



MUNICIPALITY OF ANCHORAGE PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

PM&E PROJECT NUMBER: 21-13 SEPTEMBER 2024 65% DESIGN

PREPARED BY:

CRW

ENGINEERING GROUP

3940 ARCIC BLVD. SLUTE 3000

APPROVED BY:

BRANDON TELFORD, P.E. ACTING MUNICIPAL ENGINEER

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SHEET NO	DESCRIPTION	SCHEDULE								
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SIGNING & STR	RIPING									
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WORK SCHEDULI	ES
А	ROADWAY IMPROVEMENTS
В	DRAINAGE IMPROVEMENTS
С	ILLUMINATION IMPROVEMENTS

RECORD DRAWING

1. DATA PROVIDED BY: ___ ___ TITLE: __ THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: _____ DATA TRANSFER CHECKED BY: _____ ____ TITLE: ____

LOCATION GAAB 22 See MOA Benchmark Book, Page D-29 162.82' GAAB 20 See MOA Benchmark Book, Page D-35 183.44' GAS
TELEPHONE
ELECTRIC
DESIGN
QUANTITIES
PRELIMINARY/FINAL
MINICIPAL (CTATE) BASIS OF THIS DATUM GAAB 1972 ADJUST

ENGINEERING GROUP
390 ARCHO BLYO. SUITE 300
ANCHORACE, ALASKA 99003
PHONE, D. 502-3252
ACCL882-KZ





PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

SHEET INDEX

SCALE HOR. N/A VER. N/A

GRID SW2033

DATE SEPT 2024 STATUS 65%

GENERAL NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH THE MUNICIPALITY OF ANCHORAGE (MOA) STANDARD SPECIFICATIONS, DATED 2024, (HEREINAFTER REFERRED TO AS MASS), THE LATEST EDITION OF THE ANCHORAGE WATER AND WASTEWATER UTILITY (AWWU) DESIGN AND CONSTRUCTION PRACTICES MANUAL (DCPM) AND THE SPECIAL PROVISIONS.
- 2. CAUTION!!! THE LOCATION OF THE EXISTING FEATURES AND UTILITIES SHOWN IN THESE DRAWINGS (PLAN & PROFILES) ARE APPROXIMATE. WHERE SINGLE CABLE, ELECTRIC, TELEPHONE, TRAFFIC, AND FIBER OPTIC LINES ARE SHOWN IN THE PLANS, MULTIPLE CONDUITS EXIST IN THESE LOCATIONS AND SHALL BE PROTECTED IN PLACE BY CONTRACTOR UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL FEATURES AND UTILITIES ENCOUNTERED AND RECORD THEIR LOCATION ON THE CONTRACT RECORD DRAWINGS. DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ENGINEER, CONTRACTOR SHALL PROTECT EXISTING UTILITIES IN PLACE. CONTRACTOR SHALL SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED ON THE DRAWINGS. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS WHICH ARE NOT SPECIFICALLY INDICATED AS BEING PROVIDED BY THE OWNER IN THE SPECIAL PROVISIONS. CONTRACTOR SHALL ADHERE TO ALL PERMIT REQUIREMENTS. THE PERMITS SHALL BE MAINTAINED ON THE PROJECT SITE. COPIES SHALL BE GIVEN TO THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- ALL WORK IN CLOSE PROXIMITY TO EXISTING OVERHEAD/UNDERGROUND TELEPHONE, CABLE, FIBER OPTIC, GAS, AND ELECTRIC UTILITIES SHALL COMPLY WITH APPLICABLE FEDERAL, STATE AND LOCAL STATUTES, CODES AND GUIDELINES AND THE SHORING AND CLEARANCE REQUIREMENTS OF THE SERVING UTILITY. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- 5. LIMITS OF ROADWAY EXCAVATION SHOWN ON THE DRAWINGS ARE APPROXIMATE. ACTUAL LIMITS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER DURING CONSTRUCTION OPERATIONS.
- 6. GEOTECHNICAL (SOILS) INFORMATION IS INCLUDED IN THE CONTRACT DOCUMENTS.
- ALL WORK SHALL BE PERFORMED WITHIN PUBLIC RIGHT-OF-WAY, PUBLIC USE EASEMENT, SLOPE EASEMENT, TEMPORARY CONSTRUCTION EASEMENT, DRAINAGE EASEMENT, ELECTRIC EASEMENT, INTRAGOVERNMENTAL USE PERMIT OR, TEMPORARY CONSTRUCTION PERMIT AREAS. THE EASEMENTS AND TEMPORARY CONSTRUCTION PERMITS ACQUIRED FOR THIS PROJECT MAY HAVE RESTRICTIONS. SEE CONTRACT DOCUMENTS FOR RESTRICTIONS.
- 8. CONTRACTOR SHALL RESTORE DISTURBED PROPERTY, INCLUDING DRAINAGE SWALES, TO PRE-CONSTRUCTION CONDITIONS, UNLESS OTHERWISE DIRECTED BY ENGINEER. PAYMENT FOR RESTORING DISTURBED PROPERTY OUTSIDE OF IDENTIFIED CONSTRUCTION LIMITS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE. DISTURBED AREAS NOT BEING PAVED OR FINISHED WITH GRAVEL/CONCRETE SHALL BE TOPSOILED AND SEEDED WITH SCHEDULE A SEEDING MIX UNLESS OTHERWISE NOTED.
- PROJECT CLEARING AND GRUBBING LIMITS SHALL COINCIDE WITH THE LIMITS OF DISTURBANCE AS SHOWN ON THE DEMOLITION (B) SHEETS. CONTRACTOR SHALL OBTAIN APPROVAL OF THE CLEARING AND GRUBBING LIMITS BY THE ENGINEER PRIOR TO CLEARING AND GRUBBING, SEE SPECIFICATIONS FOR MORE INFORMATION. CONTRACTOR SHALL CLEAR TREE BRANCHES/LIMBS PER TREE CLEARING DETAILS SHOWN ON SHEET D6.
- 10. SLOPE LIMITS SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE ACTUAL SLOPE LIMITS BASED ON PRECONSTRUCTION SURVEY DATA.
- 11. IN PREPARATION FOR AND IMMEDIATELY PRIOR TO PAVING. THE CONTRACTOR SHALL SAW CUT AND REMOVE ADDITIONAL PAVEMENT BEYOND THE INITIAL SAW CUT, A MINIMUM OF 1-FOOT ONTO UNDISTURBED ASPHALT. AT TRANSVERSE JOINTS FINAL SAW CUT LINE SHALL BE SKEWED 15* - 25* PER DETAIL 2, SHEET D4. ASPHALT TACK COAT SHALL BE APPLIED BY CONTRACTOR TO THE SAWN FACE OF ASPHALT PRIOR TO BEGINNING PAVING.
- 12. PAVEMENT CROSS SLOPE ON SIDE STREETS SHALL VARY AT INTERSECTIONS TO PROVIDE POSITIVE DRAINAGE. SEE ROADWAY (R) SHEETS FOR INTERSECTION LAYOUTS.
- 13. ALL WORK AND MATERIALS REQUIRED FOR REMOVING ANY LITTER OR DEBRIS CREATED BY CONSTRUCTION OPERATIONS WITHIN THE PROJECT LIMITS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE.
- 14. ALL ORGANIC MATERIAL SHALL BE REMOVED FROM THE SUBGRADE TO A DEPTH TO BE DETERMINED BY THE ENGINEER. NO ORGANIC MATERIAL OR OTHER DELETERIOUS MATERIAL SHALL BE UTILIZED FOR BACKFILL.
- 15. THE CONTRACTOR SHALL SUBMIT RECORD SURVEY NOTES WITH THE RECORD DRAWINGS.
- 16. ROADWAY/DRIVEWAY EXCAVATION SHALL BE MEASURED BY EXCAVATED CROSS-SECTION AND SHALL BE LIMITED TO THE PAY LIMITS IDENTIFIED IN THE TYPICAL CROSS SECTIONS SHOWN ON THE C SHEETS, UNLESS ADDITIONAL EXCAVATION IS DIRECTED BY THE ENGINEER IN WRITING.

_ DATE:

- 17. THE PROJECT ROADWAY CENTERLINE STATIONING IS NOT RIGHT-OF-WAY CENTERLINE PER SURVEY CONTROL DRAWINGS UNLESS OTHERWISE NOTED. SEE SURVEY CONTROL DRAWINGS FOR HORIZONTAL AND VERTICAL CONTROL
- 18. ALL CURB LOCATIONS, RADIUS MEASUREMENTS AND ELEVATIONS ARE TO THE TOP BACK OF CURB (TBC) UNLESS OTHERWISE NOTED.
- 19. MAINTAIN A MINIMUM OF TEN FEET (10') HORIZONTAL AND EIGHTEEN INCHES (18") SEPARATION BETWEEN THE OUTSIDE OF PIPES FOR WATER MAINS AND SERVICES TO SANITARY SEWER OR STORM DRAIN. INSTALL INSULATION BOARD (R-18) BETWEEN THE PIPES WHEN THE VERTICAL SEPARATION IS BETWEEN EIGHTEEN INCHES (18") AND THIRTY-SIX INCHES (36"), INSULATION MAY BE OMITTED WHEN THE VERTICAL SEPARATION IS GREATER THAN THIRTY-SIX INCHES (36"). WHERE STORM OR SEWER CROSS A WATER LINE, THE JOINTS OF ALL PIPES ARE TO HAVE A MINIMUM SEPARATION OF NINE FEET (9') FROM THE CROSSING.
- 20. EXISTING WATER AND SEWER SERVICE LINES ARE NOT SHOWN IN THE PROFILES UNLESS SPECIFICALLY CALLED OUT.
- 21. ALL CURB AND GUTTER SHALL BE PAID AS "P.C.C. CURB AND GUTTER (ALL TYPES)".
- 22. EXISTING SHALLOW (CABLE, ELECTRIC, TELEPHONE, GAS, FIBER OPTIC, ETC) UTILITIES AND RELOCATED PROPOSED SHALLOW UTILITIES ARE NOT SHOWN IN THE TYPICAL CROSS SECTIONS. EXISTING SHALLOW UTILITY CROSSINGS ARE SHOWN AT AN ASSUMED ELEVATION IN THE PROFILES UNLESS OTHERWISE NOTED. RELOCATED PROPOSED SHALLOW UTILITIES ARE NOT SHOWN IN THE PLANS OR PROFILES. RELOCATED PROPOSED SHALLOW UTILITIES ARE TO BE RELOCATED BY OTHERS AS SHOWN IN THE UTILITY RELOCATION PLANS, SEE CONTRACT DOCUMENTS FOR MORE INFORMATION.
- 23. THE MATCH EXISTING ELEVATIONS AS SHOWN IN THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL ADJUST PROPOSED GRADES AS REQUIRED TO MATCH INTO EXISTING ELEVATIONS PER THE DIRECTION OF THE ENGINEER
- 24. ALL FILL, USABLE EXCAVATION, AND TRENCH BACKFILL SHALL BE COMPACTED TO NINETY-FIVE PERCENT (95%) OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT, PER MASS DIVISION 20 EARTHWORK, BASED ON MODIFIED PROCTOR TEST VALUES. ALL FILLS SHALL BE PLACED IN LIFTS NOT EXCEEDING 12-INCHES.
- 25. FIRE HYDRANTS SHALL BE ADJUSTED TO FINAL GRADE BY AWWU O&M DIVISION ON A REIMBURSABLE BASIS. THE CONTRACTOR IS TO PROVIDE WRITTEN NOTICE TO THE ENGINEER A MINIMUM OF SEVEN (7) DAYS PRIOR TO THE NEED FOR FINAL FIRE HYDRANT ADJUSTMENT. THE WRITTEN NOTICE IS TO CONTAIN, AT A MINIMUM, THE MANUFACTURER AND MODEL NUMBER OF THE HYDRANT AND VERTICAL ADJUSTMENT NEEDED IN SIX (6") INCREMENTS.
- 26. THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING STORM DRAIN SYSTEM TO BE REPLACED/EXTENDED IS IN A DIFFERENT HORIZONTAL AND VERTICAL LOCATION OF THE PROPOSED STORM DRAIN SYSTEM TO BE INSTALLED IN LOCATIONS AS SHOWN ON THE STORM DRAIN (SD) SHEETS.
- 27. UNLESS OTHERWISE NOTED ALL VALVE BOXES, KEYBOXES, CLEANOUTS, CATCH BASINS, AND MANHOLES WITHIN THE CONSTRUCTION DISTURBANCE LIMITS SHALL BE ADJUSTED RELATIVE TO FINISH GRADE PER MASS, THESE DRAWINGS OR THE SPECIAL PROVISIONS.
- 28. IN CASE OF CONFLICT BETWEEN STATIONING AND DIMENSIONED LOCATION OF PIPE OR FITTINGS, USE DIMENSIONED LOCATIONS.
- 29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS AS NECESSARY TO COMPLY WITH FEDERAL, STATE, AND MUNICIPAL LAWS THAT PROHIBIT UNPERMITTED DISCHARGE OF POLLUTANTS, INCLUDING SEDIMENTS, THAT ARE A RESULT OF EROSION AND OTHER CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONDUCT ALL WORK SO SEDIMENT IS NOT TRANSPORTED ONTO THE ROADWAY OR ADJACENT PROPERTY. AT A MINIMUM, THE CONTRACTOR SHALL SWEEP UP ANY SEDIMENT TRACKED ONTO PAVED SURFACES IN PUBLIC RIGHT-OF-WAY WITHIN 24 HOURS OF THE TRACKING TO MINIMIZE THE WASH-OFF OF SEDIMENT INTO THE STORM DRAINS OR WATERWAYS.
- 30. WATER RESULTING FROM CONTRACTOR'S DEWATERING EFFORT MAY NOT BE PUMPED OR OTHERWISE DIVERTED INTO EXISTING STORM DRAINS OR CREEKS UNLESS PERMITS ARE OBTAINED BY THE CONTRACTOR, INCLUDING BUT NOT LIMITED TO, THOSE REQUIRED BY THE MOA STORM WATER PLAN REVIEW OFFICE. UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR BE ALLOWED TO DIVERT WATER FROM AN EXCAVATION ONTO ROADWAYS. CONTRACTOR SHALL PROVIDE A DISPOSAL SITE FOR EXCESS WATER AND SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS AND APPROVALS. CONTRACTOR SHALL PROVIDE COPIES OF NECESSARY PERMITS AND APPROVALS TO THE MOA RIGHT-OF-WAY PERMIT OFFICE.

CALL BEFORE YOU DIG!!!	
Alaska Digline, Inc. Statewide	811
Alaska Railroad	552-3760

RECORD DRAWING TITLE: THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: ___ . DATA TRANSFERRED BY: TITLE COMPANY: DATE: BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.

DATA TRANSFER CHECKED BY: ___

COMPANY:

DATA LOCATION AAB 22 See MOA Benchmark Book, Page D-29 162.8 AB 20 See MOA Benchmark Book, Page D-35 | 183. UANTITIES CONTRACTOR ASIS OF THIS DATUM GAAB 1972 ADJUST

CRW ENGINEERING GROUP 3940 ARCTIC BLVD. SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECL882-AK





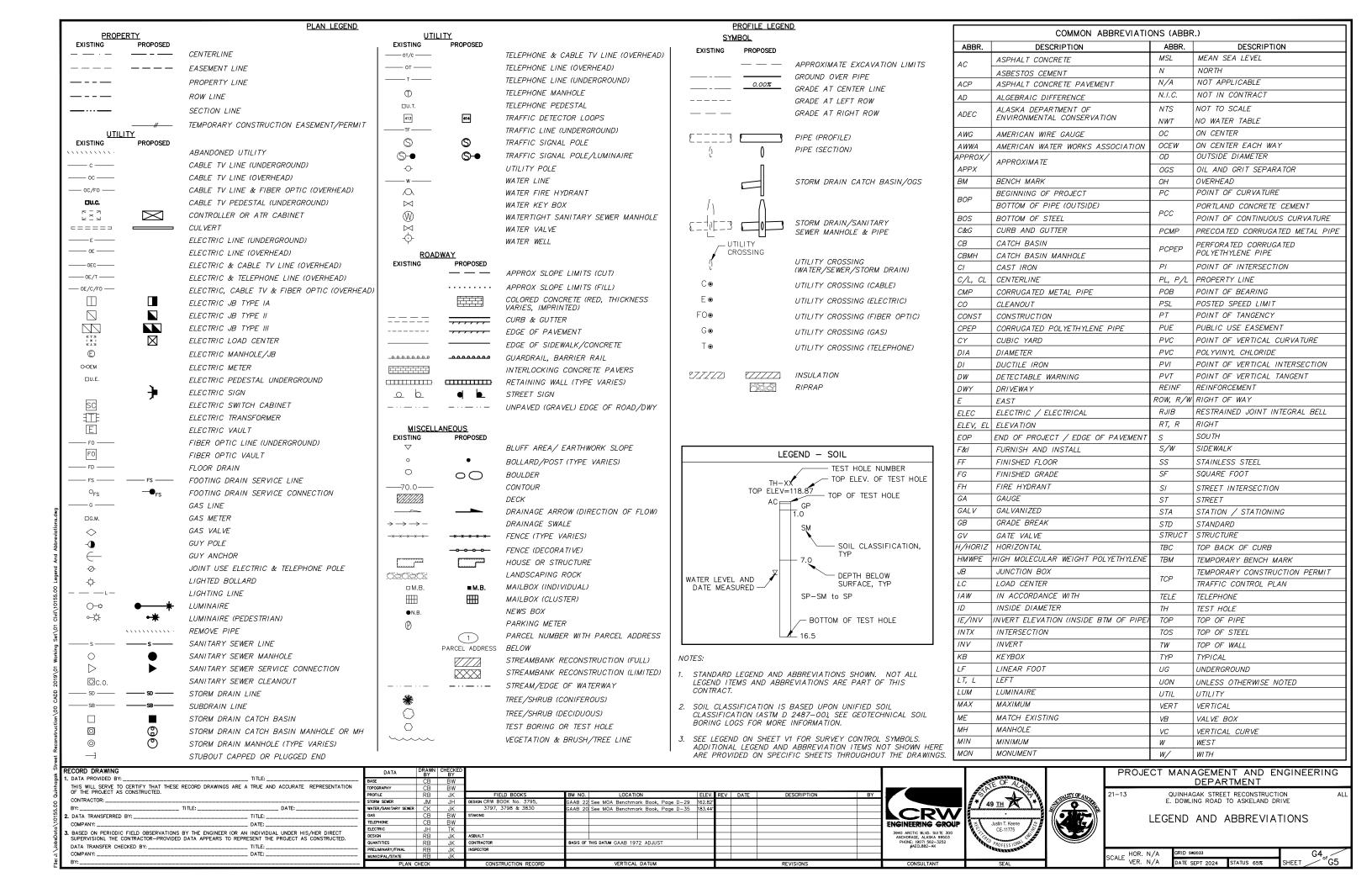
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

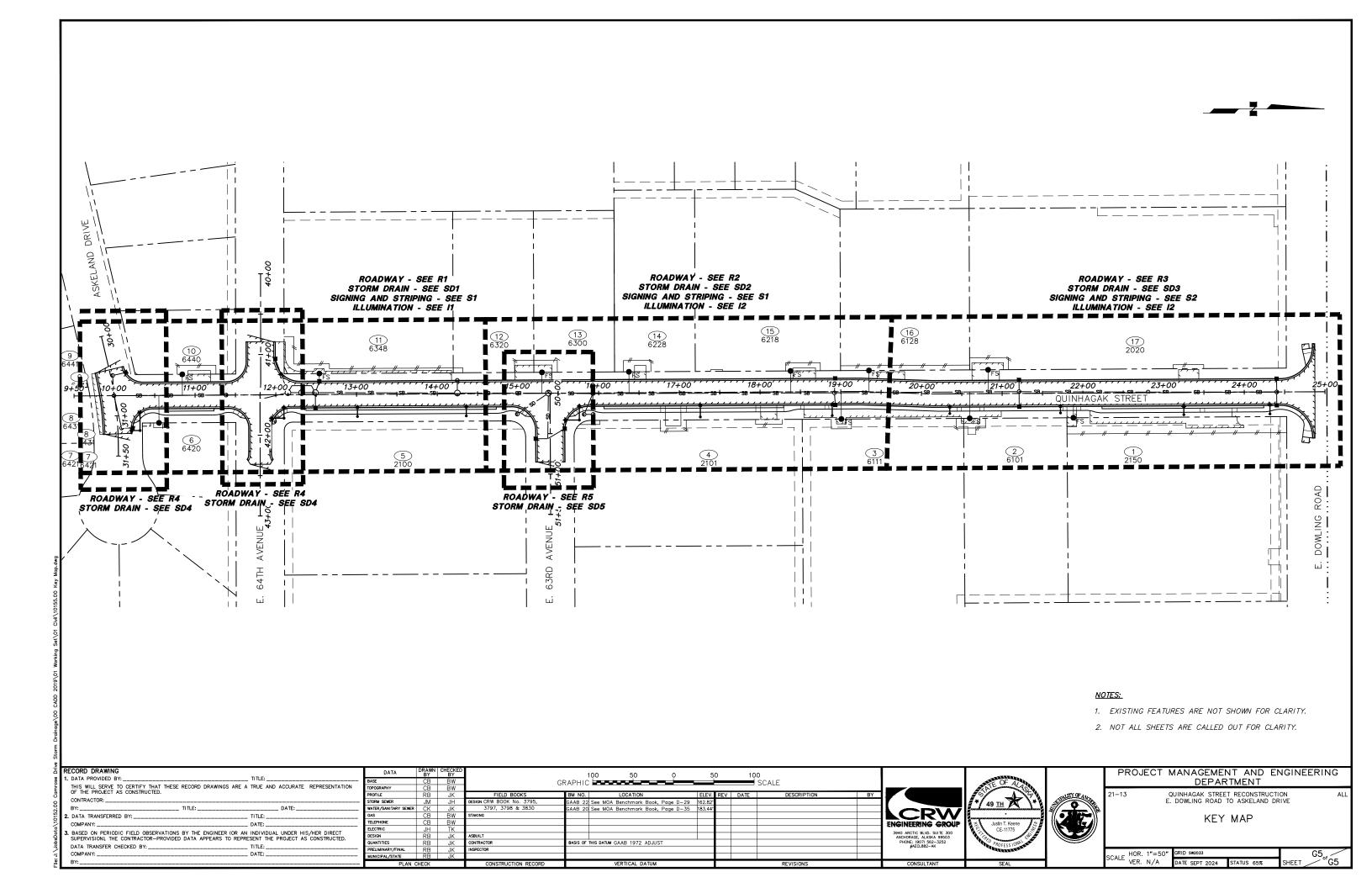
QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE 1-13

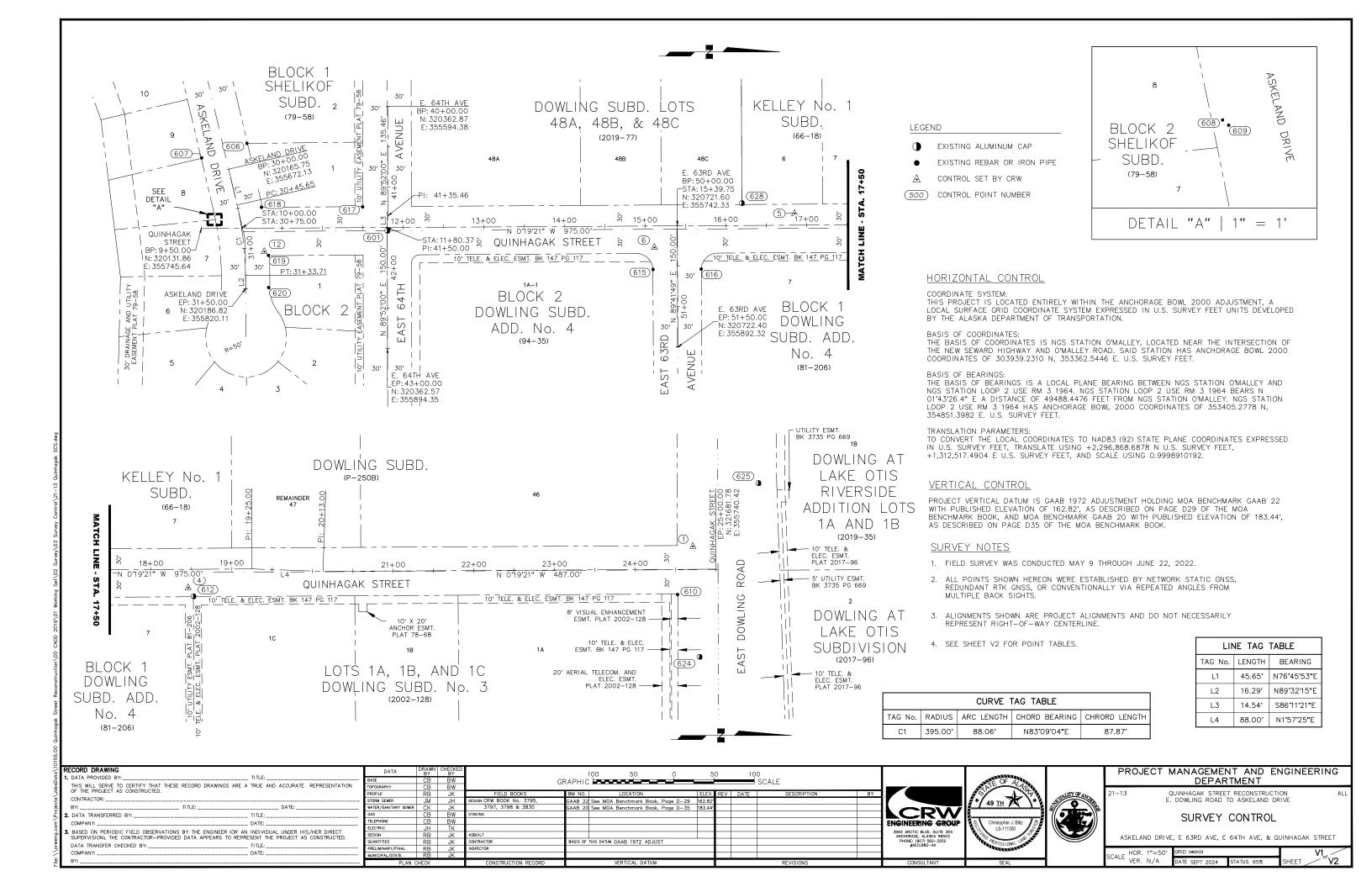
GENERAL NOTES

CALE HOR. N/A

G3_{of} G5 DATE SEPT 2024







	POINT TABLE - ASKELAND DRIVE										
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION						
618	30+54.54	28.87 LT	320206.39	355719.26	FOUND 1-1/4" Y.P.C. F.W.G.						
608	30+57.28	29.74 RT	320149.56	355733.88	FOUND 5/8" REBAR IN GRAVEL F.W.G.						
609	30+57.45	29.61 RT	320149.72	355734.01	FOUND 5/8" REBAR W/BROKEN PLASTIC CAP F.W.G.						
12	31+06.07	24.51 LT	320209.93	355774.30	SET 2" ALUMINUM CAP ON 5/8" 0.2' B.G.						
619	31+10.76	29.25 LT	320215.02	355778.96	FOUND 5/8" REBAR F.W.G.						
620	31+48.85	28.39 LT	320215.19	355818.73	FOUND 5/8" REBAR 0.1' A.G.						
607	N/A	N/A	320132.31	355658.14	FOUND LEANING 5/8" REBAR 0.5' A.G.						
606	N/A	N/A	320188.43	355640.19	FOUND 5/8" REBAR 0.5' B.G.						

	POINT TABLE — EAST 64th AVE.										
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION						
617	41+24.42	31.365 RT	320331.80	355718.87	FOUND 5/8" REBAR 0.1' B.G.						
601	41+54.00	0.00 RT	320362.23	355748.35	FOUND 2" ALUMINUM CAP IN PAVEMENT F.W.G.						
* 627	N/A	N/A	320391.73	355518.28	FOUND 1-1/4" Y.P.C. 0.2' A.G.						
* 605	N/A	N/A	320361.19	355288.37	FOUND 2" ALUMINUM CAP IN MONUMENT CASE 0.5' B.G.						
* 621	N/A	N/A	320363.72	356203.20	FOUND 2" ALUMINUM CAP F.W.G.						
* 604	N/A	N/A	320362.93	356038.26	FOUND 2" ALUMINUM CAP IN PAVEMENT F.W.G.						

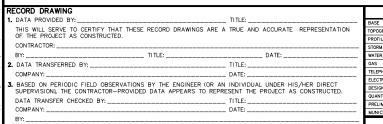
^{*} NOT SHOWN, OUTSIDE OF VIEWPORT

	POINT TABLE — EAST 63rd AVE.										
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION						
6	50+26.61	28.43 RT	320693.32	355769.08	SET 2" ALUMINUM CAP ON 5/8" 0.2' B.G.						
616	50+53.64	29.30 LT	320751.18	355795.81	FOUND 5/8" REBAR F.W.G.						
615	50+53.80	30.30 RT	320691.59	355796.29	FOUND 5/8" REBAR 0.7' B.G.						
* 603	N/A	N/A	320723.54	356203.15	FOUND BENT 5/8" REBAR IN PAVEMENT F.W.G.						
* 614	N/A	N/A	320752.21	355933.17	FOUND BENT 5/8" REBAR F.W.G.						

^{*} NOT SHOWN, OUTSIDE OF VIEWPORT

POINT TABLE — QUINHAGAK STREET											
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION						
608	9+67.77	11.67 LT	320149.56	355733.88	FOUND 5/8" REBAR IN GRAVEL F.W.G.						
609	9+67.92	11.54 LT	320149.72	355734.01	FOUND 5/8" REBAR W/BROKEN PLASTIC CAP F.W.G.						
618	10+24.68	25.96 LT	320206.39	355719.26	FOUND 1-1/4" Y.P.C. F.W.G.						
12	10+27.91	29.09 RT	320209.93	355774.30	SET 2" ALUMINUM CAP ON 5/8" 0.2' B.G.						
619	10+32.97	33.78 RT	320215.02	355778.96	FOUND 5/8" REBAR F.W.G.						
617	11+50.09	25.65 LT	320331.80	355718.87	FOUND 5/8" REBAR 0.1' B.G.						
601	11+80.35	4.00 RT	320362.23	355748.35	FOUND 2" ALUMINUM CAP IN PAVEMENT F.W.G.						
6	15+11.32	26.60 RT	320693.32	355769.08	SET 2" ALUMINUM CAP ON 5/8" 0.2' B.G.						
628	16+19.82	27.83 LT	320801.51	355714.04	FOUND 3" MONUMENT TUBE W/CAP REMOVED						
5	16+85.40	14.47 LT	320867.17	355727.04	SET 2" ALUMINUM CAP ON 5/8" 0.2' B.G.						
4	18+45.91	22.92 RT	321027.88	355763.52	SET 2" ALUMINUM CAP ON 5/8" 0.1' B.G.						
612	18+52.11	33.50 RT	321034.14	355774.06	FOUND 3-1/4" ALUMINUM CAP 0.4' B.G.						
* 611	24+51.73	259.74 RT	321634.97	356000.43	FOUND 2" ALUMINUM CAP 0.6' B.G.						
610	24+52.11	31.17 RT	321634.07	355771.86	FOUND 1-1/4" Y.P.C. 0.2' B.G.						
* 623	24+54.86	948.60 LT	321631.31	354792.09	FOUND 1-1/4" Y.P.C. 0.1' B.G.						
1	24+71.63	28.39 LT	321653.25	355712.20	SET 2" ALUMINUM CAP ON 5/8" 0.2' B.G.						
*624	24+78.84	108.46 RT	321661.23	355849.00	FOUND 2" ALUMINUM CAP F.W.G.						
* 626	N/A	N/A	321731.10	354625.62	FOUND 2" ALUMINUM CAP F.W.G.						
625	N/A	N/A	321734.17	355633.79	FOUND 2" ALUMINUM CAP F.W.G.						
* 622	N/A	N/A	321687.01	356662.53	FOUND 2" BRASS CAP IN MONUMENT CASE 0.7' B.G.						

^{*} NOT SHOWN, OUTSIDE OF VIEWPORT



DATA	DRAWN BY	CHECKED BY									ı
BASE	CB	BW									1
TOPOGRAPHY	CB	BW									١.
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	п
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82					11
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44					П
GAS	CB	BW	STAKING								П
TELEPHONE	CB	BW									1
ELECTRIC	JH	TK									Г
DESIGN	RB	JK	ASBUILT								1
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	BASIS OF THIS DATUM GAAB 1972 ADJUST						1
PRELIMINARY/FINAL	RB	JK	INSPECTOR								1
MUNICIPAL/STATE	RB	JK									L
PLAN (CHECK		CONSTRUCTION RECORD		VERTICAL DATUM			· ·	REVISIONS		С









PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

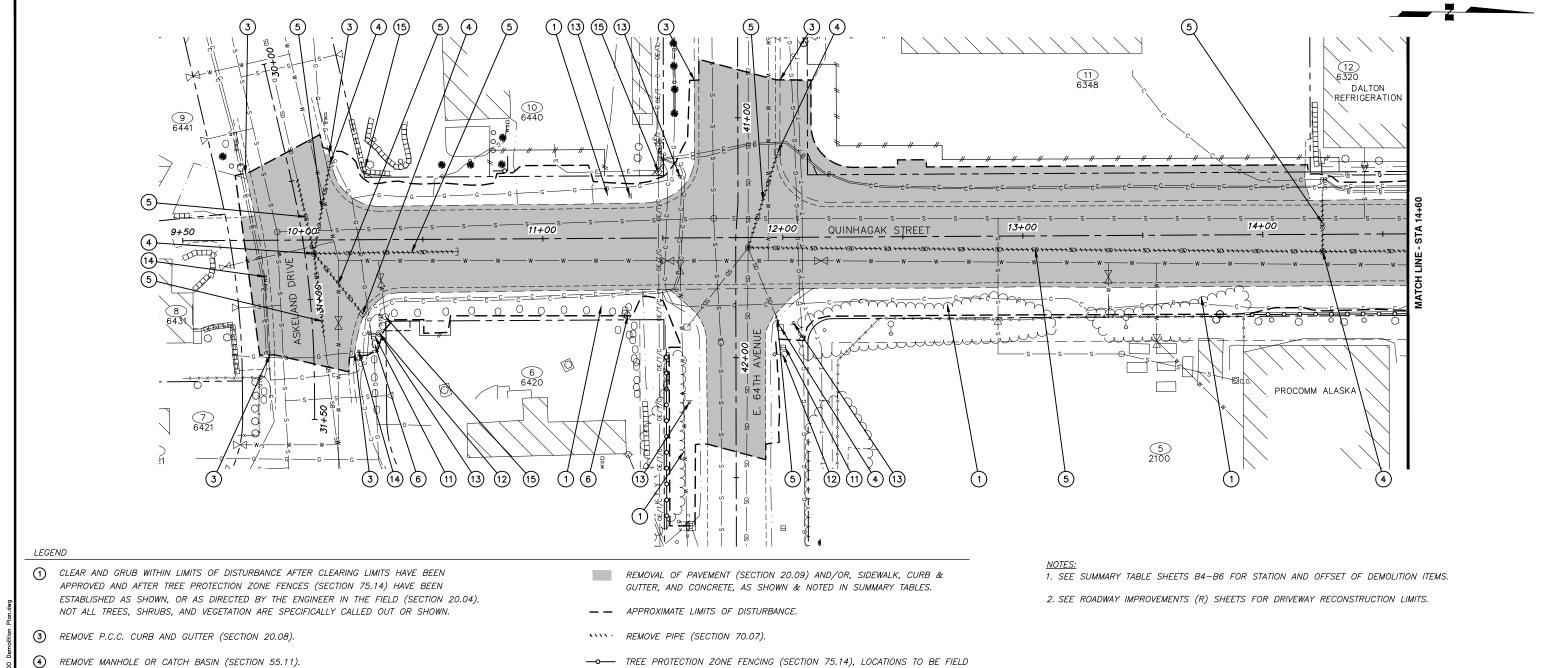
QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

SURVEY CONTROL

POINT TABLES

V2_{of} V2

SCALE HOR. N/A VER. N/A



5 REMOVE PIPE (SECTION 70.07).

6 SALVAGE AND RELOCATE OR DISPOSE EXISTING BOULDER AS DIRECTED BY ENGINEER IN THE FIELD (SECTION 75.12).

(1) REMOVE JUNCTION BOX (SECTION 80.08).

REMOVE LUMINAIRE POLE (SECTION 80.28).

REMOVE AND SALVAGE SIGN. THIS WORK SHALL BE INCIDENTAL TO THE BID ITEM STANDARD SIGNS (SECTION 85.04).

RELOCATE MAILBOX (SECTION 85.09).

PROTECT IN PLACE.

VERIFIED, SEE MASS DETAIL 75-10.

ECORD DRAWING		
DATA PROVIDED BY:		TITLE:
THIS WILL SERVE TO CERTIFY THAT THESE OF THE PROJECT AS CONSTRUCTED.	RECORD DRAWINGS ARE A	TRUE AND ACCURATE REPRESENTATION
CONTRACTOR:		
BY:	TITLE:	DATE:
DATA TRANSFERRED BY:		TITLE:
COMPANY:		DATE:
BASED ON PERIODIC FIELD OBSERVATIONS SUPERVISION), THE CONTRACTOR-PROVIDED	BY THE ENGINEER (OR AN DATA APPEARS TO REPRE	INDIVIDUAL UNDER HIS/HER DIRECT SENT THE PROJECT AS CONSTRUCTED.
DATA TRANSFER CHECKED BY:		TITLE:
COMPANY:		DATE:

DATA	DRAWN BY	CHECKED			40 20		2	0	40)		
BASE	CB	BW	(SRAPHIC						SCALE		1
TOPOGRAPHY	CB	BW	· ·	510711 11110						OU, IEE		_
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION		ELEV.	REV	DATE	DESCRIPTION	BY	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark B	ook, Page D-29	162.82'					17
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark B	ook, Page D-35	183.44'					11.
GAS	CB	BW	STAKING									
TELEPHONE	CB	BW										ENG
ELECTRIC	JH	TK										394
DESIGN	RB	JK	ASBUILT									394 AN
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 A	JUST						
PRELIMINARY/FINAL	RB	JK	INSPECTOR									1
MUNICIPAL/STATE	RB	JK										
PLAN (CHECK		CONSTRUCTION RECORD		VERTICAL DAT	UM				REVISIONS		
			•		•					•		





PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

DEMOLITION PLAN

QUINHAGAK STREET BOP TO STA 14+60

SCALE HOR. 1"=20' VER. N/A

LEGEND

- CLEAR AND GRUB WITHIN LIMITS OF DISTURBANCE AFTER CLEARING LIMITS HAVE BEEN
 APPROVED AND AFTER TREE PROTECTION ZONE FENCES (SECTION 75.14) HAVE BEEN
 ESTABLISHED AS SHOWN, OR AS DIRECTED BY THE ENGINEER IN THE FIELD (SECTION 20.04).
 NOT ALL TREES, SHRUBS, AND VEGETATION ARE SPECIFICALLY CALLED OUT OR SHOWN.
- 2 REMOVE P.C.C. SIDEWALK OR APRON (SECTION 20.07).
- 3 REMOVE P.C.C. CURB AND GUTTER (SECTION 20.08).
- 4 REMOVE MANHOLE OR CATCH BASIN (SECTION 55.11).
- 5 REMOVE PIPE (SECTION 70.07).
- 7 REMOVE AND RESET FENCE (SECTION 75.16).
- 8 REMOVE AND RESET GATE (SECTION 75.16).
- REMOVE FENCE (SECTION 75.16).
- REMOVE AND SALVAGE SIGN. THIS WORK SHALL BE INCIDENTAL TO THE BID ITEM STANDARD SIGNS (SECTION 85.04).
- 15) PROTECT IN PLACE

- REMOVAL OF PAVEMENT (SECTION 20.09) AND/OR, SIDEWALK, CURB & GUTTER, AND CONCRETE, AS SHOWN & NOTED IN SUMMARY TABLES.
- APPROXIMATE LIMITS OF DISTURBANCE.
- *** REMOVE PIPE (SECTION 70.07).
- TREE PROTECTION ZONE FENCING (SECTION 75.14), LOCATIONS TO BE FIELD VERIFIED, SEE MASS DETAIL 75-10.

NOTES:

- 1. SEE SUMMARY TABLE SHEETS B4-B6 FOR STATION AND OFFSET OF DEMOLITION ITEMS.
- 2. SEE ROADWAY IMPROVEMENTS (R) SHEETS FOR DRIVEWAY RECONSTRUCTION LIMITS.

RECORD DRAWING

1. DATA PROVIDED BY:

THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED.

CONTRACTOR:

BY:

DATE:

2. DATA TRANSFERRED BY:

THE:

COMPANY:

3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.

DATE:

DATE:

THE:

COMPANY:

DATE:

DATE:

DATE:

DATE:

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DATE:

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SE	CB	BW	G	RAPHIC							SCALE		1
POGRAPHY	CB	BW	9.								301122		
OFILE	RB	JK	FIELD BOOKS	BM NO.		LOCATION		ELEV.	REV	DATE	DESCRIPTION	BY	п
ORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA	Benchmark Book	Page D-29	162.82					17
TER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA	Benchmark Book	Page D-35	183.44					ı۱
s	CB	BW	STAKING										П
LEPHONE	CB	BW											Ιī
ECTRIC	JH	TK											Ι,
SIGN	RB	JK	ASBUILT										1
JANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM	GAAB 1972 ADJUS	ST						1
ELIMINARY/FINAL	RB	JK	INSPECTOR										1
JNICIPAL/STATE	RB	JK											L
PLAN CH	HECK		CONSTRUCTION RECORD			VERTICAL DATUM					REVISIONS		С

ENGINEERING GROUP

3940 ARCTIC BLID. SUITE 300
ARCHORAGE, ALASKA 9950.)
PHORE 1907 1562-1252





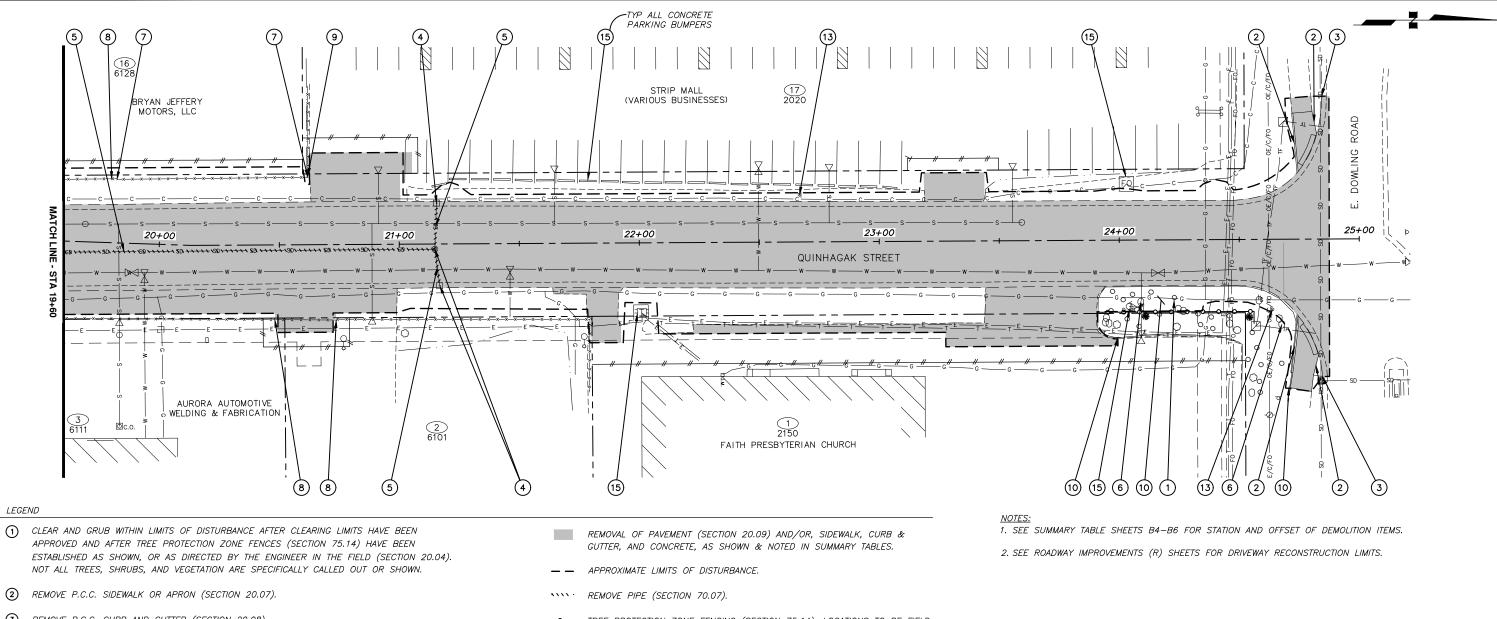
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

DEMOLITION PLAN

QUINHAGAK STREET STA 14+60 TO STA 19+60

SCALE HOR. 1"=20' GRID SW2033 B2 of B6



- 3 REMOVE P.C.C. CURB AND GUTTER (SECTION 20.08).
- 4 REMOVE MANHOLE OR CATCH BASIN (SECTION 55.11).
- 5 REMOVE PIPE (SECTION 70.07).
- SALVAGE AND RELOCATE OR DISPOSE EXISTING BOULDER AS DIRECTED BY ENGINEER IN THE FIELD (SECTION 75.12).
- 7 REMOVE AND RESET FENCE (SECTION 75.16).
- (8) REMOVE AND RESET GATE (SECTION 75.16).
- REMOVE FENCE (SECTION 75.16).
- 10 REMOVAL/DISPOSAL AND/OR SALVAGE/INSTALLATION OF OBSTRUCTIONS (SECTION 75.18).
- REMOVE AND SALVAGE SIGN. THIS WORK SHALL BE INCIDENTAL TO THE BID ITEM STANDARD SIGNS (SECTION 85.04).
- 15 PROTECT IN PLACE

--- TREE PROTECTION ZONE FENCING (SECTION 75.14), LOCATIONS TO BE FIELD VERIFIED, SEE MASS DETAIL 75-10.

	RECORD DRAWING											
1.	DATA PROVIDED BY:		TITLE:									
	THIS WILL SERVE TO CERTIFY THAT THESE OF THE PROJECT AS CONSTRUCTED.	E RECORD DRAWINGS ARE A	TRUE AND ACCURATE REPRESENTATION									
	CONTRACTOR:											
	BY:	TITLE:	DATE:									
2.	DATA TRANSFERRED BY:		TITLE:									
	COMPANY:		DATE:									
	BASED ON PERIODIC FIELD OBSERVATION: SUPERVISION), THE CONTRACTOR-PROVIDE											
	DATA TRANSFER CHECKED BY:		TITLE:									
	COMPANY:		DATE:									

DATA	DRAWN BY	CHECKED			40	20		0	2	0	41	0			Т
BASE	CB	BW		GRAPHIC	Livery		_	_				SCALE			
TOPOGRAPHY	CB	BW		010/11/11/0								OOMEL			
PROFILE	RB	JK	FIELD BOOKS	BM NO.		LOCATION			ELEV.	REV	DATE		DESCRIPTION	BY	31
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA	Benchmark B	ook, Po	ge D-29	162.82						71
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA	Benchmark B	ook, Po	ge D-35	183.44						71
GAS	CB	BW	STAKING												71
TELEPHONE	CB	BW													13
ELECTRIC	J	TK													٦,
DESIGN	RB	JK	ASBUILT												1
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM	GAAB 1972 A	DJUST								1
PRELIMINARY/FINAL	RB	JK	INSPECTOR												7
MUNICIPAL/STATE	RB	JK													丄
PLAN CHECK CONSTRUCTION RECORD					VERTICAL DATUM					REVISIONS					Т







PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

DEMOLITION PLAN

QUINHAGAK STREET STA 19+60 TO EOP SCALE HOR. 1"=20' VER. N/A

B3_{of}B6

2 REMOVE P.C.C. SIDEWALK OR APRON APPX STATION BEGIN APPX OFFSET (FT) APPX STATION END APPX OFFSET (FT) AREA (SY) REMARKS SHEET 31.6 RT PARCEL 4 DRIVEWAY 16+82.5 17+01.8 32.1 RT 41 B2 В3 24+72.8 44.7 RT 24+81.7 52.6 RT 26 ВЗ 24+73.2 40.0 LT 24+81.5 48.7 LT 19

20.08

REMOVE P.	REMOVE P.C.C. CURB AND GUTTER													
SHEET	APPX STATION BEGIN	APPX OFFSET (FT)	APPX STATION END	LENGTH (FT)	REMARKS									
B1	30+42.4	18.0 RT	31+22.5	18.3 RT	77	ASKELAND DRIVE								
B1	10+11.2	36.0 LT	11+63.5	65.7 LT	208	QUINHAGAK STREET / E. 64TH AVE								
B1	10+21.4	47.1 RT	14+60.0	21.5 RT	454	QUINHAGAK STREET								
B1	11+99.2	65.6 LT	14+60.0	14.3 LT	304	QUINHAGAK STREET / E. 64TH AVE								
B2	14+60.0	21.5 RT	15+21.7	85.0 RT	117	QUINHAGAK STREET / E. 63RD AVE								
B2	14+60.0	14.3 LT	19+60.0	15.1 LT	501	QUINHAGAK STREET								
B2	15+58.0	85.0 RT	19+60.0	20.8 RT	456	QUINHAGAK STREET / E. 63RD AVE								
В3	19+60.0	20.8 RT	24+84.3	57.3 RT	547	QUINHAGAK STREET / E. DOWLING ROAD								
В3	19+60.0	15.1 LT	24+84.7	59.5 LT	551	QUINHAGAK STREET / E. DOWLING ROAD								

20.09

	REMOVE A.	REMOVE A.C.P.													
	SHEET	STATION TO STATION	OFFSET	AREA (SY)	REMARKS										
	B1	9+75 TO 14+60	LT & RT	2,798	QUINHAGAK STREET, ASKELAND DRIVE, E. 64TH AVENUE, DRIVEWAYS										
	B2	14+60 TO 19+60	LT & RT	2,255	QUINHAGAK STREET, E. 63RD AVENUE, DRIVEWAYS										
П															
П	В3	19+60 TO 24+88	LT & RT	2,474	QUINHAGAK STREET, E. DOWLING ROAD, DRIVEWAYS										

NOTES: 1. SEE ROADWAY IMPROVEMENT SHEETS FOR ROADWAY PAVEMENT REMOVAL LIMITS.

2. SEE DRIVEWAY RECONSTRUCTION TABLE FOR DRIVEWAY PAVEMENT REMOVAL LIMITS.

55.11

REMOVE M	ANHOLE OR	CATCH BASII	V		4
SHEET	APPX STATION	APPX OFFSET (FT)	CATCH BASIN	MANHOLE	REMARKS
B1	10+04.7	5.6 RT		X	ASKELAND DRIVE / QUINHAGAK STREET
B1	10+11.4	31.5 LT	Х		ASKELAND DRIVE
B1	10+24.8	30.9 RT	Х		ASKELAND DRIVE
B1	11+98.1	35.5 LT	Х		E. 64TH AVENUE
B1	11+98.9	37.5 RT	Х		E. 64TH AVENUE
B1	14+24.9	7.1 RT		X	QUINHAGAK STREET
B2	14+99.1	20.9 RT		X	QUINHAGAK STREET
B2	15+42.8	7.1 RT		X	QUINHAGAK STREET
B2	15+42.9	13.3 LT	Х		QUINHAGAK STREET
B2	15+81.8	21.0 RT		X	QUINHAGAK STREET
B2	15+92.3	7.2 RT		X	QUINHAGAK STREET
B2	18+55.3	12.7 LT	Х		QUINHAGAK STREET
B2	18+55.7	6.2 RT		X	QUINHAGAK STREET
B2	18+56.2	21.4 RT	Х		QUINHAGAK STREET
B3	21+14.8	2.2 RT		X	QUINHAGAK STREET
В3	21+15.6	17.0 LT	Х		QUINHAGAK STREET
В3	21+16.8	17.4 RT	Х		QUINHAGAK STREET

PE						5
APPX STA BEGIN	APPX OFFSET (FT)	APPX STA END	APPX OFFSET (FT)	SIZE (INCH)	LENGTH (FT)	REMARKS
9+97.9	25.0 LT	10+04.7	5.6 RT	18	31.4	
10+04.7	5.6 RT	10+08.6	40.1 RT	10	34.7	
10+04.7	5.6 RT	10+11.4	31.5 LT	10	37.7	
10+04.7	5.6 RT	10+24.8	30.9 RT	10	32.3	
10+04.7	5.6 RT	10+64.7	5.2 RT	15	60.0	
11+85.8	4.4 RT	11+98.1	35.5 LT	10	41.7	
11+85.8	4.4 RT	14+24.9	7.1 RT	12	239.4	
11+96.9	32.6 RT	11+98.9	37.5 RT	12	5.2	
14+24.9	7.1 RT	14+24.8	16.5 LT	12	23.6	
14+24.9	7.1 RT	15+42.8	7.1 RT	12	117.9	
14+99.0	25.7 RT	14+99.1	20.9 RT	10	4.8	
14+99.1	20.9 RT	15+42.8	7.1 RT	10	45.9	
15+36.7	56.3 RT	15+42.8	7.1 RT	18	49.5	
15+42.8	7.1 RT	15+42.9	13.3 LT	10	20.4	
15+42.8	7.1 RT	15+81.8	21.0 RT	10	41.4	
15+42.8	7.1 RT	15+92.3	7.2 RT	12	49.5	
15+81.8	21.0 RT	15+81.8	26.5 RT	10	5.4	
15+92.3	7.2 RT	15+93.0	26.5 RT	12	19.3	
15+92.3	7.2 RT	18+55.7	6.2 RT	12	263.5	
18+55.3	12.7 LT	18+55.7	6.2 RT	10	19.0	
18+55.7	6.2 RT	18+56.2	21.4 RT	10	15.2	
18+55.7	6.2 RT	21+14.8	2.2 RT	12	259.0	
21+14.8	2.2 RT	21+15.6	17.0 LT	10	19.1	
21+14.8		21+16.8	17.4 RT	10	15.4	
	STA BEGIN 9+97.9 10+04.7 10+04.7 10+04.7 10+04.7 11+85.8 11+85.8 11+85.8 11+96.9 14+24.9 14+24.9 14+24.9 14+99.0 14+99.1 15+36.7 15+42.8 15+42.8 15+42.8 15+81.8 15+92.3 18+55.7 18+55.7	APPX STA BEGIN (FT) 9+97.9 25.0 LT 10+04.7 5.6 RT 10+04.7 5.6 RT 10+04.7 5.6 RT 10+04.7 5.6 RT 11+85.8 4.4 RT 11+85.8 4.4 RT 11+96.9 32.6 RT 14+24.9 7.1 RT 14+24.9 7.1 RT 14+24.9 7.1 RT 15+36.7 56.3 RT 15+42.8 7.1 RT 15+42.8 7.1 RT 15+42.8 7.1 RT 15+42.8 7.1 RT 15+92.3 7.2 RT 18+55.3 12.7 LT 18+55.7 6.2 RT 18+55.7 6.2 RT	APPX STA BEGIN APPX OFFSET (FT) APPX STA END 9+97.9 25.0 LT 10+04.7 10+04.7 5.6 RT 10+08.6 10+04.7 5.6 RT 10+11.4 10+04.7 5.6 RT 10+64.7 11+85.8 4.4 RT 11+98.1 11+85.8 4.4 RT 14+24.9 11+96.9 32.6 RT 11+98.9 14+24.9 7.1 RT 14+24.8 14+24.9 7.1 RT 15+42.8 14+99.0 25.7 RT 14+99.1 14+99.1 20.9 RT 15+42.8 15+36.7 56.3 RT 15+42.8 15+42.8 7.1 RT 15+42.8 15+42.8 7.1 RT 15+81.8 15+42.8 7.1 RT 15+81.8 15+42.8 7.1 RT 15+81.8 15+92.3 7.2 RT 15+81.8 15+92.3 7.2 RT 15+93.0 15+92.3 7.2 RT 18+55.7 18+55.7 6.2 RT 18+55.7 18+55.7 6.2 RT	APPX STA BEGIN APPX OFFSET (FT) APPX STA END APPX OFFSET (FT) 9+97.9 25.0 LT 10+04.7 5.6 RT 10+04.7 5.6 RT 10+08.6 40.1 RT 10+04.7 5.6 RT 10+11.4 31.5 LT 10+04.7 5.6 RT 10+24.8 30.9 RT 10+04.7 5.6 RT 10+64.7 5.2 RT 11+85.8 4.4 RT 11+98.1 35.5 LT 11+85.8 4.4 RT 11+98.9 37.5 RT 11+96.9 32.6 RT 11+98.9 37.5 RT 14+24.9 7.1 RT 14+24.8 16.5 LT 14+24.9 7.1 RT 15+42.8 7.1 RT 14+99.0 25.7 RT 14+99.1 20.9 RT 15+36.7 56.3 RT 15+42.8 7.1 RT 15+36.7 56.3 RT 15+42.8 7.1 RT 15+42.8 7.1 RT 15+42.8 7.1 RT 15+42.8 7.1 RT 15+42.9 13.3 LT 15+42.8 7.1 RT 15+92.3 7.2 RT	APPX STA BEGIN APPX OFFSET (FT) APPX STA END APPX OFFSET (FT) SIZE (INCH) 9+97.9 25.0 LT 10+04.7 5.6 RT 18 10+04.7 5.6 RT 10+08.6 40.1 RT 10 10+04.7 5.6 RT 10+11.4 31.5 LT 10 10+04.7 5.6 RT 10+24.8 30.9 RT 10 10+04.7 5.6 RT 10+64.7 5.2 RT 15 11+85.8 4.4 RT 11+98.1 35.5 LT 10 11+85.8 4.4 RT 11+98.1 35.5 LT 10 11+85.8 4.4 RT 11+98.9 37.5 RT 12 11+96.9 32.6 RT 11+98.9 37.5 RT 12 14+24.9 7.1 RT 14+24.8 16.5 LT 12 14+24.9 7.1 RT 15+42.8 7.1 RT 12 14+99.0 25.7 RT 14+99.1 20.9 RT 10 15+36.7 56.3 RT 15+42.8 7.1 RT 18 15+42.8 7.1 RT 15+	APPX STA BEGIN APPX OFFSET (FT) APPX STA END APPX OFFSET (FT) SIZE (INCH) LENGTH (FT) 9+97.9 25.0 LT 10+04.7 5.6 RT 18 31.4 10+04.7 5.6 RT 10+08.6 40.1 RT 10 34.7 10+04.7 5.6 RT 10+11.4 31.5 LT 10 37.7 10+04.7 5.6 RT 10+24.8 30.9 RT 10 32.3 10+04.7 5.6 RT 10+64.7 5.2 RT 15 60.0 11+85.8 4.4 RT 11+98.1 35.5 LT 10 41.7 11+85.8 4.4 RT 11+98.9 37.5 RT 12 239.4 11+86.9 32.6 RT 11+89.9 37.5 RT 12 5.2 14+24.9 7.1 RT 14+24.8 16.5 LT 12 23.6 14+24.9 7.1 RT 15+42.8 7.1 RT 12 117.9 14+99.0 25.7 RT 14+99.1 20.9 RT 10 4.8 14+99.1 20.9 RT 15+42.8

RE	ECORD DRAWING		Ī
1.	. DATA PROVIDED BY: TITLE:		-
	THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE OF THE PROJECT AS CONSTRUCTED.	AND ACCURATE REPRESENTATION	1
	CONTRACTOR:		-
	BY: TITLE:	DATE:	ī
2.	. DATA TRANSFERRED BY: TITLE:		3
	COMPANY: DATE:		_
3.	. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVI	DUAL UNDER HIS/HER DIRECT	ď
	SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT 1	THE PROJECT AS CONSTRUCTED.	4
	DATA TRANSFER CHECKED BY: TITLE:		ď
	COMPANY: DATE:		i

DATA	DRAWN BY	CHECKED BY									Γ	
BASE	CB	BW									ı	
TOPOGRAPHY	CB	BW									J١	
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY]]	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82					11	
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44					П	
GAS	CB	BW	STAKING								П	
TELEPHONE	CB	BW									ľ	
ELECTRIC	JH	TK									1	
DESIGN	RB	JK	ASBUILT								1	
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST						1	
PRELIMINARY/FINAL	RB	JK	INSPECTOR								1	
MUNICIPAL/STATE	RB	JK									L	
PLAN	PLAN CHECK CONSTRUCTION RECORD				VERTICAL DATUM				REVISIONS			





PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

DEMOLITION SUMMARY TABLES

SCALE HOR. N/A GRID SW2033

DATE SEPT 2024 STATUS 65% SHEET 66

SALVAGE A	AND RELOCATE OR	DISPOSE EXISTIN	NG BOULDER	6
SHEET	APPX STATION	APPX OFFSET (FT)	REMARKS	
B1	10+29.8	43.6 RT		
B1	10+33.5	36.2 RT		
B1	10+38.0	30.7 RT		
B1	10+47.7	30.5 RT		
B1	10+59.4	30.1 RT		
B1	10+70.2	29.8 RT		
B1	10+81.2	30.3 RT		
B1	10+90.2	29.2 RT		
B1	10+99.2	30.0 RT		
B1	11+08.7	29.6 RT		
B1	11+18.0	29.9 RT		
B1	11+28.9	30.5 RT		
B1	11+34.0	31.5 RT		
B1	11+34.1	30.1 RT		
B1	11+35.0	32.2 RT		
B1	11+35.6	28.8 RT		
В3	24+08.8	25.8 RT		
В3	24+24.4	28.8 RT		
В3	24+26.6	29.6 RT		
В3	24+58.1	25.4 RT		
В3	24+66.5	33.0 RT		
В3	24+67.5	35.5 RT		

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TREE PROT	TREE PROTECTION ZONE FENCING												
SHEET	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	REMARKS							
B1	10+79.5	28.4 LT	10+85.5	28.4 LT	6.0								
B1	10+85.5	28.4 LT	10+85.5	34.3 LT	6.0								
B1	11+51.2	46.5 RT	11+51.0	121.5 RT	75.0								
B1	13+92.9	33.3 RT	14+60.0	33.3 RT	67.0								
B2	14+60.0	33.3 RT	14+93.9	33.6 RT	34.0								
B2	16+00.0	33.0 RT	16+80.0	33.0 RT	80.0								
B2	17+14.0	25.0 LT	17+41.0	25.0 LT	27.0								
В3	23+91.0	30.0 RT	24+56.0	30.0 RT	65.0								
В3	24+56.0	30.0 RT	24+56.0	35.0 RT	5.0								

REMOVE AND RESET FENCE

		EXISTII	N		PROPO	SED LOCATI	ON				
SHEET	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	REMARKS
B2	18+92.5	32.9 RT	19+08.5	33.0 RT	16.0	18+92.5	32.9 RT	19+08.5	33.0 RT	16.0	CHAIN LINK W/BARBED WIRE & SLATS
B2	19+02.5	23.9 LT	19+41.05	24.6 LT	39.5	19+02.5	26.0 LT	19+41.0	26.7 LT	39.5	CHAIN LINK W/BARBED WIRE
В3	19+81.5	26.5 LT	20+62.1	28.1 LT	79.5	19+81.4	28.3 LT	20+62.1	29.5 LT	79.5	CHAIN LINK W/BARBED WIRE

- 1. PROVIDE TEMPORARY FENCING PER SECTION 75.19 FOR ALL FENCES REMOVED OR AS DIRECTED BY THE ENGINEER.
 2. STAKE RESET FENCE LAYOUT IN THE FIELD FOR ENGINEER TO REVIEW AND APPROVE PRIOR TO INSTALLATION. THIS WORK SHALL BE INCIDENTAL TO SECTION 75.16 PAY ITEM.

75.16

REMOVE AND RESET GATE

REMOVE	REMOVE AND RESET GATE										
		EXISTING LOCATION					PROPO				
SHEET	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	REMARKS
B1/B2	19+41.0	24.9 LT	19+81.5	26.7 LT	40.5	19+41.0	26.7 LT	19+81.4	28.3 LT	40.5	CHAIN LINK W/BARBED WIRE & SLATS
B2	20+48.1	31.3 RT	20+73.6	31.4 RT	25.6	20+48.1	31.3 RT	20+73.6	31.4 RT	25.6	CHAIN LINK W/BARBED WIRE & SLATS

75.16

REMOVE FENCE

REMOVE FENCE									
		E>							
SHEET	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	REMARKS			
B2	19+02.5	23.9 LT	19+02.5	26.0 LT	2.1	CHAIN LINK W/BARBED WIRE			
В3	20+62.1	28.1 LT	20+62.1	29.5 LT	1.4	CHAIN LINK W/BARBED WIRE			

75.18

REMOVAL/DISPOSAL AND/OR SALVAGE/INSTALLATION OF OBSTRUCTIONS

	REMOVAL/DISPOSAL AND/OR SALVAGE/INSTALLATION OF OBSTRUCTIONS									
	SHEET	APPX STATION	APPX OFFSET (FT)	OBSTRUCTION ITEM	QUANTITY	ACTION	REMARKS			
Ī	В3	23+99.2	40.8 RT	LANDSCAPE ROCK EDGING	141.5 LF	PLACE ON PROPERTY				
	В3	24+34.6	25.0 RT	LANDSCAPE ROCK MULCH	660.4 SF	RESET BEHIND PROPOSED SIDEWALK				

DECODE DE	AMINO							
RECORD DR								
1. DATA PROV	/IDED BY:					TITLE:		
	SERVE TO CERTIFY T OJECT AS CONSTRUC		RECORD	DRAWINGS	ARE A	TRUE AND	ACCURATE	REPRESENTATION
CONTRACTO	OR:							
BY:			TITLE: _				_ DATE:	
2. DATA TRAN	SFERRED BY:					TITLE:		
COMPANY: _						DATE:		
3. BASED ON SUPERVISIO	PERIODIC FIELD OBS	ERVATIONS R-PROVIDED	BY THE DATA	ENGINEER ((OR AN) REPRE	INDIVIDUAL ESENT THE	_ UNDER HIS PROJECT AS	S/HER DIRECT CONSTRUCTED.

DATA	DRAWN BY	CHECKED									
BASE	CB	BW									ı
TOPOGRAPHY	CB	BW] =
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	
STORM SEWER	JM	£	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82					17
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44					IΑ
GAS	CB	BW	STAKING								
TELEPHONE	СВ	BW									ΙĒ
ELECTRIC	Ŧ	TK] -
DESIGN	RB	JK	ASBUILT								1
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST						ı
PRELIMINARY/FINAL	RB	JK	INSPECTOR								1
MUNICIPAL/STATE	RB	JK									_
PLAN (CHECK		CONSTRUCTION RECORD		VERTICAL DATUM				REVISIONS		







PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

DEMOLITION SUMMARY TABLES

7

	HOR.	N/A	GRID SW2033	B5., -	
CALE	VER.	N/A	DATE SEPT 2024	4 STATUS 65%	SHEET / "B

DATA TRANSFER CHECKED BY: ____ _ DATE: __

REMOVE LUMINAIRE POLE								
SHEET	APPX STATION	APPX OFFSET (FT)	REMARKS					
B1	10+31.5	39.0 RT						
B1	12+00.3	48.7 RT						

85.04

05.04						
REMOVE AN	ID SALVAGE SI	GN				13
SHEET NO.	APPROX STATION	APPROX OFFSET	SIGN TYPE	LEGEND	SIGN POST	REMARKS
B1			D3-101	ASKELAND DR 6400		
B1	10+32	39.0 RT	D3-101	QUINHAGAK ST 6400	STREET LIGHT POLE	
B1			R1-1	STOP		
B1	11+36	17.7 LT	W1-1	TURN	PERFORATED STEEL TUBE	
B1	11+36	17.7 L1	W13-1	ADVISORY SPEED (PLAQUE)	PERFORATED STEEL TOBE	
B1			D3-101	E 64TH AVE 2000		
B1	11+57	25.5 LT	D3-101	QUINHAGAK ST 6400	PERFORATED STEEL TUBE	
B1			R1-1	STOP		
B1	11+61	68.5 RT	W14-2	NO OUTLET	PERFORATED STEEL TUBE	
B1	12+04	35.7 RT	R1-1	STOP	PERFORATED STEEL TUBE	
B2			D3-101	E 63RD AVE 2100		
B2	15+62	40.6 RT	D3-101	QUINHAGAK ST 6200	PERFORATED STEEL TUBE	
B2			R1-1	STOP		
В3	22+67	19.7 LT	R2-1	SPEED LIMIT 25	PERFORATED STEEL TUBE	
В3			D3-101	DOWLING RD		
В3	24+64	29.2 RT	D3-101	QUINHAGAK ST	PERFORATED STEEL TUBE	
В3	24704	23.2 1(1	R6-1	ONE WAY RIGHT	TENTONATED STEEL TODE	
В3			R1-1	STOP		

NOTE: WORK TO REMOVE AND SALVAGE EXISTING SIGNS & POSTS SHALL BE INCIDENTAL TO SECTION 85.04 STANDARD SIGN PAY ITEM.

85.09

RELOCATE MAILBOX								
	EXISTING	LOCATION	NEW LC	CATION				
SHEET	APPX STATION	APPX OFFSET (FT)	APPX STATION	APPX OFFSET (FT)	REMARKS			
B1	9+84.3	15.1 RT	9+83.9	53.7 RT				
B1	10+23.1	46.4 RT	10+24.1	45.5 RT	6 MAILBOXES			

NOTE: SEE SHEET D5 FOR MAILBOX INSTALLATION DETAILS.

RECORD DRAWING		
1. DATA PROVIDED BY:	_ TITLE:	BASE
THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A OF THE PROJECT AS CONSTRUCTED.	TRUE AND ACCURATE REPRESENTATION	TOPO
CONTRACTOR:		STOR
BY: TITLE:	DATE:	WAT
2. DATA TRANSFERRED BY:	TITLE:	GAS
COMPANY:	DATE:	TELE
		ELEC
 BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN SUPERVISION). THE CONTRACTOR—PROVIDED DATA APPEARS TO REPRI 		DES
•		QUA
DATA TRANSFER CHECKED BY:		PRE
COMPANY:	_ DATE:	MUN
BY:		

DATA	BY	BY									1
BASE	CB	BW									
TOPOGRAPHY	CB	BW									
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82'					17
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44'					ı
GAS	CB	BW	STAKING								
TELEPHONE	CB	BW									ΙĒ
ELECTRIC	JH	TK									1 -
DESIGN	RB	JK	ASBUILT								1
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST						1
PRELIMINARY/FINAL	RB	JK	INSPECTOR								1
MUNICIPAL/STATE	RB	JK									_
PLAN C	HECK		CONSTRUCTION RECORD		VERTICAL DATUM				REVISIONS		
									•		

ENGINEERING GROUP

3940 ARCTIC BLVD. SUITE 300
ANCHORACE, ALASKA 99903
PHONE: 1907 1662—2522

ARCTICAS2—AV

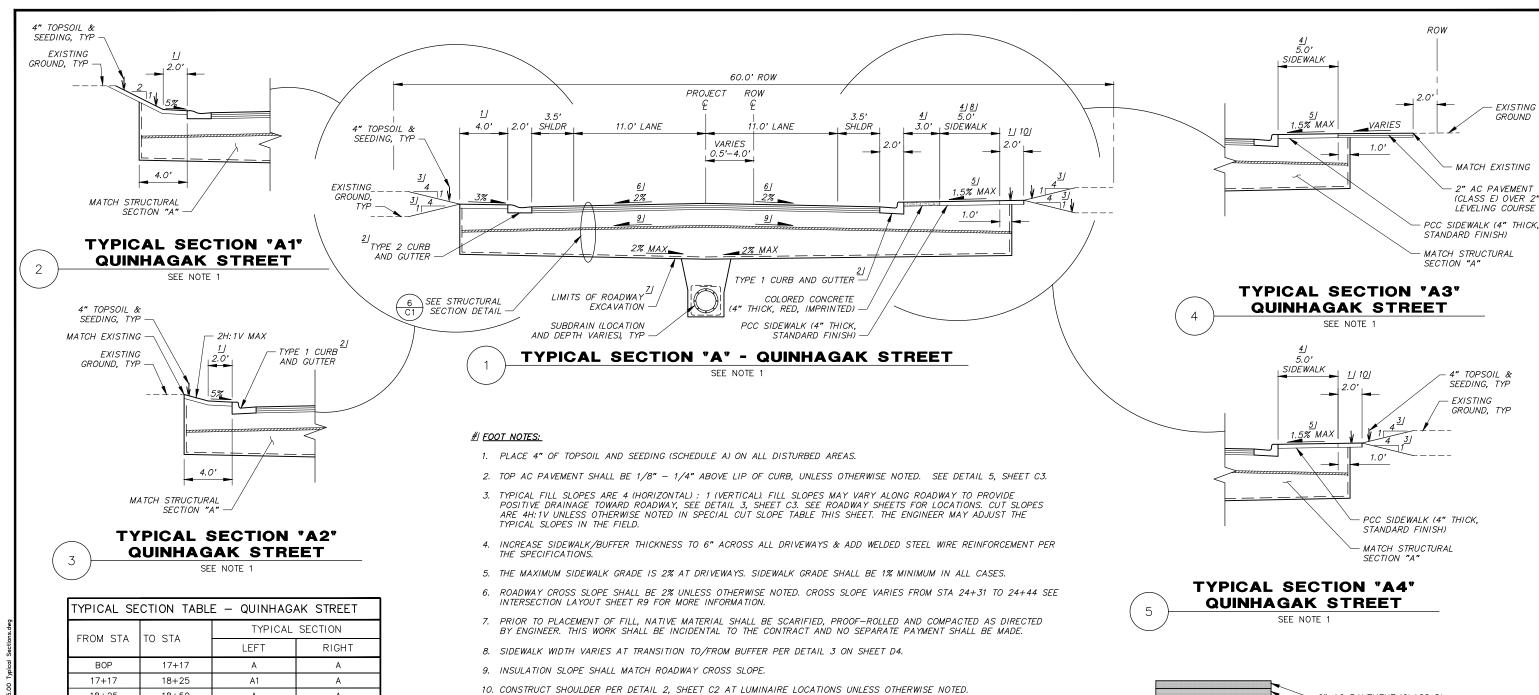


PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKELAND DRIVE

DEMOLITION SUMMARY TABLES

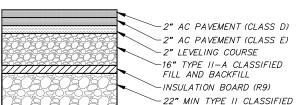
HOR. N/A	GRID SW2033	B6, /	
VER. N/A	DATE SEPT 2024	STATUS 65%	SHEET / ° B6



	TYPICAL SECTION TABLE - QUINHAGAK STREET								
TO STA	TYPICAL SECTION								
10 31A	LEFT	RIGHT							
17+17	Α	А							
18+25	A1	А							
18+50	А	А							
20+99	Α	A3							
22+02	A2	A4							
EOP	A2	A							
	18+25 18+50 20+99 22+02	TO STA LEFT 17+17 A 18+25 A1 18+50 A 20+99 A 22+02 A2							

SPECIAL CU	T SLOPE TABL	E – QUINHA	GAK STREET	
FROM STA	TO STA	OFFSET (FT)	CUT SLOPE	
12+05	15+16	RT	3H: 1V	
14+18	14+97	LT	3H: 1V	
15+43	15+83	LT	2H: 1V	
16+88	17+17	LT	2H: 1V	
21⊥15	FOP	RΤ	2H·1V	

1. SEE TYPICAL SECTION SUMMARY TABLE, THIS SHEET, FOR STATION RANGES. THE STATION RANGES ARE APPROXIMATE AND MAY BE MODIFIED IN THE FIELD BY THE ENGINEER.



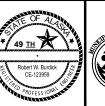
FILL AND BACKFILL -GEOTEXTILE (TYPE A)

TYPICAL STRUCTURAL SECTION QUINHAGAK STREET

,				
2		ECORD DRAWING		Г
2	1.	DATA PROVIDED BY:	TITLE:	ВА
		THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A	TRUE AND ACCURATE REPRESENTATION	TO
;		OF THE PROJECT AS CONSTRUCTED.		PR
١		CONTRACTOR:		ST
i		BY: TITLE:	DATE:	WA
2	2.	DATA TRANSFERRED BY:	TITLE:	GA
4		COMPANY:	DATE:	TE
1	3	BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN	INDIVIDUAL LINDER HIS /HER DIRECT	EL
į	١.	SUPERVISION). THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRE		DE
3		DATA TRANSFER CHECKED BY:	TITLE:	QU
1			DATE	PR

DATA	DRAWN BY	CHECKED			
BASE	CB	BW			
TOPOGRAPHY	CB	BW			
PROFILE	RB	JK	FIELD BOOKS	BM NO. LOCATION ELEV. REV DATE DESCRIPTION BY	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22 See MOA Benchmark Book, Page D-29 162.82'	7
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20 See MOA Benchmark Book, Page D-35 183.44'	1 4
GAS	CB	BW	STAKING		
TELEPHONE	CB	BW			ENGI
ELECTRIC	JH	TK			
DESIGN	RB	JK	ASBUILT		3940 ANCI
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF THIS DATUM GAAB 1972 ADJUST	PH
PRELIMINARY/FINAL	RB	JK	INSPECTOR		
MUNICIPAL/STATE	RB	JK			
PLAN (CHECK		CONSTRUCTION RECORD	VERTICAL DATUM REVISIONS	

SHEET NOTES:



CRW

NEERING GROUP

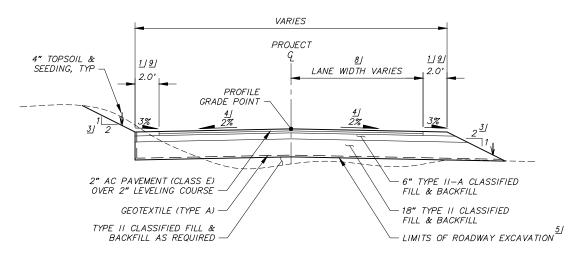




TYPICAL SECTIONS

SCHED

SCALE HOR. N/A DATE SEPT 2024 TYPICAL SECTION "B" - SIDE STREETS WITH CURB (BEYOND CURB RETURN)



TYPICAL SECTION "C" - SIDE STREETS **NO CURB (BEYOND CURB RETURN)**

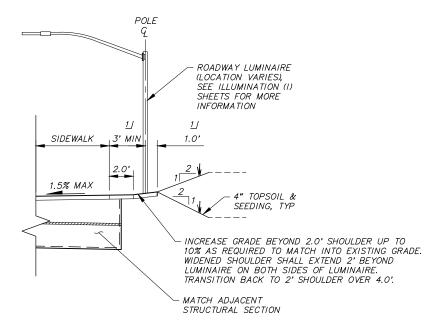
NOTES:

1. SEE TYPICAL SECTION SUMMARY TABLE, THIS SHEET. THE STATION RANGES ARE APPROXIMATE AND MAY BE MODIFIED IN THE FIELD BY THE ENGINEER.

FOOT NOTES:

- 1. PLACE 4" OF TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS.
- 2. TOP AC PAVEMENT SHALL BE 1/8" 1/4" ABOVE LIP OF CURB, UNLESS OTHERWISE NOTED. SEE DETAIL 5, SHEET C3.
- 3. THE MAXIMUM (STEEPEST) AND TYPICAL CUT/FILL SLOPES ARE 2 (HORIZONTAL): 1 (VERTICAL). FILL SLOPES MAY VARY ALONG ROADWAY TO PROVIDE POSITIVE DRAINAGE TOWARD ROADWAY. SEE DETAIL 3, SHEET C3. SEE ROADWAY SHEETS FOR LOCATIONS. THE ENGINEER MAY ADJUST THE TYPICAL SLOPES IN THE FIELD.
- 4. ROADWAY CROSS SLOPE SHALL BE 2% UNLESS OTHERWISE NOTED. SEE INTERSECTION LAYOUT SHEETS FOR ROADWAY CROSS SLOPES AT BEGIN/END OF SIDE STREET CURB RETURNS. MODIFY ROADWAY CROSS SLOPE AS REQUIRED TO MATCH INTO EXISTING ROADWAY OR AS DIRECTED IN THE FIELD BY THE ENGINEER. PROVIDE SMOOTH TRANSITION TO MATCH EXISTING AND POSITIVE DRAINAGE TOWARD STORM DRAIN STRUCTURES.
- 5. PRIOR TO PLACEMENT OF FILL, NATIVE MATERIAL SHALL BE SCARIFIED, PROOF—ROLLED AND COMPACTED AS DIRECTED BY ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- 6. INSTALL TYPE 2 CURB & GUTTER UNLESS OTHERWISE NOTED, SEE INTERSECTION LAYOUT SHEETS FOR CURB TYPES ON
- 7. BEGIN TRANSITION FROM MAIN STREET TYPICAL SECTION TO SIDE STREET TYPICAL SECTION AT END OF SIDE STREET CURB RETURN & INSTALL INSULATION WITHIN SIDE STREET PER DETAIL 1, SHEET D4.
- 8. SEE ROADWAY PLAN & PROFILE FOR SIDE STREET WIDTHS.
- 9. CONSTRUCT SHOULDER PER DETAIL 3, THIS SHEET AT LUMINAIRE LOCATIONS.

SIDE STREET TYPICAL SECTION TABLE								
SIDE STREET FROM STA TO STA TYPICAL SECTION COMMENTS								
ASKELAND DRIVE								
	40+84	BEGIN CURB RETURN	В					
64TH AVENUE	END CURB RETURN	42+31	В					
	42+31	42+36	С					
63RD AVENUE END CURB RETURN 50+85 B								



TYPICAL SHOULDER SECTION AT LUMINAIRES

RECORD DRAWING	DATA	DRAWN	CHECKED			
. DATA PROVIDED BY: TITLE: TITLE:	BASE	CB	BW			
THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION	TOPOGRAPHY	CB	BW			
OF THE PROJECT AS CONSTRUCTED.	PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION
CONTRACTOR:	STORM SEWER	JM	JH		GAAB 22	See MOA Benchmark Book, Page
BY: DATE: DATE:	WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page
2. DATA TRANSFERRED BY:	GAS	CB	BW	STAKING		
COMPANY: DATE:	TELEPHONE	CB	BW			
3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT	ELECTRIC	JH	TK			
SUPERVISION). THE CONTRACTOR—PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.	DESIGN	RB	JK	ASBUILT		
·	QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST
DATA TRANSFER CHECKED BY:	PRELIMINARY/FINAL	RB	JK	INSPECTOR		
COMPANY: DATE:	MUNICIPAL/STATE	RB	JK			

	CB	BW								
	CB	BW								
	RB	JK	FIELD BOOKS	BM NO. LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	
	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22 See MOA Benchmark Book, Page D-29	162.82'					
SEWER	CK	JK	3797, 3798 & 3830	GAAB 20 See MOA Benchmark Book, Page D-35	183.44'					
	CB	BW	STAKING							
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	Ŧ	TK								3940 ARCTIC B
	RB	JK	ASBUILT							ANCHORAGE,
	RB	JK	CONTRACTOR	BASIS OF THIS DATUM GAAB 1972 ADJUST						PHONE: (907 #AECLE
AL	RB	JK	INSPECTOR							#AECCC
	RB	JK								







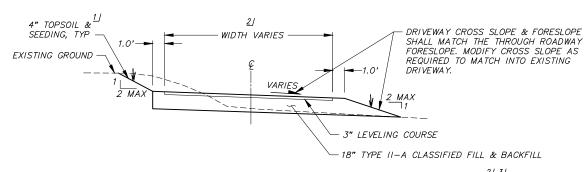
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT SCHED

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

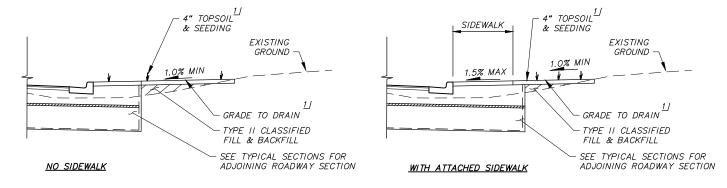
TYPICAL SECTIONS

CALE HOR. N/A

TYPICAL SECTION "D" DRIVEWAY/PARKING AREA **PAVED OR CONCRETE**



TYPICAL SECTION "E" DRIVEWAY UNPAVED



SPECIAL FILL GRADING DETAILS

SHEET NOTES:

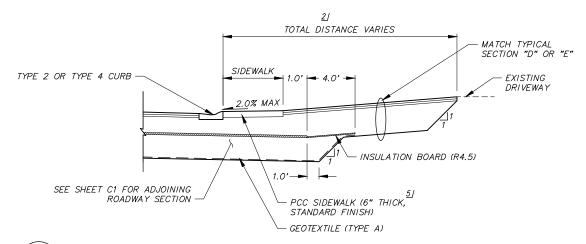
3

1. SEE SHEETS C1-C2 FOR ADJOINING ROADWAY SECTION.

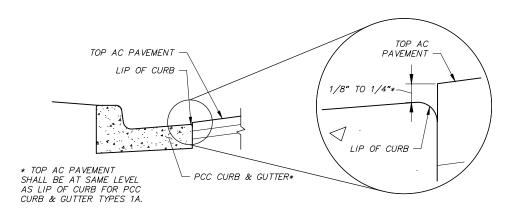
FOOT NOTES:

- 1. PLACE 4" OF TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS.
- SEE RECONSTRUCT DRIVEWAY SUMMARY TABLE ON THE ROADWAY SUMMARY TABLE (T) SHEETS, DRIVEWAY RECONSTRUCTION PLANS & DRIVEWAY DETAILS FOR DRIVEWAY RECONSTRUCTION INFORMATION.
- 3. INSTALL INSULATION ADJACENT TO DRIVEWAY AND TRANSITION TO DRIVEWAY SECTION PER DETAIL 4, THIS SHEET. INSTALL INSULATION TO THE WIDTH OF DRIVEWAY AT THE BACK OF CURB INCLUDING SHOULDERS.
- 4. 1.0' SHOULDER NOT REQUIRED WHEN DRIVEWAY IS ADJACENT TO PAVED SURFACES.
- 5. ADD WELDED STEEL WIRE REINFORCEMENT TO ALL 6" SIDEWALKS PER THE SPECIFICATIONS.

TOTAL DISTANCE VARIES MATCH TYPICAL SECTION "D" OR "E" TYPE 2 OR TYPE 4 CURB FXISTING DRIVEWAY INSULATION BOARD (R4.5) SEE SHEET C1 FOR ADJOINING ROADWAY SECTION GEOTEXTILE (TYPE A)



TYPICAL DRIVEWAY CONNECTION SECTION



CURB AND GUTTER & AC PAVEMENT EDGE DETAIL

R	CORD DRAWING		
1.	DATA PROVIDED BY:	TITLE:	BA
	THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A	TRUE AND ACCURATE REPRESENTATION	TOF
	OF THE PROJECT AS CONSTRUCTED.		PR
	CONTRACTOR:		ST
	BY: TITLE:	DATE:	WA
2.	DATA TRANSFERRED BY:	TITLE:	GA
	COMPANY:	DATE:	TEL
3.	BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN	INDIVIDUAL UNDER HIS/HER DIRECT	DE
	SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRE	SENT THE PROJECT AS CONSTRUCTED.	QU
	DATA TRANSFER CHECKED BY:	TITLE:	PR
	COMPANY:	DATE:	MU
			MU

DATA AAB 22 See MOA Benchmark Book, Page D-29 162. AB 20 See MOA Benchmark Book, Page D-35 | 183 ASIS OF THIS DATUM GAAB 1972 ADJUS

CRW ENGINEERING GROUP 3940 ARCTIC BLVD. SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECL882-AK

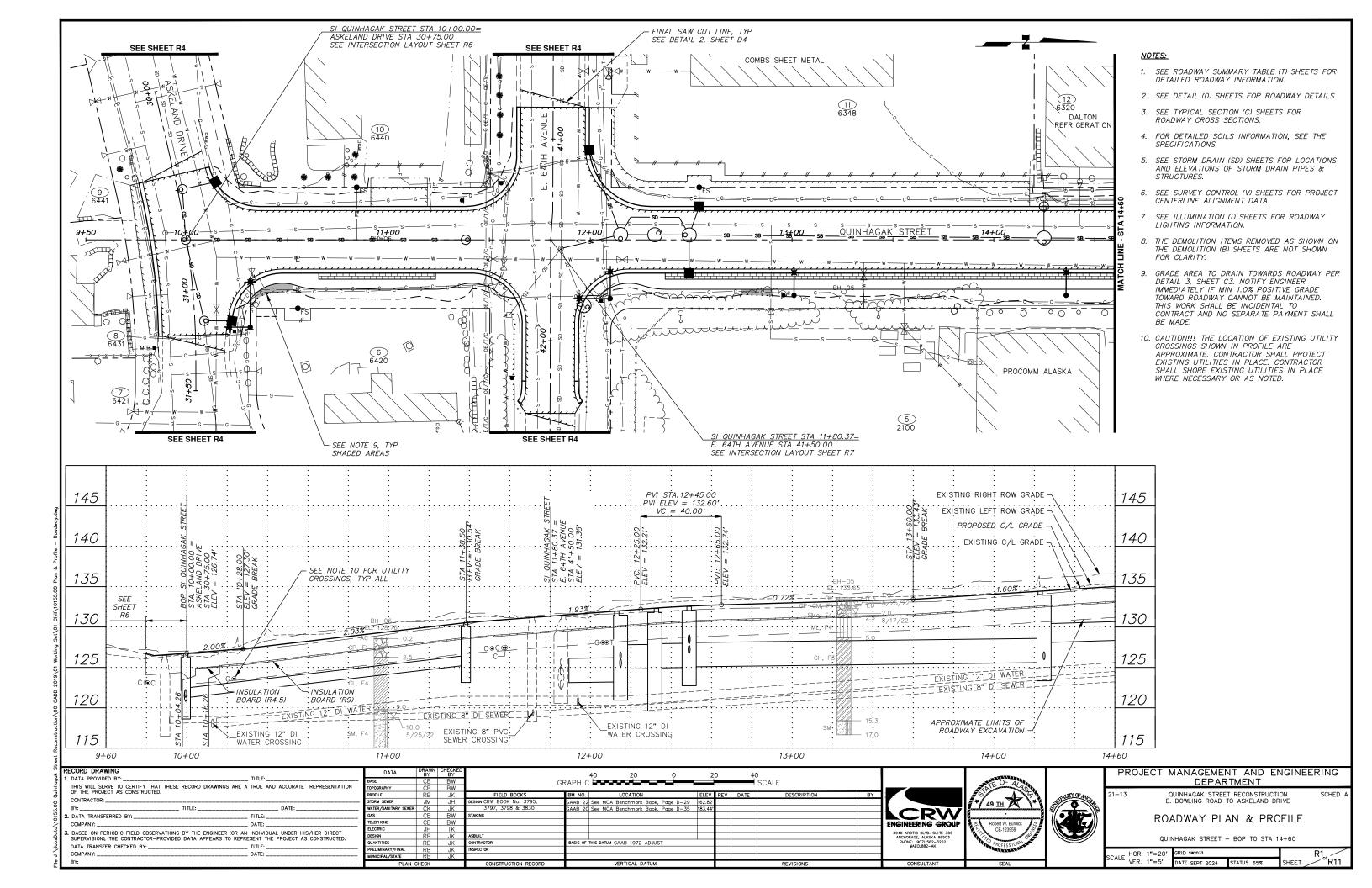


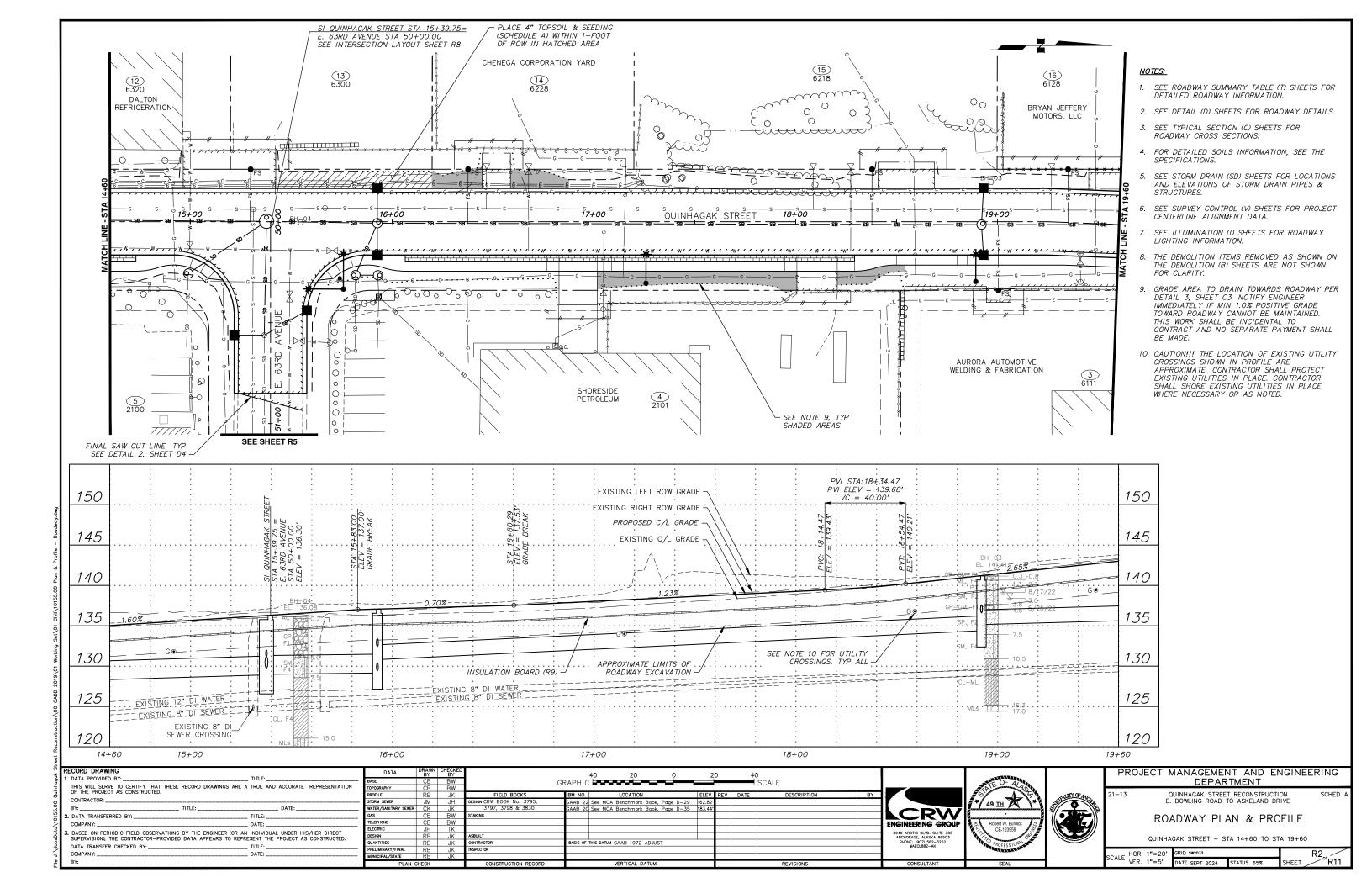
PROJECT MANAGEMENT AND ENGINEERING **DEPARTMENT** SCHED

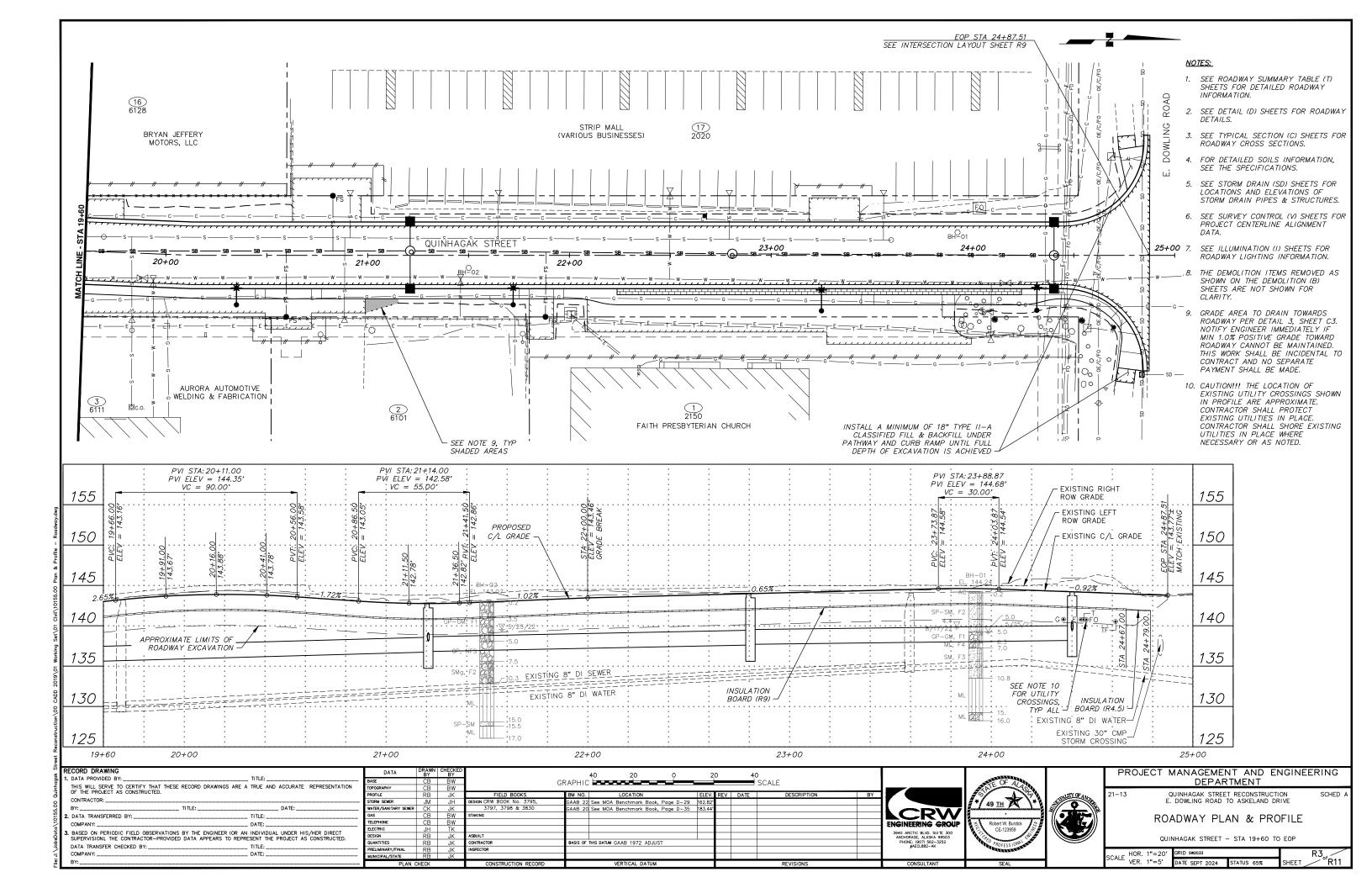
QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

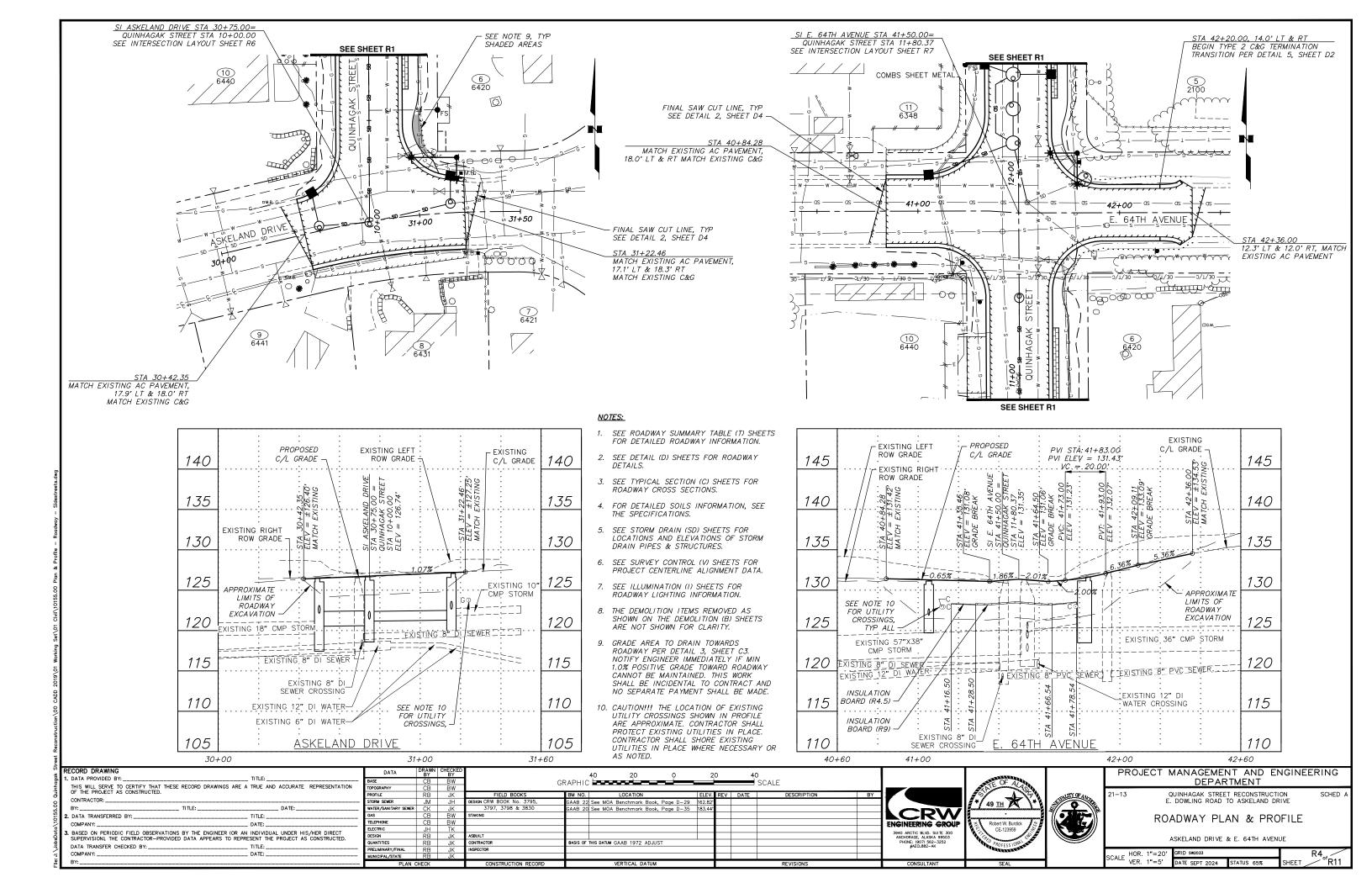
TYPICAL SECTIONS

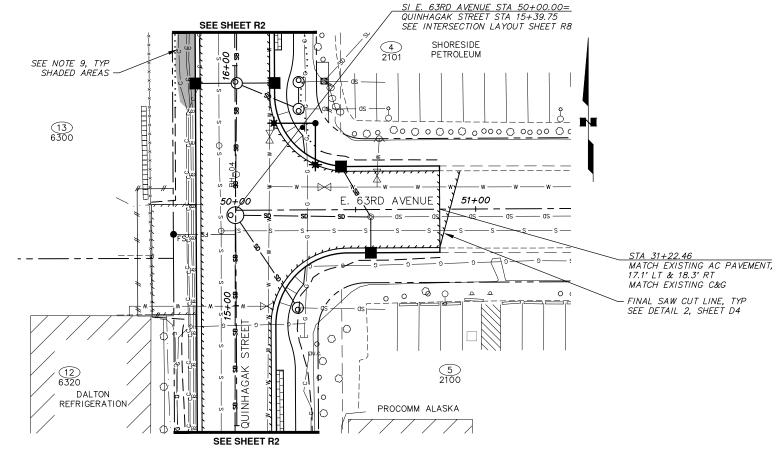
CALE HOR. N/A C3_{of}C3 DATE SEPT 2024











EXISTING LEFT ROW GRADE 150 150 EXISTING RIGHT ROW GRADE STA 50+85.00 $ELEV = \pm 137.19'$ MATCH EXISTING| STA 50+14.50 | ELEV = 136.01' | GRADE BREAK EXISTING 145 145 C/L GRADE PROPOSED SI E. STA 1 QUINI STA 1 ELEV C/L GRADE 140 140 135 135 EXISTING 18" _ CPEP_ STORM_ 130 130 EXISTING 12" DI WATER EXISTING 8" DI SEWER EXISTING 8" DI APPROXIMATE SEWER CROSSING LIMITS OF 120 ROADWAY 120 EXCAVATION **INSULATION** BOARD (R9) - SEE NOTE 10 FOR UTILITY CROSSINGS, INSULATION : BOARD (R4.5) → 63RD AVENUE 115 115 10+10 50+00 51+00

NOTES:

- 1. SEE ROADWAY SUMMARY TABLE (T) SHEETS FOR DETAILED ROADWAY INFORMATION.
- 2. SEE DETAIL (D) SHEETS FOR ROADWAY DETAILS.
- 3. SEE TYPICAL SECTION (C) SHEETS FOR ROADWAY CROSS SECTIONS.
- 4. FOR DETAILED SOILS INFORMATION, SEE THE SPECIFICATIONS.
- 5. SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS AND ELEVATIONS OF STORM DRAIN PIPES & STRUCTURES.
- 6. SEE SURVEY CONTROL (V) SHEETS FOR PROJECT CENTERLINE ALIGNMENT DATA.
- 7. SEE ILLUMINATION (I) SHEETS FOR ROADWAY LIGHTING INFORMATION.
- 8. THE DEMOLITION ITEMS REMOVED AS SHOWN ON THE DEMOLITION (B) SHEETS ARE NOT SHOWN FOR CLARITY.
- 9. GRADE AREA TO DRAIN TOWARDS ROADWAY PER DETAIL 3, SHEET C3. NOTIFY ENGINEER IMMEDIATELY IF MIN 1.0% POSITIVE GRADE TOWARD ROADWAY CANNOT BE MAINTAINED. THIS WORK SHALL BE INCIDENTAL TO CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- 10. CAUTION!!! THE LOCATION OF EXISTING UTILITY CROSSINGS SHOWN IN PROFILE ARE APPROXIMATE. CONTRACTOR SHALL PROTECT EXISTING UTILITIES IN PLACE. CONTRACTOR SHALL SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED.

RE	CORD DRAWING		
1.	DATA PROVIDED BY:	_ TITLE:	BASE
	THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE		TOPOGR/
	OF THE PROJECT AS CONSTRUCTED.		PROFILE
	CONTRACTOR:		STORM :
	BY: TITLE:		WATER/
2.	DATA TRANSFERRED BY:		GAS
	COMPANY:	DATE:	TELEPHO
	BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AF	N INDIVIDUAL LINDED LUC (UED DIDECT	ELECTRI
	SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPR	RESENT THE PROJECT AS CONSTRUCTED	DESIGN
	DATA TRANSFER CHECKED BY:	TITLE.	QUANTI'
			PRELIMI
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TOPOGRAPHY	CB	BW		011711 11110							OOMEL			_
PROFILE	RB	JK	FIELD BOOKS	BM NO.		LOCATION		ELEV.	REV	DATE	DESCRIPTION	ON	BY	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA	Benchmark Bo	ok, Page D-29	162.82						17
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA	Benchmark Bo	ok, Page D-35	183.44						11
GAS	CB	BW	STAKING											
TELEPHONE	CB	BW												EN
ELECTRIC	JH	TK												
DESIGN	RB	JK	ASBUILT											3
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM	GAAB 1972 AD	JUST							1
PRELIMINARY/FINAL	RB	JK	INSPECTOR											1
MUNICIPAL/STATE	RB	JK												
PLAN (CHECK		CONSTRUCTION RECORD			VERTICAL DAT	JM				REVISIONS			







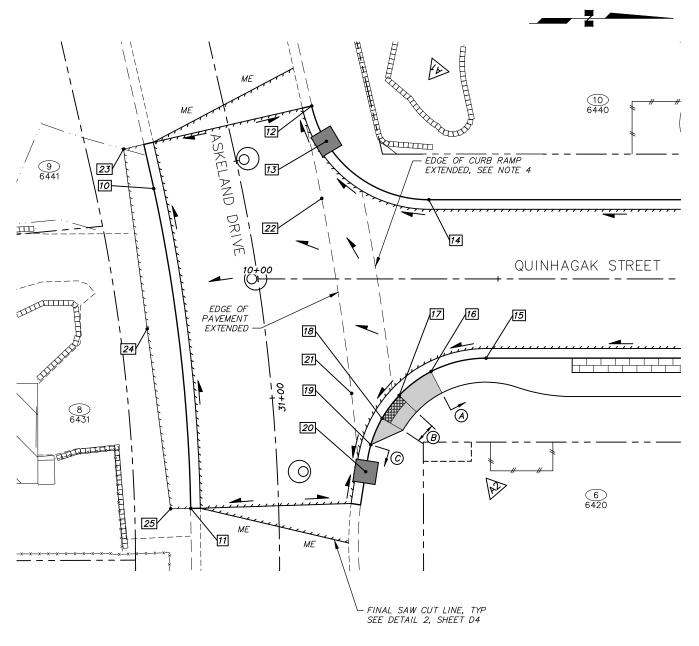
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT SCHED

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

ROADWAY PLAN & PROFILE

E. 63RD AVENUE

R5_{of}R11 SCALE HOR. 1"=20' VER. 1"=5' DATE SEPT 2024 STATUS 65%



	TO DOUGH CHANNEL OF COMMUNICATION OF THE ATT ADVENTAGE DRIVE								
☐ P(POINT SUMMARY - QUINHAGAK STREET AT ASKELAND DRIVE								
					LIP OF		TO NEX	T POINT*	
POINT	STATION	OFFSET (FT)	TBC ELEV (FT)	CURB TYPE	CURB ELEV (FT)	TOP AC ELEV (FT)	LENGTH (FT)	SLOPE (%)	DESCRIPTION
10									
11									
12									
13							0/-		
14						EOR 95) 70		
15				- > ^	DIETEL	FOR 95			
16			-O BF	· COM					
17			100						
18									
19									
20									
21									
22									
23									
24									
25									

\triangle	CURB RADIUS TABLE			
POINT	TBC RAPHE POINT	RADIUS	DESCRIPTION	
POINT	STATION OF SETUPT)	(FT)	DESCRIPTION	
A1	COMIT DE 05%	25.0	ASKELAND DRIVE	
A2	FOR 95 /	25.0	ASKELAND DRIVE	

- 1. SEE ROADWAY (R) SHEETS FOR ROADWAY & SIDEWALK LOCATIONS.
- 2. SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS & ELEVATIONS OF SD PIPES & STRUCTURES.
- 3. SEE SIGNING & STRIPING (S) SHEETS FOR LOCATIONS & TYPES OF SIGNS & TRAFFIC MARKINGS.
- 4. THE MAXIMUM CROSS—SLOPE BETWEEN EDGE OF PAVEMENT EXTENDED AND EDGE OF CURB RAMP EXTENDED SHALL BE 2%. IF A 2% CROSS—SLOPE CANNOT BE MAINTAINED NOTIFY ENGINEER PRIOR TO INSTALLATION OF AC PAVEMENT.
- 5. PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
- 6. SEE DETAIL (D) SHEETS FOR CURB RAMP DETAILS.
- 7. LIP OF CURB IS FRONT OF CURB AND GUTTER AT EDGE OF PAVEMENT.

EGEND					
_	APPROXIMATE	DIRECTION	OF	DRAINAGE	FLOWS

PCC CURB RAMP

COLORED CONCRETE (RED, 4" THICK, IMPRINTED)

DETECTABLE WARNING PANEL

DESIGNATION | CURB TYPE

(B)

TYPE 1 CURB

TYPE 1A CURB

TYPE 2 CURB

20 ■ SCALE CRW ENGINEERING GROUP

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

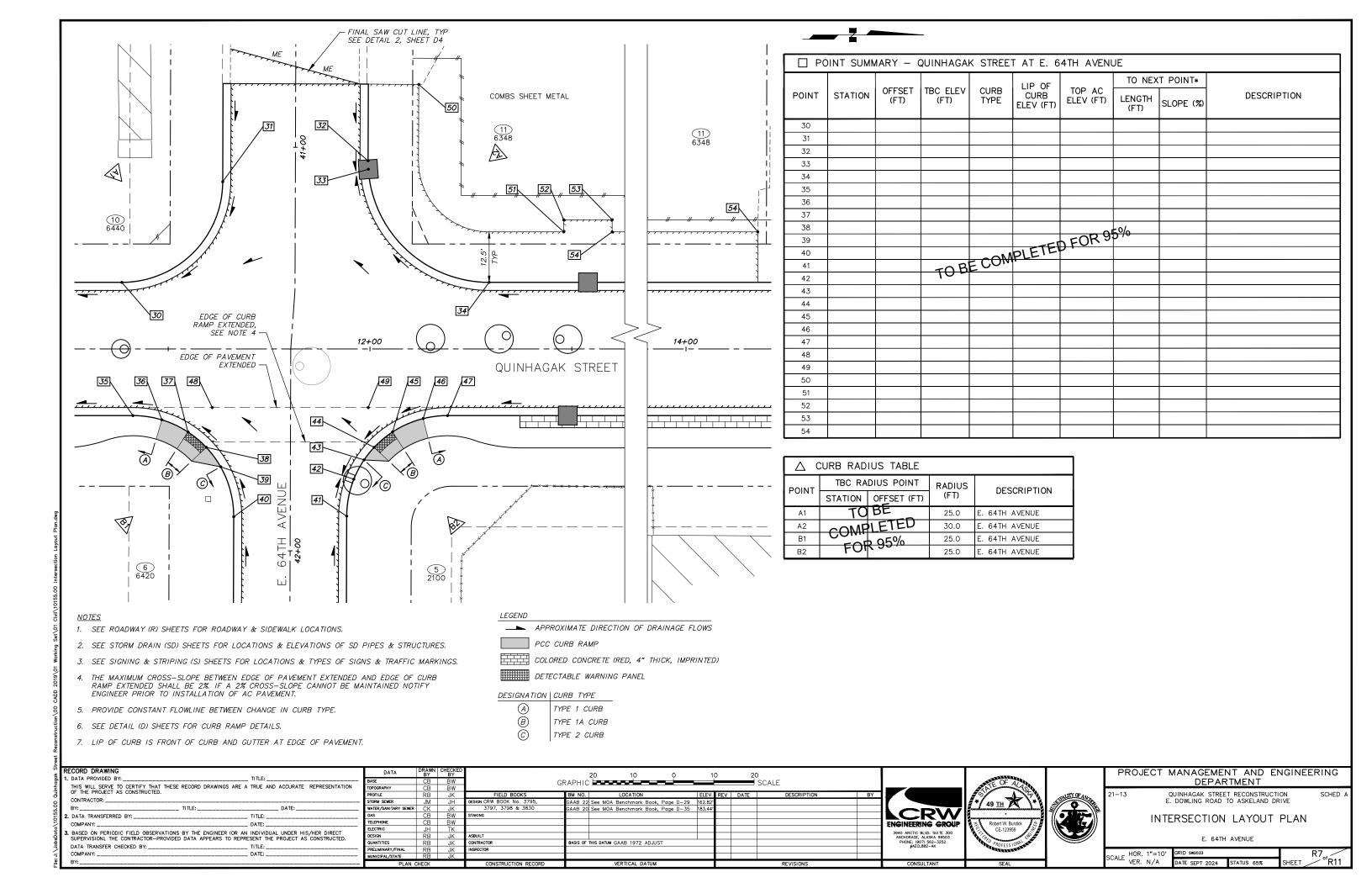
INTERSECTION LAYOUT PLAN

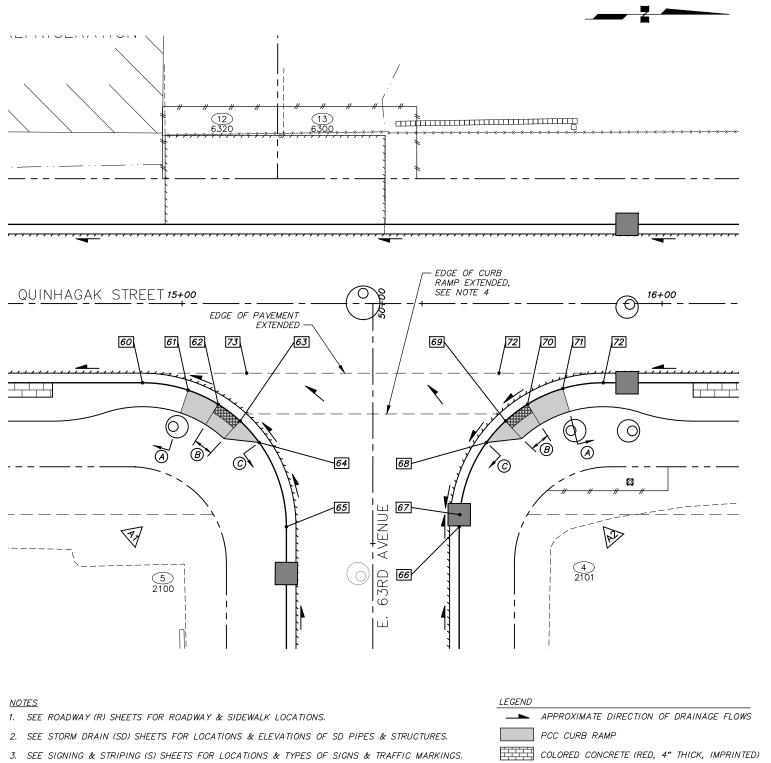
ASKELAND DRIVE

ALE	HOR.	1"=10'	GRID SW2033	R6., /	
	VER.	N/A	DATE SEPT 2024	STATUS 65%	SHEET / "R1

CORD DRAWING		
DATA PROVIDED BY:	TITLE:	BA
	TRUE AND ACCURATE REPRESENTATION	TOF
		PR
CONTRACTOR:		ST
BY: TITLE:		WA
DATA TRANSFERRED BY:		GA
COMPANY:	DATE:	TEL
		ELI
	ESENT THE PROJECT AS CONSTRUCTED.	DE
DATA TRANSFER CHECKED BY:	TITLE:	QU
		PR
		MU
	THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: BY: DATA TRANSFERRED BY: COMPANY: BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN SUPERVISION), THE CONTRACTOR—PROVIDED DATA APPEARS TO REPRI DATA TRANSFER CHECKED BY:	DATA PROVIDED BY:

DATA GRAPHIC FRANCE LOCATION GAAB 22 See MOA Benchmark Book, Page D-29 162.8; GAAB 20 See MOA Benchmark Book, Page D-35 183.4 BASIS OF THIS DATUM GAAB 1972 ADJUST





☐ PC	☐ POINT SUMMARY — QUINHAGAK STREET AT E. 63RD AVENUE										
		OFFICET	TD0 ELEX	OLIDD.	LIP OF	TOD 10	TO NEX	T POINT*			
POINT	STATION	OFFSET (FT)	TBC ELEV (FT)	CURB TYPE	CURB ELEV (FT)	TOP AC ELEV (FT)	LENGTH (FT)	SLOPE (%)	DESCRIPTION		
60											
61											
62											
63											
64						OR 95%					
65					ETEDF	5'					
66			- nc (OMPL	L .						
67		•	LOBE,								
68											
69											
70											
71											
72											
73											

△ CURB RADIUS TABLE							
POINT	TBC_RADINE POINT	RADIUS	DESCRIPTION				
POINT	STATION OFFSFE (T)	(FT)	DESCRIPTION				
A1	COMPER	30.0	E. 63RD AVENUE				
A2	FOR 90%	30.0	E. 63RD AVENUE				

- 4. THE MAXIMUM CROSS—SLOPE BETWEEN EDGE OF PAVEMENT EXTENDED AND EDGE OF CURB RAMP EXTENDED SHALL BE 2% IF A 2% CROSS—SLOPE CANNOT BE MAINTAINED NOTIFY ENGINEER PRIOR TO INSTALLATION OF AC PAVEMENT.
- 5. PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
- 6. SEE DETAIL (D) SHEETS FOR CURB RAMP DETAILS.
- 7. LIP OF CURB IS FRONT OF CURB AND GUTTER AT EDGE OF PAVEMENT.

DETECTABLE WARNING PANEL

DESIGNATION | CURB TYPE

TYPE 1 CURB

(B)TYPE 1A CURB

TYPE 2 CURB

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

INTERSECTION LAYOUT PLAN

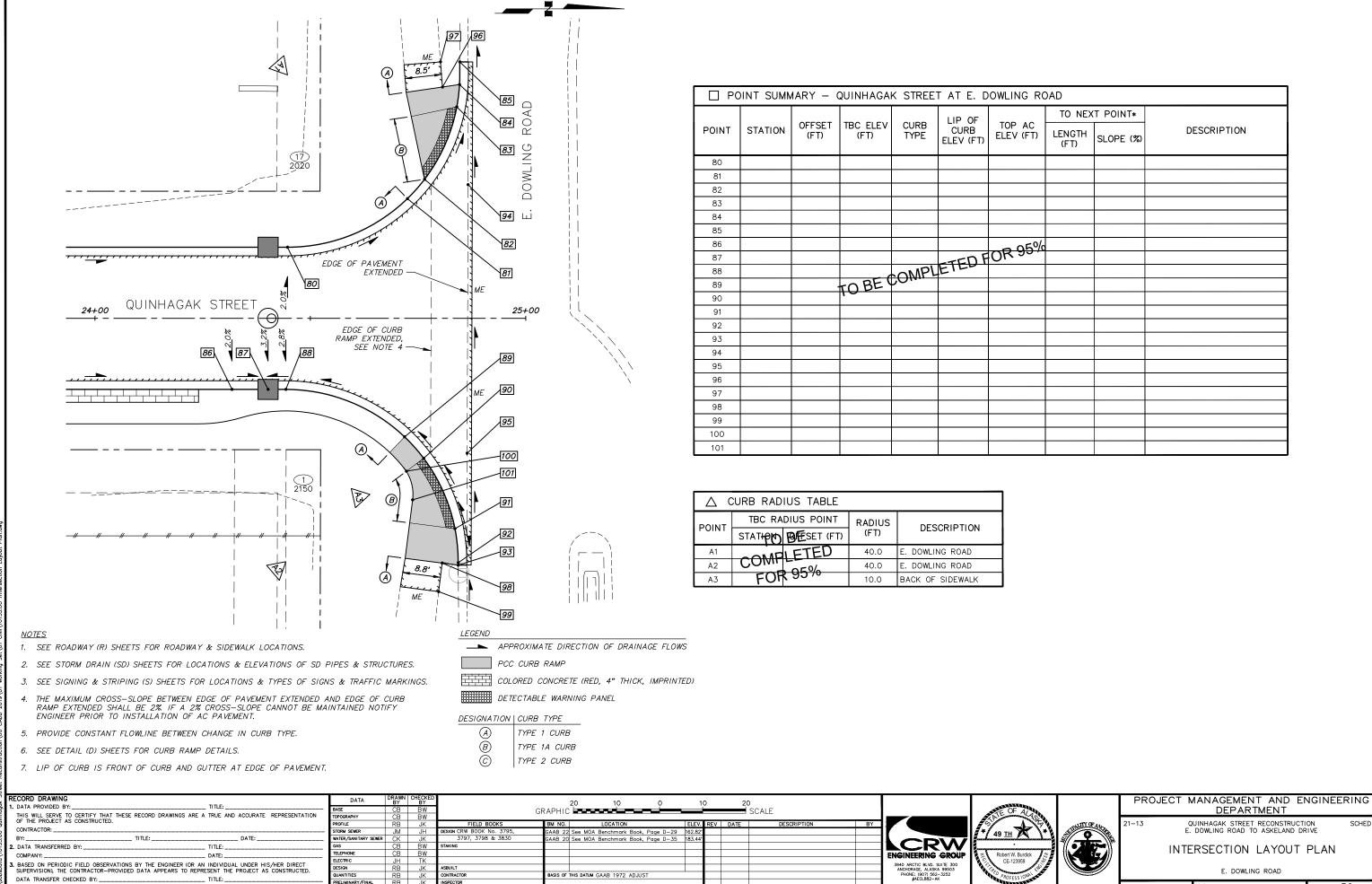
E. 63RD AVENUE

SCALE HOR. 1"=10' VER. N/A DATE SEPT 2024 STATUS 65%

RE	CORD DRAWING		
1.	DATA PROVIDED BY:		BASE
	THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A OF THE PROJECT AS CONSTRUCTED.	TRUE AND ACCURATE REPRESENTATION	TOPO
			PROF
	CONTRACTOR:		STOR
	BY: TITLE:	DATE:	WATE
2.	DATA TRANSFERRED BY:	TITLE:	GAS
	COMPANY:	DATE:	TELEF
	BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN		ELEC
	SUPERVISION). THE CONTRACTOR—PROVIDED DATA APPEARS TO REPRI		DESIG
	DATA TRANSFER CHECKED BY:		QUAN
			PREL
	COMPANY:		MUNI
	BY:		

DATA	DRAWN BY	CHECKED			20	10	0	1	0	20			ı
	CB	BW	GF	RAPHIC				_			SCALE		1
GRAPHY	CB	BW	9								301122		J ■
TILE	RB	JK	FIELD BOOKS	BM NO.		LOCATION		ELEV.	REV	DATE	DESCRIPTION	BY	13
RM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA	Benchmark Book,	Page D-29	162.82					17
ER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA	Benchmark Book,	Page D-35	183.44					11
	CB	BW	STAKING										П
PHONE	CB	BW											13
TRIC	JH	TK											7 -
GN	RB	JK	ASBUILT										1
NTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM (GAAB 1972 ADJUS	ST						
IMINARY/FINAL	RB	JK	INSPECTOR										1
ICIPAL/STATE	RB	JK											L

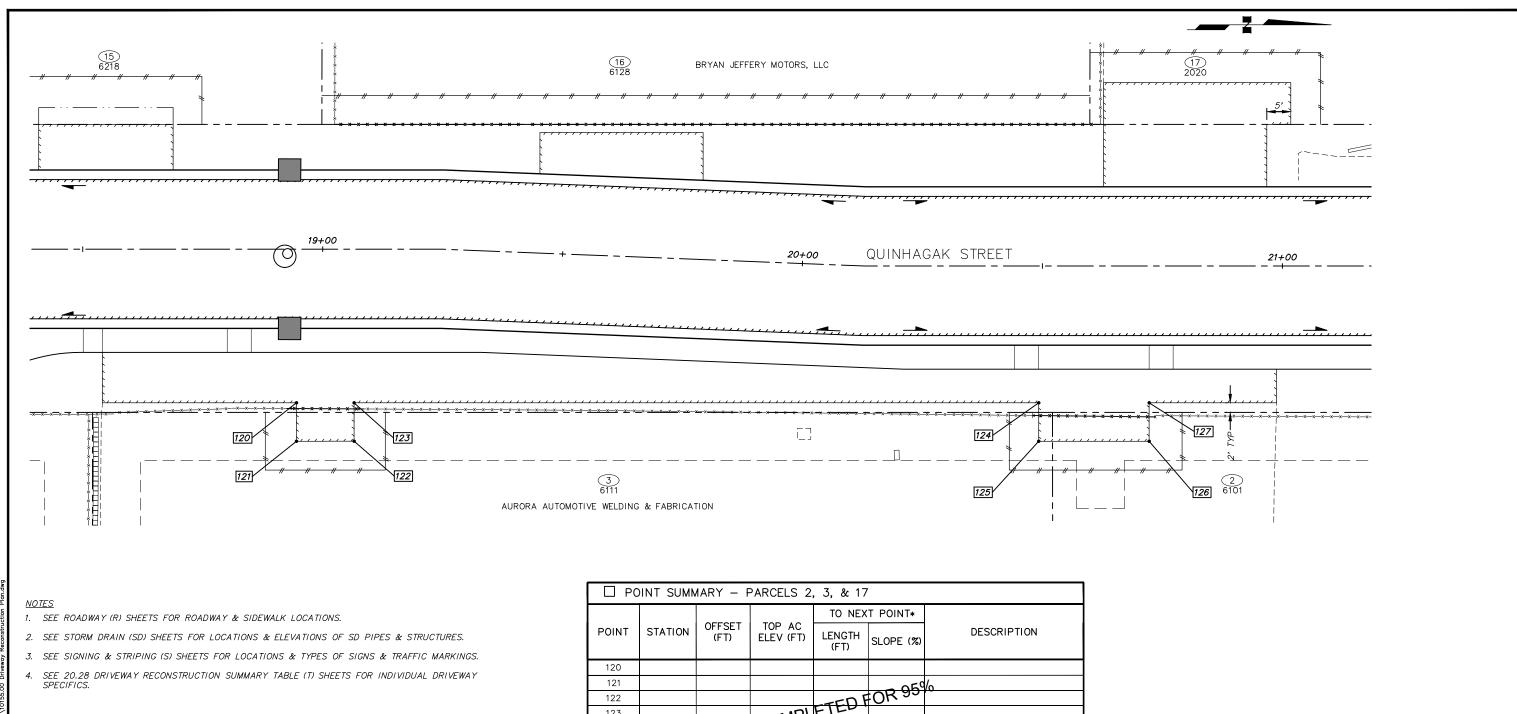
CRW ENGINEERING GROUP



COMPANY: _

_ DATE: _

SCALE HOR. 1"=10' GRID \$\text{GRID \$\text{SW2033}} \text{ FATUS 65%} SHEET Of R



LEGEND

■ APPROXIMATE DIRECTION OF DRAINAGE FLOWS

☐ POINT SUMMARY - PARCELS 2, 3, & 17								
	STATION		TOP AC ELEV (FT)	TO NEX	T POINT*			
POINT		OFFSET (FT)		LENGTH (FT)	SLOPE (%)	DESCRIPTION		
120								
121			COMPL		- 05º	/o		
122				-FED F	OKaa			
123			OMPL	EIL				
124		TO BE						
125		10-						
126								
128								

v I	L	CORD DRAWING		4
ﻕ▮	1	DATA PROVIDED BY:	TITI F:	R/
8, I				B/
٤ ا		THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A OF THE PROJECT AS CONSTRUCTED.	TRUE AND ACCURATE REPRESENTATION	TO
₹Ι		OF THE PROJECT AS CONSTRUCTED.		PF
00.661		CONTRACTOR:		ST
5		BY: TITLE:		w
o l				
2	2.	DATA TRANSFERRED BY:		G/
ata / IC		COMPANY:	DATE:	TE EL
9	١.			EL
8	3.	BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN SUPERVISION). THE CONTRACTOR-PROVIDED DATA APPEARS TO REPR	INDIVIDUAL ONDER HIS/HER DIRECT	DE
sgon\ :n :		•		QL
۶,		DATA TRANSFER CHECKED BY:		ь.
		COMPANY:	DATE:	PE
2		COMI AIV.	DATE:	М

DATA	DRAWN BY	CHECKED BY			20 10 0	10	0	20			
BASE	CB	BW	G	RAPHIC		_		SCAL	F		i
TOPOGRAPHY	CB	BW							_		
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	
STORM SEWER	JM	Ę	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82					17
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44					د ۱۱
GAS	CB	BW	STAKING								
TELEPHONE	CB	BW									ENGI
ELECTRIC	JH	TK									
DESIGN	RB	JK	ASBUILT								3940 ANCH
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST						PH
PRELIMINARY/FINAL	RB	JK	INSPECTOR								i
MUNICIPAL/STATE	RB	JK									
PLAN (CHECK		CONSTRUCTION RECORD		VERTICAL DATUM				REVISIONS		

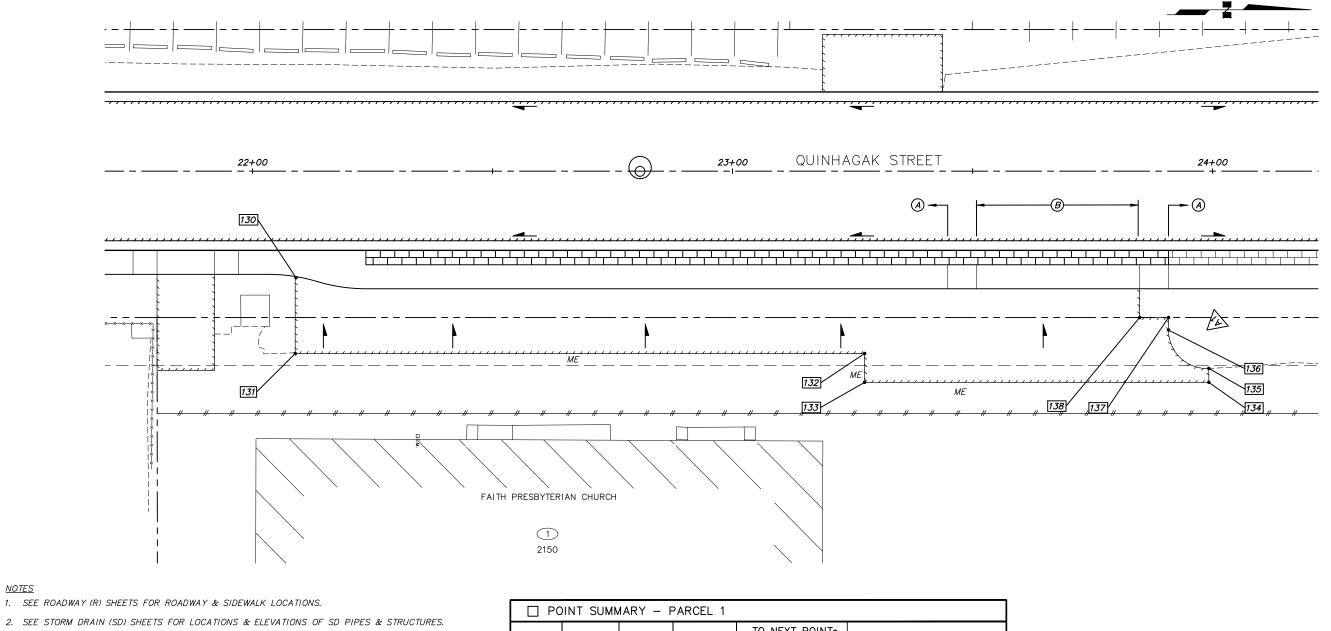


PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

DRIVEWAY RECONSTRUCTION PLAN

PARCELS 2, 3, & 17

	HOR.	1"=10'	GRID SW2033		R10 . /	
ALE	VER.	N/A	DATE SEPT 2024	STATUS 65%	SHEET	°"R1



- 3. SEE SIGNING & STRIPING (S) SHEETS FOR LOCATIONS & TYPES OF SIGNS & TRAFFIC MARKINGS.
- 4. PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
- 5. SEE 20.28 DRIVEWAY RECONSTRUCTION SUMMARY TABLE (T) SHEETS FOR INDIVIDUAL DRIVEWAY SPECIFICS.

LEGEND

■ APPROXIMATE DIRECTION OF DRAINAGE FLOWS

COLORED CONCRETE (RED, 4" THICK, IMPRINTED)

COLORED CONCRETE (RED, 6" THICK, IMPRINTED)

DESIGNATION	CURB	TYPE	

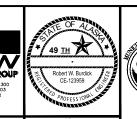
- TYPE 1 CURB
- \overline{B} TYPE 1A CURB

□ PC	DINT SUM	MARY — F	PARCEL 1			
				TO NEX	T POINT*	
POINT	STATION	OFFSET (FT)	TOP AC ELEV (FT)	LENGTH (FT) SLOPE (%)		DESCRIPTION
130						
131					0.50/	
132			COMPLE	-n F	OR 95 /	
133			ON PLE	ETED,		
134		-O BE	COM, -			
135		100				
136						
137						
138						

ΔE	OP RADIL	JS TABLE	_	
POINT	EOP RAF	OFFSE/6 (FT)	RADIUS (FT)	DESCRIPTION
A1	101	\	8.0	EDGE OF PAVEMENT

ı		ECORD DRAWING		ı
۰	1.	DATA PROVIDED BY:	TITLE:	ī
ı		THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A OF THE PROJECT AS CONSTRUCTED.	TRUE AND ACCURATE REPRESENTATION	T
		CONTRACTOR:		9
ı	i	BY: TITLE:	DATE:	,
ı	2.	DATA TRANSFERRED BY:	TITLE:	Ŀ
ı		COMPANY:	DATE:	Ŀ
ı		BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN		Ľ
ı		SUPERVISION). THE CONTRACTOR—PROVIDED DATA APPEARS TO REPRE		Ľ
ı		DATA TRANSFER CHECKED BY:		Ŀ
ı		COMPANY:		Ľ
ı	İ	COMPANT:	DATE:	Ŀ

DATA	DRAWN BY	CHECKED BY			20	10	0	1	0	20	ı			
BASE	CB	BW	GF	APHI				_			SCALE			
TOPOGRAPHY	CB	BW	5		, 						OUNCE			
PROFILE	RB	JK	FIELD BOOKS	BM NO.		LOCATION		ELEV.	REV	DATE	DESCR	RIPTION	BY	
STORM SEWER	JM	JH		GAAB 2	2 See MOA	Benchmark Book,	Page D-29	162.82						I <i>T</i>
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 2	See MOA	Benchmark Book,	Page D-35	183.44'						A
GAS	CB	BW	STAKING											
TELEPHONE	CB	BW												ENGI
ELECTRIC	JH	TK												3940
DESIGN	RB	JK	ASBUILT											ANCI
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM	GAAB 1972 ADJUS	T							PH
PRELIMINARY/FINAL	RB	JK	INSPECTOR											
MUNICIPAL/STATE	RB	JK												
PLAN (CHECK		CONSTRUCTION RECORD			VERTICAL DATUM					REVISION	ONS		



		00201 14171	DI
O ANGRE	21-13		HAGAK WLING
		DRIVEWA'	Y RI

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

AK STREET RECONSTRUCTION IG ROAD TO ASKELAND DRIVE

RECONSTRUCTION PLAN

PARCEL 1

_	HOR.	1"=10'	GRID SW2033		R11	$\overline{}$
Ŀ	VER.	N/A	DATE SEPT 2024	STATUS 65%	SHEET / OTR	11

RECONSTRUCT DRIVEWAY

SHEET	PARCEL	CENTER REFERE		DRIVEWAY WIDTH AT TOP BACK CURB (FT)	DRIVEWAY WIDTH AT ROW (FT)	CURB CUT TYPE	SKEW ANGLE (DEGREES)	LANDING LENGTH (FT)	LANDING GRADE	TOTAL DISTANCE (FT)	EXISTING GRADE	PROPOSED GRADE	SURFACE TYPE ON PROPERTY	L1 (FT)	L2 (FT)	CONSTRUCT PER DETAIL	REMARKS
		STATION	OFFSET		(F1)		(DEGREES)	(F1)		(F1)			PROPERIT				
R1	9	30+51.4	RT	15.6	N/A	2	90	N/A	N/A	VARIES	2.8%	2.8%	ASPHALT	N/A	N/A	DETAIL 3, SHEET D3	ASKELAND DRIVE - SEE INTERSECTION LAYOUT SHEET R6
R1	8	30+91.6	RT	60.0	N/A	2	90	N/A	N/A	VARIES	3.6%	3.6%	ASPHALT	N/A	N/A	DETAIL 3, SHEET D3	ASKELAND DRIVE — SEE INTERSECTION LAYOUT SHEET R6
R1	10	11+05.2	LT	28.0	28.0	2	-90	N/A	N/A	14.0	11.4%	8.5%	GRAVEL	N/A	N/A	DETAIL 3, SHEET D3	
R1	11	12+90.5	LT	SEE REMAR	KS	2	-90	N/A	N/A	VARIES	VARIES	VARIES	ASPHALT	N/A	N/A	DETAIL 3, SHEET D3	SEE INTERSECTION LAYOUT SHEET R7 FOR LAYOUT
R2	12	15+08.3	LT	23.4	23.4	2	-90	N/A	N/A	18.5	4.4%	4.0%	ASPHALT	N/A	N/A	DETAIL 3, SHEET D3	
R2	13	15+31.0	LT	22.4	22.4	2	-90	N/A	N/A	18.5	6.3%	6.8%	ASPHALT	N/A	N/A	DETAIL 3, SHEET D3	
R2	14	16+51.7	LT	14.0	14.0	2	-90	N/A	N/A	17.5	7.5%	5.2%	GRAVEL	N/A	N/A	DETAIL 3, SHEET D3	
R2	4 SOUTH	16+92.2	RT	19.0	19.0	4	90	8.0	1.5%	24.7	13.3%	10.0%	CONCRETE	6.0	7.0	DETAIL 1, SHEET D3	
R2	4 NORTH	18+10.6	RT	20.0	20.0	4	90	8.0	2.0%	17.5	2.8%	5.8%	ASPHALT	6.0	8.6	DETAIL 1, SHEET D3	
R2	15	18+54.8	LT	28.0	28.0	2	-90	N/A	N/A	13.0	3.2%	5.5%	GRAVEL	N/A	N/A	DETAIL 3, SHEET D3	
R2	3	18+67.8	RT	26.0	N/A	2	90	5.0	2.0%	15.5	5.4%	6.2%	ASPHALT	4.0	5.0	DETAIL 2, SHEET D3	SEE DRIVEWAY RECONSTRUCTION PLAN SHEET R10
R3	16	19+61.6	LT	34.0	N/A	2	-88	N/A	N/A	9.3	7.3%	6.3%	ASPHALT	N/A	N/A	DETAIL 3, SHEET D3	
R3	2	20+60.8	RT	23.0	23.0	2	90	5.0	2.0%	20.0	1.1%	3.9%	ASPHALT	5.0	5.0	DETAIL 2, SHEET D3	SEE DRIVEWAY RECONSTRUCTION PLAN SHEET R10
R3	17 SOUTH	20+79.8	LT	34.0	39.0	2	-90	N/A	N/A	21.7	6.1%	7.0%	ASPHALT	6.0	6.0	DETAIL 4, SHEET D3	SEE DRIVEWAY RECONSTRUCTION PLAN SHEET R10
R3	1 SOUTH	21+86.1	RT	12.0	12.0	2	90	5.0	2.0%	25.0	7.4%	7.9%	ASPHALT	5.0	5.0	DETAIL 2, SHEET D3	SEE DRIVEWAY RECONSTRUCTION PLAN SHEET R11
R3	17 NORTH	23+31.3	LT	25.0	N/A	4	-90	N/A	N/A	12.0	8.3%	7.6%	ASPHALT	6.0	6.0	DETAIL 4, SHEET D3	
R3	1 NORTH	23+67.8	RT	34.0	182.0	4	90	8.0	1.0%	27.5	0.8%	1.1%	ASPHALT	6.0	6.0	DETAIL 1, SHEET D3	SEE DRIVEWAY RECONSTRUCTION PLAN SHEET R11

RECONSTRUCT DRIVEWAY NOTES:

- 1. "LANDING LENGTH" BEGINS AT THE BACK OF CURB & GUTTER.
- 2. "LANDING GRADE" IS THE GRADE OF THE LANDING FROM THE BACK OF CURB & GUTTER TO THE END OF LANDING.
- 3. "SKEW ANGLE" ("+" IS CLOCKWISE AND "-" IS COUNTER CLOCKWISE) IS MEASURED FROM PROJECT CENTERLINE WITH O DEGREES ALIGNED ALONG INCREASING STATIONS.
- 4. "TOTAL DISTANCE" IS THE LIMIT OF RECONSTRUCTION BEGINNING AT THE BACK OF CURB & GUTTER.
- 5. "PROPOSED GRADE" IS APPROXIMATE GRADE FROM THE END OF THE LANDING TO THE LIMIT OF RECONSTRUCTION. ACTUAL CONSTRUCTION GRADE MAY VARY.
- 6. WIDTHS, LENGTHS & GRADES PRESENTED IN THE DRIVEWAY SUMMARY TABLE ARE MEASURED ALONG SKEW ANGLE AND MAY NOT BE PERPENDICULAR TO ROADWAY CENTERLINE ALIGNMENT.
- 7. MATCH EXISTING DRIVEWAY WIDTH AT LIMITS OF DRIVEWAY RECONSTRUCTION. WIDTH OF DRIVEWAY AS SHOWN IN SUMMARY TABLE SHALL EXTEND TO BACK OF SIDEWALK OR BACK OF CURB ALONG SKEW ANGLE.

RE	CORD DRAWING		Г
1.	DATA PROVIDED BY:		В
	DATA PROVIDED BY:	TRUE AND ACCURATE REPRESENTATION	т
	OF THE PROJECT AS CONSTRUCTED.		Pf
	CONTRACTOR:		s
	BY: TITLE:	DATE:	W
2.	DATA TRANSFERRED BY: COMPANY: BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRIDATA TRANSFER CHECKED BY: COMPANY:	TITLE:	G
	COMPANY:	DATE:	T
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э.	SUPERVISION) THE CONTRACTOR—PROVIDED DATA APPEARS TO REPR	FSENT THE PROJECT AS CONSTRUCTED	D
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	COMPANY:	DAIL:	м

		OUE OVER									•
DATA	DRAWN BY	CHECKED BY									ı
BASE	CB	BW									ı
TOPOGRAPHY	CB	BW									J
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	1
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82'					1
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44					1
GAS	CB	BW	STAKING								1
TELEPHONE	CB	BW									1
ELECTRIC	JH	TK									1
DESIGN	RB	JK	ASBUILT								1
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST						1
PRELIMINARY/FINAL	RB	JK	INSPECTOR								1
MUNICIPAL/STATE	RB	JK									1
PLAN (CHECK		CONSTRUCTION RECORD		VERTICAL DATUM				REVISIONS		T
					•				*		_





SCALE

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

DO 4 D W 4 V C C W 4 V 4 D V T 4 D V E C

SCHED A

ROADWAY SUMMARY TABLES

HOR. I	N/A	GRID SW2033		T1./
VER. 1	N/A	DATE SEPT 2024	STATUS 65%	SHEET OTT3

P.C.C. C	P.C.C. CURB AND GUTTER (ALL TYPES)											
SHEET	STATION TO STATION	OFFSET (FT)	LENGTH (FT)	REMARKS								
R1	9+76.2 TO 14+60.0	LT	525	INCLUDES SIDE STREETS AND ASKELAND DRIVE								
R1	9+86.0 TO 14+60.0	RT	584	INCLUDES SIDE STREETS AND ASKELAND DRIVE								
R2	14+60.0 TO 19+60.0	LT	501									
R2	14+60.0 TO 19+60.0	RT	575	INCLUDES SIDE STREETS								
R3	19+60.0 TO 24+84.7	LT	550									
R3	19+60.0 TO 24+84.3	RT	549									

30.03

30.03							
P.C.C. S	IDEWALK						
SHEET	APPX BEGIN STA	APPX OFFSET (FT)	APPX END STA	APPX OFFSET (FT)	4" THICK, AREA (SY)	6" THICK, AREA (SY)	REMARKS
R1	10+36.0	19.3 RT	10+65.4	16.5 RT	19		
R1	10+65.4	19.5 RT	11+23.3	19.5 RT	32		
R1	11+23.3	16.5 RT	11+48.4	17.6 RT	17		
R1	12+13.2	17.2 RT	12+37.2	16.5 RT	16		
R1	12+37.2	19.5 RT	13+11.4	19.5 RT	41		
R1	13+11.4	19.5 RT	13+31.7	19.5 RT		11	PARCEL 5 ACCESS
R1	13+31.7	19.5 RT	14+60.0	19.5 RT	71		
R2	14+60.0	19.5 RT	14+73.0	19.5 RT	7		
R2	14+73.0	16.5 RT	15+01.3	18.1 RT	19		
R2	15+79.3	17.7 RT	16+06.5	16.5 RT	18		
R2	16+06.5	19.5 RT	16+76.7	19.5 RT	39		
R2	16+76.7	19.5 RT	17+08.7	19.5 RT		18	PARCEL 4 SOUTH DRIVEWAY
R2	16+82.7	24.5 RT	17+01.7	24.5 RT		35	PARCEL 4 SOUTH DRIVEWAT
R2	17+08.7	19.5 RT	17+94.6	19.5 RT	48		
R2	17+94.6	19.5 RT	18+29.2	19.5 RT		19	PARCEL 4 NORTH DRIVEWAY
R2	18+29.2	19.5 RT	18+50.1	16.5 RT	15		
R2	18+50.1	16.5 RT	18+85.1	16.5 RT		20	PARCEL 3 DRIVEWAY
R2	18+85.1	16.5 RT	19+60.0	16.5 RT	41		
R3	19+60.0	16.5 RT	20+44.2	16.5 RT	47		
R3	20+44.2	16.5 RT	20+77.2	16.5 RT		18	PARCEL 2 DRIVEWAY
R3	20+77.2	16.5 RT	21+75.1	16.5 RT	54		
R3	21+75.1	16.5 RT	21+97.1	16.5 RT		12	PARCEL 1 SOUTH DRIVEWAY
R3	21+97.1	16.5 RT	22+08.9	16.5 RT	7		
R3	22+08.9	16.5 RT	22+23.6	16.5 RT		12	PARCEL 1 NORTH
R3	22+23.6	19.5 RT	23+90.8	19.5 RT		93	DRIVEWAY/PARKING AREA
R3	23+90.8	19.5 RT	24+24.0	19.5 RT	18		
R3	24+24.0	16.5 RT	24+71.9	27.5 RT	30		

PCC CURB RAMP & DETECTABLE WARNING NOTES:

1. SEE INTERSECTION LAYOUT SHEETS R6-R9 FOR LOCATIONS OF CURB RAMPS AND DETECTABLE WARNINGS.

30.04

P.C.C. C	P.C.C. CURB RAMP (6" THICK) & DETECTABLE WARNINGS											
SHEET	APPX STA	APPX OFFSET (FT)	CURB RAMP AREA (SY)	DETECTABLE WARNING AREA (SF)	CURB RAMP TYPE	REMARKS						
R1	10+27	26.6 RT	9	11	PARALLEL	ASKELAND DRIVE						
R1	11+57	22.3 RT	8	11	PARALLEL	E. 64TH AVENUE						
R1	12+03	22.3 RT	8	11	PARALLEL	E. 64TH AVENUE						
R2	15+10	22.3 RT	8	11	PARALLEL	E. 63RD AVENUE						
R2	15+70	22.6 RT	9	11	PARALLEL	E. 63RD AVENUE						
R3	24+81	39.6 RT	26	32	PARALLEL	E. DOWLING ROAD						
R3	24+81	40.7 LT	17	27	UNIDIRECTIONAL	E. DOWLING ROAD						

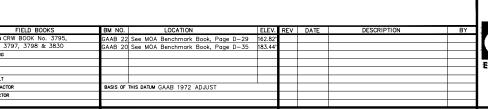
30.10

COLORED (CONCRETE (RE	D, IMPRINTED)				
SHEET	APPX BEGIN STA	APPX OFFSET (FT)	APPX END STA	APPX OFFSET (FT)	4" THICK, AREA (SY)		
R1	10+65.4	16.5 RT	11+23.3	16.5 RT	19		
R1	12+37.2	16.5 RT	13+11.4	16.5 RT	25		
R1	13+11.4	16.5 RT	13+31.7	16.5 RT		7	PARCEL 5 ACCESS
R1	13+31.7	16.5 RT	14+60.0	16.5 RT	43		
R2	14+60.0	16.5 RT	14+73.0	16.5 RT	4		
R2	16+06.5	16.5 RT	16+76.7	16.5 RT	23		
R2	16+76.7	16.5 RT	17+07.7	16.5 RT		11	PARCEL 4 SOUTH DRIVEWAY
R2	17+07.7	16.5 RT	17+94.6	16.5 RT	29		
R2	17+94.6	16.5 RT	18+29.2	16.5 RT		12	PARCEL 4 NORTH DRIVEWAY
R3	22+23.6	16.5 RT	23+90.8	16.5 RT		56	PARCEL 1 NORTH DRIVEWAY/PARKING AREA
R3	23+90.8	16.5 RT	24+24.0	16.5 RT	11		

RECORD DRAWING

1. DATA PROVIDED BY: ___ THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: _____ BY: TITLE: DATE: COMPANY: DATE: DATE ______ TITLE: ____ _____ DATE: ____ DATA TRANSFER CHECKED BY: _____ COMPANY: ____

DATA	DRAWN BY	CHECKED				
BASE	CB	BW				
TOPOGRAPHY	CB	BW				
PROFILE	RB	JK	FIELD BOOKS	BM NO).	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB :	22	Se
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB :	20	Se
GAS	CB	BW	STAKING			
TELEPHONE	CB	BW				
ELECTRIC	JH	TK				
DESIGN	RB	JK	ASBUILT		П	
QUANTITIES	RB	JK	CONTRACTOR	BASIS (OF 1	(HIS
PRELIMINARY/FINAL	RB	JK	INSPECTOR			
MUNICIPAL/STATE	RB	JK				
DI ANI (ישברע		CONSTRUCTION RECORD			









PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT SCHED A

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

ROADWAY SUMMARY TABLES

SCALE HOR. N/A GRID \$\text{SW2033} \text{ VER. N/A DATE SEPT 2024 STATUS 65\text{ \$\text{STATUS 65\text{STATUS 65\text{ \$\text{STATUS 65\text{STATUS 65\text{ \$\text{STATUS 65\text{STATUS 65\text{STAT

REMOVE	AND REP	LACE MANHOLE	CONE SECTION	OR MANHOLE COVER	AND FRAME
SHEET	STATION	OFFSET (FT)	CONE SECTION	COVER AND FRAME	REMARKS
R1	9+89	3.4 LT		X	
R1	11+71	8.1 LT		X	
R1	11+74	43.7 RT		X	
R2	15+31	6.1 LT		X	
R2	15+67	6.8 LT	X		
R3	19+69	7.4 LT	X		
R3	23+59	7.6 LT	X		

REMOVE AND REPLACE MANHOLE CONE SECTION OR REMOVE AND REPLACE MANHOLE COVER AND FRAME NOTES:

- 1. SEE MASS DETAIL 50-05, 50-25 AND 50-26.
- 2. COORDINATE WITH ENGINEER IN FIELD TO VERIFY WHETHER CONE OR MANHOLE COVER AND FRAME ADJUSTMENT IS REQUIRED.
- 3. PER THE SECTION 50.06 SPECIAL PROVISIONS THE REMOVE AND REPLACE MANHOLE CONE SECTION PAY ITEM INCLUDES REMOVING AND REPLACING THE MANHOLE COVER AND FRAME. SEE SECTION 50.06 SPECIAL PROVISIONS FOR A COMPLETE LIST OF INCIDENTAL ITEMS.

SPECIAL	SPECIAL FILL GRADING TABLE										
SHEET	APPROX BEGIN STATION	APPROX END STATION	OFFSET	REMARKS							
R1	10+33	10+53	RT								
R1	12+75	12+90	RT								
R2	16+20	16+45	LT								
R2	16+59	16+88	LT								
R2	17+02	18+00	RT								
R2	18+21	18+54	RT								
R3	20+99	21+15	RT								

SPECIAL FILL GRADING NOTES:

- 1. SPECIAL FILL GRADING SHALL BE PER DETAIL 3, SHEET C3.
- 2. LOCATIONS ARE APPROXIMATE, CONTRACTOR SHALL MODIFY LOCATIONS IN THE FIELD PER THE DIRECTION OF THE ENGINEER OR AS NECESSARY TO PROVIDE POSITIVE DRAINAGE TOWARD ROADWAY. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.

60.03 & 60.05

REMOVE AND REPLACE VALVE BOX TOP SECTION OR ADJUST KEY BOX											
SHEET	STATION	OFFSET (FT)	KEY BOX	VALVE BOX TOP SECTION	REMARKS						
R1	10+15	34.6 LT		X							
R1	10+32	17.0 RT		X							
R1	11+52	9.5 RT		X							
R1	11+57	12.3 RT		X							
R1	12+16	9.9 RT		X							
R1	13+36	17.2 RT	Х								
R2	15+00	12.8 RT	X								
			Χ								
R2	15+49	37.0 RT		X							
R2	15+54	59.0 RT		X							
R2	15+70	14.3 RT		X							
R2	16+68	26.0 LT	X								
R2	19+42	17.8 RT		X							
R3	19+89	12.1 RT		X							
R3	19+94	13.5 RT	Х								
R3	21+46	12.1 RT	Х								
R3	24+16	13.7 RT		X							

REMOVE AND REPLACE VALVE BOX TOP SECTION NOTES:

1. SEE MASS DETAIL 60-08 AND 60-16.

SIDEWAL	SIDEWALK TRANSITION SUMMARY												
SHEET		PC	RADIUS 1		PRC	RADIUS 2	Р	Т	REMARKS				
SHEET	STATION	OFFSET (FT)	(FT)	STATION	OFFSET (FT)	(FT)	STATION	OFFSET (FT)	REMARKS				
R1	10+30.19	31.53 RT	20	10+54.04	22.59 RT	35	10+65.44	24.50 RT	ASKELAND DRIVE - SOUTHEAST				
R1	11+23.31	24.50 RT	35	11+34.72	22.59 RT	20	11+55.80	27.80 RT	E. 64TH AVENUE — SOUTHEAST				
R1	12+04.66	27.80 RT	20	12+25.75	22.59 RT	35	12+37.15	24.50 RT	E. 64TH AVENUE — NORTHEAST				
R2	14+73.00	24.50 RT	35	14+83.93	22.75 RT	25	15+08.71	28.14 RT	E. 63RD AVENUE — SOUTHEAST				
R2	15+70.77	28.14 RT	25	15+95.54	22.75 RT	35	16+06.47	24.50 RT	E. 63RD AVENUE — NORTHEAST				
R2	18+29.16	24.50 RT	35	18+39.30	23.00 RT	35	18+49.44	21.50 RT	PARCEL 2				
R3	22+03.34	21.50 RT	35	22+13.48	23.00 RT	35	22+23.61	24.50 RT	PARCEL 1				
R3	24+24.04	24.50 RT	35	24+34.18	23.00 RT	35	24+72.31	35.49 RT	E. DOWLING ROAD NORTHEAST SEE INTERECTION LAYOUT SHEET R9				

SIDEWALK/PATHWAY TRANSITION SUMMARY NOTES:

1. SEE SHEET D4, DETAIL 3.

۲ŧ	CORD DRAWING		
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	BY: TITLE:	DATE:	WAT
2.	DATA TRANSFERRED BY:	TITLE:	GAS
	COMPANY:	DATE:	TEL
			ELE
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	COMPANY:	DATE:	MUN

DATA	DRAWN BY	CHECKED BY								
BASE	CB	BW								
OPOGRAPHY	CB	BW								
ROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82				
VATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44'				
GAS	CB	BW	STAKING							
ELEPHONE	CB	BW								
ELECTRIC	JH	TK								
DESIGN	RB	JK	ASBUILT							
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST					
PRELIMINARY/FINAL	RB	JK	INSPECTOR							
MUNICIPAL/STATE	RB	JK								
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SCALE

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

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ROADWAY SUMMARY TABLES

HOR. N/A	GRID SW2033		T3., /
VER. N/A	DATE SEPT 2024	STATUS 65%	SHEET / °T3

TYPICAL PARALLEL CURB RAMP AT CORNER LOCATION WITH CONNECTING SIDE STREET SIDEWALK - PLAN VIEW

SCALE: NTS

SHEET NOTES:

DATA TRANSFER CHECKED BY: __

- SEE SHEETS R6-R9 FOR CURB RAMP TYPES, LOCATIONS, RAMP, LANDING AND FLARE LENGTHS AND ELEVATIONS. RAMP/FLARE/LANDING LENGTH FOR PARALLEL CURB RAMPS SHALL BE AS MEASURED 4' OFF BACK OF CURB.
- 2 NOTIFY ENGINEER PRIOR TO INSTALLATION OF CONCRETE IF MAXIMUM/MINIMUM SLOPES CANNOT BE MAINTAINED.
- 3. FOR PARALLEL CURB RAMPS, RAMPS SHALL BE 15 FEET MAXIMUM. RAMPS SHALL HAVE THE OUTSIDE EDGES AND JOINTS TRIMMED WITH A 1/4-INCH RADIUS EDGING TOOL.
- 4. ALL SLOPES ARE IN REFERENCE TO THE HORIZONTAL
- 5. MINIMUM FLOWLINE SLOPE IN CURB RETURN IS 0.5%, UNLESS OTHERWISE NOTED.

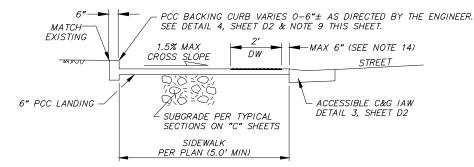
_ DATE:

- 6. PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
- 7. CONSTRUCT SIDEWALK ADJACENT TO CURB RAMP PER THE TYPICAL SECTIONS SHOWN ON THE "C" SHEETS.
- 8. PAYMENT FOR ALL PCC CURB AND GUTTER, INCLUDING MODIFIED AND TRANSITIONAL CURB, SHALL BE PAID UNDER THE BID ITEM "P.C.C. CURB & GUTTER (ALL TYPES)" AND NO SEPARATE PAYMENT SHALL BE MADE.
- FORM BACKING CURB AS DIRECTED BY THE ENGINEER TO MATCH EXISTING GROUND. PAYMENT FOR THIS CURB SHALL BE MADE UNDER THE BID ITEM "P.C.C. CURB RAMP (6" THICK!" AND NO ADDITIONAL PAYMENT SHALL BE MADE. IF EXISTING GROUND BEHIND SIDEWALK IS GRAVEL OR GRASS, GRADE TO MATCH EXISTING GROUND. PAYMENT FOR GRADING SHALL BE MADE UNDER THE BID ITEM "P.C.C. CURB RAMP (6" THICK)" AND NO ADDITIONAL PAYMENT SHALL BE MADE. 4" TOPSOIL AND SEEDING SHALL BE PLACED
- 10. CONSTRUCT RAMPS AND LANDINGS WITH A BROOM FINISH RUNNING PERPENDICULAR TO THE DIRECTION OF TRAVEL.
- 11. INSTALL YELLOW ADA APPROVED DETECTABLE WARNINGS (DW) PANELS UNLESS OTHERWISE NOTED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND THESE DRAWINGS. SET DETECTABLE WARNINGS SO THAT THE FIELD AREA AT THE BASE OF THE DOMES IS FLUSH WITH THE SURROUNDING CONCRETE. THERE SHALL BE NO LIP AT THE EDGE OF THE DETECTABLE CURB WARNINGS. SEE DETAIL 2. SHEET D2.
- 12. DETECTABLE WARNINGS DOMES AT PARALLEL CURB RAMPS SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINATE DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL
- 13. RAMP LOCATIONS MAY BE ADJUSTED TO ENSURE MINIMUM 48" CLEARANCE AROUND APPURTENANCES SUCH AS SIGNAL POLES, POWER POLES, LIGHT POLES, J-BOXES, SIGNS, CATCH BASINS AND MANHOLES. PRIOR TO PLACEMENT OF CONCRETE AND APPURTENANCES, THE RAMP LAYOUT AND LOCATION SHALL BE APPROVED BY THE ENGINEER.
- 14. GAP BETWEEN DETECTABLE WARNING PANELS AND BACK OF CURB ONLY ALLOWABLE AT CENTER OF CURB RAMPS. CORNERS OF DETECTABLE WARNINGS SHALL BE FLUSH WITH BACK OF CURB. IF REQUIRED BY THE ENGINEER CONTRACTOR SHALL CUT DETECTABLE WARNING PANELS PER THE MANUFACTURER'S RECOMMENDATIONS. CUTTING DW PANELS SHALL BE INCIDENTAL TO 30.04 DETECTABLE WARNINGS PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.

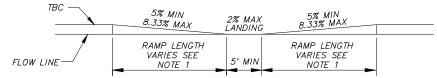
MAIN STREET RAMP RUNNING SLOPE = 8.33% MAX & 5% MIN, TYP. SEE NOTE 3. 2' WIDE BY LANDING WIDTH DETECTABLE WARNING PANEL SEE DETAIL 2. SHEET D2 RAMP CROSS SLOPE = 1.5% MAX, TYP SLOPE ALONG ACCESSIBLE C&G = 2% MAX TBC SEE DETAIL 3, SHEET D2 FOR ACCESSIBLE C&G DETAILS - LANDING RUNNING SLOPE = 2% MAX MAX SLOF - LANDING CROSS SLOPE = 1.5% MAX TRANSITION FROM ACCESSIBLE C&G TO C&G AS REQUIRED WITHIN RAMP/FLARE RUN, (TYP) PCC BACKING CURB, IF REQUIRED SEE DETAIL 4, SHEET D2 LIMITS OF BROOM FINISH, LIMITS OF 6" THICK PCC, LIMITS OF PAYMENT FOR CURB RAMP

TYPICAL PARALLEL CURB RAMP AT CORNER LOCATION WITHOUT CONNECTING SIDE STREET SIDEWALK - PLAN VIEW

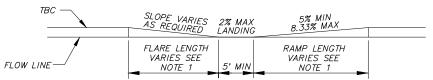
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SECTION A-A



SECTION B-B



SECTION C-C

TYPICAL CURB RAMP SECTIONS

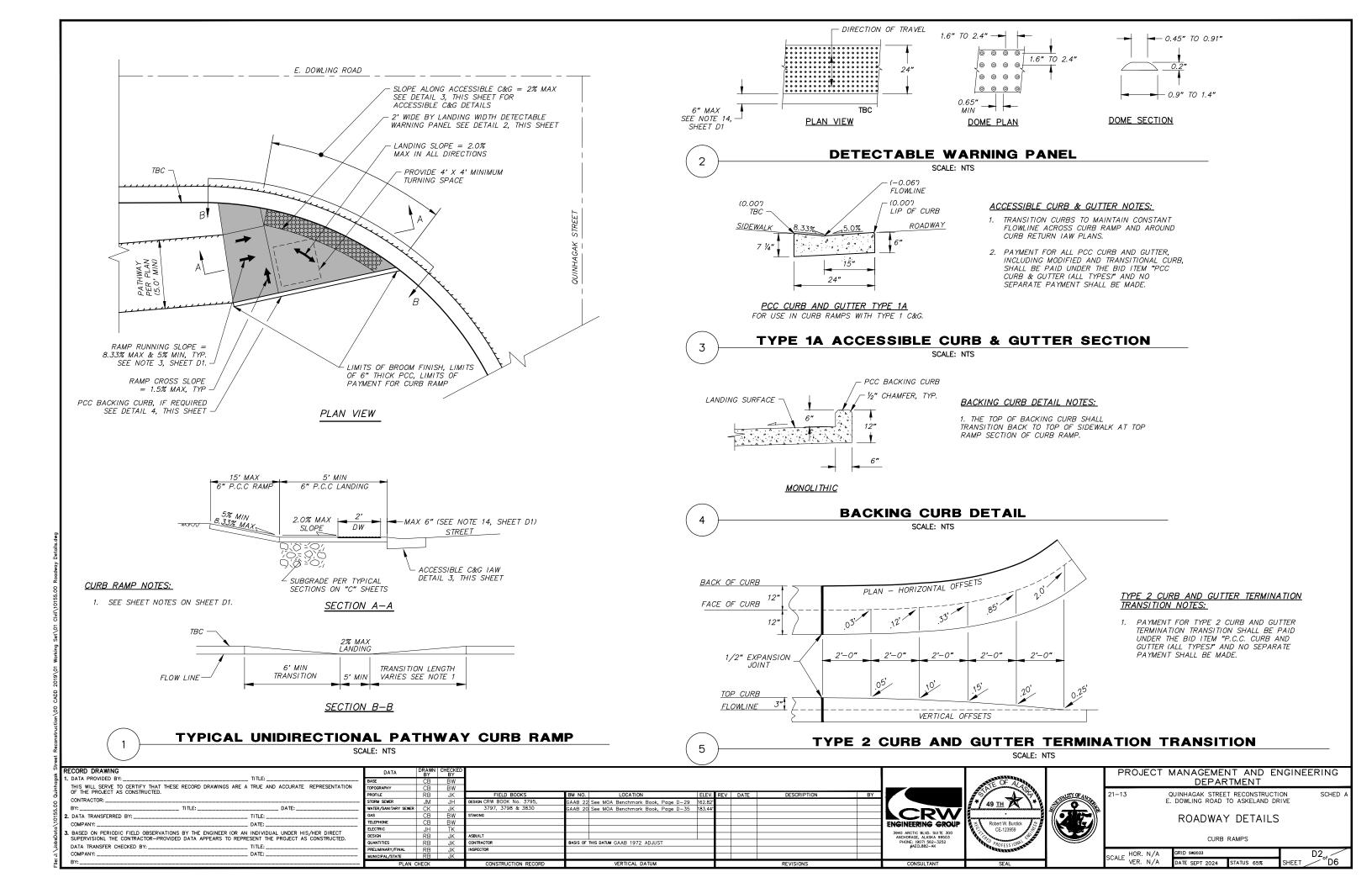
SCALE: NTS

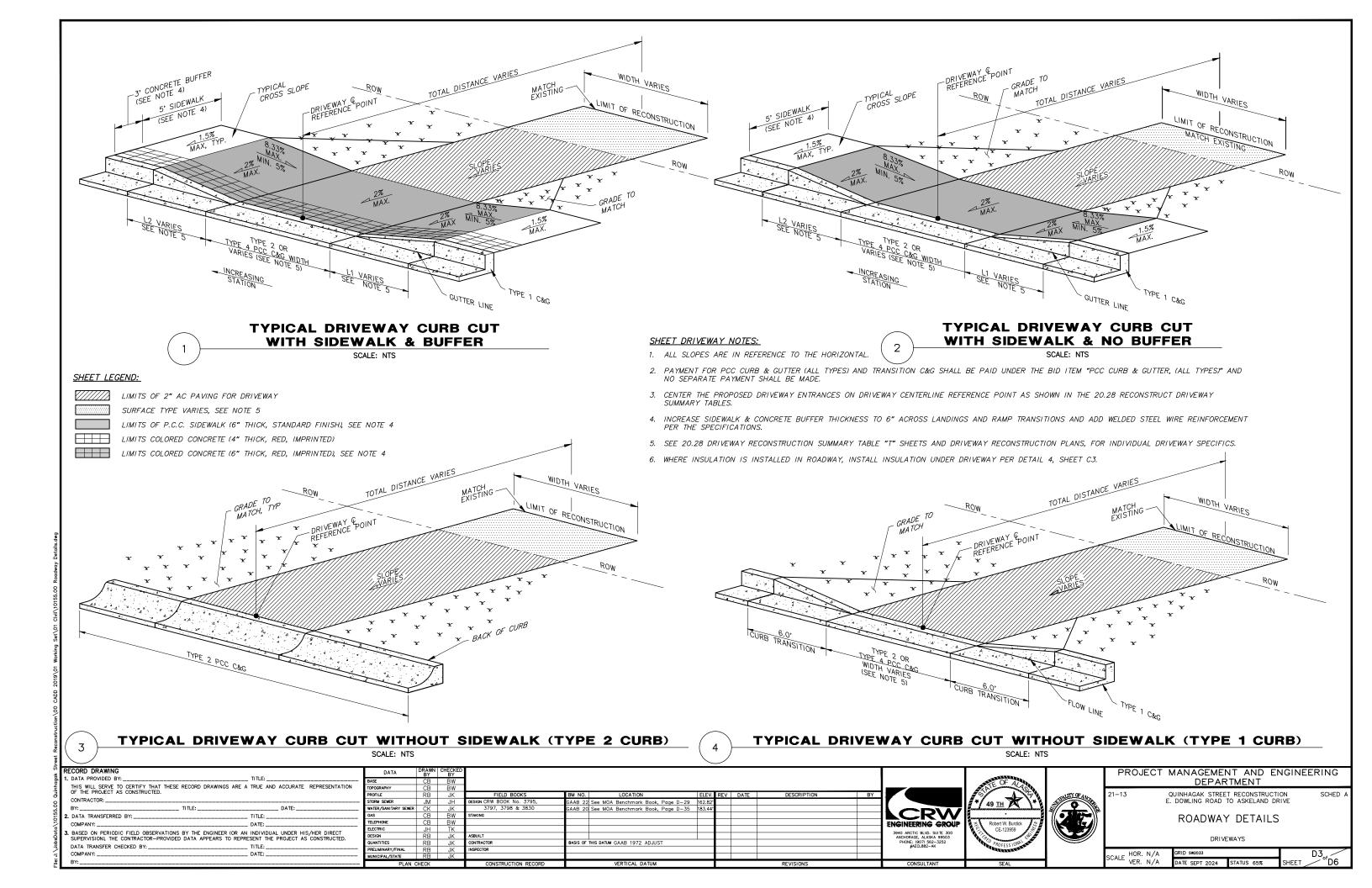
HOR. N/A

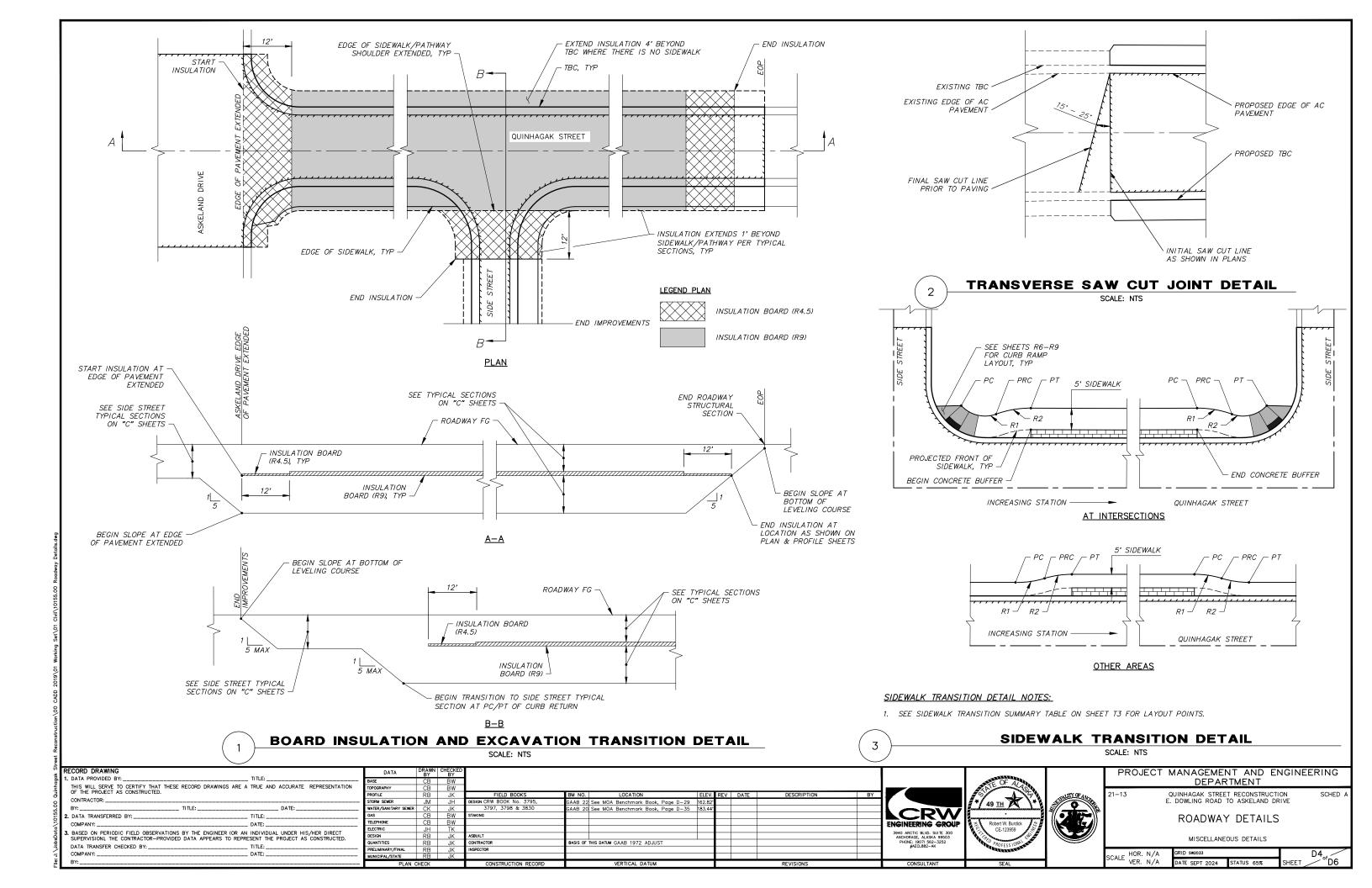
DATE SEPT 2024

RECORD DRAWING	DATA	DRAWN CI	HECKED											PROJECT MANAGEMENT A	AND ENGINE	ERING
1. DATA PROVIDED BY: TITLE: TITLE:	BASE	CB	BW									OF A		DEPARTME		
THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED.	TOPOGRAPHY	CB	BW									A Limina				
	PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV. REV	/ DATE	DESCRIPTION	BY		2 6) 1	ONITY OF ALL	21-13 QUINHAGAK STREET RECO	ONSTRUCTION	SCHED A
CONTRACTOR:	- STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22 See M	MOA Benchmark Book, Page D-29	162.82'					# / 49 TH		E. DOWLING ROAD TO ASK	ELAND DRIVE	
BY: DATE: TITLE: DATE:	WATER/SANITARY SEWER	R CK	JK	3797, 3798 & 3830	GAAB 20 See M	MOA Benchmark Book, Page D-35	183.44'					- Commission of the Commission				
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SUPERVISION), THE CONTRACTOR—PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.	DESIGN	RB	JK	ASBUILT							ANCHORAGE, ALASKA 99503			CURB RAMPS		
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TYPICAL WOOD POST MAILBOX

INSTALLATION (SIDE VIEW)



POST

C/L

1234

2" X 4" TREATED WOOD

FINISH GRADE

SEE NOTE 8 (TYP)

2"x6"x15"

1/2" DIA. GALVANIZED

STEEL BOLT W/NUT

AND WASHER (TYP)

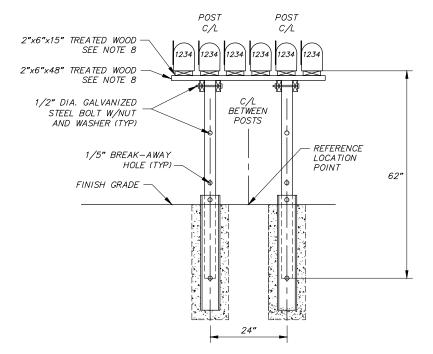
1/5" BREAK-AWAY

HOLE (TYP) -

TREATED WOOD

SEE NOTE 8

REFERENCE LOCATION POINT



TYPICAL COMBINED MAILBOX INSTALLATION (FRONT VIEW)

SCALE: NTS

RECORD DRAWING
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ENGINEERING GROUP

SAND ARCTICS SIN SUITE 500

APPONE: 1907 590-2552

PHONE: 1907 590-2552





PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

ROADWAY DETAILS

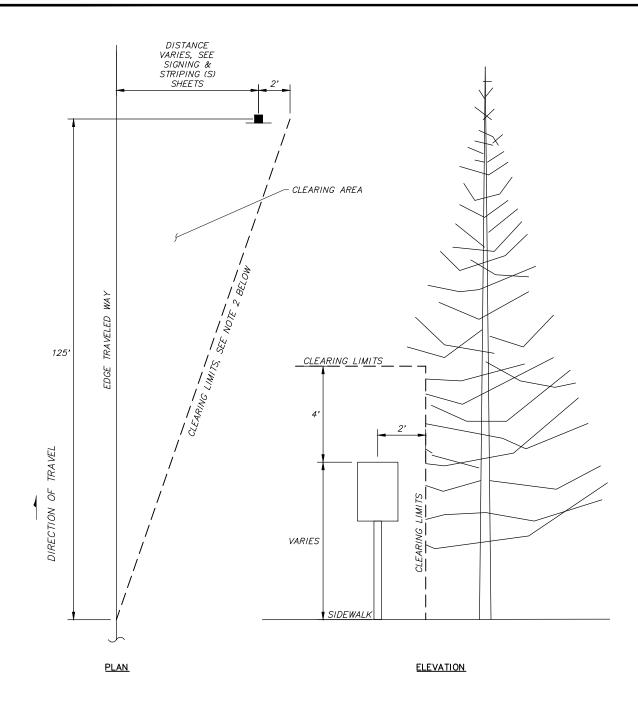
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MAILBOX

CCALE HOR. N/A GRID SW2033 D5 of D6

TYPICAL WOOD POST MAILBOX INSTALLATION NOTES:

- 1. SEE "RELOCATE MAILBOX" TABLE, DEMOLITION SHEETS & ROADWAY SHEETS FOR LOCATING MAILBOXES ALONG ROADWAY, LOCATIONS ARE APPROXIMATE, VERIFY LOCATION WITH ENGINEER PRIOR TO INSTALLATION.
- 2. RELOCATE COMBINED MAILBOXES TO THE PROPOSED STATION AND 2' BEHIND THE TOP BACK OF CURB.
- 3. CUT OFF EXCESS BOLTS AND FILE SMOOTH AFTER TIGHTENING.
- 4. MAILBOXES AND SUPPORTS SHALL CONFORM WITH U.S. POSTAL SERVICE REGULATIONS.
- 5. NEWSPAPER RECEPTACLES SHALL CONFORM TO THE SAME SETBACK AND SUPPORT REGULATIONS AS MAILBOXES. WHERE NEWSPAPER RECEPTACLES AND MAILBOXES ARE TO BE MOUNTED TOGETHER, THE NEWSPAPER RECEPTACLE SHALL BE MOUNTED BELOW THE BOTTOM SURFACE OF THE MAILBOX. RELOCATION OF EXISTING NEWSPAPER RECEPTACLES IS INCIDENTAL TO THE RELOCATE MAILBOX BID ITEM.
- 6. CONTRACTOR SHALL COORDINATE WITH THE MOA AND ENGINEER IN THE FIELD REGARDING MAILBOX SUBSTITUTIONS OR MAILBOX SIZING, PRIOR TO ORDERING
- 7. CONTRACTOR SHALL INSTALL MAILBOX ADDRESS LABELS TO MATCH EXISTING LABELS. ADDRESS LABELS SHALL BE A MINIMUM OF 1" IN HEIGHT AND INSTALLED ON THE SIDE OF THE MAILBOX VISIBLE FROM ON COMING TRAFFIC. ADDRESS LABELS SHOULD BE CENTERED BOTH VERTICAL AND HORIZONTAL ON MAILBOX.
- 8. ALL WOOD SHALL BE PRESSURE TREATED WOOD SEALED WITH A SEMI-TRANSPARENT OIL BASED STAIN BROWN IN COLOR. SUBMIT COLOR SAMPLE FOR APPROVAL.
- 9. CONTRACTOR TO SEAL THE TUBE BASE WHEN SETTING CONCRETE TO AVOID CONCRETE FROM ENTERING THE TUBE.
- 10. THE LOCATION OF EXISTING FEATURES AND UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL ENCOUNTERED UTILITIES AND RECORD ANY CHANGES ON THE RECORD DRAWINGS.
- 11. CONTRACTOR MAY ADJUST CONCRETE EMBEDMENT DEPTH IF UTILITY CONFLICTS ARE ENCOUNTERED.
- 12. MAILBOX ITEMS CALLED OUT IN DETAIL 1 SHALL APPLY TO MAILBOX DETAILS 2 & 3.



SIGN SIGHT DISTANCE CLEARING DETAIL NOTES:

- 1. SIGN SIGHT DISTANCE CLEARING SHALL BE INCIDENTAL TO SECTION 20.04 CLEARING AND GRUBBING PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- 2. MAINTAIN CLEARING LIMITS WITHIN AVAILABLE RIGHT-OF-WAY.
- 3. ALL CLEARING ACTIVITIES SHALL BE PERFORMED BY AN ISA CERTIFIED ARBORIST AND FOLLOW ANSI A300, PART 1, STANDARD PRACTICES AND ANSI Z133.1, ARBORICULTURAL OPERATIONS SAFETY.

ROADWAY LUMINAIRE PER "I" SHEETS ROADWAY LUMINAIRE CLEARING LIMITS, SEE NOTE 3 2.0 SIDEWALK CLEARING LIMITS 12.0' SHLDR 2.0' EXISTING TREE SIDEWALK PER "C" AND "R" SHEETS -**ELEVATION**

SIDEWALK AND ROADWAY LUMINAIRE CLEARING DETAIL NOTES:

- 1. SIDEWALK AND ROADWAY LUMINAIRE CLEARING SHALL BE INCIDENTAL TO SECTION 20.04 CLEARING AND GRUBBING PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- 2. MAINTAIN CLEARING LIMITS WITHIN AVAILABLE RIGHT-OF-WAY OR TCP.
- 3. ROADWAY LUMINAIRE CLEARING LIMITS SHALL INCLUDE 20 FEET UP STATION AND DOWN STATION ALONG THE ROADWAY.
- 4. ALL CLEARING ACTIVITIES SHALL BE PERFORMED BY AN ISA CERTIFIED ARBORIST AND FOLLOW ANSI A300, PART 1, STANDARD PRACTICES AND ANSI Z133.1, ARBORICULTURAL OPERATIONS SAFETY.

SIGN SIGHT DISTANCE CLEARING DETAIL

SCALE: NTS

SIDEWALK AND ROADWAY LUMINAIRE CLEARING DETAIL

SCALE: NTS

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21–13 QUIN E. DO

DEPARTMENT

-13 QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKELAND DRIVE

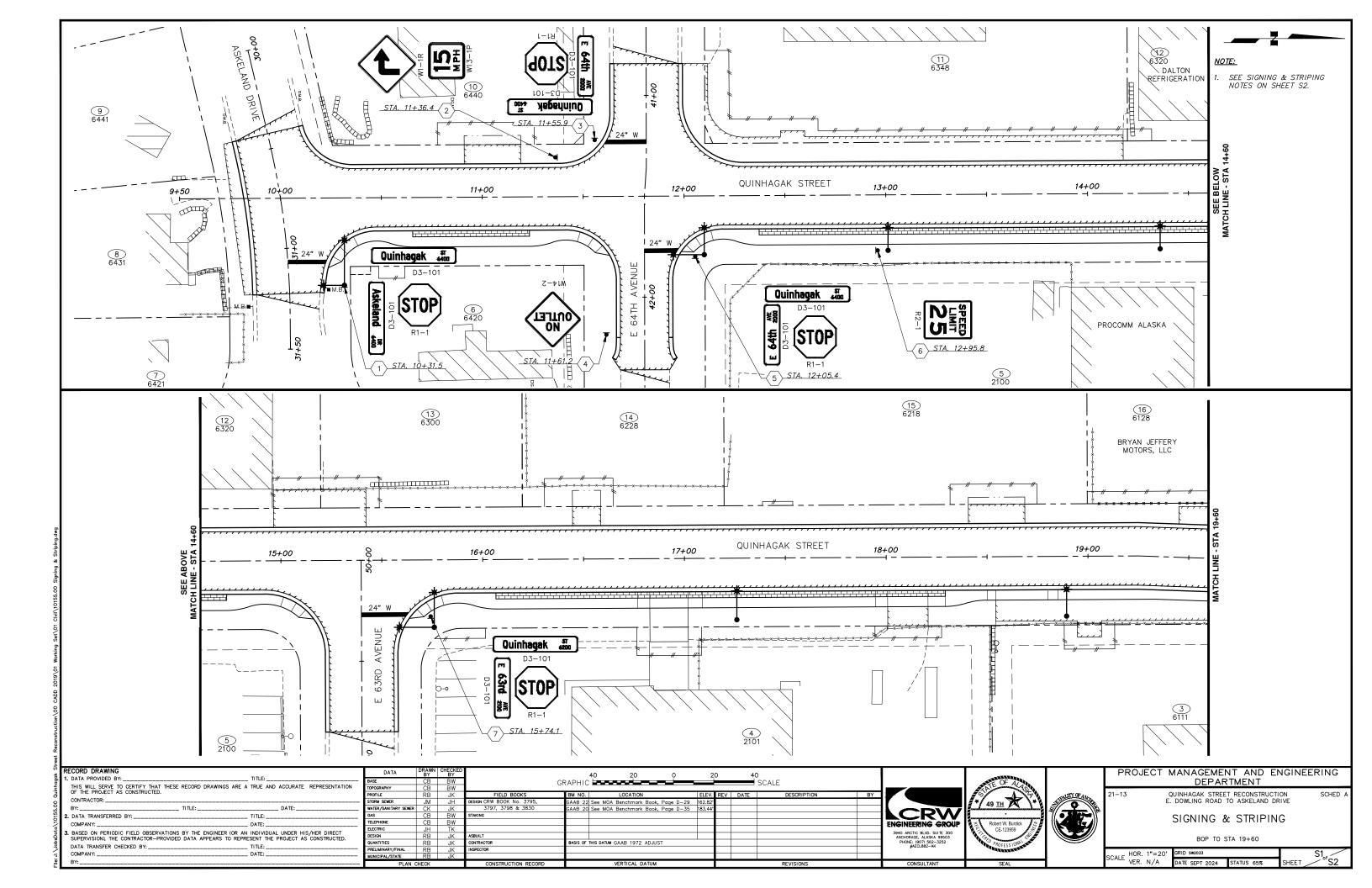
DOADWAY DETAILO

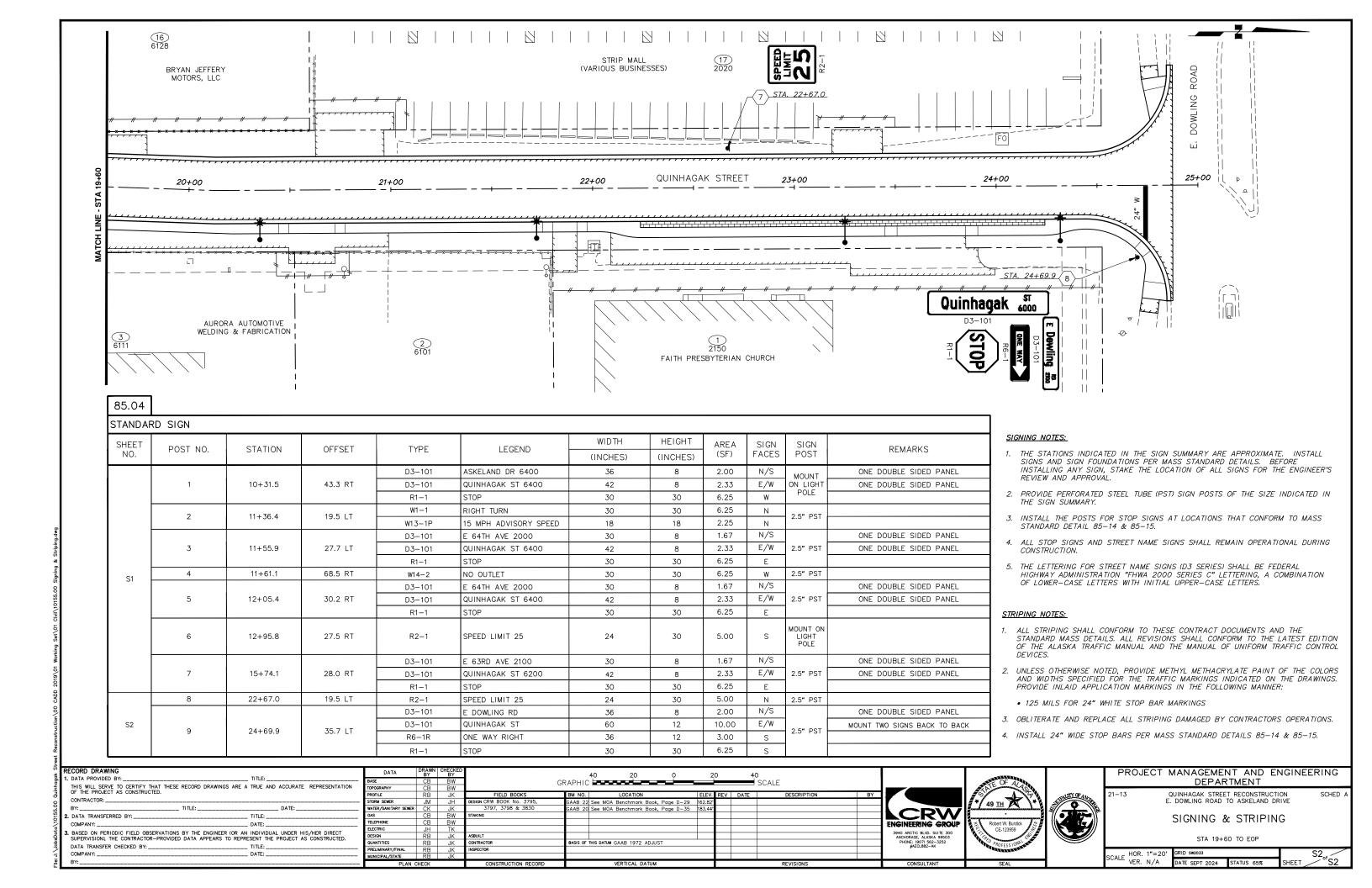
PROJECT MANAGEMENT AND ENGINEERING

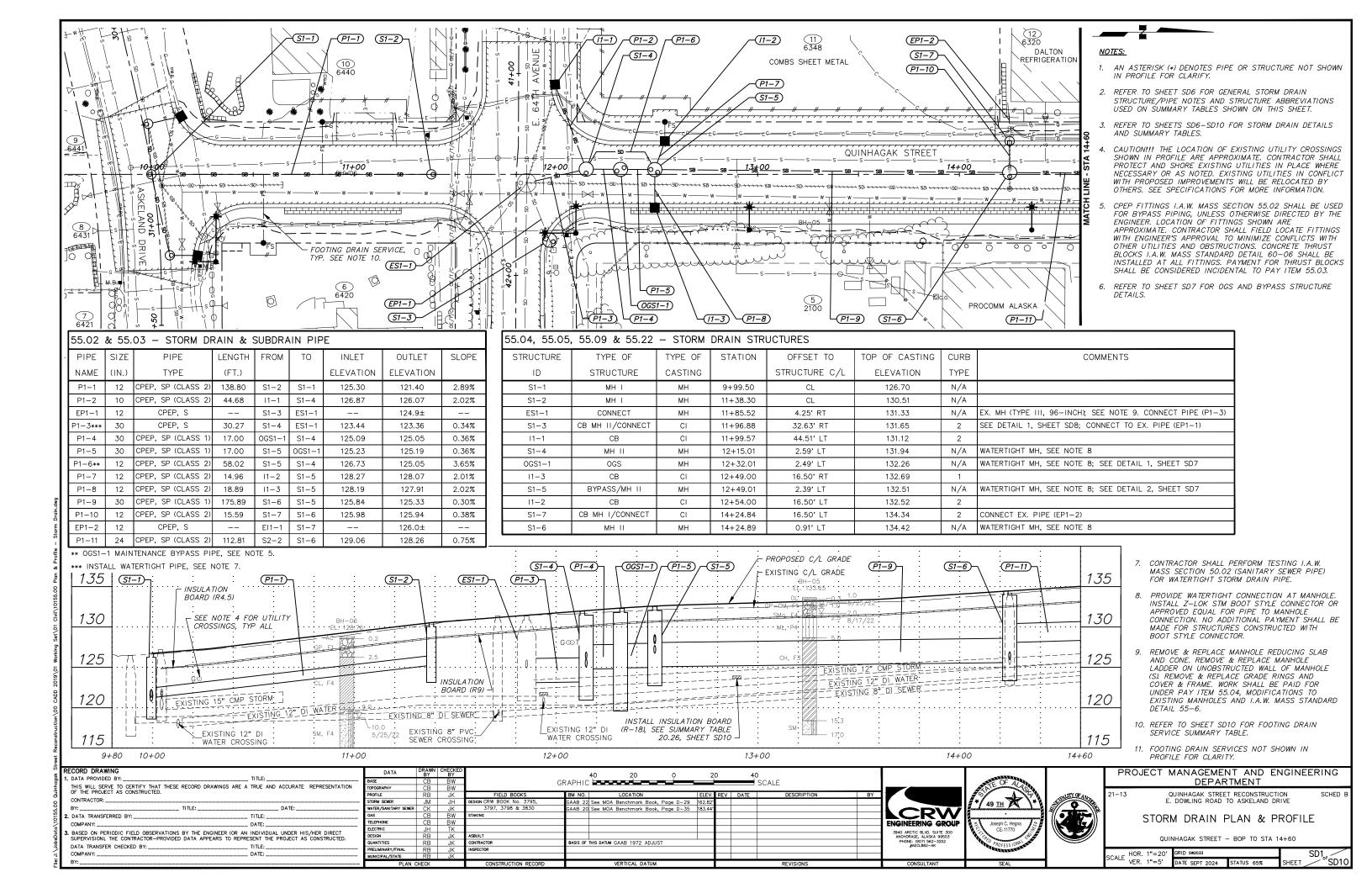
ROADWAY DETAILS

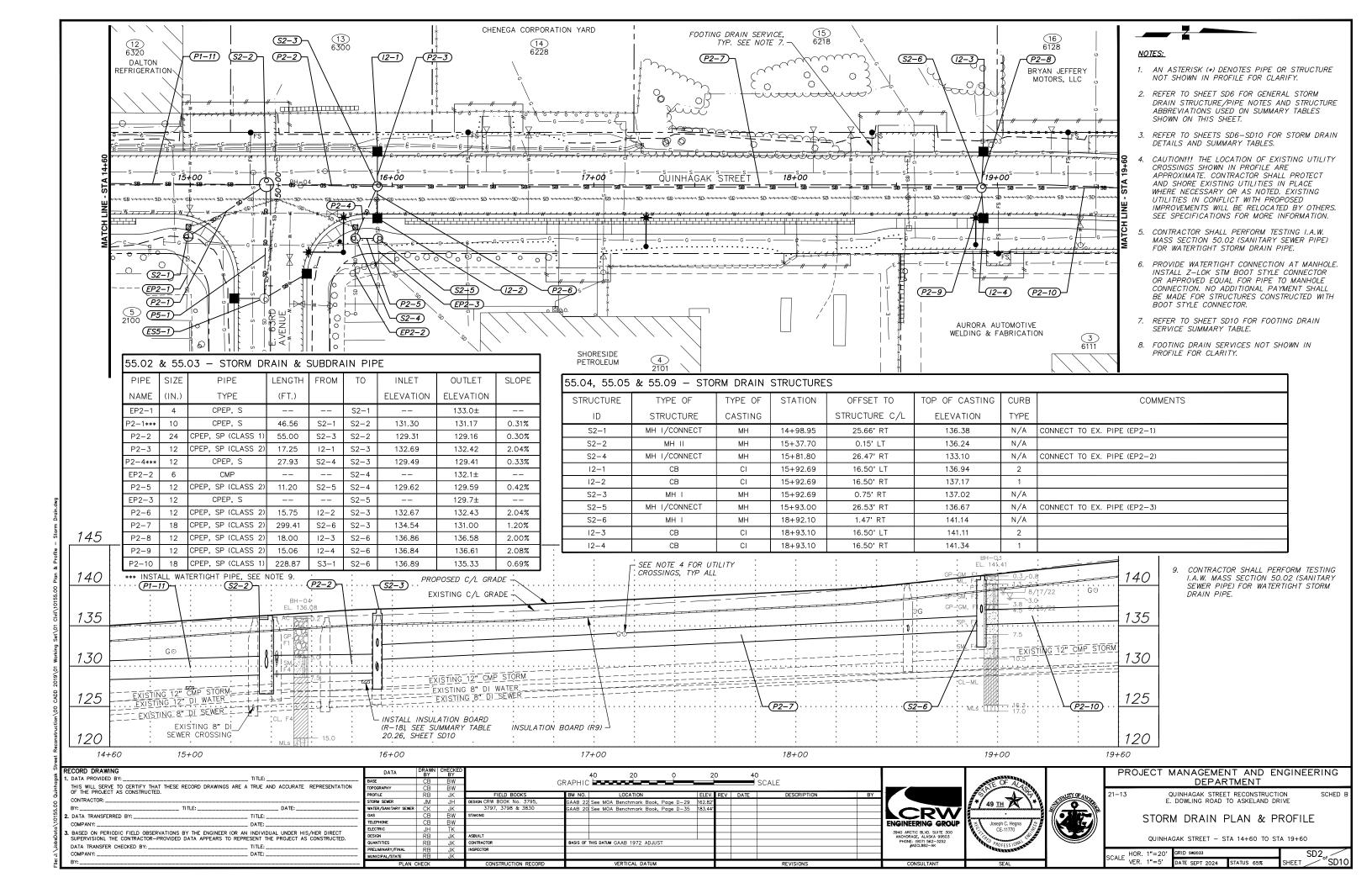
CLEARING DETAILS

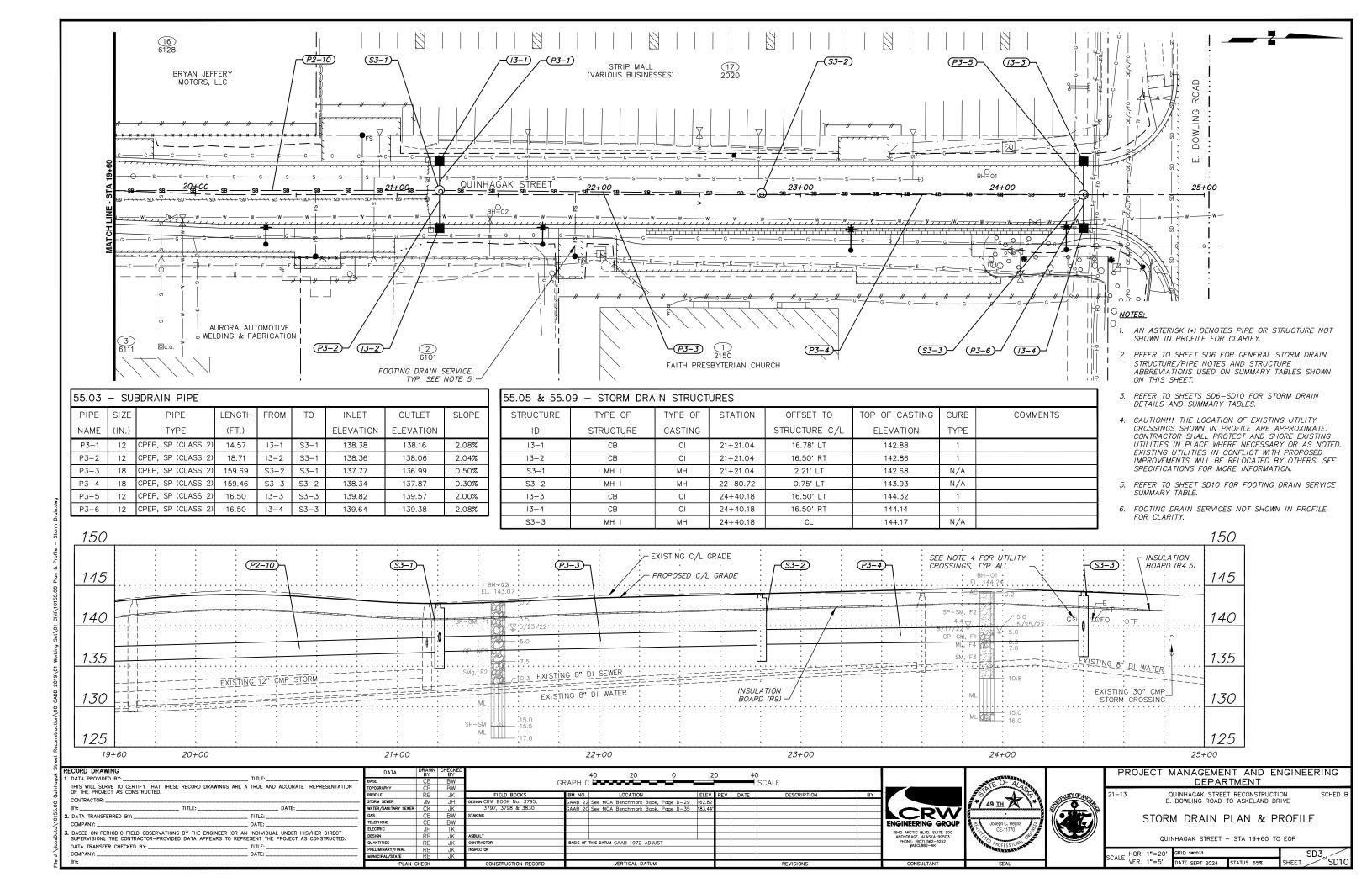
SCALE HOR. N/A GRID SW2033 DATE SEPT 2024 STATUS 65% SHEET 06

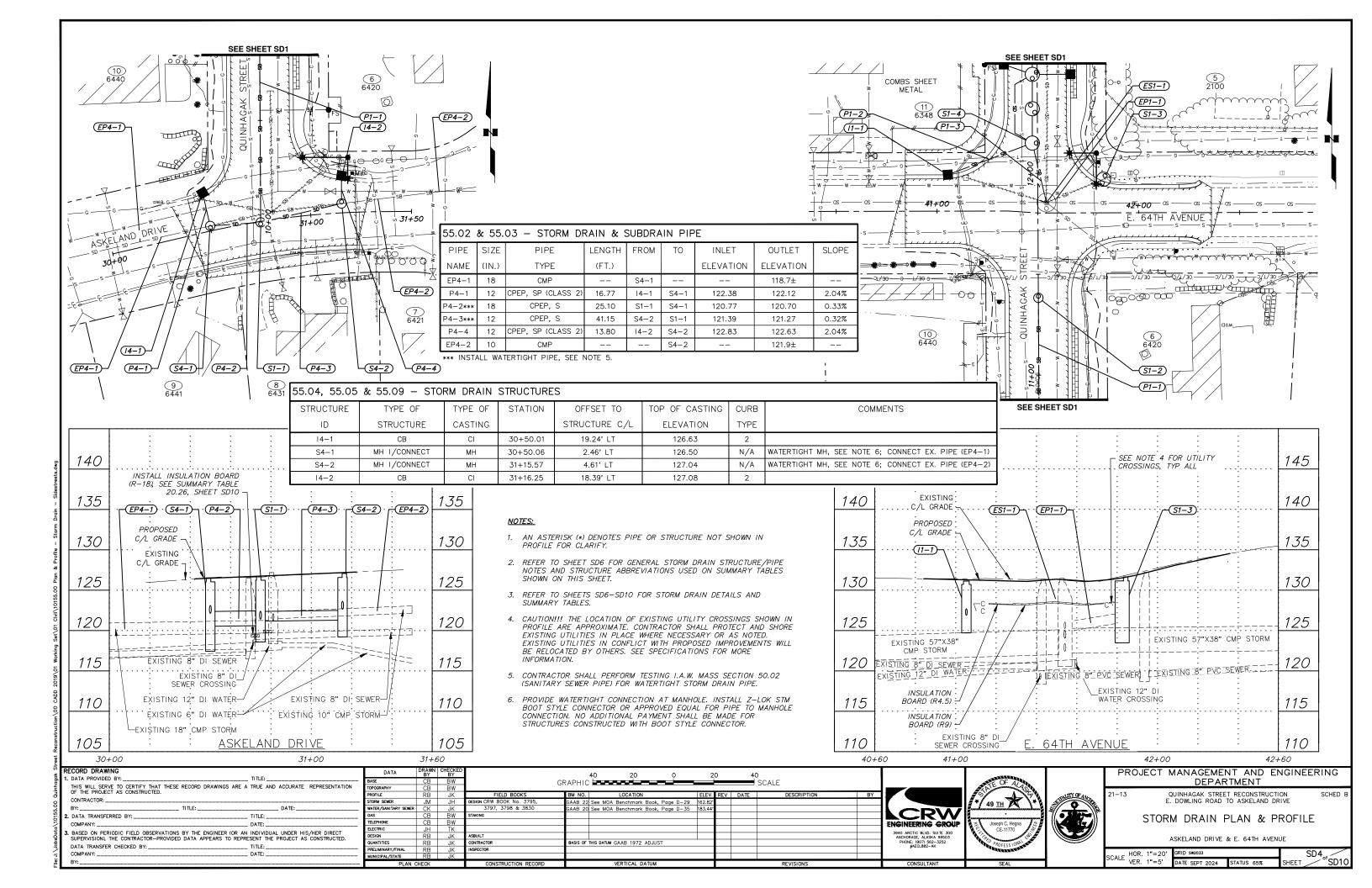


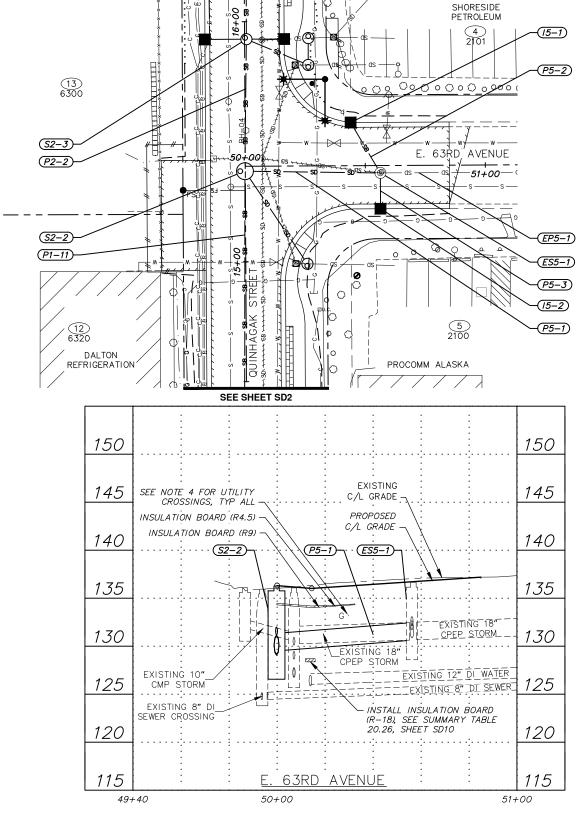












SEE SHEET SD2

NOTES:

- 1. AN ASTERISK (*) DENOTES PIPE OR STRUCTURE NOT SHOWN IN PROFILE FOR CLARIFY.
- 2. REFER TO SHEET SD6 FOR GENERAL STORM DRAIN STRUCTURE/PIPE NOTES AND STRUCTURE ABBREVIATIONS USED ON SUMMARY TABLES SHOWN ON THIS SHEET.
- 3. REFER TO SHEETS SD6-SD10 FOR STORM DRAIN DETAILS AND SUMMARY TABLES.
- 4. CAUTION!!! THE LOCATION OF EXISTING UTILITY CROSSINGS SHOWN IN PROFILE ARE APPROXIMATE. CONTRACTOR SHALL PROTECT AND SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED. EXISTING UTILITIES IN CONFLICT WITH PROPOSED IMPROVEMENTS WILL BE RELOCATED BY OTHERS. SEE SPECIFICATIONS FOR MORE INFORMATION.
- 5. CONTRACTOR SHALL PERFORM TESTING I.A.W. MASS SECTION 50.02 (SANITARY SEWER PIPE) FOR WATERTIGHT STORM DRAIN PIPE.
- 6. REMOVE & REPLACE MANHOLE CONE. REMOVE & REPLACE MANHOLE LADDER ON UNOBSTRUCTED WALL OF MANHOLE (NE). REMOVE & REPLACE GRADE RINGS AND COVER & FRAME. WORK SHALL BE PAID FOR UNDER PAY ITEM 55.04, MODIFICATIONS TO EXISTING MANHOLES AND I.A.W. MASS STANDARD DETAIL 55-6.

55.02	55.02 & 55.03 - STORM DRAIN & SUBDRAIN PIPE													
PIPE	SIZE	PIPE	LENGTH	LENGTH FROM TO INLET			OUTLET	SLOPE						
NAME	(IN.)	TYPE	(FT.)			ELEVATION	ELEVATION							
P5-1**	18	CPEP, S	56.41	ES5-1	S2-2	130.75	129.73	1.98%						
P5-2	12	CPEP, SP (CLASS 2)	24.39	15-1	ES5-1	132.09	131.68	2.01%						
P5-3	12	CPEP, SP (CLASS 2)	14.92	15-2	ES5-1	132.32	132.10	2.01%						

^{**} INSTALL WATERTIGHT PIPE, SEE NOTE 5.

55.04, 55.05	55.04, 55.05 & 55.09 - STORM DRAIN STRUCTURES													
STRUCTURE	TYPE OF	TYPE OF	STATION	OFFSET TO	TOP OF CASTING	CURB	COMMENTS							
ID	STRUCTURE	CASTING		STRUCTURE C/L	ELEVATION	TYPE								
15-1	СВ	CI	50+43.99	18.00' LT	136.34	2								
ES5-1	CONNECT	МН	50+56.25	3.08' RT	136.62	N/A	EX. MH (TYPE I); SEE NOTE 6. CONNECT NEW PIPES (P5-1,P5-2, & P5-3)							
15-2	СВ	CI	50+56.25	18.00' RT	136.57	2								

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

STORM DRAIN PLAN & PROFILE

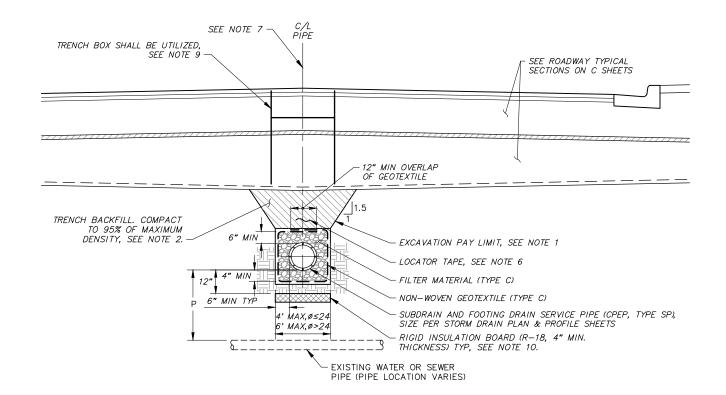
E. 63RD AVENUE

SD5_{of} SD10 SCALE HOR. 1"=20' VER. 1"=5' DATE SEPT 2024 STATUS 65%

SEE NOTE 7 -

STORM DRAIN & SUBDRAIN TRENCH SECTION NOTES:

- 1. TRENCH EXCAVATION AND SHORING SHALL COMPLY WITH ALL LOCAL, STATE, AND OSHA REGULATIONS AND REQUIREMENTS. INDICATED TRENCH WALL SLOPES AND DIMENSIONS ARE FOR PAY QUANTITY DETERMINATIONS ONLY.
- 2. TRENCH BACKFILL SHALL BE NATIVE MATERIAL MEETING TYPE III CLASSIFICATION (MINIMUM) AS APPROVED BY THE ENGINEER, NATIVE MATERIAL NOT MEETING TYPE III CLASSIFICATION SHALL BE REMOVED AND REPLACED WITH FURNISH TRENCH BACKFILL (TYPE II).
- 3. REMOVE AND DISPOSE OF ALL ORGANIC MATERIALS IN ACCORDANCE WITH MASS SECTION 20.13.
- 4. IN PREPARATION FOR AND IMMEDIATELY PRIOR TO PAVING, CONTRACTOR SHALL SAW CUT AND REMOVE AN ADDITIONAL 12 INCHES FROM EXISTING PAVEMENT EDGE. THE ENGINEER MAY REQUIRE MORE THAN 12 INCHES ADDITIONAL CUT IF THE EXISTING PAVEMENT HAS BEEN LIFTED IN THE REMOVAL PROCESS, IF THE JOINT DOES NOT OCCUR ON UNDISTURBED MATERIAL, OR IF THE JOINT IS LOCATED WITHIN
- 5. WHERE WATER AND STORM DRAIN/SUBDRAIN MAINS CROSS, STORM DRAIN/SUBDRAIN MAIN JOINTS SHALL BE AT LEAST 10 FEET FROM WATER MAIN JOINTS.
- 6. INSTALL DETECTABLE LOCATOR TAPE AT LEAST 18 INCHES BUT NO MORE THAN 36 INCHES ABOVE THE CROWN OF THE PIPE.
- 7. LOCATION OF STORM DRAIN/SUBDRAIN VARIES WITHIN ROADWAY. INSTALL STORM DRAIN/SUBDRAIN AS SHOWN ON STORM DRAIN PLAN & PROFILE SHEETS.
- 8. PLACE 4" OF COMPACTED TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS, UNLESS OTHERWISE NOTED.
- 9. TRENCH BOX SHALL BE UTILIZED TO MINIMIZE TRENCH WIDTH AND REDUCE IMPACTS TO ADJACENT PROPERTIES AND RE-VEGETATION. CONTRACTOR SHALL AVOID IMPACTS TO TREE PROTECTION ZONES.
- 10. INSTALL INSULATION BOARD (R-18) WHEN:
 - 'D' IS LESS THAN 4' IN AREAS OUTSIDE OF THE INSULATED ROADWAY SECTIONS. INSULATION PLACEMENT SHALL CONFORM TO MASS DFTAIL 20-9
 - 'P' IS LESS THAN 3', AS MEASURED FROM OUTSIDE OF PIPES & WITHIN BEDDING LIMITS, OR AS DIRECTED BY ENGINEER IN THE FIELD.
- 11. WATER LINES CROSSING STORM DRAIN LINES REQUIRE A MINIMUM INSULATED VERTICAL SEPARATION OF EIGHTEEN (18) INCHES. IF EIGHTEEN (18) INCHES CAN NOT BE OBTAINED, THE WATER LINE WILL HAVE TO BE RELOCATED.





TYPICAL SUBDRAIN TRENCH SECTION

SCALE: NTS

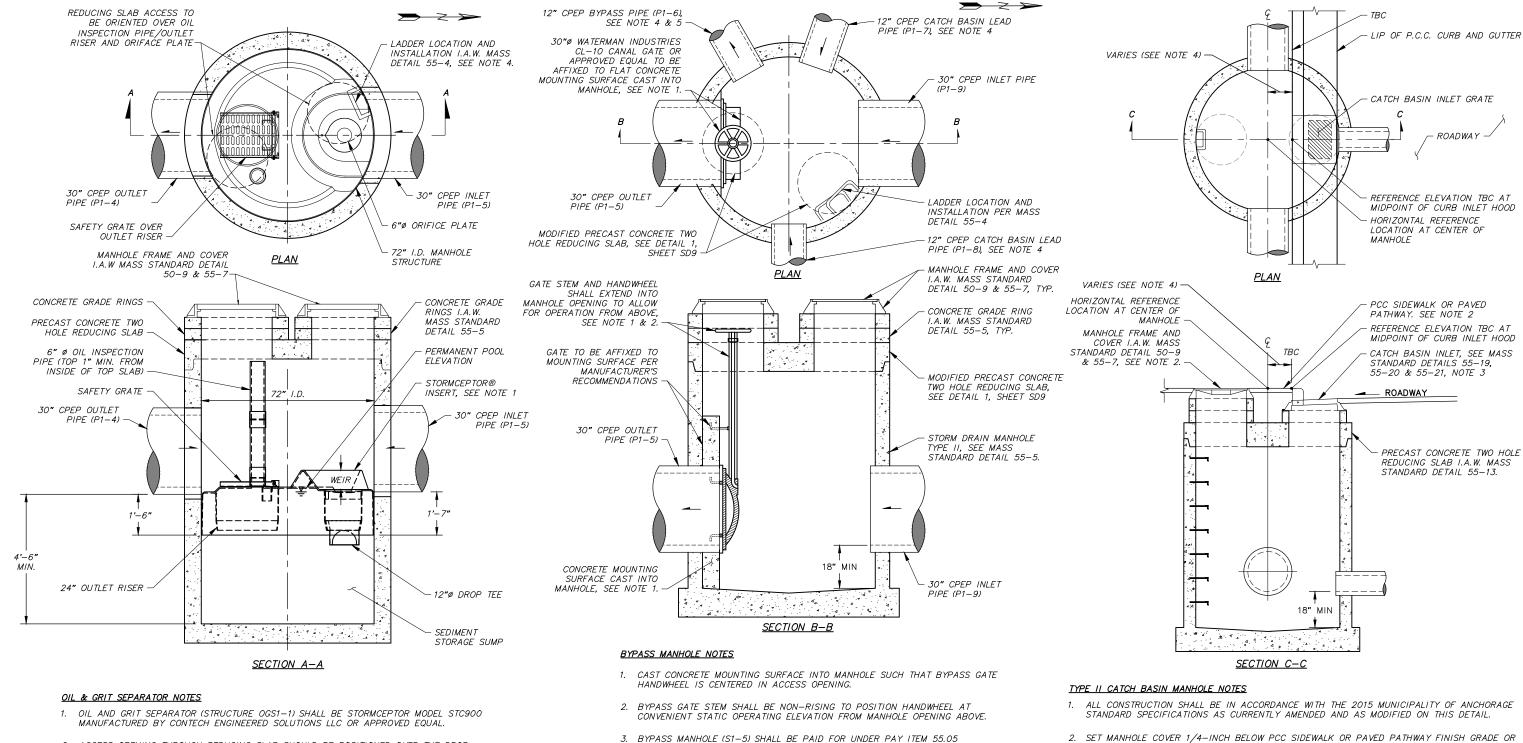
GENERAL STORM DRAIN STRUCTURE & PIPE NOTES:

1. HORIZONTAL AND VERTICAL CONTROL POINTS FOR STORM DRAIN STRUCTURES (REFERENCE POINTS CALLED OUT IN PLAN & PROFILE SHEETS) ARE:

STRUCTURE TYPE I MH HORZ CONTROL CENTER OF MH REFERENCE ELEV. FG/TOP OF LID. CENTER OF MH FG/TOP OF LID. TYPE II MH TYPE II CB MH CENTER OF MH TBC @ MID. PT. OF CURB INLET HOOD CATCH BASIN CENTER OF CR TRC @ MID. PT. OF CURB INIFT HOOD

- 2. PIPE LENGTHS ARE BASED ON THE HORIZONTAL DISTANCE BETWEEN THE CENTER OF CONNECTING STRUCTURES OR FITTINGS. PIPE SLOPES ARE CALCULATED USING THE ACTUAL LENGTH OF PIPE FROM THE INSIDE FACE OF STRUCTURES.
- 3. UNLESS OTHERWISE NOTED, ALL STORM DRAIN MAIN PIPE SHALL BE CPEP, TYPE S AND ALL SUBDRAIN PIPE AND FOOTING DRAIN SERVICES SHALL BE CPEP. TYPE SP.
- 4. THE FOLLOWING ABBREVIATIONS USED ON THE STORM DRAIN STRUCTURE TABLES ON THE PLAN & PROFILES SHEETS ARE DESCRIBED BELOW:
 - CB CATCH BASIN
 - CB MH I CATCH BASIN MANHOLE. TYPE I
 - CB MH II CATCH BASIN MANHOLE, TYPE II
- MH I STORM DRAIN MANHOLE, TYPE I MH II STORM DRAIN MANHOLE, TYPE II
- OGS OIL AND GRIT SEPARATOR
- CONNECT CONNECT TO EXISTING STORM DRAIN MANHOLE AND/OR PIPE BYPASS BYPASS PIPE USED TO REROUTE FLOW AROUND OGS DURING MAINTENANCE CI CURB INLET
- MH MANHOLE FRAME AND LID

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CONTRACTOR:	STORM SEWER	JM -	JH D	DESIGN CRW BOOK No. 3795,		See MOA Benchmark Book, Page D-29	162.82'					4/ 49 TH	A TO		E. DOWLING ROAD TO ASKEL	AND DRIVE	
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SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.	DESIGN	RB -	OIV	ASBUILT							3940 ARCTIC BLVD. SUITE 300 ANCHORAGE, ALASKA 99503	10 CH					
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- 2. ACCESS OPENING THROUGH REDUCING SLAB SHOULD BE POSITIONED OVER THE DROP TEE AND OIL PORT.
- SEE STORM DRAIN PLAN & PROFILE SHEETS FOR INLET AND OUTLET PIPE INVERTS & ORIENTATION AND STRUCTURE INFORMATION.
- 4. LADDER RUNGS NOT SHOWN IN SECTION VIEW FOR CLARITY.

TITLE:

DATE:

_ DATE:

THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED.

BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.

RECORD DRAWING

CONTRACTOR: __

COMPANY:

. DATA TRANSFERRED BY:

DATA TRANSFER CHECKED BY: _

- 3. BYPASS MANHOLE (S1-5) SHALL BE PAID FOR UNDER PAY ITEM 55.05 CONSTRUCT (TYPE II) BYPASS MANHOLE.
- 4. BYPASS PIPE (P1-6) AND CATCH BASIN LEAD (P1-7) NOT SHOWN IN SECTION B-B FOR CLARITY.
- ADJUST LOCATION OF PIPE PENETRATION INTO MANHOLE FOR BYPASS PIPE (P1-6) AS REQUIRED TO AVOID CONFLICT WITH CONCRETE MOUNTING SURFACE.
- 2. SET MANHOLE COVER 1/4-INCH BELOW PCC SIDEWALK OR PAVED PATHWAY FINISH GRADE OR PER MASS STANDARD DETAIL 55-10 FOR ALL OTHER LOCATIONS.
- 3. MH CENTER MAY BE ON ROADWAY SIDE OF CURB LINE IN SOME LOCATIONS. ALIGN CATCH BASIN INLET WITH CURB LINE.
- 4. OFFSET FOR STANDARD INSTALLATION IS 0.95'.

3

OIL AND GRIT SEPARATOR (OGS1-1) DETAIL

SCALE: NTS

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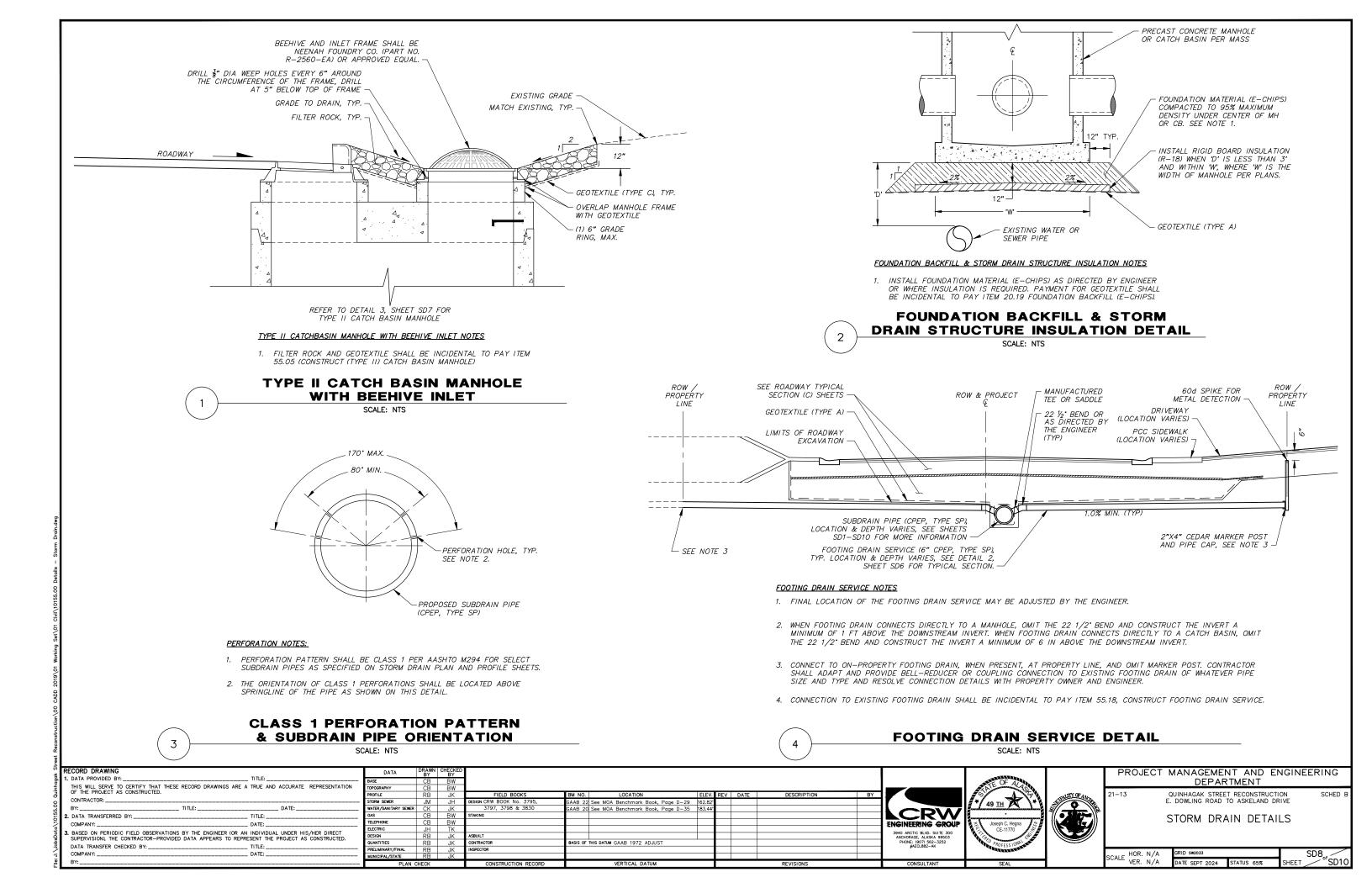
BYPASS MANHOLE (S1-5) DETAIL SCALE: NTS

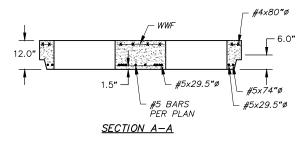
TYPE II CATCH BASIN MAHOLE DETAIL SCALE: NTS

PROJECT MANAGEMENT AND ENGINEERING **DEPARTMENT** QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE AAB 22 See MOA Benchmark Book, Page D-29 162. AB 20 See MOA Benchmark Book, Page D-35 | 183 CRW STORM DRAIN DETAILS ENGINEERING GROUP 3940 ARCTIC BLVD. SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECL882-AK

SD7 HOR. N/A °^fSD10 DATE SEPT 2024

SCHED





REDUCING SLAB NOTES

1. CONCRETE MINIMUM DESIGN STRENGTH OF 4,000 PSI.

MODIFIED PRECAST CONCRETE TWO HOLE REDUCING SLAB DETAIL

SCALE: NTS

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ı	BY:	TITLE:	DATE:	WATER
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STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82'				
VATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44				
GAS	CB	BW	STAKING		-					
TELEPHONE	CB	BW								
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DESIGN	RB	JK	ASBUILT							
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PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT

21–13

QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKELAND DRIVE

SCHED

STORM DRAIN DETAILS

SCALE HOR. N/A GRID SW2033 SD9 of SD10

INSULAT	NSULATION BOARD (R-18) - PIPE CROSSINGS & STORM DRAIN INSULATION													
	BEGIN	END												
SHEET	STATION	STATION	OFFSET	WIDTH (FT)	LENGTH (FT)	AREA (SF)	COMMENTS							
	11+94	-	2.42' RT	4	8	32	WATER CROSSING (64TH AVENUE AT QUINHAGAK STREET)							
SD1	12+90	-	1.64' LT	4	8	32	SEWER SERVICE (PARCEL 5)							
	14+25	_	6.69' LT	4	8	32	SEWER MAIN							
SD2	15+00	_	0.33' RT	4	8	32	WATER SERVICE (PARCEL 12)							
302	15+87	-	14.35' RT	4	8	32	WATER CROSSING (QUINHAGAK STREET)							
SD4	30+71	-	0.16' RT	4	8	32	SEWER MAIN							
304	30+79	_	0.21' RT	4	8	32	WATER SERVICE (PARCEL 8)							
SD5	50+14	-	2.30' RT	4	8	32	WATER CROSSING (63RD AVENUE AT QUINHAGAK STREET)							

INSULATION BOARD NOTES:

1. INSULATION BOARD SHALL BE INSTALLED I.A.W. TYPICAL STORM DRAIN AND SUBDRAIN TYPICAL SECTIONS (SEE SHEET SD6) AND MASS STANDARD DETAIL 20-9.

55.18 –	CONSTRUC	T FOOTING	DRAIN SERVI	CE				
		AT PROPI	ERTY LINE	AT I	MAIN	APPROX.		ELEVATION
SHEET	PARCEL	STATION	OFFSET (FT)	STATION OFFSET (FT) LEN		LENGTH (FT)	CONNECT TO / COMMENTS	AT ROW (2)
	6	10+55	34.0 RT	10+55	CL	34.0	SUBDRAIN PIPE (P1-1)	
SD1	10	10+84	26.0 LT	10+84	CL	26.0	SUBDRAIN PIPE (P1-1)	
	11	12+54	26.0 LT	12+54	16.5 LT	9.5	CATCH BASIN I1-2	
	3	19+01	34.0 RT	19+01	1.5 RT	32.5	SUBDRAIN PIPE (P2-9)	
	13	15+30	26.0 LT	15+30	0.2 LT	25.8	SUBDRAIN PIPE (P1-12)	
SD2	14	16+38	26.0 LT	16+38	0.9 RT	26.9	SUBDRAIN PIPE (P2-6)	
	15	18+38	26.0 LT	18+38	1.3 RT	27.3	SUBDRAIN PIPE (P2-6)	
	16	19+34	26.4 LT	19+35	1.0 RT	27.4	SUBDRAIN PIPE (P2-9)	
	1	21+88	30.5 RT	21+88	1.6 LT	32.1	SUBDRAIN PIPE (P3-3)	
SD3	2	20+60	30.5 RT	20+60	2.2 LT	32.7	SUBDRAIN PIPE (P2-9)	
	17	20+83	29.5 LT	20+83	2.2 LT	27.3	SUBDRAIN PIPE (P2-9)	

FOOTING DRAIN SERVICE NOTES:

- 1. FOOTING DRAIN SERVICES SHALL BE INSTALLED PER DETAIL 4, SHEET SD8 AND THE SPECIAL PROVISIONS.
- 2. TO COMPLETED BY CONTRACTOR AS PART OF AS-BUILT DRAWINGS.
- 3. FOOTING DRAIN SERVICES SHALL BE INSTALLED A MINIMUM OF 11 FEET FROM ANY WATER SERVICE KEY BOX.
- 4. FOOTING DRAIN SERVICES SHALL BE CONSTRUCTED I.A.W. TYPICAL SUBDRAIN TRENCH SECTION (DETAIL 2, SHEET SD6) UNLESS OTHERWISE NOTED.

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OF THE PROJECT AS CONSTRUCTED.				PROFIL
CONTRACTOR:				STORM
BY:	TITLE:	DATE:		WATER
DATA TRANSFERRED BY:		TITLE:		GAS
COMPANY:		DATE:		TELEPI
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BASE	CB	BW									1
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PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82					₽.
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44'					A
GAS	CB	BW	STAKING								
TELEPHONE	СВ	BW									EN
ELECTRIC	JH	TK									_
DESIGN	RB	JK	ASBUILT								1
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST						1
PRELIMINARY/FINAL	RB	JK	INSPECTOR								1
MUNICIPAL/STATE	RB	JK									
PLAN (CHECK		CONSTRUCTION RECORD		VERTICAL DATUM	REVISIONS					





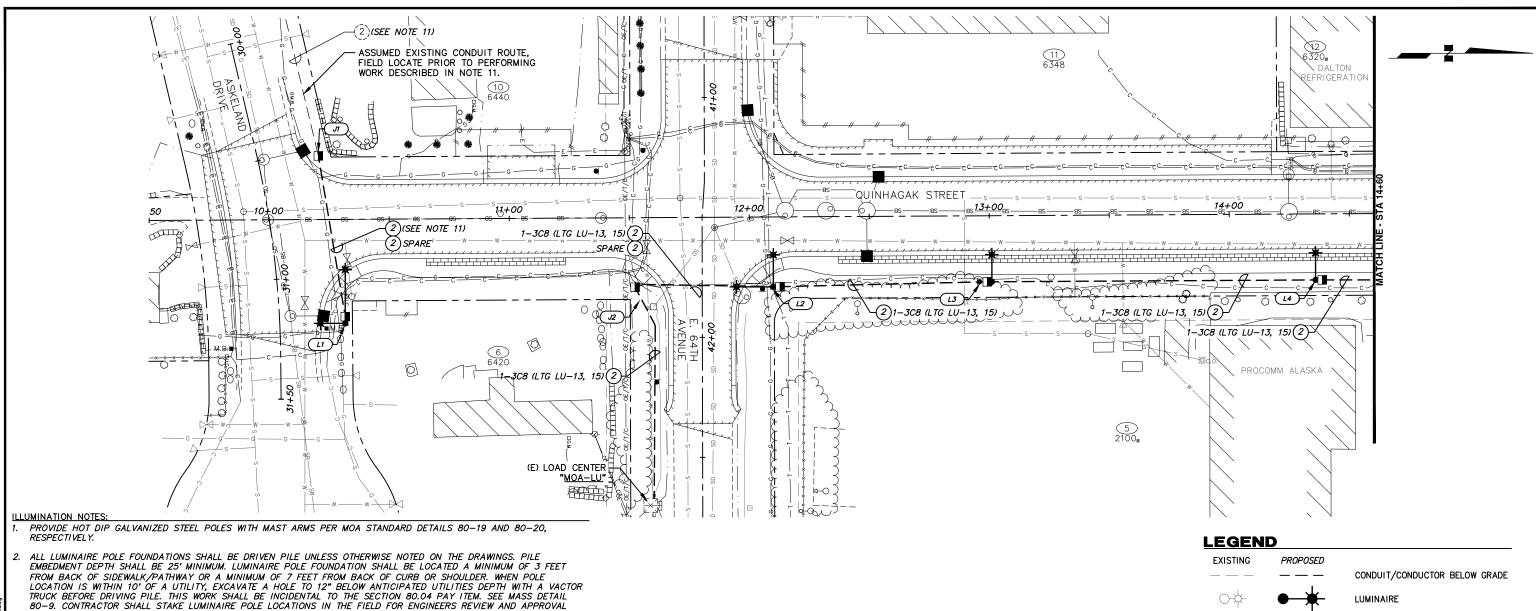


PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

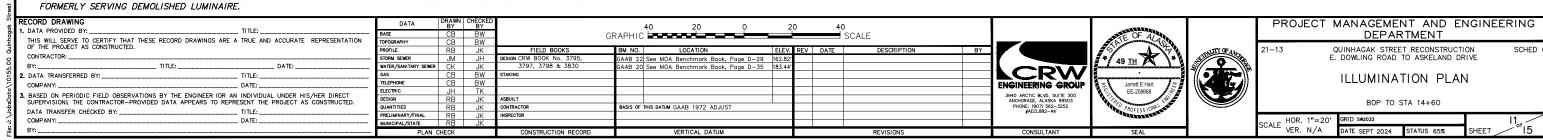
STORM DRAIN SUMMARY TABLES

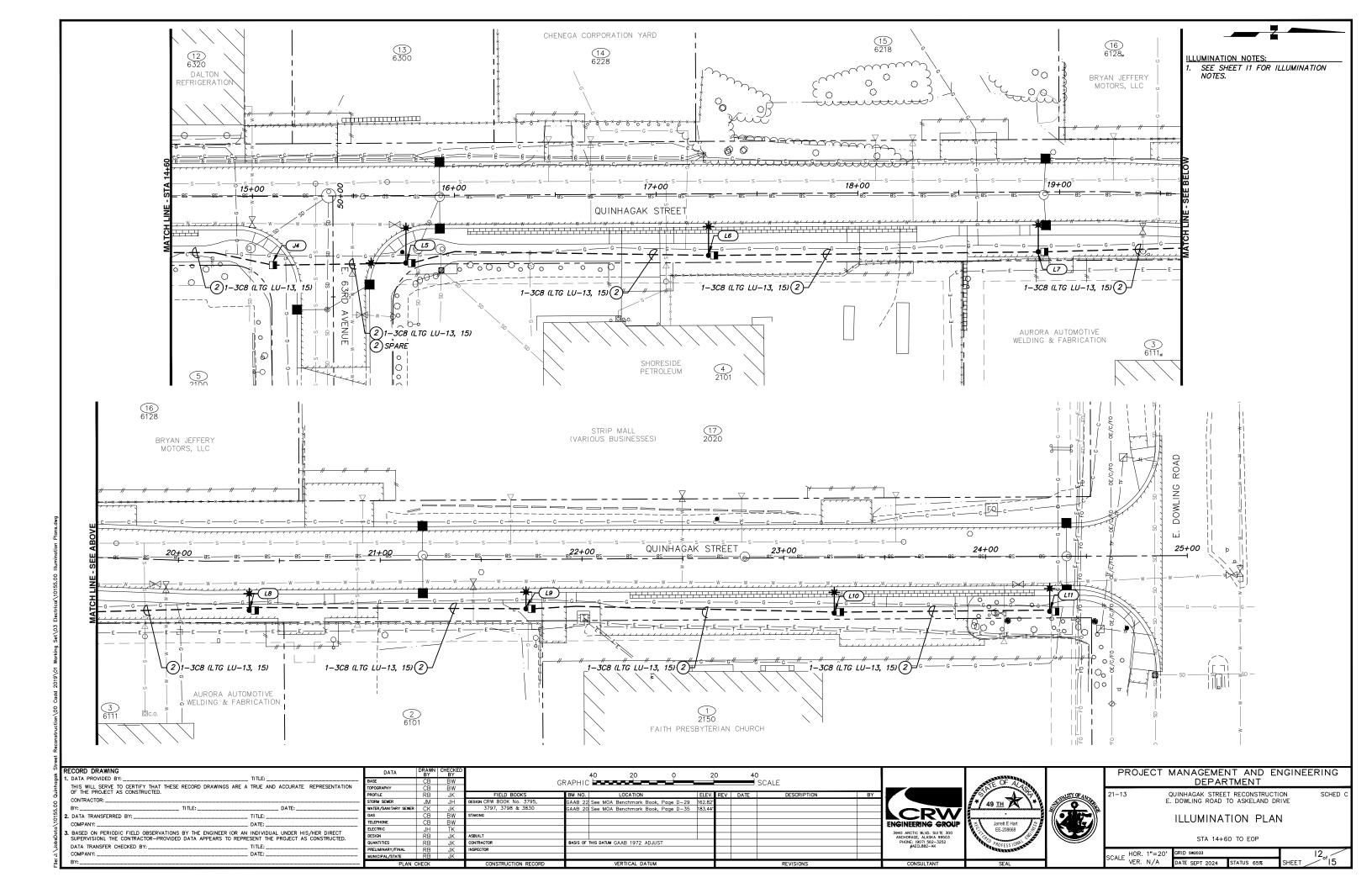
SCALE HOR. N/A GRID SW2033 SD10 of SD10 DATE SEPT 2024 STATUS 65% SHEET OF SD10



- PRIOR TO INSTALLATION OF PILES.
- INSTALL THE POLES WITH FIXED BASES PER MOA DETAIL 80-9.
- LUMINAIRES APPROVED FOR SUBSTITUTION SHALL PROVIDE THE LIGHT LEVELS AND UNIFORMITIES INDICATED IN THE LIGHT LEVELS TABLE.
- PROVIDE THE POLE SHAFT LENGTHS AND MAST ARM LENGTHS SHOWN IN THE ROADWAY LUMINAIRE SCHEDULE.
- PROVIDE RIGID METAL CONDUIT (RMC) WITH A BARE, STRANDED COPPER GROUND FOR ALL RACEWAYS. GROUND TO BE SIZED TO EQUAL THE LARGEST CONDUCTOR SIZE IN THE CONDUIT, MINIMUM #6 AWG.
- PROVIDE ONE SPARE 2" RMC WITH PULL ROPE BETWEEN THE JUNCTION BOXES ADJACENT TO EVERY ROAD CROSSING.
- 8. PROVIDE A 3 CONDUCTOR CABLE FOR EACH BRANCH CIRCUIT. SIZE AS SHOWN ON THE DRAWINGS.
- INSTALL THE JUNCTION BOX WITHIN 3' OF THE POLE OR LOAD CENTER. DO NOT INSTALL JUNCTION BOXES IN SIDEWALKS, PATHWAYS, TRAILS, DRIVEWAYS, OR DRAINAGE DITCHES OR ON PRIVATE PROPERTY. JUNCTION BOXES INSTALLED BEHIND SIDEWALKS, PATHWAYS OR TRAILS SHALL HAVE A MINIMUM SETBACK OF 2' AND BE PLACED BEHIND OR ON THE DOWN TRAFFIC SIDE OF FOUNDATIONS.
- 10. IN THE DRAWINGS, EACH JUNCTION BOX HAS THE SAME IDENTIFYING NUMBER AS THE LIGHT POLE OR LOAD CENTER NEXT TO IT. FOR JUNCTION BOXES LOCATED BETWEEN POLES, THE IDENTIFYING NUMBER INCLUDES THE SMALLER OF THE TWO POLE NUMBERS BETWEEN WHICH THE JUNCTION BOX IS LOCATED.
- 11. REMOVE CONDUCTORS SERVING DEMOLISHED LUMINAIRE ON ASKELAND DRIVE/QUINHAGAK STREET INTERSECTION TO PREVIOUS LIGHT. FIELD LOCATE AND CUT CONDUIT NEAREST TO LOCATION OF JUNCTION BOX SHOWN AND PROVIDE NEW JUNCTION BOX OVER CUT LOCATION. PROVIDE CONDUITS AS SHOWN AND 1-3C6 CABLE TO CONNECT L1 TO LUMINAIRE FORMERLY SERVING DEMOLISHED LUMINAIRE.

TYPE 1A JUNCTION BOX TYPE 2 JUNCTION BOX TYPE 1A LOAD CENTER (2)1-3C6(LTG A1) CONDUIT SIZE - CIRCUIT # # OF CABLES -TYPE OF # OF CONDUCTORS CIRCUIT PER CABLE L SIZE OF CONDUCTORS NEW CONDUIT/CONDUCTOR TAG - CIRCUIT # CONDUIT SIZE -# OF CABLES -- TYPE OF CIRCUIT # OF CONDUCTORS L SIZE OF CONDUCTORS PER CABLE -**EXISTING CONDUIT/ NEW CONDUCTOR TAG**





NOTES:

- 1. MOA REQUIREMENTS ARE FROM 2007 DCM CHAPTER 5 FOR A LOCAL ROADWAY WITH MEDIUM PEDESTRIAN CONFLICT.
- 2. ALL INTERSECTIONS TO BE UPGRADED WITH NEW LIGHT ARE CLASSFIED AS COLLECTOR/LOCAL.
- 3. LIGHT LOSS FACTOR (LLF) = 0.85.
- 4. MOUNTING HEIGHTS ARE 30'.
- 5. SEE LUMINAIRE DEFINITION AND SCHEDULE FOR LUMINAIRES USED AS BASIS OF DESIGN.

	LUMINAIRE DEFINITION													
TYPE	SYMBOL	MAKE	MODEL	LAMP	CCT*	DISTRIBUTION	VOLTAGE	COLOR	OPTIONS	MOUNT				
ROADWAY	•	GE	ERL	SEE LUMINAIRE SCHEDULE	3000K	SEE LUMINAIRE SCHEDULE	240	GREY	7-PIN RECEPTACLE WITH SHORTING CAP, BACKLIGHT SHIELD	MAST ARM				

*CCT = CORRELATED COLOR TEMPERATURE

	ROADWAY LUMINAIRE SCHEDULE										
POLE	STATION	OFFSET (FT)	SHAFT LENGTH			DISTRIBUTION					
L1	10+31.5	43.31 RT	28'	21'	10,000	TYPE 2, MEDIUM					
	10+31.3	43.31 KT	20	9'*	10,000	TYPE 2, MEDIUM					
L2	12+09.9	29.12 RT	27'	12'	10,000	TYPE 2, MEDIUM					
LZ	12+09.9	29.12 KT	27	14'*	10,000	TYPE 2, MEDIUM					
L3	13+01.0	27.53 RT	28'	10'	6,000	TYPE 2, MEDIUM					
L4	14+35.8	27.50 RT	28'	10'	6,000	TYPE 2, MEDIUM					
L5	15+75.8	33.42 RT	26'	16'	10,000	TYPE 2, MEDIUM					
LJ	15+75.0	55.42 KT	20	16'	10,000	TYPE 2, MEDIUM					
L6	17+25.8	30.52 RT	28'	10'	6,000	TYPE 2, MEDIUM					
L7	18+89.2	29.64 RT	29'	12'	6,000	TYPE 2, MEDIUM					
L8	20+34.9	24.50 RT	29'	7'	6,000	TYPE 2, MEDIUM					
L9	21+72.1	24.50 RT	29'	7'	6,000	TYPE 2, MEDIUM					
L10	23+24.9	27.50 RT	28'	9'	6,000	TYPE 2, MEDIUM					
L11	24+31.7	27.24 RT	28'	10'	6,000	TYPE 2, MEDIUM					

* = OVER INTERSECTING ROADWAY

JUNCTION BOX SCHEDULE								
J-BOX	TYPE	CIRCUIT	STATION	OFFSET				
J1	1A	LU-13, 15	11+55.9	32.85 RT				
J2	1A	LU-13, 15	10+20.7	26.51 LT				
J4	1A	LU-13, 15	15+09.9	34.15 RT				

NOTE: ONLY JUNCTION BOXES NOT ASSOCIATED WITH AN LUMINAIRE OR LOAD CENTER ARE SHOWN IN THIS TABLE.

RECORD DRAWING	DA
1. DATA PROVIDED BY: TITLE: TITLE:	BASE
THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION	TOPOGRAPH
OF THE PROJECT AS CONSTRUCTED.	PROFILE
CONTRACTOR:	STORM SEW
BY: DATE: DATE:	WATER/SAN
2. DATA TRANSFERRED BY: TITLE: TITLE:	GAS
COMPANY: DATE:	TELEPHONE
3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT	ELECTRIC
SUPERVISION). THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.	DESIGN
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COMPANY: DATE:	MUNICIPAL
BY:	

DATA	DRAWN BY	CHECKED BY		
	CB	BW		
RAPHY	CB	BW		
E	RB	JK	FIELD BOOKS	BM NO. LOCATION ELEV. REV DATE DESCRIPTION
SEWER	JM	JH		GAAB 22 See MOA Benchmark Book, Page D-29 162.82'
/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20 See MOA Benchmark Book, Page D-35 183.44
	CB	BW	STAKING	
IONE	СВ	BW		
RIC	JH	TK		
	RB	JK	ASBUILT	
ITIES	RB	JK	CONTRACTOR	BASIS OF THIS DATUM GAAB 1972 ADJUST
IINARY/FINAL	RB	JK	INSPECTOR	
PAL/STATE	RB	JK		
PLAN C	CHECK		CONSTRUCTION RECORD	VERTICAL DATUM REVISIONS

ENGINEERING GROUP

SAC ARCTIC BLVD. SUITE 300

ANCHORACE, ALASKA 99903

PHONE (907) 562–3252

ARCL882–AK



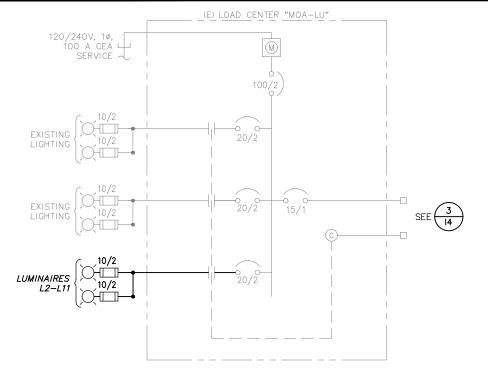
PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT

13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

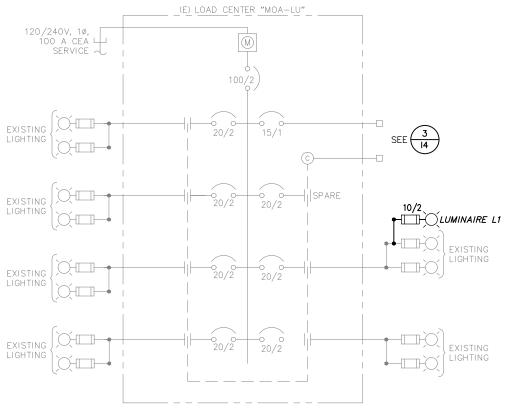
ILLUMINATION SCHEDULES

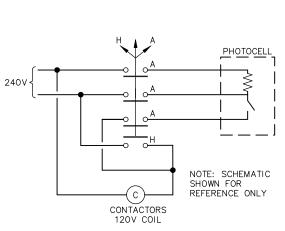
SCHED C

2415	HOR.	N/A	GRID SW2033			13
CALE	VFR	N /A	DATE CERT 2024	CTATUS CEST	CHEET	°′1′



(E) LOAD CENTER POWER ONE-LINE (E. 64TH AVE)





LOAD CENTER NO. MOA-LU (EXISITNG)

LOCATION: E. 64TH AVENUE

100

CIRCUIT DESCRIPTION

MAIN BREAKER

PANEL A

CKT.

LU3

LU5

(E) LOAD CENTER POWER ONE-LINE (E. 68th AVE)

3 LIGHTING CONTROL SCHEMATIC

ı	KI	CORD DRAWING				
gg	1.	DATA PROVIDED BY:	TITLE:	BASE		
百		DATA PROVIDED BY: THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: BY: TITLE: DATA TRANSFERRED BY: COMPANY: BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN SUPERVISION), THE CONTRACTOR—PROVIDED DATA APPEARS TO REPRIDATE TRANSFER CHECKED BY:	TRUE AND ACCURATE REPRESENTATION	TOPO		
₹		OF THE PROJECT AS CONSTRUCTED.		PROF		
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15	2.	DATA TRANSFERRED BY:	TITLE:	GAS		
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TOPOGRAPHY	CB	BW									
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82					7
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44'					
GAS	CB	BW	STAKING								
TELEPHONE	CB	BW									ENG
ELECTRIC	JH	TK									
DESIGN	RB	JK	ASBUILT								39- A
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST						ı
PRELIMINARY/FINAL	RB	JK	INSPECTOR								ı
MUNICIPAL/STATE	RB	JK									
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ENGINEERING GROUP

3940 ARCTIC BLID. SUITE 300
ANCHORACE, ALASKA 99503
PHON: 1071 562-3222

#ACCL482-AV



PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT

21–13

QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKELAND DRIVE

E. DOWLING ROAD TO ASKELAND DRIVE

LOAD CENTER SCHEDULE

AND SCHEMATICS

SCALE HOR. N/A GRID 58/2033 14 of 15

SCALE VER. N/A DATE SEPT 2024 STATUS 65% SHEET 15

EXISTING LIGHTING LU7 LU8 LU9 LU10 EXISTING LIGHTING LU11 LU12 LU13 LU14 LUMINAIRES L2-L11 0.7 20/2 LU15 LU16 17 18 LU18 LU17 NOTE: ALL BREAKERS ARE EXISTING-TO-REMAIN TOTAL CONNECTED LOAD = 1.2 KVA TOTAL AMPS = 5.2 A

100

120/240

100

VOLTS

65,000

⊜ N

AMP CONTACTOR

AMPS, 240 VOLTS

AMP

15/1 0.5

SINGLE

POLE,

MAIN BREAKER: 2 POLE,

KVA

100/2

MAIN BREAKER,

VOLTAGE DROP SUMMARY							
CIRCUIT	SIZE	LENGTH	VOLTAGE	CURRENT	V.D.		
LU-13,15	#6 AWG	1370	240V	3.11	2.57%		

PHASE

PHOTOELECTRIC CONTROL

AMPS INTERRUPT CAPACITY

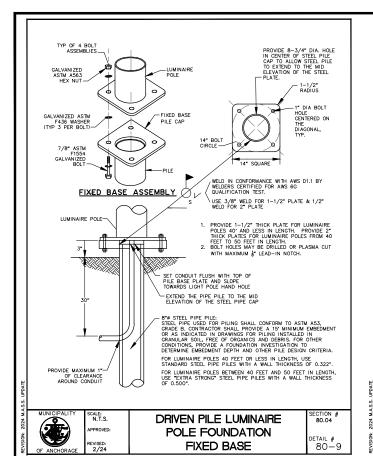
CIRCUIT DESCRIPTION

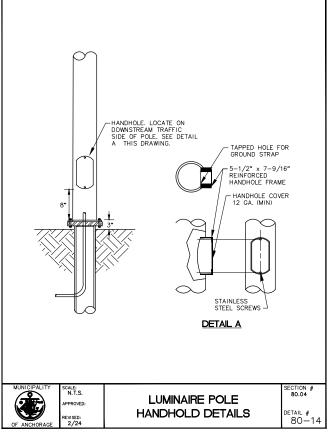
CKT.

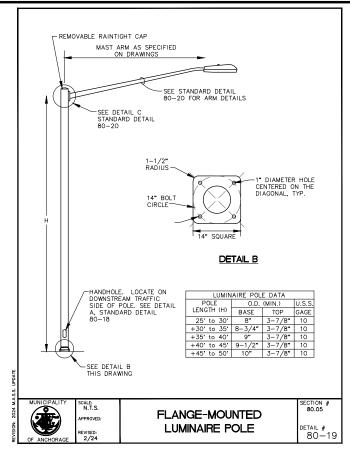
LU2

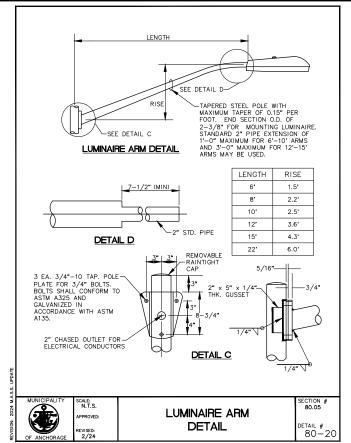
LU4

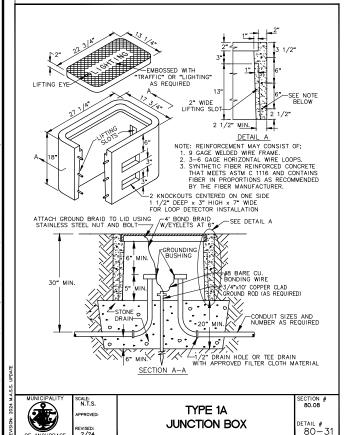
LU6











RECORD DRAWING

SELECT MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATIONS (MASS) DIMSION 80 ILLUMINATION DETAILS SHOWN FOR REFERENCE.

R	CORD DRAWING			
1.	DATA PROVIDED BY:		TITLE:	BASE
	THIS WILL SERVE TO CERTIFY THAT THESE	RECORD DRAWINGS ARE A	TRUE AND ACCURATE REPRESENTATION	TOPOGRA
	OF THE PROJECT AS CONSTRUCTED.			PROFILE
	CONTRACTOR:			STORM S
	BY:	TITLE:	DATE:	
2.	DATA TRANSFERRED BY:		TITLE:	
	COMPANY:		DATE:	TELEPHO
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э.	BASED ON PERIODIC FIELD OBSERVATIONS SUPERVISION), THE CONTRACTOR-PROVIDED			DESIGN
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	COMPANY:		DATE:	MUNICIP
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DATA	DRAWN BY	CHECKED									
BASE	CB	BW									
TOPOGRAPHY	CB	BW									_
PROFILE	RB	JK	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	
STORM SEWER	JM	JH	DESIGN CRW BOOK No. 3795,	GAAB 22	See MOA Benchmark Book, Page D-29	162.82'					17
WATER/SANITARY SEWER	CK	JK	3797, 3798 & 3830	GAAB 20	See MOA Benchmark Book, Page D-35	183.44'					м
GAS	CB	BW	STAKING								H
TELEPHONE	CB	BW									E
ELECTRIC	JH	TK									_
DESIGN	RB	JK	ASBUILT								
QUANTITIES	RB	JK	CONTRACTOR	BASIS OF	THIS DATUM GAAB 1972 ADJUST						
PRELIMINARY/FINAL	RB	JK	INSPECTOR								
MUNICIPAL/STATE	RB	JK									
PLAN CHECK			CONSTRUCTION RECORD		VERTICAL DATUM				REVISIONS		



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE

SELECT MASS STANDARD DETAILS (REFERENCE ONLY)

SCALE !	IOR.	N/A	GRID Sw2033		15.,
SCALE	VER.	N/A	DATE SEPT 2024	STATUS 65%	SHEET / °15