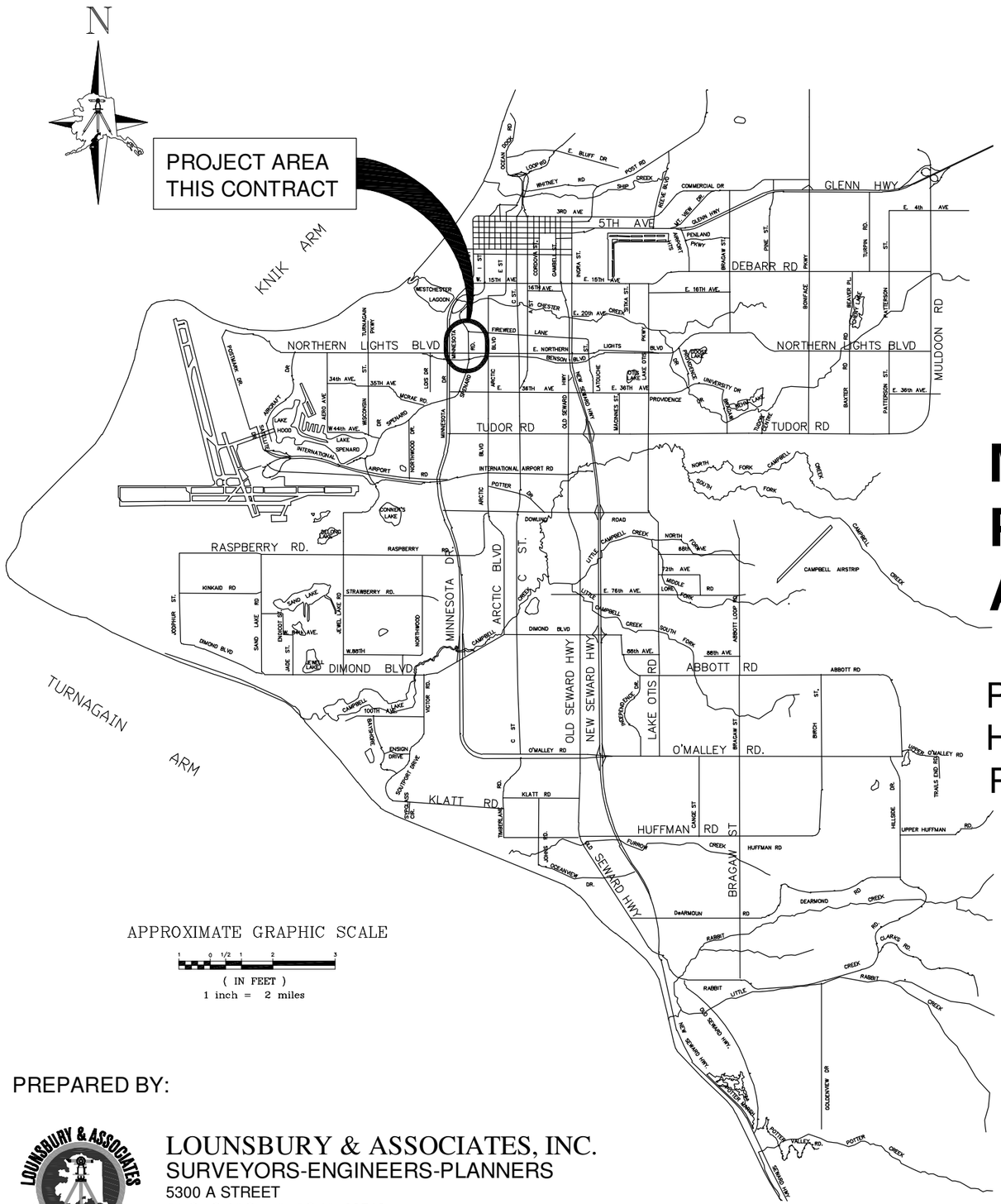


MUNICIPALITY OF ANCHORAGE PROJECT MANAGEMENT AND ENGINEERING

65%

PM&E: SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD
PM&E PROJECT NO. 03-22B

APPROVED BY:

J.W. HANSEN
DIRECTOR

KENT KOHLHASE, P.E.
ACTING MUNICIPAL ENGINEER

PREPARED BY:

LOUNSBURY & ASSOCIATES, INC.
SURVEYORS-ENGINEERS-PLANNERS
5300 A STREET
ANCHORAGE, ALASKA 99518
CERTIFICATE OF AUTHORIZATION NO. AECC391

LEGEND

PLAN

ROW ROW — EXISTING ROW LINE
— — EXISTING PROPERTY LINE
— — — — EXISTING EASEMENT LINE
— — — — TCP
⊕ EXISTING MONUMENT
○ PROPERY CORNER

W — EXISTING & PROPOSED WATER
SS — EXISTING SANITARY SEWER
SD — SD — EXISTING & PROPOSED STORM DRAIN
SD PROPOSED LINED STORM PIPE
T — EXISTING TELEPHONE
G — EXISTING UNDERGROUND GAS
UGE — EXISTING UNDERGROUND ELECTRIC
OHE — EXISTING OVERHEAD ELECTRIC
TS — EXISTING TRAFFIC SIGNAL

G.P. EXISTING GUY POLE
EXISTING GUY ANCHOR
EXISTING UTILITY POLE
L9 EXISTING AND PROPOSED LIGHT POLE
EXISTING LAMP POST
EXISTING ELECTRICAL RISER
EXISTING ELECTRICAL MANHOLE
EXISTING ELECTRICAL TRANSFORMER
EXISTING ELECTRIC METER
EXISTING UNDERGROUND TELEPHONE PEDESTAL
BSL PROPOSED BSL
COL PROPOSED COL

EXISTING GAS METER
EXISTING TANK VENT
EXISTING WATER VALVE
EXISTING FIRE HYDRANT
WELL EXISTING WELL
EXISTING WATER PUMP

EXISTING SANITARY SEWER MANHOLE
EXISTING SEWER SERVICE CONNECT
SEWER EXISTING SEWER CLEANOUT
C.O. EXISTING CLEANOUT
EXISTING AND PROPOSED STORM DRAIN MANHOLE
EXISTING AND PROPOSED CATCH BASIN
PROPOSED CATCH BASIN MANHOLE

EXISTING TRAFFIC SIGNAL LIGHT
EXISTING TRAFFIC SIGNAL CONTROL BOX
EXISTING TYPE I JUNCTION BOX
EXISTING TYPE II JUNCTION BOX

49+00 CONSTRUCTION ℄
EXISTING & PROPOSED EDGE OF PAVEMENT
EXISTING & PROPOSED CURB AND GUTTER
D18 PROPOSED DRIVEWAY
EXISTING EDGE OF GRAVEL
EXISTING GUARDRAIL
EXISTING STRIPING
EXISTING SKIP STRIPING
EXISTING CURB
EXISTING SIDEWALK
EXISTING WALL
EXISTING FENCE
EXISTING BUSH
EXISTING TREE

EXISTING AND PROPOSED STREET SIGNS
EXISTING PRIVATE SIGN
EXISTING POST
EXISTING TRASH CAN
EXISTING PLANTER
F.P. EXISTING FLAG POLE

SHEET INDEX

1	COVER SHEET
2	LEGEND AND GENERAL NOTES
RW1-RW7	RIGHT OF WAY PLANS
EM1 OF 1	EASEMENT AND PERMIT INDEX MAP
SC1-SC3	SURVEY CONTROL SHEET
D1-D10	DEMOLITION PLAN
TS1-TS2	TYPICAL SECTIONS
DS1-DS8	DETAILS
ST1-ST16	STREET IMPROVEMENTS
SI1-SI7	SITE IMPROVEMENTS
G1-G41	GRADING & PAVING
SS1	SANITARY SEWER PLANS
T1-T8	SIGNING & STRIPING
E1-E27	ILLUMINATION IMPROVEMENTS
L1-L22	LANDSCAPING IMPROVEMENTS

COMMON ABBREVIATIONS

AC – ASPHALTIC CONCRETE
AD – ALGEBRAIC DIFFERENCE
BM – BENCH MARK
BOP – BOTTOM OF PIPE
BEGINNING OF PROJECT
BVC – BEGIN VERTICAL CURVE
C# – CURVE NUMBER
C&G – CURB AND GUTTER
CB – CATCH BASIN
CL – CLASS
℄ – CENTERLINE
CMP – CORRUGATED METAL PIPE
CPEP – CORRUGATED POLYETHYLENE PIPE
DIP – DUCTILE IRON PIPE
EL – ELEVATION
EOP – EDGE OF PAVEMENT
END OF PROJECT
EVC – END VERTICAL CURVE
EX – EXISTING
F&I – FURNISH AND INSTALL
FF – FINISHED FLOOR
FG – FINISH GRADE
GB – GRADE BREAK
GV – GATE VALVE
IAW – IN ACCORDANCE WITH
INV – INVERT
L# – LINE NUMBER
LT – LEFT OF CENTERLINE
MH – MANHOLE
MON – MONUMENT
N.B. – NORTHBOUND
PC – POINT OF CURVATURE
PCC – POINT OF COMPOUND CURVATURE
– PORTLAND CEMENT CONCRETE
PI – POINT OF INTERSECTION
℄ – PROPERTY LINE
PT – POINT OF TANGENCY
PVI – POINT OF VERTICAL INTERSECTION
R&R – REMOVE AND REPLACE
ROW – RIGHT-OF-WAY
RP – RADIUS POINT
RT – RIGHT OF CENTERLINE
S – SLOPE
S.B. – SOUTHBOUND
SI – STREET INTERSECTION
ST – STREET
STA – STATION/STATIONING
TBC – TOP BACK OF CURB
TCP – TEMPORARY CONSTRUCTION PERMIT
TI – TOP INTAKE
VB – VALVE BOX
VC – VERTICAL CURVE

LEGEND

PROFILE

EXISTING ℄
0.50% PROPOSED GRADE AT ℄ OF PAVEMENT
EXISTING AND PROPOSED PIPE
EXISTING AND PROPOSED MANHOLE
EXISTING AND PROPOSED INLET
APPROXIMATE LOCATION OF SHALLOW UTILITY
T = TELEPHONE/CABLE
E = ELECTRIC
G = GAS

CONSTRUCTION NOTES

1. All construction shall be completed in accordance with the 2015 Municipality of Anchorage Standard Specifications, Streets – Drainage – Utilities – Parks, (MASS), as amended.
2. Utility locations shown on the Drawings are not exact. The Contractor shall obtain utility locates at least 48 hours prior to commencing work. The Contractor shall also verify exact locations of buried utilities in the field per the specifications and record any changes on the Contractor's record drawings.
3. Existing electric, cable television, telephone, street light, traffic signal, and gas lines in the work area may require continuous support and/or relocation during excavation and backfilling operations. During the course of the work, utility companies may relocate some of their existing facilities. Refer to the Special Provisions for additional information. The Contractor shall coordinate work with each utility company.
4. All existing and proposed sewer and water utility facilities, such as manholes, water valve boxes, and cleanouts within the construction limits shall be adjusted to finish grade. The Contractor shall schedule a pre–construction inspection with AWWU to verify the condition of existing utilities prior to beginning the work.
5. All structural fill and trench backfill shall be compacted to 95% of maximum density at optimum moisture content.
6. All organics are to be removed from the road prism.
7. Curb stationing, offsets and dimensions shown on the drawings are measured to top back of curb (TBC), unless otherwise noted.
8. All storm drain pipes and catch basin leads shall be insulated (R–11) when the depth of cover is less than four feet per MASS details 20–8, 20–9 and specifications.
9. In preparation for and immediately prior to paving, the Contractor shall remove an additional one foot from existing pavement edge. The Engineer may require more than one foot 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. Cuts may be made with a saw or air chisel. Tack coat shall be applied to all joints. Reference MASS detail 40–2.
10. Contractor shall restore property disturbed by contract activity to the preconstruction condition.
11. Shoring of utility poles, pads & pedestals, load centers & other equipment is incidental to the contract and no separate payment shall be made.
12. The Contractor shall provide record survey notes for submittal with the record drawings. Contractor shall record the horizontal and vertical locations of all utilities encountered in the field on the Contractor's As–Built plans.
13. The Contractor shall obtain all necessary permits prior to beginning construction. The permits shall be maintained on the project site.
14. All stationing is construction centerline unless otherwise noted. See survey control drawings for horizontal and vertical control.
15. Topsoil (4") and seed all disturbed areas. See landscaping sheets for additional details.
16. Manhole locations are identified by station and offset from road centerline to center of structure. Pipe lengths are measured from center to center of structures. Pipe slopes are determined by measuring between inside face of structures.
18. Catch basin locations are identified by station and offset from construction centerline to top back of curb.
19. Water resulting from Contractor's dewatering efforts may not be pumped or otherwise diverted into existing storm drains unless required permits, including but not limited to, the Alaska Department of Environmental Conservation and Environmental Protection Agency, are obtained by Contractor. Under no circumstances will Contractor be allowed to divert water from the excavation onto roadways. Contractor shall provide disposal site for excess water and shall be responsible for providing all copies of required permits and approvals to the MOA ROW Permit Office.
20. All improvements on private property are contingent upon property owner approval and final ROW negotiations.

REV	DATE	DESCRIPTION	BY
–	–	–	–

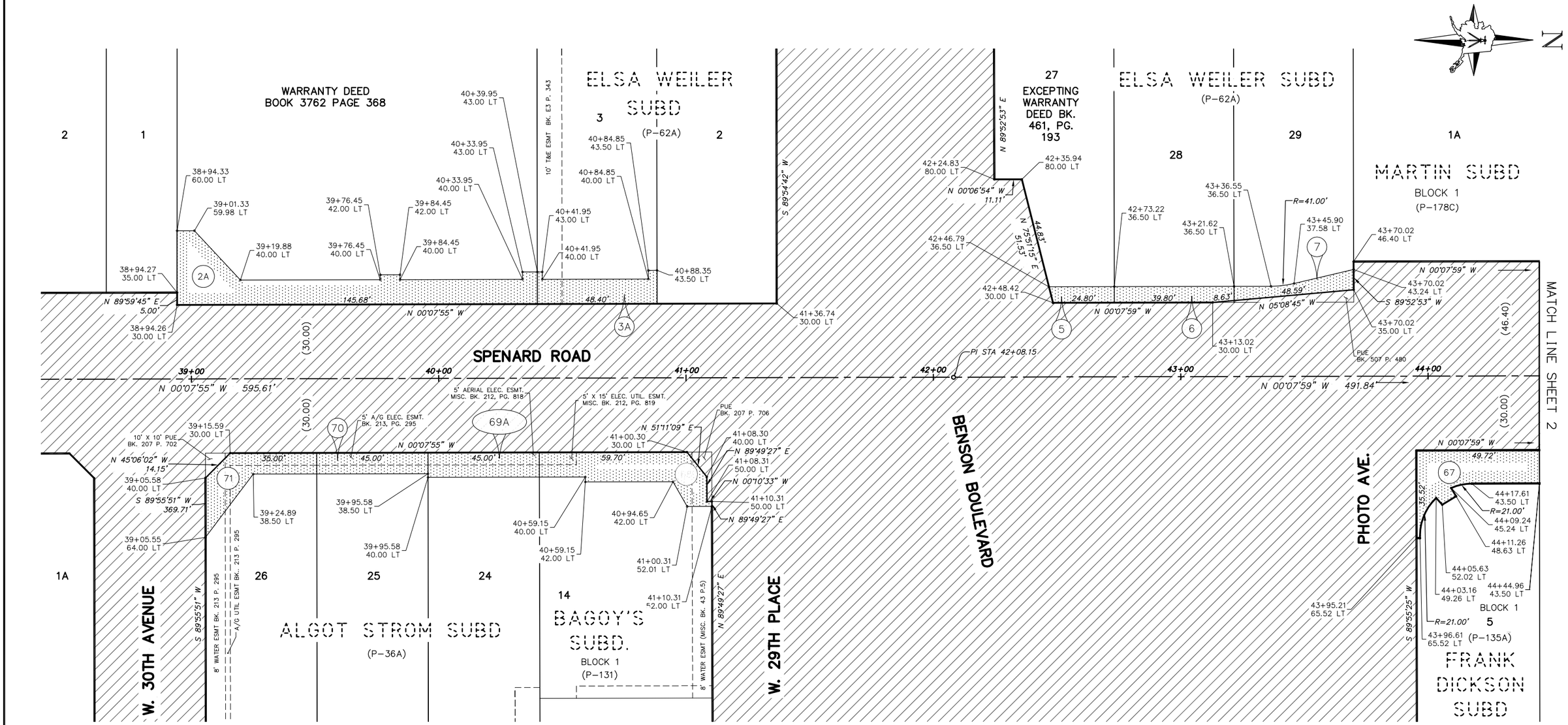
REVISIONS

LOUNSBURY & ASSOCIATES Surveyors • Engineers • Planners
5300 A STREET ANCHORAGE, ALASKA 99518 (907)272-5401
CERTIFICATE OF AUTHORIZATION NO. AECC391
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
SCHEDULE A & D PM&E PROJECT NO. 03–22B
SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD
LEGEND & NOTES
SCALE: 1" = 100' DATE: JANUARY 2016 GRIDS: SW1529,1629
ACCT. NO. 05–037G
SHEET 2 of ___



GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

EXISTING RIGHT OF WAY

ACQUISITION PARCEL

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
2A	PUE	North Star 1300 LLC	Book 2762, Page 368	1,817 S.F.	
3A	PUE	North Star 1300 LLC	Lot 3, Elsa Weiler Subd. (P-62A)	503 S.F.	
5	PUE	Polar Bear Properties, LLC	Lot 27, Elsa Weiler Subd. (P-62A)	167 S.F.	
6	PUE	Mush Inn Corporation	Lot 28, Elsa Weiler Subd. (P-62A)	312 S.F.	
7	PUE	Mush Inn Corporation	Lot 29, Elsa Weiler Subd. (P-62A)	274 S.F.	

PARCEL INFORMATION

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
67	PUE	Gary Cross & Michael Bell Revocable Trust	Lot 5, Block 1, Dickson Subdivision (P-135A)	xxx S.F.	
68	PUE	B & D LLC	Lot 14, Block 1, Bagoys Subdivision (P-131)	848 S.F.	
69A	PUE	B & D, LLC	Lot 24, Algot Strom Subd. (P-36A)	450 S.F.	
70	PUE	Ludwig Anthony & Alana Michelle Perullo	Lot 25, Algot Strom Subdivision (P-36A)	383 S.F.	
71	PUE	Ludwig Anthony & Alana Michelle Perullo	Lot 26, Algot Strom Subdivision (P-36A)	579 S.F.	

PARCEL INFORMATION

FIELD BOOKS				DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
DESIGN: –	BM NO.	LOCATION	ELEV.	BASE	–	–	TELEPHONE	–	–
–	–	–	–	TOPOGRAPHY	–	–	ELECTRIC	–	–
STAKING: –	–	–	–	PROFILE	–	–	CABLE TV	–	–
–	–	–	–	SANITARY SEWER	–	–	DESIGN	–	–
ASBUILT: –	–	–	–	STORM SEWER	–	–	QUANTITIES	–	–
–				WATER	–	–	MUN. FINAL CHECK	–	–
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM		GAS	–	–			
INSPECTOR: –									

REV	DATE	DESCRIPTION	BY
–	–	–	–

REV	DATE	DESCRIPTION	BY
–	–	–	–

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors * Engineers * Planners
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(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 14-012

SPENARD ROAD RECONSTRUCTION
HILLCREST DRIVE TO BENSON BOULEVARD

ROW PARCEL MAP

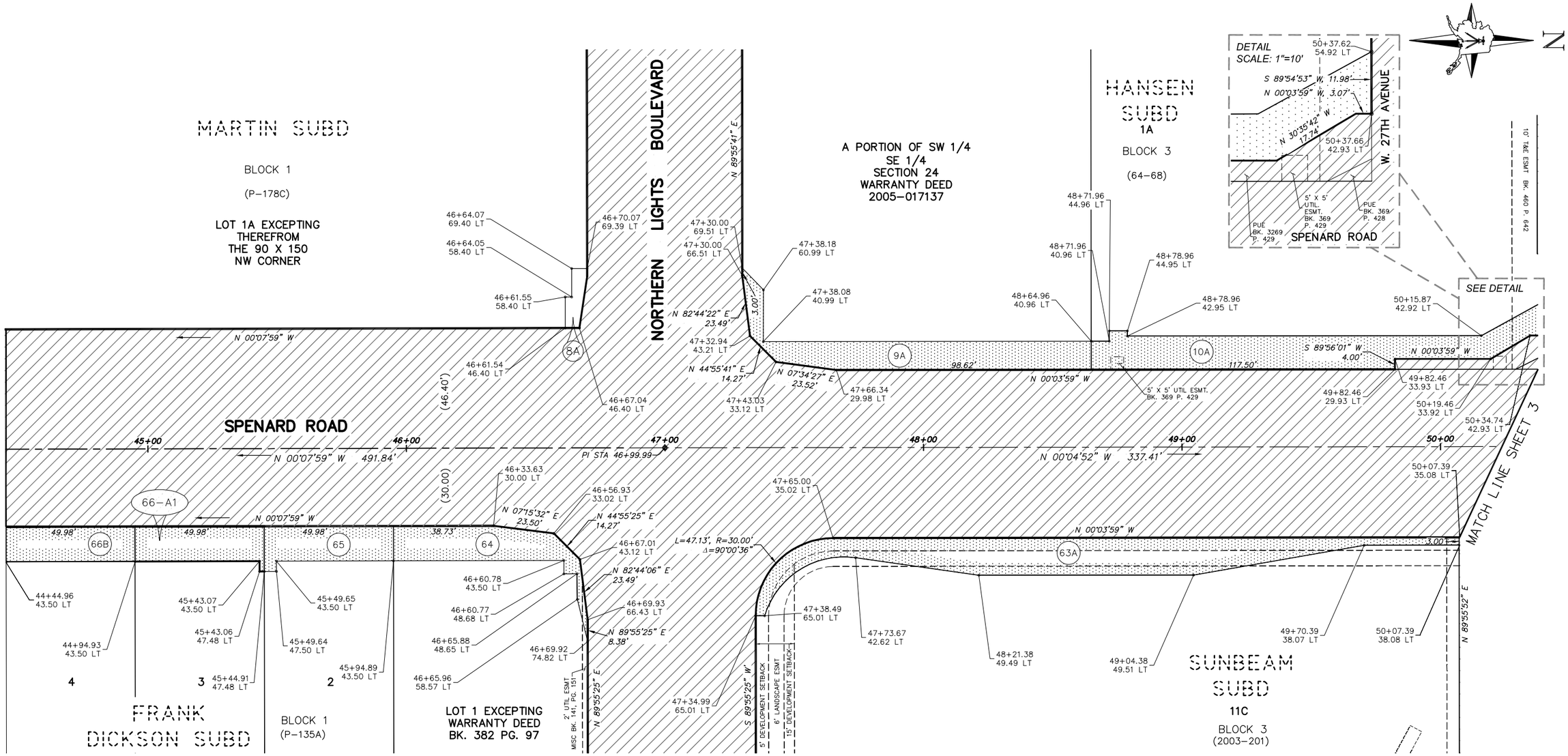
STA 38+39.13 TO 44+44.88

SCALE: H: 1"=20' V: N/A'

DATE: AUG. 2016 | GRIDS: SW1529 SW1629

ACCT. NO. 05-037G

SHEET RW1 of RW6



PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
8A	PUE	Mush Inn Corporation	Block 1, Lot 1A, Martin Subdivision (P-178C)	139 S.F.	
9A	PUE	Spenard & Northern Lights LLC	A Portion of SW1/4 SE1/4, Section 24 per Warranty Deed 2005-017137	1490 S.F.	
10A	PUE	Brown Bear LLC	Lot 1A, Block 3, Hansen Subdivision	2089 S.F.	
63A	PUE	Northrim Bank	Block 3, Lot 11C, Sunbeam Subdivision	2767 S.F.	

PARCEL INFORMATION

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
64	PUE	Polar Bear Properties LLC	Lot 1, Block 1, Frank Dickson Subdivision, Excepting WD Book 382 Page 97	944 S.F.	
65	PUE	Polar Bear Properties LLC	Lot 2, Block 1, Frank Dickson Subdivision (P-135A)	694 S.F.	
66A-1	PUE	Gary Cross & Michael Bell Revocable Trust	Lot 3, Block 1, Frank Dickson Subd. (P-135A)	683 S.F.	
66B	PUE	Gary Cross & Michael Bell Revocable Trust	Lot 4, Block 1, Frank Dickson Subdivision (P-135A)	675 S.F.	

PARCEL INFORMATION

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

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REVISIONS

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 14-012

SPENARD ROAD RECONSTRUCTION
HILLCREST DRIVE TO BENSON BOULEVARD

ROW PARCEL MAP

STA 44+44.88 TO 50+23.95

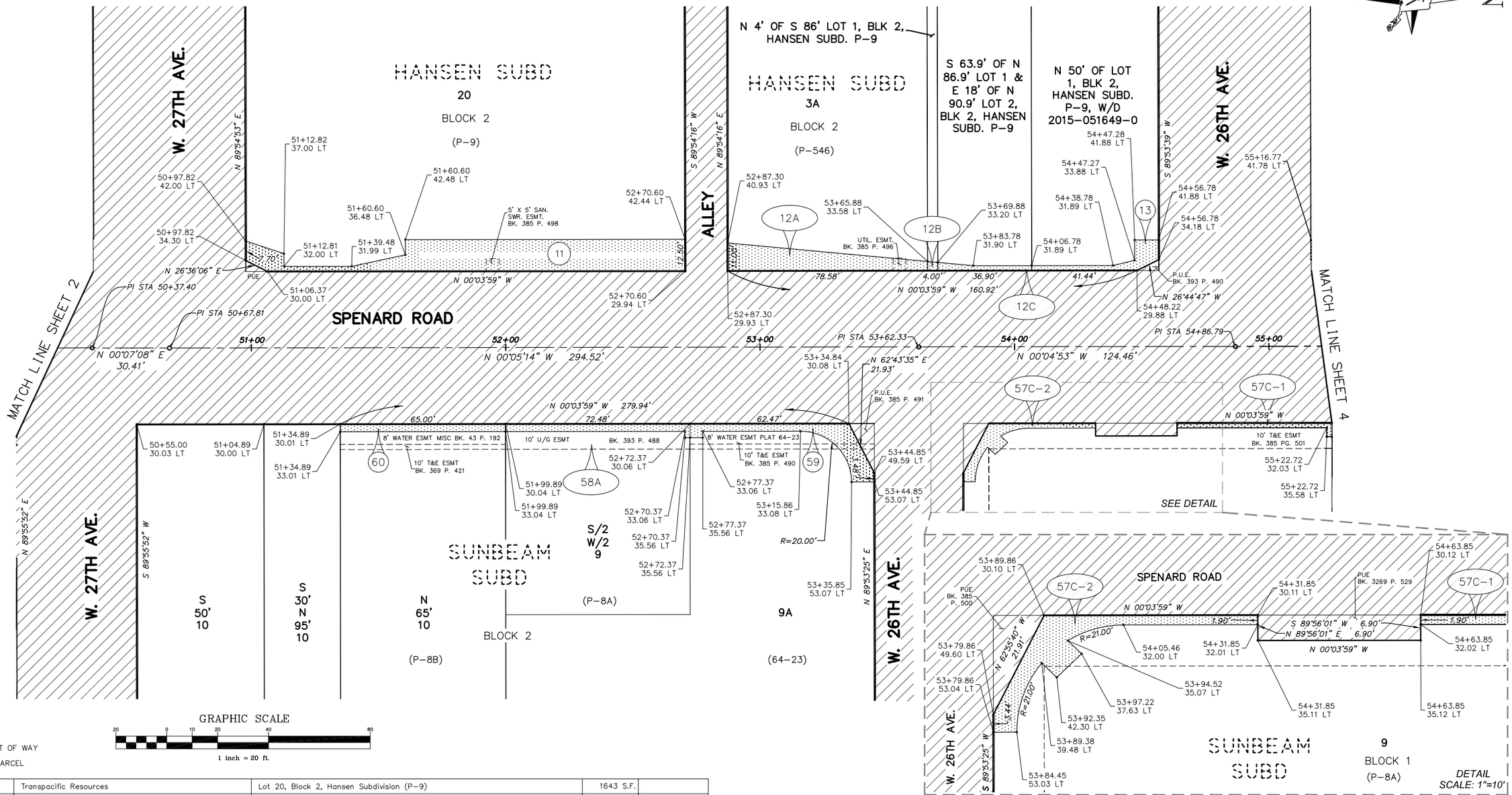
SCALE: H: 1"=20' V: N/A'

DATE: AUG. 2016

GRIDS: SW1529 SW1629

ACCT. NO. 05-037G

SHEET RW2 of RW6



GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

EXISTING RIGHT OF WAY

ACQUISITION PARCEL

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
11	PUE	Transpacific Resources	Lot 20, Block 2, Hansen Subdivision (P-9)	1643 S.F.	
12A	PUE	Transpacific Resources	Lot 3A, Block 2, Hansen Subdivision (P-546)	577 S.F.	
12B	PUE	Transpacific Resources	N 4' of S 86' Lot 1, Block 2, Hansen Subd. (P-9)	14 S.F.	
12C	PUE	Transpacific Resources	S 36.9' of N 86.9' L1 & E 18' of N 90.9' L2, Block 2, Hansen Subd. (P-9)	83 S.F.	
13	PUE	William Perkins & Endee Felty	N 50' Lot 1, Blk 2 Hansen Subd. (P-9)	186 S.F.	
57C-1	PUE	Paved Paradise LLC: Moreland Properties, LLC	Lot 9, Block 1, Sunbeam Subd. (P-8A)	123 S.F.	

PARCEL INFORMATION

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
57C-2	PUE	Paved Paradise LLC: Moreland Properties, LLC	Lot 9, Block 1, Sunbeam Subd. (P-8A)	221 S.F.	
58A	PUE	Paul E. & Mary Kay Denkewalter	S 1/2 W 1/2 Lot 9, Block 2 Sunbeam Subd. (P-8A)	223 S.F.	
59	PUE	2601 Spenard LLC	Lot 9A, Block 2 Sunbeam Subd. (64-23)	398 S.F.	
60	PUE	Paul E. & Mary Kay Denkewalter	N 65' Lot 10, Block 2 Sunbeam Subd. (P-8A)	195 S.F.	

PARCEL INFORMATION

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 14-012

SPENARD ROAD RECONSTRUCTION
HILLCREST DRIVE TO BENSON BOULEVARD

ROW PARCEL MAP

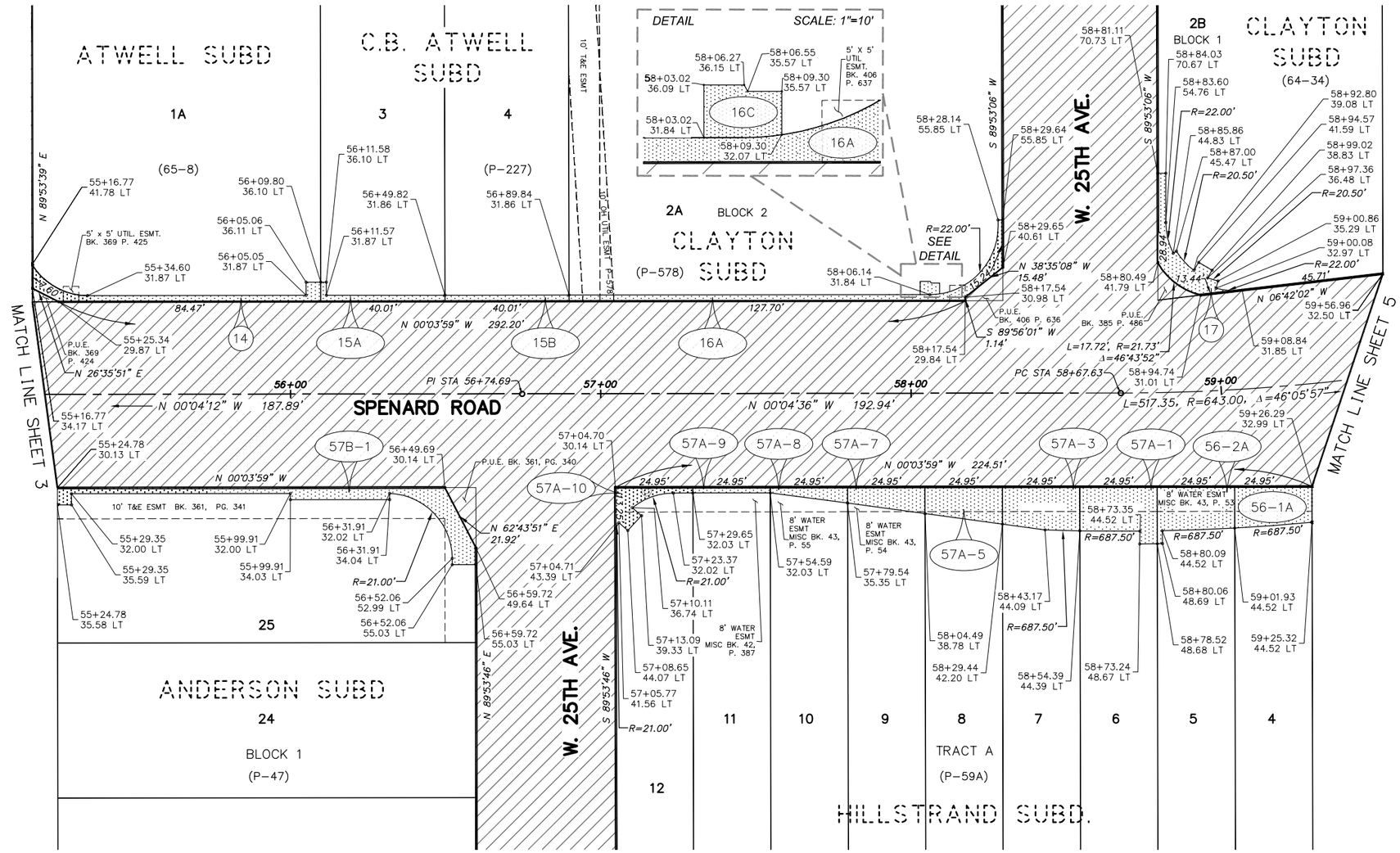
STA 50+23.95 TO 55+20.64

SCALE: H: 1"=20' V: N/A

DATE: AUG. 2016 | GRIDS: SW1529 SW1629

ACCT. NO. 05-037G

SHEET RW3 of RW6



EXISTING RIGHT OF WAY

ACQUISITION PARCEL

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
14	PUE	Moreland Properties LLC	Lot 1A, Atwell Subd. (65-8)	240 S.F.	
15A	PUE	Linda Hearn	Lot 3, C.B. Atwell Subd. (P-227)	88 S.F.	
15B	PUE	Linda Hearn	Lot 4, C.B. Atwell Subd. (P-227)	80 S.F.	
16A	PUE	Eco Energy LLC	Lot 2A, Block 2, Clayton Subd. (P-578)	348 S.F.	
16C	ELS	Eco Energy LLC	Lot 2A, Block 2, Clayton Subd. (P-578)	25 S.F.	
17	PUE	J & C Enterprises, LLC	Lot 2B, Block 1, Clayton Subd. (64-34)	227 S.F.	
56-1A	PUE	Baxter & Yang Cha Gamble	Lot 4, Tract A, Hillstrand Subd. (P-59A)	313 S.F.	
56-2A	PUE	Baxter & Yang Cha Gamble	Lot 5, Tract A, Hillstrand Subd. (P-59A)	354 S.F.	
57A-1	PUE	Paved Paradise LLC	Lot 6, Tract A, Hillstrand Subd. (P-59A)	381 S.F.	
57A-3	PUE	Paved Paradise LLC	Lot 7, Tract A, Hillstrand Subd. (P-59A)	337 S.F.	

PARCEL INFORMATION

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
57A-5	PUE	Paved Paradise LLC	Lot 8, Tract A, Hillstrand Subd. (P-59A)	258 S.F.	
57A-7	PUE	Paved Paradise LLC	Lot 9, Tract A, Hillstrand Subd. (P-59A)	173 S.F.	
57A-8	PUE	Paved Paradise LLC	Lot 10, Tract A, Hillstrand Subd. (P-59A)	89 S.F.	
57A-9	PUE	Paved Paradise LLC	Lot 11, Tract A, Hillstrand Subd. (P-59A)	47 S.F.	
57A-10	PUE	Paved Paradise LLC	Lot 12, Tract A, Hillstrand Subd. (P-59A)	134 S.F.	
57B-1	PUE	Paved Paradise LLC	Lot 25, Block 1, Anderson Subdivision (P-47)	507 S.F.	

PARCEL INFORMATION

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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SPENARD ROAD RECONSTRUCTION
HILLCREST DRIVE TO BENSON BOULEVARD

ROW PARCEL MAP

STA 55+20.64 TO 59+40.88

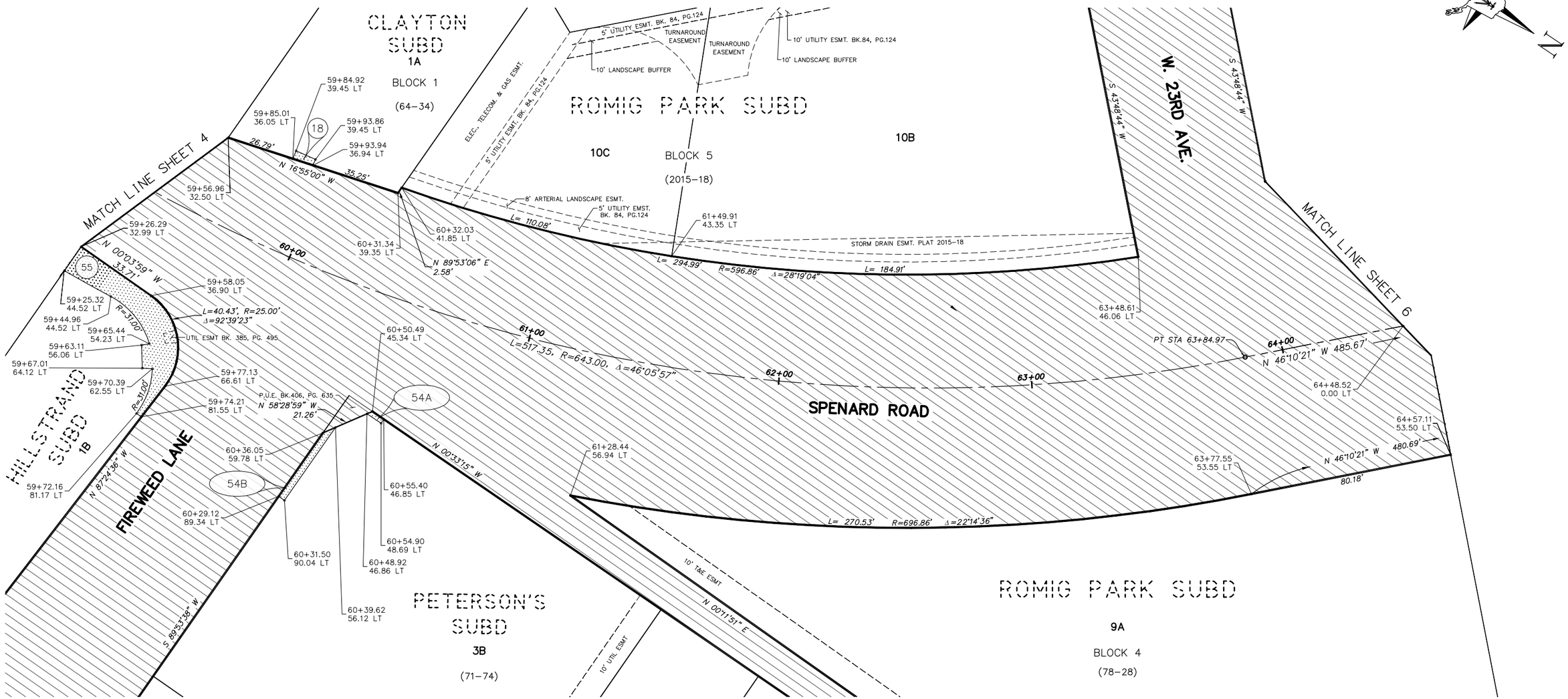
SCALE: H: 1"=20' V: N/A

DATE: AUG. 2016

GRIDS: SW1529 SW1629

ACCT. NO. 05-037G

SHEET RW4 of RW6



GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

EXISTING RIGHT OF WAY

ACQUISITION PARCEL

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
55	PUE	James P. Edwards	Lot 1B, Tract A, Hillstrand Subd. (63–57)	769 S.F.	
54	PUE	The Woronzof Condominium Association	Lot 3B, Peterson's Subd. (71–74)	104 S.F.	
18	PUE	J Cubed, LLC	Lot 1A, Block 1, Clayton Subd. (64–34)	25 S.F.	

PARCEL INFORMATION

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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REVISIONS

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Surveyors * Engineers * Planners
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(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

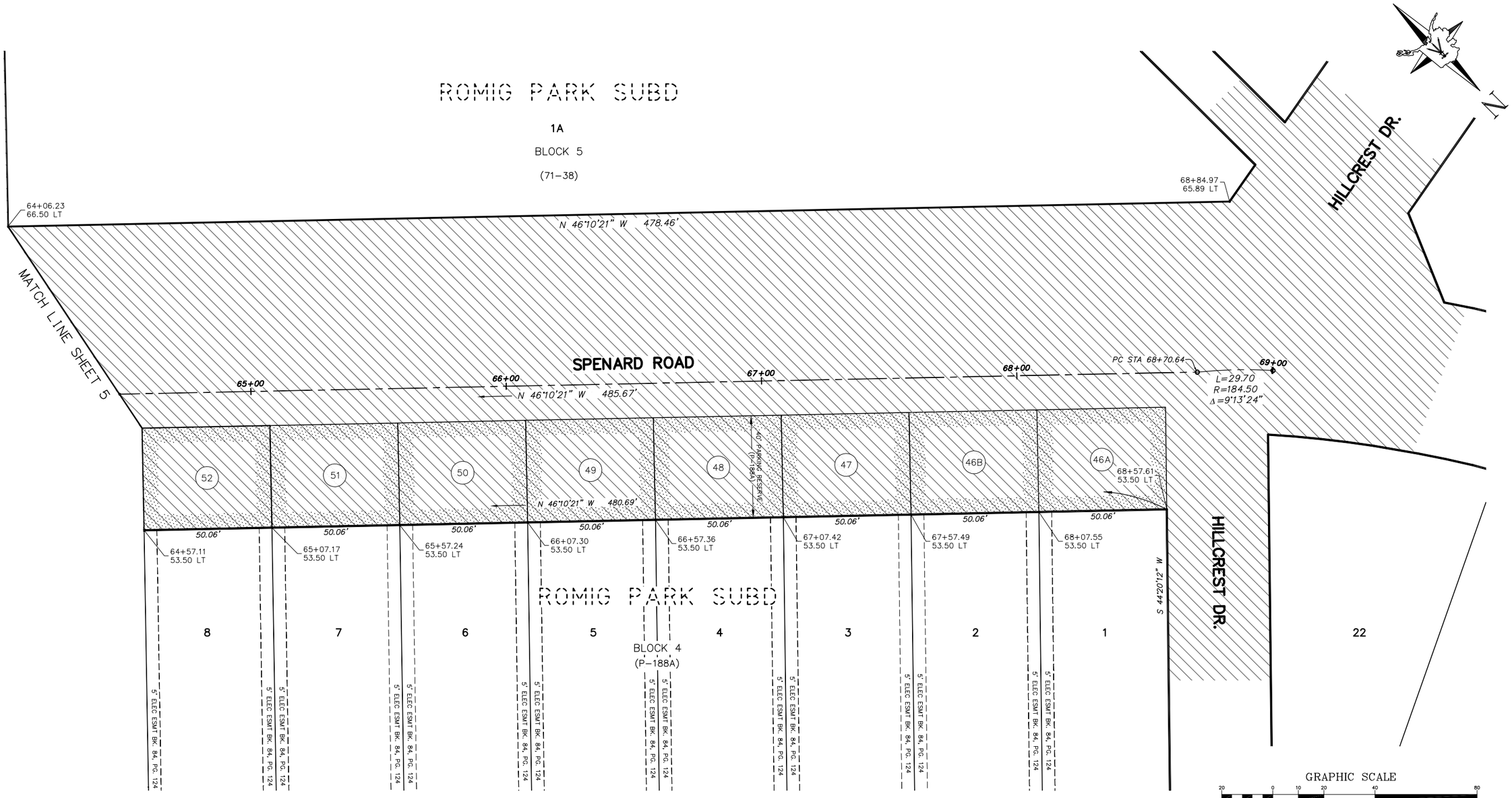
PM&E PROJECT NO. 14–012

SPENARD ROAD RECONSTRUCTION
HILLCREST DRIVE TO BENSON BOULEVARD

ROW PARCEL MAP

STA 59+40.88 TO 64+48.52

SCALE: H: 1"=20' V: N/A' | DATE: AUG. 2016 | GRIDS: SW1529 SW1629 | ACCT. NO. 05–037G | SHEET RW5 of RW6



PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
48	PUE	Stellar, LLC	Lot 4, Block 4, Revised Plat of Romig Park Subd. (P–188A)	2,003 S.F.	
47	PUE	Margaret M. Spils, Baxter & Yang Cha Gamble	Lot 3, Block 4, Revised Plat of Romig Park Subd. (P–188A)	2,003 S.F.	
46B	PUE	Suzanne L. & Michael K. Kelley	Lot 2, Block 4, Revised Plat of Romig Park Subd. (P–188A)	2,003 S.F.	
46A	PUE	Suzanne L. & Michael K. Kelley	Lot 1, Block 4, Revised Plat of Romig Park Subd. (P–188A)	2,010 S.F.	

PARCEL INFORMATION

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER	LEGAL DESCRIPTION	NET TAKE	RECORDED DOCUMENT NUMBER
52	PUE	Thomas L. Melaney & Paul D. Kelly	Lot 8, Block 4, Revised Plat of Romig Park Subd. (P–188A)	2,003 S.F.	
51	PUE	Mountain States Bakeries, LLC	Lot 7, Block 4, Revised Plat of Romig Park Subd. (P–188A)	2,003 S.F.	
50	PUE	Mountain States Bakeries, LLC	Lot 6, Block 4, Revised Plat of Romig Park Subd. (P–188A)	2,003 S.F.	
49	PUE	Mountain States Bakeries, LLC	Lot 5, Block 4, Revised Plat of Romig Park Subd. (P–188A)	2,003 S.F.	

PARCEL INFORMATION

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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PM&E PROJECT NO. 14–012

SPENARD ROAD RECONSTRUCTION
HILLCREST DRIVE TO BENSON BOULEVARD

ROW PARCEL MAP

STA 64+48.52 TO 69+00.34

SCALE: H: 1"=20' V: N/A' | DATE: AUG. 2016 | GRIDS: SW1529 SW1629 | ACCT. NO. 05–037G | SHEET RW6 of RW6

IN PROGRESS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

GRAPHIC SCALE

100 0 50 100 200 400

1 inch = 100 ft.

REV	DATE	DESCRIPTION	BY

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

EASEMENT & PERMIT INDEX MAP

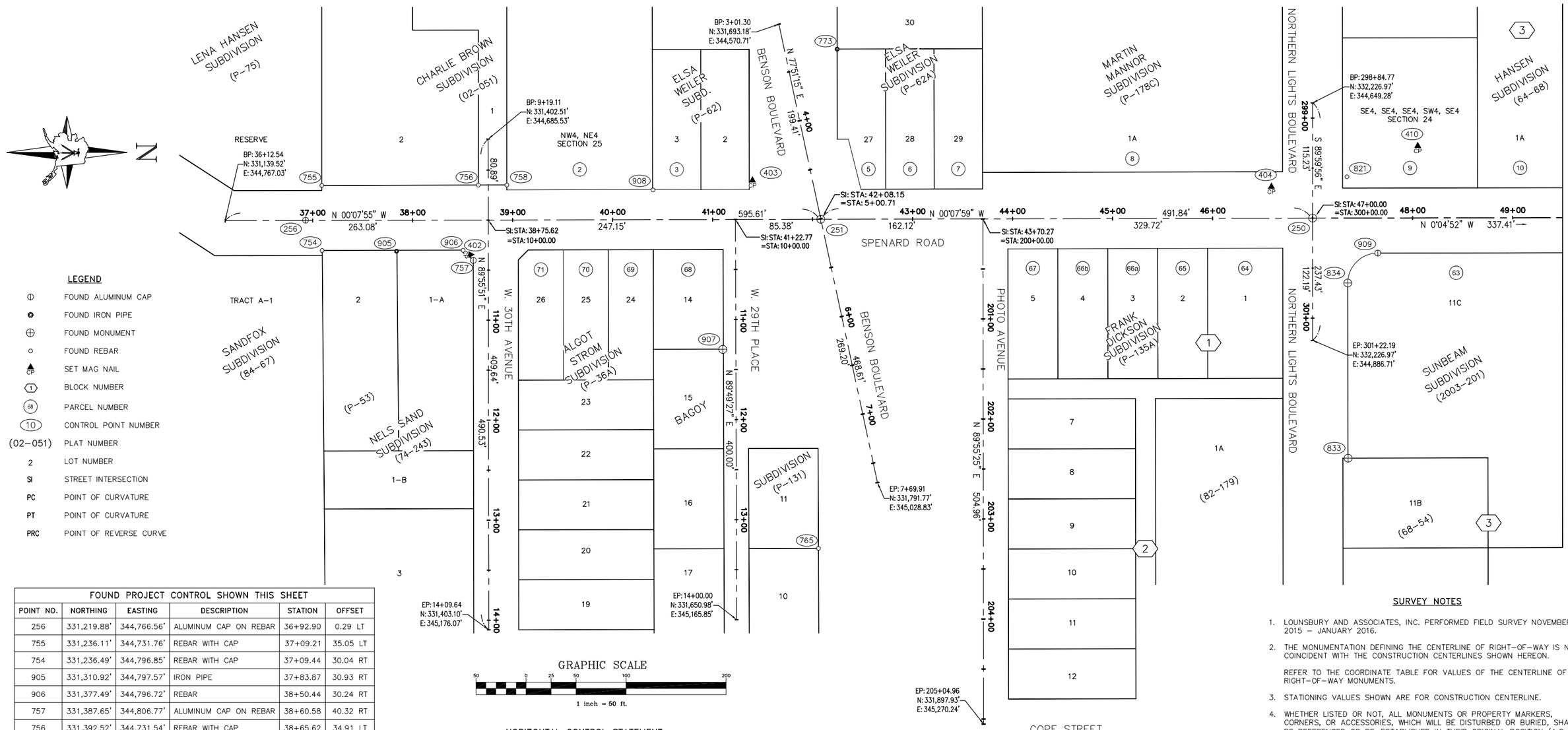
SCALE: 1" = 100'

DATE: 8-31-2016

GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET EM-1 of EM-1



GRAPHIC SCALE

50 0 25 50 100 200

1 inch = 50 ft.

SHEET 2 – STA 49+50.00

LEGEND

⊕	FOUND ALUMINUM CAP
◉	FOUND IRON PIPE
⊕	FOUND MONUMENT
○	FOUND REBAR
▲ CP	SET MAG NAIL
(1)	BLOCK NUMBER
(68)	PARCEL NUMBER
(10)	CONTROL POINT NUMBER
(02-051)	PLAT NUMBER
2	LOT NUMBER
SI	STREET INTERSECTION
PC	POINT OF CURVATURE
PT	POINT OF CURVATURE
PRC	POINT OF REVERSE CURVE

FOUND PROJECT CONTROL SHOWN THIS SHEET

POINT NO.	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
256	331,219.88'	344,766.56'	ALUMINUM CAP ON REBAR	36+92.90	0.29 LT
755	331,236.11'	344,731.76'	REBAR WITH CAP	37+09.21	35.05 LT
754	331,236.49'	344,796.85'	REBAR WITH CAP	37+09.44	30.04 RT
905	331,310.92'	344,797.57'	IRON PIPE	37+83.87	30.93 RT
906	331,377.49'	344,796.72'	REBAR	38+50.44	30.24 RT
757	331,387.65'	344,806.77'	ALUMINUM CAP ON REBAR	38+60.58	40.32 RT
756	331,392.52'	344,731.54'	REBAR WITH CAP	38+65.62	34.91 LT
758	331,421.17'	344,731.44'	REBAR WITH CAP	38+94.27	34.94 LT
908	331,567.33'	344,736.32'	REBAR	40+40.42	29.72 LT
907	331,637.07'	344,895.70'	BRASS CAP MONUMENT	41+09.80	129.81 RT
765	331,732.79'	345,094.65'	REBAR WITH CAP	42+05.05	328.98 RT
251	331,735.13'	344,765.66'	BRASS CAP MONUMENT	42+08.15	0.00 RT
773	331,751.44'	344,595.54'	IRON PIPE	42+24.85	170.08 LT
250	332,226.97'	344,764.52'	BRASS CAP MONUMENT	46+99.99	0.00 RT
821	332,261.30'	344,723.15'	REBAR WITH CAP	47+34.38	41.32 LT
834	332,262.02'	344,829.37'	ALUMINUM MONUMENT	47+34.95	64.91 RT
833	332,262.35'	345,004.40'	ALUMINUM MONUMENT	47+35.04	239.93 RT
909	332,292.08'	344,799.40'	ALUMINUM CAP ON REBAR	47+65.05	34.98 RT

SET PROJECT CONTROL SHOWN THIS SHEET

POINT NO.	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
402	331,384.88'	344,801.00'	SET MAG NAIL	38+57.82	34.54 RT
403	331,666.82'	344,726.70'	SET MAG NAIL	41+39.93	39.11 LT
404	332,185.73'	344,733.02'	SET MAG NAIL	46+58.82	31.59 LT
410	332,332.11'	344,692.23'	SET MAG NAIL	48+05.23	72.14 LT

HORIZONTAL CONTROL STATEMENT

COORDINATE SYSTEM:
THIS PROJECT IS LOCATED ENTIRELY WITHIN THE ANCHORAGE BOWL 2000 ADJUSTMENT, A LOCAL SURFACE GRID COORDINATE SYSTEM 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.

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 49488.45 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.

TRANSLATION PARAMETERS: TO CONVERT THE LOCAL COORDINATES TO NAD83 (92) STATE PLANE COORDINATES, TRANSLATE USING +2296868.6878 N, +1312517.4905 E, AND SCALE USING 0.9998910192.

SURVEY NOTES

1. LOUNSBURY AND ASSOCIATES, INC. PERFORMED FIELD SURVEY NOVEMBER 2015 – JANUARY 2016.
2. THE MONUMENTATION DEFINING THE CENTERLINE OF RIGHT-OF-WAY IS NOT COINCIDENT WITH THE CONSTRUCTION CENTERLINES SHOWN HEREON.

   REFER TO THE COORDINATE TABLE FOR VALUES OF THE CENTERLINE OF RIGHT-OF-WAY MONUMENTS.
3. STATIONING VALUES SHOWN ARE FOR CONSTRUCTION CENTERLINE.
4. WHETHER LISTED OR NOT, ALL MONUMENTS OR PROPERTY MARKERS, CORNERS, OR ACCESSORIES, WHICH WILL BE DISTURBED OR BURIED, SHALL BE REFERENCED OR RE-ESTABLISHED IN THEIR ORIGINAL POSITION (A.S. 19.10.260) AND RECORDED (A.S. 34.65.040).
5. REFER TO MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATION (MASS) FOR ADDITIONAL REQUIREMENTS. REQUIREMENTS FOR SURVEYING AND PRESERVATION OF MONUMENTATION EXISTS THROUGHOUT THE MASS. RELEVANT SECTIONS INCLUDE, BUT ARE NOT LIMITED TO:
   - SECTION 10.04 ARTICLE 4.7 REFERENCE STAKES AND SURVEYING
   - SECTION 65.02 CONSTRUCTION SURVEYING

VERTICAL CONTROL STATEMENT

DATUM IS MUNICIPALITY OF ANCHORAGE 1972 NGS ADJUSTMENT. BENCHMARKS ARE:

"GAAB 103," A 2-1/2" BRASS CAP SET HORIZONTALLY, 0.2' EAST OF BOTTOM STEP, EASTERNMOST STEPS OF ENSTAR NAT. GAS ENTRANCE; ELEVATION = 96.60 FEET.

"CB TL3A," A 2-1/2" BRASS CAP SET VERTICALLY, 1.0' EAST OF SW CORNER OF EASTERLY S WING OF NORTHERN LIGHTS SHOPPING CENTER; ELEVATION = 96.09 FEET.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–	–	–	–
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

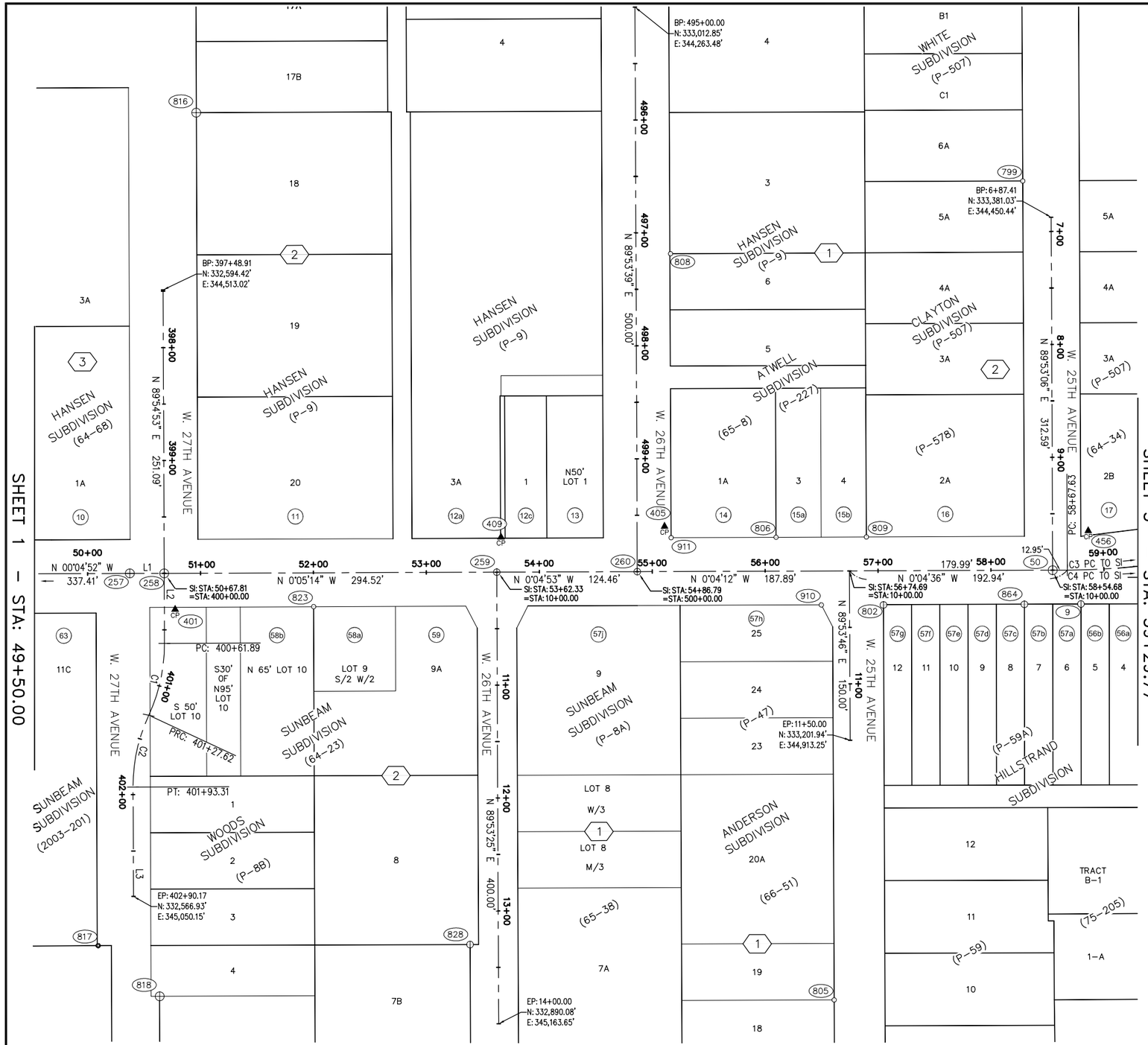
PM&E PROJECT NO. 03-22

SPENARD ROAD RECONSTRUCTION
BENSON BOULEVARD TO HILLCREST DRIVE

SURVEY CONTROL SHEET

STA 36+12.54 TO 49+50.00

SCALE: H: 1" = 50' | DATE: AUG. 2016 | GRIDS: 1529/1629 | ACCT. NO. 05-037G | SHEET SC1 of SC3



GRAPHIC SCALE

50 0 25 50 100 200

1 inch = 50 ft.

LEGEND

⊕	FOUND ALUMINUM CAP
⊙	FOUND IRON PIPE
⊕	FOUND MONUMENT
○	FOUND REBAR
CP	SET MAG NAIL
(1)	BLOCK NUMBER
(68)	PARCEL NUMBER
(10)	CONTROL POINT NUMBER
(02-051)	PLAT NUMBER
2	LOT NUMBER
SI	STREET INTERSECTION
PC	POINT OF CURVATURE
PT	POINT OF CURVATURE
PRC	POINT OF REVERSE CURVE

CURVE TABLE

CURVE NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	BEARING
C1	150.00'	65.73'	25°06'27"	33.402'	65.21'	S77°31'54"E
C2	150.00'	65.69'	25°05'28"	33.379'	65.16'	S77°31'24"E
C3	643.00'	513.62'	45°46'02"	271.397'	500.07'	S22°57'25"E
C4	643.00'	153.59'	13°41'09"	77.161'	153.22'	S6°54'59"E

SET PROJECT CONTROL SHOWN THIS SHEET

POINT NO.	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
401	332,604.43'	344,796.07'	SET MAG NAIL	50+77.40	31.98 RT
409	332,893.13'	344,732.71'	SET MAG NAIL	53+66.20	30.94 LT
405	333,038.02'	344,723.44'	SET MAG NAIL	55+11.09	40.01 LT
456	333,413.23'	344,728.23'	SET MAG NAIL	58+87.36	34.45 LT

LINE TABLE

LINE NO.	Length	DIRECTION
L2	61.89'	N 89°54'53" E
L3	96.86'	N 89°52'52" E

FOUND PROJECT CONTROL SHOWN THIS SHEET

POINT NO.	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
817	332,535.57'	345,093.65'	IRON PIPE	50+08.12	329.57 RT
257	332,564.38'	344,764.04'	BRASS CAP MONUMENT	50+37.40	0.00 RT
818	332,589.94'	345,138.58'	BRASS CAP MONUMENT	50+63.73	374.49 RT
258	332,594.79'	344,764.10'	BRASS CAP MONUMENT	50+67.81	0.00 RT
816	332,624.07'	344,356.07'	BRASS CAP MONUMENT	50+97.72	407.99 LT
823	332,727.08'	344,793.85'	REBAR WITH CAP	52+00.05	29.94 RT
828	332,864.92'	345,093.42'	ALUMINUM CAP ON REBAR	53+37.44	329.73 RT
259	332,889.31'	344,763.65'	ALUMINUM CAP ON REBAR	53+62.33	0.00 RT
260	333,013.77'	344,763.48'	ALUMINUM CAP ON REBAR	54+86.79	0.00 RT
911	333,043.80'	344,733.48'	REBAR WITH CAP	55+16.86	29.97 LT
808	333,043.83'	344,481.94'	REBAR WITH CAP	55+17.19	281.50 LT
806	333,136.75'	344,733.32'	REBAR WITH CAP	56+09.80	30.00 LT
910	333,176.72'	344,793.32'	REBAR	56+49.70	30.04 RT
805	333,187.24'	345,143.23'	REBAR WITH CAP	56+59.79	379.96 RT
809	333,216.77'	344,733.24'	REBAR WITH CAP	56+89.84	29.99 LT
802	333,231.73'	344,793.45'	ALUMINUM CAP ON REBAR	57+04.71	30.24 RT
799	333,355.96'	344,418.26'	REBAR WITH CAP	58+29.44	344.78 LT
864	333,356.52'	344,793.18'	ALUMINUM CAP ON REBAR	58+29.50	30.14 RT
50	333,381.66'	344,763.03'	ALUMINUM MONUMENT	58+54.68	0.02 RT
9	333,406.63'	344,793.03'	ALUMINUM CAP ON REBAR	58+79.07	30.17 RT
903	333,546.56'	344,701.49'	ALUMINUM CAP ON REBAR	60+32.01	41.77 LT

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 03-22

SPENARD ROAD RECONSTRUCTION
BENSON BOULEVARD TO HILLCREST DRIVE

SURVEY CONTROL SHEET

STA 49+50.00 TO 59+29.77

SCALE: H: 1" = 50'

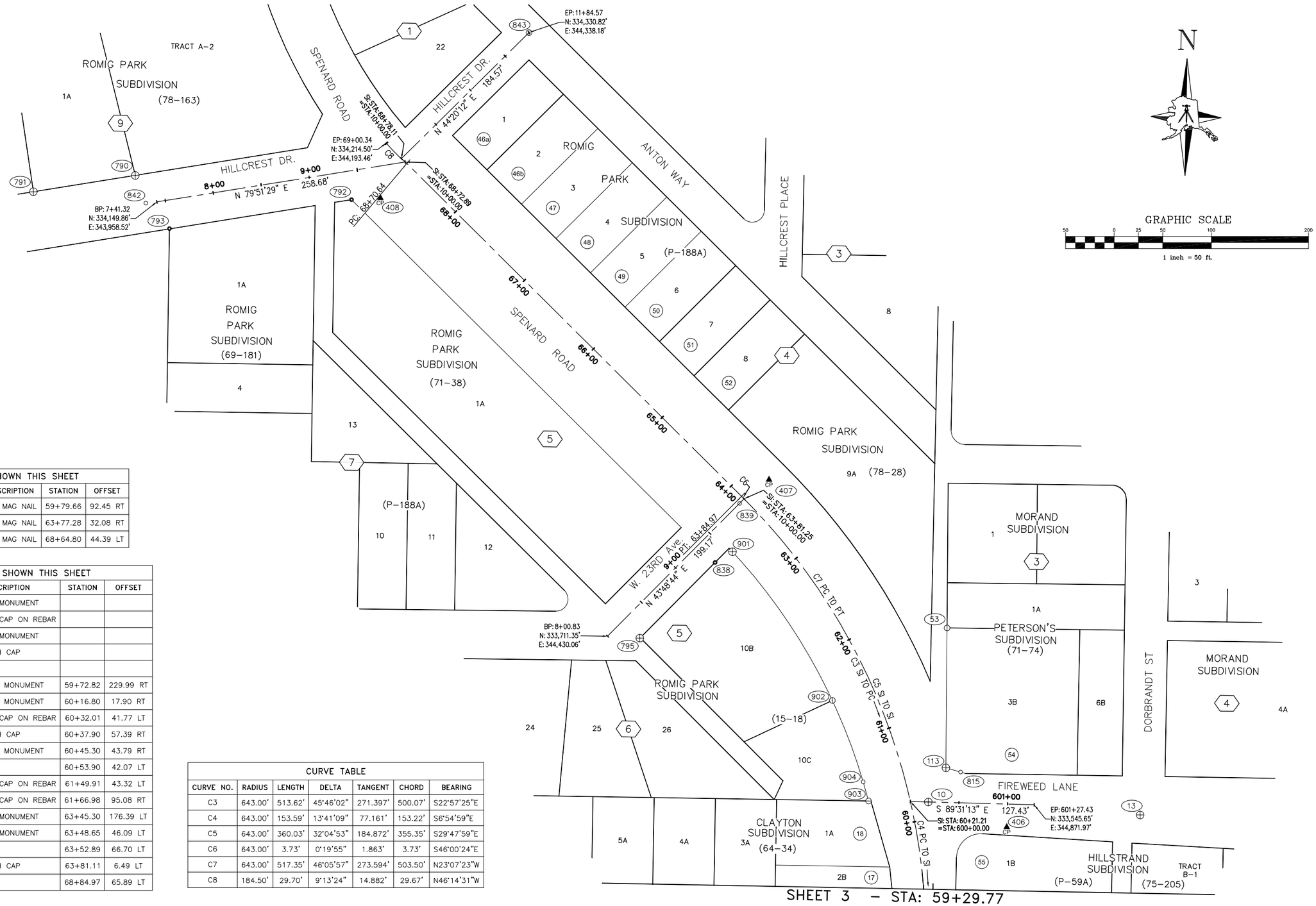
DATE: AUG. 2016 | GRIDS: 1529/1629

ACCT. NO. 05-037G

SHEET SC2 of SC3

LEGEND

⌀	FOUND ALUMINUM CAP
⊙	FOUND IRON PIPE
⊕	FOUND MONUMENT
○	FOUND REBAR
▲ CP	SET MAG NAIL
(1)	BLOCK NUMBER
(68)	PARCEL NUMBER
(10)	CONTROL POINT NUMBER
(02–051)	PLAT NUMBER
2	LOT NUMBER
SI	STREET INTERSECTION
PC	POINT OF CURVATURE
PT	POINT OF CURVATURE
PRC	POINT OF REVERSE CURVE



N

GRAPHIC SCALE

50 0 25 50 100 200

1 inch = 50 ft.

SET PROJECT CONTROL SHOWN THIS SHEET

POINT NO.	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
406	333,522.20'	344,844.14'	SET MAG NAIL	59+79.66	92.45 RT
407	333,875.18'	344,593.27'	SET MAG NAIL	63+77.28	32.08 RT
408	334,157.91'	344,188.36'	SET MAG NAIL	68+64.80	44.39 LT

FOUND PROJECT CONTROL SHOWN THIS SHEET

POINT NO.	NORTHING	EASTING	DESCRIPTION	STATION	OFFSET
791	334,158.08'	343,831.21'	ALUMINUM MONUMENT		
843	334,330.82'	344,338.18'	ALUMINUM CAP ON REBAR		
790	334,176.63'	343,935.71'	ALUMINUM MONUMENT		
842	334,148.37'	343,947.18'	REBAR WITH CAP		
793	334,122.58'	343,971.91'	IRON PIPE		
13	333,537.06'	344,981.15'	BRASS CAP MONUMENT	59+72.82	229.99 RT
10	333,546.56'	344,762.99'	BRASS CAP MONUMENT	60+16.80	17.90 RT
903	333,546.56'	344,701.49'	ALUMINUM CAP ON REBAR	60+32.01	41.77 LT
815	333,577.96'	344,795.73'	REBAR WITH CAP	60+37.90	57.39 RT
113	333,581.99'	344,780.49'	BRASS CAP MONUMENT	60+45.30	43.79 RT
904	333,566.18'	344,695.66'	REBAR	60+53.90	42.07 LT
902	333,649.37'	344,662.47'	ALUMINUM CAP ON REBAR	61+49.91	43.32 LT
53	333,725.97'	344,779.10'	ALUMINUM CAP ON REBAR	61+66.98	95.08 RT
795	333,709.84'	344,463.25'	ALUMINUM MONUMENT	63+45.30	176.39 LT
901	333,800.38'	344,557.00'	ALUMINUM MONUMENT	63+48.65	46.09 LT
838	333,789.12'	344,539.31'	IRON PIPE	63+52.89	66.70 LT
839	333,850.32'	344,563.52'	REBAR WITH CAP	63+81.11	6.49 LT
792	334,155.73'	344,158.70'	IRON PIPE	68+84.97	65.89 LT

CURVE TABLE

CURVE NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	BEARING
C3	643.00'	513.62'	45°46'02"	271.397'	500.07'	S22°57'25"E
C4	643.00'	153.59'	13°41'09"	77.161'	153.22'	S6°54'59"E
C5	643.00'	360.03'	32°04'53"	184.872'	355.35'	S29°47'59"E
C6	643.00'	3.73'	0°19'55"	1.863'	3.73'	S46°00'24"E
C7	643.00'	517.35'	46°05'57"	273.594'	503.50'	N23°07'23"W
C8	184.50'	29.70'	9°13'24"	14.882'	29.67'	N46°14'31"W

SHEET 3 – STA: 59+29.77

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–
–	–	–	–
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REV	DATE	DESCRIPTION	BY
–	–	–	–
–	–	–	–
–	–	–	–
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–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–

REVISIONS

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CERTIFICATE OF AUTHORIZATION NO. AECC391
CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 03–22

SPENARD ROAD RECONSTRUCTION
BENSON BOULEVARD TO HILLCREST DRIVE

SURVEY CONTROL SHEET

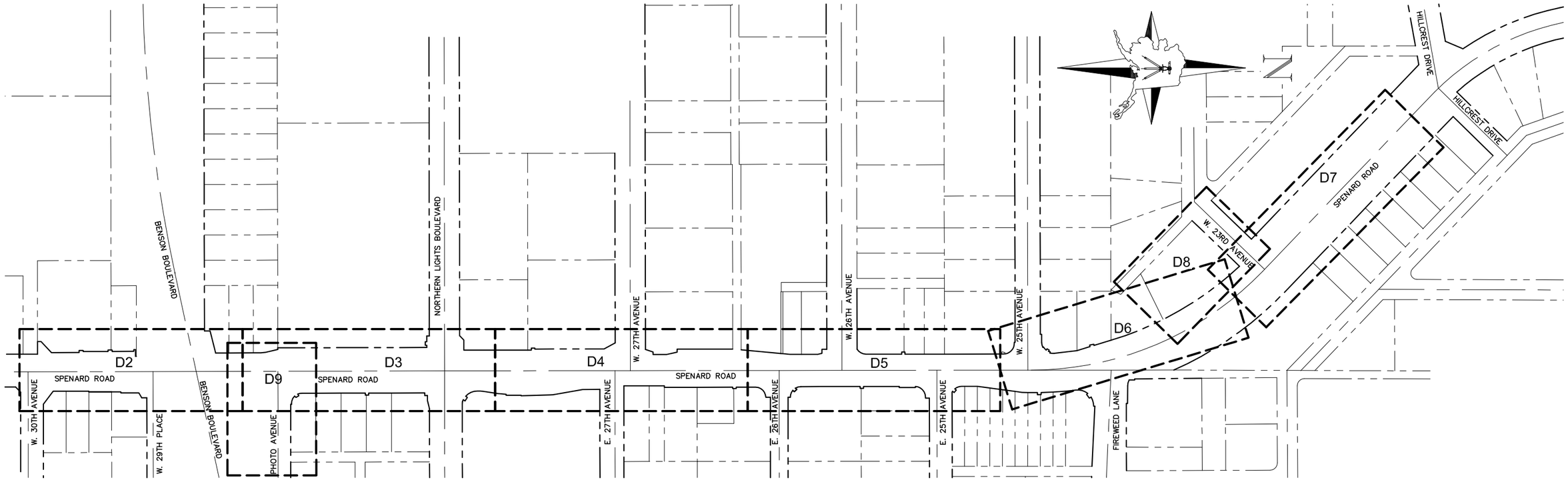
STA 59+29.77 TO 69+00.34

SCALE: H: 1" = 50'

DATE: AUG. 2016 | GRIDS: 1529/1629

ACCT. NO. 05–037G

SHEET SC3 of SC3



NOTES

1. UTILITIES LOCATIONS SHOWN IN THESE PLANS ARE BASED ON FIELD LOCATES AND AS–BUILT RECORDS. THE CONTRACTOR SHALL OBTAIN FIELD LOCATES AND VERIFY THE LOCATIONS OF BURIED UTILITIES AT LEAST 48 HOURS PRIOR TO COMMENCING WORK.
2. THERE ARE NUMEROUS UNDERGROUND AND OVERHEAD UTILITIES IN THE WORK AREA. USE CAUTION DURING ALL WORK ACTIVITIES.
3. EXISTING BURIED UTILITIES IN THE WORK AREA MAY REQUIRE CONTINUOUS SUPPORT AND/OR RELOCATION DURING EXCAVATION AND BACKFILLING. PRIOR TO COMMENCING DEMOLITION WORK, THE CONTRACTOR SHALL COORDINATE THEIR WORK WITH INDIVIDUAL UTILITY PROVIDERS. REFER TO THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC ON SPENARD ROAD DURING CONSTRUCTION ACTIVITIES. IF FULL ROAD CLOSURES ARE NECESSARY TO COMPLETE INDIVIDUAL PHASES OF WORK, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE ENGINEER. DO NOT IMPLEMENT THE TRAFFIC CONTROL PLAN WITHOUT THE ENGINEER'S APPROVAL.
5. OPEN EXCAVATION AND/OR TRENCHING WITHIN THE ROADWAY IS NOT PERMITTED TO REMAIN AFTER THE END OF EACH DAY'S WORK. THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATION AND/OR TRENCHING LOCATED WITHIN THE ROADWAY IS FULLY BACKFILLED AT THE END OF EACH DAY'S WORK.
6. ANY REQUIRED CLEARING AND GRUBBING IS INCIDENTAL.
7. PERFORM ALL WORK REQUIRED BY THE SPECIAL PROVISIONS PERTAINING TO SURVEYING AND MONUMENTATION PRIOR TO REMOVING MONUMENTS, PROPERTY CORNERS, OR OTHER SURVEY MONUMENTATION IN THE WORK AREA.
8. PAVEMENT REMOVAL LIMITS ARE APPROXIMATE AS SHOWN ON DEMOLITION SHEETS. SEE GRADING SHEETS AND TYPICAL SECTIONS FOR PROPOSED CONSTRUCTION LIMITS.
9. DEMOLITION FOR ON–PROPERTY IMPROVEMENTS SHALL NOT OCCUR UNTIL THE CONTRACTOR IS READY TO IMMEDIATELY PROCEED WITH CONSTRUCTION OF THE ON–PROPERTIY IMPROVEMENTS. CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER TO SCHEDULE THE ON–PROPERTY WORK.
10. DEMOLITION OF IMPROVEMENTS INSIDE THE RIGHT–OF–WAY IS SCHEDULE A. DEMOLITION OF IMPROVEMENTS OUTSIDE THE RIGHT–OF–WAY IS SCHEDULE D.

LEGEND

- EXISTING ROAD PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
- SAW CUT LINE
- EXISTING PIPE TO BE ABANDONED
- EXISTING PIPE TO BE REMOVED
- TEMPORAEY CONSTRUCTION EASEMENT (TCE)
- TEMPORARY CONSTRUCTION PERMIT (TCP)

GRAPHIC SCALE

100 0 50 100 200 400

1 inch = 100 ft.

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted Individually.

REV	DATE	DESCRIPTION	BY

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PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

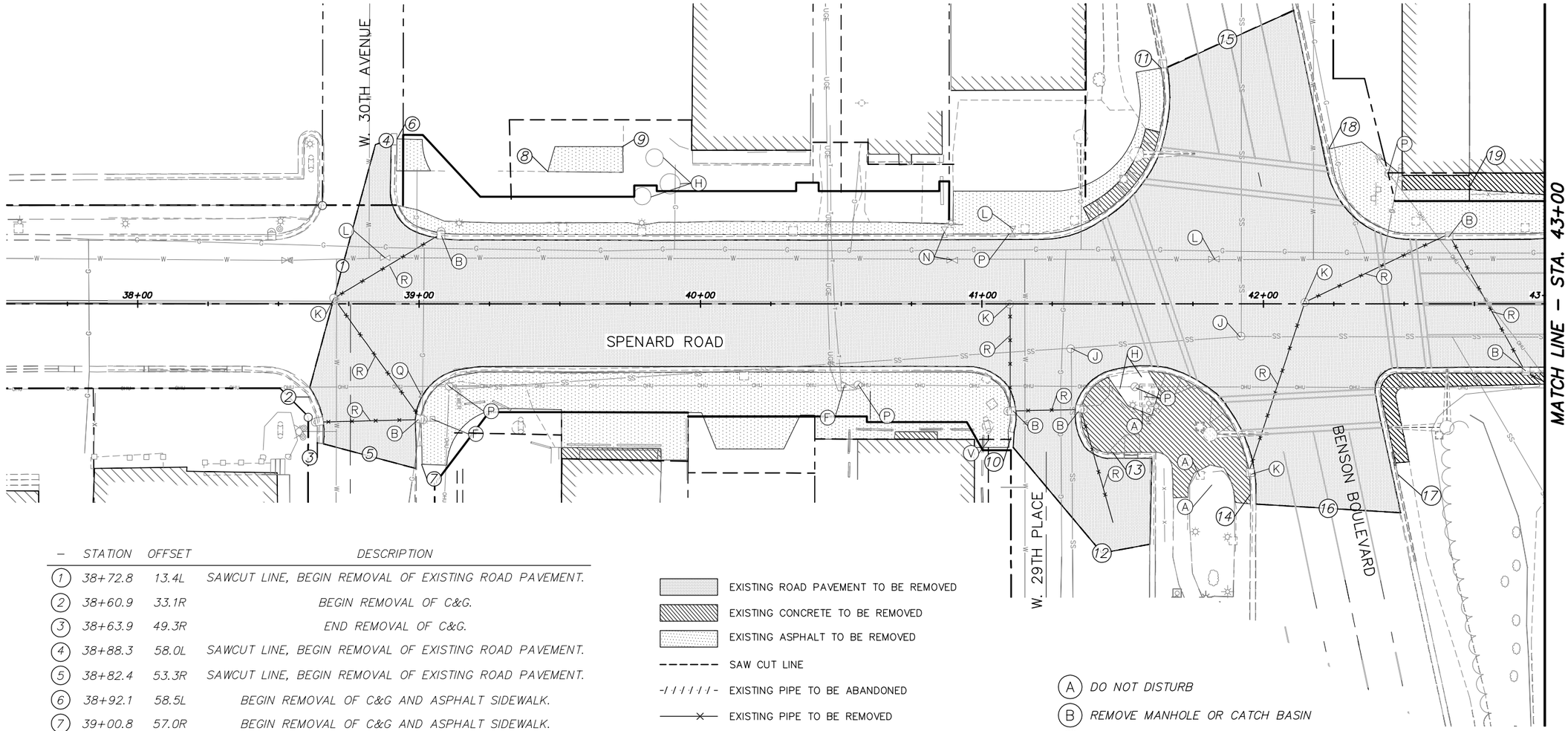
KEY MAP

SCALE: 1" = 100'

DATE: 8–31–2016 | GRIDS: SW1529,1629

ACCT. NO. 05–037G

SHEET D1 of D10



–	STATION	OFFSET	DESCRIPTION
1	38+72.8	13.4L	SAWCUT LINE, BEGIN REMOVAL OF EXISTING ROAD PAVEMENT.
2	38+60.9	33.1R	BEGIN REMOVAL OF C&G.
3	38+63.9	49.3R	END REMOVAL OF C&G.
4	38+88.3	58.0L	SAWCUT LINE, BEGIN REMOVAL OF EXISTING ROAD PAVEMENT.
5	38+82.4	53.3R	SAWCUT LINE, BEGIN REMOVAL OF EXISTING ROAD PAVEMENT.
6	38+92.1	58.5L	BEGIN REMOVAL OF C&G AND ASPHALT SIDEWALK.
7	39+00.8	57.0R	BEGIN REMOVAL OF C&G AND ASPHALT SIDEWALK.
8	39+45.7	47.0L	BEGIN REMOVAL OF ASPHALT.
9	39+72.3	55.8L	END REMOVAL OF ASPHALT.
10	41+10.3	47.5R	END REMOVAL OF C&G AND ASPHALT SIDEWALK.
11	41+63.7	83.7L	END REMOVAL OF C&G AND ASPHALT SIDEWALK.
12	41+42.6	88.5R	SAWCUT LINE, END ASPHALT REMOVAL.
13	41+46.6	52.9R	BEGIN REMOVAL OF C&G AND SIDEWALK.
14	41+95.4	67.8R	END REMOVAL OF C&G AND SIDEWALK.
15	41+87.3	94.0L	SAWCUT LINE, END ASPHALT REMOVAL.
16	42+23.1	72.7R	SAWCUT LINE, END ASPHALT REMOVAL.
17	42+48.0	60.7R	BEGIN REMOVAL OF C&G AND SIDEWALK.
18	42+23.3	55.1L	BEGIN REMOVAL OF C&G AND ASPHALT SIDEWALK.
19	42+73.5	41.9L	BEGIN REMOVAL OF SIDEWALK.

EXISTING ROAD PAVEMENT TO BE REMOVED
EXISTING CONCRETE TO BE REMOVED
EXISTING ASPHALT TO BE REMOVED
SAW CUT LINE
EXISTING PIPE TO BE ABANDONED
EXISTING PIPE TO BE REMOVED
TEMPORAEY CONSTRUCTION EASEMENT (TCE)
TEMPORARY CONSTRUCTION PERMIT (TCP)

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

(A) DO NOT DISTURB
(B) REMOVE MANHOLE OR CATCH BASIN
(F) REMOVE AND DISPOSE EXISTING SIGN
(G) REMOVE AND SALVAGE EXISTING FIRE HYDRANT
(H) REMOVE STRUCTURES AND OBSTRUCTIONS
(J) ADJUST SEWER MANHOLE RING OR CONE TO FINISH GRADE
(K) ADJUST STORM DRAIN MANHOLE RING OR CONE TO FINISH GRADE
(L) ADJUST VALVE BOX TO FINISH GRADE
(M) ADJUST CLEAN OUT TO FINISH GRADE
(N) ADJUST KEY BOX
(P) ELECTRIC AND TELECOMMUNICATIONS UTILITY WORK (TO BE DONE BY OTHERS)
(Q) ADJUST GAS VALVE KEY BOX TO FINISH GRADE
(R) REMOVE PIPE
(S) ABANDON PIPE
(V) REMOVE AND RELOCATE EXISTING BUSINESS SIGN

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REV	DATE	DESCRIPTION	BY
–	–	–	–

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CONSULTANT

65%

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
SCHEDULES A & D
PM&E PROJECT NO. 03-22B
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

STA 38+50.00 TO 43+00.00

SCALE: 1" = 20'
DATE: 8-31-2016
GRIDS: SW1529,1629
ACCT. NO. 05-037G
SHEET D2 of D10

65% 8-31-2016

MATCH LINE – STA. 43+00

MATCH LINE – STA. 48+00

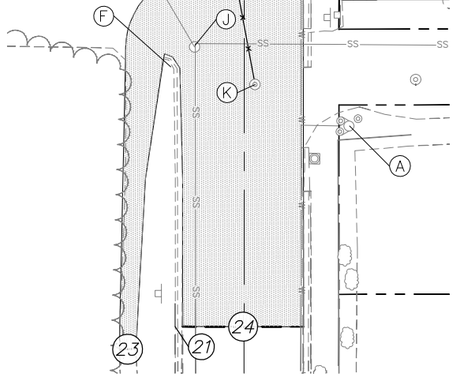
SPENARD ROAD

NORTHERN LIGHTS BLVD

PHOTO AVENUE

43+00 44+00 45+00 46+00 47+00 48+00

N



BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted Individually.

–	STATION	OFFSET	DESCRIPTION
20	43+49.2	28.6R	BEGIN REMOVAL OF C&G AND SIDEWALK.
21	43+51.8	238.5R	END REMOVAL OF C&G.
22	43+52.0	70.6R	END REMOVAL OF SIDEWALK.
23	43+39.3	244.5R	SAWCUT LINE, END ASPHALT REMOVAL.
24	43+69.8	238.5R	SAWCUT LINE, END ASPHALT REMOVAL.
25	43+76.0	36.1L	END REMOVAL OF ASPHALT SIDEWALK.
26	43+87.6	64.5R	BEGIN REMOVAL OF C&G AND ASPHALT.
28	44+80.3	31.9L	BEGIN REMOVAL OF ASPHALT.
29	44+86.9	54.0L	END REMOVAL OF C&G AND SIDEWALK.
30	45+16.7	28.5L	BEGIN REMOVAL OF C&G AND SIDEWALK.
31	46+58.7	35.9L	END REMOVAL OF ASPHALT.
32	46+75.5	68.1L	END REMOVAL OF C&G AND SIDEWALK.

–	STATION	OFFSET	DESCRIPTION
33	46+70.1	71.3R	END REMOVAL OF ASPHALT.
34	46+75.1	71.3R	END REMOVAL OF C&G AND SIDEWALK.
35	47+00.0	74.1L	SAWCUT LINE, END ASPHALT REMOVAL.
36	46+99.8	77.2R	SAWCUT LINE, END ASPHALT REMOVAL.
37	47+24.6	68.1L	BEGIN REMOVAL OF C&G AND SIDEWALK.
38	47+24.7	70.9R	BEGIN REMOVAL OF C&G AND SIDEWALK.
39	47+29.9	70.9R	BEGIN REMOVAL OF ASPHALT.
40	47+57.5	51.6L	BEGIN REMOVAL OF C&G AND ASPHALT.
41	47+78.4	85.4L	REMOVE C&G.

- (A) DO NOT DISTURB
- (B) REMOVE MANHOLE OR CATCH BASIN
- (F) REMOVE AND DISPOSE EXISTING SIGN
- (G) REMOVE AND SALVAGE EXISTING FIRE HYDRANT
- (H) REMOVE STRUCTURES AND OBSTRUCTIONS
- (J) ADJUST SEWER MANHOLE RING OR CONE TO FINISH GRADE
- (K) ADJUST STORM DRAIN MANHOLE RING OR CONE TO FINISH GRADE
- (L) ADJUST VALVE BOX TO FINISH GRADE
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- (Q) ADJUST GAS VALVE KEY BOX TO FINISH GRADE
- (R) REMOVE PIPE
- (S) ABANDON PIPE
- (V) REMOVE AND RELOCATE EXISTING BUSINESS SIGN

- EXISTING ROAD PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
- SAW CUT LINE
- EXISTING PIPE TO BE ABANDONED
- EXISTING PIPE TO BE REMOVED
- TEMPORAEY CONSTRUCTION EASEMENT (TCE)
- TEMPORARY CONSTRUCTION PERMIT (TCP)

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

65% 8-31-2016

REV	DATE	DESCRIPTION	BY
–	–	–	–

REVISIONS

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULES A & D PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

STA 43+00.00 TO 48+00.00

SCALE: 1" = 20' DATE: 8-31-2016 GRIDS: SW1529,1629 ACCT. NO. 05-037G SHEET D3 of D10

EXISTING ROAD PAVEMENT TO BE REMOVED

EXISTING CONCRETE TO BE REMOVED

EXISTING ASPHALT TO BE REMOVED

SAW CUT LINE

EXISTING PIPE TO BE ABANDONED

EXISTING PIPE TO BE REMOVED

TEMPORAEY CONSTRUCTION EASEMENT (TCE)

TEMPORARY CONSTRUCTION PERMIT (TCP)

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

MATCH LINE – WEST

MATCH LINE – WEST

MATCH LINE – EAST

MATCH LINE – EAST

MATCH LINE – STA. 48+00

MATCH LINE – STA. 53+00

W. 27TH AVENUE

SPENARD ROAD

48+00 49+00 50+00 51+00 52+00 53+00

–	STATION	OFFSET	DESCRIPTION
43	48+05.0	28.4R	END REMOVAL OF ASPHALT
44	48+06.6	28.4R	BEGIN REMOVAL OF ASPHALT.
45	48+08.5	41.5L	END REMOVAL OF C&G AND ASPHALT.
46	48+18.3	56.1L	BEGIN REMOVAL OF ASPHALT.
47	48+30.4	49.4R	END REMOVAL OF ASPHALT.
48	48+49.2	46.8L	END REMOVAL OF ASPHALT.
49	48+59.6	28.4R	BEGIN REMOVAL OF ASPHALT.
50	49+45.7	28.5L	BEGIN REMOVAL OF ASPHALT.
51	50+13.0	28.5R	END REMOVAL OF SIDEWALK.
52	50+24.6	189.3R	END REMOVAL OF ASPHALT.

–	STATION	OFFSET	DESCRIPTION
53	50+24.6	213.6R	END REMOVAL OF C&G AND ASPHALT SIDEWALK.
54	50+40.3	237.6R	SAWCUT LINE, END ASPHALT REMOVAL.
55	50+55.1	213.5R	BEGIN REMOVAL OF C&G.
56	50+45.5	54.9L	END REMOVAL OF ASPHALT.
57	50+49.1	181.9L	END REMOVAL OF C&G AND SIDEWALK.
58	50+67.0	224.0L	SAWCUT LINE, END ASPHALT REMOVAL.
59	50+54.7	56.3R	BEGIN REMOVAL OF ASPHALT.
60	50+61.2	28.7R	BEGIN REMOVAL OF SIDEWALK.
61	50+86.0	85.1L	BEGIN REMOVAL OF C&G AND SIDEWALK.
62	50+90.1	85.1L	BEGIN REMOVAL OF ASPHALT.

(A) DO NOT DISTURB

(B) REMOVE MANHOLE OR CATCH BASIN

(F) REMOVE AND DISPOSE EXISTING SIGN

(G) REMOVE AND SALVAGE EXISTING FIRE HYDRANT

(H) REMOVE STRUCTURES AND OBSTRUCTIONS

(J) ADJUST SEWER MANHOLE RING OR CONE TO FINISH GRADE

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SCHEDULES A & D PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

STA 48+00.00 TO 53+00.00

SCALE: 1" = 20' DATE: 8-31-2016 GRIDS: SW1529,1629 ACCT. NO. 05-037G

SHEET D4 of D10

65% 8-31-2016

–	STATION	OFFSET	DESCRIPTION
63	53+41.7	36.0R	END REMOVAL OF SIDEWALK.
64	53+45.6	53.0R	END REMOVAL OF C&G AND ASPHALT.
65	53+60.5	55.3R	SAWCUT LINE, END ASPHALT REMOVAL.
66	53+75.5	52.0R	BEGIN REMOVAL OF C&G AND SIDEWALK.
67	54+68.9	67.3L	END REMOVAL OF C&G.
68	54+60.7	101.5L	END REMOVAL OF ASPHALT.
69	54+66.9	101.5L	END REMOVAL OF SIDEWALK.
70	54+86.6	105.8L	SAWCUT LINE, END ASPHALT REMOVAL.
71	55+04.5	67.3L	BEGIN REMOVAL OF C&G.
72	55+08.7	52.5L	BEGIN REMOVAL OF SIDEWALK AND ASPHALT.
73	56+39.8	28.4R	END REMOVAL OF ASPHALT.
74	56+49.0	28.3R	END REMOVAL OF SIDEWALK.
75	56+60.9	52.5R	END REMOVAL OF ASPHALT.
76	56+63.3	104.7R	END REMOVAL OF C&G.
77	56+78.4	108.1R	SAWCUT LINE, END ASPHALT REMOVAL.
78	56+93.5	104.6R	BEGIN REMOVAL OF C&G.
79	56+93.4	53.9R	BEGIN REMOVAL OF ASPHALT.
80	57+04.7	28.4R	BEGIN REMOVAL OF SIDEWALK.

- (A) DO NOT DISTURB
- (B) REMOVE MANHOLE OR CATCH BASIN
- (F) REMOVE AND DISPOSE EXISTING SIGN
- (G) REMOVE AND SALVAGE EXISTING FIRE HYDRANT
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N

- EXISTING ROAD PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
- SAW CUT LINE
- EXISTING PIPE TO BE ABANDONED
- EXISTING PIPE TO BE REMOVED
- TEMPORAEY CONSTRUCTION EASEMENT (TCE)
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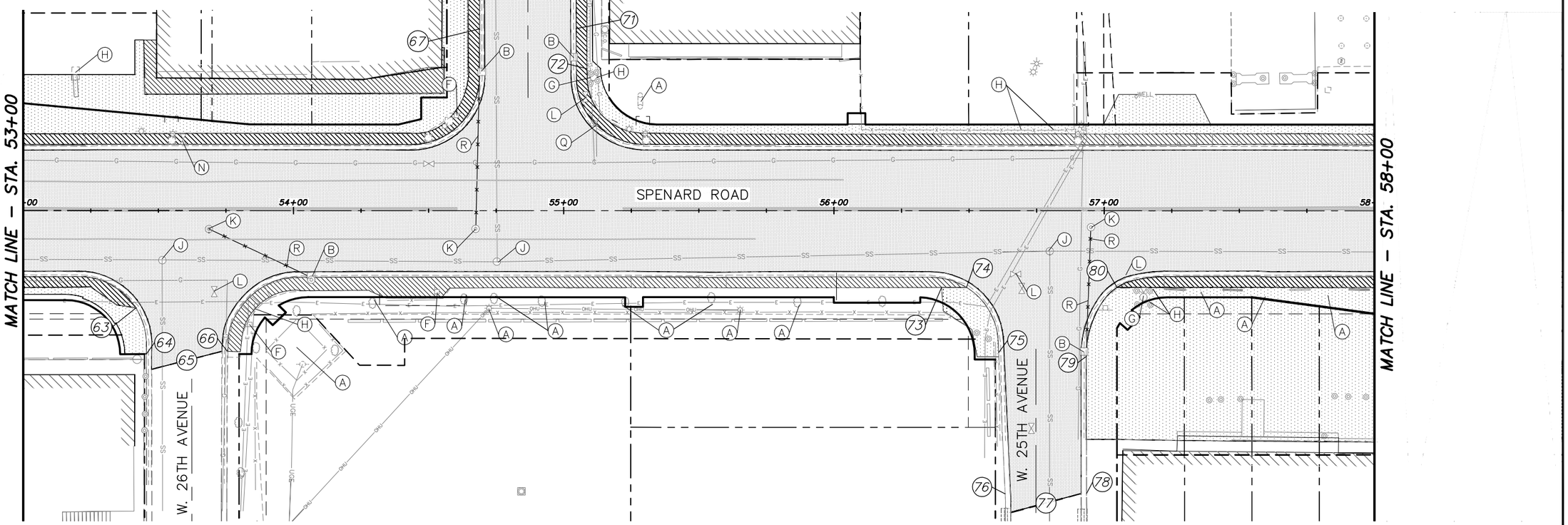

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

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SCHEDULES A & D — PM&E PROJECT NO. 03-22B

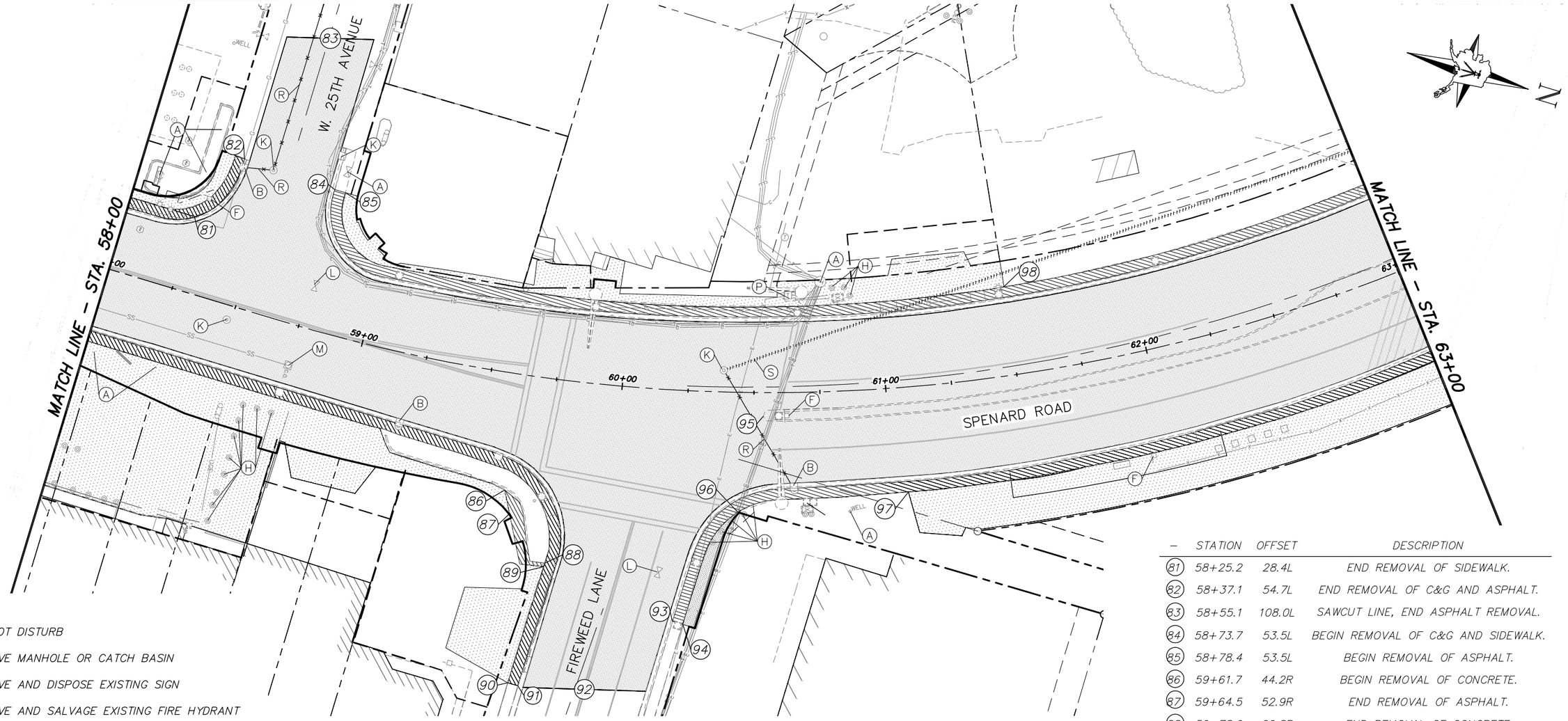
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

STA 53+00.00 TO 58+00.00

SCALE: 1" = 20' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET D5 of D10

65% 8-31-2016



–	STATION	OFFSET	DESCRIPTION
(81)	58+25.2	28.4L	END REMOVAL OF SIDEWALK.
(82)	58+37.1	54.7L	END REMOVAL OF C&G AND ASPHALT.
(83)	58+55.1	108.0L	SAWCUT LINE, END ASPHALT REMOVAL.
(84)	58+73.7	53.5L	BEGIN REMOVAL OF C&G AND SIDEWALK.
(85)	58+78.4	53.5L	BEGIN REMOVAL OF ASPHALT.
(86)	59+61.7	44.2R	BEGIN REMOVAL OF CONCRETE.
(87)	59+64.5	52.9R	END REMOVAL OF ASPHALT.
(88)	59+78.9	69.8R	END REMOVAL OF CONCRETE.
(89)	59+78.6	71.1R	BEGIN REMOVAL OF ASPHALT.
(90)	59+71.6	116.6R	END REMOVAL OF ASPHALT.
(91)	59+75.0	117.2R	END REMOVAL OF C&G AND SIDEWALK.
(92)	59+96.3	115.8R	SAWCUT LINE, END ASPHALT REMOVAL.
(93)	60+23.5	87.6R	BEGIN REMOVAL OF C&G AND SIDEWALK.
(94)	60+27.0	88.7R	BEGIN REMOVAL OF ASPHALT.
(95)	60+53.6	9.0R	BEGIN REMOVAL OF C&G MEDIAN.
(96)	60+44.9	45.6R	END REMOVAL OF ASPHALT.
(97)	61+05.6	39.7R	BEGIN REMOVAL OF ASPHALT.
(98)	61+50.1	33.7L	END REMOVAL OF ASPHALT.

- (A) DO NOT DISTURB
- (B) REMOVE MANHOLE OR CATCH BASIN
- (F) REMOVE AND DISPOSE EXISTING SIGN
- (G) REMOVE AND SALVAGE EXISTING FIRE HYDRANT
- (H) REMOVE STRUCTURES AND OBSTRUCTIONS
- (J) ADJUST SEWER MANHOLE RING OR CONE TO FINISH GRADE
- (K) ADJUST STORM DRAIN MANHOLE RING OR CONE TO FINISH GRADE
- (L) ADJUST VALVE BOX TO FINISH GRADE
- (M) ADJUST CLEAN OUT TO FINISH GRADE
- (N) ADJUST KEY BOX
- (P) ELECTRIC AND TELECOMMUNICATIONS UTILITY WORK (TO BE DONE BY OTHERS)
- (Q) ADJUST GAS VALVE KEY BOX TO FINISH GRADE
- (R) REMOVE PIPE
- (S) ABANDON PIPE
- (V) REMOVE AND RELOCATE EXISTING BUSINESS SIGN

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

- EXISTING ROAD PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
- SAW CUT LINE
- EXISTING PIPE TO BE ABANDONED
- EXISTING PIPE TO BE REMOVED
- TEMPORAEY CONSTRUCTION EASEMENT (TCE)
- TEMPORARY CONSTRUCTION PERMIT (TCP)

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted Individually.

REV	DATE	DESCRIPTION	BY
–	–	–	–

REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors • Engineers • Planners
5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5401
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULES A & D — PM&E PROJECT NO. 03-22B

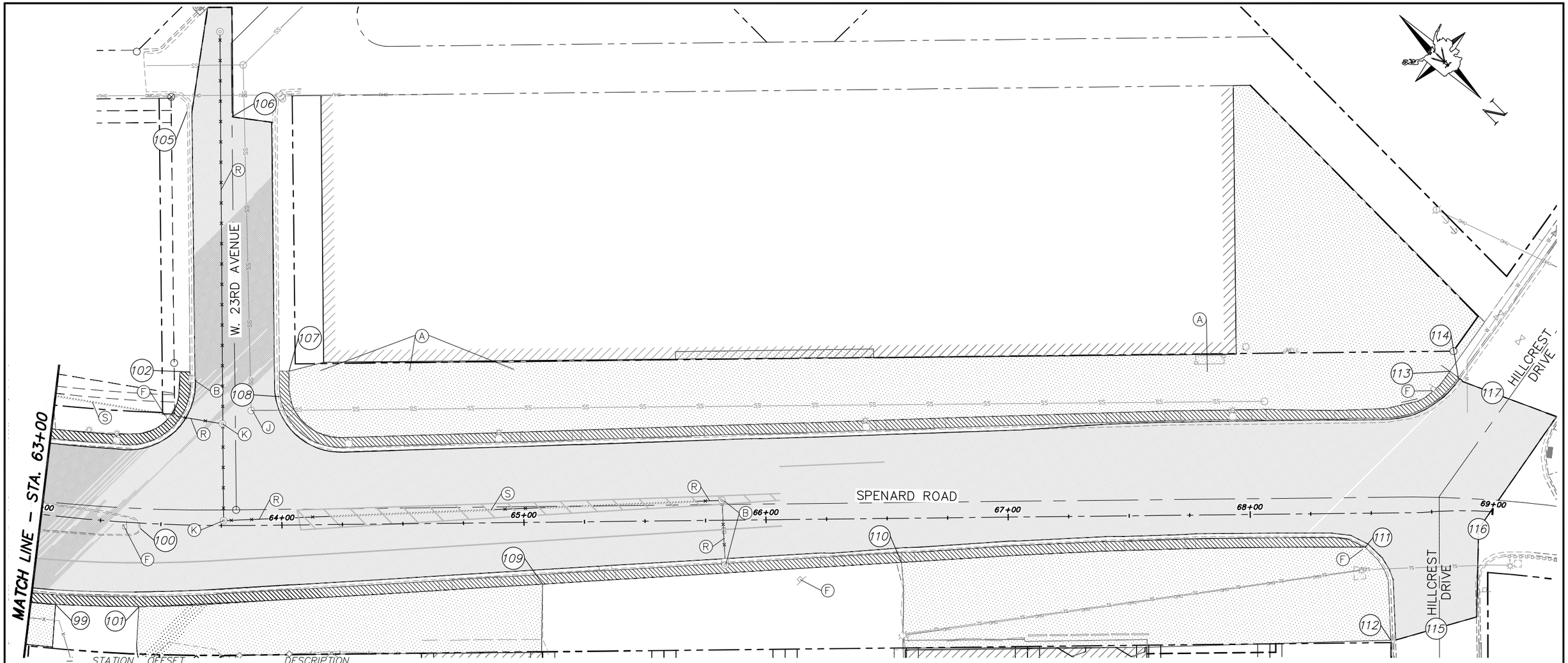
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

STA 58+00.00 TO 63+00.00

SCALE: 1" = 20' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET D6 of D10

65% 8-31-2016



	STATION	OFFSET	DESCRIPTION
99	63+10.2	36.3R	END REMOVAL OF ASPHALT.
100	63+41.7	2.3R	END REMOVAL OF C&G MEDIAN.
101	63+42.8	34.6R	BEGIN REMOVAL OF ASPHALT.
102	63+60.1	63.2L	END REMOVAL OF SIDEWALK.
105	63+54.7	170.7L	END REMOVAL OF C&G.
106	63+79.8	168.7L	SAWCUT LINE, END ASPHALT REMOVAL.
107	64+03.7	63.6L	BEGIN REMOVAL OF SIDEWALK AND ASPHALT.
108	63+99.6	53.1L	BEGIN REMOVAL OF C&G.
109	65+07.4	25.6R	END REMOVAL OF ASPHALT.
110	66+55.7	18.2R	BEGIN REMOVAL OF ASPHALT.
111	68+47.4	14.1R	END REMOVAL OF SIDEWALK.
112	68+57.5	52.5R	END REMOVAL OF C&G AND ASPHALT.
113	68+83.7	57.6L	END REMOVAL OF ASPHALT.
114	68+86.5	54.5L	END REMOVAL OF C&G AND SIDEWALK.
115	68+73.0	48.3R	SAWCUT LINE, END ASPHALT REMOVAL.
116	68+94.7	7.4R	SAWCUT LINE, END ASPHALT REMOVAL.
117	68+97.6	49.0L	SAWCUT LINE, END ASPHALT REMOVAL.

- EXISTING ROAD PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
- SAW CUT LINE
- EXISTING PIPE TO BE ABANDONED
- EXISTING PIPE TO BE REMOVED
- TEMPORAEY CONSTRUCTION EASEMENT (TCE)
- TEMPORARY CONSTRUCTION PERMIT (TCP)

- (A) DO NOT DISTURB
- (B) REMOVE MANHOLE OR CATCH BASIN
- (F) REMOVE AND DISPOSE EXISTING SIGN
- (G) REMOVE AND SALVAGE EXISTING FIRE HYDRANT
- (H) REMOVE STRUCTURES AND OBSTRUCTIONS
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- (R) REMOVE PIPE
- (S) ABANDON PIPE
- (V) REMOVE AND RELOCATE EXISTING BUSINESS SIGN

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide..... 800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

REV	DATE	DESCRIPTION	BY
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REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors * Engineers * Planners
5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULES A & D — PM&E PROJECT NO. 03–22B

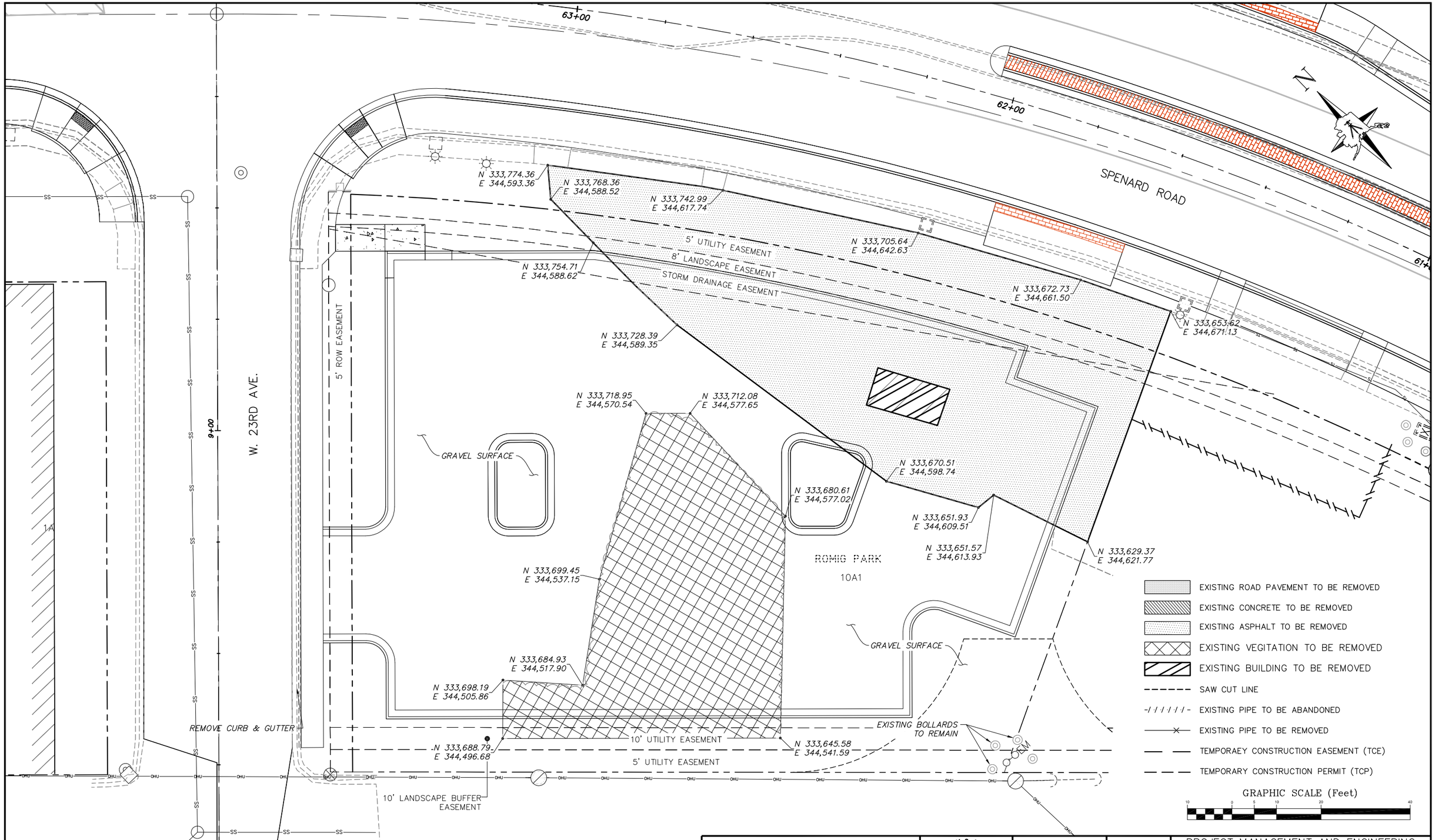
SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

STA 63+00.00 TO 68+00.00

SCALE: 1" = 20' | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET D7 of D10

65% 8-31-2016



65% 8-31-2016

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted Individually.

REV	DATE	DESCRIPTION	BY
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LOUNSBURY & ASSOCIATES
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5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5401
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

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SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE D — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

BAKERY PARKING DEMOLITION

SCALE: H: 1" = 10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET D8 of D10

PHOTO AVENUE

SPENARD ROAD

PUE
(507/480)

44+00

200+00

201+00

202+00

5

7

8

29

28

27

A

N 331,869.04
E 345,009.65

N 331,864.64
E 345,009.99

N 331,840.68
E 344,998.89

N 331,840.60
E 344,845.64

N 331,837.33
E 344,844.72

N 331,830.13
E 344,856.40

R23.5'

N 331,819.35
E 344,828.32

N 331,790.09
E 344,831.32

LEGEND

- EXISTING ROAD PAVEMENT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
- EXISTING VEGITATION TO BE REMOVED
- SAW CUT LINE
- EXISTING SIGN TO BE REMOVED

GRAPHIC SCALE (Feet)

10 0 5 10 20 40

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DEMOLITION PLAN

PHOTO AVE PARKING DEMOLITION

SCALE: H: 1" = 10'

DATE: 8-31-2016

GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET D9 of D10

65% 8-31-2016

SALVAGE SIGN SUMMARY

STATION	OFFSET	LEGEND	ASDS CODE	SIZE HxV (INCHES)	AREA (SQ. FT.)	POST, SIZE AND TYPE		REMARKS
						TYPE	SIZE (INCH)	
39+05	40 RT	30TH AVE	D3-1D	36x8	2.00	P.S.T.	2"	SIGN POST
		SPENARD ROAD	D3-1D	36x8	2.00			
		STOP	R1-1	30x30	6.25			
39+14	29 LT	BUS STOP	R7-107M	18x18	2.25	P.S.T.	2"	SIGN POST
39+79	29 LT	SPEED LIMIT	R2-1	24x30	5.00	P.S.T.	2"	SIGN POST
40+51	29 RT	BUS STOP	R7-107M	18x18	6.25	P.S.T.	2"	SIGN POST
40+89	29 LT	$1000 FINE FOR LITERING	R16-106	42x42	12.25	P.S.T.	2"	SIGN POST
41+38	41 RT	SPENARD ROAD	D3-1D	36x8	2.00	P.S.T.	2"	SIGN POST
		29TH PL	D3-1D	30X8	1.67			
		STOP	R1-1	30x30	6.25			
41+55	53 LT	BENSON BLVD	D3-1D	36x8	2.00	POLE		MOUNTED ON SIGNAL POLE
		LEFT TURN MUST YIELD ON GREEN	R10-12	30x24	5.00	ARM		MOUNTED ON MAST ARM
		ONE WAY	R6-2L	18x24	3.00			
		BENSON BLVD	D3-1	90x12	7.50			
41+81	46 RT	BENSON BLVD	D3-1D	36x8	2.00	POLE		MOUNTED ON SIGNAL POLE
		ONEWAY ARROW	R6-1R	36x12	3.00			
		ONEWAY ARROW	R6-1L	36x12	3.00			
		SPENARD ROAD	D3-1	84x12	7.00	ARM		MOUNTED ON MAST ARM
42+39	37 LT	ONEWAY ARROW	R6-1L	36x12	3.00	P.S.T.	2"	SIGN POST
		ONEWAY ARROW	R6-1R	36x12	3.00			
42+41	41 LT	BENSON BLVD	D3-1D	36x8	2.00	POLE		MOUNTED ON SIGNAL POLE
42+65	44 RT	SPENARD ROAD	D3-1D	36x8	2.00	POLE		MOUNTED ON SIGNAL POLE
		ONE WAY	R6-2L	18x24	3.00	ARM		MOUNTED ON MAST ARM
		BENSON BLVD	D3-1	90x12	7.50			
43+03	30 RT	ADOPT A ROAD (MUNI)	CUSTOM	24x30	5.00	P.S.T.	2"	SIGN POST
43+57	34 RT	OBJECT MARKER	OM4-1	18x18	2.25	P.S.T.	2"	SIGN POST
43+69	34 RT	OBJECT MARKER	OM4-1	18x18	2.25	P.S.T.	2"	SIGN POST
43+81	34 RT	OBJECT MARKER	OM4-1	18x18	2.25	P.S.T.	2"	SIGN POST
43+90	37 LT	BUS STOP	R7-107M	18x18	2.25	P.S.T.	2"	SIGN POST
44+82	39 LT	STOP	R1-1	30x30	6.25	P.S.T.	2"	SIGN POST
		DO NOT ENTER	R5-1	30x30	6.25			
44+89	52 LT	ONEWAY ARROW	R6-1R	36x8	3.00	P.S.T.	2"	SIGN POST
45+06	30 LT	DO NOT ENTER	R5-1	30x30	6.25	P.S.T.	2"	SIGN POST
		DO NOT ENTER	R5-1	30x30	6.25			
45+13	53 LT	PEDESTRAIN	W11-2	30x30	6.25	P.S.T.	2"	SIGN POST
45+27	30 LT	NO RIGHT TURN	R3-1	30x30	6.25	P.S.T.	2"	SIGN POST
46+65	37 RT	ONEWAY ARROW	R6-1L	36x12	3.00	POLE	2"	MOUNTED ON SIGNAL POLE
		ONEWAY ARROW	R6-1R	36x12	3.00			
		NORTHERN LIGHTS BLVD	D3-1D	48x8	2.67			
46+70	54 LT	SPENARD ROAD	D3-1D	36x8	2.00	POLE	2"	MOUNTED ON SIGNAL POLE
		ONE WAY	R6-2L	18x24	3.00	ARM		MOUNTED ON MAST ARM
		NORTHERN LIGHTS BLVD	D3-1	108x12	9.00			
47+30	54 LT	ONEWAY ARROW	R6-1L	36x12	3.00	POLE	2"	MOUNTED ON SIGNAL POLE
		ONEWAY ARROW	R6-1R	36x12	3.00			
		NORTHERN LIGHTS BLVD	D3-1D	48x8	2.67			
		LEFT TURN AND STRAIGHT	R3-6L	30x36	7.50	ARM		MOUNTED ON MAST ARM
		SPENARD ROAD	D3-1	84x12	7.00			
47+37	37 RT	SPENARD ROAD	D3-1D	36x8	2.00	POLE	2"	MOUNTED ON SIGNAL POLE
		ONEWAY ARROW	R6-1L	36x12	3.00			
		LEFT TURN MUST YIELD ON GREEN	R10-12	30x24	5.00	ARM		MOUNTED ON MAST ARM
		ONE WAY	R6-2L	36x12	3.00			
		NORTHERN LIGHTS BLVD	D3-1	108x12	9.00			
50+14	111 RT	DO NOT ENTER	CUSTOM	12x18	1.50	P.S.T.	2"	SIGN POST
50+45	48 LT	SPENARD ROAD	D3-1D	36x8	2.00	P.S.T.	2"	SIGN POST
		27TH AVE	D3-1D	36x8	2.00			
		STOP	R1-1	30x30	6.25			
50+61	33 RT	SPENARD ROAD	D3-1D	36x8	2.00	P.S.T.	2"	SIGN POST
		27TH AVE	D3-1D	36x8	2.00			
		STOP	R1-1	30x30	6.25			
51+60	44 LT	NO PARKING	R8-3	18x24	3.00	P.S.T.	2"	SIGN POST
51+93	44 LT	NO PARKING	R8-3	18x24	3.00	P.S.T.	2"	SIGN POST
53+84	42 RT	26TH AVE	D3-1D	24x8	1.33	P.S.T.	2"	SIGN POST
		SPENARD ROAD	D3-1D	36x8	2.00			
		STOP	R1-1	30x30	6.25			
54+53	30 RT	BUS STOP	R7-107M	18x18	2.25	P.S.T.	2"	SIGN POST
54+56	31 LT	SPENARD ROAD	D3-1D	36x8	2.00	P.S.T.	2"	SIGN POST
		26TH AVE	D3-1D	24x8	1.33			
54+60	35 LT	STOP	R1-1	30x30	6.25	P.S.T.	2"	SIGN POST
55+30	28 LT	BUS STOP	R7-107M	18x18	2.25	P.S.T.	2"	SIGN POST
57+00	36 RT	25TH AVE	D3-1D	24x8	1.33	P.S.T.	2"	SIGN POST
		SPENARD ROAD	D3-1D	36x8	2.00			
		STOP	R1-1	30x30	6.25			
58+29	37 LT	25TH AVE	D3-1D	24x	1.33	P.S.T.	2"	SIGN POST
		SPENARD ROAD	D3-1D	36x8	2.00			
		STOP	R1-1	30x30	6.25			

SALVAGE SIGN SUMMARY

STATION	OFFSET	LEGEND	ASDS CODE	SIZE HxV (INCHES)	AREA (SQ. FT.)	POST, SIZE AND TYPE		REMARKS
						TYPE	SIZE (INCH)	
59+73	47 RT	FIREWEED LN	D3-1D	36x8	2.00	POLE		MOUNTED ON SIGNAL POLE
59+86	34 LT	SPENARD ROAD	D3-1D	36x8	2.00	POLE		MOUNTED ON SIGNAL POLE
		LEFT TURN ONLY, YIELD ON GREEN	R10-100	30x36	7.50	ARM		MOUNTED ON MAST ARM
		SPENARD ROAD	D3-1	36x8	2.00			
60+60	42 RT	SPENARD ROAD	D3-1D	36X8	2.00	POLE		MOUNTED ON SIGNAL POLE
		NO PED CROSSING	R9-3	12x18	1.50			
		FIREWEED LN	D3-1	84x12	7.00	ARM		MOUNTED ON MAST ARM
60+62	8 RT	KEEP RIGHT	R4-7	30x36	7.50	P.S.T.	2"	SIGN POST
		OBJECT MARKER	OM4-1	18x18	2.25			
60+69	38 LT	FIREWEED LN	D3-1D	36x8	2.00	POLE		MOUNTED ON SIGNAL POLE
		NO PED CROSSING	R9-3	12x18	1.50			
		LEFT TURN ONLY	R3-5L	30x36	7.50	ARM		MOUNTED ON MAST ARM
		RIGHT TURN ONLY	R3-5R	30x36	7.50			
		SPENARD ROAD	D3-1	84x12	7.00			
61+48	34 LT	BUS STOP	R7-107M	18x18	2.25	P.S.T.	2"	SIGN POST
61+94	40 RT	BUS STOP	R7-107M	18x18	2.25	P.S.T.	2"	SIGN POST
63+35	2 RT	KEEP RIGHT	R4-7	30x36	7.50	P.S.T.	2"	SIGN POST
		OBJECT MARKER	OM4-1	18x18	2.25			
63+51	45 LT	SPENARD ROAD	D3-1D	36x8	2.00	P.S.T.	2"	SIGN POST
		23RD AVE	D3-1D	24x8	1.33			
		STOP	R1-1	30x30	6.25			
64+61	29 RT	LEFT TURN STRAIGHT RIGHT	R3-8 L/SR	36x30	7.50	P.S.T.	2"	SIGN POST
66+14	25 RT	PEDESTRAIN	W11-2	30x30	6.25	P.S.T.	2"	SIGN POST
		BUS STOP	R7-107M	18x18	2.25			
66+41	41 LT	NO PARKING - ANY TIME	R7S-101	12x18	1.50	P.S.T.	2"	SIGN POST
67+93	43 LT	ADOPT A ROAD (MUNI)	CUSTOM	24x30	5.00	P.S.T.	2"	SIGN POST
68+32	14 RT	STOP	R1-1	30x30	6.25	P.S.T.	2"	SIGN POST
68+46	24 RT	PEDESTRAIN	W11-2	30x30	6.25	P.S.T.	2"	SIGN POST
		NO PARKING - ANY TIME	R7S-101	12x18	1.50			
68+78	51 LT	STOP	R1-1	30x30	6.25	P.S.T.	2"	SIGN POST

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

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CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors ▪ Engineers ▪ Planners
5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

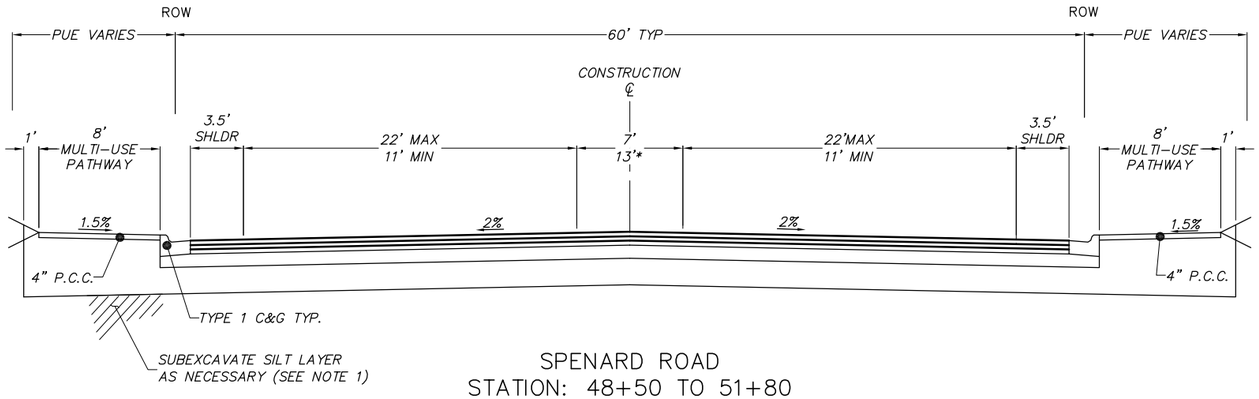
SCHEDULE A — PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

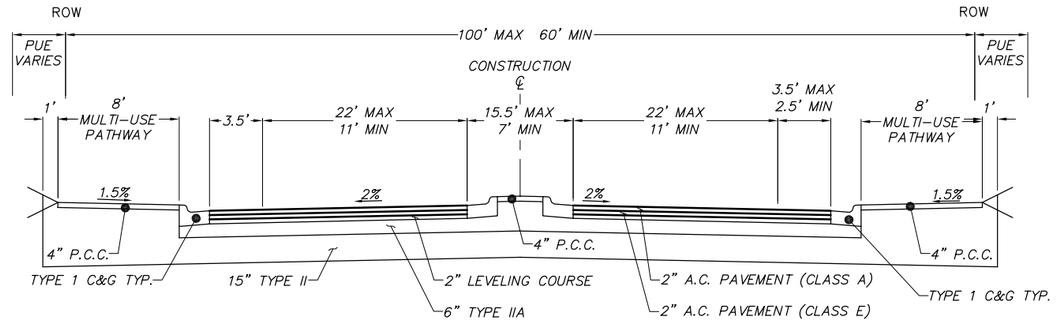
DEMOLITION PLAN

SALVAGE SIGN TABLE

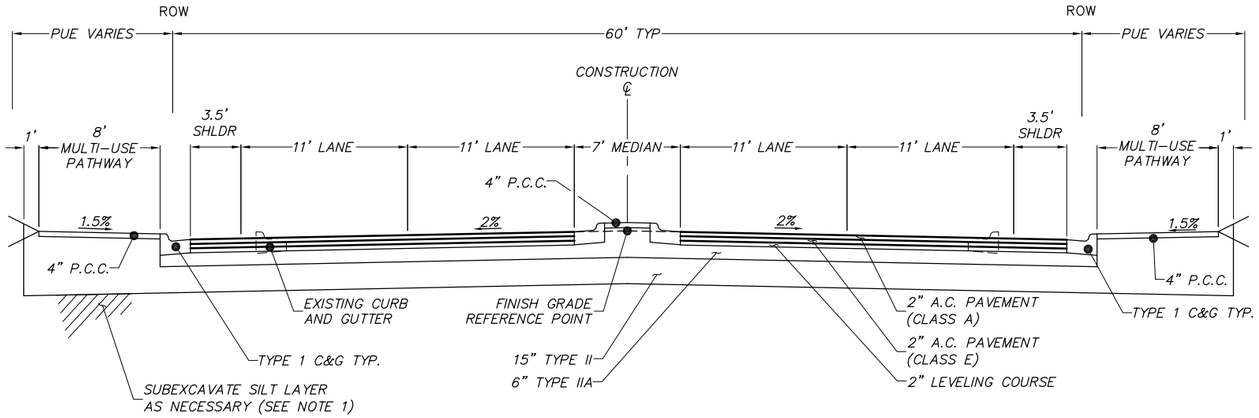
SCALE: NONE | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET D10 of D10



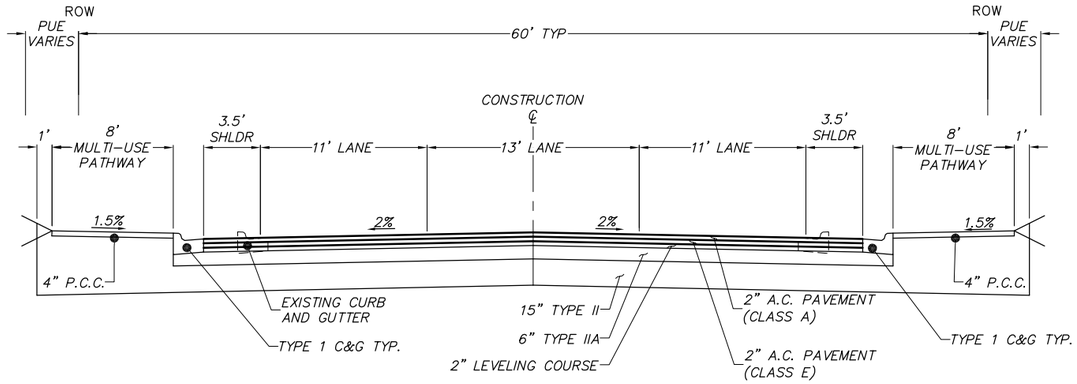
SPENARD ROAD
STATION: 48+50 TO 51+80
*MEDIAN: 49+90 TO 51+80



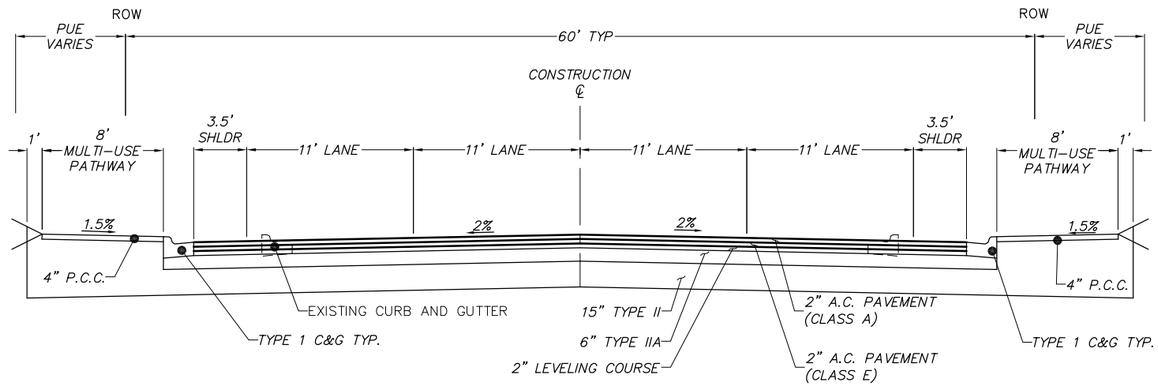
SPENARD ROAD
STATION: 58+70 TO 63+00



SPENARD ROAD
STATION: 40+50 TO 48+50



SPENARD ROAD
STATION: 51+80 TO 58+70
63+00 TO EOP



SPENARD ROAD
STATION: BOP TO 40+50

NOTE:

1. SUBEXCAVATE SILT LAYER BELOW EXISTING SAND AND GRAVEL FILL MATERIALS, WHICH IS EXPECTED BETWEEN WEST NORTHERN LIGHTS BLVD. AND WEST 27TH AVENUE. SUBEXCAVATION DEPTH IS EXPECTED TO BE ABOUT 3 FT DEEP. SOME SUBEXCAVATION OF THE SILT LAYER MAY BE REQUIRED IN OTHER AREAS, PARTICULARLY AT THE ROAD SHOULDERS WHERE SUBSURFACE CONDITIONS MAY DIFFER FROM THOSE FOUND IN THE GEOTECHNICAL BOREHOLES.

REV	DATE	DESCRIPTION	BY
–	–	–	–

REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors * Engineers * Planners
5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5451
CERTIFICATE OF AUTHORIZATION No. AECC391
CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A — PM&E PROJECT NO. 03-22B

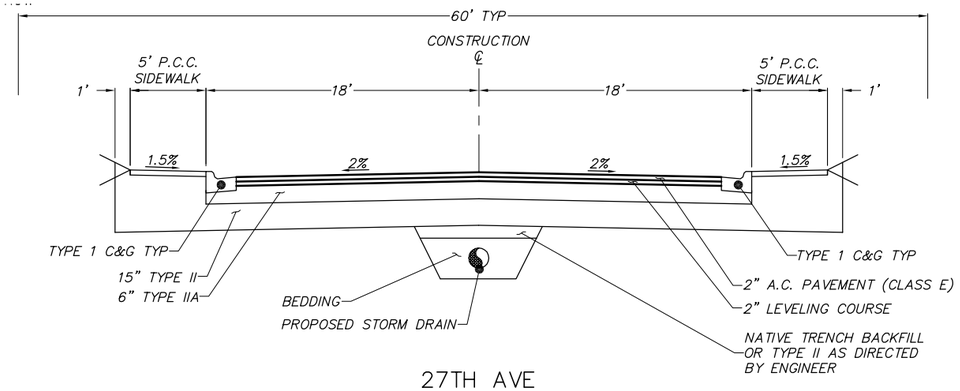
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

TYPICAL SECTIONS

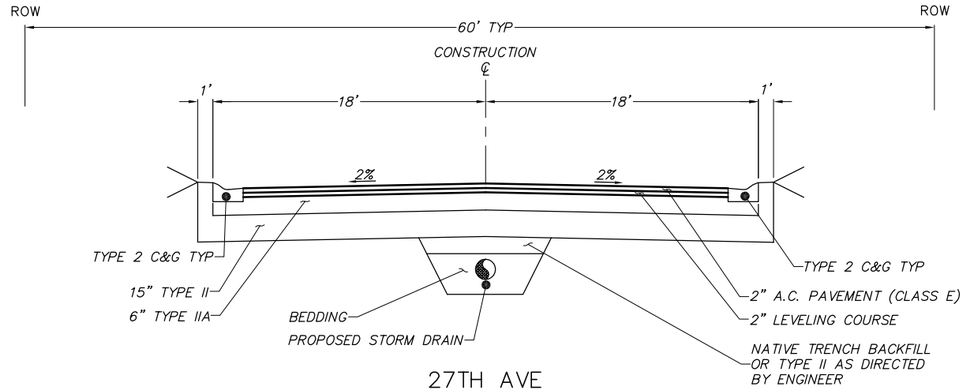
TYPICAL SECTIONS

SCALE: N.T.S. | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET TS1 of TS3

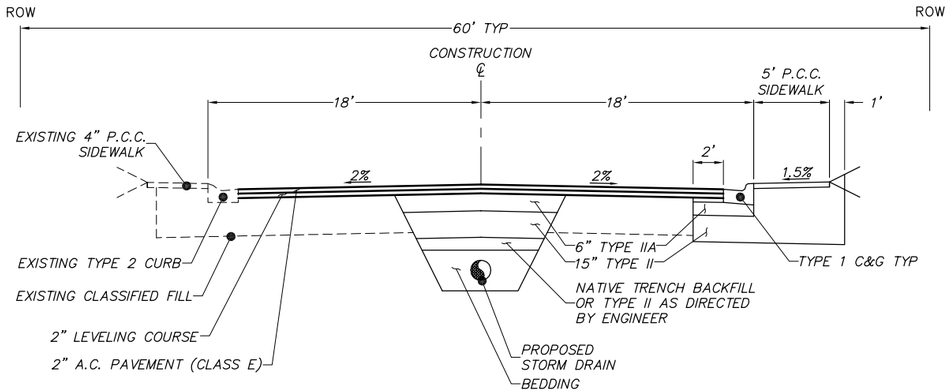
65% 8-31-2016



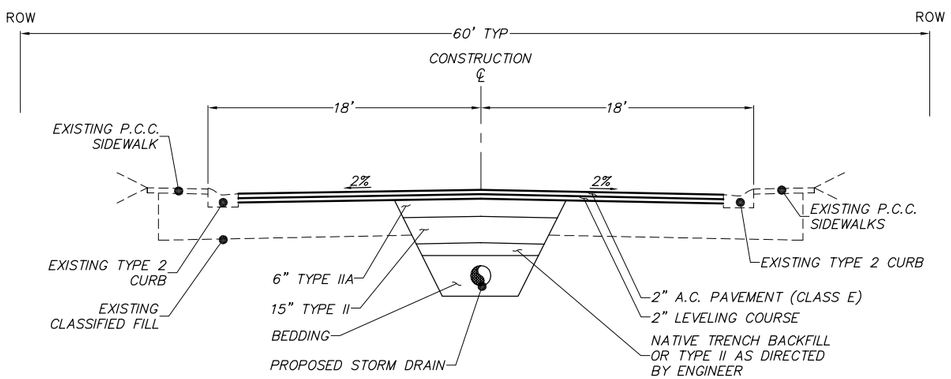
27TH AVE
STATION: 399+20.85 TO 401+12.75



27TH AVE
STATION: 401+12.75 TO 402+45.08



27TH AVE
STATION: 398+17.64 TO 399+20.85



27TH AVE
STATION: 397+86.16 TO 398+17.64
PHOTO AVE
STATION: 200+75 TO 202+40

65% 8-31-2016

REV	DATE	DESCRIPTION	BY
–	–	–	–

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

TYPICAL SECTIONS

TYPICAL SECTIONS

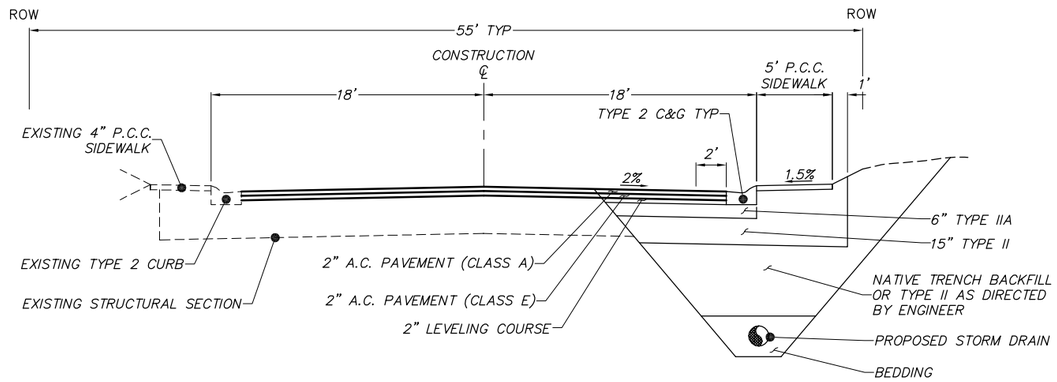
SCALE: N.T.S.

DATE: 8-31-2016

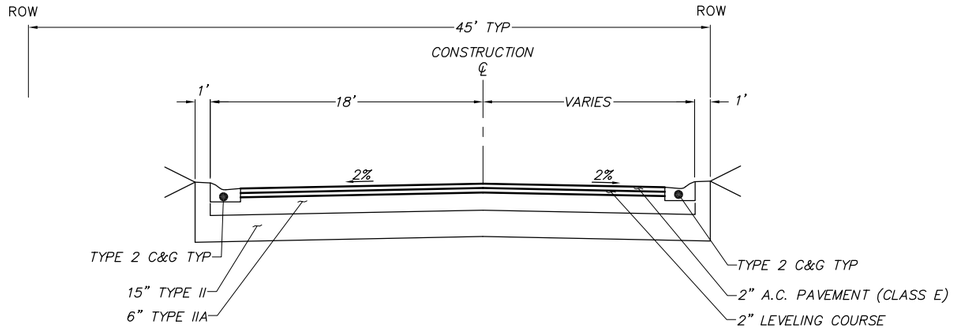
GRIDS: SW1529,1629

ACCT. NO. 05-037G

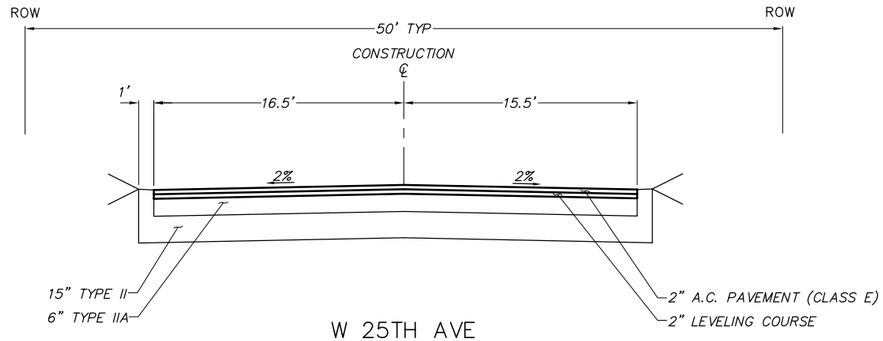
SHEET TS2 of TS3



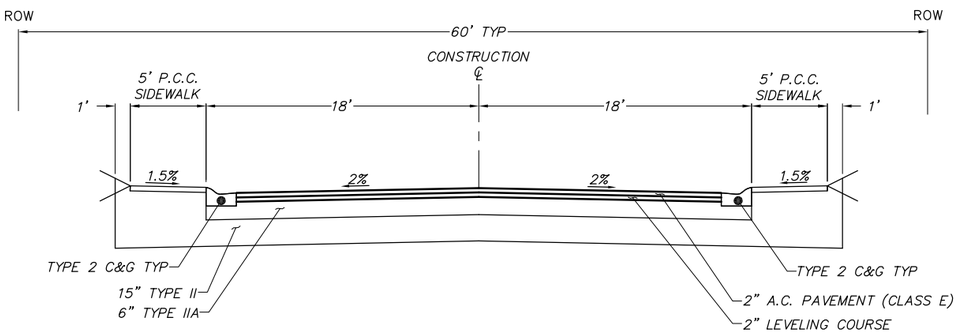
23RD AVE
STATION: 7+90 TO 10+00



25TH AVE
STATION: 10+00 TO 11+09.11



W 25TH AVE
STATION: 8+92.09 TO 10+00



26TH AVE
STATION: 498+94 TO 500+00

65% 8-31-2016

REV	DATE	DESCRIPTION	BY
–	–	–	–

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SCHEDULE A — PM&E PROJECT NO. 03-22B

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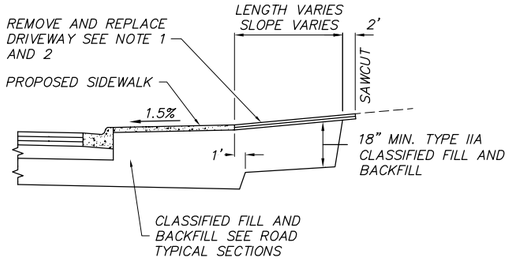
HILLCREST DRIVE TO BENSON BOULEVARD

TYPICAL SECTIONS

TYPICAL SECTIONS

SCALE: N.T.S. | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET TS3 of TS3

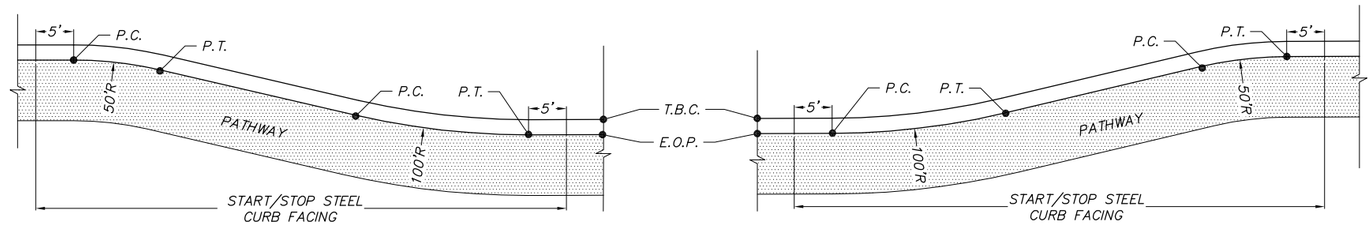


NOTES:

1. ASPHALT PAVEMENT SHALL CONSIST OF 2" LEVELING COURSE AND 2" AC PAVEMENT (CLASS E). APPLY TACK COAT AT SAWCUT AND BACK OF CURB.
2. LENGTH OF DRIVEWAY REMOVED AND REPLACED VARIES AS SHOWN IN THE DRAWINGS OR AS DIRECTED BY THE ENGINEER.

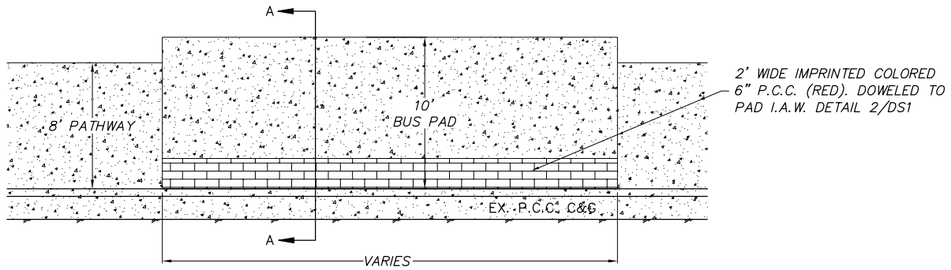
1 DS1 DRIVEWAY CONNECTION DETAIL

NTS

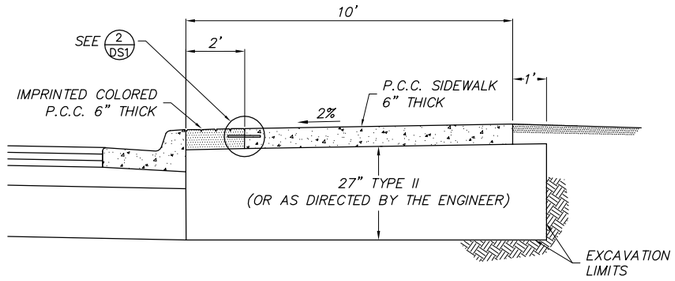


3 DS1 BUS STOP TRANSITION

NTS



PLAN



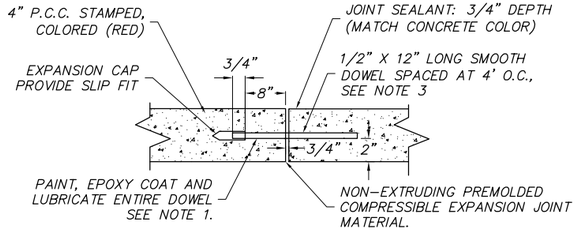
SECTION A–A

NOTES:

1. SCORE CONCRETE FOR 10' PAD IN 4' X 4' GRID PATTERN.
2. IMPRINTED COLORED CONCRETE PATTERN SHALL BE "RUNNING BOND BRICK" AND COLOR SHALL BE "COLONIAL RED" PER M.A.S.S. 30.10.

4 DS1 TRANSIT BOARDING PAD

NTS



NOTES:

1. DOWELS SHALL BE EPOXY COATED STEEL I.A.W. ASTM A–615M, GRADE 280 OR 240.
2. DOWELS SHALL BE PAINTED WITH BOND BREAKER AND LUBRICATED WITH PETROLEUM BASED LUBRICANT OVER THE ENTIRE BAR PRIOR TO PLACEMENT.
3. FURNISHING AND INSTALLING DOWEL BARS IS INCIDENTAL TO M.A.S.S. 30.10 AND NO SEPARATE PAYMENT SHALL BE MADE.

2 DS1 DOWEL DETAIL

NTS

REV	DATE	DESCRIPTION	BY
–	–	–	–

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A — PM&E PROJECT NO. 03–22B

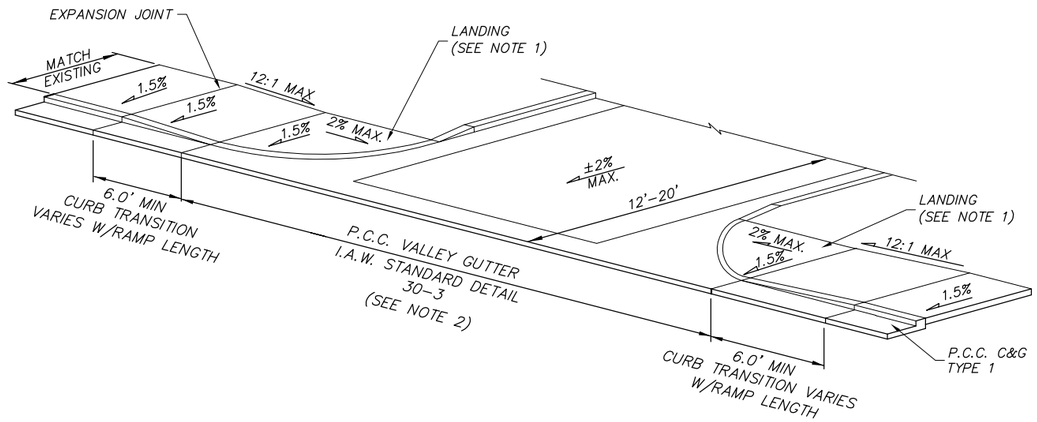
SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

DETAILS

DETAILS

SCALE: NTS | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET DS1 of DS8

65% 8-31-2016

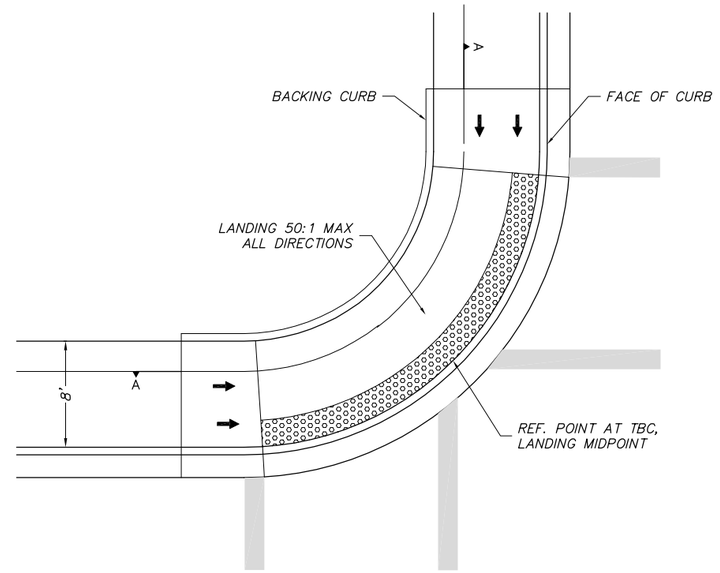


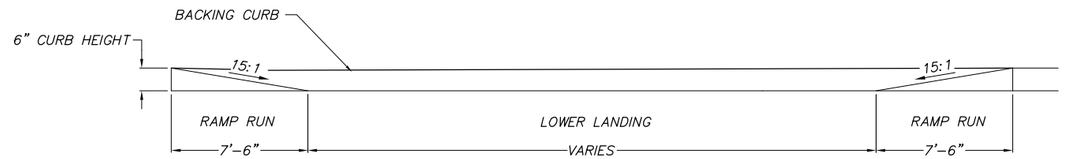
NOTES:

1. SIZE LANDING TO MEET ADA REQUIREMENTS.
2. CONTRACTOR TO DEPRESS LIPS OF GUTTER TO ENSURE ADEQUATE DRAINAGE.

1/DS2 *DRIVEWAY CURB RETURN WITH DETACHED SIDEWALK*

NTS

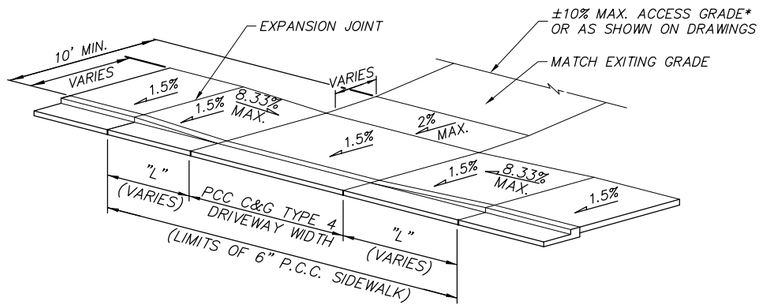




PROFILE A–A

3/DS2 *BLENDED TRANSITION CURB RAMP*

NTS



DRIVEWAY RAMP RUNNING SLOPE TABLE		
STREET RUNNING SLOPE	MINIMUM UPHILL RAMP LENGTH "L"	MINIMUM DOWNHILL RAMP LENGTH "L"
0.0% TO 0.5%	6.0'	6.0'
> 0.5% TO 1.6%	7.0'	6.0'
> 1.6% TO 2.4%	8.0'	5.0'
> 2.4% TO 3.1%	9.0'	5.0'
> 3.1% TO 3.6%	10.0'	5.0'
> 3.6% TO 4.0%	11.0'	4.0'
> 4.0% TO 4.4%	12.0'	4.0'
> 4.4% TO 4.7%	13.0'	4.0'
> 4.7% TO 5.0%	14.0'	4.0'
> 5.0%	15.0'	4.0'

2/DS2 *TYPICAL DRIVEWAY ENTRANCE (WITH ATTACHED DRIVEWAY)*

NTS

REV	DATE	DESCRIPTION	BY
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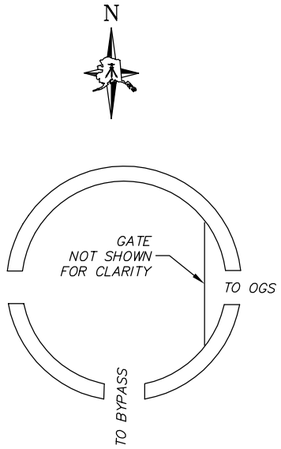
DETAILS

DETAILS

SCALE: NTS | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET DS2 of DS8

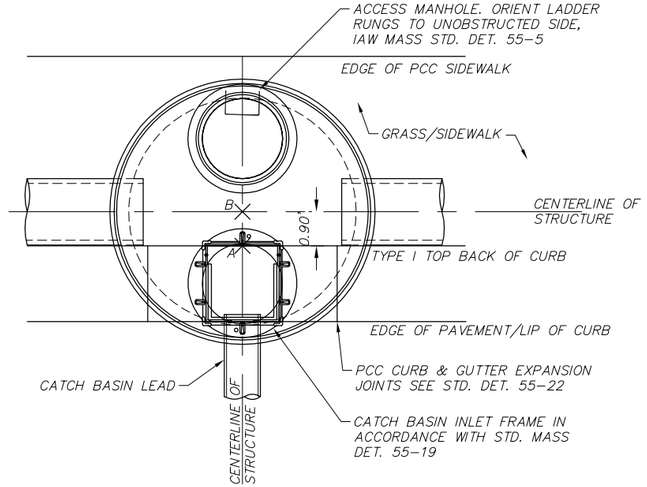
65% 8-31-2016

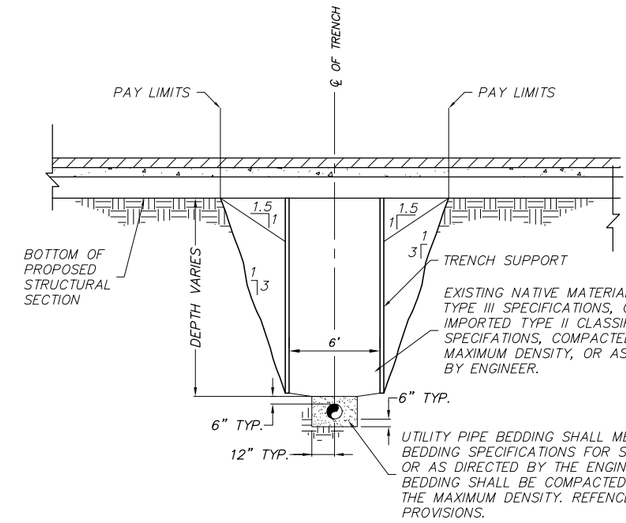


TOGGLE GATE 18"

1 / DS3 BYPASS STRUCTURE SECTION

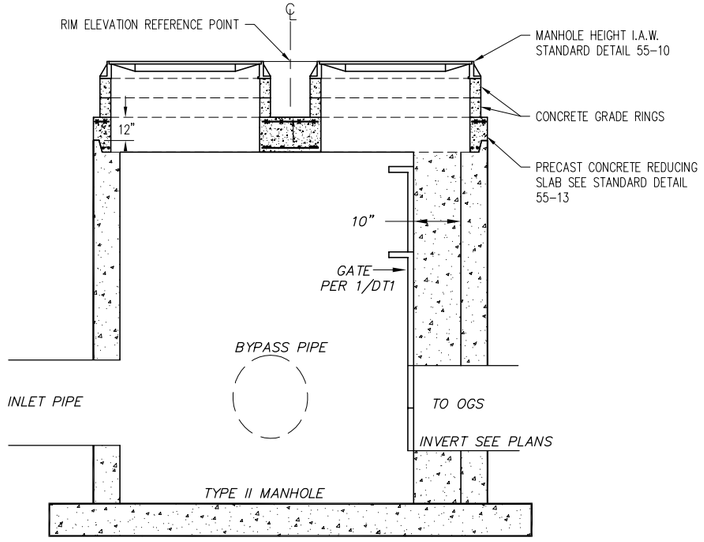
SCALE: N.T.S.





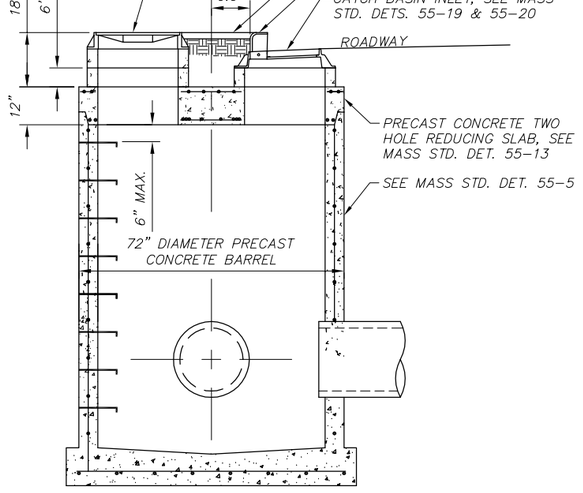
NOTES:

1. SLOPE TRENCH WALLS ACCORDING TO THE SOILS CONDITIONS AND SAFETY STANDARDS (O.S.H.A.).
2. BASED ON USE OF 6' WIDE PORTABLE SHIELD.
3. COMPACTION SHALL BE TO 95% OF MAXIMUM DENSITY FOR ALL BACKFILL.
4. SUBGRADE SHALL BE FREE OF DEBRIS AND ORGANIC MATERIAL IN ACCORDANCE WITH MASS DIVISION 20.



2 / DS3 BYPASS STRUCTURE S40

SCALE: N.T.S.



3 / DS3 TYPE II DUAL ENTRY CATCH BASIN MANHOLE W/TYPE 1 CURB & GUTTER

N.T.S.

4 / DS3 UTILITY TRENCH WITHIN PROPOSED ROAD SECTION

NTS

REV	DATE	DESCRIPTION	BY
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DETAILS

DETAILS

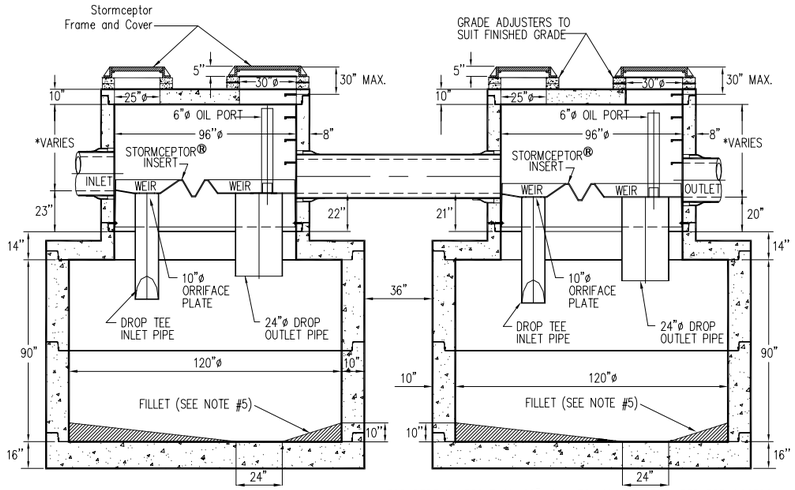
SCALE: NTS | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET DS3 of DS8

65% 8-31-2016

Rinker MATERIALS™

Concrete Pipe Division

STC 11000s Precast Concrete Stormceptor ®
(11000 U.S. Gallon Capacity)
Municipality of Anchorage Standard



*FOR DEPTHS LESS THAN 60", A HATCH MAY BE REQUIRED FOR ACCESS.

SECTION THRU CHAMBERS

NOTES:

1. *THE USE OF FLEXIBLE CONNECTION IS RECOMMENDED AT THE INLET AND OUTLET WHERE APPLICABLE.*
2. *THE 30"ø OPENING WILL BE POSITIONED OVER THE OUTLET DROP PIPE AND THE OL PORT. THE 25"ø OPENING WILL BE POSITIONED OVER THE INLET DROP TEE.*
3. *THE PRECASTER IS RESPONSIBLE TO CAST THE "FILLETS" AT THE PLANT OR MAKE ARRANGEMENTS WITH THE PURCHASING CONTRACTOR TO CAST THEM ON THE JOBSITE. THE CONTRACTOR MUST ALLOW FOR THIS FIELD ACTIVITY IF NECESSARY.*
4. *DIMENSIONS MAY VARY WITH LOCAL MANUFACTURE; 2140 E. 84TH COURT, ANCHORAGE, AK 99507.*

Rev: 6.27.11

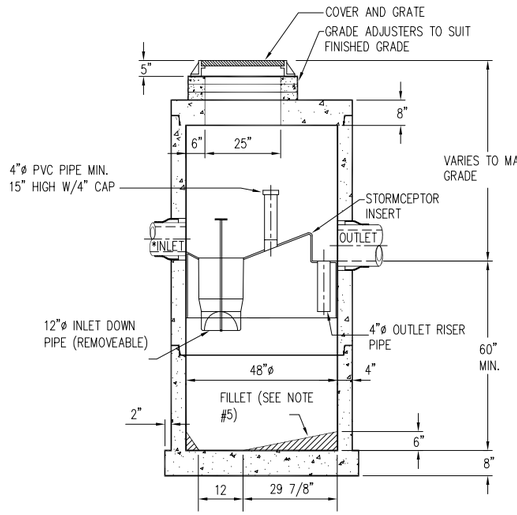
1 DS4 *STC 1100 PRECAST CONCRETE STORMCEPTOR*

NTS

Rinker MATERIALS™

Concrete Pipe Division

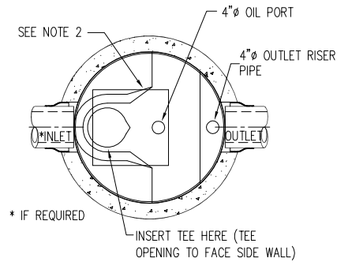
STC 450i Precast Concrete Stormceptor®
(450 U.S. Gallon Capacity)
Municipality of Anchorage Standard



SECTION THRU CHAMBER

NOT FOR CONSTRUCTION

SEE APPROVED SHOP DRAWINGS FOR SITE SPECIFICATIONS



PLAN VIEW

NOTES:

1. *THE USE OF FLEXIBLE CONNECTION IS RECOMMENDED AT THE INLET AND OUTLET WHERE APPLICABLE.*
2. *THE COVER WILL BE POSITIONED OVER THE INLET DROP PIPE AND THE OIL PORT.*
4. *CONTRACTOR IS RESPONSIBLE TO MAKE ARRANGEMENTS WITH THE PRECASTER TO CAST THE "FILLET" PRIOR TO DELIVERY OR MAKE ARRANGEMENTS WITH THE PURCHASING CONTRACTOR TO CAST THEM IN THE JOBSITE. THE CONTRACTOR MUST ALLOW FOR THIS FIELD ACTIVITY IF NECESSARY..*
5. *DIMENSIONS MAY VARY WITH LOCAL MANUFACTURE: D&S CONCRETE INC., 2140 E. 84TH COURT, ANCHORAGE, AK 99507.*

Rev: 11.27.12

2 DS4 *STC 450i PRECAST CONCRETE STORMCEPTOR*

NTS

65% 8-31-2016

REV	DATE	DESCRIPTION	BY
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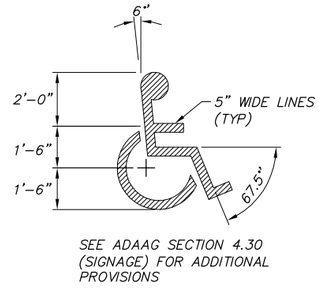
DETAILS

DETAILS

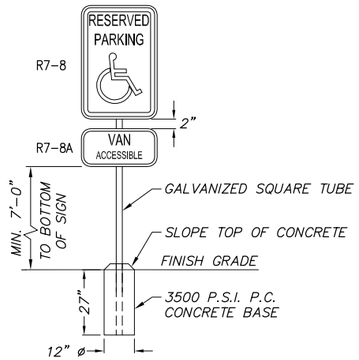
SCALE: NTS | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET DS4 of DS8



SEE ADAAG SECTION 4.30 (SIGNAGE) FOR ADDITIONAL PROVISIONS

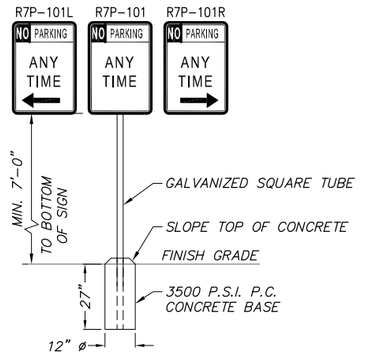
1 / DS5 **ADA PARKING SYMBOL**

SCALE: N.T.S.



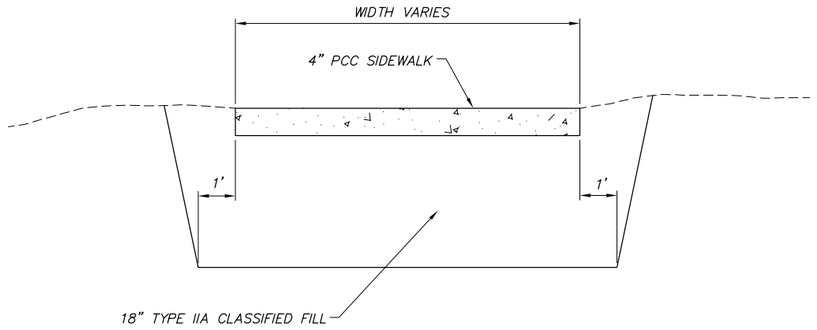
2 / DS5 **ADA PARKING SIGN**

SCALE: N.T.S.



3 / DS5 **NO PARKING SIGN**

SCALE: N.T.S.



4 / DS5 **ON-SITE SIDEWALK DETAIL**

SCALE: N.T.S.

65% 8-31-2016

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

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SCHEDULE D

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

DETAILS

ON-SITE DETAILS

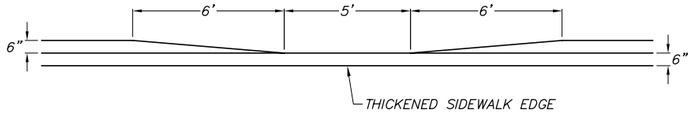
SCALE: H: NTS

DATE: 8-31-2016

GRIDS: SW1529,1629

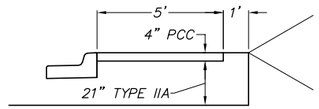
ACCT. NO. 05-037G

SHEET DS5 of DS8



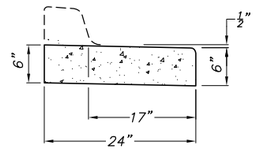
1 DS6 **ADA RAMP SECTION**

SCALE: N.T.S.



2 DS6 **RAMP SECTION - PHOTO AVE.**

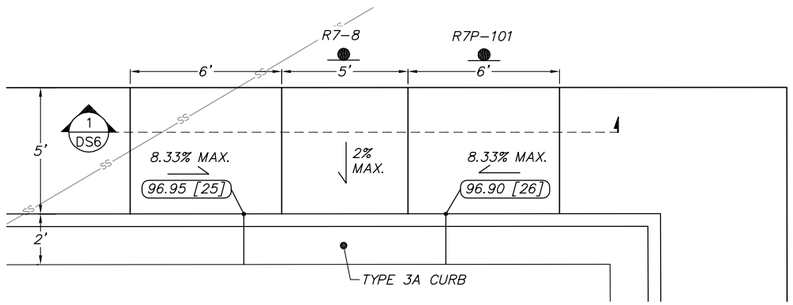
SCALE: N.T.S.



TRANSITION CURBS TO MAINTAIN CONSTANT FLOWLINE ACROSS CURB RAMP AND AROUND CURB RETURN PER THE DRAWINGS.

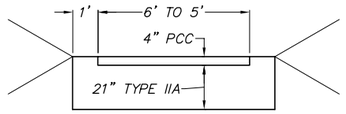
3 DS6 **TYPE 3A CURB AND GUTTER SECTION**

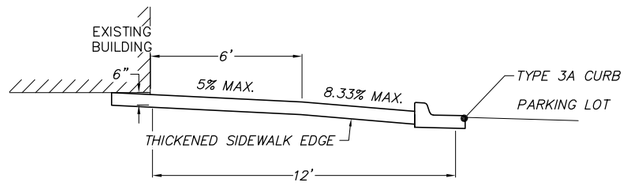
SCALE: N.T.S.



4 DS6 **ADA RAMP - PHOTO AVE. PARKING**

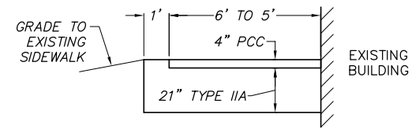
SCALE: N.T.S.

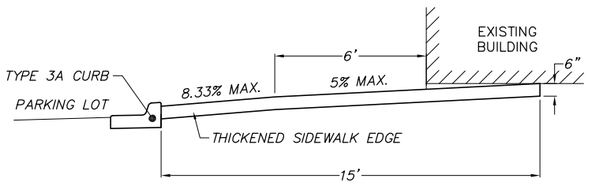




5 DS6 **RAMP SECTIONS - BUSINESS PARKING WEST**

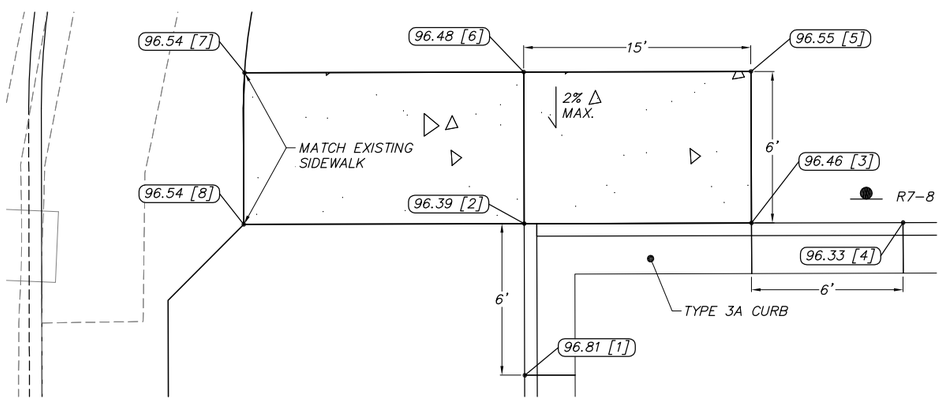
SCALE: N.T.S.





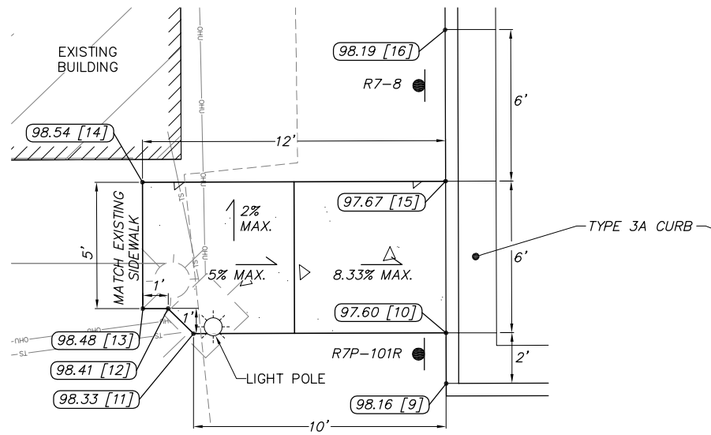
6 DS6 **RAMP SECTIONS - BUSINESS PARKING SOUTH**

SCALE: N.T.S.



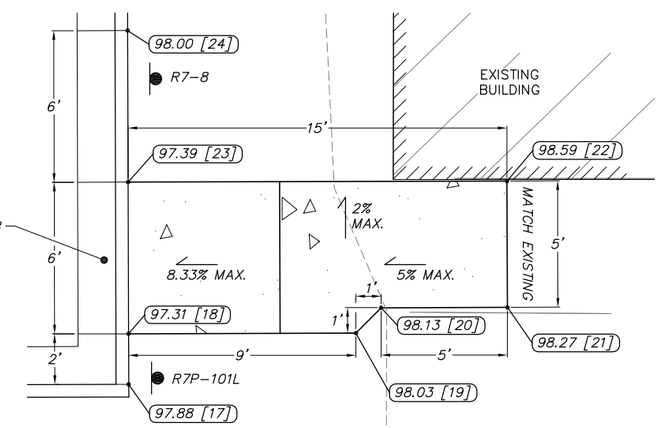
7 DS6 **ADA RAMP - BAKERY PARKING**

SCALE: N.T.S.



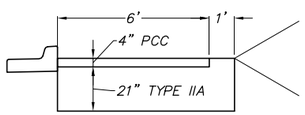
8 DS6 **ADA RAMP - BUSINESS PARKING WEST**

SCALE: N.T.S.



9 DS6 **ADA RAMP - BUSINESS PARKING SOUTH**

SCALE: N.T.S.



10 DS6 **RAMP SECTION - BAKERY PARKING**

SCALE: N.T.S.

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Statewide.....800-478-3121
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REV	DATE	DESCRIPTION	BY
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SCHEDULE D — PM&E PROJECT NO. 03-22B

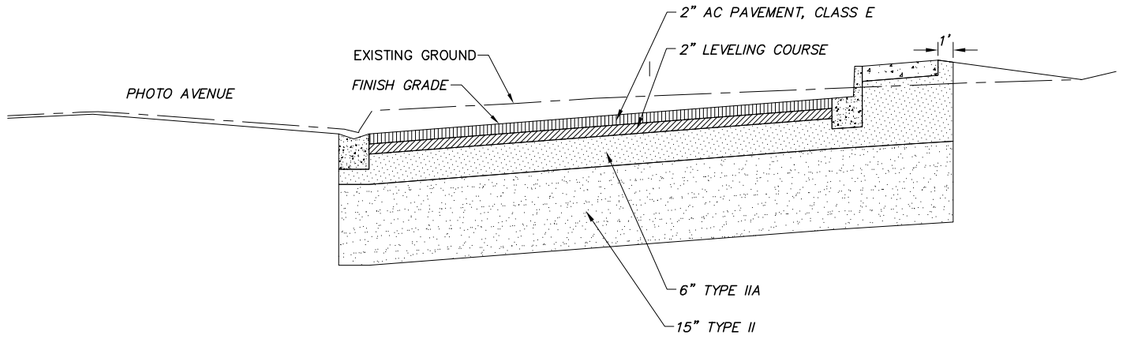
SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

DETAILS

RAMP AND GRADING DETAILS

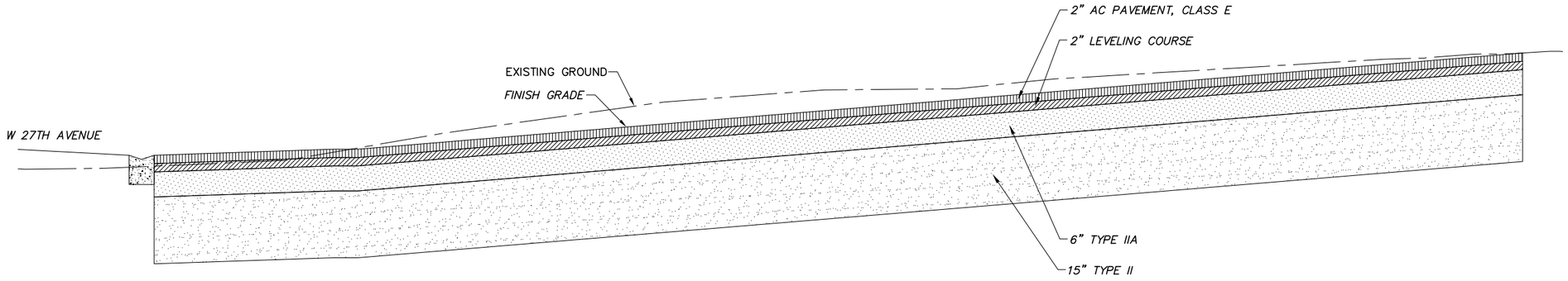
SCALE: N.T.S. | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET DS6 of DS8

65% 8-31-2016



A / DS7 PHOTO AVE. PARKING LOT SITE SECTION

SCALE: 1"=5'



B / DS7 27TH AVE. PARKING LOT SITE SECTION

SCALE: 1"=5'

NOTES:

1. SEE GRADING SHEETS FOR ELEVATIONS.
2. SEE LANDSCAPING SHEETS FOR REQUIRMENTS.

REV	DATE	DESCRIPTION	BY
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SCHEDULE D

PM&E PROJECT NO. 03–22B

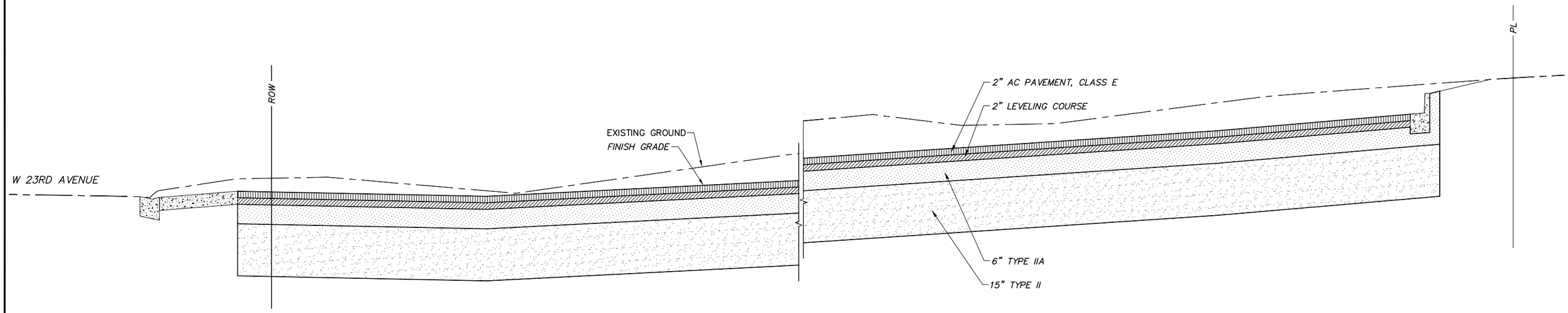
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DETAILS

SITE SECTIONS

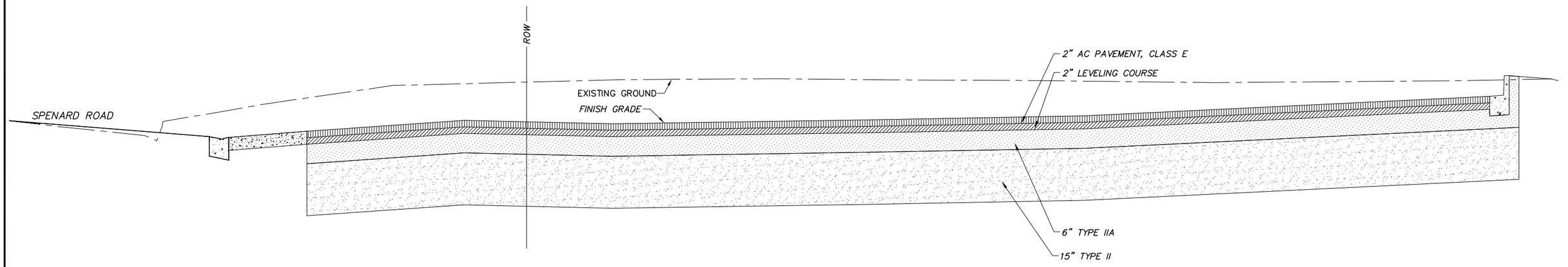
SCALE: H: = 1:5 | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET DS7 of DS8

65% 8-31-2016



A / DS8 **BAKERY. PARKING LOT SITE SECTION**

SCALE: 1"=5'



B / DS8 **BUSINESS PARKING LOT SITE SECTION**

SCALE: 1"=5'

NOTES:

1. SEE GRADING SHETS FOR ELEVATIONS.
2. SEE LANDSCAPING SHEETS FOR REQUIRMENTS.

65% 8-31-2016

REV	DATE	DESCRIPTION	BY
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SCHEDULE D

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

DETAILS

SITE SECTIONS

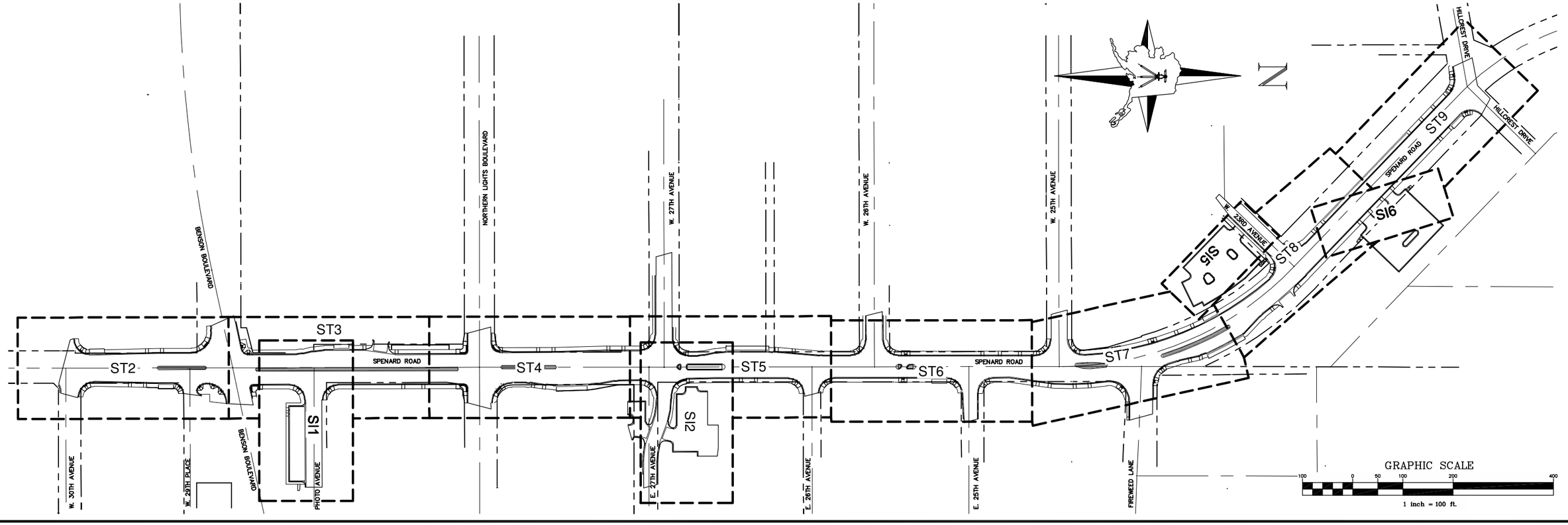
SCALE: H: = 1:5

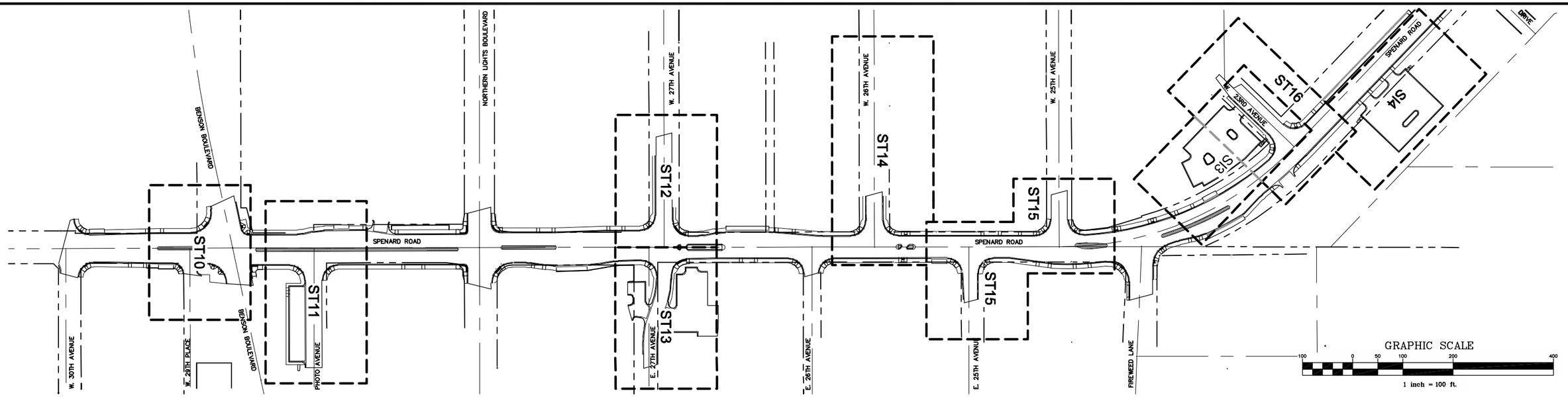
DATE: 8-31-2016

GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET DS8 of DS8





INDEX

1. ADJUST STORM DRAIN MANHOLE CONE TO FINISH GRADE
2. ADJUST STORM DRAIN RING TO FINISH GRADE
3. REMOVE & REPLACE MANHOLE CONE SECTION
4. REMOVE & REPLACE MANHOLE GRADE RING

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
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REV	DATE	DESCRIPTION	BY

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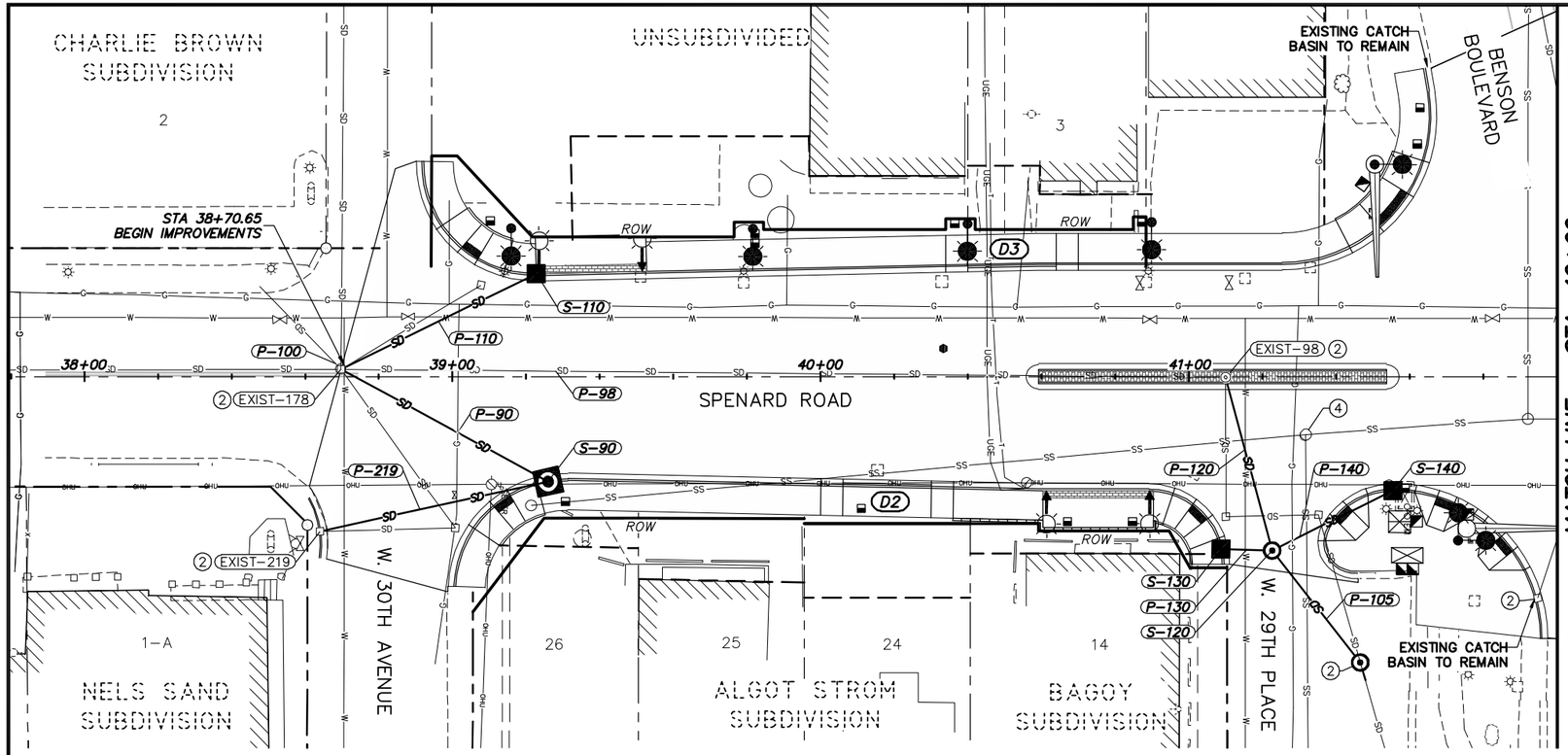
SCHEDULE A — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

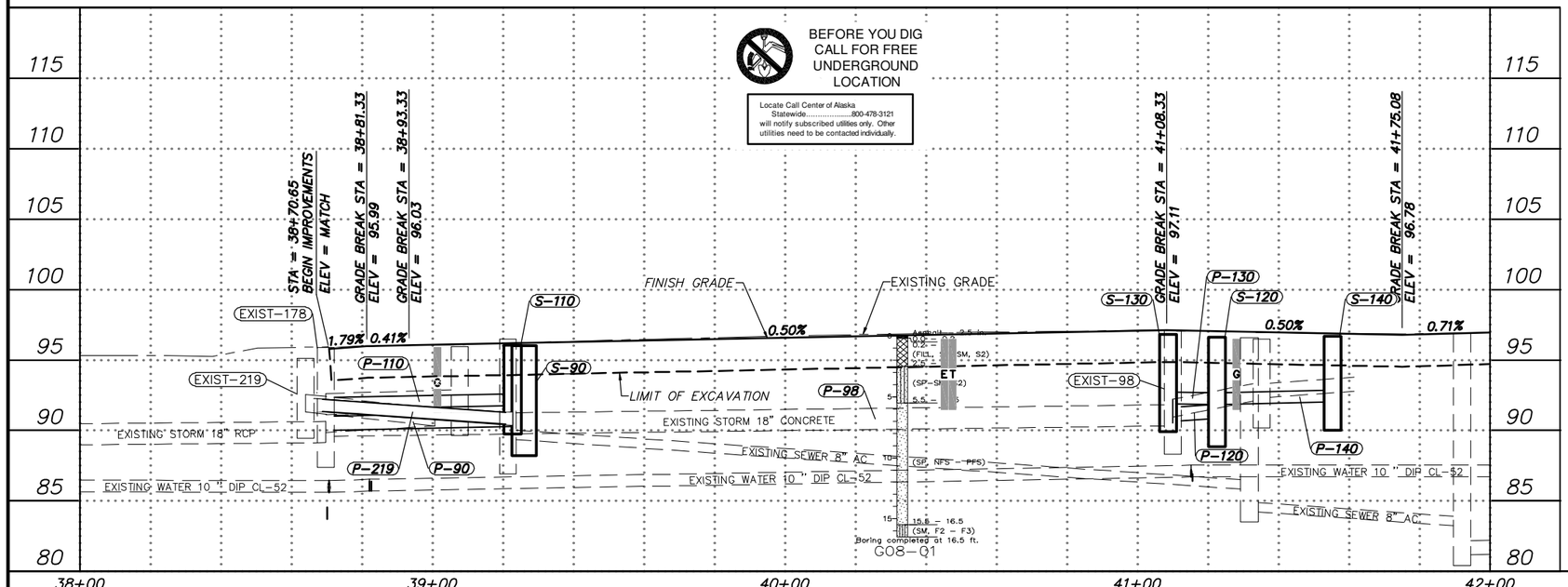
STREET IMPROVEMENTS KEY MAP

SCALE: 1" = 100' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST1 of ST16



STORM PIPE SUMMARY TABLE							
PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-90	64.01	12	S-90	EXIST-178	0.51%	12" CPEP TYPE S	
P-98	240.27	18	EXIST-98	EXIST-178	0.31%	18" CONCRETE	EXISTING
P-110	59.06	10	S-110	EXIST-178	0.50%	10" CPEP TYPE S	
P-120	48.65	12	S-120	EXIST-98	0.50%	12" CPEP TYPE S	
P-130	13.88	10	S-130	S-120	0.51%	10" CPEP TYPE S	
P-140	36.61	10	S-140	S-120	0.52%	10" CPEP TYPE S	
P-219	63.53	10	EXIST-219	S-90	1.88%	10" CPEP TYPE S	

PATCH JOINTS ON PIPE P-98 ONLY



STORM STRUCTURE SUMMARY TABLE						
ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
EXIST-219	I	38+63.94	42.04 RT	95.11	MH	N 91.44 (P-219)
EXIST-178	I	38+69.75	1.97 LT	95.90	MH	NE 89.99 (P-90) NW 91.49 (P-110) N 89.59 (P-98) S 89.39 (P-178) SW 91.19 (P-100) W 89.59 (P-134)
S-110	CB	39+22.78	27.97 LT	96.06	CB	SE 91.77 (P-110)
S-90	II	39+26.02	28.55 RT	96.03	CBMH	S 90.34 (P-219) SW 90.29 (P-90)
S-130	CB	41+08.70	46.89 RT	96.83	CB	N 91.90 (P-130)
EXIST-98	I	41+10.01	0.25 RT	97.10	MH	E 90.63 (P-120) S 90.33 (P-98)
S-120	I	41+22.57	47.25 RT	96.62	MH	W 90.85 (P-120) NW 91.85 (P-140) S 91.85 (P-130) NE 90.90 (P-105)
S-140	CB	41+55.38	31.00 RT	96.69	CB	SE 92.02 (P-140)

SDMH EXIST-219, EXIST-178 AND EXIST-98 ARE EXISTING MANHOLES AND ARE TO REMAIN.

GRAPHIC SCALE
20 0 10 20 40 80
1 INCH = 20 FT.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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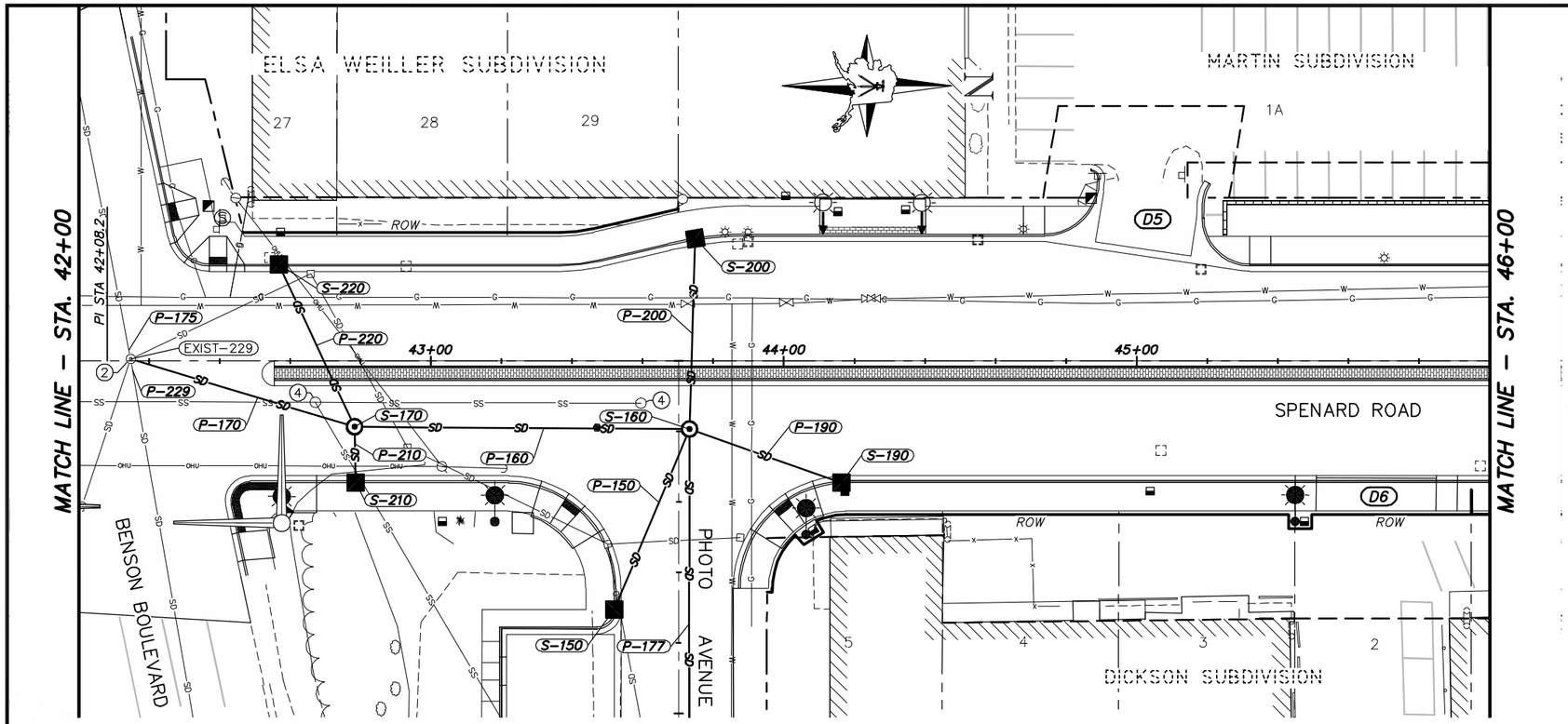
SCHEDULE A | PM&E PROJECT NO. 03-22B

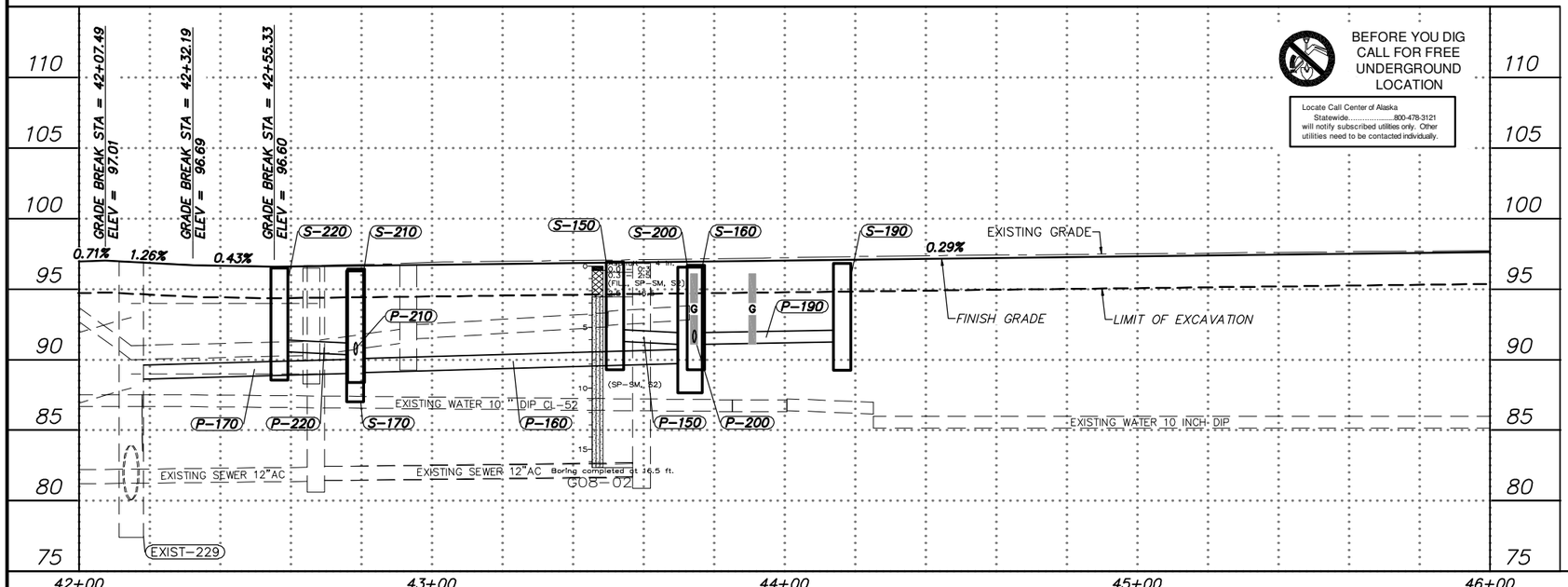
SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

STA. 38+00–42+00

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST2 of ST16





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Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

STORM PIPE SUMMARY TABLE							
PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P–150	55.46	10	S–150	S–160	0.50%	10" CPEP TYPE S	
P–160	95.03	12	S–160	S–170	0.74%	12" CPEP TYPE S	
P–170	66.32	12	S–170	EXIST–229	0.71%	12" CPEP TYPE S	
P–190	45.70	10	S–190	S–160	0.52%	10" CPEP TYPE S	
P–200	54.16	10	S–200	S–160	0.50%	10" CPEP TYPE S	
P–210	15.83	10	S–210	S–170	0.51%	10" CPEP TYPE S	
P–220	50.90	10	S–220	S–170	0.49%	10" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE						
ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
EXIST–229	II	42+14.78	0.59 LT	96.91	MH	N 88.59 (P–170) W 80.00 (P–175) E 80.00 (P–229)
S–220	CB	42+56.81	27.50 LT	96.49	CB	NE 90.56 (P–220)
S–170	I	42+78.24	18.67 RT	96.29	MH	N 89.08 (P–160) S 89.03 (P–170) E 90.33 (P–210) SW 90.33 (P–220)
S–210	CB	42+78.59	34.50 RT	96.41	CB	W 90.39 (P–210)
S–150	CB	43+51.96	70.51 RT	96.92	CB	W 91.30 (P–150)
S–160	II	43+73.26	19.31 RT	96.56	MH	E 91.05 (P–150) S 89.75 (P–160) W 91.05 (P–200) N 91.05 (P–190) E 89.80 (P–177)
S–200	CB	43+74.89	34.83 LT	96.70	CB	E 91.30 (P–200)
S–190	CB	44+16.35	34.53 RT	96.83	CB	S 91.26 (P–190)

SDMH EXIST–229 IS AN EXISTING MANHOLE AND IS TO REMAIN.

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

REV	DATE	DESCRIPTION	BY
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CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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CONSULTANT

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

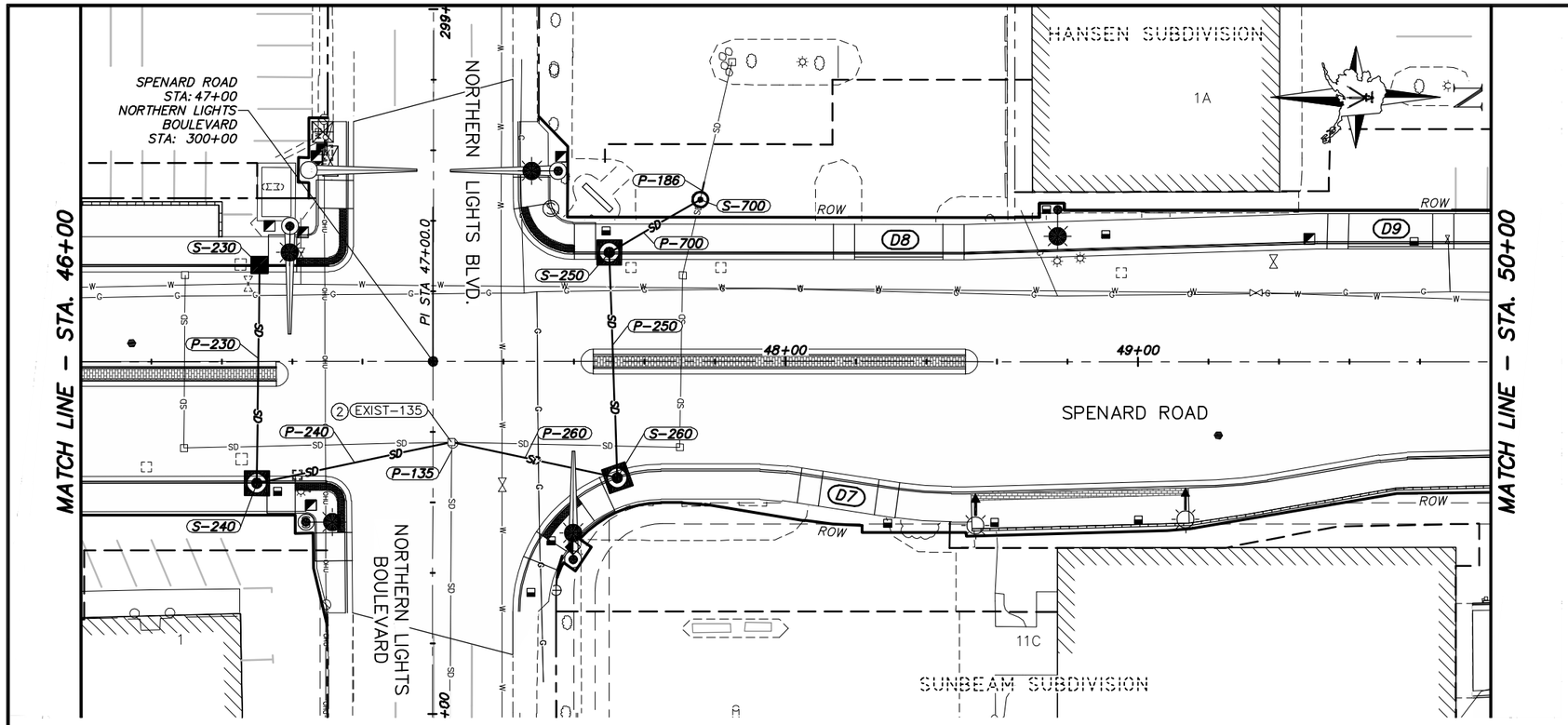
SCHEDULE A | PM&E PROJECT NO. 03–22B

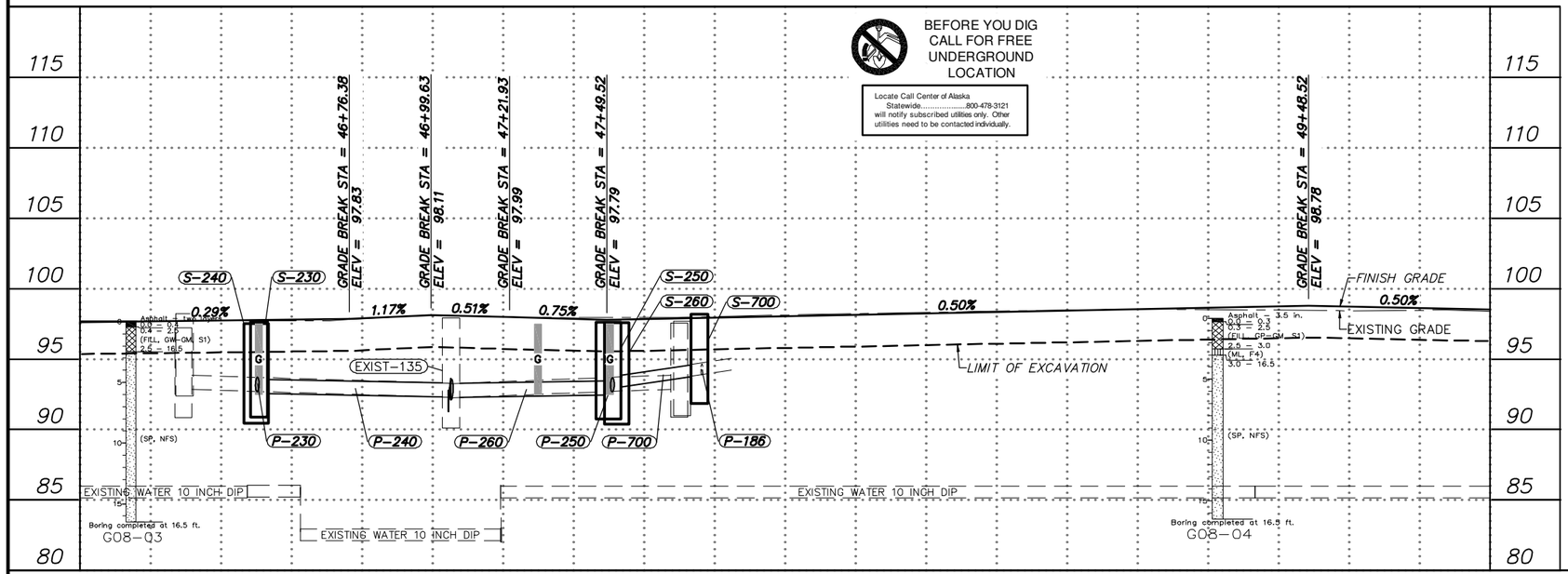
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

STA. 42+00–46+00

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET ST3 of ST16





STORM PIPE SUMMARY TABLE							
PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-230	62.01	12	S-230	S-240	0.49%	12" CPEP TYPE S	
P-240	56.53	12	S-240	EXIST-135	0.50%	12" CPEP TYPE S	
P-250	64.00	12	S-250	S-260	0.50%	12" CPEP TYPE S	
P-260	48.07	12	S-260	EXIST-135	0.51%	12" CPEP TYPE S	
P-700	29.83	10	S-700	S-250	3.81%	10" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE						
ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
S-240	II	46+49.96	34.50 RT	97.51	CBMH	W 92.60 (P-230) N 92.55 (P-240)
S-230	CB	46+50.78	27.50 LT	97.65	CB	E 92.88 (P-230)
EXIST-135	I	47+05.30	22.85 RT	97.91	MH	S 92.29 (P-240) N 92.26 (P-260) E 92.11 (P-135)
S-250	II	47+50.00	31.00 LT	97.61	CBMH	E 92.82 (P-250) NW 92.90 (P-700)
S-260	II	47+52.29	32.96 RT	97.58	CBMH	W 92.53 (P-250) S 92.48 (P-260)
S-700	I	47+75.77	46.02 LT	98.18	MH	W 93.85 (P-186) SE 93.85 (P-700)

SDMH EXIST-135 IS AN EXISTING MANHOLE AND IS TO REMAIN.

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

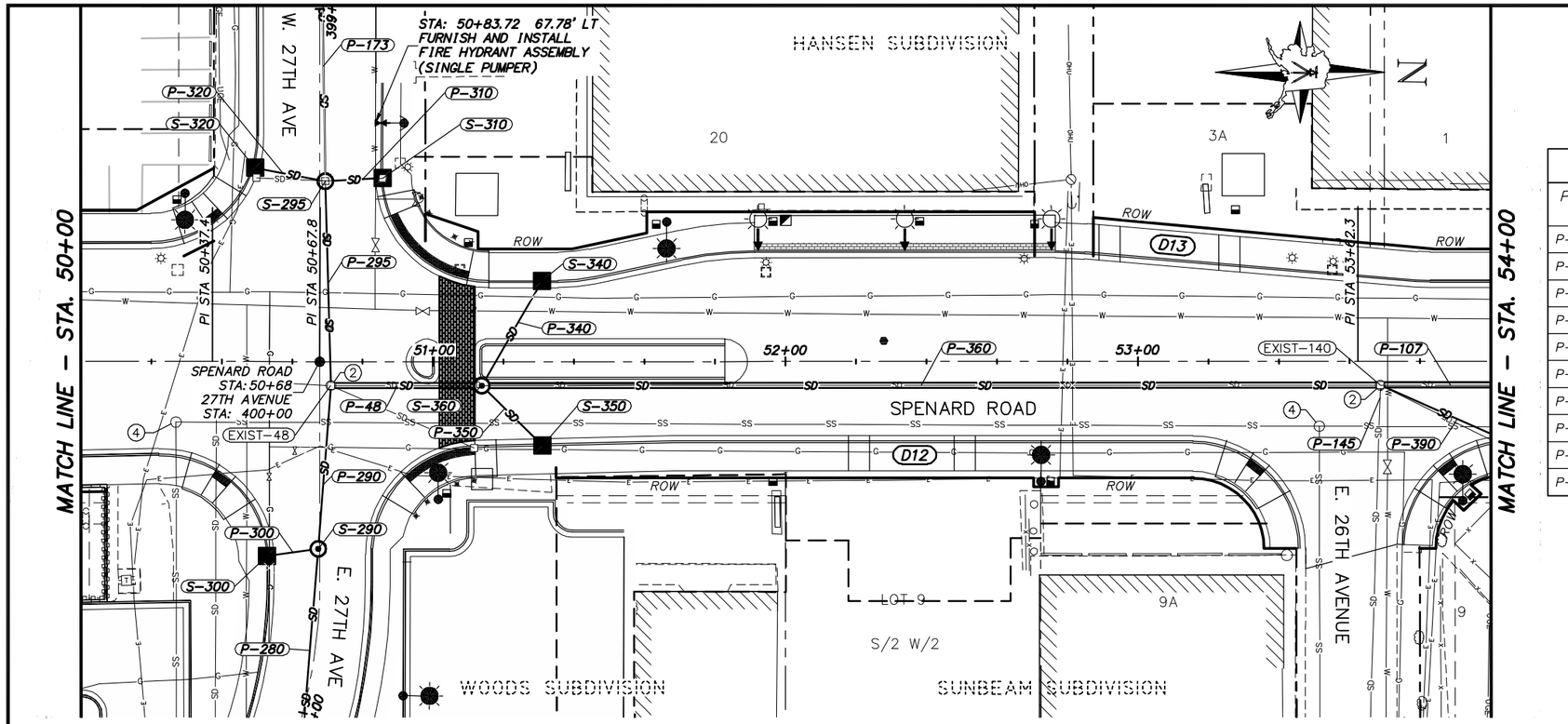
SCHEDULE A — PM&E PROJECT NO. 03-22B

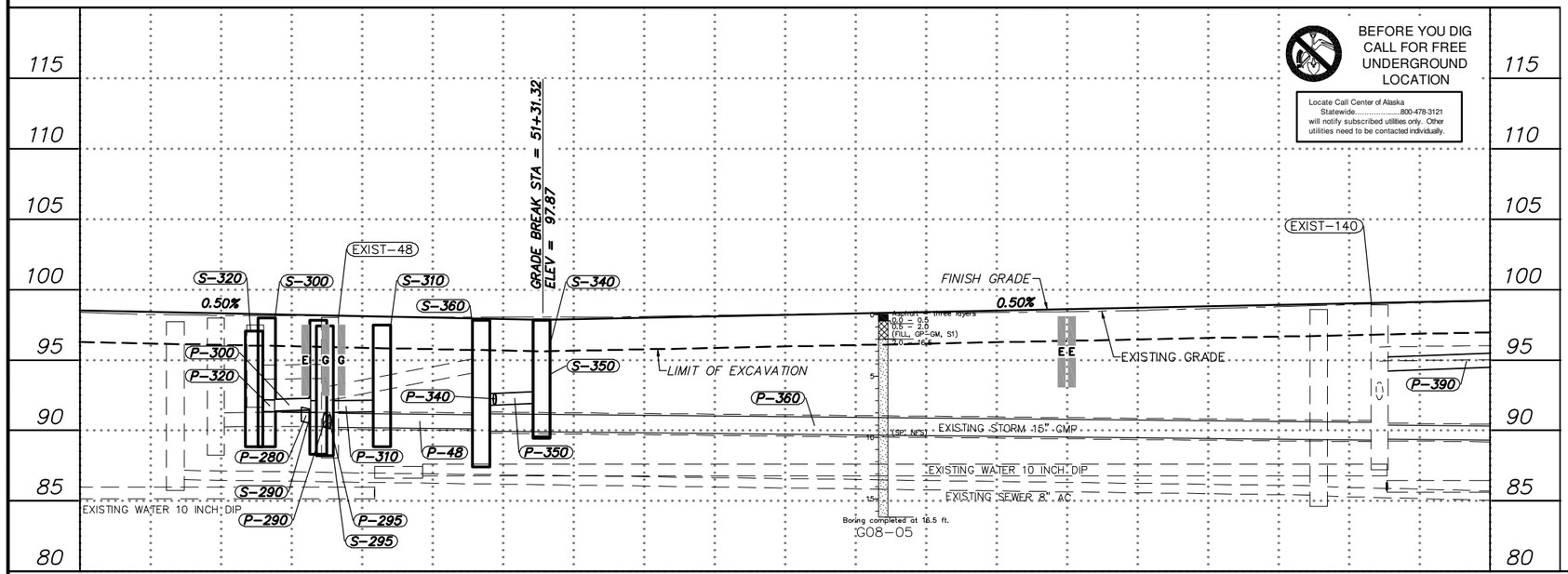
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

STA. 46+00–50+00

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST4 of ST16





STORM PIPE SUMMARY TABLE							
PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-48	42.87	16	EXIST-48	S-360	0.26%	15" CMP	LINE
P-290	46.40	12	S-290	EXIST-48	0.50%	12" CPEP TYPE S	
P-295	58.12	12	S-295	EXIST-48	0.30%	12" CPEP TYPE S	
P-300	14.77	10	S-300	S-290	1.02%	10" CPEP TYPE S	
P-310	16.31	10	S-310	S-295	0.49%	10" CPEP TYPE S	
P-320	20.20	10	S-320	S-295	0.49%	10" CPEP TYPE S	
P-340	34.37	10	S-340	S-360	1.00%	10" CPEP TYPE S	
P-350	24.19	10	S-360	S-350	1.00%	10" CPEP TYPE S	
P-360	254.89	16	S-360	EXIST-140	0.25%	15" CMP	LINE
P-390	40.14	12	S-390	EXIST-140	1.00%	12" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE						
ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
S-320	CB	50+49.38	55.00 LT	97.06	CB	N 91.36 (P-320)
S-300	CB	50+52.97	55.09 RT	97.99	CB	N 91.36 (P-300)
S-290	I	50+67.60	53.05 RT	97.83	MH	W 90.31 (P-290) S 91.47 (P-300) E 90.36 (P-280)
S-295	I	50+69.42	51.31 LT	97.41	MH	N 91.28 (P-310) S 91.28 (P-320) W 90.28 (P-173) E 90.23 (P-295)
EXIST-48	I	50+70.96	6.79 RT	98.03	MH	E 90.10 (P-290) W 90.07 (P-295) N 90.05 (P-48)
S-310	CB	50+85.71	52.15 LT	97.50	CB	S 91.34 (P-310)
S-360	I	51+13.83	6.79 RT	97.82	MH	NE 91.75 (P-350) S 89.95 (P-48) N 89.90 (P-360) NW 91.75 (P-340)
S-340	CB	51+30.99	23.00 LT	97.85	CB	SE 92.05 (P-340)
S-350	CB	51+31.00	23.83 RT	97.83	CB	SW 91.95 (P-350)
EXIST-140	I	53+68.72	6.79 RT	98.92	MH	NE 94.18 (P-390) E 92.31 (P-145) S 89.28 (P-360) N 89.23 (P-107)

SDMH EXIST-48 AND EXIST-140 ARE EXISTING MANHOLES AND ARE TO REMAIN.

SDMH EXIST-140 HAS BEEN PAVED OVER. LOCATION AND INVERTS ARE PER ASBUILT.

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

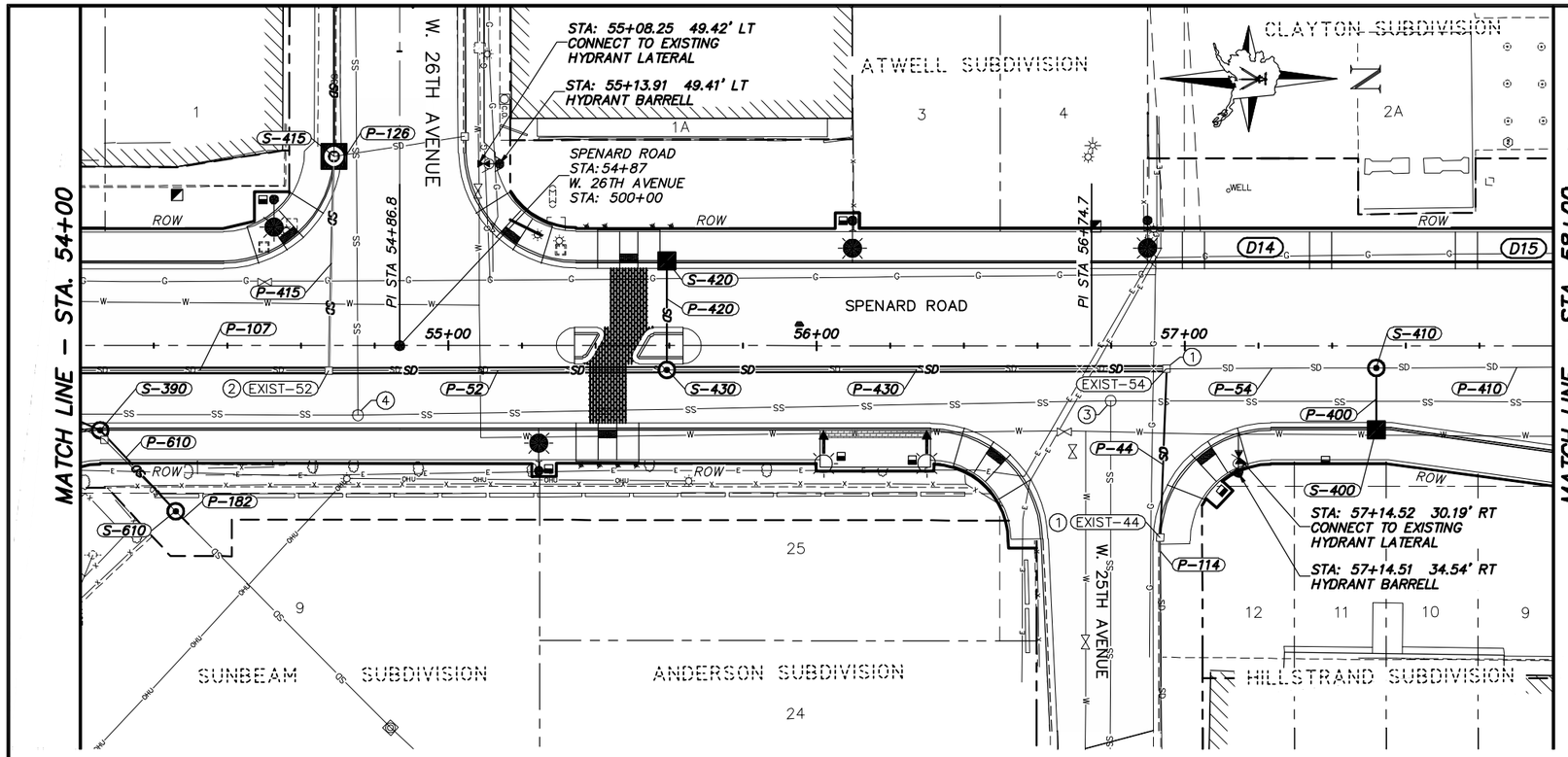
SCHEDULE A | PM&E PROJECT NO. 03-22B

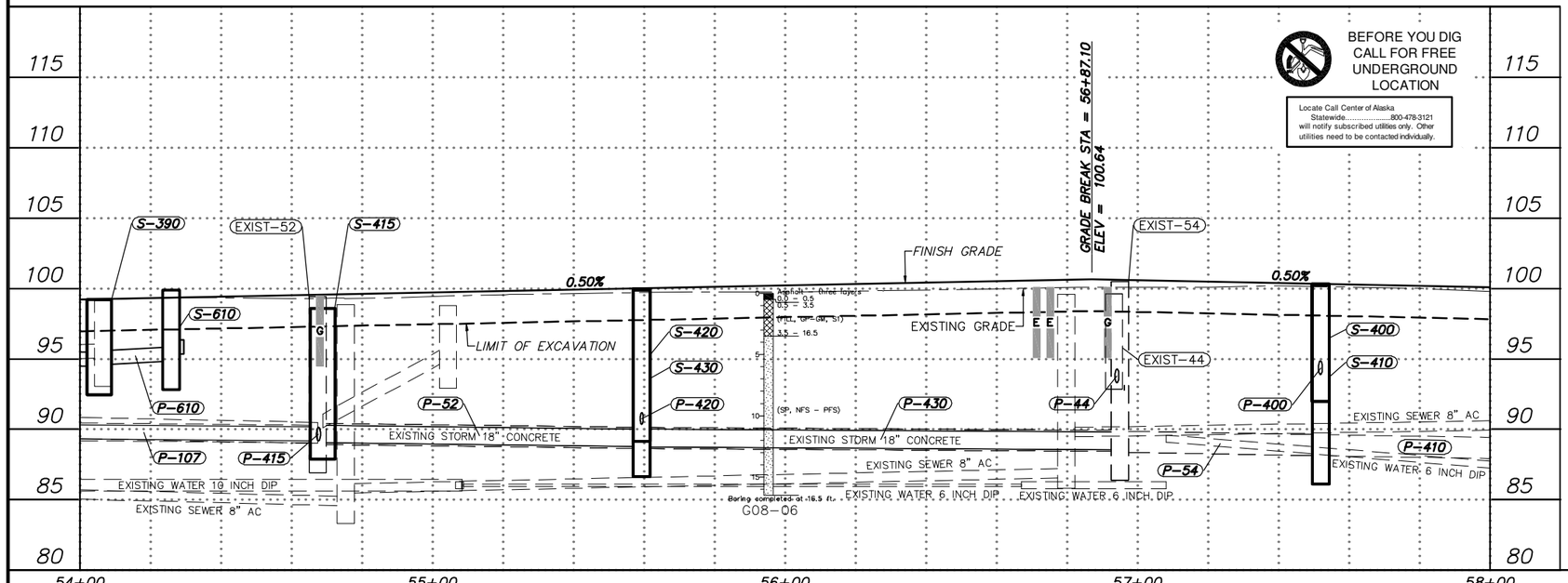
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

STA. 50+00-54+00

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST5 of ST16





BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

STORM PIPE SUMMARY TABLE

PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-44	45.86	12	EXIST-44	EXIST-54	7.60%	12" CPEP TYPE S	
P-52	91.89	18	EXIST-52	S-430	0.33%	18" CONCRETE	LINE
P-107	98.76	16	EXIST-140	EXIST-52	0.24%	15" CMP	LINE
P-400	16.82	10	S-400	S-410	1.00%	10" CPEP TYPE S	
P-415	58.23	12	S-415	EXIST-52	1.69%	12" CPEP TYPE S	
P-420	29.58	10	S-420	S-430	3.99%	10" CPEP TYPE S	
P-430	135.65	18	S-430	EXIST-54	0.16%	18" CONCRETE	LINE
P-610	30.03	12	S-610	S-390	1.00%	12" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE

ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
S-390	II	54+05.43	23.00 RT	99.22	CBMH	SW 94.53 (P-390) NE 94.58 (P-610)
S-610	I	54+25.89	44.98 RT	99.89	MH	NE 95.35 (P-182) SW 94.83 (P-610)
EXIST-52	I	54+67.48	6.78 RT	99.41	MH	S 89.00 (P-107) N 88.93 (P-52) W 89.05 (P-415)
S-415	II	54+68.86	51.43 LT	98.60	CBMH	W 90.00 (P-151) E 89.95 (P-415) N 90.10 (P-126)
S-430	I	55+59.37	6.58 RT	99.87	MH	S 88.64 (P-52) N 88.64 (P-430) W 90.12 (P-420)
S-420	CB	55+59.38	23.00 LT	99.99	CB	E 91.14 (P-420)
EXIST-44	CB	56+93.33	52.12 RT	99.60	CB	W 94.86 (P-44) E 95.16 (P-114)
EXIST-54	I	56+95.02	6.29 RT	100.48	MH	S 88.43 (P-430) E 91.68 (P-44) N 88.37 (P-54)
S-400	CB	57+51.93	22.85 RT	100.30	CB	W 94.00 (P-400)
S-410	I	57+52.00	6.03 RT	100.20	MH	S 88.13 (P-54) N 88.13 (P-410) E 93.87 (P-400)

SDMH EXIST-52, EXIST-44 AND EXIST-54 ARE EXISTING MANHOLES AND ARE TO REMAIN.

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

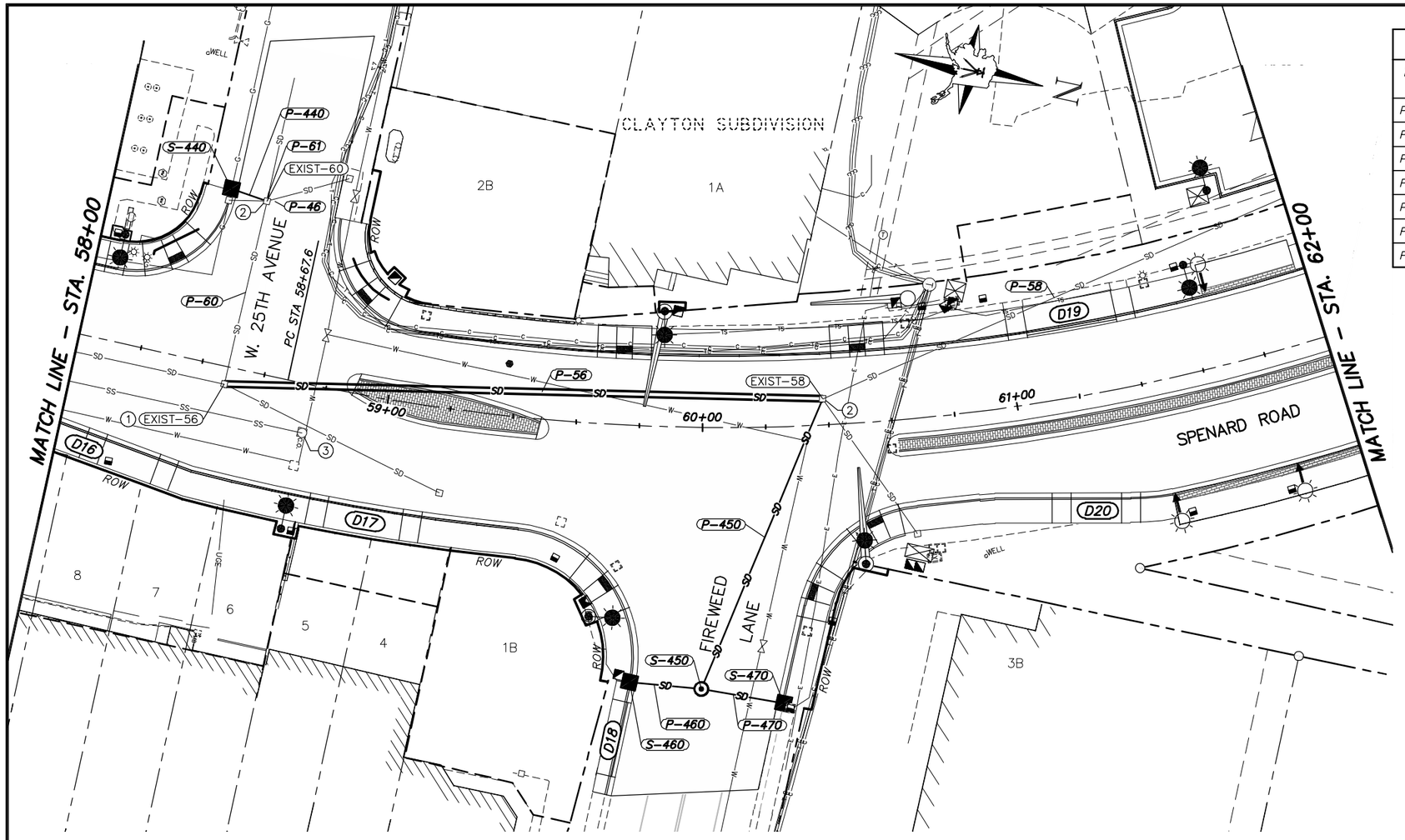
SCHEDULE A — PM&E PROJECT NO. 03-22B

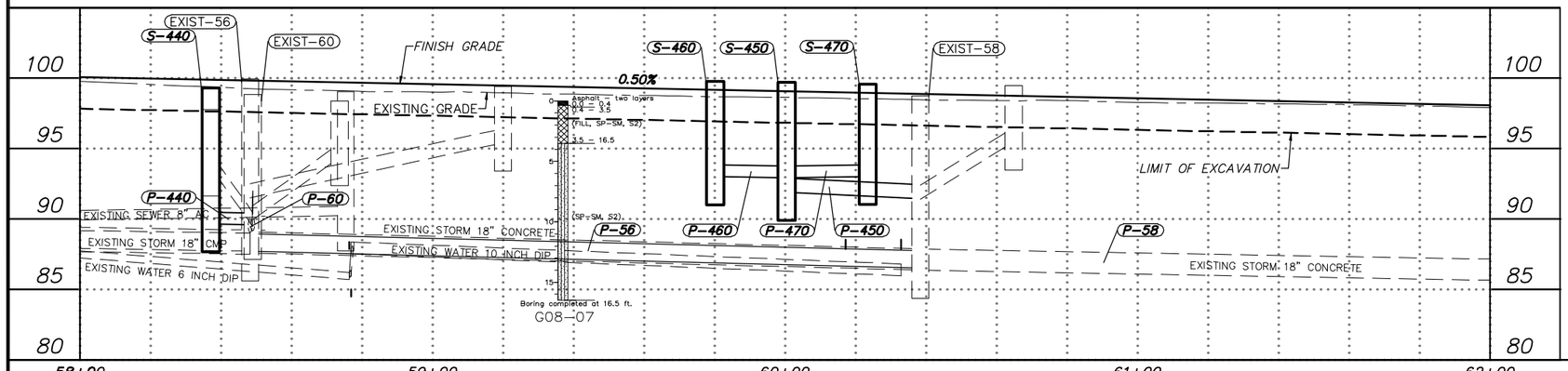
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

STA. 54+00–58+00

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST6 of ST16





STORM PIPE SUMMARY TABLE

PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-56	189.51	18	EXIST-56	EXIST-58	0.65%	18" CONCRETE	LINE AND PATCH JOINTS
P-58	312.94	18	EXIST-58	S-540	0.47%	18" CONCRETE	PATCH JOINTS
P-60	59.52	10	EXIST-60	EXIST-56	0.32%	10" CONCRETE	PATCH JOINTS
P-440	11.94	10	S-440	EXIST-60	1.01%	10" CPEP TYPE S	
P-450	99.61	12	S-450	EXIST-58	0.50%	12" CPEP TYPE S	
P-460	22.89	10	S-460	S-450	0.50%	10" CPEP TYPE S	
P-470	26.46	10	S-470	S-450	0.50%	10" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE

ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
S-440	CB	58+37.12	55.38 LT	99.32	CB	N 89.67 (P-440)
EXIST-56	I	58+48.24	5.60 RT	99.92	MH	N 87.60 (P-56) W 89.02 (P-60) S 87.72 (P-410) N 92.52 (P-142)
EXIST-60	I	58+48.97	53.91 LT	98.83	MH	S 89.59 (P-440) W 89.13 (P-61) E 89.20 (P-60) N 89.22 (P-46)
S-460	CB	59+80.25	81.27 RT	99.77	CB	N 93.01 (P-460)
S-450	I	60+00.50	82.89 RT	99.71	MH	S 92.92 (P-460) W 91.92 (P-450) N 92.92 (P-470)
S-470	CB	60+23.49	87.61 RT	99.58	CB	S 93.03 (P-470)
EXIST-58	I	60+38.45	8.31 LT	98.72	MH	E 91.44 (P-450) S 86.39 (P-56) NW 86.38 (P-58)

SDMH EXIST-56, EXIST-60 AND EXIST-58 ARE EXISTING MANHOLES AND ARE TO REMAIN.

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A | PM&E PROJECT NO. 03-22B

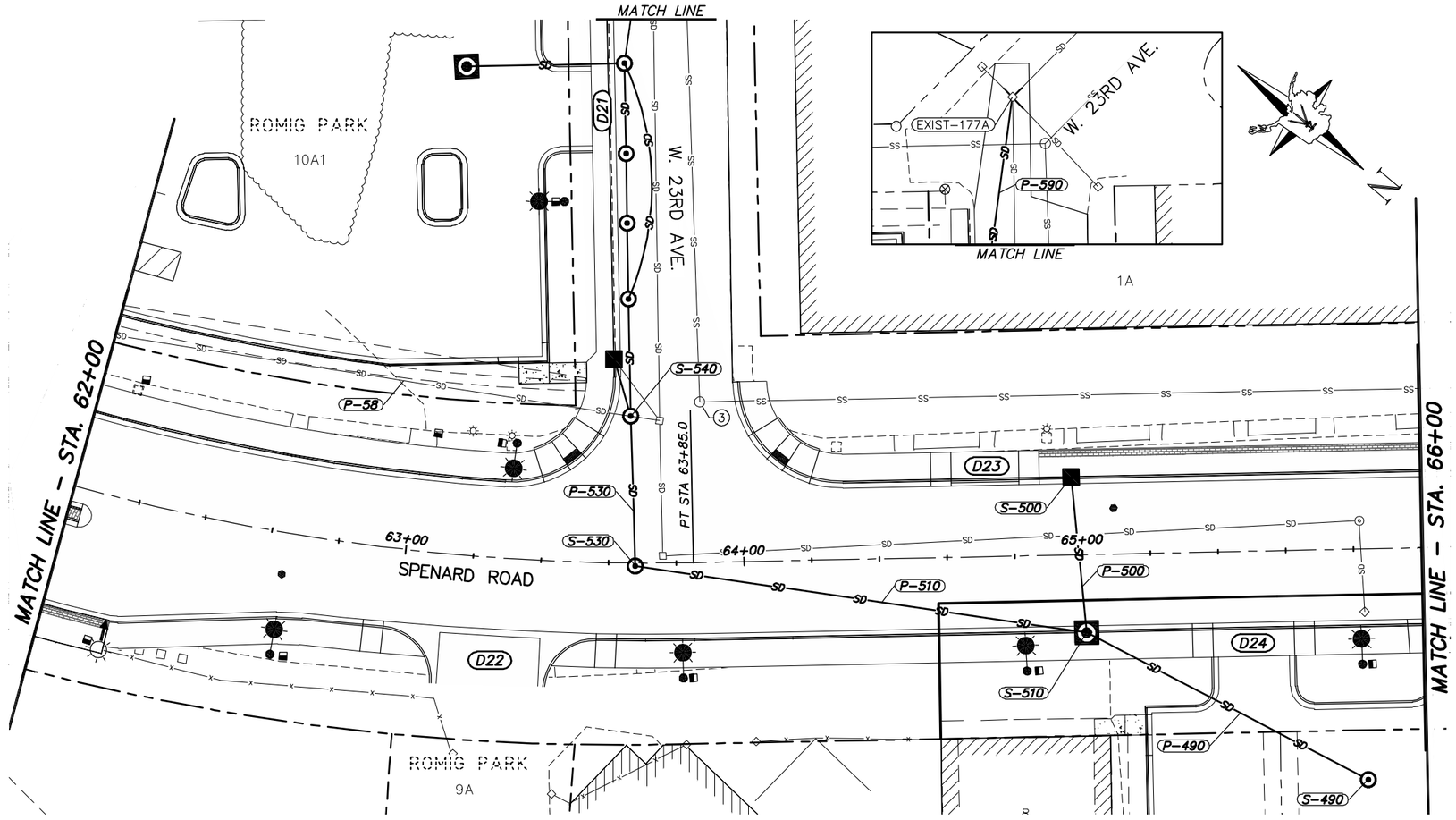
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

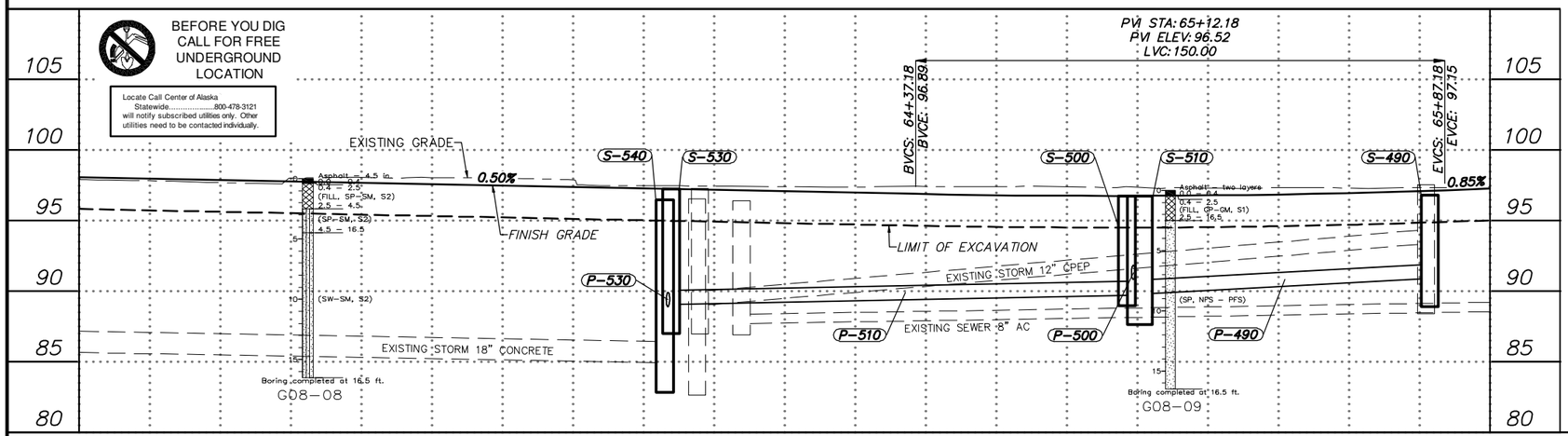
STREET IMPROVEMENTS

STA. 58+00–62+00

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST7 of ST16

65% JANUARY 2016





STORM PIPE SUMMARY TABLE

PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-490	93.77	12	S-490	S-510	1.26%	12" CPEP TYPE S	
P-500	46.19	10	S-500	S-510	0.51%	10" CPEP TYPE S	
P-510	134.76	12	S-510	S-530	0.51%	12" CPEP TYPE S	
P-530	44.22	12	S-530	S-540	0.50%	12" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE

ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
S-540	I	63+66.11	43.34 LT	96.47	MH	SE 84.93 (P-58) NE 88.82 (P-530) SW 89.82 (P-550) SW 84.84 (P-540)
S-530	I	63+67.86	0.85 RT	97.25	MH	NW 89.07 (P-510) SW 89.02 (P-530)
S-500	CB	64+97.07	23.00 LT	96.74	CB	NE 90.99 (P-500)
S-510	II	65+00.72	23.05 RT	96.74	CBMH	N 89.78 (P-490) SE 89.73 (P-510) SW 90.78 (P-500)
S-490	I	65+82.96	68.10 RT	96.80	CBMH	S 90.90 (P-490)

SDMH EXIST-177A IS AN EXISTING MANHOLE AND WILL REMAIN.

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

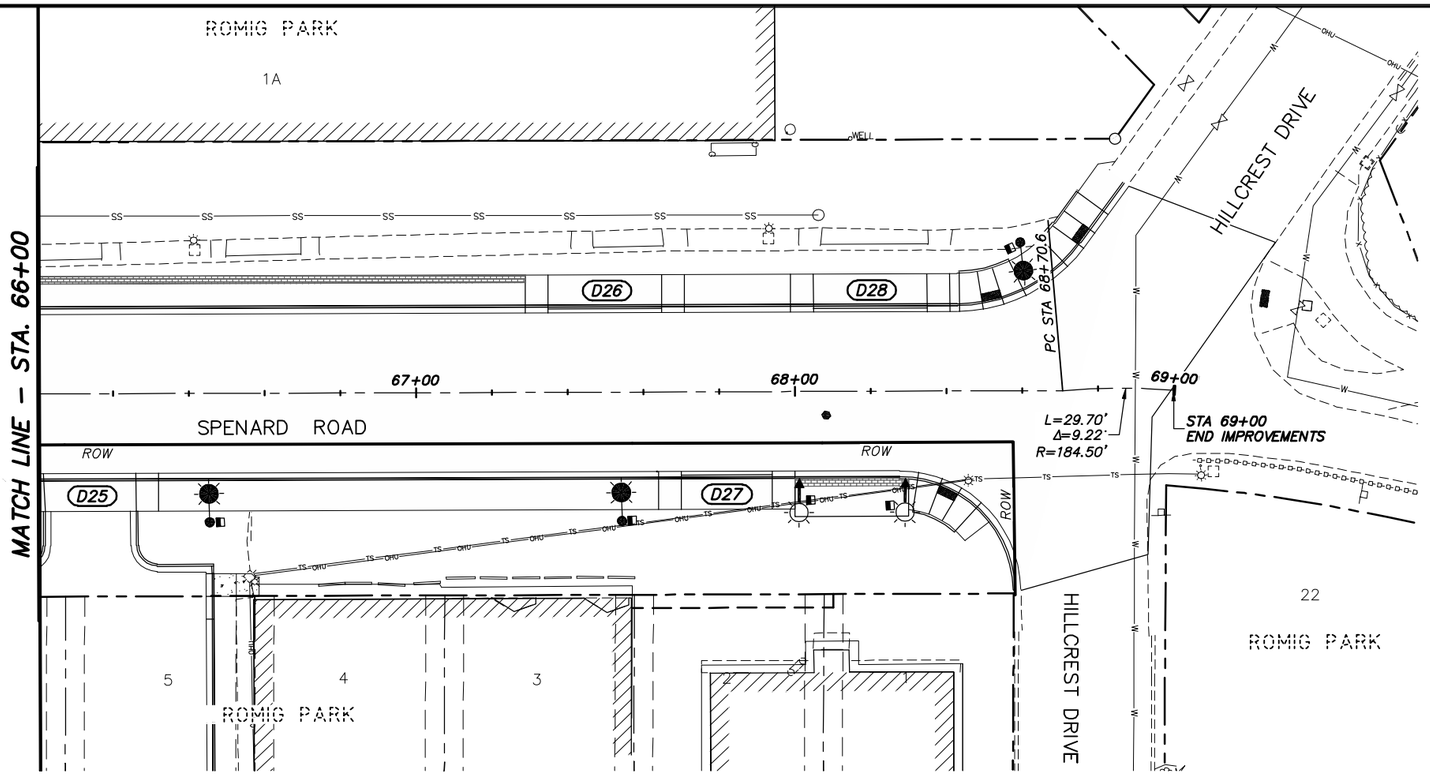
SCHEDULE A | PM&E PROJECT NO. 03-22B

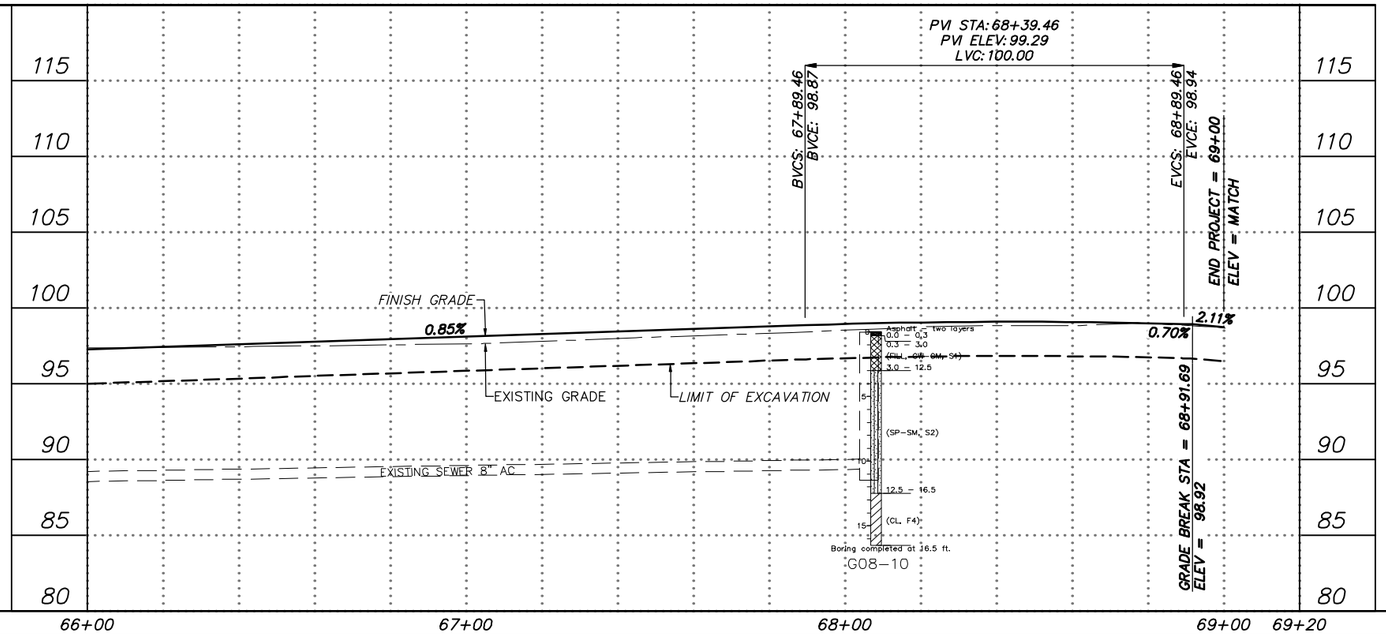
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

STA. 62+00–66+00

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST8 of ST16





BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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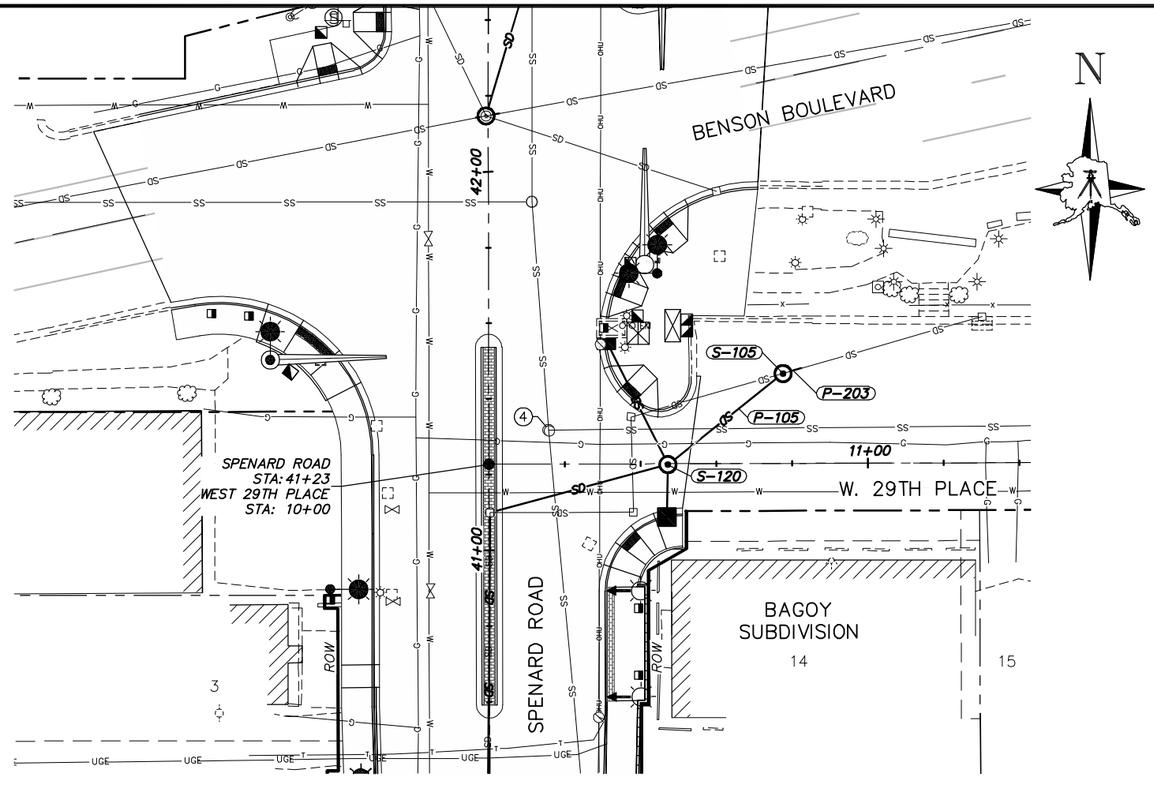
SCHEDULE A — PM&E PROJECT NO. 03-22B

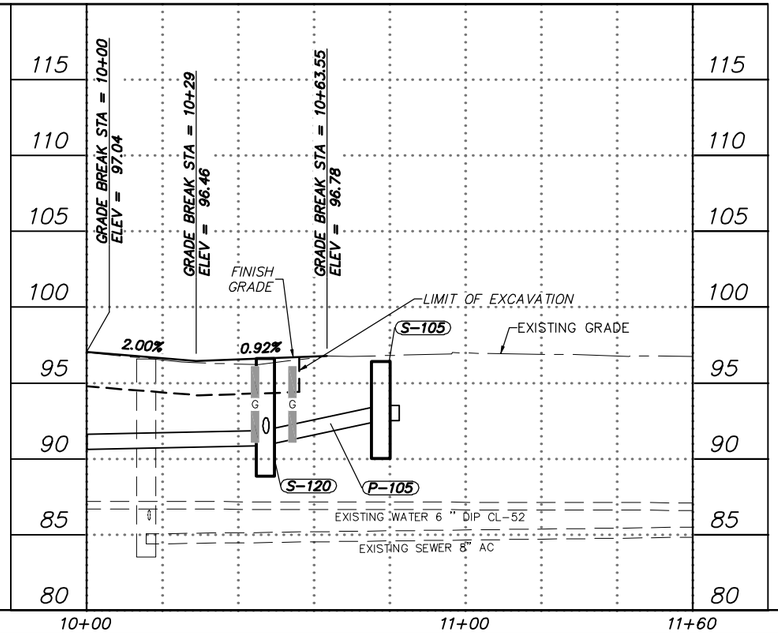
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

STA. 66+00–69+00

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST9 of ST16





STORM PIPE SUMMARY TABLE							
PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-105	38.74	12	S-105	S-120	4.67%	12" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE						
ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
S-120	I	41+22.57	47.25 RT	96.62	MH	W 90.85 (P-120) NW 91.85 (P-140) S 91.85 (P-130) NE 90.90 (P-105)
S-105	I	41+46.56	77.66 RT	96.43	MH	E 92.52 (P-203) SW 92.52 (P-105)

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LOCATION

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GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

VERTICAL DATUM

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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SCHEDULE A — PM&E PROJECT NO. 03-22B

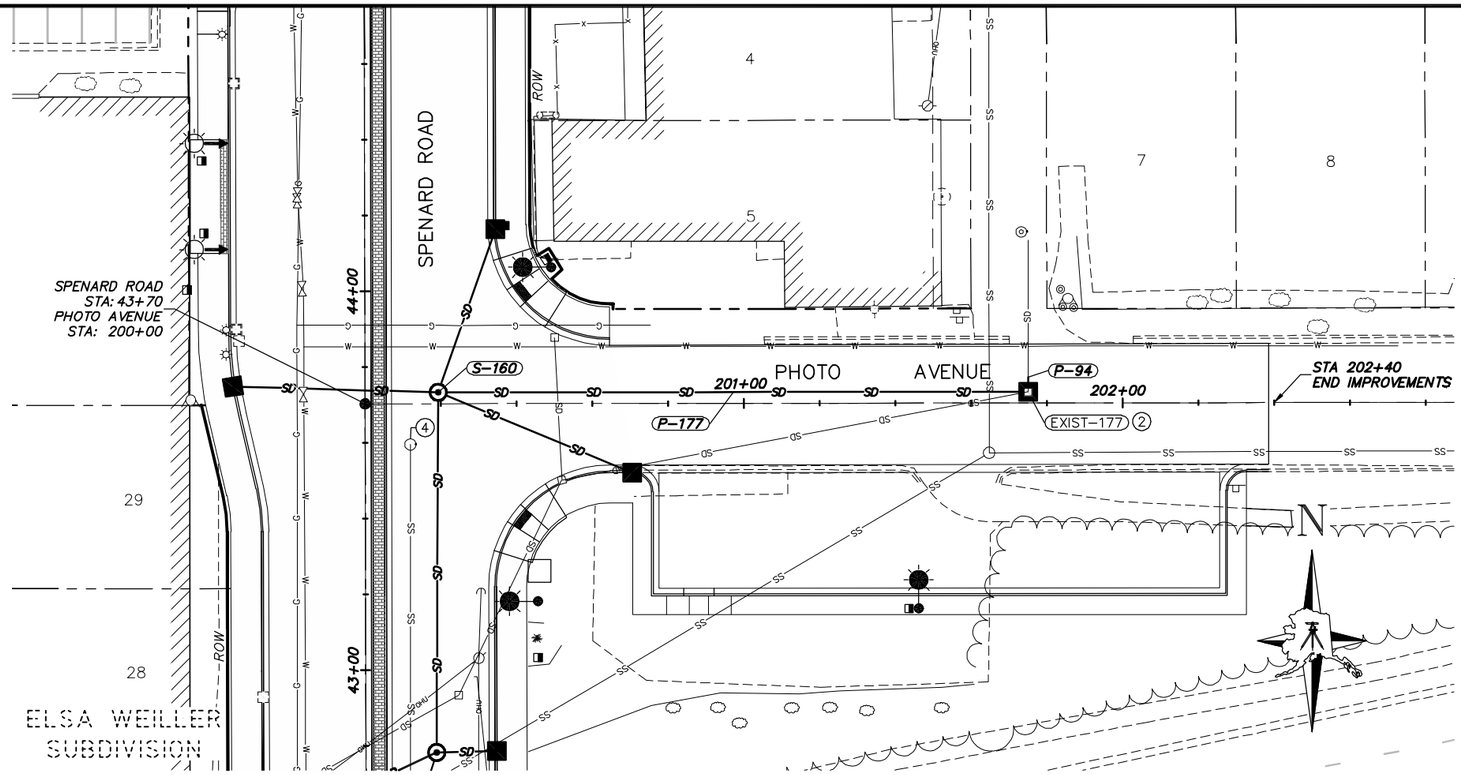
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

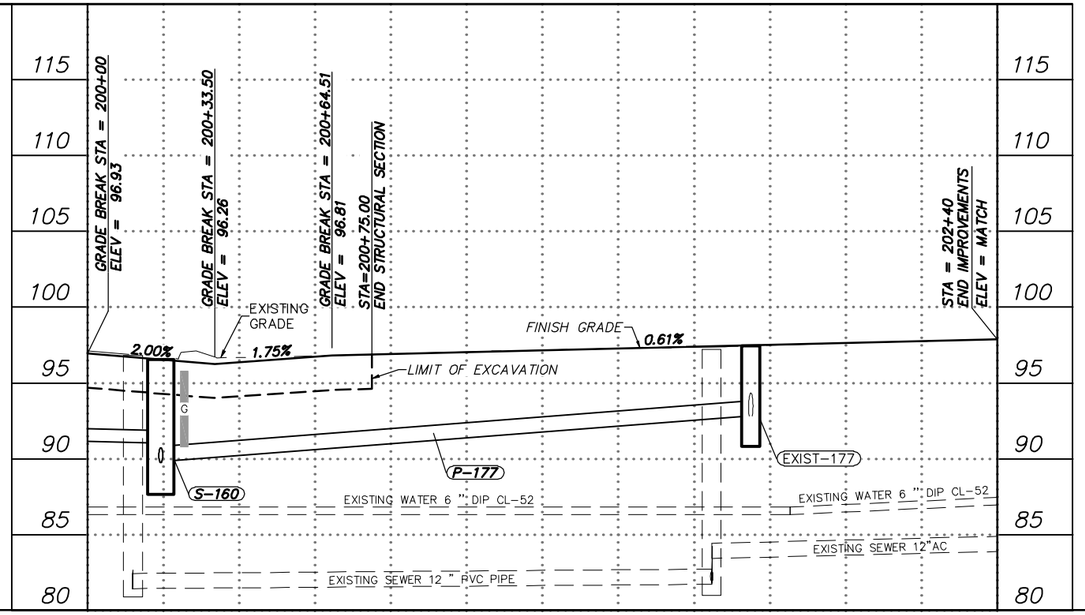
STREET IMPROVEMENTS

W 29TH PLACE

H: ######## V: 1" = 5'
DATE: JANUARY 2016 | GRIDS: SW1529,1629
ACCT. NO. 05-037G
SHEET ST10 of ST16

65% JANUARY 2016





STORM PIPE SUMMARY TABLE

PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-177	155.66	12	EXIST-177	S-160	2.00%	12" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE

ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
EXIST-177	I	43+73.04	174.98 RT	97.45	CBMH	W 92.82 (P-177) N 92.87 (P-94)
S-160	II	43+73.26	19.31 RT	96.56	MH	E 91.05 (P-150) S 89.75 (P-160) W 91.05 (P-200) N 91.05 (P-190) E 89.80 (P-177)

SDMH EXIST-177 IS AN EXISTING MANHOLE AND IS TO REMAIN.

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GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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DEPARTMENT

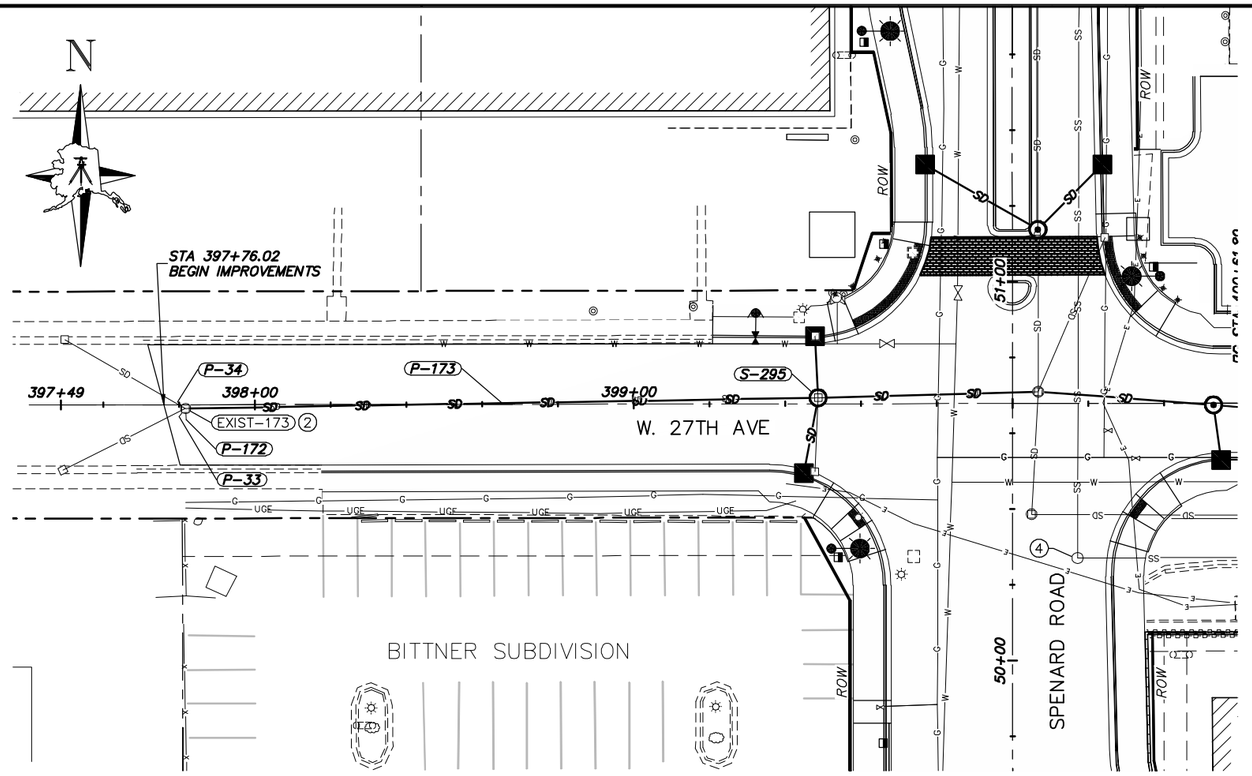
SCHEDULE A — PM&E PROJECT NO. 03-22B

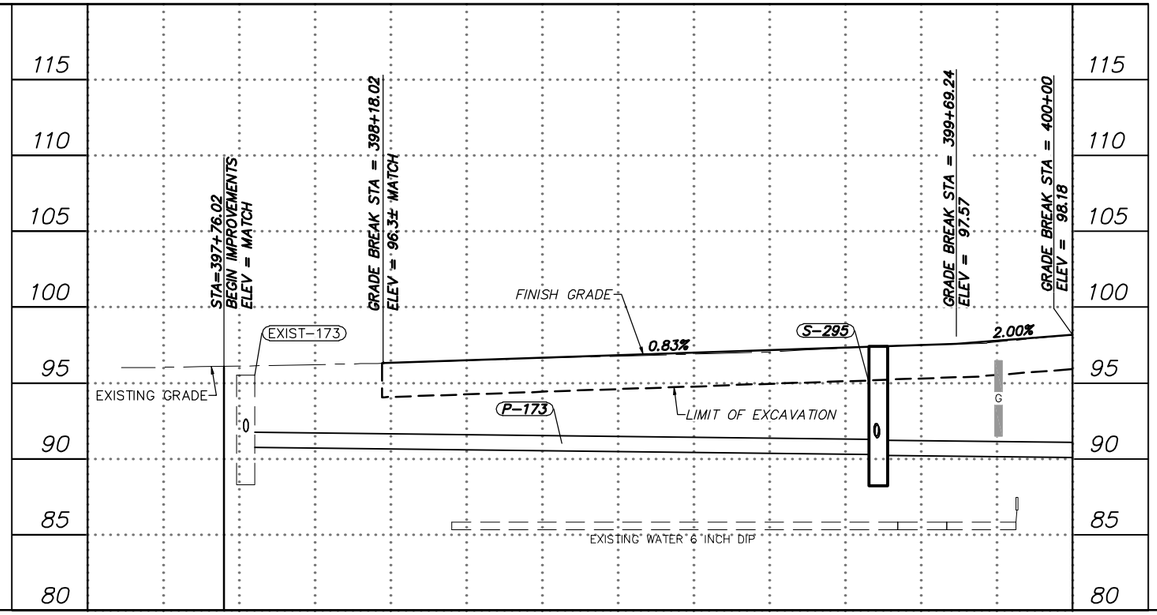
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

PHOTO AVENUE

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST11 of ST16





STORM PIPE SUMMARY TABLE

PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-173	166.96	12	EXIST-173	S-295	0.30%	12" CPEP TYPE S	

STORM STRUCTURE SUMMARY TABLE

ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
EXIST-173	I	50+66.05	218.25 LT	95.53	MH	E 90.77 (P-173) S 91.69 (P-172) SW 91.09 (P-33) NW 91.09 (P-34)
S-295	I	50+69.42	51.31 LT	97.41	MH	N 91.28 (P-310) S 91.28 (P-320) W 90.28 (P-173) E 90.23 (P-295)

SDMH EXIST-173 IS AN EXISTING MANHOLE AND IS TO REMAIN.

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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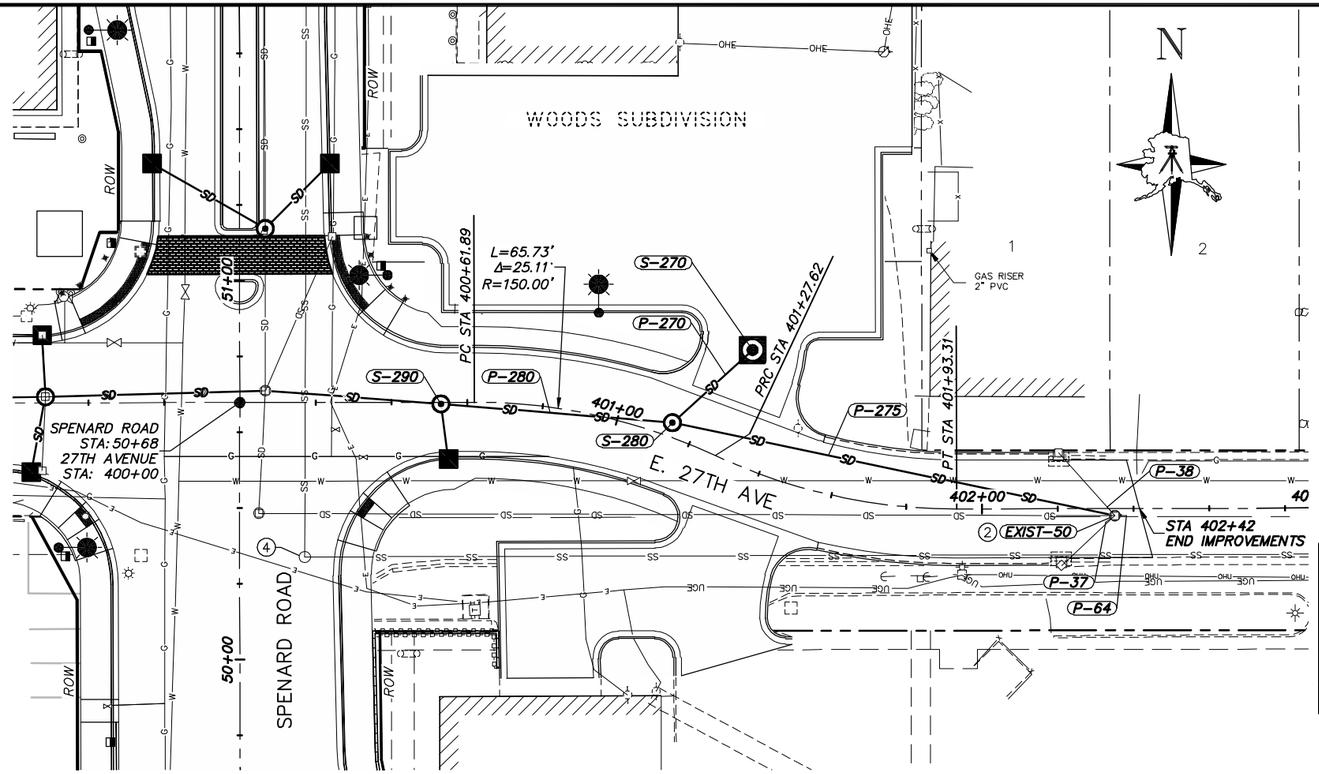
SCHEDULE A — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

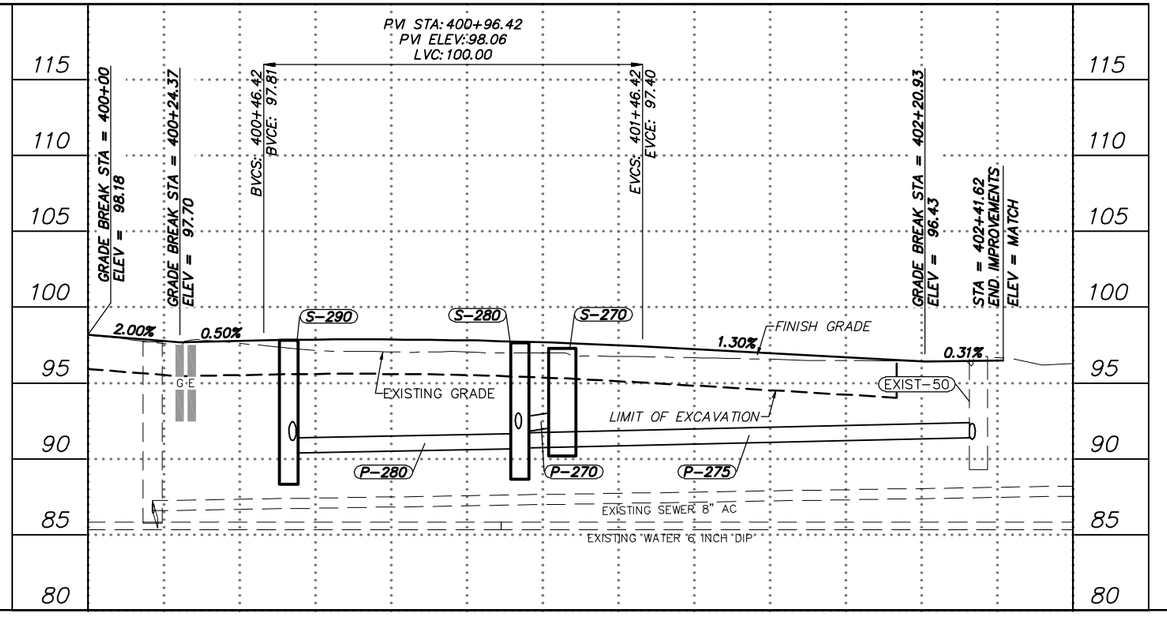
STREET IMPROVEMENTS

WEST 27TH AVENUE

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST12 of ST16



STORM PIPE SUMMARY TABLE							
PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-270	28.53	12	S-270	S-280	2.00%	12" CPEP TYPE S	
P-275	119.28	12	EXIST-50	S-280	0.61%	12" CPEP TYPE S	
P-280	61.37	12	S-280	S-290	0.51%	12" CPEP TYPE S	



STORM STRUCTURE SUMMARY TABLE						
ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
EXIST-50	I	50+38.46	231.01 RT	96.74	MH	W 91.40 (P-275) SW 91.40 (P-37) NW 91.30 (P-38) E 91.30 (P-64)
S-280	I	50+62.72	114.23 RT	97.66	MH	W 90.65 (P-280) NE 91.70 (P-270) E 90.70 (P-275)
S-290	I	50+67.60	53.05 RT	97.83	MH	W 90.31 (P-290) S 91.47 (P-300) E 90.36 (P-280)
S-270	I	50+81.46	135.35 RT	97.28	CBMH	SW 92.19 (P-270)

SDMH EXIST-50 IS AN EXISTING MANHOLE AND IS TO REMAIN.

S-270 IS A STC-450i OIL-GRIT SEPARATOR.

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CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
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GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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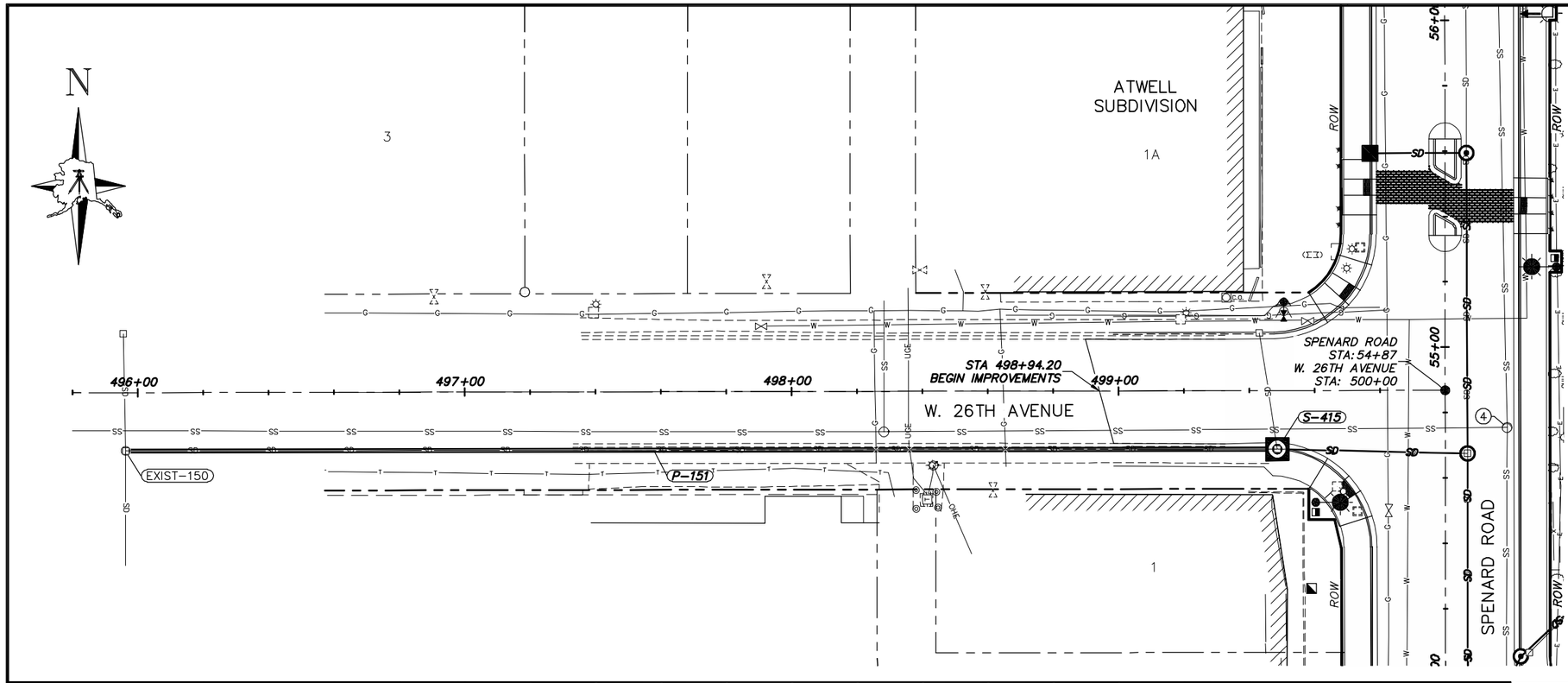
SCHEDULE A — PM&E PROJECT NO. 03-22B

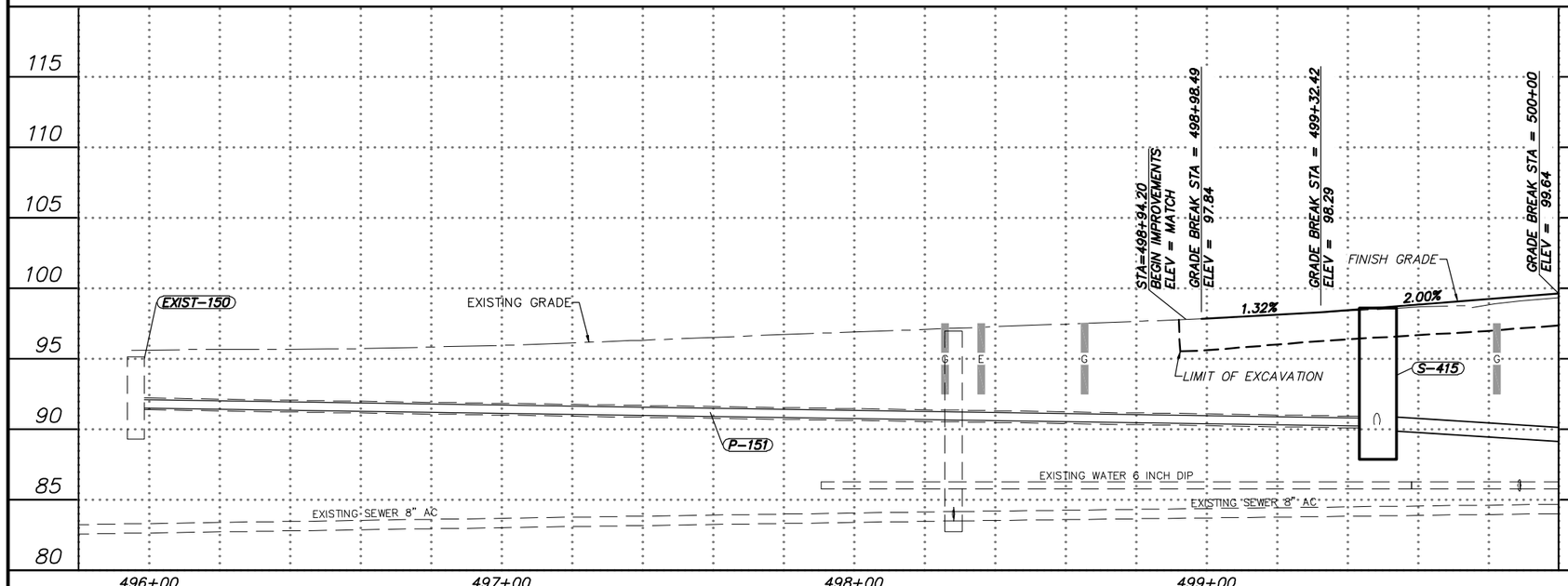
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

EAST 27TH AVENUE

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST13 of ST16





STORM PIPE SUMMARY TABLE

PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-151	352.32	12	EXIST-150	S-415	0.38%	10" CMP	LINE

STORM STRUCTURE SUMMARY TABLE

ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
EXIST-150	I	54+68.79	403.75 LT	95.16	MH	E 91.32 (P-151)
S-415	II	54+68.86	51.43 LT	98.60	CBMH	W 90.00 (P-151) E 89.95 (P-415) N 90.10 (P-126)

SDMH EXIST-150 IS AN EXISTING MANHOLE AND IS TO REMAIN.

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LOCATION

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GRAPHIC SCALE
20 0 10 20 40 80
1 inch = 20 ft.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A — PM&E PROJECT NO. 03-22B

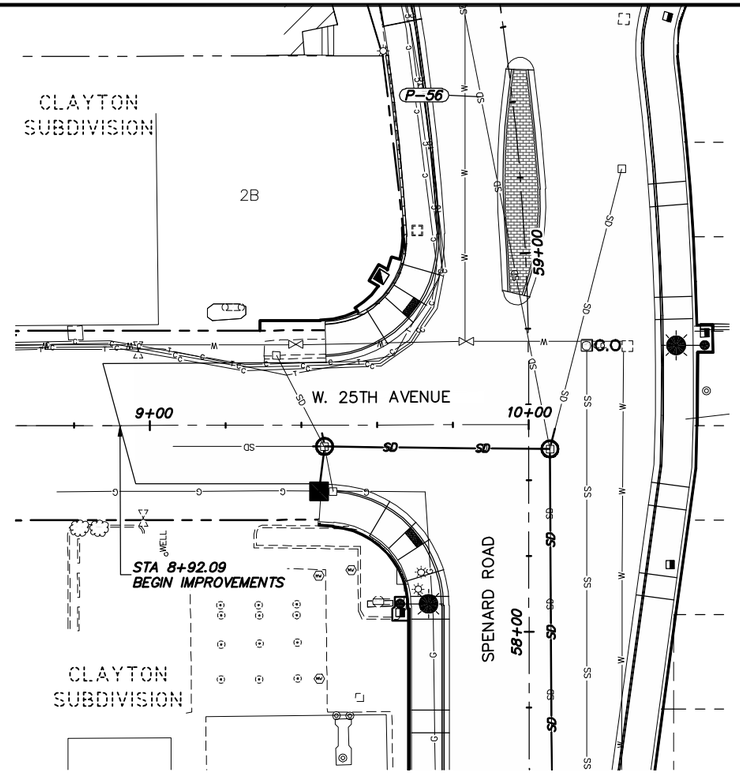
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

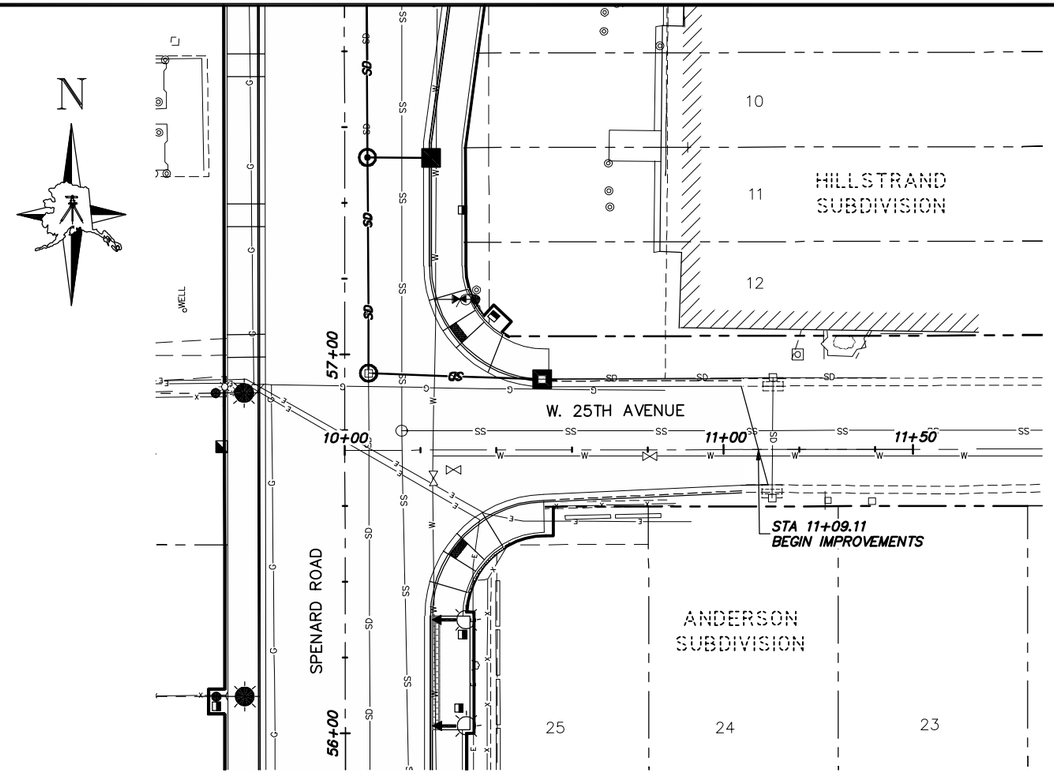
STREET IMPROVEMENTS

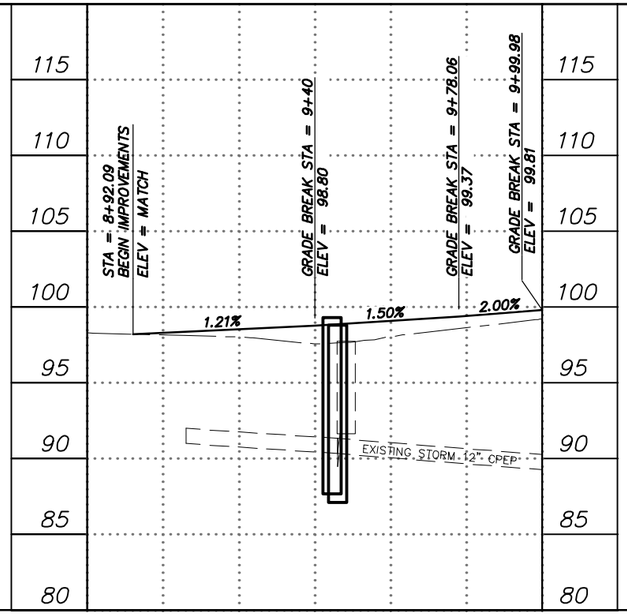
W 26TH AVENUE

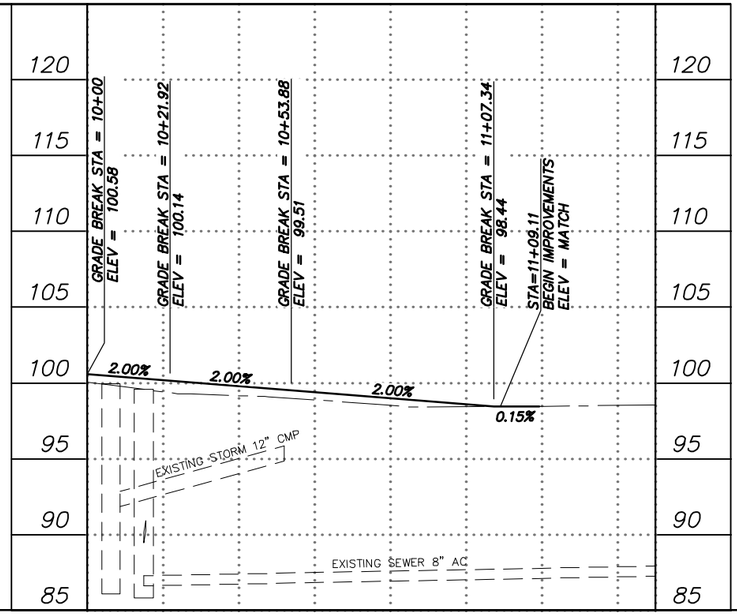
SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST14 of ST16

65% JANUARY 2016









GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

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Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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SCHEDULE A — PM&E PROJECT NO. 03-22B

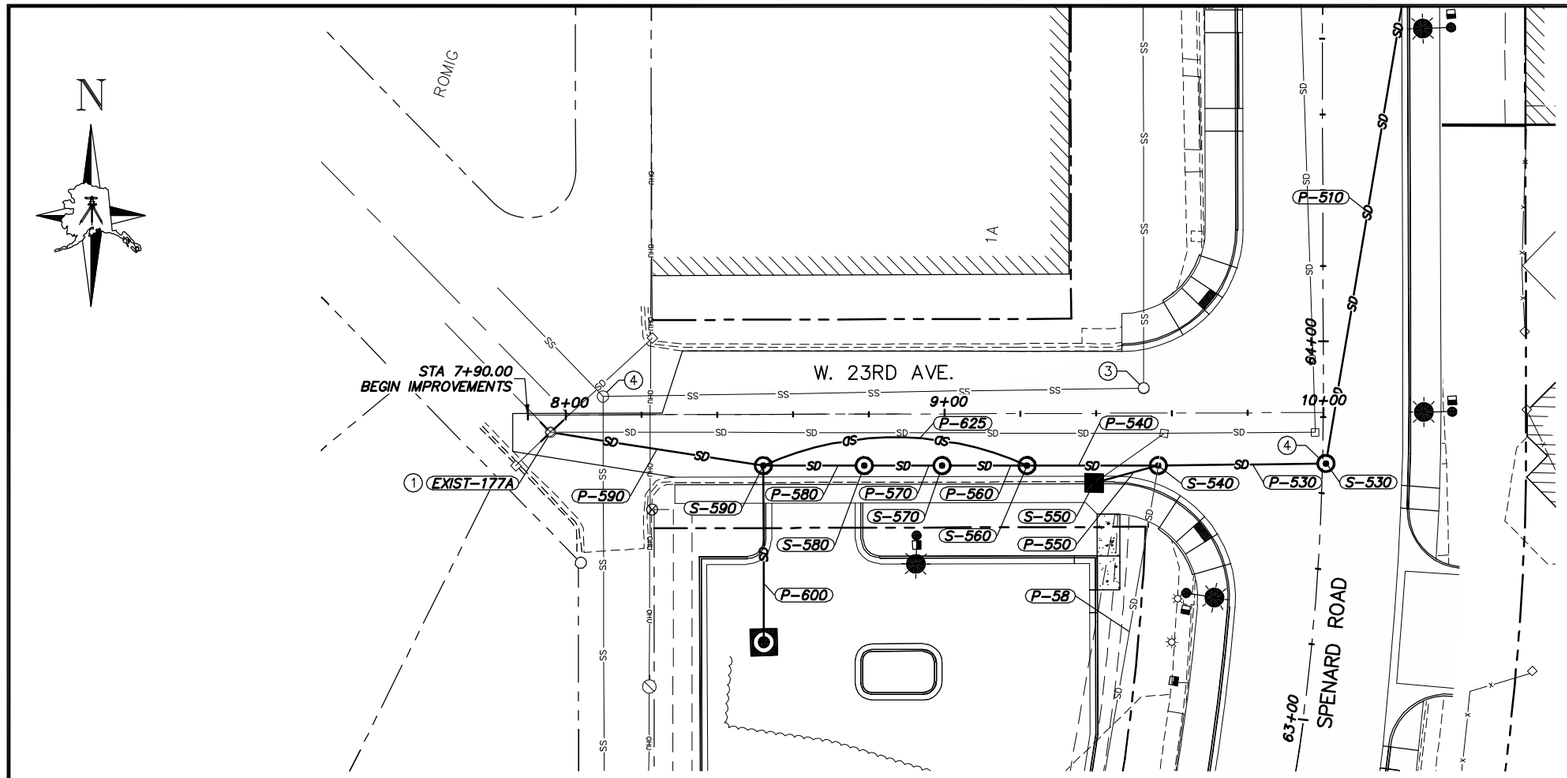
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

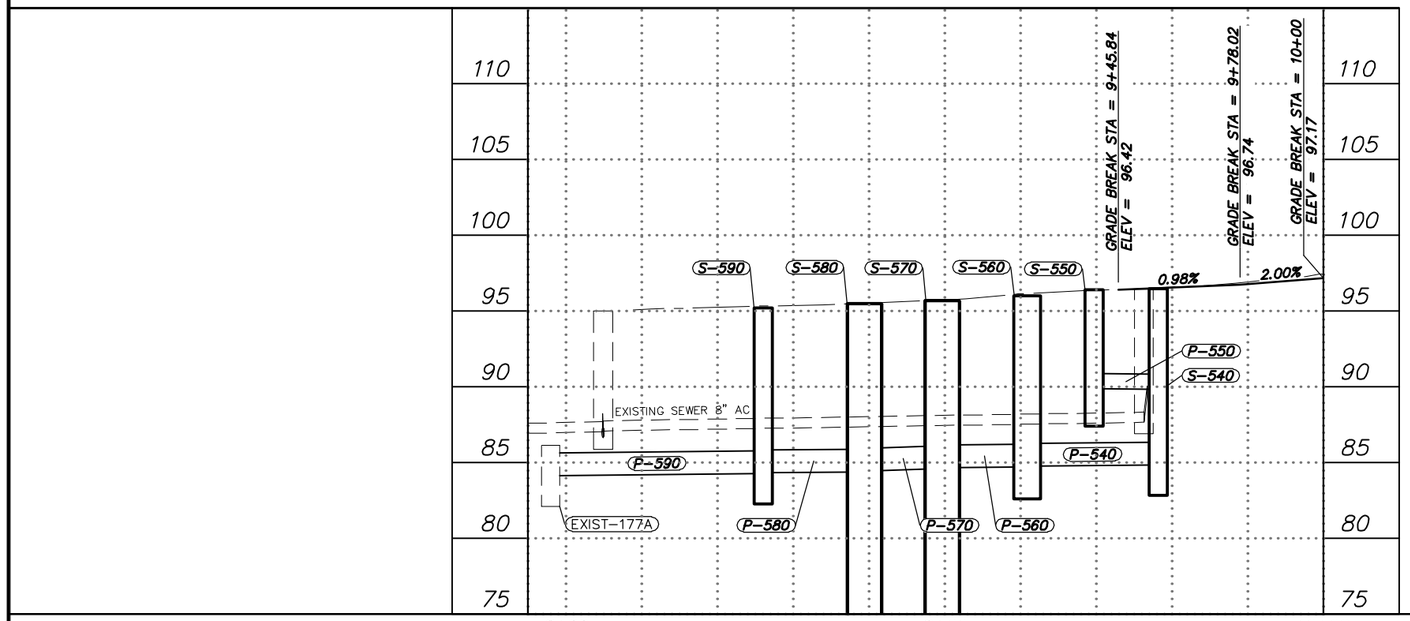
STREET IMPROVEMENTS

WEST 25TH AVENUE

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST15 of ST16

65% JANUARY 2016





STORM PIPE SUMMARY TABLE

PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-540	34.64	18	S-540	S-560	0.30%	18" CPEP TYPE S	
P-550	17.58	12	S-550	S-540	0.52%	12" CPEP TYPE S	
P-560	22.45	18	S-560	S-570	0.26%	18" CPEP TYPE S	
P-570	20.55	18	S-570	S-580	0.73%	18" CPEP TYPE S	
P-580	26.59	18	S-580	S-590	0.28%	18" CPEP TYPE S	
P-590	56.90	18	S-590	EXIST-177A	0.30%	18" CPEP TYPE S	
P-600	46.58	12	S-600	S-590	2.30%	12" CPEP TYPE S	
P-625	71.71	18	S-560	S-590	0.63%	18" HDPE	DR 26 (OGS BYPASS)

STORM STRUCTURE SUMMARY TABLE

ID	TYPE	STATION	OFFSET	CASTING TOP	CASTING TYPE	INVERT ELEVATION
S-550	CB	63+60.54	60.17 LT	96.41	CB	NE 89.89 (P-550)
S-590	I	63+62.50	147.53 LT	95.22	MH	NE 84.33 (P-580) SW 84.28 (P-590) SE 86.00 (P-600) N 84.33 (P-625)
S-580	III	63+63.56	120.95 LT	95.48	MH	NE 84.45 (P-570) SW 84.40 (P-580)
S-570	III	63+64.30	100.41 LT	95.69	MH	NE 84.65 (P-560) SW 84.60 (P-570)
S-560	II	63+65.06	77.97 LT	96.02	MH	NE 84.75 (P-540) SW 84.70 (P-560) W 84.75 (P-625)
EXIST-177A	I	63+72.77	203.93 LT	86.12	MH	NE 84.12 (P-590) N 87.40 (P-85) S 87.88 (P-84) W 84.10 (P-177A)

SDMH EXIST-177A IS AN EXISTING MANHOLE AND IS TO REMAIN.

NOTE

S-570 IS THE UPSTREAM HALF OF THE STC 11000 OGS AND S-580 IS THE DOWNSTREAM HALF. PIPE P-570 IS THE CONNECTING PIPE. SEE DETAIL FOR REFERENCE POINT LOCATIONS.

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GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

65% JANUARY 2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

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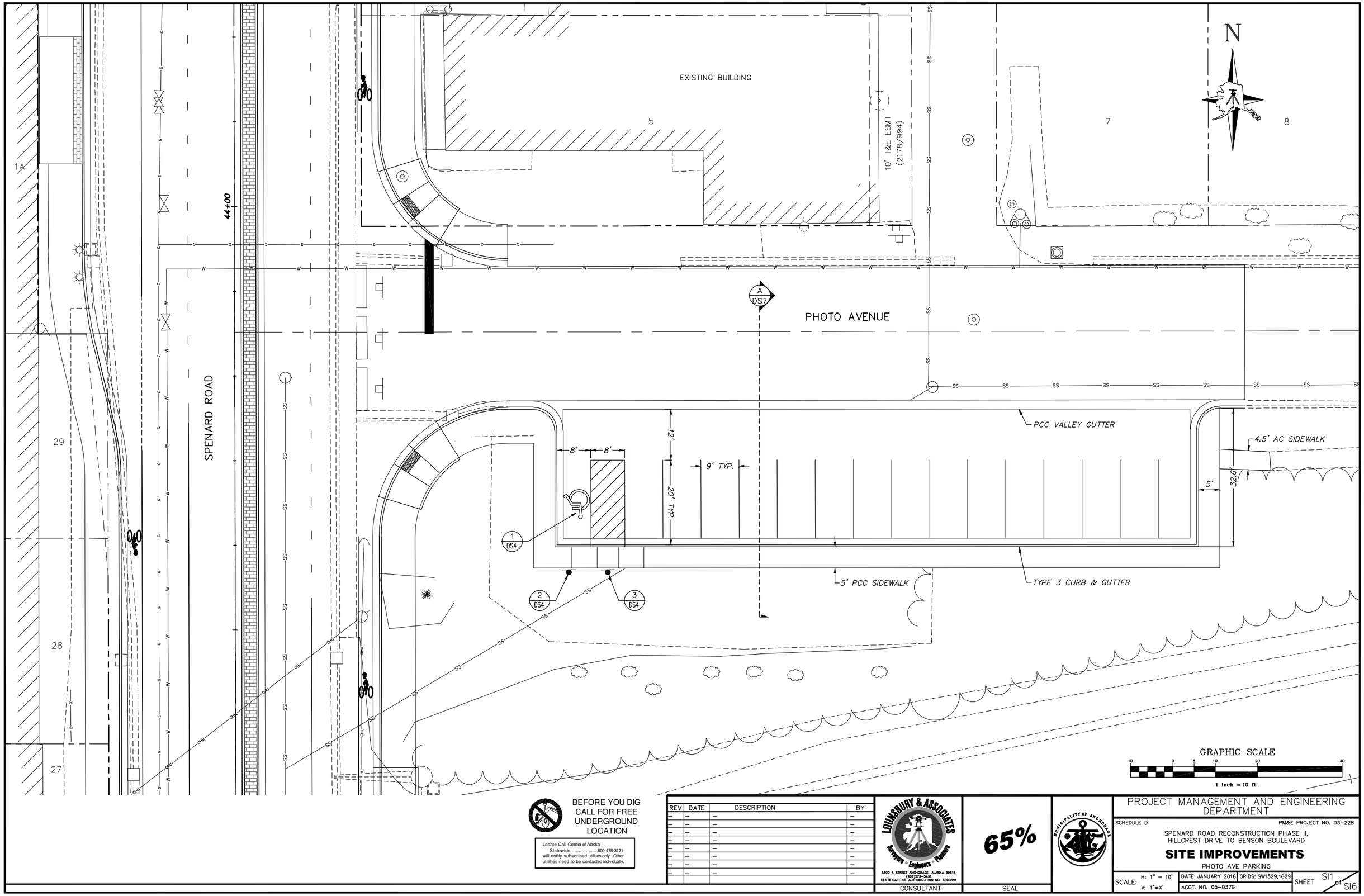
SCHEDULE A | PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

STREET IMPROVEMENTS

W 23RD AVENUE

SCALE: H: 1" = 20' V: 1" = 5' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET ST16 of ST16



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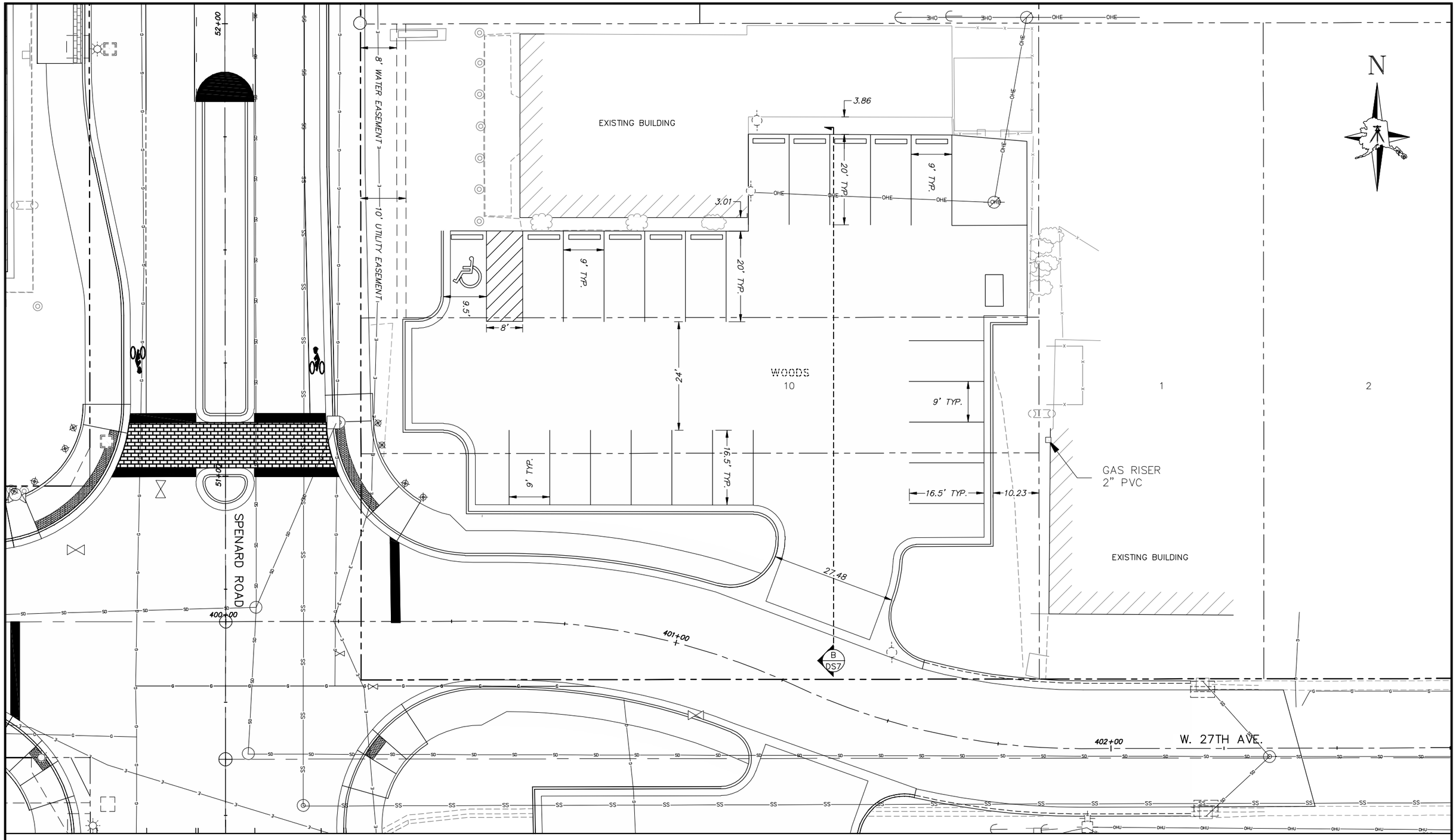
SCHEDULE D — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SITE IMPROVEMENTS

PHOTO AVE PARKING

SCALE: H: 1" = 10' V: 1"=X' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET SI1 of SI6



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GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

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UNDERGROUND
LOCATION

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Statewide.....800-478-3121
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SCHEDULE D

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SITE IMPROVEMENTS

AMH PARKING

SCALE: H: 1" = 10'
V: 1"=X'

DATE: JANUARY 2016 | GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET SI2 of SI6

63+00

62+00

SPENARD ROAD

N

6' PCC SIDEWALK

3 DS4

2 DS4

1 DS4

5' UTILITY EASEMENT

8' LANDSCAPE EASEMENT

STORM DRAINAGE EASEMENT

8'

5' ROW EASEMENT

8.1'

8'

8'

9' TYP.

18' TYP.

23'

23'

TEMPORARY SNOW STORAGE

W. 23RD AVE.

EXISTING BUILDING

1A

24'

20' TYP.

9' TYP.

24'

20' TYP.

9' TYP.

8'

ROMIG PARK

A DS8

26'

24'

10A1

18' TYP.

9' TYP.

12.1'

10' UTILITY EASEMENT

5' UTILITY EASEMENT

10' LANDSCAPE BUFFER EASEMENT

26

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

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REV	DATE	DESCRIPTION	BY
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SCHEDULE D

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SITE IMPROVEMENTS

BAKERY PARKING

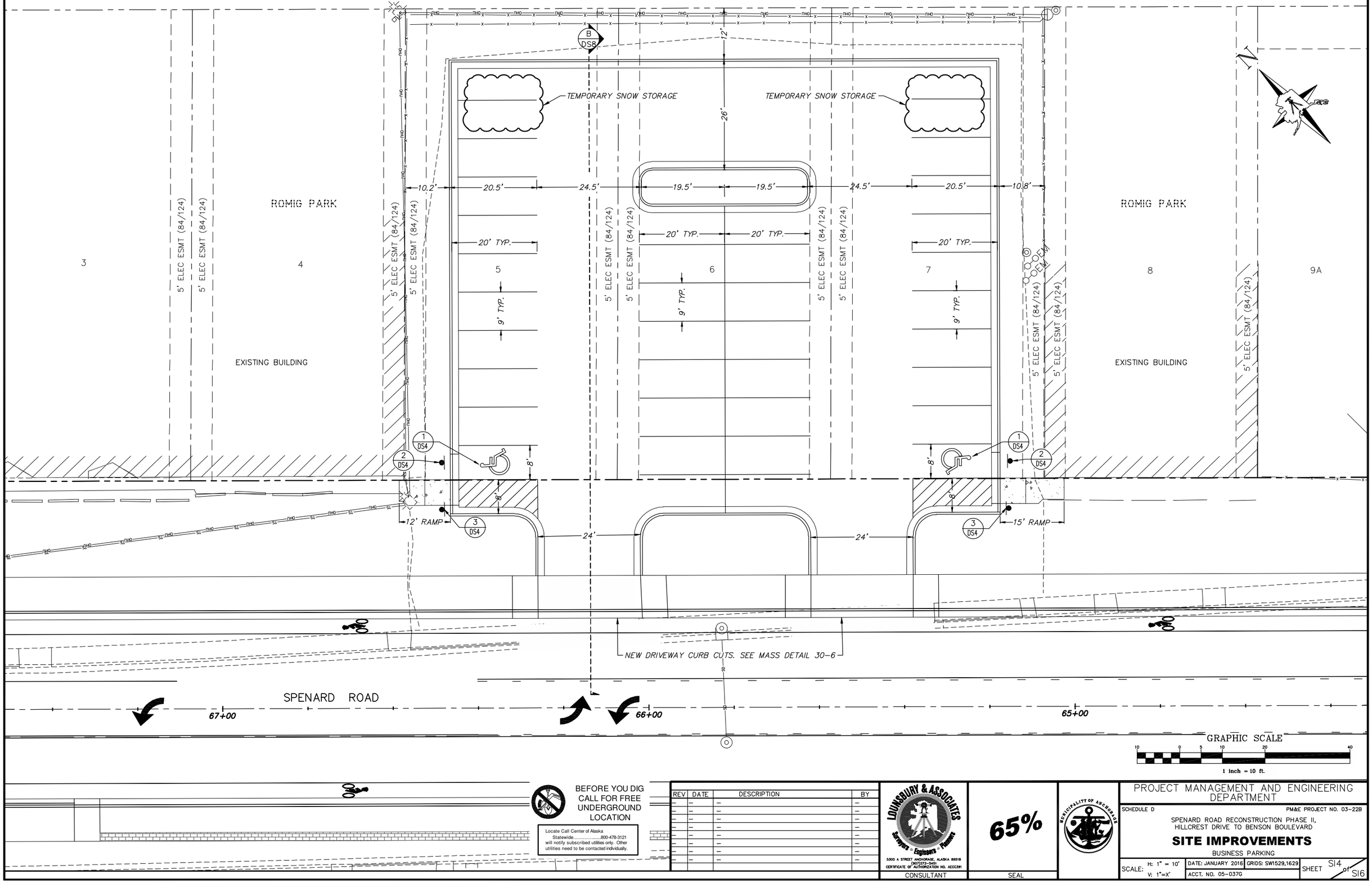
SCALE: H: 1" = 10'
V: 1"=X'

DATE: JANUARY 2016

GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET S13 of S16



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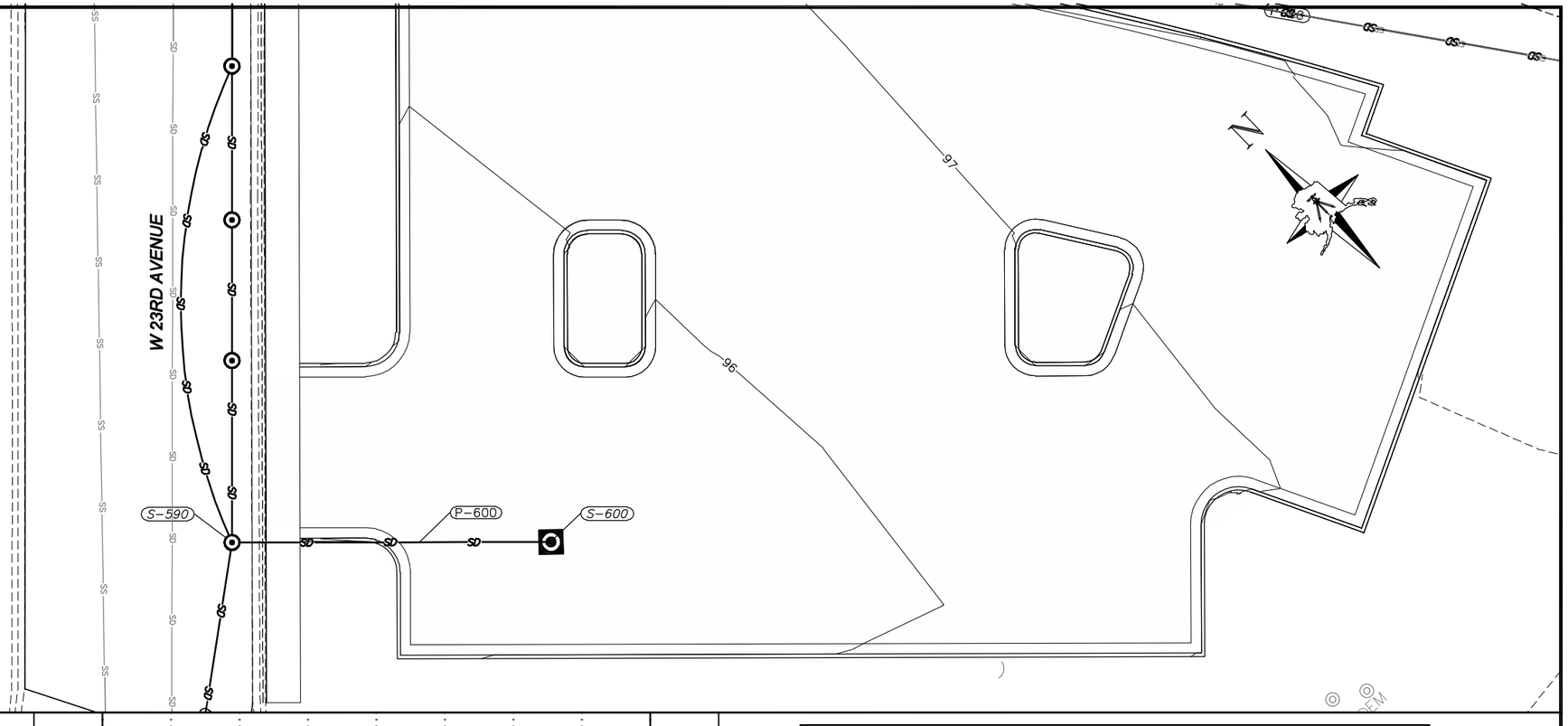
SCHEDULE D — PM&E PROJECT NO. 03-22B

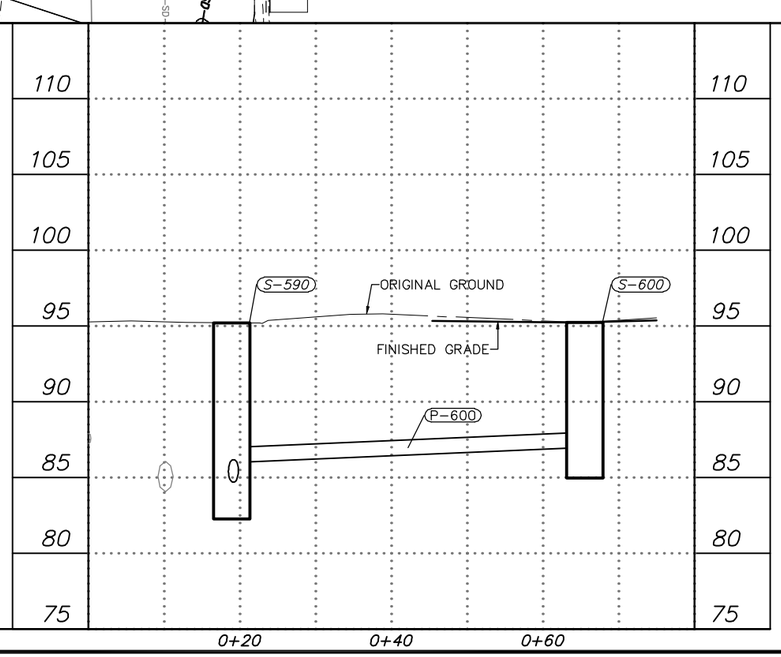
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SITE IMPROVEMENTS

BUSINESS PARKING

SCALE: H: 1" = 10' V: 1"=X' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET SI4 of SI6





STORM STRUCTURE SUMMARY TABLE							
ID	TYPE	NORTHING	EASTING	TOP	CASTING TYPE	INVERT ELEVATION	REMARKS
S-590	I	333739.024	344475.380	95.22	MH	NE 84.33 (P-580) SW 84.28 (P-590) SE 86.00 (P-600) N 84.33 (P-625)	
S-600	I	333706.738	344508.960	95.23	CBMH	NW 86.98 (P-600)	OGS-450i

STORM PIPE SUMMARY TABLE							
PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-600	46.58	12	S-600	S-590	2.30%	12" CPEP TYPE S	

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

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REV	DATE	DESCRIPTION	BY

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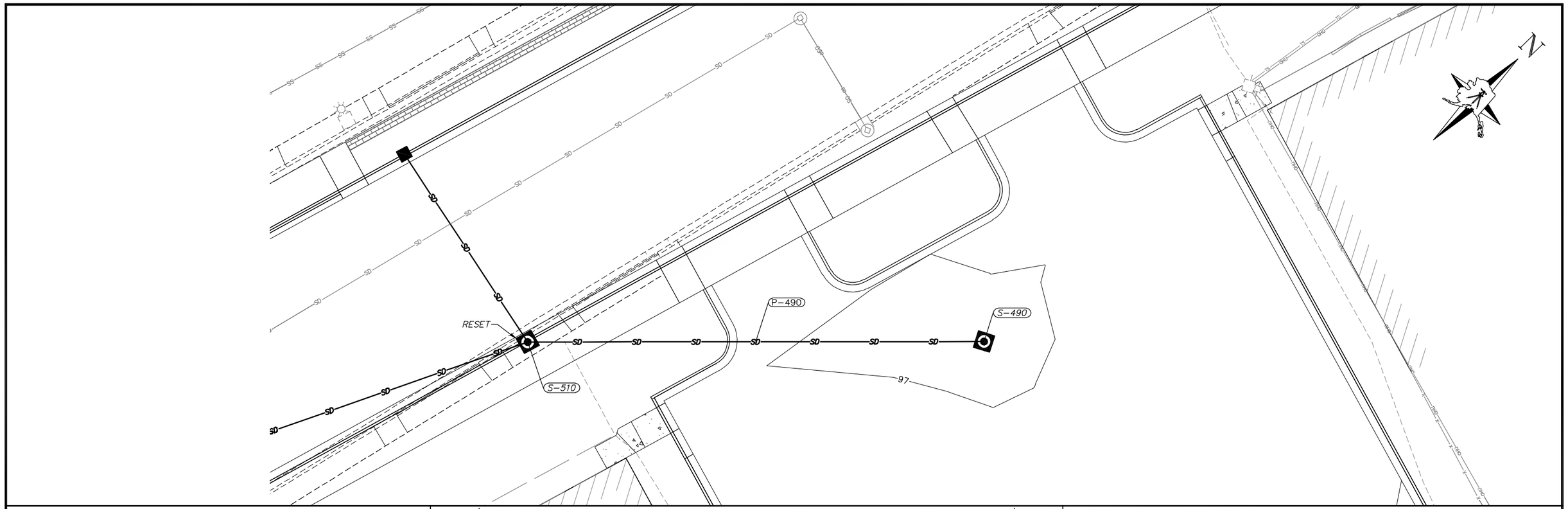
SCHEDULE D — PM&E PROJECT NO. 03-22B

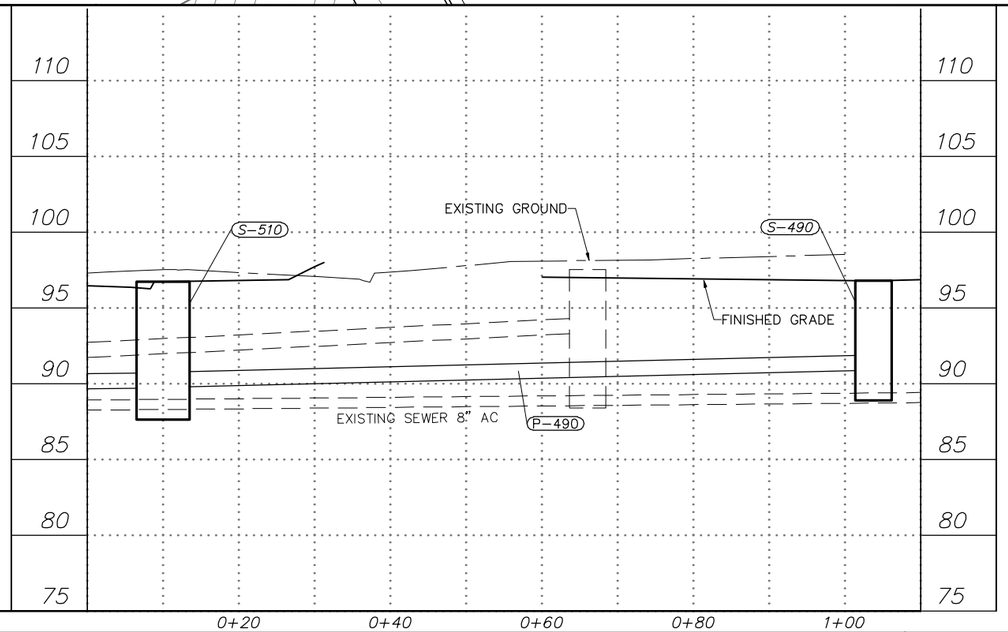
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SITE IMPROVEMENTS

BAKERY STORM DRAIN

SCALE: 1" = 100' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET SI5 of SI6





STORM STRUCTURE SUMMARY TABLE							
ID	TYPE	NORTHING	EASTING	TOP	CASTING TYPE	INVERT ELEVATION	REMARKS
S-490	I	334043.890	344469.589	96.80	CBMH	S 90.90 (P-490)	OGS-450i
S-510	II	333954.442	344497.716	96.74	CBMH	N 89.78 (P-490) SE 89.73 (P-510) SW 90.78 (P-500)	

STORM PIPE SUMMARY TABLE							
PIPE ID	LENGTH	SIZE	FROM	TO	% SLOPE	MATERIAL	REMARKS
P-490	93.77	12	S-490	S-510	1.26%	12" CPEP TYPE S	

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

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REV	DATE	DESCRIPTION	BY

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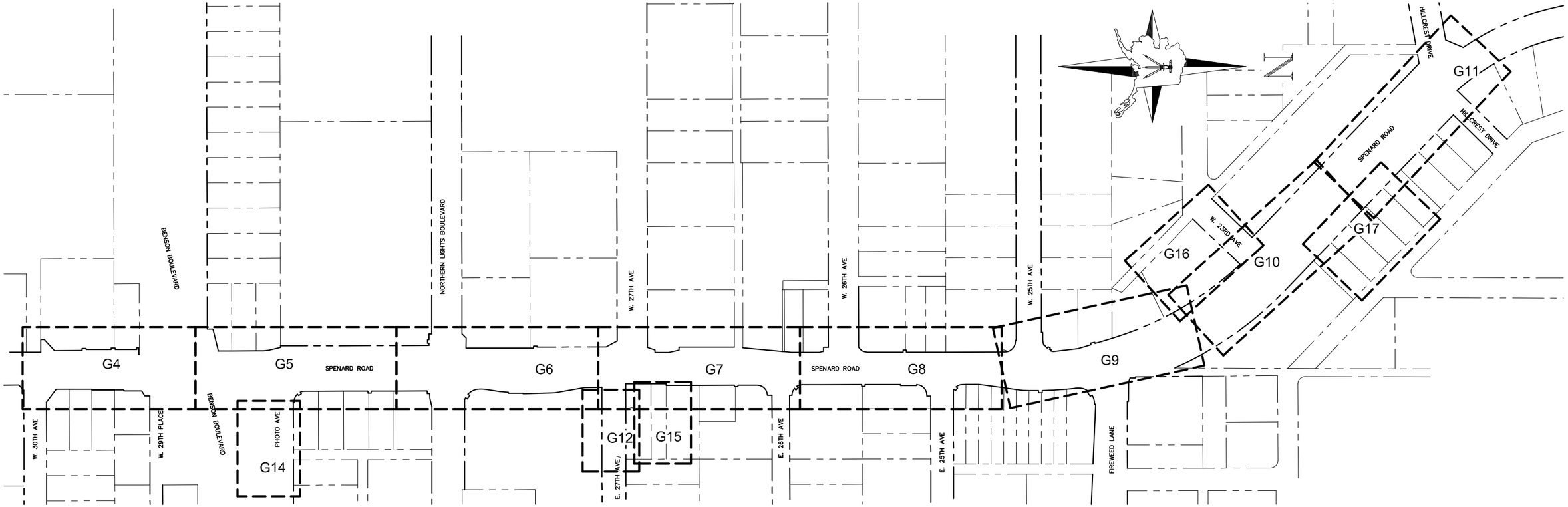
SCHEDULE D PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SITE IMPROVEMENTS

BUSINESS STORM DRAIN

SCALE: 1" = 100' | DATE: JANUARY 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET SI6 of SI6



BEFORE YOU DIG
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UNDERGROUND
LOCATION

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GRAPHIC SCALE

100 0 50 100 200 400

1 inch = 100 ft.

REV	DATE	DESCRIPTION	BY

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

STREET GRADINING KEY MAP

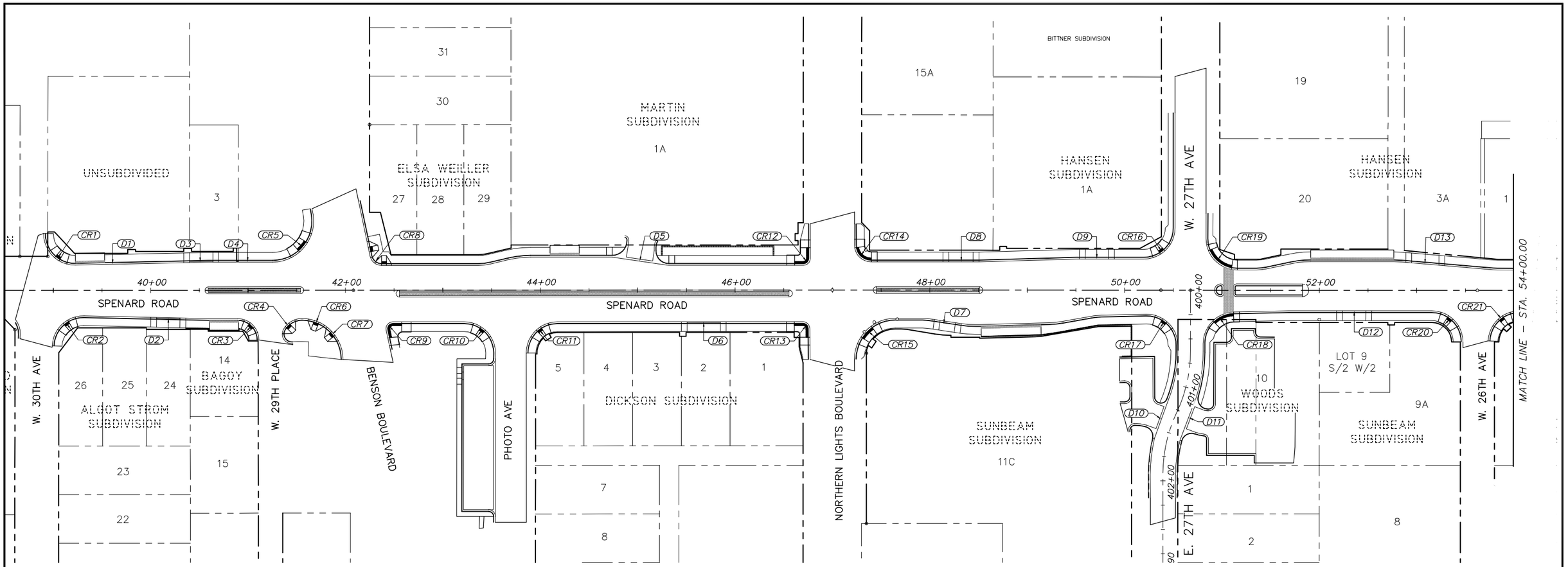
SCALE: 1" = 100'

DATE: 8-31-2016

GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET G1 of G41



CURB RAMPS			
RAMP	STATION	OFFSET	RAMP TYPE/DETAIL
CR1	39+04.70	33.54' LT	PARALLEL/MASS DETAIL 30-9
CR2	39+13.44	33.71' RT	PARALLEL/MASS DETAIL 30-9
CR3	41+03.27	36.86' RT	PARALLEL/MASS DETIAL 30-9
CR4	41+41.23	36.86' RT	PERPENDICULAR/MASS DETAIL 30-8
CR5	41+55.78	45.12' LT	BLENDED TRANSITION/DETAIL 1/DS2
CR6	41+69.74	33.67' RT	PERPENDICULAR/MASS DETAIL 30-8
CR7	41+86.19	45.51' RT	PERPENDICULAR/MASS DETAIL 30-8
CR8	42+30.78	29.73' LT	BLENDED TRANSITION/DETAIL 1/DS2
CR9	42+44.71	36.35' RT	BLENDED TRANSITION/DETAIL 1/DS2
CR10	43+40.29	40.74' RT	PARALLEL/MASS DETAIL 30-9
CR11	43+99.27	40.74' RT	PARALLEL/MASS DETAIL 30-9

CURB RAMPS			
RAMP	STATION	OFFSET	RAMP TYPE/DETAIL
CR12	46+73.88	28.96' LT	BLENDED TRANSITION/DETAIL 1/DS2
CR13	46+73.34	35.95' RT	BLENDED TRANSITION/DETAIL 1/DS2
CR14	47+29.15	35.37' LT	BLENDED TRANSITION/DETAIL 1/DS2
CR15	47+36.76	42.33' RT	BLENDED TRANSITION/DETAIL 1/DS2
CR16	50+37.95	40.15' LT	PARALLEL/MASS DETAIL 30-9
CR17	50+40.63	32.40' RT	PARALLEL/MASS DETAIL 30-9
CR18	50+97.76	28.32' RT	BLENDED TRANSITION/DETAIL 1/DS2
CR19	50+95.56	30.78' LT	BLENDED TRANSITION/DETAIL 1/DS2
CR20	53+34.02	29.32' RT	PARALLEL/MASS DETAIL 30-9
CR21	53+87.14	29.24' RT	PARALLEL/MASS DETAIL 30-9

GRAPHIC SCALE

1 inch = 50 ft.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY
–	–	–	–

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors * Engineers * Planners
5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

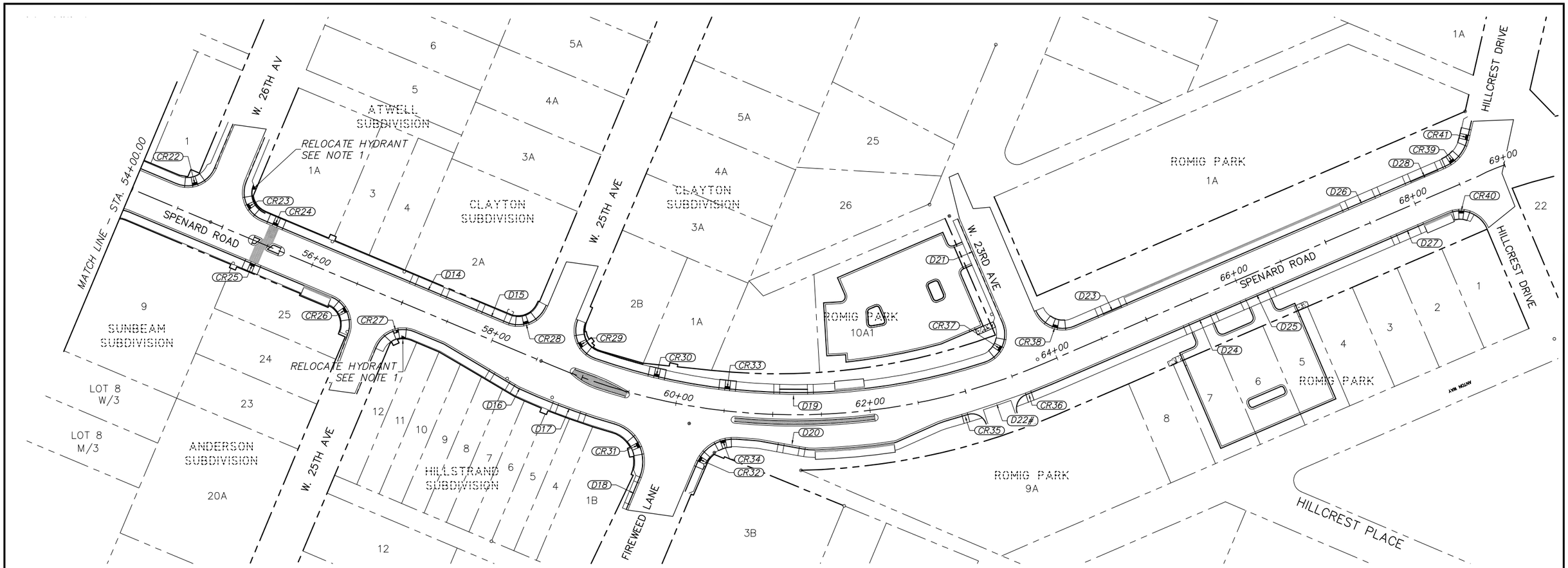
PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

CURB RAMP LOCATIONS

SCALE: H: 1"=50' | DATE: 8-31-2016 | GRIDS:SW1529,1629 | ACCT. NO. 05-037G | SHEET G2 of G41



CURB RAMPS			
RAMP	STATION	OFFSET	RAMP TYPE/DETAIL
CR22	54+57.26	29.20' LT	PARALLEL/MASS DETAIL 30-9
CR23	55+16.30	29.23' LT	PARALLEL/MASS DETAIL 30-9
CR26	56+49.25	29.22' RT	PARALLEL/MASS DETAIL 30-9
CR27	57+05.02	29.12' RT	PARALLEL/MASS DETAIL 30-9
CR28	58+25.56	29.45' LT	PARALLEL/MASS DETAIL 30-9
CR29	58+85.95	29.87' LT	PARALLEL/MASS DETAIL 30-9
CR30	59+73.88	22.98' LT	PARALLEL/MASS DETAIL 30-9
CR31	59+72.72	49.58' RT	PARALLEL/MASS DETAIL 30-9
CR32	60+31.79	52.56' RT	PARALLEL/MASS DETAIL 30-9

CURB RAMPS			
RAMP	STATION	OFFSET	RAMP TYPE/DETAIL
CR33	60+50.63	22.98' LT	PARALLEL/MASS DETAIL 30-9
CR34	60+52.10	30.72' RT	PARALLEL/MASS DETAIL 30-9
CR37	63+48.76	30.20' LT	PARALLEL/MASS DETAIL 30-9
CR38	64+10.65	29.72' LT	PARALLEL/MASS DETAIL 30-9
CR39	68+52.11	24.07' LT	PARALLEL/MASS DETAIL 30-9
CR40	68+40.58	25.99' RT	PARALLEL/MASS DETAIL 30-9
CR41	???	???' ???T	PARALLEL/MASS DETAIL 30-9

N

GRAPHIC SCALE

50 0 25 50 100 200

1 inch = 50 ft.

SHEET NOTES

1. REMOVE AND SALVAGE EXISTING FIRE HYDRANT. FURNISH AND INSTALL FIRE HYDRANT ASSEMBLY 1 FT OUTSIDE MULTI-USE PATHWAY PER MASS DETAIL 60-4. REMOVE EXISTING A.C. PIPE FROM THE AUXILLARY VALVE TO THEY HYDRANT AND REPLACE WITH DUCTILE IRON PIPE CLASS-52. INSTALL FIRE HYDRANT GUARD POSTS PER MASS DETAIL 60-6.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–

REV	DATE	DESCRIPTION	BY

REVISIONS

LOUNSBURY & ASSOCIATES Surveyors * Engineers * Planners
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(907)272-5451
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

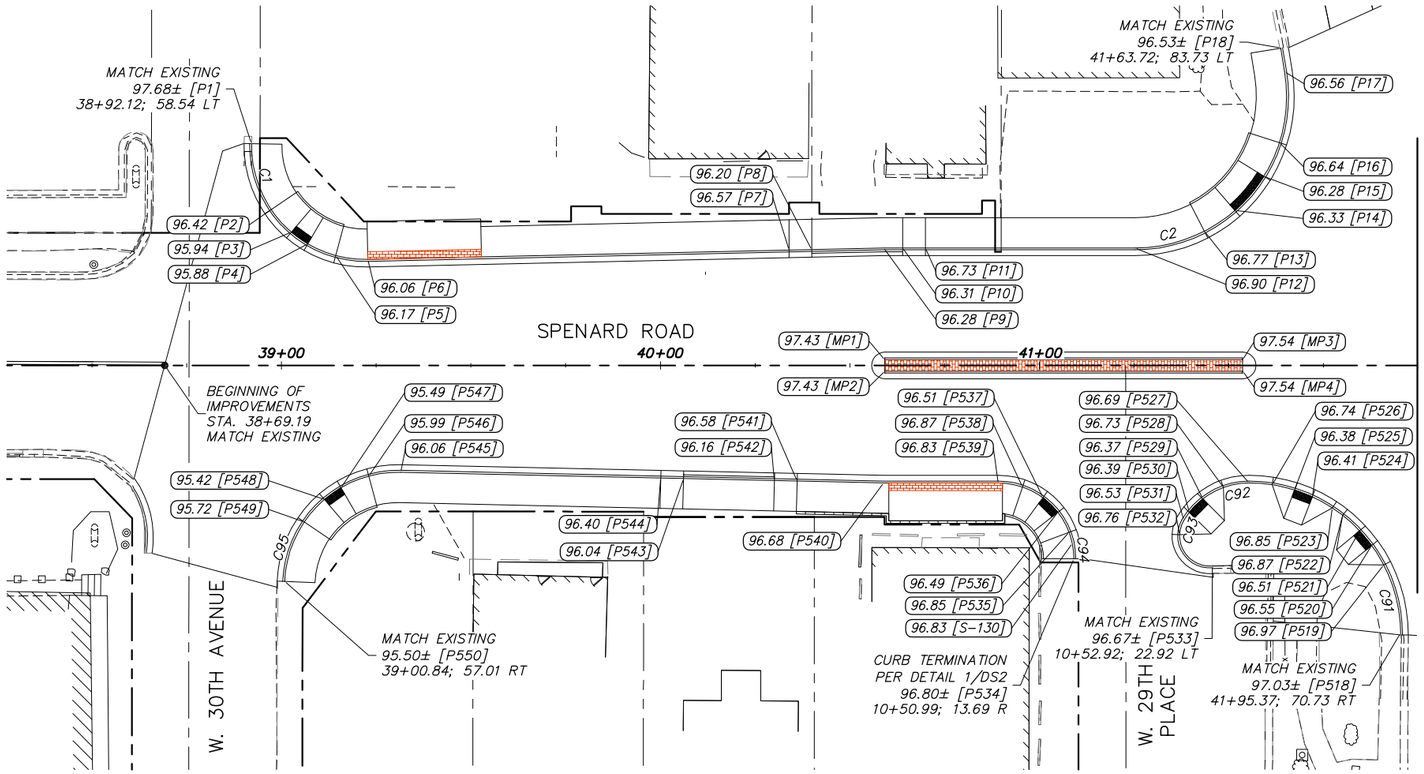
CURB RAMP LOCATIONS

SCALE: H: 1"=50'

DATE: 8-31-2016 GRIDS:SW1529,1629

ACCT. NO. 05-037G

SHEET G3 of G41



Z

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C1	30.00'	18.46'	35.25
C2	40.00'	18.97'	27.17
C91	40.01'	18.81'	26.93
C92	20.01'	6.92'	19.82
C93	8.00'	3.96'	28.35
C94	19.38'	4.05'	11.97
C95	30.00'	16.77'	32.02

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
MP1	40+59.23	1.50 LT	96.83	94.45	0.12%	MEDIAN TBC
MP2	40+59.23	1.50 RT	96.83	94.45	0.12%	MEDIAN TBC
MP3	41+53.68	1.50 LT	96.94			MEDIAN TBC
MP4	41+53.68	1.50 RT	96.94			MEDIAN TBC
P1	38+92.12	58.54 LT	97.68	18.46	1.30%	MATCH EXISTING – PC
P2	38+97.28	41.13 LT	96.44	7.98	6.25%	BEGIN PARALLEL RAMP
P3	39+02.59	35.19 LT	95.94	5.36	1.50%	PED RAMP LANDING
P4	39+06.95	32.08 LT	95.88	7.98	3.88%	PED RAMP LANDING
P5	39+14.29	29.00 LT	96.19	8.57	1.30%	END PARALLEL RAMP
P6	39+22.78	27.97 LT	96.06	111.20	0.50%	S–110 – PT
P7	40+33.95	30.44 LT	96.57	6.00	6.20%	BEGIN CURB CUT
P8	40+39.95	30.58 LT	96.20	18.99	0.50%	BEGIN TYPE 4 CURB
P9	40+58.93	31.00 LT	96.28	5.02	0.50%	PI
P10	40+63.95	31.00 LT	96.31	6.00	7.00%	END TYPE 4 CURB
P11	40+69.95	31.00 LT	96.73	55.33	0.30%	END CURB CUT
P12	41+25.28	31.00 LT	96.90	18.97	0.60%	PC
P13	41+43.55	35.41 LT	96.77	9.80	4.50%	BEGIN PARALLEL RAMP
P14	41+51.64	40.91 LT	96.33	11.84	0.40%	PED RAMP LANDING
P15	41+59.27	49.90 LT	96.28	9.80	3.66%	PED RAMP LANDING

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P16	41+63.37	58.77 LT	96.64	18.96	0.40%	END PARALLEL RAMP
P17	41+64.75	77.52 LT	96.56	6.30	0.50%	PT
P18	41+63.72	83.73 LT	96.53			MATCH EXISTING
P518	41+95.37	70.73 RT	97.03	18.81	0.30%	MATCH EXISTING – PC
P519	41+90.91	52.64 RT	96.97	6.06	7.00%	BEGIN PERPENDICULAR RAMP
P520	41+87.73	47.49 RT	96.55	5.00	0.80%	PED RAMP LANDING
P521	41+84.54	43.64 RT	96.51	6.06	6.00%	PED RAMP LANDING
P522	41+80.07	39.54 RT	96.87	3.36	0.60%	END PERPENDICULAR RAMP
P523	41+77.35	37.58 RT	96.85	6.06	7.25%	BEGIN PERPENDICULAR RAMP
P524	41+72.05	34.64 RT	96.41	5.00	0.60%	PED RAMP LANDING
P525	41+67.38	32.85 RT	96.38	6.06	6.00%	PED RAMP LANDING
P526	41+61.48	31.47 RT	96.74	6.13	0.80%	END PERPENDICULAR RAMP
P527	41+55.38	31.00 RT	96.69	6.92	0.60%	S–140 – PT/PC
P528	41+48.59	32.19 RT	96.73	6.27	5.75%	BEGIN PERPENDICULAR RAMP
P529	41+43.12	35.19 RT	96.37	5.01	0.40%	PED RAMP LANDING
P530	41+39.59	38.73 RT	96.39	2.62	6.00%	PED RAMP LANDING
P531	41+38.12	40.90 RT	96.53	3.96	6.00%	PT/PC
P532	41+37.03	44.66 RT	96.76	13.55	0.66%	END PERPENDICULAR RAMP
P533	41+45.74	52.91 RT	96.67			MATCH EXISTING – PT

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P534	41+09.12	51.00 RT	96.80	4.05	0.75%	MATCH EXISTING – PC
P535	41+07.87	44.03 RT	96.85	6.09	6.00%	BEGIN PARALLEL RAMP
P536	41+04.92	38.73 RT	96.49	5.57	0.30%	PED RAMP LANDING
P537	41+00.93	34.86 RT	96.51	6.09	6.00%	PED RAMP LANDING
P538	40+95.55	32.06 RT	96.87	6.54	0.60%	END PARALLEL RAMP
P539	40+89.12	31.00 RT	96.83	30.19	0.50%	PT
P540	40+58.93	31.00 RT	96.68	22.85	0.50%	PI
P541	40+36.08	30.49 RT	96.58	6.00	7.00%	BEGIN DRIVEWAY CURB CUT
P542	40+30.09	30.36 RT	96.16	24.00	0.50%	BEGIN TYPE 4 CURB
P543	40+06.09	29.83 RT	96.04	6.00	6.00%	END TYPE 4 CURB
P544	40+00.09	29.69 RT	96.40	68.62	0.50%	END DRIVEWAY CURB CUT
P545	39+31.49	28.17 RT	96.06	5.42	0.50%	PC
P546	39+23.04	29.19 RT	95.99	7.98	6.50%	BEGIN PARALLEL RAMP
P547	39+15.69	32.25 RT	95.49	5.36	1.00%	PED RAMP LANDING
P548	39+11.33	35.36 RT	95.42	7.99	3.75%	PED RAMP LANDING
P549	39+06.02	41.29 RT	95.72	16.77	1.30%	END PARALLEL RAMP
P550	39+00.84	57.01 RT	95.50			MATCH EXISTING – PT
S–130	41+08.71	46.98 RT	96.83			LOW POINT

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

REV	DATE	DESCRIPTION	BY

REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors • Engineers • Planners
5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

STA 38+00 TO 42+00

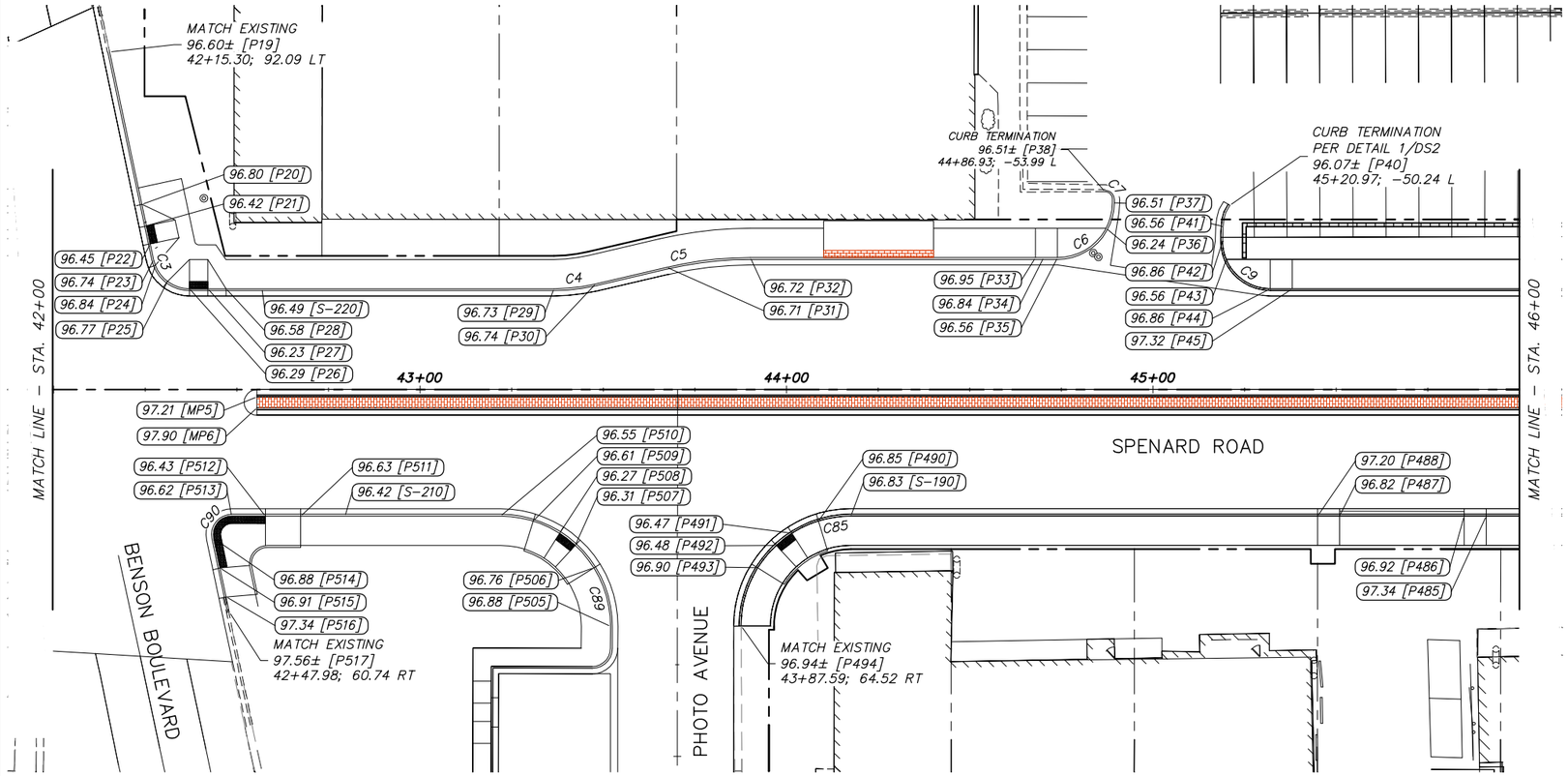
SCALE: H: 1:20

DATE: 8-31-2016

GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET G4 of G41



TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C3	12.45'	1.59'	7.34
C4	50.00'	11.52'	13.20
C5	100.99'	7.71'	4.38
C6	15.00'	16.28'	62.18
C7	2.01'	3.15'	89.98
C9	12.98'	15.29'	67.49
C85	29.95'	9.03'	17.28
C89	30.00'	16.85'	32.18
C90	5.00'	8.90'	101.96

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
MP5	42+55.49	2.00 RT	96.61	400.01	0.28%	MEDIAN TBC
MP6	42+55.49	5.00 RT	97.30			MEDIAN TBC
P19	42+15.30	92.09 LT	96.60	42.51	0.50%	MATCH EXISTING
P20	42+24.10	50.51 LT	96.82	6.00	6.50%	BEGIN PERPEDICULAR RAMP
P21	42+25.35	44.64 LT	96.42	5.00	0.60%	PED RAMP LANDING
P22	42+26.38	39.75 LT	96.45	4.41	6.50%	PED RAMP LANDING
P23	42+27.30	35.43 LT	96.74	1.59	6.50%	PC
P24	42+27.75	33.90 LT	96.84	5.60	1.25%	END PERPENDICLUAR RAMP
P25	42+31.08	29.50 LT	96.77	6.43	7.50%	BEGIN PERPENDICULAR RAMP
P26	42+37.08	27.50 LT	96.29	5.00	1.20%	PT − PED RAMP LANDING
P27	42+42.08	27.50 LT	96.23	4.98	7.00%	PED RAMP LANDING
P28	42+47.06	27.50 LT	96.58	9.78	0.90%	END PERPENDICULAR RAMP
P29	43+36.55	27.50 LT	96.73	11.52	0.20%	PC
P30	43+47.96	28.82 LT	96.74	19.89	0.20%	PT
P31	43+67.32	33.36 LT	96.71	7.71	0.22%	PC
P32	43+90.15	36.00 LT	96.72	77.79	0.20%	PT
P33	44+67.94	36.00 LT	96.95	2.21	7.50%	PED RAMP CURB CUT
P34	44+70.15	36.00 LT	96.84	3.79	7.50%	PC

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P35	44+73.94	36.00 LT	96.56	16.28	2.00%	PED RAMP LANDING
P36	44+87.20	44.00 LT	96.24	7.27	2.00%	END UNIDIRECTIONAL RAMP
P37	44+88.94	50.99 LT	96.51	1.00	0.00%	PT/PC
P38	44+86.93	53.99 LT	96.51			MATCH EXISTING − PT
P40	45+20.97	50.24 LT	96.07	6.15	7.50%	BEGIN CURB − PC
P41	45+19.14	44.46 LT	96.56	3.97	7.50%	PT/PC
P42	45+19.01	40.49 LT	96.86	5.12	2.00%	PT/PC
P43	45+20.01	35.50 LT	96.56	15.29	2.00%	UNIDIRECTIONAL PED RAMP
P44	45+32.01	27.50 LT	96.86	6.00	7.66%	PED RAMP LANDING − PT
P45	45+38.01	27.50 LT	97.32	115.27	0.30%	END PED RAMP
P485	45+90.91	34.50 RT	97.34	6.00	6.75%	BEGIN DRIVEWAY CURB CUT
P486	45+84.91	34.50 RT	96.92	34.00	0.30%	BEGIN TYPE 4 CURB
P487	45+50.91	34.50 RT	96.82	6.00	6.33%	END TYPE 4 CURB
P488	45+44.91	34.50 RT	97.20	127.32	0.30%	END CURB CUT
P490	44+08.69	35.85 RT	96.85	7.99	4.75%	BEGIN PARALLEL RAMP
P491	44+01.47	39.20 RT	96.47	5.36	0.30%	PED RAMP LANDING
P492	43+97.23	42.47 RT	96.48	7.99	5.00%	PED RAMP LANDING
P493	43+92.15	48.60 RT	96.90	16.77	0.30%	END PARALLEL RAMP

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P494	43+87.59	64.52 RT	96.94			MATCH EXISTING − PC
P505	43+51.97	64.59 RT	96.88	16.85	0.75%	PC
P506	43+47.42	48.60 RT	96.76	7.99	5.50%	BEGIN PARALLEL RAMP
P507	43+42.34	42.47 RT	96.31	5.36	0.75%	PED RMAP LANDING
P508	43+38.10	39.20 RT	96.27	7.99	4.25%	PED RAMP LANDING
P509	43+30.87	35.85 RT	96.61	9.03	0.70%	END PARALLEL RAMP
P510	43+21.97	34.50 RT	96.55	42.46	0.30%	START−POINT
P511	42+67.44	34.52 RT	96.63	9.65	1001.28%	BEGIN PARALLEL RAMP
P512	42+57.79	34.50 RT	96.43	9.20	1.99%	PED RAMP LANDING
P513	42+48.59	34.50 RT	96.62	8.90	0.00%	PT
P514	42+43.70	40.54 RT	96.88	8.29	0.00%	PC
P515	42+45.42	48.64 RT	96.91	8.06	1207.27%	PED RAMP LANDING
P516	42+47.09	56.53 RT	97.52	4.30	0.76%	END PARALLEL RAMP
P517	42+47.98	60.74 RT	97.55			MATCH EXISTING
S−190	44+17.59	34.50 RT	96.83	9.03	0.30%	PT − LOW POINT

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

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Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

REV	DATE	DESCRIPTION	BY

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

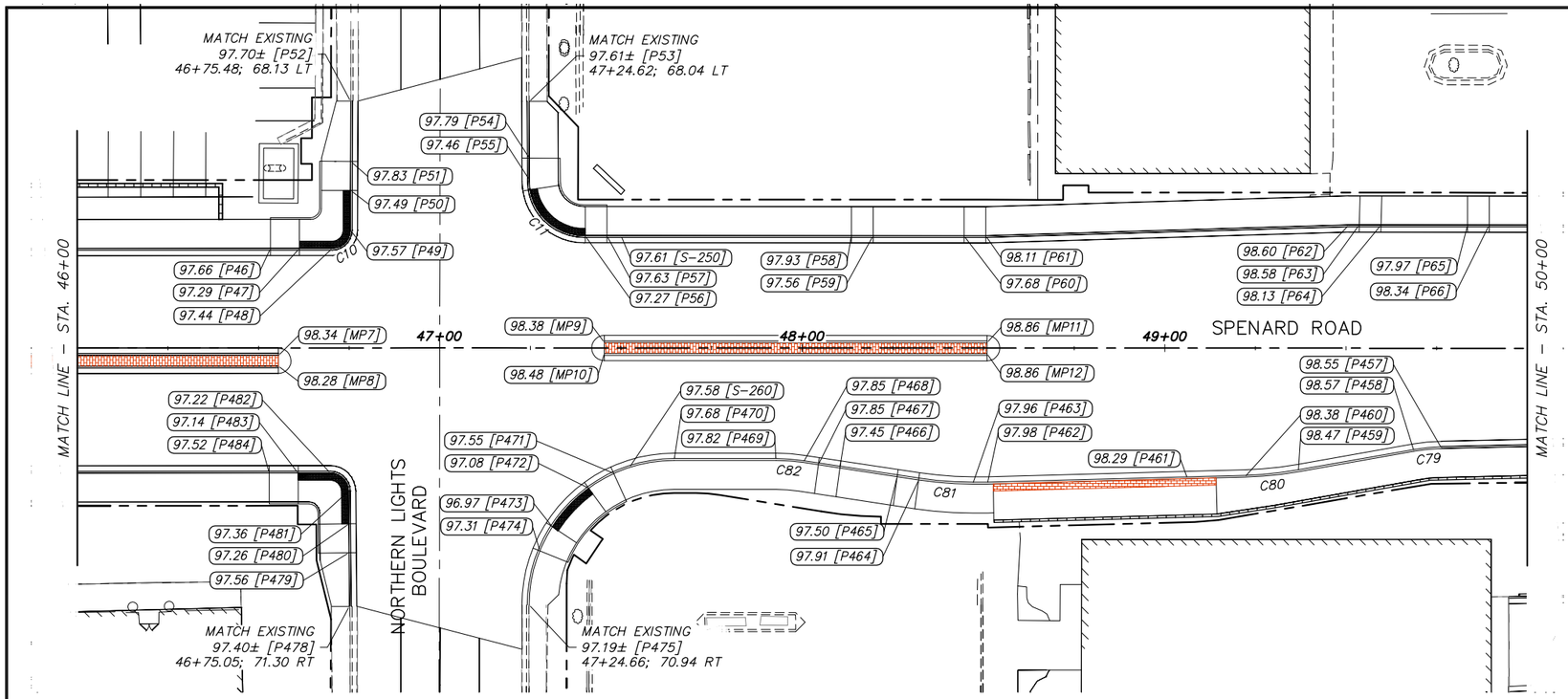
SCHEDULE A
PM&E PROJECT NO. 03-22B

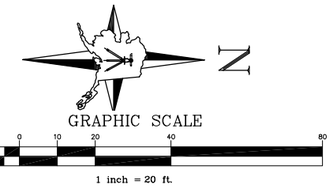
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

STA 42+00 TO 46+00

SCALE: H: 1:20
DATE: 8-31-2016
GRIDS: SW1529,1629
ACCT. NO. 05-037G
SHEET G5 of G41





TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C10	5.00'	7.84'	89.79
C11	15.02'	24.29'	92.68
C79	50.00'	7.65'	8.77
C80	100.00'	14.82'	8.49
C81	102.46'	15.01'	8.39
C82	50.00'	7.50'	8.60
C83	39.90'	12.55'	18.02
C84	5.00'	7.82'	89.57

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
MP7	46+55.50	2.00 RT	97.74			MEDIAN TBC
MP8	46+55.47	5.00 RT	97.68	399.98	0.27%	MEDIAN TBC
MP9	47+45.38	1.50 LT	97.78	105.59	0.45%	MEDIAN TBC
MP10	47+45.39	1.50 RT	97.88			MEDIAN TBC
MP11	48+50.97	1.50 LT	98.26			MEDIAN TBC
MP12	48+50.97	1.50 RT	98.26	105.58	0.45%	MEDIAN TBC
P46	46+53.28	27.50 LT	97.66	8.00	4.66%	BEGIN PARALLEL RAMP
P47	46+61.28	27.50 LT	97.29	9.07	1.65%	PED RAMP LANDING
P48	46+70.35	27.50 LT	97.44	7.84	1.65%	PC
P49	46+75.35	32.48 LT	97.57	11.02	0.75%	PT
P50	46+75.39	43.50 LT	97.49	8.00	4.25%	PED RAMP LANDING
P51	46+75.42	51.50 LT	97.83	16.64	0.75%	END PARALLEL RAMP
P52	46+75.48	68.13 LT	97.70			MATCH EXISTING
P53	47+24.62	68.04 LT	97.61	15.66	1.20%	MATCH EXISTING
P54	47+24.70	52.39 LT	97.79	6.00	5.66%	BEGIN PARALLEL RAMP
P55	47+24.73	46.39 LT	97.46	24.29	0.75%	PED RAMP LANDING – PC
P56	47+40.07	31.00 LT	97.27	6.02	5.75%	PED RAMP LANDING – PT
P57	47+46.09	31.00 LT	97.63	3.92	0.50%	END PARALLEL RAMP
P58	48+13.53	31.00 LT	97.93	6.00	6.33%	BEGIN CURB CUT
P59	48+19.53	31.00 LT	97.56	25.06	0.50%	BEGIN TYPE 4 CURB

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P60	48+44.59	31.00 LT	97.68	6.00	7.00%	END TYPE 4 CURB
P61	48+50.59	31.00 LT	98.11	100.18	0.50%	END CURB CUT – PI
P62	49+50.73	34.00 LT	98.60	2.89	0.50%	PI
P63	49+53.62	34.00 LT	98.58	6.00	7.50%	BEGIN CURB CUT
P64	49+59.62	34.00 LT	98.13	23.87	0.66%	BEGIN TYPE 4 CURB
P65	49+83.49	34.00 LT	97.97	6.00	6.25%	END TYPE 4 CURB
P66	49+89.49	34.00 LT	98.34	30.40	0.50%	END CURB CUT
P457	49+76.36	27.66 RT	98.55	7.65	0.30%	PT/PC
P458	49+68.76	28.42 RT	98.57	32.43	0.30%	PT/PC
P459	49+36.83	34.07 RT	98.47	14.82	0.60%	PT/PC
P460	49+22.10	35.57 RT	98.38	15.83	0.60%	PT/PC
P461	49+06.27	36.00 RT	98.29	55.23	0.55%	PT/PC
P462	48+51.06	37.50 RT	97.98	4.03	0.50%	PI
P463	48+47.03	37.50 RT	97.96	15.01	0.40%	PC
P464	48+32.08	36.38 RT	97.91	5.97	6.70%	BEGIN CURB CUT – PT
P465	48+26.18	35.48 RT	97.50	16.00	0.30%	TYPE 4 CURB
P466	48+10.36	33.09 RT	97.45	6.00	6.75%	TYPE 4 CURB
P467	48+04.42	32.19 RT	97.85	4.23	0.30%	END CURB CUT
P468	48+00.24	31.56 RT	97.85	7.50	0.40%	PC
P469	47+92.77	31.00 RT	97.82	28.11	0.50%	PT

CURB LAYOUT TABLE

ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P470	47+64.66	31.00 RT	97.68	12.55	0.75%	PC
P471	47+48.02	34.63 RT	97.55	8.05	5.75%	BEGIN PARALLEL RAMP
P472	47+41.08	38.69 RT	97.08	14.69	0.60%	PED RAMP LANDING
P473	47+31.05	49.31 RT	96.97	7.54	4.40%	PED RAMP LANDING
P474	47+27.58	55.98 RT	97.31	15.33	1.00%	END PARALLEL RAMP
P475	47+24.66	70.94 RT	97.19			MATCH EXISTING – PT
P478	46+75.05	71.30 RT	97.40	14.81	1.25%	MATCH EXISTING
P479	46+74.94	56.49 RT	97.56	8.00	3.75%	BEGIN PARALLEL RAMP
P480	46+74.88	48.49 RT	97.26	9.03	1.10%	PED RAMP LANDING
P481	46+74.81	39.46 RT	97.36	7.82	1.33%	PT
P482	46+69.81	34.50 RT	97.22	8.93	1.33%	PC
P483	46+60.88	34.50 RT	97.14	8.00	4.75%	PED RAMP LANDING
P484	46+52.88	34.50 RT	97.52	61.97	0.30%	END PARALLEL RAMP
S-250	47+50.00	31.00 LT	97.61	63.53	0.50%	LOW POINT
S-260	47+52.31	32.96 RT	97.58	4.61	0.65%	LOW POINT

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LOCATION

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Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

REV	DATE	DESCRIPTION	BY

REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors • Engineers • Planners
5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

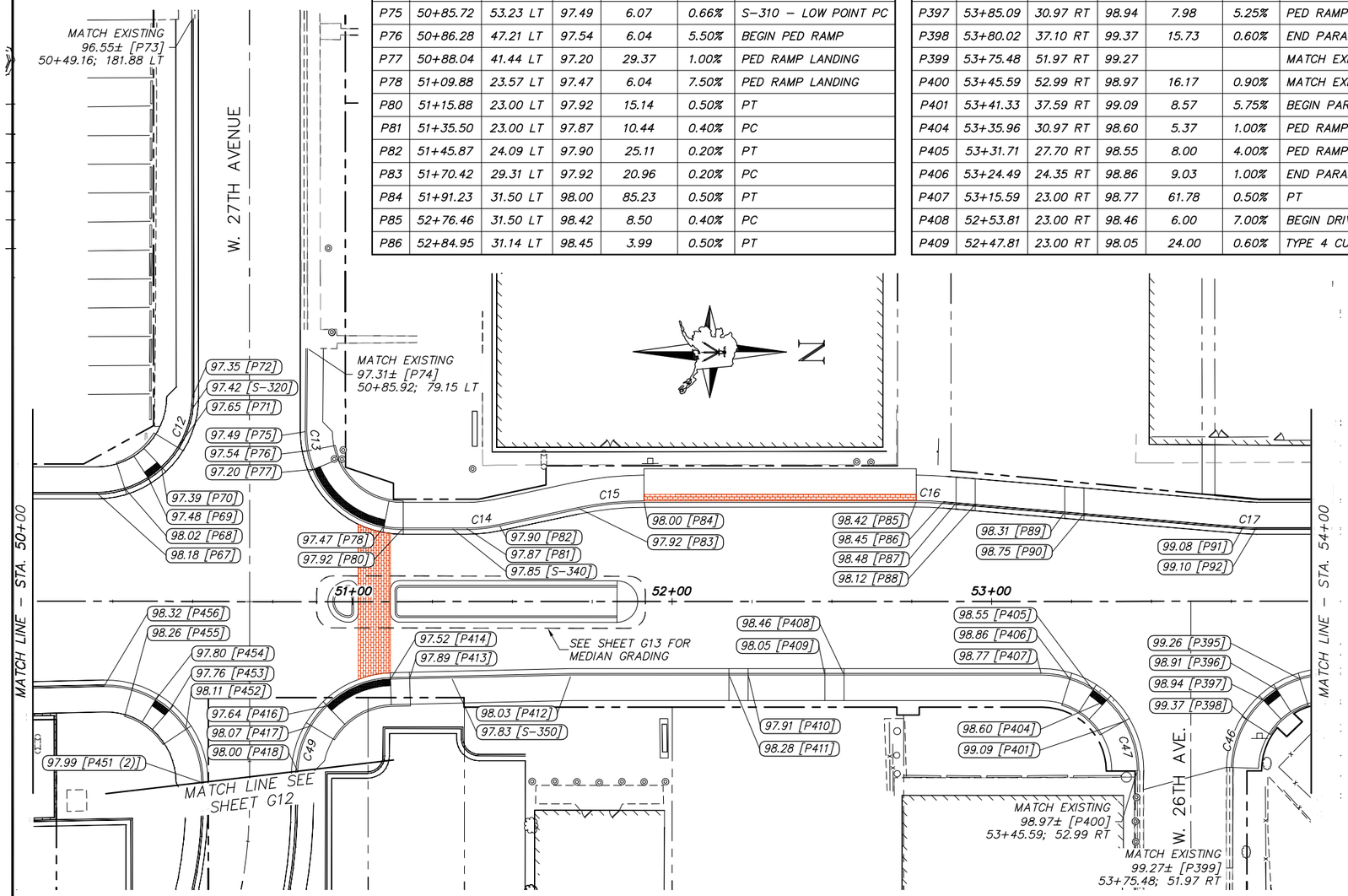
STA 46+00 TO 50+00

SCALE: H: 1:20 | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G6 of G41

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P67	50+19.89	34.00 LT	98.18	9.01	1.75%	PC
P68	50+28.77	35.34 LT	98.02	8.00	6.75%	BEGIN PED RAMP
P69	50+36.00	38.69 LT	97.48	5.36	1.75%	PED RAMP LANDING
P70	50+40.10	41.97 LT	97.39	8.01	3.00%	PED RAMP LANDING
P71	50+45.17	48.14 LT	97.65	12.58	1.75%	END PED RAMP
P72	50+49.67	64.07 LT	97.35	117.81	0.66%	PT
P73	50+49.16	181.88 LT	96.55			MATCH EXISTING
P74	50+85.92	79.15 LT	97.31	25.92	0.70%	MATCH EXISTING
P75	50+85.72	53.23 LT	97.49	6.07	0.66%	S-310 – LOW POINT PC
P76	50+86.28	47.21 LT	97.54	6.04	5.50%	BEGIN PED RAMP
P77	50+88.04	41.44 LT	97.20	29.37	1.00%	PED RAMP LANDING
P78	51+09.88	23.57 LT	97.47	6.04	7.50%	PED RAMP LANDING
P80	51+15.88	23.00 LT	97.92	15.14	0.50%	PT
P81	51+35.50	23.00 LT	97.87	10.44	0.40%	PC
P82	51+45.87	24.09 LT	97.90	25.11	0.20%	PT
P83	51+70.42	29.31 LT	97.92	20.96	0.20%	PC
P84	51+91.23	31.50 LT	98.00	85.23	0.50%	PT
P85	52+76.46	31.50 LT	98.42	8.50	0.40%	PC
P86	52+84.95	31.14 LT	98.45	3.99	0.50%	PT

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P87	52+88.92	30.80 LT	98.48	6.02	5.75%	BEGIN CURB CUT
P88	52+94.92	30.29 LT	98.12	28.10	0.67%	DRIVEWAY CURB CUT
P89	53+22.92	27.90 LT	98.31	6.02	7.25%	DRIVEWAY CURB CUT
P90	53+28.92	27.39 LT	98.75	49.90	0.66%	END CURB CUT
P91	53+78.64	23.16 LT	99.08	4.21	0.50%	PC
P92	53+82.84	22.98 LT	99.10	56.08	0.50%	PT
P395	53+96.56	24.35 RT	99.26	8.00	4.50%	BEGIN PARALLEL RAMP
P396	53+89.34	27.70 RT	98.91	5.36	0.75%	PED RAMP LANDING
P397	53+85.09	30.97 RT	98.94	7.98	5.25%	PED RAMP LANDING
P398	53+80.02	37.10 RT	99.37	15.73	0.60%	END PARALLEL RAMP
P399	53+75.48	51.97 RT	99.27			MATCH EXISTING – PT
P400	53+45.59	52.99 RT	98.97	16.17	0.90%	MATCH EXISTING – PC
P401	53+41.33	37.59 RT	99.09	8.57	5.75%	BEGIN PARALLEL RAMP
P404	53+35.96	30.97 RT	98.60	5.37	1.00%	PED RAMP LANDING
P405	53+31.71	27.70 RT	98.55	8.00	4.00%	PED RAMP LANDING
P406	53+24.49	24.35 RT	98.86	9.03	1.00%	END PARALLEL RAMP
P407	53+15.59	23.00 RT	98.77	61.78	0.50%	PT
P408	52+53.81	23.00 RT	98.46	6.00	7.00%	BEGIN DRIVEWAY CURB CUT
P409	52+47.81	23.00 RT	98.05	24.00	0.60%	TYPE 4 CURB

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P410	52+23.81	23.00 RT	97.91	6.00	6.00%	END TYPE 4 CURB
P411	52+17.81	23.00 RT	98.28	49.42	0.50%	END DRIVEWAY CURB CUT
P412	51+68.39	23.00 RT	98.03	37.39	0.50%	PI
P413	51+17.89	24.12 RT	97.89	6.00	6.00%	BEGIN PARALLLEL RAMP
P414	51+11.90	24.25 RT	97.52	22.01	0.50%	PC
P416	50+92.06	32.61 RT	97.64	7.98	5.25%	PED RAMP LANDING
P417	50+87.09	38.82 RT	98.07	14.99	0.50%	END PARALLEL RAMP
P418	50+82.81	53.03 RT	98.00			PT
P451	50+53.02	56.58 RT	97.99	17.52	0.75%	S-300 – LOW POINT PT/PC
P452	50+47.99	40.06 RT	98.11	7.97	4.25%	BEGIN PARALLEL RAMP
P453	50+42.75	34.09 RT	97.76	5.38	0.50%	PED RAMP LANDING
P454	50+38.40	30.93 RT	97.80	7.99	5.75%	PED RAMP LANDING
P455	50+30.98	27.77 RT	98.26	8.94	0.67%	END PARALLEL RAMP
P456	50+22.15	26.64 RT	98.32	45.80	0.50%	PT/PC
S-320	50+49.39	59.89 LT	97.42	4.19	1.66%	LOW POINT
S-340	51+31.01	23.00 LT	97.85	4.49	0.50%	LOW POINT
S-350	51+31.01	23.81 RT	97.83	13.12	0.50%	LOW POINT



TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C12	30.00'	12.58'	24.02
C13	29.31'	6.07'	11.86
C14	50.00'	10.44'	11.96
C15	100.00'	20.96'	12.01
C16	100.00'	8.50'	4.87
C17	50.00'	4.21'	4.82
C46	29.99'	15.73'	30.05
C47	30.00'	16.17'	30.89
C49	30.10'	14.99'	28.53
C78	29.99'	17.52'	33.47

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

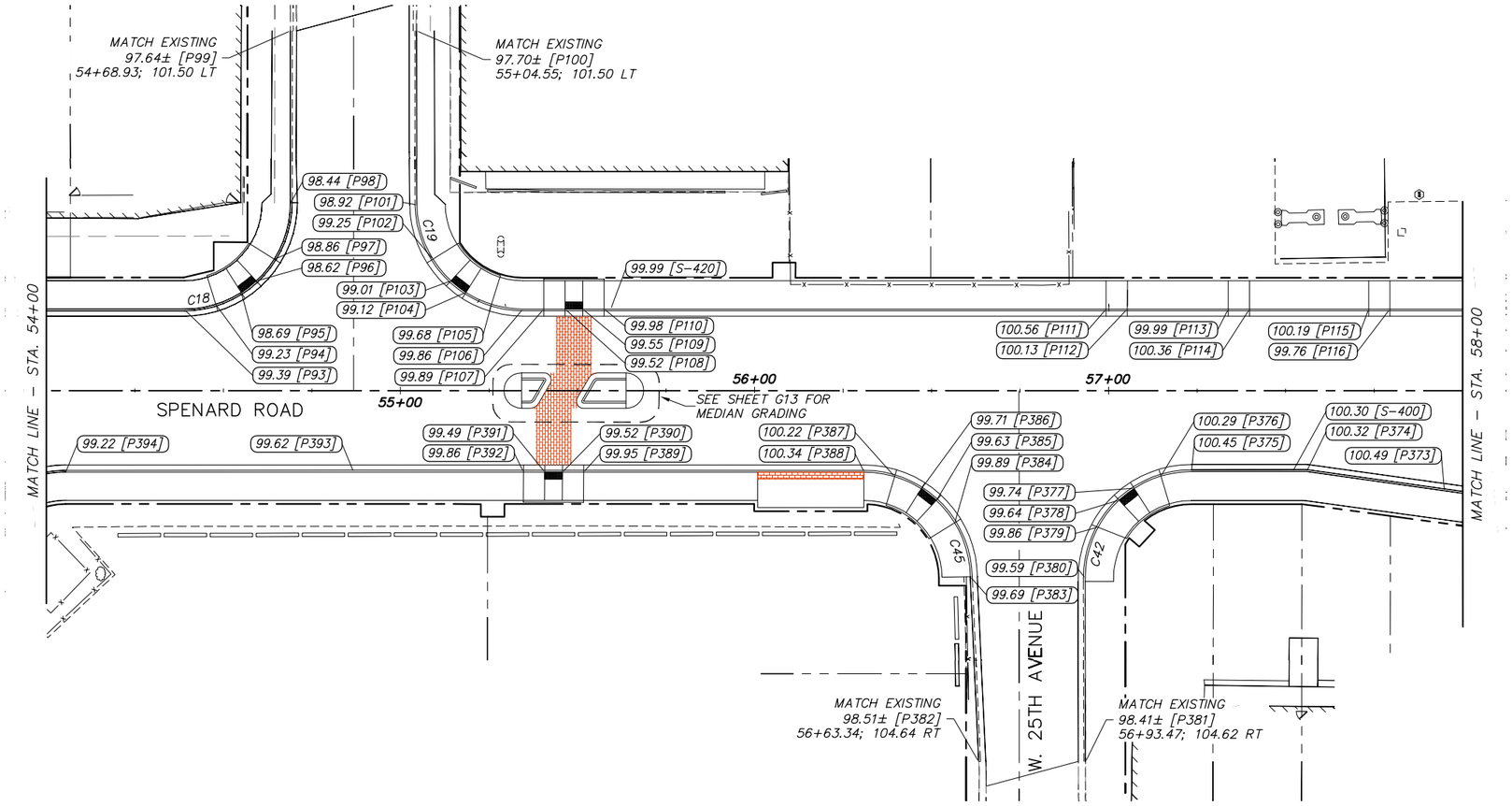
PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

STA 50+00 TO 54+00

SCALE: H: 1:20 | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G7 of G41



TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C18	29.99'	9.06'	17.31
C19	29.99'	16.17'	30.89
C42	30.00'	14.98'	28.62
C45	30.00'	16.03'	30.62

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P93	54+38.92	22.95 LT	99.39	9.06	1.50%	PC
P94	54+47.85	24.30 LT	99.23	7.99	6.75%	BEGIN PARALLEL RAMP
P95	54+55.07	27.66 LT	98.69	5.37	1.50%	PED RAMP LANDING
P96	54+59.31	30.93 LT	98.62	7.99	3.00%	PED RAMP LANDING
P97	54+64.39	37.06 LT	98.86	16.78	1.50%	END PARALLEL RAMP
P98	54+68.94	52.96 LT	98.44	48.55	2.00%	S-415 – LOW POINT/PT
P99	54+68.93	101.50 LT	97.66			MATCH EXISTING
P100	55+04.55	101.50 LT	97.94	49.10	2.50%	MATCH EXISTING
P101	55+04.60	52.40 LT	98.92	16.17	2.00%	PC
P102	55+09.17	37.09 LT	99.25	7.99	3.00%	BEGIN PARALLEL RAMP
P103	55+14.25	30.96 LT	99.01	5.36	2.00%	PED RAMP LANDING
P104	55+18.49	27.69 LT	99.12	7.99	7.00%	PED RAMP LANDING
P105	55+25.72	24.35 LT	99.68	9.01	2.00%	END PARALLEL RAMP
P106	55+34.60	23.00 LT	99.86	5.90	0.50%	PT
P107	55+40.50	23.00 LT	99.89	6.00	6.00%	BEGIN PARALLEL RAMP
P108	55+46.50	23.00 LT	99.52	5.00	0.50%	PED RAMP LANDING
P109	55+51.50	23.00 LT	99.55	6.00	7.00%	PED RAMP LANDING

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P110	55+57.50	23.00 LT	99.98	1.87	1.00%	END PARALLEL RAMP
P111	56+99.29	23.01 LT	100.56	6.00	7.00%	BEGIN CURB CUT
P112	57+05.29	23.01 LT	100.13	28.50	0.50%	TYPE 4 CURB
P113	57+33.79	23.01 LT	99.99	6.00	6.00%	TYPE 4 CURB
P114	57+39.79	23.01 LT	100.36	33.63	0.50%	END CURB CUT
P115	57+73.42	23.01 LT	100.19	6.00	7.00%	BEGIN CURB CUT
P116	57+79.42	23.00 LT	99.76	24.00	0.50%	TYPE 4 CURB
P373	57+94.81	28.27 RT	100.49	39.30	0.40%	END CURB CUT
P374	57+55.88	22.85 RT	100.32	3.95	0.50%	PC
P375	57+23.37	22.85 RT	100.45	8.74	1.75%	PC
P376	57+14.75	24.12 RT	100.29	8.32	6.75%	BEGIN PARALLEL RAMP
P377	57+07.21	27.58 RT	99.74	5.38	1.75%	PED RAMP LANDING
P378	57+02.95	30.87 RT	99.64	9.74	2.25%	PED RAMP LANDING
P379	56+97.01	38.54 RT	99.86	14.98	1.75%	END PARALLEL RAMP
P380	56+93.37	52.91 RT	99.59	51.71	2.25%	EXISTING CB – PT
P381	56+93.47	104.62 RT	98.41			MATCH EXISTING
P382	56+63.34	104.64 RT	98.70	52.18	2.25%	MATCH EXISTING

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P383	56+60.95	52.51 RT	99.69	16.03	1.25%	PC
P384	56+56.52	37.30 RT	99.89	8.21	3.00%	BEGIN PARALLEL RAMP
P385	56+51.33	30.98 RT	99.63	5.38	1.30%	PED RAMP LANDING
P386	56+47.08	27.70 RT	99.71	8.28	6.00%	PED RAMP LANDING
P387	56+39.57	24.26 RT	100.22	8.75	1.50%	END PARALLEL RAMP
P388	56+30.95	22.99 RT	100.34	79.22	0.50%	PT
P389	55+51.73	23.00 RT	99.95	6.00	7.00%	BEGIN PARALLEL RAMP
P390	55+45.73	23.00 RT	99.52	5.00	0.60%	PED RAMP LANDING
P391	55+40.73	23.00 RT	99.49	6.00	6.00%	PED RAMP LANDING
P392	55+34.73	23.00 RT	99.86	47.93	0.80%	END PARALLEL RAMP
P393	54+86.79	23.00 RT	99.62	81.33	0.50%	PI
P394	54+05.46	23.00 RT	99.22	9.03	0.50%	S-390 LOW POINT/PC
S-400	57+51.93	22.86 RT	100.30	28.56	0.50%	LOW POINT
S-420	55+59.37	23.00 LT	99.99	139.92	0.40%	CATCH BASIN

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

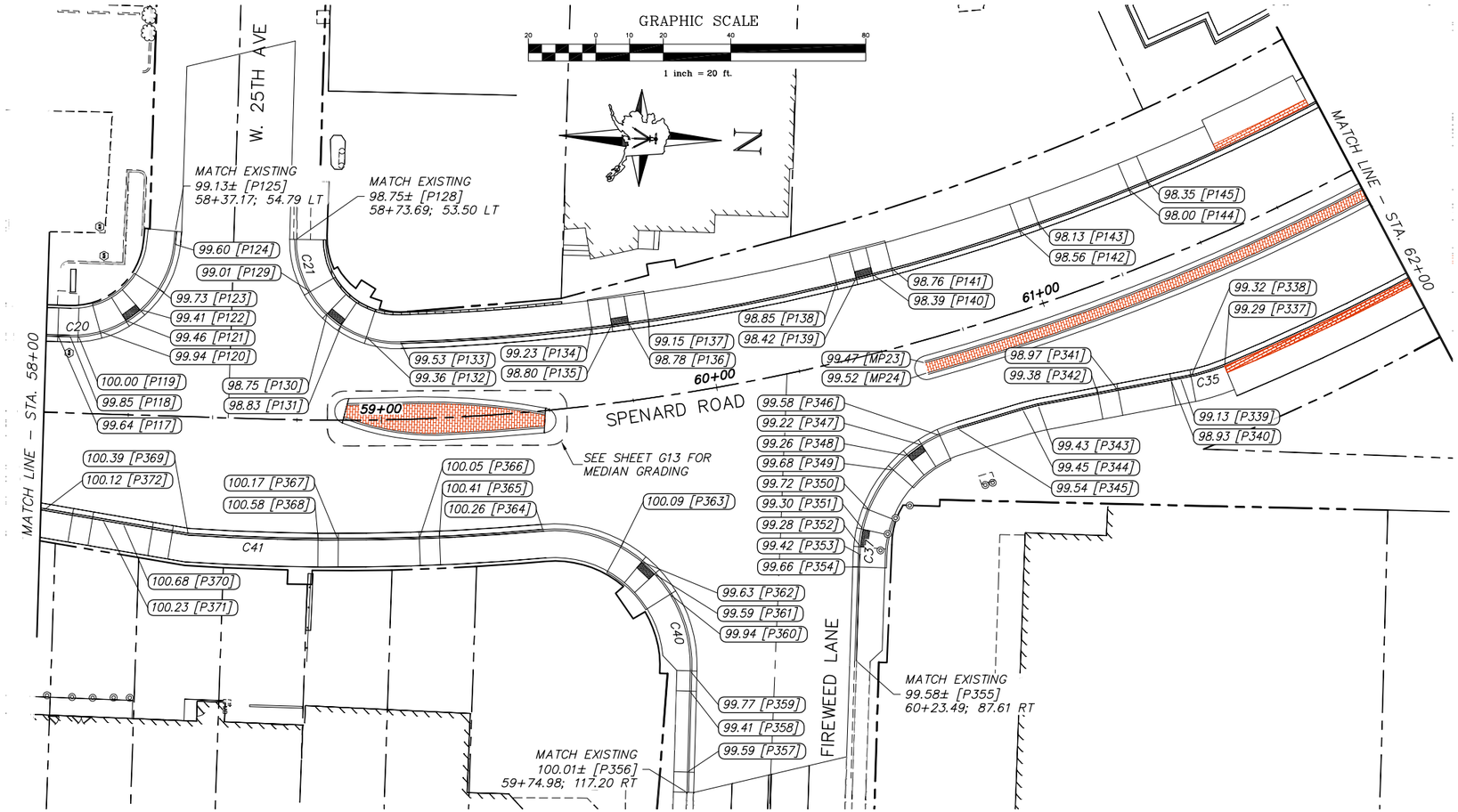
PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

STA 54+00 TO 58+00

SCALE: H: 1:20 | DATE: 8-31-2016 | GRIDS: SW529,1629 | ACCT. NO. 05-037G | SHEET G8 of G41



CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P145	61+42.42	22.99 LT	98.35	178.86	0.50%	END CURB CUT
P337	61+42.44	36.51 RT	99.29	10.46	0.30%	PT/PC
P338	61+32.59	35.61 RT	99.32	3.13	6.50%	BEGIN CURB CUT
P339	61+29.67	35.02 RT	99.13	2.87	6.50%	PT
P340	61+27.00	34.49 RT	98.93	16.00	0.30%	TYPE 4 CURB
P341	61+12.01	31.73 RT	98.97	6.00	6.75%	TYPE 4 CURB
P342	61+06.36	30.79 RT	99.38	18.12	0.30%	END CURB CUT
P343	60+89.20	28.27 RT	99.43	4.71	0.50%	PC
P344	60+84.70	28.01 RT	99.45	20.00	0.50%	PT
P345	60+65.53	28.01 RT	99.54	5.75	0.75%	PC
P346	60+60.04	28.45 RT	99.58	6.00	6.00%	BEGIN PARALLEL RAMP
P347	60+54.46	29.83 RT	99.22	5.27	0.75%	PED RAMP LANDING
P348	60+49.80	31.78 RT	99.26	6.02	7.00%	PED RAMP LANDING
P349	60+44.86	34.82 RT	99.68	13.89	0.30%	END PARALLEL RAMP
P350	60+35.69	44.63 RT	99.72	6.02	7.00%	BEGIN PARALLEL RAMP
P351	60+32.88	49.84 RT	99.30	5.27	0.40%	PED RAMP LANDING
P352	60+31.08	54.73 RT	99.28	2.26	6.67%	PED RAMP LANDING
P353	60+30.50	56.90 RT	99.42	3.72	6.67%	PT
P354	60+29.65	60.50 RT	99.66	27.97	0.30%	END PARALLEL RAMP
P355	60+23.49	87.61 RT	99.58			MATCH EXISTING – S-470
P356	59+74.98	117.20 RT	100.01	6.00	7.00%	MATCH EXISTING – BEGIN CURB C
P357	59+75.81	111.28 RT	99.59	24.01	0.75%	TYPE 4 CURB
P358	59+79.28	87.60 RT	99.41	6.00	6.00%	TYPE 4 CURB
P359	59+80.19	81.69 RT	99.77	23.81	0.75%	S-460 – END CURB CUT – PC
P360	59+77.71	58.40 RT	99.94	7.58	4.75%	BEGIN PARALLEL RAMP
P361	59+74.28	51.80 RT	99.59	5.23	0.75%	PED RAMP LANDING
P362	59+71.23	47.74 RT	99.63	7.59	6.00%	PED RAMP LANDING
P364	59+44.96	35.52 RT	100.26	30.84	0.50%	PT/PC
P365	59+15.73	35.52 RT	100.41	6.00	6.00%	BEGIN CURB CUT
P366	59+10.05	35.52 RT	100.05	23.99	0.50%	TYPE 4 CURB
P367	58+87.31	35.52 RT	100.17	6.00	6.75%	TYPE 4 CURB
P368	58+81.63	35.52 RT	100.58	38.47	0.50%	END CURB CUT
P369	58+43.94	35.11 RT	100.39	19.60	1.50%	PT/PC
P370	58+24.52	32.41 RT	100.68	6.00	7.50%	BEGIN CURB CUT
P371	58+18.58	31.58 RT	100.23	18.00	0.60%	TYPE 4 CURB
P372	58+00.75	29.10 RT	100.12	6.00	6.00%	TYPE 4 CURB

TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C20	31.50'	2.45'	4.45
C21	30.01'	16.21'	30.96
C22	620.00'	178.86'	16.53
C35	60.00'	3.13'	2.99
C37	40.01'	2.26'	3.23
C40	39.99'	23.81'	34.11
C41	678.46'	38.47'	3.25
C48	678.74'	81.35'	6.87
MC7	649.50'	143.88'	12.69
MC8	652.50'	144.57'	12.69

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
MP23	60+61.53	6.51 RT	98.87	143.88	0.50%	MEDIAN TBC
MP24	60+61.50	9.51 RT	98.92	144.57	0.50%	MEDIAN TBC
P117	58+03.42	23.00 LT	99.64	3.56	6.00%	TYPE 4 CURB
P118	58+06.98	23.00 LT	99.85	2.45	6.00%	PC
P119	58+09.42	23.10 LT	100.00	6.63	1.00%	END CURB CUT
P120	58+15.91	24.36 LT	99.94	8.28	5.67%	BEGIN PARALLEL RAMP
P121	58+23.39	27.89 LT	99.46	5.36	1.00%	PED RAMP LANDING
P122	58+27.59	31.20 LT	99.41	8.29	4.00%	PED RAMP LANDING
P123	58+32.76	37.65 LT	99.73	14.13	1.00%	END PARALLEL RAMP
P124	58+36.92	51.02 LT	99.60	3.78	2.50%	PT
P125	58+37.17	54.79 LT	99.13			MATCH EXISTING – S-440
P128	58+73.69	53.50 LT	98.75	16.21	1.60%	MATCH EXISTING – PC
P129	58+78.37	38.08 LT	99.01	8.28	3.00%	BEGIN PARALLEL RAMP
P130	58+83.83	31.63 LT	98.75	5.36	1.50%	PED RAMP LANDING

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P131	58+88.22	28.29 LT	98.83	8.29	6.25%	PED RAMP LANDING
P132	58+95.94	24.63 LT	99.36	10.25	1.75%	END PARALLEL RAMP
P134	59+65.28	22.98 LT	99.23	6.00	7.50%	BEGIN PARALLEL RAMP
P135	59+71.50	22.98 LT	98.80	5.02	0.50%	PED RAMP LANDING
P136	59+76.70	22.98 LT	98.78	6.00	6.00%	PED RAMP LANDING
P137	59+82.93	22.98 LT	99.15	56.78	0.50%	END PARALLEL RAMP
P138	60+41.81	22.98 LT	98.85	6.00	7.00%	BEGIN PARALLEL RAMP
P139	60+48.03	22.98 LT	98.42	5.00	0.75%	PED RAMP LANDING
P140	60+53.22	22.98 LT	98.39	6.00	6.00%	PED RAMP LANDING
P141	60+59.44	22.99 LT	98.76	39.40	0.50%	END PARALLEL RAMP
P142	61+00.30	22.99 LT	98.56	6.00	7.00%	BEGIN CURB CUT
P143	61+06.53	22.99 LT	98.13	28.61	0.50%	TYPE 4 CURB
P144	61+36.20	22.99 LT	98.00	6.00	6.00%	TYPE 4 CURB

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide 800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

REV	DATE	DESCRIPTION	BY

REVISIONS

LOUNSBURY & ASSOCIATES
Surveyors * Engineers * Planners
5300 A STREET ANCHORAGE, ALASKA 99518
(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

STA 58+00 TO 62+00

SCALE: H: 1:20

DATE: 8-31-2016

GRIDS: SW1529,1629

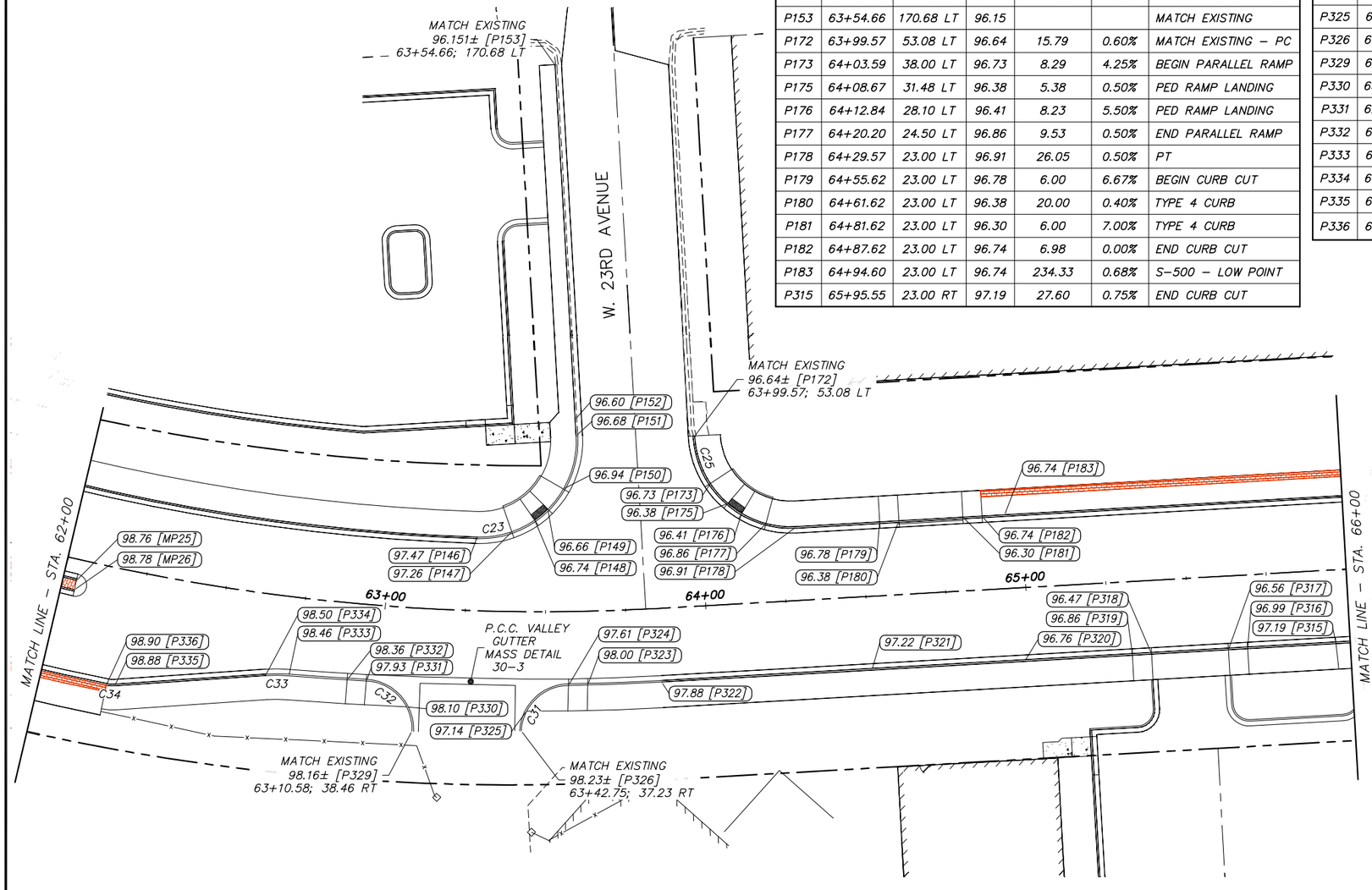
ACCT. NO. 05-037G

SHEET G9 of G41

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.



CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
MP25	62+03.96	6.51 RT	98.16			MEDIAN TBC
MP26	62+03.96	9.51 RT	98.18			MEDIAN TBC
P146	63+27.91	23.00 LT	97.47	11.04	2.00%	PT/PC
P147	63+39.14	24.91 LT	97.26	7.99	6.25%	BEGIN PARALLEL RAMP
P148	63+46.52	28.58 LT	96.74	5.37	1.75%	PED RAMP LANDING
P149	63+50.85	31.99 LT	96.66	7.99	3.50%	PED RAMP LANDING
P150	63+56.04	38.26 LT	96.94	17.31	1.50%	END PARALLEL RAMP
P151	63+60.60	54.80 LT	96.68	5.16	2.00%	PT
P152	63+60.38	59.95 LT	96.60	110.82	0.50%	S–580 – EXISTING CB
P153	63+54.66	170.68 LT	96.15			MATCH EXISTING
P172	63+99.57	53.08 LT	96.64	15.79	0.60%	MATCH EXISTING – PC
P173	64+03.59	38.00 LT	96.73	8.29	4.25%	BEGIN PARALLEL RAMP
P175	64+08.67	31.48 LT	96.38	5.38	0.50%	PED RAMP LANDING
P176	64+12.84	28.10 LT	96.41	8.23	5.50%	PED RAMP LANDING
P177	64+20.20	24.50 LT	96.86	9.53	0.50%	END PARALLEL RAMP
P178	64+29.57	23.00 LT	96.91	26.05	0.50%	PT
P179	64+55.62	23.00 LT	96.78	6.00	6.67%	BEGIN CURB CUT
P180	64+61.62	23.00 LT	96.38	20.00	0.40%	TYPE 4 CURB
P181	64+81.62	23.00 LT	96.30	6.00	7.00%	TYPE 4 CURB
P182	64+87.62	23.00 LT	96.74	6.98	0.00%	END CURB CUT
P183	64+94.60	23.00 LT	96.74	234.33	0.68%	S–500 – LOW POINT
P315	65+95.55	23.00 RT	97.19	27.60	0.75%	END CURB CUT

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P316	65+67.96	23.00 RT	96.99	6.00	7.00%	BEGIN CURB CUT
P317	65+61.96	23.00 RT	96.56	24.00	0.40%	TYPE 4 CURB
P318	65+37.96	23.00 RT	96.47	6.00	6.50%	TYPE 4 CURB
P319	65+31.96	23.00 RT	96.86	33.68	0.30%	END CURB CUT
P320	64+98.27	23.00 RT	96.76	47.71	1.00%	S–510 – LOW POINT
P321	64+50.56	23.00 RT	97.22	65.62	1.00%	Cylindrical Junction Structure NF
P322	63+84.94	23.00 RT	97.88	23.11	0.50%	PC
P323	63+62.63	23.00 RT	98.00	6.00	6.43%	BEGIN UNIDIRECTIONAL RAMP – PT
P324	63+56.83	23.00 RT	97.61	16.06	0.70%	PED RAMP LANDING – PC
P325	63+44.31	31.00 RT	97.14	6.49	1.50%	END UNIDIRECTIONAL PED RAMP
P326	63+42.75	37.23 RT	98.23			MATCH EXISTING – PT
P329	63+10.58	38.46 RT	98.16	7.90	0.75%	MATCH EXISTING – PC
P330	63+08.57	30.93 RT	98.10	15.60	1.00%	BEGIN UNIDIRECTIONAL PED RAMP
P331	62+96.03	23.77 RT	97.93	6.06	7.00%	PED RAMP LANDING – PT
P332	62+90.19	23.95 RT	98.36	18.15	0.55%	END UNIDIRECTIONAL PED RAMP
P333	62+72.71	24.57 RT	98.46	7.35	0.50%	PC
P334	62+65.69	25.43 RT	98.50	47.07	0.80%	PT
P335	62+21.94	36.16 RT	98.88	2.70	0.75%	PC
P336	62+19.42	36.51 RT	98.90	81.35	0.60%	PT/PC

TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C22	620.00'	178.86'	16.53
C23	29.99'	11.04'	21.10
C25	29.97'	15.79'	30.18
C31	15.04'	6.49'	24.72
C32	15.00'	15.60'	59.59
C33	50.00'	7.35'	8.42
C34	10.00'	2.70'	15.46

BEFORE YOU DIG
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CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

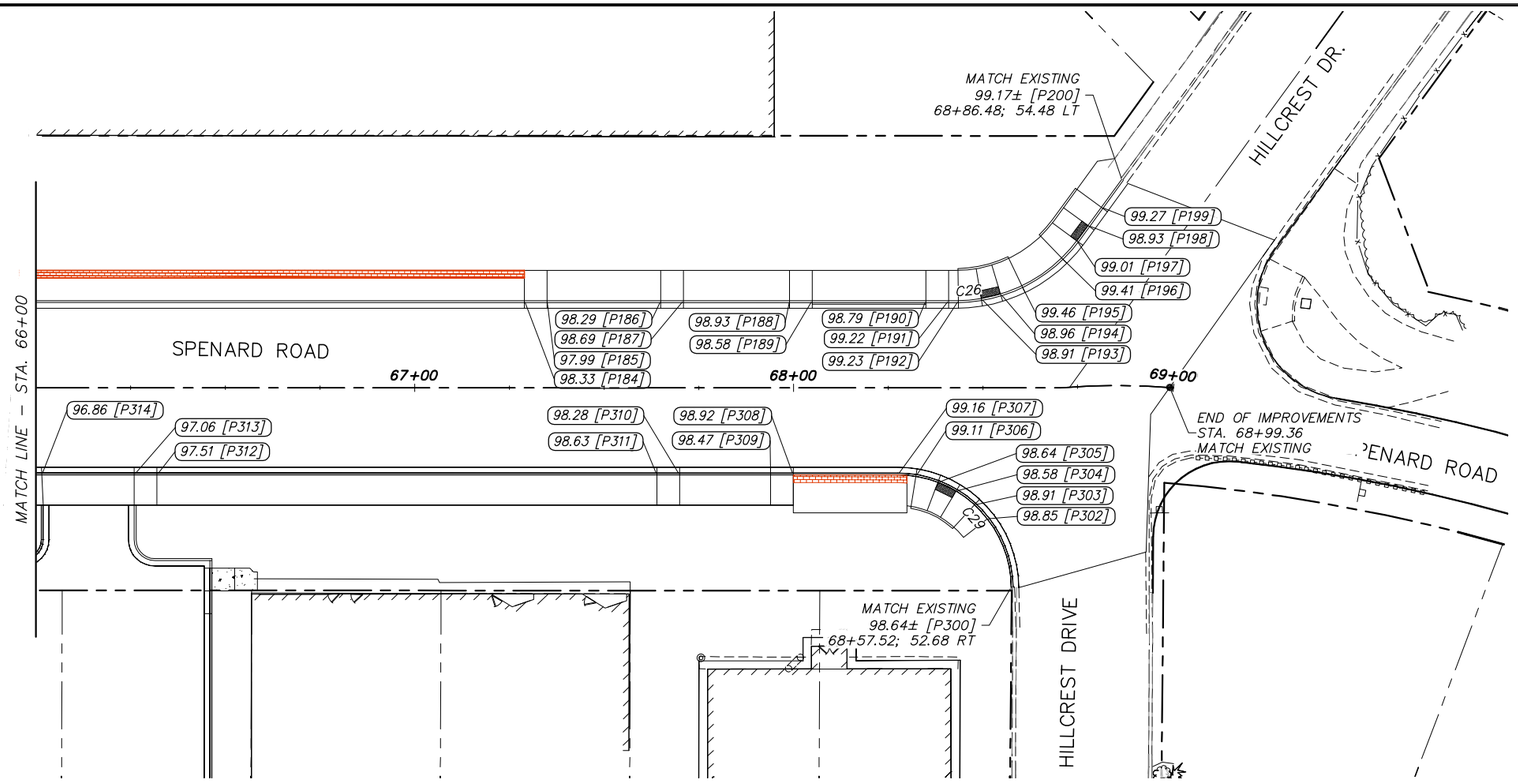
GRADING & PAVING PLANS

STA 62+00 TO 66+00

SCALE: H: 1:20

DATE: 8–31–2016 GRIDS: SW1529,1629

ACCT. NO. 05–037G



GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

N

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P184	67+28.94	23.00 LT	98.33	6.00	5.67%	BEGIN CURB CUT
P185	67+34.94	23.00 LT	97.99	30.00	1.00%	TYPE 4 CURB
P186	67+64.94	23.00 LT	98.29	6.00	6.67%	TYPE 4 CURB
P187	67+70.94	23.00 LT	98.69	28.02	0.90%	END CURB CUT
P188	67+98.95	23.00 LT	98.93	6.00	6.00%	BEGIN CURB CUT
P189	68+04.95	23.00 LT	98.58	30.00	0.75%	TYPE 4 CURB
P190	68+34.95	23.00 LT	98.79	6.00	7.00%	TYPE 4 CURB
P191	68+40.95	23.00 LT	99.22	2.58	0.50%	END CURB CUT
P192	68+43.54	23.00 LT	99.23	6.02	5.25%	BEGIN PARALLEL RAMP
P193	68+49.53	23.55 LT	98.91	5.27	1.00%	PED RAMP LANDING
P194	68+54.66	24.76 LT	98.96	6.02	7.50%	PED RAMP LANDING
P195	68+60.26	26.95 LT	99.46	12.88	0.40%	END PARALLEL RAMP
P196	68+73.12	34.18 LT	99.41	6.03	7.50%	BEGIN PARALLEL RAMP
P197	68+76.68	38.45 LT	99.01	5.00	1.50%	PED RAMP LANDING – PT
P198	68+79.24	42.36 LT	98.93	6.00	5.50%	PED RAMP LANDING
P199	68+82.19	47.11 LT	99.27	9.18	1.00%	END PARALLEL RAMP
P200	68+86.48	54.48 LT	99.17			MATCH EXISTING
P300	68+57.52	52.68 RT	98.64	19.54	1.25%	MATCH EXISTING – PC

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P302	68+51.18	34.56 RT	98.85	5.02	1.00%	BEGIN SIDEWALK
P303	68+47.77	30.87 RT	98.91	6.04	5.50%	BEGIN PARALLEL RAMP
P304	68+42.94	27.27 RT	98.58	5.36	1.25%	PED RAMP LANDING
P305	68+38.12	24.94 RT	98.64	6.04	7.50%	PED RAMP LANDING
P306	68+32.29	23.38 RT	99.11	4.79	1.25%	END PARALLEL RAMP
P307	68+27.52	23.00 RT	99.16	27.59	0.90%	PT
P308	67+99.93	23.00 RT	98.92	6.00	7.50%	BEGIN CURB CUT
P309	67+93.93	23.00 RT	98.47	24.00	0.80%	TYPE 4 CURB
P310	67+69.93	23.00 RT	98.28	6.00	5.75%	TYPE 4 CURB
P311	67+63.93	23.00 RT	98.63	131.97	0.85%	END CURB CUT
P312	66+31.96	23.00 RT	97.51	6.00	7.50%	BEGIN CURB CUT
P313	66+25.96	23.00 RT	97.06	24.40	0.80%	TYPE 4 CURB
P314	66+01.56	23.00 RT	96.86	6.01	5.50%	TYPE 4 CURB

TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C26	42.06'	6.02'	8.20
C29	29.99'	5.02'	9.60

BEFORE YOU DIG
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REV	DATE	DESCRIPTION	BY

REVISIONS

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Surveyors • Engineers • Planners
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(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

STA 66+00 TO 69+00

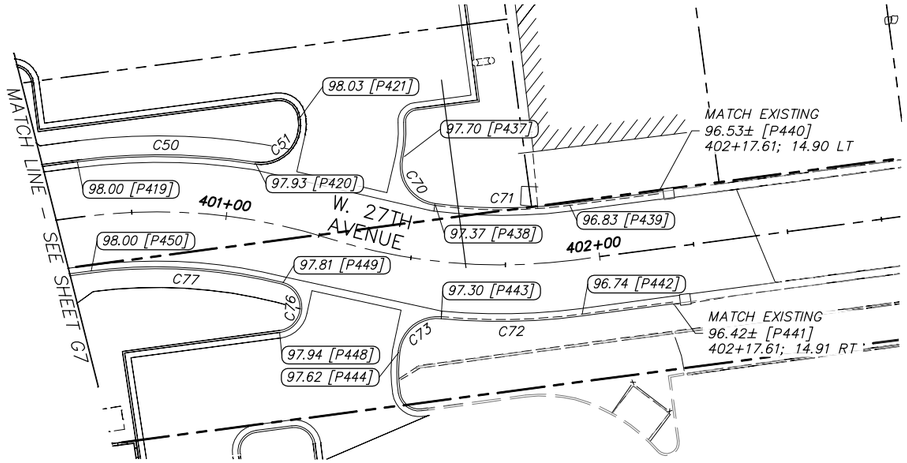
SCALE: H: 1:20

DATE: 8-31-2016

GRIDS: SW529,1629

ACCT. NO. 05-037G

SHEET G11 of G41



GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
P419	400+62.36	15.00 LT	98.00	47.19	0.30%	PC
P420	401+05.24	15.15 LT	97.93	18.58	0.80%	PT/PC
P421	401+13.28	28.26 LT	98.03			PT
P437	401+42.47	25.62 LT	97.70	16.59	2.00%	PT/PC
P438	401+54.44	15.10 LT	97.37	35.49	1.50%	PT/PC
P439	401+93.84	14.96 LT	96.83	23.77	1.30%	PT/PC
P440	402+17.61	14.90 LT	96.53			MATCH EXISTING
P441	402+17.61	14.91 RT	96.42	24.31	1.30%	MATCH EXISTING
P442	401+93.31	14.93 RT	96.74	37.22	1.50%	PT/PC
P443	401+59.46	14.93 RT	97.30	15.21	2.00%	PT/PC
P444	401+50.88	24.72 RT	97.62			PT/PC
P448	401+21.55	27.03 RT	97.94	17.26	0.80%	PT/PC
P449	401+18.72	15.00 RT	97.81	50.87	0.40%	PT/PC
P450	400+62.21	15.00 RT	98.00	5.65	0.35%	PT/PC

TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C50	165.02'	47.19'	16.38
C51	10.00'	18.58'	106.46
C70	10.00'	16.59'	95.08
C71	135.00'	35.49'	15.06
C72	165.00'	37.22'	12.92
C73	10.00'	15.21'	87.15
C76	6.25'	17.26'	158.23
C77	135.00'	50.87'	21.59

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REVISIONS			
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CONSULTANT

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(907)272-5451
CERTIFICATE OF AUTHORIZATION NO. AECC391

SEAL

65%

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

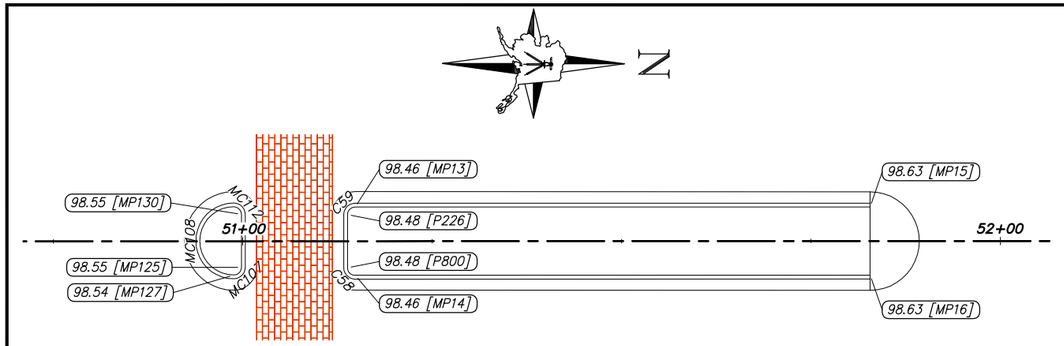
W. 27TH AVE

SCALE: H: 1:20

DATE: 8-31-2016 GRIDS: SW1529,1629

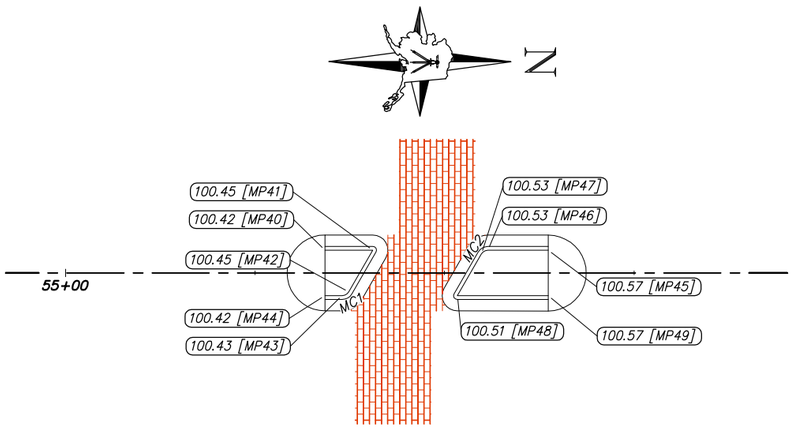
ACCT. NO. 05-037G

SHEET G12 of G41



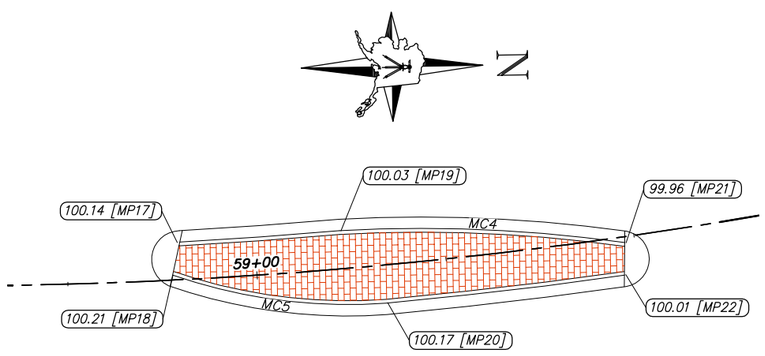
CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
MP13	51+14.83	4.51 LT	97.86	1.57	1.00%	MEDIAN TBC – PT/PC
MP14	51+14.83	4.49 RT	97.86	67.95	0.25%	PC/PT
MP15	51+82.79	4.50 LT	98.03	67.96	0.25%	MEDIAN TBC
MP16	51+82.78	4.50 RT	98.03			MEDIAN TBC
MP125	50+99.83	3.45 RT	97.95	1.56	0.50%	PT/PC
MP127	50+98.83	4.45 RT	97.94	14.14	0.00%	PT/PC
MP129	50+98.83	4.55 LT	97.94	1.57	0.50%	PT/PC
MP130	50+99.83	3.55 LT	97.95	7.00	0.00%	PT/PC
P226	51+13.83	3.51 LT	97.88	7.00	0.00%	PT/PC
P800	51+13.83	3.49 RT	97.88	1.57	1.00%	PT/PC

TBC CURVE			
ID	RADIUS	LENGTH	DELTA
C58	1.00'	1.57'	90.26
C59	1.00'	1.57'	90.00
MC107	1.02'	1.56'	87.80
MC108	4.50'	14.14'	180.00
MC112	1.00'	1.57'	90.00



CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
MP40	55+34.23	3.00 LT	99.82	6.31	0.50%	MEDIAN TBC
MP41	55+40.54	3.00 LT	99.85	6.35	0.00%	PI
MP42	55+37.36	2.50 RT	99.85	1.05	1.91%	PT/PC
MP43	55+36.50	3.00 RT	99.83	2.27	0.44%	PT/PC
MP44	55+34.23	3.00 RT	99.82			MEDIAN TBC
MP45	55+63.69	2.99 LT	99.97	7.96	0.50%	MEDIAN TBC
MP46	55+55.74	2.99 LT	99.93	1.05	0.00%	PT/PC
MP47	55+54.87	2.49 LT	99.93	6.35	0.30%	PT/PC
MP48	55+51.69	3.01 RT	99.91	12.00	0.50%	PI
MP49	55+63.69	3.01 RT	99.97			MEDIAN TBC

TBC CURVE			
ID	RADIUS	LENGTH	DELTA
MC1	1.00'	1.05'	60.00
MC2	1.00'	1.05'	60.00



CURB LAYOUT TABLE						
ID	STATION	OFFSET	ELEV.	LENGTH TO NEXT	SLOPE	DESCRIPTION
MP17	58+89.89	4.47 LT	99.54	21.26	0.50%	MEDIAN TBC
MP18	58+89.06	1.14 LT	99.61	28.39	0.25%	MEDIAN TBC
MP19	59+11.29	4.55 LT	99.43	37.71	0.25%	PT/PC
MP20	59+16.61	4.52 RT	99.57	31.63	0.50%	PT/PC
MP21	59+48.59	1.26 RT	99.36			MEDIAN TBC
MP22	59+48.02	4.52 RT	99.41			MEDIAN TBC

TBC CURVE			
ID	RADIUS	LENGTH	DELTA
MC4	192.51'	37.71'	11.22
MC5	70.11'	28.39'	23.20

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

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REV	DATE	DESCRIPTION	BY

REVISIONS

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CONSULTANT

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SEAL

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

MEDIAN GRADING

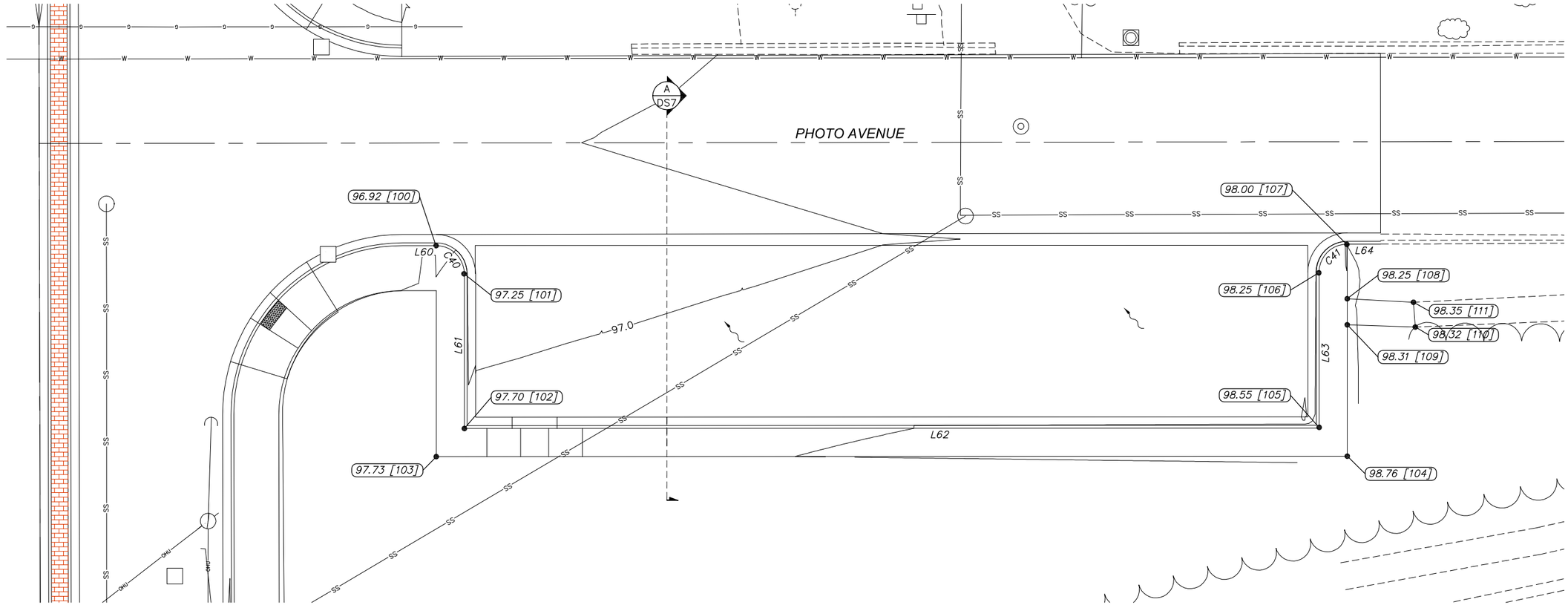
SCALE: H: 1" = 10'

DATE: 8-31-2016

GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET G13 of G41



POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
100	101156.95	105106.18	96.92'	TBC
101	101155.43	105107.70	97.25'	TBC
102	101147.05	105107.71	97.70'	TBC
103	101145.52	105106.19	97.73'	SIDEWALK
104	101145.55	105155.57	98.76'	SIDEWALK
105	101147.11	105154.04	98.55'	TBC
106	101155.48	105154.03	98.25'	TBC
107	101157.02	105155.54	98.00'	TBC
108	101154.08	105155.56	98.25'	SIDEWALK
109	101152.67	105155.56	98.31'	SIDEWALK
110	101152.55	105159.25	98.32'	MATCH
111	101153.89	105159.15	98.35'	MATCH

LINE TABLE		
LINE	LENGTH	BEARING
L60	5.94'	N89° 57' 20.0"W
L61	27.50'	N00° 02' 05.8"W
L62	152.00'	S89° 58' 17.9"W
L63	27.69'	S00° 01' 43.6"E
L64	5.95'	N90° 00' 00.0"W

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C40	7.91'	5.00'	90.63
C41	7.86'	5.00'	90.03

NOTES:

1. ALL PROPOSED CURB AND GUTTER IS TYPE 3.
2. SEE SHEET L8 FOR PLAZA IMPROVEMENTS.
3. SEE SHEET ST10 FOR PHOTO AVENUE IMPROVEMENTS.

GRAPHIC SCALE (Feet)

10 0 5 10 20 40

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
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REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE D — PM&E PROJECT NO. 03-22B

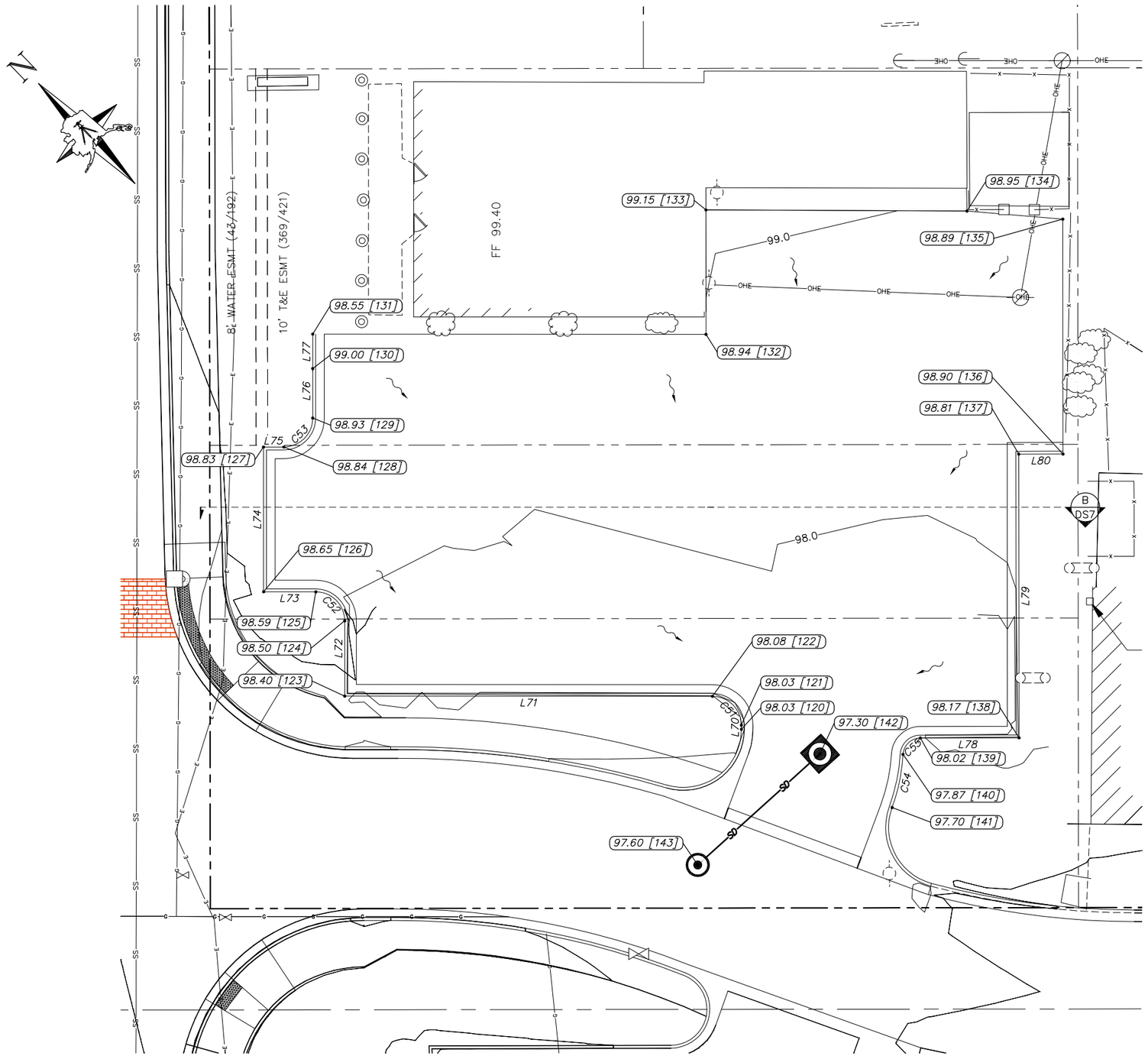
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

PHOTO AVE PARKING LOT GRADING

SCALE: H: 1" = 10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G14 of G41

65% 8-31-2016



POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
120	101380.61	105121.42	98.03'	TBC
121	101380.83	105121.42	98.03'	TBC
122	101382.35	105119.89	98.08'	TBC
123	101382.36	105100.53	98.40'	TBC
124	101386.32	105100.53	98.50'	TBC
125	101387.85	105099.01	98.59'	TBC
126	101387.85	105096.26	98.65'	TBC
127	101395.47	105096.26	98.83'	TBC
128	101395.47	105097.32	98.84'	TBC
129	101396.99	105098.85	98.93'	TBC
130	101399.60	105098.85	99.00'	TBC
131	101401.41	105098.85	98.55'	TBC
132	101401.40	105119.56	98.94'	EOP
133	101407.95	105119.56	99.15'	EOP
134	101407.89	105133.30	98.95'	EOP
135	101407.46	105138.35	98.89'	EOP
136	101395.10	105138.36	98.90'	TBC
137	101395.09	105136.03	98.81'	TBC
138	101380.16	105136.04	98.17'	TBC
139	101380.15	105130.84	98.02'	TBC
140	101379.29	105129.93	97.87'	TBC
141	101376.49	105129.35	97.70'	TBC
142	101379.32	105125.56	97.30'	CBMH
143	101373.47	105119.12	97.60'	MH

LINE TABLE		
LINE	LENGTH	BEARING
L70	0.72'	N00° 09' 46.4"W
L71	63.51'	N89° 57' 47.0"W
L72	13.01'	N00° 01' 13.9"W
L73	9.02'	N89° 57' 47.0"W
L74	25.00'	N00° 00' 48.5"W
L75	3.49'	S89° 57' 47.0"E
L76	8.49'	N00° 01' 13.9"W
L77	6.00'	N00° 01' 13.9"W
L78	17.06'	N89° 56' 13.0"E
L79	49.00'	N00° 03' 47.0"W
L80	7.65'	N89° 56' 13.0"E

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C51	7.84'	5.00'	89.80
C52	7.85'	5.00'	89.94
C53	7.86'	5.00'	90.06
C54	9.40'	32.00'	16.84
C55	4.54'	3.00'	86.70

NOTES:

1. ALL PROPOSED CURB AND GUTTER IS TYPE 3.
2. SEE SHEET ST12 FOR 27TH AVENUE IMPROVEMENTS.

GRAPHIC SCALE (Feet)

10 0 5 10 20 40

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REV	DATE	DESCRIPTION	BY

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SCHEDULE D — PM&E PROJECT NO. 03-22B

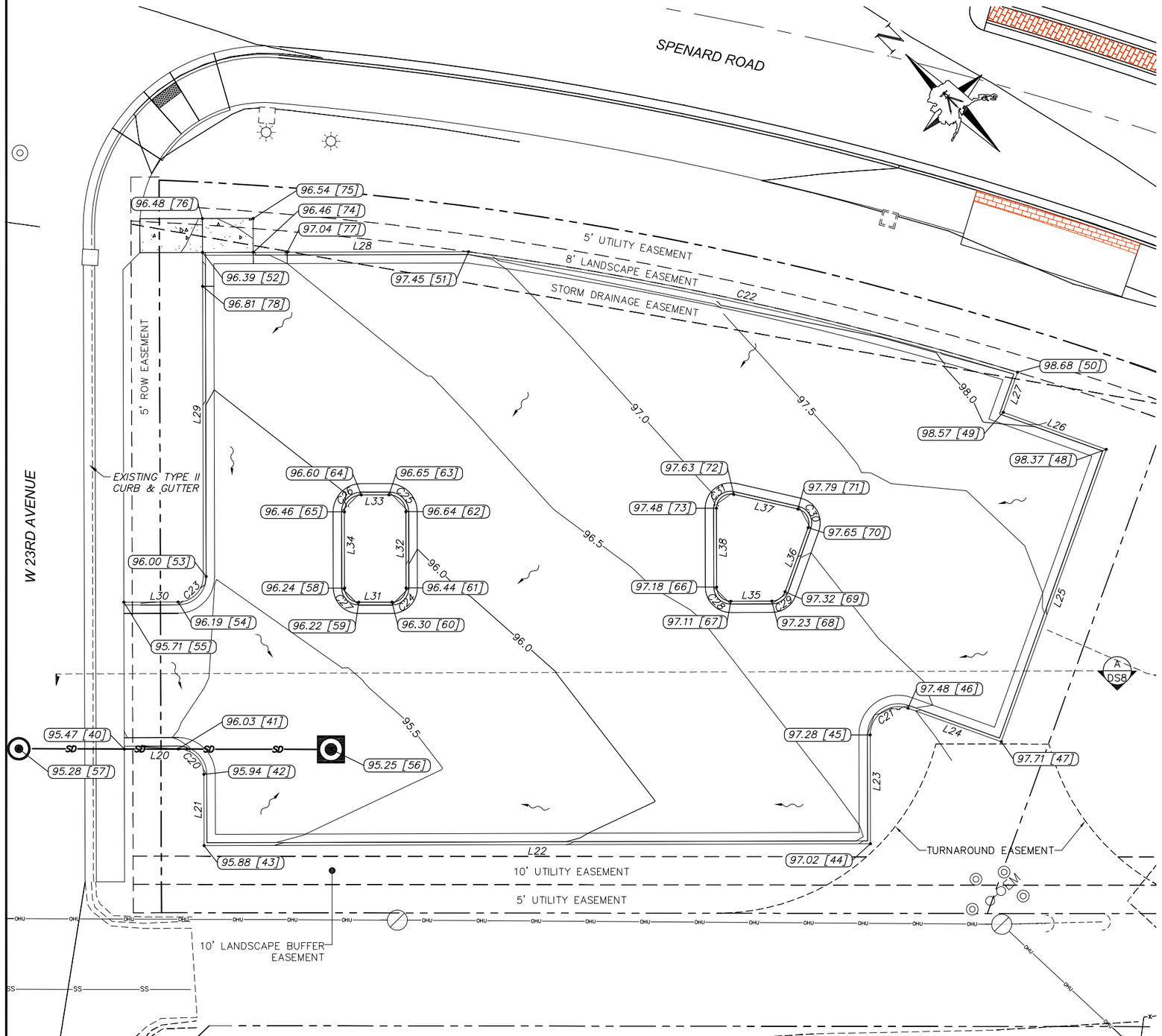
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

27TH AVE. PARKING LOT GRADING

SCALE: H: 1" = 10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G15 of G41

65% 8-31-2016



POINT TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
40	101721.78	104998.52	95.47'	EOS
41	101719.76	105000.63	96.03'	TBC
42	101717.82	105000.67	95.94'	TBC
43	101715.04	104998.00	95.88'	TBC
44	101690.13	105023.94	97.02'	TBC
45	101694.36	105028.01	97.28'	TBC
46	101693.98	105030.48	97.48'	TBC
47	101689.18	105032.84	97.71'	TBC
48	101696.60	105047.88	98.37'	TBC
49	101701.90	105045.27	98.57'	TBC
50	101702.91	105047.33	98.68'	TBC
51	101728.18	105030.53	97.45'	TBC
52	101738.12	105020.17	96.39'	TBC
53	101725.40	105008.17	96.00'	TBC
54	101725.47	105006.12	96.19'	TBC
55	101727.50	105004.01	95.71'	TBC
56	101714.02	105006.54	95.25'	CBMH
57	101725.75	104994.44	95.28'	MH
58	101719.77	105013.11	96.24'	TBC
59	101718.69	105013.13	96.22'	TBC
60	101717.44	105014.42	96.30'	TBC
61	101717.47	105015.50	96.44'	TBC
62	101720.43	105018.35	96.64'	TBC
63	101721.73	105018.32	96.65'	TBC
64	101722.76	105017.25	96.60'	TBC
65	101722.73	105015.96	96.46'	TBC
66	101705.85	105027.59	97.18'	TBC
67	101704.78	105027.61	97.11'	TBC
68	101703.24	105029.21	97.23'	TBC
69	101703.11	105030.07	97.32'	TBC
70	101704.73	105033.37	97.65'	TBC
71	101705.83	105033.67	97.79'	TBC
72	101708.81	105031.73	97.63'	TBC
73	101708.93	105030.54	97.48'	TBC
74	101736.22	105022.15	96.46'	RMP
75	101737.54	105023.42	96.54'	RMP
76	101739.44	105021.44	96.48'	RMP
77	101734.96	105023.47	97.04'	TBC
78	101736.80	105018.91	96.81'	TBC

LINE TABLE

LINE	LENGTH	BEARING
L20	6.60'	S46° 09' 14.4"E
L21	12.62'	S43° 50' 45.6"W
L22	118.00'	S46° 09' 14.4"E
L23	19.28'	N43° 50' 45.6"E
L24	17.55'	S26° 14' 13.5"E
L25	55.00'	N63° 45' 46.5"E
L26	19.39'	N26° 14' 13.5"W
L27	7.54'	N63° 45' 46.5"E
L28	47.11'	N46° 09' 14.4"W
L29	57.38'	S43° 50' 45.6"W
L30	6.60'	N46° 09' 14.4"W
L31	5.89'	S46° 09' 14.4"E
L32	13.50'	N43° 50' 45.6"E
L33	4.89'	N46° 09' 14.4"W
L34	13.50'	S43° 50' 45.6"W
L35	7.26'	S46° 09' 14.4"E
L36	12.06'	N63° 45' 46.5"E
L37	11.67'	N33° 06' 53.7"W
L38	13.97'	S43° 50' 45.6"W

CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA
C20	7.08'	4.48'	90.54
C21	9.59'	5.00'	109.92
C22	99.64'	637.62'	8.95
C23	7.07'	4.50'	90.00
C24	3.93'	2.50'	90.00
C25	4.71'	3.00'	90.00
C26	4.71'	3.00'	90.00
C27	3.94'	2.46'	91.88
C28	3.93'	2.50'	90.00
C29	3.06'	2.50'	70.08
C30	4.23'	2.50'	96.88
C31	4.50'	2.50'	103.04

NOTES:

1. ALL PROPOSED CURB AND GUTTER IS TYPE 3.
2. SEE SHEET ST14 FOR W 23RD AVENUE IMPROVEMENTS.

GRAPHIC SCALE (Feet)

10 0 5 10 20 40

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
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REV	DATE	DESCRIPTION	BY

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SCHEDULE D — PM&E PROJECT NO. 03-22B

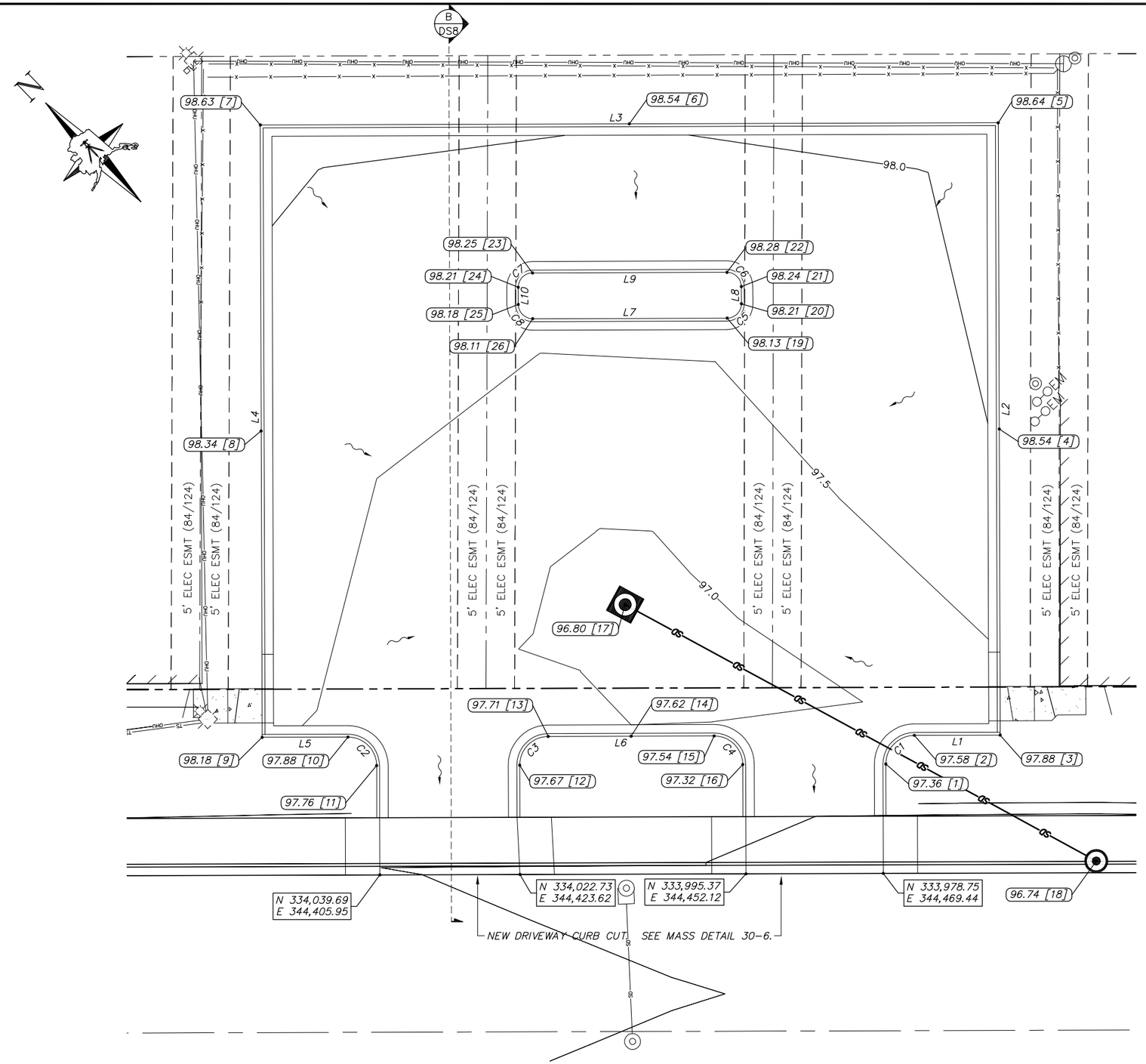
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

BAKERY PARKING LOT GRADING

SCALE: H: 1" = 10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G16 of G41

65% 8-31-2016



GRAPHIC SCALE (Feet)

10 0 5 10 20 40

POINT TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	101801.02	104998.64	97.36'	TBC/END
2	101801.06	105000.79	97.58'	TBC
3	101797.90	105004.09	97.88'	TBC
4	101809.66	105015.38	98.54'	TBC
5	101821.43	105026.67	98.64'	TBC
6	101835.04	105012.49	98.54'	TBC
7	101848.66	104998.31	98.63'	TBC
8	101836.90	104987.01	98.34'	TBC
9	101825.13	104975.72	98.18'	TBC
10	101821.96	104979.02	97.88'	TBC
11	101819.81	104979.07	97.76'	TBC/END
12	101814.53	104984.56	97.67'	TBC/END
13	101814.57	104986.72	97.71'	TBC
14	101811.51	104989.91	97.62'	TBC
15	101808.45	104993.09	97.54'	TBC
16	101806.30	104993.14	97.32'	TBC/END
17	101816.78	104994.54	96.80'	CBMH
18	101789.52	105003.11	96.74'	MH
19	101823.98	105009.05	98.13'	TBC
20	101824.00	105010.13	98.21'	TBC
21	101824.66	105010.76	98.24'	TBC
22	101825.74	105010.74	98.28'	TBC
23	101832.91	105003.26	98.25'	TBC
24	101832.89	105002.19	98.21'	TBC
25	101832.23	105001.55	98.18'	TBC
26	101831.15	105001.58	98.11'	TBC

LINE TABLE

LINE	LENGTH	BEARING
L1	15.00'	S46° 10' 21.4"E
L2	107.00'	N43° 49' 38.6"E
L3	129.00'	N46° 10' 21.4"W
L4	107.00'	S43° 49' 38.6"W
L5	15.00'	S46° 10' 21.4"E
L6	29.00'	S46° 10' 21.4"E
L7	34.00'	S46° 10' 21.4"E
L8	3.00'	N43° 49' 38.6"E
L9	34.00'	N46° 10' 21.4"W
L10	3.00'	S43° 49' 38.6"W

CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA
C1	7.85'	5.00'	90.00
C2	7.85'	5.00'	90.00
C3	7.85'	5.00'	90.00
C4	7.85'	5.00'	90.00
C5	3.93'	2.50'	90.00
C6	3.93'	2.50'	89.97
C7	3.93'	2.50'	90.00
C8	3.93'	2.50'	90.00

NOTES:

1. ALL PROPOSED CURB AND GUTTER IS TYPE 3.

BEFORE YOU DIG CALL FOR FREE UNDERGROUND LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
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REV	DATE	DESCRIPTION	BY

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SCHEDULE D — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

BUSINESS PARKING LOT GRADING

SCALE: H: 1" = 10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G17 of G41

65% 8-31-2016

NOTES

1. SEE SHEETS L2 – L11 FOR LANDSCAPE IMPROVEMENTS.
2. SEE SHEET L9 FOR PLANTER WALL DETAIL.
3. SEE SHEET L9 FOR PLANTER CURB DETAIL.

LEGEND

- PROPOSED DECORATIVE PLANTER
- PROPOSED PLANTER CURB
- PROPOSED PCC WALKWAY

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide 800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

GRAPHIC SCALE

100 0 50 100 200 400

1 inch = 100 ft.

REV	DATE	DESCRIPTION	BY

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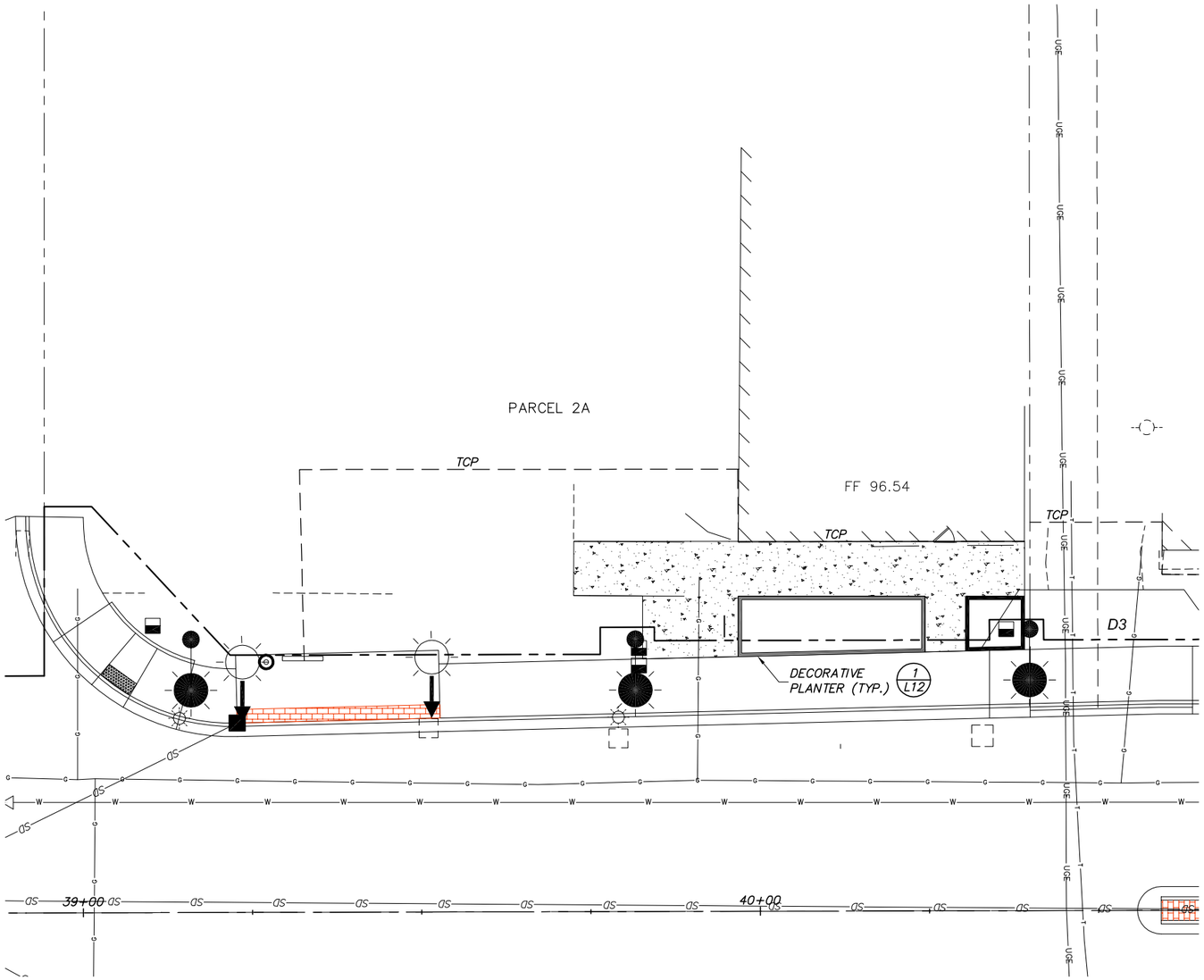
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADINING KEY MAP

SCALE: 1" = 100' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G18 of G41



PARCEL 2A

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

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65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			
CONSTRUCTION RECORD	VERTICAL DATUM		

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			
PLAN CHECK					

REV	DATE	DESCRIPTION	BY
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REVISIONS			

REV	DATE	DESCRIPTION	BY
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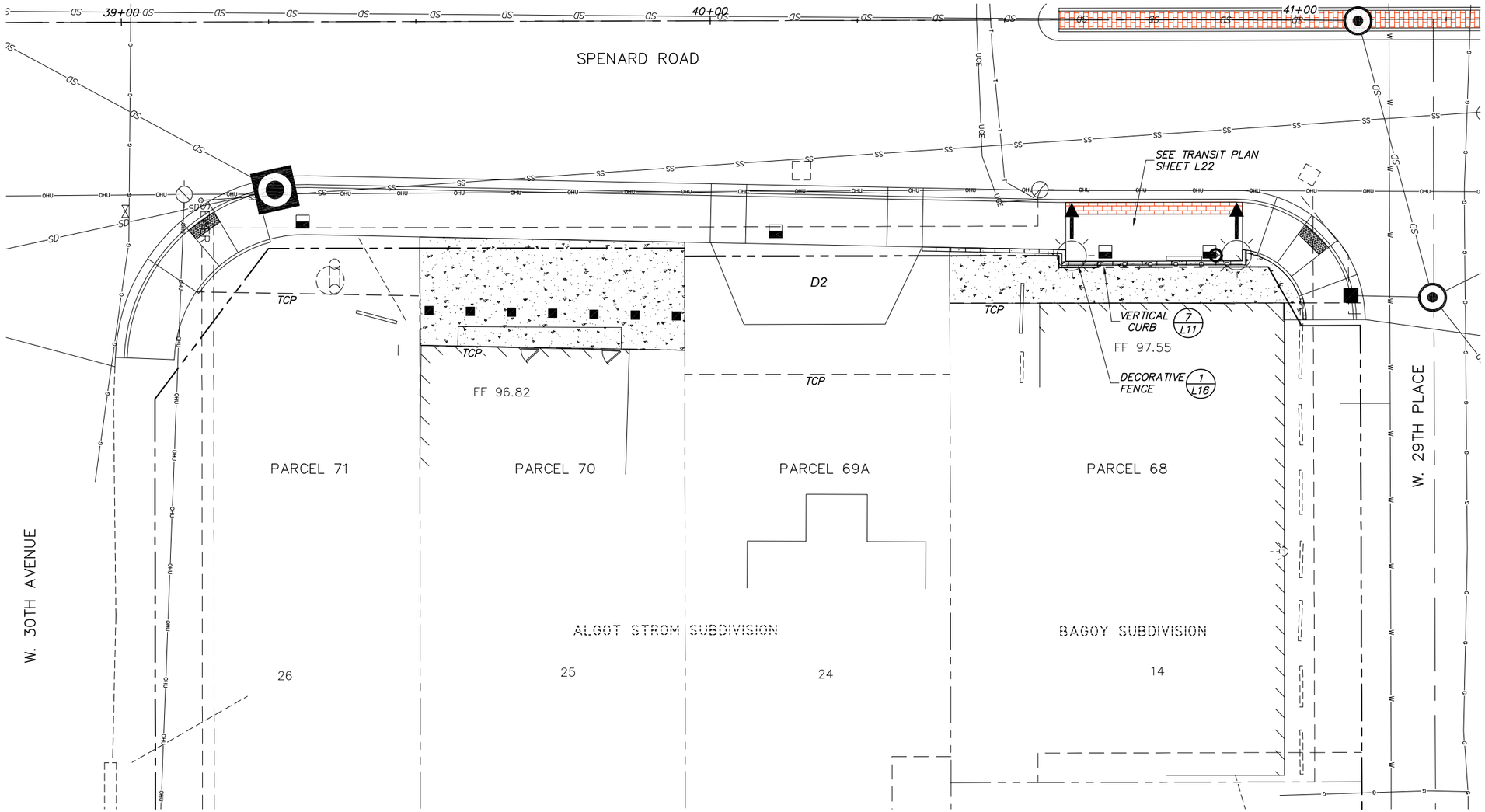
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, PARCEL 2A

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G19 of G41



GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

PARCELS 68, 69A & 70

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65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–
–	–	–	–
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REV	DATE	DESCRIPTION	BY
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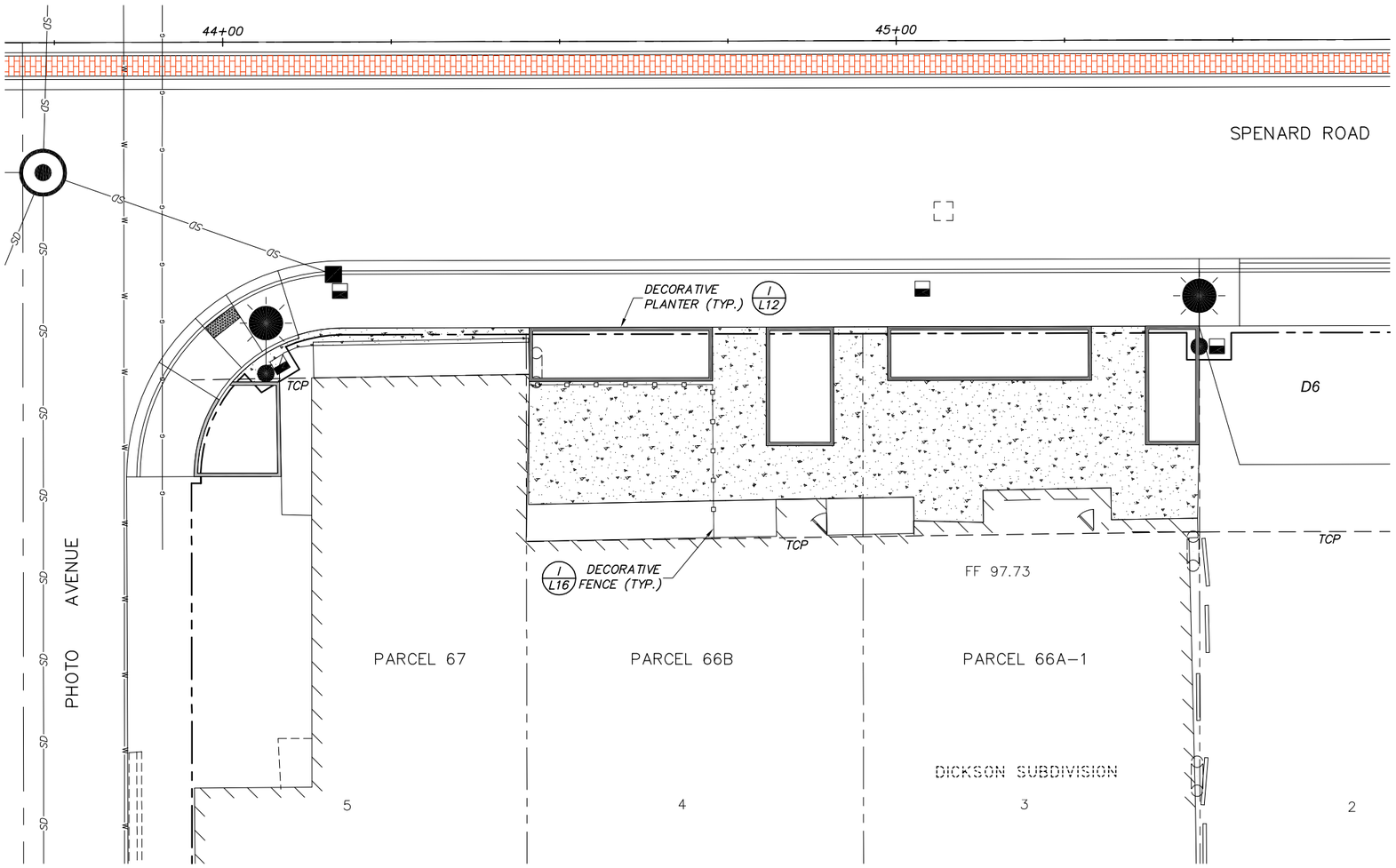
SCHEDULE D — PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

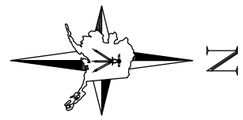
GRADING & PAVING PLANS

ON–SITE GRADING, PARCELS 68, 69A & 70

SCALE: H: 1"=10' | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET G20 of G41



PARCELS 66A-1, 66B & 67



GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–
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REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE D

PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, PARCELS 66A-1, 66B & 67

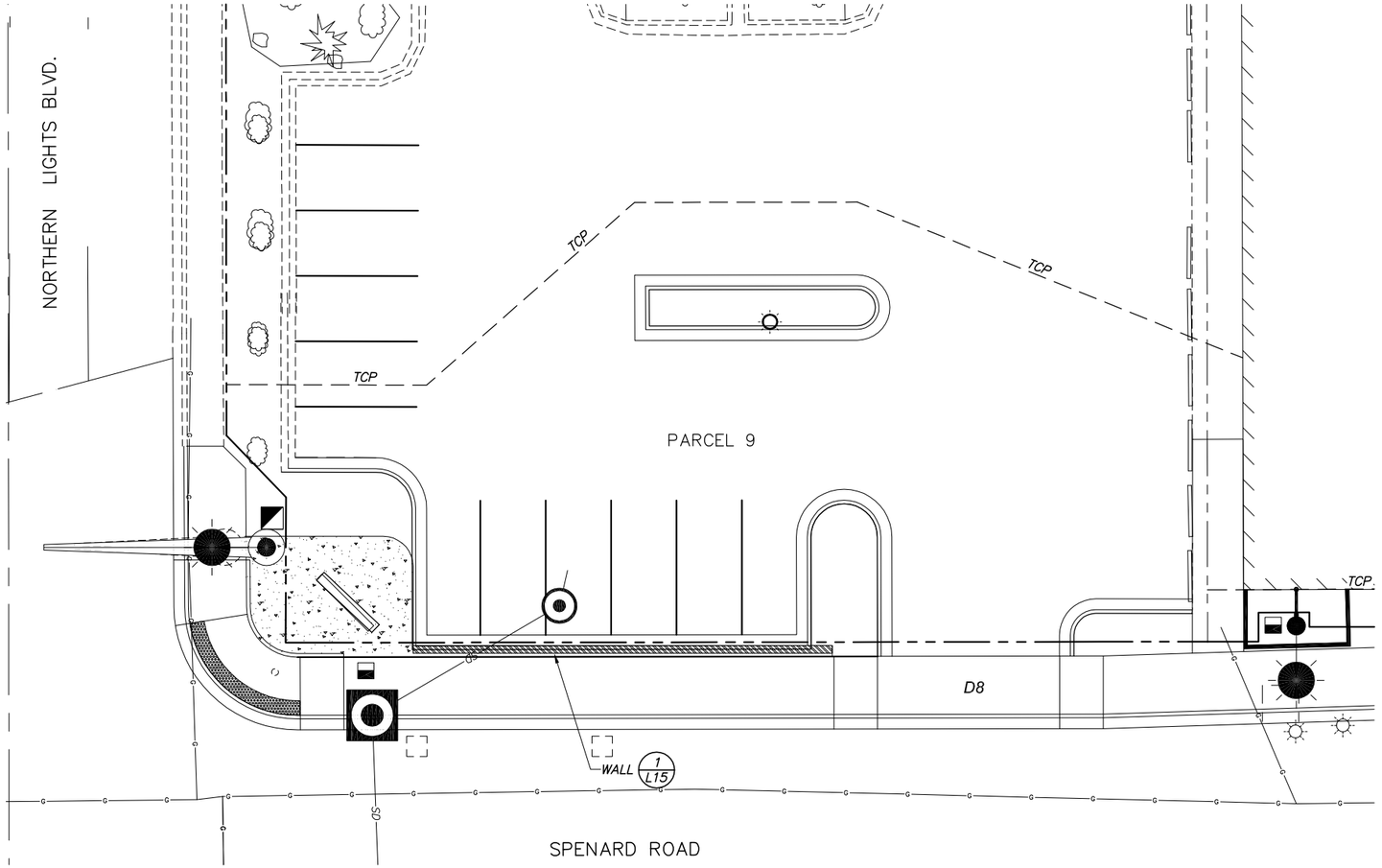
SCALE: H: 1"=10'

DATE: 8-31-2016

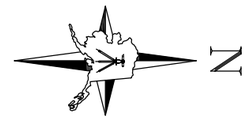
GRIDS: SW1529,1629

ACCT. NO. 05-037G

SHEET G21 of G41



PARCEL 9A



GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

NOTE:

1. ALL CURB IS TYPE 3.

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide..... 800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–
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REV	DATE	DESCRIPTION	BY
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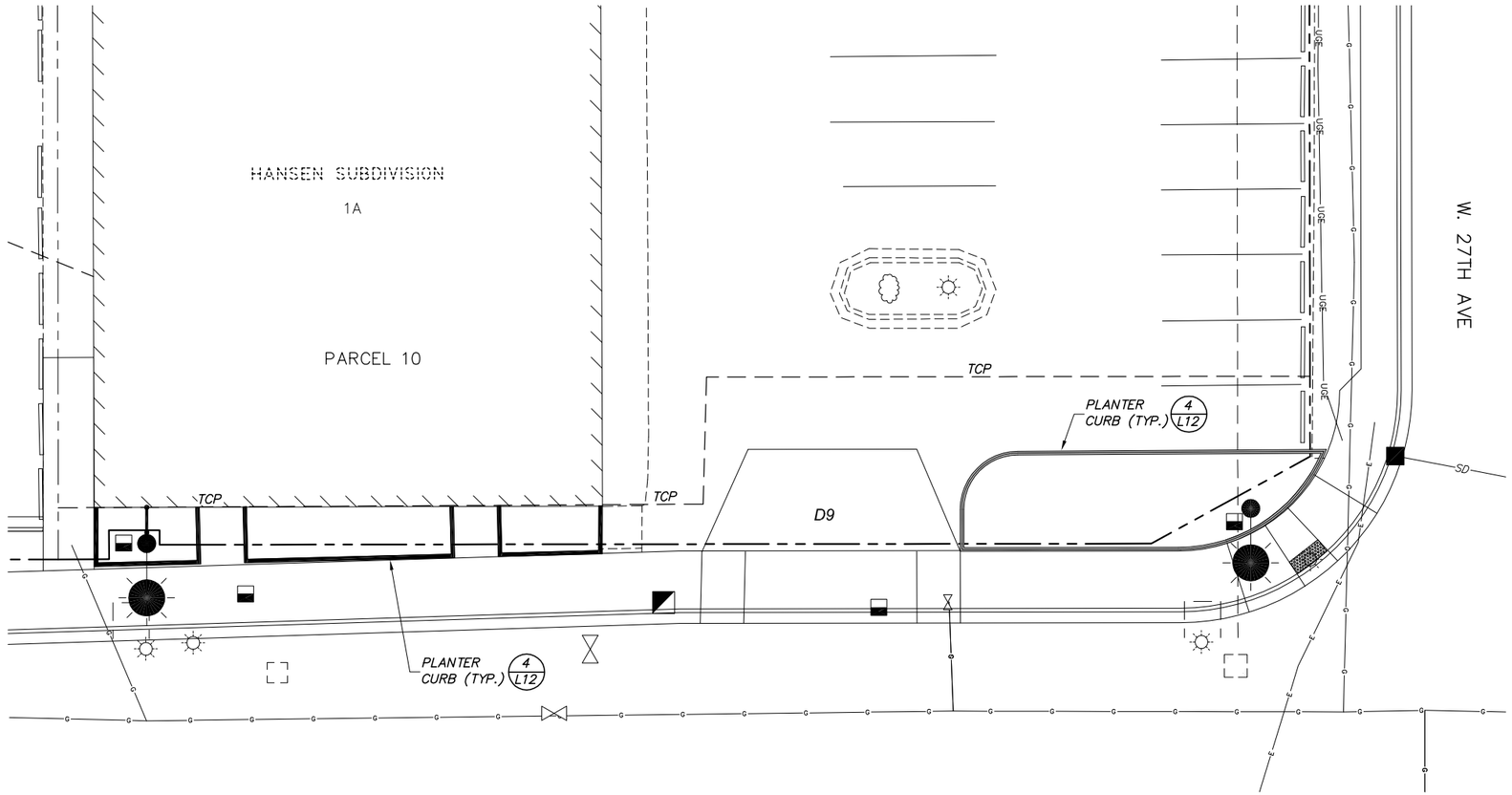
SCHEDULE D | PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, PARCEL 9A

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G



PARCEL 10A

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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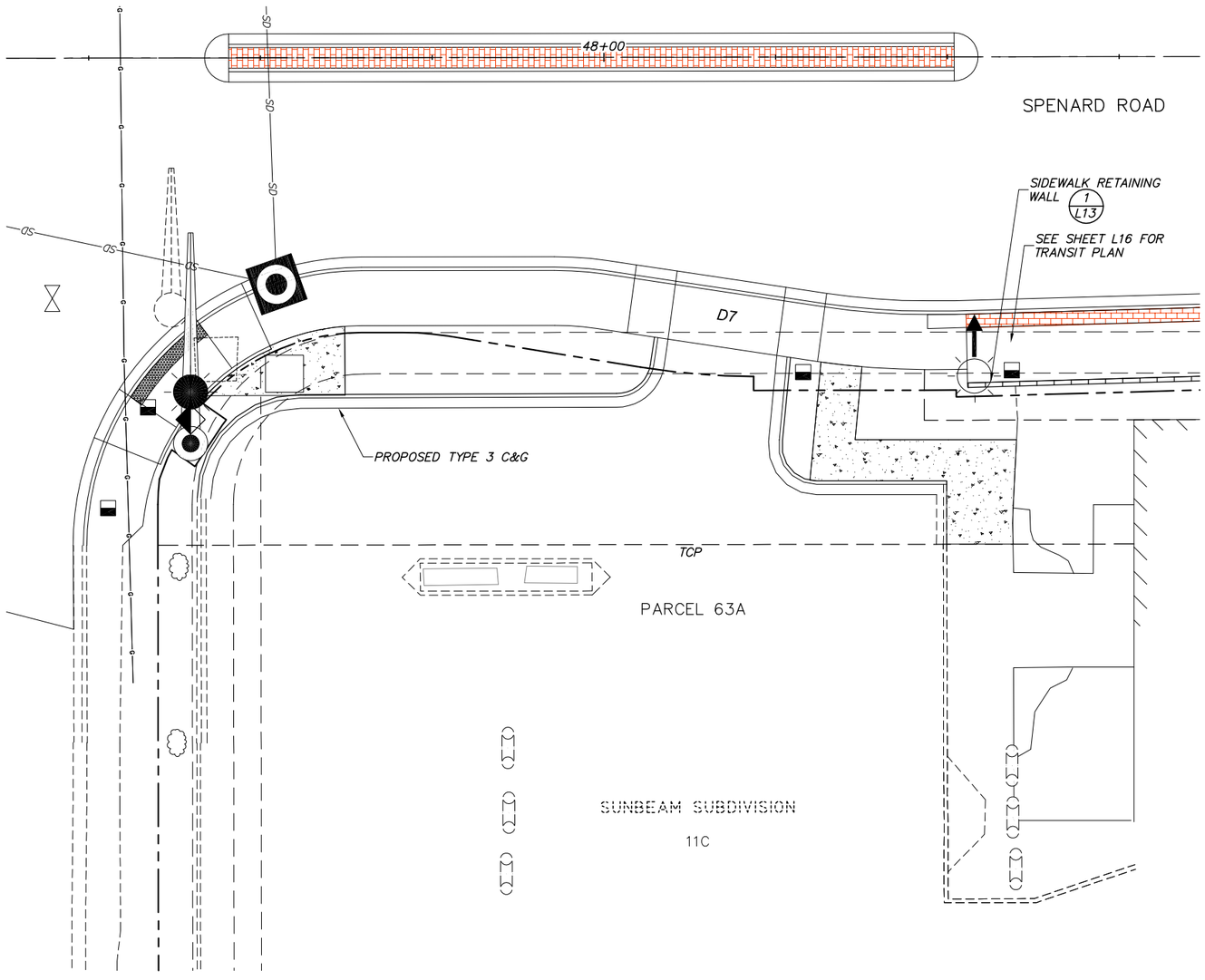
SCHEDULE D — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, PARCEL 10A

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G23 of G41



GRAPHIC SCALE

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted Individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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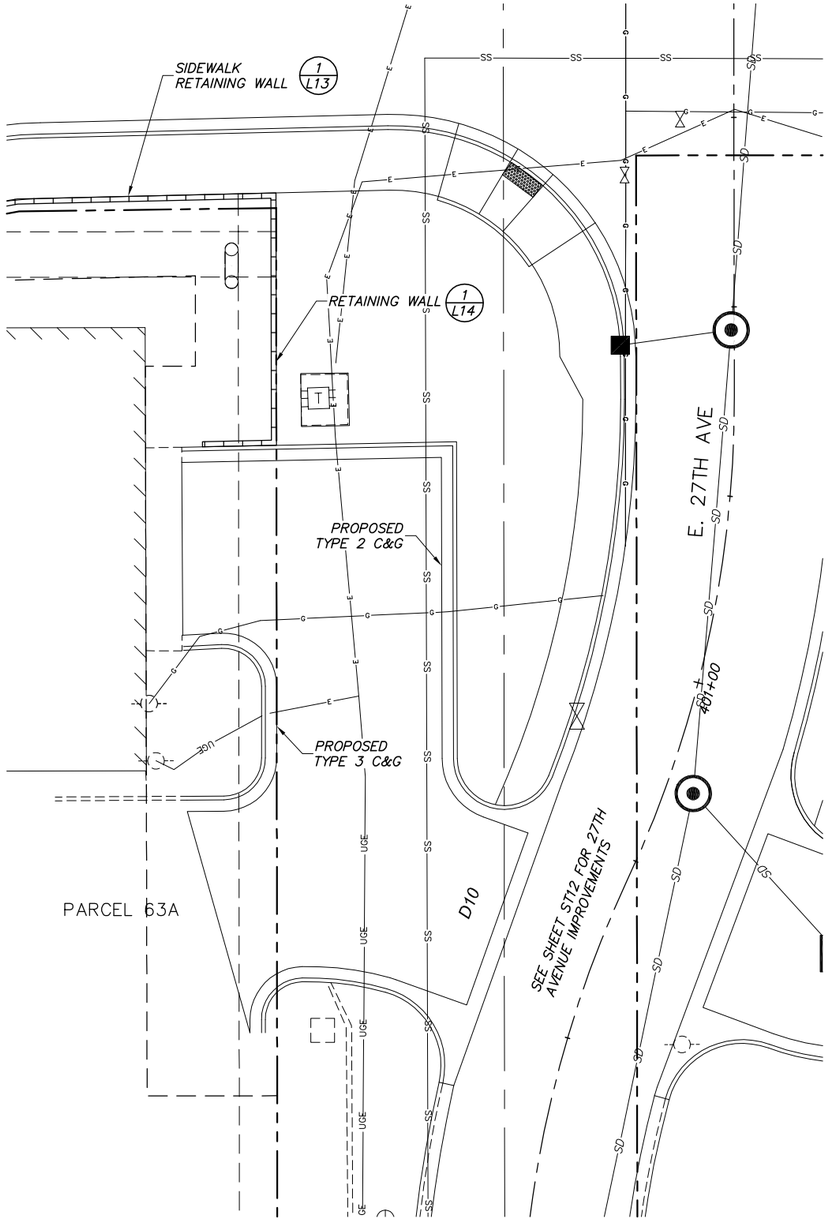
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, PARCEL 63A (SPENARD RD.)

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G24 of G41



GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

PARCEL 63A

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted Individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
	–	–	–
STAKING: –	–	–	–
	–	–	–
ASBUILT: –	–	–	–
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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SCHEDULE D PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

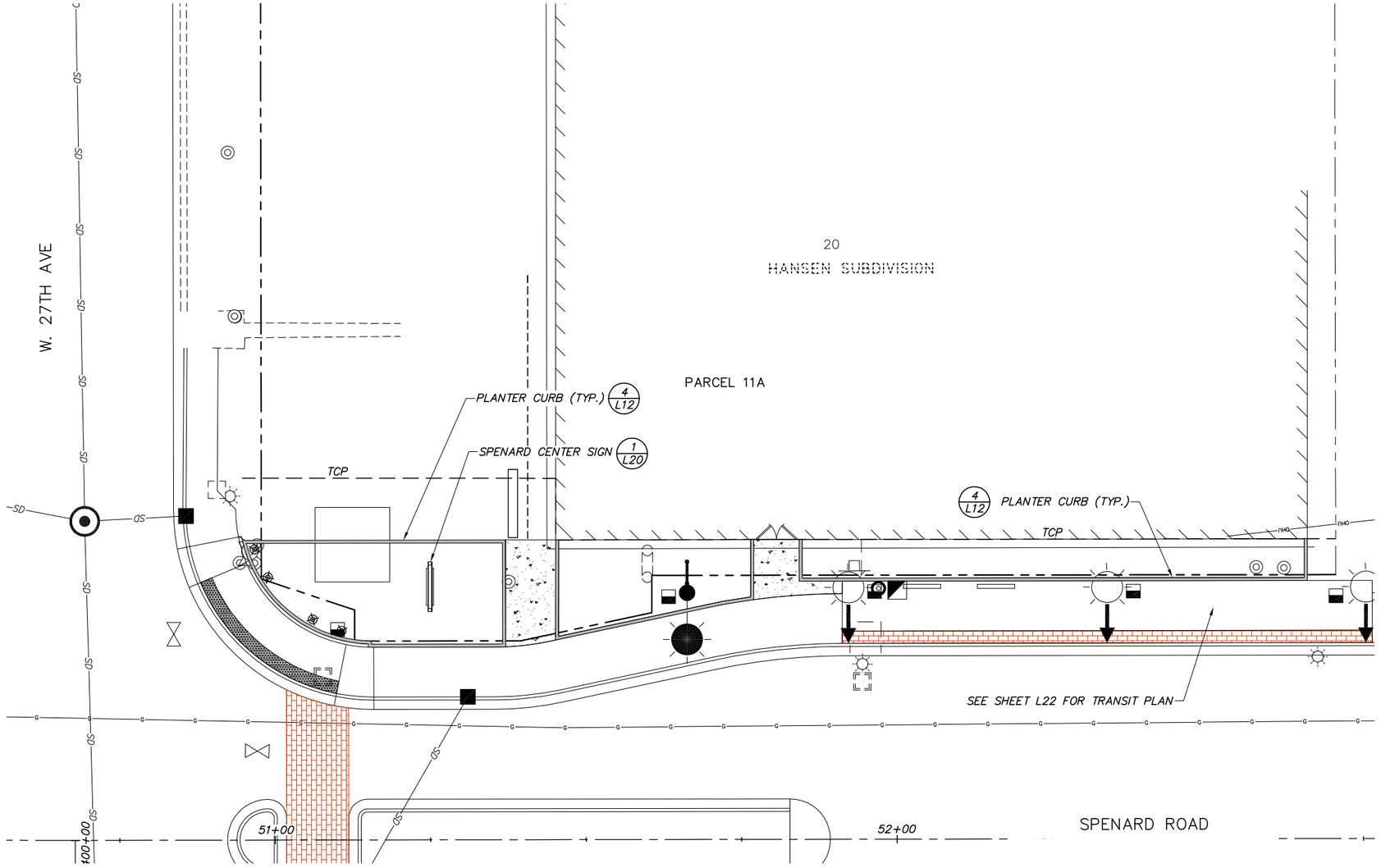
ON-SITE GRADING, PARCEL 63A (27TH AVE.)

SCALE: H: 1"=10'

DATE: 8-31-2016 GRIDS: SW1529,1629

ACCT. NO. 05-0376

SHEET G25 of G41



PARCEL 11A

N

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide..... 800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
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ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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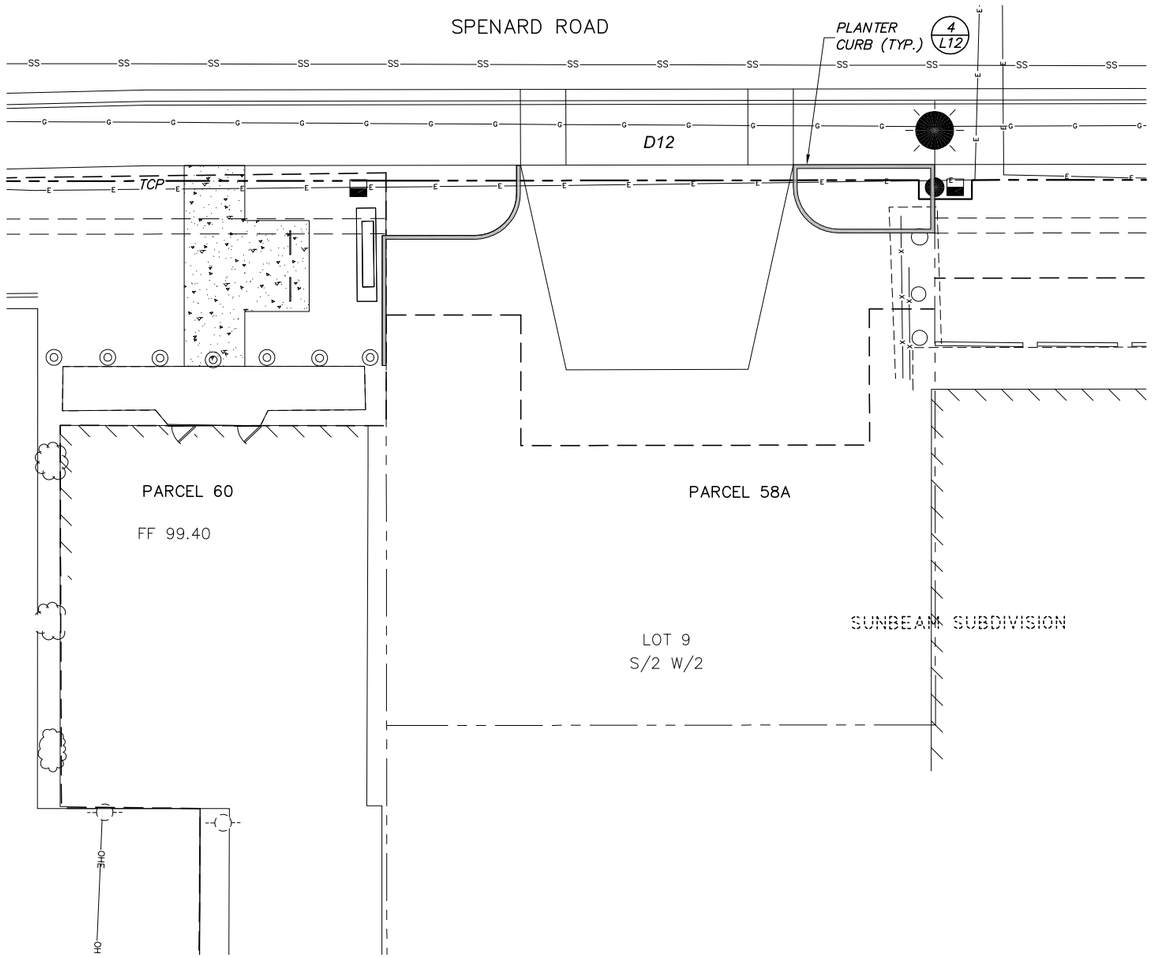
SCHEDULE D — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, PARCEL 11A

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G



N

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	STATION	OFFSET	REMARKS

PARCELS 58A & 60

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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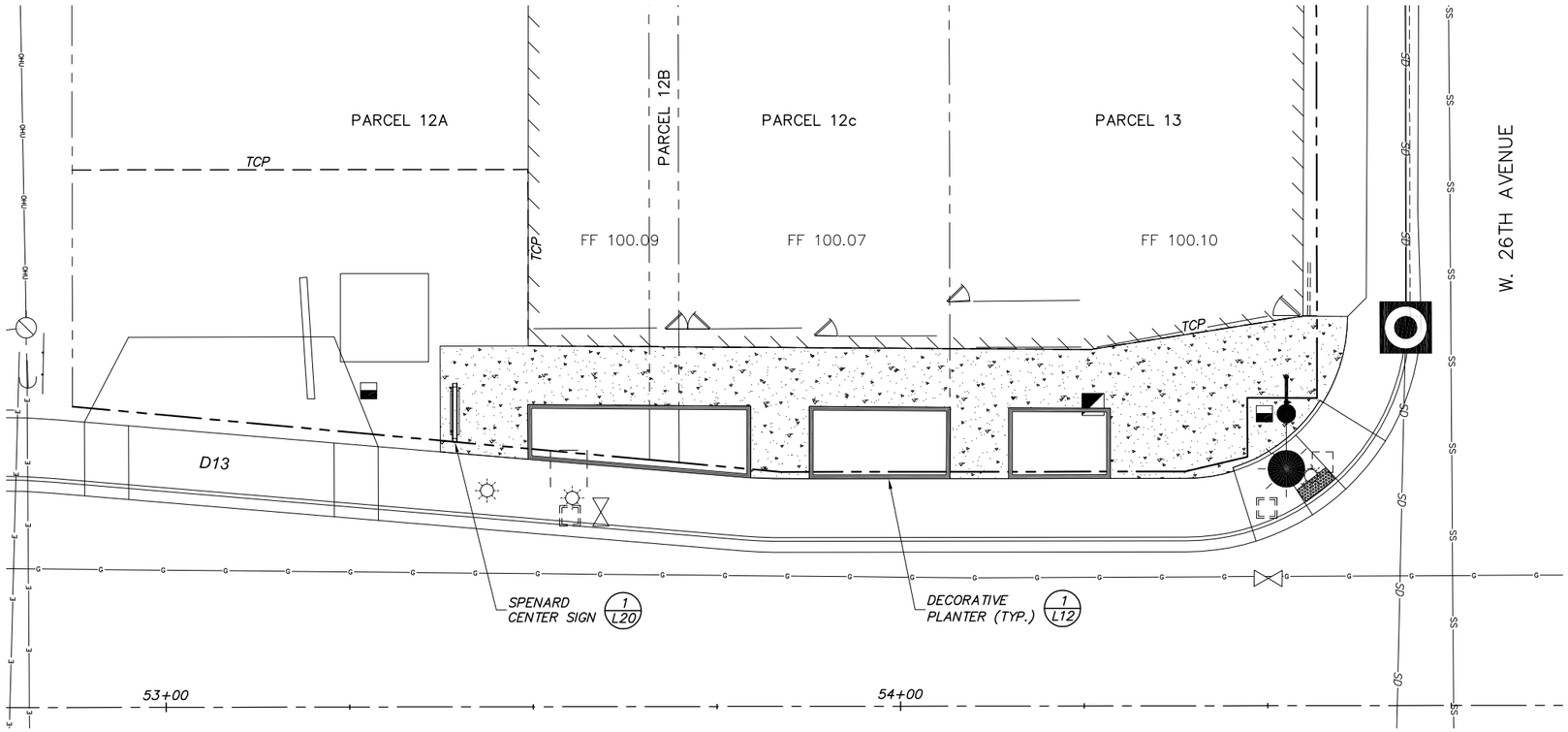
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON–SITE GRADING, PARCELS 58A & 60

SCALE: H: 1"=10' | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET G27 of G41



GRAPHIC SCALE

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

PARCELS 12A, 12B, 12C & 13

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other
utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY
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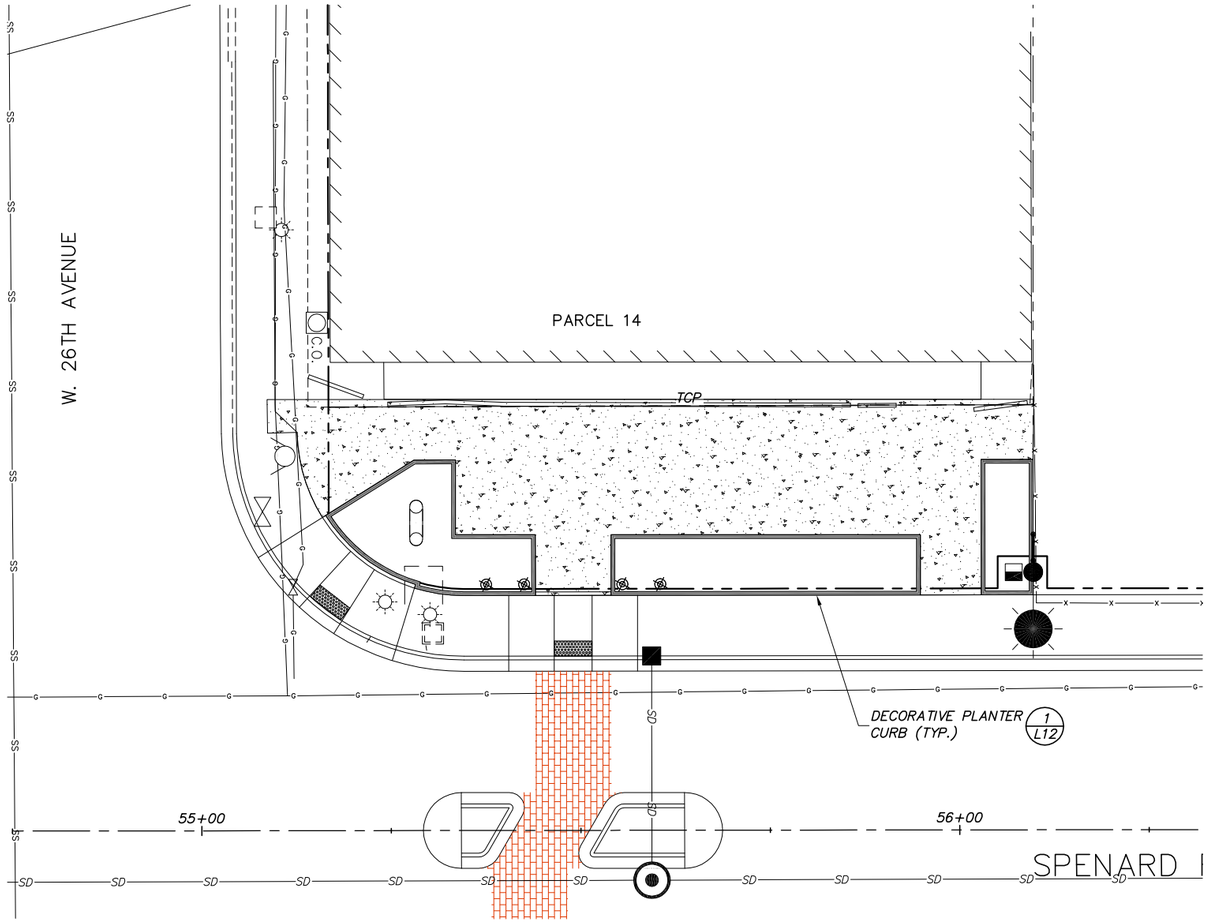
SCHEDULE D — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING PARCELS 12A, 12B, 12C & 13

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G28 of G41



PARCEL 14

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

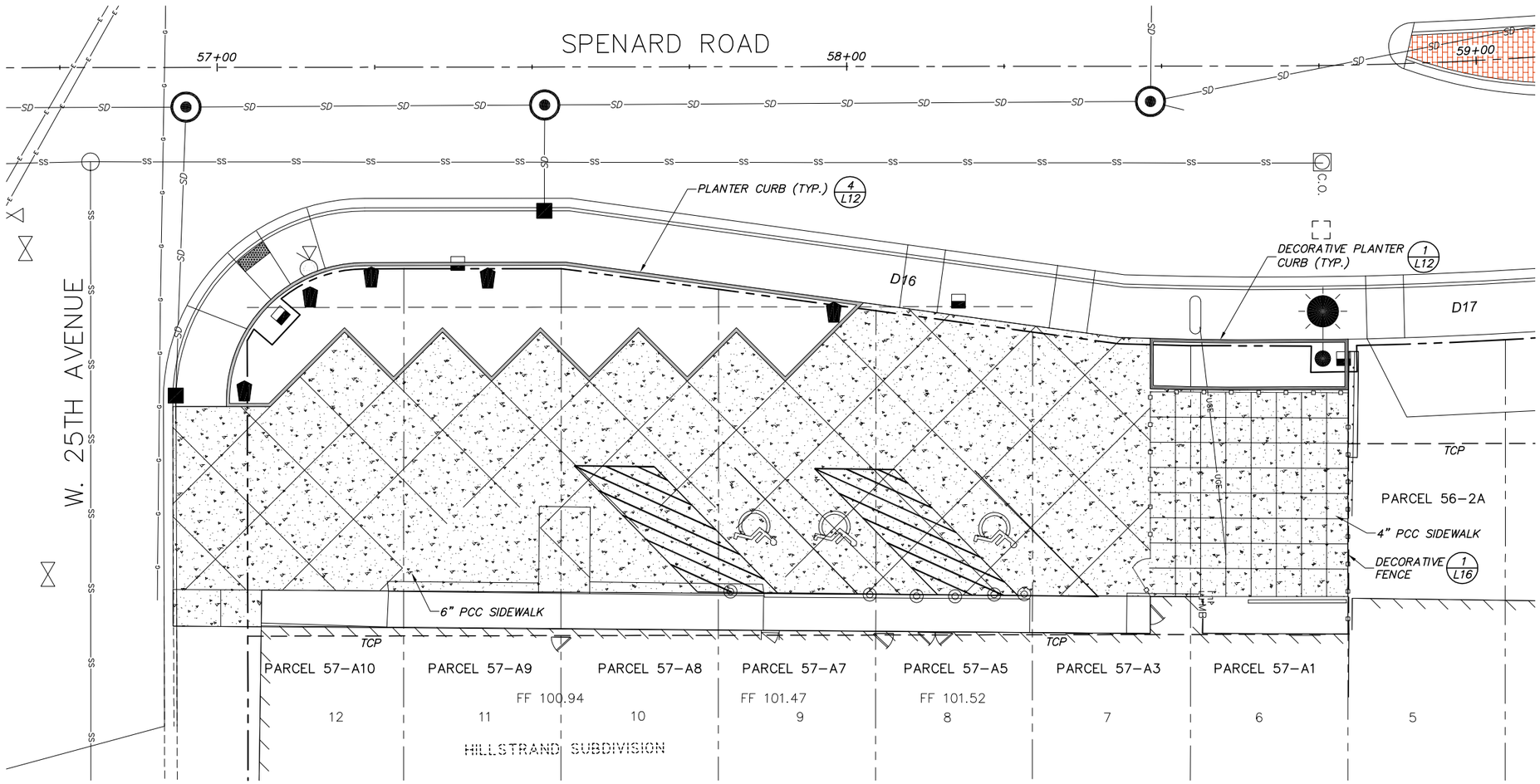
SCHEDULE D PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON–SITE GRADING, PARCEL 14

SCALE: H: 1"=10' | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET G29 of G41



PARCELS 57-A1 TO 57-A10

N

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	STATION	OFFSET	REMARKS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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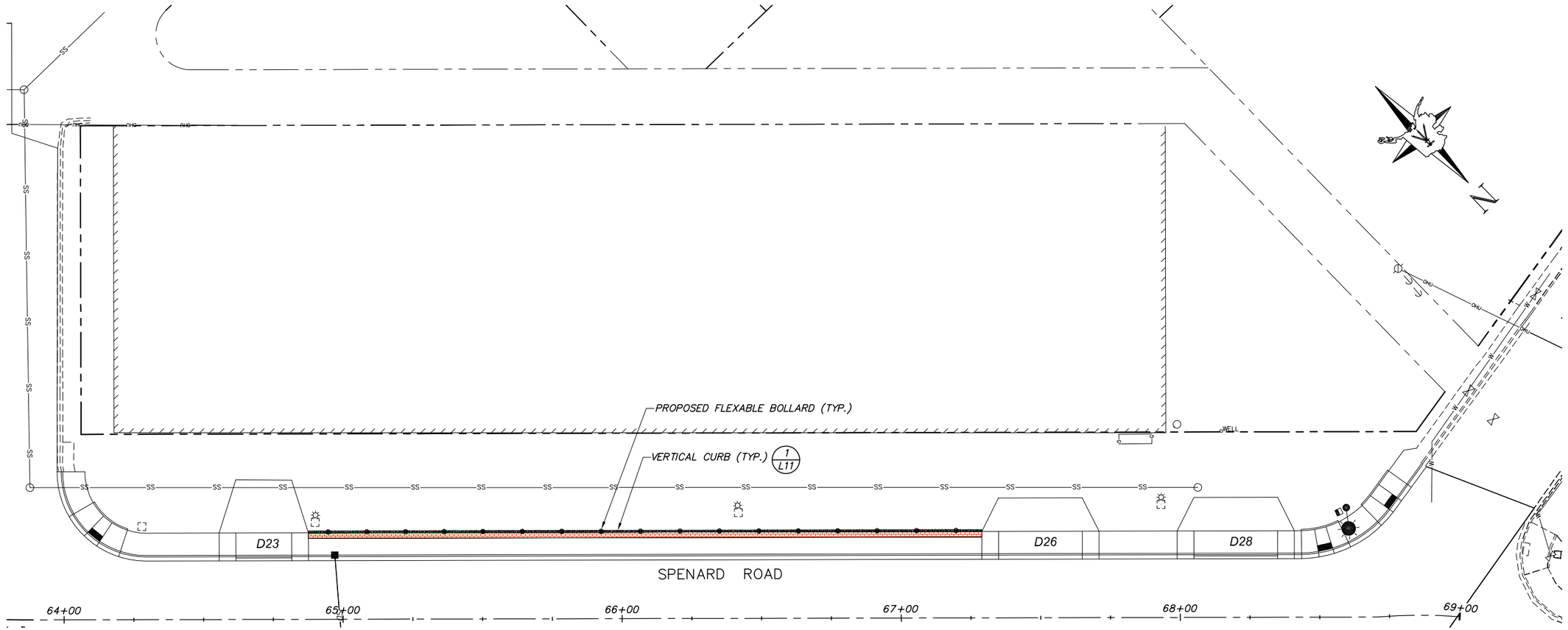
SCHEDULE D PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, PARCELS 57-A1 TO 57-A10

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G30 of G41



PARCEL BAKERY

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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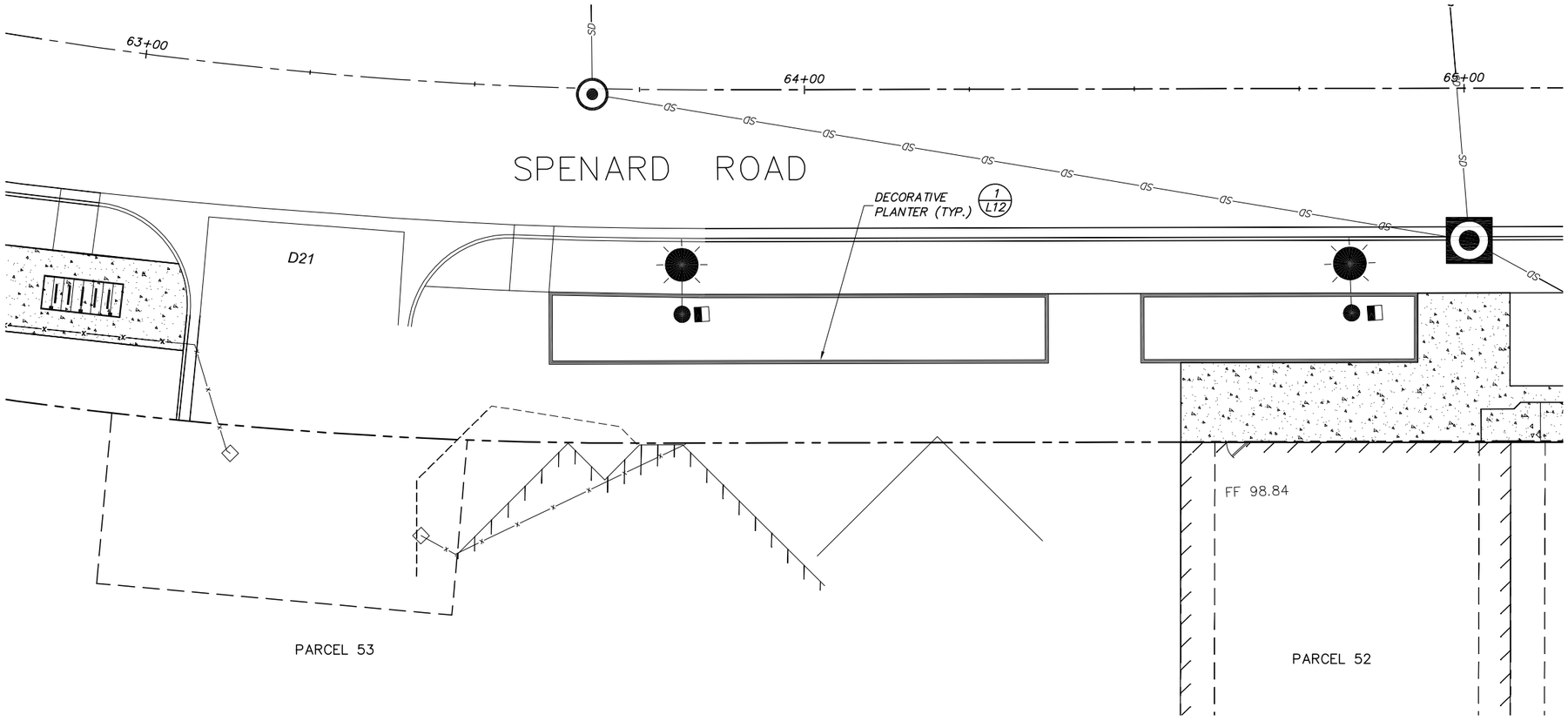
SCHEDULE D PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, BAKERY

SCALE: H: 1:20 | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G31 of G41



GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

PARCELS 52 & 53

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide.....800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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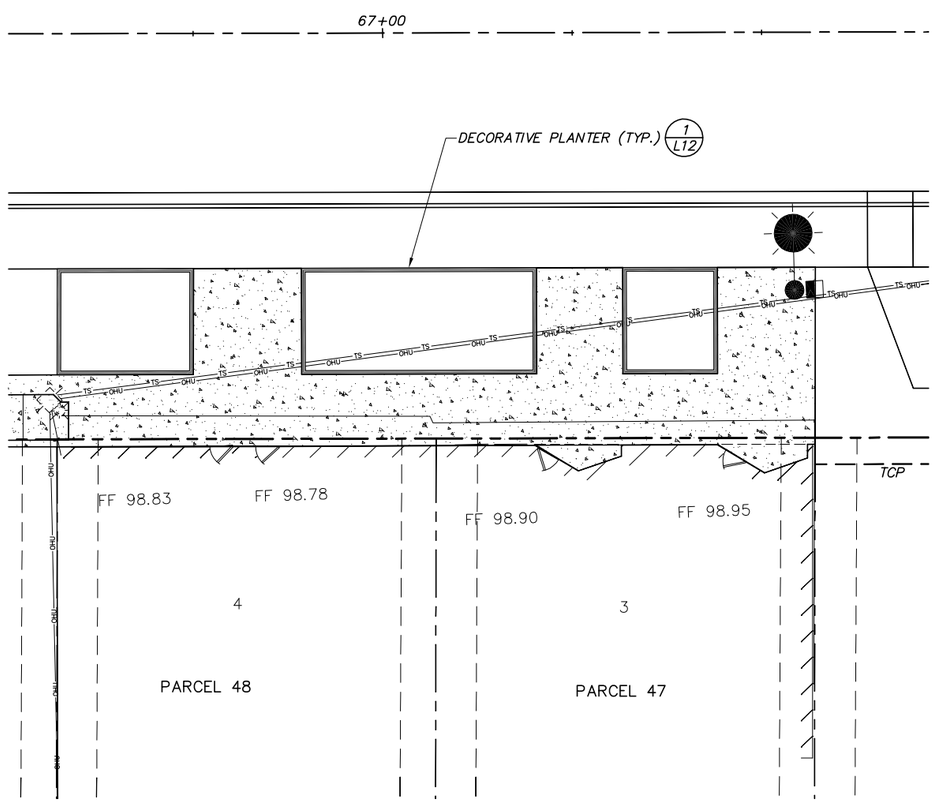
SCHEDULE D — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

ON-SITE GRADING, PARCELS 52 & 53

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G32 of G41



PARCELS 47 & 48

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.

POINT SCHEDULE				
POINT	ELEVATION	NORTHING	EASTING	REMARKS

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

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Statewide.....800-478-3121
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65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			
CONSTRUCTION RECORD	VERTICAL DATUM		

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			
PLAN CHECK					

REV	DATE	DESCRIPTION	BY
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REVISIONS			

REV	DATE	DESCRIPTION	BY
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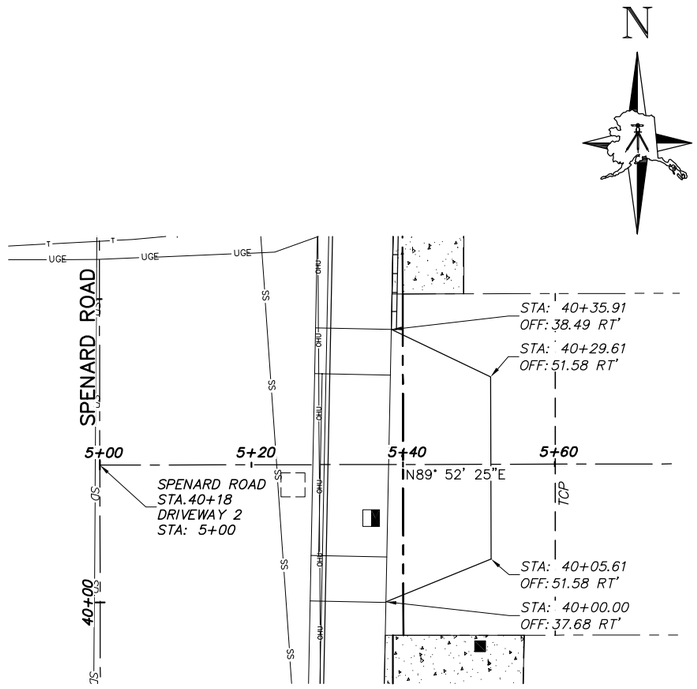
SCHEDULE D PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

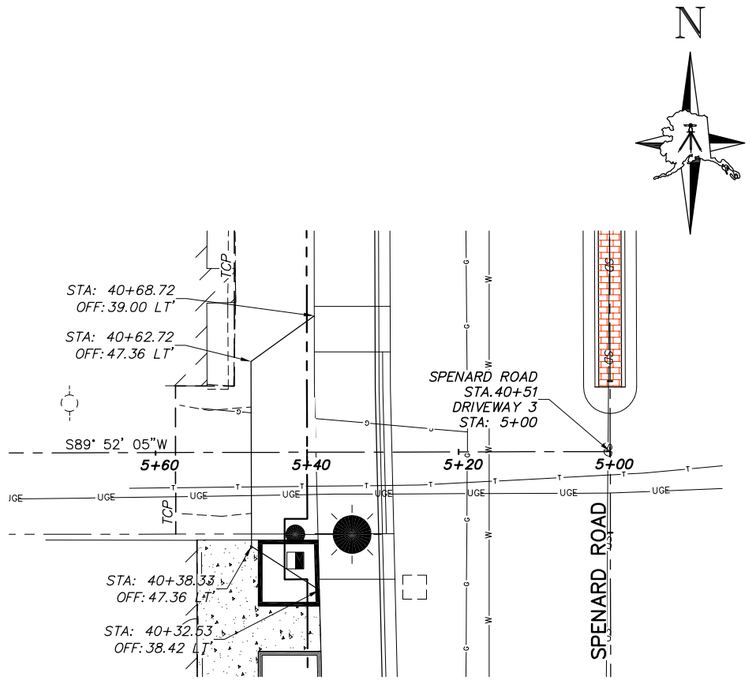
GRADING & PAVING PLANS

ON-SITE GRADING, PARCELS 47 & 48

SCALE: H: 1"=10' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET G33 of G41



D2



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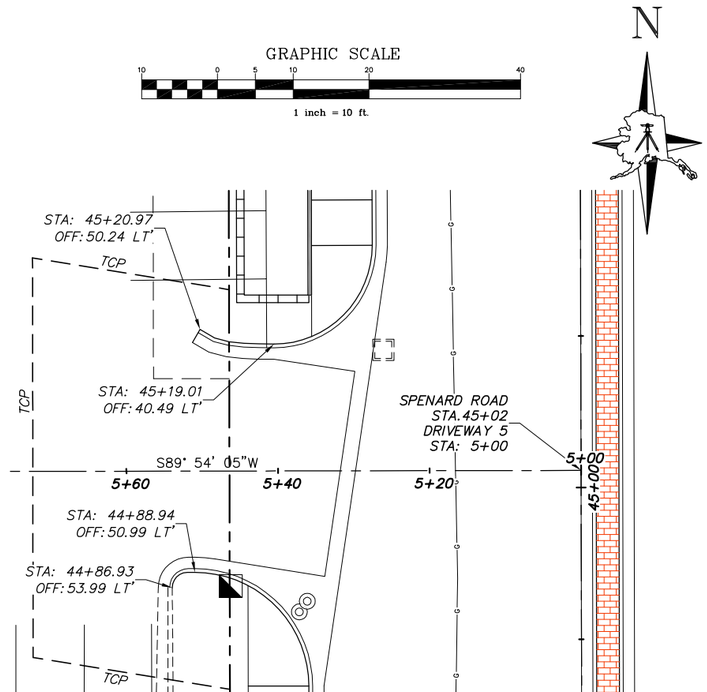

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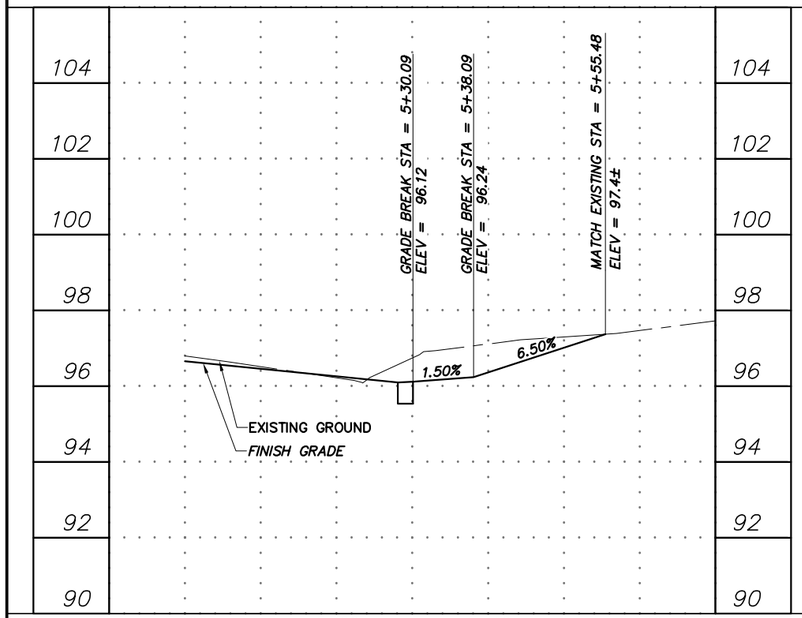

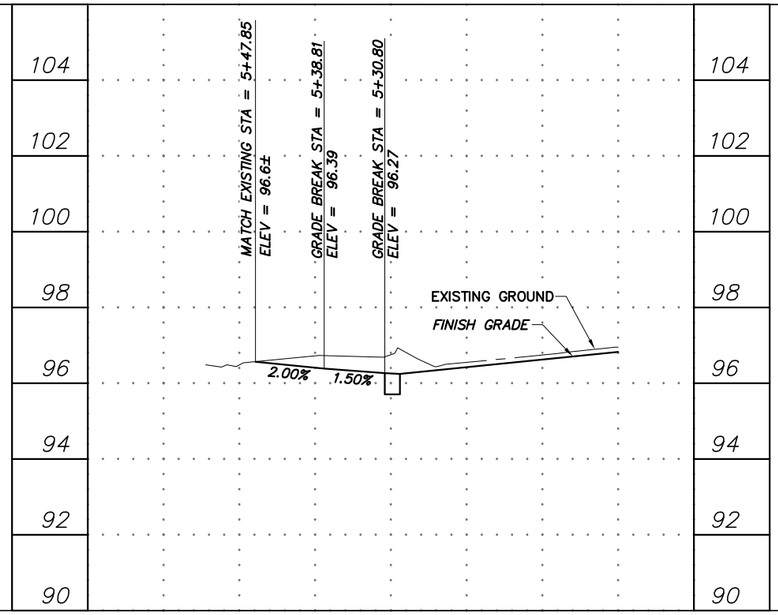

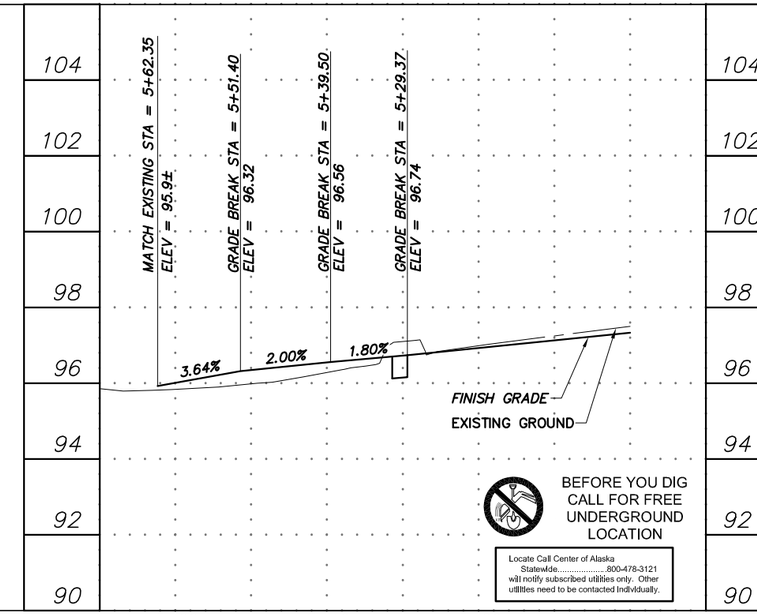

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
StatewIde 800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–

REV	DATE	DESCRIPTION	BY

REVISIONS

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A | PM&E PROJECT NO. 03-22B

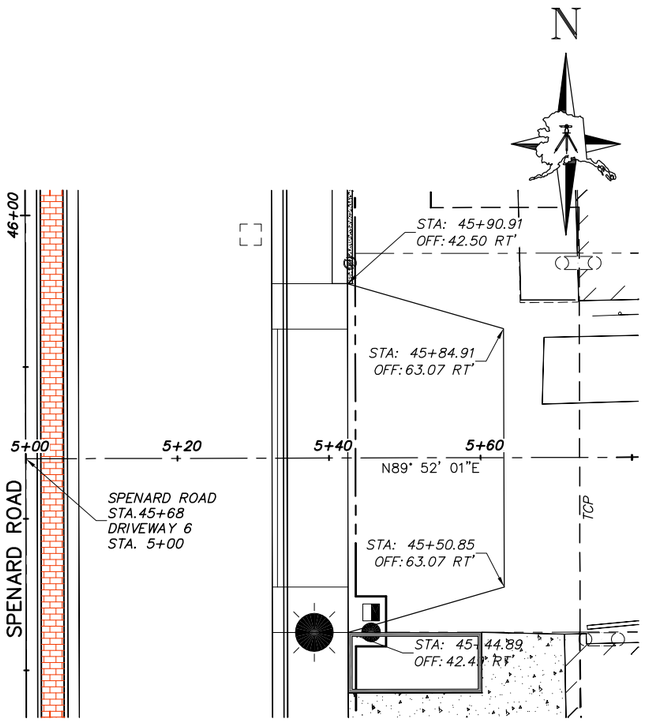
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

DRIVEWAYS 2, 3 & 5

SCALE: H: 1:10 V: 1"=5' | DATE: 8-31-2016 | GRIDS:SW529,1629 | ACCT. NO. 05-037G

SHEET G34 of G41



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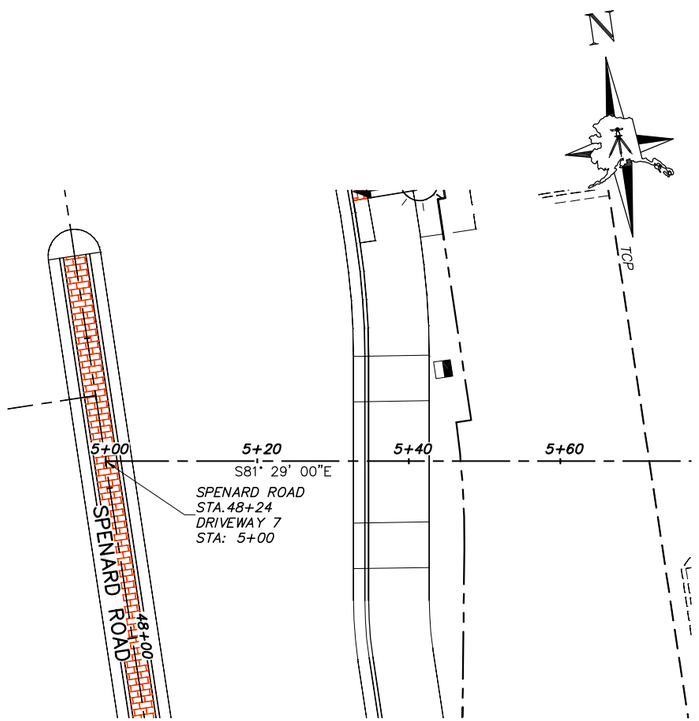

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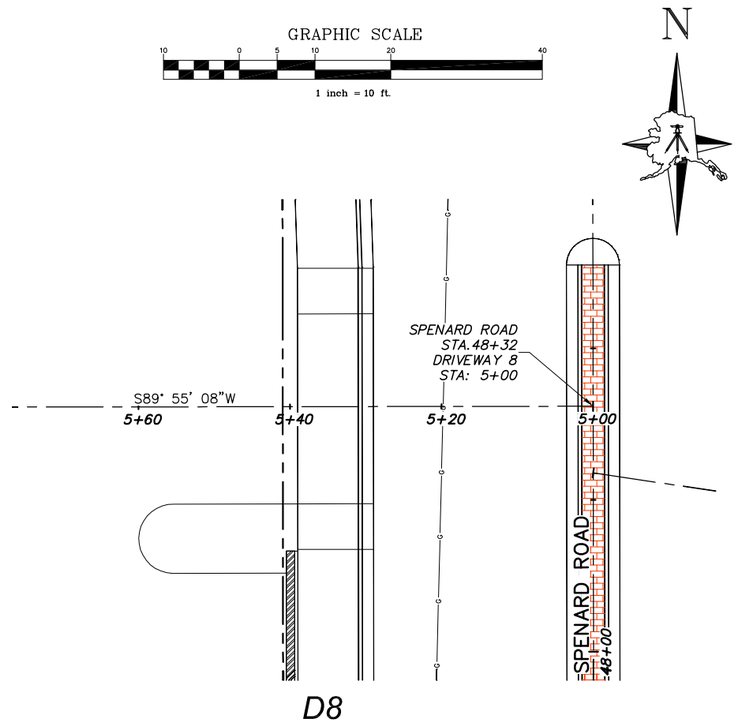

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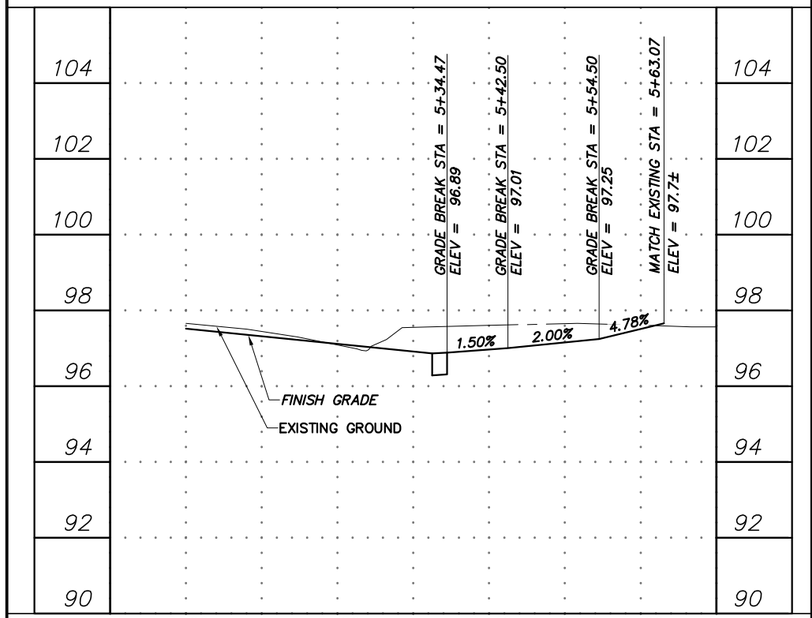

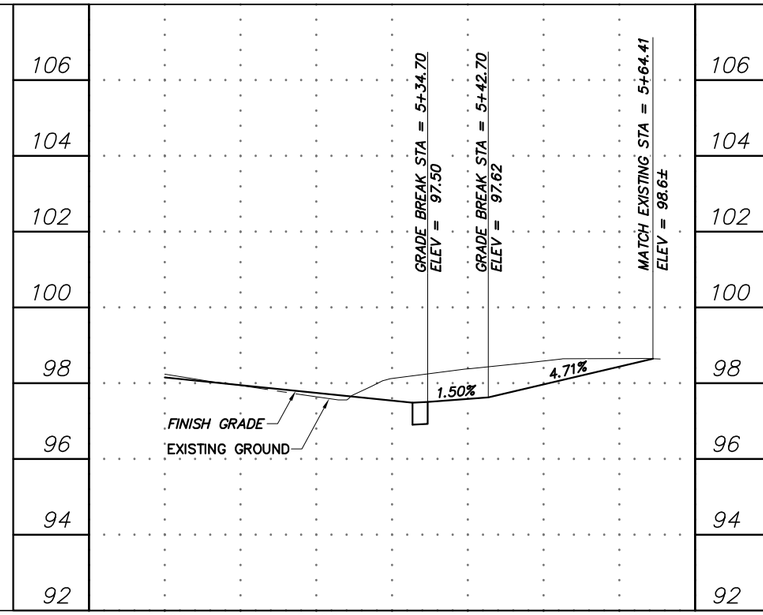

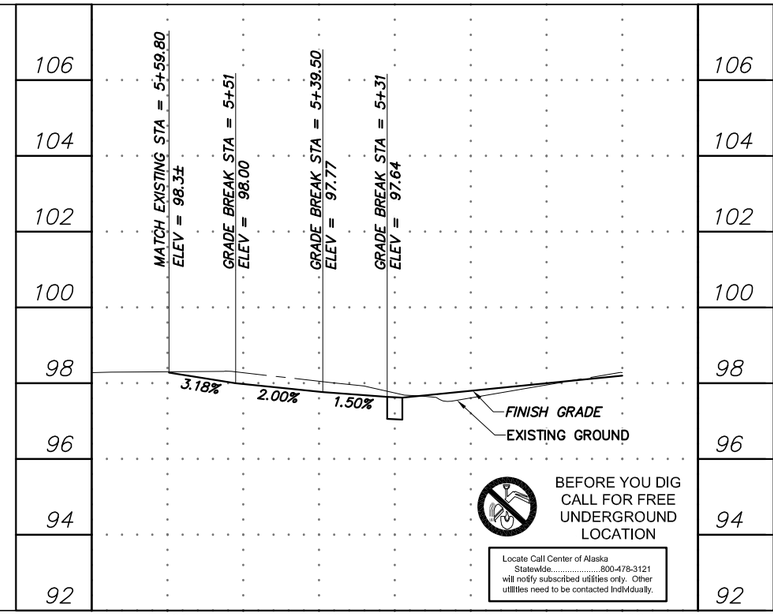

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide 800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–

REV	DATE	DESCRIPTION	BY

REVISIONS

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

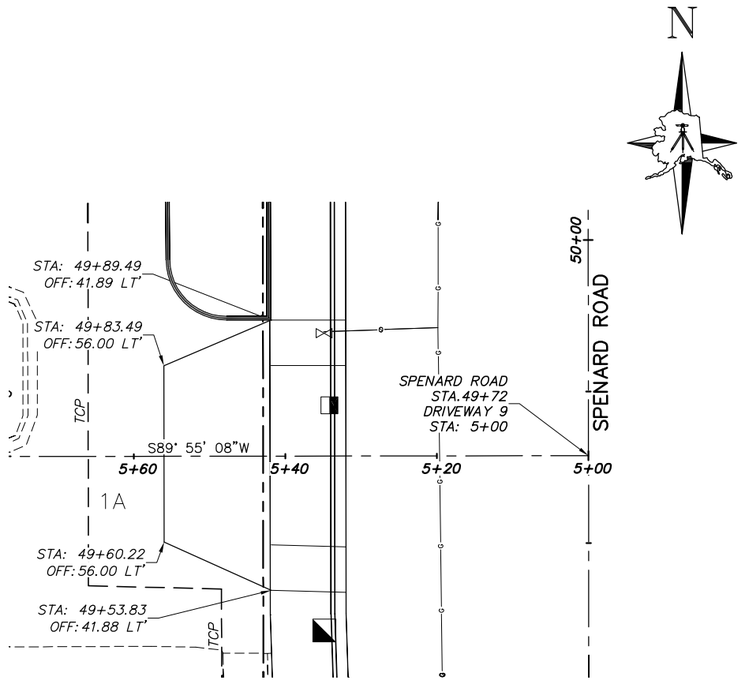
GRADING & PAVING PLANS

DRIVEWAYS 6, 7 & 8

SCALE: H: 1:10 V: 1"=5'

DATE: 8-31-2016 | GRIDS:SW529,1629

ACCT. NO. 05-037G



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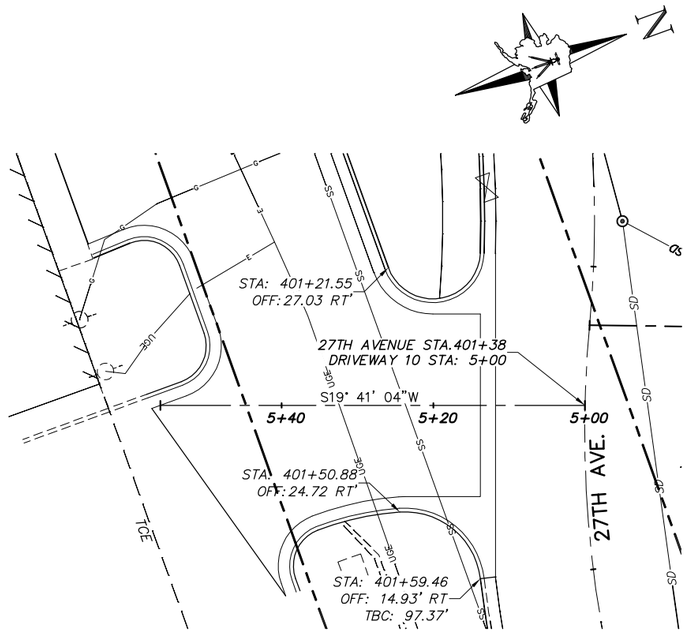

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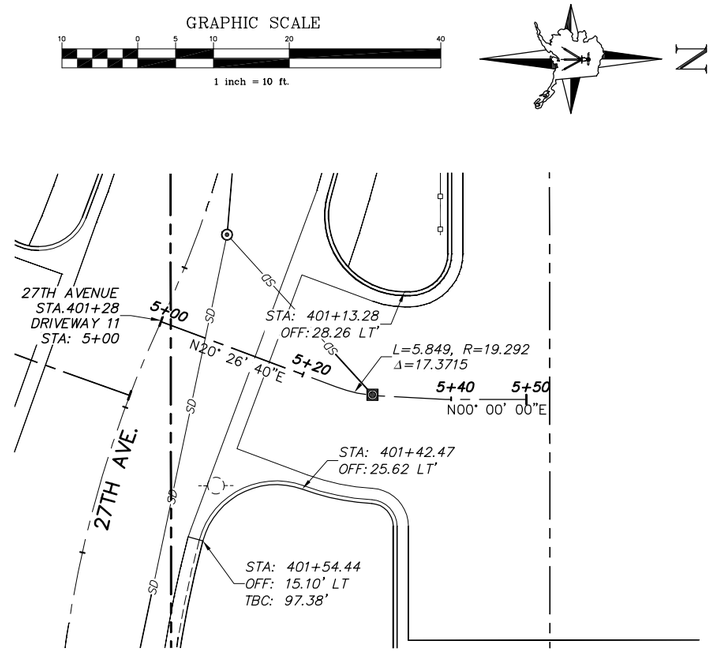

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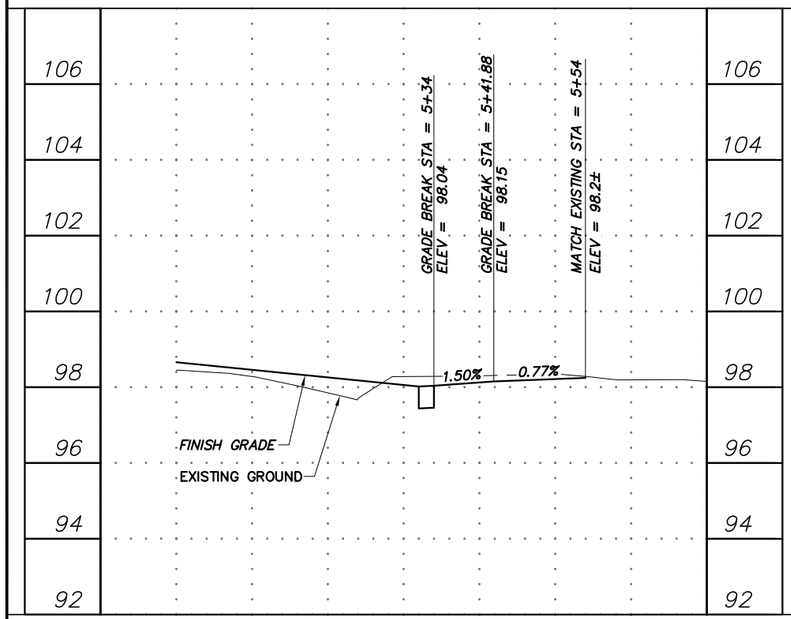

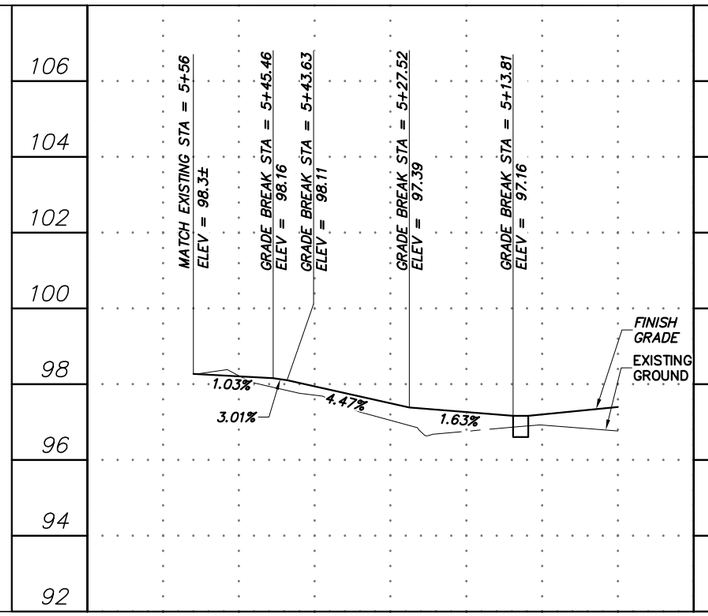

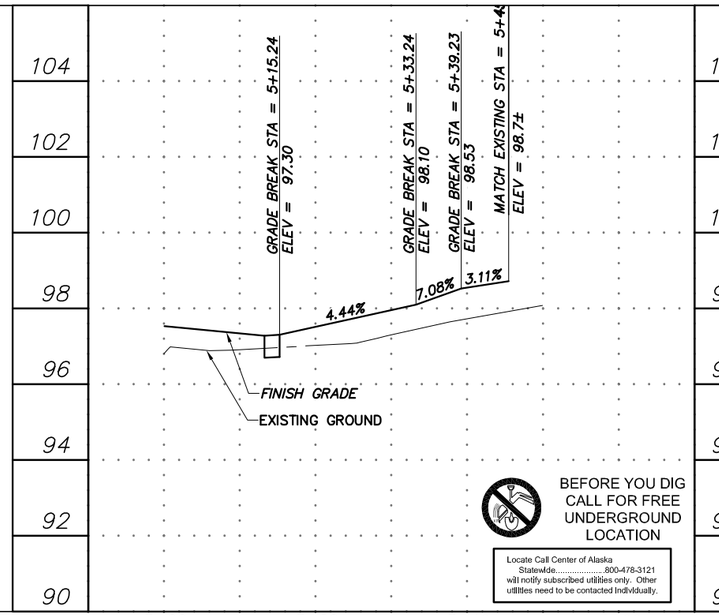

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–

REV	DATE	DESCRIPTION	BY

REVISIONS

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

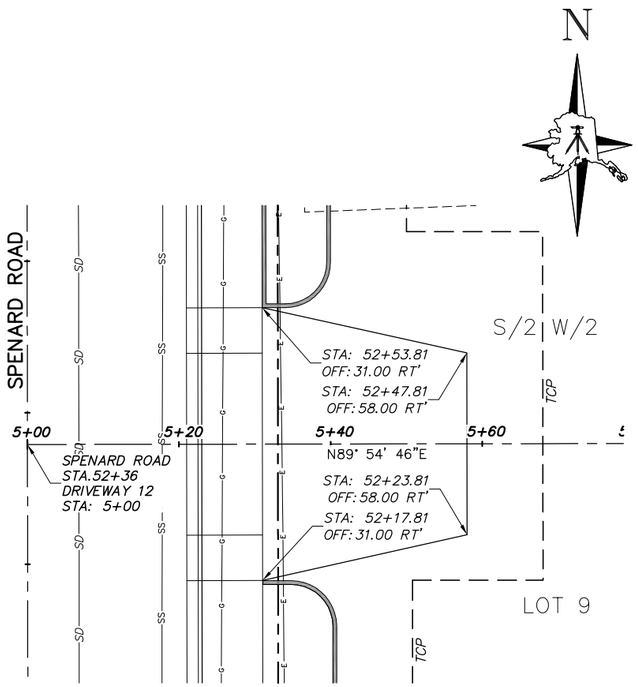
DRIVEWAYS 9, 10 & 11

SCALE: H: 1:10 V: 1"=5'

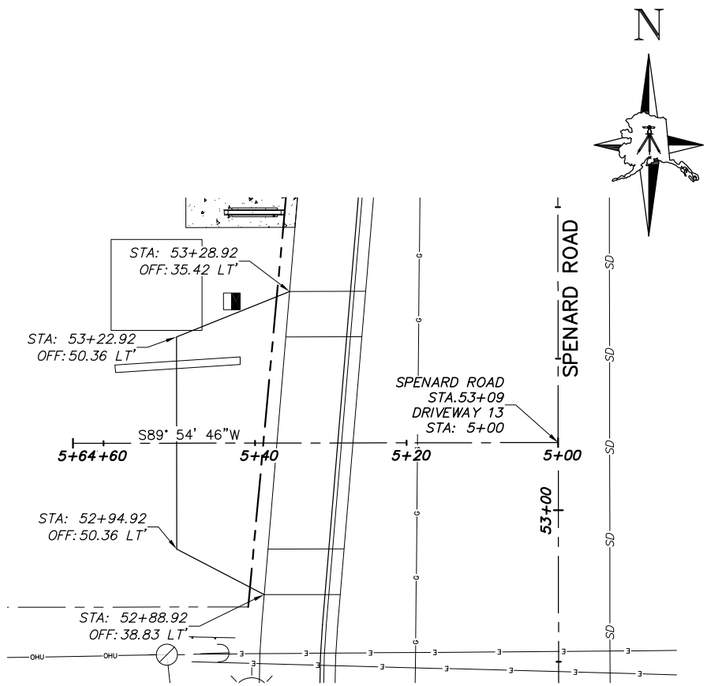
DATE: 8-31-2016 GRIDS:SW529,1629

ACCT. NO. 05-037G

SHEET G36 of G41



D12



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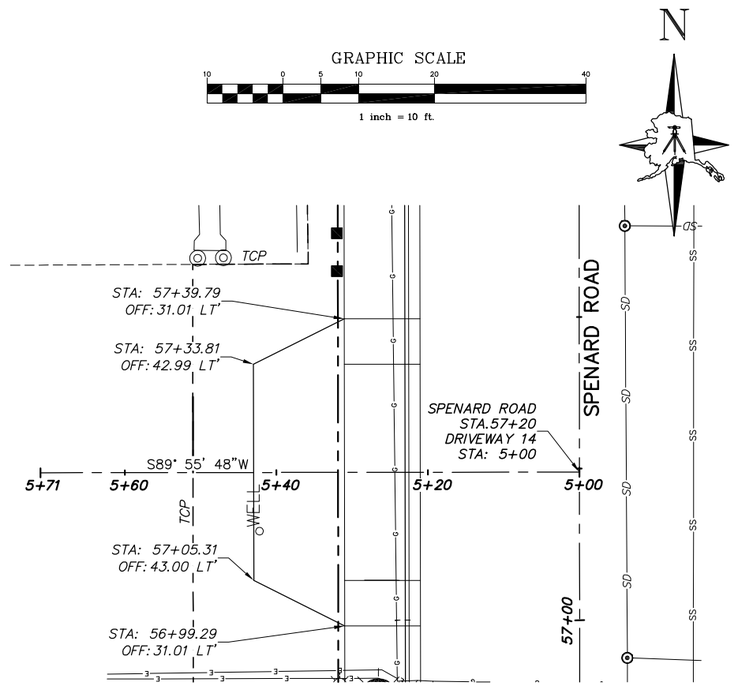

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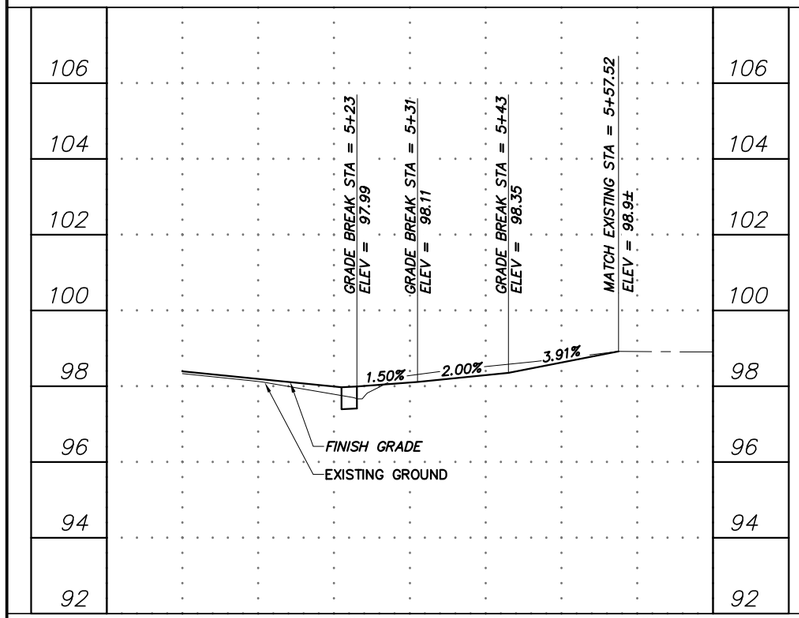

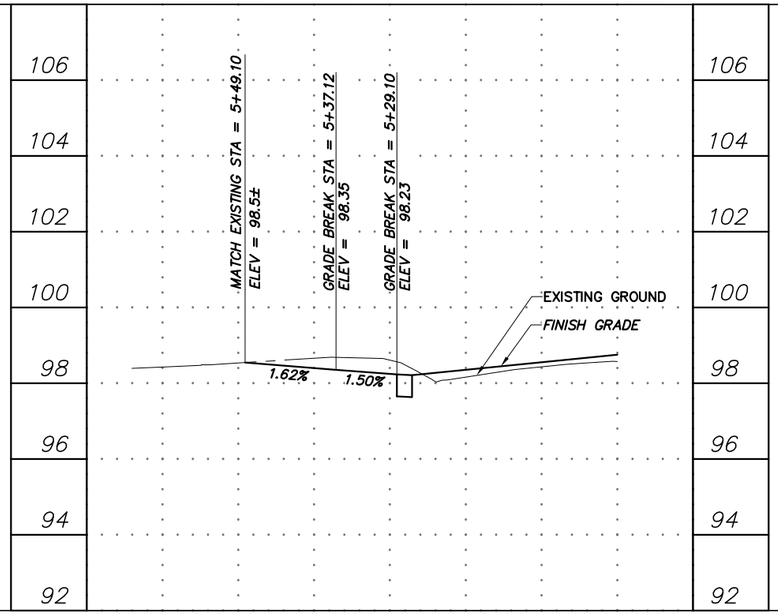

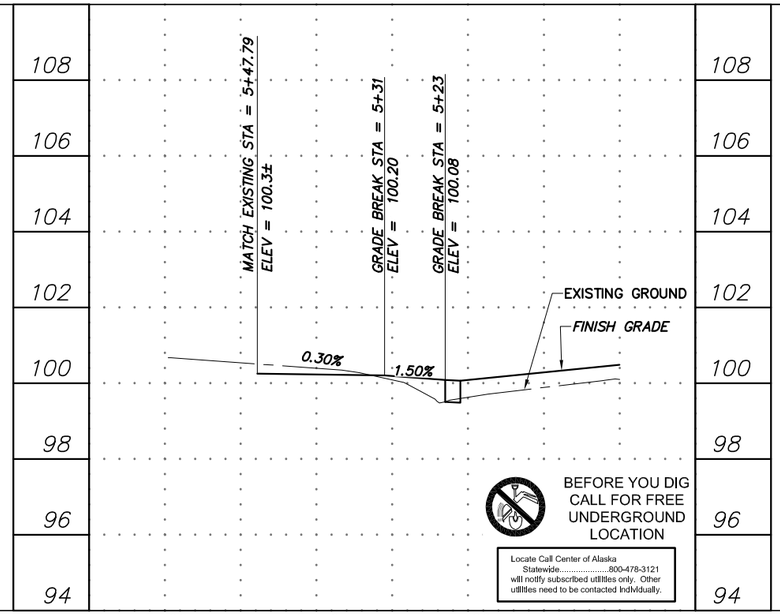

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FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY
–	–	–	–

REV	DATE	DESCRIPTION	BY

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CERTIFICATE OF AUTHORIZATION NO. AECC391

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A | PM&E PROJECT NO. 03-22B

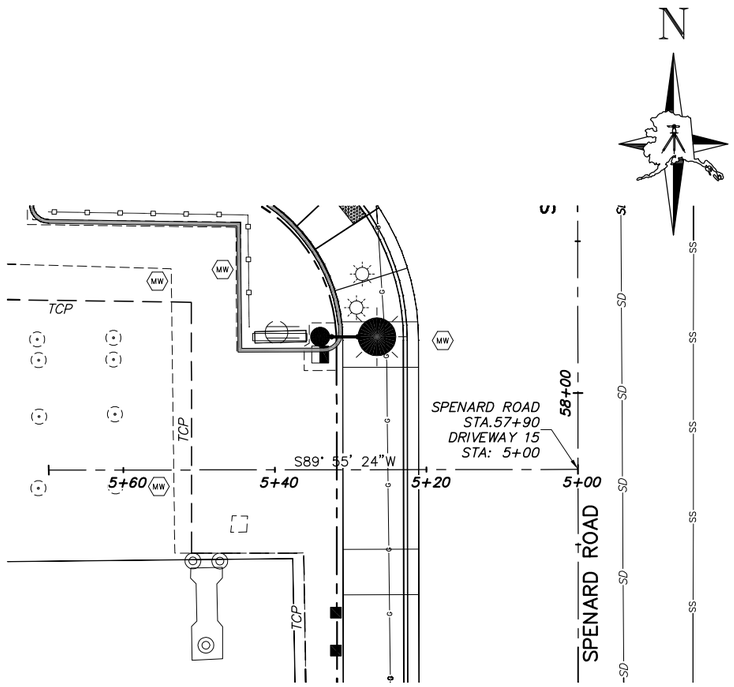
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

DRIVEWAYS 12, 13 & 14

SCALE: H: 1:10 V: 1"=5' | DATE: 8-31-2016 | GRIDS:SW1529,1629 | ACCT. NO. 05-037G

SHEET G37 of G41



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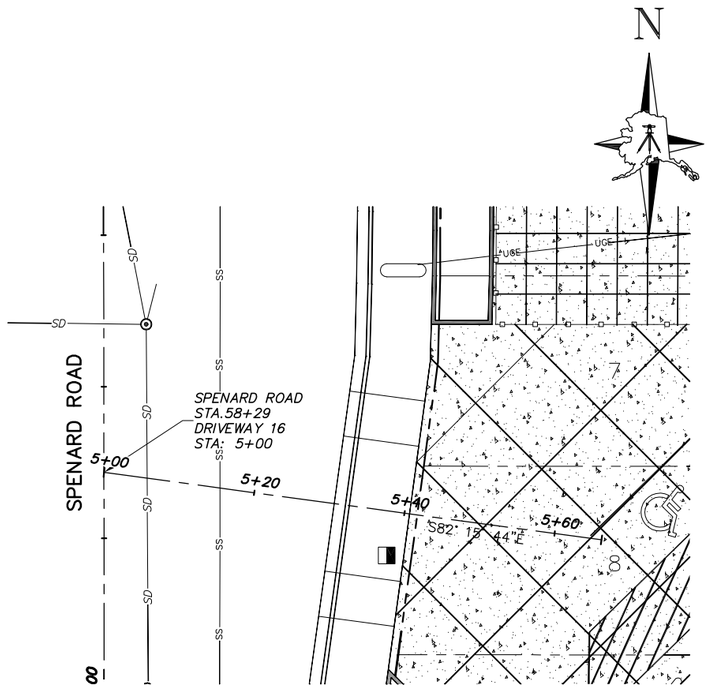

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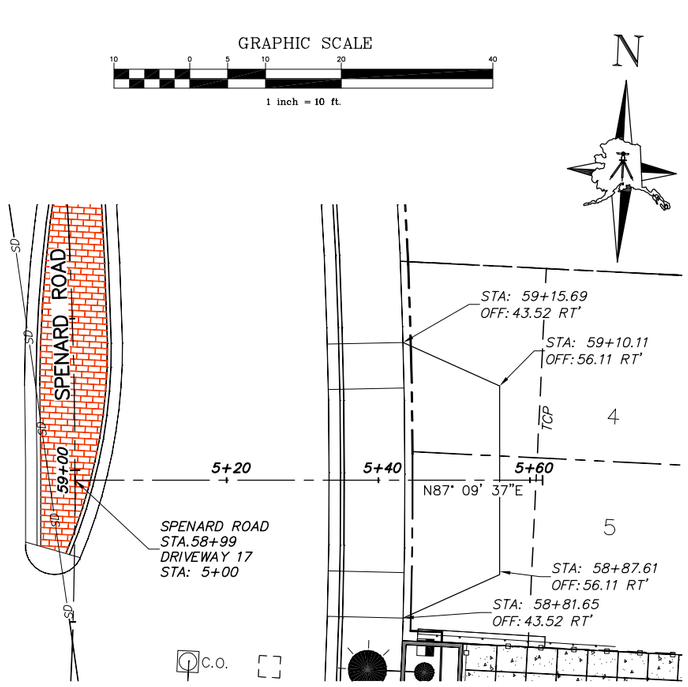

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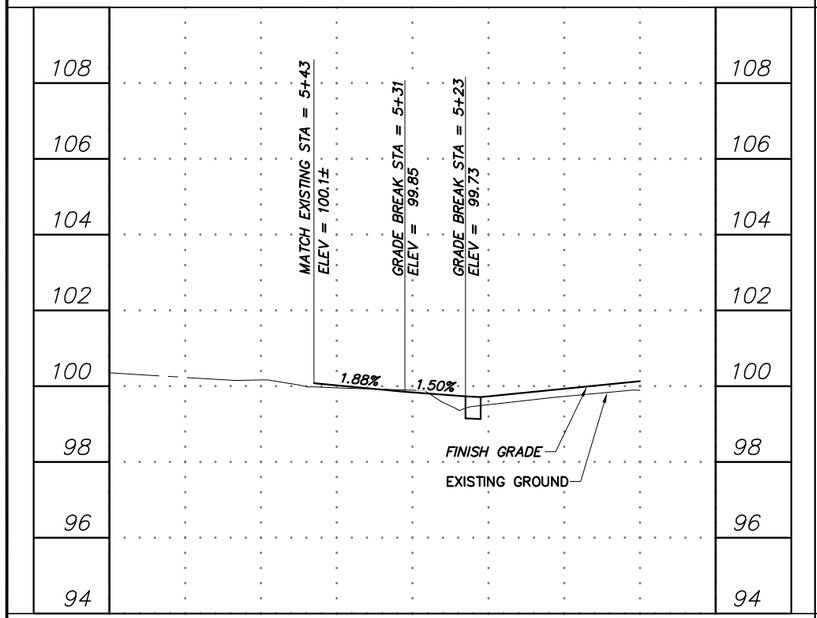

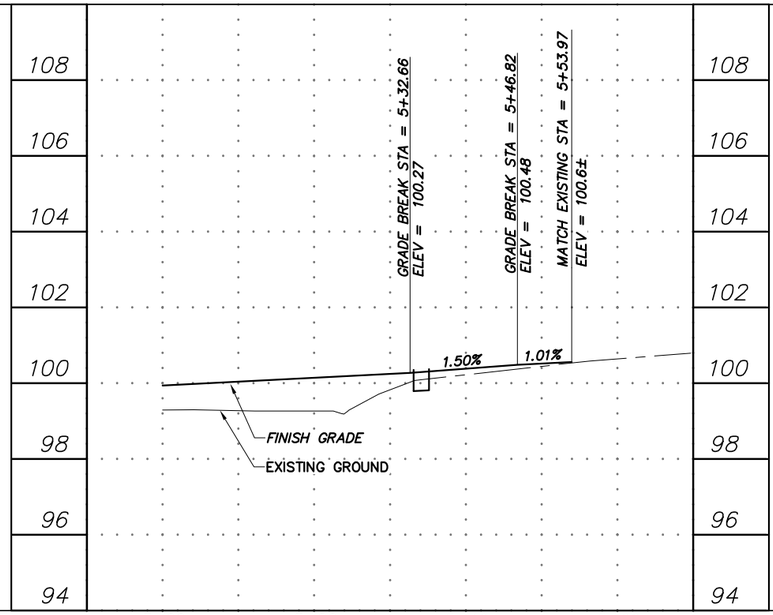

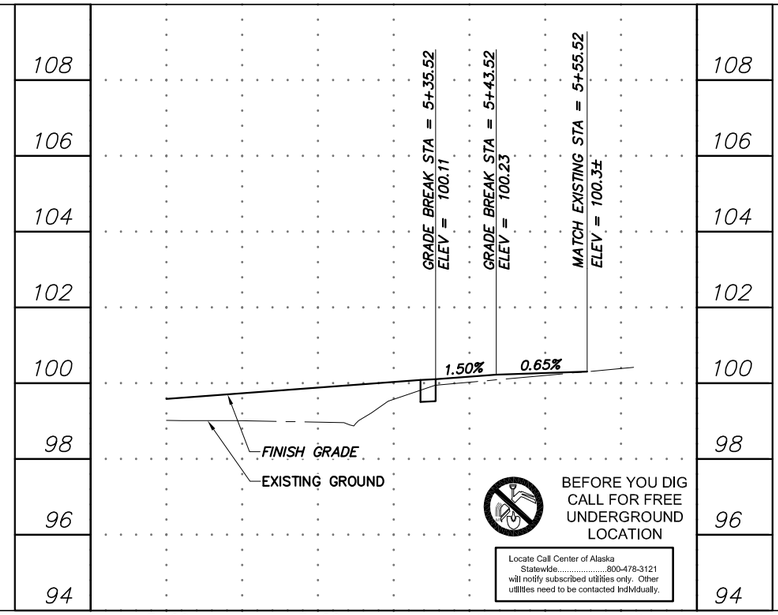

FIELD BOOKS	BM NO.	LOCATION	ELEV.
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ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

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BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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SCHEDULE A — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

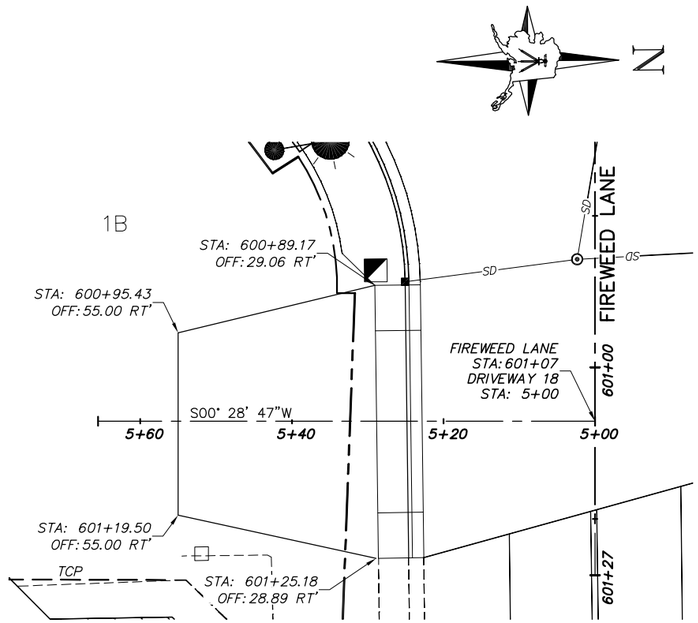
DRIVEWAYS 15, 16 & 17

SCALE: H: 1:10 V: 1"=5'

DATE: 8-31-2016 GRIDS:SW529,1629

ACCT. NO. 05-037G

SHEET G38 of G41



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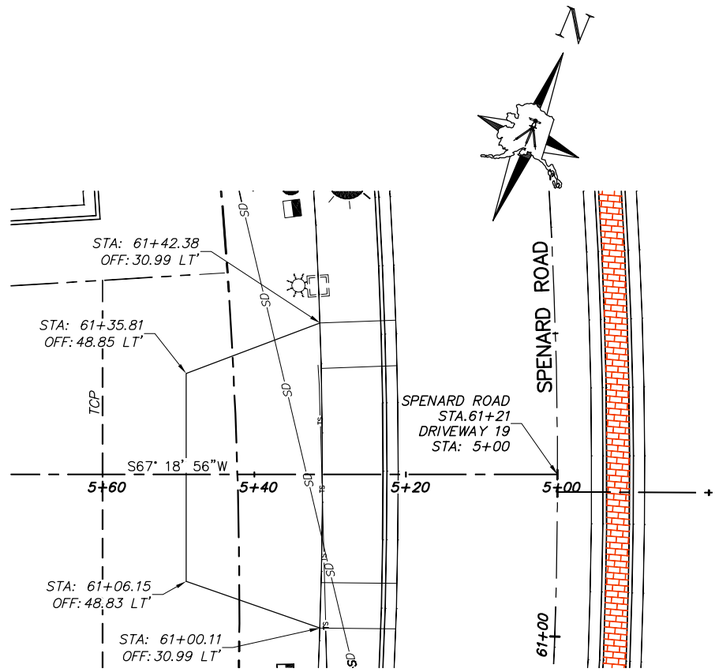

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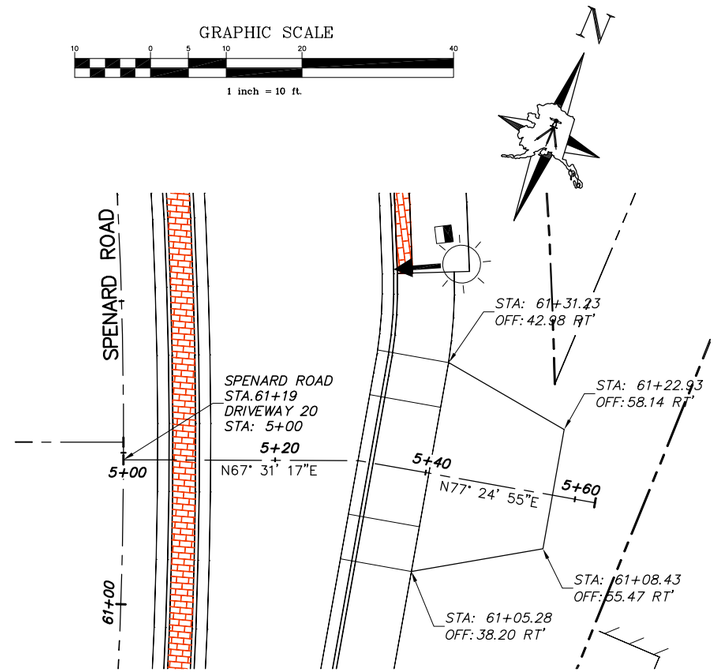

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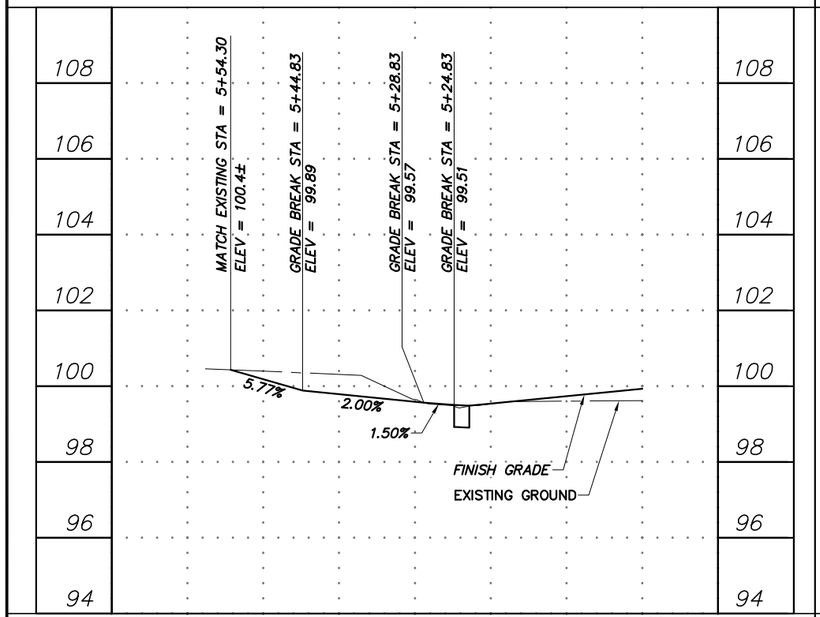

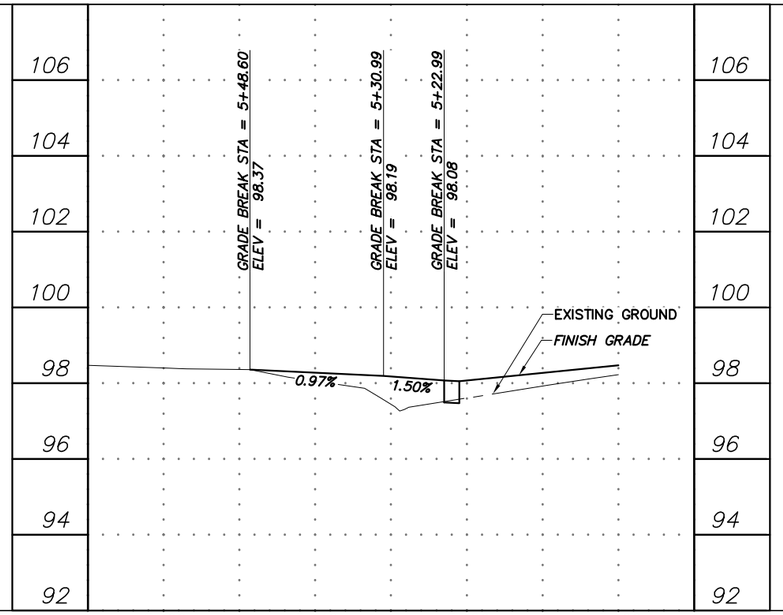

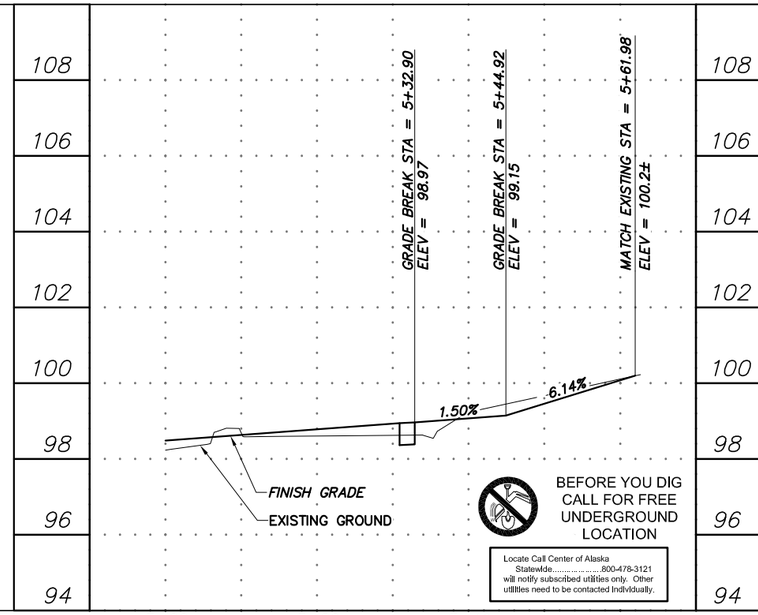

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BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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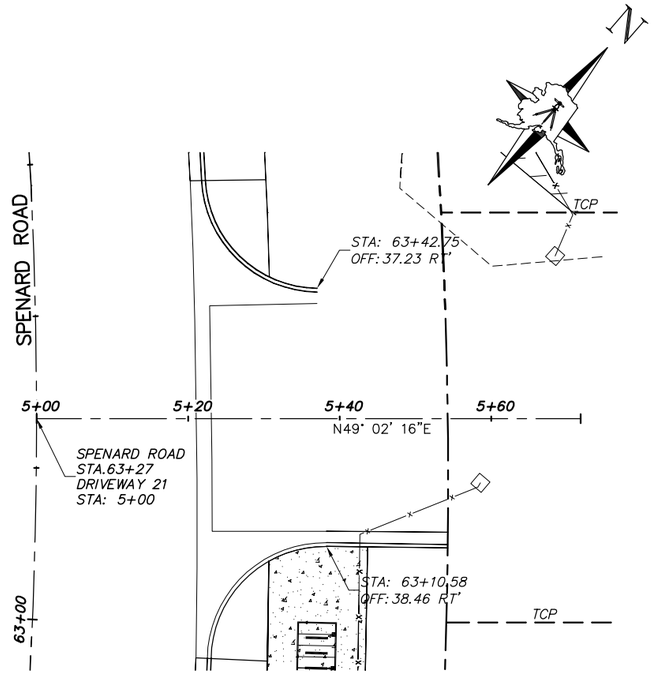
SCHEDULE A — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

DRIVEWAYS 18, 19 & 20

SCALE: H: 1:10 V: 1"=5'
DATE: 8-31-2016 GRIDS:SW529,1629
ACCT. NO. 05-037G
SHEET G39 of G41



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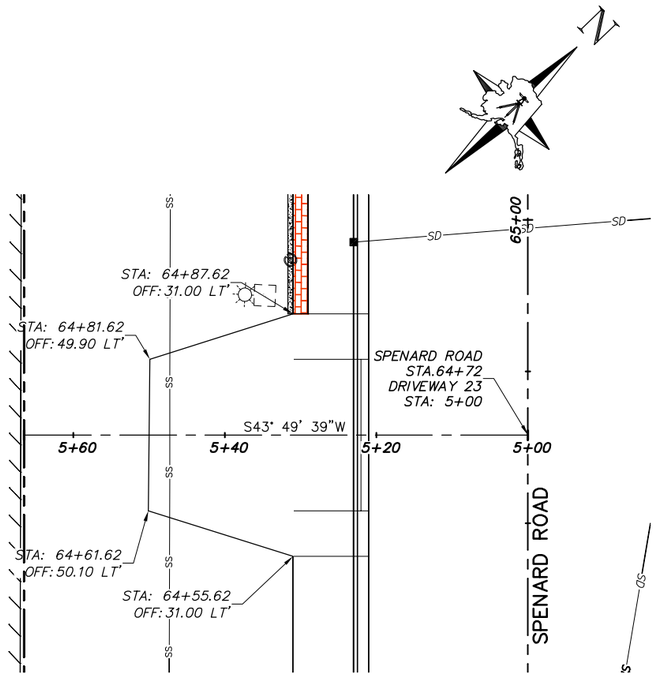

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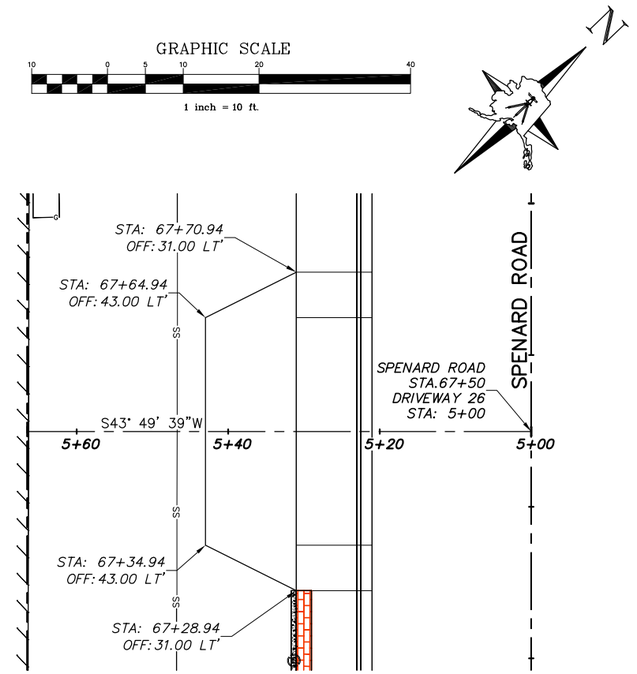

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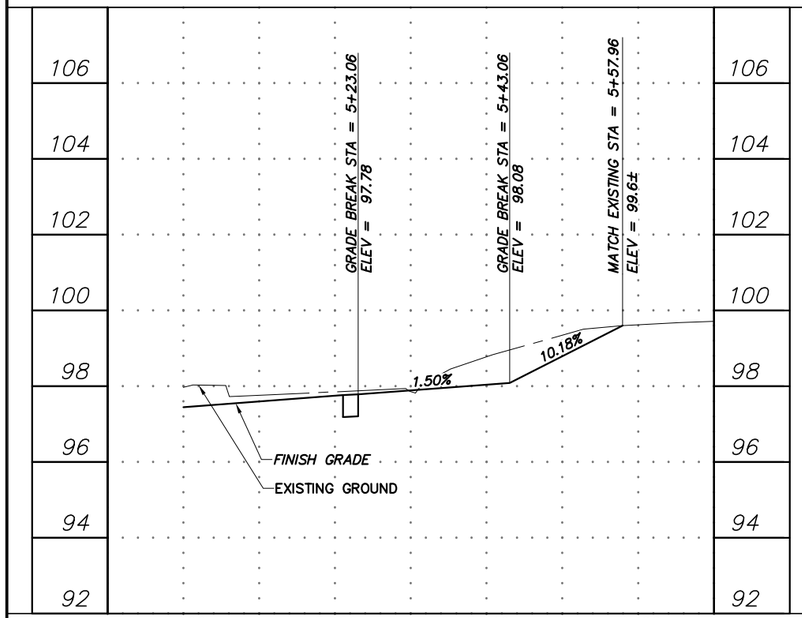

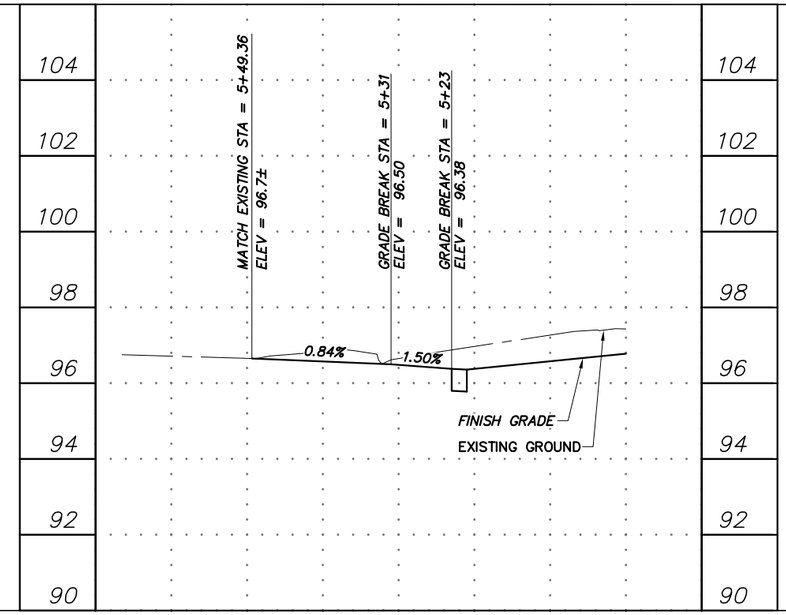

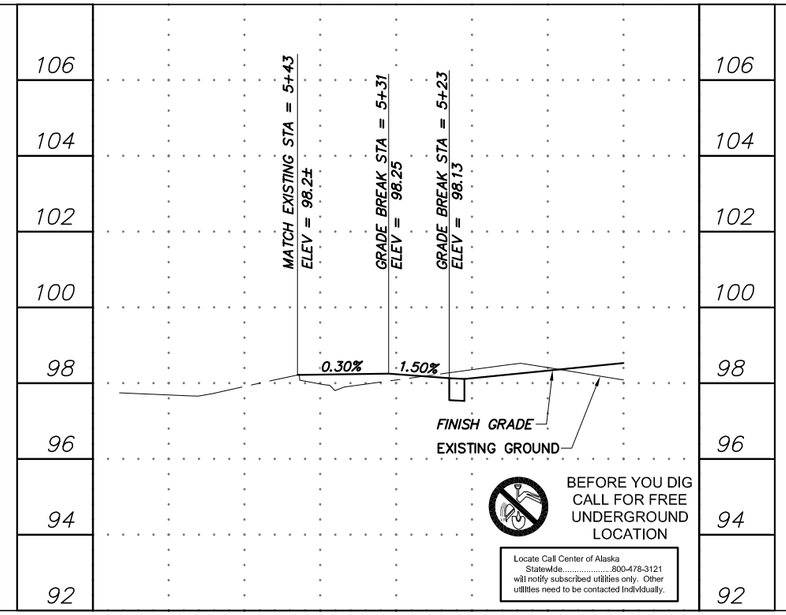

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BASE			TELEPHONE		
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PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REV	DATE	DESCRIPTION	BY

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SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

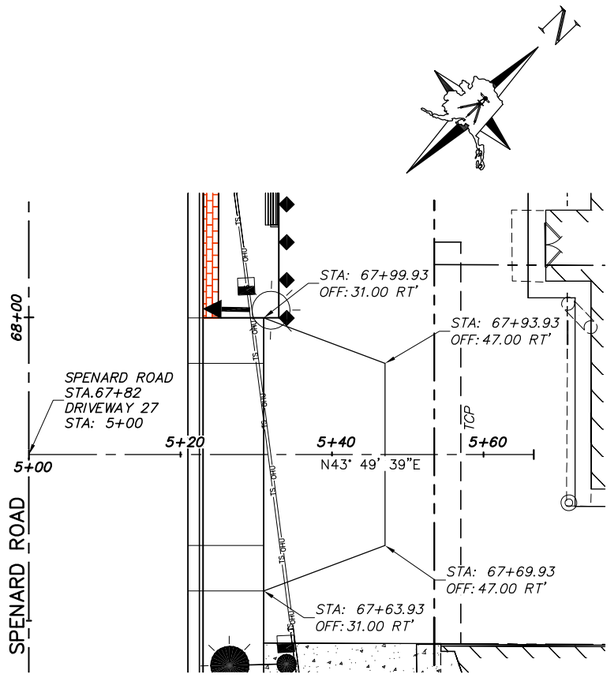
DRIVEWAYS 21, 23 & 26

SCALE: H: 1:10 V: 1"=5'

DATE: 8-31-2016 GRIDS:SW1529,1629

ACCT. NO. 05-037G

SHEET G40 of G41



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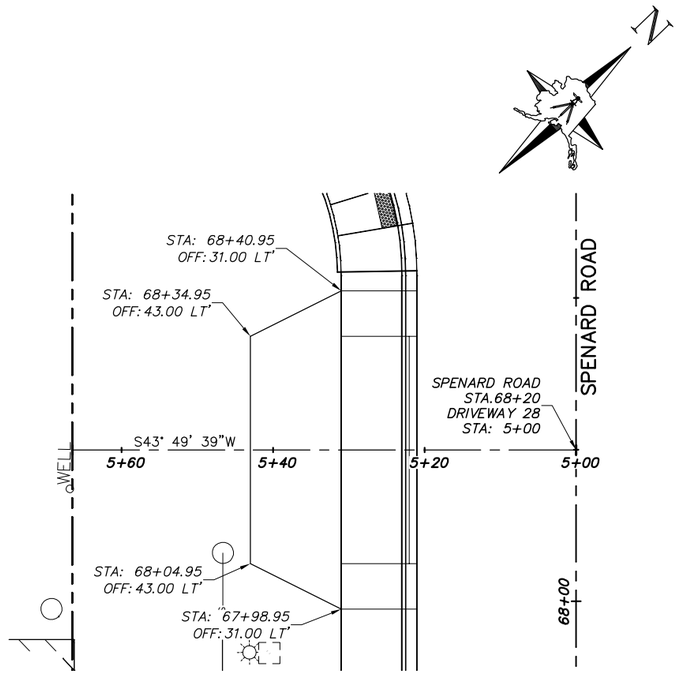
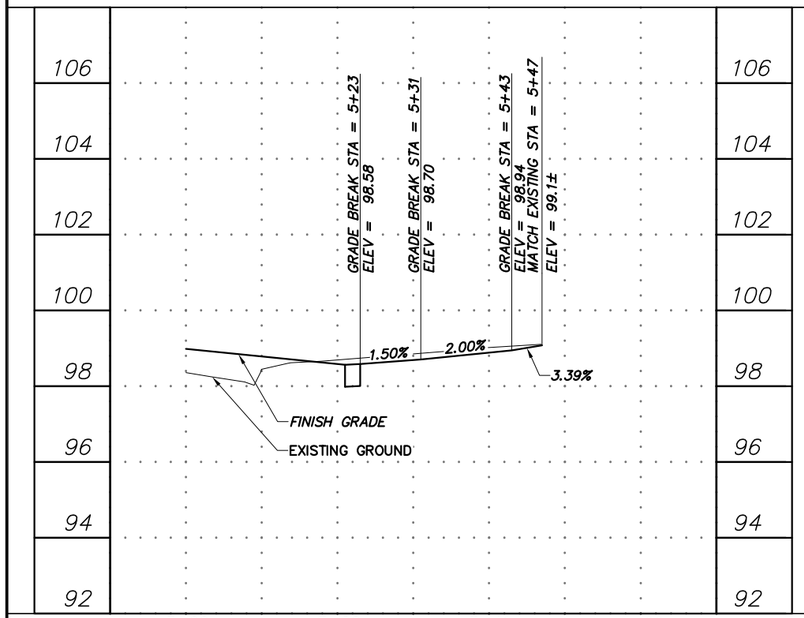


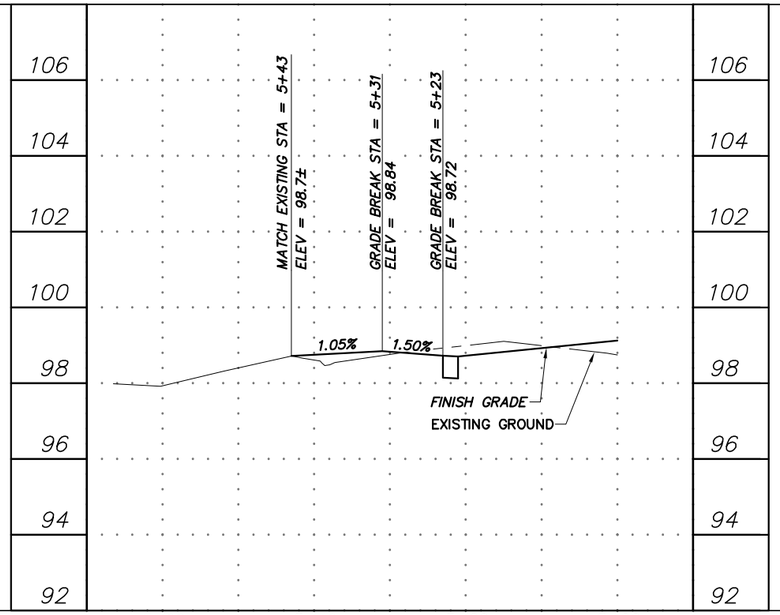
D28

GRAPHIC SCALE

10 0 5 10 20 40

1 inch = 10 ft.





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HILLCREST DRIVE TO BENSON BOULEVARD

GRADING & PAVING PLANS

DRIVEWAYS 27 & 28

SCALE: H: 1:10 V: 1"=5'

DATE: 8-31-2016 GRIDS:SW1529,1629

ACCT. NO. 05-037G

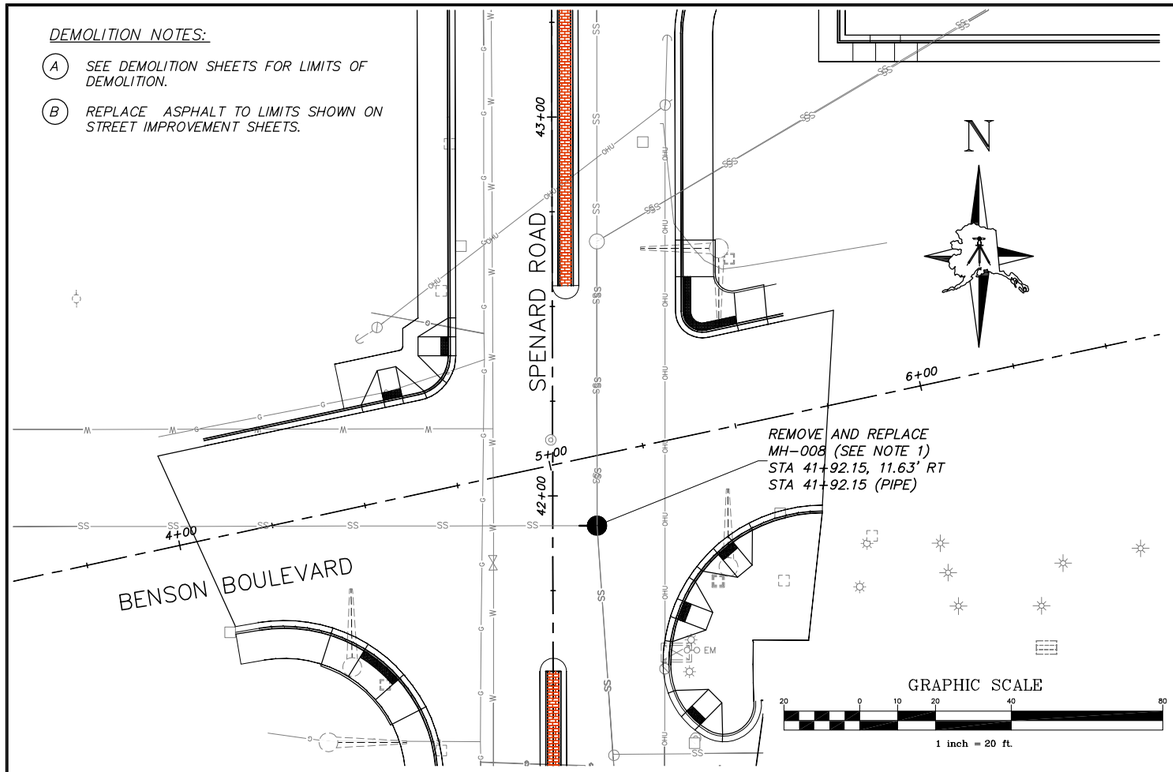
SHEET G41 of G41

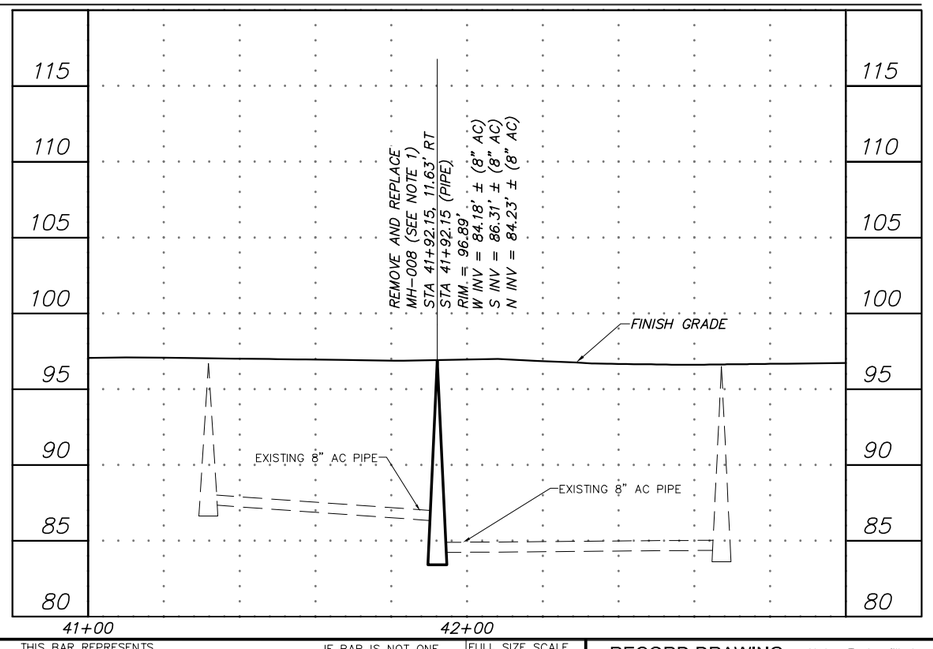
AWWU PLAN SET NO. XXX

DEMOLITION NOTES:

(A) SEE DEMOLITION SHEETS FOR LIMITS OF DEMOLITION.

(B) REPLACE ASPHALT TO LIMITS SHOWN ON STREET IMPROVEMENT SHEETS.





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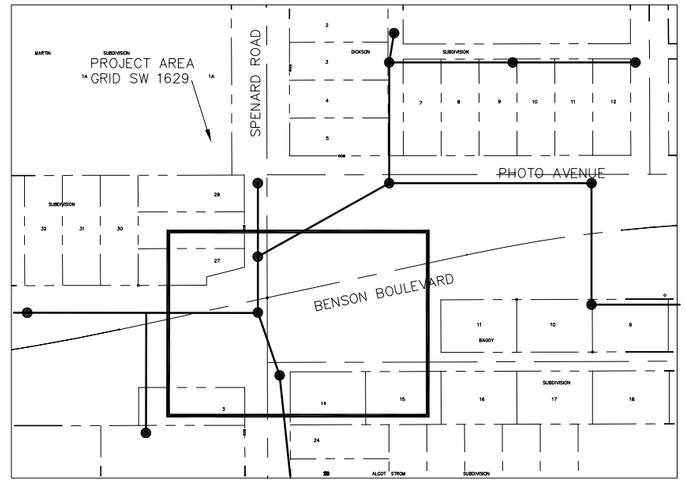

SEWER KEY MAP
NTS

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE INSTALLED AS SPECIFIED IN THE MOST CURRENT EDITION OF THE MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATIONS FOR STREETS–DRAINAGE– UTILITIES–PARKS (MASS), THE AWWU DESIGN AND CONSTRUCTION PRACTICES MANUAL, AND THE SPECIAL PROVISIONS.
2. EXISTING GROUND FEATURES ARE BASED ON LOUNSBURY & ASSOCIATES, TOPOGRAPHIC SURVEY PERFORMED OCTOBER, 2009.
3. LOCATIONS OF UTILITIES SHOWN ON THE DRAWINGS ARE NOT EXACT. THE CONTRACTOR SHALL VERIFY EXACT LOCATIONS BY OBTAINING UTILITY LOCATES AT LEAST 48 HOURS PRIOR TO COMMENCING WORK.
4. EXISTING ELECTRIC, CABLE TELEVISION, TELEPHONE, STREET LIGHT AND GAS LINES IN THE RIGHT–OF–WAY MAY REQUIRE CONTINUOUS SUPPORT AND/OR RELOCATIONS SHALL BE DONE BY OTHERS, UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL COORDINATE WORK WITH THE OWNING UTILITY COMPANY. NOTIFY UTILITY COMPANIES 4 WEEKS PRIOR TO CONSTRUCTION FOR ADVANCED RELOCATION.
5. MAINTAIN A MINIMUM OF TEN (10) FEET HORIZONTAL SEPARATION BETWEEN WATER AND SANITARY SEWER MAINS AND SERVICES. A MINIMUM VERTICAL SEPARATION OF EIGHTEEN (18) INCHES SHALL BE MAINTAINED AT ALL WATER/SEWER CROSSINGS.
6. MAINTAIN A MINIMUM OF 36–INCHES OF VERTICAL SEPARATION BETWEEN ANY STORM SEWER (STORM DRAIN OR FOOTING DRAIN) AND WATERLINE (MAINS OR SERVICES) OR SANITARY SEWER (MAINS OR SERVICES). IF 36–INCHES CANNOT BE MAINTAINED, PROVIDE A MINIMUM OF 4–INCH THICK INSULATION.
7. CONTRACTOR SHALL VERIFY AND RECORD THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD AND RECORD ANY CHANGES ON THE CONTRACTOR RECORD DRAWINGS.
8. THE CONTRACTOR SHALL RESTORE ALL DISTURBED PROPERTY, INCLUDING DRAINAGE SWALES, DISTURBED BY CONTRACT ACTIVITIES TO PRECONSTRUCTION CONDITION.
9. IN CASE OF CONFLICT BETWEEN STATIONING LOCATION OF PIPE OR FITTINGS, USE DIMENSIONED LOCATIONS RELATIVE TO THE CENTERLINE AND PROPERTY LINE, THE DIMENSIONED LOCATIONS SHALL GOVERN.
10. THE CONTRACTOR SHALL RECORD SURVEY NOTES FOR SUBMITTAL WITH RECORD DRAWING PLANS PRIOR TO CONTRACT FINAL PAYMENT.
11. .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.
12. WATER RESULTING FROM CONTRACTORS DEWATERING EFFORTS SHALL NOT BE PUMPED OR OTHERWISE DIVERTED INTO EXISTING STORM DRAINS OR SANITARY SEWER MANHOLES OR CLEANOUTS UNLESS REQUIRED PERMITS ARE OBTAINED BY THE CONTRACTOR. UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR BE ALLOWED TO DIVERT WATER FROM EXCAVATION ONTO THE ROADWAYS. CONTRACTOR SHALL PROVIDE DISPOSAL SITE FOR EXCESS WATER AND SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS AND APPROVALS.

SANITARY SEWER NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO EXCAVATION, AND SHALL CALL FOR UTILITY LOCATES A MINIMUM OF TWO (2) DAYS (EXCLUDING NON–WORKING DAYS) PRIOR TO COMMENCEMENT OF ANY EXCAVATION.
2. EXISTING CUSTOMERS SHALL BE MORTIFIED SEVENTY–TWO (72) HOURS IN ADVANCE OF SANITARY SEWER SERVICE INTERRUPTION. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVODE TEMPORARY SANITARY SEWER SERVICE TO THE EXISTING CUSTOMERS.
3. THIS PROJECT IS A SEWER UPGRADE. MANHOLE INVERTS SHALL BE COMPLETED WITH AWWU APPROVAL PRIOR TO LIVE SEWAGE FLOWING THROUGH. THE MAIN LINE SHALL BE CONSTRUCTED CLEAN.
4. ALL SANITARY SEWER MAINS SHALL BE C900 DR–18, PVC PIPE.
5. ALL BEDDING SHALL BE CASS E.
6. ALL MANHOLES SHALL HAVE A MINIMUM OF ONE–SIX (6") INCH GRADE RING. MAXIMUM GRADE RING ADJUSTMENT SHALL NOT EXCEED EIGHTEEN (18") INCHES.
7. SEWER MAIN TRENCHES AND BEDDING SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY.
8. THE CONTRACTOR SHALL REVIEW MASS DETAIL 50–1 AND BECOME FAMILIAR WITH THE LATEST REVISION TO THE MANHOLE DETAIL DENOTING Z–LOC, BITUMINOUS WATER PROOFING, MAC WRAP, AND INFI–SHIELD EXTERNAL UNI–BAND.

VERIFY SCALE THIS BAR REPRESENTS ONE INCH ON ORIGINAL DRAWING. IF BAR IS NOT ONE INCH, ADJUST DRAWING SCALE ACCORDINGLY. FULL SIZE SCALE HORZ SCALE: VERT SCALE:

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
BASE	·	·	TELEPHONE	·	·				
TOPOGRAPHY	·	·	ELECTRIC	·	·				
PROFILE	·	·	CABLE TV	·	·				
SANITARY SEWER	·	·	TRAFFIC SIGNAL	·	·				
STORM SEWER	·	·	DESIGN	·	·				
WATER	·	·	QUANTITIES	·	·				
GAS	·	·	MUN. FINAL CHECK	·	·				
PLAN CHECK						REVISIONS			

RECORD DRAWING Note: To be filled out on original drawings upon project completion.

1. DATA PROVIDED BY: _____
   This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.
   CONTRACTOR: _____
   BY: _____ TITLE: _____
   DATE: _____
2. DATA TRANSFERRED BY: _____
   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: _____
   COMPANY: _____
   BY: _____ TITLE: _____
   DATE: _____

REUSE OF DOCUMENTS

THIS DOCUMENT AND THE IDEAS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF AWWU AND IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF AWWU.

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(907)272–5451
CERTIFICATE OF AUTHORIZATION NO. AECC391
CONSULTANT

65%
SEAL

ANCHORAGE WATER & WASTEWATER UTILITY · AWWU · MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

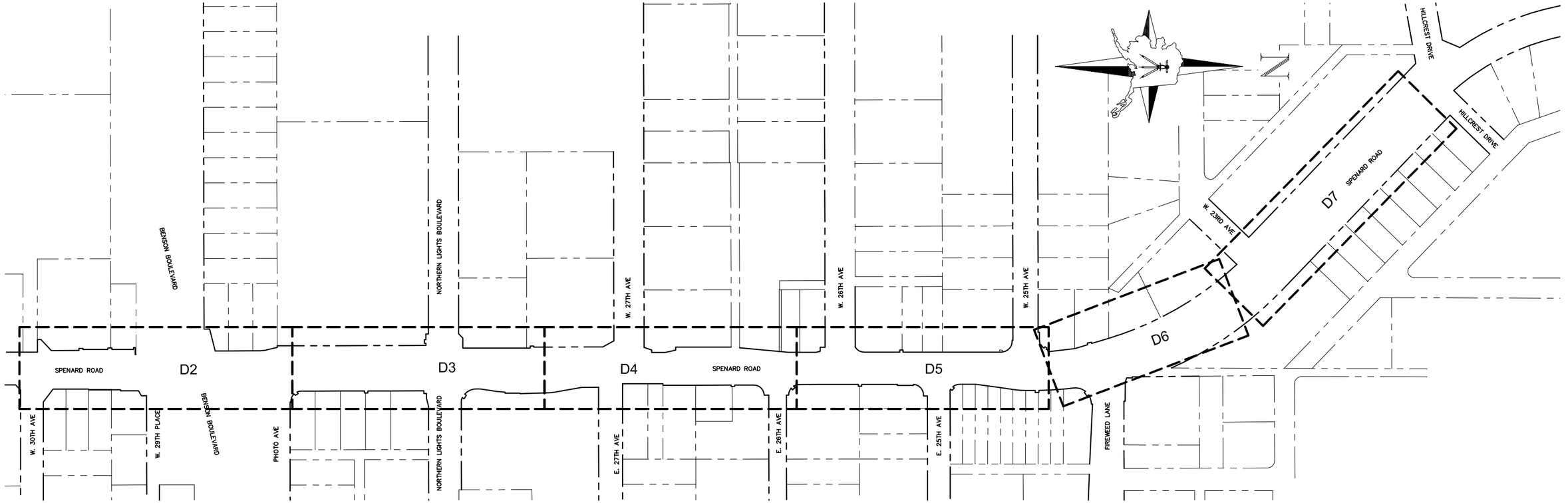
PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SEWER PLANS

PLAN & PROFILE

SCALE: H: 1:20 V: 1"=5' | DATE: 8–31–2016 | GRIDS:SW1529,1629 | ACCT. NO. 05–037G | SHEET SS1 of SS1



NOTES

1. ALL DIMENSIONS REFERENCE FACE OF CURB OR CENTER OF STRIPE UNLESS OTHERWISE NOTED.
2. CENTER CROSSWALK MARKINGS WITHIN RAMP.
3. SEE SHEETS T8 AND T9 FOR SIGNS MOUNTED ON TRAFFIC SIGNAL POLES AND MAST ARMS.
4. ALL SIGNING AND STRIPING SHALL CONFORM WITH MASS DETAILS 70-7 THROUGH 70-33, UNLESS OTHERWISE WITHIN THE PLAN SET.

LEGEND

- SIGN POST
- BUS STOP LIGHT POLE
- STREET LIGHT POLE
- BIKE LANE SYMBOL
- HANDICAP PARKING SYMBOL
- 1+00 0'L — STATION AND OFFSET LABEL

BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Statewide 800-478-3121
will notify subscribed utilities only. Other utilities need to be contacted individually.

GRAPHIC SCALE

100 0 50 100 200 400

1 inch = 100 ft.

REV	DATE	DESCRIPTION	BY

REVISIONS

LOUNSBURY & ASSOCIATES
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

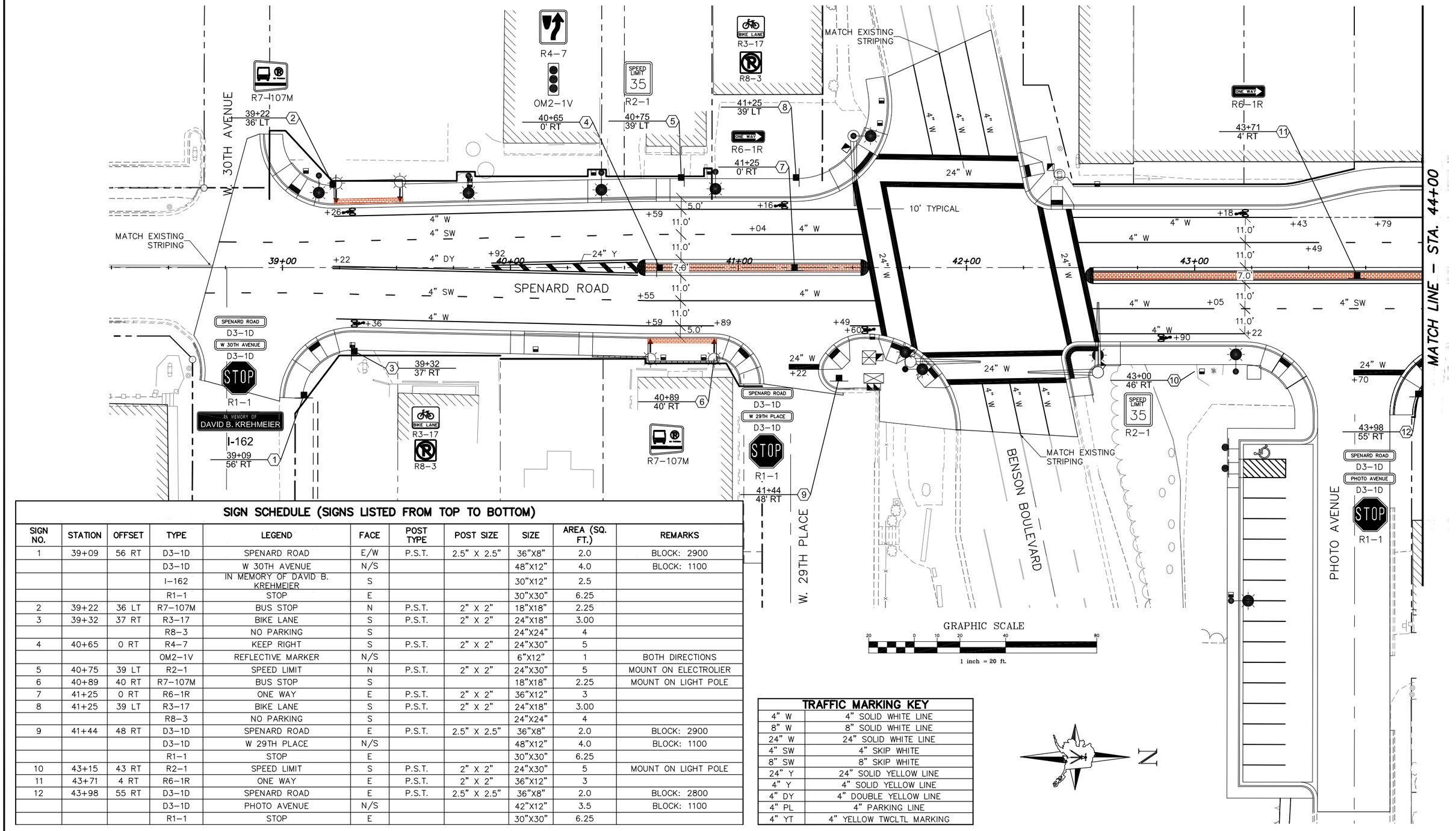
SCHEDULE A — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SIGNING & STRIPING

KEY MAP

SCALE: 1" = 100' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET T1 of T8



SIGN SCHEDULE (SIGNS LISTED FROM TOP TO BOTTOM)

SIGN NO.	STATION	OFFSET	TYPE	LEGEND	FACE	POST TYPE	POST SIZE	SIZE	AREA (SQ. FT.)	REMARKS
1	39+09	56 RT	D3–1D	SPENARD ROAD	E/W	P.S.T.	2.5" X 2.5"	36"X8"	2.0	BLOCK: 2900
			D3–1D	W 30TH AVENUE	N/S			48"X12"	4.0	BLOCK: 1100
			I–162	IN MEMORY OF DAVID B. KREHMEIER	S			30"X12"	2.5	
			R1–1	STOP	E			30"X30"	6.25	
2	39+22	36 LT	R7–107M	BUS STOP	N	P.S.T.	2" X 2"	18"X18"	2.25	
3	39+32	37 RT	R3–17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8–3	NO PARKING	S			24"X24"	4	
4	40+65	0 RT	R4–7	KEEP RIGHT	S	P.S.T.	2" X 2"	24"X30"	5	
			OM2–1V	REFLECTIVE MARKER	N/S			6"X12"	1	BOTH DIRECTIONS
5	40+75	39 LT	R2–1	SPEED LIMIT	N	P.S.T.	2" X 2"	24"X30"	5	MOUNT ON ELECTROLIER
6	40+89	40 RT	R7–107M	BUS STOP	S			18"X18"	2.25	MOUNT ON LIGHT POLE
7	41+25	0 RT	R6–1R	ONE WAY	E	P.S.T.	2" X 2"	36"X12"	3	
8	41+25	39 LT	R3–17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8–3	NO PARKING	S			24"X24"	4	
9	41+44	48 RT	D3–1D	SPENARD ROAD	E	P.S.T.	2.5" X 2.5"	36"X8"	2.0	BLOCK: 2900
			D3–1D	W 29TH PLACE	N/S			48"X12"	4.0	BLOCK: 1100
			R1–1	STOP	E			30"X30"	6.25	
10	43+15	43 RT	R2–1	SPEED LIMIT	S	P.S.T.	2" X 2"	24"X30"	5	MOUNT ON LIGHT POLE
11	43+71	4 RT	R6–1R	ONE WAY	E	P.S.T.	2" X 2"	36"X12"	3	
12	43+98	55 RT	D3–1D	SPENARD ROAD	E	P.S.T.	2.5" X 2.5"	36"X8"	2.0	BLOCK: 2800
			D3–1D	PHOTO AVENUE	N/S			42"X12"	3.5	BLOCK: 1100
			R1–1	STOP	E			30"X30"	6.25	

TRAFFIC MARKING KEY

4" W	4" SOLID WHITE LINE
8" W	8" SOLID WHITE LINE
24" W	24" SOLID WHITE LINE
4" SW	4" SKIP WHITE
8" SW	8" SKIP WHITE
24" Y	24" SOLID YELLOW LINE
4" Y	4" SOLID YELLOW LINE
4" DY	4" DOUBLE YELLOW LINE
4" PL	4" PARKING LINE
4" YT	4" YELLOW TWCLTL MARKING

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

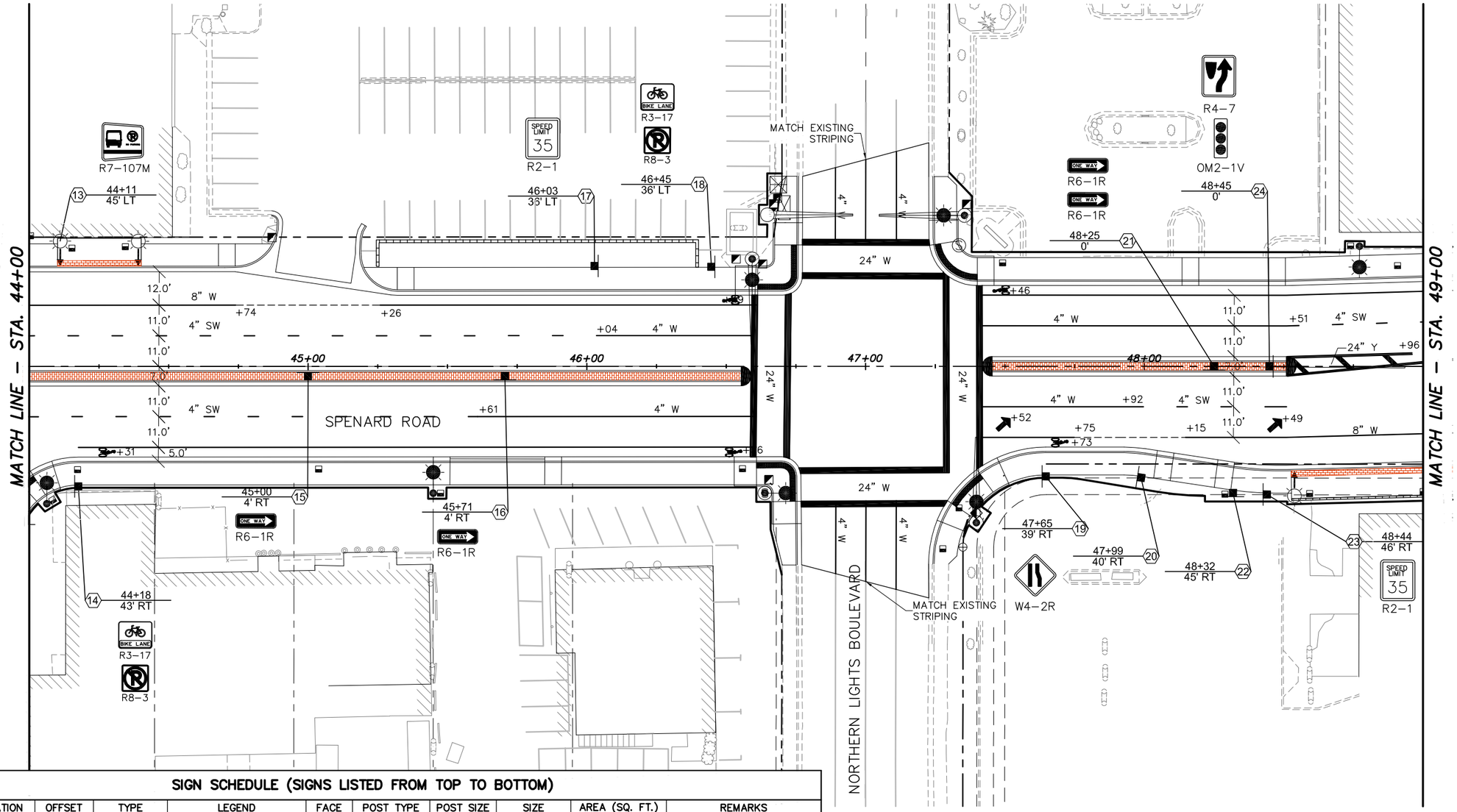
SCHEDULE A — PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SIGNING & STRIPING

38+50.00–44+00.00

SCALE: H: BYLAYER | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET T2 of T8



SIGN SCHEDULE (SIGNS LISTED FROM TOP TO BOTTOM)

SIGN NO.	STATION	OFFSET	TYPE	LEGEND	FACE	POST TYPE	POST SIZE	SIZE	AREA (SQ. FT.)	REMARKS
13	44+11	45 LT	R7–107M	BUS STOP	N	P.S.T.	2" X 2"	18"X18"	2.25	MOUNT ON LIGHT POLE
14	44+18	43 RT	R3–17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8–3	NO PARKING	S			24"X24"	4	
15	45+00	4 RT	R6–1L	ONE WAY	E	P.S.T.	2" X 2"	36"X12"	3	
16	45+71	4 RT	R6–1R	ONE WAY	W	P.S.T.	2" X 2"	36"X12"	3	
17	46+03	36 LT	R2–1	SPEED LIMIT	N	P.S.T.	2" X 2"	20"X30"	5	
18	46+45	36 LT	R3–17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8–3	NO PARKING	S			24"X24"	4	
19	47+65	39 RT	W4–2R	LANE REDUCTION	S	P.S.T.	2" X 2"	30"X30"	6.25	
21	48+32	45 RT	R5–1	DO NOT ENTER	E	P.S.T.	2" X 2"	30"X30"	6.25	
22	48+25	0 RT	R6–1R	ONE WAY	E	P.S.T.	2" X 2"	36"X12"	3	
			R6–1R	ONE WAY	W			36"X12"	3	
23	48+44	46 RT	R2–1	SPEED LIMIT	N	P.S.T.	2" X 2"	20"X30"	5	
24	48+45	0 RT	R4–7	KEEP RIGHT	N	P.S.T.	2" X 2"	24"X30"	5	BOTH DIRECTIONS

TRAFFIC MARKING KEY

4" W	4" SOLID WHITE LINE
8" W	8" SOLID WHITE LINE
24" W	24" SOLID WHITE LINE
4" SW	4" SKIP WHITE
8" SW	8" SKIP WHITE
24" Y	24" SOLID YELLOW LINE
4" Y	4" SOLID YELLOW LINE
4" DY	4" DOUBLE YELLOW LINE
4" PL	4" PARKING LINE
4" YT	4" YELLOW TWCLTL MARKING

N

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REVISIONS

REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A — PM&E PROJECT NO. 03–22B

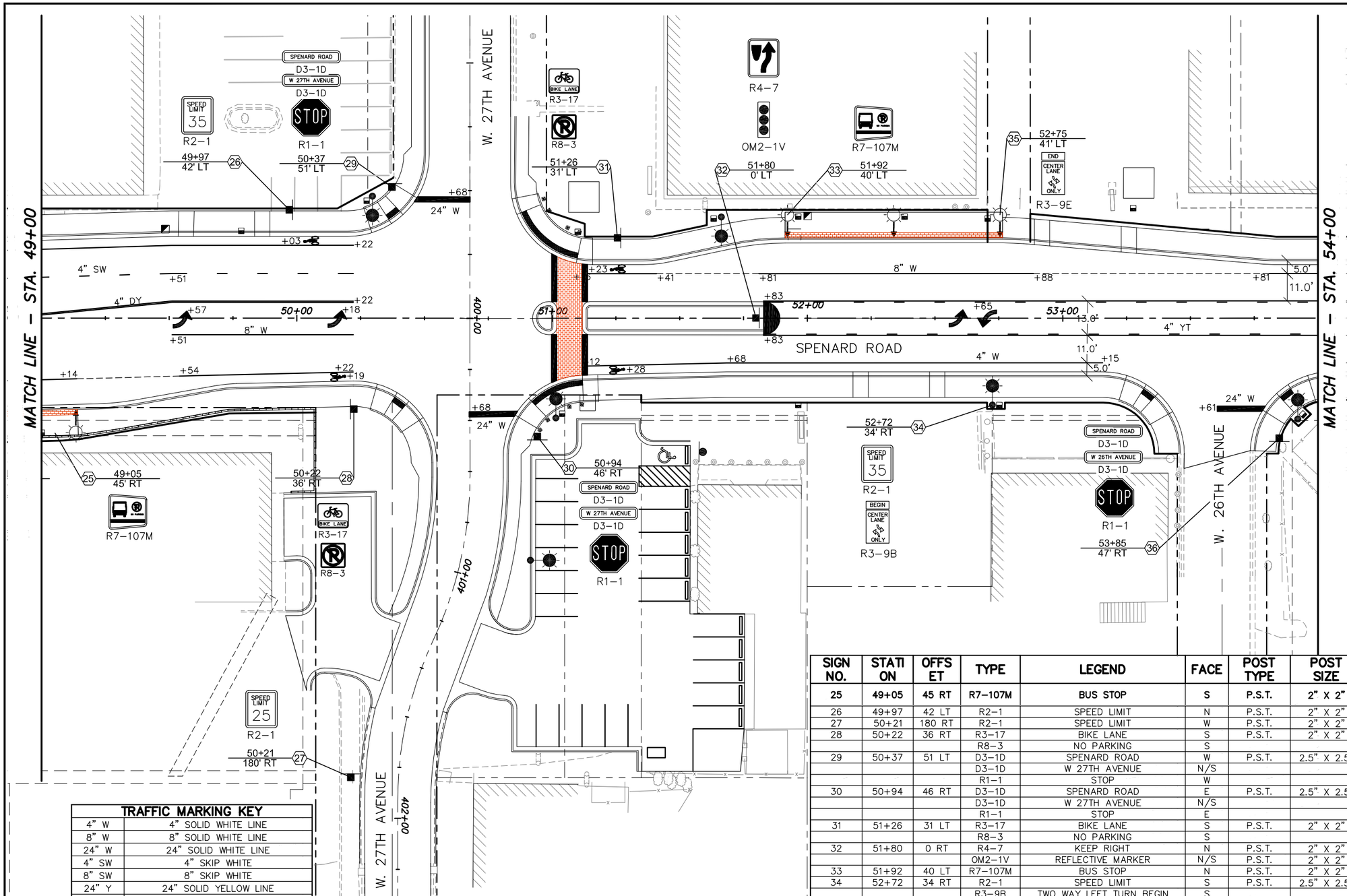
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SIGNING & STRIPING

44+00.00–49+00.00

SCALE: H: 1" = 20' | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G

T3 of T8



TRAFFIC MARKING KEY	
4" W	4" SOLID WHITE LINE
8" W	8" SOLID WHITE LINE
24" W	24" SOLID WHITE LINE
4" SW	4" SKIP WHITE
8" SW	8" SKIP WHITE
24" Y	24" SOLID YELLOW LINE
4" Y	4" SOLID YELLOW LINE
4" DY	4" DOUBLE YELLOW LINE
4" PL	4" PARKING LINE
4" YT	4" YELLOW TWCLTL MARKING

SIGN NO.	STATION	OFFSET	TYPE	LEGEND	FACE	POST TYPE	POST SIZE	SIZE	AREA (SQ. FT.)	REMARKS
25	49+05	45 RT	R7–107M	BUS STOP	S	P.S.T.	2" X 2"	18"X18"	2.25	MOUNT ON LIGHT POLE
26	49+97	42 LT	R2–1	SPEED LIMIT	N	P.S.T.	2" X 2"	24"X30"	5	
27	50+21	180 RT	R2–1	SPEED LIMIT	W	P.S.T.	2" X 2"	24"X30"	5	
28	50+22	36 RT	R3–17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8–3	NO PARKING	S			24"X24"	4	
29	50+37	51 LT	D3–1D	SPENARD ROAD	W	P.S.T.	2.5" X 2.5"	42"X8"	2.0	BLOCK: 2700
			D3–1D	W 27TH AVENUE	N/S			48"X12"	4.0	BLOCK: 1200
			R1–1	STOP	W			30"X30"	6.25	
30	50+94	46 RT	D3–1D	SPENARD ROAD	E	P.S.T.	2.5" X 2.5"	36"X8"	2.3	BLOCK: 2600
			D3–1D	W 27TH AVENUE	N/S			48"X12"	4.0	BLOCK: 1100
			R1–1	STOP	E			30"X30"	6.25	
31	51+26	31 LT	R3–17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8–3	NO PARKING	S			24"X24"	4	
32	51+80	0 RT	R4–7	KEEP RIGHT	N	P.S.T.	2" X 2"	24"X30"	5	
			OM2–1V	REFLECTIVE MARKER	N/S	P.S.T.	2" X 2"	6"X12"	1	BOTH DIRECTIONS
33	51+92	40 LT	R7–107M	BUS STOP	N	P.S.T.	2" X 2"	18"X18"	2.25	MOUNT ON LIGHT POLE
34	52+72	34 RT	R2–1	SPEED LIMIT	S	P.S.T.	2.5" X 2.5"	24"X30"	5	
			R3–9B	TWO WAY LEFT TURN BEGIN	S			24"X36"	6	
35	52+75	41 LT	R3–9E	TWO WAY LEFT TURN END	N	P.S.T.	2" X 2"	24"X36"	6	MOUNT ON LIGHT POLE
36	53+85	47 RT	D3–1D	SPENARD ROAD	E	P.S.T.	2.5" X 2.5"	36"X8"	2.0	BLOCK: 2500
			D3–1D	W 26TH AVENUE	N/S			36"X12"	3.0	BLOCK: 1100
			R1–1	STOP	E			30"X30"	6.25	

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

VERTICAL DATUM

PLAN CHECK

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REVISIONS

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE A

PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SIGNING & STRIPING

49+00.00–54+00.00

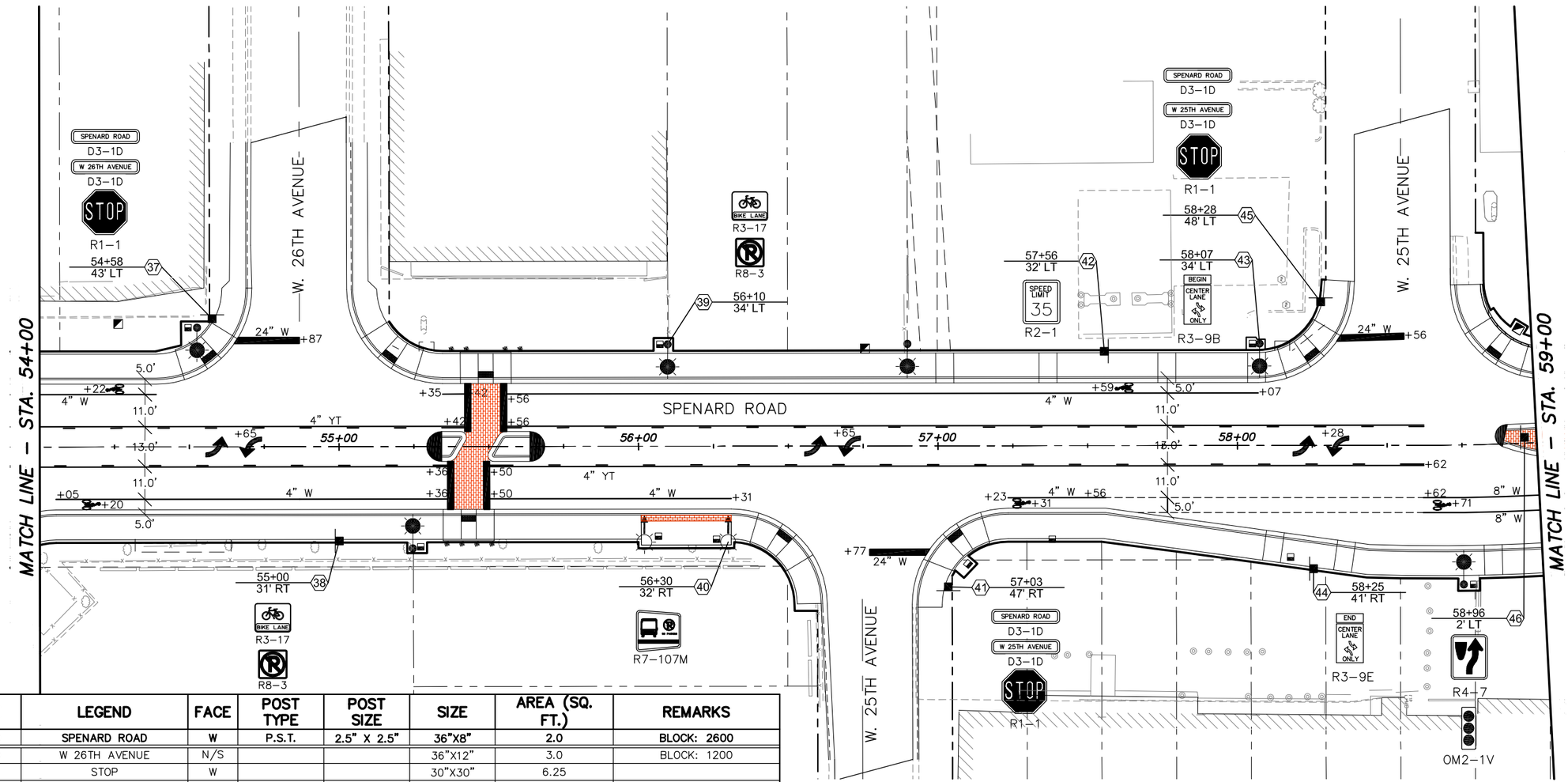
SCALE: H: 1" = 20'

DATE: 8–31–2016

GRIDS: SW1529,1629

ACCT. NO. 05–037G

SHEET T4 of T8



SIGN NO.	STATION	OFFSET	TYPE	LEGEND	FACE	POST TYPE	POST SIZE	SIZE	AREA (SQ. FT.)	REMARKS
37	54+58	43 LT	D3–1D	SPENARD ROAD	W	P.S.T.	2.5" X 2.5"	36"X8"	2.0	BLOCK: 2600
			D3–1D	W 26TH AVENUE	N/S			36"X12"	3.0	BLOCK: 1200
			R1–1	STOP	W			30"X30"	6.25	
38	55+00	31 RT	R3–17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8–3	NO PARKING	S			24"X24"	4	
39	56+10	34 LT	R3–17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	MOUNT OM LIGHT POLE
			R8–3	NO PARKING	S			24"X24"	4	
40	56+30	32 RT	R7–107M	BUS STOP	S	P.S.T.	2" X 2"	18"X18"	2.25	MOUNT ON LIGHT POLE
41	57+03	47 RT	D3–1D	SPENARD ROAD	E	P.S.T.	2.5" X 2.5"	42"X8"	2.3	BLOCK: 2400
			D3–1D	W 25TH AVENUE	N/S			48"X12"	4.0	BLOCK: 1100
			R1–1	STOP	E			30"X30"	6.25	
42	57+56	32 LT	R2–1	SPEED LIMIT	N	P.S.T.	2" X 2"	24"X30"	5	
43	58+07	34 LT	R3–9B	TWO WAY LEFT TURN BEGIN	N			24"X36"	6	MOUNT ON LIGHT POLE
44	58+25	41 RT	R3–9E	TWO WAY LEFT TURN END	S	P.S.T.	2" X 2"	24"X36"	6	
45	58+26	48 LT	D3–1D	SPENARD ROAD	W	P.S.T.	2.5" X 2.5"	36"X8"	2.0	BLOCK: 2500
			D3–1D	W 25TH AVENUE	N/S			36"X12"	3.0	BLOCK: 1200
			R1–1	STOP	W			30"X30"	6.25	
46	58+96	2 LT	R4–7	KEEP RIGHT	S	P.S.T.	2" X 2"	24"X30"	5	
			OM2–1V	REFLECTIVE MARKER	N/S			6"X12"	1	BOTH DIRECTIONS

TRAFFIC MARKING KEY	
4" W	4" SOLID WHITE LINE
8" W	8" SOLID WHITE LINE
24" W	24" SOLID WHITE LINE
4" SW	4" SKIP WHITE
8" SW	8" SKIP WHITE
24" Y	24" SOLID YELLOW LINE
4" Y	4" SOLID YELLOW LINE
4" DY	4" DOUBLE YELLOW LINE
4" PL	4" PARKING LINE
4" YT	4" YELLOW TWCLTL MARKING

N

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
–	–	–	–
STAKING: –	–	–	–
–	–	–	–
ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REVISIONS

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CERTIFICATE OF AUTHORIZATION NO. AECC391

CONSULTANT

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

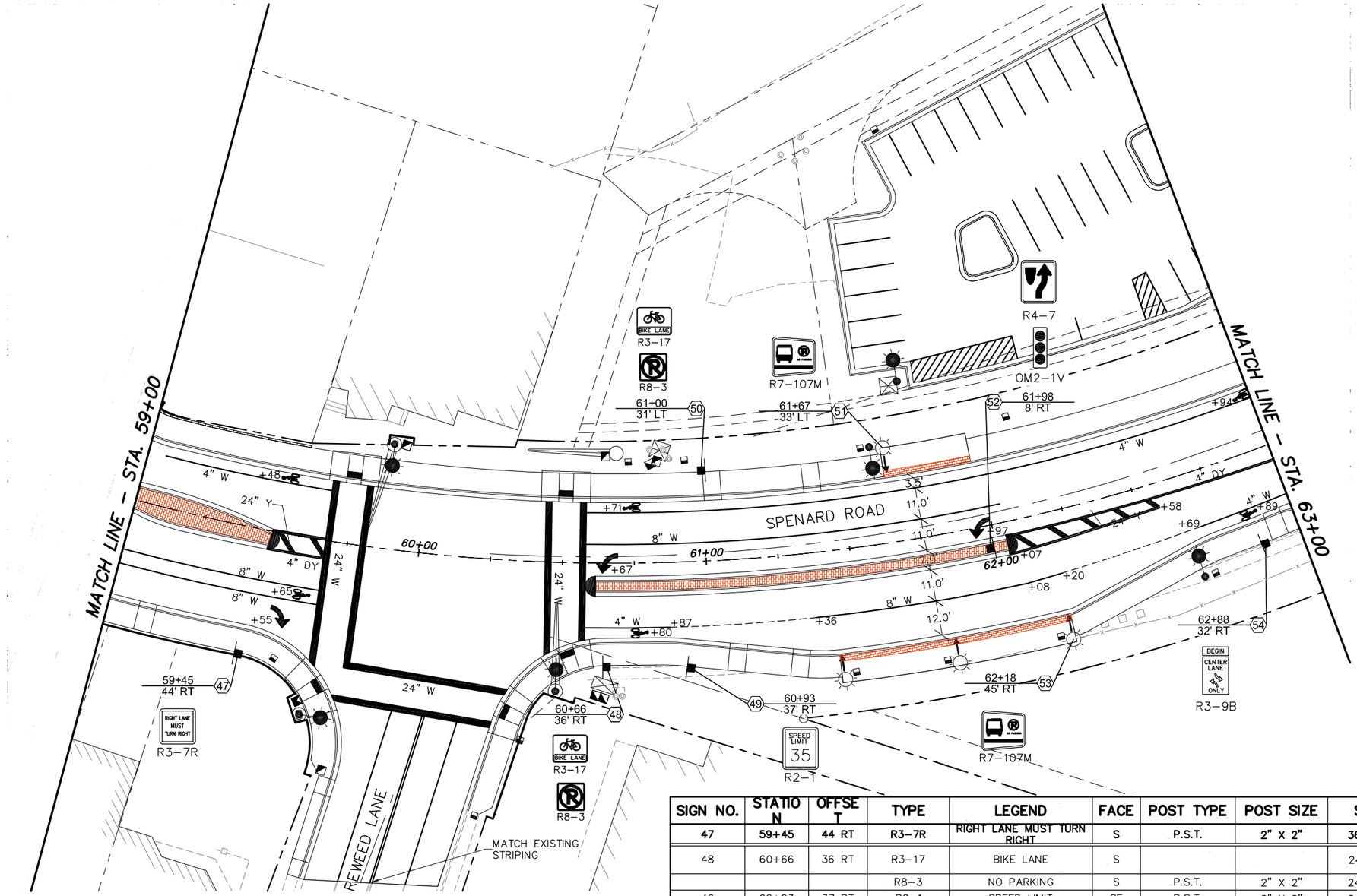
SCHEDULE A | PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SIGNING & STRIPING

54+00.00–59+00.00

SCALE: H: 1" = 20' | DATE: 8–31–2016 | GRIDS: SW1529,1629 | ACCT. NO. 05–037G | SHEET T5 of T8



N

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

TRAFFIC MARKING KEY	
4" W	4" SOLID WHITE LINE
8" W	8" SOLID WHITE LINE
24" W	24" SOLID WHITE LINE
4" SW	4" SKIP WHITE
8" SW	8" SKIP WHITE
24" Y	24" SOLID YELLOW LINE
4" Y	4" SOLID YELLOW LINE
4" DY	4" DOUBLE YELLOW LINE
4" PL	4" PARKING LINE
4" YT	4" YELLOW TWCLTL MARKING

SIGN NO.	STATION	OFFSET	TYPE	LEGEND	FACE	POST TYPE	POST SIZE	SIZE	AREA (SQ. FT.)	REMARKS
47	59+45	44 RT	R3-7R	RIGHT LANE MUST TURN RIGHT	S	P.S.T.	2" X 2"	36"X36"	9	
48	60+66	36 RT	R3-17	BIKE LANE	S			24"X18"	3.00	
			R8-3	NO PARKING	S	P.S.T.	2" X 2"	24"X24"	4	
49	60+93	37 RT	R2-1	SPEED LIMIT	SE	P.S.T.	2" X 2"	24"X30"	5	
50	61+00	31 LT	R3-17	BIKE LANE	S			24"X18"	3.00	
			R8-3	NO PARKING	S	P.S.T.	2" X 2"	24"X24"	4	
51	61+67	33 LT	R7-107M	BUS STOP	NW			18"X18"	2.25	MOUNT ON LIGHT POLE
52	61+98	8 RT	R4-7	KEEP RIGHT	NW			24"X30"	5	
			OM2-1V	REFLECTIVE MARKER	N/S	P.S.T.	2" X 2"	6"X12"	1	BOTH DIRECTIONS
53	62+18	45 RT	R7-107M	BUS STOP	SE	P.S.T.	2" X 2"	18"X18"	2.25	MOUNT ON LIGHT POLE
54	62+88	32 RT	R3-9B	TWO WAY LEFT TURN BEGIN	SE	P.S.T.	2" X 2"	24"X36"	6	

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			
CONSTRUCTION RECORD	VERTICAL DATUM		

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			
PLAN CHECK					

REV	DATE	DESCRIPTION	BY
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REVISIONS			

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SCHEDULE A — PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SIGNING & STRIPING

59+00.00–63+00.00

SCALE: H: 1" = 20' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET T6 of T8

TRAFFIC MARKING KEY	
4" W	4" SOLID WHITE LINE
8" W	8" SOLID WHITE LINE
24" W	24" SOLID WHITE LINE
4" SW	4" SKIP WHITE
8" SW	8" SKIP WHITE
24" Y	24" SOLID YELLOW LINE
4" Y	4" SOLID YELLOW LINE
4" DY	4" DOUBLE YELLOW LINE
4" PL	4" PARKING LINE
4" YT	4" YELLOW TWCLTL MARKING

SIGN NO.	STATION	OFFSET	TYPE	LEGEND	FACE	POST TYPE	POST SIZE	SIZE	AREA (SQ. FT.)	REMARKS
55	63+10	31 LT	R2-1	SPEED LIMIT	NW	P.S.T.	2.5" X 2.5"	24"X30"	5	
			R3-9E	TWO WAY LEFT TURN END	NW			24"X36"	6	
56	63+49	44 LT	D3-1D	SPENARD ROAD	SW	P.S.T.	2.5"X2.5"	36"X8"	2.0	BLOCK: 2300
			D3-1D	W 23TH AVENUE	NW/SE			48"X12"	4.0	BLOCK: 1200
			R1-1	STOP	SW			30" X 30"	6.25	
57	64+00	31 RT	R3-17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8-3	NO PARKING	S			24"X24"	4	
58	64+30	31 LT	R3-17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8-3	NO PARKING	S			24"X24"	4	
59	66+35	31 LT	R3-9B	TWO WAY LEFT TURN BEGIN	NW	P.S.T.	2" X 2"	24"X36"	6	
60	66+45	34 RT	R3-9E	TWO WAY LEFT TURN END	SE	P.S.T.	2" X 2"	24"X36"	6	MOUNT ON LIGHT POLE
61	66+48	58 RT	R7-8	RESERVED PARKING	SE	P.S.T.	2" X 2"	12"X18"	1.5	
62	67+00	31 RT	R3-8LSR	LANE CONFIGURATION	SE	P.S.T.	2" X 2"	30"X30"	6.25	
63	67+54	34 RT	R3-17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	MOUNT ON LIGHT POLE
			R8-3	NO PARKING	S			24"X24"	4	
64	67+75	31 LT	R2-1	SPEED LIMIT	NW	P.S.T.	2" X 2"	24"X30"	5	
			I-162	IN MEMORY OF DAVID B. KREHMEIER	NW			12"X30"	2.5	
65	68+29	32 RT	R7-107M	BUS STOP	SE	P.S.T.	2" X 2"	18"X18"	2.25	MOUNT ON LIGHT POLE
66	68+36	35 RT	D3-1D	SPENARD ROAD	NE/SW	P.S.T.	2.5"X2.5"	36"X8"	2.0	BLOCK: 2100
			D3-1D	HILLCREST RD	SE/NW			42"X8"	3.5	BLOCK: 1300
			R1-1	STOP	SE			30" X 30"	6.25	
67	68+42	32 LT	R3-17	BIKE LANE	S	P.S.T.	2" X 2"	24"X18"	3.00	
			R8-3	NO PARKING	S			24"X24"	4	
68	68+45	40 RT	W11-2A	CROSSWALK	SE	P.S.T.	2.5" X 2.5"	30"X30"	6.25	
			W16-7PL	ARROW	SE			18"X30"	3.75	
69	68+76	55 LT	D3-1D	SPENARD ROAD	E/W	P.S.T.	2.5"X2.5"	36"X8"	2.0	BLOCK: 2100
			R1-1	STOP	W			30" X 30"	6.25	

GRAPHIC SCALE

20 0 10 20 40 80

1 inch = 20 ft.

MATCH LINE – STA. 63+00

SPENARD ROAD

W. 23RD AVENUE

HILLCREST DRIVE

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
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CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

REV	DATE	DESCRIPTION	BY
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CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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CONSULTANT

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SCHEDULE A | PM&E PROJECT NO. 03-22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SIGNING & STRIPING

63+00.00–68+25.00

SCALE: H: 1" = 20' | DATE: 8-31-2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET T7 of T8

65% 8-31-2016

SIGNAL SIGN SUMMARY

INTERSECTION	QUADRANT	LEGEND	ASDS CODE	SIZE HxV (INCHES)	AREA (SQ. FT.)	LOCATION	REMARKS
BENSON / SPENARD	SW	LEFT TURN MUST YIELD ON GREEN	R10-12	30x24	5.00	ARM	MOUNTED ON MAST ARM
		ONE WAY	R6-2L	18x24	3.00		
		BENSON BLVD	D3-1	90x12	7.50		
	SE	BENSON BLVD	D3-1D	36x8	2.00	POLE	MOUNTED ON SIGNAL POLE
		ONEWAY ARROW	R6-1R	36x12	3.00		
		ONEWAY ARROW	R6-1L	36x12	3.00		
		SPENARD ROAD	D3-1	84x12	7.00	ARM	MOUNTED ON MAST ARM
	NW	ONEWAY ARROW	R6-1L	36x12	3.00	POLE	MOUNTED ON SIGNAL POLE
		ONEWAY ARROW	R6-1R	36x12	3.00		
	NE	ONE WAY	R6-2L	18x24	3.00	ARM	MOUNTED ON MAST ARM
		BENSON BLVD	D3-1	90x12	7.50		
NORTHERN LIGHTS / SPENARD	SE	ONEWAY ARROW	R6-1L	36x12	3.00	POLE	MOUNTED ON SIGNAL POLE
		ONEWAY ARROW	R6-1R	36x12	3.00		
	SW	ONE WAY	R6-2L	18x24	3.00	ARM	MOUNTED ON MAST ARM
		NORTHERN LIGHTS BLVD	D3-1	108x12	9.00		
	NW	ONEWAY ARROW	R6-1L	36x12	3.00	POLE	MOUNTED ON SIGNAL POLE
		ONEWAY ARROW	R6-1R	36x12	3.00		
		LEFT TURN AND STRAIGHT	R3-6L	30x36	7.50	ARM	MOUNTED ON MAST ARM
		SPENARD ROAD	D3-1	84x12	7.00		
	NE	ONEWAY ARROW	R6-1L	36x12	3.00	POLE	MOUNTED ON SIGNAL POLE
		LEFT TURN MUST YIELD ON GREEN	R10-12	30x24	5.00	ARM	MOUNTED ON MAST ARM
		ONE WAY	R6-2L	36x12	3.00		
		NORTHERN LIGHTS BLVD	D3-1	108x12	9.00		
FIREWEED / SPENARD	SW	LEFT TURN ONLY, YIELD ON GREEN	R10-100	30x36	7.50	ARM	MOUNTED ON MAST ARM
		SPENARD ROAD	D3-1	36x8	2.00		
	NE	FIREWEED LN	D3-1	84x12	7.00	ARM	MOUNTED ON MAST ARM
	NW	FIREWEED LN	D3-1D	36x8	2.00	POLE	MOUNTED ON SIGNAL POLE
		LEFT TURN ONLY	R3-5L	30x36	7.50	ARM	MOUNTED ON MAST ARM
		RIGHT TURN ONLY	R3-5R	30x36	7.50		
		SPENARD ROAD	D3-1	84x12	7.00		

65% 8-31-2016

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: –	–	–	–
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STAKING: –	–	–	–
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ASBUILT: –	–	–	–
–			
CONTRACTOR: –	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR: –			

CONSTRUCTION RECORD

VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	–	–	TELEPHONE	–	–
TOPOGRAPHY	–	–	ELECTRIC	–	–
PROFILE	–	–	CABLE TV	–	–
SANITARY SEWER	–	–	DESIGN	–	–
STORM SEWER	–	–	QUANTITIES	–	–
WATER	–	–	MUN. FINAL CHECK	–	–
GAS	–	–			

PLAN CHECK

REV	DATE	DESCRIPTION	BY
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REVISIONS

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SCHEDULE A

PM&E PROJECT NO. 03–22B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

SIGNING & STRIPING

SIGNAL SIGN SUMMARY

SCALE: H: N/A

DATE: 8–31–2016

GRIDS: SW1529,1629

ACCT. NO. 05–037G

SHEET T8 of T8

TRAFFIC & LIGHTING LEGEND

DEMO (D)	EXISTING (E)	PROPOSED	
			DEVICE NOMENCLATURE: (D) IS TO BE DEMOLISHED. (E) IS EXISTING TO REMAIN.
			UTILITY POLE
			SIGNAL POLE
			POLE, NO ARM
			LUMINAIRE
			LOAD CENTER
			SIGNAL CONTROLLER CABINET
			TYPE III JUNCTION BOX
			TYPE II JUNCTION BOX
			TYPE I JUNCTION BOX
D#	E#	#	POLE #
D###	E###	###	JBOX #
D###	E###	###	CONDUIT #
DBC	EBC	PBC	BRANCH CIRCUIT CONDUIT
DLC	ELC	PLC	LIGHTING CONDUIT
DTC	ETC	PTC	TRAFFIC CONDUIT
DDC	EDC	PDC	DETECTOR CONDUIT
DIC	EIC	PIC	INTERCONNECT CONDUIT
DHT	EHT	PHT	HEAT TRACE
D##	E##	##	VEHICLE SIGNAL HEAD W/BACKPLATE
D##	E##	##	LEFT TURN VEHICLE SIGNAL HEAD W/BACKPLATE
D##	E##	##	PEDESTRIAN SIGNAL HEAD
D##	E##	##	PEDESTRIAN PUSHBUTTON
			PRE-EMPTION DETECTOR (OPTICON)
D###	E###	###	INDUCTION LOOP

NOTES & QUESTIONS TO REVIEWERS:

1. SPENARD IS CLASSIFIED AS A MINOR ARTERIAL. DCM TABLE 551 REQUIRES 1.3FC FOR AN ARTERIAL WITH MEDIUM PED CONFLICT. TABLE 5-5 DOES NOT HAVE A LISTING FOR AN ARTERIAL, A COLLECTOR IS THE CLOSEST DESCRIPTION. BENSON AND NORTHERN LIGHTS INTERSECTIONS ARE TREATED AS MAJOR/COLLECTOR (2.2FC), FIREWEED IS TREATED AS COLLECTOR/COLLECTOR (1.8FC), ALL OTHERS ARE TREATED AS COLLECTOR/LOCAL (1.6FC).
2. ADDED 2 SPARE CURVED POLES TO QUANTITY.
3. BENSON AND N.L. ARE CONSIDERED MAIN STREETS OVER SPENARD, SPENARD IS CONSIDERED MAIN STREET OVER FIREWEED.
4. TRAFFIC: IF THE EXISTING INTERCONNECT CABLES ARE TOO SHORT TO REACH THE NEW LOCATIONS, DO YOU WANT THE CABLES SPLICED OR REPULLED FROM THE CONTROLLER WHERE THEY CONNECT TO?
5. TRAFFIC: POLE 2 ON FIREWEED HAS A NORTH FACING 3 HEAD SIGNAL, WHICH IS LABELED AS 13. IS THIS HEAD DESIRED?
6. I GOT AN EMAIL ASKING FOR CAMERAS ON SPENARD RD, BUT IT DID NOT MENTION CAMERAS ON EASTBOUND BENSON, WESTBOUND N.L. AND WESTBOUND FIREWEED?
7. POLE 4 ON BENSON HAS POLE MOUNTED PEDESTRIAN HEADS ON IT BUT HAS NO MAST ARM. I'M ASSUMING THAT CAN BE AN ILLUMINATION POLE.
8. POLE 3 ON FIREWEED DOES NOT HAVE A MAST ARM, BUT HAS POLE MOUNTED TRAFFIC SIGNAL LIGHTS. I'M ASSUMING THAT NEEDS TO BE A SIGNAL POLE.

SUMMARY OF ILLUMINATION WORK:

1. REMOVE EXISTING LOAD CENTERS, FOUNDATIONS, POLES, ARMS, LUMINAIRES, CONDUIT AND CABLE. UNLESS NOTED OTHERWISE. USE FOR TEMPORARY ILLUMINATION AS REQUIRED.
2. INSTALL NEW FOUNDATIONS, LOAD CENTERS, POLES, ARMS, LUMINARIES, CONDUIT, CABLE AND ASSOCIATED EQUIPMENT & HARDWARE.
3. PHOTO AVE, 27TH AVE, BAKERY AND BUSINESS PARKING LOTS ARE UNDER SCHEDULE "F". ALL OTHER ILLUMINATION IS UNDER SCHEDULE "C".

SUMMARY OF SIGNAL WORK:

1. DISCONNECT EXISTING TRAFFIC CONTROLLERS AND LOAD CENTERS UNLESS NOTED OTHERWISE. USE FOR TEMP SIGNALS.
2. REMOVE EXISTING FOUNDATIONS, POLES, ARMS, TRAFFIC HEADS, PUSHBUTTONS.
3. REMOVE ALL EXISTING CABLE.
4. REMOVE ALL LOOPS UNLESS NOTED OTHERWISE.
5. INSTALL NEW FOUNDATIONS, POLES, ARMS, TRAFFIC HEADS, PUSHBUTTONS AND ASSOCIATED EQUIPMENT & HARDWARE.
6. INSTALL NEW CONTROLLERS.
7. INSTALL NEW LOAD CENTERS.
8. INSTALL NEW CABLE TO ALL DEVICES UNLESS NOTED OTHERWISE.
9. INSTALL NEW PREEMPTION DETECTORS.
10. INSTALL NEW LOOPS. REUSE EXISTING CONDUIT AND BOXES FOR ADVANCE DETECTORS AS REQUIRED.
11. INSTALL NEW INTERCONNECT CABLES ON SPENARD ROAD CONNECTING FIREWEED, NORTHERN LIGHTS AND BENSON TOGETHER. RECONNECT EXISTING INTERCONNECT CABLES FROM SPENARD/BENSON TO MINNESOTA/BENSON, SPENARD/NORTHERN LIGHTS TO NORTHERN LIGHTS/ARCTIC AND SPENARD/FIREWEED TO FIREWEED/ARCTIC INTERSECTIONS.

DESIGN TO DO LIST:

1. J BOX STATIONING.
2. ELECTROLIR STATIONING.
3. POLE ELEVATIONS
4. ADD RECEPTACLES TO STREET LIGHT POLES?
5.

NOTES:

1. COMPLY WITH 2014 EDITION OF THE NEC AND ALL MOA MODIFICATIONS AND M.A.S.S 2015. ALL WORK TO BE PERFORMED BY ALASKA LICENSED ELECTRICIANS.
2. STREET LIGHT POLES: MAST ARM LENGTH AS PER SCHEDULE. FOUNDATIONS, POLES AND ARMS SHALL BE DESIGNED FOR 100 MPH WINDS AND 130 MPH GUSTS IN CONFORMANCE WITH M.A.S.S. 2015. A COPY OF THE DESIGN COMPUTATIONS SHALL BE SUPPLIED BY THE MANUFACTURER IN ADDITION TO THE STANDARD SHOP DRAWINGS AND MATERIALS SUBMITTALS PRIOR TO INCORPORATION OF ANY LUMINAIRE, POLE OR MAST ARM INTO THE PROJECT. REFER TO MOA STANDARD SPECIFICATIONS SECTION 80.05 ARTICLE 5.1 AND SECTION 80.06 ARTICLE 6.1.
3. BRANCH CIRCUIT WIRE: 3C/#8 XHHW UNLESS NOTED OTHERWISE, STRANDED COPPER WITH OVERALL POLYETHYLENE JACKET. ALL TAPS AND SPLICES SHALL BE DIRECT BURIAL RATED. PROVIDE A GROUND WIRE IN ALL CONDUITS, SIZE AS NOTED.
4. CONDUIT SCHEDULE: 2" RIGID STEEL CONDUIT (RSC) OR 2" SCHEDULE 40 PVC, BURIED 30". IF PVC IS USED, ALL ROAD CROSSINGS, 90° SWEEPS AND THE RUN FROM THE LOAD CENTER TO THE JUNCTION BOX AT THE BASE OF THE LOAD CENTER SHALL BE RSC.
5. JUNCTION BOXES: TYPE 1-A WITH "LIGHTING" ON COVER.
6. ALL JUNCTION BOXES SHALL BE INSTALLED ON THE DOWN STREAM SIDE OF TRAFFIC FROM THE POLE.
7. HAND HOLES ON THE POLES SHALL BE ON THE DOWNSTREAM SIDE OF TRAFFIC.
8. INSERT A LAMINATED COPY OF THE CIRCUIT DIRECTORY, POWER AND CONTROL ONE LINE DIAGRAM INSIDE OF THE LOAD CENTER.
9. PROVIDE SCOTCHCAL 220 LABELS ON FRONT OF LOAD CENTER "LU" AND "MOA".
10. PROVIDE A PHENOLIC LAMINATED LABEL "AVAILABLE SHORT CIRCUIT CURRENT OF XXX AMPS, CALCULATED XX/XX/20XX". SEE PANEL SCHEDULES FOR VALUES.
11. ALL EQUIPMENT, POLES, FOUNDATIONS AND JUNCTION BOXES (EXCEPT BOLLARD LIGHTS) SHALL BE A MINIMUM OF 7' BACK OF THE TRAVELED WAY IF THERE IS NO SIDEWALK OR 2' BACK OF SIDEWALK IF A SIDEWALK IS PRESENT.
12. REFER TO ASSOCIATED M.A.S.S. DETAILS:
    - 12.1. 80-2 CONCRETE FOUNDATION LOAD CENTER TYPE 1A
    - 12.2. 80-3 CONCRETE FOUNDATION LOAD CENTER TYPE 1
    - 12.3. 80-5 TS2 CONTROLLER CONCRETE CABINET FOUNDATION
    - 12.4. 80-6 CONCRETE FOUNDATION TS2 CONTROLLER SECTION A-A
    - 12.5. 80-7 CONCRETE FOUNDATION TS2 CONTROLLER SECTION B-B
    - 12.6. 80-13 DRIVEN STEEL PILE LIGHT POLE FOUNDATION
    - 12.7. 80-14 LUMINAIRE POLE HANDHOLE DETAILS
    - 12.8. 80-15 PEDESTRIAN PUSH BUTTON POLE
    - 12.9. 80-16 SIGNAL PEDESTAL POLE
    - 12.10. 80-18 LUMINAIRE CLEARANCES
    - 12.11. 80-19 FLANGE MOUNTED LUMINAIRE POLE
    - 12.12. 80-20 LUMINAIRE ARM DETAIL
    - 12.13. 80-21 DRIVEN STEEL PILE POLE ASSEMBLY
    - 12.14. 80-24 SIGNAL POLE DETAILS
    - 12.15. 80-25 SIGNAL POLE NOTES
    - 12.16. 80-26A SIGNAL POLE 15' TO 35' MAST ARM ELEVATION VIEW
    - 12.17. 80-26B SIGNAL POLE 40' TO 50' MAST ARM ELEVATION VIEW
    - 12.18. 80-26D SIGNAL POLE UPPER SECTION OPTIONS PART 1
    - 12.19. 80-26E SIGNAL POLE UPPER SECTION OPTIONS PART 2
    - 12.20. 80-27 SIDE-MOUNTED SIGNAL DETAILS
    - 12.21. 80-28 PEDESTRIAN PUSH BUTTON ASSEMBLY
    - 12.22. 80-29 POST TOP AND MAST ARM MOUNTED SIGNAL DETAILS
    - 12.23. 80-31 TYPE 1A JUNCTION BOX
    - 12.18. 80-32 TYPE 2 JUNCTION BOX
    - 12.18. 80-33 TYPE 3 JUNCTION BOX
    - 12.19. 80-36 LOAD CENTER ENCLOSURE TYPE 1A
    - 12.19. 80-37 LOAD CENTER ENCLOSURE TYPE 1
    - 12.20. 80-52 CONDUIT ENCASED LOOP DETECTOR
    - 12.21. 80-53 LOOP DETECTOR INSTALLATION DETAILS
    - 12.22. 80-54 LOOP DETECTOR HOME RUN
    - 12.23. 80-55 OPTICOM DETECTOR INSTALLATION DETAILS
    - 12.24. 80-56 SIGNAL HEADS
    - 12.25. 80-60 SPLICE DETAIL LOOP DETECTOR LEADS
    - 12.26. 80-61 SIGNAL HEAD WIRING DETAILS
    - 12.27. 80-62 INTERCONNECT CABLE TERMINATION CABINET
13. ALL POLES ARE FIXED BASE.
14. PROVIDE TWO SPARE POLES FOR TYPE "L" ELECTROLIERS. SEE LUMINAIRE SCHEDULE FOR PART NUMBERS.
15. PROVIDE TWO POLE IDENTIFICATION TAGS AS PER M.A.S.S. 80.05.6.
16. AFTER LOAD CENTER IS COMPLETE BUT BEFORE M.O.A. ELECTRICAL INSPECTION, CONTACT ELECTRICAL ENGINEER WHO WILL PERFORM AN INSPECTION. AFTER ELECTRICAL ENGINEER HAS GIVEN APPROVAL, CONTACT M.O.A. INSPECTION FOR A GREEN TAG.

AWWU #

SCALE: 1" = 20' 0"
0 20 40

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION

ILLUMINATION LEGEND & NOTES

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E1 of E27

EXISTING 480V LIGHTING CIRCUIT FROM LOAD CENTER AT BENSON CONTINUES SOUTH TO SUPPLY TWO STREET LIGHTS AND ONE PED LIGHT. THESE 3 LIGHTS ARE OUTSIDE OF THE WORK SCOPE. INTERCEPT CONDUIT AND REROUTE TO NEW J BOX AT BASE OF NEW LUMINAIRE POLE. SEE NOTE 1, THIS SHEET.

DEMO EXISTING LOAD CENTER AND INTERSECTION LIGHTS.

STREET LIGHTS AND PED LIGHTS BETWEEN BENSON AND NORTHERN LIGHTS ARE SUPPLIED FROM A LOAD CENTER ON THE NW CORNER OF ARCTIC AND NORTHERN LIGHTS. DISCONNECT FROM CIRCUIT AND REMOVE.

EXISTING 480V LIGHTING CIRCUIT FROM LOAD CENTER SUPPLIES TWO STREET LIGHTING CIRCUITS ON THE NORTH AND SOUTH SIDE OF BENSON. THESE LIGHTS ARE OUTSIDE OF THE WORK SCOPE. INTERCEPT CONDUIT AND REROUTE TO NEW J BOX AT BASE OF NEW LUMINARE POLE. SEE NOTE 1, THIS SHEET.

EXISTING 480V LIGHTING CIRCUIT ON THE NORTH SIDE OF NORTHERN LIGHTS IS SUPPLIED FROM A LOAD CENTER ON THE NW CORNER OF ARCTIC AND NORTHERN LIGHTS. THESE LIGHTS ARE OUTSIDE OF THE WORK SCOPE. INTERCEPT CONDUIT AND REROUTE TO NEW J BOXES AT BASE OF NEW LUMINAIRE POLES. INSTALL NEW CONDUCTORS BETWEEN EXISTING POLES AND RECONNECT LIGHTING CIRCUIT. SEE NOTE 2, THIS SHEET.

THIS PED LIGHT HAS BEEN REMOVED. ONLY THE FOUNDATION, CONDUIT AND CABLE REMAIN.

ALL THREE INTERSECTION LIGHTS ARE SUPPLIED FROM A LOAD CENTER ON THE NW CORNER OF ARCTIC AND NORTHERN LIGHTS. DISCONNECT FROM CIRCUIT AND REMOVE.

SCALE: 1" = 20' 0"

0 20 40

SHEET NOTES:

1. THREE EXISTING 480V LIGHTING CIRCUITS FROM LOAD CENTER AT BENSON SUPPLIES LUMINAIRES THAT ARE OUTSIDE OF THE WORK SCOPE. INTERCEPT CONDUITS AND REROUTE TO NEW J BOX AT BASE OF NEW LUMINAIRE POLE. INSTALL NEW CABLE FROM NEW LC1A TO NEAREST EXISTING LUMINAIRE FOR EACH CIRCUIT.
2. INSTALL NEW CABLE BETWEEN EXISTING 480V LUMINAIRES. RECONNECT EXISTING LIGHTING CIRCUIT THRU THE INTERSECTION AND TO LUMINAIRES ON WEST SIDE OF SPENARD. SEE DETAIL 1 ON SHEET E8.
3. SWAB ALL EXISTING CONDUITS THAT ARE TO BE REUSED.

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BY: _____ TITLE: _____ DATE: _____

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PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION

DEMOLITION STATION 39+00 TO 51+40

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | SW1529 | ACCT. NO. | GRIDS 1629 | SHEET E2.01 E27

SCALE: 1" = 20' 0"

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PROJECT MANAGEMENT AND ENGINEERING DIVISION

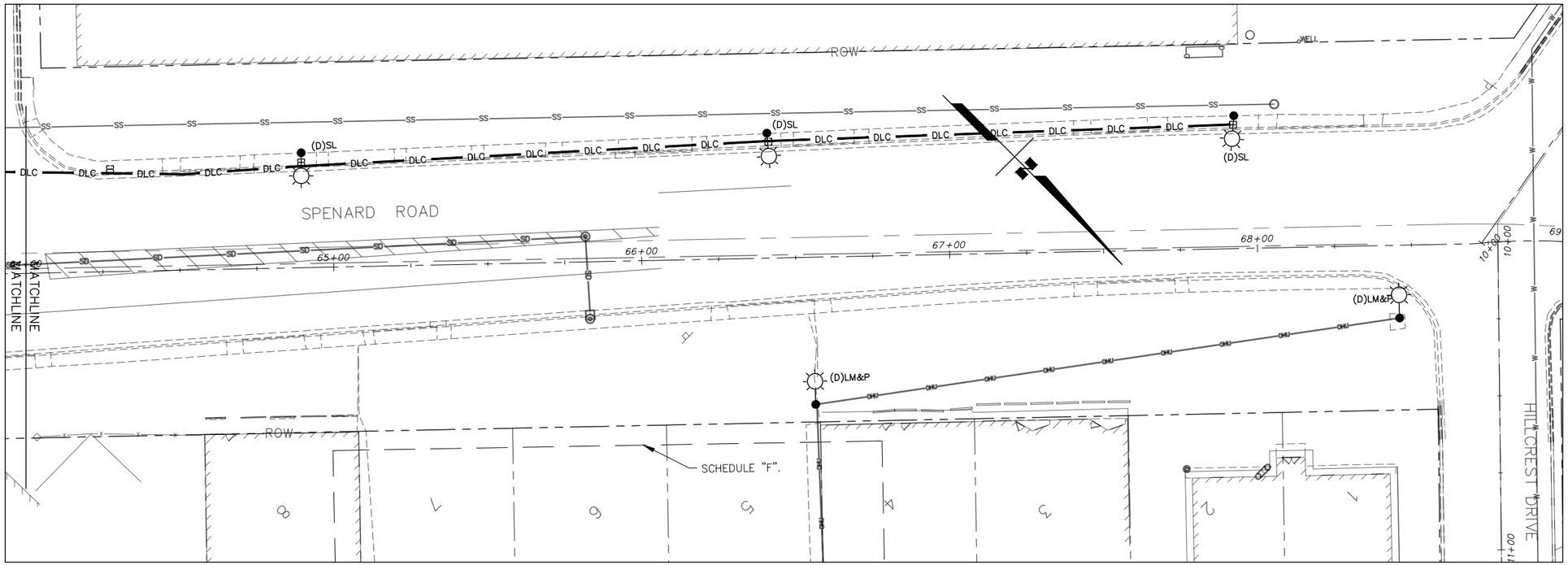
SCHEDULES C AND F PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION

DEMOLITION STATION 51+40 TO 64+10

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E3 of E27



AWWU #

SCALE: 1" = 20' 0"

0 20 40

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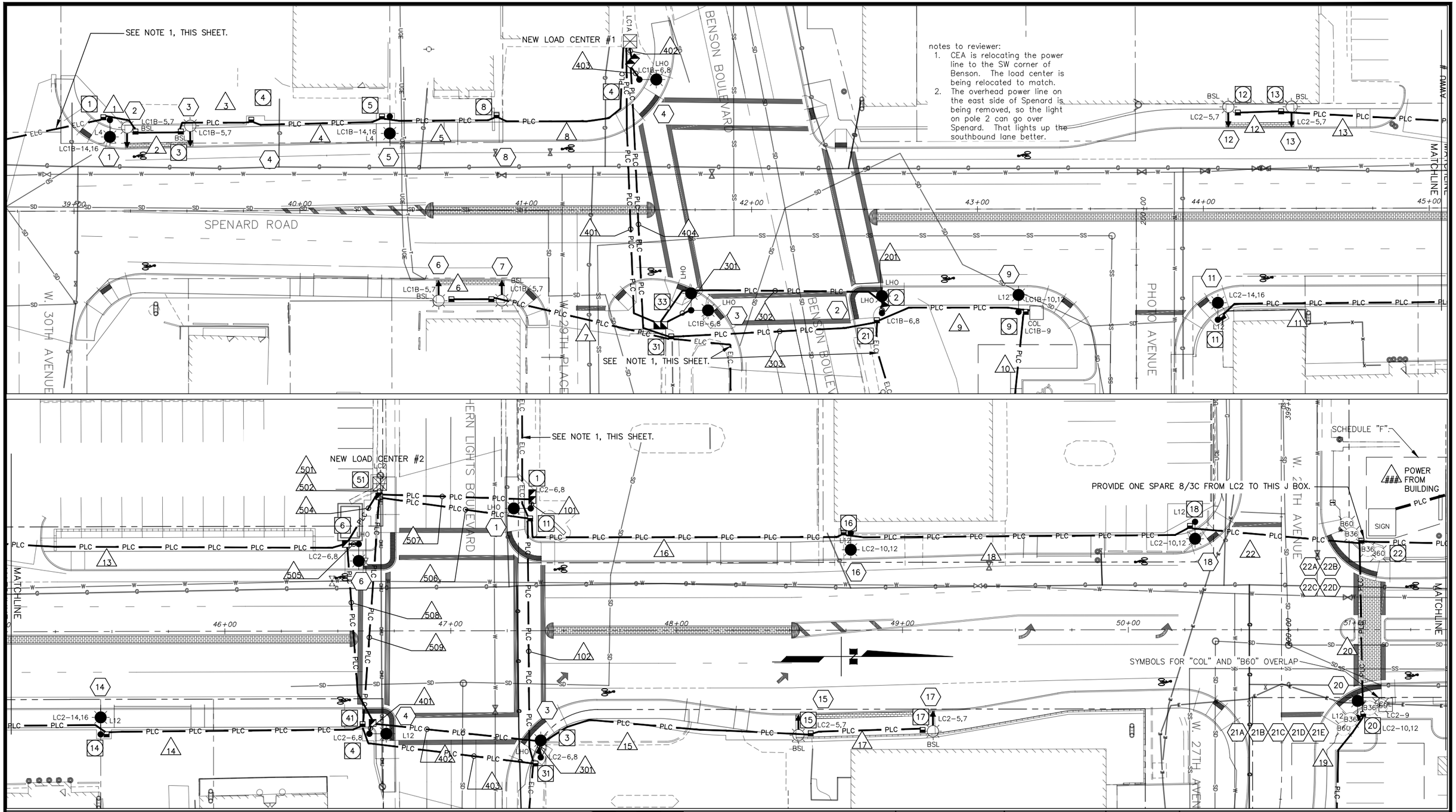
SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
DEMOLITION STATION 64+10 TO 60+00

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E4 of E27



SHEET NOTES:

1. THREE EXISTING 480V LIGHTING CIRCUITS FROM LOAD CENTER AT BENSON SUPPLY LUMINAIRES THAT ARE OUTSIDE OF THE WORK SCOPE. INTERCEPT CONDUITS AND REROUTE TO NEW J BOX AS SHOWN. INSTALL NEW CABLE FROM NEW LC1A TO NEAREST EXISTING LUMINAIRE FOR EACH CIRCUIT.
2. ONE EXISTING 480V LIGHTING CIRCUIT SUPPLIES LUMINAIRES ON THE NORTH SIDE OF NORTHERN LIGHTS, THE INTERSECTION AND THE WEST SIDE OF SPENARD. THE LOAD CENTER IS ON THE N.W. CORNER OF ARCTIC. RECONNECT NORTHERN LIGHTS LUMINAIRES ON THE WEST SIDE TO THE EXISTING CIRCUIT.
3. CONDUITS FROM THE J BOX TO THE POLE ARE NOT SHOWN OR NUMBERED. TYPICAL ALL ILLUMINATION SHEETS.

SCALE: 1" = 20' 0"

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY

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SCHEDULES C AND F PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION

ILLUMINATION STATION 39+00 TO 51+40

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E5 of E27

SCHEDULE "F".

SCHEDULE "F".

POWER FROM BUILDING

PLC

SIGN

W. 26TH AVENUE

PROVIDE ONE SPARE 2" CONDUIT FROM JB 30 TO JB 32.

SPENARD ROAD

W. 25TH AVENUE

MATCHLINE

MATCHLINE

52+00

53+00

54+00

55+00

56+00

57+00

LC2-10,12 BSL LC2-5,7 BSL BSL

LC2-5,7 LC2-5,7

L12

LC3B-14,16

L12

B36B36 B36360

LC3B-14,16

L12

LC2-10,12

L12

LC3B-14,16

LC3B-5,7 BSL

LC3B-5,7

LC3B-14,16

LC3B-14,16

L12

LC4-6,8

L4

LC4-6,8

L4

LC4

LC3B-10,12

L10

LC3B-5,7 BSL

LC3B-10,12

L10

LC3B-5,7

LC3B-10,12

L12

LC3B-14,16

LHO

LC3B-6,8

LHO

LC3B-6,8

LC3B-5,7 BSL

LC3B-5,7

LC3B-5,7 BSL

LC3B-5,7

LC3B-10,12

L12

LC3B-14,16

NEW LOAD CENTER #3

NEW LOAD CENTER #4

WELL

WELL

SCALE: 1" = 20' 0"

0 20 40

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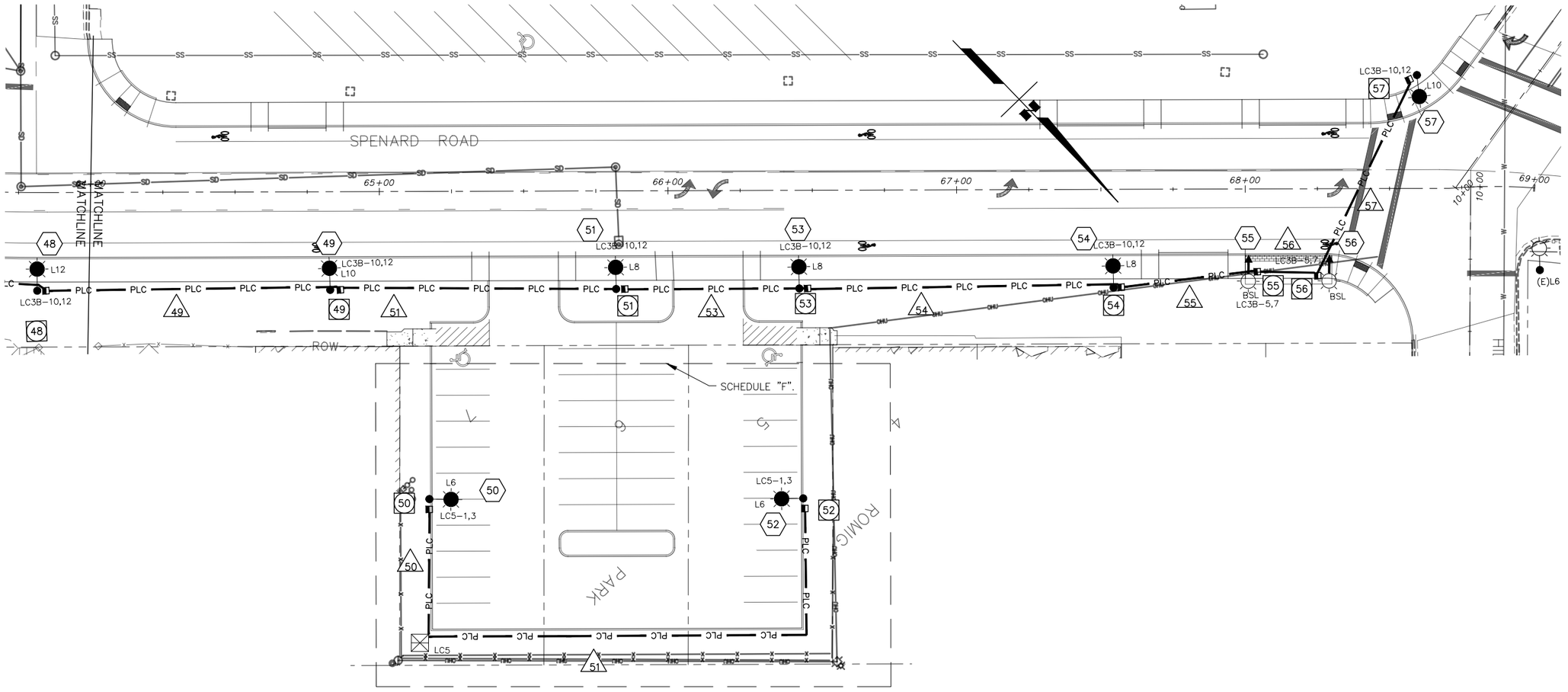
SCHEDULES C AND F PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION

ILLUMINATION STATION 51+40 TO 64+00

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' DATE 8/29/16 ACCT. NO. SW1529, GRIDS 1629 SHEET E6.01 E27



AWWU #

SCALE: 1" = 20' 0"
0 20 40

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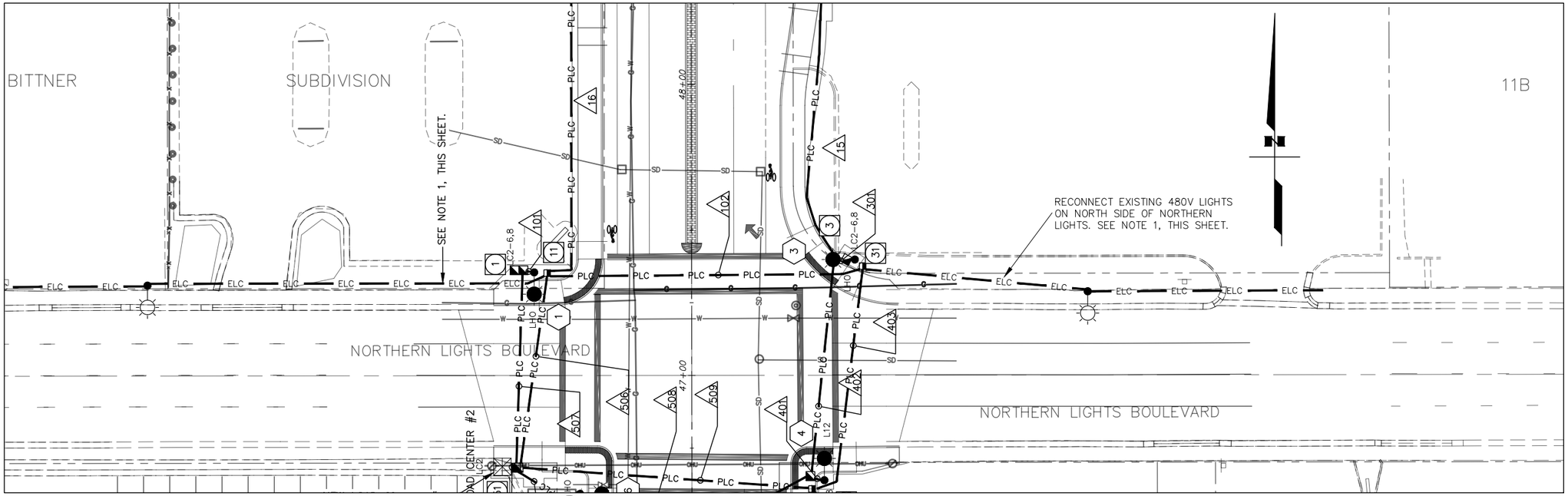
SCHEDULES C AND F — PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
ILLUMINATION: STATION 64+00 TO EOP, BUSINESS PARKING LOT

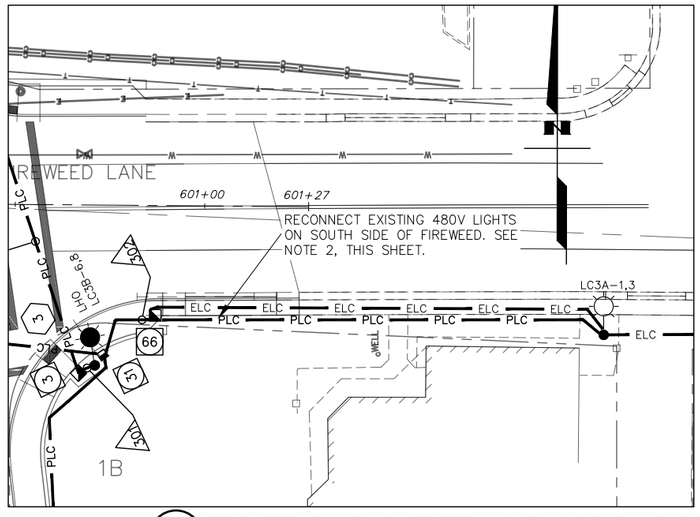
ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E7 of E27

AWWU #



1 NORTHERN LIGHTS EXISTING STREET LIGHTING RECONNECTION
SCALE: 1"=20'0"



2 FIREWEED EXISTING STREET LIGHTING RECONNECTION
SCALE: 1"=20'0"

SHEET NOTES:
1. EXISTING 480V LIGHTING CIRCUIT FROM LOAD CENTER AT ARCTIC SUPPLIES LUMINAIRES THAT ARE OUTSIDE OF THE WORK SCOPE. INTERCEPT CONDUITS AND REROUTE TO NEW J BOXES AT BASE OF NEW LUMINAIRE POLES. INSTALL NEW CABLE BETWEEN THE EXISTING LUMINAIRES.
2. ONE EXISTING 480V LIGHTING CIRCUIT FROM LOAD CENTER AT FIREWEED SUPPLIES LUMINAIRES THAT ARE OUTSIDE OF THE WORK SCOPE. INTERCEPT CONDUIT AND REROUTE TO NEW J BOX. INSTALL NEW CABLE FROM NEW LC3A TO NEAREST EXISTING LUMINAIRE. EXISTING INTERCONNECT AND LIGHTING CABLES ARE IN THE SAME CONDUIT.

SCALE: 1" = 20' 0"
0 20 40

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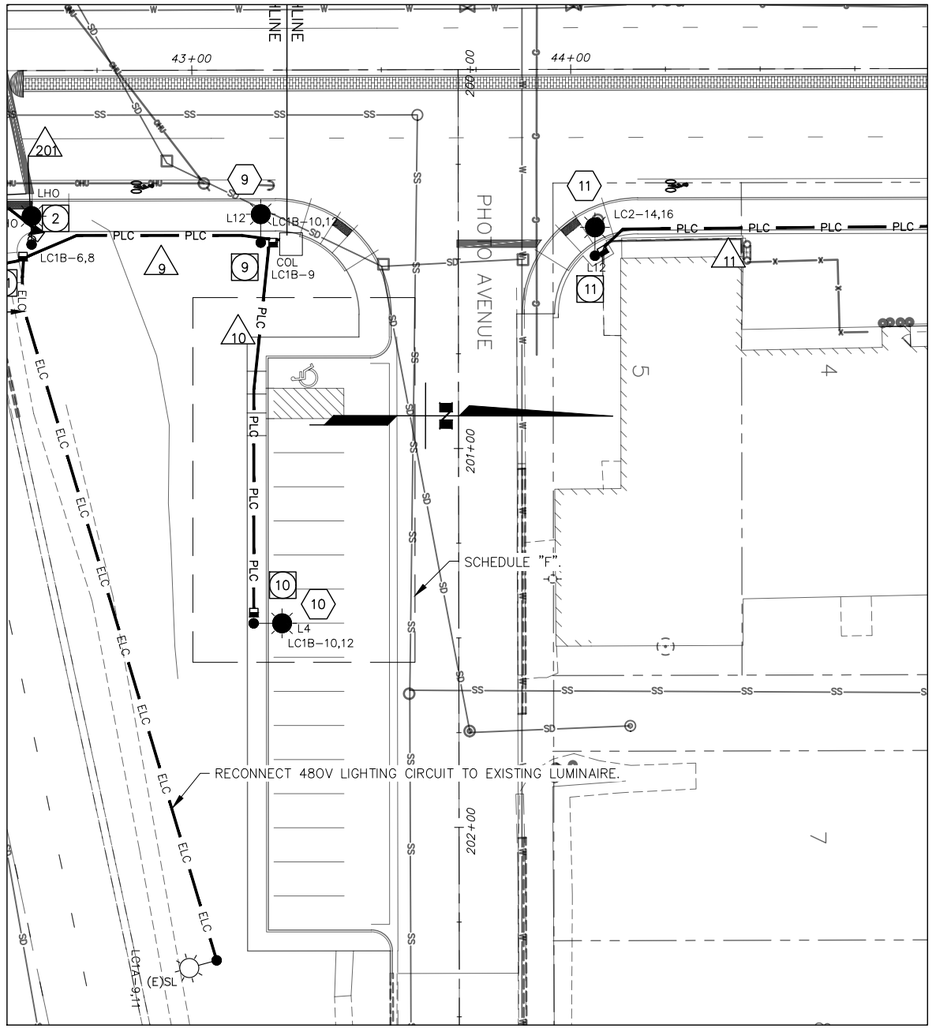
SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
ILLUMINATION RECONNECTIONS

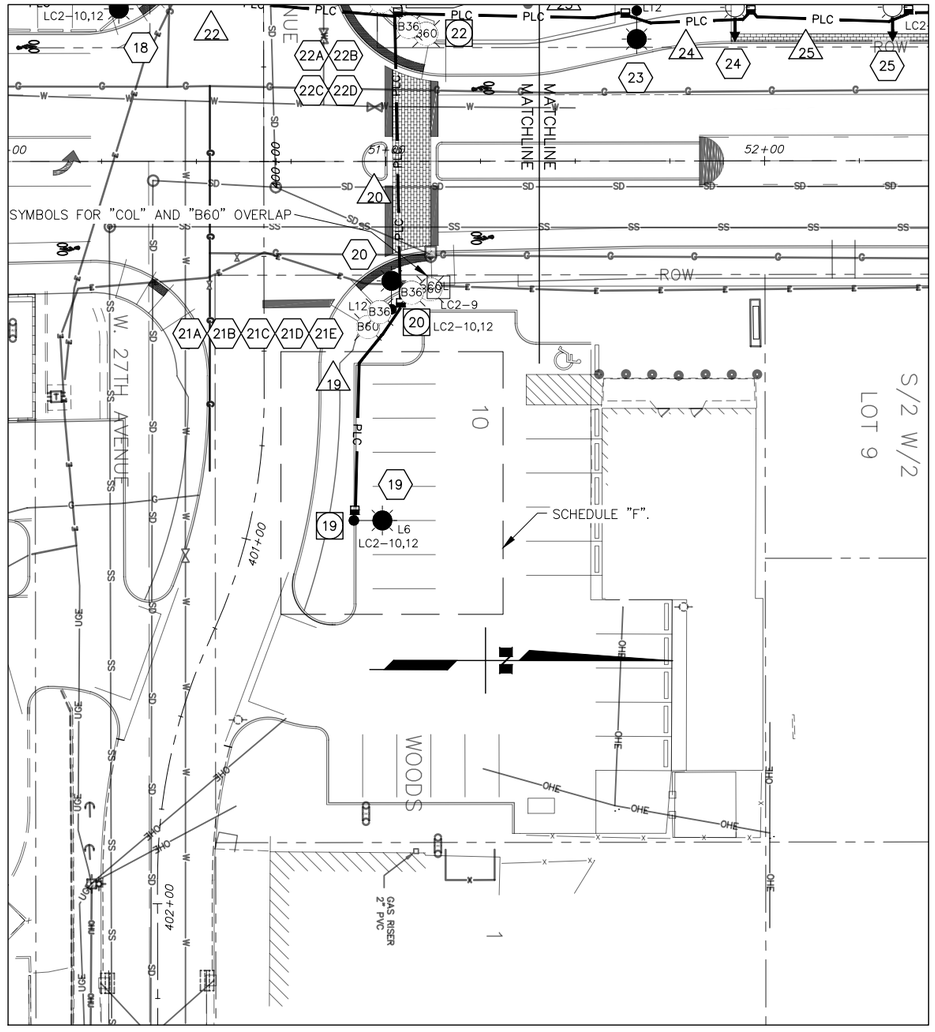
ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | GRIDS 1629 | SW1529.

SHEET E8 of E27



1 PHOTO AVE PARKING LOT
SCALE: 1"=20'0"



2 27TH AVE PARKING LOT
SCALE: 1"=20'0"

AWWU #

SCALE: 1" = 20' 0"
0 20 40

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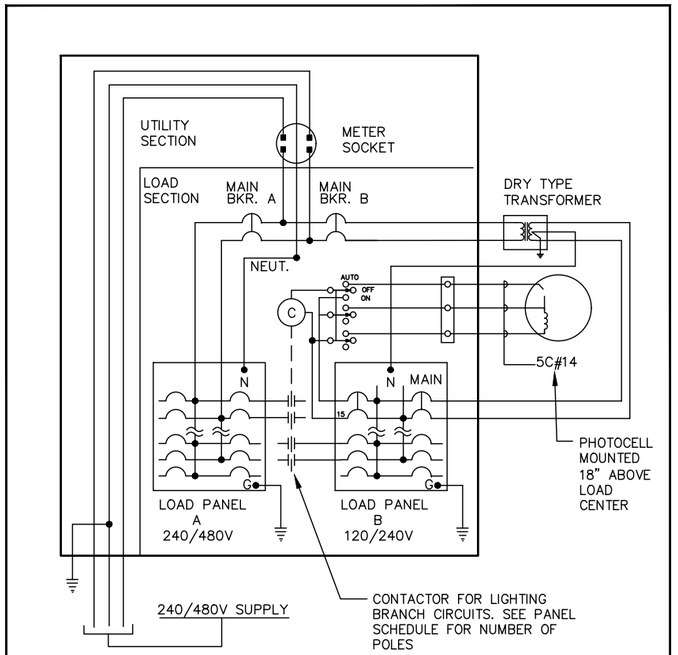
SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
ILLUMINATION: PHOTO AVE & 27TH PARKING LOTS

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529.
GRIDS 1629 | SHEET E9 of E27



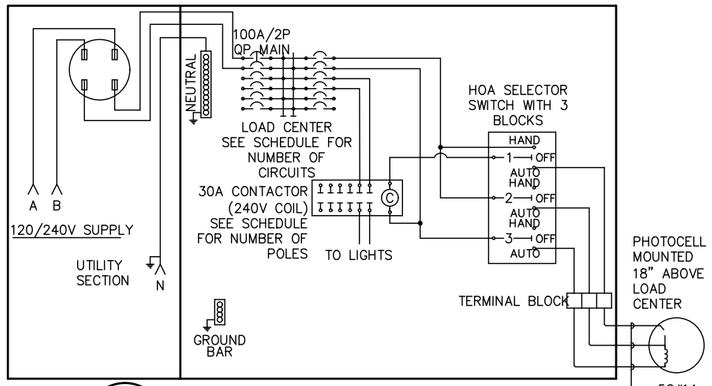
NOTE:
1. SEE PANEL SCHEDULE, STANDARD DETAIL 80-39

MUNICIPALITY OF ANCHORAGE	SCALE: NTS APPROVED: REVISED: 10/07	LOAD CENTER WIRING DIAGRAM "A"	SECTION # 80.14 DETAIL # 80-38A

1 LOAD CENTER TYPE 1 WIRING DIAGRAM (MODIFIED)
SCALE: NONE (BENSON & FIREWEED INTERSECTIONS)

NOTES TO REVIEWERS:

1. MOA details have be modified.
   1.1. MOA building safety plan review has been requiring more info on the panel schedules (connected load and NEC load calcs and available short circuit calc) than the standard MOA details. These schedules provide that info.
   1.2. Detail 80-48: the breaker for the control circuit has been moved to a branch circuit. A type 1A LC is too small for two main breakers.
   1.3. Detail 80-38:
      1.3.1. The detail has no breaker on the secondary side of the transformer as required by NEC 4503(B) and 408.36.
      1.3.2. The neutral terminal 120/240v panel needs to be connected to the transformer Xo, not the utility neutral. NEC 250.30



2 LOAD CENTER TYPE 1A WIRING DIAGRAM
(NORTHERN LIGHTS & SPENARD INTERSECTION, PARKING LOTS)

LOAD CENTER NO. LC1A
TYPE: 1 LOCATION: 10 POLE, 30 AMP CONTACTOR
100 AMPS MAIN LUGS, MAIN BREAKER A: 100 480/240V 2P 3W SINGLE PHASE 3 WIRE
MAIN BREAKER B: 60 480/240V 2P 3W SINGLE PHASE 3 WIRE
TRANSFORMER RATING: 480V-120/240, 10 KVA
14,000 AMPS INTERRUPT CAPACITY 2,779 AVAILABLE FAULT CURRENT

CKT. DESCRIPTION	BRKR	KVA	AMPS		AMPS	KVA	BRKR	CKT. DESCRIPTION
SPENARD SOUTH LIGHTING	20/2	0.4	1.04	1, 2	0	0	20/1	SPACE
				3, 4	0	0	20/1	SPACE
BENSON SOUTH SIDE LIGHTING	20/2	2	5.21	5, 6	0	0	20/1	SPACE
				7, 8	0	0	20/1	SPACE
BENSON NORTH SIDE LIGHTING	20/2	1.6	4.17	9, 10	0	0	20/1	SPACE
				11, 12	0	0	20/1	SPACE
TOTAL CONNECTED KVA BY PHASE:	A: 2		B:2	TOTAL CONNECTED AMPS BY PHASE:	A:8.33		B:8.33	

	CONN. KVA	NEC CALC. KVA			CONN. KVA	NEC CALC. KVA	
LIGHTING	4	5	(125%)	HEATING	0	0	(100%)
LARGEST MOTOR	0	0	(125%)	CONTINUOUS	0	0	(125%)
OTHER MOTORS	0	0	(100%)	NONCONTINUOUS	0	0	(100%)
RECEPTACLES	0	0	(50%>10)	NONCOIN/DIVERSE	0	0	(N/A)
				TOTAL KVA	4	5	

BALANCED PHASE AMPS: 10.4 (100% OF NEC CALCULATED KVA)
PHASE BALANCE PERCENT: PHASE A: 100% PHASE B: 100%

LOAD CENTER NO. LC1B
TYPE: 1 LOCATION: 00+00
100 AMPS MAIN LUGS, 100 MAIN BREAKER 240/120V 2P 3W SINGLE PHASE 3 WIRE
10,000 AMPS INTERRUPT CAPACITY 1,545 AVAILABLE FAULT CURRENT

CKT. DESCRIPTION	BRKR	KVA	AMPS		AMPS	KVA	BRKR	CKT. DESCRIPTION
MAIN BREAKER	100/2	0	0	1, 2	0.521	0.1	15/2	LIGHTING CONTROL
				3, 4				
BUS STOP LIGHTING	20/2	0.165	0.859	5, 6	4.22	0.81	20/2	INTERSECTION LIGHTING
				7, 8				
SIGN LIGHTING	20/1	0.01	0.104	9, 10	1.86	0.358	20/2	NORTH LIGHTING
SPACE	20/1	0	0	11, 12				
SPACE	20/1	0	0	13, 14	1.9	0.364	20/2	SOUTH LIGHTING
SPACE	20/1	0	0	15, 16				
TOTAL CONNECTED KVA BY PHASE:	A: 0.909		B:0.899	TOTAL CONNECTED AMPS BY PHASE:	A:7.57		B:7.49	

	CONN. KVA	NEC CALC. KVA			CONN. KVA	NEC CALC. KVA	
LIGHTING	1.81	2.26	(125%)	HEATING	0	0	(100%)
LARGEST MOTOR	0	0	(125%)	CONTINUOUS	0	0	(125%)
OTHER MOTORS	0	0	(100%)	NONCONTINUOUS	0	0	(100%)
RECEPTACLES	0	0	(50%>10)	NONCOIN/DIVERSE	0	0	(N/A)
				TOTAL KVA	1.81	2.26	

BALANCED PHASE AMPS: 9.41 (100% OF NEC CALCULATED KVA)
PHASE BALANCE PERCENT: PHASE A: 101% PHASE B: 99.4%

3 LOAD CENTER 1 SCHEDULE
(BENSON & SPENARD INTERSECTION)

LOAD CENTER NO. LC2
TYPE: 1A LOCATION: 6 POLE, 30 AMP CONTACTOR
100 AMPS MAIN LUGS, 100 MAIN BREAKER 240/120V 2P 3W SINGLE PHASE 3 WIRE
10,000 AMPS INTERRUPT CAPACITY 4,455 AVAILABLE FAULT CURRENT

CKT. DESCRIPTION	BRKR	KVA	AMPS		AMPS	KVA	BRKR	CKT. DESCRIPTION	AWWU #
MAIN BREAKER	100/2	0	0	1, 2	0.521	0.1	15/2	LIGHTING CONTROL	
				3, 4					
BUS STOP LIGHTING	20/2	0.385	2.01	5, 6	5.61	1.08	20/2	INTERSECTION LIGHTING	
				7, 8					
COLUMN, BOLLARD LIGHTING	20/1	0.01	0.104	9, 10	7.65	1.47	20/2	NORTH LIGHTING	
SPACE	20/1	0	0	11, 12					
SPACE	20/1	0	0	13, 14	2.78	0.534	20/2	SOUTH LIGHTING	
SPACE	20/1	0	0	15, 16					
TOTAL CONNECTED KVA BY PHASE:	A: 1.79		B:1.78	TOTAL CONNECTED AMPS BY PHASE:	A:14.9		B:14.9		

	CONN. KVA	NEC CALC. KVA			CONN. KVA	NEC CALC. KVA	
LIGHTING	3.58	4.47	(125%)	HEATING	0	0	(100%)
LARGEST MOTOR	0	0	(125%)	CONTINUOUS	0	0	(125%)
OTHER MOTORS	0	0	(100%)	NONCONTINUOUS	0	0	(100%)
RECEPTACLES	0	0	(50%>10)	NONCOIN/DIVERSE	0	0	(N/A)
				TOTAL KVA	3.58	4.47	

BALANCED PHASE AMPS: 18.6 (100% OF NEC CALCULATED KVA)
PHASE BALANCE PERCENT: PHASE A: 100% PHASE B: 99.7%

4 LOAD CENTER 2 SCHEDULE
(NORTHERN LIGHTS & SPENARD INTERSECTION)

LOAD CENTER NO. LC3A
TYPE: 1 LOCATION: 10 POLE, 30 AMP CONTACTOR
100 AMPS MAIN LUGS, MAIN BREAKER A: 100 480/240V 2P 3W SINGLE PHASE 3 WIRE
MAIN BREAKER B: 60 480/240V 2P 3W SINGLE PHASE 3 WIRE
TRANSFORMER RATING: 480V-120/240, 10 KVA
14,000 AMPS INTERRUPT CAPACITY 2,779 AVAILABLE FAULT CURRENT

CKT. DESCRIPTION	BRKR	KVA	AMPS		AMPS	KVA	BRKR	CKT. DESCRIPTION
LIGHTING	20/2	2	5.21	1, 2	0	0	20/1	SPACE
				3, 4	0	0	20/1	SPACE
SPACE	20/1	0	0	5, 6	0	0	20/1	SPACE
SPACE	20/1	0	0	7, 8	0	0	20/1	SPACE
SPACE	20/1	0	0	9, 10	0	0	20/1	SPACE
SPACE	20/1	0	0	11, 12	0	0	20/1	SPACE
TOTAL CONNECTED KVA BY PHASE:	A: 1		B:1	TOTAL CONNECTED AMPS BY PHASE:	A:4.17		B:4.17	

	CONN. KVA	NEC CALC. KVA			CONN. KVA	NEC CALC. KVA	
LIGHTING	2	2.5	(125%)	HEATING	0	0	(100%)
LARGEST MOTOR	0	0	(125%)	CONTINUOUS	0	0	(125%)
OTHER MOTORS	0	0	(100%)	NONCONTINUOUS	0	0	(100%)
RECEPTACLES	0	0	(50%>10)	NONCOIN/DIVERSE	0	0	(N/A)
				TOTAL KVA	2	2.5	

BALANCED PHASE AMPS: 5.21 (100% OF NEC CALCULATED KVA)
PHASE BALANCE PERCENT: PHASE A: 100% PHASE B: 100%

LOAD CENTER NO. LC3B
TYPE: 1 LOCATION:
100 AMPS MAIN LUGS, 100 MAIN BREAKER 240/120V 2P 3W SINGLE PHASE 3 WIRE
10,000 AMPS INTERRUPT CAPACITY 1,631 AVAILABLE FAULT CURRENT

CKT. DESCRIPTION	BRKR	KVA	AMPS		AMPS	KVA	BRKR	CKT. DESCRIPTION
MAIN BREAKER	100/2	0	0	1, 2	0.521	0.1	15/2	LIGHTING CONTROL
				3, 4				
BUS STOP LIGHTING	20/2	0.44	2.29	5, 6	4.22	0.81	20/2	INTERSECTION LIGHTING
				7, 8				
SPACE	20/1	0	0	9, 10	10.1	1.95	20/2	NORTH LIGHTING
SPACE	20/1	0	0	11, 12				
SPACE	20/1	0	0	13, 14	8.34	1.6	20/2	SOUTH LIGHTING
SPACE	20/1	0	0	15, 16				
TOTAL CONNECTED KVA BY PHASE:	A: 2.45		B:2.45	TOTAL CONNECTED AMPS BY PHASE:	A:20.4		B:20.4	

	CONN. KVA	NEC CALC. KVA			CONN. KVA	NEC CALC. KVA	
LIGHTING	4.9	6.13	(125%)	HEATING	0	0	(100%)
LARGEST MOTOR	0	0	(125%)	CONTINUOUS	0	0	(125%)
OTHER MOTORS	0	0	(100%)	NONCONTINUOUS	0	0	(100%)
RECEPTACLES	0	0	(50%>10)	NONCOIN/DIVERSE	0	0	(N/A)
				TOTAL KVA	4.9	6.13	

BALANCED PHASE AMPS: 25.5 (100% OF NEC CALCULATED KVA)
PHASE BALANCE PERCENT: PHASE A: 100% PHASE B: 100%

STILL NEED LOAD CENTER STATIONING

5 LOAD CENTER 3 SCHEDULE
(FIREWEED & SPENARD INTERSECTION)

SCALE: 1" = 20' 0" (0 20 40)

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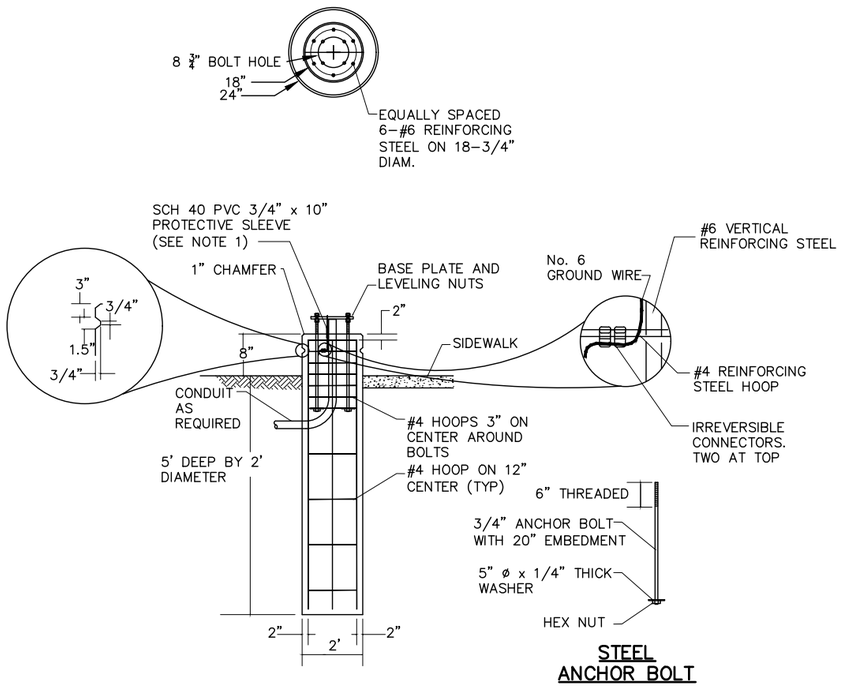
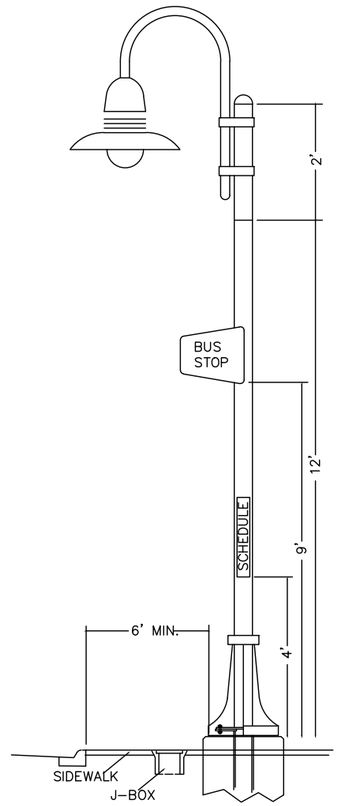
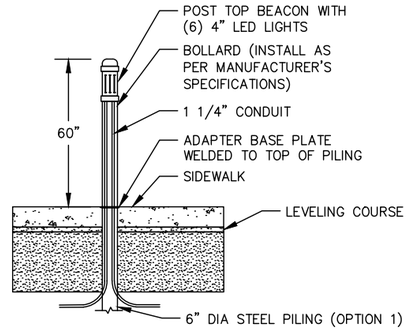
MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION
SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
ILLUMINATION DIAGRAMS & PANEL SCHEDULES
ILLUMINATION IMPROVEMENTS

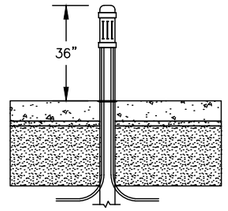
SCALE: 1:20'	DATE 8/29/16	SW1529, GRIDS 1629	SHEET 10 of E27
	ACCT. NO.		





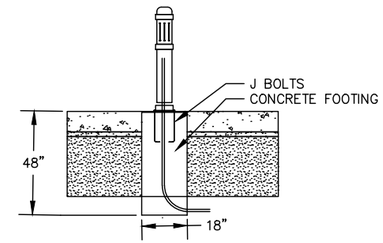


B60 BOLLARD (SEE LUMINAIRE SCHEDULE)



B36 BOLLARD (SEE LUMINAIRE SCHEDULE)

BOLLARD NOTES:
1. FOUNDATION CAN BE DRIVEN STEEL PILE OR POURED CONCRETE, AT CONTRACTORS OPTION.
2. BOLLARD COLOR SHALL MATCH STREET LIGHT POLES.
3. SEE LANDSCAPING PLANS FOR BOLLARD LOCATION.



OPTION 2: CONCRETE FOOTING

1 POURED CONCRETE BUS STOP POLE FOUNDATION
SCALE: NONE

2 BUS STOP ELECTROLIER
SCALE: NONE

3 LED ILLUMINATED BOLLARD
SCALE: NONE

BUS STOP NOTES:
1. CONNECT NO. 6 GROUND WIRE TO TOP HOOP WITH TWO IRREVERSIBLE, HYDRAULICALLY SWAGED CONNECTORS AS SHOWN. GROUND WIRE SHALL BE BARE SOLID, STRANDED, OR BRAIDED COPPER. PROTECT GROUND WIRE WITH CONDUIT AS SHOWN AND FILL CONDUIT WITH SILICON SEALANT. ALLOW 1" OF THE SLEEVE AND 24" OF CONDUCTOR TO PROTRUDE FROM THE FOUNDATIONS.
2. THIS FOUNDATION IS APPROVED FOR APPLICATIONS IN COHESIONLESS SOILS WITH AN N1-60 VALUE OF 10 OR GREATER PER AASHTO T-206, "STANDARD PENETRATION TEST" (SPT). THIS FOUNDATION SHALL NOT BE USED IF ANY OF THE FOLLOWING ARE ENCOUNTERED; WATER TABLE ABOVE THE BOTTOM OF FOUNDATION, VERY LOOSE SOILS, ORGANIC SOILS OR, COHESIVE SOILS (CLAY), OR SOILS SUSCEPTIBLE TO FROST JACKING. IF ANY OF THESE CONDITIONS ARE ENCOUNTERED, STOP FOUNDATION WORK AND CONTACT THE ENGINEER.
3. CONCRETE SHALL BE CLASS "A", 4Ksi.
4. FOUNDATION SHALL BE SLIGHTLY ROUNDED TO DRAIN AWAY FROM CENTER OF THE FOUNDATION.
5. BACKFILL AND COMPACT THE TOP 4' SPACE AROUND FORMS IN 8" LIFTS WITH A CEMENT-SOIL MIXTURE CONSISTING OF 3 SACKS OF PORTLAND CEMENT PER CUBIC YARD OF SOIL.
6. PROVIDE EXPOSE CONCRETE WITH A RUBBED FINISH.

LOAD CENTER NO. **LC4**
TYPE: 1A LOCATION: 6 POLE, 30 AMP CONTACTOR
100 AMPS MAIN LUGS, 100 MAIN BREAKER 240/120V 2P 3W SINGLE PHASE 3 WIRE
10,000 AMPS INTERRUPT CAPACITY 4,455 AVAILABLE FAULT CURRENT

CKT. DESCRIPTION	BRKR	KVA	AMPS			AMPS	KVA	BRKR	CKT. DESCRIPTION
MAIN BREAKER	100/2	0	0	1	2	0.521	0.1	15/2	LIGHTING CONTROL
				3	4				
SPACE	20/1	0	0	5	6	0.948	0.182	20/2	LIGHTING
SPACE	20/1	0	0	7	8				
TOTAL CONNECTED KVA BY PHASE:	A: 0.141		B:0.141			TOTAL CONNECTED AMPS BY PHASE:	A:1.18		B:1.18

	CONN. KVA	NEC CALC. KVA	
LIGHTING	0.282	0.353	(125%)
LARGEST MOTOR	0	0	(125%)
OTHER MOTORS	0	0	(100%)
RECEPTACLES	0	0	(50%>10)

	CONN. KVA	NEC CALC. KVA	
HEATING	0	0	(100%)
CONTINUOUS	0	0	(125%)
NONCONTINUOUS	0	0	(100%)
NONCOIN/DIVERSE	0	0	(N/A)
TOTAL KVA	0.282	0.353	

BALANCED PHASE AMPS: 1.47 (100% OF NEC CALCULATED KVA)
PHASE BALANCE PERCENT: PHASE A:100% PHASE B: 100%

4 LOAD CENTER 4 SCHEDULE
(BAKERY PARKING LOT)

LOAD CENTER NO. **LC5**
TYPE: 1A LOCATION: 6 POLE, 30 AMP CONTACTOR
100 AMPS MAIN LUGS, 100 MAIN BREAKER 240/120V 2P 3W SINGLE PHASE 3 WIRE
10,000 AMPS INTERRUPT CAPACITY 4,455 AVAILABLE FAULT CURRENT

CKT. DESCRIPTION	BRKR	KVA	AMPS			AMPS	KVA	BRKR	CKT. DESCRIPTION
MAIN BREAKER LIGHTING	100/2	0.268	1.4	1	2	0.521	0.1	15/2	LIGHTING CONTROL
				3	4				
SPACE	20/1	0	0	5	6	0	0	20/1	SPACE
SPACE	20/1	0	0	7	8	0	0	20/1	SPACE
TOTAL CONNECTED KVA BY PHASE:	A: 0.184		B:0.184			TOTAL CONNECTED AMPS BY PHASE:	A:1.53		B:1.53

	CONN. KVA	NEC CALC. KVA	
LIGHTING	0.368	0.46	(125%)
LARGEST MOTOR	0	0	(125%)
OTHER MOTORS	0	0	(100%)
RECEPTACLES	0	0	(50%>10)

	CONN. KVA	NEC CALC. KVA	
HEATING	0	0	(100%)
CONTINUOUS	0	0	(125%)
NONCONTINUOUS	0	0	(100%)
NONCOIN/DIVERSE	0	0	(N/A)
TOTAL KVA	0.368	0.46	

BALANCED PHASE AMPS: 1.92 (100% OF NEC CALCULATED KVA)
PHASE BALANCE PERCENT: PHASE A:100% PHASE B: 100%

5 LOAD CENTER 5 SCHEDULE
(BUSINESS PARKING LOT)

SCALE: 1" = 20' 0"
0 20 40

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PROJECT MANAGEMENT AND ENGINEERING DIVISION
SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
BUS STOP AND BOLLARD DETAILS, PANEL SCHEDULES

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' DATE 8/29/16 ACCT. NO. SW1529, GRIDS 1629 SHEET E11 of E27

AWWU #

LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	DESCRIPTION	MODEL	MOUNTING	LAMP	BALLAST	INPUT WATTS	VOLTS	QUANTITY	LUMENS / LAMP	NOTE 1	NOTE 2	NOTE 3
(D)DL		EXISTING DECORATIVE LIGHT		POLE	(1) 250W GE DELUXE LUCALOX LU250/DX	MAGNETIC	250	240	11	22500	TO BE REMOVED		
(D)LM&P		EXISTING CEA OWNED STREET LIGHT		POLE	(1) 150W GE LU400DX	MAGNETIC	150	240	2	15000	TO BE REMOVED. COORDINATE WITH ML&P		
(D)SL		EXISTING STREET LIGHT		POLE	(1) 400W GE LU400DX	MAGNETIC	400	240	25	37400	TO BE REMOVED		
(E)DL		EXISTING DECORATIVE LIGHT		POLE	(1) 250W GE DELUXE LUCALOX LU250/DX	MAGNETIC	250	240	2	22500	TO REMAIN		
(E)SL		EXISTING STREET LIGHT		POLE	(1) 400W GE LU400DX	MAGNETIC	400	480	13	37400	TO REMAIN, N.I.C, SHOWN FOR INFO ONLY		
B36		36" LED BOLLARD	FAIRWEATHER SITE FURNISHINGS B-1 LED	POLE	(1)	ELECTRONIC	10	240	8	0	36" HIGH	OR APPROVED EQUAL	http://www.fairweathersf.com/bollards/b-1-bollards/
B60		60" LED BOLLARD	FAIRWEATHER SITE FURNISHINGS B-1 LED	POLE	(1)	ELECTRONIC	10	240	8	0	60" HIGH	OR APPROVED EQUAL	
BSL		LED BUS STOP LIGHT	Phillips Lumec DMS50-55W48LED4K-LE3F-240 SCRAL6016TX, ARM: IF002-1A-SCRAL6016TX, POLE: APR4U-12-LBC1-SCRAL6016TX	POLE	(1) 55W LED	ELECTRONIC	55	240	19	5600	SEE DETAILS 1 AND 2 ON E11	NO SUBSTITUTION	
COL		LED WAYFINDING COLUMN		COLUMN	(1)	ELECTRONIC	10	120	2	0			
L4		40 LED, 4000K, 700MA, 5724 LUMENS, IES TYPE 4M WITH BACKLIGHT SHIELD	CREE LIGHTING, STR-LWY-4MB-HT-04-E-UL-SV- 700-40K-UTL	POLE	(40) LED	ELECTRONIC	91	240	7	5724	CAPELLA POLE CPLM-TH3F ATR85C1	30' POLE	
L6		60 LED, 4000K, 700MA, 7998 LUMENS, IES TYPE 3M WITH BACKLIGHT SHIELD	CREE LIGHTING, STR-LWY-3MB-HT-06-E-UL-SV- 700-40K-UTL	POLE	(60) LED	ELECTRONIC	134	240	3	7998	CAPELLA POLE CPLM-TH3F ATR85C1	30' POLE	
L8		80 LED, 4000K, 700MA, 10504 LUMENS, IES TYPE 3M WITH BACKLIGHT SHEILD	CREE LIGHTING, STR-LWY-3MB-HT-08-E-UL-SV- 700-40K-UTL	POLE	(80) LED	ELECTRONIC	182	240	3	10504	CAPELLA POLE CPLM-TH3F ATR85C1	30' POLE	
L10		100 LED, 4000K, 700MA, 13144 LUMENS, IES TYPE 3M WITH BACKLIGHT SHIELD	CREE LIGHTING, STR-LWY-3MB-HT-10-E-UL-SV- 700-40K-UTL	POLE	(100) LED	ELECTRONIC	227	240	5	13144	CAPELLA POLE CPLM-TH3F ATR85C1	30' POLE	
L12		120 LED, 4000K, 700MA, 15674 LUMENS, IES TYPE 3M WITH BACKLIGHT SHIELD	CREE LIGHTING, STR-LWY-3MB-HT-12-E-UL-SV- 700-40K-UTL	POLE	(120) LED	ELECTRONIC	267	240	17	15674	CAPELLA POLE CPLM-TH3F ATR85C1	30' POLE	
LHO		120 LED, 4000K, 700MA, 22351LUMENS, IES TYPE 4M WITH BACKLIGHT SHIELD	CREE, INC., STR-LWY-4MB-HT-12-E-UL-SL- 700-40K	POLE	(120) LED	ELECTRONIC	270	240	10	22351	QUANTITY REFLECTS POLES WITH 2 LUMINAIRES		
SIGN		SIGN			(1)	ELECTRONIC	250	120	2	0	SPENARD CENTER ILLUMINATED SIGN	SEE LANDSCAPING DRAWINGS	SCHEDULE "F"

CONTRACTOR TO VERIFY FIXTURE COUNT

LUMINAIRE NOTES:
1. DECORATIVE POLES, LUMINAIRES, BUS STOP LUMINAIRES, BOLLARDS AND ASSOCIATED EXPOSED HARDWARE SHALL BE RAL 6016 COLOR.
2. PROVIDE TWO (2) SPARE BUS STOP ELECTROLIERS, COMPLETE WITH POLES, BASES, LUMINARIES AND ASSOCIATED HARDWARE.
3. PROVIDE ONE (1) EACH SPARE 36" AND 60" BOLLARD, COMPLETE WITH LED LUMINAIRE AND ALL HARDWARE.
4. PROVIDE TWO (2) SPARE CAPELLA POLES.
5. PROVIDE ONE (1) EACH TYPE L4, L6, L10, L12 AND LHO LUMINARIES.

AWWU #

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
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SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
ILLUMINATION LUMINAIRE SCHEDULE

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E12 of E27

ILLUMINATION CONDUIT SCHEDULE

CNDT NO.	FROM	TO	CNDT SIZE	APPROX LENGTH	CONDUCTORS	NOTES
1	JB 1	JB 2	2"	15	2 EA 3C#8	
2	JB 2	JB 3	2"	18	2 EA 3C#8	
3	JB 3	JB 4	2"	33	2 EA 3C#8	
4	JB 4	JB 5	2"	56	2 EA 3C#8	
5	JB 5	JB 8	2"	49	2 EA 3C#8	
6	JB 6	JB 7	2"	18	1 EA 3C#8	
7	JB 7	JB 31	2"	80	1 EA 3C#8	
8	JB 8	LC 1	2"	85	2 EA 3C#8	
9	JB 21	JB 9	2"	67	1 EA 3C#8	
10	JB 9	JB 10	2"	99	1 EA 3C#8	
11	JB 11	JB 14	2"	144	1 EA 3C#8	
12	JB 12	JB 13	2"	18	1 EA 3C#8	
13	JB 12	JB 6	2"	219	1 EA 3C#8	
14	JB 14	JB 41	2"	114	1 EA 3C#8	
15	JB 31	JB 15	2"	120	1 EA 3C#8	
16	JB 11	JB 16	3"	147	4 EA 3C#8	
17	JB 15	JB 17	2"	51	1 EA 3C#8	
18	JB 16	JB 18	3"	155	4 EA 3C#8	
19	JB 20	JB 19	2"	59	1 EA 3C#8	
20	JB 22	JB 20	2"	78	2 EA 3C#8	
21						NUMBER NOT USED
22	JB 18	JB 22	2"	77	2 EA 3C#8	
23	JB 22	JB 23	2"	61	2 EA 3C#8	
24	JB 23	JB 24	2"	35	2 EA 3C#8	
25	JB 24	JB 25	2"	45	2 EA 3C#8	
26	JB 25	JB 26	2"	33	2 EA 3C#8	
27	JB 26	JB 27	2"	75	1 EA 3C#8	
28	JB 28	JB 30	2"	141	1 EA 3C#8	
29	JB 29	JB 32	2"	88	1 EA 3C#8	
30	JB 30	JB 33	2"	82	1 EA 3C#8	
31						NUMBER NOT USED
32	JB 32	JB 34	2"	83	2 EA 3C#8	
33	JB 33	JB 35	2"	18	2 EA 3C#8	
34	JB 34	JB 37	2"	83	2 EA 3C#8	
35A	JB 35	JB 35A	2"	84	2 EA 3C#8	
35B	JB 35A	JB 38	2"	173	2 EA 3C#8	
36	JB 37	JB 39	2"	131	2 EA 3C#8	
37A	JB 37	JB 37A	2"	80	2 EA 3C#8	
37B	JB 37A	JB 41	2"	103	2 EA 3C#8	
38	JB 38	JB 31	2"	109	2 EA 3C#8	
39	JB 21	JB 39	2"	91	2 EA 3C#8	
40	JB 11	JB 40	2"	73	2 EA 3C#8	
41	JB 40	JB 41	2"	8	2 EA 3C#8	
42	LC 4	JB 42	2"	11	1 EA 3C#8	
43	JB 39	JB 43	2"	33	2 EA 3C#8	
44	JB 43	JB 44	2"	42	2 EA 3C#8	
45	JB 44	JB 45	2"	58	2 EA 3C#8	
46	JB 41	JB 46	2"	154	1 EA 3C#8	
47	JB 42	JB 47	2"	205	1 EA 3C#8	
48	JB 45	JB 48	2"	123	2 EA 3C#8	
49	JB 48	JB 49	2"	103	2 EA 3C#8	
50	LC 5	JB 50	2"	47	1 EA 3C#8	
51	JB 49	JB 51	2"	49	2 EA 3C#8	
52	LC 5	JB 52	2"	177	1 EA 3C#8	
53	JB 51	JB 53	2"	66	2 EA 3C#8	
54	JB 53	JB 54	2"	110	2 EA 3C#8	
55	JB 54	JB 55	2"	49	2 EA 3C#8	
56	JB 55	JB 56	2"	18	2 EA 3C#8	
57	JB 56	JB 57	2"	77	1 EA 3C#8	
						PROVIDE #8 GROUND IN ALL CONDUITS

STREET LIGHTING JUNCTION BOX SCHEDULE

J BOX #	TYPE	STATION	OFFSET	NOTES
1	1A			
2	1A			
3	1A			
4	1A			
5	1A			
6	1A			
7	1A			
8	1A			
9	1A			
10	1A			
11	1A			
12	1A			
13	1A			
14	1A			
15	1A			
16	1A			
17	1A			
18	1A			
19	1A			
20				NUMBER NOT USED
21	1A			
22	1A			
23	1A			
24	1A			
25	1A			
26	1A			
27	1A			
28	1A			
29	1A			
30	1A			
31	1A			
32				NUMBER NOT USED
33	1A			
34	1A			
35	1A			
35A	1A			
36	1A			
37A	1A			
37B	1A			
38	1A			
39	1A			
40	1A			
41	1A			
42	1A			
43	1A			
44	1A			
45	1A			
46	1A			
47	1A			
48	1A			
49	1A			
50	1A			
51	1A			
52	1A			
53	1A			
54	1A			
55	1A			
56	1A			
57	1A			

STREET LIGHTING POLE SCHEDULE

POLE #	LUMINAIRE DESIGNATION	STATION	OFFSET	NOTES
1				WITH BANNER ARM
2				BUS STOP
3				BUS STOP
4				WITH BANNER ARM
5				WITH BANNER ARM
6				BUS STOP
7				BUS STOP
8				WITH BANNER ARM
9				WITH BANNER ARM
10				
11				WITH BANNER ARM
12				BUS STOP
13				BUS STOP
14				WITH BANNER ARM
15				BUS STOP
16				WITH BANNER ARM
17				BUS STOP
18				WITH BANNER ARM
19				
20				WITH BANNER ARM
21				BOLLARDS
22				BOLLARDS
23				WITH BANNER ARM
24				BUS STOP
25				BUS STOP
26				BUS STOP
27				WITH BANNER ARM
28				WITH BANNER ARM
29				WITH BANNER ARM
30				WITH BANNER ARM
31				BOLLARDS
32				BOLLARDS
33				BUS STOP
34				WITH BANNER ARM
35				BUS STOP
36				WITH BANNER ARM
37				WITH BANNER ARM
38				WITH BANNER ARM
39				BUS STOP
40				WITH BANNER ARM
41				BUS STOP
42				
43				BUS STOP
44				BUS STOP
45				WITH BANNER ARM
46				WITH BANNER ARM
47				
48				WITH BANNER ARM
49				WITH BANNER ARM
50				
51				WITH BANNER ARM
52				
53				WITH BANNER ARM
54				WITH BANNER ARM
55				BUS STOP
56				BUS STOP
57				WITH BANNER ARM
				SEE LANDSCAPE DRAWINGS FOR BANNER ARM DETAIL

AWWU #

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
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SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION

ILLUMINATION LUMINAIRE & CONDUIT SCHEDULES

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E13 of E27

AWWU #

30th to Benson	
AVERAGE FOOTCANDLES	1.788
MAXIMUM FOOTCANDLES	4.89
MINIMUM FOOTCANDLES	0.76
MINIMUM TO MAXIMUM FC RATIO	0.155
MAXIMUM TO MINIMUM FC RATIO	6.454
AVERAGE TO MINIMUM FC RATIO	2.359

Spenard – Benson Intersection (MAJOR)	
AVERAGE FOOTCANDLES	2.774
MAXIMUM FOOTCANDLES	4.64
MINIMUM FOOTCANDLES	1.06
MINIMUM TO MAXIMUM FC RATIO	0.230
MAXIMUM TO MINIMUM FC RATIO	4.357
AVERAGE TO MINIMUM FC RATIO	2.606

Benson to Photo	
AVERAGE FOOTCANDLES	2.793
MAXIMUM FOOTCANDLES	3.95
MINIMUM FOOTCANDLES	1.12
MINIMUM TO MAXIMUM FC RATIO	0.284
MAXIMUM TO MINIMUM FC RATIO	3.517
AVERAGE TO MINIMUM FC RATIO	2.484

Spenard – Photo Intersection (LOCAL)	
AVERAGE FOOTCANDLES	2.160
MAXIMUM FOOTCANDLES	4.57
MINIMUM FOOTCANDLES	0.92
MINIMUM TO MAXIMUM FC RATIO	0.202
MAXIMUM TO MINIMUM FC RATIO	4.959
AVERAGE TO MINIMUM FC RATIO	2.342

Photo to Northern Lights	
AVERAGE FOOTCANDLES	1.674
MAXIMUM FOOTCANDLES	5.08
MINIMUM FOOTCANDLES	0.56
MINIMUM TO MAXIMUM FC RATIO	0.111
MAXIMUM TO MINIMUM FC RATIO	9.003
AVERAGE TO MINIMUM FC RATIO	2.969

Spenard – Northern Lights Intersection (MAJOR)	
AVERAGE FOOTCANDLES	3.369
MAXIMUM FOOTCANDLES	5.12
MINIMUM FOOTCANDLES	1.33
MINIMUM TO MAXIMUM FC RATIO	0.259
MAXIMUM TO MINIMUM FC RATIO	3.862
AVERAGE TO MINIMUM FC RATIO	2.540

Northern Lights to 27th	
AVERAGE FOOTCANDLES	1.443
MAXIMUM FOOTCANDLES	2.67
MINIMUM FOOTCANDLES	0.59
MINIMUM TO MAXIMUM FC RATIO	0.221
MAXIMUM TO MINIMUM FC RATIO	4.519
AVERAGE TO MINIMUM FC RATIO	2.444

Spenard – 27th Intersection (LOCAL)	
AVERAGE FOOTCANDLES	2.408
MAXIMUM FOOTCANDLES	3.19
MINIMUM FOOTCANDLES	1.21
MINIMUM TO MAXIMUM FC RATIO	0.377
MAXIMUM TO MINIMUM FC RATIO	2.650
AVERAGE TO MINIMUM FC RATIO	1.998

2th to 26th	
AVERAGE FOOTCANDLES	2.409
MAXIMUM FOOTCANDLES	3.62
MINIMUM FOOTCANDLES	1.07
MINIMUM TO MAXIMUM FC RATIO	0.294
MAXIMUM TO MINIMUM FC RATIO	3.399
AVERAGE TO MINIMUM FC RATIO	2.259

Spenard – 26th Intersection S. (LOCAL)	
AVERAGE FOOTCANDLES	2.155
MAXIMUM FOOTCANDLES	3.21
MINIMUM FOOTCANDLES	1.10
MINIMUM TO MAXIMUM FC RATIO	0.343
MAXIMUM TO MINIMUM FC RATIO	2.911
AVERAGE TO MINIMUM FC RATIO	1.957

26th to 26th	
AVERAGE FOOTCANDLES	3.039
MAXIMUM FOOTCANDLES	3.54
MINIMUM FOOTCANDLES	1.97
MINIMUM TO MAXIMUM FC RATIO	0.556
MAXIMUM TO MINIMUM FC RATIO	1.797
AVERAGE TO MINIMUM FC RATIO	1.543

Spenard – 26th Intersection N. (LOCAL)	
AVERAGE FOOTCANDLES	2.834
MAXIMUM FOOTCANDLES	3.29
MINIMUM FOOTCANDLES	2.09
MINIMUM TO MAXIMUM FC RATIO	0.635
MAXIMUM TO MINIMUM FC RATIO	1.574
AVERAGE TO MINIMUM FC RATIO	1.357

26th to 25th	
AVERAGE FOOTCANDLES	3.124
MAXIMUM FOOTCANDLES	6.49
MINIMUM FOOTCANDLES	1.90
MINIMUM TO MAXIMUM FC RATIO	0.293
MAXIMUM TO MINIMUM FC RATIO	3.412
AVERAGE TO MINIMUM FC RATIO	1.644

Spenard – 25th Intersection S. (LOCAL)	
AVERAGE FOOTCANDLES	2.509
MAXIMUM FOOTCANDLES	3.46
MINIMUM FOOTCANDLES	1.49
MINIMUM TO MAXIMUM FC RATIO	0.432
MAXIMUM TO MINIMUM FC RATIO	2.316
AVERAGE TO MINIMUM FC RATIO	1.679

25th to 25th	
AVERAGE FOOTCANDLES	1.914
MAXIMUM FOOTCANDLES	2.84
MINIMUM FOOTCANDLES	1.15
MINIMUM TO MAXIMUM FC RATIO	0.407
MAXIMUM TO MINIMUM FC RATIO	2.460
AVERAGE TO MINIMUM FC RATIO	1.660

Spenard – 25th Intersection N. (LOCAL)	
AVERAGE FOOTCANDLES	2.173
MAXIMUM FOOTCANDLES	3.04
MINIMUM FOOTCANDLES	0.64
MINIMUM TO MAXIMUM FC RATIO	0.211
MAXIMUM TO MINIMUM FC RATIO	4.741
AVERAGE TO MINIMUM FC RATIO	3.387

25th to Fireweed	
AVERAGE FOOTCANDLES	1.694
MAXIMUM FOOTCANDLES	2.52
MINIMUM FOOTCANDLES	0.81
MINIMUM TO MAXIMUM FC RATIO	0.321
MAXIMUM TO MINIMUM FC RATIO	3.118
AVERAGE TO MINIMUM FC RATIO	2.092

Spenard – Fireweed Intersection (MAJOR)	
AVERAGE FOOTCANDLES	2.932
MAXIMUM FOOTCANDLES	4.16
MINIMUM FOOTCANDLES	1.15
MINIMUM TO MAXIMUM FC RATIO	0.276
MAXIMUM TO MINIMUM FC RATIO	3.619
AVERAGE TO MINIMUM FC RATIO	2.549

Fireweed to 23rd	
AVERAGE FOOTCANDLES	2.282
MAXIMUM FOOTCANDLES	5.15
MINIMUM FOOTCANDLES	1.18
MINIMUM TO MAXIMUM FC RATIO	0.229
MAXIMUM TO MINIMUM FC RATIO	4.376
AVERAGE TO MINIMUM FC RATIO	1.938

Spenard – 23rd Intersection (LOCAL)	
AVERAGE FOOTCANDLES	2.634
MAXIMUM FOOTCANDLES	3.82
MINIMUM FOOTCANDLES	1.00
MINIMUM TO MAXIMUM FC RATIO	0.261
MAXIMUM TO MINIMUM FC RATIO	3.831
AVERAGE TO MINIMUM FC RATIO	2.640

23rd to Hillcrest	
AVERAGE FOOTCANDLES	1.706
MAXIMUM FOOTCANDLES	2.96
MINIMUM FOOTCANDLES	0.71
MINIMUM TO MAXIMUM FC RATIO	0.240
MAXIMUM TO MINIMUM FC RATIO	4.169
AVERAGE TO MINIMUM FC RATIO	2.406

Spenard–Hillcrest Intersection (LOCAL)	
AVERAGE FOOTCANDLES	2.136
MAXIMUM FOOTCANDLES	2.93
MINIMUM FOOTCANDLES	0.86
MINIMUM TO MAXIMUM FC RATIO	0.294
MAXIMUM TO MINIMUM FC RATIO	3.402
AVERAGE TO MINIMUM FC RATIO	2.479

THIS PROJECT MEETS MUNICIPALITY OF ANCHORAGE MINIMUM DESIGN CRITERIA FOR ROADWAY LIGHTING OF MINOR ARTERIAL WITH MEDIUM PEDESTRIAN CONFLICT OF 1.3FC, 3:1 UNIFORMITY (AVE TO MIN) NOT EXCEEDED, VEILING LUMINANCE NOT EXCEEDING 0.3. THE INTERSECTIONS MEET THE REQUIREMENTS FOR MAJOR/MAJOR, MAJOR/COLLECTOR AND MAJOR/LOCAL INTERSECTIONS OF 2.6FC, 2.2FC AND 2.0FC RESPECTIVELY AND A UNIFORMITY OF 3.0. SEE SCHEDULES. SPENARD IS CLASSIFIED AS "MAJOR".

James H Parker

JAMES H. PARKER, PE

SCALE: 1" = 20' 0"

0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B

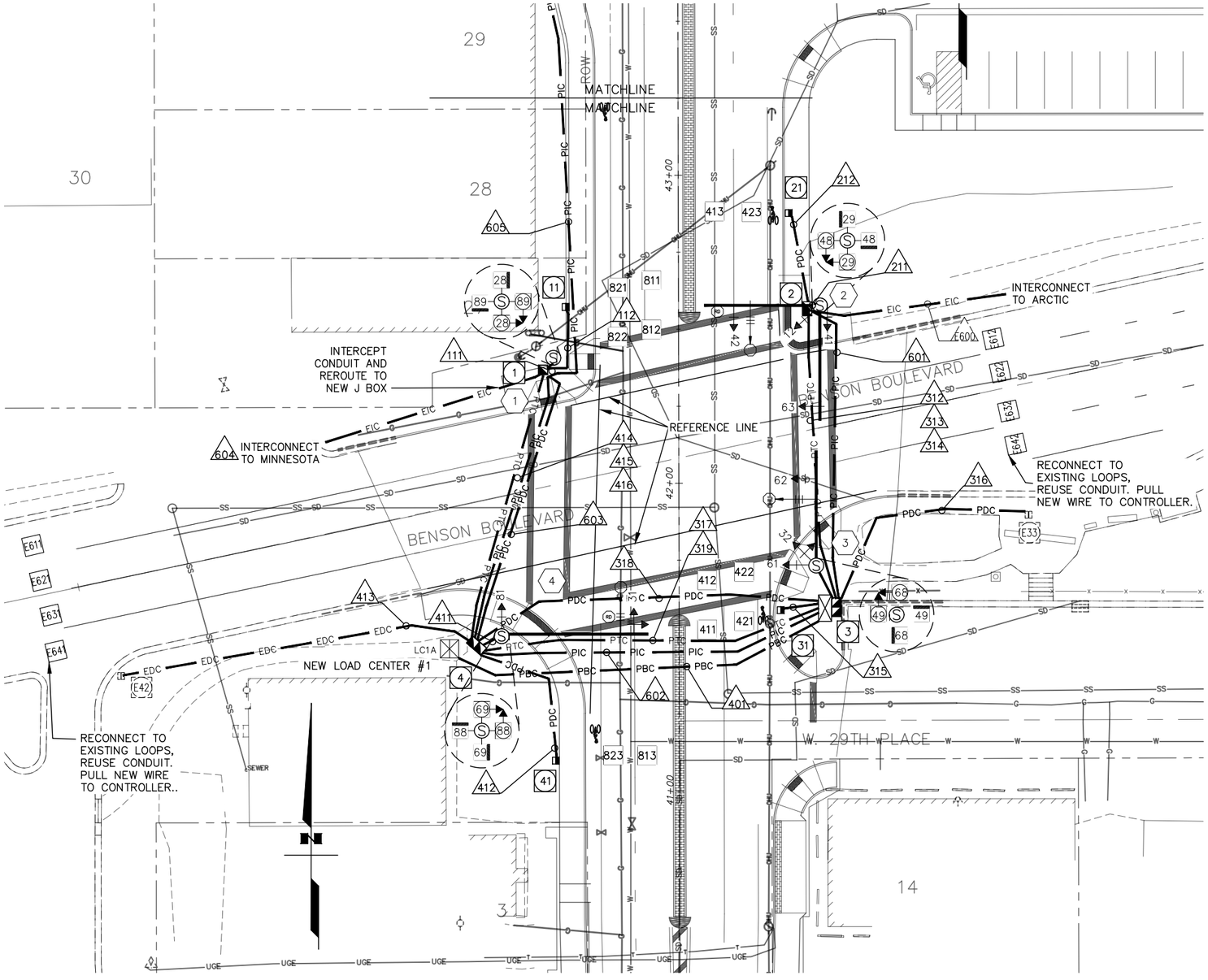
SPENARD ROAD RECONSTRUCTION

ILLUMINATION CALC SCHEDULES

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' DATE 8/29/16 ACCT. NO. SW1529.1629 GRIDS

SHEET E14 of E27



1 BENSON & SPENARD SIGNALIZATION
SCALE: 1"=20'-0"

SCALE: 1" = 20' 0"
0 20 40

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PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
BENSON AND SPENARD INTERSECTION

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E15 of E27

AWWU #

CONDUIT NOTES:
1. SEE WIRING DIAGRAM ON SHEET E20 FOR CONDUIT NUMBERS AROUND POLES 5 AND 6.

SUBDIVISION

SUNBEAM SUBDIVISION

11B

ROW

48+00

47+00

46+00

NORTHERN LIGHTS BOULEVARD

SIGNAL BRIDGE BETWEEN POLES 1 AND 5

REFERENCE LINE

RECONNECT TO EXISTING LOOPS, REUSE CONDUIT. PULL NEW 7 PR TO CONTROLLER.

INTERCONNECT TO MINNESOTA

INTERCONNECT TO ARCTIC

NEW LOAD CENTER #2

MATCHLINE

MATCHLINE

1A

1 NORTHERN LIGHTS & SPENARD SIGNALIZATION
SCALE: 1"=20'-0"

SCALE: 1" = 20' 0"
0 20 40

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SPENARD ROAD RECONSTRUCTION

NORTHERN LIGHTS AND SPENARD INTERSECTION

ILLUMINATION IMPROVEMENTS

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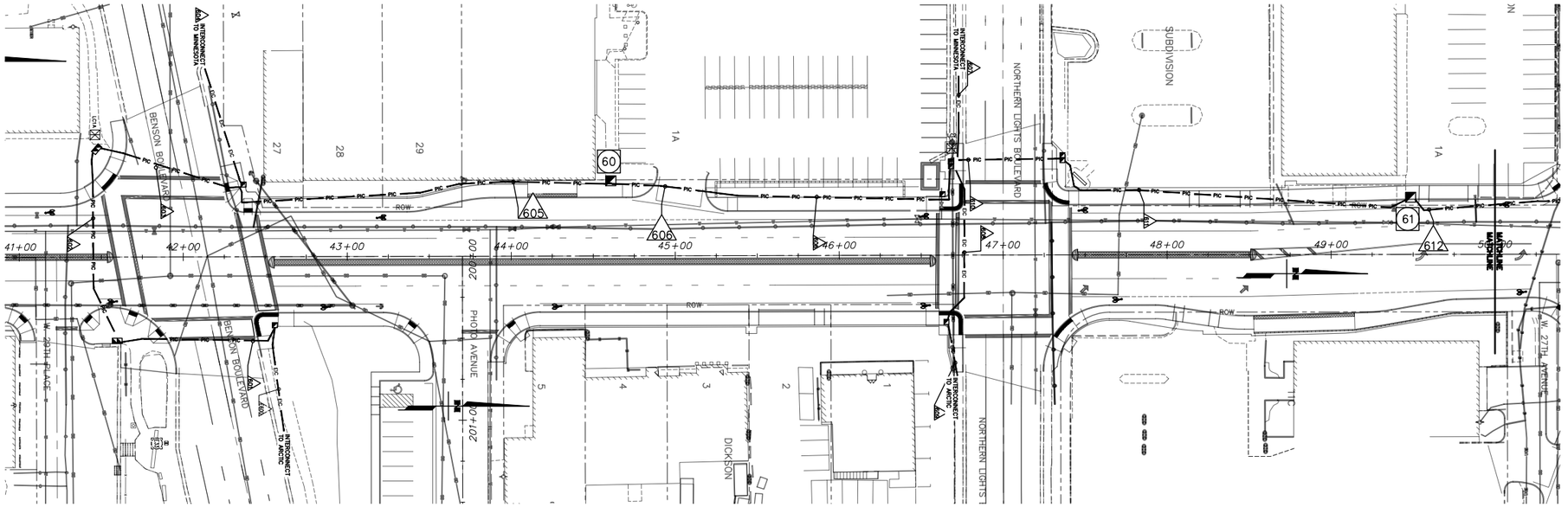
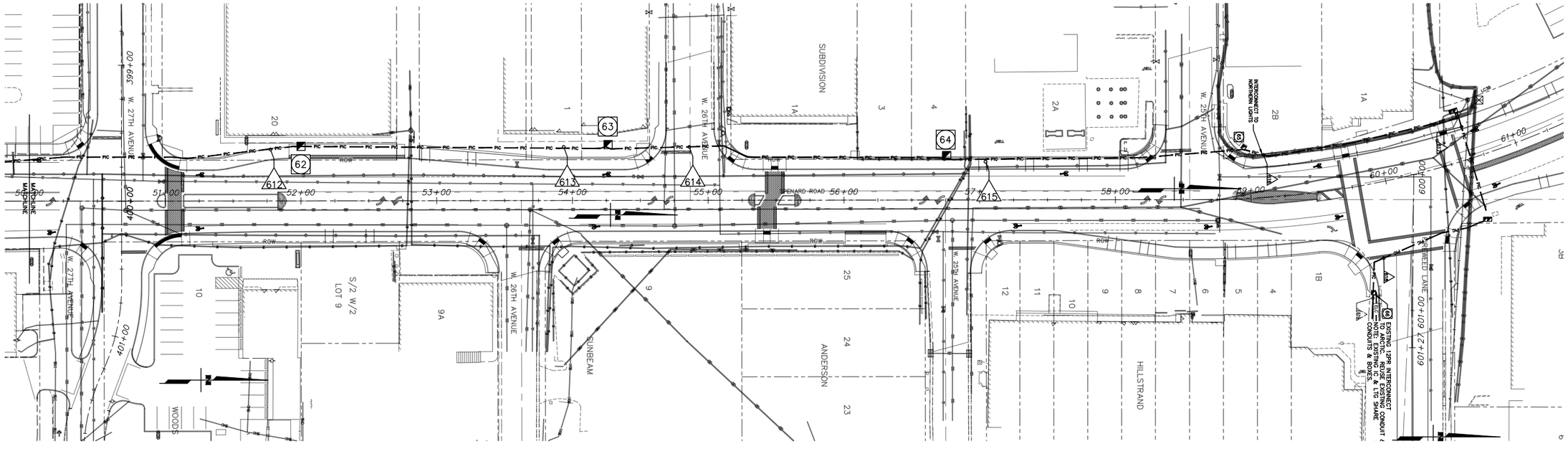
AWWU #



1 BENSON TO 27TH INTERCONNECT
SCALE: 1"=40'-0"



2 27TH TO FIREWEED INTERCONNECT
SCALE: 1"=20'-0"

SCALE: 1" = 20' 0"
0 20 40

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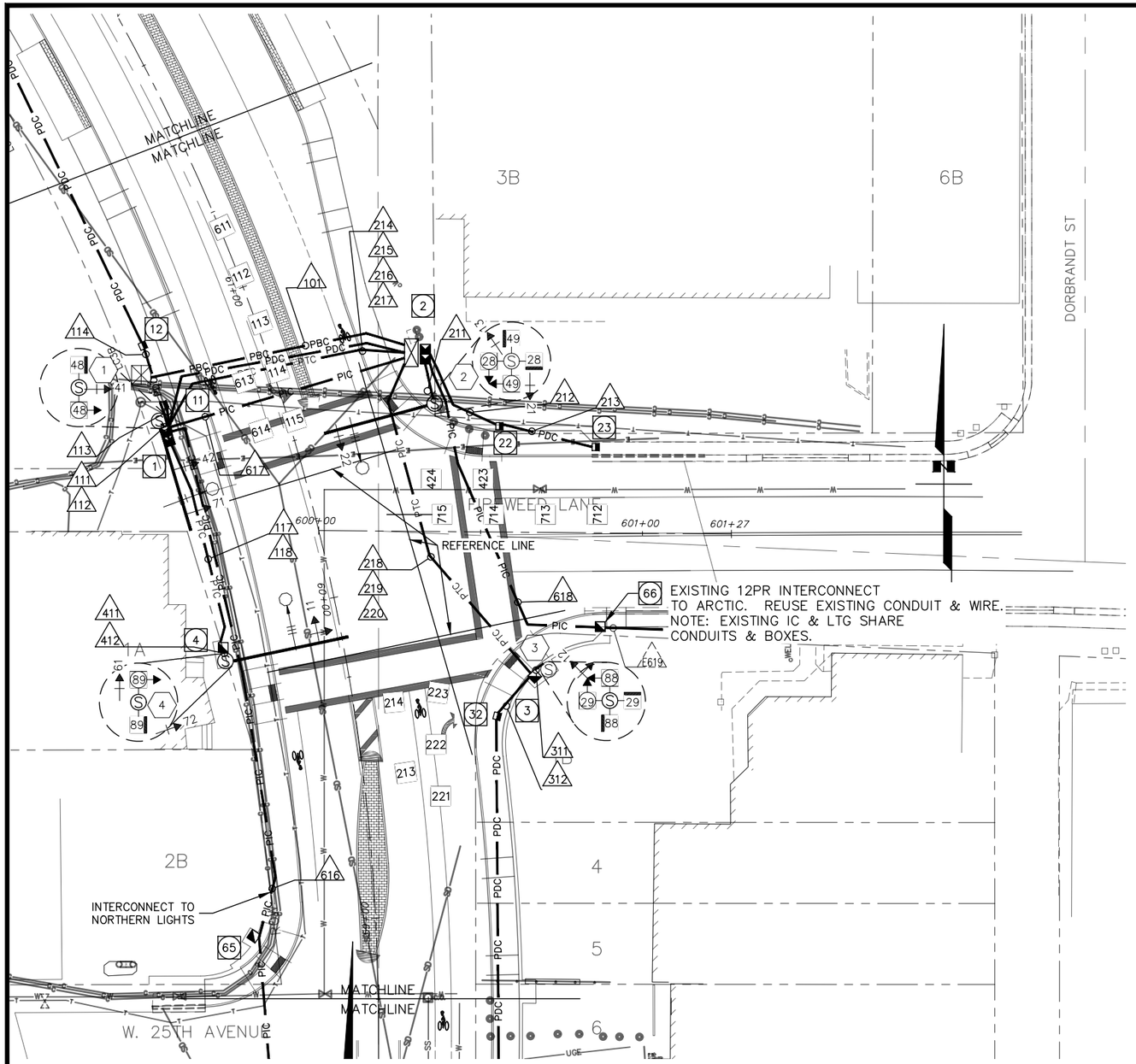
SPENARD ROAD RECONSTRUCTION
BENSON TO FIREWEED INTERCONNECT

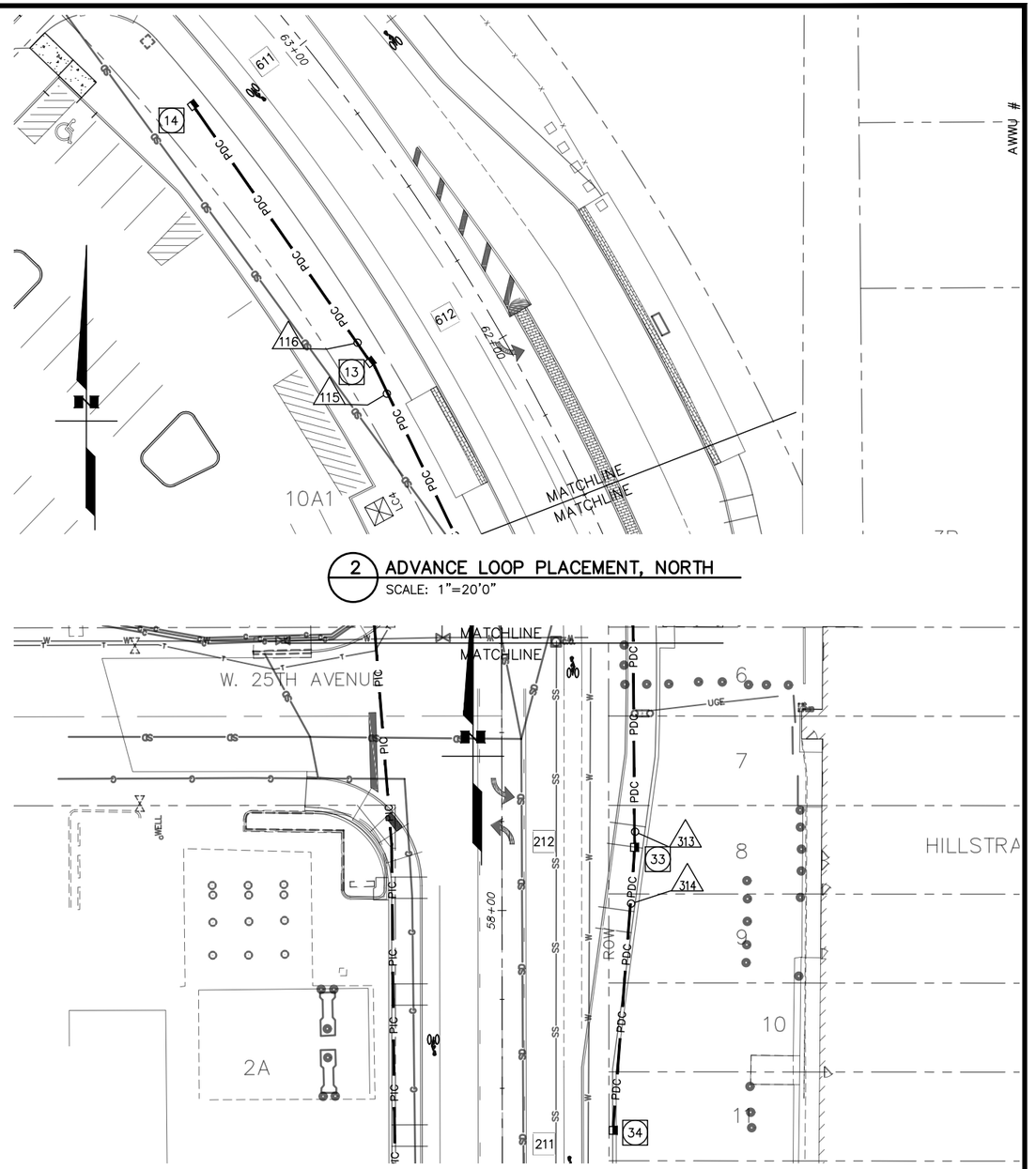
ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E17 of E27

AWWU #



1 FIREWEED & SPENARD SIGNALIZATION
SCALE: 1"=20'0"



2 ADVANCE LOOP PLACEMENT, NORTH
SCALE: 1"=20'0"

3 ADVANCE LOOP PLACEMENT, SOUTH
SCALE: 1"=20'0"

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY

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MUNICIPALITY OF ANCHORAGE

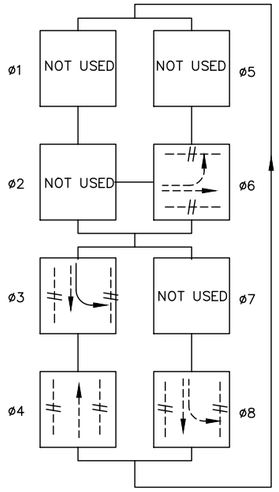
PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
FIREWEED AND SPENARD INTERSECTION

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E18 of E27

ø6 PHASE
PROTECTED VEHICLE MOVEMENT
PERMISSIVE VEHICLE MOVEMENT
PEDESTRIAN MOVEMENT

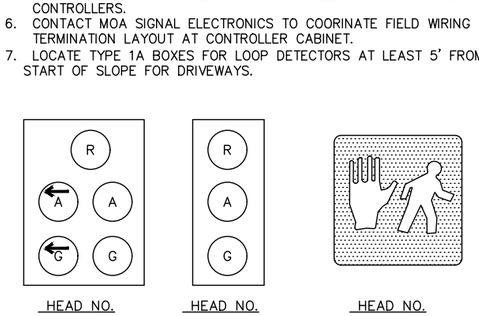


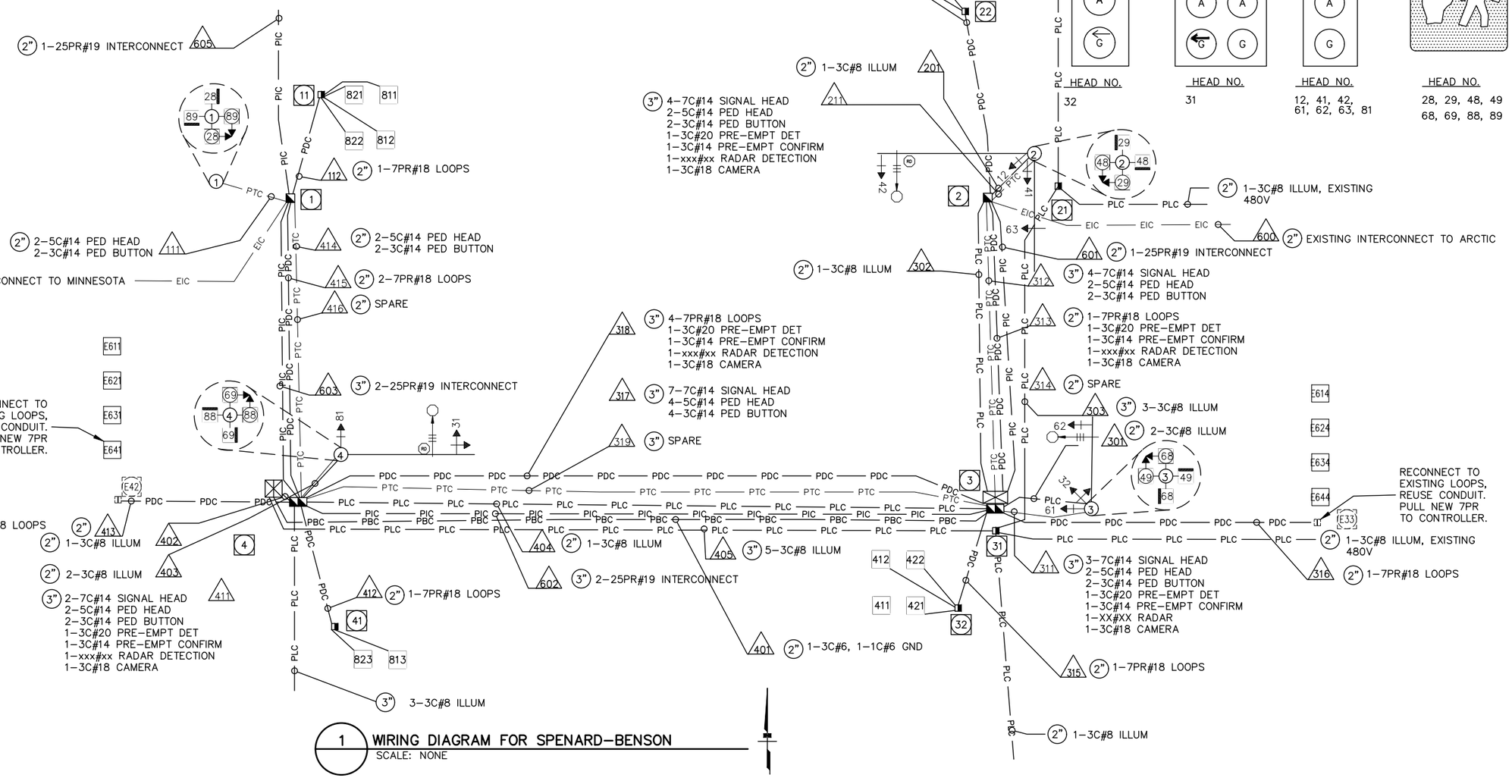
OPTICOM WIRING DIAGRAM NOTES:
1. COORDINATE WITH MOA SIGNAL ENGINEER FOR PLACEMENT APPROVAL.
2. INSTALL 1–3C#20 CABLE TO EACH OPTICAL DETECTOR, LEAVING 10' OF SLACK CONDUCTOR IN CABINET AND ENOUGH TO REACH THE END OF THE MAST ARM PLUS 1'.
3. INSTALL 1–3C#14 TO EACH PREMPTION CONFIRMATION LIGHT. LEAVE ENOUGH SLACK TO REACH THE END OF THE MAST ARM PLUS 1'.
4. OPTICOM DETECTORS SHALL BE MOUNTED ON MAST ARM AND HAVE DIRECT, UNOBSTRUCTED LINE–OF–SIGHT TO APPROACHING VEHICLES.
5. SOUTHBOUND & WESTBOUND DETECTORS SHALL BE MODEL 711, NORTHBOUND SHALL BE 721.

CONDUIT NOTES:
1. SEE ILLUMINATION DRAWINGS FOR CONDUIT NUMBERS THAT LEAVE THE INTERSECTIONS.
2. CONDUIT NUMBERING:
   2.1. 101: FIRST DIGIT IS THE POLE WHERE THE CONDUIT ORIGINATES.
   2.2. 0 FOR SECOND DIGIT INDICATES IT CONTAINS POWER AND/OR LIGHTING. 1 FOR SECOND DIGIT INDICATES IT CONTAINS SIGNAL.
   2.3. THIRD DIGIT IS CONDUIT NUMBER.
   2.4. 6XX IS INTERCONNECT.

SIGNAL WIRING DIAGRAMS NOTES:
1. COMPLY WITH M.A.S.S. REQUIREMENTS.
2. ALL SIGNAL AND PEDESTRIAN HEADS SHALL CONTAIN L.E.D LAMPS.
3. TRAFFIC SIGNAL SHALL BE 12".
4. PEDESTRIAN HEADS SHALL HAVE A COUNT DOWN TIMER.
5. REPLACE EXISTING CABINETS AND CONTROLLERS WITH 8 PHASE CONTROLLERS.
6. CONTACT MOA SIGNAL ELECTRONICS TO COORINATE FIELD WIRING TERMINATION LAYOUT AT CONTROLLER CABINET.
7. LOCATE TYPE 1A BOXES FOR LOOP DETECTORS AT LEAST 5' FROM START OF SLOPE FOR DRIVEWAYS.

AWWU #





1 WIRING DIAGRAM FOR SPENARD–BENSON
SCALE: NONE

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
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PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03–022B
SPENARD ROAD RECONSTRUCTION
BENSON WIRING DIAGRAM

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E19 of E27

ø6 PHASE
PROTECTED VEHICLE MOVEMENT
PERMISSIVE VEHICLE MOVEMENT
PEDESTRIAN MOVEMENT

ø1 NOT USED | NOT USED ø5
ø2 NOT USED ø6
ø3 NOT USED ø7
ø4 ø8

(2") 1–25PR#19 INTERCONNECT TO FIREWEED
(2") 1–7PR#18 LOOPS
(3") 4–3C#8 ILLUM
(2") 2–5C#14 PED HEAD
2–3C#14 PED BUTTON
(2") 2–7C#14 SIGNAL HEAD
(2") 1–3C#8 ILLUM
(2") 1–3C#8 ILLUM: EXISTING 480V
(2") 2–3C#8 ILLUM: BUS, EXISTING 480V
(2") 1–3C#8 ILLUM: BUS
(2") 1–3C#8 ILLUM: EXISTING 480V
(3") 2–7C#14 SIGNAL HEAD
2–5C#14 PED HEAD
2–3C#14 PED BUTTON
(2") SPARE
(2") 1–7PR#18 LOOPS
(2") 1–3C#8 ILLUM
(2") 1–25PR#19 INTERCONNECT
(3") 5–3C#8 ILLUM
(2") 1–7PR#18 LOOPS
3–7C#14 SIGNAL HEAD (3")
1–3C#20 PRE–EMPT DET
1–3C#14 PRE–EMPT CONFIRM
(2") EXISTING INTERCONNECT TO MINNESOTA
(2") 1–3C#8 ILLUM
(2") 1–3C#8 ILLUM
(2") 1–3C#8 ILLUM
(3") 3–7PR#18 LOOPS
1–3C#20 PRE–EMPT DET
1–3C#14 PRE–EMPT CONFIRM
1–XX#XX RADAR DETECTION
1–3C#18 CAMERA
(2") 1–3C#6, 1–1C#6 GND
(3") 6–3C#8 ILLUM
(2") 1–3C#6, 1–1C#6 GND
(2") 1–3C#8 ILLUM
(2") 2–3C#8 ILLUM
(3") 2–7C#14 SIGNAL HEAD
2–5C#14 PED HEAD
2–3C#14 PED BUTTON
1–3C#20 PRE–EMPT DET
1–3C#14 PRE–EMPT CONFIRM
1–XX#XX RADAR DETECTION
1–3C#18 CAMERA
(2") 1–7PR#18 LOOPS
(2") 2–3C#8 ILLUM
(3") 2–7C#14 SIGNAL HEAD
4–5C#14 PED HEAD
4–3C#14 PED BUTTON
(3") SPARE
(2") 1–25PR#19 INTERCONNECT TO BENSON
(2") 1–7PR#18 LOOPS
(3") 2–7C#14 SIGNAL HEAD
2–5C#14 PED HEAD
2–3C#14 PED BUTTON
1–3C#20 PRE–EMPT DET
1–3C#14 PRE–EMPT CONFIRM
1–xx#xx RADAR DETECTION
1–3C#18 CAMERA
(2") 1–3C#8 ILLUM
(3") 2–7C#14 SIGNAL HEAD
2–5C#14 PED HEAD
2–3C#14 PED BUTTON
(2") SPARE
(2") 1–3C#8 ILLUM
(2") 1–7PR#18 LOOPS
(2") 2–3C#8 ILLUM
(2") 2–5C#14 PED HEAD
2–3C#14 PED BUTTON
(2") 1–7PR#18 LOOPS
(3") 1–7PR#18 LOOPS
1–3C#20 PRE–EMPT DET
1–3C#14 PRE–EMPT CONFIRM
1–XX#XX RADAR DETECTION
1–3C#18 CAMERA
(2") EXISTING INTERCONNECT TO ARCTIC
RECONNECT TO EXISTING LOOPS, REUSE CONDUIT. PULL NEW WIRE TO CONTROLLER.

HEAD NO. 72
HEAD NO. 42
HEAD NO. 21, 22, 23, 24, 41, 81, 82
HEAD NO. 28, 29, 48, 49 68, 69, 88, 89,

1 WIRING DIAGRAM FOR SPENARD–NORTHERN LIGHTS
SCALE: NONE

SCALE: 1" = 20' 0"
0 20 40

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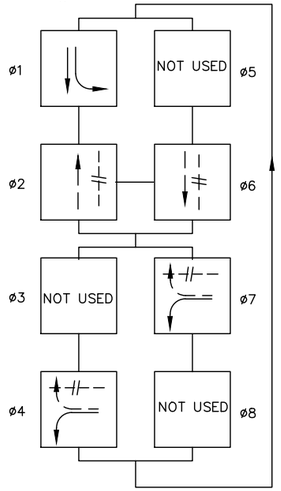
PROJECT MANAGEMENT AND ENGINEERING DIVISION
SCHEDULES C AND F PM&E PROJECT NO. 03–022B
SPENARD ROAD RECONSTRUCTION
NORTHERN LIGHTS WIRING DIAGRAM

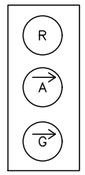
ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E20 of E27

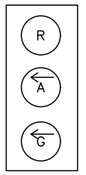
AWWU #

ø4 PHASE
PROTECTED VEHICLE MOVEMENT
PERMISSIVE VEHICLE MOVEMENT
PEDESTRIAN MOVEMENT

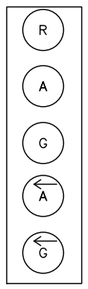




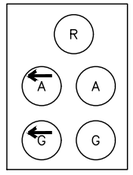
HEAD NO.
41, 42



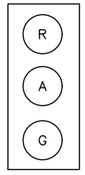
HEAD NO.
71, 72



HEAD NO.
12

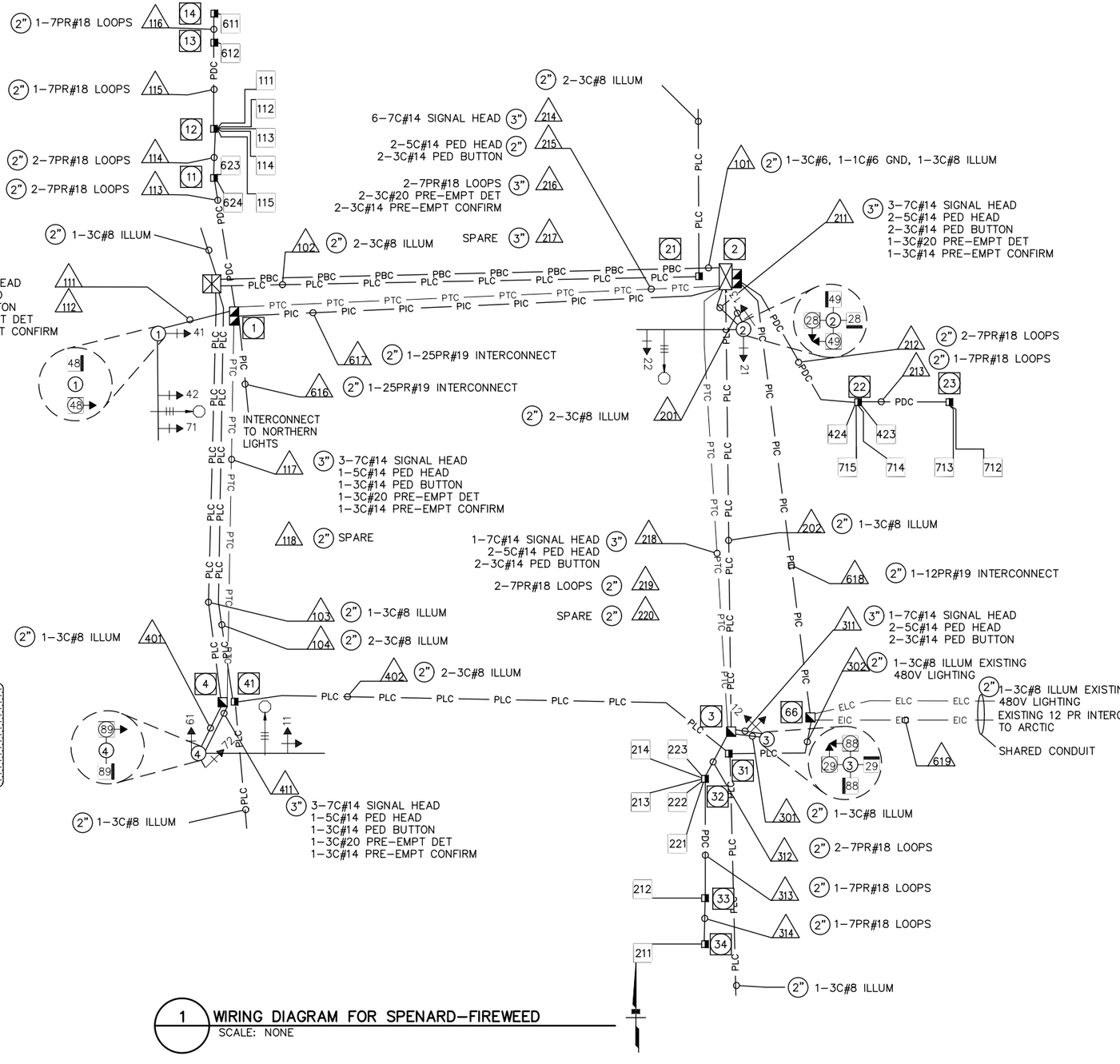


HEAD NO.
11



HEAD NO.
13, 21, 22, 61

HEAD NO.
28, 29, 48, 49
88, 89



1 WIRING DIAGRAM FOR SPENARD–FIREWEED
SCALE: NONE

AWWU #

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03–022B
SPENARD ROAD RECONSTRUCTION
FIREWEED WIRING DIAGRAM

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E21 of E27

SPENARD/BENSON SIGNAL POLE SCHEDULE

POLE NO.	POLE LOCATION STREET	STATION	OFFSET	OVERALL SHAFT LENGTH	SIGNAL ARM MASTARM LENGTH	SIGNAL ARM SIMPLEX HEIGHT	SIGNAL HEAD HEAD NO.	SIGNAL HEAD DIST.	UPPER SECTION LENGTH	LUM ARM	PED HEAD	M.A.S.S. DETAIL	NOTES
1	SPENARD/BENSON			10'							28, 89	80-12, 80-16	
2	SPENARD/BENSON			40'	35'	20'	12	ON POLE	18'6"		29, 48	80-10, 80-26A	ARM OVER SPENARD
							41	ON POLE					
							42	27'0"					
							OPTICOM	22'0"					
					40'	20'	63	32'0"	18'6"	15'		80-10, 80-26A	ARM OVER BENSON
3	SPENARD/BENSON			40'	35'	20'	32	ON POLE	18'6"	TWO 22'	29,49	80-10, 80-26A	DOUBLE LUMINAIRE ON POLE
							61	ON POLE					
							62	27'0"					
							OPTICOM	22'0"					
4	SPENARD/BENSON			40'	50'	20'	81	ON POLE	18'6"	22'	69,68	80-10, 80-26B	
							31	42'0"					
							OPTICOM	37'0"					

NOTES:
1. PROVIDE A #8 GROUND WIRE IN ALL CONDUITS UNLESS NOTED OTHERWISE.

NEED RADAR DETECTION & CAMERA UNITS ADDED

STATIONING STILL NEEDS TO BE DONE

AWWU #

SPENARD/BENSON SIGNAL & ILLUMINATION CONDUIT SCHEDULE

CNDT NO.	FROM	TO	CNDT SIZE	APPROX LENGTH	EQUIPMENT	CONDUCTORS
111	JB 1	POLE 1	2"	5	PED HEADS, PED BUTTONS	2 EA 5/C #14, 2 EA 3/C #14
112	JB 1	JB 11	2"	25	LOOPS	1 EA 7 PR #18
201	JB 2	POLE 2	2"	5	ILLUMINATION: INTERSECTION	1 EA 3/C #8
211	JB 2	POLE 2	3"	5	SIGNAL LIGHTS, PED BUT, PED HEADS, OPTICOM, RADAR, CAMERA	4 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14, 1-XX#XX, 1-3C#18
212	JB 2	JB 22	2"	30	LOOPS	1 EA 7 PR #18
301	JB 3	POLE 3	2"	5	ILLUMINATION: INTERSECTION	2 EA 3/C #8
302	JB 3	JB 2	2"	115	ILLUMINATION: INTERSECTION	1 EA 3/C #8
303	JB 31	JB 21	3"	115	ILLUMINATION: STREET, EXISTING, COL	3 EA 3/C #8
311	JB 3	POLE 3	3"	10	SIGNAL LIGHTS, PED BUT, PED HEADS, OPTICOM, RADAR, CAMERA	3 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14, 1-XX#XX, 1-3C#18
312	JB 3	JB 2	3"	125	SIGNAL LIGHTS, PED BUT, PED HEADS	4 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14
313	JB 3	JB 2	2"	125	LOOPS, OPTICOM, RADAR DETECTION, CAMERA	1-EA 7PR#18, 1 EA 3/C #20, 1 EA 3/C #14, 1-XXX#XX, 1-3C#18
314	JB 3	JB 2	2"	125	SPARE	
315	JB 3	JB 32	2"	15	LOOPS	1 EA 7 PR #18
316	JB 3	JB E33	2"	80	LOOPS	REUSE CONDUIT, NEW 1 EA 7 PR #18
317	JB 3	JB 4	3"	100	SIGNAL LIGHTS, PED BUT, PED HEADS	7 EA 7/C #14, 4 EA 5/C #14, 4 EA 3/C #14
318	JB 3	JB 4	3"	100	LOOPS, OPTICOM, RADAR DETECTION, CAMERA	4-EA 7PR#18, 1 EA 3/C #20, 1 EA 3/C #14, 1-XXX#XX, 1-3C#18
319	JB 3	JB 4	3"	100	SPARE	
401	LC 1	JB 3	2"	110	POWER TO CONTROLLER	1 EA 3/C #6, #6 G
402	LC 1	JB 4	2"	5	ILLUMINATION: INTERSECTION	1 EA 3/C #8
403	JB 4	POLE 4	2"	5	ILLUMINATION: INTERSECTION	2 EA 3/C #8
404	JB 4	JB 3	2"	110	ILLUMINATION: INTERSECTION	1 EA 3/C #8
405	LC 1	JB 31	3"	110	ILLUMINATION: BUS, STREET, EXISTING 480V, COL	5 EA 3/C #8
411	JB 4	POLE 4	3"	5	SIGNAL LIGHTS, PED BUT, PED HEADS, OPTICOM, RADAR, CAMERA	2 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14, 1-XX#XX, 1-3C#18
412	JB 4	JB 41	2"	15	LOOPS	1 EA 7 PR #18
413	JB 4	JB E42	2"	EXISTING	LOOPS	1 EA 7 PR #18
414	JB 4	JB 1	2"	85	PED BUT, PED HEADS	2 EA 5/C #14, 2 EA 3/C #14
415	JB 4	JB 1	2"	85	LOOPS	2 EA 7 PR #18
416	JB 4	JB 1	2"	85	SPARE	
600		JB 2	2"	EXISTING	INTERCONNECT	REROUTE CONDUIT TO NEW J BOX
601	JB 2	JB 3	2"	100	INTERCONNECT	NEW CONDUIT WITH EXISTING CABLE
602	JB 4	JB 4	3"	100	INTERCONNECT	1 NEW EA 25 PR #19, 1 EXISTING CABLE
603	JB 4	JB 1	3"	90	INTERCONNECT	1 NEW EA 25 PR #19, 1 EXISTING CABLE
604	JB 1		2"	EXISTING	INTERCONNECT	REROUTE CONDUIT TO NEW J BOX
605	JB 1	JB 60	2"	225	INTERCONNECT	1 EA 25 PR #19
606	JB 60	JB 5	2"	195	INTERCONNECT	1 EA 25 PR #19

SPENARD/BENSON JUNCTION BOX STATIONING

JB NO.	TYPE	STATION	OFFSET	NOTES
1	2			
11	1A			
2	2			
21	1A			
22	1A			
3	3			
31	1A			
32	1A			
E33	1A			EXISTING
4	3			
41	1A			
E42	1A			EXISTING

SCALE: 1" = 20' 0"
0 20 40

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SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
BENSON SIGNALIZATION SCHEDULES

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | GRIDS 1629 | SW1529 | SHEET E22 of E27

SPENARD/NORTHERN LIGHTS SIGNAL POLE SCHEDULE

	POLE LOCATION			OVERALL SHAFT LENGTH	SIGNAL ARM		SIGNAL HEAD		UPPER SECTION LENGTH	LUM ARM	PED HEAD	M.A.S.S. DETAIL	NOTES
POLE NO.	STREET	STATION	OFFSET		MASTARM LENGTH	SIMPLEX HEIGHT	HEAD NO.	DIST.					
1	SPENARD/N. LIGHTS			40'	35' BRIDGE	20'	21	ON POLE	18'6"	12'		80-10	COORDINATE BASE LOCATION WITH BRIDGE LENGTH
							72	ON POLE					
2	SPENARD/N. LIGHTS			10'							28, 89	80-12, 80-16	
3	SPENARD/N. LIGHTS			40'	50'	20'	41	ON POLE	18'6"	22'	29, 48	80-10, 80-26B	
							42	41'0"					
							OPTICOM	36'0"					
4	SPENARD/N. LIGHTS			30'0"						12'	49, 68	80-9, 80-19	ILLUMINATION POLE(need to verify power line height)
5	SPENARD/N. LIGHTS			21'6"	35' BRIDGE	20'	24	ON POLE	18'6"		88	80-10	COORDINATE BASE LOCATION WITH BRIDGE LENGTH
							22	45'8"					
							23	23'9"					
							OPTICOM	34'8"					
6	SPENARD/N. LIGHTS			40'	35'	20'	81	ON POLE		12"	69	80-10, 80-26A	ILLUMINATION POLE
							82	27'0"					
							OPTICOM	22'0"					

NOTES:
1. PROVIDE A #8 GROUND WIRE IN ALL CONDUITS UNLESS NOTED OTHERWISE.

AWWU #

NEED RADAR DETECTION & CAMERA UNITS ADDED

STATIONING STILL NEEDS TO BE DONE

SPENARD/NORTHERN LIGHTS SIGNAL & ILLUMINATION CONDUIT SCHEDULE

CNDT NO.	FROM	TO	CNDT SIZE	APPROX LENGTH	EQUIPMENT	CONDUCTORS
101	JB 1	POLE 1	2"	5	ILLUMINATION: INTERSECTION	1 EA 3/C #8
102	JB 11	JB 31	2"	110	ILLUMINATION: BUS, EXISTING 480V ILLUMINATION	2 EA 3/C #8
111	JB 1	POLE 1	2"	5	SIGNAL LIGHTS	2 EA 7/C #14
112	JB 1	POLE 2	2"	22	PED BUT, PED HEADS	2 EA 5/C #14, 2 EA 3/C #14
113	JB 1	JB 12	2"	30	LOOPS	1 EA 7 PR #18
301	JB 3	POLE 3	2"	5	ILLUMINATION	1 EA 3/C #8
311	JB 3	POLE 3	3"	10	SIGNAL LIGHTS, PED BUT, PED HEADS, OPTICOM, RADAR, CAMERA	2 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14, 1-XX#XX, 1-3C#18
312	JB 3	JB 32	2"	20	LOOPS	1 EA 7 PR #18
401	JB 4	POLE 4	2"	5	ILLUMINATION	2 EA 3/C #8
402	JB 4	JB 3	2"	115	ILLUMINATION	1 EA 3/C #8
411	JB 4	POLE 4	2"	10	PED BUT, PED HEADS	2 EA 5/C #14, 2 EA 3/C #14
412	JB 4	JB 3	3"	115	SIGNAL LIGHTS, PED BUT, PED HEADS,	2 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14
413	JB 4	JB 3	3"	115	LOOPS, OPTICOM, RADAR, CAMERA	1 EA 7 PR #18, 1 EA 3/C #20, 1 EA 3/C #14, 1-XX#XX, 1-3C#18
414	JB 4	JB 3	2"	115	SPARE	
415	JB 4	JB 42	2"	20	LOOPS	1 EA 7 PR #18
416	JB4	JB E43	2"	150	LOOPS	1 EA 7 PR #18
501	LC 1	JB 51	2"	5	POWER TO CONTROLLER	1 EA 3/C #6, #6 G
502	LC 1	JB 51	3"	5	ILLUMINATION: INTRSTN, STREET, COLUMN, BUS, SPARE TO 27TH	6 EA 3/C #8
503	JB 51	JB 5	2"	5	POWER TO CONTROLLER	1 EA 3/C #6, #6 G
504	JB 51	JB 6	2"	15	ILLUMINATION: INTERSECTION	1 EA 3/C #8
505	JB 6	POLE 6	2"	5	ILLUMINATION: INTERSECTION	2 EA 3/C #8
506	JB 51	JB 1	2"	110	ILLUMINATION: INTERSECTION	1 EA 3/C #8
507	JB 51	JB 11	3"	110	ILLUMINATION: STREET, COLUMN, BUS, SPARE TO 27TH	5 EA 3/C #8
508	JB 6	JB 4	2"	110	ILLUMINATION: INTERSECTION	1 EA 3/C #8
509	JB 51	JB 41	2"	110	ILLUMINATION: STREET	1 EA 3/C #8
511	JB 5	POLE 5	3"	10	SIGNAL LIGHTS, OPTICOM	3 EA 7/C #14, 1 EA 3/C #14
512	JB 5	JB 6	3"	10	SIGNAL LIGHTS, PED BUT, PED HEADS, OPTICOM, RADAR, CAMERA	2 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14, 1-XX#XX, 1-3C#18
513	JB 6	POLE 6	3"	10	SIGNAL LIGHTS, PED BUT, PED HEADS, OPTICOM, RADAR, CAMERA	2 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14, 1-XX#XX, 1-3C#18
514	JB 5	JB 4	3"	110	LOOPS, OPTICOM, RADAR, CAMERA	3 EA 7 PR #18, 1 EA 3/C #20, 1 EA 3/C #14, 1-XX#XX, 1-3C#18
515	JB 5	JB 4	3"	110	SIGNAL LIGHTS, PED BUT, PED HEADS	2 EA 7/C #14, 4 EA 5/C #14, 4 EA 3/C #14
516	JB 5	JB 4	3"	110	SPARE	
517	JB 5	JB 1	3"	110	SIGNAL LIGHTS, PED BUT, PED HEAD	2 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14
518	JB 5	JB 1	2"	110	LOOPS	1 EA 7 PR #18
519	JB 5	JB 1	2"	110	SPARE	
520	JB 5	JB 52	2"	10	LOOPS	1 EA 7 PR #18
521	JB 5	JB 53	2"	30	LOOPS	1 EA 7 PR #18
607		JB 5	2"	EXISTING	INTERCONNECT	EXISTING, REROUTE TO NEW CONTROLLER
608	JB 5	JB 4	2"	110	INTERCONNECT	1 EA 25 PR #19
609		JB 4	2"	EXISTING	INTERCONNECT	EXISTING, REROUTE TO NEW J BOX
610	JB 5	JB 1	2"	90	INTERCONNECT	1 EA 25 PR #19
611	JB 1	JB 61	2"	220	INTERCONNECT	1 EA 25 PR #19

SPENARD/N. LIGHTS JUNCTION BOX STATIONING

JB NO.	TYPE	STATION	OFFSET	NOTES
1	3			
11	1A			
12	1A			
3	2			
31	1A			
32	1A			
4	2			
41	1A			
42	1A			
E43	1A			EXISTING
5	3			
51	1A			
52	1A			
53	1A			
6	2			

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
.	.				
.	.				
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.	.				

REVISIONS

1. DATA PROVIDED BY: _____
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.
CONTRACTOR: _____ BY: _____
TITLE: _____ DATE: _____
2. DATA TRANSFERRED BY: _____
COMPANY: _____ DATE: _____
3. DATA TRANSFER CHECKED: _____
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BY: _____ COMPANY: _____
BY: _____ TITLE: _____ DATE: _____

RECORD DRAWING

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STATE OF ALASKA 49 65 REGISTERED PROFESSIONAL ENGINEER James H. Parker
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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
NORTHERN LIGHTS SIGNALIZATION SCHEDULES

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E23 of E27

SPENARD/FIREWEED SIGNAL POLE SCHEDULE

POLE NO.	POLE LOCATION: STREET	STATION	OFFSET	OVERALL SHAFT LENGTH	SIGNAL ARM: MASTARM LENGTH	SIGNAL ARM: SIMPLEX HEIGHT	SIGNAL HEAD: HEAD NO.	SIGNAL HEAD: DIST.	UPPER SECTION LENGTH	LUM ARM	PED HEAD	M.A.S.S. DETAIL	NOTES
1	SPENARD/FIREWEED			21'6"	35'	20'	41	ON POLE			48	80-10, 80-26B	
							42	15'0"					
							71	30'0"					
							OPTICOM	25'0"					
2	SPENARD/FIREWEED			35'0"	40	20'	13	ON POLE	13'6"	22'	28, 49	80-10, 80-26B	
							21	ON POLE					
							22	32'0"					
							OPICOM	27'0"					
3	SPENARD/FIREWEED			35'0"			12	ON POLE	13'6"	22'	29, 88	80-10, 80-26B	ILLUMINATION POLE
4	SPENARD/FIREWEED			35'0"	40	20'	61	ON POLE	13'6"	15'	89	80-10, 80-26B	
							72	ON POLE					
							11	29'6"					
							OPTICOM	24'6"					

NOTES:
1. PROVIDE A #8 GROUND WIRE IN ALL CONDUITS UNLESS NOTED OTHERWISE.

NEED RADAR DETECTION & CAMERA UNITS ADDED

STATIONING STILL NEEDS TO BE DONE

AWWU #

SPENARD/FIREWEED SIGNAL & ILLUMINATION CONDUIT SCHEDULE

CNDT NO.	FROM	TO	CNDT SIZE	APPROX LENGTH	EQUIPMENT	CONDUCTORS
101	JB 11	JB 2	2"	80	POWER TO CONTROLLER, ILLUMINATION: INTERSECTION	1 EA 3/C #6, #6 G, 1 EA 3/C #8
102	LC 1	JB 2	2"	75	ILLUMINATION: STREET, BUS	2 EA 3/C #8
103	LC 1	JB 4	2"	80	ILLUMINATION: INTERSECTION	1 EA 3/C #8
104	LC 1	JB 41	2"	80	ILLUMINATION: STREET, EXISTING 480V	3 EA 3/C #8
111	JB 1	POLE 1	3"	5	SIGNAL HEADS, PED BUT, PED HEADS, OPTICOM	3 EA 7/C #14, 1 EA 5/C #14, 1 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14
112	JB 1	POLE 1	2"	5	SPARE	
113	JB 1	JB 11	2"	15	LOOPS	2 EA 7 PR #18
114	JB 11	JB 12	2"	25	LOOPS	2 EA 7 PR #18
115	JB 12	JB 13	2"	115	LOOPS	1 EA 7 PR #18
116	JB 13	JB 14	2"	85	LOOPS	1 EA 7 PR #18
117	JB 1	JB 4	3"	75	SIGNAL HEADS, PED BUT, PED HEADS, OPTICOM	3 EA 7/C #14, 1 EA 5/C #14, 1 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14
118	JB 1	JB 4	2"	75	SPARE	
201	JB 2	POLE 2	2"	15	ILLUMINATION: INTERSECTION	2 EA 3/C #8
202	JB 2	JB 3	2"	85	ILLUMINATION: INTERSECTION	1 EA 3/C #8
211	JB 2	POLE 2	3"	15	SIGNAL HEADS, PED BUT, PED HEADS, OPTICOM	3 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14
212	JB2	JB 22	2"	35	LOOPS	2 EA 7 PR #18
213	JB 22	JB 23	2"	35	LOOPS	1 EA 7 PR #18
214	JB 2	JB 1	3"	85	SIGNAL HEADS	6-7C#14
215	JB 2	JB 1	2"	85	PED BUT, PED HEADS,	2-5C#14, 2-3C#14
216	JB 2	JB 1	3"	85	LOOPS, OPTICON	2 EA 7 PR #18, 2-3C#20, 2 EA 3/C #14
217	JB 2	JB 1	3"	85	SPARE	
218	JB 2	JB 3	3"	110	SIGNAL HEADS, PED BUT, PED HEADS,	1-7C#14, 2-5C#14, 2-3C#14
219	JB 2	JB 3	2"	110	LOOPS	2 EA 7 PR #18
220	JB 2	JB 3	2"	110	SPARE	
301	JB 3	POLE 3	2"	5	ILLUMINATION: INTERSECTION	1 EA 3/C #8
302	JB 3	JB 66	2	15	ILLUMINATION: STREET	1 EA 3/C #8
311	JB 3	POLE 3	3"	10	SIGNAL HEAD, PED BUT, PED HEADS	1 EA 7/C #14, 2 EA 5/C #14, 2 EA 3/C #14
312	JB 3	JB 32	2"	20	LOOPS	2 EA 7 PR #18
313	JB 32	JB 33	2"	150	LOOPS	1 EA 7 PR #18
314	JB 33	JB 34	2"	85	LOOPS	1 EA 7 PR #18
401	JB 4	POLE 4	2"	10	ILLUMINATION: INTERSECTION	1 EA 3/C #8
402	JB 4	JB 3	2"	110	ILLUMINATION: STREET	2 EA 3/C #8
411	JB 4	POLE 4	3"	10	SIGNAL HEADS, PED BUT, PED HEADS, OPTICOM	3 EA 7/C #14, 1 EA 5/C #14, 1 EA 3/C #14, 1 EA 3/C #20, 1 EA 3/C #14
612	JB 61	JB 62	2"	250	INTERCONNECT	1 EA 25 PR #19
613	JB 62	JB 63	2"	225	INTERCONNECT	1 EA 25 PR #19
614	JB 62	JB 63	2"	250	INTERCONNECT	1 EA 25 PR #19
615	JB 63	JB 64	2"	220	INTERCONNECT	1 EA 25 PR #19
616	JB 64	JB 4	2"	160	INTERCONNECT	1 EA 25 PR #19
617	JB 4	JB 2	2"	110	INTERCONNECT	1 EA 25 PR #19
618	JB 2	JB 66	2"	85	INTERCONNECT	NEW CONDUIT REROUTE CABLE TO NEW CONTROLLER
619	JB 66		2"	EXISTING	INTERCONNECT	EXISTING, REROUTE TO NEW J BOX

SPENARD/FIREWEED JUNCTION BOX STATIONING

JB NO.	TYPE	STATION	OFFSET	NOTES
1	3			
11	1A			
12	1A			
13	1A			
14	1A			
2	3			
21	1A			
22	1A			
23	1A			
3	2			
31	1A			
32	1A			
33	1A			
34	1A			
4	2			
41	1A			
66	2			

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
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REVISIONS

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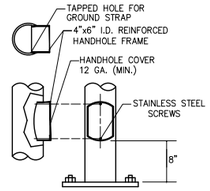
MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION

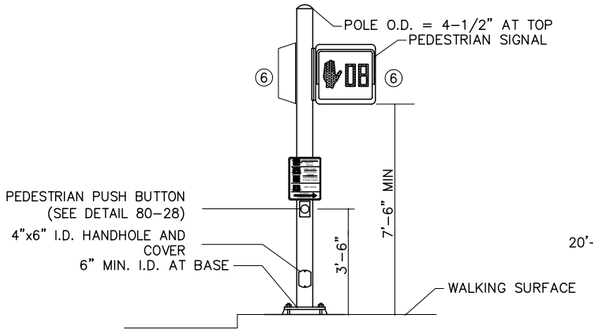
SCHEDULES C AND F — PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
FIREWEED SIGNALIZATION SCHEDULES

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E24 of E27

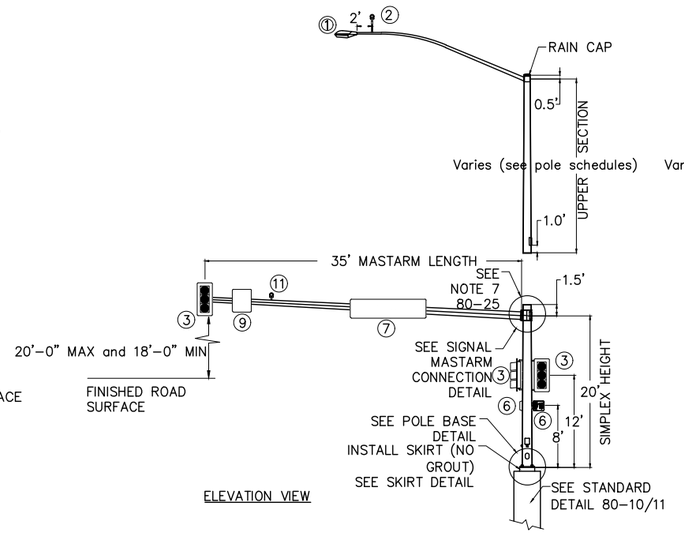


PED POLE HANDHOLE DETAIL



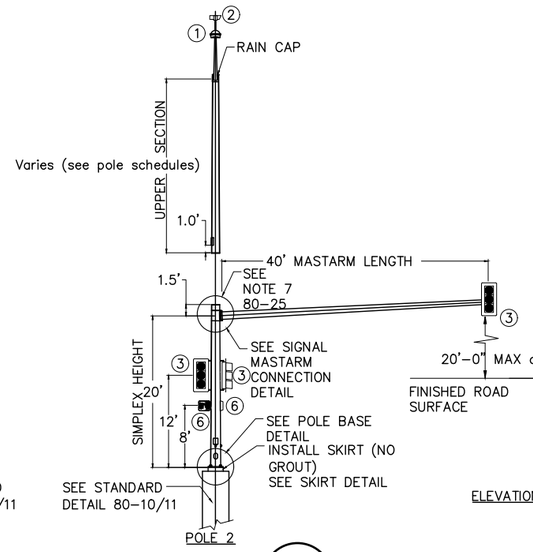
NOTES:
1. SEE DETAIL 80–17 FOR SLIP BASE AND ADAPTER.
2. SEE DETAIL 80–12 FOR FLANGE TYPE BASE PLATE.
3. SEE DETAIL 80–12 FOR CONCRETE FOUNDATION.

1 PEDESTRIAN POLE 1
SCALE: NONE

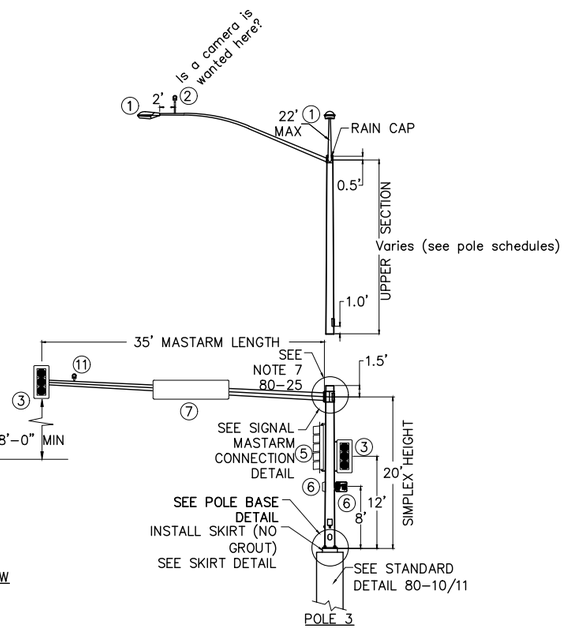


ELEVATION VIEW

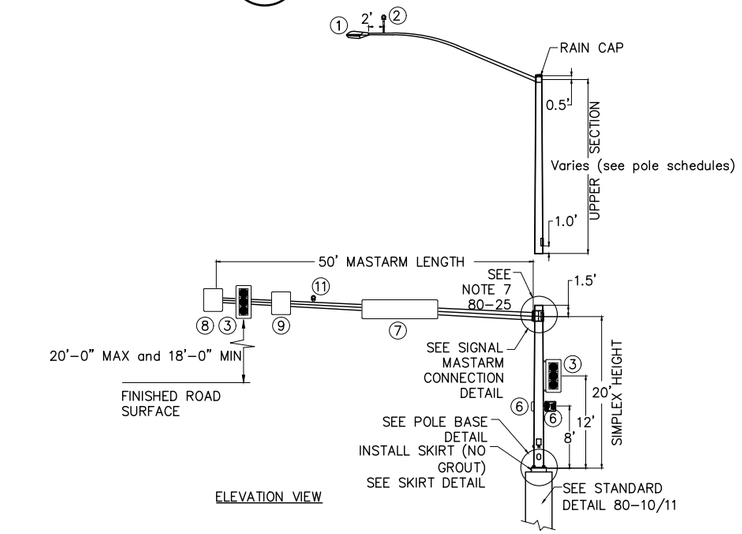
2 SPENARD NORTH BOUND POLE 2
SCALE: NONE



ELEVATION VIEW



3 BENSON EAST BOUND POLES 2 AND 3
SCALE: NONE



ELEVATION VIEW

4 SPENARD SOUTH BOUND POLE 4
SCALE: NONE

POLE DESIGN LOADING					
LOAD COMPONENT	HEIGHT (FT)	WEIGHT (LBS)	ICE AREA (SQ FT)	WIND AREA (FACE–SQ FT)	WIND AREA (SIDE–SQ FT)
1 LUMINAIRE	0.67	50	6.00	2.00	2.00
2 CAMERA	0.50	20	2.00	0.5	1.00
3 SIGNAL	5.00	60	29.13	12.50	4.25
4 SIGNAL	5.33	100	46.26	20.44	4.25
5 SIGNAL	7.33	100	45.48	18.33	7.08
6 PED HEAD	1.33	25	6.83	2.00	0.67
7 SIGN	2.50	120	30.00	30.00	0.83
8 SIGN	2.50	25	6.25	6.25	0.83
9 SIGN	3.00	30	7.50	7.50	1.00
10					
11 OPTICOM					

AWWU #

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY

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BY: _____ TITLE: _____ DATE: _____

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STATE OF ALASKA 49th 65th REVIEW COPY REGISTERED PROFESSIONAL ENGINEER

SEAL

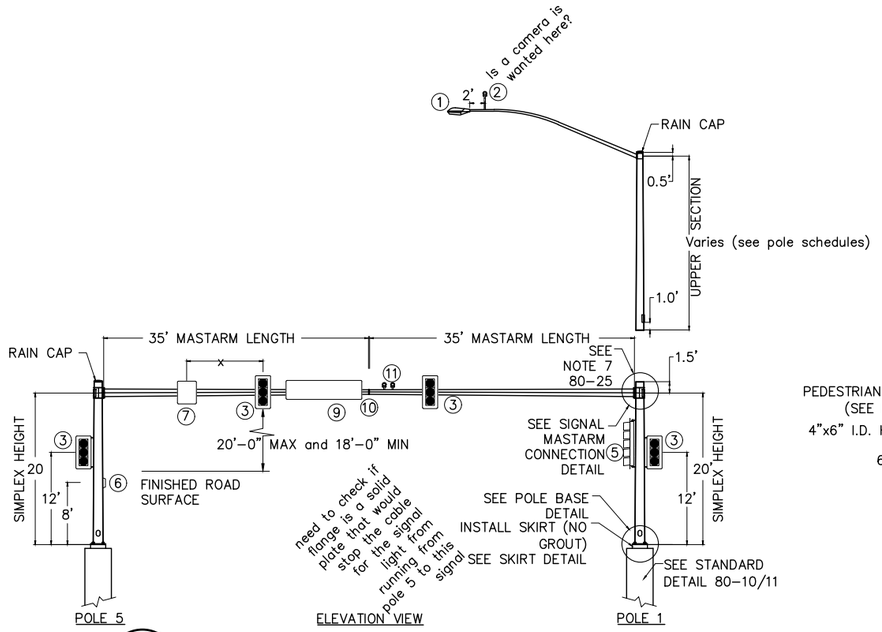
MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION

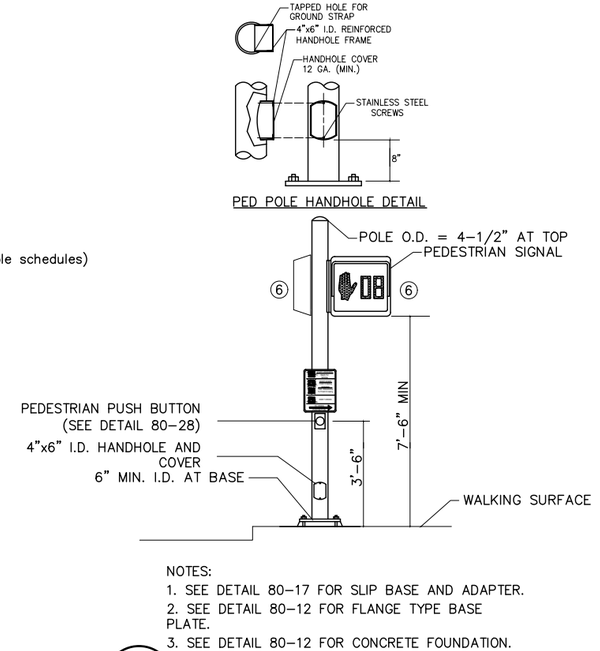
SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
BENSON SIGNAL POLE ELEVATIONS

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E25 of E27

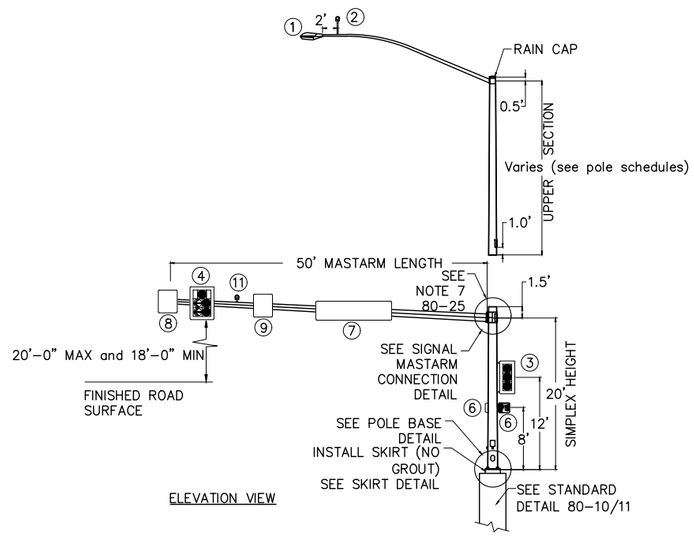


1 SIGNAL BRIDGE OVER WEST BOUND NORTHERN LIGHTS
SCALE: NONE

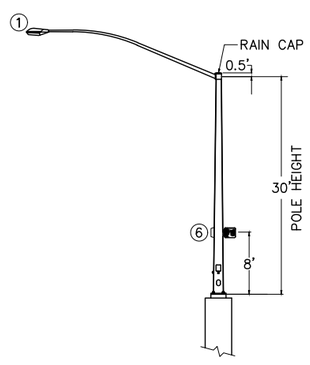


NOTES:
1. SEE DETAIL 80-17 FOR SLIP BASE AND ADAPTER.
2. SEE DETAIL 80-12 FOR FLANGE TYPE BASE PLATE.
3. SEE DETAIL 80-12 FOR CONCRETE FOUNDATION.

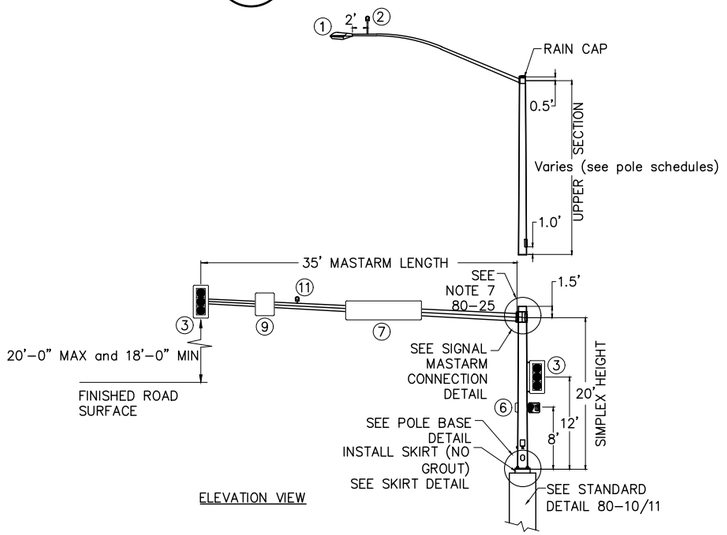
2 PEDESTRIAN POLE 2
SCALE: NONE



3 SPENARD NORTH BOUND POLE 3
SCALE: NONE



4 POLE 4
SCALE: NONE



5 SPENARD SOUTH BOUND POLE 6
SCALE: NONE

POLE DESIGN LOADING

LOAD COMPONENT	HEIGHT (FT)	WEIGHT (LBS)	ICE AREA (SQ FT)	WIND AREA (FACE-SQ FT)	WIND AREA (SIDE-SQ FT)
1 LUMINAIRE	0.67	50	6.00	2.00	2.00
2 CAMERA	0.50	20	2.00	0.5	1.00
3 SIGNAL	5.00	60	29.13	12.50	4.25
4 SIGNAL	5.33	100	46.26	20.44	4.25
5 SIGNAL	7.33	100	45.48	18.33	7.08
6 PED HEAD	1.33	25	6.83	2.00	0.67
7 SIGN	2.50	120	30.00	30.00	0.83
8 SIGN	2.50	25	6.25	6.25	0.83
9 SIGN	3.00	30	7.50	7.50	1.00
10 BOLTED FLANGE					
11 OPTICOM					

AWWU #

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY

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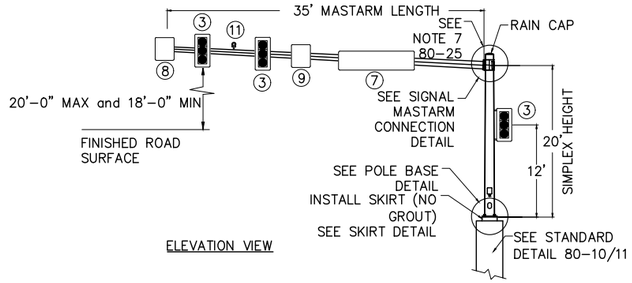
PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
NORTHERN LIGHTS SIGNAL POLE ELEVATIONS

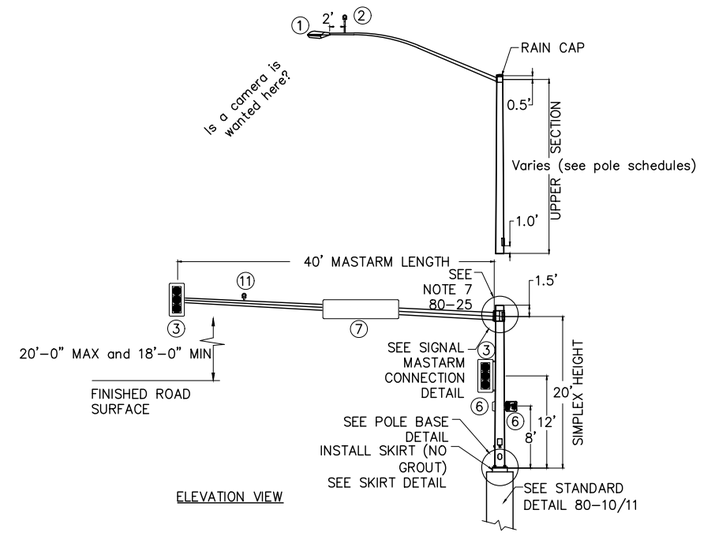
ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E26 of E27

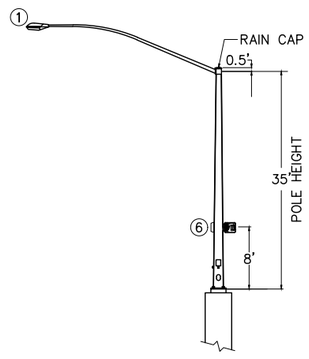
AWWU #



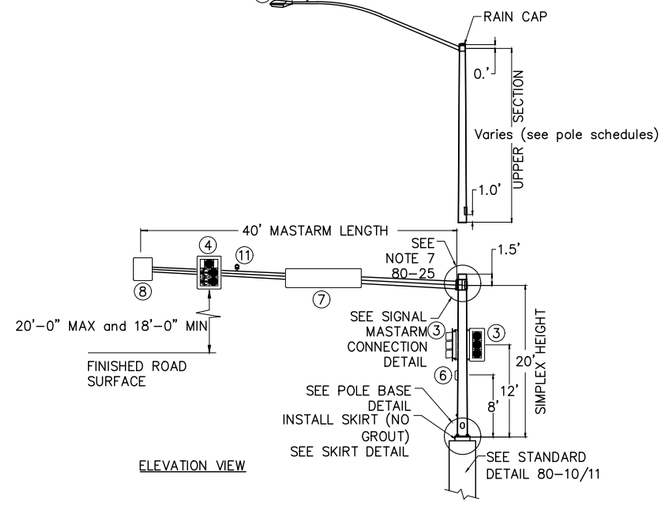
1 FIREWEED WEST BOUND POLE 1
SCALE: NONE



2 SPENARD NORTH BOUND POLE 2
SCALE: NONE



3 POLE 3
SCALE: NONE



4 SPENARD SOUTH BOUND POLE 4
SCALE: NONE

POLE DESIGN LOADING

LOAD COMPONENT	HEIGHT (FT)	WEIGHT (LBS)	ICE AREA (SQ FT)	WIND AREA (FACE-SQ FT)	WIND AREA (SIDE-SQ FT)
1 LUMINAIRE	0.67	50	6.00	2.00	2.00
2 CAMERA	0.50	20	2.00	0.5	1.00
3 SIGNAL	5.00	60	29.13	12.50	4.25
4 SIGNAL	5.33	100	46.26	20.44	4.25
5 SIGNAL	7.33	100	45.48	18.33	7.08
6 PED HEAD	1.33	25	6.83	2.00	0.67
7 SIGN	2.50	120	30.00	30.00	0.83
8 SIGN	2.50	25	6.25	6.25	0.83
9 SIGN	3.00	30	7.50	7.50	1.00
10					
11 OPTICOM					

SCALE: 1" = 20' 0"
0 20 40

DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY
.	.				
.	.				
.	.				
.	.				
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REVISIONS

1. DATA PROVIDED BY: _____
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.
CONTRACTOR: _____ BY: _____
TITLE: _____ DATE: _____
2. DATA TRANSFERRED BY: _____
COMPANY: _____ DATE: _____
3. DATA TRANSFER CHECKED: _____
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.
BY: _____ COMPANY: _____
BY: _____ TITLE: _____ DATE: _____

RECORD DRAWING

Northern Electrical Engineering Consulting, LLC
AECL1267
721 SESAME ST SUITE 2B
ANCHORAGE, AK 99503
PHONE (907) 562-1552
FAX (907) 562-1530
JIMPARKER@GCI.NET

CONSULTANT

STATE OF ALASKA 6574 REVIEW COPY James H. Parker REGISTERED PROFESSIONAL ENGINEER

SEAL

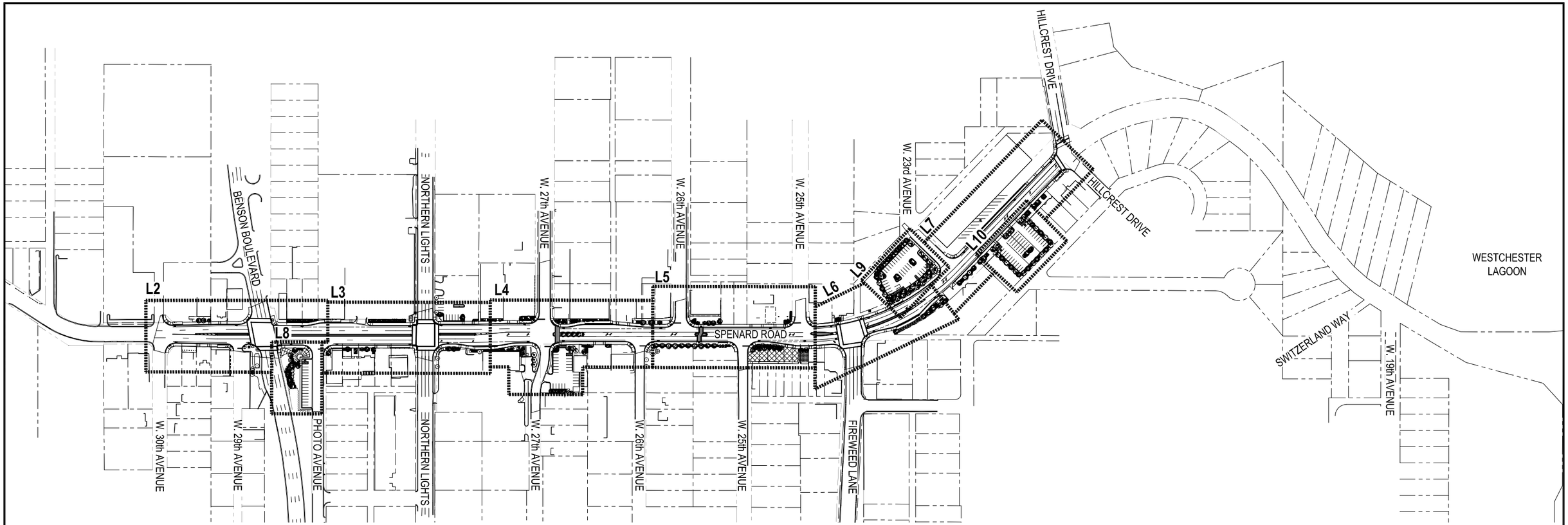
MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION

SCHEDULES C AND F PM&E PROJECT NO. 03-022B
SPENARD ROAD RECONSTRUCTION
FIREWEED SIGNAL POLE ELEVATIONS

ILLUMINATION IMPROVEMENTS

SCALE: 1:20' | DATE 8/29/16 | ACCT. NO. | SW1529, GRIDS 1629 | SHEET E27 of E27



PLANTING SCHEDULE

DECIDUOUS TREES

QTY	SYMBOL	LATIN NAME	COMMON NAME	SIZE	FURNISHED	NOTES
7		ACER GINNALA	AMUR FLAME MAPLE	2" CAL.	B&B	SINGLE STEM
46		ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE	3" CAL.	B&B	SINGLE STEM
46		BETULA PAPYRIFERA	PAPER BIRCH	2" CAL.	B&B	SINGLE STEM
39		POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN	2" CAL.	B&B	SINGLE STEM
34		PRUNUS MAACKII	AMUR CHOKECHERRY	2" CAL.	B&B	SINGLE STEM
9		SORBUS AUCUPARIA	MOUNTAIN ASH	2" CAL.	B&B	SINGLE STEM

EVERGREEN TREES

QTY	SYMBOL	LATIN NAME	COMMON NAME	SIZE	FURNISHED	NOTES
25		PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE	8' HT.	B&B	

SHRUBS

QTY	SYMBOL	LATIN NAME	COMMON NAME	SIZE	FURNISHED	NOTES
121		COTONEASTER LUCIDUS	HEDGE COTONEASTER	24" HT.	POTTED	
13		PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK	18" HT.	POTTED	
153		POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL	24" HT.	POTTED	
82		ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE	24" HT.	POTTED	
677		SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA	18" HT.	POTTED	
291		SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA	18" HT.	POTTED	

PERENNIALS

QTY	SYMBOL	LATIN NAME	COMMON NAME	SIZE	FURNISHED	NOTES
672		IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS	18" HT.	POTTED	TRIANGULAR SPACING, 12" O.C.

MISCELLANEOUS

4" TOPSOIL AND SCHEDULE A SEED MIX	EXISTING VEGETATION TO REMAIN
IMPRINTED COLORED CONCRETE	LANDSCAPE EDGING
SOD	BOLLARD
ROCK MULCH	LIT BOLLARD
P.C.C. SIDEWALK (4")(BROOM FINISH)	DECORATIVE PLANTER
	PLANTER CURB
	RETAINING WALL
	DECORATIVE FENCE

GENERAL NOTES:

1. IMMEDIATELY NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES IN THE PLANS OR ON THE SITE. MODIFICATIONS IN THE FIELD SHALL NOT BE MADE UNTIL APPROVAL HAS BEEN GRANTED BY OWNER'S REPRESENTATIVE.
2. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDERS AND VERIFY LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
3. SEE CIVIL FOR EXISTING UTILITIES.
4. ALL PLANTS SHALL BE NURSERY GROWN UNLESS OTHERWISE STATED.
5. TREES SHALL NOT BE PRUNED WITHOUT WRITTEN APPROVAL. TO ENSURE STRUCTURAL INTEGRITY, NEWLY PLANTED TREES SHALL NOT BE PRUNED EXCEPT FOR HEALTH.
6. ALL PLANTINGS BEDS SHALL RECEIVE 18" TOPSOIL AND 3" DEPTH SHREDDED BARK MULCH UNLESS OTHERWISE NOTED ON PLANS. AREAS RECEIVING ROCK MULCH SHALL RECEIVE A MINIMUM DEPTH OF 6" MULCH.
7. PROVIDE MOOSE PROTECTION FENCING FOR ALL DECIDUOUS TREES PER DETAIL 6/L11.
8. LANDSCAPE IMPROVEMENTS , SITE FURNISHINGS, WALLS AND OTHER LANDSCAPE FEATURES OUTSIDE OF R.O.W. TYPICALLY LOCATED BEYOND BACK OF WALK OR BEYOND EDGE OF TRANSIT STOP SHALL BE SCHEDULE E UNLESS NOTED OTHERWISE.

CALL BEFORE YOU DIG!
811 Know what's below. Call before you dig.
LOCATE CALL CENTER OF ALASKA, INC.
ANCHORAGE AREA: 907-278-3121
STATEWIDE: 800-478-3121
ALASKA COMMUNICATIONS SYSTEMS; ALASKA DOT STREET LIGHTS; MOA STREET LIGHTS; ANCHORAGE DEPARTMENT OF PUBLIC WORKS; ANCHORAGE SCHOOL DISTRICT; ANCHORAGE WATER AND WASTEWATER UTILITY; AT&T ALASCOM; CHUGACH ELECTRIC ASSOCIATION; ENSTAR NATURAL GAS COMPANY; MUNICIPAL LIGHT & POWER DEPARTMENT; GCI

N

150 0 150 300
SCALE OF FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
2600 DENALI STREET SUITE 700
ANCHORAGE, ALASKA 99503
(907) 561-5700

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

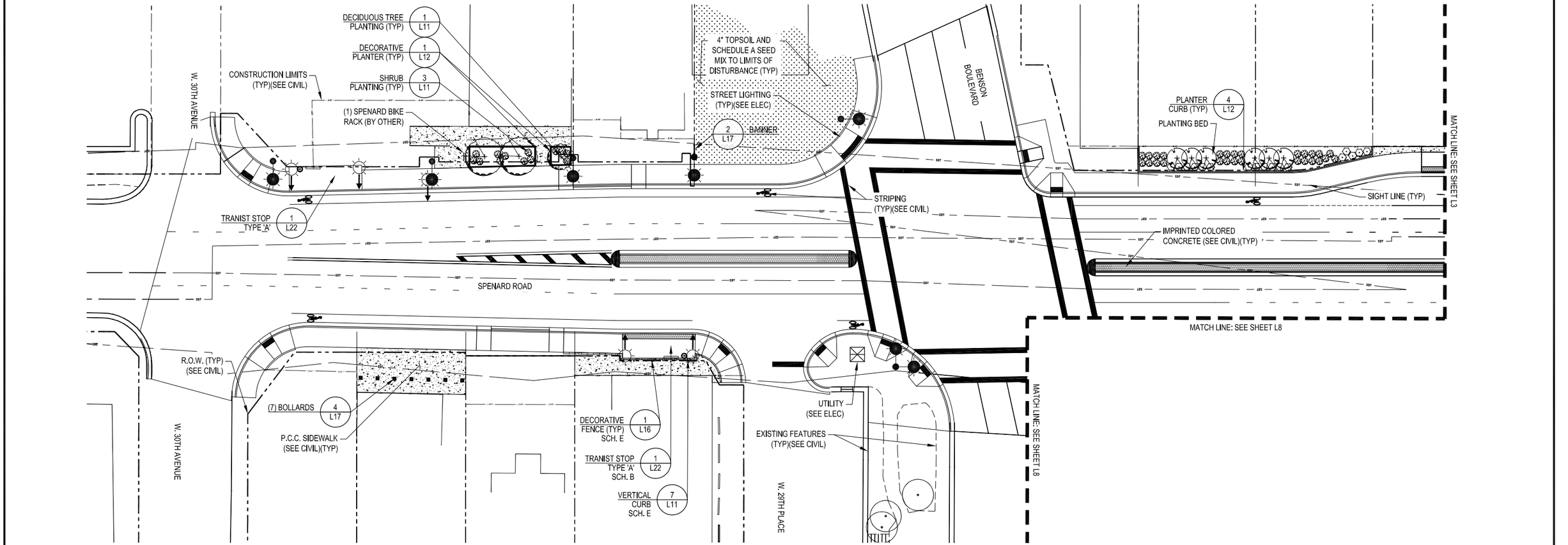
SCHEDULE B AND E — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

KEY MAP AND PLANT SCHEDULE

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT. 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET L1 of L22



PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH

NOTE: LANDSCAPE IMPROVEMENTS , SITE FURNISHINGS, WALLS AND OTHER LANDSCAPE FEATURES OUTSIDE OF R.O.W. TYPICALLY LOCATED BEYOND BACK OF WALK OR BEYOND EDGE OF TRANSIT STOP SHALL BE SCHEDULE E UNLESS NOTED OTHERWISE.

SYMBOL	LATIN NAME	COMMON NAME
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
	ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA

SYMBOL	LATIN NAME	COMMON NAME
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
- EXISTING VEGETATION TO REMAIN
- IMPRINTED COLORED CONCRETE
- LANDSCAPE EDGING
- BOLLARD
- SOD
- LIT BOLLARD
- ROCK MULCH
- DECORATIVE PLANTER
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE

N

20 0 20 40
SCALE OF FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
3000 DENALI STREET SUITE 750
ANCHORAGE, ALASKA 99503
(907) 561-5781
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

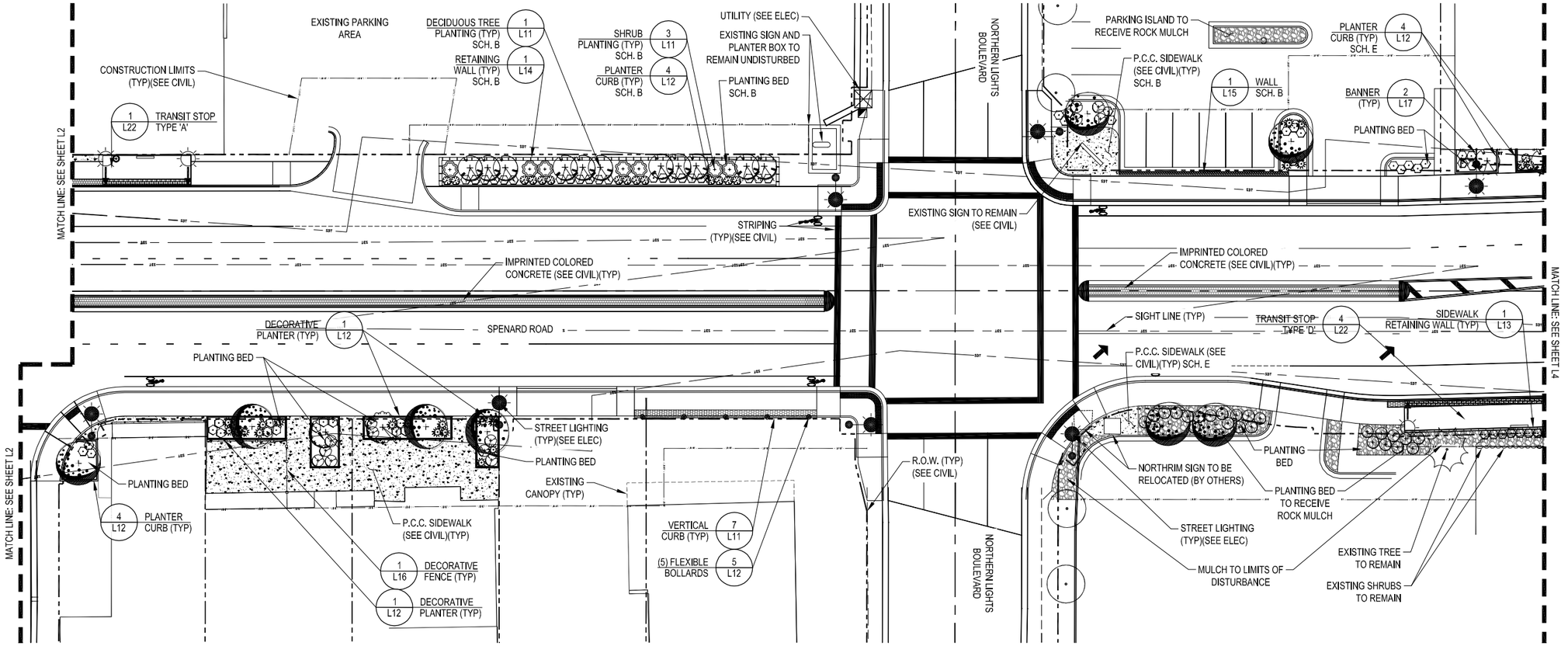
SCHEDULE B AND E — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

BOP TO 44+00.00

SCALE:	DATE: SEPT. 2016	GRIDS: SW1529,1629	SHEET L2 of L22
H: AS NOTED V: AS NOTED	ACCT. NO. 05-037G		



PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
	ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
- EXISTING VEGETATION TO REMAIN
- IMPRINTED COLORED CONCRETE
- LANDSCAPE EDGING
- BOLLARD
- SOD
- LIT BOLLARD
- ROCK MULCH
- DECORATIVE PLANTER
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE

NOTE: LANDSCAPE IMPROVEMENTS , SITE FURNISHINGS, WALLS AND OTHER LANDSCAPE FEATURES OUTSIDE OF R.O.W. TYPICALLY LOCATED BEYOND BACK OF WALK OR BEYOND EDGE OF TRANSIT STOP SHALL BE SCHEDULE E UNLESS NOTED OTHERWISE.

N

20 0 20 40
SCALE OF FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM: 1972 N.G.S. DATUM		
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
3600 DENALI STREET SUITE 710
ANCHORAGE, ALASKA 99503
(907) 561-5780
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

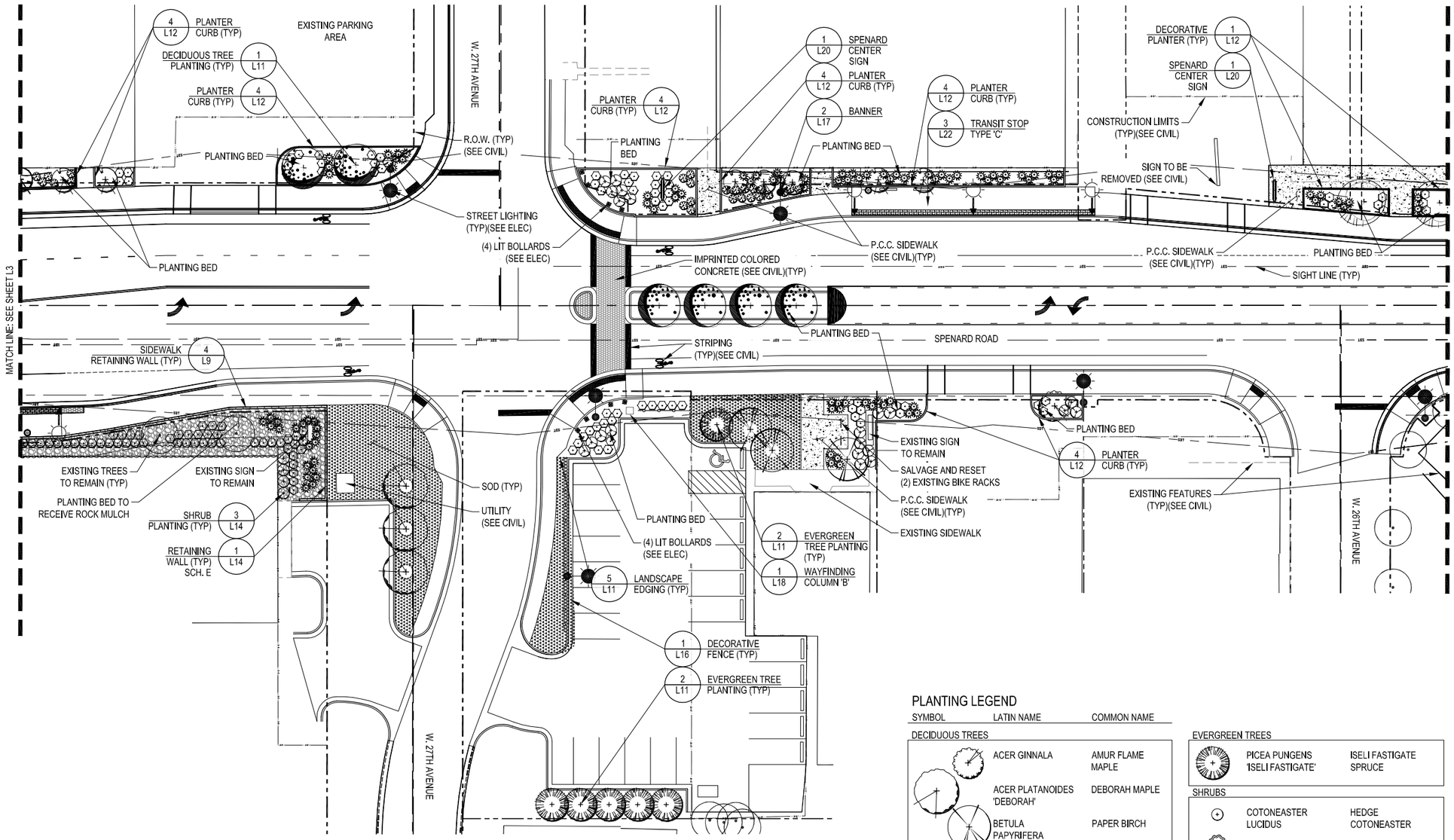
SCHEDULE B AND E — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

STA 44+00.00 TO 49+00.00

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT. 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629 | SHEET L3 of L22



PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
	ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
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- LANDSCAPE EDGING
- BOLLARD
- SOD
- LIT BOLLARD
- ROCK MULCH
- DECORATIVE PLANTER
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE

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FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
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ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
2600 DENALI STREET SUITE 710 ANCHORAGE, ALASKA 99503 (907) 561-5780
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

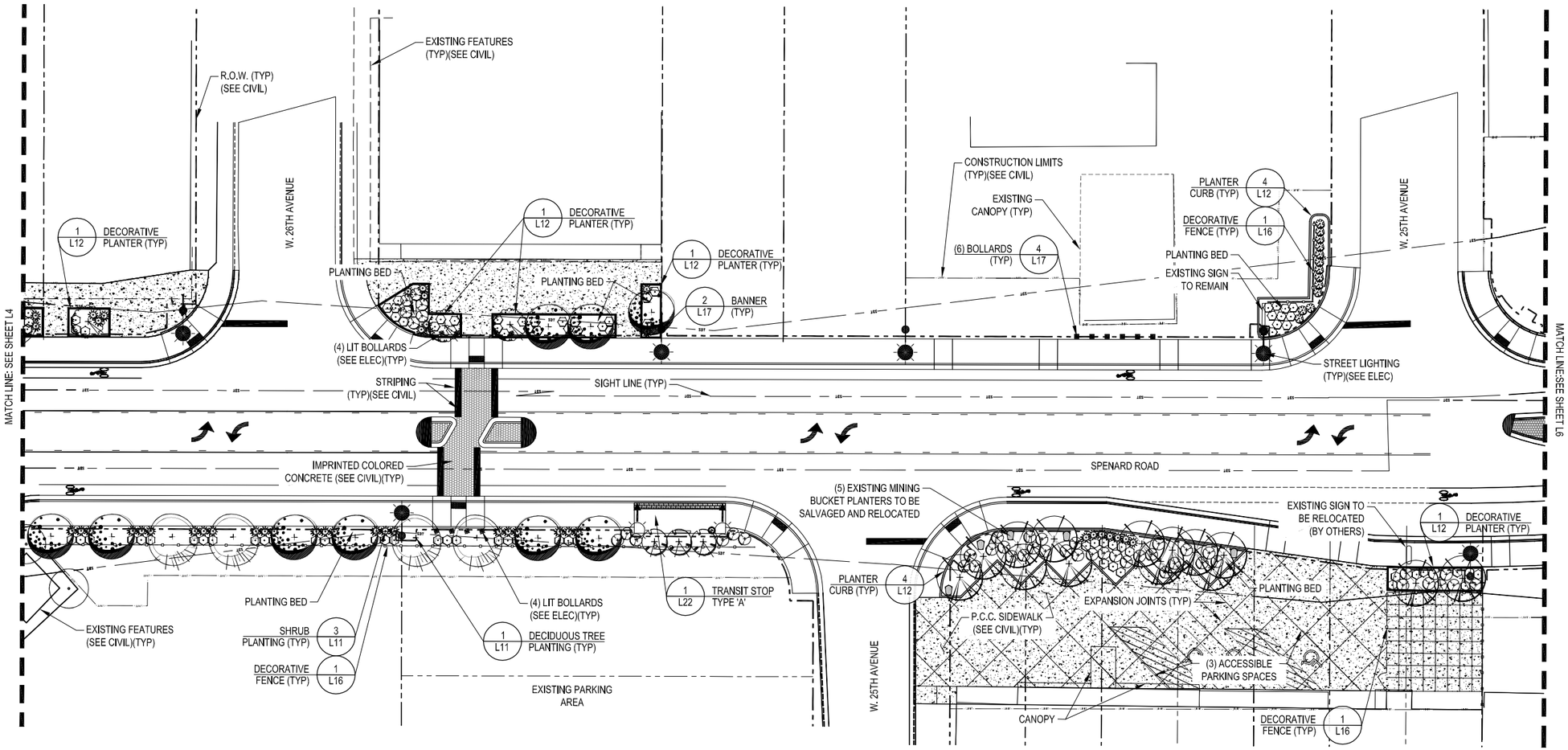
SCHEDULE B AND E — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

STA 49+00.00 TO 54+00.00

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT. 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629 | SHEET L4 of L22



PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
	ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
- IMPRINTED COLORED CONCRETE
- SOD
- ROCK MULCH
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- EXISTING VEGETATION TO REMAIN
- LANDSCAPE EDGING
- BOLLARD
- LIT BOLLARD
- DECORATIVE PLANTER
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE

NOTE: LANDSCAPE IMPROVEMENTS , SITE FURNISHINGS, WALLS AND OTHER LANDSCAPE FEATURES OUTSIDE OF R.O.W. TYPICALLY LOCATED BEYOND BACK OF WALK OR BEYOND EDGE OF TRANSIT STOP SHALL BE SCHEDULE E UNLESS NOTED OTHERWISE.

N

20 0 20 40
SCALE OF FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
3000 DENALI STREET SUITE 7M ANCHORAGE, ALASKA 99503 (907) 561-5780
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

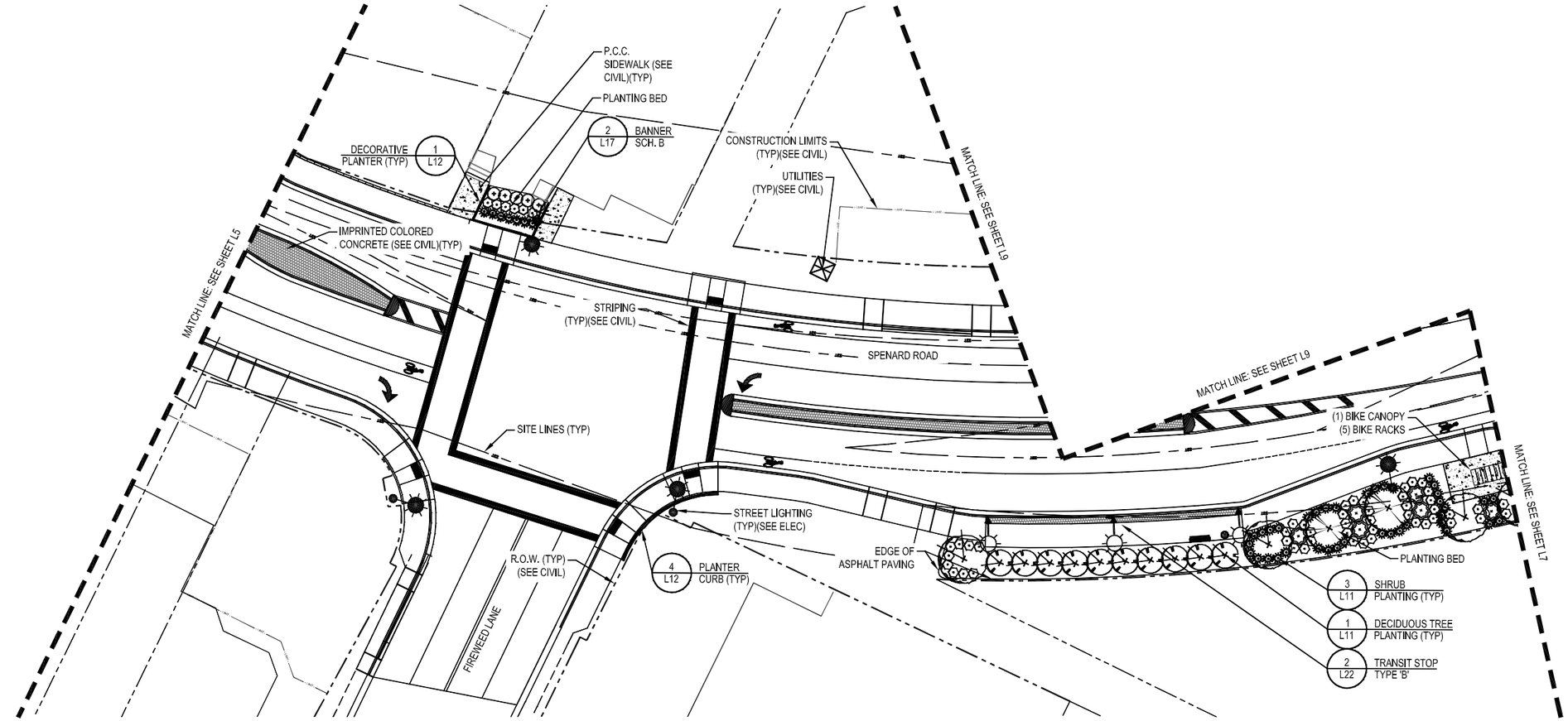
SCHEDULE B AND E — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

STA 54+00.00 TO 59+00.00

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT. 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629 | SHEET L5 of L22



PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
	ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
- EXISTING VEGETATION TO REMAIN
- IMPRINTED COLORED CONCRETE
- LANDSCAPE EDGING
- BOLLARD
- SOD
- LIT BOLLARD
- ROCK MULCH
- DECORATIVE PLANTER
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE

NOTE: LANDSCAPE IMPROVEMENTS , SITE FURNISHINGS, WALLS AND OTHER LANDSCAPE FEATURES OUTSIDE OF R.O.W. TYPICALLY LOCATED BEYOND BACK OF WALK OR BEYOND EDGE OF TRANSIT STOP SHALL BE SCHEDULE E UNLESS NOTED OTHERWISE.

N

20 0 20 40
SCALE OF FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
3600 DENALI STREET SUITE 710
ANCHORAGE, ALASKA 99503
(907) 561-5780
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

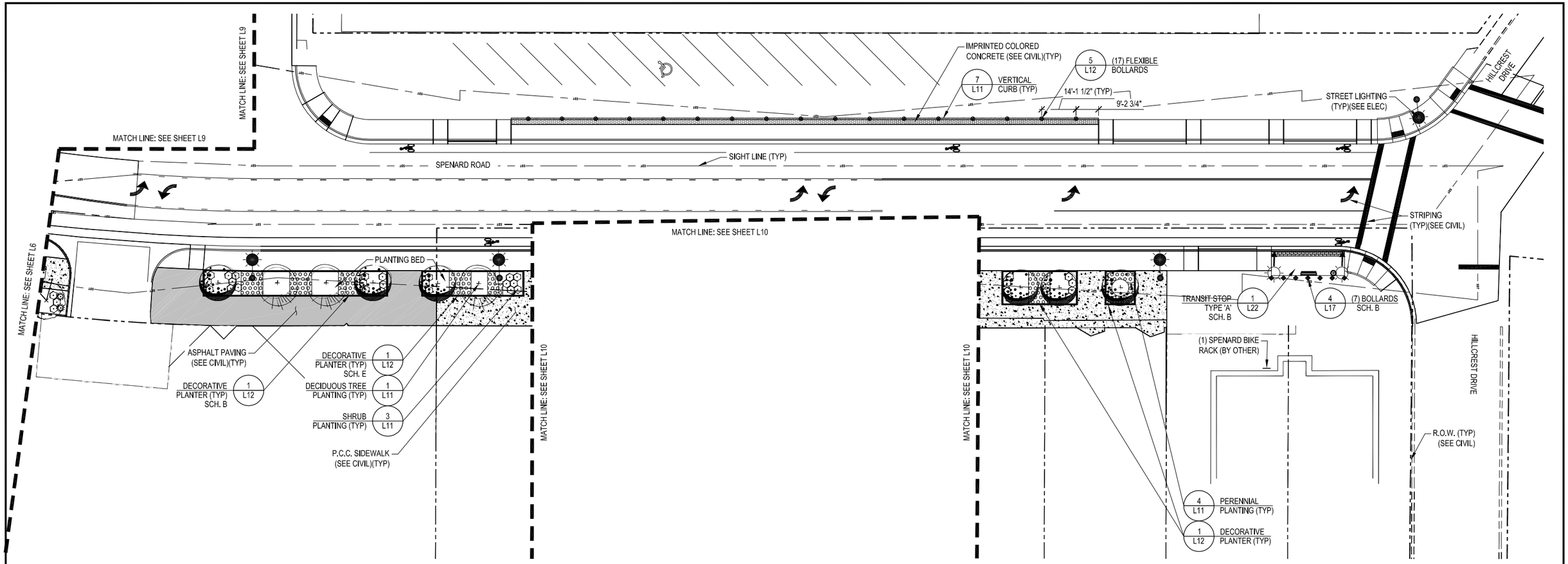
SCHEDULE B AND E — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

STA 59+00.00 TO 63+00.00

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT. 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629 | SHEET L6 of L22



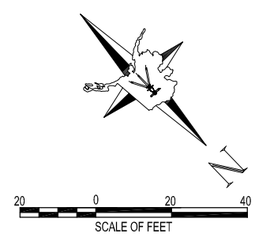
PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
	ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
- EXISTING VEGETATION TO REMAIN
- IMPRINTED COLORED CONCRETE
- LANDSCAPE EDGING
- SOD
- BOLLARD
- LIT BOLLARD
- ROCK MULCH
- DECORATIVE PLANTER
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE

NOTE: LANDSCAPE IMPROVEMENTS , SITE FURNISHINGS, WALLS AND OTHER LANDSCAPE FEATURES OUTSIDE OF R.O.W. TYPICALLY LOCATED BEYOND BACK OF WALK OR BEYOND EDGE OF TRANSIT STOP SHALL BE SCHEDULE E UNLESS NOTED OTHERWISE.



FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
3000 DENALI STREET SUITE 750
ANCHORAGE, ALASKA 99503
(907) 561-5780
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE B AND E — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

STA 63+00.00 TO 68+00

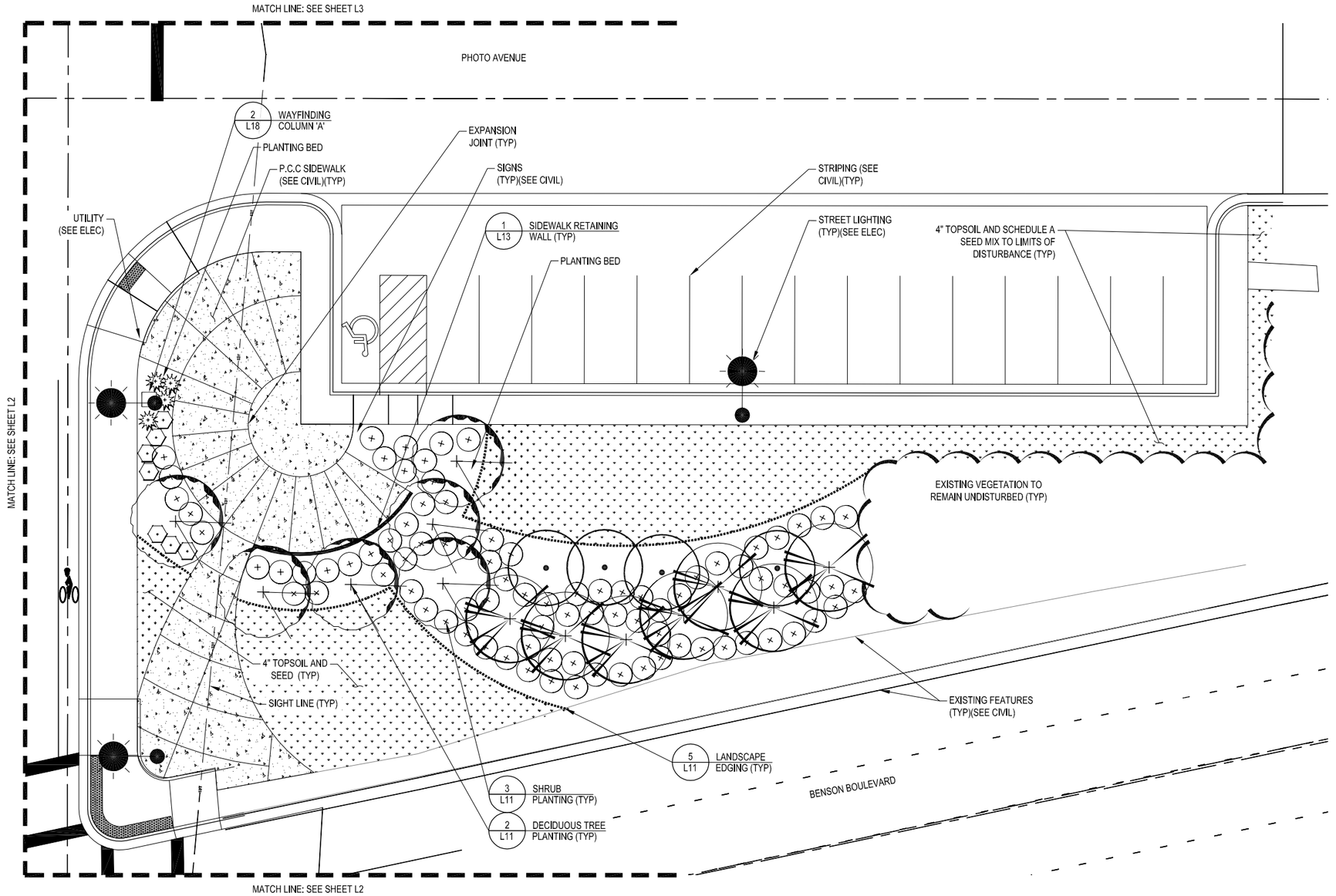
SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629 | SHEET L7 of L22

PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
	ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
- EXISTING VEGETATION TO REMAIN
- IMPRINTED COLORED CONCRETE
- LANDSCAPE EDGING
- SOD
- BOLLARD
- LIT BOLLARD
- ROCK MULCH
- DECORATIVE PLANTER
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE



NOTE: ALL IMPROVEMENTS SHOWN ON THIS SHEET ARE SCHEDULE B UNLESS OTHERWISE NOTED.

10 0 10 20
SCALE OF FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
3600 DENALI STREET SUITE 740 ANCHORAGE, ALASKA 99503 (907) 561-5780
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE B — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

BUSINESS PARKING LOT

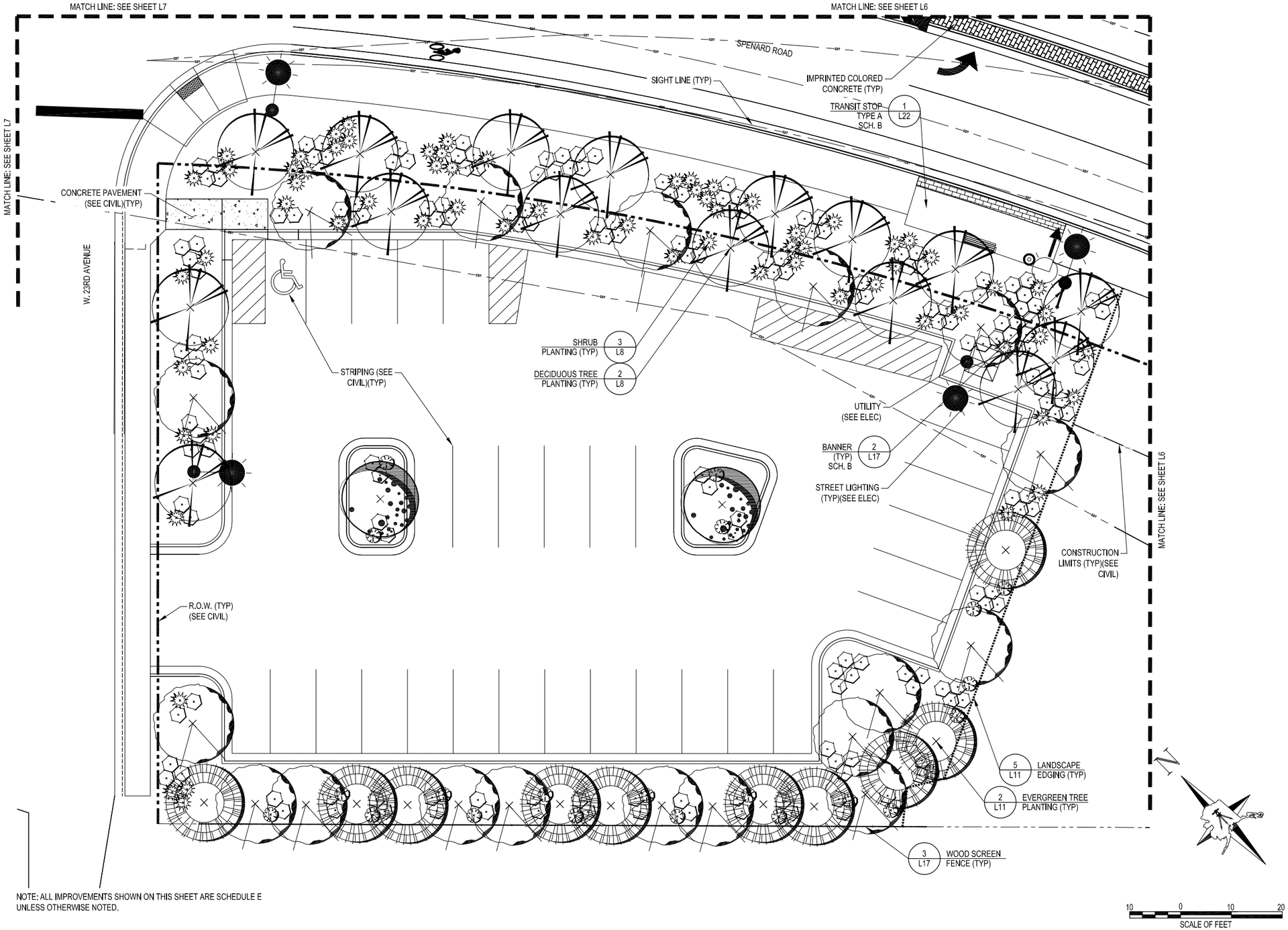
SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT. 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET L8 of L22

PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
	ROSA RUGOSA 'FOXI'	FOXI RUGOSA ROSE
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
- EXISTING VEGETATION TO REMAIN
- IMPRINTED COLORED CONCRETE
- LANDSCAPE EDGING
- BOLLARD
- SOD
- LIT BOLLARD
- ROCK MULCH
- DECORATIVE PLANTER
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE



NOTE: ALL IMPROVEMENTS SHOWN ON THIS SHEET ARE SCHEDULE E UNLESS OTHERWISE NOTED.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
2600 DENALI STREET SUITE 710
ANCHORAGE, ALASKA 99503
(907) 561-5780

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE E | PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPE IMPROVEMENTS

BAKERY PARKING LOT

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G

SHEET L9 of L22

PLANTING LEGEND

SYMBOL	LATIN NAME	COMMON NAME
DECIDUOUS TREES		
	ACER GINNALA	AMUR FLAME MAPLE
	ACER PLATANOIDES 'DEBORAH'	DEBORAH MAPLE
	BETULA PAPYRIFERA	PAPER BIRCH
	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN
	PRUNUS MAACKII	AMUR CHOKECHERRY
	SORBUS AUCUPARIA	MOUNTAIN ASH
EVERGREEN TREES		
	PICEA PUNGENS 'ISELI FASTIGATE'	ISELI FASTIGATE SPRUCE
SHRUBS		
	COTONEASTER LUCIDUS	HEDGE COTONEASTER
	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	DIABOLO NINEBARK
	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLDFINGER BUSH CINQUEFOIL
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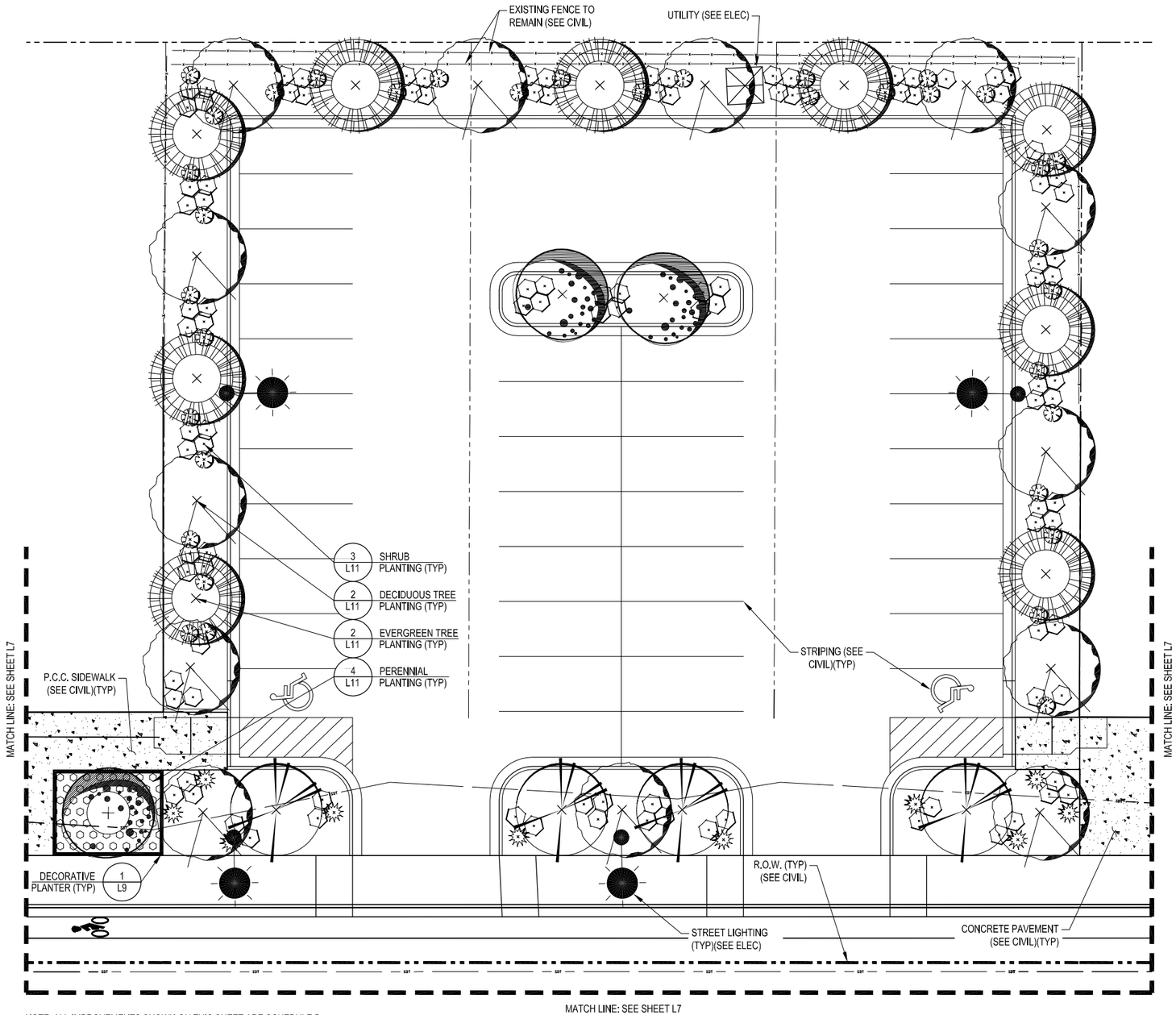
	SPIRAEA x BUMALDA 'GOLDFLAME'	'GOLDFLAME' SPIREA
	SPIRAEA X BUMALDA 'MONHUB'	LIMEMOUND SPIREA
PERENNIALS		
	IRIS SETOSA 'BLUE FLAG'	BLUE FLAG IRIS

MISCELLANEOUS

- 4" TOPSOIL AND SCHEDULE A SEED MIX
- EXISTING VEGETATION TO REMAIN
- IMPRINTED COLORED CONCRETE
- LANDSCAPE EDGING
- BOLLARD
- SOD
- LIT BOLLARD
- ROCK MULCH
- DECORATIVE PLANTER
- P.C.C. SIDEWALK (4")(BROOM FINISH)
- PLANTER CURB
- RETAINING WALL
- DECORATIVE FENCE



NOTE: ALL IMPROVEMENTS SHOWN ON THIS SHEET ARE SCHEDULE B UNLESS OTHERWISE NOTED.

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

VERTICAL DATUM

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
2600 DENALI STREET SUITE 710
ANCHORAGE, ALASKA 99503
(907) 561-5780

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

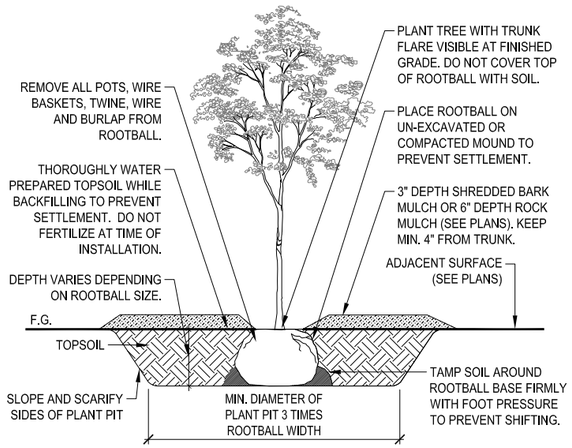
SCHEDULE E — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

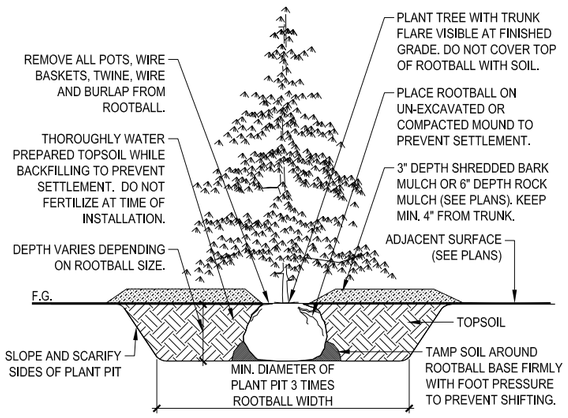
LANDSCAPE IMPROVEMENTS

PHOTO AVENUE PARKING LOT

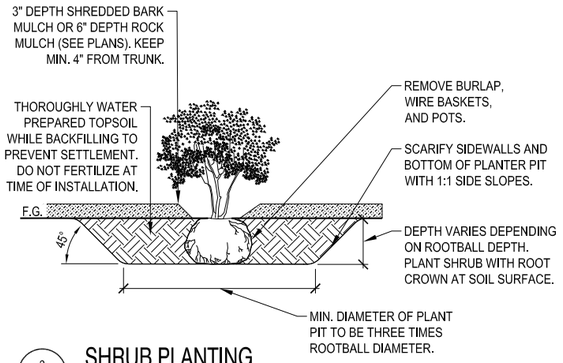
SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET L10 of L22



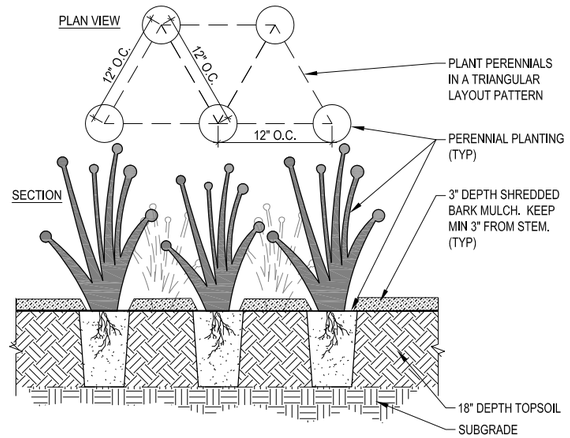
1 / L11 **DECIDUOUS TREE PLANTING**
NTS



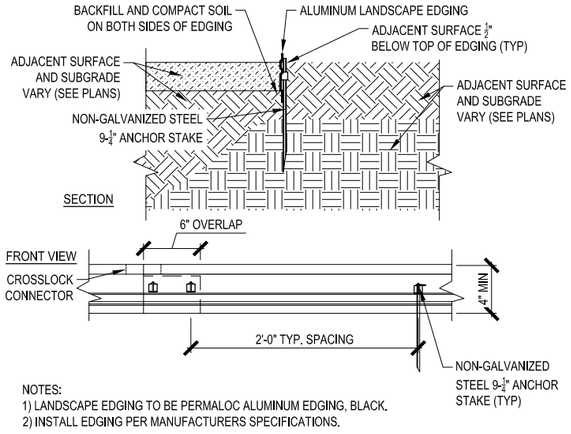
2 / L11 **EVERGREEN TREE PLANTING**
NTS



3 / L11 **SHRUB PLANTING**
NTS

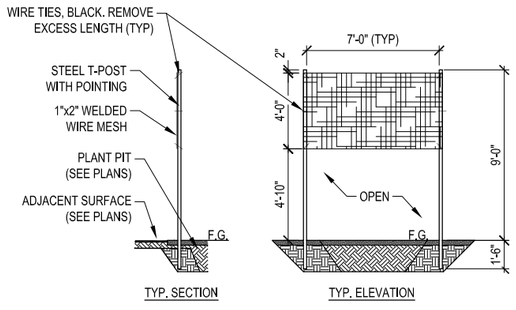


4 / L11 **PERENNIAL PLANTING**
NTS



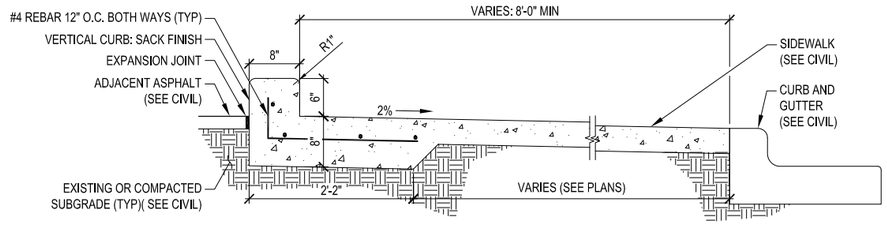
NOTES:
1) LANDSCAPE EDGING TO BE PERMALOC ALUMINUM EDGING, BLACK.
2) INSTALL EDGING PER MANUFACTURERS SPECIFICATIONS.

5 / L11 **LANDSCAPE EDGING**
NTS



NOTES:
1. MOOSE PROTECTION FENCING REQUIRED AROUND ALL NEW DECIDUOUS TREES.
2. FOR INDIVIDUAL TREES, 3 POSTS REQUIRED PER TREE.
3. FOR TREE GROUPINGS, PLACE T-POSTS SO THAT MESH DOES NOT TOUCH BRANCHES.

6 / L11 **MOOSE PROTECTION FENCE**
NTS



7 / L11 **VERTICAL CURB**
NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

BETTISWORTH NORTH
ARCHITECTS AND PLANNERS
3000 DENALI STREET SUITE 700
ANCHORAGE, ALASKA 99503
(907) 561-0780
CONSULTANT

65%
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

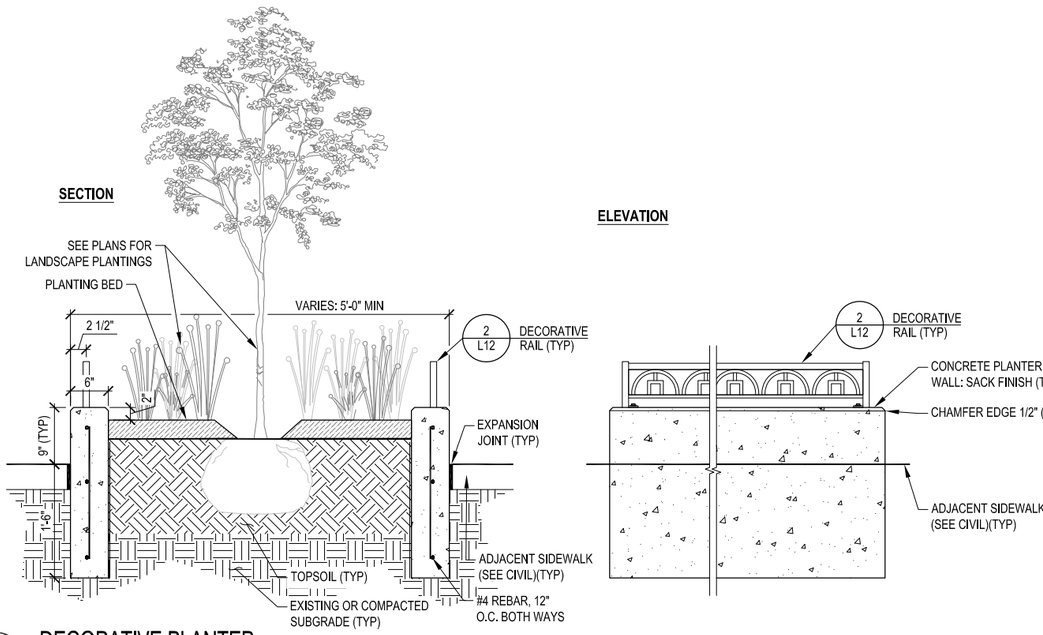
PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

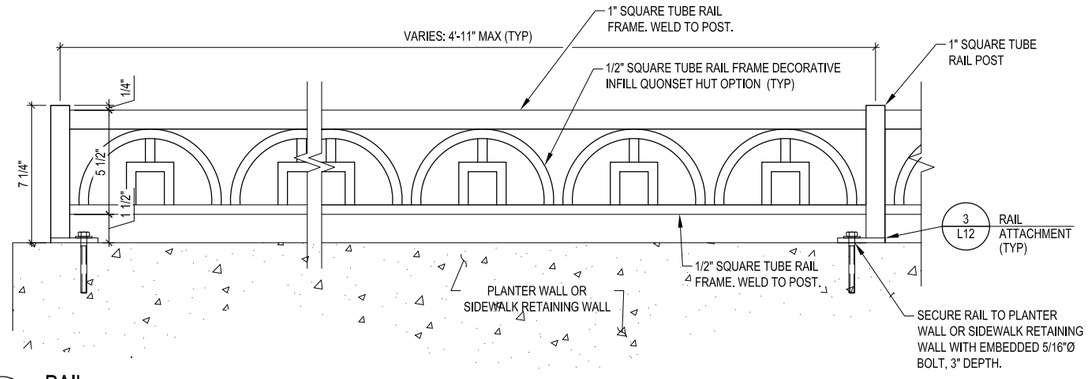
LANDSCAPING IMPROVEMENTS

LANDSCAPE DETAILS

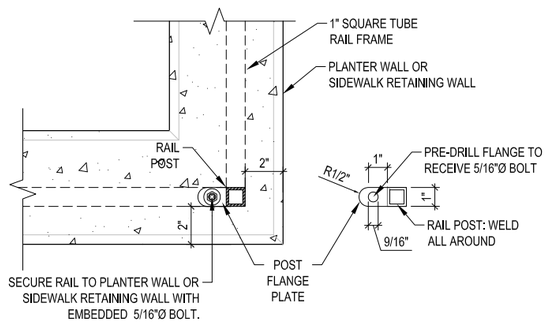
SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET L11 of L22



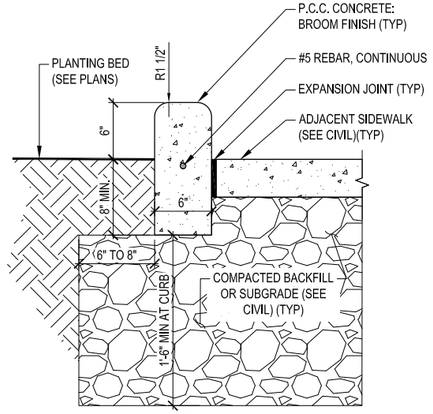
1 L12 DECORATIVE PLANTER
NTS



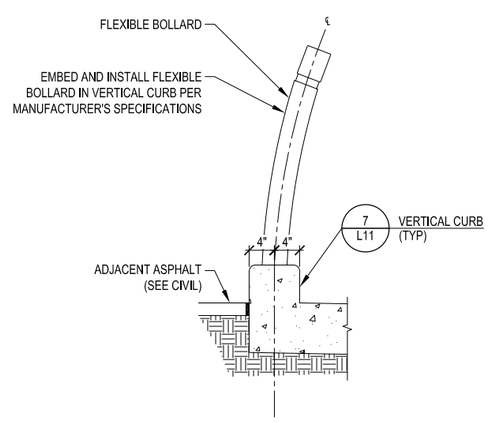
2 L12 RAIL
NTS



3 L12 RAIL ATTACHMENT
NTS



4 L12 PLANTER CURB
NTS



5 L12 FLEXIBLE BOLLARD
NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
2600 DENALI STREET SUITE 750
ANCHORAGE, ALASKA 99503
(907) 561-0780

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 03-022B

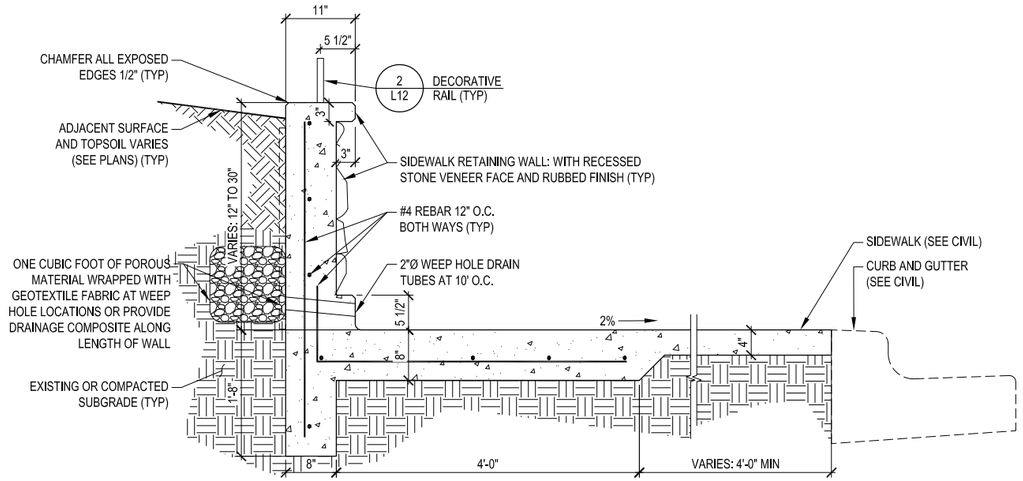
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629

SHEET L12 of L22



1 L13 **SIDEWALK RETAINING WALL**

NTS

IN PROGRESS

2 L13 **SIDEWALK RETAINING WALL: WEST ELEVATION**

NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH
ARCHITECTS AND PLANNERS
3000 DENALI STREET SUITE 710
ANCHORAGE, ALASKA 99503
(907) 561-0780

CONSULTANT

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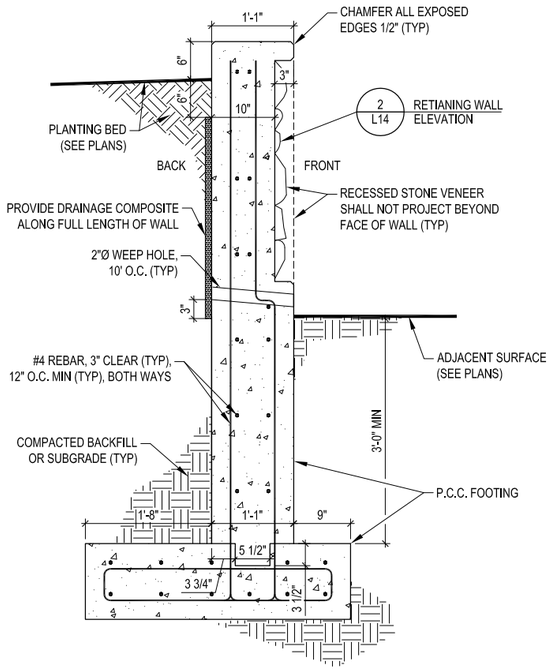
PM&E PROJECT NO. 03-022B

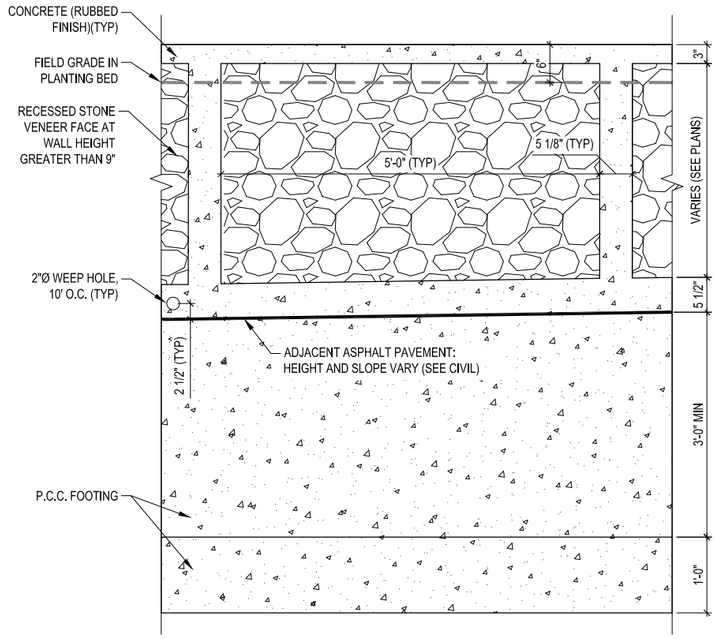
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET L13 of L22





1 L14 RETAINING WALL

NTS

2 L14 RETAINING WALL: FRONT ELEVATION

NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

BETTISWORTH NORTH
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3800 DENALI STREET SUITE 710
ANCHORAGE, ALASKA 99503
(907) 561-0780

CONSULTANT

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 03-022B

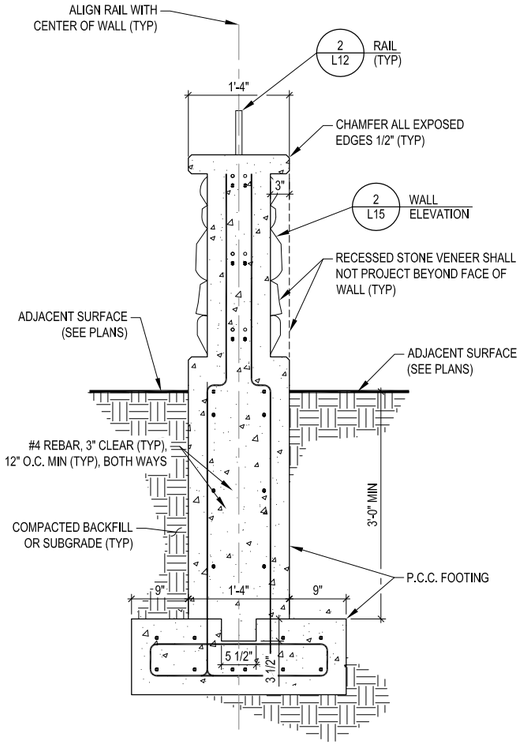
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

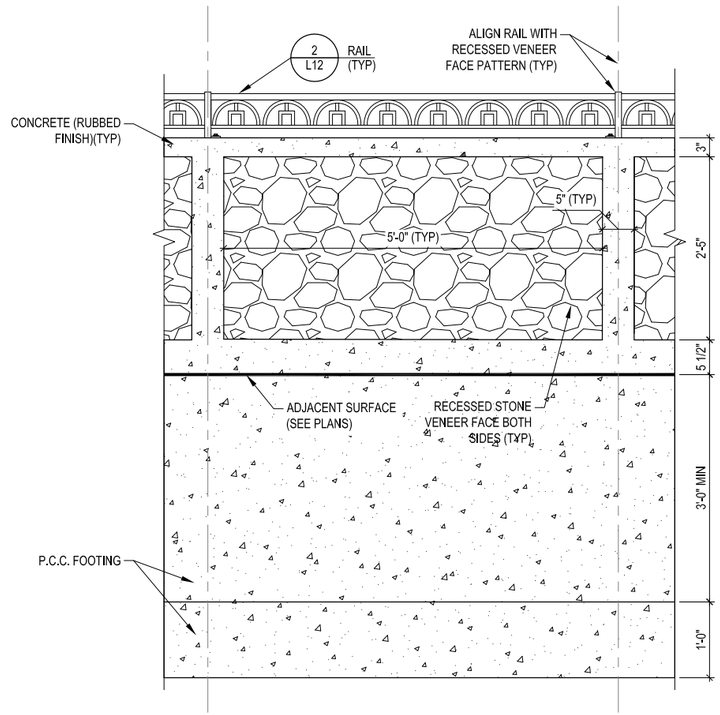
LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629

SHEET L14 of L22



1 L15 **WALL**
NTS



2 L15 **WALL: ELEVATION**
NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH
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PM&E PROJECT NO. 03-022B

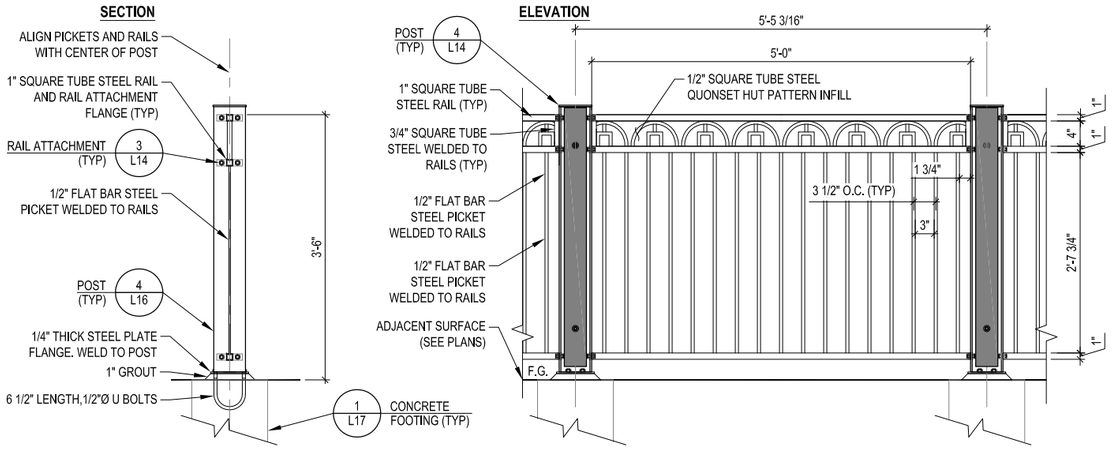
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

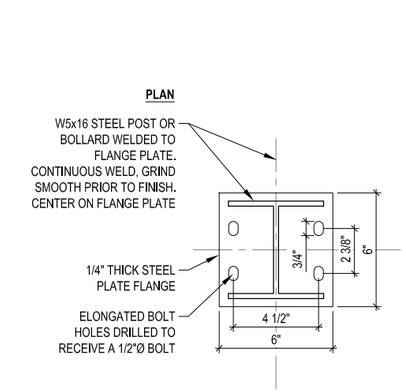
LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G

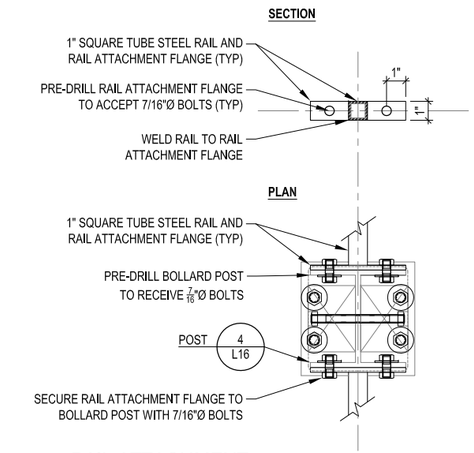
SHEET L15 of L22



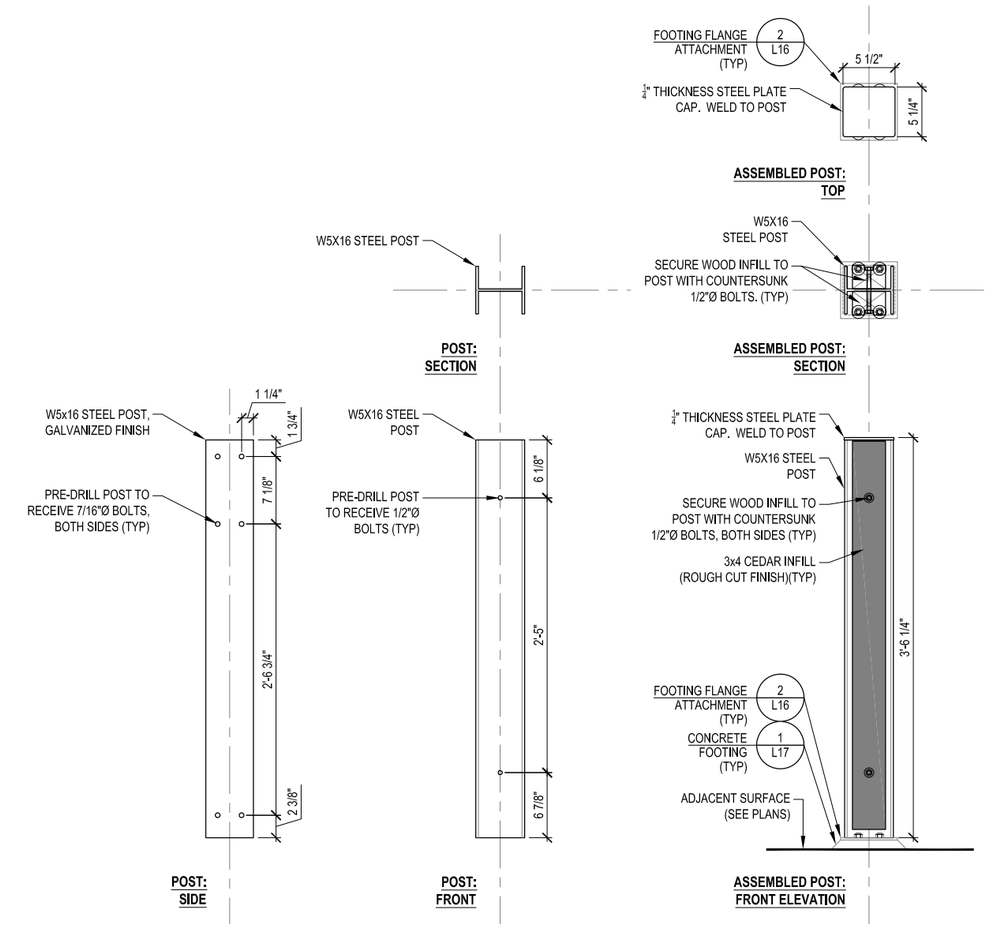
1 L16 **DECORATIVE FENCE**
NTS



2 L16 **FOOTING FLANGE ATTACHMENT**
NTS



3 L16 **RAIL ATTACHMENT**
NTS



4 L11 **POST**
NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
2600 DENALI STREET SUITE 710
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(907) 561-0780
CONSULTANT

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

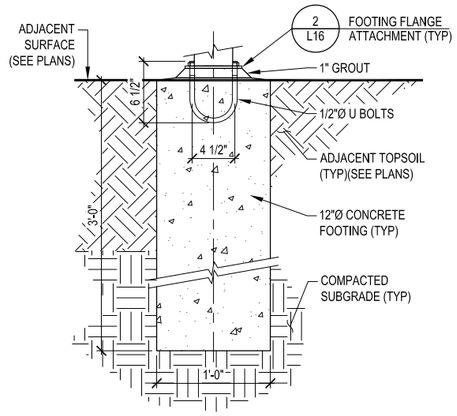
PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

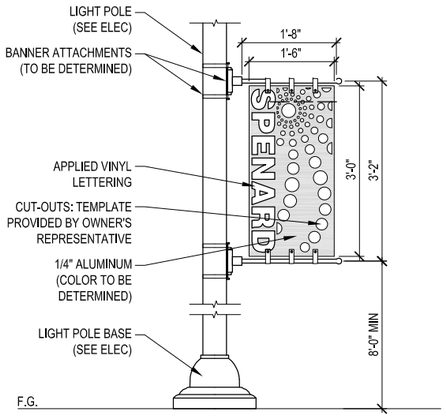
LANDSCAPING IMPROVEMENTS

LANDSCAPE DETAILS

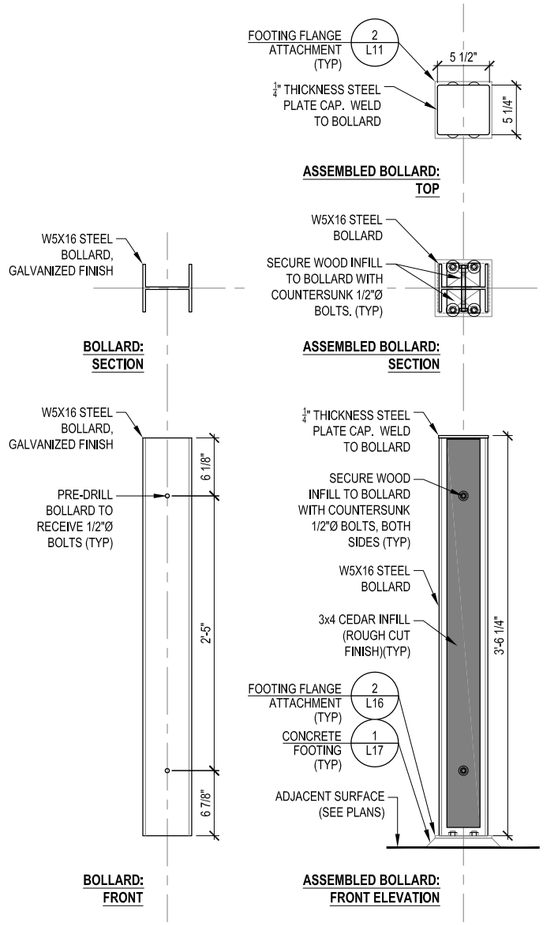
SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629 | SHEET L16 of L22



1 L17 CONCRETE FOOTING
NTS

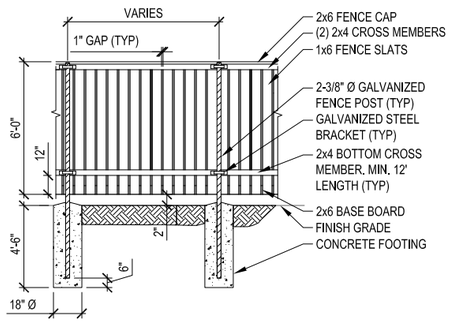


2 L17 BANNER
NTS

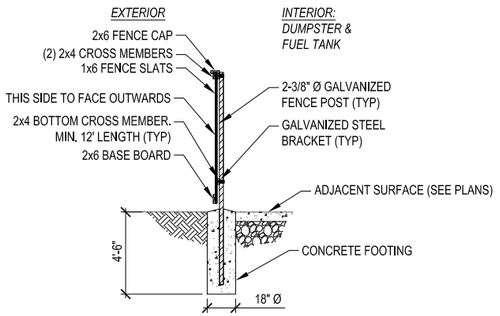


4 L17 BOLLARD
NTS

ELEVATION



SECTION



NOTES:
1) ALL FASTENERS & HARDWARE TO BE HOT-DIPPED GALV. STEEL
2) MAINTAIN TOP OF FENCE AT UNIFORM ELEVATION.
3) ALL WOOD SHALL BE STANDARD GRADE OR BETTER.
4) 2X6 AND 2X4 WOOD MEMBERS SHALL BE TREATED DOUG OR HEM FIR.
5) 1X6 FENCE SLATS SHALL BE CEDAR AND RECEIVE (2) COATS OF UV INHIBITING STAIN.
6) GALVANIZED POSTS PER M.A.S.S. SECTION 70.18 CHAIN LINK FENCE

3 L17 WOOD SCREEN FENCE
NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

REVISIONS

BETTISWORTH NORTH ARCHITECTS AND PLANNERS
2600 DENALI STREET SUITE 710 ANCHORAGE, ALASKA 99503 (907) 561-0780

CONSULTANT

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SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 03-022B

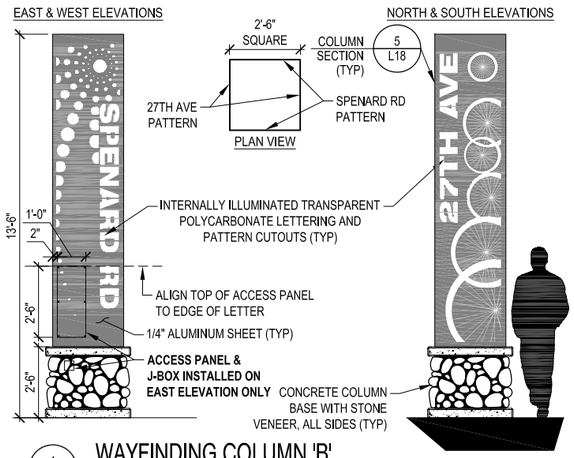
SPENARD ROAD RECONSTRUCTION PHASE II, HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

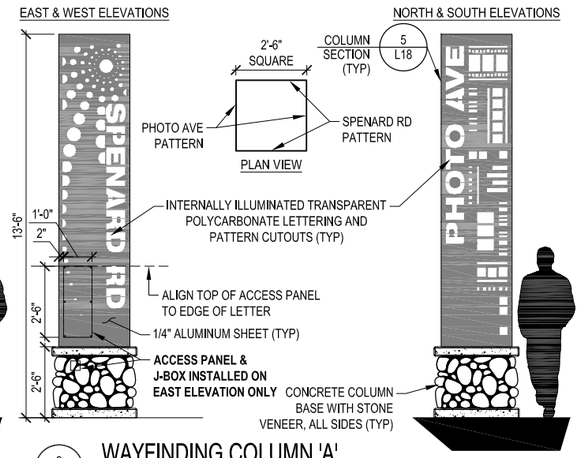
LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629

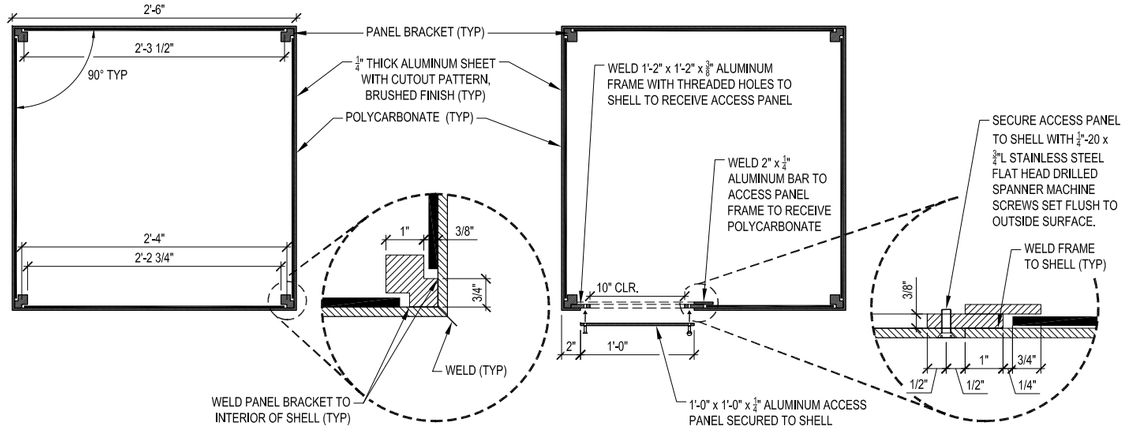
SHEET L17 of L22



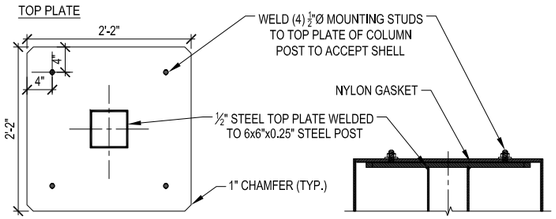
1 L18 **WAYFINDING COLUMN 'B'**
NTS

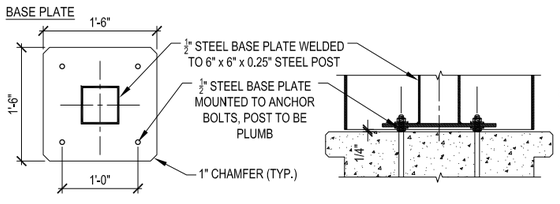


2 L18 **WAYFINDING COLUMN 'A'**
NTS

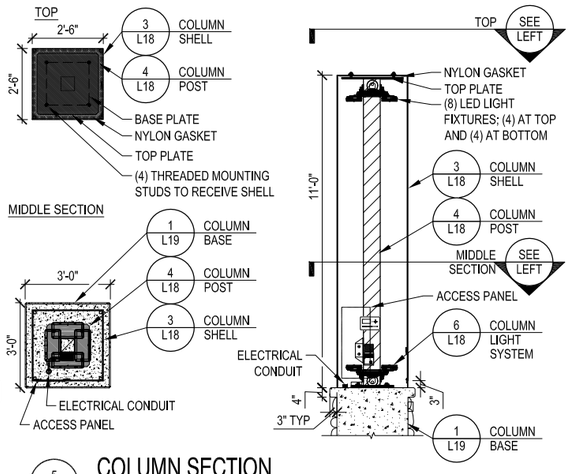


3 L18 **COLUMN SHELL**
NTS

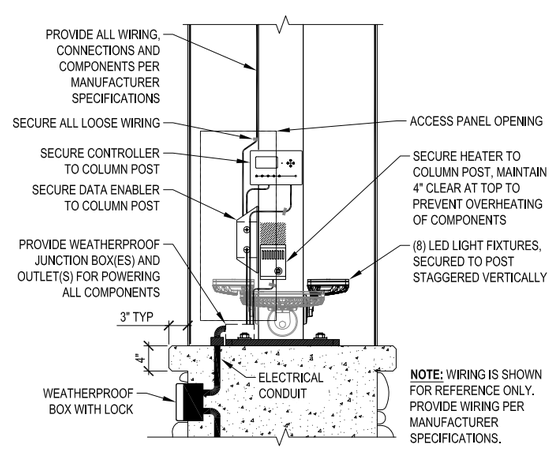




4 L18 **COLUMN POST**
NTS



5 L18 **COLUMN SECTION**
NTS



6 L18 **COLUMN LIGHT SYSTEM**
NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

BETTISWORTH NORTH
ARCHITECTS AND PLANNERS
2600 DENALI STREET SUITE 710
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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

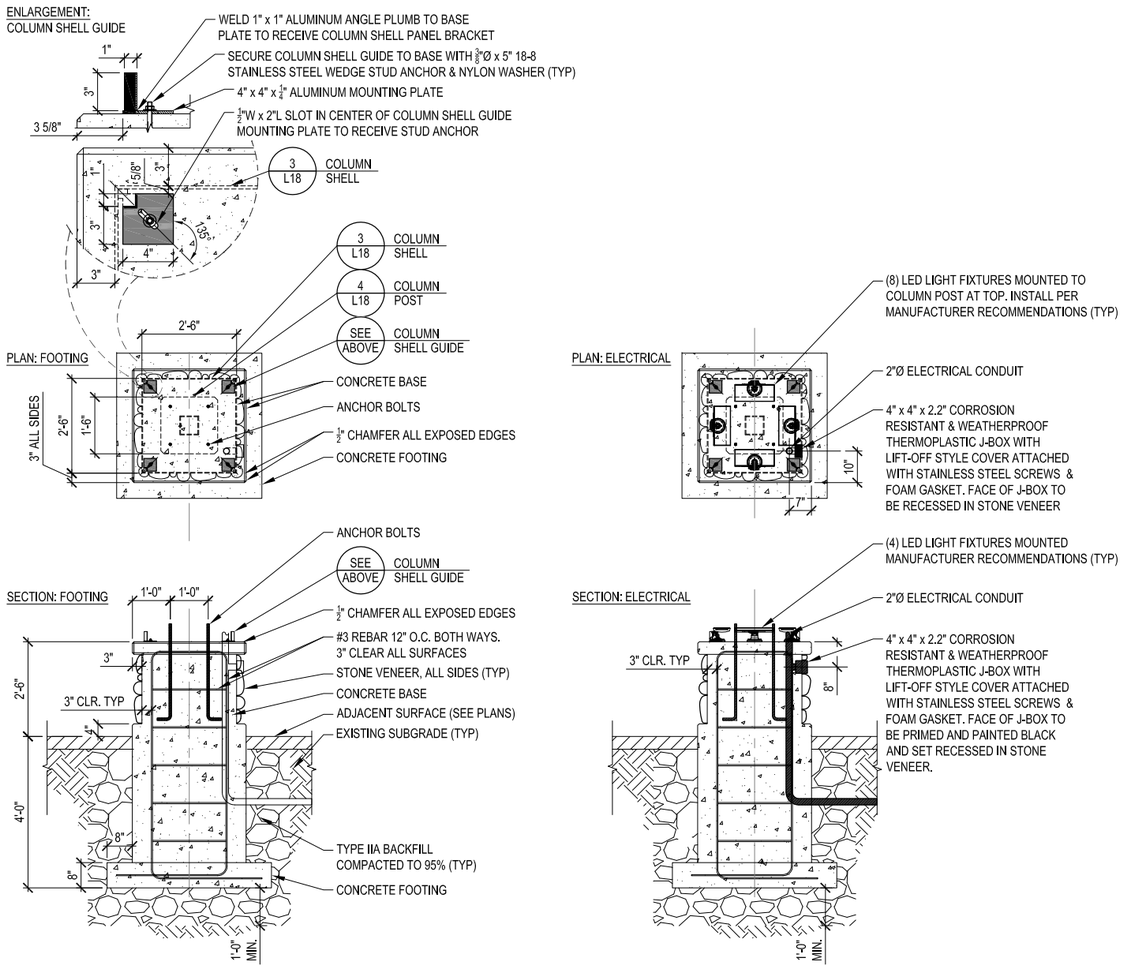
PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET L18 of L22



1/L19 COLUMN BASE

NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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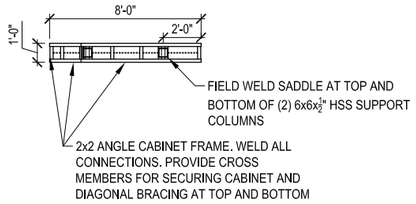
LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET L19 of L22

FRAME: PLAN

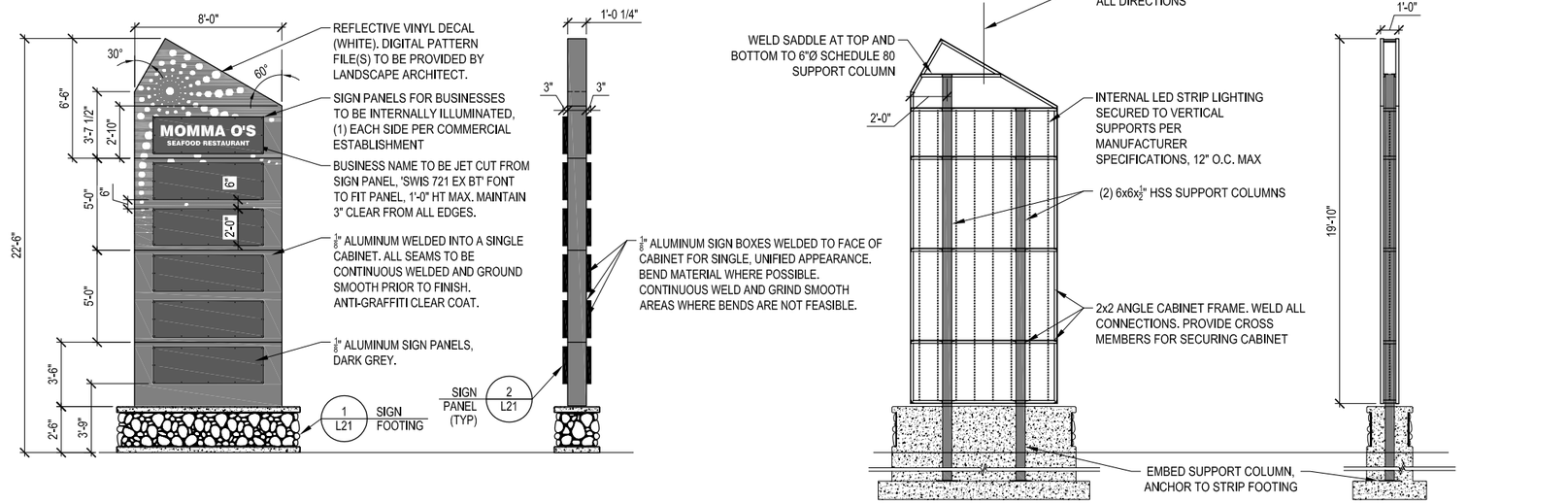


CABINET: NORTH ELEVATION (LOOKING SOUTH)

CABINET: EAST ELEVATION

FRAME: SECTION

FRAME: EAST ELEVATION



1 L20 SPENARD CENTER SIGN

NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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PM&E PROJECT NO. 03-022B

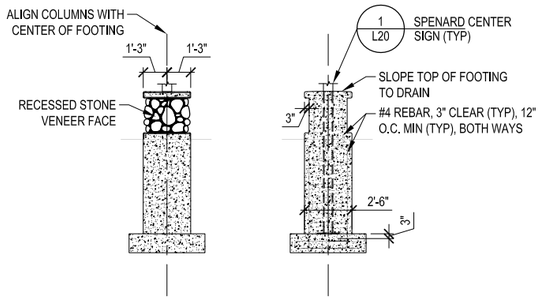
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

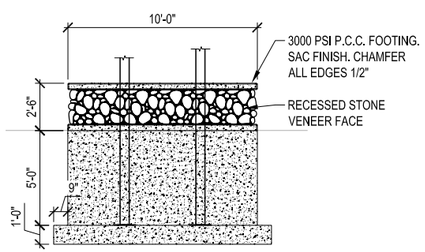
LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629 | SHEET L20 of L22

EAST & WEST ELEVATION AND SECTION

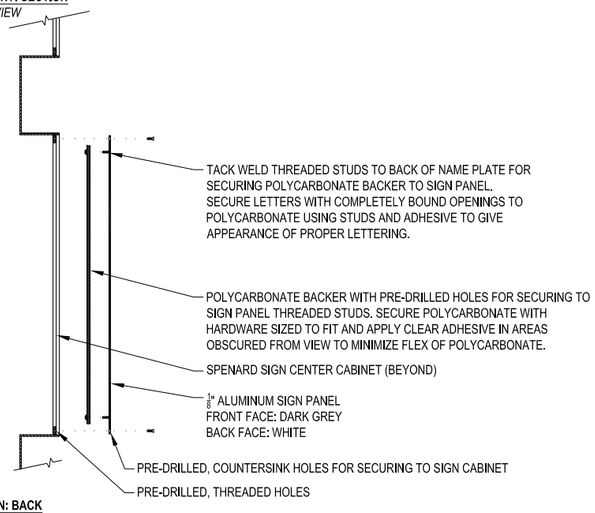


NORTH & SOUTH ELEVATION

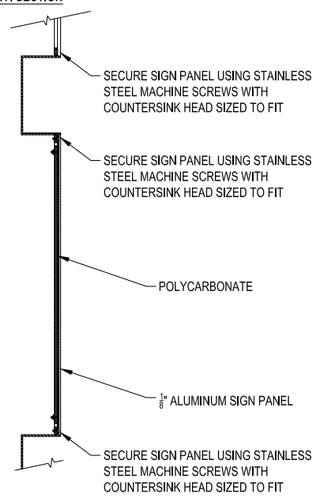


1 L21 **SIGN - FOOTING**
NTS

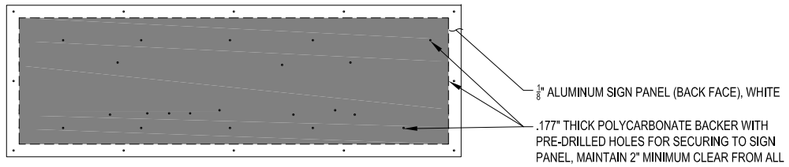
ENLARGEMENT: SECTION
EXPLODED VIEW



ENLARGEMENT: SECTION
ASSEMBLED



ELEVATION: BACK



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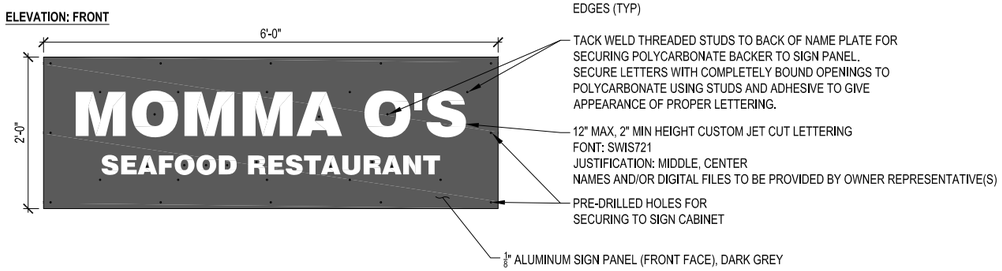

2 L21 **SIGN - PANEL**
1" = 1'-0"

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD | VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

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(907) 561-0780

CONSULTANT

65%

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 03-022B

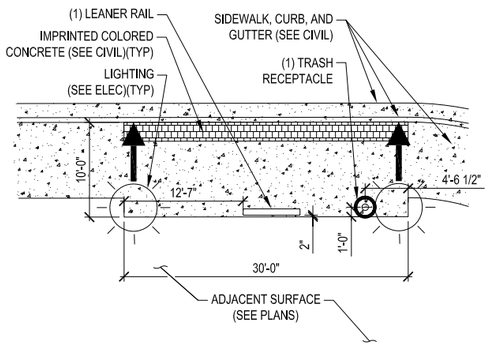
SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

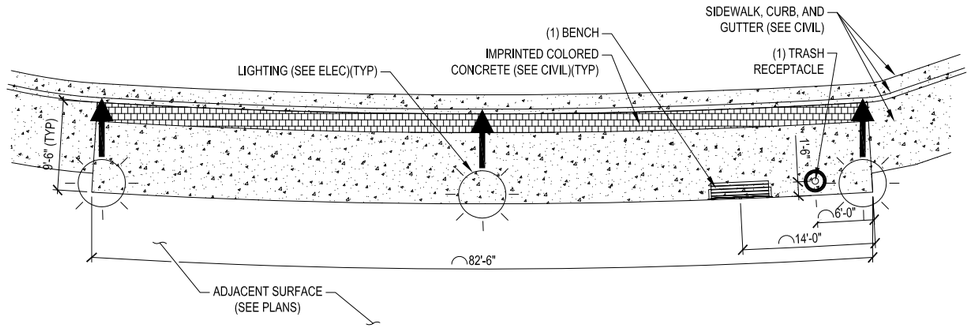
LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | ACCT. NO. 05-037G | GRIDS: SW1529,1629

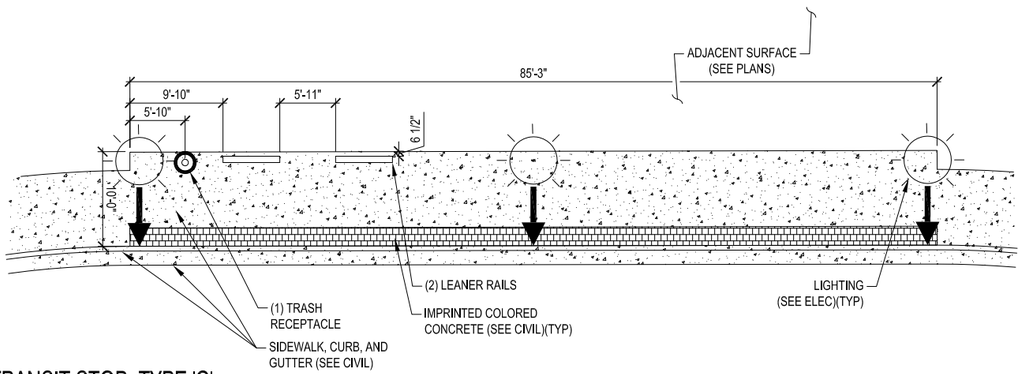
SHEET L21 of L22



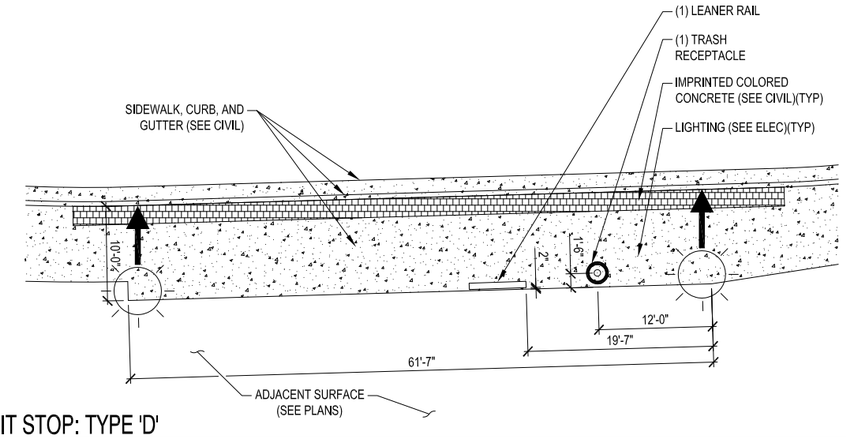
1 L22 **TRANSIT STOP: TYPE 'A'**
NTS



2 L22 **TRANSIT STOP: TYPE 'B'**
NTS



3 L22 **TRANSIT STOP: TYPE 'C'**
NTS



4 L22 **TRANSIT STOP: TYPE 'D'**
NTS

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN:			
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE			TELEPHONE		
TOPOGRAPHY			ELECTRIC		
PROFILE			CABLE TV		
SANITARY SEWER			DESIGN		
STORM SEWER			QUANTITIES		
WATER			MUN. FINAL CHECK		
GAS					

PLAN CHECK

REV	DATE	DESCRIPTION	BY

REV	DATE	DESCRIPTION	BY

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65%

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

SCHEDULE B — PM&E PROJECT NO. 03-022B

SPENARD ROAD RECONSTRUCTION PHASE II,
HILLCREST DRIVE TO BENSON BOULEVARD

LANDSCAPING IMPROVEMENTS

LANDSCAPE DETAILS

SCALE: H: AS NOTED V: AS NOTED | DATE: SEPT, 2016 | GRIDS: SW1529,1629 | ACCT. NO. 05-037G | SHEET L22 of L22