**SURVEY REQUEST**

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| **Project name:** | **Seward Highway Pavement Preservation** | | | | | | |
| **From:** (Section, Design Group) | Highway Design | | | **Date Submitted:** | | September 10, 2013 | |
| **Request initiated by:** | C Huber | | | **Phone:** | | 269-0572 | |
| **State/Federal/AIP Project #:** | | See note 1 | | | | | |
| **Desired Completion Date:** | | December 2013 | **Collo Code:** | TBD | **Ledger Code:** | | TBD |
| **Project Scope & Survey Limits: (include exhibits as attachments)** | | | **Program Code:** | **57201** | **Account Code:** | | **73652** |

*(Please contact Right of Way Engineering prior to filling this out, as their requirements may directly affect the survey effort required. Include their response)*

**Note 1:** Fed #s not yet available. AKSAS #s are 56685 (24%), 56687 (22%), 56903(22%), 56693 (6%), and 56695(26%). Costs will need to be apportioned between projects in the percentages indicated in parentheses.

**Project Scope:** Provide new asphalt wearing course on existing asphalt; replace culverts and roadway base (up to 25% of project length) where required for preservation of pavement; replace striping and rumble strips where applicable, upgrade signage as necessary.

**Survey Limits:** Seward Highway, from beginning of guardrail at approximately MP 49.5 to beginning of new paving at approximately MP 67.5, AND from end of new paving at approximately MP 69 to Ingram Creek turnouts at approximately MP 75.5.

**Needed for design:** Roadway PC’s, PI’s and PT’s, guardrail begin and end, signs, overhead utilities including wire heights, pipe size and invert elevations for culverts at locations given, 1’ topography 100’ each side of the culverts listed, 1’ topography over areas of ‘digouts’ given.

[Locations given based on stationing of as-built plans. Station 10+00 = N 47592.7075, E 94972.3199; station 476+11 Back = Station 484+00 Ahead]

Culvert Stations: approximate MP 49.5, all between 171+65 and 211+65 (11 – see details), 221+50 (60’ LT and 70’ RT), 223+15 60’ LT and 85’ RT), 5 more near MP 75, still working out stations

Digout Stations: 8+80 to 11+00, 90’ LT and 50’ RT; 13+50 to 16+00, 90’ both sides; 41+00 to 47+00, 50’ both sides; 94+00 to 104+00, 50’ both sides; 108+00 to 110+00, 50’ both sides; 199+80, 50’ both sides; 237+90 to 241+20 (100’ LT and 50’ RT); 241+20 to 250+40 (100’ LT and 150’ RT); 250+40 to 247+10 (100’ LT and 50’ RT); 291+00 to 296+00 (50’ LT and 65’ RT); 391+00 to 396+20 (50’ LT and 65’ RT)40+915 to 41+900 (from toe of slope on LT to 5’ up slope on RT); 462+90 to 465+80 (50’ both sides); 505+00 to 528+00 (60’ both sides); 663+00 to 676+00 (60’ both sides);

*(This section for Survey Section use)*

Survey Assigned to: Estimated Completion Date:

**Hz/Vert Control:**

Horizontal control: Use control from the Turnagain Pass CL Monument referencing project – Based on “CLINCK” and “G1” as shown on attached spreadsheet. “SWH” GPS points were also established using the same basis, and are to be held for this project.

Local coordinate system is SEW-2. Control Statement and transformation parameters provided.

Vertical control: Recover NGS Benchmarks throughout the corridor. Locate and describe their condition on the SCD. Any vertical control for digout topo areas is to be based on the nearest NGS Benchmark.

## ROW/Monument Ties:

Centerline monuments were located in 2002 on the attached spreadsheet relative to the provided control. Recover and verify these locations. Research, locate, and reference any other monuments that exist in the road surface that may be subject to disturbance during construction activities.

If any other monuments exist within the approximate ROW corridor they should be located as well. (i.e. PLSS corners in the ditch, etc…)

### **TIN/Topo:**

See above for specific areas of Topo requested.

### **Other:**

Prepare a Survey Control Diagram showing all found/set Hz/V control throughout the corridor.