


# 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 0019

**PROPOSAL:** Pave the entire length of Amalga Harbor Road, replace Peterson Creek Bridge and replace two Peterson Creek Tributary Bridges with large diameter pipe arches.

## GENERAL INFORMATION

**Applicant:** State of Alaska

**Property Owner:** State of Alaska

**Property Address:** Amalga Harbor Road

**Legal Description:** Amalga Harbor Road

**Parcel Code No.:** 0 Parcel

**Site Size:** 3,580 feet in length, 22 feet wide

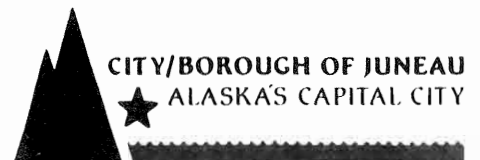
**Zoning:** Collector Road

**Utilities:** Private

**Existing Land Use:** Collector Road

**Surrounding Land Use:**

- North - CBJ and SAGA Recreational
- South - CBJ Recreational and Private Residential
- East - Private Residential and Tongass National Forest
- West - Amalga Harbor



## **ATTACHMENTS**

Attachment	A	Application
Attachment	B	Updated Bridge Design
Attachment	C	Unsigned Letter of Agreement between CBJ Parks & Recreation Department and State of Alaska Department of Natural Resources Division of Parks and Outdoor Recreation
Attachment	D	July 24, 2013 Letter from Ray Preston to Greg Chaney regarding temporary construction easements on CBJ property and Parcel Drawings

## **BACKGROUND**

Amalga Harbor Road is a collector roadway providing access to Amalga Harbor and area residences, as well as numerous recreational areas, notably the SAGA Eagle Valley Lodge, the Amalga Salt Chuck, and Peterson Creek, among others. Amalga Harbor Road experiences 230 Average Daily Trips (2011). Owned and maintained by the State of Alaska Department of Transportation and Public Facilities (DOT&PF), Amalga Harbor Road is scheduled for preventative maintenance of its road surface and concurrent replacement of guardrails and signage, two bridges over tributaries of Peterson Creek with large diameter pipe arches, and of Peterson Creek Bridge.

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.

The temporary use of CBJ property for construction of bridges as part of this project is considered to be included in this consistency review under CBJ 49.10.170(c).

CBJ 49.10.170(c) *City and borough land acquisitions, disposals and projects.* The commission shall review and make recommendations to the assembly on land acquisitions and disposals as prescribed by Title 53, or capital improvement project by any City and Borough agency. The report and recommendation of the commission shall be based upon the provisions of this title, the comprehensive plan, and the capital improvements program.

## **ANALYSIS**

The applicant proposes to pave Amalga Harbor Road, the only street accessing Amalga Harbor and area residences. This project is likely to cause impacts to the community in terms of traffic flow and construction noise during construction. No changes to turning movements are proposed with this project. All signs in the project area will be replaced, as will three bridges.

There are no proposed changes to the footprint of the road other than a widening of the Peterson Creek Bridge.; this bridge was originally proposed to consist of two 11-foot travel lanes and two shoulders of one foot-four inches. The bridge has been widened to two ten-foot travel lanes and two four foot-four inch-wide shoulders.

## **CONFORMITY WITH ADOPTED PLANS**

*Comprehensive Plan (2008)*  
*Non-Motorized Transportation Plan (2009)*  
*Area-Wide Transportation Plan (2001)*  
*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.

**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.**

The project area is within the area identified in the CBJ Comprehensive Plan Guidelines and Considerations for Subarea 2:

*5. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements for this subarea. Those recommendations... include: ...  
(d) implement the Master Plan for Amalga Meadows area;*

Staff of both the Parks and Recreation and Community Development Departments were unable to locate any adopted “Master Plan for Amalga Meadows area”, but did locate an unsigned Letter of Agreement (LOA) between the CBJ Parks and Recreation Department and the Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, regarding the project area (Attachment C). It is unknown if this LOA was ever signed, and it is not an “Adopted Plan,” but it does provide some background for Guideline and Consideration 5(d) for subarea 2, above.

Additionally, staff located and reviewed the document *Juneau’s Wonderful Green Zone: A Land Status Report by SEAL Trust, April 2001*. Although this is not an adopted plan, its development was supported by the CBJ, and again, it provides background for Guideline and Consideration 5(d) for subarea 2, above.

In short, these documents all call for the continued coordination of development and land management in the project area between federal, state, local, and private property owners to meet a variety of objectives. Those objectives include, but are not limited to, connecting existing trails and developing new trails to expand recreational opportunities in the area and protecting fish habitat.

#### *Non-Motorized Transportation Plan:*

Section 6.3 of the NMTP discusses paved shoulder lanes; the proposed project does not include paved shoulders for most of its length, and widening the roadway footprint to accommodate paved shoulders is out of scope of the paving project.

The replaced Peterson Creek Bridge, however, is proposed to include two four foot-four inch-wide shoulders (Attachment B). Section 6.3 of the NMTP states that “A paved shoulder should be a minimum of four feet wide. On roads where there is a curb or other roadside barrier, five feet is required (AASHTO *Guide for the Development of Bicycle Facilities*).” (p. 42) This is not, however, an accurate representation of what the AASHTO *Guide for the Development of Bicycle Facilities* states about paved shoulders (section 4.5):

“On uncurbed cross sections with no vertical obstructions immediately adjacent to the roadway, paved shoulders should be at least 4 ft wide to accommodate bicycle travel. Shoulder width of at least 5 ft from the face of a guardrail...to provide additional operating width, as bicyclists generally shy away from a vertical face. ...Additional shoulder width is also desirable...if use by heavy trucks...or recreational vehicles is

considerable.” (4-7)

Given that the Average Daily Traffic on Amalga Harbor Road is only 230 vehicles (2011), and that the Peterson Creek Bridge is the only portion of the road that will have any shoulders at all, and furthermore that there are no shoulders on the existing Peterson Creek Bridge, the proposed shoulders of four feet-four inches in width are in general conformance with the design standards in the NMTP. The road section is not proposed to be widened at the two bridges over tributaries of Peterson Creek that are being replaced with culverts; no shoulder will be provided at these crossings. Although the lack of shoulders is not consistent with the NMTP, these tributary crossings, at approximately 22.5 feet in length each, are far shorter than the 126 feet of the Peterson Creek Bridge, and pose no more of a constriction in the travel way than any other part of Amalga Harbor Road. Essentially, this road is narrow enough that vehicles and pedestrians must share the roadway, and only a fairly major project to widen the roadway or to provide a separated multi-use path could address the currently deficient roadway width.

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

No bicycle or pedestrian wayfinding or directional signs are shown in the project signage and striping plan (Attachment A, Sheets H1 and H2). Given, however, that Amalga Harbor Road is less than one mile in length, and that its intersection with Glacier Highway is outside the project area, there are few if any locations where bicycle or pedestrian wayfinding signage would be appropriate. Sharrows, or marked shared lanes, are pavement markings that are used to show where vehicular travel lanes and bicycle lanes use the same travel lane; designated bicycle lanes do not exist on Amalga Harbor Road, and bicycles are allowed to ride in traffic on roads without shoulders or bicycle lanes under both state and local law. Accordingly, sharrows are not a recommended treatment for the repaved Amalga Harbor Road.

*Area Wide Transportation Plan (AWTP):*

There are no projects in the AWTP that relate to the proposed project.

*CBJ 49, the Land Use Code:*

As a major rehabilitation project that will affect the only vehicular route to Amalga Harbor, residences, and the SAGA Eagle Valley Lodge, the proposed project will necessarily result in inconveniences for many residents and visitors to the 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 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.

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 include any permanent fill of wetlands or expansion of the road's footprint; however, a temporary bridge will be constructed over Peterson Creek while the permanent bridge is constructed. The temporary bridge is partially on CBJ-owned property; see Attachment D and Attachment A Sheets M1 and T2 for details.

Senior Planner Teri Camery, Habitat Planner, has reviewed the proposed project and commented that:

“This area is outside of the mapped area of the Juneau Wetlands Management Plan, and bridges are specifically exempt from the CBJ Land Use Code 50-foot setback. The project complies with the habitat sections of code provided that basic Best Management Practices are utilized to minimize impacts to adjacent wetlands and streams and to control sediment and pollutant discharge during construction.” (July 25, 2013 email)

The project plans submitted with the application include the erosion sediment control plan (Attachment A, Sheets P1 and P2); applicable BMPs are included on those sheets and are considered part of the project application.

## **FINDINGS**

The proposed project, to pave Amalga Harbor Road and to replace three bridges along its route, has been revised since environmental scoping to include a widened Peterson Creek Bridge so as to provide four foot-four inch-wide shoulders.

Two advisory conditions are recommended so as to ensure that both the applicant and the contractor are made aware of local code provisions regarding construction noise and street closures; these provisions would apply to the project whether the advisory conditions are placed on the finding of consistency or not.

The project is consistent with CBJ 49 and the plans adopted therein.

## **RECOMMENDATION**

Staff recommends that the proposed project, to pave Amalga Harbor Road and to replace three bridges along that road, be found consistent with Title 49 and the plans adopted therein.

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 both JPD and CCF/R must be notified 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.

# DEVELOPMENT PERMIT APPLICATION

Project Number <u>CSP20130019</u>	CITY and BOROUGH of JUNEAU	Date Received: <u>7/23/13</u>
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION	Project Description <u> pave the entire length of Amalga Harbor Road, replace Peterson Creek Bridge and replace two Peterson Creek Tributary Bridges with large diameter pipe arches.</u>		
	<b>PROPERTY LOCATION</b>		
	Street Address <u>Amalga Harbor Road, MP 0.00 to 0.67</u>	City/Zip <u>Juneau/ 99801</u>	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	Assessor's Parcel Number(s) <u>N/A</u>		
	<b>LANDOWNER/ LESSEE</b>		
	Property Owner's Name <u>State of Alaska</u>	Contact Person: <u>Chuck Tripp</u>	Work Phone: <u>465-4439</u>
	Mailing Address <u>6860 Glacier Highway</u>	Home Phone:	Fax Number: <u>465-4414</u>
	E-mail Address <u>chuck.tripp@alaska.gov</u>	Other Contact Phone Number(s): <u>465-1715</u>	
	<b>LANDOWNER/ LESSEE CONSENT</b> ****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 <span style="float: right;">Date _____</span>			
X _____ Landowner/Lessee Signature <span style="float: right;">Date _____</span>			
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.			
<b>APPLICANT</b> If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name <u>SAME</u>	Contact Person:	Work Phone:	
Mailing Address	Home Phone:	Fax Number:	
E-mail Address	Other Contact Phone Number(s):		
X <u>[Signature]</u> <span style="float: right;"><u>7/22/13</u></span> Applicant's Signature <span style="float: right;">Date of Application</span>			

STAFF APPROVALS	OFFICE USE ONLY BELOW THIS LINE			
	<input checked="" type="checkbox"/>	<b>Permit Type</b>	APPROVAL	Date Received
		Building/Grading Permit		
	<input checked="" type="checkbox"/>	City/State Project Review and City Land Action		<u>7/23/13</u>
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)		<u>CSP20130019</u>
		Mining Case (Small, Large, Rural, Extraction, Exploration)		
		Sign Approval (If more than one, fill in all applicable permit #'s)		
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)		
		Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		
		Variance Case (De Minimis and all other Variance case types)		
	Wetlands Permits			
	Zone Change Application			
	Other (Describe)			
***Public Notice Sign Form filled out and in the file.				
Comments:			Permit Intake Initials	

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS  
 FORMS\2010 Applications Revised November 2009



# CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP 20130019	Date Received 7/23/13
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**TYPE OF PROJECT REVIEW:**

City Project Review     
  City Land Acquisition /Disposal     
  State Project Review

**DESCRIPTION OF PROJECT**

Pave the entire length of Amalga Harbor Road, replace Peterson Creek Bridge and replace two Peterson Creek Tributary Bridges with large diameter pipe arches.

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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):** \_\_\_\_\_

Transportation.

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**PROPOSED USE OF LAND OR BUILDING(S):** \_\_\_\_\_

Transportation.

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**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 # 69684

**ESTIMATED PROJECT COST:**      \$ 3,500,000.00

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.	<b>CITY/STATE PROJECT FEES</b>				
		Fees	Check No.	Receipt	Date
	Application Fees	\$ <u>1,600</u>			
Total Fee	\$ <u>1,600</u>	<u>25576153</u>	<u>CP04015</u>	<u>7/29/13</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**

TO BE COMPLETED BY THE APPLICANT

# MEMORANDUM

CSP 20130019  
State of Alaska  
Department of Transportation & Public Facilities  
Southeast Region

**TO:** Larry Dunivin  
Accounts Payable Supervisor

**DATE:** July 23, 2013

**FILE NO:** PJ 69684

**FROM:** Al Clough  
Southeast Region Director

**SUBJECT:** JNU Amalga Harbor Road  
& Bridges, Reconstruction  
& Replacement

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 69684 CC 24433547 LC 30290622 PR 57210 AC 73651**

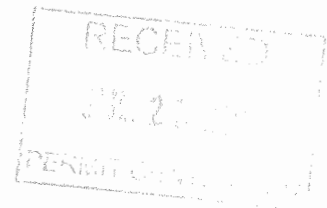
Please use the City & Borough of Juneau PVN **CBJ84496** and mail the warrant and attached Applications to:

**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  
Amalga Hbr Cover Sheet



*"Keep Alaska Moving through service and infrastructure."*

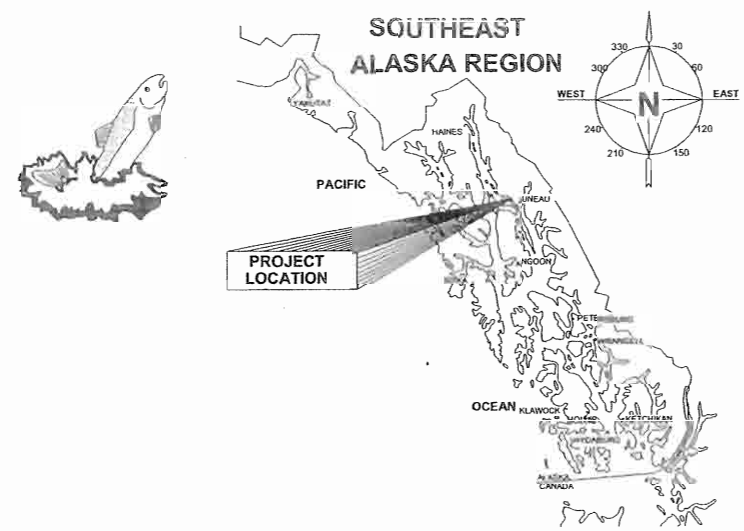
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# State of Alaska

Department of Transportation  
and Public Facilities  
Southeast Region

## JUNEAU, ALASKA

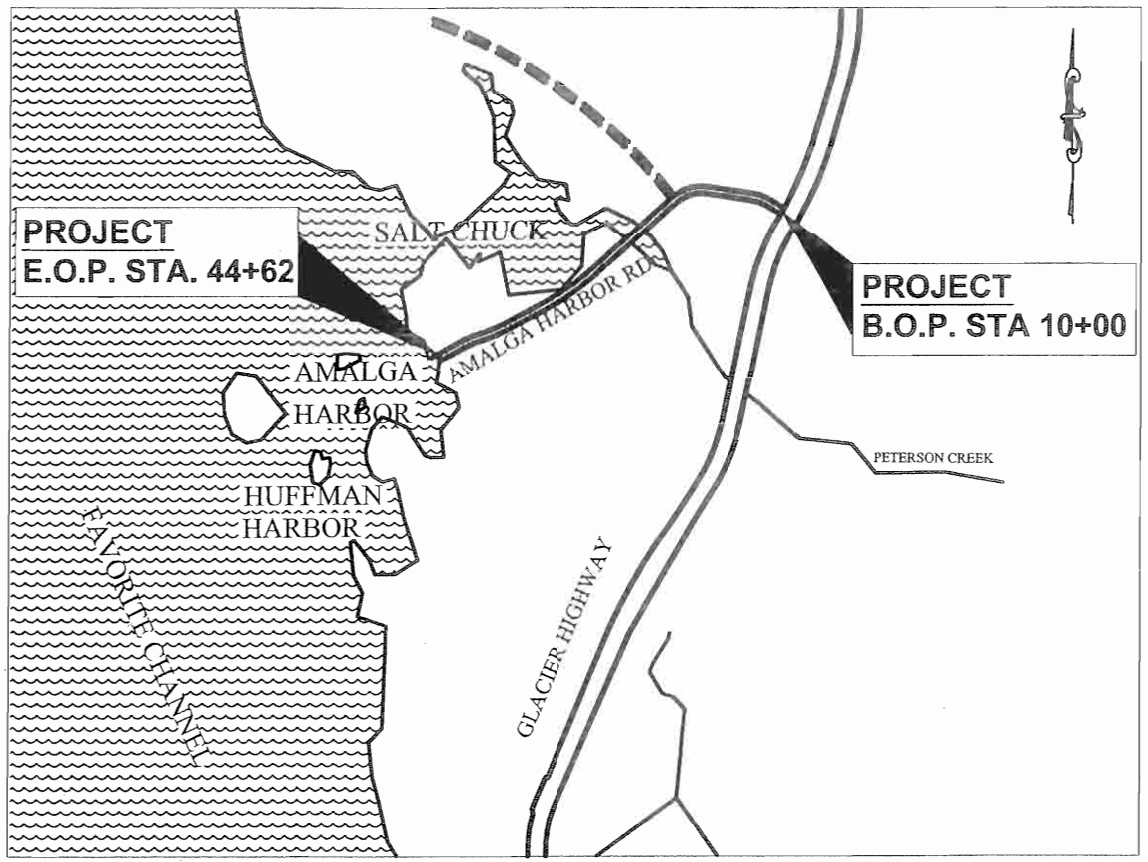
### AMALGA HARBOR RD & BRIDGES RECONSTRUCTION & REPLACEMENT PROJECT No. BH-0950(1)~69684



INDEX	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	SURVEY CONTROL
B1	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES
D1	MISCELLANEOUS SUMMARIES
E1-E2	MISCELLANEOUS DETAILS
F1-F8	PLAN & PROFILE
H1-H2	SIGNING & STRIPING
M1	TEMPORARY CROSSING PLAN & PROFILE
N1	BRIDGE PLANS
P1-P2	EROSION SEDIMENT CONTROL PLANS
Q1-Q10	STRUCTURAL PLATE PIPE ARCH
R1	RIGHT OF WAY PLANS
T1-T2	TRAFFIC CONTROL PLANS

**PLANS IN HANDS SET**

MAY 5 2013



VICINITY MAP

#### DESIGN DESIGNATION

A.D.T. 2014	=	240
A.D.T. 2034	=	270
D.H.V. (10.7%) 2014	=	40
D.H.V. (10.7%) 2034	=	40
% T	=	10.6
V	=	30
E.A.L.	=	50,000

#### PROJECT SUMMARY

CDS ROUTE NO.	=	296670
CDS MILEPOINT	=	0.00 TO 0.678
LENGTH OF PROJECT	=	3580 FT
LENGTH OF PAVING	=	3580 FT
WIDTH OF PAVING	=	22 FT

#### THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	D-04.21	D-35.00	M-13.01	S-20.10	T-20.02
C-03.10	D-22.01	D-36.00	M-16.01	S-21.02	T-21.02
C-04.12	D-24.00	I-20.13	S-21.02	S-23.00	T-22.03
C-05.10	D-25.00	I-81.00	S-00.10	S-30.03	U-03.00
D-01.02	D-26.02	G-30.00	S-05.01		
		G-31.00			

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

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION



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

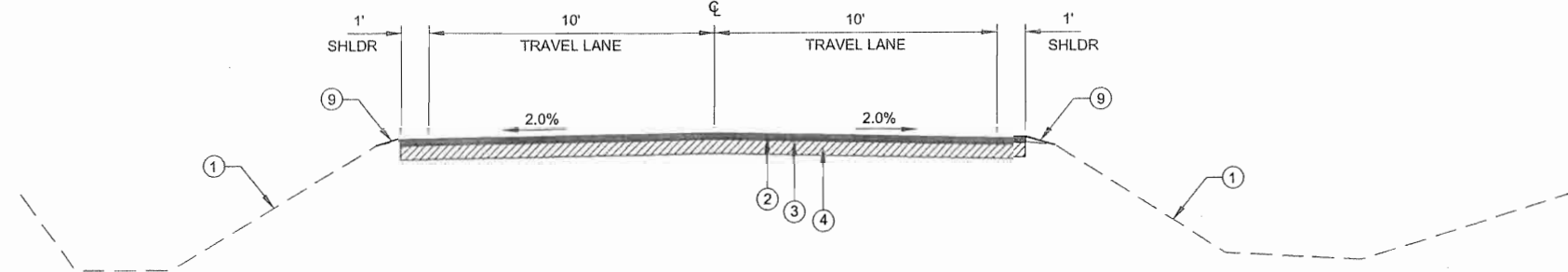
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	69684/ BH-0950(1)	2013	A1	35

**MATERIAL LEGEND**

- ① EXISTING GROUND
- ② 2.5" ASPHALT CONCRETE, TYPE II, CLASS B
- ③ STE-1 ASPHALT FOR TACK COAT
- ④ 6" CRUSHED ASPHALT BASE COURSE (CABC)
- ⑤ 6" AGGREGATE BASE COURSE, GRADING D1
- ⑥ SELECT MATERIAL, TYPE A
- ⑦ BONDED FIBER MATRIX (BFM)
- ⑧ SEEDING
- ⑨ LINEAR GRADING

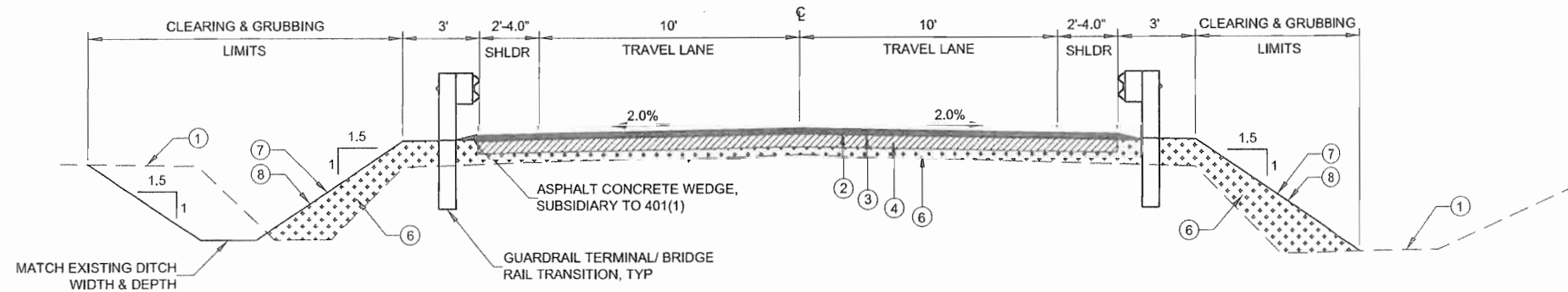
**NOTES:**

1. PULVERIZING DEPTH SHALL BE AS SHOWN TO CONSTRUCT 6" CABC. PULVERIZING TO CONSTRUCT CRUSHED ASPHALT BASE COURSE SHALL BE PAID FOR UNDER ITEM 308.
2. CONTRACTOR SHALL MAKE INITIAL 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 MIXING OIL AND CEMENT IN SECOND PASS.
3. TRANSITION BETWEEN TYPICAL SECTION & PETERSON CREEK BRIDGE APPROACH TYPICAL SECTION STA. 23+79 TO 23+89 & STA. 26+47 TO 26+57.
4. LINEAR GRADING SHALL CONSIST OF GRADING, SHAPING, AND COMPACTING THE AGGREGATE FOR CABC AS SHOWN ON THE TYPICAL SECTION. SEE SECTION 303 OF THE SPECIAL PROVISIONS.
5. INSTALL GUARDRAIL TERMINAL AT 29" HEIGHT. ALL OTHER GUARDRAIL COMPONENTS AND INSTALLATION PER STANDARD DRAWINGS.
6. STABILIZE ALL NEW EMBANKMENT AND CUT SLOPES WITH SEEDING AND BONDED FIBER MATRIX PER SECTION 618 & SECTION 619.



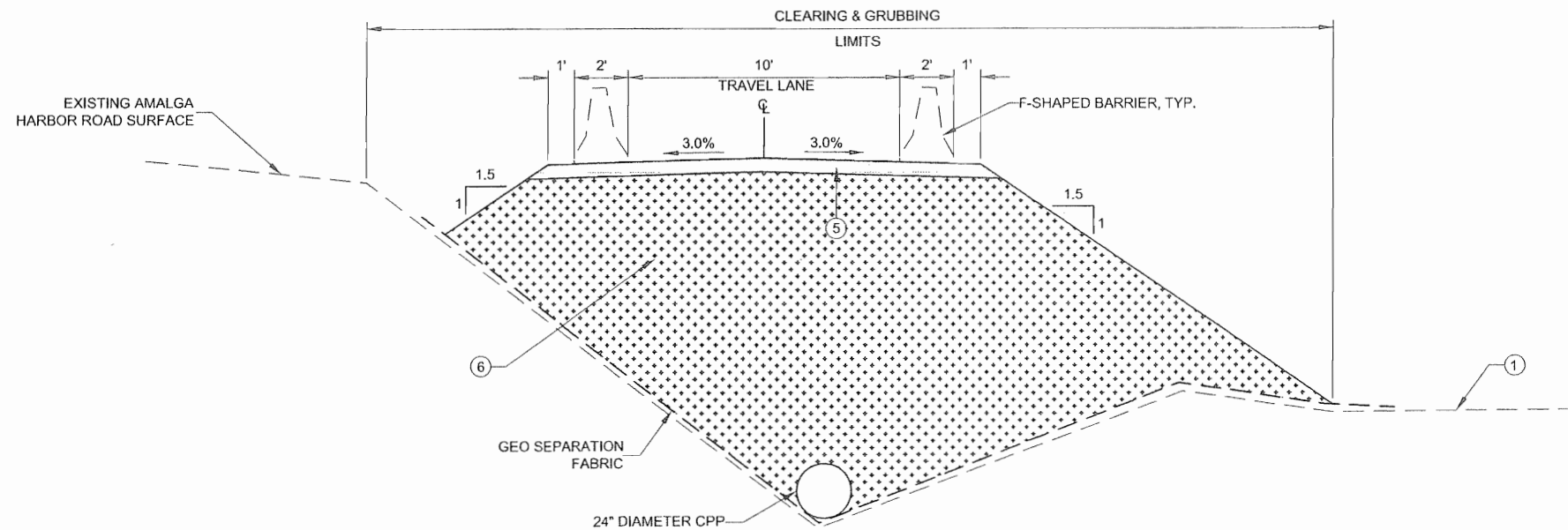
**TYPICAL SECTION**

STA. 10+00 TO 23+79  
STA. 26+57 TO 44+62



**PETERSON CREEK BRIDGE APPROACH TYPICAL SECTION**


STA. 23+89 TO 24+55  
STA. 25+81 TO 26+47

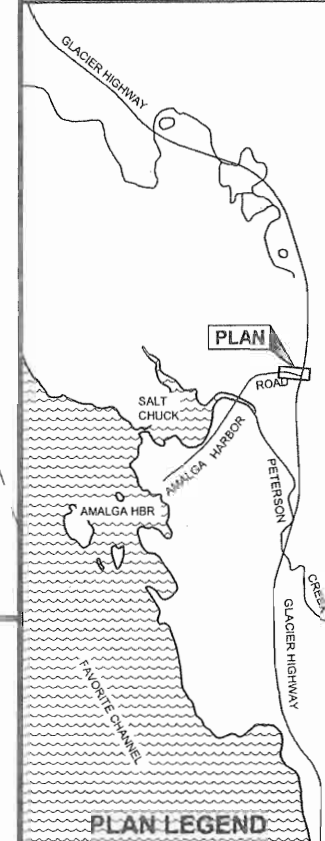
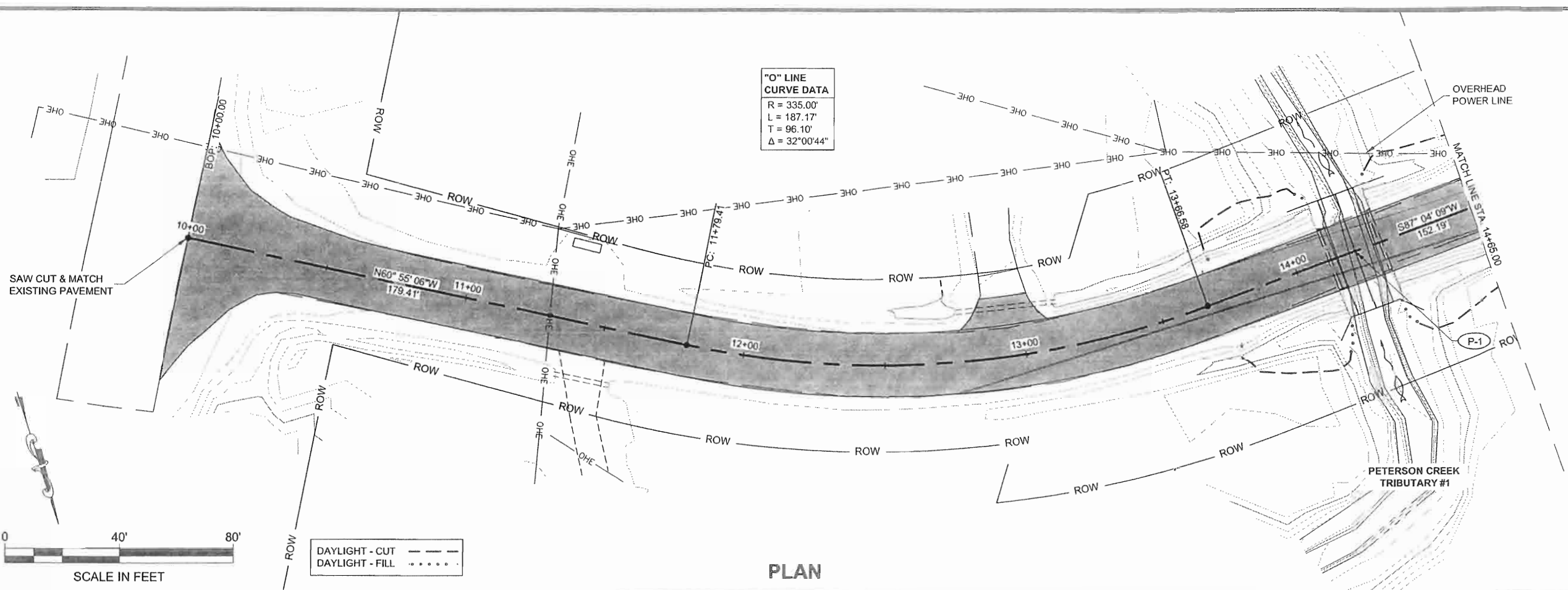


**TEMPORARY CROSSING APPROACH ROAD TYPICAL SECTION**

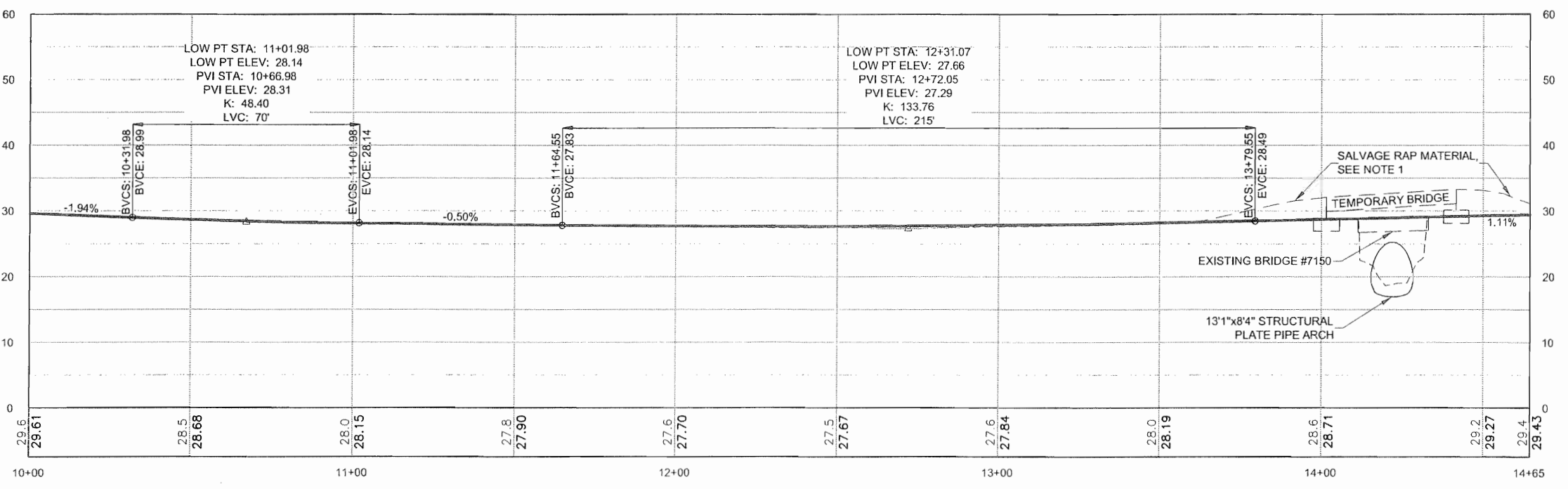
STA. 22+94 TO 27+18

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION  <b>AMALGA HARBOR RD &amp; BRIDGES          RECONSTRUCTION &amp;          REPLACEMENT PROJECT #69684</b>  <b>TYPICAL          SECTIONS</b>			
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS		PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
PATH: Q:\JUN069684\EN\CD\SOURCE DWG\69684_B1_TYPSECTIONS.DWG TAB: B1 Thursday, May 02, 2013 12:45:30 PM TRIPP, CHARLES M (DOT)		69684/ BH-0950(1)	2013	B1	35
REVISIONS NO. DATE DESCRIPTION					



- NOTES:**
- SALVAGE EXISTING RAP MATERIAL & STOCKPILE ON CBJ DESIGNATED LAND. COORDINATE WITH CBJ PARKS & RECREATION STAFF.



CHECKED BY: C. TRIPP

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

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 SOUTHEAST REGION

AMALGA HARBOR RD &  
 BRIDGES RECONSTRUCTION &  
 REPLACEMENT  
 PROJECT #69684

**PLAN & PROFILE**

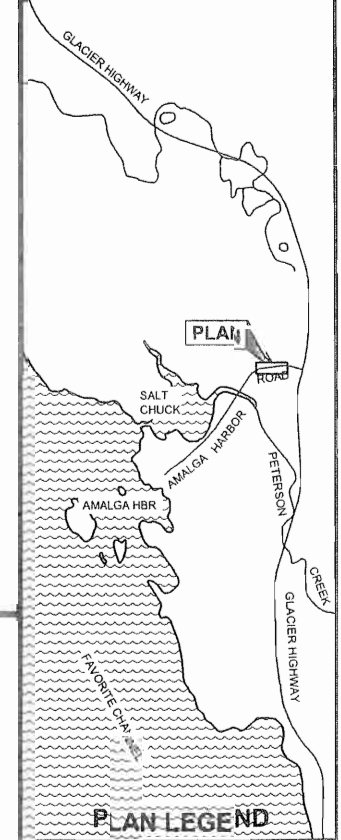
PROJECT DESIGNATION  
**69684/ BH-0950(1)**

STATE	YEAR
ALASKA	2013

SHEET NUMBER	TOTAL SHEETS
F1	35

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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

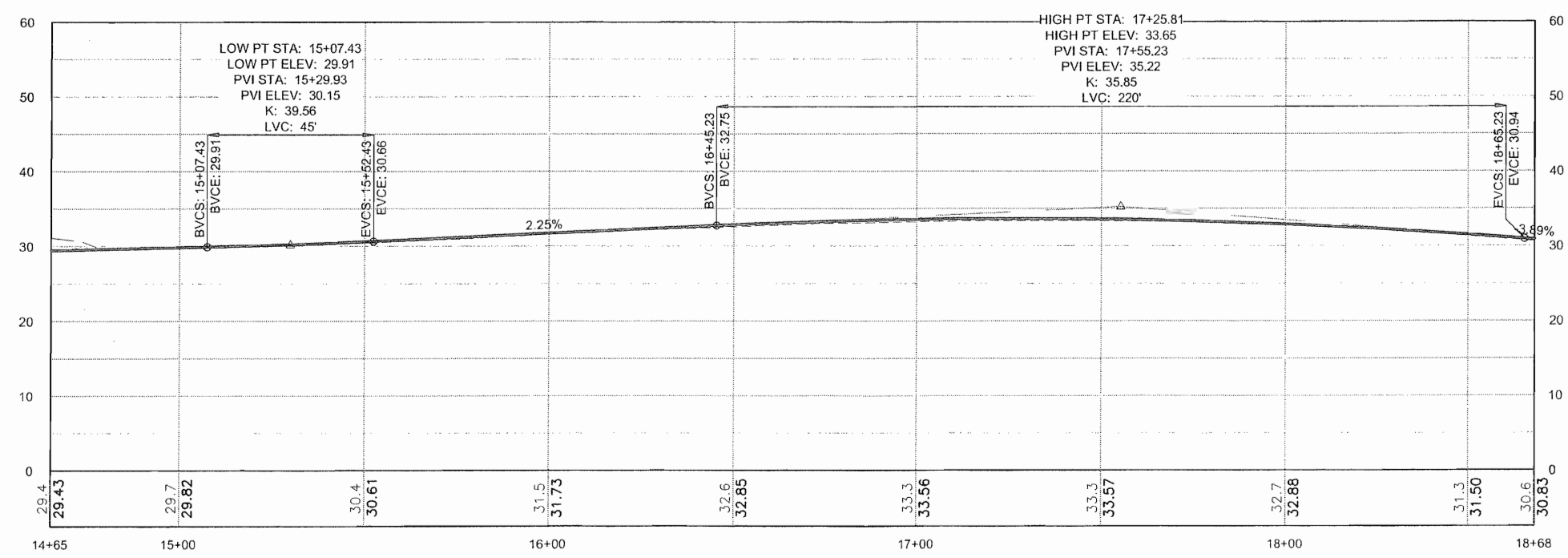
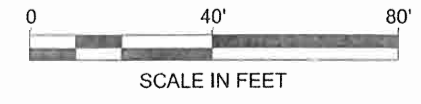
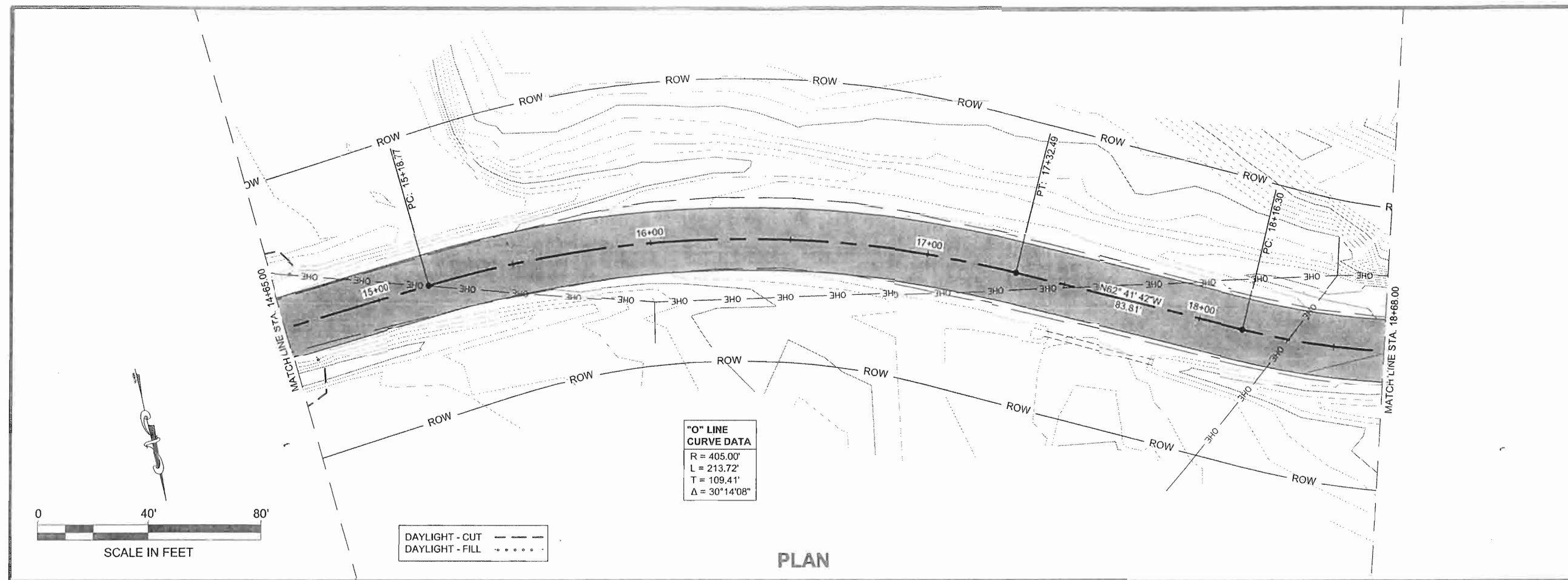
AMALGA HARBOR RD &  
BRIDGES RECONSTRUCTION &  
REPLACEMENT  
PROJECT #69684

**PLAN & PROFILE**

PROJECT DESIGNATION  
**69684/ BH-0950(1)**

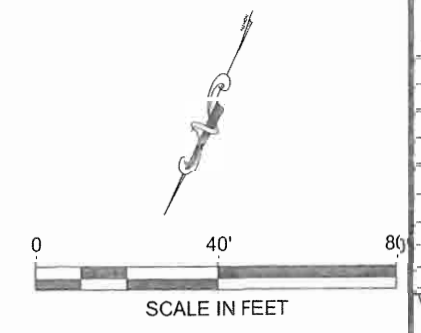
STATE	YEAR
ALASKA	2013

SHEET NUMBER	TOTAL SHEETS
F2	35

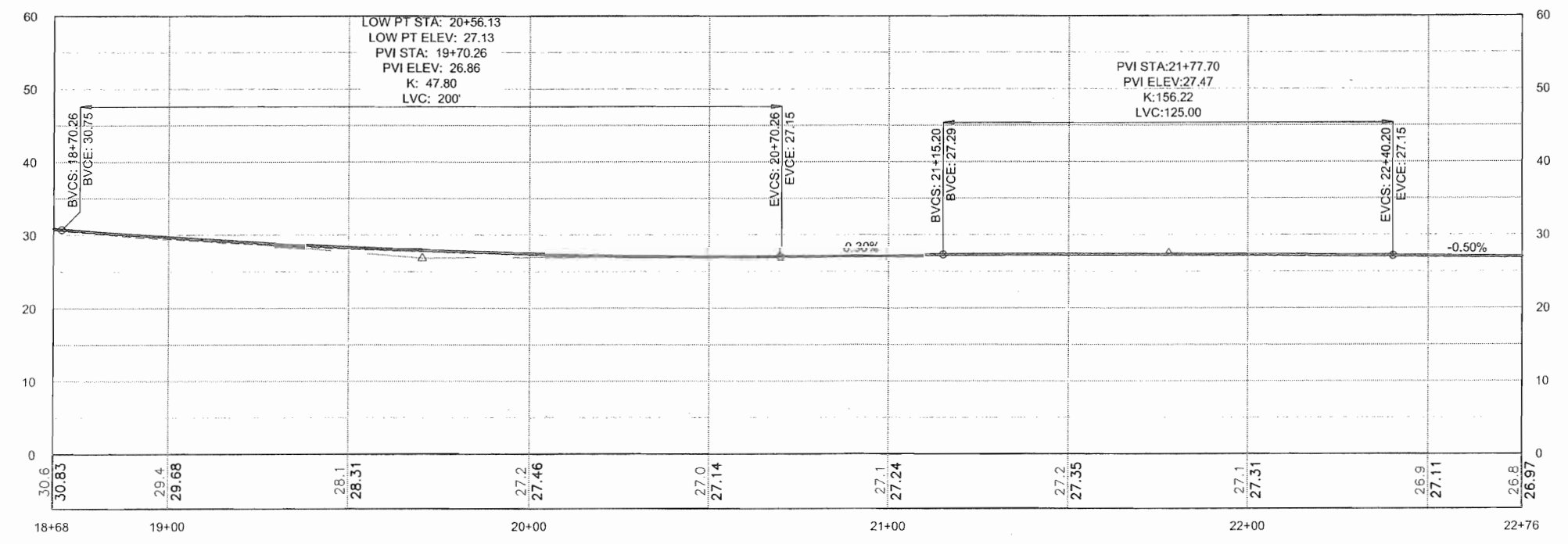
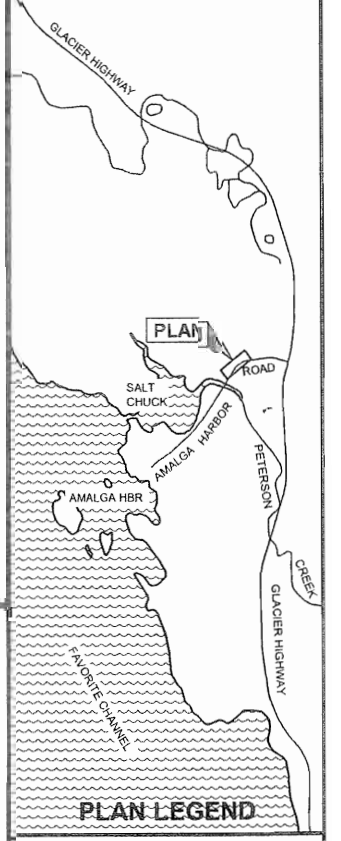
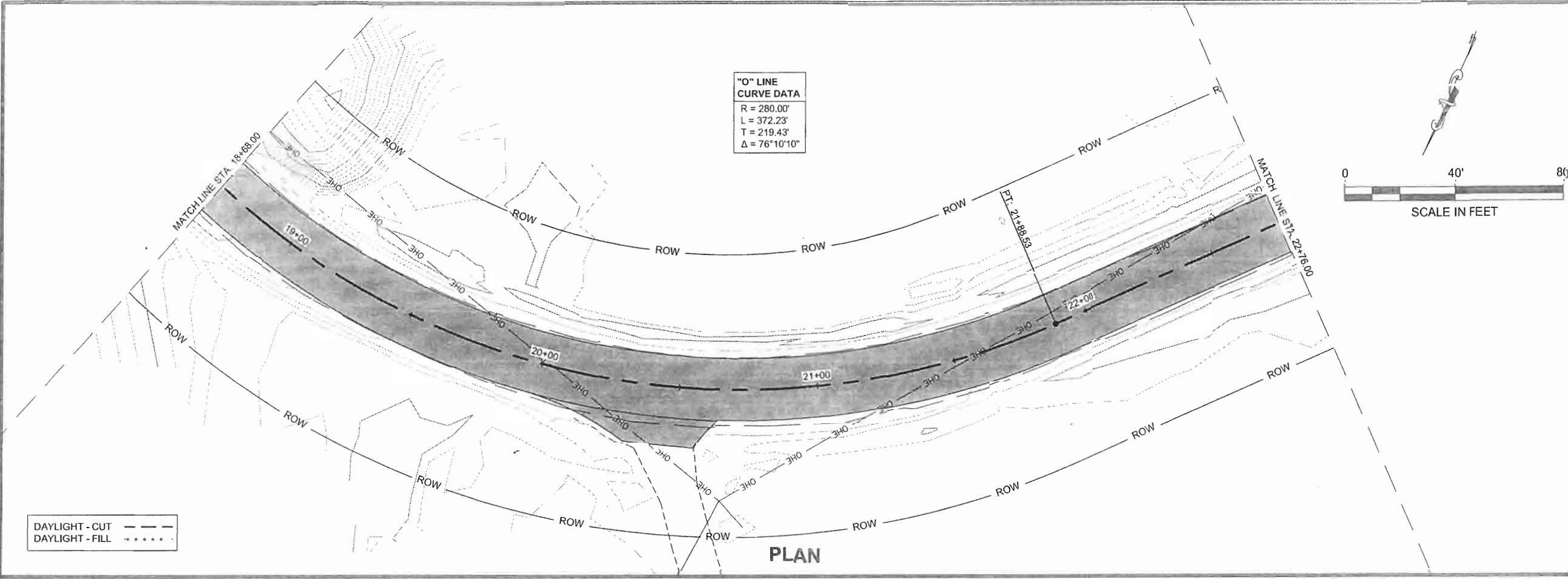


**PROFILE**

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



**"O" LINE CURVE DATA**  
 R = 280.00'  
 L = 372.23'  
 T = 219.43'  
 Δ = 76°10'10"



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 DRAWN BY: L. CHAMBERS

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
 SOUTHEAST REGION

AMALGA HARBOR RD & BRIDGES RECONSTRUCTION & REPLACEMENT  
 PROJECT #69684

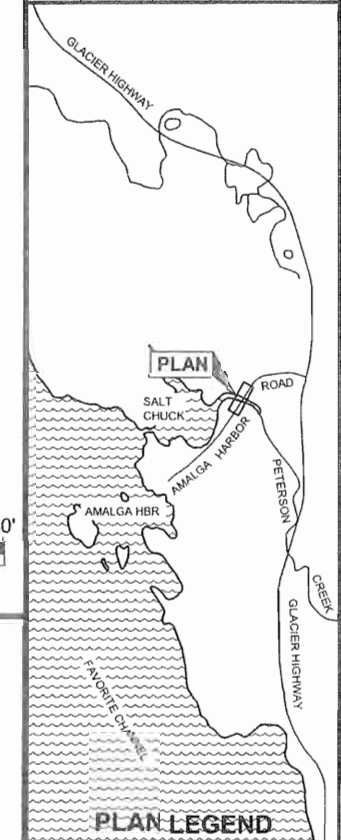
**PLAN & PROFILE**

PROJECT DESIGNATION  
**69684/ BH-0950(1)**

STATE	YEAR
ALASKA	2013

SHEET NUMBER	TOTAL SHEETS
F3	35

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

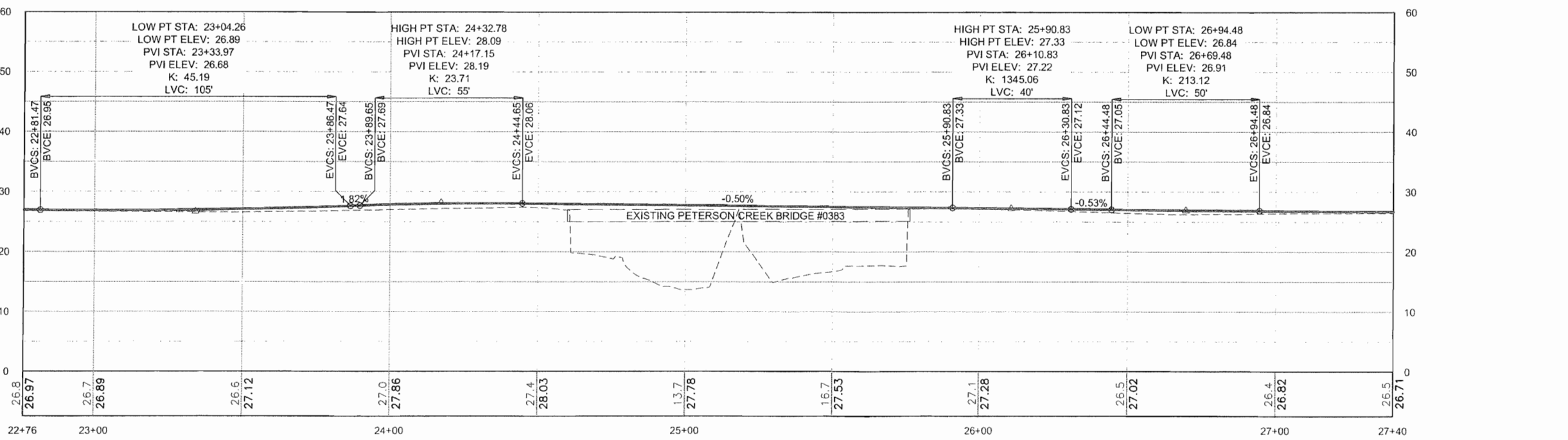
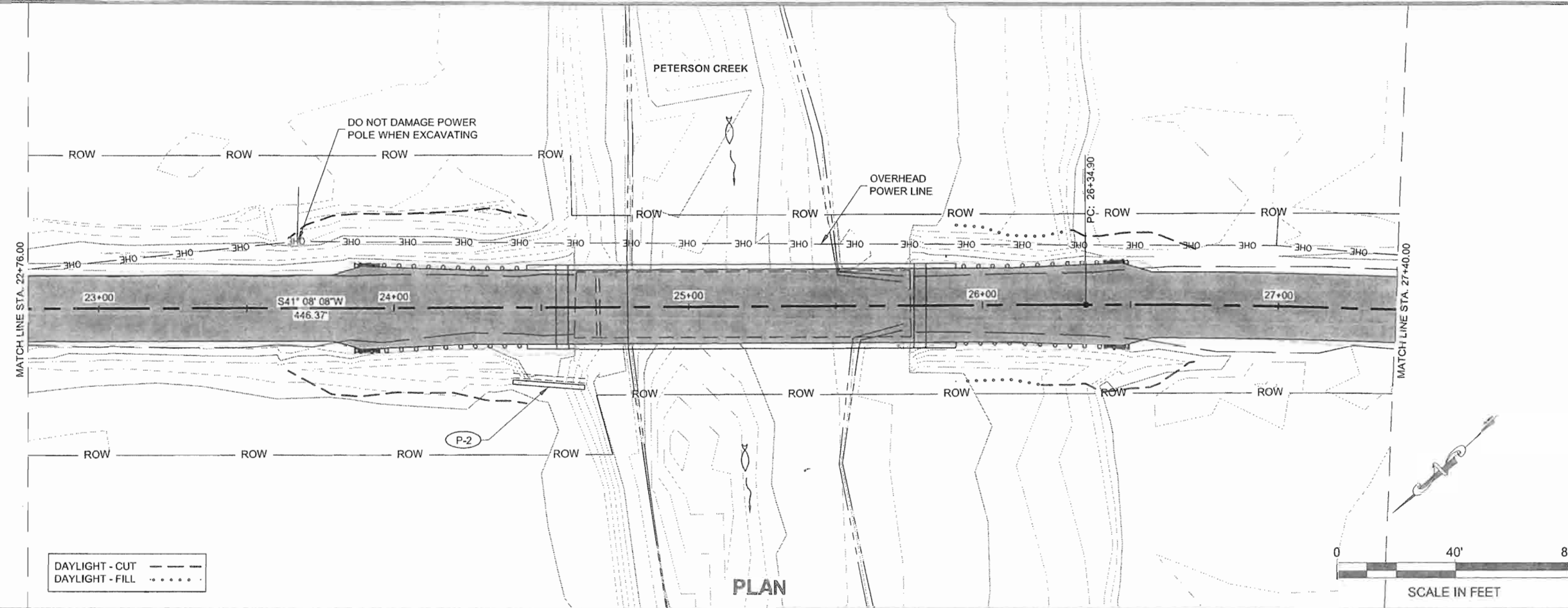


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 DRAWN BY: L. CHAMBERS  
 STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 SOUTHEAST REGION  
 AMALGA HARBOR RD &  
 BRIDGES RECONSTRUCTION &  
 REPLACEMENT  
 PROJECT #69684

**PLAN & PROFILE**

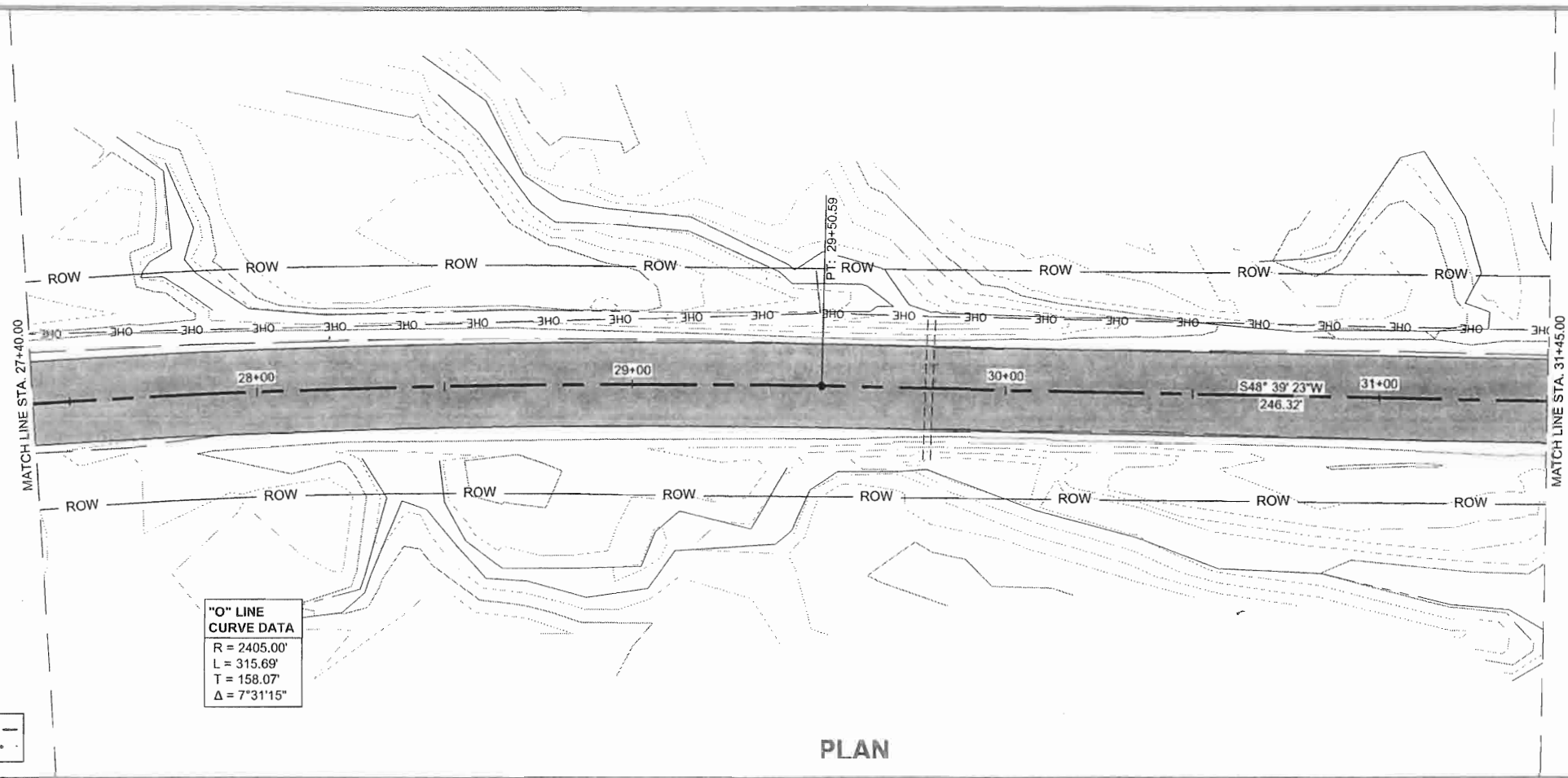
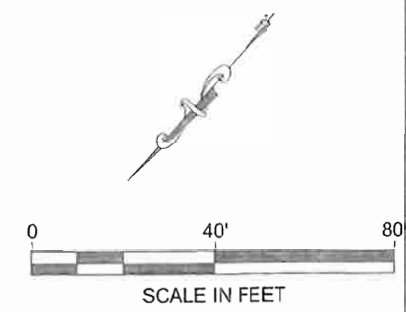
PROJECT DESIGNATION	
69684/ BH-0950(1)	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F4	35



**PROFILE**

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

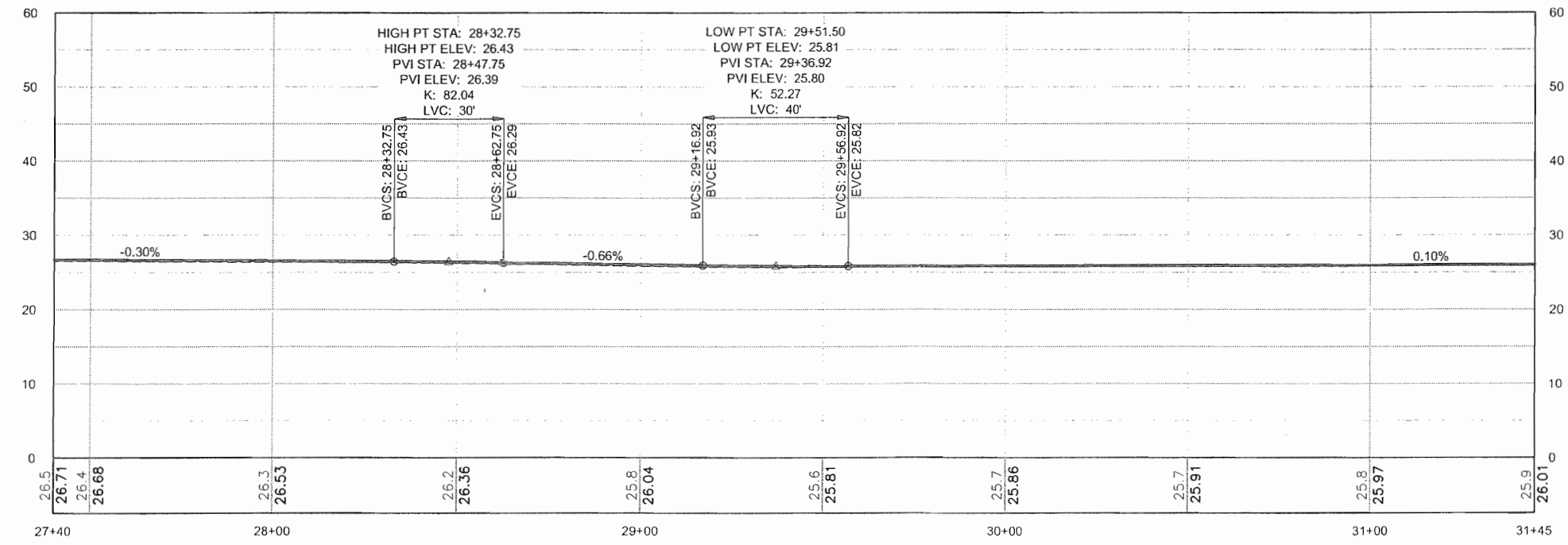
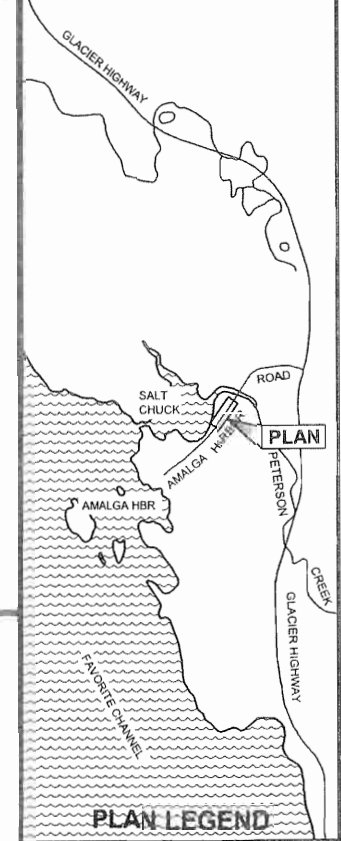




**"O" LINE  
CURVE DATA**  
 R = 2405.00'  
 L = 315.69'  
 T = 158.07'  
 Δ = 7°31'15"

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

**PLAN**



**PROFILE**

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

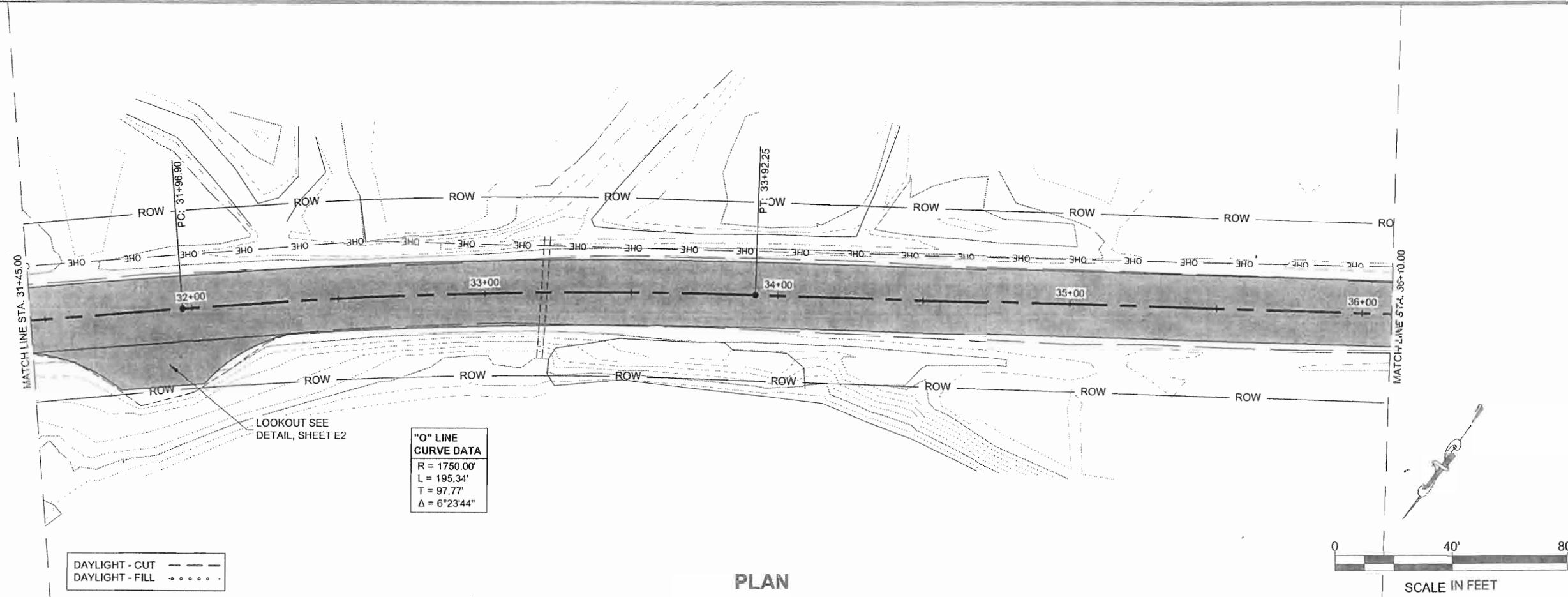
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 SOUTHEAST REGION

**AMALGA HARBOR RD &  
 BRIDGES RECONSTRUCTION &  
 REPLACEMENT  
 PROJECT #69684**

**PLAN & PROFILE**

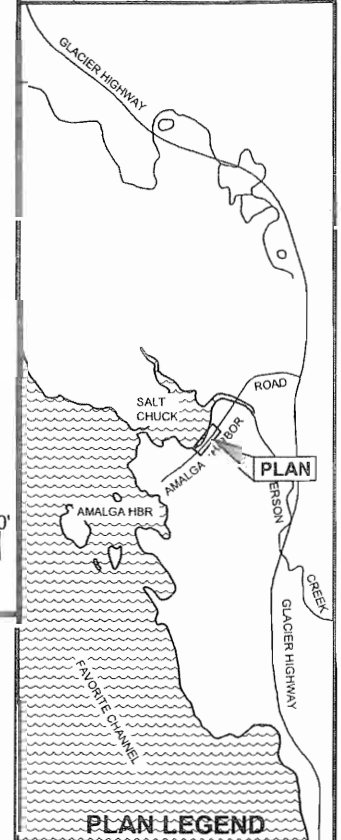
PROJECT DESIGNATION  
**69684/ BH-0950(1)**

STATE	YEAR
<b>ALASKA</b>	<b>2013</b>
SHEET NUMBER	TOTAL SHEETS
<b>F5</b>	<b>35</b>




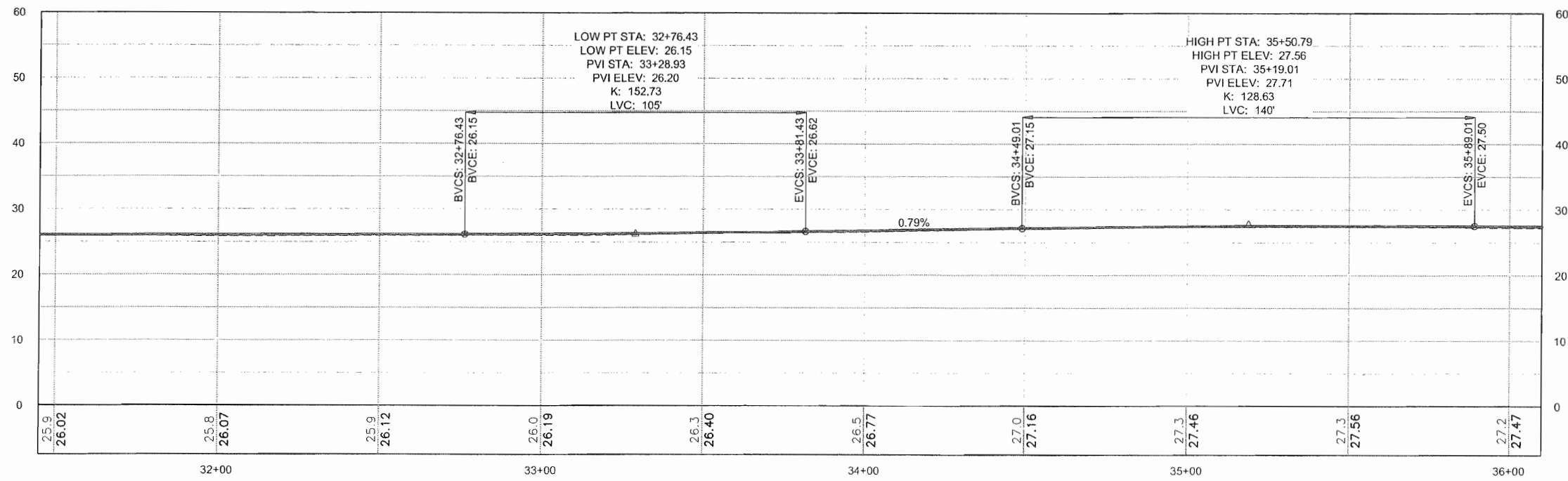
**"O" LINE  
 CURVE DATA**  
 R = 1750.00'  
 L = 195.34'  
 T = 97.77°  
 Δ = 6°23'44"

**PLAN**



**PLAN LEGEND**

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 DESIGNED BY: L. CHAMBERS  
 DRAWN BY: L. CHAMBERS  
 STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 SOUTHEAST REGION  
**AMALGA HARBOR RD &  
 BRIDGES RECONSTRUCTION &  
 REPLACEMENT  
 PROJECT #69684**



**PROFILE**

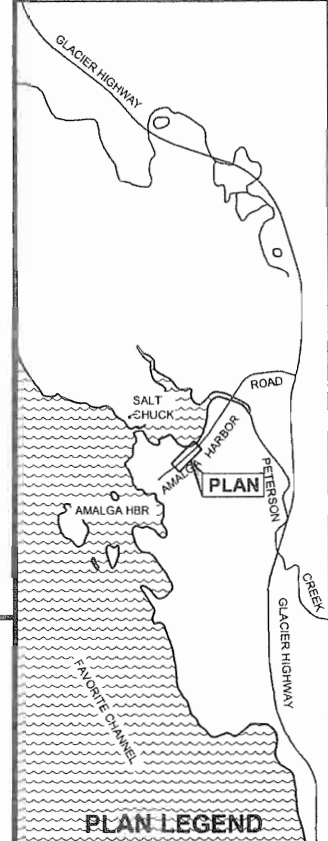
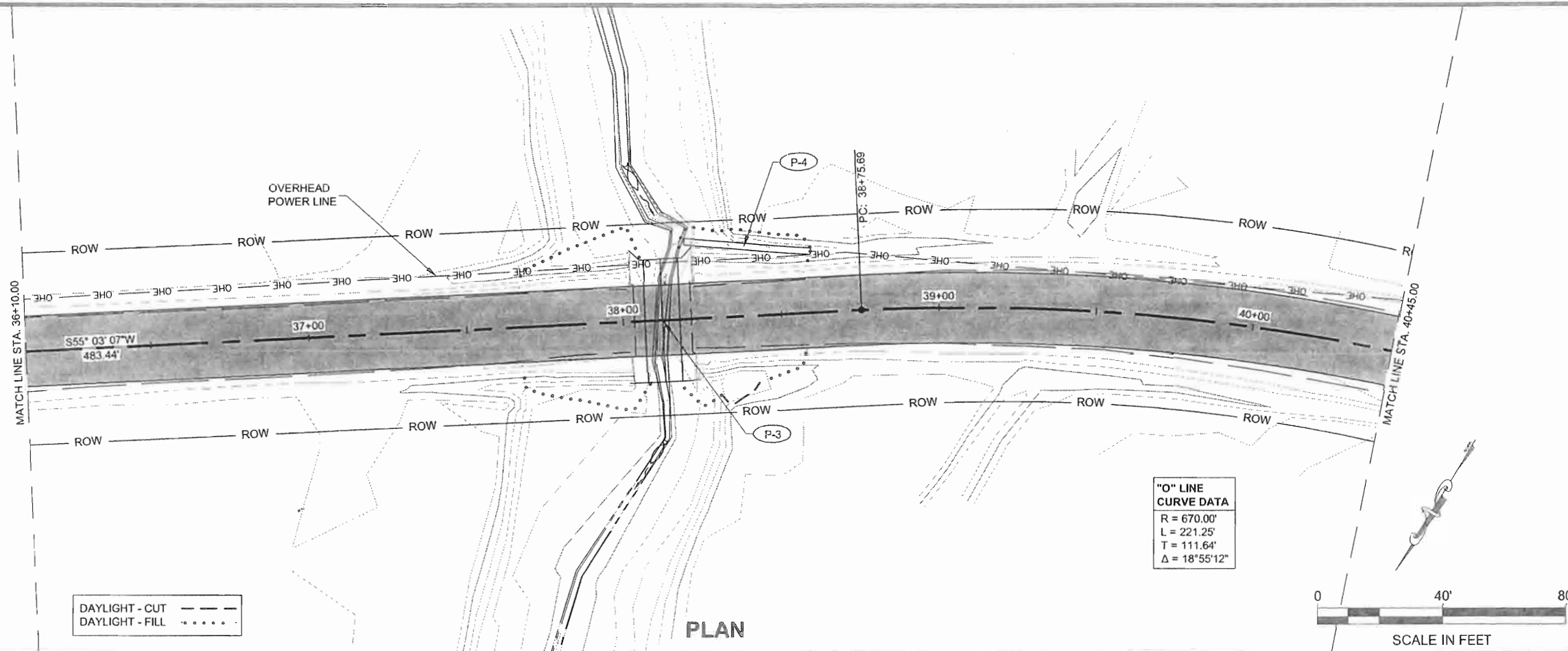
**DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS**

**PLAN & PROFILE**

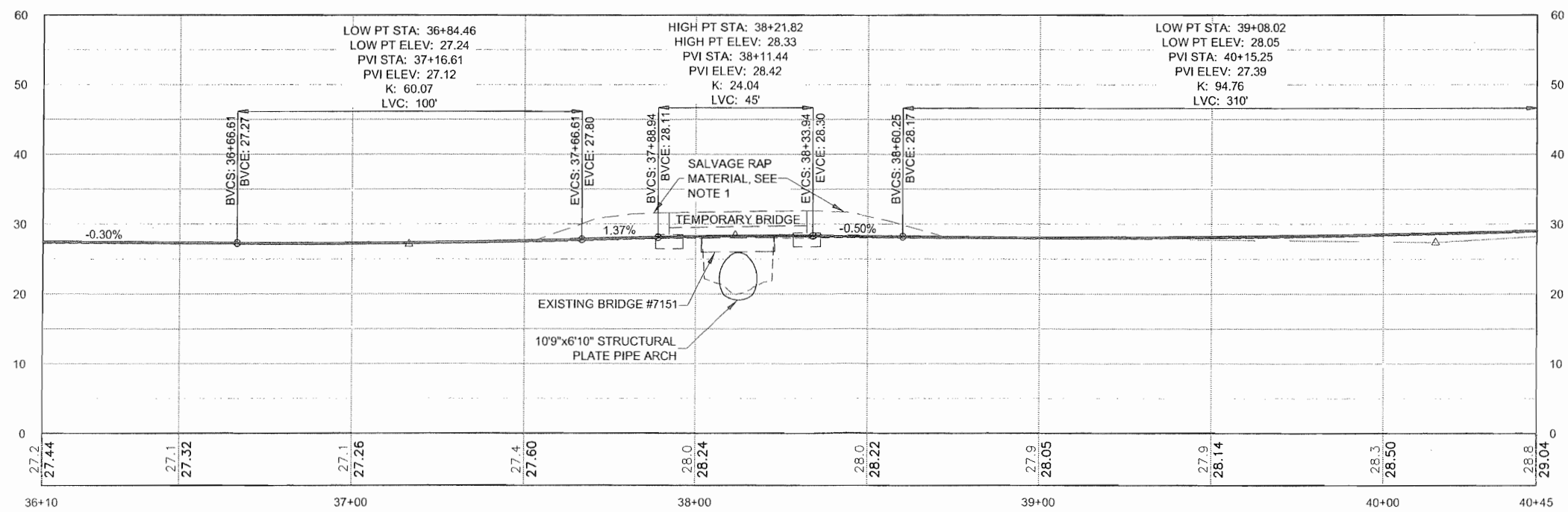
PROJECT DESIGNATION  
**69684/ BH-0950(1)**

STATE	YEAR
<b>ALASKA</b>	<b>2013</b>
SHEET NUMBER	TOTAL SHEETS
<b>F6</b>	<b>35</b>

No.	DATE	DESCRIPTION



- NOTES:
- SALVAGE EXISTING RAP MATERIAL & STOCKPILE ON CBJ DESIGNATED LAND. COORDINATE WITH CBJ PARKS & RECREATION STAFF.



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

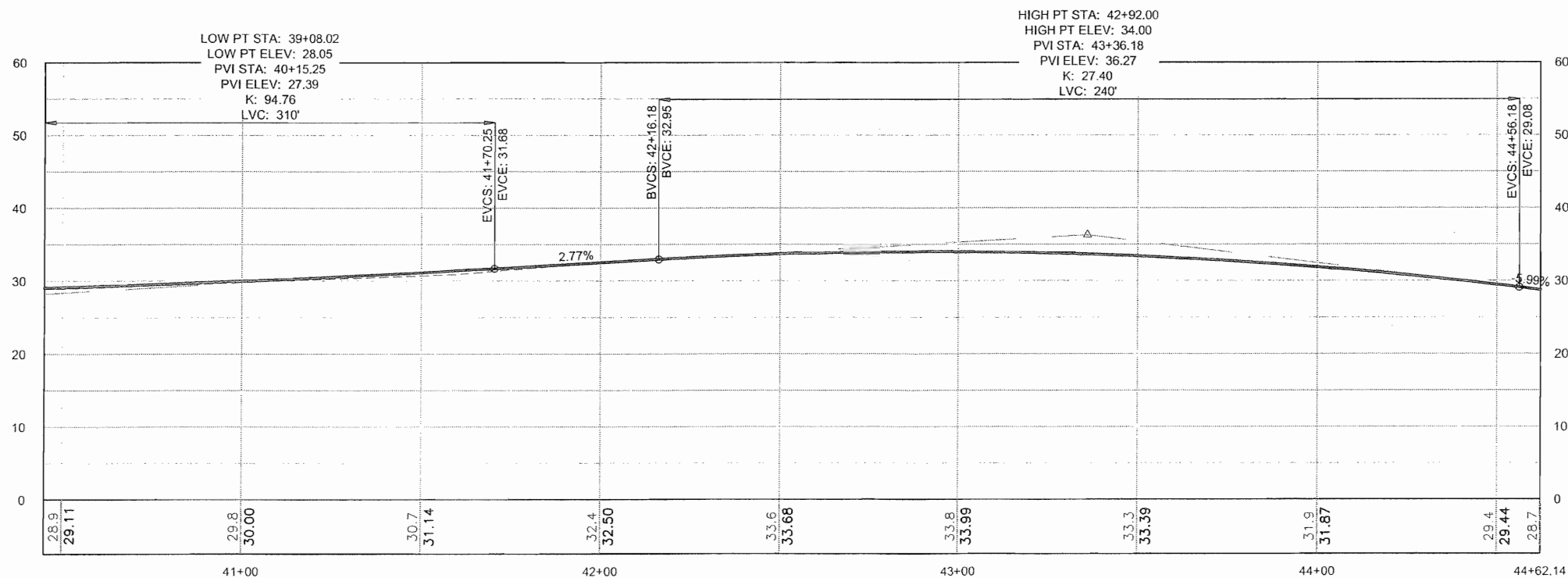
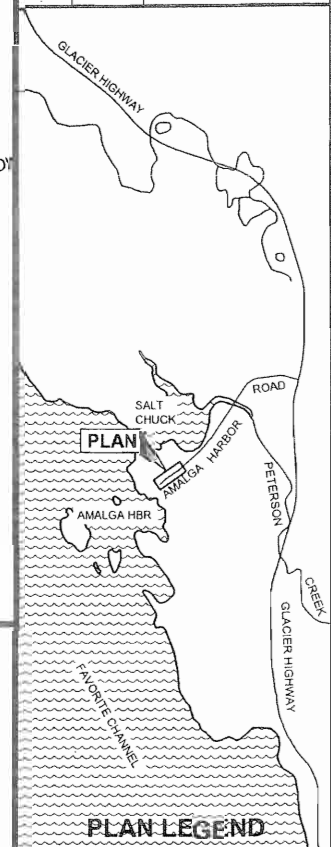
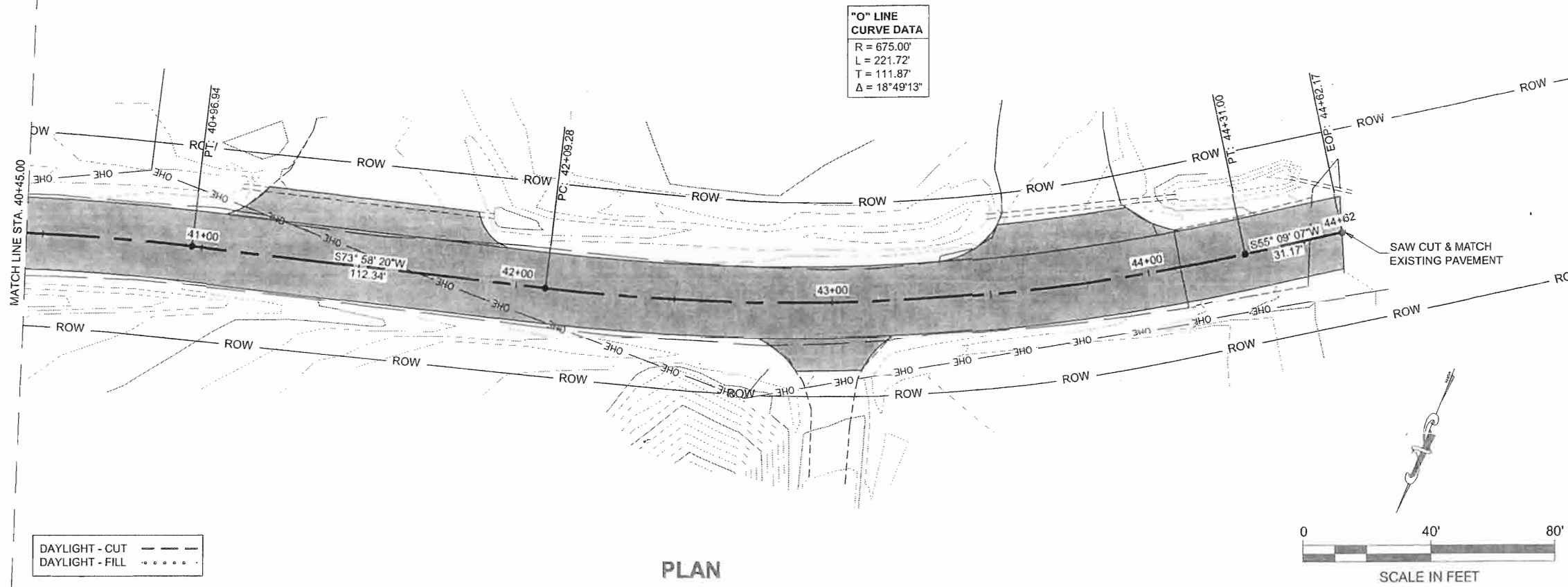
STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 SOUTHEAST REGION

AMALGA HARBOR RD &  
 BRIDGES RECONSTRUCTION &  
 REPLACEMENT  
 PROJECT #69684

PLAN & PROFILE

PROJECT DESIGNATION	
69684/ BH-0950(1)	
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F7	35

No.	DATE	DESCRIPTION



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DESIGNED BY: L. CHAMBERS

DRAWN BY: L. CHAMBERS

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 & PUBLIC FACILITIES  
 SOUTHEAST DIVISION

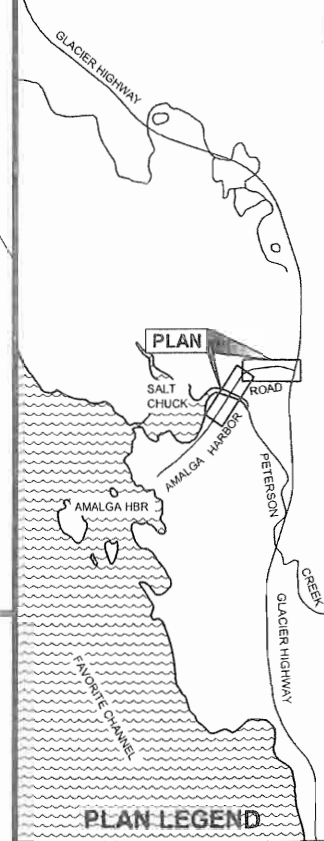
AMALGA HARBOR RD &  
 BRIDGES RECONSTRUCTION &  
 REPLACEMENT  
 PROJECT #69684

**PLAN & PROFILE**

PROJECT DESIGNATION  
**69684/ BH-0950(1)**

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
F8	35

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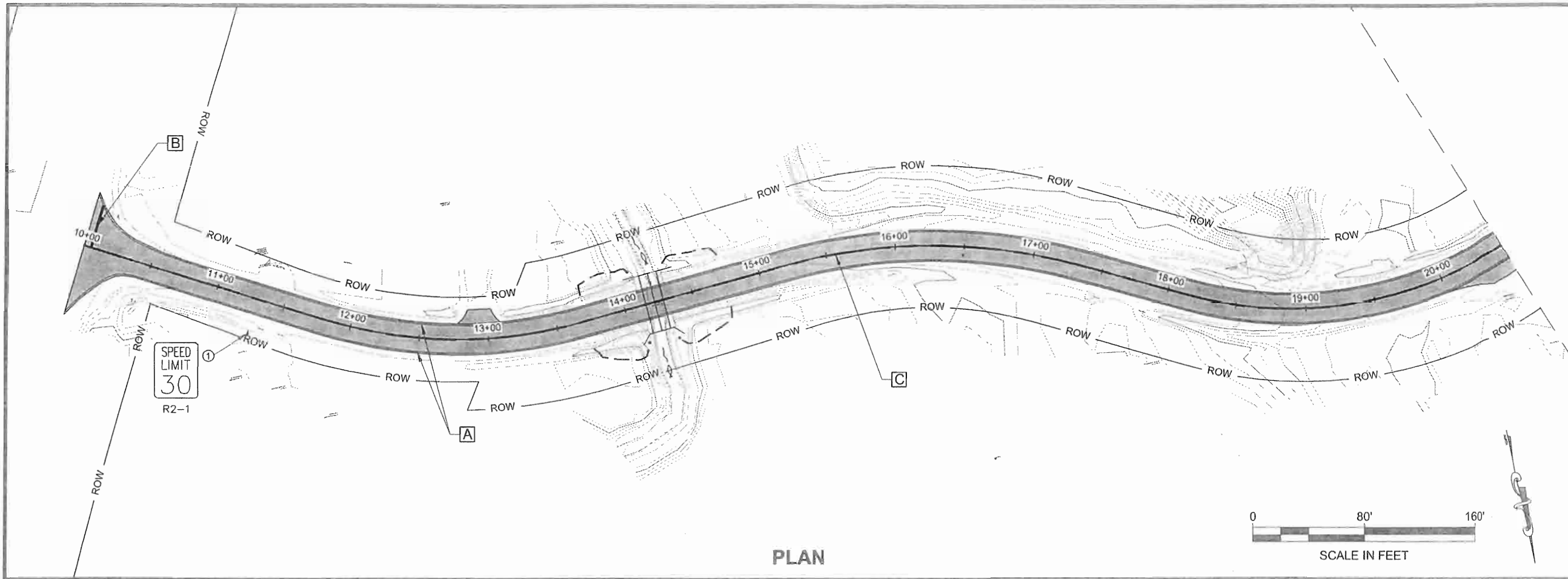
DESIGNED BY: L. CHAMBERS  
DRAWN BY: L. CHAMBERS  
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

AMALGA HARBOR RD &  
BRIDGES RECONSTRUCTION &  
REPLACEMENT  
PROJECT #69684

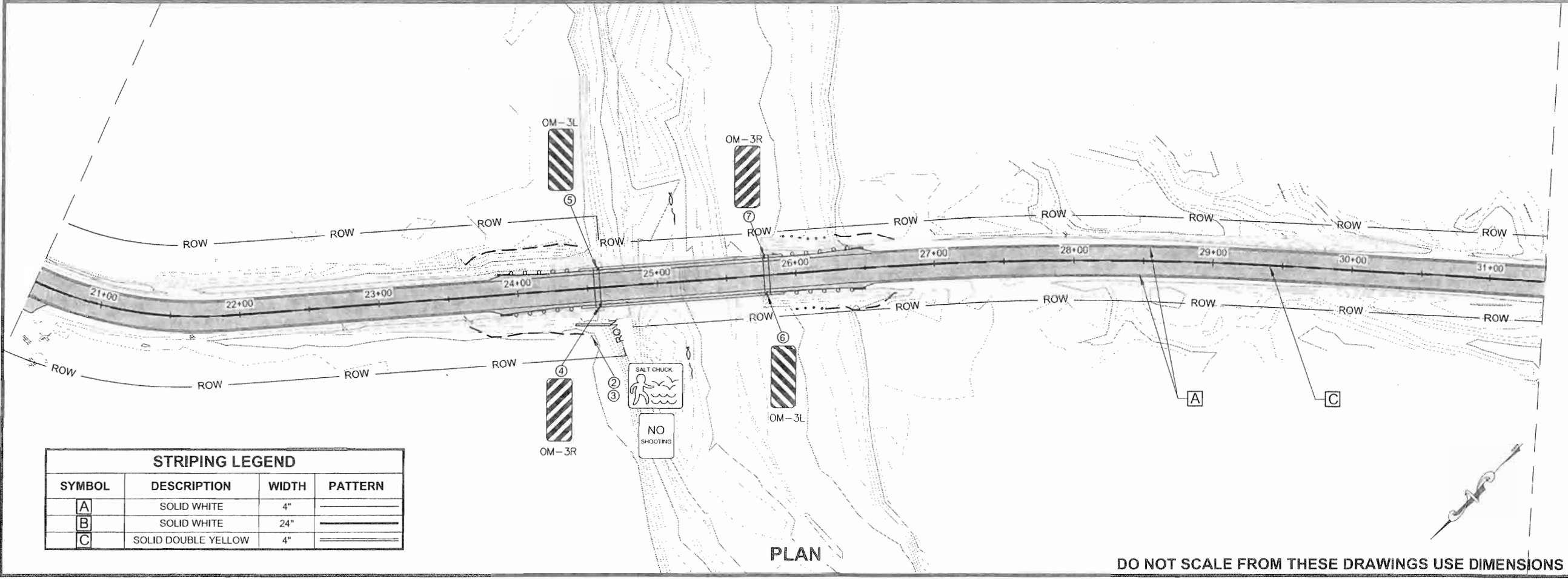
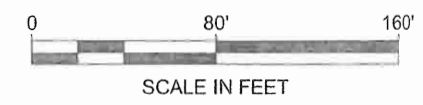
**SIGNING &  
STRIPING**

PROJECT DESIGNATION  
**69684/ BH - 0950(1)**

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H1	35



PLAN



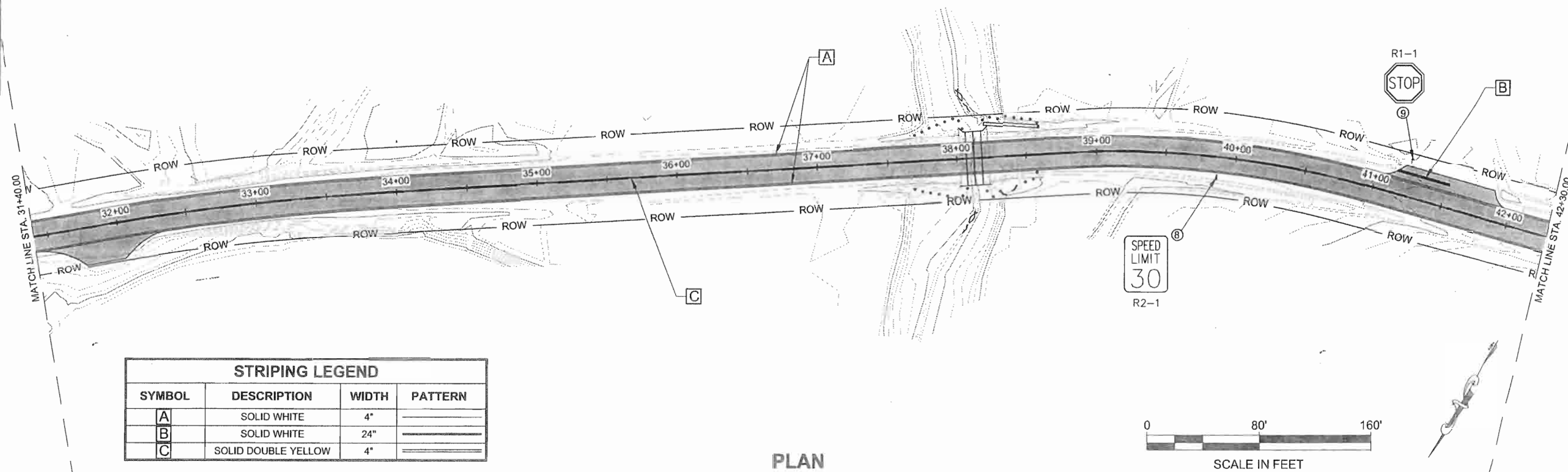
PLAN

**STRIPING LEGEND**

SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	=====
B	SOLID WHITE	24"	=====
C	SOLID DOUBLE YELLOW	4"	=====

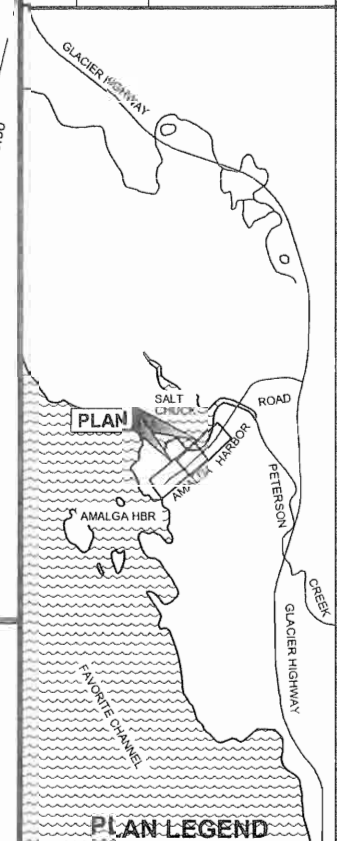
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

No.	DATE	DESCRIPTION



SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	—
B	SOLID WHITE	24"	—
C	SOLID DOUBLE YELLOW	4"	—

PLAN



PLAN LEGEND

CHECKED BY: C. TRIPP



DESIGNED BY: L. CHAMBERS

DRAWN BY: L. CHAMBERS

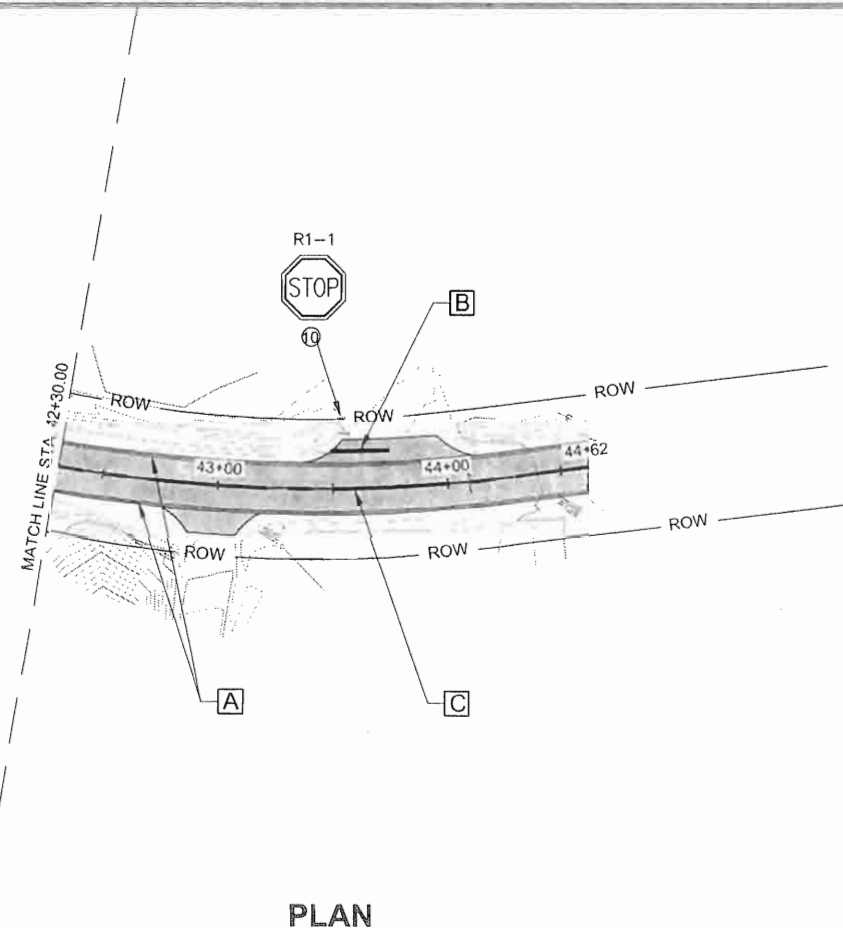
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

AMALGA HARBOR RD &  
BRIDGES RECONSTRUCTION &  
REPLACEMENT  
PROJECT #69684

**SIGNING &  
STRIPING**

PROJECT DESIGNATION  
69684/ BH - 0950(1)

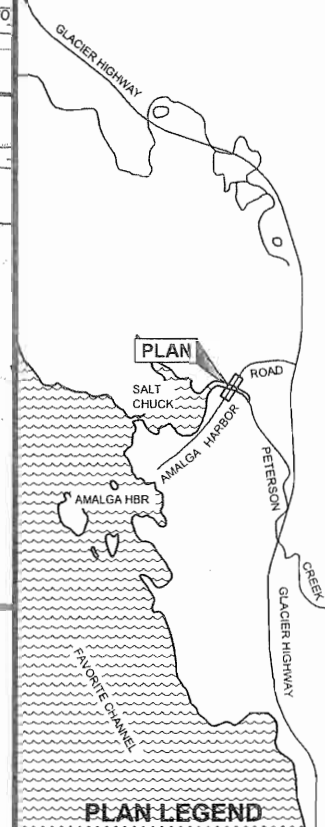
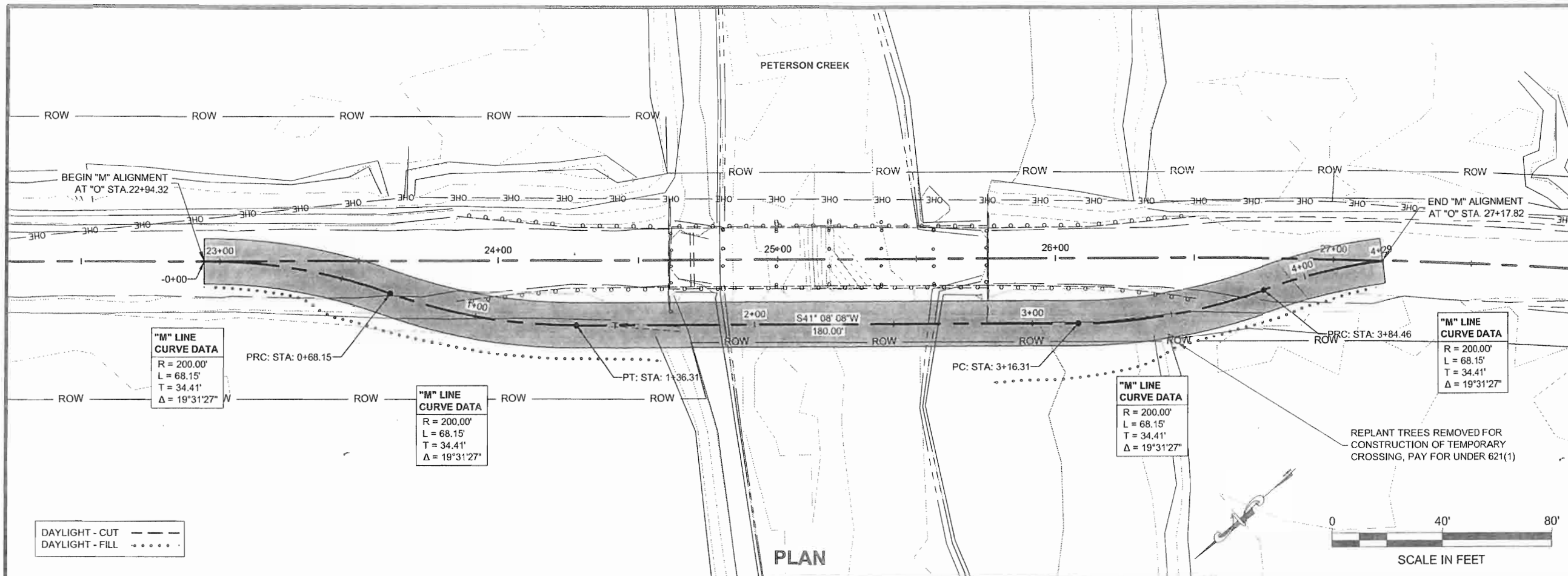
STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
H2	35



PLAN

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



CHECKED BY: C. TRIPP



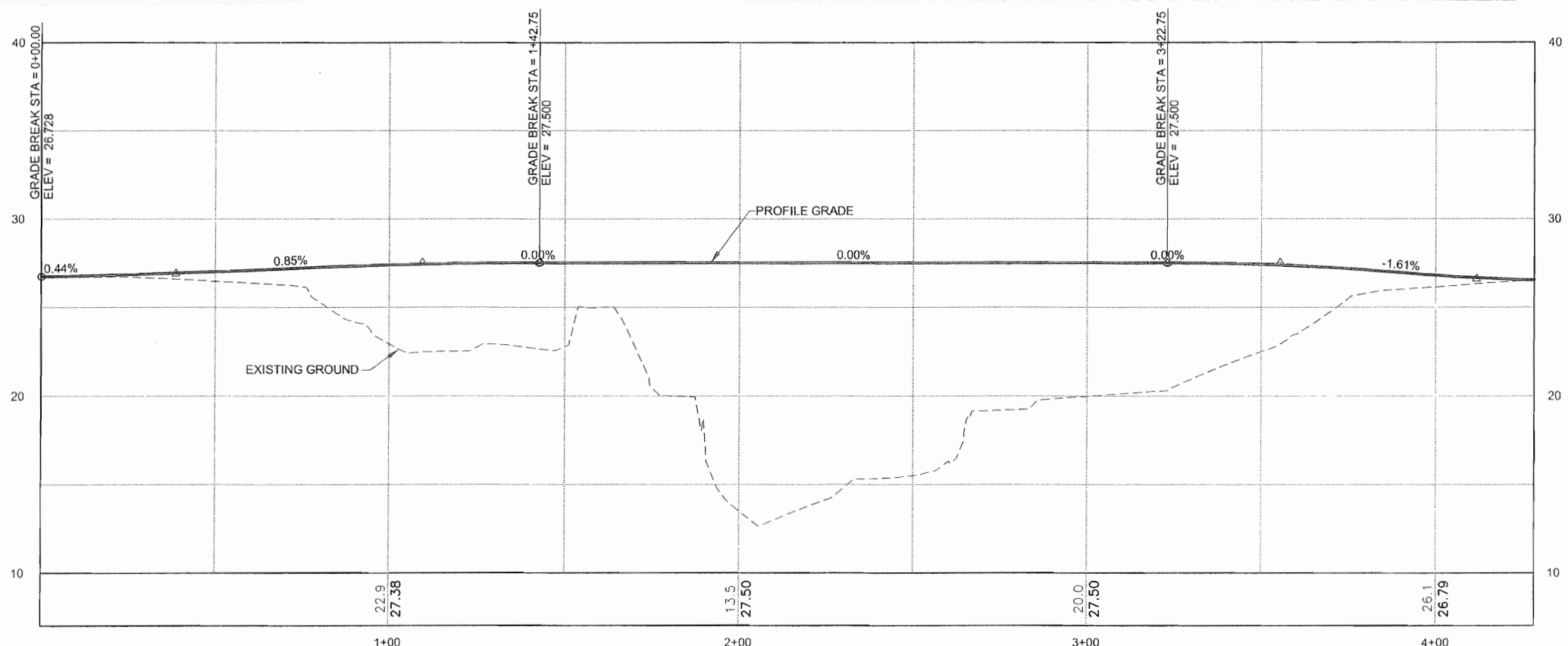
DESIGNED BY: L. CHAMBERS  
DRAWN BY: L. CHAMBERS

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
SOUTHEAST REGION

AMALGA HARBOR RD & BRIDGES RECONSTRUCTION & REHABILITATION  
PROJECT #69684  
**PETERSON CREEK  
TEMPORARY CROSSING  
PLAN & PROFILE**

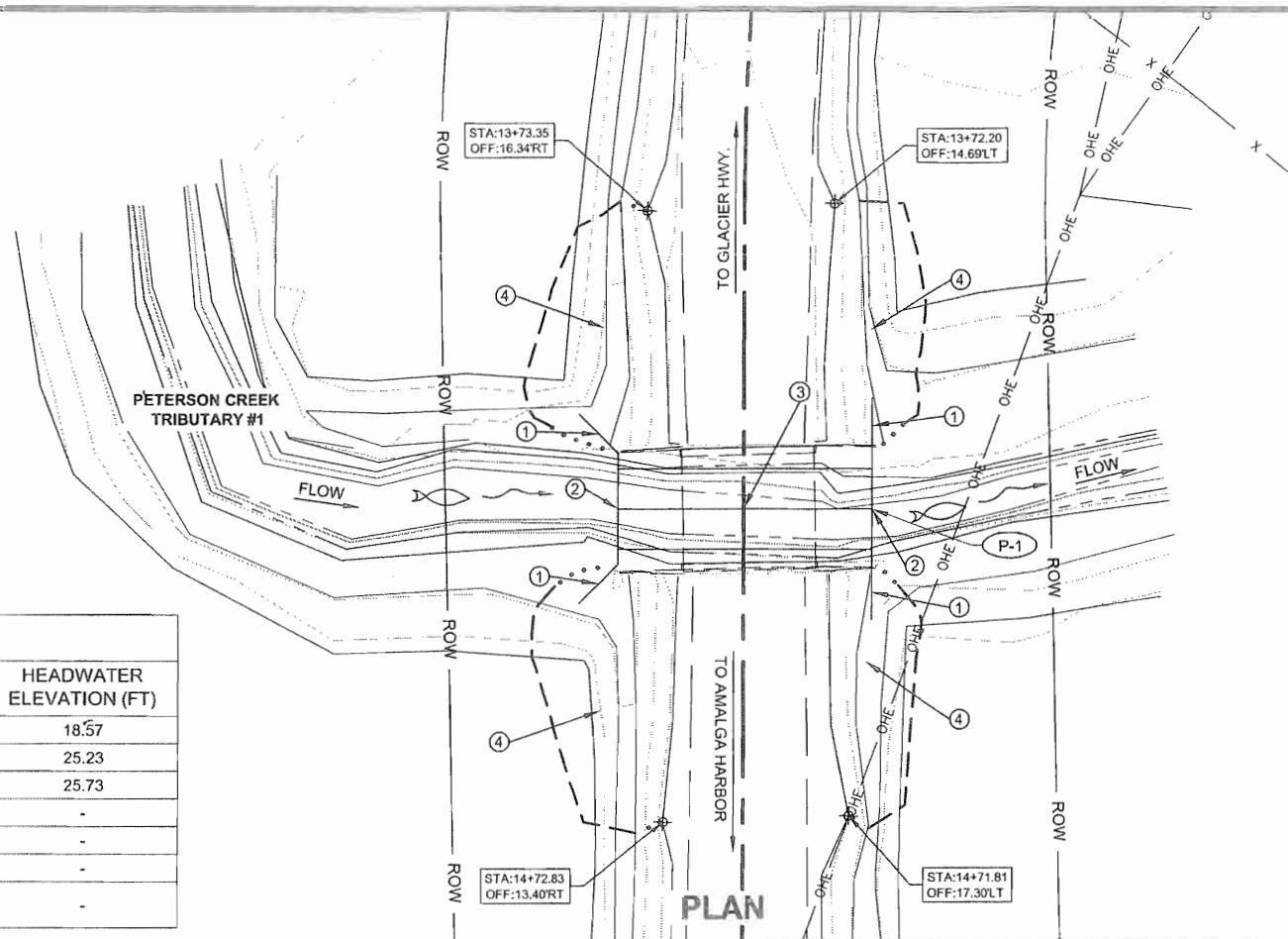
PROJECT DESIGNATION  
**69684/ BH - 0950(1)**

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
M1	35



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



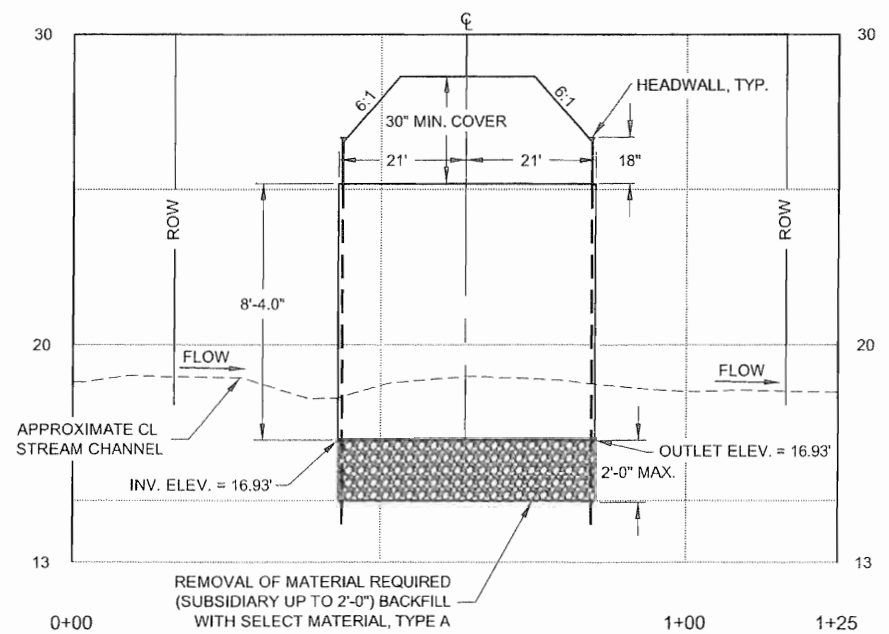
**LEGEND**

- ① WINGWALL - INTAKE END: INSTALL 45° FROM HEADWALL FACE  
- DISCHARGE END: INSTALL PARALLEL TO HEADWALL FACE
- ② HEADWALL
- ③ CENTER CULVERT ON HIGHWAY CENTERLINE AT 90°
- ④ RECONSTRUCT DITCH PER DETAIL, SEE SHEET G10

HYDRAULIC SUMMARY		
RETURN PERIOD	FLOWRATE (CFS)	HEADWATER ELEVATION (FT)
Q2	152.00	18.57
Q50	375.00	25.23
Q100	420.00	25.73
Q500	531.00	-
DISCHARGE WHEN Hw/D=1	380	-
DISCHARGE RQD TO OVERTOP ROADWAY	460	-
ROADWAY OVERTOPPING RECURRENCE PROBABILITY	<1%	-

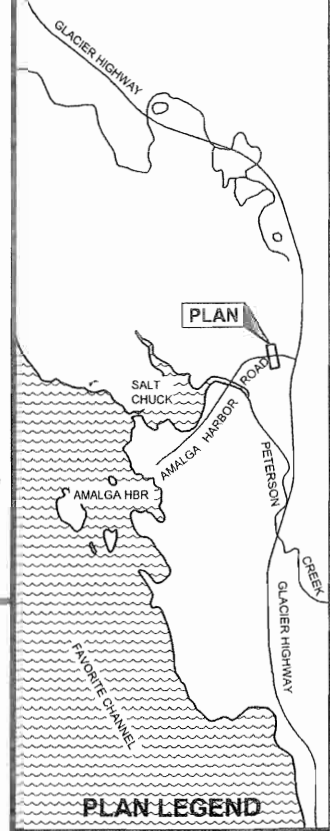
CULVERT DATA	
CULVERT ID	P1
CULVERT STA.	14+21.79
CULVERT SPAN X RISE, FT	13.1x8.4
DRAINAGE AREA, AC	640
LENGTH, FT	42
HWY CL ELEV, FT	28.79
INLET INVERT ELEV, FT	16.93
OUTLET INVERT ELEV, FT	16.93
Hw ELEV @ Q50, FT	25.23
Hw/D RATIO, Q50	0.99
END TREATMENT	HEADWALL

- NOTES:**
- ENGINEER SHALL VERIFY FINAL INVERT ELEVATIONS BASED ON ACTUAL SITE CONFIGURATIONS.
  - SEE SHEET P2 FOR DEWATERING PLAN.
  - TIE GRADE BREAK OF DITCH RECONSTRUCTION SHOWN ON SHEET Q10 TO STATION AND OFFSET SHOWN.

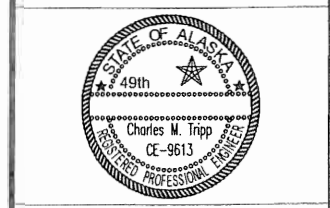


**PROFILE**

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  
AMALGA HARBOR RD & BRIDGES RECONSTRUCTION & REPLACEMENT  
PROJECT #69684

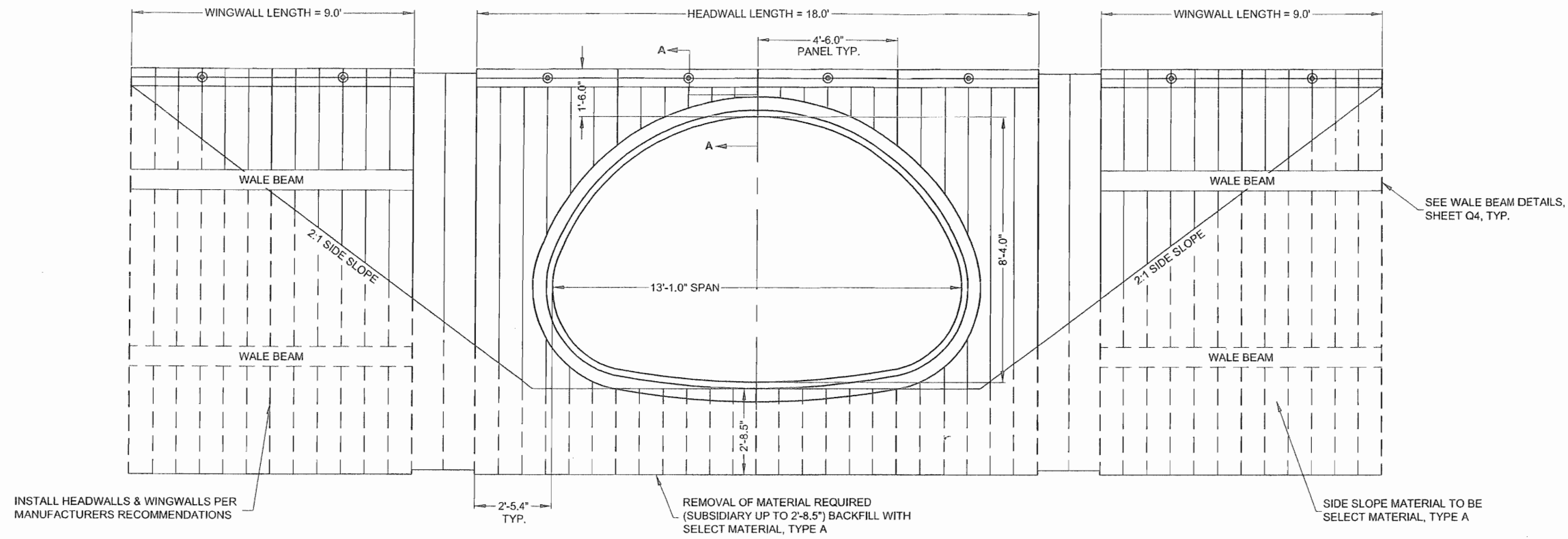
**STRUCTURAL PLATE PIPE ARCH**

PROJECT DESIGNATION  
69684/ BH-0950(1)

STATE	YEAR
ALASKA	2013
SHEET NUMBER	TOTAL SHEETS
Q1	35





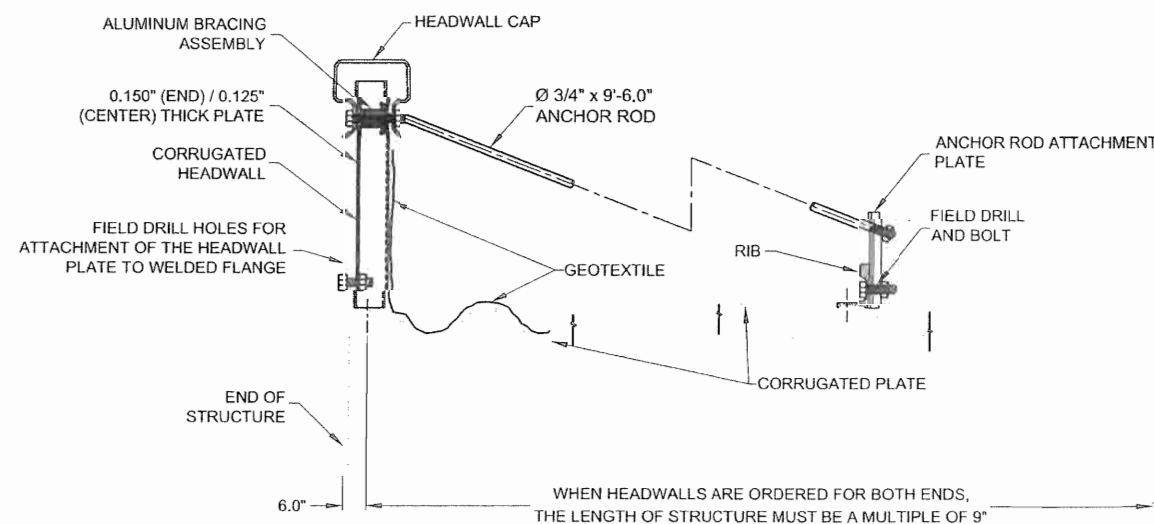


**TYPICAL 13'-1" x 8'-4" STRUCTURAL PLATE PIPE ARCH  
HEADWALL & WINGWALL DETAILS, ELEVATION VIEW**


NTS

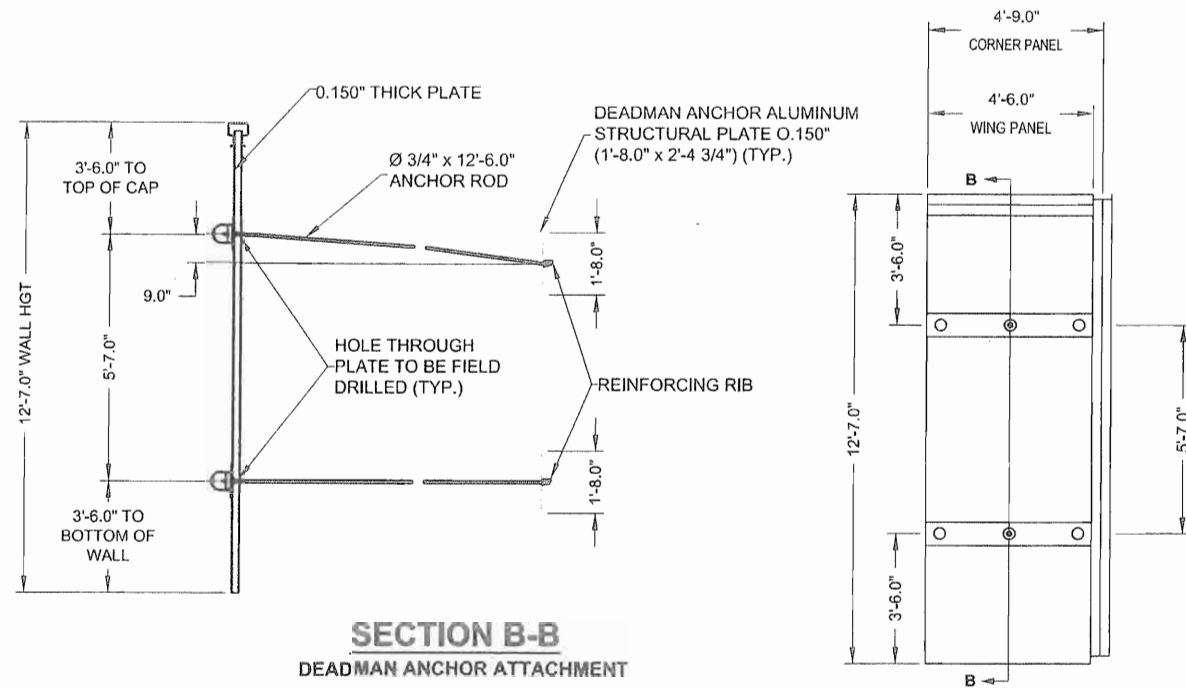
**NOTES:**

1. REVERSE CROWN RIB FOR PROPER ANCHOR ROD ATTACHMENT PLATE ORIENTATION.
2. NO SPLICE PLATES ARE USED FOR THE TYPE IV REINFORCING RIBS ATTACHED TO THE CORRUGATED HEADWALL.
3. REINFORCING RIB AT EACH END OF STRUCTURE MUST BE ORIENTED SUCH THAT THE HEADWALL CAN BE PLACED BEHIND THEM AS SHOWN.



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS		<b>AMALGA HARBOR RD &amp; BRIDGES RECONSTRUCTION &amp; REPLACEMENT PROJECT #69684</b>	
PATH: Q:\JUNU\69684\ENIC3\DISOURCE DWGS\69684_Q1-Q10_CULVERT.DWG TAB: Q3 Thursday, May 02, 2013 11:27:01 AM CHAMBERS, LUCAS M (DOT)		<b>STRUCTURAL PLATE PIPE ARCH</b>	
REVISIONS NO. DATE DESCRIPTION		PROJECT DESCRIPTION 69684/ BH-0950(1)	YEAR 2013
		SHEET NO. Q3	TOTAL SHEETS 35

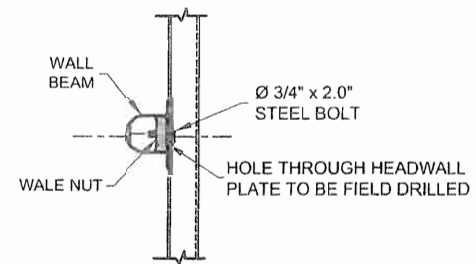


**SECTION B-B**  
DEADMAN ANCHOR ATTACHMENT

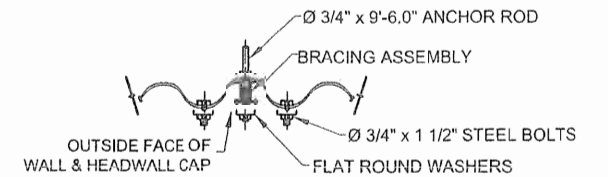
**DOUBLE WALE**  
NTS

**NOTES:**

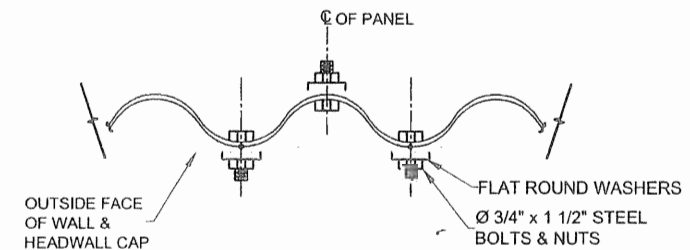
1. DIMENSIONS SHOWN ARE NOMINAL. FINISHED DIMENSIONS ARE SUBJECT TO MANUFACTURING AND INSTALLATION TOLERANCES.



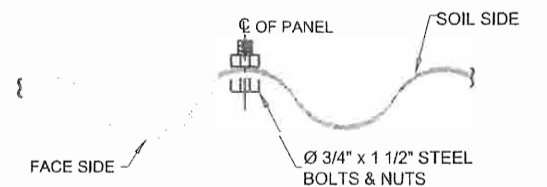
**WALE BEAM ATTACHMENT DETAIL**  
NTS



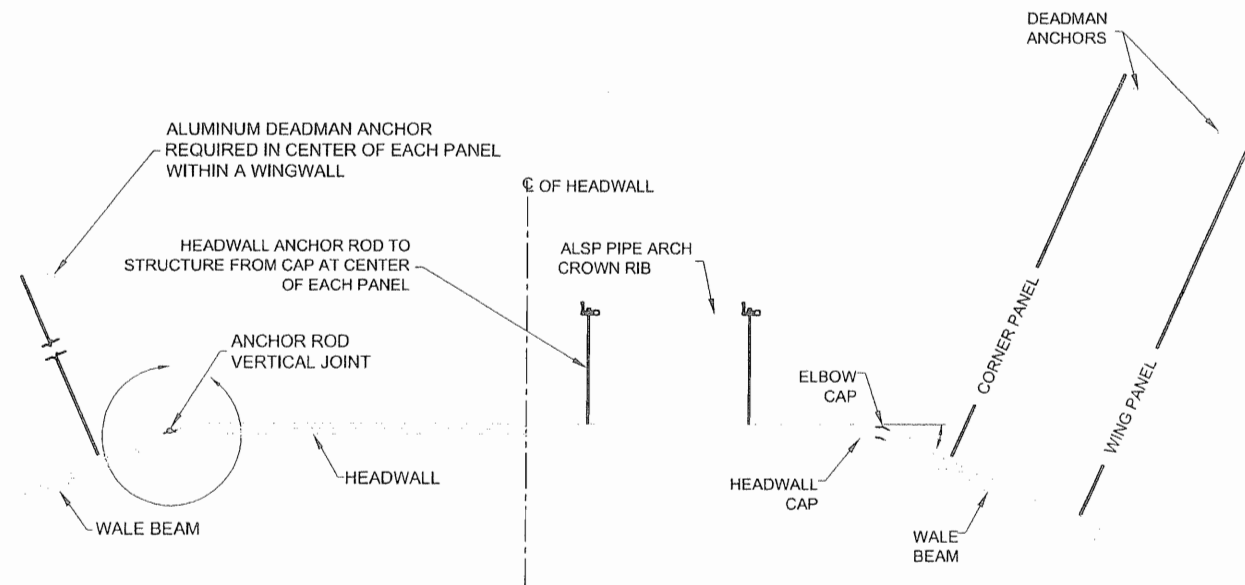
**TYPICAL ANCHOR ROD ATTACHMENT DETAIL**  
NTS



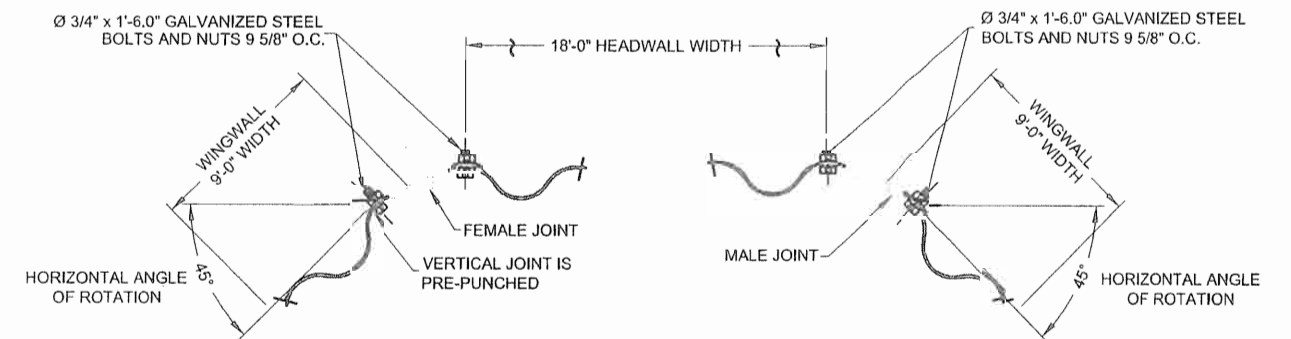
**HEADWALL CAP AT ATTACHMENT TO PANEL DETAIL**  
NTS



**TYPICAL PANEL LAP DETAIL**  
NTS



**PLAN VIEW**  
NTS




**TYPICAL HEADWALL PANEL TO ANGLED WING PANEL JOINTS DETAIL**  
(UPSTREAM END)

**NOTES:**

1. FOR THE DOWNSTREAM HEADWALL PANEL TO WING PANEL CONNECTION HORIZONTAL ANGLE OF ROTATION SHALL BE 0°.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION  <b>AMALGA HARBOR RD &amp; BRIDGES RECONSTRUCTION &amp; REPLACEMENT PROJECT #69684</b>  <b>STRUCTURAL PLATE PIPE ARCH</b>			
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS		PATH: Q:\UNU\69684\ENVC3D\SOURCE DWGS\69684_Q1-Q10_CULVERT.DWG TAB: Q4 Thursday, May 02, 2013 11:27:22 AM CHAMBERS, LUCAS M (DOT)			
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION 69684/ BH-0950(1)	YEAR 2013	SHEET NO. Q4	TOTAL SHEETS 35

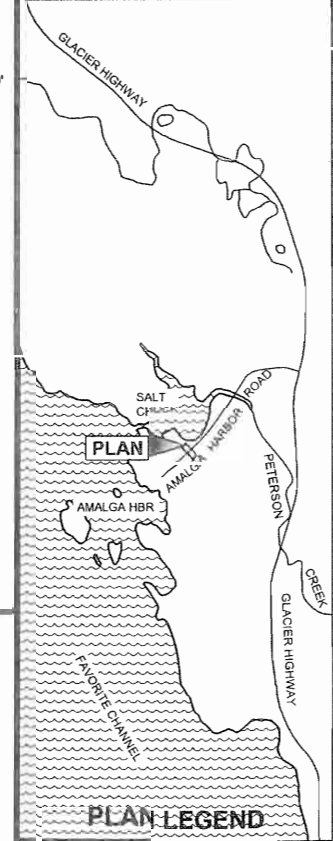
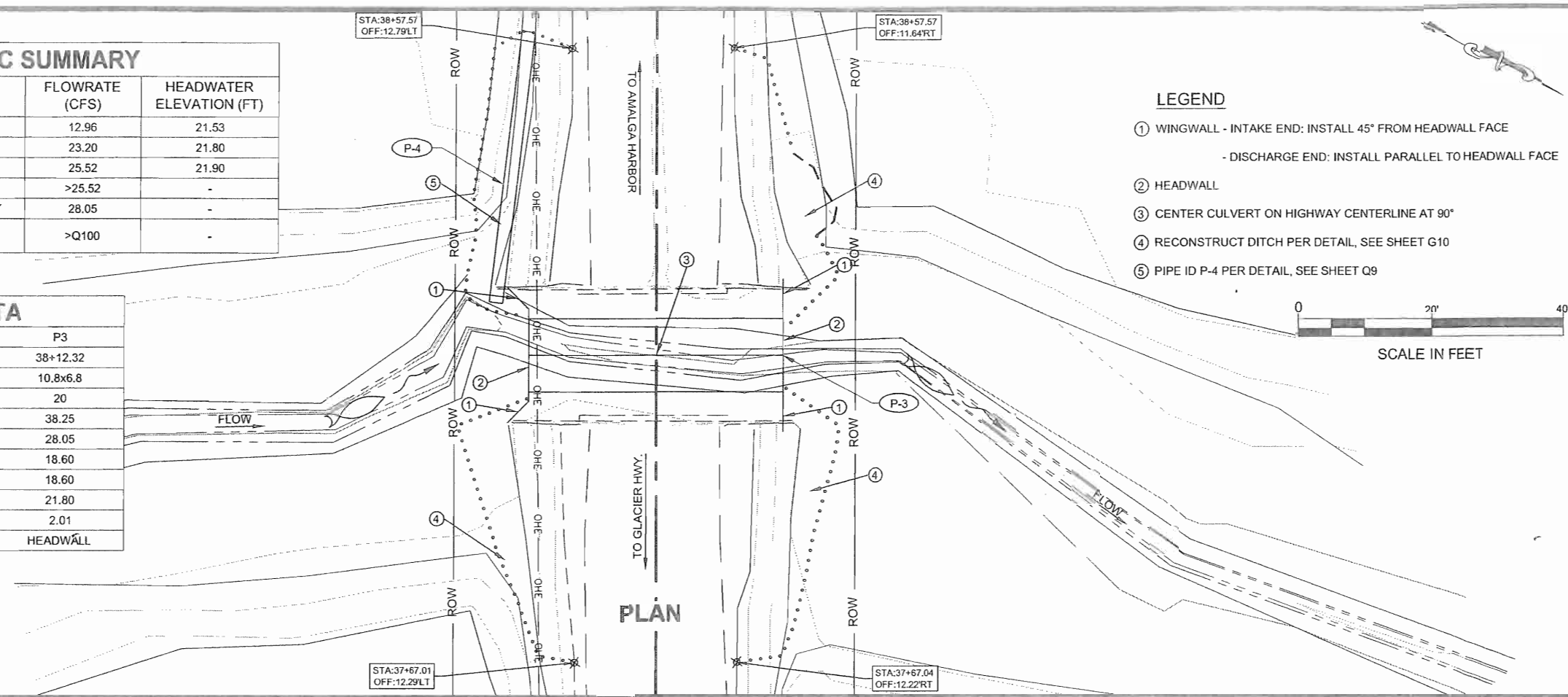
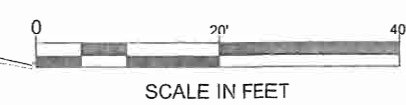
### HYDRAULIC SUMMARY

RETURN PERIOD	FLOWRATE (CFS)	HEADWATER ELEVATION (FT)
Q2	12.96	21.53
Q50	23.20	21.80
Q100	25.52	21.90
DISCHARGE WHEN Hw/D=1	>25.52	-
DISCHARGE RQD TO OVERTOP ROADWAY	28.05	-
ROADWAY OVERTOPPING RECURRENCE PROBABILITY	>Q100	-

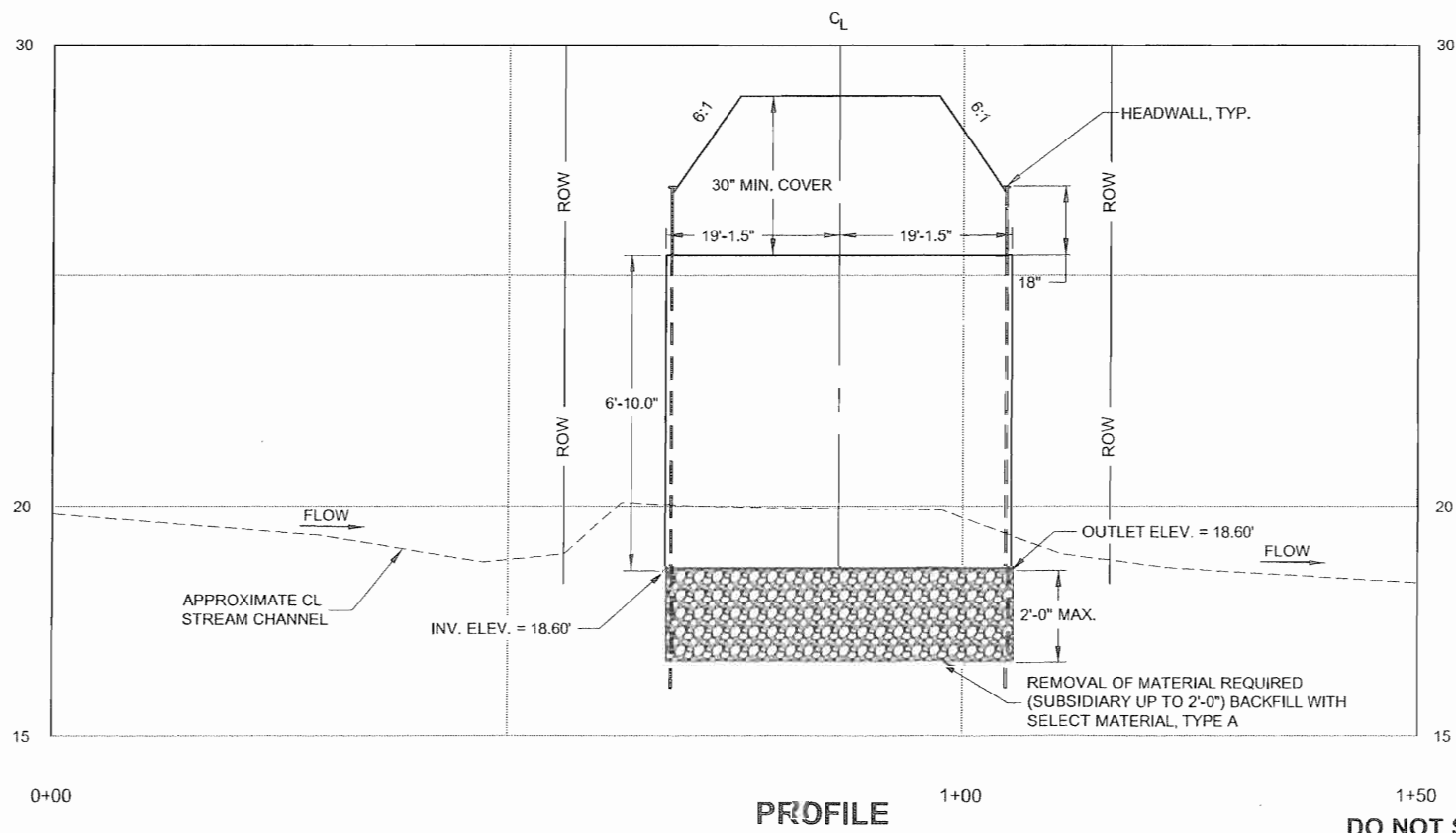
### CULVERT DATA

CULVERT ID	P3
CULVERT STA.	38+12.32
CULVERT SPAN X RISE, FT	10.8x6.8
DRAINAGE AREA, AC	20
LENGTH, FT	38.25
HWY CL ELEV, FT	28.05
INLET INVERT ELEV, FT	18.60
OUTLET INVERT ELEV, FT	18.60
Hw ELEV @ Q50, FT	21.80
Hw/D RATIO, Q50	2.01
END TREATMENT	HEADWALL

- ### LEGEND
- ① WINGWALL - INTAKE END: INSTALL 45° FROM HEADWALL FACE  
- DISCHARGE END: INSTALL PARALLEL TO HEADWALL FACE
  - ② HEADWALL
  - ③ CENTER CULVERT ON HIGHWAY CENTERLINE AT 90°
  - ④ RECONSTRUCT DITCH PER DETAIL, SEE SHEET G10
  - ⑤ PIPE ID P-4 PER DETAIL, SEE SHEET Q9



- ### NOTES:
- ENGINEER SHALL VERIFY FINAL INVERT ELEVATIONS BASED ON ACTUAL SITE CONFIGURATIONS.
  - SEE SHEET P2 FOR DEWATERING PLAN.
  - TIE GRADE BREAK OF DITCH RECONSTRUCTION SHOWN ON SHEET Q10 TO STATION AND OFFSET SHOWN.



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

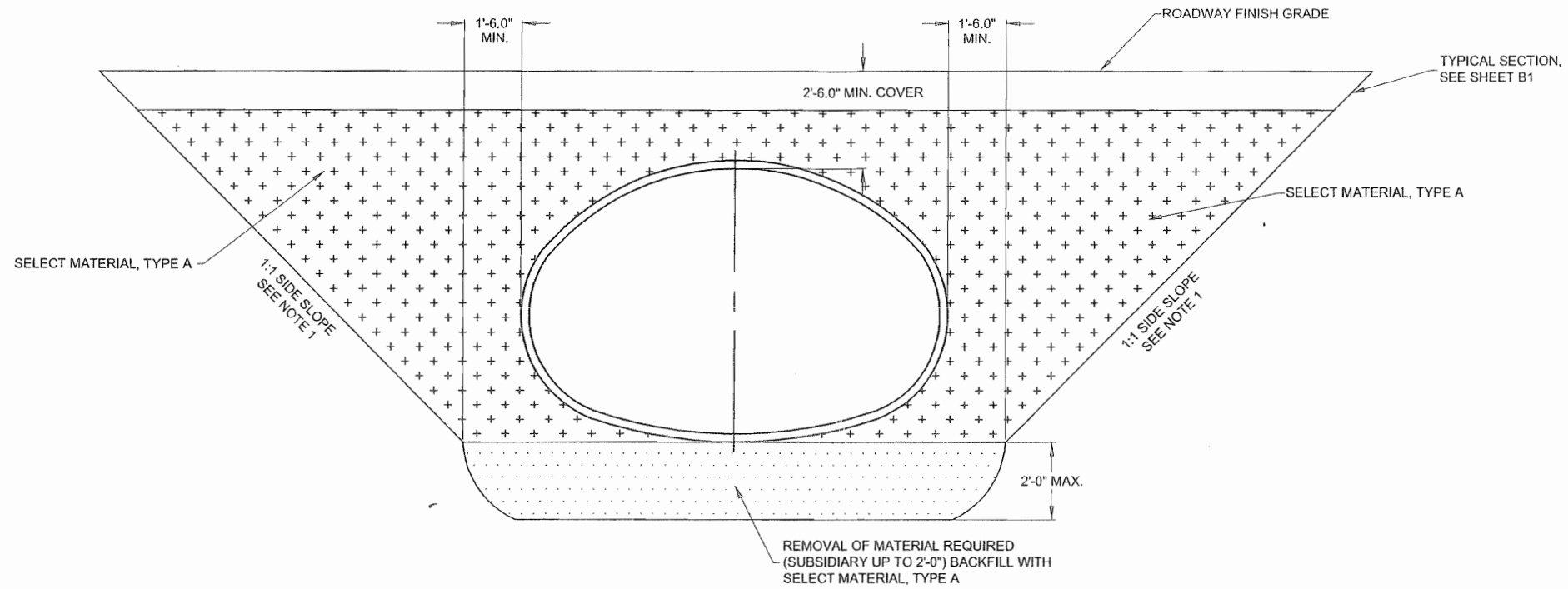
AMALGA HARBOR RD & BRIDGES RECONSTRUCTION & REPLACEMENT  
PROJECT #69684

### STRUCTURAL PLATE PIPE ARCH

PROJECT DESIGNATION  
**69684/ BH-0950(1)**

STATE	YEAR
ALASKA	2013

SHEET NUMBER	TOTAL SHEETS
Q5	35




**TYPICAL 10'-9" x 6'-10" STRUCTURAL PLATE PIPE ARCH  
BEDDING DETAIL, ELEVATION VIEW**

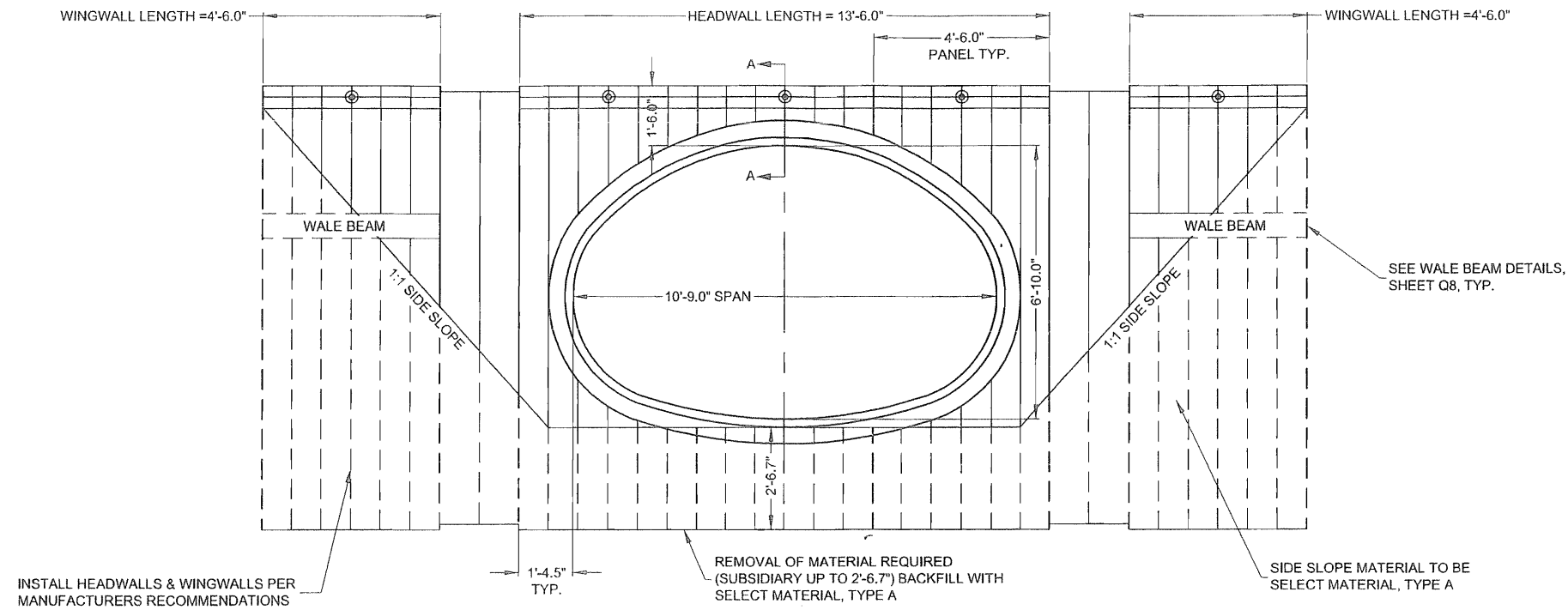
NTS

**NOTES:**

1. SLOPE MAY VARY DUE TO BANK STABILITY.

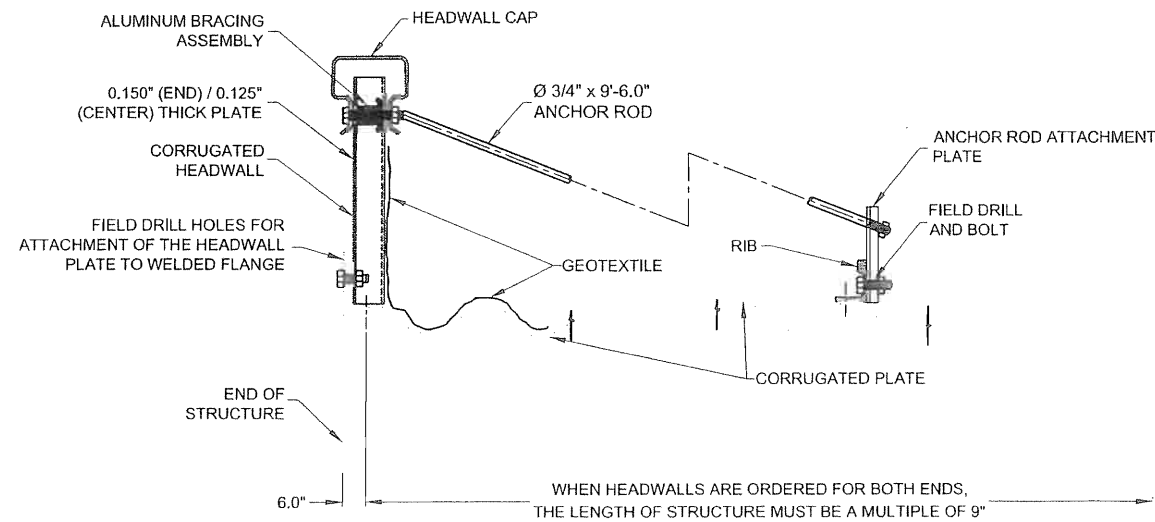
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION			
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS		<b>AMALGA HARBOR RD &amp; BRIDGES RECONSTRUCTION &amp; REPLACEMENT PROJECT #69684</b>			
PATH: Q:\JUN169684\ENC3\DISOURCE DWGS\69684_Q1-Q10_CULVERT.DWG TAB: Q6 Thursday, May 02, 2013 11:28:05 AM		<b>STRUCTURAL PLATE PIPE ARCH</b>			
PROJECT DESIGNATION: 69684/ BH-0950(1)		YEAR: 2013	SHEET NO.: Q6	TOTAL SHEETS: 35	



**TYPICAL 10'-9" x 6'-10" STRUCTURAL PLATE PIPE ARCH  
HEADWALL & WINGWALL DETAILS, ELEVATION VIEW**


NTS

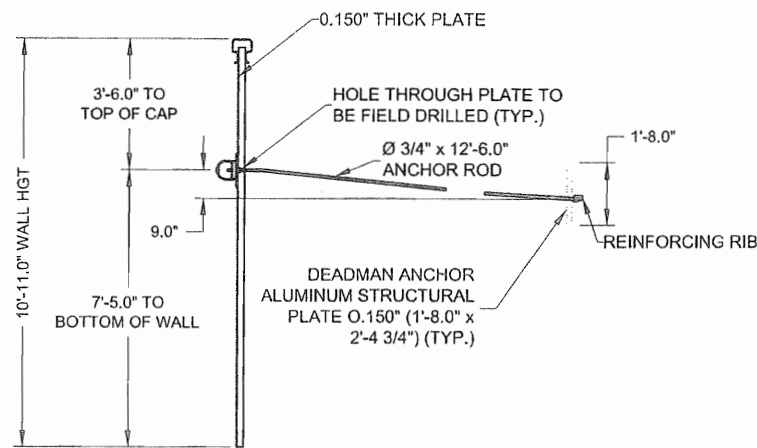


**NOTES:**

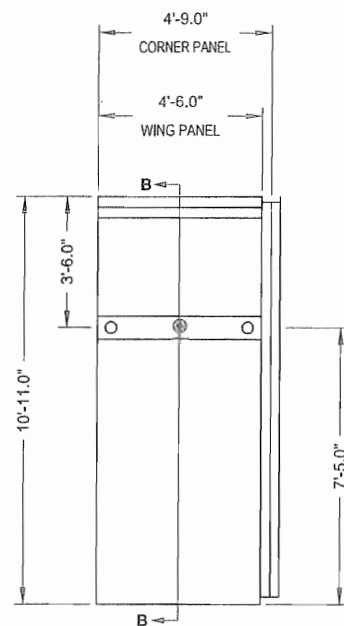
1. REVERSE CROWN RIB FOR PROPER ANCHOR ROD ATTACHMENT PLATE ORIENTATION.
2. NO SPLICE PLATES ARE USED FOR THE TYPE IV REINFORCING RIBS ATTACHED TO THE CORRUGATED HEADWALL.
3. REINFORCING RIB AT EACH END OF STRUCTURE MUST BE ORIENTED SUCH THAT THE HEADWALL CAN BE PLACED BEHIND THEM AS SHOWN.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS		<b>AMALGA HARBOR RD &amp; BRIDGES RECONSTRUCTION &amp; REPLACEMENT PROJECT #69684</b>	
PATH: Q:\UNU69684\ENIC3DISOURCE DWGS\69684_Q1-Q10_CULVERT.DWG TAB: Q7 Thursday, May 02, 2013 11:28:26 AM		<b>STRUCTURAL PLATE PIPE ARCH</b>	
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION 69684/ BH-0950(1)	YEAR 2013
		SHEET NO. Q7	TOTAL SHEETS 35



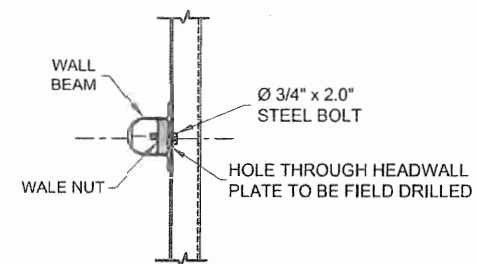
**SECTION B-B**  
DEADMAN ANCHOR ATTACHMENT



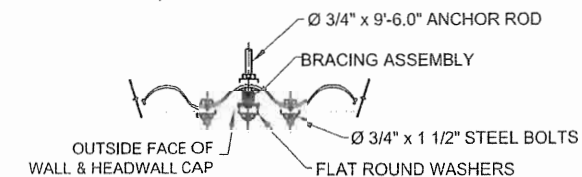
**SINGLE WALE**  
NTS

**NOTES:**

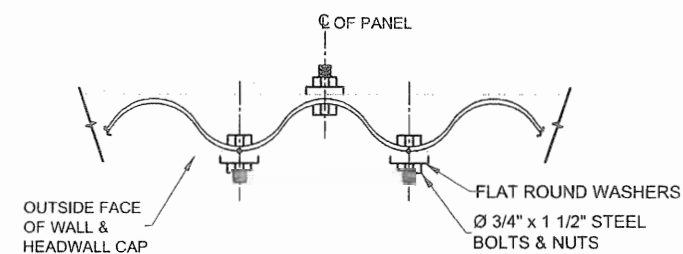
1. DIMENSIONS SHOWN ARE NOMINAL. FINISHED DIMENSIONS ARE SUBJECT TO MANUFACTURING AND INSTALLATION TOLERANCES.



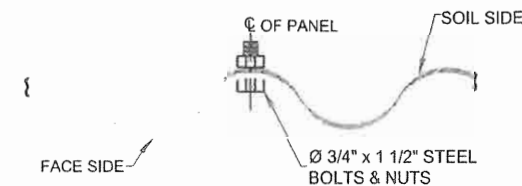
**WALE BEAM ATTACHMENT DETAIL**  
NTS



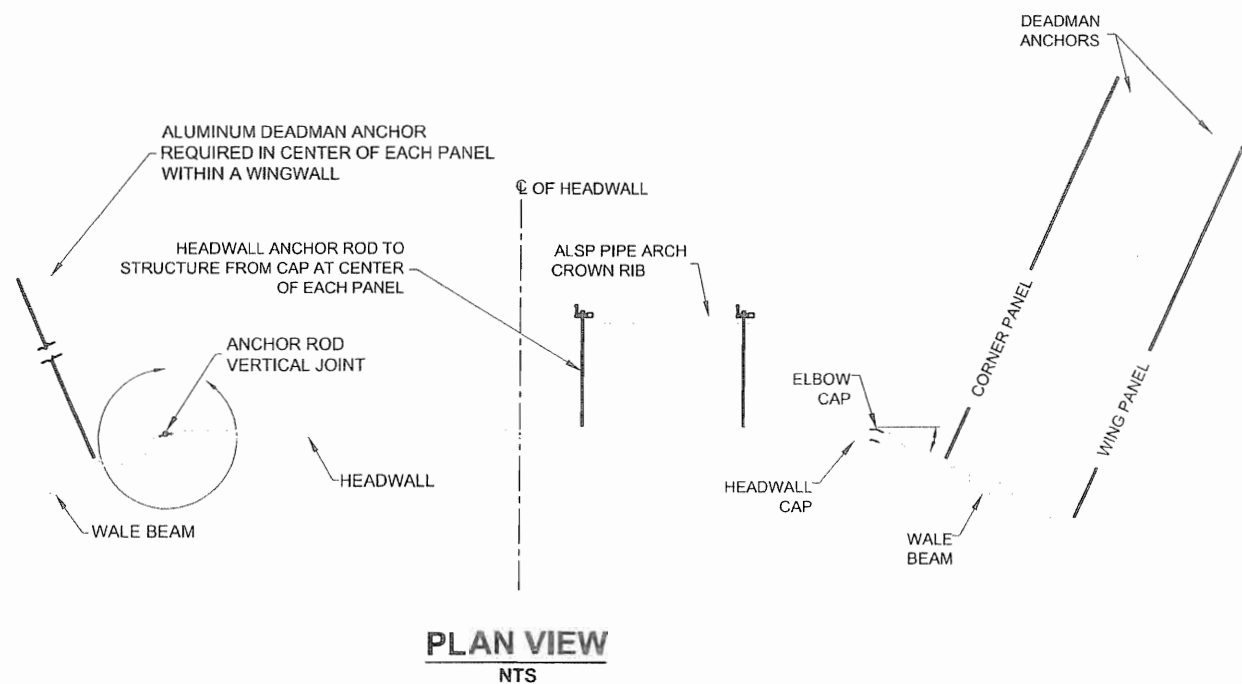
**TYPICAL ANCHOR ROD ATTACHMENT DETAIL**  
NTS



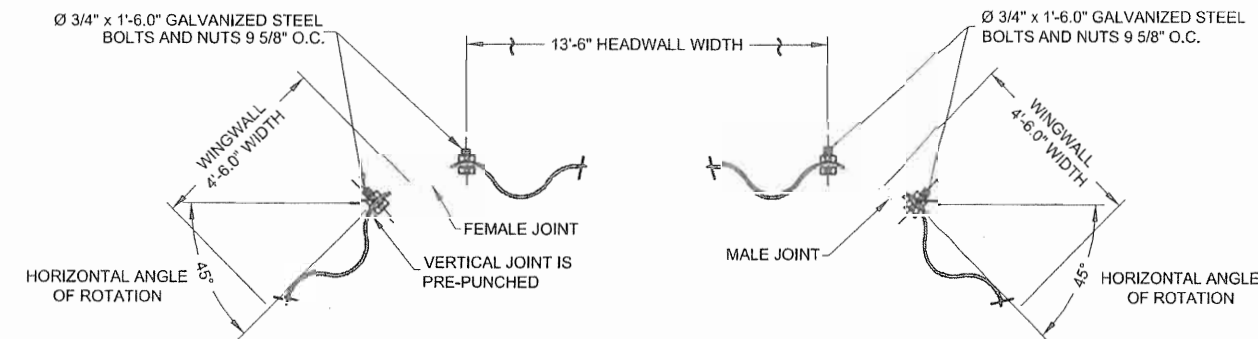
**HEADWALL CAP AT ATTACHMENT TO PANEL DETAIL**  
NTS



**TYPICAL PANEL LAP DETAIL**  
NTS



**PLAN VIEW**  
NTS



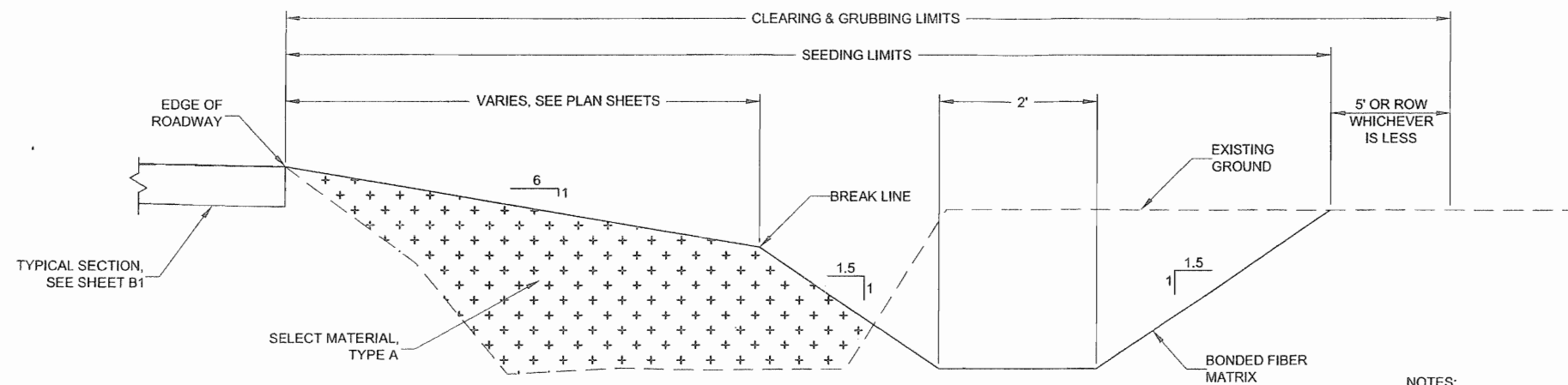
**TYPICAL HEADWALL PANEL TO ANGLED WING PANEL JOINTS DETAIL**  
(UPSTREAM END)

**NOTES:**

1. FOR THE DOWNSTREAM HEADWALL PANEL TO WING PANEL CONNECTION HORIZONTAL ANGLE OF ROTATION SHALL BE 0°.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

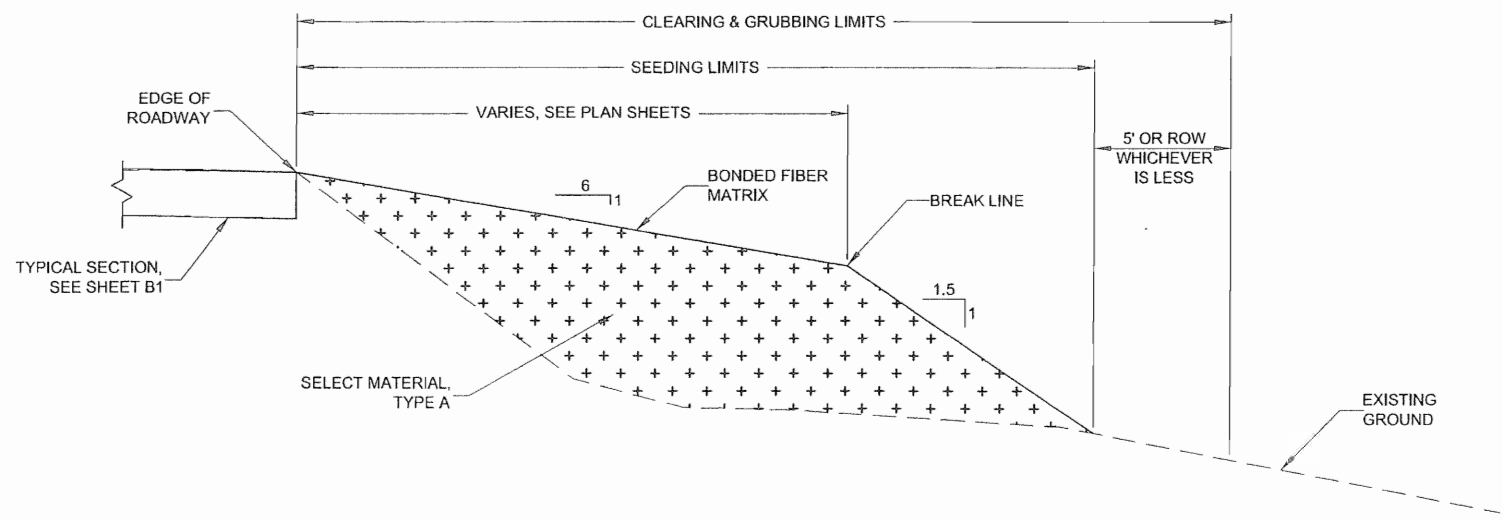
CHECKED BY: C. TRIPP		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
DESIGNED BY: L. CHAMBERS		AMALGA HARBOR RD & BRIDGES RECONSTRUCTION & REPLACEMENT PROJECT #69684	
DRAWN BY: L. CHAMBERS			
PATH: Q:\UNU\69684\ENIC3\DISOURCE DWGS\69684_Q1-Q10_CULVERT.DWG TAB: Q8 Thursday, May 02, 2013 11:28:47 AM CHAMBERS, LUCAS M (DOT)			
PROJECT DESIGNATION		YEAR	SHEET NO.
69684/ BH-0950(1)		2013	Q8
TOTAL SHEETS		35	



**DITCH RECONSTRUCTION DETAIL**  
NTS


**NOTES:**

1. TRANSITION NEW DITCH TO MATCH EXISTING DITCHES.
2. MATCH EXISTING DITCH ELEVATIONS.
3. STABILIZE ALL NEW EMBANKMENT AND CUT SLOPES WITH SEEDING AND BONDED FIBER MATRIX PER SECTION 618 & SECTION 619.

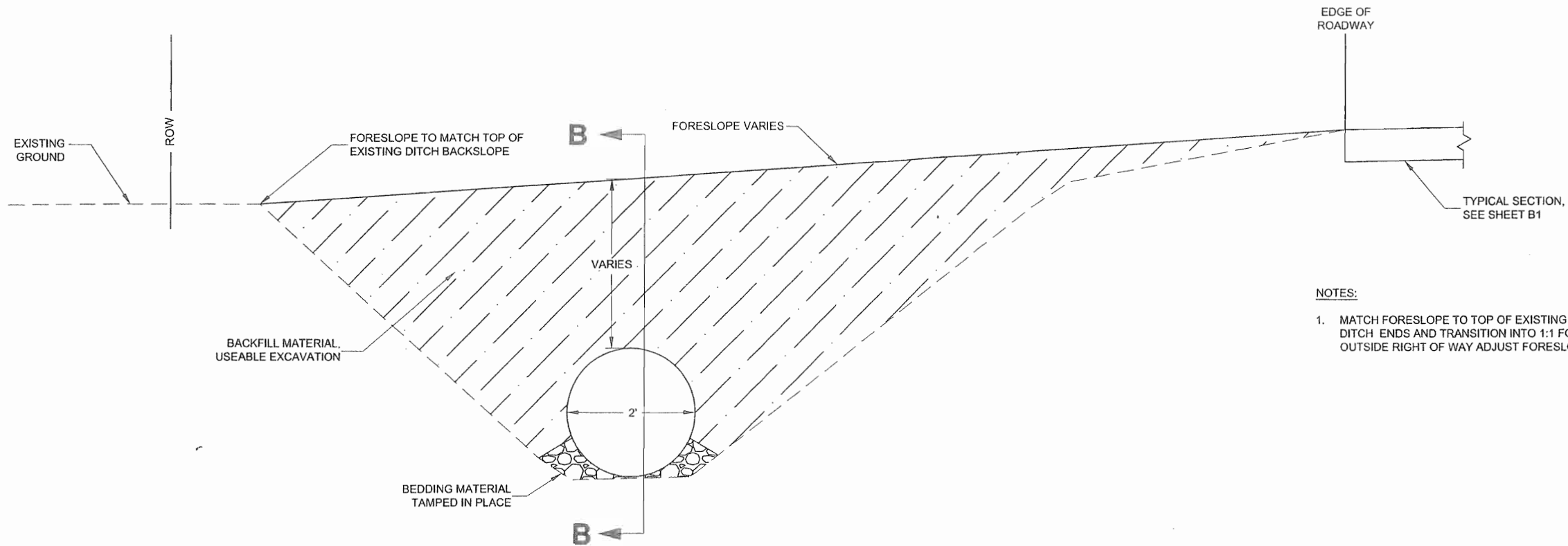


**DITCH FILL DETAIL**  
NTS

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CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION			
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS		<b>AMALGA HARBOR RD &amp; BRIDGES          RECONSTRUCTION &amp;          REPLACEMENT PROJECT #69684</b>			
PATH: Q:\UNU\69684\ENVC3D\SOURCE DWGS\69684_Q1-Q10_CULVERT.DWG TAB: Q10 Thursday, May 02, 2013 11:29:28 AM CHAMBERS, LUCAS M (DOT)		<b>STRUCTURAL          PLATE PIPE ARCH</b>			
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
		69684/ BH-0950(1)	2013	Q10	35

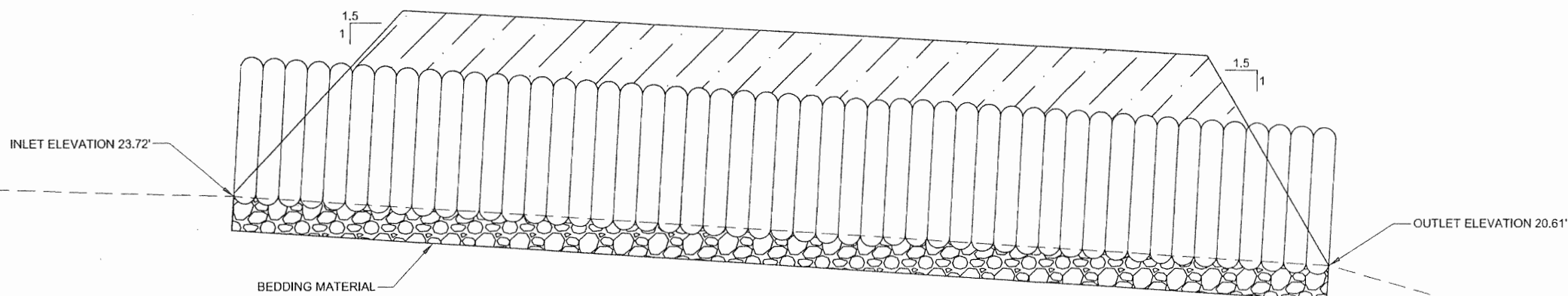




**NOTES:**


1. MATCH FORESLOPE TO TOP OF EXISTING DITCH BACK SLOPE UNTIL DITCH ENDS AND TRANSITION INTO 1:1 FORESLOPE. DO NOT GO OUTSIDE RIGHT OF WAY ADJUST FORESLOPE AS NECESSARY.

**DITCH CULVERT DETAIL**  
NTS



**SECTION B-B**  
NTS

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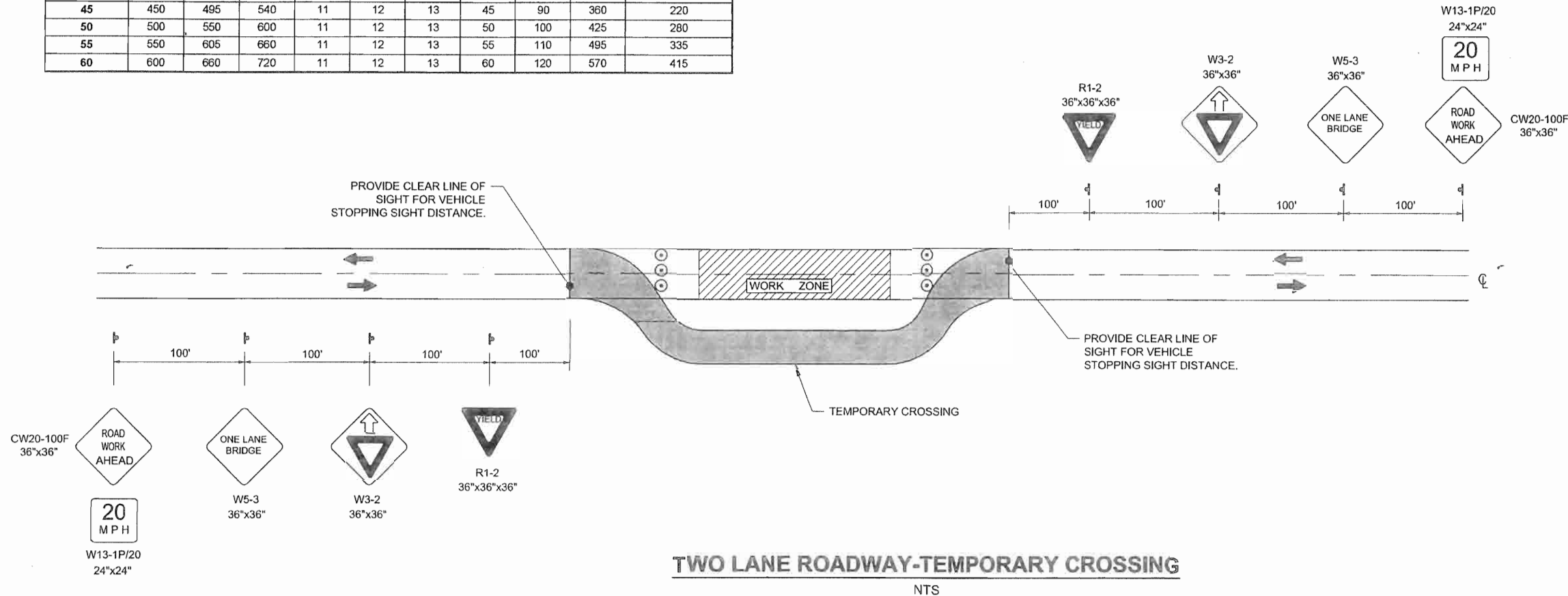
CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS		<b>AMALGA HARBOR RD &amp; BRIDGES          RECONSTRUCTION &amp;          REPLACEMENT PROJECT #69684</b>	
PATH: Q:\JUN169684\ENVC3D\SOURCE DWGS\69684_Q1-Q10_CULVERT.DWG TAB: Q9 Thursday, May 02, 2013 11:29:07 AM		<b>STRUCTURAL          PLATE PIPE ARCH</b> CHAMBERS, LUCAS M (DOT)	
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION 69684/ BH-0950(1)	YEAR 2013
		SHEET NO. Q9	TOTAL SHEETS 35

TCP SETUP TABLE										
SPEED (MPH)	MIN MERGING TAPER LENGTH (L) IN FEET WIDTH OF OFFSET (W) IN			MIN NUMBER OF DEVICES WIDTH OF OFFSET (W) IN FEET			MAX DEVICE SPACING IN FEET		BUFFER SPACE	BUFFER SPACE PER THE ATTSa GUIDE
	10'	11'	12'	10'	11'	12'	ALONG TAPER	ALONG TANGENT	(FT)	(FT)
										35 FT FOR 20 MPH
25 OR BELOW	105	115	125	6	6	6	25	50	155	55
30	150	165	180	6	7	7	30	60	200	85
35	205	225	245	7	8	8	35	70	250	120
40	270	295	320	8	9	9	40	80	305	170
45	450	495	540	11	12	13	45	90	360	220
50	500	550	600	11	12	13	50	100	425	280
55	550	605	660	11	12	13	55	110	495	335
60	600	660	720	11	12	13	60	120	570	415

**LEGEND**

- ⬄ TEMPORARY SIGNAL
- Ⓜ FLAGGER
- ⚡ CONSTRUCTION SIGN
- ⊙ DRUMS
- CONCRETE BARRIER
- WATER FILLED BARRIER
- ⚡ HIGH LEVEL WARNING DEVICE
- ▨ WORK AREA

S = POSTED SPEED LIMIT = 40 MPH  
 DRUM OR CONE SPACING = S ( IN FEET)



**TWO LANE ROADWAY-TEMPORARY CROSSING**  
 NTS

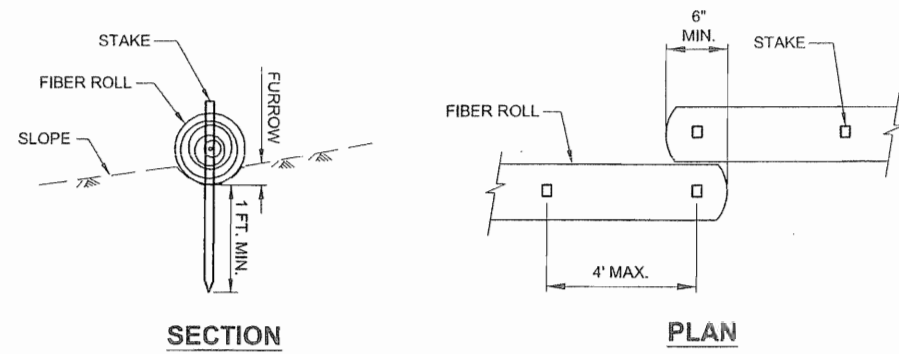
NOTE:  
 SEE SHEET M1 FOR TEMPORARY BRIDGE PLAN & PROFILE.

**TRAFFIC CONTROL NOTES**

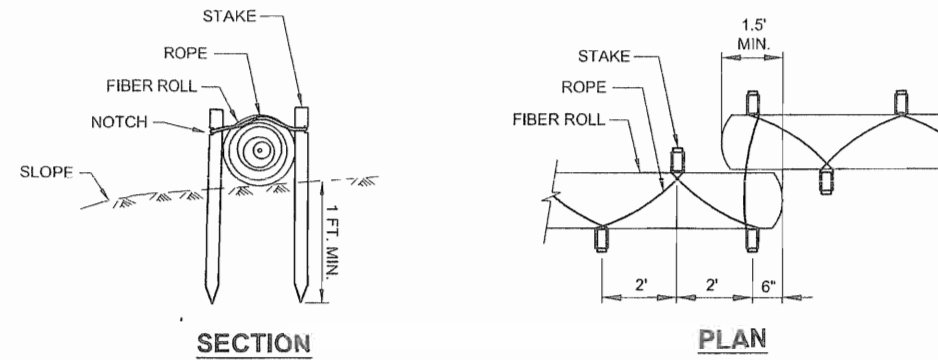
1. MINIMUM OF ONE LANE SHALL REMAIN OPEN AT ALL TIMES IN WORK AREAS.
2. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
3. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
4. WARNING LIGHTS SHALL BE USED TO MARK BARRICADES, PORTABLE BARRIERS OR ANY OTHER CHANNELIZING DEVICE AT NIGHT AS DIRECTED BY THE ENGINEER. THE FIRST DEVICE FACING THE DIRECTION OF TRAFFIC SHALL BE EQUIPPED WITH A FLASHING WARNING LIGHT, ALL OTHERS SHALL BE EQUIPPED WITH STEADY-BURN WARNING LIGHTS.
5. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONFIGURATIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE DETAILS FROM THESE SHEETS.
6. ALL TRAFFIC CONTROL PLANS SUBMITTED BY THE CONTRACTOR SHALL BE NUMBERED. ALL TRAFFIC CONTROL PLANS THAT USE A TYPICAL APPLICATION AS DESCRIBED IN THE MUTCD SHALL REFERENCE THE TYPICAL APPLICATION. EXAMPLE: TCP 3, MUTCD TA-10.
7. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE PROJECT TO EMERGENCY VEHICLES AT ALL TIMES.
8. TEMPORARY SIGNAL CONTROLS WILL BE COVERED UP OR REMOVED WHEN THEY ARE NOT IN USE.

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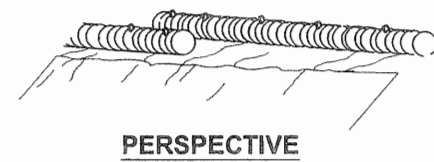
CHECKED BY: C. TRIPP		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION												
		<b>AMALGA HARBOR RD &amp; BRIDGES          RECONSTRUCTION &amp;          REPLACEMENT PROJECT #69684</b>												
DESIGNED BY: L. CHAMBERS		<b>TRAFFIC CONTROL          PLAN</b>												
DRAWN BY: L. CHAMBERS														
PATH: Q:\UNU\69684\ENVC3\DISOURCE DWGS\69684_T1-T2_TCP.DWG TAB: T2 Thursday, May 02, 2013 11:30:42 AM CHAMBERS, LUCAS M (DOT)														
<table border="1"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS			NO.	DATE	DESCRIPTION				PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
REVISIONS														
NO.	DATE	DESCRIPTION												
		69684/ BH-0950(1)	2013	T2	35									



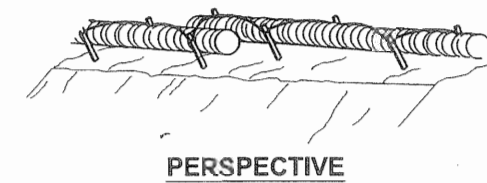
**FIBER ROLL (TYPE 1)**



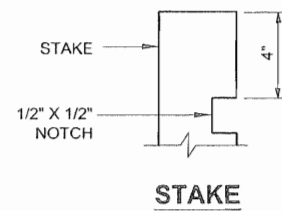
**FIBER ROLL (TYPE 2)**



**FIBER ROLL (TYPE 1)**



**FIBER ROLL (TYPE 2)**

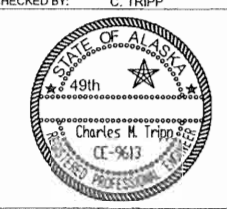


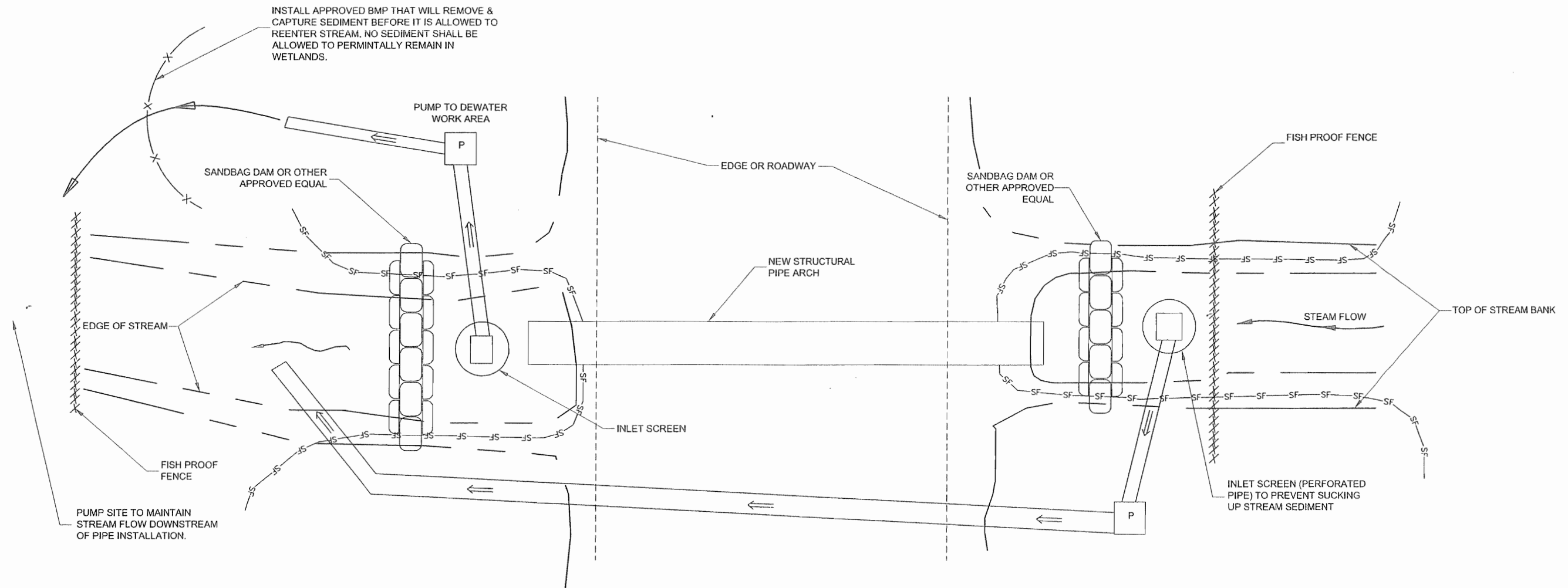
**TYPICAL FIBER ROLL DETAIL**

**NOTES:**

1. REFER TO APPENDIX B OF THE SPECIAL PROVISIONS FOR THE ENVIRONMENTAL COMMITMENTS.
2. EROSION CONTROL MEASURES WILL BE EVALUATED BY THE ENGINEER BASED ON EFFECTIVENESS. THOSE FOUND INEFFECTIVE MUST BE REPLACED OR REPAIRED WITHIN 24 HOURS FOLLOWING NOTIFICATION.
3. THE LOCATIONS OF TEMPORARY EROSION & SEDIMENT POLLUTION CONTROLS ARE RECOMMENDATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A SWPPP ACCORDING TO SECTION 641 OF THE SPECS.
4. INSTALL EROSION AND SEDIMENT CONTROL DEVICES BEFORE BEGINNING EARTH DISTURBING ACTIVITIES OR AS SPECIFIED ELSEWHERE.
5. THE LOCATION AND LENGTH OF FIBER ROLLS IS DEPENDENT ON THE CONDITIONS OF THE SITE.
6. ANCHOR AS NECESSARY TO FIRMLY SECURE FIBER ROLLS AND PROVIDE CONTINUOUS CONTACT WITH THE SURFACE ON WHICH IT IS INSTALLED.
7. LAP ADJACENT FIBER ROLLS TO PREVENT SEDIMENT BYPASS.

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CHECKED BY: C. TRIPP 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION									
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS		<b>AMALGA HARBOR RD &amp; BRIDGES          RECONSTRUCTION &amp;          REPLACEMENT PROJECT #69684</b>									
PATH: Q:\UNU69684\EN\3D\SOURCE DWGS\69684_P1-P2_ESCP.DWG TAB: P1 Thursday, May 02, 2013 11:25:10 AM CHAMBERS, LUCAS M (DOT)		<b>EROSION SEDIMENT          CONTROL PLAN</b>									
REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION				PROJECT DESIGNATION 69684/ BH-0950(1)	YEAR 2013	SHEET NO. <b>P1</b>	TOTAL SHEETS 35
NO.	DATE	DESCRIPTION									




**DAM & DEWATERING TYPICAL**  
NTS

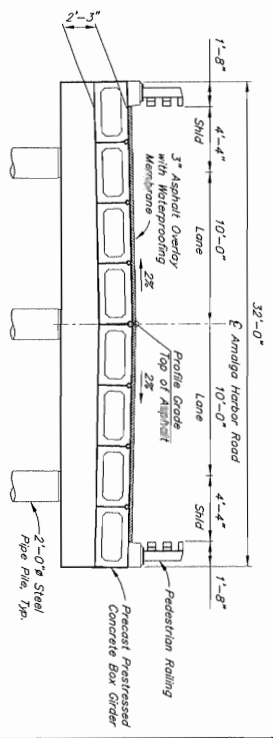
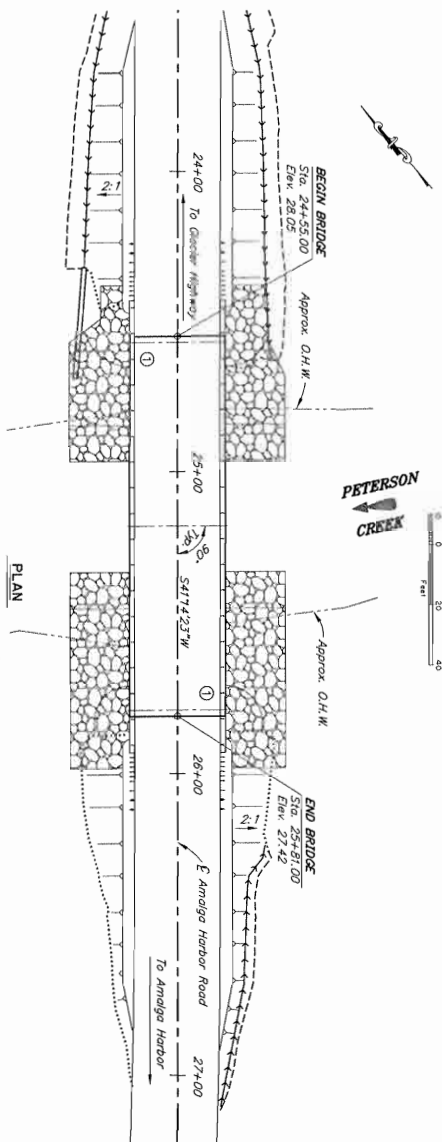
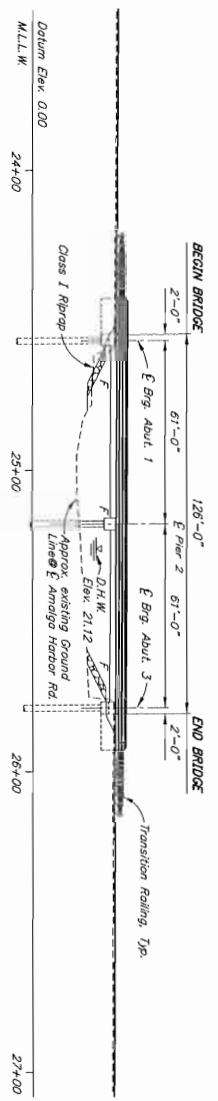
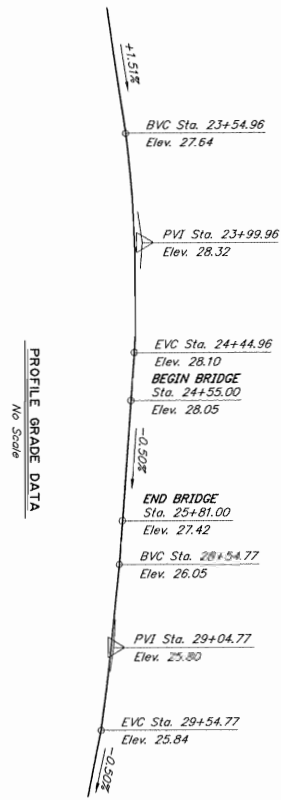
**NOTES:**

1. FISH SHALL BE EXCLUDED FROM WORK AREAS PRIOR TO BEGINNING WORK OPERATIONS IN A DESIGNATED FISH STREAM. THE ENVIRONMENTAL MONITOR (SEE SECTION 680 OF THE SPECIFICATIONS) WILL ACCOMPLISH FISH TRAPPING AND FISH PROOF FENCING INSTALLATION. **THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF CULVERT INSTALLATION IN FISH STREAMS TO THE ENGINEER EIGHT DAYS PRIOR TO BEGINNING WORK AT EACH PIPE SO THAT 1) THE ENVIRONMENTAL MONITOR HAS ADVANCE NOTICE IN ORDER TO RELOCATE THE FISH AND, 2) THE ENGINEER CAN COMPLY WITH AGENCY NOTIFICATION REQUIREMENTS. THE CONTRACTOR SHALL PROVIDE THE FISH PROOF FENCING.**
2. WHEN INSTREAM WORK AREAS REQUIRE DEWATERING, THE PUMP DISCHARGE SHALL BE PLACED SO THAT THERE IS A MINIMUM OF 50 FEET OF VEGETATED AREAS BETWEEN THE DISCHARGE POINT AND THE STREAM BANK SUCH THAT NO SILT-LADEN WATER ENTERS THE STREAM. THIS MAY REQUIRE FREQUENT REPOSITIONING OF THE DISCHARGE LOCATION AND/OR ADDITIONAL DISCHARGE TREATMENT METHODS.
3. MULTIPLE PUMPS MAYBE NECESSARY TO DEWATER WORK AREAS AND/OR MAINTAIN STREAM BYPASS FLOW. THE CONTRACTOR SHALL PROVIDE ADEQUATE QUANTITIES AND SIZES OF PUMPS

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CHECKED BY: C. TRIPP 	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION  <b>AMALGA HARBOR RD &amp; BRIDGES          RECONSTRUCTION &amp;          REPLACEMENT PROJECT #69684</b>  <b>EROSION SEDIMENT          CONTROL PLAN</b>														
DESIGNED BY: L. CHAMBERS DRAWN BY: L. CHAMBERS	PATH: Q:\JUN169684\ENIC3\DISOURCE DWGS\69684_P1-P2_ESCP.DWG TAB: P2 Thursday, May 02, 2013 11:25:21 AM CHAMBERS, LUCAS M (DOT)														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">NO.</th> <th style="width: 10%;">DATE</th> <th style="width: 85%;">DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">PROJECT DESIGNATION</th> <th style="width: 10%;">YEAR</th> <th style="width: 10%;">SHEET NO.</th> <th style="width: 40%;">TOTAL SHEETS</th> </tr> </thead> <tbody> <tr> <td>69684/ BH-0950(1)</td> <td>2013</td> <td>P2</td> <td>35</td> </tr> </tbody> </table>	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS	69684/ BH-0950(1)	2013	P2	35
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STATE	PROJECT DESIGNATION	YEAR	SHEET	TOTAL
ALASKA	BH-0950(1)/59894	2015	1	1



BRIDGE DRAWING INDEX	
TITLE	DWG. NO.
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### PRELIMINARY PLAN

NOTES:  
 ① Denotes location of Bridge No. Plate  
 Legend:  
 - - - - - Daylight Fill  
 - - - - - Bottom of Ditch  
 - - - - - Daylight Out

DESIGNED BY: Steve Lee	CHECKED: Lane Goring	LAYOUT BY: Steve Lee	CHECKED BY: Lane Goring
DRAWN BY: Sam Smith	CHECKED: Steve Lee	SPECIFICATIONS BY: Steve Lee	P S & E COMPARED: Lane Goring
QUANTITIES BY: Steve Lee	CHECKED: Lane Goring	APPROVAL RECOMMENDED BY: And First	

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 BRIDGE SECTION

PETERSON CREEK BRIDGE  
 AMALGA HARBOR ROAD  
 GENERAL LAYOUT

BRIDGE NO. 383  
 DWG. NO. 1

**Letter of Agreement Between  
City and Borough of Juneau  
Parks and Recreation Department  
and  
State of Alaska Department of Natural Resources  
Division of Parks and Outdoor Recreation  
Regarding Public Lands in the  
Amalga Meadows – Eagle Beach Area**

Recommended by PRAC/SPAB Subcommittee – June 12, 2003

## **1.0 Purpose**

This agreement between the City and Borough of Juneau (CBJ) Parks and Recreation Department and the State of Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation (DPOR) addresses future use and management of the City and State public recreation lands in the Amalga Meadows – Eagle Beach area, north of Juneau (Map 1). The agreement:

- Describes an expanded trail system, future public uses and facilities, and opportunities for cooperative management of the area, and
- Establishes a commitment for future collaboration and consultation on new issues or projects in the area, through interagency staff communication and establishment of an on-going subcommittee with representatives of the CBJ and State Parks citizen advisory committees.

This agreement was developed by a joint subcommittee of the City and Borough of Juneau (CBJ) Parks and Recreation Advisory Committee and the State Parks Advisory Board. Its recommendations were reached by a consensus of the subcommittee on June 12, 2003.

## **2.0 Background**

North of Tee Harbor, Juneau's main road corridor is bordered by large, contiguous tracts of public lands and waters that are valued by residents for their recreation, habitat, cultural/historic and other values. These public lands are managed primarily for recreation by the CBJ, DPOR and the USFS. Several private camps also serve public recreation and outdoor education needs. Other private lands in the area primarily support low density residential neighborhoods.

The CBJ 1996 Parks and Recreation Comprehensive Plan recommended that there be an "interagency strategy for management" for the public lands in this area. The Southeast Alaska Land Trust documented land status and existing uses and development, and echoed the call for a comprehensive strategy for the public recreation lands.<sup>1</sup>

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<sup>1</sup> Southeast Alaska Land Trust, April 2001. *Juneau's Wonderful Green Zone. A Land Status Report by SEAL Trust.*

A first step was taken on March 23, 2001, when 35 people – including owners, managers and users of the area – met to discuss their visions, goals and plans. Meeting participants envisioned the area growing as a premiere recreation, outdoor education, and culturally/historically-rich destination for Juneau residents, visitors and youth. Collaboration between the CBJ Parks and Recreation Advisory Committee (PRAC) and the State Parks Advisory Board (SPAB) – the citizen boards that advise CBJ and State park managers regarding these lands – was identified as the “first step” to explore and implement the many ideas shared that day. The CBJ offered funding to support these discussions.

In June 2002, a subcommittee with representatives of the CBJ and State parks advisory boards formed to discuss developing an interagency agreement regarding future use and management of the Amalga Meadows – Eagle Beach area.<sup>2</sup> The subcommittee developed its recommendations through a year-long public process – working with the Huffman Harbor Neighborhood Association, Boy Scouts of America, Trail Mix, U.S. Forest Service (USFS), Methodist Camp, Southeast Alaska Land Trust, Friends of Ernest Gruening State Historic Park, Discovery Southeast, and landowners, managers and users of the area. The subcommittee held eight committee meetings which were open to the public, including two well-attended public workshops in December 2002 and May 2003.

### **3.0 Agreements**

The following agreements will form the basis for continued collaboration and consultation between the CBJ Parks and Recreation Department and the State of Alaska Parks in the management of City and State public recreation lands in the Amalga Meadows – Eagle Beach area (Map 1).

#### **3.1 Vision**

**The vision for the area is a premiere recreation, outdoor education and cultural/historic destination for Juneau residents, visitors and youth.**

Public lands in the Amalga Meadows – Eagle Beach area will be managed with consideration to the area’s existing values, resources, and uses and its tremendous potential to meet public recreation and other interests. The area should offer a diversity of public use experiences and levels of development, from less to more intense. Factors to consider in future management include:

- Protection of the recreation, outdoor education, cultural and historic values of the area.
- Protection of important and sensitive fish and wildlife habitat and use areas.
- Need for trails/facilities that provide a variety of recreational and educational experiences and serve a broad population, including accessible trails/facilities.
- Compatibility with adjacent private-land developments and other uses.

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<sup>2</sup> Subcommittee members included: Chas Dense (SPAB), Karla Hart (SPAB), Dixie Hood (PRAC), Jim King (PRAC & SPAB), Alex Lukshin (PRAC), Joan O’Keefe (PRAC) and Alice Rarig (SPAB), assisted by Kim Kiefer, CBJ Parks and Recreation Department Director and Mike Eberhardt, Alaska State Parks.

- Compatibility with maintaining and enhancing the primary uses of the property for recreation, outdoor education, and appreciation of cultural/historic values.
- Preserving natural sound-scapes and aesthetics.
- Feasibility of use or development (e.g., slope, wetlands).
- Land management rules or plans that affect future public use or development.
- Socioeconomic factors.

## **3.2 Public Use, Trails and Facilities**

### **3.2.1 Concentrate Public Facilities at Existing Developed Areas**

Public facilities should be concentrated at existing developed areas, rather than starting new “nodes” of development to serve public uses. These areas – some of which are public and some privately-owned – include Eagle Beach State Recreation Area and Eagle Beach picnic area, Southeast Alaska Guidance Association (SAGA) Lodge area, Amalga Harbor, Ernest Gruening State Historic Park, and the Boy Scout and Methodist Camps.

### **3.2.2 Consider Sensitive Areas and Uses**

The location, design and use of trails and facilities will consider and protect the values of sensitive areas and uses, including:

- Peterson Creek Salt Chuck
- Eagle and Herbert River confluence
- Anadromous fish stream corridors
- Wetlands, important for bears (Amalga Meadows, Peterson Creek area)
- Coastal areas important for river otter
- Salt marshes, important for waterfowl
- Landmark/monument trees
- Areas important for historic, archaeological or cultural resources
- Areas important for wildlife viewing
- Areas selected for “dark sky viewing”

Some sensitive areas may be located on private land. This section of the Letter of Agreement urges consideration of sensitive areas and uses, but does not preclude the private land owner from determining appropriate uses for their land.

### **3.2.3 Develop a Linked, Diverse Trails System**

Recommended trail routes and parking are shown on Map 1. Trails should be carefully sited to take wildlife and private property into account. A unified system of signage should be used to mark trails; agencies will coordinate on sign design, construction and placement.

Main features of the recommended linked trail system include:



- **Amalga – Eagle River Main Trail:** First priority for construction. Construct an unpaved ADA accessible main trail for non-motorized use from the intersection with the Boy Scout Camp trail in the north, to the SAGA Lodge Road in the south (see route in RED on Map 1). Consider gating the SAGA Lodge Road and using the roadway as a trail segment in the short-term. (Improve that trail section or add a trail parallel to the road at a later date).
- **Spur/Loop Trails:** Consider constructing new spur/loop trails to access diverse areas and provide looping trail routes. These trails would be less-developed and encourage less intensive public use than the Amalga-Eagle River Main Trail. New spur/loop trails, shown in BLUE on Map 1, could include:
  - Ridge Trail – Companion, north-south loop trail to the main Amalga – Eagle Beach Main Trail.
  - North Beach Trail – Designated, well-signed trail to North Beach (the beach north of the Boy Scout Camp), with beach access to Crow Point. Discourage public use of other routes on Boy Scout Camp property.
  - Herbert River Wetlands Loop Trail – Loop trail to provide for recreation and natural history education (through former Tongard property). Coordinate with Southeast Alaska Land Trust on trail routing, design and construction.
  - Butts Property Trail – New trail along Amalga Harbor Road with views of Peterson salt chuck; south through Butts property to connect to USFS Peterson Creek trailhead; loop trail and coastal access spur trail at south end of property.
  - Coastal Access Points – Trails to coast at North Beach and at two areas north of and one area south of Amalga Harbor. Consider the importance of protection wildlife values and habitats in trail routing, design and construction.
- **Potential Trails – Special Considerations:** Further careful consideration must be given to the following trail segments (see YELLOW trail segments on Map 1). Each segment would provide additional public access and would enhance connections within the Amalga – Eagle Beach trail system. However, each also raises considerations related to potential impacts on wildlife, aesthetics, or compatibility with adjacent private properties (as further described below). Careful consideration must be given to these potential impacts when deciding whether or not to build each trail segment, and determining its routing and design. It will be essential to fully involve the public in deliberations and decisions regarding these potential trails.
  - Eagle River Crossing – Construct crossing of Eagle River to connect the Amalga Meadow trail system with the existing Eagle Beach State Recreation Area trails and Eagle Beach. Concerns have been raised regarding the potential sensitivity of wildlife using the Herbert-Eagle River confluences to disturbance. However, the subcommittee finds that

the crossing is a critical link for connecting trails on State and CBJ public land north and south of Eagle River. There are no practical alternatives for linking the trails north and south of the river. Consider the potential route from the armored dike on the north side of the river, to a bedrock outcrop on the south side.

- Crossing of Peterson Salt Lake Falls – Consider a connection from the Ernest Gruening State Historic Park trail to the new Amalga – Eagle River Trail. Significant public concerns have been raised regarding the affect of a crossing on the aesthetics of the area and on sensitive wildlife areas. However, the crossing would provide a link between the trails north and south of the salt chuck, while avoiding trail development directly adjacent to the salt chuck. Consider whether a tidally-dependent crossing of the Peterson salt falls could be constructed that would not affect the viewshed and aesthetics of the area. Consider also the affect of such a crossing on the sensitive wetland and wildlife use area north of the salt chuck.
- Butts Property Trail additions – Consider the following additions to the Butts Property Trail:
  - Consider constructing a trail connection from the Amalga Harbor Road to the Butts Property Trail, through the spruce uplift area and wet meadow, if the trail can be constructed compatibly with wildlife and wetland values; or, alternatively, consider constructing a small looping trail within the spruce forest area that does not cross the wet meadow.
  - Consider whether a trail could be constructed along a routing east of the Huffman Harbor private properties that would be compatible with the private lands and acceptable to land owners. Close communication with land owners would be essential.
- Viewpoint Trail – Construct a trail to the coastline viewpoint, if that is possible through an agreement with the private property owner, the Alaska Mental Health Land Trust. (See also Section 3.3 Adjacent Lands).
- **Existing Trails:** Connect to existing trails to create a trail system that accesses diverse areas and terrain and provides a range of experiences. Connect to:
  - Eagle Beach State Recreation Area trails.
  - Ernest Gruening State Historic Park – upgrade to accessible loop trail, with fishing access to saltwater.
  - Trail from SAGA Lodge to coast.
  - USFS trails – Peterson Creek, Windfall Lake, Herbert Glacier, Amalga, and Yankee Basin.
  - Boy Scout Camp Trail – Note: The Boy Scout Camp Trail is used to access a private camp. As such, different types of uses are acceptable on

this trail (such as motorized use) than would be allowed on the public land trails in the Amalga – Eagle Beach area.

#### **3.2.4 Vehicle Access and Parking**

In general, improvement and enlargement of existing parking sites to serve the trail system is preferred to constructing new parking areas. Existing parking areas that serve public recreation needs include:

- Peterson Creek trail head (across Glacier Highway)
- Amalga Harbor parking
- Boy Scout camp trail head
- Windfall Lake trailhead (across Glacier Highway)
- Herbert River trailhead (across Glacier Highway)
- Eagle River trailhead (across Glacier Highway)
- Eagle Beach State Recreation Area

Construction of a new parking area is proposed near the intersection of the SAGA access road and Amalga Harbor Road (see Map 1). It may also be necessary in the future to expand parking to access the Ernest Gruening State Historic Park.

#### **3.2.5 Campgrounds and Cabins**

There are plans to construct a campground and accessible cabin in the Eagle Beach State Recreation Area. The Ernest Gruening cabin may eventually be open for public overnight use. No additional campground or cabin development is recommended, as the private camps, existing cabins, SAGA Lodge and new State campground/cabin should meet public need at this time. However, land managers/owners should consider whether there is an appropriate location for occasional large-group camping.

#### **3.2.6 Other Facilities**

- Managers should consider opportunities for sharing facilities and infrastructure, when appropriate.
- Managers should work together to ensure that there is adequate infrastructure at the right locations to meet user needs, and avoid unneeded duplication.
- Managers should consider developing a cooperative CBJ/State public information site at Amalga Harbor to provide information about the Ernest Gruening State Historic Park, natural values of the area, and harbor use / boating.
- Development of a large, central visitor center or outdoor education center is not recommended at this time.
- A caretaker/staging building may be needed at the Boy Scout trailhead for Boy Scout Camp use. (Note: The trail head is located on public property and siting of a building at this location would require approval by the public land manager.)

- A caretaker building is also being considered for Ernest Gruening State Historic Park.
- Opportunities should be provided for dark sky viewing. Lighting of facilities should be designed to minimize glare and “light pollution.”

### **3.3 Adjacent Lands**

There is interest in securing long-term public ownership of or access to selected adjacent privately-owned lands that are valued for their public recreation and other values, when that can be negotiated and achieved with the agreement of the private landowner. These properties include: Boy Scout Camp point (“Crow Point”) and Alaska Mental Health Land Trust property.

State tidelands adjacent to CBJ Natural Area Park should be managed in a manner compatible with the CBJ parkland.

### **3.4 Cooperative Management and Communication**

The CBJ, State Parks and managers of other public lands agree to regularly communicate and consult with one another about public use, area management, and facility development or redevelopment within this area.

When appropriate and feasible, the CBJ and State Parks will share responsibility, effort and funding to provide better service and protection in the area.

#### **3.4.1 Long-term Advisory Committee**

A long-term citizen advisory committee with representatives from the CBJ Parks and Recreation Advisory Committee and the State Parks Advisory Board will be formed, with agency staff participation, to:

- Continue to pay attention to these important public use lands,
- Advise CBJ and Alaska State Parks on issues related to public land development and management,
- Advocate for funding for improvements,
- Assist in efforts to secure continued public access to and use of important adjacent private lands, and
- Help educate the public about values and appropriate use of the area.

The advisory committee should invite participation by the area neighborhood association and landowners, the Boy Scouts, Trail Mix, Southeast Alaska Land Trust, USFS, and other interested parties.

**3.4.2 Maintenance**

When appropriate and feasible, the CBJ and State Parks should cooperate in basic maintenance to improve efficiency and save money, including snow plowing, garbage/litter pickup, sewage disposal, and trail maintenance.

**3.4.3 Enforcement**

The CBJ and State Parks should coordinate on responsibilities for law enforcement for this area.

The CBJ and State Parks should coordinate on placement of barriers to off-road vehicles.

**4.0 Funding Obligation**

This instrument is neither a fiscal nor a funds obligation document. Any endeavor involving reimbursement, contribution of funds, or transfer of anything of value between the parties to this instrument will be handled in accordance with applicable laws, regulations, and procedures including those for Government procurement and printing. Such endeavors will be outlined in separate agreements that shall be made in writing by representatives of the parties and shall be independently authorized by appropriate statutory authority. This instrument does not provide such authority. Specifically, this instrument does not establish authority for noncompetitive award to the cooperator(s) of any contract or other agreement. Any contract or agreement for training or other services must fully comply with all applicable requirements for competition

**5.0 Agreement and Modifications**

This agreement takes effect upon the date of signature of the parties and remains in effect until terminated by either of the parties, with 45 days prior written notice. Parties will annually discuss the need to update the agreement to respond to new events, reflect accomplishments, and revise/update the action plan. Modification of the agreement may be proposed at any time by either party and shall become effective upon approval by both parties.

**6.0 Signatures**

\_\_\_\_\_
  
CBJ Parks and Recreation Department

\_\_\_\_\_
  
Alaska State Parks

\_\_\_\_\_
  
Date

\_\_\_\_\_
  
Date



THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

Department of Transportation  
and Public Facilities

SOUTHEAST REGION  
DESIGN & ENGINEERING SERVICES  
Preconstruction

6800 Glacier Highway  
PO Box 112506  
Juneau, Alaska 99811-2506  
Main: 907.465.4444  
Toll free: 800.575.4540  
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July 24, 2013

Via E-mail

Mr. Greg Chaney  
Lands and Resources Manager  
Division of Lands & Resources  
City and Borough of Juneau,  
155 South Seward Street  
Juneau, Alaska 99801

Re: Project No. 69684; FHWA No. BH-0950(1)  
Amalga Harbor Road & Bridges Reconstruction and Replacement  
Parcels No. TCE-2A; TCE-2B, and TCE-2C

Dear Mr. Cheney,

With this letter, the Department of Transportation and Public Facilities seeks a Use Permit pursuant to CBJ 53.09.310 in order to install a new culvert on Amalga Harbor Road as part of the Amalga Harbor Road & Bridges Reconstruction and Replacement project. See the drawing that accompanies this letter which identifies two areas (TCE-2A and TCE-2B) on either side of the new culvert. The department also seeks a permit to use a small area of CBJ property adjacent to the Amalaga Harbor Road in order to replace a bridge over Peterson Creek. See a second drawing that accompanies this letter which identifies an area on the West side of Peterson Creek as TCE-2. We expect actual construction to take place next summer. We seek a combined permit for all three parcels. We ask for a use permit for a one year period that would begin on November 1 of this year and end on October 31, 2014. For something as minor as this, we would hope that this application might proceed expeditiously. Please advise as to how you wish to proceed. You can reach me at 465-4519 or you can E-mail me at [ray.preston@alaska.gov](mailto:ray.preston@alaska.gov).

Thank you.

  
Ray C. Preston  
Right of Way Agent

*"Get Alaska Moving through service and infrastructure."*

**Attachment D**