

WORK SUMMARY

MP 2.89 – Cold planing and overlaying the intersection of Glacier Highway and Egan Drive.
 MP 3.87 – Cold planing and overlaying the north bound deceleration lane of Glacier Highway at Salmon Creek.
 MP 5.37 – Cold planing and overlaying the north bound deceleration and acceleration lanes and a portion of the intersection of Vanderbilt Hill Road.
 MP 6.58 – Cold planing and overlaying the north bound deceleration and acceleration lanes and a portion of the intersection of Mapco intersection at Sunny Point.
 MP 7.91 – Cold planing and overlaying the north bound deceleration and acceleration lanes and a portion of Glacier Highway at Fred Meyer.
 MP 9.25 – Cold planing and overlaying the north bound and south bound deceleration lanes at Mendenhall Loop Road and Egan Drive intersection.
 MP 9.51 – Cold planing and overlaying the Egan Drive north bound shoulder between Riverside Drive and Egan Drive.
 MP 9.80 – Cold planing and overlaying the north bound deceleration and acceleration lanes at Vintage Drive and Egan Drive intersection.
 MP 9.81 – Cold planing and overlaying the south bound deceleration lane at Glacier Highway and Egan Drive intersection.
 MP 11.59 to MP 12.69 – Pre-level and overlay the entire roadway width along Glacier Highway between Fritz Cove Road and Seaview Drive.

MP 12.69
SEAVIEW DRIVE
END OVERLAY
END PROJECT

MP 11.59
FRITZ COVE
BEGIN OVERLAY

MP 9.95
BROTHERHOOD BRIDGE

MP 9.51
RIVERSIDE DR. & EGAN DR.

MP 7.91
GLACIER HWY. @ FRED MEYER

MP 9.80
VINTAGE BLVD.

MP 9.81
GLACIER HIGHWAY NORTH

MP 9.25
MENDENHALL LOOP RD. & EGAN DRIVE

MP 8.67
McNUGGET INTERSECTION

MP 6.58
SUNNY POINT @ MAPCO

MP 5.37
VANDERBILT HILL ROAD

MP 3.87
GLACIER HWY @ SALMON CREEK

BEGIN PROJECT
MP 2.89
GLACIER HIGHWAY

MP 1.60
HIGHLAND DRIVE & EGAN DRIVE

MP 1.18
10th & EGAN DRIVE

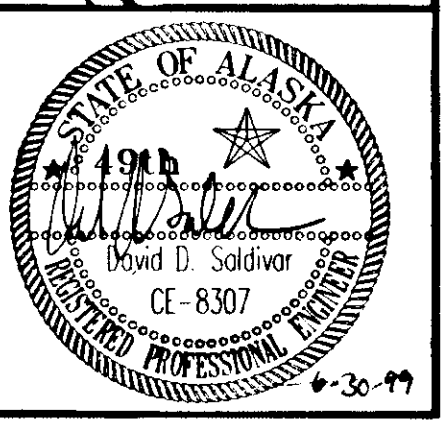
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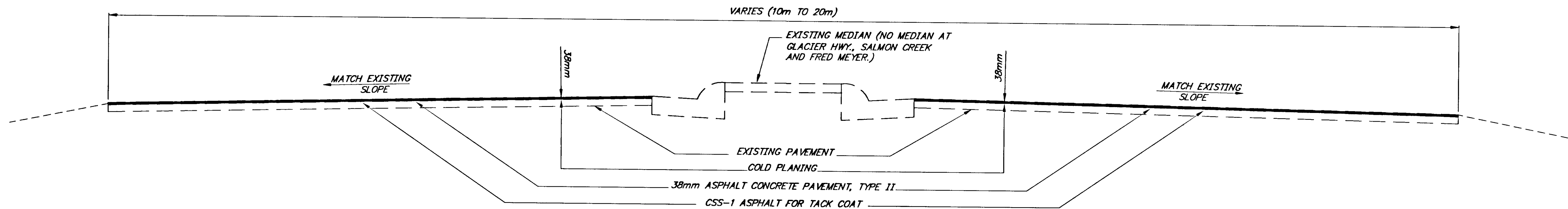
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STATE OF ALASKA
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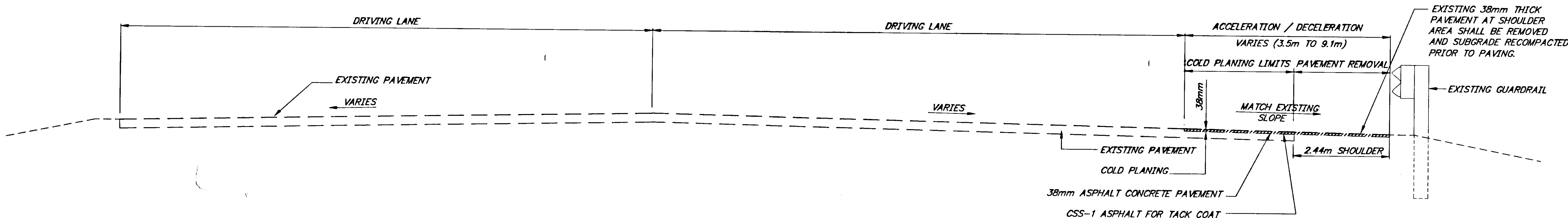
JUNEAU ALASKA
 Glacier Highway Overlay & Egan Expressway
 Acceleration / Deceleration Lane Resurfacing
 FED. No. NH-0005(314)~ PROJECT No. 67819
PROJECT LOCATION

DESIGNED BY:	D. Saldivar	PROJECT NO.	67819
DRAWN BY:	B. Bennett	DATE:	June, 1999
CHECKED BY:	D. Saldivar	SHEET	2 OF 22

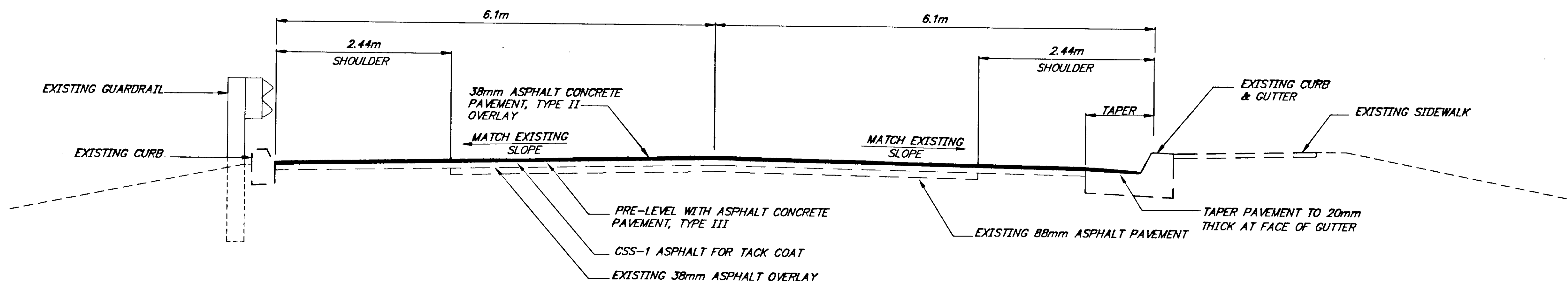




GLACIER HWY., SALMON CREEK, VANDERBILT HILL, MAPCO & FRED MEYER INTERSECTIONS



**TYPICAL SECTION OF IMPROVEMENTS
ACCELERATION / DECELERATION LANE**



**TYPICAL SECTION
FRITZ COVE TO SEAVIEW**

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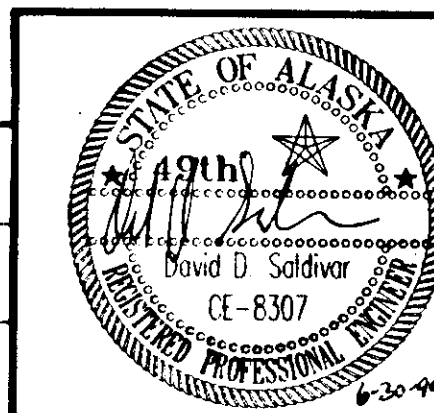
JUNEAU

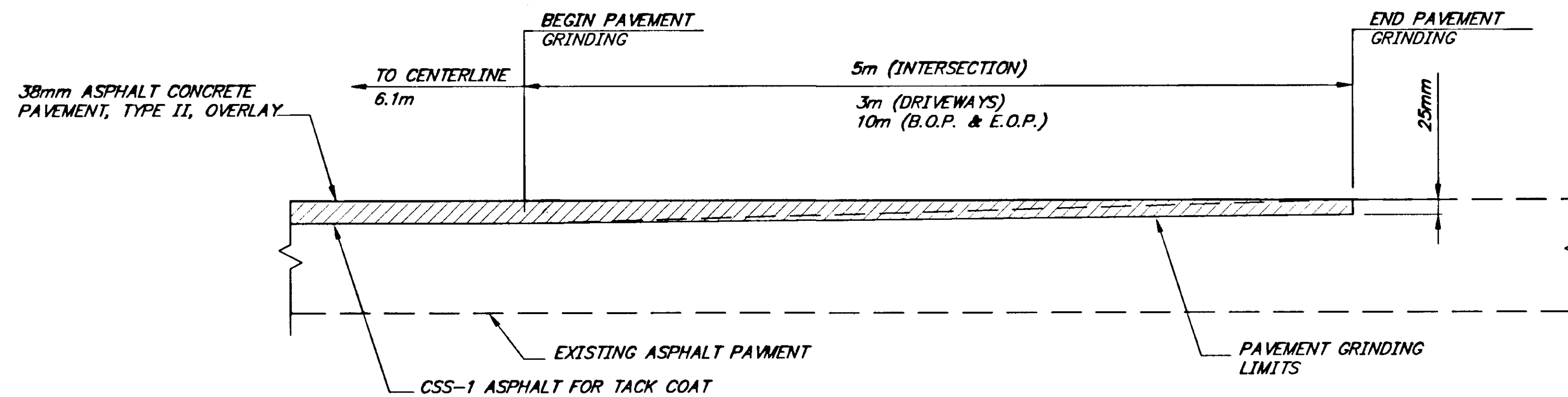
Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing
FED. No. NH-0005(314)~ PROJECT No. 67819

ALASKA

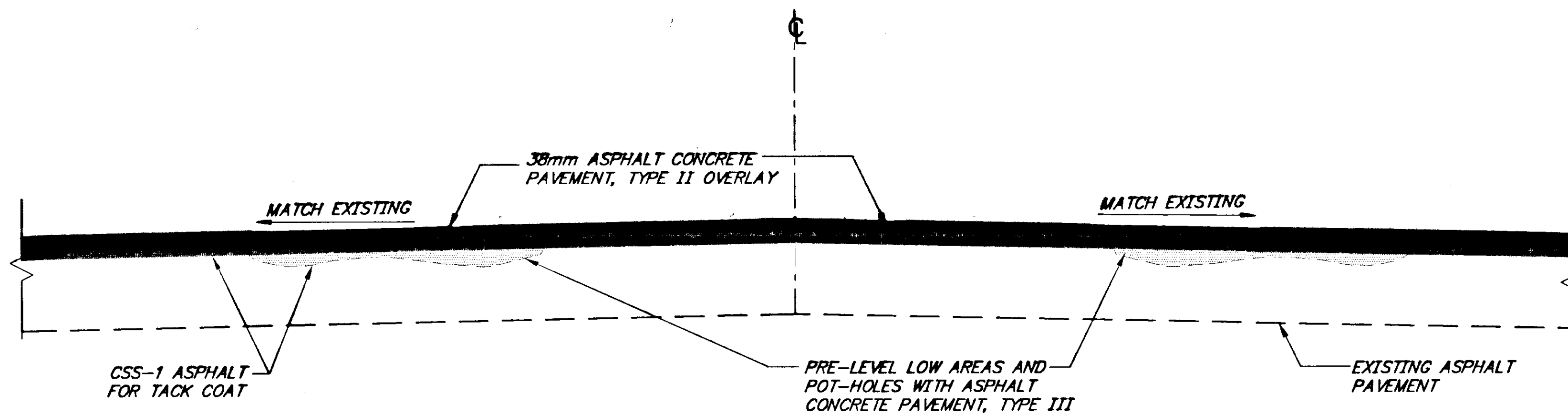
DESIGNED BY: **D. Saldivar**
DRAWN BY: **B. Bennett**
CHECKED BY: **D. Saldivar**

PROJECT NO. **67819**
DATE: **June, 1999**
SHEET **3 OF 22**



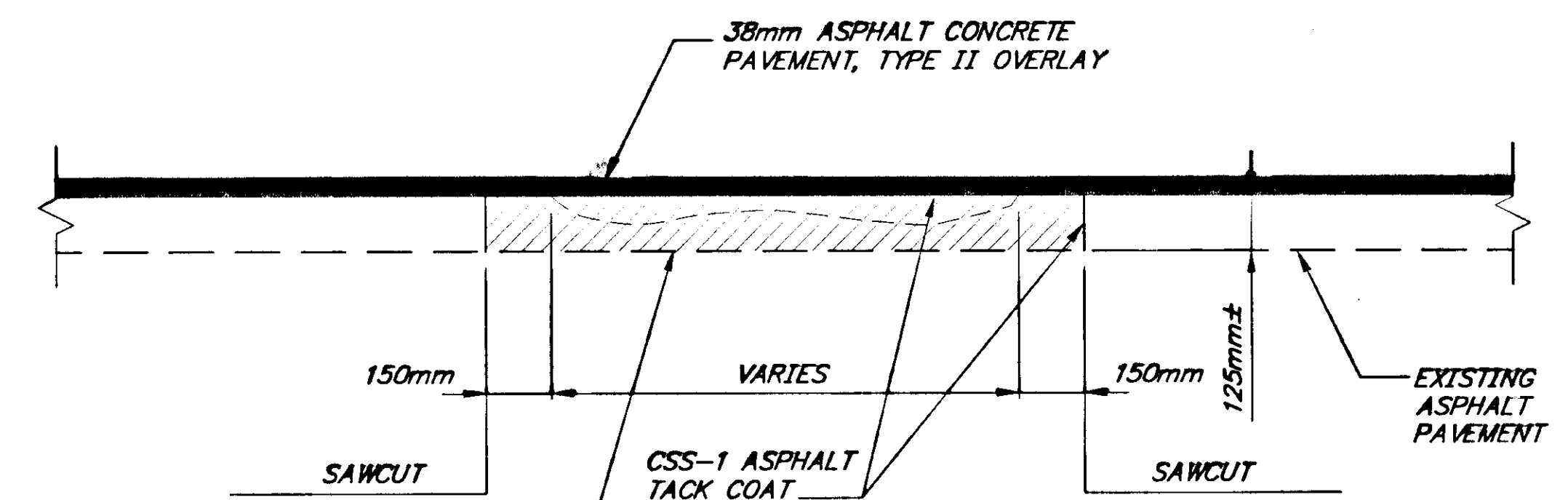


PAVEMENT MATCH AT INTERSECTIONS



OVERLAY DETAILS

GLACIER HWY. - FRITZ COVE RD. TO SEAVIEW DRIVE



DAMAGED PAVEMENT SHALL BE REMOVED AND PATCHED (ASPHALT CONCRETE PAVEMENT, TYPE II) PRIOR TO OVERLAY. LOCATION OF DAMAGED PAVEMENT SHALL BE DETERMINED BY THE ENGINEER

PAVEMENT PATCH DETAIL

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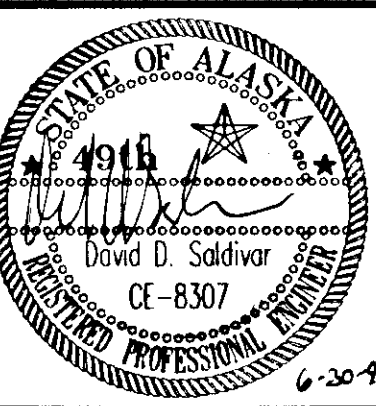
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 SOUTHEAST REGION

JUNEAU

**Glacier Highway Overlay & Egan Expressway
 Acceleration / Deceleration Lane Resurfacing**
 FED. No. NH-0005(314)~ PROJECT No. 67819

ALASKA

DESIGNED BY:	D. Saldivar	PROJECT NO.	67819
DRAWN BY:	B. Bennett	DATE:	June, 1999
CHECKED BY:	D. Saldivar	SHEET	4 OF 22



TYPICAL SECTIONS

ESTIMATE OF QUANTITIES

ITEM No.	ITEM	UNIT	67819	67827	QUANTITY
120(1)	DBE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
202(2)	PAVEMENT REMOVAL	SQUARE METER	7,600		7,600
203(6)	BORROW, TYPE A	MEGAGRAM		450	450
203(11)	DITCH RECONDITIONING	LUMP SUM		ALL REQUIRED	ALL REQUIRED
301(1)	AGGREGATE BASE COURSE	MEGAGRAM	100		100
309(1)	RECYCLED PAVEMENT	SQUARE METER		708	708
309(2)	CSS-1 ASPHALT FOR RECYCLED PAVEMENT	MEGAGRAM		10	10
401(1A)	ASPHALT CONCRETE PAVEMENT TYPE II, CLASS A	MEGAGRAM	4500	320	4820
401(1B)	ASPHALT CONCRETE PAVEMENT TYPE III, CLASS A	MEGAGRAM	625		625
401(2)	ASPHALT CEMENT, GRADE PG 58-28	MEGAGRAM	256	19	275
401(9)	PAVEMENT PATCHING	SQUARE METER	300		300
402(2)	CSS-1 ASPHALT FOR TACK COAT	MEGAGRAM	17		17
408(1)	PAVEMENT COLD PLANING	SQUARE METER	19,000		19,000
408(2)	PAVEMENT GRINDING	SQUARE METER	250		250
604(4)	ADJUST EXISTING MANHOLE	EACH	15	1	16
606(13)	GUARDRAIL REFLECTOR	EACH	200		200
615(5)	DELINEATOR, FLEXIBLE	EACH	275		275
627(10)	ADJUSTMENT OF VALVE BOX	EACH	8		8
630(3)	REINFORCED SOIL SLOPE	LUMP SUM		ALL REQUIRED	ALL REQUIRED
639(2)	COMMERCIAL DRIVEWAY	EACH	15	4	19
640(1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(2)	EROSION AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
641(3)	EROSION AND POLLUTION CONTROL	LUMP SUM		ALL REQUIRED	ALL REQUIRED
642(11)	ADJUST EXISTING MONUMENT CASE	EACH	14		14
643(2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(3)	PERMANENT CONSTRUCTION SIGNS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
643(4)	CONSTRUCTION SIGN	DAY	1000	150	1150
643(5)	TYPE II BARRICADE	DAY	250	150	400
643(6)	TYPE III BARRICADE	DAY	500	200	700
643(7)	TRAFFIC CONE/TUBULAR MARKER	DAY	4000	1000	5000
643(9)	DRUM	DAY	500		500
643(10)	SEQUENTIAL ARROW PANEL, TYPE C	DAY	60		60
643(14)	INTERIM PAVEMENT MARKING	LUMP SUM	ALL REQUIRED		ALL REQUIRED
643(15)	FLAGGING	HOUR	500	75	575
660(14)	LOOP DETECTORS, FURNISHED	EACH	12		12
660(15)	LOOP DETECTORS, INSTALLED	EACH	6		6
670(1)	PAINTED TRAFFIC MARKINGS	LUMP SUM	ALL REQUIRED	ALL REQUIRED	ALL REQUIRED
670(8)	RECESSED PAVEMENT MARKERS	EACH	200		200

BASIS OF ESTIMATE

ITEM NO.	ITEM	ESTIMATING FACTOR
203(6)	BORROW, TYPE A	2.17 mg/m ³
301 (1)	CRUSHED AGGREGATE BASE COURSE	2.32 mg/m ³
309(2)	CSS-1 ASPHALT FOR RECYCLED PAVEMENT	4.4 l/m ² , 456 l/mg
401 (1)	ASPHALT CONCRETE PAVEMENT	2.48 Kg/m ² per mm
401 (2)	ASPHALT CEMENT, GRADE PG 58-28	6% OF 401
402 (2)	CSS-1 ASPHALT FOR TACK COAT	0.363 l/m ² , 923 l/mg

GENERAL NOTES

- PLAN MILE POST 1.73 EQUALS CDS MP 42.06 ON ROUTE 296000.
- THE ENGINEER WILL ESTABLISH THE EXACT BEGINNING AND ENDING SEGMENTS FOR CHANGES IN THE TYPICAL SECTION CONSTRUCTION. TRANSITIONS BETWEEN TYPICAL SECTION CHANGES SHALL BE MADE SMOOTHLY AS APPROVED BY THE ENGINEER.
- NO LONGITUDINAL PAVEMENT JOINTS WILL BE ALLOWED IN THE DRIVING LANE OR WHEEL PATHS.
- PAVING AND COLD PLANING SHALL BE CONTINUOUS ACROSS ALL BRIDGES.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SET CONTROL FOR PAVING, COLD PLANING, THERMOPLASTIC, RECESSED PAVEMENT MARKERS, AND PAINTED TRAFFIC MARKINGS FROM THE EXISTING CENTER STRIPE OR THE INSIDE PAVEMENT EDGE. THE DEPTH OF THE VERTICAL CUT SHALL BE AS DETAILED TO OBTAIN THE DESIRED UNIFORM CROSS SLOPE AS INDICATED ON THIS SHEET.
- ALL COLD PLANING OPERATIONS SHALL COMMENCE ON THE LOWEST SIDE OF THE ROADWAY SECTION TO FACILITATE DRAINAGE. COLD PLANING AND PAVEMENT OVERLAY OPERATIONS SHALL END EACH DAYS OPERATION SUCH THAT NO LONGITUDINAL LIP EXISTS AT CENTERLINE OF TRAVELED WAY.
- ALL ASPHALT PAVEMENT MATERIAL SHALL BE STOCKPILED AT THE 7 1/2 MILE DOT&PF FACILITY IN JUNEAU, ALASKA.
- THE ENGINEER MAY DIRECT THE CONTRACTOR TO INCREASE OR DECREASE THE DEPTH OF COLD PLANING, OR CHANGE THE CROSS SLOPE AS NECESSARY.
- THE DIMENSION OF THE OVERLAY AREAS ARE ONLY APPROXIMATE, THE ENGINEER WILL DETERMINE THE EXACT LIMITS OF PAVEMENT GRINDING, COLD PLANING AND OVERLAY.
- THE CONTRACTOR SHALL DOCUMENT EXISTING PAVEMENT MARKINGS. EXISTING MARKINGS THAT ARE REMOVED AS A RESULT OF PAVEMENT GRINDING, COLD PLANING AND OVERLAY SHALL BE REPLACED.
- DEBRIS FROM THE PROJECT SHALL NOT BE PERMITTED TO ENTER FISH STREAMS, WETLANDS, OR OTHER WATERS ADJACENT TO THE PROJECT WORK AREAS. THE CONTRACTOR SHALL REMOVE MATERIALS FROM ROADWAY SURFACE IN SUCH A MANNER THAT DEBRIS IS CONTAINED WITHIN THE SLOPE LIMITS.

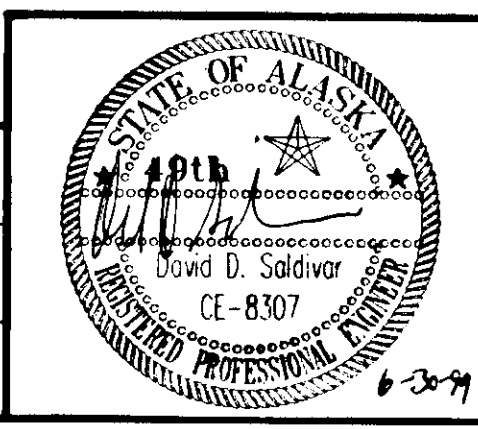
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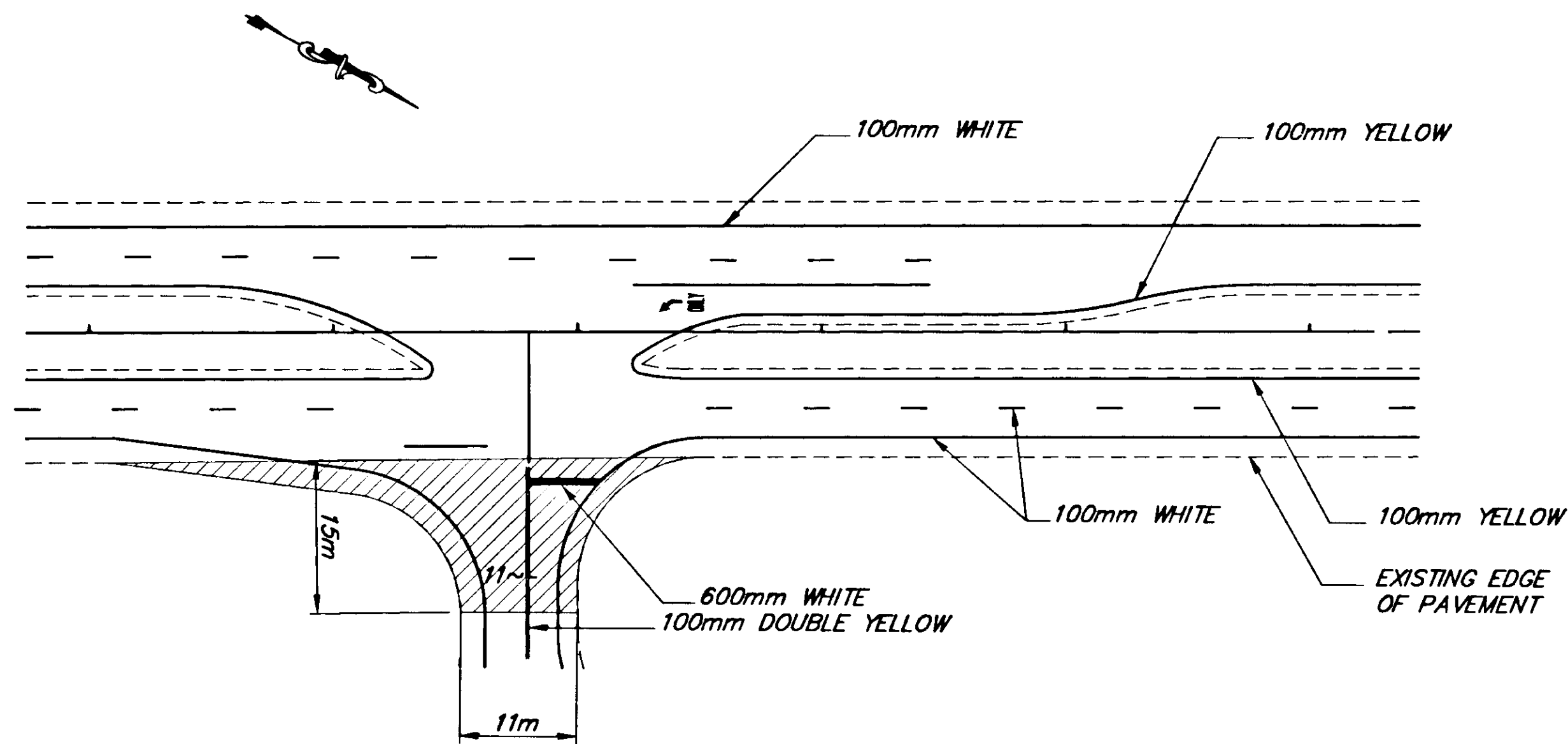
STATE OF ALASKA
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SOUTHEAST REGION

JUNEAU
Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing
ALASKA
FED. No. NH-0005(314)~ PROJECT No. 67819
ESTIMATE OF QUANTITIES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	D. Saldivar	PROJECT NO.	67819
DRAWN BY:	B. Bennett	DATE:	May, 1999
CHECKED BY:	D. Saldivar	SHEET	5 OF 22

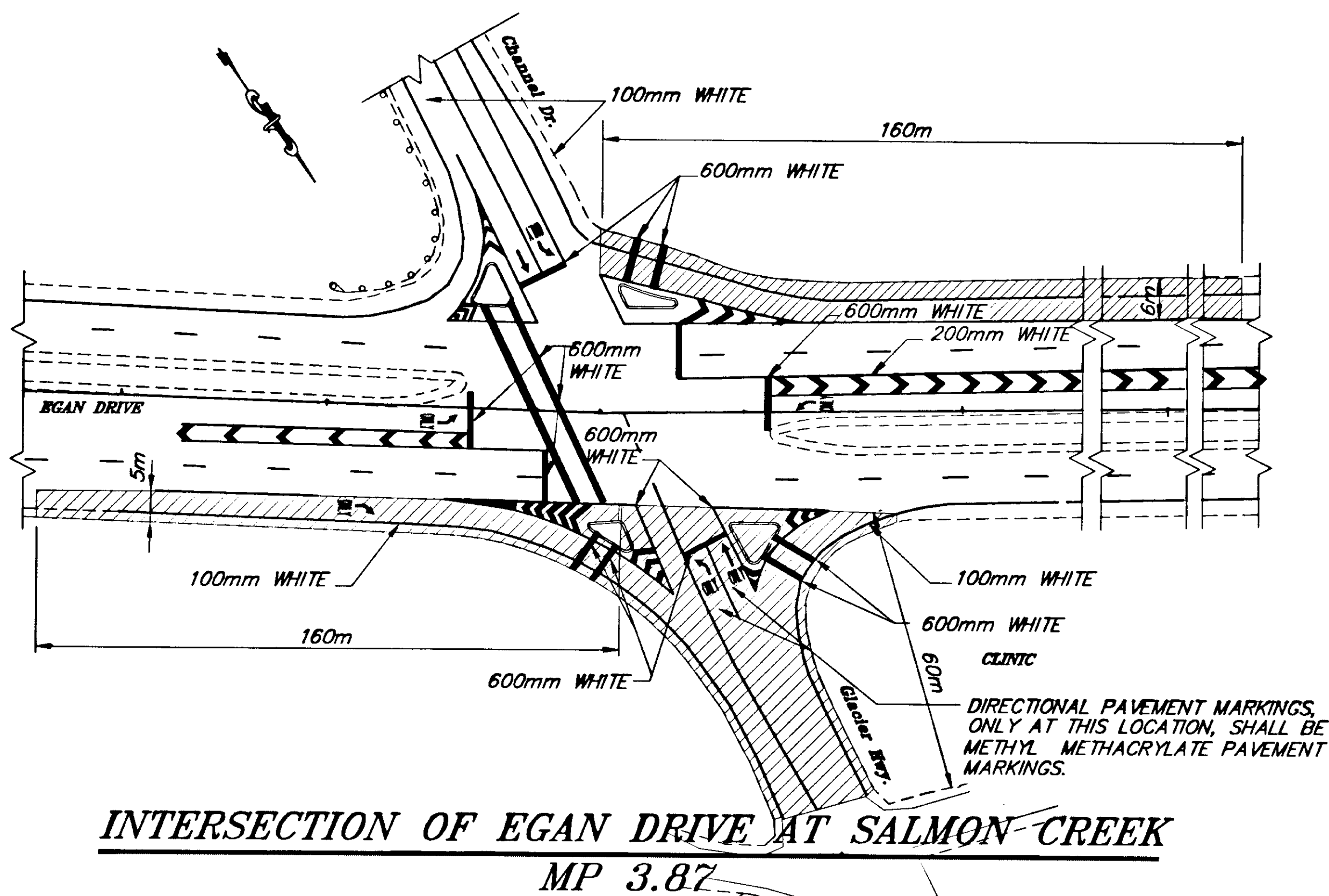




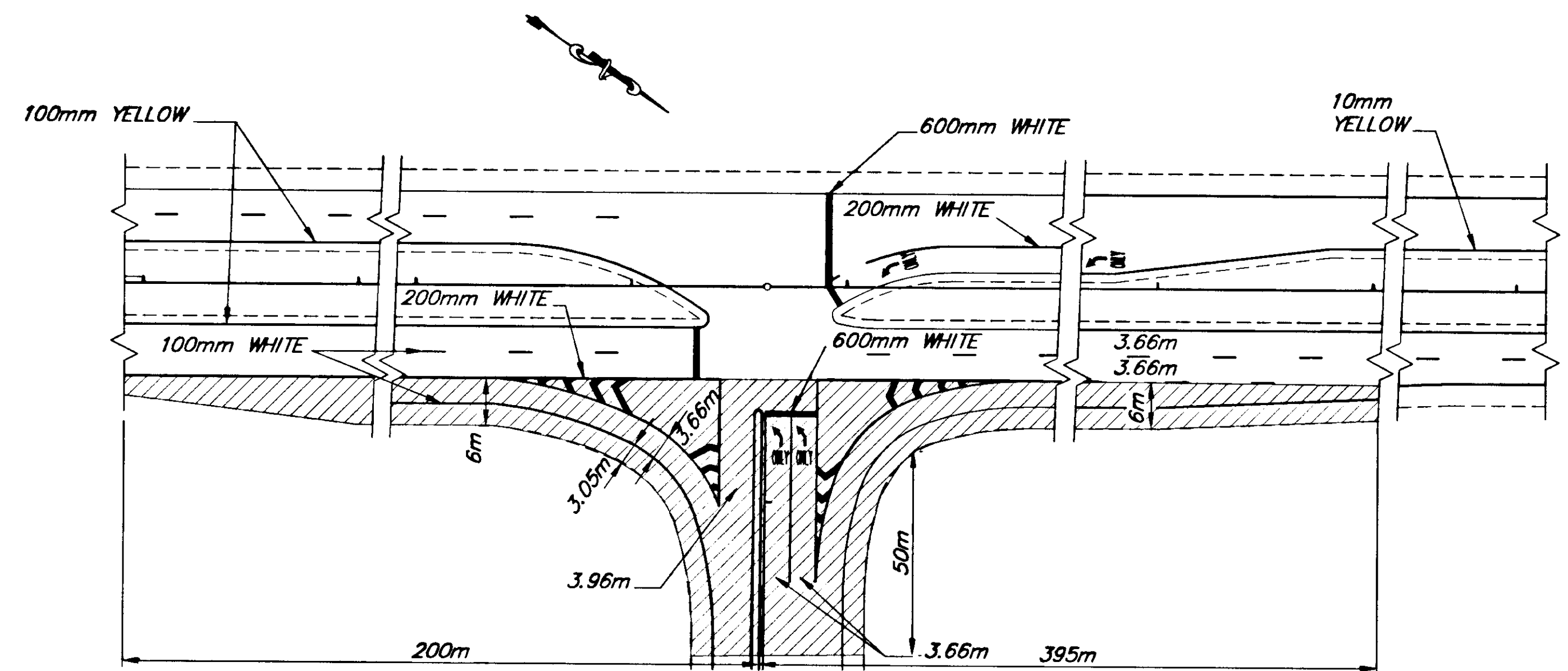
INTERSECTION OF EGAN DRIVE WITH GLACIER HIGHWAY
MP 2.89

NOTE:

1. THE COLD PLANING AND OVERLAY AREA (SHADED) AS DIMENSIONED IS ONLY APPROXIMATE. ACTUAL WORK LIMITS WILL BE DETERMINED BY THE ENGINEER.
2. STRIPING SHOWN IS EXISTING. STRIPING WITHIN THE WORK AREA (SHADED) SHALL BE RESTRIPE TO MATCH EXISTING.
3. THE PAVEMENT MARKINGS ADJACENT TO THE INSIDE EDGE OF COLD PLANING AND OVERLAY SHALL BE REPAINTED REGARDLESS IF DAMAGED OR UNDAAGED.



INTERSECTION OF EGAN DRIVE AT SALMON CREEK
MP 3.87



INTERSECTION OF EGAN DRIVE AT VANDERBILT HILL ROAD
MP 5.37

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU

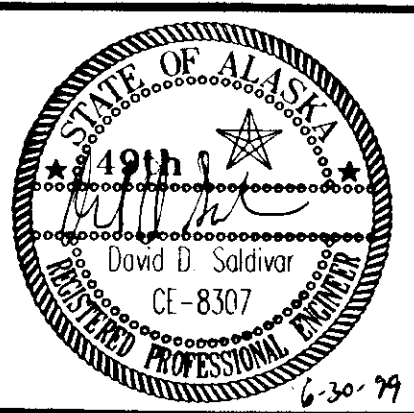
Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing
FED. No. NH-0005(314)~ PROJECT No. 67819

ALASKA

INTERSECTIONS

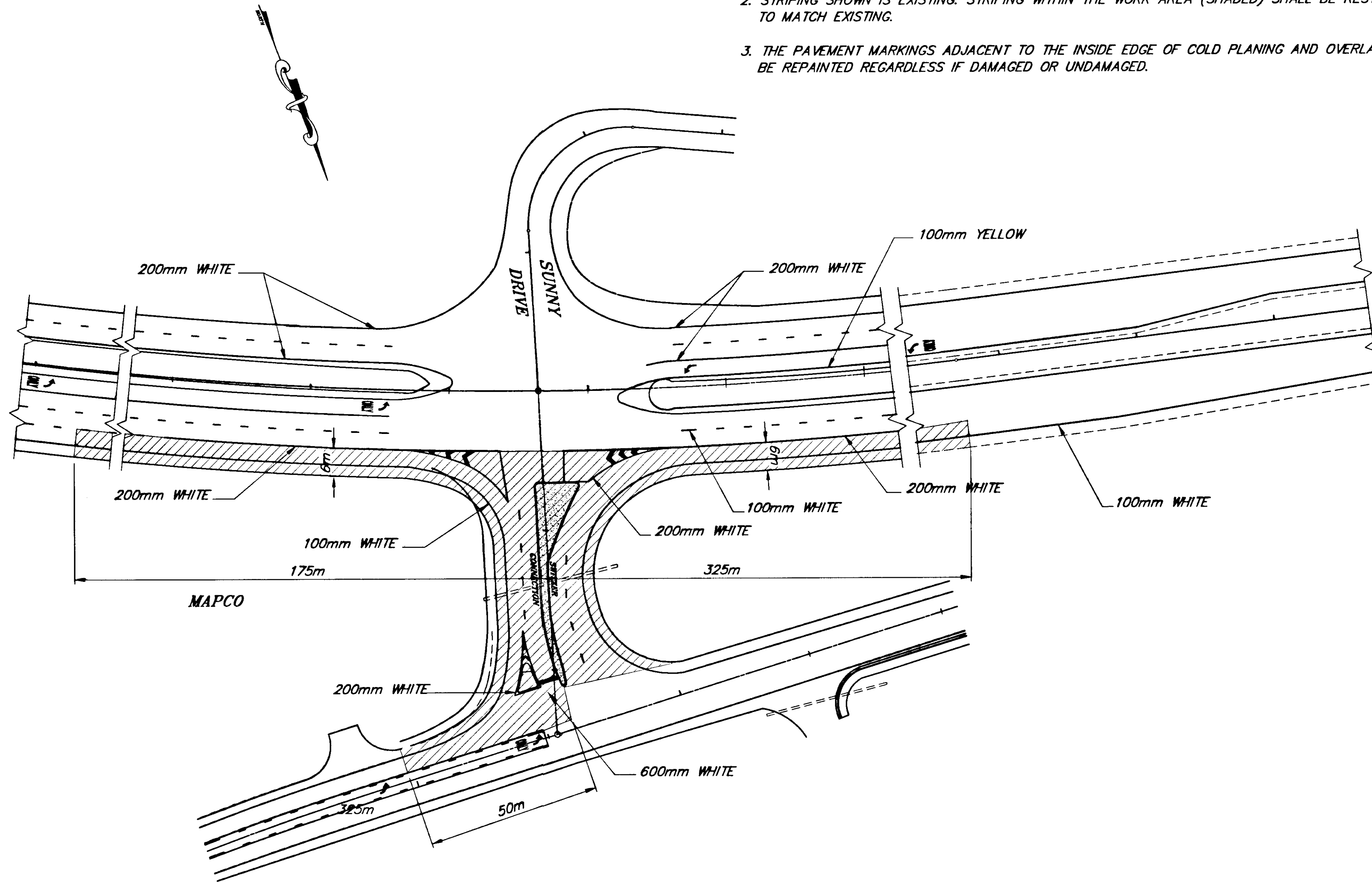
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DESIGNED BY:	D. Saldivar	PROJECT NO.	67819
DRAWN BY:	B. Bennett	DATE:	June, 1999
CHECKED BY:	D. Saldivar	SHEET	6 OF 22



NOTE:

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**INTERSECTION OF EGAN DRIVE AT SUNNY POINT
MP 6.58**

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

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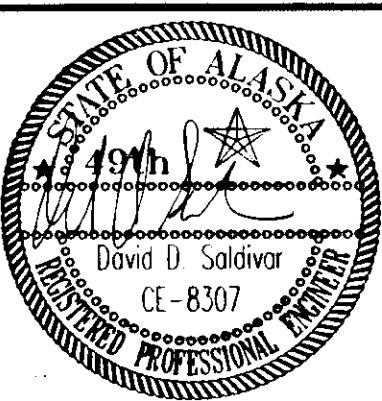
JUNEAU

*Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing*
FED. No. NH-0005(314)~ PROJECT No. 67919

ALASKA

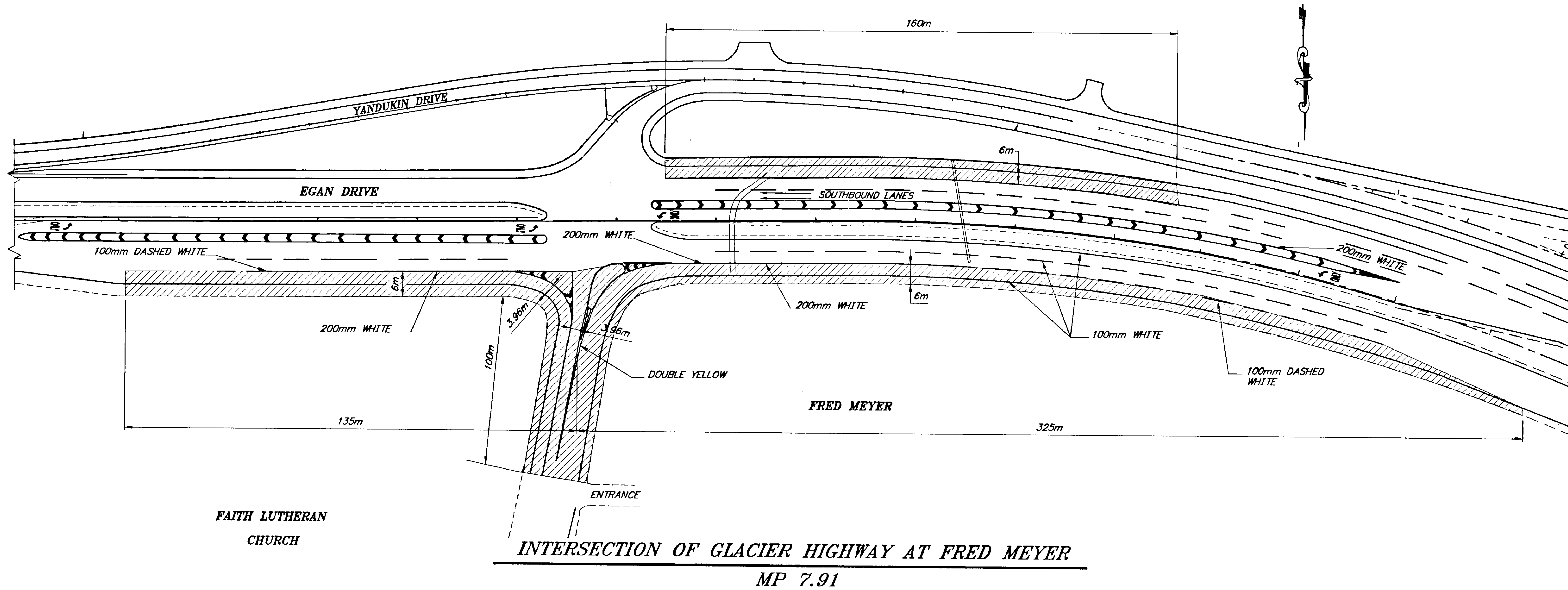
DESIGNED BY:	<i>D. Saldivar</i>
DRAWN BY:	<i>B. Bennett</i>
CHECKED BY:	<i>D. Saldivar</i>

PROJECT NO.	67819
DATE:	June, 1999
SHEET	7 OF 22



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FAITH LUTHERAN
CHURCH

INTERSECTION OF GLACIER HIGHWAY AT FRED MEYER
MP 7.91

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JUNEAU

**Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing**

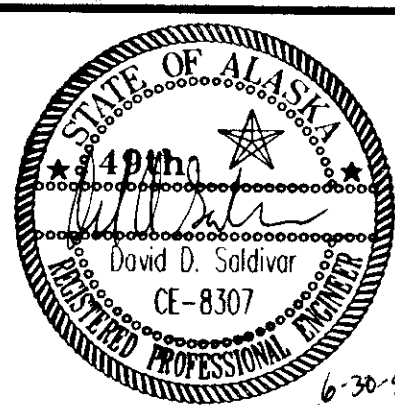
ALASKA

FED. No. MH-0005(314)~ PROJECT No. 67819

INTERSECTIONS

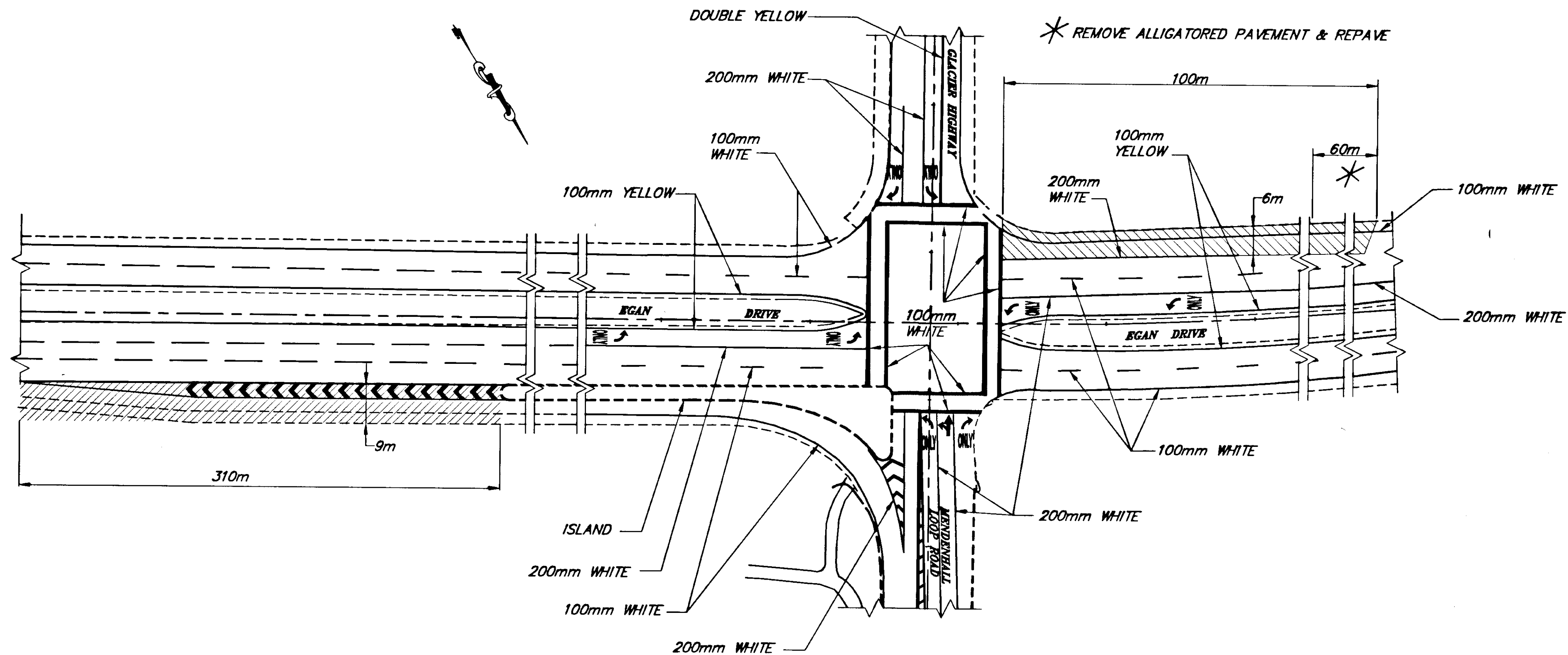
DESIGNED BY: **D. Saldivar**
DRAWN BY: **B. Bennett**
CHECKED BY: **D. Saldivar**

PROJECT NO. **67819**
DATE: **June, 1999**
SHEET **8** OF **22**



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**INTERSECTION OF EGAN DRIVE AT MENDENHALL LOOP ROAD
MP 9.25**

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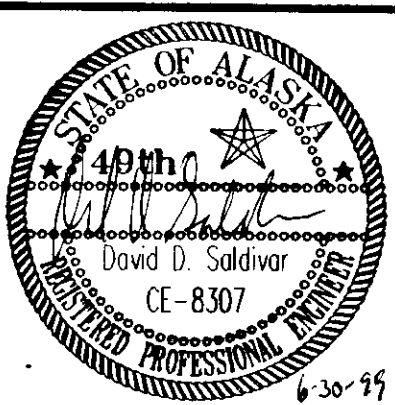
**Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing**

ALASKA

FED. No. NH-0005(314)~ PROJECT No. 67819

INTERSECTIONS

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DRAWN BY:	<i>B. Bennett</i>	DATE:	June, 1999
CHECKED BY:	<i>D. Saldivar</i>	SHEET	9 OF 22



TRAFFIC CONTROL NOTES

GENERAL

1. CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED.
2. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONFIGURATIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL, WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE PORTIONS OF DETAILS ON THESE SHEETS.
3. THE CONTRACTOR SHALL KEEP THE PUBLIC INFORMED OF HIS CONSTRUCTION ACTIVITIES THROUGH THE USE OF THE LOCAL NEWS MEDIA. NEWS RELEASES SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO THEIR RELEASE. NEWS RELEASES WILL BE REQUIRED BUT NOT LIMITED TO, THE ONSET OF WORK, GRINDING, PAVING, AND CHANGES IN THE LANE CONFIGURATIONS.

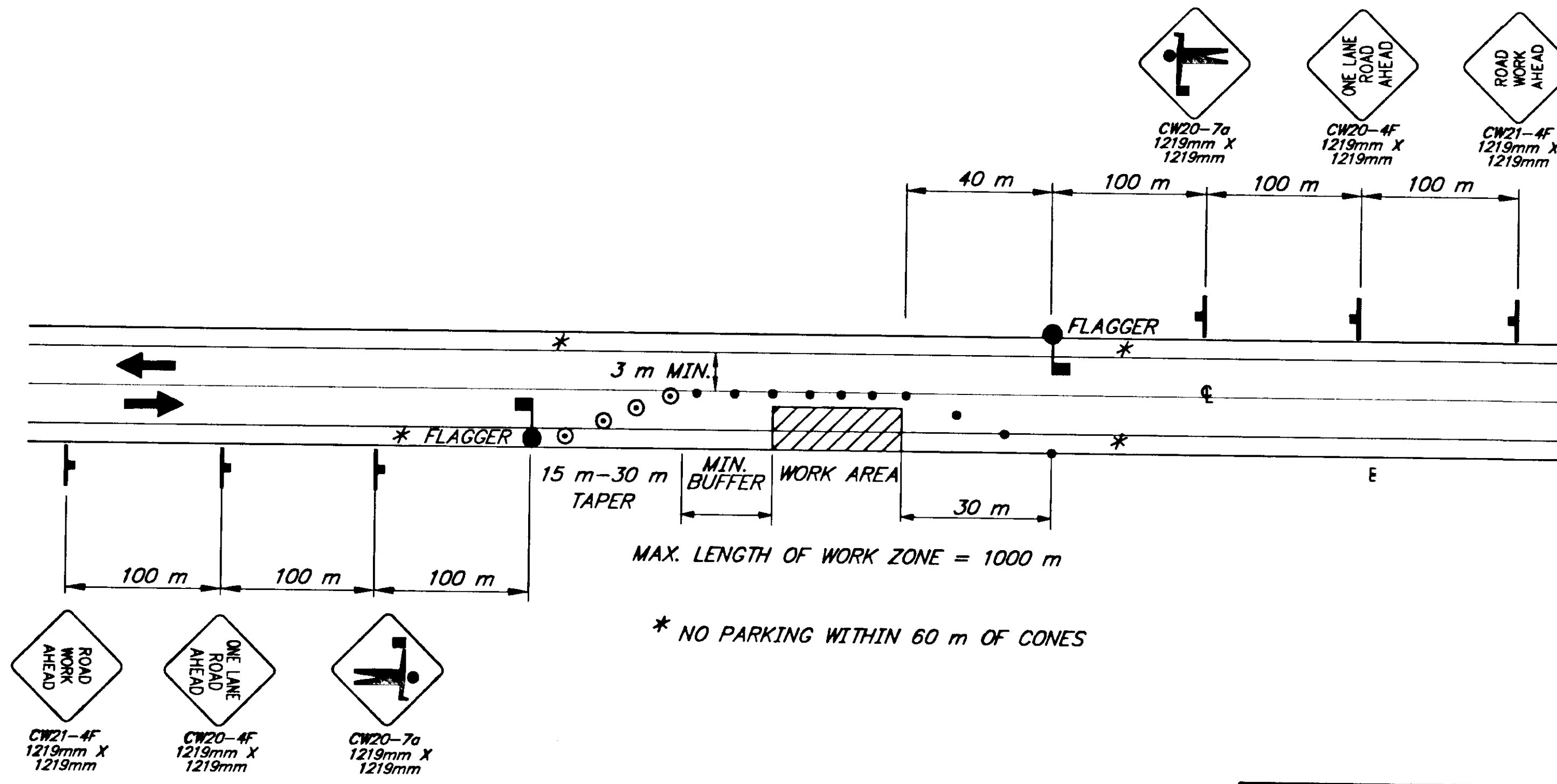
EGAN DRIVE

1. EGAN DRIVE THROUGH LANES SHALL BE KEPT OPEN AT ALL TIMES.
2. INTERSECTIONS SHALL BE OPEN TO TRAFFIC DURING P.M. PEAK HOURS (4:00 PM - 6:30 PM).
3. THE MAXIMUM ALLOWABLE TIME BETWEEN GRINDING AND REPAVING SHALL BE 72 HOURS.

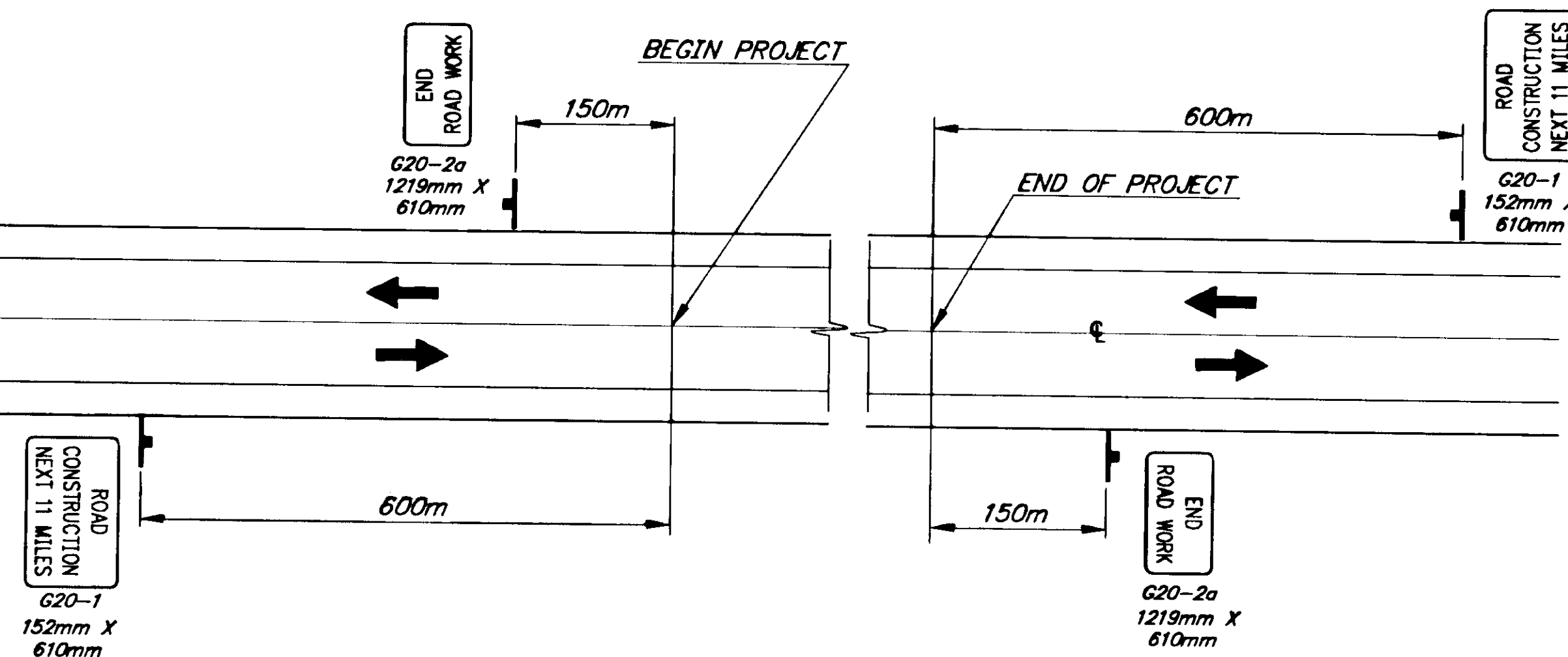
GLACIER HIGHWAY

(FRITZ COVE ROAD TO SEAVIEW DRIVE)

1. A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS.
2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORKING HOURS.
3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 3m.
4. FLOOD LIGHTS SHALL BE PROVIDED FOR FLAGGER STATIONS DURING NIGHT OPERATIONS OR WHEN DIRECTED.
5. THE MAXIMUM LENGTH OF A WORK ZONE SHALL BE 1000m. THE MAXIMUM VEHICLE DELAY SHALL BE 5 MINUTES. IF THE VEHICLE DELAY EXCEEDS 5 MINUTES, THE CONTRACTOR SHALL EITHER SHORTEN THE WORK ZONE UNTIL DELAY IS LESS THAN 5 MINUTES OR HE SHALL RESCHEDULE HIS WORK TO A LESS BUSY HOUR.
6. PEDESTRIAN AND BICYCLE TRAFFIC ACCESS SHALL BE MAINTAINED AT ALL TIME.



**SINGLE LANE CLOSURE
TWO LANE ROAD**



PERMANENT CONSTRUCTION SIGNING

LEGEND

-
-
- DRUM
- TYPE III BARRICADE
- FLAGGING STATION

$L = W \times T$

WHERE:
L = LENGTH OF TAPER
W = WIDTH OF OFFSET
T = TAPER FACTOR

TCP TABLE SETUP

SPEED (KILOMETERS PER HOUR)	SPEED (MILES PER HOUR)	BUFFER/LENGTH (m)	CONE/DRUM SPACING (m)	TAPER FACTOR (T)
25	16	9	5	4:1
30	19	11	6	6:1
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65	40	52	13	27:1
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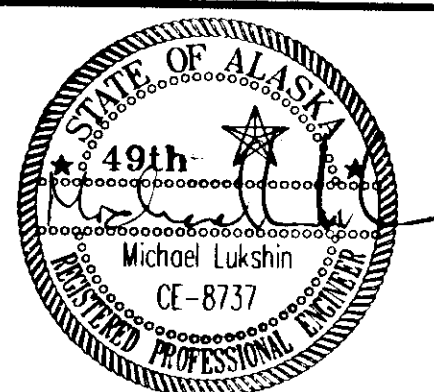
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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DATE:	
DESCRIPTION OF CHANGE:	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

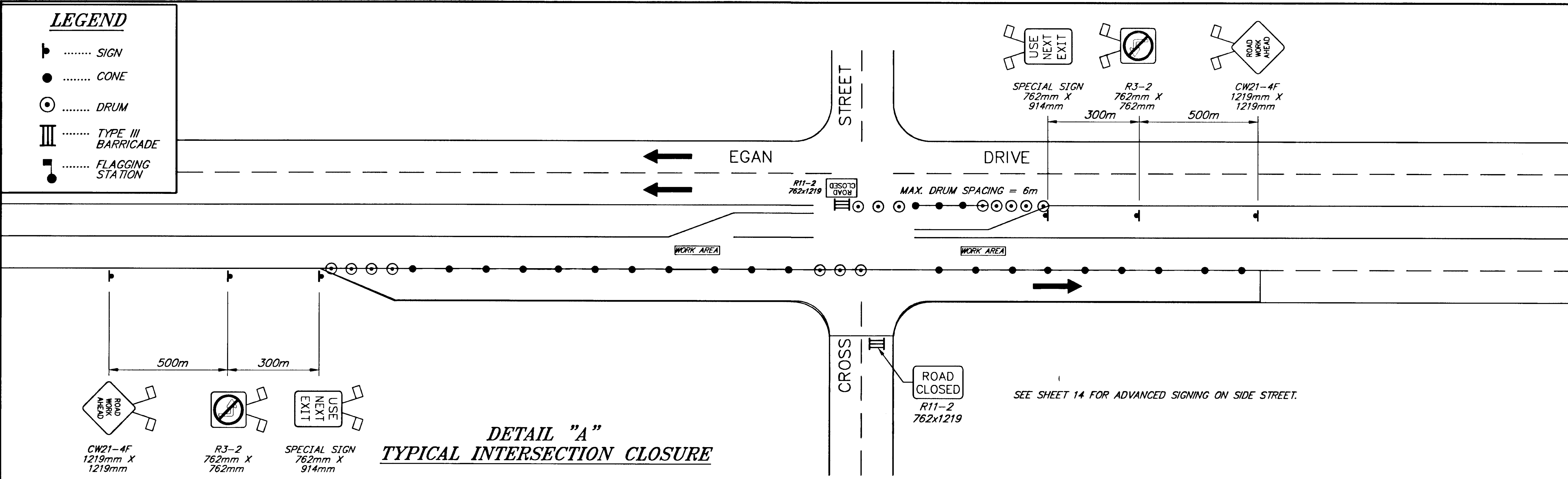
JUNEAU
Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing
FED. No. NH-0005(314)~ PROJECT No. 67819
TRAFFIC CONTROL PLAN

DESIGNED BY:	K. MATTSON	PROJECT NO.	67819
DRAWN BY:	K.K./R.S.	DATE:	June, 1999
CHECKED BY:	M. LUKSHIN	SHEET 11 OF 22	

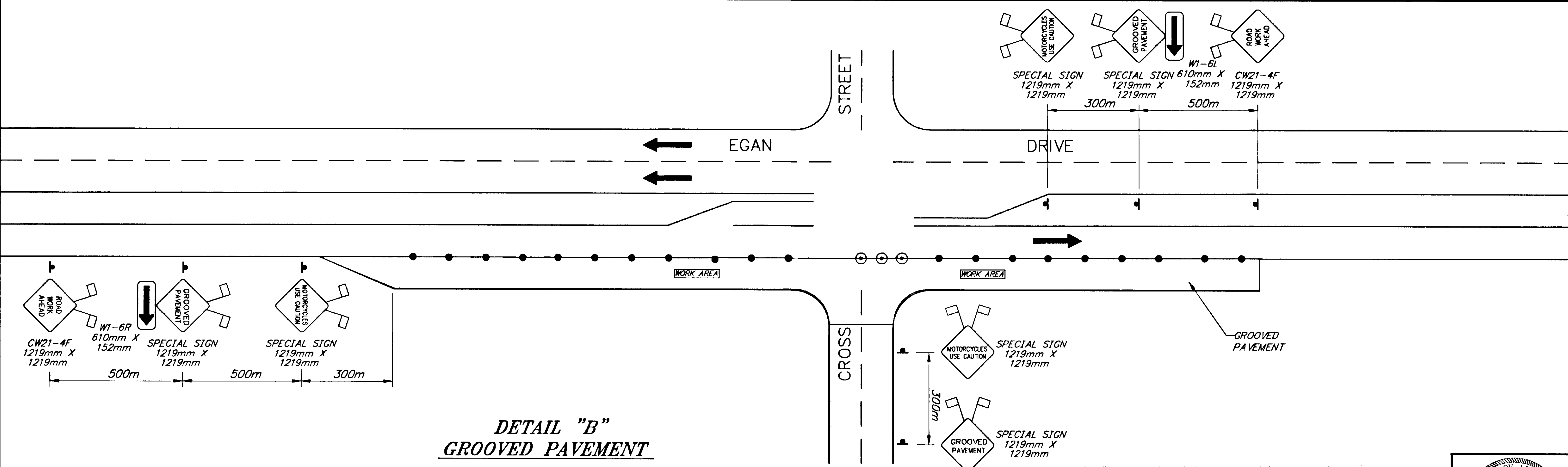


LEGEND

- SIGN
- CONE
- DRUM
- TYPE III BARRICADE
- FLAGGING STATION



DETAIL "A"
TYPICAL INTERSECTION CLOSURE



DETAIL "B"
GROOVED PAVEMENT

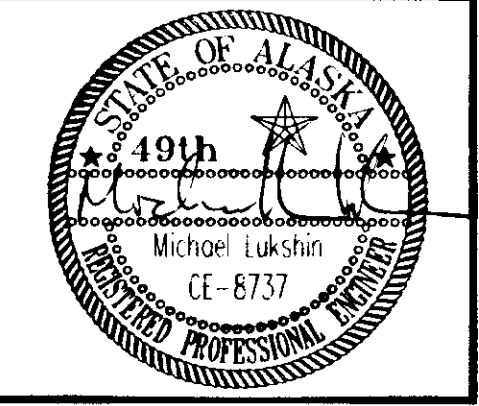
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
SOUTHEAST REGION

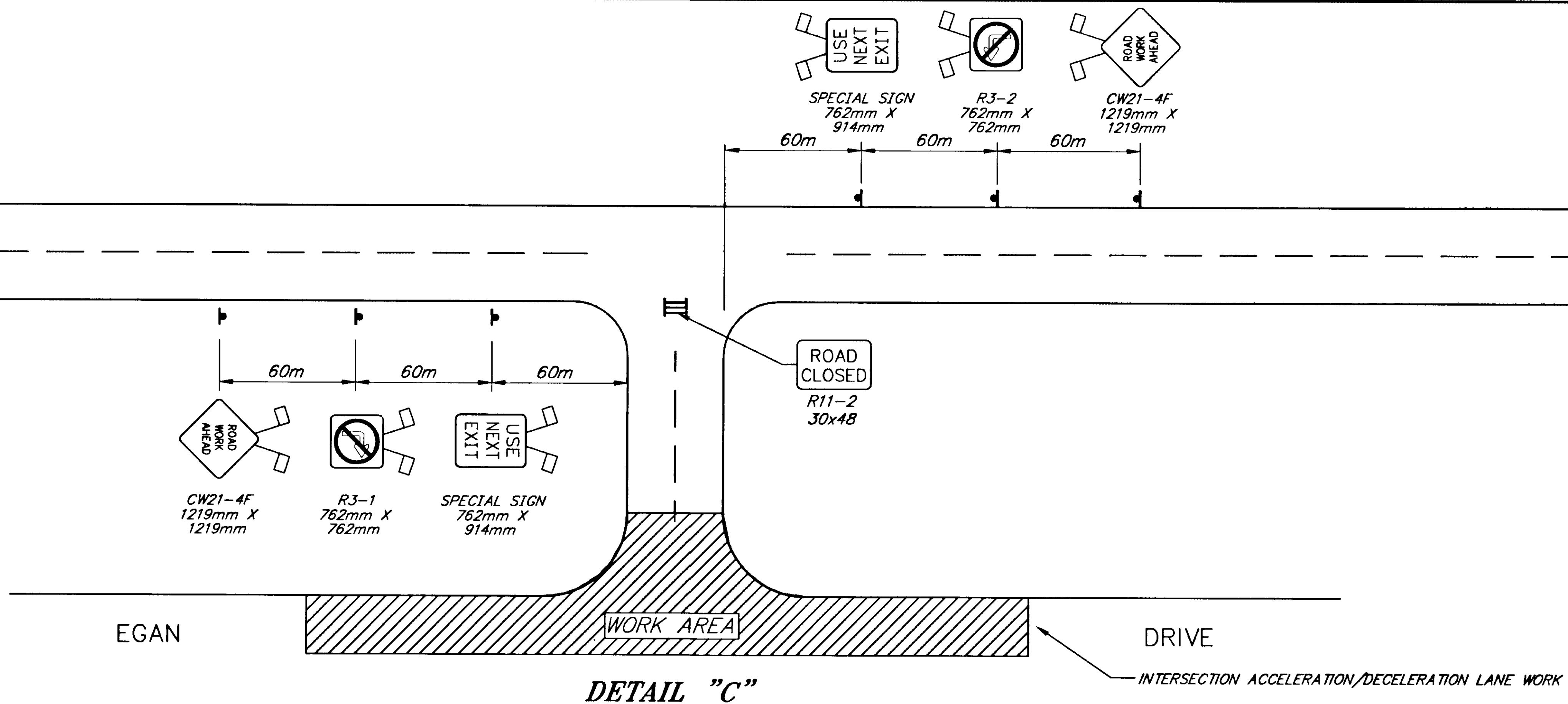
JUNEAU
Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing
ALASKA
FED. No. NH-0005(314)~ PROJECT No. 67819
TRAFFIC CONTROL PLAN

DESIGNED BY:	K. Mattson	PROJECT NO.	67819
DRAWN BY:	B.B./ R.S.	DATE:	June, 1999
CHECKED BY:	M. Lukshin	SHEET	12 OF 22



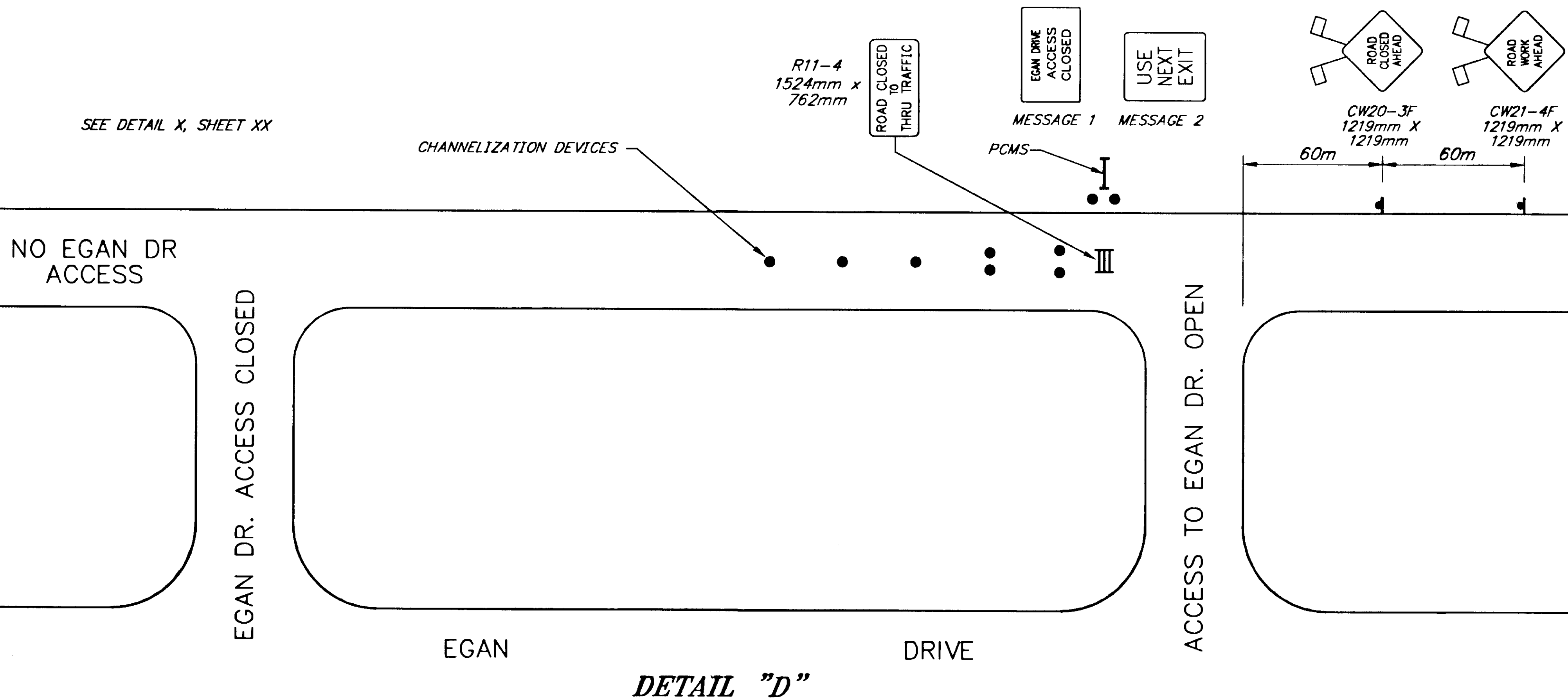
LEGEND

- SIGN
- CONE
- DRUM
- TYPE III BARRICADE
- FLAGGING STATION



LEGEND

- SIGN
- CONE
- DRUM
- TYPE III BARRICADE
- FLAGGING STATION
- CHANGABLE MESSAGE SIGN



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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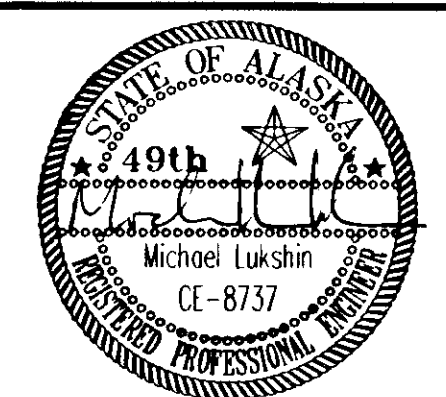
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 SOUTHEAST REGION

JUNEAU

Glacier Highway Overlay & Egan Expressway
 Acceleration / Deceleration Lane Resurfacing
 FED. No. NH-0005(314)~ PROJECT No. 67819
TRAFFIC CONTROL PLAN

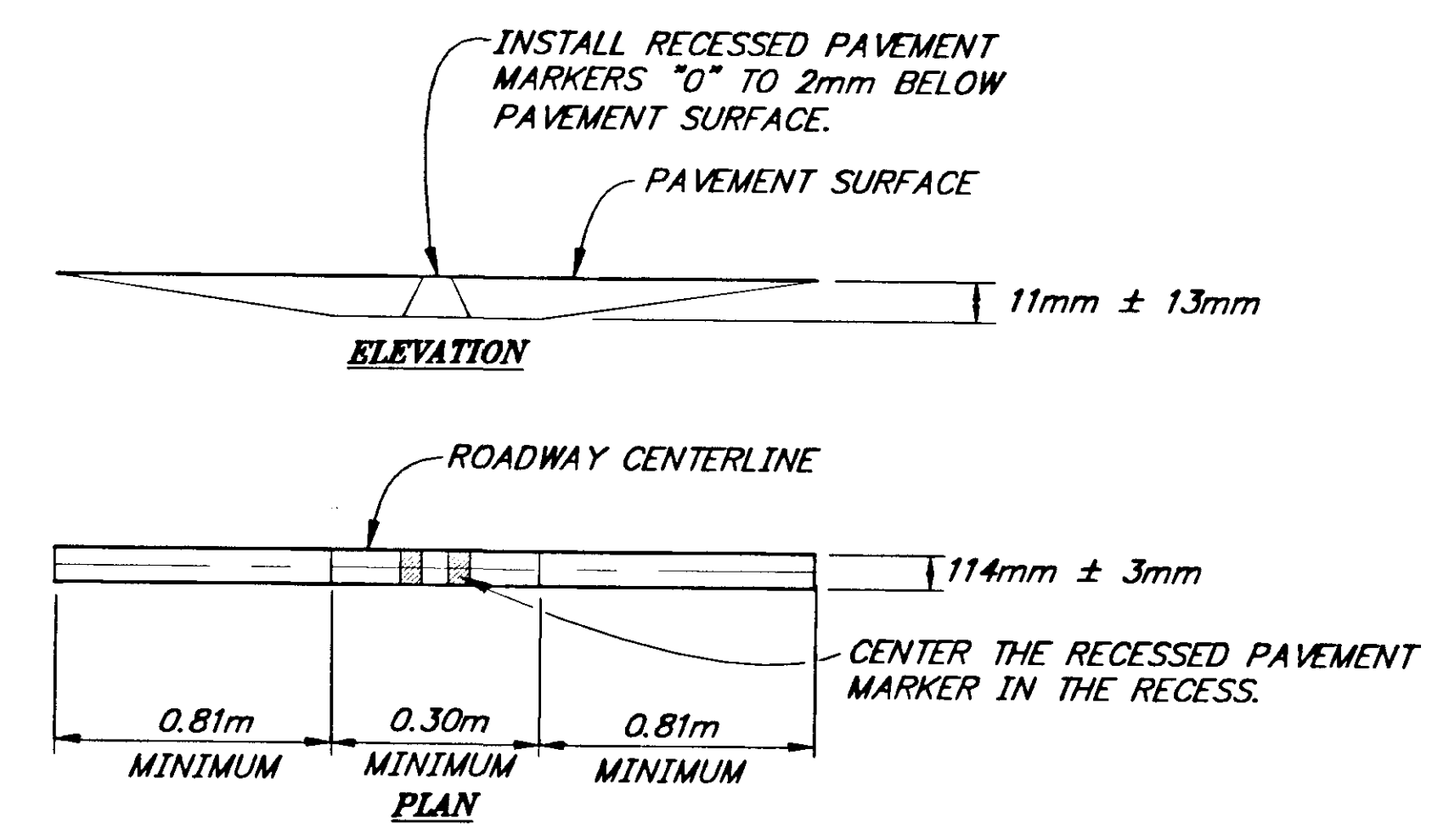
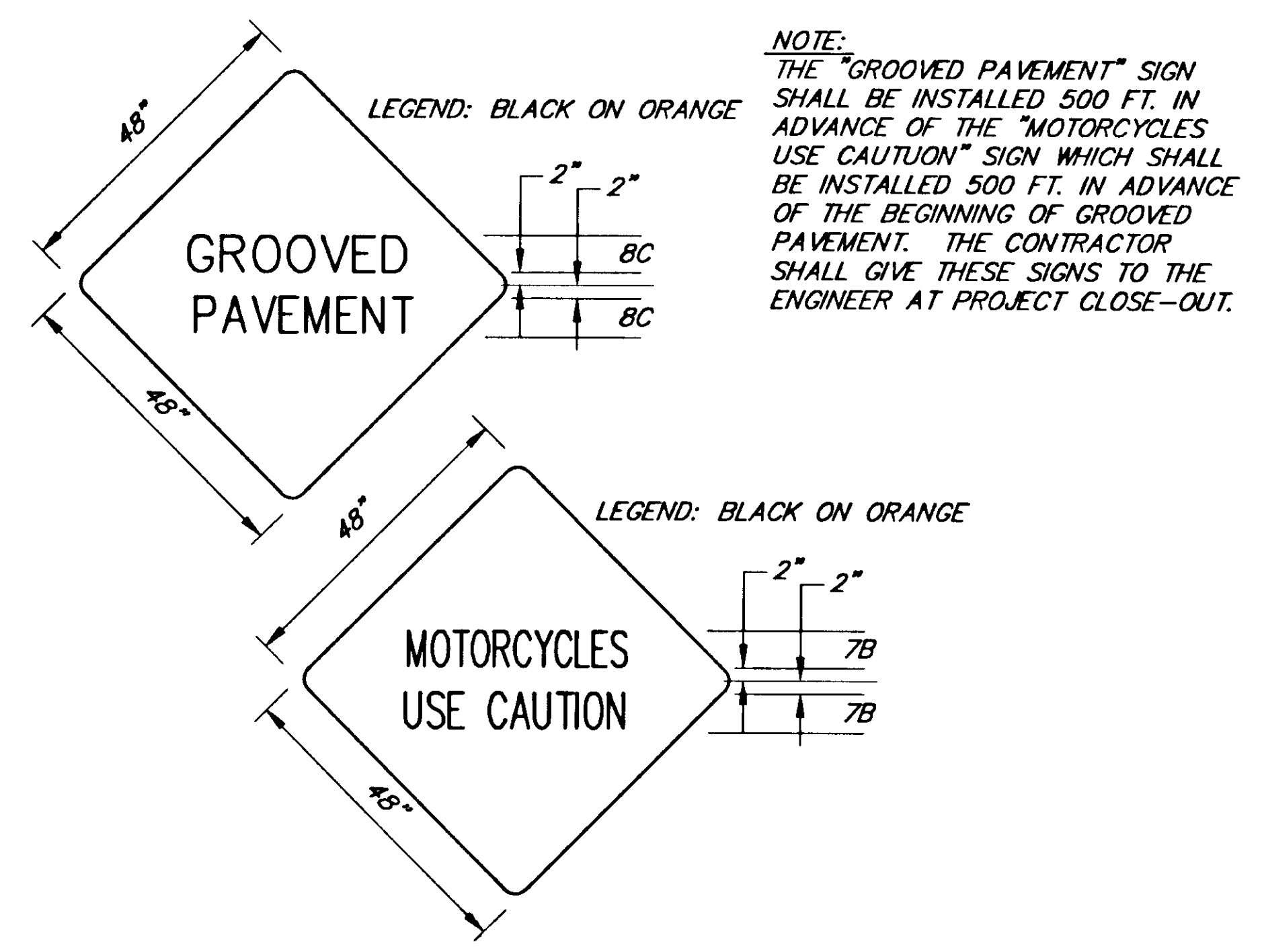
ALASKA

DESIGNED BY:	K. Mattson	PROJECT NO.	67819
DRAWN BY:	B.B./ R.S.	DATE:	June, 1999
CHECKED BY:	M. Lukshin	SHEET	13 OF 22

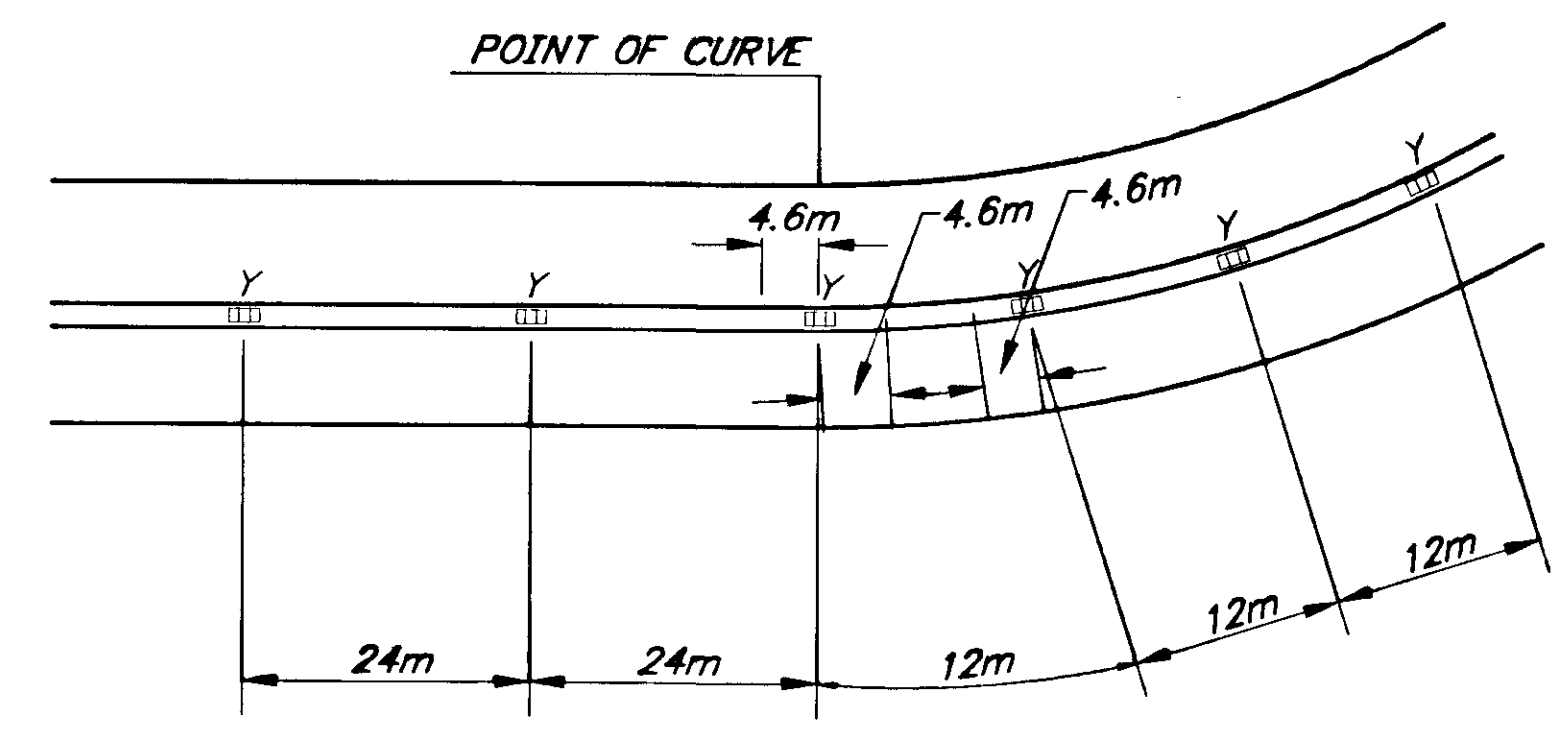
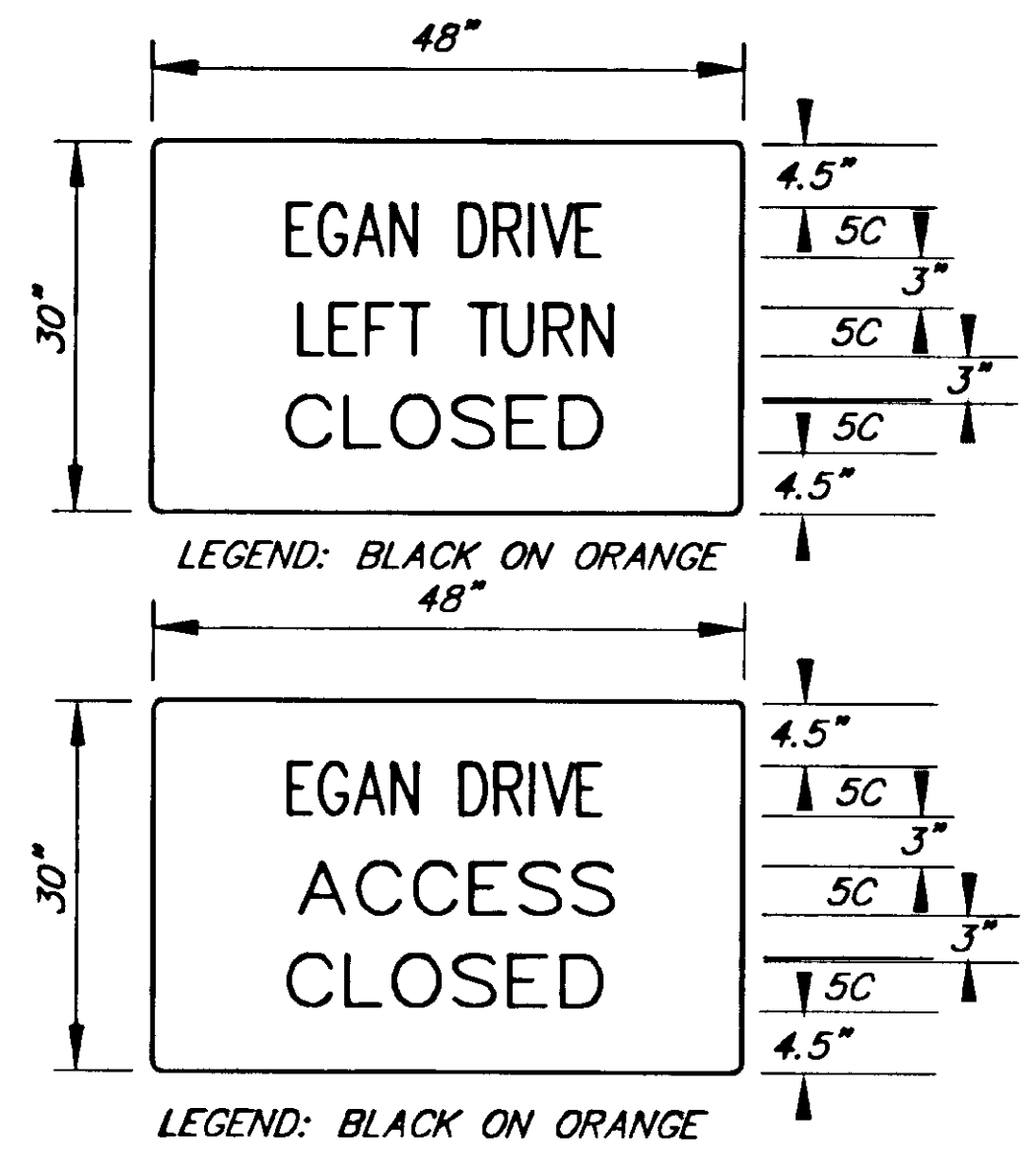


STRIPING AND RPM NOTES GLACIER HWY-FRITZ COVE ROAD TO SEAVIEW DRIVE

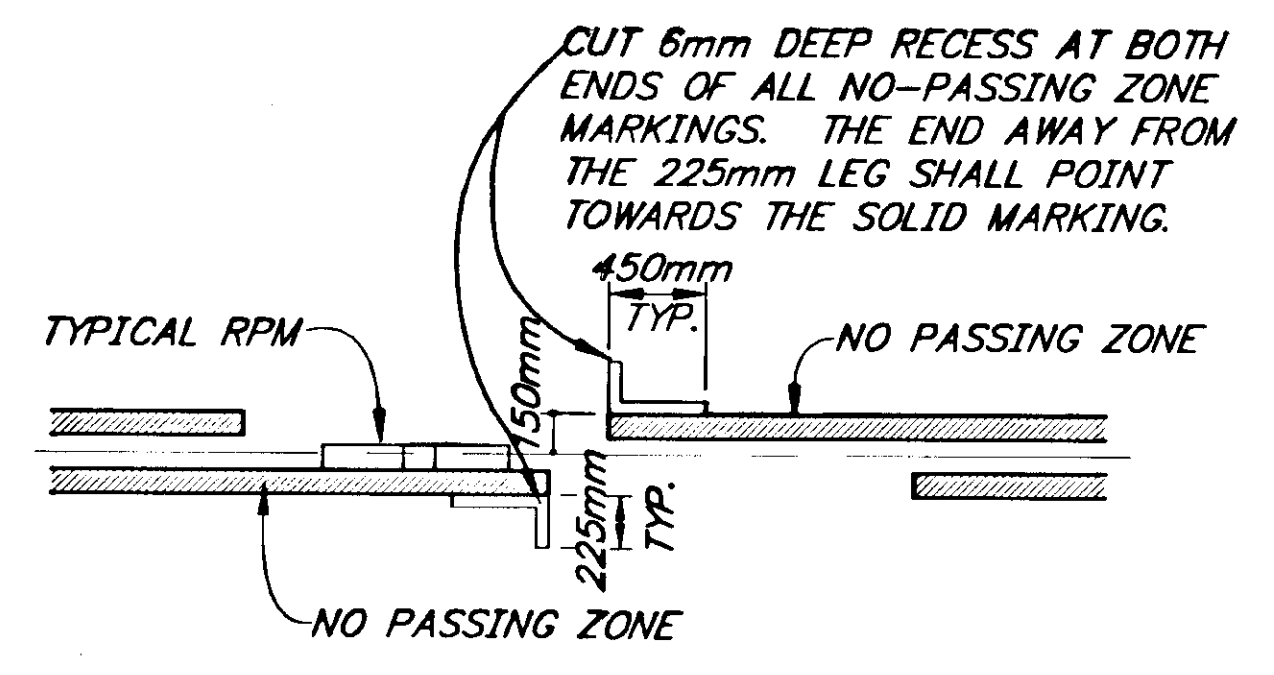
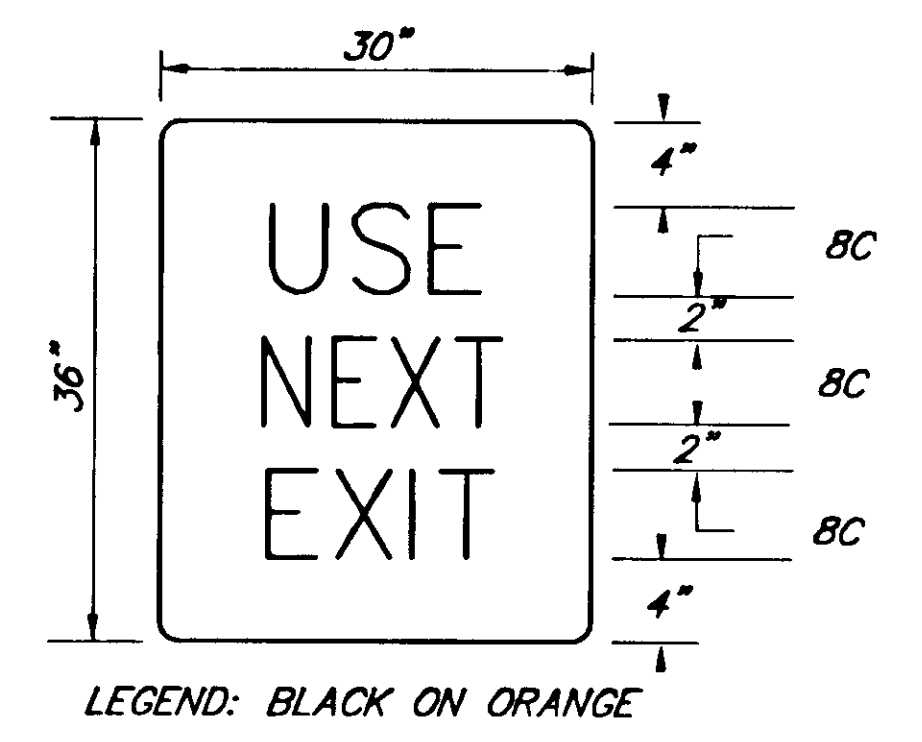
1. EXISTING NO-PASSING GROOVES AT ENDS OF NO-PASSING ZONES SHALL BE REFERENCED BEFORE CONSTRUCTION BEGINS BY THE CONTRACTOR FOR TEMPORARY AND PERMANENT MARKING PLACEMENT.
2. LATERAL PLACEMENT OF RECESSED PAVEMENT MARKERS SHALL BE BETWEEN DOUBLE YELLOW STRIPES ON CENTERLINE.
3. LOCATIONS OF MARKERS IN SITUATIONS WITH UNUSUAL GEOMETRICS WILL BE DETERMINED BY THE PROJECT ENGINEER.
4. RPM QUANTITIES ARE APPROXIMATE ONLY AND MAY VARY.



RECESSED PAVEMENT MARKER DETAIL



**TWO LANE, TWO WAY DETAIL
RECESSED PAVEMENT MARKER**



NO-PASSING GROOVES

SPECIAL CONSTRUCTION SIGNS

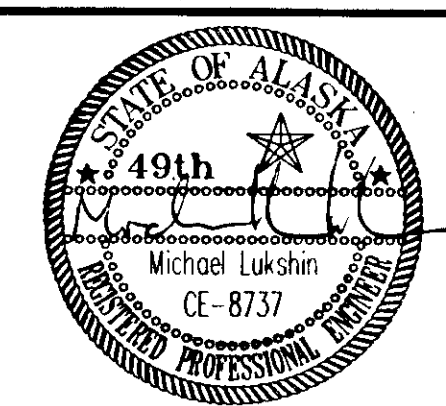
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

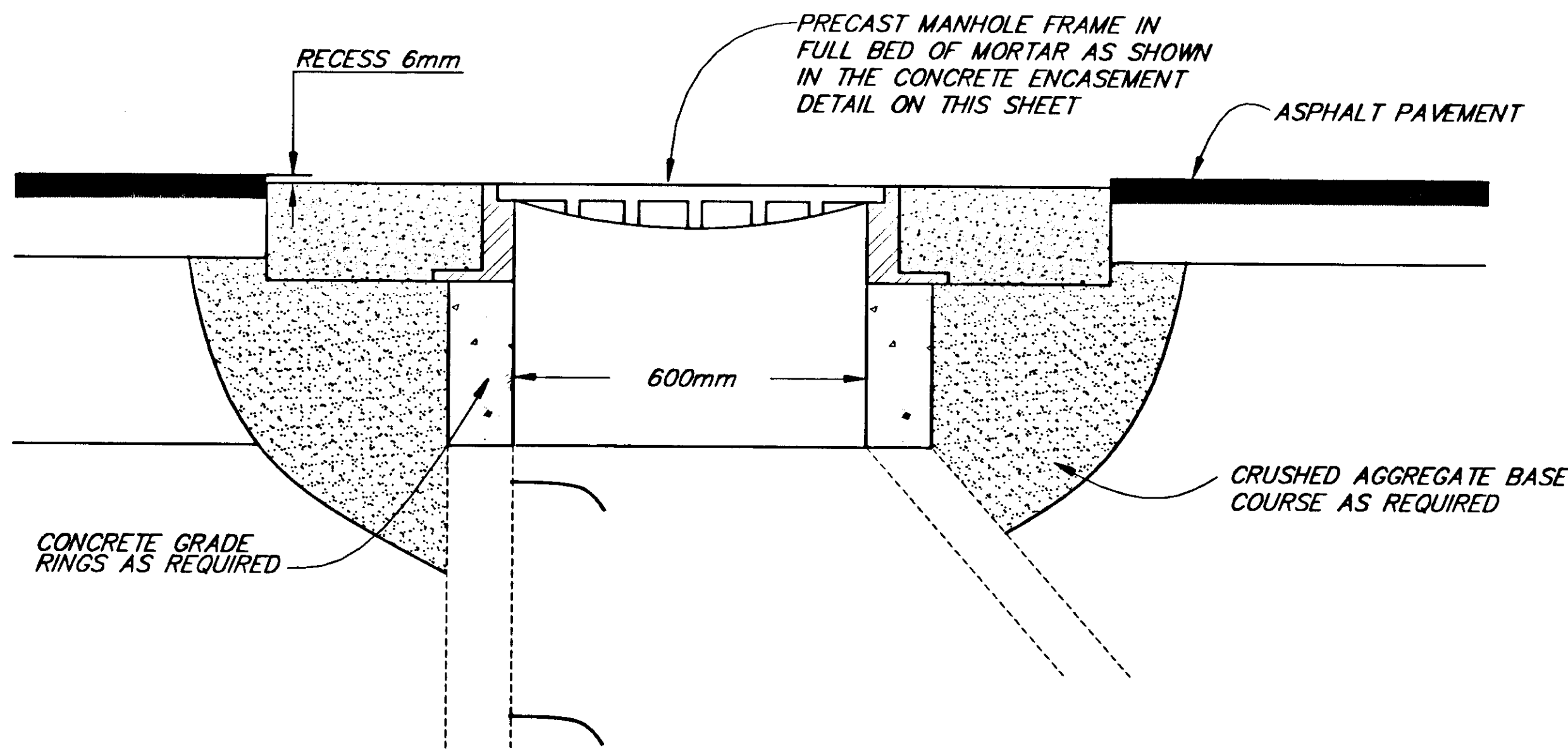
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RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

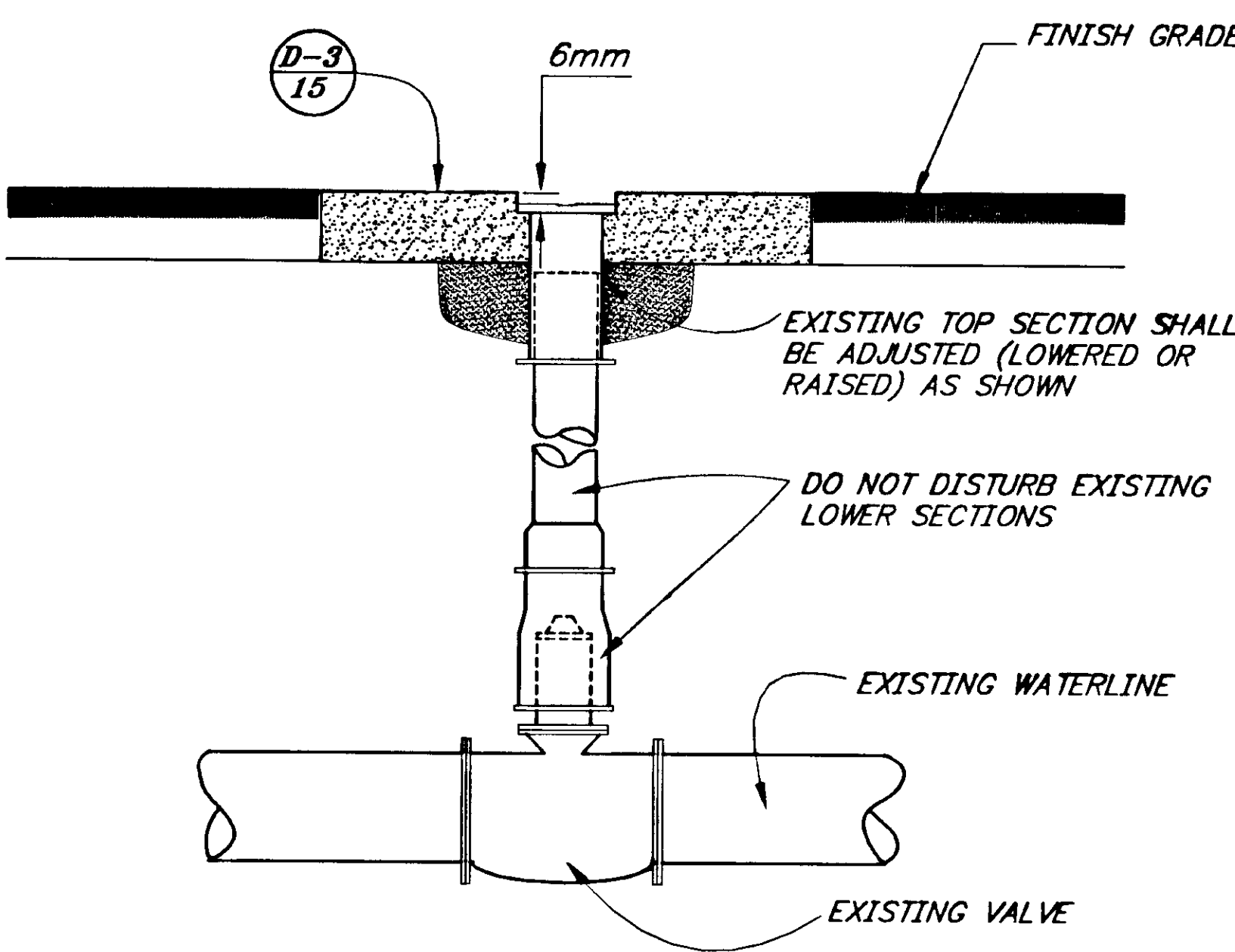
JUNEAU
Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing
FED. No. NH-0005(314)~ PROJECT No. 67819
ALASKA
MISCELLANEOUS DETAILS

DESIGNED BY:	K. Mattson	PROJECT NO.	67819
DRAWN BY:	B.B./ R.S.	DATE:	June, 1999
CHECKED BY:	M. Lukshin	SHEET	14 OF 22

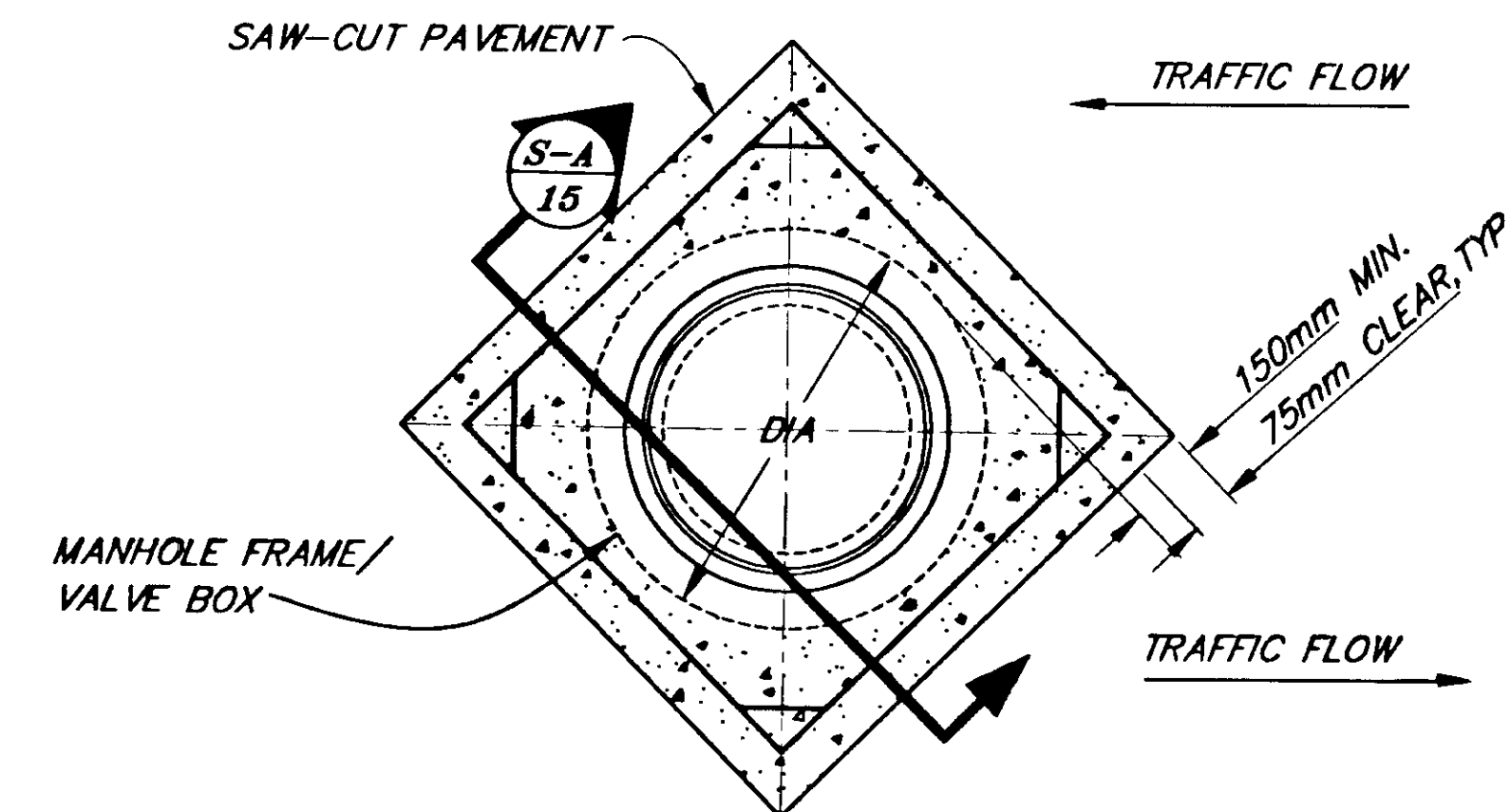




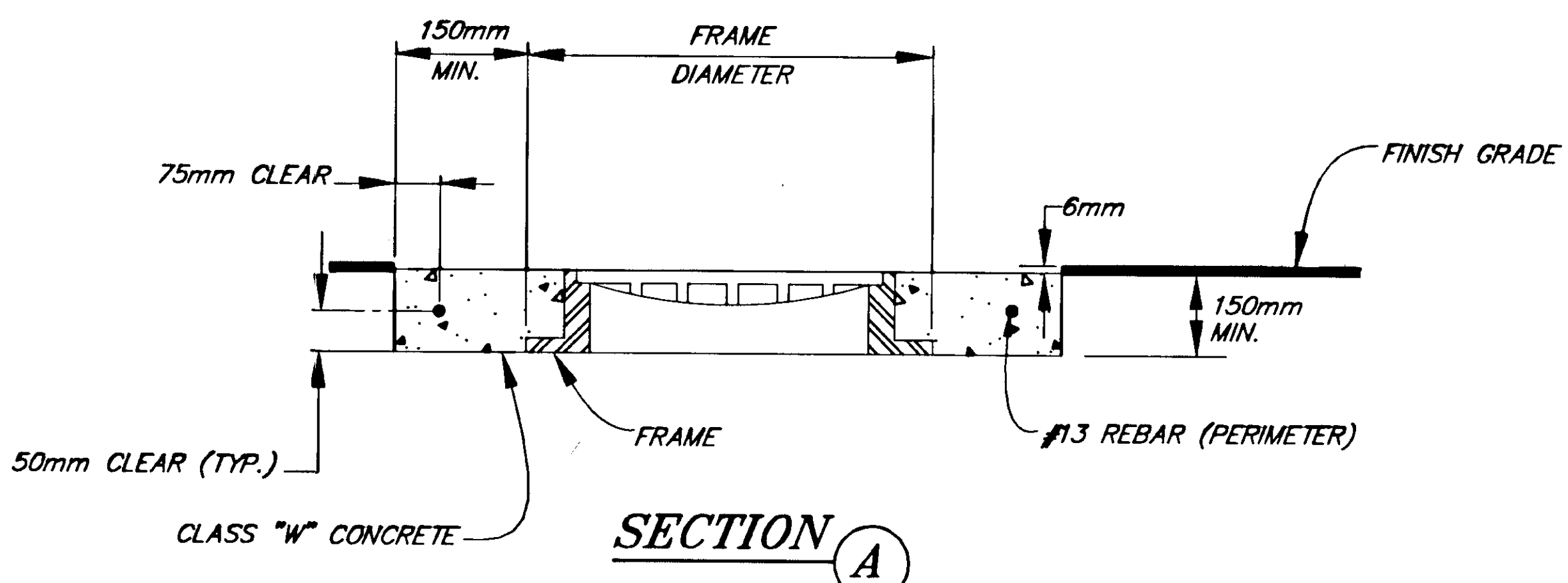
ADJUST STORM/SEWER MANHOLE ①



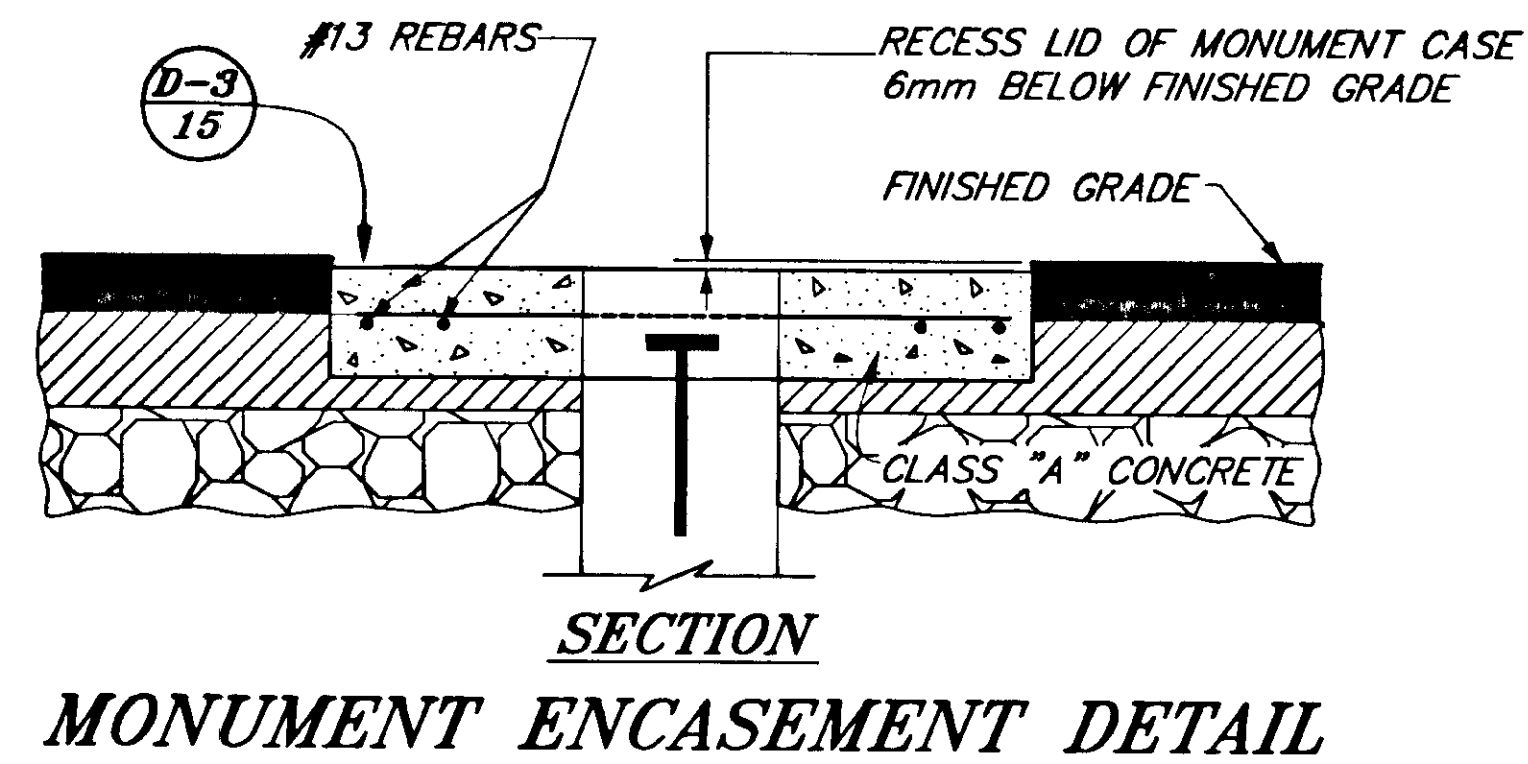
VALVE BOX ADJUSTMENT DETAIL ②



CONCRETE ENCASEMENT DETAIL ③



SECTION A



SECTION MONUMENT ENCASEMENT DETAIL

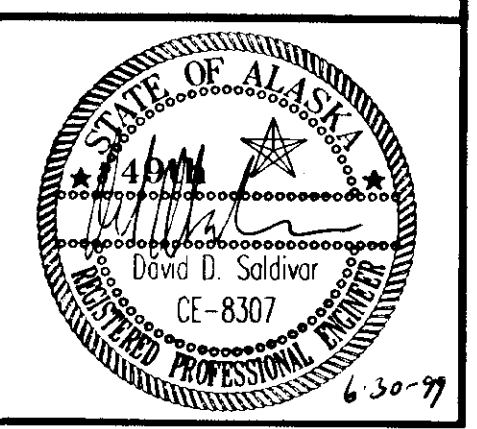
- NOTES:**
1. MANHOLE ADJUSTMENT SHALL BE MADE WITH GRADE RINGS NOT EXCEEDING 300mm TOTAL HEIGHT BETWEEN BOTTOM OF MANHOLE FRAME AND TOP OF MANHOLE CONE.
 2. NEW STEP(S) AS DETAILED IN STD. DRAWINGS D-20.02 SHALL BE INSTALLED ON THE EXISTING MANHOLE IF THE FIRST STEP EXCEED 900mm FROM THE TOP OF MANHOLE FRAME, FOR MANHOLE RECONSTRUCTION/ADJUSTMENT.
 3. ANY RECONSTRUCTED OR ADJUSTED MANHOLES MUST CONFORM TO STANDARD DIMENSIONS.
 4. CONCRETE ENCASEMENT IS NOT REQUIRED IF MANHOLE, MONUMENTS OR VALVE BOX IS LOCATED IN THE SIDEWALK.
 5. ADJUSTMENT OF MANHOLES, MONUMENTS, AND VALVE BOXES ARE LOCATED ALONG GLACIER HWY BETWEEN FRITZ COVE ROAD AND SEAVIEW DRIVE.

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION OF CHANGE

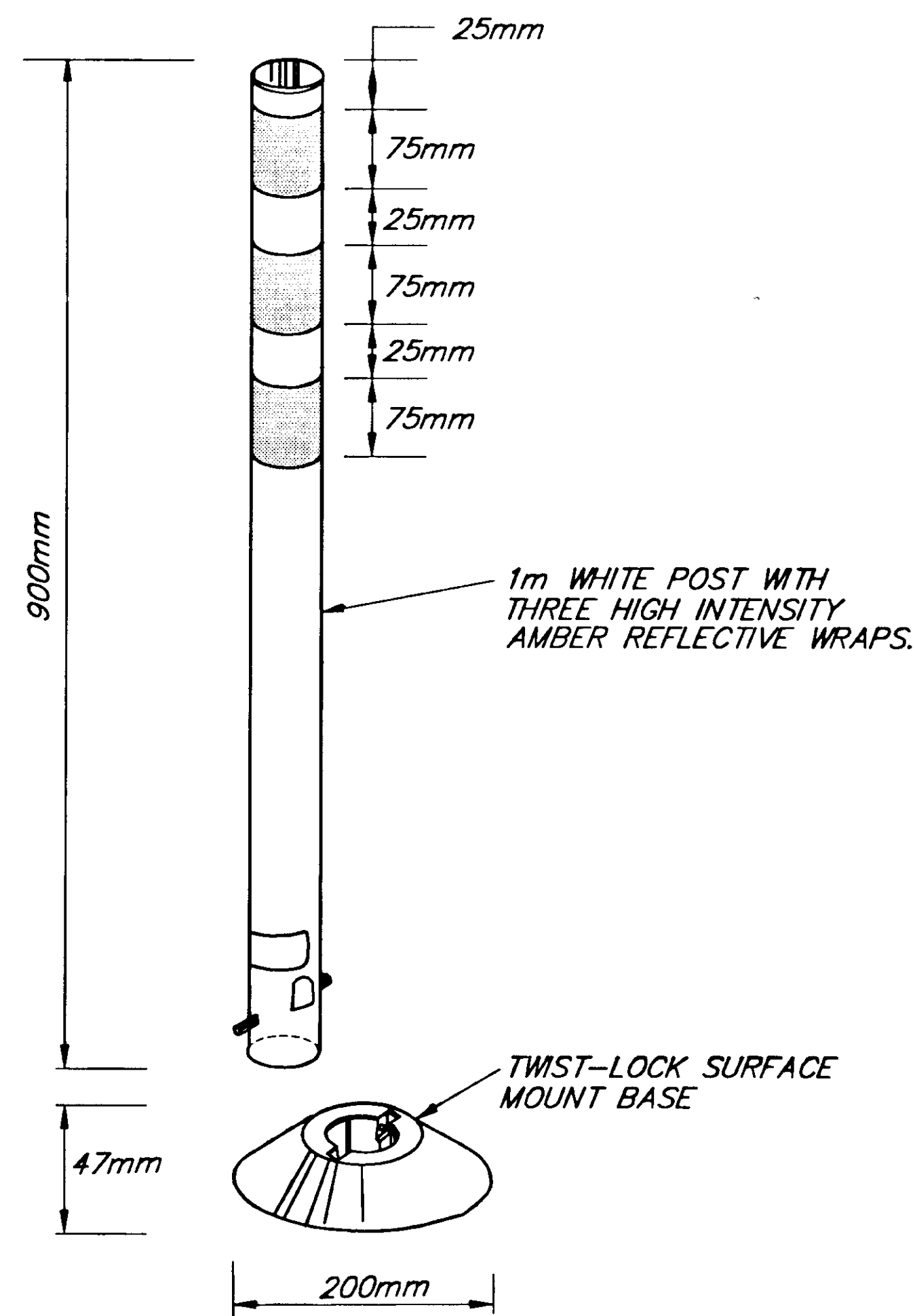
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

JUNEAU
 Glacier Highway Overlay & Egan Expressway
 Acceleration / Deceleration Lane Resurfacing
 ALASKA
 FED. No. NH-0005(314)~ PROJECT No. 67819
MISCELLANEOUS DETAILS

DESIGNED BY:	D. Saldivar	PROJECT NO.	67819
DRAWN BY:	B. Bennett	DATE:	June, 1999
CHECKED BY:	D. Saldivar	SHEET	15 OF 22



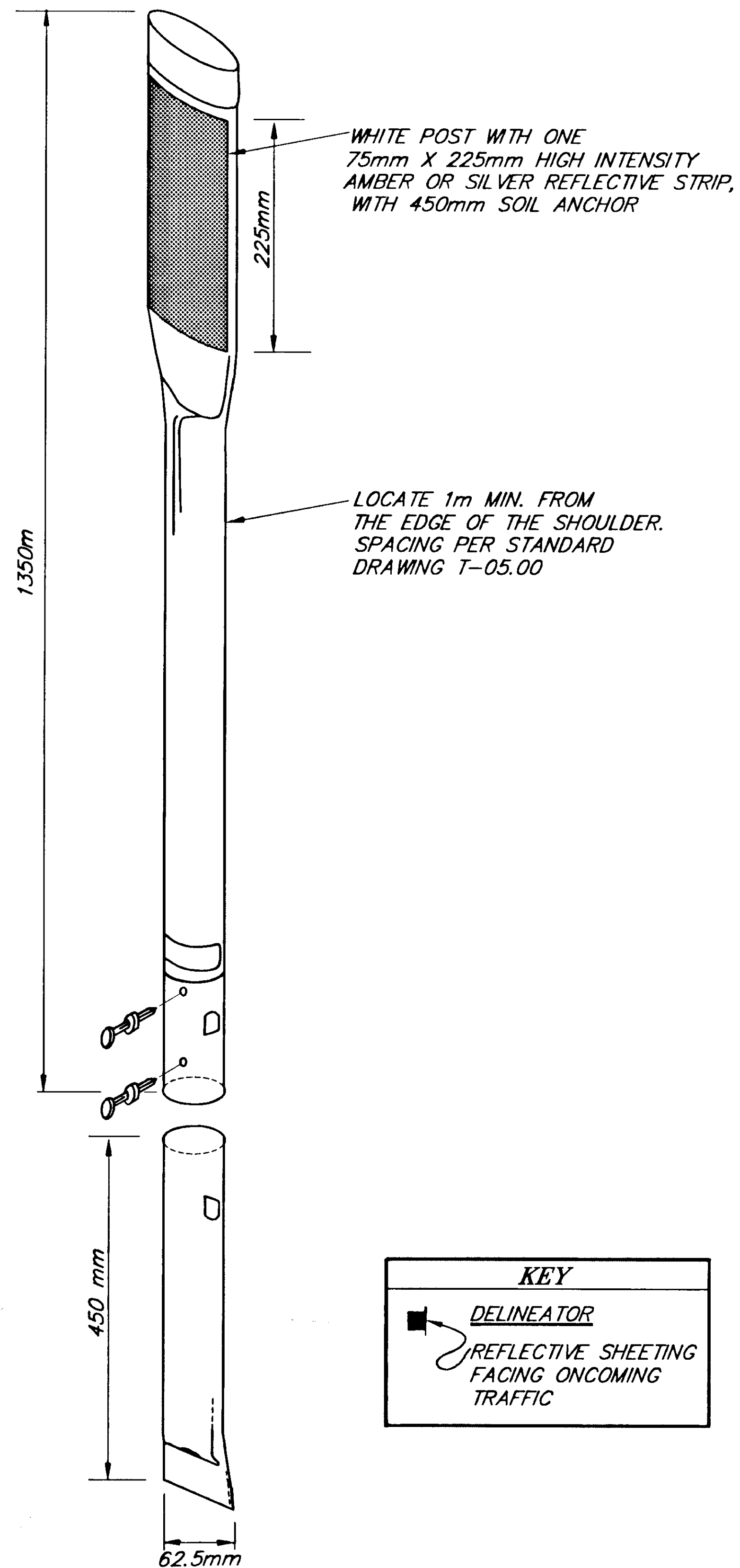
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS



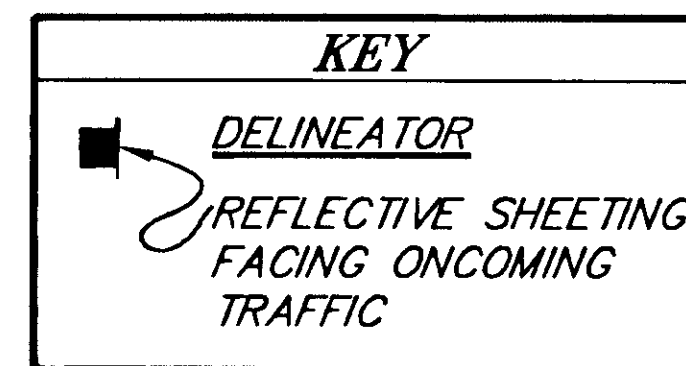
TYPE "A"
FLEXIBLE CHANNELIZER TUBULAR MARKER
 (AT ENDS OF CONCRETE MEDIANS)

APPROXIMATE QUANTITIES

TYPE A	=	10
TYPE B	=	255
TYPE C	=	10

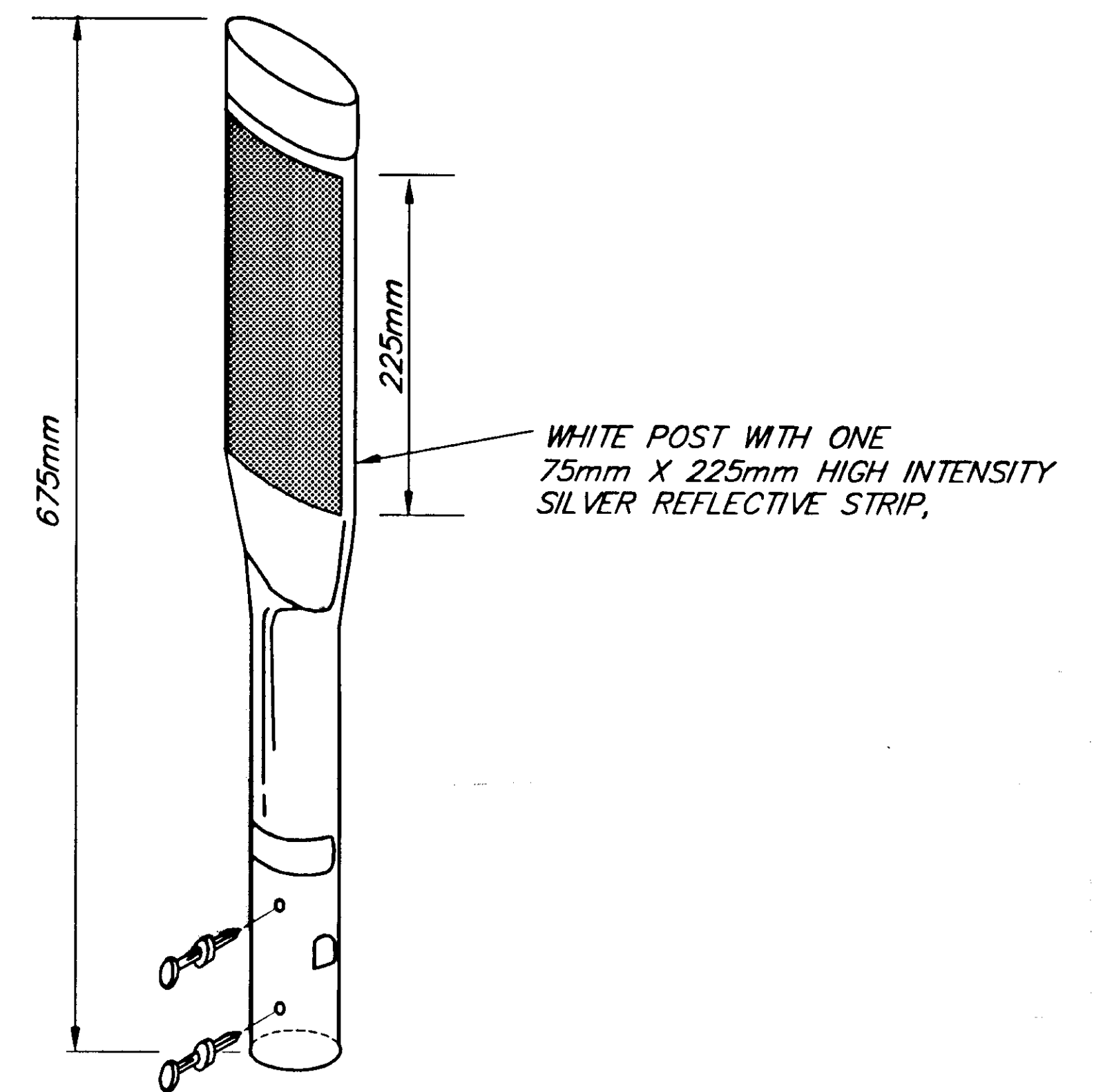


TYPE "B"
FLEXIBLE DELINEATOR



FLEXIBLE DELINEATORS
EGAN DRIVE-NORWAY POINT(MP2.0)
TO RIVERSIDE DRIVE(MP9.51)

1. DELINEATORS SHALL BE INSTALLED ON THE MEDIAN AND OUTSIDE THE START OF SHOULDERS IN BOTH DIRECTIONS ON EGAN DRIVE FROM THE DEPRESSED MEDIAN AT NORWAY POINT TO RIVERSIDE DRIVE. EXISTING DELINEATORS SHALL BE REMOVED & DISPOSED.
2. DELINEATORS SHALL BE INSTALLED ON 150m CENTERS AND PLACED 1.0m FROM THE EDGE OF PAVEMENT.
3. DELINEATORS SHALL NOT BE INSTALLED WHERE GUARDRAIL IS PRESENT BUT GUARDRAIL ENDS SHALL BE MARKED WITH DELINEATORS. STEEL POST GUARDRAIL SHALL BE DRILLED PRIOR TO SECURING DELINEATOR WITH SELF TAPPING SCREWS.
4. DELINEATORS SHALL BE WHITE IN COLOR. DELINEATORS INSTALLED ON OUTSIDE SHOULDERS SHALL HAVE WHITE REFLECTIVE SHEETING (APPROX. QUANTITY). DELINEATORS INSTALLED ON MEDIAN SHOULDERS SHALL HAVE YELLOW REFLECTIVE SHEETING.
5. WHEN NORMAL UNIFORM SPACING IS INTERRUPTED BY INTERSECTIONS DELINEATORS FALLING WITHIN THE INTERSECTION MAY BE MOVED IN EITHER DIRECTION, A DISTANCE NOT EXCEEDING 38m. DELINEATORS STILL FALLING THE INTERSECTION SHALL BE ELIMINATED.



TYPE "C"
FLEXIBLE GUARDRAIL DELINEATOR
 (AT GUARDRAIL ENDS)

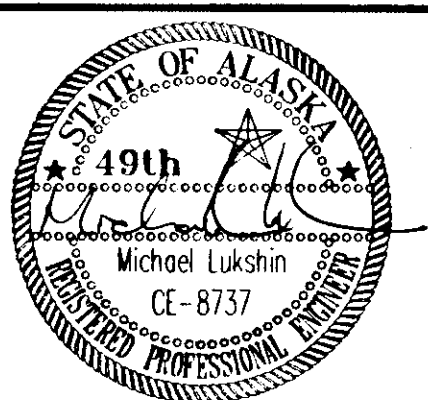
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RECORD OF REVISIONS		

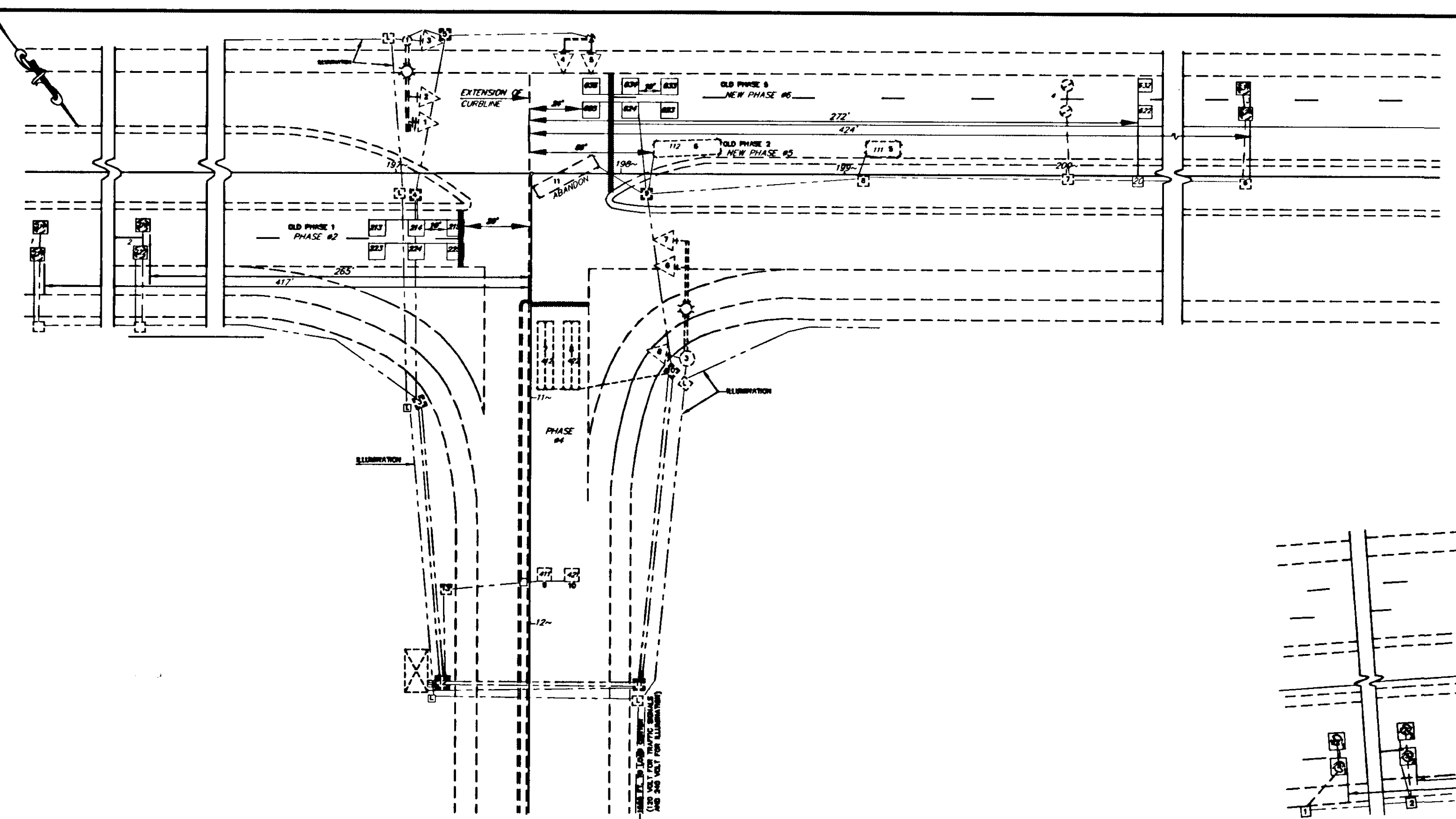
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION

JUNEAU ALASKA
 Glacier Highway Overlay & Egan Expressway
 Acceleration / Deceleration Lane Resurfacing
 FED No. NH-0005(314)~ PROJECT No. 67819
 MISCELLANEOUS DETAILS

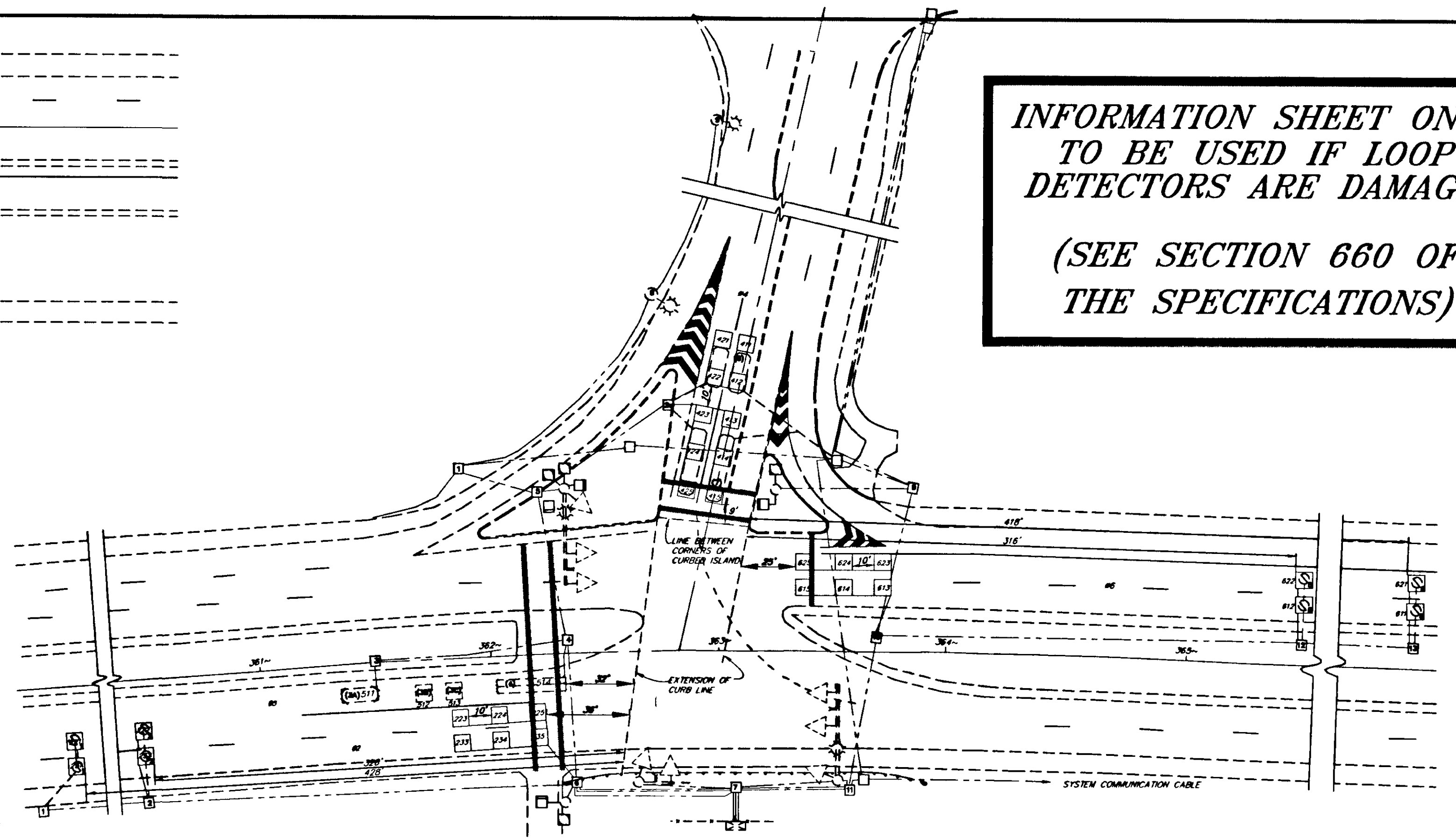
DESIGNED BY:	M. Lukshin	DATE:	67819
DRAWN BY:	K. Klemmetson	DATE:	June, 1999
CHECKED BY:	D. Saldivar	SHEET	16 OF 22



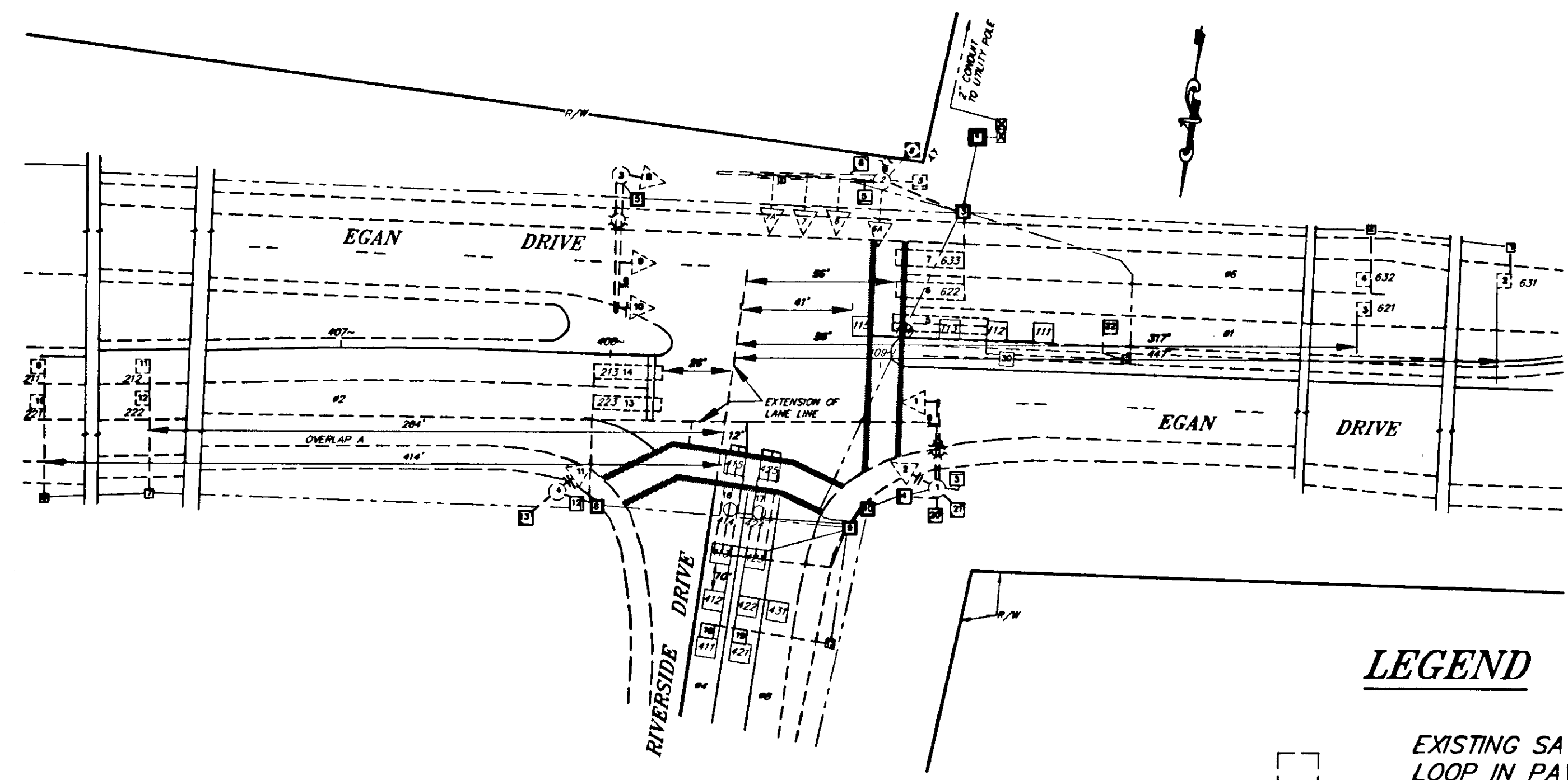
**INFORMATION SHEET ONLY
TO BE USED IF LOOP
DETECTORS ARE DAMAGED
(SEE SECTION 660 OF
THE SPECIFICATIONS)**



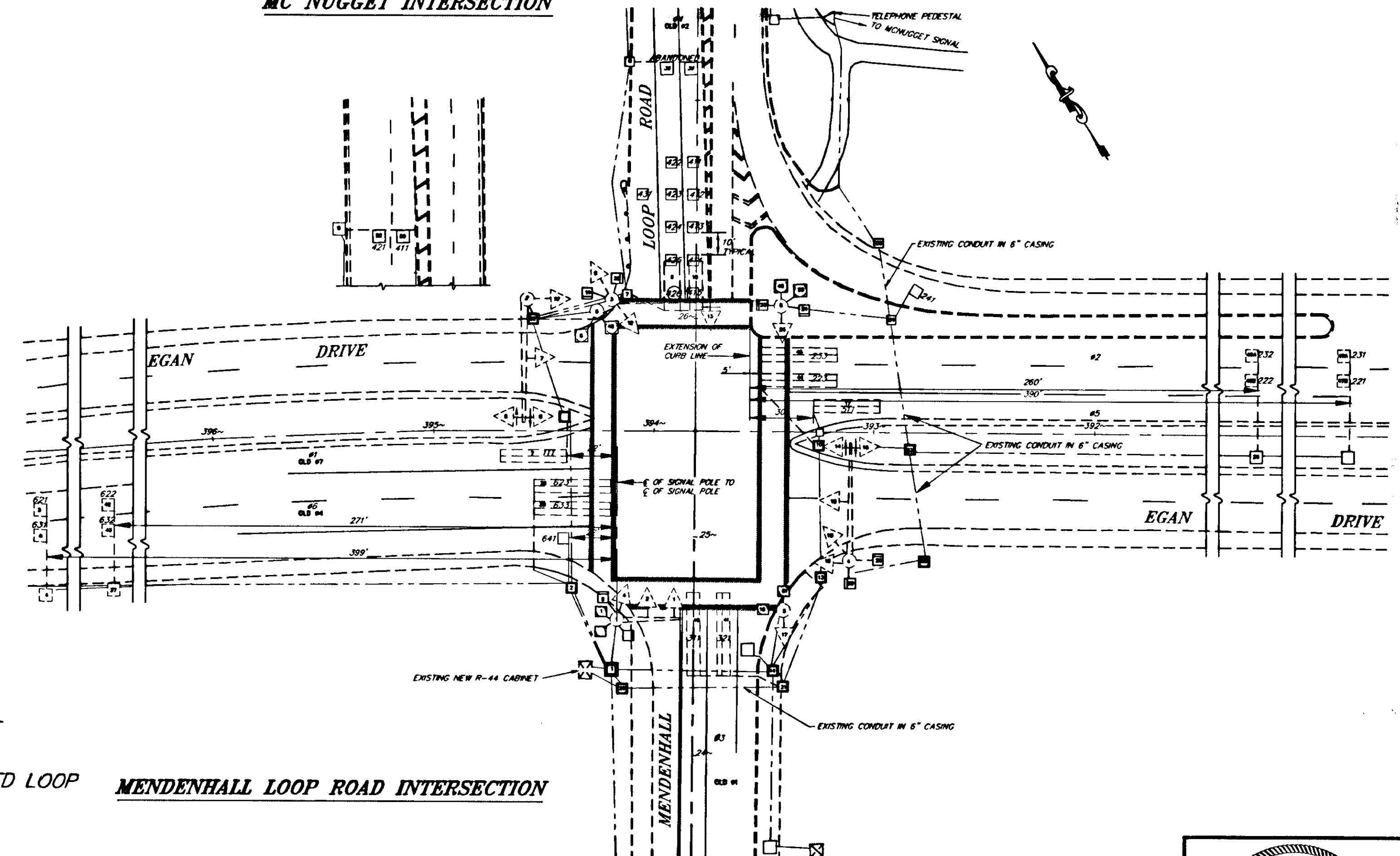
EGAN DRIVE/VANDERBILT HILL INTERSECTION



MC NUGGET INTERSECTION



RIVERSIDE DRIVE INTERSECTION



MENDENHALL LOOP ROAD INTERSECTION

- LEGEND**
- EXISTING SAWCUT LOOP IN PAVEMENT
 - EXISTING PREFORMED LOOP UNDER PAVEMENT

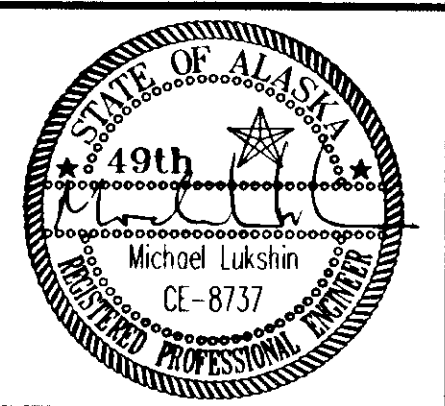
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

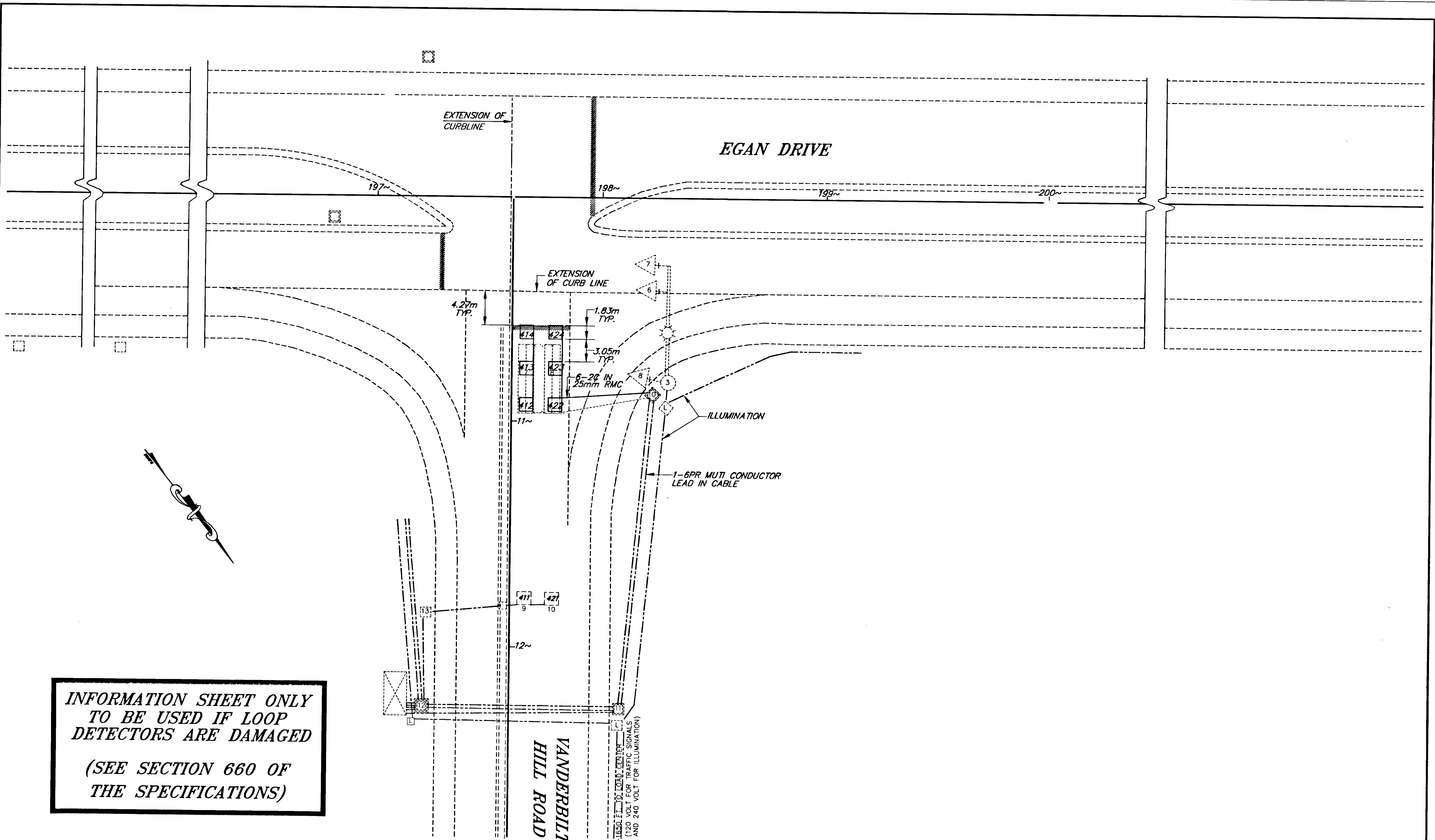
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
SOUTHEAST REGION

JUNEAU
Glacier Highway Overlay & Egan Expressway
Acceleration / Deceleration Lane Resurfacing
ALASKA
FED. No. NH-0005(314)~ PROJECT No. 67819
LOOP DETECTORS LOCATION

DESIGNED BY:	R. Purves	PROJECT NO.	67819
DRAWN BY:	B. Bennett	DATE:	June, 1999
CHECKED BY:	M. Lukshin	SHEET	17 OF 22





**INFORMATION SHEET ONLY
TO BE USED IF LOOP
DETECTORS ARE DAMAGED**

**(SEE SECTION 660 OF
THE SPECIFICATIONS)**

EGAN DRIVE/VANDERBILT HILL INTERSECTION

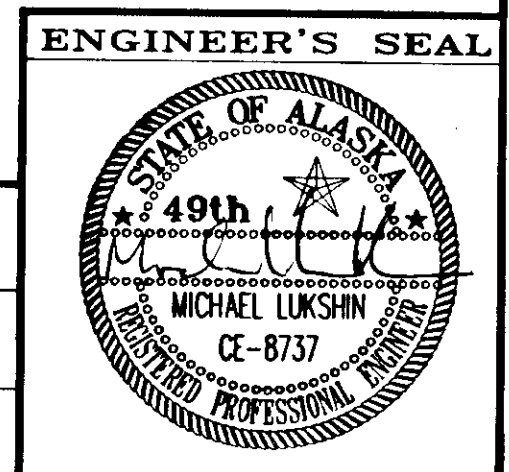
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RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

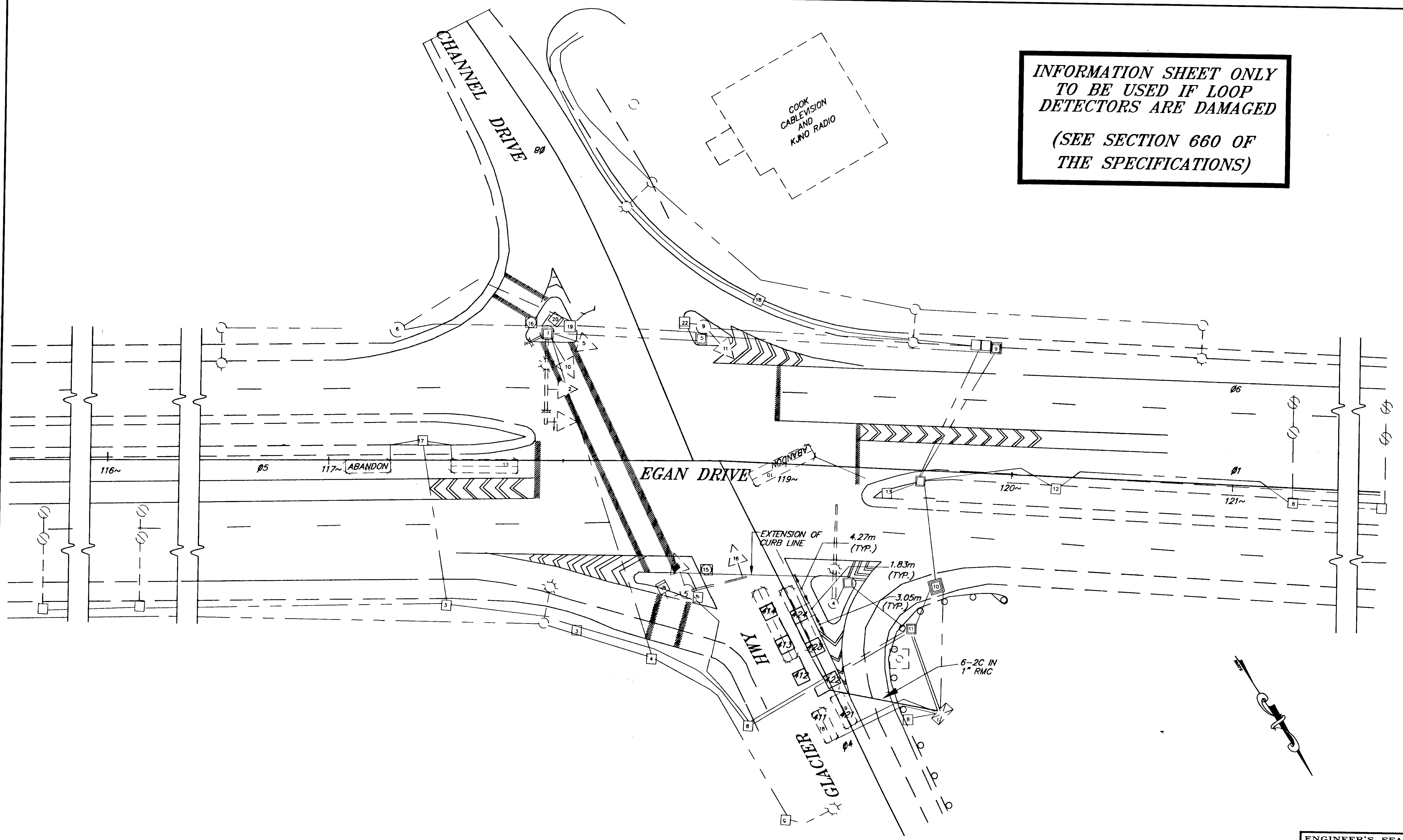
JUNEAU *Glacier Highway Overlay & Egan Expressway* ALASKA
Acceleration / Deceleration Lane Resurfacing
FED. No. NH-0005(C314)~ PROJECT No. 67819
LOOP DETECTORS
EGAN DRIVE AT VANDERBILT HILL RD.

DESIGNED BY:	<i>R. Purves</i>	PROJECT NO.	67819
DRAWN BY:	<i>C.A. K.K.</i>	DATE:	June, 1999
CHECKED BY:	<i>M. Lukshin</i>	SHEET 18 OF 22	



**INFORMATION SHEET ONLY
TO BE USED IF LOOP
DETECTORS ARE DAMAGED**

*(SEE SECTION 660 OF
THE SPECIFICATIONS)*



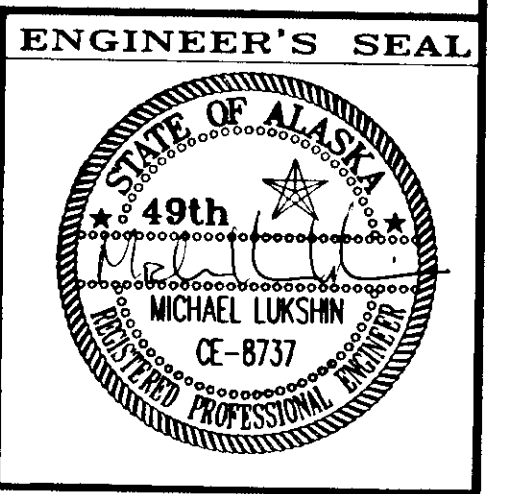
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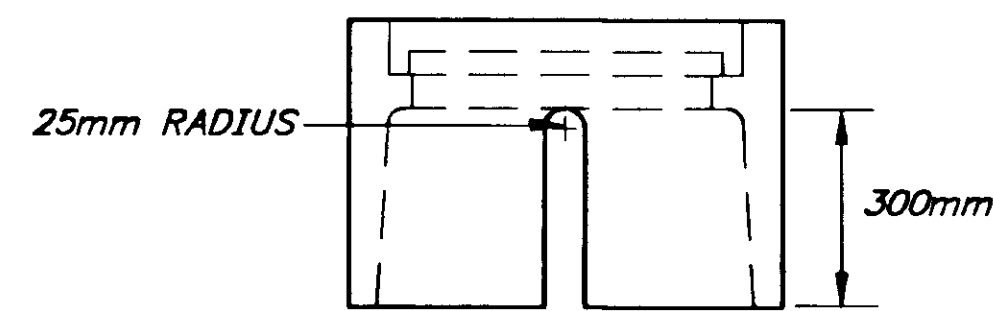
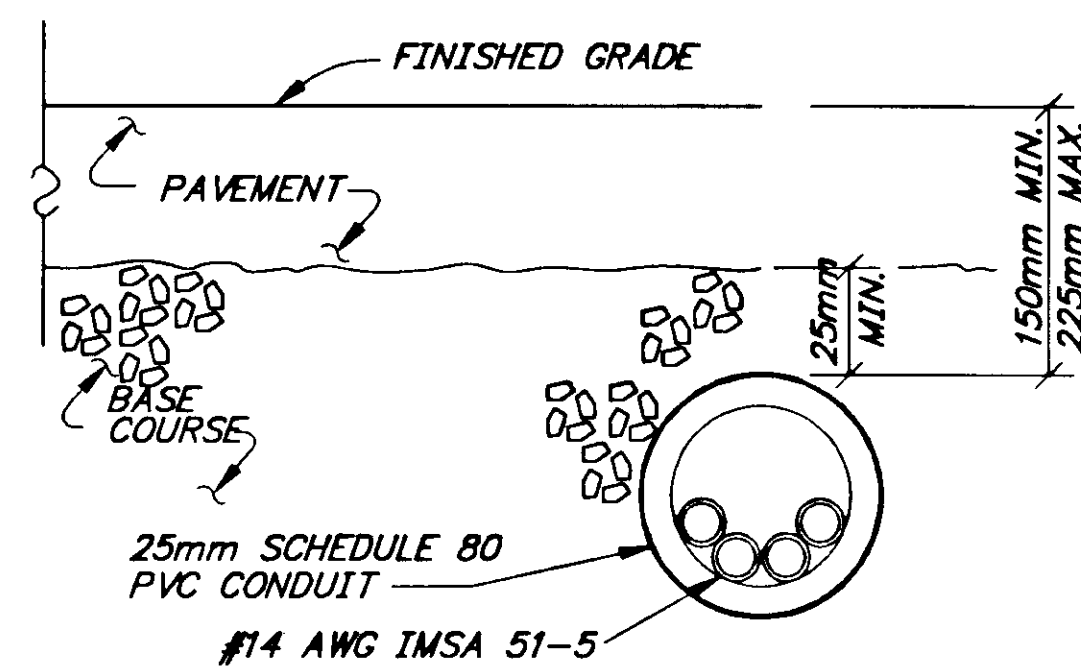
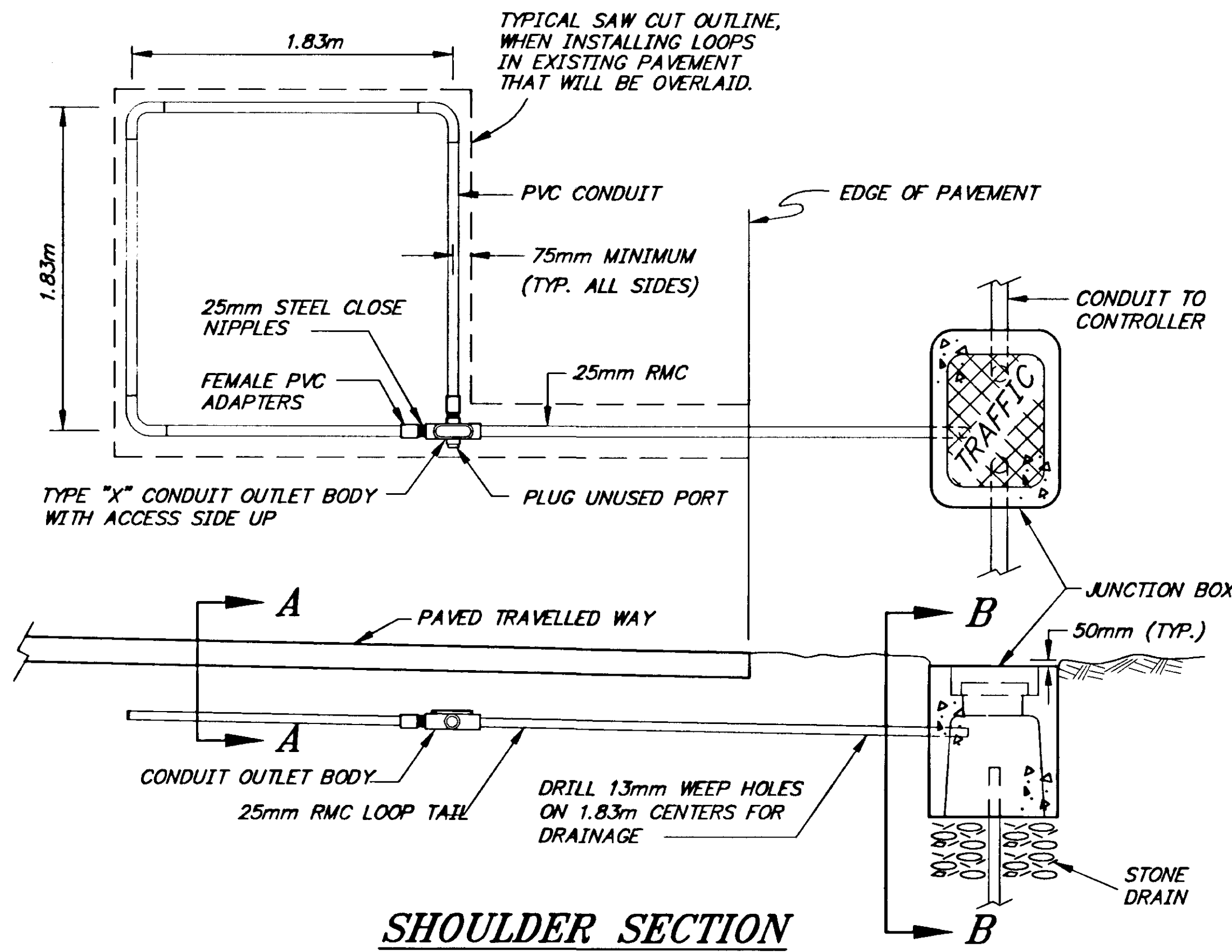
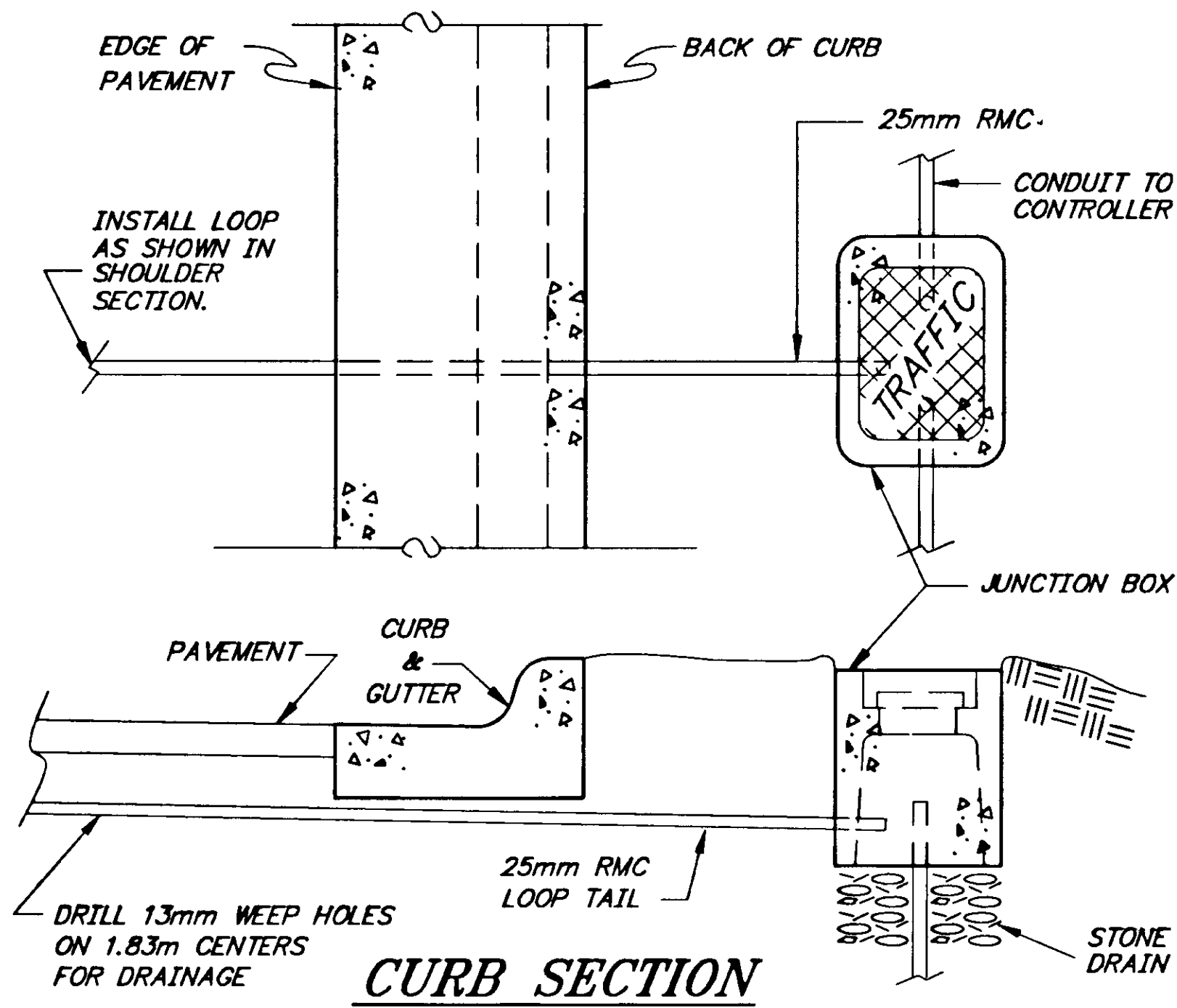
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU *Glacier Highway Overlay & Egan Expressway* ALASKA
Acceleration / Deceleration Lane Resurfacing
FED. No. NH-0005(C314)~ PROJECT No. 67819
LOOP DETECTORS
EGAN DRIVE AT SALMON CREEK

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	<i>R. Purves</i>	PROJECT NO.	67819
DRAWN BY:	<i>C.A. K.K.</i>	DATE:	June, 1999
CHECKED BY:	<i>D. Saldivar</i>	SHEET 19 OF 22	



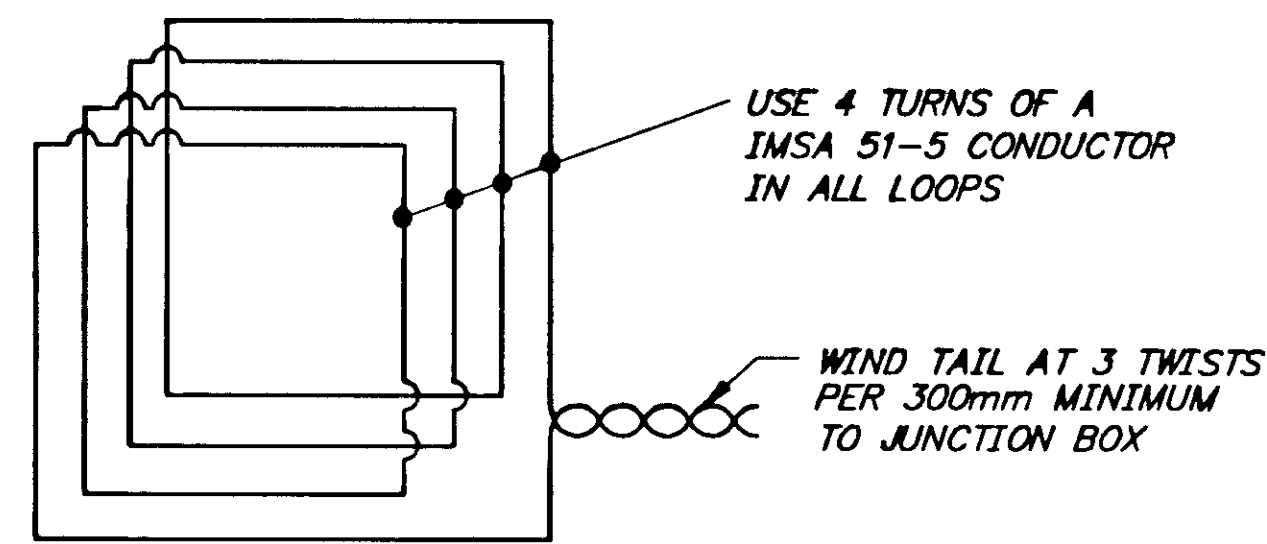


SECTION A-A

VIEW B-B

**INFORMATION SHEET ONLY
TO BE USED IF LOOP
DETECTORS ARE DAMAGED**

(SEE SECTION 660 OF
THE SPECIFICATIONS)



LOOP WIRING DETAIL

TYPICAL PVC CONDUIT ENCASED LOOP DETECTOR INSTALLATION

GENERAL NOTES

1. EACH LOOP DETECTOR SHALL CONSIST OF A SINGLE PIECE OF #14 AWG IMSA 51-5 DUCTED CONDUCTOR INSTALLED IN EITHER A 25mm PVC OR 9mm POLYPROPYLENE LOOP. FORM ALL LOOPS 1.83 m SQUARE, SOLVENT WELDING ALL PVC TO PVC JOINTS. USE TYPE X CONDUIT OUTLET BODIES THAT ARE MADE OF HOT DIP GALVANIZED STEEL TO JOIN THE LOOPS AND TAILS.
2. INSTALL 4 TURNS OF IMSA 51-5 DUCTED CONDUCTOR IN ALL LOOPS AND PROVIDE TAILS THAT EXTEND TO THE JUNCTION BOX SPECIFIED ON THE PLANS. USE #14 AWG CONDUCTOR IN A POLYETHYLENE TUBE CONFORMING TO IMSA SPECIFICATION 51-5. WIND THE TAIL CONDUCTORS TOGETHER AT A RATE OF 3 TWISTS PER 300 mm.
3. INSTALL ALL LOOP DETECTORS PRIOR TO OVERLAYING EXISTING PAVEMENT OR PAVING A NEW ROADWAY.
4. INSTALL ALL LOOP DETECTORS SLOPED TO DRAIN INTO THE JUNCTION BOX THE LOOP TAIL ENTERS.
5. NO MINIMUM CLEARANCE IS REQUIRED BETWEEN A LOOP AND A TAIL OR BETWEEN TAILS. LOOP TAILS SHALL NOT CROSS LOOP CONDUITS.
6. TEST ALL LOOP DETECTORS FOR CONTINUITY AND INSULATION INTEGRITY PRIOR TO SEALING THE LOOPS UNDER ASPHALT.
7. WHEN INSTALLING LOOP DETECTORS IN EXISTING PAVEMENT, CUT THE ASPHALT WITH A SAW AND REMOVE ALL ASPHALT WITHIN THE SAW CUT. MATCH EXISTING PAVEMENT THICKNESS WHEN REPAIRING THE CUTOUT.
8. WHERE EXISTING PAVEMENT WILL NOT BE OVERLAID, ENCLOSE ALL LOOPS THAT ENTER A COMMON JUNCTION BOX WITHIN A TRAPEZOIDAL SAW CUT. CUT TO WITHIN 300mm OF THE LANE AND EDGE LINES, PRESERVING THESE PAVEMENT MARKINGS; REMOVE THE ASPHALT TO THE LIP OF THE GUTTER WHEN THERE ARE NO EDGE LINES. CUT ACROSS LANE LINES WHEN LOOPS IN ADJACENT LANES ARE SIDE BY SIDE. CUT TRENCHES A MINIMUM OF 1 METER WIDE WHEN INSTALLING LOOP TAILS ACROSS A LANE; TRENCHES CROSSING A SHOULDER ONLY MAY BE A MINIMUM 300mm WIDE.
9. HEAT AND TACK COAT THE EDGES OF EXISTING PAVEMENT PRIOR TO PAVING THE CUTOUTS. COMPACT THE ASPHALT MIXTURE WITH A SELF PROPELLED STEEL WHEELED ROLLER. THE ASPHALT MIX SHALL CONFORM TO SECTION 401 OF THE SPECIFICATIONS, AND APPROVED FOR USE BY THE ENGINEER.
10. MAINTAIN THE REPLACEMENT ASPHALT MIX AT A TEMPERATURE ABOVE 107° C UNTIL THE TIME OF APPLICATION; IF NECESSARY, STORE THE MIX IN AN INSULATED BOX TO MAINTAIN THE SPECIFIED TEMPERATURE.

SIGNAL NOTES

1. IF SIGNAL LOOP DETECTORS ARE DAMAGED BY GRINDING, THEY SHALL BE REPLACED, AS SOON AS POSSIBLE, BY LOOP DETECTORS THE CONTRACTOR SHALL HAVE PREMADE.
2. LOOP DETECTORS 412,413,414 SHALL BE INSTALLED, IF NEEDED TO REPLACE EXISTING LOOP 412. LOOP DETECTORS 422,423,424, SHALL BE INSTALLED, IF NEEDED TO REPLACE EXISTING LOOP 422.
3. THE NEW LOOPS WILL BE CONNECTED IN SERIES, IN THE SIGNAL CABINET, TO THE APPROPRIATE DETECTOR.
4. THERE ARE NO UPDATED AS BUILT CABINET DRAWINGS FOR THE GLACIER HIGHWAY/CHANNEL DRIVE INTERSECTION WITH EGAN EXPRESSWAY. THE APPROPRIATE CONNECTION FOR THE LOOPS IN THE CABINET WILL HAVE TO BE DETERMINED IN THE FIELD. DOT/PF PERSONNEL WILL BE MADE AVAILABLE TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROPRIATE LOCATION.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	Q:\JNU\67819\DR\LOOPDET	
PLOT:	P:\-LIB\ -PLOT\ PLOT.PCP(1) OR PLOT.PCP(2)	
BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

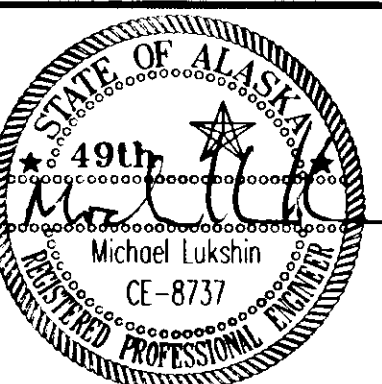
JUNEAU

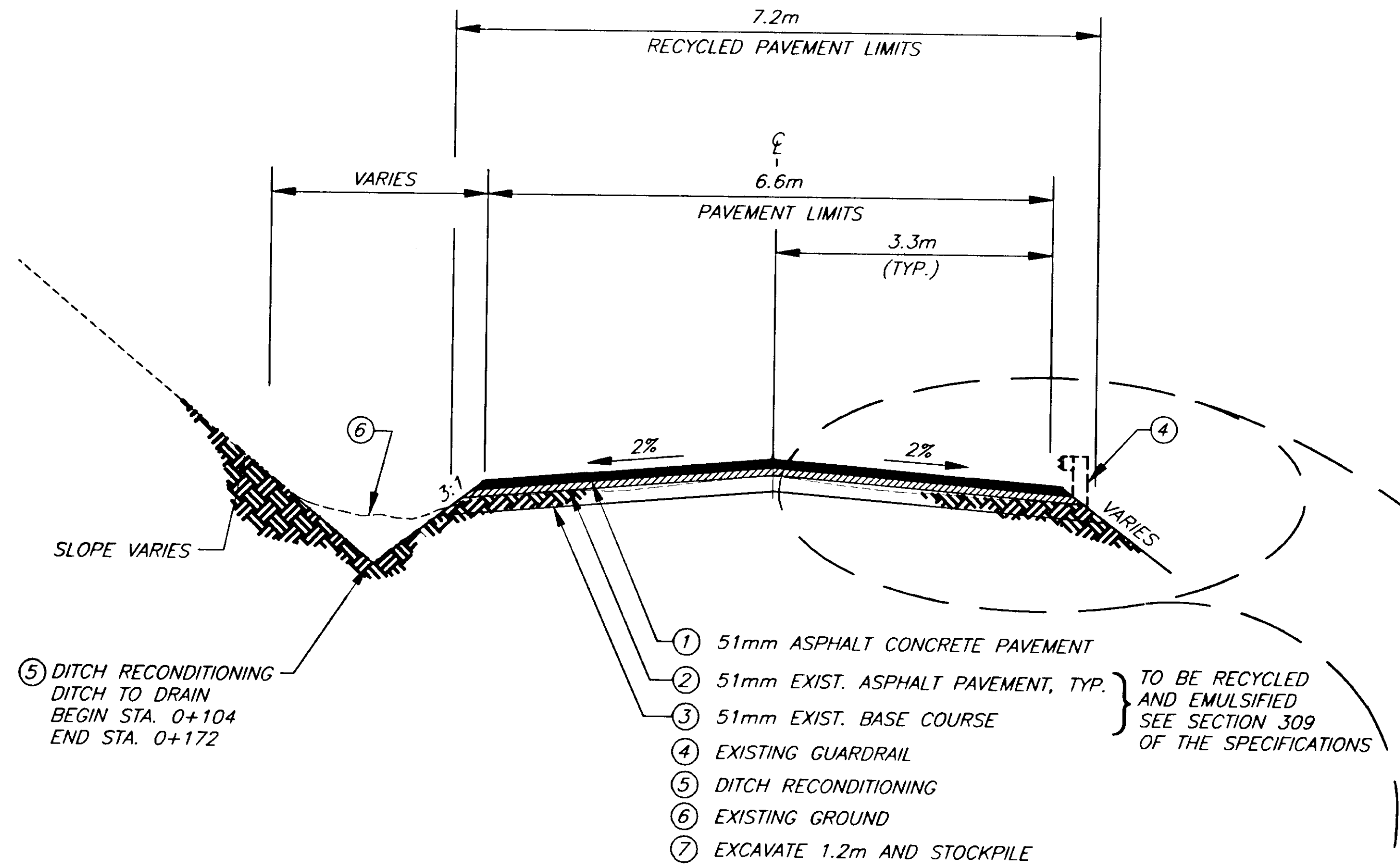
Glacier Highway Overlay & Egan Expressway
Acceleration /Deceleration Lane Resurfacing
FED. No NH-0005(314)~ PROJECT No. 67819

ALASKA

LOOP DETECTOR INSTALLATION DETAILS

DESIGNED BY:	D. Saldivar	PROJECT NO.	67819
DRAWN BY:	M.D.H./ K.K.	DATE:	June, 1999
CHECKED BY:	D. Saldivar	SHEET	20 OF 22



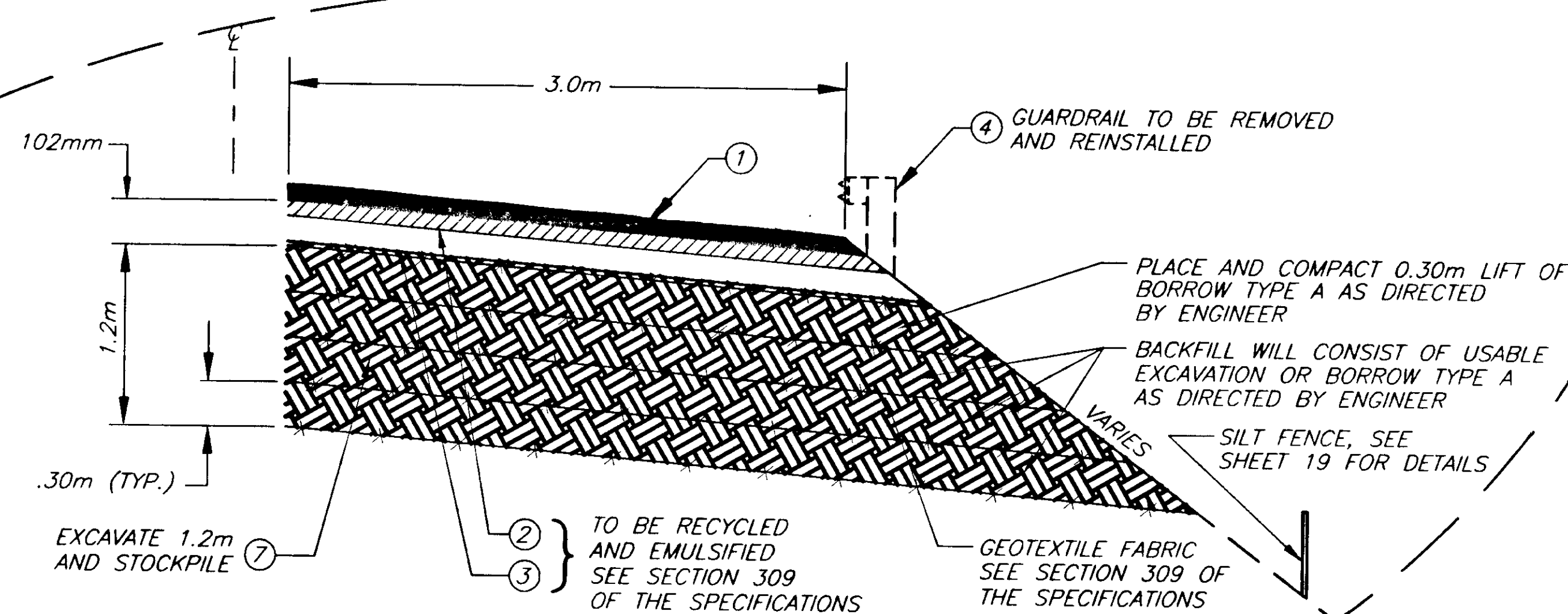


**AUKE LAKE WAY (U.A.S. SOUTH ACCESS ROAD)
TYPICAL SECTION**

B.O.P. U.A.S. LINE STA. 0+00
E.O.P. U.A.S. LINE STA. 0+277

⑤ DITCH RECONDITIONING
DITCH TO DRAIN
BEGIN STA. 0+104
END STA. 0+172

- ① 51mm ASPHALT CONCRETE PAVEMENT
- ② 51mm EXIST. ASPHALT PAVEMENT, TYP. } TO BE RECYCLED AND EMULSIFIED SEE SECTION 309 OF THE SPECIFICATIONS
- ③ 51mm EXIST. BASE COURSE
- ④ EXISTING GUARDRAIL
- ⑤ DITCH RECONDITIONING
- ⑥ EXISTING GROUND
- ⑦ EXCAVATE 1.2m AND STOCKPILE



REINFORCED SOIL SLOPE DETAIL

BEGIN U.A.S. LINE STA. 0+033 TO END U.A.S. LINE STA. 0+049

GENERAL NOTES:

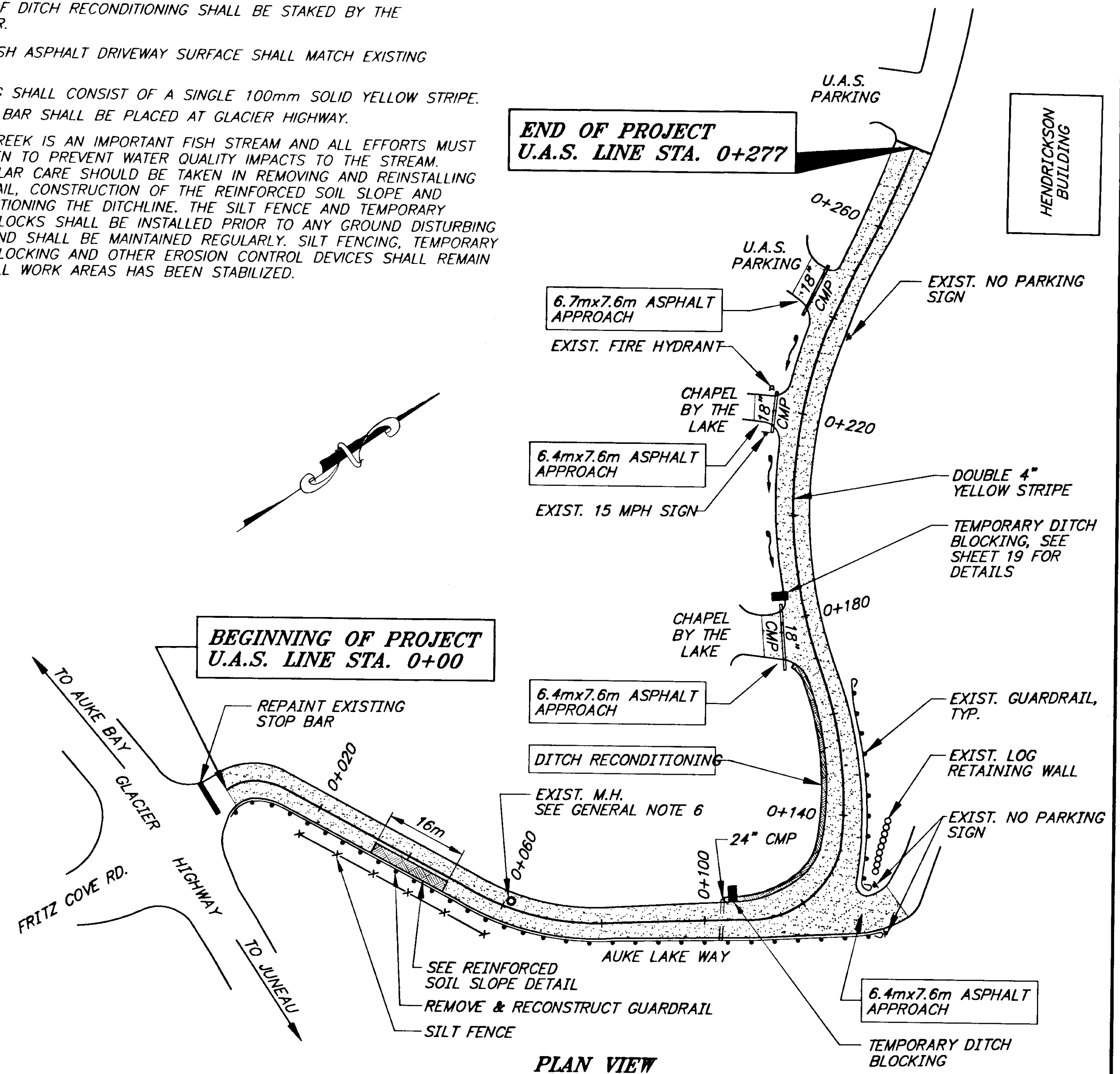
1. THE HORIZONTAL AND VERTICAL CONTROL IS BASED UPON THE EXISTING ROADWAY ALIGNMENT. THE FINISH ASPHALT SHALL BE 51mm ABOVE EXISTING PAVEMENT SURFACE.
2. GRADES AND ALIGNMENT ARE APPROXIMATE AND SUBJECT TO MINOR REVISIONS.
3. APPROACHES AND MANHOLE LOCATIONS ARE APPROXIMATE AND SUBJECT TO MINOR REVISIONS.
4. THE CONTRACTOR WILL BE REQUIRED TO GET APPROVAL BY U.A.S. OR THE PROPERTY OWNER PRIOR TO STOCKPILING COLD PLANNING MATERIAL ON THE PROJECT SITE.
5. ALL WASTE SHALL BE HAULED TO A WASTE SITE AND APPROVED BY AN ENGINEER.
6. APPROACHES SHALL BE SAWCUT FULL WIDTH, APPROXIMATELY 6.4 METERS TO 6.7 METERS FROM EDGE OF PAVEMENT.
7. AREAS OF DITCH RECONDITIONING SHALL BE STAKED BY THE ENGINEER.
8. THE FINISH ASPHALT DRIVEWAY SURFACE SHALL MATCH EXISTING GRADE.
9. STRIPING SHALL CONSIST OF A SINGLE 100mm SOLID YELLOW STRIPE. A STOP BAR SHALL BE PLACED AT GLACIER HIGHWAY.
10. AUKE CREEK IS AN IMPORTANT FISH STREAM AND ALL EFFORTS MUST BE TAKEN TO PREVENT WATER QUALITY IMPACTS TO THE STREAM. PARTICULAR CARE SHOULD BE TAKEN IN REMOVING AND REINSTALLING GUARDRAIL, CONSTRUCTION OF THE REINFORCED SOIL SLOPE AND RECONDITIONING THE DITCHLINE. THE SILT FENCE AND TEMPORARY DITCH BLOCKS SHALL BE INSTALLED PRIOR TO ANY GROUND DISTURBING WORK AND SHALL BE MAINTAINED REGULARLY. SILT FENCING, TEMPORARY DITCH BLOCKING AND OTHER EROSION CONTROL DEVICES SHALL REMAIN UNTIL ALL WORK AREAS HAS BEEN STABILIZED.

BEGINNING OF PROJECT

BEGINNING OF PROJECT IS AT THE JOINT BETWEEN THE INTERSECTION OF GLACIER HIGHWAY AND AUKE LAKE WAY.

END OF PROJECT

END OF PROJECT IS AT THE END OF CURB ON THE RIGHT SIDE.



END OF PROJECT
U.A.S. LINE STA. 0+277

BEGINNING OF PROJECT
U.A.S. LINE STA. 0+00

PLAN VIEW

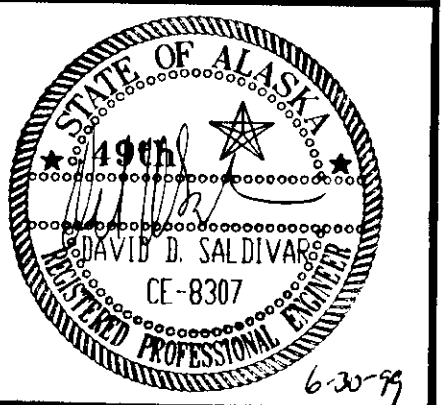
PATH: Q:\JNU\67819\DR\UAS.DWG		
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BY:	DATE:	DESCRIPTION OF CHANGE:
RECORD OF REVISIONS		

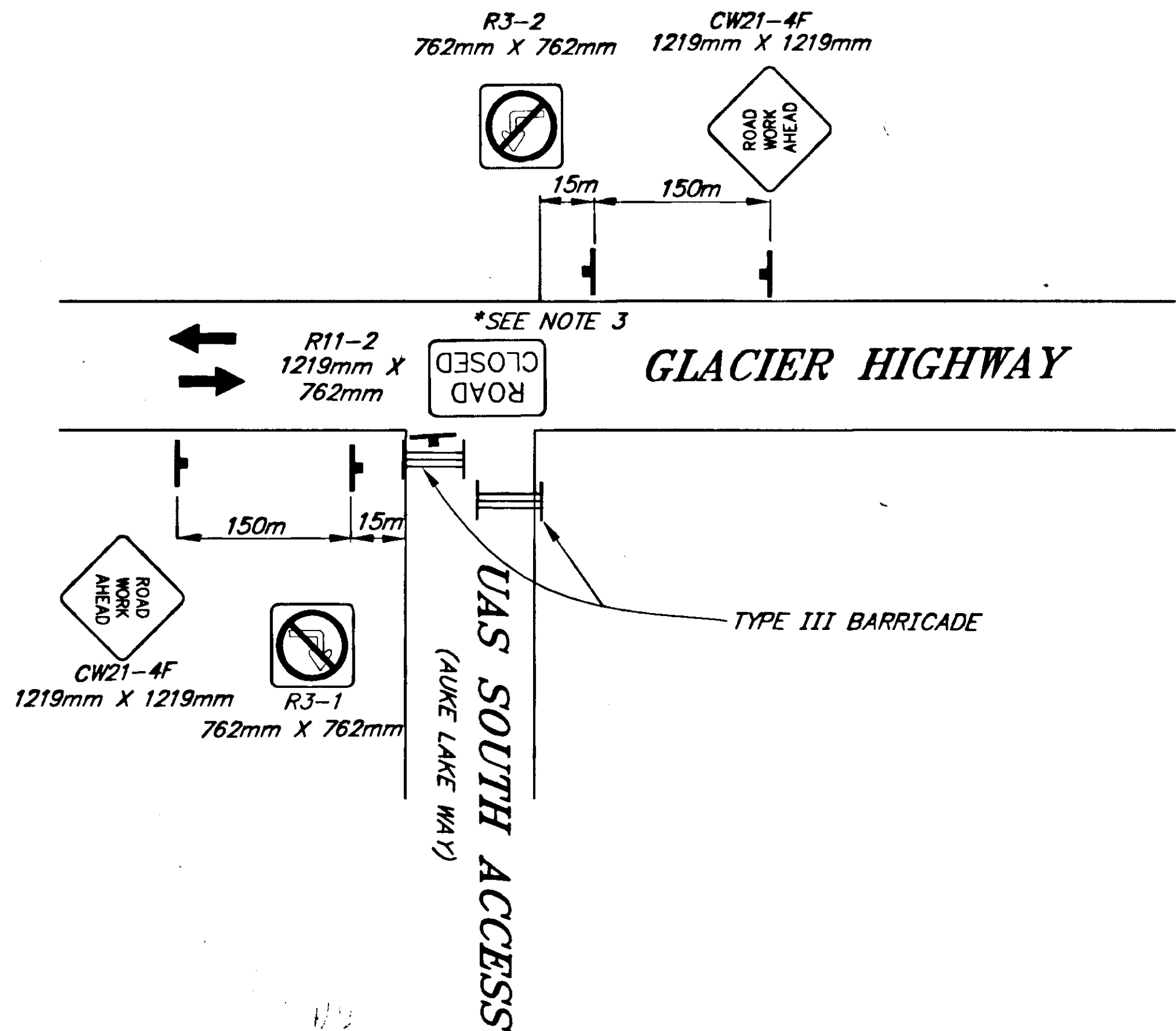
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU **Jnu-Auke Lake Way Pavement Rehabilitation ALASKA**
PROJECT No. 67827
AUKE LAKE WAY REHABILITATION

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

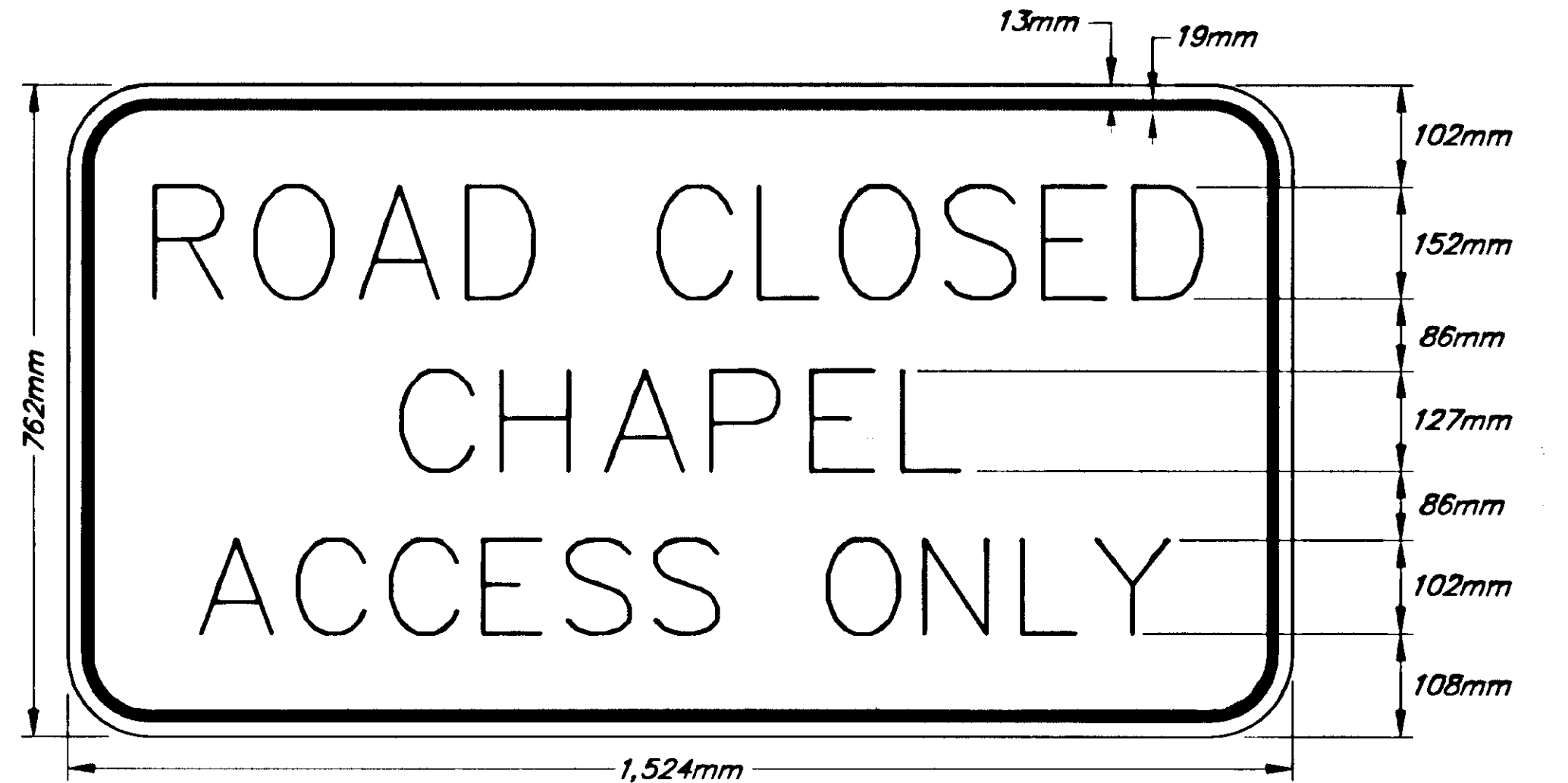
DESIGNED BY: M. COFFEY	PROJECT NO. 67827
DRAWN BY: D. STEVENS	DATE: June, 1999
CHECKED BY: D. Saldivar	SHEET 21 OF 22





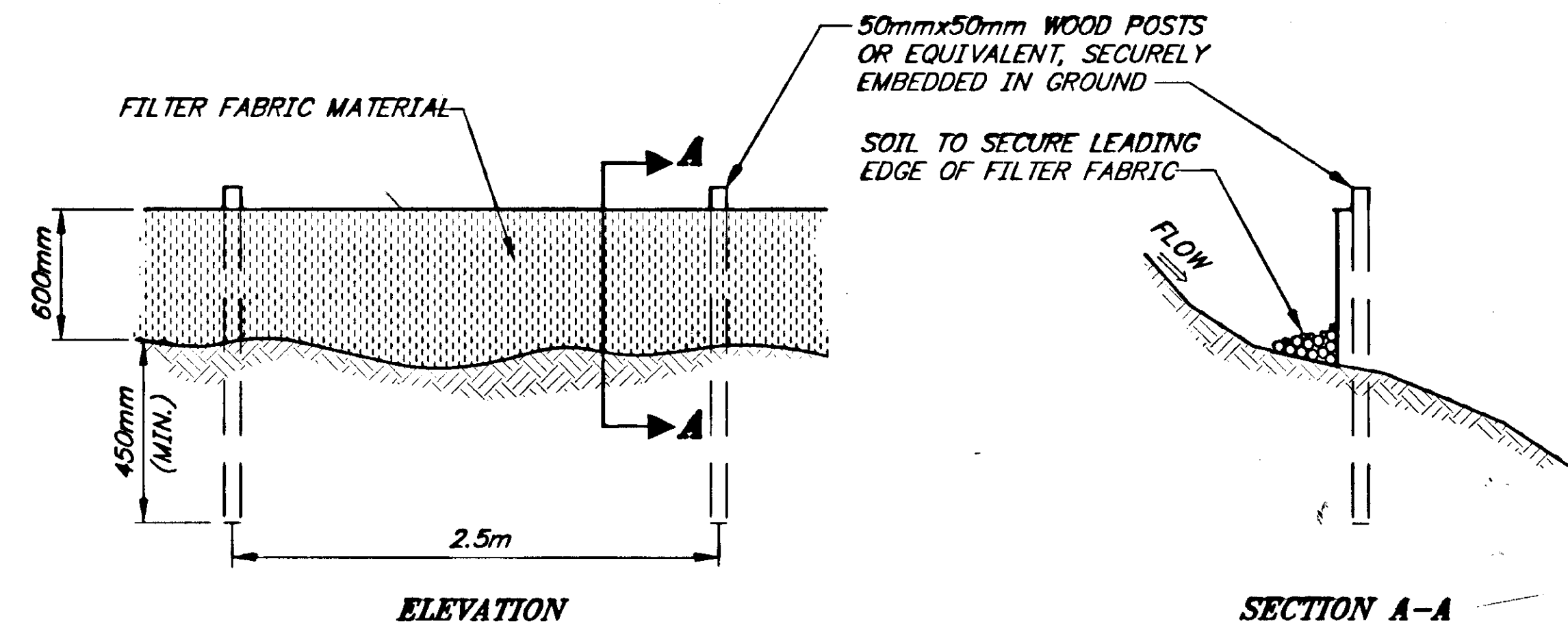
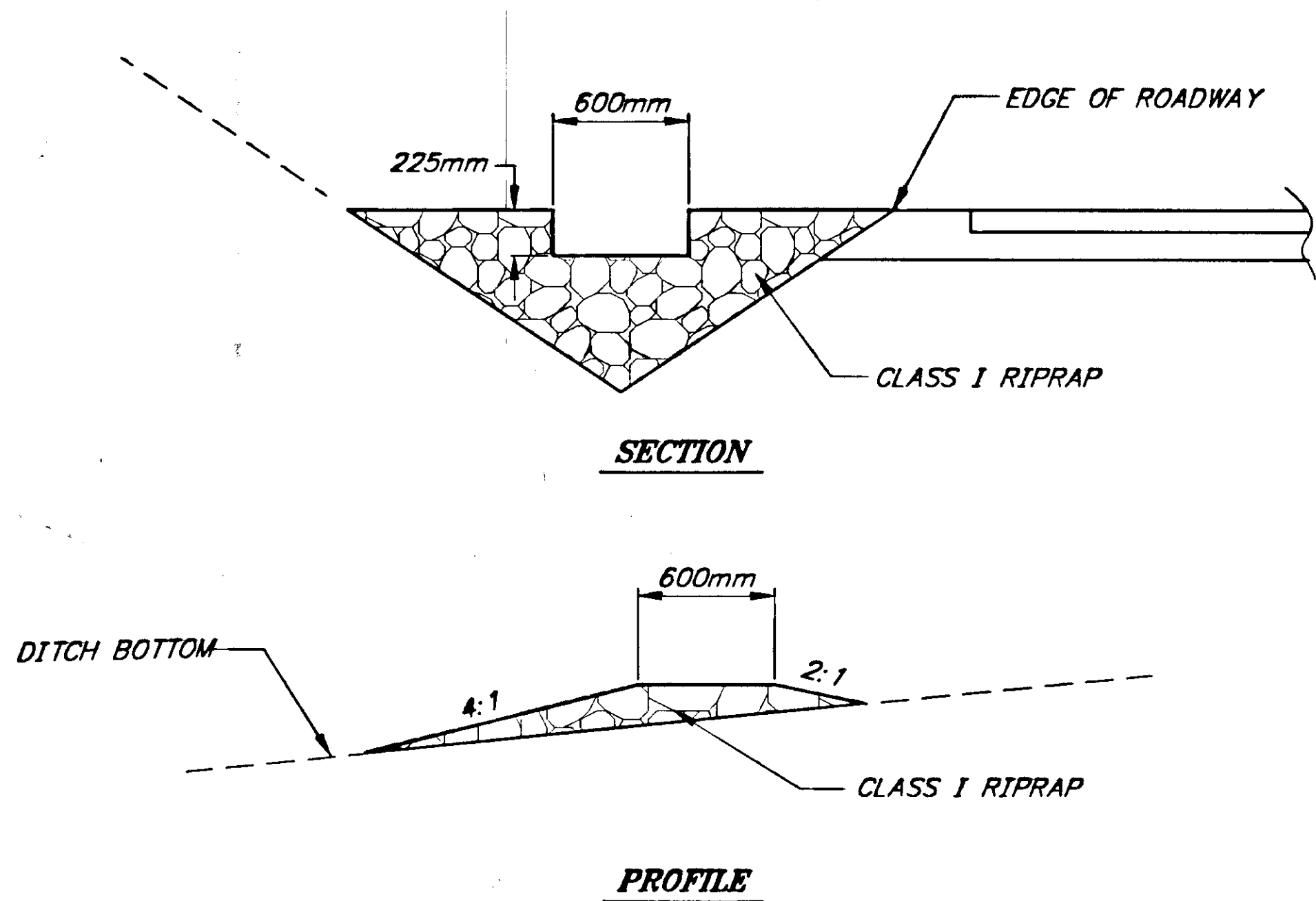
NOTES:

1. THE U.S. SOUTH ACCESS ROAD MAY BE CLOSED TO THRU TRAFFIC PROVIDED A POSTED NOTICE IS INSTALLED 48 HRS IN ADVANCE OF THE CLOSURE AND A MAP SHOWING THE DATE AND DURATION OF THE CLOSURE HAS BEEN PLACED IN THE JUNEAU EMPIRE AT LEAST 1 WEEK PRIOR TO THE CLOSURE.
2. ACCESS TO CHAPEL BY THE LAKE PARKING LOT MUST BE MAINTAINED AT ALL TIMES (ACCESS FROM THE GLACIER HIGHWAY OR BACK LOOP ROAD IS ACCEPTABLE).
- *3. WHEN CHAPEL BY THE LAKE ACCESS IS PROVIDED FROM THE BACK LOOP ROAD, INSTALL ROAD CLOSED, CHAPEL ACCESS ONLY SIGN (SPECIAL SIGN) AT THE E.O.P. WHEN CHAPEL BY THE LAKE ACCESS IS PROVIDED FROM THE GLACIER HIGHWAY, SUBSTITUTE THE ROAD CLOSED, CHAPEL ACCESS ONLY SIGN (SPECIAL SIGN) FOR THE ROAD CLOSED SIGN (R11-2) SHOWN ON THE CLOSED ROAD DETAIL.
4. CONTRACTOR SHALL COORDINATE ROAD CLOSURES WITH BOB GREEN, DIRECTOR OF REGIONAL FACILITIES AND CONSTRUCTION, U.A.S., AND TOUR BUS OPERATORS
5. AT THE E.O.P. INSTALL TWO TYPE III BARRICADES.



**CLOSED ROAD DETAIL
TWO LANE ROAD**

**SPECIAL SIGN DETAIL
(MODIFY R11-3A)**



TEMPORARY DITCH BLOCKING DETAIL

SILT FENCE DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: Q:\JNU\67819\DR\UAS2.DWG		
PLOT: P:\-LIB\-PLOT\PL0TF.PCP(1) OR PLOTH.PCP(30.4)		
BY:	DATE:	DESCRIPTION OF CHANGE:
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STATE OF ALASKA
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JUNEAU Jnu-Auke Lake Way Pavement Rehabilitation ALASKA
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DESIGNED BY: M. COFFEY	PROJECT NO. 67827
DRAWN BY: D. STEVENS	DATE: June, 1999
CHECKED BY: D. Saldivar	SHEET 22 OF 22

