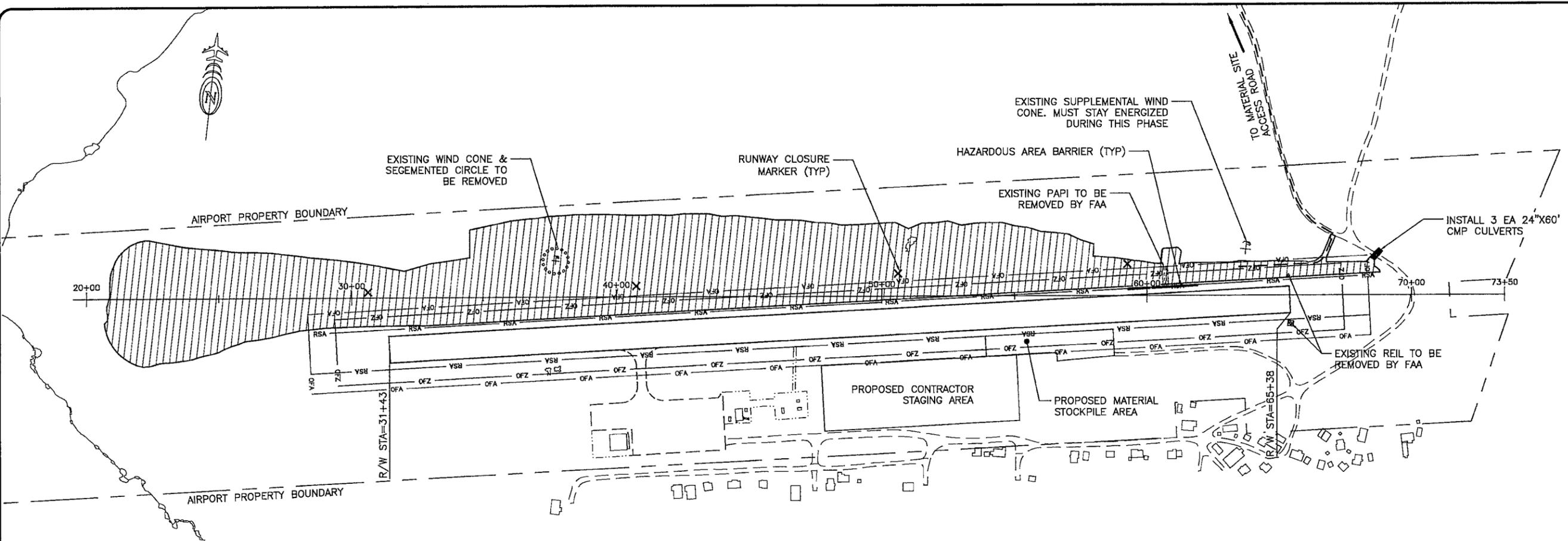


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PLANS DEVELOPED BY STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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PHASE I NOTES:

1. PRIOR TO START OF PHASE COORDINATE THE FOLLOWING THROUGH THE ENGINEER:
 - A. WITH THE AIRPORT MANAGER FOR THE DE-ENERGIZING OF THE STATE OWNED NAVAIDS AND AIRPORT LIGHTING (14-DAYS).
 - B. WITH THE KOTZEBUE FAA FLIGHT SERVICE STATION (FSS) AND AIRPORT USERS (45-DAYS).
2. THE FOLLOWING WORK IS REQUIRED TO BE COMPLETED AT NIGHT. COORDINATE THROUGH THE ENGINEER WITH THE AIRPORT MANAGER AND FAA FOR THE NIGHT TIME CLOSURE.
 - A. INSTALL HAZARDOUS AREA BARRICADES AS REQUIRED. RELOCATE BARRICADES AS DIRECTED BY THE ENGINEER. HAZARD MARKING BARRICADE SPACING SHOULD BE NO MORE THAN 10 FEET.
 - B. SCHEDULE WORK OUTSIDE THE LIMITS OF THE PHASED WORK AREAS (REMOVAL OF MARKINGS, PLACING BARRICADES, PREPARATIONS FOR RUNWAY CLOSURES, ETC.) TO AVOID DISRUPTION OF AIR TRAFFIC. COORDINATE WITH THE AIR CARRIERS AND THE AIRPORT MANAGER TO SCHEDULE WORK AT NIGHT, AFTER THE LAST SCHEDULED FLIGHT ARRIVAL OR DEPARTURE, AND HAVE WORK COMPLETED AND RETURNED TO SERVICE NOT LESS THAN ONE HOUR PRIOR TO THE FIRST SCHEDULED FLIGHT ARRIVAL OR DEPARTURE THE FOLLOWING MORNING. TEMPORARY NIGHT WORK AREAS SHALL BE DELINEATED WITH TRAFFIC CONES, WEIGHTED TO WITHSTAND HIGH WINDS AND JET BLAST.
4. THE FOLLOWING IS A LIST OF MAJOR WORK ITEMS THAT ARE TO BE COMPLETED UNDER THIS PHASE:
 - A. COORDINATE REMOVAL OF EXISTING NAVIGATIONAL AIDS WITH THE FAA, THE AIRPORT MANAGER AND THE ENGINEER (45-DAYS).

- B. CLEAR MATERIAL SITE ACCESS ROAD, NEW RUNWAY EMBANKMENT, AND STAGING AREA PER CLEARING PLAN. ALL GRUBBED MATERIAL SHALL BE STOCKPILED FOR REUSE A COVER FOR DISTURBED AREAS.
 - C. BUILD MATERIAL SITE ACCESS ROAD.
 - D. EXCAVATE AND BACKFILL NEW RUNWAY AREA. BUILD THE NEW RUNWAY EMBANKMENT FROM EXISTING GROUND TO TOP OF SUB-GRADE.
 - E. REMOVE THE EXISTING WIND CONE & SEGEMENTED CIRCLE.
5. PRIOR TO COMPLETION OF THE PHASE COORDINATE THE FOLLOWING THROUGH THE ENGINEER:
 - A. REMOVE ALL HAZARDOUS AREA BARRIERS THAT ARE NO LONGER REQUIRED. ENSURE THAT THE RUNWAY, APRON, AND TAXIWAY SURFACES ARE CLEAR OF FOREIGN OBJECT DEBRIS (FOD).
 6. A MINIMUM OF 3,400' X 100' RUNWAY (4,000' X 150' RSA) SHALL BE AVAILABLE THROUGH OUT CONSTRUCTION, INCLUDING ACCESS TO THE TAXIWAY. EQUIPMENT SHALL BE KEPT OUT OF THE OPERATIONAL AREAS WHILE THE RUNWAY IS ACTIVE. NO HAULING OF MATERIALS OR EQUIPMENT MOVEMENT SHALL OCCUR AT ANYTIME WITHIN THE RUNWAY OFZ BOUNDARIES WHILE THE RUNWAY IS OPERATIONAL. THE ENGINEER MAY AUTHORIZE FULL CLOSURES DURING NIGHTTIME OR OTHER PERIODS WITH MINIMUM SCHEDULED OPERATIONS. THE RUNWAY MUST BE ABLE TO BE OPENED WITH 30 MINUTES NOTICE FOR EMERGENCIES.
 7. PROVIDE AN AIRPORT FLAGGER IF HAULING ACROSS AN ACTIVE RUNWAY, TAXIWAY OR ACTIVE APRON IF SUCH IS APPROVED AND INCLUDED IN THE APPROVED SPCD.
 8. AT THE END OF THE PHASE, COMPLETE INSPECTION OF ALL SURFACES WITH THE ENGINEER AND AIRPORT MANAGER. COMPLETE ANY PUNCH ITEM LISTS THAT ARE BROUGHT TO ATTENTION DURING THE INSPECTION WITHIN 24 HOURS OF THE INSPECTION.

LEGEND:

- RUNWAY CLOSURE MARKER
- HAZARDOUS AREA BARRIER
- PHASE I HAUL ROAD
- PHASE I RUNWAY SAFETY AREA (RSA)
- PHASE I RUNWAY OBJECT FREE ZONE (OFZ)
- PHASE I RUNWAY OBJECT FREE AREA (OFA)

DESIGN HPF
 DRAWN KC
 CHECKED ILF

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED:
 BARRY L. HOOPER, P.E. DATE 12/29/17
 DESIGN GROUP CHIEF



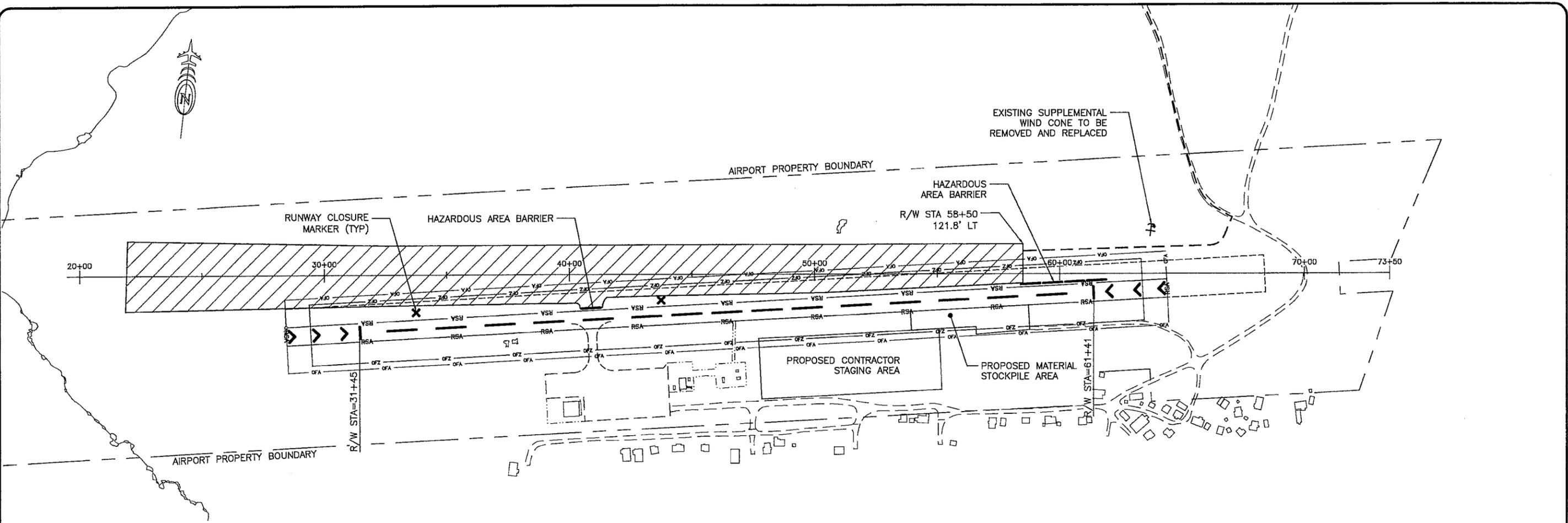
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BOB BAKER MEMORIAL AIRPORT
 KIANA AIRPORT IMPROVEMENTS
 AIP 3-02-0146-_____/Z631790000
 CSPP - PHASE I

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PLANS DEVELOPED BY: STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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PHASE II NOTES:

1. PRIOR TO PARTIAL CLOSURE OF RUNWAY 6/24 COORDINATE THE FOLLOWING THROUGH THE ENGINEER:
 - A. WITH THE AIRPORT MANAGER FOR THE DE-ENERGIZING OF THE STATE OWNED NAVAIDS AND AIRPORT LIGHTING (14-DAYS).
 - B. WITH THE KOTZEBUE FAA FLIGHT SERVICE STATION (FSS) AND AIRPORT USERS (45-DAYS).
2. ALL WORK REQUIRING THE PARTIAL CLOSURE MUST BE COMPLETED WITHIN 14-DAYS OF PARTIALLY CLOSING THE RUNWAY.
3. THE FOLLOWING WORK IS REQUIRED TO BE COMPLETED AT NIGHT AND PRIOR TO THE PARTIAL CLOSURE THE NORTHERN PORTION OF RUNWAY 6/24. COORDINATE THROUGH THE ENGINEER WITH THE AIRPORT MANAGER AND FAA FOR THE NIGHT TIME CLOSURE.
 - A. DE-ENERGIZE AND DISABLE EXISTING RUNWAY LIGHTING AS SHOWN IN THE PLAN.
 - B. INSTALL TEMPORARY RUNWAY CLOSURE MARKERS AS SHOWN IN THE PLAN. SPACING SHALL NOT EXCEED 1,000 FEET.
 - C. INSTALL THE TEMPORARY MARKING ON SOUTHERN PORTION OF EXISTING RUNWAY. PER TEMPORARY MARKING PLAN SEE SHEET 29.
4. THE FOLLOWING IS A LIST OF MAJOR WORK ITEMS THAT ARE TO BE COMPLETED UNDER THIS PHASE:
 - A. BUILD THE WESTERN PORTION OF NEW RUNWAY EMBANKMENT FROM TOP OF SUB-GRADE TO TOP OF SUB-BASE.

- B. BUILD THE WESTERN PORTION OF NEW RUNWAY FROM BOTTOM OF SUB-BASE TO TOP OF SURFACE COURSE.
 - C. BUILD THE NEW TAXIWAY FROM NEW RUNWAY TO EXISTING RUNWAY 6/24, SEE SHEET 24 PER TEMPORARY TAXIWAY GRADE TRANSITION.
 - D. REMOVE AND INSTALL NEW SUPPLEMENTAL WIND CONE.
 - E. INSTALL LIGHTING PER TEMPORARY & PERMANENT LIGHTING PLANS.
5. PRIOR TO COMPLETION OF THE PHASE COORDINATE THE FOLLOWING THROUGH THE ENGINEER:
 - A. REMOVE ALL HAZARDOUS AREA BARRIERS THAT ARE NO LONGER REQUIRED. ENSURE THAT THE RUNWAY, APRON, AND TAXIWAY SURFACES ARE CLEAR OF FOREIGN OBJECT DEBRIS (FOD).
 6. A MINIMUM OF 3,000' X 60' RUNWAY (3,600' X 75' RSA) SHALL BE AVAILABLE THROUGH OUT CONSTRUCTION, INCLUDING ACCESS TO THE TAXIWAY. EQUIPMENT SHALL BE KEPT OUT OF THE OPERATIONAL AREAS WHILE THE RUNWAY IS ACTIVE. NO HAULING OF MATERIALS OR EQUIPMENT MOVEMENT SHALL OCCUR AT ANYTIME WITHIN THE RUNWAY OFZ BOUNDARIES WHILE THE RUNWAY IS OPERATIONAL. THE ENGINEER MAY AUTHORIZE FULL CLOSURES DURING NIGHTTIME OR OTHER PERIODS WITH MINIMUM SCHEDULED OPERATIONS. THE RUNWAY MUST BE ABLE TO BE OPENED WITH 30 MINUTES NOTICE FOR EMERGENCIES.
 7. PROVIDE AN AIRPORT FLAGGER IF HAULING ACROSS AN ACTIVE RUNWAY, TAXIWAY AND/OR ACTIVE APRON IS APPROVED AND INCLUDED IN THE APPROVED SPCD.
 8. AT THE END OF THE PHASE COMPLETE INSPECTION OF ALL SURFACES WITH THE ENGINEER AND AIRPORT MANAGER. COMPLETE ANY PUNCH ITEM LISTS THAT ARE BROUGHT TO ATTENTION DURING THE INSPECTION WITHIN 24 HOURS OF THE INSPECTION.

LEGEND:

- RUNWAY CLOSURE MARKER
- HAZARDOUS AREA BARRIER
- PHASE II CONSTRUCTION
- PHASE II HAUL ROAD
- PHASE II RUNWAY SAFETY AREA (RSA)
- PHASE II RUNWAY OBJECT FREE ZONE (OFZ)
- PHASE II RUNWAY OBJECT FREE AREA (OFA)

DESIGN HPF
 DRAWN KC
 CHECKED ILF

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED:
 BARRY L. HOOPER, P.E. DATE 12/29/17
 DESIGN GROUP CHIEF



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 CSPP - PHASE II

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GENERAL SAFETY PLAN NOTES:

- SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) PER FAA AC 150/5370-2, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION (SAFETY AC), WITHIN 30 DAYS OF RECEIVING NOTICE TO PROCEED TO THE ENGINEER FOR APPROVAL. SEE ITEM G-210c.
 - FOLLOWING APPROVAL OF THE SPCD, IF SUBSEQUENT CHANGES ARE NEEDED, SUBMIT A REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL. ALLOW UP TO 14-DAYS FOR REVIEW OF REVISED SPCD.
 - SEE SHEETS 9 THROUGH 12 FOR CONSTRUCTION PHASE SPECIFIC SAFETY PLANS.
 - WHENEVER THE PLANS OR SPECIFICATIONS CALL FOR COORDINATION, NOTIFICATION, CONTACT, OR OTHER INTERACTION WITH FAA, AIRPORT MANAGEMENT, MAINTENANCE AND OPERATIONS, AIRPORT TENANTS, AIRPORT USERS, ANY LOCAL, STATE, OR FEDERAL AGENCY, GROUP, OR ASSOCIATION, OR THE GENERAL PUBLIC, SUCH ACTIVITY SHALL BE DONE THROUGH, IN THE PRESENCE OF, OR WITH THE WRITTEN APPROVAL OF THE ENGINEER. ALLOW SUFFICIENT TIME FOR COORDINATION AND APPROVALS WITHIN PROPOSED WORK SCHEDULES. SEE THE CSPP FOR REQUIRED LEAD TIMES FOR COORDINATION WITH CERTAIN GROUPS.
 - THE CONTRACTOR MUST REPORT ANY SAFETY ISSUES TO THE ENGINEER AND AIRPORT MANAGER UPON DISCOVERY. THE CONTRACTOR MUST TAKE IMMEDIATE ACTION TO RESOLVE SAFETY ISSUES AS DIRECTED.
 - THE TERM "ACTIVE RUNWAY" REFERS TO RUNWAY OR PORTION OF THE RUNWAY OPEN TO LANDING, TAKEOFF AND TAXIING OPERATIONS. ACTIVE RUNWAY DIMENSIONS ARE PHASE DEPENDENT.
 - NO CONSTRUCTION ACTIVITY IS ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OF THE ACTIVE RUNWAY. NO CONSTRUCTION ACTIVITY IS ALLOWED WITHIN THE TAXIWAY SAFETY AREA (TSA) OR TAXIWAY OBJECT FREE AREA (TOFA) WHILE THE TAXIWAY IS OPEN FOR AIRCRAFT OPERATIONS. RSA, RPZ, OFA, AND OFZ BOUNDARIES ARE PHASING DEPENDENT. COORDINATE ANY RESTRICTIONS TO AIRCRAFT OPERATIONS WITH AIRPORT USERS AND THE AIRPORT MANAGER.
- DO NOT PARK EQUIPMENT WITHIN THE OFA OF THE ACTIVE RUNWAY. MATERIAL MAY BE STOCKPILED IN THE OFA AS LONG AS IT DOES NOT PENETRATE THE OFA PLANE. THE OFA PLANE ELEVATION IS SET AT R/W EMBANKMENT HINGE POINTS. USE STOCKPILE AND STAGING AREA SHOWN TO STORE MATERIALS OR PARK EQUIPMENT. EQUIPMENT MAY BE PARKED IN THE "CONSTRUCTION AREA" PROVIDED IT DOES NOT CONFLICT WITH OTHER LIMITATIONS. ALL TEMPORARY STAGING AND STOCKPILE LOCATIONS OTHER THAN "STOCKPILE AREA" REQUIRE APPROVAL OF THE ENGINEER.
- MAINTAIN AIRCRAFT ACCESS TO TAXIWAYS AND APRONS DURING AIR OPERATIONS AS SHOWN ON THE PLANS. WHEN TAXIWAYS ARE CLOSED HAZARD BARRIERS NEED TO BE PLACED ON BOTH ENTRANCES OF THE TAXIWAY.
 - MARK OPEN TRENCHES OR EXCAVATIONS WITH HAZARD AREA BARRIERS. LIGHT WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. SEE CSPP (SECTION 18) REGARDING RESTRICTIONS FOR TRENCH AND EXCAVATION LOCATIONS.
 - HAZARDOUS AREA BARRIERS MAY BE REQUIRED AT ADDITIONAL LOCATIONS, OR ADJUSTMENTS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER. SEE HAZARDOUS AREA BARRIER DETAIL ON SAFETY PLAN DETAILS SHEET.
 - MONITOR TEMPORARY MARKINGS AND LIGHTING SYSTEMS FREQUENTLY AND TAKE ACTION TO CORRECT DEFICIENCIES IMMEDIATELY UPON DISCOVERY OR NOTIFICATION.
 - CARRYOUT CONTINUING COORDINATION THROUGH THE ENGINEER USING WEEKLY EMAIL UPDATES AND PROGRESS MEETINGS WITH AIRPORT MANAGEMENT, AIRPORT MAINTENANCE, AIRPORT USERS AND OTHER PARTIES LISTED IN SECTION 1.A OF THE CSPP.
 - PROVIDE WATER FOR DUST CONTROL AS REQUIRED, AND AS DIRECTED. DUST, SMOKE, STEAM, OR OTHER AIRBORNE PARTICULATES CAUSED BY CONTRACTOR ACTIVITIES MAY BE CONSIDERED A SAFETY VIOLATION.
 - KEEP ALL ACTIVE HAUL ROUTES AND AIRPORT SURFACES CLEAN OF MATERIAL. REMOVE SPILLED OR TRACKED MATERIAL IMMEDIATELY TO AVOID VEHICLE ACCIDENTS OR AIRCRAFT DAMAGE.
 - REMOVE ALL FOREIGN OBJECT AND DEBRIS (FOD) IMMEDIATELY UPON DISCOVERY OR NOTIFICATION. FAILURE TO REMOVE FOD MAY BE CONSIDERED A SAFETY VIOLATION AS DETERMINED BY THE ENGINEER.
 - FULL RUNWAY, TAXIWAY, AND APRON DIMENSIONS ARE REQUIRED FOR WINTER CONSTRUCTION SHUTDOWN.
 - PARTIAL CLOSURES TO TAXIWAY, AND APRON MUST BE DEPICTED ON THE APPROVED SPCD.
 - TEMPORARY RUNWAY AND TAXIWAY LIGHTING SHALL BE FURNISHED FOR ALL HALF-WIDTH CONDITIONS.
 - WHEN USING EQUIPMENT TALLER THAN 16- FEET FOLLOW CSPP SECTION 18 B (i).

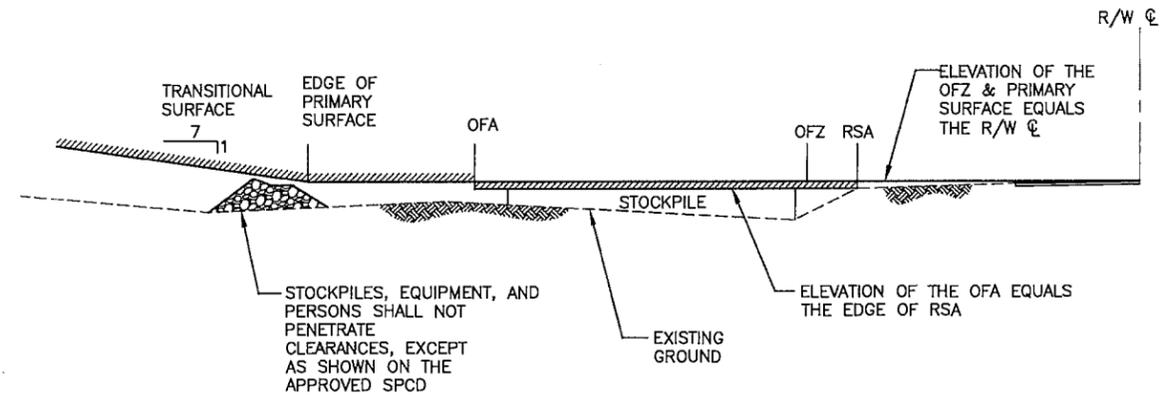
- NIGHT TIME CLOSURES SHALL BE COORDINATED THROUGH THE ENGINEER AT LEAST 14-DAYS PRIOR TO THE CLOSURE. AIRPORT RUNWAY AND TAXIWAY SURFACES SHALL BE OPERATIONAL FOR AIRCRAFT AT THE END OF THE CLOSURE.
- STOCKPILE AREA NOT TO EXCEED HEIGHT RESTRICTIONS PER C.F.R. PART 77 OBJECTS AFFECTING NAVIGABLE AIRSPACE.

GENERAL HAUL ROUTE NOTES:

- SPEED IS RESTRICTED TO 15 MPH ON AIRPORT PROPERTY AND 10 MPH NEAR NAVIGATIONAL AND VISUAL AIDS. FOLLOW LOCAL TRAFFIC LAWS WHEN TRAVELING ON THE KIANA COMMUNITY ROADS.
- ACCESS AND HAUL ROADS MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT HAULING AND CONSTRUCTION ACTIVITIES.
- PORTIONS OF THE HAUL ROUTES AND STAGING AREA MAY REQUIRE IMPROVEMENT TO SUPPORT THE CONTRACTOR'S OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT, REMOVAL, AND/OR REPLACING ANY EXISTING FENCE OR GATES REQUIRED FOR ESTABLISHING ACCESS FOR HAUL ROUTES.
- FIELD VERIFY THE SUITABILITY OF HAUL ROUTES AND STAGING AREAS SHOWN. DEVELOP AND MAINTAIN HAUL ROUTES AS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING HAUL ROUTES AND STAGING AREA DAMAGE TO THE PRE-CONSTRUCTION CONDITIONS. SEE SUBSECTIONS 40-04 AND 70-11 OF THE GENERAL CONTRACT PROVISIONS PROVIDE TRAFFIC CONTROL PLANS FOR EACH PHASE OF WORK AS DESCRIBED IN SECTION G-710.

PHASE CATEGORY AND DIMENSIONS						
PHASE	ARC	RUNWAY	RSA*	ROFA	OFZ	PRIMARY SURFACE
EXISTING	B-II	3400' X 100'	4000' X 150'	4000' X 300'	3800' X 250'	3800' X 500'
I	B-II	3400' X 100'	4000' X 150'	4000' X 300'	3800' X 250'	3800' X 500'
** II	B-II	3000' X 60'	3600' X 75'	3600' X 300'	3400' X 250'	3400' X 500'
** III	B-II	3000' X 60'	3600' X 75'	3600' X 300'	3400' X 250'	3400' X 500'
FINAL	B-II	4000' X 75'	4600' X 150'	4600' X 300'	4400' X 250'	4400' X 500'

* PHASE II & III RSA WIDTHS ARE NON-STANDARD
 ** FAA APPROVED 37.5' RUNWAY AND 57.5' RSA.



VERTICAL RELATION OF THE RSA, OFZ, OFA, PRIMARY AND TRANSITIONAL SURFACES

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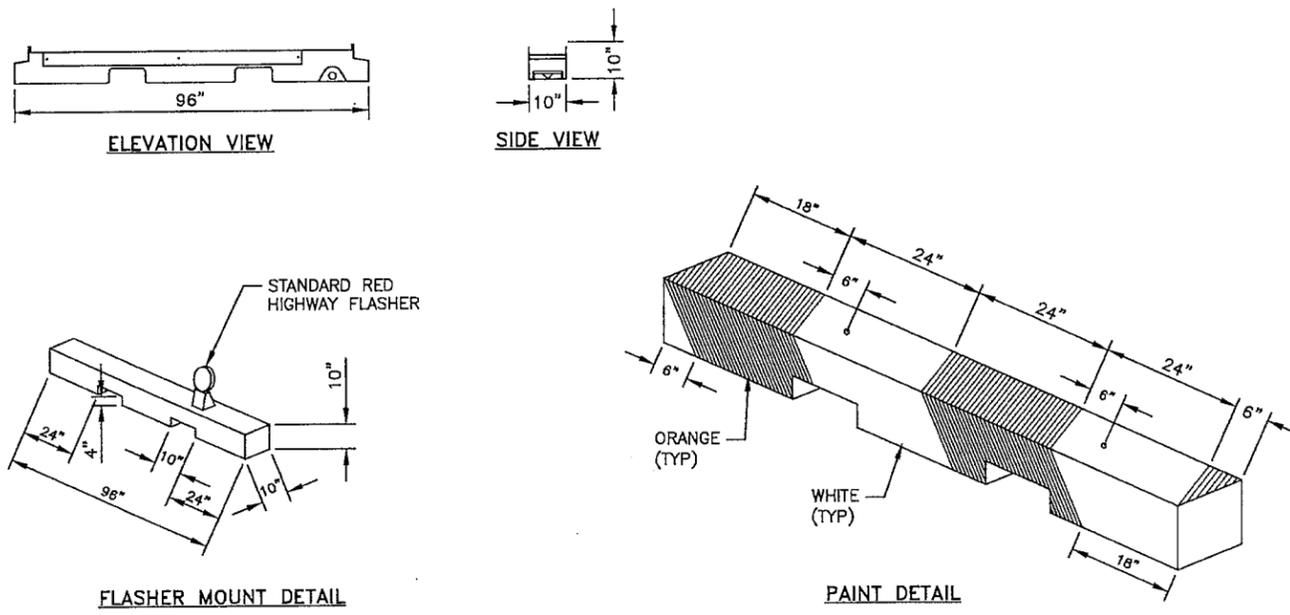
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 APPROVED: *Barry L. Hooper* DATE 12/29/17
 BARRY L. HOOPER, P.E. DESIGN GROUP CHIEF



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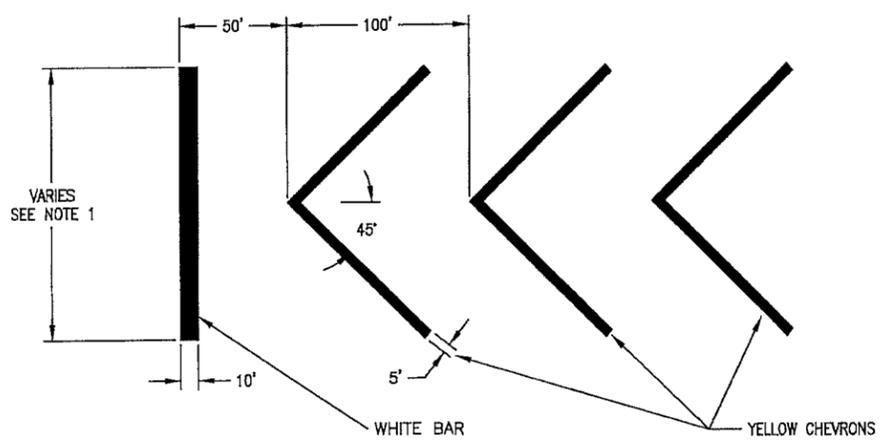
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HAZARDOUS AREA BARRIER DETAIL

HAZARDOUS AREA BARRIER NOTES:

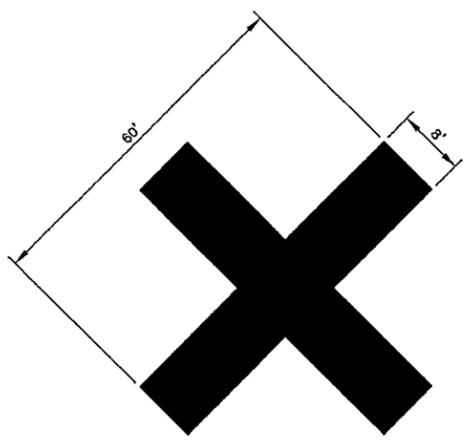
1. PLACE BARRIERS TO LIMIT ACCESS TO THE CLOSED RUNWAY OR TAXIWAY. USE LOW STYLE BARRIERS (LESS THAN 12 INCHES HIGH) WHEN ADJACENT TO AN ACTIVE MOVEMENT AREA.
2. DISABLE AND PREVENT THE OPERATION OF RUNWAY EDGE LIGHTS AND RUNWAY THRESHOLD LIGHTS DURING CLOSURE OF THE RUNWAY.
3. HAZARDOUS AREA BARRIERS ARE NOT TO BE PLACED WITHIN THE OFZ OF THE ACTIVE RUNWAY. CONSIDER JET BLAST WHEN PLACING BARRIERS.
4. BARRIERS SHALL BE PLACED NO MORE THAN 10-FT APART.



TEMPORARY THRESHOLD MARKING DETAIL

TEMPORARY THRESHOLD MARKING NOTES:

1. THRESHOLD WIDTH DEPENDS ON PHASE. PHASE I = 100' PHASE II & III = 37.5'.
2. TEMPORARY THRESHOLD MARKINGS SHALL BE CONSTRUCTED OF MATERIAL SPECIFIED IN SECTION P-620g.



RUNWAY CLOSURE MARKER DETAIL

RUNWAY CLOSURE MARKER NOTES:

1. RUNWAY CLOSURE MARKERS SHALL BE CONSTRUCTED OF MATERIALS SPECIFIED IN SECTION P-671, AND SHALL BE YELLOW IN COLOR.
2. PLACE RUNWAY CLOSURE MARKER, VINYL MESH PANEL, ALONG THE CENTER OF THE CLOSED PORTION OF RUNWAY AT 1,000 FT. MAXIMUM SPACING.
3. PLACE AND MAINTAIN RUNWAY CLOSURE MARKERS AS CONSTRUCTION ALLOWS. MARKINGS MUST BE IN-PLACE DURING NON-WORK HOURS.
4. PLACE RUNWAY CLOSURE MARKER, TEMPORARY ILLUMINATED PANELS AT EACH END OF THE CLOSED RUNWAY. ALIGN ALONG THE EXTENDED CENTERLINE, AND POSITION ON THE RSA EMBANKMENT TO AVOID CONFLICT WITH CONSTRUCTION ACTIVITY, OR AS OTHERWISE DIRECTED. SEE SECTION P-671, AC 150/5345-53, AND AC 150/5345-55 FOR ADDITIONAL REQUIREMENTS AND GUIDANCE FOR CLOSURE MARKERS.

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CHECKED	ILF

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