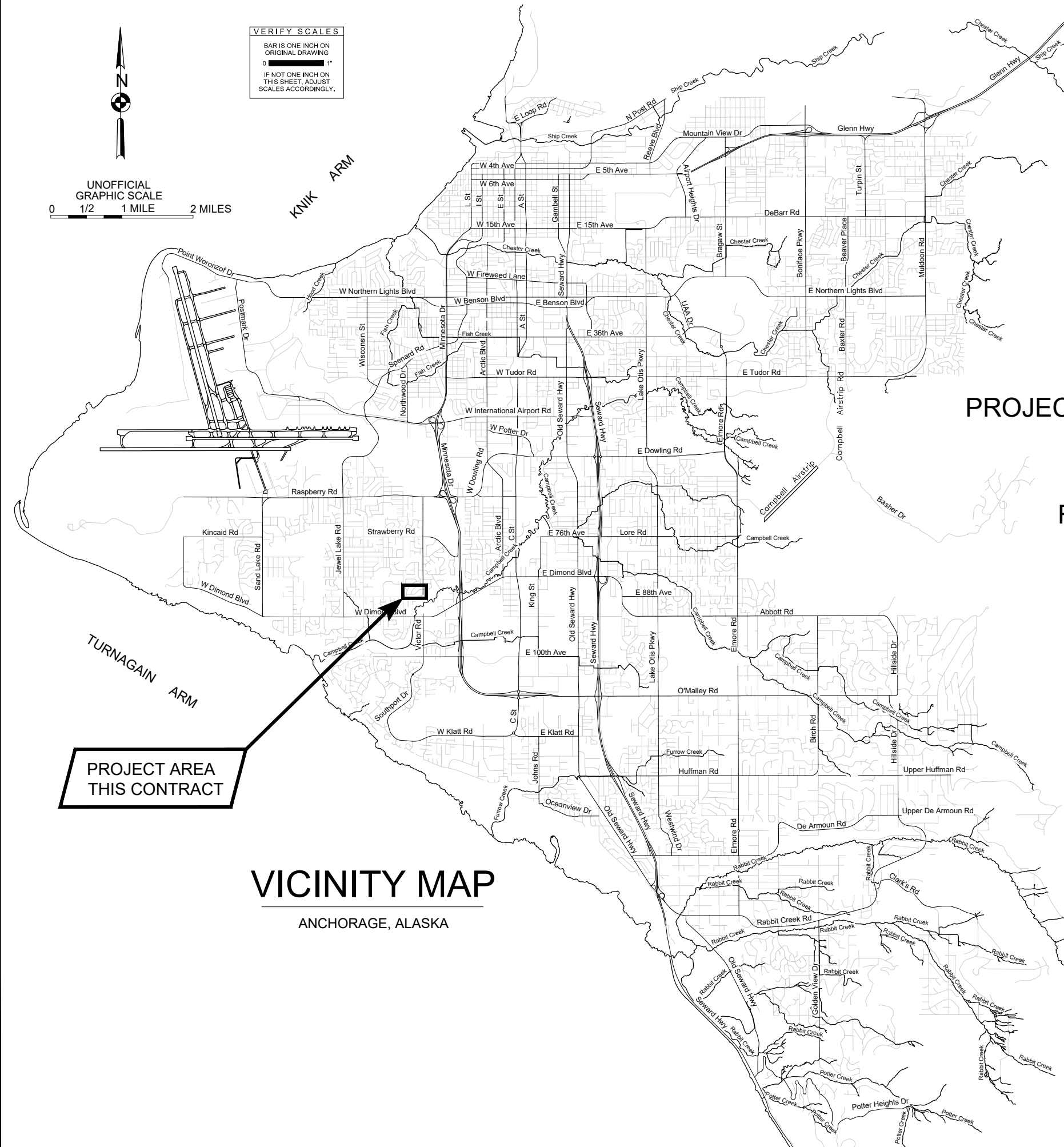




VERIFY SCALES
BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY.



MUNICIPALITY OF ANCHORAGE
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

TASHA DRIVE RECONSTRUCTION
FLAMINGO DRIVE TO NORTHWOOD STREET

PM&E PROJECT NUMBER 20-15
SEPTEMBER 2025
95% DESIGN

VICINITY MAP
ANCHORAGE, ALASKA

PREPARED BY:



APPROVED BY:

MELINDA T. KOHLHAAS, P.E.
MUNICIPAL ENGINEER

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE MUNICIPALITY OF ANCHORAGE (MOA) STANDARD SPECIFICATIONS, DATED 2024, (HEREINAFTER REFERRED TO AS MASS), THE LATEST EDITION OF THE ANCHORAGE WATER AND WASTEWATER UTILITY (AWWU) DESIGN AND CONSTRUCTION PRACTICES MANUAL (DCPM) AND THE SPECIAL PROVISIONS.
2. CAUTION!!! THE LOCATION OF THE EXISTING FEATURES AND UTILITIES SHOWN IN THESE DRAWINGS (PLAN & PROFILES) ARE APPROXIMATE. WHERE SINGLE CABLE, ELECTRIC, TELEPHONE, TRAFFIC, AND FIBER OPTIC LINES ARE SHOWN IN THE PLANS, MULTIPLE CONDUITS EXIST IN THESE LOCATIONS AND SHALL BE PROTECTED IN PLACE BY CONTRACTOR UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL FEATURES AND UTILITIES ENCOUNTERED AND RECORD THEIR LOCATION ON THE CONTRACT RECORD DRAWINGS. DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ENGINEER. CONTRACTOR SHALL PROTECT EXISTING UTILITIES IN PLACE. CONTRACTOR SHALL SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED ON THE DRAWINGS. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
3. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS WHICH ARE NOT SPECIFICALLY INDICATED AS BEING PROVIDED BY THE OWNER IN THE SPECIAL PROVISIONS. CONTRACTOR SHALL ADHERE TO ALL PERMIT REQUIREMENTS. THE PERMITS SHALL BE MAINTAINED ON THE PROJECT SITE. COPIES SHALL BE GIVEN TO THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
4. ALL WORK IN CLOSE PROXIMITY TO EXISTING OVERHEAD/UNDERGROUND TELEPHONE, CABLE, FIBER OPTIC, GAS, AND ELECTRIC UTILITIES SHALL COMPLY WITH APPLICABLE FEDERAL, STATE AND LOCAL STATUTES, CODES AND GUIDELINES AND THE SHORING AND CLEARANCE REQUIREMENTS OF THE SERVING UTILITY. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
5. LIMITS OF ROADWAY EXCAVATION SHOWN ON THE DRAWINGS ARE APPROXIMATE. ACTUAL LIMITS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER DURING CONSTRUCTION OPERATIONS.
6. GEOTECHNICAL (SOILS) INFORMATION IS INCLUDED IN THE CONTRACT DOCUMENTS.
7. ALL WORK SHALL BE PERFORMED WITHIN PUBLIC RIGHT-OF-WAY, PUBLIC USE EASEMENT, SLOPE EASEMENT, TEMPORARY CONSTRUCTION EASEMENT, DRAINAGE EASEMENT, ELECTRIC EASEMENT, INTRAGOVERNMENTAL USE PERMIT OR, TEMPORARY CONSTRUCTION PERMIT AREAS. THE EASEMENTS AND TEMPORARY CONSTRUCTION PERMITS ACQUIRED FOR THIS PROJECT MAY HAVE RESTRICTIONS. SEE CONTRACT DOCUMENTS FOR RESTRICTIONS.
8. CONTRACTOR SHALL RESTORE DISTURBED PROPERTY, INCLUDING DRAINAGE SWALES, TO PRE-CONSTRUCTION CONDITIONS, UNLESS OTHERWISE DIRECTED BY ENGINEER. PAYMENT FOR RESTORING DISTURBED PROPERTY OUTSIDE OF IDENTIFIED CONSTRUCTION LIMITS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE. DISTURBED AREAS NOT BEING PAVED OR FINISHED WITH GRAVEL/CONCRETE SHALL BE TOPSOILED AND SEEDDED WITH SCHEDULE A SEEDING MIX UNLESS OTHERWISE NOTED.
9. PROJECT CLEARING AND GRUBBING LIMITS SHALL COINCIDE WITH THE LIMITS OF DISTURBANCE AS SHOWN ON THE DEMOLITION (B) SHEETS. CONTRACTOR SHALL OBTAIN APPROVAL OF THE CLEARING AND GRUBBING LIMITS BY THE ENGINEER PRIOR TO CLEARING AND GRUBBING, SEE SPECIFICATIONS FOR MORE INFORMATION. CONTRACTOR SHALL CLEAR TREE BRANCHES/LIMBS PER TREE CLEARING DETAILS SHOWN ON SHEET D6.
10. SLOPE LIMITS SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE ACTUAL SLOPE LIMITS BASED ON PRECONSTRUCTION SURVEY DATA.
11. IN PREPARATION FOR AND IMMEDIATELY PRIOR TO PAVING, THE CONTRACTOR SHALL SAW CUT AND REMOVE ADDITIONAL PAVEMENT BEYOND THE INITIAL SAW CUT, A MINIMUM OF 1-FOOT ONTO UNDISTURBED ASPHALT. AT TRANSVERSE JOINTS FINAL SAW CUT LINE SHALL BE SKEWED 15' - 25' PER DETAIL 2, SHEET D3. ASPHALT TACK COAT SHALL BE APPLIED BY CONTRACTOR TO THE SAWN FACE OF ASPHALT PRIOR TO BEGINNING PAVING.
12. PAVEMENT CROSS SLOPE ON SIDE STREETS SHALL VARY AT INTERSECTIONS TO PROVIDE POSITIVE DRAINAGE. SEE ROADWAY (R) SHEETS FOR INTERSECTION LAYOUTS.
13. ALL WORK AND MATERIALS REQUIRED FOR REMOVING ANY LITTER OR DEBRIS CREATED BY CONSTRUCTION OPERATIONS WITHIN THE PROJECT LIMITS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE.
14. ALL ORGANIC MATERIAL SHALL BE REMOVED FROM THE SUBGRADE TO A DEPTH TO BE DETERMINED BY THE ENGINEER. NO ORGANIC MATERIAL OR OTHER DELETERIOUS MATERIAL SHALL BE UTILIZED FOR BACKFILL.
15. THE CONTRACTOR SHALL SUBMIT RECORD SURVEY NOTES WITH THE RECORD DRAWINGS.
16. ROADWAY/DRIVEWAY EXCAVATION SHALL BE MEASURED BY EXCAVATED CROSS-SECTION AND SHALL BE LIMITED TO THE PAY LIMITS IDENTIFIED IN THE TYPICAL CROSS SECTIONS SHOWN ON THE C SHEETS, UNLESS ADDITIONAL EXCAVATION IS DIRECTED BY THE ENGINEER IN WRITING.

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

CALL BEFORE YOU DIG!!!

Alaska Digline, Inc.	
Statewide	811
Alaska Railroad	265-2520
Military Fuel Lines	552-3760
State Storm Drains	333-2411

RECORD DRAWING

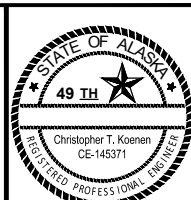
1. DATA PROVIDED BY: _____ TITLE: _____
THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION
OF THE PROJECT AS CONSTRUCTED.
CONTRACTOR: _____
BY: _____ TITLE: _____ DATE: _____

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

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

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

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39 2014-2328	See MOA Benchmark Book, Page D-36 See MOA Online Benchmark Map	62.20' 86.96'				
STAKING							
ASBUILT							
CONTRACTOR	BASIS OF THIS DATUM GAAB 1972 ADJUST						
INSPECTOR							
CONSTRUCTION RECORD	VERTICAL DATUM			REVISIONS			



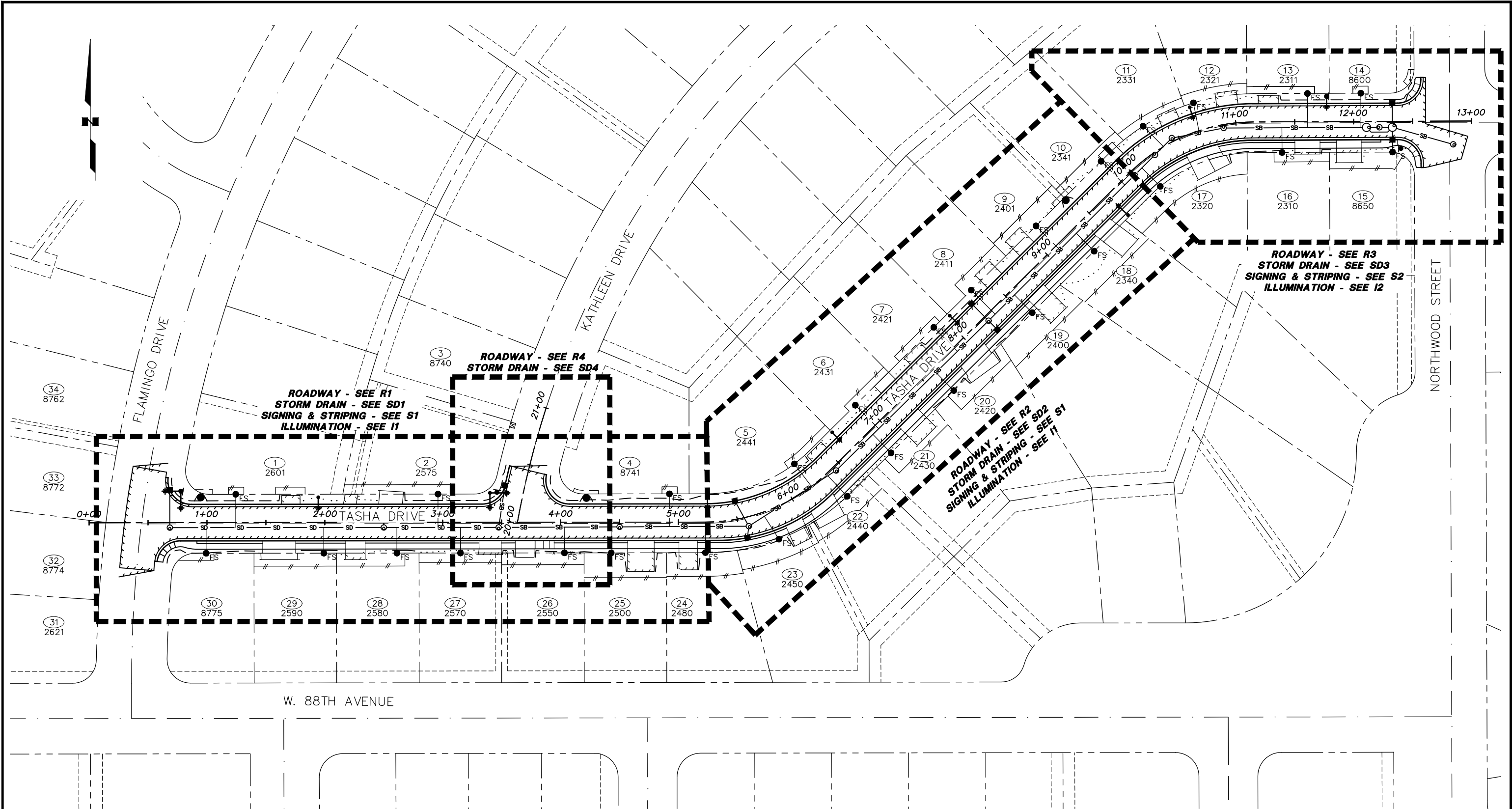
**PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT**

20-15 TASHA DRIVE RECONSTRUCTION ALL
FLAMINGO DRIVE TO NORTHWOOD STREET

GENERAL NOTES

SCALE	HOR.	N/A	GRID	SW2327		SHEET	G3 of G5
	VER.	N/A		DATE	SEP 2025		

File: \\crrwng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\01 Civil\10150.00 Key Map.dwg



- NOTES:**
- 1. EXISTING UTILITIES, FEATURES & SOME EASEMENTS ARE NOT SHOWN FOR CLARITY.
 - 2. NOT ALL SHEETS ARE CALLED OUT FOR CLARITY.

RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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

CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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

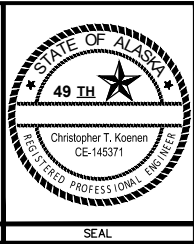
DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

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

FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796,		GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
3825, 3831, 3832, & 3872		2014-2328	See MOA Online Benchmark Map	86.96'				
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
BASIS OF THIS DATUM GAAB 1972 ADJUST								
PLAN CHECK		CONSTRUCTION RECORD		VERTICAL DATUM		REVISIONS		



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT		
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET	ALL
KEY MAP		
SCALE	HOR. 1"=40' VER. N/A	GRID SW2327
	DATE SEP 2025	STATUS 95%
		SHEET 5 of 5

HORIZONTAL CONTROL

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

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

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

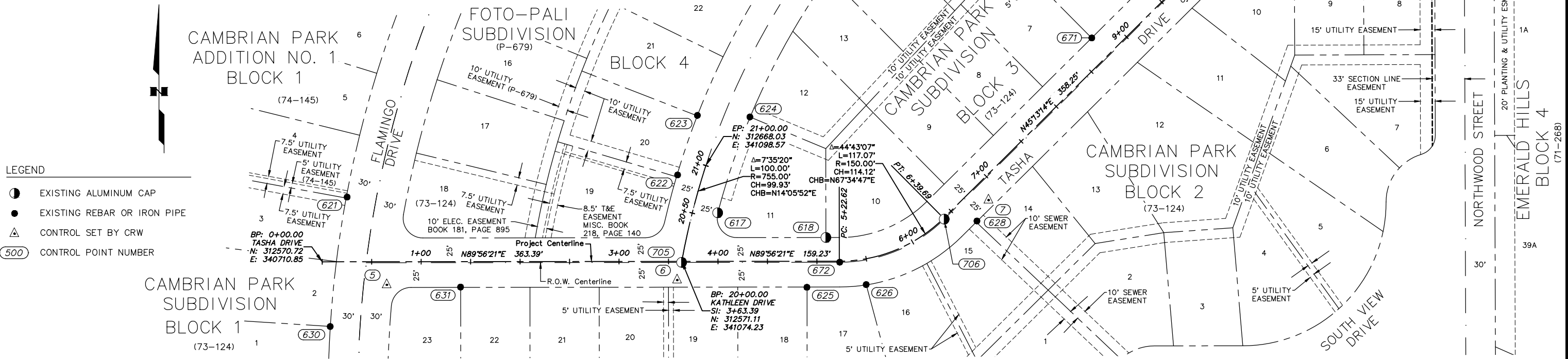
TRANSLATION PARAMETERS:
TO CONVERT THE LOCAL COORDINATES TO NAD83 (92) STATE PLANE COORDINATES EXPRESSED IN U.S. SURVEY FEET, TRANSLATE USING +2,296,868.6878 N U.S. SURVEY FEET, +1,312,517.4904 E U.S. SURVEY FEET, AND SCALE USING 0.9998910192.

VERTICAL CONTROL

PROJECT VERTICAL DATUM IS GAAB 1972 ADJUSTMENT HOLDING MOA BENCHMARK GAAB 39 WITH PUBLISHED ELEVATION OF 62.20', AS DESCRIBED ON PAGE D-36 OF THE MOA BENCHMARK BOOK, AND MOA BENCHMARK 2014-2326 WITH PUBLISHED ELEVATION OF 86.96' AS DESCRIBED ON THE ONLINE MOA SURVEY BENCHMARKS MAP.

SURVEY NOTES

1. FIELD SURVEY WAS CONDUCTED APRIL 30 THROUGH MAY 14, 2021.
2. ALL POINTS SHOWN HEREON WERE ESTABLISHED BY NETWORK STATIC GNSS, REDUNDANT RTK GNSS, OR CONVENTIONALLY VIA REPEATED ANGLES FROM MULTIPLE BACK SIGHTS.
3. THE TASHA DRIVE PROJECT ALIGNMENT IS OFFSET FROM THE TASHA DRIVE RIGHT-OF-WAY CENTERLINE. THE KATHLEEN DRIVE PROJECT ALIGNMENT COINCIDES WITH THE KATHLEEN DRIVE RIGHT-OF-WAY CENTERLINE.
4. ALL EASEMENTS SHOWN PER PLAT 73-124 UNLESS NOTED OTHERWISE.



- LEGEND
- EXISTING ALUMINUM CAP
 - EXISTING REBAR OR IRON PIPE
 - CONTROL SET BY CRW
 - CONTROL POINT NUMBER

HORIZONTAL CONTROL – TASHA DRIVE ALIGNMENT					
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
*616	0+05.42	117.91R	312452.82	340716.39	FOUND 5/8" REBAR 0.4' BELOW GRADE
630	0+07.95	65.44R	312505.29	340718.87	FOUND 5/8" REBAR 1.0' BELOW GRADE
621	0+25.20	65.46L	312636.21	340735.97	FOUND 1/2" REBAR 0.6' ABOVE GRADE
*702	0+35.88	166.25R	312404.51	340746.90	FOUND 2" ALUMINUM CAP IN MONUMENT CASE
5	0+65.37	23.34R	312547.45	340776.24	SET 2" ALUMINUM CAP 0.3' BELOW GRADE
631	1+39.76	25.69R	312545.18	340850.63	FOUND 5/8" REBAR 0.6' BELOW GRADE
6	3+58.82	18.82R	312552.29	341069.68	SET 2" ALUMINUM CAP 0.3' BELOW GRADE
622	3+59.24	87.41L	312658.51	341069.99	FOUND 1/2" REBAR 0.9' ABOVE GRADE
705	3+63.20	1.00R	312570.11	341074.05	FOUND ALUMINUM CAP FLUSH WITH GRADE
623	3+79.32	147.64L	312718.77	341090.01	FOUND 5/8" REBAR 0.2' BELOW GRADE

* NOT SHOWN, OUTSIDE OF VIEWPORT

HORIZONTAL CONTROL – TASHA DRIVE ALIGNMENT					
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
617	3+99.70	49.12L	312620.26	341110.49	FOUND 2" ALUMINUM CAP 0.3' BELOW GRADE
624	4+32.40	146.00L	312717.19	341143.09	FOUND Y.P.C. 0.2' ABOVE GRADE
625	4+89.84	26.31R	312544.93	341200.71	FOUND 1-1/4" I.P. FLUSH WITH GRADE
618	5+09.07	23.99L	312595.25	341219.89	FOUND 2" ALUMINUM CAP 0.2' BELOW GRADE
672	5+23.03	0.94R	312570.34	341233.88	FOUND 5/8" REBAR 0.5' BELOW GRADE
626	5+45.87	25.74R	312547.68	341260.62	FOUND 1-1/2" I.P. FLUSH WITH GRADE
706	6+39.36	1.00R	312613.87	341339.43	FOUND 1-1/2" ALUMINUM CAP FLUSH WITH GRADE
628	6+61.57	25.67R	312612.00	341372.58	FOUND 5/8" REBAR 0.1' BELOW GRADE
7	6+84.84	19.04R	312633.10	341384.42	SET 2" ALUMINUM CAP 0.3' BELOW GRADE
671	8+74.33	23.92L	312797.06	341488.66	FOUND REBAR 1.0' BELOW GRADE

HORIZONTAL CONTROL – TASHA DRIVE ALIGNMENT					
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
707	9+97.56	1.00R	312866.18	341593.69	FOUND BENT 5/8" REBAR FLUSH WITH GRADE
670	10+12.06	24.06L	312895.21	341588.46	FOUND Y.P.C. 0.1' BELOW GRADE
619	10+63.46	23.98L	312924.43	341640.11	FOUND Y.P.C. 0.3' BELOW GRADE
629	11+08.31	25.88R	312884.67	341693.23	FOUND 5/8" REBAR 0.2' BELOW GRADE
708	11+15.10	1.00R	312909.68	341698.84	FOUND 5/8" REBAR FLUSH WITH GRADE
627	12+31.73	23.82L	312935.01	341815.37	FOUND 5/8" REBAR 0.2' BELOW GRADE
8	12+46.12	24.51L	312935.76	341829.75	SET 2" ALUMINUM CAP 0.4' BELOW GRADE
709	12+81.43	1.00R	312910.40	341865.17	FOUND 2" ALCAP IN MONUMENT CASE
*701	N/A	N/A	312404.38	340547.05	FOUND 2" ALUMINUM CAP IN MONUMENT CASE
620	N/A	N/A	312885.58	341915.28	FOUND 5/8" REBAR FLUSH WITH GRADE

* NOT SHOWN, OUTSIDE OF VIEWPORT

RECORD DRAWING 1. DATA PROVIDED BY: _____ TITLE: _____ THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: _____ BY: _____ TITLE: _____ DATE: _____ 2. DATA TRANSFERRED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ 3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED. DATA TRANSFER CHECKED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ BY: _____	<table><tr><th>DATA</th><th>DRAWN BY</th><th>CHECKED BY</th></tr><tr><td>BASE</td><td>AR</td><td>AR</td></tr><tr><td>TOPOGRAPHY</td><td>SB</td><td>AR</td></tr><tr><td>PROFILE</td><td>CK</td><td>JK</td></tr><tr><td>STORM SEWER</td><td>JM</td><td>JH</td></tr><tr><td>WATER/SANITARY SEWER</td><td>JM</td><td>JK</td></tr><tr><td>GAS</td><td>CB</td><td>BW</td></tr><tr><td>TELEPHONE</td><td>CB</td><td>BW</td></tr><tr><td>ELECTRIC</td><td>JH</td><td>TK</td></tr><tr><td>DESIGN</td><td>CK</td><td>JK</td></tr><tr><td>QUANTITIES</td><td>CK</td><td>JK</td></tr><tr><td>PRELIMINARY/FINAL</td><td>CK</td><td>JK</td></tr><tr><td>MUNICIPAL/STATE</td><td>CK</td><td>JK</td></tr></table>	DATA	DRAWN BY	CHECKED BY	BASE	AR	AR	TOPOGRAPHY	SB	AR	PROFILE	CK	JK	STORM SEWER	JM	JH	WATER/SANITARY SEWER	JM	JK	GAS	CB	BW	TELEPHONE	CB	BW	ELECTRIC	JH	TK	DESIGN	CK	JK	QUANTITIES	CK	JK	PRELIMINARY/FINAL	CK	JK	MUNICIPAL/STATE	CK	JK	<table><tr><th>FIELD BOOKS</th><th>BM NO.</th><th>LOCATION</th><th>ELEV.</th><th>REV</th><th>DATE</th><th>DESCRIPTION</th><th>BY</th></tr><tr><td>DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872</td><td>GAAB 39</td><td>See MOA Benchmark Book, Page D-36</td><td>62.20'</td><td></td><td></td><td></td><td></td></tr><tr><td>STAKING</td><td>2014-2326</td><td>See MOA Online Benchmark Map</td><td>86.96'</td><td></td><td></td><td></td><td></td></tr><tr><td>ASBUILT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>CONTRACTOR</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>INSPECTOR</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'					STAKING	2014-2326	See MOA Online Benchmark Map	86.96'					ASBUILT								CONTRACTOR								INSPECTOR								<table><tr><th>PLAN CHECK</th><th>CONSTRUCTION RECORD</th><th>VERTICAL DATUM</th><th>REVISIONS</th><th>CONSULTANT</th><th>SEAL</th></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>	PLAN CHECK	CONSTRUCTION RECORD	VERTICAL DATUM	REVISIONS	CONSULTANT	SEAL							<table><tr><td> 3940 ARCTIC BLVD, SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECCL882-AK</td><td></td><td></td></tr></table>	 3940 ARCTIC BLVD, SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECCL882-AK			<table><tr><th colspan="4">PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT</th><th>ALL</th></tr><tr><td colspan="4">20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET</td><td></td></tr><tr><td colspan="4">SURVEY CONTROL</td><td></td></tr><tr><td>SCALE HOR. 1"=50' VER. N/A</td><td>GRID SW2327</td><td>DATE SEP 2025</td><td>STATUS 95%</td><td>SHEET V1 of V4</td></tr></table>	PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT				ALL	20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET					SURVEY CONTROL					SCALE HOR. 1"=50' VER. N/A	GRID SW2327	DATE SEP 2025	STATUS 95%	SHEET V1 of V4
DATA	DRAWN BY	CHECKED BY																																																																																																																													
BASE	AR	AR																																																																																																																													
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File: \\crweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\02 Survey\03 Survey Control\10150.00 Survey Control.dwg

File: \\crrweng.com\Projects\Jobs\data\10150.00 Tasha Drive Reconstruction\00 Cadd 2019\01 Working Set\02 Survey\02 ROW Base\10150.00 TCE And Permit Map.dwg

CAMBRIAN PARK
ADDITION NO. 1
(74-145)

CAMBRIAN PARK
SUBDIVISION
(73-124)

CAMBRIAN PARK
SUBDIVISION
BLOCK 4
(73-124)

CAMBRIAN PARK
SUBDIVISION
BLOCK 3
(73-124)

CAMBRIAN PARK
SUBDIVISION
BLOCK 2
(73-124)

TEMPORARY EASEMENT AND PERMIT TABLE		
PARCEL	LEGAL DESCRIPTION	TYPE
1A	LOT 18, BLOCK 4, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
1B	LOT 18, BLOCK 4, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
2	LOT 19, BLOCK 4, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
4A	LOT 11, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
24	LOT 17, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
25	LOT 18, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
26	LOT 19, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
27	LOT 20, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
28	LOT 21, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
29	LOT 22, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
30	LOT 23, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP

SURVEY NOTES

1. ALL EASEMENTS SHOWN PER PLAT 73-124 UNLESS NOTED OTHERWISE.

LEGEND

-  Parcel Number
-  Temporary Construction Permit (TCP)

RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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

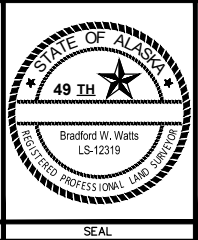
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COMPANY: _____ DATE: _____

BY: _____

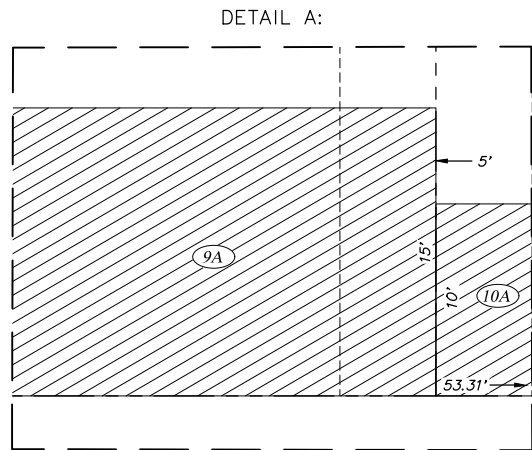
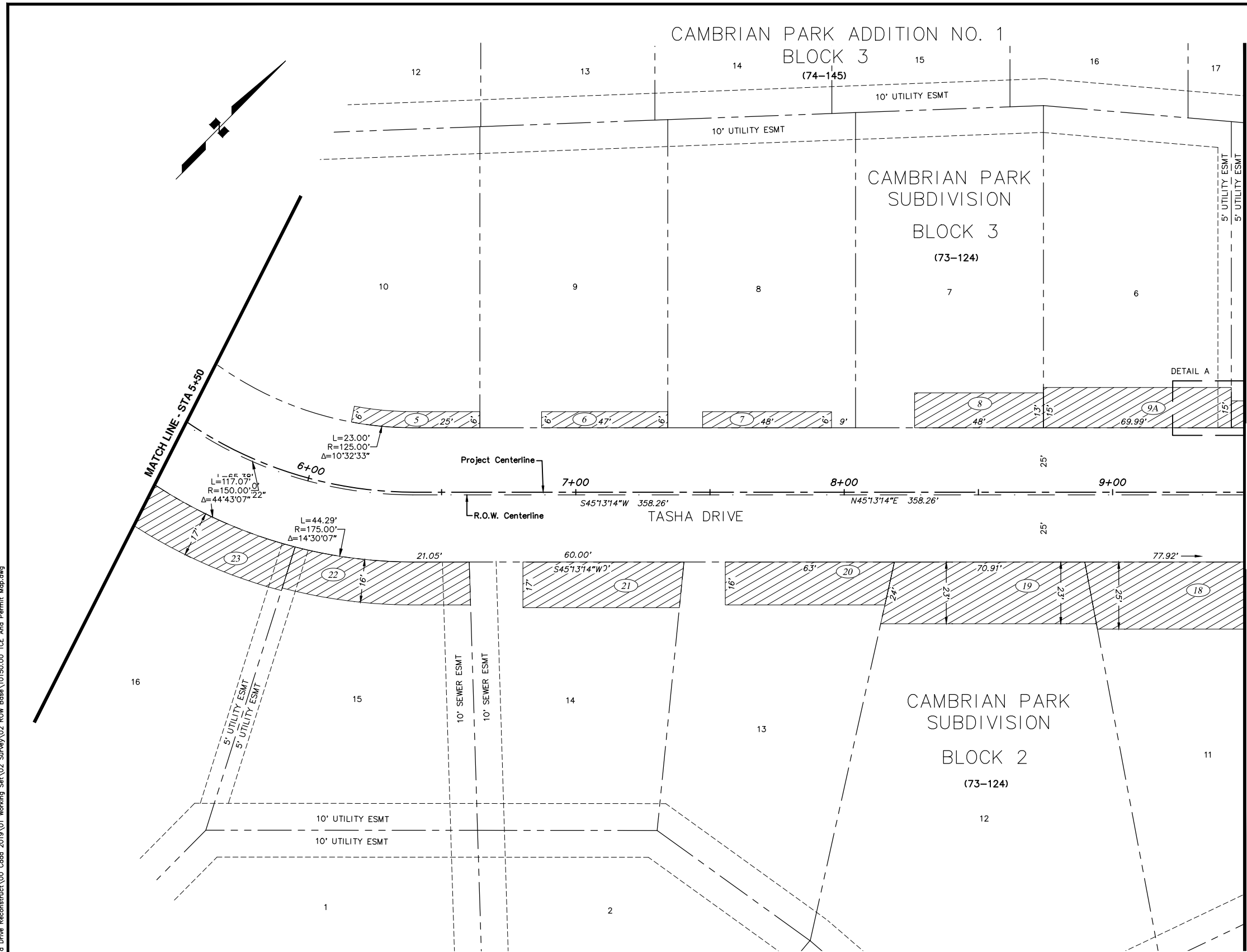
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BASE	AR	AR
TOPOGRAPHY	SB	AR
PROFILE	CK	JK
STORM SEWER	JM	JH
WATER/SANITARY SEWER	JM	JK
GAS	CB	BW
TELEPHONE	CB	BW
ELECTRIC	JH	TK
DESIGN	CK	JK
QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796,	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'					
3825, 3831, 3832, & 3872	2014-2328	See MOA Online Benchmark Map	86.96'					
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
BASIS OF THIS DATUM GAAB 1972 ADJUST								
REVISIONS								
CONSULTANT								
SEAL								



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT					
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET	ALL			
TEMPORARY EASEMENT AND PERMIT MAP					
TASHA DRIVE BOP TO STA 5+50					
SCALE HOR. 1"=20' VER. N/A	GRID SW2327 DATE SEP 2025	STATUS 95%	SHEET V2 of V4		

File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruction\00 Cadd 2019\01 Working Set\02 Survey\02 ROW Base\10150.00 TCE And Permit Map.dwg



TEMPORARY EASEMENT AND PERMIT TABLE		
PARCEL	LEGAL DESCRIPTION	TYPE
5	LOT 10, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
6	LOT 9, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
7	LOT 8, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
8	LOT 7, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
9A	LOT 6, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
10A	LOT 5, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
18	LOT 11, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
19	LOT 12, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
20	LOT 13, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
21	LOT 14, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
22	LOT 15, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
23	LOT 16, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP

- LEGEND
-  Parcel Number
 -  Temporary Construction Permit (TCP)

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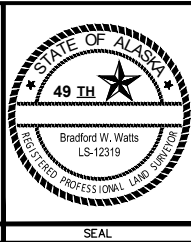
DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

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

FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
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3825, 3831, 3832, & 3872	2014-2328	See MOA Online Benchmark Map	86.96'					
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
BASIS OF THIS DATUM GAAB 1972 ADJUST								
REVISIONS								
CONSULTANT								
SEAL								



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

20-15 TASHA DRIVE RECONSTRUCTION
FLAMINGO DRIVE TO NORTHWOOD STREET

TEMPORARY EASEMENT AND PERMIT MAP

TASHA DRIVE
STA 5+50 TO STA 9+50

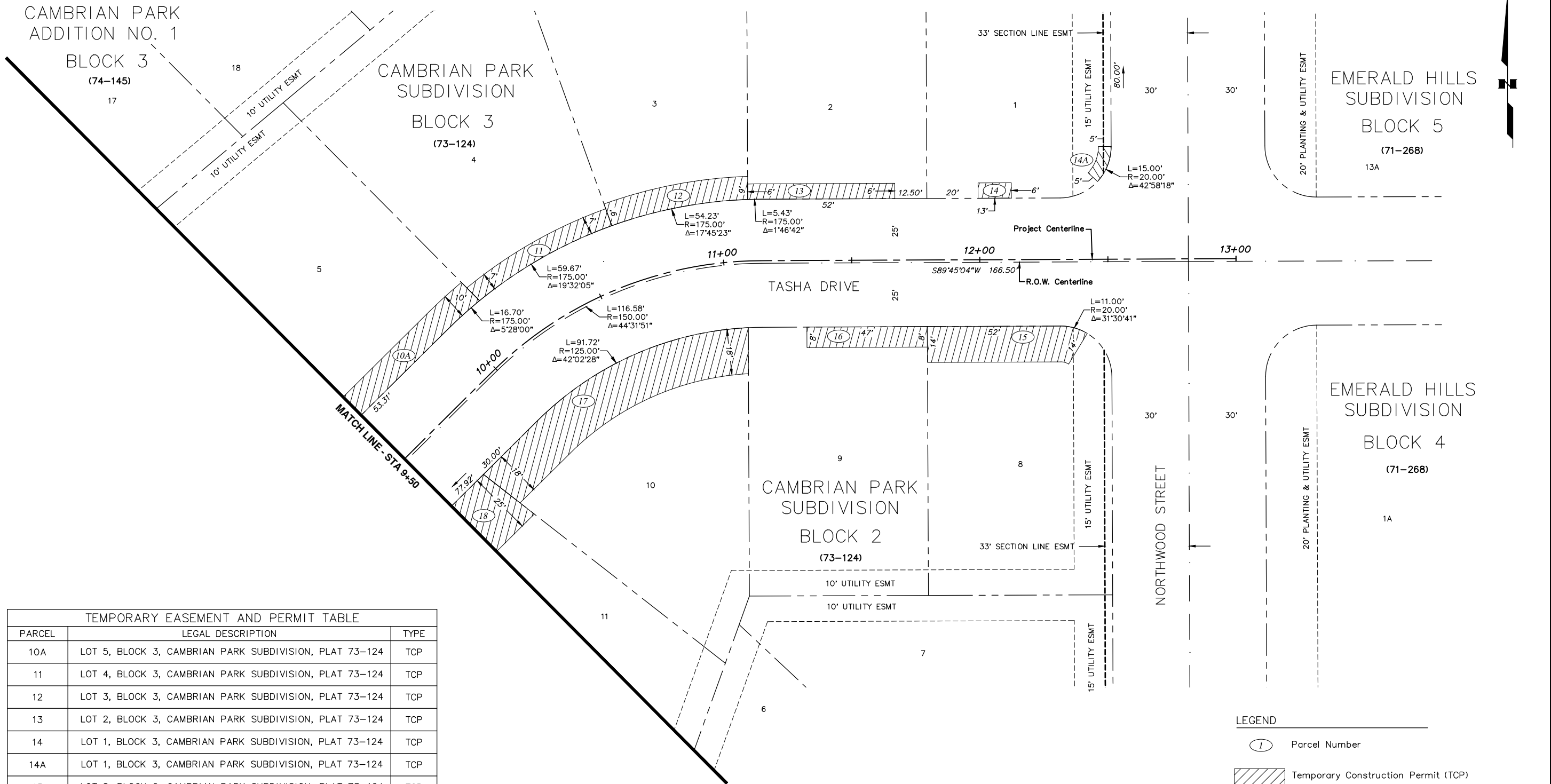
SCALE HOR. 1"=20'
VER. N/A

GRID SW2327

DATE SEP 2025 STATUS 95% SHEET

V3 of V4

File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\02 Survey\02 ROW Base\10150.00 TCE And Permit Map.dwg



TEMPORARY EASEMENT AND PERMIT TABLE		
PARCEL	LEGAL DESCRIPTION	TYPE
10A	LOT 5, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
11	LOT 4, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
12	LOT 3, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
13	LOT 2, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
14	LOT 1, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
14A	LOT 1, BLOCK 3, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
15	LOT 8, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
16	LOT 9, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
17	LOT 10, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP
18	LOT 11, BLOCK 2, CAMBRIAN PARK SUBDIVISION, PLAT 73-124	TCP

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DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

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

GRAPHIC		40 20 0 20 40				SCALE		
FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'					
	2014-2326	See MOA Online Benchmark Map	86.96'					
STAKING								
ASBUILT								
CONTRACTOR	BASIS OF THIS DATUM GAAB 1972 ADJUST							
INSPECTOR								
CONSTRUCTION RECORD		VERTICAL DATUM			REVISIONS			

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

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

20-15 TASHA DRIVE RECONSTRUCTION
FLAMINGO DRIVE TO NORTHWOOD STREET

ALL

TEMPORARY EASEMENT AND PERMIT MAP

TASHA DRIVE
STA 9+50 TO EOP

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

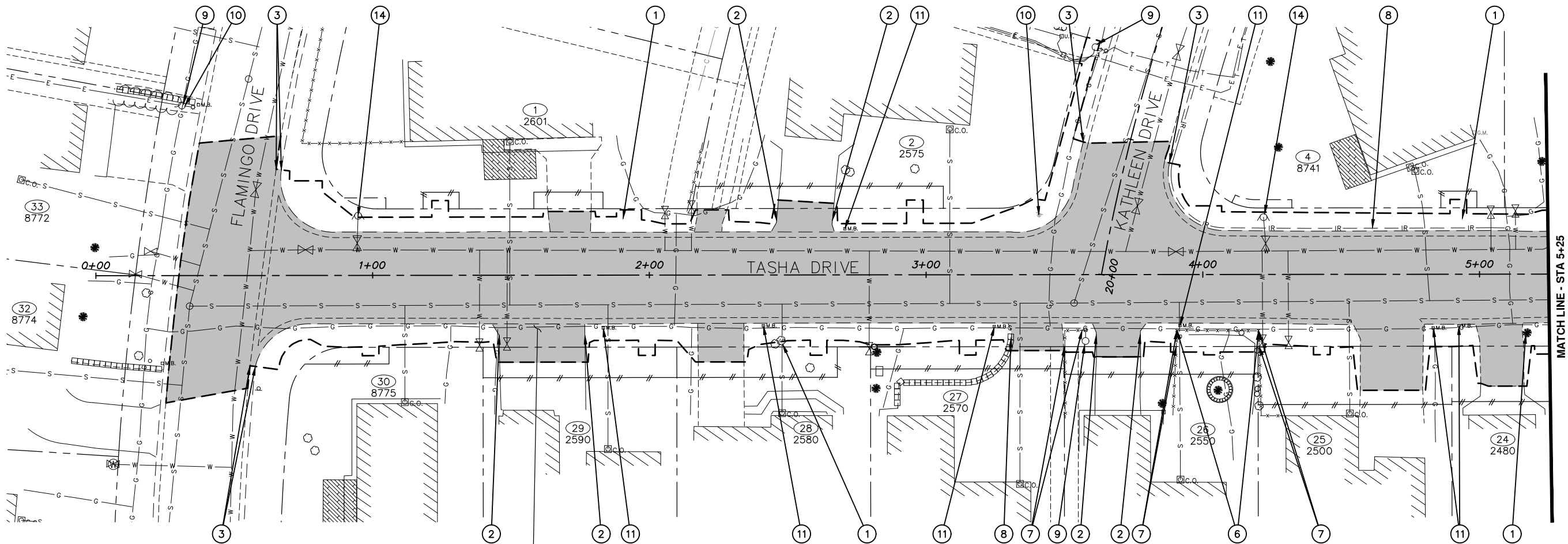
GRID SW2327

DATE SEP 2025

STATUS 95%

SHEET V4 of V4

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REMOVE AND DISPOSE OF EXISTING INSULATION BOARD AS REQUIRED TO INSTALL ROADWAY STRUCTURAL SECTION. SEE NOTE 11 ON SHEET R1 FOR ADDITIONAL INFORMATION REGARDING THE PARCEL 29 CONCRETE DRIVEWAY.

LEGEND

- ① CLEAR AND GRUB WITHIN LIMITS OF DISTURBANCE AFTER CLEARING LIMITS HAVE BEEN APPROVED AND AFTER TREE PROTECTION ZONE FENCES (SECTION 75.14) HAVE BEEN ESTABLISHED AS SHOWN, OR AS DIRECTED BY THE ENGINEER IN THE FIELD (SECTION 20.04). NOT ALL TREES, SHRUBS, AND VEGETATION ARE SPECIFICALLY CALLED OUT OR SHOWN.
- ② REMOVE P.C.C. SIDEWALK OR APRON (SECTION 20.07).
- ③ REMOVE P.C.C. CURB AND GUTTER (SECTION 20.08).
- ⑥ REMOVE AND RESET FENCE (SECTION 75.16).
- ⑦ REMOVE FENCE (SECTION 75.16).
- ⑧ REMOVAL/DISPOSAL AND/OR SALVAGE/INSTALLATION OF OBSTRUCTIONS (75.18).
- ⑨ REMOVE LUMINAIRE POLE (BY OTHERS).
- ⑩ REMOVE AND SALVAGE SIGN. THIS WORK SHALL BE INCIDENTAL TO THE BID ITEM STANDARD SIGNS (SECTION 85.04).
- ⑪ RELOCATE MAILBOX (SECTION 85.09).
- ⑫ PROTECT IN PLACE.
- ⑭ DECOMMISSION FIRE HYDRANT (SINGLE PUMPER) (SECTION 60.08).

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

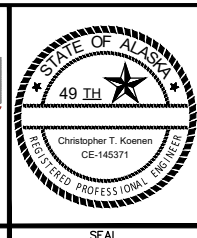
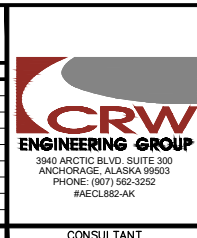
NOTES:

1. SEE SUMMARY TABLE SHEETS B4-B5 FOR STATION AND OFFSET OF DEMOLITION ITEMS.
2. SEE ROADWAY IMPROVEMENTS (R) SHEETS FOR DRIVEWAY RECONSTRUCTION LIMITS.

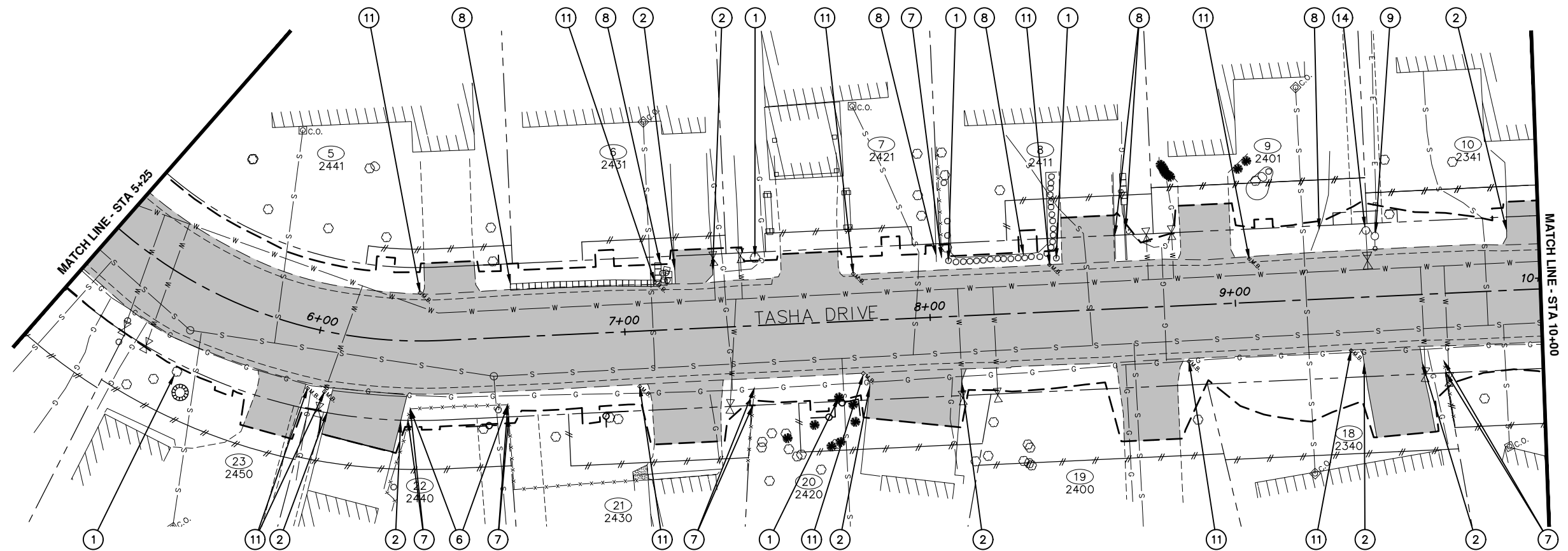
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CONTRACTOR: _____	DATE: _____
BY: _____	TITLE: _____
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DATA	DRAWN BY	CHECKED BY
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WATER/SANITARY SEWER	JM	JK
GAS	CB	BW
TELEPHONE	CB	BW
ELECTRIC	JH	TK
DESIGN	CK	JK
QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

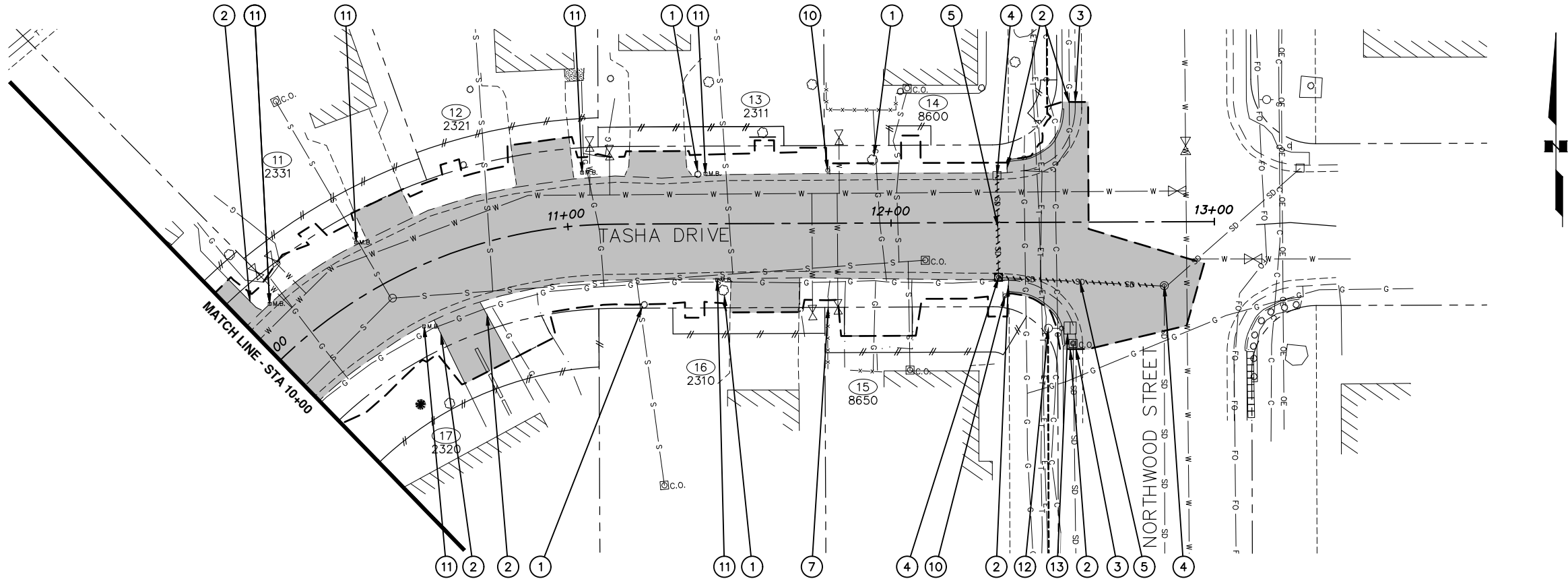
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STAKING	2014-2326	See MOA Online Benchmark Map	86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		ALL
DEMOLITION PLAN			
TASHA DRIVE BOP TO STA 5+25			
SCALE	HOR. 1"=20'	GRID SW2327	SHEET B1 of B5
VER. N/A	DATE SEP 2025	STATUS 95%	



File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruction\00 Cadd 2019\01 Working Set\01 Civil\10150.00 Demolition.dwg



LEGEND

- ① CLEAR AND GRUB WITHIN LIMITS OF DISTURBANCE AFTER CLEARING LIMITS HAVE BEEN APPROVED AND AFTER TREE PROTECTION ZONE FENCES (SECTION 75.14) HAVE BEEN ESTABLISHED AS SHOWN, OR AS DIRECTED BY THE ENGINEER IN THE FIELD (SECTION 20.04). NOT ALL TREES, SHRUBS, AND VEGETATION ARE SPECIFICALLY CALLED OUT OR SHOWN.
- ② REMOVE P.C.C. SIDEWALK OR APRON (SECTION 20.07).
- ③ REMOVE P.C.C. CURB AND GUTTER (SECTION 20.08).
- ④ REMOVE MANHOLE OR CATCH BASIN (SECTION 55.11).
- ⑤ REMOVE PIPE (SECTION 70.07).
- ⑦ REMOVE FENCE (SECTION 75.16)
- ⑨ REMOVE LUMINAIRE POLE (BY OTHERS).
- ⑩ REMOVE AND SALVAGE SIGN. THIS WORK SHALL BE INCIDENTAL TO THE BID ITEM STANDARD SIGNS (SECTION 85.04).
- ⑪ RELOCATE MAILBOX (SECTION 85.09).
- ⑫ PROTECT IN PLACE.
- ⑬ ADJUST JUNCTION BOX TO GRADE (80.08).

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

NOTES:

1. SEE SUMMARY TABLE SHEETS B4-B5 FOR STATION AND OFFSET OF DEMOLITION ITEMS.
2. SEE ROADWAY IMPROVEMENTS (R) SHEETS FOR DRIVEWAY RECONSTRUCTION LIMITS.

RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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

CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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

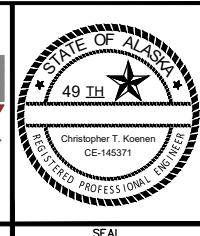
DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

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

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
STAKING	2014-2328	See MOA Online Benchmark Map	86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		ALL
DEMOLITION PLAN			
TASHA DRIVE STA 10+00 TO EOP			
SCALE	HOR. 1"=20' VER. N/A	GRID SW2327 DATE SEP 2025	STATUS 95% SHEET
			B3 of B5

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20.07						
REMOVE P.C.C SIDEWALK OR APRON ②						
SHEET	APPX STATION BEGIN	APPX OFFSET (FT)	APPX STATION END	APPX OFFSET (FT)	AREA (SY)	REMARKS
B1	1+45.5	21.4 RT	1+76.7	20.8 RT	49	PARCEL 29 DRIVEWAY
B1	2+46.2	22.5 LT	2+66.4	21.2 LT	26	PARCEL 2 DRIVEWAY
B1	3+61.5	22.5 RT	3+77.4	22.5 RT	23	PARCEL 26 DRIVEWAY
B2	6+06.8	25.8 RT	6+27.3	27.4 RT	45	PARCEL 22 DRIVEWAY
B2	7+17.2	20.5 LT	7+29.7	20.3 LT	13	PARCEL 6 DRIVEWAY
B2	7+79.0	22.9 RT	8+08.7	27.0 RT	58	PARCEL 20 DRIVEWAY
B2	9+42.1	30.2 RT	9+60.9	27.6 RT	61	PARCEL 18 DRIVEWAY
B2/B3	9+89.9	22.7 LT	10+05.2	22.5 LT	27	PARCEL 10 DRIVEWAY
B3	10+49.4	22.5 RT	10+67.7	22.5 RT	37	PARCEL 17 DRIVEWAY
B3	12+36.0	17.1 LT	12+57.1	37.2 LT	14	
B3	12+36.2	19.6 RT	12+57.1	39.2 RT	14	

55.11						
REMOVE MANHOLE OR CATCH BASIN ④						
SHEET	APPX STATION	APPX OFFSET (FT)	CATCH BASIN	MANHOLE	REMARKS	
B3	12+32.8	14.4 LT	X			
	12+33.2	16.9 RT		X		
	12+84.4	19.8 RT		X		

20.08						
REMOVE P.C.C CURB AND GUTTER ③						
SHEET	APPX STATION BEGIN	APPX OFFSET (FT)	APPX STATION END	APPX OFFSET (FT)	LENGTH (FT)	REMARKS
B1	0+55.7	32.6 RT	0+65.2	38.4 LT	72	VALLEY GUTTER
B1	0+57.6	32.9 RT	5+25.0	17.6 RT	476	FLAMINGO DR/TASHA DR
B1	0+67.0	38.1 LT	20+45.0	16.4 LT	326	FLAMINGO DR/TASHA DR/KATHLEEN DR
B1	20+45.0	15.6 LT	5+25.0	15.5 LT	153	TASHA DR/KATHLEEN DR
B2	5+25.0	15.5 LT	10+00.0	14.8 LT	464	KATHLEEN DR/TASHA DR
B2	5+25.0	17.6 RT	10+00.0	17.4 RT	489	TASHA DR
B3	10+00.0	14.8 LT	12+57.1	37.2 LT	282	TASHA DR/NORTHWOOD ST
B3	10+00.0	16.4 RT	12+57.1	39.2 RT	257	TASHA DR/NORTHWOOD ST

20.09				
REMOVE A.C.P.				
SHEET	STATION TO STATION	OFFSET	AREA (SY)	REMARKS
B1	0+25 TO 5+25	LT & RT	2,137	FLAMINGO DR/TASHA DR/KATHLEEN DR/DRIVEWAYS
B2	5+25 TO 10+00	LT & RT	1,767	TASHA DR/DRIVEWAYS
B3	10+00 TO 12+97	LT & RT	1,045	TASHA DR/NORTHWOOD ST/DRIVEWAYS

- NOTES:
- SEE ROADWAY IMPROVEMENT (R) SHEETS FOR ROADWAY PAVEMENT REMOVAL LIMITS.
 - SEE DRIVEWAY RECONSTRUCTION TABLE FOR DRIVEWAY PAVEMENT REMOVAL LIMITS.

75.14						
TREE PROTECTION ZONE FENCING						
SHEET	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	REMARKS
B1	2+75.8	26.0 RT	2+91.8	26.0 RT	16	
B2	6+46.7	28.5 RT	6+56.7	28.5 RT	10	
B2	6+54.8	24.0 LT	6+59.8	24.0 LT	5	
B2	6+59.8	24.0 LT	6+59.8	27.0 LT	3	
B2	6+92.5	30.8 RT	6+92.5	26.0 RT	5	
B2	6+92.5	26.0 RT	6+99.9	26.0 RT	7	
B2	7+59.5	31.0 RT	7+67.5	31.0 RT	8	
B2	7+67.5	31.0 RT	7+67.5	26.5 RT	5	
B2	7+67.5	26.5 RT	7+70.1	26.5 RT	3	
B2	7+70.1	26.5 RT	7+75.3	25.5 RT	6	
B2	7+75.3	25.5 RT	7+75.7	31.0 RT	6	
B3	11+56.4	26.7 LT	11+64.4	26.7 LT	8	

RECORD DRAWING 1. DATA PROVIDED BY: _____ TITLE: _____ THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: _____ BY: _____ TITLE: _____ DATE: _____ 2. DATA TRANSFERRED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ 3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR--PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED. DATA TRANSFER CHECKED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ BY: _____	<table><tr><td>DATA</td><td>DRAWN BY</td><td>CHECKED BY</td></tr><tr><td>BASE</td><td>AR</td><td>AR</td></tr><tr><td>TOPOGRAPHY</td><td>SB</td><td>AR</td></tr><tr><td>PROFILE</td><td>CK</td><td>JK</td></tr><tr><td>STORM SEWER</td><td>JM</td><td>JH</td></tr><tr><td>WATER/SANITARY SEWER</td><td>JM</td><td>JK</td></tr><tr><td>GAS</td><td>CB</td><td>BW</td></tr><tr><td>TELEPHONE</td><td>CB</td><td>BW</td></tr><tr><td>ELECTRIC</td><td>JH</td><td>TK</td></tr><tr><td>DESIGN</td><td>CK</td><td>JK</td></tr><tr><td>QUANTITIES</td><td>CK</td><td>JK</td></tr><tr><td>PRELIMINARY/FINAL</td><td>CK</td><td>JK</td></tr><tr><td>MUNICIPAL/STATE</td><td>CK</td><td>JK</td></tr></table>	DATA	DRAWN BY	CHECKED BY	BASE	AR	AR	TOPOGRAPHY	SB	AR	PROFILE	CK	JK	STORM SEWER	JM	JH	WATER/SANITARY SEWER	JM	JK	GAS	CB	BW	TELEPHONE	CB	BW	ELECTRIC	JH	TK	DESIGN	CK	JK	QUANTITIES	CK	JK	PRELIMINARY/FINAL	CK	JK	MUNICIPAL/STATE	CK	JK	<table><tr><td>FIELD BOOKS</td><td>BM NO.</td><td>LOCATION</td><td>ELEV.</td><td>REV</td><td>DATE</td><td>DESCRIPTION</td><td>BY</td></tr><tr><td>DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872</td><td>GAAB 39</td><td>See MOA Benchmark Book, Page D--36</td><td>62.20'</td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>2014-2326</td><td>See MOA Online Benchmark Map</td><td>86.96'</td><td></td><td></td><td></td><td></td></tr><tr><td>ASBUILT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>CONTRACTOR</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>INSPECTOR</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D--36	62.20'						2014-2326	See MOA Online Benchmark Map	86.96'					ASBUILT								CONTRACTOR								INSPECTOR								<table><tr><td>PLAN CHECK</td><td>CONSTRUCTION RECORD</td><td>VERTICAL DATUM</td><td>REVISIONS</td><td>CONSULTANT</td><td>SEAL</td></tr></table>	PLAN CHECK	CONSTRUCTION RECORD	VERTICAL DATUM	REVISIONS	CONSULTANT	SEAL	<table><tr><td>CRW ENGINEERING GROUP 3940 ARCTIC BLD. SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECL882-AK</td><td></td><td></td></tr></table>	CRW ENGINEERING GROUP 3940 ARCTIC BLD. SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECL882-AK			<table><tr><td colspan="2">PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT</td></tr><tr><td colspan="2">20--15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET ALL</td></tr><tr><td colspan="2">DEMOLITION SUMMARY TABLES</td></tr><tr><td>SCALE HOR. N/A VER. N/A</td><td>GRID SW2327 DATE SEP 2025 STATUS 95% SHEET B4 of B5</td></tr></table>	PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT		20--15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET ALL		DEMOLITION SUMMARY TABLES		SCALE HOR. N/A VER. N/A	GRID SW2327 DATE SEP 2025 STATUS 95% SHEET B4 of B5
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75.16	REMOVE AND RESET FENCE⑥										
SHEET	EXISTING LOCATION					PROPOSED LOCATION					REMARKS
	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	
B1	3+50.1	20.2 RT	3+58.0	20.0 RT	8	3+50.1	26.0 RT	3+58.0	26.0 RT	8	
B1	3+90.7	20.2 RT	4+20.2	20.4 RT	30	3+90.4	26.0 RT	4+20.4	26.0 RT	30	
B2	6+30.1	22.2 RT	6+60.6	22.0 RT	32	6+29.5	26.0 RT	6+60.7	26.0 RT	33	

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

75.16	REMOVE FENCE⑦					
SHEET	EXISTING LOCATION					REMARKS
	APPX BEGIN STATION	APPX BEGIN OFFSET (FT)	APPX END STATION	APPX END OFFSET (FT)	LENGTH (FT)	
B1	3+50.1	20.2 RT	3+50.1	26.0 RT	6	
B1	3+90.7	20.2 RT	3+90.4	26.0 RT	6	
B1	4+20.2	20.4 RT	4+20.4	26.0 RT	6	
B2	6+30.1	22.2 RT	6+29.5	26.0 RT	4	
B2	6+60.6	22.0 RT	6+60.7	26.0 RT	4	
B2	7+41.4	20.4 RT	7+40.7	26.0 RT	6	
B2	8+04.6	19.6 LT	8+04.7	24.0 LT	5	
B2	9+67.3	22.1 RT	9+67.8	26.0 RT	4	
B3	11+80.5	23.0 RT	11+80.4	26.0 RT	3	

75.18	REMOVAL/DISPOSAL AND/OR SALVAGE/INSTALLATION OF OBSTRUCTIONS⑧					
SHEET	APPX STATION	APPX OFFSET (FT)	OBSTRUCTION ITEM	QUANTITY	ACTION	REMARKS
B1	3+30.8	20.6 RT	DECORATIVE RETAINING WALL	10 LF	PLACE ON PROPERTY	
B1	4+50.0	16.6 LT	PRIVATE IRRAGATION SYSTEM	136 LF	DISCONNECT AND PLACE ON PROPERTY	
B2	6+85.0	17.3 LT	RAILROAD TIES RETAINING WALL	64 LF	PLACE ON PROPERTY	
B2	8+03.0	24.0 LT	LANDSCAPE EDGING	6 LF	PLACE ON PROPERTY	
B2	8+22.0	19.2 LT	LANDSCAPE EDGING	29 LF	REMOVE AND REPLACE	
B2	8+62.0	30.6 LT	LANDSCAPE PAVERS	15 LF	PLACE ON PROPERTY	
B2	8+65.0	28.3 LT	LANDSCAPE PAVERS	13 LF	PLACE ON PROPERTY	
B2	9+30.0	25.6 LT	LANDSCAPE EDGING	11 LF	PLACE ON PROPERTY	

85.04	REMOVE AND SALVAGE SIGN⑩					
SHEET	APPX STATION	APPX OFFSET (FT)	SIGN TYPE	LEGEND	SIGN POST	REMARKS
B1	0+31.1	61.4 LT	D3–101	TASHA DR 2600	LUMINAIRE POLE	
			D3–101	FLAMINGO DR 8700		
	3+40.8	21.5 LT	D3–101	TASHA DR 2500	PERFORATED STEEL TUBE	
			D3–101	KATHLEEN DR 8700		
			R1–1	STOP		
B3	11+80.5	16.4 LT	R2–1	SPEED LIMIT 25	PERFORATED STEEL TUBE	
	12+35.2	22.7 RT	R1–1	STOP	PERFORATED STEEL TUBE	

NOTE: SALVAGE SIGNS TO BE RETURNED TO MUNICIPAL SIGN SHOP. CONTACT 343–4384 TO COORDINATE DELIVERY.

80.08	ADJUST JUNCTION BOX TO GRADE⑬		
SHEET	APPX STATION	APPX OFFSET (FT)	REMARKS
B3	12+55.3	32.7 RT	

85.09	RELOCATE MAILBOX⑪				
SHEET	EXISTING LOCATION		NEW LOCATION		REMARKS
	APPX STATION	APPX OFFSET (FT)	APPX STATION	APPX OFFSET (FT)	
B1	1+83.3	19.0 RT	1+44.2	16.9 RT	
B1	2+41.2	18.4 RT	2+14.6	16.9 RT	
B1	2+70.7	16.6 LT	2+69.0	17.5 LT	
B1	3+24.7	18.8 RT	3+27.8	16.9 RT	
B1	3+91.8	18.5 RT	3+58.6	16.9 RT	
B1	4+83.3	19.4 LT	4+53.9	16.9 RT	
B1	4+92.6	18.7 RT	4+97.4	16.9 RT	
B2	6+00.0	19.5 RT	5+82.9	19.3 RT	
B2	6+05.0	19.5 RT	6+04.6	18.8 RT	
B2	6+32.9	15.8 LT	6+54.9	17.5 LT	
B2	7+04.0	18.1 RT	7+04.6	16.9 RT	
B2	7+10.6	15.8 LT	7+14.2	17.5 LT	
B2	7+75.5	15.4 LT	7+73.8	17.5 LT	
B2	7+77.3	17.2 RT	7+78.0	16.9 RT	
B2	8+39.8	15.4 LT	8+64.4	17.5 LT	
B2	8+83.9	18.3 RT	8+58.6	16.9 RT	
B2	9+05.2	14.3 LT	9+02.4	17.5 LT	
B2	9+37.1	17.3 RT	9+37.5	16.9 RT	
B3	10+08.9	15.1 LT	10+08.1	17.5 LT	
B3	10+38.8	15.3 LT	10+59.1	17.5 LT	
B3	10+45.2	17.5 RT	10+45.9	16.9 RT	
B3	11+05.5	16.3 LT	11+05.8	17.5 LT	
B3	11+42.7	15.4 LT	11+39.5	17.5 LT	
B3	11+46.2	17.4 RT	11+47.1	16.9 RT	

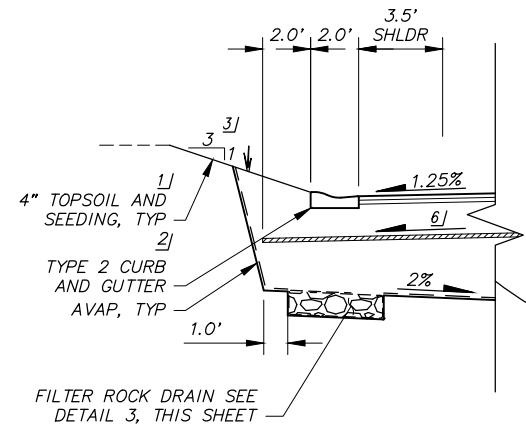
NOTE: SEE SHEET D4 FOR MAILBOX INSTALLATION DETAILS.

RECORD DRAWING 1. DATA PROVIDED BY: _____ TITLE: _____ THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: _____ BY: _____ TITLE: _____ DATE: _____ 2. DATA TRANSFERRED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ 3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR--PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED. DATA TRANSFER CHECKED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____ BY: _____	<table><tr><th>DATA</th><th>DRAWN BY</th><th>CHECKED BY</th></tr><tr><td>BASE</td><td>AR</td><td>AR</td></tr><tr><td>TOPOGRAPHY</td><td>SB</td><td>AR</td></tr><tr><td>PROFILE</td><td>CK</td><td>JK</td></tr><tr><td>STORM SEWER</td><td>JM</td><td>JH</td></tr><tr><td>WATER/SANITARY SEWER</td><td>JM</td><td>JK</td></tr><tr><td>GAS</td><td>CB</td><td>BW</td></tr><tr><td>TELEPHONE</td><td>CB</td><td>BW</td></tr><tr><td>ELECTRIC</td><td>JH</td><td>TK</td></tr><tr><td>DESIGN</td><td>CK</td><td>JK</td></tr><tr><td>QUANTITIES</td><td>CK</td><td>JK</td></tr><tr><td>PRELIMINARY/FINAL</td><td>CK</td><td>JK</td></tr><tr><td>MUNICIPAL/STATE</td><td>CK</td><td>JK</td></tr></table> PLAN CHECKCONSTRUCTION RECORDVERTICAL DATUM	DATA	DRAWN BY	CHECKED BY	BASE	AR	AR	TOPOGRAPHY	SB	AR	PROFILE	CK	JK	STORM SEWER	JM	JH	WATER/SANITARY SEWER	JM	JK	GAS	CB	BW	TELEPHONE	CB	BW	ELECTRIC	JH	TK	DESIGN	CK	JK	QUANTITIES	CK	JK	PRELIMINARY/FINAL	CK	JK	MUNICIPAL/STATE	CK	JK	<table><tr><th>FIELD BOOKS</th><th>BM NO.</th><th>LOCATION</th><th>ELEV.</th><th>REV</th><th>DATE</th><th>DESCRIPTION</th><th>BY</th></tr><tr><td>DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872</td><td>GAAB 39</td><td>See MOA Benchmark Book, Page D–36</td><td>62.20'</td><td></td><td></td><td></td><td></td></tr><tr><td>2014–2328</td><td>See MOA Online Benchmark Map</td><td></td><td>86.96'</td><td></td><td></td><td></td><td></td></tr><tr><td>STAKING</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>ASBUILT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>CONTRACTOR</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>INSPECTOR</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> REVISIONS	FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D–36	62.20'					2014–2328	See MOA Online Benchmark Map		86.96'					STAKING								ASBUILT								CONTRACTOR								INSPECTOR																																								 3940 ARCTIC BLVD, SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECCL882-AK  STATE OF ALASKA 49 TH Christopher T. Koenen CE-145371 REGISTERED PROFESSIONAL ENGINEER  4700 ELMORE ROAD ANCHORAGE, ALASKA 99507 CONSULTANTSEAL	<table><tr><th colspan="4">PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT</th></tr><tr><td>20–15</td><td>TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET</td><td colspan="2" rowspan="2">ALL</td></tr><tr><th colspan="4">DEMOLITION SUMMARY TABLES</th></tr><tr><td>SCALE</td><td>HOR. N/A VER. N/A</td><td>GRID SW2327 DATE SEP 2025</td><td>STATUS 95% SHEET</td></tr></table> B5 of B5	PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT				20–15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET	ALL		DEMOLITION SUMMARY TABLES				SCALE	HOR. N/A VER. N/A	GRID SW2327 DATE SEP 2025	STATUS 95% SHEET
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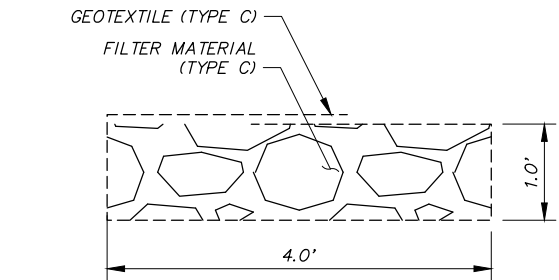
File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruction\00 Cadd 2019\01 Working Set\01 Civil\10150.00 Typical Sections.dwg

TYPICAL SECTION TABLE – TASHA DRIVE			
FROM STA	TO STA	ROADWAY SLOPE	
		LEFT	RIGHT
0+60	1+94	1.25%	2%
1+94	2+06	1.25%	TRANSITION TO 3.25%
2+06	5+33	1.25%	3.25%
5+33**	5+55	1.25%	TRANSITION TO 3.40%
5+55	6+40**	1.25%	TRANSITION TO 3.25%
6+40	9+80	1.25%	3.25%
9+80	10+20	1.25%	TRANSITION TO 1.25%
10+20	12+37*	1.25%	1.25%

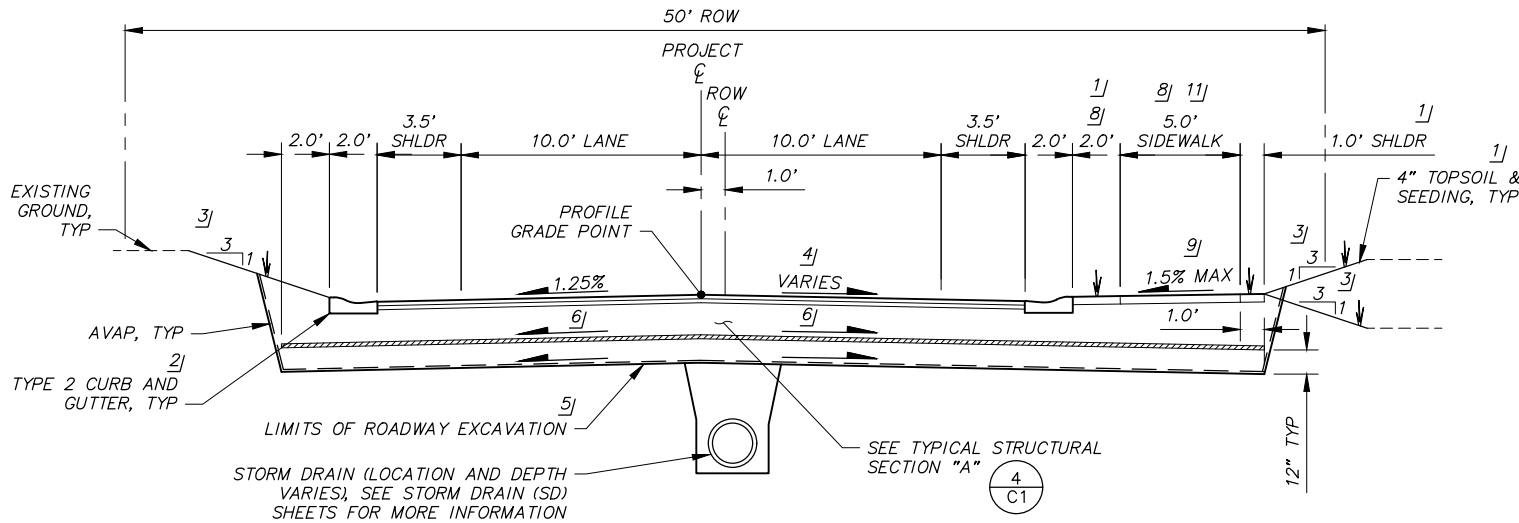
*SEE TYPICAL SECTION 2 ON SHEET C2 FOR TASHA DRIVE & NORTHWOOD STREET INTERSECTION TYPICAL SECTION.
**SEE LANE WIDENING POINT SUMMARY TABLE ON SHEET R2.



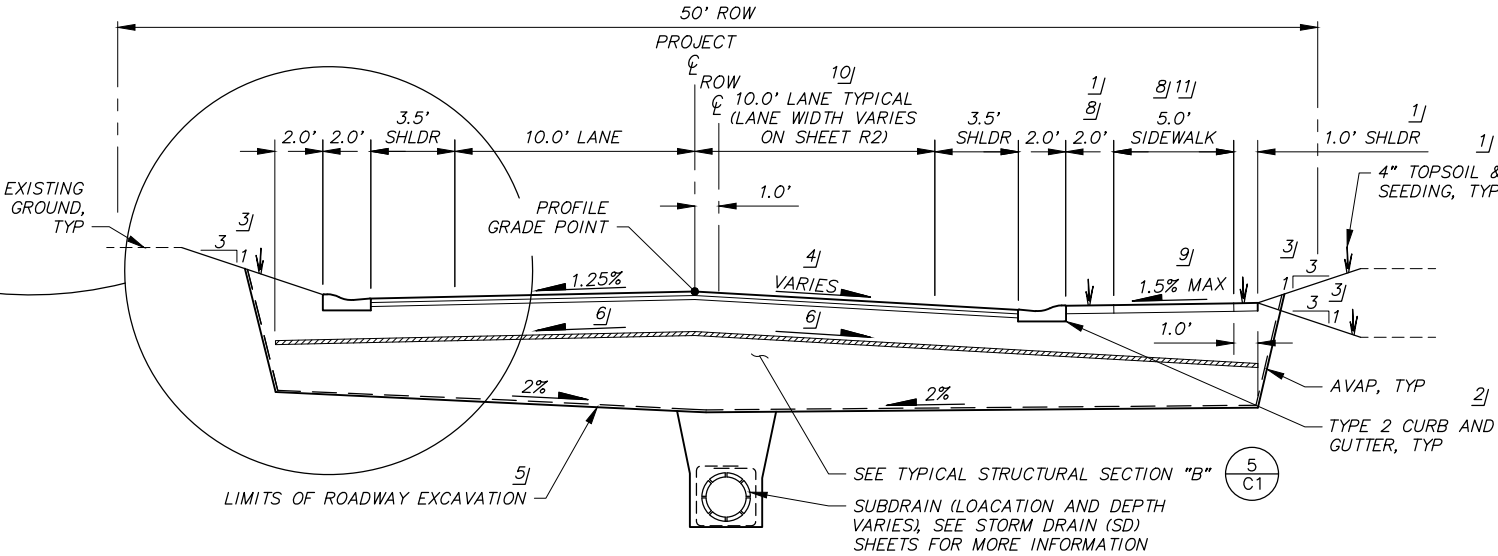
**TYPICAL SECTION
'A2' TASHA DRIVE**
STA 4+00 TO STA 12+37



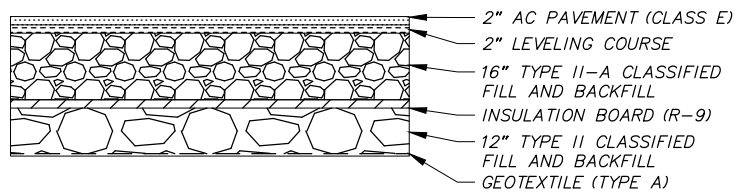
**FILTER ROCK DRAIN
DETAIL**



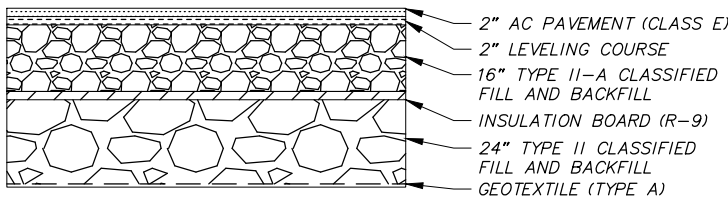
1 TYPICAL SECTION - TASHA DRIVE
STA 0+60 TO STA 3+33



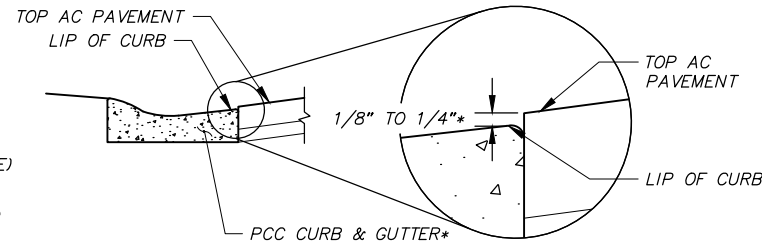
2 TYPICAL SECTION - TASHA DRIVE
STA 3+33 TO EOP



4 TYPICAL STRUCTURAL SECTION 'A'
TASHA DRIVE



5 TYPICAL STRUCTURAL SECTION 'B'
KATHLEEN & TASHA DRIVE



* TOP AC PAVEMENT SHALL BE AT SAME LEVEL AS LIP OF CURB FOR PCC CURB & GUTTER TYPE 1A AND TYPE 2A.

**CURB AND GUTTER & AC
PAVEMENT EDGE DETAIL**

SHEET NOTES:

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

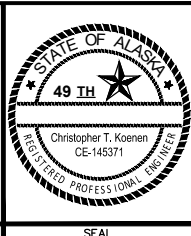
#/ FOOT NOTES:

1. PLACE 4" OF TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS.
2. TOP AC PAVEMENT SHALL BE 1/8" – 1/4" ABOVE LIP OF CURB, UNLESS OTHERWISE NOTED. SEE DETAIL 6, THIS SHEET.
3. THE MAXIMUM (STEEPEST) AND TYPICAL CUT/FILL SLOPES ARE 3 (HORIZONTAL) : 1 (VERTICAL). FILL SLOPES MAY VARY ALONG ROADWAY TO PROVIDE POSITIVE DRAINAGE TOWARD ROADWAY, SEE DETAIL 4, SHEET C3. SEE ROADWAY SHEETS FOR LOCATIONS. THE ENGINEER MAY ADJUST THE TYPICAL SLOPES IN THE FIELD.
4. ROADWAY CROSS SLOPE VARIES. SEE TYPICAL SECTION TABLE, THIS SHEET.
5. PRIOR TO PLACEMENT OF FILL, NATIVE MATERIAL SHALL BE SCARIFIED, PROOF-ROLLED AND COMPACTED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
6. INSULATION SLOPE SHALL MATCH ROADWAY CROSS SLOPE.
7. END R9 INSULATION IN LOCATIONS AS SHOWN ON THE ROADWAY PLAN & PROFILE SHEETS. INSTALL R4.5 INSULATION AND TRANSITION ROADWAY EXCAVATION PER DETAIL 1, SHEET D3.
8. INCREASE SIDEWALK/BUFFER THICKNESS TO 6" ACROSS ALL DRIVEWAYS/PARKING AREAS & ADD WELDED STEEL WIRE REINFORCEMENT PER THE SPECIFICATIONS.
9. THE MAXIMUM SIDEWALK GRADE IS 2% AT DRIVEWAYS. SIDEWALK GRADE SHALL BE 1% MINIMUM IN ALL CASES.
10. SEE ROADWAY CURVE AND POINT TABLE, SHEET R2 FOR WHERE THE ROADWAY LANE WIDTH VARIES.
11. SIDEWALK WIDTH VARIES AT TRANSITION TO/FROM BUFFER PER DETAIL 3, SHEET D3.

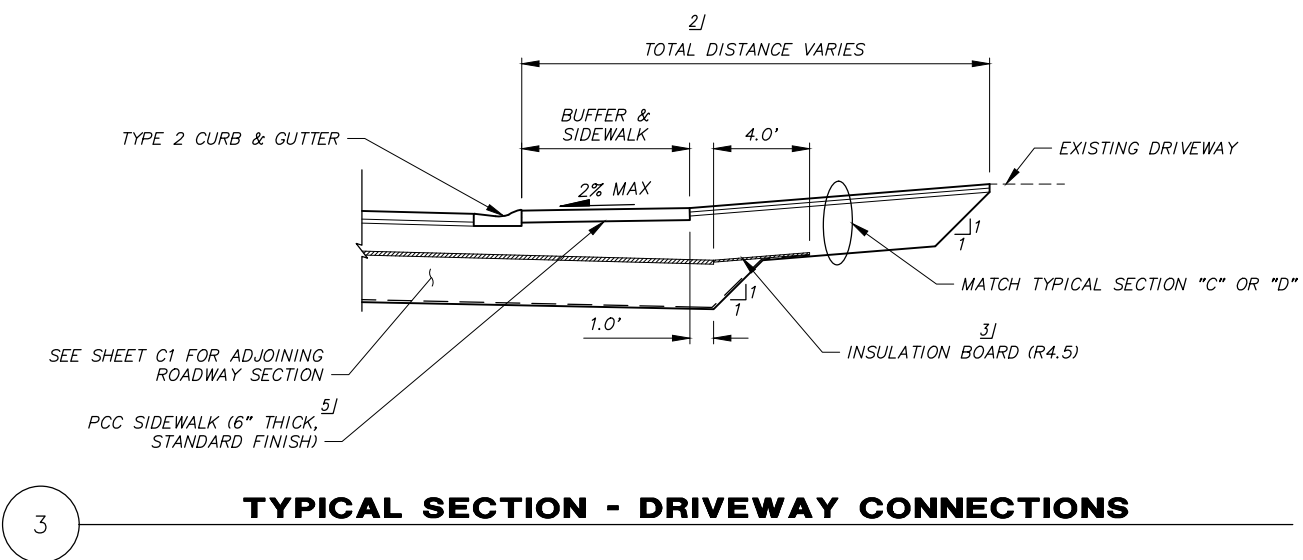
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BASE	AR	AR
TOPOGRAPHY	SB	AR
PROFILE	CK	JK
STORM SEWER	JM	JH
WATER/SANITARY SEWER	JM	JK
GAS	CB	BW
TELEPHONE	CB	BW
ELECTRIC	JH	TK
DESIGN	CK	JK
QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV.	DATE	DESCRIPTION	BY
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STAKING							
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BASIS OF THIS DATUM GAAB 1972 ADJUST							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET	SCHED A	
TYPICAL SECTIONS			
SCALE	HOR. N/A VER. N/A	GRID SW2327	DATE SEP 2025
STATUS 95%		SHEET C1 of C3	

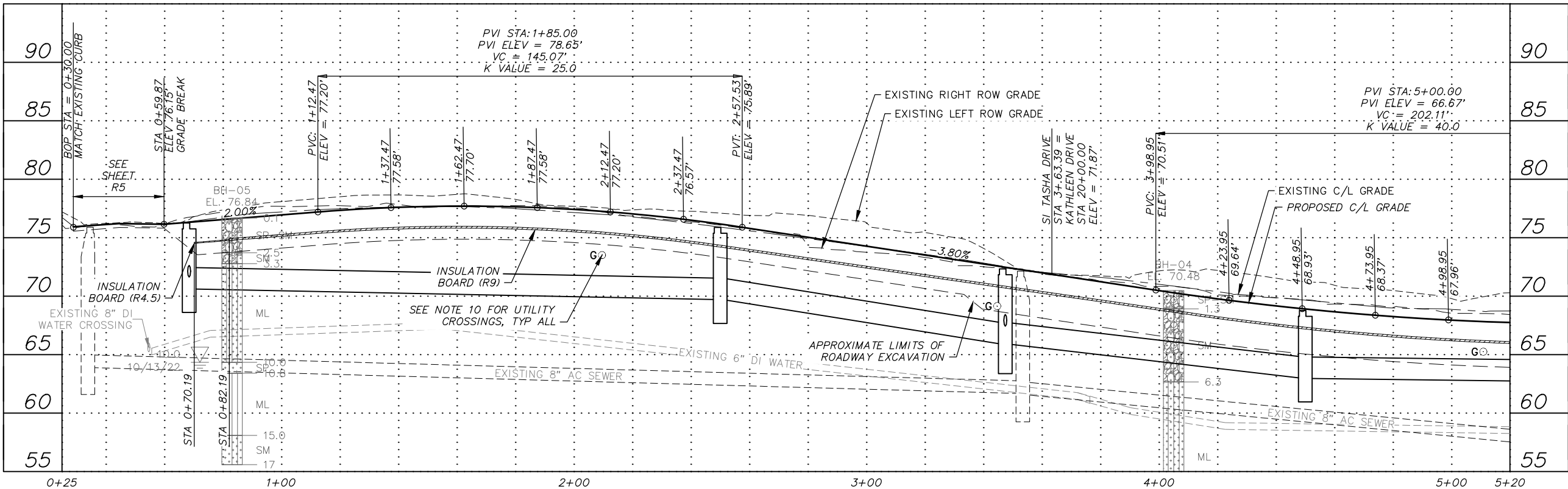
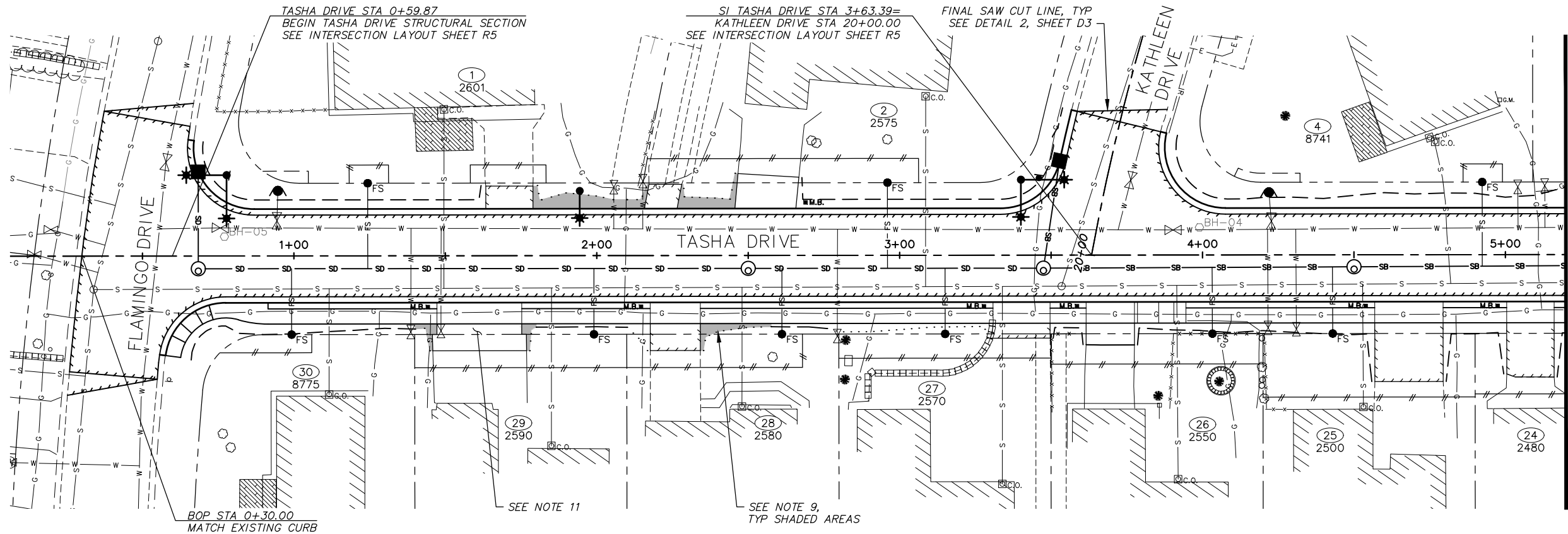


1. PLACE 4" OF TOPSOIL AND SEEDING (SCHEDULE A) ON ALL DISTURBED AREAS.
2. SEE RECONSTRUCT DRIVEWAY SUMMARY TABLE ON THE ROADWAY SUMMARY TABLE (T) SHEETS, DRIVEWAY RECONSTRUCTION PLANS & DRIVEWAY DETAILS FOR DRIVEWAY RECONSTRUCTION INFORMATION.
3. INSTALL INSULATION ADJACENT TO DRIVEWAY AND TRANSITION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

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NOTES:

- SEE ROADWAY SUMMARY TABLE (T) SHEETS FOR DETAILED ROADWAY INFORMATION.
- SEE DETAIL (D) SHEETS FOR ROADWAY DETAILS.
- SEE TYPICAL SECTION (C) SHEETS FOR ROADWAY CROSS SECTIONS.
- FOR DETAILED SOILS INFORMATION, SEE THE SPECIFICATIONS.
- SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS AND ELEVATIONS OF STORM DRAIN PIPES & STRUCTURES.
- SEE SURVEY CONTROL (V) SHEETS FOR PROJECT CENTERLINE ALIGNMENT DATA.
- SEE ILLUMINATION (I) SHEETS FOR ROADWAY LIGHTING INFORMATION.
- THE DEMOLITION ITEMS REMOVED AS SHOWN ON THE DEMOLITION (B) SHEETS ARE NOT SHOWN FOR CLARITY.
- GRADE AREA TO DRAIN TOWARDS ROADWAY PER DETAIL 4, SHEET C3. NOTIFY ENGINEER IMMEDIATELY IF MIN 1.0% POSITIVE GRADE TOWARD ROADWAY CANNOT BE MAINTAINED. THIS WORK SHALL BE INCIDENTAL TO CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- CAUTION!!! THE LOCATION OF EXISTING UTILITY CROSSINGS SHOWN IN PROFILE ARE APPROXIMATE. CONTRACTOR SHALL PROTECT EXISTING UTILITIES IN PLACE. CONTRACTOR SHALL SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED. EXISTING UTILITIES IN CONFLICT WITH PROPOSED IMPROVEMENTS WILL BE RELOCATED BY OTHERS. SEE SPECIFICATIONS FOR MORE INFORMATION.
- INSTALL INSULATION BOARD (R-9) TO MATCH EXISTING INSULATION BOARD UNDER PARCEL 29 CONCRETE DRIVEWAY. DO NOT INSTALL DRIVEWAY STRUCTURAL SECTION OR INSULATION BOARD (R-4.5) BENEATH REPLACED CONCRETE DRIVEWAY.



RECORD DRAWING

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QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
STAKING	2014-2328	See MOA Online Benchmark Map	86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							
PLAN CHECK							
CONSTRUCTION RECORD							
VERTICAL DATUM							
REVISIONS							
CONSULTANT							
SEAL							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET SCHED A&D

ROADWAY PLAN & PROFILE

TASHA DRIVE
BOP TO STA 5+20

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

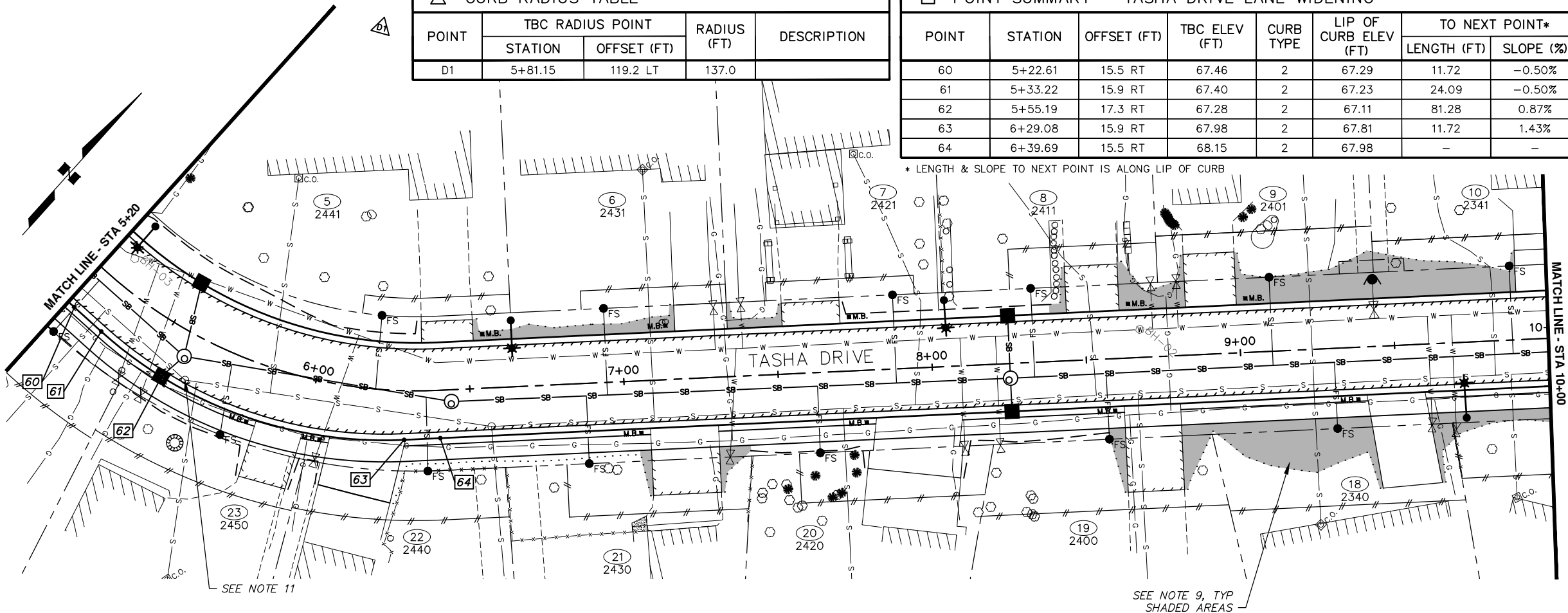
GRID SW2327
DATE SEP 2025 STATUS 95% SHEET R1 of R6

File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruction\10150.00 Plan & Profile - Roadway.dwg

△ CURB RADIUS TABLE			
POINT	TBC RADIUS POINT		DESCRIPTION
	STATION	OFFSET (FT)	
D1	5+81.15	119.2 LT	137.0

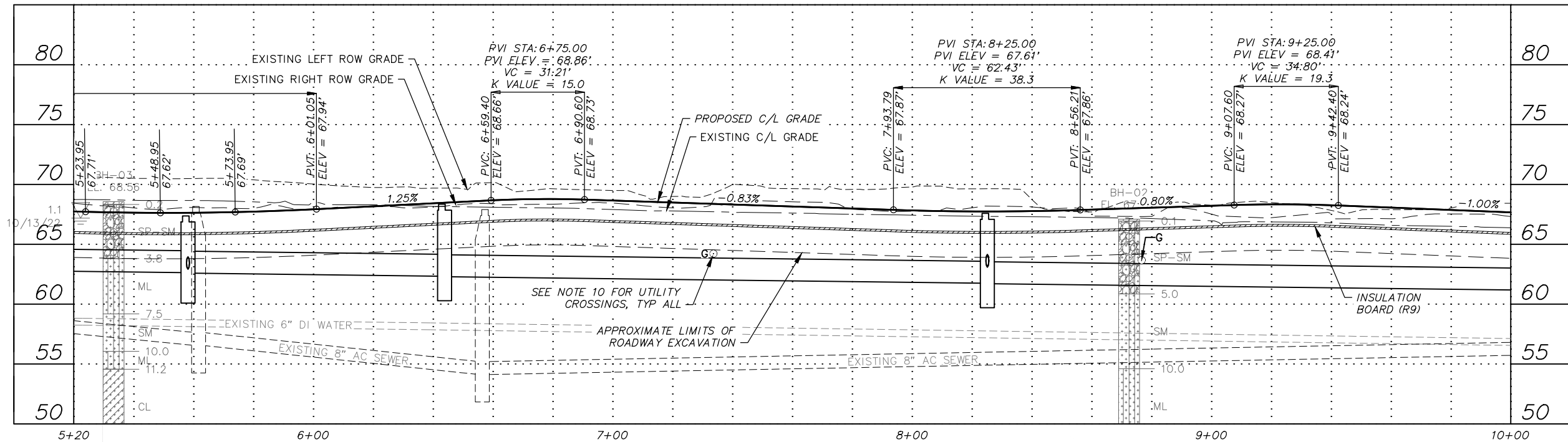
□ POINT SUMMARY – TASHA DRIVE LANE WIDENING								
POINT	STATION	OFFSET (FT)	TBC ELEV (FT)	CURB TYPE	LIP OF CURB ELEV (FT)	TO NEXT POINT*		DESCRIPTION
						LENGTH (FT)	SLOPE (%)	
60	5+22.61	15.5 RT	67.46	2	67.29	11.72	-0.50%	END TYPICAL SECTION, BEGIN LANE WIDENING
61	5+33.22	15.9 RT	67.40	2	67.23	24.09	-0.50%	PC
62	5+55.19	17.3 RT	67.28	2	67.11	81.28	0.87%	CATCH BASIN
63	6+29.08	15.9 RT	67.98	2	67.81	11.72	1.43%	PT
64	6+39.69	15.5 RT	68.15	2	67.98	—	—	END LANE WIDENING, BEGIN TYPICAL SECTION

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



NOTES:

- SEE ROADWAY SUMMARY TABLE (T) SHEETS FOR DETAILED ROADWAY INFORMATION.
- SEE DETAIL (D) SHEETS FOR ROADWAY DETAILS.
- SEE TYPICAL SECTION (C) SHEETS FOR ROADWAY CROSS SECTIONS.
- FOR DETAILED SOILS INFORMATION, SEE THE SPECIFICATIONS.
- SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS AND ELEVATIONS OF STORM DRAIN PIPES & STRUCTURES.
- SEE SURVEY CONTROL (V) SHEETS FOR PROJECT CENTERLINE ALIGNMENT DATA.
- SEE ILLUMINATION (I) SHEETS FOR ROADWAY LIGHTING INFORMATION.
- THE DEMOLITION ITEMS REMOVED AS SHOWN ON THE DEMOLITION (B) SHEETS ARE NOT SHOWN FOR CLARITY.
- GRADE AREA TO DRAIN TOWARDS ROADWAY PER DETAIL 4, SHEET C3. NOTIFY ENGINEER IMMEDIATELY IF MIN 1.0% POSITIVE GRADE TOWARD ROADWAY CANNOT BE MAINTAINED. THIS WORK SHALL BE INCIDENTAL TO CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- CAUTION!!! THE LOCATION OF EXISTING UTILITY CROSSINGS SHOWN IN PROFILE ARE APPROXIMATE. CONTRACTOR SHALL PROTECT EXISTING UTILITIES IN PLACE. CONTRACTOR SHALL SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED. EXISTING UTILITIES IN CONFLICT WITH PROPOSED IMPROVEMENTS WILL BE RELOCATED BY OTHERS. SEE SPECIFICATIONS FOR MORE INFORMATION.
- TO ACCOMMODATE THE ROTATED MANHOLE CONE PER THE 50.06 SUMMARY TABLE ON SHEET T2, PERFORM THE FOLLOWING ADDITIONAL WORK PRIOR TO INSTALLING THE CURB AND GUTTER: REMOVE THE EXISTING LADDER RUNGS. FURNISH AND INSTALL SANITARY SEWER MANHOLE LADDER RUNGS IN ACCORDANCE WITH MASS STANDARD DETAILS 50-01 AND 50-06.



RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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

CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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

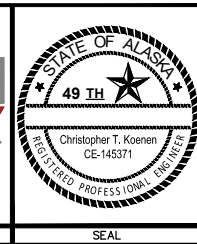
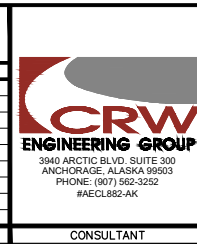
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COMPANY: _____ DATE: _____

BY: _____

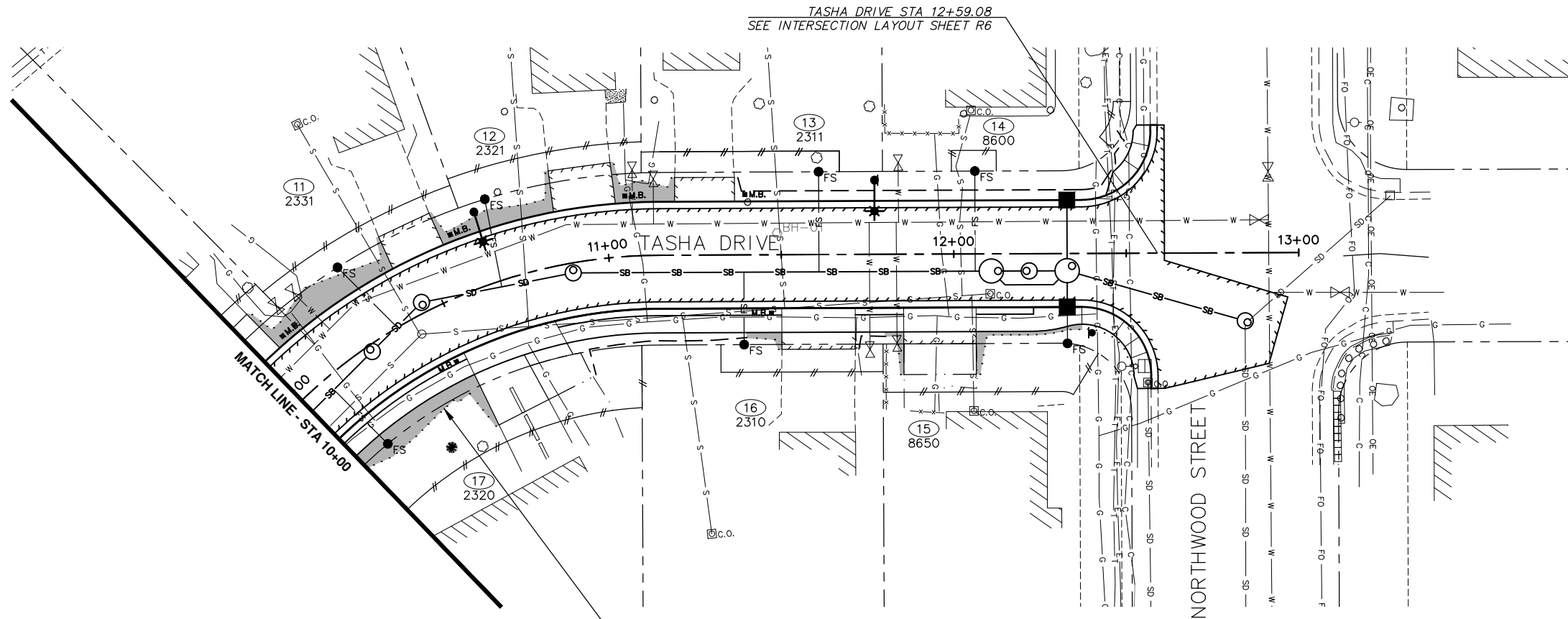
DATA	DRAWN BY	CHECKED BY
BASE	AR	AR
TOPOGRAPHY	SB	AR
PROFILE	CK	JK
STORM SEWER	JM	JH
WATER/SANITARY SEWER	JM	JK
GAS	CB	BW
TELEPHONE	CB	BW
ELECTRIC	JH	TK
DESIGN	CK	JK
QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS				BM NO.				LOCATION				ELEV.				REV				DATE				DESCRIPTION				BY			
DESIGN CRW BOOK No. 3796.				GAAB 39				See MOA Benchmark Book, Page D-36				62.20'																			
3825, 3831, 3832, & 3872				2014-2328				See MOA Online Benchmark Map				86.96'																			
STAKING																															
ASBUILT																															
CONTRACTOR																															
INSPECTOR																															
BASIS OF THIS DATUM GAAB 1972 ADJUST																															
PLAN CHECK				CONSTRUCTION RECORD				VERTICAL DATUM				REVISIONS				CONSULTANT				SEAL											



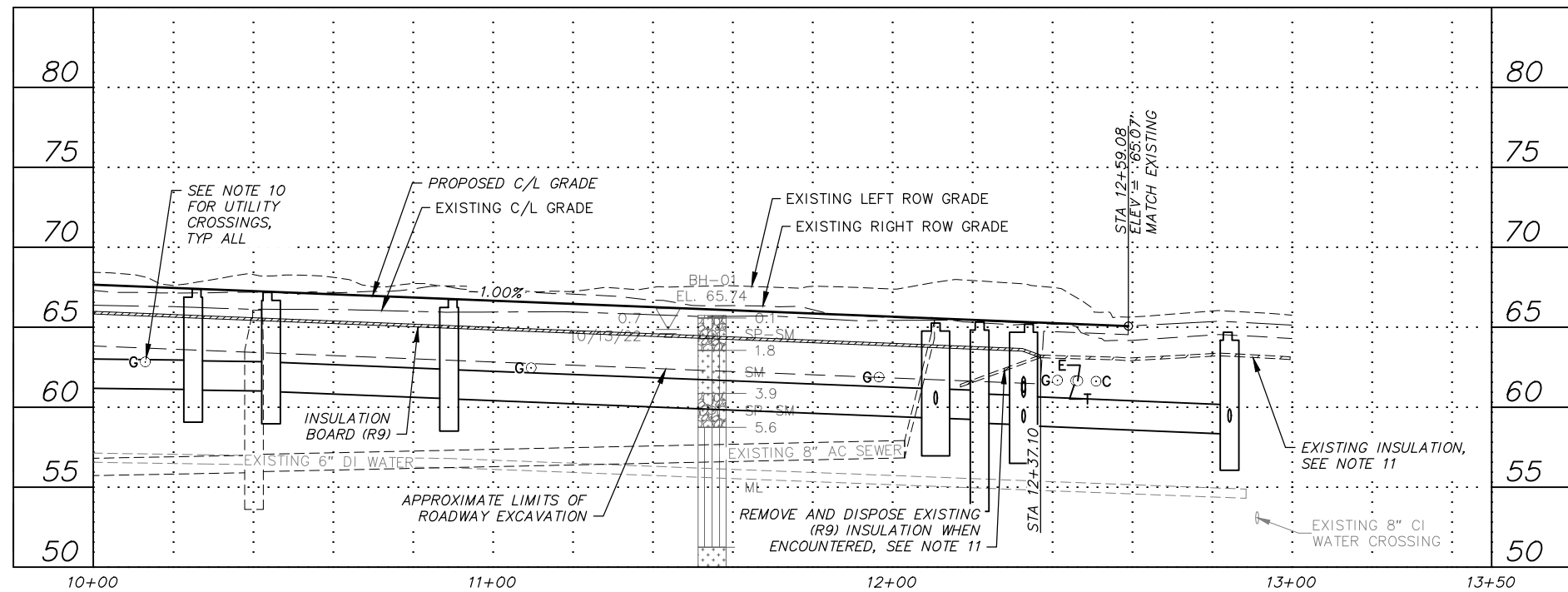
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET	SCHED A&D	
ROADWAY PLAN & PROFILE			
TASHA DRIVE STA 5+20 TO 10+00			
SCALE	HOR. 1"=20' VER. 1"=5'	GRID 5W2327	DATE SEP 2025
		STATUS 95%	SHEET R2 of R6

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NOTES:

- SEE ROADWAY SUMMARY TABLE (T) SHEETS FOR DETAILED ROADWAY INFORMATION.
- SEE DETAIL (D) SHEETS FOR ROADWAY DETAILS.
- SEE TYPICAL SECTION (C) SHEETS FOR ROADWAY CROSS SECTIONS.
- FOR DETAILED SOILS INFORMATION, SEE THE SPECIFICATIONS.
- SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS AND ELEVATIONS OF STORM DRAIN PIPES & STRUCTURES.
- SEE SURVEY CONTROL (V) SHEETS FOR PROJECT CENTERLINE ALIGNMENT DATA.
- SEE ILLUMINATION (I) SHEETS FOR ROADWAY LIGHTING INFORMATION.
- THE DEMOLITION ITEMS REMOVED AS SHOWN ON THE DEMOLITION (B) SHEETS ARE NOT SHOWN FOR CLARITY.
- GRADE AREA TO DRAIN TOWARDS ROADWAY PER DETAIL 4, SHEET C3. NOTIFY ENGINEER IMMEDIATELY IF MIN 1.0% POSITIVE GRADE TOWARD ROADWAY CANNOT BE MAINTAINED. THIS WORK SHALL BE INCIDENTAL TO CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- CAUTION!!! THE LOCATION OF EXISTING UTILITY CROSSINGS SHOWN IN PROFILE ARE APPROXIMATE. CONTRACTOR SHALL PROTECT EXISTING UTILITIES IN PLACE. CONTRACTOR SHALL SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED. EXISTING UTILITIES IN CONFLICT WITH PROPOSED IMPROVEMENTS WILL BE RELOCATED BY OTHERS. SEE SPECIFICATIONS FOR MORE INFORMATION.
- REMOVE AND DISPOSE OF EXISTING INSULATION BOARD (R9) AS REQUIRED TO INSTALL STRUCTURAL SECTION AND STORM DRAIN IMPROVEMENTS. INSTALL PROPOSED INSULATION (R9) FLUSH WITH EXISTING INSULATION AS SHOWN IN PROFILE.



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

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

FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796,	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'					
3825, 3831, 3832, & 3872	2014-2328	See MOA Online Benchmark Map	86.96'					
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
BASIS OF THIS DATUM GAAB 1972 ADJUST								

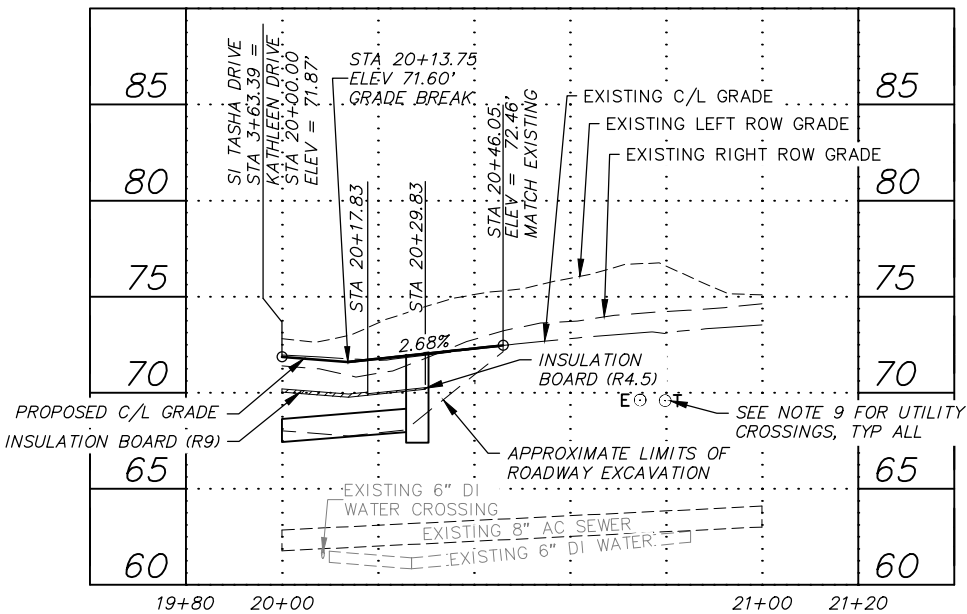
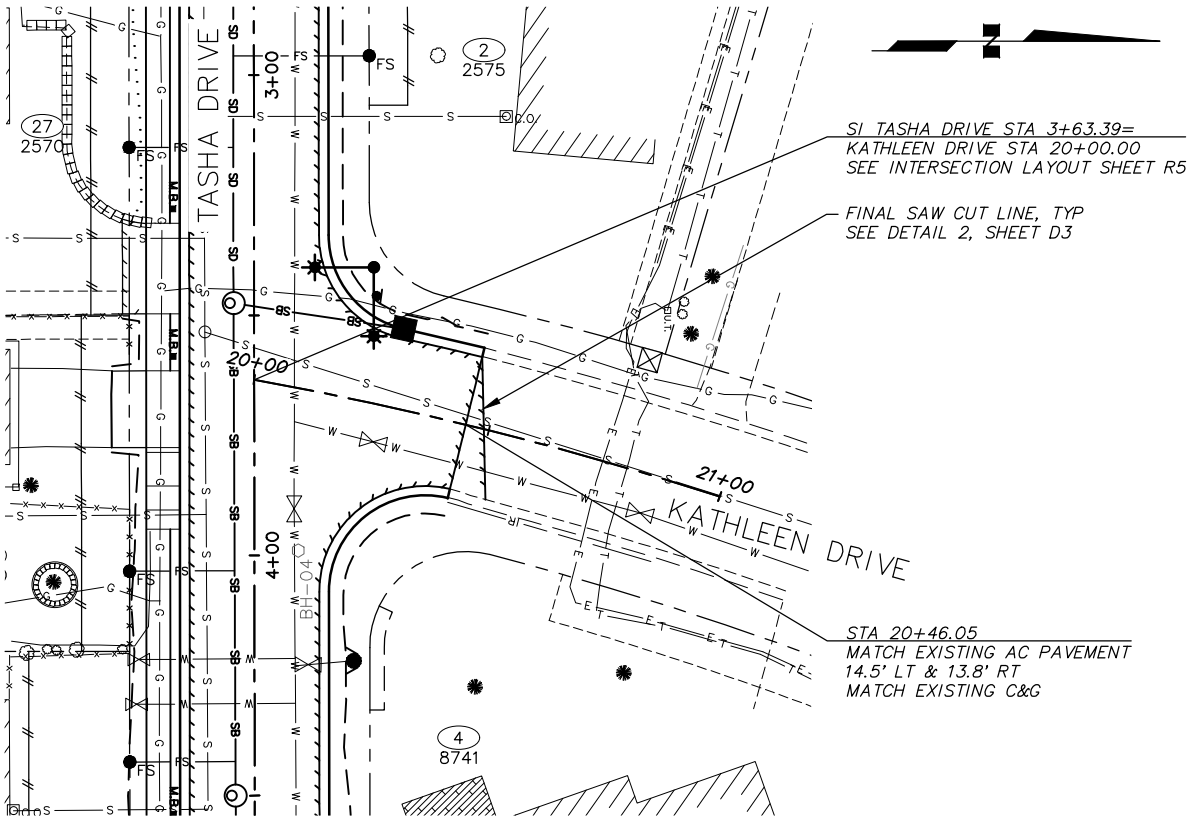
CRW ENGINEERING GROUP
3940 ARCTIC BLVD, SUITE 300
ANCHORAGE, ALASKA 99503
PHONE: (907) 562-3252
#AECL882-AR

STATE OF ALASKA
49 TH
Christopher T. Koerner
CE-145371
REGISTERED PROFESSIONAL ENGINEER

MUNICIPALITY OF ANCHORAGE
4700 ELMORE ROAD
ANCHORAGE, ALASKA 99507

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		SCHED A
ROADWAY PLAN & PROFILE			
TASHA DRIVE STA 10+00 TO EOP			
SCALE	HOR. 1"=20' VER. 1"=5'	GRID SW2327	
	DATE SEP 2025	STATUS 95%	SHEET
			R3 of R6

File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\01 Civil\10150.00 Plan & Profile - Roadway.dwg



NOTES:

1. SEE ROADWAY SUMMARY TABLE (T) SHEETS FOR DETAILED ROADWAY INFORMATION.
2. SEE DETAIL (D) SHEETS FOR ROADWAY DETAILS.
3. SEE TYPICAL SECTION (C) SHEETS FOR ROADWAY CROSS SECTIONS.
4. FOR DETAILED SOILS INFORMATION, SEE THE SPECIFICATIONS.
5. SEE STORM DRAIN (SD) SHEETS FOR LOCATIONS AND ELEVATIONS OF STORM DRAIN PIPES & STRUCTURES.
6. SEE SURVEY CONTROL (V) SHEETS FOR PROJECT CENTERLINE ALIGNMENT DATA.
7. SEE ILLUMINATION (I) SHEETS FOR ROADWAY LIGHTING INFORMATION.
8. THE DEMOLITION ITEMS REMOVED AS SHOWN ON THE DEMOLITION (B) SHEETS ARE NOT SHOWN FOR CLARITY.
9. CAUTION!!! THE LOCATION OF EXISTING UTILITY CROSSINGS SHOWN IN PROFILE ARE APPROXIMATE. CONTRACTOR SHALL PROTECT EXISTING UTILITIES IN PLACE. CONTRACTOR SHALL SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED.

RECORD DRAWING

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

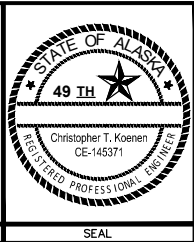
2. DATA TRANSFERRED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____

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

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

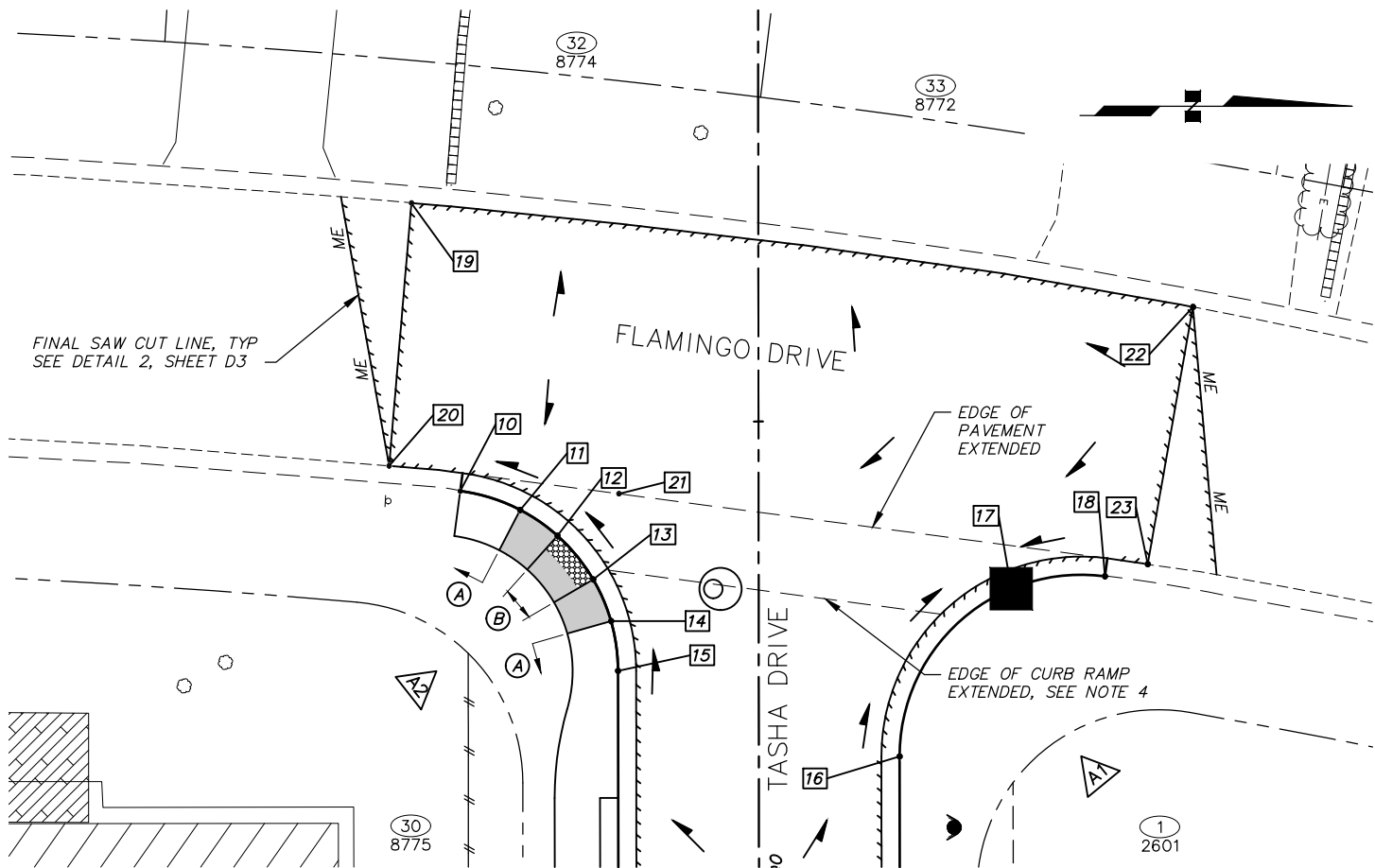
FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
STAKING	2014-2326	See MOA Online Benchmark Map	86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							
REVISIONS							

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



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		SCHED A&D
ROADWAY PLAN & PROFILE			
KATHLEEN DRIVE			
SCALE	HOR. 1"=20' VER. 1"=5'	GRID SW2327 DATE SEP 2025	STATUS 95% SHEET R4 of R6

File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\01 Civil\10150.00 Intersection Layouts.dwg



△ CURB RADIUS TABLE

POINT	TBC RADIUS POINT		RADIUS (FT)	DESCRIPTION
	STATION	OFFSET (FT)		
A1	0+86.92	35.5 LT	20.0	FLAMINGO DRIVE
A2	0+77.46	35.5 RT	20.0	FLAMINGO DRIVE

DESIGNATION CURB TYPE

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

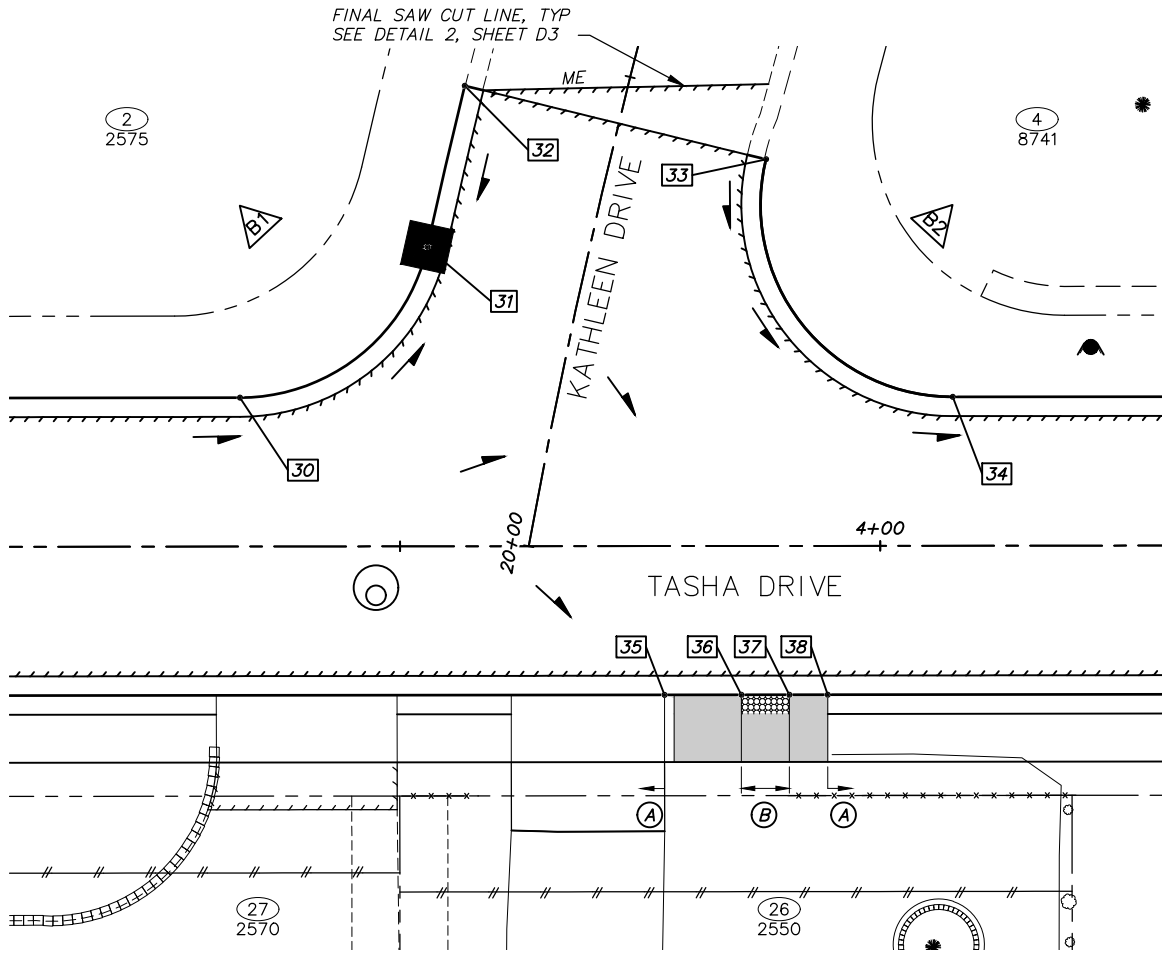
LEGEND

- APPROXIMATE DIRECTION OF DRAINAGE FLOWS
PCC CURB RAMP
DETECTABLE WARNING PANEL

□ POINT SUMMARY – TASHA DRIVE AT FLAMINGO DRIVE

POINT	STATION	OFFSET (FT)	TBC ELEV (FT)	CURB TYPE	LIP OF CURB ELEV (FT)	TOP AC ELEV (FT)	TO NEXT POINT*		DESCRIPTION
							LENGTH (FT)	SLOPE (%)	
10	0+57.64	32.9 RT	76.00	2	75.83	—	7.65	1.26%	PC, BEGIN SIDEWALK, ME
11	0+59.72	26.3 RT	76.10	2	75.93	—	5.50	1.25%	BEGIN RAMP
12	0+62.56	22.2 RT	76.02	2A	75.99	—	6.88	1.26%	END RAMP, BEGIN LANDING
13	0+67.38	18.2 RT	76.11	2A	76.08	—	5.50	1.26%	END LANDING, BEGIN RAMP
14	0+71.97	16.3 RT	76.32	2	76.15	—	6.12	1.24%	END RAMP
15	0+77.46	15.5 RT	76.40	2	76.23	—	—	—	PT
16	0+86.92	15.5 LT	76.70	2	76.53	—	25.89	-1.00%	PC
17	0+68.45	27.8 LT	76.44	2	76.27	—	11.58	1.00%	CATCH BASIN
18	0+67.10	38.1 LT	76.53	2	76.36	—	—	—	PT
19	0+25.90	38.2 RT	75.81	—	—	75.81	—	—	EDGE OF PAVEMENT MATCH EXISTING
20	0+54.85	40.7 RT	75.78	—	—	75.78	—	—	EDGE OF PAVEMENT MATCH EXISTING
21	0+57.95	15.4 RT	76.00	—	—	76.00	—	—	EDGE OF PAVEMENT EXTENDED
22	0+37.44	47.9 LT	76.20	—	—	76.20	—	—	EDGE OF PAVEMENT MATCH EXISTING
23	0+65.76	42.9 LT	76.40	—	—	76.40	—	—	EDGE OF PAVEMENT MATCH EXISTING

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



NOTES

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

△ CURB RADIUS TABLE

POINT	TBC RADIUS POINT		RADIUS (FT)	DESCRIPTION
	STATION	OFFSET (FT)		
B1	3+33.33	35.5 LT	20.0	KATHLEEN DRIVE
B2	4+07.57	35.5 LT	20.0	KATHLEEN DRIVE

□ POINT SUMMARY – TASHA DRIVE AT KATHLEEN DRIVE

POINT	STATION	OFFSET (FT)	TBC ELEV (FT)	CURB TYPE	LIP OF CURB ELEV (FT)	TOP AC ELEV (FT)	TO NEXT POINT*		DESCRIPTION
							LENGTH (FT)	SLOPE (%)	
30	3+33.33	15.5 LT	73.03	2	72.86	—	29.76	-2.00%	PC
31	20+28.16	16.5 LT	72.32	2	72.15	—	17.20	2.41%	CATCH BASIN, PT
32	20+45.03	16.5 LT	72.66	2	72.49	—	—	—	MATCH EXISTING
33	20+45.03	15.8 RT	72.55	2	72.38	—	39.85	-2.68%	PC, MATCH EXISTING
34	4+07.57	15.5 LT	70.20	2	70.03	—	—	—	PT
35	3+77.52	15.5 RT	71.06	2	70.89	—	8.00	-3.80%	BEGIN RAMP
36	3+85.52	15.5 RT	70.62	2A	70.59	—	5.00	-3.80%	END RAMP, BEGIN LANDING
37	3+90.52	15.5 RT	70.43	2A	70.40	—	4.00	-3.80%	END LANDING, BEGIN RAMP
38	3+94.52	15.5 RT	70.41	2	70.24	—	—	—	END RAMP

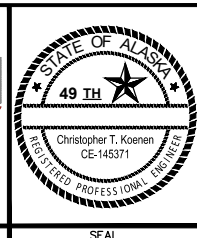
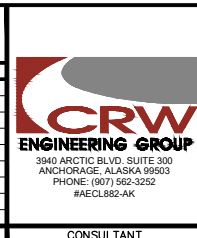
* LENGTH & SLOPE TO NEXT POINT IS ALONG LIP OF CURB

RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____
THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED.
CONTRACTOR: _____ DATE: _____
BY: _____ TITLE: _____
2. DATA TRANSFERRED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____
3. BASED ON PERIODIC FIELD OBSERVATIONS BY THE ENGINEER (OR AN INDIVIDUAL UNDER HIS/HER DIRECT SUPERVISION), THE CONTRACTOR-PROVIDED DATA APPEARS TO REPRESENT THE PROJECT AS CONSTRUCTED.
DATA TRANSFER CHECKED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____
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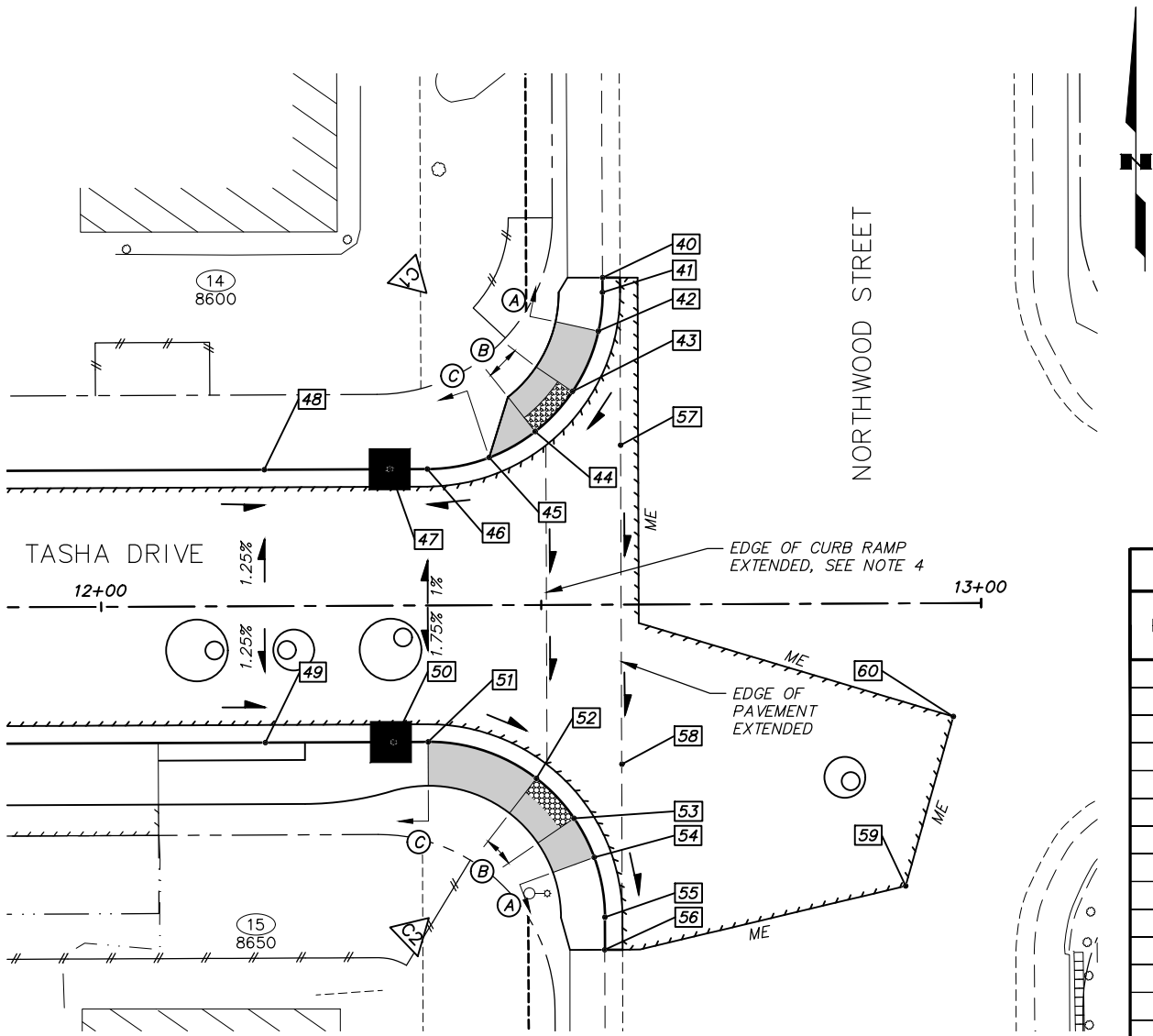
DATA	DRAWN BY	CHECKED BY
BASE	AR	AR
TOPOGRAPHY	SB	AR
PROFILE	CK	JK
STORM SEWER	JM	JH
WATER/SANITARY SEWER	JM	JK
GAS	CB	BW
TELEPHONE	CB	BW
ELECTRIC	JH	TK
DESIGN	CK	JK
QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV.	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796.		GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
3825, 3831, 3832, & 3872		2014-2328	See MOA Online Benchmark Map	86.96'				
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
BASIS OF THIS DATUM GAAB 1972 ADJUST								
PLAN CHECK								
CONSTRUCTION RECORD								
VERTICAL DATUM								
REVISIONS								
CONSULTANT								
SEAL								



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT				
20-15		TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		SCHED A
INTERSECTION LAYOUT PLAN				
FLAMINGO DRIVE & KATHLEEN DRIVE				
SCALE	HOR. 1"=10' VER. N/A	GRID SW2327		R5 of R6
		DATE SEP 2025	STATUS 95%	
				SHEET

File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\01 Civil\10150.00 Intersection Layouts.dwg



NOTES

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

LEGEND

- APPROXIMATE DIRECTION OF DRAINAGE FLOWS
- PCC CURB RAMP
- DETECTABLE WARNING PANEL

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

△ CURB RADIUS TABLE

POINT	TBC RADIUS POINT		RADIUS (FT)	DESCRIPTION
	STATION	OFFSET (FT)		
C1	12+37.12	35.5 LT	20.0	NORTHWOOD STREET
C2	12+37.08	35.5 RT	20.0	NORTHWOOD STREET

□ POINT SUMMARY – TASHA DRIVE AT NORTHWOOD STREET

POINT	STATION	OFFSET (FT)	TBC ELEV (FT)	CURB TYPE	LIP OF CURB ELEV (FT)	TOP AC ELEV (FT)	TO NEXT POINT*		DESCRIPTION
							LENGTH (FT)	SLOPE (%)	
40	12+57.13	37.2 LT	66.31	1	65.91	—	1.66	−1.98%	MATCH EXISTING
41	12+57.11	35.5 LT	66.26	1	65.86	—	4.90	−2.25%	PT
42	12+56.61	31.1 LT	66.15	1	65.75	—	8.25	−1.20%	BEGIN RAMP
43	12+53.65	24.2 LT	65.66	1A	65.66	—	6.88	−1.50%	END RAMP, BEGIN LANDING
44	12+49.38	19.7 LT	65.55	1A	65.55	—	6.60	−1.50%	END LANDING, BEGIN FLARE
45	12+44.17	16.8 LT	65.62	2	65.45	—	7.92	−3.71%	END FLARE
46	12+37.12	15.5 LT	65.33	2	65.16	—	4.26	−3.71%	PC
47	12+32.86	15.5 LT	65.17	2	65.00	—	14.27	2.17%	CATCH BASIN
48	12+18.59	15.5 LT	65.48	2	65.31	—	—	—	BEGIN ROADWAY CROSS SLOPE CHANGE
49	12+18.59	15.5 RT	56.48	2	56.31	—	14.27	−1.36%	BEGIN ROADWAY CROSS SLOPE CHANGE
50	12+33.15	15.5 RT	65.29	2	65.12	—	4.22	−1.36%	CATCH BASIN
51	12+37.08	15.5 RT	65.23	2	65.06	—	14.55	−4.69%	PC, BEGIN RAMP
52	12+49.36	19.7 RT	64.37	1A	64.37	—	6.88	−1.50%	END RAMP, BEGIN LANDING
53	12+53.62	24.3 RT	64.27	1A	64.27	—	5.50	−3.53%	END LANDING, BEGIN RAMP
54	12+55.89	28.7 RT	64.48	1	64.08	—	7.65	−3.80%	END RAMP
55	12+57.08	35.5 RT	64.19	1	63.79	—	3.71	−4.00%	PT
56	12+57.05	39.2 RT	64.04	1	63.64	—	—	—	MATCH EXISTING
57	12+59.09	18.1 LT	—	—	—	65.49	—	—	EDGE OF PAVEMENT EXTENDED
58	12+59.09	18.1 RT	—	—	—	64.42	—	—	EDGE OF PAVEMENT EXTENDED
59	12+91.28	32.1 RT	—	—	—	64.15	—	—	EDGE OF PAVEMENT MATCH EXISTING
60	12+96.78	12.9 RT	—	—	—	64.76	—	—	EDGE OF PAVEMENT MATCH EXISTING

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

RECORD DRAWING

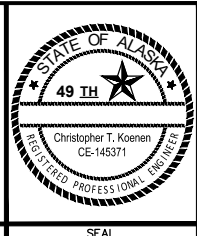
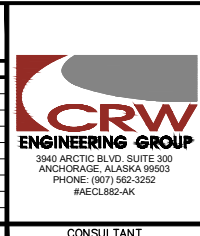
1. DATA PROVIDED BY: _____ TITLE: _____
THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED.
CONTRACTOR: _____
BY: _____ TITLE: _____ DATE: _____

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

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

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

GRAPHIC SCALE 20 10 0 10 20									
FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872		GAAB 39	See MOA Benchmark Book, Page D-36	62.20'					
STAKING		2014-2328	See MOA Online Benchmark Map	86.96'					
ASBUILT									
CONTRACTOR									
INSPECTOR									
BASIS OF THIS DATUM GAAB 1972 ADJUST									
PLAN CHECK		CONSTRUCTION RECORD		VERTICAL DATUM		REVISIONS		CONSULTANT	



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT				
20-15		TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		SCHED A
INTERSECTION LAYOUT PLAN				
NORTHWOOD STREET				
SCALE	HOR. 1"=10'	GRID SW2327		R6 of R6
	VER. N/A	DATE SEP 2025	STATUS 95%	
			SHEET	

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20.28

RECONSTRUCT DRIVEWAY

SHEET	PARCEL	CENTERLINE		DRIVEWAY WIDTH AT CURB (FT)	DRIVEWAY WIDTH AT ROW (FT)	SKEW ANGLE (DEGREES)	LANDING LENGTH (FT)	LANDING GRADE	TOTAL DISTANCE (FT)	EXISTING GRADE AT TIE-IN	PROPOSED GRADE	SURFACE TYPE ON PROPERTY	CONSTRUCT PER DETAIL	REMARKS
		REFERENCE												
		STATION	OFFSET											
R1	29	1+61.2	RT	28.0	31.0	90	12.0	1.5%	15.9	1.5%	1.0%	CONCRETE	DETAIL 2, SHEET D5	RECONSTRUCT TO CONCRETE JOINT SEE NOTE 11, SHEET R1
R1	1	1+71.1	LT	15.6	N/A	-90	N/A	N/A	7.5	11.7%	8.2%	ASPHALT	DETAIL 1, SHEET D5	
R1	2 WEST	2+18.0	LT	10.8	N/A	-79	N/A	N/A	8.2	3.5%	4.3%	ASPHALT	DETAIL 1, SHEET D5	
R1	28	2+25.8	RT	16.5	16.5	90	12.0	1.5%	15.9	2.3%	1.0%	ASPHALT	DETAIL 2, SHEET D5	
R1	2 EAST	2+54.3	LT	20.1	20.2	-85	N/A	N/A	11.0	12.9%	10.9%	CONCRETE	DETAIL 1, SHEET D5	RECONSTRUCT TO CONCRETE JOINT
R1	27	3+40.0	RT	18.8	19.3	90	7.0	1.5%	11.9	-3.1%	-1.8%	ASPHALT	DETAIL 2, SHEET D5	
R1	26	3+69.5	RT	16.0	16.0	90	7.0	1.5%	14.2	-4.7%	-2.8%	CONCRETE	DETAIL 2, SHEET D5	RECONSTRUCT TO CONCRETE JOINT
R1	25	4+68.3	RT	22.6	22.6	90	12.0	1.5%	26.4	6.6%	1.6%	ASPHALT	DETAIL 2, SHEET D5	
R1	24	5+08.2	RT	15.7	15.7	90	20.0	1.5%	25.0	-3.7%	-2.9%	ASPHALT	DETAIL 2, SHEET D5	RECONSTRUCT TO CONCRETE
R2	23	5+92.2	RT	15.5	15.5	90	12.8	1.5%	18.9	-3.4%	1.5%	ASPHALT	DETAIL 2, SHEET D5	
R2	22	6+20.8	RT	24.6	24.3	99	7.2	1.3%	18.1	-4.8%	-3.0%	CONCRETE	DETAIL 2, SHEET D5	RECONSTRUCT TO CONCRETE JOINT
R2	5	6+43.6	LT	16.8	N/A	-90	N/A	N/A	7.0	13.6%	12.6%	ASPHALT	DETAIL 1, SHEET D5	
R2	21	7+18.9	RT	22.1	22.1	90	12.0	1.5%	21.6	3.3%	1.0%	ASPHALT	DETAIL 2, SHEET D5	
R2	6	7+25.7	LT	17.0	17.0	-90	N/A	N/A	8.5	8.6%	5.4%	CONCRETE	DETAIL 1, SHEET D5	RECONSTRUCT TO CONCRETE JOINT
R2	7	7+61.5	LT	18.8	N/A	-90	N/A	N/A	7.5	16.1%	15.7%	ASPHALT	DETAIL 1, SHEET D5	
R2	20	7+97.6	RT	28.0	30.3	99	12.0	1.6%	18.7	5.8%	7.0%	CONCRETE	DETAIL 2, SHEET D5	RECONSTRUCT TO CONCRETE JOINT
R2	8	8+52.7	LT	17.1	17.1	-90	15.1	1.0%	15.1	4.7%	1.0%	ASPHALT	DETAIL 1, SHEET D5	
R2	19	8+70.7	RT	18.2	18.2	90	7.0	1.5%	27.9	3.1%	1.0%	ASPHALT	DETAIL 2, SHEET D5	
R2	9	8+91.2	LT	16.5	16.5	-90	N/A	N/A	17.2	13.4%	7.5%	ASPHALT	DETAIL 1, SHEET D5	
R2	18	9+47.3	RT	18.8	19.0	82	12.0	1.3%	30.3	7.4%	2.2%	CONCRETE	DETAIL 2, SHEET D5	RECONSTRUCT TO CONCRETE JOINT
R2	10	9+98.1	LT	16.2	16.2	-90	N/A	N/A	13.5	13.0%	10.8%	CONCRETE	DETAIL 1, SHEET D5	RECONSTRUCT TO CONCRETE JOINT
R3	11	10+49.2	LT	16.2	16.1	-90	N/A	N/A	9.9	17.3%	11.8%	ASPHALT	DETAIL 1, SHEET D5	
R3	17 WEST	10+56.1	RT	15.2	15.7	85	6.6	1.9%	22.7	7.5%	6.9%	CONCRETE	DETAIL 2, SHEET D5	RECONSTRUCT TO CONCRETE JOINT & PROVIDE CONCRETE JOINTS TO MATCH EXISTING CONCRETE JOINTS, VERIFY LAYOUT IN THE FIELD WITH THE ENGINEER
R3	17 EAST	10+71.0	RT	12.8	15.1	78	7.2	1.7%	20.5	2.4%	11.9%	GRAVEL	DETAIL 2, SHEET D5	RECONSTRUCT WITH CONCRETE FROM BACK OF SIDEWALK TO PROPERTY LINE
R3	12	10+94.9	LT	18.1	18.1	-90	N/A	N/A	11.9	16.1%	10.2%	ASPHALT	DETAIL 1, SHEET D5	
R3	13	11+27.8	LT	17.3	N/A	-90	N/A	N/A	7.0	12.9%	11.1%	ASPHALT	DETAIL 1, SHEET D5	
R3	16	11+60.8	RT	21.3	21.3	90	7.0	2.0%	11.9	11.2%	8.6%	ASPHALT	DETAIL 2, SHEET D5	
R3	15	11+96.0	RT	21.0	21.0	90	8.6	1.5%	19.4	0.9%	1.5%	GRAVEL	DETAIL 2, SHEET D5	RECONSTRUCT WITH ASPHALT FROM BACK OF SIDEWALK TO PROPERTY LINE

RECONSTRUCT DRIVEWAY NOTES:

- "SKEW ANGLE" ("+" IS CLOCKWISE AND "-" IS COUNTER CLOCKWISE) IS MEASURED FROM PROJECT CENTERLINE WITH 0 DEGREES ALIGNED ALONG INCREASING STATIONS.
- "TOTAL DISTANCE" IS THE LIMIT OF RECONSTRUCTION BEGINNING AT THE BACK OF CURB & GUTTER.
- "PROPOSED GRADE" IS APPROXIMATE GRADE FROM THE BACK OF CURB & GUTTER OR WHEN SIDEWALK IS PRESENT FROM BACK OF SIDEWALK TO THE LIMIT OF RECONSTRUCTION. ACTUAL CONSTRUCTION GRADE MAY VARY.
- WIDTHS, LENGTHS & GRADES PRESENTED IN THE DRIVEWAY SUMMARY TABLE ARE MEASURED ALONG SKEW ANGLE AND MAY NOT BE PERPENDICULAR TO ROADWAY CENTERLINE ALIGNMENT.
- MATCH EXISTING DRIVEWAY WIDTH AT LIMITS OF DRIVEWAY RECONSTRUCTION. WIDTH OF DRIVEWAY AS SHOWN IN SUMMARY TABLE SHALL EXTEND TO BACK OF CURB ALONG SKEW ANGLE.

30.02

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

SHEET	STATION TO STATION	OFFSET	LENGTH (FT)	REMARKS
R1	0+57.4 TO 5+20.0	RT	472	INCLUDES FLAMINGO DRIVE
R1	0+67.1 TO 3+56.8	LT	325	INCLUDES FLAMINGO DRIVE AND KATHLEEN DRIVE
R1	3+88.2 TO 5+20.0	LT	149	INCLUDES KATHLEEN DRIVE
R2	5+20.0 TO 10+00.0	RT	494	
R2	5+20.0 TO 10+00.0	LT	469	
R3	10+00.0 TO 12+57.1	RT	261	INCLUDES NORTHWOOD STREET
R3	10+00.0 TO 12+57.1	LT	283	INCLUDES NORTHWOOD STREET

30.04

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

SHEET	APPX STATION	APPROX OFFSET (FT)	CURB RAMP AREA (SY)	DETECTABLE WARNING AREA (SF)	CURB RAMP TYPE	REMARKS
R1	0+65	20.0 RT	8	12	PARALLEL	FLAMINGO DRIVE
R1	3+88	15.5 RT	14	10	PARALLEL	KATHLEEN DRIVE
R3	12+52	21.8 LT	9	12	PARALLEL	NORTHWOOD STREET
R3	12+52	21.8 RT	12	12	PARALLEL	NORTHWOOD STREET

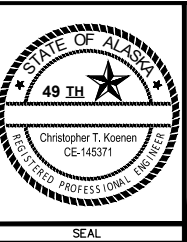
PCC CURB RAMP & DETECTABLE WARNING NOTES:

- SEE INTERSECTION LAYOUT SHEETS R5-R6 FOR FOR LOCATIONS OF CURB RAMPS AND DETECTABLE WARNINGS.

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

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

FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796,		GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
3825, 3831, 3832, & 3872		2014-2328	See MOA Online Benchmark Map	86.96'				
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
BASIS OF THIS DATUM		GAAB 1972 ADJUST						
PLAN CHECK		CONSTRUCTION RECORD		VERTICAL DATUM		REVISIONS		



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET	SCHED A	
ROADWAY SUMMARY TABLES			
SCALE	HOR. N/A VER. N/A	GRID SW2327 DATE SEP 2025	STATUS 95% SHEET T1 of T3

30.03

P.C.C. SIDEWALK (STANDARD FINISH)

SHEET	APPX BEGIN STA	APPX OFFSET (FT)	APPX END STA	APPX OFFSET (FT)	4" THICK AREA (SY)	6" THICK AREA (SY)	REMARKS
R1	0+60.1	33.2 RT	0+61.2	27.4 RT	4		
R1	0+72.7	18.7 RT	1+47.2	20.0 RT	44		
R1	1+47.2	19.0 RT	1+75.2	19.0 RT		52	PARCEL 29 DRIVEWAY
R1	1+75.2	20.0 RT	2+17.6	20.0 RT	24		
R1	2+17.6	19.0 RT	2+34.2	19.0 RT		13	
R1	2+34.2	20.0 RT	3+30.8	20.0 RT	54		
R1	2+46.2	21.3 LT	2+66.3	20.7 LT		25	PARCEL 2 DRIVEWAY
R1	3+30.8	19.0 RT	3+49.7	19.0 RT		15	
R1	3+49.7	20.0 RT	3+61.6	20.0 RT	7		
R1	3+61.6	19.0 RT	3+77.5	19.0 RT		26	PARCEL 26 DRIVEWAY
R1	3+94.5	20.0 RT	4+56.9	20.0 RT	35		
R1	4+56.9	19.0 RT	4+79.4	19.0 RT		18	
R1	4+79.4	20.0 RT	5+00.4	20.0 RT	12		
R1	5+00.4	19.0 RT	5+16.1	19.0 RT		13	
R1/R2	5+16.1	20.0 RT	5+85.5	22.3 RT	44		
R2	5+85.5	21.3 RT	5+99.1	21.0 RT		13	
R2	5+99.1	22.1 RT	6+07.1	21.8 RT	6		
R2	6+07.1	20.8 RT	6+28.8	19.4 RT		49	PARCEL 22 DRIVEWAY
R2	6+28.6	20.5 RT	7+07.9	20.0 RT	45		
R2	7+07.9	19.0 RT	7+30.0	19.0 RT		18	
R2	7+17.2	19.8 LT	7+34.3	19.8 LT		17	PARCEL 6 DRIVEWAY
R2	7+30.0	20.0 RT	7+80.6	20.0 RT	29		
R2	7+80.7	19.0 RT	8+08.5	19.0 RT		60	PARCEL 20 DRIVEWAY
R2	8+08.4	20.0 RT	8+61.6	20.0 RT	30		
R2	8+61.6	19.0 RT	8+79.8	19.0 RT		15	
R2	8+79.8	20.0 RT	9+40.9	20.0 RT	34		
R2	9+40.8	19.0 RT	9+59.7	19.0 RT		64	PARCEL 18 DRIVEWAY
R2/R3	9+59.8	20.0 RT	10+49.4	20.0 RT	46		
R2/R3	9+90.1	22.2 LT	10+05.2	22.3 LT		25	PARCEL 10 DRIVEWAY
R3	10+49.4	19.0 RT	10+81.0	19.0 RT		54	PARCEL 17 DRIVEWAYS
R3	10+81.3	20.0 RT	11+50.1	20.0 RT	36		
R3	11+50.1	19.0 RT	11+71.4	19.0 RT		17	
R3	11+71.4	20.0 RT	11+85.4	20.0 RT	8	0	
R3	11+85.4	19.0 RT	12+06.5	19.0 RT		17	
R3	12+06.5	20.0 RT	12+37.1	18.0 RT	19		

50.06

REMOVE AND REPLACE MANHOLE CONE SECTION OR MANHOLE COVER AND FRAME
--

SHEET	STATION	OFFSET (FT)	CONE SECTION	COVER AND FRAME	REMARKS
R1	0+34	11.1 RT		X	
R1	3+53	10.3 RT		X	
R2	5+62	14.6 RT	X		ROTATE CONE NORTH
R2	6+56	12.5 RT		X	
R3	10+40	5.2 RT	X		

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

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

RECORD DRAWING

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

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

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

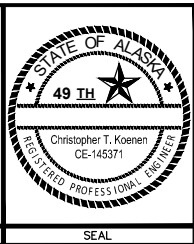
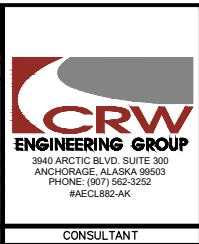
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DATA TRANSFER CHECKED BY: _____ TITLE: _____
COMPANY: _____ DATE: _____

BY: _____

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

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39 2014-2326	See MOA Benchmark Book, Page D-36 See MOA Online Benchmark Map	62.20' 86.96'				
STAKING							
ASBUILT							
CONTRACTOR INSPECTOR	BASIS OF THIS DATUM GAAB 1972 ADJUST						
CONSTRUCTION RECORD	VERTICAL DATUM			REVISIONS			



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

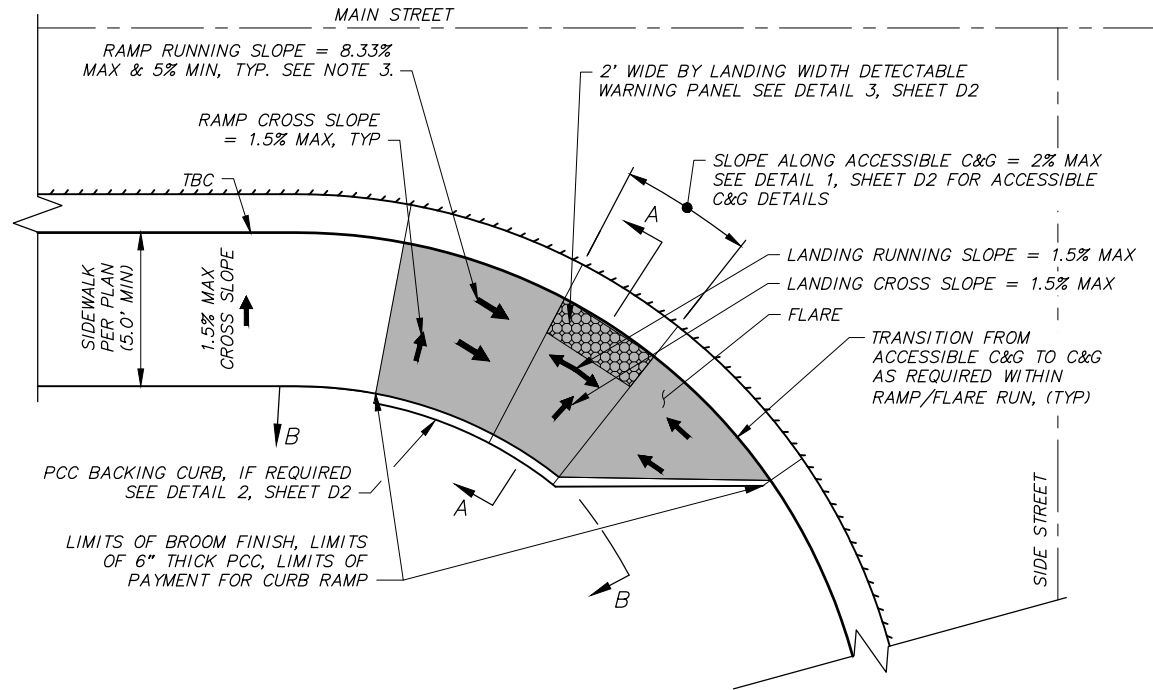
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET	SCHED A&D
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ROADWAY SUMMARY TABLES

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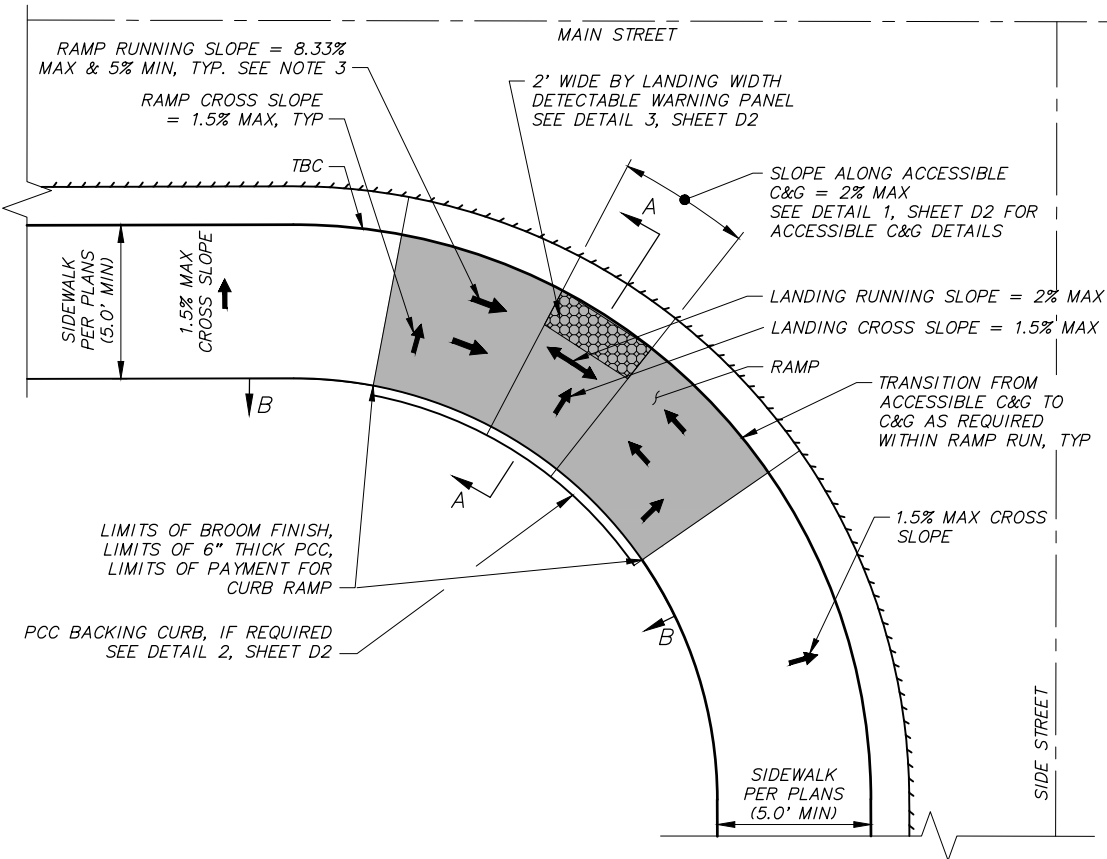
11

5



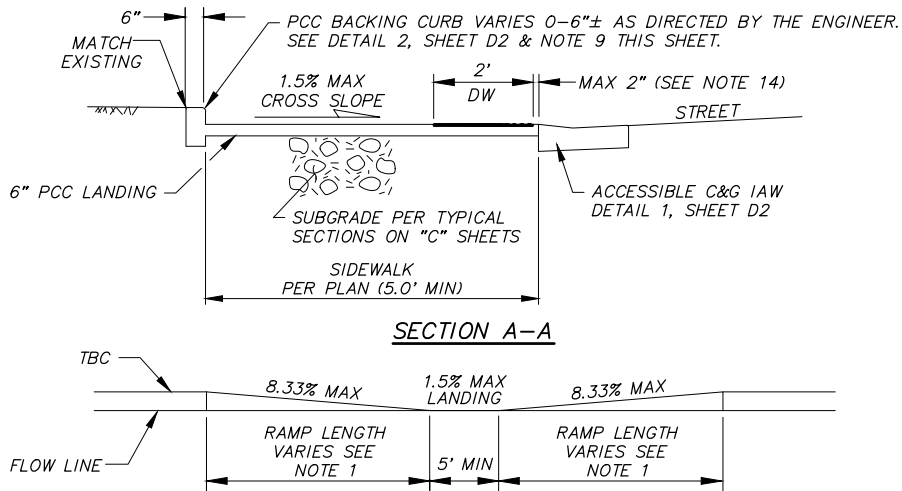
TYPICAL PARALLEL CURB RAMP AT CORNER LOCATION WITHOUT CONNECTING SIDE STREET SIDEWALK - PLAN VIEW

SCALE: NTS



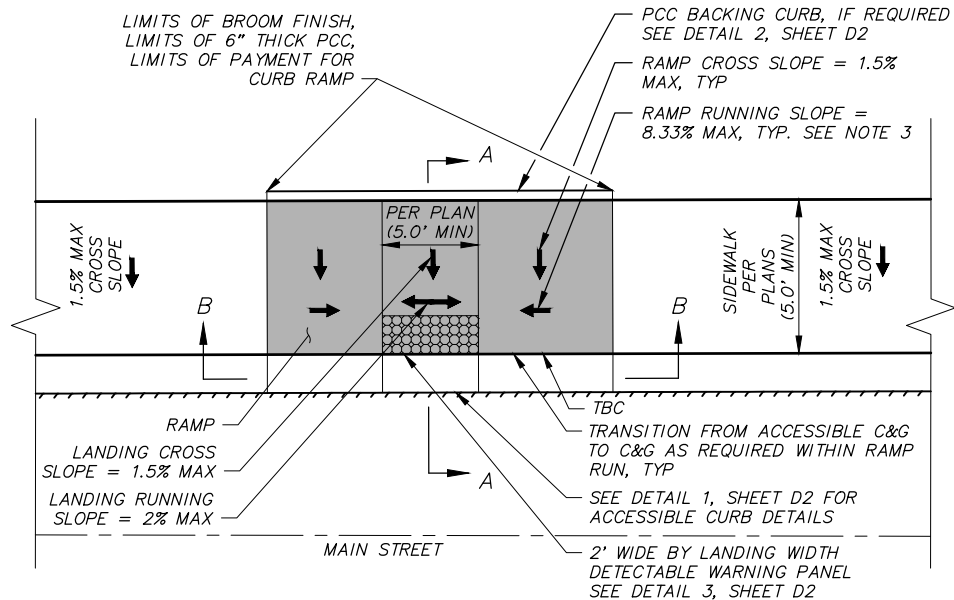
TYPICAL PARALLEL CURB RAMP AT COURNER LOCATION - PLAN VIEW

SCALE: NTS



TYPICAL CURB RAMP SECTIONS

SCALE: NTS



TYPICAL MID BLOCK PARALLEL CURB RAMP - PLAN VIEW

SCALE: NTS

SHEET NOTES:

- SEE R SHEETS FOR CURB RAMP TYPES, LOCATIONS, RAMP, LANDING AND FLARE LENGTHS AND ELEVATIONS. RAMP/FLARE/LANDING LENGTH FOR PARALLEL CURB RAMPS SHALL BE AS MEASURED 4' OFF BACK OF CURB.
- NOTIFY ENGINEER PRIOR TO INSTALLATION OF CONCRETE IF MAXIMUM/MINIMUM SLOPES CANNOT BE MAINTAINED.
- FOR PARALLEL CURB RAMPS, RAMPS SHALL BE 15 FEET MAXIMUM. RAMPS SHALL HAVE THE OUTSIDE EDGES AND JOINTS TRIMMED WITH A 1/4-INCH RADIUS EDGING TOOL.
- ALL SLOPES ARE IN REFERENCE TO THE HORIZONTAL.
- MINIMUM FLOWLINE SLOPE IN CURB RETURN IS 0.5%, UNLESS OTHERWISE NOTED.
- PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
- CONSTRUCT SIDEWALK ADJACENT TO CURB RAMP PER THE TYPICAL SECTIONS SHOWN ON THE "C" SHEETS.
- PAYMENT FOR ALL PCC CURB AND GUTTER, INCLUDING MODIFIED AND TRANSITIONAL CURB, SHALL BE PAID UNDER THE BID ITEM "P.C.C. CURB & GUTTER (ALL TYPES)" AND NO SEPARATE PAYMENT SHALL BE MADE.
- FORM BACKING CURB AS DIRECTED BY THE ENGINEER TO MATCH EXISTING GROUND. PAYMENT FOR THIS CURB SHALL BE MADE UNDER THE BID ITEM "P.C.C. CURB RAMP (6" THICK)" AND NO ADDITIONAL PAYMENT SHALL BE MADE. IF EXISTING GROUND BEHIND SIDEWALK IS GRAVEL OR GRASS, GRADE TO MATCH EXISTING GROUND. PAYMENT FOR GRADING SHALL BE MADE UNDER THE BID ITEM "P.C.C. CURB RAMP (6" THICK)" AND NO ADDITIONAL PAYMENT SHALL BE MADE. 4" TOPSOIL AND SEEDING SHALL BE PLACED ON DISTURBED GRASS AREAS PER THE LANDSCAPING PLANS.
- CONSTRUCT RAMPS AND LANDINGS WITH A BROOM FINISH RUNNING PERPENDICULAR TO THE DIRECTION OF TRAVEL.
- INSTALL YELLOW ADA APPROVED DETECTABLE WARNINGS (DW) PANELS UNLESS OTHERWISE NOTED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND THESE DRAWINGS. SET DETECTABLE WARNINGS SO THAT THE FIELD AREA AT THE BASE OF THE DOMES IS FLUSH WITH THE SURROUNDING CONCRETE. THERE SHALL BE NO LIP AT THE EDGE OF THE DETECTABLE CURB WARNINGS. SEE DETAIL 3, SHEET D2.
- DETECTABLE WARNINGS DOMES AT PARALLEL CURB RAMPS SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINATE DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
- RAMP LOCATIONS MAY BE ADJUSTED TO ENSURE MINIMUM 48" CLEARANCE AROUND APPURTENANCES SUCH AS SIGNAL POLES, POWER POLES, LIGHT POLES, J-BOXES, SIGNS, CATCH BASINS AND MANHOLES. PRIOR TO PLACEMENT OF CONCRETE AND APPURTENANCES, THE RAMP LAYOUT AND LOCATION SHALL BE APPROVED BY THE ENGINEER.
- THE DETECTABLE WARNING PANEL SURFACE SHALL SPAN THE FULL WIDTH OF THE CURB RAMP. GAP BETWEEN DETECTABLE WARNING PANELS AND BACK OF CURB ONLY ALLOWABLE AT CENTER OF CURB RAMPS. CORNERS OF DETECTABLE WARNINGS SHALL BE FLUSH WITH BACK OF CURB.

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

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

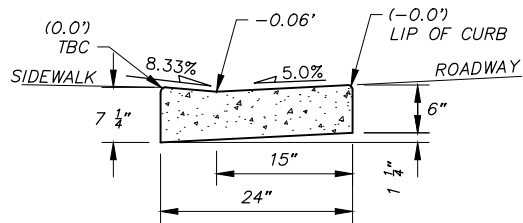
FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV.	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796,	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
3825, 3831, 3832, & 3872	2014-2326	See MOA Online Benchmark Map	86.96'				
STAKING							
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							

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

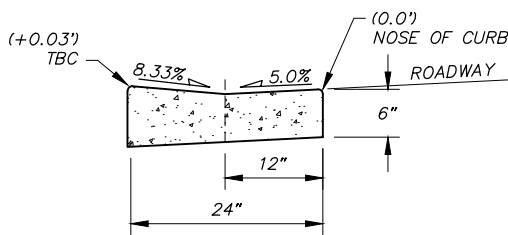
STATE OF ALASKA
49 TH
REGISTERED PROFESSIONAL ENGINEER
Christopher T. Koerner
CE-145371

MUNICIPALITY OF ANCHORAGE
4700 ELMORE ROAD
ANCHORAGE, ALASKA 99507

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT	
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET
SCHED A	
ROADWAY DETAILS	
CURB RAMPS	
SCALE HOR. N/A VER. N/A	GRID SW2327
DATE SEP 2025	STATUS 95%
SHEET D1 of D6	



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



PCC CURB AND GUTTER TYPE 2A
FOR USE IN CURB RAMPS WITH TYPE 2 C&G
OR AS INDICATED ON THE PLANS.

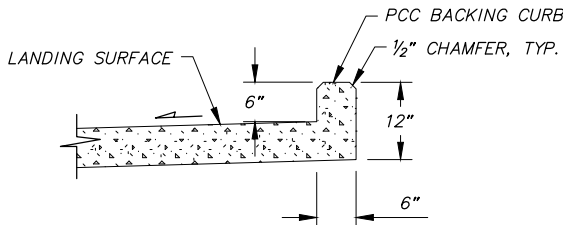
ACCESSIBLE CURB & GUTTER NOTES:

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

**ACCESSIBLE CURB & GUTTER SECTIONS
(TYPE 1A & TYPE 2A)**

SCALE: NTS

1



BACKING CURB DETAIL NOTES:

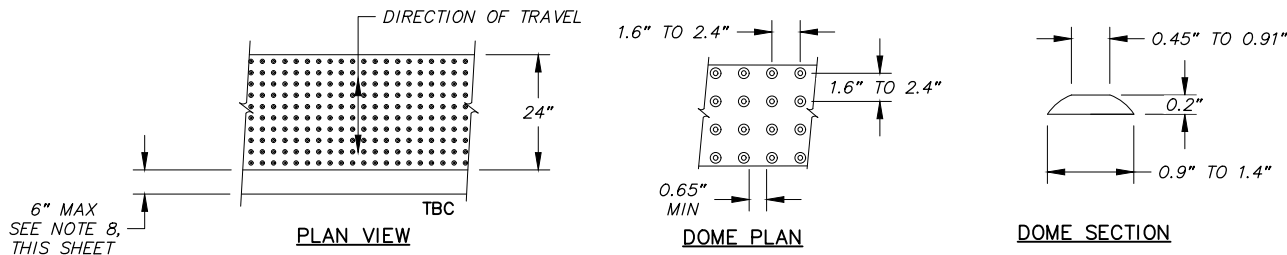
1. THE TOP OF BACKING CURB SHALL TRANSITION BACK TO TOP OF SIDEWALK AT TOP RAMP SECTION OF CURB RAMP.

MONOLITHIC

BACKING CURB DETAIL

SCALE: NTS

2



DETECTABLE WARNING PANEL

SCALE: NTS

3

SHEET NOTES:

1. FOR PARALLEL CURB RAMPS, RAMPS SHALL BE 15 FEET MAXIMUM. RAMPS SHALL HAVE THE OUTSIDE EDGES AND JOINTS TRIMMED WITH A 1/4-INCH RADIUS EDGING TOOL.
2. MINIMUM FLOWLINE SLOPE IN CURB RETURN IS 0.5%, UNLESS OTHERWISE NOTED.
3. PROVIDE CONSTANT FLOWLINE BETWEEN CHANGE IN CURB TYPE.
4. PAYMENT FOR ALL PCC CURB AND GUTTER, INCLUDING MODIFIED AND TRANSITIONAL CURB, SHALL BE PAID UNDER THE BID ITEM "P.C.C. CURB & GUTTER (ALL TYPES)" AND NO SEPARATE PAYMENT SHALL BE MADE.
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6. INSTALL YELLOW ADA APPROVED DETECTABLE WARNINGS (DW) PANELS UNLESS OTHERWISE NOTED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND THESE DRAWINGS. SET DETECTABLE WARNINGS SO THAT THE FIELD AREA AT THE BASE OF THE DOMES IS FLUSH WITH THE SURROUNDING CONCRETE. THERE SHALL BE NO LIP AT THE EDGE OF THE DETECTABLE CURB WARNINGS. SEE DETAIL 3, THIS SHEET.
7. DETECTABLE WARNINGS DOMES AT PARALLEL CURB RAMPS SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINATE DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
8. GAP BETWEEN DETECTABLE WARNING PANELS AND BACK OF CURB ONLY ALLOWABLE AT CENTER OF CURB RAMPS. CORNERS OF DETECTABLE WARNINGS SHALL BE FLUSH WITH BACK OF CURB. IF REQUIRED BY THE ENGINEER CONTRACTOR SHALL CUT DETECTABLE WARNING PANELS PER THE MANUFACTURER'S RECOMMENDATIONS. CUTTING DW PANELS SHALL BE INCIDENTAL TO 30.04 DETECTABLE WARNINGS PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.

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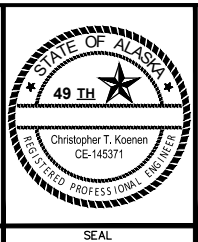
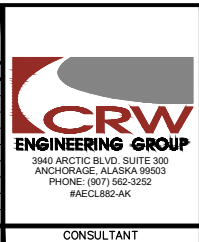
DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

DATA	DRAWN BY	CHECKED BY
BASE	AR	AR
TOPOGRAPHY	SB	AR
PROFILE	CK	JK
STORM SEWER	JM	JH
WATER/SANITARY SEWER	JM	JK
GAS	CB	BW
TELEPHONE	CB	BW
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DESIGN	CK	JK
QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
2014-2328	See MOA Online Benchmark Map		86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							
PLAN CHECK							
CONSTRUCTION RECORD							
VERTICAL DATUM							
REVISIONS							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

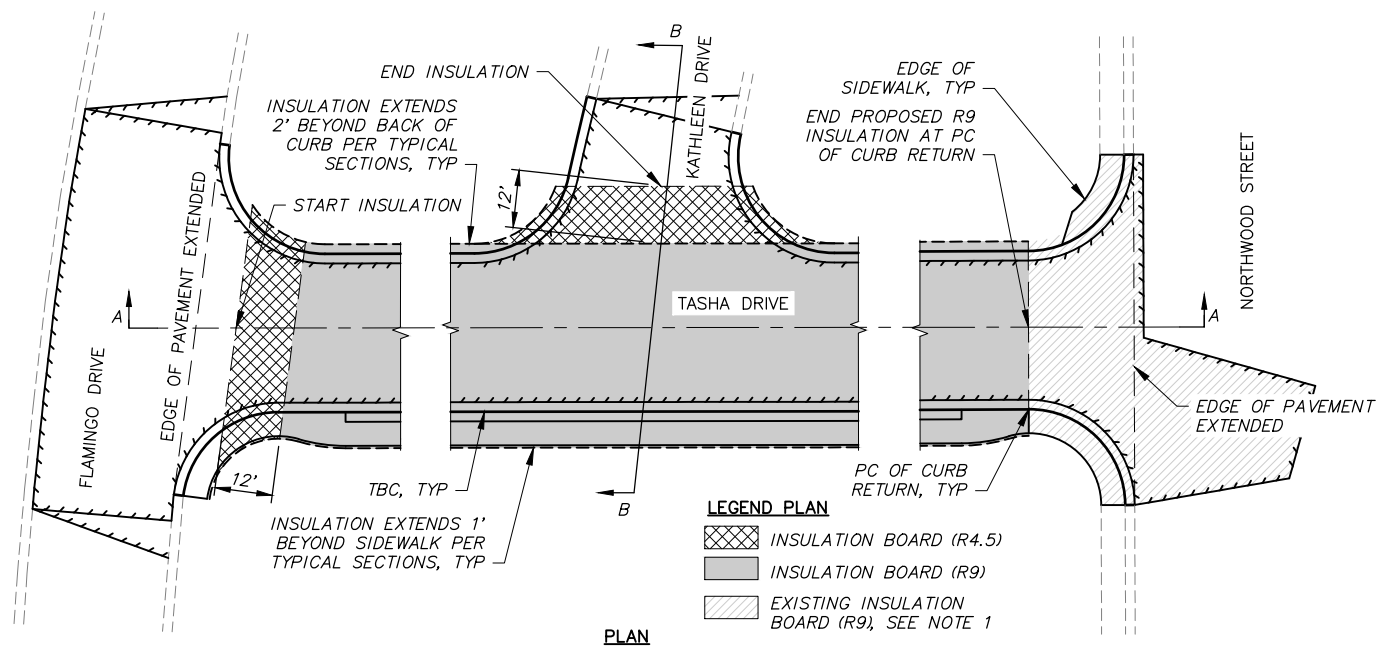
20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET SCHED A

ROADWAY DETAILS

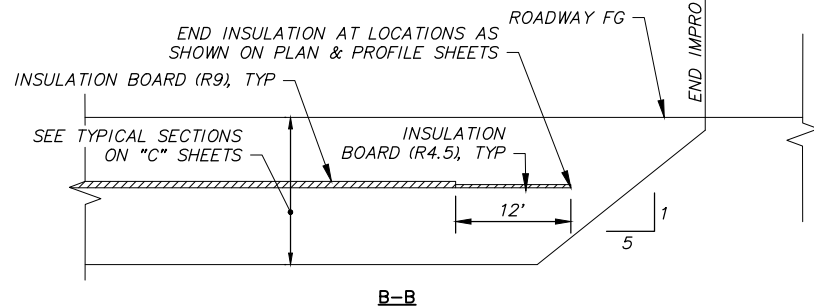
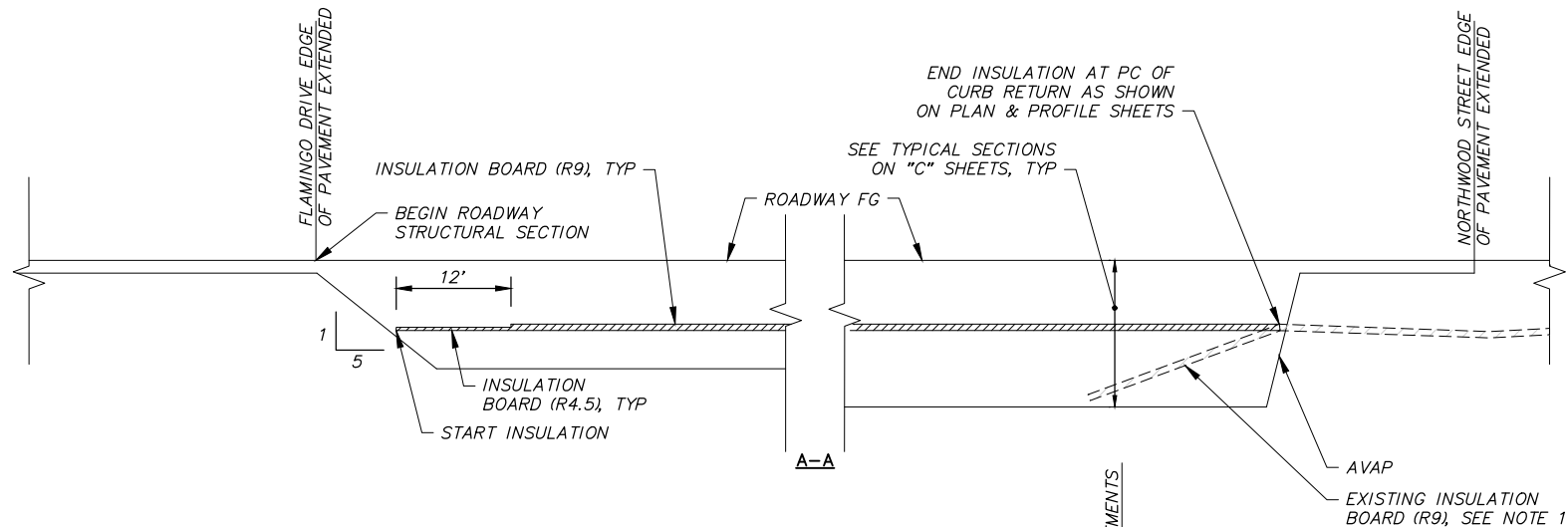
CURB RAMPS

SCALE HOR. N/A VER. N/A GRID SW2327 DATE SEP 2025 STATUS 95% SHEET D2 of D6

File: \\crrweng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruction\00 Cadd 2019\01 Working Set\01 Civil\10150.00 Roadway Details.dwg



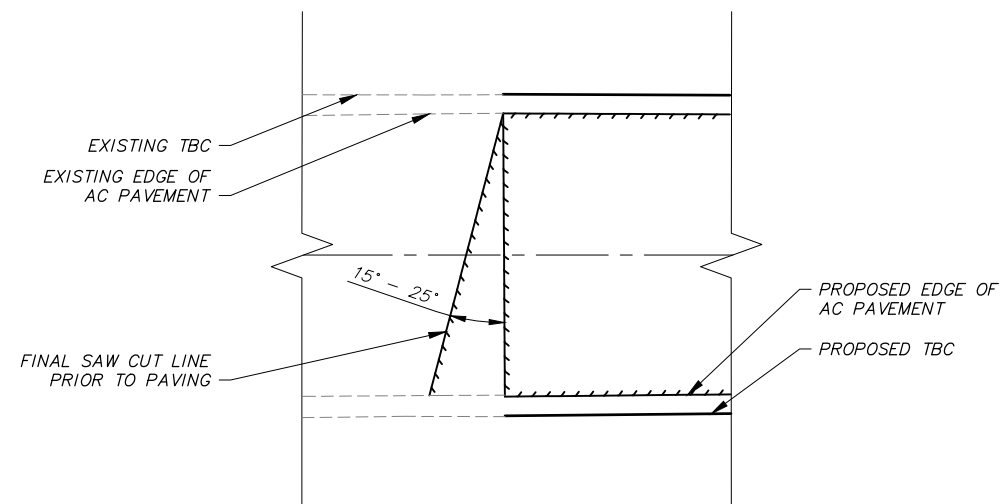
NOTE:
1. REMOVE AND DISPOSE OF EXISTING INSULATION BOARD (R9) AS REQUIRED TO INSTALL STRUCTURAL SECTION. INSTALL PROPOSED INSULATION (R9) FLUSH WITH EXISTING INSULATION AS SHOWN IN SECTION A-A.



1

BOARD INSULATION AND EXCAVATION TRANSITION DETAIL

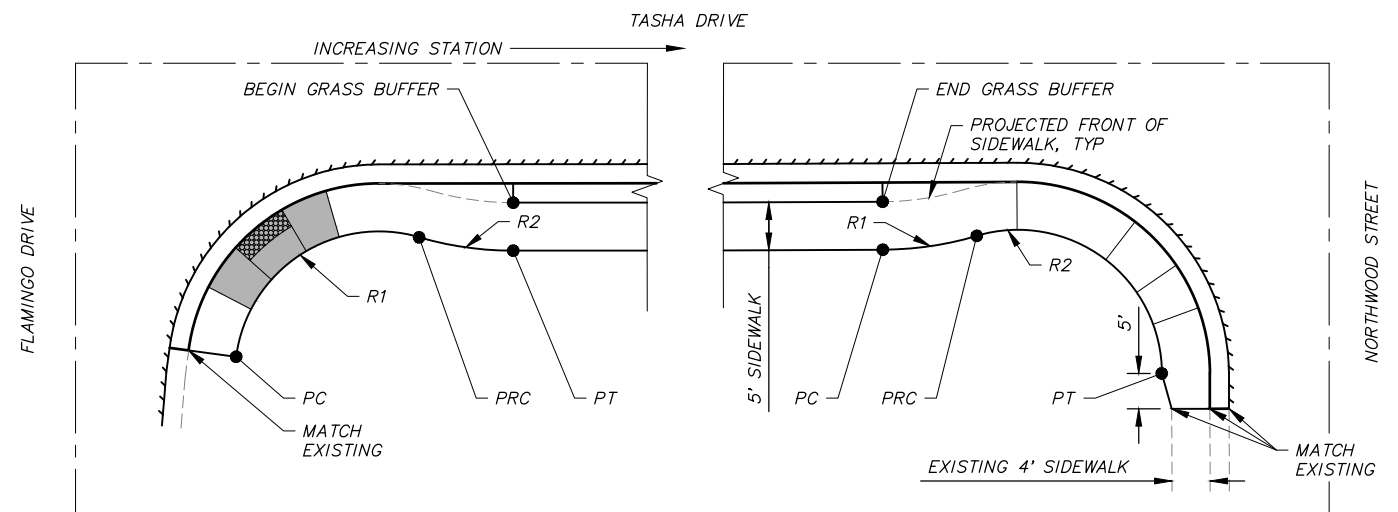
SCALE: NTS



2

TRANSVERSE SAW CUT JOINT DETAIL

SCALE: NTS



3

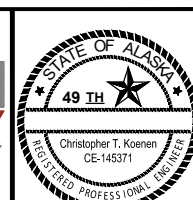
SIDEWALK TRANSITION DETAIL

SCALE: NTS

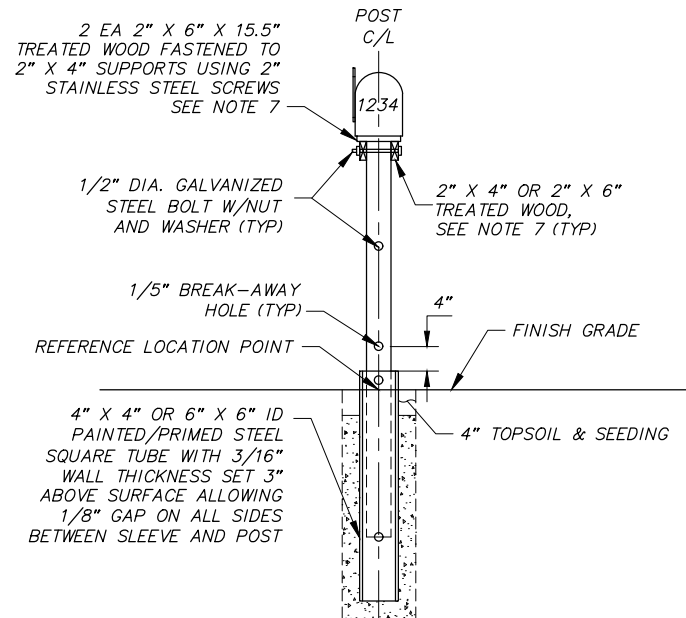
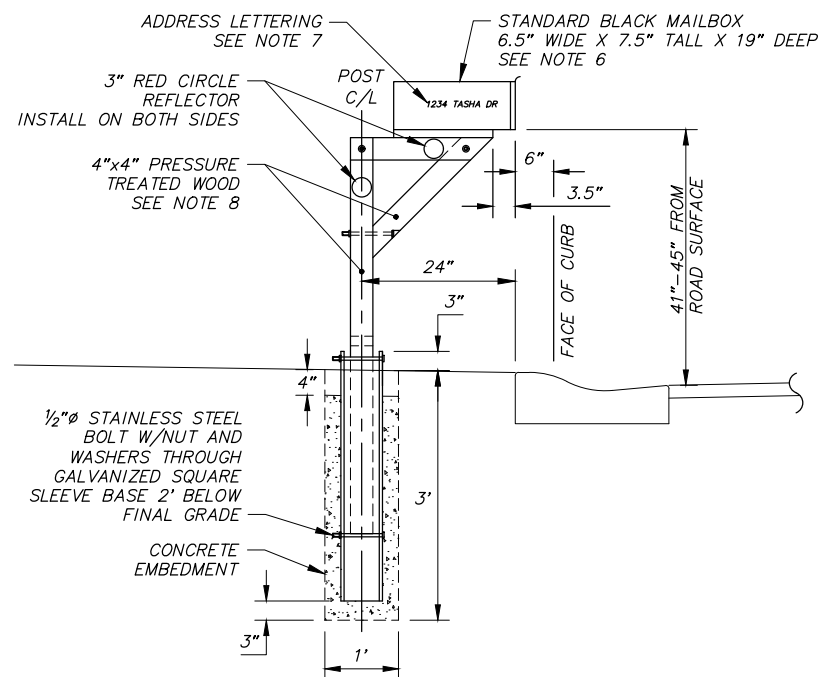
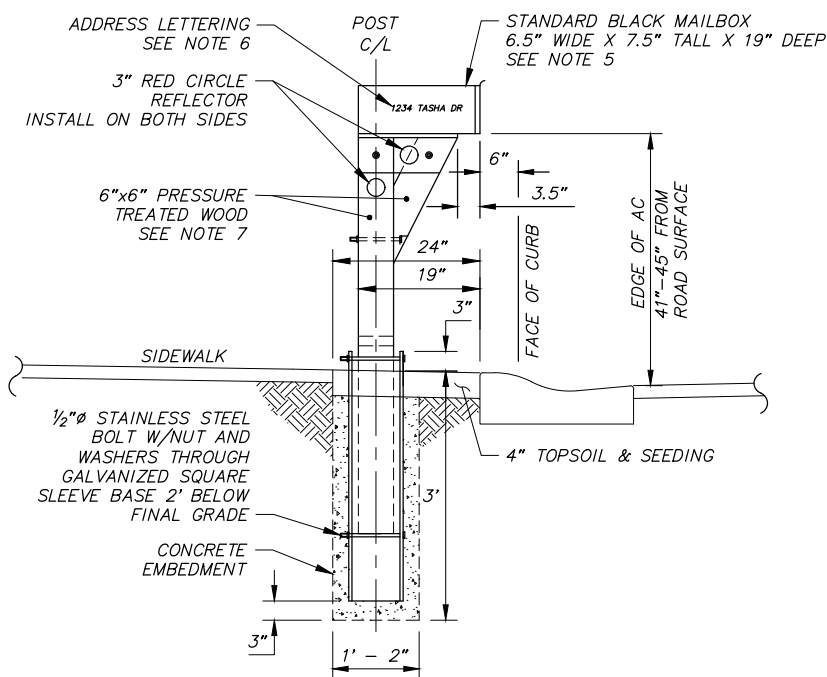
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GAS	CB	BW
TELEPHONE	CB	BW
ELECTRIC	JH	TK
DESIGN	CK	JK
QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
STAKING	2014-2328	See MOA Online Benchmark Map	86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							
REVISIONS							
CONSULTANT							
SEAL							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		SCHED A
ROADWAY DETAILS			
INSULATION & EXCAVATION TRANSITION, SAW CUT, AND SIDEWALK TRANSITION			
SCALE	HOR. N/A VER. N/A	GRID SW2327 DATE SEP 2025	STATUS 95% SHEET
			D3 of D6

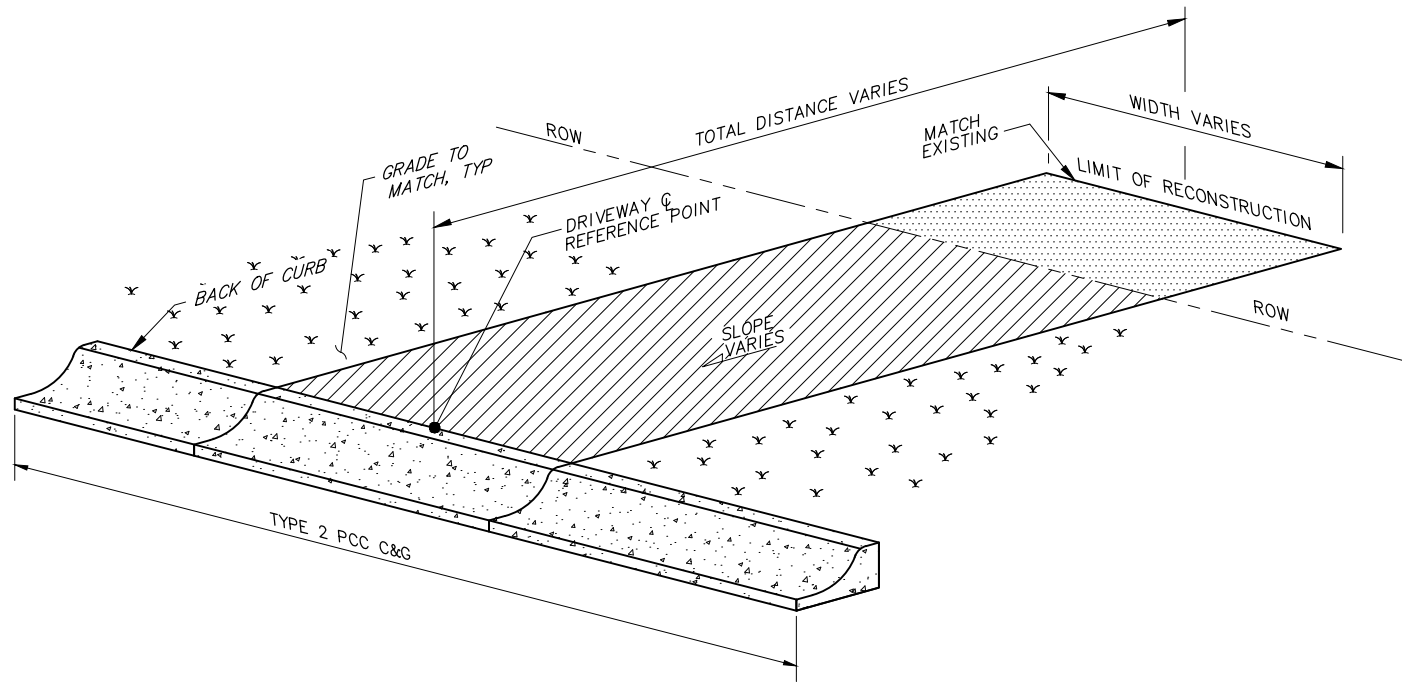


TYPICAL WOOD POST MAILBOX INSTALLATION NOTES:

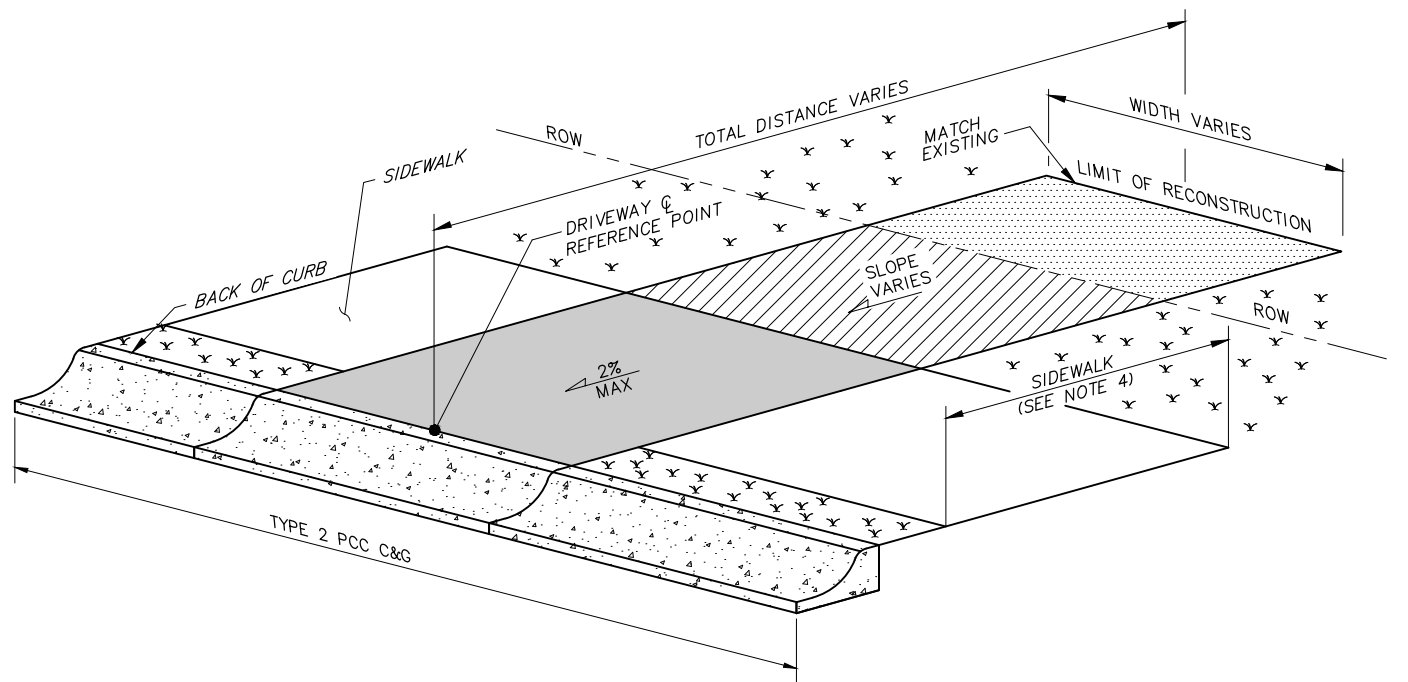
1. SEE "RELOCATE MAILBOX" TABLE, DEMOLITION SHEETS & ROADWAY SHEETS FOR LOCATING MAILBOXES ALONG ROADWAY. LOCATIONS ARE APPROXIMATE, VERIFY LOCATION WITH ENGINEER PRIOR TO INSTALLATION.
2. CUT OFF EXCESS BOLT AND FILE SMOOTH AFTER TIGHTENING.
3. MAILBOXES AND SUPPORTS SHALL CONFORM WITH U.S. POSTAL SERVICE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

RECORD DRAWING 1. DATA PROVIDED BY: _____ TITLE: _____ THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: _____ BY: _____ TITLE: _____ DATE: _____		<table border="1"> <thead> <tr> <th>DATA</th> <th>DRAWN BY</th> <th>CHECKED BY</th> </tr> </thead> <tbody> <tr> <td>BASE</td> <td>AR</td> <td>AR</td> </tr> <tr> <td>TOPOGRAPHY</td> <td>SB</td> <td>AR</td> </tr> <tr> <td>PROFILE</td> <td>CK</td> <td>JK</td> </tr> <tr> <td>STORM SEWER</td> <td>JM</td> <td>JH</td> </tr> <tr> <td>WATER/SANITARY SEWER</td> <td>JM</td> <td>JK</td> </tr> <tr> <td>GAS</td> <td>CB</td> <td>BW</td> </tr> <tr> <td>TELEPHONE</td> <td>CB</td> <td>BW</td> </tr> <tr> <td>ELECTRIC</td> <td>JH</td> <td>TK</td> </tr> <tr> <td>DESIGN</td> <td>CK</td> <td>JK</td> </tr> <tr> <td>QUANTITIES</td> <td>CK</td> <td>JK</td> </tr> <tr> <td>PRELIMINARY/FINAL</td> <td>CK</td> <td>JK</td> </tr> <tr> <td>MUNICIPAL/STATE</td> <td>CK</td> <td>JK</td> </tr> </tbody> </table>		DATA	DRAWN BY	CHECKED BY	BASE	AR	AR	TOPOGRAPHY	SB	AR	PROFILE	CK	JK	STORM SEWER	JM	JH	WATER/SANITARY SEWER	JM	JK	GAS	CB	BW	TELEPHONE	CB	BW	ELECTRIC	JH	TK	DESIGN	CK	JK	QUANTITIES	CK	JK	PRELIMINARY/FINAL	CK	JK	MUNICIPAL/STATE	CK	JK	<table border="1"> <thead> <tr> <th colspan="2">FIELD BOOKS</th> <th>BM NO.</th> <th>LOCATION</th> <th>ELEV.</th> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>DESIGN CRW BOOK No. 3796,</td> <td>GAAB 39</td> <td>See MOA Benchmark Book, Page D-36</td> <td>62.20'</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3825, 3831, 3832, & 3872</td> <td>2014-2326</td> <td>See MOA Online Benchmark Map</td> <td>86.96'</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>STAKING</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ASBUILT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CONTRACTOR</td> <td colspan="8">BASIS OF THIS DATUM GAAB 1972 ADJUST</td> </tr> <tr> <td>INSPECTOR</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY	DESIGN CRW BOOK No. 3796,	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'						3825, 3831, 3832, & 3872	2014-2326	See MOA Online Benchmark Map	86.96'						STAKING									ASBUILT									CONTRACTOR	BASIS OF THIS DATUM GAAB 1972 ADJUST								INSPECTOR									 CRW ENGINEERING GROUP 3940 ARCTIC BLVD., SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECLE82-AK		 STATE OF ALASKA 49 TH Christopher T. Koenen CE-145371 REGISTERED PROFESSIONAL ENGINEER		 CITY OF ANCHORAGE 4700 ELMORE ROAD ANCHORAGE, ALASKA 99507		PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT 20-15 TASHA DRIVE RECONSTRUCTION SCHED A FLAMINGO DRIVE TO NORTHWOOD STREET ROADWAY DETAILS MAILBOXES			
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1 **TYPICAL DRIVEWAY WITHOUT SIDEWALK**
SCALE: NTS

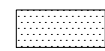
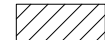


2 **TYPICAL DRIVEWAY WITH SIDEWALK**
SCALE: NTS

DRIVEWAY NOTES:

1. CENTER THE PROPOSED DRIVEWAY ENTRANCES ON DRIVEWAY CENTERLINE REFERENCE POINT AS SHOWN IN THE 20.28 RECONSTRUCT DRIVEWAY SUMMARY TABLES.
2. SEE 20.28 DRIVEWAY RECONSTRUCTION SUMMARY TABLE "T" SHEETS FOR INDIVIDUAL DRIVEWAY SPECIFICS.
3. WHERE INSULATION IS INSTALLED IN ROADWAY, INSTALL INSULATION UNDER DRIVEWAY PER DETAIL 3, SHEET C3.
4. INCREASE SIDEWALK THICKNESS TO 6" ACROSS LANDINGS AND ADD WELDED STEEL WIRE REINFORCEMENT PER THE SPECIFICATIONS.
5. DRIVEWAY RECONSTRUCTION WITHIN THE ROW SHALL BE ASPHALT OR CONCRETE, NO GRAVEL SHALL BE INSTALLED WITHIN THE ROW.

LEGEND

-  SURFACE TYPE VARIES, SEE NOTE 2
-  LIMITS OF P.C.C SIDEWALK (6" THICK, STANDARD FINISH), SEE NOTE 4
-  SURFACE TYPE VARIES, SEE NOTE 5

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

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
2014-2326		See MOA Online Benchmark Map	86.96'				
STAKING							
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							
REVISIONS							



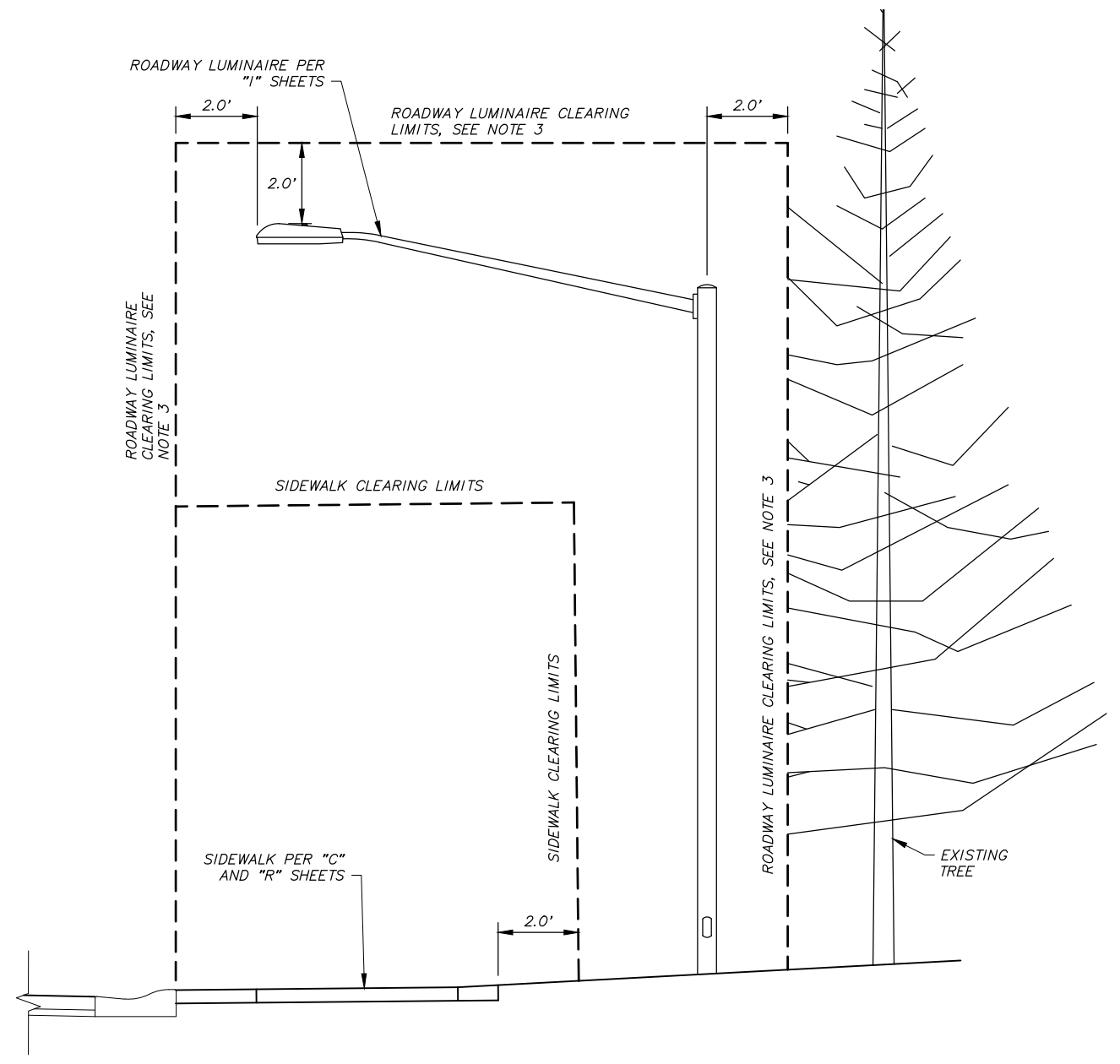
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		SCHED A
ROADWAY DETAILS			
DRIVEWAYS			
SCALE	HOR. N/A VER. N/A	GRID SW2327 DATE SEP 2025	STATUS 95% SHEET
			D5 of D6

ELEVATION

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

1

SCALE: NTS

ELEVATION

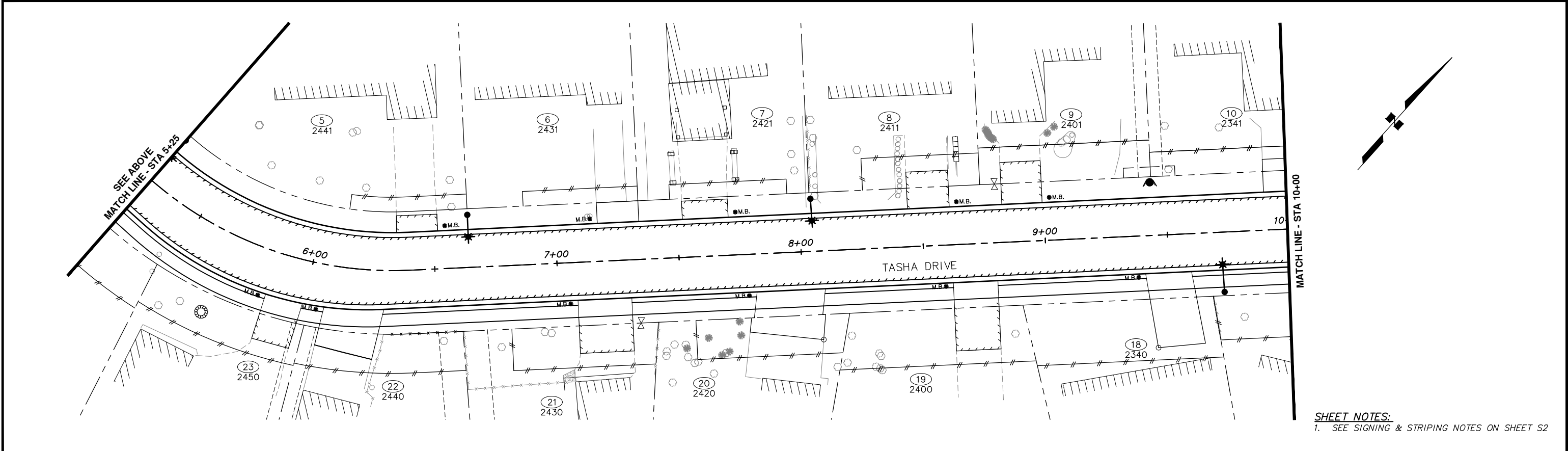
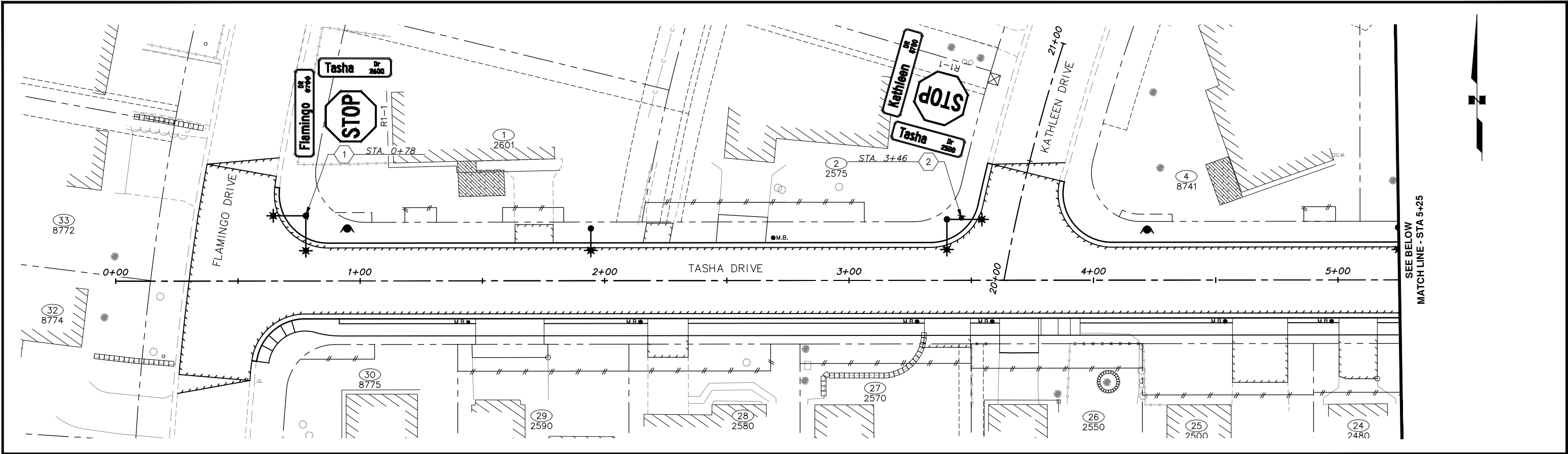
1. SIDEWALK AND ROADWAY LUMINAIRE CLEARING SHALL BE INCIDENTAL TO SECTION 20.04 CLEARING AND GRUBBING PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
2. MAINTAIN CLEARING LIMITS WITHIN AVAILABLE RIGHT-OF-WAY OR TCP.
3. ROADWAY LUMINAIRE CLEARING LIMITS SHALL INCLUDE 20 FEET UP STATION AND DOWN STATION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

2

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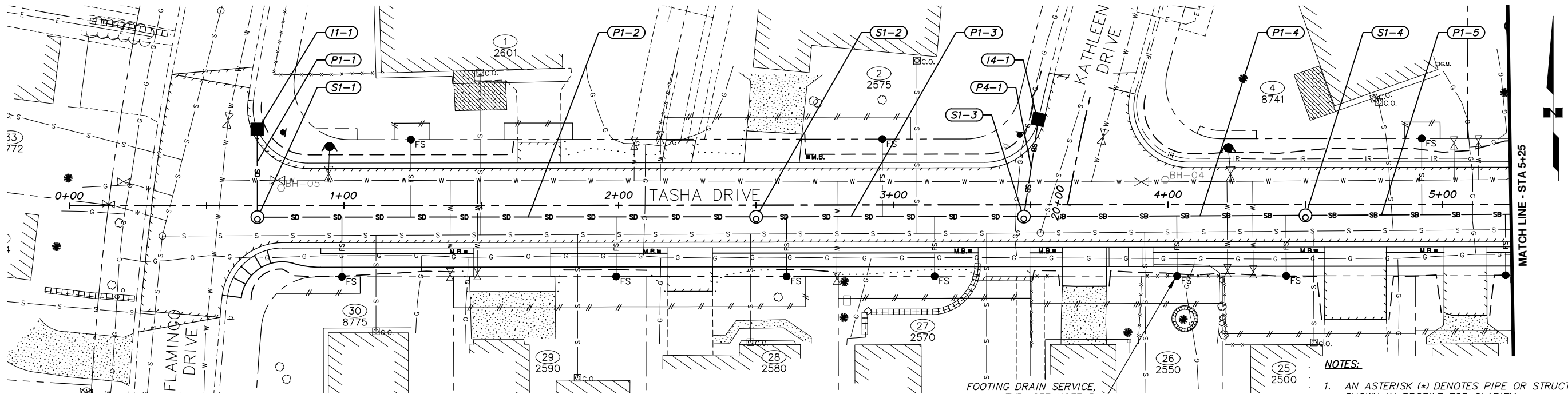
File: \\crrweng.com\projects\JobsData\10150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\01 Civil\10150.00 Signing & Striping.dwg



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

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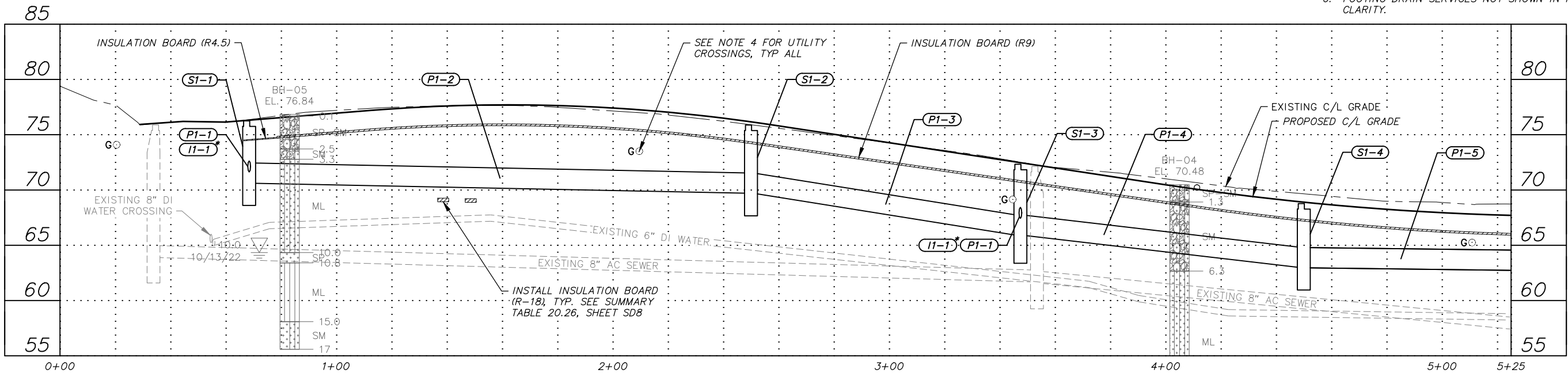
- NOTES:**
1. AN ASTERISK (*) DENOTES PIPE OR STRUCTURE NOT SHOWN IN PROFILE FOR CLARIFY.
 2. REFER TO SHEET SD5 FOR GENERAL STORM DRAIN STRUCTURE/PIPE NOTES AND STRUCTURE ABBREVIATIONS USED ON SUMMARY TABLES SHOWN ON THIS SHEET.
 3. REFER TO SHEETS SD5-SD8 FOR STORM DRAIN DETAILS AND SUMMARY TABLES.
 4. CAUTION!!! THE LOCATION OF EXISTING UTILITY CROSSINGS SHOWN IN PROFILE ARE APPROXIMATE. CONTRACTOR SHALL PROTECT AND SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED. EXISTING UTILITIES IN CONFLICT WITH PROPOSED IMPROVEMENTS WILL BE RELOCATED BY OTHERS. SEE SPECIFICATIONS FOR MORE INFORMATION.
 5. REFER TO SHEET SD8 FOR FOOTING DRAIN SERVICE SUMMARY TABLE.
 6. FOOTING DRAIN SERVICES NOT SHOWN IN PROFILE FOR CLARITY.

55.02 & 55.03 – STORM & SUBDRAIN PIPE

PIPE NAME	SIZE (IN.)	PIPE TYPE	LENGTH (FT.)	FROM	TO	INLET ELEVATION	OUTLET ELEVATION	SLOPE
P1-1	12	CPEP, S	32.04	I1-1	S1-1	72.19	71.63	2.01%
P1-2	18	CPEP, S	181.59	S1-1	S1-2	70.77	69.88	0.50%
P1-3	18	CPEP, S	97.47	S1-2	S1-3	69.83	66.09	4.00%
P1-4	18	CPEP, SP	102.55	S1-3	S1-4	66.04	63.17	2.91%
P1-5	18	CPEP, SP	109.66	S1-4	S2-1	63.12	62.80	0.30%

55.05 & 55.09 – STORM DRAIN STRUCTURES

STRUCTURE ID	TYPE OF STRUCTURE	TYPE OF CASTING	STATION	OFFSET TO STRUCTURE C/L	TOP OF CASTING ELEVATION	CURB TYPE	COMMENTS
S1-1	MH I	MH	0+68.45	4.21' RT	76.20	N/A	
I1-1	CB	CI	0+68.45	27.82' LT	76.44	2	
S1-2	MH I	MH	2+50.01	4.27' RT	75.96	N/A	
S1-3	MH I	MH	3+47.47	4.31' RT	72.27	N/A	
S1-4	MH I	MH	4+50.02	3.96' RT	68.70	N/A	

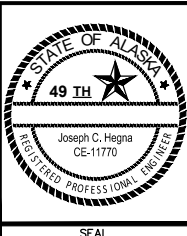


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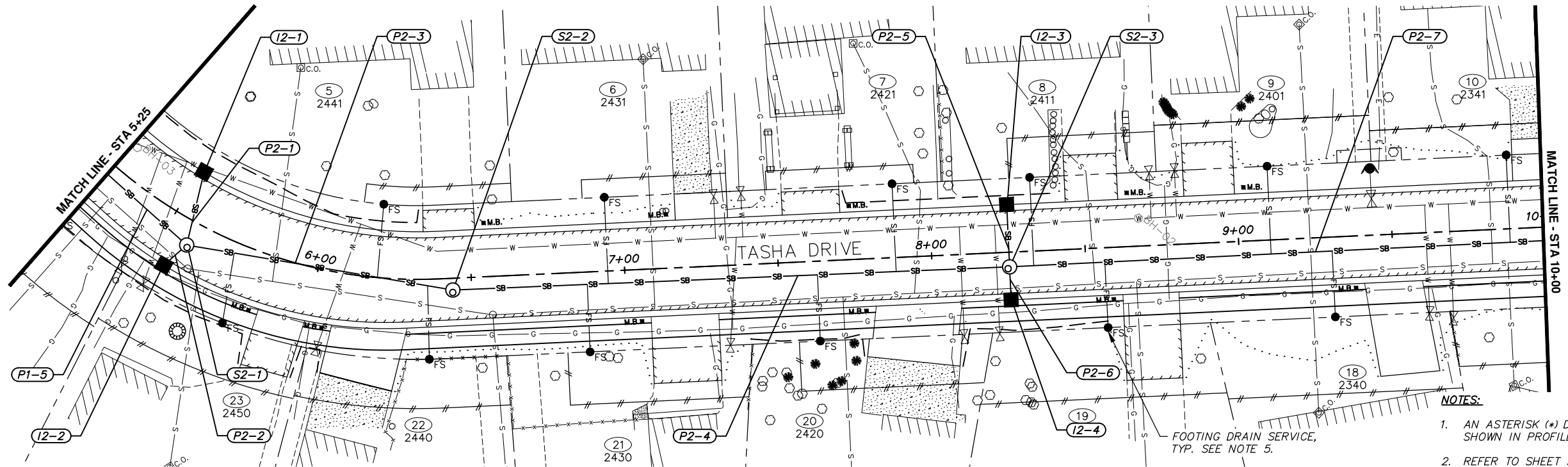
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QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
STAKING	2014-2326	See MOA Online Benchmark Map	86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET	SCHED B
STORM DRAIN PLAN & PROFILE		
TASHA DRIVE RECONSTRUCTION BOP TO STA 5+25		
SCALE HOR. 1"=20' VER. 1"=5'	GRID SW2327 DATE SEP 2025 STATUS 95%	SHEET SD1 of SD8



NOTES:

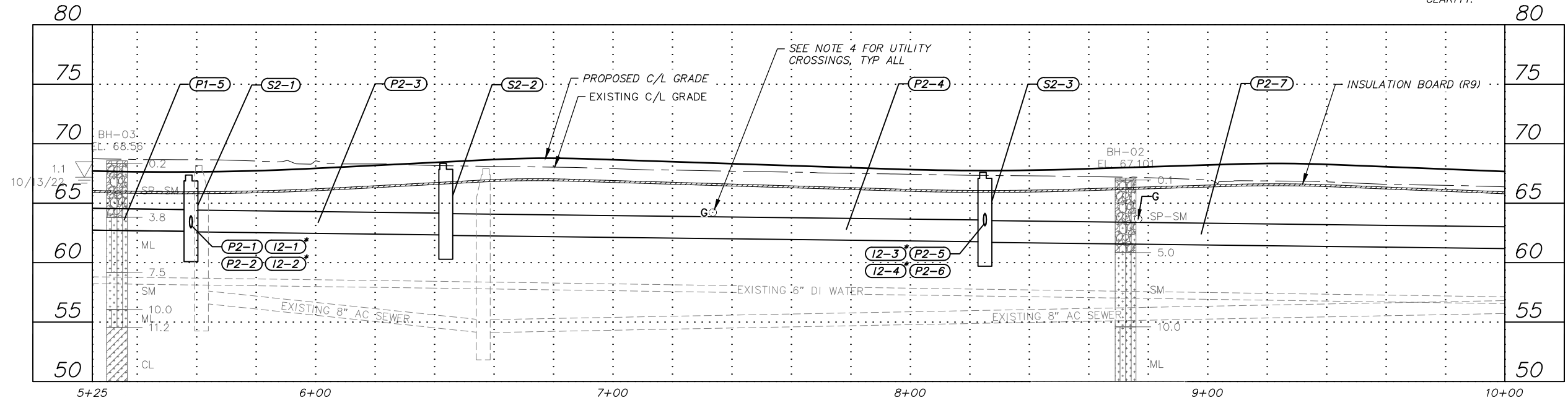
1. AN ASTERISK (*) DENOTES PIPE OR STRUCTURE NOT SHOWN IN PROFILE FOR CLARIFY.
2. REFER TO SHEET SD5 FOR GENERAL STORM DRAIN STRUCTURE/PIPE NOTES AND STRUCTURE ABBREVIATIONS USED ON SUMMARY TABLES SHOWN ON THIS SHEET.
3. REFER TO SHEETS SD5-SD8 FOR STORM DRAIN DETAILS AND SUMMARY TABLES.
4. CAUTION!!! THE LOCATION OF EXISTING UTILITY CROSSINGS SHOWN IN PROFILE ARE APPROXIMATE. CONTRACTOR SHALL PROTECT AND SHORE EXISTING UTILITIES IN PLACE WHERE NECESSARY OR AS NOTED. EXISTING UTILITIES IN CONFLICT WITH PROPOSED IMPROVEMENTS WILL BE RELOCATED BY OTHERS. SEE SPECIFICATIONS FOR MORE INFORMATION.
5. REFER TO SHEET SD8 FOR FOOTING DRAIN SERVICE SUMMARY TABLE.
6. FOOTING DRAIN SERVICES NOT SHOWN IN PROFILE FOR CLARITY.

55.03 - SUBDRAIN PIPE

PIPE NAME	SIZE (IN.)	PIPE TYPE	LENGTH (FT.)	FROM	TO	INLET ELEVATION	OUTLET ELEVATION	SLOPE
P2-1	12	CPEP, SP	24.45	I2-1	S2-1	63.37	62.96	2.00%
P2-2	12	CPEP, SP	9.91	I2-2	S2-1	63.03	62.91	2.03%
P2-3	18	CPEP, SP	87.84	S2-1	S2-2	62.75	62.50	0.30%
P2-4	18	CPEP, SP	181.32	S2-2	S2-3	62.45	61.92	0.30%
P2-5	12	CPEP, SP	20.26	I2-3	S2-3	63.49	63.16	2.03%
P2-6	12	CPEP, SP	10.74	I2-4	S2-3	63.22	63.08	2.08%
P2-7	18	CPEP, SP	199.32	S2-3	S3-1	61.87	61.28	0.30%

55.05 & 55.09 - STORM DRAIN STRUCTURES

STRUCTURE ID	TYPE OF STRUCTURE	TYPE OF CASTING	STATION	OFFSET TO STRUCTURE C/L	TOP OF CASTING ELEVATION	CURB TYPE	COMMENTS
I2-1	CB	CI	5+51.05	15.50' LT	67.62	2	
I2-2	CB	CI	5+55.09	17.25' RT	67.28	2	
S2-1	MH I	MH	5+58.16	7.92' RT	67.31	N/A	
S2-2	MH I	MH	6+43.85	3.82' RT	68.28	N/A	
S2-3	MH I	MH	8+25.18	4.76' RT	67.53	N/A	
I2-3	CB	CI	8+25.18	15.50' LT	67.74	2	
I2-4	CB	CI	8+25.18	15.50' RT	67.47	2	



RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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

CONTRACTOR: _____ DATE: _____

BY: _____ TITLE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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

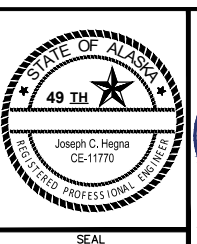
DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

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

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
STAKING	2014-2328	See MOA Online Benchmark Map	86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							
PLAN CHECK							
CONSTRUCTION RECORD							
VERTICAL DATUM							
REVISIONS							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

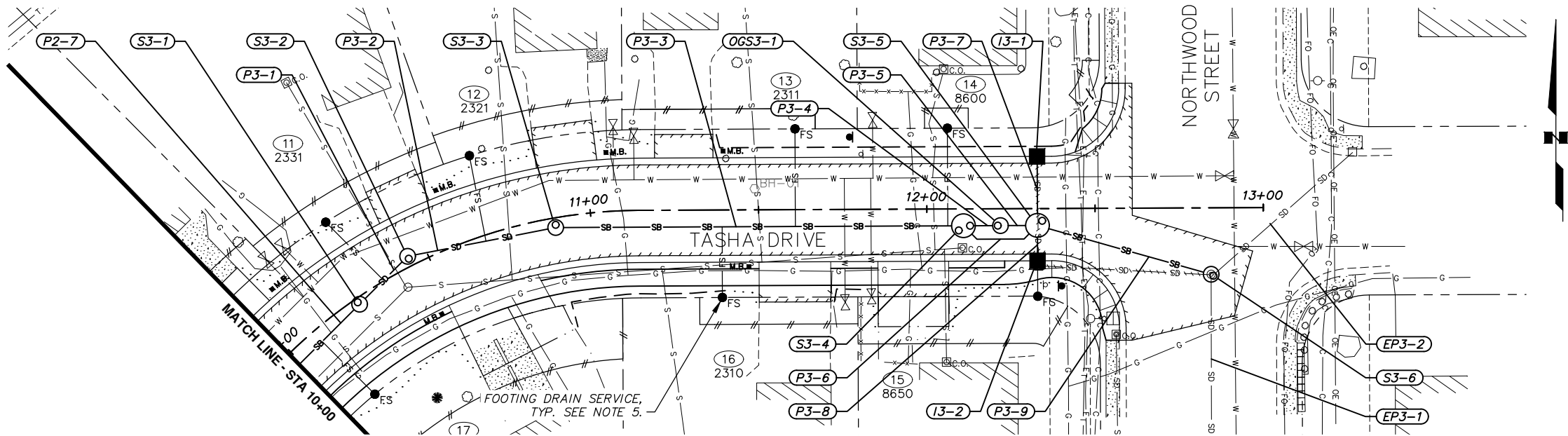
20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET SCHED B

STORM DRAIN PLAN & PROFILE

TASHA DRIVE RECONSTRUCTION STA 5+25 TO 10+00

SCALE HOR. 1"=20' VER. 1"=5' GRID SW2327 DATE SEP 2025 STATUS 95% SHEET SD2 of SD8

File: \\crrweng.com\projects\JobsData\10150.00_Tasha Drive Reconstruct\00_Cadd_2019\01_Working Set\01_Civil\10150.00 Plan & Profile - Storm Drain.dwg



55.04, 55.05, 55.09 & 55.22 – STORM DRAIN STRUCTURES

STRUCTURE ID	TYPE OF STRUCTURE	TYPE OF CASTING	STATION	OFFSET TO STRUCTURE C/L	TOP OF CASTING ELEVATION	CURB TYPE	COMMENTS
S3-1	MH I	MH	10+24.99	1.94' RT	67.35	N/A	
S3-2	MH I	MH	10+44.49	3.01' LT	67.15	N/A	WATERTIGHT MH, SEE NOTE 9
S3-3	MH I	MH	10+89.07	2.89' RT	66.71	N/A	
S3-4	BYPASS, MH II	MH	12+10.86	5.00' RT	65.43	N/A	SEE DETAIL 2, SHEET SD6
OGS3-1	OGS	MH	12+21.86	5.00' RT	65.35	N/A	SEE DETAIL 1, SHEET SD6
S3-5	MH II	MH	12+32.86	5.00' RT	65.22	N/A	
I3-1	CB	CI	12+32.86	15.50' LT	65.17	2	
I3-2	CB	CI	12+32.86	15.50' RT	65.28	2	
S3-6	MH I / CONNECT	MH	12+84.41	19.75' RT	64.62	N/A	WATERTIGHT MH, SEE NOTE 9. CONNECT EX. PIPES (EP3-1 & EP3-2)

55.02 & 55.03 – STORM & SUBDRAIN PIPE

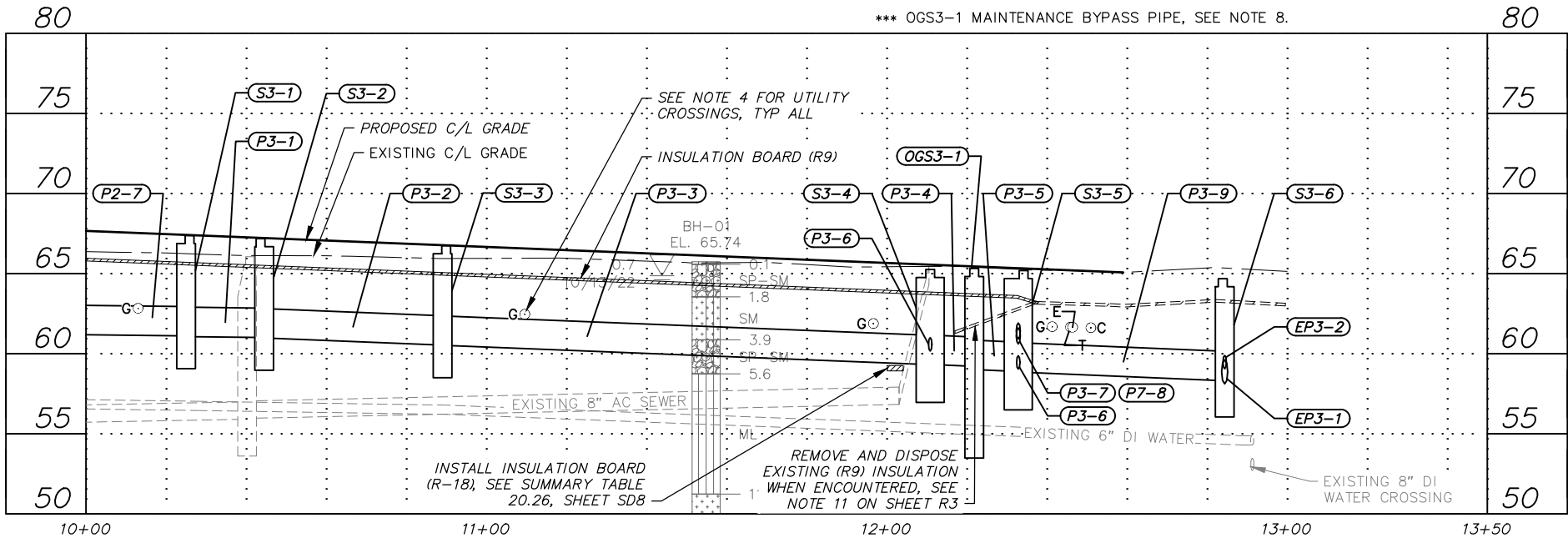
PIPE NAME	SIZE (IN.)	PIPE TYPE	LENGTH (FT.)	FROM	TO	INLET ELEVATION	OUTLET ELEVATION	SLOPE
P3-1**	18	CPEP, S	20.17	S3-1	S3-2	61.23	61.18	0.31%
P3-2**	18	CPEP, S	44.82	S3-2	S3-3	61.13	60.72	1.00%
P3-3	18	CPEP, SP	121.18	S3-3	S3-4	60.67	59.51	1.00%
P3-4	18	CPEP, SP	11.00	S3-4	OGS3-1	59.46	59.40	1.00%
P3-5	18	CPEP, SP	11.00	OGS3-1	S3-5	59.15	59.09	1.00%
P3-6***	10	CPEP, S	25.31	S3-4	S3-5	60.17	59.04	5.85%
P3-7	12	CPEP, SP	20.50	I3-1	S3-5	60.92	60.61	2.00%
P3-8	12	CPEP, SP	10.50	I3-2	S3-5	61.03	60.92	2.00%
P3-9	18	CPEP, SP	53.62	S3-5	S3-6	58.99	58.50	1.01%
EP3-1	18	CPEP, S	—	S3-6	—	58.2±	—	—
EP3-2	10	CPEP, S	—	—	S3-6	—	59.1±	—

** INSTALL WATERTIGHT PIPE, SEE NOTE 10.

*** OGS3-1 MAINTENANCE BYPASS PIPE, SEE NOTE 8.

NOTES:

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3. REFER TO SHEETS SD5–SD8 FOR STORM DRAIN DETAILS AND SUMMARY TABLES.
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5. REFER TO SHEET SD8 FOR FOOTING DRAIN SERVICE SUMMARY TABLE.
6. FOOTING DRAIN SERVICES NOT SHOWN IN PROFILE FOR CLARITY.
7. REFER TO SHEET SD6 FOR OGS AND BYPASS STRUCTURE DETAILS.
8. CPEP FITTINGS I.A.W. MASS SECTION 55.02 SHALL BE USED FOR BYPASS PIPING, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. LOCATION OF FITTINGS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD LOCATE FITTINGS WITH ENGINEER'S APPROVAL TO MINIMIZE CONFLICTS WITH OTHER UTILITIES AND OBSTRUCTIONS. CONCRETE THRUST BLOCKS I.A.W. MASS STANDARD DETAIL 60-06 SHALL BE INSTALLED AT ALL FITTINGS. PAYMENT FOR THRUST BLOCKS SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 55.02.
9. PROVIDE WATERTIGHT CONNECTION AT MANHOLE. INSTALL Z-LOK STM BOOT STYLE CONNECTOR OR APPROVED EQUAL FOR PIPE TO MANHOLE CONNECTION. NO ADDITIONAL PAYMENT SHALL BE MADE FOR STRUCTURES CONSTRUCTED WITH BOOT STYLE CONNECTOR.
10. CONTRACTOR SHALL PERFORM TESTING I.A.W. MASS SECTION 50.02 (SANITARY SEWER PIPE) FOR WATERTIGHT STORM DRAIN PIPE.



RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

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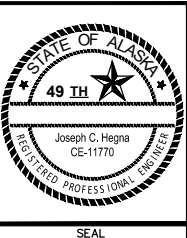
DATA TRANSFER CHECKED BY: _____ TITLE: _____

COMPANY: _____ DATE: _____

BY: _____

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

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796.	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
3825, 3831, 3832, & 3872	2014-2328	See MOA Online Benchmark Map	86.96'				
STAKING							
ASBUILT							
CONTRACTOR							
INSPECTOR							
BASIS OF THIS DATUM GAAB 1972 ADJUST							
GRAPHIC SCALE 40 20 0 20 40							
PLAN CHECK							
CONSTRUCTION RECORD							
VERTICAL DATUM							
REVISIONS							



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

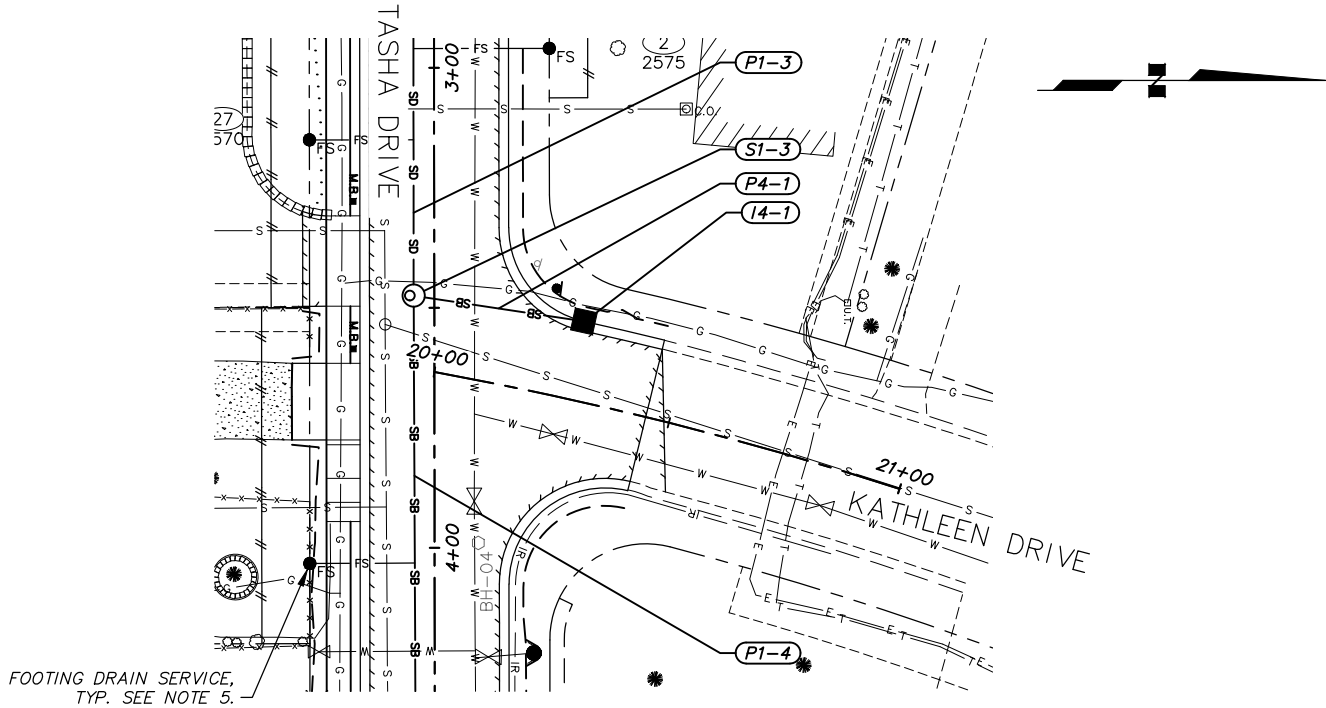
20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET SCHED B

STORM DRAIN PLAN & PROFILE

TASHA DRIVE RECONSTRUCTION STA 10+00 TO EOP

SCALE HOR. 1"=20' VER. 1"=5' GRID SW2327 DATE SEP 2025 STATUS 95% SHEET SD3 of SD8

File: \\crrweng.com\projects\JobsData\0150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\01 Civil\0150.00 Plan & Profile - Storm Drain.dwg

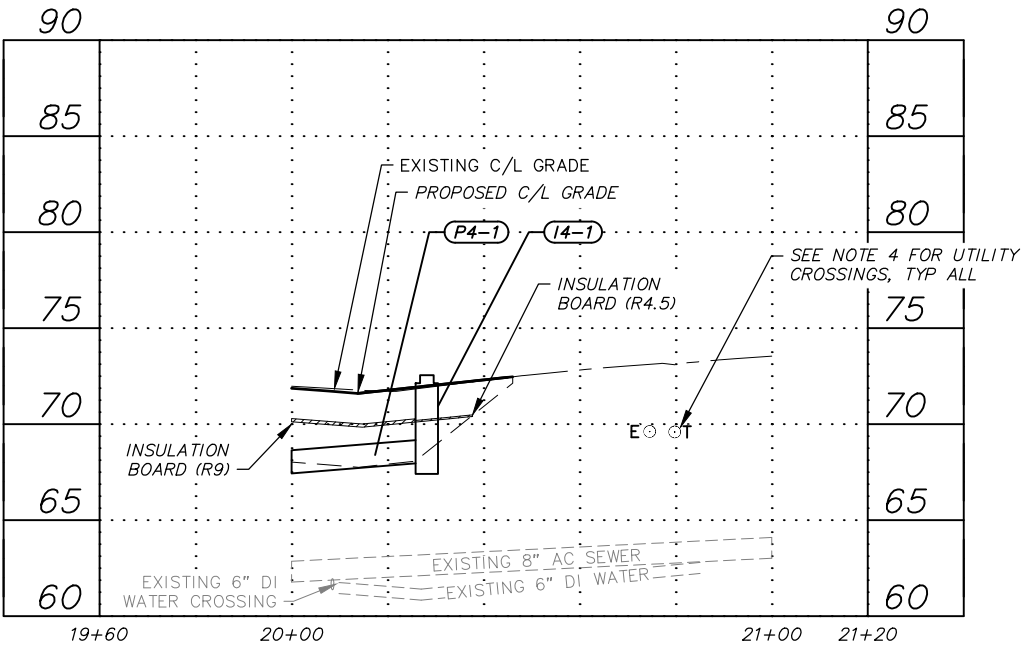


NOTES:

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5. REFER TO SHEET SD8 FOR FOOTING DRAIN SERVICE SUMMARY TABLE.
6. FOOTING DRAIN SERVICES NOT SHOWN IN PROFILE FOR CLARITY.

55.03 – SUBDRAIN PIPE								
PIPE NAME	SIZE (IN.)	PIPE TYPE	LENGTH (FT.)	FROM	TO	INLET ELEVATION	OUTLET ELEVATION	SLOPE
P4-1	12	CPEP, SP	35.88	I4-1	S1-3	68.07	67.43	2.01%

55.09 – STORM DRAIN STRUCTURES							
STRUCTURE ID	TYPE OF STRUCTURE	TYPE OF CASTING	STATION	OFFSET TO STRUCTURE C/L	TOP OF CASTING ELEVATION	CURB TYPE	COMMENTS
I4-1	CB	CI	20+28.16	16.50' LT	72.32	2	



RECORD DRAWING

1. DATA PROVIDED BY: _____ TITLE: _____

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CONTRACTOR: _____

BY: _____ TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____ TITLE: _____

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COMPANY: _____ DATE: _____

BY: _____

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

FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796,		GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
3825, 3831, 3832, & 3872		2014-2328	See MOA Online Benchmark Map	86.96'				
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
BASIS OF THIS DATUM GAAB 1972 ADJUST								
PLAN CHECK		CONSTRUCTION RECORD		VERTICAL DATUM		REVISIONS		

CRW ENGINEERING GROUP

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

STATE OF ALASKA
49 TH
Joseph C. Hegna
CE-11770
REGISTERED PROFESSIONAL ENGINEER

MUNICIPALITY OF ANCHORAGE
4700 ELMORE ROAD
ANCHORAGE, ALASKA 99507

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET SCHED B

STORM DRAIN PLAN & PROFILE

KATHLEEN DRIVE

SCALE HOR. 1"=20' VER. 1"=5' GRID SW2327 DATE SEP 2025 STATUS 95% SHEET SD4 of SD8

20.26 - INSULATION BOARD (R-18) - PIPE CROSSINGS & STORM DRAIN STRUCTURE INSULATION

SHEET	START STATION	END STATION	OFFSET	WIDTH (FT)	LENGTH (FT)	AREA (SF)	COMMENTS
SD1	1+39	—	4.2 RT	4	8	32	WATER SERVICE (PARCEL 30)
SD2	1+49	—	4.2 RT	4	8	32	WATER SERVICE (PARCEL 29)
SD2	5+55	—	15.4 LT	8	8	64	CATCH BASIN (12-1) OVER WATER MAIN. SEE DETAIL 2, SHEET SD7.
SD3	12+02	—	5.0 RT	4	8	32	SEWER SERVICE (PARCEL 14)

INSULATION BOARD NOTES:

1. INSULATION BOARD SHALL BE INSTALLED I.A.W. TYPICAL STORM DRAIN AND SUBDRAIN TYPICAL SECTIONS (SEE SHEET SD5) AND MASS STANDARD DETAIL 20-9.

55.18 – CONSTRUCT FOOTING DRAIN SERVICE

SHEET	PARCEL	AT PROPERTY LINE		AT MAIN / STRUCTURE		APPROX. LENGTH (FT)	CONNECT TO / COMMENTS	ELEVATION AT ROW (2)
		STATION	OFFSET (FT)	STATION	OFFSET (FT)			
SD1	30	0+99	26.0 RT	0+99	4.2 RT	21.8	STORM DRAIN PIPE (P1-2)	
	1	1+24	24.0 LT	1+24	4.2 RT	28.2	STORM DRAIN PIPE (P1-2)	
	29	1+99	26.0 RT	1+99	4.3 RT	21.7	STORM DRAIN PIPE (P1-2)	
	28	2+61	26.0 RT	2+61	4.3 RT	21.7	STORM DRAIN PIPE (P1-3)	
	2	2+96	24.0 LT	2+96	4.3 RT	28.3	STORM DRAIN PIPE (P1-3)	
	27	3+15	26.0 RT	3+15	4.3 RT	21.7	STORM DRAIN PIPE (P1-3)	
	26	4+03	26.0 RT	4+03	4.1 RT	21.9	SUBDRAIN PIPE (P1-4)	
	25	4+43	26.0 RT	4+43	4.0 RT	22.0	SUBDRAIN PIPE (P1-4)	
	4	4+92	24.0 LT	4+92	3.8 RT	27.8	SUBDRAIN PIPE (P1-5)	
24	5+23	26.0 RT	5+23	3.7 RT	22.3	SUBDRAIN PIPE (P1-5)		
SD2	23	5+77	26.1 RT	5+73	3.6 RT	23.1	SUBDRAIN PIPE (P2-3)	
	5	6+19	24.0 LT	6+19	0.1 LT	23.8	SUBDRAIN PIPE (P2-3)	
	22	6+36	26.0 RT	6+36	2.1 RT	23.9	SUBDRAIN PIPE (P2-3)	
	21	6+88	26.0 RT	6+88	4.0 RT	22.0	SUBDRAIN PIPE (P2-4)	
	6	6+94	24.0 LT	6+94	4.1 RT	28.1	SUBDRAIN PIPE (P2-4)	
	20	7+63	26.0 RT	7+63	4.4 RT	21.6	SUBDRAIN PIPE (P2-4)	
	7	7+88	24.0 LT	7+88	4.6 RT	28.6	SUBDRAIN PIPE (P2-4)	
	8	8+33	24.0 LT	8+33	4.7 RT	28.7	SUBDRAIN PIPE (P2-7)	
	19	8+56	26.0 RT	8+56	4.7 RT	21.3	SUBDRAIN PIPE (P2-7)	
	9	9+10	24.0 LT	9+10	4.6 RT	28.6	SUBDRAIN PIPE (P2-7)	
	18	9+30	26.0 RT	9+30	4.5 RT	21.4	SUBDRAIN PIPE (P2-7)	
10	9+88	24.0 LT	9+88	4.4 RT	28.4	SUBDRAIN PIPE (P2-7)		
SD3	17	10+11	26.0 RT	10+09	4.0 RT	22.1	SUBDRAIN PIPE (P2-7)	
	11	10+30	23.9 LT	10+35	0.2 LT	24.4	SUBDRAIN PIPE (P3-1)	
	12	10+70	23.9 LT	10+68	1.8 RT	25.9	SUBDRAIN PIPE (P3-2)	
	16	11+39	26.0 RT	11+39	5.0 RT	21.0	SUBDRAIN PIPE (P3-3)	
	13	11+61	24.0 LT	11+61	5.0 RT	29.0	SUBDRAIN PIPE (P3-3)	
	14	12+06	24.0 LT	12+06	5.0 RT	29.0	SUBDRAIN PIPE (P3-3)	
	15	12+33	26.1 RT	12+33	15.5 RT	10.6	CATCH BASIN (I3-2)	

FOOTING DRAIN SERVICE NOTES:

1. FOOTING DRAIN SERVICES SHALL BE INSTALLED PER DETAIL 1, SHEET SD7 AND THE SPECIAL PROVISIONS.
2. TO BE COMPLETED BY CONTRACTOR AS PART OF AS-BUILT DRAWINGS.
3. FOOTING DRAIN SERVICES SHALL BE INSTALLED A MINIMUM OF 11 FEET FROM ANY WATER SERVICE KEY BOX.
4. FOOTING DRAIN SERVICES SHALL BE CONSTRUCTED I.A.W. TYPICAL SUBDRAIN TRENCH SECTION (DETAIL 1, SHEET SD5) UNLESS OTHERWISE NOTED.

50.04 – RELOCATE SEWER SERVICE (4-INCH)

SHEET	PARCEL	START STATION	START OFFSET (FT)	END STATION	END OFFSET (FT)	LENGTH (FT)	COMMENTS
SD3	12	10+72	15.1 RT	10+79	23.9 LT	40	POTENTIAL CONFLICT WITH SUBDRAIN
	13	11+51	15.5 RT	11+49	24.0 LT	40	POTENTIAL CONFLICT WITH SUBDRAIN
	14	12+02	12.1 RT	12+01	24.0 LT	36	POTENTIAL CONFLICT WITH SUBDRAIN

60.05 – FURNISH AND INSTALL (1-INCH, COPPER) WATER SERVICE LINE

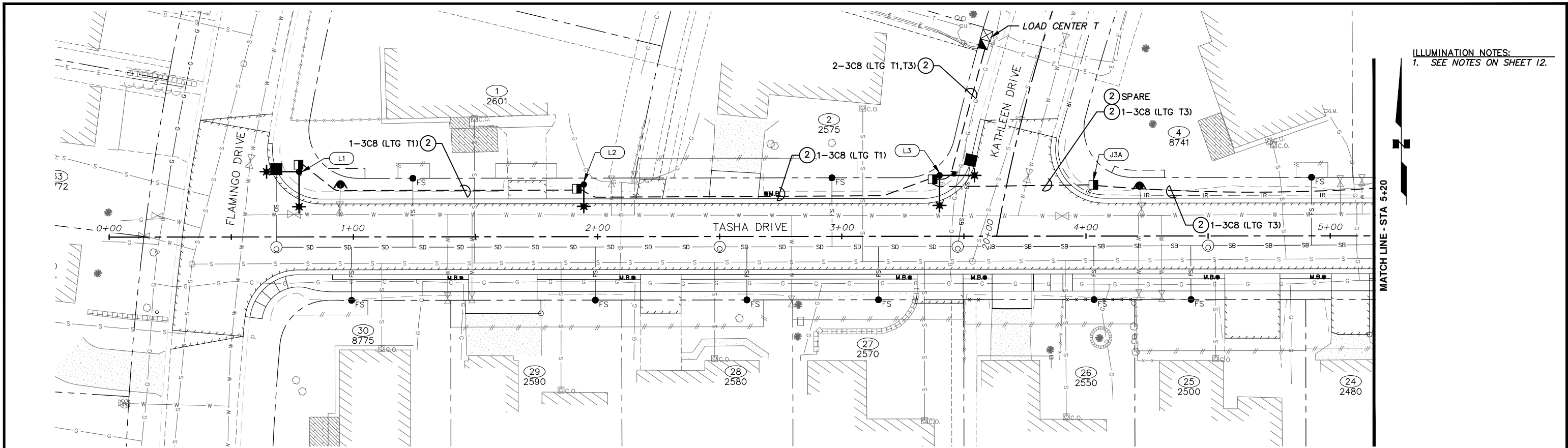
SHEET	PARCEL	START STATION	START OFFSET (FT)	END STATION	END OFFSET (FT)	LENGTH (FT)	REMARKS
SD1	30	1+39	9.1 LT	1+39	26.0 RT	35	POTENTIAL CONFLICT WITH STORM DRAIN
SD1	29	1+49	9.0 LT	1+49	26.0 RT	35	POTENTIAL CONFLICT WITH STORM DRAIN

WATER SERVICE LINE NOTES:

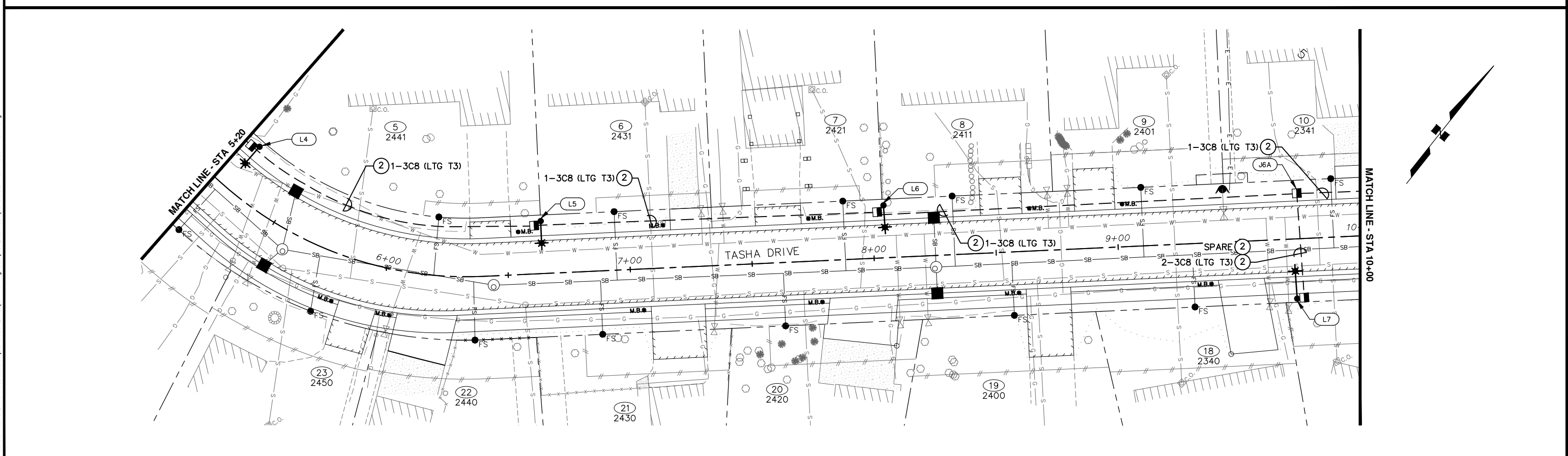
1. EXISTING WATER SERVICES IN CONFLICT WITH PROPOSED STORM DRAIN NEED TO BE FIELD VERIFIED FOR PROPER VERTICAL SEPARATION. REPLACE WATER SERVICE AS NECESSARY TO MAINTAIN A MINIMUM OF 18-INCHES OF VERTICAL SEPARATION FROM PROPOSED STORM DRAIN.
2. NO THREE PART UNIONS WILL BE ALLOWED IN ROW FOR WATER SERVICE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

RECORD DRAWING																				PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT																																																	
1. DATA PROVIDED BY: _____ TITLE: _____ THIS WILL SERVE TO CERTIFY THAT THESE RECORD DRAWINGS ARE A TRUE AND ACCURATE REPRESENTATION OF THE PROJECT AS CONSTRUCTED. CONTRACTOR: _____ BY: _____ TITLE: _____ DATE: _____										DATA BASE AR AR TOPOGRAPHY SB AR PROFILE GK JK STORM SEWER JH JK WATER/SANITARY SEWER JM JK GAS CB BW TELEPHONE CB BW ELECTRIC JH TK DESIGN CK JK QUANTITIES CK JK PRELIMINARY/FINAL CK JK MUNICIPAL/STATE CK JK										DRAWN BY CHECKED BY 										FIELD BOOKS DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872 BM NO. LOCATION ELEV. REV DATE DESCRIPTION BY GAAB 39 See MOA Benchmark Book, Page D-36 62.20' 2014-2326 See MOA Online Benchmark Map 66.96'										CRW ENGINEERING GROUP 3940 ARCTIC BLVD., SUITE 300 ANCHORAGE, ALASKA 99503 PHONE: (907) 562-3252 #AECLB82-AK										SEAL STATE OF ALASKA 49 TH Joseph C. Higgins CE-11770 REGISTERED PROFESSIONAL ENGINEER										TASHA DRIVE RECONSTRUCTION SCHED B FLAMINGO DRIVE TO NORTHWOOD STREET									
2. DATA TRANSFERRED BY: _____ TITLE: _____ COMPANY: _____ DATE: _____										BASIS OF THIS DATUM GAAB 1972 ADJUST										CONSULTANT										SCALE HOR. N/A VER. N/A										GRID SW2327 DATE SEP 2025 STATUS 95% SHEET SD8 of SD8																													
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BY: _____																																																																					

File: \\crrweng.com\Projects\Jobs\data\10150.00 Tasha Drive Reconstruction\00 Cadd 2019\01 Working Set\03 Electrical\10150.00 Illumination Plans.dwg



ILLUMINATION NOTES:
1. SEE NOTES ON SHEET 12.



RECORD DRAWING

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COMPANY: _____ DATE: _____

BY: _____

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

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872	GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
STAKING	2014-2328	See MOA Online Benchmark Map	86.96'				
ASBUILT							
CONTRACTOR							
INSPECTOR							

PLAN CHECK

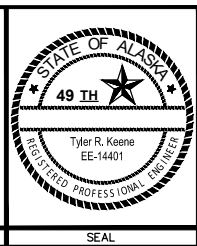
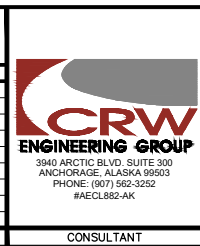
CONSTRUCTION RECORD

VERTICAL DATUM

REVISIONS

CONSULTANT

SEAL



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET SCHED C

ILLUMINATION PLAN

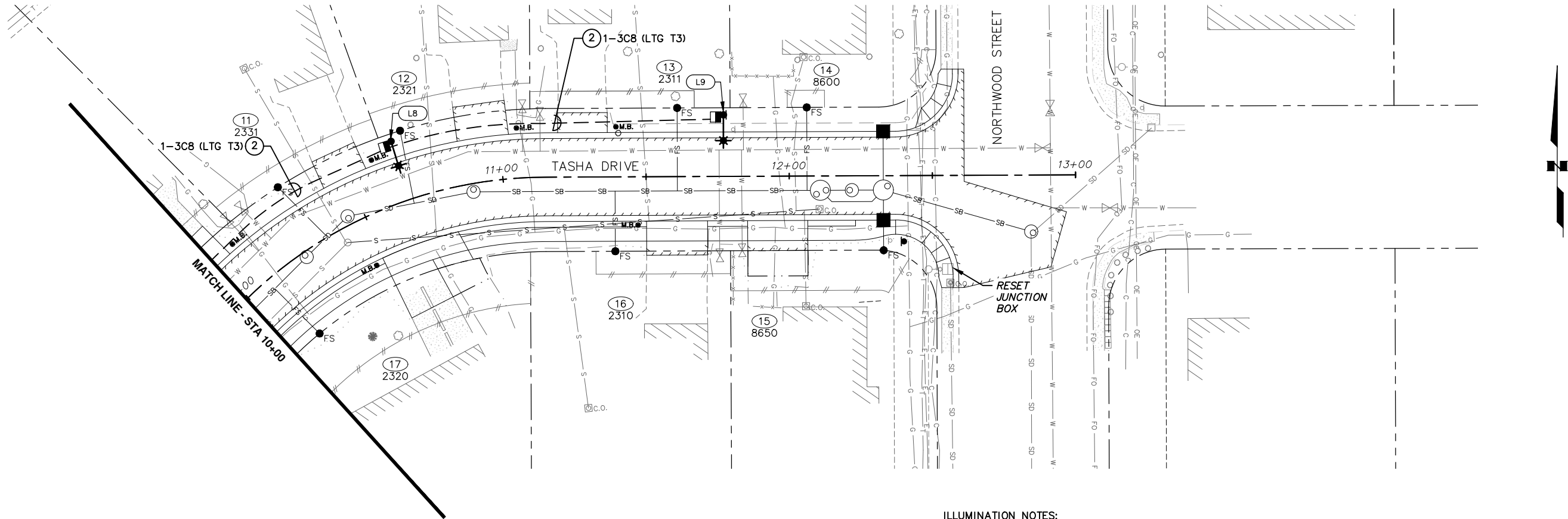
TASHA DRIVE
BOP TO STA 10+00

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

GRID SW2327

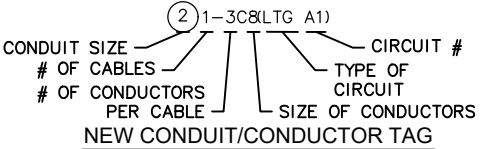
DATE SEP 2025 STATUS 95% SHEET 11 of 14

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ILLUMINATION NOTES:

1. PROVIDE HOT DIP GALVANIZED STEEL POLES WITH MAST ARMS PER MOA STANDARD DETAILS 80-19 AND 80-20, RESPECTIVELY.
2. ALL LUMINAIRE POLE FOUNDATIONS SHALL BE DRIVEN PILE WITH A FIXED BASE ASSEMBLY UNLESS OTHERWISE NOTED ON THE DRAWINGS. PILE EMBEDMENT DEPTH SHALL BE 15' MINIMUM. LUMINAIRE POLE FOUNDATION SHALL BE LOCATED A MINIMUM OF 2 FEET FROM BACK OF SIDEWALK/PATHWAY OR A MINIMUM OF 7 FEET FROM BACK OF CURB. WHEN POLE LOCATION IS WITHIN 10' OF A UTILITY, EXCAVATE A HOLE TO 12" BELOW ANTICIPATED UTILITIES DEPTH WITH A VACTOR TRUCK BEFORE DRIVING PILE. THIS WORK SHALL BE INCIDENTAL TO THE SECTION 80.04 PAY ITEM. SEE MASS DETAIL 80-9. CONTRACTOR SHALL STAKE LUMINAIRE POLE LOCATIONS IN THE FIELD FOR ENGINEERS REVIEW AND APPROVAL PRIOR TO INSTALLATION OF PILES. AFTER WELDING ON THE PILE CAP ADAPTOR AND ANCHOR PLATE TO THE DRIVEN STEEL PILE, THE CONTRACTOR SHALL COLD GALVANIZE THE PILE CAP, THE PIPE CAP ADAPTOR, AND ANCHOR PLATE, AND THE TOP THREE (3) FEET OF THE STEEL PILE INCLUDING THE PILE CAP AND THE ANCHOR PLATE. FURNISH GALVANIZATION MATERIAL PER MASS SECTION 80.4.5.
3. LUMINAIRES APPROVED FOR SUBSTITUTION SHALL PROVIDE THE LIGHT LEVELS AND UNIFORMITIES INDICATED IN THE LIGHT LEVELS TABLE.
4. PROVIDE THE POLE SHAFT LENGTHS AND MAST ARM LENGTHS SHOWN IN THE ROADWAY LUMINAIRE SCHEDULE.
5. PROVIDE RIGID METAL CONDUIT (RMC) WITH A BARE, STRANDED COPPER GROUND FOR ALL RACEWAYS. GROUND TO BE SIZED TO EQUAL THE LARGEST CONDUCTOR SIZE IN THE CONDUIT, MINIMUM #8 AWG. ALL CONDUITS AND FITTINGS SHALL BE HOT-DIPPED GALVANIZED PER MASS 80.07.1.
6. PROVIDE ONE SPARE 2" RMC WITH PULL ROPE BETWEEN THE JUNCTION BOXES ADJACENT TO EVERY ROAD CROSSING.
7. PROVIDE A 3 CONDUCTOR CABLE FOR EACH BRANCH CIRCUIT. SIZE AS SHOWN ON THE DRAWINGS.
8. INSTALL THE JUNCTION BOX WITHIN 3' OF THE POLE OR LOAD CENTER. DO NOT INSTALL JUNCTION BOXES IN SIDEWALKS, PATHWAYS, TRAILS, SLOPES, OR DRAINAGE DITCHES. JUNCTION BOXES INSTALLED BEHIND SIDEWALKS, PATHWAYS OR TRAILS SHALL HAVE A MINIMUM SETBACK OF 2' AND BE PLACED BEHIND OR ON THE DOWN TRAFFIC SIDE OF FOUNDATIONS.
9. IN THE DRAWINGS, EACH JUNCTION BOX HAS THE SAME IDENTIFYING NUMBER AS THE LIGHT POLE OR LOAD CENTER NEXT TO IT. FOR JUNCTION BOXES LOCATED BETWEEN POLES, THE IDENTIFYING NUMBER INCLUDES THE SMALLER OF THE TWO POLE NUMBERS BETWEEN WHICH THE JUNCTION BOX IS LOCATED AND AN "A" SUFFIX.
10. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE 2020 NEC AND THE AMENDMENTS ADOPTED IN AMC 23.30.



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BY: _____

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BY: _____

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

FIELD BOOKS				BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796, 3825, 3831, 3832, & 3872				GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
STAKING				2014-2328	See MOA Online Benchmark Map	86.96'				
ASBUILT										
CONTRACTOR										
INSPECTOR										
BASIS OF THIS DATUM GAAB 1972 ADJUST										

GRAPHIC SCALE: 40 20 0 20 40



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT					
20-15	TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET		SCHED C		
ILLUMINATION PLAN & NOTES					
TASHA DRIVE STA 10+00 TO EOP					
SCALE HOR. 1"=20' VER. N/A	GRID SW2327	DATE SEP 2025	STATUS 95%		
SHEET 12 of 14					

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LIGHT LEVELS TABLE								
LOCATION	MOA REQUIRED MIN. AVERAGE ILLUMINANCE (FC)	AVERAGE DESIGN ILLUMINANCE (FC)	MOA REQUIRED MIN. VERTICAL ILLUMINANCE (FC)	MINIMUM VERTICAL ILLUMINANCE (FC)	MOA REQUIRED MAXIMUM UNIFORMITY RATIO	DESIGN UNIFORMITY RATIO	MOA REQUIRED MAX. VEILING LUMINANCE RATIO	DESIGN VEILING LUMINANCE RATIO
TASHA DRIVE	0.4	0.9	—	—	6.0:1	4.4:1	0.4:1	0.3:1
TASHA DRIVE/FLAMINGO DRIVE INTX	0.8	1.5	—	—	6.0:1	5.2:1	—	—
TASHA DRIVE/KATHLEEN DRIVE INTX	0.8	1.5	—	—	6.0:1	3.7:0	—	—
SIDEWALK	0.4	0.4	0.1	0.2	4.0:1	3.6:1	—	—

NOTES:

- MOA REQUIREMENTS ARE FROM 2007 DCM CHAPTER 5 FOR A LOCAL ROADWAY WITH LOW PEDESTRIAN CONFLICT (MEDIUM DENSITY RESIDENTIAL).
- ALL INTERSECTIONS TO BE UPGRADED WITH NEW LUMINAIRES ARE CLASSIFIED AS LOCAL/LOCAL.
- LIGHT LOSS FACTOR (LLF) = 0.85.
- MOUNTING HEIGHTS ARE 30'.
- GE CURRENT EVOLVE ERL LED STREETLIGHTS WERE USED AS THE BASIS OF DESIGN.

ROADWAY LUMINAIRE SCHEDULE								
POLE	STATION	OFFSET	SHAFT LENGTH	MAST ARM LENGTH	LUMENS	WATTS	DISTRIBUTION	CIRCUIT
L1	00+77.3	27.00 LT	27'	12'*	6,300	50	TYPE 2, MEDIUM	T1
				13'	6,300	50	TYPE 2, MEDIUM	T1
L2	01+94.4	21.50 LT	28'	9'	6,300	50	TYPE 2, MEDIUM	T3
L3	03+40.1	25.00 LT	27'	13'**	6,300	50	TYPE 2, MEDIUM	T3
				11'	6,300	50	TYPE 2, MEDIUM	T3
L4	05+24.9	21.50 LT	28'	8'	6,300	50	TYPE 2, MEDIUM	T3
L5	06+64.3	21.50 LT	28'	8'	6,300	50	TYPE 2, MEDIUM	T3
L6	08+04.8	21.50 LT	28'	8'	6,300	50	TYPE 2, MEDIUM	T3
L7	09+72.3	24.50 RT	28'	10'	6,300	50	TYPE 2, MEDIUM	T3
L8	10+66.8	21.50 LT	28'	8'	6,300	50	TYPE 2, MEDIUM	T3
L9	11+77.1	21.50 LT	28'	10'	6,300	50	TYPE 2, MEDIUM	T3

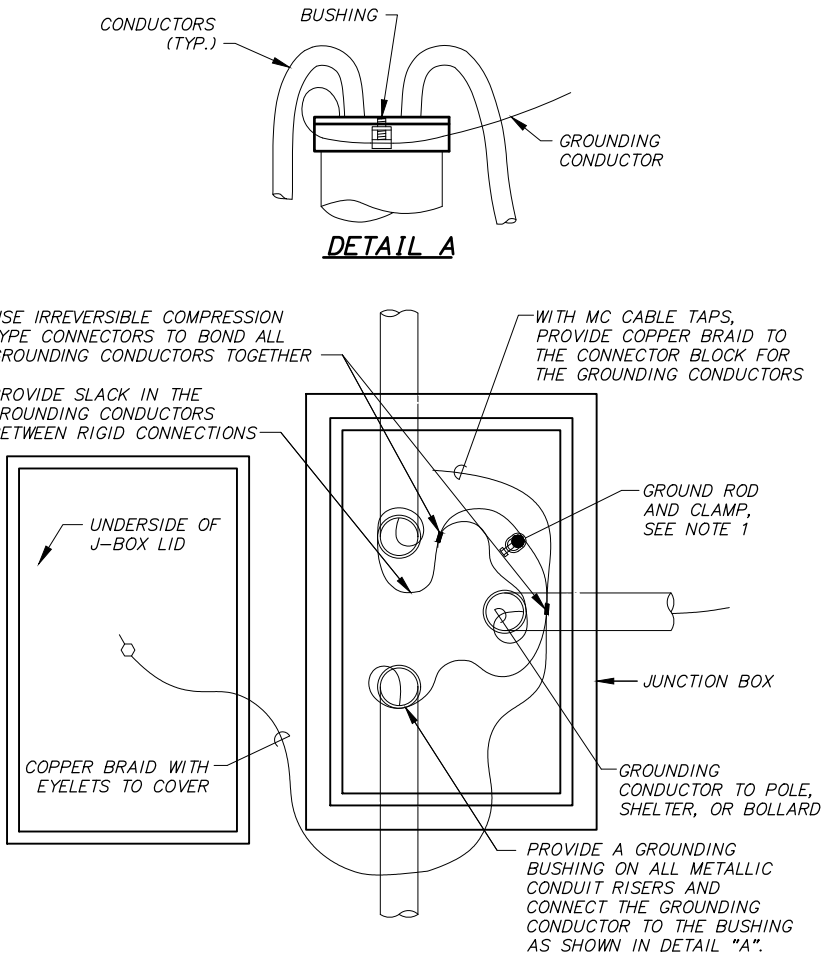
* = WEST MAST ARM

** = EAST MAST ARM

LUMINAIRE SCHEDULE										
TYPE	SYMBOL	MAKE	MODEL	LAMP	CCT*	DISTRIBUTION	VOLTAGE	COLOR	OPTIONS	MOUNT
ROADWAY		GE	ERL1	SEE ROADWAY LUMINAIRE SCHEDULE	3000K	SEE ROADWAY LUMINAIRE SCHEDULE	240	GREY	7-PIN RECEPTACLE WITH SHORTING CAP, BACKLIGHT SHIELD	MAST ARM

*CCT = CORRELATED COLOR TEMPERATURE

JUNCTION BOX SCHEDULE				
J-BOX	TYPE	CIRCUIT	STATION	OFFSET
J3A	1A	T3	04+03.1	21.00 LT
J6A	1A	T3	09+74.1	18.50 LT
NOTE: ONLY JUNCTION BOXES NOT ASSOCIATED WITH AN LUMINAIRE OR LOAD CENTER ARE SHOWN IN THIS TABLE.				



1

JUNCTION BOX GROUNDING DETAIL

NTS

ONLY GROUNDING CONDUCTORS ARE SHOWN FOR CLARITY

JUNCTION BOX GROUNDING NOTES:

- PROVIDE A 3/4"X10' CU-CLAD STEEL GROUND ROD IN ALL JUNCTION BOXES NOT ASSOCIATED WITH A LOAD CENTER OR A LIGHT POLE. ATTACH GROUND ROD TO THE JUNCTION BOX GROUNDING SYSTEM. THE GROUND ROD SHALL BE INCIDENTAL TO THE JUNCTION BOX PAY ITEM.
- ALL CONDUIT AND FITTINGS SHALL BE HOT DIPPED GALVANIZED PER MASS.

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TOPOGRAPHY	SB	AR
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GAS	CB	BW
TELEPHONE	CB	BW
ELECTRIC	JH	TK
DESIGN	CK	JK
QUANTITIES	CK	JK
PRELIMINARY/FINAL	CK	JK
MUNICIPAL/STATE	CK	JK

FIELD BOOKS		BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
DESIGN CRW BOOK No. 3796,		GAAB 39	See MOA Benchmark Book, Page D-36	62.20'				
3825, 3831, 3832, & 3872		2014-2326	See MOA Online Benchmark Map	86.96'				
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
BASIS OF THIS DATUM GAAB 1972 ADJUST								
PLAN CHECK		CONSTRUCTION RECORD		VERTICAL DATUM		REVISIONS		

CRW
ENGINEERING GROUP

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

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Tyler R. Keene
EE-14401

REGISTERED PROFESSIONAL ENGINEER

SEAL

4700 ELMORE ROAD
ANCHORAGE, ALASKA 99507

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

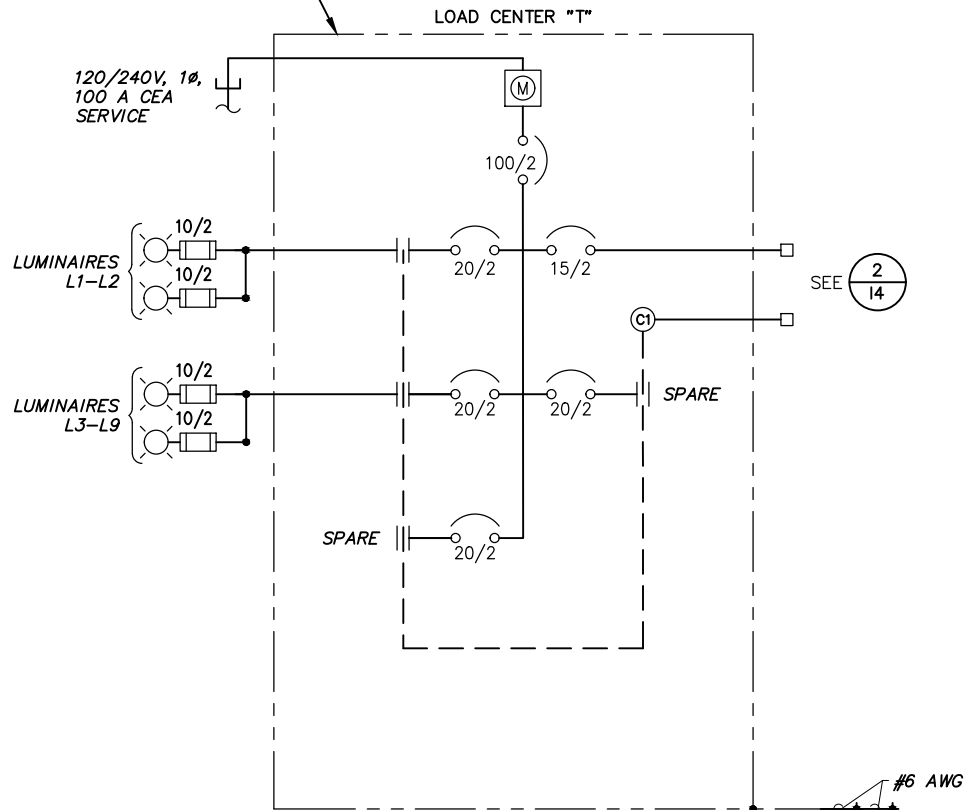
20-15 TASHA DRIVE RECONSTRUCTION FLAMINGO DRIVE TO NORTHWOOD STREET SCHED C

ILLUMINATION SCHEDULES & DETAILS

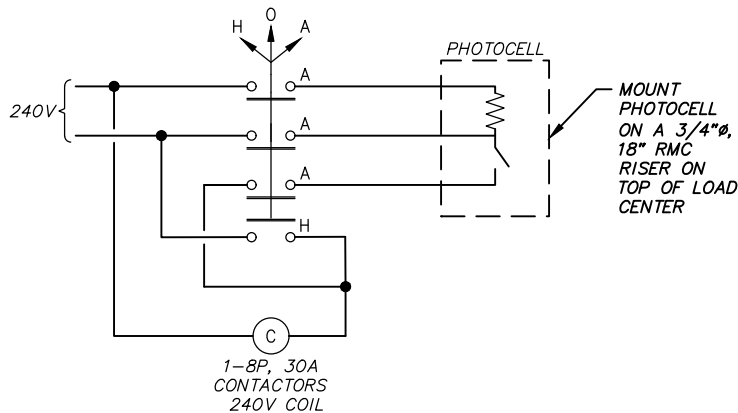
SCALE HOR. N/A VER. N/A GRID SW2327 DATE SEP 2025 STATUS 65% SHEET 13 of 14

File: \\creseng.com\Projects\JobsData\10150.00 Tasha Drive Reconstruct\00 Cadd 2019\01 Working Set\03 Electrical\10150.00 Illumination Details.dwg

PLACE PLACARD ON FRONT OF LOAD CENTER INSCRIBED WITH THE FOLLOWING:
MAXIMUM FAULT CURRENT = #####
CALCULATED ##/##/####



1 LOAD CENTER "T" POWER ONE-LINE
NTS



2 LOAD CENTER PHOTOELECTRIC CONTROL SCHEMATIC
NTS

LOAD CENTER NO. T TYPE: 1A
LOCATION: STATION - 20+79.0, OFFSET - 22.9 LT, KATHLEEN DRIVE
1-8 POLE, 30 AMP CONTACTORS
MAIN BREAKER A: 2 POLE, 100 AMPS, 240 VOLTS

PANEL A 100 AMPS MAIN LUGS, 120/240 VOLTS SINGLE PHASE 3 WIRE
10,000 AMPS INTERRUPT CAPACITY

CKT.	CIRCUIT DESCRIPTION	KVA	AMP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	AMP	KVA	CIRCUIT DESCRIPTION	CKT.
T1	LUMINAIRES L1-L2	0.1	20/2																					15/2	0.2	PHOTOELECTRIC CONTROL	T2
T3	LUMINAIRES L3-L9	0.6	20/2																					20/2	0.0	SPARE	T4
T5	SPARE		20/2																								

TOTAL CONNECTED LOAD = 0.9 KVA
TOTAL AMPS = 3.8 A

VOLTAGE DROP					
CIRCUIT	SIZE	LENGTH	VOLTAGE	CURRENT	V.D.
T1	#8	330'	240V	0.4A	0.03%
T3	#8	1140'	240V	1.5A	0.93%

- LOAD CENTER NOTES:
1. PROVIDE A TYPE 1A LOAD CENTER FOUNDATION PER MASS DETAIL 80-2, SIZED FOR THE LOAD CENTER BEING INSTALLED. LOAD CENTER SHALL NOT OVERHANG THE FOUNDATION CHAMFERS.
 2. PLACARDS FOR LOAD CENTERS SHALL HAVE SUFFICIENT DURABILITY TO WITHSTAND THE ENVIRONMENT INVOLVED. CONTACT ENGINEER PRIOR TO ORDER OF PLACARD TO VERIFY MAXIMUM FAULT CURRENT.
 3. LABEL THE FRONT WITH 3M SCOTCHCAL REFLECTIVE DECALS NOTING OWNERSHIP: MOA, PURPOSE: LU (ILLUMINATION) AND THE VOLTAGE.
 4. PROVIDE ARC FLASH WARNING LABELS WITH INCIDENT ENERGY VALUES AND PERSONAL PROTECTIVE EQUIPMENT (PPE) ON EACH PIECE OF EQUIPMENT IN ACCORDANCE WITH NEC ARTICLE 110.16 AND NFPA 70E.



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MUNICIPAL/STATE		

FIELD BOOKS	BM NO.	LOCATION	ELEV.	REV	DATE	DESCRIPTION	BY
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STATE OF ALASKA

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Tyler R. Keene
EE-14401

REGISTERED PROFESSIONAL ENGINEER

ANCHORAGE, ALASKA 99507

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

20-15 TASHA DRIVE RECONSTRUCTION
FLAMINGO DRIVE TO NORTHWOOD STREET

LOAD CENTER DETAILS AND SCHEDULES

SCALE HOR. N/A VER. N/A GRID SW2327 DATE SEP 2025 STATUS 65% SHEET 14 of 14