

NOTES:

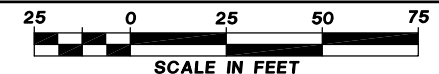
1. THE FOURTH STREET INTERSECTION IS TO REMAIN OPEN FOR THE DURATION OF PHASE I WORK. DURING PHASE II, THE FOURTH STREET INTERSECTION IS TO REMAIN OPEN UNTIL SUCH TIME AS WORK PROGRESSES THROUGH THE INTERSECTION. DURING THE WORK WITHIN THE FOURTH STREET INTERSECTION THE CONTRACTOR SHALL PROVIDE FOR 2-WAY TRAFFIC OR ONE LANE WITH FLAGGING.
2. ACCESS TO THE LEGISLATIVE AFFAIRS PARKING GARAGE FROM MAIN STREET MAY BE CLOSED DURING PHASE 1 PROVIDED LEGISLATIVE AFFAIRS IS GIVEN TWO WEEK'S NOTICE. THE CONTRACTOR WILL BE REQUIRED TO WORK WITH LEGISLATIVE AFFAIRS TO DELINEATE TRAFFIC PATTERNS TO AND FROM THE PARKING GARAGE ENTRANCE ON SEWARD STREET.
3. WITH THE EXCEPTION OF SHORT DURATION CLOSURES, ACCESS TO THE DRIVEWAY FOR THE STATE OF ALASKA HOSPITAL AND NURSING AT 426 MAIN SHALL REMAIN OPEN FOR THE DURATION OF PHASE I. CLOSURES SHALL BE COORDINATED WITH THE OWNER.
4. THE 2ND STREET INTERSECTION SHALL REMAIN OPEN FOR THE DURATION OF THE PROJECT.
5. PHASE II WORK BETWEEN SECOND AND FOURTH STREET SHALL MAINTAIN TWO LANES OF TRAFFIC UNTIL THE CLOSE OF THE 2013 REGULAR LEGISLATIVE SESSION.
6. THE KEYBANK PARKING LOT ENTRANCE SHALL BE KEPT OPEN AT ALL TIMES, EXCEPT FOR CLOSURES APPROVED BY KEYBANK MANAGEMENT. IT WILL BE CONTRACTOR'S RESPONSIBILITY TO OBTAIN APPROVAL FOR ENTRANCE CLOSURES FROM KEYBANK.
7. TEMPORARY PAVEMENT MARKINGS MUST BE PROVIDED WITHIN 24 HOURS OF PAVING OPERATIONS.
8. DOWNHILL VEHICULAR TRAFFIC FROM EAST THIRD STREET SHALL BE OPEN TO VEHICULAR TRAFFIC BETWEEN THE HOURS OF 4:00 AND 6:00PM DURING WEEK DAYS EXCEPT FOR PERIODS NOT TO EXCEED TWO DAYS PER CLOSURE FOR PIPE INSTALLATIONS AND PAVING OPERATIONS. WHEN THE EAST THIRD STREET INTERSECTION MUST BE CLOSED, TRAFFIC SHALL BE ROUTED THROUGH THE KEYBANK PARKING LOT WITH PRIOR APPROVAL FROM KEYBANK MANAGEMENT.

PROJECT PHASING PLAN

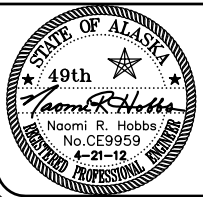
| PHASE | COMPLETION DATE | REQUIREMENTS |
|-------|--------------------|--|
| I | AUGUST 31, 2012 | ALL WORK SHALL BE COMPLETED WITH THE EXCEPTION OF 2718.1 SIGN ASSEMBLY, 2720.1 PAINTED TRAFFIC MARKINGS, AND 16000.2 LIGHTING. |
| | SEPTEMBER 30, 2012 | ALL WORK FOR PHASE I SHALL BE COMPLETE |
| II | AUGUST 15, 2013 | ALL WORK SHALL BE COMPLETE |

PHASING NOTES AND REQUIREMENTS:

1. COMPLETE S-15 AND INSTALL CB-14 UNDER PHASE I. MAKE TEMPORARY CONNECTION TO THE EXISTING CATCH BASIN AT 14+90 RT AS REQUIRED. LEAVE EXISTING CATCH BASIN AT 15+25 LT AND 18" CMP CROSS-CULVERT TO THE CATCH BASIN AT 14+90 RT IN PLACE UNTIL PHASE II.
2. MAKE TEMPORARY CONNECTION TO EXISTING 10" DI WATER MAIN UNDER PHASE I AT 15+20 RT.
3. MAKE TEMPORARY CONNECTION TO EXISTING SANITARY SEWER MANHOLE UNDER PHASE I AT 15+20 LT. AFTER DEMOLITION OF THE EXISTING SANITARY SEWER MANHOLE IN PHASE II, MAINTAIN PLAN LINE AND GRADE INTO MH-3.
4. COMPLETE DEMOLITION OF ENTIRE EXISTING UTILIWALK BETWEEN 15+24 AND 16+76 UNDER PHASE I.
5. CONSTRUCT WALL B FROM APPROXIMATE STATION 15+25 TO THE END OF WALL B UNDER PHASE I. INSTALL TEMPORARY GUARDRAIL AS REQUIRED FOR WINTER SHUTDOWN. COMPLETE THE REMAINDER OF WALL B IN PHASE II.
6. AT THE TRANSITION BETWEEN PHASES, INSTALL TEMPORARY ASPHALT PAVEMENT, CONCRETE SIDEWALK, AND CONCRETE CURB AND GUTTER AS REQUIRED TO ACHIEVE CHANGES IN GRADE NO GREATER THAN 5%. TEMPORARY ASPHALT PAVEMENT WILL BE MEASURED FOR PAYMENT. TEMPORARY CONCRETE SIDEWALK AND CONCRETE CURB AND GUTTER SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND NOT MEASURED FOR PAYMENT.
7. PAY ITEM 3302.2 ALASKA OFFICE BUILDING CANOPY FOOTINGS IS TO BE COMPLETED UNDER THE PHASE I WORK. ALL WORK TO GREASE AND WRAP ANCHOR BOLTS, AND BACKFILL FOOTINGS FOR WINTER SHUTDOWN WILL BE CONSIDERED INCIDENTAL.



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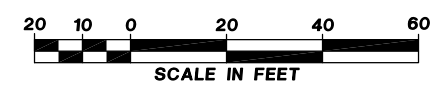
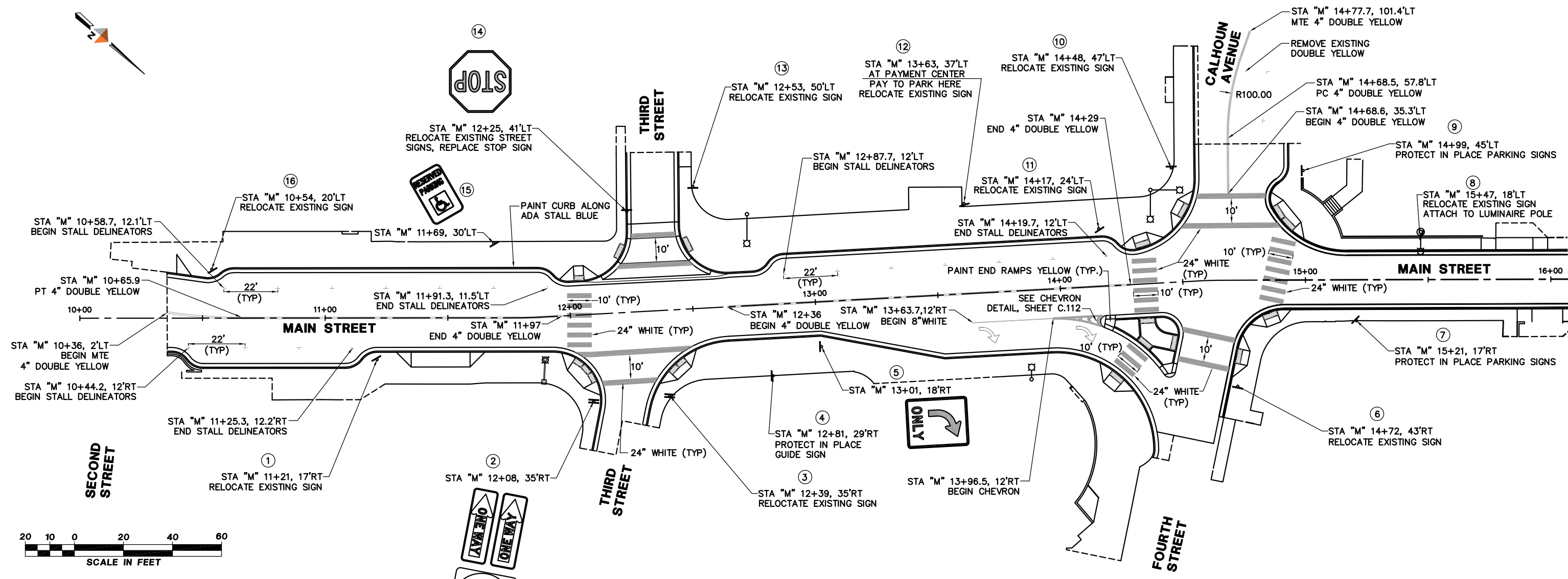
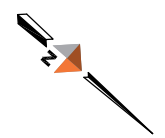
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DEPARTMENT OF ENGINEERING

**MAIN STREET IMPROVEMENTS
 SECOND TO FIFTH STREET
 CONTRACT NO. E12-167**

**PROJECT PHASING AND
 TRAFFIC CONTROL PLAN**

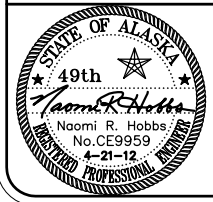
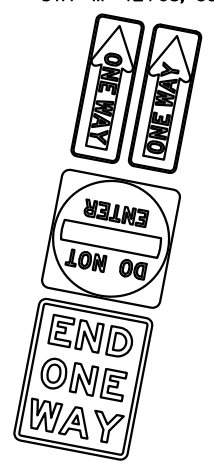
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 12 OF 44

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NOTES:

1. ALL PAINTED DOUBLE YELLOW BEYOND THE PROJECT LIMITS THAT IS DISTURBED AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAINTED AT THE CONTRACTOR'S EXPENSE.
2. ALL PAINTED TRAFFIC MARKINGS SHALL BE ALKYD OIL BASED.
3. LOCATION OF PAINTED TRAFFIC MARKINGS AND SIGN POSTS SHOWN ARE APPROXIMATE AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
4. PLACE LADDER STYLE CROSSWALK TO AVOID WHEEL PATH.



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**MAIN STREET IMPROVEMENTS
 SECOND TO FIFTH STREET
 CONTRACT NO. E12-167**

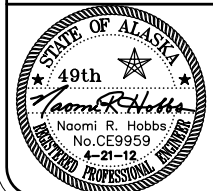
**SIGN AND PAINTED TRAFFIC
 MARKING LAYOUT**

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13 OF **44**

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| SIGN ASSEMBLY TABLE | | | | | |
|---------------------|---------------------|---------------------|--------|---|---|
| NO. | MUTCD DESIGNATION | DIMENSIONS LxH (in) | FACING | LEGEND | COMMENTS |
| 1 | CUSTOM | | S-SW |  | RELOCATE EXISTING |
| 2 | R6-1R | 36x12 | NW |  | INSTALL NEW BACK TO BACK, FRAMED |
| | R6-1L | 36x12 | SE |  | |
| 2 | R5-1 | 30x30 | W |  | INSTALL NEW SIGN |
| | R6-7 | 24x30 | E |  | INSTALL NEW SIGN |
| 3 | D3-1 | 18x8 | E/W |  | INSTALL 2 SIGNS BACK TO BACK, RELOCATE EXISTING |
| | D3-1 | 18x8 | N/S |  | INSTALL 2 SIGNS BACK TO BACK, RELOCATE EXISTING |
| | R6-1R | 36x12 | N |  | INSTALL BACK TO BACK, FRAMED, RELOCATE EXISTING |
| | R6-1L | 36x12 | S |  | |
| 3 | R5-1 | 30x30 | W |  | INSTALL BACK TO BACK, RELOCATE EXISTING |
| | R1-1 | 30x30 | E |  | |
| 4 | EXISTING GUIDE SIGN | | | | PROTECT IN PLACE |
| 5 | R3-5R | 30x36 | SE |  | INSTALL NEW SIGN |

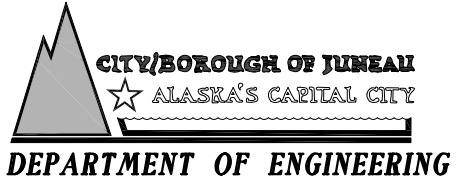
| SIGN ASSEMBLY TABLE | | | | | |
|---------------------|------------------------|---------------------|--------|---|---|
| NO. | MUTCD DESIGNATION | DIMENSIONS LxH (in) | FACING | LEGEND | COMMENTS |
| 6 | D3-1 | 18x8 | E/W |  | INSTALL 2 SIGNS BACK TO BACK, RELOCATE EXISTING |
| | D3-1 | 18x8 | N/S |  | INSTALL 2 SIGNS BACK TO BACK, RELOCATE EXISTING |
| 6 | R1-1 | 30x30 | E |  | RELOCATE EXISTING |
| 7 | EXISTING PARKING SIGNS | | | | PROTECT IN PLACE |
| 8 | R7-200 | 24x18 | N |  | RELOCATE EXISTING |
| 9 | EXISTING PARKING SIGNS | | | | PROTECT IN PLACE |
| 10 | D3-1 | 18x8 | E/W |  | INSTALL 2 SIGNS BACK TO BACK, RELOCATE EXISTING |
| | D3-1 | 18x8 | N/S |  | INSTALL 2 SIGNS BACK TO BACK, RELOCATE EXISTING |
| 10 | R1-1 | 30x30 | E |  | RELOCATE EXISTING |
| 11 | R7-200 | 24x18 | N |  | RELOCATE EXISTING |
| 12 | EXISTING PARKING SIGNS | | | | RELOCATE EXISTING |
| 13 | W6-3 | 30x30 | NE |  | RELOCATE EXISTING |
| 14 | D3-1 | 18x8 | NE/SW |  | INSTALL 2 SIGNS BACK TO BACK, RELOCATE EXISTING |
| | D3-1 | 18x8 | NE/SW |  | INSTALL 2 SIGNS BACK TO BACK, RELOCATE EXISTING |
| 14 | R1-1 | 30x30 | SW |  | INSTALL NEW SIGN |
| 15 | R7-8 | 12x18 | N |  | INSTALL NEW SIGN |
| 16 | CUSTOM | 12x18 | N |  | RELOCATE EXISTING |



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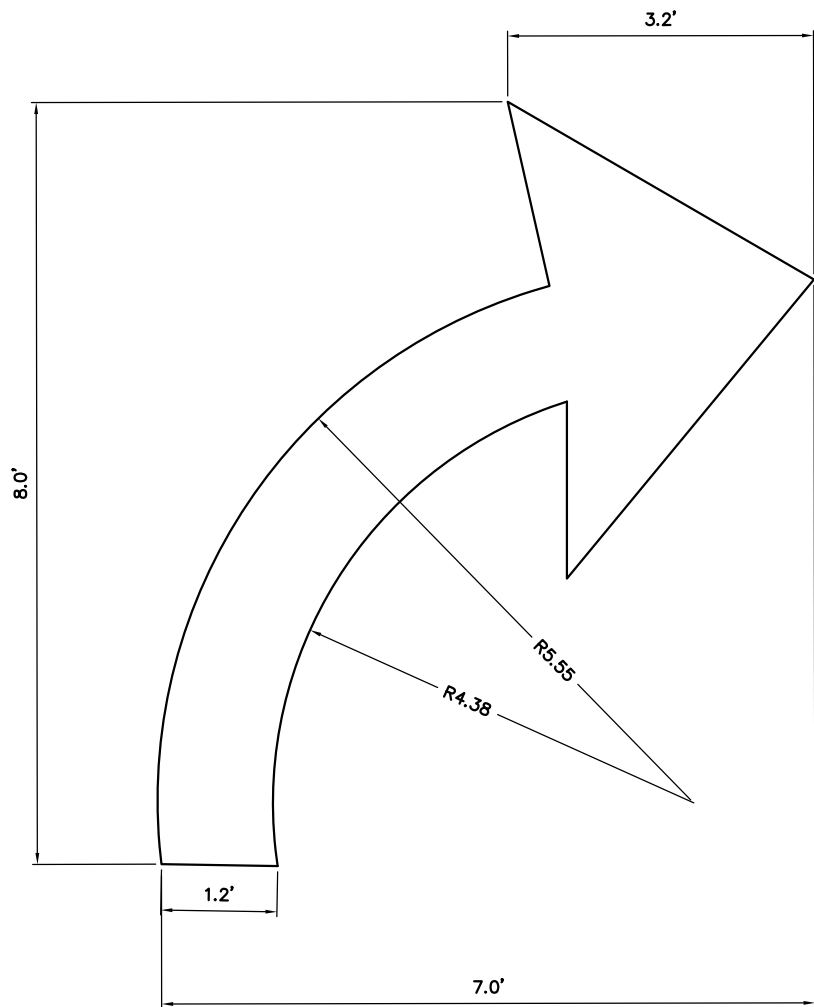
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**MAIN STREET IMPROVEMENTS
 SECOND TO FIFTH STREET
 CONTRACT NO. E12-167**

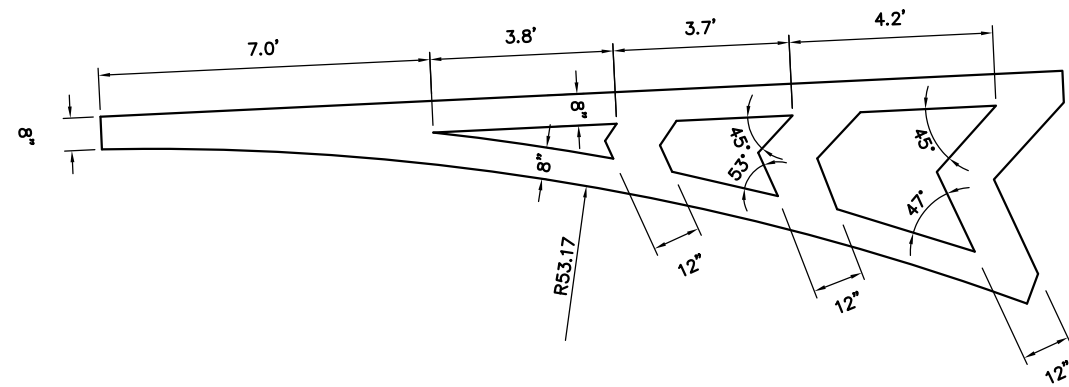
SIGN ASSEMBLY TABLES

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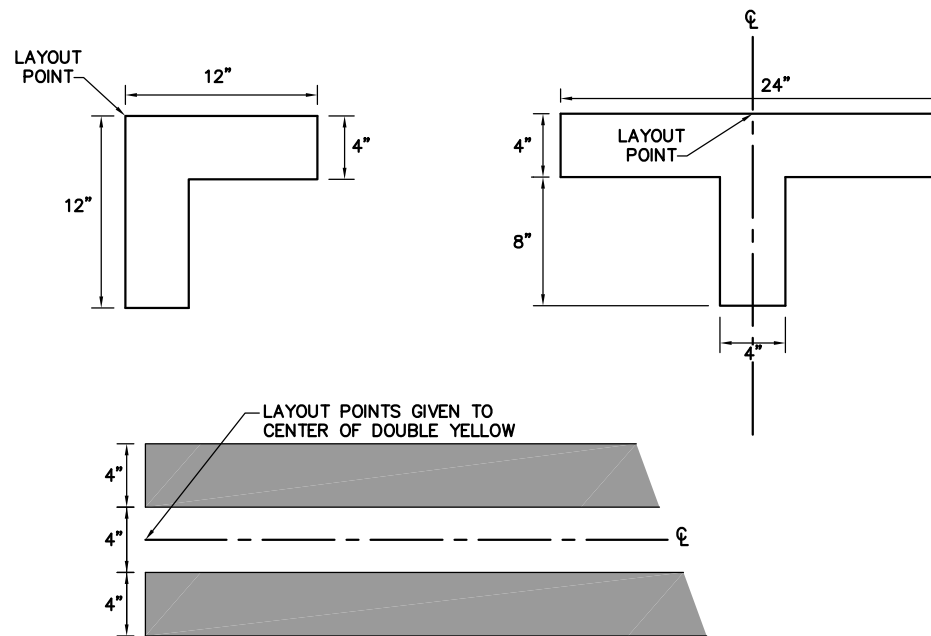
TURN ARROW DETAIL

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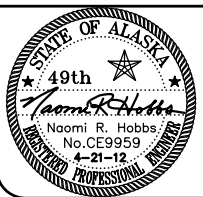
CHEVRON DETAIL

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STALL DELINEATOR AND CENTERLINE STRIP

NTS



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**MAIN STREET IMPROVEMENTS
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**TRAFFIC MARKING
DETAILS**

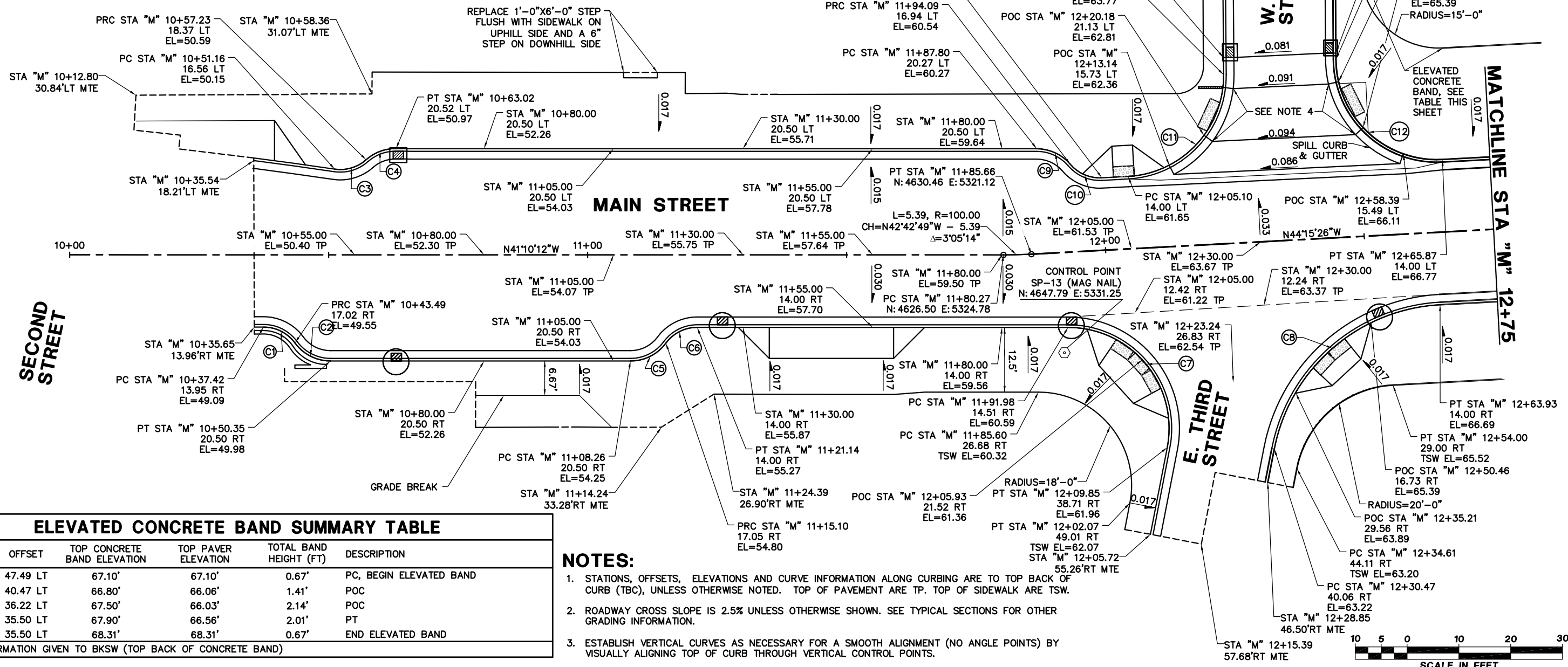
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44**

JOB NO: J70456 DRAWN BY: STAFF DESIGNED BY: T. LOCKHART CHECKED BY: N. HOBBS DATE: APRIL 2012

CURVE TABLE

| CURVE | LENGTH | RADIUS | DELTA | CH BEARING & DISTANCE |
|-------|--------|--------|------------|-----------------------|
| C1 | 7.07 | 7.50 | 53°58'27" | S14° 22' 00"E - 6.81 |
| C2 | 7.98 | 8.50 | 53°47'25" | N14° 16' 29"W - 7.69 |
| C3 | 6.55 | 7.50 | 50°01'21" | N57° 48' 58"W - 6.34 |
| C4 | 6.32 | 8.50 | 42°34'14" | S61° 32' 32"E - 6.17 |
| C5 | 7.95 | 8.50 | 53°34'35" | N67° 57' 29"W - 7.66 |
| C6 | 7.01 | 7.50 | 53°34'35" | S67° 57' 29"E - 6.76 |
| C7 | 34.36 | 19.50 | 100°56'38" | S9° 18' 07"W - 30.08 |
| C8 | 45.67 | 34.50 | 75°50'38" | S82° 10' 45"E - 42.41 |
| C9 | 7.35 | 8.50 | 49°30'41" | S16° 24' 51"E - 7.12 |
| C10 | 6.89 | 7.50 | 52°35'56" | N17° 57' 28"W - 6.65 |
| C11 | 29.74 | 19.50 | 87°22'51" | N87° 56' 52"W - 26.94 |
| C12 | 31.55 | 19.50 | 92°42'32" | N2° 05' 50"E - 28.22 |



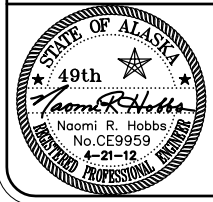
ELEVATED CONCRETE BAND SUMMARY TABLE

| STATION | OFFSET | TOP CONCRETE BAND ELEVATION | TOP PAVEMENT ELEVATION | TOTAL BAND HEIGHT (FT) | DESCRIPTION |
|----------|----------|-----------------------------|------------------------|------------------------|-------------------------|
| 12+52.48 | 47.49 LT | 67.10' | 67.10' | 0.67' | PC, BEGIN ELEVATED BAND |
| 12+56.02 | 40.47 LT | 66.80' | 66.06' | 1.41' | POC |
| 12+62.59 | 36.22 LT | 67.50' | 66.03' | 2.14' | POC |
| 12+67.17 | 35.50 LT | 67.90' | 66.56' | 2.01' | PT |
| 12+82.17 | 35.50 LT | 68.31' | 68.31' | 0.67' | END ELEVATED BAND |

NOTES:

- STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP. TOP OF SIDEWALK ARE TSW.
- ROADWAY CROSS SLOPE IS 2.5% UNLESS OTHERWISE SHOWN. 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.
- TRANSITION GUTTER PAN UP TO MATCH TBC AT TABLE TOP PORTION OF RAISED CROSS-WALK.

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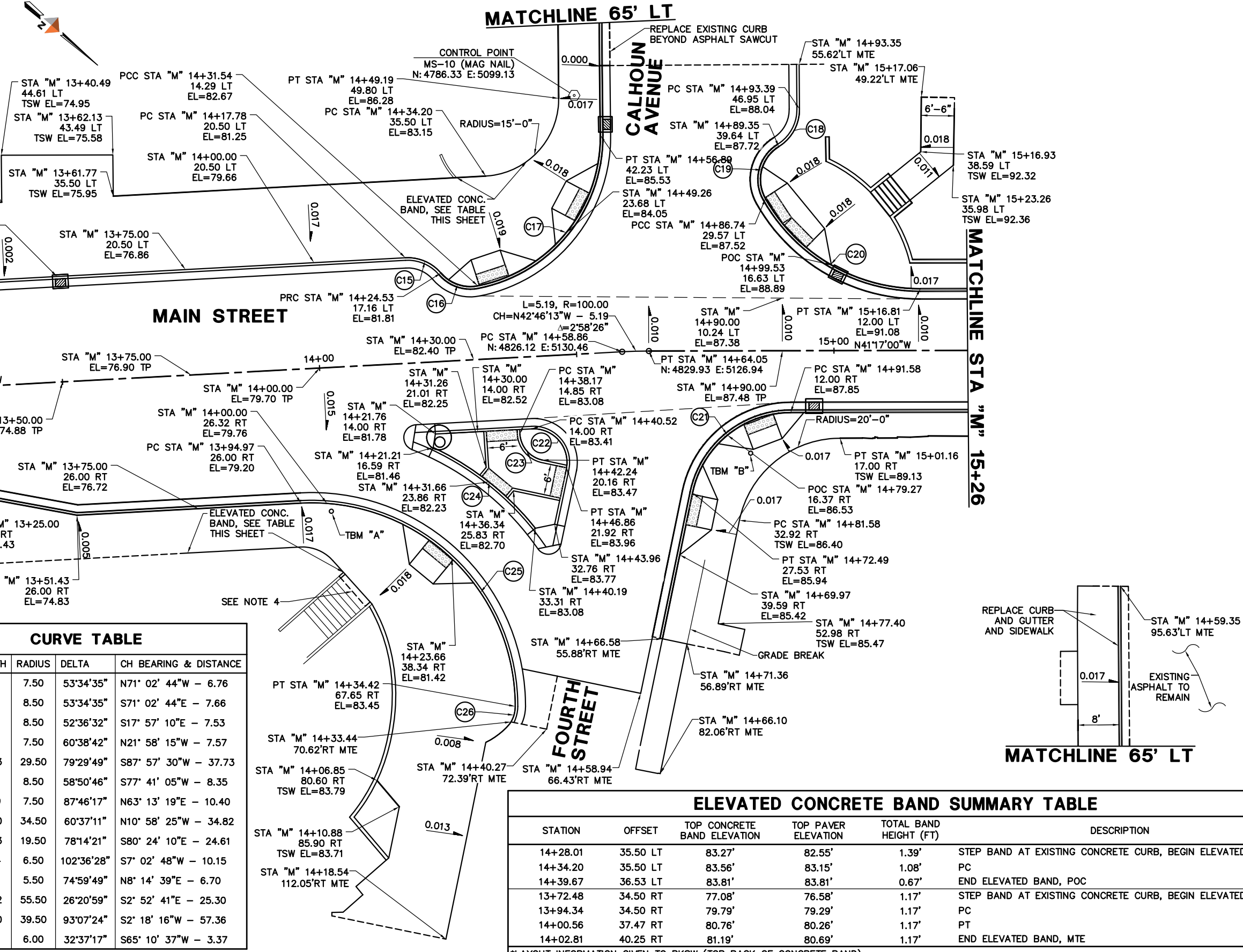
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MAIN STREET IMPROVEMENTS
SECOND TO FIFTH STREET
CONTRACT NO. E12-167

HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
B.O.P. TO STA "M" 12+75

VERTICAL CONTROL

| TBM | ELEVATION | DESCRIPTION |
|-----|-----------|--|
| A | 79.84 | TOP OF MOST SOUTH NUT ON LUMINARE AT THE CORNER OF MAIN STREET AND 4TH STREET |
| B | 89.28 | MOST SOUTH BOLT ON FIRE HYDRANT AT THE NORTH QUADRANT OF THE 4TH STREET AND MAIN STREET INTERSECTION |



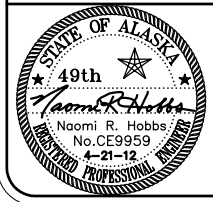
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 - ROADWAY CROSS SLOPE IS 2.5% UNLESS OTHERWISE SHOWN. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
 - ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.
 - REMOVE AND REPLACE TOP CONCRETE STEP SO THAT TREAD IS AT FULL HEIGHT ON THE TOP END AND FLUSH WITH THE SECOND STEP AT LOW END. WORK WILL REQUIRE DETACHING HANDRAIL AND RE-POURING THE TOP OF THE STAIRWAY SIDEWALL ON THE LOW END BEFORE RE-ATTACHING HANDRAIL.

| CURVE | LENGTH | RADIUS | DELTA | CH BEARING & DISTANCE |
|-------|--------|--------|------------|-----------------------|
| C13 | 7.01 | 7.50 | 53°34'35" | N71° 02' 44"W - 6.76 |
| C14 | 7.95 | 8.50 | 53°34'35" | S71° 02' 44"E - 7.66 |
| C15 | 7.80 | 8.50 | 52°36'32" | S17° 57' 10"E - 7.53 |
| C16 | 7.94 | 7.50 | 60°38'42" | N21° 58' 15"W - 7.57 |
| C17 | 40.93 | 29.50 | 79°29'49" | S87° 57' 30"W - 37.73 |
| C18 | 8.73 | 8.50 | 58°50'46" | S77° 41' 05"W - 8.35 |
| C19 | 11.49 | 7.50 | 87°46'17" | N63° 13' 19"E - 10.40 |
| C20 | 36.50 | 34.50 | 60°37'11" | N10° 58' 25"W - 34.82 |
| C21 | 26.63 | 19.50 | 78°14'21" | S80° 24' 10"E - 24.61 |
| C22 | 11.64 | 6.50 | 102°36'28" | S7° 02' 48"W - 10.15 |
| C23 | 7.20 | 5.50 | 74°59'49" | N8° 14' 39"E - 6.70 |
| C24 | 25.52 | 55.50 | 26°20'59" | S2° 52' 41"E - 25.30 |
| C25 | 64.20 | 39.50 | 93°07'24" | S2° 18' 16"W - 57.36 |
| C26 | 3.42 | 6.00 | 32°37'17" | S65° 10' 37"W - 3.37 |

| STATION | OFFSET | TOP CONCRETE BAND ELEVATION | TOP PAVER ELEVATION | TOTAL BAND HEIGHT (FT) | DESCRIPTION |
|----------|----------|-----------------------------|---------------------|------------------------|--|
| 14+28.01 | 35.50 LT | 83.27' | 82.55' | 1.39' | STEP BAND AT EXISTING CONCRETE CURB, BEGIN ELEVATED BAND |
| 14+34.20 | 35.50 LT | 83.56' | 83.15' | 1.08' | PC |
| 14+39.67 | 36.53 LT | 83.81' | 83.81' | 0.67' | END ELEVATED BAND, POC |
| 13+72.48 | 34.50 RT | 77.08' | 76.58' | 1.17' | STEP BAND AT EXISTING CONCRETE CURB, BEGIN ELEVATED BAND |
| 13+94.34 | 34.50 RT | 79.79' | 79.29' | 1.17' | PC |
| 14+00.56 | 37.47 RT | 80.76' | 80.26' | 1.17' | PT |
| 14+02.81 | 40.25 RT | 81.19' | 80.69' | 1.17' | END ELEVATED BAND, MTE |

*LAYOUT INFORMATION GIVEN TO BKSW (TOP BACK OF CONCRETE BAND)

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

MAIN STREET IMPROVEMENTS
SECOND TO FIFTH STREET
CONTRACT NO. E12-167

HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
STA "M" 12+75 TO STA "M" 15+26

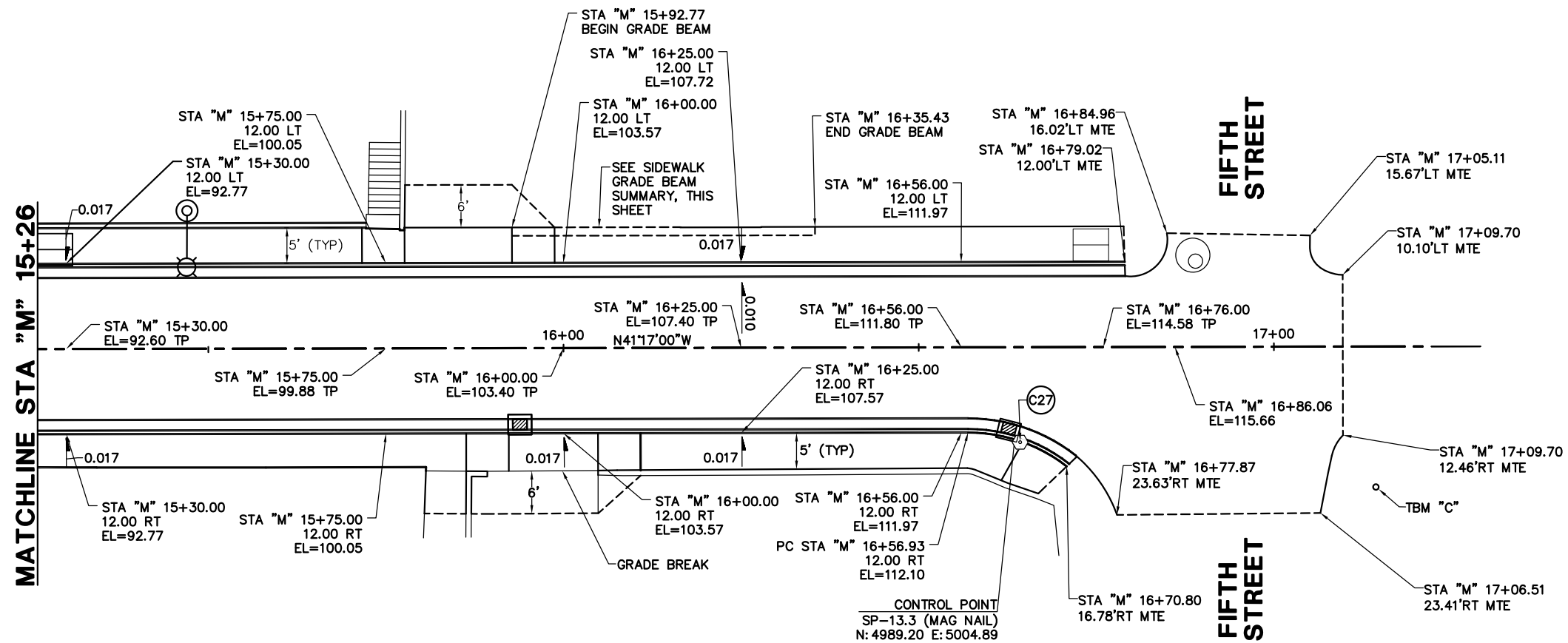


| VERTICAL CONTROL | | |
|------------------|-----------|---|
| TBM | ELEVATION | DESCRIPTION |
| C | 120.70 | SOUTH MOST BOLT OF FIRE HYDRANT AT THE INTERSECTION OF MAIN STREET AND FIFTH STREET |

| SIDEWALK GRADE BEAM SUMMARY TABLE | | |
|-----------------------------------|------------|-------------|
| STATION | DEPTH (FT) | REMARK |
| 15+92.8 | 0.5 | BEGIN BEAM |
| 16+14.0 | 1.4 | CORNER DECK |
| 16+35.4 | 0.8 | END BEAM |

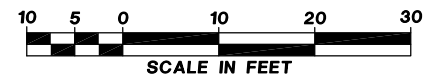
NOTE: TOTAL CONCRETE VOLUME IS APPROXIMATELY 1.5 CY

| CURVE TABLE | | | | |
|-------------|--------|--------|-----------|-----------------------|
| CURVE | LENGTH | RADIUS | DELTA | CH BEARING & DISTANCE |
| C27 | 14.94 | 22.50 | 38°02'54" | S22° 15' 33"E - 14.67 |

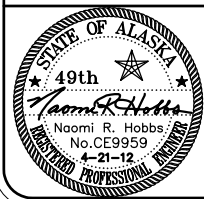


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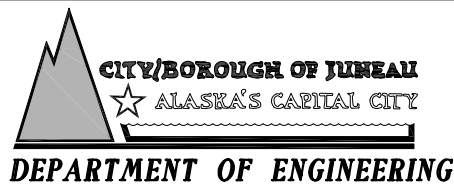
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JOB NO: J70456 | DRAWN BY: STAFF | DESIGNED BY: T. LOCKHART | CHECKED BY: N. HOBBS | DATE: APRIL 2012



**MAIN STREET IMPROVEMENTS
 SECOND TO FIFTH STREET
 CONTRACT NO. E12-167**

**HORIZONTAL AND VERTICAL CONTROL
 CURB AND GUTTER LAYOUT AND GRADES
 STA "M" 15+26 TO END**

SHEET NO.
C.203
 18 OF 44

| PIPE SUMMARY - SANITARY SEWER | | | | |
|-------------------------------|-----|--------|------|--------|
| PIPE | DIA | LENGTH | TYPE | SLOPE |
| P-1 | 12" | 157.1 | PVC | 0.060 |
| P-2 | 12" | 18.0 | PVC | 0.020 |
| P-3 | 8" | 57.0 | PVC | 0.179* |
| P-4 | 12" | 228.6 | PVC | 0.143* |

SEE NOTE 2

*INSTALL 72-INCH RADIUS, 11.25-DEGREE SWEEPS AT EACH MANHOLE

| PIPE SUMMARY - STORM DRAINAGE | | | | |
|-------------------------------|-----|--------|------|-------|
| PIPE | DIA | LENGTH | TYPE | SLOPE |
| S-1 | 18" | 63.6 | CPP | 0.090 |
| S-2 | 8" | 16.0 | PVC | 0.010 |
| S-3 | 18" | 67.6 | CPP | 0.070 |
| S-4 | 12" | 61.1 | CPP | 0.030 |
| S-5 | 12" | 19.2 | CPP | 0.010 |
| S-6 | 18" | 59.6 | CPP | 0.015 |
| S-7 | 12" | 14.6 | CPP | 0.020 |
| S-8 | 18" | 38.2 | CPP | 0.095 |

SEE NOTE 2

CB-5 TRENCH DRAIN*

CHANNEL DEPTH: 12 INCHES
 CHANNEL: NEUTRAL
 LENGTH: ONE SECTION @ 3.28'
 GRATE: PERFORATED STEEL
 DIN 19580 CLASS C - 56,000 LBS COMMERCIAL VEHICLE

*INSTALL PERPENDICULAR TO BACK OF CURB AT APPROXIMATE 30' LT. MATCH GRADE OF SIDEWALK.

| CB-1, TYPE III* | |
|-----------------------------|----------|
| STA "M" 10+63.5, MATCH CURB | |
| FG | EL=50.44 |
| INV EXIST 12"CPP | EL=47.35 |
| INV 4"PVC | EL=47.45 |

*RELOCATE EXISTING TYPE III TO NEW CURB ALIGNMENT.

| MH-1, TYPE I* | |
|--------------------------|----------|
| STA "M" 12+22.0, 11.3 RT | |
| FG | EL=62.65 |
| INV P-1 | EL=53.68 |
| INV P-2 | EL=53.78 |

*WITH FIBERGLASS BASE LINER

| CB-6, TYPE IV | |
|-----------------------------|-----------|
| STA "M" 12+26.0, MATCH CURB | |
| FG | EL=63.75 |
| INV S-4 | EL=58.00 |
| INV S-5 | EL=58.10 |
| INV 6"PVC | EL=59.00* |

SUMP 16"MIN

| MH-2, TYPE I* | |
|-------------------------|----------|
| STA "M" 12+28.9, 5.4 LT | |
| FG | EL=63.47 |
| INV P-2 | EL=54.14 |
| INV P-3 | EL=54.24 |
| INV P-4 | EL=54.24 |

*WITH FIBERGLASS BASE LINER

| CB-7, TYPE III | |
|-----------------------------|----------|
| STA "M" 12+45.2, MATCH CURB | |
| FG | EL=65.16 |
| INV S-5 | EL=58.29 |

SUMP 16"MIN

| CB-8, TYPE I | |
|-----------------------------|----------|
| STA "M" 12+52.1, MATCH CURB | |
| FG | EL=64.99 |
| INV S-6 | EL=56.34 |
| INV S-7 | EL=60.86 |
| INV S-8 | EL=61.00 |
| INV 6"PVC | EL=56.40 |

SUMP 16"MIN

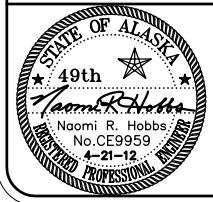
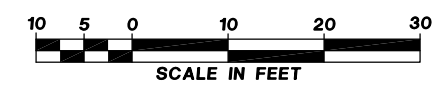
JD PHONE CO.
(ALASKA COMMUNICATIONS SYSTEMS)
204 MAIN ST

NEA ALASKA INC.
201 MAIN ST

STATE DEPARTMENT OF
NATURAL RESOURCES
(COURT PLAZA BUILDING)
240 MAIN ST

COMMUNITY OF
REGIONAL AFFAIRS
BUILDING
150 3RD ST

- NOTES:**
- PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
 - PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE ALSO CALCULATED TO CENTER OF STRUCTURES. ADJUST SLOPES AS REQUIRED FOR TRUE SLOPE BETWEEN EDGES OF STRUCTURE.
 - REMOVE EXISTING VALVE BOX AND ABANDON EXISTING WATER SERVICE.
 - ADJUST FRAME AND LID TO GRADE.
 - REMOVE AND REPLACE HEATED SIDEWALK WITH SNO*MELTER MAT MANUFACTURED BY EASYHEAT, OR APPROVED EQUAL.
 - CONNECT TO VAULTS AT BOTTOM OF VAULT SUMPS WITH ALL FITTINGS REQUIRED. CONCRETE BACKFILL SHALL BE REQUIRED UNDER CONCRETE ENCASUREMENT WHERE BACKFILL AND/OR IMPORTED BACKFILL CANNOT BE COMPACTED TO 95% OF OPTIMUM DENSITY. FIELD VERIFY SUMP ELEVATIONS PRIOR TO LAYING 6"PVC DRAIN. SUPPORT CONCRETE ENCASUREMENT AS REQUIRED.



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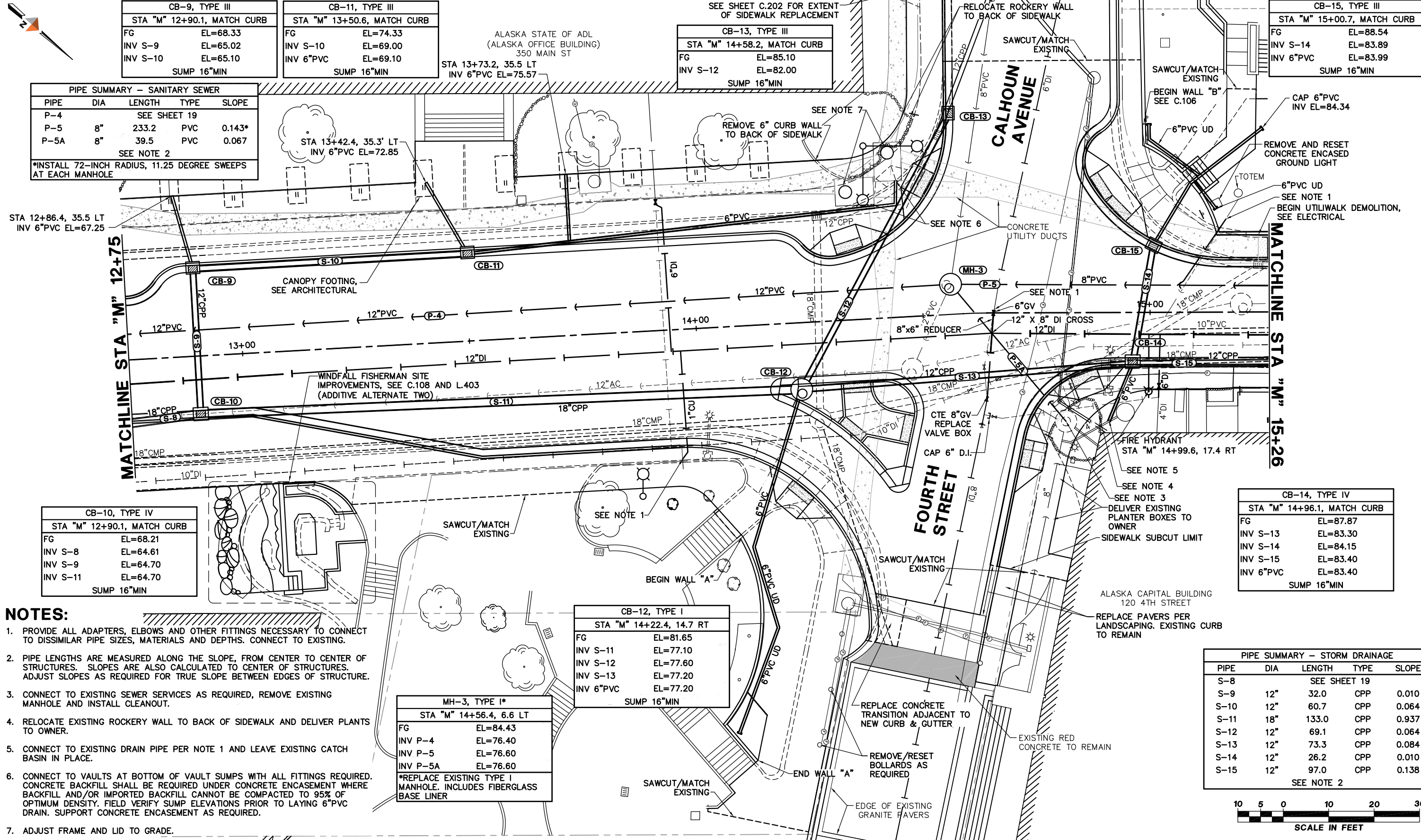
CITY/BOROUGH OF JUNEAU
 ALASKA'S CAPITAL CITY

DEPARTMENT OF ENGINEERING

**MAIN STREET IMPROVEMENTS
 SECOND TO FIFTH STREET
 CONTRACT NO. E12-167**

**PLAN - MAIN STREET
 B.O.P TO STA "M" 12+75**

SHEET NO.
C.301
19 OF 44



| CB-9, TYPE III | | | |
|-----------------------------|----------|--|--|
| STA "M" 12+90.1, MATCH CURB | | | |
| FG | EL=68.33 | | |
| INV S-9 | EL=65.02 | | |
| INV S-10 | EL=65.10 | | |
| SUMP 16"MIN | | | |

| CB-11, TYPE III | | | |
|-----------------------------|----------|--|--|
| STA "M" 13+50.6, MATCH CURB | | | |
| FG | EL=74.33 | | |
| INV S-10 | EL=69.00 | | |
| INV 6"PVC | EL=69.10 | | |
| SUMP 16"MIN | | | |

| CB-13, TYPE III | | | |
|-----------------------------|----------|--|--|
| STA "M" 14+58.2, MATCH CURB | | | |
| FG | EL=85.10 | | |
| INV S-12 | EL=82.00 | | |
| SUMP 16"MIN | | | |

| CB-15, TYPE III | | | |
|-----------------------------|----------|--|--|
| STA "M" 15+00.7, MATCH CURB | | | |
| FG | EL=88.54 | | |
| INV S-14 | EL=83.89 | | |
| INV 6"PVC | EL=83.99 | | |
| SUMP 16"MIN | | | |

| PIPE SUMMARY - SANITARY SEWER | | | | |
|-------------------------------|-----|--------------|------|--------|
| PIPE | DIA | LENGTH | TYPE | SLOPE |
| P-4 | | SEE SHEET 19 | | |
| P-5 | 8" | 233.2 | PVC | 0.143* |
| P-5A | 8" | 39.5 | PVC | 0.067 |

SEE NOTE 2
*INSTALL 72-INCH RADIUS, 11.25 DEGREE SWEEPS AT EACH MANHOLE

| CB-10, TYPE IV | | | |
|-----------------------------|----------|--|--|
| STA "M" 12+90.1, MATCH CURB | | | |
| FG | EL=68.21 | | |
| INV S-8 | EL=64.61 | | |
| INV S-9 | EL=64.70 | | |
| INV S-11 | EL=64.70 | | |
| SUMP 16"MIN | | | |

| CB-12, TYPE I | | | |
|--------------------------|----------|--|--|
| STA "M" 14+22.4, 14.7 RT | | | |
| FG | EL=81.65 | | |
| INV S-11 | EL=77.10 | | |
| INV S-12 | EL=77.60 | | |
| INV S-13 | EL=77.20 | | |
| INV 6"PVC | EL=77.20 | | |
| SUMP 16"MIN | | | |

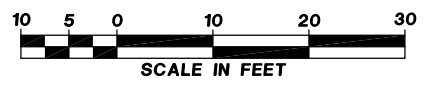
| MH-3, TYPE I* | | | |
|--|----------|--|--|
| STA "M" 14+56.4, 6.6 LT | | | |
| FG | EL=84.43 | | |
| INV P-4 | EL=76.40 | | |
| INV P-5 | EL=76.60 | | |
| INV P-5A | EL=76.60 | | |
| *REPLACE EXISTING TYPE I MANHOLE. INCLUDES FIBERGLASS BASE LINER | | | |

| CB-14, TYPE IV | | | |
|-----------------------------|----------|--|--|
| STA "M" 14+96.1, MATCH CURB | | | |
| FG | EL=87.87 | | |
| INV S-13 | EL=83.30 | | |
| INV S-14 | EL=84.15 | | |
| INV S-15 | EL=83.40 | | |
| INV 6"PVC | EL=83.40 | | |
| SUMP 16"MIN | | | |

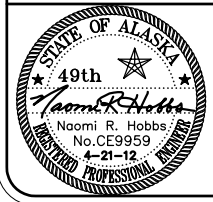
| PIPE SUMMARY - STORM DRAINAGE | | | | |
|-------------------------------|-----|--------------|------|-------|
| PIPE | DIA | LENGTH | TYPE | SLOPE |
| S-8 | | SEE SHEET 19 | | |
| S-9 | 12" | 32.0 | CPP | 0.010 |
| S-10 | 12" | 60.7 | CPP | 0.064 |
| S-11 | 18" | 133.0 | CPP | 0.937 |
| S-12 | 12" | 69.1 | CPP | 0.064 |
| S-13 | 12" | 73.3 | CPP | 0.084 |
| S-14 | 12" | 26.2 | CPP | 0.010 |
| S-15 | 12" | 97.0 | CPP | 0.138 |

SEE NOTE 2

- NOTES:**
- PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
 - PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE ALSO CALCULATED TO CENTER OF STRUCTURES. ADJUST SLOPES AS REQUIRED FOR TRUE SLOPE BETWEEN EDGES OF STRUCTURE.
 - CONNECT TO EXISTING SEWER SERVICES AS REQUIRED, REMOVE EXISTING MANHOLE AND INSTALL CLEANOUT.
 - RELOCATE EXISTING ROCKERY WALL TO BACK OF SIDEWALK AND DELIVER PLANTS TO OWNER.
 - CONNECT TO EXISTING DRAIN PIPE PER NOTE 1 AND LEAVE EXISTING CATCH BASIN IN PLACE.
 - CONNECT TO VAULTS AT BOTTOM OF VAULT SUMPS WITH ALL FITTINGS REQUIRED. CONCRETE BACKFILL SHALL BE REQUIRED UNDER CONCRETE ENCASEMENT WHERE BACKFILL AND/OR IMPORTED BACKFILL CANNOT BE COMPACTED TO 95% OF OPTIMUM DENSITY. FIELD VERIFY SUMP ELEVATIONS PRIOR TO LAYING 6"PVC DRAIN. SUPPORT CONCRETE ENCASEMENT AS REQUIRED.
 - ADJUST FRAME AND LID TO GRADE.



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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

DEPARTMENT OF ENGINEERING

MAIN STREET IMPROVEMENTS
SECOND TO FIFTH STREET
CONTRACT NO. E12-167

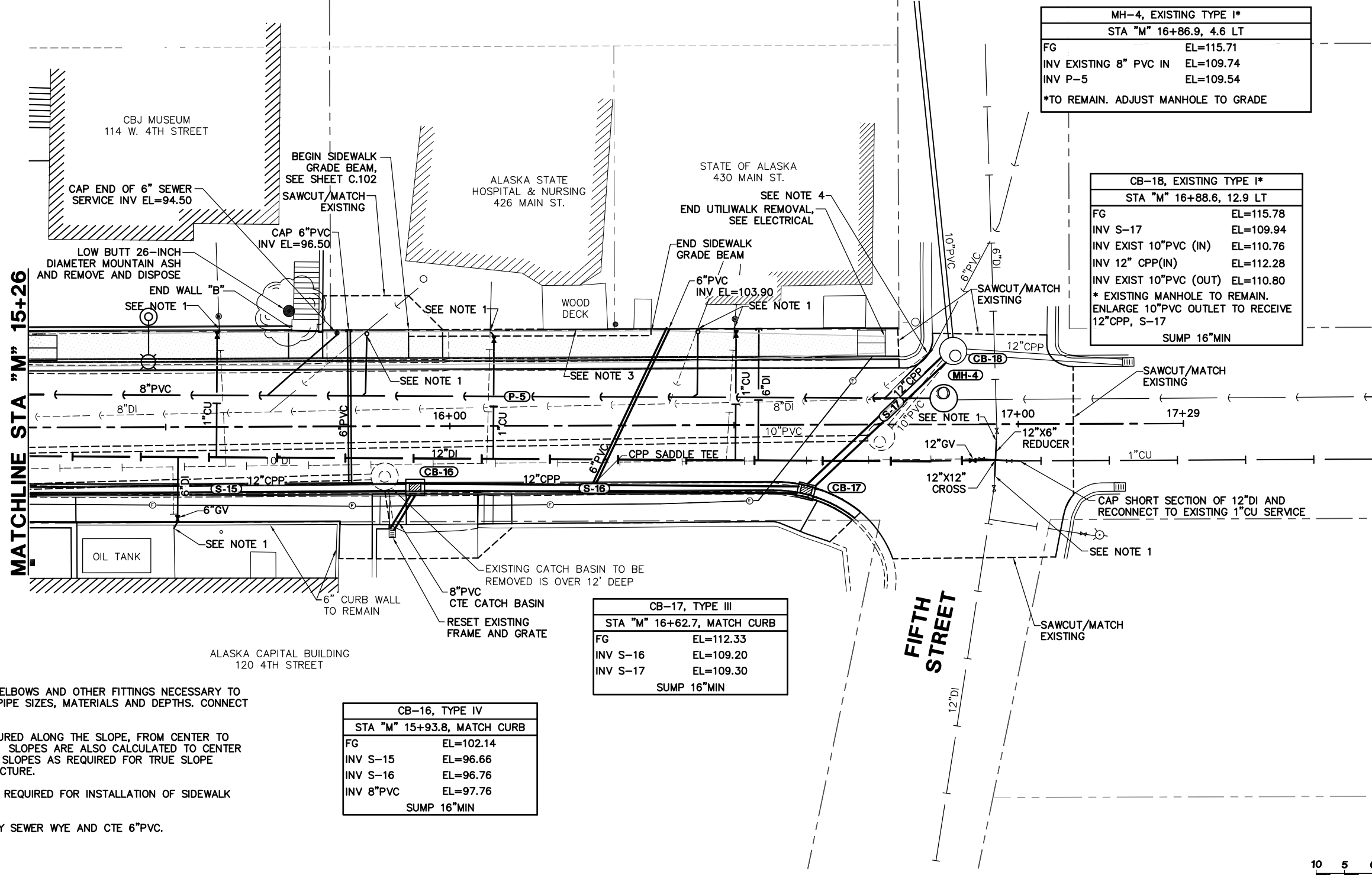
PLAN - MAIN STREET
STA "M" 12+75 TO STA "M" 15+26

SHEET NO.
C.302
20 OF 44



| PIPE SUMMARY - SANITARY SEWER | | | | |
|-------------------------------|-----|--------------|------|-------|
| PIPE | DIA | LENGTH | TYPE | SLOPE |
| P-5 | | SEE SHEET 20 | | |
| SEE NOTE 2 | | | | |

| PIPE SUMMARY - STORM DRAINAGE | | | | |
|-------------------------------|-----|--------------|------|-------|
| PIPE | DIA | LENGTH | TYPE | SLOPE |
| S-15 | | SEE SHEET 20 | | |
| S-16 | 12" | 72.0 | CPP | 0.185 |
| S-17 | 12" | 35.6 | CPP | 0.018 |
| SEE NOTE 2 | | | | |



| MH-4, EXISTING TYPE I* | |
|-------------------------------------|-----------|
| STA "M" 16+86.9, 4.6 LT | |
| FG | EL=115.71 |
| INV EXISTING 8" PVC IN | EL=109.74 |
| INV P-5 | EL=109.54 |
| *TO REMAIN. ADJUST MANHOLE TO GRADE | |

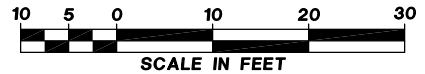
| CB-18, EXISTING TYPE I* | |
|---|-----------|
| STA "M" 16+88.6, 12.9 LT | |
| FG | EL=115.78 |
| INV S-17 | EL=109.94 |
| INV EXIST 10" PVC (IN) | EL=110.76 |
| INV 12" CPP(IN) | EL=112.28 |
| INV EXIST 10" PVC (OUT) | EL=110.80 |
| * EXISTING MANHOLE TO REMAIN. ENLARGE 10" PVC OUTLET TO RECEIVE 12" CPP, S-17 | |
| SUMP 16" MIN | |

| CB-17, TYPE III | |
|-----------------------------|-----------|
| STA "M" 16+62.7, MATCH CURB | |
| FG | EL=112.33 |
| INV S-16 | EL=109.20 |
| INV S-17 | EL=109.30 |
| SUMP 16" MIN | |

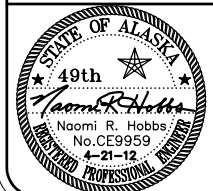
| CB-16, TYPE IV | |
|-----------------------------|-----------|
| STA "M" 15+93.8, MATCH CURB | |
| FG | EL=102.14 |
| INV S-15 | EL=96.66 |
| INV S-16 | EL=96.76 |
| INV 8" PVC | EL=97.76 |
| SUMP 16" MIN | |

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 ALSO CALCULATED TO CENTER OF STRUCTURES. ADJUST SLOPES AS REQUIRED FOR TRUE SLOPE BETWEEN EDGES OF STRUCTURE.
3. SUPPORT WOOD DECK AS REQUIRED FOR INSTALLATION OF SIDEWALK AND GRADE BEAM.
4. INSTALL NEW 6" SANITARY SEWER WYE AND CTE 6"PVC.



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CITY/BOROUGH OF JUNEAU
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DEPARTMENT OF ENGINEERING

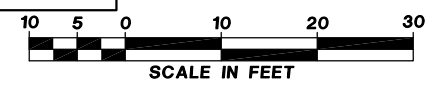
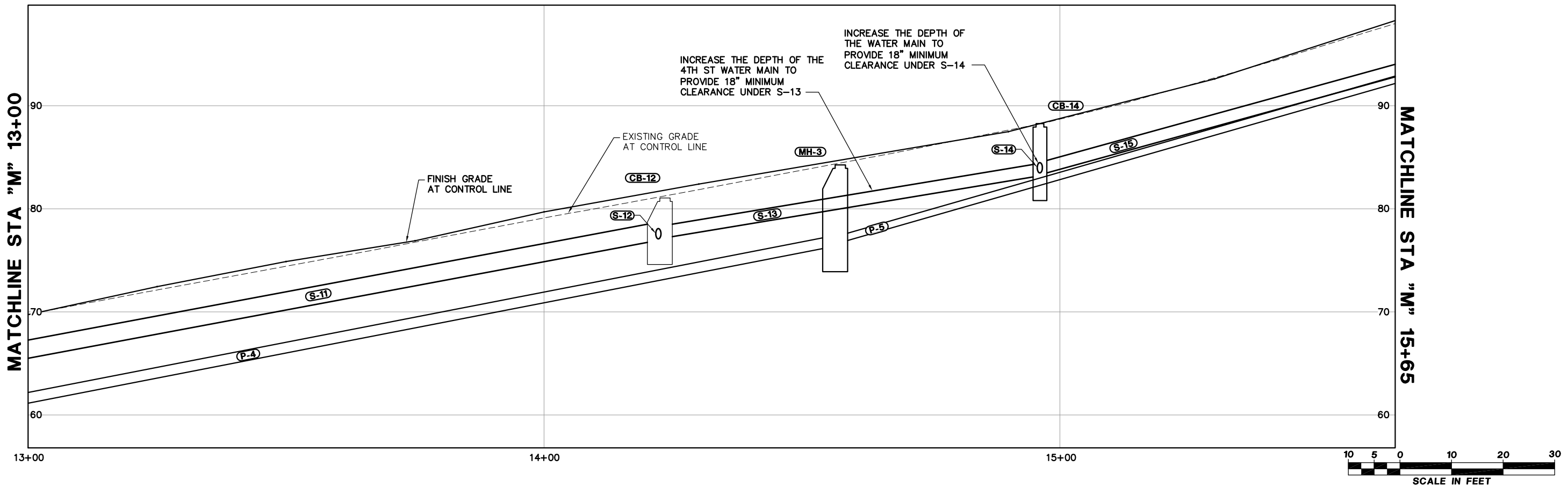
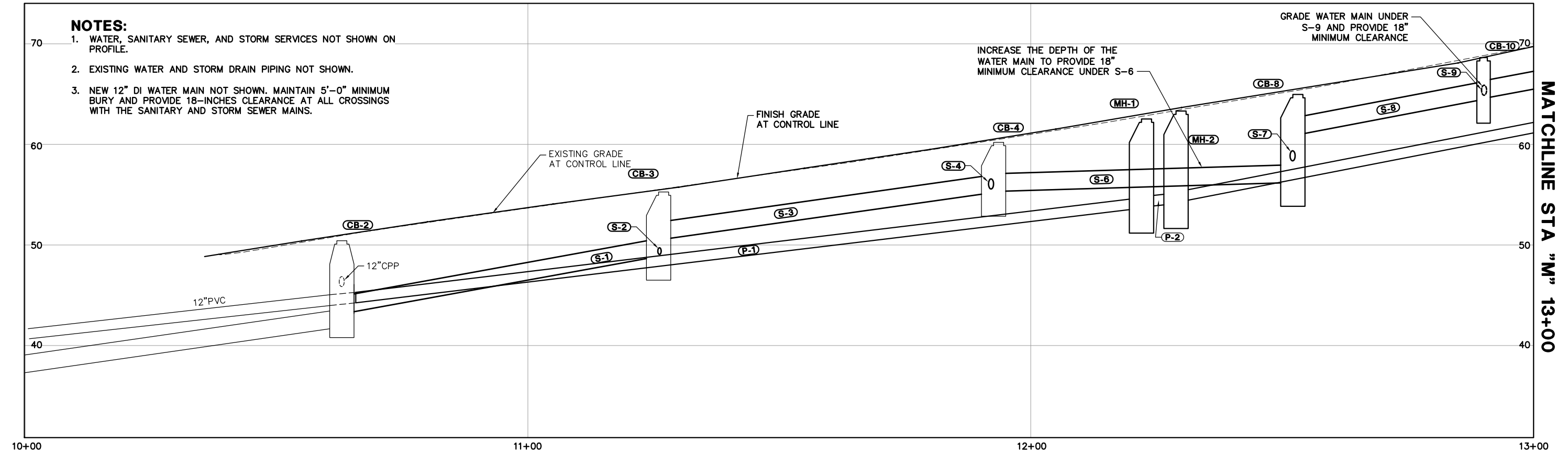
**MAIN STREET IMPROVEMENTS
 SECOND TO FIFTH STREET
 CONTRACT NO. E12-167**

**PLAN - MAIN STREET
 STA "M" 15+26 TO E.O.P.**

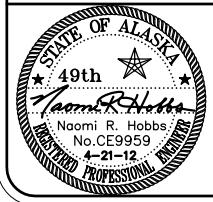
SHEET NO.
C.303
 21 OF 44

NOTES:

1. WATER, SANITARY SEWER, AND STORM SERVICES NOT SHOWN ON PROFILE.
2. EXISTING WATER AND STORM DRAIN PIPING NOT SHOWN.
3. NEW 12" DI WATER MAIN NOT SHOWN. MAINTAIN 5'-0" MINIMUM BURY AND PROVIDE 18-INCHES CLEARANCE AT ALL CROSSINGS WITH THE SANITARY AND STORM SEWER MAINS.



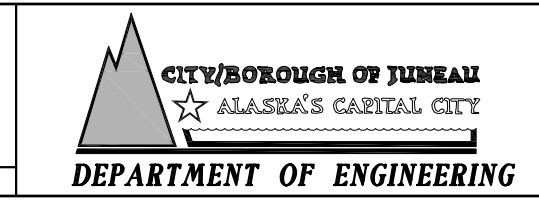
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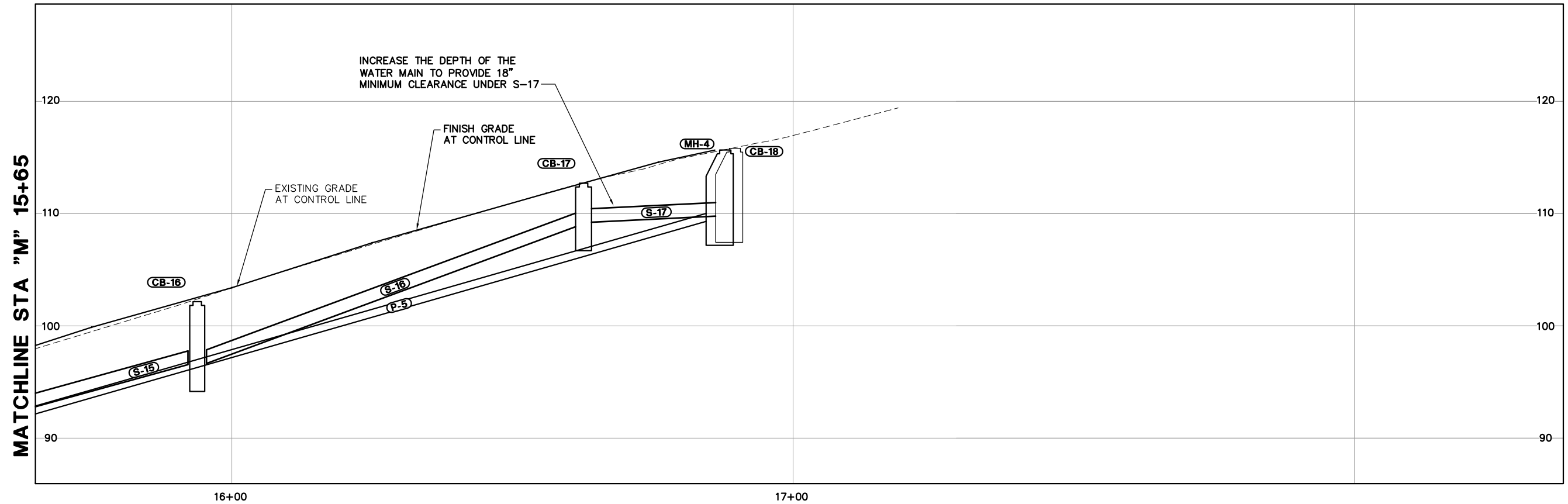
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**MAIN STREET IMPROVEMENTS
 SECOND TO FIFTH STREET
 CONTRACT NO. E12-167**

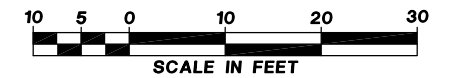
**PROFILE - MAIN STREET
 B.O.P. TO STA "M" 15+65**

SHEET NO.
C.401
 22
 OF
 44

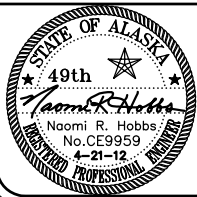


NOTES:

1. WATER, SANITARY SEWER, AND STORM SERVICES NOT SHOWN ON PROFILE.
2. EXISTING WATER AND STORM DRAIN PIPING NOT SHOWN.
3. NEW 12" DI WATER MAIN NOT SHOWN. MAINTAIN 5'-0" MINIMUM BURY AND PROVIDE 18-INCHES CLEARANCE AT ALL CROSSINGS WITH THE SANITARY AND STORM SEWER MAINS.



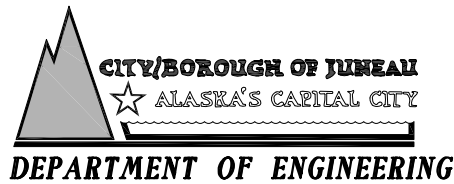
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**MAIN STREET IMPROVEMENTS
 SECOND TO FIFTH STREET
 CONTRACT NO. E12-167**

**PROFILE - MAIN STREET
 STA "M" 15+65 TO E.O.P.**

SHEET NO.
C.402
 23
 OF
 44