

MEMORANDUM

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

DATE: August 8, 2013

TO: Planning Commission

FROM: Ben Lyman, Senior Planner 
Community Development Department

FILE NO.: CSP2013 0016

PROPOSAL: Widen and rehabilitate separated shared use path along Mendenhall Loop Road.

GENERAL INFORMATION

Applicant: State of Alaska DOT & PF

Property Owner: State of Alaska DOT & PF

Property Address: Mendenhall (Back) Loop Road Mile Post 0.0 to 3.98

Parcel Code No.: 0

Site Size: 5,099 feet in length; paving 10 feet wide

Zoning: Collector Street

Utilities: Public

Access: Mendenhall Loop Road

Existing Land Use: Transportation Corridor



CITY/BOROUGH OF JUNEAU
★ ALASKA'S CAPITAL CITY

ATTACHMENTS

Attachment A	Application
Attachment B	July 18, 2013 Scoping Update letter
Attachment C	Email correspondence between Kirk Duncan & John Kern

BACKGROUND

Mendenhall Loop Road is a collector street, known locally as the “Back Loop Road” within the project area, which extends from the driveway to Mendenhall River Community School in the west to the intersection with Glacier Spur Road to the east. The proposed project would rehabilitate the existing eight-foot-wide separated path on the south side of Mendenhall Loop Road to meet current national standards in terms of width (10 feet) and compliance with the Americans with Disabilities Act (ADA). Drainage improvements and ADA-compliant ramps to a Capital Transit bus stop are also proposed.

Mendenhall Loop Road experiences vehicular volumes of approximately 5,000 Average Daily Traffic (ADT) in the project area, and is owned and maintained by the State of Alaska Department of Transportation and Public Facilities (DOT&PF).

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 rehabilitate a shared-use path and to bring it up to local, state, and national standards in terms of width and grade. This project is likely to cause impacts to the community in terms of traffic flow and construction noise during construction, but no changes to turning movements are proposed with this project. Signs in the project area will be replaced and/or relocated as needed.

According to the July 18, 2013 letter from Jane Gendron (DOT&PF SE Region Environmental Manager)(Attachment B), the project was originally scoped as including a new Capital Transit bus stop and shelter “near Mint Way or Glendale Street”, “the following activities have since been added to the project scope:

- Construct an ADA accessible ramp to the bus shelter from the shared use path
- Omit the previously proposed new bus shelter and its concrete pad between Mint Way and Glendale Street; the structure is to be constructed by City and Borough

of Juneau” [emphasis added]

Given that DOT&PF has taken a very strict stance on where bus shelters may be installed by the City and Borough of Juneau, that the City and Borough of Juneau has not agreed to take on the responsibility of constructing the bus shelter or pad that is mentioned above, and that the CBJ has no funds allocated for the construction of this shelter or pad, both Capital Transit and Engineering Department staff oppose the project modification regarding the transit stop described above. Additionally, if DOT&PF constructs the ADA ramps as proposed, but does not construct the pad, the functionality of the ramps in providing ADA-compliant access to the bus stop will be negatively impacted. Riders will have to navigate from the paved ramps onto an unpaved waiting and loading area. Accordingly, staff recommends that a condition be placed on the finding of consistency with locally-adopted plans that would require DOT&PF to construct a pad at the bus stop location, connecting the ADA access ramps to the paved roadway and providing a complete ADA-compliant route between the bus and the separated path. Furthermore, staff recommends that due to historical problems with obtaining Right-of-Way permits from DOT&PF, a permit for the proposed bus shelter be issued by DOT&PF to the CBJ/Capital Transit prior to construction of the ADA ramps or bus shelter pad; this will ensure that the CBJ will be allowed to install a shelter in this location when funding for that shelter becomes available.

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) (NMTP)
Area-Wide Transportation Plan (2001) (AWTP)
CBJ 42.20 Offenses Against the Public Order
CBJ 49.70.310 Habitat
CBJ 72.17 Street Closure Permits

Comprehensive Plan:

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.

Development Guidelines

8.2.DG1 Require sidewalks and bicycle paths or lanes along newly constructed arterial

and collector streets where appropriate, and provide or work with DOT to provide such amenities along existing roads to provide safe and efficient access and recreation and to reduce pedestrian/automobile conflicts.

8.2.IA3 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.

8.2.IA4 Work with the Juneau School District and other agencies to identify opportunities for improved pedestrian and bicycle access to schools.

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 TRAVELWAYS.

8.3.IA13 Implement the subarea improvements for the Mendenhall Valley and Auke Bay 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.

Guidelines and Considerations for Subarea 4:

9. Consider the transportation improvements for this subarea discussed in Chapter 8 of this Plan and provide for pedestrian and bicycle access to schools, parks and shopping areas.

11. Drainage problems exist in the central East Mendenhall Valley. Incremental additions to a storm drain system are being made or are in the planning stages...

13. Identify historic and cultural resources within the subarea. Projects that may impact historic resources identified within this subarea are to be reviewed by the Historic Resources Advisory Committee (HRAC) prior to issuance of a permit. Where new historic or cultural resources are discovered or identified, the Juneau-Douglas City Museum should be contacted immediately for documentation and technical assistance toward preservation and/or curating of the resource. The demolition or removal of historic resources should be avoided and should only occur when no other option for its preservation or relocation to a suitable site exists.

Non-Motorized Transportation Plan (NMTP):

The project area includes improvement #43 in the NMTP, which calls for installing a pedestrian-activated crosswalk [signal] and improved signage and pavement markings, as well as initiation of a Safe Routes to Schools program at Mendenhall River School. These improvements are beyond the scope of the reconstruction project.

This project relates to Improvement #7 for Mendenhall River Community School in the Juneau Safe Routes to Schools Plan:

“Identify traffic gaps during arrival and dismissal times on Mendenhall Loop Road near Mint Way. If results in combination with other factors warrant, add a separated path or sidewalk on the north side of Mendenhall Loop Road from Mendenhall Loop Road/Glacier Spur Road to Montana Creek Road and add a pedestrian activated signalized crosswalk and School Zone at the intersection of Mint Way (or Glendale Road) and Mendenhall Loop Road.

“This is warranted because children living on the north side of Mendenhall Loop Road and in the Threadneedle area are close to Mendenhall River Community School yet have no way to walk or cross safely. According to the 2010 census there are 42 families with children under age 18 living in these two areas within the Mendenhall River School attendance area. Students from these areas as well as the Montana Creek neighborhoods need to cross safely to get to Floyd Dryden Middle School.

“There have been three pedestrian/vehicle accidents on this stretch of road and a fatality slightly west on Steelhead and Mendenhall Loop Road. Parents commented on the need for safe crossing of Mendenhall Loop Road and support adding pedestrian crossing improvements.

“Mendenhall Loop Road and Mint Way are urban collector roads. The AADT on this section of Mendenhall Loop Road is between 4,788 and 5,274; Mint Way has an AADT of 1,919. According to Alaska Traffic Manual Supplement to MUTCD, Table 7A-101, if traffic gaps are not adequate to support safe crossing and other criteria are met this would qualify for pedestrian signal, refuge, or grade separation if other criteria are met. According to that publication’s Table 3B-101 this crossing is not a crosswalk candidate due to the high speed limit, but would be if a pedestrian activated signalized crossing and School Zone were added.” (page 59)

A new separated path on the north side of Mendenhall Loop Road, a pedestrian-activated signal, and creation of a school zone are all out of the scope of the proposed project.

During environmental scoping for the project, CBJ staff identified a gap in the recreational trail system that could connect North Riverside Drive to the separated path that will be rehabilitated

in this project. CBJ agencies may work to close this gap by re-opening a historical trail that once connected North Riverside Drive to the Mendenhall Loop Road in the future. At CBJ request, DOT&PF incorporated a connection to this trail in the proposed project; this connection is shown on sheet F9 of the application.

Area Wide Transportation Plan (AWTP):

Area Wide Priority Solutions

5 Enhanced [Safe] Routes to Schools Program

Fund enhanced [safe] routes to schools program to construct sidewalks and/or bicycle and pedestrian routes from neighborhoods to schools. Near-term

CBJ 49, the *Land Use Code*:

As a pavement widening and rehabilitation project, the proposed project will necessarily result in inconveniences for many residents and visitors to the project area. 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 may 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.

Capital City Fire/Rescue staff have expressed concern that they have not been notified of street closures and traffic revisions, which could have serious consequences in the event of an emergency requiring access through or within the project area. Staff recommends that an advisory condition alerting the project contractor to notify both the Juneau Police Department and Capital City Fire/Rescue prior to modifying traffic patterns be placed on the finding of consistency with locally adopted plans.

HABITAT

The proposed project does not affect wetlands, anadromous streams, or other habitat.

FINDINGS

The project would widen the existing separated shared-use path on the south side of the Mendenhall Loop Road between the driveway for Mendenhall River Community School and the intersection with Glacier Spur Road from eight feet to 10 feet, as well as bringing the trail and access to a bus stop up to ADA standards. Drainage improvements and relocated or replaced signage will also be included in the project. The project does not include a pad at the top of the ADA access ramps between the separated path and the bus stop between Mint Way and Glendale Street, which will create an ADA compliance issue between the tops of the ramps and where the rider boards or alights from the bus. Due to concerns regarding whether or not DOT&PF would issue a permit for a bus shelter in this location, staff further recommends that a condition requiring DOT&PF to issue a permit for the shelter to be in this location prior to commencing construction be placed on the finding of consistency with locally adopted plans.

The project is consistent with CBJ 49 and the plans adopted therein, with the recommended conditions placed upon it.

RECOMMENDATION

Staff recommends that the Planning Commission find the proposed project, widening the separated shared-use path and making improvements to ADA compliance and drainage in the project area, consistent with CBJ 49 and the plans adopted therein, with the following condition:

1. The applicant shall construct a pad for a future bus shelter where the proposed ADA accessible ramps access the road. A permit allowing the CBJ to construct a shelter over the pad at a future date, when funding allows, shall be issued prior to the commencement of construction on this project. If the bus stop must be relocated in order for this permit to be issued, the ADA accessible ramps and bus stop location shall be modified so that a permit for the shelter's placement in the vicinity of its current location can be issued; any relocation of the bus stop must be agreed to by Capital Transit.

Staff further recommends that two advisory conditions 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 notice must be provided to JPD and to CCF/R prior to any street

closures.

Advisory Condition:

1. 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.
2. At least three business days prior to any traffic revision or road closure of any public street or portion thereof, the contractor shall provide written notification of the traffic revision plan to the CBJ Fire Marshall and Chief of Police. Failure to provide such notice may result in suspension of any CBJ-issued permits for such work, and is punishable by fine as an unlawful street closure under CBJ 72.17.010.

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP20130016	Date Received 07/19/13
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TYPE OF PROJECT REVIEW:

City Project Review
 City Land Acquisition /Disposal
 State Project Review

DESCRIPTION OF PROJECT

The proposed project would widen and rehabilitate a one-mile section of the separated shared use path along Back Loop Road between the intersection with Mendenhall Loop Road and the Mendenhall River Community School entrance.

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):

The land is currently being used for a separate shared use path.

PROPOSED USE OF LAND OR BUILDING(S):

The land will continue to be used for a separate shared use path with a slightly larger foot print.

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 # 69917

ESTIMATED PROJECT COST: \$ 750,000.00

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 \$ <u>0</u>	_____	_____	07/19/13
Total Fee \$ <u>0</u>	_____	_____	

**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**

Attachment A

TO BE COMPLETED BY THE APPLICANT

DEVELOPMENT PERMIT APPLICATION

Project Number CSP20130016	CITY and BOROUGH of JUNEAU	Date Received: 07/19/13
Project Name <small>(City Staff to Assign Name)</small>		

PROJECT / APPLICANT INFORMATION	Project Description The proposed project would widen and rehabilitate a one-mile section of the separated shared use path along Back Loop Road between the intersection with Mendenhall Loop Road and the Mendenhall River Community School entrance.		
	PROPERTY LOCATION		
	Street Address Backloop Road, MP 0.0 to 3.98	City/Zip Juneau/ 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	Assessor's Parcel Number(s) N/A		
	LANDOWNER/ LESSEE		
	Property Owner's Name State of Alaska	Contact Person: Chuck Tripp	Work Phone: 465-4439
	Mailing Address 6860 Glacier Highway	Home Phone:	Fax Number: 465-4414
	E-mail Address chuck.tripp@alaska.gov	Other Contact Phone Number(s): 465-1215	
	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 _____ 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 SAME	Contact Person:	Work Phone:	
Mailing Address	Home Phone:	Fax Number:	
E-mail Address	Other Contact Phone Number(s):		
X	7/19/13 Date of Application		

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

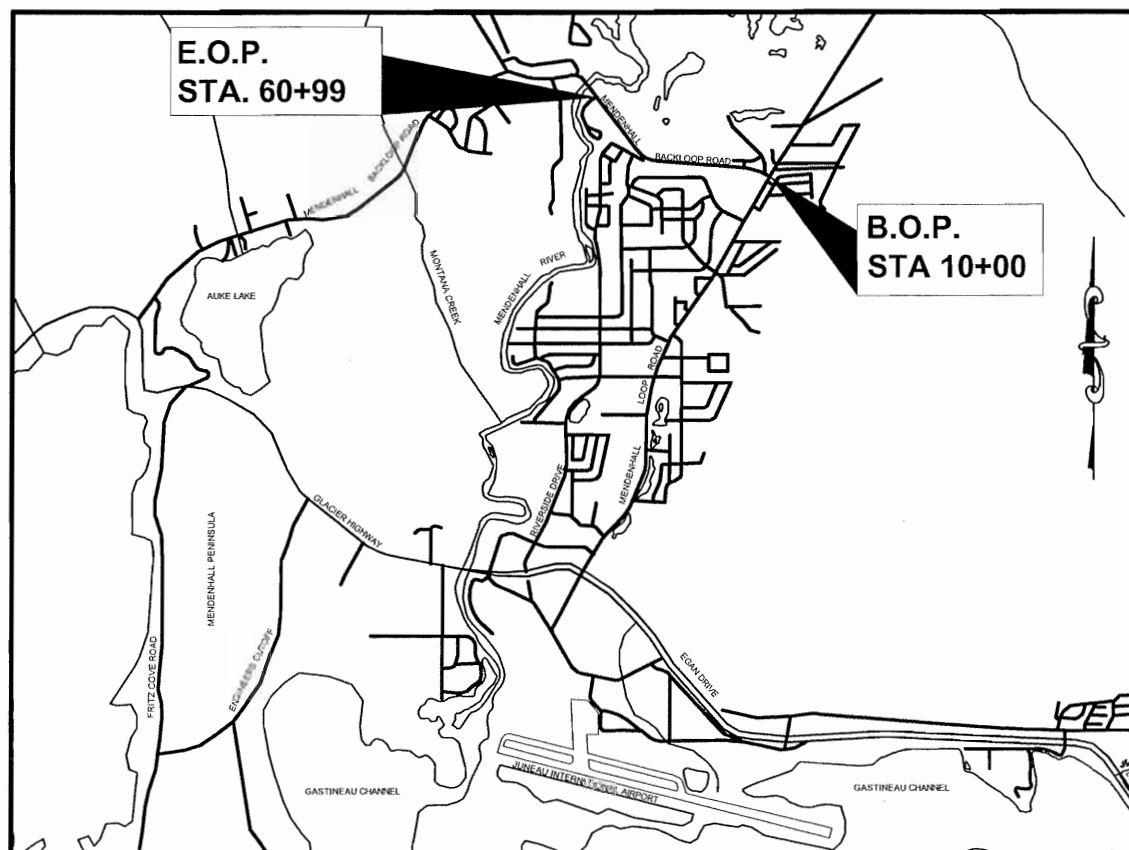
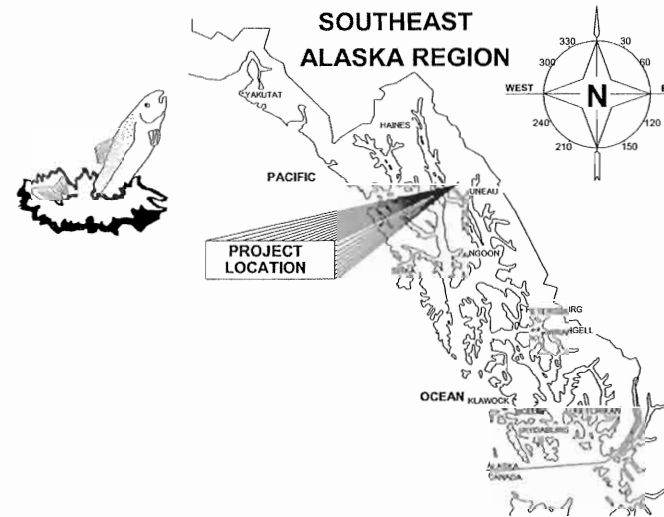
STAFF APPROVALS	<input checked="" type="checkbox"/>	Permit Type	SIGN	Date Received	Application Number(s)
	<input type="checkbox"/>	Building/Grading Permit			
	<input checked="" type="checkbox"/>	City/State Project Review and City Land Action		07/19/13	CSP20130016
	<input type="checkbox"/>	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
	<input type="checkbox"/>	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	<input type="checkbox"/>	Sign Approval (If more than one, fill in all applicable permit #'s)			
	<input type="checkbox"/>	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	<input type="checkbox"/>	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
	<input type="checkbox"/>	Variance Case (De Minimis and all other Variance case types)			
	<input type="checkbox"/>	Wetlands Permits Zone Change Application Other (Describe)			
***Public Notice Sign Form filled out and in the file.					
Comments:				Permit Intake Initials BL	

State of Alaska

Department of Transportation
and Public Facilities
Southeast Region

JUNEAU, ALASKA

BACKLOOP SHARED USE PATH REHABILITATION PROJECT No. TEA-0966(27)~69917



VICINITY MAP

DESIGN DESIGNATION

A.D.T. 2015	=	4770
A.D.T. 2035	=	5260
D.H.V. (10.7%) 2015	=	570
D.H.V. (10.7%) 2035	=	630
% T	=	11.5 %
V	=	45 M.P.H.
E.A.L.	=	1,250,000

PROJECT SUMMARY

CDS ROUTE NO.	=	296401
CDS MILEPOINT	=	0.00 TO 0.983
LENGTH OF PROJECT	=	5099 FT
LENGTH OF PAVING	=	4949 FT
WIDTH OF PAVING	=	10 FT

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	D-04.21	I-21.01	M-13.01	S-20.10	T-20.02
C-03.10	D-22.01	I-20.13	M-16.01	S-21.02	T-21.02
C-04.12	D-24.00	G-30.00	S-00.10	S-23.00	T-22.03
D-01.02	D-26.02	G-31.00	S-05.01	S-30.03	U-03.00
	E-13.00				

INDEX

SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	SURVEY CONTROL
B1-B2	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1-D2	MISCELLANEOUS SUMMARIES
E1-E2	MISCELLANEOUS DETAILS
F1-F12	PLAN & PROFILE
G1	INTERSECTION PLAN & PROFILE
J1	BUS STOP RAMP PLAN & PROFILE
M1-M2	RETAINING WALL
P1-P9	EROSION SEDIMENT CONTROL PLANS
T1-T4	TRAFFIC CONTROL PLANS

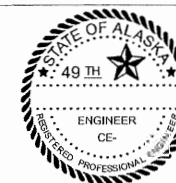
PLANS IN HANDS SET

PATH: Q:\UNU09917\PLANSET\09917_A1_TITLE.DWG - TAB:01

Monday, February 04, 2013 4:33:06 PM
PLOT: PSPACE OR MSPACE: 1=1(F)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

REVIEW PS&E
JUL 3 2013



DATE

APPROVED:

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

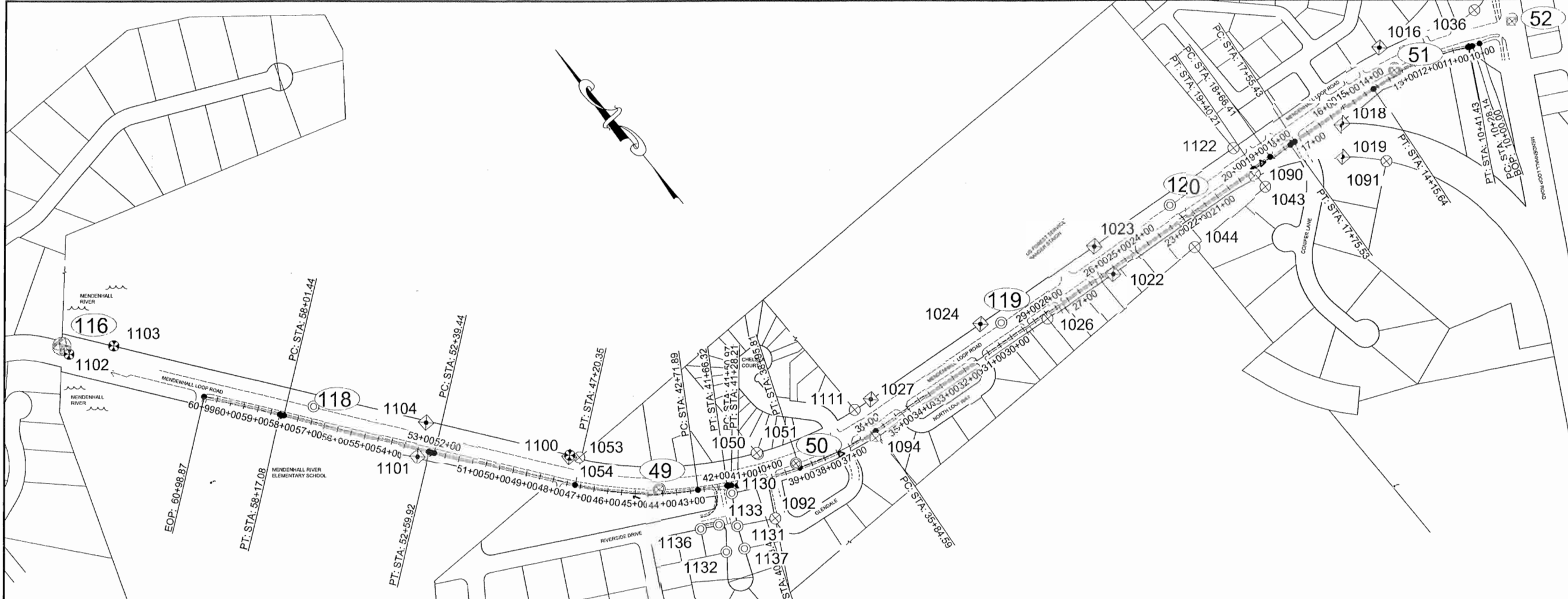
APPROVED:

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	TEA-0966(27)~69917	2013	A1	38



PATH: Q:\JNU\B9917\SV3\CD\SOURCE DWGS\BASEMAP\A2_SHT_BKLOOP.D

CHAMBERS, LUCAS M (DOT)
TAB: A2 Tuesday, July 02, 2013 1:55:23 PM

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

MONUMENT NOTES:

1. If any pair of control points disagrees from published value by more than 1:10,000 horizontally or vertically then a third network point must be tied to ascertain which point is in error or has been disturbed.
2. Whether listed or not, all monuments, property markers, or accessories that will be disturbed or buried shall be referenced prior to being disturbed, and re-established in their original position and a record of monument form in accordance with A.S.34.65.040 shall be submitted to the construction engineer for review prior to recording. Coordinate values listed are for informational purposes and should be used to reset monuments only as a last resort.

HORIZONTAL CONTROL

Horizontal Control for this project is based on the DOT/PF 2000 Juneau Grid

The DOT/PF Juneau Grid-2000 System is a local ground coordinate system based at USC&GS first order control station EDDIE. It relates to AKSPC zone 1 NAD83 (1992) through the following parameters:
 Zone = NAD83 (1992) AKSPC ZONE 1
 Grid Scale = 0.999928875
 Convergence = -0°45'27.26"

Translation about USC&GS point EDDIE as follows:
 AKSPC Northing = 2383469.17310 FT US
 AKSPC Easting = 2512570.06318 FT US
 Local Northing = 500000.0000 FT US
 Local Easting = 500000.0000 FT US

Project Specific Horizontal Control

SH 50: 2.5" Shoulder Monument in well case
 JNU-Grid N 515600.63 FT US, E 498739.95 FT US
 AKSPC ZONE1 N 2399083.99 FT US, E 2511516.46 FT US

SH 51: 2.5" Shoulder Monument in well case
 JNU-Grid N 515287.37 FT US, E 501298.09 FT US
 AKSPC ZONE1 N 2398736.96 FT US, E 2514070.05 FT US

VERTICAL CONTROL

The Vertical Datum for JNU Grid-2000 is MLLW Gastineau Channel tidal datum based on third order differential levels and supplemented with GEOID '99 modeled orthometric heights. The tidal epoch is 1960-1978, but this epoch has been updated with a 5 year observation period from Jan '94 to Dec '98 published Nov '99. The latest NOS publication (10-2011) on the 1983-2001 tidal epoch indicates the datum has risen 0.32".

The Project Specific Basis of Vertical Control is point #116 a 3.5" BC set in the Mendenhall River Bridge in the Northwest corner of the sidewalk on the North side of the Backloop Road. control point 116 has an observed elevation of 72.00 feet above MLLW.

A2 PROPERTY TABLE

Point #	Northing	Easting	Elevation	Description	Station	Offset
49	515847.82	498307.35	56.64	SH_MON2.5"_DOT	44+10.41	16.34R
50	515600.63	498739.95	56.25	SH_MON2.5"_DOT	39+03.83	18.90R
51	515287.37	501298.09	65.58	SH_MON2.5"_DOT	13+19.40	18.92R
52	515144.38	501741.41	67.76	SH_MON2.5"_DOT	N\A	N\A
116	517631.20	496977.70	72.00	GPS_BC_MENDENHAL	N\A	N\A
1016	515378.74	501304.25	65.01	ROW_POST_CONC6"x6"	13+31.39	109.61R
1018	515257.56	501026.51	61.49	ROW_POST_CONC6"x6" W/CU WIRE	15+84.14	46.29L
1019	515164.80	500950.25	61.54	ROW_POST_CONC6"x6" W/CU TACK	16+49.44	147.06L
1022	515383.22	500054.47	59.04	ROW_POST_CONC6"x6"	25+64.48	18.53L
1023	515502.51	500066.35	57.67	ROW_POST_CONC6"x6"	25+64.87	101.34R
1024	515522.28	499568.94	55.11	ROW_POST_CONC6"x6"	30+64.76	100.00R
1026	515120.05	499764.89	56.47	ALCAP3"_L9_TR-A/L8_TR-A	28+55.50	19.46L
1027	515600.48	499094.32	54.25	ROW_POST_CONC6"x6"	35+41.82	99.42R
1036	515260.19	501654.45	65.39	BC3.25"_C3S3758/C3S1528/C3S1527/C1S1530	N\A	N\A
1043	515261.70	500003.64	60.88	BC3.25"_S3758_C3-L1/C4-L2/S1529	19+41.12	76.63L
1044	515262.54	500334.57	58.91	BC3.25"_C4-S3758/C2-S1592/C1-S1799	22+73.52	109.94L
1050	515714.38	498654.87	50.66	ALCAP2.5"_DIGGER_TR12"x4" TR15" ROW	40+23.19	93.68R
1051	515720.39	498656.14	51.12	ALCAP3.5"_DIGGER_TR14"x4" TR15" ROW	40+26.11	98.99R
1053	516121.76	498156.92	60.50	BC3.25"_BLM_L1C4_L2_S2080_S2385_POC	47+27.22	99.21R
1054	516146.59	498130.16	59.69	ROW_POST_CONC6"x6" W/CU TACK	47+63.15	92.73R
1090	515321.75	500668.54	61.46	BC3"/IP_L1-TRC-S3758/L1-TRA-S3758/L2-S37	19+47.35	16.90L
1091	515051.20	501060.56	60.37	ALCAP3"_L1-S1529	15+27.02	247.49L
1092	515499.17	498556.33	53.15	BC2.5"_WVH	40+36.67	143.47L
1094	515487.91	499025.59	53.48	BC3"_TR-A&C_S3758/S2080	35+98.44	19.68L

A2 PROPERTY TABLE

Point #	Northing	Easting	Elevation	Description	Station	Offset
1100	516149.99	498135.13	58.86	BLM_BC3"_L2/C5-L1/S2385	47+62.88	98.75R
1101	516501.13	497716.38	57.91	ROW_POST_CONC6"x6"	52+94.92	25.57L
1102	517593.31	496979.03	70.20	BLM_BC3"_NO-MARKING	N\A	N\A
1103	517512.12	497121.35	63.93	BLM_BC3"_WCMC_C5-L1/L2-S2385	N\A	N\A
1104	516572.84	497812.35	63.17	ROW_POST_CONC6"x6"	52+95.42	94.47R
1111	515609.70	499025.29	53.70	BC3"_L1-TRC/L1-TRB/S3758/S2080-TNA	36+14.10	101.18R
1122	515441.88	500668.64	60.85	BC3"_L2/L1-TRC/L1-TRB/S3758/TNA	19+59.53	102.61R
1130	515667.42	498495.60	52.55	PLASCAP	41+48.65	27.82L
1131	515565.26	498435.19	51.49	PLASCAP_EMPS	41+27.86	144.62L
1132	515520.50	498345.67	51.90	PLASCAP_1410S	42+02.18	233.09L
1133	515611.66	498387.25	51.31	PLASCAP_1410S	42+15.28	133.75L
1136	515642.22	498328.13	51.30	PLASCAP_BEAN	42+80.61	139.23L
1137	515487.38	498402.81	53.47	REBAR	41+16.21	225.62L

ALL MONUMENTS IN THE PROPERTY TABLE SHALL BE PRESERVED OR REFERENCED PRIOR TO DISTURBANCE AND REPLACED AT THEIR ORIGINAL HORIZONTAL POSITION.

A2 CONTROL TABLE

Point #	Northing	Easting	Elevation	Description	Station	Offset
118	516879.87	497538.22	68.11	ALCAP1	57+05.43	56.07R
119	515507.97	498627.97	57.14	ALCAP1	30+01.51	61.95R
120	515434.14	500362.17	60.56	ALCAP1	22+63.61	63.58R

ALL MONUMENTS IN THE CONTROL TABLE ARE PROVIDED STRICTLY FOR SURVEY CONTROL. SHOULD ANY OF THEM BE DESTROYED DURING CONSTRUCTION THEY SHALL NOT BE REPLACED.

CHECKED BY: DJGNOTOV



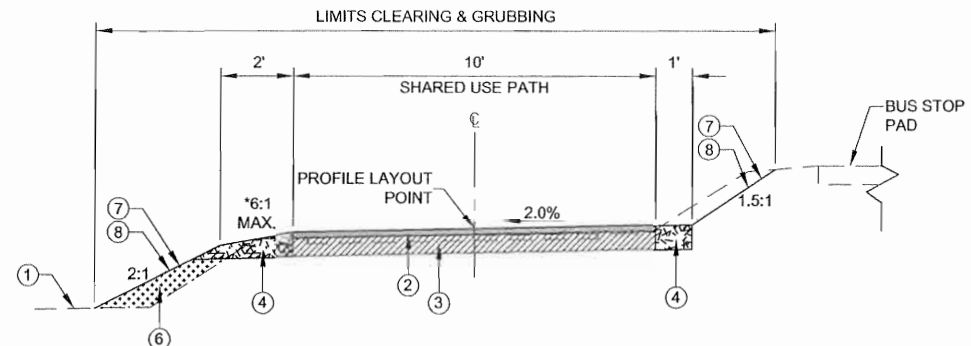
DESIGNED BY: J.PAPOI
DRAWN BY: J.PAPOI

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION

BACKLOOP SHARED USE PATH
REHABILITATION
PROJECT #69917

SURVEY CONTROL

PROJECT DESIGNATION	
69917	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
A2	39

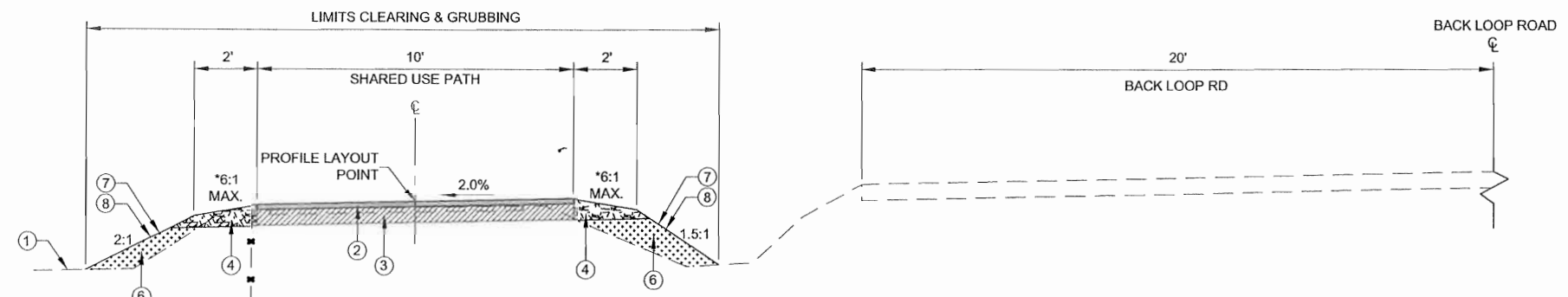


SHARED USE PATH TYPICAL SECTION

STA. 10+00.00 TO 10+34.50

MATERIAL LEGEND

- ① EXISTING GROUND
- ② 2" ASPHALT CONCRETE, TYPE II, CLASS B
- ③ 6" CRUSHED ASPHALT BASE COURSE (CABC)
- ④ 8" AGGREGATE BASE COURSE, GRADING D-1
- ⑤ 6" AGGREGATE BASE COURSE, GRADING D-1
- ⑥ SELECT MATERIAL, TYPE A
- ⑦ BONDED FIBER MATRIX
- ⑧ SEEDING



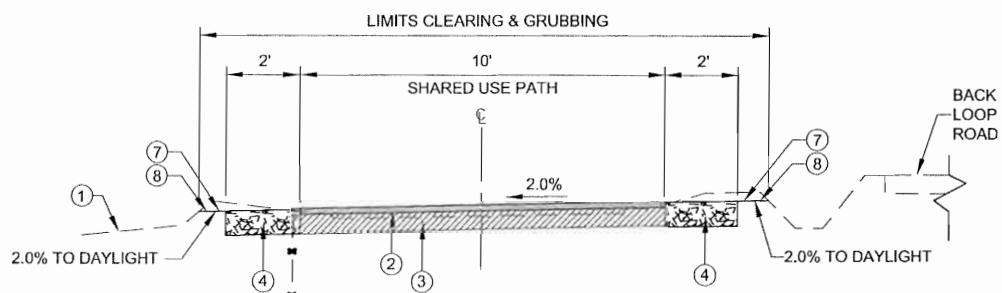
SHARED USE PATH TYPICAL SECTION

- STA. 10+34.50 TO 17+34.50
- STA. 17+61.50 TO 22+28.00
- STA. 22+53.00 TO 24+46.00
- STA. 24+63.00 TO 26+10.00
- STA. 26+29.00 TO 27+71.50
- STA. 27+88.50 TO 29+22.50
- STA. 29+39.50 TO 31+20.50
- STA. 31+47.50 TO 34+49.00
- STA. 34+77.50 TO 36+87.00
- STA. 37+35.00 TO 39+87.50
- STA. 40+15.00 TO 41+66.50

NOTES:

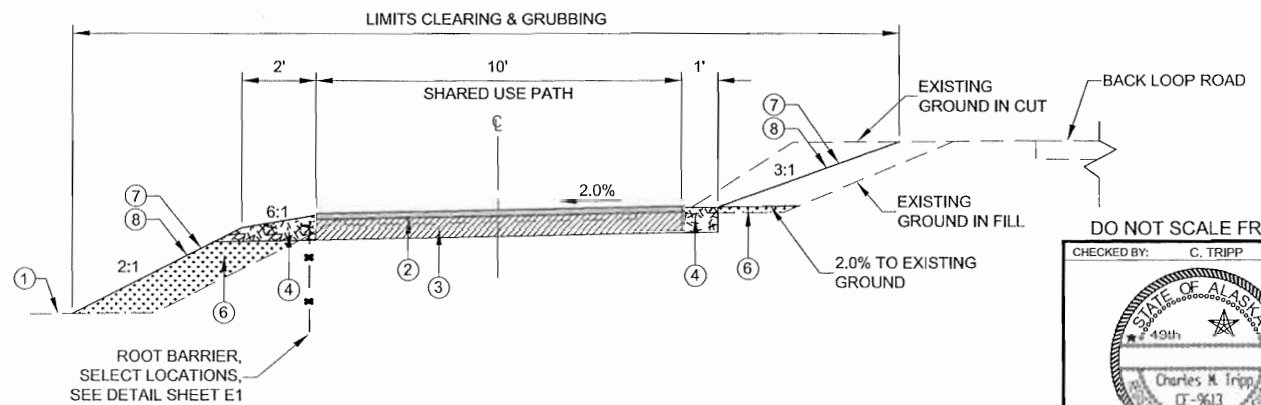
1. TYPICAL SECTION STATIONING IS APPROXIMATE. APPLY TYPICAL SECTION TO MATCH AT EXISTING JOINTS & MINIMIZE THE AMOUNT OF NEW JOINTS CREATED, SEE PAVEMENT MATCH JOINT DETAIL SHEET E1.
2. PULVERIZING DEPTH SHALL BE AS SHOWN TO CONSTRUCT 6" CABC. PULVERIZING TO CONSTRUCT CRUSHED ASPHALT BASE COURSE SHALL BE PAID FOR UNDER ITEM 308.
3. REMOVE EXISTING TREE ROOTS BEFORE PULVERIZING TO CONSTRUCT CRUSHED ASPHALT BASE COURSE.
4. CONTRACTOR SHALL MAKE INITIAL PULVERIZING PASS THEN ADD AGGREGATE FOR CRUSHED ASPHALT BASE COURSE, IF REQUIRED TO MEET A SMOOTH AND UNIFORM GRADE. THE ENGINEER SHALL APPROVE GRADE PRIOR TO APPLYING ASPHALT CONCRETE.
5. SAWCUT & REMOVE EXISTING PAVED DRIVEWAY FROM EDGE OF BACKLOOP ROAD SHOULDER TO EDGE OF NEW SHARED USE PATH AND FROM EDGE OF NEW SHARE USE PATH TO 10' FROM CENTER LINE AS NECESSARY. ADDITIONAL MATERIAL NEEDED TO REPLACE REMOVED ASPHALT & MAKE GRADE ADJUSTMENTS SHALL BE AGGREGATE BASE COURSE, GRADING D-1.
6. BENCH EMBANKMENTS TO PERMIT COMPACTING OPERATIONS PER SECTION 203.
7. STABILIZE ALL NEW EMBANKMENT AND CUT SLOPES WITH SEEDING AND BONDED FIBER MATRIX PER SECTION 618 & SECTION 619.

*FORESLOPE VARIES, TIE INTO EXISTING GROUND BY APPLYING AT A MINIMUM SHARED USE PATH CROSS SLOPE & AT A MAXIMUM 6:1 FOR A WIDTH OF 2 FEET. WHERE TYING INTO EXISTING GROUND IS NOT POSSIBLE APPLY 6:1 SLOPES FOR A WIDTH OF 2 FEET.



SHARED USE PATH ALTERNATIVE TYPICAL SECTION

WHERE NECESSARY



SHARED USE PATH TYPICAL SECTION

- STA. 42+14.00 TO 42+90.00
- STA. 43+80.00 TO 56+50.00
- STA. 57+30.00 TO 59+15.00
- STA. 60+75.00 TO 60+99.00

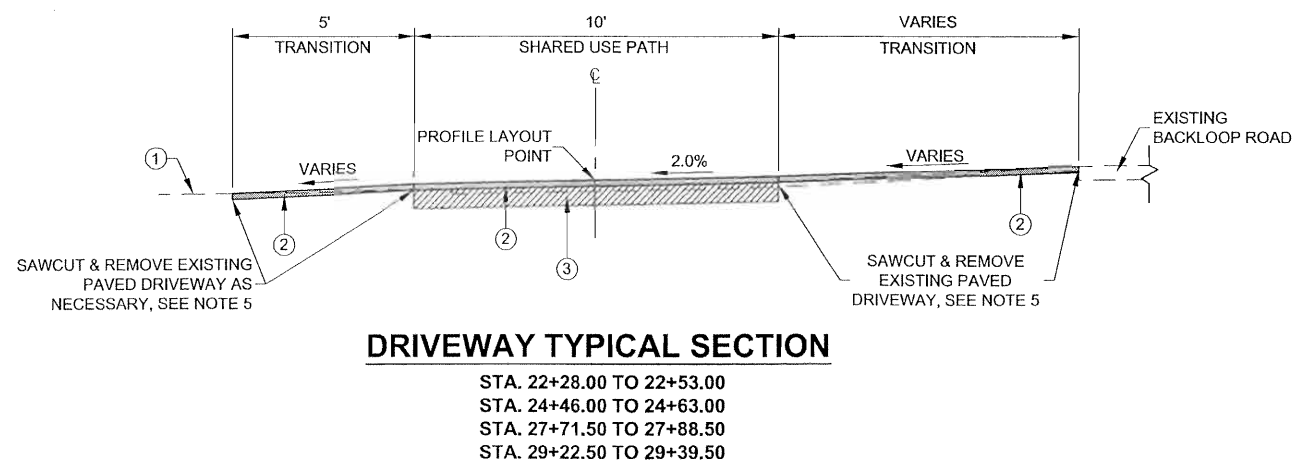
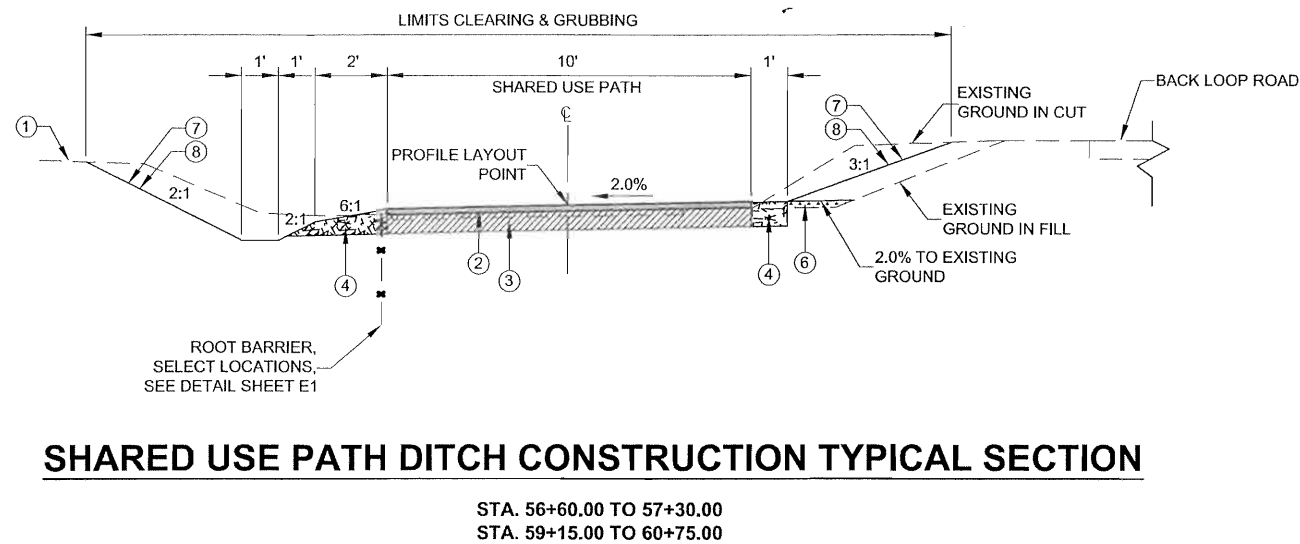
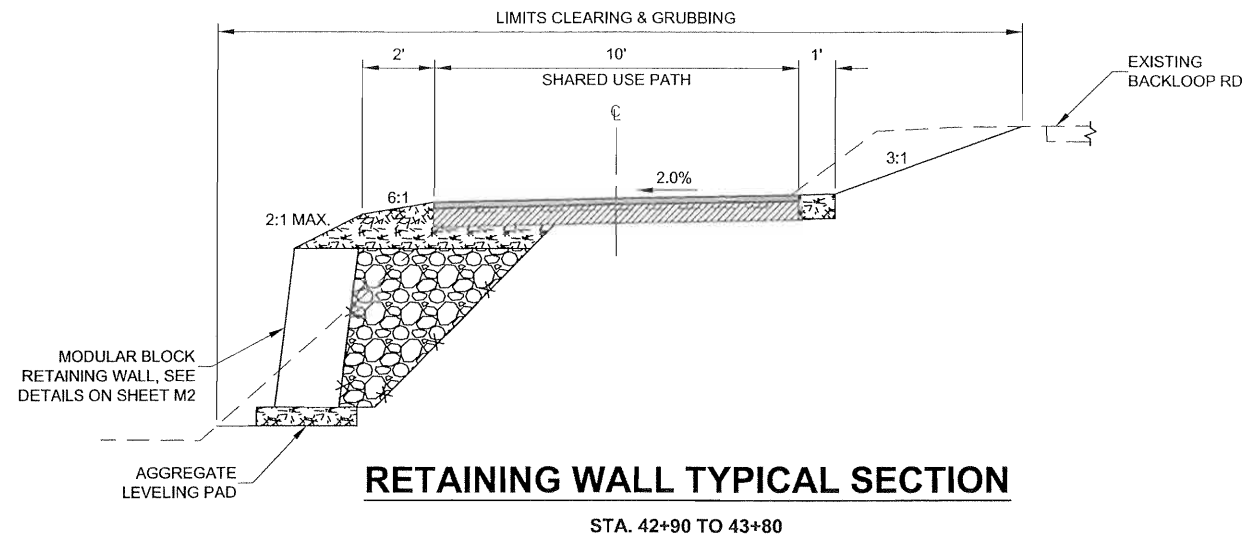
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

**BACKLOOP SHARED USE PATH
REHABILITATION
PROJECT #69917**

DESIGNED BY: L. CHAMBERS	TYPICAL SECTIONS			
DRAWN BY: L. CHAMBERS				
PATH: Q:\UN169917\PLANSET\169917_B1-B2_TYPICAL.DWG	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
TAB: B1 Tuesday, July 02, 2013 1:48:19 PM	CHAMBERS, LUCAS M (DOT)	2013	B1	38

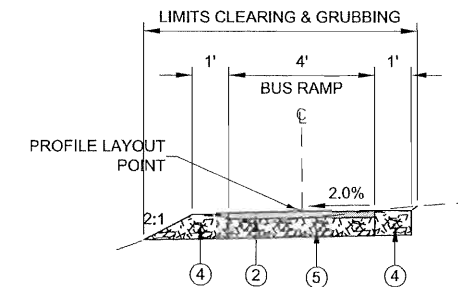


MATERIAL LEGEND


- ① EXISTING GROUND
- ② 2" ASPHALT CONCRETE, TYPE II, CLASS B
- ③ 6" CRUSHED ASPHALT BASE COURSE (CABC)
- ④ 8" AGGREGATE BASE COURSE, GRADING D-1
- ⑤ 6" AGGREGATE BASE COURSE, GRADING D-1
- ⑥ SELECT MATERIAL, TYPE A
- ⑦ BONDED FIBER MATRIX
- ⑧ SEEDING

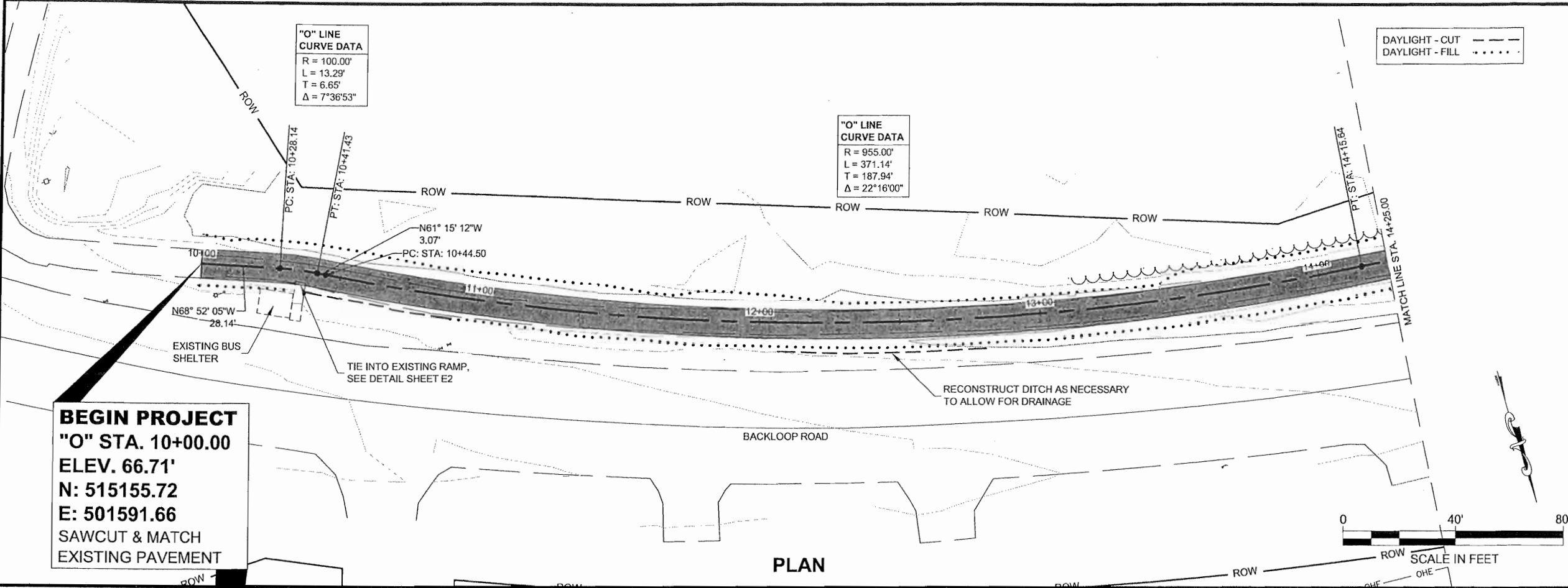
NOTES:

1. TYPICAL SECTION STATIONING IS APPROXIMATE. APPLY TYPICAL SECTION TO MATCH AT EXISTING JOINTS & MINIMIZE THE AMOUNT OF NEW JOINTS CREATED, SEE PAVEMENT MATCH JOINT DETAIL SHEET E1.
2. PULVERIZING DEPTH SHALL BE AS SHOWN TO CONSTRUCT 6" CABC. PULVERIZING TO CONSTRUCT CRUSHED ASPHALT BASE COURSE SHALL BE PAID FOR UNDER ITEM 308.
3. REMOVE EXISTING TREE ROOTS BEFORE PULVERIZING TO CONSTRUCT CRUSHED ASPHALT BASE COURSE.
4. CONTRACTOR SHALL MAKE INITIAL PULVERIZING PASS THEN ADD AGGREGATE FOR CRUSHED ASPHALT BASE COURSE, IF REQUIRED TO MEET A SMOOTH AND UNIFORM GRADE. THE ENGINEER SHALL APPROVE GRADE PRIOR TO APPLYING ASPHALT CONCRETE.
5. BENCH EMBANKMENTS TO PERMIT COMPACTING OPERATIONS PER SECTION 203.
6. STABILIZE ALL NEW EMBANKMENT AND CUT SLOPES WITH SEEDING AND BONDED FIBER MATRIX PER SECTION 618 & SECTION 619.



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
		BACKLOOP SHARED USE PATH REHABILITATION PROJECT #69917	
		TYPICAL SECTIONS	
DESIGNED BY: L. CHAMBERS		PROJECT DESIGNATION	
DRAWN BY: L. CHAMBERS		YEAR	
PATH: Q:\JNU69917\PLANSET\69917_B1-B2_TYPICAL.DWG		SHEET NO.	
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CHAMBERS, LUCAS M (DOT)		TEA-0966(27)-69917	
REVISIONS		2013	
NO.	DATE	DESCRIPTION	B2
			38



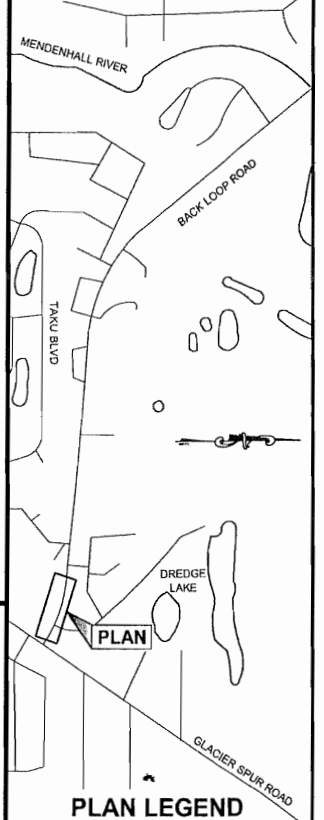
CHAMBERS, LUCAS M (DOT)
 TAB: F1 Tuesday, July 02, 2013 1:54:43 PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

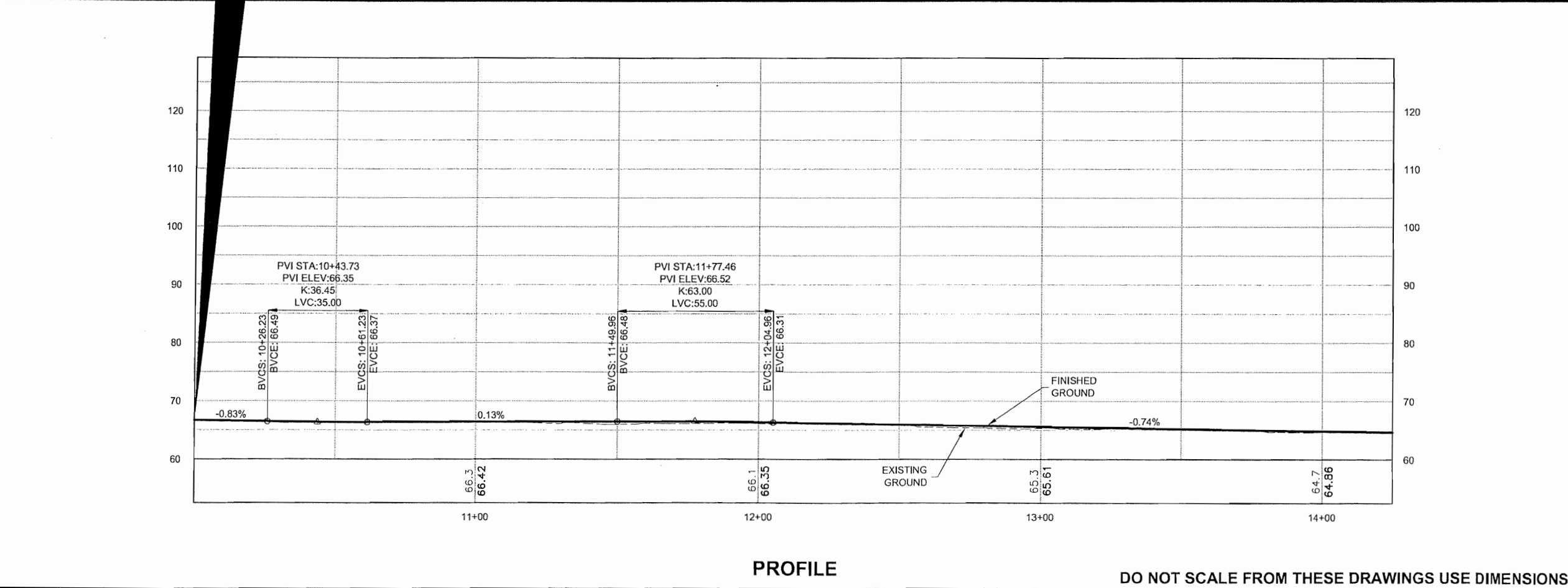
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)-69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F1	38

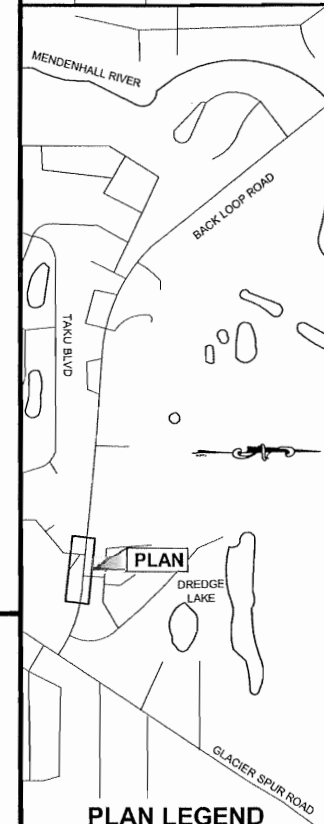


CHAMBERS, LUCAS M (DOT)
 TAB: F2 Tuesday, July 02, 2013 1:57:41 PM

ADDENDUM NUMBER
 ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

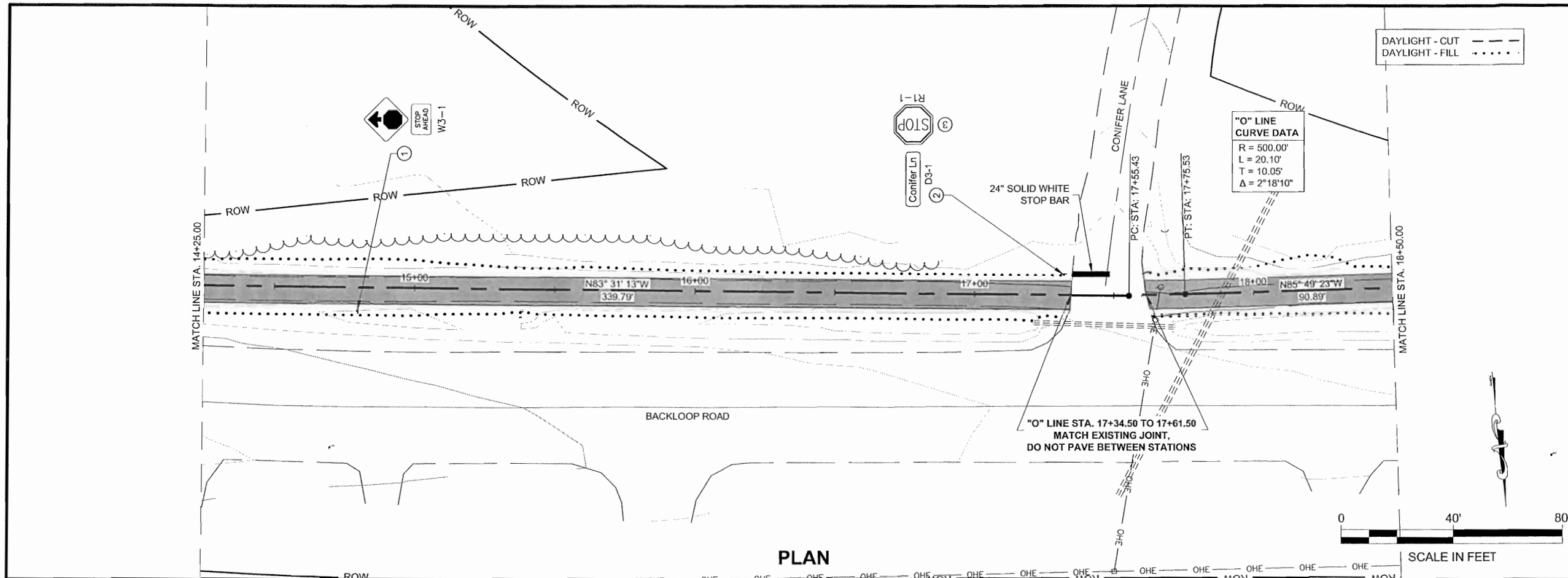
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

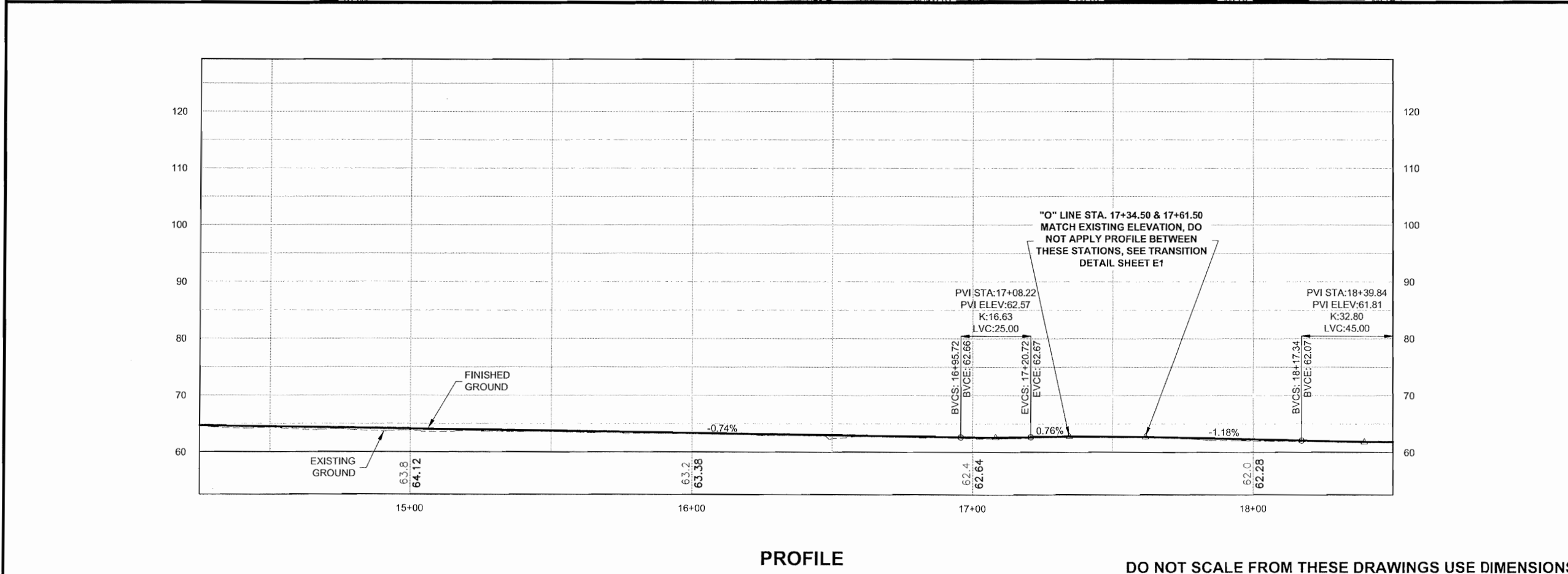
PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)~69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F2	38



PLAN

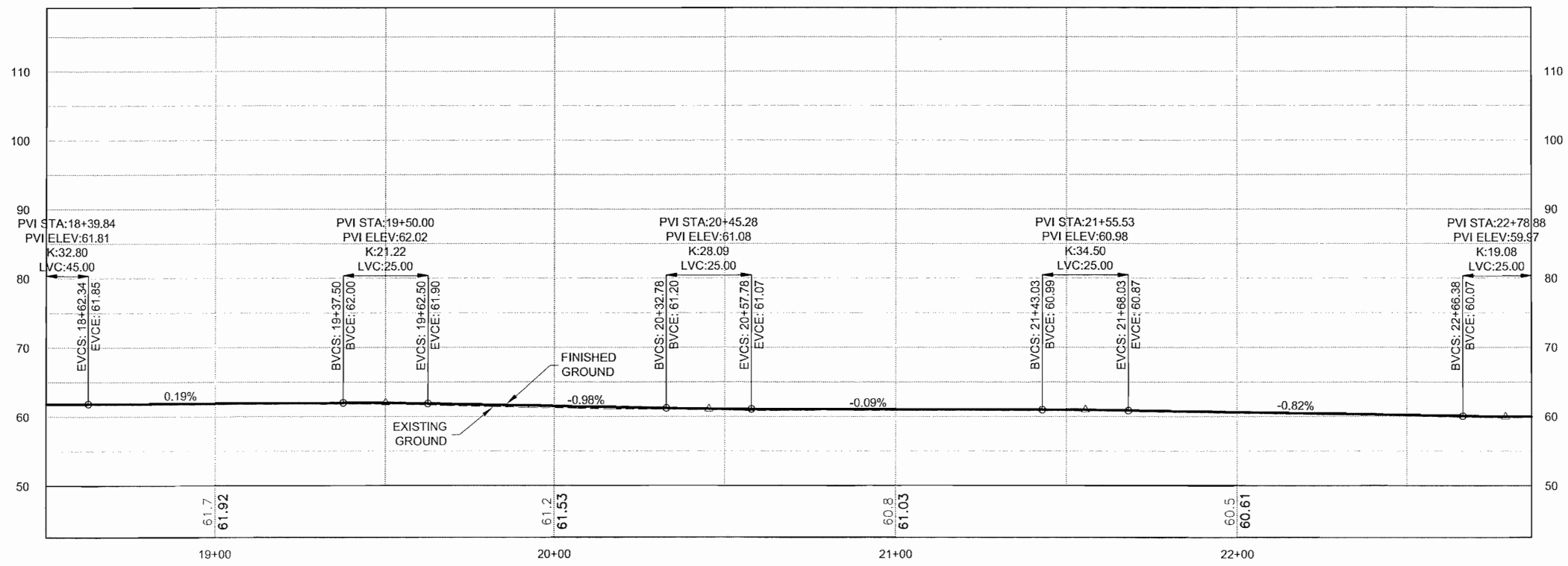
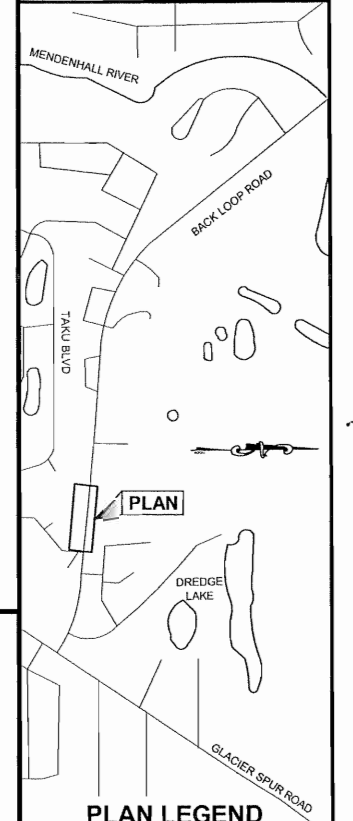
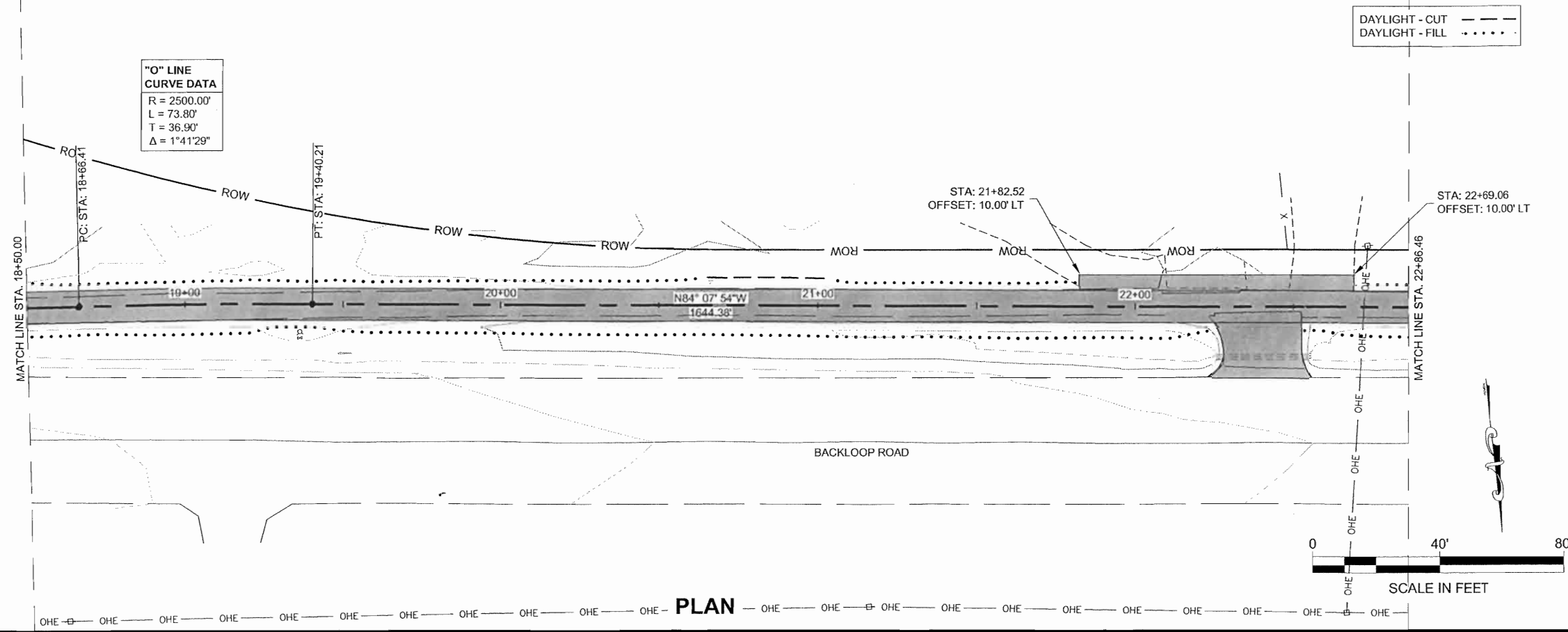


PROFILE

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CHAMBERS, LUCAS M (DOT)
 TAB: F3 Tuesday, July 02, 2013 1:58:27 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP

DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

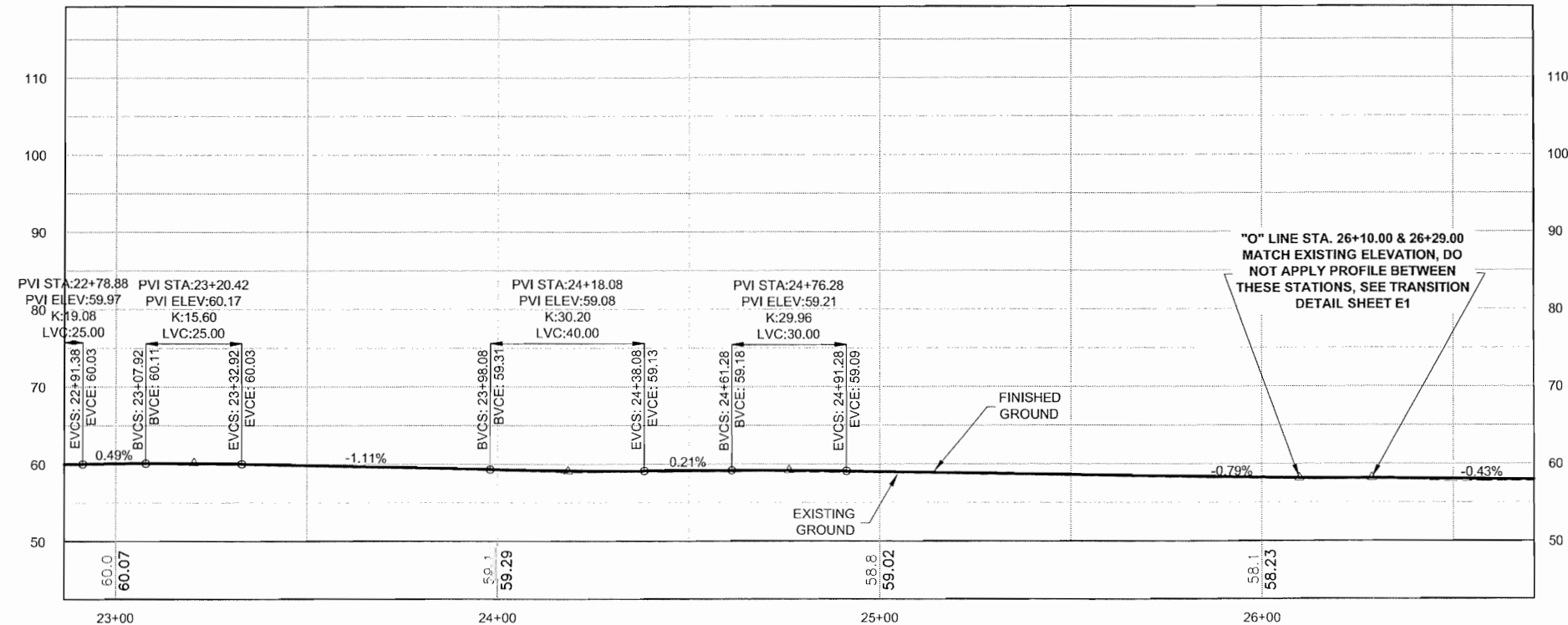
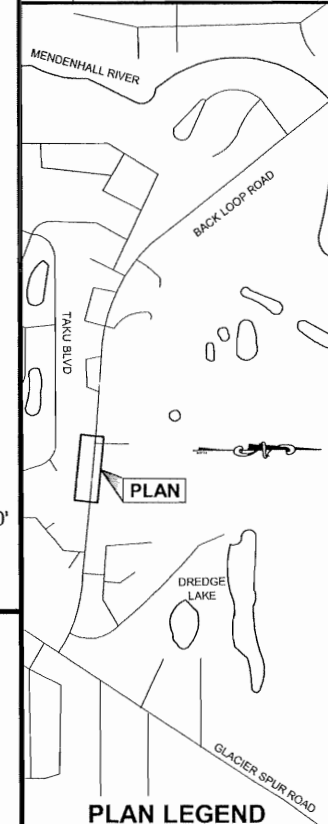
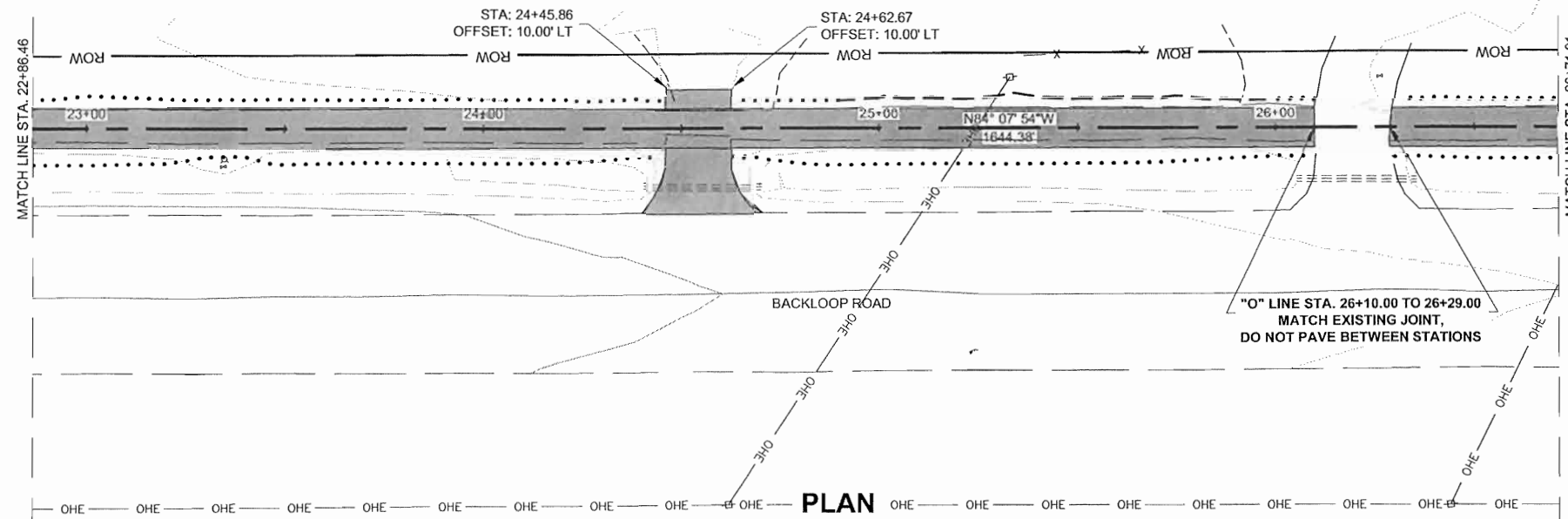
PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)-69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F3	38

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DAYLIGHT - CUT - - - -
 DAYLIGHT - FILL -



CHECKED BY: C. TRIPP

DESIGNED BY: L. CHAMBERS

DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

PLAN & PROFILE

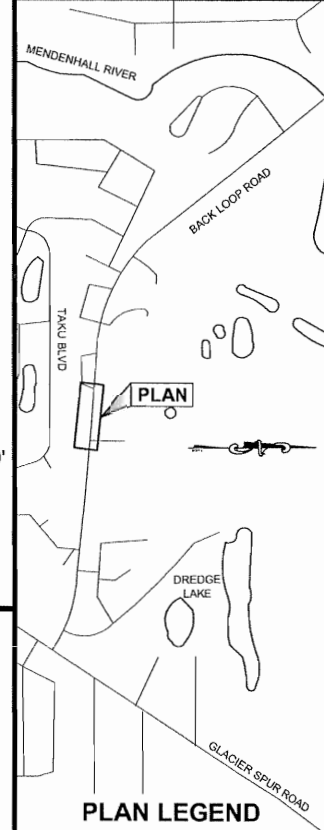
PROJECT DESIGNATION
TEA-0966(27)-69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F4	38

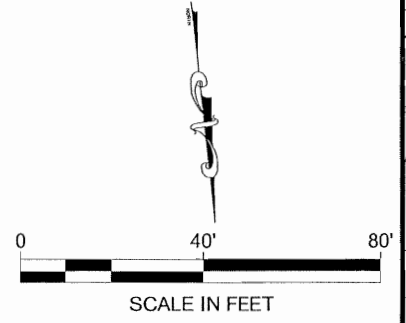
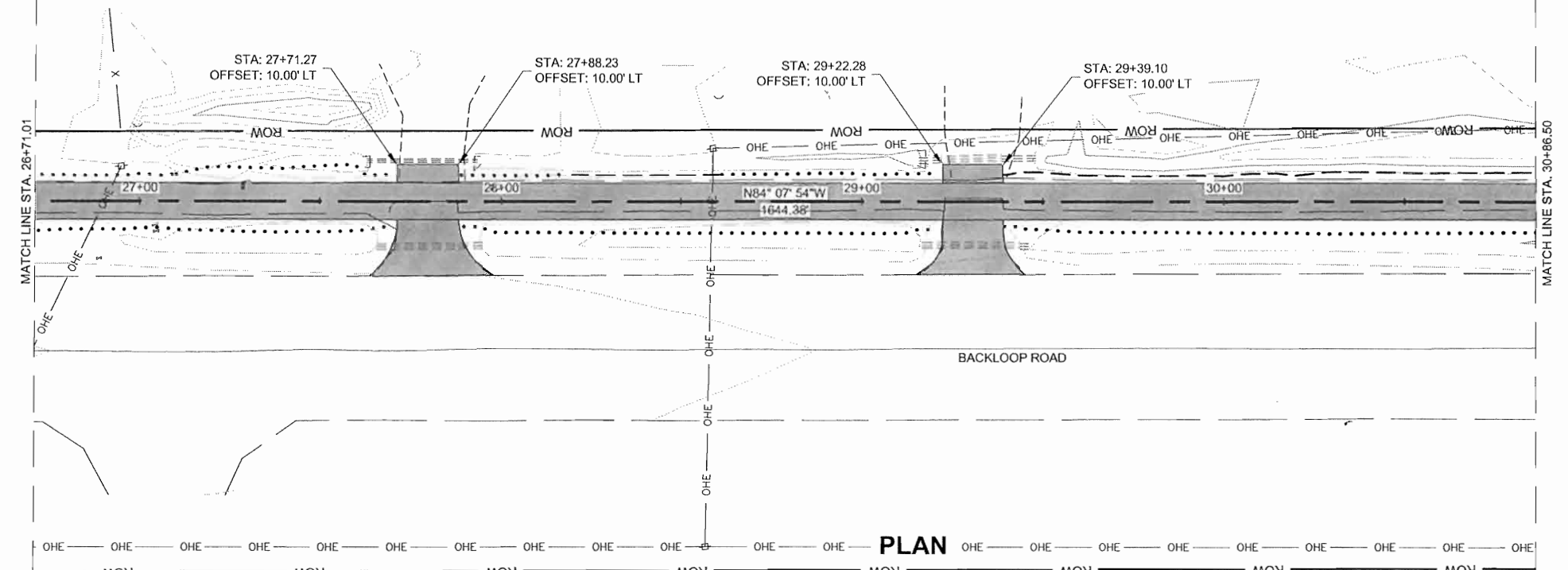
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHAMBERS, LUCAS M (DOT)
 TAB: F5 Tuesday, July 02, 2013 1:59:40 PM
 ADDENDUM NUMBER
 ATTACHMENT NUMBER

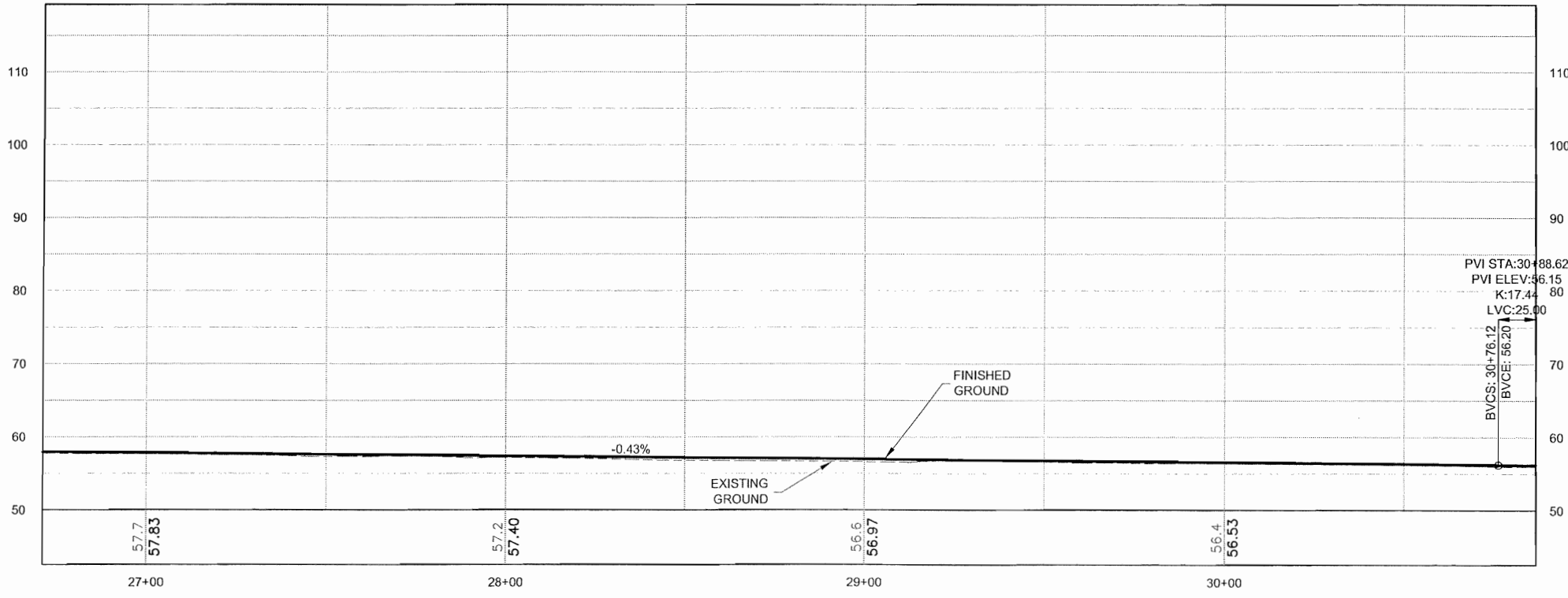
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



DAYLIGHT - CUT - - - -
 DAYLIGHT - FILL -



PLAN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP

 DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

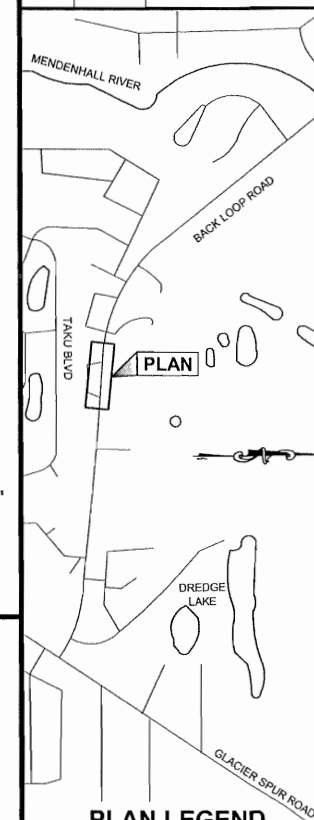
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION
**BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917**

PLAN & PROFILE

PROJECT DESIGNATION	
TEA-0966(27)-69917	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F5	38

CHAMBERS, LUCAS M (DOT)
 TAB: F6
 Tuesday, July 02, 2013 2:00:14 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

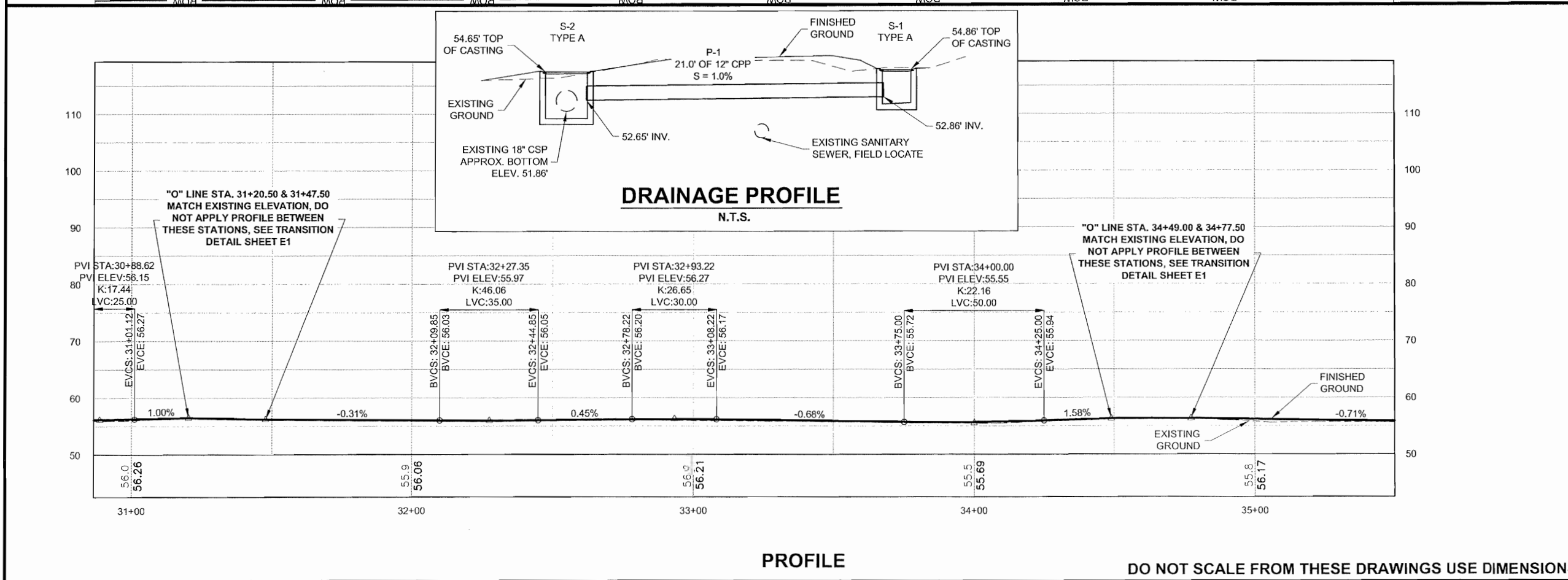
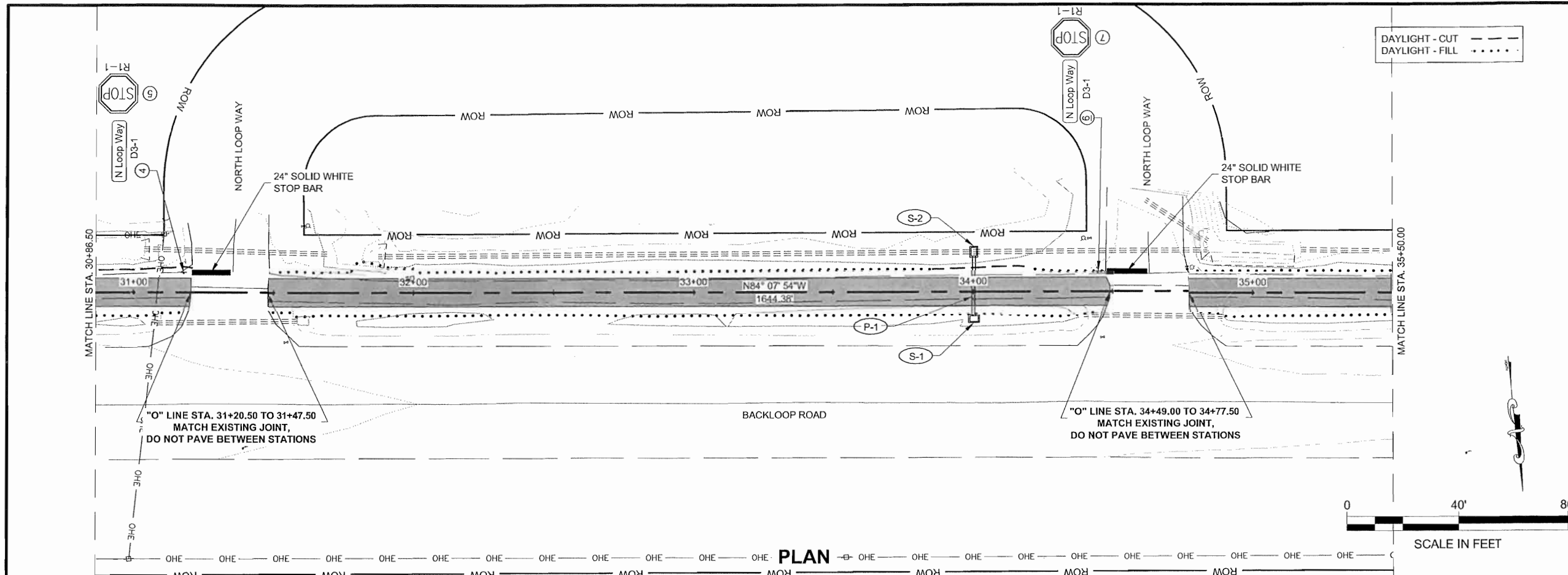
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

**BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917**

PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)-69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F6	38

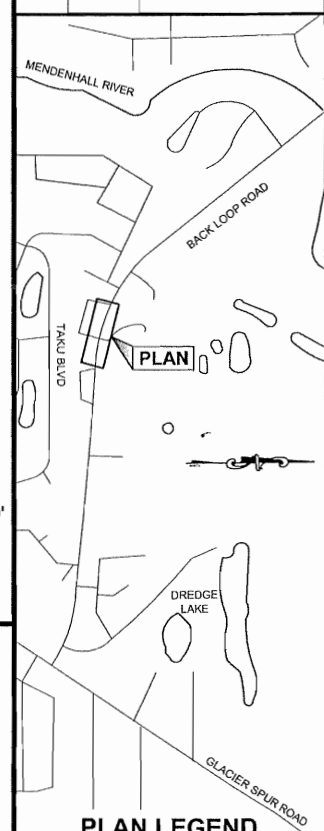


PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHAMBERS, LUCAS M (DOT)
 TAB: F7
 Tuesday, July 02, 2013 2:01:01 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



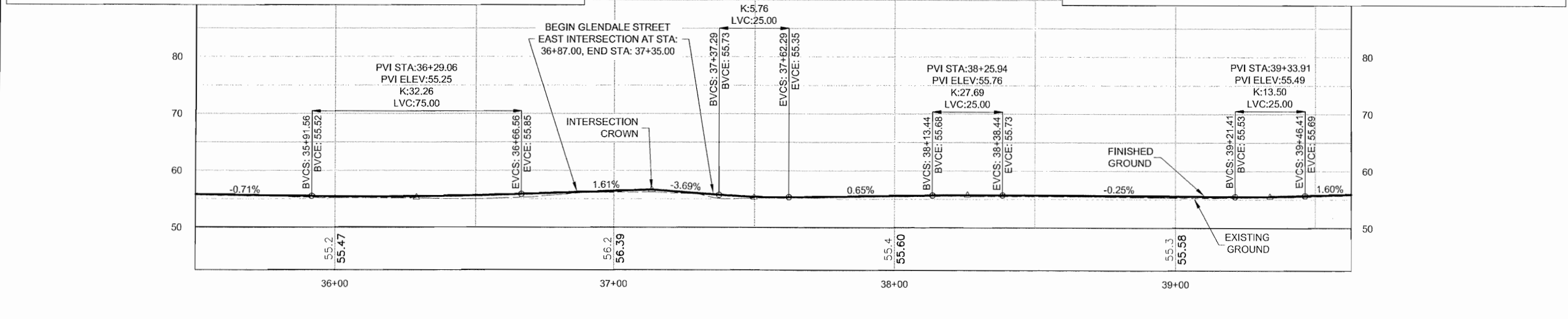
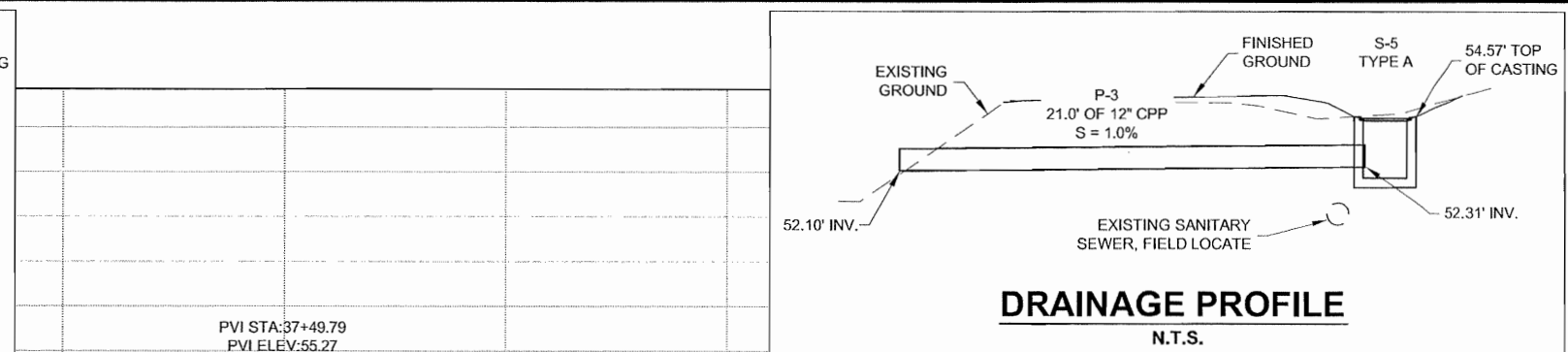
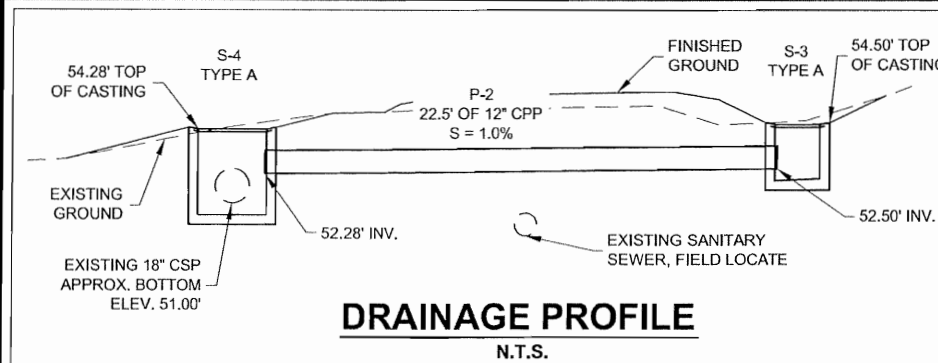
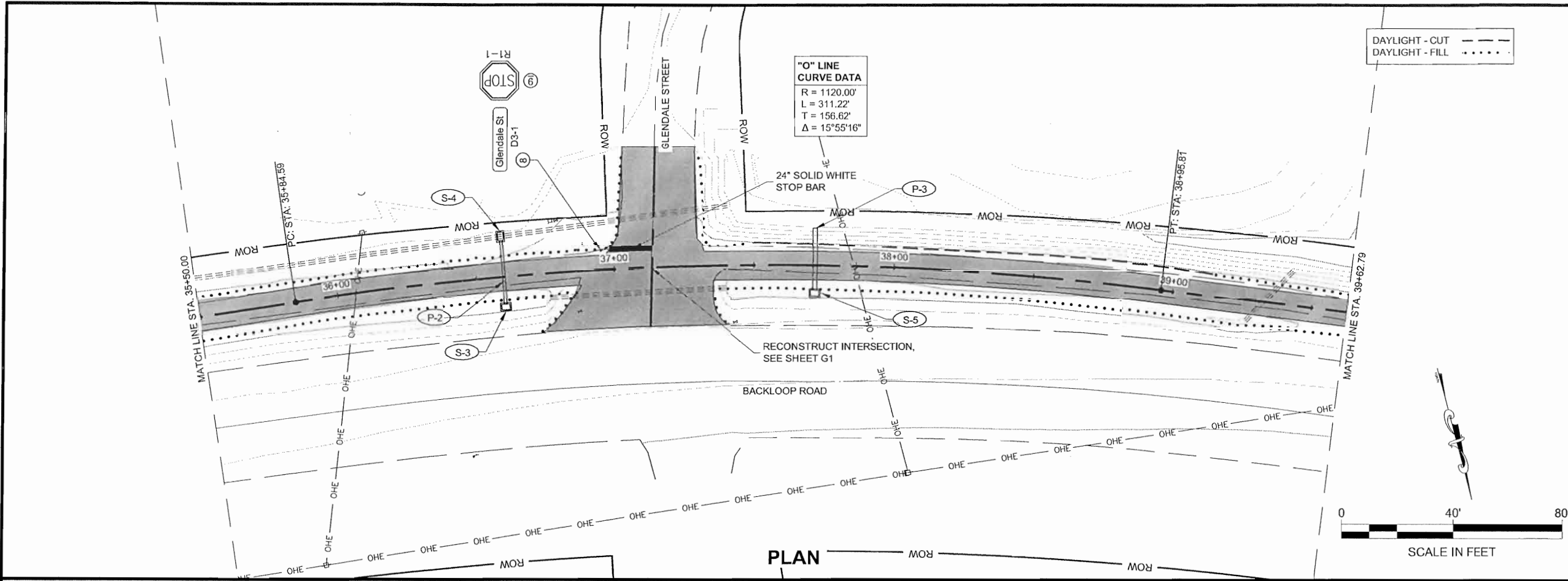
DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

PLAN & PROFILE

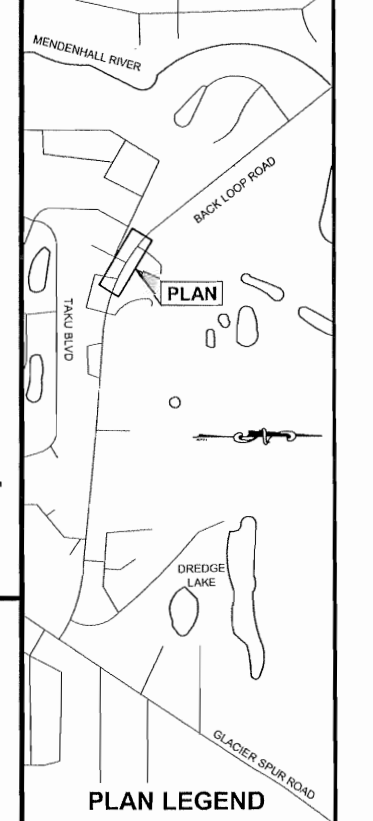
PROJECT DESIGNATION	
TEA-0966(27)~69917	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F7	38



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHAMBERS, LUCAS M (DOT)
 TAB: F8 Tuesday, July 02, 2013 2:01:40 PM

ADDENDUM NUMBER
ATTACHMENT NUMBER
RECORD OF REVISIONS
No. DATE DESCRIPTION



CHECKED BY: C. TRIPP

DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

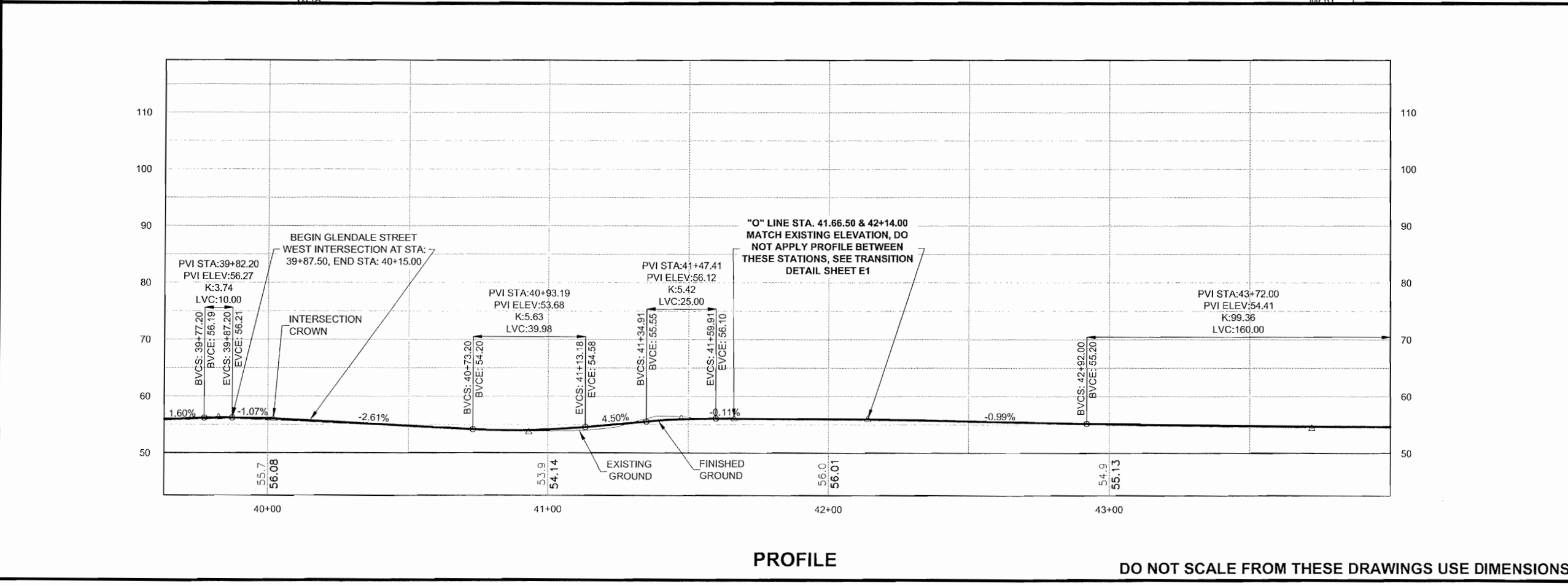
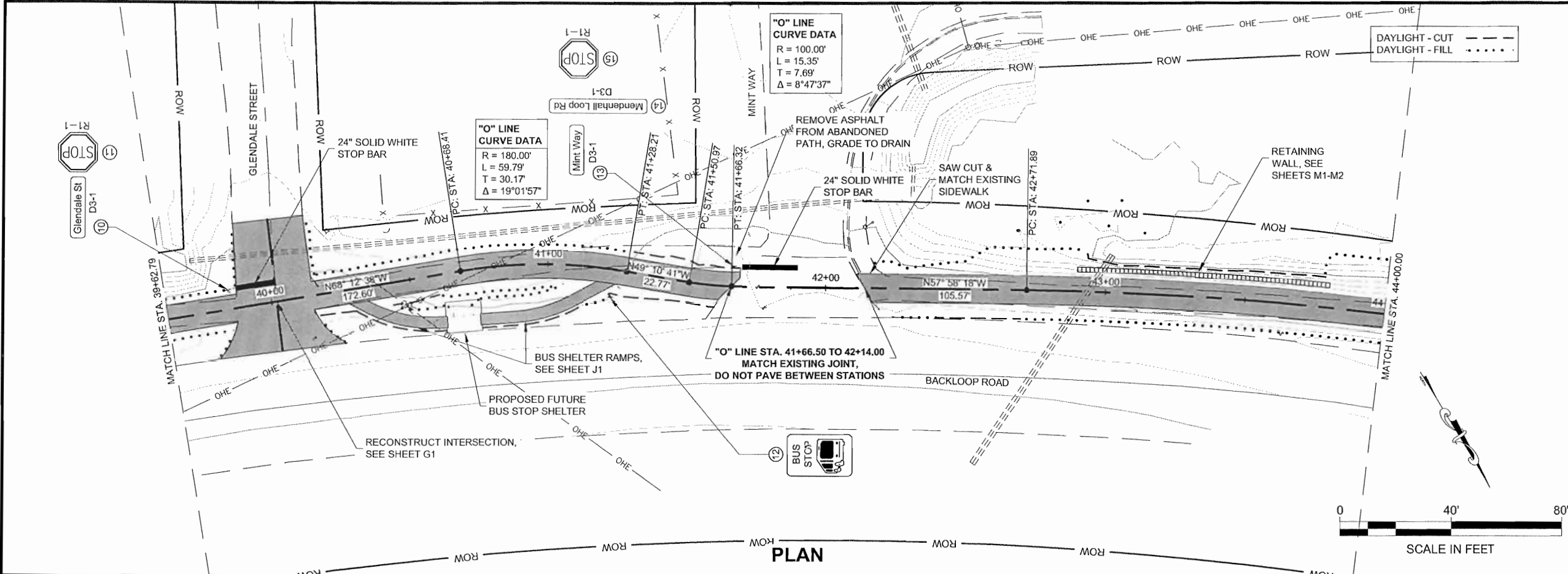
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)-69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F8	38



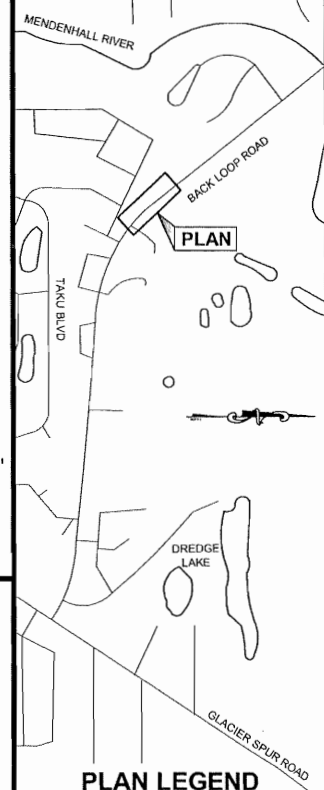
CHAMBERS, LUCAS M (DOT)
 TAB: F9 Tuesday, July 02, 2013 2:02:12 PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

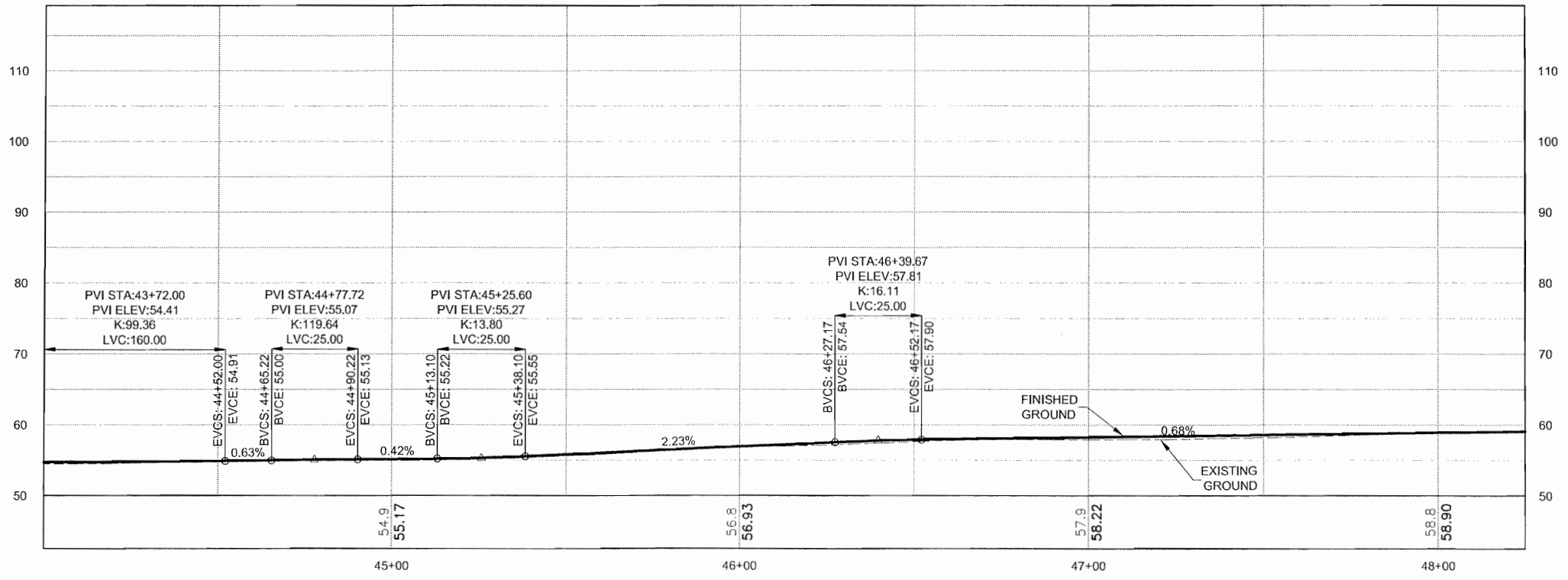
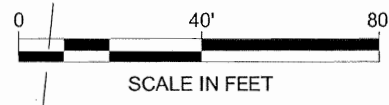
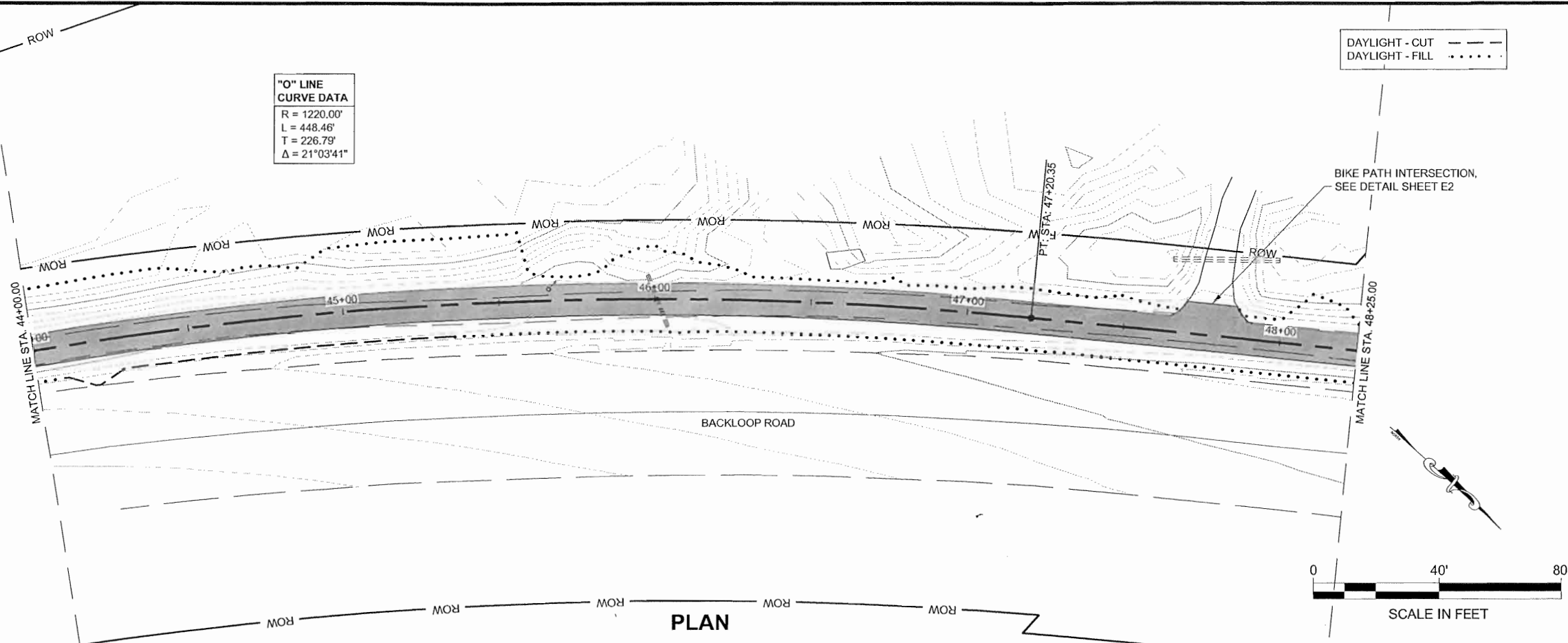
PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)-69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F9	38

**"O" LINE
 CURVE DATA**
 R = 1220.00'
 L = 448.46'
 T = 226.79'
 Δ = 21°03'41"

DAYLIGHT - CUT ---
 DAYLIGHT - FILL - - - - -



PROFILE

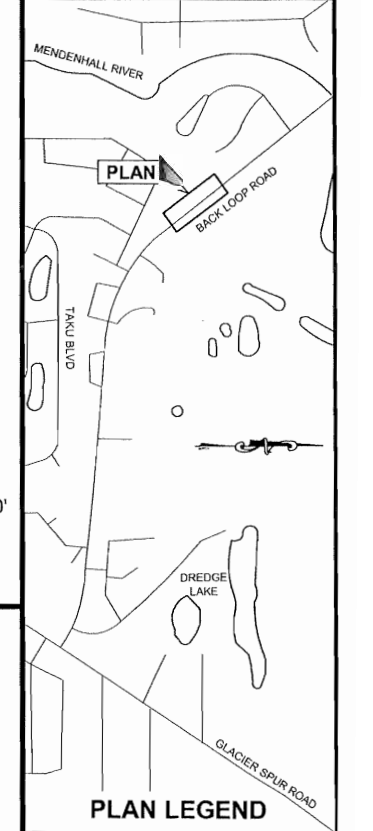
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHAMBERS, LUCAS M (DOT)
 TAB: F10 Tuesday, July 02, 2013 2:02:51 PM

ADDENDUM NUMBER
 ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION
**BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917**

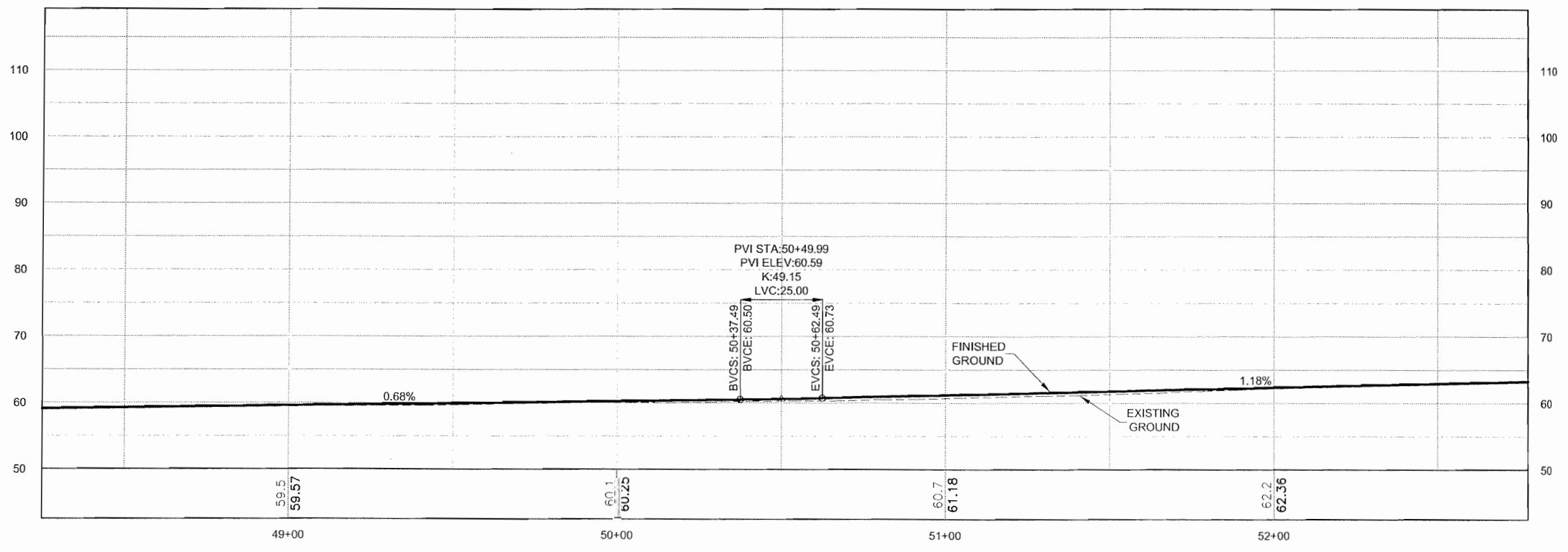
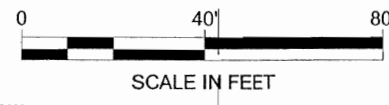
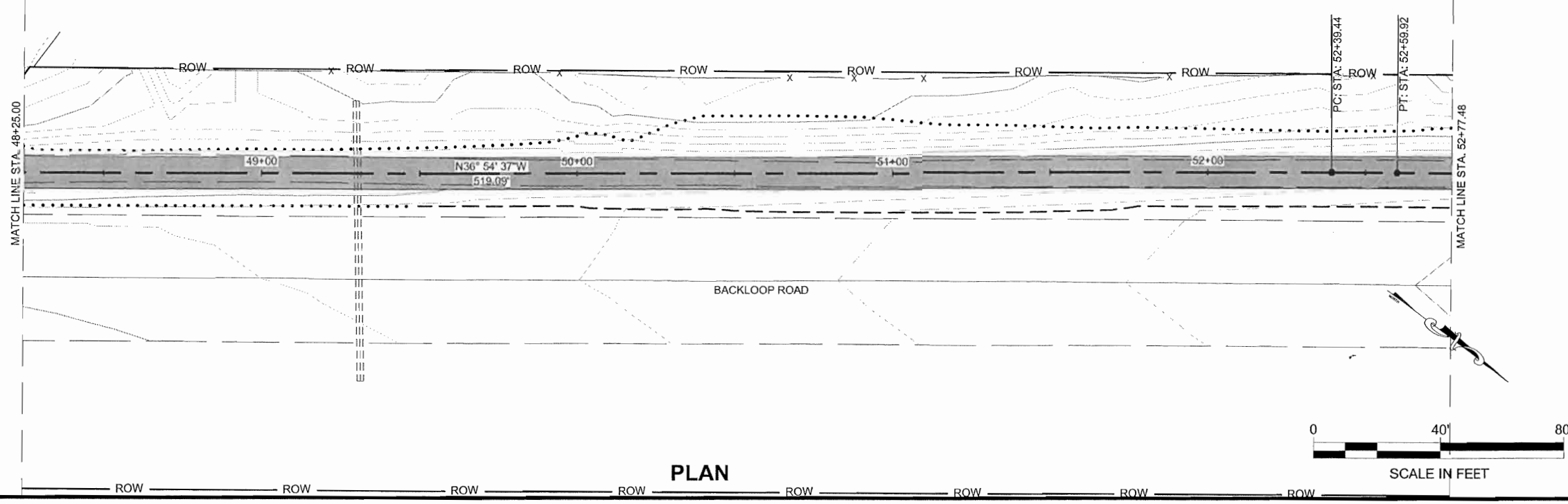
PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)~69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F10	38

DAYLIGHT - CUT - - - -
 DAYLIGHT - FILL -

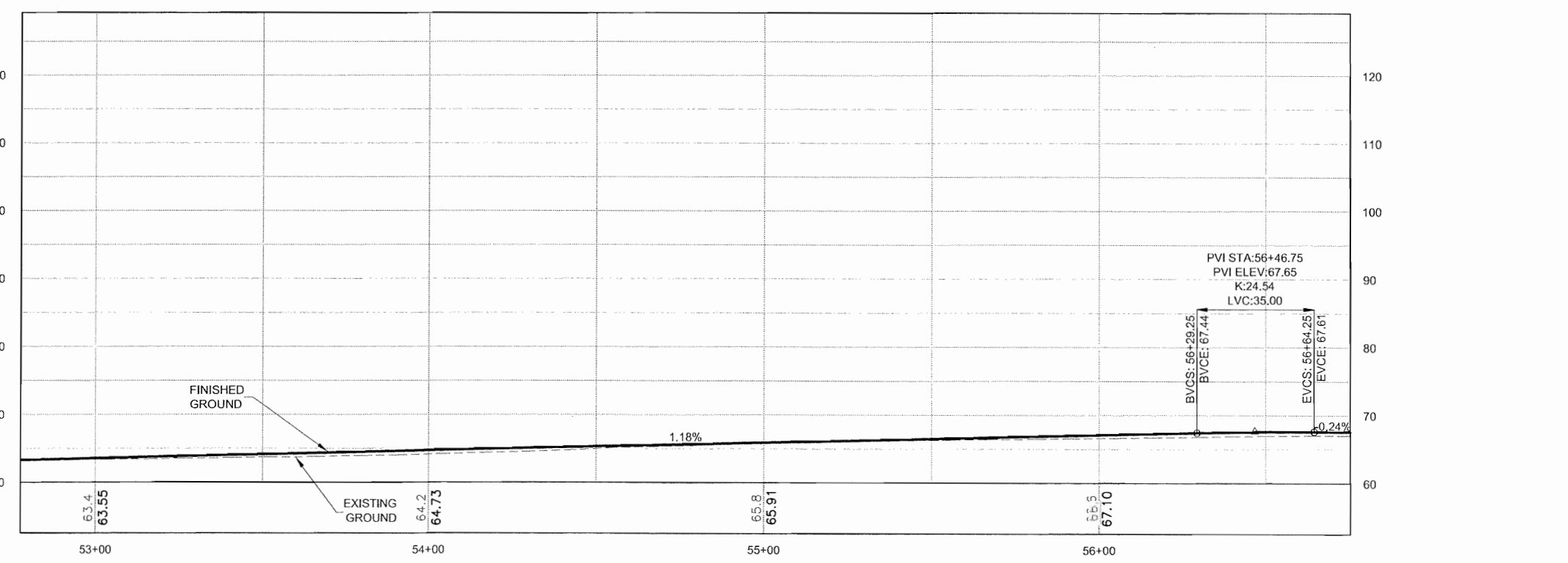
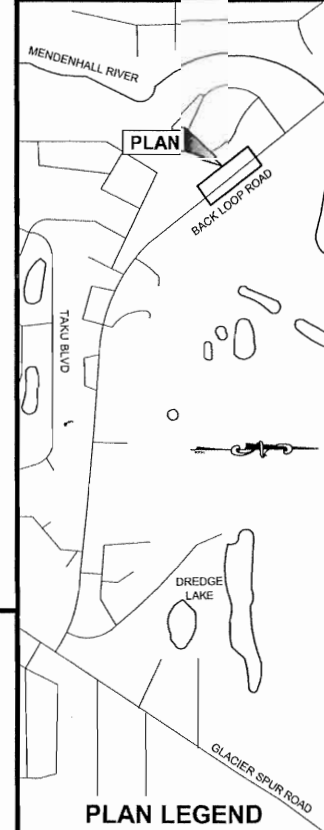
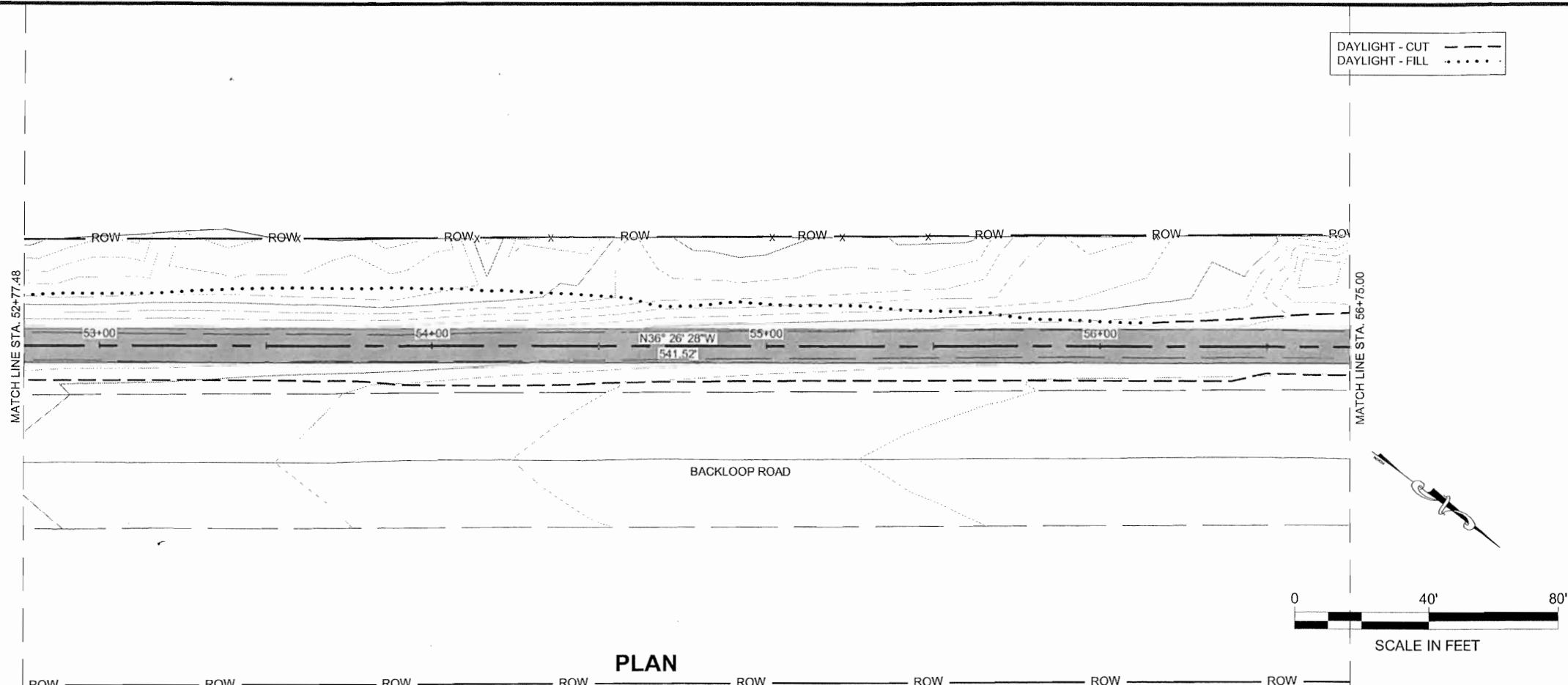
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 CURVE DATA**
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 L = 20.47'
 T = 10.24'
 Δ = 0°28'09"



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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 TAB: F11 Tuesday, July 02, 2013 2:03:42 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION
 BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

PLAN & PROFILE

PROJECT DESIGNATION	
TEA-0966(27)-69917	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F11	38

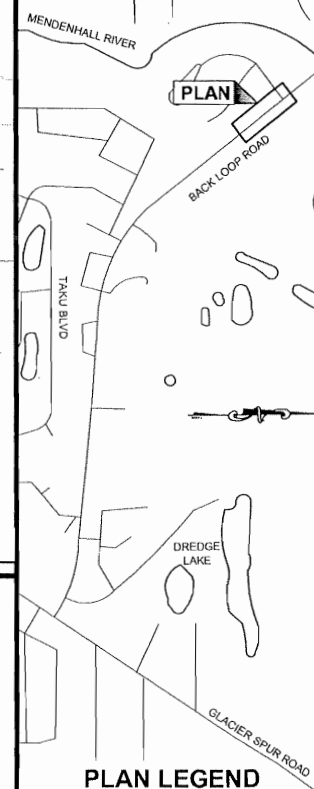
PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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 TAB: F12 Tuesday, July 02, 2013 2:04:15 PM

ADDENDUM NUMBER
 ATTACHMENT NUMBER

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS

DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)~69917

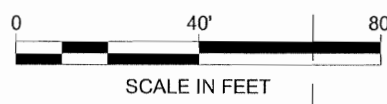
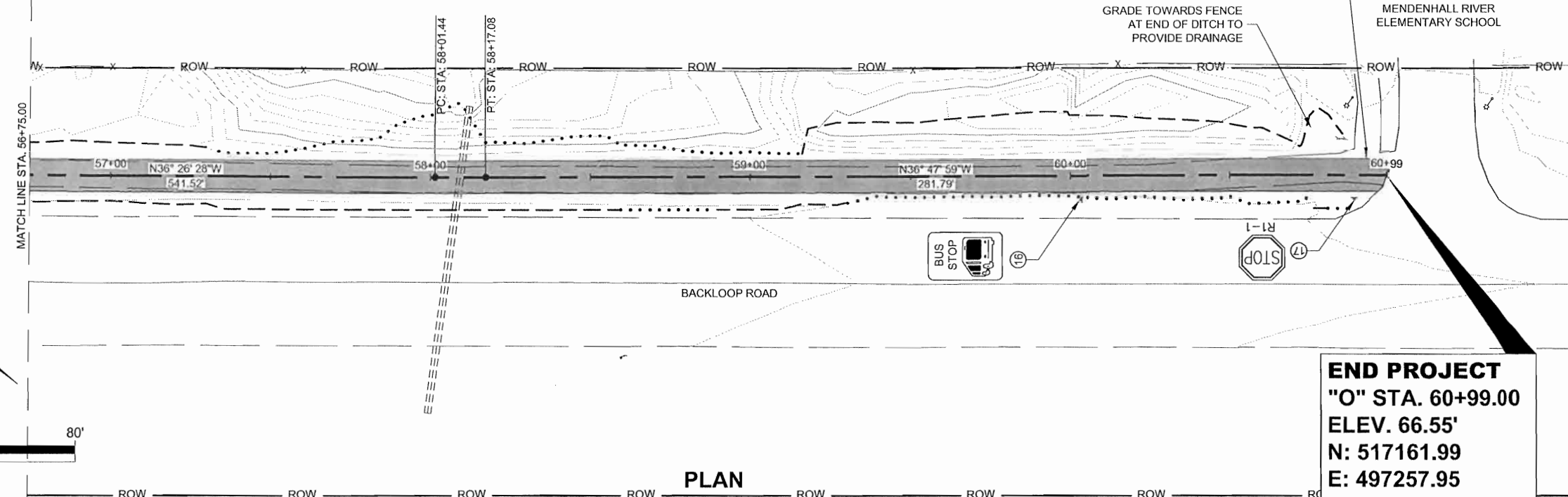
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ALASKA	2013

SHEET NUMBER	TOTAL SHEETS
F12	38

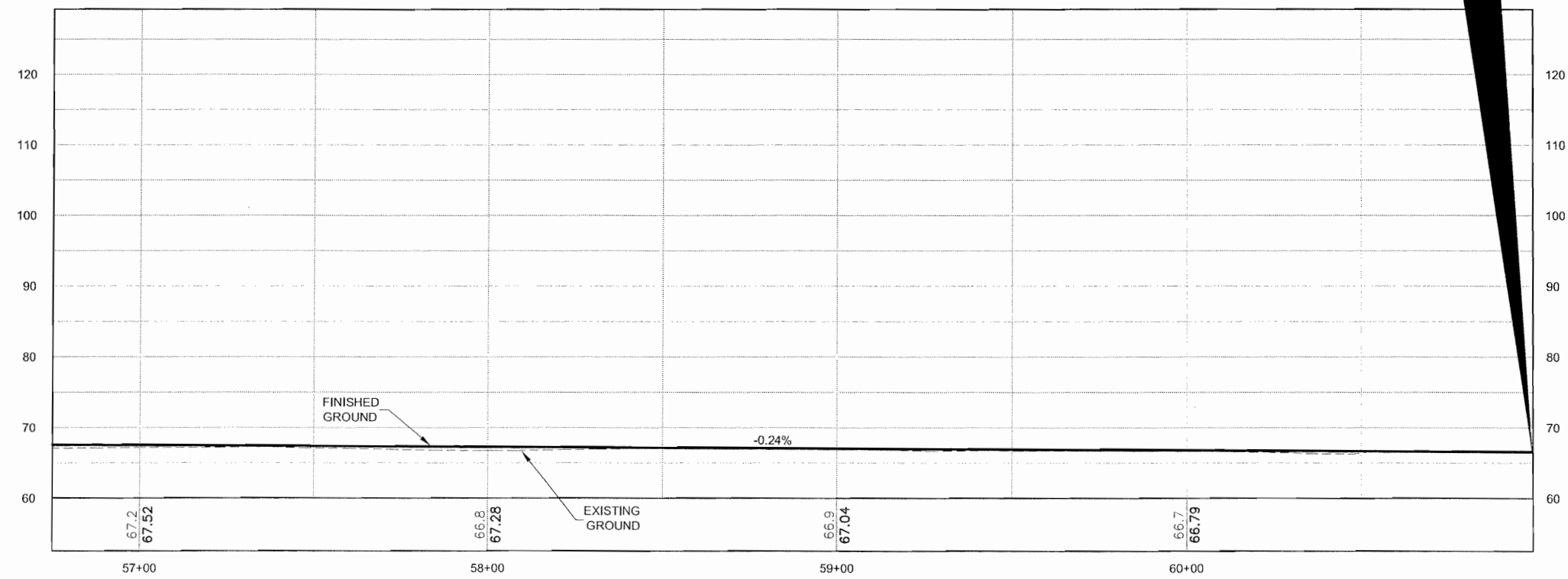
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 Δ = 0°21'30"

DAYLIGHT - CUT - - - -
 DAYLIGHT - FILL -

SAW CUT & MATCH
 EXISTING SIDEWALK
 GRADE TOWARDS FENCE
 AT END OF DITCH TO
 PROVIDE DRAINAGE
 ENTRANCE TO
 MENDENHALL RIVER
 ELEMENTARY SCHOOL



**END PROJECT
 "O" STA. 60+99.00
 ELEV. 66.55'
 N: 517161.99
 E: 497257.95
 SAWCUT & MATCH
 EXISTING PAVEMENT**



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PROFILE

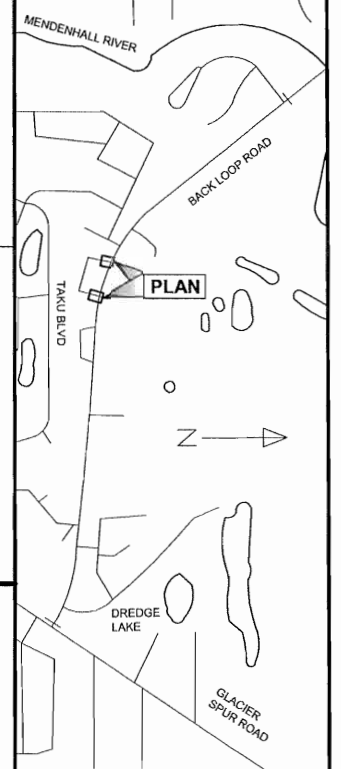
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 TAB: G1 Tuesday, July 02, 2013 2:07:25 PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

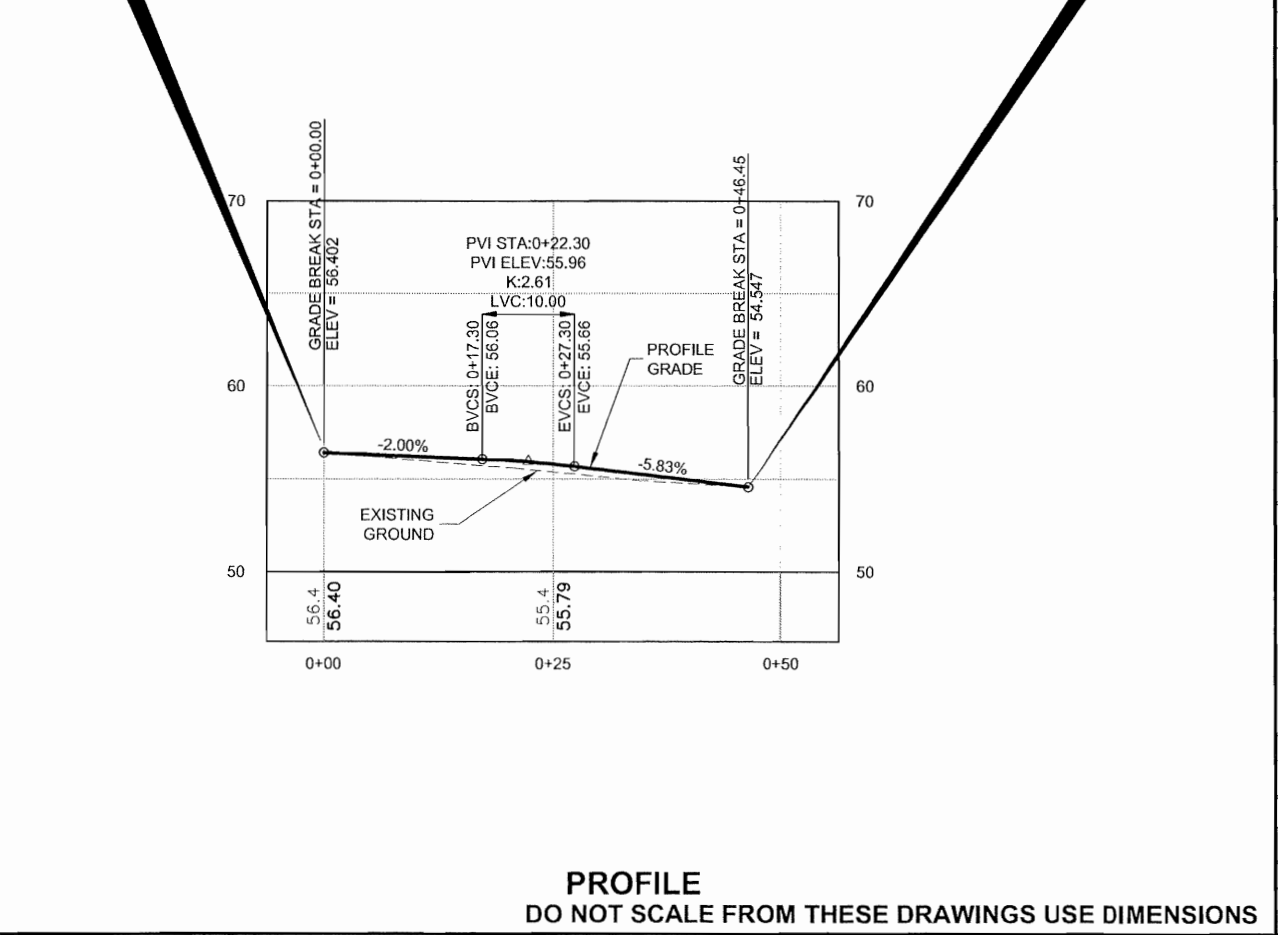
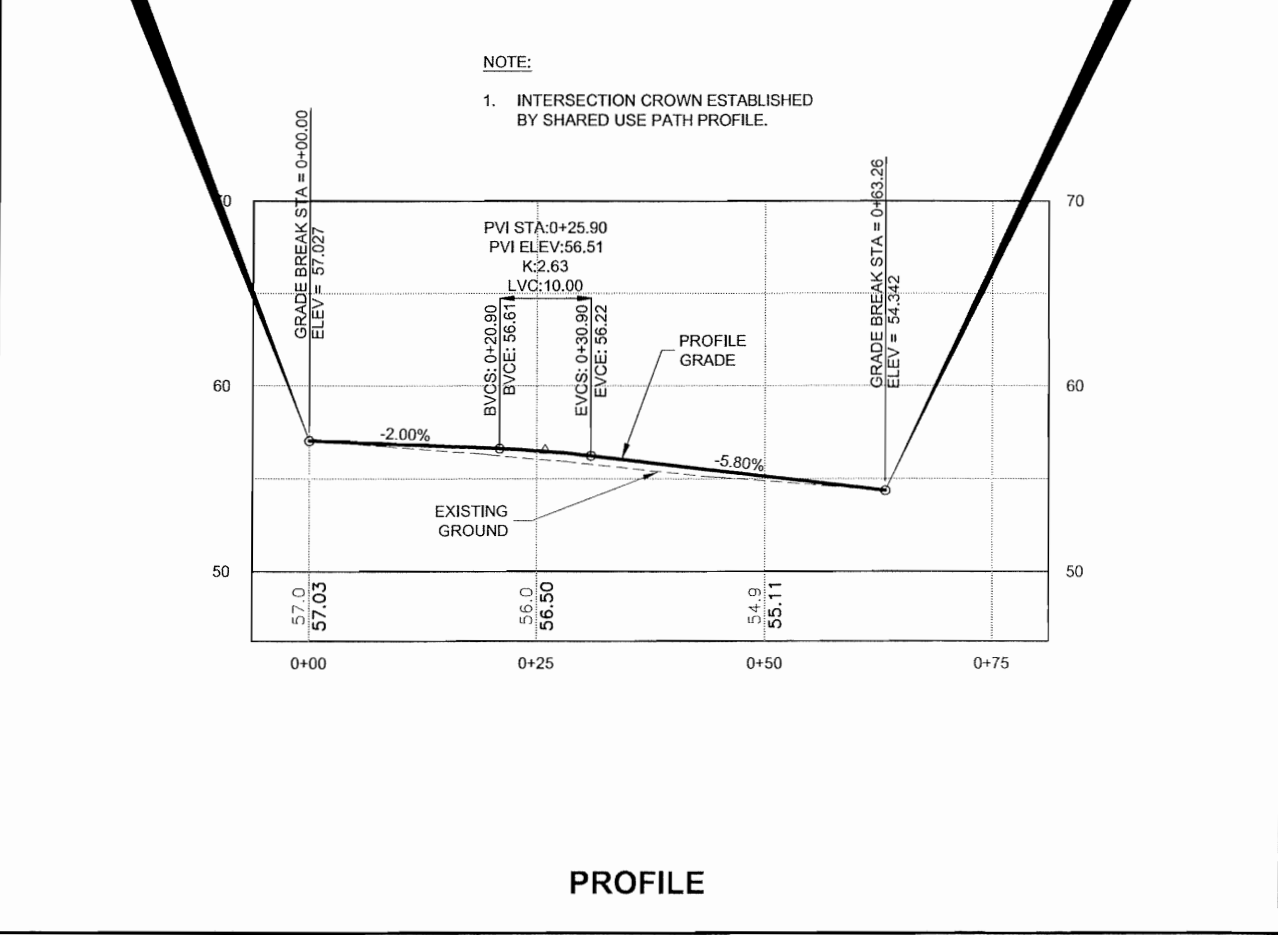
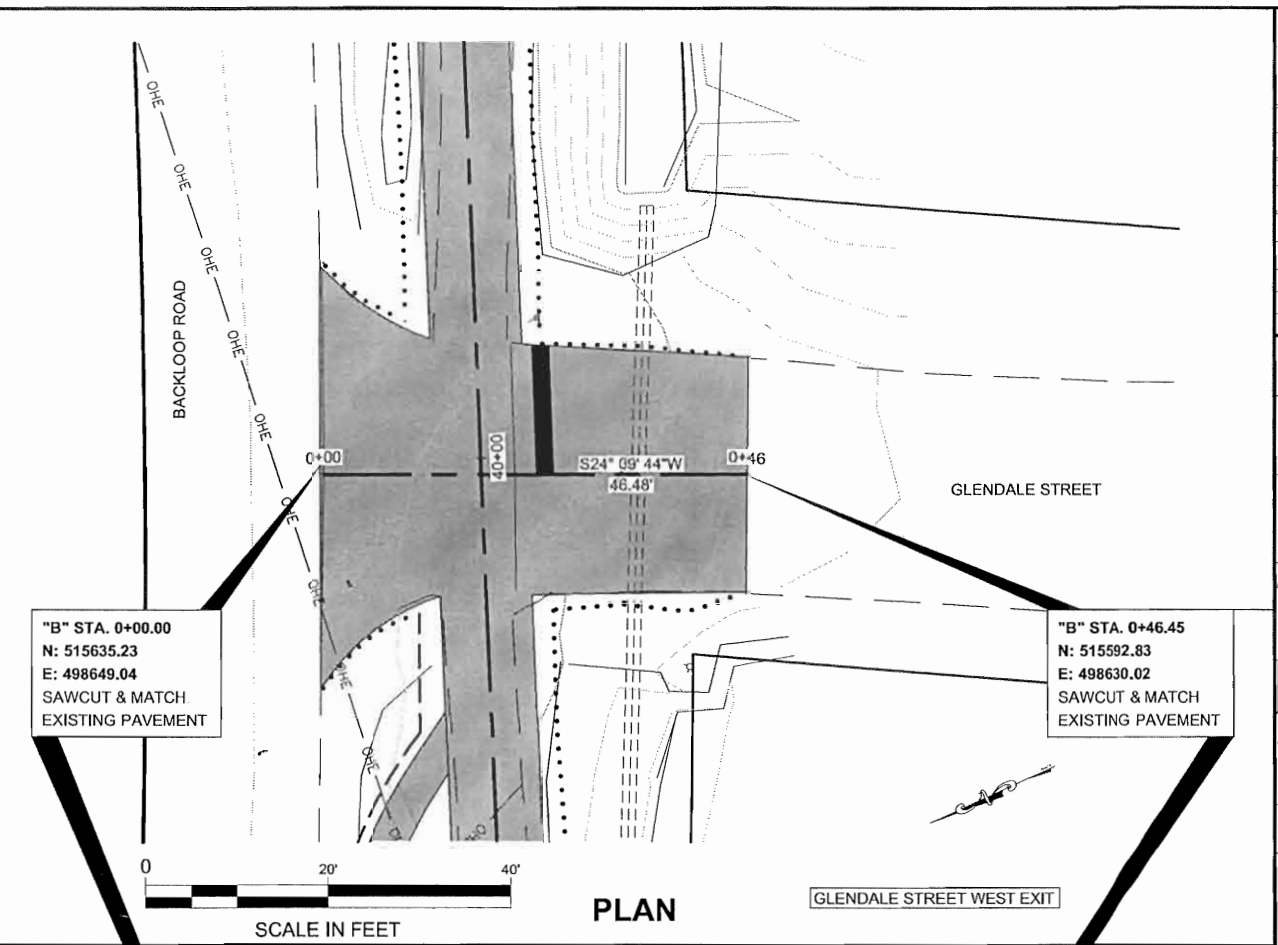
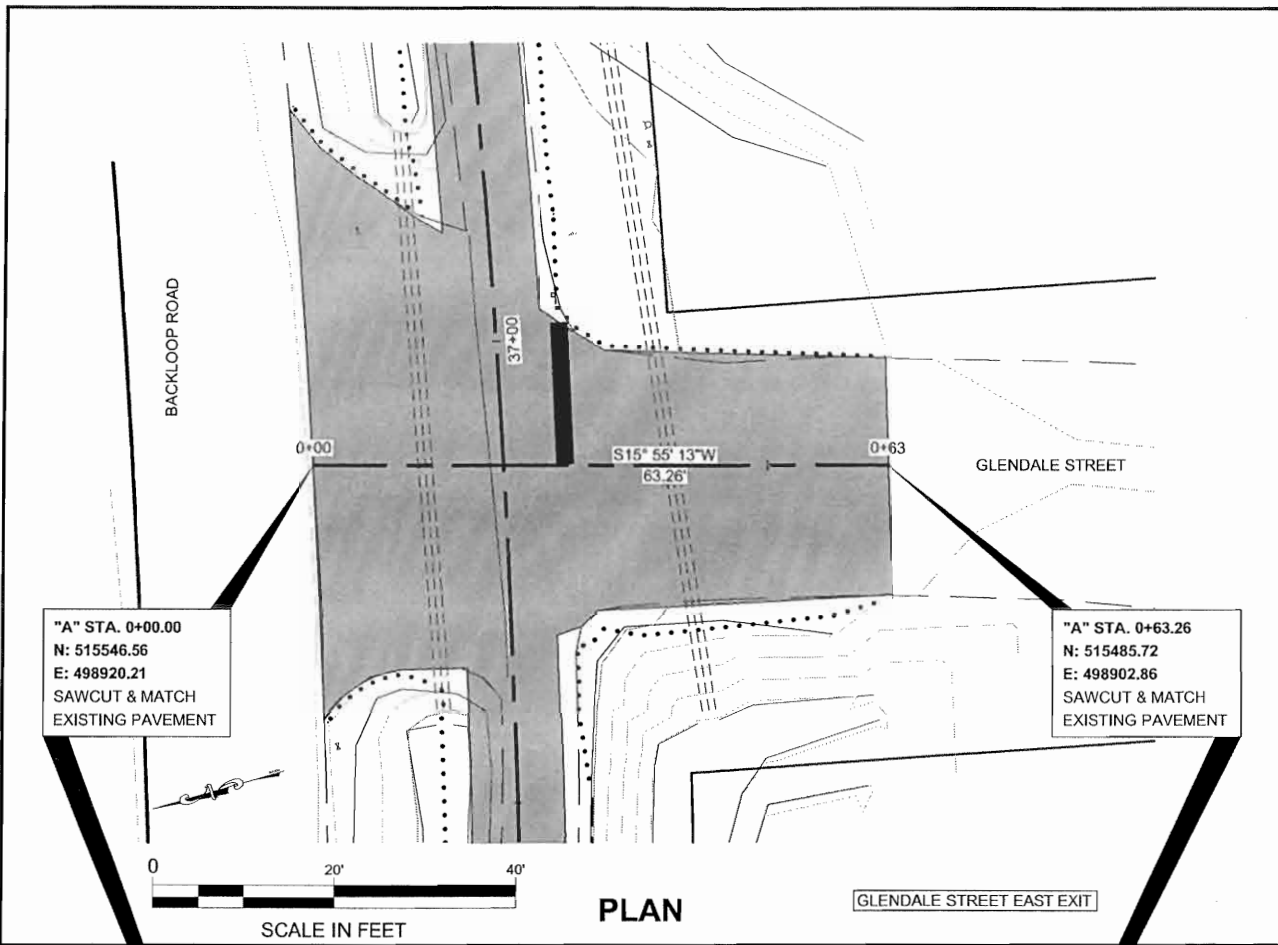
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917

INTERSECTION PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)-69917

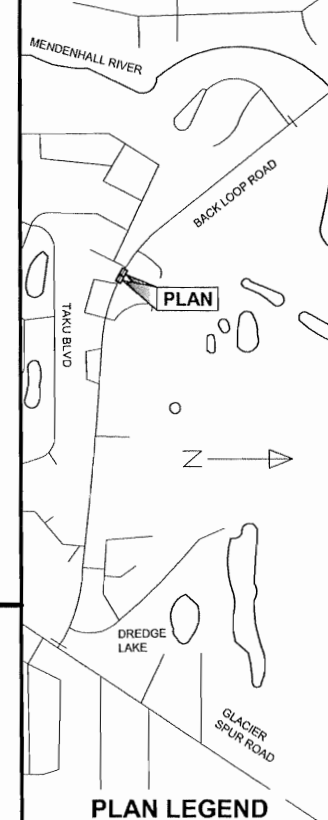
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
G1	38



CHAMBERS, LUCAS M (DOT)
 TAB: J1 Tuesday, July 02, 2013 2:08:20 PM

ADDENDUM NUMBER
 ATTACHMENT NUMBER

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



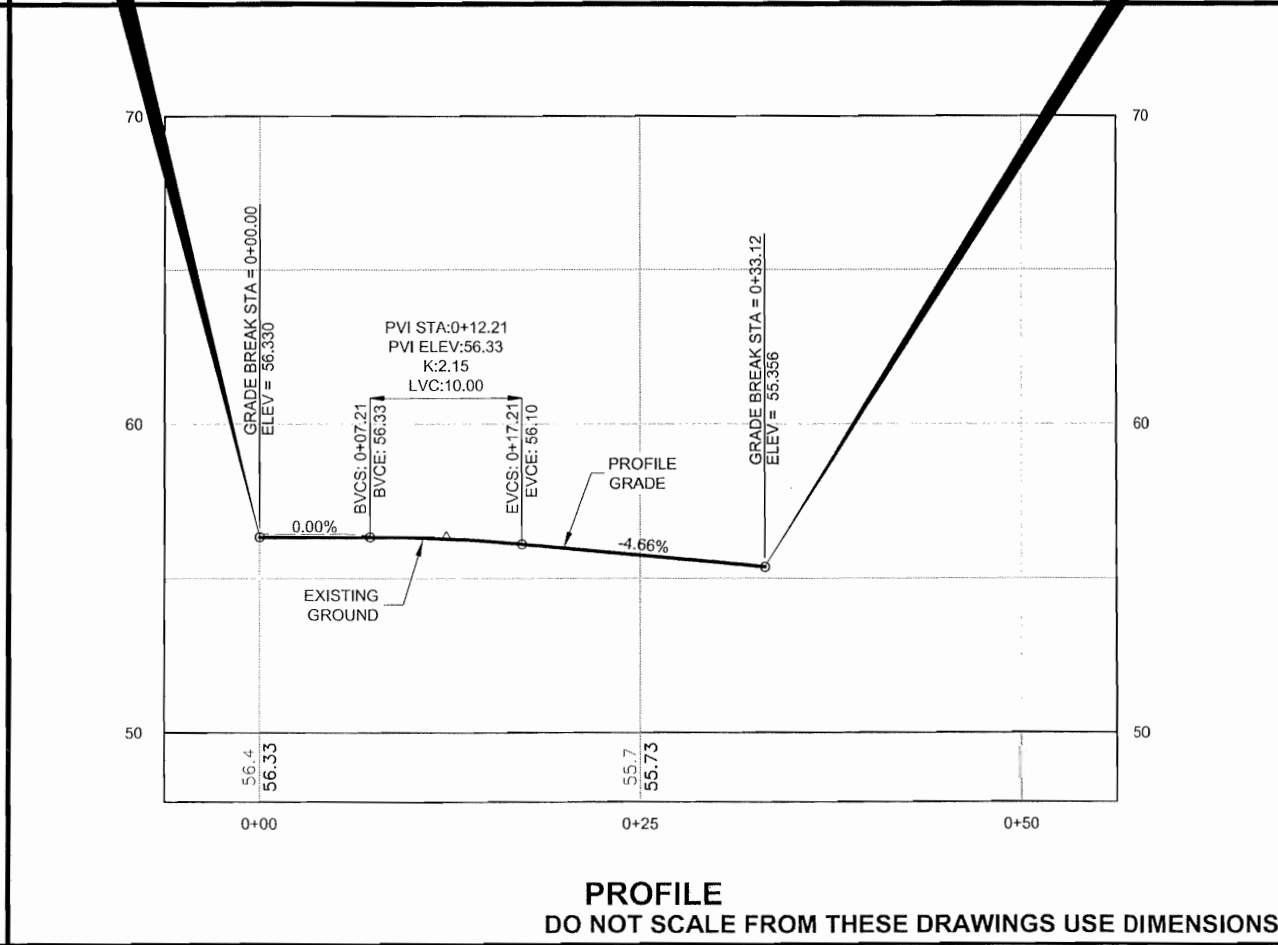
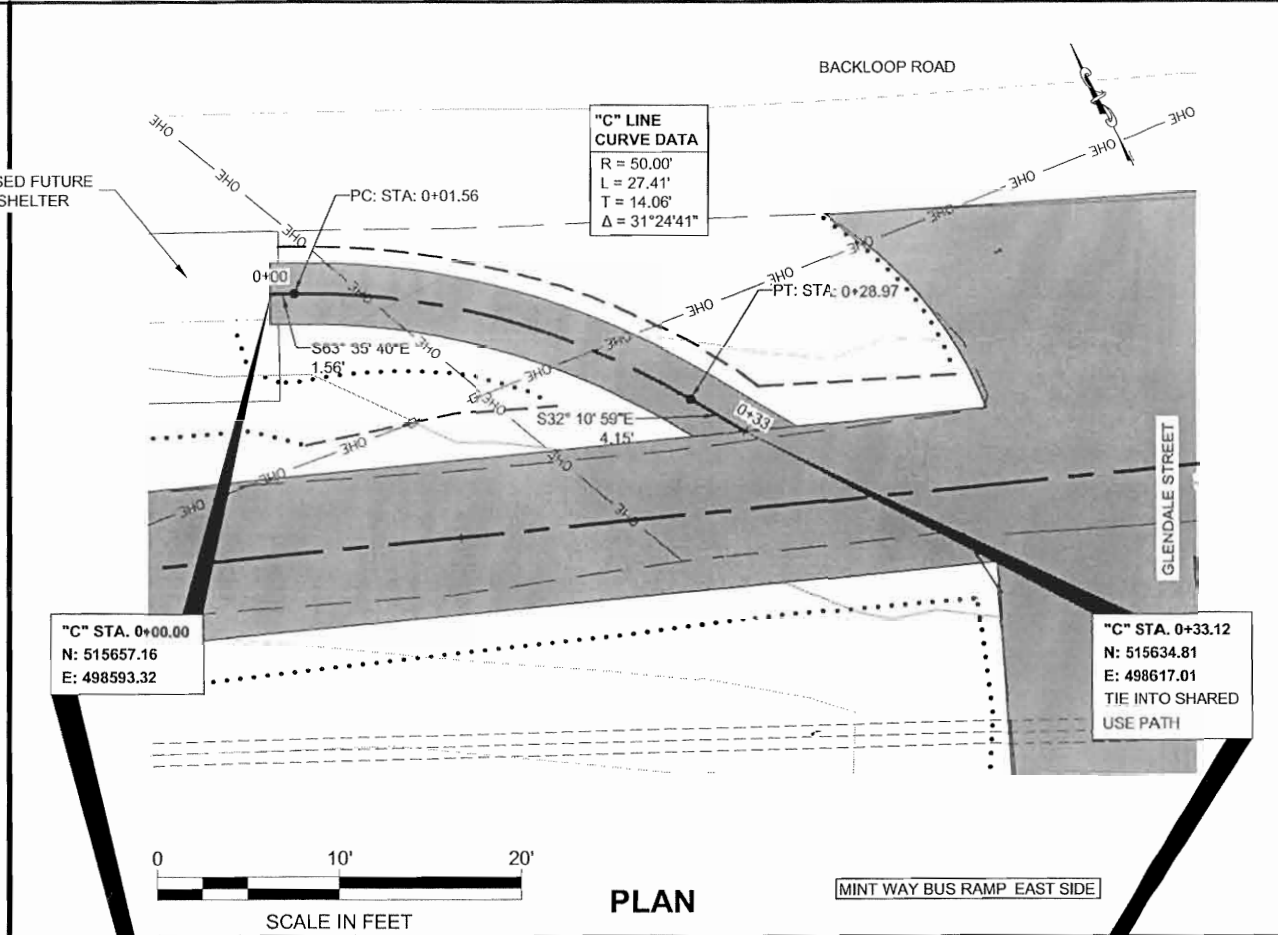
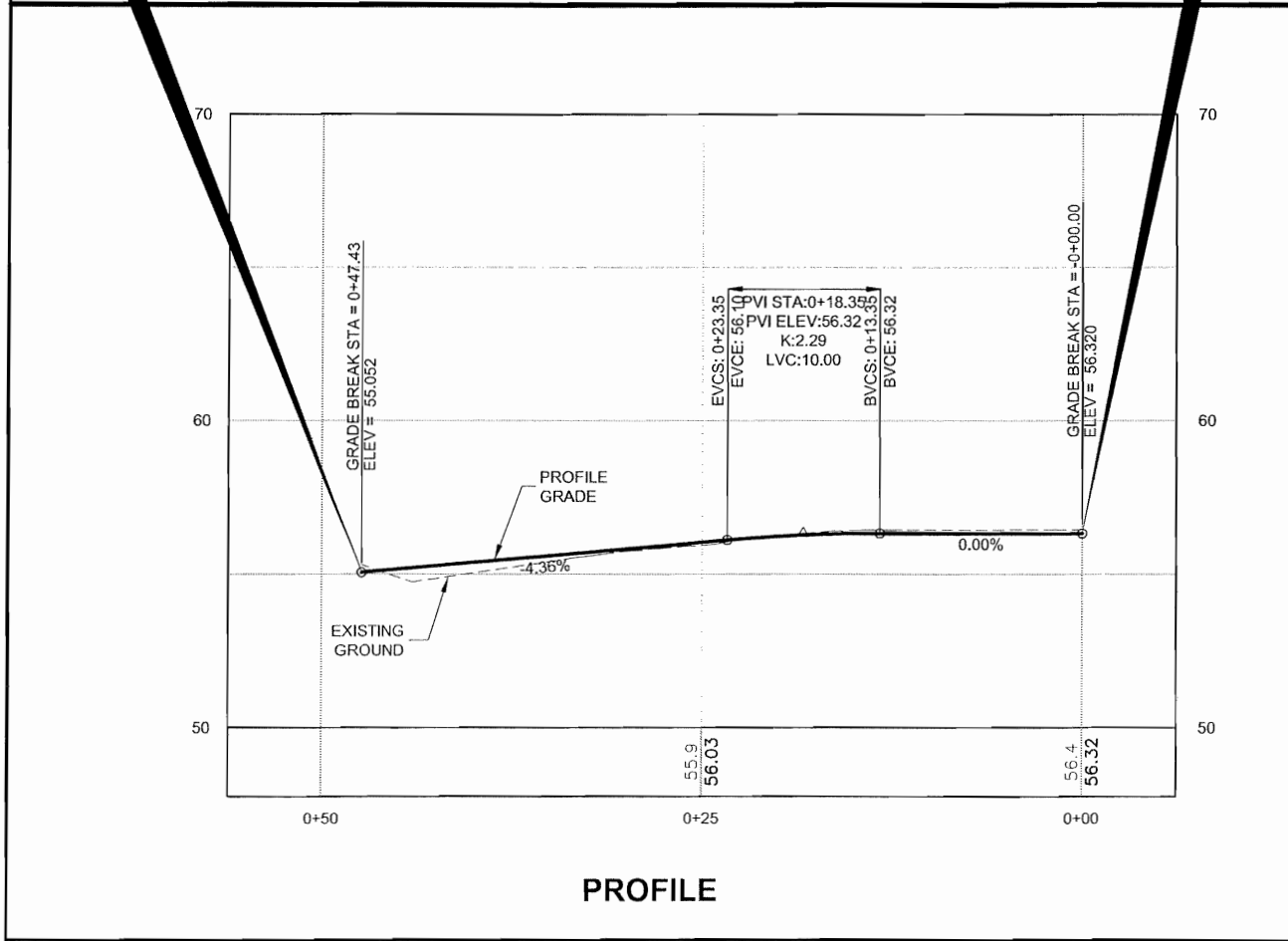
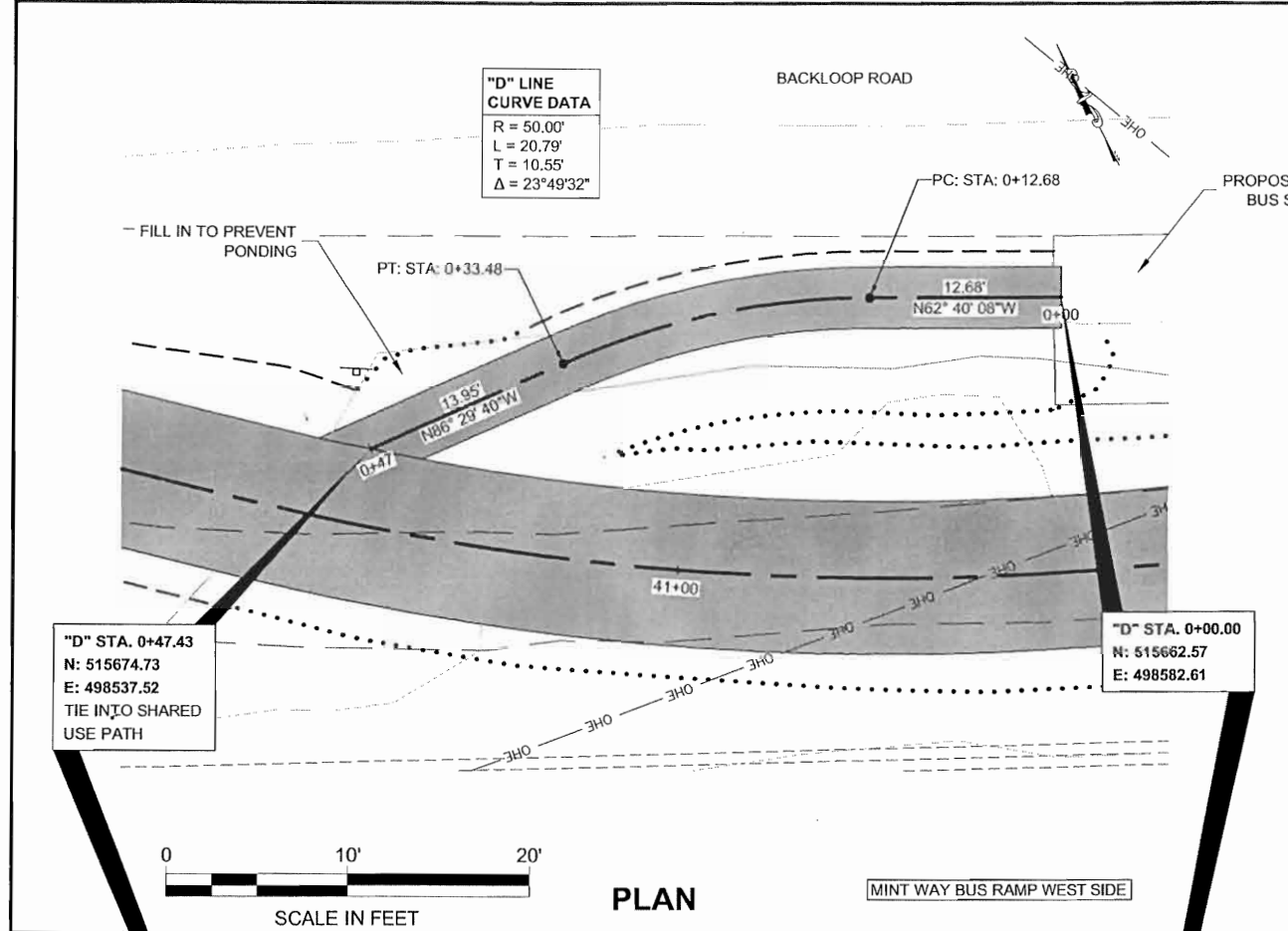
DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION
 BACKLOOP SHARED USE PATH REHABILITATION
 PROJECT #69917

BUS STOP RAMP PLAN & PROFILE

PROJECT DESIGNATION
TEA-0966(27)-69917

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
J1	38

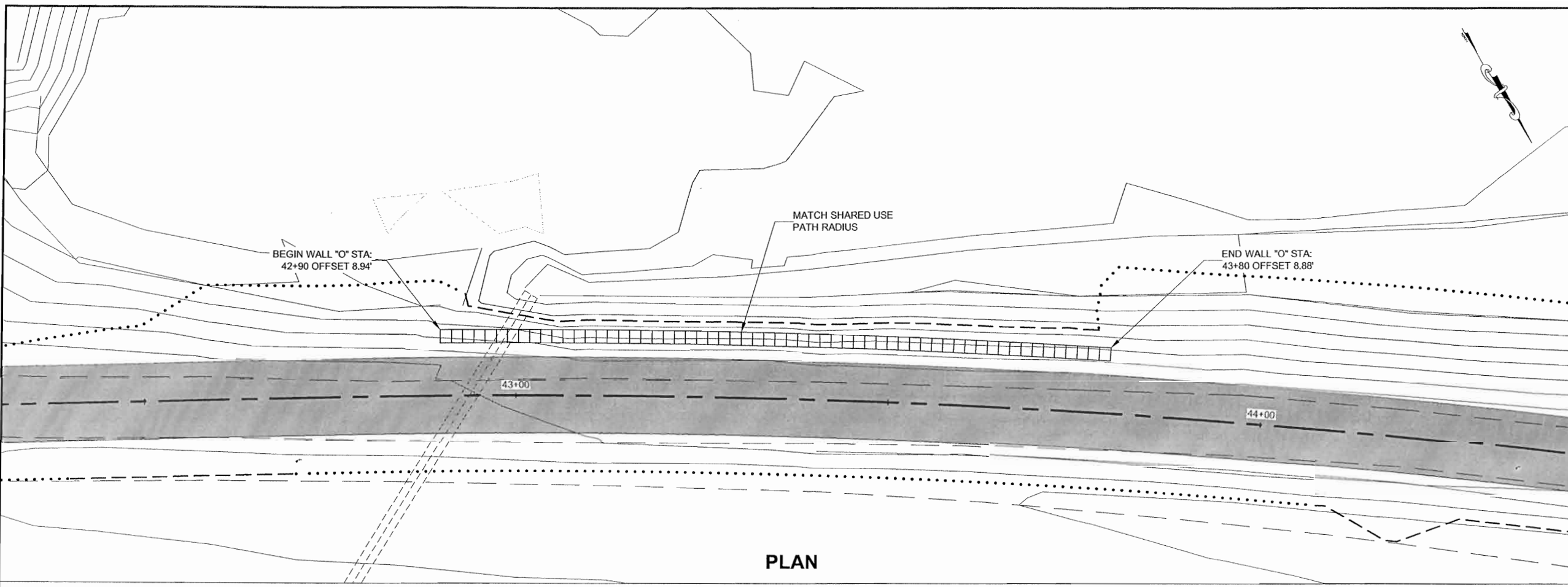


DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

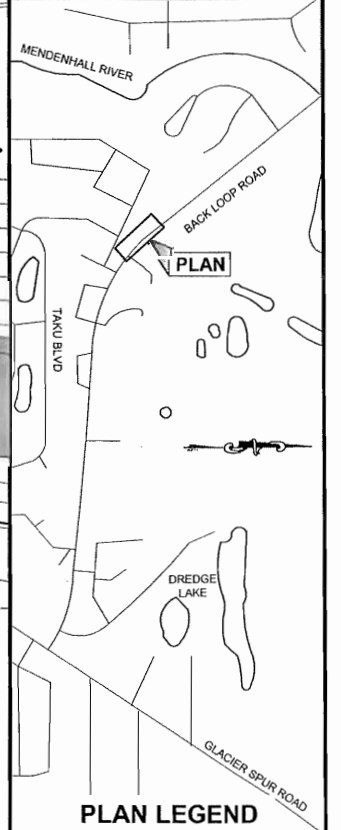
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 TAB: M1 Tuesday, July 02, 2013 2:09:15 PM

ADDENDUM NUMBER
 ATTACHMENT NUMBER

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN



PLAN LEGEND

CHECKED BY: C. TRIPP

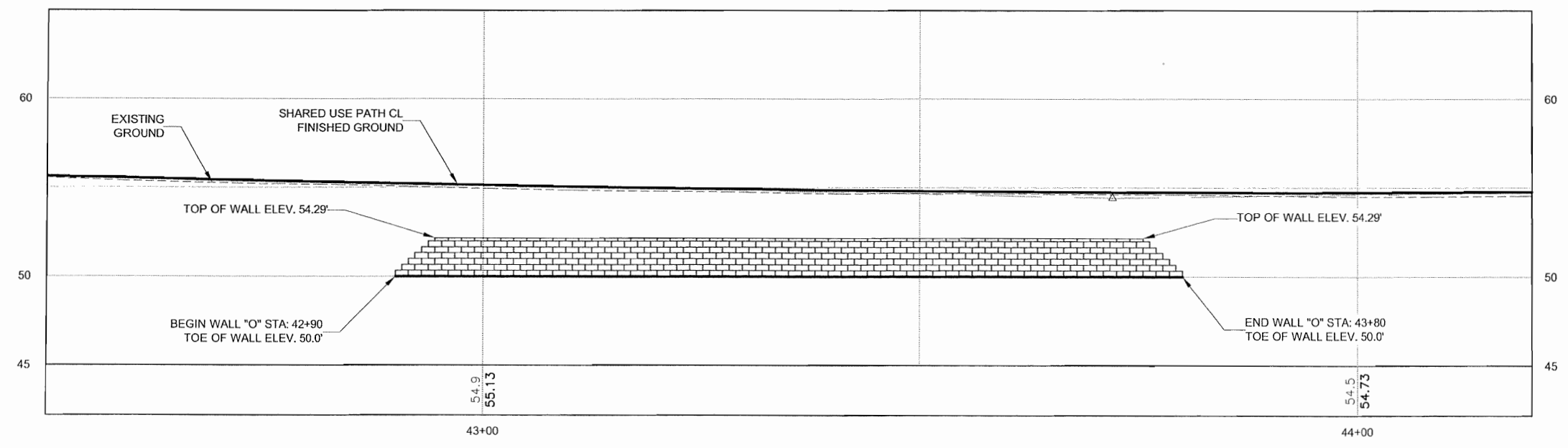


DESIGNED BY: L. CHAMBERS
 DRAWN BY: L. CHAMBERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION
**BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #69917**

**RETAINING WALL
 PLAN & PROFILE**

PROJECT DESIGNATION	
TEA-0966(27)~69917	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
M1	38



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



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 18, 2013

In Reply Refer To:
Back Loop Shared Use Path Rehabilitation
State Project #69917/Federal Project #TEA-0966(027)
Subject: Scoping Update

Dear Agency Representative:

In a scoping letter to your office dated December 3, 2012, the Alaska Department of Transportation and Public Facilities (DOT&PF) described a proposed project to widen and rehabilitate a one-mile section of separated shared use path along Back 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 (NW) USGS topographic quadrangles, in Township 40S, Range 66E, Section 17 and 18, Copper River Meridian (Figure 1).

Project Description Updates

Originally the project DOT&PF proposed would widen and rehabilitate a one-mile section of separated shared use path along Back Loop Road between Mendenhall Loop Road and the Mendenhall River Community School entrance (Figure 2). Additionally the project as originally proposed would

- widen the path from 8 feet to 10 feet
- remove the existing asphalt surface, improve the structural cross section across a 10 foot width, and repave to a 10 foot width;
- correct the cross slope and vertical grades to meet ADA standards;
- improve drainage by grading the path and construct ditches as necessary;
- relocate roadway signs, side street stop signs, and fire hydrants
- install safety fence along sections of path with steep or hazardous slopes below
- construct an ADA accessible bus shelter near Mint Way or Glendale Street
- install a root barrier in areas affected by tree root growth
- trim vegetation in existing ROW to improve sight distance
- restripe cross street crosswalks and stop bars

The following activities have since been added to the project scope:

- construct an ADA accessible ramp to the bus shelter from the shared use path (Figure 2)

"Get Alaska Moving through service and infrastructure."

- construct a section of retaining wall along the shared use path in order to avoid pushing the existing ditch out of the ROW (Figure 2; Sheets M1 and M2)
- remove two cross and two driveway culverts; install three new stormwater pipes involving excavation and/or trenching (Figure 2)
- omit the previously proposed new bus shelter and its concrete pad between Mint Way and Glendale Street; the structure is to be constructed by City and Borough of Juneau

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: Figure 1: Location and Vicinity Map
Figure 2: Project Work Area
Sheets M1-M2: Retaining Wall

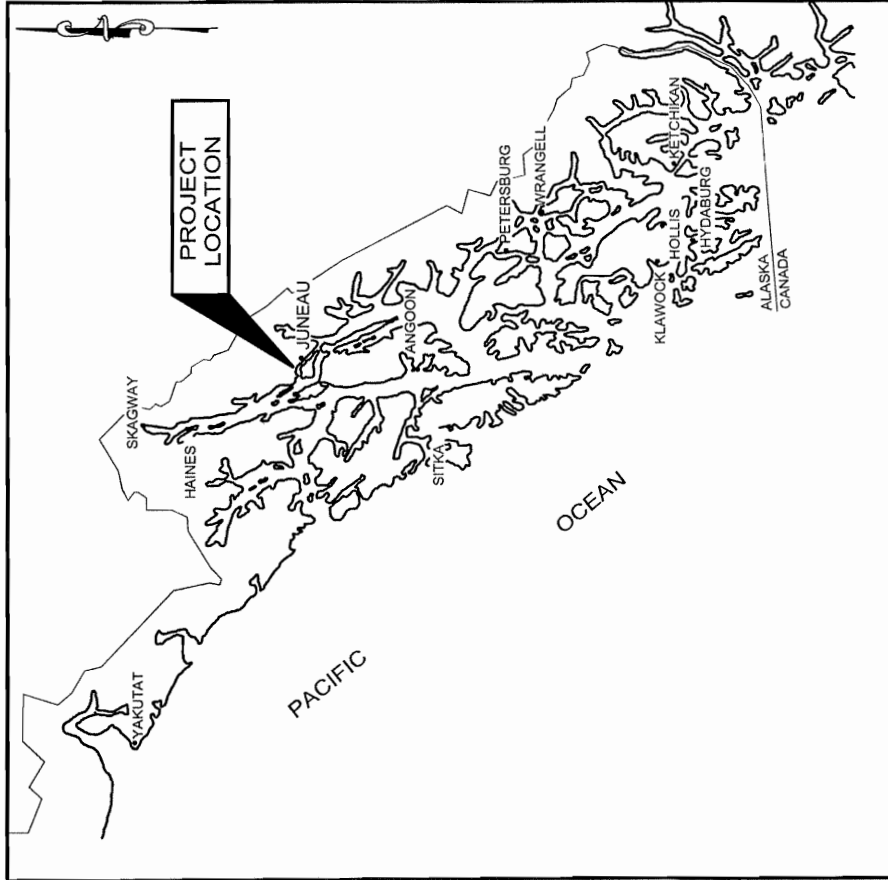
cc w/o enclosures:

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

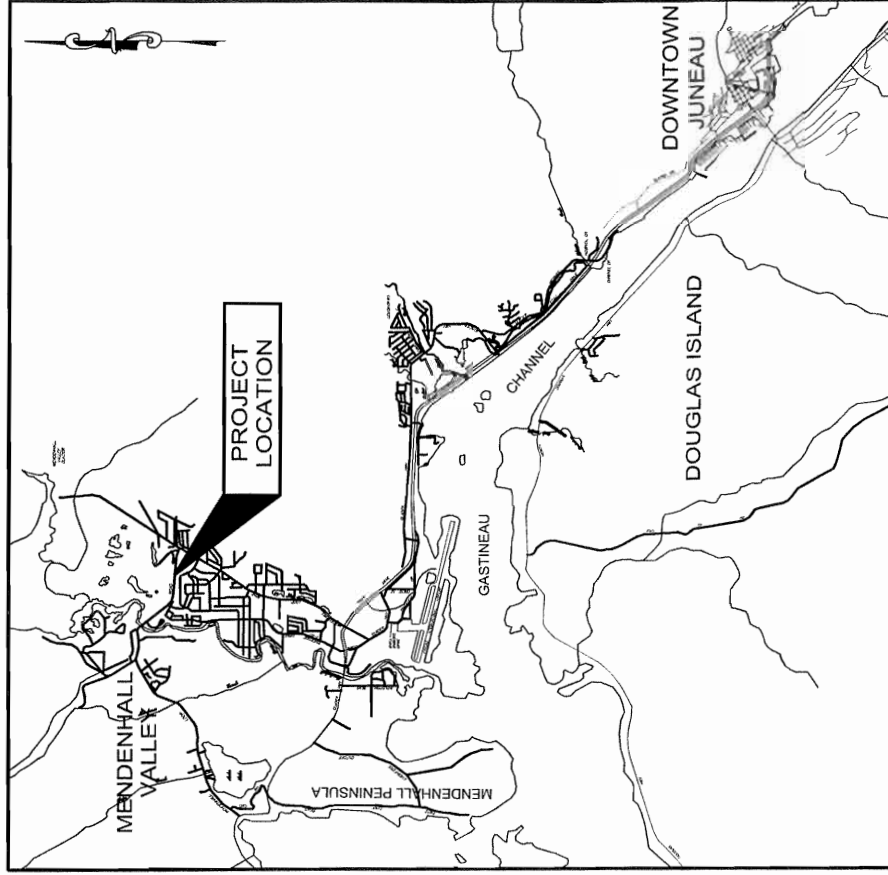
Distribution List:

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

SOUTHEAST ALASKA REGION



JUNEAU VICINITY



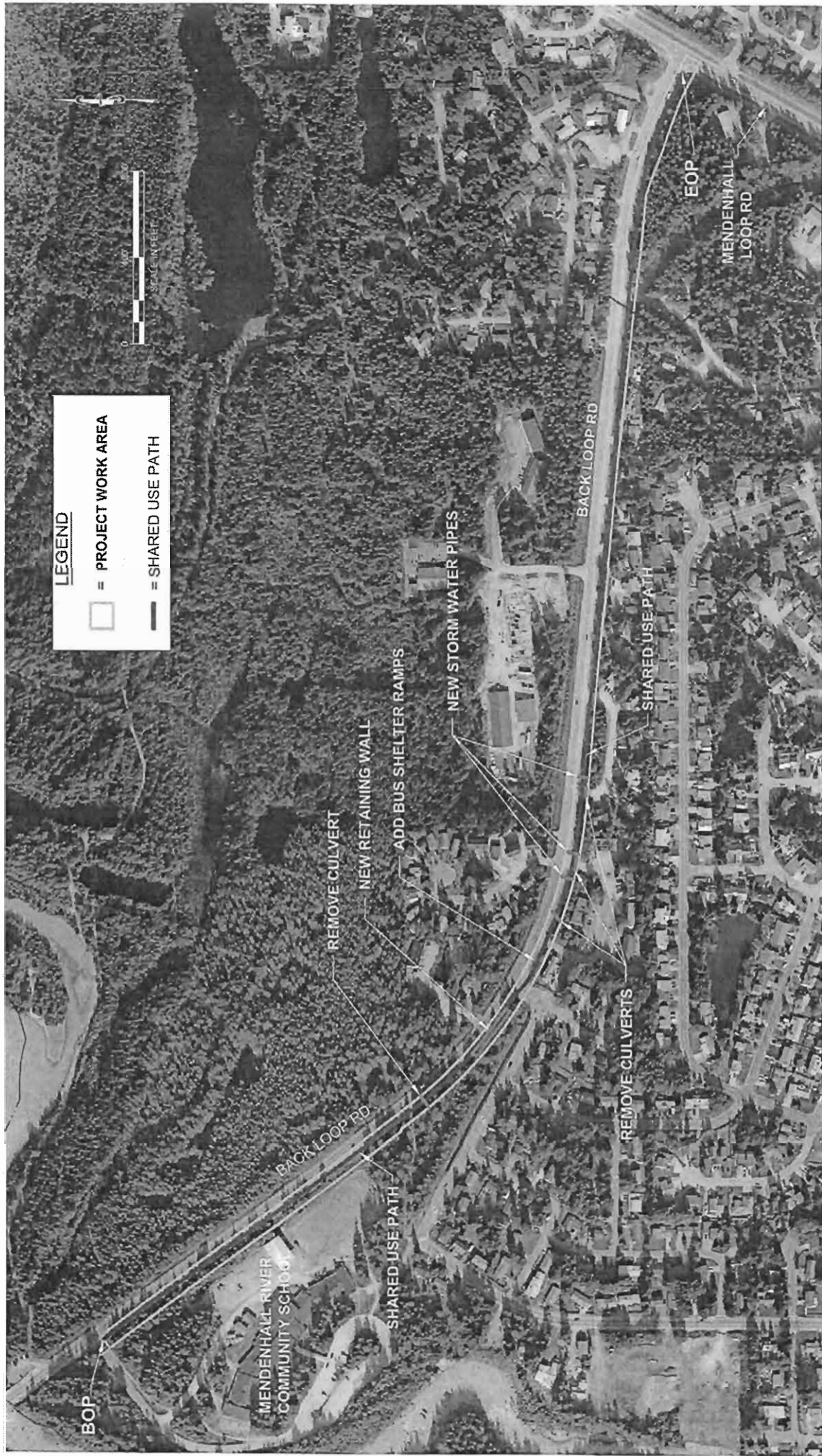
STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

VICINITY MAP

JUNEAU
BACK LOOP SHARED USE PATH
REHABILITATION
PROJECT # 69917

NOVEMBER 2012

FIGURE 1



LEGEND

□ = PROJECT WORK AREA

— = SHARED USE PATH



STATE OF ALASKA DEPARTMENT OF
TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PROJECT WORK AREA

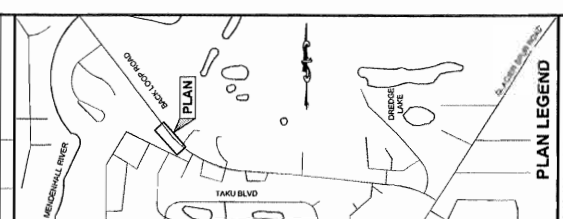
JUNEAU
BACK LOOP SHARED USE PATH
REHABILITATION
PROJECT # 68917

JULY 2013

FIGURE 2

CHAMBERS, LUCAS M (007)
 Title: M1
 Date: Tuesday, July 02, 2013 2:06:15 PM
 Attachment Number

RECORD OF REVISIONS	
NO.	DESCRIPTION



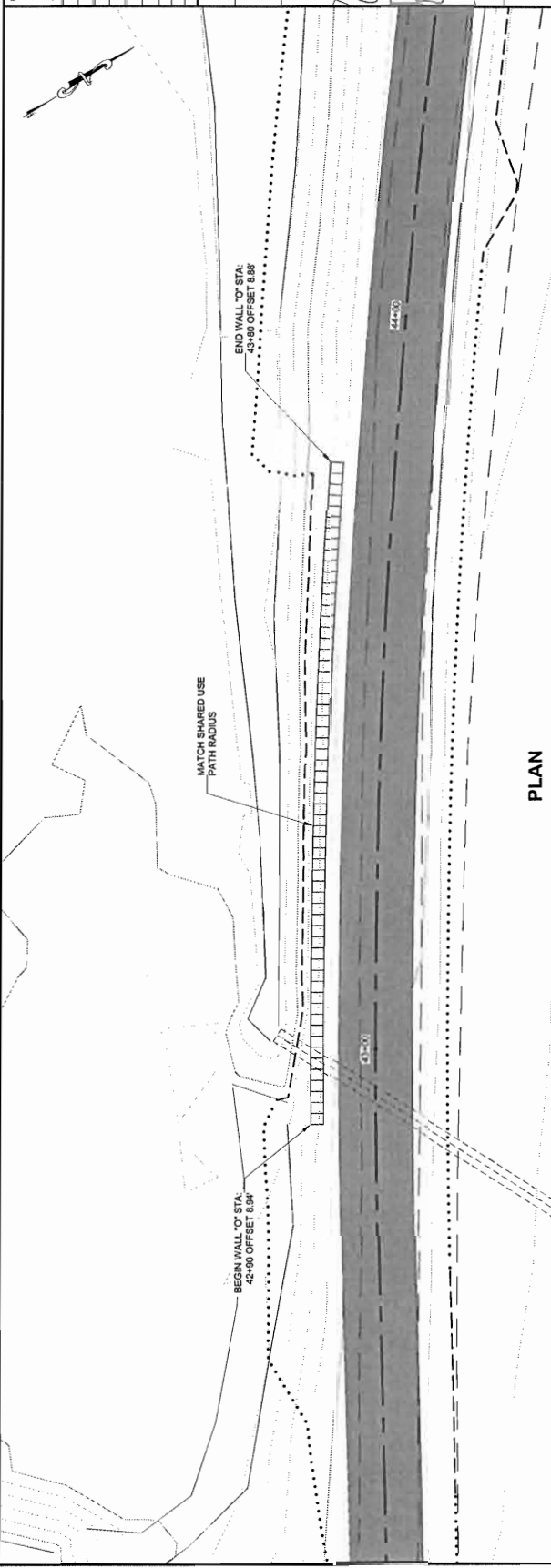
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 C-RECORD BY: C. TRIPP



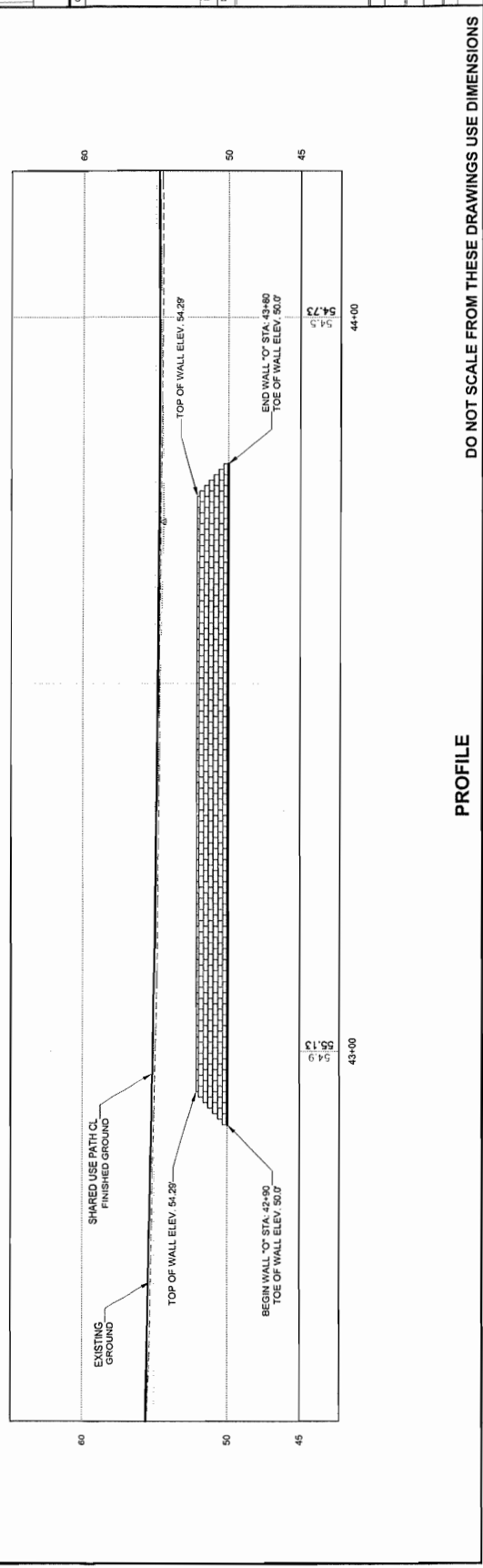
DESIGNED BY: L. CHAMBERS
 STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 SOUTH-POLAR REGION
 BACKLOOP SHARED USE PATH
 REHABILITATION
 PROJECT #09917

**RETAINING WALL
 PLAN & PROFILE**

PROJECT INFORMATION	
PROJECT NUMBER	TEA-0966(27)-69917
STATE	ALASKA
YEAR	2013
SHEET NUMBER	M1
TOTAL SHEETS	38



PLAN

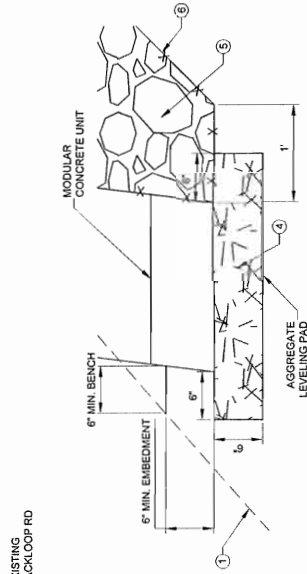


PROFILE

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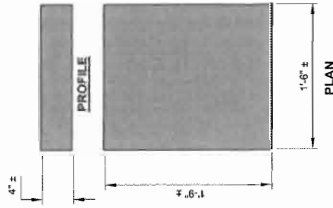
MATERIAL LEGEND

- ① EXISTING GROUND
- ② 2" ASPHALT CONCRETE, TYPE II, CLASS B
- ③ 6" CRUSHED ASPHALT BASE COURSE (CABC)
- ④ AGGREGATE BASE COURSE, GRADING D-1
- ⑤ POROUS BACKFILL MATERIAL
- ⑥ GEOTEXTILE SEPARATION FABRIC
- ⑦ BONDED FIBER MATRIX
- ⑧ SEEDING



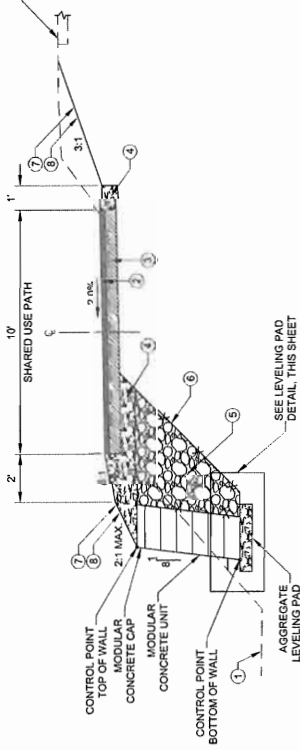
LEVELING PAD DETAIL
N.T.S.

N.T.S.



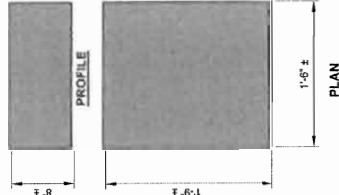
PLAN

N.T.S.



RETAINING WALL TYPICAL SECTION
N.T.S.

N.T.S.



PLAN

N.T.S.

STANDARD MODULAR CONCRETE CAP DIMENSIONS

STANDARD MODULAR CONCRETE UNIT DIMENSIONS

NOTE:

- 1. SELECT BLOCK SIZE SO THAT NO PART OF THE REINFORCING BARS PROVIDES INSIDE THE Z AGGREGATE SHOULDER.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS
CHECKED BY: C. TRIPP
STATE OF ALABAMA
DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION



BACKLOOP SHARED USE PATH
REHABILITATION
PROJECT #69917

**RETAINING WALL
DETAILS**

DESIGNED BY: L. CHARLES M. MZ	PROJECT DESCRIPTION: CHARLES, LUCAS M (001)
CHECKED BY: C. TRIPP	YEAR: 2013
DATE: 10/15/13	SHEET NO.: M2
TITLE: RETAINING WALL DETAILS	TOTAL SHEETS: 38

TEA-0966(27)-69917 2013

Benjamin Lyman

From: John Kern
Sent: Thursday, August 08, 2013 9:01 AM
To: Kirk Duncan
Cc: Rob Steedle; Benjamin Lyman
Subject: RE: back loop bus stop

I have been advocating for pedestrian improvements including bus passenger shelters on State ROW for decades, and with a lot of success. I worked with the State Design Engineers on the first bus passenger shelters constructed by the State and on their redesign and adoption of the current standards throughout the State. Initially our agreement was informal; the State constructed bus passenger shelters with State and Federal monies on State ROW and we maintained them. For some time the State created a memo of understanding which we signed, formally accepting maintenance responsibility. Regardless, we have maintained them as best we could with the budget provided by the Assembly. Most of the bus passenger shelters along the route were constructed as part of a DOT highway project.

With regard to the bus passenger shelters on the Mendenhall Loop Road at Dredge Lake Avenue and Mint Way: Dredge Lake bus passenger shelter has been there a long time and was originally constructed as part of a road reconstruction project. But is not in conformance with current State DOT design standards, and for our drivers, is too close to the intersection. The roadway shoulder here is also broken up and causes undue wear and tear on our buses. The State DOT ROW Division would not likely give us a permit to reconstruct the shelter as it currently exists.

At Mint Way, the situation is even more complicated. The existing pad was constructed by the State DOT, but a bus passenger shelter never was constructed as they determined following construction that the clearance from the roadway and other FHWA standards would not allow it. Regardless, the bus stop sign stayed and we continue to stop here. The roadway here is also broken and there are potholes that the State has not repaired. It is unlikely that the State ROW will approve a bus passenger shelter permit here as it currently exists, and the costs of creating a stop that meets their standards will be significant and likely beyond, not only our budget, but design capabilities.

In its current proposal the State Design is reconstructing the pedestrian path that connects these bus passenger shelters to the surrounding neighborhood, but is not including the bus passenger shelters in the project. The construction and reconstruction of the bus passenger shelters is an eligible project cost if the State is using Federal Highway funding. While Design is indicating that we will construct the bus passenger shelter here, it is ROW that will issue the permit and it is unlikely that they will actually do that. The State DOT has included bus passenger shelter work in most previous projects, including reconstruction. I think Ben has made a reasonable proposal for a compromise that follows the recent reconstruction at Fred Meyer. The State created the stop and pad and we constructed the bus passenger shelter here.

From: Kirk Duncan
Sent: Wednesday, August 07, 2013 9:24 PM
To: John Kern
Cc: Rob Steedle
Subject: RE: back loop bus stop

Hi John – Thanks for your participation in the meeting today. I think the input was good and your information helped the process

Please provide your perspective on the DOT, Capital Transit relationship as it pertains to bus shelters.

I would like this information by the end of the week

Thanks

Kirk

From: Kirk Duncan
Sent: Monday, August 05, 2013 9:31 AM

Attachment C