


MEMORANDUM

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

DATE: February 24, 2014

TO: Planning Commission

FROM: Sarah Bronstein, Planner 
Community Development Department

FILE NO.: CSP2014 0001

PROPOSAL: Review of Stikine Street drainage improvements for consistency with Title 49 and adopted plans.

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.

GENERAL INFORMATION

Applicant: City and Borough of Juneau

Property Owner: City and Borough of Juneau

Property Address: Stikine Street

Legal Description: N/A

Parcel Code No.: 0 Parcel

Site Size: Project length – 480 ft; Roadway width – 40-50 ft

Comprehensive Plan Future Land Use Designation: Urban Low Density Residential

Roadway Designation and Surrounding Zoning: Street other than Arterial or Collector, D5

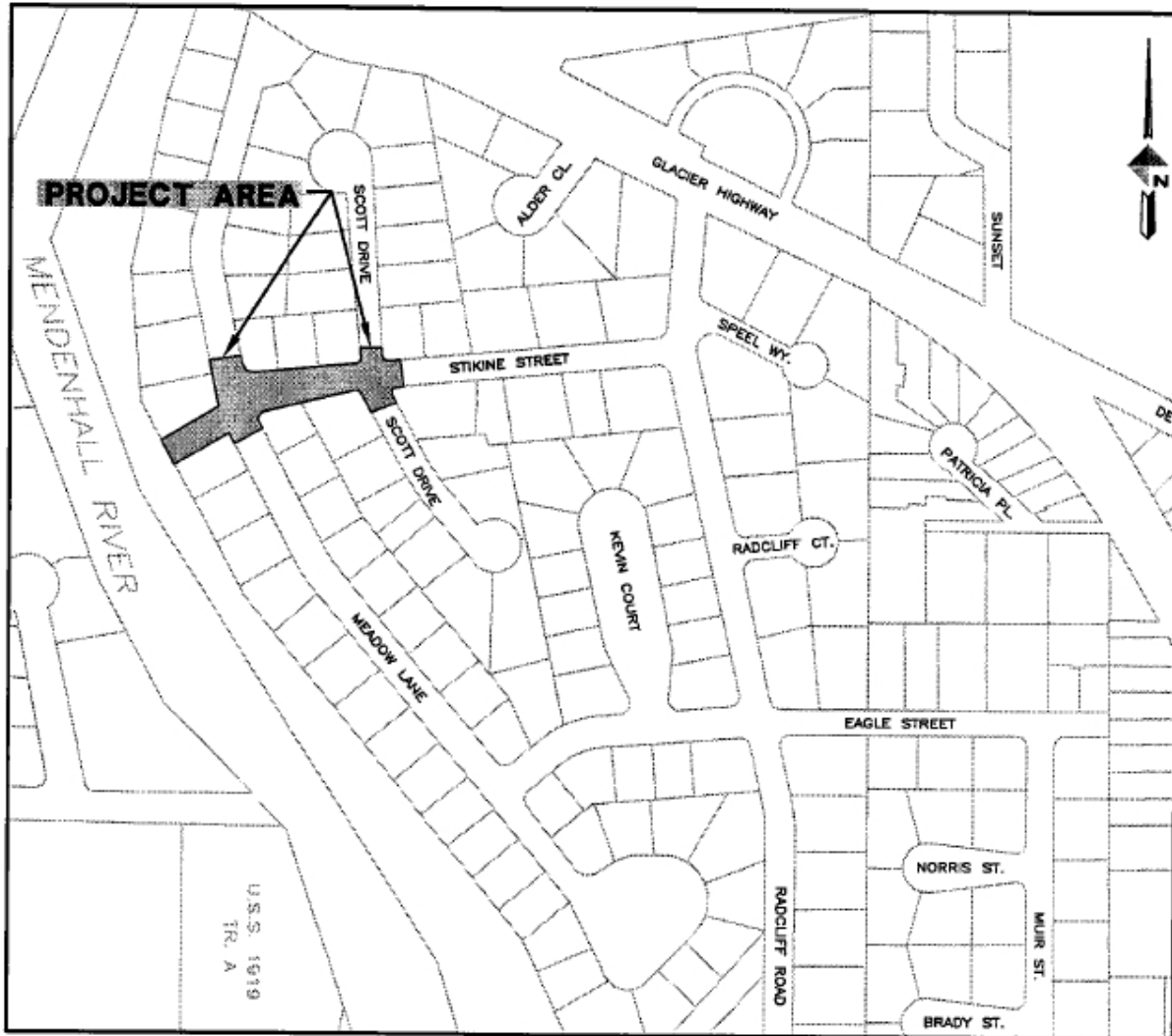
Utilities: City water and sewer

Access: Radcliff Road

Surrounding Land Use: North - D5, single family residential
South - D5, single family residential
East - D5, single family residential
West - Mendenhall River



Site Map



Attachments

- Attachment A: City Project Application
- Attachment B: Abutter's Notice
- Attachment C: Capital Improvement Program, FY14-19

PROJECT DESCRIPTION

The CBJ Engineering Department has submitted a proposal to reconstruct a portion of Stikine Street from Scott Drive to Meadow Lane. The proposal includes both the reconstruction of the street and an updated stormwater management system. The purpose of this review by the Community Development Department is to ensure that the proposed project complies with Title 49 and the Comprehensive Plan.

The neighborhood around Stikine Street is served by an existing drainage ditch and an 18” stormwater outfall pipe that drains into the Mendenhall River. This outfall pipe will be replaced with an upgraded outfall pipe and headwall. A new underground storm drain system with pipes and catchment basins will be installed along Stikine Street and the Meadow Lane intersection. Residents will have the option to connect their roof gutters or floor drains into the new 6’ storm water services. The new storm drain system will include an oil-water separator to catch pollutants from the street before they reach the river.

The street will be subcut to a depth of 9-1/2” inches and reconstructed. Curb and gutter will be placed along the north side of Stikine and the west side of Meadow Lane, and a valley gutter will be installed along the south side of Stikine. As stated in the project application, “driveways disturbed during construction shall be constructed to equal, or better condition.” (p. 4 of 12) There will be no on-street parking allowed, consistent with existing signage and policy.

Construction may occur either in the summer of 2014 or the spring of 2015, depending on the availability of the contractor. Once construction begins, the project must be completed within 60 days. Future project phases not being considered as part of CSP20140001 will include similar underground drain system roadway upgrades along nearby neighborhood streets, including Meadow Lane, Scott Drive, Kevin Court, Eagle Street, and the remainder of Stikine Street.

ANALYSIS

The Six Year Capital Improvements Program for Fiscal Year 2014-19 lists this project as Meadow Lane Improvements. The city has allocated \$800,000 for construction of the initial phase in 2014 (See attachment C).

The proposed design is not consistent with construction standards for public improvements in new development at CBJ 49.35, however these do not apply to reconstruction projects. The roadway has been designed with two ten foot lanes, which is consistent with existing conditions. Ten foot lane widths have been successfully installed on other neighborhood streets in Juneau, with the intent of maintaining low traffic speeds to improve safety for all roadway users. There is currently no sidewalk along the length of Stikine, but the project would subcut and replace gravel

materials on the north side for the future installation of a five foot sidewalk to further improve pedestrian safety.

CONFORMITY WITH ADOPTED PLANS

THE COMPREHENSIVE PLAN

The Comprehensive Plan recognizes the importance of investing in public and private utilities and facilities, stating that “A full complement of services and facilities to promote the public’s health, safety and quality of life is needed to provide adequately for the density and intensity of land uses envisioned in the Urban Service Area and proposed New Growth Area...” (p. 197) Chapter 12, Public and Private Utilities and Facilities, provides policy support for the city’s continued investment in the services necessary to support growth within the Urban Service Area:

POLICY 12.1 TO PLAN FOR THE TIMELY AND EFFICIENT PROVISION OF AN APPROPRIATE LEVEL OF PUBLIC FACILITIES IN ALL DEVELOPED AND DEVELOPING AREAS WITHIN THE URBAN SERVICE AREA.

The neighborhood served by Stikine Street is already fully built out with single family homes and will not likely see extensive redevelopment in the near future. However, the reconstruction of Stikine Street and the upgrade of stormwater drainage systems will bring the street further into compliance with the city’s street standards to better serve the neighborhood.

The Plan also gives the following policy guidance regarding stormwater management and water quality in the City and Borough of Juneau:

POLICY 7.7 TO PROTECT, MAINTAIN AND IMPROVE SURFACE WATER, GROUNDWATER AND MARINE WATER QUALITY IN ITS JURISDICTION SO THAT ALL WATERS ARE IN COMPLIANCE WITH FEDERAL AND STATE WATER QUALITY STANDARDS AND CONTINUE TO ALLOW AQUATIC LIFE TO THRIVE.

7.7 – SOP5 Incorporate the goal of protecting and improving water quality into the planning, site selection, budgeting, design and construction of CBJ government- and state-sponsored capital projects with consideration of watershed management plans when available.

Policy 7.7 and its corollary Standard Operating Procedure, SOP5, directly support projects such as this one. CSP2014 0001 will include the addition of oil water separators which will filter automobile related pollution and street runoff before it reaches the Mendenhall River.

2008 TRANSPORTATION SYSTEM PLAN

While no direct mention is made of Stikine Street, the Area-Wide Transportation Plan does make a recommendation for the improvement of pedestrian connections within neighborhoods in the Mendenhall Valley/Airport/Nugget Mall sub-area (p. 17). This project has designated a space to be constructed as a sidewalk in the future, along the north side of Stikine, where a curb and gutter are planned.

Sidewalks are also addressed in the Area Wide Priority Solution List:

6. Pedestrian and Bicycle Facilities on Local and Collector Streets

With new construction and reconstruction, evaluate pedestrian and bicycle needs and recommend sidewalks on one or both sides of a street, as appropriate, in all commercial or residential subdivisions.

There is not currently sufficient funding to complete the sidewalk as part of this roadway reconstruction. However, the re-grading of the sub-base along the full width of the sidewalk area and completion of the curb and gutter will enable the city to more easily complete the sidewalk at a future date when funding is available.

HABITAT

There are no eagles nests within a 330 foot radius of the project, and the roadway will not be impacting any wetlands reviewed in the 1994 Juneau Wetlands Management Plan. The Mendenhall River is considered a habitat for anadromous fish, and would normally require a 50 foot setback for all development from the mean high water line. However, an exception is made in CBJ 49.70.950(f) for “docks, bridges, culverts and public structures whose purpose is to access to or across the stream or lake...” and thus projects such as this are exempted from that setback requirement.

FINDINGS

Staff finds CSP2014 0001 consistent with Title 49, the Comprehensive Plan, and the Capital Improvement Program as described above.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the Assembly approve the proposed project, as prescribed at CBJ 49.10.170(c).

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP20140001	Date Received 02/03/14
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TYPE OF PROJECT REVIEW:

City Project Review
 City Land Acquisition /Disposal
 State Project Review

DESCRIPTION OF PROJECT STIKINE ST. DRAINAGE IMPROVEMENTS E14-128 INCLUDES ROADWAY RECONSTRUCTION, NEW UNDERGROUND STORM DRAINAGE SYSTEM, CURB AND GUTTER, ASPHALT PAVING, REPLACE WATER VALVE BOXES, ADJUST SEWER MANHOLES, REPLACE STORM OUTFALL PIPE TO MENDEN HALL RIVER, AND OTHER WORK.

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): STIKINE ST. IS AN EXISTING PAVED CITY STREET WITH WATER AND SEWER UTILITIES. IT IS LOCATED IN MEADOW GROVE SUBD. IN MENDENHALL VALLEY.

PROPOSED USE OF LAND OR BUILDING(S): THE WORK WILL OCCUR IN THE CBS R.O.W. TO BRING THE ROADWAY UP TO CURRENT CBS STANDARDS AND TO PROVIDE AN IMPROVED STORM DRAINAGE COLLECTION SYSTEM.

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

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

Capital Improvement Program # (CIP) R72-107

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: \$ _____

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

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

CITY/STATE PROJECT FEES				
	Fees	Check No.	Receipt	Date
Application Fees	\$ _____	_____	_____	_____
Total Fee	\$ <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

TO BE COMPLETED BY THE APPLICANT

DEVELOPMENT PERMIT APPLICATION

Project Number CSP20140001	CITY and BOROUGH of JUNEAU	Date Received: 02/03/14
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION	Project Description STIKINE ST. DRAINAGE IMPROVEMENT 614-128 INCLUDES ROAD RECONSTRUCTION, NEW UNDERGROUND STORM DRAINAGE SYSTEM, ASPHALT PAVING, CURBS AND GUTTERS, REPLACE WATER VALVE BOXES, ADJUST SEWER MANHOLES, REPLACE OUTFALL PIPE.		
	PROPERTY LOCATION		
	Street Address STIKINE ST. IN MEADOW GROVE SUBD.	City/Zip	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	Assessor's Parcel Number(s)		
	LANDOWNER/LESSEE		
	Property Owner's Name	Contact Person:	Work Phone:
	Mailing Address	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	LANDOWNER/LESSEE CONSENT		
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	<u><i>Sue Chaney</i></u> Landowner/Lessee Signature	<u>Dec 30 2014</u> 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			
Applicant's Name CBJ ENG.	Contact Person: JOE CASTILLO	Work Phone: 6-0875	
Mailing Address	Home Phone:	Fax Number:	
E-mail Address	Other Contact Phone Number(s):		
X	<u><i>Joseph Castillo</i></u> Applicant's Signature	<u>1-30-14</u> Date of Application	

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

STAFF APPROVALS	<input checked="" type="checkbox"/>	Permit Type Building/Grading Permit	Date Received	Application Number(s)
	<input checked="" type="checkbox"/>	City/State Project Review and City Land Action	02/03/14	CSP20140001
	<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		
	<input type="checkbox"/>	Zone Change Application		
<input type="checkbox"/>	Other (Describe)			
***Public Notice Sign Form filled out and in the file.				
Comments:				Public Notice Bulletin

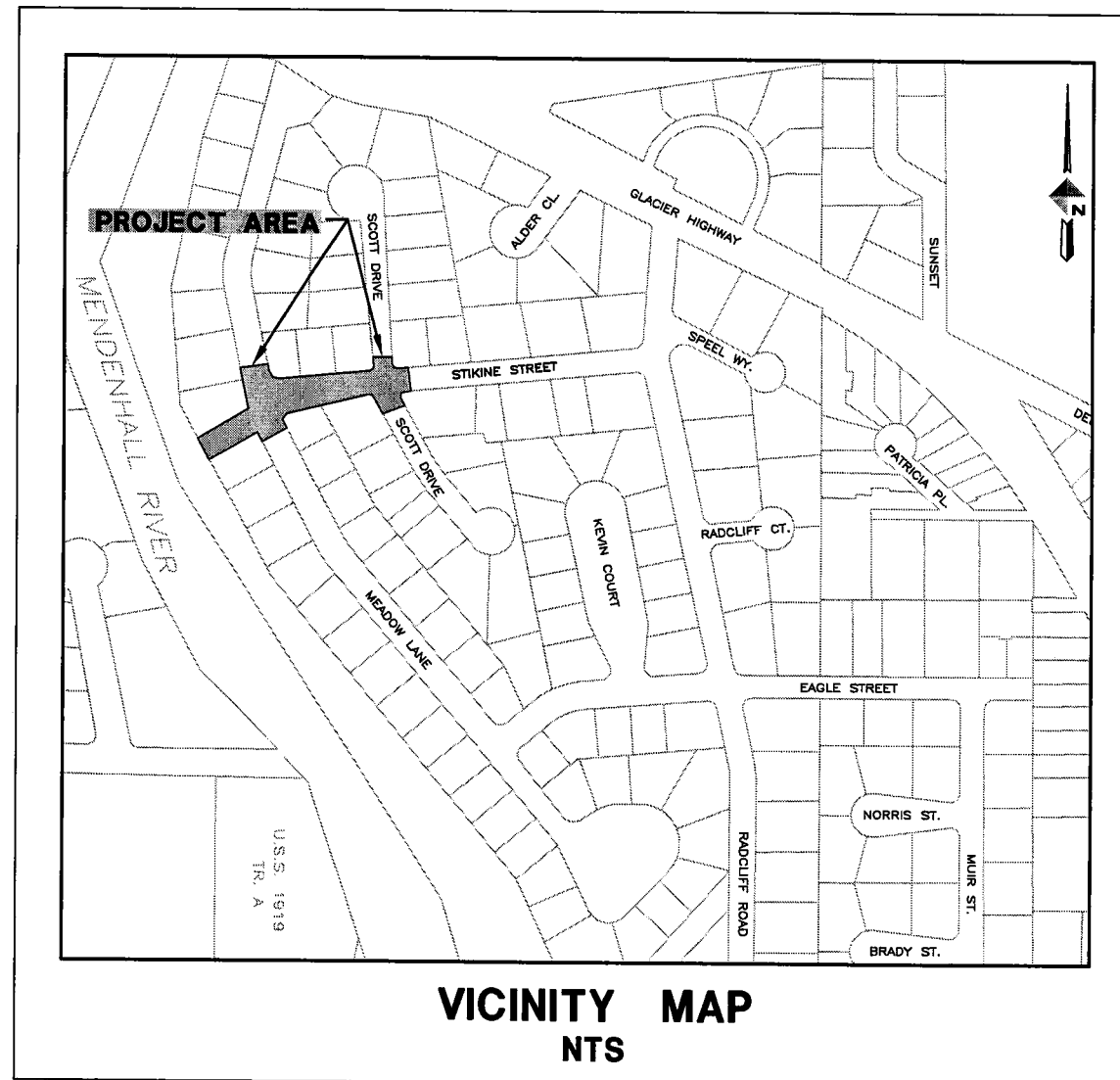
NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

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STIKINE STREET DRAINAGE IMPROVEMENTS

CONTRACT NO. E14-128



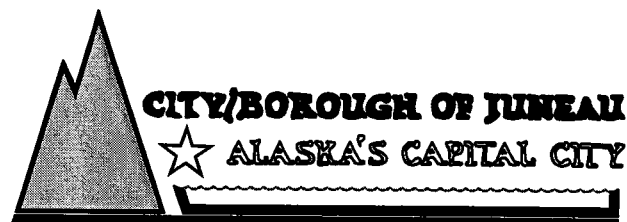
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95% REVIEW
1-17-2014



5368 Commercial Blvd.
Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax

Consulting Engineers • Land Surveyors • Construction Administration

SHEET NO.

1
of
12

LEGEND

DESCRIPTION	EXISTING	REMOVE	PROPOSED
BURIED ELECTRICAL UTILITIES			
CATCH BASIN			
CONCRETE PAVEMENT			
CONTROL POINT			
CURB & GUTTER			
FILL LIMITS			
FIRE HYDRANT			
HOUSE NO			
MAILBOX			
PROJECT CONTROL LINE			
PROPERTY LINE			
LIGHT POLE			
SANITARY SEWER PIPE			
SANITARY SEWER MANHOLE			
SIGN			SEE SIGN ASSEMBLY TABLE
STORM DRAIN PIPE			
SAW CUT LIMITS			
SHRUB			
SUBCUT LIMITS			
SURVEY MONUMENT—REBAR W/ PLASTIC CAP			
TREE CONIFER			
TREE DECIDUOUS			
VALLEY GUTTER			
WATER LINE PIPE			
WATER VALVE BOX			

ABBREVIATIONS

AC	ASPHALT PAVING
CB	CATCH BASIN
CMP	CORRUGATED METAL PIPE
CPP	CORRUGATED POLYETHYLENE PIPE
CONC	CONCRETE
CTE	CONNECT TO EXISTING
DI	DUCTILE IRON
DIA	DIAMETER
EOP	END OF PROJECT
FG	FINISHED GRADE
GV	GATE VALVE
INV	INVERT
LG	LIP OF GUTTER
LT	LEFT
MH	MANHOLE
MN	MAGNETIC NAIL
MTE	MATCH TO EXISTING
NO	NUMBER
NTS	NOT TO SCALE
PC	POINT OF CURVATURE
PT	POINT OF TANGENT
PVI	POINT OF VERTICAL INTERSECTION
POC	POINT ON CURVE
PCC	POINT OF COMPOUND CURVE
PVC	POLYVINYL CHLORIDE PIPE
RT	RIGHT
STA	STATION
STD	STANDARD
TBC	TOP BACK OF CURB
TBVG	TOP BACK OF VALLEY GUTTER
TP	TOP OF PAVEMENT
VG	VALLEY GUTTER

ABBREVIATIONS TO BE USED WITHOUT PERIODS

GENERAL NOTES

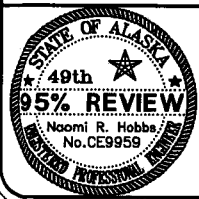
- BEGIN SUBCUT 24 INCHES FROM PAVEMENT SAWCUT LINE AT STREET CONNECTIONS, UNLESS OTHERWISE SHOWN ON THE DRAWINGS, OR DIRECTED BY THE ENGINEER. REMOVE AND REPLACE BASE COURSE WITH 6 INCHES OF 2" MINUS SHOT ROCK W/ BASE COURSE TO 12 INCHES FROM PAVEMENT SAWCUT LINE. SAWCUT AS NECESSARY ALONG ALL STREET AND DRIVEWAY APPROACHES TO PROVIDE A NEAT MATCH LINE.
- LARGE BOULDERS, STUMPS, LOGS, ORGANICS AND GROUND WATER MAY BE ENCOUNTERED AT VARIOUS DEPTHS DURING EXCAVATION OPERATIONS.
- CONTRACTOR SHALL ENSURE GARBAGE PICKUP AND DAILY MAIL SERVICE WILL BE UNINTERRUPTED TO ALL RESIDENCES AFFECTED BY THIS PROJECT.
- THE 4TH EDITION OF THE CBJ STANDARD DETAILS, DATED AUGUST 14 2011, IS MADE PART OF THIS CONTRACT, WITH CURRENT REVISIONS AS APPLICABLE.
- ALL EXISTING STORM DRAIN PIPES (6 INCH DIAMETER AND LARGER), AND APPURTENANCES TO BE TAKEN OUT OF SERVICE, THAT ARE WITHIN THE STREET AND SIDEWALK LIMITS, SHALL BE REMOVED AND DISPOSED OF, UNLESS OTHERWISE NOTED.
- EXISTING PIPE LOCATIONS ARE DERIVED FROM CBJ AS-BUILTS OR FIELD LOCATED. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN. DEPTH OF THE EXISTING PIPES SHOWN ON THE ELEVATIONS ARE ASSUMED. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EACH EXISTING SERVICE PIPE PRIOR TO INSTALLING THE STORM DRAIN PIPES. DIAL BEFORE YOU DIG 586-1333.
- GRADING AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- LOCATION OF STORM CATCH BASINS, PIPING AND PIPE LENGTHS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES AT 780-6808 OF PROPOSED WATER MAIN INTERRUPTION AND SUBMIT THE "WATER SYSTEM SPECIAL USE PERMIT" (COSIGNED BY THE ENGINEER) AT LEAST ONE WEEK PRIOR TO SHUTDOWN OF MAINLINE WATER PIPE.
- PROPERTY LINE LOCATIONS USED IN THESE PLANS ARE DERIVED FROM RECORD PLATS AND DO NOT REPRESENT A BOUNDARY SURVEY. EXISTING RECORD PLATS DO NOT CLOSE WITH EACH OTHER IN SOME CASES. THE PROPERTY LINES SHOWN ON THESE PLANS ARE A BEST FIT APPROXIMATION OF CLOSURE.
- CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF EXISTING WATER AND SEWER PIPES, INCLUDING ALL SERVICES ALONG THE STORM DRAIN ALIGNMENT, TO DETERMINE PIPE INSULATION LOCATIONS, AND TO ENSURE DAMAGE DOES NOT OCCUR TO THE SERVICE PIPES.
- ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS.
- CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (E.G. REBARS, CONCRETE NAILS, BRASS CAP MONUMENT) PRIOR TO CONSTRUCTION AND REMONUMENT AFTER SURFACING IS REPLACED. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR.
- ALL ASPHALT PAVEMENT TO BE REMOVED AND DISPOSED OF SHALL BE DELIVERED TO A STOCKPILE AREA AT THE LEMON CREEK CITY PIT TO BE DESIGNATED BY THE ENGINEER. CONTACT THE ENGINEER FOR THE EXACT LOCATION OF THE STOCKPILE.
- AEL&P, ACS, AND GCI MAY CONDUCT WORK WITHIN THE PROJECT LIMITS TO RELOCATE UTILITIES AND UPGRADE THEIR RESPECTIVE SYSTEMS. THE CONTRACTOR SHALL COORDINATE ITS ACTIVITIES WITH EACH UTILITY COMPANY AND PROVIDE ACCESS AS NECESSARY FOR UTILITY COMPANIES TO CONDUCT THEIR WORK.
- ONLY HORIZONTAL ELBOW FITTINGS (BENDS) ARE SHOWN ON PLANS. ADDITIONAL FITTINGS WILL BE REQUIRED FOR VERTICAL DEFLECTIONS NEAR CONNECTIONS TO EXISTING PIPES AND AT OTHER LOCATIONS REQUIRING GRADE CHANGES TO AVOID CONFLICTS.
- THE CONTRACTOR SHALL RESTRICT ITS COMPACTION AND OTHER VIBRATION INDUCING OPERATIONS AS NECESSARY TO ENSURE NO DAMAGE OCCURS TO ADJACENT BUILDINGS OR STRUCTURES. REFER TO SECTION 01530, ARTICLE 1.7 FOR FURTHER REQUIREMENTS.
- THE PLAN SHEETS DO NOT SHOW ALL OF THE TREES AND OTHER VEGETATION THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES. NO TREES OR OTHER VEGETATION ARE TO BE REMOVED OR DAMAGED, UNLESS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOT STORE MATERIALS OR EQUIPMENT, OR OPERATE EQUIPMENT WITH ITS TRACKS OR WHEELS PLACED ON PRIVATE PROPERTY, WITHOUT WRITTEN APPROVAL OF THE PROPERTY OWNER.
- THE USE OF GROUT AND QUICKSET CEMENT PRODUCTS WITH ADJUSTING RINGS, BRICKS, WOOD, STONES AND OTHER SIMILAR GRADE ADJUSTMENT DEVICES TO SUPPORT CATCH BASIN FRAMES OVER CATCH BASINS AND MANHOLES WILL NOT BE PERMITTED. CATCH BASIN FRAME AND GRATES SHALL BE SET AT 6-3/4" BELOW TOP BACK OF CURB ELEVATION WITH 3 FOOT LONG CONCRETE TRANSITIONS TO BOTH SIDES OF GRATE.
- THE CONTRACTOR SHALL NOTIFY EACH RESIDENT OF EACH DRIVEWAY CLOSURE THE DAY PRECEDING THE DAY THE DRIVEWAY IS TO BE CLOSED TO VEHICULAR ACCESS. THE RESIDENT SHALL BE INFORMED OF THE PERIOD OF TIME THE CLOSURE WILL BE IN EFFECT. NO DRIVEWAY CLOSURES WILL BE PERMITTED UNTIL THIS REQUIREMENT HAS BEEN MET TO THE SATISFACTION OF THE ENGINEER.
- ALL FORMS FOR SEGMENTS BETWEEN PC'S AND PT'S SHALL BE ARCHED TO MATCH REQUIRED CURVATURE. NO STRAIGHT FORMS SHALL BE USED WITHIN THE CURVED SEGMENTS.
- APPLY "CONCRETE INTERNATIONAL CORPORATION" ASHFORD FORMULA CURING COMPOUND, OR APPROVED EQUAL, TO ALL NEWLY PLACED CONCRETE SURFACES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- "JUMPING JACK" OR SIMILAR TYPE COMPACTORS SHALL BE USED TO THOROUGHLY COMPACT ALL LAYERS OF MATERIAL AROUND WATER VALVE BOXES, CATCH BASINS, MANHOLES AND OTHER STRUCTURES.

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DOWL HKM

JOB No. J70633 DRAWN BY: STAFF DESIGNED BY: R. STEPHENS CHECKED BY: STAFF DATE: 1-17-2014

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

DEPARTMENT OF ENGINEERING

STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

LEGEND, ABBREVIATIONS, AND GENERAL NOTES

SIGN ASSEMBLY TABLE

NO.	LOCATION	MUTCD DESIGNATION OR DESCRIPTION	LEGEND AND COMMENTS
1	STA "S" 11+49.71, 52.78 RT	R8-3cP	"NO MOTORIZED TRAFFIC" (18"x12") - REPLACE EXISTING SIGN
2	STA "S" 11+54.83, 71.20 RT	R8-3cP	"NO MOTORIZED TRAFFIC" (18"x12") - REPLACE EXISTING SIGN
3	STA "S" 12+04.84, 22.23 LT	R1-1	"STOP" (30"x30") - REUSE EXISTING SIGN & PROVIDE NEW STREET NAME PANELS ("STIKINE ST" / "MEADOW LN")
4	STA "S" 14+15.05, 14.45 LT	RED/BLK ON WHITE	"NEIGHBORHOOD WATCH COMMUNITY" (24"x18") - REUSE EXISTING SIGN
5	STA "S" 14+29.04, 17.53 LT	R1-1	"STOP" (30"x30") - REUSE EXISTING SIGN & STREET NAME PANELS
6	STA "S" 14+65.43, 24.75 RT	R1-1	"STOP" (30"x30") - REUSE EXISTING SIGN & STREET NAME PANELS

- A) ALL SIGNS TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY & BOROUGH STANDARD DETAIL NO. 127.
- B) ALL SIGNS TO BE LOCATED AS DIRECTED BY THE ENGINEER.
- C) SALVAGE ALL SIGN PANELS NOT TO BE REUSED AND DELIVER TO CBJ STREETS MAINTENANCE SHOP. DISPOSE OF ALL EXISTING POSTS AND POST SOCKETS.
- D) ALL POSTS SHALL BE "TELSPAR", OR APPROVED EQUAL.
- E) POSTS SHALL BE PRE-PUNCHED WITH ALL KNOCKOUTS REMOVED.

RECONSTRUCT MAILBOX TABLE

HOUSE NUMBER	LOCATION	COMMENTS
2561	STA "S" 11+64.70, 44.03 RT	SINGLE
9641	STA "S" 12+54.88, 12.00 RT	SINGLE
9634	STA "S" 12+69.30, 12.00 LT	SINGLE
9632/9630	STA "S" 12+70.50, 12.00 LT	GANG
9631	STA "S" 13+75.16, 12.00 RT	SINGLE

MAILBOXES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CBJ STANDARD DETAILS 116 & 117.

MAILBOX LOCATIONS ARE GIVEN TO THE FRONT CENTER FACE OF EACH MAILBOX ASSEMBLY.

CONTRACTOR SHALL STAKE MAILBOX POST LOCATION FOR APPROVAL BY THE ENGINEER, PRIOR TO INSTALLATION.

REINSTALL EXISTING MAILBOX AND NEWSPAPER RECEPTACLES TO NEW POST ASSEMBLIES. IF THE RECEPTACLES ARE DAMAGED BY THE CONTRACTOR, NEW RECEPTACLES OF SAME SIZE AND COLOR AND NEW HOUSE NUMBERS SHALL BE PROVIDED BY THE CONTRACTOR.

GANG MAILBOX ASSEMBLIES SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 2719.1. RECONSTRUCT MAILBOX, AS ONE PAY UNIT.

MAIL DELIVERY SERVICE SHALL NOT BE INTERRUPTED AND ACCESS TO EACH MAILBOX RECEPTACLE SHALL BE AVAILABLE TO THE UNITED STATES POSTAL SERVICE AND THE RESIDENTS AT ALL TIMES.

EXISTING MAILBOXES THAT ARE MOVED BY THE CONTRACTOR SHALL HAVE TEMPORARY SUPPORTS PROVIDED AS REQUIRED FOR CONTINUED USAGE.

THE LOCATIONS PROVIDED ARE NEW LOCATIONS FOR THE MAILBOXES. EXISTING STATION AND OFFSET LOCATIONS FOR THE MAILBOXES ARE NOT PROVIDED.

PAVING SEQUENCE REQUIREMENTS:

- LAYDOWN OPERATIONS SHALL BE CONDUCTED IN A MANNER THAT ENSURES THE MINIMUM TEMPERATURE ALONG THE CENTERLINE EDGE OF THE FIRST PAVED LANE DOES NOT FALL BELOW 200° F BEFORE THE SECOND PAVED LANE IS PLACED AGAINST THIS EDGE.
- THE CONTRACTOR SHALL MONITOR THE TEMPERATURE OF THE CENTERLINE EDGE OF THE FIRST PAVED LANE AND MOVE THE LAYDOWN OPERATIONS OVER TO THE SECOND LANE ALLOWING SUFFICIENT TIME FOR THE PAVEMENT OF THE SECOND LANE TO COVER THE CENTERLINE EDGE OF THE FIRST LANE PRIOR TO COOLING TO LESS THAN 200° F.

NOTES FOR TRAFFIC CONTROL:

- ALL TRAFFIC TO BE CONTROLLED PER THE REQUIREMENTS OF THE ALASKA TRAFFIC MANUAL (U.S. DEPARTMENT OF TRANSPORTATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE ALASKA SUPPLEMENT).
- ALL DETOURS SHALL BE AS APPROVED BY THE ENGINEER.
- ROAD CLOSURES WILL BE PERMITTED ONLY AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR WILL NOT BE PERMITTED TO OBSTRUCT VEHICULAR TRAFFIC BETWEEN THE HOURS OF 4:30pm AND 8:00am SEVEN DAYS A WEEK. DURING THIS PERIOD, TWO LANES, WITH A MINIMUM TOTAL WIDTH OF 18 FEET, SHALL BE OPEN TO VEHICULAR TRAFFIC.
- PROVIDE ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES.
- PEDESTRIAN TRAFFIC SHALL BE AVAILABLE ALONG AT LEAST ONE SIDE OF THE STREET AT ALL TIMES. THE PEDESTRIAN PATHWAY SHALL BE CLEARLY MARKED AND SHALL SATISFY THE REQUIREMENTS DESCRIBED IN THE SPECIAL PROVISIONS.

CATCH BASIN FRAME AND GRATE TABLE

CATCH BASIN No.	EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY CO., CBJ STANDARD No., OR APPROVED EQUAL
CB-1	OF MH 34 (2 EACH)
CB-2	OF SM18
CB-3	EJW 7701 T2 HOOD W/7700 M2 GRATE
CB-4	EJW 7701 T2 HOOD W/7700 M3 GRATE
CB-5	EJW 7701 T2 HOOD W/7700 M3 GRATE
CB-6	OF SM18
CB-7	OF SM18
CB-8	OF SM18
CB-9	EJW 7701 T2 HOOD W/7700 M3 GRATE

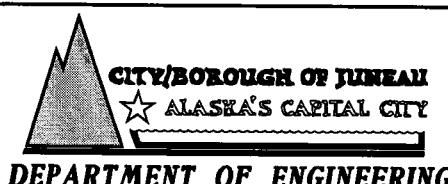
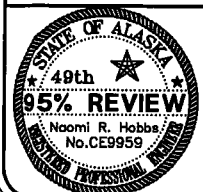
CATCH BASIN TOP SLAB OPENINGS SHALL BE DIMENSIONED TO FIT THE FRAME DIMENSIONS. ALL COVERS SHALL BE HEAVY DUTY CONSTRUCTION AND BICYCLE SAFE. ALL FRAMES AND GRATES SHALL BE DUCTILE IRON.

LOCAL FLOW LINE DEPRESSION AT CATCH BASIN SHALL BE 3/4 INCH, WITH 36" TRANSITIONS TO EACH SIDE OF FRAME, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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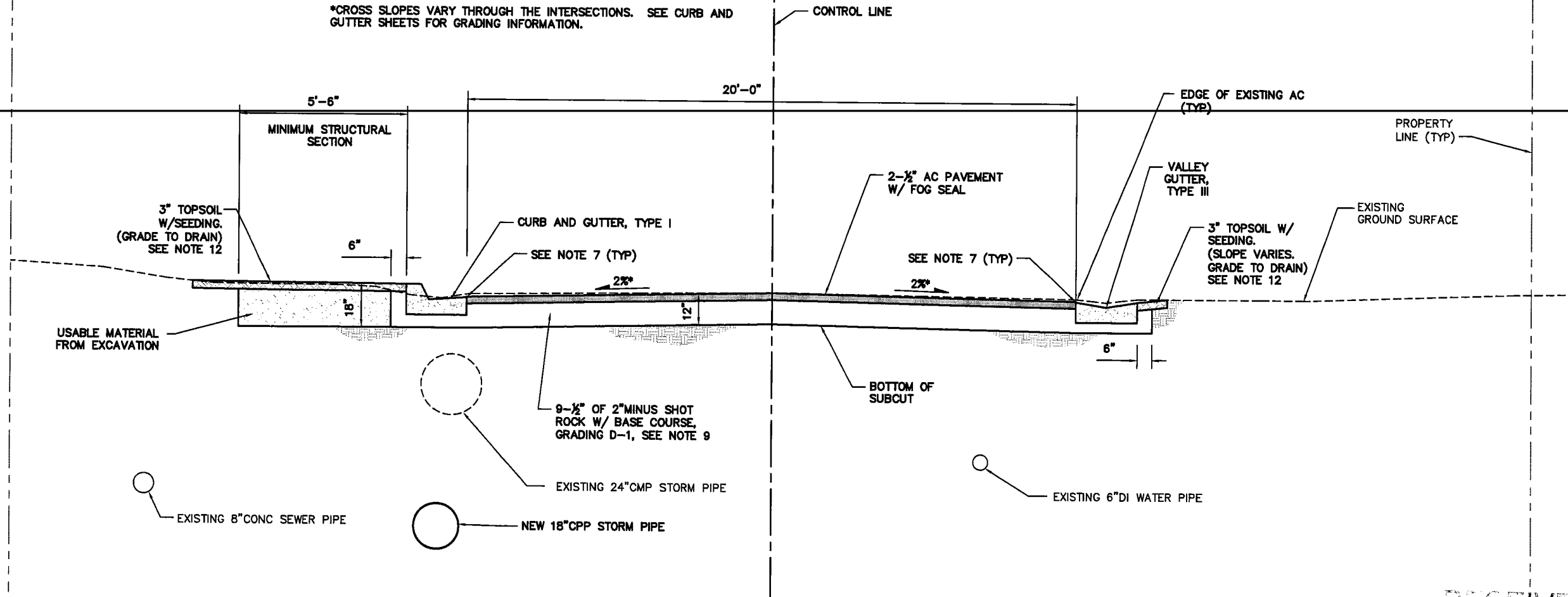
STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

TRAFFIC CONTROL NOTES,
TABLES AND PAVING
SEQUENCE REQUIREMENTS

SHEET NO.

3
of
12

*CROSS SLOPES VARY THROUGH THE INTERSECTIONS. SEE CURB AND GUTTER SHEETS FOR GRADING INFORMATION.



**TYPICAL SECTION
STIKINE STREET - MEADOW LANE TO SCOTT DRIVE**

NTS

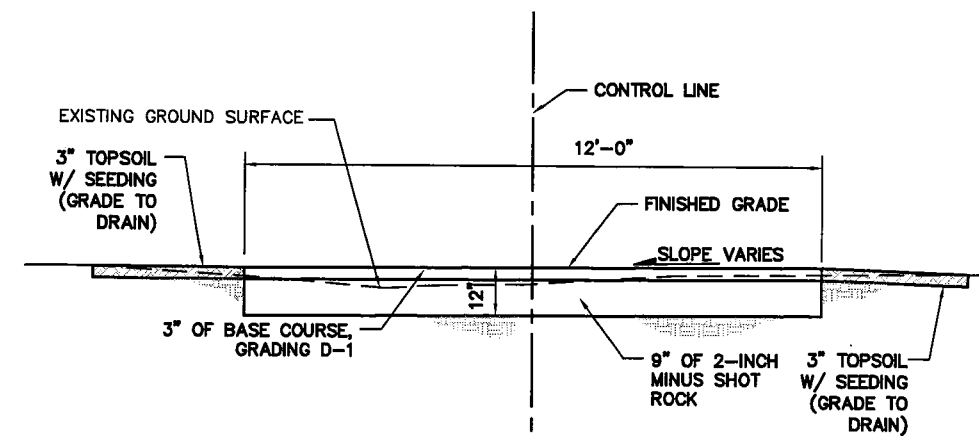
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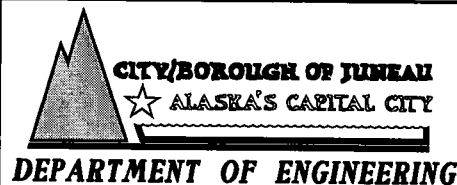
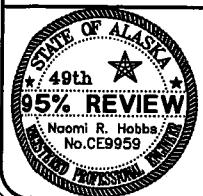
NOTES FOR TYPICAL SECTIONS AND DRIVEWAYS

- ADDITIONAL EXCAVATION BELOW THE NEATLINE SUBCUT LEVEL MAY BE REQUIRED IF ORGANIC OR OTHER UNSUITABLE MATERIALS ARE FOUND AT OR NEAR THE PLANNED SUBCUT LEVEL, AS DIRECTED BY THE ENGINEER. USABLE MATERIAL FROM EXCAVATION SHALL BE USED TO BACKFILL THE ADDITIONAL AREAS OF EXCAVATION, WHICH MAY VARY FROM 6-INCHES TO A DEPTH OF UP TO 5'-0" BELOW FINISH GRADE. THE ADDITIONAL EXCAVATION WILL BE MEASURED FOR PAYMENT, HOWEVER THE BACKFILLING WITH USABLE MATERIAL FROM EXCAVATION WILL BE CONSIDERED INCIDENTAL TO OTHER WORK.
- SEE HORIZONTAL AND VERTICAL CONTROL, CURB AND GUTTER LAYOUT AND GRADE DRAWINGS FOR GRADING DETAILS.
- UNDERGROUND CABLE, TELEPHONE, AND ELECTRICAL UTILITIES ARE NOT SHOWN. SEE PLAN SHEETS FOR LOCATIONS.
- SANITARY SEWER, WATER AND STORM DRAIN SERVICES ARE NOT SHOWN ON THE TYPICAL SECTION. SEE PLAN VIEW DRAWINGS FOR LOCATIONS.
- ALL FILL AREAS BEYOND SUBCUT LIMITS SHALL BE BACKFILLED WITH SUITABLE MATERIAL FROM EXCAVATION AND GRADED TO DRAIN AS SHOWN ON THE PLAN VIEW DRAWINGS.
- DRIVEWAYS DISTURBED DURING CONSTRUCTION SHALL BE RECONSTRUCTED TO EQUAL, OR BETTER CONDITION WITH SUBGRADE REPLACED IN LAYERS TO MATCH THOSE REMOVED EXCEPT:
 - PAVED DRIVEWAYS SHALL BE SUBCUT TO 12 INCHES BELOW FINISH GRADE AND REPLACED WITH 9-1/2 INCHES OF BASE COURSE, AND 2-1/2 INCHES OF A.C. PAVEMENT.
 - ORGANICS, ROOTS, WOOD OR OTHER DELETERIOUS MATERIALS ENCOUNTERED IN THE DRIVEWAYS DURING EXCAVATION OPERATIONS SHALL NOT BE REPLACED, BUT SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL SITE. BACKFILL VOIDS BELOW THE REQUIRED SUBBASE LAYER WITH USABLE MATERIAL FROM EXCAVATION.
 - ASPHALT THICKNESS FOR DRIVEWAY APPROACHES AND DRIVEWAYS SHALL BE 2 1/2 INCHES.
- TOP OF PAVEMENT GRADES GIVEN ON THE PLANS ARE ACTUAL FINISHED PAVEMENT SURFACE ELEVATIONS. TOP OF A.C. PAVEMENT ALONG NEW CONCRETE GUTTERS SHALL BE FINISHED 1/4 INCHES ABOVE THE LIP OF GUTTER.
- GRADE TOP OF CURB AT 2% TOWARD THE GUTTER.
- THE BASE COURSE LAYER SHALL BE 7-1/2" TO 8-1/2" OF 2-INCH MINUS SHOT ROCK WITH 1" TO 2" TOP LAYER OF BASE COURSE, GRADING D-1 FOR A TOTAL THICKNESS OF 9-1/2". THE 2" MINUS SHOT ROCK SHALL BE WELL COMPACTED PRIOR TO PLACING THE BASE COURSE, GRADING D-1.
- BASE COURSE, GRADING D-1, MAY BE USED FOR THE FULL DEPTH OF THE BASE COURSE UNDER THE DRIVEWAYS AS A NO COST SUBSTITUTION.
- DRIVEWAY DEPRESSIONS ALONG THE SIDEWALK WITH EXTENSIONS FOR POSTAL SERVICE MAIL DELIVERIES ARE MARKED ON THE PLAN DRAWINGS. MINIMUM LENGTHS FROM THE MAILBOX TO THE END OF THE DEPRESSED CURB MUST BE MET TO ENSURE DELIVERY OF MAIL BY THE POSTAL SERVICE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN THE LOCATION OF THE CURB DEPRESSIONS ARE READY FOR APPROVAL PRIOR TO PLACEMENT OF CONCRETE.
- THE LIMITS OF USABLE MATERIAL AND TOPSOIL OUTSIDE THE STRUCTURAL SECTION WILL VARY IN DISTANCE FROM RIGHT-OF-WAY LINES. PLACE AND GRADE THESE MATERIALS TO PROVIDE A SMOOTH, WELL DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.



**TYPICAL SECTION
MAINTENANCE ACCESS PAD**

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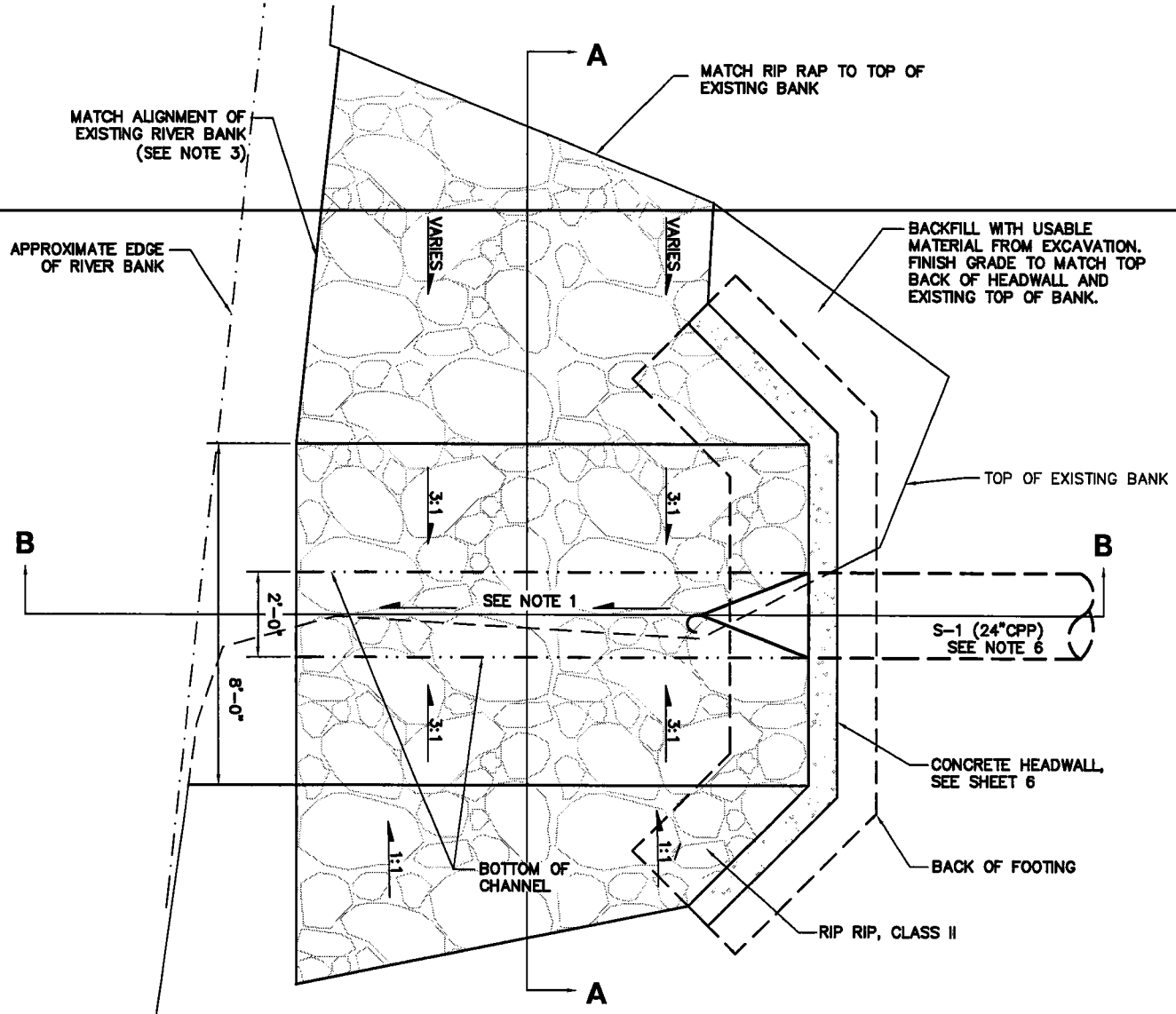
**STIKINE STREET DRAINAGE
IMPROVEMENTS
CONTRACT NO. E14-128**

TYPICAL SECTIONS

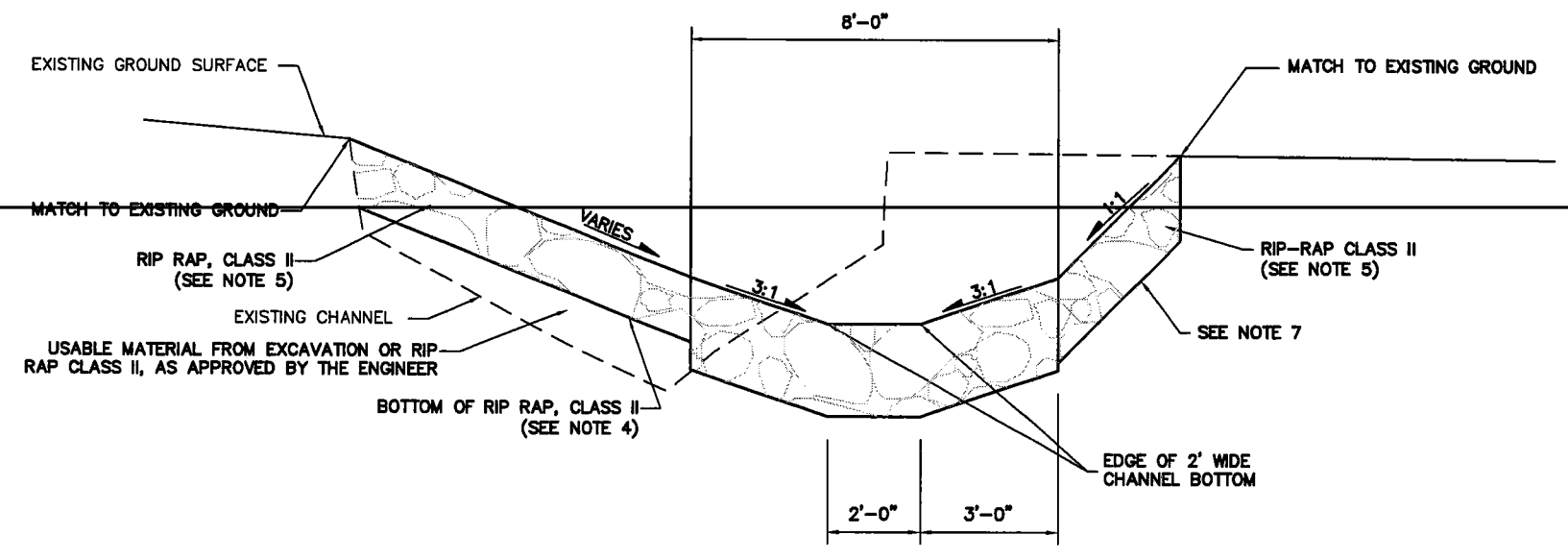
SHEET NO.

**4
of
12**

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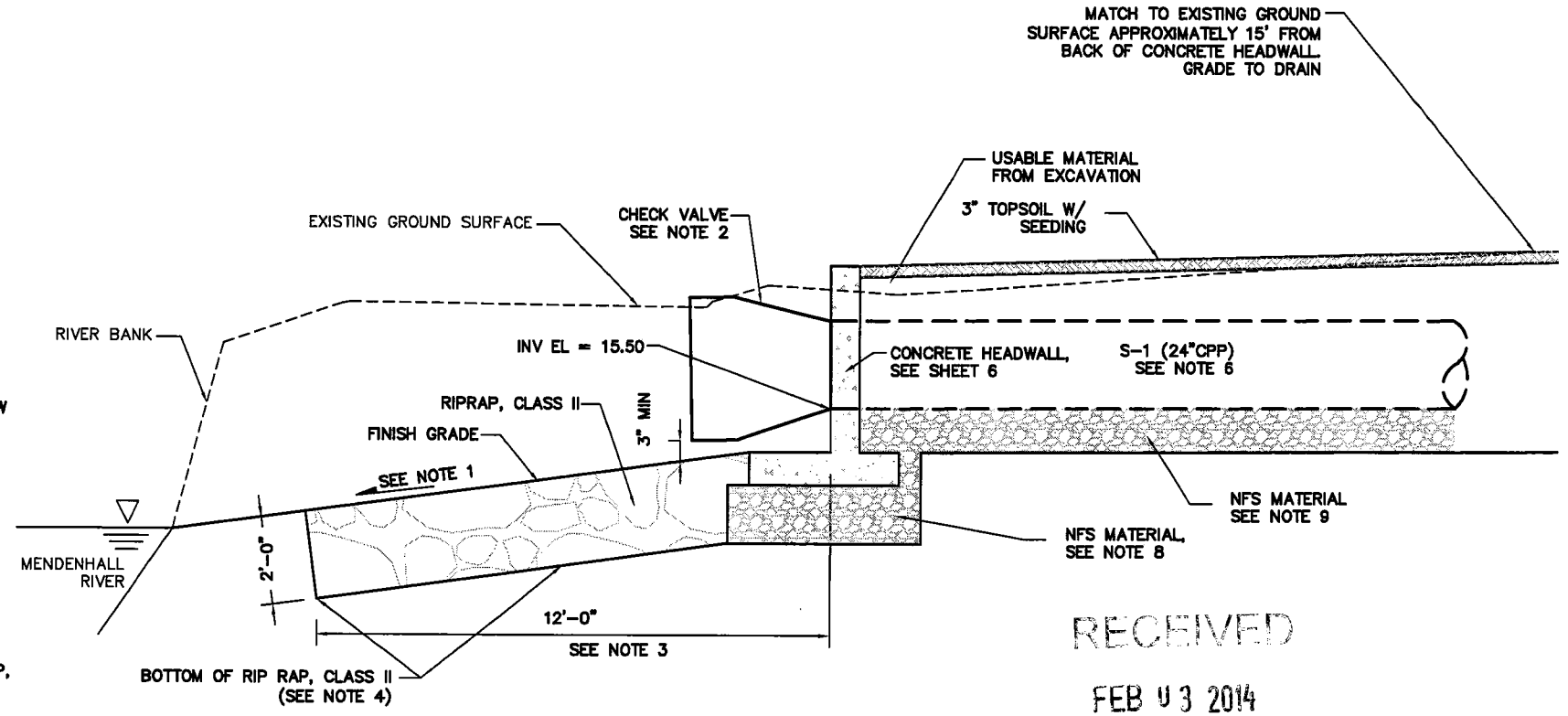
PLAN VIEW RIP RAP OUTFALL PROTECTION AT MENDENHALL RIVER
NTS



SECTION A-A
NTS

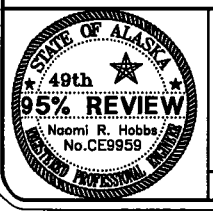
NOTES FOR TYPICAL SECTION

1. THE SLOPE OF THE RIP RAP, DOWNHILL FROM THE CULVERT INVERT, SHALL BE A STRAIGHT GRADE FROM THE INVERT ELEVATION OF THE NEW CULVERT TO THE TOE OF THE EXISTING RIVER BANK AS DETERMINED IN THE FIELD, BY THE CONTRACTOR, AND AS APPROVED BY THE ENGINEER.
2. INSTALL A 30-INCH I.D. TIDEFLEX SERIES 35 CHECK VALVE, OR APPROVED EQUAL (SEE DETAILS ON SHEET 6). INSTALLATION SHALL BE ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS, OR AS APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL NOT PLACE ANY FILL WITHIN THE MAIN RIVER CHANNEL.
4. INSTALL FILTER FABRIC UNDER ALL NEW RIP RAP, CLASS II.
5. RIP RAP, CLASS II SHALL CONFORM WITH CBJ SPECIFICATIONS, SECTION 02205 OR AS APPROVED BY THE ENGINEER.
6. THE LAST SECTION OF S-1 SHALL BE A FULL 20' LENGTH OF PIPE.
7. THE MINIMUM THICKNESS OF THE RIP RAP, CLASS II OUTSIDE THE MAIN CHANNEL SHALL EQUAL THE NOMINAL MAXIMUM SIZE OF THE RIP RAP, CLASS II.
8. VERIFY SUITABILITY OF EXISTING MATERIAL AT THE SUBCUT LIMITS SHOWN UNDER FOOTINGS WITH THE ENGINEER AND REPLACE WITH 2-INCH MINUS SHOT ROCK AS REQUIRED. ADDITIONAL 2-INCH MINUS SHOT ROCK WILL BE MEASURED FOR PAYMENT UNDER PAY ITEM 2204.1.
9. THE CONTRACTOR SHALL REMOVE ANY FROST SUSCEPTIBLE MATERIAL TO A DEPTH OF 4ft BELOW EXISTING GROUND SURFACE DURING TRENCH WORK TO INSTALL S-1. THE AREAS OF OVER-EXCAVATION SHALL BE FILLED WITH 2-INCH MINUS SHOT ROCK. ADDITIONAL EXCAVATION AND 2-INCH MINUS SHOT ROCK SHALL BE MEASURED FOR PAYMENT UNDER THEIR RESPECTIVE PAY ITEMS.



SECTION B-B
NTS

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JOB No. J70633 DRAWN BY: STAFF DESIGNED BY: R. STEPHENS CHECKED BY: STAFF DATE: 1-17-2014

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

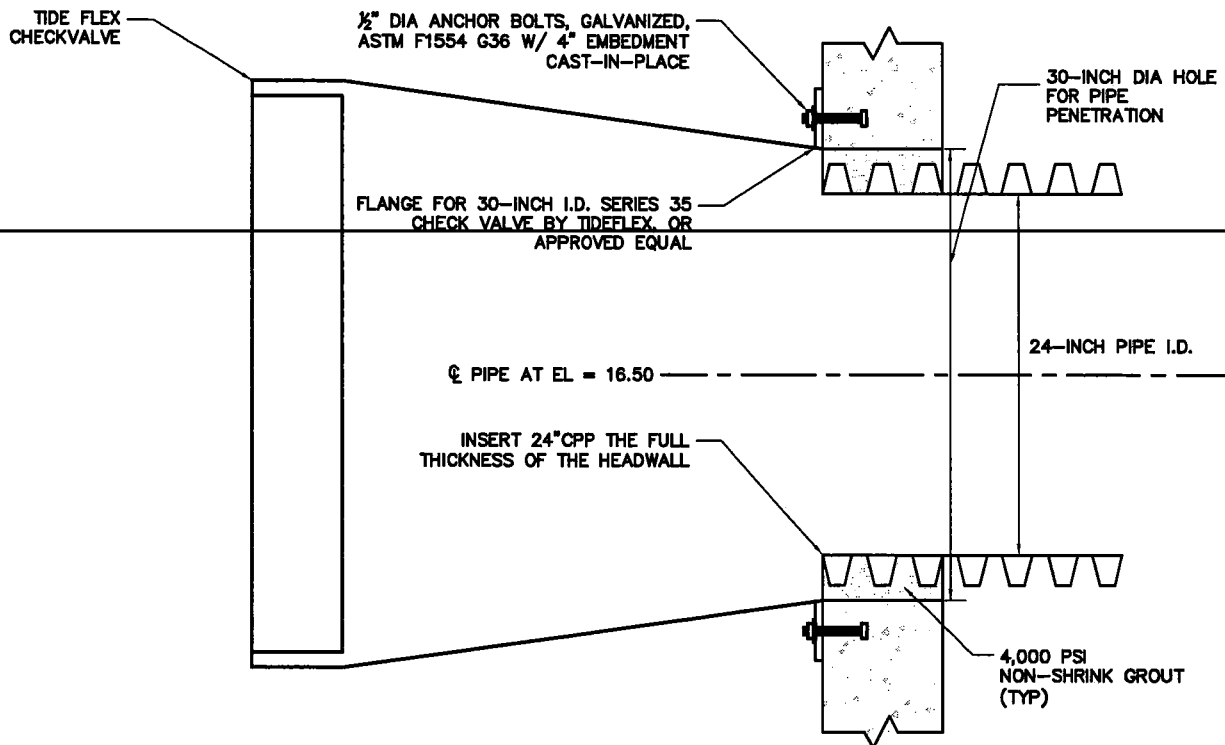
OUTFALL PROTECTION DETAILS

NOTES FOR CONCRETE HEADWALL

- HORIZONTAL REINFORCING STEEL SHALL BE NO. 4 BAR, CONTINUOUS, AT 18" O.C. MAX.
- ALL LENGTHS FOR REINFORCING SPLICES SHALL BE A MIN. OF 36 x SMALLEST BAR DIAMETER.
- REINFORCING STEEL SHALL HAVE 2.5" MIN. COVER, EXCEPT COVER SHALL BE 3" IN FOOTINGS. POSITION REINFORCING STEEL IN WALLS AND FOOTINGS AS SHOWN.
- APPLY "CONCRETE INTERNATIONAL CORPORATION" ASHFORD FORMULA, OR APPROVED EQUAL TO ALL EXPOSED SURFACES.
- BATTER WALL AT 2%, OR AS DIRECTED BY THE ENGINEER.
- VERIFY SUITABILITY OF EXISTING MATERIAL AT THE SUBCUT LIMITS SHOWN UNDER FOOTINGS WITH THE ENGINEER AND REPLACE WITH 2-INCH MINUS SHOT ROCK AS REQUIRED. ADDITIONAL 2-INCH MINUS SHOT ROCK BELOW THE FOOTING WILL BE MEASURED FOR PAYMENT UNDER PAY ITEM 2204.1.
- THE CONCRETE MIX SHALL HAVE A MINIMUM STRENGTH OF 4,000 psi. THE CONTRACTOR SHALL SUBMIT A CONCRETE MIX FOR TO THE ENGINEER FOR APPROVAL 48 HOURS BEFORE PLACING CONCRETE.

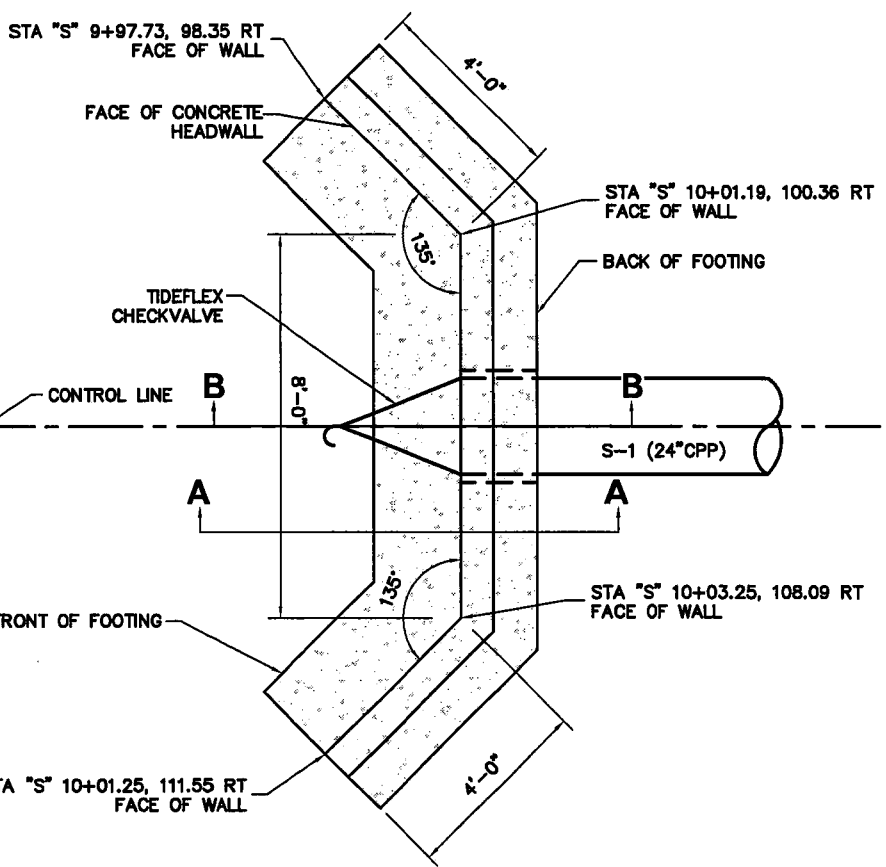
SCHEDULE OF CONCRETE QUANTITIES

FOOTING	1.7 CY
STEM WALL	1.8 CY

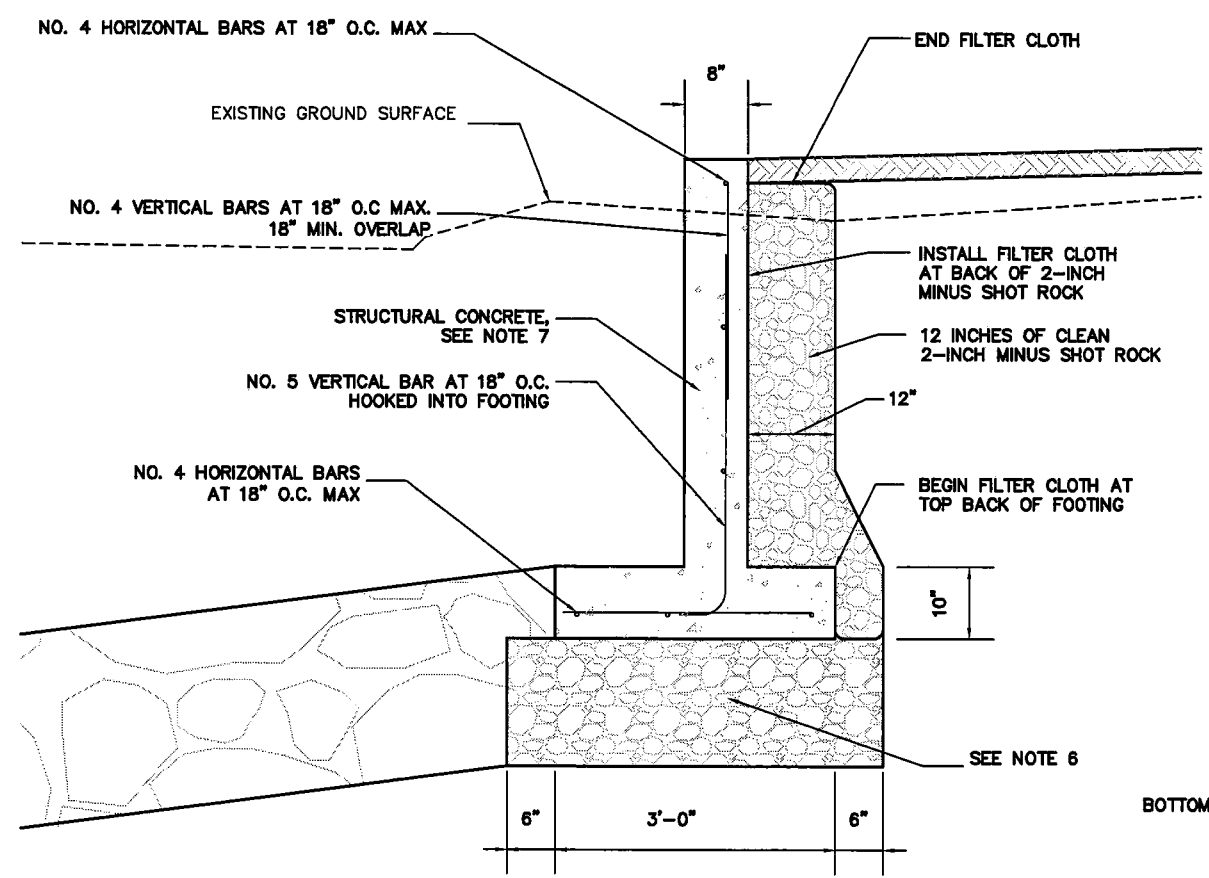


SECTION B-B CONCRETE HEADWALL

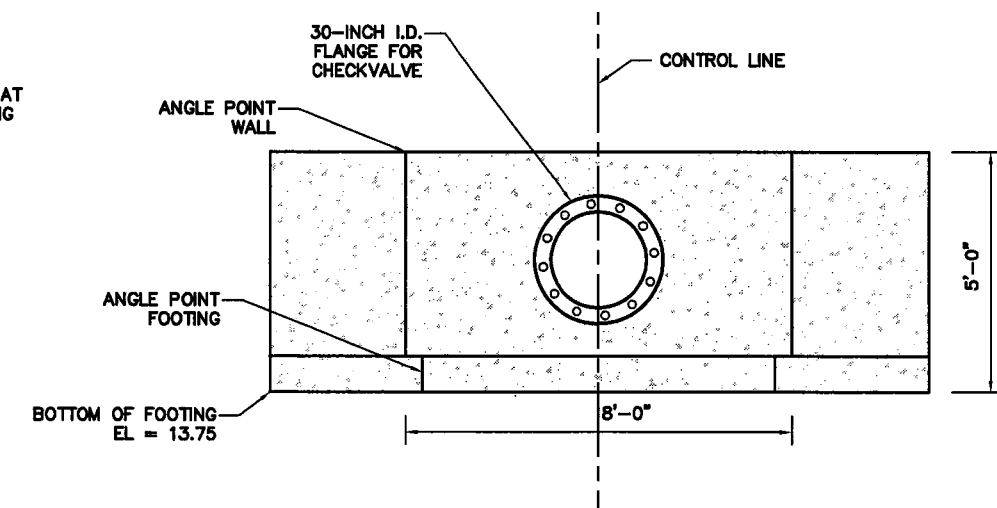
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CONCRETE HEADWALL

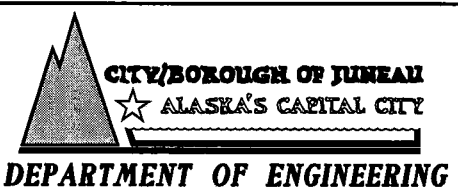
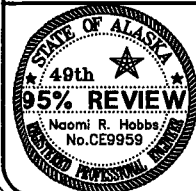


SECTION A-A CONCRETE HEADWALL



ELEVATION VIEW CONCRETE HEADWALL

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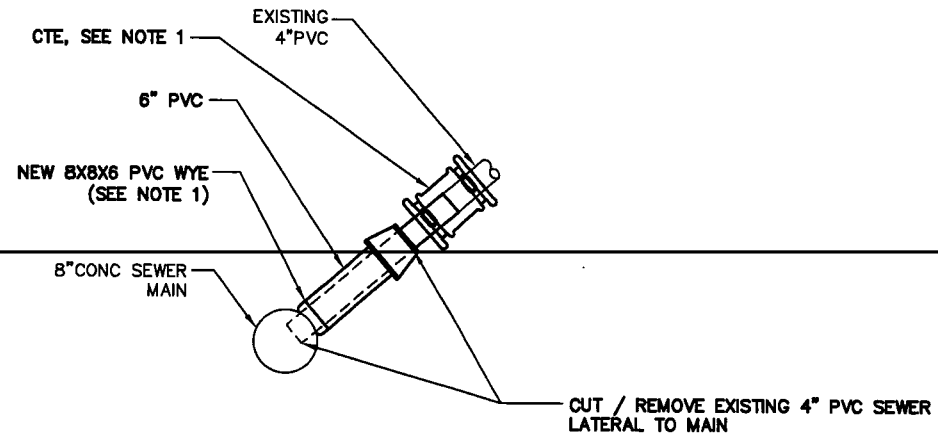


STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

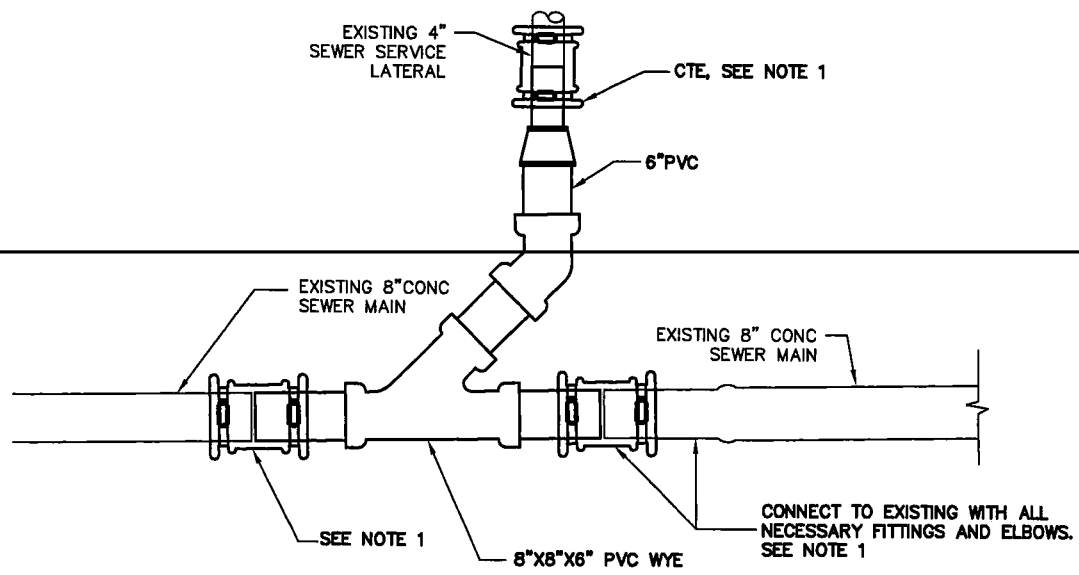
CONCRETE HEADWALL DETAILS

SHEET NO.
6
 of
12

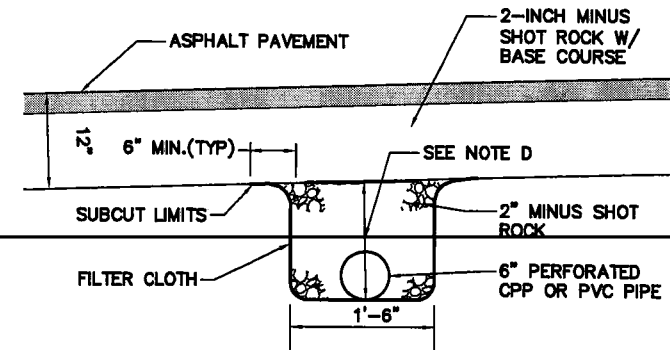
JOB No. J70633 DRAWN BY: STAFF DESIGNED BY: R. STEPHENS CHECKED BY: STAFF DATE: 1-17-2014



SECTION



PLAN



6" UNDERDRAIN TRENCH

NTS

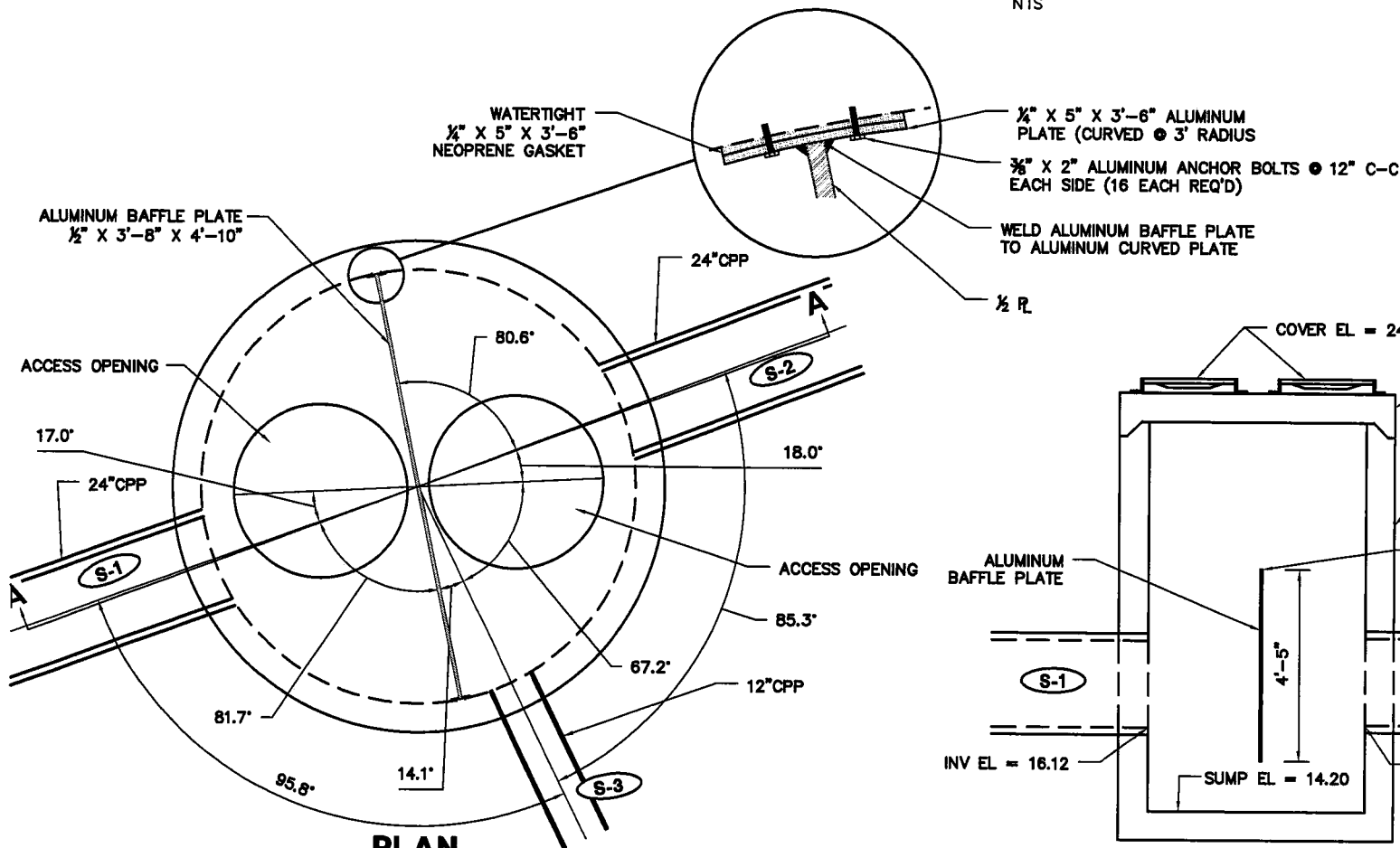
NOTES

1. ALL PIPE CONNECTIONS THAT CANNOT BE MADE WITH 8" PVC BELL AND SPIGOT SHALL BE STAINLESS STEEL NON-SHEAR COUPLINGS. MINIMUM COUPLING LENGTH IS 6" FOR 4" DIAMETER PIPE AND 12" FOR A 6" DIAMETER PIPE. RUBBER COUPLINGS ARE NOT ALLOWED.

- A. 6-INCH UNDERDRAIN IS A CONTINGENCY ITEM. THE ACTUAL LENGTHS AND LOCATIONS, IF USED SHALL BE AS DETERMINED BY THE ENGINEER.
- B. OUTFALL CONNECTIONS WILL BE EITHER INTO CATCH BASINS, OR CPP SADDLE TEES.
- C. UPPER END OF PIPES SHALL BE CAPPED AND THE FILTER CLOTH FOLDED AND OVERLAPPED TO SEAL END OF DRAINAGE ROCK SECTION. VARIES AS DIRECTED BY THE ENGINEER.
- D. AS DETERMINED BY THE ENGINEER.
- E. MINIMUM PIPE GRADIENT SHALL BE 1%.

REPAIR DETAIL FOR SANITARY SEWER LATERAL CONNECTION TO MAIN

NTS

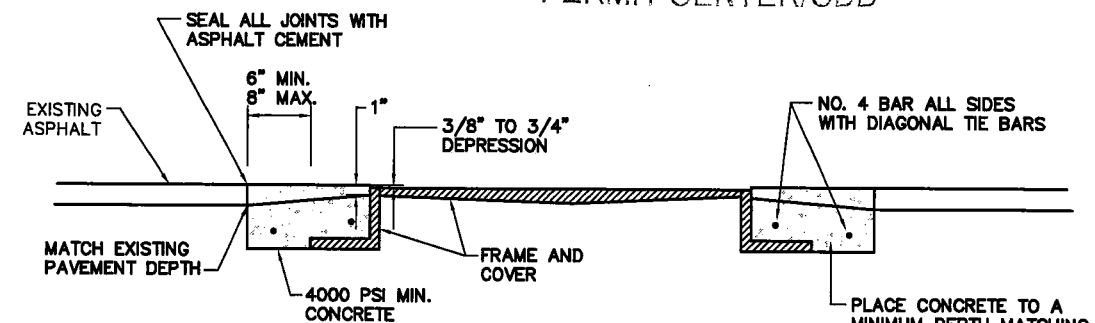


PLAN

SECTION A-A

CB-1 TYPE V BAFFLED MANHOLE

NTS



NOTES:

1. CONCRETE SHALL CURE FOR 48 HOURS MINIMUM BEFORE PLACING PAVEMENT OVERLAY
2. THIS TRANSITION SLAB WILL NOT BE REQUIRED IF DEPRESSION TO COVER LUGS OR FRAME, WHICHEVER IS HIGHER, MEETS THE REQUIRED DEPRESSION RANGE FOLLOWING THE FINISH PAVING OPERATIONS

TRANSITION SLAB W/ ASPHALT PAVEMENT OVERLAY

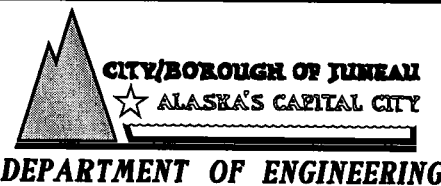
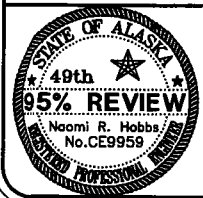
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STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

DETAILS

SHEET NO.

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HORIZONTAL CONTROL				
CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
TN-1	4900.93	4538.46	25.12	BRASS NAIL IN AC DRIVEWAY, NEAR FLOWLINE, AND 11.5' FROM MAILBOX POST.
DOWL-1	4982.36	4806.04	26.40	MAG NAIL IN VALLEY GUTTER IN THE NORTHWEST QUADRANT OF SCOTT/STIKINE

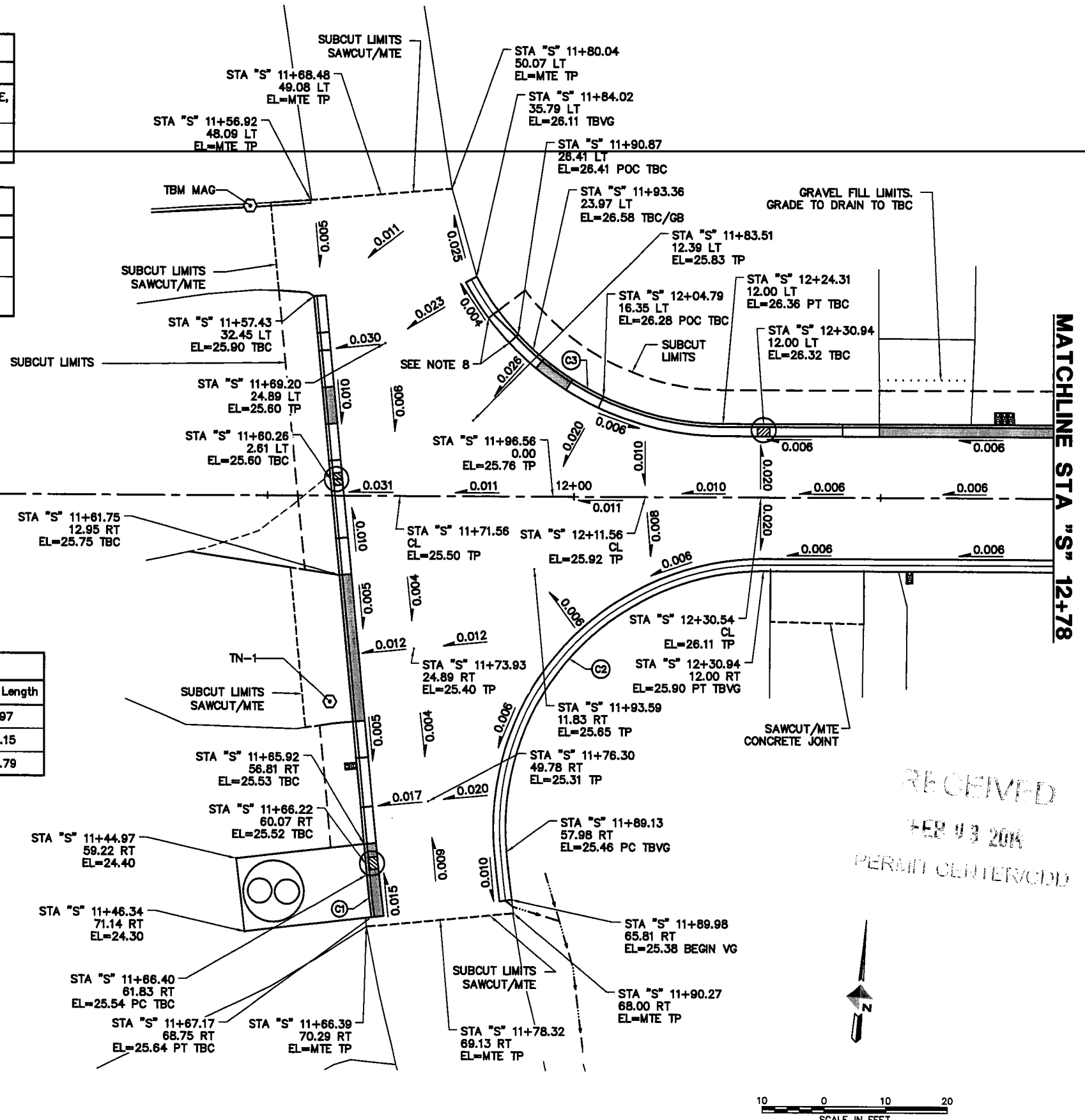
VERTICAL CONTROL				
CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM MAG	4980.22	4518.29	26.28	MAG NAIL IN CONCRETE CURB 10.0' FROM EDGE OF EXISTING ASPHALT.
TBM BOLT	4941.04	4789.53	28.89	MOST NORTH-NORTHEAST BOLT ON TOP FLANGE OF FIRE HYDRANT.

10+00
 BEGIN PROJECT
 STA "S" 10+00.00, 0.00
 N: 4920.49 E: 4375.93

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	6.98	212.00	1°53'07"	N11° 21' 33"W	6.97
C2	69.96	42.00	95°26'00"	N37° 18' 00"E	62.15
C3	49.08	46.00	61°08'06"	N64° 24' 57"W	46.79

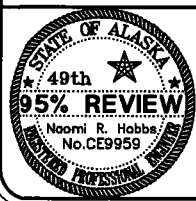
NOTES:

- STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP.
- SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
- ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.
- ALL FORMS FOR SEGMENTS BETWEEN PC'S AND PT'S SHALL BE ARCHED TO MATCH REQUIRED CURVATURE. NO STRAIGHT FORMS SHALL BE USED WITHIN THE CURVED SEGMENTS.
- THE CONTRACTOR SHALL PERFORM A CLOSED LEVEL LOOP THROUGH TBMs AS LISTED TO VERIFY ELEVATIONS BEFORE BEGINNING ANY GRADING WORK.
- SLOPE ARROWS ARE ONLY INTENDED TO DEPICT THE GENERAL DIRECTION OF FLOW. GRADING SHALL BE BASED ON THE LAYOUT POINTS PROVIDED.
- SHADED CURB AND GUTTER REPRESENTS FULLY DEPRESSED CURB CUTS.
- TRANSITION FROM FULLY DEPRESSED TYPE I CURB & GUTTER TO VALLEY GUTTER OVER THE SPAN OF 4 FEET.

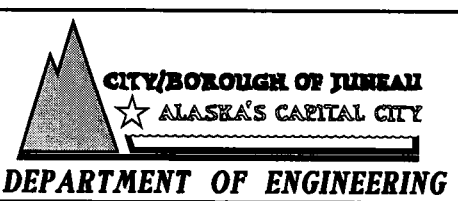


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JOB No. J70633 DRAWN BY: STAFF DESIGNED BY: R. STEPHENS CHECKED BY: STAFF DATE: 1-17-2014



STIKINE STREET DRAINAGE IMPROVEMENTS CONTRACT NO. E14-128

HORIZONTAL AND VERTICAL CONTROL CURB AND GUTTER LAYOUT AND GRADES STA "S" 10+00 TO STA "S" 12+78

SHEET NO. 8 of 12

HORIZONTAL CONTROL

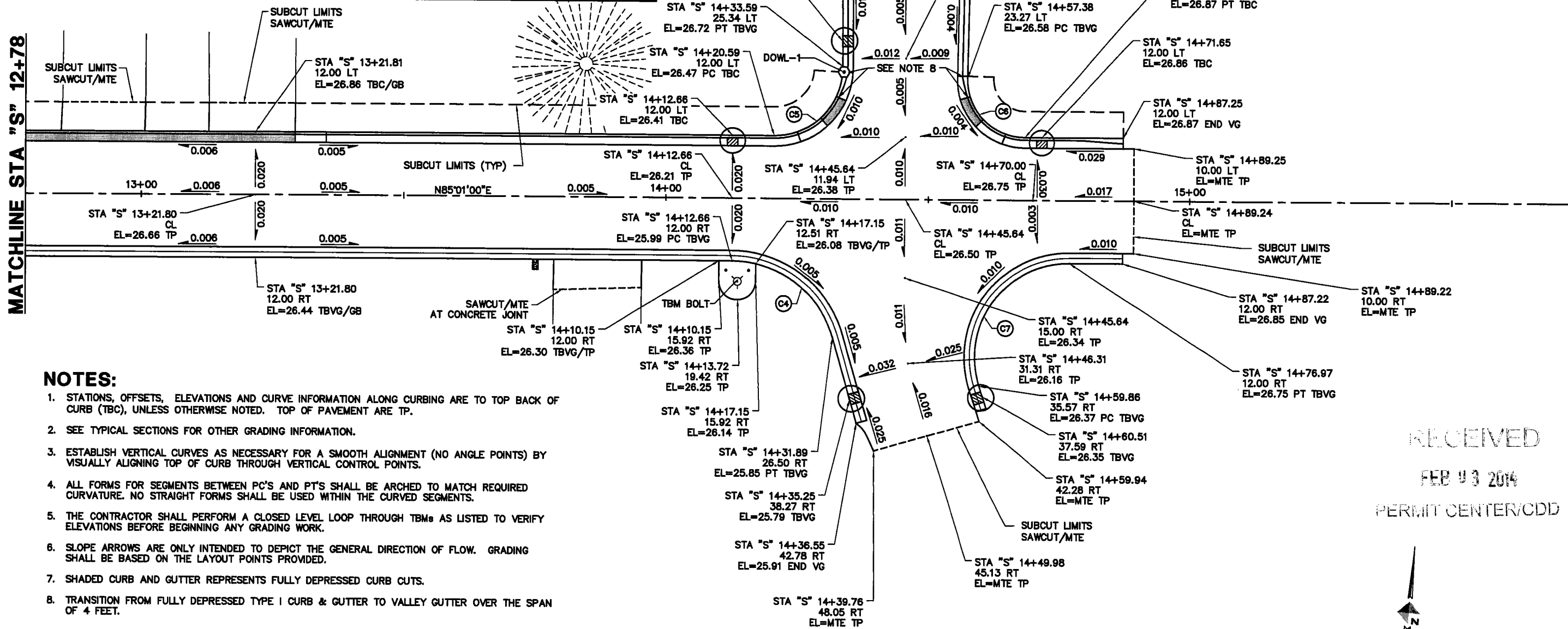
CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
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DOWL-1	4982.36	4806.04	26.40	MAG NAIL IN VALLEY GUTTER IN THE NORTHWEST QUADRANT OF SCOTT/STIKINE

VERTICAL CONTROL

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM MAG	4980.22	4518.29	26.28	MAG NAIL IN CONCRETE CURB 10.0' FROM EDGE OF EXISTING ASPHALT.
TBM BOLT	4941.04	4789.53	28.89	MOST NORTH-NORTHEAST BOLT ON TOP FLANGE OF FIRE HYDRANT.

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C4	25.84	20.00	74°02'11"	S57° 57' 54"E	24.08
C5	20.76	13.00	91°29'54"	S39° 16' 03"W	18.62
C6	17.50	11.00	91°08'16"	S49° 24' 52"E	15.71
C7	33.94	18.00	108°02'00"	N31° 00' 00"E	29.13

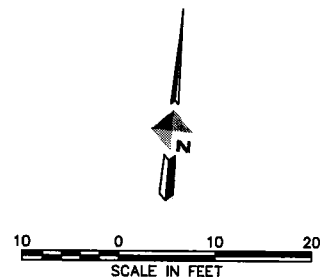
MATCHLINE STA "S" 12+78



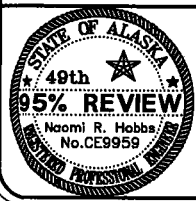
NOTES:

- STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP.
- SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
- ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.
- ALL FORMS FOR SEGMENTS BETWEEN PC'S AND PT'S SHALL BE ARCHED TO MATCH REQUIRED CURVATURE. NO STRAIGHT FORMS SHALL BE USED WITHIN THE CURVED SEGMENTS.
- THE CONTRACTOR SHALL PERFORM A CLOSED LEVEL LOOP THROUGH TBMs AS LISTED TO VERIFY ELEVATIONS BEFORE BEGINNING ANY GRADING WORK.
- SLOPE ARROWS ARE ONLY INTENDED TO DEPICT THE GENERAL DIRECTION OF FLOW. GRADING SHALL BE BASED ON THE LAYOUT POINTS PROVIDED.
- SHADED CURB AND GUTTER REPRESENTS FULLY DEPRESSED CURB CUTS.
- TRANSITION FROM FULLY DEPRESSED TYPE I CURB & GUTTER TO VALLEY GUTTER OVER THE SPAN OF 4 FEET.

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JOB No. J70633 DRAWN BY: STAFF DESIGNED BY: R. STEPHENS CHECKED BY: STAFF DATE: 1-17-2014

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

HORIZONTAL AND VERTICAL CONTROL CURB AND GUTTER LAYOUT AND GRADES
STA "S" 12+78 TO EOP

NOTES:

1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO THE CENTER OF STRUCTURES.
3. INSTALL A TIDFLEX SERIES 35 CHECK VALVE, OR APPROVED EQUAL, ON THE END OF THE NEW CULVERT. INSTALLATION SHALL BE ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS, OR AS APPROVED BY THE ENGINEER.
4. REPAIR SANITARY SEWER LATERAL CONNECTION TO THE MAIN. SEE DETAIL, SHEET 6.
5. END PIPE WITH MANUFACTURED BELL FOR FUTURE TIE-IN. PLUG END OF PIPE WITH MANUFACTURED PLUG.
6. CONSTRUCT TEMPORARY BMPs AS NEEDED TO ENSURE COMPLIANCE WITH THE REQUIREMENTS OF THE ALASKA CONSTRUCTION GENERAL PERMIT DURING CONSTRUCTION OF THE NEW OUTFALL. CONSTRUCTION OF THE OUTFALL SHALL OCCUR DURING LOW FLOW AND LOW TIDE PERIODS.
7. BEND S-6 AROUND THE WEST SIDE OF THE EXISTING MANHOLE AS NECESSARY TO AVOID A CONFLICT AS DIRECTED BY THE ENGINEER.

CB-4 TYPE 1	
STA "S" 12+30.94, MATCH CURB	
FG	EL=24.73
INV S-7	EL=16.96
INV S-8	EL=17.04
6"PVC	EL=21.00
SUMP 16" MIN.	

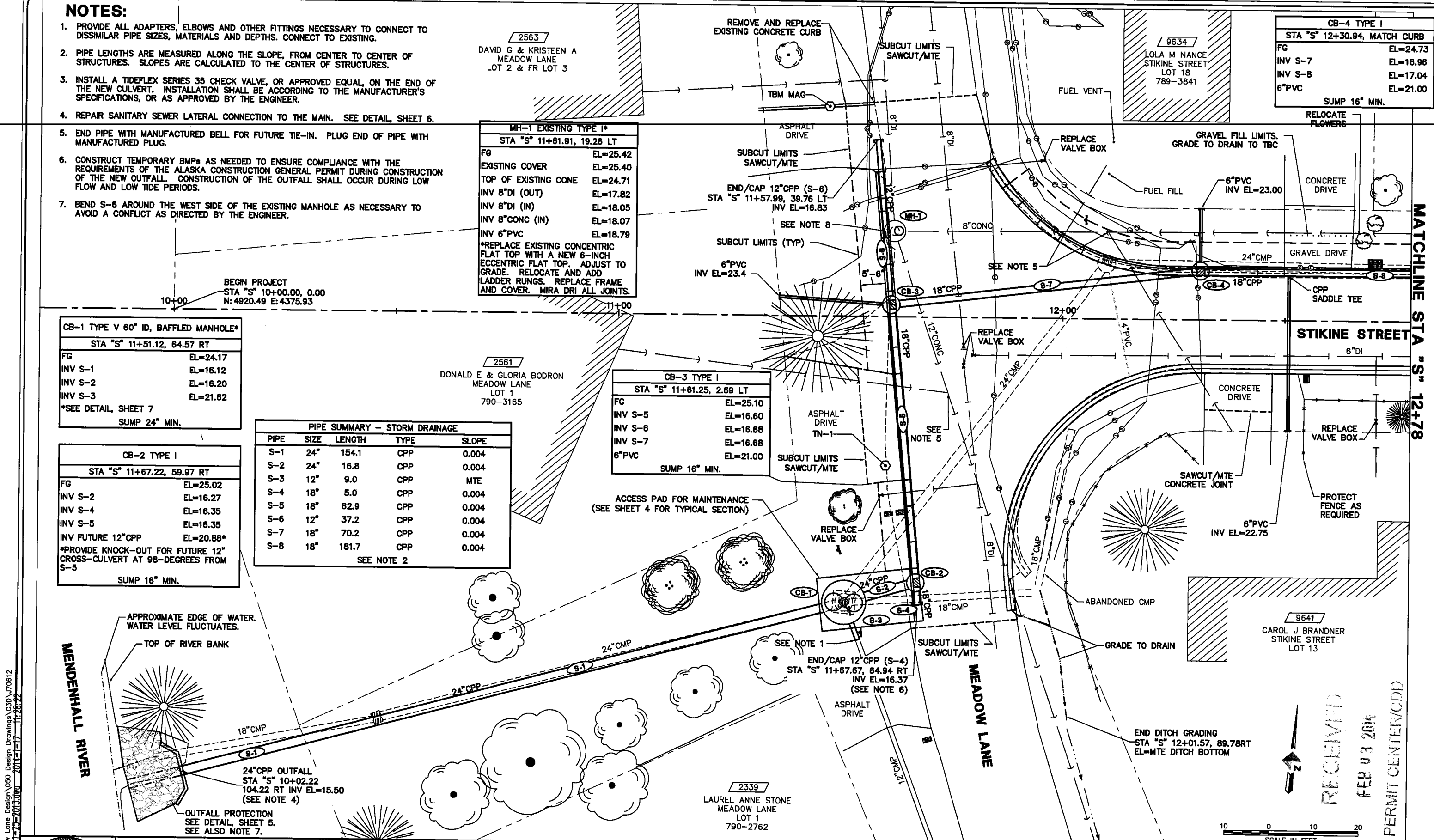
MH-1 EXISTING TYPE 1*	
STA "S" 11+61.91, 19.26 LT	
FG	EL=25.42
EXISTING COVER	EL=25.40
TOP OF EXISTING CONE	EL=24.71
INV 8"DI (OUT)	EL=17.82
INV 8"DI (IN)	EL=18.05
INV 8"CONC (IN)	EL=18.07
INV 6"PVC	EL=18.79
*REPLACE EXISTING CONCENTRIC FLAT TOP WITH A NEW 6-INCH ECCENTRIC FLAT TOP. ADJUST TO GRADE. RELOCATE AND ADD LADDER RUNGS. REPLACE FRAME AND COVER. MIRA DRI ALL JOINTS.	

CB-3 TYPE 1	
STA "S" 11+61.25, 2.69 LT	
FG	EL=25.10
INV S-5	EL=16.60
INV S-6	EL=16.68
INV S-7	EL=16.68
6"PVC	EL=21.00
SUMP 16" MIN.	

PIPE SUMMARY - STORM DRAINAGE				
PIPE	SIZE	LENGTH	TYPE	SLOPE
S-1	24"	154.1	CPP	0.004
S-2	24"	16.8	CPP	0.004
S-3	12"	9.0	CPP	MTE
S-4	18"	5.0	CPP	0.004
S-5	18"	62.9	CPP	0.004
S-6	12"	37.2	CPP	0.004
S-7	18"	70.2	CPP	0.004
S-8	18"	181.7	CPP	0.004
SEE NOTE 2				

CB-1 TYPE V 60" ID, BAFFLED MANHOLE*	
STA "S" 11+51.12, 64.57 RT	
FG	EL=24.17
INV S-1	EL=16.12
INV S-2	EL=16.20
INV S-3	EL=21.62
*SEE DETAIL, SHEET 7	
SUMP 24" MIN.	

CB-2 TYPE 1	
STA "S" 11+67.22, 59.97 RT	
FG	EL=25.02
INV S-2	EL=16.27
INV S-4	EL=16.35
INV S-5	EL=16.35
INV FUTURE 12"CPP	EL=20.86*
*PROVIDE KNOCK-OUT FOR FUTURE 12" CROSS-CULVERT AT 98-DEGREES FROM S-5	
SUMP 16" MIN.	

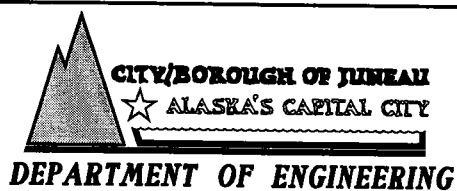
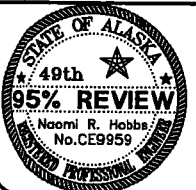


MATCHLINE STA "S" 12+78

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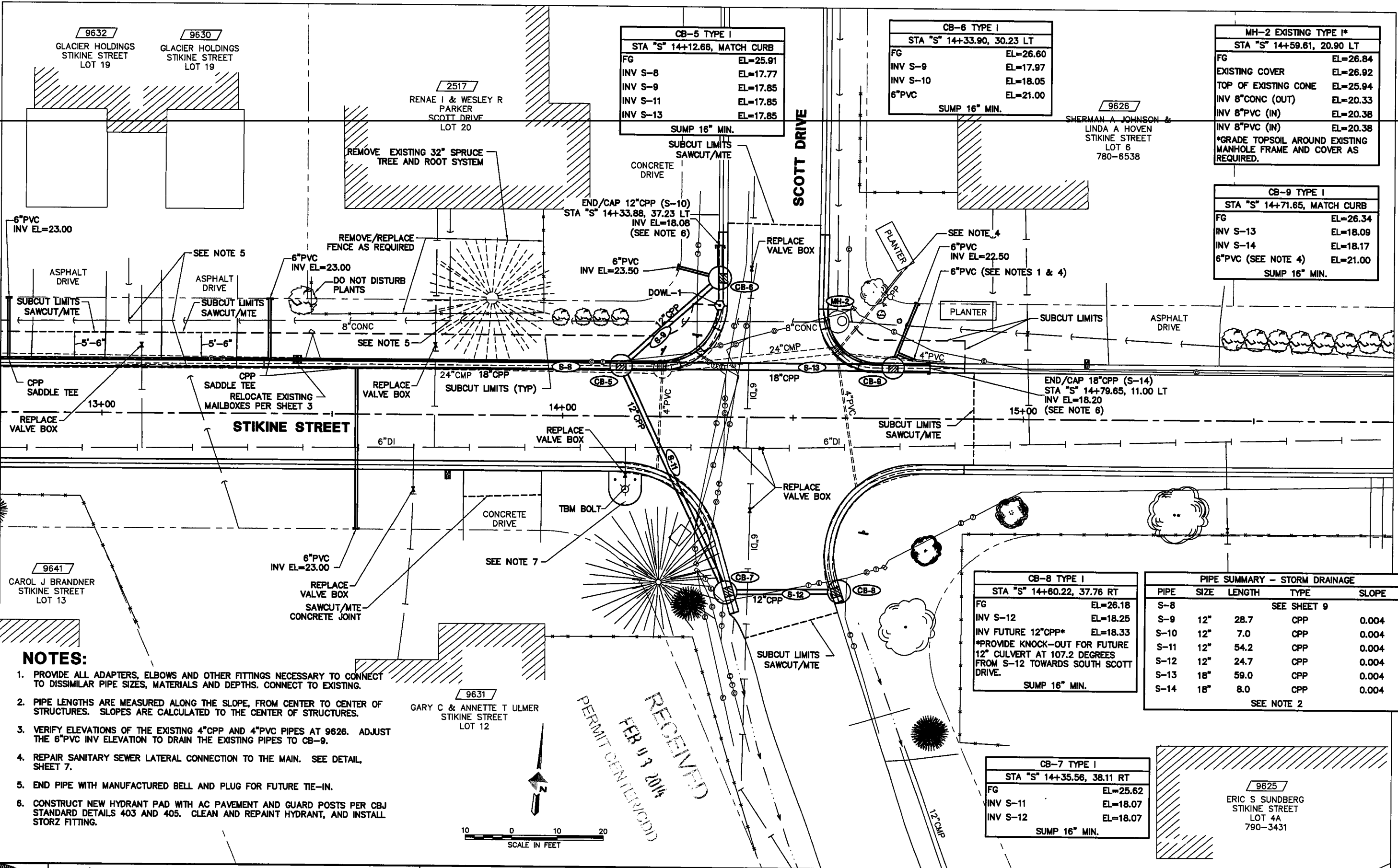


STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

PLAN
MENDENHALL RIVER TO
STA "S" 12+78

SHEET NO.
10
of
12

MATCHLINE STA "S" 12+78



CB-5 TYPE I	
STA "S" 14+12.66, MATCH CURB	
FG	EL=25.91
INV S-8	EL=17.77
INV S-9	EL=17.85
INV S-11	EL=17.85
INV S-13	EL=17.85
SUMP 16" MIN.	

CB-6 TYPE I	
STA "S" 14+33.90, 30.23 LT	
FG	EL=26.60
INV S-9	EL=17.97
INV S-10	EL=18.05
6"PVC	EL=21.00
SUMP 16" MIN.	

MH-2 EXISTING TYPE I*	
STA "S" 14+59.61, 20.90 LT	
FG	EL=26.84
EXISTING COVER	EL=26.92
TOP OF EXISTING CONE	EL=25.94
INV 8" CONC (OUT)	EL=20.33
INV 8"PVC (IN)	EL=20.38
INV 8"PVC (IN)	EL=20.38
*GRADE TOPSOIL AROUND EXISTING MANHOLE FRAME AND COVER AS REQUIRED.	

CB-9 TYPE I	
STA "S" 14+71.65, MATCH CURB	
FG	EL=26.34
INV S-13	EL=18.09
INV S-14	EL=18.17
6"PVC (SEE NOTE 4)	EL=21.00
SUMP 16" MIN.	

CB-8 TYPE I	
STA "S" 14+60.22, 37.76 RT	
FG	EL=26.18
INV S-12	EL=18.25
INV FUTURE 12"CPP*	EL=18.33
*PROVIDE KNOCK-OUT FOR FUTURE 12" CULVERT AT 107.2 DEGREES FROM S-12 TOWARDS SOUTH SCOTT DRIVE.	
SUMP 16" MIN.	

PIPE SUMMARY - STORM DRAINAGE				
PIPE	SIZE	LENGTH	TYPE	SLOPE
S-8			SEE SHEET 9	
S-9	12"	28.7	CPP	0.004
S-10	12"	7.0	CPP	0.004
S-11	12"	54.2	CPP	0.004
S-12	12"	24.7	CPP	0.004
S-13	18"	59.0	CPP	0.004
S-14	18"	8.0	CPP	0.004
SEE NOTE 2				

CB-7 TYPE I	
STA "S" 14+35.56, 38.11 RT	
FG	EL=25.62
INV S-11	EL=18.07
INV S-12	EL=18.07
SUMP 16" MIN.	

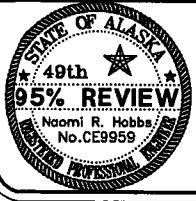
NOTES:

1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO THE CENTER OF STRUCTURES.
3. VERIFY ELEVATIONS OF THE EXISTING 4"CPP AND 4"PVC PIPES AT 9626. ADJUST THE 6"PVC INV ELEVATION TO DRAIN THE EXISTING PIPES TO CB-9.
4. REPAIR SANITARY SEWER LATERAL CONNECTION TO THE MAIN. SEE DETAIL SHEET 7.
5. END PIPE WITH MANUFACTURED BELL AND PLUG FOR FUTURE TIE-IN.
6. CONSTRUCT NEW HYDRANT PAD WITH AC PAVEMENT AND GUARD POSTS PER CBJ STANDARD DETAILS 403 AND 405. CLEAN AND REPAINT HYDRANT, AND INSTALL STORZ FITTING.

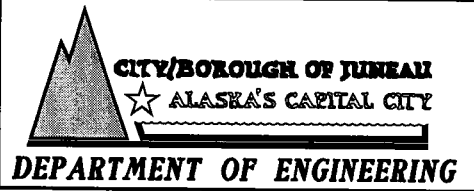


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STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

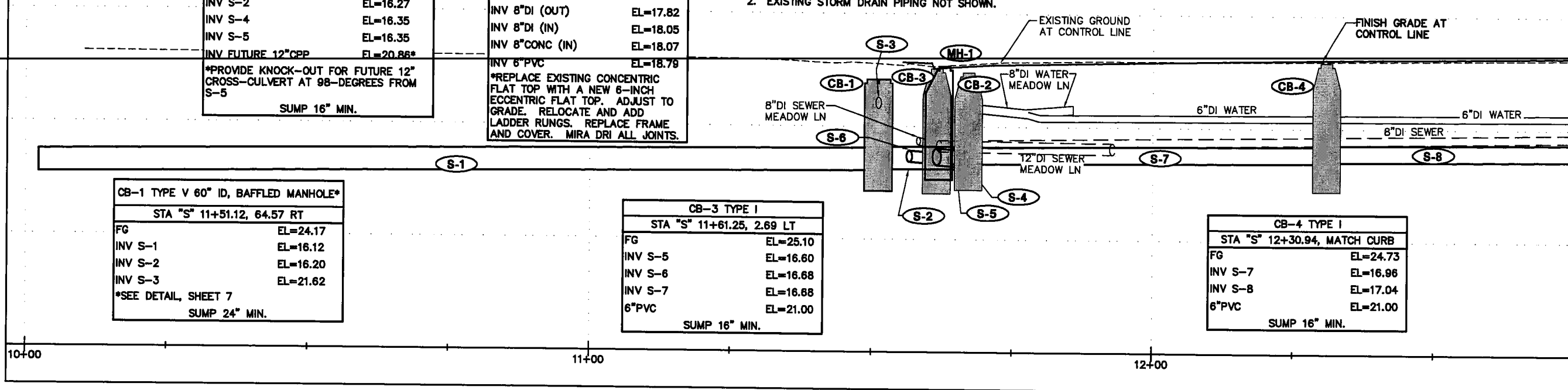
PLAN
STA "S" 12+78 TO
EOP

SHEET NO.
11
of
12

CB-2 TYPE I	
STA "S" 11+67.22, 59.97 RT	
FG	EL=25.02
INV S-2	EL=16.27
INV S-4	EL=16.35
INV S-5	EL=16.35
INV FUTURE 12"CPP	EL=20.86*
*PROVIDE KNOCK-OUT FOR FUTURE 12" CROSS-CULVERT AT 98-DEGREES FROM S-5	
SUMP 16" MIN.	

MH-1 EXISTING TYPE I*	
STA "S" 11+61.91, 19.26 LT	
FG	EL=25.42
EXISTING COVER	EL=25.40
TOP OF EXISTING CONE	EL=24.71
INV 8"DI (OUT)	EL=17.82
INV 8"DI (IN)	EL=18.05
INV 8"CONC (IN)	EL=18.07
INV 8"PVC	EL=18.79
*REPLACE EXISTING CONCENTRIC FLAT TOP WITH A NEW 6-INCH ECCENTRIC FLAT TOP. ADJUST TO GRADE. RELOCATE AND ADD LADDER RUNGS. REPLACE FRAME AND COVER. MIRA DRI ALL JOINTS.	

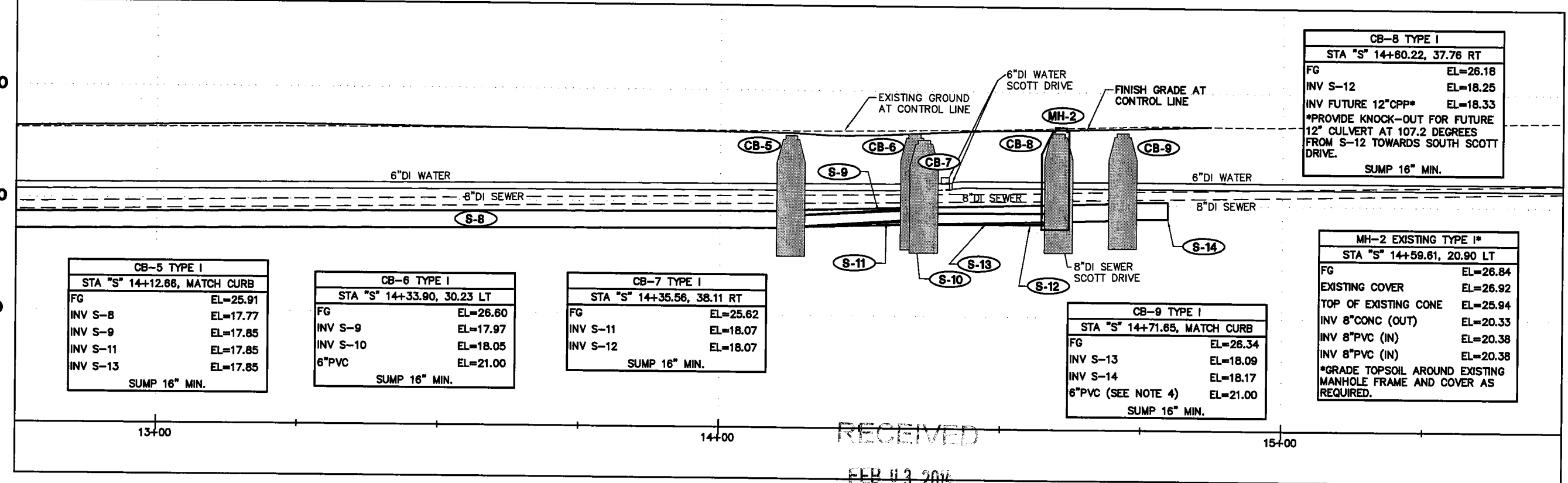
- NOTES:**
- EXISTING WATER AND SANITARY SEWER MAINS ARE TO REMAIN. SEWER LINETYPE IS FOR CLARITY ONLY, AND IS NOT INTENDED TO INDICATE ITS REMOVAL.
 - EXISTING STORM DRAIN PIPING NOT SHOWN.



CB-1 TYPE V 60" ID, BAFFLED MANHOLE*	
STA "S" 11+51.12, 64.57 RT	
FG	EL=24.17
INV S-1	EL=16.12
INV S-2	EL=16.20
INV S-3	EL=21.62
*SEE DETAIL, SHEET 7	
SUMP 24" MIN.	

CB-3 TYPE I	
STA "S" 11+61.25, 2.69 LT	
FG	EL=25.10
INV S-5	EL=16.60
INV S-6	EL=16.68
INV S-7	EL=16.68
6"PVC	EL=21.00
SUMP 16" MIN.	

CB-4 TYPE I	
STA "S" 12+30.94, MATCH CURB	
FG	EL=24.73
INV S-7	EL=16.96
INV S-8	EL=17.04
6"PVC	EL=21.00
SUMP 16" MIN.	



CB-5 TYPE I	
STA "S" 14+12.86, MATCH CURB	
FG	EL=25.91
INV S-8	EL=17.77
INV S-9	EL=17.85
INV S-11	EL=17.85
INV S-13	EL=17.85
SUMP 16" MIN.	

CB-6 TYPE I	
STA "S" 14+33.90, 30.23 LT	
FG	EL=26.60
INV S-9	EL=17.97
INV S-10	EL=18.05
6"PVC	EL=21.00
SUMP 16" MIN.	

CB-7 TYPE I	
STA "S" 14+35.56, 38.11 RT	
FG	EL=25.62
INV S-11	EL=18.07
INV S-12	EL=18.07
SUMP 16" MIN.	

CB-9 TYPE I	
STA "S" 14+71.65, MATCH CURB	
FG	EL=26.34
INV S-13	EL=18.09
INV S-14	EL=18.17
6"PVC (SEE NOTE 4)	EL=21.00
SUMP 16" MIN.	

CB-8 TYPE I	
STA "S" 14+60.22, 37.76 RT	
FG	EL=26.16
INV S-12	EL=18.25
INV FUTURE 12"CPP*	EL=18.33
*PROVIDE KNOCK-OUT FOR FUTURE 12" CULVERT AT 107.2 DEGREES FROM S-12 TOWARDS SOUTH SCOTT DRIVE.	
SUMP 16" MIN.	

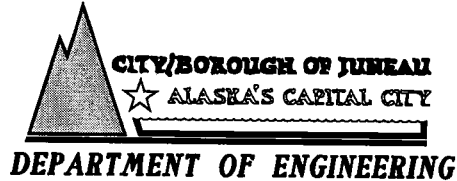
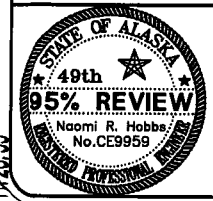
MH-2 EXISTING TYPE I*	
STA "S" 14+59.61, 20.90 LT	
FG	EL=26.84
EXISTING COVER	EL=26.92
TOP OF EXISTING CONE	EL=25.94
INV 8"CONC (OUT)	EL=20.33
INV 8"PVC (IN)	EL=20.38
INV 8"PVC (IN)	EL=20.38
*GRADE TOPSOIL AROUND EXISTING MANHOLE FRAME AND COVER AS REQUIRED.	

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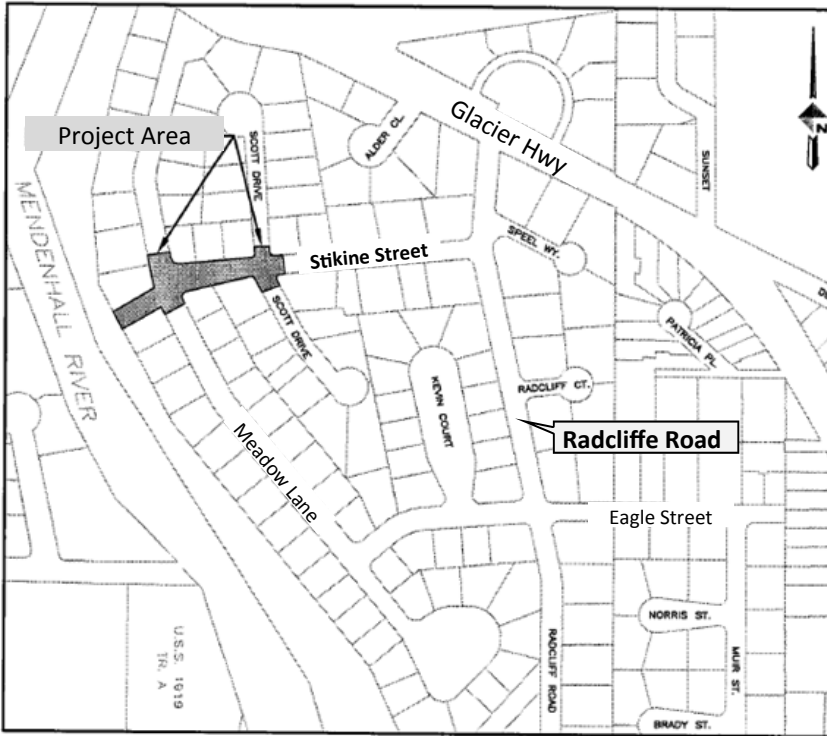
STIKINE STREET DRAINAGE IMPROVEMENTS
CONTRACT NO. E14-128

PROFILE - STIKINE STREET
MENDENHALL RIVER TO EOP

SHEET NO.
12
of
12

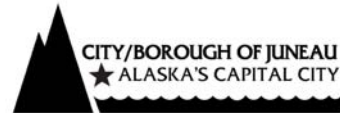


NOTICE OF PUBLIC HEARING



City & Borough of Juneau
Community Development Department
155 S Seward Street • Juneau, Alaska 99801

SHIP TO:



PROPOSAL: Review of Stikine Street drainage improvements for consistency with Title 49 and adopted plans.

File No:	CSP2014 0001	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Property PCN:	N/A
Hearing Date:	March 11, 2014	Owner:	CBJ
Hearing Time:	7:00 PM	Project Length:	480 ft
Place:	Assembly Chambers	Roadway Width:	40' - 50'
	Municipal Building	Adjacent Zoned:	D5
	155 South Seward Street	Accessed Via:	Radcliffe Road
	Juneau, Alaska 99801	Site Address:	Stikine Street

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department 14 days prior to the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Sarah Bronstein at sarah_bronstein@ci.juneau.ak.us or at 586-0466.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY14	FY15	FY16	FY17	FY18	FY19	Future	
Parks & Recreation Department	Auke Lake to Montana Creek Corridor	3			\$ 50,000					
	Montana Creek Trail Repairs	4			\$ 150,000					
	Treadwell Ditch Trail - Bonnie Brae Access	5					\$ 125,000			
	Blackberby Ridge Trail Parking Lot Construct.	6						\$ 125,000		
	Mt. Jumbo Trail Improvements	7							\$ 150,000	
	Mendenhall Peninsula Trail Development	8							\$ 150,000	
	Auke Cape/Xunaxi Trail Improvements	9							\$ 150,000	
	Trail Maintenance Total:			\$ 200,000	\$ -	\$ 325,000	\$ -	\$ 125,000	\$ 125,000	\$ 450,000
	Parks & Recreation Department Total:			\$ 6,830,100	\$ 4,047,000	\$ 3,188,000	\$ 2,115,000	\$ 2,140,000	\$ 1,515,000	\$ 6,305,000
Police Department										
Police Department	Vehicle Service & Storage Bldg	1		\$ 776,107						
	Replace Carpet	2		\$ 40,000						
	Firearms, Explosive Ordinance Disposal, and Driving Range	3		TBD						
Police Department Total:			\$ -	\$ 816,107	\$ -	\$ -	\$ -	\$ -	\$ -	
Public Works										
Capital Transit	Maintenance Shop Renovations	1	\$ 3,050,000			\$ 2,750,000				
	Electronic Fare System	2	\$ 1,400,000							
	Bus Shelters Improvements	3	\$ 60,000							
Capital Transit Department Total:		\$ 4,510,000	\$ -	\$ -	\$ 2,750,000	\$ -	\$ -	\$ -		
Streets	Vactor Dump	1	\$ 300,000	\$ 400,000						
	Pavement Management Program	2	\$ 750,000	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000		
	Areawide Snow Storage Facilities Development	3	\$ 2,250,000	\$ 400,000	\$ 400,000	\$ 400,000				
	Pioneer Avenue - Phase III	4	\$ 500,000							
	Lemon Road Reconstruction	5	\$ 1,200,000							
	Sidewalk & Stairway Repairs	6	\$ 100,000		\$ 200,000		\$ 250,000			
	Meadow Lane Improvements	7	\$ 800,000							
	Eagles Edge Subdivision LID Improvements	8	\$ 1,100,000	\$ 1,000,000	\$ 800,000					
	Third Street Reconstruction	9	\$ 500,000							
	Downtown, Distin/W. 8th St (Design)	10	\$ 150,000							
	Lakewood Subdivision Improvements, Ph II	11	\$ 800,000							
	Tanner's Terrace LID	12	\$ 1,050,000			\$ 1,500,000				
	Governor's House Area Road Reconstruction	13	\$ 3,000,000							
	Safe Routes to School Snow Removal Equipment	14	\$ 250,000							
	Snow Chemical Shed	15	\$ 1,500,000							
	River Road Reconstruction	16		\$ 950,000						
	Valley, Columbia Blvd Improvements	17		\$ 200,000						
	Valley, Lakewood Subdivision Improvements, Phase III	18		\$ 1,000,000						
	Whittier Avenue Improvements	19		\$ 1,100,000						

*CSP 14-01
Stikine St
Improvements* →

FY 2014 CIP PROJECT DESCRIPTIONS			
Department	Division	Priority	Project Description
		3	AREAWIDE SNOW STORAGE FACILITIES DEVELOPMENT - due to water quality impacts, the Alaska Department of Environmental Conservation (ADEC) does not allow the disposal of hauled snow into water bodies. Disposal of snow in the ocean has been the historical practices by all coastal Alaska communities. this is a multi-phase project to develop upland storage sites in the Mendenhall Valley, Lemon creek, Downtown Juneau, and Douglas. This program intent is to have all sites developed and operational within five years. Each site will be designed to collect and treat snow melt in compliance with Alaska Water Quality Regulations.
		4	PIONEER AVE. PHASE III - this funding will be used to complete the Pioneer Avenue reconstruction project.
		5	LEMON ROAD RECONSTRUCTION - funds will be used to reconstruct roadway, add storm drain system and possibly sidewalk. Evaluate street lighting for possible addition. This street is used by the Capital Transit bus system and handles traffic to the prison, in addition to the local traffic. There is currently no drainage system in place and the road surface is failed beyond repair.
		6	SIDEWALK & STAIRWAY REPAIRS - funds will be used to reconstruct and repair areawide stairs and sidewalks. Programmed repair of sidewalks and stairs reduces maintenance costs and promotes pedestrian safety.
		7	MEADOW LANE IMPROVEMENTS - this project includes reconstruction of street base and asphalt, installation of underground storm drains and street light evaluation. This street currently has no drainage inlets and improvements are needed to allow drainage from Stikine St. to enter the storm drain system. The existing pavement also has many low spots along the street (mainly in front of driveways) and standing water on the asphalt is causing road accelerated pavement deterioration which will be addressed by this project.
		8	EAGLES EDGE SUBDIVISION LID IMPROVEMENTS - these funds will be used for roadway and watermain reconstruction to address deficient drainage, water distribution and pedestrian facilities. This subdivision was originally constructed with major portions of the watermain located beneath private residences which makes it extremely problematic for the utility to maintain and repair the existing water system and impossible to shut off water service to non-paying customers.
		9	THIRD STREET RECONSTRUCTION - this project is needed to repair failed roadway surface, curbs and sidewalk between Gold St. and Franklin St. roadway base to be excavated and replaced with shot rock to improve drainage under the roadway and new asphalt applied. Any utility issues below the roadway surface will be addressed as well.
		10	DOWNTOWN, DISTIN/W 8TH STREET REBUILD - DESIGN - these funds will be used to fund the design work for rebuilding Distin Ave and W 8th Street. Funding for construction will be requested at a later date.