



Date Revised: 1/14/2026, 1:32 PM  
 Layout Name: Index  
 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok 2026 Resurfacing\030D\Plans\01448-GSY-Cover-Index-Ext Quantities.dwg  
 Designed By: MAR  
 Drawn By: RLB  
 Checked By: TRI

# INDEX

# LEGEND

# ABBREVIATIONS

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| TAXIWAY GRADING                                       | 10        |
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| DESCRIPTION                     | EXISTING | PROPOSED |
|---------------------------------|----------|----------|
| AIRPORT PROPERTY BOUNDARY       | ---      | ---      |
| BUILDING                        |          |          |
| CENTERLINE (RUNWAY/TAXIWAY)     | ---      | ---      |
| CONTOURS                        |          |          |
| DITCH/SWALE                     |          |          |
| FUEL TANK                       |          |          |
| GEOGRID, STABILIZATION, CLASS 2 |          |          |
| GEOTEXTILE SEPARATION           |          |          |
| GRADE BREAK                     |          |          |
| GRAVEL EDGE                     | ---      | ---      |
| HAUL ROUTE (TWO WAY)            |          |          |
| IDENTIFICATION BUBBLE           |          |          |
| OFA LINE                        |          |          |
| OFZ LINE                        |          |          |
| POINTS                          |          |          |
| ROADWAYS (EDGE, GRAVEL)         |          |          |
| RUNWAY, TAXIWAY, & APRON EDGE   |          |          |
| RUNWAY EDGE MARKER              |          |          |
| RUNWAY SAFETY AREA              |          |          |
| SHOULDER EDGE                   |          | ---      |
| SLOPE WITH GRADE                |          |          |
| TAXIWAY EDGE MARKER             |          |          |
| TAXIWAY SAFETY AREA             |          |          |
| THRESHOLD MARKERS               |          |          |
| TOE OF SLOPE                    |          |          |
| CUT                             |          | ---      |
| FILL                            |          |          |
| WATER LINE                      |          |          |

|        |                                   |       |                                 |
|--------|-----------------------------------|-------|---------------------------------|
| AWP    | AASHTOWARE PROJECT                | LB    | POUND                           |
| BOP    | BEGINNING OF PROJECT              | LF    | LINEAR FOOT                     |
| BVCS   | BEGIN VERTICAL CURVE STATION      | LS    | LUMP SUM                        |
| BVCE   | BEGIN VERTICAL CURVE ELEVATION    | LT    | LEFT                            |
| CASC   | CRUSHED AGGREGATE SURFACE COURSE  | MIN   | MINIMUM                         |
| CF     | CUBIC FOOT                        | N     | NORTHING                        |
| CL / ε | CENTERLINE                        | NTS   | NOT TO SCALE                    |
| CS     | CONTINGENT SUM                    | OFA   | OBJECT FREE AREA                |
| CY     | CUBIC YARD                        | OFZ   | OBJECT FREE ZONE                |
| DIA    | DIAMETER                          | OG    | ORIGINAL GROUND                 |
| DOT    | DEPARTMENT OF TRANSPORTATION      | OHE   | ELECTRICAL LINE (OVERHEAD)      |
| E      | EASTING                           | PVI   | POINT OF VERTICAL INTERSECTION  |
| EA     | EACH                              | R     | RADIUS                          |
| ELEV   | ELEVATION                         | RD    | ROAD                            |
| EOP    | END OF PROJECT                    | REQ'D | REQUIRED                        |
| ESCP   | EROSION AND SEDIMENT CONTROL PLAN | ROFA  | RUNWAY OBJECT FREE AREA         |
| EVCS   | END VERTICAL CURVE STATION        | ROW   | RIGHT OF WAY                    |
| EVCE   | END VERTICAL CURVE ELEVATION      | RPZ   | RUNWAY PROTECTION ZONE          |
| FAA    | FEDERAL AVIATION ADMINISTRATION   | RSA   | RUNWAY SAFETY AREA              |
| FG     | FINISH GRADE                      | RT    | RIGHT                           |
| GB     | GRADE BREAK                       | RD    | RUNWAY                          |
| GCP    | GENERAL CONTRACT PROVISIONS       | SF    | SQUARE FEET                     |
| HP     | HORSEPOWER                        | SREB  | SNOW REMOVAL EQUIPMENT BUILDING |
| HR     | HOUR                              | STA   | STATION                         |
| K      | RATE OF VERTICAL CURVE            | SY    | SQUARE YARD                     |
|        |                                   | TN    | TON                             |
|        |                                   | TSA   | TAXIWAY SAFETY AREA             |
|        |                                   | TW    | TAXIWAY                         |
|        |                                   | TYP   | TYPICAL                         |

## REFERENCE DRAWINGS

| SHEET TITLE | SHEET No. |
|-------------|-----------|
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## STANDARD DRAWINGS

| SHEET TITLE | SHEET No. |
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## APPENDIX DRAWINGS

| SHEET TITLE                          | SHEET No.  |
|--------------------------------------|------------|
| SURVEY CONTROL                       |            |
| CONSTRUCTION SAFETY AND PHASING PLAN | AC1 - AC10 |

## ANCILLARY DRAWINGS

| SHEET TITLE | SHEET No. |
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**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 INDEX

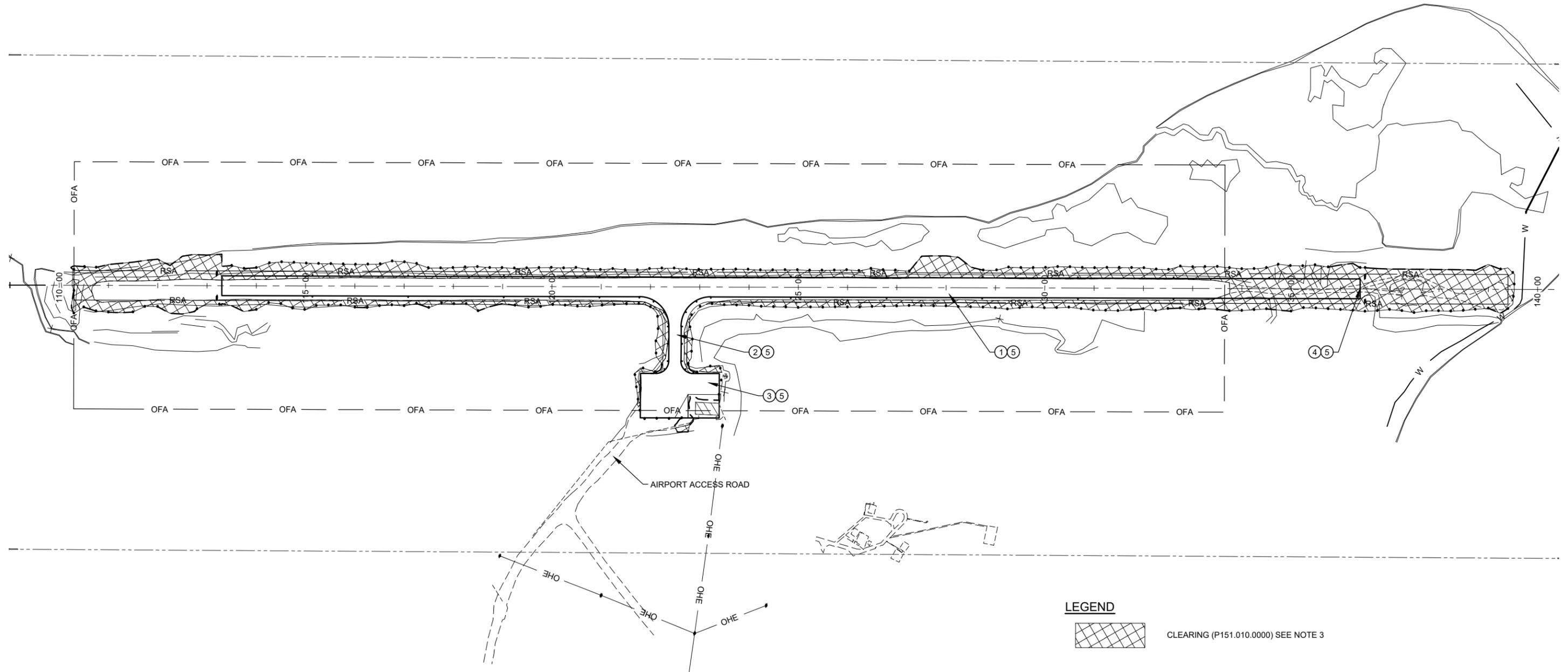
DATE: 01/14/2026  
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Date Revised: 1/14/2026, 1:32 PM  
 Layout Name: P1P  
 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok 2026 Resurfacing\01448-CGV-PLP.dwg  
 Designed By: MAR  
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**SCOPE OF THE PROJECT INCLUDES, BUT IS NOT LIMITED TO CONSTRUCTION OF THE FOLLOWING:**

- ① REHABILITATE RW 15/33 AND SAFETY AREAS
- ② REHABILITATE TW AND SAFETY AREAS
- ③ REHABILITATE APRON
- ④ REHABILITATE RUNWAY OVER EXISTING EMBANKMENT
- ⑤ APPLY DUST PALLIATIVE



**PROJECT LAYOUT PLAN GENERAL NOTES:**

1. ALL CONSTRUCTION ACTIVITY SHALL STAY WITHIN THE FOOTPRINT OF THE EXISTING EMBANKMENT. WETLANDS EXIST BEYOND THE FOOTPRINT OF THE EXISTING EMBANKMENT AND SHALL NOT BE DISTURBED.
2. LOCATE CONSTRUCTION STAGING WITHIN THE ACTIVE WORK AREA OR AS SHOWN ON THE CSPP. NO CONTRACTOR STAGING OR MATERIAL STOCKPILING SHALL OCCUR OUTSIDE THE FOOTPRINT OF THE EXISTING EMBANKMENT UNLESS THE CONTRACTOR OBTAINS THE NECESSARY PERMIT TO DO SO.
3. CLEAR ALL AREAS WITHIN THE FINAL CUT AND FILL LIMITS, EXCLUDING AREAS OF EXISTING GRAVEL SURFACES. COORDINATE THE LIMITS OF CLEARING WITH THE LIMITS SHOWN IN THE SITE PLAN, GRADING PLAN, AND CSPP. STAKE LIMITS FOR CLEARING AND SCHEDULE AN INSPECTION WITH THE ENGINEER PRIOR TO BEGINNING WORK.
4. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY THAT WILL BE USED TO CONFIRM ADEQUACY OF THE DESIGN PROFILE. THE EXISTING GROUND USED FOR DESIGN WAS SURVEYED IN 2024, PRE- TYPHOON HALONG. SEE SPECIFICATIONS G-135 FOR ADDITIONAL REQUIREMENTS.

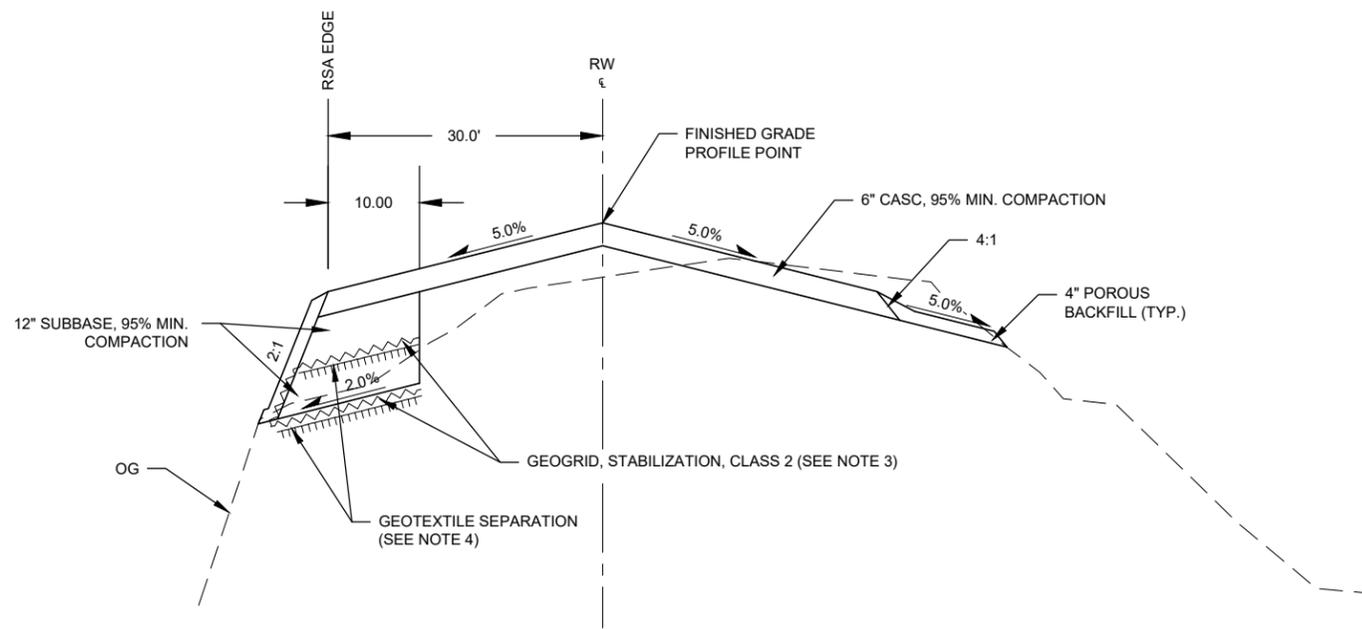
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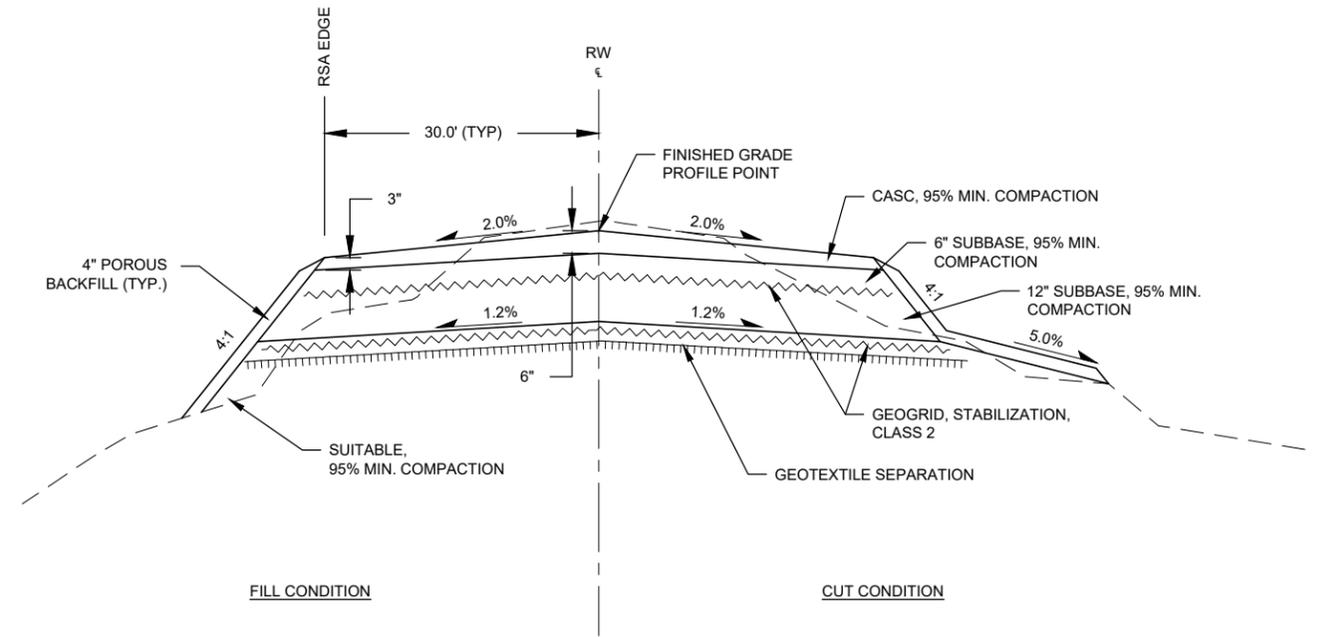
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 AIP No. 3-02-0165-XXX-2026  
 PROJECT LAYOUT PLAN

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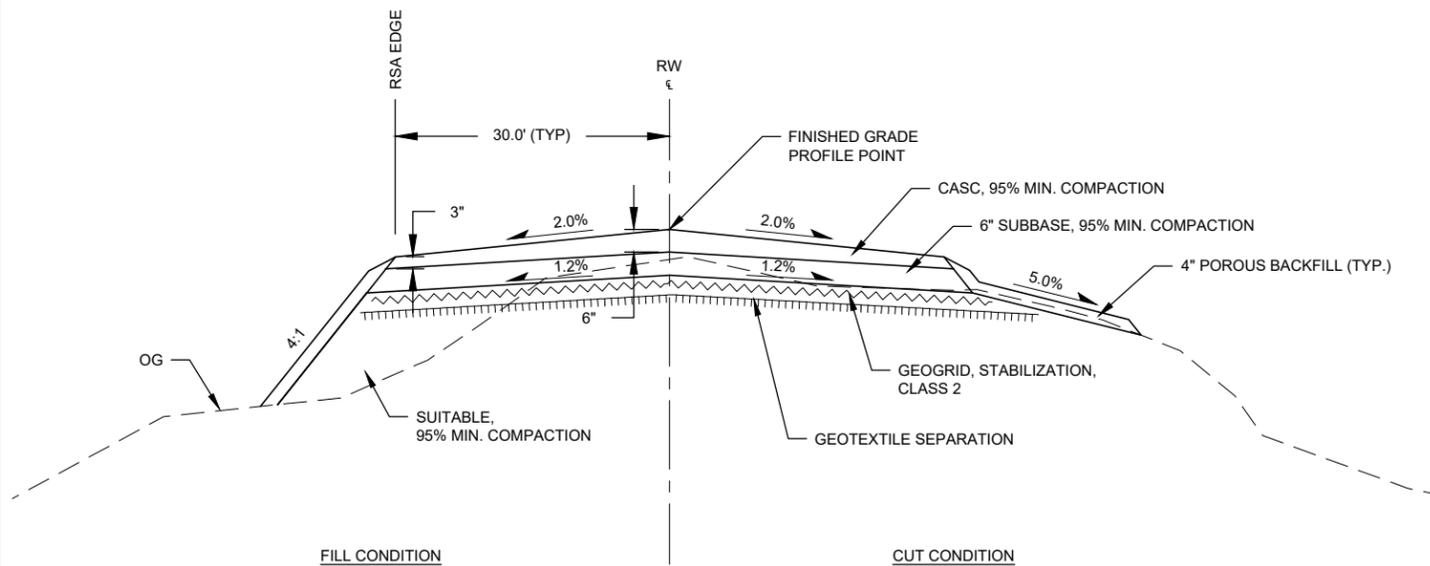
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 Designed By: MAR  
 Drawn By: RLB  
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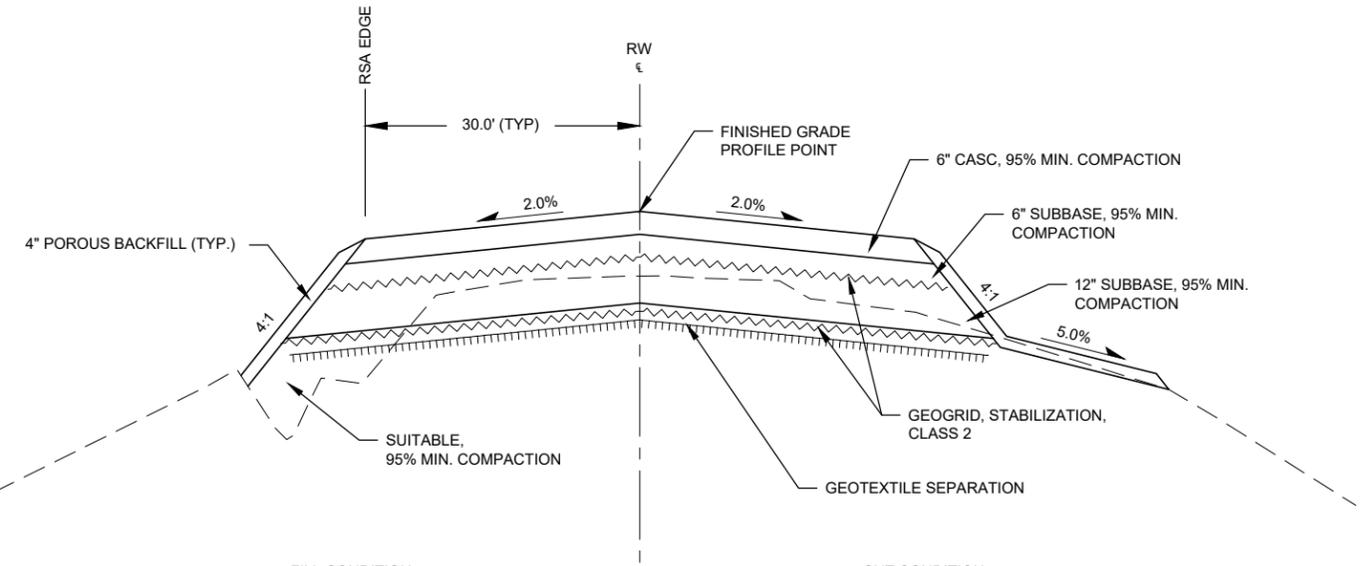
1  
 5  
**RW TYPICAL SECTION**  
 NTS  
 RW ± STA 110+30.00 TO 113+30.00



3  
 5  
**RW TYPICAL SECTION**  
 NTS  
 RW ± STA 134+30.00 TO 136+40.00



2  
 5  
**RW TYPICAL SECTION**  
 NTS  
 RW ± STA 113+30.00 TO 134+30.00



4  
 5  
**RW TYPICAL SECTION**  
 NTS  
 RW ± STA 136+40.00 TO 139+40.00

**NOTES:**

1. SCARIFY AND COMPACT EXISTING SURFACE WHERE NO EXCAVATION OCCURS PRIOR TO PLACING SECTION.
2. ALL CONSTRUCTION ACTIVITY SHALL STAY WITHIN THE FOOTPRINT OF THE EXISTING EMBANKMENT. WETLANDS EXIST BEYOND THE FOOTPRINT OF THE EXISTING EMBANKMENT AND SHALL NOT BE DISTURBED.
3. WRAP THE LOWER LAYER OF GEOGRID OVER THE 2:1 SLOPE.
4. GEOTEXTILE SEPARATION SHALL BE INSTALLED PERPENDICULAR TO THE RUNWAY CENTERLINE WITH SEWN SEAMS.

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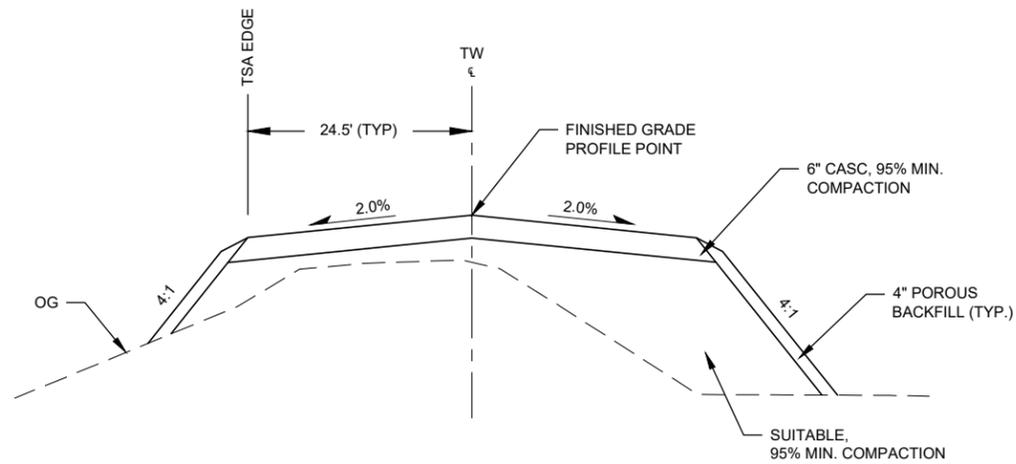
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**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 RUNWAY TYPICALS

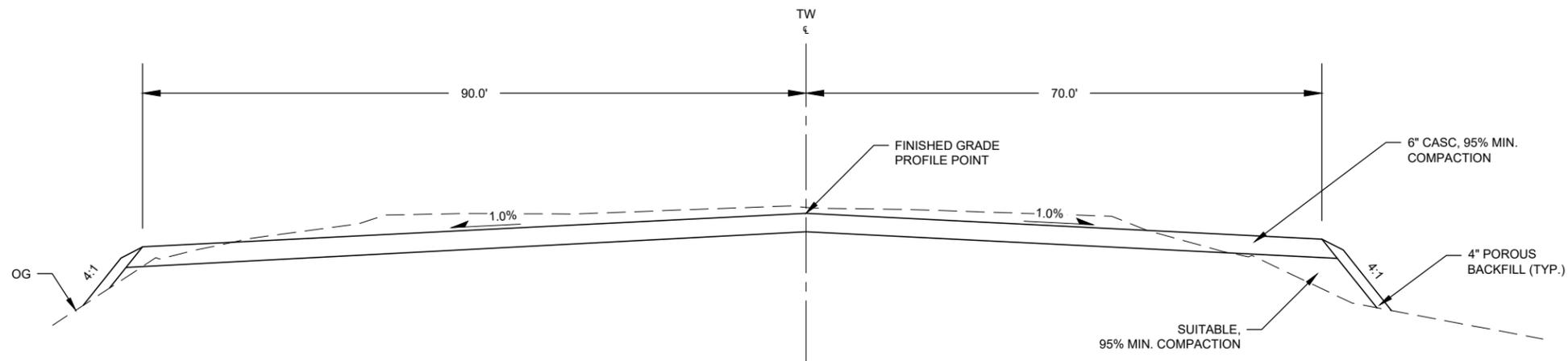
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 SHEET: 5 of 12

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 Layout Name: TYPICALS (2)  
 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok 2026 Resurfacing\01448-CGV-TYPICALS & DETAILS.dwg



6  
6  
TW TYPICAL SECTION  
 NTS  
 TW ± STA 10+30.00 TO 12+05.00



7  
6  
APRON TYPICAL SECTION  
 NTS  
 TW ± STA 12+05.00 TO 12+47.46

**PROJECT LAYOUT PLAN GENERAL NOTES:**

1. SCARIFY EXISTING SURFACE WHERE NO EXCAVATION OCCURS PRIOR TO PLACING SECTION.
2. ALL CONSTRUCTION ACTIVITY SHALL STAY WITHIN THE FOOTPRINT OF THE EXISTING EMBANKMENT. WETLANDS EXIST BEYOND THE FOOTPRINT OF THE EXISTING EMBANKMENT AND SHALL NOT BE DISTURBED.

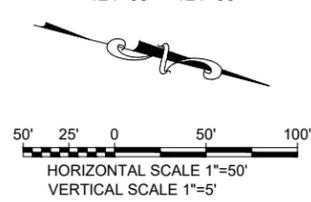
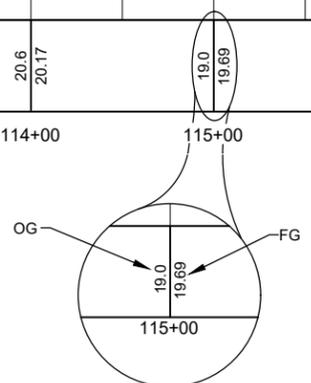
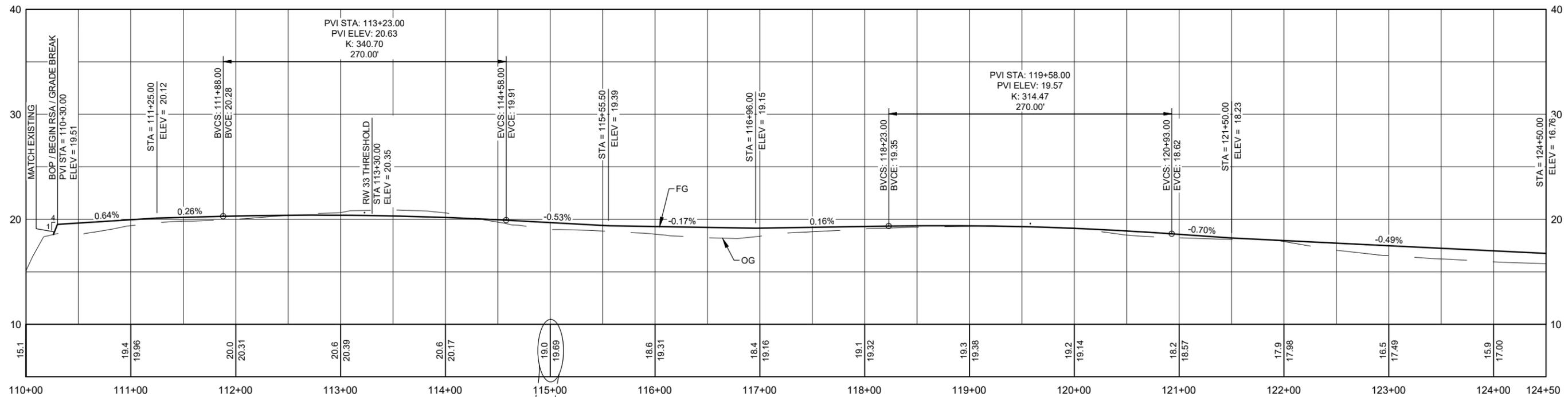
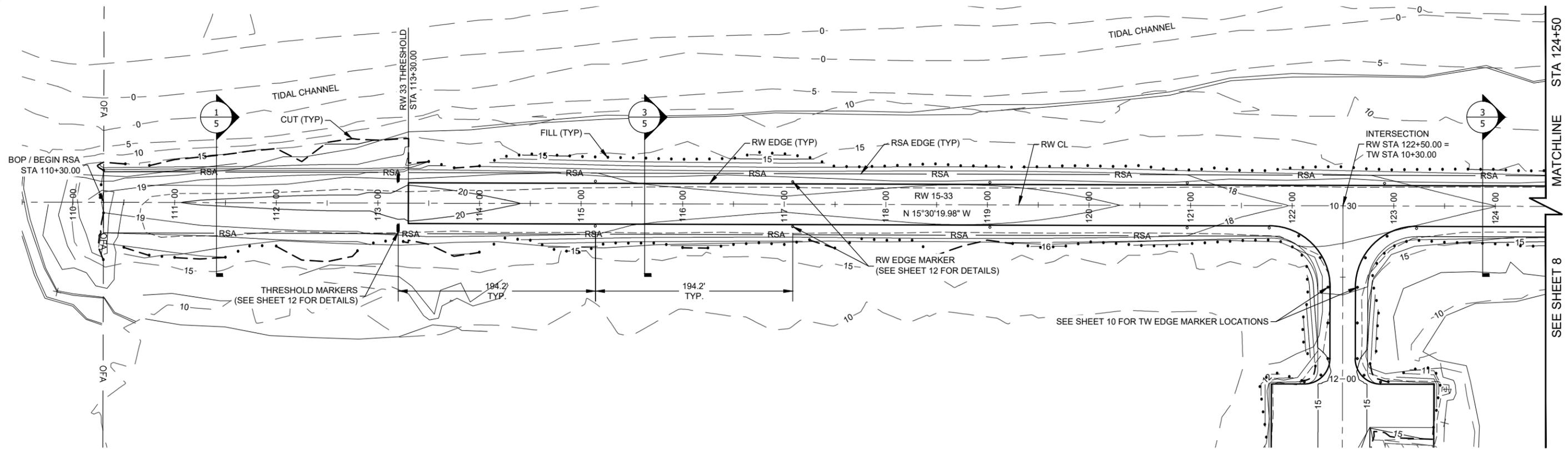
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 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 TAXIWAY AND APRON TYPICALS

DATE: 01/14/2026  
 SHEET: 6 OF 12

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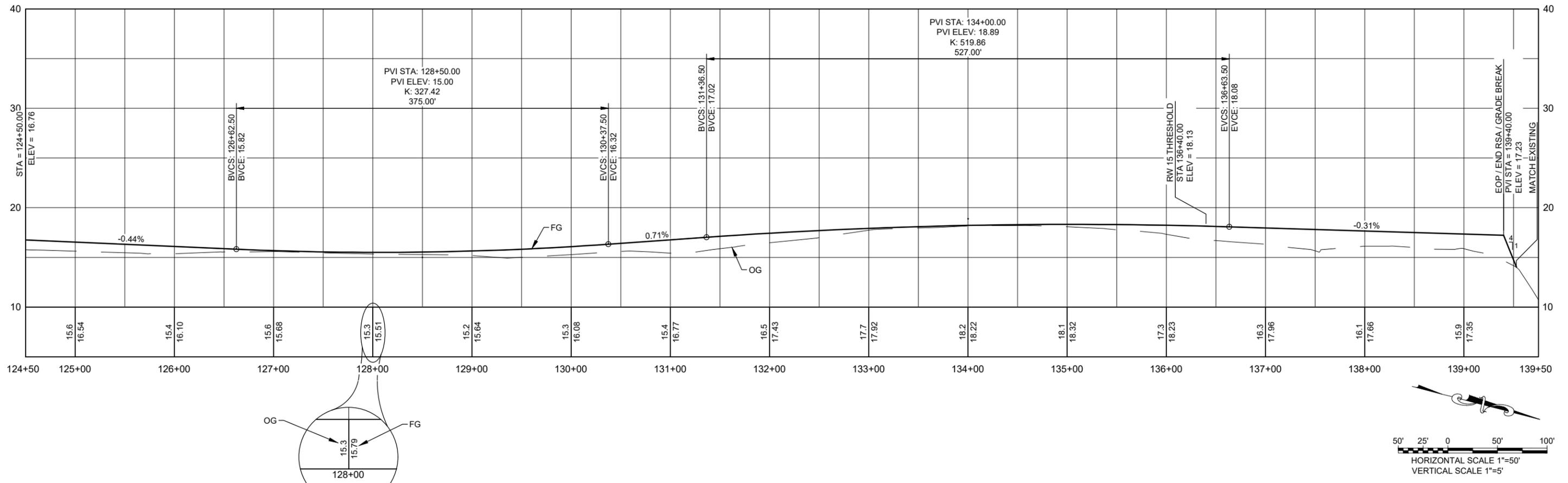
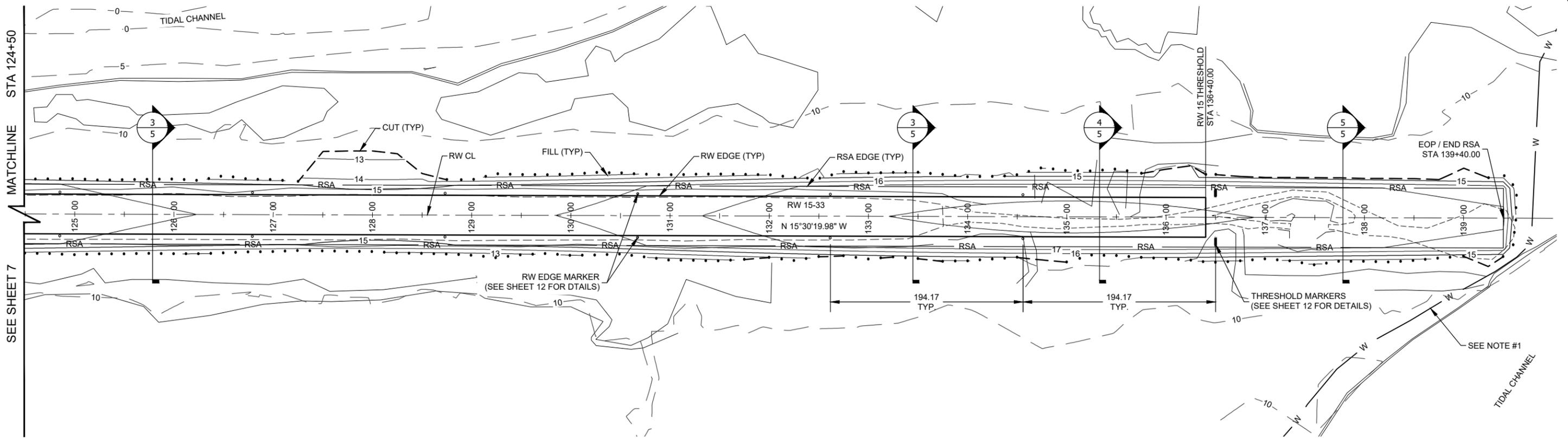
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 AIP No. 3-02-0165-XXX-2026  
 RUNWAY PLAN AND PROFILE  
 STA 110+00 TO 124+00

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 Layout Name: RW P&P 2  
 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok 2026 Resurfacing\01448-CGV-RW P&P.dwg  
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**GENERAL NOTES:**

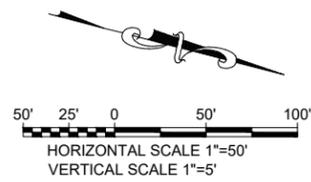
1. WATER LINE IS SHOWN TO THE LIMITS OF THE SURVEY, BUT EXTENDS TO THE EAST AND WEST. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING WATER LINE FROM DAMAGE. LINE IS REPORTED TO BE USED IN SUMMER ONLY TO FILL WATER TANKS AT THE SCHOOL.

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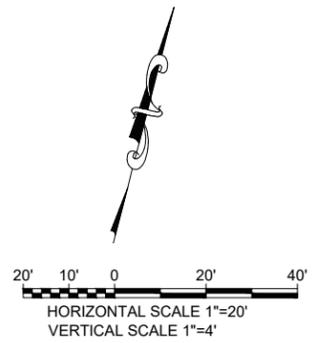
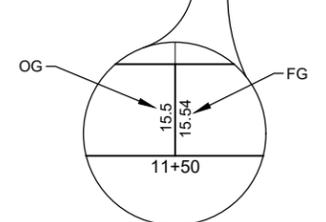
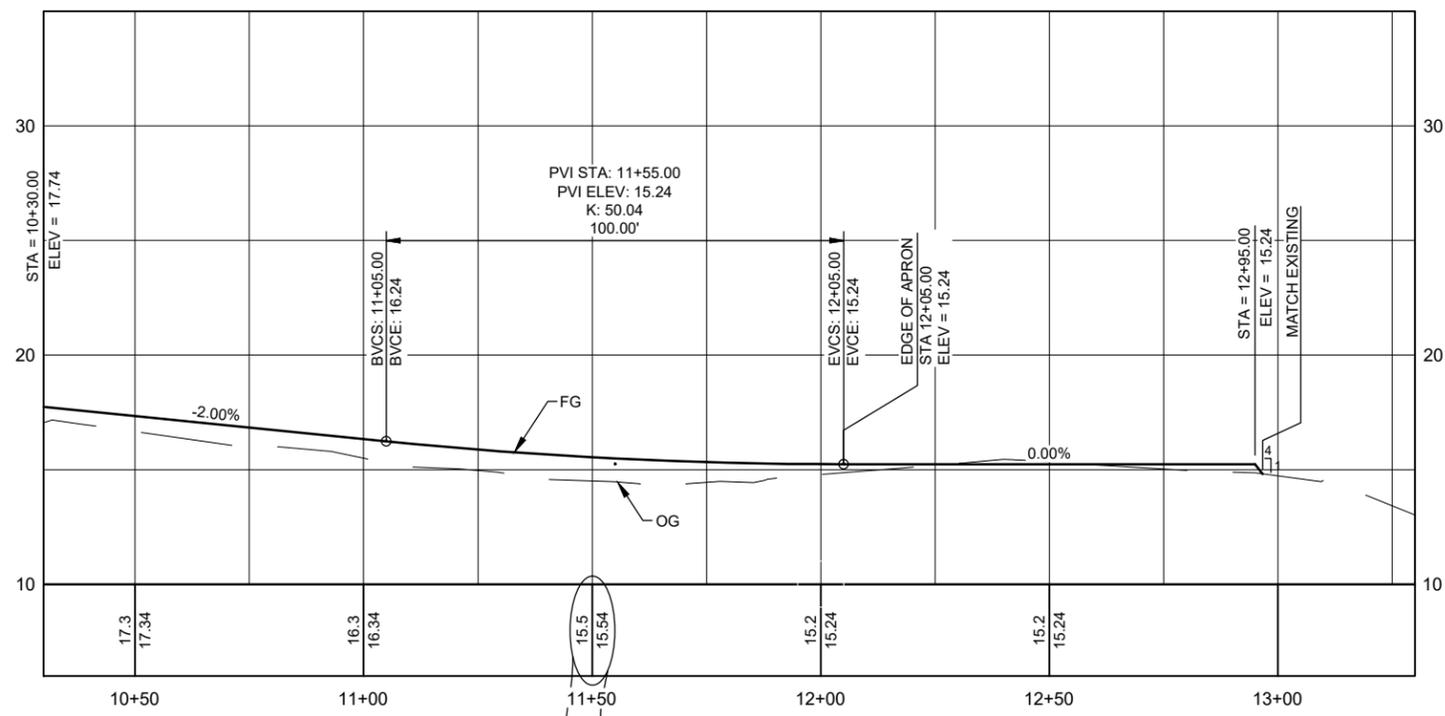
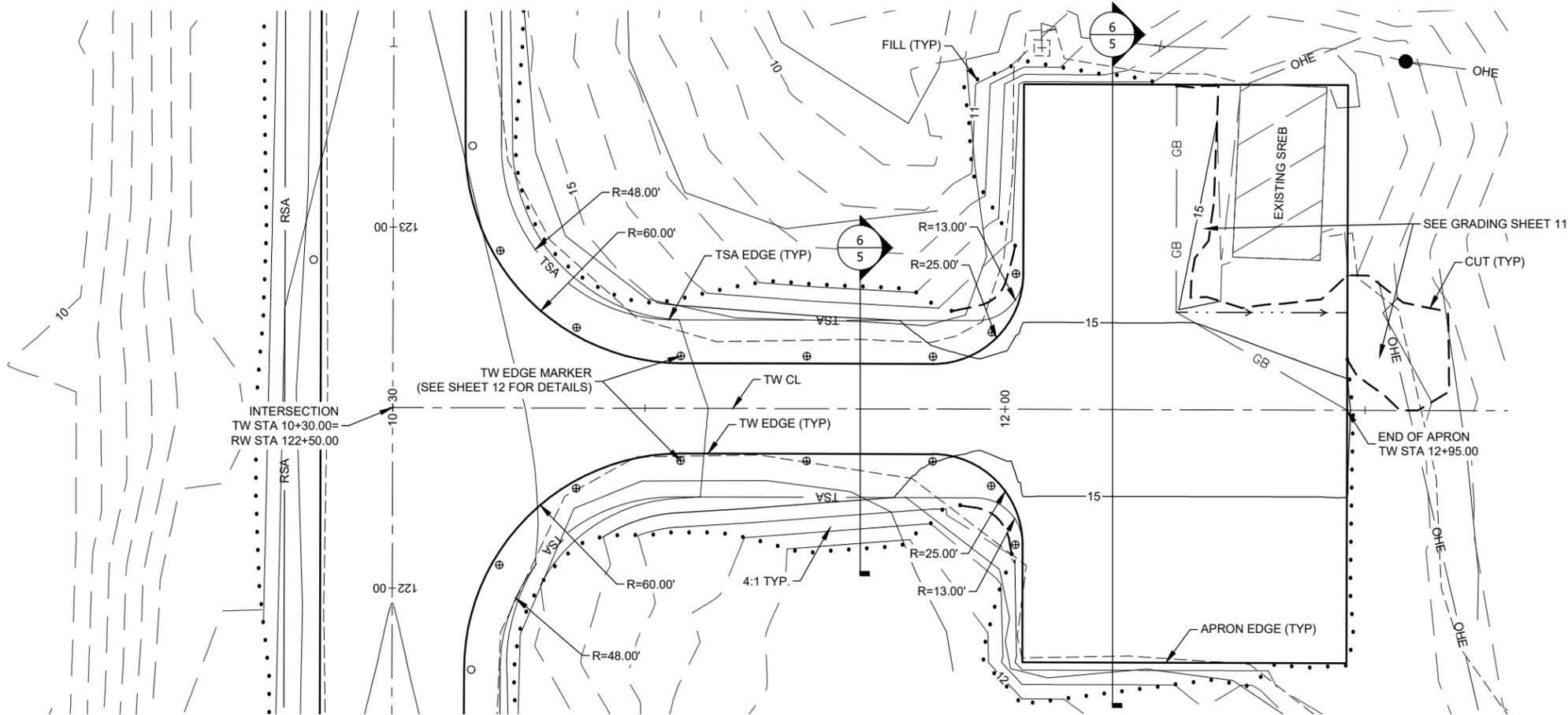
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 AIP No. 3-02-0165-XXX-2026  
 RUNWAY PLAN AND PROFILE  
 STA 124+00 TO 138+00

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 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok 2026 Resurfacing\03D\Plans\01148-CGV-RW P&P.dwg  
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**GENERAL NOTES:**  
 1. THE LOCATION OF EXISTING UTILITIES SHOWN ARE BASED OFF FIELD SURVEY AND AS-BUILTS RECORDS. THEY ARE APPROXIMATE ONLY AND NOT ALL UTILITIES MAY BE SHOWN. CONTRACTOR TO FIELD LOCATE UTILITIES PRIOR TO CONSTRUCTION. PROTECT IN PLACE AND MAINTAIN SERVICE AT ALL TIMES. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF UTILITY CLEARANCES AND FOR ANY NECESSARY UTILITY COORDINATION.

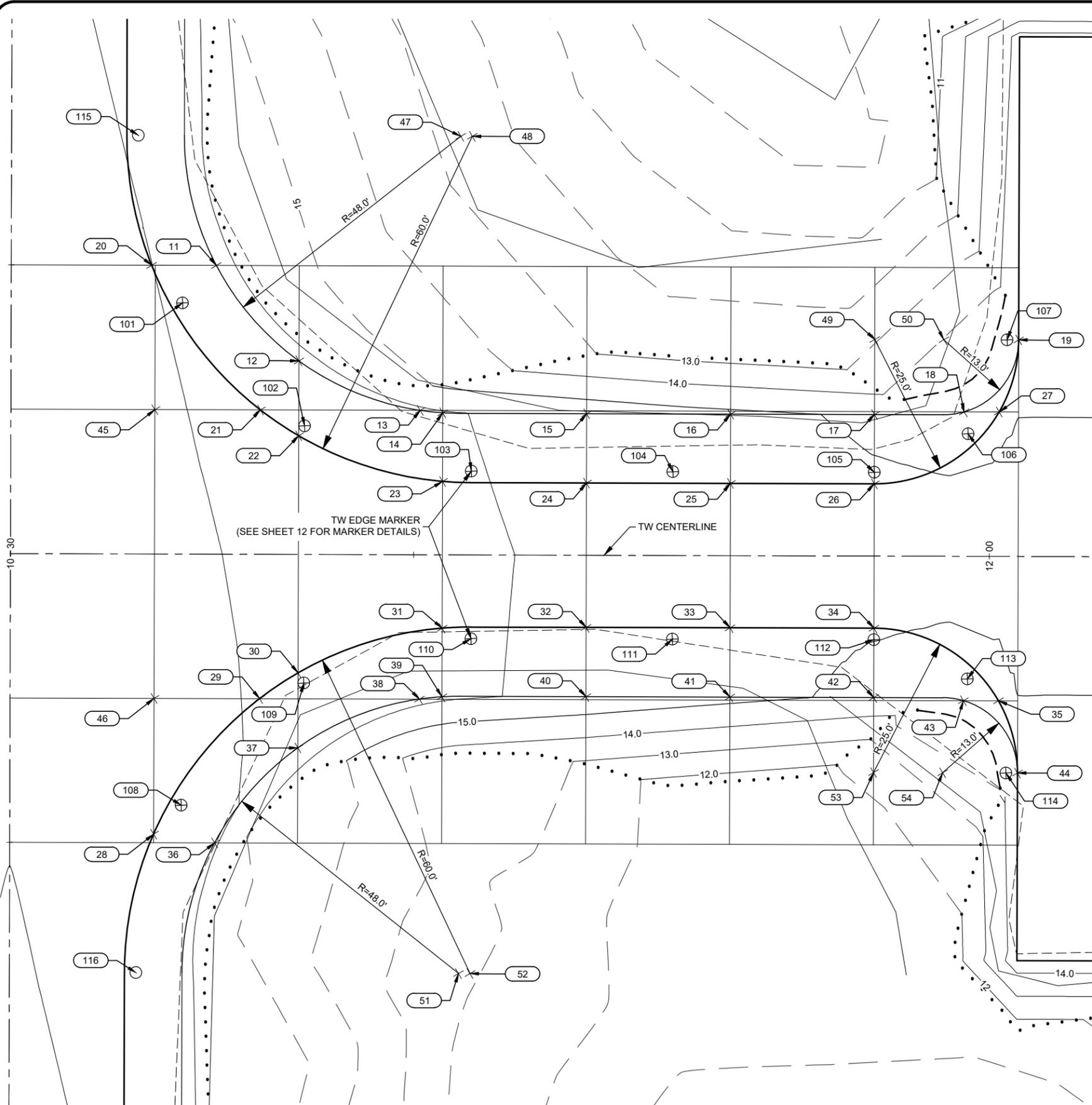
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 AIP No. 3-02-0165-XXX-2026  
 TAXIWAY AND APRON PLAN AND PROFILE  
 STA 10+30 TO 13+30

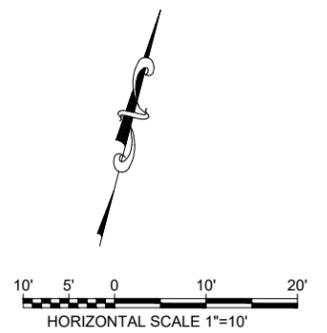
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Date Revised: 1/14/2026, 1:31 PM  
 Layout Name: TW Grading  
 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok 2026 Resurfacing\03\DWG\GRA\GRADING-TW.dwg  
 Designed By: MAR  
 Drawn By: RLB  
 Checked By: TRI



| GRADING TABLE |          |         |           |                            |
|---------------|----------|---------|-----------|----------------------------|
| POINT #       | STATION  | OFFSET  | ELEVATION | DESCRIPTION                |
| 11            | 10+65.60 | 50.00LT | 16.75     | TSA EDGE                   |
| 12            | 10+80.00 | 33.51LT | 16.55     | TSA EDGE                   |
| 13            | 11+01.09 | 25.00LT | 16.15     | TSA EDGE                   |
| 14            | 11+05.00 | 24.59LT | 16.08     | TSA EDGE                   |
| 15            | 11+30.00 | 24.50LT | 15.62     | TSA EDGE                   |
| 16            | 11+55.00 | 24.50LT | 15.20     | TSA EDGE                   |
| 17            | 11+80.00 | 24.50LT | 14.88     | TSA EDGE                   |
| 18            | 11+95.57 | 25.00LT | 14.82     | TSA EDGE                   |
| 19            | 12+05.00 | 37.50LT | 14.87     | TSA EDGE / TW EDGE / APRON |
| 20            | 10+54.38 | 50.00LT | 17.00     | TW EDGE                    |
| 21            | 10+73.34 | 25.00LT | 16.73     | TW EDGE                    |
| 22            | 10+80.00 | 20.54LT | 16.62     | TW EDGE                    |
| 23            | 11+05.00 | 12.71LT | 16.15     | TW EDGE                    |
| 24            | 11+30.00 | 12.50LT | 15.71     | TW EDGE                    |
| 25            | 11+55.00 | 12.50LT | 15.34     | TW EDGE                    |
| 26            | 11+80.00 | 12.50LT | 15.08     | TW EDGE                    |
| 27            | 12+01.65 | 25.00LT | 14.90     | TW EDGE                    |
| 28            | 10+55.00 | 48.52RT | 17.47     | TW EDGE                    |
| 29            | 10+73.34 | 25.00RT | 16.91     | TW EDGE                    |
| 30            | 10+80.00 | 20.54RT | 16.74     | TW EDGE                    |
| 31            | 11+05.00 | 12.71RT | 16.21     | TW EDGE                    |
| 32            | 11+30.00 | 12.50RT | 15.78     | TW EDGE                    |
| 33            | 11+55.00 | 12.50RT | 15.38     | TW EDGE                    |
| 34            | 11+80.00 | 12.50RT | 15.05     | TW EDGE                    |
| 35            | 12+01.65 | 25.00RT | 14.80     | TW EDGE                    |
| 36            | 10+65.60 | 50.00RT | 17.15     | TSA EDGE                   |
| 37            | 10+80.00 | 33.51RT | 16.71     | TSA EDGE                   |
| 38            | 11+01.09 | 25.00RT | 16.26     | TSA EDGE                   |
| 39            | 11+05.00 | 24.59RT | 16.18     | TSA EDGE                   |
| 40            | 11+30.00 | 24.50RT | 15.77     | TSA EDGE                   |
| 41            | 11+55.00 | 24.50RT | 15.28     | TSA EDGE                   |
| 42            | 11+80.00 | 24.50RT | 14.80     | TSA EDGE                   |
| 43            | 11+95.57 | 25.00RT | 14.69     | TSA EDGE                   |
| 44            | 12+05.00 | 37.50RT | 14.87     | TSA EDGE / TW EDGE / APRON |
| 45            | 10+55.00 | 25.00LT | 17.11     | GRND                       |
| 46            | 10+55.00 | 25.00RT | 17.36     | GRND                       |
| 47            | 11+08.00 | 72.50LT | N/A       | RADIUS                     |
| 48            | 11+10.00 | 72.50LT | N/A       | RADIUS                     |
| 49            | 11+80.00 | 37.50LT | N/A       | RADIUS                     |
| 50            | 11+92.00 | 37.50LT | N/A       | RADIUS                     |
| 51            | 11+08.00 | 72.50RT | N/A       | RADIUS                     |
| 52            | 11+10.00 | 72.50RT | N/A       | RADIUS                     |
| 53            | 11+80.00 | 37.50RT | N/A       | RADIUS                     |
| 54            | 11+92.00 | 37.50RT | N/A       | RADIUS                     |

| TAXIWAY EDGE MARKER TABLE |          |         |                |
|---------------------------|----------|---------|----------------|
| POINT #                   | STATION  | OFFSET  | DESCRIPTION    |
| 101                       | 10+59.77 | 43.50LT | TW EDGE MARKER |
| 102                       | 10+81.00 | 22.27LT | TW EDGE MARKER |
| 103                       | 11+10.00 | 14.50LT | TW EDGE MARKER |
| 104                       | 11+45.00 | 14.50LT | TW EDGE MARKER |
| 105                       | 11+80.00 | 14.50LT | TW EDGE MARKER |
| 106                       | 11+96.26 | 21.24LT | TW EDGE MARKER |
| 107                       | 12+03.00 | 37.50LT | TW EDGE MARKER |
| 108                       | 10+59.77 | 43.50RT | TW EDGE MARKER |
| 109                       | 10+81.00 | 22.27RT | TW EDGE MARKER |
| 110                       | 11+10.00 | 14.50RT | TW EDGE MARKER |
| 111                       | 11+45.00 | 14.50RT | TW EDGE MARKER |
| 112                       | 11+80.00 | 14.50RT | TW EDGE MARKER |
| 113                       | 11+96.26 | 21.24RT | TW EDGE MARKER |
| 114                       | 12+03.00 | 37.50RT | TW EDGE MARKER |
| 115                       | 10+52.00 | 72.50LT | RW EDGE MARKER |
| 116                       | 10+52.00 | 72.50RT | RW EDGE MARKER |



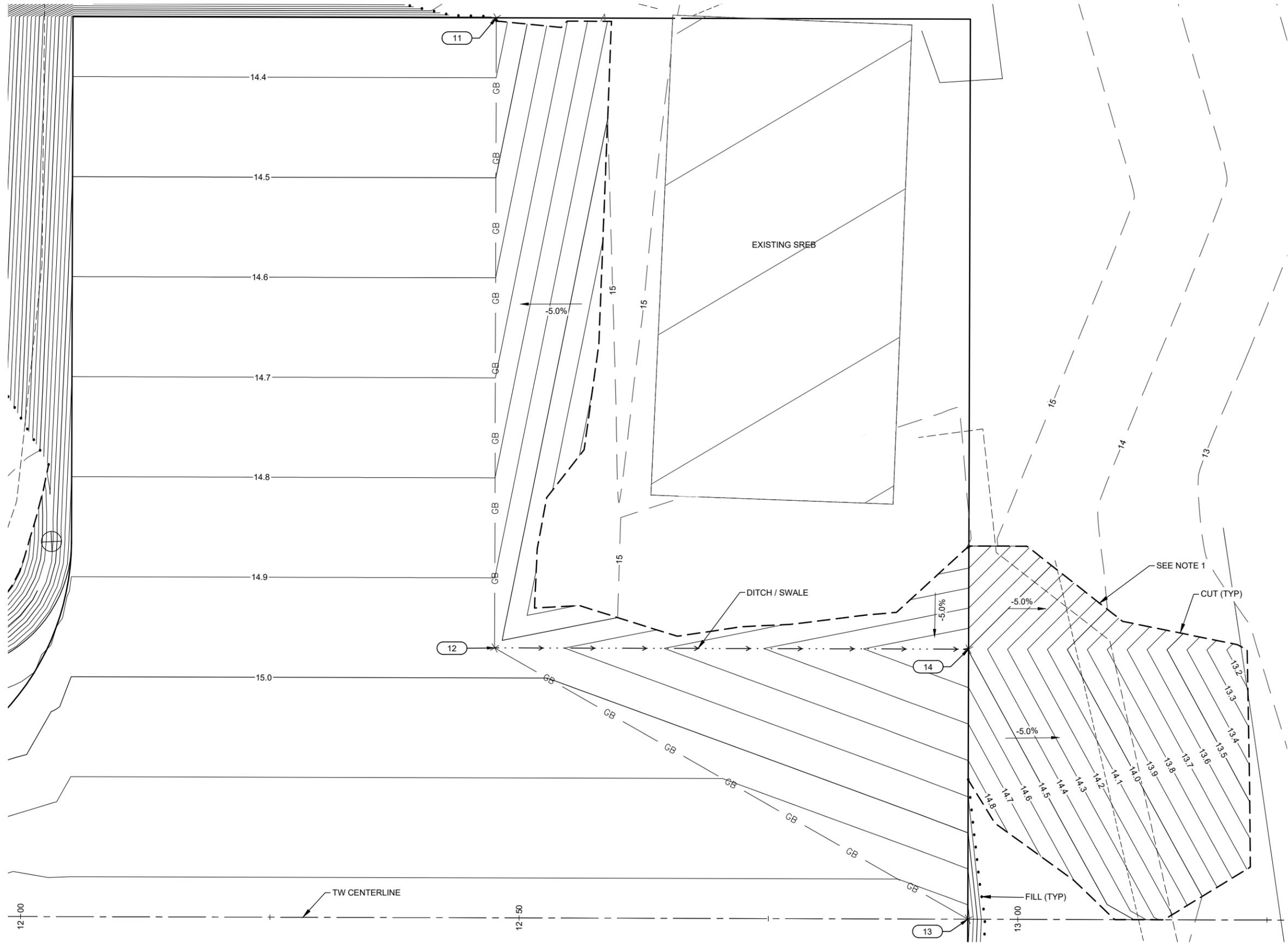
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**STATE OF ALASKA**  
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**AND PUBLIC FACILITIES**  
**CENTRAL REGION**  
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 PHONE (907) 269-0555

**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 TAXIWAY GRADING

DATE: 01/14/2026  
 SHEET: 10 of 12

Date Revised: 1/14/2026, 1:31 PM  
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 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok 2026 Resurfacing\01448-GSV-GRADING.dwg  
 Designed By: MAR  
 Drawn By: RLB  
 Checked By: TRI



| GRADING TABLE |          |         |           |
|---------------|----------|---------|-----------|
| POINT #       | STATION  | OFFSET  | ELEVATION |
| 11            | 12+47.46 | 90.00LT | 14.34     |
| 12            | 12+47.46 | 27.00LT | 14.97     |
| 13            | 12+95.00 | 0.00RT  | 15.24     |
| 14            | 12+95.00 | 27.00LT | 14.49     |

**GENERAL NOTES:**  
 1. ALL CONSTRUCTION ACTIVITY SHALL STAY WITHIN THE FOOTPRINT OF THE EXISTING EMBANKMENT. WETLANDS EXIST BEYOND THE FOOTPRINT OF THE EXISTING EMBANKMENT AND SHALL NOT BE DISTURBED.

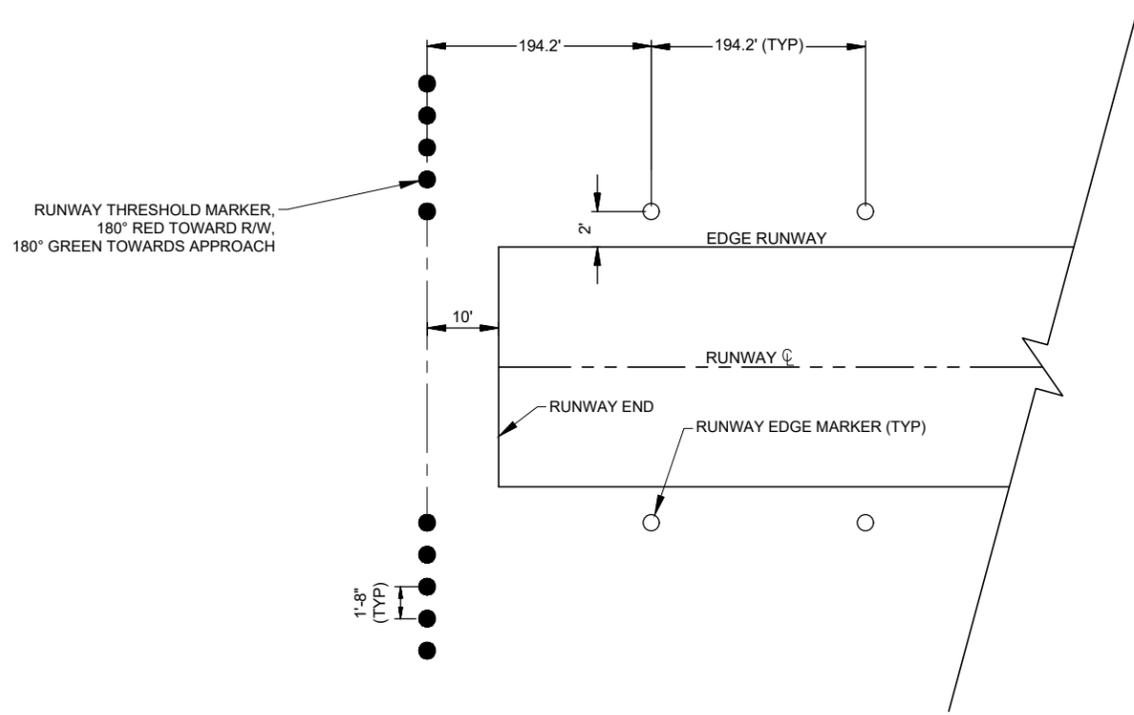
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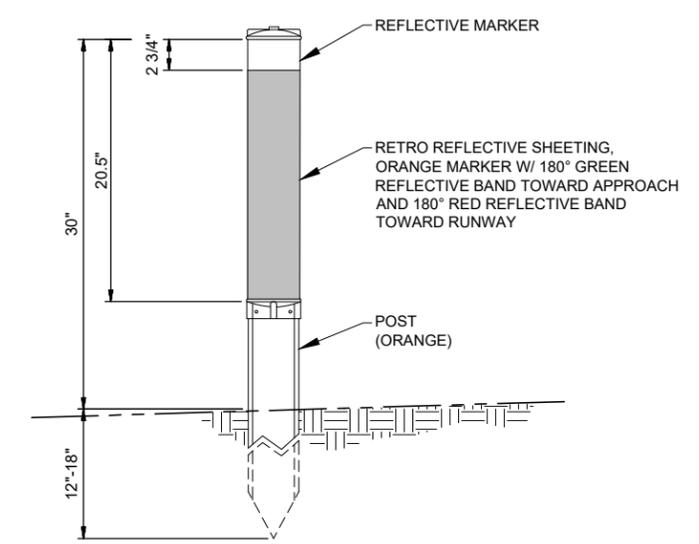
**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 SREB GRADING

DATE: 01/14/2026  
 SHEET: 11 of 12

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 Designed By: MAR  
 Drawn By: RJB  
 Checked By: TRI



1  
 12  
 TYPICAL THRESHOLD MARKING DETAIL AT EACH RUNWAY END  
 NTS

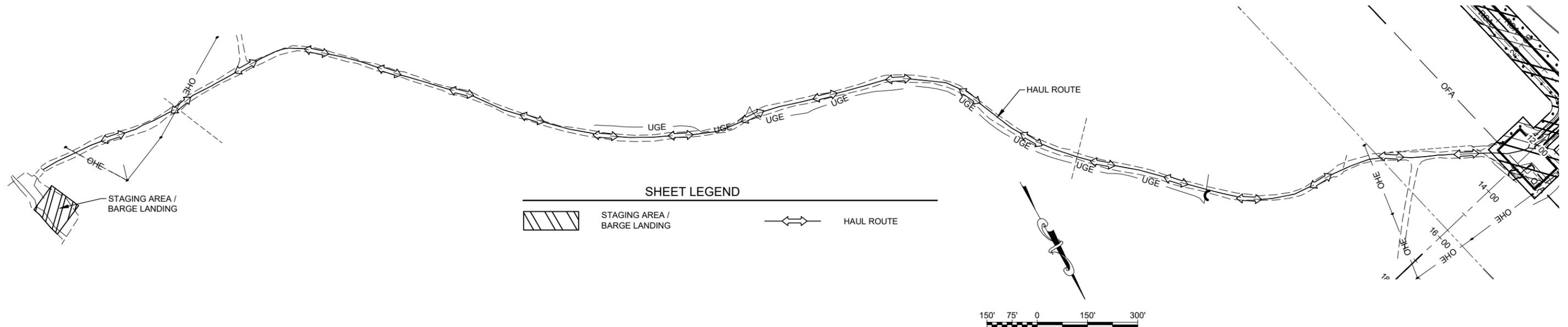
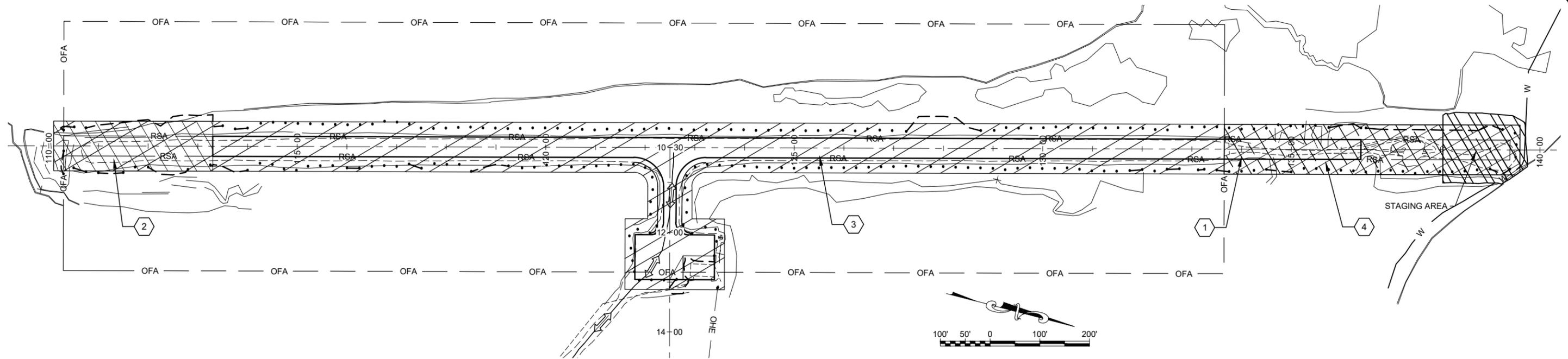


**NOTES:**  
 1. REFER TO PAY ITEM 660.030.0000 FOR RETROFLECTIVE MARKERS.

2  
 12  
 REFLECTIVE MARKER TYPE II THRESHOLD  
 NTS

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|    |      |          | <b>STATE OF ALASKA</b><br><b>DEPARTMENT OF TRANSPORTATION</b><br><b>AND PUBLIC FACILITIES</b><br><b>CENTRAL REGION</b><br><b>4111 AVIATION AVE., ANCHORAGE ALASKA 99502</b><br><b>PHONE (907) 269-0555</b> |  | <b>KWIGILLINGOK AIRPORT</b><br>KWIGILLINGOK, ALASKA<br>KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS<br>PROJECT No. CDRER01448<br>AIP No. 3-02-0165-XXX-2026<br>MARKER DETAILS |  | DATE:<br>01/14/2026 |
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 Checked By: TRI



**SHEET LEGEND**



| CONSTRUCTION PHASING SCHEDULE |  |                                    |                                  |                                  |                                |        |
|-------------------------------|--|------------------------------------|----------------------------------|----------------------------------|--------------------------------|--------|
| CONSTRUCTION PHASE            | WORK TO BE COMPLETED                                 | WORK PHASES THAT MUST PRECEDE WORK | RUNWAY CLOSURES                  | TAXIWAY CLOSURES                 | HAZARD MARKER BARRIER QUANTITY | LEGEND |
| 1                             | RESTORE ABANDONED RW END TO BOTTOM OF SURFACE COURSE | NONE                               | FULL CLOSURE BETWEEN 7PM AND 9AM | FULL CLOSURE BETWEEN 7PM AND 9AM | 6                              |        |
| 2                             | REHABILITATE SOUTH RSA                               | NONE                               | FULL CLOSURE BETWEEN 7PM AND 9AM | FULL CLOSURE BETWEEN 7PM AND 9AM | 6                              |        |
| 3                             | REGRADE TW AND APRON RESURFACE RW/RSA                | PHASE 1<br>PHASE 2                 | FULL CLOSURE BETWEEN 7PM AND 9AM | FULL CLOSURE BETWEEN 7PM AND 9AM | 12                             |        |
| 4                             | RESURFACE ABANDONED RW END                           | PHASE 1<br>PHASE 2<br>PHASE 3      | FULL CLOSURE BETWEEN 7PM AND 9AM | FULL CLOSURE BETWEEN 7PM AND 9AM | 6                              |        |

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**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 OVERVIEW

DATE: 01/14/2026  
 SHEET: AC1 of AC10

Date Revised: 1/14/2026, 12:40 PM  
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**GENERAL SAFETY REQUIREMENTS**

- SEE APPENDIX C OF THE SPECIFICATIONS FOR THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) REQUIREMENTS. THE CONTRACTOR SHALL COMPLY WITH THE SAFETY REQUIREMENTS AS REQUIRED IN THE CSPP. ALL SAFETY RELATED WORK SHALL BE SUBSIDIARY TO THE CONTRACT AND NO ADDITIONAL PAYMENT WILL BE MADE.
- THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT, PER FAA AC 150/5370-2, TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF A NOTICE TO PROCEED. IF THE CONSTRUCTION PHASING PLAN DIFFERS FROM WHAT IS SHOWN OR IF SUBSEQUENT CHANGES ARE MADE, SUBMIT A REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL.
- THIS PROJECT WILL REQUIRE THAT PORTIONS OF THE RUNWAY, TAXIWAY, AND APRON BEING WORKED ON BE CLOSED TO AIRCRAFT OPERATIONS. NO WORK WILL BE ALLOWED IN AREAS THAT ARE OPEN TO AIRCRAFT OPERATIONS. DURING PHASES 1, 2, 3, AND 4, THE CLOSED PORTIONS OF THE RUNWAY AND TAXIWAY MAY BE USED AS A HAUL ROUTE. AIRCRAFT ALWAYS HAVE THE RIGHT OF WAY. ALL GROUND VEHICLES MUST YIELD TO AIRCRAFT AT ALL TIMES.
- WHEN WORKING NEAR THE OPEN RUNWAY, EVACUATE ALL PERSONNEL AND EQUIPMENT TO THE SAFE ZONES DESCRIBED IN DETAILS 1 AND 2 ON SHEET AC9, 5 MINUTES PRIOR TO AND 5 MINUTES AFTER ALL ARRIVALS AND DEPARTURES. WHEN PERSONNEL AND EQUIPMENT CANNOT BE EVACUATED TO THE SAFE ZONES, THEY MUST EVACUATE THE RUNWAY SAFETY AREA (RSA) AND/OR TAXIWAY SAFETY AREA (TSA) AND MOVE AS FAR AWAY FROM THE RUNWAY CENTERLINE AS PRACTICAL DURING AIRCRAFT OPERATIONS. IN NO CASE CAN PERSONNEL OR EQUIPMENT BE INSIDE THE RSA, TOFA, OR TSA DURING AIRCRAFT OPERATIONS.
- DETERMINE THE TIMES OF SCHEDULED FLIGHTS INTO GGV AND ALLOW AIRCRAFT TO USE THE RUNWAY DURING THE SCHEDULED TIMES. THE CONTRACTOR SHALL MONITOR THE COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) AND PERFORM VISUAL MONITORING FOR UNSCHEDULED FLIGHTS. THE CONTRACTOR SHALL CLEAR THE RUNWAY ACCORDING TO NOTE 4 FOR ALL ARRIVALS AND DEPARTURES.
- ALL CONSTRUCTION VEHICLES AND EQUIPMENT SHALL OPERATE A FLASHING YELLOW BEACON AND 3' X 3' CHECKERED FLAG WITH 1' X 1' ORANGE AND WHITE CHECKS WHEN WORKING ON THE AIRPORT. THE CONTRACTOR'S SAFETY OFFICER VEHICLE SHALL HAVE BOTH A YELLOW FLASHING BEACON AND A SEPARATE VISUAL AND/OR AUDIBLE SIGNAL (E.G., COLORED FLASHING BEACON OTHER THAN YELLOW, MEGAPHONE, AIR HORN, 2-WAY RADIO CONTACT, ETC) USED TO SIGNAL WORKERS TO CLEAR THE AREAS DESCRIBED IN NOTE 4 DURING AIRCRAFT ARRIVALS AND DEPARTURES.
- KEEP AREAS WITHIN THE ACTIVE RUNWAY OBJECT FREE AREA (ROFA) AND ACTIVE TAXIWAY OBJECT FREE AREA (TOFA) LIMITS CLEAR OF CONSTRUCTION MATERIALS. REMOVE ANY DEBRIS FROM THESE AREAS WITHIN 15 MINUTES OF VERBAL NOTICE FROM THE ENGINEER OR ENGINEER'S REPRESENTATIVE.
- CLEAR SAFETY AREAS AND OBJECT FREE AREAS AT ANYTIME DIRECTED BY THE ENGINEER.
- REMOVE MATERIAL STOCKPILES AND EQUIPMENT FROM OBJECT FREE AREAS DURING NON-WORK HOURS.
- PROVIDE AIRPORT FLAGGERS WHERE CONSTRUCTION ACTIVITY IS CONDUCTED IN CLOSE PROXIMITY TO OPERATING AIRCRAFT AND WHERE THE ENGINEER DETERMINES A FLAGGER IS NECESSARY.
- THE CONTRACTOR MUST REPORT ANY SAFETY ISSUES TO THE ENGINEER UPON DISCOVERY. THE CONTRACTOR MUST TAKE IMMEDIATE ACTION TO RESOLVE SAFETY ISSUES AS DIRECTED.
- IMMEDIATELY REMOVE ALL FOREIGN OBJECT DEBRIS (FOD) FROM ACTIVE SURFACES UPON DISCOVERY OR NOTIFICATION. FAILURE TO REMOVE FOD MAY BE CONSIDERED A SAFETY VIOLATION AS DETERMINED BY THE ENGINEER. STATION ADEQUATE CLEANING EQUIPMENT AT THE JOB SITE FOR IMMEDIATE CLEANUP OF ANY MATERIAL SPILLS ON ALL ACTIVE RUNWAY, TAXIWAY, AND APRON SURFACES.
- CONDUCT A JOINT INSPECTION OF AIRPORT SURFACES WITH THE AIRPORT CONSTRUCTION COORDINATOR AND THE ENGINEER AT LEAST 30 MINUTES PRIOR TO OPENING SURFACES FOR AIRCRAFT OPERATIONS. REMOVE ALL FOD, CLEAN, AND SWEEP SURFACES AS REQUIRED OR AS DIRECTED. ENSURE ALL MARKINGS, AND SIGNAGE ARE PROPER AND OPERATIONAL.
- IN THE EVENT OF AN EMERGENCY OR MEDEVAC FLIGHT DURING FULL CLOSURES, THE CONTRACTOR MAY BE DIRECTED BY THE ENGINEER TO VACATE THE TEMPORARY OFA AND OPEN THE TEMPORARY RW FOR OPERATIONS. THE CONTRACTOR WILL TAKE ALL ACTIONS REQUIRED OR AS DIRECTED TO READY THE AIRFIELD TO ACCOMMODATE ALL MEDIVAC FLIGHTS IF NEEDED. ANY AIRCRAFT DECLARING AN EMERGENCY WILL BE ALLOWED TO LAND. SUSPENSION OF WORK UNDER THESE CONDITIONS IS SUBJECT TO GCP 80-06, HOWEVER, NO WRITTEN ORDER WILL BE ISSUED. THE CONTRACTOR'S SPCD SHALL INCLUDE DETAILED PROCEDURES FOR RE-OPENING THE RUNWAY TO ACCOMMODATE FULL LENGTH MEDICAL EVACUATION WITHIN 15 MINUTES OF NOTIFICATION.

**GENERAL ELECTRICAL NOTES**

- AIRPORT BEACON SHALL REMAIN OPERATIONAL DURING ALL PHASES EXCEPT FOR CLOSURES. A MINIMUM OF ONE WIND CONE SHALL REMAIN FUNCTIONAL DURING ALL PHASES OF CONSTRUCTION.

**RUNWAY, TAXIWAY, AND APRON STATUS CHANGE PROCEDURES**

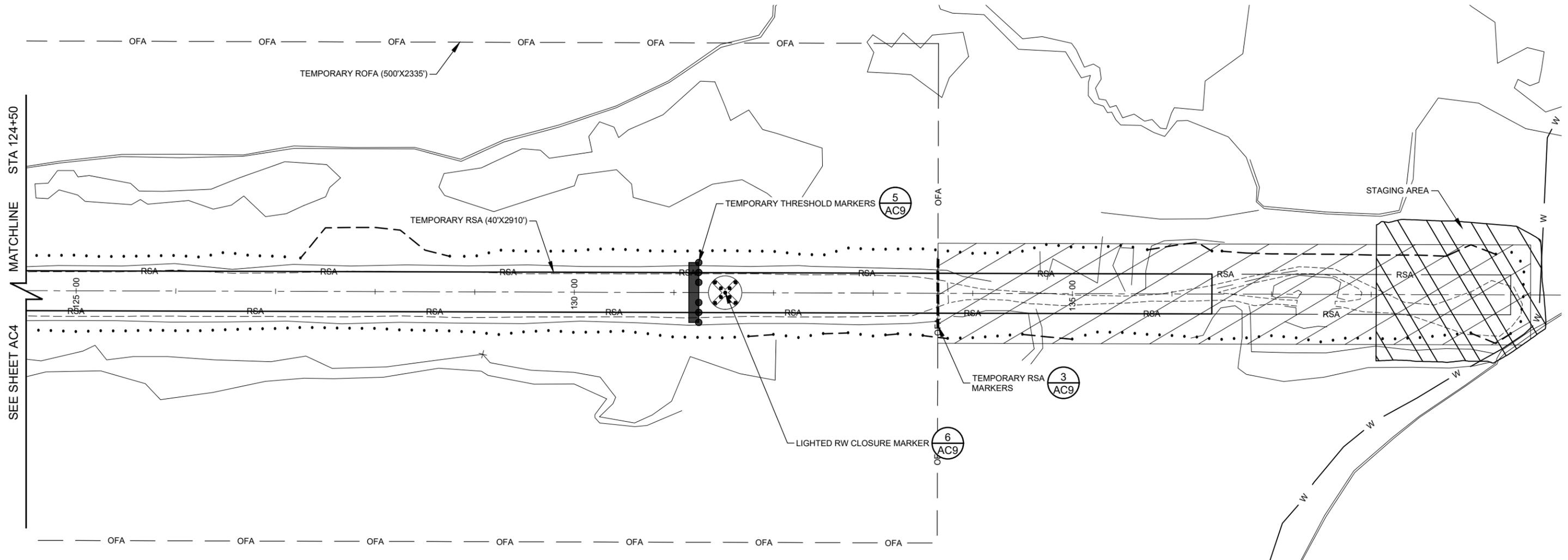
THE CONTRACTOR SHALL NOTIFY FAA (THROUGH THE ENGINEER) AT LEAST 45 DAYS PRIOR TO RUNWAY CLOSURES (PARTIAL OR FULL), RE-OPENING A CLOSED RUNWAY, INTERRUPTING SERVICE OR REMOVING AND DISPLACING A RUNWAY THRESHOLD BY EMAILING AN "AIRPORT SPONSOR STRATEGIC EVENT SUBMISSION FORM", FAA FORM 6000-26 TO 9-AJV-SEC-WSA@FAA.GOV.

FOLLOW THESE PROCEDURES ANY TIME THE STATUS OF THE RUNWAY, TAXIWAY, OR APRON IS TO BE ALTERED.

- CONTRACTOR NOTIFIES ENGINEER OF UPCOMING CHANGE IN AIRPORT STATUS. PROVIDE 5 DAYS ADVANCE NOTICE.
- AIRPORT MANAGER FILES NOTAM WITH FAA.
- CONTRACTOR RECEIVES TENTATIVE APPROVAL TO CHANGE RUNWAY, TAXIWAY, OR APRON STATUS AT A SPECIFIC TIME AND DATE.
- ON THE DAY OF THE CHANGE IN STATUS, A MEETING IS CONDUCTED WITH ENGINEER TO REVIEW SCHEDULE AND SAFETY PROCEDURES.
- ENGINEER CLOSES RUNWAY, TAXIWAY, OR APRON TEMPORARILY FOR REQUIRED GRADING AND/OR NEW TEMPORARY MARKINGS, LIGHTING, AND BARRIERS.
- CONTRACTOR INSTALLS APPROVED TEMPORARY MARKINGS, LIGHTING, AND BARRIERS.
- ENGINEER INSPECTS AND APPROVES MARKINGS, LIGHTING, AND BARRIERS.
- CONTRACTOR IS PROVIDED NOTICE TO PROCEED WITH THE WORK.
- CONTRACTOR CHANGES RUNWAY STATUS TO A NEW CONFIGURATION, OR CHANGES TO PERMANENT STATUS.
- CONTRACTOR ENSURES RUNWAY, TAXIWAY, AND APRON SURFACES ARE FREE FROM DEBRIS AND FOD BEFORE OPENING A WORK AREA FOR AERONAUTICAL USE. ANY DAMAGE TO THE RUNWAY/TAXIWAY AND SAFETY AREA SURFACES SHALL BE REPAIRED TO PROVIDE A SAFE LANDING ENVIRONMENT PRIOR TO REOPENING FOR AIRCRAFT OPERATIONS.
- AIRPORT MANAGER SHALL CANCEL OR REVISE NOTAM WITH FAA WHEN NOTIFIED BY ENGINEER THAT WORK IS COMPLETE.

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**COMPLETE THE FOLLOWING PRIOR TO PHASE 1 AND PHASE 2 CONSTRUCTION:**

- COORDINATE THROUGH THE ENGINEER TO NOTIFY THE FAA AT LEAST 45 DAYS PRIOR TO CONSTRUCTION TO ISSUE A NOTAM FOR PARTIAL RW CLOSURE AT THE NORTHERN AND SOUTHERN ENDS OF RW 15/33, FULL RW CLOSURE BETWEEN 7PM AND 9AM, AND OTHER NOTAMs AS REQUIRED.
- INSTALL HAZARD MARKER BARRIERS AS SHOWN IN THE CSPP DRAWINGS
- INSTALL APPROPRIATE BEST MANAGEMENT PRACTICES (BMPs) PER CONTRACTORS APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AS DEFINED IN CONTRACT SPECIFICATION P-641
- INSTALL TEMPORARY MARKINGS AS SHOWN IN THE CSPP DRAWINGS

**COMPLETE THE FOLLOWING DURING PHASE 1 CONSTRUCTION:**

- CLEAR CONSTRUCTION LIMITS
- CONSTRUCTION OF TYPICAL SECTION TO THE BOTTOM OF CASC
- PREP STAGING AREA FOR STOCKPILING

**COMPLETE THE FOLLOWING AFTER PHASE 1 CONSTRUCTION:**

- RETURN ANY HAZARD MARKER BARRIERS MOVED TO ACCOMMODATE HAULING.

**COMPLETE THE FOLLOWING DURING PHASE 2 CONSTRUCTION:**

- DIG OUT AND STABILIZE THE AREA IDENTIFIED IN THE PLANS ALONG THE TIDAL CHANNEL STARTING AT THE SOUTH MOST END OF THE RSA.
- BRING THE RSA BACK UP TO GRADE BEFORE REOPENING THE RUNWAY AT 9AM EACH MORNING

**COMPLETE THE FOLLOWING AFTER PHASE 2 CONSTRUCTION:**

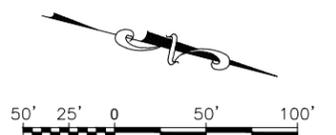
- RETURN ANY HAZARD MARKER BARRIERS MOVED TO ACCOMMODATE HAULING.

**NOTES:**

1. HAZARD MARKER BARRIERS SHOWN AT APPROXIMATE LOCATIONS. ADDITIONAL LOCATIONS OR ADJUSTMENTS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER.
2. EVACUATE PERSONNEL AND EQUIPMENT FROM AREAS DESCRIBED IN NOTE 4 ON SHEET AC2 DURING AIRCRAFT OPERATIONS
3. CLOSE RW DURING THE HOURS OF OF 7 PM AND 9 AM TO ALLOW FOR CONSTRUCTION ACTIVITIES.
4. USE LIGHTED RW CLOSURE MARKERS DURING NIGHT RW CLOSURE ONLY. REMOVE DURING DAYTIME RW OPERATIONS AND FOR ANY EMERGENCY LANDING.
5. ENSURE ROTATING BEACON IS INACTIVE DURING FULL CLOSURES.

**LEGEND**

-  STAGING AREA
-  PHASE 1



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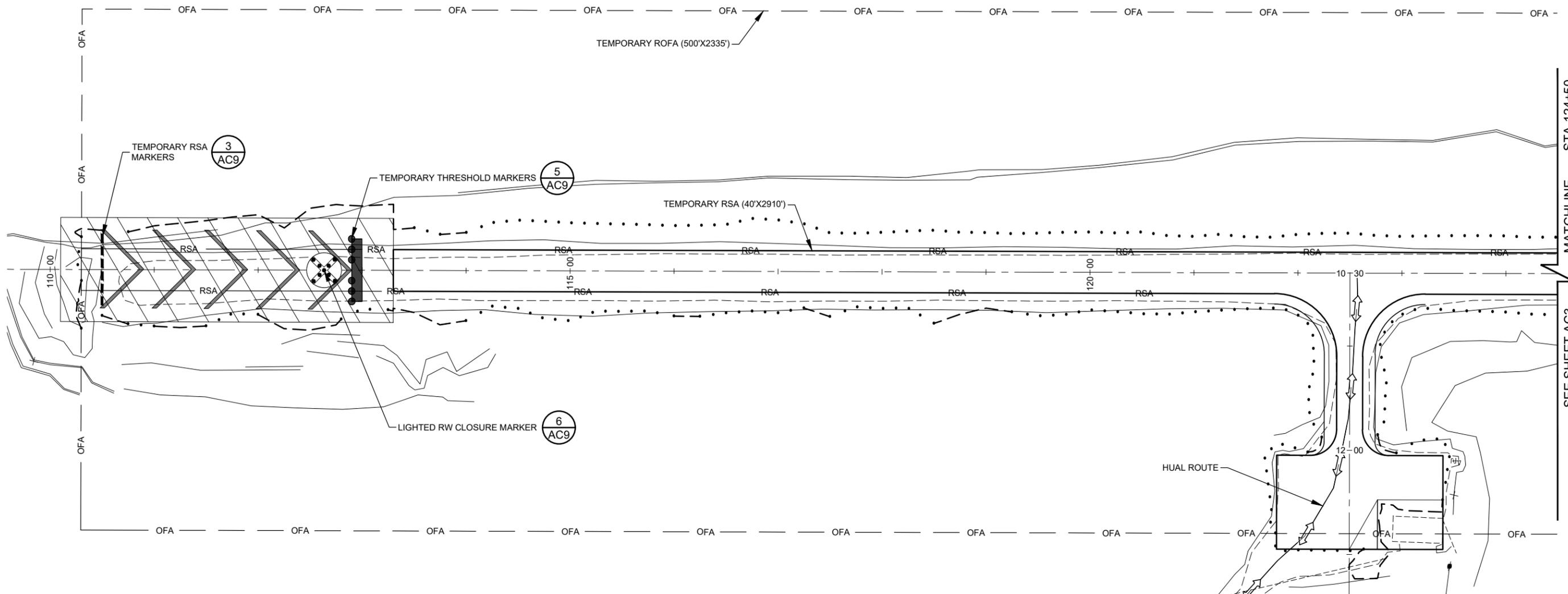
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**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 PHASE 1 & 2

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Designed By: MAR  
 Drawn By: RLB  
 Checked By: TRI



**COMPLETE THE FOLLOWING PRIOR TO PHASE 1 AND PHASE 2 CONSTRUCTION:**

- COORDINATE THROUGH THE ENGINEER TO NOTIFY THE FAA AT LEAST 45 DAYS PRIOR TO CONSTRUCTION TO ISSUE A NOTAM FOR PARTIAL RW CLOSURE AT THE NORTHERN AND SOUTHERN ENDS OF RW 15/33, FULL RW CLOSURE BETWEEN 7PM AND 9AM, AND OTHER NOTAMs AS REQUIRED.
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- CLEAR CONSTRUCTION LIMITS
- CONSTRUCTION OF TYPICAL SECTION TO THE BOTTOM OF CASC
- PREP STAGING AREA FOR STOCKPILING

**COMPLETE THE FOLLOWING AFTER PHASE 1 CONSTRUCTION:**

- RETURN ANY HAZARD MARKER BARRIERS MOVED TO ACCOMMODATE HAULING.

**COMPLETE THE FOLLOWING DURING PHASE 2 CONSTRUCTION:**

- DIG OUT AND STABILIZE THE AREA IDENTIFIED IN THE PLANS ALONG THE TIDAL CHANNEL STARTING AT THE SOUTH MOST END OF THE RSA.
- BRING THE RSA BACK UP TO GRADE BEFORE REOPENING THE RUNWAY AT 9AM EACH MORNING

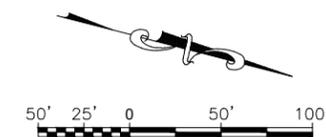
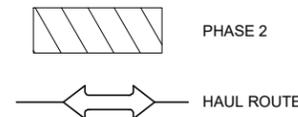
**COMPLETE THE FOLLOWING AFTER PHASE 2 CONSTRUCTION:**

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**NOTES:**

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3. CLOSE RW DURING THE HOURS OF 7 PM AND 9 AM TO ALLOW FOR CONSTRUCTION ACTIVITIES.
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5. ENSURE ROTATING BEACON IS INACTIVE DURING FULL CLOSURES.

**LEGEND**



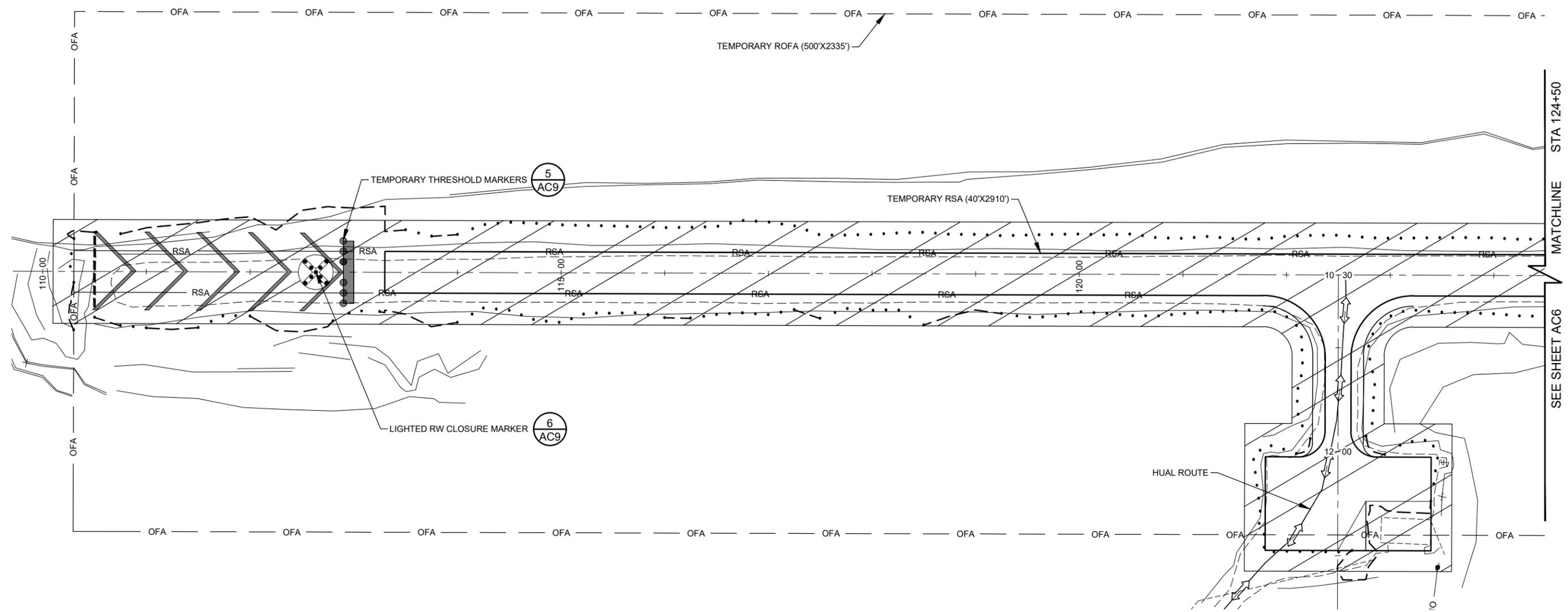
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 4111 AVIATION AVE., ANCHORAGE ALASKA 99502  
 PHONE (907) 269-0555

**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 PHASE 1 & 2

DATE: 01/14/2026  
 SHEET: AC4 of AC10

Date Revised: 1/14/2026, 12:49 PM  
 Layout Name: Phase 3 A  
 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok\_2026\Resurfacing\03D\Phase3\01448-GSV-CSP3.dwg  
 Designed By: MAR  
 Drawn By: RJB  
 Checked By: TRI



**COMPLETE THE FOLLOWING PRIOR TO PHASE 3 CONSTRUCTION:**

- COORDINATE THROUGH THE ENGINEER TO NOTIFY THE FAA AT LEAST 45 DAYS PRIOR TO CONSTRUCTION TO ISSUE A NOTAM FOR A PARTIAL RW CLOSURE AT THE NORTHERN AND SOUTHERN ENDS OF RW 15/33, FULL RW CLOSURE BETWEEN 7 PM AND 9 AM, AND OTHER NOTAMS AS REQUIRED
- INSTALL HAZARD MARKER BARRIERS AS SHOWN IN THE CSPP DRAWING
- INSTALL APPROPRIATE BEST MANAGEMENT PRACTICES (BMPs) PER CONTRACTOR'S APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AS DEFINED IN CONTRACT SPECIFICATION P-641
- INSTALL TEMPORARY MARKING AS SHOWN IN THE CSPP DRAWINGS

**COMPLETE THE FOLLOWING DURING PHASE 3 CONSTRUCTION:**

- REHABILITATE EXISTING RSA AND RUNWAY WITHIN PHASE 3 LIMITS

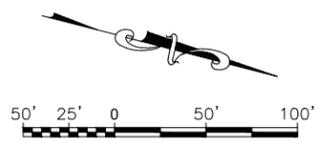
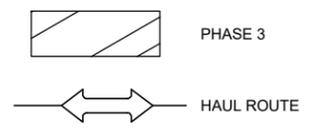
**COMPLETE THE FOLLOWING AFTER PHASE 3 CONSTRUCTION:**

- APPLY POROUS BACKFILL ON ALL SOIL DISTURBANCE AREAS WITHIN PHASE 3 LIMITS PER THE CONSTRUCTION PLANS
- REMOVE BMP'S
- REMOVE HAZARD MARKER BARRIERS

**NOTES:**

- HAZARD MARKER BARRIERS SHOWN AT APPROXIMATE LOCATIONS, ADDITIONAL LOCATIONS OR ADJUSTMENTS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER.
- EVACUATE PERSONNEL AND EQUIPMENT FROM AREAS DESCRIBED IN NOTE 4 ON SHEET AC2 DURING AIRCRAFT OPERATIONS
- CLOSE RW DURING THE HOURS OF 7 PM AND 9 AM TO ALLOW FOR CONSTRUCTION ACTIVITIES.
- USE LIGHTED RW CLOSURE MARKERS DURING NIGHT RW CLOSURE ONLY. REMOVE DURING DAYTIME RW OPERATIONS AND FOR ANY EMERGENCY LANDING.
- ENSURE ROTATING BEACON IS INACTIVE DURING FULL CLOSURES.

**LEGEND**



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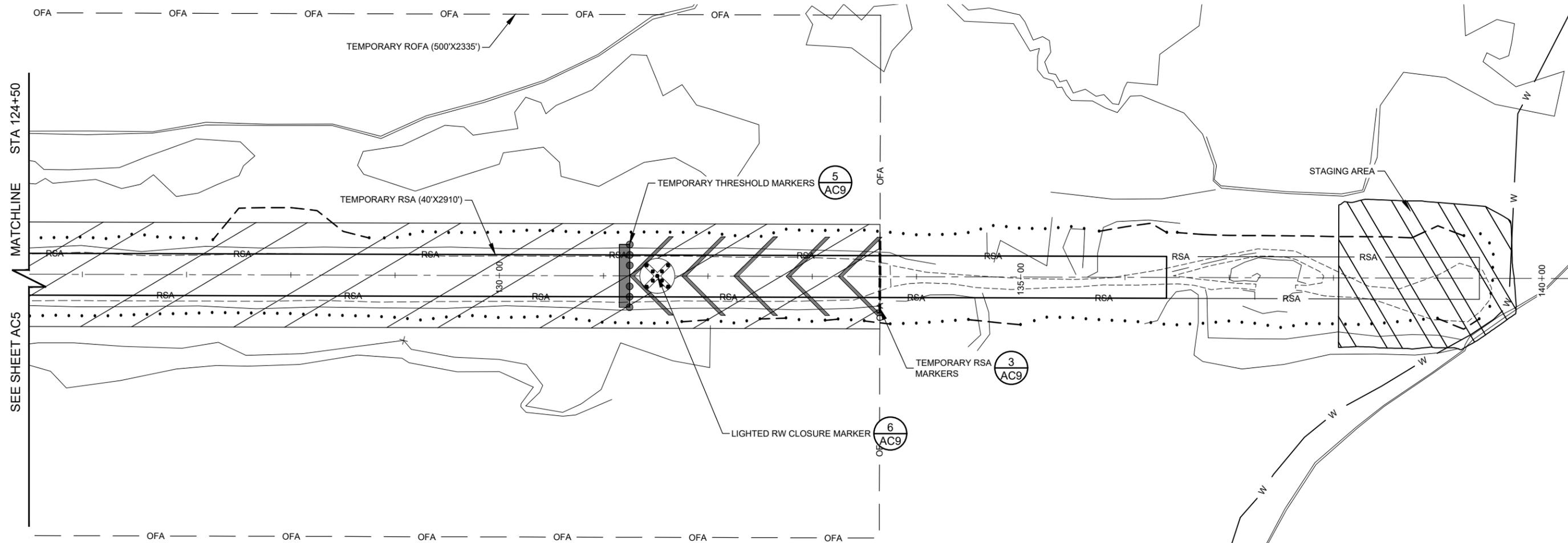
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**  
 4111 AVIATION AVE., ANCHORAGE ALASKA 99502  
 PHONE (907) 269-0555

**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 PHASE 3

DATE: 01/14/2026  
 SHEET: AC5 of AC10

Designed By: MAR  
 Drawn By: RLB  
 Checked By: TRI

1/14/2026, 12:49 PM  
 Phase 3 B  
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STA 124+50  
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 SEE SHEET AC5

**LEGEND**



STAGING AREA



PHASE 3



**COMPLETE THE FOLLOWING PRIOR TO PHASE 3 CONSTRUCTION:**

- COORDINATE THROUGH THE ENGINEER TO NOTIFY THE FAA AT LEAST 45 DAYS PRIOR TO CONSTRUCTION TO ISSUE A NOTAM FOR A PARTIAL RW CLOSURE AT THE NORTHERN AND SOUTHERN ENDS OF RW 15/33, FULL RW CLOSURE BETWEEN 7 PM AND 9 AM, AND OTHER NOTAMS AS REQUIRED
- INSTALL HAZARD MARKER BARRIERS AS SHOWN IN THE CSPP DRAWING
- INSTALL APPROPRIATE BEST MANAGEMENT PRACTICES (BMPs) PER CONTRACTOR'S APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AS DEFINED IN CONTRACT SPECIFICATION P-641
- INSTALL TEMPORARY MARKING AS SHOWN IN THE CSPP DRAWINGS

**COMPLETE THE FOLLOWING DURING PHASE 3 CONSTRUCTION:**

- REHABILITATE EXISTING RSA AND RUNWAY WITHIN PHASE 3 LIMITS

**COMPLETE THE FOLLOWING AFTER PHASE 3 CONSTRUCTION:**

- APPLY POROUS BACKFILL ON ALL SOIL DISTURBANCE AREAS WITHIN PHASE 3 LIMITS PER THE CONSTRUCTION PLANS
- REMOVE BMP'S
- REMOVE HAZARD MARKER BARRIERS

**NOTES:**

- HAZARD MARKER BARRIERS SHOWN AT APPROXIMATE LOCATIONS, ADDITIONAL LOCATIONS OR ADJUSTMENTS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER.
- EVACUATE PERSONNEL AND EQUIPMENT FROM AREAS DESCRIBED IN NOTE 4 ON SHEET AC2 DURING AIRCRAFT OPERATIONS
- CLOSE RW DURING THE HOURS OF 7 PM AND 9 AM TO ALLOW FOR CONSTRUCTION ACTIVITIES.
- USE LIGHTED RW CLOSURE MARKERS DURING NIGHT RW CLOSURE ONLY. REMOVE DURING DAYTIME RW OPERATIONS AND FOR ANY EMERGENCY LANDING.
- ENSURE ROTATING BEACON IS INACTIVE DURING FULL CLOSURES.

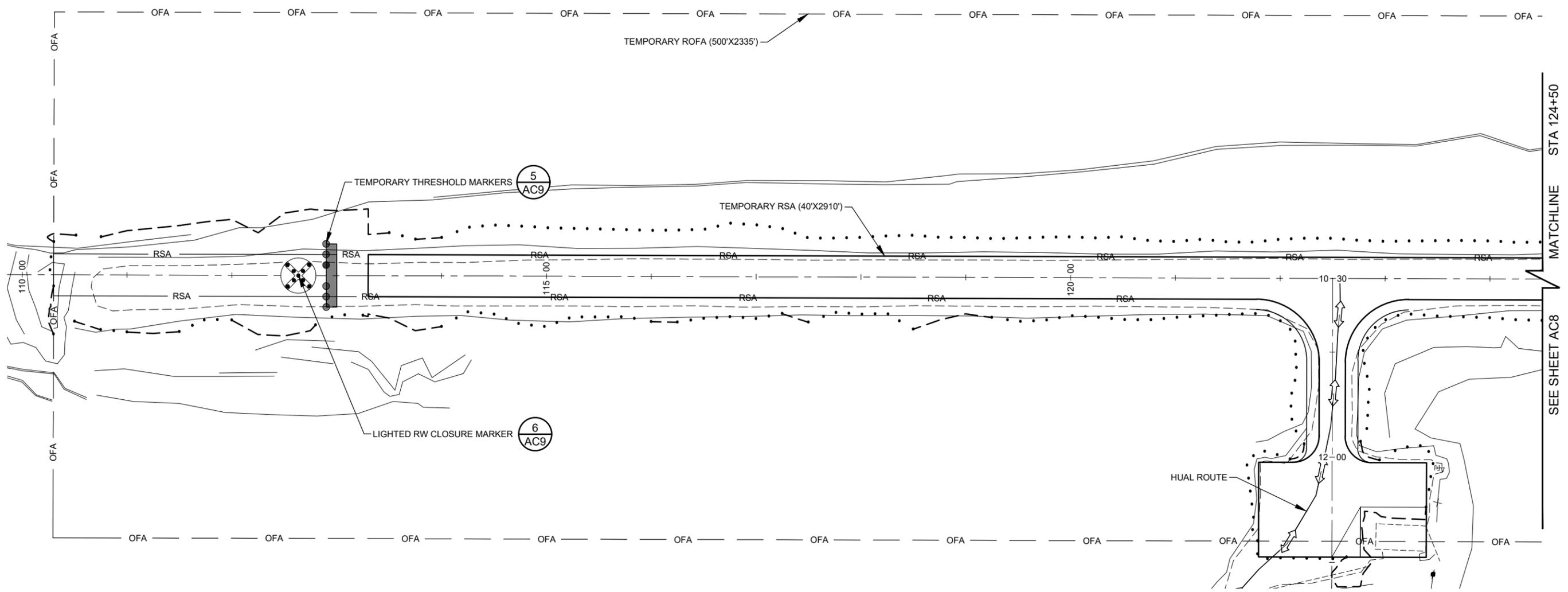
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**STATE OF ALASKA**  
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 PHONE (907) 269-0555

**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 PHASE 3

DATE: 01/14/2026  
 SHEET: AC6 of AC10

Date Revisi: 1/14/2026, 12:49 PM  
 Layout Name: Phase 4 A  
 File Path and Name: W:\Projects\Kwigillingok\Kwigillingok 2026 Resurfacing\03\03\Plans\01\448-GSV-CSPP.dwg  
 Designed By: MAR  
 Drawn By: RLB  
 Checked By: TRI



**COMPLETE THE FOLLOWING PRIOR TO PHASE 4 CONSTRUCTION:**

- COORDINATE THROUGH THE ENGINEER TO NOTIFY THE FAA AT LEAST 45 DAYS PRIOR TO CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS REGARDING OPERATIONAL SURFACE CLOSURES AND ANTICIPATED LIGHTING/NAVAID OUTAGES AS REQUIRED
- INSTALL HAZARD MARKER BARRIERS AS SHOWN IN THE CSPP DRAWING
- INSTALL APPROPRIATE BMPS PER CONTRACTOR'S APPROVED SWPPP AS DEFINED IN CONTRACT SPECIFICATION P-641
- INSTALL TEMPORARY MARKING AS SHOWN IN THE CSPP DRAWINGS DEFINED
- CLEAR STAGING AREA FOR CONSTRUCTION

**COMPLETE THE FOLLOWING DURING PHASE 4 CONSTRUCTION:**

- CONSTRUCT THE REMAINDER OF THE TYPICAL SECTION SHOWN IN THE PLANS.
- INSTALL PERMANENT THRESHOLD MARKERS AT STA 113+30.00 AND STA 136+40.00, PER SHEET 12 IN THE PLANS

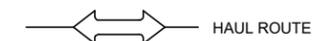
**COMPLETE THE FOLLOWING AFTER PHASE 4 CONSTRUCTION:**

- COORDINATE WITH THE ENGINEER TO CANCEL ALL ACTIVE NOTAMS
- APPLY POROUS BACKFILL ON ALL SOIL DISTURBANCE AREAS WITHIN PHASE 4 LIMITS PER THE CONSTRUCTION PLANS
- REMOVE BMP'S
- REMOVE TEMPORARY MARKING

**NOTES:**

1. HAZARD MARKER BARRIERS SHOWN AT APPROXIMATE LOCATIONS, ADDITIONAL LOCATIONS OR ADJUSTMENTS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER.
2. EVACUATE PERSONNEL AND EQUIPMENT FROM AREAS DESCRIBED IN NOTE 4 ON SHEET AC2 DURING AIRCRAFT OPERATIONS
3. CLOSE RW DURING THE HOURS OF 7 PM AND 9 AM TO ALLOW FOR CONSTRUCTION ACTIVITIES.
4. USE LIGHTED RW CLOSURE MARKERS DURING NIGHT RW CLOSURE ONLY. REMOVE DURING DAYTIME RW OPERATIONS AND FOR ANY EMERGENCY LANDING.
5. ENSURE ROTATING BEACON IS INACTIVE DURING FULL CLOSURES.

**LEGEND**



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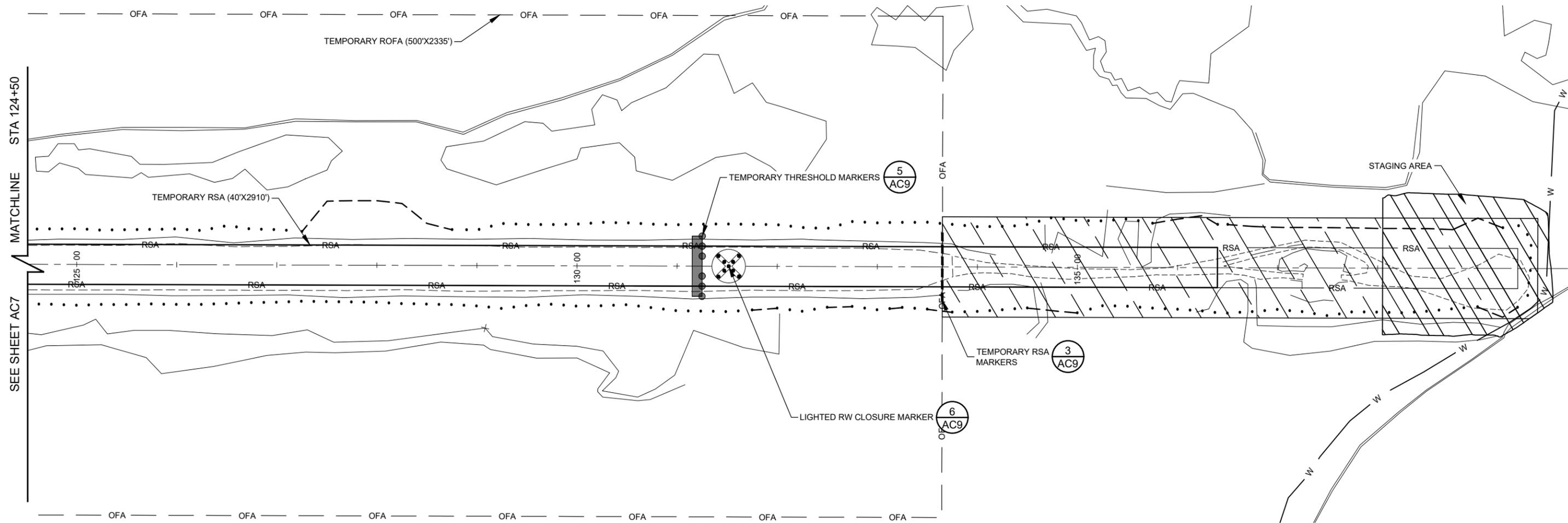
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**  
 4111 AVIATION AVE., ANCHORAGE ALASKA 99502  
 PHONE (907) 269-0555

**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 PHASE 4

DATE: 01/14/2026  
 SHEET: AC7 of AC10

1/14/2026, 12:49 PM  
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MAR  
 Designed By:  
 RLB  
 Drawn By:  
 TRI  
 Checked By:



**COMPLETE THE FOLLOWING PRIOR TO PHASE 4 CONSTRUCTION:**

- COORDINATE THROUGH THE ENGINEER TO NOTIFY THE FAA AT LEAST 45 DAYS PRIOR TO CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS REGARDING OPERATIONAL SURFACE CLOSURES AND ANTICIPATED LIGHTING/NAVAID OUTAGES AS REQUIRED
- INSTALL HAZARD MARKER BARRIERS AS SHOWN IN THE CSPP DRAWING
- INSTALL APPROPRIATE BMPS PER CONTRACTOR'S APPROVED SWPPP AS DEFINED IN CONTRACT SPECIFICATION P-641
- INSTALL TEMPORARY MARKING AS SHOWN IN THE CSPP DRAWINGS DEFINED
- CLEAR STAGING AREA FOR CONSTRUCTION

**COMPLETE THE FOLLOWING DURING PHASE 4 CONSTRUCTION:**

- CONSTRUCT THE REMAINDER OF THE TYPICAL SECTION SHOWN IN THE PLANS.
- INSTALL PERMANENT THRESHOLD MARKERS AT STA 113+30.00 AND STA 136+40.00, PER SHEET 12 IN THE PLANS

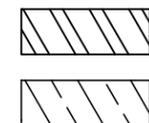
**COMPLETE THE FOLLOWING AFTER PHASE 4 CONSTRUCTION:**

- COORDINATE WITH THE ENGINEER TO CANCEL ALL ACTIVE NOTAMS
- APPLY POROUS BACKFILL ON ALL SOIL DISTURBANCE AREAS WITHIN PHASE 4 LIMITS PER THE CONSTRUCTION PLANS
- REMOVE BMP'S
- REMOVE TEMPORARY MARKING

**NOTES:**

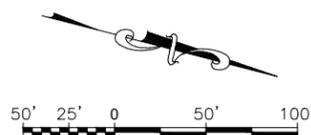
1. HAZARD MARKER BARRIERS SHOWN AT APPROXIMATE LOCATIONS, ADDITIONAL LOCATIONS OR ADJUSTMENTS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER.
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4. USE LIGHTED RW CLOSURE MARKERS DURING NIGHT RW CLOSURE ONLY. REMOVE DURING DAYTIME RW OPERATIONS AND FOR ANY EMERGENCY LANDING.
5. ENSURE ROTATING BEACON IS INACTIVE DURING FULL CLOSURES.

**LEGEND**



STAGING AREA

PHASE 4



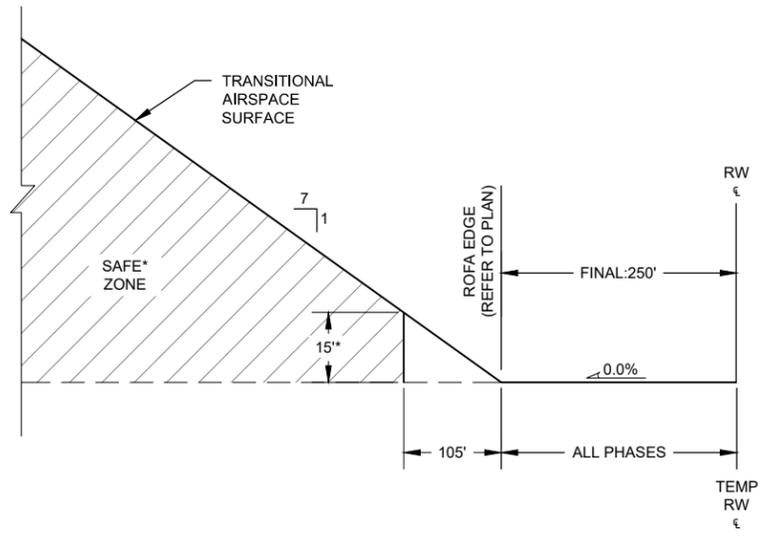
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**STATE OF ALASKA**  
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**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 PHASE 4

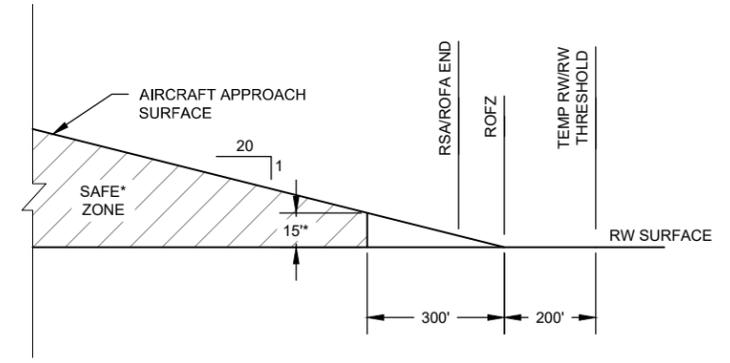
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 RLB  
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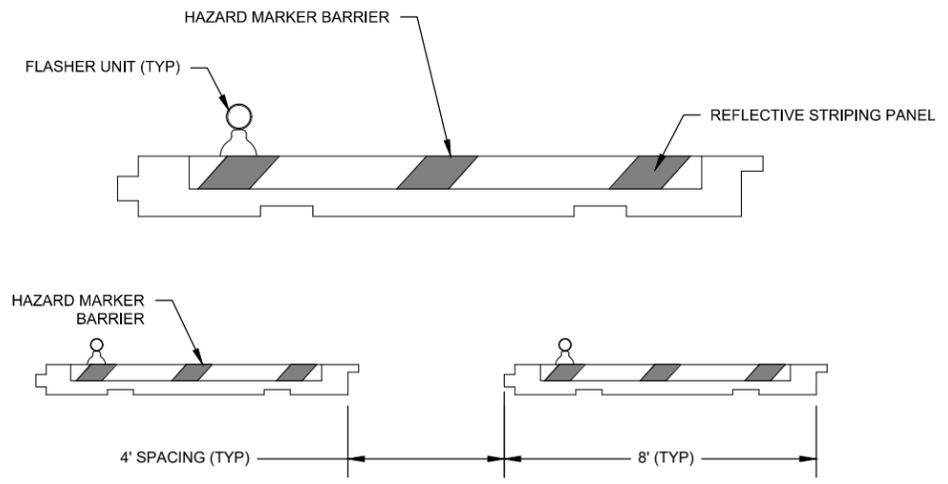
\*VEHICLES TALLER THAN 15 FEET (INCLUDING ALL PARTS OF THE EQUIPMENT, E.G. AN EXCAVATOR) MUST REMAIN FARTHER AWAY FROM THE RW CENTERLINE. WHEN THIS IS THE CASE, NOTIFY AND COORDINATE SAFE ZONE LIMITS WITH THE ENGINEER.

**1**  
AC9 SAFE ZONES ADJACENT TO ACTIVE RUNWAY  
NTS



\*VEHICLES TALLER THAN 15 FEET (INCLUDING ALL PARTS OF THE EQUIPMENT, E.G. AN EXCAVATOR) MUST REMAIN FARTHER AWAY FROM THE RW THRESHOLD. WHEN THIS IS THE CASE, NOTIFY AND COORDINATE SAFE ZONE LIMITS WITH THE ENGINEER. THE 20:1 APPROACH SURFACE IS BASED ON THE THRESHOLD ELEVATION, THE ALLOWABLE VEHICLE HEIGHT MAY NEED TO BE REDUCED IF THE GROUND ELEVATION RISES BEYOND THE THRESHOLD.

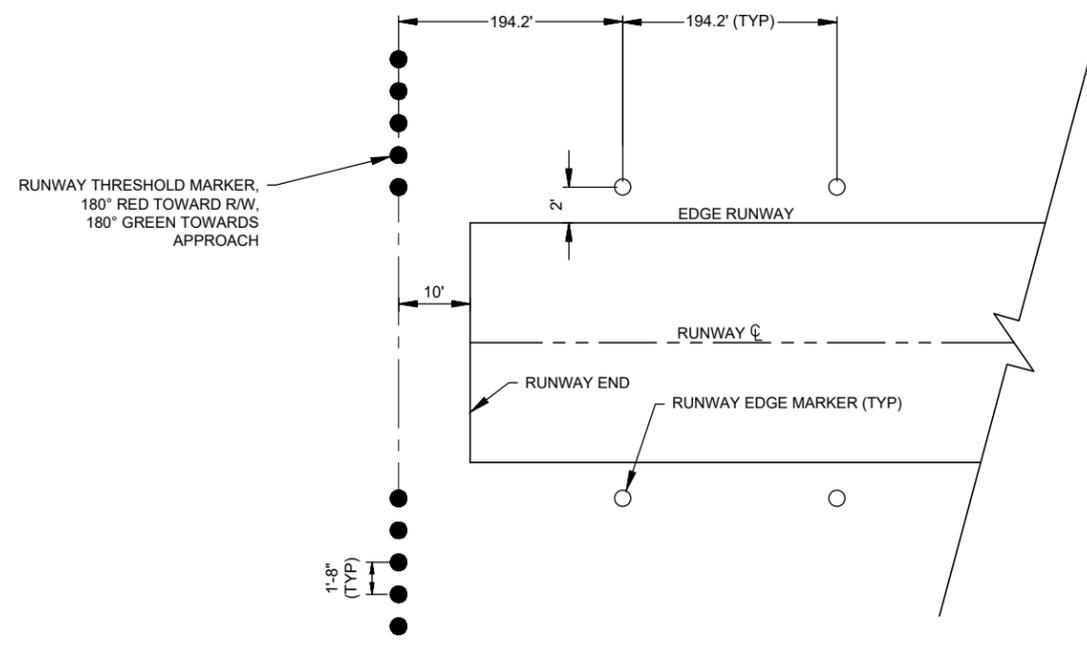
**2**  
AC9 SAFE ZONES ALONG ACTIVE RUNWAY  
NTS



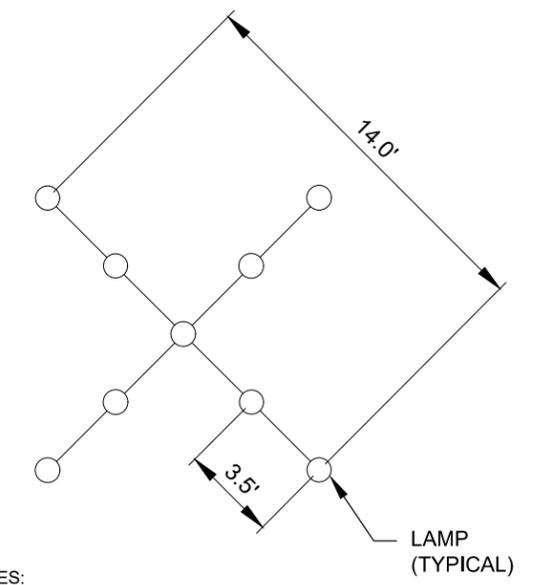
**NOTES:**

- HAZARD MARKER BARRIERS ARE NOT TO BE PLACED WITHIN 125 FEET OF AN ACTIVE RW CENTERLINE.
- PLACE BARRIERS TO SEPARATE CONSTRUCTION AREAS FROM OPEN PORTIONS OF THE AIRPORT.
- DISTANCE BETWEEN BARRIERS CAN BE ADJUSTED FOR CONSTRUCTION TRAFFIC.
- BARRIERS MUST BE LOCATED OUTSIDE THE SAFETY AREA OF ACTIVE TAXIWAYS AND RUNWAYS.

**3**  
AC9 TEMPORARY RSA MARKERS DETAIL  
NOT TO SCALE



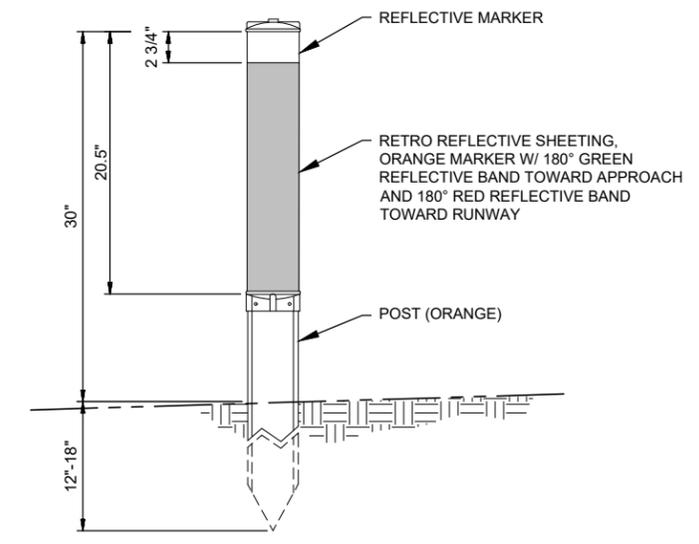
**4**  
AC9 TYPICAL THRESHOLD MARKING DETAIL AT EACH RUNWAY END  
NTS



**NOTES:**

- LIGHTED MARKERS SHALL COMPLY WITH FAA AC 150/5345-55A.
- THE LIGHTED MARKERS SHALL BE PLACED AT BOTH ENDS OF CLOSED RUNWAY AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
- LIGHTED MARKERS SHALL BE SECURED FROM WIND EFFECTS BY THE CONTRACTOR AND AS RECOMMENDED BY THE MANUFACTURER.
- LIGHTED MARKERS SHALL BE IN PLACE AND OPERATING WHENEVER RUNWAY IS CLOSED AND REMOVED WHEN RE-OPENED (FULL OR HALF-WIDTH).

**6**  
AC9 LIGHTED RUNWAY CLOSURE MARKER DETAIL  
NOT TO SCALE



**NOTES:**

- REFER TO PAY ITEM 660.030.0000 FOR RETROREFLECTIVE MARKERS.

**5**  
AC9 REFLECTIVE MARKER TYPE II THRESHOLD  
NTS

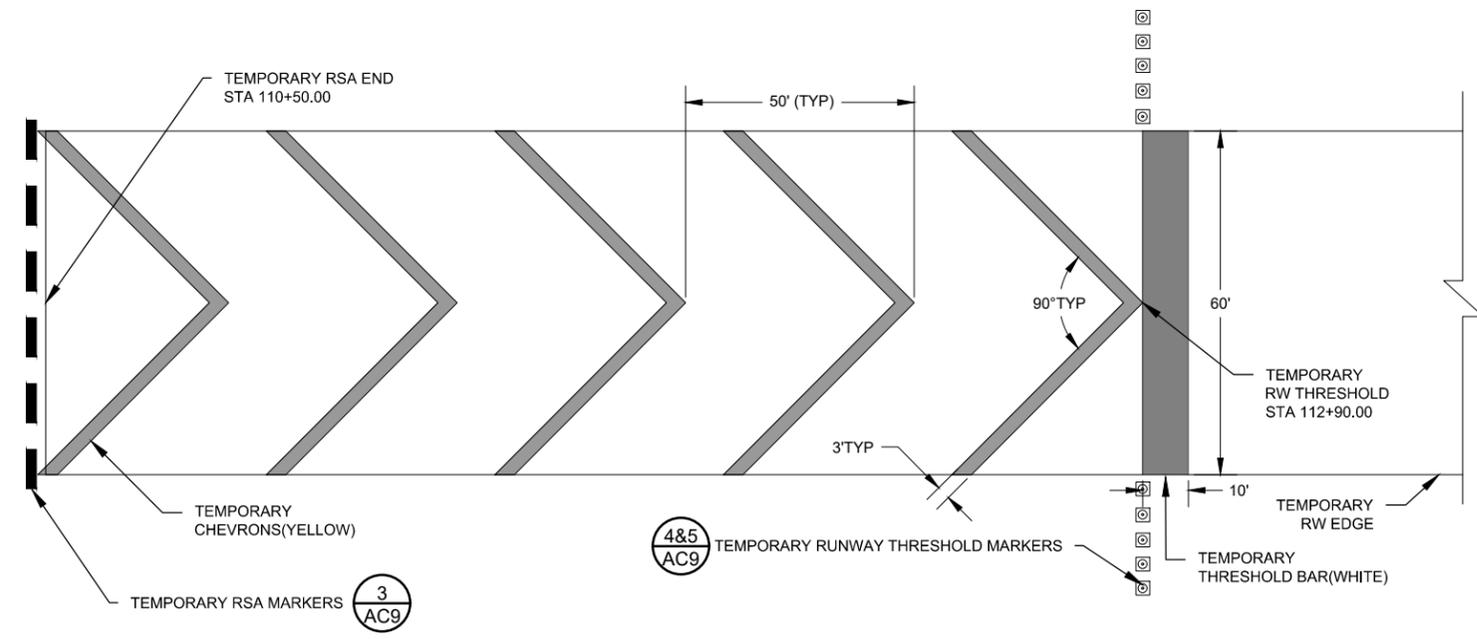
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**STATE OF ALASKA**  
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 PHONE (907) 269-0555

**KWIGILLINGOK AIRPORT**  
 KWIGILLINGOK, ALASKA  
 KWIGILLINGOK AIRPORT SAFETY IMPROVEMENTS  
 PROJECT No. CDRER01448  
 AIP No. 3-02-0165-XXX-2026  
 CSPP DETAILS

DATE: 01/14/2026  
 SHEET: AC9 of AC10

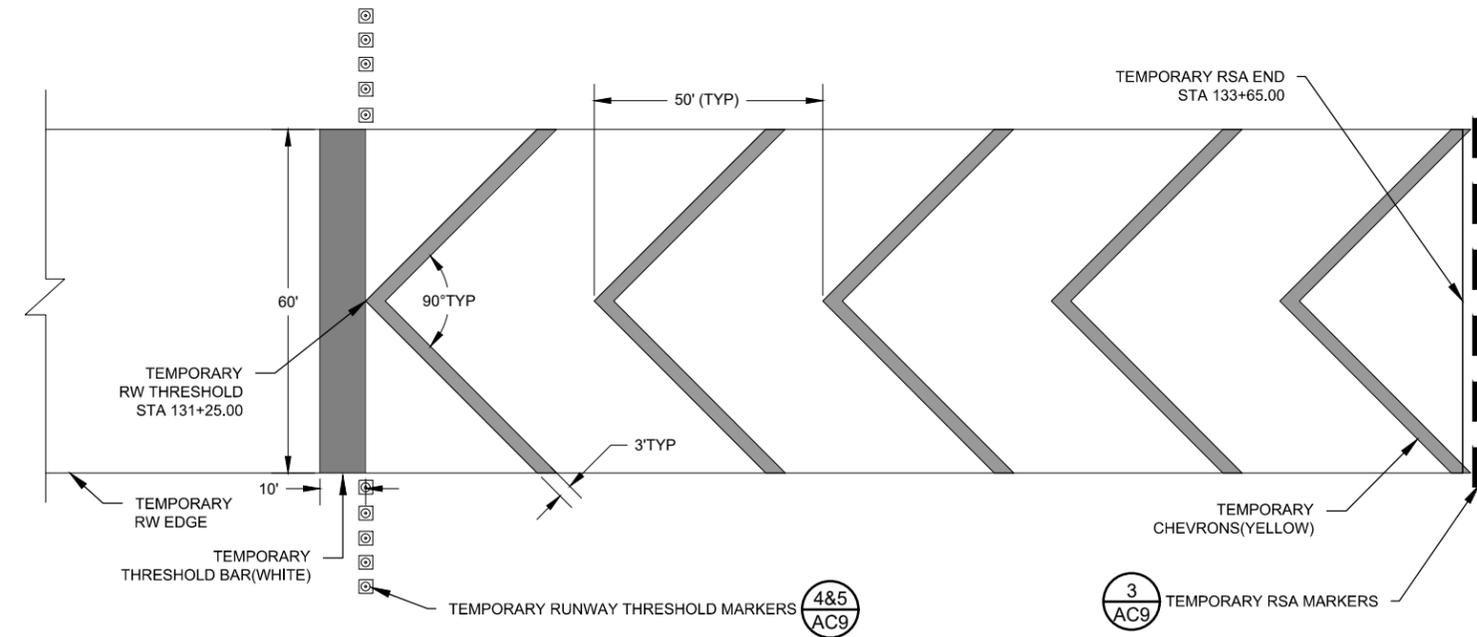
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 Designed By: MAR  
 Drawn By: RJB  
 Checked By: TRI



**NOTES:**

1. TEMPORARY RW SURFACE MARKINGS PAID UNDER ITEM P620.070.0000.

1  
 AC10  
**TEMPORARY RUNWAY MARKING DETAIL (RW 33 END)**  
 NOT TO SCALE



**NOTES:**

1. TEMPORARY RW SURFACE MARKINGS PAID UNDER ITEM P620.070.0000.

2  
 AC10  
**TEMPORARY RUNWAY MARKING DETAIL (RW 15 END)**  
 NOT TO SCALE

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**KWIGILLINGOK AIRPORT**  
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 CSPP DETAILS

DATE: 01/14/2026  
 SHEET: AC10 of AC10