STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

F-093-2(7)
EGAN DRIVE
MARINE WAY to BROTHERHOOD BRIDGE
PAVING
AS BUILT PLANS
GENERAL NOTES:
1. pave all acceleration and deceleration lanes and intersections.
2. All approaches and intersections shall be paved as detailed except as noted below. Transition to start at end of radius.
3. At Main Street start the 10 foot pavement transition 60 feet from center line of Egan Drive.
4. At 10th Avenue on the east side east of the Loop Road on both sides start the 25 foot pavement transition 1 foot beyond the traffic signal loop detectors.
5. At 10th Avenue on the west side start the pavement transition one foot beyond the new traffic signal loop.
6. In the vicinity of Egan Drive rotate approximately 90°-10° of the existing pavement as shown by the engineer and remove to the existing pavement grade to 15 percent of the new overlay. The removal of the existing pavement will be incidental to other 1971 work appearing in the bid schedule.
7. Pave the thickness will be increased to a depth of 1 1/2" in both the north and south bound lanes in the vicinity of Sunny Point. Transition to 1 1/2" thickness and areas requiring this thickness will be where directed by the Engineer.
8. It shall be the contractor's responsibility to set control points for paving, painted traffic markings and thermoplastic pavement markings from the existing centerline of the new overlay, or curb and gutter line.
10. Thermoplastic Pavement Markings shall be installed for all divided line centerline, shoulder line, direction arrows, crosswalks, and "OKAY" markings. All of the other pavement marking shall be painted.
11. At the exception on Egan Drive the transition shall start one foot north of the traffic loop on the North Street and on the other end it shall be the vicinity of the end of paving completed in 1971 as directed by the engineer.
12. Class C pavement shall be used for 3 1/2 inch pavement overlay and Class 1 shall be used for the 1 1/2 inch overlay.
13. Remove signs called for in the plans, shall be salvaged and returned to the project engineer.
14. Sign posts and brackets shall be 2 inch square, perforated, steel tube.
BEGINNING OF PROJECT
SOUTH FRANKLIN, MARINE WAY, SHATTUCK WAY INTERSECTIONS

SEWARD STREET AND MAIN STREET INTERSECTIONS

Note: Remove approximately 201 sq. yd. of existing pavement and repair to existing pavement grade prior to placement of the new overlay.

WILLOUGHBY AVE. INTERSECTION

WHITTIER STREET INTERSECTION
A TYPICAL LANE CLOSED PLAN

Traffic Control Plan General Notes:
1. 2-lane traffic shall be maintained from 7:00 AM to 9:00 AM Southbound and 4:00 PM to 6:00 PM Northbound on Egan Drive, Monday through Friday.
2. 1-lane through traffic will be maintained at all times, both on the Egan Drive Northbound lanes and on the Southbound lanes.
3. No detours and closed intersections will be allowed from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, Monday through Friday.
4. Detours and closed intersection plans shall be announced in the local newspaper and on the local AM radio station the preceding day.
5. Prior to public announcement, permission to close city streets or use city streets for detours, shall be obtained in writing from the city manager and the permit from the fire chief.
6. Prior to all work on roadways and prior to all closures and detours, the contractor shall submit a final report with all traffic control plans and the exact location of signs, barricades, cones, flag persons and other traffic control devices.
7. The contractor shall designate at least one employee to maintain and continuously monitor the location and placement of all traffic control devices during roadway work operations. This employee shall carry a device to notify other vehicles of the work area.
8. This typical plan will be reversed for right lane closure.
9. Additional speed advisory signs may be required adjacent to the work areas.

\[ L \times \text{length of highway} \]
\[ S \times \text{approach BS (percent in speed)} \]
\[ W \times \text{offset width} \]