

| SHEET INDEX | | |
|------------------|---------------------------------|----------|
| SHEET NO | DESCRIPTION | SCHEDULE |
| GENERAL | | |
| G1 | COVER SHEET | ALL |
| G2 | SHEET INDEX | ALL |
| G3 | GENERAL NOTES | ALL |
| G4 | LEGEND AND ABBREVIATIONS | ALL |
| G5 | KEY MAP | ALL |
| SURVEY | | |
| V1 | SURVEY CONTROL | ALL |
| V2 | SURVEY CONTROL | ALL |
| V3 | TEMPORARY EASEMENT & PERMIT MAP | ALL |
| V4 | TEMPORARY EASEMENT & PERMIT MAP | ALL |
| V5 | TEMPORARY EASEMENT & PERMIT MAP | ALL |
| DEMOLITION | | |
| B1 | DEMOLITION PLAN | ALL |
| B2 | DEMOLITION PLAN | ALL |
| B3 | DEMOLITION PLAN | ALL |
| B4 | DEMOLITION SUMMARY TABLES | ALL |
| B5 | DEMOLITION SUMMARY TABLES | ALL |
| B6 | DEMOLITION SUMMARY TABLES | ALL |
| TYPICAL SECTIONS | | |
| C1 | TYPICAL SECTIONS | SCHED A |
| C2 | TYPICAL SECTIONS | SCHED A |
| C3 | TYPICAL SECTIONS | SCHED A |
| C4 | TYPICAL SECTIONS | SCHED A |
| ROADWAY | | |
| R1 | ROADWAY PLAN & PROFILE | SCHED A |
| R2 | ROADWAY PLAN & PROFILE | SCHED A |
| R3 | ROADWAY PLAN & PROFILE | SCHED A |
| R4 | ROADWAY PLAN & PROFILE | SCHED A |
| R5 | ROADWAY PLAN & PROFILE | SCHED A |
| R6 | INTERSECTION LAYOUT PLAN | SCHED A |
| R7 | INTERSECTION LAYOUT PLAN | SCHED A |
| R8 | INTERSECTION LAYOUT PLAN | SCHED A |
| R9 | INTERSECTION LAYOUT PLAN | SCHED A |
| R10 | DRIVEWAY RECONSTRUCTION PLAN | SCHED A |
| R11 | DRIVEWAY RECONSTRUCTION PLAN | SCHED A |

| SHEET INDEX | | |
|------------------------|--|----------|
| SHEET NO | DESCRIPTION | SCHEDULE |
| ROADWAY SUMMARY TABLES | | |
| T1 | ROADWAY SUMMARY TABLES | SCHED A |
| T2 | ROADWAY SUMMARY TABLES | SCHED A |
| T3 | ROADWAY SUMMARY TABLES | SCHED A |
| ROADWAY DETAILS | | |
| D1 | ROADWAY DETAILS | SCHED A |
| D2 | ROADWAY DETAILS | SCHED A |
| D3 | ROADWAY DETAILS | SCHED A |
| D4 | ROADWAY DETAILS | SCHED A |
| D5 | ROADWAY DETAILS | SCHED A |
| D6 | ROADWAY DETAILS | SCHED A |
| D7 | ROADWAY DETAILS | SCHED A |
| D8 | ROADWAY DETAILS | SCHED A |
| SIGNING & STRIPING | | |
| S1 | SIGNING & STRIPING | SCHED A |
| S2 | SIGNING & STRIPING | SCHED A |
| STORM DRAIN | | |
| SD1 | STORM DRAIN PLAN & PROFILE | SCHED B |
| SD2 | STORM DRAIN PLAN & PROFILE | SCHED B |
| SD3 | STORM DRAIN PLAN & PROFILE | SCHED B |
| SD4 | STORM DRAIN PLAN & PROFILE | SCHED B |
| SD5 | STORM DRAIN PLAN & PROFILE | SCHED B |
| SD6 | STORM DRAIN DETAILS | SCHED B |
| SD7 | STORM DRAIN DETAILS | SCHED B |
| SD8 | STORM DRAIN DETAILS | SCHED B |
| SD9 | STORM DRAIN DETAILS | SCHED B |
| SD10 | STORM DRAIN SUMMARY TABLES | SCHED B |
| ILLUMINATION | | |
| I1 | ILLUMINATION PLAN | SCHED C |
| I2 | ILLUMINATION PLAN | SCHED C |
| I3 | ILLUMINATION SCHEDULES | SCHED C |
| I4 | LOAD CENTER SCHEDULE AND SCHEMATICS | SCHED C |
| I5 | ILLUMINATION DETAILS | SCHED C |
| I6 | SELECT 2024 MASS STANDARD DETAILS (REFERENCE ONLY) | SCHED C |

| WORK SCHEDULES | |
|----------------|---------------------------|
| A | ROADWAY IMPROVEMENTS |
| B | DRAINAGE IMPROVEMENTS |
| C | ILLUMINATION IMPROVEMENTS |

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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: _____ TITLE: _____ DATE: _____

BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

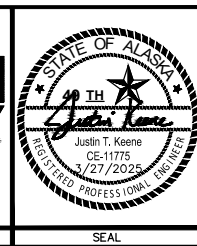
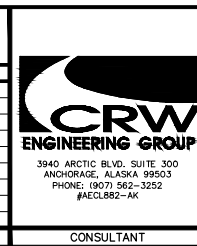
3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR—PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |
| PLAN CHECK | | | CONSTRUCTION RECORD | | | | | | | |
| | | | VERTICAL DATUM | | | | | | | |
| | | | REVISIONS | | | | | | | |
| | | | CONSULTANT | | | | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE ALL

SHEET INDEX

SCALE HOR. N/A VER. N/A

GRID SW2033

DATE MARCH 2025 STATUS FINAL

SHEET G2 of G5

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.
- 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/LINES MAY 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.
- LIMITS OF ROADWAY EXCAVATION SHOWN ON THE DRAWINGS ARE APPROXIMATE. ACTUAL LIMITS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER DURING CONSTRUCTION OPERATIONS.
- 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.
- 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 D7.
- SLOPE LIMITS SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE ACTUAL SLOPE LIMITS BASED ON PRECONSTRUCTION SURVEY DATA.
- 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 D5. ASPHALT TACK COAT SHALL BE APPLIED BY CONTRACTOR TO THE SAWN FACE OF ASPHALT PRIOR TO BEGINNING PAVING.
- PAVEMENT CROSS SLOPE ON SIDE STREETS SHALL VARY AT INTERSECTIONS TO PROVIDE POSITIVE DRAINAGE. SEE ROADWAY (R) SHEETS FOR INTERSECTION LAYOUTS.
- 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.
- 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.
- THE CONTRACTOR SHALL SUBMIT RECORD SURVEY NOTES WITH THE RECORD DRAWINGS.
- 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.
- 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.
- ALL CURB LOCATIONS, RADIUS MEASUREMENTS AND ELEVATIONS ARE TO THE TOP BACK OF CURB (TBC) UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM OF TEN FEET (10') HORIZONTAL AND EIGHTEEN INCHES (18") VERTICAL 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 TEN FEET (10') FROM THE CROSSING.
- EXISTING WATER AND SEWER SERVICE LINES ARE NOT SHOWN IN THE PROFILES UNLESS SPECIFICALLY CALLED OUT.
- ALL CURB AND GUTTER SHALL BE PAID AS "P.C.C. CURB AND GUTTER (ALL TYPES)".
- 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 UNLESS OTHERWISE NOTED. RELOCATED PROPOSED SHALLOW UTILITIES ARE TO BE RELOCATED BY OTHERS AS SHOWN IN THE UTILITY RELOCATION PLANS, SEE CONTRACT DOCUMENTS FOR MORE INFORMATION.
- 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.
- ALL FILL, USABLE EXCAVATION, AND TRENCH BACKFILL SHALL BE COMPACTED TO NINETY-FIVE PERCENT (95%) OF MAXIMUM DENSITY AT OPTIMUM MOISTURE PERCENT, PER MASS DIVISION 20 EARTHWORK, BASED ON MODIFIED PROCTOR TEST VALUES. ALL FILLS SHALL BE PLACED IN LIFTS NOT EXCEEDING 12-INCHES.
- 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.
- 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.
- 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.
- IN CASE OF CONFLICT BETWEEN STATIONING AND DIMENSIONED LOCATION OF PIPE OR FITTINGS, USE DIMENSIONED LOCATIONS.
- 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.
- 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 | 265-2520 |
| Military Fuel Lines | 552-3760 |
| State Storm Drains | 333-2411 |

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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: _____
 BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|------------|------------|---------------------------|---------|-----------------------------------|---------|-----------|------|-------------|------|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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' | | | | |
| GAS | CB | BW | STAKING | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | | |
| QUANTITIES | RB | JK | CONTRACTOR | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |
| | PLAN CHECK | | CONSTRUCTION RECORD | | VERTICAL DATUM | | REVISIONS | | CONSULTANT | SEAL |



| PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT | | |
|---|--|----------------|
| 21-13 | QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE | ALL |
| GENERAL NOTES | | |
| SCALE | HOR. N/A VER. N/A | GRID 5W2033 |
| | DATE MARCH 2025 | STATUS FINAL |
| | | SHEET 63 of 65 |

PLAN LEGEND

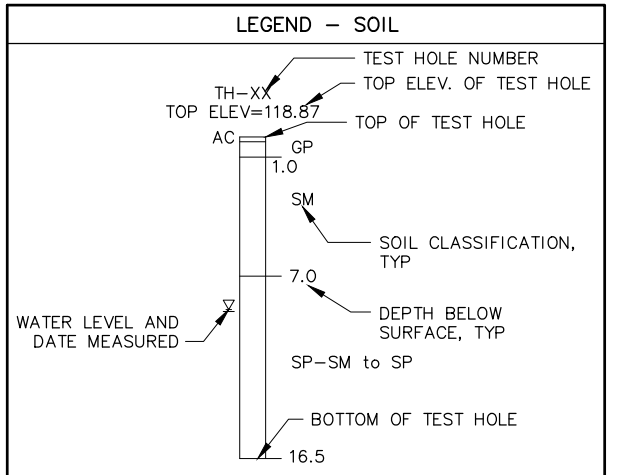
| PROPERTY | | |
|----------|----------|---|
| EXISTING | PROPOSED | |
| --- | --- | CENTERLINE |
| --- | --- | EASEMENT LINE |
| --- | --- | PROPERTY LINE |
| --- | --- | ROW LINE |
| --- | --- | SECTION LINE |
| --- | --- | TEMPORARY CONSTRUCTION EASEMENT/PERMIT |
| UTILITY | | |
| EXISTING | PROPOSED | |
| --- | --- | ABANDONED UTILITY |
| --- | --- | CABLE TV LINE (UNDERGROUND) |
| --- | --- | CABLE TV LINE (OVERHEAD) |
| --- | --- | CABLE TV LINE & FIBER OPTIC (OVERHEAD) |
| --- | --- | CABLE TV PEDESTAL (UNDERGROUND) |
| --- | --- | CONTROLLER OR ATR CABINET |
| --- | --- | CULVERT |
| --- | --- | ELECTRIC LINE (UNDERGROUND) |
| --- | --- | ELECTRIC LINE (OVERHEAD) |
| --- | --- | ELECTRIC & CABLE TV LINE (OVERHEAD) |
| --- | --- | ELECTRIC & TELEPHONE LINE (OVERHEAD) |
| --- | --- | ELECTRIC, CABLE TV & FIBER OPTIC (OVERHEAD) |
| --- | --- | ELECTRIC JB TYPE IA |
| --- | --- | ELECTRIC JB TYPE II |
| --- | --- | ELECTRIC JB TYPE III |
| --- | --- | ELECTRIC LOAD CENTER |
| --- | --- | ELECTRIC MANHOLE/JB |
| --- | --- | ELECTRIC METER |
| --- | --- | ELECTRIC PEDESTAL UNDERGROUND |
| --- | --- | ELECTRIC SIGN |
| --- | --- | ELECTRIC SWITCH CABINET |
| --- | --- | ELECTRIC TRANSFORMER |
| --- | --- | ELECTRIC VAULT |
| --- | --- | FIBER OPTIC LINE (UNDERGROUND) |
| --- | --- | FIBER OPTIC VAULT |
| --- | --- | FLOOR DRAIN |
| --- | --- | FOOTING DRAIN SERVICE LINE |
| --- | --- | FOOTING DRAIN SERVICE CONNECTION |
| --- | --- | GAS LINE |
| --- | --- | GAS METER |
| --- | --- | GAS VALVE |
| --- | --- | GUY POLE |
| --- | --- | GUY ANCHOR |
| --- | --- | JOINT USE ELECTRIC & TELEPHONE POLE |
| --- | --- | LIGHTED BOLLARD |
| --- | --- | LIGHTING LINE |
| --- | --- | LUMINAIRE |
| --- | --- | LUMINAIRE (PEDESTRIAN) |
| --- | --- | REMOVE PIPE |
| --- | --- | SANITARY SEWER LINE |
| --- | --- | SANITARY SEWER MANHOLE |
| --- | --- | SANITARY SEWER SERVICE CONNECTION |
| --- | --- | SANITARY SEWER CLEANOUT |
| --- | --- | STORM DRAIN LINE |
| --- | --- | SUBDRAIN LINE |
| --- | --- | STORM DRAIN CATCH BASIN |
| --- | --- | STORM DRAIN CATCH BASIN MANHOLE OR MH |
| --- | --- | STORM DRAIN MANHOLE (TYPE VARIES) |
| --- | --- | STUBOUT CAPPED OR PLUGGED END |

| UTILITY | | |
|----------|----------|---|
| EXISTING | PROPOSED | |
| --- | --- | TELEPHONE & CABLE TV LINE (OVERHEAD) |
| --- | --- | TELEPHONE LINE (OVERHEAD) |
| --- | --- | TELEPHONE LINE (UNDERGROUND) |
| --- | --- | TELEPHONE MANHOLE |
| --- | --- | TELEPHONE PEDESTAL |
| --- | --- | TRAFFIC DETECTOR LOOPS |
| --- | --- | TRAFFIC LINE (UNDERGROUND) |
| --- | --- | TRAFFIC SIGNAL POLE |
| --- | --- | TRAFFIC SIGNAL POLE/LUMINAIRE |
| --- | --- | UTILITY POLE |
| --- | --- | WATER LINE |
| --- | --- | WATER FIRE HYDRANT |
| --- | --- | WATER KEY BOX |
| --- | --- | WATERTIGHT SANITARY SEWER MANHOLE |
| --- | --- | WATER VALVE |
| --- | --- | WATER WELL |
| ROADWAY | | |
| EXISTING | PROPOSED | |
| --- | --- | APPROX SLOPE LIMITS (CUT) |
| --- | --- | APPROX SLOPE LIMITS (FILL) |
| --- | --- | COLORED CONCRETE (RED, THICKNESS VARIES, IMPRINTED) |
| --- | --- | CURB & GUTTER |
| --- | --- | EDGE OF PAVEMENT |
| --- | --- | EDGE OF SIDEWALK/CONCRETE |
| --- | --- | GUARDRAIL, BARRIER RAIL |
| --- | --- | POROUS PAVEMENT SYSTEM |
| --- | --- | RETAINING WALL (TYPE VARIES) |
| --- | --- | STREET SIGN |
| --- | --- | UNPAVED (GRAVEL) EDGE OF ROAD/DWY |

| MISCELLANEOUS | | |
|---------------|----------|---|
| EXISTING | PROPOSED | |
| --- | --- | BLUFF AREA/ EARTHWORK SLOPE |
| --- | --- | BOLLARD/POST (TYPE VARIES) |
| --- | --- | BOULDER |
| --- | --- | CONTOUR |
| --- | --- | DECK |
| --- | --- | DRAINAGE ARROW (DIRECTION OF FLOW) |
| --- | --- | DRAINAGE SWALE |
| --- | --- | FENCE (TYPE VARIES) |
| --- | --- | FENCE (DECORATIVE) |
| --- | --- | HOUSE OR STRUCTURE |
| --- | --- | LANDSCAPING ROCK |
| --- | --- | MAILBOX (INDIVIDUAL) |
| --- | --- | MAILBOX (CLUSTER) |
| --- | --- | NEWS BOX |
| --- | --- | PARKING METER |
| --- | --- | PARCEL NUMBER WITH PARCEL ADDRESS BELOW |
| --- | --- | STREAMBANK RECONSTRUCTION (FULL) |
| --- | --- | STREAMBANK RECONSTRUCTION (LIMITED) |
| --- | --- | STREAM/EDGE OF WATERWAY |
| --- | --- | TREE/SHRUB (CONIFEROUS) |
| --- | --- | TREE/SHRUB (DECIDUOUS) |
| --- | --- | TEST BORING OR TEST HOLE |
| --- | --- | VEGETATION & BRUSH/TREE LINE |

PROFILE LEGEND

| SYMBOL | | |
|----------|----------|--|
| EXISTING | PROPOSED | |
| --- | --- | APPROXIMATE EXCAVATION LIMITS |
| --- | --- | GROUND OVER PIPE |
| --- | --- | GRADE AT CENTER LINE |
| --- | --- | GRADE AT LEFT ROW |
| --- | --- | GRADE AT RIGHT ROW |
| --- | --- | PIPE (PROFILE) |
| --- | --- | PIPE (SECTION) |
| --- | --- | STORM DRAIN CATCH BASIN/OGS |
| --- | --- | STORM DRAIN/SANITARY SEWER MANHOLE & PIPE |
| --- | --- | UTILITY CROSSING |
| --- | --- | UTILITY CROSSING (WATER/SEWER/STORM DRAIN) |
| --- | --- | UTILITY CROSSING (CABLE) |
| --- | --- | UTILITY CROSSING (ELECTRIC) |
| --- | --- | UTILITY CROSSING (FIBER OPTIC) |
| --- | --- | UTILITY CROSSING (GAS) |
| --- | --- | UTILITY CROSSING (TELEPHONE) |
| --- | --- | INSULATION |
| --- | --- | RIPRAP |



- NOTES:
- STANDARD LEGEND AND ABBREVIATIONS SHOWN. NOT ALL LEGEND ITEMS AND ABBREVIATIONS ARE PART OF THIS CONTRACT.
 - SOIL CLASSIFICATION IS BASED UPON UNIFIED SOIL CLASSIFICATION (ASTM D 2487-00), SEE GEOTECHNICAL SOIL BORING LOGS FOR MORE INFORMATION.
 - SEE LEGEND ON SHEET V1 FOR SURVEY CONTROL SYMBOLS. ADDITIONAL LEGEND AND ABBREVIATION ITEMS NOT SHOWN HERE ARE PROVIDED ON SPECIFIC SHEETS THROUGHOUT THE DRAWINGS.

COMMON ABBREVIATIONS (ABBR.)

| ABBR. | DESCRIPTION | ABBR. | DESCRIPTION |
|--------------|---|----------|---|
| AC | ASPHALT CONCRETE | MSL | MEAN SEA LEVEL |
| | ASBESTOS CEMENT | N | NORTH |
| ACP | ASPHALT CONCRETE PAVEMENT | N/A | NOT APPLICABLE |
| AD | ALGEBRAIC DIFFERENCE | N.I.C. | NOT IN CONTRACT |
| ADEC | ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION | NTS | NOT TO SCALE |
| | | NWT | NO WATER TABLE |
| AWG | AMERICAN WIRE GAUGE | OC | ON CENTER |
| AWWA | AMERICAN WATER WORKS ASSOCIATION | OCEW | ON CENTER EACH WAY |
| APPROX/ APPX | APPROXIMATE | OD | OUTSIDE DIAMETER |
| BM | BENCH MARK | OGS | OIL AND GRIT SEPARATOR |
| | BEGINNING OF PROJECT | OH | OVERHEAD |
| BOP | BOTTOM OF PIPE (OUTSIDE) | PC | POINT OF CURVATURE |
| | BOTTOM OF STEEL | PCC | PORTLAND CONCRETE CEMENT |
| BOS | BOTTOM OF STEEL | | POINT OF CONTINUOUS CURVATURE |
| C&G | CURB AND GUTTER | PCMP | PRECOATED CORRUGATED METAL PIPE |
| CB | CATCH BASIN | PCPEP | PERFORATED CORRUGATED POLYETHYLENE PIPE |
| CBMH | CATCH BASIN MANHOLE | PI | POINT OF INTERSECTION |
| CI | CAST IRON | PL, P/L | PROPERTY LINE |
| C/L, CL | CENTERLINE | POB | POINT OF BEARING |
| CMP | CORRUGATED METAL PIPE | PSL | POSTED SPEED LIMIT |
| CMPA | CORRUGATED METAL PIPE ARCH | PT | POINT OF TANGENCY |
| CONST | CONSTRUCTION | PUE | PUBLIC USE EASEMENT |
| CPEP | CORRUGATED POLYETHYLENE PIPE | PVC | POINT OF VERTICAL CURVATURE |
| CY | CUBIC YARD | PVC | POLYVINYL CHLORIDE |
| DIA | DIAMETER | PVI | POINT OF VERTICAL INTERSECTION |
| DI | DUCTILE IRON | PVT | POINT OF VERTICAL TANGENT |
| DW | DETECTABLE WARNING | REINF | REINFORCEMENT |
| DWY | DRIVEWAY | ROW, R/W | RIGHT OF WAY |
| E | EAST | RJB | RESTRAINED JOINT INTEGRAL BELL |
| ELEC | ELECTRIC / ELECTRICAL | RT, R | RIGHT |
| ELEV, EL | ELEVATION | S | SOUTH |
| EOP | END OF PROJECT / EDGE OF PAVEMENT | S/W | SIDEWALK |
| F&I | FURNISH AND INSTALL | SS | STAINLESS STEEL |
| FF | FINISHED FLOOR | SF | SQUARE FOOT |
| FG | FINISHED GRADE | SI | STREET INTERSECTION |
| FH | FIRE HYDRANT | ST | STREET |
| GA | GAUGE | STA | STATION / STATIONING |
| GALV | GALVANIZED | STD | STANDARD |
| GB | GRADE BREAK | STRUCT | STRUCTURE |
| GV | GATE VALVE | TBC | TOP BACK OF CURB |
| H/HORIZ | HORIZONTAL | TBM | TEMPORARY BENCH MARK |
| HMWPE | HIGH MOLECULAR WEIGHT POLYETHYLENE | TCP | TEMPORARY CONSTRUCTION PERMIT |
| JB | JUNCTION BOX | TELE | TELEPHONE |
| LC | LOAD CENTER | TH | TEST HOLE |
| IAW | IN ACCORDANCE WITH | TOP | TOP OF PIPE |
| ID | INSIDE DIAMETER | TOS | TOP OF STEEL |
| IE/INV | INVERT ELEVATION (INSIDE BTM OF PIPE) | TW | TOP OF WALL |
| INTX | INTERSECTION | TYP | TYPICAL |
| INV | INVERT | UG | UNDERGROUND |
| KB | KEYBOX | UON | UNLESS OTHERWISE NOTED |
| LF | LINEAR FOOT | UTIL | UTILITY |
| LT, L | LEFT | VERT | VERTICAL |
| LUM | LUMINAIRE | VB | VALVE BOX |
| MAX | MAXIMUM | VC | VERTICAL CURVE |
| ME | MATCH EXISTING | W | WEST |
| MH | MANHOLE | W/ | WITH |
| MIN | MINIMUM | | |
| MON | MONUMENT | | |

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: _____ TITLE: _____ DATE: _____

BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | DATE |
|----------------------|----------|------------|------|
| BASE | CB | BW | |
| TOPOGRAPHY | CB | BW | |
| PROFILE | RB | JK | |
| STORM SEWER | JM | JH | |
| WATER/SANITARY SEWER | CK | JK | |
| GAS | CB | BW | |
| TELEPHONE | CB | BW | |
| ELECTRIC | JH | TK | |
| DESIGN | RB | JK | |
| QUANTITIES | RB | JK | |
| PRELIMINARY/FINAL | RB | JK | |
| MUNICIPAL/STATE | RB | JK | |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

| PLAN CHECK | CONSTRUCTION RECORD | VERTICAL DATUM | REVISIONS | CONSULTANT | SEAL |
|------------|---------------------|----------------|-----------|------------|------|
| | | | | | |



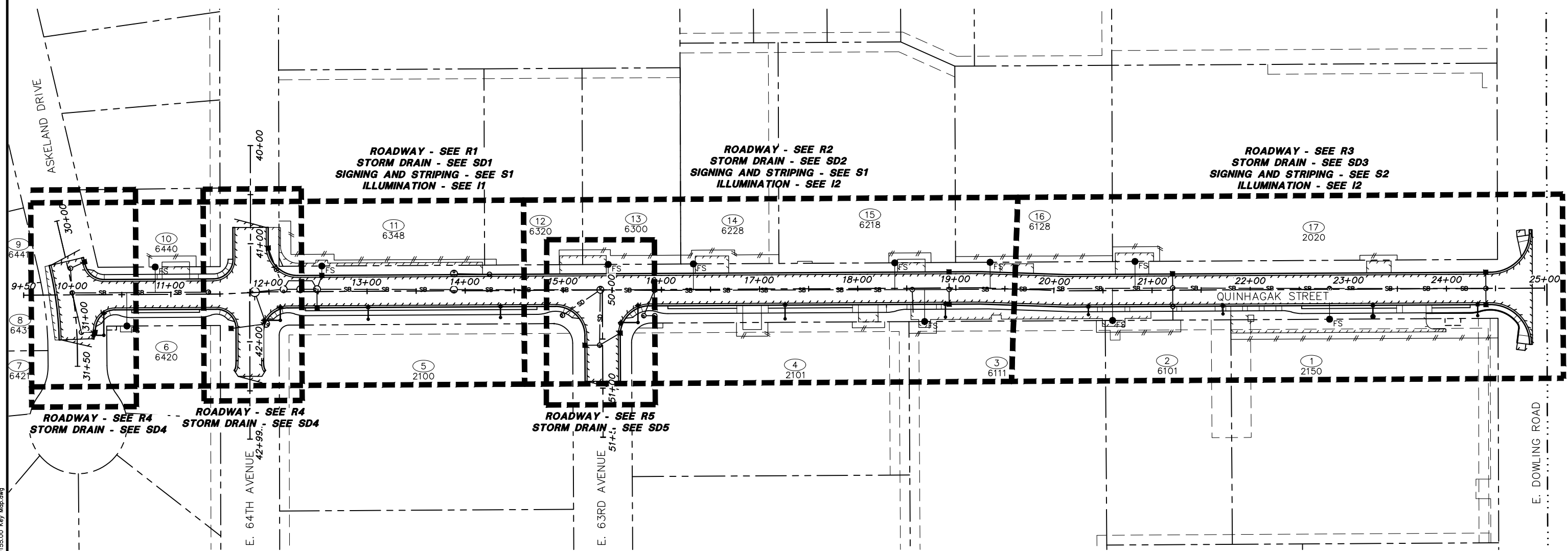
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE ALL

LEGEND AND ABBREVIATIONS

SCALE: HOR. N/A VER. N/A

GRD: SW2033 DATE: MARCH 2025 STATUS: FINAL SHEET: G4 of G5



- NOTES:**
- EXISTING FEATURES ARE NOT SHOWN FOR CLARITY.
 - NOT ALL SHEETS ARE CALLED OUT FOR CLARITY.

File: I:\webdata\10152.00 Camrose Drive Storm Drainage\00 CADD 2019\01 Working Set\01 Civil\10155.00 Key Map.dwg

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: _____ DATE: _____
 BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

STAKING

ASBUILT

CONTRACTOR

INSPECTOR

BASIS OF THIS DATUM GAAB 1972 ADJUST



CRW ENGINEERING GROUP

3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AECLE82-AK

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE ALL

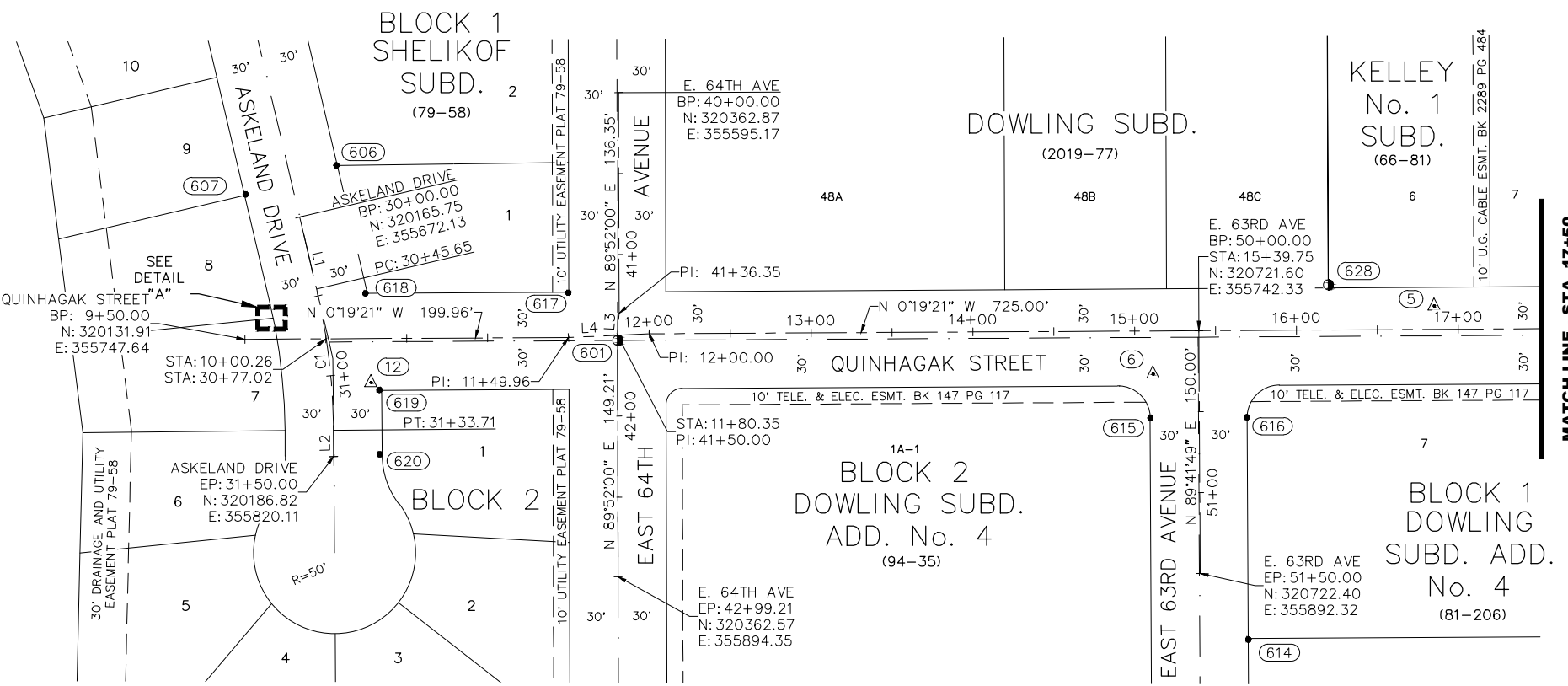
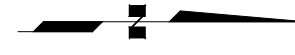
KEY MAP

SCALE HOR. 1"=50' VER. N/A

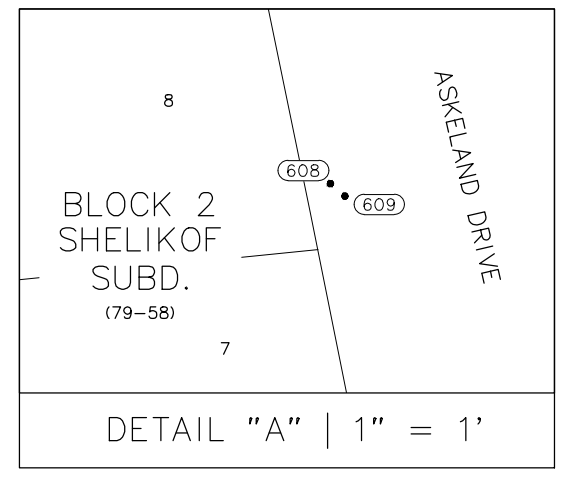
GRID SW2033

DATE MARCH 2025 STATUS FINAL

SHEET G5 of G5



- LEGEND**
- EXISTING ALUMINUM CAP
 - EXISTING REBAR OR IRON PIPE
 - ▲ CONTROL SET BY CRW
 - (500) CONTROL POINT NUMBER



HORIZONTAL CONTROL

COORDINATE SYSTEM:
THIS PROJECT IS LOCATED ENTIRELY WITHIN THE ANCHORAGE BOWL 2000 ADJUSTMENT, A LOCAL SURFACE GRID COORDINATE SYSTEM EXPRESSED IN U.S. SURVEY FEET UNITS DEVELOPED BY THE ALASKA DEPARTMENT OF TRANSPORTATION.

BASIS OF COORDINATES:
THE BASIS OF COORDINATES IS NGS STATION O'MALLEY, LOCATED NEAR THE INTERSECTION OF THE NEW SEWARD HIGHWAY AND O'MALLEY ROAD. SAID STATION HAS ANCHORAGE BOWL 2000 COORDINATES OF 303939.2310 N, 353362.5446 E. U.S. SURVEY FEET.

BASIS OF BEARINGS:
THE BASIS OF BEARINGS IS A LOCAL PLANE BEARING BETWEEN NGS STATION O'MALLEY AND NGS STATION LOOP 2 USE RM 3 1964. NGS STATION LOOP 2 USE RM 3 1964 BEARS N 01°43'26.4" E A DISTANCE OF 49488.4476 FEET FROM NGS STATION O'MALLEY. NGS STATION LOOP 2 USE RM 3 1964 HAS ANCHORAGE BOWL 2000 COORDINATES OF 353405.2778 N, 354851.3982 E. U.S. SURVEY FEET.

TRANSLATION PARAMETERS:
TO CONVERT THE LOCAL COORDINATES TO NAD83 (92) STATE PLANE COORDINATES EXPRESSED IN U.S. SURVEY FEET, TRANSLATE USING +2,296,868.6878 N U.S. SURVEY FEET, +1,312,517.4904 E U.S. SURVEY FEET, AND SCALE USING 0.9998910192.

VERTICAL CONTROL

PROJECT VERTICAL DATUM IS GAAB 1972 ADJUSTMENT HOLDING MOA BENCHMARK GAAB 22 WITH PUBLISHED ELEVATION OF 162.82', AS DESCRIBED ON PAGE D29 OF THE MOA BENCHMARK BOOK, AND MOA BENCHMARK GAAB 20 WITH PUBLISHED ELEVATION OF 183.44', AS DESCRIBED ON PAGE D35 OF THE MOA BENCHMARK BOOK.

SURVEY NOTES

1. FIELD SURVEY WAS CONDUCTED MAY 9 THROUGH JUNE 22, 2022.
2. ALL POINTS SHOWN HEREON WERE ESTABLISHED BY NETWORK STATIC GNSS, REDUNDANT RTK GNSS, OR CONVENTIONALLY VIA REPEATED ANGLES FROM MULTIPLE BACK SIGHTS.
3. ALIGNMENTS SHOWN ARE PROJECT ALIGNMENTS AND DO NOT NECESSARILY REPRESENT RIGHT-OF-WAY CENTERLINE.
4. SEE SHEET V2 FOR POINT TABLES.

CURVE TAG TABLE

| TAG No. | RADIUS | ARC LENGTH | CHORD BEARING | CHORD LENGTH |
|---------|---------|------------|---------------|--------------|
| C1 | 395.00' | 88.06' | N83°09'04"E | 87.87' |

LINE TAG TABLE

| TAG No. | LENGTH | BEARING |
|---------|--------|-------------|
| L3 | 13.65' | S85°55'54"E |
| L4 | 50.04' | N2°36'47"W |
| L5 | 88.00' | N1°57'25"E |
| L1 | 45.65' | N76°45'53"E |
| L2 | 16.29' | N89°32'15"E |

NOTE: L4 IS PI TO PI OF QUINHAGAK STREET PROJECT ALIGNMENT

File: I:\webdata\10155.00_Quinhagak_Street_Reconstruction\00_CADD_2019\01_Working_Sets\02_Survey\03_Survey_Control\SURVEY_CONTROL.dwg

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: _____ TITLE: _____ DATE: _____

BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | DATE |
|----------------------|----------|------------|------|
| BASE | CB | BW | |
| TOPOGRAPHY | CB | BW | |
| PROFILE | RB | JK | |
| STORM SEWER | JM | JH | |
| WATER/SANITARY SEWER | CK | JK | |
| GAS | CB | BW | |
| TELEPHONE | CB | BW | |
| ELECTRIC | JH | TK | |
| DESIGN | RB | JK | |
| QUANTITIES | RB | JK | |
| PRELIMINARY/FINAL | RB | JK | |
| MUNICIPAL/STATE | RB | JK | |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV. | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|------|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

| PLAN CHECK | CONSTRUCTION RECORD | VERTICAL DATUM | REVISIONS | CONSULTANT | SEAL |
|------------|---------------------|----------------|-----------|------------|------|
| | | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE ALL

SURVEY CONTROL

ASKELAND DRIVE, E 63RD AVE, E 64TH AVE, & QUINHAGAK STREET

SCALE: HOR. 1"=50' VER. N/A GRID: 9W2033 DATE: MARCH 2025 STATUS: FINAL SHEET: V1 of V5

| 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 | - | 320132.31 | 355658.14 | FOUND LEANING 5/8" REBAR 0.5' A.G. |
| 606 | 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+23.63 | 31.36 RT | 320331.80 | 355718.87 | FOUND 5/8" REBAR 0.1' B.G. |
| 601 | 41+53.21 | 0.00 RT | 320362.23 | 355748.35 | FOUND 2" ALUMINUM CAP IN PAVEMENT F.W.G. |
| * 627 | N/A | - | 320391.73 | 355518.28 | FOUND 1-1/4" Y.P.C. 0.2' A.G. |
| * 621 | N/A | - | 320363.72 | 356203.20 | FOUND 2" ALUMINUM CAP F.W.G. |
| * 605 | N/A | - | 320361.19 | 355288.37 | FOUND 2" ALUMINUM CAP IN MONUMENT CASE 0.5' B.G. |
| * 604 | 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 | - | 320723.54 | 356203.15 | FOUND BENT 5/8" REBAR IN PAVEMENT F.W.G. |
| 614 | 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+67.73 | 13.67 LT | 320149.56 | 355733.88 | FOUND 5/8" REBAR IN GRAVEL F.W.G. |
| 609 | 9+67.88 | 13.54 LT | 320149.72 | 355734.01 | FOUND 5/8" REBAR W/BROKEN PLASTIC CAP F.W.G. |
| 618 | 10+24.64 | 27.96 LT | 320206.39 | 355719.26 | FOUND 1-1/4" Y.P.C. F.W.G. |
| 12 | 10+27.87 | 27.09 RT | 320209.93 | 355774.30 | SET 2" ALUMINUM CAP ON 5/8" 0.2' B.G. |
| 619 | 10+32.93 | 31.78 RT | 320215.02 | 355778.96 | FOUND 5/8" REBAR F.W.G. |
| 617 | 11+51.15 | 27.62 LT | 320331.80 | 355718.87 | FOUND 5/8" REBAR 0.1' B.G. |
| 601 | 11+80.21 | 3.21 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 | - | 321731.10 | 354625.62 | FOUND 2" ALUMINUM CAP F.W.G. |
| 625 | N/A | - | 321734.17 | 355633.79 | FOUND 2" ALUMINUM CAP F.W.G. |
| * 622 | N/A | - | 321687.01 | 356662.53 | FOUND 2" BRASS CAP IN MONUMENT CASE 0.7' B.G. |

* NOT SHOWN, OUTSIDE OF VIEWPORT

File: I:\webdata\10155_00_Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\02 Survey\03 Survey Control\SURVEY CONTROL.dwg

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: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

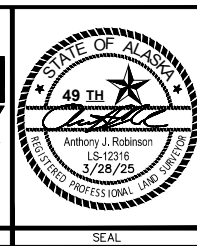
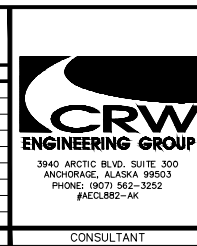
3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

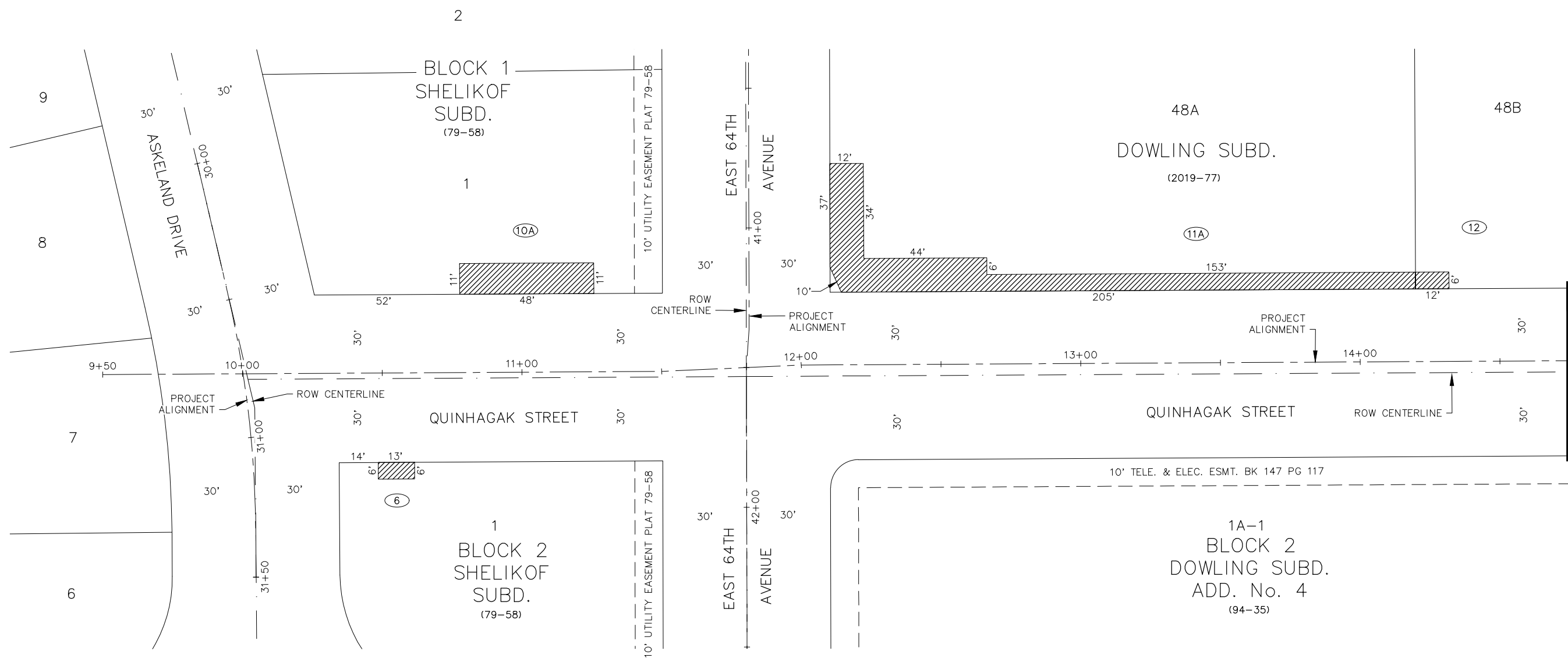
BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |
| PLAN CHECK | | | CONSTRUCTION RECORD | | | | | | | |
| | | | VERTICAL DATUM | | | | | | | |
| | | | REVISIONS | | | | | | | |
| | | | CONSULTANT | | | | | | | |
| | | | SEAL | | | | | | | |

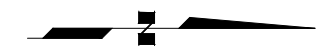


| PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT | | | |
|---|--|-------------|------------------------------------|
| 21-13 | QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE | ALL | |
| SURVEY CONTROL | | | |
| POINT TABLES | | | |
| SCALE | HOR. N/A VER. N/A | GRID SW2033 | DATE MARCH 2025 STATUS FINAL SHEET |
| | | | V2 of V5 |

File: I:\webdata\101555.00_Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\02 Survey\04 Easements\21-13_Quinhagak Temp_Esmt_and_Permit_Map.dwg



| TEMPORARY EASEMENT AND PERMIT TABLE | | |
|-------------------------------------|---------------------|------|
| PARCEL | LEGAL DESCRIPTION | TYPE |
| 6 | SHELIKOF BLK 2 LT 1 | TCP |
| 10A | SHELIKOF BLK 1 LT 1 | TCP |
| 11A | DOWLING LT 48A | TCP |
| 12 | DOWLING LT 48B | TCP |



LEGEND

- 1 PARCEL NUMBER
- TEMPORARY CONSTRUCTION PERMIT (TCP)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

TEMPORARY CONSTRUCTION PERMITS (TCP) ARE DIMENSIONED ON THIS SHEET. TEMPORARY CONSTRUCTION EASEMENTS (TCE) ARE DIMENSIONED ON A SEPARATE PARCEL MAP EXHIBIT.

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: _____ DATE: _____

BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV. | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---------------------------|---------|-----------------------------------|---------|------|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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' | | | | |
| GAS | CB | BW | STAKING | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | | |
| QUANTITIES/FINAL | RB | JK | CONTRACTOR | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



CRW ENGINEERING GROUP

3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AECLE882-AK

STATE OF ALASKA
49 TH ANNUAL REGISTRATION
Anthony J. Robinson
LS-12316
3/28/25
REGISTERED PROFESSIONAL LAND SURVEYOR

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKELAND DRIVE ALL

TEMPORARY EASEMENT & PERMIT MAP

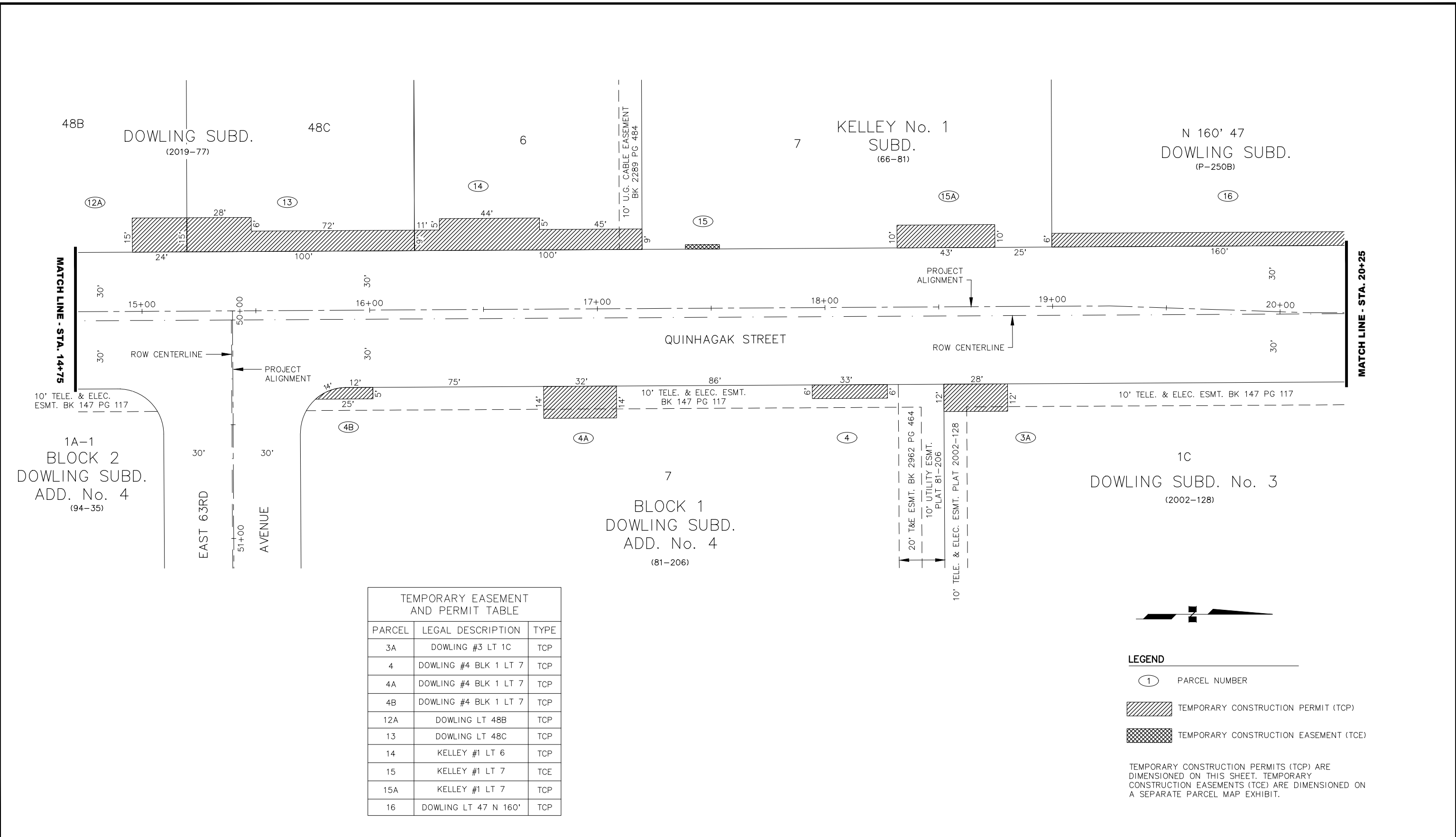
QUINHAGAK STREET STA 9+50 TO 14+75

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

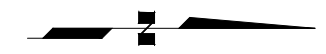
GRID: SW2033
DATE: MARCH 2025
STATUS: FINAL

SHEET **V3** of **V5**

File: I:\subdata\101555.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\02 Survey\04 Easements\21-13 Quinhagak Temp_Esmt_and_Permi_Map.dwg



| TEMPORARY EASEMENT AND PERMIT TABLE | | |
|-------------------------------------|-----------------------|------|
| PARCEL | LEGAL DESCRIPTION | TYPE |
| 3A | DOWLING #3 LT 1C | TCP |
| 4 | DOWLING #4 BLK 1 LT 7 | TCP |
| 4A | DOWLING #4 BLK 1 LT 7 | TCP |
| 4B | DOWLING #4 BLK 1 LT 7 | TCP |
| 12A | DOWLING LT 48B | TCP |
| 13 | DOWLING LT 48C | TCP |
| 14 | KELLEY #1 LT 6 | TCP |
| 15 | KELLEY #1 LT 7 | TCE |
| 15A | KELLEY #1 LT 7 | TCP |
| 16 | DOWLING LT 47 N 160' | TCP |



LEGEND

① PARCEL NUMBER

TEMPORARY CONSTRUCTION PERMIT (TCP)

TEMPORARY CONSTRUCTION EASEMENT (TCE)

TEMPORARY CONSTRUCTION PERMITS (TCP) ARE DIMENSIONED ON THIS SHEET. TEMPORARY CONSTRUCTION EASEMENTS (TCE) ARE DIMENSIONED ON A SEPARATE PARCEL MAP EXHIBIT.

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: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES/FINAL | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



CRW ENGINEERING GROUP

3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AECLE882-AK

STATE OF ALASKA
49 TH
Professional Seal of Anthony J. Robinson, License No. LS-12316, dated 3/28/25.

UNIVERSITY OF ANCHORAGE
Professional Seal of the University of Anchorage.

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKELAND DRIVE ALL

TEMPORARY EASEMENT & PERMIT MAP

QUINHAGAK STREET STA 14+75 TO 20+25

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

GRID: SW2033
DATE: MARCH 2025
STATUS: FINAL

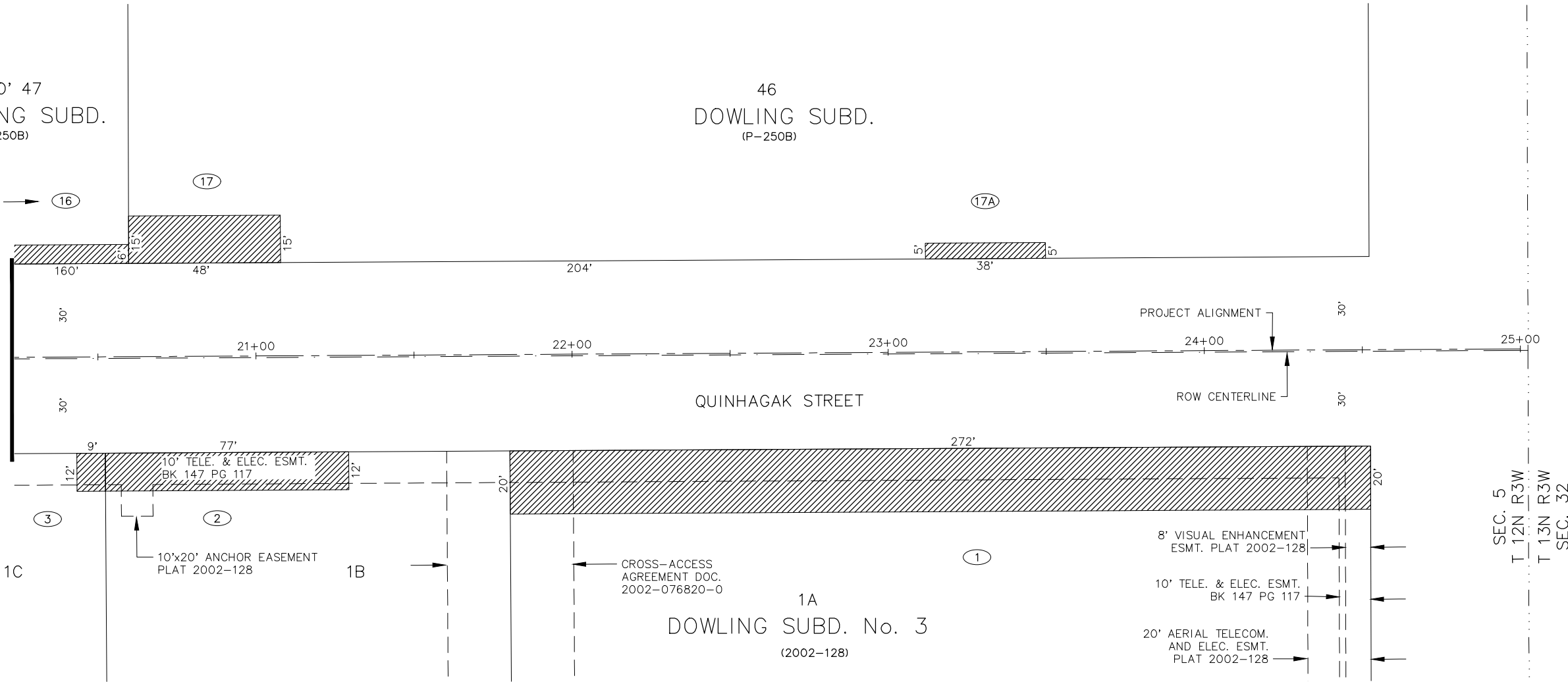
SHEET **V4** of **V5**

N 160' 47
DOWLING SUBD.
(P-250B)

46
DOWLING SUBD.
(P-250B)

SEE NOTE 1 →

MATCH LINE - STA. 20+25



| TEMPORARY EASEMENT AND PERMIT TABLE | | |
|-------------------------------------|-------------------|------|
| PARCEL | LEGAL DESCRIPTION | TYPE |
| 1 | DOWLING #3 LT 1A | TCP |
| 2 | DOWLING #3 LT 1B | TCP |
| 3 | DOWLING #3 LT 1C | TCP |
| 17 | DOWLING LOT 46 | TCP |
| 17A | DOWLING LOT 46 | TCP |

LEGEND

- ① PARCEL NUMBER
- TEMPORARY CONSTRUCTION PERMIT (TCP)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)

NOTES

- ACQUISITION INFORMATION FOR PARCEL 16 SHOWN ON SHEET V4.

TEMPORARY CONSTRUCTION PERMITS (TCP) ARE DIMENSIONED ON THIS SHEET. TEMPORARY CONSTRUCTION EASEMENTS (TCE) ARE DIMENSIONED ON A SEPARATE PARCEL MAP EXHIBIT.

File: s:\lab\data\101555.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\02 Survey\04 Easements\21-13 Quinhagak Temp_Esmt_and_Permi_Map.dwg

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: _____ DATE: _____
 BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

STAKING

ASBUILT

CONTRACTOR

INSPECTOR

PLAN CHECK

CONSTRUCTION RECORD

VERTICAL DATUM

REVISIONS

CONSULTANT

SCALE

GRAPHIC SCALE: 40 20 0 20 40

3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AECLE882-AK

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

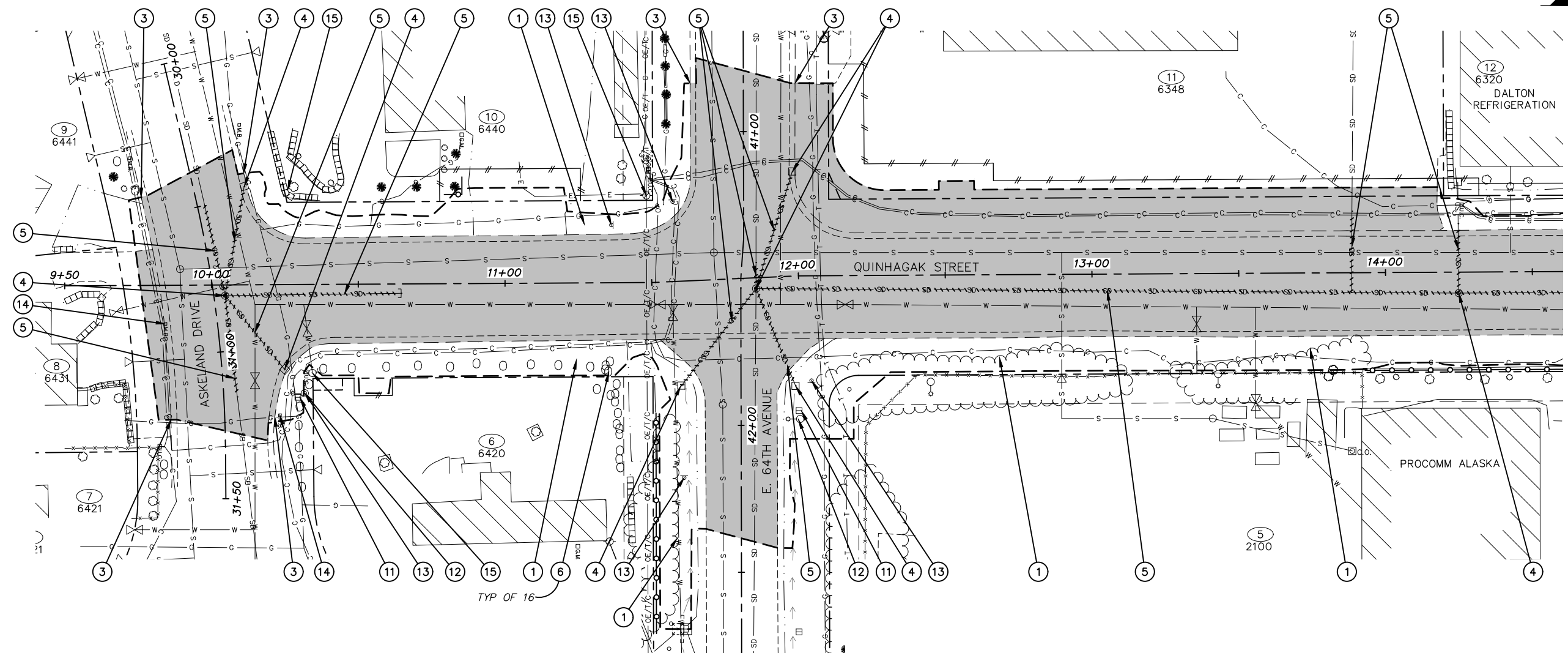
21-13 QUINHAGAK STREET RECONSTRUCTION ALL
 E. DOWLING ROAD TO ASKELAND DRIVE

TEMPORARY EASEMENT & PERMIT MAP

QUINHAGAK STREET STA 20+25 TO 25+00

SCALE: HOR. 1"=20' VER. N/A
 GRID: 9W2033
 DATE: MARCH 2025 STATUS: FINAL SHEET

V5 of V5



LEGEND

- ① 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.
- 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).
- ⑥ SALVAGE AND RELOCATE OR DISPOSE EXISTING BOULDER AS DIRECTED BY ENGINEER IN THE FIELD (SECTION 75.12).
- ⑪ REMOVE JUNCTION BOX (SECTION 80.08).
- ⑫ REMOVE LUMINAIRE POLE (SECTION 80.28).
- ⑬ REMOVE AND SALVAGE SIGN. THIS WORK SHALL BE INCIDENTAL TO THE BID ITEM STANDARD SIGNS (SECTION 85.04).
- ⑭ RELOCATE MAILBOX (SECTION 85.09).
- 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.

File: E:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Demolition Plan.dwg

RECORD DRAWING
 1. DATA PROVIDED BY: _____ TITLE: _____
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 CONTRACTOR: _____
 BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
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 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

STAKING

ASBUILT

CONTRACTOR

INSPECTOR

BASIS OF THIS DATUM GAAB 1972 ADJUST



CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AECLE882-AK

STATE OF ALASKA
 49 TH
 Robert W. Burdick
 CE-123959
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER

UNIVERSITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

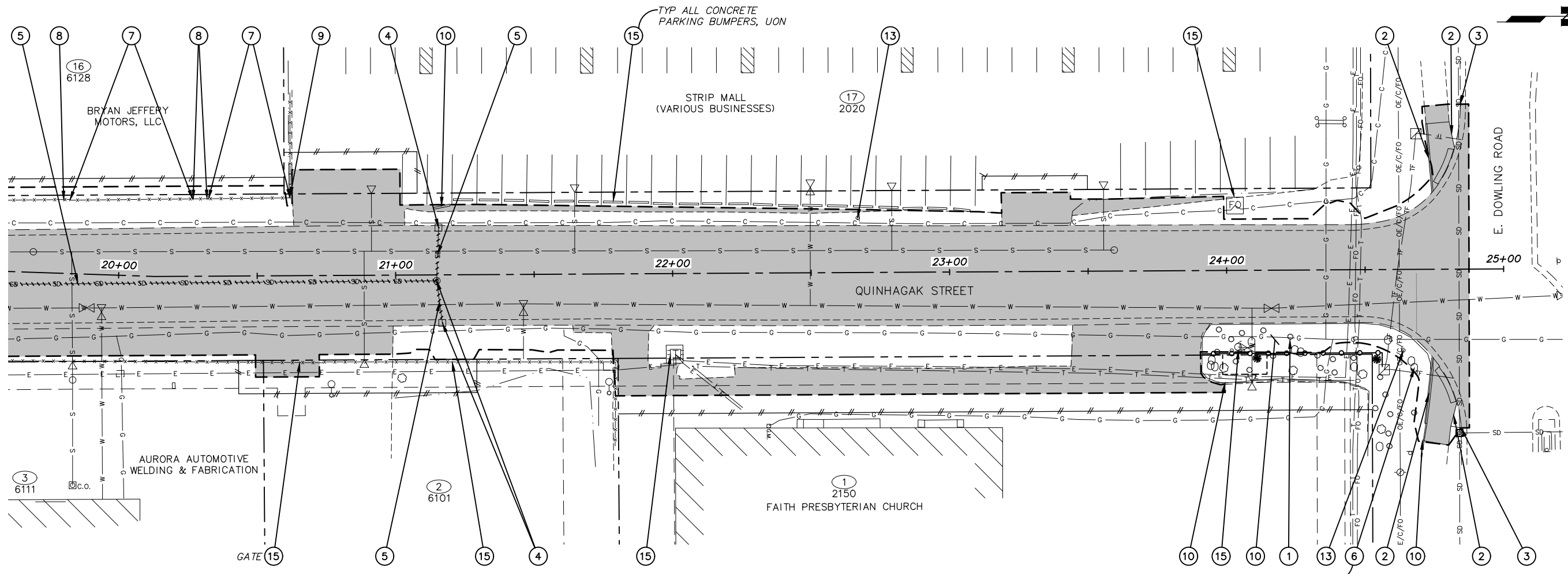
21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE ALL

DEMOLITION PLAN

BOP TO STA 14+60

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

GRID SW2033
 DATE MARCH 2025 STATUS FINAL SHEET B1 of B6



LEGEND

- ① 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).
- ⑥ 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).
- ⑨ REMOVE FENCE (SECTION 75.16).
- ⑩ REMOVAL/DISPOSAL AND/OR SALVAGE/INSTALLATION OF OBSTRUCTIONS (SECTION 75.18).
- ⑬ 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.

File: E:\webdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\01 Civil\10155.00 Demolition Plan.dwg

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: _____ DATE: _____
 BY: _____
 2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

BASIS OF THIS DATUM GAAB 1972 ADJUST



CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AEC1882-AK

STATE OF ALASKA
 49 TH
 Robert W. Burdick
 CE-123959
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION
 E. DOWLING ROAD TO ASKELAND DRIVE ALL
DEMOLITION PLAN
 STA 19+60 TO EOP
 SCALE HOR. 1"=20'
 VER. N/A
 GRID SW2033
 DATE MARCH 2025 STATUS FINAL SHEET B3 of B6

| 20.07 | | | | | | |
|-----------------------------------|--------------------|------------------|------------------|------------------|-----------|-------------------|
| REMOVE P.C.C. SIDEWALK OR APRON ② | | | | | | |
| SHEET | APPX STATION BEGIN | APPX OFFSET (FT) | APPX STATION END | APPX OFFSET (FT) | AREA (SY) | REMARKS |
| B2 | 16+82.5 | 31.6 RT | 17+01.8 | 32.1 RT | 41 | PARCEL 4 DRIVEWAY |
| B3 | 24+72.8 | 44.7 RT | 24+81.7 | 52.6 RT | 26 | |
| B3 | 24+73.2 | 40.0 LT | 24+81.5 | 48.7 LT | 19 | |


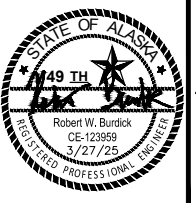

| 20.08 | | | | | | |
|---------------------------------|--------------------|------------------|------------------|------------------|-------------|------------------------------------|
| REMOVE P.C.C. CURB AND GUTTER ③ | | | | | | |
| SHEET | APPX STATION BEGIN | APPX OFFSET (FT) | APPX STATION END | APPX OFFSET (FT) | LENGTH (FT) | REMARKS |
| B1 | 30+42.4 | 18.0 RT | 31+22.5 | 18.3 RT | 77 | ASKELAND DRIVE |
| B1 | 10+11.2 | 38.0 LT | 11+66.1 | 67.2 LT | 208 | QUINHAGAK STREET / E. 64TH AVE |
| B1 | 10+21.3 | 45.1 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+21.5 | 93.0 RT | 125 | 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 | 93.0 RT | 19+60.0 | 20.8 RT | 464 | QUINHAGAK STREET / E. 63RD AVE |
| B3 | 19+60.0 | 20.8 RT | 24+84.3 | 57.3 RT | 547 | QUINHAGAK STREET / E. DOWLING ROAD |
| B3 | 19+60.0 | 15.1 LT | 24+84.7 | 59.5 LT | 551 | QUINHAGAK STREET / E. DOWLING ROAD |

| 20.09 | | | | |
|---------------|--------------------|---------|-----------|--|
| 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 | 2,279 | QUINHAGAK STREET, E. 63RD AVENUE, DRIVEWAYS |
| B3 | 19+60 TO 24+88 | LT & RT | 2,636 | QUINHAGAK STREET, E. DOWLING ROAD, DRIVEWAYS, PARKING AREAS, PATHWAY |

- REMOVE A.C.P. NOTES:**
- SEE ROADWAY IMPROVEMENT SHEETS FOR ROADWAY PAVEMENT REMOVAL LIMITS.
 - SEE DRIVEWAY RECONSTRUCTION TABLE ON SHEET T1 FOR DRIVEWAY PAVEMENT REMOVAL LIMITS.

| 55.11 | | | | | |
|---------------------------------|--------------|------------------|-------------|---------|-----------------------------------|
| REMOVE MANHOLE OR CATCH BASIN ④ | | | | | |
| SHEET | APPX STATION | APPX OFFSET (FT) | CATCH BASIN | MANHOLE | REMARKS |
| B1 | 10+04.6 | 3.6 RT | | X | ASKELAND DRIVE / QUINHAGAK STREET |
| B1 | 10+11.3 | 33.5 LT | X | | ASKELAND DRIVE |
| B1 | 10+24.7 | 28.9 RT | X | | ASKELAND DRIVE |
| B1 | 11+58.5 | 35.4 RT | X | | E. 64TH AVENUE |
| B1 | 11+85.4 | 3.7 RT | | X | QUINHAGAK STREET |
| B1 | 11+97.4 | 37.4 RT | X | | E. 64TH AVENUE |
| B1 | 11+99.5 | 35.6 LT | X | | 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+36.7 | 56.3 RT | | X | QUINHAGAK STREET |
| B2 | 15+42.8 | 7.1 RT | | X | QUINHAGAK STREET |
| B2 | 15+42.9 | 13.3 LT | X | | 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 | X | | QUINHAGAK STREET |
| B2 | 18+55.7 | 6.2 RT | | X | QUINHAGAK STREET |
| B2 | 18+56.2 | 21.4 RT | | X | QUINHAGAK STREET |
| B3 | 21+14.8 | 2.2 RT | | X | QUINHAGAK STREET |
| B3 | 21+15.6 | 17.0 LT | X | | QUINHAGAK STREET |
| B3 | 21+16.8 | 17.4 RT | X | | QUINHAGAK STREET |

File: I:\jobdata\10155.00\Quinhagak Street Reconstruction\00_CADD_2018\01_Working Set\01\10155.00_Demolition_Summary Tables.dwg

| 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: _____ TITLE: _____ DATE: _____ BY: _____ | | <table border="1"> <tr> <th>DATA</th> <th>DRAWN BY</th> <th>CHECKED BY</th> </tr> <tr> <td>BASE</td> <td>CB</td> <td>BW</td> </tr> <tr> <td>TOPOGRAPHY</td> <td>CB</td> <td>BW</td> </tr> <tr> <td>PROFILE</td> <td>RB</td> <td>JK</td> </tr> <tr> <td>STORM SEWER</td> <td>JM</td> <td>JH</td> </tr> <tr> <td>WATER/SANITARY SEWER</td> <td>CK</td> <td>JK</td> </tr> <tr> <td>GAS</td> <td>CB</td> <td>BW</td> </tr> <tr> <td>TELEPHONE</td> <td>CB</td> <td>BW</td> </tr> <tr> <td>ELECTRIC</td> <td>JH</td> <td>TK</td> </tr> <tr> <td>DESIGN</td> <td>RB</td> <td>JK</td> </tr> <tr> <td>QUANTITIES</td> <td>RB</td> <td>JK</td> </tr> <tr> <td>PRELIMINARY/FINAL</td> <td>RB</td> <td>JK</td> </tr> <tr> <td>MUNICIPAL/STATE</td> <td>RB</td> <td>JK</td> </tr> </table> | | DATA | DRAWN BY | CHECKED BY | BASE | CB | BW | TOPOGRAPHY | CB | BW | PROFILE | RB | JK | STORM SEWER | JM | JH | WATER/SANITARY SEWER | CK | JK | GAS | CB | BW | TELEPHONE | CB | BW | ELECTRIC | JH | TK | DESIGN | RB | JK | QUANTITIES | RB | JK | PRELIMINARY/FINAL | RB | JK | MUNICIPAL/STATE | RB | JK | <table border="1"> <tr> <th>FIELD BOOKS</th> <th>BM NO.</th> <th>LOCATION</th> <th>ELEV.</th> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> <tr> <td>DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830</td> <td>GAAB 22</td> <td>See MOA Benchmark Book, Page D-29</td> <td>162.82'</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>GAAB 20</td> <td>See MOA Benchmark Book, Page D-35</td> <td>183.44'</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |  <p>3940 ARCTIC BLVD. SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECL882-AK</p> | |  | |  | | PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT 21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE ALL DEMOLITION SUMMARY TABLES | |
|--|----------|--|---------|--|----------|---|------|----|----|------------|----|----|---------|----|----|-------------|----|----|----------------------|----|----|-----|----|----|-----------|----|----|----------|----|----|--------|----|----|------------|----|----|-------------------|----|----|-----------------|----|----|---|--|-------------|--------|----------|-------|-----|------|-------------|----|---|---------|-----------------------------------|---------|--|--|--|--|--|---------|-----------------------------------|---------|--|--|--|--|--|--|---|--|---|--|--|--|
| DATA | DRAWN BY | CHECKED BY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BASE | CB | BW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STORM SEWER | JM | JH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WATER/SANITARY SEWER | CK | JK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GAS | CB | BW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. DATA TRANSFERRED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ | | 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. DATA TRANSFER CHECKED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ BY: _____ | | PLAN CHECK CONSTRUCTION RECORD VERTICAL DATUM REVISIONS CONSULTANT SEAL | | SCALE HOR. N/A VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET B4 of B6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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70.07

REMOVE PIPE ⑤

| SHEET | APPX STA BEGIN | APPX OFFSET (FT) | APPX STA END | APPX OFFSET (FT) | SIZE (INCH) | LENGTH (FT) | REMARKS |
|-------|----------------|------------------|--------------|------------------|-------------|-------------|---------|
| B1 | 9+97.8 | 27.0 LT | 10+04.6 | 3.6 RT | 18 | 31.4 | |
| B1 | 10+04.6 | 3.6 RT | 10+08.6 | 38.1 RT | 10 | 34.7 | |
| B1 | 10+04.6 | 3.6 RT | 10+11.3 | 33.5 LT | 10 | 37.7 | |
| B1 | 10+04.6 | 3.6 RT | 10+24.7 | 28.9 RT | 10 | 32.3 | |
| B1 | 10+04.6 | 3.6 RT | 10+64.6 | 3.2 RT | 15 | 60.0 | |
| B1 | 11+85.4 | 3.7 RT | 11+58.5 | 35.5 RT | 12 | 41.7 | |
| B1 | 11+85.4 | 3.7 RT | 11+85.8 | 5.2 LT | 57X38 CMPA | 8.8 | |
| B1 | 11+85.4 | 3.7 RT | 11+97.4 | 37.4 RT | 12 | 35.8 | |
| B1 | 11+85.4 | 3.7 RT | 11+99.5 | 35.6 LT | 10 | 41.7 | |
| B1 | 11+85.4 | 3.7 RT | 14+24.9 | 7.1 RT | 12 | 239.4 | |
| B1 | 13+88.4 | 6.7 RT | 13+88.7 | 21.0 LT | 12 | 27.6 | |
| B1 | 14+24.9 | 7.1 RT | 14+24.8 | 16.5 LT | 12 | 23.6 | |
| B1/B2 | 14+24.9 | 7.1 RT | 15+42.8 | 7.1 RT | 12 | 117.9 | |
| | | | | | | | |
| B2 | 14+99.0 | 25.7 RT | 14+99.1 | 20.9 RT | 10 | 4.8 | |
| B2 | 14+99.1 | 20.9 RT | 15+42.8 | 7.1 RT | 10 | 45.9 | |
| B2 | 15+36.7 | 56.3 RT | 15+42.8 | 7.1 RT | 18 | 49.5 | |
| B2 | 15+42.8 | 7.1 RT | 15+42.9 | 13.3 LT | 10 | 20.4 | |
| B2 | 15+42.8 | 7.1 RT | 15+81.8 | 21.0 RT | 10 | 41.4 | |
| B2 | 15+42.8 | 7.1 RT | 15+92.3 | 7.2 RT | 12 | 49.5 | |
| B2 | 15+81.8 | 21.0 RT | 15+81.8 | 26.5 RT | 10 | 5.4 | |
| B2 | 15+92.3 | 7.2 RT | 15+93.0 | 26.5 RT | 12 | 19.3 | |
| B2 | 15+92.3 | 7.2 RT | 18+55.7 | 6.2 RT | 12 | 263.5 | |
| B2 | 18+55.3 | 12.7 LT | 18+55.7 | 6.2 RT | 10 | 19.0 | |
| B2 | 18+55.7 | 6.2 RT | 18+56.2 | 21.4 RT | 10 | 15.2 | |
| B2 | 18+56.2 | 21.4 RT | 18+56.3 | 24.6 RT | 12 | 3.1 | |
| B2/B3 | 18+55.7 | 6.2 RT | 21+14.8 | 2.2 RT | 12 | 259.0 | |
| | | | | | | | |
| B3 | 21+14.8 | 2.2 RT | 21+15.6 | 17.0 LT | 10 | 19.1 | |
| B3 | 21+14.8 | 2.2 RT | 21+16.8 | 17.4 RT | 10 | 15.4 | |

75.12

SALVAGE AND RELOCATE OR DISPOSE EXISTING BOULDER ⑥

| SHEET | APPX STATION | APPX OFFSET (FT) | REMARKS |
|-------|--------------|------------------|---------|
| B1 | 10+29.8 | 41.6 RT | |
| B1 | 10+33.1 | 33.9 RT | |
| B1 | 10+37.9 | 28.7 RT | |
| B1 | 10+47.6 | 28.6 RT | |
| B1 | 10+59.4 | 28.2 RT | |
| B1 | 10+70.2 | 27.8 RT | |
| B1 | 10+81.1 | 28.3 RT | |
| B1 | 10+90.1 | 27.2 RT | |
| B1 | 10+99.2 | 28.0 RT | |
| B1 | 11+08.6 | 27.6 RT | |
| B1 | 11+18.0 | 27.9 RT | |
| B1 | 11+28.9 | 28.5 RT | |
| B1 | 11+34.0 | 29.5 RT | |
| B1 | 11+34.1 | 28.1 RT | |
| B1 | 11+35.0 | 30.2 RT | |
| B1 | 11+35.6 | 26.8 RT | |
| | | | |
| B3 | 24+08.8 | 25.8 RT | |
| B3 | 24+24.4 | 28.8 RT | |
| B3 | 24+26.6 | 29.6 RT | |
| B3 | 24+58.1 | 25.4 RT | |
| B3 | 24+66.5 | 33.0 RT | |
| B3 | 24+67.5 | 35.5 RT | |

75.14

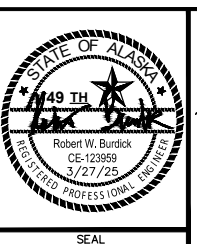
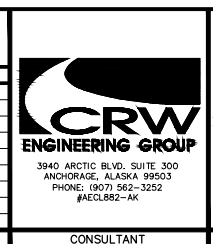
TREE PROTECTION ZONE FENCING

| SHEET | APPX BEGIN STATION | APPX BEGIN OFFSET (FT) | APPX END STATION | APPX END OFFSET (FT) | LENGTH (FT) | REMARKS |
|-------|--------------------|------------------------|------------------|----------------------|-------------|---------|
| B1 | 10+79.5 | 30.4 LT | 10+85.5 | 30.4 LT | 6.0 | |
| B1 | 10+85.5 | 30.4 LT | 10+85.5 | 36.3 LT | 6.0 | |
| B1 | 11+51.2 | 44.5 RT | 11+51.0 | 119.5 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+21.0 | 25.0 LT | 17+41.0 | 25.0 LT | 20.0 | |
| | | | | | | |
| B3 | 23+91.0 | 30.0 RT | 24+56.0 | 30.0 RT | 65.0 | |
| B3 | 24+56.0 | 30.0 RT | 24+56.0 | 35.0 RT | 5.0 | |

TREE PROTECTION ZONE FENCING NOTE:
 1. ROOT PRUNING IS NECESSARY ALONG THE TREE PROTECTION ZONE FENCING PER MASS AND IN OTHER LOCATIONS AS DIRECTED BY THE ENGINEER IN THE FIELD.

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: _____ TITLE: _____ DATE: _____
 BY: _____
 2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |
| PLAN CHECK | | | CONSTRUCTION RECORD | | | | | | | |
| | | | VERTICAL DATUM | | | | | | | |
| | | | REVISIONS | | | | | | | |
| | | | CONSULTANT | | | | | | | |
| | | | SEAL | | | | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKLAND DRIVE ALL
 DEMOLITION SUMMARY TABLES
 SCALE HOR. N/A VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET B5 of B6

| 75.16 REMOVE AND RESET FENCE ⑦ | | | | | | | | | | | |
|--------------------------------|--------------------|------------------------|------------------|----------------------|-------------|--------------------|------------------------|------------------|----------------------|-------------|--------------------------|
| SHEET | EXISTING LOCATION | | | | | PROPOSED LOCATION | | | | | REMARKS |
| | 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) | |
| 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 |
| B3 | 19+81.5 | 26.5 LT | 20+27.1 | 27.9 LT | 44.5 | 19+81.4 | 28.3 LT | 20+27.1 | 29.5 LT | 44.5 | CHAIN LINK W/BARBED WIRE |
| B3 | 20+32.1 | 27.9 LT | 20+62.1 | 28.1 LT | 30.0 | 20+32.1 | 29.5 LT | 20+62.1 | 29.5 LT | 30.0 | CHAIN LINK W/BARBED WIRE |

REMOVE AND RESET FENCE NOTES:

1. PROVIDE TEMPORARY FENCING PER SECTION 75.19 FOR 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 ⑧ | | | | | | | | | | | |
|-------------------------------|--------------------|------------------------|------------------|----------------------|-------------|--------------------|------------------------|------------------|----------------------|-------------|--------------------------|
| SHEET | EXISTING LOCATION | | | | | PROPOSED LOCATION | | | | | REMARKS |
| | 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) | |
| B1/B2 | 19+41.0 | 24.6 RT | 19+81.5 | 26.5 RT | 40.5 | 19+41.0 | 26.7 LT | 19+81.4 | 28.3 LT | 40.5 | CHAIN LINK W/BARBED WIRE |
| B2 | 20+27.1 | 27.9 LT | 20+32.1 | 27.9 LT | 5.0 | 20+27.1 | 29.5 LT | 20+32.1 | 29.5 LT | 5.0 | CHAIN LINK W/BARBED WIRE |

| 75.16 REMOVE FENCE ⑨ | | | | | | | REMARKS |
|----------------------|--------------------|------------------------|------------------|----------------------|-------------|--|--------------------------|
| SHEET | APPX BEGIN STATION | APPX BEGIN OFFSET (FT) | APPX END STATION | APPX END OFFSET (FT) | LENGTH (FT) | | |
| B2 | 19+02.5 | 23.9 LT | 19+02.5 | 26.0 LT | 2.1 | | CHAIN LINK W/BARBED WIRE |
| B3 | 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 ⑩ | | | | | |
|--|--------------|------------------|-------------------------|----------|--|
| SHEET | APPX STATION | APPX OFFSET (FT) | OBSTRUCTION ITEM | QUANTITY | ACTION |
| B3 | 21+16.8 | 24.3 LT | CONCRETE PARKING BUMPER | 1 EA | RELOCATE TO THE WEST IN LINE WITH OTHER CONCRETE PARKING BUMPERS |
| B3 | 23+99.2 | 40.8 RT | LANDSCAPE ROCK EDGING | 141.5 LF | PLACE ON PROPERTY |
| B3 | 24+34.6 | 25.0 RT | LANDSCAPE ROCK MULCH | 660.4 SF | SALVAGE AND INSTALL BEHIND PROPOSED RETAINING WALL |

| 80.08 REMOVE JUNCTION BOX ⑪ | | | |
|-----------------------------|--------------|------------------|---------|
| SHEET | APPX STATION | APPX OFFSET (FT) | REMARKS |
| B1 | 10+29.2 | 38.4 RT | |
| B1 | 11+98.1 | 45.8 RT | |

| 80.28 REMOVE LUMINAIRE POLE ⑫ | | | |
|-------------------------------|--------------|------------------|---------|
| SHEET | APPX STATION | APPX OFFSET (FT) | REMARKS |
| B1 | 10+31.6 | 37.0 RT | |
| B1 | 11+98.3 | 48.7 RT | |

| 85.04 REMOVE AND SALVAGE SIGN ⑬ | | | | | |
|---------------------------------|----------------|---------------|-----------|-------------------------|-----------------------|
| SHEET NO. | APPROX STATION | APPROX OFFSET | SIGN TYPE | LEGEND | SIGN POST |
| B1 | 10+32 | 37.0 RT | D3-101 | ASKELAND DR 6400 | STREET LIGHT POLE |
| B1 | | | D3-101 | QUINHAGAK ST 6400 | |
| B1 | | | R1-1 | STOP | |
| B1 | 11+36 | 19.7 LT | W1-1 | TURN | PERFORATED STEEL TUBE |
| B1 | | | W13-1 | ADVISORY SPEED (PLAQUE) | |
| B1 | 11+58 | 27.2 LT | D3-101 | E 64TH AVE 2000 | PERFORATED STEEL TUBE |
| B1 | | | D3-101 | QUINHAGAK ST 6400 | |
| B1 | 11+58 | 66.9 RT | W14-2 | NO OUTLET | PERFORATED STEEL TUBE |
| B1 | | | R1-1 | STOP | |
| B1 | 12+04 | 35.7 RT | R1-1 | STOP | PERFORATED STEEL TUBE |
| B2 | | | D3-101 | E 63RD AVE 2100 | |
| B2 | | | D3-101 | QUINHAGAK ST 6200 | |
| B2 | 15+62 | 40.6 RT | R1-1 | STOP | PERFORATED STEEL TUBE |
| B2 | | | | | |
| B3 | 22+67 | 19.7 LT | R2-1 | SPEED LIMIT 25 | PERFORATED STEEL TUBE |
| B3 | | | D3-101 | DOWLING RD | |
| B3 | 24+64 | 29.2 RT | D3-101 | QUINHAGAK ST | PERFORATED STEEL TUBE |
| B3 | | | R6-1 | ONE WAY RIGHT | |
| B3 | | | R1-1 | STOP | |

REMOVE AND SALVAGE SIGN NOTES:


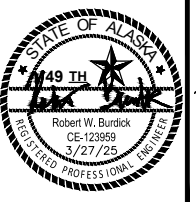

1. WORK TO REMOVE AND SALVAGE EXISTING SIGNS & POSTS SHALL BE INCIDENTAL TO SECTION 85.04 STANDARD SIGN PAY ITEM.
2. CONTRACTOR SHALL DELIVER REMOVED SIGN FACES AND ASSOCIATED HARDWARE TO THE MUNICIPAL PAINT AND SIGN SHOP. CONTACT 907-343-4384 TO COORDINATE DELIVERY. DELIVERY OF EXISTING SIGNS IS INCIDENTAL TO SECTION 85.04 STANDARD SIGN PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.

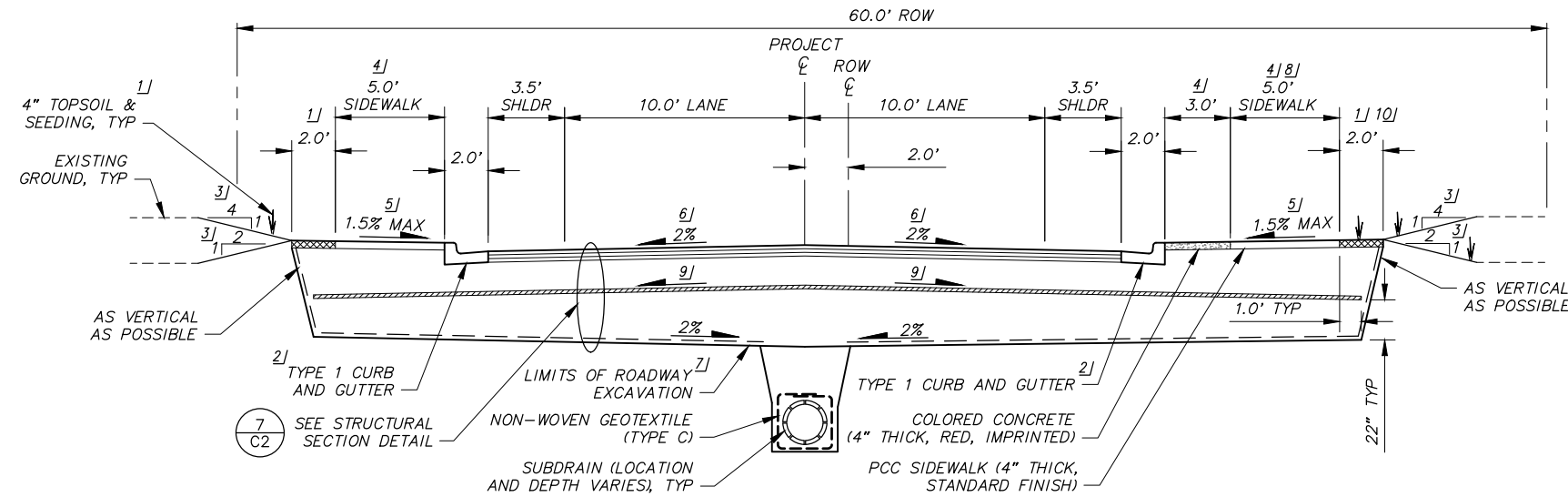
| 85.09 RELOCATE MAILBOX ⑭ | | | | | |
|--------------------------|-------------------|------------------|--------------|------------------|-------------|
| SHEET | EXISTING LOCATION | | NEW LOCATION | | REMARKS |
| | APPX STATION | APPX OFFSET (FT) | APPX STATION | APPX OFFSET (FT) | |
| B1 | 9+84.3 | 13.2 RT | 9+83.9 | 51.7 RT | |
| B1 | 10+23.1 | 44.5 RT | 10+23.6 | 43.4 RT | 6 MAILBOXES |

RELOCATE MAILBOX NOTES:

1. SEE SHEET D6 FOR MAILBOX INSTALLATION DETAILS.

File: I:\Jobs\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\01\10155.00 Demolition Summary Tables.dwg

| | | | | | | | | | | | |
|---|--|--|--|---|--|--|--|---|--|---|--|
| 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: _____ DATE: _____ BY: _____ | | DATA DRAWN BY CHECKED BY BASE CB BW TOPOGRAPHY CB BW PROFILE RB JK STORM SEWER JM JH WATER/SANITARY SEWER CK JK GAS CB BW TELEPHONE CB BW ELECTRIC JH TK DESIGN RB JK QUANTITIES RB JK PRELIMINARY/FINAL RB JK MUNICIPAL/STATE RB JK | | FIELD BOOKS DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 STAKING ASBUILT CONTRACTOR INSPECTOR | | BM NO. LOCATION ELEV. REV. DATE DESCRIPTION BY GAAB 22 See MOA Benchmark Book, Page D-29 162.82' GAAB 20 See MOA Benchmark Book, Page D-35 183.44' | |    | | PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT 21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE ALL DEMOLITION SUMMARY TABLES | |
| 2. DATA TRANSFERRED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ | | PLAN CHECK CONSTRUCTION RECORD VERTICAL DATUM REVISIONS CONSULTANT SEAL | | SCALE HOR. N/A VER. N/A GRID 5W2033 DATE MARCH 2025 STATUS FINAL | | SHEET B6 of B6 | | | | | |



TYPICAL SECTION 'A' - QUINHAGAK STREET

SEE NOTE 1

#/ 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 C4.
3. TYPICAL FILL SLOPES ARE 2 (HORIZONTAL) : 1 (VERTICAL). FILL SLOPES MAY VARY ALONG ROADWAY TO PROVIDE POSITIVE DRAINAGE TOWARD ROADWAY, SEE DETAIL 3, SHEET C4. SEE ROADWAY SHEETS FOR LOCATIONS. CUT SLOPES ARE 4H:1V UNLESS OTHERWISE NOTED IN SPECIAL CUT SLOPE TABLE, THIS SHEET. THE ENGINEER MAY ADJUST THE TYPICAL SLOPES IN THE FIELD.
4. INCREASE SIDEWALK/BUFFER THICKNESS TO 6" ACROSS ALL DRIVEWAYS/PARKING AREAS & ADD WELDED STEEL WIRE REINFORCEMENT PER THE SPECIFICATIONS.
5. THE MAXIMUM SIDEWALK GRADE IS 2% AT DRIVEWAYS. SIDEWALK GRADE SHALL BE 1% MINIMUM IN ALL CASES.
6. ROADWAY CROSS SLOPE SHALL BE 2% UNLESS OTHERWISE NOTED. CROSS SLOPE VARIES FROM STA 24+31 TO 24+44 SEE INTERSECTION LAYOUT SHEET R9 FOR MORE INFORMATION.
7. 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.
8. SIDEWALK WIDTH VARIES AT TRANSITION TO/FROM BUFFER PER DETAIL 3 ON SHEET D5.
9. INSULATION SLOPE SHALL MATCH ROADWAY CROSS SLOPE.
10. CONSTRUCT SHOULDER PER DETAIL 2, SHEET C3 AT LUMINAIRE LOCATIONS UNLESS OTHERWISE NOTED.

SHEET NOTES:

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.

| TYPICAL SECTION TABLE - QUINHAGAK STREET | | | |
|--|--------|-----------------|-------|
| FROM STA | TO STA | TYPICAL SECTION | |
| | | LEFT | RIGHT |
| BOP | 12+00 | A | A |
| 12+00 | 15+45 | B | B |
| 15+45 | 17+19 | B1 | B |
| 17+19 | 18+50 | B | B |
| 18+50 | 20+99 | B | B3 |
| 20+99 | 22+51 | B2 | B4 |
| 22+51 | 23+79 | B2 | B |
| 23+79 | EOP | B2 | B5 |

| SPECIAL CUT SLOPE TABLE - QUINHAGAK STREET | | | |
|--|--------|--------|-----------|
| FROM STA | TO STA | OFFSET | CUT SLOPE |
| 12+00 | 15+15 | RT | 3H:1V |
| 15+45 | 18+25 | LT | 2H:1V |
| 20+99 | EOP | LT | 2H:1V |

File: I:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Typical Sections.dwg

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: _____ TITLE: _____ DATE: _____

BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES/FINAL | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

CRW ENGINEERING GROUP

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ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AEC1882-AK

STATE OF ALASKA
49 TH
Robert W. Burdick
CE-123959
3/27/25
REGISTERED PROFESSIONAL ENGINEER

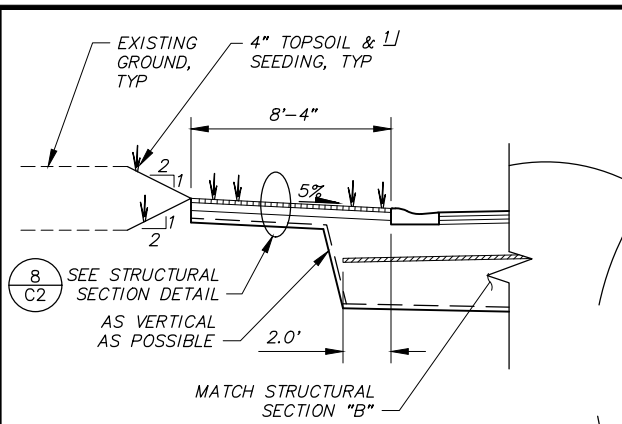
MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

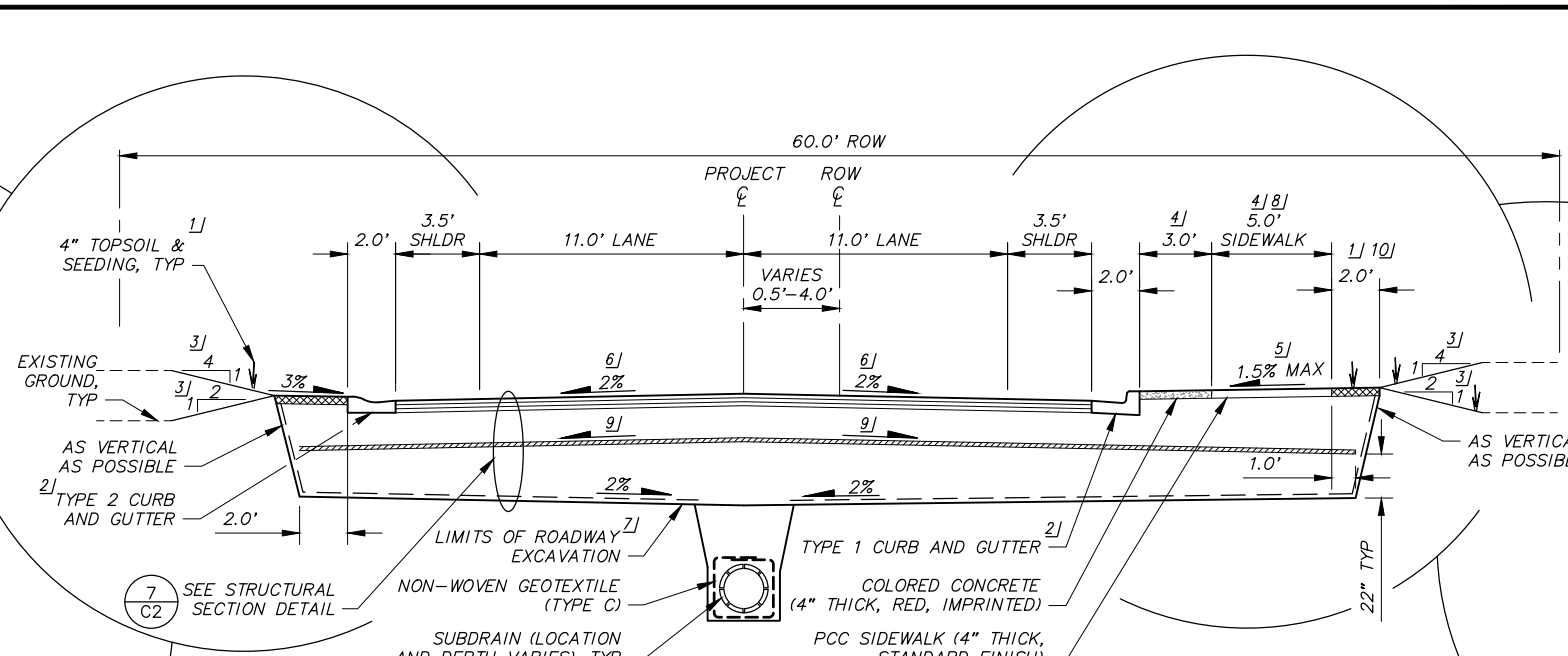
21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

TYPICAL SECTIONS

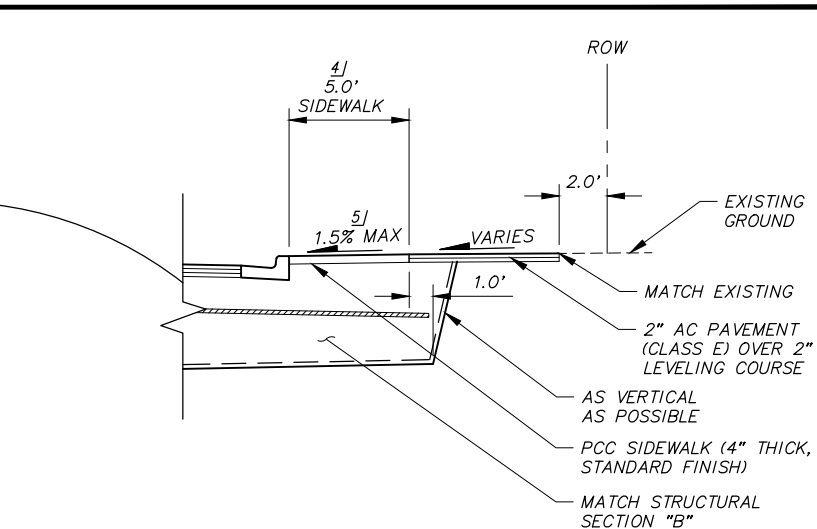
SCALE HOR. N/A VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET C1 of C4



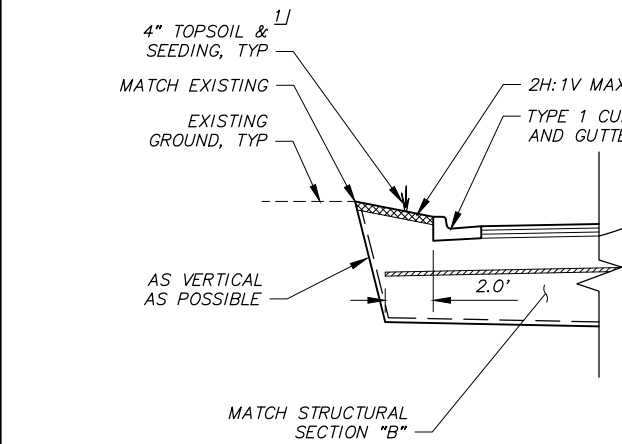
TYPICAL SECTION 'B1'
QUINHAGAK STREET



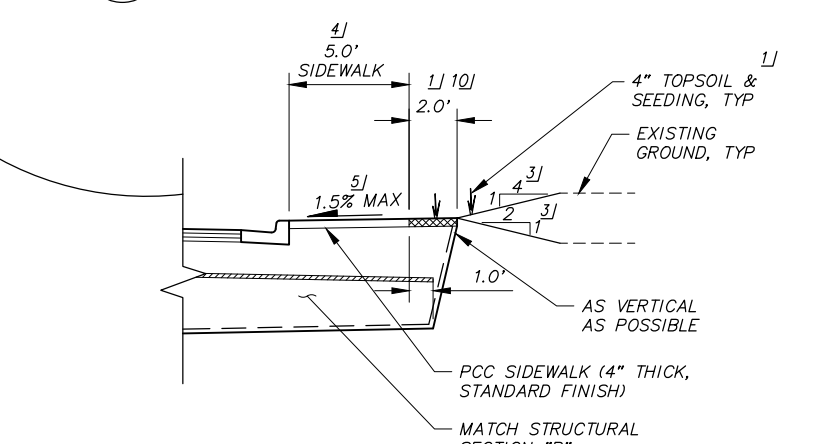
TYPICAL SECTION 'B' - QUINHAGAK STREET



TYPICAL SECTION 'B3'
QUINHAGAK STREET



TYPICAL SECTION 'B2'
QUINHAGAK STREET



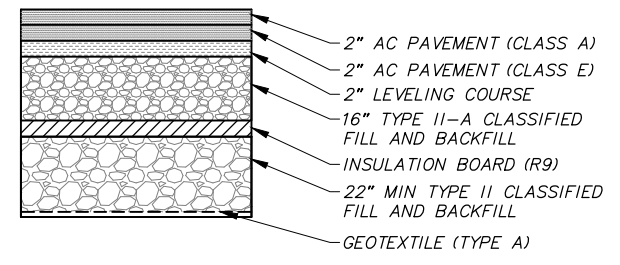
TYPICAL SECTION 'B4'
QUINHAGAK STREET

FOOT NOTES:

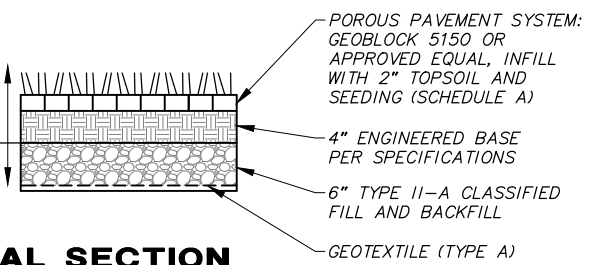
- PLACE 4" OF TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS.
- TOP AC PAVEMENT SHALL BE 1/8" - 1/4" ABOVE LIP OF CURB, UNLESS OTHERWISE NOTED. SEE DETAIL 5, SHEET C4.
- TYPICAL FILL SLOPES ARE 2 (HORIZONTAL) : 1 (VERTICAL). FILL SLOPES MAY VARY ALONG ROADWAY TO PROVIDE POSITIVE DRAINAGE TOWARD ROADWAY, SEE DETAIL 3, SHEET C4. SEE ROADWAY SHEETS FOR LOCATIONS. CUT SLOPES ARE 4H:1V UNLESS OTHERWISE NOTED IN SPECIAL CUT SLOPE TABLE SHEET C1. THE ENGINEER MAY ADJUST THE TYPICAL SLOPES IN THE FIELD.
- INCREASE SIDEWALK/BUFFER THICKNESS TO 6" ACROSS ALL DRIVEWAYS/PARKING AREAS & ADD WELDED STEEL WIRE REINFORCEMENT PER THE SPECIFICATIONS.
- THE MAXIMUM SIDEWALK GRADE IS 2% AT DRIVEWAYS. SIDEWALK GRADE SHALL BE 1% MINIMUM IN ALL CASES.
- ROADWAY CROSS SLOPE SHALL BE 2% UNLESS OTHERWISE NOTED. CROSS SLOPE VARIES FROM STA 24+31 TO 24+44 SEE INTERSECTION LAYOUT SHEET R9 FOR MORE INFORMATION.
- 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.
- SIDEWALK WIDTH VARIES AT TRANSITION TO/FROM BUFFER PER DETAIL 3 ON SHEET D5.
- INSULATION SLOPE SHALL MATCH ROADWAY CROSS SLOPE.
- CONSTRUCT SHOULDER PER DETAIL 2, SHEET C3 AT LUMINAIRE LOCATIONS UNLESS OTHERWISE NOTED.

SHEET NOTES:

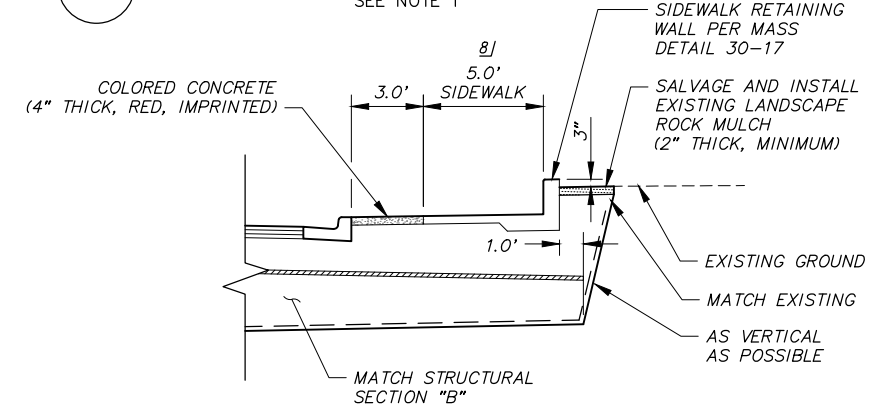
- SEE TYPICAL SECTION SUMMARY TABLE, SHEET C1, FOR STATION RANGES. THE STATION RANGES ARE APPROXIMATE AND MAY BE MODIFIED IN THE FIELD BY THE ENGINEER.



TYPICAL STRUCTURAL SECTION
QUINHAGAK STREET



TYPICAL STRUCTURAL SECTION
POROUS PAVEMENT SYSTEM



TYPICAL SECTION 'B5'
QUINHAGAK STREET

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: _____ TITLE: _____ DATE: _____
BY: _____
2. DATA TRANSFERRED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____
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.
DATA TRANSFER CHECKED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____
BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | | |
| QUANTITIES | RB | JK | CONTRACTOR | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AEC1882-AK

STATE OF ALASKA
49 TH
Robert W. Burdick
CE-123959
3/27/25
REGISTERED PROFESSIONAL ENGINEER

UNIVERSITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKLAND DRIVE SCHED A
TYPICAL SECTIONS
SCALE HOR. N/A VER. N/A
GRID SW2033
DATE MARCH 2025 STATUS FINAL
SHEET C2 of C4

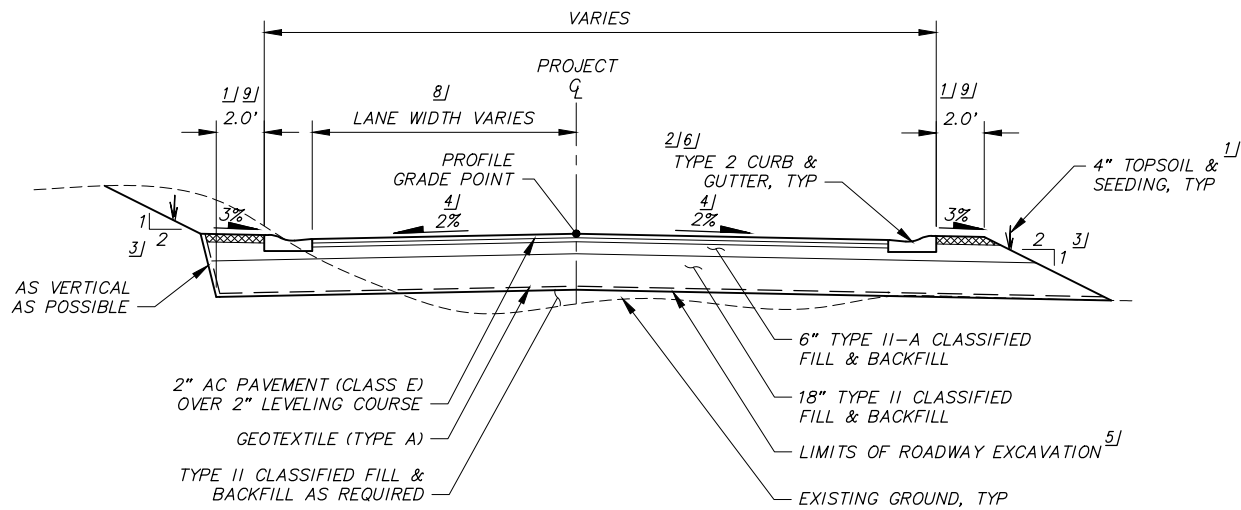
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NOTES:

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

#/ FOOT NOTES:

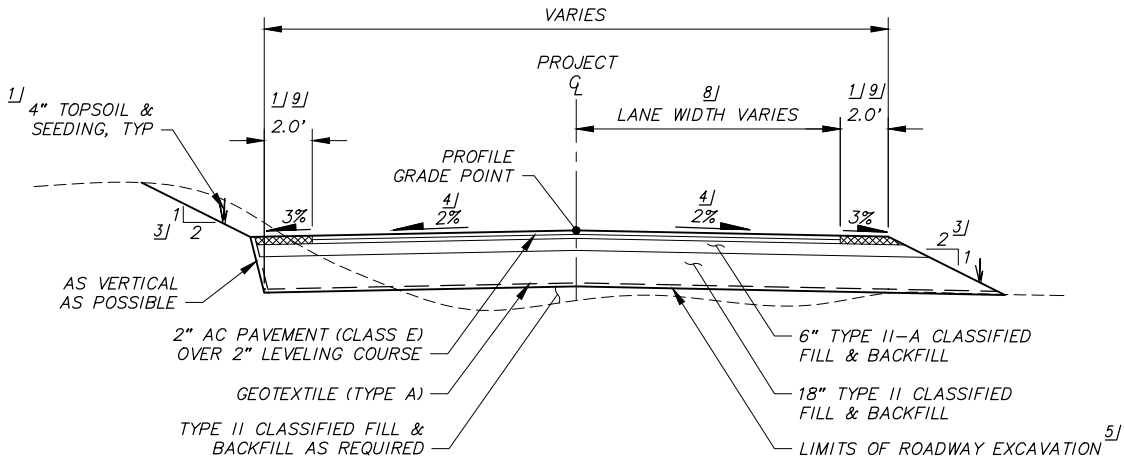
1. PLACE 4" OF TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS.
2. TOP AC PAVEMENT SHALL BE 1/8" - 1/4" ABOVE LIP OF CURB, UNLESS OTHERWISE NOTED. SEE DETAIL 5, SHEET C4.
3. THE MAXIMUM (STEEPEST) AND TYPICAL CUT/FILL SLOPES ARE 2 (HORIZONTAL) : 1 (VERTICAL). FILL SLOPES MAY VARY ALONG ROADWAY TO PROVIDE POSITIVE DRAINAGE TOWARD ROADWAY. SEE DETAIL 3, SHEET C4. 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 SIDE STREETS.
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 D5.
8. SEE ROADWAY PLAN & PROFILE SHEETS FOR SIDE STREET WIDTHS.
9. CONSTRUCT SHOULDER PER DETAIL 3, THIS SHEET AT LUMINAIRE LOCATIONS.



TYPICAL SECTION 'C' - SIDE STREETS WITH CURB (BEYOND CURB RETURN)

1

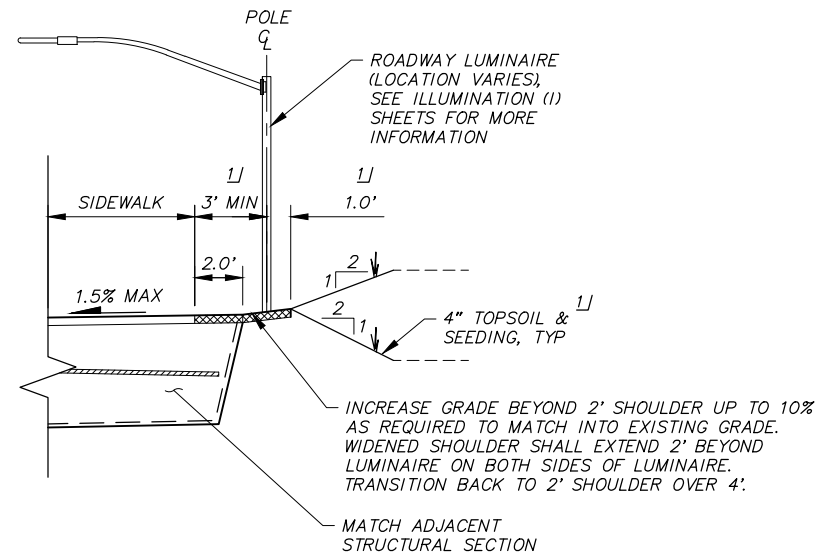
SEE NOTE 1



TYPICAL SECTION 'D' - SIDE STREETS NO CURB (BEYOND CURB RETURN)

2

SEE NOTE 1



3

TYPICAL SHOULDER SECTION AT LUMINAIRES

| TYPICAL SECTION TABLE - SIDE STREETS | | | |
|--------------------------------------|-----------------|-------------------|-----------------|
| SIDE STREET | FROM STA | TO STA | TYPICAL SECTION |
| ASKELAND DRIVE | 30+42 | 31+22 | C |
| E. 64TH AVENUE | 40+84 | BEGIN CURB RETURN | C |
| | END CURB RETURN | 42+31 | C |
| E. 63RD AVENUE | 42+31 | 42+36 | D |
| | END CURB RETURN | 50+93 | C |

File: s:\data\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Typical Sections.dwg

RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

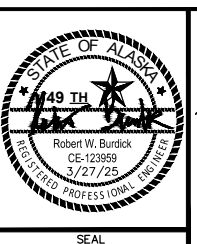
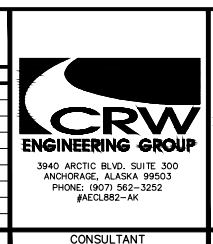
3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

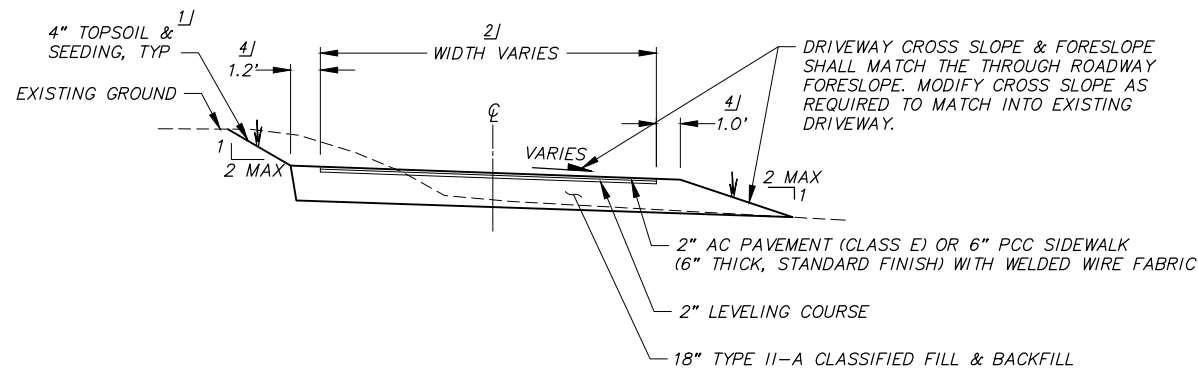
TYPICAL SECTIONS

SCALE: HOR. N/A VER. N/A

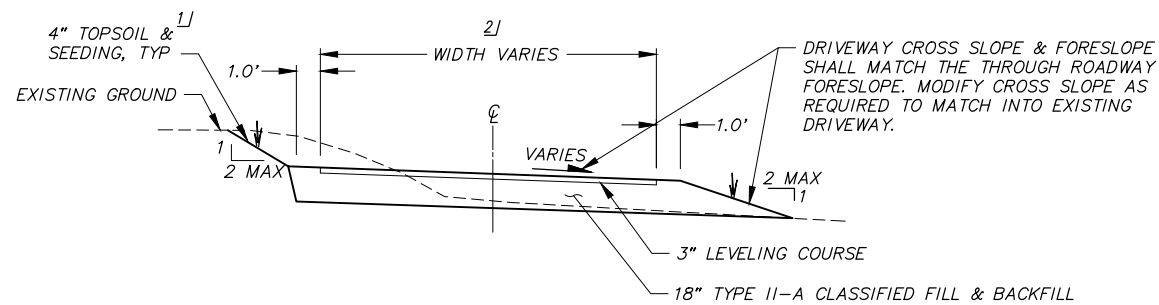
GRID: SW2033

DATE: MARCH 2025 STATUS: FINAL

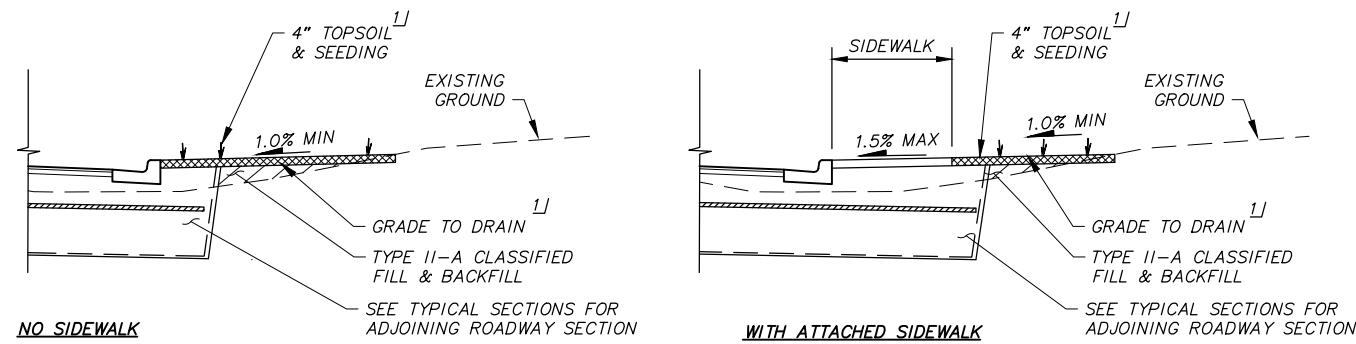
SHEET: C3 of C4



**TYPICAL SECTION 'E' DRIVEWAY/PARKING AREA
PAVED OR CONCRETE**



TYPICAL SECTION 'F' DRIVEWAY UNPAVED



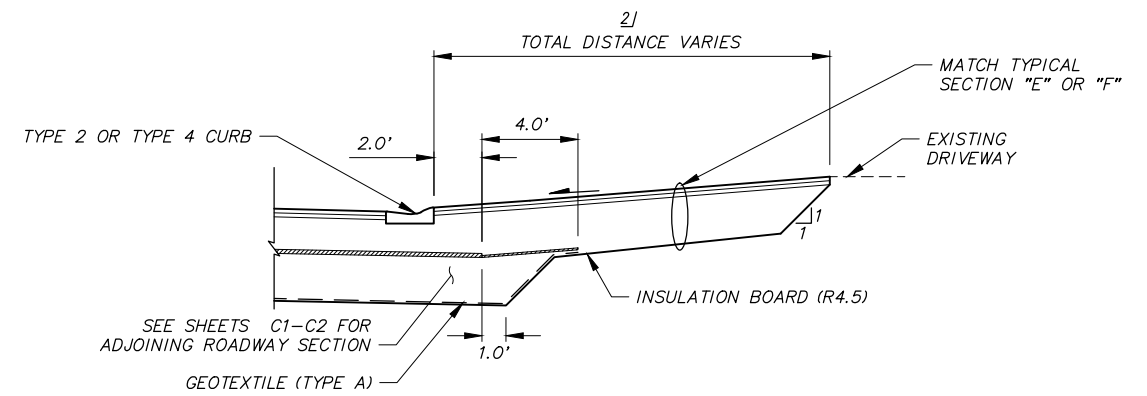
SPECIAL FILL GRADING DETAILS

SHEET NOTES:

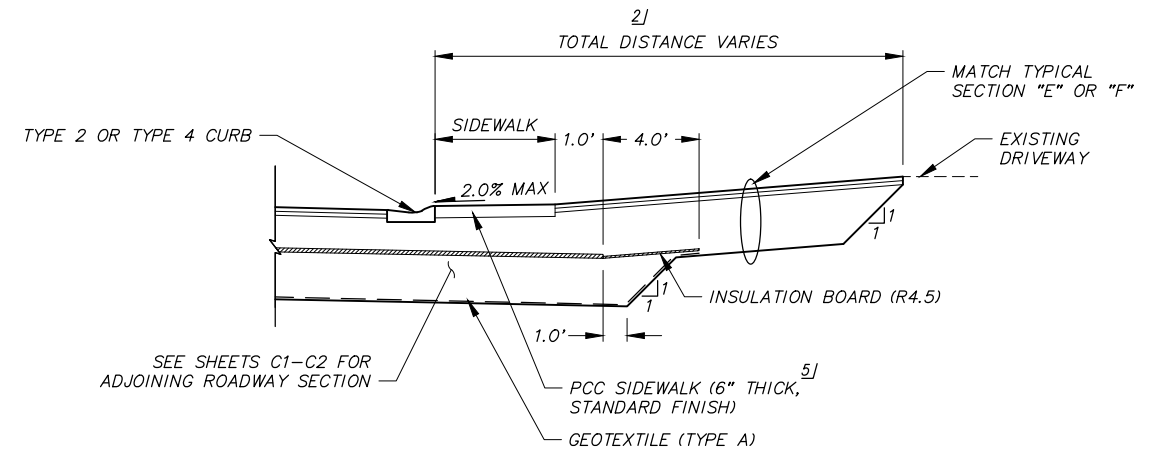
1. SEE SHEETS C1-C3 FOR ADJOINING ROADWAY SECTION.

FOOT NOTES:

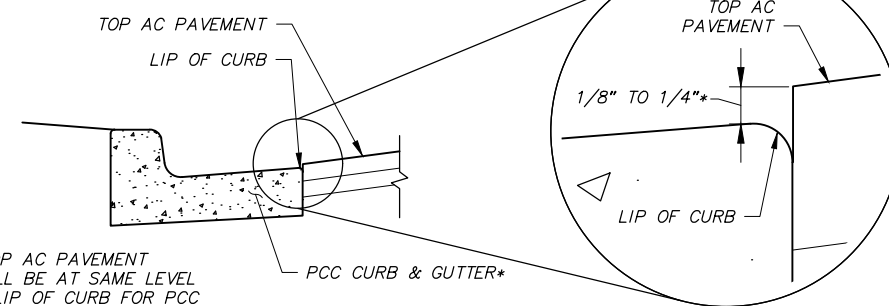
1. PLACE 4" OF TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS.
2. SEE RECONSTRUCT DRIVEWAY SUMMARY TABLE ON THE ROADWAY SUMMARY TABLE (T) SHEETS, DRIVEWAY RECONSTRUCTION PLANS & DRIVEWAY DETAILS FOR DRIVEWAY RECONSTRUCTION INFORMATION.
3. INSTALL INSULATION ADJACENT TO DRIVEWAY AND TRANSITION 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.



TYPICAL DRIVEWAY CONNECTION SECTION



TYPICAL DRIVEWAY CONNECTION SECTION (UNPAVED)



CURB AND GUTTER & AC PAVEMENT EDGE DETAIL

File: s:\lab\data\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01_Working Set\01 Civil\10155.00 Typical Sections.dwg

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: _____ TITLE: _____ DATE: _____

BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

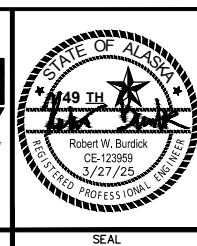
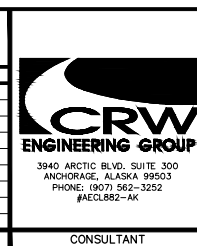
COMPANY: _____ DATE: _____

BY: _____

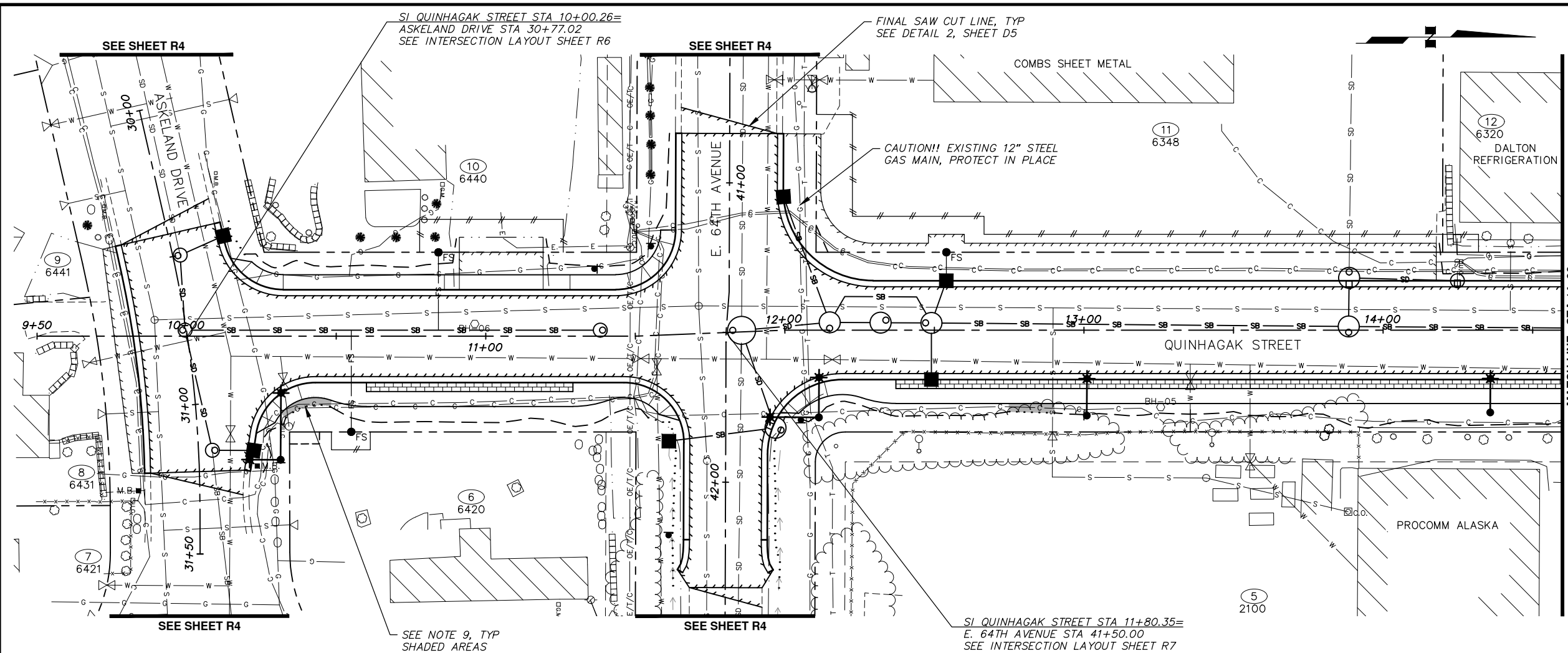
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| BASE | CB | BW | |
| TOPOGRAPHY | CB | BW | |
| PROFILE | RB | JK | |
| STORM SEWER | JM | JH | |
| WATER/SANITARY SEWER | CK | JK | |
| GAS | CB | BW | |
| TELEPHONE | CB | BW | |
| ELECTRIC | JH | TK | |
| DESIGN | RB | JK | |
| QUANTITIES | RB | JK | |
| PRELIMINARY/FINAL | RB | JK | |
| MUNICIPAL/STATE | RB | JK | |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

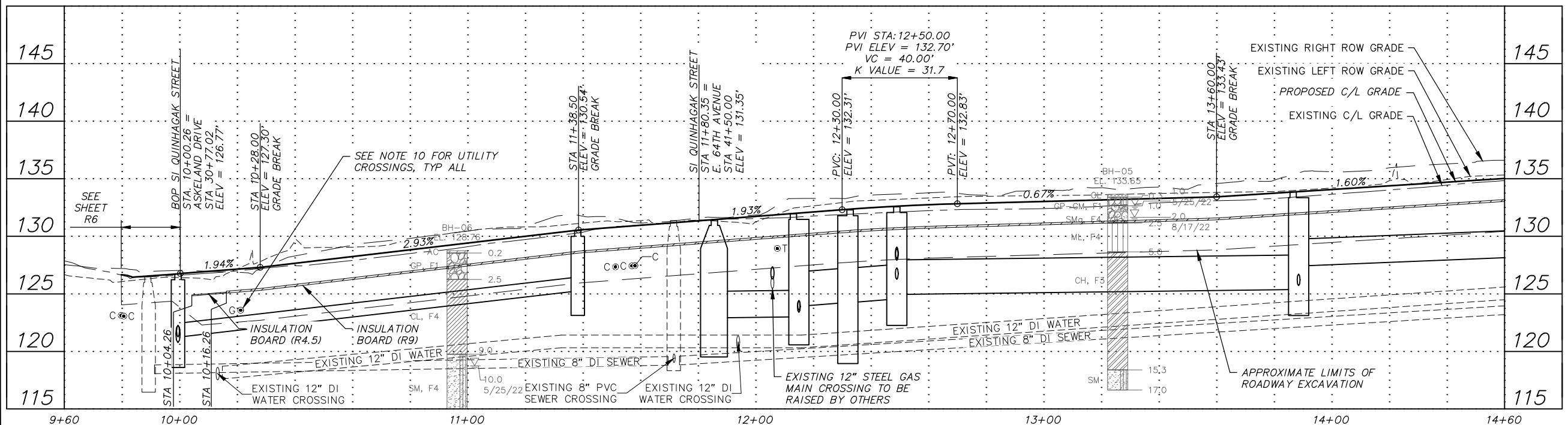
| PLAN CHECK | CONSTRUCTION RECORD | VERTICAL DATUM | REVISIONS | CONSULTANT | SEAL |
|------------|---------------------|----------------|-----------|------------|------|
| | | | | | |



| PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT | | | |
|---|--|--------------------------------|-------------------|
| 21-13 | QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE | SCHED A | |
| TYPICAL SECTIONS | | | |
| SCALE | HOR. N/A VER. N/A | GRID SW2033 DATE MARCH 2025 | STATUS FINAL |
| | | | C4 of C4 SHEET |



- NOTES:**
- SEE ROADWAY SUMMARY TABLE (T) SHEETS FOR DETAILED ROADWAY INFORMATION.
 - SEE DETAIL (D) SHEETS FOR ROADWAY DETAILS.
 - SEE TYPICAL SECTION (C) SHEETS FOR ROADWAY CROSS SECTIONS.
 - FOR DETAILED SOILS INFORMATION, SEE THE SPECIFICATIONS.
 - SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS AND ELEVATIONS OF STORM DRAIN PIPES & STRUCTURES.
 - SEE SURVEY CONTROL (V) SHEETS FOR PROJECT CENTERLINE ALIGNMENT DATA.
 - SEE ILLUMINATION (I) SHEETS FOR ROADWAY LIGHTING INFORMATION.
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RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

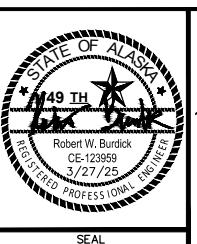
COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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' | | | | |
| GAS | CB | BW | STAKING | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | | |
| QUANTITIES | RB | JK | CONTRACTOR | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

CRW ENGINEERING GROUP

3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AEC0882-AK



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

ROADWAY PLAN & PROFILE

BOP TO STA 14+60

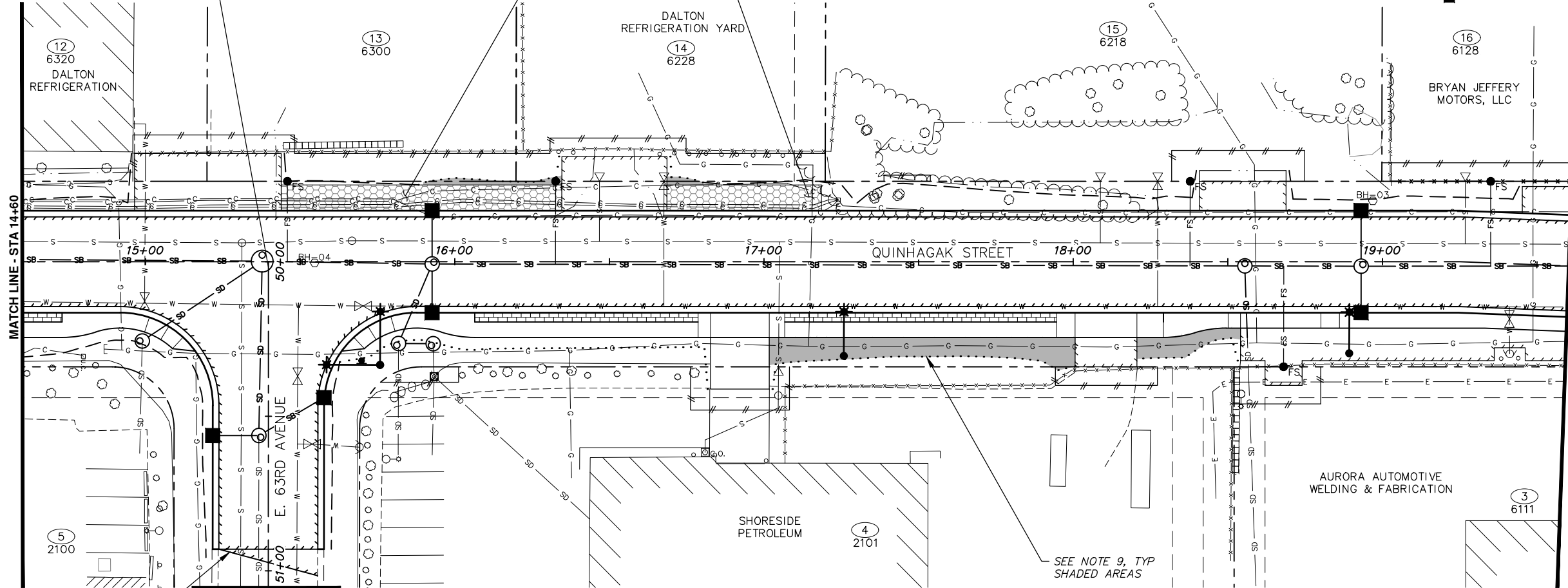
SCALE: HOR. 1"=20' VER. 1"=5'

GRID: 5W2033

DATE: MARCH 2025 STATUS: FINAL SHEET R1 of R11

SI QUINHAGAK STREET STA 15+39.75=
E. 63RD AVENUE STA 50+00.00
SEE INTERSECTION LAYOUT SHEET R8

INSTALL POROUS PAVEMENT
SYSTEM PER TYPICAL SECTION
A1 AND DETAIL 2, SHEET D8

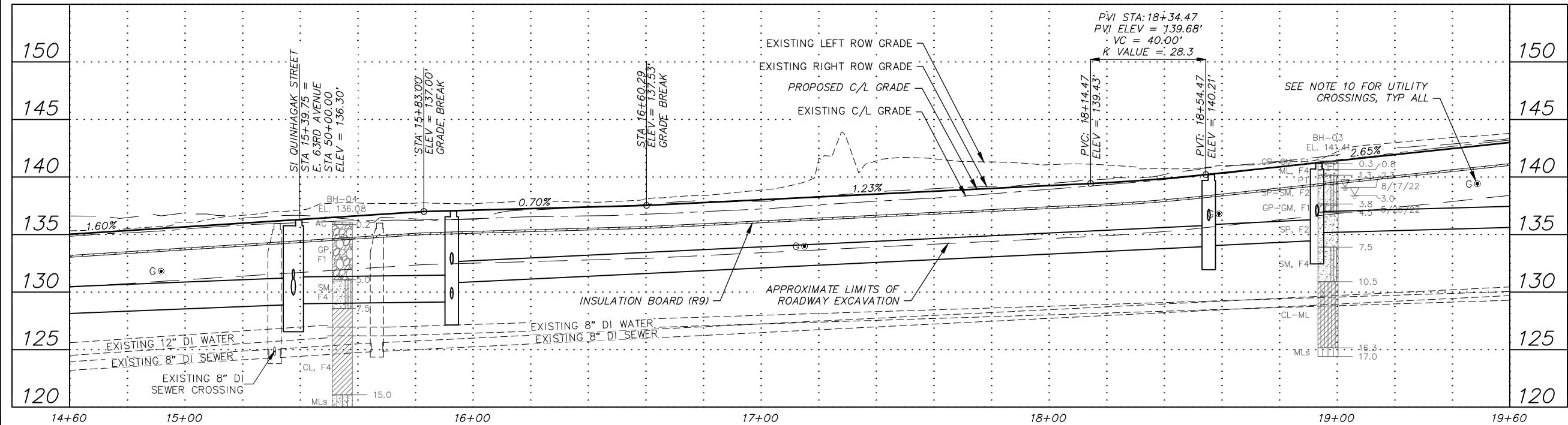


- NOTES:**
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 - SEE TYPICAL SECTION (C) SHEETS FOR ROADWAY CROSS SECTIONS.
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FINAL SAW CUT LINE, TYP
SEE DETAIL 2, SHEET D5

SEE SHEET R5

SEE NOTE 9, TYP
SHADED AREAS



RECORD DRAWING

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CONTRACTOR: _____ TITLE: _____ DATE: _____
BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____

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DATA TRANSFER CHECKED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____
BY: _____

| DATA | DRAWN BY | CHECKED BY | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---------------------------|----------|-----------------------------------|---------|------|-------------|----|
| BASE | CB | BW | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | |
| PROFILE | RB | JK | | | | | | | |
| 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' | | | |
| GAS | CB | BW | STAKING | | | | | | |
| TELEPHONE | CB | BW | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | |
| QUANTITIES | RB | JK | CONTRACTOR | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | |

CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AECLE882-AK

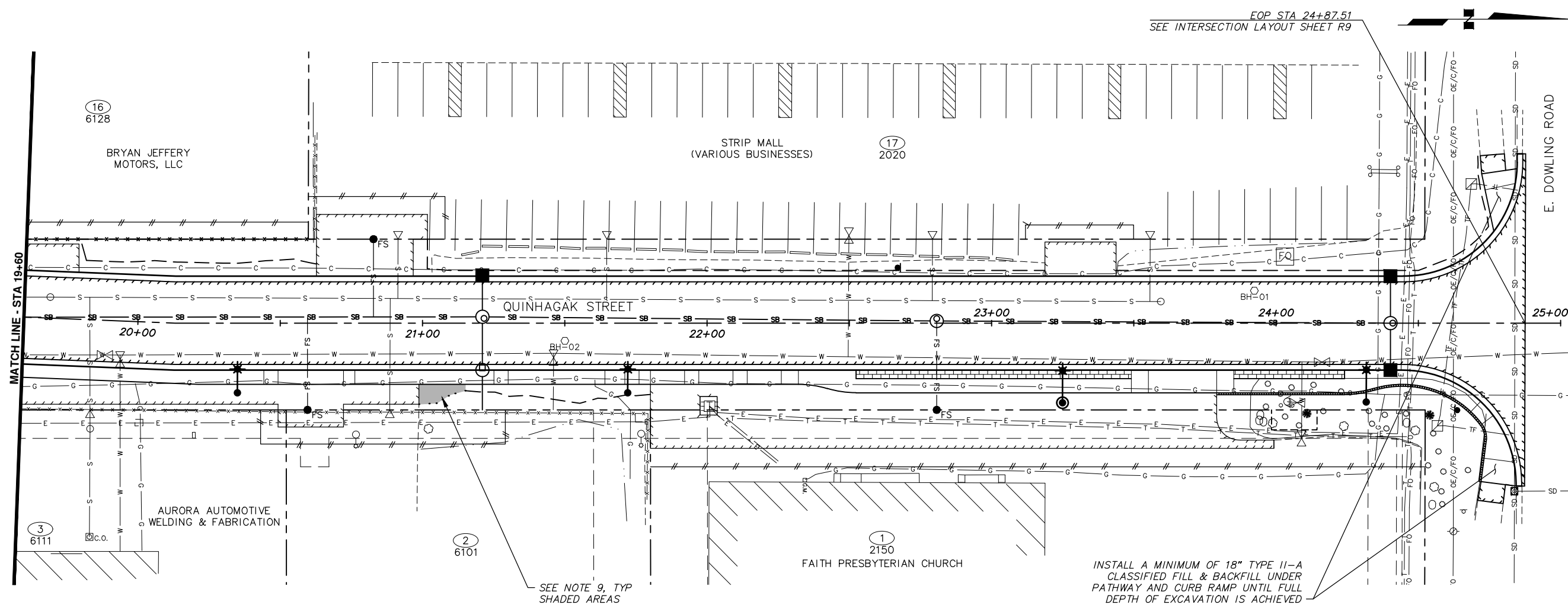
STATE OF ALASKA
149 TH
Robert W. Burdick
CE-123959
3/27/25
REGISTERED PROFESSIONAL ENGINEER

UNIVERSITY OF ANCHORAGE

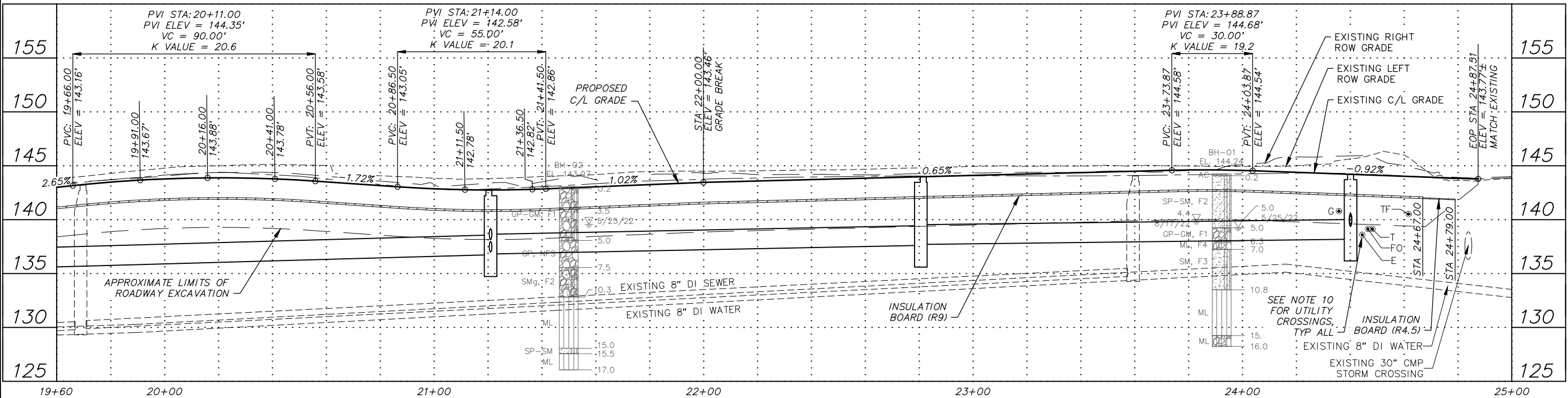
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKLAND DRIVE SCHED A
ROADWAY PLAN & PROFILE
STA 14+60 TO STA 19+60
SCALE HOR. 1"=20'
VER. 1"=5'
GRID 9W2033
DATE MARCH 2025 STATUS FINAL SHEET R2 of R11

File: E:\lab\data\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01_Working Set\01 Civil\10155.00 Plan & Profile - Roadway.dwg

File: E:\data\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Plan & Profile - Roadway.dwg



- NOTES:**
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BY: _____

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COMPANY: _____ DATE: _____

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DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | DATE |
|----------------------|----------|------------|------|
| BASE | CB | BW | |
| TOPOGRAPHY | CB | BW | |
| PROFILE | RB | JK | |
| STORM SEWER | JM | JH | |
| WATER/SANITARY SEWER | CK | JK | |
| GAS | CB | BW | |
| TELEPHONE | CB | BW | |
| ELECTRIC | JH | TK | |
| DESIGN | RB | JK | |
| QUANTITIES | RB | JK | |
| PRELIMINARY/FINAL | RB | JK | |
| MUNICIPAL/STATE | RB | JK | |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV. | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|------|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

| PLAN CHECK | CONSTRUCTION RECORD | VERTICAL DATUM | REVISIONS | CONSULTANT | SEAL |
|------------|---------------------|----------------|-----------|------------|------|
| | | | | | |

3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AEC1882-AK

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKLAND DRIVE

ROADWAY PLAN & PROFILE

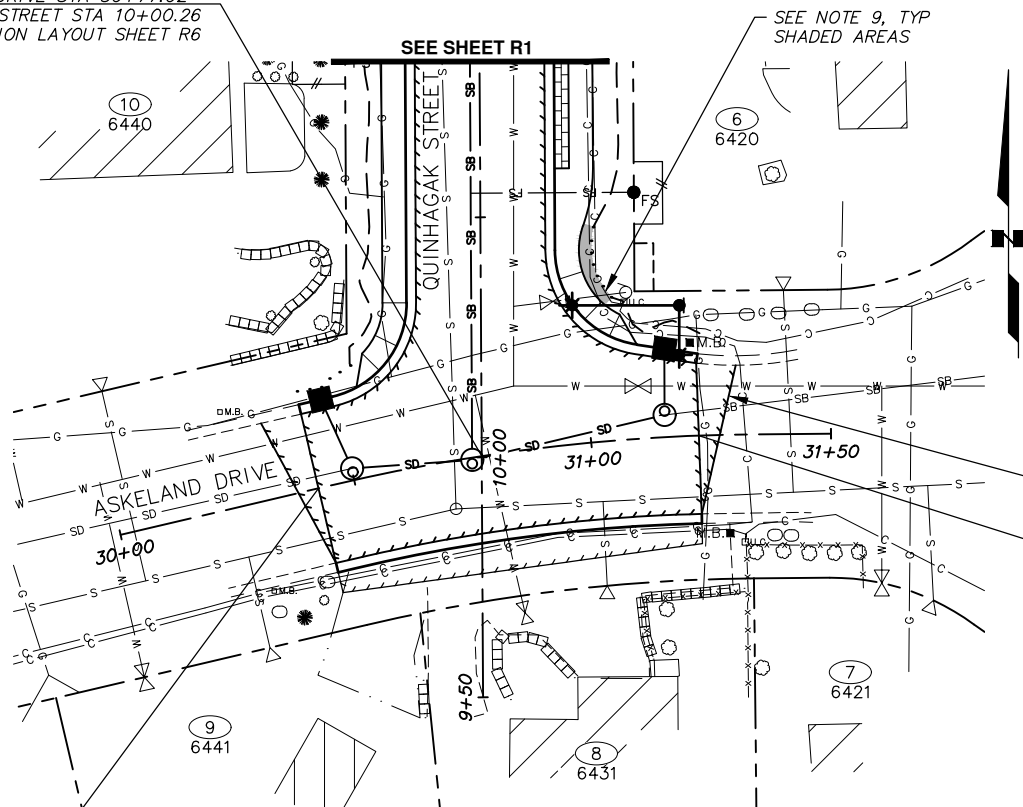
STA 19+60 TO EOP

SCALE HOR. 1"=20'
VER. 1"=5'

GRD 5W2033
DATE MARCH 2025 STATUS FINAL

SCHED A
R3 of R11

SI ASKELAND DRIVE STA 30+77.02=
QUINHAGAK STREET STA 10+00.26
SEE INTERSECTION LAYOUT SHEET R6



STA 30+42.35
MATCH EXISTING AC PAVEMENT,
17.9' LT & 18.0' RT
MATCH EXISTING C&G

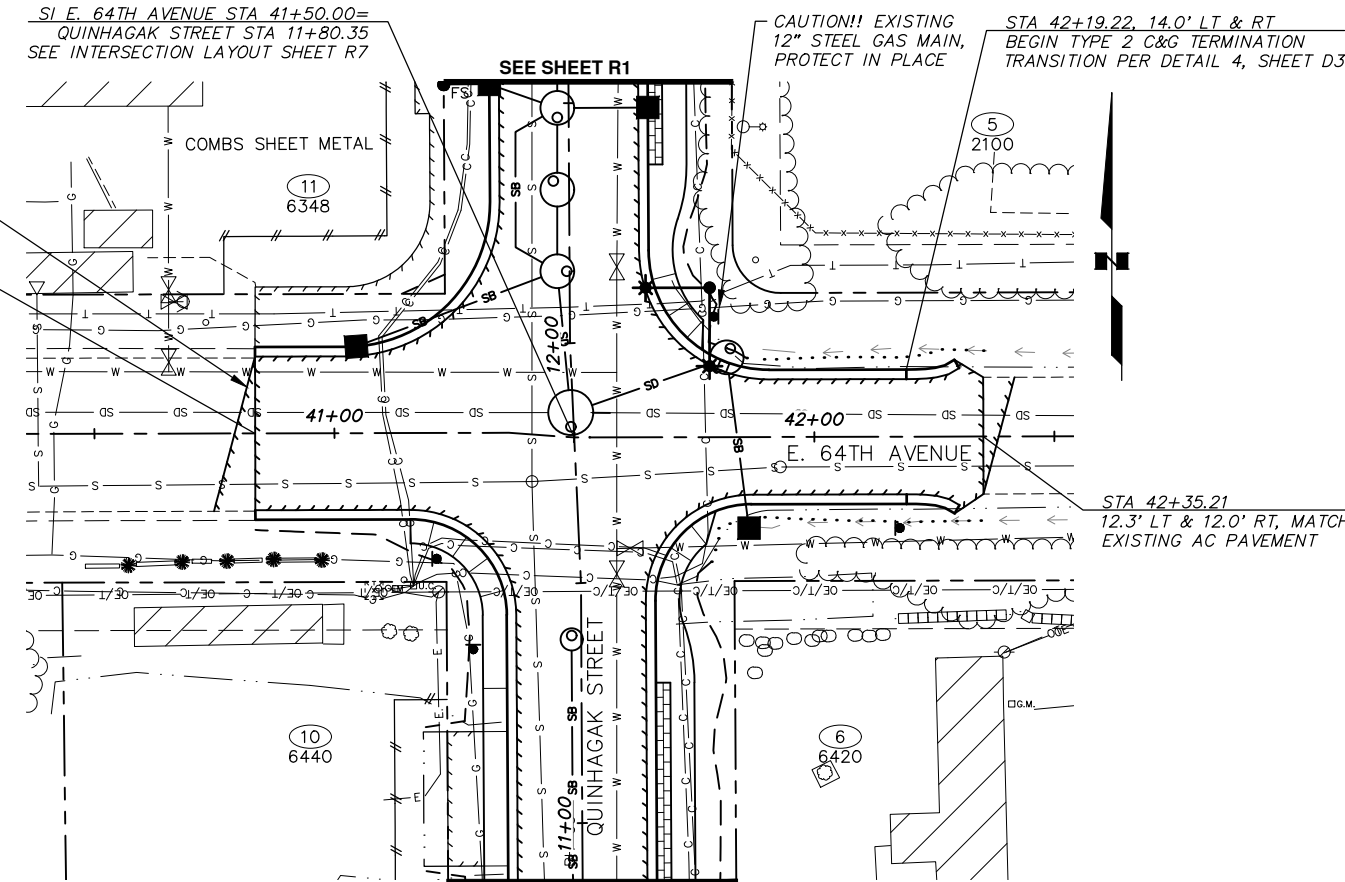
FINAL SAW CUT LINE, TYP
SEE DETAIL 2, SHEET D5

STA 40+83.49
MATCH EXISTING AC PAVEMENT,
18.0' LT & 18.0' RT MATCH EXISTING C&G

FINAL SAW CUT LINE, TYP
SEE DETAIL 2, SHEET D5

STA 31+22.46
MATCH EXISTING AC PAVEMENT,
17.1' LT & 18.3' RT
MATCH EXISTING C&G

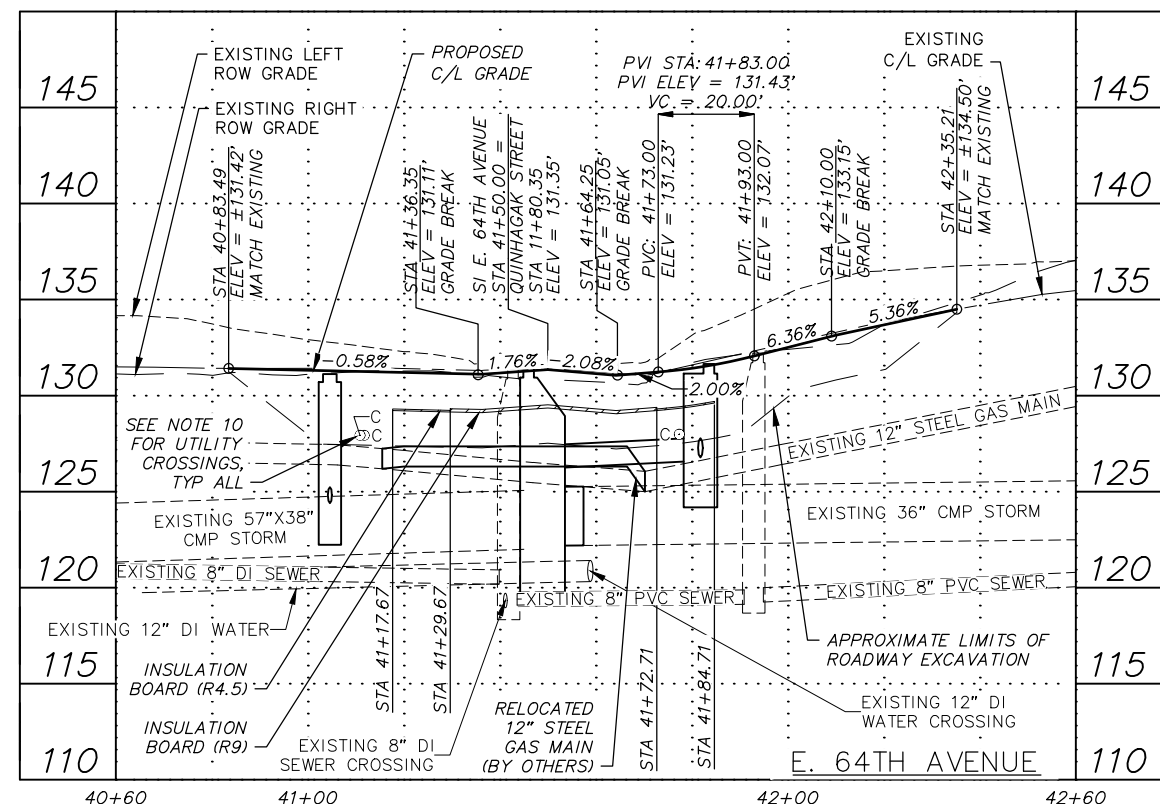
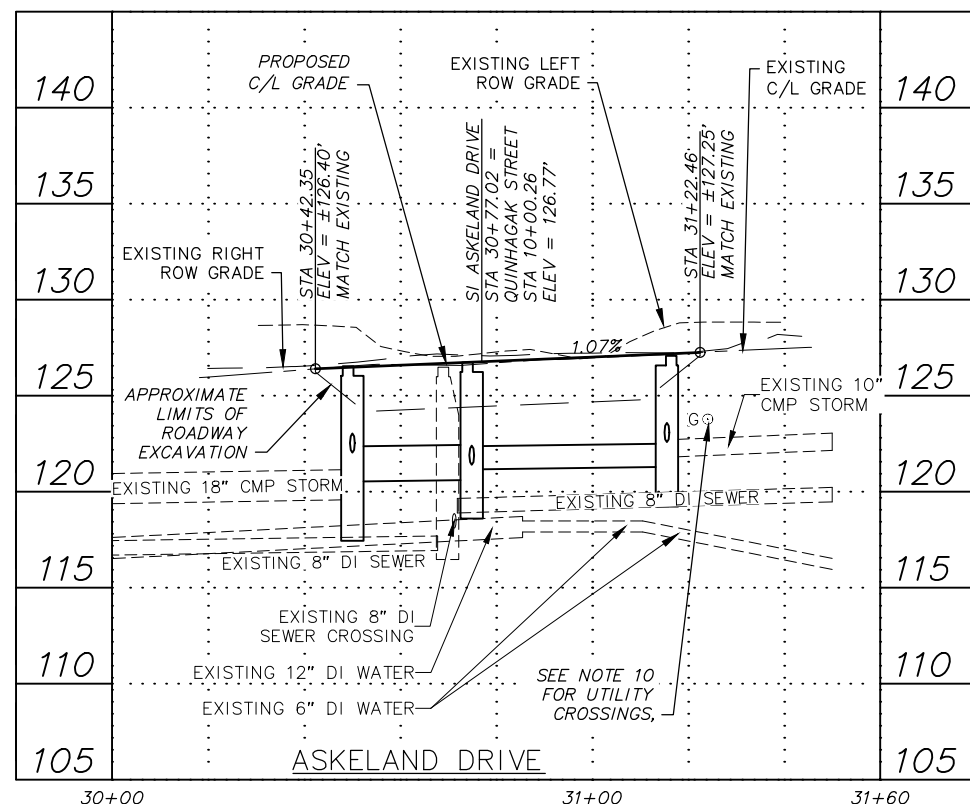
SI E. 64TH AVENUE STA 41+50.00=
QUINHAGAK STREET STA 11+80.35
SEE INTERSECTION LAYOUT SHEET R7



STA 42+35.21
12.3' LT & 12.0' RT, MATCH
EXISTING AC PAVEMENT

NOTES:

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- SEE DETAIL (D) SHEETS FOR ROADWAY DETAILS.
- SEE TYPICAL SECTION (C) SHEETS FOR ROADWAY CROSS SECTIONS.
- FOR DETAILED SOILS INFORMATION, SEE THE SPECIFICATIONS.
- SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS AND ELEVATIONS OF STORM DRAIN PIPES & STRUCTURES.
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RECORD DRAWING

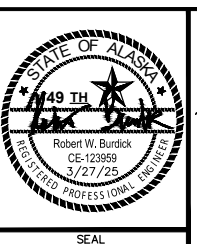
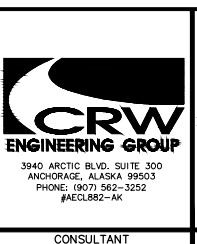
1. DATA PROVIDED BY: _____ TITLE: _____
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CONTRACTOR: _____ TITLE: _____ DATE: _____
BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____ DATE: _____
COMPANY: _____

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DATA TRANSFER CHECKED BY: _____ TITLE: _____ DATE: _____
COMPANY: _____
BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|--------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82 | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44 | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

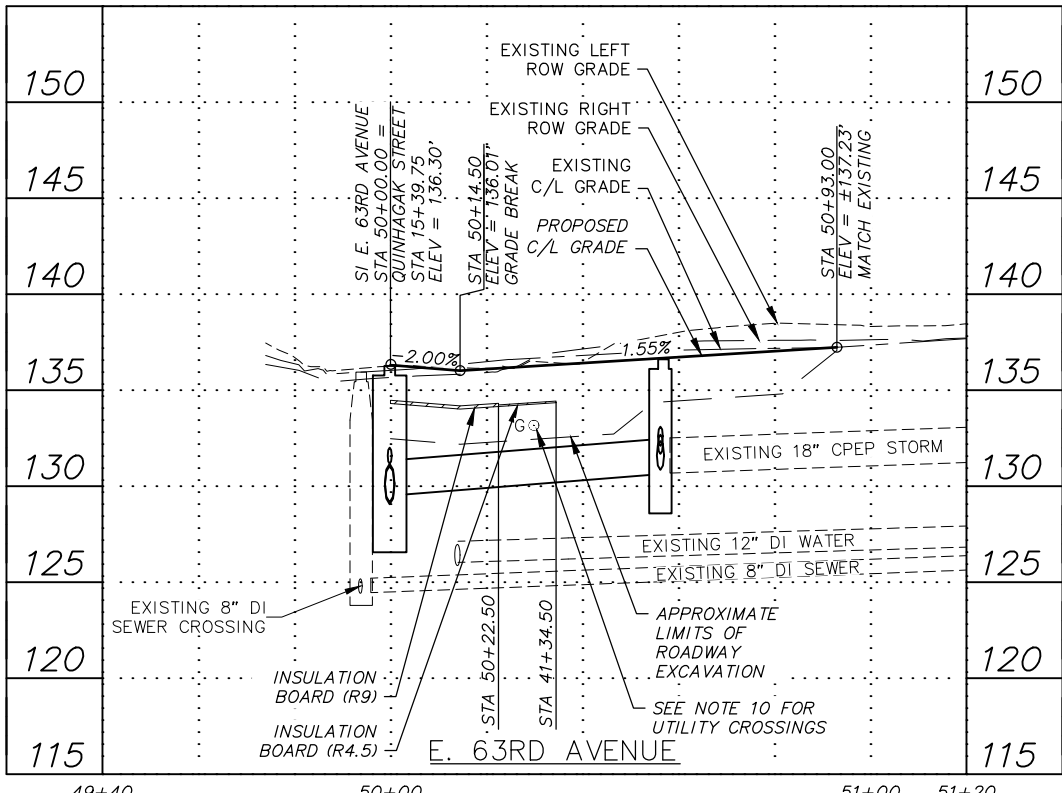
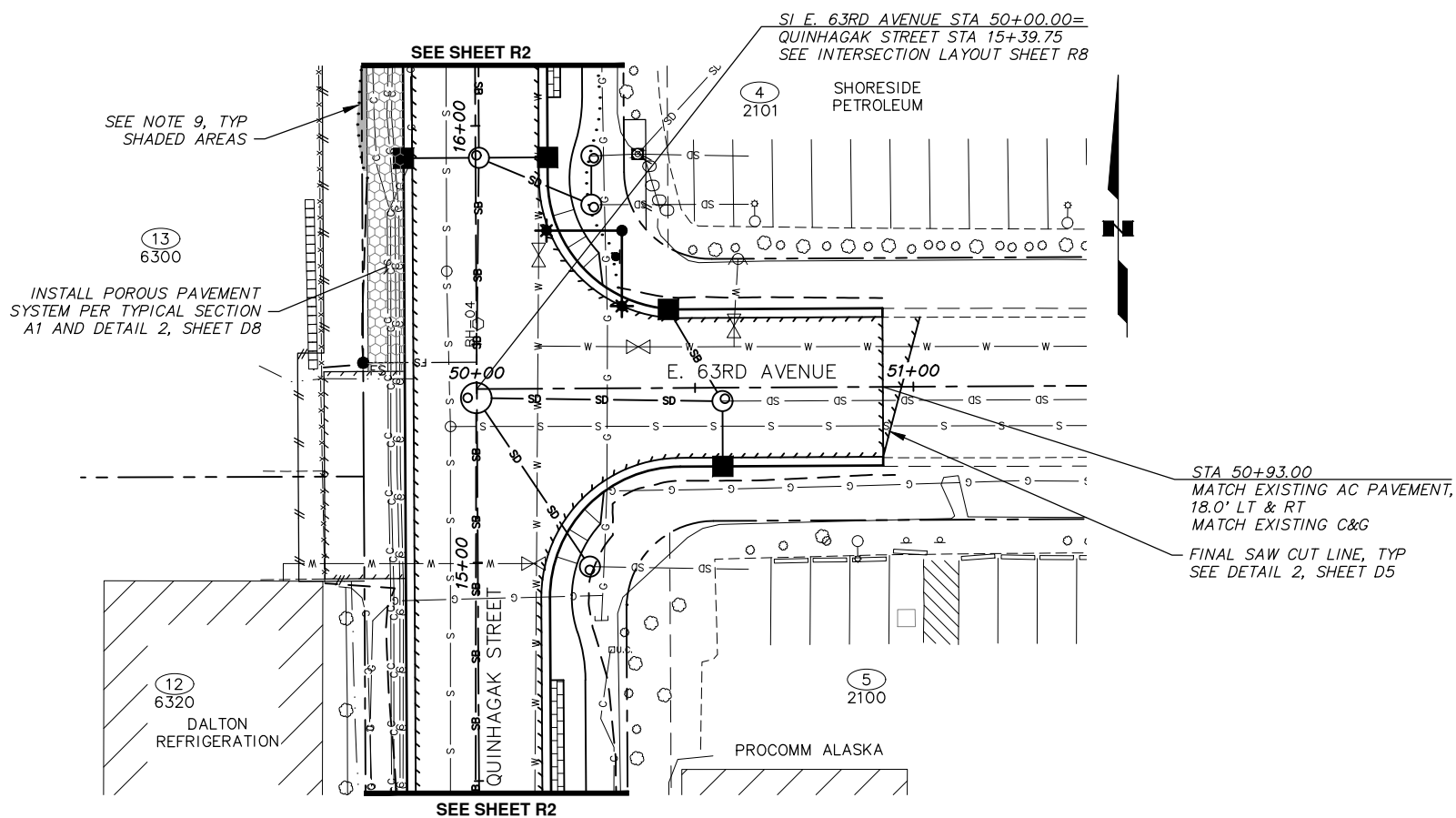
21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

ROADWAY PLAN & PROFILE

ASKELAND DRIVE & E. 64TH AVENUE

SCALE HOR. 1"=20' VER. 1"=5' GRID 9W2033 DATE MARCH 2025 STATUS FINAL SHEET R4 of R11

File: E:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01\10155.00 Plan & Profile - Roadway - Sidestreets.dwg



- NOTES:**
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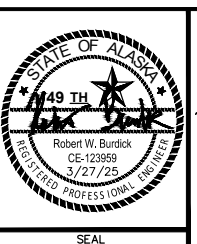
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 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|--------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82 | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 163.44 | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

CRW ENGINEERING GROUP

3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AEC0882-AK



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

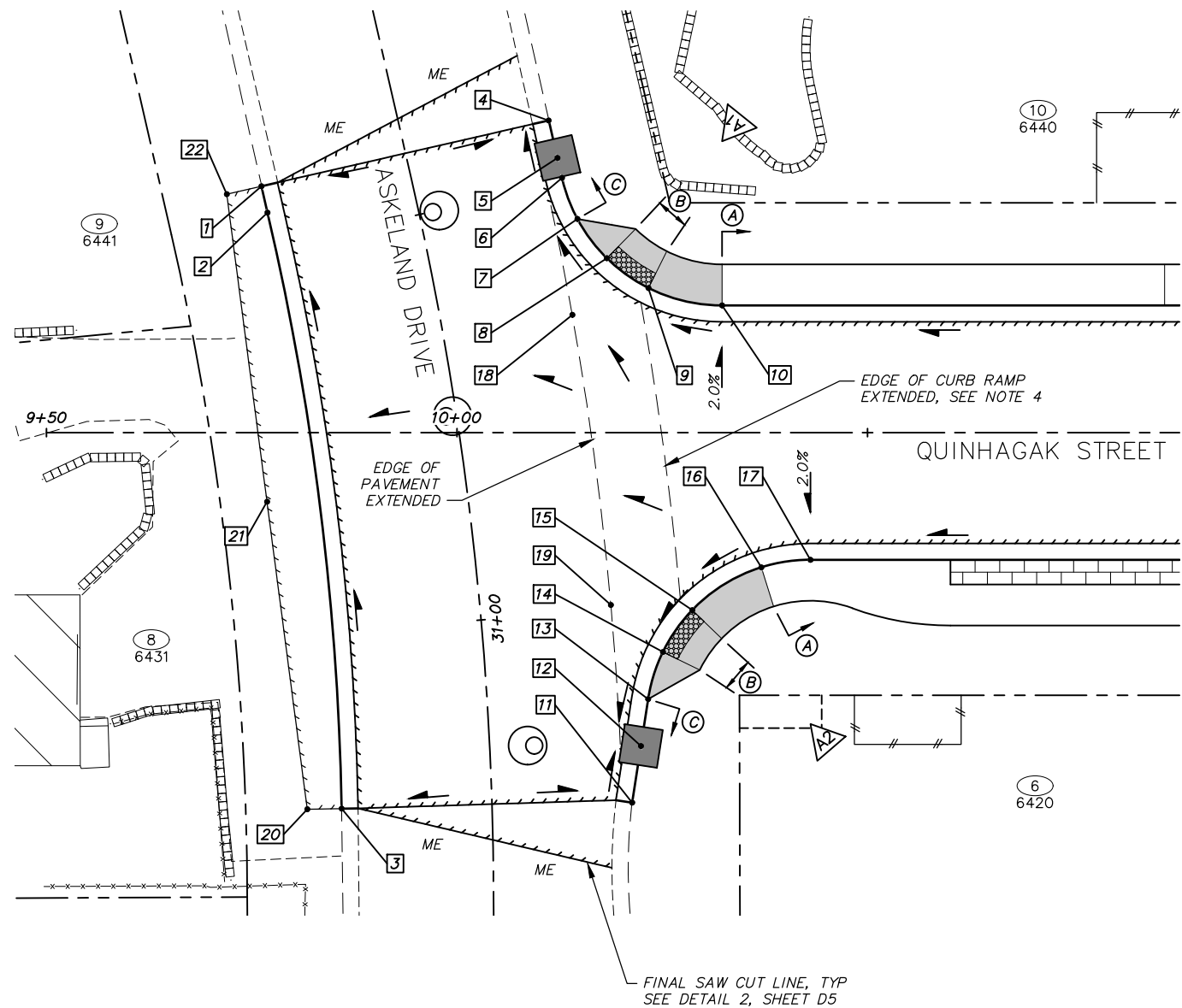
21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

ROADWAY PLAN & PROFILE

E. 63RD AVENUE

SCALE HOR. 1"=20'
 VER. 1"=5'

GRID SW2033
 DATE MARCH 2025 STATUS FINAL SHEET R5 of R11



□ POINT SUMMARY – QUINHAGAK STREET AT ASKELAND DRIVE

| POINT | STATION | OFFSET (FT) | TBC ELEV (FT) | CURB TYPE | LIP OF CURB ELEV (FT) | TOP AC ELEV (FT) | TO NEXT POINT* | | DESCRIPTION |
|-------|----------|-------------|---------------|-----------|-----------------------|------------------|----------------|-----------|----------------------------------|
| | | | | | | | LENGTH (FT) | SLOPE (%) | |
| 1 | 9+76.19 | 30.0 LT | 126.21± | 2 | 126.04± | – | 3.30 | 1.48% | MATCH EXISTING |
| 2 | 9+76.93 | 26.8 LT | 126.26 | 2 | 126.09 | – | 73.72 | 1.41% | PC |
| 3 | 9+85.96 | 45.8 RT | 127.30± | 2 | 127.13± | – | – | – | PT, MATCH EXISTING |
| 4 | 10+11.16 | 38.0 LT | 126.41± | 2 | 126.24± | – | 4.69 | 2.49% | MATCH EXISTING |
| 5 | 10+12.23 | 33.5 LT | 126.53 | 2 | 126.36 | – | 2.50 | 2.52% | CATCH BASIN |
| 6 | 10+12.79 | 31.0 LT | 126.59 | 2 | 126.42 | – | 5.89 | 2.55% | PC |
| 7 | 10+14.66 | 26.0 LT | 126.74 | 2 | 126.57 | – | 6.60 | 2.58% | BEGIN FLARE |
| 8 | 10+18.25 | 21.3 LT | 126.74 | 1A | 126.74 | – | 6.87 | 1.75% | END FLARE, BEGIN LANDING |
| 9 | 10+23.31 | 17.6 LT | 126.86 | 1A | 126.86 | – | 10.23 | 2.93% | END LANDING, BEGIN RAMP |
| 10 | 10+32.28 | 15.5 LT | 127.56 | 1 | 127.16 | – | – | – | PT, END RAMP |
| 11 | 10+21.34 | 45.1 RT | 127.12± | 2 | 126.95± | – | 6.99 | -1.34% | MATCH EXISTING |
| 12 | 10+22.40 | 38.2 RT | 127.03 | 2 | 126.86 | – | 5.78 | 1.56% | CATCH BASIN |
| 13 | 10+23.28 | 32.5 RT | 127.12 | 2 | 126.95 | – | 6.64 | 1.51% | PC, BEGIN FLARE |
| 14 | 10+25.07 | 26.7 RT | 127.05 | 1A | 127.05 | – | 6.88 | 1.45% | END FLARE, BEGIN LANDING |
| 15 | 10+28.64 | 21.6 RT | 127.15 | 1A | 127.15 | – | 11.00 | 1.85% | END LANDING BEGIN RAMP |
| 16 | 10+37.06 | 16.4 RT | 127.75 | 1 | 127.35 | – | 6.68 | 1.83% | END RAMP |
| 17 | 10+43.04 | 15.5 RT | 127.88 | 1 | 127.48 | – | – | – | PT |
| 18 | 10+14.05 | 14.4 LT | – | – | – | 126.77 | – | – | EDGE OF PAVEMENT EXTENDED |
| 19 | 10+18.74 | 21.0 RT | – | – | – | 126.98 | – | – | EDGE OF PAVEMENT EXTENDED |
| 20 | 9+81.77 | 45.9 RT | – | – | – | 127.29± | – | – | EDGE OF PAVEMENT, MATCH EXISTING |
| 21 | 9+76.86 | 8.4 RT | – | – | – | 126.96± | – | – | EDGE OF PAVEMENT, MATCH EXISTING |
| 22 | 9+71.96 | 29.0 LT | – | – | – | 126.33± | – | – | EDGE OF PAVEMENT, MATCH EXISTING |

* LENGTH & SLOPE TO NEXT POINT IS ALONG LIP OF CURB

△ CURB RADIUS TABLE

| POINT | TBC RADIUS POINT | | RADIUS (FT) | DESCRIPTION |
|-------|------------------|-------------|-------------|----------------|
| | STATION | OFFSET (FT) | | |
| A1 | 10+32.28 | 35.5 RT | 20.0 | ASKELAND DRIVE |
| A2 | 10+43.04 | 35.5 RT | 20.0 | ASKELAND DRIVE |

NOTES

- SEE ROADWAY (R) SHEETS FOR ROADWAY & SIDEWALK LOCATIONS.
- SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS & ELEVATIONS OF SD PIPES & STRUCTURES.
- SEE SIGNING & STRIPING (S) SHEETS FOR LOCATIONS & TYPES OF SIGNS & TRAFFIC MARKINGS.
- 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.
- PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
- SEE DETAIL (D) SHEETS FOR CURB RAMP DETAILS.
- LIP OF CURB IS FRONT OF CURB AND GUTTER AT EDGE OF PAVEMENT.

LEGEND

- APPROXIMATE DIRECTION OF DRAINAGE FLOWS
- PCC CURB RAMP
- COLORED CONCRETE (RED, 4" THICK, IMPRINTED)
- DETECTABLE WARNING PANEL

DESIGNATION | CURB TYPE

| | |
|-----|--------------|
| (A) | TYPE 1 CURB |
| (B) | TYPE 1A CURB |
| (C) | TYPE 2 CURB |

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: _____ DATE: _____
 BY: _____
 2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

STAKING

ASBUILT

CONTRACTOR

INSPECTOR

PLAN CHECK

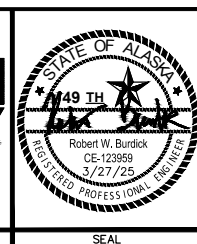
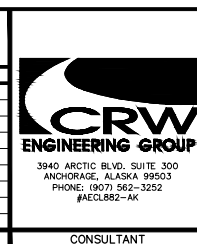
CONSTRUCTION RECORD

VERTICAL DATUM

REVISIONS

CONSULTANT

SEAL



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

INTERSECTION LAYOUT PLAN

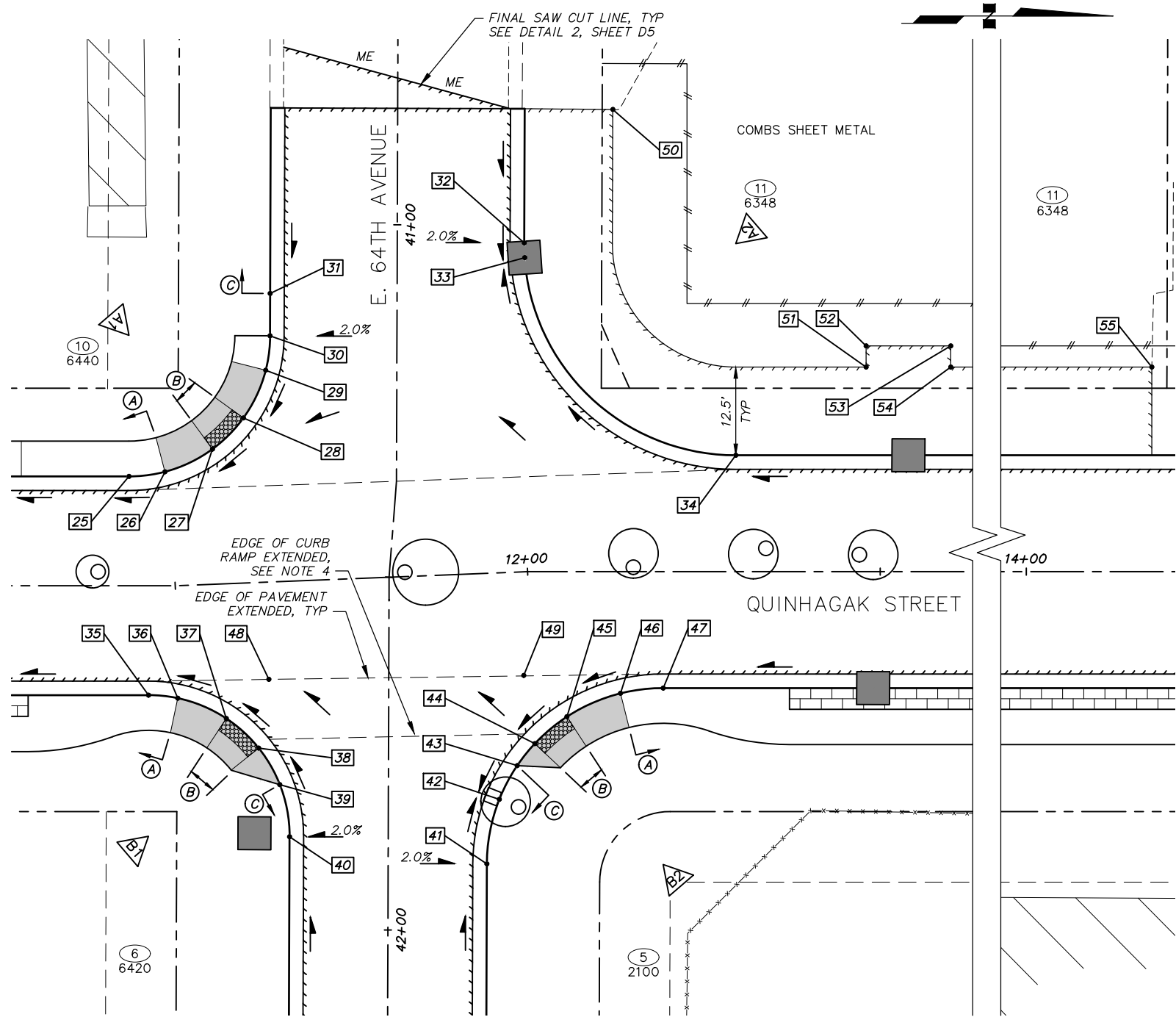
ASKELAND DRIVE

SCALE HOR. 1"=10' VER. N/A

GRID 5W2033

DATE MARCH 2025 STATUS FINAL SHEET R6 of R11

File: I:\webdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\01 Civil\10155.00 Intersection Layout Plan.dwg



| POINT | STATION | OFFSET (FT) | TBC ELEV (FT) | CURB TYPE | LIP OF CURB ELEV (FT) | TOP AC ELEV (FT) | TO NEXT POINT* | | DESCRIPTION |
|-------|---------------------------|-------------|---------------|-----------|-----------------------|------------------|----------------|-----------|-------------------------------------|
| | | | | | | | LENGTH (FT) | SLOPE (%) | |
| 25 | 11+43.44 | 15.5 LT | 130.77 | 1 | 130.37 | - | 5.68 | 2.11% | PC |
| 26 | 11+48.55 | 16.2 LT | 130.89 | 1 | 130.49 | - | 8.25 | 2.06% | BEGIN RAMP |
| 27 | 11+56.04 | 19.2 LT | 130.66 | 1A | 130.66 | - | 6.87 | 1.60% | END RAMP, BEGIN LANDING |
| 28 | 11+60.60 | 23.4 LT | 130.77 | 1A | 130.77 | - | 8.25 | 0.97% | END LANDING, BEGIN RAMP |
| 29 | 11+64.03 | 30.0 LT | 131.25 | 1 | 130.85 | - | 5.43 | 1.10% | END RAMP |
| 30 | 11+64.84 | 34.9 LT | 131.31 | 1 | 130.91 | - | 6.00 | 1.17% | END SIDEWALK, BEGIN CURB TRANSITION |
| 31 | 11+65.10 | 40.9 LT | 131.15 | 2 | 130.98 | - | - | - | END CURB TRANSITION |
| 32 | N: 320381.11 E: 355697.64 | | 131.14 | 2 | 130.97 | - | 2.22 | -0.90% | PC |
| 33 | N: 320381.18 E: 355699.73 | | 131.12 | 2 | 130.95 | - | 48.15 | 2.20% | CATCH BASIN |
| 34 | 12+29.52 | 16.5 LT | 132.18 | 2 | 132.01 | - | - | - | PT |
| 35 | 11+46.20 | 15.5 RT | 130.82 | 1 | 130.42 | - | 4.60 | 2.39% | PC |
| 36 | N: 320332.35 E: 355762.45 | | 130.93 | 1 | 130.53 | - | 8.25 | 2.30% | BEGIN RAMP |
| 37 | 11+56.47 | 19.1 RT | 130.72 | 1A | 130.72 | - | 6.88 | 1.74% | END RAMP, BEGIN LANDING |
| 38 | 11+60.90 | 23.5 RT | 130.84 | 1A | 130.84 | - | 6.60 | 4.39% | END LANDING, BEGIN FLARE |
| 39 | 11+63.68 | 28.8 RT | 131.30 | 2 | 131.13 | - | 8.31 | 4.21% | END FLARE |
| 40 | 11+64.77 | 36.2 RT | 131.65 | 2 | 131.48 | - | - | - | PT |
| 41 | 11+92.58 | 41.2 RT | 131.85 | 2 | 131.68 | - | 10.11 | -1.98% | PC |
| 42 | 11+94.71 | 32.1 RT | 131.65 | 2 | 131.48 | - | 5.86 | 1.02% | CATCH BASIN MANHOLE |
| 43 | 11+97.43 | 27.4 RT | 131.71 | 2 | 131.54 | - | 4.32 | 0.93% | BEGIN FLARE |
| 44 | 12+01.02 | 24.4 RT | 131.58 | 1A | 131.58 | - | 6.43 | 1.09% | END FLARE, BEGIN LANDING |
| 45 | 12+05.58 | 20.6 RT | 131.65 | 1A | 131.65 | - | 9.00 | 1.00% | END LANDING, BEGIN RAMP |
| 46 | 12+13.18 | 17.2 RT | 132.14 | 1 | 131.74 | - | 6.60 | 1.06% | END RAMP |
| 47 | 12+19.23 | 16.5 RT | 132.21 | 1 | 131.81 | - | - | - | PT |
| 48 | 11+62.73 | 13.8 RT | - | - | - | 130.74± | - | - | EDGE OF PAVEMENT EXTENDED |
| 49 | 11+98.86 | 14.7 RT | - | - | - | 131.43± | - | - | EDGE OF PAVEMENT EXTENDED |
| 50 | 12+12.08 | 65.5 LT | - | - | - | 133.54± | - | - | EDGE OF PAVEMENT, MATCH EXISTING |
| 51 | 12+48.00 | 29.0 LT | - | - | - | 133.14± | - | - | EDGE OF PAVEMENT, MATCH EXISTING |
| 52 | 12+48.00 | 32.0 LT | - | - | - | 133.31± | - | - | EDGE OF PAVEMENT, MATCH EXISTING |
| 53 | 12+60.00 | 32.0 LT | - | - | - | 133.43± | - | - | EDGE OF PAVEMENT, MATCH EXISTING |
| 54 | 12+60.00 | 29.0 LT | - | - | - | 133.27± | - | - | EDGE OF PAVEMENT, MATCH EXISTING |
| 55 | 14+17.78 | 29.0 LT | - | - | - | 134.51± | - | - | EDGE OF PAVEMENT, MATCH EXISTING |

* LENGTH & SLOPE TO NEXT POINT IS ALONG LIP OF CURB

| POINT | TBC RADIUS POINT | | RADIUS (FT) | DESCRIPTION |
|-------|------------------|-------------|-------------|----------------|
| | STATION | OFFSET (FT) | | |
| A1 | 11+43.44 | 35.5 LT | 20.0 | E. 64TH AVENUE |
| A2 | 12+29.52 | 46.5 LT | 30.0 | E. 64TH AVENUE |
| B1 | 11+46.20 | 35.5 RT | 20.0 | E. 64TH AVENUE |
| B2 | 12+19.23 | 41.5 RT | 25.0 | E. 64TH AVENUE |

- NOTES**
- SEE ROADWAY (R) SHEETS FOR ROADWAY & SIDEWALK LOCATIONS.
 - SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS & ELEVATIONS OF SD PIPES & STRUCTURES.
 - SEE SIGNING & STRIPING (S) SHEETS FOR LOCATIONS & TYPES OF SIGNS & TRAFFIC MARKINGS.
 - 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.
 - PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
 - SEE DETAIL (D) SHEETS FOR CURB RAMP DETAILS.
 - LIP OF CURB IS FRONT OF CURB AND GUTTER AT EDGE OF PAVEMENT.

LEGEND

- APPROXIMATE DIRECTION OF DRAINAGE FLOWS
- PCC CURB RAMP
- COLORED CONCRETE (RED, 4" THICK, IMPRINTED)
- DETECTABLE WARNING PANEL

DESIGNATION | CURB TYPE

- (A) TYPE 1 CURB
- (B) TYPE 1A CURB
- (C) TYPE 2 CURB

File: E:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\01 Civil\10155.00 Intersection Layout Plan.dwg

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: _____ TITLE: _____ DATE: _____

BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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.

DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

PLAN CHECK CONSTRUCTION RECORD VERTICAL DATUM REVISIONS CONSULTANT SEAL

CRW ENGINEERING GROUP

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

STATE OF ALASKA

49 TH

Robert W. Burdick
CE-123959
3/27/25
REGISTERED PROFESSIONAL ENGINEER

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

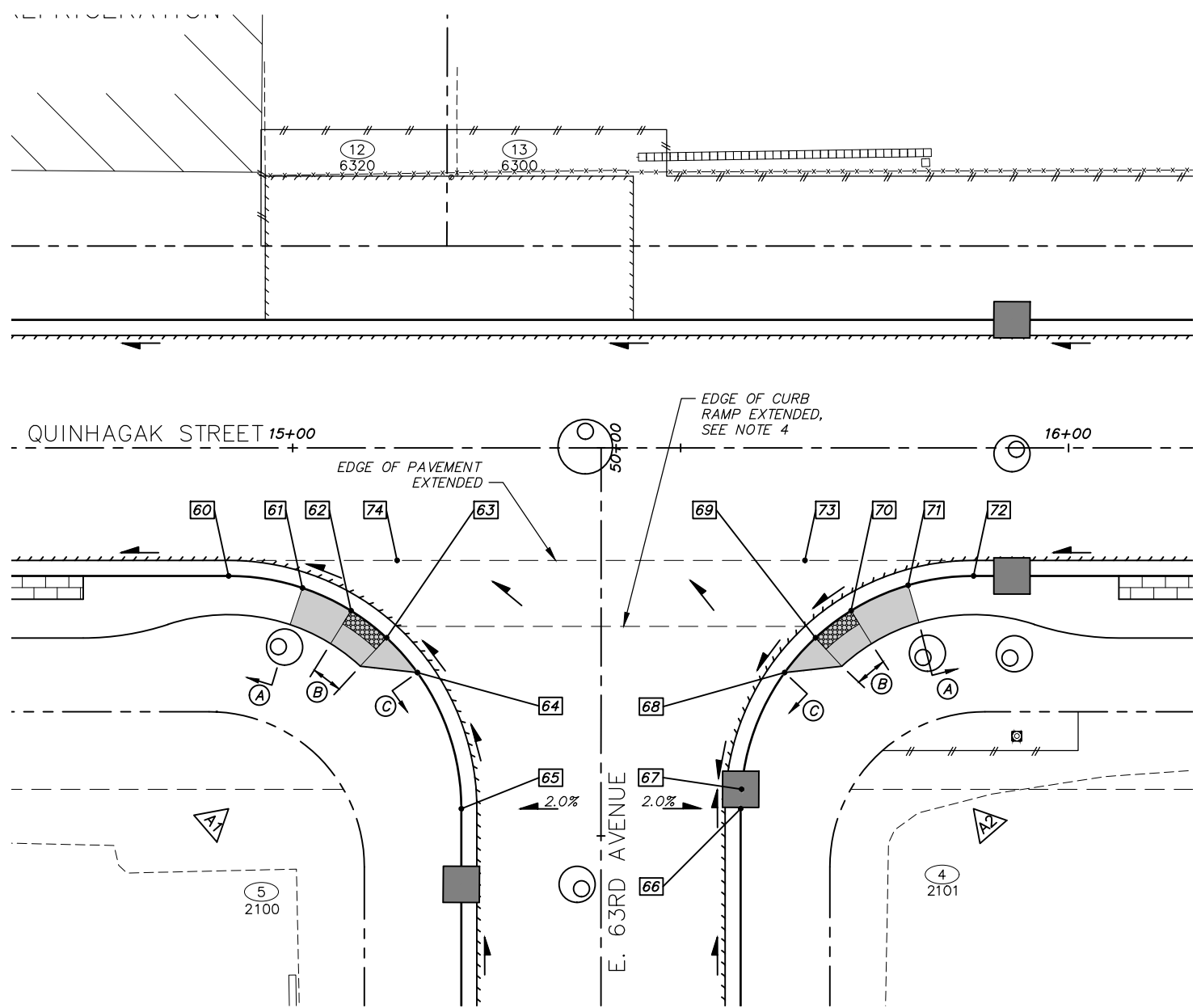
21-13 QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

INTERSECTION LAYOUT PLAN

E. 64TH AVENUE

SCALE HOR. 1"=10'
VER. N/A

GRID SW2033
DATE MARCH 2025 STATUS FINAL SHEET R7 of R11



□ POINT SUMMARY – QUINHAGAK STREET AT E. 63RD AVENUE

| POINT | STATION | OFFSET (FT) | TBC ELEV (FT) | CURB TYPE | LIP OF CURB ELEV (FT) | TOP AC ELEV (FT) | TO NEXT POINT* | | DESCRIPTION |
|-------|----------|-------------|---------------|-----------|-----------------------|------------------|----------------|-----------|---------------------------|
| | | | | | | | LENGTH (FT) | SLOPE (%) | |
| 60 | 14+91.74 | 16.5 RT | 135.65 | 1 | 135.25 | - | 10.34 | 1.94% | PC |
| 61 | 15+01.26 | 18.1 RT | 135.85 | 1 | 135.45 | - | 7.39 | 1.90% | BEGIN RAMP |
| 62 | 15+07.51 | 21.0 RT | 135.59 | 1A | 135.59 | - | 6.15 | 1.95% | END RAMP, BEGIN LANDING |
| 63 | 15+12.10 | 24.5 RT | 135.71 | 1A | 135.71 | - | 6.40 | 2.03% | END LANDING, BEGIN FLARE |
| 64 | 15+16.07 | 29.0 RT | 136.01 | 2 | 135.84 | - | 20.00 | 1.95% | END FLARE |
| 65 | 15+21.74 | 46.5 RT | 136.40 | 2 | 136.23 | - | - | - | PT |
| 66 | 15+57.74 | 46.5 RT | 136.40 | 2 | 136.23 | - | 2.67 | -2.25% | PC |
| 67 | 15+57.84 | 44.0 RT | 136.34 | 2 | 136.17 | - | 17.32 | 1.39% | CATCH BASIN |
| 68 | 15+63.40 | 29.0 RT | 136.58 | 2 | 136.41 | - | 6.40 | 1.41% | BEGIN FLARE |
| 69 | 15+67.38 | 24.5 RT | 136.50 | 1A | 136.50 | - | 6.15 | 0.97% | END FLARE, BEGIN LANDING |
| 70 | 15+71.96 | 21.0 RT | 136.56 | 1A | 136.56 | - | 8.62 | 1.04% | END LANDING, BEGIN RAMP |
| 71 | 15+79.32 | 17.7 RT | 137.05 | 1 | 136.65 | - | 9.10 | 0.99% | END RAMP |
| 72 | 15+87.74 | 16.5 RT | 137.14 | 1 | 136.74 | - | - | - | PT |
| 73 | 15+66.02 | 14.5 RT | - | - | - | 136.43 | - | - | EDGE OF PAVEMENT EXTENDED |
| 74 | 15+13.46 | 14.5 RT | - | - | - | 135.59 | - | - | EDGE OF PAVEMENT EXTENDED |

* LENGTH & SLOPE TO NEXT POINT IS ALONG LIP OF CURB

△ CURB RADIUS TABLE

| POINT | TBC RADIUS POINT | | RADIUS (FT) | DESCRIPTION |
|-------|------------------|-------------|-------------|----------------|
| | STATION | OFFSET (FT) | | |
| A1 | 14+91.74 | 46.5 RT | 30.0 | E. 63RD AVENUE |
| A2 | 15+87.74 | 46.5 RT | 30.0 | E. 63RD AVENUE |

- NOTES**
- SEE ROADWAY (R) SHEETS FOR ROADWAY & SIDEWALK LOCATIONS.
 - SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS & ELEVATIONS OF SD PIPES & STRUCTURES.
 - SEE SIGNING & STRIPING (S) SHEETS FOR LOCATIONS & TYPES OF SIGNS & TRAFFIC MARKINGS.
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 - PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
 - SEE DETAIL (D) SHEETS FOR CURB RAMP DETAILS.
 - LIP OF CURB IS FRONT OF CURB AND GUTTER AT EDGE OF PAVEMENT.

LEGEND

- APPROXIMATE DIRECTION OF DRAINAGE FLOWS
- PCC CURB RAMP
- COLORED CONCRETE (RED, 4" THICK, IMPRINTED)
- DETECTABLE WARNING PANEL

DESIGNATION | CURB TYPE

- (A) TYPE 1 CURB
- (B) TYPE 1A CURB
- (C) TYPE 2 CURB

File: I:\webdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\01 Civil\10155.00 Intersection Layout Plan.dwg

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: _____ DATE: _____
 BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

| PLAN CHECK | CONSTRUCTION RECORD | VERTICAL DATUM | REVISIONS | CONSULTANT | SEAL |
|------------|---------------------|----------------|-----------|------------|------|
| | | | | | |



CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AEC0882-AK

STATE OF ALASKA
 49 TH
 Robert W. Burdick
 CE-123959
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER



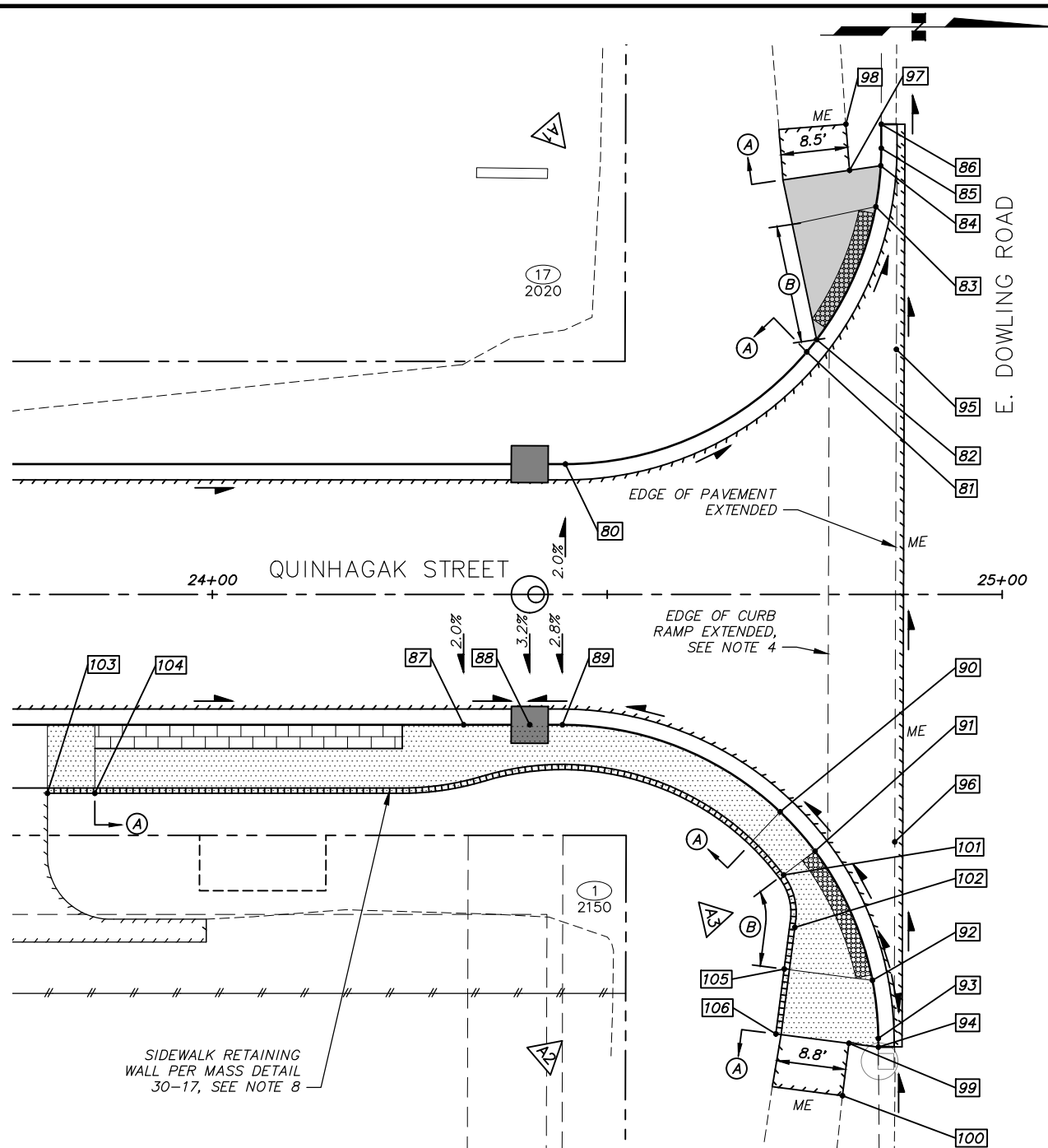
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

INTERSECTION LAYOUT PLAN

E. 63RD AVENUE

SCALE HOR. 1"=10' VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET R8 of R11



□ POINT SUMMARY – QUINHAGAK STREET AT E. DOWLING ROAD

| POINT | STATION | OFFSET (FT) | TBC ELEV (FT) | CURB TYPE | LIP OF CURB ELEV (FT) | TOP AC ELEV (FT) | TOP SW ELEV (FT) | TOP RW ELEV (FT) | TO NEXT POINT* | | DESCRIPTION |
|-------|----------|-------------|---------------|-----------|-----------------------|------------------|------------------|------------------|----------------|-----------|------------------------------------|
| | | | | | | | | | LENGTH (FT) | SLOPE (%) | |
| 80 | 24+44.69 | 16.5 LT | 144.28 | 1 | 143.88 | - | - | - | 36.53 | -0.63% | PC |
| 81 | 24+75.26 | 30.7 LT | 144.05 | 1 | 143.65 | - | - | - | 2.00 | -0.50% | BEGIN CURB TRANSITION |
| 82 | 24+76.51 | 32.3 LT | 143.64 | 1A | 143.64 | - | - | - | 19.51 | -0.82% | END CURB TRANSITION, BEGIN LANDING |
| 83 | 24+84.00 | 49.1 LT | 143.48 | 1A | 143.48 | - | - | - | 5.49 | -1.09% | END LANDING, BEGIN RAMP |
| 84 | 24+84.63 | 54.3 LT | 143.82 | 1 | 143.42 | - | - | - | 2.32 | -0.86% | END RAMP |
| 85 | 24+84.69 | 56.5 LT | 143.80 | 1 | 143.40 | - | - | - | 3.04 | -1.02% | PT |
| 86 | 24+84.69 | 59.5 LT | 143.77± | 1 | 143.37± | - | - | - | - | - | MATCH EXISTING |
| 87 | 24+31.82 | 16.5 RT | 144.39 | 1 | 143.99 | - | - | - | 8.37 | -2.99% | END 2% LANE SLOPE |
| 88 | 24+40.18 | 16.5 RT | 144.14 | 1 | 143.74 | - | - | - | 4.14 | 0.73% | CATCH BASIN |
| 89 | 24+44.32 | 16.5 RT | 144.17 | 1 | 143.77 | - | - | - | 31.93 | 0.54% | PC |
| 90 | 24+71.88 | 27.5 RT | 144.34 | 1 | 143.94 | - | - | - | 7.00 | 0.56% | BEGIN RAMP |
| 91 | 24+76.31 | 32.5 RT | 143.98 | 1A | 143.98 | - | - | - | 18.95 | 0.58% | END RAMP, BEGIN LANDING |
| 92 | 24+83.58 | 48.8 RT | 144.09 | 1A | 144.09 | - | - | - | 7.77 | -1.80% | END LANDING, BEGIN RAMP |
| 93 | 24+84.32 | 56.2 RT | 144.35 | 1 | 143.95 | - | - | - | 1.10 | -1.82% | PT |
| 94 | 24+84.32 | 57.3 RT | 144.34± | 1 | 143.93± | - | - | - | - | - | END RAMP, MATCH EXISTING |
| 95 | 24+86.60 | 31.0 LT | - | - | - | 143.60 | - | - | - | - | EDGE OF PAVEMENT EXTENDED |
| 96 | 24+86.40 | 31.3 RT | - | - | - | 143.86 | - | - | - | - | EDGE OF PAVEMENT EXTENDED |
| 97 | 24+80.68 | 53.7 LT | - | - | - | 143.88 | - | - | - | - | EDGE OF PAVEMENT AT RAMP |
| 98 | 24+80.21 | 59.5 LT | - | - | - | 143.92± | - | - | - | - | EDGE OF PAVEMENT, MATCH EXISTING |
| 99 | 24+80.60 | 56.8 RT | - | - | - | 144.45 | - | - | - | - | EDGE OF PAVEMENT AT RAMP |
| 100 | 24+79.77 | 63.4 RT | - | - | - | 144.49± | - | - | - | - | EDGE OF PAVEMENT, MATCH EXISTING |
| 101 | 24+72.32 | 35.5 RT | - | - | - | - | 144.06 | - | - | - | BACK OF SIDEWALK, PC |
| 102 | 24+73.75 | 42.1 RT | - | - | - | - | 144.16 | - | - | - | BACK OF SIDEWALK, PT |
| 103 | 23+79.11 | 25.2 RT | - | - | - | - | - | 144.42 | - | - | BEGIN RETAINING WALL TRANSITION |
| 104 | 23+85.11 | 25.2 RT | - | - | - | - | - | 145.65 | - | - | END RETAINING WALL TRANSITION |
| 105 | 24+72.40 | 47.4 RT | - | - | - | - | - | 145.65 | - | - | BEGIN RETAINING WALL TRANSITION |
| 106 | 24+71.35 | 55.6 RT | - | - | - | - | - | 144.54 | - | - | END RETAINING WALL TRANSITION |

* LENGTH & SLOPE TO NEXT POINT IS ALONG LIP OF CURB

△ CURB RADIUS TABLE

| POINT | TBC RADIUS POINT | | RADIUS (FT) | DESCRIPTION |
|-------|------------------|-------------|-------------|------------------|
| | STATION | OFFSET (FT) | | |
| A1 | 24+44.69 | 56.5 LT | 40.0 | E. DOWLING ROAD |
| A2 | 24+44.32 | 56.5 RT | 40.0 | E. DOWLING ROAD |
| A3 | 24+65.92 | 40.3 RT | 8.0 | BACK OF SIDEWALK |

DETECTABLE WARNING TABLE

| DESCRIPTION | CHORD LENGTH (FT) |
|---------------------------|-------------------|
| E. DOWLING ROAD SOUTHWEST | 15.7 |
| E. DOWLING ROAD SOUTHEAST | 17.2 |

- NOTES**
- SEE ROADWAY (R) SHEETS FOR ROADWAY & SIDEWALK LOCATIONS.
 - SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS & ELEVATIONS OF SD PIPES & STRUCTURES.
 - SEE SIGNING & STRIPING (S) SHEETS FOR LOCATIONS & TYPES OF SIGNS & TRAFFIC MARKINGS.
 - 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.
 - PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
 - SEE DETAIL (D) SHEETS FOR CURB RAMP DETAILS.
 - LIP OF CURB IS FRONT OF CURB AND GUTTER AT EDGE OF PAVEMENT.
 - INCREASE SIDEWALK DEPTH TO 6" AT CURB RAMP LIMITS.

LEGEND

- ▲ APPROXIMATE DIRECTION OF DRAINAGE FLOWS
- PCC CURB RAMP
- ▨ COLORED CONCRETE (RED, 4" THICK, IMPRINTED)
- ▤ DETECTABLE WARNING PANEL
- ▥ P.C.C. STRUCTURE/RETAINING WALL (CLASS AA-3)

DESIGNATION | CURB TYPE

- (A) TYPE 1 CURB
- (B) TYPE 1A CURB
- (C) TYPE 2 CURB

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: _____ DATE: _____
 BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|--|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

GRAPHIC SCALE: 20 10 0 10 20

PLAN CHECK CONSTRUCTION RECORD VERTICAL DATUM REVISIONS CONSULTANT SEAL

CRW ENGINEERING GROUP

3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AECLE882-AK

STATE OF ALASKA
 49th
 Robert W. Burdick
 CE-123959
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION
 E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

INTERSECTION LAYOUT PLAN

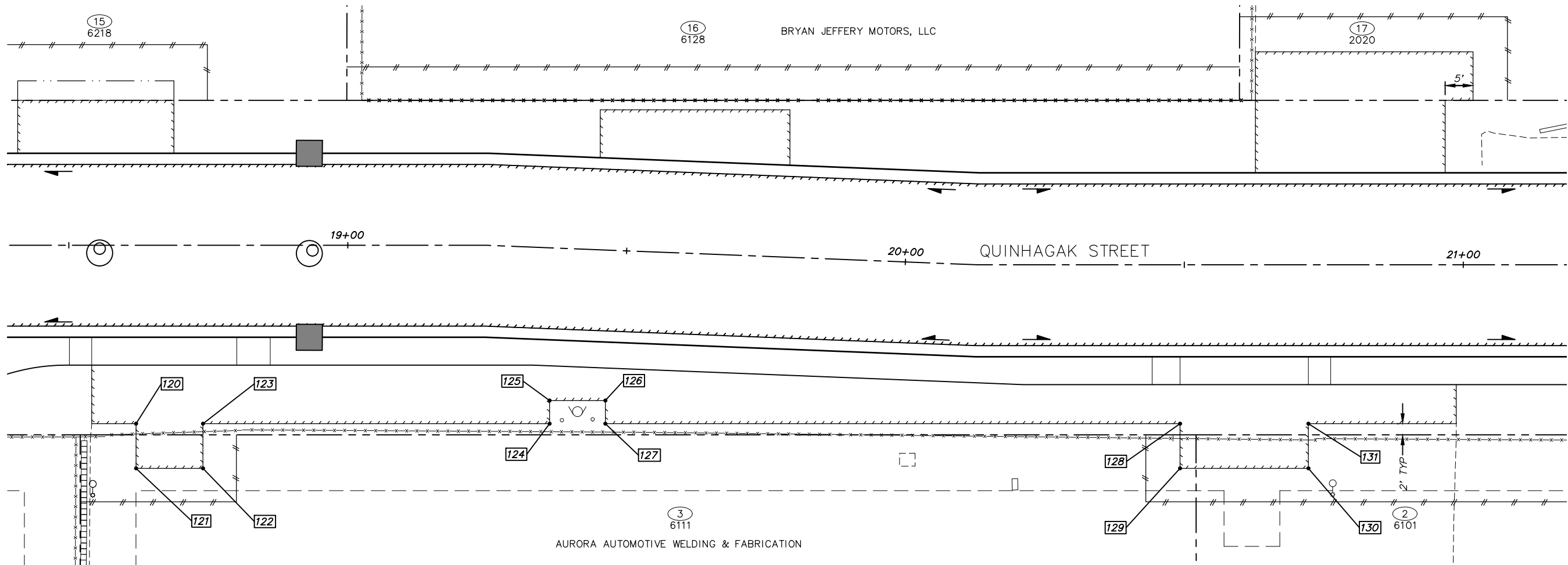
E. DOWLING ROAD

SCALE HOR. 1"=10'
 VER. N/A

GRID SW2033
 DATE MARCH 2025 STATUS FINAL

R9 of R11

File: I:\webdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\01\10155.00 Intersection Layout Plan.dwg



NOTES

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. SEE 20.28 DRIVEWAY RECONSTRUCTION SUMMARY TABLE (T) SHEETS FOR INDIVIDUAL DRIVEWAY SPECIFICS.

LEGEND

➔ APPROXIMATE DIRECTION OF DRAINAGE FLOWS

| ☐ POINT SUMMARY – PARCEL 2 SOUTH, 3, & 17 | | | | |
|---|----------|-------------|------------------|----------------------------------|
| POINT | STATION | OFFSET (FT) | TOP AC ELEV (FT) | DESCRIPTION |
| 120 | 18+62.04 | 32.0 RT | 141.05± | EDGE OF PAVEMENT, MATCH EXISTING |
| 121 | 18+62.04 | 40.0 RT | 141.46± | EDGE OF PAVEMENT, MATCH EXISTING |
| 122 | 18+74.04 | 40.0 RT | 141.67± | EDGE OF PAVEMENT, MATCH EXISTING |
| 123 | 18+74.04 | 32.0 RT | 141.33± | EDGE OF PAVEMENT, MATCH EXISTING |
| 124 | 19+37.43 | 31.5 RT | 142.87± | EDGE OF PAVEMENT, MATCH EXISTING |
| 125 | 19+37.26 | 27.4 RT | 142.69± | EDGE OF PAVEMENT, MATCH EXISTING |
| 126 | 19+47.25 | 27.0 RT | 142.91± | EDGE OF PAVEMENT, MATCH EXISTING |
| 127 | 19+47.42 | 31.1 RT | 143.09± | EDGE OF PAVEMENT, MATCH EXISTING |
| 128 | 20+49.24 | 28.5 RT | 144.24± | EDGE OF PAVEMENT, MATCH EXISTING |
| 129 | 20+49.24 | 36.5 RT | 144.27± | EDGE OF PAVEMENT, MATCH EXISTING |
| 130 | 20+72.24 | 36.5 RT | 143.82± | EDGE OF PAVEMENT, MATCH EXISTING |
| 131 | 20+72.24 | 28.5 RT | 143.72± | EDGE OF PAVEMENT, MATCH EXISTING |

File: I:\jobdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01\10155.00 Driveway Reconstruction Plan.dwg

RECORD DRAWING

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 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

STAKING

ASBUILT

CONTRACTOR

INSPECTOR

BASIS OF THIS DATUM GAAB 1972 ADJUST



CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AEC1882-AK

STATE OF ALASKA
 149 TH
 Robert W. Burdick
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 3/27/25
 REGISTERED PROFESSIONAL ENGINEER

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION SCHED A
 E. DOWLING ROAD TO ASKELAND DRIVE

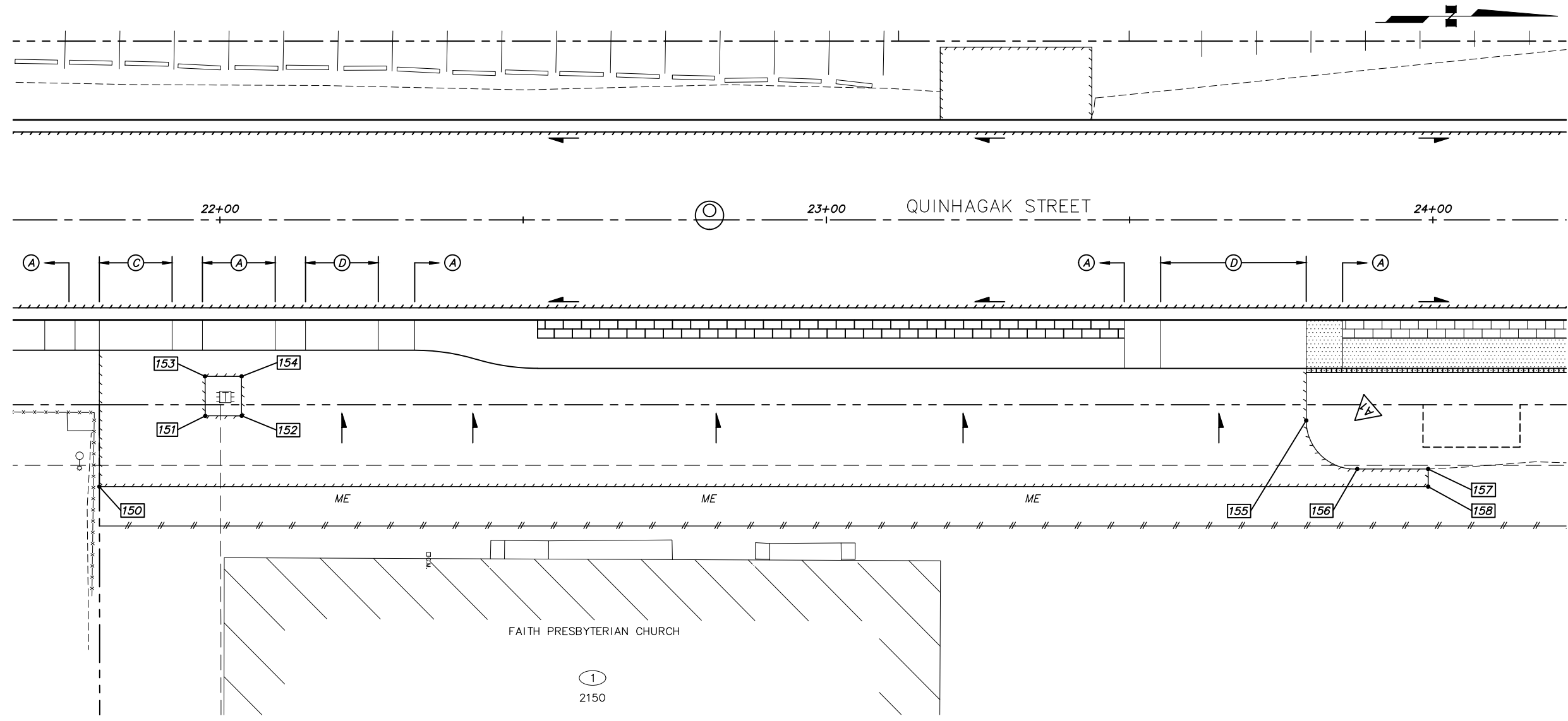
DRIVEWAY RECONSTRUCTION PLAN

PARCEL 2 SOUTH, 3, & 17

SCALE HOR. 1"=10'
 VER. N/A

GRID SW2033
 DATE MARCH 2025 STATUS FINAL

R10 of R11 SHEET



- NOTES**
- SEE ROADWAY (R) SHEETS FOR ROADWAY & SIDEWALK LOCATIONS.
 - SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS & ELEVATIONS OF SD PIPES & STRUCTURES.
 - SEE SIGNING & STRIPING (S) SHEETS FOR LOCATIONS & TYPES OF SIGNS & TRAFFIC MARKINGS.
 - PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
 - 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)
 - P.C.C. STRUCTURE/RETAINING WALL (CLASS AA-3)

DESIGNATION CURB TYPE

| | |
|-----|-------------|
| (A) | TYPE 1 CURB |
| (C) | TYPE 2 CURB |
| (D) | TYPE 4 CURB |

POINT SUMMARY - PARCEL 1

| POINT | STATION | OFFSET (FT) | TOP AC ELEV (FT) | DESCRIPTION |
|-------|----------|-------------|------------------|--|
| 150 | 21+80.11 | 44.0 RT | 145.01± | EDGE OF PAVEMENT, MATCH EXISTING |
| 151 | 21+97.57 | 32.3 RT | 144.49± | EDGE OF PAVEMENT & EDGE OF EXPOSED CONCRETE BASE, MATCH EXISTING |
| 152 | 22+03.58 | 32.3 RT | 144.42± | EDGE OF PAVEMENT & EDGE OF EXPOSED CONCRETE BASE, MATCH EXISTING |
| 153 | 21+97.52 | 25.8 RT | 144.20± | EDGE OF PAVEMENT & EDGE OF EXPOSED CONCRETE BASE, MATCH EXISTING |
| 154 | 22+03.56 | 25.8 RT | 144.29± | EDGE OF PAVEMENT & EDGE OF EXPOSED CONCRETE BASE, MATCH EXISTING |
| 155 | 23+79.11 | 33.1 RT | 144.51 | EDGE OF PAVEMENT, PC |
| 156 | 23+87.52 | 41.1 RT | 144.66 | EDGE OF PAVEMENT, PT |
| 157 | 23+99.21 | 41.1 RT | 144.79± | EDGE OF PAVEMENT, MATCH EXISTING |
| 158 | 23+99.21 | 44.0 RT | 144.80± | EDGE OF PAVEMENT, MATCH EXISTING |

EOP RADIUS TABLE

| POINT | EOP RADIUS POINT | | RADIUS (FT) | DESCRIPTION |
|-------|------------------|-------------|-------------|------------------|
| | STATION | OFFSET (FT) | | |
| A1 | 23+87.11 | 33.1 RT | 8.0 | EDGE OF PAVEMENT |

File: I:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01\10155.00 Driveway Reconstruction Plan.dwg

RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____
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 CONTRACTOR: _____ TITLE: _____ DATE: _____
 BY: _____

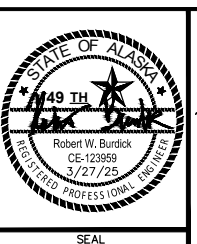
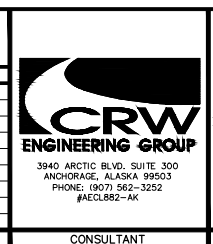
2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES/FINAL | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV. | DATE | DESCRIPTION | BY |
|---|---------|-----------------------------------|---------|------|------|-------------|----|
| DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

| PLAN CHECK | CONSTRUCTION RECORD | VERTICAL DATUM | REVISIONS | CONSULTANT | SEAL |
|------------|---------------------|----------------|-----------|------------|------|
| | | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

DRIVEWAY RECONSTRUCTION PLAN

PARCEL 1

SCALE HOR. 1"=10' VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET R11 of R11

RECONSTRUCT DRIVEWAY

| SHEET | PARCEL | CENTERLINE REFERENCE | | 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 | | | | | | | | | | | | | | |
| 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 D4 | 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 D4 | ASKELAND DRIVE - SEE INTERSECTION LAYOUT SHEET R6 |
| R1 | 10 | 11+05.2 | LT | 28.0 | 28.0 | 2 | -90 | 5.0 | N/A | 17.5 | 11.4% | 8.7% | GRAVEL | 5.0 | 9.0 | DETAIL 2, SHEET D4 | |
| R1 | 11 | 12+90.5 | LT | SEE REMARKS | | 2 | -90 | N/A | N/A | VARIES | VARIES | VARIES | ASPHALT | N/A | N/A | DETAIL 3, SHEET D4 | 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 D4 | |
| R2 | 13 | 15+31.9 | LT | 24.0 | 24.0 | 2 | -90 | N/A | N/A | 18.5 | 6.3% | 6.8% | ASPHALT | N/A | N/A | DETAIL 3, SHEET D4 | |
| R2 | 14 | 16+51.7 | LT | 34.0 | 34.0 | 2 | -90 | N/A | N/A | 17.5 | 7.5% | 5.2% | ASPHALT | N/A | N/A | DETAIL 3, SHEET D4 | |
| R2 | 4 SOUTH | 16+92.2 | RT | 19.0 | 19.0 | 2 | 90 | 8.0 | 2.0% | 24.7 | 13.3% | 8.6% | CONCRETE | 4.0 | 5.0 | DETAIL 1, SHEET D4 | |
| 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 D4 | |
| 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 D4 | |
| R2 | 3 | 18+67.1 | RT | 26.0 | 26.0 | 2 | 90 | 5.0 | 2.0% | 15.5 | 5.4% | 5.4% | ASPHALT | 4.0 | 6.0 | DETAIL 2, SHEET D4 | 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 D4 | |
| R3 | 2 SOUTH | 20+60.8 | RT | 23.0 | 23.0 | 2 | 90 | 5.0 | 2.0% | 20.0 | 1.1% | 3.9% | ASPHALT | 5.0 | 4.0 | DETAIL 2, SHEET D4 | 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 | 4.0 | 4.0 | DETAIL 4, SHEET D4 | SEE DRIVEWAY RECONSTRUCTION PLAN SHEET R10 |
| R3 | 2 NORTH | 21+47.1 | RT | 34.0 | N/A | 4 | 90 | 5.0 | 2.0% | 5.0 | N/A | N/A | N/A | 5.0 | 7.0 | DETAIL 2, SHEET D4 | CURB CUT ONLY |
| R3 | 1 SOUTH | 21+86.3 | RT | 12.0 | 12.0 | 2 | 90 | 5.0 | 2.0% | 27.5 | 7.4% | 7.6% | ASPHALT | 4.0 | 5.0 | DETAIL 2, SHEET D4 | SEE DRIVEWAY RECONSTRUCTION PLAN SHEET R11 |
| R3 | 1 MIDDLE | 22+20.3 | RT | 12.0 | 12.0 | 4 | 90 | 5.0 | 2.0% | 27.5 | 6.4% | 6.9% | ASPHALT | 5.0 | 6.0 | DETAIL 2, SHEET D4 | 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 D4 | |
| R3 | 1 NORTH | 23+67.1 | RT | 24.0 | 24.0 | 4 | 90 | 8.0 | 1.5% | 27.5 | 0.8% | 0.9% | ASPHALT | 6.0 | 6.0 | DETAIL 1, SHEET D4 | SEE DRIVEWAY RECONSTRUCTION PLAN SHEET R11 |

RECONSTRUCT DRIVEWAY NOTES:

- "LANDING LENGTH" BEGINS AT THE BACK OF CURB & GUTTER.
- "LANDING GRADE" IS THE GRADE OF THE LANDING FROM THE BACK OF CURB & GUTTER TO THE END OF LANDING.
- "SKEW ANGLE" ("+" IS CLOCKWISE AND "-" IS COUNTER CLOCKWISE) IS MEASURED FROM PROJECT CENTERLINE WITH 0 DEGREES ALIGNED ALONG INCREASING STATIONS.
- "TOTAL DISTANCE" IS THE LIMIT OF RECONSTRUCTION BEGINNING AT THE BACK OF CURB & GUTTER.
- "PROPOSED GRADE" IS APPROXIMATE GRADE FROM THE END OF THE LANDING TO THE LIMIT OF RECONSTRUCTION. ACTUAL CONSTRUCTION GRADE MAY VARY.
- WIDTHS, LENGTHS & GRADES PRESENTED IN THE DRIVEWAY SUMMARY TABLE ARE MEASURED ALONG SKEW ANGLE AND MAY NOT BE PERPENDICULAR TO ROADWAY CENTERLINE ALIGNMENT.
- 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.

File: I:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01_Working Set\01_GWI\10155.00_Roadway_Summary_Tables.dwg

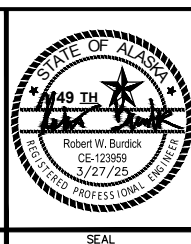
RECORD DRAWING

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: _____ DATE: _____
 BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

ROADWAY SUMMARY TABLES

SCALE: HOR. N/A VER. N/A

GRID: SW2033

DATE: MARCH 2025 STATUS: FINAL

SHEET T1 of T3

30.02

P.C.C. CURB AND GUTTER (ALL TYPES)

Table with 5 columns: SHEET, STATION TO STATION, OFFSET (FT), LENGTH (FT), REMARKS. Rows include R1, R2, R3 with stationing and remarks like 'INCLUDES SIDE STREETS' and 'ASKELAND DRIVE'.

30.03

P.C.C. SIDEWALK

Table with 8 columns: SHEET, APPX BEGIN STA, APPX OFFSET (FT), APPX END STA, APPX OFFSET (FT), 4" THICK, AREA (SY), 6" THICK, AREA (SY), REMARKS. Rows include R1, R2, R3 with stationing and remarks like 'PARCEL 10 DRIVEWAY' and 'PARCEL 4 SOUTH DRIVEWAY'.

30.04

P.C.C. CURB RAMP (6" THICK) & DETECTABLE WARNINGS

Table with 7 columns: SHEET, APPX STA, APPX OFFSET (FT), CURB RAMP AREA (SY), DETECTABLE WARNING AREA (SF), CURB RAMP TYPE, REMARKS. Rows include R1, R2, R3 with stationing and remarks like 'ASKELAND DRIVE' and 'E. DOWLING ROAD'.

PCC CURB RAMP & DETECTABLE WARNING NOTES:

- 1. SEE INTERSECTION LAYOUT SHEETS R6-R9 FOR FOR LOCATIONS OF CURB RAMPS AND DETECTABLE WARNINGS.
2. CURB RAMP PAID FOR UNDER CY QUANTITY OF 30.05 PCC STRUCTURES/RETAINING WALL (CLASS AA-3).

30.10

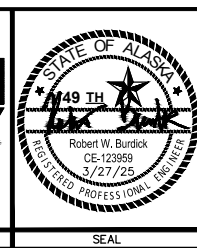
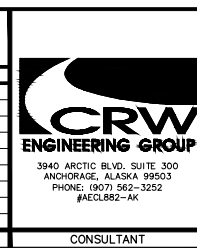
COLORED CONCRETE (RED, IMPRINTED)

Table with 8 columns: SHEET, APPX BEGIN STA, APPX OFFSET (FT), APPX END STA, APPX OFFSET (FT), 4" THICK, AREA (SY), 6" THICK, AREA (SY), REMARKS. Rows include R1, R2, R3 with stationing and remarks like 'PARCEL 10 DRIVEWAY' and 'PARCEL 1 PARKING AREA'.

File: I:\data\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\01 Civil\10155.00 Roadway Summary Tables.dwg

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: TITLE: DATE:
2. DATA TRANSFERRED BY: TITLE: DATE:
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.
DATA TRANSFER CHECKED BY: TITLE: DATE:
BY: DATE:

Table with columns: DATA, DRAWN BY, CHECKED BY, FIELD BOOKS, BM NO., LOCATION, ELEV., REV., DATE, DESCRIPTION, BY. Includes entries for BASE, TOPOGRAPHY, PROFILE, STORM SEWER, WATER/SANITARY SEWER, GAS, TELEPHONE, ELECTRIC, DESIGN, QUANTITIES, PRELIMINARY/FINAL, MUNICIPAL/STATE.



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A
ROADWAY SUMMARY TABLES
SCALE HOR. N/A VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET T2 of T3

50.06

| REMOVE AND REPLACE MANHOLE CONE SECTION OR MANHOLE COVER AND FRAME | | | | | |
|--|---------|-------------|--------------|-----------------|---------|
| SHEET | STATION | OFFSET (FT) | CONE SECTION | COVER AND FRAME | REMARKS |
| R1 | 9+89 | 5.4 LT | | X | |
| R1 | 11+72 | 9.2 LT | | X | |
| R1 | 11+72 | 42.6 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:

- SEE MASS DETAIL 50-05, 50-25 AND 50-26.
- COORDINATE WITH ENGINEER IN FIELD TO VERIFY WHETHER CONE OR MANHOLE COVER AND FRAME ADJUSTMENT IS REQUIRED.
- 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.

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 | 32.6 RT | | X | |
| R1 | 10+32 | 15.0 RT | | X | |
| R1 | 11+52 | 7.6 RT | | X | |
| R1 | 11+57 | 10.5 RT | | X | |
| R1 | 12+16 | 9.9 RT | | X | |
| R1 | 13+36 | 17.2 RT | | X | |
| R2 | 15+00 | 12.8 RT | | X | |
| 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 | | X | |
| R3 | 21+46 | 12.1 RT | | X | |
| R3 | 24+07 | 28.0 RT | | X | |
| R3 | 24+16 | 13.7 RT | | X | |

REMOVE AND REPLACE VALVE BOX TOP SECTION NOTES:

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

SPECIAL FILL GRADING TABLE

| SHEET | APPROX BEGIN STATION | APPROX END STATION | OFFSET | REMARKS |
|-------|----------------------|--------------------|--------|---------|
| R1 | 10+31 | 10+48 | RT | |
| R1 | 12+75 | 12+90 | RT | |
| R2 | 15+90 | 16+35 | LT | |
| R2 | 16+68 | 16+80 | LT | |
| R2 | 17+02 | 18+00 | RT | |
| R2 | 18+21 | 18+54 | RT | |
| R3 | 20+99 | 21+15 | RT | |

SPECIAL FILL GRADING NOTES:

- SPECIAL FILL GRADING SHALL BE PER DETAIL 3, SHEET C4.
- 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.

SIDEWALK TRANSITION SUMMARY

| SHEET | PC | | RADIUS 1 (FT) | PRC | | RADIUS 2 (FT) | PT | | REMARKS |
|-------|----------|-------------|---------------|----------|-------------|---------------|----------|-------------|---|
| | STATION | OFFSET (FT) | | STATION | OFFSET (FT) | | STATION | OFFSET (FT) | |
| R1 | 10+29.57 | 28.91 RT | 15 | 10+48.16 | 21.40 RT | 35 | 10+60.10 | 23.50 RT | ASKELAND DRIVE - SOUTHEAST |
| R1 | 11+29.15 | 23.50 RT | 35 | 11+41.09 | 21.40 RT | 15 | 11+63.68 | 28.76 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+32.11 | 21.50 RT | 35 | 22+42.24 | 23.00 RT | 35 | 22+52.38 | 24.50 RT | PARCEL 1 |
| R3 | 24+24.04 | 24.50 RT | 35 | 24+34.18 | 23.00 RT | 35 | 24+72.32 | 35.50 RT | E. DOWLING ROAD NORTHEAST SEE INTERSECTION LAYOUT SHEET R9 |

SIDEWALK/PATHWAY TRANSITION SUMMARY NOTES:

- SEE SHEET D5, DETAIL 3.

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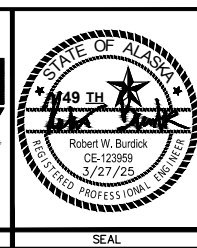
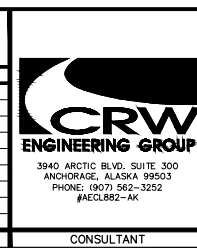
RECORD DRAWING

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 CONTRACTOR: _____ TITLE: _____ DATE: _____
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 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|--|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

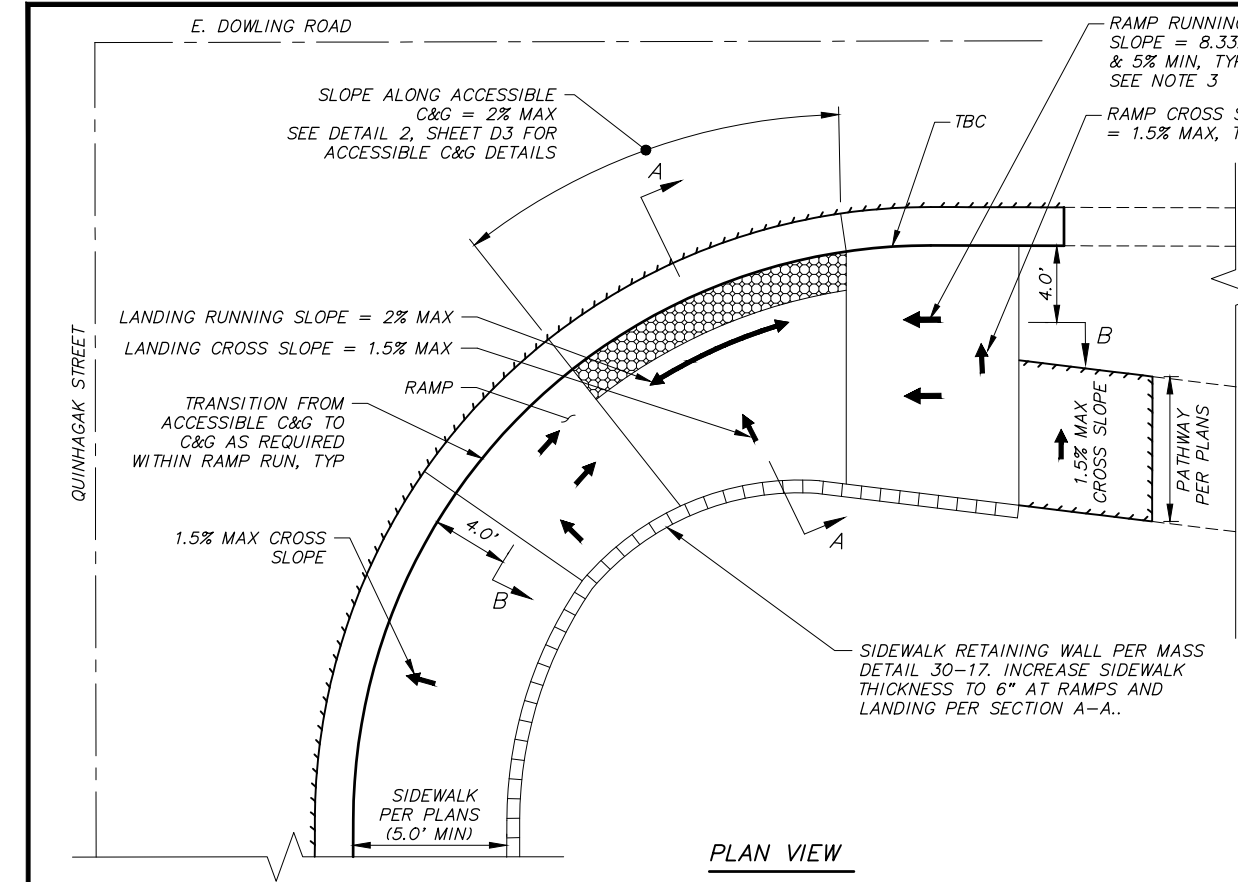


PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

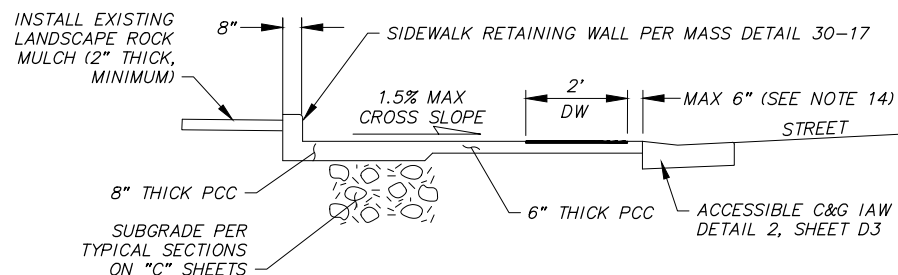
21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

ROADWAY SUMMARY TABLES

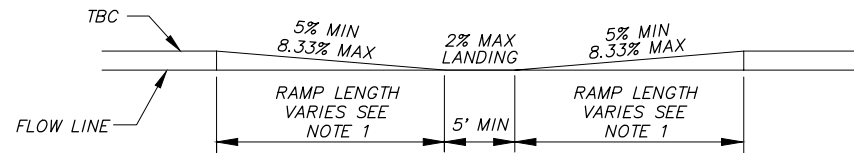
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PLAN VIEW



SECTION A-A



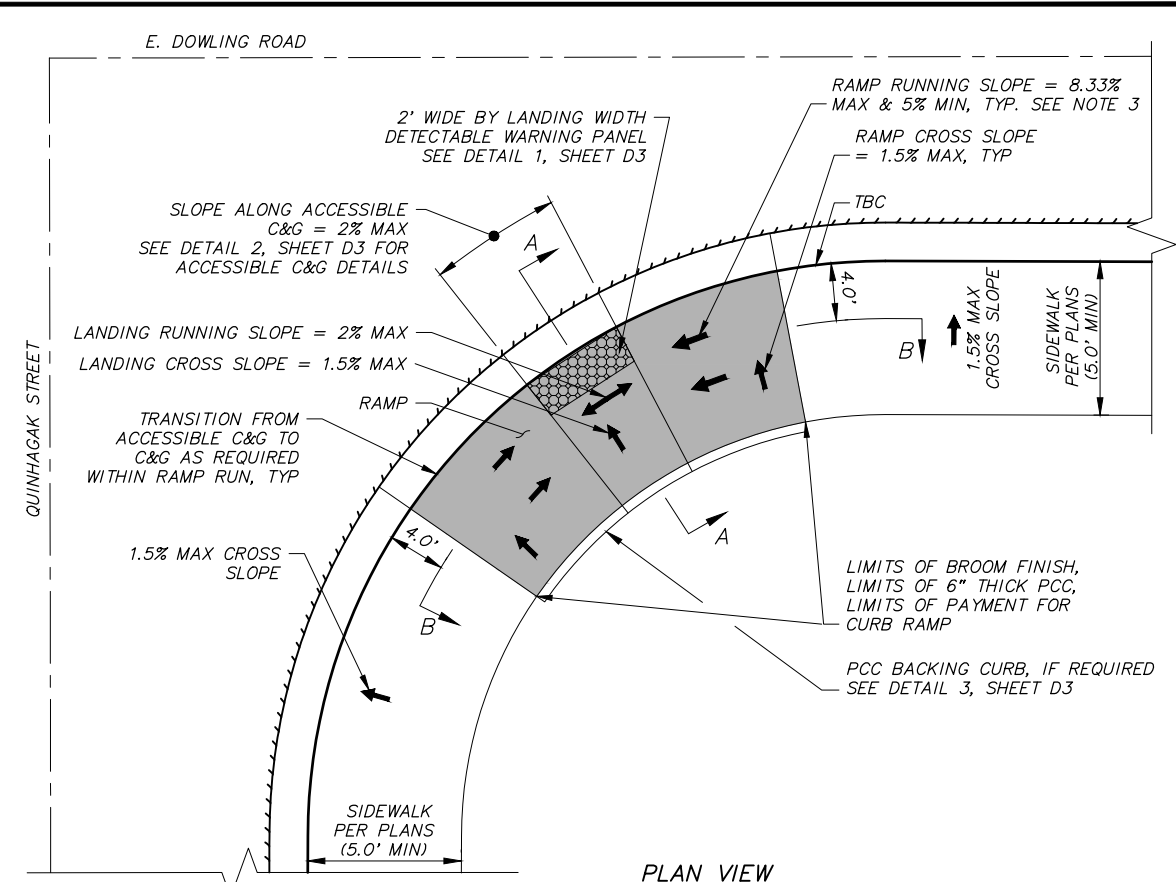
SECTION B-B

TYPICAL PARALLEL CURB RAMP AT CORNER LOCATION WITH CONNECTING SIDE STREET PATHWAY

SCALE: NTS

SHEET NOTES:

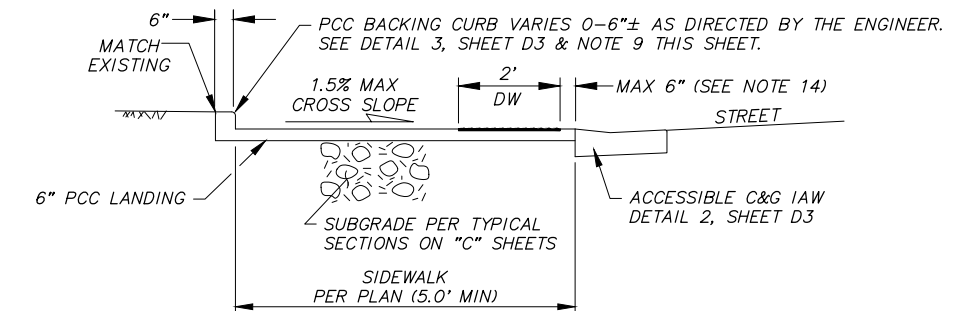
- SEE SHEETS R6-R9 FOR CURB RAMP TYPES, LOCATIONS, RAMP, LANDING AND FLARE LENGTHS AND ELEVATIONS. RAMP/FLARE/LANDING LENGTH FOR PARALLEL CURB RAMP SHALL BE AS MEASURED 4' OFF BACK OF CURB.
- NOTIFY ENGINEER PRIOR TO INSTALLATION OF CONCRETE IF MAXIMUM/MINIMUM SLOPES CANNOT BE MAINTAINED.
- FOR PARALLEL CURB RAMP, RAMP SHALL BE 15 FEET MAXIMUM. RAMP SHALL HAVE THE OUTSIDE EDGES AND JOINTS TRIMMED WITH A 1/4-INCH RADIUS EDGING TOOL.
- ALL SLOPES ARE IN REFERENCE TO THE HORIZONTAL.
- MINIMUM FLOWLINE SLOPE IN CURB RETURN IS 0.5%, UNLESS OTHERWISE NOTED.
- PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
- CONSTRUCT SIDEWALK ADJACENT TO CURB RAMP PER THE TYPICAL SECTIONS SHOWN ON THE "C" SHEETS.
- 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 ON DISTURBED GRASS AREAS.
- CONSTRUCT RAMPS AND LANDINGS WITH A BROOM FINISH RUNNING PERPENDICULAR TO THE DIRECTION OF TRAVEL.
- 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 1, SHEET D3.
- DETECTABLE WARNINGS DOMES AT PARALLEL CURB RAMP SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINATE DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
- 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.
- 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.



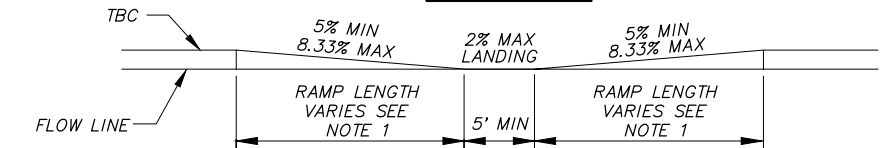
PLAN VIEW

LEGEND:

■ LIMITS OF BROOM FINISH, LIMITS OF 6" THICK PCC, LIMITS OF PAYMENT FOR CURB RAMP



SECTION A-A



SECTION B-B

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

SCALE: NTS

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: _____ TITLE: _____ DATE: _____
 BY: _____

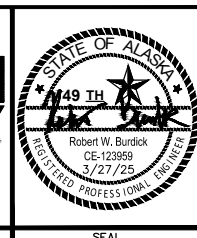
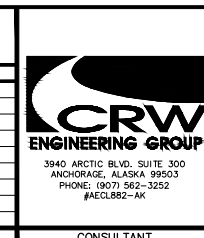
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 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

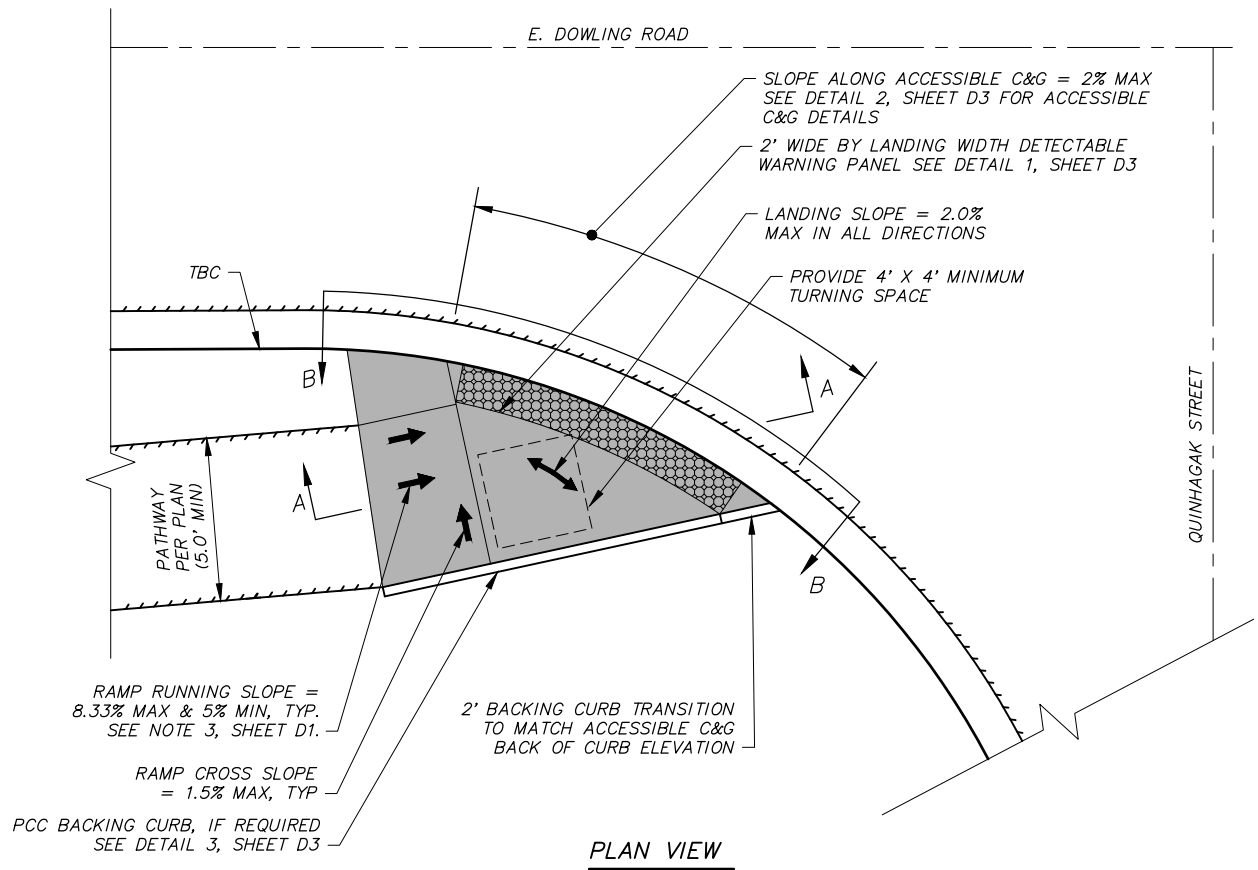
| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|--------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82 | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44 | | | | |

| PLAN CHECK | CONSTRUCTION RECORD | VERTICAL DATUM | REVISIONS | CONSULTANT | SEAL |
|------------|---------------------|----------------|-----------|------------|------|
| | | | | | |



| PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT | | | |
|---|--|-----------------|----------------|
| 21-13 | QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE | SCHED A | |
| ROADWAY DETAILS | | | |
| CURB RAMPS | | | |
| SCALE HOR. N/A VER. N/A | GRID 5W2033 | DATE MARCH 2025 | STATUS FINAL |
| | | | SHEET D1 of D8 |

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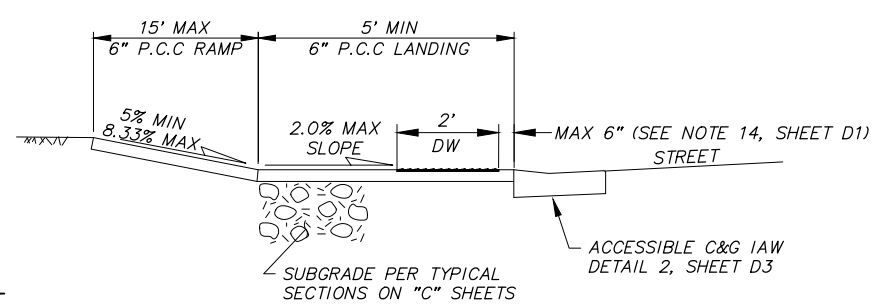


PLAN VIEW

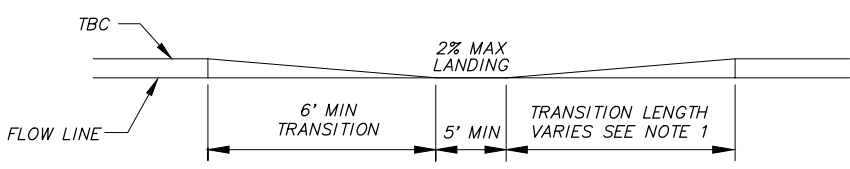
LEGEND:
 [Shaded Area] LIMITS OF BROOM FINISH, LIMITS OF 6" THICK PCC, LIMITS OF PAYMENT FOR CURB RAMP

CURB RAMP NOTES:

- 1. SEE SHEET NOTES ON SHEET D1.



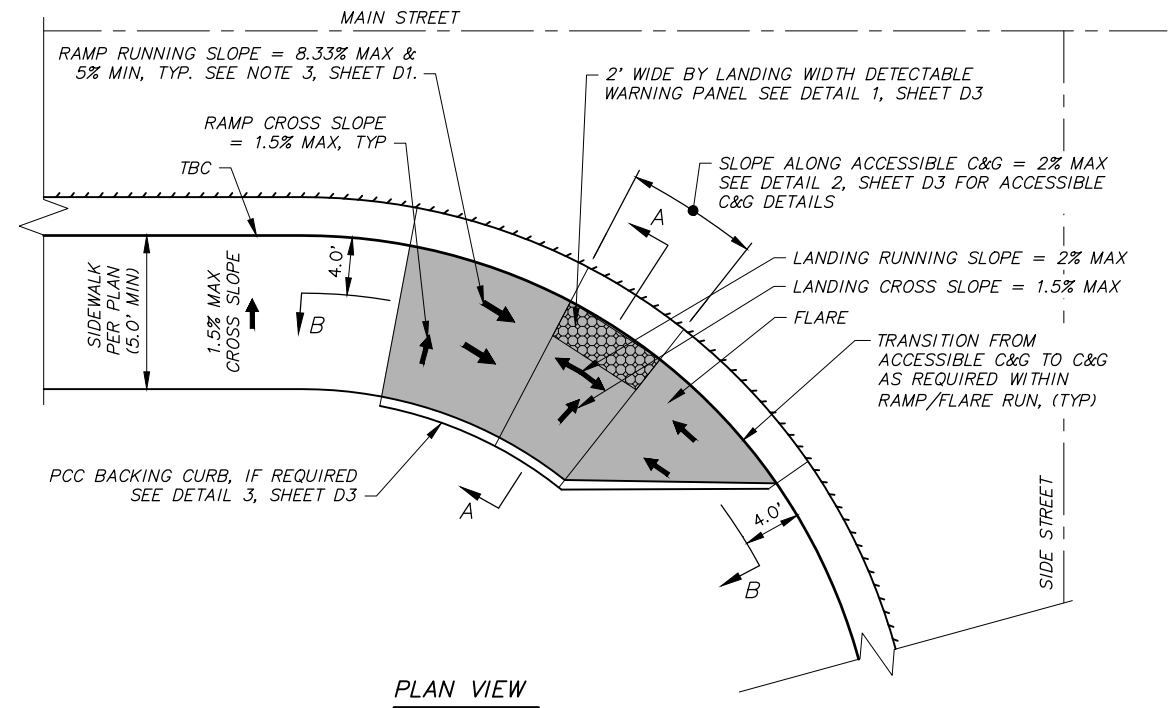
SECTION A-A



SECTION B-B

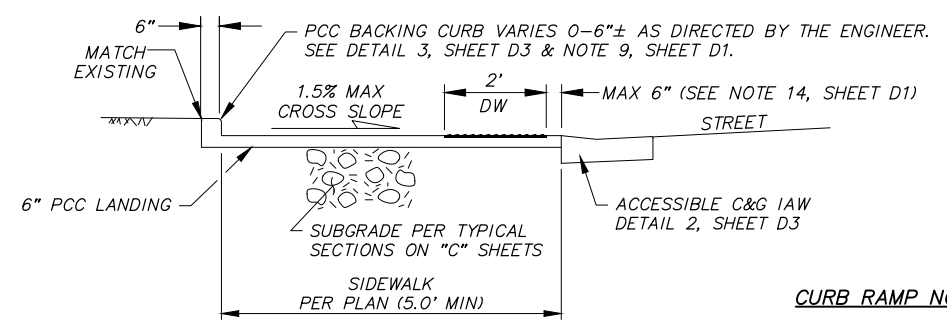
TYPICAL UNIDIRECTIONAL PATHWAY CURB RAMP

SCALE: NTS

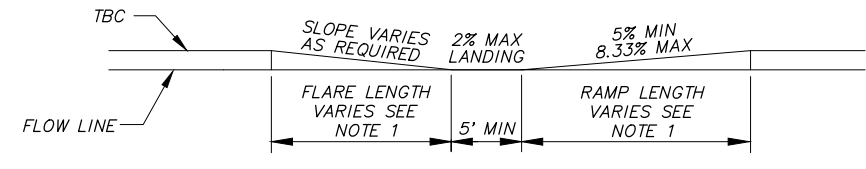


PLAN VIEW

LEGEND:
 [Shaded Area] LIMITS OF BROOM FINISH, LIMITS OF 6" THICK PCC, LIMITS OF PAYMENT FOR CURB RAMP



SECTION A-A



SECTION B-B

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

SCALE: NTS

File: E:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Roadway Details.dwg

RECORD DRAWING

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 BY: _____

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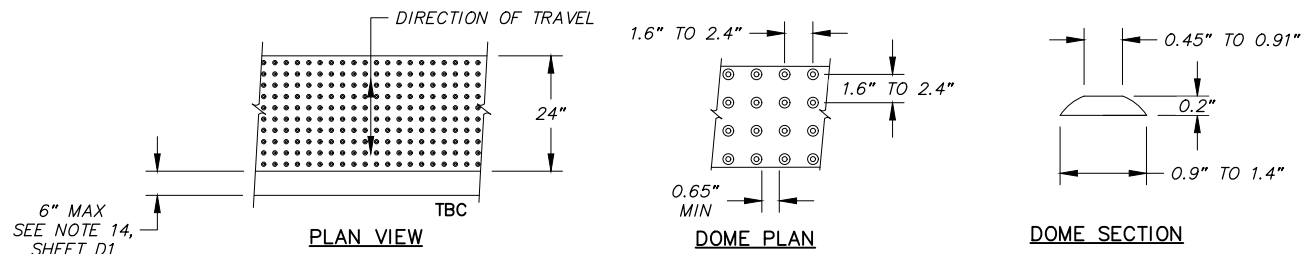
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| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
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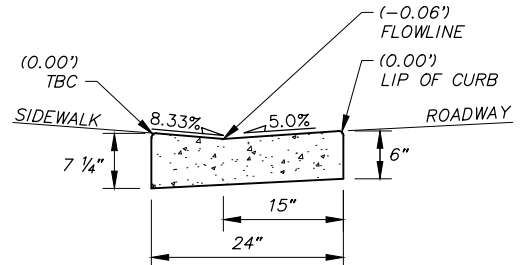
STATE OF ALASKA
 149 TH
 Robert W. Burdick
 CE-123959
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER

UNIVERSITY OF ANCHORAGE

| | | | |
|---|--|--------------------------------|-------------------|
| PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT | | | |
| 21-13 | QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE | SCHED A | |
| ROADWAY DETAILS | | | |
| CURB RAMPS | | | |
| SCALE | HOR. N/A VER. N/A | GRID SW2033 DATE MARCH 2025 | STATUS FINAL |
| | | | D2 of D8 SHEET |



1 DETECTABLE WARNING PANEL
SCALE: NTS

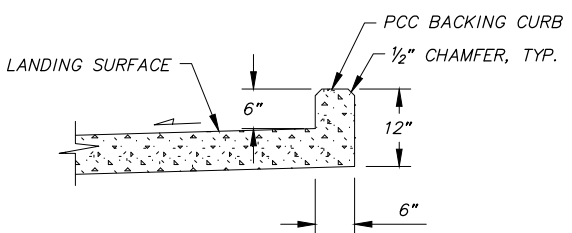


PCC CURB AND GUTTER TYPE 1A
FOR USE IN CURB RAMPS WITH TYPE 1 C&G.

ACCESSIBLE CURB & GUTTER NOTES:

1. TRANSITION CURBS TO MAINTAIN CONSTANT FLOWLINE ACROSS CURB RAMP AND AROUND CURB RETURN IAW PLANS.
2. PAYMENT FOR ALL PCC CURB AND GUTTER, INCLUDING MODIFIED AND TRANSITIONAL CURB, SHALL BE PAID UNDER THE BID ITEM "PCC CURB & GUTTER (ALL TYPES)" AND NO SEPARATE PAYMENT SHALL BE MADE.

2 TYPE 1A ACCESSIBLE CURB & GUTTER SECTION
SCALE: NTS

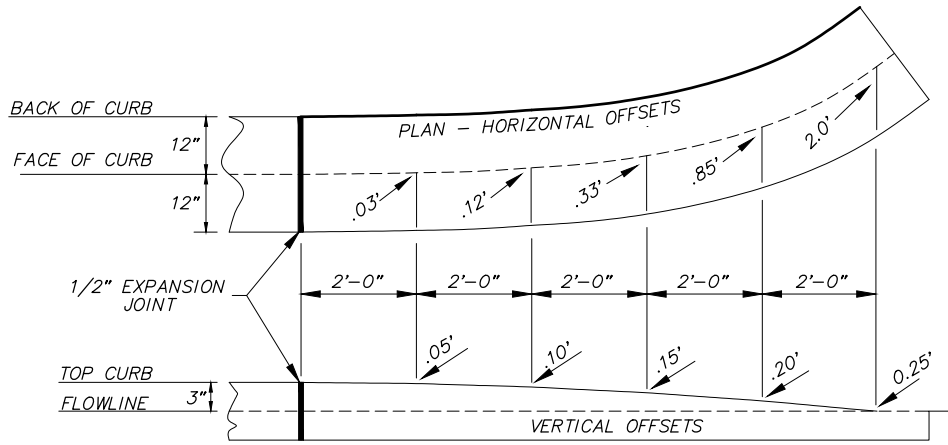


MONOLITHIC

BACKING CURB DETAIL NOTES:

1. THE TOP OF BACKING CURB SHALL TRANSITION BACK TO TOP OF SIDEWALK AT TOP RAMP SECTION OF CURB RAMP.

3 BACKING CURB DETAIL
SCALE: NTS



TYPE 2 CURB AND GUTTER TERMINATION TRANSITION NOTES:

1. PAYMENT FOR TYPE 2 CURB AND GUTTER TERMINATION TRANSITION SHALL BE PAID UNDER THE BID ITEM "P.C.C. CURB AND GUTTER (ALL TYPES)" AND NO SEPARATE PAYMENT SHALL BE MADE.

4 TYPE 2 CURB AND GUTTER TERMINATION TRANSITION
SCALE: NTS

File: I:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Roadway Details.dwg

RECORD DRAWING
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| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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' | | | | |
| GAS | CB | BW | STAKING | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | | |
| QUANTITIES | RB | JK | CONTRACTOR | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |
| PLAN CHECK | | | CONSTRUCTION RECORD | | | | | | | |
| | | | VERTICAL DATUM | | | | | | | |
| | | | REVISIONS | | | | | | | |
| | | | CONSULTANT | | | | | | | |
| | | | SEAL | | | | | | | |

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STATE OF ALASKA
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Robert W. Burdick
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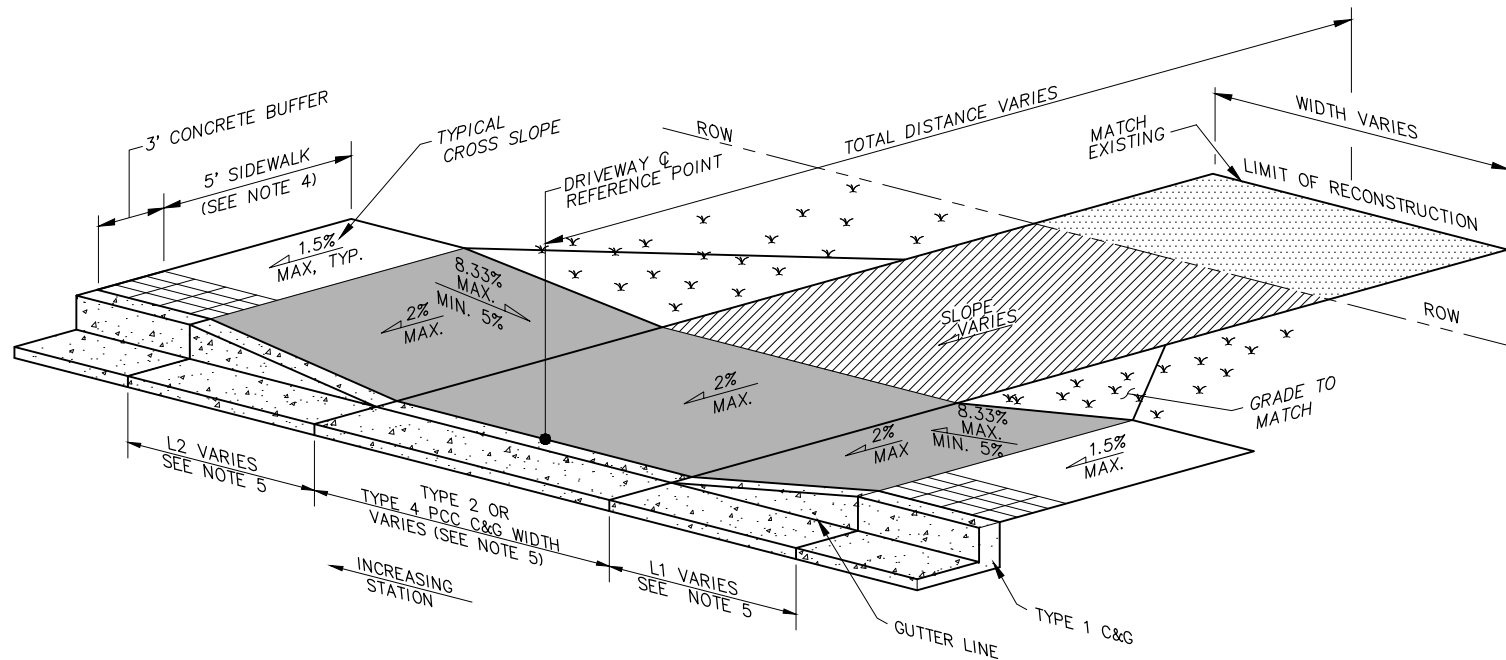
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

ROADWAY DETAILS

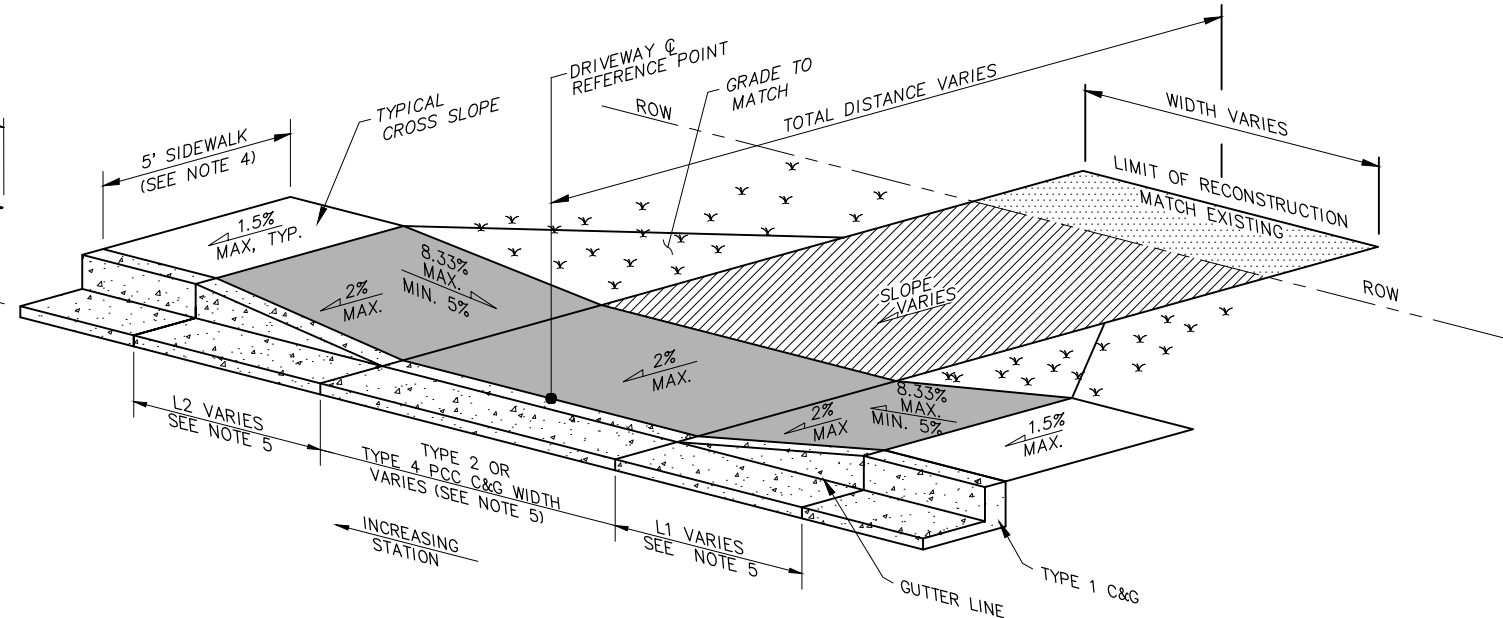
CURB RAMPS

SCALE HOR. N/A VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET D3 of D8



TYPICAL DRIVEWAY CURB CUT WITH SIDEWALK & BUFFER

SCALE: NTS



TYPICAL DRIVEWAY CURB CUT WITH SIDEWALK & NO BUFFER

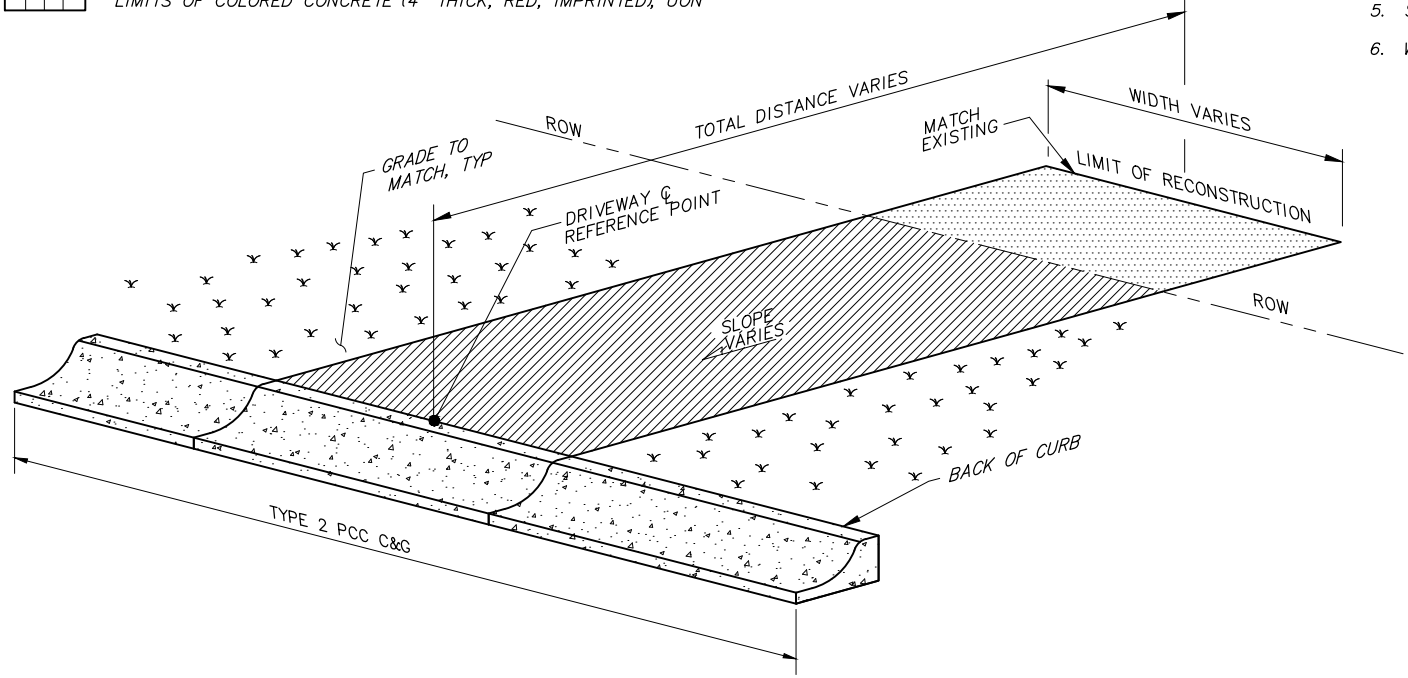
SCALE: NTS

SHEET DRIVEWAY NOTES:

1. ALL SLOPES ARE IN REFERENCE TO THE HORIZONTAL.
2. PAYMENT FOR PCC CURB & GUTTER (ALL TYPES) AND TRANSITION C&G SHALL BE PAID UNDER THE BID ITEM "PCC CURB & GUTTER, (ALL TYPES)" AND NO SEPARATE PAYMENT SHALL BE MADE.
3. CENTER THE PROPOSED DRIVEWAY ENTRANCES ON DRIVEWAY CENTERLINE REFERENCE POINT AS SHOWN IN THE 20.28 RECONSTRUCT DRIVEWAY SUMMARY TABLES.
4. INCREASE SIDEWALK THICKNESS TO 6" ACROSS LANDINGS AND RAMP TRANSITIONS AND ADD WELDED STEEL WIRE REINFORCEMENT PER THE SPECIFICATIONS.
5. SEE 20.28 DRIVEWAY RECONSTRUCTION SUMMARY TABLE "T" SHEETS AND DRIVEWAY RECONSTRUCTION PLANS, FOR INDIVIDUAL DRIVEWAY SPECIFICS.
6. WHERE INSULATION IS INSTALLED IN ROADWAY, INSTALL INSULATION UNDER DRIVEWAY PER DETAIL 4, SHEET C4.

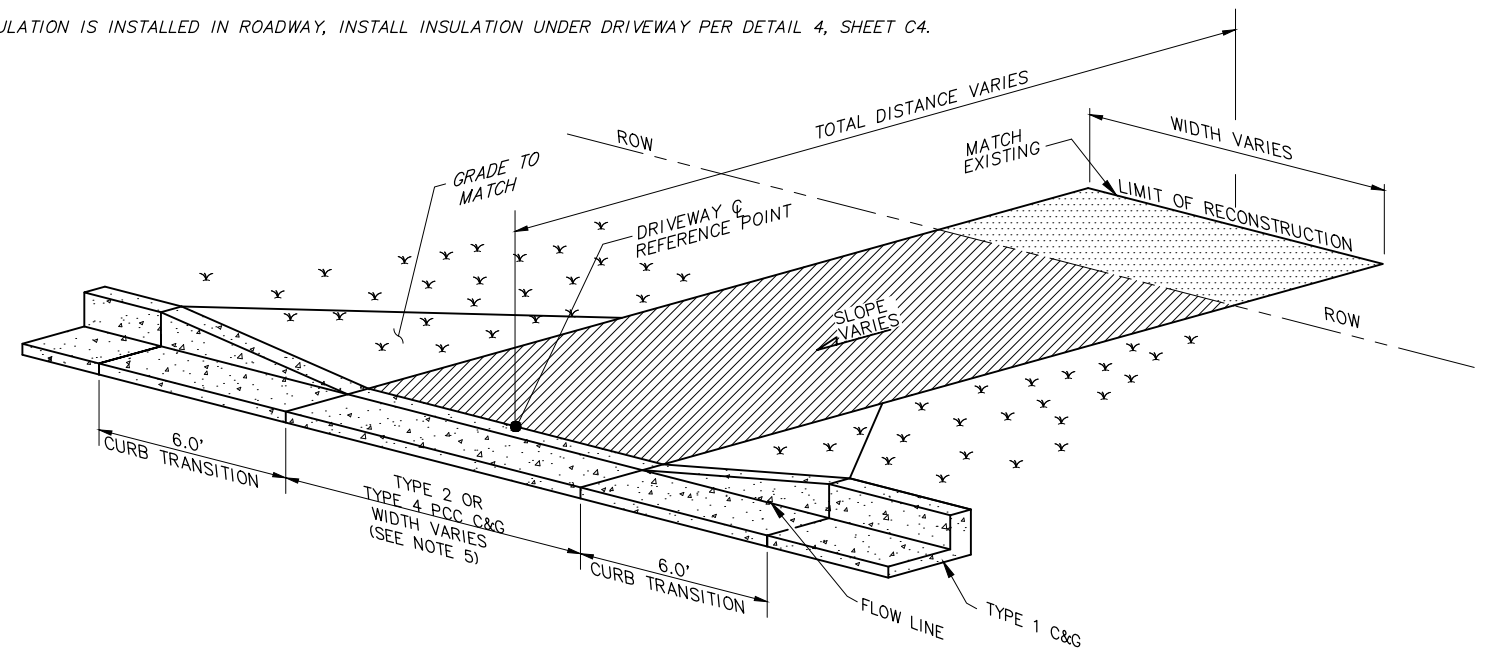
SHEET LEGEND:

- LIMITS OF 2" AC PAVING FOR DRIVEWAY UON
- SURFACE TYPE VARIES, SEE NOTE 5
- LIMITS OF P.C.C. SIDEWALK (6" THICK, STANDARD FINISH), SEE NOTE 4
- LIMITS OF COLORED CONCRETE (4" THICK, RED, IMPRINTED), UON



TYPICAL DRIVEWAY CURB CUT WITHOUT SIDEWALK (TYPE 2 CURB)

SCALE: NTS



TYPICAL DRIVEWAY CURB CUT WITHOUT SIDEWALK (TYPE 1 CURB)

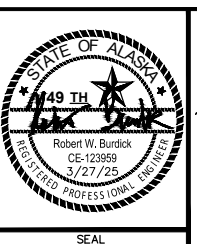
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| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
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| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

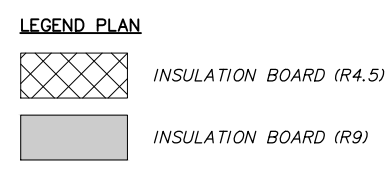
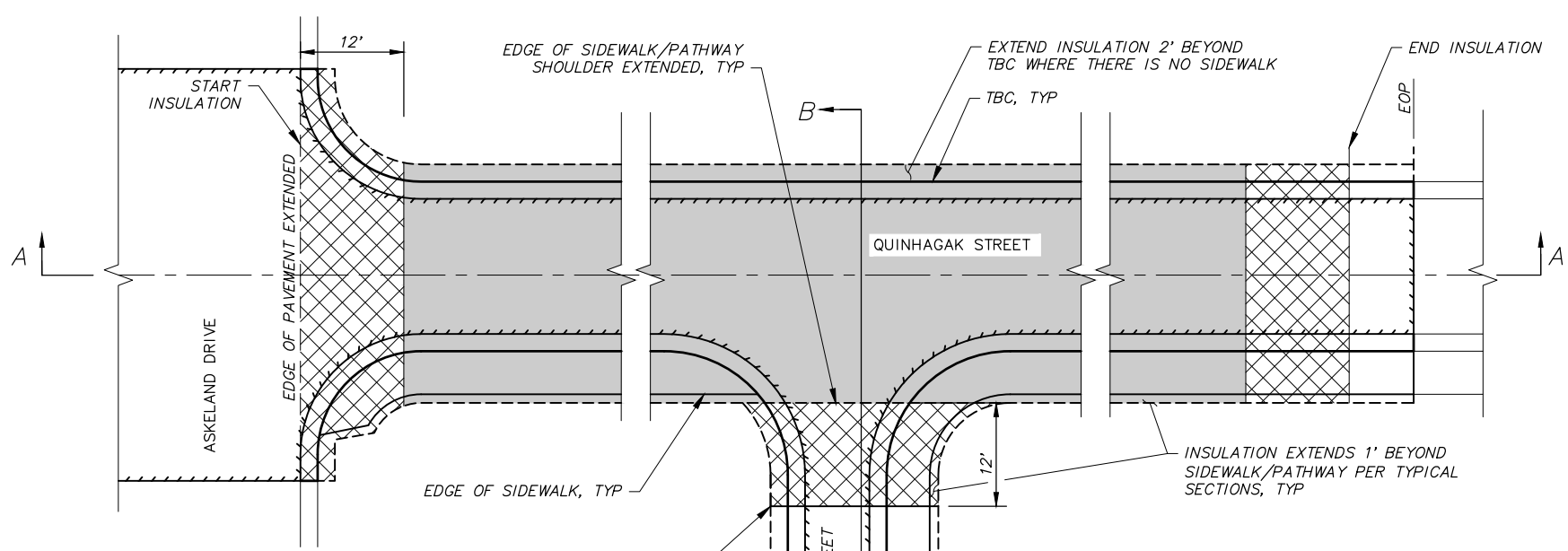
CRW ENGINEERING GROUP
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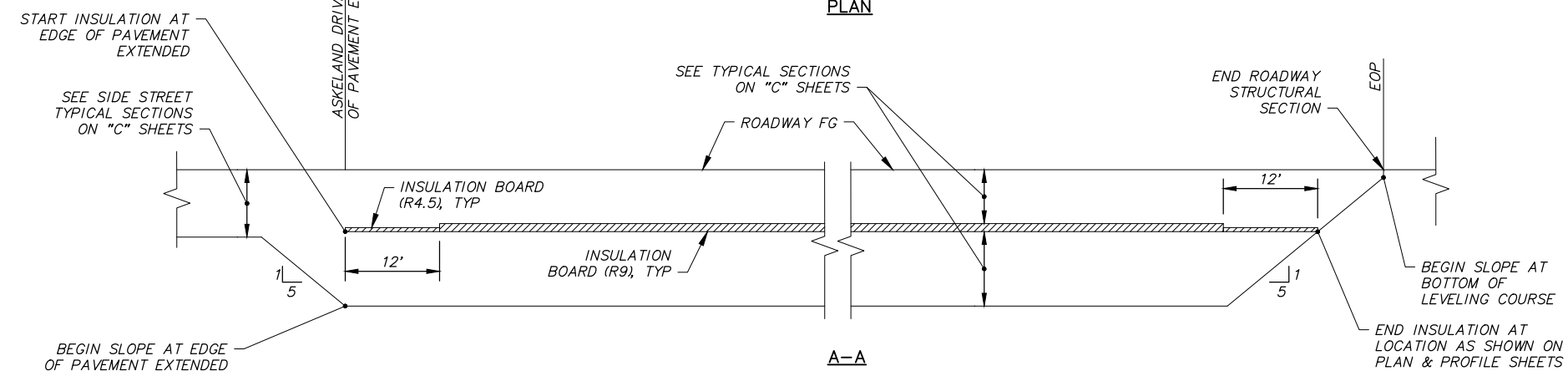
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A
ROADWAY DETAILS
 DRIVEWAYS
 SCALE: HOR. N/A VER. N/A
 GRID: SW2033
 DATE: MARCH 2025
 STATUS: FINAL
 SHEET: D4 of D8

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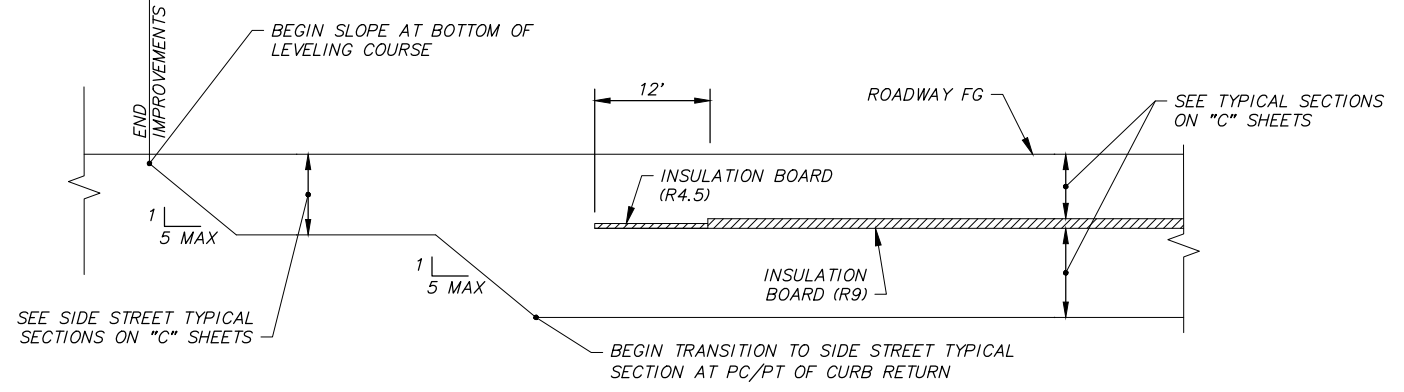
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PLAN



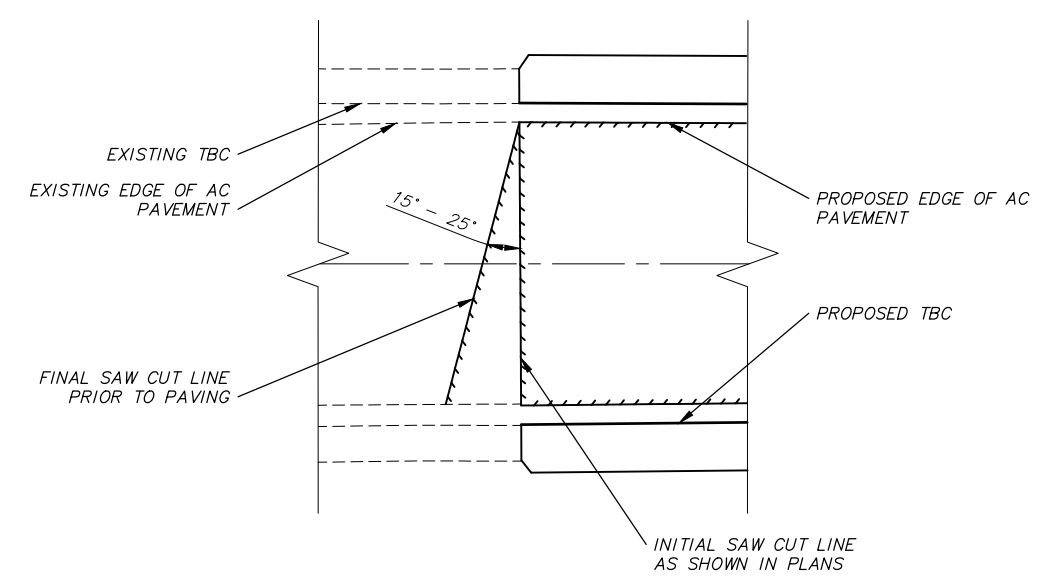
A-A



B-B

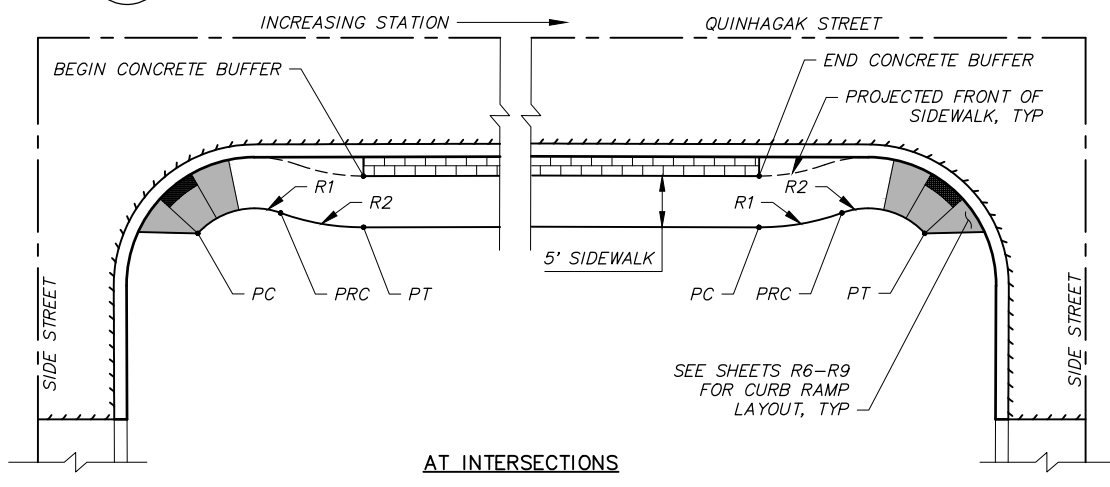
BOARD INSULATION AND EXCAVATION TRANSITION DETAIL

SCALE: NTS

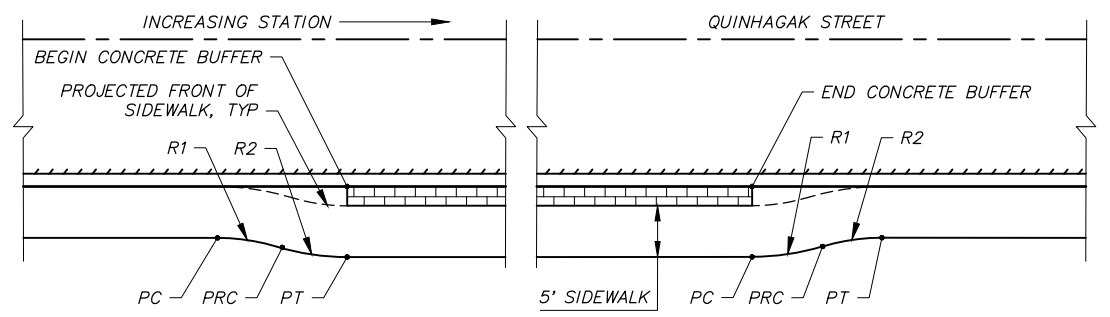


2 TRANSVERSE SAW CUT JOINT DETAIL

SCALE: NTS



AT INTERSECTIONS



OTHER AREAS

SIDEWALK TRANSITION DETAIL NOTES:

- SEE SIDEWALK TRANSITION SUMMARY TABLE ON SHEET T3 FOR LAYOUT POINTS.

3 SIDEWALK TRANSITION DETAIL

SCALE: NTS

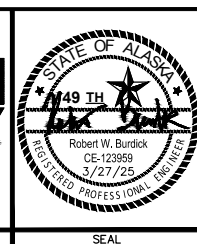
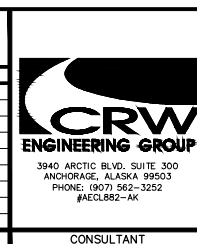
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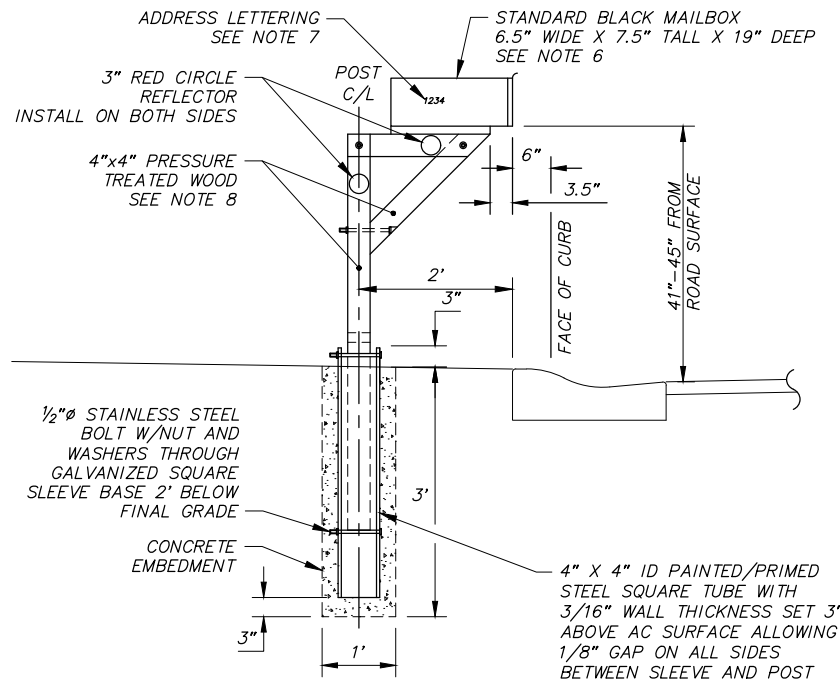
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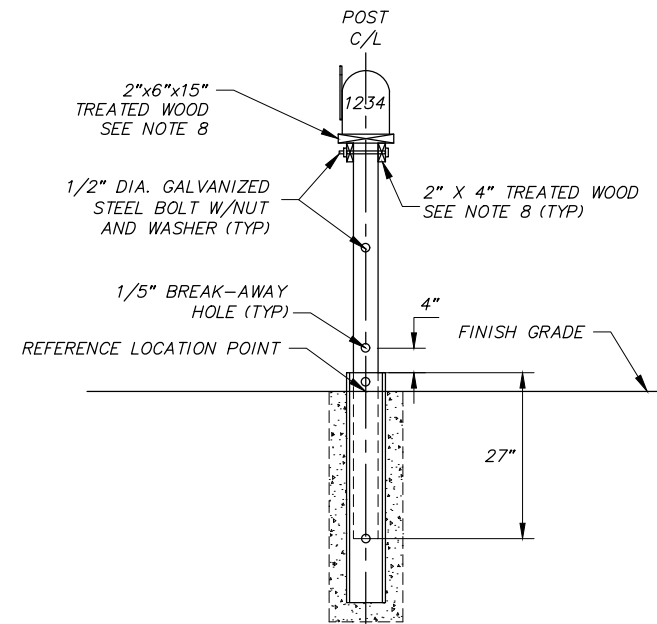


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| PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT | | | |
| 21-13 | QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE | | SCHED A |
| ROADWAY DETAILS | | | |
| MISCELLANEOUS DETAILS | | | |
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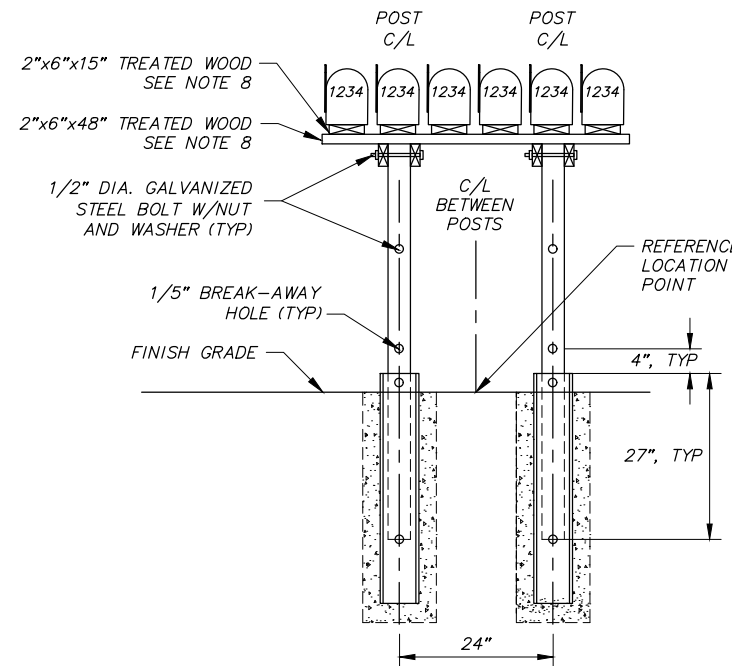
TYPICAL WOOD POST MAILBOX INSTALLATION (SIDE VIEW)

SCALE: NTS



TYPICAL SINGLE MAILBOX INSTALLATION (FRONT VIEW)

SCALE: NTS



TYPICAL COMBINED MAILBOX INSTALLATION (FRONT VIEW)

SCALE: NTS

TYPICAL WOOD POST MAILBOX INSTALLATION NOTES:

- SEE "RELOCATE MAILBOX" TABLE, DEMOLITION SHEETS & ROADWAY SHEETS FOR LOCATING MAILBOXES ALONG ROADWAY. LOCATIONS ARE APPROXIMATE, VERIFY LOCATION WITH ENGINEER PRIOR TO INSTALLATION.
- RELOCATE COMBINED MAILBOXES TO THE PROPOSED STATION AND 2' BEHIND THE TOP BACK OF CURB.
- CUT OFF EXCESS BOLTS AND FILE SMOOTH AFTER TIGHTENING.
- MAILBOXES AND SUPPORTS SHALL CONFORM WITH U.S. POSTAL SERVICE REGULATIONS.
- 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.
- CONTRACTOR SHALL COORDINATE WITH THE MOA AND ENGINEER IN THE FIELD REGARDING MAILBOX SUBSTITUTIONS OR MAILBOX SIZING, PRIOR TO ORDERING MATERIALS.
- 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.
- ALL WOOD SHALL BE PRESSURE TREATED WOOD SEALED WITH A SEMI-TRANSPARENT OIL BASED STAIN BROWN IN COLOR. SUBMIT COLOR SAMPLE FOR APPROVAL.
- CONTRACTOR TO SEAL THE TUBE BASE WHEN SETTING CONCRETE TO AVOID CONCRETE FROM ENTERING THE TUBE.
- 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.
- CONTRACTOR MAY ADJUST CONCRETE EMBEDMENT DEPTH IF UTILITY CONFLICTS ARE ENCOUNTERED.
- MAILBOX ITEMS CALLED OUT IN DETAIL 1 SHALL APPLY TO MAILBOX DETAILS 2 & 3.

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| DATA | DRAWN BY | CHECKED BY |
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| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
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| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

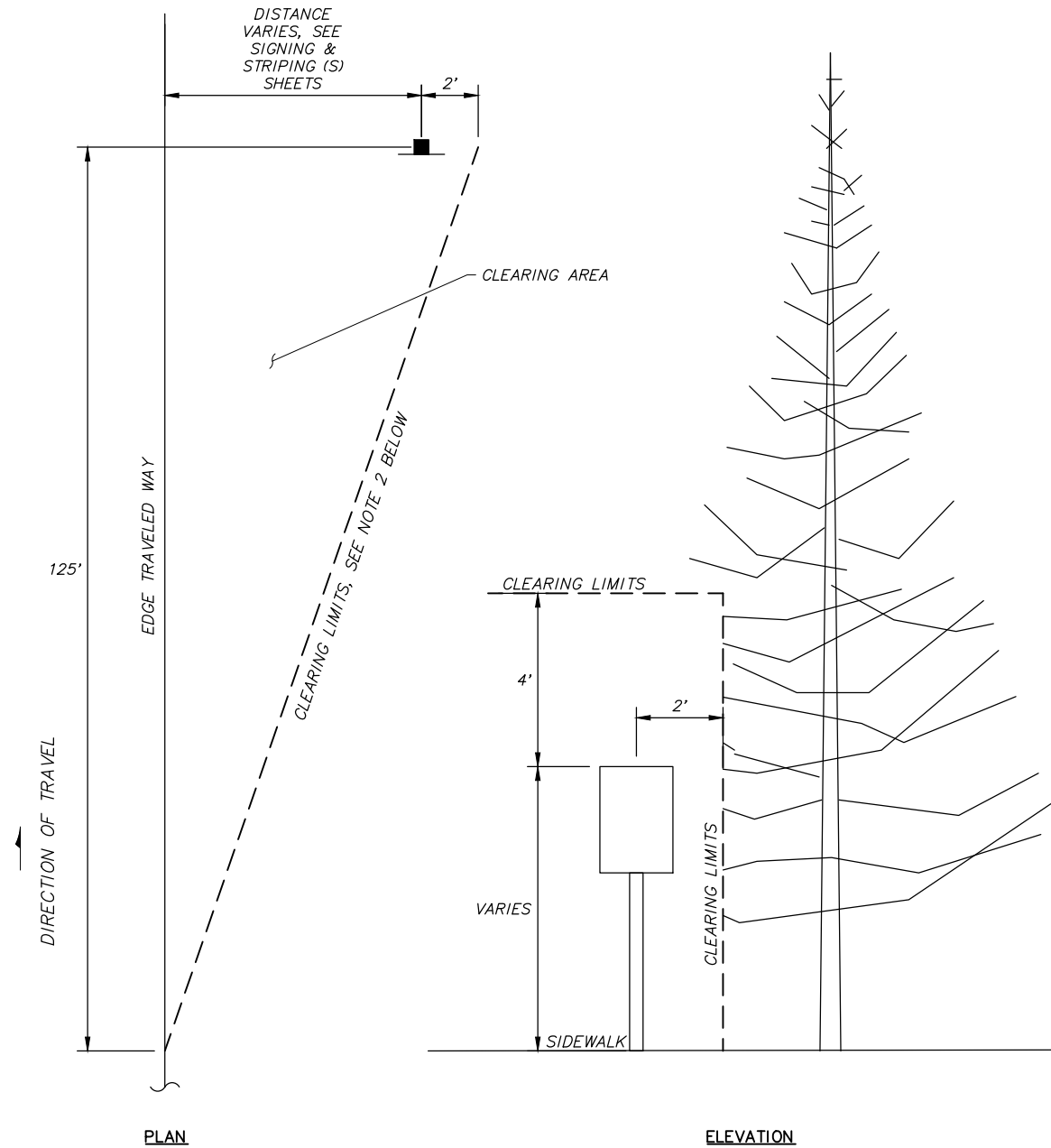
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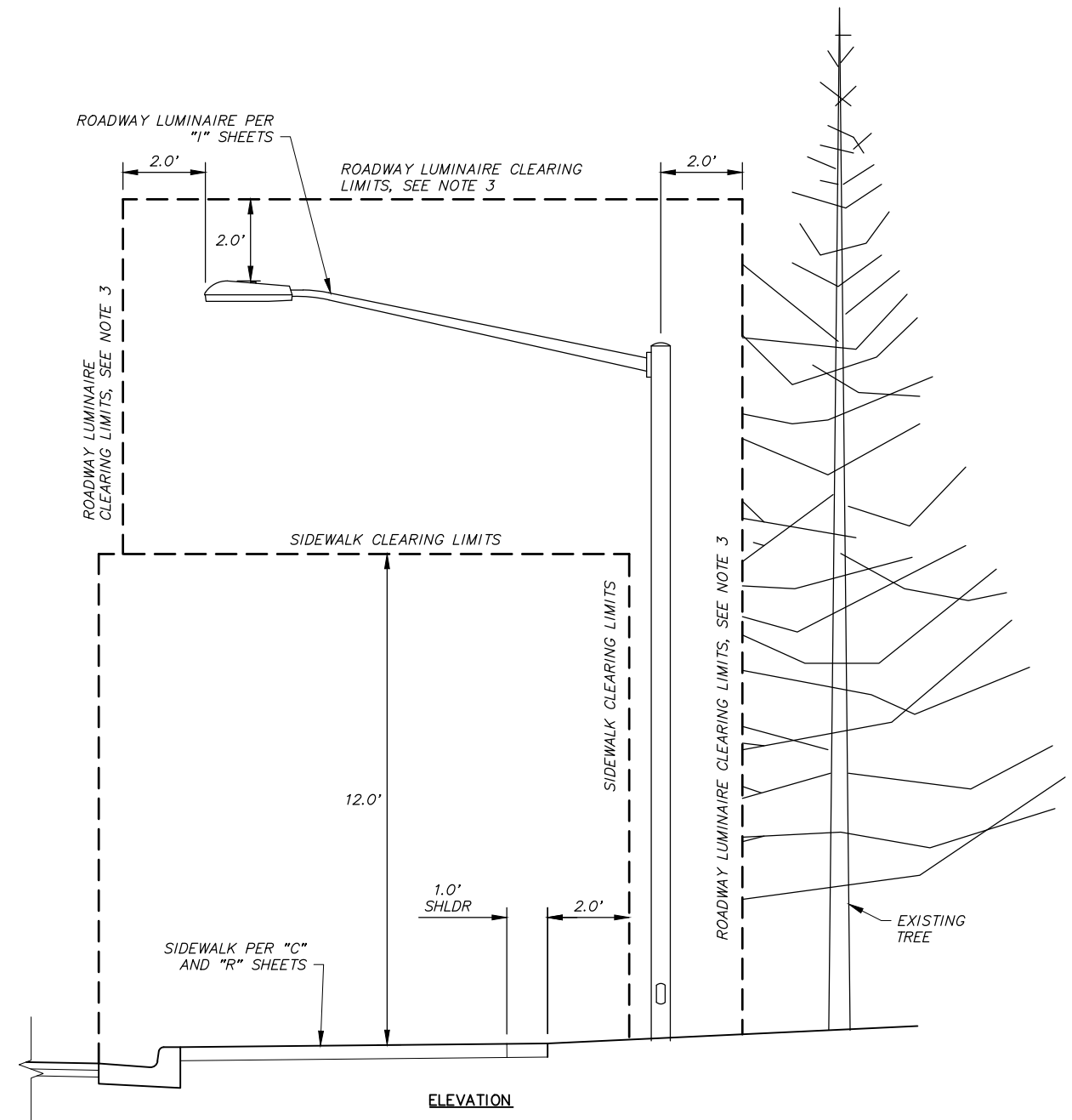
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21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED A
ROADWAY DETAILS
MAILBOX
SCALE HOR. N/A VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET D6 of D8



SIGN SIGHT DISTANCE CLEARING DETAIL NOTES:

- SIGN SIGHT DISTANCE CLEARING SHALL BE INCIDENTAL TO SECTION 20.04 CLEARING AND GRUBBING PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- MAINTAIN CLEARING LIMITS WITHIN AVAILABLE RIGHT-OF-WAY.
- 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.

1 SIGN SIGHT DISTANCE CLEARING DETAIL
SCALE: NTS



SIDEWALK AND ROADWAY LUMINAIRE CLEARING DETAIL NOTES:

- SIDEWALK AND ROADWAY LUMINAIRE CLEARING SHALL BE INCIDENTAL TO SECTION 20.04 CLEARING AND GRUBBING PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- MAINTAIN CLEARING LIMITS WITHIN AVAILABLE RIGHT-OF-WAY OR TCP.
- ROADWAY LUMINAIRE CLEARING LIMITS SHALL INCLUDE 20 FEET UP STATION AND DOWN STATION ALONG THE ROADWAY.
- 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.

2 SIDEWALK AND ROADWAY LUMINAIRE CLEARING DETAIL
SCALE: NTS

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 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AEC0882-AK

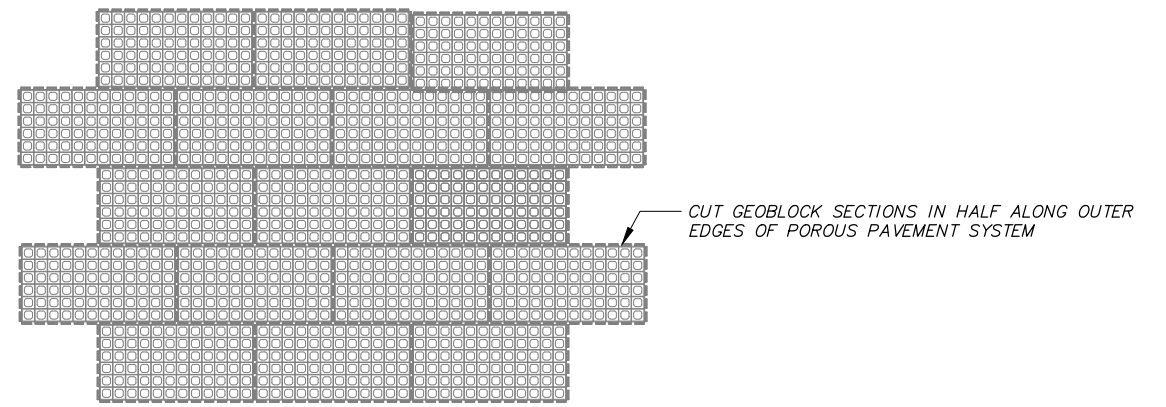
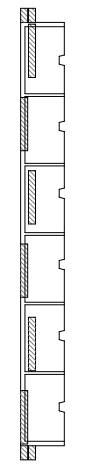
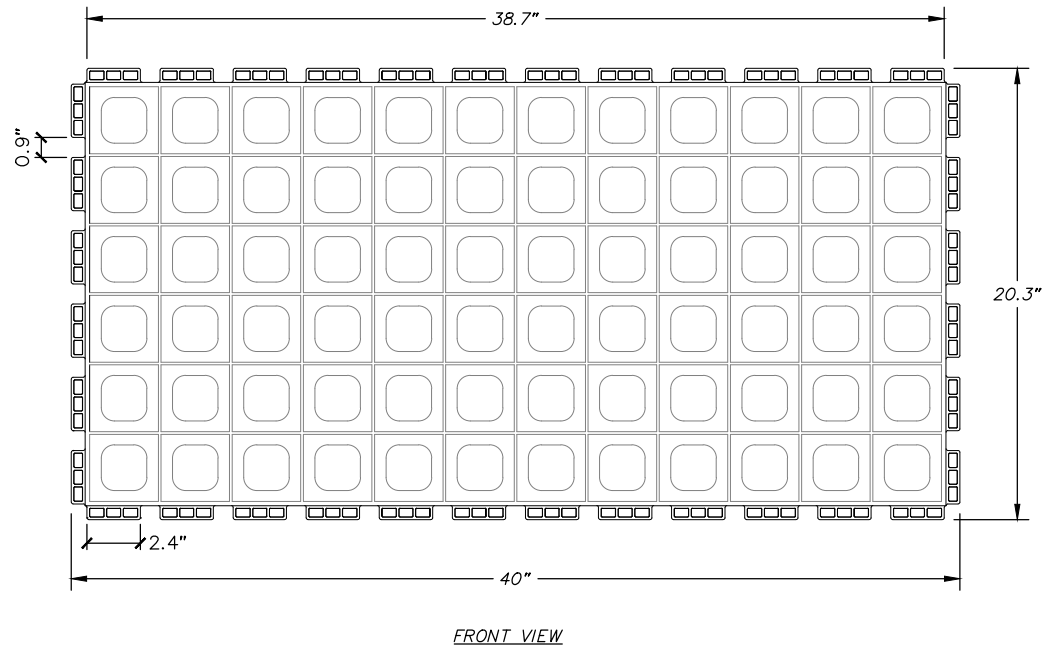
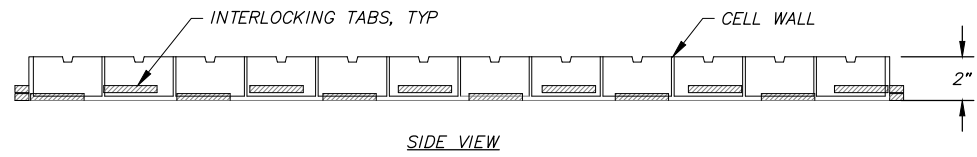
STATE OF ALASKA
 149 TH
 Robert W. Burdick
 CE-123959
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER

UNIVERSITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION
 E. DOWLING ROAD TO ASKELAND DRIVE SCHED A
ROADWAY DETAILS
 CLEARING DETAILS
 SCALE: HOR. N/A VER. N/A
 GRID: SW2033
 DATE: MARCH 2025 STATUS: FINAL
 SHEET: D7 of D8

SHEET NOTE:

- POROUS PAVEMENT SYSTEM SHALL BE GEOBLOCK 5150 OR APPROVED EQUAL. GEOBLOCK 5150 DIMENSIONS AND TYPICAL LAYOUT SHOWN ON THIS SHEET FOR REFERENCE.



1

GEOBLOCK 5150 DIMENSIONS

SCALE: NTS

2

GEOBLOCK 5150 TYPICAL LAYOUT-BRICKLAYER PATTERN

SCALE: NTS

File: I:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Roadway Details.dwg

RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

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| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|--------------------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| STAKING | | | | | | | |
| ASBUILT | | | | | | | |
| CONTRACTOR | | | | | | | |
| INSPECTOR | | | | | | | |
| BASIS OF THIS DATUM GAAB 1972 ADJUST | | | | | | | |

CRW ENGINEERING GROUP

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION SCHED A
E. DOWLING ROAD TO ASKELAND DRIVE

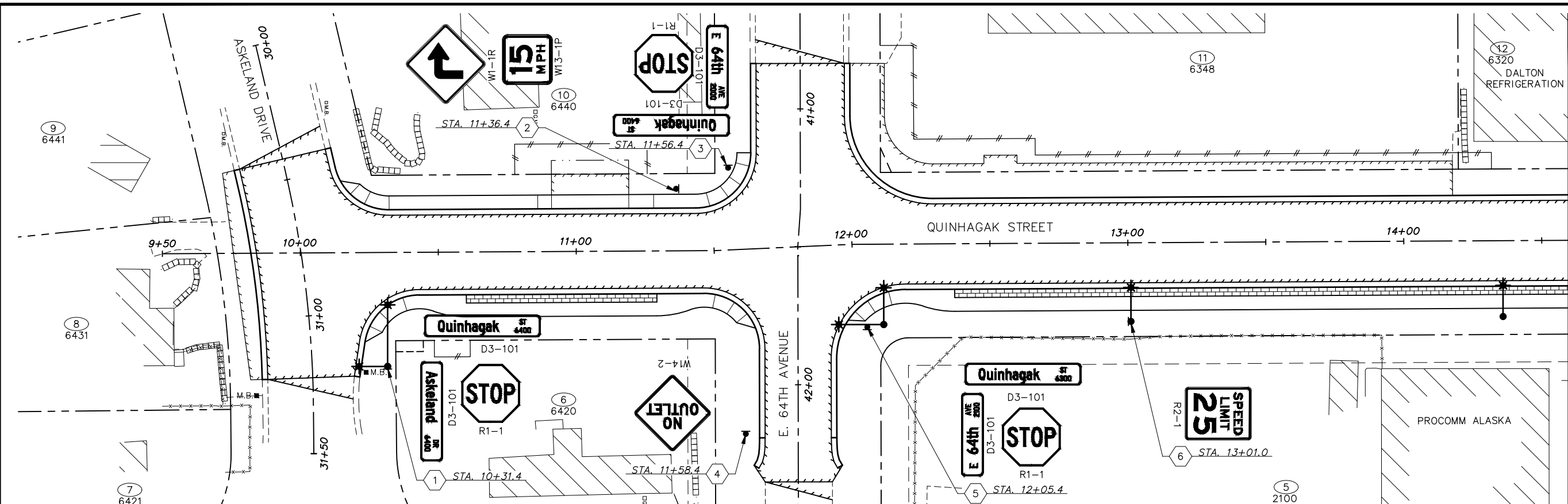
ROADWAY DETAILS

GEOBLOCK DETAILS

| | | | |
|-------|----------------------|--------|--------|
| SCALE | HOR. N/A VER. N/A | GRID | SW2033 |
| DATE | MARCH 2025 | STATUS | FINAL |

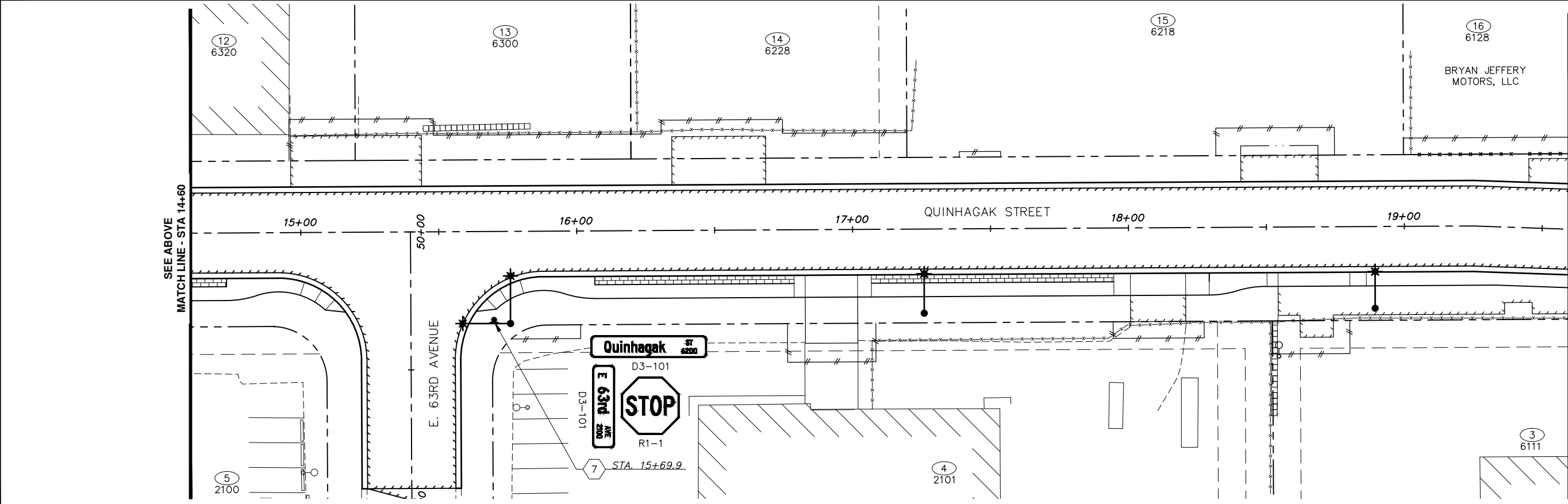
SHEET **D8** of **D8**

File: E:\webdata\10155.00_Quinhagak Street Reconstruction\00_CADD_2018\01_Working Set\01 Civil\10155.00_Signing & Striping.dwg



NOTE:
1. SEE SIGNING & STRIPING NOTES ON SHEET S2.

SEE BELOW
MATCH LINE - STA 14+60



SEE ABOVE
MATCH LINE - STA 19+60

RECORD DRAWING
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| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
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| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

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|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
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| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

STAKING

ASBUILT

CONTRACTOR

INSPECTOR

BASIS OF THIS DATUM: GAAB 1972 ADJUST



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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION
E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

SIGNING & STRIPING

BOP TO STA 19+60

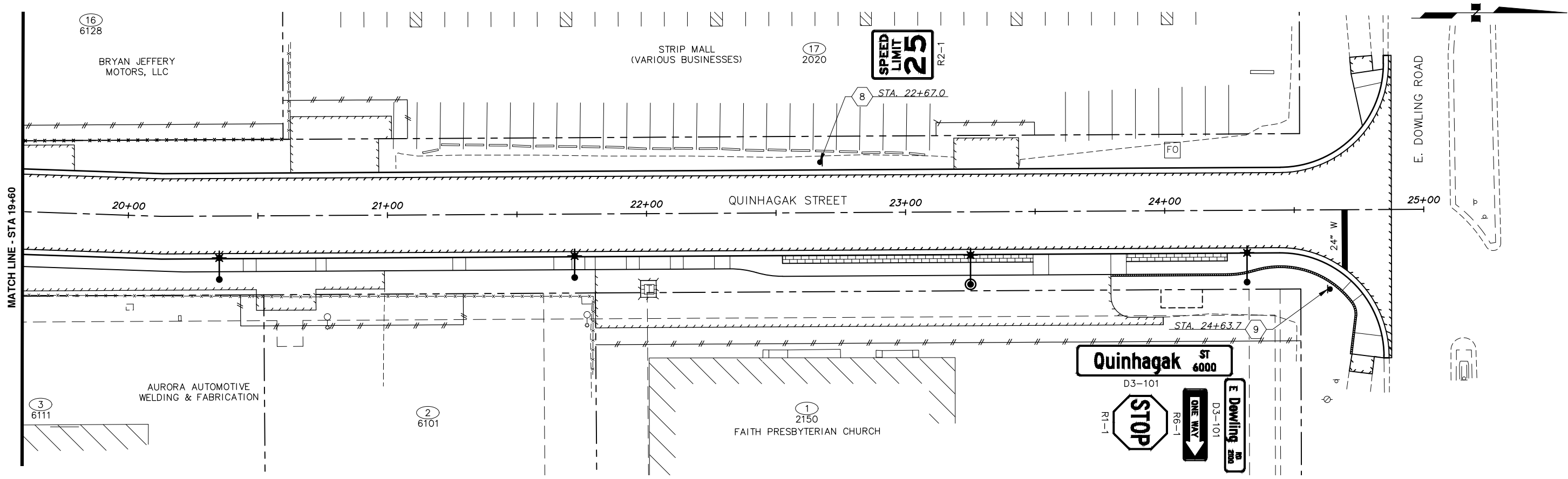
SCALE: HOR. 1"=20'
VER. N/A

GRID: 5W2033

DATE: MARCH 2025

STATUS: FINAL

SHEET S1 of S2



85.04

STANDARD SIGN

| SHEET NO. | POST NO. | STATION | OFFSET | TYPE | LEGEND | WIDTH | HEIGHT | AREA (SF) | SIGN FACES | SIGN POST | REMARKS |
|-----------|----------|---------|---------|-------------------|-----------------------|----------|----------|-----------|---------------------|------------------------|------------------------------|
| | | | | | | (INCHES) | (INCHES) | | | | |
| S1 | 1 | 10+31.4 | 41.3 RT | D3-101 | ASKELAND DR 6400 | 36 | 8 | 2.00 | N/S | MOUNT ON LIGHT POLE | ONE DOUBLE SIDED PANEL |
| | | | | D3-101 | QUINHAGAK ST 6400 | 42 | 8 | 2.33 | E/W | | ONE DOUBLE SIDED PANEL |
| | | | | R1-1 | STOP | 30 | 30 | 6.25 | W | | |
| | 2 | 11+36.3 | 22.5 LT | W1-1 | RIGHT TURN | 30 | 30 | 6.25 | N | 2.5" PST | |
| | | | | W13-1P | 15 MPH ADVISORY SPEED | 18 | 18 | 2.25 | N | | |
| | 3 | 11+56.4 | 29.8 LT | D3-101 | E 64TH AVE 2000 | 30 | 8 | 1.67 | N/S | 2.5" PST | ONE DOUBLE SIDED PANEL |
| | | | | D3-101 | QUINHAGAK ST 6400 | 42 | 8 | 2.33 | E/W | | ONE DOUBLE SIDED PANEL |
| | | | | R1-1 | STOP | 30 | 30 | 6.25 | E | | |
| | 4 | 11+58.4 | 66.9 RT | W14-2 | NO OUTLET | 30 | 30 | 6.25 | W | 2.5" PST | |
| | | | | D3-101 | E 64TH AVE 2100 | 30 | 8 | 1.67 | N/S | | ONE DOUBLE SIDED PANEL |
| | | | | D3-101 | QUINHAGAK ST 6300 | 42 | 8 | 2.33 | E/W | | ONE DOUBLE SIDED PANEL |
| | 5 | 12+05.4 | 30.0 RT | R1-1 | STOP | 30 | 30 | 6.25 | E | 2.5" PST | |
| | | | | D3-101 | E 63RD AVE 2100 | 30 | 8 | 1.67 | N/S | | ONE DOUBLE SIDED PANEL |
| | | | | D3-101 | QUINHAGAK ST 6200 | 42 | 8 | 2.33 | E/W | | ONE DOUBLE SIDED PANEL |
| 6 | 13+01.0 | 28.5 RT | R2-1 | SPEED LIMIT 25 | 24 | 30 | 5.00 | S | MOUNT ON LIGHT POLE | | |
| | | | D3-101 | E 63RD AVE 2100 | 30 | 8 | 1.67 | N/S | | ONE DOUBLE SIDED PANEL | |
| | | | D3-101 | QUINHAGAK ST 6200 | 42 | 8 | 2.33 | E/W | | ONE DOUBLE SIDED PANEL | |
| 7 | 15+69.9 | 32.0 RT | R1-1 | STOP | 30 | 30 | 6.25 | E | 2.5" PST | | |
| | | | D3-101 | E 63RD AVE 2100 | 30 | 8 | 1.67 | N/S | | ONE DOUBLE SIDED PANEL | |
| | | | D3-101 | QUINHAGAK ST 6200 | 42 | 8 | 2.33 | E/W | | ONE DOUBLE SIDED PANEL | |
| S2 | 8 | 22+67.0 | 19.5 LT | R2-1 | SPEED LIMIT 25 | 24 | 30 | 5.00 | N | 2.5" PST | ONE DOUBLE SIDED PANEL |
| | | | | D3-101 | E DOWLING RD | 36 | 8 | 2.00 | N/S | | ONE DOUBLE SIDED PANEL |
| | | | | D3-101 | QUINHAGAK ST | 60 | 12 | 10.00 | E/W | | MOUNT TWO SIGNS BACK TO BACK |
| | | | | R6-1R | ONE WAY RIGHT | 36 | 12 | 3.00 | S | | |
| 9 | 24+63.7 | 30.6 RT | R1-1 | STOP | 30 | 30 | 6.25 | S | 2.5" PST | | |

SIGNING NOTES:

- THE STATIONS INDICATED IN THE SIGN SUMMARY ARE APPROXIMATE. INSTALL SIGNS AND SIGN FOUNDATIONS PER MASS STANDARD DETAILS. BEFORE INSTALLING ANY SIGN, STAKE THE LOCATION OF ALL SIGNS FOR THE ENGINEER'S REVIEW AND APPROVAL.
- PROVIDE PERFORATED STEEL TUBE (PST) SIGN POSTS OF THE SIZE INDICATED IN THE SIGN SUMMARY.
- INSTALL THE POSTS FOR STOP SIGNS AT LOCATIONS THAT CONFORM TO MASS STANDARD DETAIL 85-14 & 85-15.
- ALL STOP SIGNS AND STREET NAME SIGNS SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
- THE LETTERING FOR STREET NAME SIGNS (D3 SERIES) SHALL BE FEDERAL HIGHWAY ADMINISTRATION "FHWA 2000 SERIES C" LETTERING, A COMBINATION OF LOWER-CASE LETTERS WITH INITIAL UPPER-CASE LETTERS.

STRIPING NOTES:

- ALL STRIPING SHALL CONFORM TO THESE CONTRACT DOCUMENTS AND THE STANDARD MASS DETAILS. ALL REVISIONS SHALL CONFORM TO THE LATEST EDITION OF THE ALASKA TRAFFIC MANUAL AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- UNLESS OTHERWISE NOTED, PROVIDE METHYL METHACRYLATE PAINT OF THE COLORS AND WIDTHS SPECIFIED FOR THE TRAFFIC MARKINGS INDICATED ON THE DRAWINGS. PROVIDE INLAID APPLICATION MARKINGS IN THE FOLLOWING MANNER:
 - 125 MILS FOR 24" WHITE STOP BAR MARKINGS
- OBLITERATE AND REPLACE ALL STRIPING DAMAGED BY CONTRACTORS OPERATIONS.
- INSTALL 24" WIDE STOP BARS PER MASS STANDARD DETAILS 85-14 & 85-15.

File: E:\lab\data\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Signing & Striping.dwg

RECORD DRAWING

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| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



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E. DOWLING ROAD TO ASKELAND DRIVE SCHED A

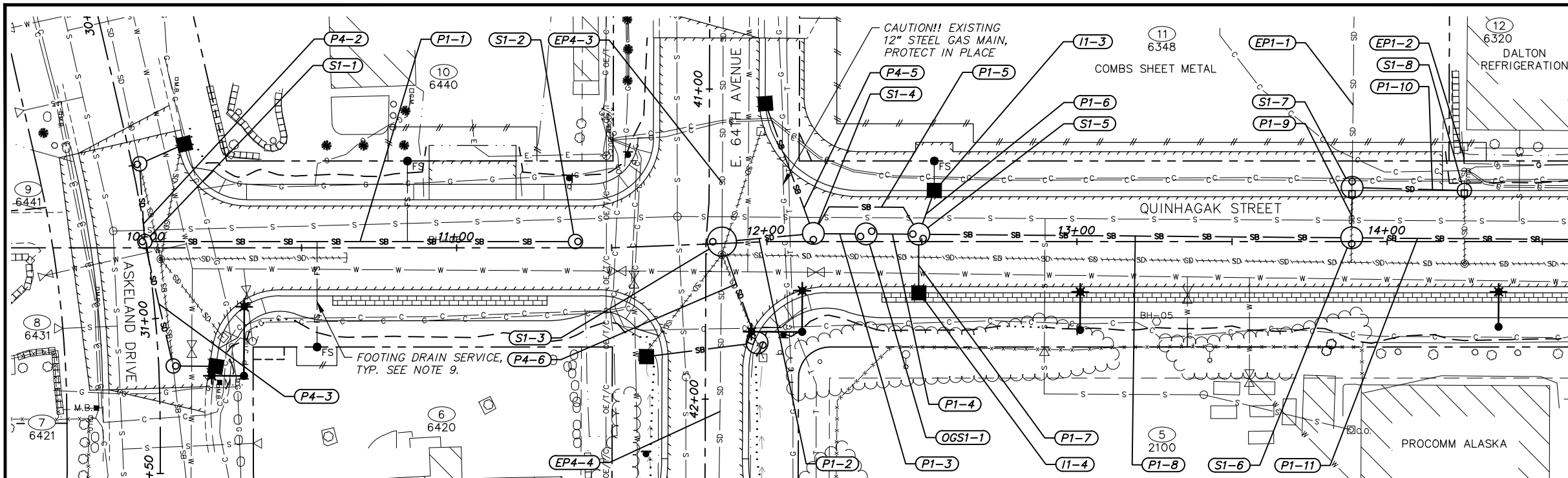
SIGNING & STRIPING

STA 19+60 TO EOP

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

GRID 9W2033
DATE MARCH 2025 STATUS FINAL

SHEET S2 of S2



- 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. CPEP FITTINGS I.A.W. MASS SECTION 55.02 SHALL BE USED FOR BYPASS PIPING, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. LOCATION OF FITTINGS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD LOCATE FITTINGS WITH ENGINEER'S APPROVAL TO MINIMIZE CONFLICTS WITH OTHER UTILITIES AND OBSTRUCTIONS. CONCRETE THRUST BLOCKS I.A.W. MASS STANDARD DETAIL 60-06 SHALL BE INSTALLED AT ALL FITTINGS. PAYMENT FOR THRUST BLOCKS SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 55.03.
 6. REFER TO SHEET SD7 FOR OGS AND BYPASS STRUCTURE DETAILS.

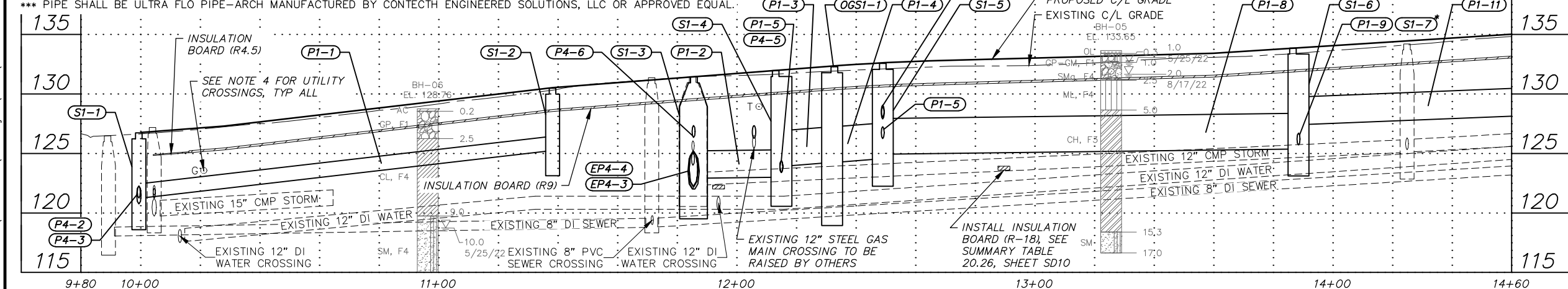
55.02 & 55.03 - STORM DRAIN & SUBDRAIN PIPE

| PIPE NAME | SIZE (IN.) | PIPE TYPE | LENGTH (FT.) | FROM | TO | INLET ELEVATION | OUTLET ELEVATION | SLOPE |
|-----------|------------|--------------------|--------------|--------|--------|-----------------|------------------|-------|
| P1-1 | 12 | CPEP, SP (CLASS 2) | 138.80 | S1-2 | S1-1 | 125.30 | 121.40 | 2.89% |
| P1-2*** | 33x26 | PIPE-ARCH | 29.58 | S1-4 | S1-3 | 123.07 | 123.00 | 0.31% |
| P1-3 | 30 | CPEP, SP (CLASS 1) | 17.00 | OGS1-1 | S1-4 | 124.45 | 124.23 | 2.00% |
| P1-4 | 30 | CPEP, SP (CLASS 1) | 17.00 | S1-5 | OGS1-1 | 124.76 | 124.54 | 2.00% |
| P1-5** | 12 | CPEP, SP (CLASS 2) | 44.02 | S1-5 | S1-4 | 126.26 | 123.40 | 7.52% |
| P1-6 | 12 | CPEP, SP (CLASS 2) | 14.96 | I1-3 | S1-5 | 128.27 | 128.07 | 2.01% |
| P1-7 | 12 | CPEP, SP (CLASS 2) | 18.89 | I1-4 | S1-5 | 128.19 | 127.91 | 2.02% |
| P1-8 | 30 | CPEP, SP (CLASS 1) | 139.50 | S1-6 | S1-5 | 125.62 | 125.21 | 0.31% |
| P1-9 | 12 | CPEP, S | 16.24 | S1-7 | S1-6 | 125.76 | 125.72 | 0.39% |
| P1-10 | 12 | CPEP, S | 36.21 | S1-8 | S1-7 | 125.98 | 125.88 | 0.32% |
| EP1-1 | 12 | CMP | -- | -- | S1-7 | -- | 125.9± | -- |
| EP1-2 | 12 | CPEP, S | -- | -- | S1-8 | -- | 126.0± | -- |
| P1-11 | 24 | CPEP, SP (CLASS 2) | 149.20 | S2-2 | S1-6 | 129.06 | 127.62 | 1.01% |

55.04, 55.05, 55.09 & 55.22 - STORM DRAIN STRUCTURES

| STRUCTURE ID | TYPE OF STRUCTURE | TYPE OF CASTING | STATION | OFFSET TO STRUCTURE C/L | TOP OF CASTING ELEVATION | CURB TYPE | COMMENTS |
|--------------|-------------------|-----------------|----------|-------------------------|--------------------------|-----------|---|
| S1-1 | MH I | MH | 9+99.46 | 2.00' LT | 126.70 | N/A | |
| S1-2 | MH I | MH | 11+38.26 | 2.00' LT | 130.46 | N/A | |
| S1-3 | MH III/CONNECT | MH | 11+85.55 | 0.50' LT | 131.41 | N/A | WATERTIGHT MH, SEE NOTES 8 & 11; CONNECT EX. PIPES (EP4-3, EP4-4) |
| S1-4 | MH II | MH | 12+15.01 | 2.59' LT | 131.94 | N/A | WATERTIGHT MH, SEE NOTE 8 |
| OGS1-1 | OGS | MH | 12+32.01 | 2.49' LT | 132.26 | N/A | WATERTIGHT MH, SEE NOTE 8; SEE DETAIL 1, SHEET SD7 |
| I1-3 | CB | CI | 12+54.00 | 16.50' RT | 132.56 | 2 | |
| S1-5 | BYPASS/MH II | MH | 12+49.01 | 2.39' LT | 132.54 | N/A | WATERTIGHT MH, SEE NOTE 8; SEE DETAIL 2, SHEET SD7 |
| I1-4 | CB | CI | 12+49.00 | 16.50' RT | 132.72 | 1 | |
| S1-6 | MH II | MH | 13+88.50 | 1.22' LT | 133.83 | N/A | WATERTIGHT MH, SEE NOTE 8 |
| S1-7 | CB MH II/CONNECT | CI/MH | 13+88.64 | 17.45' LT | 133.77 | 2 | CONNECT EX. PIPE (EP1-2), SEE MASS DETAIL 55-28 |
| S1-8 | CB MH I/CONNECT | CI | 14+24.84 | 16.50' LT | 134.34 | 2 | CONNECT EX. PIPE (EP1-3) |

** OGS1-1 MAINTENANCE BYPASS PIPE, SEE NOTE 5.
 *** PIPE SHALL BE ULTRA FLO PIPE-ARCH MANUFACTURED BY CONTECH ENGINEERED SOLUTIONS, LLC OR APPROVED EQUAL.



7. CONTRACTOR SHALL PERFORM TESTING I.A.W. MASS SECTION 50.02 (SANITARY SEWER PIPE) FOR WATERTIGHT STORM DRAIN PIPE.
8. PROVIDE WATERTIGHT CONNECTION AT MANHOLE. INSTALL Z-LOK STM BOOT STYLE CONNECTOR OR APPROVED EQUAL FOR PIPE TO MANHOLE CONNECTION. NO ADDITIONAL PAYMENT SHALL BE MADE FOR STRUCTURES CONSTRUCTED WITH BOOT STYLE CONNECTOR.
9. REFER TO SHEET SD10 FOR FOOTING DRAIN SERVICE SUMMARY TABLE.
10. FOOTING DRAIN SERVICES NOT SHOWN IN PROFILE FOR CLARITY.
11. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR THIS TYPE III MANHOLE.

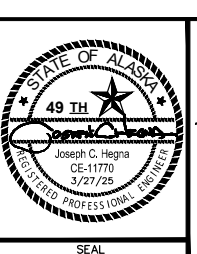
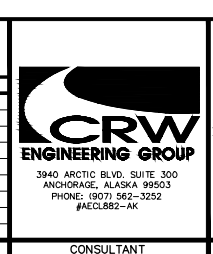
RECORD DRAWING

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| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV. | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---------------------------|---------|-----------------------------------|---------|------|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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' | | | | |
| GAS | CB | BW | STAKING | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | | |
| QUANTITIES | RB | JK | CONTRACTOR | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



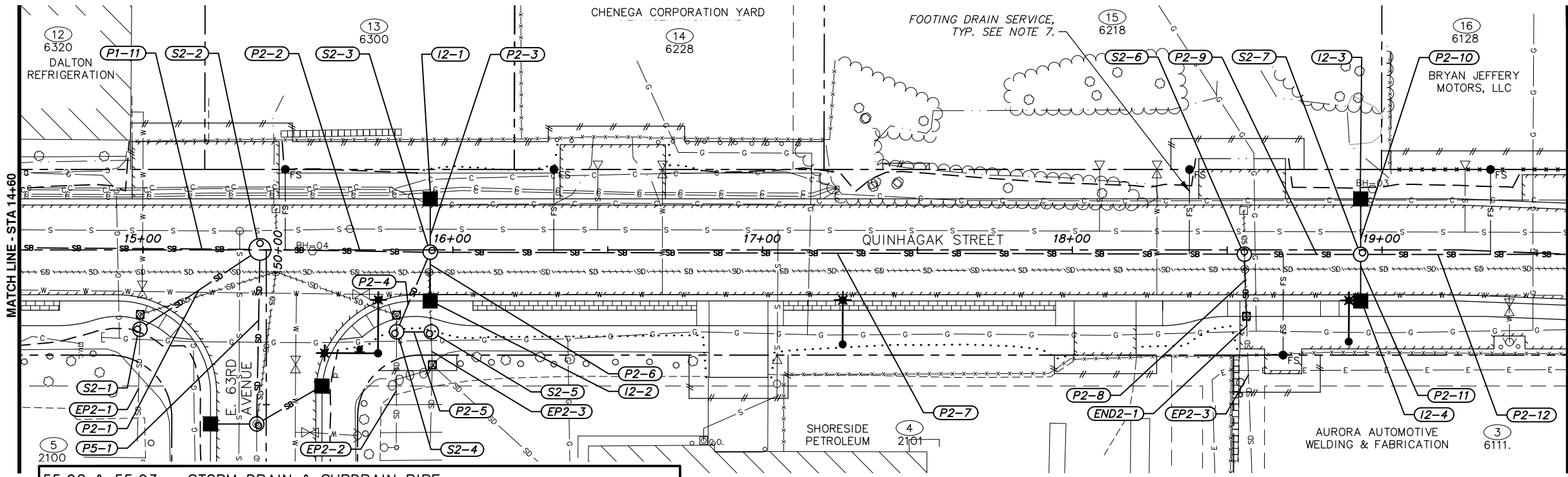
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKLAND DRIVE SCHED B

STORM DRAIN PLAN & PROFILE

QUINHAGAK STREET - BOP TO STA 14+60

SCALE: HOR. 1"=20' VER. 1"=5' GRID: 9W2033 DATE: MARCH 2025 STATUS: FINAL SHEET SD1 of SD10



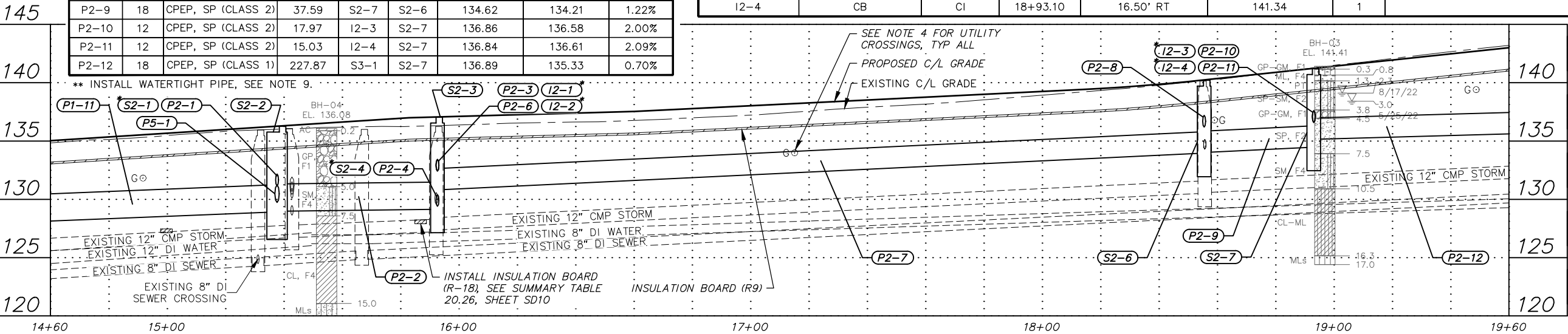
- NOTES:**
1. AN ASTERISK (*) DENOTES PIPE OR STRUCTURE NOT SHOWN IN PROFILE FOR CLARIFY.
 2. REFER TO SHEET SD6 FOR GENERAL STORM DRAIN STRUCTURE/PIPE NOTES AND STRUCTURE ABBREVIATIONS USED ON SUMMARY TABLES SHOWN ON THIS SHEET.
 3. REFER TO SHEETS SD6-SD10 FOR STORM DRAIN DETAILS AND SUMMARY TABLES.
 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. PROVIDE WATERTIGHT CONNECTION AT MANHOLE. INSTALL Z-LOK STM BOOT STYLE CONNECTOR OR APPROVED EQUAL FOR PIPE TO MANHOLE CONNECTION. NO ADDITIONAL PAYMENT SHALL BE MADE FOR STRUCTURES CONSTRUCTED WITH BOOT STYLE CONNECTOR.
 7. REFER TO SHEET SD10 FOR FOOTING DRAIN SERVICE SUMMARY TABLE.

55.02 & 55.03 - STORM DRAIN & SUBDRAIN PIPE

| PIPE NAME | SIZE (IN.) | PIPE TYPE | LENGTH (FT.) | FROM | TO | INLET ELEVATION | OUTLET ELEVATION | SLOPE |
|-----------|------------|--------------------|--------------|--------|--------|-----------------|------------------|-------|
| EP2-1 | 4 | CPEP, S | -- | -- | S2-1 | -- | 133.0± | -- |
| P2-1** | 12 | CPEP, S | 46.56 | S2-1 | S2-2 | 131.30 | 131.17 | 0.31% |
| P2-2 | 24 | CPEP, SP (CLASS 1) | 55.00 | S2-3 | S2-2 | 129.31 | 129.16 | 0.30% |
| P2-3 | 12 | CPEP, SP (CLASS 2) | 17.25 | I2-1 | S2-3 | 132.69 | 132.42 | 2.04% |
| P2-4** | 12 | CPEP, S | 27.93 | S2-4 | S2-3 | 129.49 | 129.41 | 0.33% |
| EP2-2 | 6 | CMP | -- | -- | S2-4 | -- | 132.1± | -- |
| P2-5 | 12 | CPEP, S | 11.20 | S2-5 | S2-4 | 129.62 | 129.59 | 0.42% |
| EP2-3 | 12 | CPEP, S | -- | -- | S2-5 | -- | 129.7± | -- |
| P2-6 | 12 | CPEP, SP (CLASS 2) | 15.75 | I2-2 | S2-3 | 132.67 | 132.43 | 2.04% |
| P2-7 | 18 | CPEP, SP (CLASS 2) | 262.82 | S2-6 | S2-3 | 134.11 | 131.00 | 1.20% |
| P2-8 | 12 | CPEP, S | 23.20 | END2-1 | S2-6 | 136.30 | 136.20 | 0.47% |
| EP2-3 | 12 | CPEP, S | -- | -- | END2-1 | -- | 136.3± | -- |
| P2-9 | 18 | CPEP, SP (CLASS 2) | 37.59 | S2-7 | S2-6 | 134.62 | 134.21 | 1.22% |
| P2-10 | 12 | CPEP, SP (CLASS 2) | 17.97 | I2-3 | S2-7 | 136.86 | 136.58 | 2.00% |
| P2-11 | 12 | CPEP, SP (CLASS 2) | 15.03 | I2-4 | S2-7 | 136.84 | 136.61 | 2.09% |
| P2-12 | 18 | CPEP, SP (CLASS 1) | 227.87 | S3-1 | S2-7 | 136.89 | 135.33 | 0.70% |

55.04, 55.05 & 55.09 - STORM DRAIN STRUCTURES

| STRUCTURE ID | TYPE OF STRUCTURE | TYPE OF CASTING | STATION | OFFSET TO STRUCTURE C/L | TOP OF CASTING ELEVATION | CURB TYPE | COMMENTS |
|--------------|-------------------|-----------------|----------|-------------------------|--------------------------|-----------|-----------------------------|
| S2-1 | MH I/CONNECT | MH | 14+98.95 | 25.66' RT | 136.38 | N/A | CONNECT TO EX. PIPE (EP2-1) |
| S2-2 | MH II | MH | 15+37.70 | 0.15' LT | 136.24 | N/A | |
| S2-4 | MH I/CONNECT | MH | 15+81.80 | 26.47' RT | 136.37 | N/A | CONNECT TO EX. PIPE (EP2-2) |
| I2-1 | CB | CI | 15+92.69 | 16.50' LT | 136.94 | 2 | |
| I2-2 | CB | CI | 15+92.69 | 16.50' RT | 137.17 | 1 | |
| S2-3 | MH I | MH | 15+92.69 | 0.75' RT | 137.02 | N/A | |
| S2-5 | MH I/CONNECT | MH | 15+93.00 | 26.53' RT | 136.30 | N/A | CONNECT TO EX. PIPE (EP2-3) |
| S2-6 | MH I | MH | 18+55.51 | 1.38' RT | 140.17 | N/A | |
| END2-1 | EX. PIPE | -- | 18+56.31 | 24.57' RT | -- | N/A | CONNECT TO PIPE (P2-8) |
| S2-7 | MH I | MH | 18+93.10 | 1.47' RT | 141.17 | N/A | |
| I2-3 | CB | CI | 18+93.10 | 16.50' LT | 141.11 | 2 | |
| I2-4 | CB | CI | 18+93.10 | 16.50' RT | 141.34 | 1 | |



8. FOOTING DRAIN SERVICES NOT SHOWN IN PROFILE FOR CLARITY.
9. CONTRACTOR SHALL PERFORM TESTING I.A.W. MASS SECTION 50.02 (SANITARY SEWER PIPE) FOR WATERTIGHT STORM DRAIN PIPE.

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: _____ TITLE: _____ DATE: _____
 BY: _____

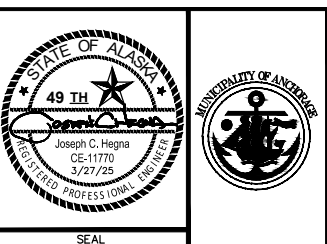
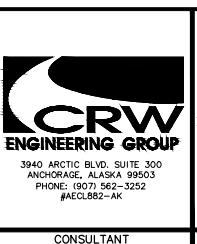
2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

BASIS OF THIS DATUM GAAB 1972 ADJUST



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

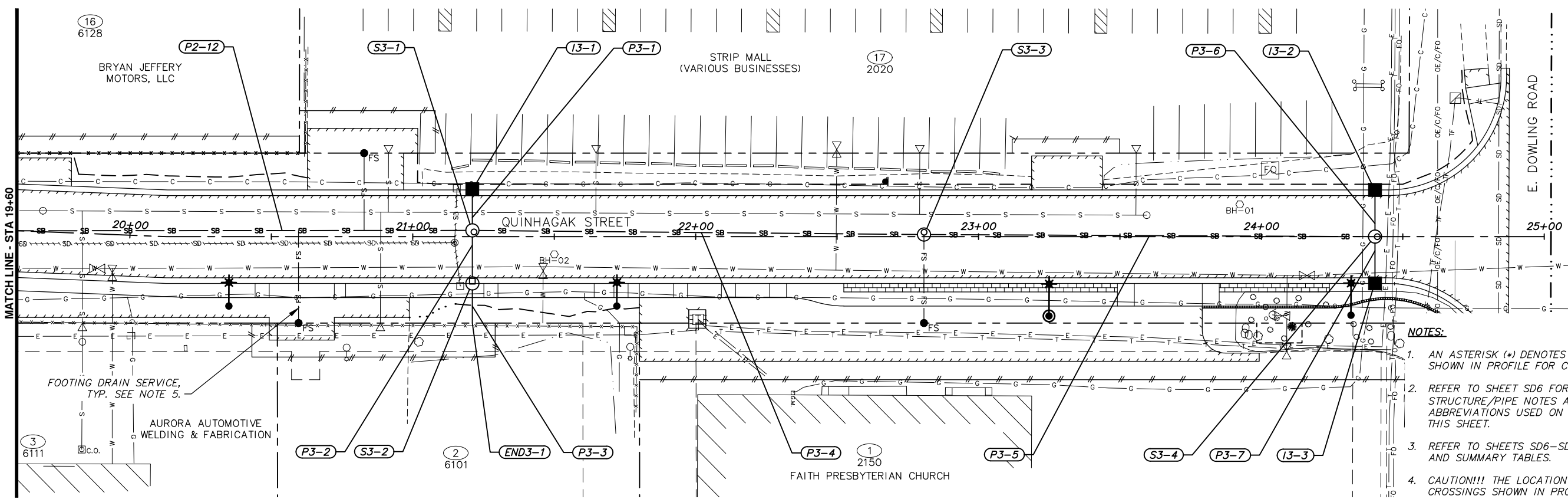
21-13 QUINHAGAK STREET RECONSTRUCTION
 E. DOWLING ROAD TO ASKLAND DRIVE SCHED B

STORM DRAIN PLAN & PROFILE

QUINHAGAK STREET - STA 14+60 TO STA 19+60

SCALE: HOR. 1"=20'
 VER. 1"=5'

GRID 9W2033
 DATE MARCH 2025 STATUS FINAL SHEET 21 of 21



- NOTES:**
1. AN ASTERISK (*) DENOTES PIPE OR STRUCTURE NOT SHOWN IN PROFILE FOR CLARITY.
 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. REFER TO SHEET SD10 FOR FOOTING DRAIN SERVICE SUMMARY TABLE.
 6. FOOTING DRAIN SERVICES NOT SHOWN IN PROFILE FOR CLARITY.
 7. COORDINATE WITH PARCEL 2 OWNER TO CONNECT TO NEW ON-PROPERTY PIPE. IF PARCEL 2 OWNER IS NOT READY TO CONNECT, INSTALL CAP ON END OF PIPE.
 8. CONTRACTOR SHALL PERFORM TESTING I.A.W. MASS SECTION 50.02 (SANITARY SEWER PIPE) FOR WATERTIGHT STORM DRAIN PIPE.
 9. PROVIDE WATERTIGHT CONNECTION AT MANHOLE. INSTALL Z-LOK STM BOOT STYLE CONNECTOR OR APPROVED EQUAL FOR PIPE TO MANHOLE CONNECTION. NO ADDITIONAL PAYMENT SHALL BE MADE FOR STRUCTURES CONSTRUCTED WITH BOOT STYLE CONNECTOR.

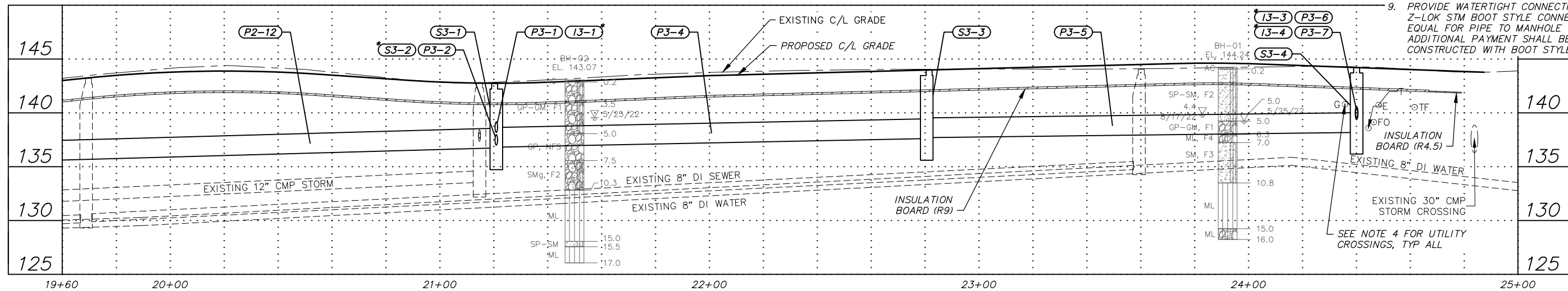
55.02 & 55.03 - STORM DRAIN & SUBDRAIN PIPE

| PIPE NAME | SIZE (IN.) | PIPE TYPE | LENGTH (FT.) | FROM | TO | INLET ELEVATION | OUTLET ELEVATION | SLOPE |
|-----------|------------|--------------------|--------------|--------|------|-----------------|------------------|-------|
| P3-1 | 12 | CPEP, SP (CLASS 2) | 14.57 | I3-1 | S3-1 | 138.39 | 138.17 | 2.08% |
| P3-2** | 12 | CPEP, S | 18.71 | S3-2 | S3-1 | 137.04 | 136.99 | 0.34% |
| P3-3 | 12 | CPEP, S | 14.00 | END3-1 | S3-2 | 137.13 | 137.09 | 0.33% |
| P3-4 | 18 | CPEP, SP (CLASS 2) | 159.69 | S3-3 | S3-1 | 137.77 | 136.99 | 0.50% |
| P3-5 | 18 | CPEP, SP (CLASS 2) | 159.46 | S3-4 | S3-3 | 138.34 | 137.87 | 0.30% |
| P3-6 | 12 | CPEP, SP (CLASS 2) | 16.50 | I3-2 | S3-4 | 139.82 | 139.57 | 2.00% |
| P3-7 | 12 | CPEP, SP (CLASS 2) | 16.50 | I3-3 | S3-4 | 139.64 | 139.38 | 2.08% |

** INSTALL WATERTIGHT PIPE, SEE NOTE 8.

55.05 & 55.09 - STORM DRAIN STRUCTURES

| STRUCTURE ID | TYPE OF STRUCTURE | TYPE OF CASTING | STATION | OFFSET TO STRUCTURE C/L | TOP OF CASTING ELEVATION | CURB TYPE | COMMENTS |
|--------------|-------------------|-----------------|----------|-------------------------|--------------------------|-----------|---------------------------|
| I3-1 | CB | CI | 21+21.04 | 16.78' LT | 142.89 | 1 | |
| S3-1 | MH I | MH | 21+21.04 | 2.21' LT | 142.68 | N/A | |
| S3-2 | CB MH I | CI | 21+21.04 | 16.50' RT | 142.86 | 1 | WATERTIGHT MH, SEE NOTE 9 |
| END3-1 | EX. PIPE | -- | 21+21.04 | 30.50' RT | -- | N/A | SEE NOTE 7 |
| S3-3 | MH I | MH | 22+80.72 | 0.75' LT | 143.93 | N/A | |
| S3-4 | MH I | MH | 24+40.18 | CL | 144.17 | N/A | |
| I3-2 | CB | CI | 24+40.18 | 16.50' LT | 144.32 | 1 | |
| I3-3 | CB | CI | 24+40.18 | 16.50' RT | 144.14 | 1 | |



RECORD DRAWING

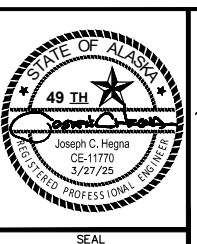
1. DATA PROVIDED BY: _____ TITLE: _____
 THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED.
 CONTRACTOR: _____ TITLE: _____ DATE: _____
 BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---------------------------|---------|-----------------------------------|--------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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 | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3253
 #AEL0882-AK



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION
 E. DOWLING ROAD TO ASKLAND DRIVE SCHED B

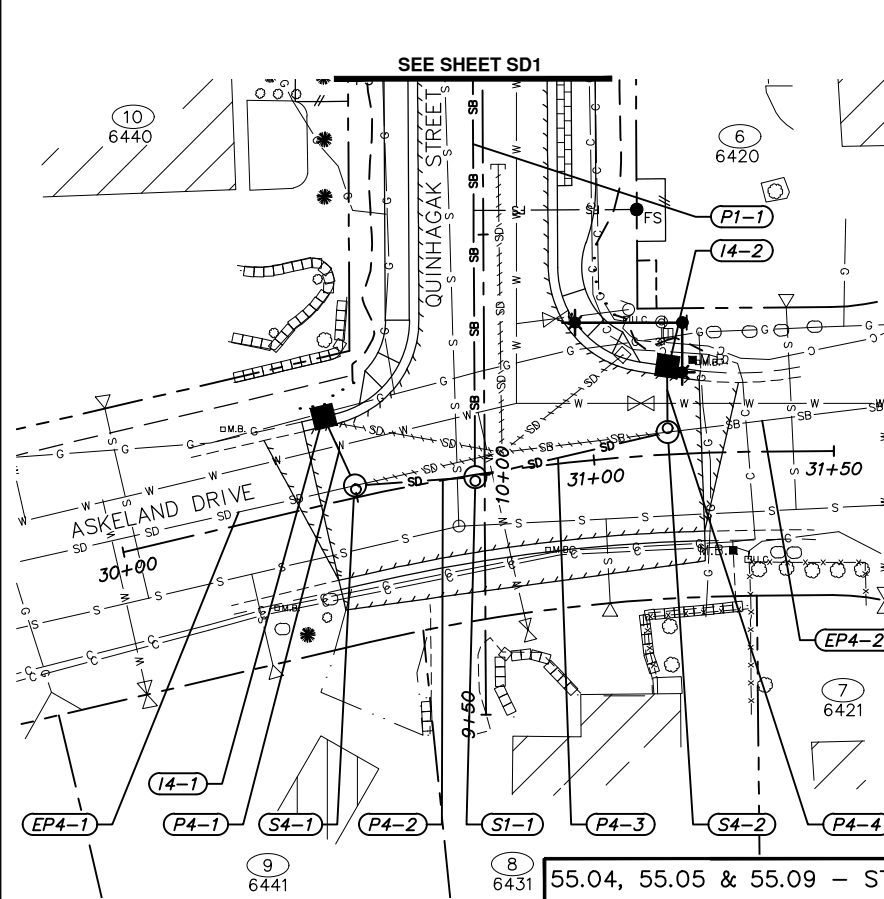
STORM DRAIN PLAN & PROFILE

QUINHAGAK STREET - STA 19+60 TO EOP

SCALE: HOR. 1"=20'
 VER. 1"=5'

GRID: 9W2033
 DATE: MARCH 2025
 STATUS: FINAL

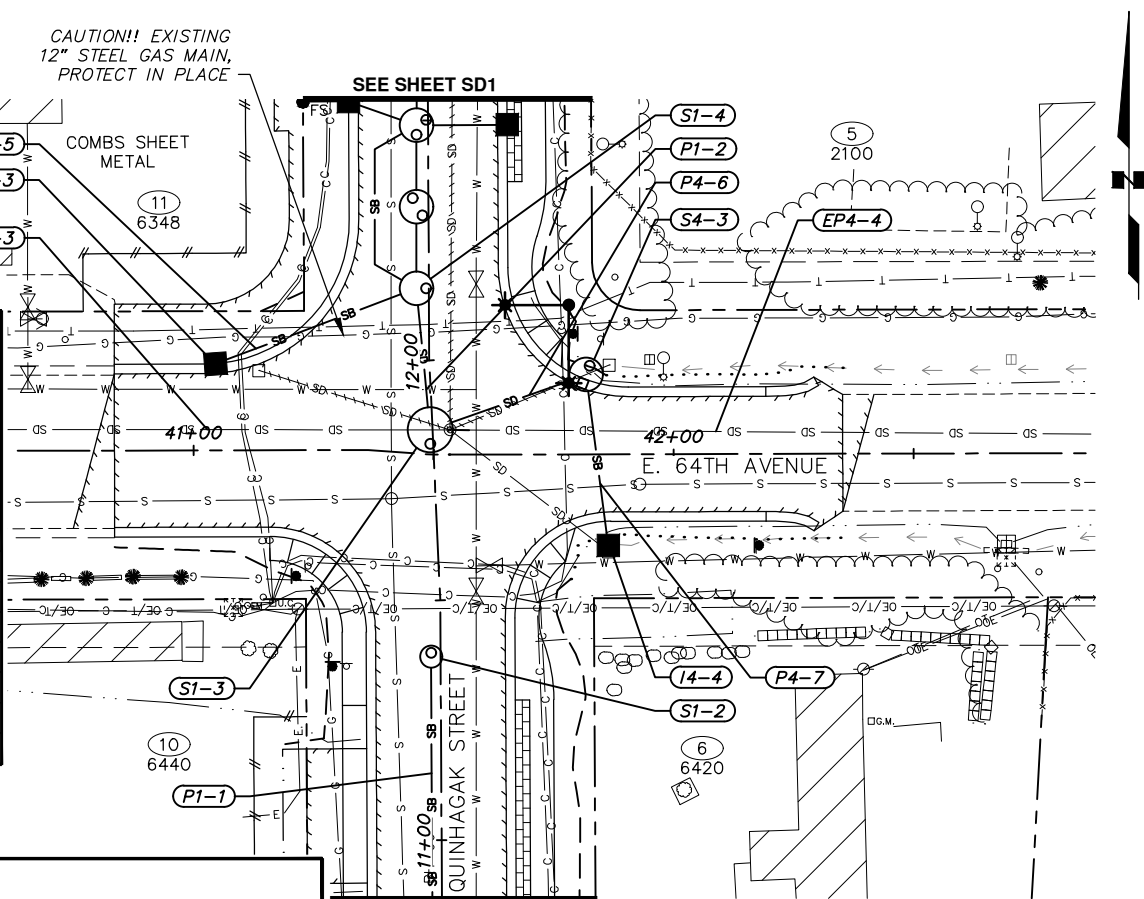
SHEET **SD3** OF **SD10**



55.02 & 55.03 - STORM DRAIN & SUBDRAIN PIPE

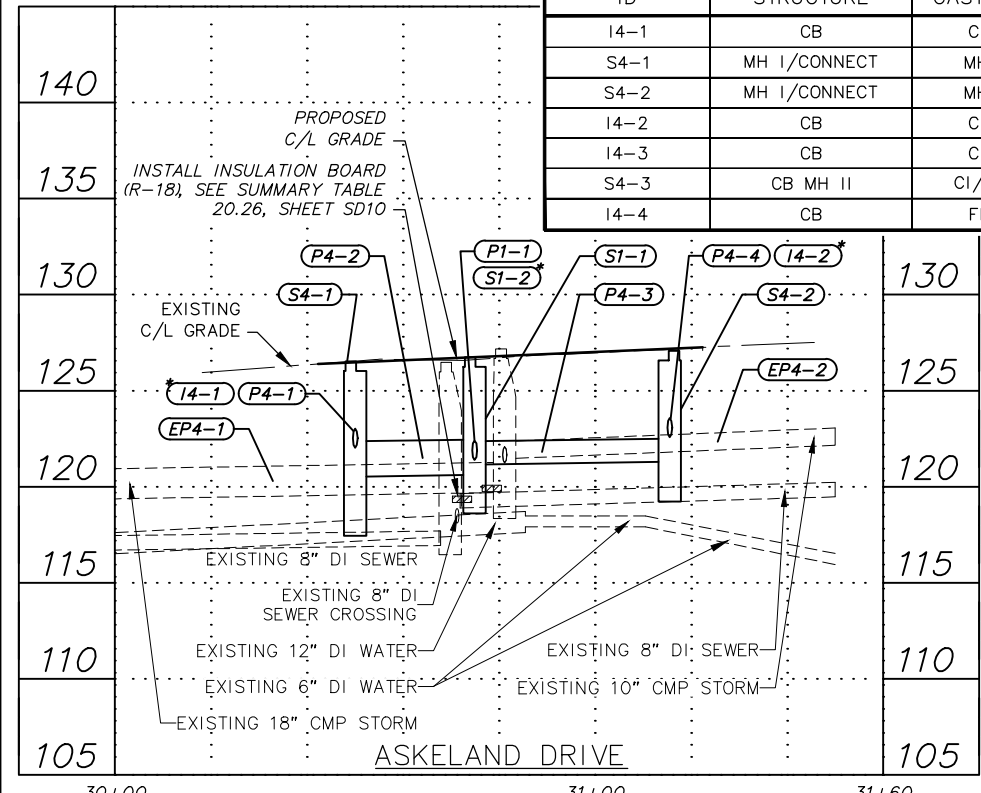
| PIPE NAME | SIZE (IN.) | PIPE TYPE | LENGTH (FT.) | FROM | TO | INLET ELEVATION | OUTLET ELEVATION | SLOPE |
|-----------|------------|--------------------|--------------|------|------|-----------------|------------------|-------|
| EP4-1 | 18 | CMP | -- | S4-1 | -- | -- | 119.6± | -- |
| P4-1 | 12 | CPEP, SP (CLASS 2) | 15.76 | I4-1 | S4-1 | 122.27 | 122.03 | 2.04% |
| P4-2** | 18 | CPEP, S | 25.10 | S1-1 | S4-1 | 120.77 | 120.70 | 0.33% |
| P4-3** | 12 | CPEP, S | 41.15 | S4-2 | S1-1 | 121.39 | 121.27 | 0.32% |
| P4-4 | 12 | CPEP, SP (CLASS 2) | 13.80 | I4-2 | S4-2 | 122.78 | 122.58 | 2.04% |
| EP4-2 | 10 | CMP | -- | -- | S4-2 | -- | 121.9± | -- |
| P4-5 | 12 | CPEP, SP (CLASS 2) | 44.68 | I4-3 | S1-4 | 123.80 | 123.40 | 1.00% |
| P4-6** | 12 | CPEP, S | 34.47 | S4-3 | S1-3 | 126.68 | 126.35 | 1.20% |
| P4-7 | 12 | CPEP, SP (CLASS 2) | 35.88 | I4-4 | S4-3 | 126.94 | 126.78 | 0.49% |
| EP4-3 | 57x38 | PIPE-ARCH | -- | S1-3 | -- | -- | 122.1± | -- |
| EP4-4*** | 36 | CMP | -- | -- | S1-3 | -- | 122.2± | -- |

** INSTALL WATERTIGHT PIPE, SEE NOTE 5.
 *** CONNECT TO EXISTING 36" CMP PIPE AND EXTEND 8 FEET OF NEW 36" CMP PIPE TO S1-3.

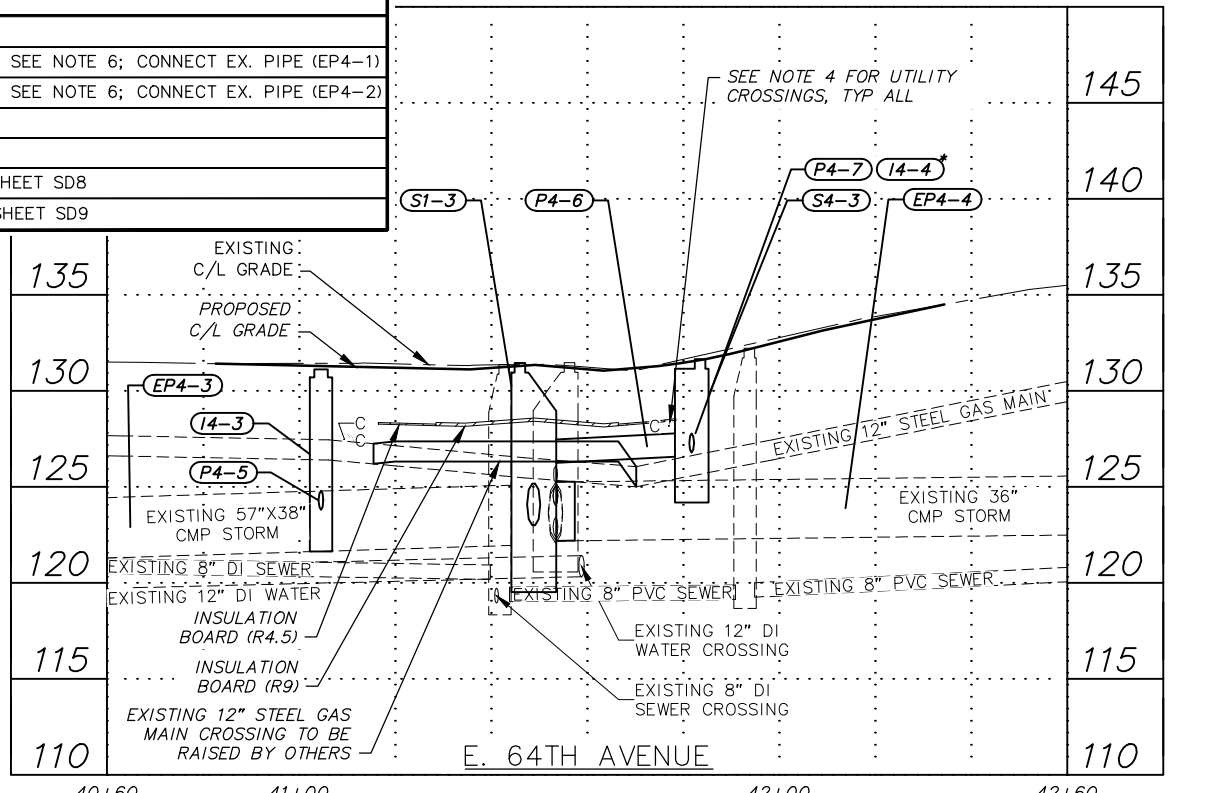


55.04, 55.05 & 55.09 - STORM DRAIN STRUCTURES

| STRUCTURE ID | TYPE OF STRUCTURE | TYPE OF CASTING | STATION | OFFSET TO STRUCTURE C/L | TOP OF CASTING ELEVATION | CURB TYPE | COMMENTS |
|--------------|-------------------|-----------------|----------|-------------------------|--------------------------|-----------|---|
| I4-1 | CB | CI | 30+46.98 | 17.90' LT | 126.53 | 2 | |
| S4-1 | MH I/CONNECT | MH | 30+50.06 | 2.46' LT | 126.50 | N/A | WATERTIGHT MH, SEE NOTE 6; CONNECT EX. PIPE (EP4-1) |
| S4-2 | MH I/CONNECT | MH | 31+15.57 | 4.61' LT | 127.04 | N/A | WATERTIGHT MH, SEE NOTE 6; CONNECT EX. PIPE (EP4-2) |
| I4-2 | CB | CI | 31+16.25 | 18.39' LT | 127.03 | 2 | |
| I4-3 | CB | CI | 12+00.00 | 44.52' LT | 131.12 | 2 | |
| S4-3 | CB MH II | CI/FI | 11+95.57 | 32.48' RT | 131.65 | 2 | SEE DETAIL 1, SHEET SDB8 |
| I4-4 | CB | FI | 11+59.82 | 35.50' RT | 131.01 | N/A | SEE DETAIL 2, SHEET SD9 |



- NOTES:**
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 - PROVIDE WATERTIGHT CONNECTION AT MANHOLE. INSTALL Z-LOK STM BOOT STYLE CONNECTOR OR APPROVED EQUAL FOR PIPE TO MANHOLE CONNECTION. NO ADDITIONAL PAYMENT SHALL BE MADE FOR STRUCTURES CONSTRUCTED WITH BOOT STYLE CONNECTOR.



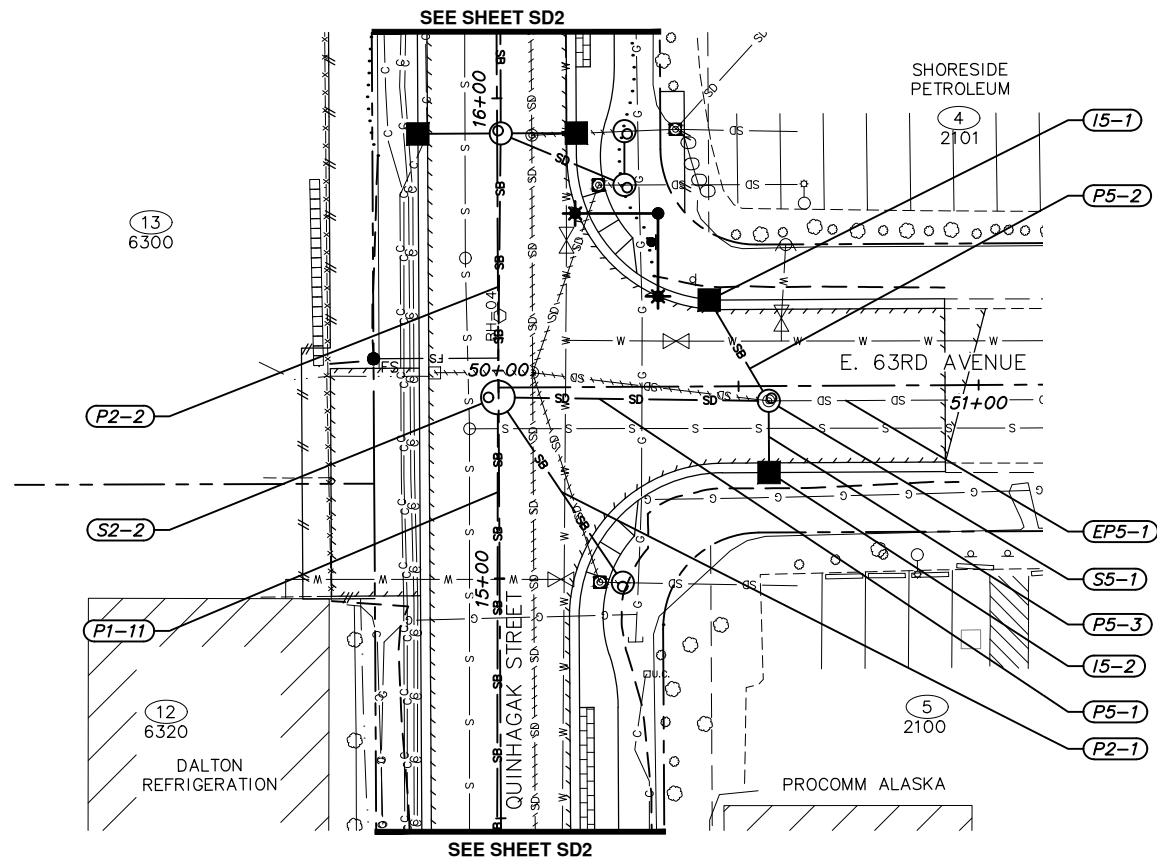
RECORD DRAWING
 1. DATA PROVIDED BY: _____ TITLE: _____
 THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED.
 CONTRACTOR: _____ TITLE: _____ DATE: _____
 BY: _____
 2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: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

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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' | | | | |
| GAS | CB | BW | STAKING | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | | |
| QUANTITIES | RB | JK | CONTRACTOR | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AEC0882-AK



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION
 E. DOWLING ROAD TO ASKELAND DRIVE SCHED B
STORM DRAIN PLAN & PROFILE
 ASKELAND DRIVE & E. 64TH AVENUE
 SCALE: HOR. 1"=20' VER. 1"=5'
 GRID: 9W2033
 DATE: MARCH 2025 STATUS: FINAL
 SHEET SD4 of SD10



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.

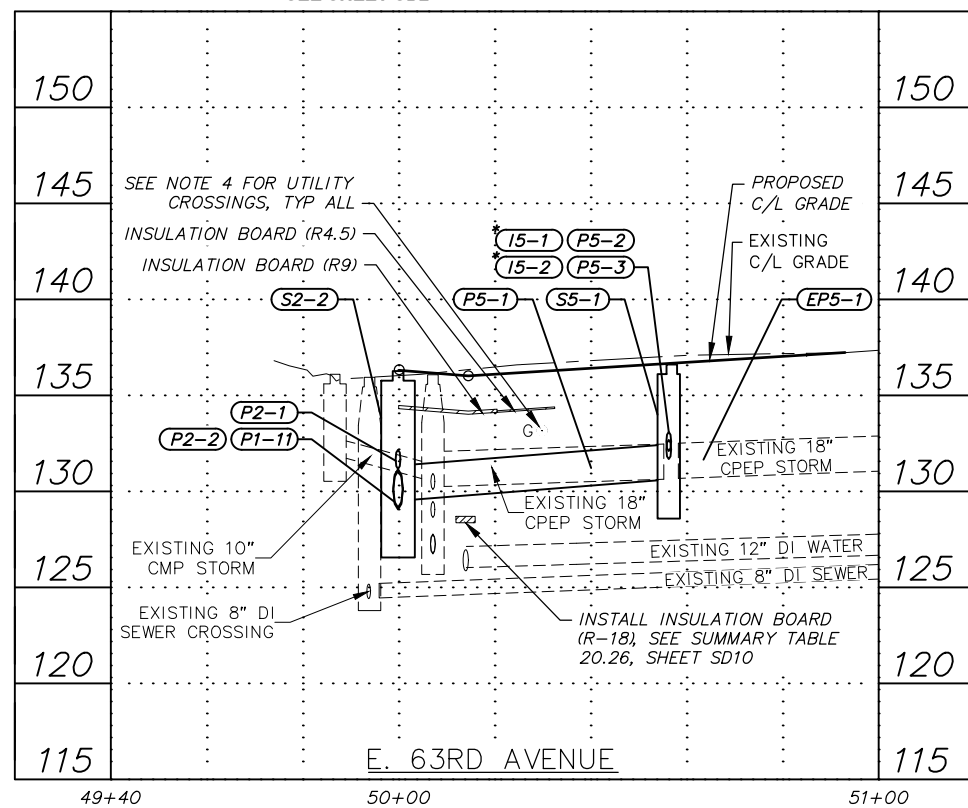
55.02 & 55.03 - STORM DRAIN & SUBDRAIN PIPE

| PIPE NAME | SIZE (IN.) | PIPE TYPE | LENGTH (FT.) | FROM | TO | INLET ELEVATION | OUTLET ELEVATION | SLOPE |
|-----------|------------|--------------------|--------------|------|------|-----------------|------------------|-------|
| P5-1** | 18 | CPEP, S | 56.41 | S5-1 | S2-2 | 130.75 | 129.73 | 1.98% |
| P5-2 | 12 | CPEP, SP (CLASS 2) | 24.39 | I5-1 | S5-1 | 132.09 | 131.68 | 2.01% |
| P5-3 | 12 | CPEP, SP (CLASS 2) | 14.92 | I5-2 | S5-1 | 132.32 | 132.10 | 2.01% |
| EP5-1 | 18 | CPEP, S | -- | -- | S5-1 | -- | 130.9± | -- |

** INSTALL WATERTIGHT PIPE, SEE NOTE 5.

55.04, 55.05 & 55.09 - STORM DRAIN STRUCTURES

| STRUCTURE ID | TYPE OF STRUCTURE | TYPE OF CASTING | STATION | OFFSET TO STRUCTURE C/L | TOP OF CASTING ELEVATION | CURB TYPE | COMMENTS |
|--------------|-------------------|-----------------|----------|-------------------------|--------------------------|-----------|--------------------------|
| I5-1 | CB | CI | 50+43.99 | 18.00' LT | 136.34 | 2 | |
| S5-1 | MH 1/CONNECT | MH | 50+56.25 | 3.08' RT | 136.57 | N/A | CONNECT EX. PIPE (EP5-1) |
| I5-2 | CB | CI | 50+56.25 | 18.00' RT | 136.54 | 2 | |



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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: _____ DATE: _____
 BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 163.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

GRAPHIC SCALE: 40 20 0 20 40

CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AEC0882-AK

STATE OF ALASKA
 49 TH
 Joseph C. Hegna
 CE-11770
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER

MUNICIPALITY OF ANCHORAGE

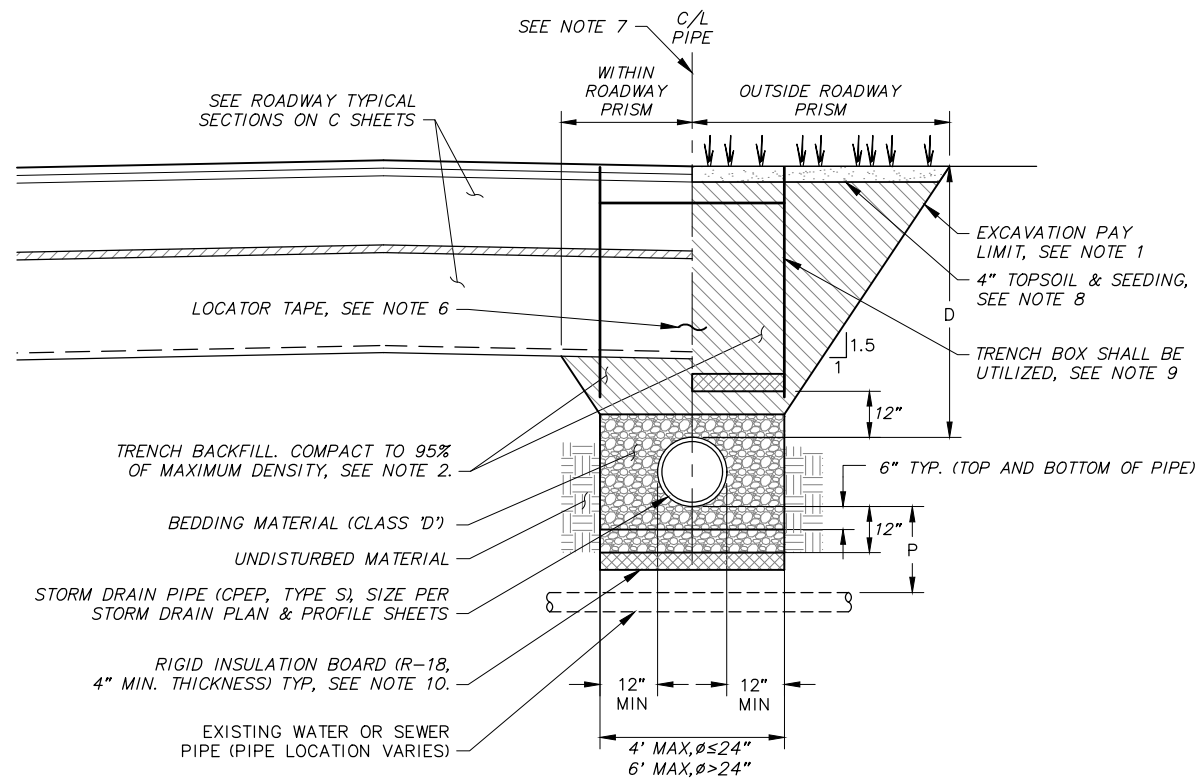
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED B

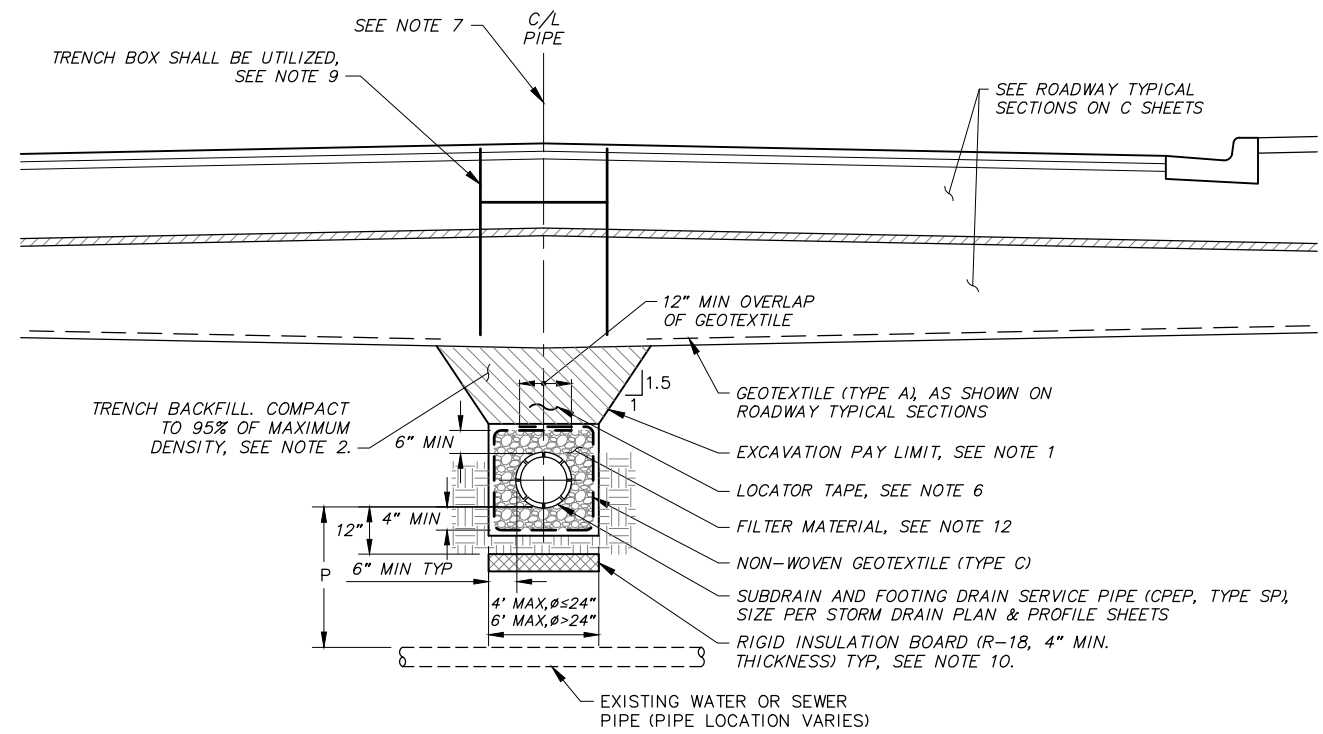
STORM DRAIN PLAN & PROFILE

E. 63RD AVENUE

SCALE: HOR. 1"=20' VER. 1"=5' GRID: SW2033 DATE: MARCH 2025 STATUS: FINAL SHEET SD5 of SD10



1 TYPICAL STORM DRAIN TRENCH SECTION
SCALE: NTS



2 TYPICAL SUBDRAIN TRENCH SECTION
SCALE: NTS

STORM DRAIN & SUBDRAIN TRENCH SECTION NOTES:

- 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.
- 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).
- REMOVE AND DISPOSE OF ALL ORGANIC MATERIALS IN ACCORDANCE WITH MASS SECTION 20.13.
- 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 THE TRAVEL LANE.
- WHERE WATER AND STORM DRAIN/SUBDRAIN MAINS CROSS, STORM DRAIN/SUBDRAIN MAIN JOINTS SHALL BE AT LEAST 10 FEET FROM WATER MAIN JOINTS.
- INSTALL DETECTABLE LOCATOR TAPE AT LEAST 24 INCHES BUT NO MORE THAN 36 INCHES ABOVE THE CROWN OF THE PIPE.
- LOCATION OF STORM DRAIN/SUBDRAIN VARIES WITHIN ROADWAY. INSTALL STORM DRAIN/SUBDRAIN AS SHOWN ON STORM DRAIN PLAN & PROFILE SHEETS.
- PLACE 4" OF COMPACTED TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS, UNLESS OTHERWISE NOTED.
- 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.
- 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 DETAIL 20-9.
 - 'P' IS LESS THAN 3', AS MEASURED FROM OUTSIDE OF PIPES & WITHIN BEDDING LIMITS, OR AS DIRECTED BY ENGINEER IN THE FIELD.
- 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.
- TYPE D FILTER MATERIAL SHALL BE USED ON ALL PIPE (CPEP, TYPE SP) DIAMETERS THREE TO TEN INCHES (3" TO 10"). TYPE C FILTER MATERIAL SHALL BE USED ON ALL PIPE (CPEP, TYPE SP) DIAMETERS TWELVE INCHES (12") AND LARGER.

GENERAL STORM DRAIN STRUCTURE & PIPE NOTES:

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

| STRUCTURE | HORZ CONTROL | REFERENCE ELEV. |
|------------------|--------------|-----------------------------------|
| TYPE I/II/III MH | CENTER OF MH | FG/TOP OF LID. |
| TYPE II CB MH | CENTER OF MH | TBC @ MID. PT. OF CURB INLET HOOD |
| CATCH BASIN | CENTER OF CB | TBC @ MID. PT. OF CURB INLET HOOD |
- 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.
- 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.
- 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
 - MH III - STORM DRAIN MANHOLE, TYPE III
 - 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
 - FI - FIELD INLET

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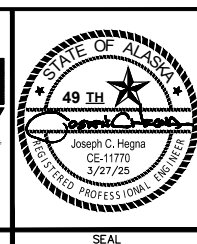
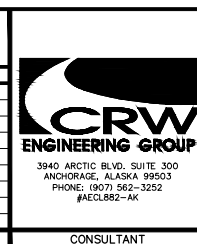
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BY: _____

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|----------------------|----------|------------|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| 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' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | ASBUILT | | | | | | | |
| QUANTITIES | RB | JK | CONTRACTOR | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | INSPECTOR | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |

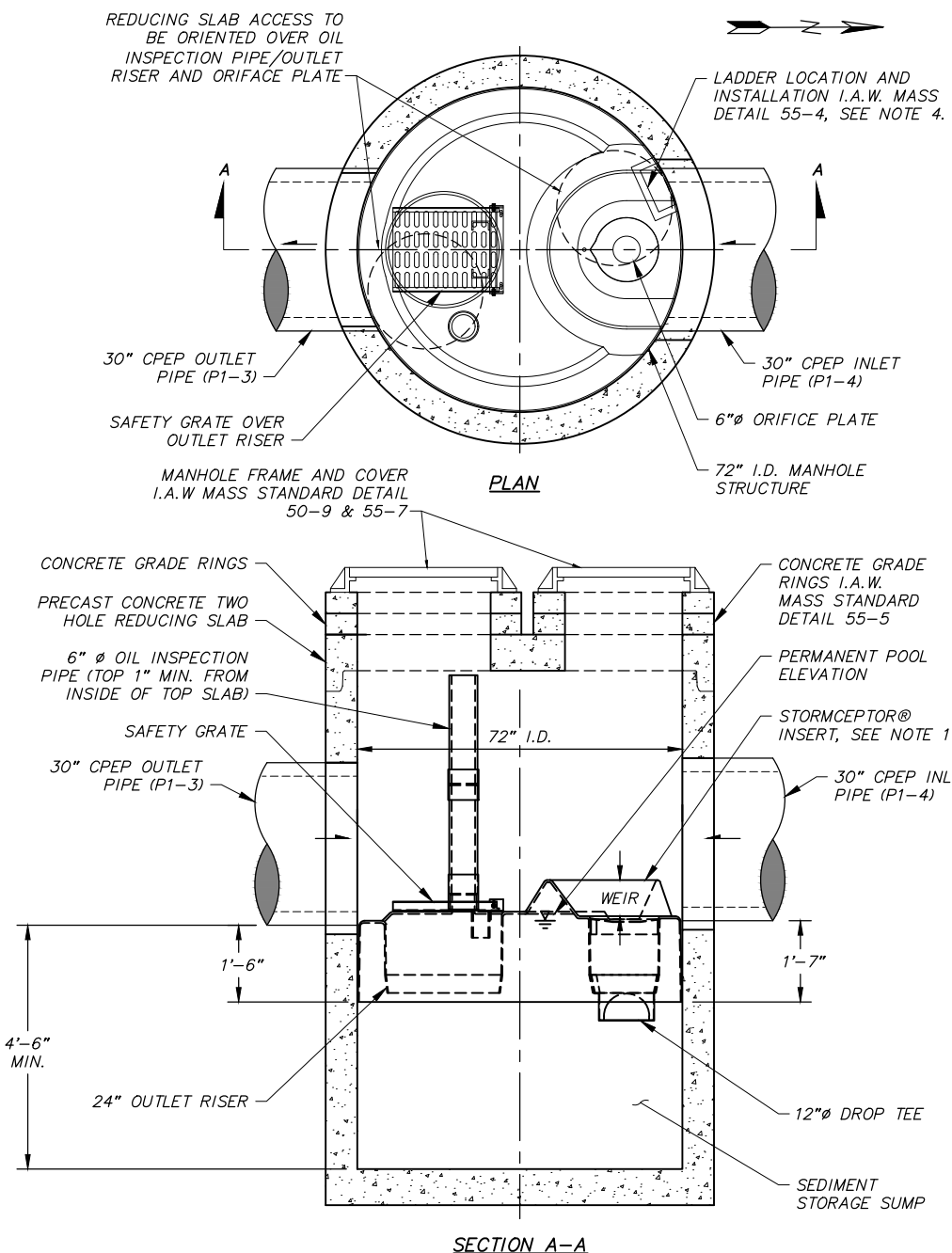


PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED B

STORM DRAIN DETAILS

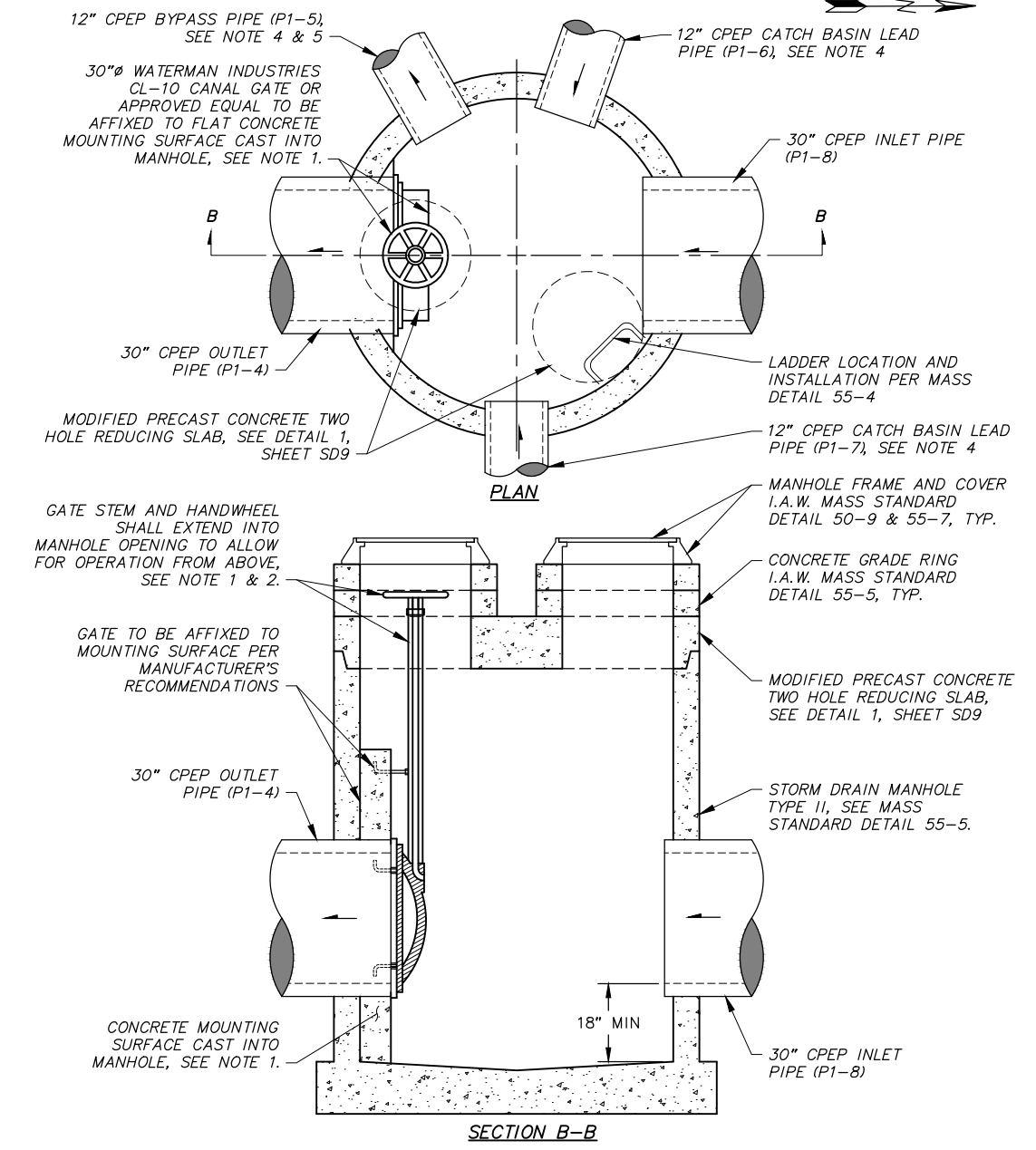
SCALE: HOR. N/A VER. N/A
GRID: SW2033
DATE: MARCH 2025
STATUS: FINAL
SHEET: SD6 of SD10



OIL & GRIT SEPARATOR NOTES

- OIL AND GRIT SEPARATOR (STRUCTURE OGS1-1) SHALL BE STORMCEPTOR MODEL STC900 MANUFACTURED BY CONTECH ENGINEERED SOLUTIONS LLC OR APPROVED EQUAL.
- 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.
- LADDER RUNGS NOT SHOWN IN SECTION VIEW FOR CLARITY.

1 OIL AND GRIT SEPARATOR (OGS1-1) DETAIL
SCALE: NTS



BYPASS MANHOLE NOTES

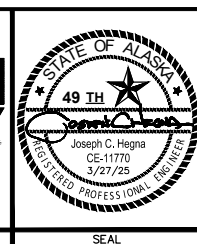
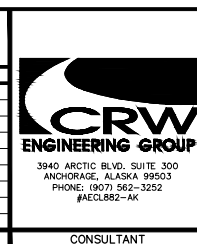
- CAST CONCRETE MOUNTING SURFACE INTO MANHOLE SUCH THAT BYPASS GATE HANDWHEEL IS CENTERED IN ACCESS OPENING.
- BYPASS GATE STEM SHALL BE NON-RISING TO POSITION HANDWHEEL AT CONVENIENT STATIC OPERATING ELEVATION FROM MANHOLE OPENING ABOVE.
- BYPASS MANHOLE (S1-5) SHALL BE PAID FOR UNDER PAY ITEM 55.05 CONSTRUCT (TYPE II) BYPASS MANHOLE.
- BYPASS PIPE (P1-5) AND CATCH BASIN LEADS (P1-6 & 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 BYPASS MANHOLE (S1-5) DETAIL
SCALE: NTS

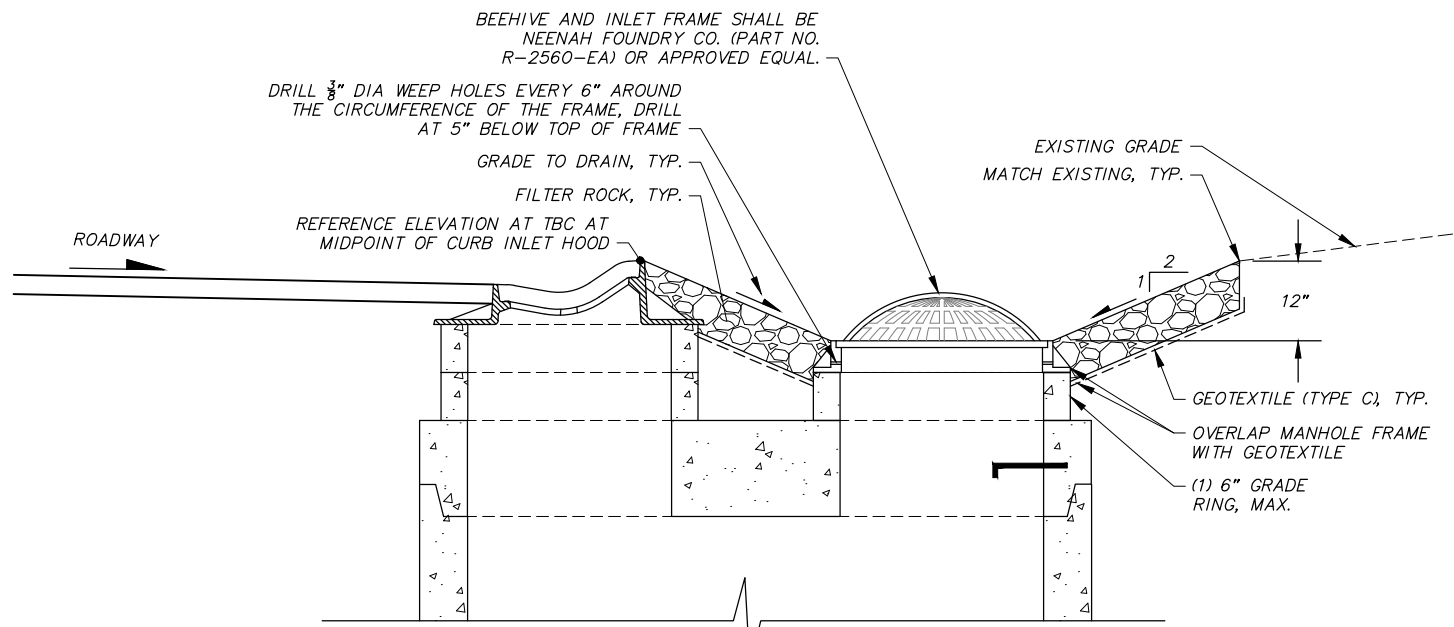
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 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
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| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |
| PLAN CHECK | | | | | | | | | | |
| CONSTRUCTION RECORD | | | | | | | | | | |
| VERTICAL DATUM | | | | | | | | | | |
| REVISIONS | | | | | | | | | | |
| CONSULTANT | | | | | | | | | | |
| SEAL | | | | | | | | | | |



| | | | |
|---|--|--------------|-------------------|
| PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT | | SCHED B | |
| 21-13 | QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE | | |
| STORM DRAIN DETAILS | | | |
| SCALE | HOR. N/A VER. N/A | GRID SW2033 | DATE MARCH 2025 |
| | | STATUS FINAL | SHEET SD7 of SD10 |



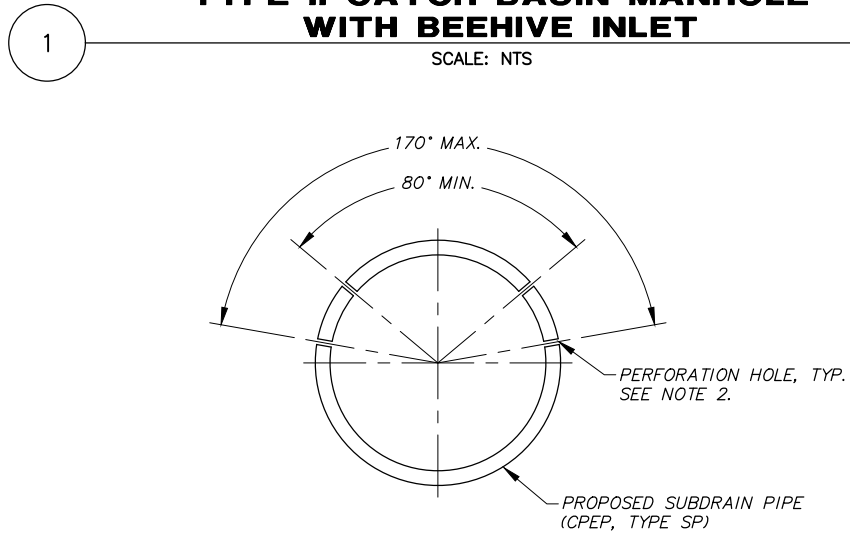
REFER TO MASS STANDARD DETAIL 55-28 FOR DUAL ENTRY MANHOLE (TYPE II CATCH BASIN MANHOLE)

TYPE II CATCHBASIN MANHOLE WITH BEEHIVE INLET NOTES

1. FILTER ROCK AND GEOTEXTILE SHALL BE INCIDENTAL TO PAY ITEM 55.05 (CONSTRUCT (TYPE II) CATCH BASIN MANHOLE)

TYPE II CATCH BASIN MANHOLE WITH BEEHIVE INLET

SCALE: NTS



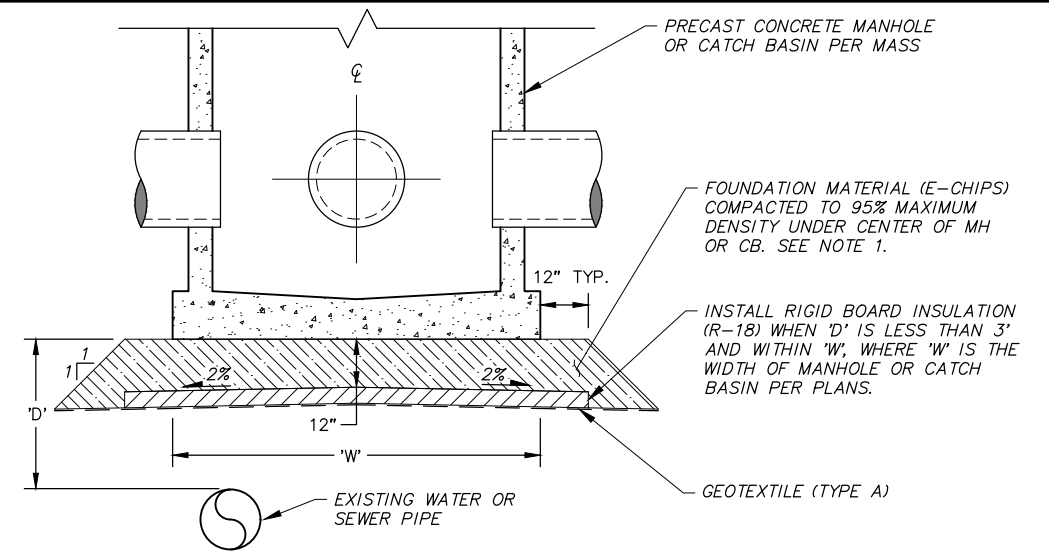
PERFORATION NOTES:

1. PERFORATION PATTERN SHALL BE CLASS 1 PER AASHTO M294 FOR SELECT SUBDRAIN PIPES AS SPECIFIED ON STORM DRAIN PLAN AND PROFILE SHEETS.
2. THE ORIENTATION OF CLASS 1 PERFORATIONS SHALL BE LOCATED ABOVE SPRINGLINE OF THE PIPE AS SHOWN ON THIS DETAIL.

CLASS 1 PERFORATION PATTERN & SUBDRAIN PIPE ORIENTATION

SCALE: NTS

3

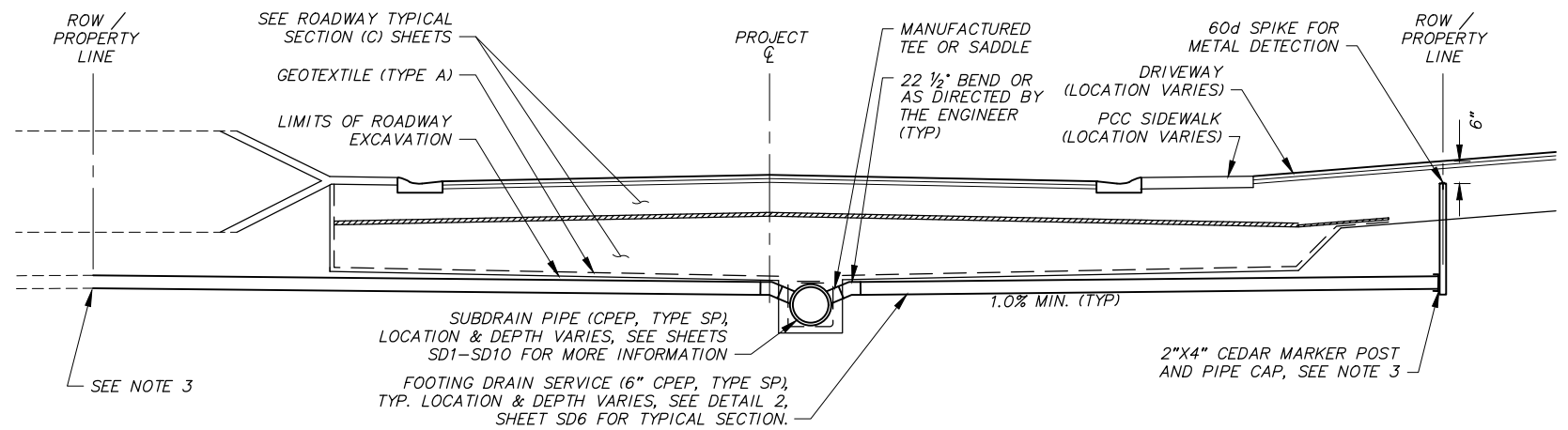


FOUNDATION BACKFILL & STORM DRAIN STRUCTURE INSULATION NOTES

1. INSTALL FOUNDATION MATERIAL (E-CHIPS) AS DIRECTED BY ENGINEER OR WHERE INSULATION IS REQUIRED. PAYMENT FOR GEOTEXTILE SHALL BE INCIDENTAL TO PAY ITEM 20.19 FOUNDATION BACKFILL (E-CHIPS).

FOUNDATION BACKFILL & STORM DRAIN STRUCTURE INSULATION DETAIL

SCALE: NTS



FOOTING DRAIN SERVICE NOTES

1. FINAL LOCATION OF THE FOOTING DRAIN SERVICE MAY BE ADJUSTED BY THE ENGINEER.
2. WHEN FOOTING DRAIN CONNECTS DIRECTLY TO A MANHOLE, OMIT THE 22 1/2" BEND AND CONSTRUCT THE INVERT A MINIMUM OF 1 FT ABOVE THE DOWNSTREAM INVERT. WHEN FOOTING DRAIN CONNECTS DIRECTLY TO A CATCH BASIN, OMIT THE 22 1/2" BEND AND CONSTRUCT THE INVERT A MINIMUM OF 6 IN ABOVE THE DOWNSTREAM INVERT.
3. CONNECT TO ON-PROPERTY FOOTING DRAIN, WHEN PRESENT, AT PROPERTY LINE, AND OMIT MARKER POST. CONTRACTOR SHALL ADAPT AND PROVIDE BELL-REDUCER OR COUPLING CONNECTION TO EXISTING FOOTING DRAIN OF WHATEVER PIPE SIZE AND TYPE AND RESOLVE CONNECTION DETAILS WITH PROPERTY OWNER AND ENGINEER.
4. CONNECTION TO EXISTING FOOTING DRAIN SHALL BE INCIDENTAL TO PAY ITEM 55.18, CONSTRUCT FOOTING DRAIN SERVICE.

FOOTING DRAIN SERVICE DETAIL

SCALE: NTS

4

RECORD DRAWING
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 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

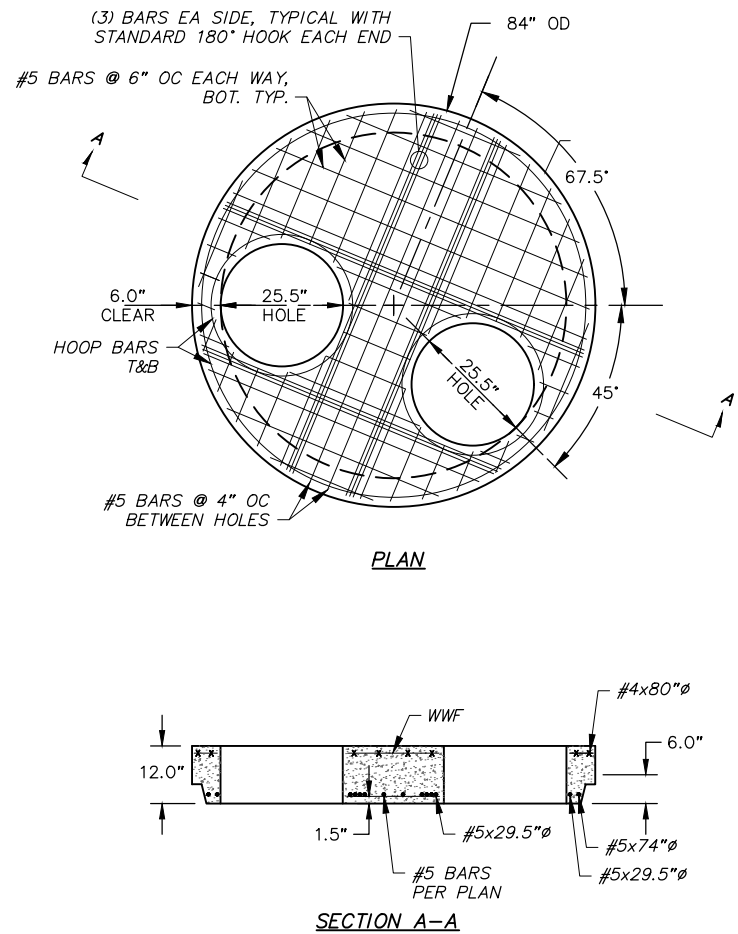
CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AEC1882-AK

STATE OF ALASKA
 49 TH
 Joseph C. Hegna
 CE-11770
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER

UNIVERSITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED B
STORM DRAIN DETAILS
 SCALE HOR. N/A VER. N/A
 GRID SW2033
 DATE MARCH 2025 STATUS FINAL
 SHEET SD8 of SD10

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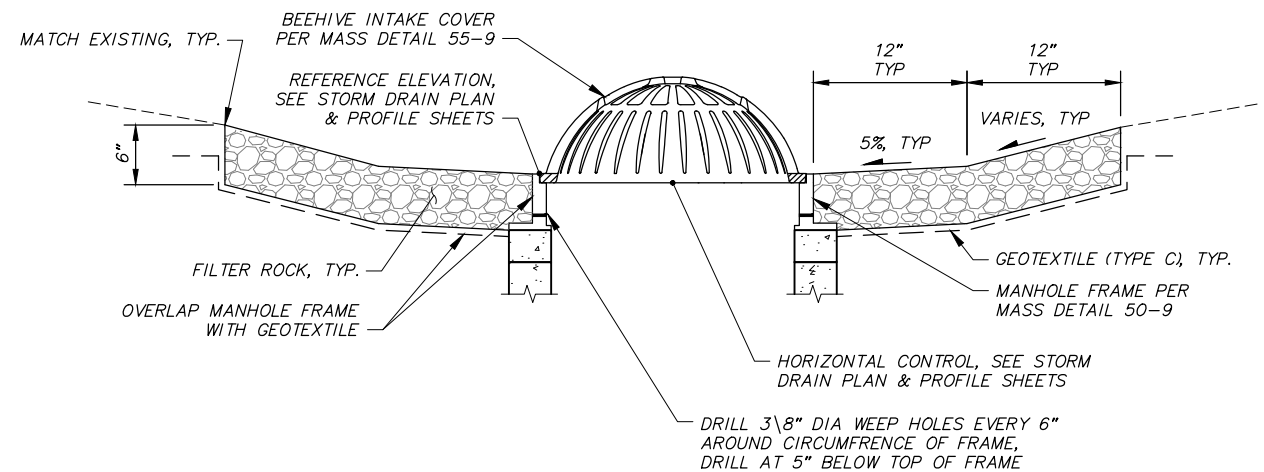
REDUCING SLAB NOTES

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

MODIFIED PRECAST CONCRETE TWO HOLE REDUCING SLAB DETAIL

SCALE: NTS

1



FIELD INLET NOTES

1. DRAIN ROCK AND GEOTEXTILE SHALL BE INCIDENTAL TO PAY ITEM 55.09 (CONSTRUCT CATCH BASIN).

FIELD INLET DETAIL

SCALE: NTS

2

File: I:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01_Working Set\01_Civil\10155.00_Details - Storm_Drain.dwg

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 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

CRW ENGINEERING GROUP
 3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AECLE82-AK

STATE OF ALASKA
 49 TH
 Joseph C. Hegna
 CE-11770
 3/27/25
 REGISTERED PROFESSIONAL ENGINEER



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION SCHED B
 E. DOWLING ROAD TO ASKELAND DRIVE
STORM DRAIN DETAILS

SCALE HOR. N/A VER. N/A
 GRID SW2033
 DATE MARCH 2025 STATUS FINAL
 SHEET SD9 of SD10

20.26

| INSULATION BOARD (R-18) – PIPE CROSSINGS & STORM DRAIN INSULATION | | | | | | | |
|---|---------------|-------------|-----------|------------|-------------|-----------|--|
| SHEET | BEGIN STATION | END STATION | OFFSET | WIDTH (FT) | LENGTH (FT) | AREA (SF) | COMMENTS |
| SD1 | 11+94 | – | 0.68' LT | 4 | 8 | 32 | WATER CROSSING (64TH AVENUE AT QUINHAGAK STREET) |
| | 12+18 | – | 7.83' LT | 4 | 8 | 32 | SEWER MAIN |
| | 12+90 | – | 2.05' LT | 4 | 8 | 32 | SEWER SERVICE (PARCEL 5) |
| | 13+89 | – | 6.89' LT | 4 | 8 | 32 | SEWER MAIN |
| SD2 | 15+00 | – | 0.42' LT | 4 | 8 | 32 | WATER SERVICE (PARCEL 12) |
| | 15+87 | – | 14.35' RT | 4 | 8 | 32 | WATER CROSSING (QUINHAGAK STREET) |
| SD4 | 30+71 | – | 0.16' RT | 4 | 8 | 32 | SEWER MAIN |
| | 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:

- 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

| CONSTRUCT FOOTING DRAIN SERVICE | | | | | | | | |
|---------------------------------|--------|------------------|-------------|---------|-------------|---------------------|-----------------------|----------------------|
| SHEET | PARCEL | AT PROPERTY LINE | | AT MAIN | | APPROX. LENGTH (FT) | CONNECT TO / COMMENTS | ELEVATION AT ROW (2) |
| | | STATION | OFFSET (FT) | STATION | OFFSET (FT) | | | |
| SD1 | 6 | 10+55 | 34.0 RT | 10+55 | CL | 34.0 | SUBDRAIN PIPE (P1-1) | |
| | 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 (I1-3) | |
| SD2 | 13 | 15+46 | 26.0 LT | 15+46 | 0.0 LT | 26.0 | SUBDRAIN PIPE (P2-2) | |
| | 14 | 16+33 | 26.0 LT | 16+33 | 0.8 RT | 26.8 | SUBDRAIN PIPE (P2-7) | |
| | 15 | 18+38 | 26.0 LT | 18+38 | 1.3 RT | 27.3 | SUBDRAIN PIPE (P2-7) | |
| | 3 | 18+68 | 34.0 RT | 18+68 | 1.4 RT | 32.6 | SUBDRAIN PIPE (P2-9) | |
| | 16 | 19+34 | 26.4 LT | 19+35 | 1.0 RT | 27.4 | SUBDRAIN PIPE (P2-12) | |
| SD3 | 2 | 20+60 | 30.5 RT | 20+60 | 2.2 LT | 32.7 | SUBDRAIN PIPE (P2-12) | |
| | 17 | 20+83 | 29.5 LT | 20+83 | 2.2 LT | 27.3 | SUBDRAIN PIPE (P2-12) | |
| | 1 | 22+81 | 30.5 RT | 22+81 | 1.3 RT | 29.3 | MANHOLE (S3-3) | |

FOOTING DRAIN SERVICE NOTES:

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

60.05

| FURNISH AND INSTALL (1-INCH, COPPER) WATER SERVICE LINE | | | | | | | |
|---|--------|---------------|-------------------|-------------|-----------------|-------------|-------------------------------------|
| SHEET | PARCEL | START STATION | START OFFSET (FT) | END STATION | END OFFSET (FT) | LENGTH (FT) | REMARKS |
| SD4 | 8 | 30+78 | 12.7 LT | 30+81 | 30.0 RT | 43 | POTENTIAL CONFLICT WITH STORM DRAIN |

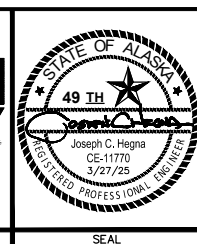
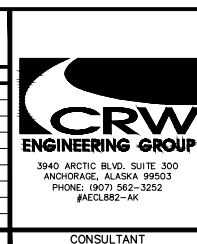
WATER SERVICE LINE NOTES:

- EXISTING WATER SERVICES IN CONFLICT WITH PROPOSED STORM DRAIN NEED TO BE FIELD VERIFIED FOR PROPER VERTICAL SEPARATION. REPLACE WATER SERVICE AS NECESSARY TO MAINTAIN A MINIMUM OF 18-INCHES OF VERTICAL SEPARATION FROM PROPOSED STORM DRAIN.
- NO THREE PART UNIONS WILL BE ALLOWED IN ROW FOR WATER SERVICE REPAIRS OR LOWERING. WATER SERVICES REQUIRED TO BE REPLACED DURING THE PROJECT SHALL BE REPLACED FROM WATER MAIN TO PROPERTY LINE AND INCLUDE NEW WATER SERVICE KEY BOX AT PROPERTY LINE.
- WATER SERVICE LINE SHALL BE INSTALLED PER MASS STANDARD DETAIL 60-13.

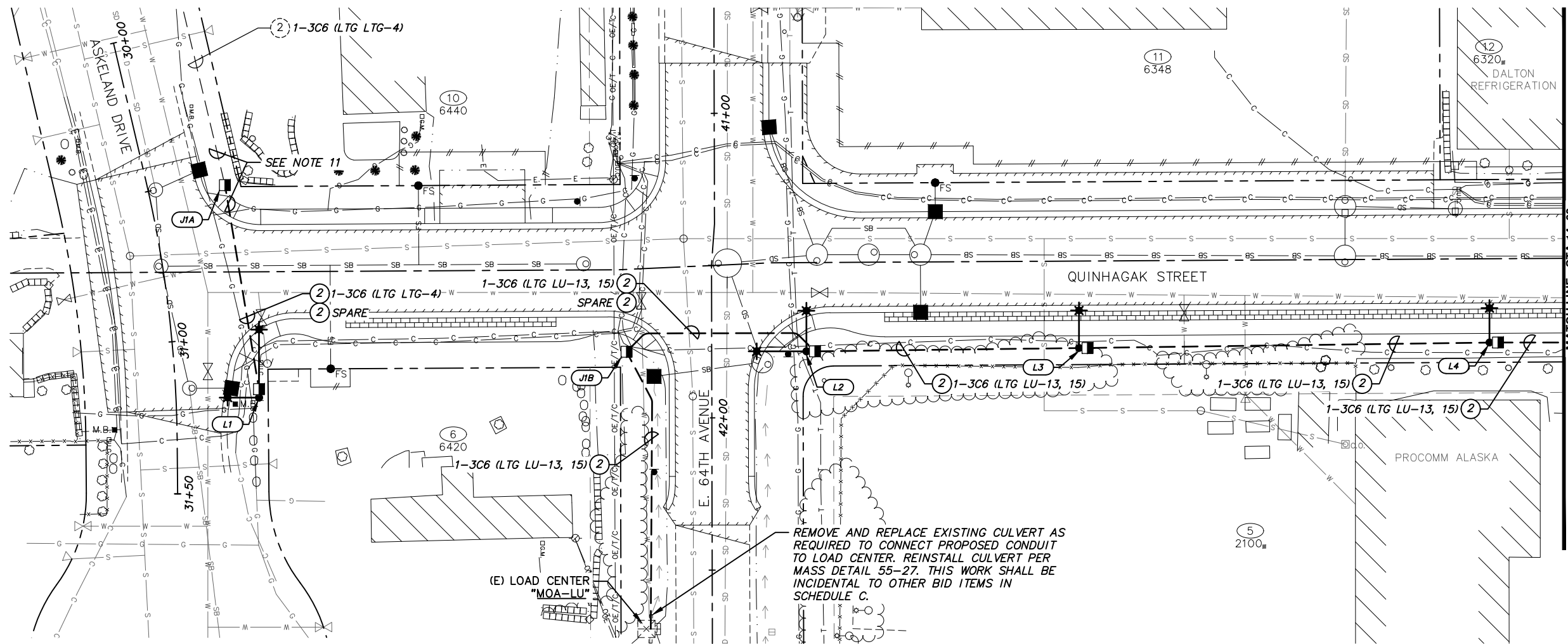
File: I:\webdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\01 Civil\10155.00 Details - Storm Drain.dwg

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: _____ TITLE: _____ DATE: _____
 BY: _____
 2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
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 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



| | | | |
|---|--|--------------------------------|--------------|
| PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT | | | |
| 21-13 | QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE | | SCHED B |
| STORM DRAIN SUMMARY TABLES | | | |
| SCALE | HOR. N/A VER. N/A | GRID SW2033 DATE MARCH 2025 | STATUS FINAL |
| | | | SD10 of SD10 |



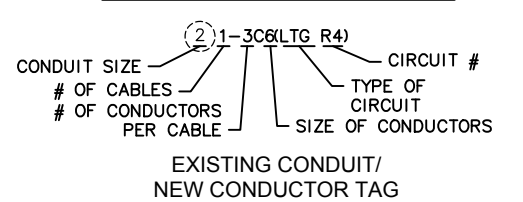
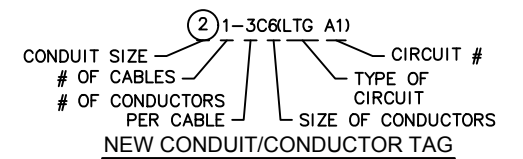
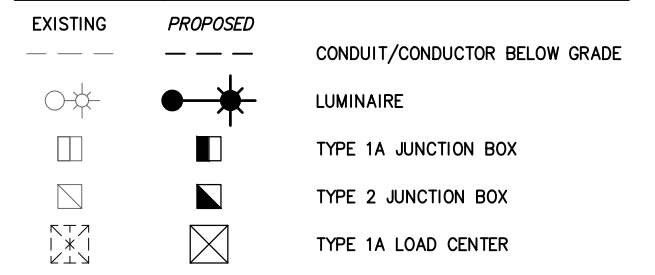
MATCHLINE - STA 14+60

ILLUMINATION NOTES:

1. PROVIDE HOT DIP GALVANIZED STEEL POLES WITH MAST ARMS PER MOA STANDARD DETAILS 80-19 AND 80-20, RESPECTIVELY.
2. ALL LUMINAIRE POLE FOUNDATIONS SHALL BE DRIVEN PILE UNLESS OTHERWISE NOTED ON THE DRAWINGS. PILE EMBEDMENT DEPTH SHALL BE 25' MINIMUM. LUMINAIRE POLE FOUNDATION SHALL BE LOCATED A MINIMUM OF 3 FEET FROM BACK OF SIDEWALK/PATHWAY OR A MINIMUM OF 7 FEET FROM BACK OF CURB OR SHOULDER. WHEN POLE LOCATION IS WITHIN 10' OF A UTILITY, EXCAVATE A HOLE TO 12" BELOW ANTICIPATED UTILITIES DEPTH WITH A VACTOR TRUCK BEFORE DRIVING PILE. THIS WORK SHALL BE INCIDENTAL TO THE SECTION 80.04 PAY ITEM. SEE 2024 MASS DETAIL 80-9. CONTRACTOR SHALL STAKE LUMINAIRE POLE LOCATIONS IN THE FIELD FOR ENGINEERS REVIEW AND APPROVAL PRIOR TO INSTALLATION OF PILES.
3. INSTALL THE POLES WITH FIXED BASES PER 2024 MASS DETAIL 80-9 UNLESS OTHERWISE NOTED.
4. LUMINAIRES APPROVED FOR SUBSTITUTION SHALL PROVIDE THE LIGHT LEVELS AND UNIFORMITIES INDICATED IN THE LIGHT LEVELS TABLE.
5. PROVIDE THE POLE SHAFT LENGTHS AND MAST ARM LENGTHS SHOWN IN THE ROADWAY LUMINAIRE SCHEDULE.
6. 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.
7. 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.
9. 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 THE NORTHEAST CORNER OF ASKELAND DRIVE/QUINHAGAK STREET INTERSECTION BACK TO PREVIOUS LIGHT TO THE WEST (APPROXIMATELY 240'). REMOVE CONDUIT THAT INTERFERES WITH NEW WORK BACK TO THE WEST. INSTALL NEW JUNCTION BOX J1A TO INTERSECT EXISTING CONDUIT AS SHOWN ON THE PLANS. INSTALL NEW CONDUCTORS FROM THE EXISTING POLE TO THE WEST TO NEW POLE L1 (APPROXIMATELY 315'). MAKE CONDUCTOR CONNECTION TO THE FUSED CONNECTOR IN THE EXISTING POLE.

REMOVE AND REPLACE EXISTING CULVERT AS REQUIRED TO CONNECT PROPOSED CONDUIT TO LOAD CENTER. REINSTALL CULVERT PER MASS DETAIL 55-27. THIS WORK SHALL BE INCIDENTAL TO OTHER BID ITEMS IN SCHEDULE C.

LEGEND



RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____
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 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

GRAPHIC SCALE: 40 20 0 20 40

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |

STAKING

ASBUILT

CONTRACTOR

INSPECTOR

BASIS OF THIS DATUM GAAB 1972 ADJUST

CRW ENGINEERING GROUP

3940 ARCTIC BLVD. SUITE 300
 ANCHORAGE, ALASKA 99503
 PHONE: (907) 562-3252
 #AECLE882-AK

STATE OF ALASKA

49 TH

Janrett E Hart
 EE-206668
 03/27/25
 REGISTERED PROFESSIONAL ENGINEER

UNIVERSITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED C

ILLUMINATION PLAN

BOP TO STA 14+60

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

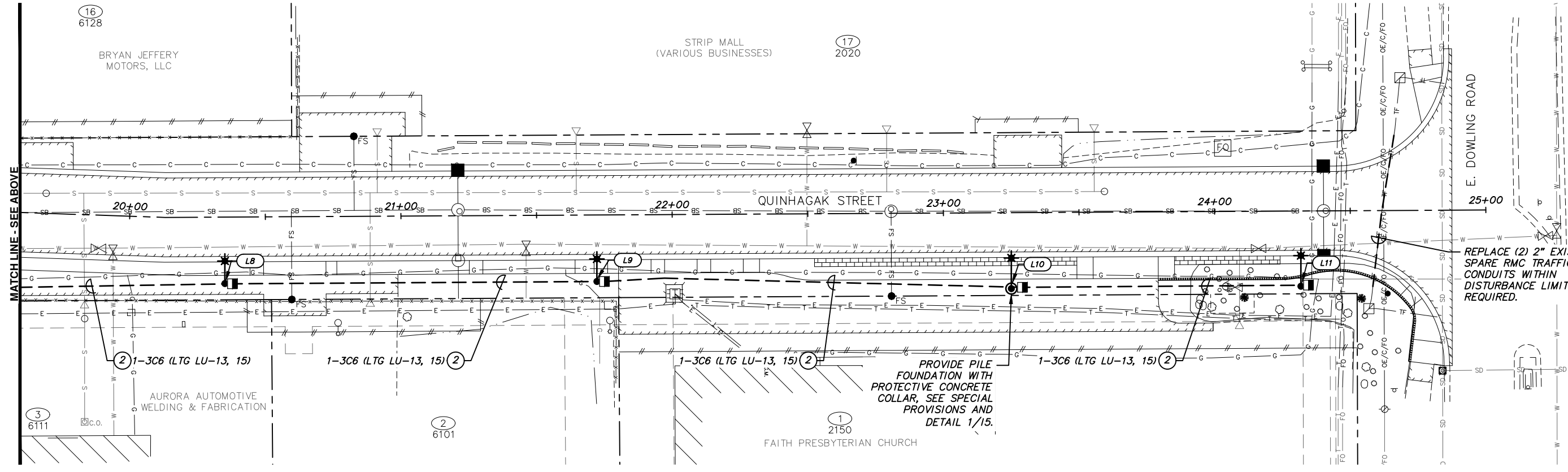
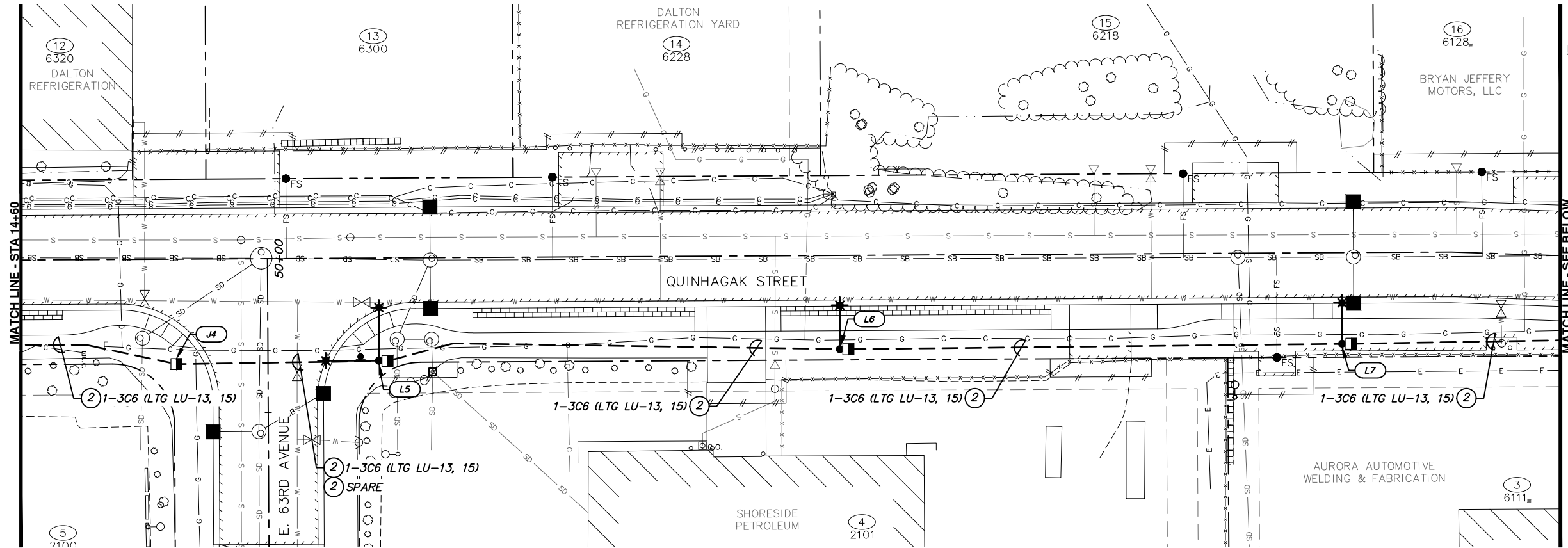
GRID 5W2033

DATE MARCH 2025 STATUS FINAL

SHEET 11 of 16

File: E:\webdata\10155.00 Quinhagak Street Reconstruction\00 CAD\ 2018\01 Working Set\03 Electrical\10155.00 Illumination Plans.dwg

ILLUMINATION NOTES:
 1. SEE SHEET 11 FOR ILLUMINATION NOTES.



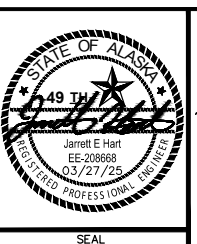
REPLACE (2) 2" EXISTING SPARE RMC TRAFFIC CONDUITS WITHIN DISTURBANCE LIMITS AS REQUIRED.

PROVIDE PILE FOUNDATION WITH PROTECTIVE CONCRETE COLLAR, SEE SPECIAL PROVISIONS AND DETAIL 1/15.

File: I:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\03 Electrical\10155.00 Illumination Plans.dwg

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| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV. | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|------|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
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| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED C
ILLUMINATION PLAN
 STA 14+60 TO EOP
 SCALE HOR. 1"=20' VER. N/A
 GRID SW2033
 DATE MARCH 2025 STATUS FINAL SHEET 12 of 16

LIGHT LEVELS TABLE

| LOCATION | MOA REQUIRED MIN. AVERAGE ILLUMINANCE (FC) | AVERAGE DESIGN ILLUMINANCE (FC) | MOA REQUIRED MAXIMUM UNIFORMITY RATIO | DESIGN UNIFORMITY RATIO | MOA REQUIRED MAX. VEILING LUMINANCE RATIO | DESIGN VEILING LUMINANCE RATIO |
|-------------------------------|--|---------------------------------|---------------------------------------|-------------------------|---|--------------------------------|
| QUINHAGAK ST | 0.7 | 0.7 | 4.0:1 | 2.4:1 | 0.4:1 | 0.4:1 |
| QUINHAGAK ST/ASKELAND DR INTX | 1.6 | 1.6 | 4.0:1 | 3.9:1 | - | - |
| QUINHAGAK ST/E. 64TH AVE INTX | 1.6 | 1.6 | 4.0:1 | 3.9:1 | - | - |
| QUINHAGAK ST/E. 63RD AVE INTX | 1.6 | 1.6 | 4.0:1 | 2.7:1 | - | - |
| SIDEWALKS/PATHWAYS | 0.5 | 0.5 | 4.0:1 | 2.5:1 | - | - |

NOTES:

1. MOA REQUIREMENTS ARE FROM 2007 DCM CHAPTER 5 FOR A LOCAL ROADWAY WITH MEDIUM PEDESTRIAN CONFLICT.
2. ALL INTERSECTIONS WITHIN THE PROJECT AREA ARE CLASSIFIED 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 | | CURRENT | 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 | MAST ARM LENGTH | LUMENS | DISTRIBUTION |
|-------|---------|-------------|--------------|-----------------|--------|----------------|
| L1 | 10+31.4 | 41.31 RT | 28' | 21' | 10,000 | TYPE 2, MEDIUM |
| | | | | 9* | 10,000 | TYPE 2, MEDIUM |
| L2 | 12+11.4 | 29.13 RT | 27' | 12' | 10,000 | TYPE 2, MEDIUM |
| | | | | 15* | 10,000 | TYPE 2, MEDIUM |
| L3 | 13+01.0 | 28.53 RT | 28' | 11' | 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 |
| | | | | 16' | 10,000 | TYPE 2, MEDIUM |
| L6 | 17+25.8 | 30.52 RT | 28' | 13' | 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 | 28.00 RT | 25' | 9' | 6,000 | TYPE 2, MEDIUM |
| L11 | 24+31.7 | 27.74 RT | 28' | 10' | 6,000 | TYPE 2, MEDIUM |

* = OVER INTERSECTING ROADWAY

** = SEE DETAIL 1/15

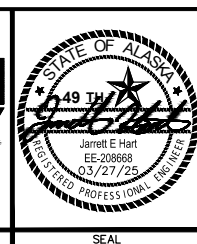
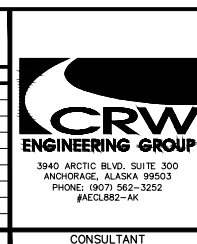
JUNCTION BOX SCHEDULE

| J-BOX | TYPE | CIRCUIT | STATION | OFFSET (FT) |
|-------|------|-----------|---------|-------------|
| J1A | 1A | LU-13, 15 | 10+20.7 | 28.51 LT |
| J1B | 1A | LU-13, 15 | 11+51.2 | 26.99 RT |
| 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.

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|----------------------|----------|------------|--|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |
| PLAN CHECK | | | | | | | | | | |
| CONSTRUCTION RECORD | | | | | | | | | | |
| VERTICAL DATUM | | | | | | | | | | |
| REVISIONS | | | | | | | | | | |
| CONSULTANT | | | | | | | | | | |
| SEAL | | | | | | | | | | |



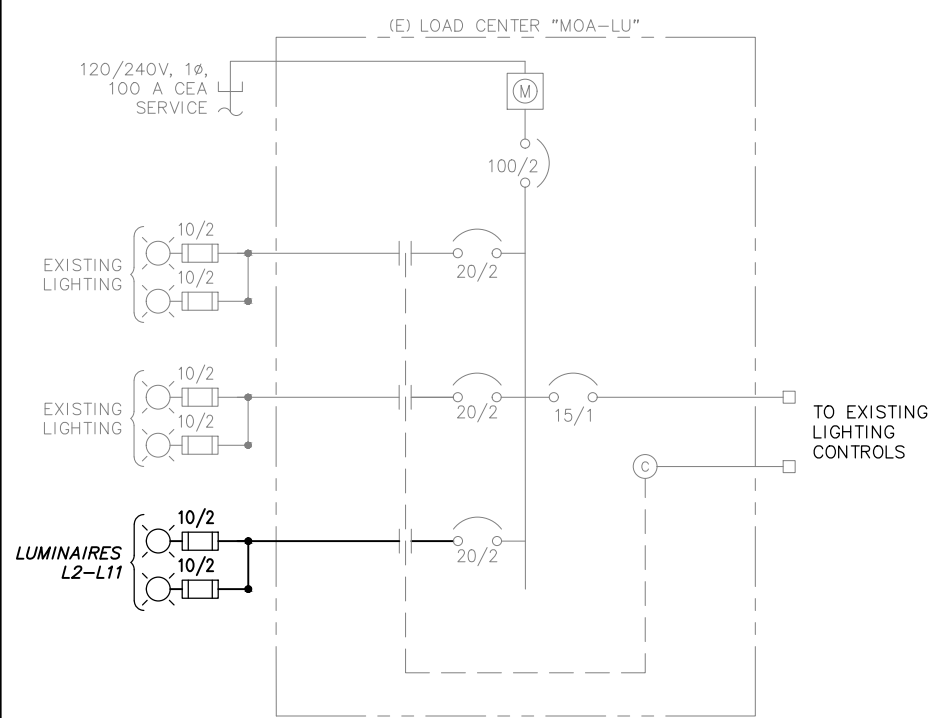
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED C

ILLUMINATION SCHEDULES

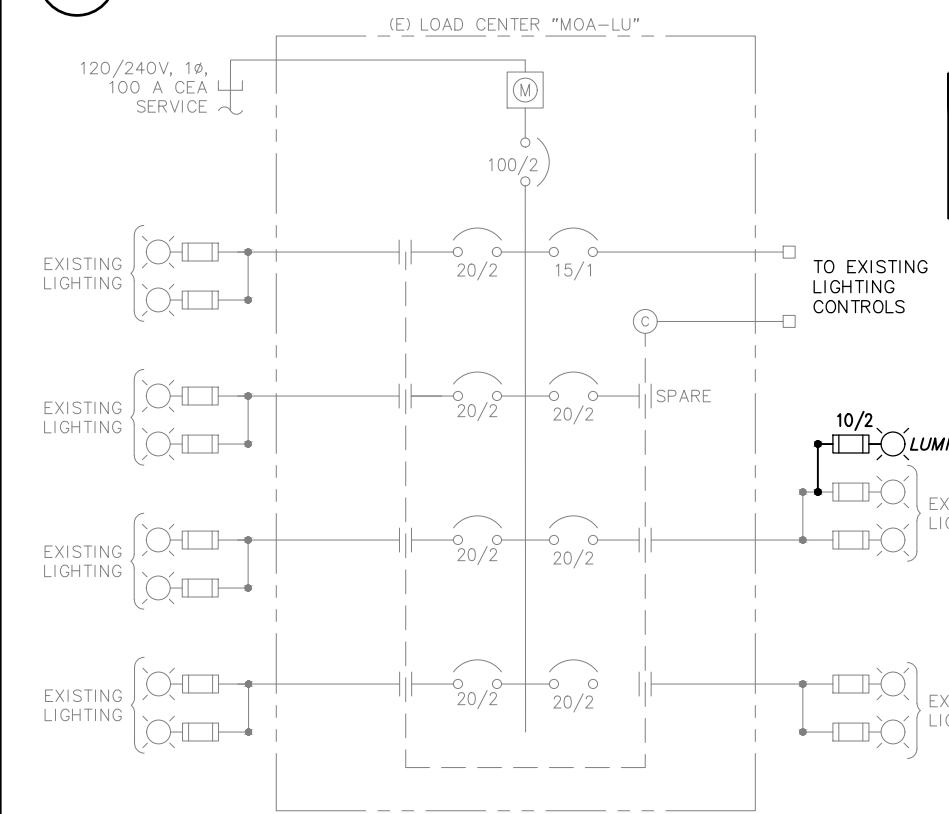
SCALE HOR. N/A VER. N/A GRID SW2033 DATE MARCH 2025 STATUS FINAL SHEET 13 of 16

File: I:\JobData\10155.00 Quinhagak Street Reconstruction\00_CADD_2018\01 Working Set\03 Electrical\10155.00 Illumination Schedules.dwg



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

1



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

2

| VOLTAGE DROP SUMMARY | | | | | |
|----------------------|--------|--------|---------|---------|-------|
| CIRCUIT | SIZE | LENGTH | VOLTAGE | CURRENT | V.D. |
| LTG-4 (68TH) | VARIES | 2200 | 240 | 3.71 | 2.03% |
| LU-13,15 | #6 AWG | 1370 | 240V | 3.11 | 2.57% |

LOAD CENTER NO. MOA-LU (EXISTING) TYPE: 1A
 LOCATION: E. 64TH AVENUE
2 POLE, 100 AMP CONTACTOR
 MAIN BREAKER: 2 POLE, 100 AMPS, 240 VOLTS

PANEL A 100 MAIN BREAKER, 120/240 VOLTS SINGLE PHASE 3 WIRE
65,000 AMPS INTERRUPT CAPACITY

| CKT. | CIRCUIT DESCRIPTION | KVA | AMP | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | AMP | KVA | CIRCUIT DESCRIPTION | CKT. |
|------|---------------------|-----|-------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|------|-----|-----------------------|------|
| LU1 | MAIN BREAKER | | 100/2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | | | | LU2 |
| LU3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| LU5 | EXISTING LIGHTING | | 20/2 | | | | | | | | | | | | | | | | | | | 15/1 | 0.5 | PHOTOELECTRIC CONTROL | LU6 |
| LU7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| LU9 | EXISTING LIGHTING | | 20/2 | | | | | | | | | | | | | | | | | | | | | | LU10 |
| LU11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| LU13 | LUMINAIRES L2-L11 | 0.9 | 20/2 | | | | | | | | | | | | | | | | | | | | | | LU14 |
| LU15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| LU17 | | | | | | | | | | | | | | | | | | | | | | | | | LU18 |

NOTE: ALL BREAKERS ARE EXISTING-TO-REMAIN

TOTAL CONNECTED LOAD = 1.4 KVA
 TOTAL AMPS = 6.0 A

LOAD CENTER NO. MOA-LU (EXISTING) TYPE: 1A
 LOCATION: ASKELAND DR/ E. 68TH AVE
2 POLE, 100 AMP CONTACTOR
 MAIN BREAKER: 2 POLE, 100 AMPS, 240 VOLTS

PANEL A 100 MAIN BREAKER, 120/240 VOLTS SINGLE PHASE 3 WIRE
65,000 AMPS INTERRUPT CAPACITY

| CKT. | CIRCUIT DESCRIPTION | KVA | AMP | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | AMP | KVA | CIRCUIT DESCRIPTION | CKT. |
|-------|---------------------|-----|-------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|------|-----|-----------------------|-------|
| MAIN | MAIN BREAKER | | 100/2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 15/1 | | PHOTOELECTRIC CONTROL | CTRL |
| LTG 1 | | | | | | | | | | | | | | | | | | | | | | 20/2 | |
| LTG 3 | EXISTING LIGHTING | | 20/2 | | | | | | | | | | | | | | | | | 20/2 | 1.1 | EXISTING LIGHTING, L1 | LTG 4 |
| LTG 5 | | | | | | | | | | | | | | | | | | | | | | 30/2 | |

NOTES: 1. ALL BREAKERS ARE EXISTING-TO-REMAIN
 2. L1 IS ESTIMATED TO INCREASE DEMAND BY 0.34A (WITH 125% DF)

TOTAL CONNECTED LOAD = 1.1 KVA
 TOTAL AMPS = 4.6 A

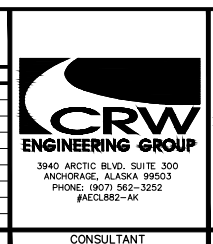
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RECORD DRAWING
 1. DATA PROVIDED BY: _____ TITLE: _____
 THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED.
 CONTRACTOR: _____ DATE: _____
 BY: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____

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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

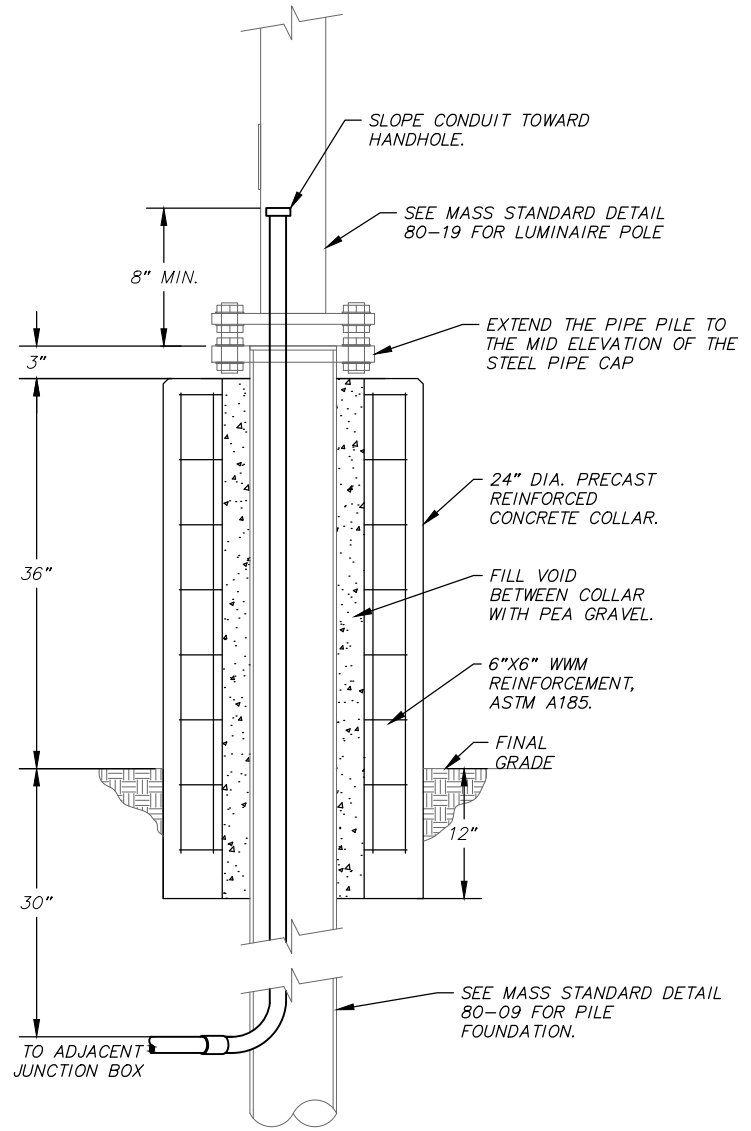
| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |



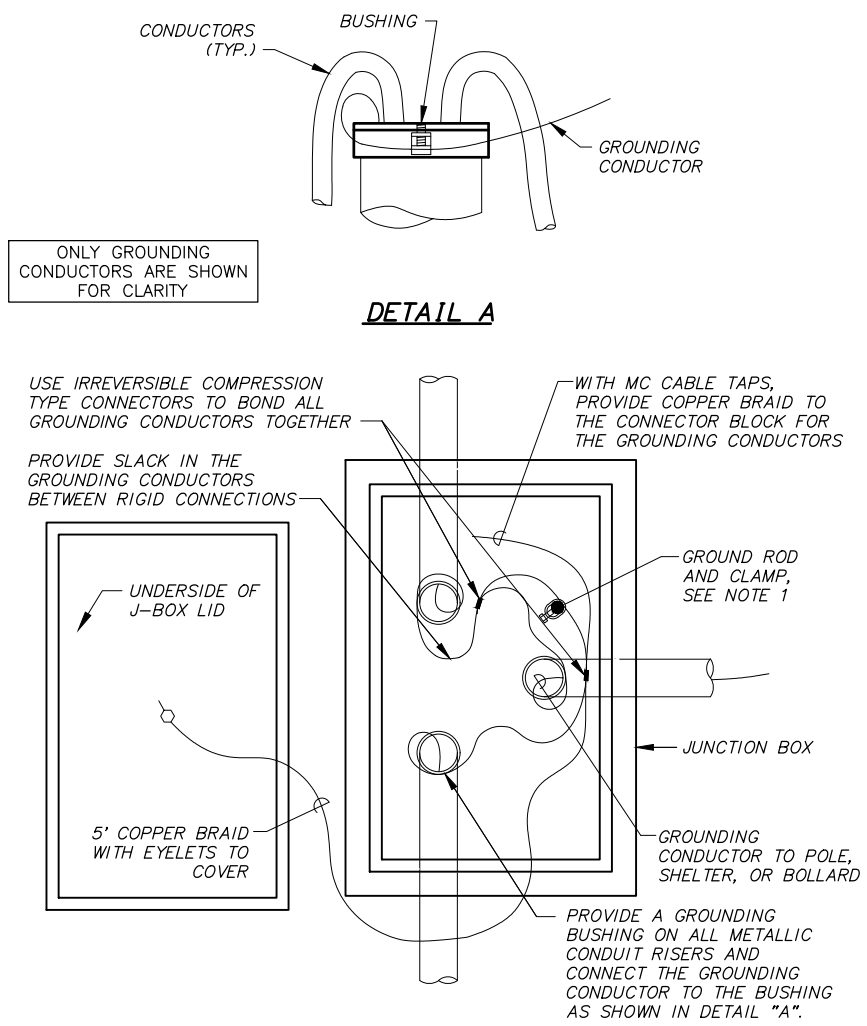
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
 21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED C
LOAD CENTER SCHEDULE AND SCHEMATICS

SCALE: HOR. N/A VER. N/A
 GRID: SW2033
 DATE: MARCH 2025 STATUS: FINAL SHEET 14 of 16

File: s:\labdata\10155.00 Quinhagak Street Reconstruction\00 CADD 2019\01 Working Set\03 Electrical\10155.00 Illumination Details.dwg



1 CONCRETE COLLAR DETAIL
NTS

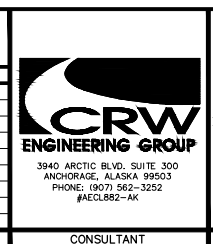


2 JUNCTION BOX GROUNDING DETAIL
NTS

- JUNCTION BOX GROUNDING NOTES:**
1. PROVIDE A 3/4"X10' CU-CLAD STEEL GROUND ROD IN ALL JUNCTION BOXES NOT ASSOCIATED WITH A LOAD CENTER OR A LIGHT POLE. ATTACH GROUND ROD TO THE JUNCTION BOX GROUNDING SYSTEM. THE GROUND ROD SHALL BE INCIDENTAL TO THE JUNCTION BOX PAY ITEM.

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: _____ DATE: _____
 BY: _____
 2. DATA TRANSFERRED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 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.
 DATA TRANSFER CHECKED BY: _____ TITLE: _____
 COMPANY: _____ DATE: _____
 BY: _____

| DATA | DRAWN BY | CHECKED BY | FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|----------------------|----------|------------|---|---------|-----------------------------------|---------|-----|------|-------------|----|
| BASE | CB | BW | | | | | | | | |
| TOPOGRAPHY | CB | BW | | | | | | | | |
| PROFILE | RB | JK | | | | | | | | |
| STORM SEWER | JM | JH | DESIGN CRW BOOK No. 3795, 3797, 3798 & 3830 | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| WATER/SANITARY SEWER | CK | JK | | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |
| GAS | CB | BW | | | | | | | | |
| TELEPHONE | CB | BW | | | | | | | | |
| ELECTRIC | JH | TK | | | | | | | | |
| DESIGN | RB | JK | | | | | | | | |
| QUANTITIES | RB | JK | | | | | | | | |
| PRELIMINARY/FINAL | RB | JK | | | | | | | | |
| MUNICIPAL/STATE | RB | JK | | | | | | | | |
| PLAN CHECK | | | | | | | | | | |
| CONSTRUCTION RECORD | | | | | | | | | | |
| VERTICAL DATUM | | | | | | | | | | |
| REVISIONS | | | | | | | | | | |
| CONSULTANT | | | | | | | | | | |
| SEAL | | | | | | | | | | |

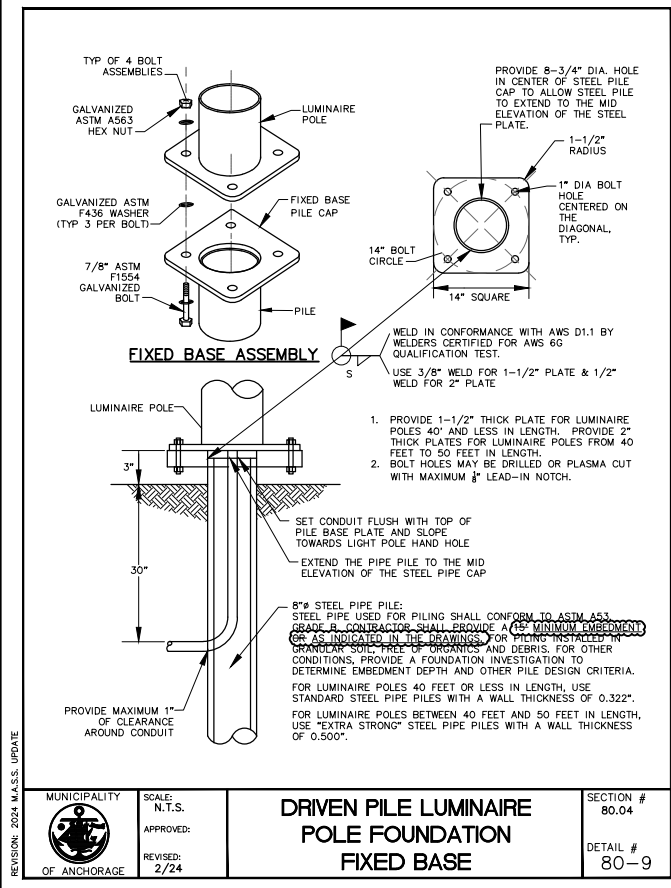


PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKLAND DRIVE SCHED C

ILLUMINATION DETAILS

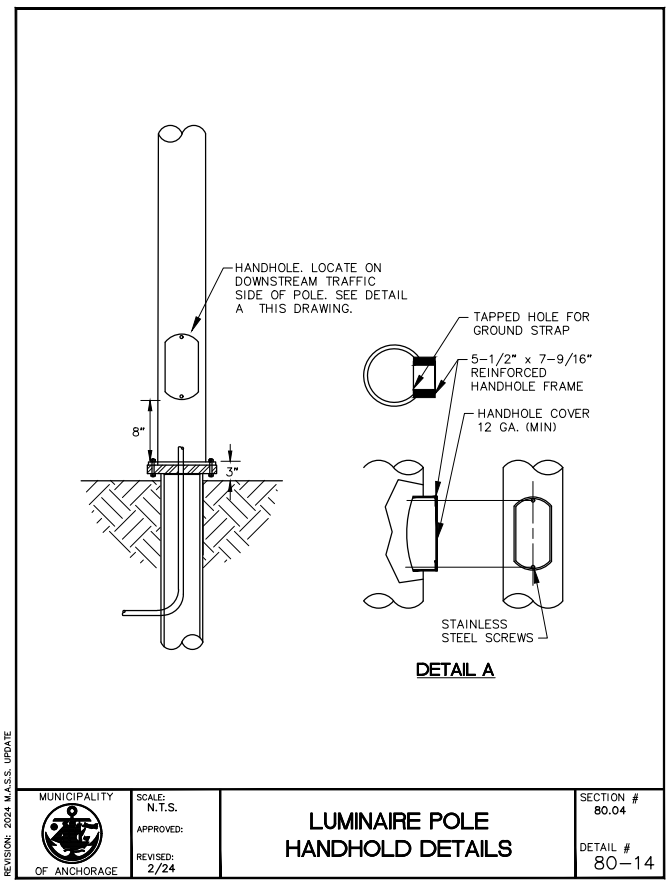
SCALE: HOR. N/A VER. N/A
 GRID: SW2033
 DATE: MARCH 2025 STATUS: FINAL SHEET 15 of 16



DRIVEN PILE LUMINAIRE POLE FOUNDATION FIXED BASE

MUNICIPALITY OF ANCHORAGE
SCALE: N.T.S.
APPROVED: [Signature]
REVISED: 2/24

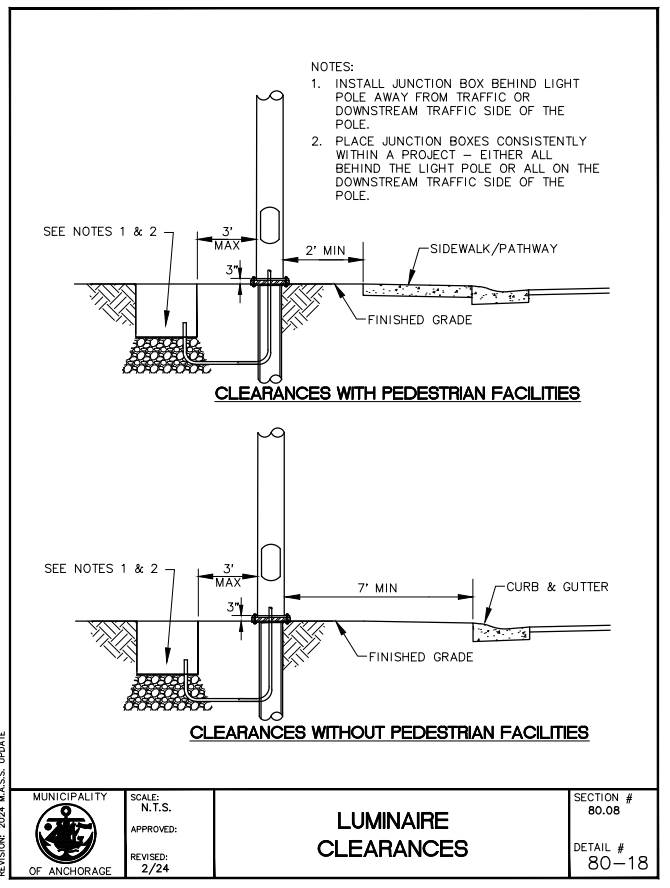
SECTION # 80.04
DETAIL # 80-9



LUMINAIRE POLE HANDHOLD DETAILS

MUNICIPALITY OF ANCHORAGE
SCALE: N.T.S.
APPROVED: [Signature]
REVISED: 2/24

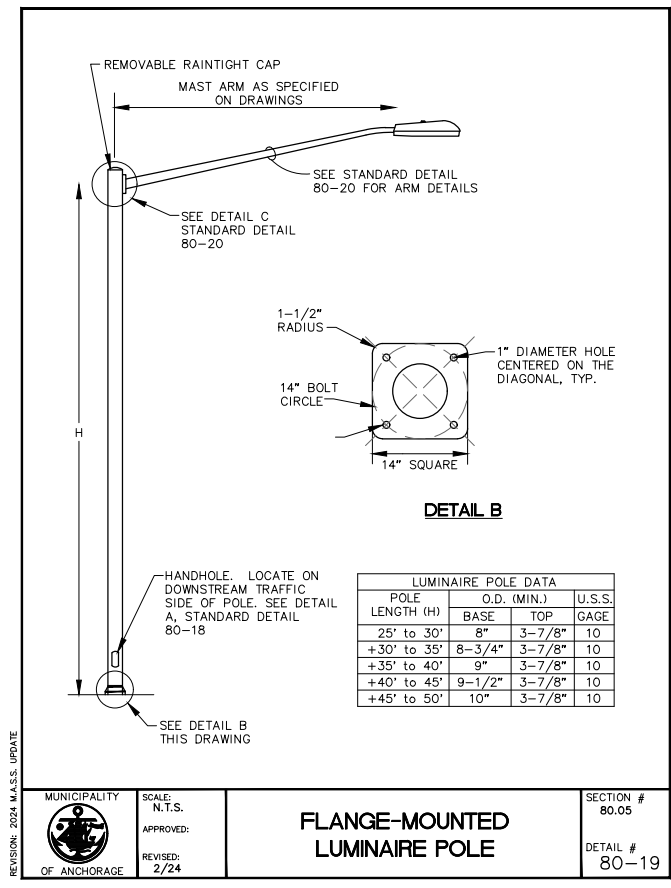
SECTION # 80.04
DETAIL # 80-14



LUMINAIRE CLEARANCES

MUNICIPALITY OF ANCHORAGE
SCALE: N.T.S.
APPROVED: [Signature]
REVISED: 2/24

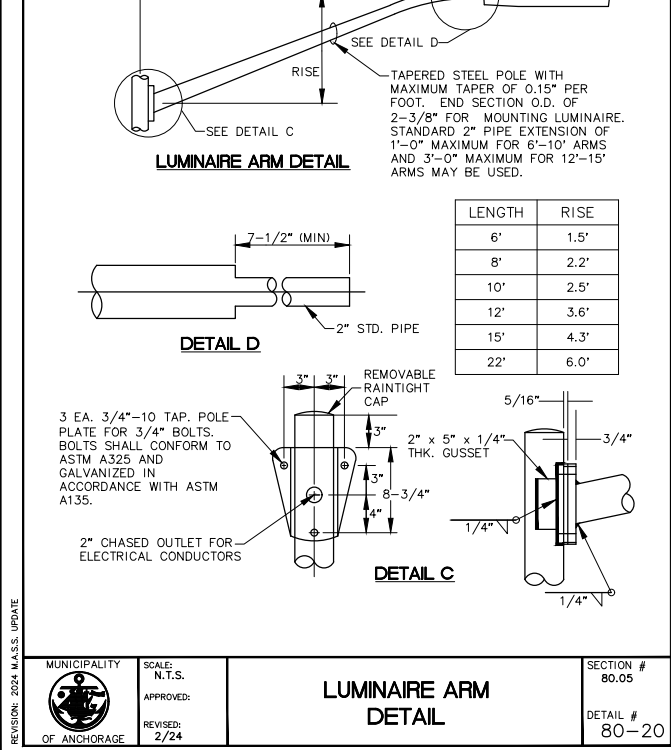
SECTION # 80.08
DETAIL # 80-18



FLANGE-MOUNTED LUMINAIRE POLE

MUNICIPALITY OF ANCHORAGE
SCALE: N.T.S.
APPROVED: [Signature]
REVISED: 2/24

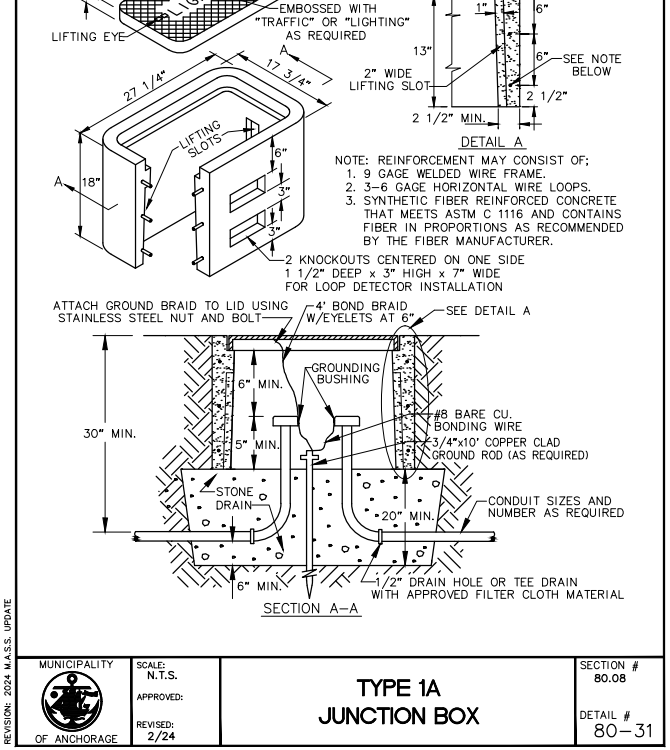
SECTION # 80.05
DETAIL # 80-19



LUMINAIRE ARM DETAIL

MUNICIPALITY OF ANCHORAGE
SCALE: N.T.S.
APPROVED: [Signature]
REVISED: 2/24

SECTION # 80.05
DETAIL # 80-20



TYPE 1A JUNCTION BOX

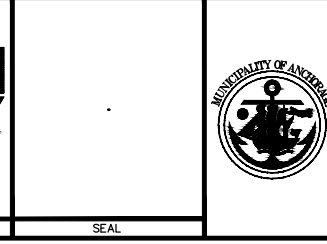
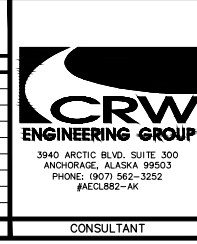
MUNICIPALITY OF ANCHORAGE
SCALE: N.T.S.
APPROVED: [Signature]
REVISED: 2/24

SECTION # 80.08
DETAIL # 80-31

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: _____ TITLE: _____ DATE: _____
BY: _____
2. DATA TRANSFERRED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____
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.
DATA TRANSFER CHECKED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____
BY: _____

| DATA | DRAWN BY | CHECKED BY |
|----------------------|----------|------------|
| BASE | CB | BW |
| TOPOGRAPHY | CB | BW |
| PROFILE | RB | JK |
| STORM SEWER | JM | JH |
| WATER/SANITARY SEWER | CK | JK |
| GAS | CB | BW |
| TELEPHONE | CB | BW |
| ELECTRIC | JH | TK |
| DESIGN | RB | JK |
| QUANTITIES/FINAL | RB | JK |
| PRELIMINARY/FINAL | RB | JK |
| MUNICIPAL/STATE | RB | JK |

| FIELD BOOKS | BM NO. | LOCATION | ELEV. | REV | DATE | DESCRIPTION | BY |
|---------------------------|---------|-----------------------------------|---------|-----|------|-------------|----|
| DESIGN CRW BOOK No. 3795, | GAAB 22 | See MOA Benchmark Book, Page D-29 | 162.82' | | | | |
| 3797, 3798 & 3830 | GAAB 20 | See MOA Benchmark Book, Page D-35 | 183.44' | | | | |



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

21-13 QUINHAGAK STREET RECONSTRUCTION E. DOWLING ROAD TO ASKELAND DRIVE SCHED C

SELECT 2024 MASS STANDARD DETAILS (REFERENCE ONLY)

SCALE: HOR. N/A VER. N/A
GRID: 9W2033
DATE: MARCH 2025
STATUS: FINAL
SHEET: 16 of 16

File: I:\labdata\10155.00 Quinhagak Street Reconstruction\00_CADD_2019\01 Working Set\03 Electrical\10155.00 Illumination Details.dwg