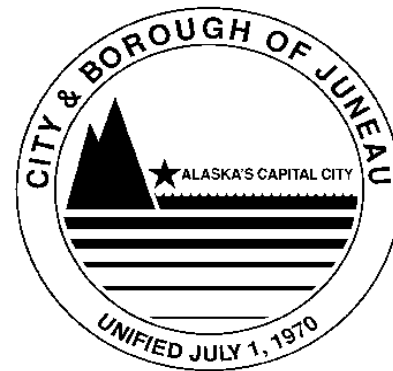


**McGINNIS SBUDIVISION PAVING, PHASE III
STEELHEAD STREET**

VOLUME II of II

Contract No. BE18-140

File No. 1882

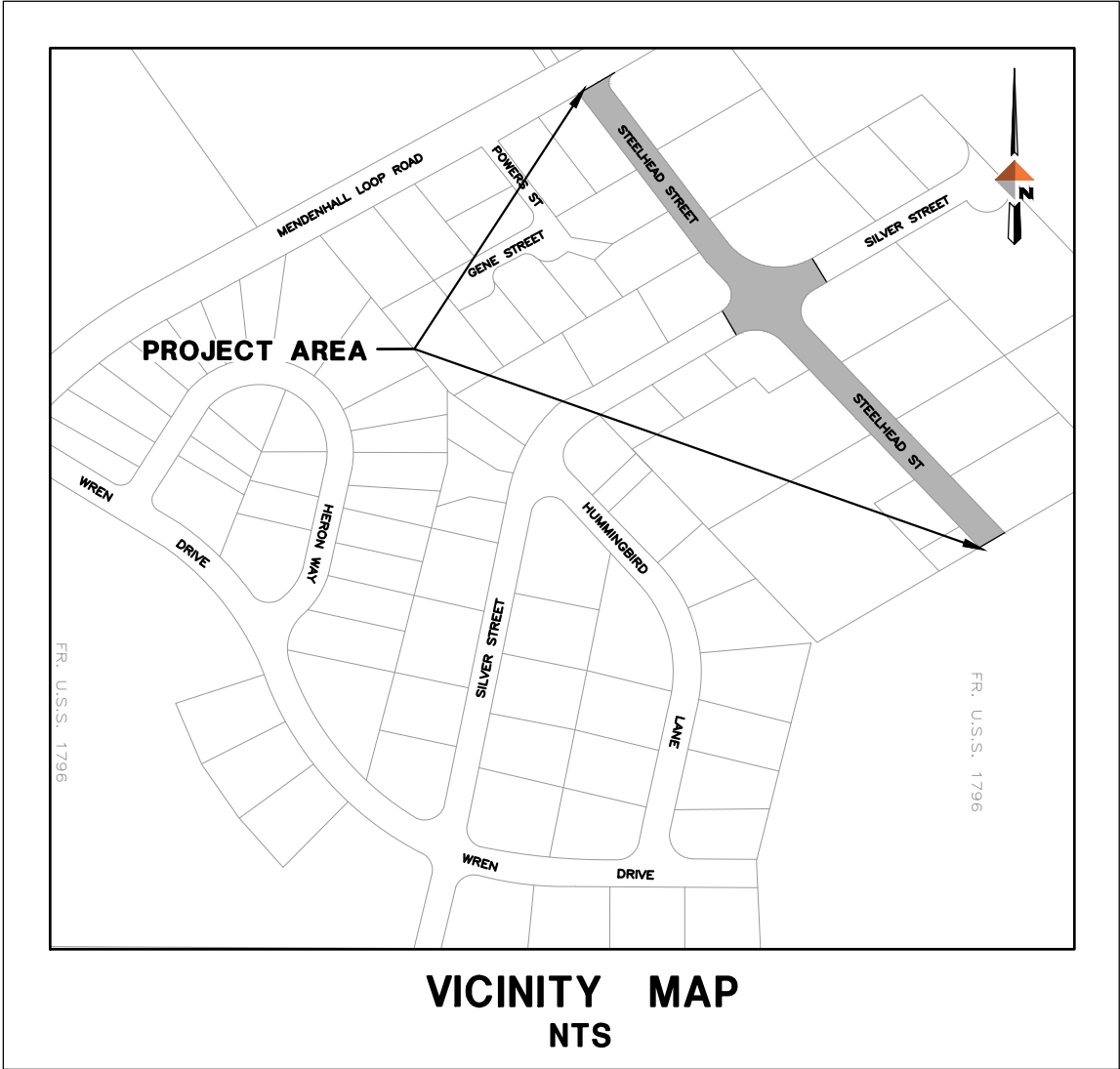


ENGINEERING DEPARTMENT

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MCGINNIS SUBDIVISION PAVING,
PHASE III – STEELHEAD STREET
CONTRACT NO. BE18-140



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LEGEND

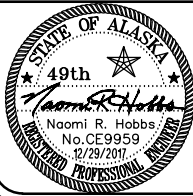
DESCRIPTION	EXISTING	REMOVE	PROPOSED
BURIED ELECTRICAL UTILITIES			
CONTROL POINT			
CURB & GUTTER			
DITCH CENTERLINE			
DITCH BOTTOM			
DITCH TOP			
DRIVEWAY CUT			
FENCE			
FILL LIMITS			
FIRE HYDRANT			
HOUSE NO			
MAILBOX			
MATCH TO EXISTING GRAVEL DRIVE			
PROJECT CONTROL LINE			
PROPERTY LINE			
LIGHT POLE			
SANITARY SEWER PIPE			
SANITARY SEWER MANHOLE			
SHRUB			
SIGN			
STORM DRAIN PIPE			
SURVEY MONUMENT-REBAR W/ PLASTIC CAP			
TREE CONIFER			
TREE DECIDUOUS			
WATER LINE PIPE			
WATER VALVE BOX			

ABBREVIATIONS

AC	ASPHALT CONCRETE
ADOT&PF	ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BOP	BEGINNING OF PROJECT
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
FL	FLOW LINE
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
ROW	RIGHT-OF-WAY
RT	RIGHT
SHLD	SHOULDER
STA	STATION
STD	STANDARD
TBC	TOP BACK OF CURB
TP	TOP OF PAVEMENT
TSW	TOP OF SIDEWALK
TTCP	TEMPORARY TRAFFIC CONTROL PLAN
UD	UNDERDRAIN
ABBREVIATIONS TO BE USED WITHOUT PERIODS	

GENERAL NOTES

- BEGIN SUBCUT AT 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 WITH BASE COURSE, GRADING D-1, 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 MAINTAIN UNINTERRUPTED GARBAGE PICKUP AND DAILY MAIL SERVICE 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 ABANDONED) THAT ARE WITHIN THE STREET 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. SOME EXISTING PIPES MAY NOT BE SHOWN. 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 CULVERTS AND CULVERT LENGTHS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES AT 586-0393 OF ANY WATER MAIN INTERRUPTION.
- PROPERTY LINE LOCATIONS USED IN THESE PLANS ARE DERIVED FROM RECORD PLATS AND DO NOT REPRESENT 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 TO DETERMINE PIPE INSULATION LOCATIONS, AND TO ENSURE DAMAGE DOES NOT OCCUR TO THE SERVICE PIPES. THE SERVICE LOCATIONS SHALL BE MARKED WITH PAINT WHERE CROSSINGS WITH THE NEW PIPING WILL OCCUR PRIOR TO PROCEEDING WITH THE PIPE INSTALLATION. LOCATION OF EXISTING WATER AND SEWER SERVICES ARE APPROXIMATE. SOME WATER AND SEWER SERVICES MAY NOT BE SHOWN. THE CONTRACTOR SHALL LOCATE SERVICES PRIOR TO INSTALLING STORM DRAIN PIPE.
- ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS.
- SAWCUT AS NECESSARY ALONG ALL DRIVEWAY APPROACHES TO PROVIDE A NEAT MATCH LINE.
- CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. REBARS, CONCRETE NAILS, BRASS CAP MONUMENT AND ETC.) PRIOR TO CONSTRUCTION, REMONUMENT AFTER SURFACING IS REPLACED, AND SUBMIT A RECORD OF MONUMENT TO THE ENGINEER. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR.
- ALL ASPHALT AND CHIP SEAL 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.
- THE CONTRACTOR SHALL RESTRICT COMPACTION AND OTHER VIBRATION INDUCING OPERATIONS AS NECESSARY TO PREVENT DAMAGE 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 OPERATIVE EQUIPMENT WITH ITS TRACKS OR WHEELS PLACED ON PRIVATE PROPERTY, WITHOUT WRITTEN APPROVAL OF THE PROPERTY OWNER.
- 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.
- "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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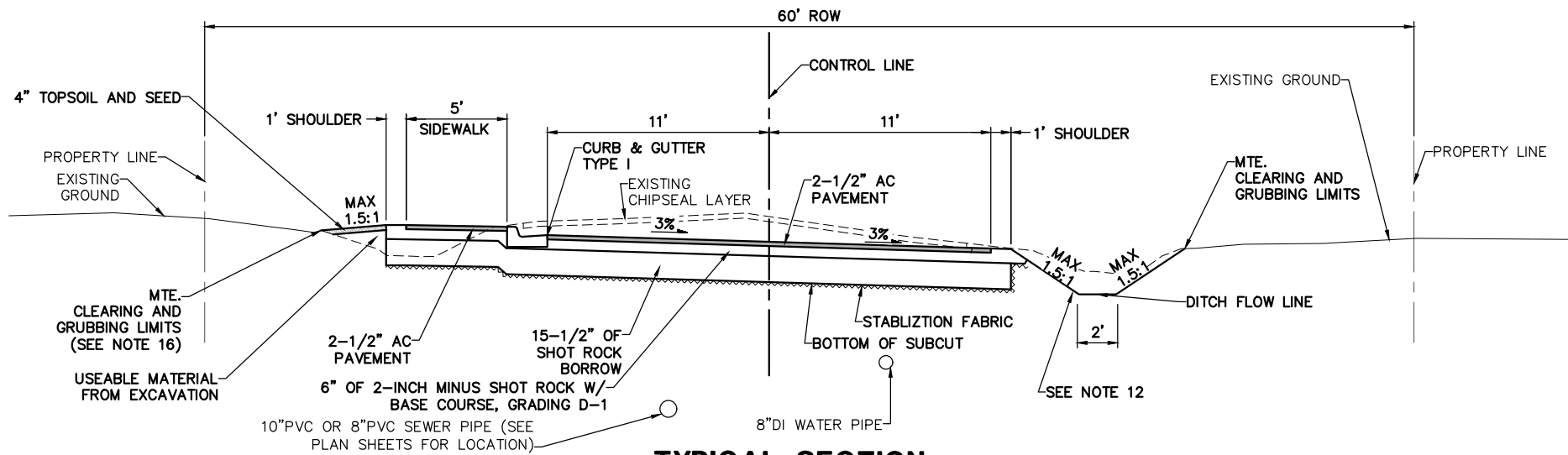


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CONTRACT NO. BE18-140

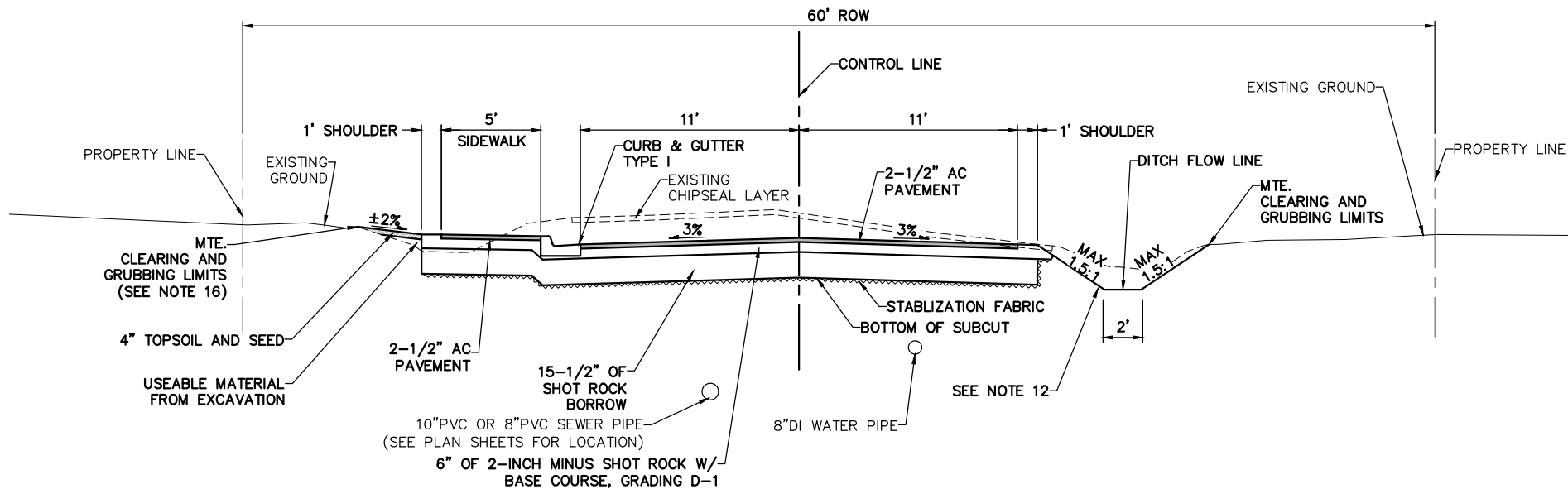
LEGEND, ABBREVIATIONS,
AND GENERAL NOTES

NOTES FOR TYPICAL SECTION

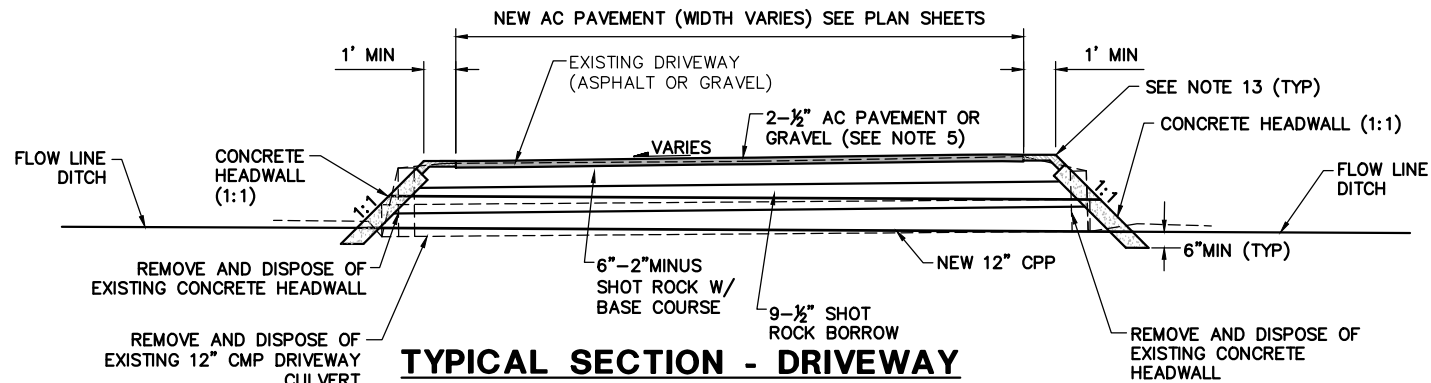
- IF EXISTING SOILS WITHIN THE PLANNED SUBCUT LAYER ARE FOUND TO BE SUITABLE, AS DETERMINED BY THE ENGINEER, THE DEPTH OF EXCAVATION AND BACKFILL MAY BE DECREASED.
- SEE HORIZONTAL AND VERTICAL CONTROL, ROAD LAYOUT AND GRADE DRAWINGS FOR GRADING DETAILS.
- UNDERGROUND ELECTRICAL, STORM, SEWER AND WATER SERVICES NOT SHOWN ON TYPICAL SECTION. SEE PLAN SHEETS FOR LOCATIONS.
- ALL FILL AREAS BEYOND SUBCUT LIMITS SHALL BE BACKFILLED WITH SUITABLE MATERIAL FROM EXCAVATION AND GRADED TO DRAIN, AS APPROVED BY THE ENGINEER.
- 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 18 INCHES BELOW FINISH GRADE AND REPLACED WITH 9-1/2" OF SHOT ROCK BORROW, 6" OF 2-INCH MINUS SHOT ROCK W/ BASE COURSE, AND 2-1/2" OF AC PAVEMENT FOR DRIVEWAYS. SUBCUT SETBACKS FROM SAWCUT LINES FOR DRIVEWAYS SHALL BE 6". BACKFILL ANY VOIDS BELOW THE REQUIRED SUBCUT LIMITS WITH USEABLE MATERIAL FROM EXCAVATION.
 - GRAVEL DRIVEWAYS SHALL BE SUBCUT TO 10 INCHES BELOW FINISH GRADE AND REPLACED WITH 7-1/2" OF 2-INCH MINUS SHOT ROCK WITH BASE COURSE, AND 2-1/2" OF AC PAVEMENT FOR A 24-FT WIDE BY 2-FOOT APRON AT THE EDGE OF ROADWAY. THE APRON SHALL BE CENTERED ON THE EXISTING DRIVEWAY UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. FINISH THE REMAINING AREA WITH 2-1/2" OF BASE COURSE, GRADING D-1. BACKFILL ANY VOIDS BELOW THE REQUIRED SUBCUT LIMITS WITH USEABLE MATERIAL FROM EXCAVATION.
 - 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.
- THE BASE COURSE LAYER SHALL BE 4" TO 5" OF 2-INCH MINUS SHOT ROCK WITH 1" TO 2" TOP LAYER OF BASE COURSE, GRADING D-1 FOR A TOTAL THICKNESS OF 6". THE 2-INCH 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.
- CATCH LINE FOR USABLE MATERIAL AND TOPSOIL 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. SEE PLAN DRAWINGS FOR APPROXIMATE CATCH LINES.
- ASPHALT THICKNESS FOR DRIVEWAY APPROACHES AND DRIVEWAYS SHALL BE 2-1/2".
- APPROXIMATE LIMITS FOR TOPSOIL AND SEEDING ARE SHOWN ON PLAN VIEW DRAWINGS. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES NOT RESURFACED WITH ASPHALT PAVEMENT OR CONCRETE SHALL BE GRADED TO A UNIFORM, WELL DRAINED APPEARANCE AND COVERED WITH TOPSOIL AND SEEDED, AS DIRECTED BY THE ENGINEER, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL USE GRADING HUBS ALONG THE FLOW LINE OF THE NEW DITCH AT 50' MAXIMUM SPACING TO ENSURE EVEN FLOW BETWEEN CULVERT ENDS AS SHOWN ON THE DRAWINGS AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL SCARIFY THE SURFACE AND HYDROSEED ALL DISTURBED AREAS. TOPSOIL SHALL ONLY BE USED IN LAWN AREAS OUTSIDE OF DITCH.
- CAP OUTER EDGE OF 2-INCH MINUS SHOT ROCK WITH ±4" OF BASE COURSE, GRADING D-1. EXTEND TYPICAL SECTION - DRIVEWAY TO EXTENTS OF DRIVEWAY SHOULDER AS SHOWN ON PLAN SHEETS. ALL GRADING OUTSIDE OF THE SHOULDER LIMITS SHALL BE SLOPED DOWN AT 1:1 TO MATCH THE DITCH LINE OR EXISTING GROUND AS APPROVED BY THE ENGINEER.
- SEE GRADING SHEETS FOR TRANSITION AREAS, EOP, BOP AND INTERSECTION GRADING.
- DEPTH OF EXISTING CHIP SEAL AND AC PAVEMENT MAY VARY.
- CLEARING AND GRUBBING LIMITS (FILL LIMITS) ON THE LEFT SIDE OF STEELHEAD STREET ARE SHOWN ON THE PLAN SHEETS AS DITCH CENTERLINE AND CALLED OUT AS FILL LIMITS.



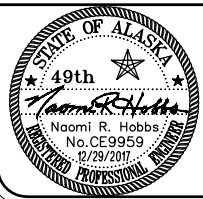
TYPICAL SECTION
STA "S" 10+52 TO STA "S" 17+00 &
STA "S" 19+50 TO STA "S" 23+00
NTS



TYPICAL SECTION
STA "S" 17+50 TO STA "S" 19+00
NTS



TYPICAL SECTION - DRIVEWAY
NTS



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**MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140**

TYPICAL SECTIONS

SHEET NO.

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of
19

CORROSION PROTECTION SPECIFICATIONS AND NOTES:

ANODES

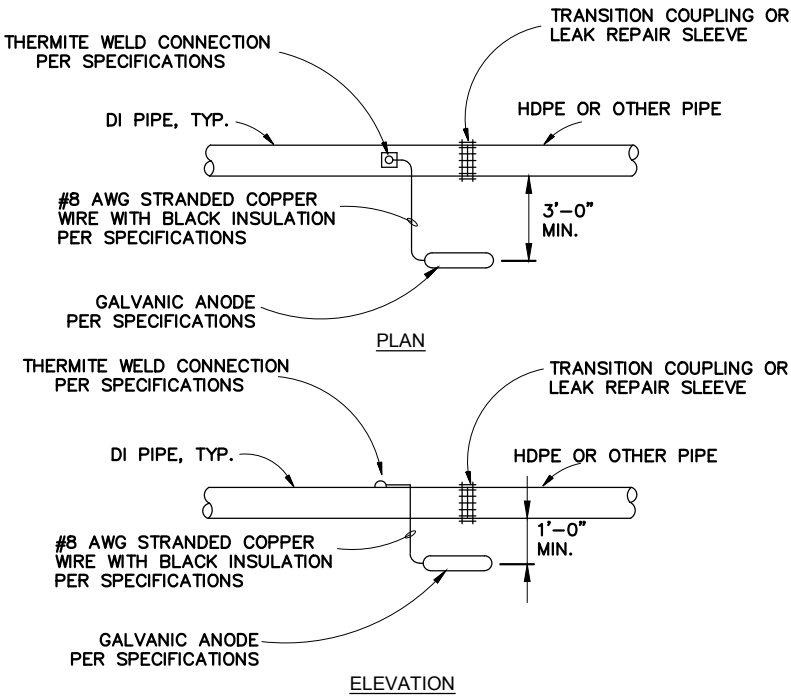
- 1. ANODES SHALL BE 18# BARE WEIGHT ZINC WITH PREPACKAGED ANODE BACKFILL.
- 2. ACCEPTABLE ANODE MODELS ARE:
 - a.MODEL NO. ZUR-18 FROM FARWEST INDUSTRIES
 - b.MODEL S18 FROM MESA PRODUCTS
 - c.APPROVED EQUAL
- 3. INSTALL TYPE, SIZE, AND NUMBER OF ANODES SPECIFIED.
- 4. INSTALL 2 ANODES TO ALL CONNECTIONS TO EXISTING C.I. OR D.I. PIPE 12-INCH DIAMETER AND LARGER.
- 5. CONDUCTOR WIRE SHALL BE A MINIMUM SIZE OF #8, INSULATED WITH HIGH MOLECULAR WEIGHT POLYETHLYENE (HMWPE) AND SHALL BE A MINIMUM OF 10- FEET LONG.
- 6. PREPACKAGED ANODE SHALL BE SATURATED WITH WATER PRIOR TO BACKFILL.
- 7. ANODES SHALL BE PLACED IN NATIVE EARTH BACKFILL. DO NOT PLACE IN PIPE BEDDING MATERIAL.

THERMITE (EXOTHERMIC) WELDING

- 1. THERMITE WELD MATERIALS SHALL BE DESIGNED FOR CONNECTION OF COPPER TO DUCTILE IRON AND CAST IRON SURFACES AND SHALL BE INSTALLED PER MANUFACTURERS INSTRUCTIONS.
- 2. ACCEPTABLE MANUFACTURES OF THERMITE WELD PRODUCTS ARE:
 - a.CADWELD BY ERICO PRODUCTS INC.
 - b.THERMOWELD BY CONTINENTAL INDUSTRIES INC.
 - c.APPROVED EQUAL
- 3. A 2-INCH SQUARE AREA IN THE PIPE SURFACE SHALL BE GROUND CLEAN PER MANUFACTURERS RECOMMENDATIONS PRIOR TO THERMITE WELDING.
- 4. WIRE ENDS SHALL HAVE PROPER ADAPTER SLEEVES TO ENSURE PROPER BOND. #8 AWG SHALL HAVE ADAPTER SLEEVES SPECIFIED BY THERMITE WELD MANUFACTURER. FIELD INSTALLED SLEEVES SHALL HAVE WIRE CONDUCTOR EXTEND ¼-INCH BEYOND ENDS OF SLEEVE.
- 5. WIRE CONNECTION SHALL BE TESTED FOR INTEGRITY PRIOR TO COATING.

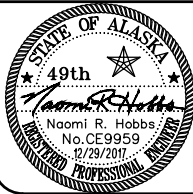
COATING AND SEALING

- 1. ALL THERMITE WELDS SHALL BE PROTECTED AND SEALED BY:
 - a.PREFABRICATED THERMITE WELD CAPS, SIZED ACCORDING TO WIRE SIZE, MINIMUM DIMENSIONS OF 4-INCH BY 4-INCH FILLED WITH ELASTOMERIC MASTIC COATING OR,
 - b.HEAT SHRINK SLEEVE PIPE ENCASEMENT AFTER COATING THERMITE WELD WITH ELASTOMERIC MASTIC COATING -- HEAT SHRINK SLEEVE SHALL BE CANUSA AQUA SEAL OR APPROVED EQUAL.
- 2. ALL PIPE SURFACE COATING DAMAGED BEYOND THE WELD CAPS OR HEAT SHRINK SHALL BE COATED WITH PROTAL 7125 FROM DENSO NORTH AMERICA OR APPROVED EQUAL.



GALVANIC ANODE INSTALLATION FOR EXISTING METALLIC PIPE CONNECTIONS OR LEAK REPAIR LOCATIONS DETAIL

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CORROSION PROTECTION DETAILS

SHEET NO.

4 of 19

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SIGN ASSEMBLY TABLE			
NO.	LOCATION	MUTCD DESIGNATION OR DESCRIPTION	LEGEND AND COMMENTS
1	STA "S" 10+90.5, 16.0' RT	R2-1	"SPEED LIMIT 20" (24"x30") REPLACE EXISTING SIGN ASSEMBLY
2	STA "S" 15+90.9, 19.4' RT	R1-1	"STOP" (30"x30") (SEE NOTE F)
3	STA "S" 16+16.0, 31.3' LT	R1-1	"STOP" (30"x30") W/ STREET NAMES (SEE NOTE F)
4	STA "S" 16+74.4, 15.1' RT	W14-2	"NO OUTLET" (30"x30") REPLACE EXISTING SIGN ASSEMBLY
5	STA "S" 16+84.5, 20.0' LT	R1-1	"STOP" (30"x30") (SEE NOTE F)
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) FOR ALL NEW SIGN ASSEMBLIES, SALVAGE ALL SIGN PANELS AND DELIVER TO CBJ STREETS MAINTENANCE SHOP. DISPOSE OF ALL EXISTING POSTS AND POST SOCKETS. REPLACE ALL POST ASSEMBLY MATERIALS.			
D) ALL NEW POSTS SHALL BE "TELSPAR", OR APPROVED EQUAL AND SHALL BE PRE-PUNCHED WITH ALL KNOCKOUTS REMOVED.			
E) SIGN ASSEMBLY TO REMAIN. NO WORK REQUIRED.			
F) REMOVE EXISTING SIGN ASSEMBLY AND RESET TO NEW OFFSET LOCATION WITH NEW POST SOCKET.			

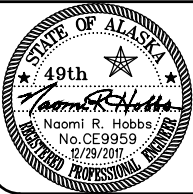
CATCH BASIN FRAME AND GRATE TABLE		
CATCH	BASIN No.	EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY CO., CBJ STANDARD No., OR APPROVED EQUAL
	CB-1	EJIW 7701 T2 HOOD W/7700 M1 GRATE
	CB-2	OF MH34SC
	CB-3	EJIW 7701 T2 HOOD W/7700 M1 GRATE
	CB-4	OF MH34SC
	CB-5	EJIW 7701 T2 HOOD W/7700 M1 GRATE
	CB-6	EJIW 7701 T2 HOOD W/7700 M1 GRATE
	CB-7	OF MH34SC
	CB-8	OF MH34SC
	CB-9	OF MH34SC
	CB-10	EJIW 7701 T2 HOOD W/7700 M2 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 ¾ INCH, WITH 36" TRANSITIONS TO EACH SIDE OF FRAME, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.		

PAVING SEQUENCE REQUIREMENTS:

1. LAYDOWN OPERATIONS MAY BEGIN IN EITHER LANE AND AT EITHER END OF PROJECT.
2. THE EDGE OF PAVEMENT ALONG THE CENTERLINE SHALL NOT BE ALLOWED TO DROP BELOW 200°F PRIOR TO THE ASPHALT MIX FROM THE ADJACENT LANE BEING PLACED AGAINST THIS JOINT.
3. LAYDOWN OPERATIONS SHALL NOT PROCEED UNTIL ALL RESIDENTS AFFECTED BY THE PAVING OPERATIONS HAVE BEEN NOTIFIED OF THE PERIOD OF TIME THAT VEHICULAR ACCESS TO AND FROM THEIR RESIDENCE WILL BE UNAVAILABLE.

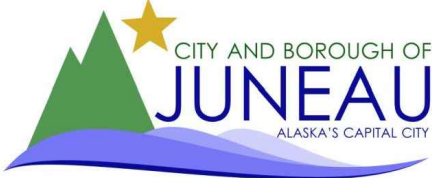
NOTES FOR TRAFFIC CONTROL:

1. 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).
2. ALL DETOURS SHALL BE AS APPROVED BY THE ENGINEER.
3. ROAD CLOSURES WILL BE PERMITTED ONLY AS APPROVED BY THE ENGINEER.
4. 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 SHALL BE OPEN TO VEHICULAR TRAFFIC AND WITH A MINIMUM TOTAL WIDTH OF 18 FEET.
5. PROVIDE ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES.
6. A MINIMUM OF ONE LANE (9 FOOT MINIMUM WIDTH) SHALL BE KEPT OPEN TO VEHICULAR TRAFFIC AT ALL TIMES, EXCEPT A FIVE (5) MINUTE MAXIMUM STOPPAGE TO VEHICULAR TRAFFIC WILL BE PERMITTED, WITH NO MORE THAN ONE TRAFFIC STOPPAGE PER HOUR.
7. 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 AS DESCRIBED IN THE SPECIAL PROVISIONS.
8. THE CONTRACTOR SHALL SUBMIT THEIR TEMPORARY TRAFFIC CONTROL PLAN TO, AND HAVE RECEIVED WRITTEN APPROVAL FROM ADOT&PF PRIOR TO BEGINNING WORK IN ADOT&PF ROW AT THE INTERSECTION OF STEELHEAD STREET AND MENDENHALL LOOP ROAD.



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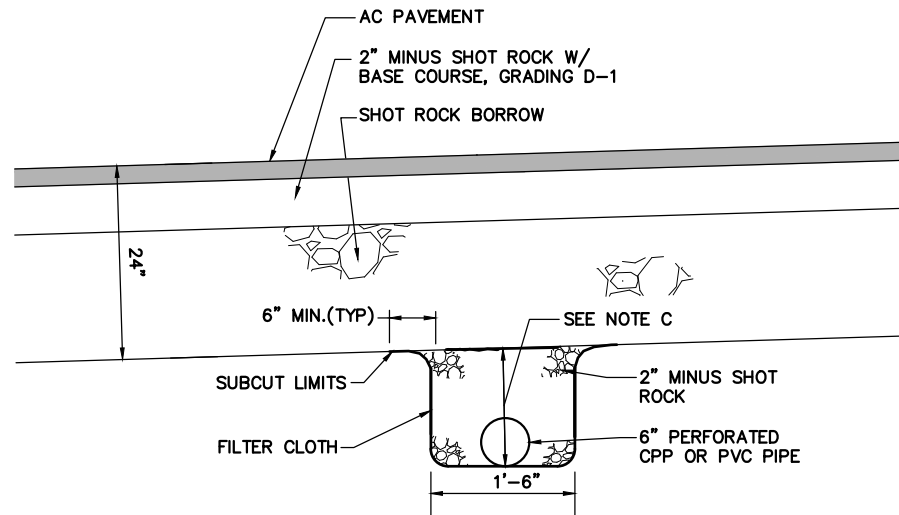
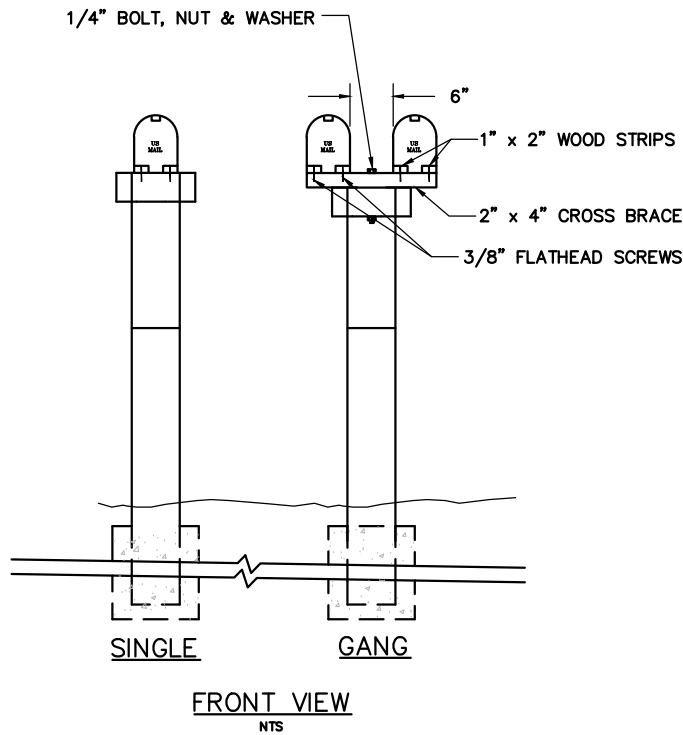
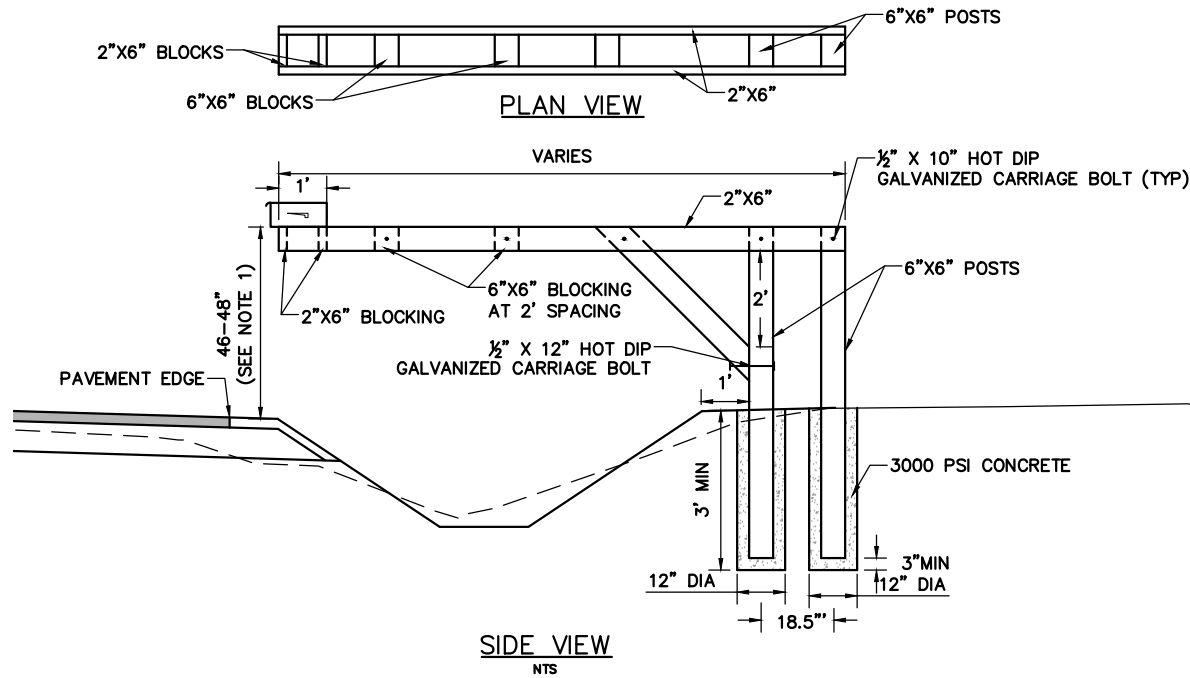


MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140

TRAFFIC CONTROL NOTES,
TABLES AND
PAVING SEQUENCE REQUIREMENTS

SHEET NO.

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of
19



6-INCH UNDERDRAIN

- OUTFALL CONNECTIONS WILL BE EITHER INTO CATCH BASINS, OR CPP SADDLE TEES.
- 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.
- VARIES 12" TO 30" AS DETERMINED BY THE ENGINEER.
- MINIMUM PIPE GRADIENT SHALL BE 1%.

CANTILEVERED MAILBOX NOTES:

- MAINTAIN 46-48" UNOBSTRUCTED CLEARANCE BENEATH MAIL BOX (NOT INCLUDING CANTILEVERED ARM AND DEPTH OF DITCH).
- MAILBOXES INSTALLED ON ROADWAYS WITHOUT CURB & GUTTER SHALL BE INSTALLED 12" BEYOND THE TRAVELED WAY.
- REFLECTORS SHALL BE RED AND HAVE A MINIMUM AREA OF 4.5 SQ. IN. REFLECTORS SHALL BE ACRYLIC PRISMATIC TYPE AND CONFORM TO AASHTO M290, OR REFLECTIVE SHEETING TYPE AND CONFORM TO AASHTO M268, TYPE II OR III.
- ALL WOOD USED IN MAILBOX INSTALLATION SHALL BE PRESSURE TREATED FOR GROUND CONTACT. ALL CUTS AND DRILLED HOLES SHALL BE TREATED WITH PENTACHLOROPHENAL OR EQUAL.
- NEWSPAPER RECEPTACLES, ETC. MAY BE ATTACHED ON THE SIDE OF THE CANTILEVERED ARM. NO ATTACHMENTS ARE ALLOWED UNDER THE CANTILEVERED ARM TO MAINTAIN CLEARANCE.
- EACH GANG STRUCTURE SHALL SUPPORT A MAXIMUM OF TWO MAILBOXES.

CANTILEVERED MAILBOX

NTS

RECONSTRUCT MAILBOX TABLE

HOUSE NUMBER	LOCATION	COMMENTS
5004	STA "S" 12+61, 12' RT	SINGLE
4998	STA "S" 13+73, 12' RT	SINGLE
4999	STA "S" 14+49, 19' LT	SINGLE
4989	STA "S" 15+08, 12' RT	SINGLE
4951	STA "S" 18+71, 19' LT	SINGLE
4950/4946	STA "S" 19+72, 12' RT	GANG
4942	STA "S" 21+81, 12' RT	SINGLE
4943	STA "S" 22+84, 19' LT	SINGLE

STATION AND OFFSET FOR NEW MAILBOX LOCATIONS ARE GIVEN TO THE FRONT FACE OF THE MAILBOX RECEPTACLE.

CONTRACTOR SHALL STAKE MAILBOX POST LOCATION FOR APPROVAL BY THE ENGINEER.

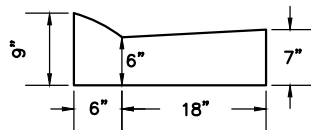
REINSTALL EXISTING MAILBOX AND NEWSPAPER RECEPTACLES TO NEW POST ASSEMBLIES. IF THE RECEPTACLES ARE DAMAGED BY THE CONTRACTOR, NEW RECEPTACLES OF SAME SIZE AND COLOR AND NEW HOUSE NUMBERS SHALL BE PROVIDED BY THE CONTRACTOR.

GANG (DOUBLE) 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.

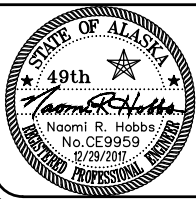
EXISTING MAILBOXES THAT ARE MOVED BY THE CONTRACTOR SHALL HAVE TEMPORARY SUPPORTS PROVIDED AS REQUIRED FOR CONTINUOUS USAGE.

CONSTRUCT MAILBOXES PER DETAIL 'CANTILEVERED MAILBOX'.



MODIFIED DRIVEWAY CURB

NTS



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**MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140**

DETAILS

SHEET NO.

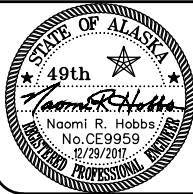
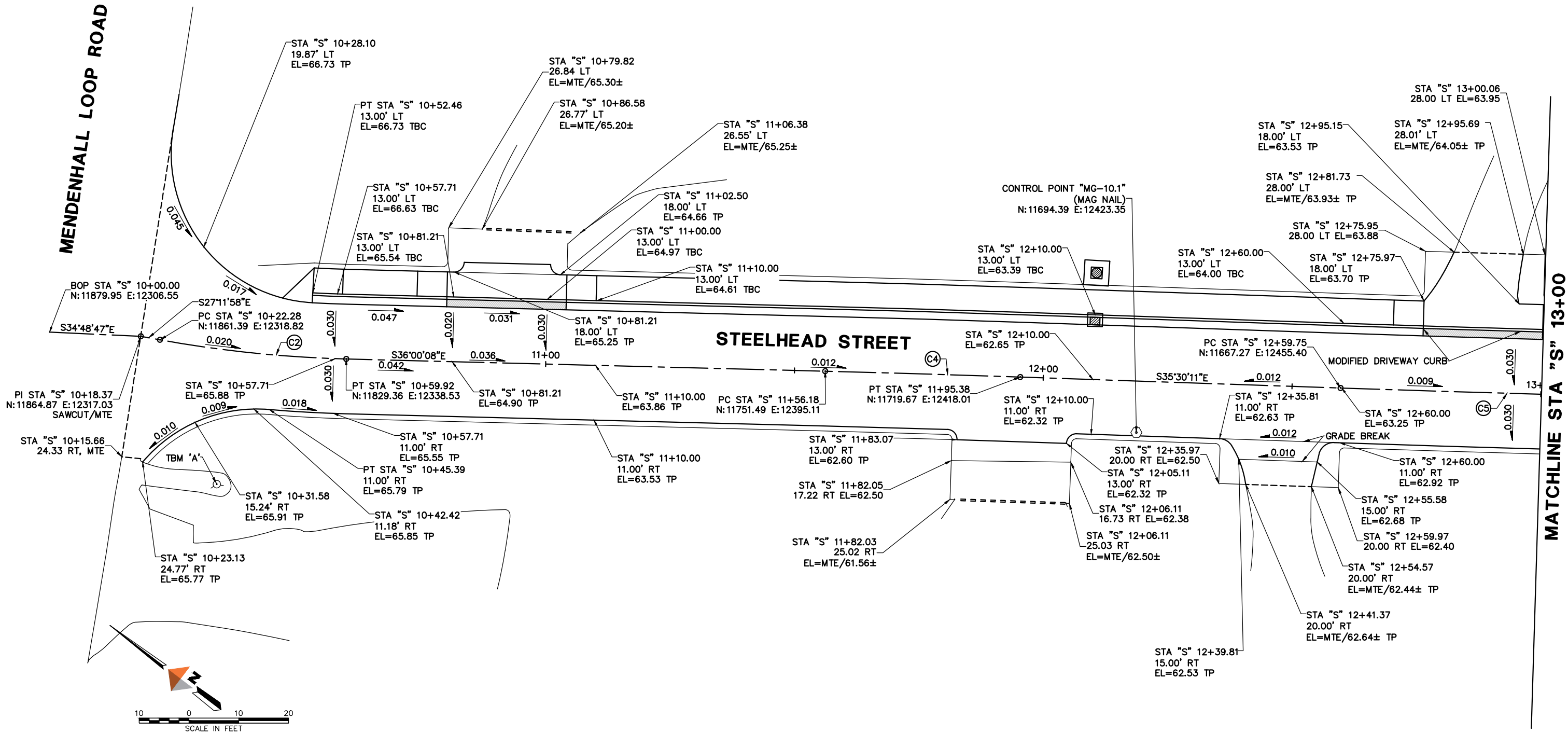
**6
of
19**

NOTES

- 1. 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.
- 2. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
- 3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.
- 4. SHADED SECTIONS SHOW LIMITS OF FULL DRIVEWAY DEPRESSIONS.
- 5. SEE PROFILE SHEETS FOR GRADING ALONG CONTROL LINE.
- 6. UNLESS OTHERWISE SHOWN, SEE TYPICAL SECTIONS FOR CROSS-SLOPES.

VERTICAL CONTROL		
TBM No.	ELEVATION	DESCRIPTION
A	66.21	MOST NORTH BOLT ON TOP FLANGE OF FH AT MENDENHALL LOOP ROAD & STEELHEAD STREET INTERSECTION
B	63.00	MOST EAST BOLT WITH AN "X" ON TOP FLANGE OF FH AT SILVER STREET & STEEHEAD STREET INTERSECTION

CURVE TABLE				
CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING & DISTANCE



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MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140

HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
MENDENHALL LOOP ROAD
TO STA "S" 13+00

SHEET NO.

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19

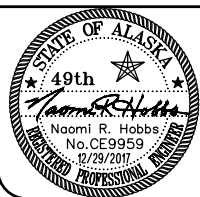
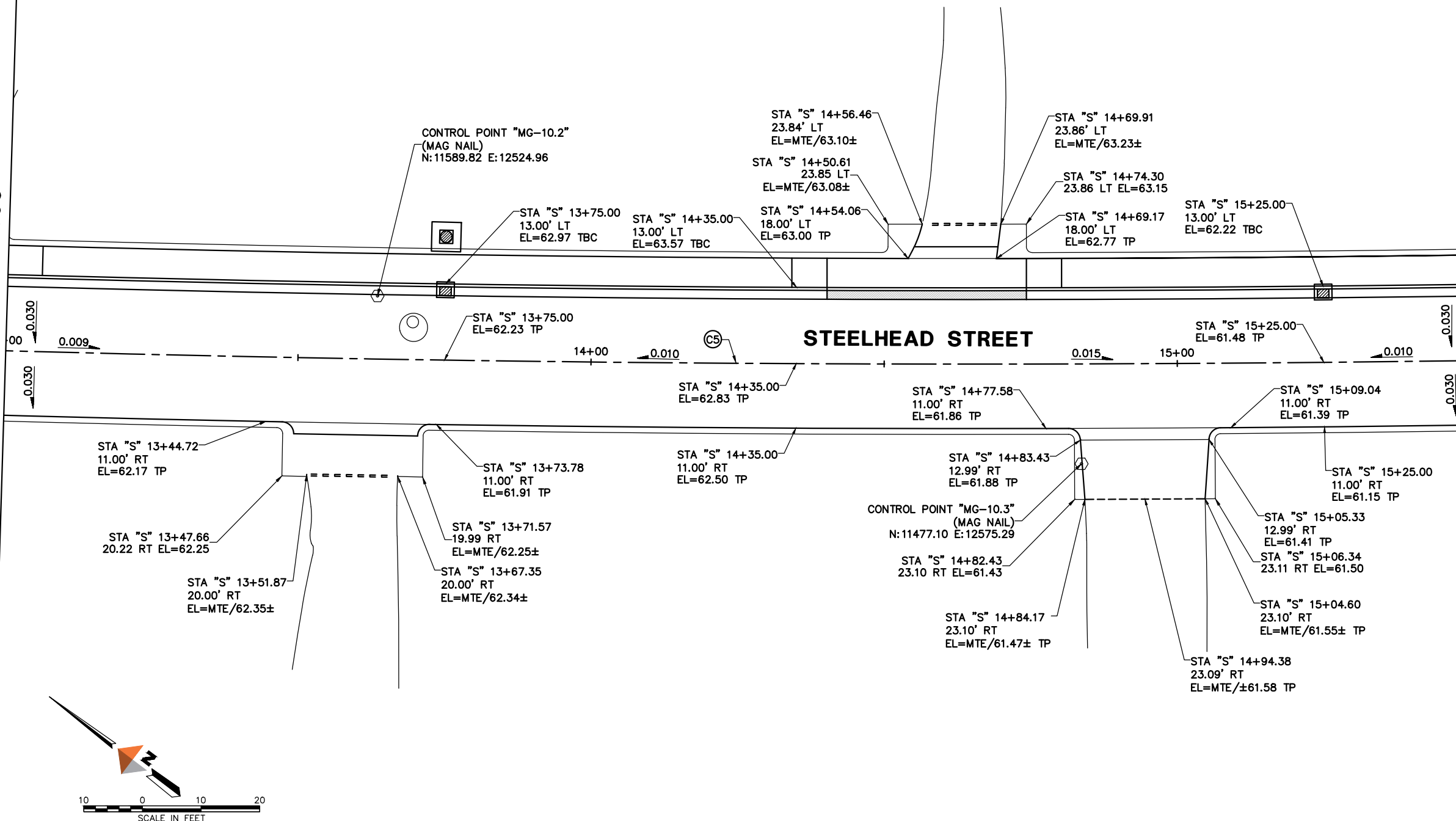
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5. SEE PROFILE SHEETS FOR GRADING ALONG CONTROL LINE.
6. UNLESS OTHERWISE SHOWN, SEE TYPICAL SECTIONS FOR CROSS-SLOPES.

CURVE TABLE				
CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING & DISTANCE
C5	308.13	6000.00	2°56'33"	S36°58'27"E - 308.09

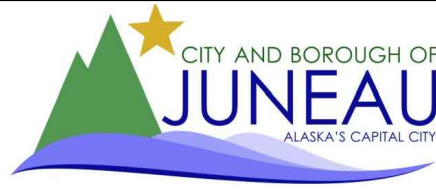
MATCHLINE STA "S" 13+00

MATCHLINE STA "S" 15+50



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**MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140**

**HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
STA "S" 13+00 TO STA "S" 15+50**

SHEET NO.
8
of
19

NOTES

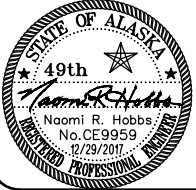
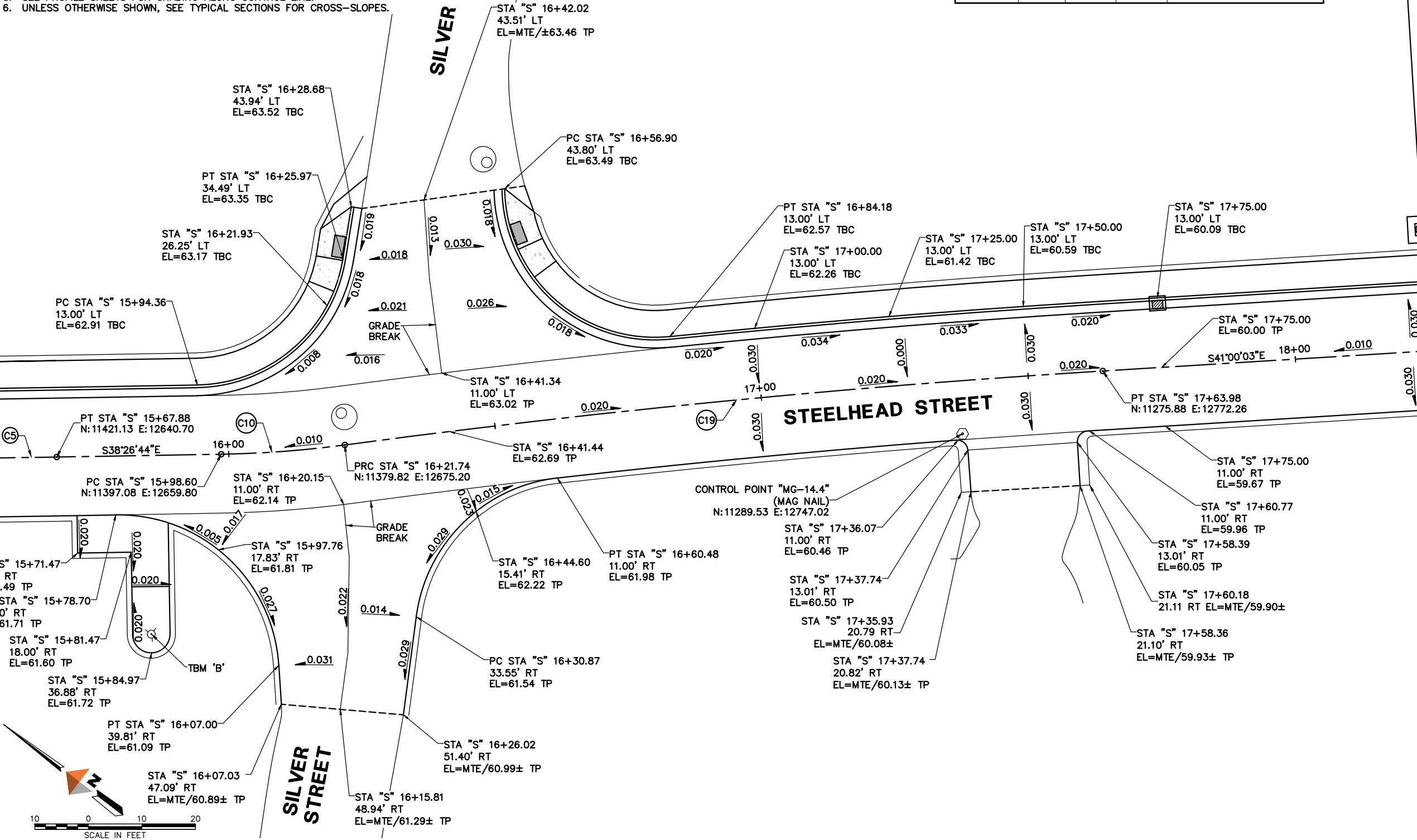
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TBM No.	ELEVATION	DESCRIPTION
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B	63.00	MOST EAST BOLT WITH AN "X" ON TOP FLANGE OF FH AT SILVER STREET & STEEHEAD STREET INTERSECTION

CURVE TABLE				
CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING & DISTANCE
C5	308.13	6000.00	2°56'33"	S36°58'27"E - 308.09
C10	23.14	200.00	6°37'49"	S41°45'38"E - 23.13

MATCHLINE STA "S" 15+50

MATCHLINE STA "S" 18+25





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PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140**

**HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
STA "S" 15+50 TO STA "S" 18+25**

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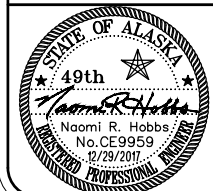
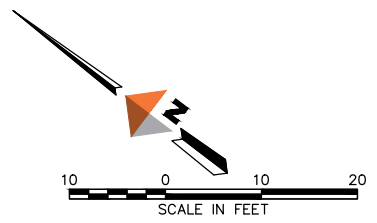
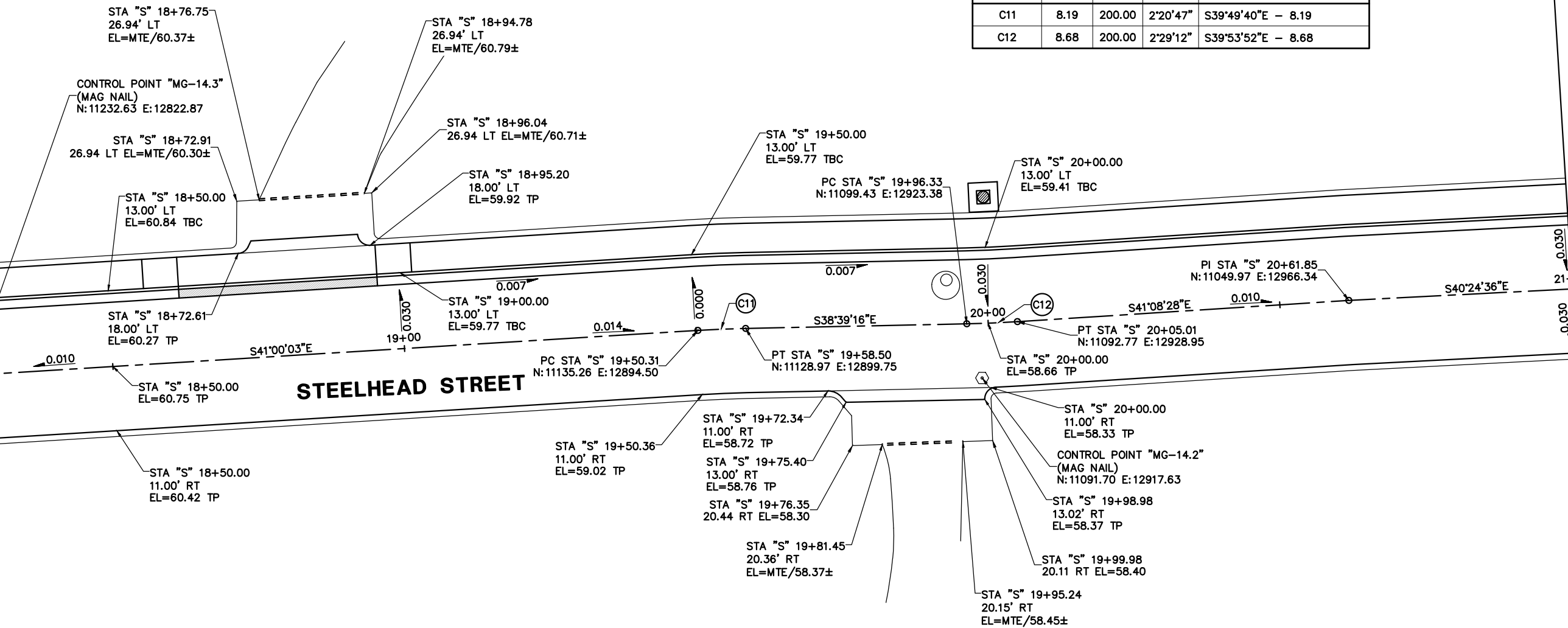
NOTES

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- 3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.
- 4. SHADED SECTIONS SHOW LIMITS OF FULL DRIVEWAY DEPRESSIONS.
- 5. SEE PROFILE SHEETS FOR GRADING ALONG CONTROL LINE.

CURVE TABLE				
CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING & DISTANCE
C11	8.19	200.00	2°20'47"	S39°49'40"E - 8.19
C12	8.68	200.00	2°29'12"	S39°53'52"E - 8.68

MATCHLINE STA "S" 18+25

MATCHLINE STA "S" 21+00

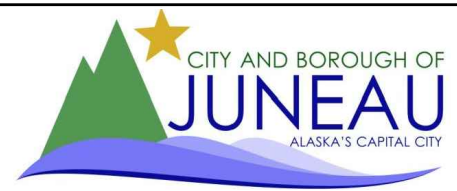




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**MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140**

**HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
STA "S" 18+25 TO STA "S" 21+00**

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NOTES

1. 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.
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4. SHADED SECTIONS SHOW LIMITS OF FULL DRIVEWAY DEPRESSIONS.
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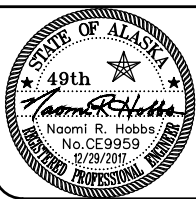
CURVE TABLE

CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING & DISTANCE
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MATCHLINE STA "S" 21+00

STEELHEAD STREET

SCALE IN FEET



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MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140

HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
STA "S" 21+00 TO EOP

SHEET NO.

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of
19

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MH-1, EXISTING TYPE 1	
STA "S" 9+77.8, 0.0 RT	
FG	EL=66.70
INV EXIST 10"PVC (OUT SE)	EL=58.19

- NOTES
1. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.

2. IF IMPROVEMENTS CONFLICT WITH EXISTING ELECTRICAL RELOCATE/PROTECT ELECTRICAL UTILITY CONDUITS AS DIRECTED BY THE ENGINEER.

3. THE DITCH LINE SHOWN ON LEFT SIDE OF STEELHEAD STREET IS THE APPROXIMATE SLOPE LIMIT. SLOPES AND ELEVATIONS FOR DITCH GRADING SHOWN ARE APPROXIMATE ONLY. GRADE TO DRAIN.

PIPE SUMMARY – STORM DRAINAGE				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-1	12"	36.7	CPP	0.004
S-2	10"	27.6	PVC	0.004
S-3	10"	10.3	PVC	0.004
S-4	12"	28.2	CPP	0.004
SEE NOTE 1				

CB-1, TYPE III	
STA "S" 12+10.0, MATCH CURB	
FG	EL=62.83
INV S-1	EL=60.61
INV S-3	EL=60.61
SUMP 16" MIN	

CB-2, TYPE III W/ AREA DRAIN	
STA "S" 12+10.0, 21.4 LT	
FG	EL=62.26
INV S-3	EL=60.65
SUMP 16" MIN	

5007

JANNA M & JON C MARSHALL

LOT 1

789-3368

COORDINATE WITH

HOMEOWNER TO

RELOCATE

EXISTING POST

AND LANDSCAPING

FILL LIMITS/GRADE TO DRAIN

STA "S" 11+06.15

22.83 LT INV EL=65.12±/MTE

FILL LIMITS/GRADE TO DRAIN

STA "S" 11+10.00

22.77 LT INV EL=63.40±

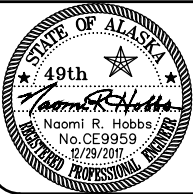
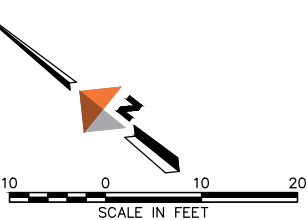
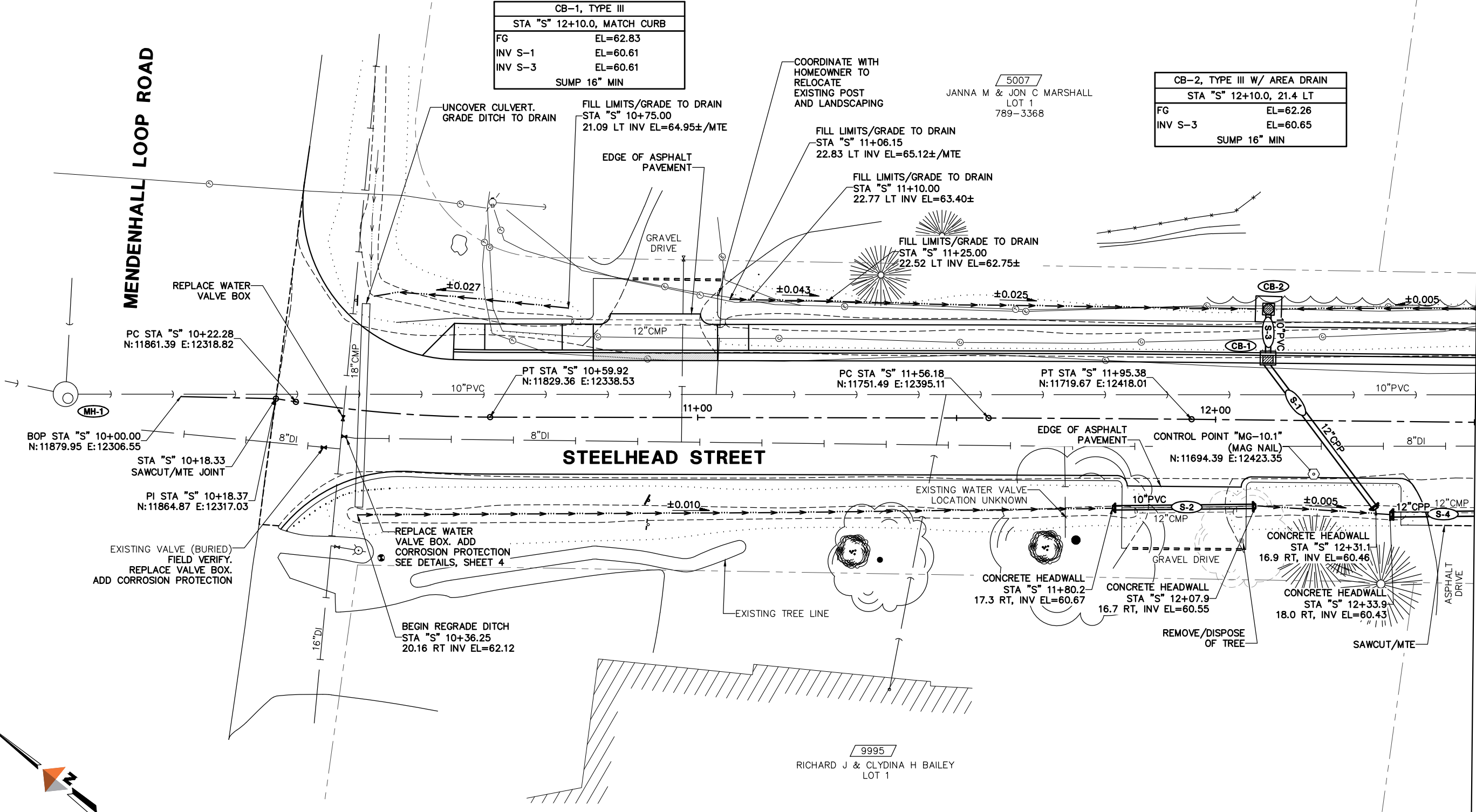
FILL LIMITS/GRADE TO DRAIN

STA "S" 11+25.00

22.52 LT INV EL=62.75±

MENDENHALL LOOP ROAD

MATCHLINE STA "S" 12+50



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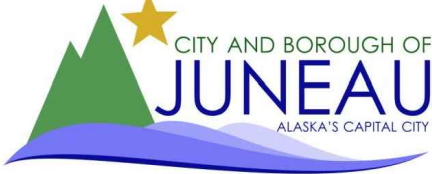
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MCGINNIS SUBDIVISION PAVING,

PHASE III - STEELHEAD STREET

CONTRACT NO. BE18-140

PLAN - STEELHEAD STREET

MENDENHALL LOOP ROAD TO

STA "S" 12+50

SHEET NO.

12

of

19

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NOTES

- 1. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
- 2. IF IMPROVEMENTS CONFLICT WITH EXISTING ELECTRICAL RELOCATE/PROTECT ELECTRICAL UTILITY CONDUITS AS DIRECTED BY THE ENGINEER.
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MATCHLINE STA "S" 12+50

MATCHLINE STA "S" 15+30

5003

JANNA M & JON C MARSHALL
LOT 1
789-3368

CB-4, TYPE III W/ AREA DRAIN	
STA "S" 13+75.0, 21.3 LT	
FG	EL=62.26
INV S-5	EL=60.10
SUMP 16" MIN	

CB-3, TYPE III	
STA "S" 13+75.0, MATCH CURB	
FG	EL=62.41
INV S-5	EL=60.06
INV S-6	EL=59.98
SUMP 16" MIN	

MH-2, EXISTING TYPE 1*	
STA "S" 13+69.6, 5.5 LT	
FG	EL=62.47
EXISTING COVER	EL=63.42
TOP OF EXISTING CONE	EL=61.59
INV EXIST 10"PVC (IN NW)	EL=54.86
INV EXIST 10"PVC (OUT SE)	EL=54.88
*WATERPROOF ALL EXISTING MANHOLE JOINTS. ADJUST TO GRADE WITH EXISTING 4-INCH FRAME AND COVER, NEW ADJUSTING RINGS, AND NEW RECYCLED RUBBER RINGS.	

CB-5, TYPE III	
STA "S" 15+25.0, MATCH CURB	
FG	EL=61.66
INV S-9	EL=59.27
SUMP 16" MIN	

4999

ROBERT C & VALERIE A HORNER
LOT 3
790-2181

FILL LIMITS/GRADE TO DRAIN
STA "S" 12+60.00
22.17 LT INV EL=62.50±

FILL LIMITS/GRADE TO DRAIN
STA "S" 12+68.53
21.50 LT INV EL=62.80±/MTE

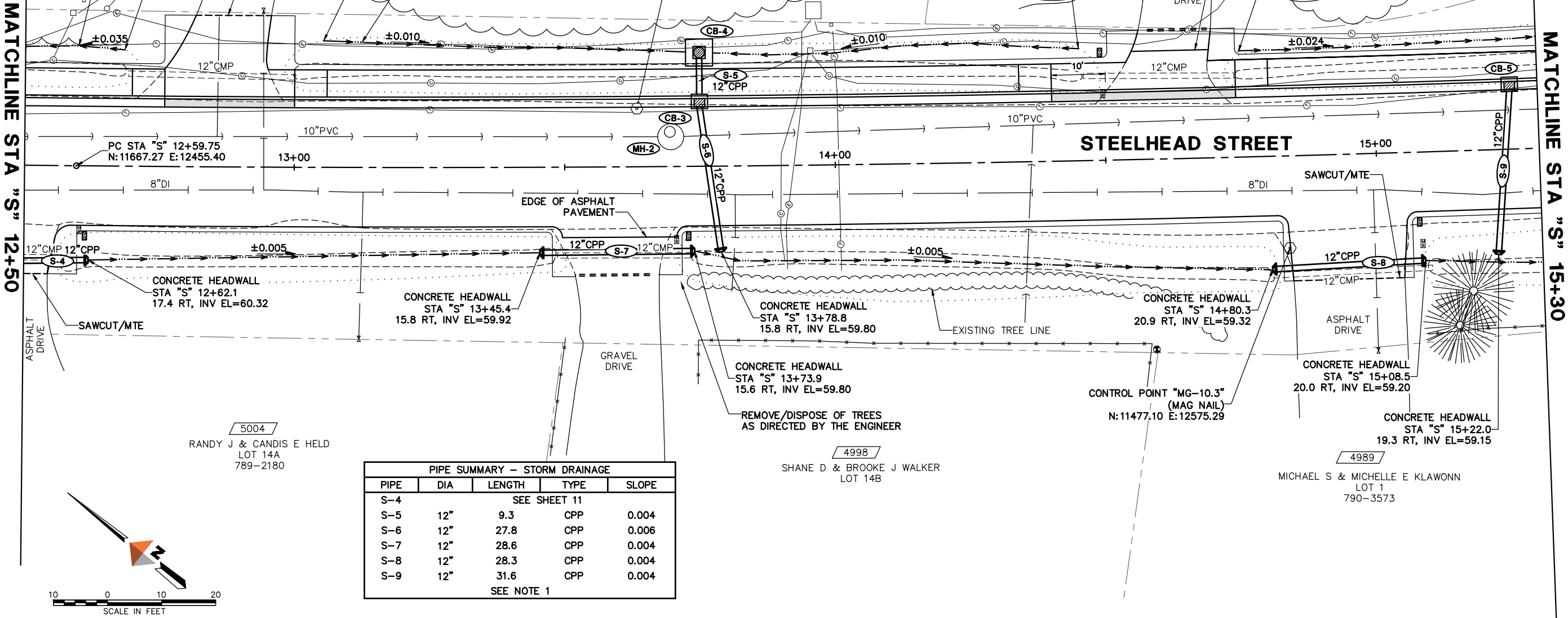
FILL LIMITS/GRADE TO DRAIN
STA "S" 13+05.39
23.40 LT INV EL=63.34±/MTE

FILL LIMITS/GRADE TO DRAIN
STA "S" 13+12.48
23.11 LT INV EL=62.87±

CONTROL POINT "MG-10.2"
(MAG NAIL)
N:11589.82 E:12524.96

FILL LIMITS/GRADE TO DRAIN
STA "S" 14+45.35
20.72 LT INV EL=62.90±/MTE

FILL LIMITS/GRADE TO DRAIN
STA "S" 14+75.00
19.49 LT INV EL=62.73±/MTE



5004

RANDY J & CANDIS E HELD
LOT 14A
789-2180

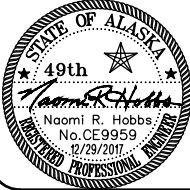
PIPE SUMMARY - STORM DRAINAGE				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-4		SEE SHEET 11		
S-5	12"	9.3	CPP	0.004
S-6	12"	27.8	CPP	0.006
S-7	12"	28.6	CPP	0.004
S-8	12"	28.3	CPP	0.004
S-9	12"	31.6	CPP	0.004
SEE NOTE 1				

4998

SHANE D & BROOKE J WALKER
LOT 14B

4989

MICHAEL S & MICHELLE E KLAOWNN
LOT 1
790-3573



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MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140

PLAN - STEELHEAD STREET
STA "S" 12+50 TO
STA "S" 15+30

SHEET NO.
13
of
19

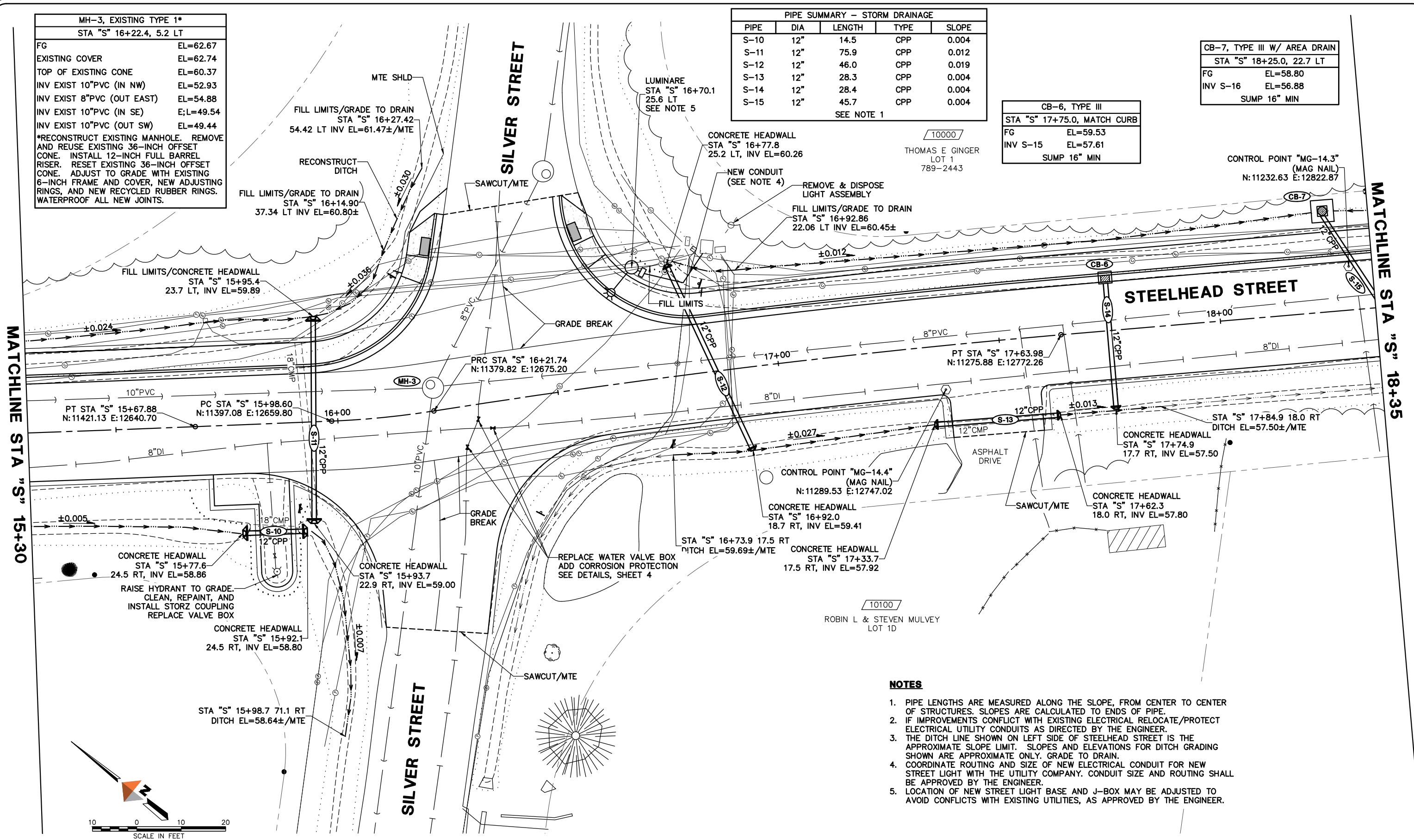
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MH-3, EXISTING TYPE 1*	
STA "S" 16+22.4, 5.2 LT	
FG	EL=62.67
EXISTING COVER	EL=62.74
TOP OF EXISTING CONE	EL=60.37
INV EXIST 10"PVC (IN NW)	EL=52.93
INV EXIST 8"PVC (OUT EAST)	EL=54.88
INV EXIST 10"PVC (IN SE)	E;L=49.54
INV EXIST 10"PVC (OUT SW)	EL=49.44
*RECONSTRUCT EXISTING MANHOLE. REMOVE AND REUSE EXISTING 36-INCH OFFSET CONE. INSTALL 12-INCH FULL BARREL RISER. RESET EXISTING 36-INCH OFFSET CONE. ADJUST TO GRADE WITH EXISTING 6-INCH FRAME AND COVER, NEW ADJUSTING RINGS, AND NEW RECYCLED RUBBER RINGS. WATERPROOF ALL NEW JOINTS.	

PIPE SUMMARY - STORM DRAINAGE				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-10	12"	14.5	CPP	0.004
S-11	12"	75.9	CPP	0.012
S-12	12"	46.0	CPP	0.019
S-13	12"	28.3	CPP	0.004
S-14	12"	28.4	CPP	0.004
S-15	12"	45.7	CPP	0.004
SEE NOTE 1				

CB-7, TYPE III W/ AREA DRAIN	
STA "S" 18+25.0, 22.7 LT	
FG	EL=58.80
INV S-16	EL=56.88
SUMP 16" MIN	

CB-6, TYPE III	
STA "S" 17+75.0, MATCH CURB	
FG	EL=59.53
INV S-15	EL=57.61
SUMP 16" MIN	



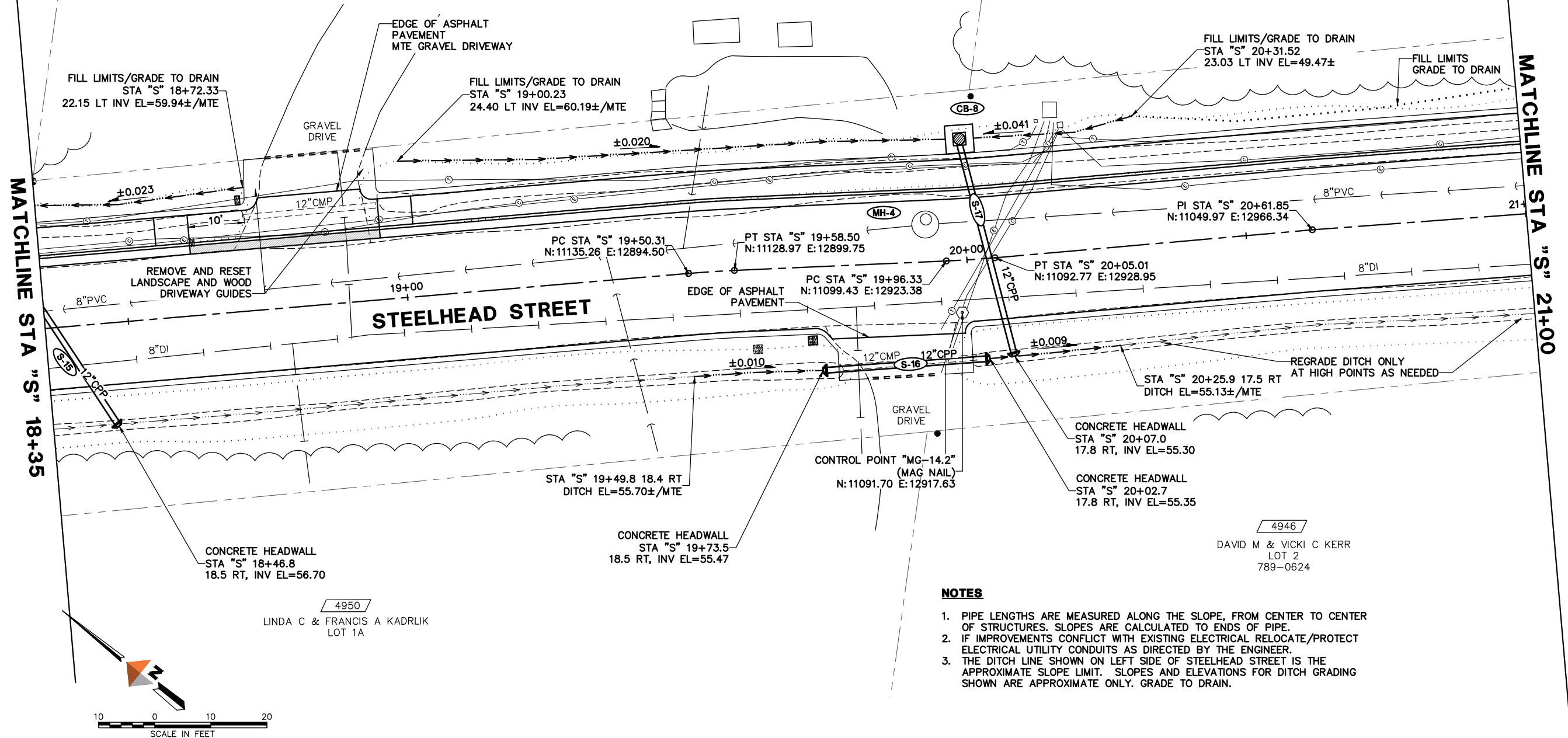
PIPE SUMMARY - STORM DRAINAGE				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-15		SEE SHEET 13		
S-16	12"	29.8	CPP	0.004
S-17	12"	39.9	CPP	0.018
SEE NOTE 1				

MH-4, EXISTING TYPE 1*	
STA "S" 16+22.4, 5.2 LT	
FG	EL=58.97
EXISTING COVER	EL=58.58
TOP OF EXISTING CONE	EL=56.92
INV EXIST 10"PVC (IN SE)	EL=50.28
INV EXIST 10"PVC (OUT NW)	EL=50.27
*RECONSTRUCT EXISTING MANHOLE. REMOVE AND REUSE EXISTING 36-INCH OFFSET CONE. INSTALL 12-INCH FULL BARREL RISER. RESET EXISTING 36-INCH OFFSET CONE. ADJUST TO GRADE WITH EXISTING 6-INCH FRAME AND COVER, NEW ADJUSTING RINGS, AND NEW RECYCLE RUBBER RINGS. WATERPROOF ALL NEW JOINTS.	

CB-8, TYPE III W/ AREA DRAIN	
STA "S" 20+00, 21.6 LT	
FG	EL=58.19
INV S-17	EL=56.00
SUMP 16" MIN	

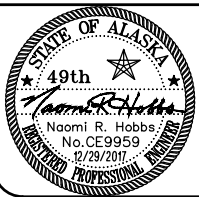
4947
ALLAN ROBERT &
DAVIDA JOEANN AHLGREN
MICHAEL E CORCORAN
LOT 3 S½
789-3078

4951
CARL E & KATHERINE L
LUNDQUIST
LOT 2



NOTES

- PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
- IF IMPROVEMENTS CONFLICT WITH EXISTING ELECTRICAL RELOCATE/PROTECT ELECTRICAL UTILITY CONDUITS AS DIRECTED BY THE ENGINEER.
- THE DITCH LINE SHOWN ON LEFT SIDE OF STEELHEAD STREET IS THE APPROXIMATE SLOPE LIMIT. SLOPES AND ELEVATIONS FOR DITCH GRADING SHOWN ARE APPROXIMATE ONLY. GRADE TO DRAIN.



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5368 COMMERCIAL BOULEVARD
JUNEAU, ALASKA 99801
907-780-3533
AECL848

JOB No. J70784.04 DRAWN BY: STAFF DESIGNED BY: STAFF CHECKED BY: STAFF DATE: DEC. 2017



**MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140**

**PLAN - STEELHEAD STREET
STA "S" 18+35 TO
STA "S" 21+00**

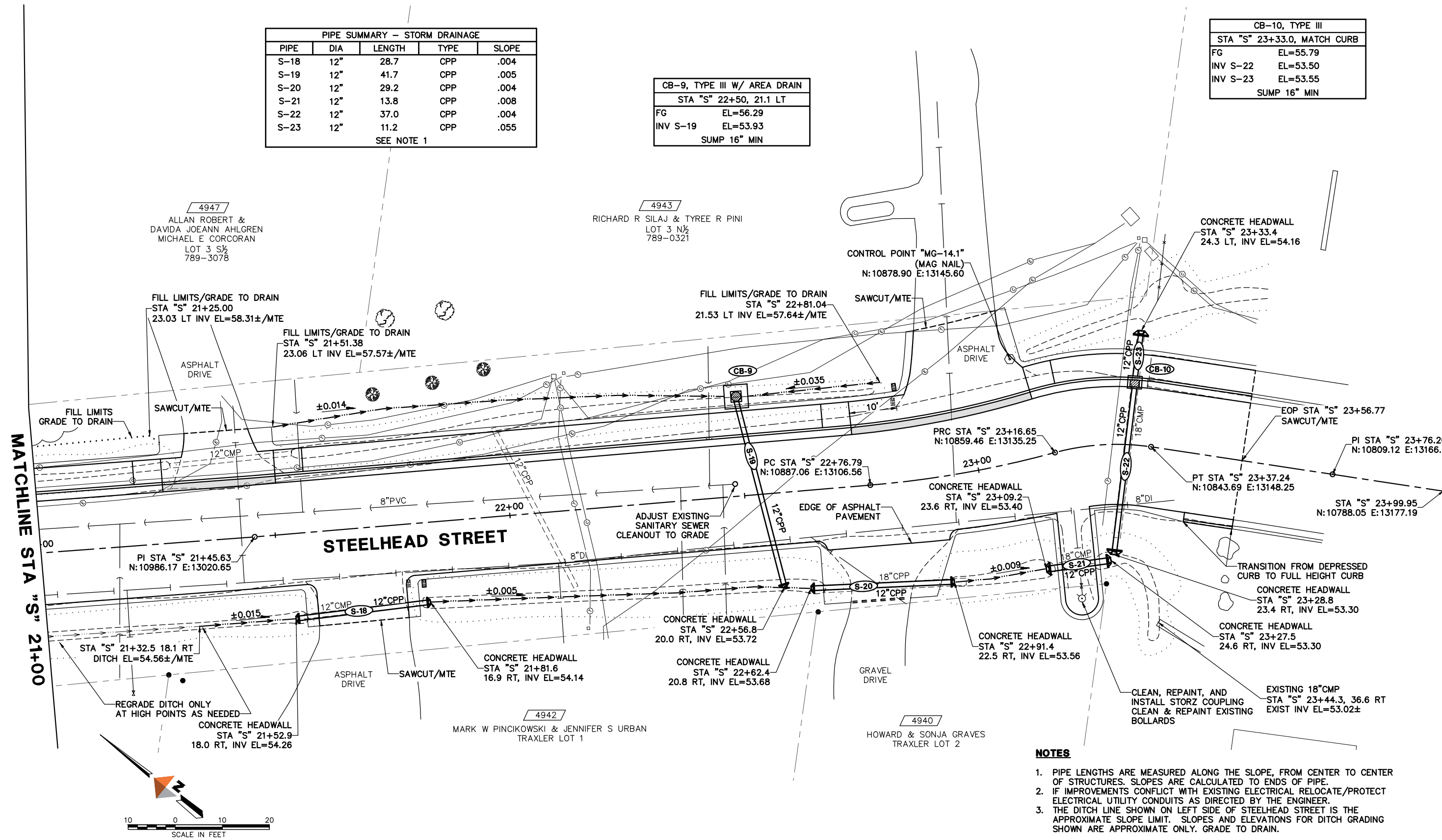
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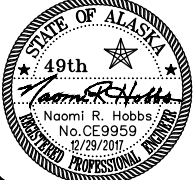
PIPE SUMMARY - STORM DRAINAGE				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-18	12"	28.7	CPP	.004
S-19	12"	41.7	CPP	.005
S-20	12"	29.2	CPP	.004
S-21	12"	13.8	CPP	.008
S-22	12"	37.0	CPP	.004
S-23	12"	11.2	CPP	.055
SEE NOTE 1				

CB-9, TYPE III W/ AREA DRAIN	
STA "S" 22+50, 21.1 LT	
FG	EL=56.29
INV S-19	EL=53.93
SUMP 16" MIN	

CB-10, TYPE III	
STA "S" 23+33.0, MATCH CURB	
FG	EL=55.79
INV S-22	EL=53.50
INV S-23	EL=53.55
SUMP 16" MIN	



- NOTES**
- PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
 - IF IMPROVEMENTS CONFLICT WITH EXISTING ELECTRICAL RELOCATE/PROTECT ELECTRICAL UTILITY CONDUITS AS DIRECTED BY THE ENGINEER.
 - THE DITCH LINE SHOWN ON LEFT SIDE OF STEELHEAD STREET IS THE APPROXIMATE SLOPE LIMIT. SLOPES AND ELEVATIONS FOR DITCH GRADING SHOWN ARE APPROXIMATE ONLY. GRADE TO DRAIN.



49th
Naomi R. Hobbs
No. CE9959
12/29/2011

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CITY AND BOROUGH OF
JUNEAU
ALASKA'S CAPITAL CITY

**MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140**

**PLAN - STEELHEAD STREET
STA "S" 21+00 TO
EOP**

SHEET NO.
16
of
19

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CHECKED BY: STAFF
DATE: DEC. 2017

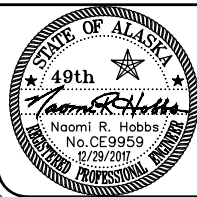
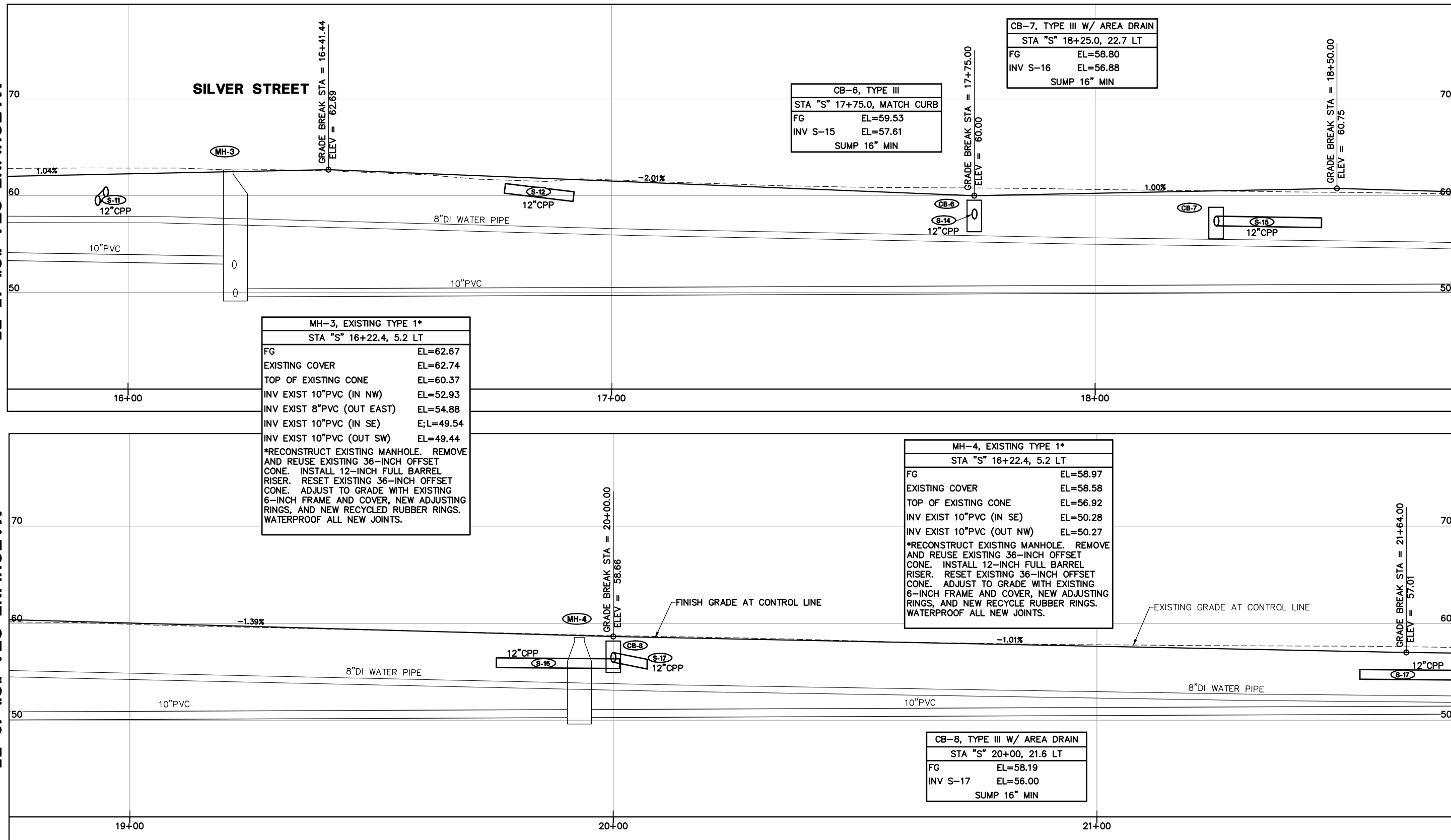
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MATCHLINE STA "S" 15+75

MATCHLINE STA "S" 18+75

MATCHLINE STA "S" 18+75

MATCHLINE STA "S" 21+75



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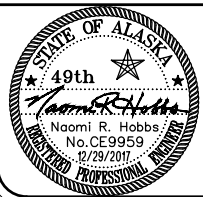
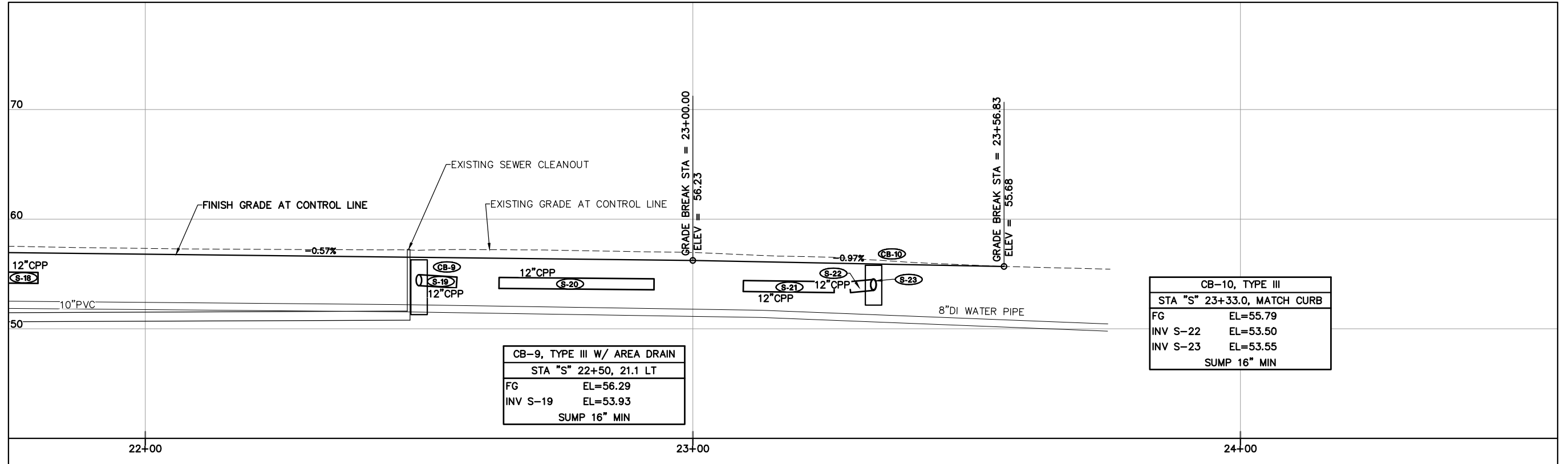
**MCGINNIS SUBDIVISION PAVING,
PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140**

**PROFILE - STEELHEAD STREET
STA "S" 15+75 TO STA "S" 21+75**

SHEET NO.
18
of
19

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MATCHLINE STA "S" 21+75



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PHASE III - STEELHEAD STREET
CONTRACT NO. BE18-140

PROFILE - STEELHEAD STREET
STA "S" 21+75 TO EOP

SHEET NO.

19
of
19