WORK SUMMARY

MP 2.89 - Cold planing and overlaying the intersection of Glacier Highway and Egan Drive.

MP 3.67 - Cold planing and overlaying the northbound deceleration and acceleration lanes at the intersection of Vandebilt Hill Road.

MP 5.58 - Cold planing and overlaying the northbound deceleration and acceleration lanes at the intersection of Mapco intersection at Sunny Point.

MP 7.91 - Cold planing and overlaying the northbound and southbound deceleration lanes at Mendenhall Loop Road and Egan Drive intersection.

MP 9.11 - Cold planing and overlaying the Egan Drive northbound shoulder between Riverside Drive and Egan Drive.

MP 9.25 - Cold planing and overlaying the northbound deceleration and acceleration lanes at Vintage Drive and Egan Drive intersection.

MP 9.25 - Cold planing and overlaying the southbound 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.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS
PAVEMENT MATCH AT INTERSECTIONS

OVERLAY DETAILS
GLACIER HWY. – FRITZ COVE RD. TO SEAVIEW DRIVE

PAVEMENT PATCH DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU
Glacier Highway Overlay & Egan Expressway Acceleration / Deceleration Lane Resurfacing
FED. # 99800896 – PROJECT NO. 9918
TYPICAL SECTIONS
# ESTIMATE OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM No.</th>
<th>ITEM</th>
<th>UNIT</th>
<th>67819</th>
<th>67827</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>201(2)</td>
<td>OIL ADJUSTMENT</td>
<td>CONTINENTAL SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>202(2)</td>
<td>PAVEMENT REMOVAL</td>
<td>SQUARE METER</td>
<td>7,600</td>
<td>450</td>
<td>450</td>
</tr>
<tr>
<td>203(2)</td>
<td>BORROW TYPE A</td>
<td>DREDGED MEGAMETER</td>
<td>1,150</td>
<td>1,150</td>
<td>1,150</td>
</tr>
<tr>
<td>204(2)</td>
<td>BORROW TYPE B</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>205(1)</td>
<td>AGGREGATE BASE COURSE</td>
<td>MEGAMETER</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>206(1)</td>
<td>RECYCLED PAVEMENT</td>
<td>SQUARE METER</td>
<td>708</td>
<td>708</td>
<td></td>
</tr>
<tr>
<td>207(1)</td>
<td>USING ASPHALT FOR RECYCLED PAVEMENT</td>
<td>MEGAMETER</td>
<td>10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>208(1)</td>
<td>ASPHALT CONCRETE PAVEMENT TYPE II, CLASS A</td>
<td>MEGAMETER</td>
<td>4500</td>
<td>320</td>
<td>4200</td>
</tr>
<tr>
<td>209(1)</td>
<td>ASPHALT CONCRETE PAVEMENT TYPE III, CLASS A</td>
<td>MEGAMETER</td>
<td>625</td>
<td>625</td>
<td></td>
</tr>
<tr>
<td>210(2)</td>
<td>ASPHALT CONCRETE PAVEMENT TYPE III, CLASS A</td>
<td>MEGAMETER</td>
<td>250</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>211(1)</td>
<td>PAVEMENT PAVING</td>
<td>SQUARE METER</td>
<td>300</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>212(2)</td>
<td>CS-1 ASPHALT FOR PAVEMENT BASE</td>
<td>MEGAMETER</td>
<td>17</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>213(2)</td>
<td>PAVEMENT COLD PLANNING</td>
<td>SQUARE METER</td>
<td>19,500</td>
<td>19,500</td>
<td></td>
</tr>
<tr>
<td>214(1)</td>
<td>PAVEMENT GRINDING</td>
<td>SQUARE METER</td>
<td>250</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>215(1)</td>
<td>ADJUSTING MANHOLE</td>
<td>EACH</td>
<td>15</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>216(1)</td>
<td>GUARDRAIL REFLECTORS</td>
<td>EACH</td>
<td>200</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>217(1)</td>
<td>DELINEATOR, REFLECTIVE</td>
<td>EACH</td>
<td>275</td>
<td>275</td>
<td></td>
</tr>
<tr>
<td>218(1)</td>
<td>ENHANCED TRAFFIC Signals</td>
<td>EACH</td>
<td>8</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>219(1)</td>
<td>REINFORCED SOIL SLOPE</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>220(2)</td>
<td>COMMERCIAL DRIVEWAY</td>
<td>LUMP SUM</td>
<td>14</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>221(2)</td>
<td>MOBILIZATION AND DEMOBILIZATION</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>222(2)</td>
<td>EROSION AND POLLUTION CONTROL</td>
<td>CONTINENTAL SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>223(2)</td>
<td>EROSION AND POLLUTION CONTROL</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>224(2)</td>
<td>EROSION CONTROL</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>225(2)</td>
<td>EROSION CONTROL</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>226(2)</td>
<td>TRAFFIC MAINTENANCE</td>
<td>LUMP SUM</td>
<td>15</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>227(2)</td>
<td>PERMANENT CONSTRUCTION SIGNS</td>
<td>LUMP SUM</td>
<td>25</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>228(2)</td>
<td>CONSTRUCTION SIGNS</td>
<td>LUMP SUM</td>
<td>250</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>229(2)</td>
<td>TYPE II BARRIANCE</td>
<td>LUMP SUM</td>
<td>4000</td>
<td>4000</td>
<td></td>
</tr>
<tr>
<td>230(2)</td>
<td>TYPE III BARRIANCE</td>
<td>LUMP SUM</td>
<td>300</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>231(2)</td>
<td>TRAFFIC CONE/TUBULAR MARKER</td>
<td>LUMP SUM</td>
<td>2500</td>
<td>2500</td>
<td></td>
</tr>
<tr>
<td>232(2)</td>
<td>DRAIN</td>
<td>LUMP SUM</td>
<td>600</td>
<td>600</td>
<td></td>
</tr>
<tr>
<td>233(2)</td>
<td>SEGMENTAL ARROW PANEL TYPE C</td>
<td>LUMP SUM</td>
<td>1000</td>
<td>1000</td>
<td></td>
</tr>
<tr>
<td>234(2)</td>
<td>SEGMENTAL ARROW PANEL TYPE C</td>
<td>LUMP SUM</td>
<td>80</td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>235(2)</td>
<td>SEGMENTAL ARROW PANEL TYPE C</td>
<td>LUMP SUM</td>
<td>60</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>236(2)</td>
<td>LOOP DETECTORS, PERSISTEN</td>
<td>EACH</td>
<td>12</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>237(2)</td>
<td>LOOP DETECTORS, INSTALLED</td>
<td>EACH</td>
<td>6</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>238(2)</td>
<td>PAINTED TRAFFIC MARKINGS</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
<tr>
<td>239(2)</td>
<td>REPAIRED TRAFFIC MARKINGS</td>
<td>LUMP SUM</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
<td>ALL REQUIRED</td>
</tr>
</tbody>
</table>

# BASIS OF ESTIMATE

<table>
<thead>
<tr>
<th>ITEM No.</th>
<th>ITEM</th>
<th>ESTIMATING FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>201(2)</td>
<td>BORROW TYPE A</td>
<td>2.11 M$^2$/ft$^3$</td>
</tr>
<tr>
<td>202(2)</td>
<td>PAVEMENT REMOVAL</td>
<td>3.30 M$^2$/ft$^3$</td>
</tr>
<tr>
<td>203(2)</td>
<td>BORROW TYPE B</td>
<td>4.45 M$^2$/ft$^3$</td>
</tr>
<tr>
<td>204(2)</td>
<td>BORROW TYPE C</td>
<td>6.50 M$^2$/ft$^3$</td>
</tr>
<tr>
<td>205(1)</td>
<td>PAVEMENT BASE</td>
<td>0.367 M$^2$/ft$^3$</td>
</tr>
</tbody>
</table>

# GENERAL NOTES

1. PLAN MILE POST 1.77 EQUALS CS$^2$ MP 42.06 ON ROUTE 295000.
2. THE ENGINEER ESTABLISHES THE EXACT BEGINNING AND ENDING SEDENTS FOR CHANGES IN THE TYPICAL SECTION CONSTRUCTION TRANSITIONS BETWEEN TYPICAL SECTION CHANGES SHALL BE MADE SMOOTHLY AS APPROVED BY THE ENGINEER.
3. NO LONGITUDINAL PAVEMENT JOINTS WILL BE ALLOWED IN THE DRIVING LANE OR WHEEL PATHS.
4. PAVING AND COLD PLANNING SHALL BE CONTINUOUS ALONG ALL BRIDGES.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SET CONTROL FOR PAVING, COLD PLANNING, THERMOPLASTIC, RECYCLED PAVEMENT MARKERS, AND PAINTED TRAFFIC MARKINGS FROM THE EXISTING CENTER STRIPE OF THE INSIDE PAVEMENT EDGE. THE DEPTH OF THE VERTICAL CUT SHALL BE AS DETAIL AS TO OBTAIN THE DESIRED UNIFORM CROSS SLOPE AS INDICATED ON THIS SHEET.
6. ALL COLD PLANNING OPERATIONS SHALL COMMENCE ON THE LOWEST SIDE OF THE ROADWAY SECTION TO FACILITATE DRAINAGE. COLD PLANNING AND PAVEMENT OVERLAY OPERATIONS SHALL END EACH DAY OPERATIONS SUCH THAT NO LONGITUDINAL LIP EXISTS AT CENTERLINE OF TRAVELED WAY.
7. ALL ASPHALT PAVEMENT MATERIALS SHALL BE STORED AT THE 7 1/2 MILE DOTFACILITY IN ANCHORAGE, ALASKA.
8. THE CONTRACTOR MAY DIRECT THE CONTRACTOR TO INCREASE OR DECREASE THE DEPTH OF COLD PLANNING OR CHANGE THE CROSS SLOPE AS NECESSARY.
10. THE CONTRACTOR SHALL DOCUMENT ALL PAVEMENT MARKINGS, EXISTING MARKINGS THAT ARE REMOVED AS A RESULT OF PAVEMENT GRINDING, COLD PLANNING AND OVERLAY SHALL BE REPLACED.
11. DEBRIS FROM THE PROJECT SHALL NOT BE PERMITTED TO ENTER FISHER STREAMS, WETLANDS, OR OTHER WATER 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.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION
JUNEAU
Glacier Highway Overlay & Egan Expressway Acceleration / Deceleration Lane Resurfacing
FED. No. HR-00030149 - PROJECT No. 67819
ESTIMATE OF QUANTITIES

ALASKA
DESIGNED BY: B. Saltler
PROJECT No. 67819
DRAWN BY: B. Saltler
REVIEWED BY: B. Bennett
DATE: MAY, 1999

5 of 22
NOTE:
1. The cold planing and overlay area (shaded) as dimensioned is only approximate. Actual work limits will be determined by the engineer.
2. Stripping shown is existing. Stripping within the work area (shaded) shall be restriped to match existing.
3. The pavement markings adjacent to the inside edge of cold planing and overlay shall be repainted regardless if damaged or undamaged.

INTERSECTION OF EGAN DRIVE AT SUNNY POINT

MP 6.58
NOTE:
1. THE COLD PLANNING 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 PLANNING AND OVERLAY SHALL BE REPAINTED REGARDLESS IF DAMAGED OR UNDAMAGED.

INTERSECTION OF GLACIER HIGHWAY AT FRED MEYER
MP 7.91
NOTE:

1. THE COLD PLANNING AND OVERLAY AREA (SHARED) AS DIMENSIONED IS ONLY APPROXIMATE. ACTUAL
   WORK LIMITS WILL BE DETERMINED BY THE ENGINEER.

2. STRIPING SHOWN IS EXISTING. STRIPING WITHIN THE WORK AREA (SHARED) SHALL BE RESTRIPED
   TO MATCH EXISTING.

3. THE PAVEMENT MARKINGS ADJACENT TO THE INSIDE EDGE OF COLD PLANNING AND OVERLAY SHALL
   BE REPAIRED REGARDLESS IF DAMAGED OR UNDAMAGED.

INTERSECTION OF EGAN DRIVE AT MENENHALL LOOP ROAD
MP 9.25
INTERSECTION OF EGAN DRIVE AT RIVERSIDE DRIVE

MP 9.51

GLACIER HWY. NORTH

MP 9.81

NOTE:

1. THE COLD PLANNING AND OVERLAY AREA (SHADIED) AS DIMENSIONED IS ONLY APPROPRIATE. ACTUAL WORK LIMITS WILL BE DETERMINED BY THE ENGINEER.

2. STRIPING SHOWN IS EXISTING STRIPING WITHIN THE WORK AREA (SHADIED) SHALL BE RESTRIpped TO MATCH EXISTING.

3. THE PAVEMENT MARKINGS ADJACENT TO THE INSIDE EDGE OF COLD PLANNING AND OVERLAY SHALL BE REPAINTED REGARDLESS IF DAMAGED OR UNDAMAGED

INTERSECTION OF EGAN DRIVE AT VINTAGE DRIVE

MP 9.80

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS
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 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 CONCEIVED.

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 RESCHEDULE HIS WORK TO A LESS BUSY HOUR.

6. PEDESTRIAN AND BICYCLE TRAFFIC ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TCP TABLE SETUP

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>LENGTH SPACING FACTOR</th>
<th>TAPER</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>5</td>
<td>4.7</td>
</tr>
<tr>
<td>30</td>
<td>5</td>
<td>6.1</td>
</tr>
<tr>
<td>40</td>
<td>7</td>
<td>6.1</td>
</tr>
<tr>
<td>45</td>
<td>8</td>
<td>6.1</td>
</tr>
<tr>
<td>50</td>
<td>10</td>
<td>6.1</td>
</tr>
<tr>
<td>55</td>
<td>12</td>
<td>6.1</td>
</tr>
<tr>
<td>60</td>
<td>12</td>
<td>6.1</td>
</tr>
<tr>
<td>65</td>
<td>15</td>
<td>6.1</td>
</tr>
<tr>
<td>70</td>
<td>15</td>
<td>6.1</td>
</tr>
<tr>
<td>75</td>
<td>17</td>
<td>6.1</td>
</tr>
<tr>
<td>80</td>
<td>17</td>
<td>6.1</td>
</tr>
<tr>
<td>85</td>
<td>17</td>
<td>6.1</td>
</tr>
<tr>
<td>90</td>
<td>18</td>
<td>6.1</td>
</tr>
</tbody>
</table>

L = W x T

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

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS
SPECIAL CONSTRUCTION SIGNS

GROOVED PAVEMENT

NOTE:

- The "Grooved Pavement" sign shall be installed 500 ft. in advance of the "Motorcycle's Use Caution" sign which shall be installed 500 ft. in advance of the beginning of grooved pavement. The contractor shall give these signs to the engineer at project close-out.

RECESSED PAVEMENT MARKER DETAIL

POINT OF CURVE

TWO LANE, TWO WAY DETAIL

RECESSED PAVEMENT MARKER

NO-PASSING GROOVES

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU

Glacier Highway Overlay & Egan Expressway Acceleration / Deceleration Lane Resurfacing
FED. No. NH-00008014 - PROJECT No. 67819

ALASKA

MISCELLANEOUS DETAILS

PROJECT No.
67819

DRAFTED BY: E. Matson
DRAWN BY: B.B. / R.S.
CHECKED BY: M. Lukoshin
DATE: June, 1999

NOTE: Do not scale from these plans—use dimensions.
ADJUST STORM/SEWER MANHOLE

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 steps shall be installed on existing manhole if the first step exceeds 300mm 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. Adjustments of monuments, monuments, and valve boxes are located along Glacier Hwy between Fritz Cove Road and Seaview Drive.

VALVE BOX
ADJUSTMENT DETAIL

SECTION

MONUMENT ENCASMENT DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS
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 10m CENTERS AND PLACED 1.0m FROM
THE EDGE OF PAVEMENT.

3. DELINEATORS SHALL NOT BE INSTALLED WHERE GUARDRAILS IS PRESENT BUT
GUARDRAIL ENDS SHALL BE MARKED WITH DELINEATORS. STEEL POST
GUARDRAILS 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,
DELNEITORS FALLING WITHIN THE INTERSECTION MAY BE MOVED IN EITHER
DIRECTION A DISTANCE NOT EXCEEDING 30m. DELINEATORS STILL FALLING
THE INTERSECTION SHALL BE ELIMINATED.

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

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

NOTE: DO NOT SCALE FROM THESE PLANS USE DIMENSIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU
Glacier Highway Overlay & Egan Expressway
Acceleration/Deceleration Lane Resurfacing
FID No. 98-0008(01)-PROJECT No. 87819
MISCELLANEOUS DETAILS

DESIGNED BY: W. Lukestein
DRAWN BY: E. Emmetson
DATE: June, 1999
CHECKED BY: D. Sedlaver
DATE: 16 or 22
EGAN DRIVE/VANDERBILT HILL INTERSECTION

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

EGAN DRIVE AT VANDERBILT HILL RD.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DATE: 1-AUG-1999 OR LOOP 4 1-20

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

JUNEAU Glacier Highway Overlay & Egan Expressway ALASKA Acceleration / Deceleration Lane Resurfacing FED. NO. 69-0000(E314) - PROJECT NO. 67819 LOOP DETECTORS EGAN DRIVE AT VANDERBILT HILL RD.

DESIGNED BY: R. Purves

DRAWN BY: C.A. E.K.

CHECKED BY: M. Lukhshin

PROJECT NO. 67819

DATE: June, 1999

SHEET 18 OF 22
**GENERAL NOTES**

1. Each loop detector shall consist of a single piece of #4 AWG Inca 51-5 insulated conductor installed in either a 25mm PVC or 3/4" polyethylene loop form all loops 1.83 m (6') square. Seal all connections of PVC to PVC joints. Use Type 3 Conduct Outlet Bodies that have a male coupling for use with Type 3 Conduit. Outlets must be seated at the top of the loop and the ends of the conduit together at a rate of 3 turns per 300 mm.

2. Install 4 turns of Type 3 Insulated Conductor in all loops and provide tails that extend to the junction box specified on the plans. Use #4 AWG Conductor in a polyethylene tube conforming to Inca Specification 51-5. Mend 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 skewed in the direction of the loop. Loop tails shall not cross loop conductors.

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 trench. Trench cut to within 300 mm of the lane and edge lines. Preserve these pavement markings. Remove the asphalt to the lip of the cut if the opening is not visible. Excavate the trench a minimum of 1 meter wide. Trenches crossing a shoulder must be a minimum 300 mm wide.

9. Heat and tack coat the edges of existing pavement prior to pouring the cutouts. Compact the asphalt mixture with a self-propelled steel wheeled roller. The asphalt shall conform to Section 401 of the specifications and approved for use by the Engineer.

10. Maintain the replacement asphalt mixture 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 grading, they shall be replaced as soon as possible by loop detectors the contractor shall have on hand.

2. Loop detectors #10, #11, and #12 shall be installed if necessary to replace existing loop #10. Loop detectors #10, #11, and #12 shall be installed if necessary to replace existing loop #13.

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/Chugach Drive intersection with Egan Expressway. The appropriate connection for the loops is within the cabinet will be determined in the field. Official personnel will be made available to assist the contractor in determining the appropriate location.

**TYPICAL PVC CONDUIT ENCASED LOOP DETECTOR INSTALLATION**

**NOTE:** DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS
NOTES:
1. The E.D.P. 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 times 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 sign. Chapel access only sign (special sign) at the E.D.P. When chapel by the lake access is provided from the Glacier Highway, substitute the road closed sign. 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, E.D.P., and tour bus operators.
5. At the E.D.P. install two Type III barriers.

TEMPORARY DITCH BLOCKING DETAIL

SILT FENCE DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS