Separated Multi-Use Path to UAS

- Construct separated path from Vintage Blvd to UAS
- 2 separate projects. Bro Bridge to Engrs. Cutoff and Engrs. Cutoff to UAS
- 10’ wide asphalt path - 5’ separation from roadway
- Pave Auke Lake Parking Area
- Advertise Fall 2014, Construction Summer 2015
- Funding: $5.6M (Engr. cutoff to UAS)
- Bro Bridge to Engrs. Cutoff funded with Bro Bridge Project
Fritz Cove Road Pavement Rehab.

- Resurface entire length, widen 1’ each side to provide 4’ shoulders
- Funding $5.4M
- Advertise late summer 2014, Construction Summer 2015
ABCOR Community Involvement

- Two (2) newsletters
- Two (2) public meetings
- Five (5) Citizen’s Advisory Committee meetings
- Five (5) Project Steering Committee meetings
- Report: April 23, 2004
Glacier HWY Fritz Cove to Seaview Project Purpose

- Provide for future traffic growth
- Improve safety for vehicles, pedestrians, and bicyclists
Functional classification is the "process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide." In basic terms, a road can be functionally classified as:

- **Arterial**: These roads provide mobility so traffic can move from one place to another quickly and safely.
- **Collector**: These roads link arterials and local roads and perform some duties of each.
- **Local**: These roads provide access to homes, businesses, and other property.
Juneau Area Roadway Functional Classifications

Functional Classification
- INTRSTATE
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL
Glacier Highway Speed Limit

- Principal Arterial
- Current Speed Order for Glacier Highway from Auke Lake to Harbor drive is for 40 mph
- Project will install correct speed limit signs
- Harbor Drive through Seaview stays 35 mph
- School zone will remain 20 mph
Glacier Highway Existing Roadway

- Two 12’ driving lanes
- Shoulder width varies generally 8 feet
  - Used by pedestrians and bicyclists
  - 8’ shoulders at the beginning and ending of project at tie in points
- 5’ Sidewalk, curb and gutter on landside only
Proposed Typical Section

GLACIER HIGHWAY
FROM EACH LOOP ROAD TO SEAVIEW AVENUE

GLACIER HIGHWAY
FROM FRITZ COVE ROAD TO BACK LOOP ROAD
Fritz Cove Road Intersection

What is an indirect left turn?
Drivers will have the option of making the indirect left turn OR turning left directly onto Glacier Highway. Indirect left turns are a way to improve capacity and safety at intersections. Traffic wishing to make a left turn would instead turn right and make a U-turn slightly down the road. These two turns are actually safer and more efficient than waiting for a large gap in traffic to make the left turn.
What are the problems?

- Curve does not meet current design standards
  - Radius
  - Superelevation
- Turning at Lab causes traffic to back up
Glacier Highway/Back Loop Road Intersection Roundabout
Questions

Contact:  Greg Lockwood, P.E.
Alaska DOT&PF Engineering Manager
Phone: 465-2393
Email: greg.lockwood@alaska.gov