



# **MUNICIPALITY OF ANCHORAGE** PROJECT MANAGEMENT AND ENGINEERING **DIVISION**

**WEST DIMOND BOULEVARD UPGRADE** PHASE I: WESTPARK DRIVE TO **SAND LAKE ROAD PROJECT #05-05** 

> 95% DESIGN **JANUARY 2015**

APPROVED BY:

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## ASPHALT CONCRETE AMERICANS WITH DISABILITIES ACT OF 1990 ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION STATE OF ALASKA DEPARTMENT OF TRANSPORTATION ANCHORAGE FIRE DEPARTMENT AMERICAN WATER WORKS ASSOCIATION ANCHORAGE WATER AND WASTEWATER UTILITY BENCH MARK BOP BVCE BVCS BEGINNING OF PROJECT / BOTTOM OF PIPE BEGIN VERTICAL CURVE ELEVATION BEGIN VERTICAL CURVE STATION C&G CH CURB & GUTTER CHORD, HORIZONTAL CURVE CENTERLINE CL CMP CPEP CORRUGATED METAL PIPE CORRUGATED POLYETHYLENE PIPE DIAMETER DUCTILE IRON PIPE DIMENSION RATIO DRIVEWAY CURB CUT SUPERELEVATION RATE D/W CC EASTING / EAST FIEVATION / FASEMENT LINE EVCE EVCS EST. EX. FG F&G END VERTICAL CURVE ELEVATION END VERTICAL CURVE STATION ESTIMATED EXISTING FINISHED GRADE FRAME AND GRATE FIRE HYDRANT FIELD INLET FURNISH & INSTALL GATE VALVE HFIGHT IN ACCORDANCE WITH INVERT LIP OF CURB LINEAR FOOT LOCATION MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATION. MASS MAYIMIIM 2009 AS CURRENTLY AMENDED MAX ME MH MIN MMA MON MSL N NFS NTS MATCH EXISTING MINIMIJM METHYLMETHACRYLATE MONUMENT MEAN SEA LEVEL NORTHING NON FROST SUSCEPTIBLE NOT TO SCALE OGS PC PCC P.C.C. OIL & GRIT SEPARATOR POINT OF CURVATURE POINT OF COMPOUND CURVE PORTLAND CEMENT CONCRETE PRECOATED CORRUGATED METAL PIPE PEDESTRIAN PROFILE GRADE POINT OF INTERSECTION PROPERTY LINE POINT OF ROTATION PERFORATED STEEL TUBE POINT OF TANGENCY POLY VINYL CHLORIDE POINT OF VERTICAL INTERSECTION POINT OF VERTICAL TANGENT RECYCLED ASPHALT PAVEMENT R&M CONSULTANTS, INC. REMOVE AND REPLACE / RELOCATE / R-SET RIGHT RIGHT-OF-WAY STORM DRAIN CATCH BASIN STORM DRAIN CATCH BASIN/MANHOLE STORM DRAIN FIELD INLET STREET INTERSECTION SANITARY SEWER STATION (100 FEET) M.A.S.S. STANDARD DETAIL STD. DTL. STRUCTURE SUPER ELEVATION SIDEWALK TOP BACK OF CURB TEMPORARY CONSTRUCTION EASEMENT TEMPORARY CONSTRUCTION PERMIT TELECOMMUNICATION & ELECTRICAL VALVE BOX VERTICAL CURVE WEST / WIDTH / WHITE WEST DIMOND BOULEVARD WDB WESTPARK DRIVE

**GENERAL NOTES:** 

OVERVIEW:

- 1. CONTRACTOR SHALL COMPLETE CONSTRUCTION IN ACCORDANCE WITH THE MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATIONS, STREETS-DRAINAGE-UTILITIES-PARKS, DATED 2009 HEREAFTER REFERRED TO AS M.A.S.S., AS CURRENTLY AMENDED BY THE SPECIAL PROVISIONS.
- 2. ALL CONSTRUCTION OPERATIONS REQUIRED FOR THIS PROJECT SHALL REMAIN WITHIN EXISTING M.O.A. AND ADDT&PF RIGHTS-OF-WAY AND EASEMENTS, UNLESS OTHERWISE APPROVED IN WRITING BY THE ENGINEER AND THE AFFECTED PROPERTY OWNER
- 3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO BEGINNING CONSTRUCTION. THE PERMITS SHALL BE MAINTAINED AT THE JOB SITE.
- 4. CONTRACTOR SHALL MAINTAIN "REDLINE" RECORD DRAWINGS ON A CLEAN SET OF CONSTRUCTION DRAWINGS IN ACCORDANCE WITH M.A.S.S. DIVISION 65.00 CONSTRUCTION SPECIFICATIONS FOR CONSTRUCTION SURVEY. CONTRACTOR SHALL MAINTAIN "REDLINES" CURRENT ON A DAILY BASIS AND SHALL MAKE AVAILABLE TO THE ENGINEER FOR INSPECTION ON THE JOBSITE. CONTRACTOR SHALL RECORD SURVEY NOTES AND SUBMIT DAILY TO THE ENGINEER.
- 5. CONTRACTOR SHALL RECORD SURVEY NOTES FOR SUBMITTAL WITH AS-BUILT PLANS, INCLUDING HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD. CONTRACTOR SHALL RECORD ALL DEVIATIONS FROM THE PLANS.

- 1. LOCATIONS DEPICTED FOR THE UTILITIES AND OTHER EXISTING FEATURES ARE APPROXIMATE. SOME UTILITIES HAVE BEEN LOCATED FROM AS-BUILT DRAWINGS AND SOME FROM UTILITY COMPANY LOCATES, AND THEREFORE MAY NOT BE VISIBLE. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND VERIFYING ALL UTILITIES AND PERFORMING ANY NECESSARY VERIFICATION PRIOR TO CONSTRUCTION.
- 2. UTILITY RELOCATES SHALL BE DONE BY OTHERS, UNLESS OTHERWISE NOTED.
- 3. SHORING OF UTILITY POLES IS INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- 4. (UNDERGROUND) OVERHEAD ELECTRICAL AND TELECOMMUNICATION LINES (AND POLES) OCCUR WITHIN THE PROJECT AREA; CONTRACTOR SHALL COORDINATE WORK ACCORDINGLY. ALL WORK IN CLOSE PROXIMITY TO EXISTING (OVERHEAD) UNDERGROUND LINES (AND POLES) SHALL COMPLY WITH APPLICABLE FEDERAL, STATE, AND LOCAL STATUTES, CODES AND GUIDELINES, AND THE ELECTRICAL FACILITY CLEARANCE REQUIREMENTS OF THE GOVERNING UTILITY. HAND DIGGING IS REQUIRED WITHIN TWO FEET OF BURIED ELECTRICAL CABLE. SOME UTILITIES HAVE BEEN LOCATED FROM AS-BUILT DRAWINGS AND MAY NOT BE

## **DEMOLITION:**

- 1. CONTRACTOR SHALL SAW CUT EXISTING PAVEMENT (ROADS, PARKING AREAS, DRIVEWAYS, ETC.,) TO A LINE ONE (1) FEET BEYOND THE PROPOSED IMPROVEMENTS, AND MORE IF NECESSARY, DURING THE INITIAL EXCAVATION OPERATIONS. IF EXISTING PAVEMENT HAS BEEN LIFTED. IF EDGE DOES NOT OCCUR IN UNDISTURBED MATERIAL. OF IF EDGE IS LOCATED WITHIN A TRAVEL LANE, FURTHER REMOVAL MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, TO PROVIDE A PROPER TRANSITION BETWEEN NEW AND EXISTING PAVEMENT. SAW CUTTING OF EXISTING PAVEMENT IS INCIDENTAL TO THE BID ITEM "REMOVE PAVEMENT" AND NO SEPARATE PAYMENT SHALL BE MADE.
- 2. CONTRACTOR SHALL APPLY TACK COAT TO THE SAW CUT ASPHALT FACE PRIOR TO PAVING.
- CONTRACTOR SHALL SAW CUT CURB & GUTTER AND SIDEWALK AT THE NEAREST JOINT AT OR BEYOND REMOVAL LIMITS OR AS DIRECTED BY THE ENGINEER. SAWCUTTING IS INCIDENTAL TO THE RESPECTIVE BID ITEM.
- PROPOSED CURB RAMP LAYOUTS SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD BEFORE CUTTING CONCRETE OR ASPHAL
- 5. CONTRACTOR SHALL MAINTAIN OPERATIONAL STOP SIGNS IN THE PROJECT AREA DURING CONSTRUCTION.
- 6. CONTRACTOR SHALL RETURN ALL REMOVED ELECTROLIERS OWNED BY THE MOA TO THE MOA STREET LIGHT MAINTENANCE YAR. (245 ORCA STREET, ANCHORAGE, AK)

## EXCAVATION:

- LOCATION OF EXCAVATION AND BACKFILL ARE SHOWN ON THE DRAWINGS, OR AS DIRECTED BY THE ENGINEER.
- 2. CONTRACTOR SHALL REMOVE ORGANIC MATERIAL FROM THE SUBGRADE TO A DEPTH TO BE DETERMINED BY THE ENGINEER. CONTRACTOR SHALL NOT UTILIZE ORGANIC MATERIAL OR OTHER DELETERIOUS MATERIAL FOR BACKFILL, UNLESS DIRECTED BY
- 3. CONTRACTOR MAY NOT PUMP OR OTHERWISE DIVERT WATER RESULTING FROM CONTRACTOR'S DEWATERING EFFORT INTO EXISTING STORM DRAINS UNLESS REQUIRED PERMITS, INCLUDING, BUT NOT LIMITED TO THE ADEC, ARE OBTAINED BY CONTRACTOR, UNDER NO CIRCUMSTANCES IS THE CONTRACTOR ALLOWED TO DIVERT WATER FROM THE EXCAVATION ONTO THE ROADWAYS. CONTRACTOR SHALL PROVIDE DISPOSAL SITE FOR EXCESS WATER AND IS RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS AND APPROVALS. CONTRACTOR SHALL PROVIDE COPIES OF PERMITS AND APPROVALS TO THE MOA ROW PERMIT OFFICE
- 4. SEE R&M REPORT "GEOTECHNICAL INVESTIGATION", DATED FEBRUARY 2007, FOR COMPLETE BOREHOLE LOG INFORMATION.

- 1. F & I INSULATION BOARD (R-20), WHEN CLEARANCE BETWEEN THE STORM DRAIN IMPROVEMENTS AND THE WATER & SANITARY SEWER UTILITIES, IS LESS THAN THREE (3) FEET, FROM OUTSIDE OF PIPE TO OUTSIDE OF PIPE; ALLOW NO SEPARATION BETWEEN STORM DRAIN AND WATER LINES LESS THAN 18". INSTALL INSULATION IAW MASS STD. DTL. 20-9.
- 2 MANHOLES SHALL HAVE A MINIMUM OF 1 FA 6" GRADE RING
- 3. ALL PIPE SLOPES AND INVERT ELEVATIONS ARE CALCULATED AT THE INSIDE EDGE OF THE CONNECTING STORM DRAIN STRUCTURE. ALL PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

- CONTRACTOR SHALL RESTORE ALL PAINTED TRAFFIC MARKINGS (CROSSWALKS, CURB & GUTTERS ETC.) TO PRECONSTRUCTION CONDITION. PAYMENT FOR RESTORING TRAFFIC MARKINGS IS INCIDENTAL TO THE BID ITEM "REMOVE PAVEMENT", AND NO SEPARATE PAYMENT SHALL BE MADE.
- 2. WORK AND MATERIALS REQUIRED FOR REMOVING LITTER OR DEBRIS THAT EXISTS WITHIN THE PROJECT LIMITS IS INCIDENTAL TO THE BID ITEM "CLEARING AND GRUBBING" (OR INCIDENTAL TO THE PROJECT), AND NO SEPARATE PAYMENT SHALL BE MADE.
- 3. CONTRACTOR SHALL RESTORE DISTURBED PROPERTY TO PRECONSTRUCTION CONDITION(S), UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PAYMENT FOR RESTORING DISTURBED PROPERTY IS INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE, UNLESS SPECIFIC BID ITEMS ARE PROVIDED.
- 4. TOPSOIL AND SEED ALL DISTURBED AREAS NOT IMPROVED BY RAP, PAVEMENT, OR CONCRETE.

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OCATE CALL CENTER OF ALASKA STATEWIDE ...... 800-478-3121 WILL IOTIFY SUBSCRIBED UTILITIES ONLY THER UTILITIES NEED TO BE CONTACTED INDIVIDUALLY

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PROJECT MANAGEMENT AND ENGINEERING DIVISION

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