69331_S1_TCP.DWG
TAB: S1 Thursday, May 17, 2012 12:49:44 PM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			HHE-0963(3)~69331	2012	S1	XX





DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\JNU\69331\PLANSET\69331_F1-F4 P&P.DWG

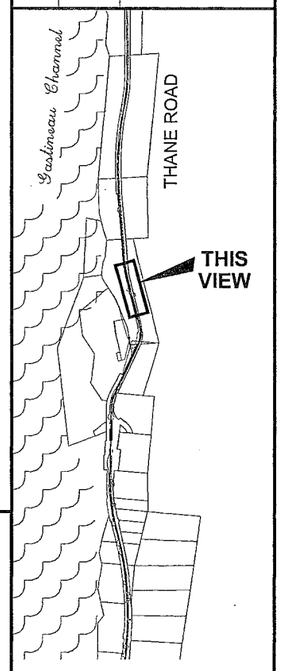
GRANTHAM, RICK L (DOT)
TAB: F1 Thursday, May 17, 2012 11:26:57 AM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: K. KARPSTEIN

STATE OF ALASKA
49th
Keith D. Karpstein
CE-12904
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: C. IVANISZEK

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
CURVE AT SHEEP CREEK
SAFETY IMPROVEMENT
PROJECT #69331

PLAN & PROFILE

PROJECT DESIGNATION	
HHE-0963(3)~69331	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
F1	XX