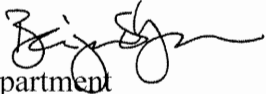


MEMORANDUM

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

DATE: July 31, 2013

TO: Planning Commission

FROM: Ben Lyman, Senior Planner 
Community Development Department

FILE NO.: CSP2013 0017

PROPOSAL: Pavement resurfacing and guardrail rehabilitation on Egan Dr. from Tenth St. (Juneau-Douglas Bridge) to Mendenhall Loop Rd.

GENERAL INFORMATION

Applicant: State of Alaska

Property Owner: State of Alaska

Property Address: Egan Dr. from Tenth St. to Mendenhall Loop Rd.

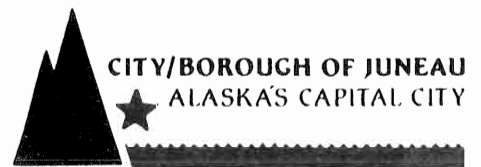
Parcel Code No.: 0

Site Size: 7.28 miles in length; 48 – 72 feet wide (varies)

Zoning: Arterial Roadway

Utilities: Public

Existing Land Use: Limited-Access Arterial Highway



BACKGROUND

Egan Drive is a limited-access arterial highway connecting downtown Juneau with the Mendenhall Valley. Egan Drive is part of the National Highway System and is classified as an arterial roadway that experiences Average Daily Traffic (ADT) of approximately 20-25,000 vehicles throughout the project area. Owned and maintained by the State of Alaska Department of Transportation and Public Facilities (DOT&PF), Egan Drive is scheduled for preventative maintenance of its road surface and concurrent replacement of guardrails and signage.

CBJ 49.15.580 State project review:

The commission shall review proposed Alaska State Capital Improvement Projects for consistency with this title pursuant to AS 35.30.010, and may impose conditions on and modifications to such projects.

ANALYSIS

The applicant proposes to conduct preventative maintenance on Egan Drive, the roadway with the highest average daily traffic in the City and Borough of Juneau (CBJ). This project is expected to cause impacts to the community in terms of traffic flow and construction noise during construction, but no changes to turning movements or roadway geometry are proposed with this project. New wayfinding signage for bicycles and pedestrians at intersections of cross-streets with Egan Drive, consistent with the CBJ Non-Motorized Transportation Plan (NMTP), will be installed as part of this project, and all signs in the project area will be replaced.

CONFORMITY WITH ADOPTED PLANS

The proposed project was reviewed for conformance with the following CBJ-adopted plans:

Comprehensive Plan (2008)

Non-Motorized Transportation Plan (2009)

Area-Wide Transportation Plan (2001)

CBJ 42.20 Offenses Against the Public Order

The two ends of the project, the intersections of Egan Drive with Tenth Street (at the Juneau-Douglas Bridge) and with the Mendenhall Loop Road, are both functioning at “unacceptable” Levels of Service (LOS E) during the peak period (p. 109). However, as a preventative maintenance project that does not maintain either of those intersections but covers the roadway between them, revisions to the geometry or other operational characteristics of those intersections is outside the scope of the proposed project.

There are critical segments of the cross-Juneau bikeway (Parks and Recreation Advisory Committee priority #1, Non-Motorized Transportation Plan (NMTP) improvement #1) that will be affected by this project, notably the intersections of Mendenhall Loop Road with Egan Drive and Glacier Highway with Egan Drive (McNugget).

NMTP Priority Improvements:

#28, McNugget Intersection; *Add bicycle and pedestrian directional signs and continental crosswalk markings, consider adding additional crosswalk across Egan Dr. on west side.*

#31 Mendenhall Loop Rd. and Egan Dr.; *Add bicycle and pedestrian signage and pavement markings, curb extensions, decreased turning radius, and additional refuge island.*

Wayfinding is addressed in the NMTP:

Policy 6 – EDUCATION AND SIGNAGE. Establish a bicycle/pedestrian education and signage program.

Implementing Action

6D. Select signs that meet applicable standards and consistently install them at intersections, bike lanes, shoulder lanes, separated paths and crosswalks.

Wayfinding improvements at existing intersections are a critical component of closing the gaps in the Cross-Juneau Bike Way, and should be included in this project. Currently, signage simply states that bicycles and pedestrians are prohibited, but makes no indication of where non-motorized users should go as an alternative. This creates a situation in which both bicyclists and pedestrians are sometimes forced to walk along Egan Drive due to lack of information regarding safe (and legal) routes. Since motorists do not expect to see non-motorized users on this roadway, an unsafe situation results. Providing signage indicating where bicycle/pedestrian routes can be found at these two intersections will greatly improve and increase the safety of bicyclists and pedestrians who are attempting to cross or move along the project corridor.

Although it is not mentioned explicitly in the NMTP, the intersection of Channel Drive and Glacier Highway with Egan Drive at Salmon Creek is another location where pedestrians and bicyclists often experience difficulty in finding safe and legal routes along the Egan Drive corridor. The applicant has not submitted a revised signage plan showing the bicycle wayfinding signage; staff recommends that a condition requiring the final signage and striping plan to be approved by CDD staff in accordance with the NMTP, and under Implementing Action 6D with the MUTCD.

Staff reviewed the project plans and provided feedback to DOT&PF on the signage plan; those comments follow, listed from the beginning of the project (BOP) at Tenth Street northwest to the

end of the project (EOP) at the Mendenhall Loop Road. Comments below use the acronym “MUTCD”, for the *Manual on Uniform Traffic Control Devices*, which sets the national standard (with state modifications) for traffic control devices such as signs and pavement markings. The MUTCD is published by the American Association of State Highway Transportation Officials (AASHTO).

“Highland Dr. – Sign 32, Sheet H1, has always seemed to me to be located too far along on Egan Dr. Moving this sign south so that it is just north of the Aurora Harbor driveway would help reduce the distance that bicyclists and pedestrians travel along the road before being informed that they shouldn’t be there...and since there isn’t an easy way to get off of Egan at that point, and no alternative is clearly visible, people continue along Egan for lack of another option.

“Salmon Creek Trail – Sign 61, Sheet H2, is only visible to bicyclists and pedestrians who exit the Salmon Creek Trail access road and head south along Egan (against traffic). It seems that moving it to the intersection itself, close to 63, would make more sense since ALL bicyclists and pedestrians exiting the access road would see it before they enter the Egan Dr. travel corridor.

“Channel Dr. – There is no “Pedestrians and Bicycles Prohibited” sign posted for southbound traffic. I see pedestrians – generally tourists coming from the hatchery – making this turn and heading south along Egan Dr. on a routine basis. I would recommend adding one of these signs just north of where the crosswalk and sidewalk are. Additionally, CBJ staff strongly support use of wayfinding signs consistent with the MUTCD showing destination names, distances, direction, and a bicycle icon (Figure 9-B4) in this location, as the separated path on the east side of Egan Dr. can be difficult for bicyclists and pedestrians to find as they approach from Channel Dr. or Glacier Hwy.

“Vanderbilt Hill Rd. – Sign 100, Sheet H3, is located in the same manner as sign 61 described above. It is only visible to bicyclists and pedestrians who are travelling southbound against traffic. It seems that moving it onto Vanderbilt Hill Rd so that ALL approaching bicyclists and pedestrians can see it, not just those travelling on only one of four available shoulders.

“...the arrow on sign 114 [Sheet H3] is indicating that the Police Dept. is located in Gastineau Channel, and should be reversed.

“Glacier Hwy. at McNugget – Same comment as for Channel Dr. There is currently a “Pedestrians and Bicycles Prohibited” sign here, but there is not one shown on Sheet H5. As I noted in my January 11, 2013 comments on this project, wayfinding at this intersection is described as a priority improvement in the Non-Motorized Transportation Plan:

“#28, McNugget Intersection; Add bicycle and pedestrian directional signs and continental crosswalk markings, consider adding additional crosswalk across Egan Dr. on west side.

“CBJ staff strongly support use of wayfinding signs consistent with the MUTCD showing destination names, distances, direction, and a bicycle icon (Figure 9-B4) in this location. I note that all of the crosswalks shown in the striping plans are striped perpendicularly to the direction of travel, but that option 13 in 3B.18 of the MUTCD states: “For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-19.” Is there an engineering reason that your team has chosen to go with the less-visible crosswalk markings? If so, please provide me with that reason, and if not, please revise the striping plan for this intersection (at a minimum) to include continental (parallel to travel way) striping of the crosswalk; given that Juneau often experiences low-light and reduced-visibility conditions, I would further suggest that all crosswalks in the project area be revised to use continental crosswalk markings.

“As adding an additional crosswalk would require, among other things, new signals and modification of the existing signals, it is out-of-scope of this repaving project.

“Mendenhall Loop Rd. – As I noted in my January 11, 2013 comments on this project, wayfinding at this intersection is described as a priority improvement in the Non-Motorized Transportation Plan:

“#31 Mendenhall Loop Rd. and Egan Dr; Add bicycle and pedestrian signage and pavement markings, curb extensions, decreased turning radius, and additional refuge island.

“As above, CBJ staff strongly support use of wayfinding signs consistent with the MUTCD showing destination names, distances, direction, and a bicycle icon (Figure 9-B4) in this location. Since this is a repaving project and curbs and intersection geometry are not being modified, the curb extensions, decreased turning radius, and refuge island are out-of-scope of this project.” (7/18/13 email from Ben Lyman to Kirk Miller)

The *Area-Wide Transportation Plan* identifies a separated (coastal) path along Egan Drive as solution # 44 and the same project is identified in the *Non-motorized Transportation Plan* as improvement #50, with connecting projects at Yandukin Drive (55), Vanderbilt Hill Road (56), and Twin Lakes to Vanderbilt Hill Road (57). Although a separated path would be an ideal treatment that would allow a wide variety of non-motorized users to enjoy the facility, this is an expensive and longer-term solution that would require additional fill along Egan Drive and

separate maintenance and snow removal. This project is not listed in the DOT&PF Needs List or Statewide Transportation Improvement Program.

During environmental scoping for the project, CBJ staff submitted comments to DOT&PF regarding the potential to move towards allowing bicycle use of the Egan Drive right-of-way, a subject that has been raised by several members of the public with CBJ staff, and is provided here for background:

“Although it is beyond the scope of this project, CBJ staff request that DOT[&PF] staff consider, as an alternative to constructing a separated coastal path, amending the prohibition against bicycle use of controlled-access highways and allowing bicycles to use appropriate sections of Egan Drive. This rule change could allow the creation of a world-class bicycle facility with very low construction and no additional maintenance costs. The existing shoulders are not wide enough in all locations to be converted to bicycle lanes, but there are important segments of the roadway that could easily accommodate a 6-8’ wide bike lane; the AASHTO *Guide for the Development of Bicycle Facilities* states that 5’ is the minimum bike lane width for a road such as Egan Dr. (>45 mph speeds, heavy truck traffic) but that 6-8’ is preferred. Converting the shoulders to bike lanes would eliminate the extra plowing requirements inherent in a separated coastal trail, and would accommodate advanced and many basic riders. Design challenges would result from allowing bicycles to use even portions of Egan Drive, but those do not appear to be insurmountable, as bicycles are able to safely and legally navigate relatively high-speed, heavy-traffic, multi-lane roads in many other states...Please note that these comments regarding bicycle use of Egan Drive are submitted in order to foster discussion between CBJ and DOT[&PF] staff, and are not meant to be perceived as required design modifications for this project.”

As a major rehabilitation project that will affect the primary arterial route through the developed portion of the CBJ, the proposed project will necessarily result in inconveniences for many residents and visitors to the community. CBJ staff expects that the contractor awarded the project by DOT&PF will need to use heavy machinery in the course of the project, that lane closures and traffic revisions will be required in the course of the project, and that some portion of the project will be completed at night in order to avoid or minimize impacts to traffic during peak hours. Although it is a provision in local ordinance, and therefore applies to the project whether a condition to its effect is required or not, staff recommends that an advisory condition reiterating the provisions of CBJ 42.20.095(b) be placed on the finding of local concurrence so as to ensure that the prohibition against use of heavy construction equipment during specified hours is not a surprise to the contractor:

CBJ 42.20.095(b) Construction of buildings and projects. It is unlawful to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or similar heavy construction equipment, before 7:00 a.m. or after 10:00 p.m., Monday through Friday, or

before 9:00 a.m. or after 10:00 p.m., Saturday and Sunday, unless a permit shall first be obtained from the City and Borough building official. Such permit shall be issued by the building official only upon a determination that such operation during hours not otherwise permitted under this section is necessary and will not result in unreasonable disturbance to surrounding residents.

HABITAT

The proposed project does not include increases in the roadbed or changes in the existing footprint, so no wetlands fill will be required.

The Egan Drive corridor is “thoroughly infested with one of the very worst invasive species, Orange Hawkweed, which could spread rapidly if strict control measures are not taken when working in this area.” (Teri Camery, CBJ Habitat Planner, 7/25/13 email)

Comprehensive Plan:

POLICY 7.12. *IT IS THE POLICY OF THE CBJ TO PROTECT LOCAL BIODIVERSITY, INCLUDING NATIVE FLORA AND FAUNA, FROM INVASIVE SPECIES.*

Orange Hawkweed is listed in *Prohibited & Restricted Noxious Weeds*, “The official list of prohibited noxious weeds for Alaska, maintained by DNR. ... Any listed species found at a project site will require that appropriate measures be implemented to stop the spread of these species.” (<http://www.dot.state.ak.us/stwddes/desenviron/resources/species.shtml>)

Control of Orange Hawkweed on the project site is therefore a matter of state policy, and staff does not have reason to believe that a separate condition to that effect would result in any better compliance than existing state policy, but recommends that an advisory condition regarding compliance with DOT&PF policy on invasive species be placed on the finding of consistency.

FINDINGS

The proposed project, with the addition of bicycle wayfinding signage consistent with the NMTP and the MUTCD, is in conformance with CBJ 49 and plans adopted therein. As the applicant has not yet submitted final signing and striping plans showing the bicycle wayfinding signage called for in the NMTP, but has agreed to modify the project to include those signs, staff recommends that a condition be placed on the finding of consistency that the signing and striping plan be reviewed by CDD staff for consistency with the NMTP and MUTCD prior to construction.

RECOMMENDATION

Staff recommends that the Planning Commission find that the proposed project, to resurface Egan Drive with related guardrail and sign replacement, is consistent with CBJ 49 and the plans adopted therein, with one condition:

1. Bicycle route and wayfinding signs and striping meeting the requirements of the *Manual on Uniform Traffic Control Devices* (MUTCD), as amended and adopted by DOT&PF, shall be installed as specified in the MUTCD throughout the project area. Final sign placement shall be subject to Community Development Department staff review and approval, consistent with the MUTCD and the *Non-Motorized Transportation Plan*.

Furthermore, staff recommends that an advisory condition be placed on the finding of consistency in order to provide all possible notice to the applicant and the project contractor that a construction noise permit will be required for heavy equipment work during night-time hours as provided at CBJ 42.20.095(b) and that DOT&PF policy on invasive species found in the project area be complied with.

Advisory Conditions:

2. CBJ 42.20.095(b) Construction of buildings and projects. It is unlawful to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or similar heavy construction equipment, before 7:00 a.m. or after 10:00 p.m., Monday through Friday, or before 9:00 a.m. or after 10:00 p.m., Saturday and Sunday, unless a permit shall first be obtained from the City and Borough building official. Such permit shall be issued by the building official only upon a determination that such operation during hours not otherwise permitted under this section is necessary and will not result in unreasonable disturbance to surrounding residents.
3. The project contractor is responsible for compliance with DOT&PF policy regarding invasive species found in the project area.

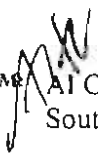
MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities
Southeast Region

TO: Larry Dunivin
Accounts Payable Supervisor

DATE: July 19, 2013

FILE NO: PJ 68129

FROM:  Al Clough
Southeast Region Director

SUBJECT: JNU Egan Drive Pavement
Rehabilitation: 10th St to
Mendenhall Loop Rd

Attached are the City/State Project and Land Action Review Application and Development Permit Application for the City & Borough of Juneau (CBJ). The Alaska Department of Transportation & Public Facilities – Southeast Region is required to pay a fee to file these applications with CBJ. Please issue a warrant in the amount of \$1,600.00 with the following coding:

PJ 68129 CC 24433730 LC 30835822 PR 57210 AC 73651

Please use the City & Borough of Juneau PVN CBJ84496 and mail the warrant and attached Applications to:

ATTN: Eddie Quinto
City & Borough of Juneau
155 S Seward St
Juneau, AK 99801-1332

Telephone: (907) 586-0345
Contract: Janella Lewis – CIP Grants Accountant, Controllers Division

If you have any questions or concerns, please contact Amber Marshall at 465-4481.

Attachment: City/State Project and Land Action Review Application
Development Permit Application
Email Correspondence

Miller, Kirk D (DOT)

From: Benjamin Lyman <Ben_Lyman@ci.juneau.ak.us>
Sent: Wednesday, July 17, 2013 4:32 PM
To: Miller, Kirk D (DOT)
Cc: Edward Quinto; Tripp, Charles M (DOT)
Subject: AK DOT&PF Projects 69917 and 68129

Good afternoon, Kirk-

After reviewing CBJ 49.15.580 State project review, CDD Director Hal Hart and I are unable to see any option other than Planning Commission review of these projects for local concurrence: "The commission shall review proposed Alaska State Capital Improvement Projects for consistency with this title pursuant to AS 35.30.010, and may impose conditions on and modifications to such projects." It is my understanding that in the past, CDD has waived this requirement for maintenance projects, but neither Hal nor I can see the legal justification for this.

Accordingly, please complete both Development Permit Applications and City/State Project Review Applications (available at <http://www.juneau.org/cddftp/landpermit.php>) for both projects. There is no fee for the review 69917, as its cost is below \$2.5 million, however, the application fee for 68129 will be \$1,600 (CBJ 49.85.100(3)(E)(v)).

I will aim to have both projects before the Planning Commission for review on August 13, 2013, so we should be able to meet your August 15 deadline.

Thank you for your assistance in this matter,
Ben

Ben Lyman
Senior Planner
Community Development Department
City and Borough of Juneau, Alaska

(907)586-0758

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Design and Engineering Services – Southeast Region
Preconstruction / Design

TO: Rorie Watt, PE

DATE: July 17, 2013

TELEPHONE NO: 465-1215

FAX NUMBER: 465-4414

FROM: Kirk Miller, PE
Design Group Chief



SUBJECT: ~~69917~~ JNU Egan Drive
Pavement Rehabilitation
~~68129~~ JNU Backloop Path
Rehabilitation

Local concurrence is requested for two projects that we anticipate obligation for construction prior to August 15. Enclosed are two copies of the PIH/PSE review documents for these projects.

We apologize for the late notice on this matter. The CBJ was somehow missed when these review documents were initially distributed. Please advise as to process and procedure for obtaining CBJ concurrence.

Time is of the essence due to the end of our federal fiscal year funding requirements. Please feel free to contact me at 465-1215 or email kirk.miller@alaska.gov to further discuss. Thank you for your attention and assistance.



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

SOUTHEAST REGION
DESIGN & ENGINEERING SERVICES
Preconstruction

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99811-2506
Main: 907.465.4444
Toll free: 800.575-4540
Fax: 907.465.4414

July 19, 2013

In Reply Refer To:

Egan Drive Pavement Rehabilitation 10th Street to Mendenhall Loop Road
State Project #68129/Federal Project #NH-09329(49)

Subject: Scoping Update

Dear Agency Representative:

In a scoping letter to your office dated December 14, 2012, the Alaska Department of Transportation and Public Facilities (DOT&PF) described a proposed project to resurface Egan Drive between 10th Street and Mendenhall Loop Road in Juneau, Alaska. The purpose of this second letter is to provide you with an update on the proposed project activities, and to request any additional comments you may have on the newly described activities.

The project is located on the Juneau B-2 (SW and SE) USGS topographic quadrangle, as specified in the table below and shown on Figure 1.

Township	Range	Section
40S	66E	30, 31, 32, 33, 34
41S	67E	5, 8, 9, 15, 16, 22, 23

Copper River Meridian

Project Description Updates

Originally the project DOT&PF proposed would resurface Egan Drive with new pavement from 10th Street in downtown Juneau north to Mendenhall Loop Road in the Mendenhall Valley (Sheet 1). Additionally the project as originally proposed would

- replace guardrails
- stripe the new surface
- repair the road base in select locations
- insert liners in deteriorated culverts
- improve pedestrian facilities to meet Americans with Disabilities (ADA) standards at the intersections of Egan Drive with 10th Street, Channel Drive and Glacier Highway (Salmon Creek Intersection), Glacier Highway (Nugget Intersection), and Mendenhall Loop Road

"Get Alaska Moving through service and infrastructure."

After initial project scoping, DOT&PF identified select sections of curb and gutter, inlet grates, and sidewalk between 10th Street and Norway Point that are damaged or do not match the pavement grade. Additionally, highway signage does not meet current safety standards, and the City and Borough of Juneau requested installation of new way finding signs for pedestrians and bicyclists be installed at Glacier Highway (Nugget Intersection) and Mendenhall Loop Road. Ground disturbing work along these areas was not considered in the original Categorical Exclusion NEPA document or in the supporting agency scoping documentation.

The following activities have been added to the project scope:

- replace all existing highway signs and sign posts in the same locations (Sheet 2)
- replace select sections of curb and gutter, stormwater inlet grates, and sidewalk in the same locations between 10th Street and Norway Point (Sheet 3)
- add new way finding signs for pedestrians and bicyclists at the intersections of Glacier Highway with Egan Drive (Nugget Intersection) and Mendenhall Loop Road with Egan Drive (Sheet 4)

Agency Comment Request

We request your additional comments about the updated proposed action, particularly in regard to resources under your jurisdiction. We would appreciate your response by **July 29, 2013**.

Thank you for your consideration of this request for comments. If you need any further information, please contact Hilary Lindh, the Environmental Analyst for this project, by phone at 465-6564 or e-mail at Hilary.Lindh@alaska.gov.

Sincerely,



Jane Gendron
SE Region Environmental Manager

Enclosures:

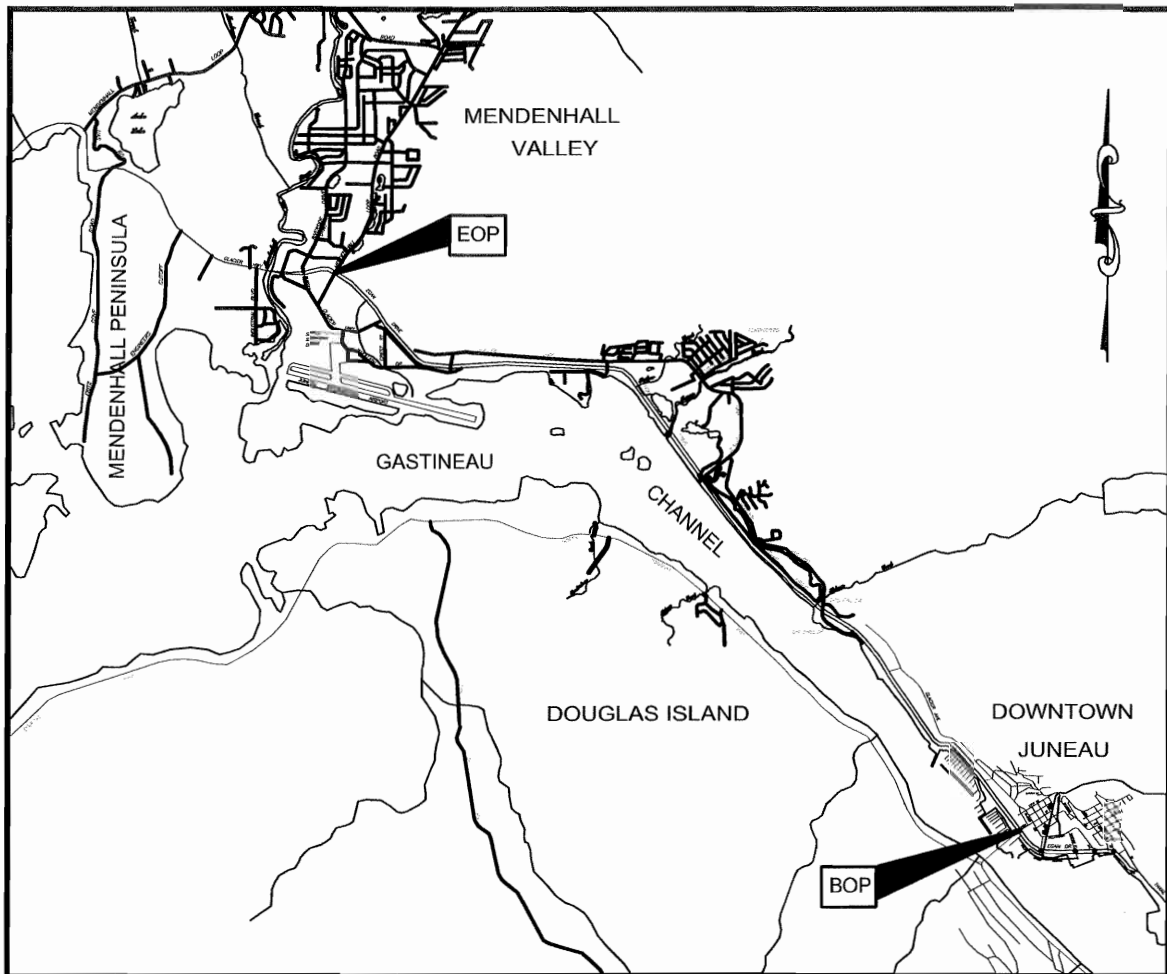
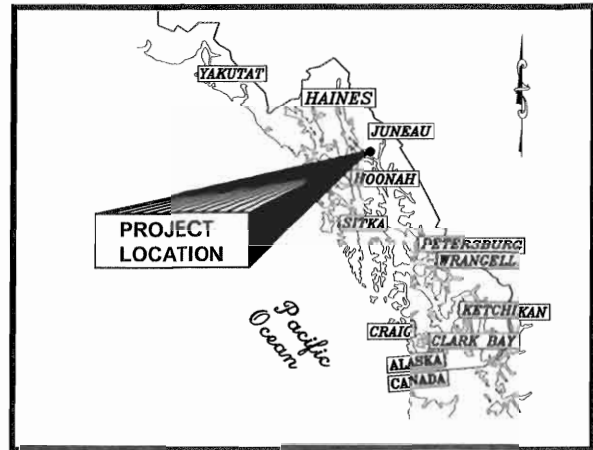
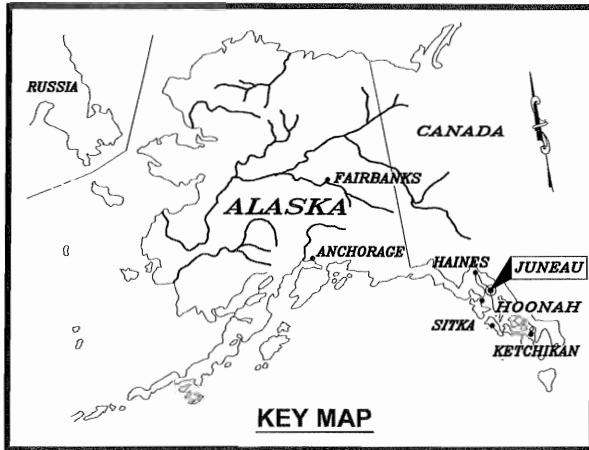
Sheet 1: Location and Vicinity Map
Sheets 2-4: Project Work Area

cc w/o enclosures:

Kirk Miller, P.E., Design Group Chief, DOT&PF
Chuck Tripp, P.E., DOT&PF Southeast, Project Manager
Amy Sumner, NEPA Program Manager, DOT&PF
Hilary Lindh, DOT&PF Environmental Analyst

Distribution List:

Dave Casey, U.S. Army Corps of Engineers
Randy Vigil, U.S. Army Corps of Engineers
Bill Hanson, U.S. Fish & Wildlife Service
Steve Lewis, U.S. Fish and Wildlife Service
Habitat Conservation Division, National Marine Fisheries Service
Becky Fauver, U.S. Environmental Protection Agency
Matthew LaCroix, U.S. Environmental Protection Agency
William Ashton, Alaska Department of Environmental Conservation
Jackie Timothy, Alaska Department of Fish and Game
Judith Bittner, State Historic Preservation Officer, Alaska Department of Natural Resources
Hal Hart, City and Borough of Juneau
Rorie Watt, City and Borough of Juneau



JUNEAU VICINITY

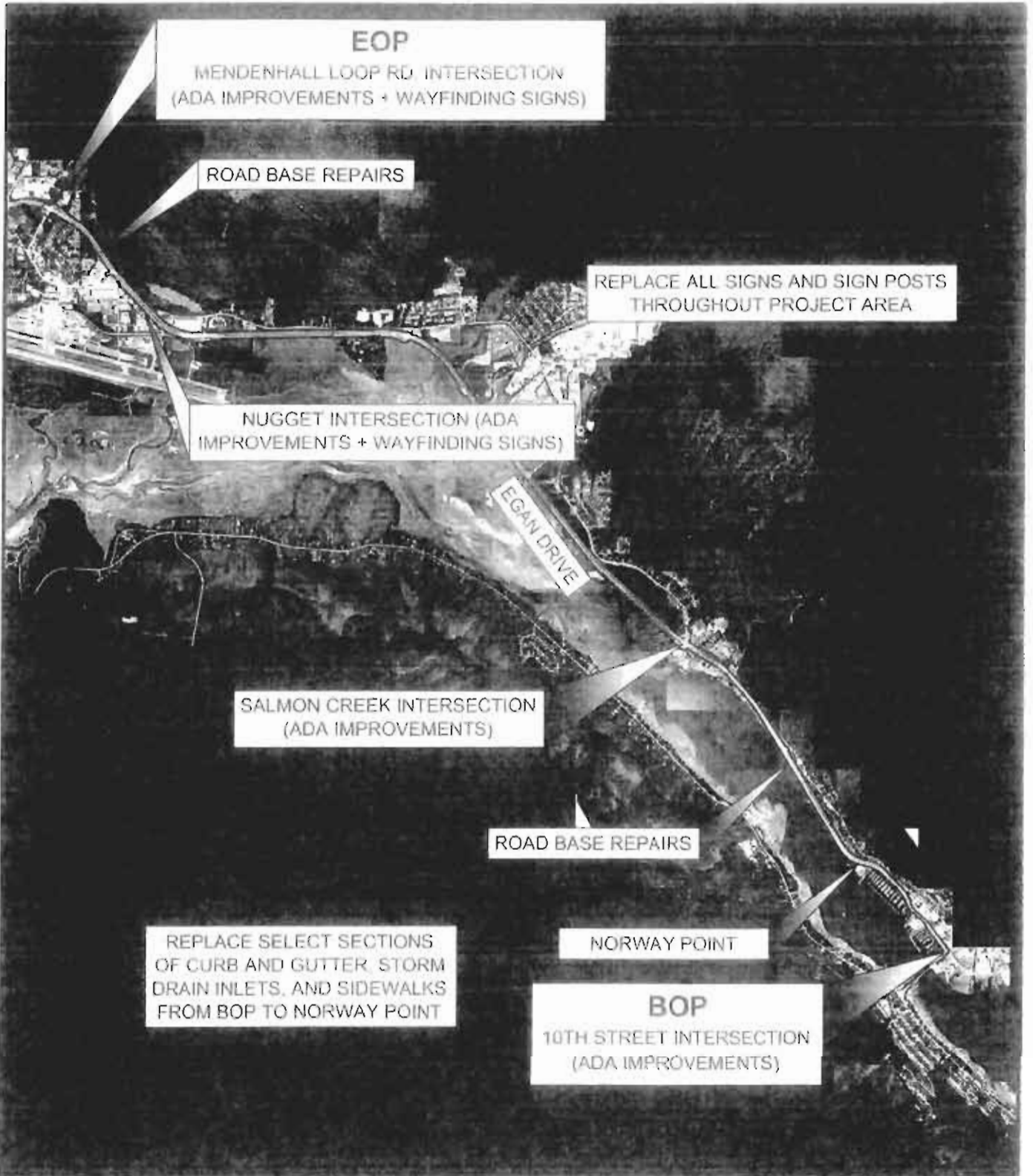
KEY AND REGIONAL MAPS

ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

EGAN DRIVE: PAVEMENT REHAB FROM
10TH ST. TO MENDENHALL LOOP RD.

AT: JUNEAU, ALASKA

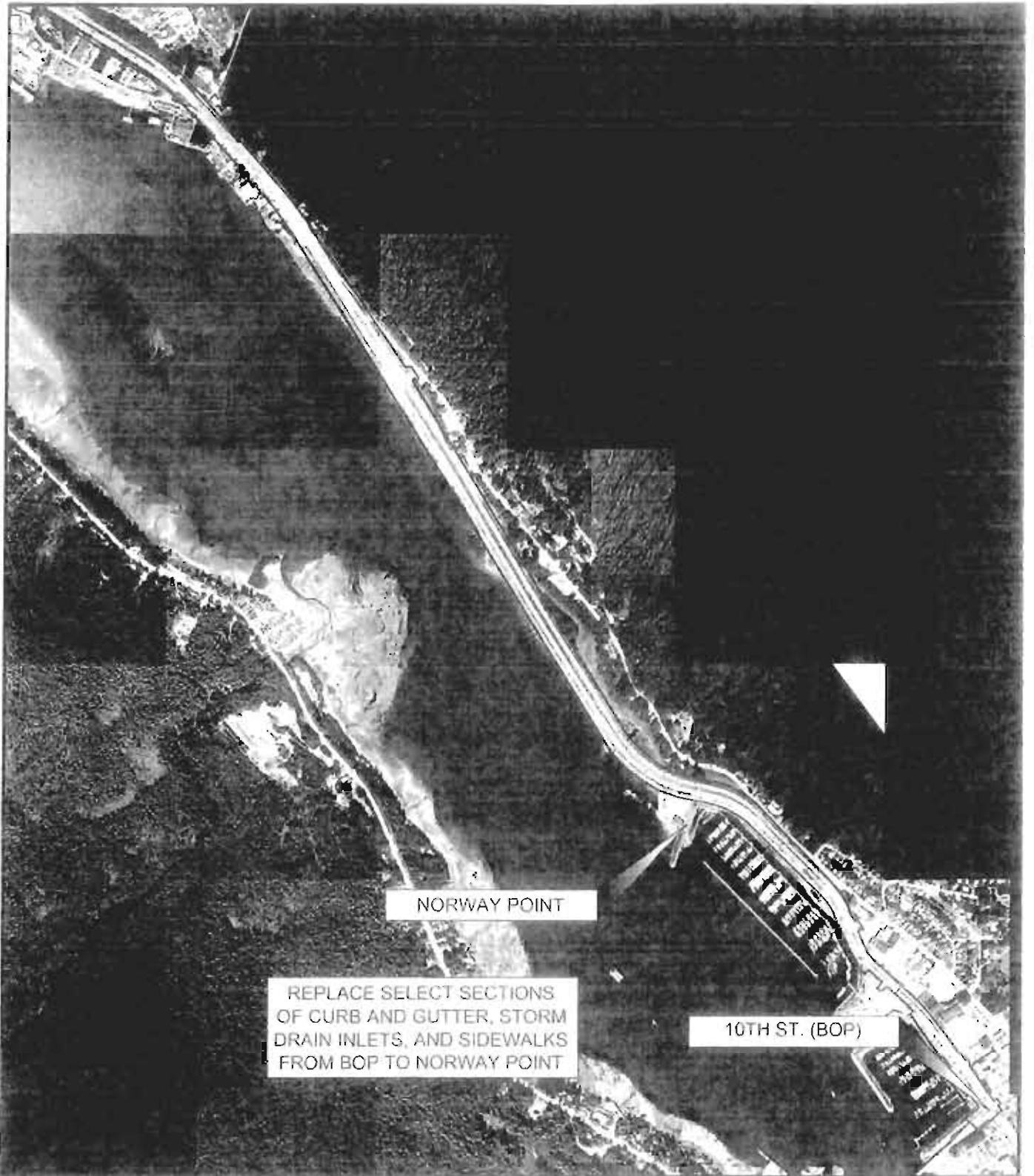
DATE: JULY 2013 SHEET 1 OF 4



PROJECT WORK AREA

ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

EGAN DRIVE: PAVEMENT REHAB FROM
10TH ST. TO MENDENHALL LOOP RD.
AT: JUNEAU ALASKA
DATE: JULY 2012 SHEET 2 OF 4



NORWAY POINT

REPLACE SELECT SECTIONS
OF CURB AND GUTTER, STORM
DRAIN INLETS, AND SIDEWALKS
FROM BOP TO NORWAY POINT

10TH ST. (BOP)

PROJECT WORK AREA

ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

EGAN DRIVE PAVEMENT REHAB FROM
10TH ST. TO MENDENHALL LOOP RD
AT: JUNEAU, ALASKA
DATE: JULY 2013 SHEET 3 OF 4



PROJECT WORK AREA

ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

EGAN DRIVE: PAVEMENT REHAB FROM
10TH ST. TO MENDENHALL LOOP RD.

AL JUNEAU, ALASKA

DATE: JULY 2013 SHEET 4 OF 4

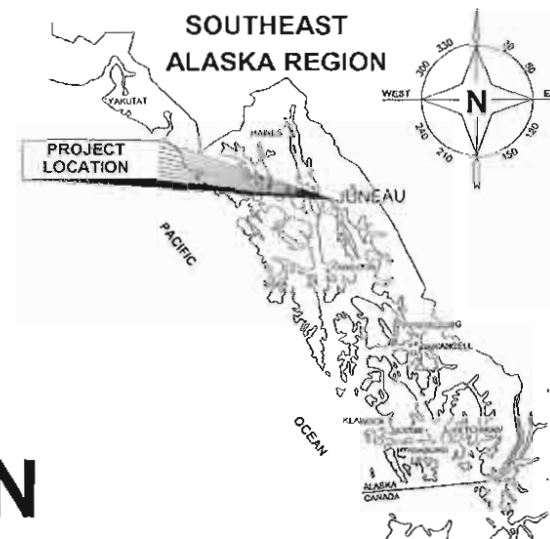
State of Alaska

Department of Transportation
and Public Facilities

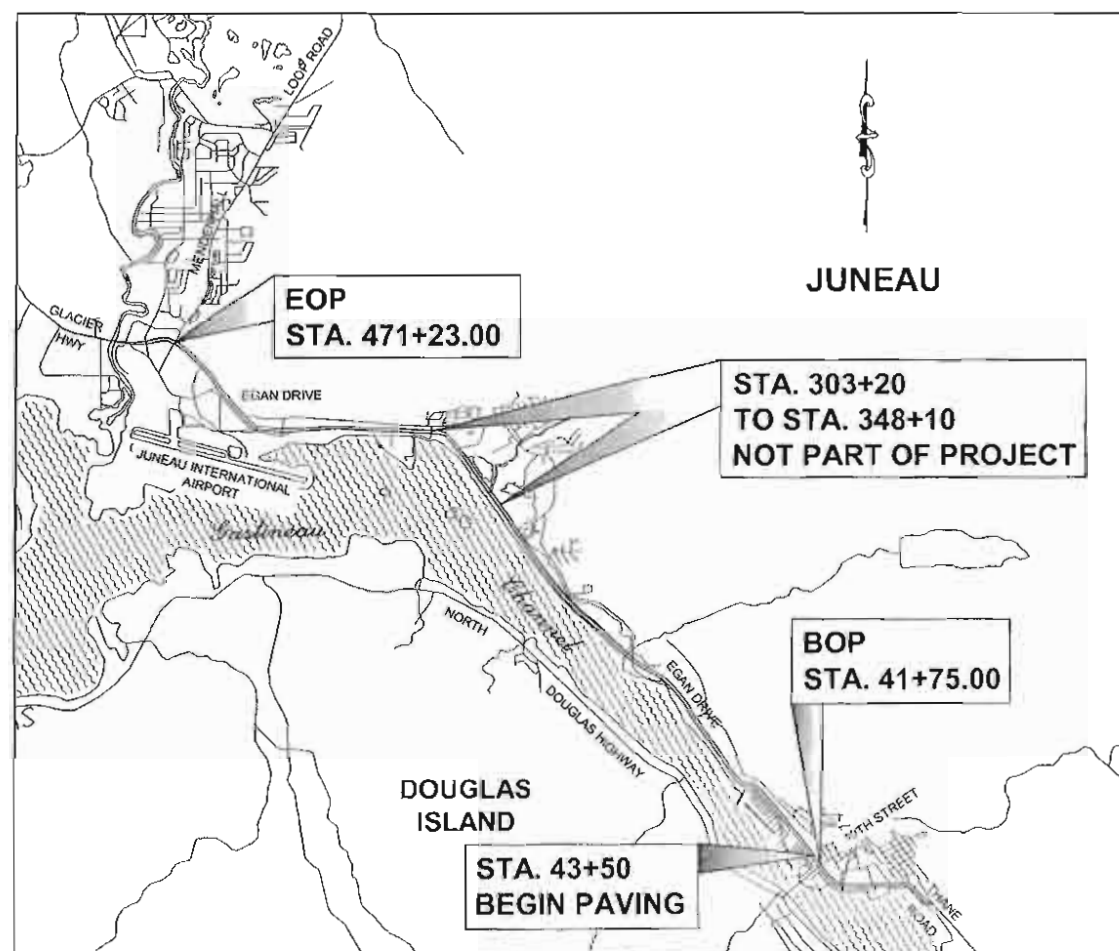
SOUTHEAST REGION

JUNEAU, ALASKA EGAN DRIVE PAVEMENT REHABILITATION

10TH STREET TO MENDENHALL LOOP ROAD
PROJECT NO. NH-0932(049)~68129



INDEX	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	SHEET LAYOUT
B1-B3	TYPICAL SECTION
C1	ESTIMATE OF QUANTITIES
D1-D4	SUMMARIES
F1-F6	PLAN VIEW
G1	INTERSECTION PLAN
H1-H6	SIGNING PLAN
H7-H10	INTERSECTION STRIPING PLAN
J1-J5	MISCELLANEOUS DETAILS
P1	EROSION & SEDIMENT CONTROL PLAN
T1-T8	TRAFFIC CONTROL PLAN



VICINITY MAP

DESIGN DESIGNATION

PROJECT TYPE	=	PREVENTIVE MAINTENANCE
FUNCTIONAL CLASSIFICATION	=	URBAN PRINCIPAL ARTERIAL
PRESENT A.D.T. (2011)	=	25,810
DESIGN YEAR A.D.T. (2035)	=	28,530
MID DESIGN YEAR A.D.T. (2025)	=	27,140
D.H.V. (12%) (2035)	=	3,420
PERCENT COMMERCIAL TRUCKS	=	11.5%
DIRECTIONAL DISTRIBUTION	=	55/45
V	=	40 & 55 M.P.H.
E.A.L.	=	5,900,000
PAVEMENT DESIGN YEAR	=	2025
DESIGN VEHICLE: TURNING	=	WB-50
DESIGN VEHICLE: LOADING	=	HS25
DESIGN V	=	55 M.P.H.

PROJECT SUMMARY

LENGTH OF PROJECT	=	38,458 (7.28 MILES)
LENGTH OF RESURFACING	=	38,283 (7.25 MILES)
WIDTH OF RESURFACING	=	48 FT - 72 FT (VARIES)

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	D-22.01	G-10.01	M-20.13	S-30.03
C-05.20	D-23.01	G-13.00	M-23.12	T-6.00
D-01.02	D-26.02	G-20.11	S-00.11	T-20.03
D-04.21	E-13.00	G-30.00	S-01.00	T-21.03
D-07.00	G-00.02	G-31.00	S-05.01	
	G-04.06S	G-46.11	S-20.10	
	G-04.10W	I-20.14		
		I-81.00		

PLANS IN HANDS SET

PATH: Q:\UNU\68129\PLANSET\68129_A1_TITLE.DWG TAB:A1

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

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION



REVIEW PS&E

JUL 9 2013

DATE

APPROVED:

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

APPROVED:

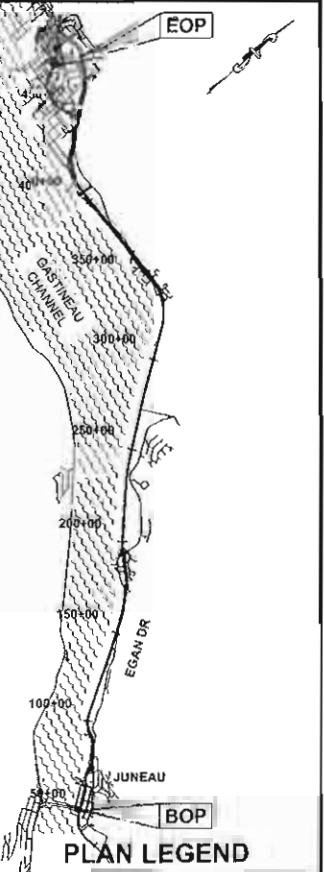
DIRECTOR, SOUTHEAST REGION DATE
ALBERT H. CLOUGH, CPG

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

CONSTRUCTION PROJECT MANAGER DATE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-0932(049)~68129	2013	A1	xx

ADDITIONAL NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



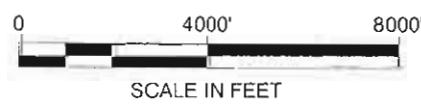
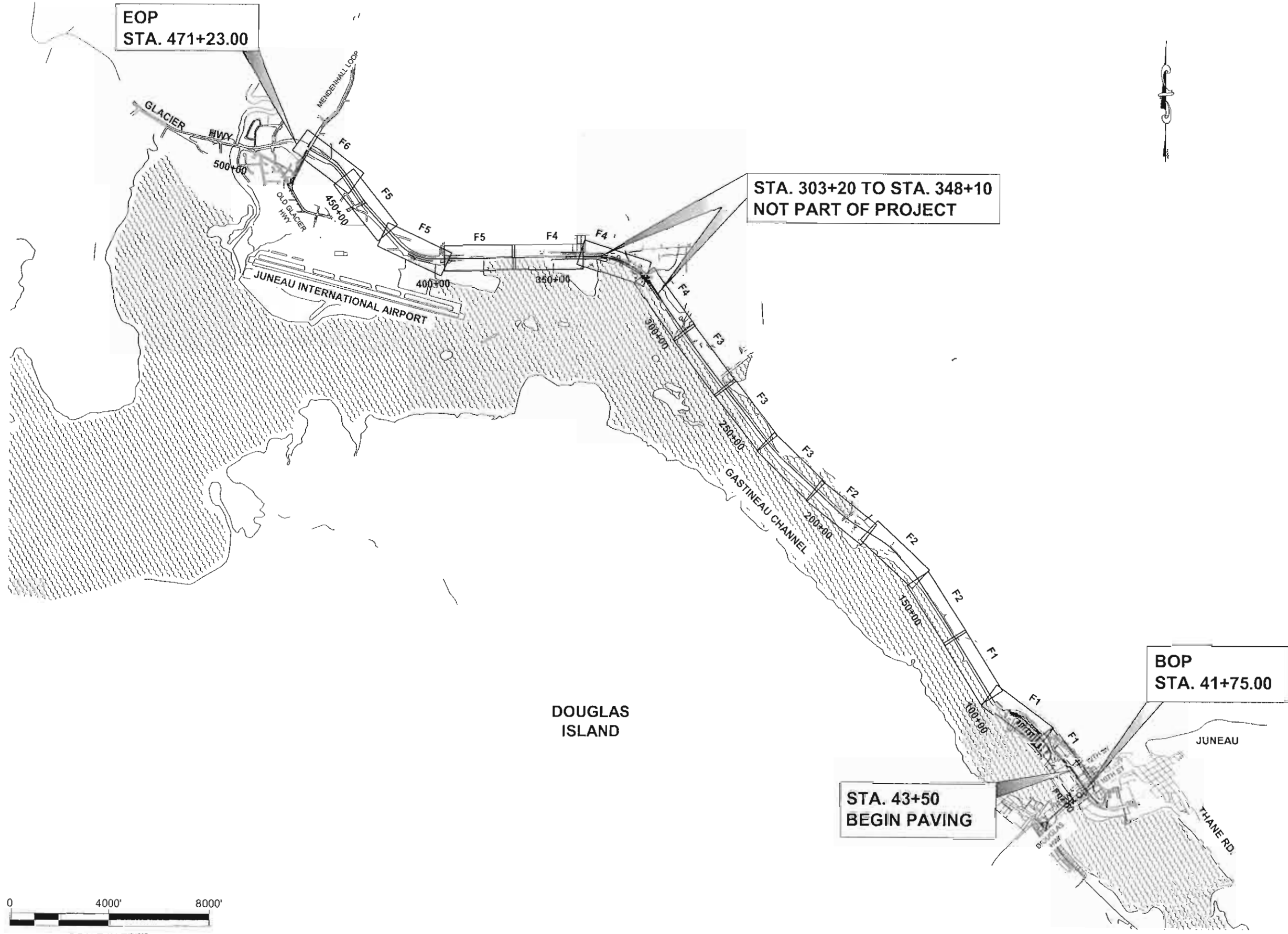
DESIGNED BY: C. IVANISZEK
 DRAWN BY: R. GRANTHAM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

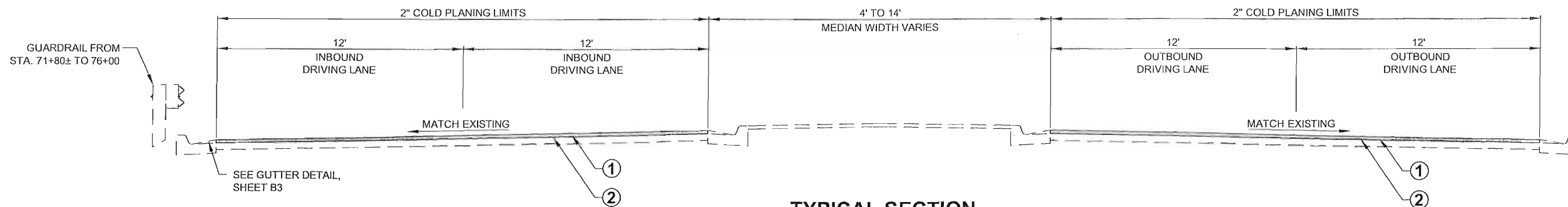
JNU EGAN DRIVE PAVEMENT
 REHABILITATION 10TH ST. TO
 MENDENHALL LOOP ROAD
 PROJECT #68129

SHEET LAYOUT

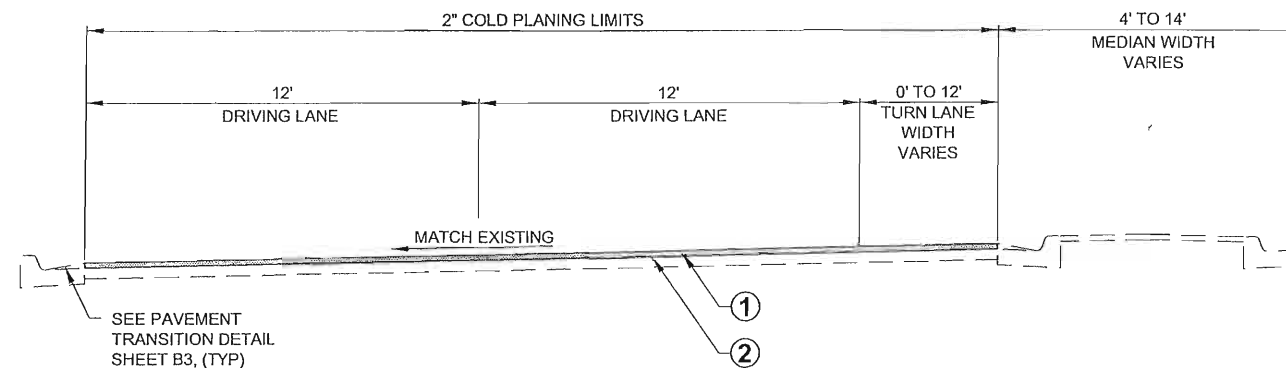
PROJECT DESIGNATION	
NH-0932(049)-68129	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
A2	XX



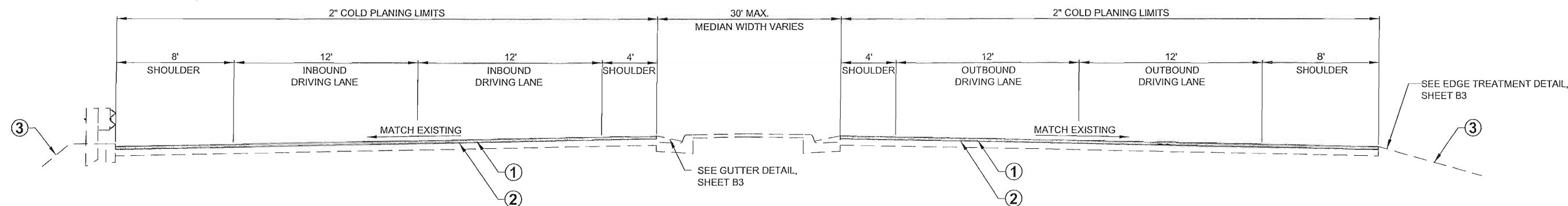
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



TYPICAL SECTION
BOP TO STA. 76+50



TYPICAL SECTION AT TURN LANE
BOP TO STA. 76+50
(INBOUND SHOWN, OUTBOUND IS MIRRORED)




TYPICAL SECTION
STA. 76+50 TO STA. 84+50

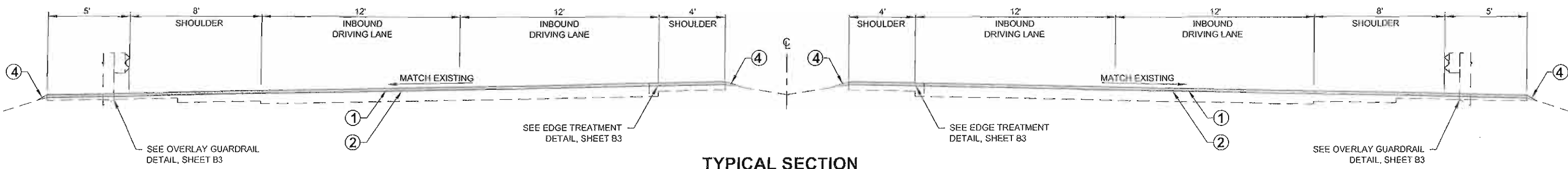
NOTES:

1. COMPLETE PAVING FROM HIGH SIDE TO LOW SIDE TO AVOID PONDING. WORK FROM LOW SIDE TO HIGH SIDE MAY BE APPROVED BY THE ENGINEER IF THE CONTRACTOR ALLOWS PROVISIONS FOR POSITIVE DRAINAGE.
2. MINIMIZE PAVEMENT JOINTS. WHEN A JOINT IS REQUIRED, LOCATE IT AT CENTERLINE OR LANE EDGE LINES AS APPROVED BY THE ENGINEER.
3. THE ENGINEER WILL ESTABLISH THE EXACT BEGINNING AND ENDING SEGMENTS FOR CHANGES IN THE TYPICAL SECTION CONSTRUCTION. TRANSITIONS BETWEEN TYPICAL SECTION CHANGES SMOOTHLY AS APPROVED BY THE ENGINEER.
4. COLD PLANING DEPTH MAY VARY AT RUTS, POTHOLES, AND OTHER FEATURES. THE INTENT IS TO PROVIDE A 2 INCH OVERLAY WITHOUT RAISING THE PAVEMENT SURFACE ABOVE CONTROLLING FEATURES LIKE SIDE STREETS, THE TOP OF CURB, ETC.
5. STOCKPILE ASPHALT MATERIAL REMOVED DURING COLD PLANING AT THE DEPARTMENT ASPHALT STOCKPILE AT THE INTERSECTION OF EGAN DRIVE & MENDENHALL LOOP ROAD.

LEGEND	
①	2" ASPHALT CONCRETE, SP, TYPE B
②	STE-1 TACK COAT
③	EXISTING GROUND

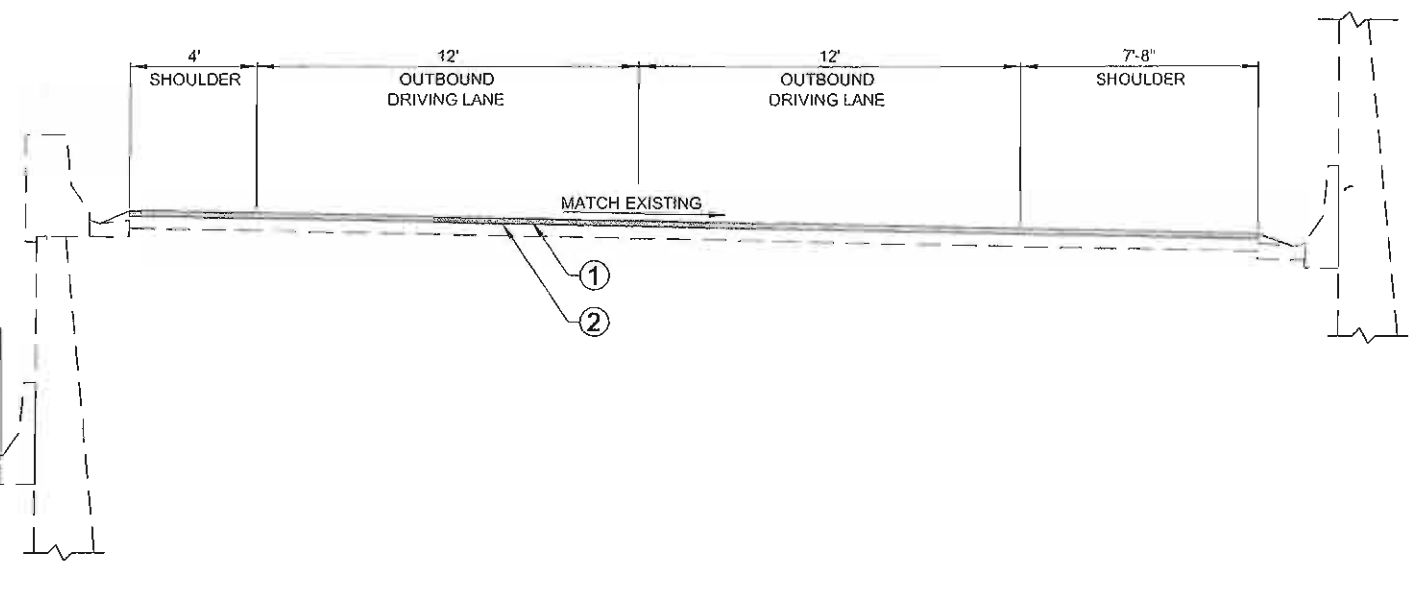
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION			
DESIGNED BY: C. IVANISZEK DRAWN BY: R. GRANTHAM		JUNEAU EGAN DRIVE PAVEMENT REHABILITATION PROJECT #68129			
PATH: Q:\JUNU\68129\PLANS\68129_B1-B3_TYP.DWG TAB: B1 Thursday, June 13, 2013 4:05:05 PM		TYPICAL SECTIONS			
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION 68129/NH-0932(049)	YEAR 2013	SHEET NO. B1	TOTAL SHEETS XX



TYPICAL SECTION

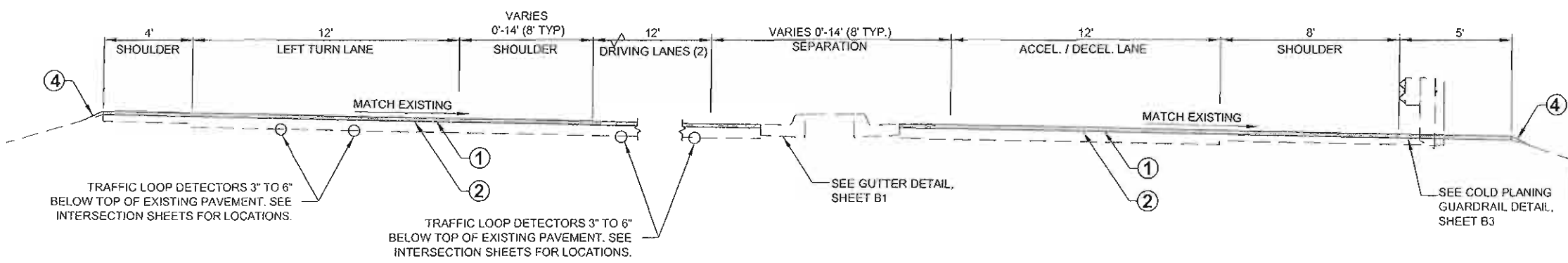
STA. 84+50 TO STA. 141+50
 STA. 170+00 TO STA. 303+20
 STA. 348+10 TO EOP
 NOTE: NO PAVING FROM STA. 303+20 TO STA. 348+10 (SUNNY POINT OVERPASS).



TYPICAL SECTION

STA. 141+50 TO STA. 170+00


LEGEND	
①	2" ASPHALT CONCRETE, SP, TYPE B
②	STE-1 TACK COAT
③	EXISTING GROUND
④	LINEAR GRADING

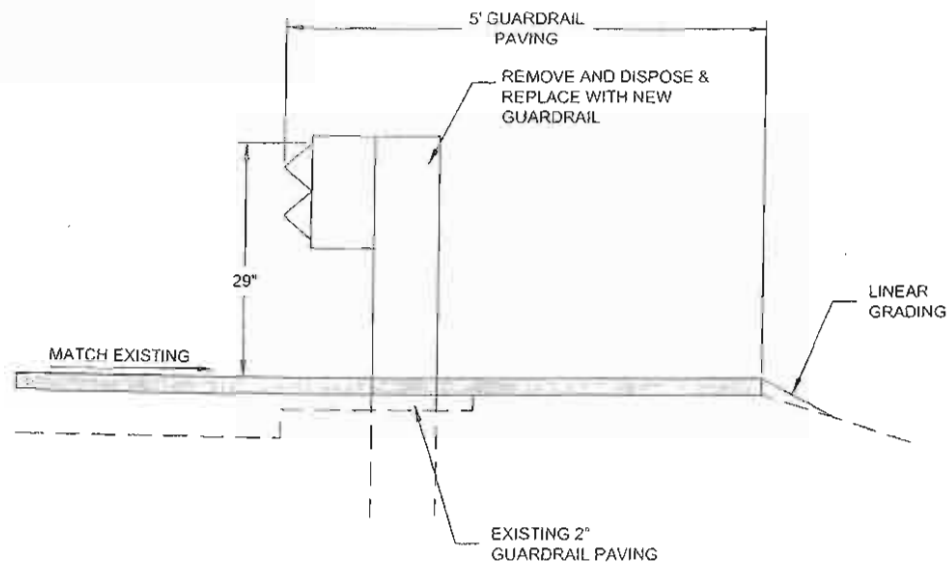


TYPICAL SECTION AT INTERSECTION

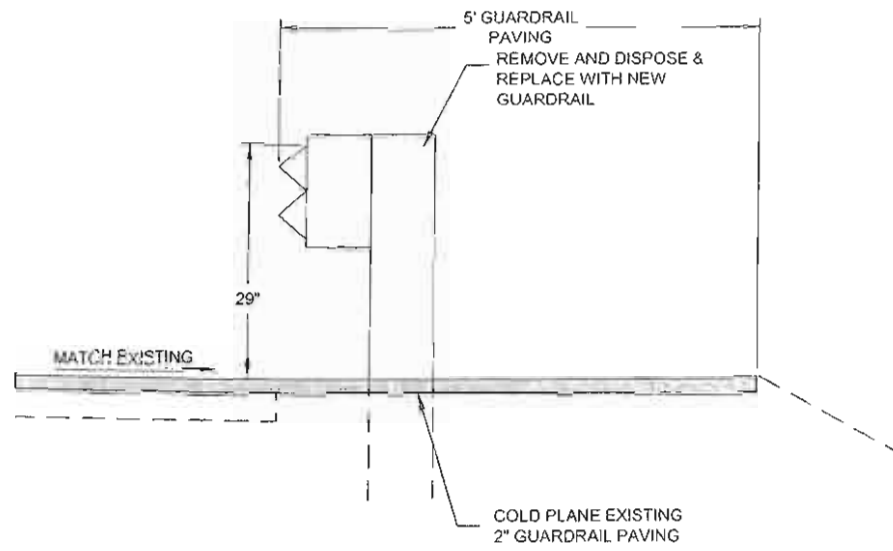
OUTBOUND SHOWN, INBOUND IS MIRRORED.
 NO CURB IS LOCATED AT VANDERBILT HILL: DO NOT COLD PLANE, PROVIDE 2 INCH OVERLAY.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

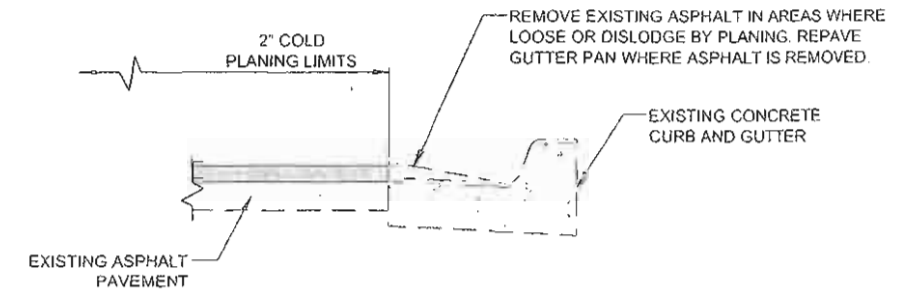
CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION				
DESIGNED BY: C. IVANISZEK DRAWN BY: R. GRANTHAM		JUNEAU EGAN DRIVE PAVEMENT REHABILITATION PROJECT #68129				
TYPICAL SECTIONS						
PA14: Q:\UNU\68129\PLANSET\68129_B1-B3_TYP.DWG TAB: B2 Tuesday, July 02, 2013 10:54:02 AM		GRANTHAM, RICK L (DOT)				
NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			NH-0932(049)-68129	2013	B2	XX



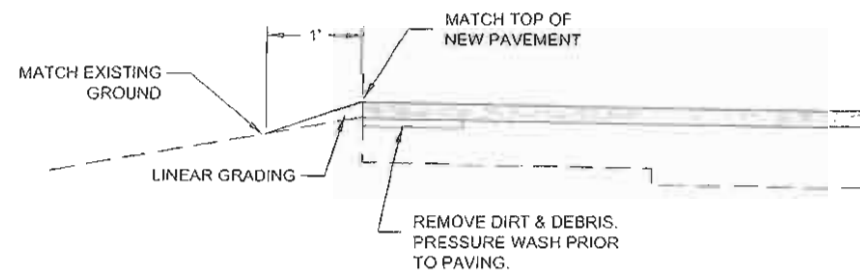
GUARDRAIL DETAIL
AT OVERLAY



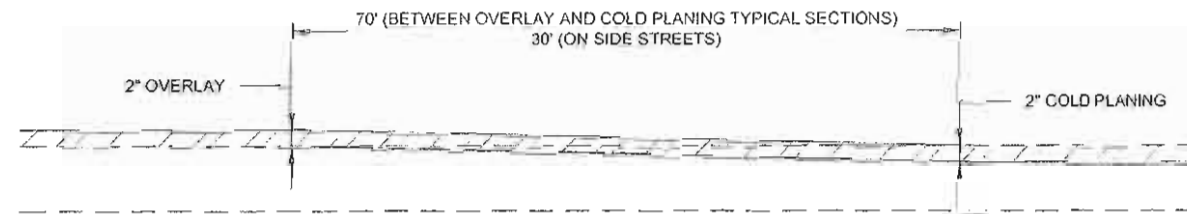
GUARDRAIL DETAIL
AT COLD PLANING



PAVEMENT TRANSITION
AT GUTTER




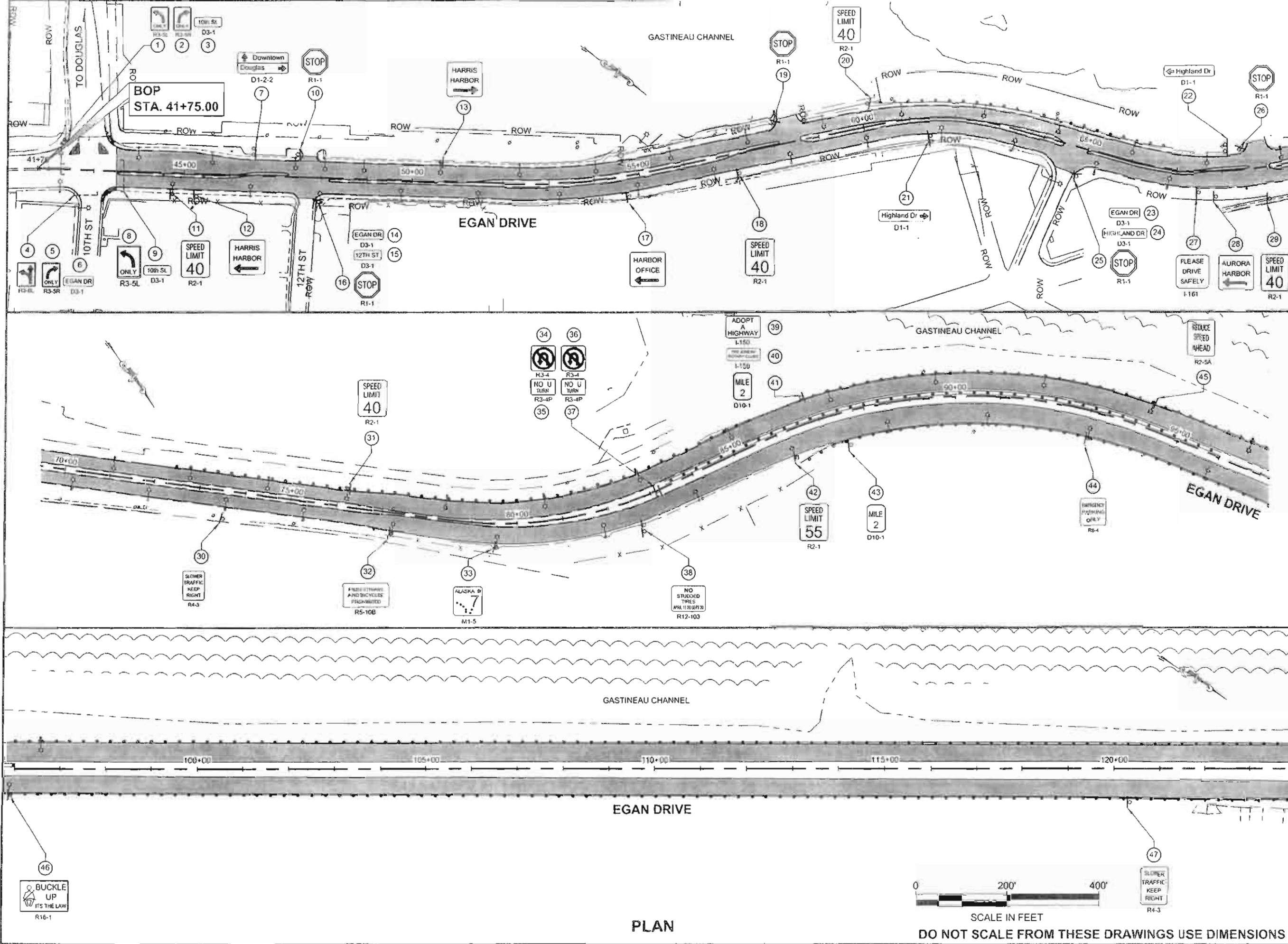
PAVEMENT EDGE TREATMENT DETAIL
NTS



PAVEMENT MATCH DETAIL
NTS

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION				
DESIGNED BY: C. WANSBLOK DRAWN BY: R. KRANTHAM		JUNEAU EGAN DRIVE PAVEMENT REHABILITATION PROJECT #68129				
PATH: C:\UNIVERSITY\PLANS\SET68129\B1-0932\WP-DWG TAB: B3 Tuesday, July 02, 2013 8:18:37 AM		TYPICAL SECTIONS				
NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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PLAN



SCALE IN FEET
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: O:\JUN168129\PLANSE1168129_H1-H1_SIGNING.PLAN.DWG

GRANTHAM, RICK L. (DOT)
Tuesday, July 02, 2013 1:31:33 PM

TAB: H1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

NO.	DATE	DESCRIPTION

EOP

PLAN

BOP

PLAN LEGEND

CHECKED BY: D. EPSTEIN



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

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

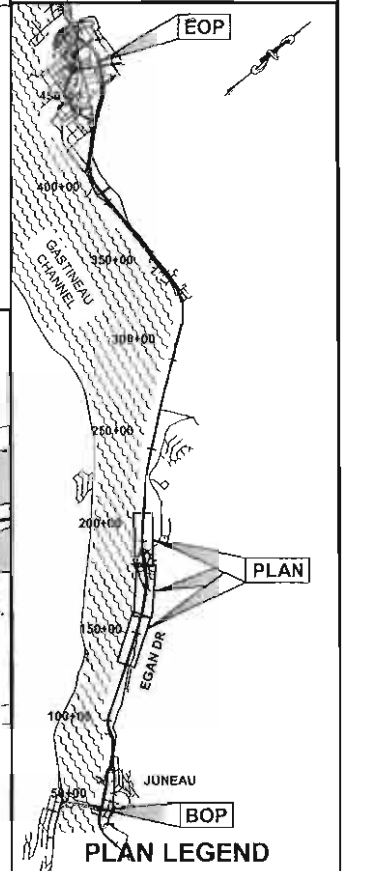
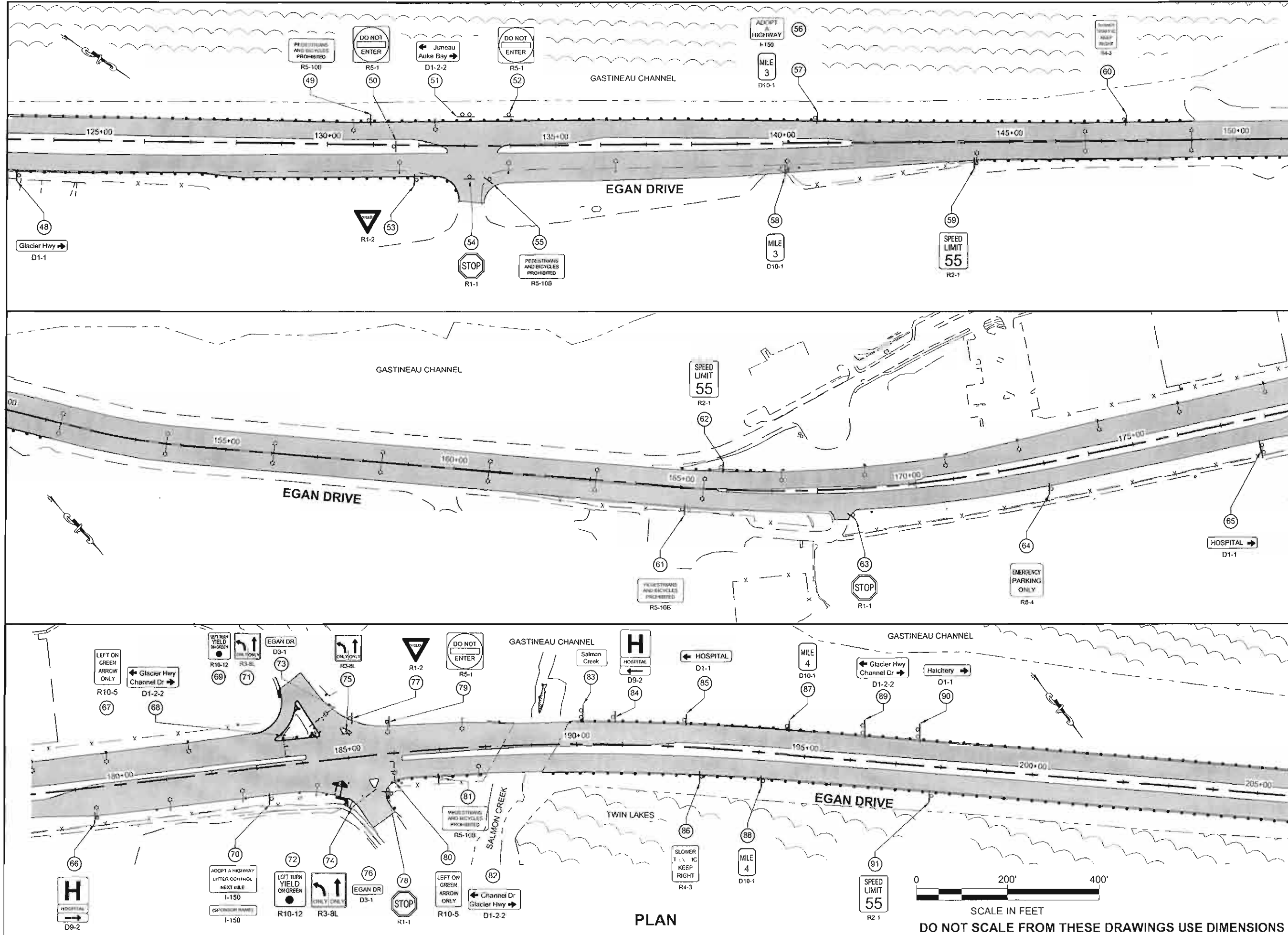
JNU EGAN DRIVE PAVEMENT REHABILITATION 10TH ST. TO MENDENHALL LOOP ROAD
PROJECT #68129

SIGNING PLAN

PROJECT DESIGNATION	
NH-0932(049)-68129	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H1	XX

GRANTHAM, RICK L (DOT)
 TAB H2 Tuesday, July 02, 2013 11:39:03 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No	DATE	DESCRIPTION



CHECKED BY: D. EPSTEIN



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

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

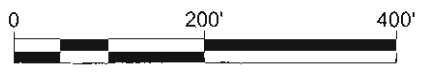
JNU EGAN DRIVE PAVEMENT
 REHABILITATION 10TH ST. TO
 MENDENHALL LOOP ROAD
 PROJECT #68129

SIGNING PLAN

PROJECT DESIGNATION
 NH-0932(049)-68129

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H2	XX

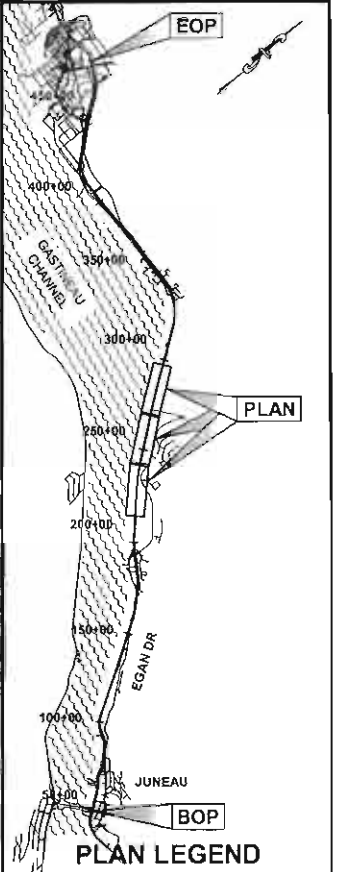
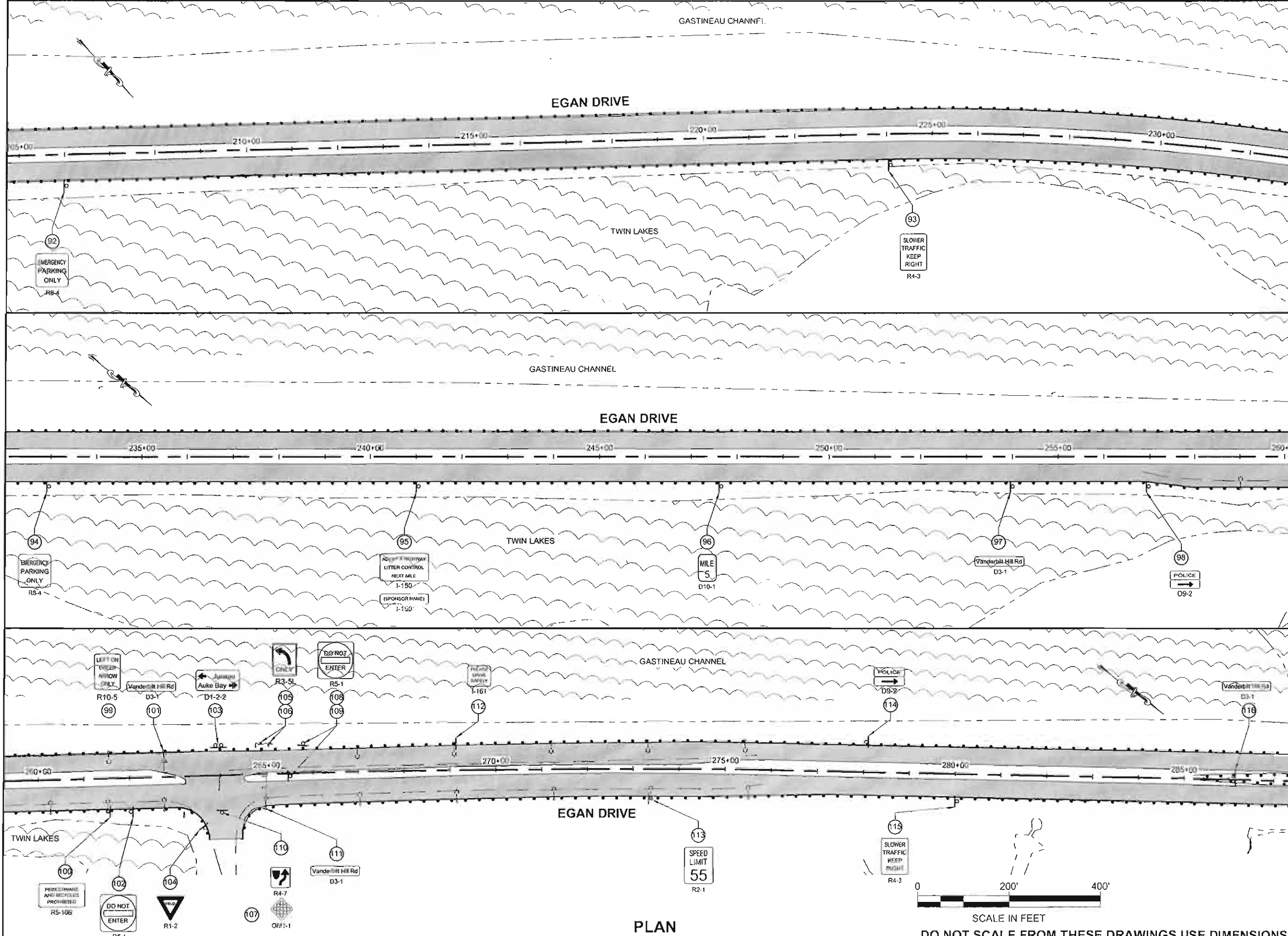
PLAN



SCALE IN FEET
 DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

GRANTHAM, RICK L (DOT)
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ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: D. EPSTEIN

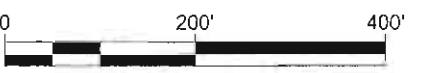


DESIGNED BY: C. IVANISZEK
DRAWN BY: R. GRANTHAM
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

JNU EGAN DRIVE PAVEMENT REHABILITATION 10TH ST. TO MENDENHALL LOOP ROAD PROJECT #68129

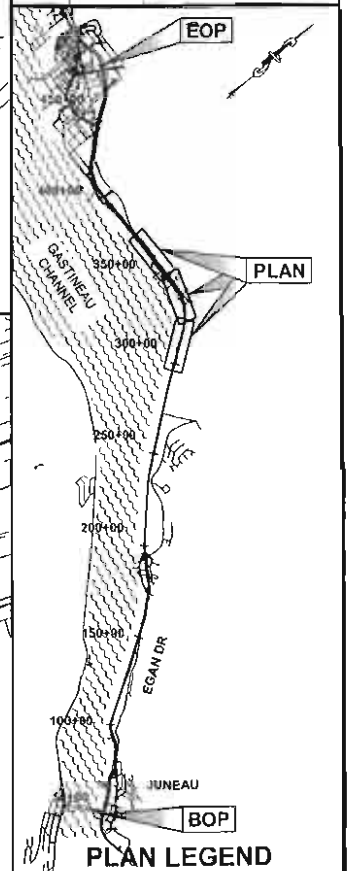
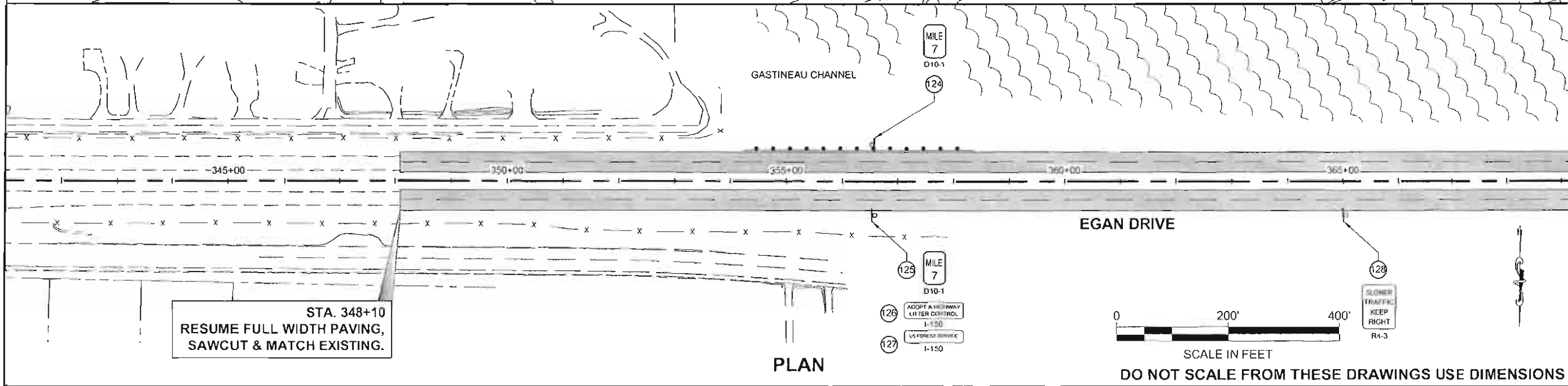
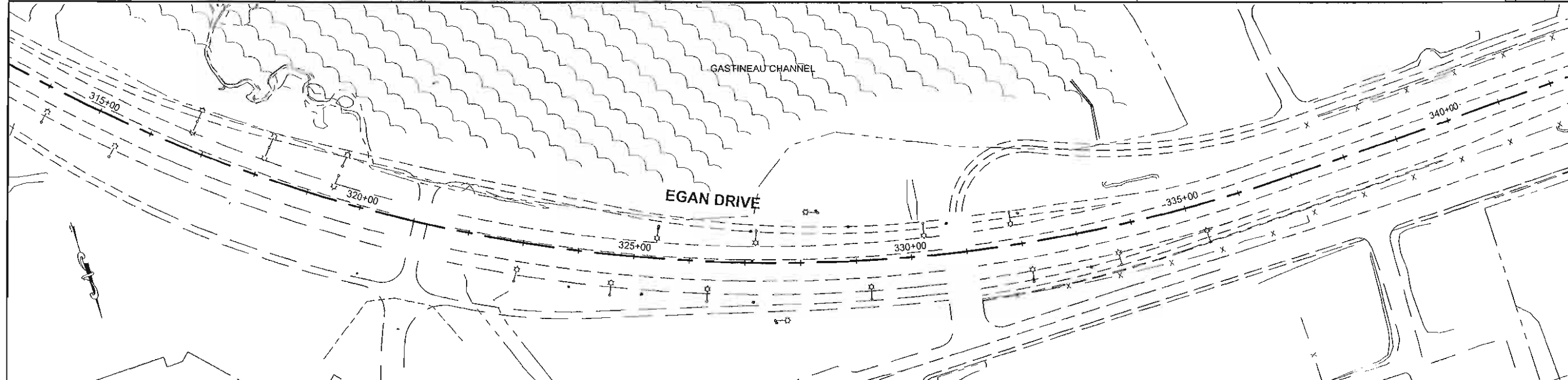
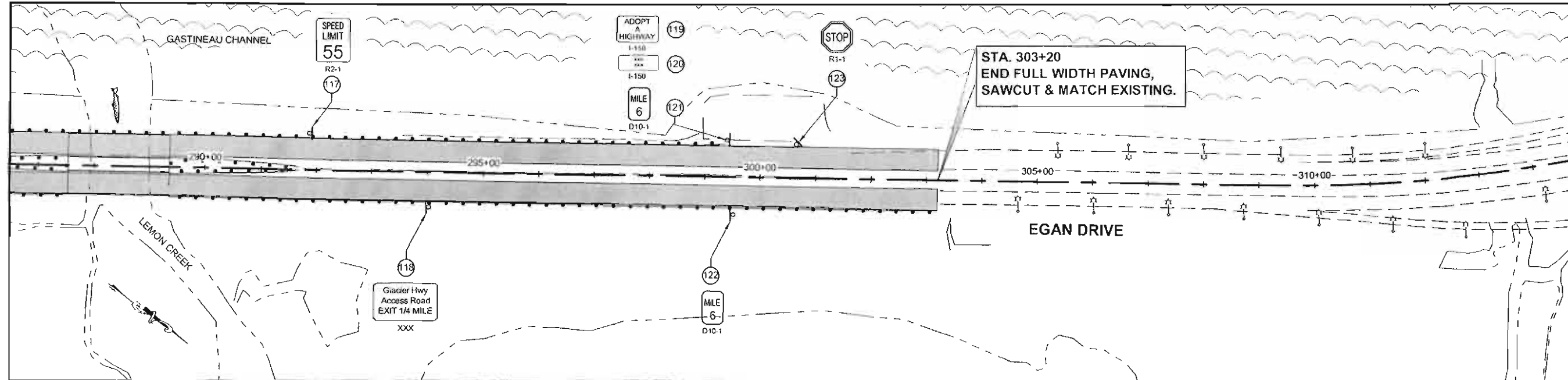
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PROJECT DESIGNATION	
NH-0932(049)-68129	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H3	XX

PLAN



SCALE IN FEET
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION



CHECKED BY: D. EPSTEIN

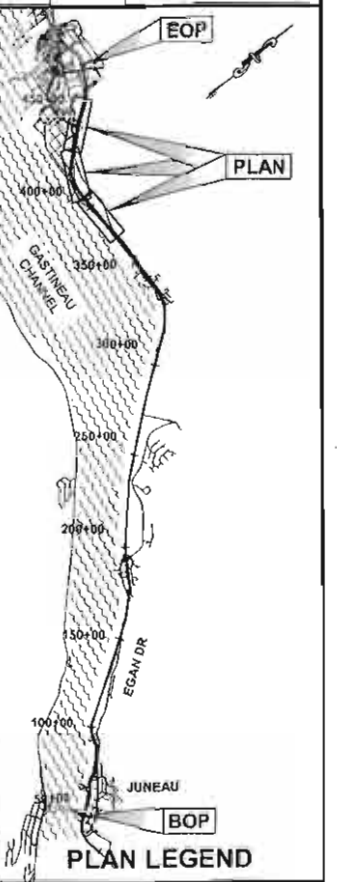


DESIGNED BY: C. IVANISZEK
 DRAWN BY: R. GRANTHAM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION
**JNU EGAN DRIVE PAVEMENT
 REHABILITATION 10TH ST. TO
 MENDENHALL LOOP ROAD
 PROJECT #68129**

SIGNING PLAN	
PROJECT DESIGNATION	
NH-0932(049)-68129	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H4	XX

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: D. EPSTEIN



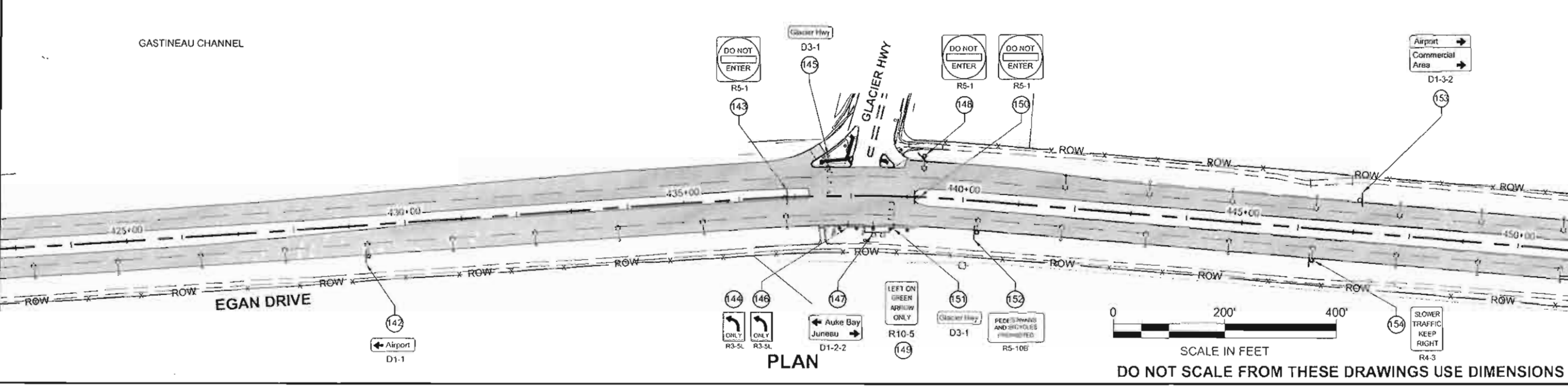
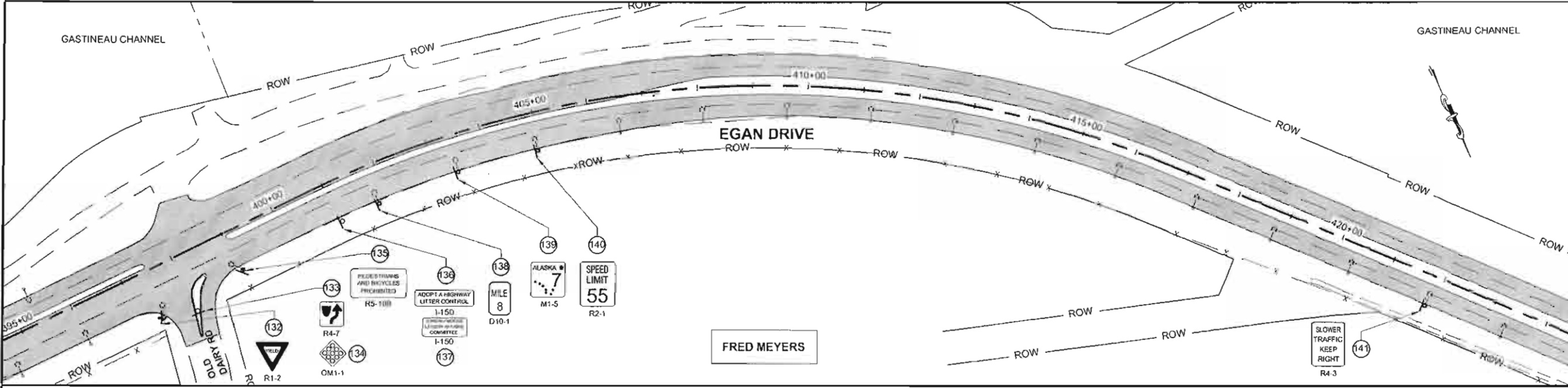
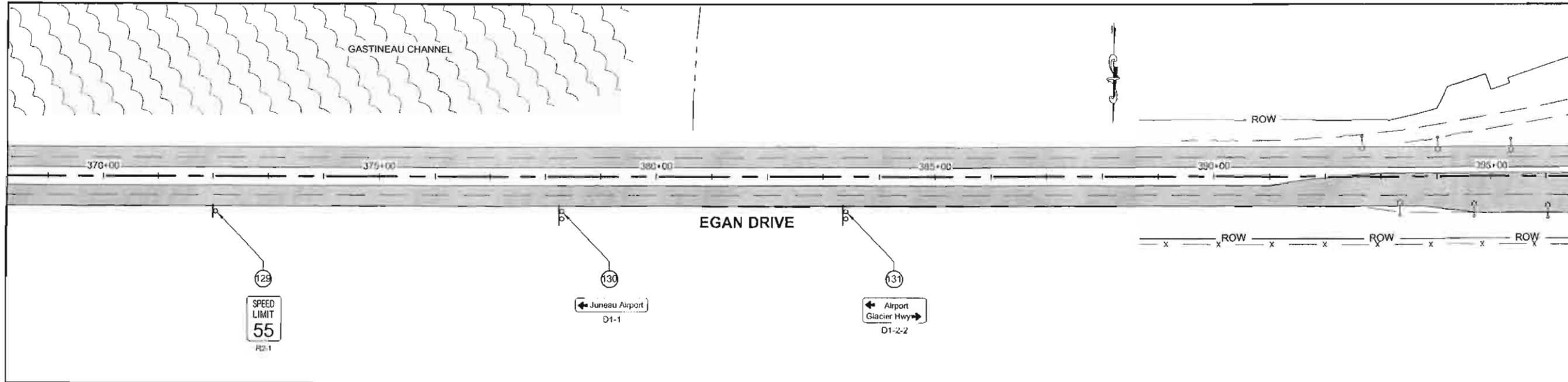
DESIGNED BY: C. NANISZEK
 DRAWN BY: R. GRANTHAM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

JNU EGAN DRIVE PAVEMENT
 REHABILITATION 10TH ST. TO
 MENDENHALL LOOP ROAD
 PROJECT #68129

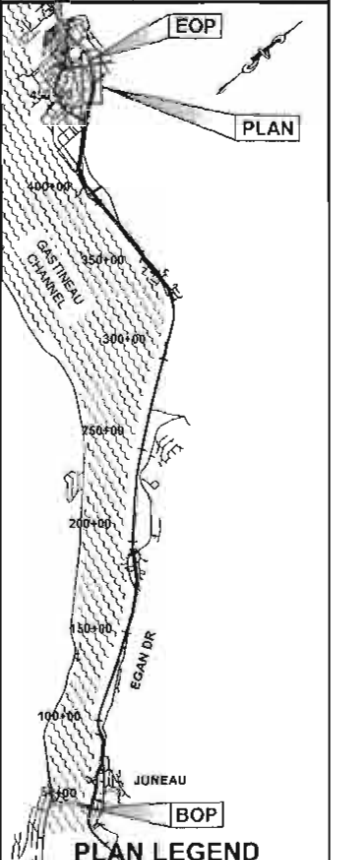
SIGNING PLAN

PROJECT DESIGNATION	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	
H5	XX



SCALE IN FEET
 DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

GRANTHAM, RICK L (DOT)
 TAB: H6 Tuesday, July 02, 2013 11:58:20 AM
 ADDENDUM NUMBER
 ATTACHMENT NUMBER
 RECORD OF REVISIONS



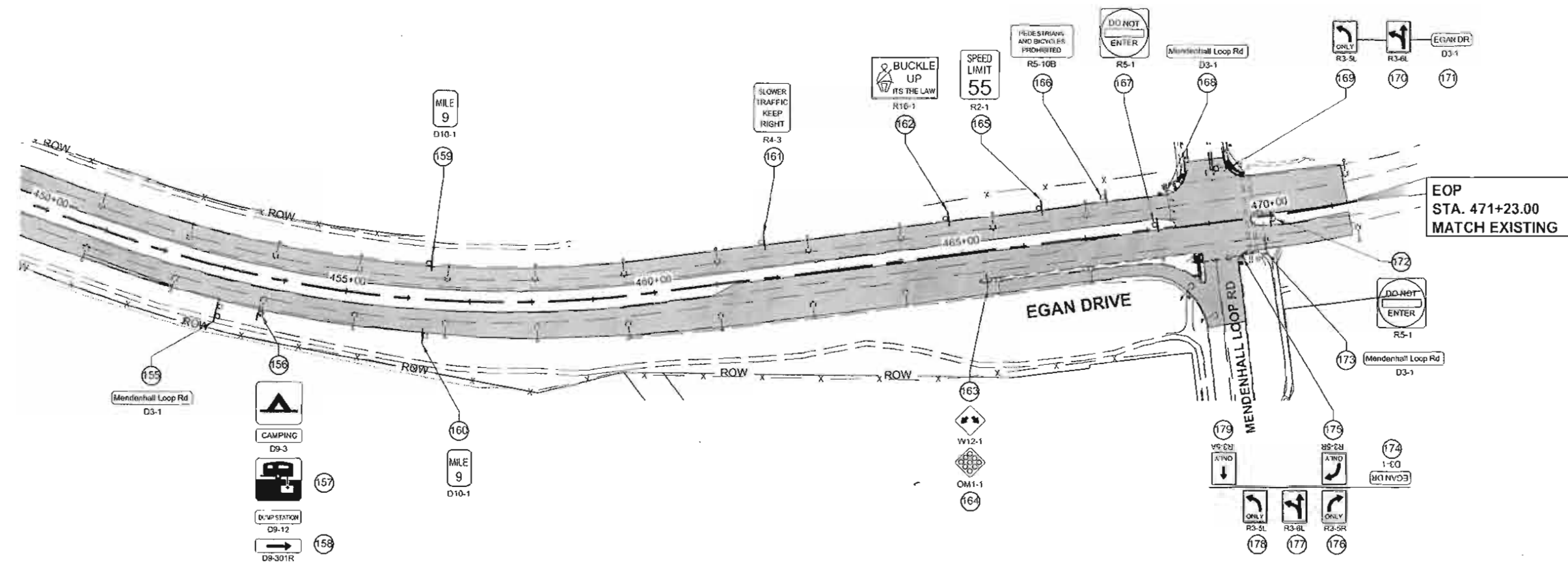
CHECKED BY: D. EPSTEIN

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

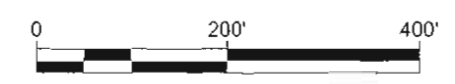
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

JNU EGAN DRIVE PAVEMENT REHABILITATION 10TH ST. TO MENDENHALL LOOP ROAD PROJECT #68129

SIGNING PLAN	
PROJECT DESIGNATION NH-0932(049)-68129	
STATE ALASKA	YEAR 2013
SHEET NUMBER H6	TOTAL SHEETS XX

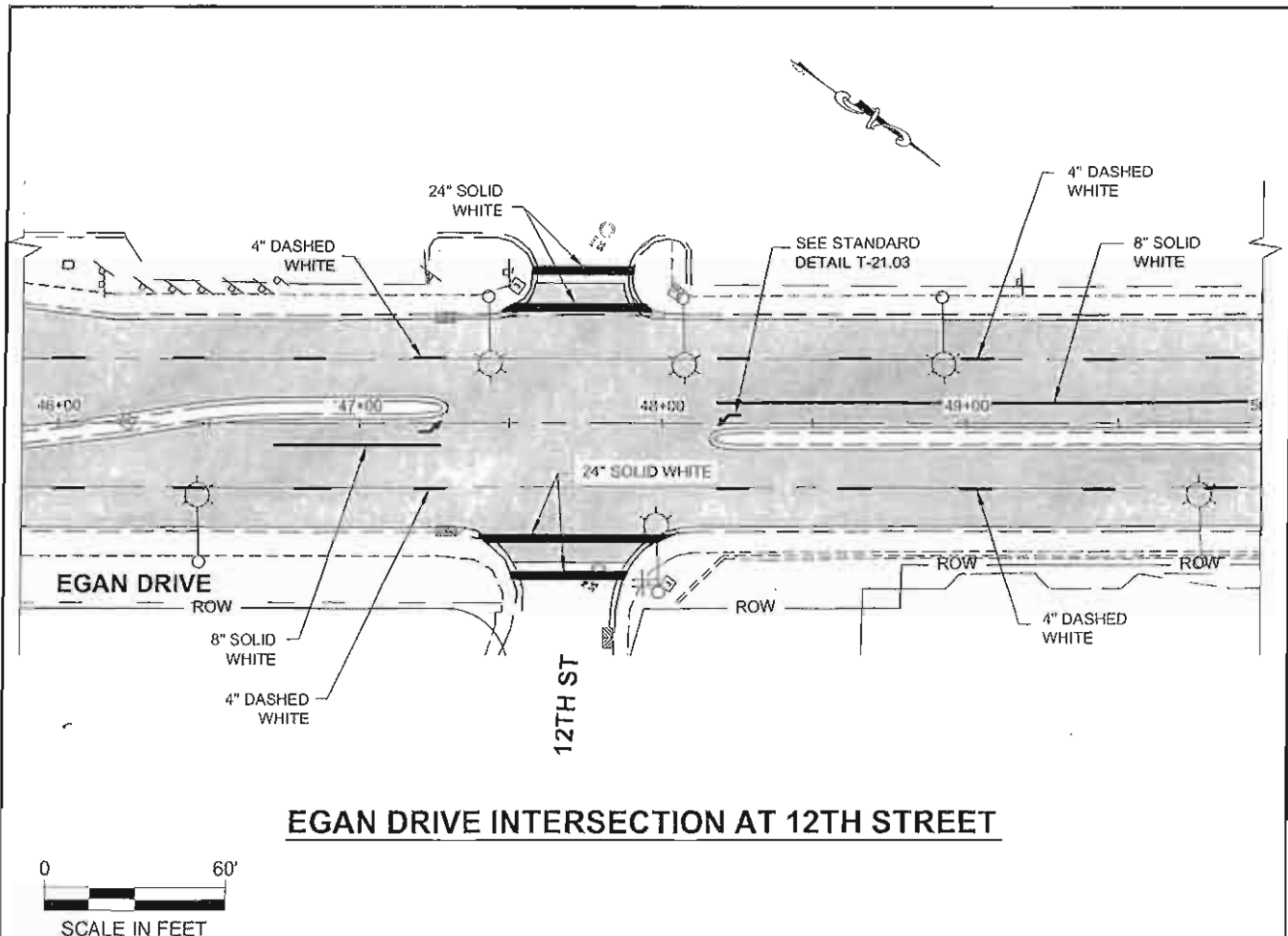


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- DUMP STATION D9-12
- D9-301R

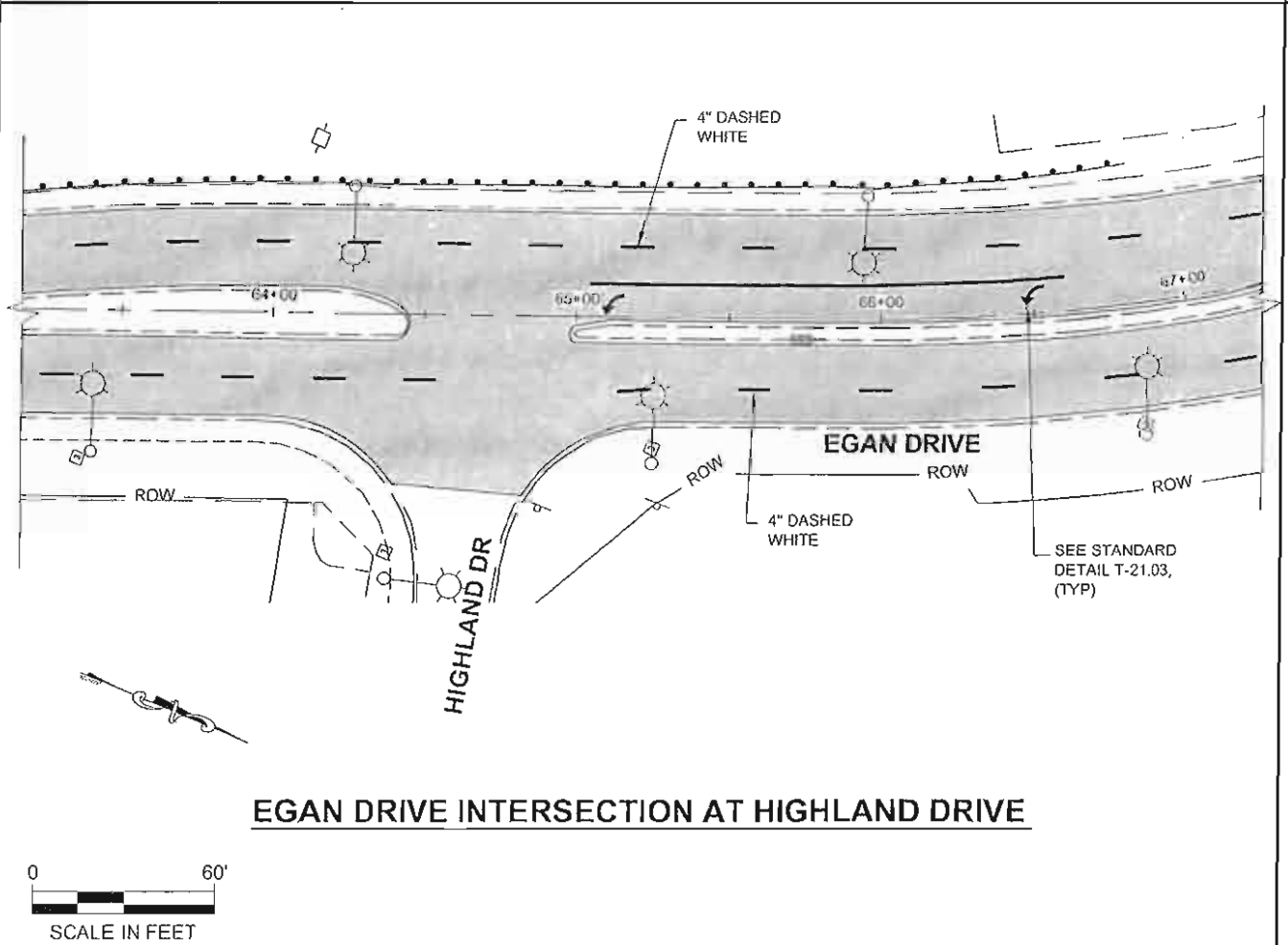


SCALE IN FEET
 DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PLAN



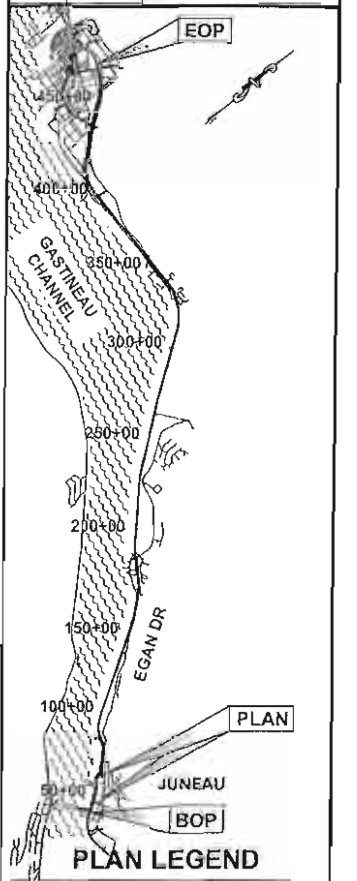
EGAN DRIVE INTERSECTION AT 12TH STREET



EGAN DRIVE INTERSECTION AT HIGHLAND DRIVE

PATH:
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 GRANHAM, RICK L (DOT)
 TAB: H7 Thursday, June 27, 2013 8:52:32 AM

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: D. EPSTEIN

DESIGNED BY: C. IVANISZFK
 DRAWN BY: R. GRANHAM

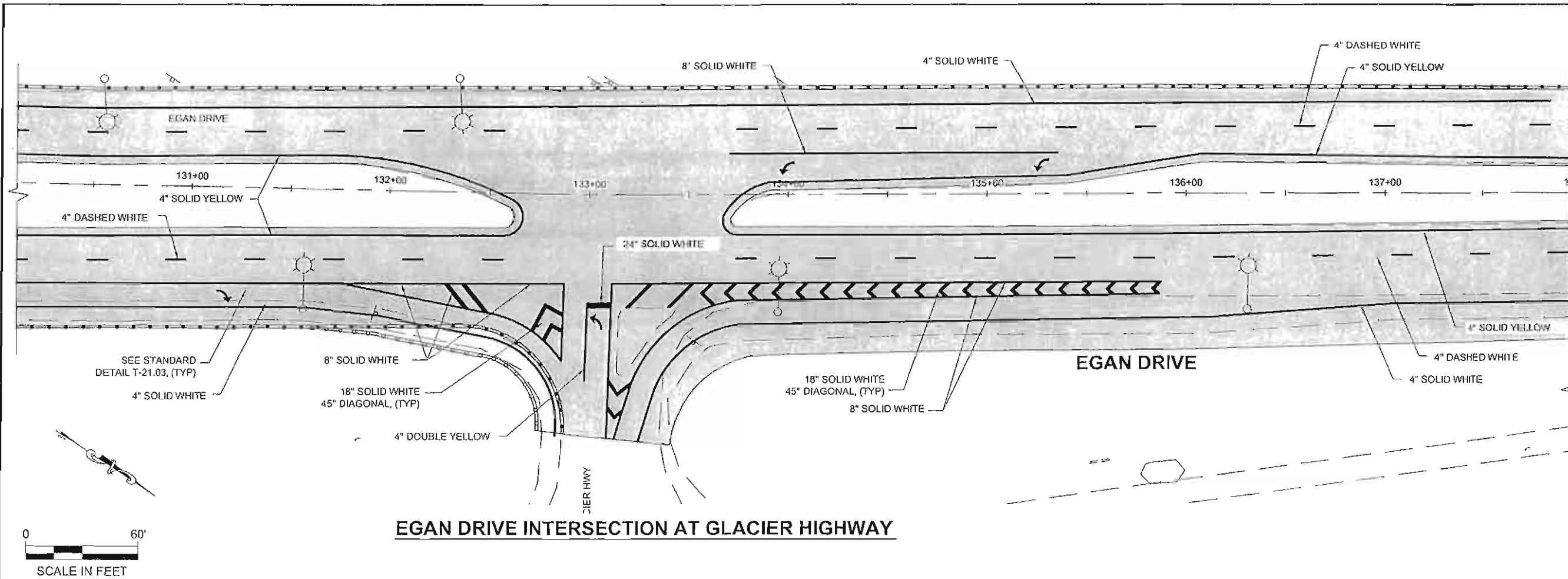
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHWARD BOUND

JNU-EGAN DRIVE PAVEMENT REHABILITATION 10TH ST. TO MENDENHALL LOOP ROAD PROJECT #68129

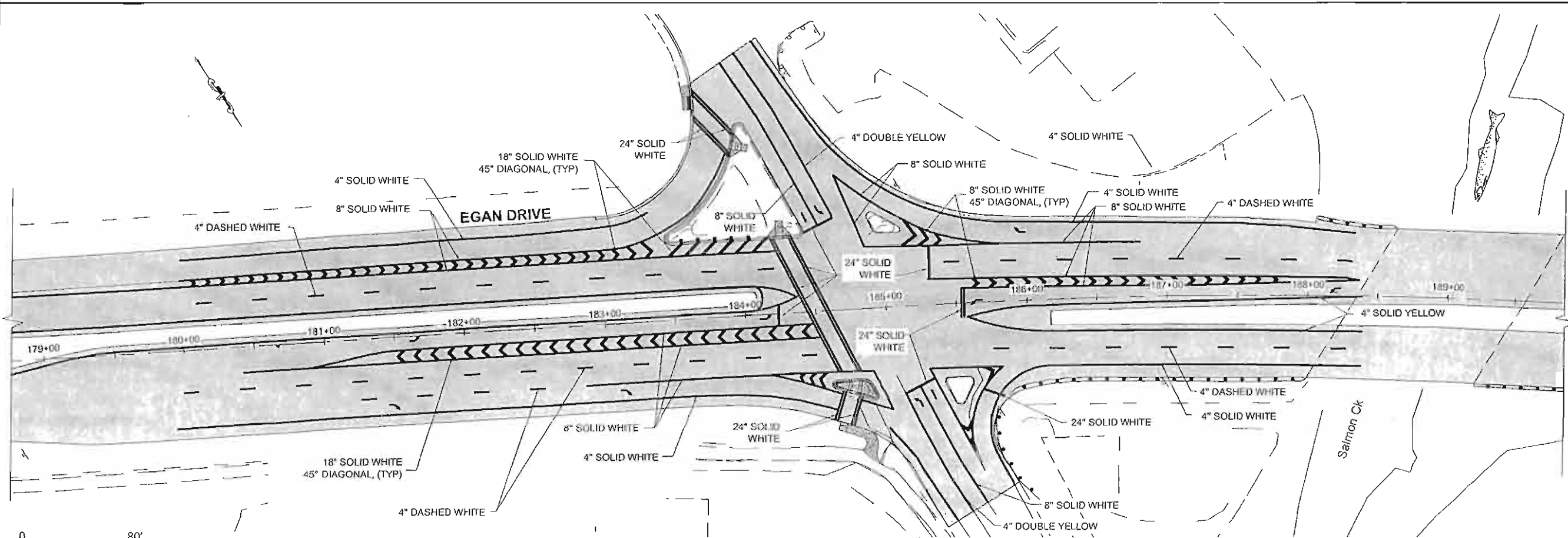
INTERSECTION STRIPING PLAN

PROJECT DESIGNATION	
NH-0932(049)-68129	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H7	XX

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



EGAN DRIVE INTERSECTION AT GLACIER HIGHWAY



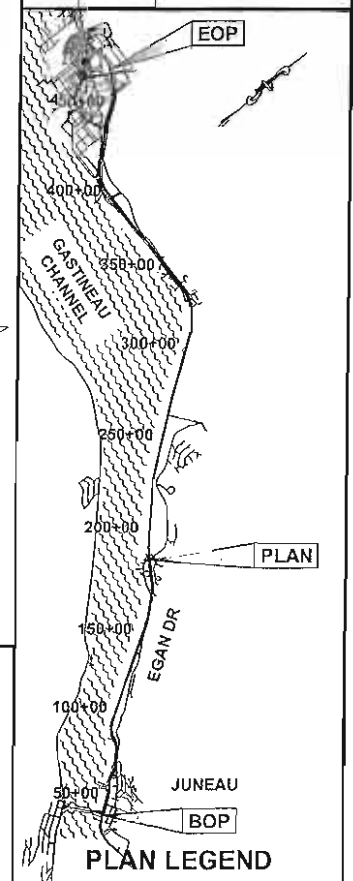
EGAN DRIVE INTERSECTION AT SALMON CREEK



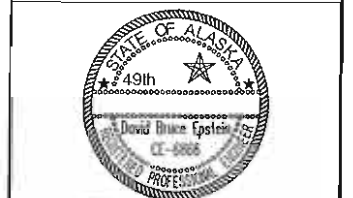
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
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STRIPES PLAN.DWG
GRANTHAM, RICK L (DOT)
TAB: H8 Thursday, June 27, 2013 8:52:41 AM

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: D. EPSTEIN



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

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

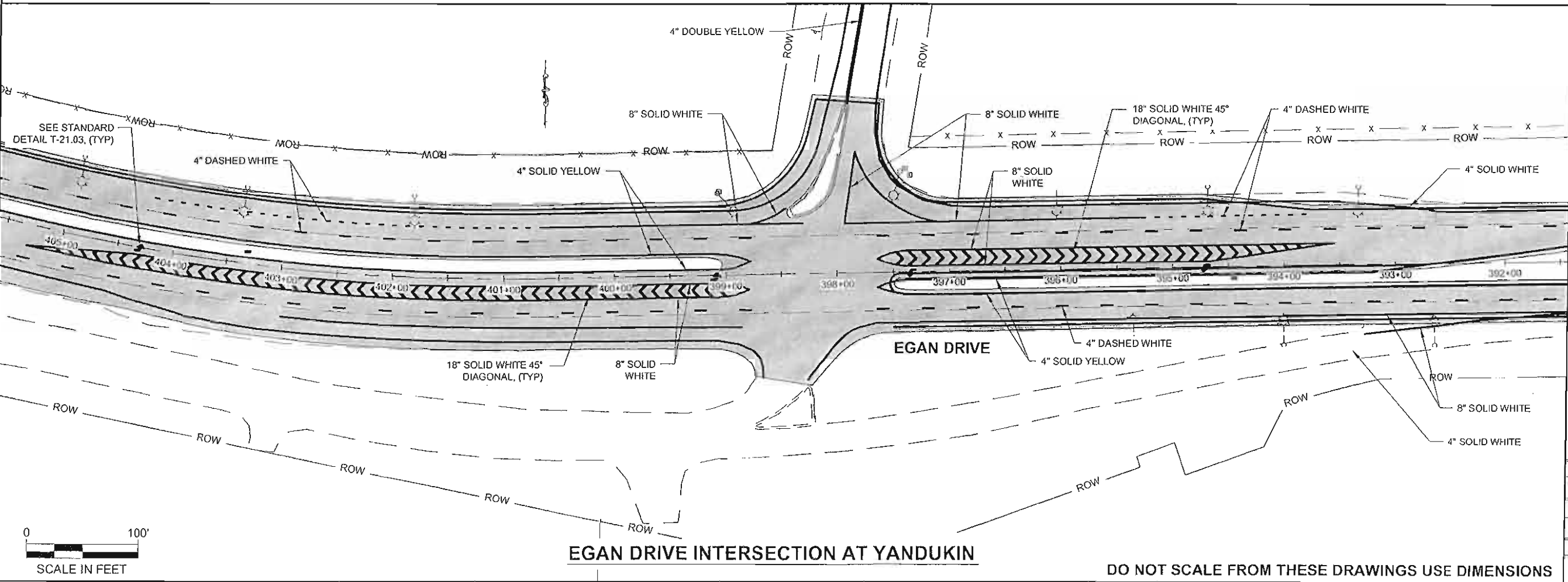
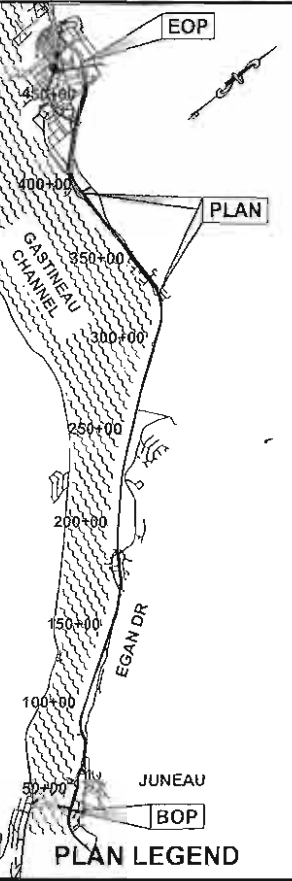
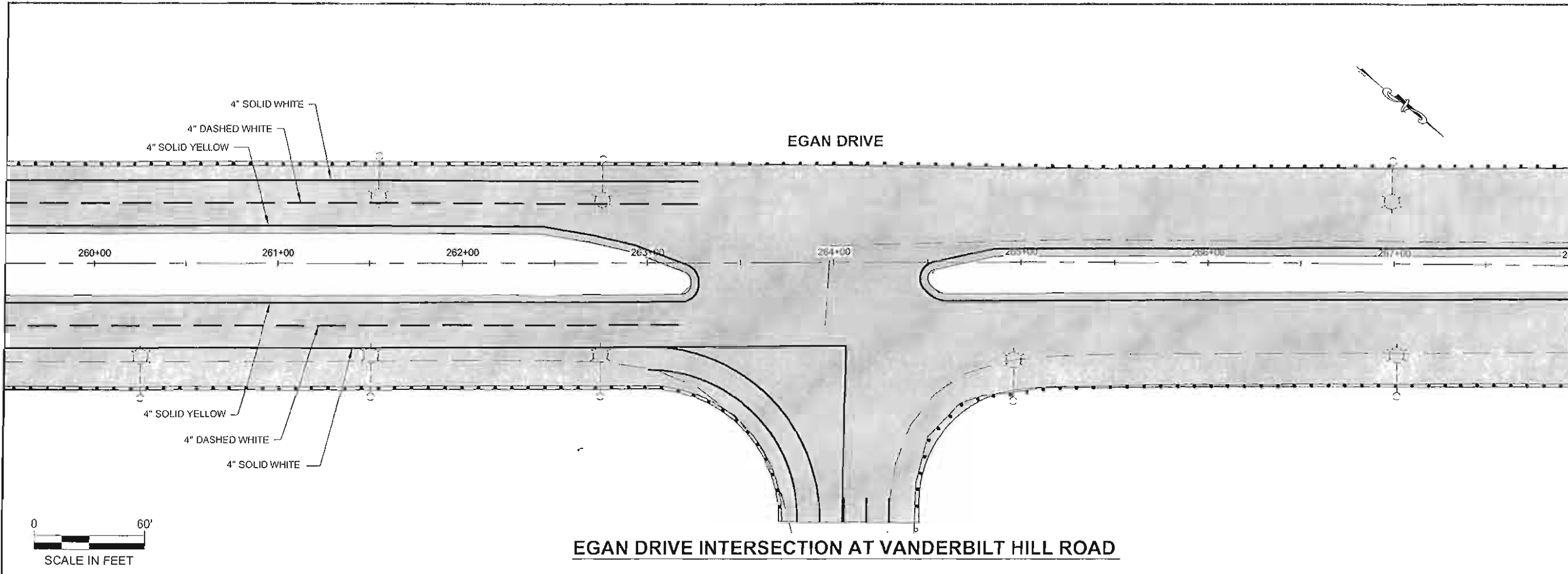
JNU-EGAN DRIVE PAVEMENT
REHABILITATION 10TH ST. TO
MENDENHALL LOOP ROAD
PROJECT #68129


**INTERSECTION
STRIPING PLAN**

PROJECT DESIGNATION
NH-0932(049)-68129

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H8	XX

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 TAB: H9 Thursday, June 27, 2013 2:02:42 PM
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 ATTACHMENT NUMBER
 RECORD OF REVISIONS
 No. DATE DESCRIPTION

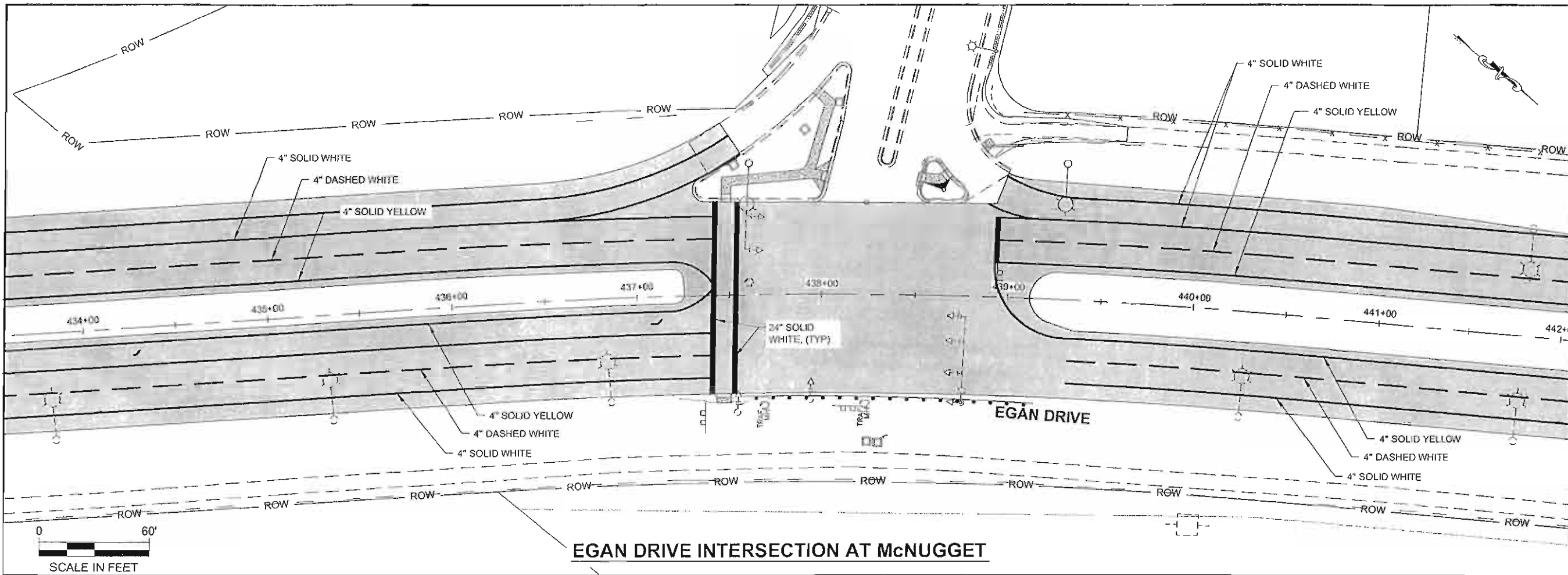


CHECKED BY: D. EPSTEIN


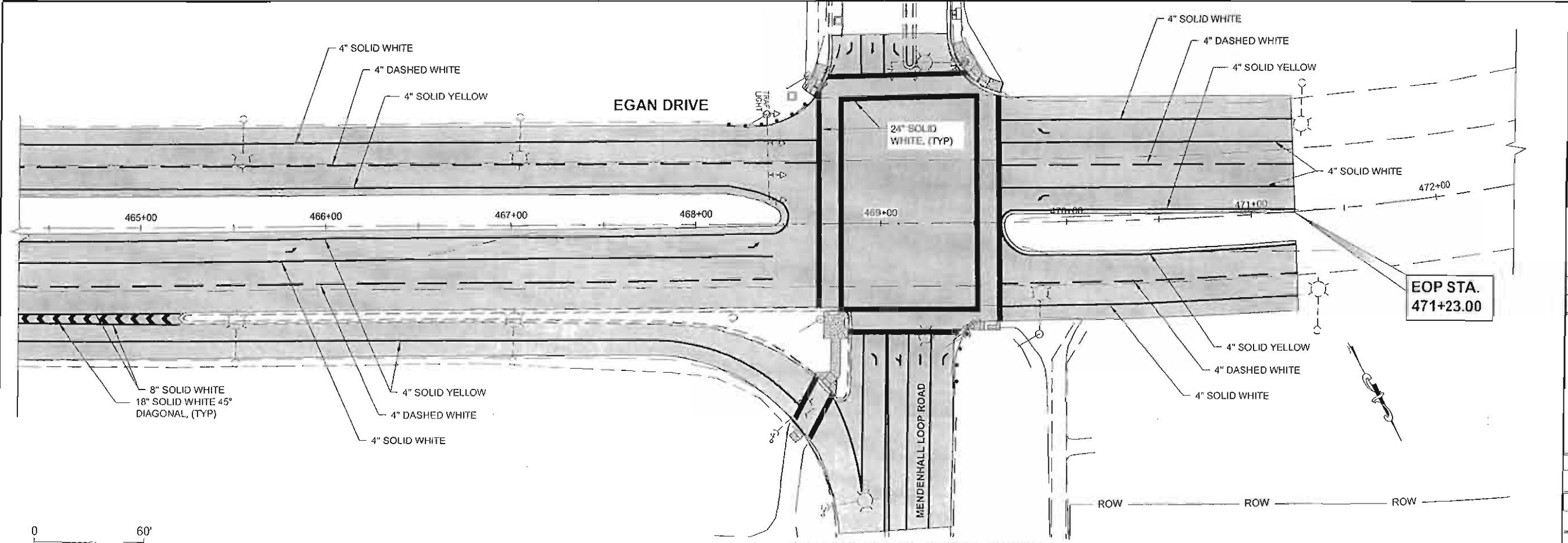
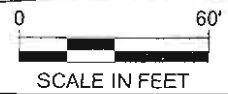
DESIGNED BY: C. VANISZEK
 DRAWN BY: R. GRANHAM
 STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION
JNU-EGAN DRIVE PAVEMENT REHABILITATION 10TH ST. TO MENDENHALL LOOP ROAD PROJECT #68129

INTERSECTION STRIPING PLAN	
PROJECT DESIGNATION	
NH-0932(049)-68129	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H9	XX

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



EGAN DRIVE INTERSECTION AT McNUGGET



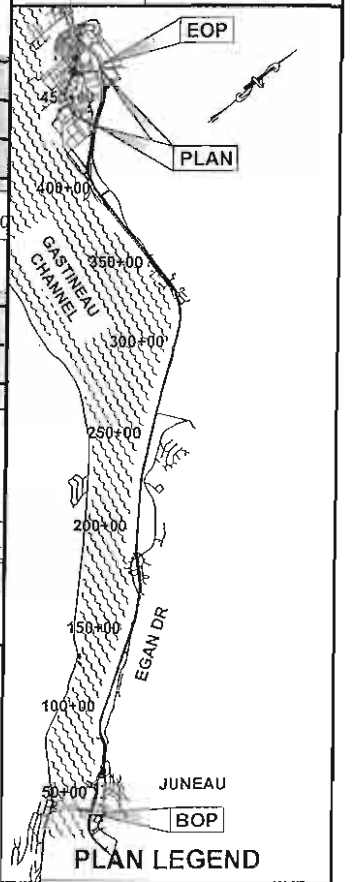
EGAN DRIVE INTERSECTION AT MENDENHALL LOOP ROAD



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
Q:\JNU\68129\PLANSET\68129_H7-H10_INTER STRIPE PLAN.DWG
GRANTHAM, RICK L (DOT)
TAB: H10 Thursday, June 27, 2013 1:27:35 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: D. EPSTEIN

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

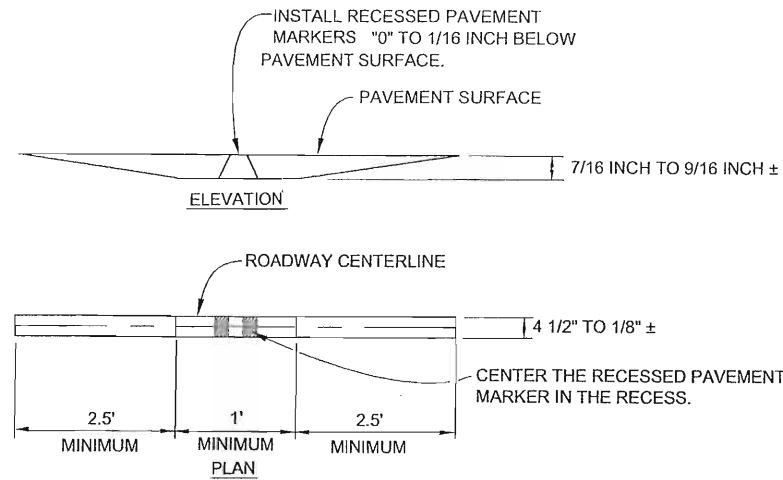
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

JNU-EGAN DRIVE PAVEMENT REHABILITATION 10TH ST. TO MENDENHALL LOOP ROAD PROJECT #68129

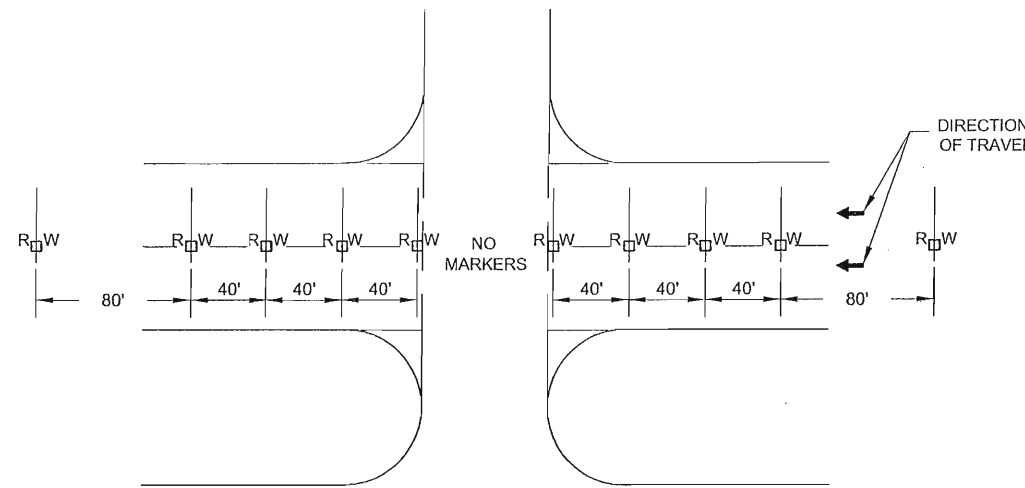
INTERSECTION STRIPING PLAN

PROJECT DESIGNATION
NH-0932(049)-68129

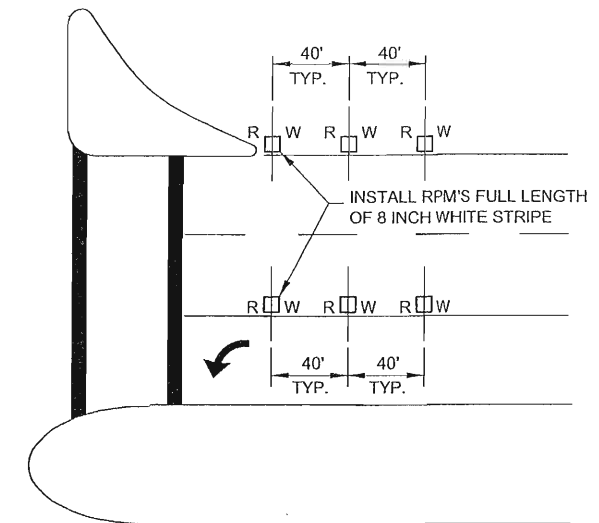
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H10	XX



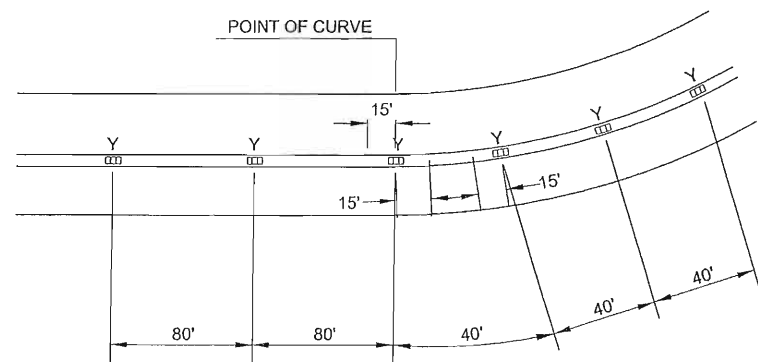
RECESSED PAVEMENT MARKER DETAIL
N.T.S.



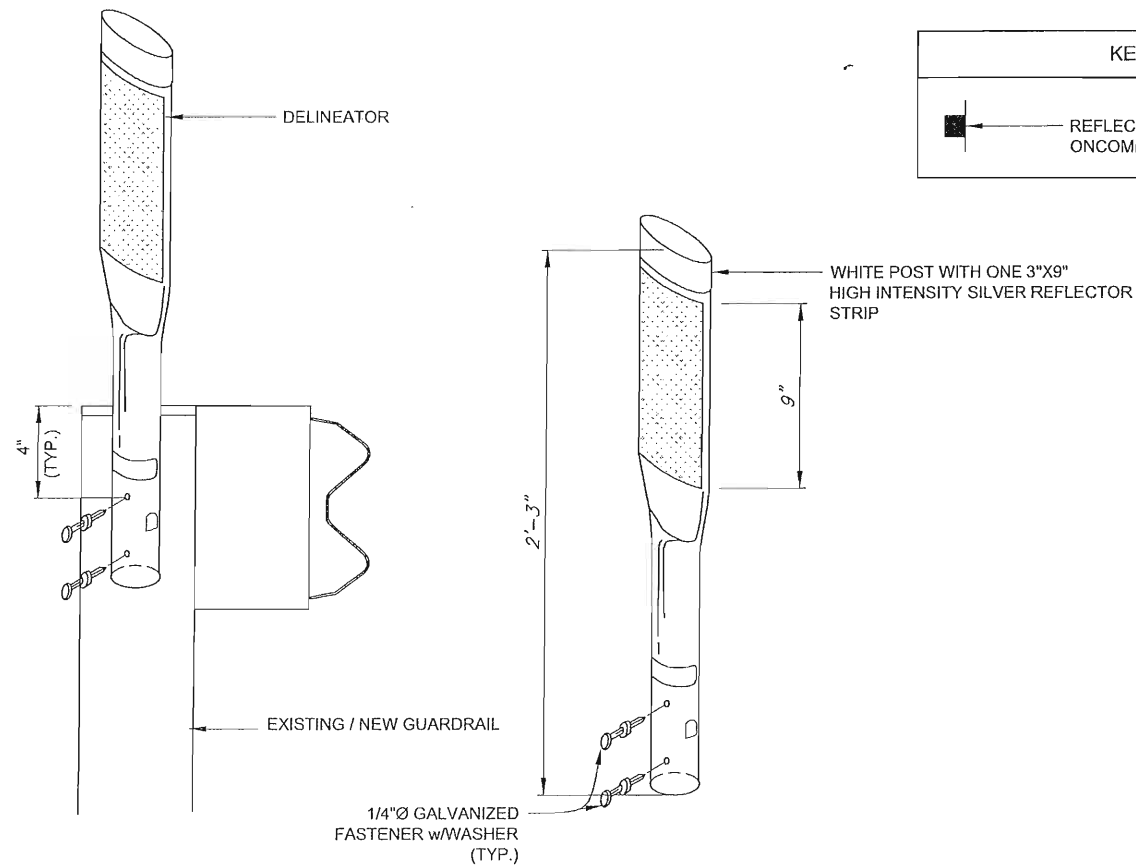
INTERSECTION APPROACH DETAIL
NOTE: POSITION MARKERS CENTERED BETWEEN DASHED STRIPES.



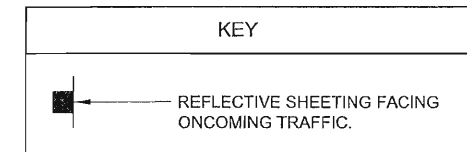
RPM PLACEMENT FOR LEFT AND RIGHT TURN LANE
N.T.S.



**TWO LANE, TWO WAY DETAIL
RECESSED PAVEMENT MARKER**
THIS MAY ONLY BE AT CURVES WITH RADIUS LESS THAN 1600'



FLEXIBLE GUARDRAIL DELINEATOR
N.T.S.



DELINEATOR NOTES:

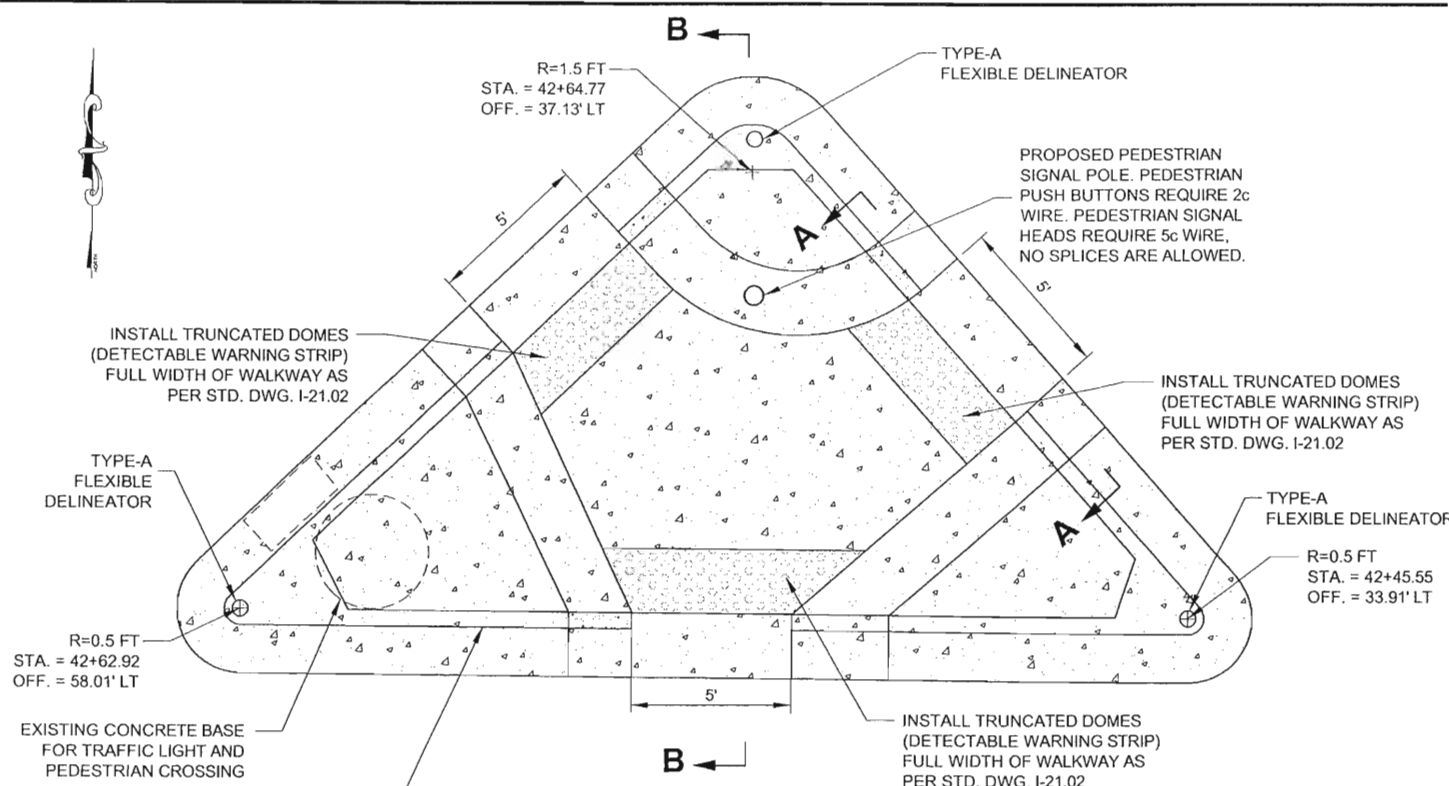
1. DELINEATORS SHALL BE INSTALLED ALONG EGAN DRIVE AT GUARDRAIL LOCATIONS ON 450 FEET ON CENTER. ALL GUARDRAIL ENDS SHALL HAVE DELINEATORS.
2. DELINEATORS INSTALLED ON OUTSIDE SHOULDER GUARDRAIL SHALL HAVE WHITE REFLECTIVE SHEETING. DELINEATORS INSTALLED ON MEDIAN SHOULDER GUARDRAIL SHALL HAVE YELLOW REFLECTIVE SHEETING.

STRIPING AND RPM NOTES:

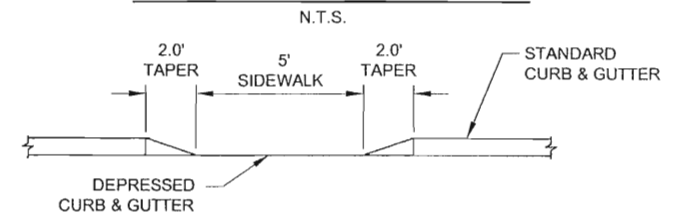
1. EXISTING NO-PASSING GROOVES AT ENDS OF NO-PASSING ZONES SHALL BE REFERENCED BEFORE CONSTRUCTION BEGINS BY THE CONTRACTOR FOR TEMPORARY AND PERMANENT MARKING PLACEMENT.
2. LATERAL PLACEMENT OF RECESSED PAVEMENT MARKERS SHALL BE BETWEEN DOUBLE YELLOW STRIPES ON CENTERLINE.
3. LOCATIONS OF MARKERS IN SITUATIONS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE PROJECT ENGINEER.
4. RPM QUANTITIES ARE APPROXIMATE ONLY AND MAY VARY.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

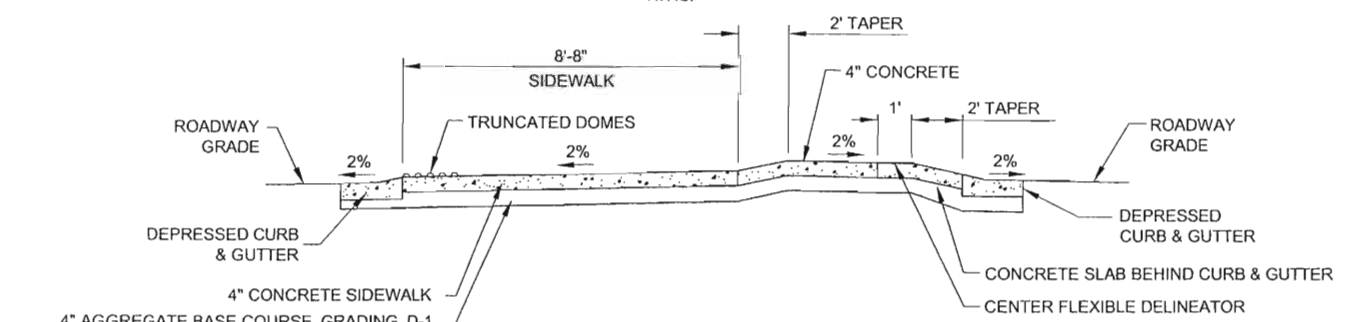
CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION												
DESIGNED BY: C. IVANISZEK DRAWN BY: R. GRANTHAM		JUNEAU EGAN DRIVE PAVEMENT REHABILITATION PROJECT #68129 MISCELLANEOUS DETAILS												
PATH: Q:\JUN168129\PLANSET\68129_J1-J3_MISC DETS.DWG TAB: J1 Monday, June 10, 2013 1:18:43 PM GRANTHAM, RICK L (DOT)		PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS									
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REVISIONS														
NO.	DATE	DESCRIPTION												



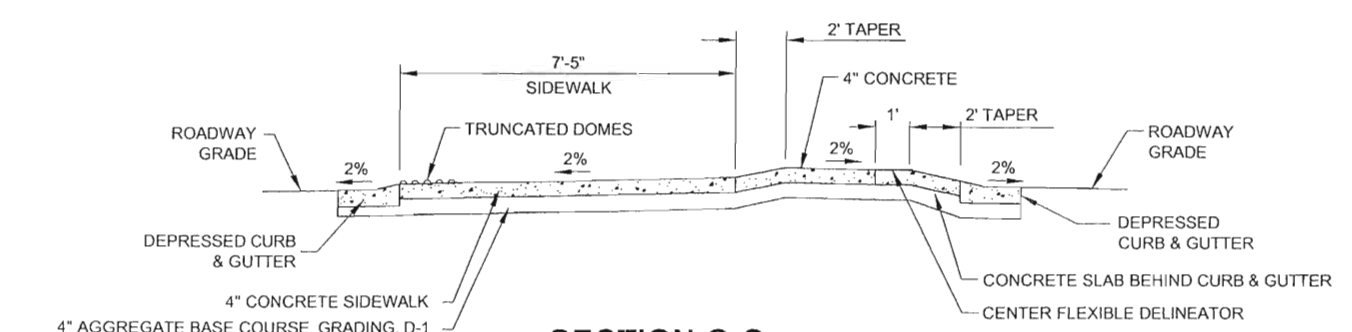
**10TH STREET / EGAN DRIVE
PEDESTRIAN ISLAND #1**



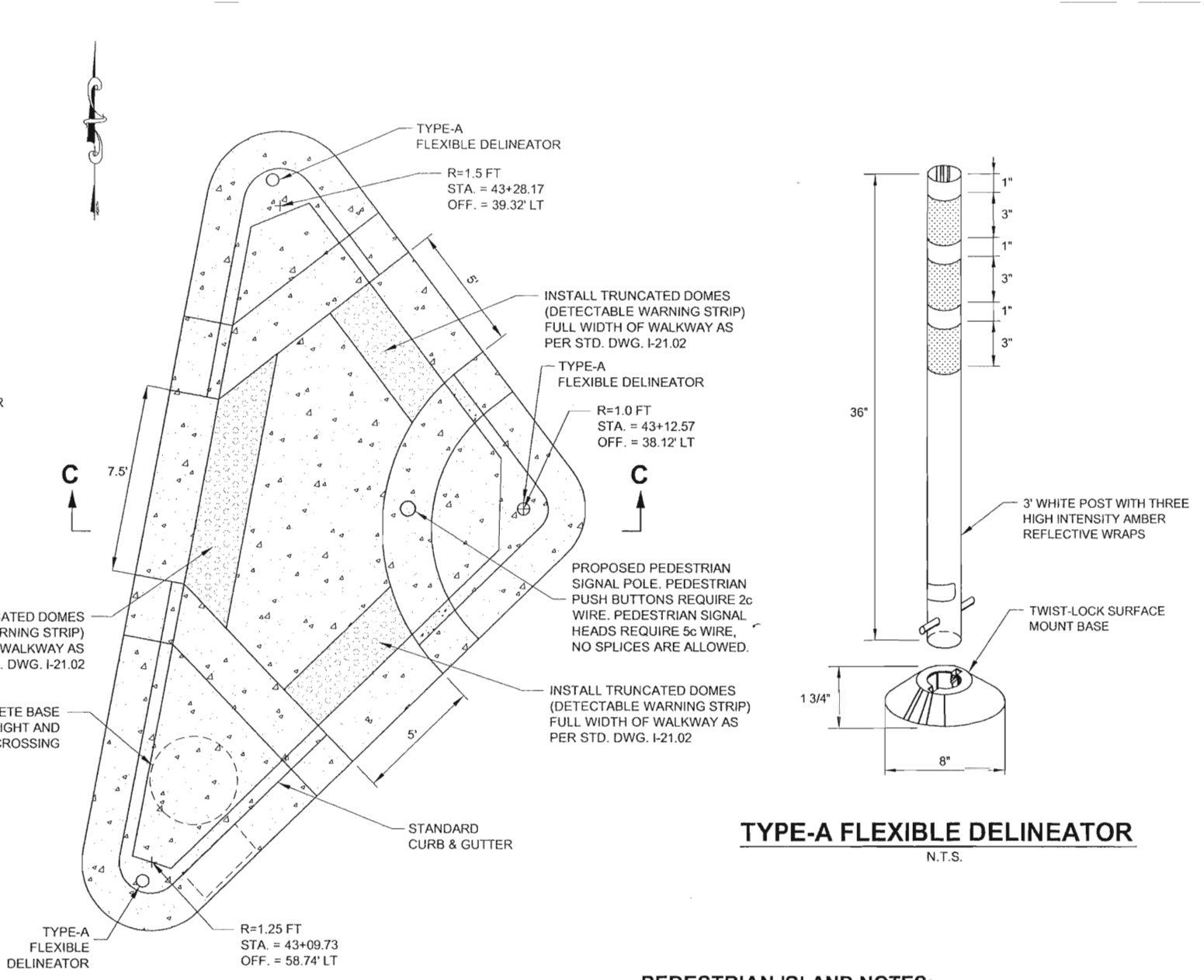
SECTION A-A (TYP)



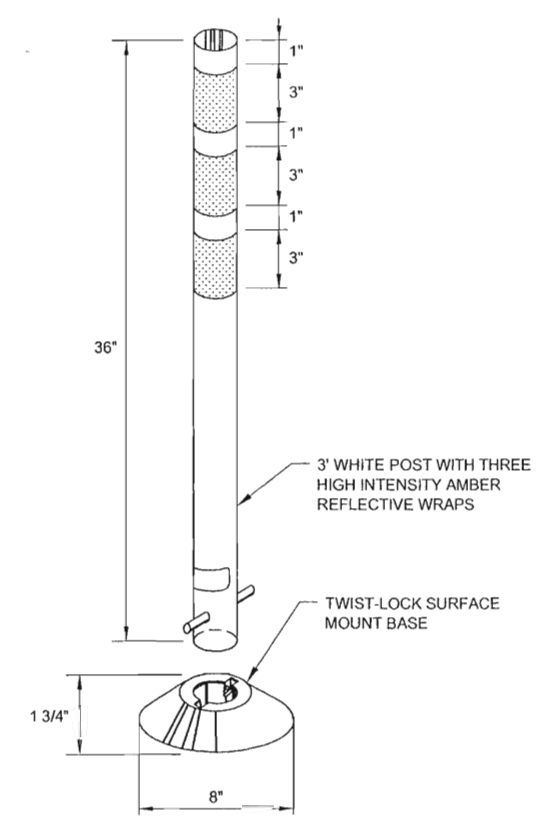
SECTION B-B



SECTION C-C



**10TH STREET / EGAN DRIVE
PEDESTRIAN ISLAND #2**



TYPE-A FLEXIBLE DELINEATOR

PEDESTRIAN ISLAND NOTES:

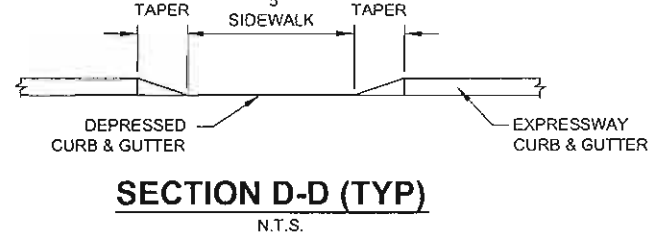
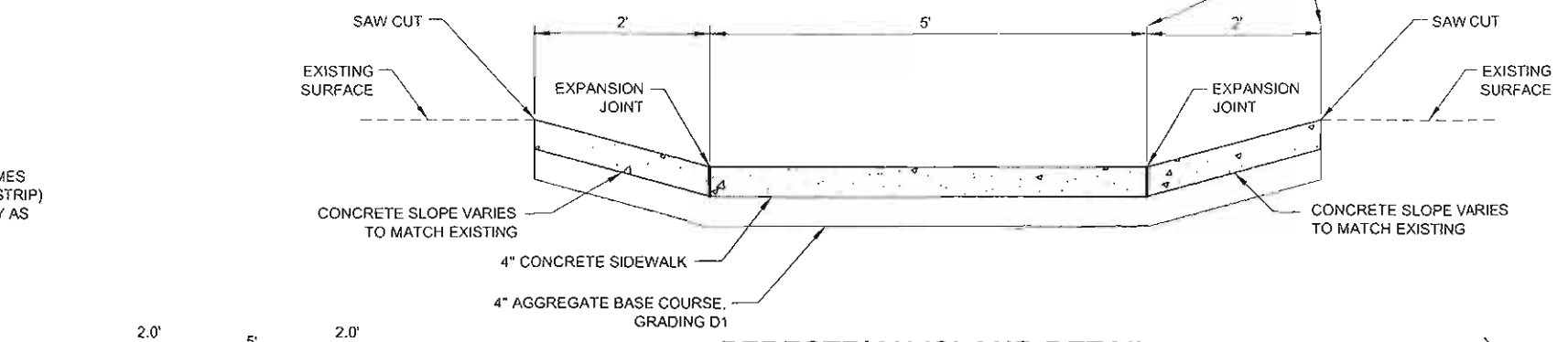
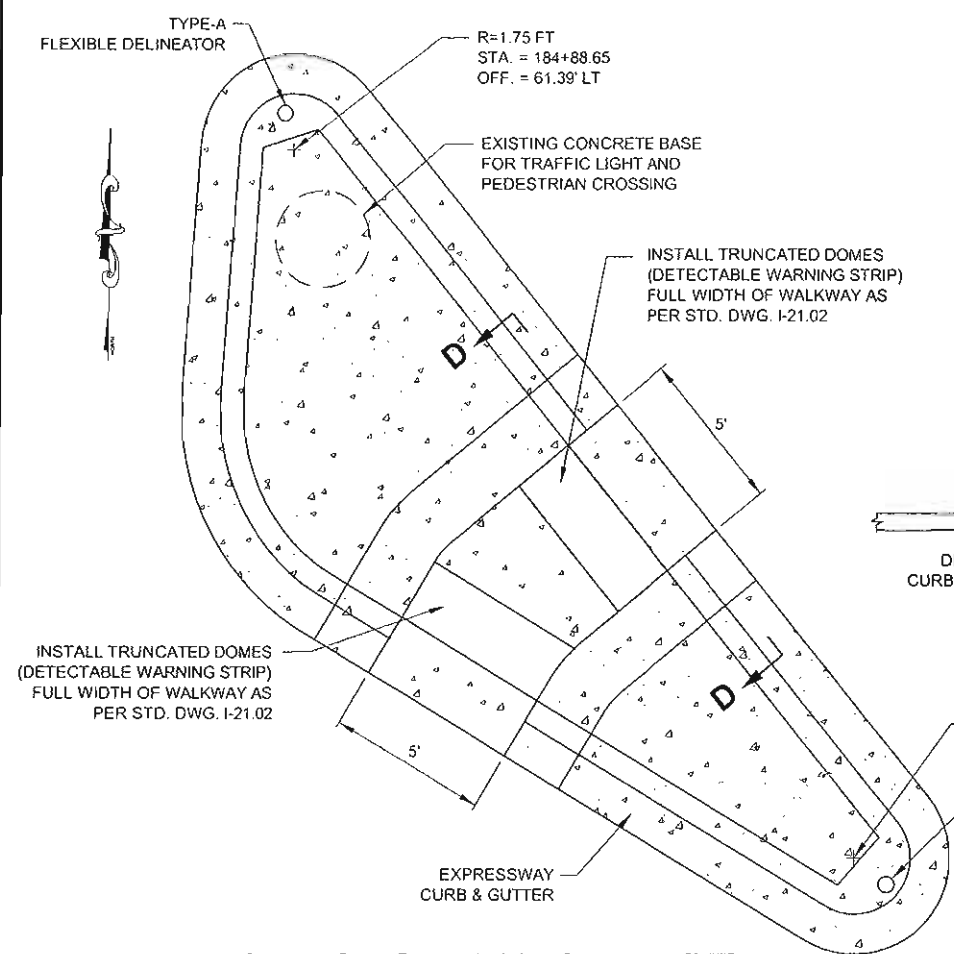
- 1. CROWN ISLAND AT CENTER OF SIDEWALK SO DRAINAGE IS OUTWARD, OFF ISLAND.

FLEXIBLE DELINEATOR NOTES:

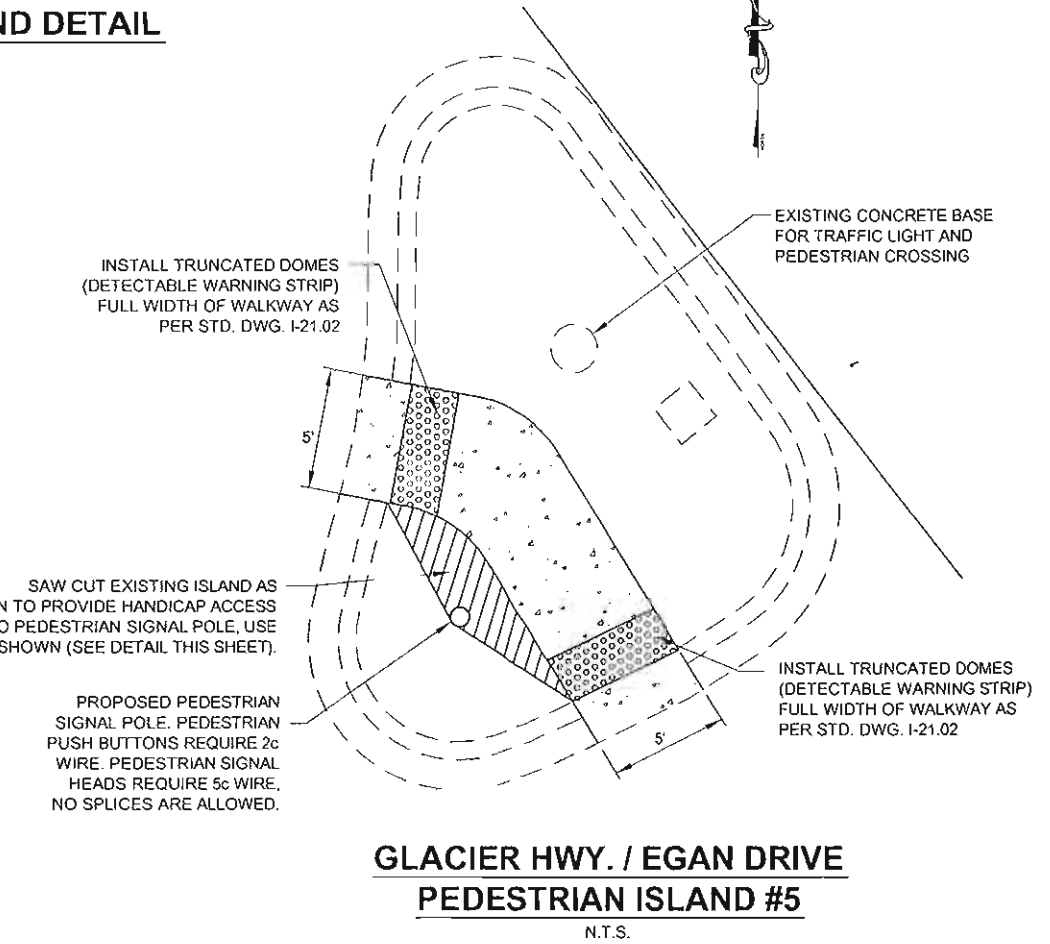
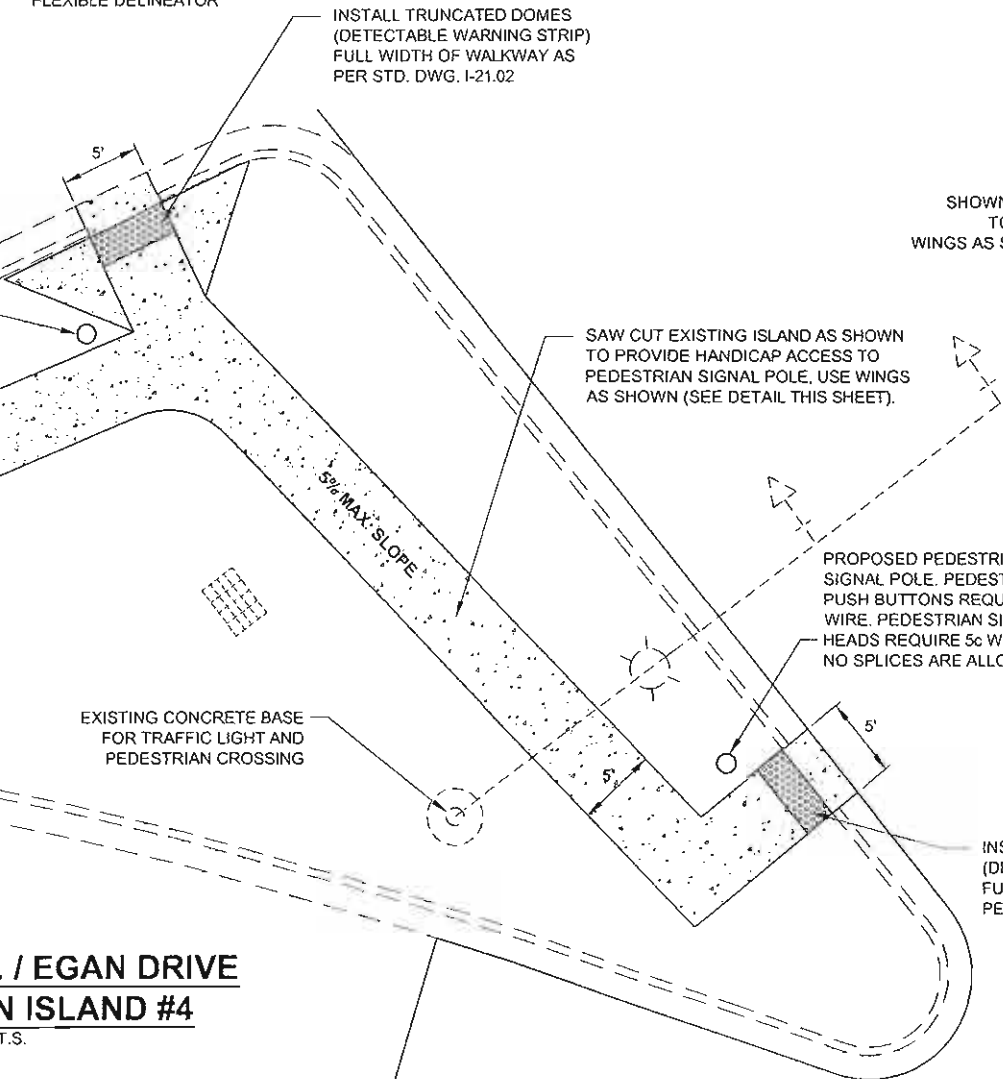
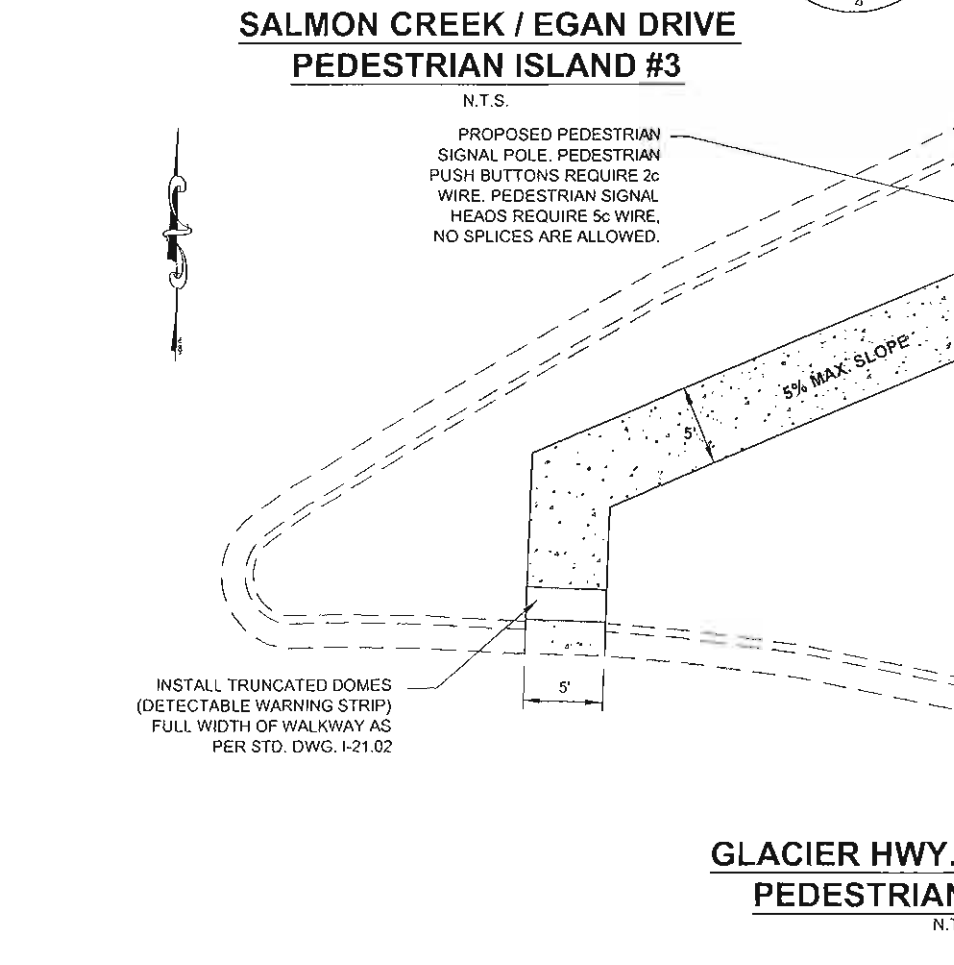
- 1. DELINEATORS SHALL BE INSTALLED AT LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 2. DELINEATORS SHALL BE WHITE IN COLOR. DELINEATORS INSTALLED ON OUTSIDE SHOULDERS SHALL HAVE WHITE REFLECTIVE SHEETING. DELINEATORS INSTALLED ON MEDIAN SHOULDERS SHALL HAVE YELLOW REFLECTIVE SHEETING.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRAPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION																						
DESIGNED BY: C. IVANISZEK DRAWN BY: R. GRANTHAM		JUNEAU EGAN DRIVE PAVEMENT REHABILITATION PROJECT #68129 MISCELLANEOUS DETAILS																						
PATH: Q:\JUNI68129\PLANSET\68129_01-J5_MISC DETS.DWG TAB: J2 Wednesday, July 03, 2013 11:04:23 AM		GRANTHAM, RICK L (DOT)																						
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REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS																		
NO.	DATE	DESCRIPTION																						
			NH-0932(049)-68129	2013	J2	XX																		



PEDESTRIAN ISLAND DETAIL
N.T.S.



PEDESTRIAN ISLAND NOTES:

1. CROWN ISLAND AT CENTER OF SIDEWALK SO DRAINAGE IS OUTWARD, OFF ISLAND.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP

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

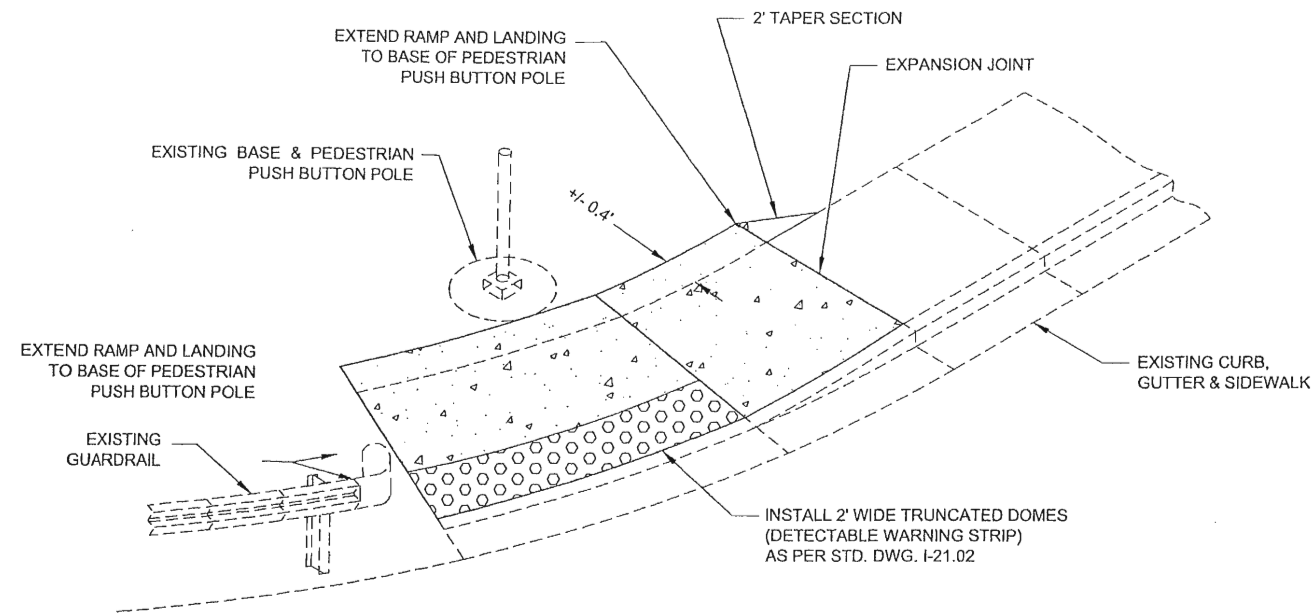
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU
EGAN DRIVE PAVEMENT REHABILITATION
PROJECT #68129

MISCELLANEOUS DETAILS

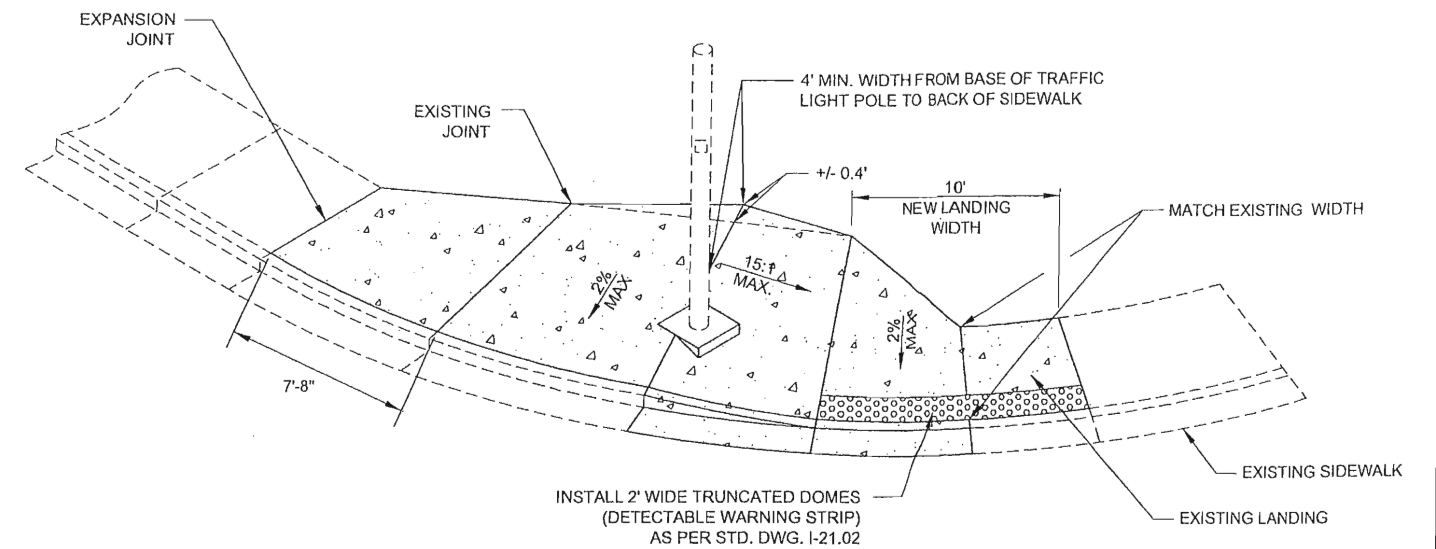
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NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO	TOTAL SHEETS
			NH-0932(049)-68129	2013	J3	XX



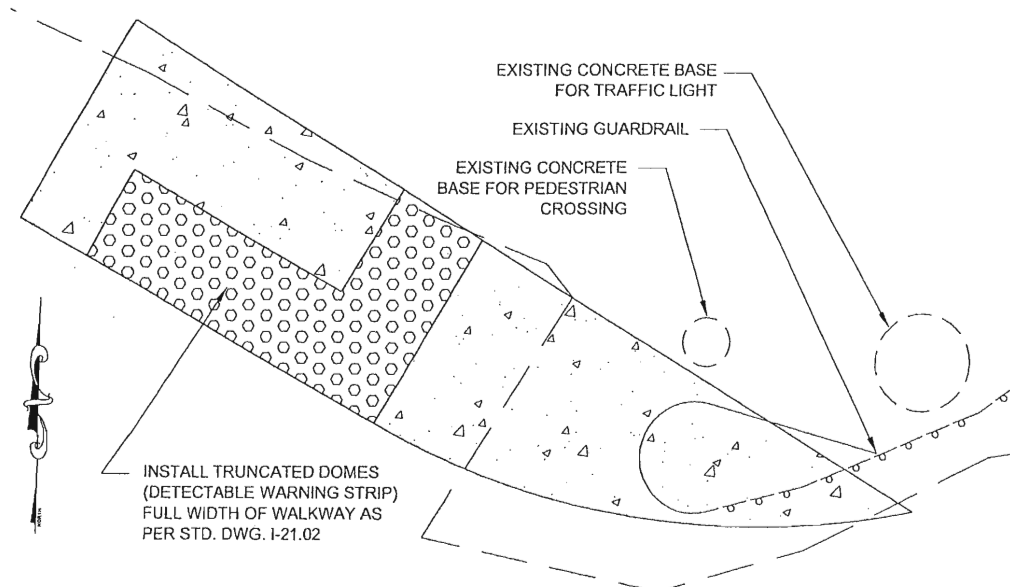
**GLACIER HWY / EGAN DRIVE
RAMP DETAIL**

N.T.S.



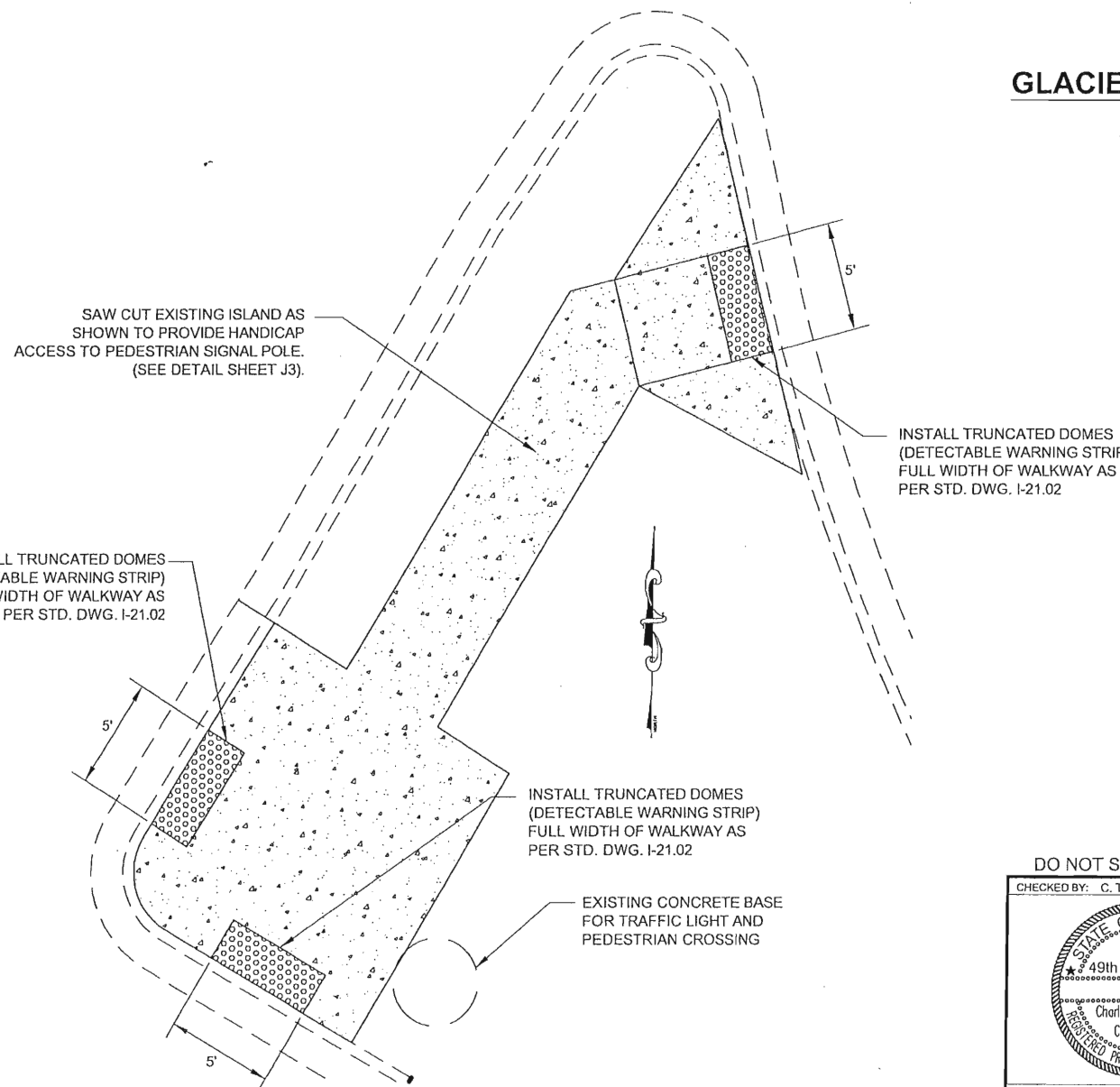
**GLACIER HWY / EGAN DRIVE
RAMP DETAIL**

N.T.S.



**GLACIER HWY. / EGAN DRIVE
RAMP DETAIL**

N.T.S.



**GLACIER HWY. / EGAN DRIVE
PEDESTRIAN ISLAND #6**

N.T.S.

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		JUNEAU EGAN DRIVE PAVEMENT REHABILITATION PROJECT #68129 MISCELLANEOUS DETAILS	
DESIGNED BY: C. IVANISZEK			
DRAWN BY: R. GRANTHAM		GRANTHAM, RICK L (DOT)	
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NO.	DATE	DESCRIPTION	

NH-0932(049)-68129 2013 J4 XX