STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION &
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

GLACIER HIGHWAY SAFETY IMPROVEMENTS
1985

GLACIER HIGHWAY,
INDUSTRIAL BLVD., INTERSECTION
HES-RS-093-2[16] [E-90052]

MENDENHALL PENINSULA ROAD
LANE WIDENING
HES-RS-093-2[18] [E-30112]

AS-BUILT PLANS
Contractor: ASSOCIATED SAND & GRAVEL CO., INC.
Proj. Engr.: B. KREUZENSTEIN
Begin: JULY 19, 1985
Completion: SEPT. 27, 1985

(ITEM 66003) - NOV. 15, 1985

THE FOLLOWING STANDARD
DRAWINGS ARE INCLUDED
IN THIS PROJECT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

APPROVED BY:

DATE:
Design Engineer

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

APPROVED BY:

DATE:
TYPICAL SECTIONS OF IMPROVEMENT
MENDENHALL PENINSULA ROAD LANE WIDENING

TYPICAL CUT SECTION
Station 44+79.45 to 45+00

TYPICAL FILL SECTION
Station 44+00 to 44+50

LABELING INDEX
1. Existing Asphalt Pavement
2. 7" Asphalt Concrete Type II (2 Lifts)
3. C50-1 Asphalt Air-Tack Coat (Between Lifts)
4. MC-88 Liquid Asphalt or Primer Coat - DELETED by EWG 3
5. 6" Crushed Aggregate Base Course 0-1-0-1
6. 18" Subbase Backing 0-5-0-5
7. Limits of Unclassified Excavation
8. Useable Unclassified Excavation and/or Embankment
9. Unclassified Excavation
10. 4'-Topsoil and Hydro-soil
## Estimate of Quantities

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>UNIT</th>
<th>CLARKE NAVY INDUSTRIAL BLVD</th>
<th>MENDENHALL PENINSULA RD</th>
<th>LANE WIDTH</th>
<th>GENERAL TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0001</td>
<td>D.E. and MSE Adjustment</td>
<td>6.5</td>
<td>All Required</td>
<td>All Required</td>
<td>All Required</td>
<td></td>
</tr>
<tr>
<td>0002</td>
<td>Reclamation and Stabilization</td>
<td>6.5</td>
<td>All Required</td>
<td>All Required</td>
<td>All Required</td>
<td></td>
</tr>
<tr>
<td>0003</td>
<td>Construction Serves for Tractor</td>
<td>6.5</td>
<td>All Required</td>
<td>All Required</td>
<td>All Required</td>
<td></td>
</tr>
<tr>
<td>0010</td>
<td>Traffic Maintenance</td>
<td>6.5</td>
<td>All Required</td>
<td>All Required</td>
<td>All Required</td>
<td></td>
</tr>
</tbody>
</table>

## Illumination Summary

<table>
<thead>
<tr>
<th>STATION</th>
<th>OFFSET</th>
<th>ITEM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
<td>T-Bar</td>
<td>Single Light Bar Installation</td>
</tr>
<tr>
<td>1.00</td>
<td>0.00</td>
<td>T-Bar</td>
<td>Double Light Bar Installation</td>
</tr>
<tr>
<td>2.00</td>
<td>0.00</td>
<td>T-Bar</td>
<td>T-Bar with Extra Bar</td>
</tr>
</tbody>
</table>

## Approach Summary

<table>
<thead>
<tr>
<th>STATION</th>
<th>WIDTH</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>6.0</td>
<td>Single Light Bar Installation</td>
</tr>
<tr>
<td>1.00</td>
<td>8.0</td>
<td>Double Light Bar Installation</td>
</tr>
<tr>
<td>2.00</td>
<td>10.0</td>
<td>T-Bar with Extra Bar</td>
</tr>
</tbody>
</table>

## Signing Schedule

<table>
<thead>
<tr>
<th>NO</th>
<th>STATION</th>
<th>OFFSET</th>
<th>BAR CODE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.00</td>
<td>0.00</td>
<td>T-Bar</td>
<td>Single Light Bar Installation</td>
</tr>
<tr>
<td>2</td>
<td>1.00</td>
<td>0.00</td>
<td>T-Bar</td>
<td>Double Light Bar Installation</td>
</tr>
<tr>
<td>3</td>
<td>2.00</td>
<td>0.00</td>
<td>T-Bar</td>
<td>T-Bar with Extra Bar</td>
</tr>
</tbody>
</table>

## Basis of Estimate

### Cost Items

- **304 (4) A** | **180 Ton/20 Yd** | **Subbase, Grading & Epoxy**
- **304 (4) A** | **190 Ton/20 Yd** | **Subbase, Grading & Epoxy**
- **401 (4) A** | **140 Gals/Sq. Yd** | **Asphalt Concrete, Type III**
- **401 (4) A** | **120 Gals/Sq. Yd** | **Asphalt Concrete, Type III**
- **401 (4) A** | **0.04 Gals/Sq. Yd** | **Asphalt for Test Bar**
- **403 (4) A** | **0.05 Gals/Sq. Yd** | **Asphalt for Test Bar**
- **403 (4) A** | **0.06 Gals/Sq. Yd** | **Asphalt for Test Bar**

## Typical RPM Placement Detail

---

![Typical RPM Placement Detail](image)

---

## Culvert Summary

<table>
<thead>
<tr>
<th>STATION</th>
<th>LENGTH</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
<td>SIdewalk, Street, Drainage, Etc.</td>
</tr>
</tbody>
</table>

## Culvert Removal Summary

<table>
<thead>
<tr>
<th>STATION</th>
<th>LENGTH</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
<td>Remove existing pipes, street and drainage, Etc.</td>
</tr>
</tbody>
</table>

## Reconstructed Fence Summary

<table>
<thead>
<tr>
<th>STATION</th>
<th>LENGTH</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>0.00</td>
<td>Reconstructed fence, streets, and drainage, Etc.</td>
</tr>
</tbody>
</table>

---

*Note: All figures and measurements are approximate and subject to site conditions.*
TRAFFIC CONTROL NOTES

1. The Contractor shall submit a Traffic Control Plan (TCP) for approval by the Engineer. The TCP shall coordinate with the standard and permit the Engineer in under-construction Traffic Control Plans with the Adequate Supplement, make sure adequate lighting, fair Standard Drawings, and the Standard and Special Provisions.

2. All roadway shall be open to two-way traffic workday between the hours of 7 A.M. and 4 P.M.

3. Flagger shall be provided during those times that two-way traffic cannot be maintained. Any flagging required shall be considered incident to Item 2310(C), Materials Maintenance.

4. During the hours of darkness, Traffic Control Flagger lights shall be used to indicate the personnel who are directing traffic, guidance, or permitting stop-offs. Flashing yellow lights on barricades shall be used to warn of all hazards in the roadway.

5. The Contractor may close Industrial Blvd and divert traffic to a local street during the Contractor’s normal working hours provided the following conditions are met:

   a) The closure and Detour Route Preparations are coordinated with the City and Borough of Juneau before closing Industrial Blvd.
   b) The Police is advised of the closure and divert through the city at the proper moment.
   c) During the Contractor’s working hours, Industrial Blvd shall be in safe, serviceable condition, free of rusting or maintenance.

6. The maximum depth at the edge of the work area during the Contractor’s work shall not exceed 4". The maximum depth at the edge of the work area during the Contractor’s work shall not exceed 4".

7. All roadway shall be open to traffic until the new roadway is ready for traffic.

8. The Contractor shall designate one of his personnel whose responsibility shall be the implementation and maintenance of all required Traffic Control Devices. All Traffic Control elements shall be maintained at hours a day.

9. The Contractor shall submit a Traffic Control Plan (TCP) for approval by the Engineer. The TCP shall coordinate with the standard and permit the Engineer in under-construction Traffic Control Plans with the Adequate Supplement, make sure adequate lighting, fair Standard Drawings, and the Standard and Special Provisions.
CHURCH DRIVEWAY TYPICAL SECTION

NOTES:

1. The paved portion of the driveway shall be constructed with the same structural section as the headquarters driveway road.
2. All work involved in grading, shaping and construction shall be considered completed in the period involved. Materials required shall be made for at least 60% of the area to be paved, with the remainder used for the base and subgrade materials.
3. All materials for the base and subgrade shall be delivered right of way.
4. The Contractor shall not allow through vehicle access to the Emmanuel Baptist Church during the construction of this project.

EMMANUEL BAPTIST CHURCH DRIVEWAY