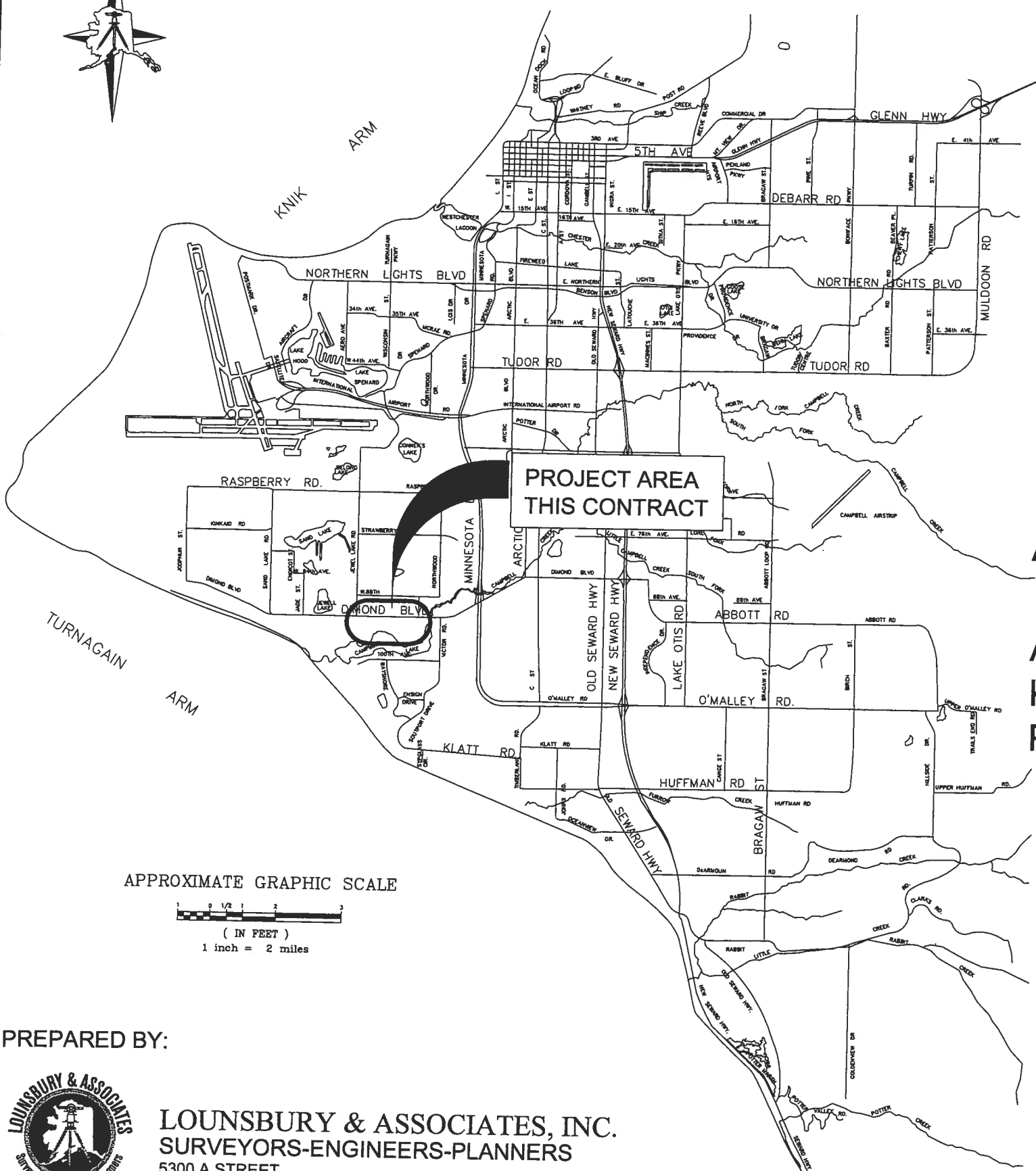
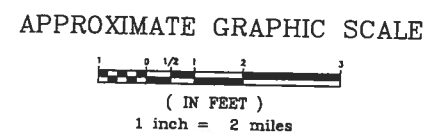


SHEET INDEX	
SHEET	TITLE
1	COVER SHEET
SC1-SC2	SURVEY CONTROL
4-5	KEY MAP - LEGEND - NOTES
DM1-DM6	DEMOLITION PLAN
TS1-TS2	TYPICAL SECTIONS
D1-D2	DETAILS
SD1-SD16	STORM DRAIN IMPROVEMENTS
ST1-ST14	STREET IMPROVEMENTS
T1	SIGNING
E1-E8	LIGHTING

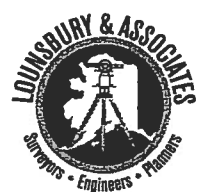


# MUNICIPALITY OF ANCHORAGE PROJECT MANAGEMENT AND ENGINEERING

ARLENE DRIVE / PELICAN DRIVE / PELICAN COURT /  
KINGFISHER DRIVE ROAD RECONSTRUCTION RID  
PM&E PROJECT NO. 06-019

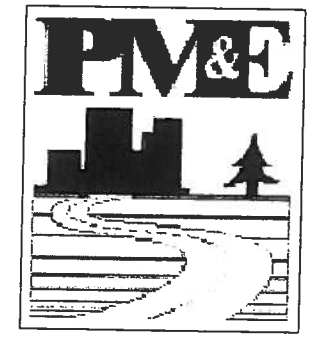


PREPARED BY:



**LOUNSBURY & ASSOCIATES, INC.**  
SURVEYORS-ENGINEERS-PLANNERS  
5300 A STREET  
ANCHORAGE, ALASKA 99518

**PRE-PSE  
JULY 2010**

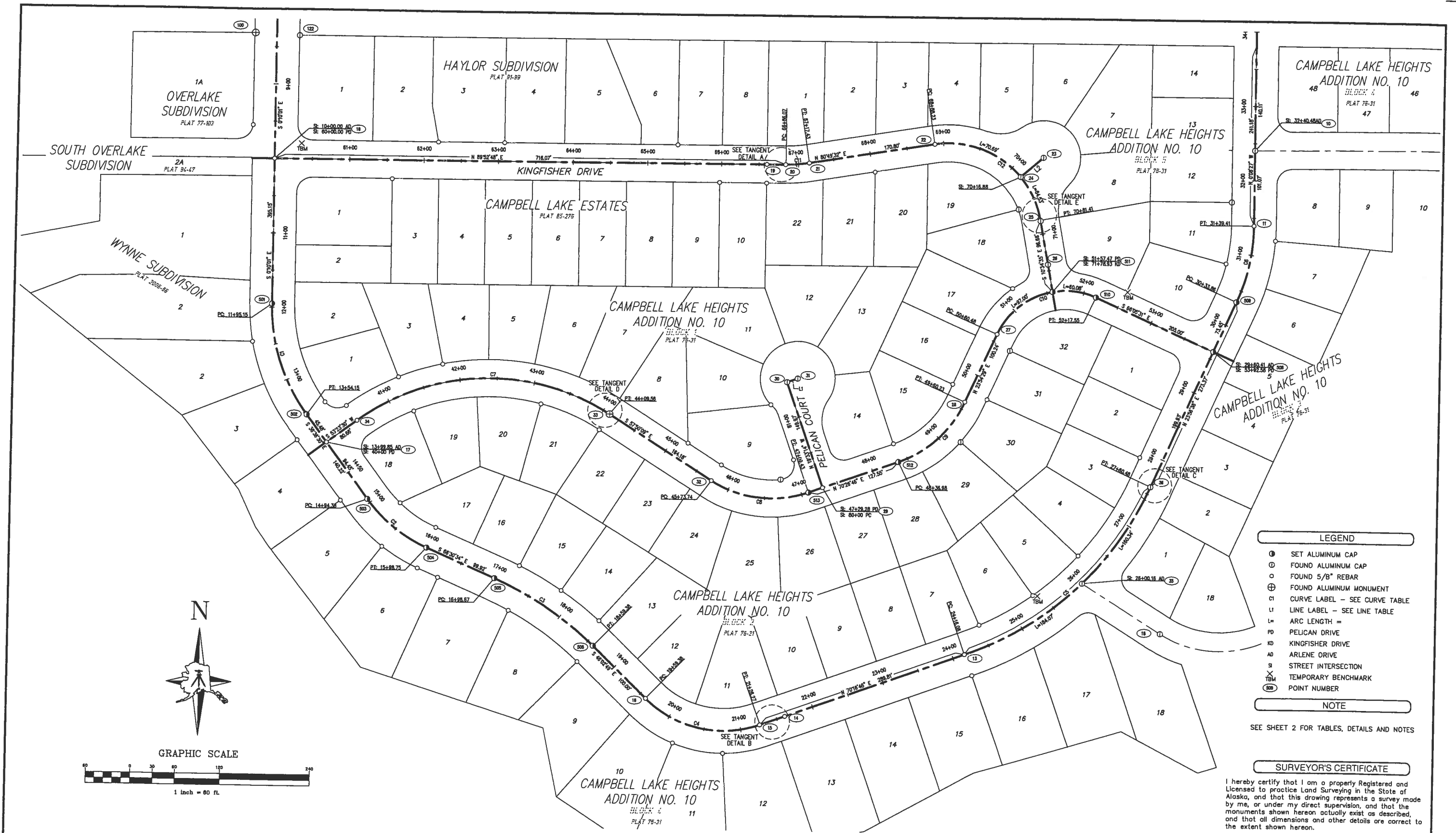


APPROVED BY:

**DAN SULLIVAN**  
MAYOR

**J. W. Hansen**  
ACTING DIRECTOR

PRE-PSE JULY 2010



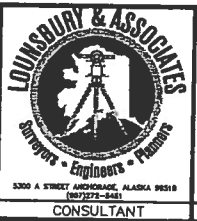
- LEGEND**
- ⊙ SET ALUMINUM CAP
  - FOUND ALUMINUM CAP
  - ⊕ FOUND 5/8" REBAR
  - ⊕ FOUND ALUMINUM MONUMENT
  - C1 CURVE LABEL - SEE CURVE TABLE
  - L1 LINE LABEL - SEE LINE TABLE
  - L= ARC LENGTH =
  - PD PELICAN DRIVE
  - KD KINGFISHER DRIVE
  - AD ARLENE DRIVE
  - S STREET INTERSECTION
  - TBM TEMPORARY BENCHMARK
  - 500 POINT NUMBER
- NOTE**
- SEE SHEET 2 FOR TABLES, DETAILS AND NOTES

**SURVEYOR'S CERTIFICATE**

I hereby certify that I am a properly Registered and Licensed to practice Land Surveying in the State of Alaska, and that this drawing represents a survey made by me, or under my direct supervision, and that the monuments shown hereon actually exist as described, and that all dimensions and other details are correct to the extent shown hereon.

Kenneth W. Ayers LS-8535 Date

FIELD BOOKS	BM NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY
DESIGN: 3483, 3484 (LOUNSBURY)				BASE			TELEPHONE										
STAKING:				TOPOGRAPHY			ELECTRIC										
ASBUILT:				PROFILE			CABLE TV										
CONTRACTOR:				SANITARY SEWER			DESIGN										
INSPECTOR:				STORM SEWER			QUANTITIES										
				WATER			MIN. FINAL CHECK										
CONSTRUCTION RECORD				GAS													



**PRE-PS&E REVIEW COPY**



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PH&E PROJECT NO. 06-019

ARLENE DRIVE/PELICAN DRIVE/PELICAN COURT/KINGFISHER DRIVE ROAD RECONSTRUCTION RID

**SURVEY CONTROL**

SCALE: H: 1" = 80' DATE: JULY 2010 GRID: 2427 SHEET SC1 of 54

ACCT. NO. 06-028

PRE-PSE JULY 2010

POINT TABLES

SURVEY NOTES

ARLENE DRIVE

POINT	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
10	310284.50	340548.69	32+40.48	0.00' RT	Found Aluminum Cap
11	310183.43	340548.94	31+39.41	0.00' RT	Found 5/8" Rebar
12	309833.70	340432.59	26+23.31	123.15' RT	Found Aluminum Cap
13	309603.00	340170.87	24+16.08	0.00' RT	Found 5/8" Rebar
14	309516.99	339930.65	21+60.93	0.09' LT	Found 5/8" Rebar
15	309505.06	339897.64	21+25.83	0.00' RT	Found 5/8" Rebar
16	309538.47	339743.15	19+59.38	0.00' RT	Found 5/8" Rebar
17	309876.48	339309.36	13+99.85	0.00' RT	Found 5/8" Rebar
18	310256.70	339232.22	9+99.98	0.00' RT	Found 5/8" Rebar
35	309700.04	340325.61	26+00.16	0.04' RT	Found Aluminum Cap
36	309830.93	340416.33	27+60.35	0.00' RT	Found Aluminum Cap
100	310425.57	339202.99	8+31.01	28.74' RT	Found Brass Cap
122	310422.60	339262.04	8+34.16	30.30' LT	Found Aluminum Cap
501	310061.53	339232.79	11+95.15	0.00' RT	Set Aluminum Cap
503	309800.61	339365.73	14+94.38	0.00' RT	Set Aluminum Cap
504	309736.45	339446.56	15+98.75	0.00' RT	Set Aluminum Cap
505	309696.62	339538.20	16+98.67	0.00' RT	Set Aluminum Cap
506	309607.87	339671.16	18+59.38	0.00' RT	Set Aluminum Cap
507	309700.07	340325.58	26+00.16	0.00' RT	Set Aluminum Cap
508	310013.78	340497.52	29+60.41	0.00' RT	Set Aluminum Cap
509	310080.91	340527.33	30+33.86	0.00' RT	Set Aluminum Cap

PELICAN COURT

POINT	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
29	309824.63	339975.53	80+00.00	0.00' RT	Found 5/8" Rebar
30	309965.95	339925.34	81+49.97	0.00' RT	Found Aluminum Cap
31	309971.08	339939.50	81+65.04	0.00' RT	Found Aluminum Cap

KINGFISHER DRIVE

POINT	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
18	310256.70	339232.22	60+00.00	0.02' LT	Found 5/8" Rebar
19	310258.06	339892.86	66+60.63	0.00' LT	Found 5/8" Rebar
20	310258.04	339917.92	66+85.70	0.07' RT	Found 5/8" Rebar
21	310260.65	339949.51	67+17.43	0.00' RT	Found 5/8" Rebar
22	310287.88	340118.13	68+88.23	0.00' RT	Found 5/8" Rebar
23	310271.32	340263.78	70+16.52	40.02' LT	Found Aluminum Cap
24	310245.12	340233.49	70+16.88	0.02' RT	Found Aluminum Cap
25	310186.62	340261.02	70+82.28	0.00' RT	Found Aluminum Cap
26	310128.18	340271.93	71+41.73	0.00' RT	Found Aluminum Cap
511	310091.60	340278.76	71+78.94	0.00' RT	Set Aluminum Cap

PELICAN DRIVE

POINT	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
17	309876.48	339309.36	40+00.00	0.08' LT	Found 5/8" Rebar
27	310033.81	340205.59	50+60.50	0.00' RT	Found 5/8" Rebar
28	309942.17	340164.96	49+60.26	0.00' RT	Found 5/8" Rebar
29	309824.63	339975.53	47+29.30	0.00' RT	Found 5/8" Rebar
32	309832.39	339826.50	45+73.77	0.00' RT	Found 5/8" Rebar
33	309919.76	339687.56	44+09.64	0.00' RT	Found Primary Monument
34	309906.24	339349.42	40+49.91	0.03' RT	Found 5/8" Rebar
508	310013.78	340497.52	53+92.58	0.00' RT	Set Aluminum Cap
510	310084.70	340337.54	52+17.58	0.00' RT	Set Aluminum Cap
511	310091.60	340278.76	51+57.50	0.00' RT	Set Aluminum Cap
512	309860.68	340077.03	48+37.01	0.00' RT	Set Aluminum Cap

VERTICAL CONTROL

DATUM IS MUNICIPALITY OF ANCHORAGE 1972 NGS ADJUSTMENT. BENCHMARK IS:

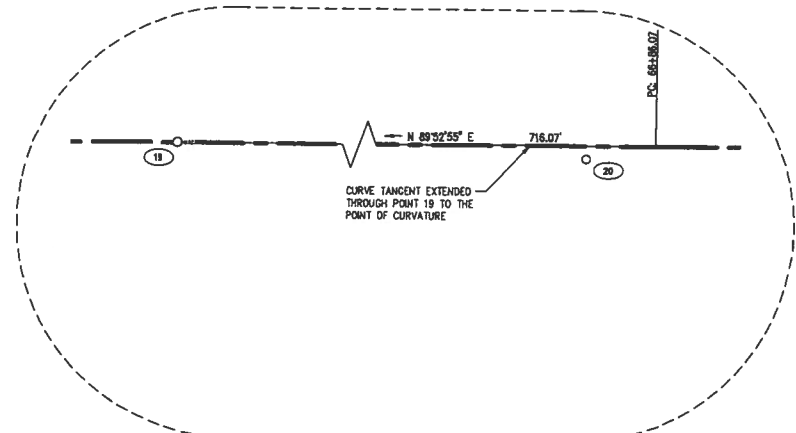
"GAAB 39," A 2-1/2" BRASS CAP SET VERTICALLY, IN THE CENTER OF THE WEST FACE OF THE WEST FACE OF A 32' X 55' CONCRETE BLOCK BUILDING 275 FEET WEST OF THE INTERSECTION OF DIAMOND BLVD. AND ARLENE DRIVE. ELEVATION = 62.20 FEET.

COORDINATE SYSTEM: THIS PROJECT IS LOCATED ENTIRELY WITHIN THE ANCHORAGE BOWL 2000 ADJUSTMENT, A LOCAL SURFACE GRID COORDINATE SYSTEM DEVELOPED BY THE ALASKA DEPARTMENT OF TRANSPORTATION.

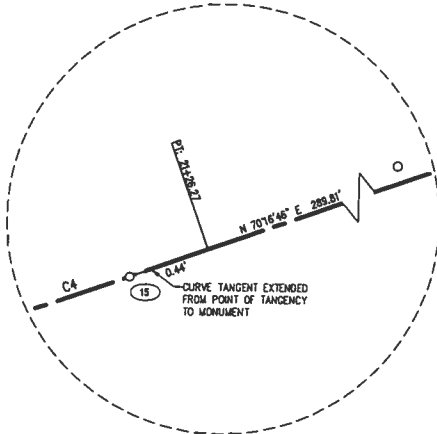
BASIS OF COORDINATES: THE BASIS OF COORDINATES IS NGS STATION O'MALLEY, LOCATED NEAR THE INTERSECTION OF THE NEW SEWARD HIGHWAY AND O'MALLEY ROAD. SAID STATION HAS ANCHORAGE BOWL 2000 COORDINATES OF 303939.2310 N, 353362.5446 E.

BASIS OF BEARINGS: THE BASIS OF BEARINGS IS A LOCAL PLANE BEARING BETWEEN NGS STATION O'MALLEY AND NGS STATION LOOP 2 USE RM 3 1964. NGS STATION LOOP 2 USE RM 3 1964 BEARS N 01°43'26.4"E A DISTANCE OF 49488.45 FEET FROM NGS STATION O'MALLEY. NGS STATION LOOP 2 USE RM 3 1964 HAS ANCHORAGE BOWL 2000 COORDINATES OF 353405.2778 N, 354851.3982 E.

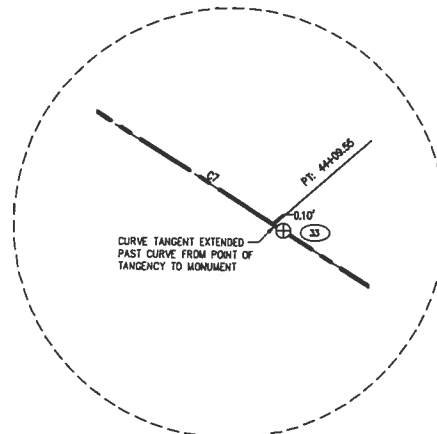
TRANSLATION PARAMETERS: TO CONVERT THE LOCAL COORDINATES TO NAD83 (92) STATE PLANE COORDINATES, TRANSLATE USING +2296868.6878 N, +1312517.4905 E, AND SCALE USING 0.9998910192.



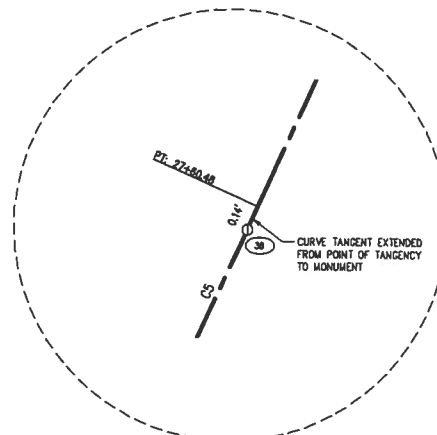
TANGENT DETAIL A  
DETAIL NOT TO SCALE



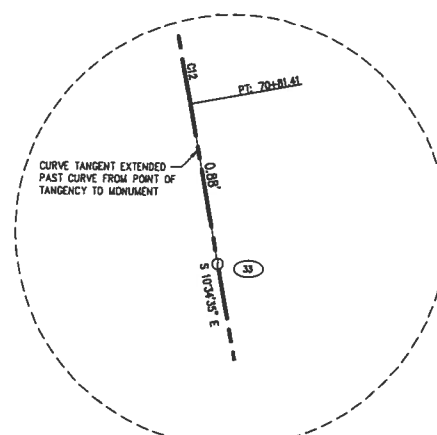
TANGENT DETAIL B  
DETAIL NOT TO SCALE



TANGENT DETAIL D  
DETAIL NOT TO SCALE



TANGENT DETAIL C  
DETAIL NOT TO SCALE



TANGENT DETAIL E  
DETAIL NOT TO SCALE

LINE TABLE

LINE	BEARING	LENGTH	LINE
L1	N 70°05'06\"/>		

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	250.00'	159.01'	82.30'	156.34'	S 18°23'16\"/>	

FIELD BOOKS	BM NO.	LOCATION	ELEV.	DATA	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY
DESIGN: 3483, 3484 (LOUNSBURY)				BASE		TELEPHONE					
STAKING:				TOPOGRAPHY		ELECTRIC					
ASBUILT:				PROFILE		CABLE TV					
CONTRACTOR:				SANITARY SEWER		DESIGN					
INSPECTOR:				STORM SEWER		QUANTITIES					
				WATER		MUN. FINAL CHECK					
				GAS							

LOUNSBURY & ASSOCIATES  
SURVEYORS - ENGINEERS - PLANNERS  
5300 A STREET ANCHORAGE, ALASKA 99518  
(907) 272-8481

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT  
P&E PROJECT NO. 08-019

ARLENE DRIVE/PELICAN DRIVE/PELICAN COURT/KINGFISHER DRIVE  
ROAD RECONSTRUCTION RIO

**SURVEY CONTROL**

SCALE: H: 1" = 80'  
DATE: MARCH 2009  
ACCT. NO. 08-028

GRIDS: 2427  
SHEET SC2 of 54

**LEGEND**

**PLAN**

- EXISTING PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING C
- W--- EXISTING WATER MAIN
- S--- EXISTING SEWER LINE
- SD--- EXISTING AND PROPOSED STORM DRAIN
- G--- EXISTING GAS MAIN
- UE/UT/UC--- EXISTING UNDERGROUND ELECTRIC/TELEPHONE/CABLE
- x-x- EXISTING FENCE
- ▲ DRAINAGE ARROW
- ⊠ EXISTING ELECTRICAL VAULT
- U.E. □ U.T. □ U.C. EXISTING UNDERGROUND ELECTRIC, TELEPHONE, CABLE T.V. PEDESTAL
- G.M. EXISTING GAS METER
- M.B. EXISTING MAILBOX
- ⊠ PROPOSED FILTER ROCK DRAIN
- ⊠ PROPOSED FOOTING DRAIN
- ⊠ PROPOSED FOOTING DRAIN CONNECT

- ▽ EXISTING SEWER SERVICE CONNECT - FROM CONNECT CARD
- ⊠ EXISTING WATER KEY BOX - FROM CONNECT CARD
- ⊠ EXISTING SEWER CLEAN OUT
- EXISTING IRON PIN OR REBAR
- ⊠ EXISTING SECTION CORNER/SURVEY MONUMENT
- EXISTING TREE
- ⊠ EXISTING & PROPOSED LIGHT POLE
- ⊠ EXISTING WATER KEY BOX
- ⊠ EXISTING WATER VALVE
- ⊠ EXISTING FIRE HYDRANT
- ⊠ EXISTING POWER POLE
- ⊠ EXISTING SEWER MANHOLE
- ⊠ EXISTING SEWER SERVICE CONNECT
- ⊠ EXISTING AND PROPOSED STORM DRAIN MANHOLE
- ⊠ EXISTING AND PROPOSED CATCH BASIN
- ⊠ EXISTING AND PROPOSED CATCH BASIN MANHOLE
- ⊠ EXISTING AND PROPOSED STREET SIGNS
- ⊠ EXISTING BUILDING
- ⊠ EXISTING RETAINING WALL

**COMMON ABBREVIATIONS**

- AC - ASPHALTIC CONCRETE/ASBESTOS CEMENT
- BM - BENCH MARK
- BOP - BEGINNING OF PROJECT
- CB - CATCH BASIN
- CI - CAST IRON
- CL - CLASS
- C - CENTERLINE
- CMP - CORRUGATED METAL PIPE
- CPEP - CORRUGATED POLYETHYLENE PIPE
- DIP - DUCTILE IRON PIPE
- ELEV - ELEVATION
- EOP - END OF PROJECT/EDGE OF PAVEMENT
- F&I - FURNISH AND INSTALL
- FG - FINISH GRADE
- FH - FIRE HYDRANT
- FI - FIELD INLET
- IAW - IN ACCORDANCE WITH
- INV - INVERT
- LT - LEFT OF CENTERLINE
- MH - MANHOLE
- MON - MONUMENT
- P - PROPERTY LINE
- PC - POINT OF CURVATURE
- PCC - PORTLAND CEMENT CONCRETE
- PI - POINT OF INTERSECTION
- PT - POINT OF TANGENCY
- PVI - POINT OF VERTICAL INTERSECTION
- R&R - REMOVE AND RELOCATE
- RT - RIGHT OF CENTERLINE
- ROW - RIGHT-OF-WAY
- RP - RADIUS POINT
- SI - STREET INTERSECTION
- STA - STATION/STATIONING
- TBC - TOP BACK OF CURB
- TCE - TEMPORARY CONSTRUCTION EASEMENT
- VC - VERTICAL CURVE

**SOIL BORE LEGEND**

GW	WELL GRADED GRAVEL
GP	POORLY GRADED GRAVEL
GM	SILTY GRAVEL
GC	CLAYEY GRAVEL
SW	WELL GRADED SAND
SP	POORLY GRADED SAND
SM	SILTY SAND
SC	CLAYEY SAND
ML	INORGANIC SILT
CL	INORGANIC CLAY
OL	ORGANIC SILT
MH	INORGANIC SILT
CH	INORGANIC CLAY
OH	ORGANIC CLAY
PT	PEAT
▽	WATER LEVEL
○	TEST HOLE LOCATION

**PROFILE**

- EXISTING C
- EXISTING LEFT PROPERTY LINE
- EXISTING RIGHT PROPERTY LINE
- 0.00% EXISTING PIPE
- PROPOSED GRADE AT C OF PAVEMENT
- ▽ EXISTING SEWER SERVICE, DEPTH UNKNOWN
- ▽ EXISTING WATER SERVICE, DEPTH UNKNOWN
- ▽ EXISTING SEWER SERVICE, DEPTH APPROXIMATE
- ▽ EXISTING ELECTRIC CROSSING, DEPTH UNKNOWN
- ▽ EXISTING TELEPHONE CROSSING, DEPTH UNKNOWN
- ▽ EXISTING GAS CROSSING, DEPTH UNKNOWN

- ⊠ EXISTING SANITARY MANHOLE AND EXISTING SANITARY LINE
- ⊠ EXISTING STORM DRAIN MANHOLE AND EXISTING STORM DRAIN LINE
- ⊠ PROPOSED STORM DRAIN MANHOLE AND PROPOSED STORM DRAIN LINE

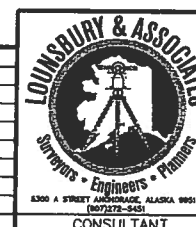
**CONSTRUCTION**

**NOTES**

- ALL CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH THE 2009 MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATIONS, STREETS - DRAINAGE - UTILITIES - PARKS, (MASS), AS AMENDED.
- UTILITY LOCATIONS SHOWN ON THE DRAWINGS ARE NOT EXACT. THE CONTRACTOR SHALL OBTAIN UTILITY LOCATES AT LEAST 48 HOURS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO VERIFY EXACT LOCATIONS OF BURIED UTILITIES IN THE FIELD PER THE SPECIFICATIONS AND RECORD ANY CHANGES ON THE CONTRACTOR'S RECORD DRAWINGS.
- EXISTING ELECTRIC, CABLE TELEVISION, TELEPHONE, STREET LIGHT, AND GAS LINES IN THE WORK AREA MAY REQUIRE CONTINUOUS SUPPORT AND/OR RELOCATION DURING EXCAVATION AND BACKFILLING OPERATIONS. DURING THE COURSE OF THE WORK, UTILITY COMPANIES MAY RELOCATE SOME OF THEIR EXISTING FACILITIES. REFER TO THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL COORDINATE WORK WITH EACH UTILITY COMPANY.
- ALL EXISTING AND PROPOSED SEWER AND WATER UTILITY FACILITIES, SUCH AS MANHOLES, WATER VALVE BOXES, AND CLEANOUTS WITHIN THE CONSTRUCTION LIMITS SHALL BE ADJUSTED TO FINISH GRADE. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION INSPECTION WITH AWWU TO VERIFY THE CONDITION OF EXISTING UTILITIES PRIOR TO BEGINNING THE WORK.
- ALL STRUCTURAL FILL AND TRENCH BACKFILL IN THE ROAD RIGHT-OF-WAY SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT.
- ALL ORGANICS ARE TO BE REMOVED FROM THE ROAD PRISM.
- CURB STATIONING, OFFSETS AND DIMENSIONS SHOWN ON THE DRAWINGS ARE MEASURED TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED.
- ALL STORM DRAIN PIPES AND CATCH BASIN LEADS SHALL BE INSULATED (R-11) WHEN THE DEPTH OF COVER IS LESS THAN FOUR FEET PER MASS DETAILS 20-8, 20-9 AND SPECIFICATIONS.
- IN PREPARATION FOR AND IMMEDIATELY PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE AN ADDITIONAL ONE FOOT FROM EXISTING PAVEMENT EDGE. THE ENGINEER MAY REQUIRE MORE THAN ONE FOOT ADDITIONAL CUT IF THE EXISTING PAVEMENT HAS BEEN LIFTED IN THE REMOVAL PROCESS, IF THE JOINT DOES NOT OCCUR ON UNDISTURBED MATERIAL, OR IF THE JOINT IS LOCATED WITHIN THE TRAVEL LANE. CUTS MAY BE MADE WITH A SAW OR AIR CHISEL. TACK COAT SHALL BE APPLIED TO ALL JOINTS. REFERENCE MASS DETAIL 40-2.
- CONTRACTOR SHALL RESTORE PROPERTY DISTURBED BY CONTRACT ACTIVITY TO THE PRECONSTRUCTION CONDITION.
- SHORING OF UTILITY POLES, PADS & PEDESTALS, LOAD CENTERS & OTHER EQUIPMENT IS INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- THE CONTRACTOR SHALL PROVIDE RECORD SURVEY NOTES FOR SUBMITTAL WITH THE RECORD DRAWINGS. CONTRACTOR SHALL RECORD THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD ON THE CONTRACTOR'S AS-BUILT PLANS.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO BEGINNING CONSTRUCTION. THE PERMITS SHALL BE MAINTAINED ON THE PROJECT SITE.
- ALL STATIONING IS CONSTRUCTION CENTERLINE UNLESS OTHERWISE NOTED. SEE SURVEY CONTROL DRAWINGS FOR HORIZONTAL AND VERTICAL CONTROL.
- TOPSOIL (4") AND SEED ALL DISTURBED AREAS.
- MANHOLE LOCATIONS FOR ALL MANHOLES OTHER THAN CATCH BASIN MANHOLES LOCATED IN THE CURB, ARE IDENTIFIED BY STATION AND OFFSET FROM ROAD CENTERLINE TO CENTER OF STRUCTURE. PIPE LENGTHS ARE MEASURED FROM CENTER TO CENTER OF STRUCTURES. PIPE SLOPES ARE DETERMINED BY MEASURING BETWEEN INSIDE FACE OF STRUCTURES.
- WHEN LOCATED IN CURBS, CATCH BASIN AND CATCH BASIN MANHOLE LOCATIONS ARE IDENTIFIED BY STATION AND OFFSET FROM CONSTRUCTION CENTERLINE TO TOP BACK OF CURB.
- WATER RESULTING FROM CONTRACTOR'S DEWATERING EFFORTS MAY NOT BE PUMPED OR OTHERWISE DIVERTED INTO EXISTING STORM DRAINS UNLESS REQUIRED PERMITS, INCLUDING BUT NOT LIMITED TO, THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND ENVIRONMENTAL PROTECTION AGENCY, ARE OBTAINED BY CONTRACTOR. UNDER NO CIRCUMSTANCES WILL CONTRACTOR BE ALLOWED TO DIVERT WATER FROM THE EXCAVATION ONTO ROADWAYS. CONTRACTOR SHALL PROVIDE DISPOSAL SITE FOR EXCESS WATER AND SHALL BE RESPONSIBLE FOR PROVIDING ALL COPIES OF REQUIRED PERMITS AND APPROVALS TO THE MOA ROW PERMIT OFFICE.

PRE-PSE JULY 2010

REV	DATE	DESCRIPTION	BY



**PRE-PS&E  
REVIEW  
COPY**



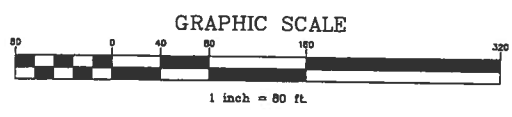
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT  
 PM&E PROJECT NO. 08-D19  
 ARLENE DRIVE/PELICAN DRIVE/PELICAN COURT/KINGFISHER DRIVE  
 ROAD RECONSTRUCTION RID  
**LEGEND - NOTES**  
 SCALE: NTS    DATE: JULY 2010    GRIDS: 2427    SHEET 4 of 54  
 ACCT. NO. 08-026



**BEFORE YOU DIG  
CALL FOR FREE  
UNDERGROUND  
LOCATION**

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

**CAUTION:** EXACT LOCATION, SIZE, NUMBER, AND ELEVATION OF EXISTING UTILITIES MAY NOT BE SHOWN ACCURATELY. MULTIPLE LINES MAY EXIST WHERE ONE UTILITY IS SHOWN. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO VERIFY LOCATION, SIZE, NUMBER, AND ELEVATION OF ALL EXISTING UTILITIES.



**LEGEND**

- (A) DO NOT DISTURB VEGETATION AND/OR IMPROVEMENTS.
- (B) NOT USED
- (C) TREE REMOVAL  
NUMBER TREES  
COORDINATE CLEARING WITH ENGINEER. ENGINEER SHALL FLAG INDIVIDUAL TREES WITH 4" CALIPER OR LARGER FOR REMOVAL. DO NOT REMOVE ANY SUCH TREES UNLESS FLAGGED BY THE ENGINEER.
- (D) LUMINAIRE REMOVAL. COORDINATE WITH ELECTRICAL SHEETS.
- (E) SIGN AND POST REMOVAL
- (F) RELOCATE MAILBOX STAND. 113 EACH NOT SHOWN FOR CLARITY.
- ROW LINE
- SAWCUT LINE
- CUT/FILL LIMITS
- [Stippled Area] EXISTING PAVEMENT TO BE REMOVED
- [Dashed Line] EXISTING CURB AND GUTTER TO BE REMOVED

**1** KEY MAP  
**3** 1" = 80'

**REMOVAL, PROTECTION, AND/OR RESTORATION OF STRUCTURES AND OBSTRUCTIONS NOTES:**

IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO NOTIFY THE ENGINEER OF EXISTING DAMAGE TO ITEMS TO BE SALVAGED PRIOR TO REMOVAL. UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN WRITING PRIOR TO REMOVAL, IF ANY SALVAGED ITEMS ARE DAMAGED THE CONTRACTOR SHALL REPLACE THOSE ITEMS IN KIND INCLUDING MATCHING TYPE, COLOR, AND MANUFACTURER.

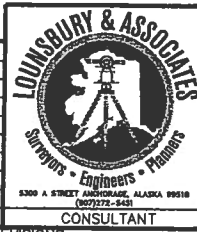
CLEARING AND GRUBBING AS REQUIRED TO CONSTRUCT IMPROVEMENTS IS INCIDENTAL TO THIS BID ITEM AND IS NOT SHOWN FOR CLARITY.

EXISTING LANDSCAPING FEATURES SUCH AS RETAINING WALLS, BOULDERS, TIMBERS, AND PAVERS ARE LOCATED IN THE ROW WITHIN THE WORK ZONE. CONTRACTOR SHALL REMOVE ITEMS AS DESCRIBED IN THESE DEMOLITION PLANS. IN EACH CASE, CONTRACTOR AND ENGINEER SHALL COORDINATE WITH PROPERTY OWNER. IF PROPERTY OWNER WISHES TO RETAIN ITEMS, CONTRACTOR SHALL PLACE ITEMS ON OWNER'S PROPERTY. IF OWNER DOES NOT WANT ITEMS PLACED ON PROPERTY, CONTRACTOR SHALL DISPOSE OF REMOVED ITEMS AT A CONTRACTOR-SUPPLIED LOCATION.

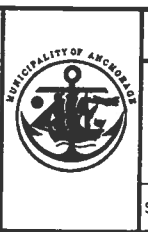
WHERE DEMOLITION IS REQUIRED TO THE ROW LINE, CONTRACTOR SHALL STAKE ROW LINE.

PRE-PSE JULY 2010

REV	DATE	DESCRIPTION	BY



**PRE-PS&E  
REVIEW  
COPY**



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E PROJECT NO. 08-019

ARLENE DRIVE/PELICAN DRIVE/PELICAN COURT/KINGFISHER DRIVE ROAD RECONSTRUCTION RID

**KEY MAP & NOTES**

SCALE: 1"=80'    DATE: JULY 2010    GRIDS: 2427    SHEET 5 of 54  
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