EGAN DRIVE
NORWAY POINT TO BROTHERHOOD BRIDGE
PAVEMENT REHABILITATION
STUD WEAR RUTTING REPAIR
PROJECT NO. NH-093-2(32) (71667)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION
DESIGN AND CONSTRUCTION DIVISION

JUNEAU, ALASKA

PROJECT SUMMARY
PAVEMENT WIDTH = 46 TO 72 FT. (VARIES)
LENGTH OF BRIDGES = 422
LENGTH OF EXCEPTIONS = 0
LENGTH OF PAVING = 8.04 MI.
LENGTH OF PROJECT = 8.04 MI.

DESIGN DESIGNATION
NORWAY POINT TO BROTHERHOOD BRIDGE
A.D.T. 1994 = 24,824
A.D.T. 2004 = 30,260
D.M.V. 12.6% = 3,128
% T. = 3.6%
E.A.L. = 1,995,155

AS-BUILT

CONTRACTOR: SECON INC.
PROJECT ENGINEER: SOC KREUZENSTEIN
BEGIN DATE: MARCH 17, 1995
END DATE: SEPTEMBER 9, 1995

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:
A-1, C-01-03, C-02-01, C-03-01, C-08-00, S-00-00, S-05-00,
S-20-00, S-30-01, T-20-00, T-21-01, T-22-02

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION DESIGN SECTION

APPROVED: JULY

REGIONAL PE/REVIEW ENGINEER

DATE: [Signature]

CHIEF ENGINEER, S.E. Region Design & Construction

PROJECT NUMBER:
NH-093-2(32)
(71667)

DATE: SEPTEMBER 1994

SHEET 1 OF 14
GENERAL NOTES

1. PLAN MILE POST 1.73 EQUALS CID MP 42.96 ON ROUTE 29W000 = AS BLT STA. 10+44.50
2. THE ENGINEER WILL ESTABLISH THE EXACT BEGIRING AND ENDING SEGMENTS 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 PATH.
4. PAVING AND COLD PLANNING SHALL BE CONSECUTIVE ACROSS ALL BRIDGES.
5. PREMERE MARKINGS SHALL BE INSTALLED FOR ALL DASHED CENTERLINE STRIPING.
6. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO SET CONTROL FOR PAVING COLD PLANNING, Thermoplastic, Recycled Pavement Markers, and Painted Traffic Markings FROM THE EXISTING CENTER STRIPE ON THE ROAD PAVEMENT EDGE, THE DEPTH OF THE VERTICAL CUT SHALL BE AS DETERMINED TO OBTAIN THE DESIRED UNIFORM CROSS SLOPE AS INDICATED ON THIS SHEET.
7. 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 DAYS OPERATION SUCH THAT NO CONTINUOUS LENGTH OF 10' OR LESS EXISTS AT CENTERLINE OF TRAVELED WAY.
8. THE INTENT OF THE PAVEMENT REINFORCING FABRIC IS TO INSTALL FABRIC IN THE BAYS OF CRACKED AREAS OF THE EXISTING PAVEMENT STRUCTURE. THE ENGINEER WILL MARK THE CURRENT AREAS 48 HOURS PRIOR TO PAVING OPERATIONS IN THE EFFECTED AREA.
9. THE MATERIAL REMOVED DURING THE COLD PLANNING OPERATIONS SHALL BE STOCKPILED AT THE DOT LTD. MAINTENANCE YARD LOCATED AT 7.3 MILE EDIAN DRIVE. THE MATERIAL REMOVED DURING PAVING REMOVAL SHALL BE STOCKPILED AT THE INTERSECTION OF EDIAN DRIVE AND MENDENHALL LOOP ROAD MILE POST B.
10. THE ENGINEER MAY DIRECT THE CONTRACTOR TO INCREASE OR DECREASE THE DEPTH OF COLD PLANNING OR CHANGE THE CROSS SLOPE AS NECESSARY TO REMOVE THE WHEEL RUTS IN THE EXISTING SURFACE.
11. NO WORK IS REQUIRED IN THE ACCELERATION/DECELERATION LANES.
12. MANY ELECTRICAL JUNCTION BOXES EXIST WITHIN THE LIMITS OF SHOULDER ELEVATION. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO LOCATE THE J-BOXES PRIOR TO EXCAVATION.

COLD PLANNING DETAILS

MILEPOST 1.73 (B.O.P.) TO MILEPOST 2.73 (E.O.P.)

NOTES:

1. THE EXISTING CROSS SLOPE VARIES FROM 1:6:48 AND MAY INCLUDE 1/4 CROWN SECTIONS.
2. THE TYPICAL SECTION OF THE COLD PLANNING DETAILS IS NOT DRAWN TO SCALE. THE RUTS AND PAVEMENT DEPTHS HAVE BEEN EXAGGERATED TO SHOW THE SCOPE OF THE WORK IN THESE AREAS.

EXISTING ASPHALT PAVEMENT TO BE REMOVED BY COLD PLANNING
TCP Intersection Summary

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LEGAL

- SIGN
- CONE
- DRUM
- FLAGGING STATION

TRAFFIC CONTROL NOTES
1. AT LEAST ONE LANE TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BOTH NORTHBOUND AND SOUTHBOUND ON EGAN DRIVE, WITH THE EXCEPTION OF TWO LANE TRAFFIC SHALL BE MAINTAINED BETWEEN 7:00 AM TO 9:30 AM SOUTHBOUND AND 4:00 PM TO 6:00 PM NORTHBOUND ON MONDAYS.
2. TWO LANE TRAFFIC BOTH NORTHBOUND AND SOUTHBOUND SHALL BE MAINTAINED AT ALL TIMES DURING NON-WORKING HOURS AS WELL AS WITHIN NON-WORK AREAS DURING WORKING HOURS.
3. FLOOD LIGHTING SHALL BE REQUIRED AT FLASHER STATIONS DURING ANY NIGHT TIME OPERATIONS.
4. DRIVING LANES SHALL BE A MINIMUM OF 12 FT. WIDE.
5. TEMPORARY PAVEMENT MARKINGS SHALL BE REQUIRED AS PROVIDED FOR IN SECTION 645-3.0H OF THE SPECIFICATIONS.
6. TYPICAL WORK AREA CLOSURE DETAILS SHOWN ON THIS SHEET SHALL BE REVERSED FOR THE LEFT LANE CLOSURES AND SIGN LEGENDS SHALL BE MODIFIED ACCORDINGLY.

SPECIAL CONSTRUCTION SIGNS

- GROOVED PAVEMENT
- MOTORCYCLES USE CAUTION
- USE NEXT EXIT
- END ROAD WORK
- "ROAD WORK" "NEXT 8 MILES"

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

EGAN EXPRESSWAY
STUD WEAR RUTTING REPAIR
PROJECT NUMBER 74687
TRAFFIC CONTROL PLAN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

JUNEAU
EGAN DRIVE
PROJECT NO. 71087
DESIGNED BY: K. MATTSON
DRAWN BY: K. MATTSON
CHECKED BY: K. SMITH
DATE: AUGUST 1994
SHEET 4 OF 14

ENGINEER’S SEAL
**DETAIL "C"**

**TYPICAL LEFT LANE CLOSURE WITHIN INTERSECTION**

**TRAFFIC CONTROL**

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

**LEGEND**

**NOTES**

1. **WHEN LANES ARE CLOSED AT INTERSECTIONS, THE D.O.T./P.F. S.E. REGION TRAFFIC AND SAFETY SECTION SHALL BE NOTIFIED SO THEY CAN MAKE THE NECESSARY MODIFICATIONS TO SIGNAL TIMING. TWO DAYS NOTICE IS REQUIRED.**

2. **THERE SHALL BE NO CONSTRUCTION ACTIVITY WITHIN INTERSECTIONS DURING THE HOURS OF 7:00 TO 6:00 AM AND 4:00 TO 10:00 PM WEEKDAYS.**

3. **ONLY ONE INTERSECTION AT A TIME SHALL BE CLOSED. EXCEPTION: INTERSECTIONS 2, 3, 4, 5, 6, P. D. WARD, OAKWOOD AVENUE, AND 13th AVENUE ACCESS WHICH MAY BE CLOSED IN CONJUNCTION WITH OTHER INTERSECTIONS. INTERSECTIONS MAY BE CLOSED A MAXIMUM OF 3 HOURS.**

4. **WHERE A FEASIBLE DETOUR ROUTE EXISTS, THE CONTRACTOR SHALL SUBMIT A DETOUR TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL. SIGNING ON EAGAN NOTIFYING DRIVERS OF CLOSURES SHALL BE LOCATED IN ADJACENCY TO OTHER INTERSECTIONS PROVIDING ACCESS TO THE SAME AREA AS THE CLOSED INTERSECTION.**

5. **WHERE SPACE ALLOWS, ACCESS SHALL BE MAINTAINED TO RIGHT TURN LANES USING DETAIL "C1" CONTRACTOR SHALL INSTALL AS SHOWN IN CASE 1 AND WHEN HE HAS ADVANCED SUFICIENTLY TO ALLOW FOR PAVEMENT, COOLING, AND ROLLING HE SHALL INSTALL THE SIGNS SHOWN IN CASE 2 RIGHT TURN TRAFFIC TO THE NORTH SIDE OF HANDHOLD INTERSECTION SHALL BE MAINTAINED AT ALL TIMES.**

6. **WHERE SPACE ALLOWS, DETAIL "E1" (MODIFIED AS NEEDED) SHALL BE USED TO PROVIDE ACCESS TO LEFT TURN AND ACCELERATION LANES ALSO.**

7. **IN CLOSED INTERSECTIONS WHERE SOME TURNING MOVEMENTS ARE ALLOWED IN ACCORDANCE WITH DETAIL "E", THE SIGNS IN DETAILS "C1" AND "D" INDICATING THOSE MOVEMENTS ARE CLOSED SHALL BE REMOVED.**

8. **MANTAIN AS LONG A TURN LANE AS POSSIBLE TO ALLOW DRIVERS TO SLOW OUTSIDE OF HIGH SPEED THROUGH LANE.**

**CASE 1: WORK ZONE AT FAR END OF TURN LANE**

**CASE 2: WORK ZONE NEARING INTERSECTION**

**DETAIL "E"**

**AS-BUILT**

**TYPICAL DETAIL: LANE TO REMAIN OPEN**

**TRAFFIC CONTROL**

**NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS**

**ENGINEER'S SEAL**

**PROJECT NUMBER 71567**

**TRAFFIC CONTROL PLAN**

**EGAN EXPRESSWAY STUD WEAR RUTTING REPAIR**

**JUNEAU**

**ALASKA**

**DESIGNED BY: E. MATTSON**

**CHECKED BY: E. SMITH**

**DRAWN BY: E. MATTSON**

**DATE: AUGUST 1994**

**SHEET 5 OF 14**
1. There shall be no construction activity within the intersection during the hours of 7:00 to 8:30 am and 4:00 to 6:00 pm weekdays.

2. The contractor shall, whenever possible, use the existing traffic signal to control traffic within the intersection.

3. A representative of DOT/PAE traffic section shall be notified whenever lanes will be closed and shall be on hand to make all changes in signal operation two days notice is required.

4. If the signal will not work for a given condition, it shall be turned off (black indications) during flagging operations.

5. There shall be a head flagger in charge of directing the traffic flow through the intersection when signals are turned off. Both construction crews and other flaggers shall defer to their direction, so that a smooth steady flow of traffic through the intersection is maintained. The head flagger shall be a uniformed police officer.

6. Right lane closures shall be similar to detail "F" with such modifications as are needed.

7. Traffic control signs shown in detail "F" should only be in place when under flagging control.

TYPICAL TRAFFIC CONTROL WITHIN INTERSECTIONS THAT REMAINS OPEN TO TRAFFIC

Traffic Control

NOTE: Do not scale from these plans-use dimensions.
INTERSECTION OF EGAN DRIVE AT SUNNY POINT

STRIPIING GENERAL NOTES

1. UNLESS OTHERWISE SHOWN, LANE LINES STRIPLING SHALL BE A 4 INCH WHITE DASHED LINE. THESE LINES SHALL NOT RUN THROUGH INTERSECTIONS, THEY SHALL TERMINATE AT THE STOP BAR (IF PRESENT) OR AT THE MEDIAN MOUND ON OTHER SIDE OF INTERSECTIONS.

2. UNLESS OTHERWISE SHOWN, THE MEDIAN SHOULDER WILL BE 4 FEET WIDE AND MARKED WITH A 4 INCH YELLOW STRIPE. LANE WIDTHS WILL BE 12" UNLESS OTHERWISE NOTED. THE OUTSIDE SHOULDER WILL BE 8 FEET WIDE MARKED WITH A 4 INCH WHITE STRIPE.

3. LOCATION ARROWS AND "ONLY" IN LEFT TURN BAYS ARE APPROXIMATE. SEE STANDARD DRAWING T-21-L FOR DIMENSIONS.

4. STRIPE SHOWN IN THESE PLANS IS FOR INFORMATIONAL PURPOSES, ONLY THAT STRIPE REMOVED DURING CONSTRUCTION OPERATIONS WILL NEED REPLACEMENT.

5. WHITE DIAGONAL LINES BETWEEN THROUGH LANES AND 8" WHITE STRIPES SEPARATING THROUGH AND TURNING LANES SHALL BE PREFORMED TAPE. ALL OTHER STRIPES SHALL BE PAINTED.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS