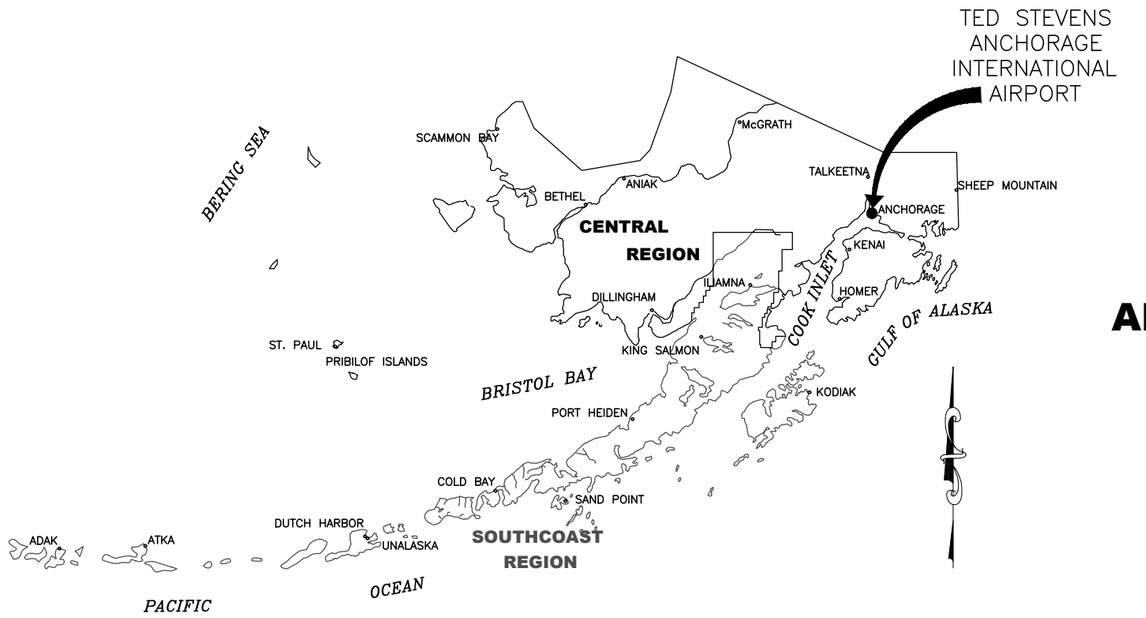
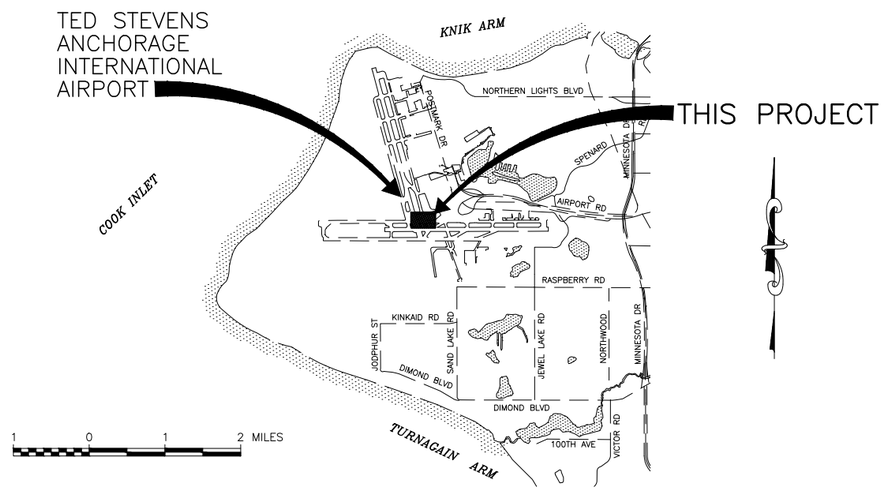


ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE



VICINITY MAP

T 12 N, R 4 W SEC. 3, 4, 5, & 6
T 13 N, R 4 W, SEC. 20, 21, 27, 28, 29, 31, 32, 33, 34, & 35
SEWARD MERIDIAN
U.S.G.S. ANCHORAGE (A-8), ALASKA

CONSTRUCTION PLANS

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIRPORT IMPROVEMENT PROGRAM
No. 3-02-0016-XXX-2026

PS&E REVIEW
JULY 2025

APPROVED	**DATE**
LUKE BOWLAND, P.E.	**REGIONAL PRECONSTRUCTION ENGINEER**
APPROVED	**DATE**
JENNIFER PEPIN, P.E., C.M.	**ENGINEERING AND ENVIRONMENTAL MANAGER**
APPROVED	**DATE**
JENNIFER LOMBARDO, P.E.	**PROJECT MANAGER**
CONCUR	**DATE**
JOEL G. ST. AUBIN, P.E.	**REGIONAL CONSTRUCTION ENGINEER**

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
TITLE, SIGNATURE, LOCATION MAP & VICINITY MAP

DATE: JULY 2025
SHEET: 1 OF 19

Designed By: SJ
Drawn By: SS
Checked By: MH

Date Revised: 7/29/2025 9:39 AM
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LEGEND

DESCRIPTION	EXISTING	PROPOSED
AIRPORT PROPERTY BOUNDARY		
AOA FENCE (WIRE STRAND)	xx xx xx xx	
BUILDING		
CENTERLINE (RUNWAY/TAXIWAY)		
COMMUNICATION LINE (UNDERGROUND)	UCOM	
COMMUNICATION MANHOLE	C	
COMMUNICATION PEDESTAL	C	
CONCRETE		
CONTOURS	100	100
CULVERT WITH END SECTIONS		
ELECTRICAL LINE (UNDERGROUND)	UGE	
ELECTRICAL MANHOLE	E	
ELECTRIC TRANSFORMER	E	
FENCE (CHAIN POST)	x x x	
FIBER OPTIC	UFO	
FIBER OPTIC MANHOLE	FO	
FIBER OPTIC PEDESTAL	FO	
FIRE HYDRANT		
FUEL EMERGENCY SHUT OFF	EMS	
FUEL LINE (UNDERGROUND)	F	
FUEL VALVE		
GAS LINE	GAS	
GRAVEL EDGE/EDGE OF RAP		
HAUL ROUTE		
IDENTIFICATION BUBBLE		ID
JERSEY BARRIER		
OBJECT FREE AREA	OFA	
PAINT STRIPE		
PAVEMENT		
PAVEMENT/SHOULDER (EDGE)		
POINT NUMBER		100
ROADWAYS (EDGE, GRAVEL)		
RUNWAY SAFETY AREA	RSA	
SLOPE WITH GRADE		
STORM DRAIN CATCH BASIN	CB	
STORM DRAIN CLEANOUT	CO	
STORM DRAIN LINE (UNDERGROUND)	SD	
STORM DRAIN MANHOLE	MH	
STORM DRAIN TOP INTAKE	FI	
SUBDRAIN	SB SB SB	
TAXIWAY OBJECT FREE AREA	TOFA	
TAXIWAY SAFETY AREA	TSA	
TELEPHONE (UNDERGROUND)	T	

LEGEND

DESCRIPTION	EXISTING	PROPOSED
TELEPHONE MANHOLE	T	
TELEPHONE PEDESTAL	T	
WATER LINE (UNDERGROUND)	W	
WATER KEY BOX		
WATER VALVE		

NOTE:

1. REFER TO SHEET E1 FOR ELECTRICAL LEGEND.

ABBREVIATIONS

AC	ADVISORY CIRCULARS	MIN	MINIMUM
AFM	AIRFIELD MAINTENANCE	NO	NUMBER
AIP	AIRPORT IMPROVEMENT PROGRAM	N/A	NOT APPLICABLE
ANC	ANCHORAGE INTERNATIONAL AIRPORT	NTS	NOT TO SCALE
AOA	AIRPORT OPERATIONS AREA	OC	ON CENTER
ASTM	AMERICAN SOCIETY FOR TESTING MATERIALS	OFA	OBJECT FREE AREA
		OG	ORIGINAL GROUND
ATM	ALASKA TEST METHOD	OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
℄/CL	CENTERLINE		
CPM	CRITICAL PATH METHOD	PCC	PORTLAND CEMENT CONCRETE
CS	CONTINGENT SUM	PI	POINT OF INTERSECTION
CSPP	CONSTRUCTION SAFETY PHASING PLAN	PM	PAVEMENT MARKING
CY	CUBIC YARD	PS&E	PLANS, SPECIFICATIONS, AND ESTIMATE
DIA	DIAMETER		
DOT	DEPARTMENT OF TRANSPORTATION	R	RADIUS
ELEV	ELEVATION	RD	ROAD
EOP	EDGE OF PAVEMENT	REQ'D	REQUIRED
ESCP	EROSION AND SEDIMENT CONTROL PLAN	RON	REMAIN OVERNIGHT
F	FUEL	RT	RIGHT
FAA	FEDERAL AVIATION ADMINISTRATION	RW	RUNWAY
FG	FINISHED GRADE	SD	STORM DRAIN
FI	FIELD INLET	SF	SQUARE FEET
FOD	FOREIGN OBJECTS AND DEBRIS	SS	SANITARY SEWER
FT	FOOT	STA	STATION
GB	GRADE BREAK	SWPPP	STORM WATER POLLUTION PREVENTION PLANS
HMA	HOT MIX ASPHALT		
IAW	IN ACCORDANCE WITH	SY	SQUARE YARD
IN	INCH	TL	TAXILANE
L	LENGTH	TOFA	TAXIWAY OBJECT FREE AREA
LB	POUND	TW	TAXIWAY
LF	LINEAR FOOT	TYP	TYPICAL
LS	LUMP SUM	UON	UNLESS OTHERWISE NOTED
LT	LEFT	W	WATER
MAINT	MAINTENANCE	W	WIDTH
ME	MATCH EXISTING	W/	WITH
MH	MANHOLE	WWF	WELDED FIRE FABRIC

STATE OF ALASKA 49TH Matthew A. Haymes CE-103211 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
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3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
INDEX, LEGEND & ABBREVIATIONS

DATE: JULY 2025

SHEET: 2 OF 19

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ESTIMATED QUANTITIES

No.	ITEM	UNIT	QUANTITY
D751.100.0000	ADJUST MANHOLE	EACH	1
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	LS	ALL REQ'D
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	LS	ALL REQ'D
G135.020.0000	EXTRA THREE PERSON SURVEY PARTY	HOUR	40
G150.030.0000	EQUIPMENT RENTAL, VAC TRUCK	CS	ALL REQ'D
G300.010.0000	CPM SCHEDULING	LS	ALL REQ'D
G700.040.0000	TRAFFIC CONTROL FOR AIRPORTS	CS	ALL REQ'D
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	LF	70,400
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	LF	68,900
L108.080.0014	UNDERGROUND CABLE #14 AWG, 2-CONDUCTOR, COPPER, 600V, TYPE "SOOW-A/SOOW"	LF	150
L108.180.0000	TEMPORARY JUMPER	LF	3,450
L110.080.1002	HDPE CONDUIT, 2-INCH	LF	154
L125.020.0010	REGULATOR, L-829	EACH	1
L125.070.0000	REMOVE RUNWAY AND TAXIWAY LIGHT	EACH	1
L125.130.0000	AIRPORT SIGN, L-858	EACH	1
L125.150.0000	HANDHOLE, L-867, SIZE B	EACH	1
L125.170.0000	SPARE PARTS	CS	ALL REQ'D
L125.210.0000	ADJUST RUNWAY AND TAXIWAY LIGHT	EACH	33
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	CS	ALL REQ'D
L125.600.0010	REFURBISH TAXIWAY EDGE LIGHT, L-861T	EACH	23
L125.600.0040	REFURBISH FLUSH TAXIWAY LIGHT, L-852C, L-852D, L-852F, L-852G, L-852K, OR L-852T	EACH	87
P162.010.0000	PAVEMENT COLD PLANING	SY	9,390
P401.010.0065	HOT MIX ASPHALT TYPE V, CLASS S	TON	2,851
P401.040.5834	ASPHALT BINDER, PG58-34E	TON	157
P401.080.0000	HOT MIX ASPHALT PRICE ADJUSTMENT	CS	ALL REQ'D
P401.110.0000	LONGITUDINAL JOINT DENSITY PRICE ADJUSTMENT	CS	ALL REQ'D
P401.120.0000	ASPHALT BINDER PRICE ADJUSTMENT	CS	ALL REQ'D
P501.020.0000	ELASTOMERIC REPAIR	SF	154
P603.010.0010	TACK COAT, STE-1	TON	6
P605.010.0000	JOINT SEALING FILLER	LF	8,884
P620.010.0000	RUNWAY AND TAXIWAY PAINTING	SF	6,290
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	LS	ALL REQ'D
P641.050.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY DIRECTIVE	CS	ALL REQ'D
P641.060.0000	WITHHOLDING	CS	ALL REQ'D
P641.070.0000	SWPPP MANAGER	LS	ALL REQ'D
P641.110.0000	SWPPPTRACK	CS	ALL REQ'D
P670.010.0000	HAZARD MARKER BARRIER, PLASTIC	EACH	62

ESTIMATING FACTORS

No.	ITEM	FACTOR
P401.010.0065	HOT MIX ASPHALT TYPE V, CLASS S	2.05 TON/CY
P401.040.5834	ASPHALT BINDER, PG58-34E	5.5% OF P401.010.00XX
P603.010.0010	TACK COAT, STE-1	0.8416 LB/SY

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STATE OF ALASKA
49TH
Matthew A. Haymes
CE-103211
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

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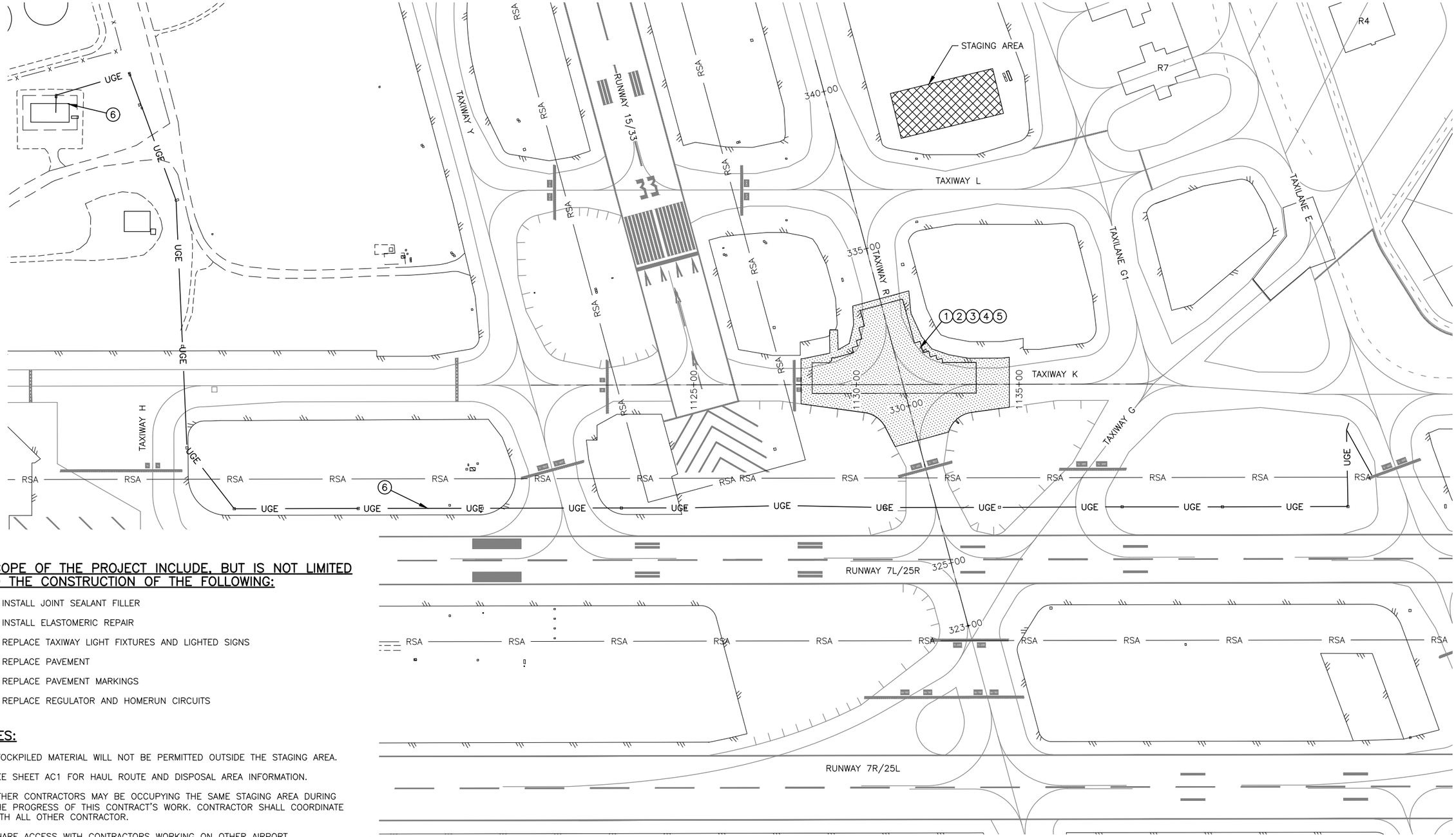
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
ESTIMATED QUANTITIES & ESTIMATING FACTORS

DATE: JULY 2025



SCOPE OF THE PROJECT INCLUDE, BUT IS NOT LIMITED TO THE CONSTRUCTION OF THE FOLLOWING:

1. INSTALL JOINT SEALANT FILLER
2. INSTALL ELASTOMERIC REPAIR
3. REPLACE TAXIWAY LIGHT FIXTURES AND LIGHTED SIGNS
4. REPLACE PAVEMENT
5. REPLACE PAVEMENT MARKINGS
6. REPLACE REGULATOR AND HOMERUN CIRCUITS

NOTES:

1. STOCKPILED MATERIAL WILL NOT BE PERMITTED OUTSIDE THE STAGING AREA.
2. SEE SHEET AC1 FOR HAUL ROUTE AND DISPOSAL AREA INFORMATION.
3. OTHER CONTRACTORS MAY BE OCCUPYING THE SAME STAGING AREA DURING THE PROGRESS OF THIS CONTRACT'S WORK. CONTRACTOR SHALL COORDINATE WITH ALL OTHER CONTRACTOR.
4. SHARE ACCESS WITH CONTRACTORS WORKING ON OTHER AIRPORT CONSTRUCTION PROJECTS AS DIRECTED BY THE ENGINEER.
5. ALL STATION AND OFFSET POINT INFORMATION WITHIN THE PLANS IS BASED ON TAXIWAY K UNLESS OTHERWISE NOTED.

SHEET LEGEND:

PROJECT LIMITS

STAGING AREA

UGE — UGE — HOMERUN CIRCUIT

1/4

PROJECT LAYOUT PLAN

Designed By: SJ
Drawn By: SS
Checked By: MH

Date Revised:
Layout Name: 4
File Path and Name: J:\Jobs\Data\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Project Layout Plan.dwg 7/25/2025 10:49 AM

STATE OF ALASKA
49TH
Matthew A. Haymes
CE-103211
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
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4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

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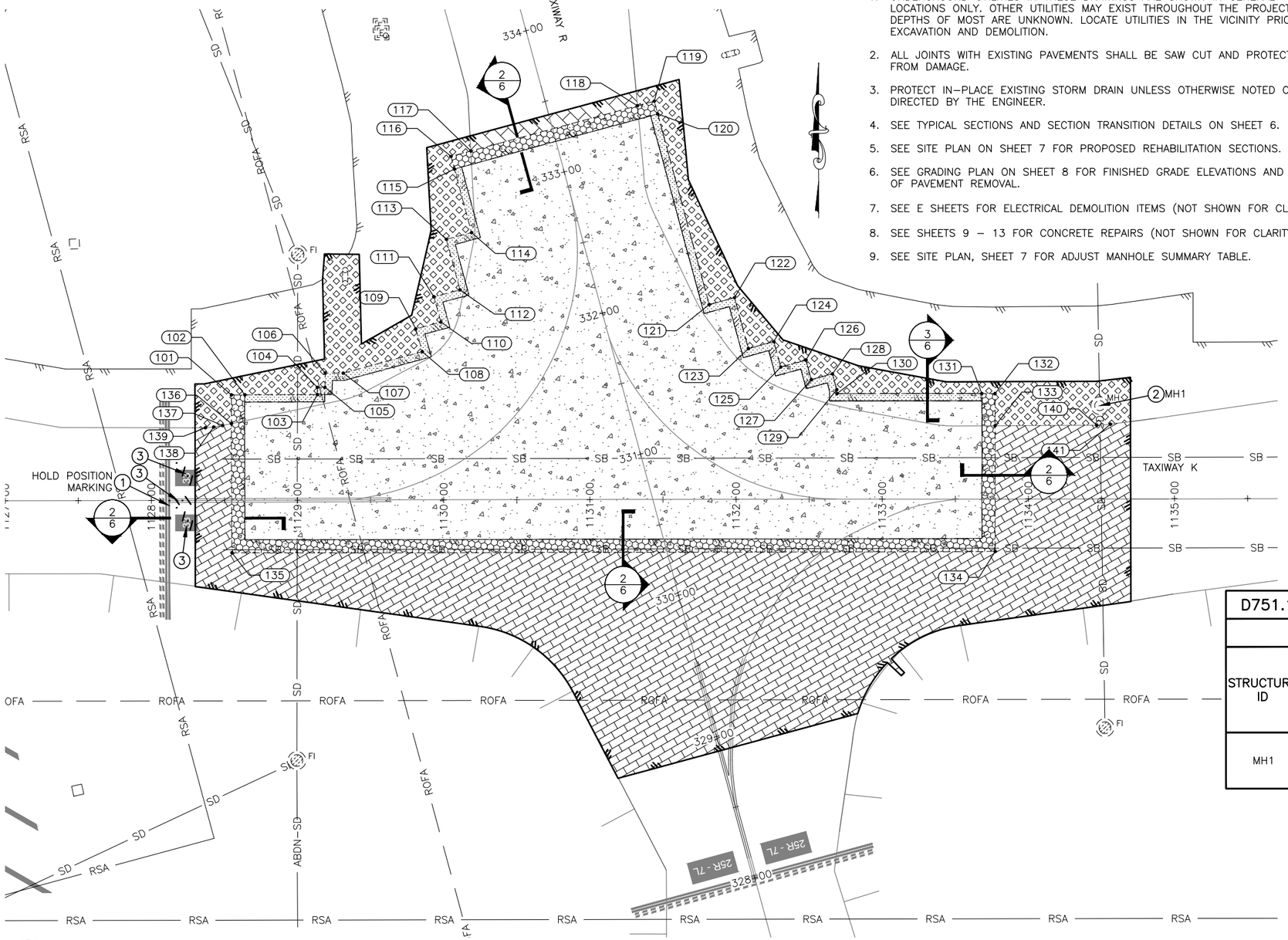
PROJECT LAYOUT PLAN

DATE: JULY 2025

SHEET: 4 OF 19



DEMOLITION PLAN

1/5

NOTES:

1. UNDERGROUND UTILITIES IN THESE DRAWINGS ARE SHOWN IN GENERAL LOCATIONS ONLY. OTHER UTILITIES MAY EXIST THROUGHOUT THE PROJECT AREA. DEPTHS OF MOST ARE UNKNOWN. LOCATE UTILITIES IN THE VICINITY PRIOR TO EXCAVATION AND DEMOLITION.
2. ALL JOINTS WITH EXISTING PAVEMENTS SHALL BE SAW CUT AND PROTECTED FROM DAMAGE.
3. PROTECT IN–PLACE EXISTING STORM DRAIN UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER.
4. SEE TYPICAL SECTIONS AND SECTION TRANSITION DETAILS ON SHEET 6.
5. SEE SITE PLAN ON SHEET 7 FOR PROPOSED REHABILITATION SECTIONS.
6. SEE GRADING PLAN ON SHEET 8 FOR FINISHED GRADE ELEVATIONS AND LIMITS OF PAVEMENT REMOVAL.
7. SEE E SHEETS FOR ELECTRICAL DEMOLITION ITEMS (NOT SHOWN FOR CLARITY).
8. SEE SHEETS 9 – 13 FOR CONCRETE REPAIRS (NOT SHOWN FOR CLARITY).
9. SEE SITE PLAN, SHEET 7 FOR ADJUST MANHOLE SUMMARY TABLE.

DEMOLITION WORK:

(1) PROTECT IN–PLACE

(2) ADJUST MANHOLE

(3) PAVEMENT MARKING REMOVAL

DEMOLITION POINTS		
POINT #	STATION	OFFSET
101	1128+54.99	72.05 LT
102	1128+64.12	72.14 LT
103	1129+13.76	72.20 LT
104	1129+13.68	77.16 LT
105	1129+18.94	77.17 LT
106	1129+19.14	86.97 LT
107	1129+31.49	86.88 LT
108	1129+85.58	101.42 LT
109	1129+81.15	117.06 LT
110	1129+98.29	121.62 LT
111	1129+93.55	138.97 LT
112	1130+11.46	143.64 LT
113	1130+02.16	178.28 LT
114	1130+19.42	182.82 LT
115	1130+07.77	226.27 LT
116	1130+05.44	234.95 LT
117	1130+19.05	238.62 LT
118	1131+33.11	269.38 LT
119	1131+44.60	272.48 LT
120	1131+46.94	263.73 LT
121	1131+81.94	133.28 LT
122	1131+99.22	137.96 LT
123	1132+08.68	103.10 LT
124	1132+26.03	107.92 LT
125	1132+30.78	90.48 LT

DEMOLITION POINTS		
POINT #	STATION	OFFSET
126	1132+48.02	95.16 LT
127	1132+51.69	81.80 LT
128	1132+66.10	85.74 LT
129	1132+69.11	74.89 LT
130	1132+69.21	72.21 LT
131	1133+68.30	72.06 LT
132	1133+77.32	72.01 LT
133	1133+77.31	50.02 LT
134	1133+77.26	35.88 RT
135	1128+55.07	35.84 RT
136	1128+54.90	52.47 LT
137	1128+48.85	51.19 LT
138	1128+42.76	50.15 LT
139	1128+37.13	49.72 LT
140	1134+46.87	50.27 LT
141	1134+56.25	50.95 LT
142	1128+30.00	49.64 LT
143	1130+18.52	248.92 LT
144	1131+32.19	279.39 LT
145	1134+70.00	52.70 LT

D751.100.0000

ADJUST MANHOLE					
STRUCTURE ID	STATION	OFFSET	PROPOSED FINISHED GRADE SURFACE ELEVATION (FT)	EACH	NOTES
MH1	1134+48.86	63.6 LT	103.73'	1	RECESS TOP OF CASTING 0.5 INCH BELOW FINISHED GRADE SURFACE.
			TOTAL	1	

REMOVAL LEGEND:

EXISTING PCC, SEE NOTE 8

PCC TO HMA PAVEMENT TRANSITION REMOVAL: HMA DEPTH VARIES, SEE DETAIL 2, SHEET 6

PCC TO HMA PAVEMENT TRANSITION REMOVAL: 3" HMA

STRUCTURAL PAVEMENT REMOVAL: 6" HMA

SHOULDER PAVEMENT REMOVAL: 3" HMA

PAVEMENT MARKING REMOVAL

40' 20' 0 40' 80'

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DEMOLITION PLAN

DATE: JULY 2025

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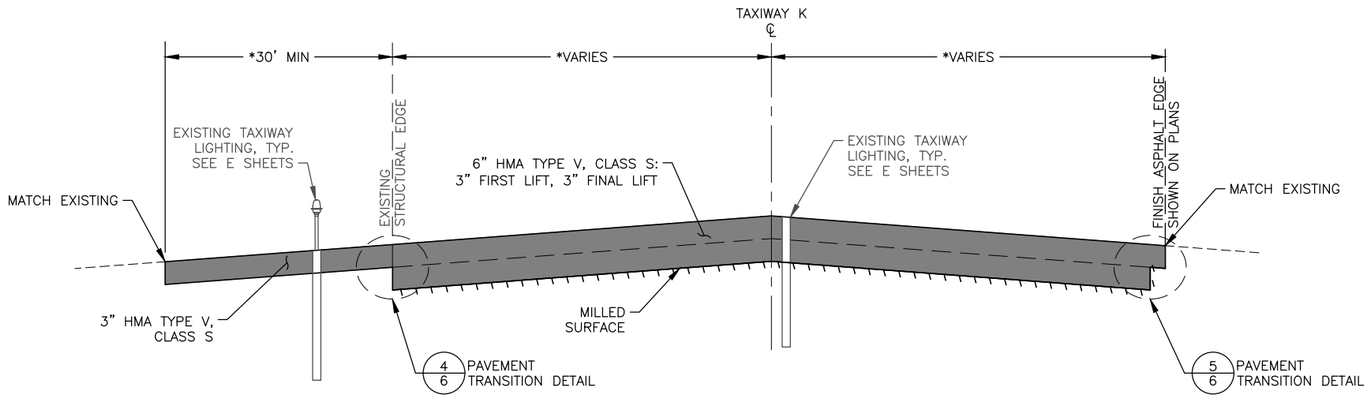
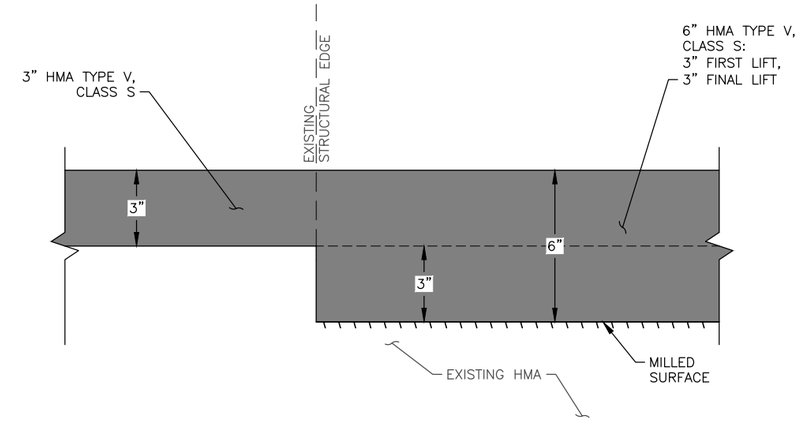


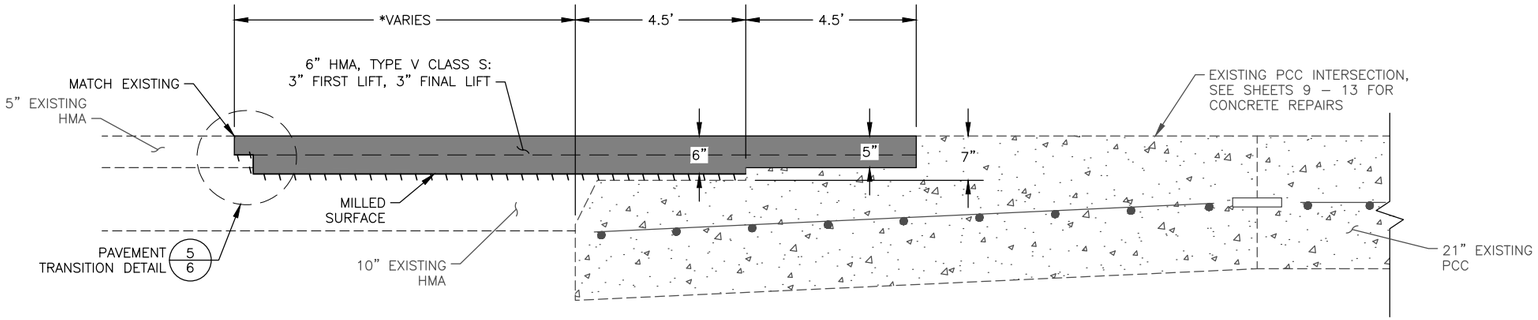
1/6 TAXIWAY K & TAXIWAY R INTERSECTION OVERLAY TYPICAL SECTION

STA 1128+30 TO STA 1128+55
STA 1133+77 TO STA 1134+70



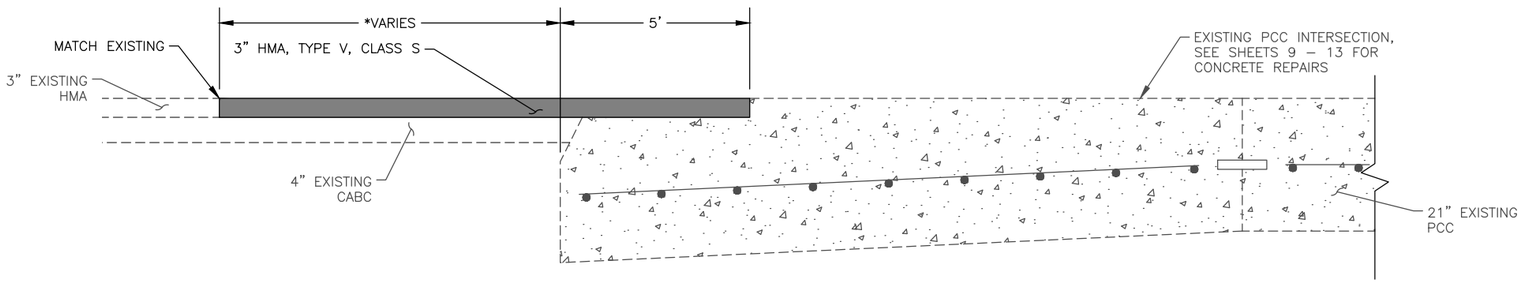
4/6 6" HMA TO 3" HMA TRANSITION

SCALE: GRAPHIC



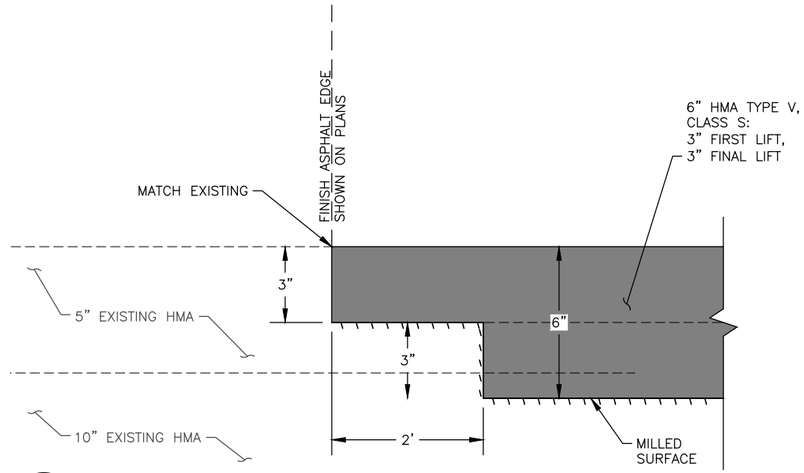
2/6 PCC TO HMA PAVEMENT TRANSITION SECTION: 6" HMA

SCALE: GRAPHIC



3/6 PCC TO HMA PAVEMENT TRANSITION SECTION: 3" HMA

SCALE: GRAPHIC



5/6 6" HMA TO EXISTING HMA TRANSITION

SCALE: GRAPHIC

NOTES:

1. ALL PAVEMENT CUTS SHALL BE MADE WITH A SAW OR ALTERNATIVE METHOD APPROVED BY THE ENGINEER.
2. APPLY JOINT ADHESIVE BETWEEN ALL NEW AND EXISTING ASPHALT, AND BETWEEN NEW ASPHALT AND EXISTING CONCRETE.
3. STE–1 TACK COAT REQUIRED ON ALL MILLED SURFACES, BETWEEN ALL PAVEMENT LIFTS, AND ON ALL TRANSVERSE JOINTS. APPLY TACK COAT BETWEEN ALL PCC SURFACES AND NEW ASPHALT.

HATCH LEGEND:

EXISTING PCC

HMA TYPE V, CLASS S

MILLED SURFACE

* DIMENSIONS VARY, SEE DEMOLITION PLAN AND GRADING SHEETS.

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CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562–3252
#AECL882–AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

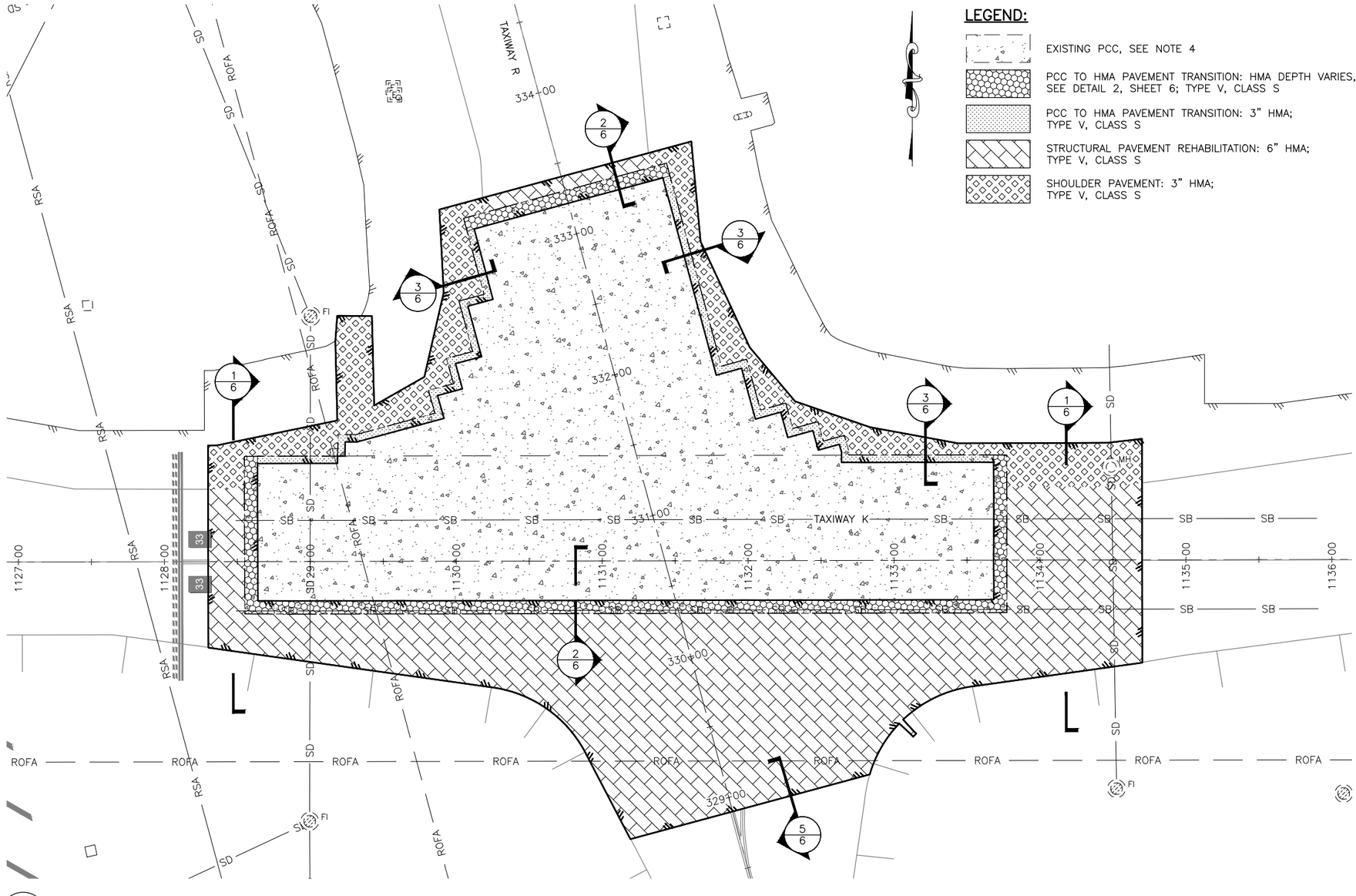
TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
TYPICAL SECTIONS

DATE: JULY 2025

SHEET: 6 OF 19

Designed By: SJ
Drawn By: SS
Checked By: MH

Date Revised: 7/25/2025 3:13 PM
Layout Name: 6
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Typical Sections.dwg



1/7 SITE PLAN

40' 20' 0 40' 80'

NOTES:

1. SEE TYPICAL SECTION SHEET 6.
2. SEE DEMOLITION SHEET 5 FOR PROPOSED REHABILITATION SECTION REMOVAL LIMITS.
3. SEE GRADING SHEET 8 FOR FINISHED GRADE ELEVATIONS AND PAVEMENT REMOVAL LIMITS.
4. SEE SHEET 9 FOR CONCRETE REPAIR OVERVIEW.
5. SEE SHEETS E1–E14 FOR LIGHTING PLAN (NOT SHOWN FOR CLARITY).

STATE OF ALASKA 49TH — Matthew A. Haymes CE-103211 — REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
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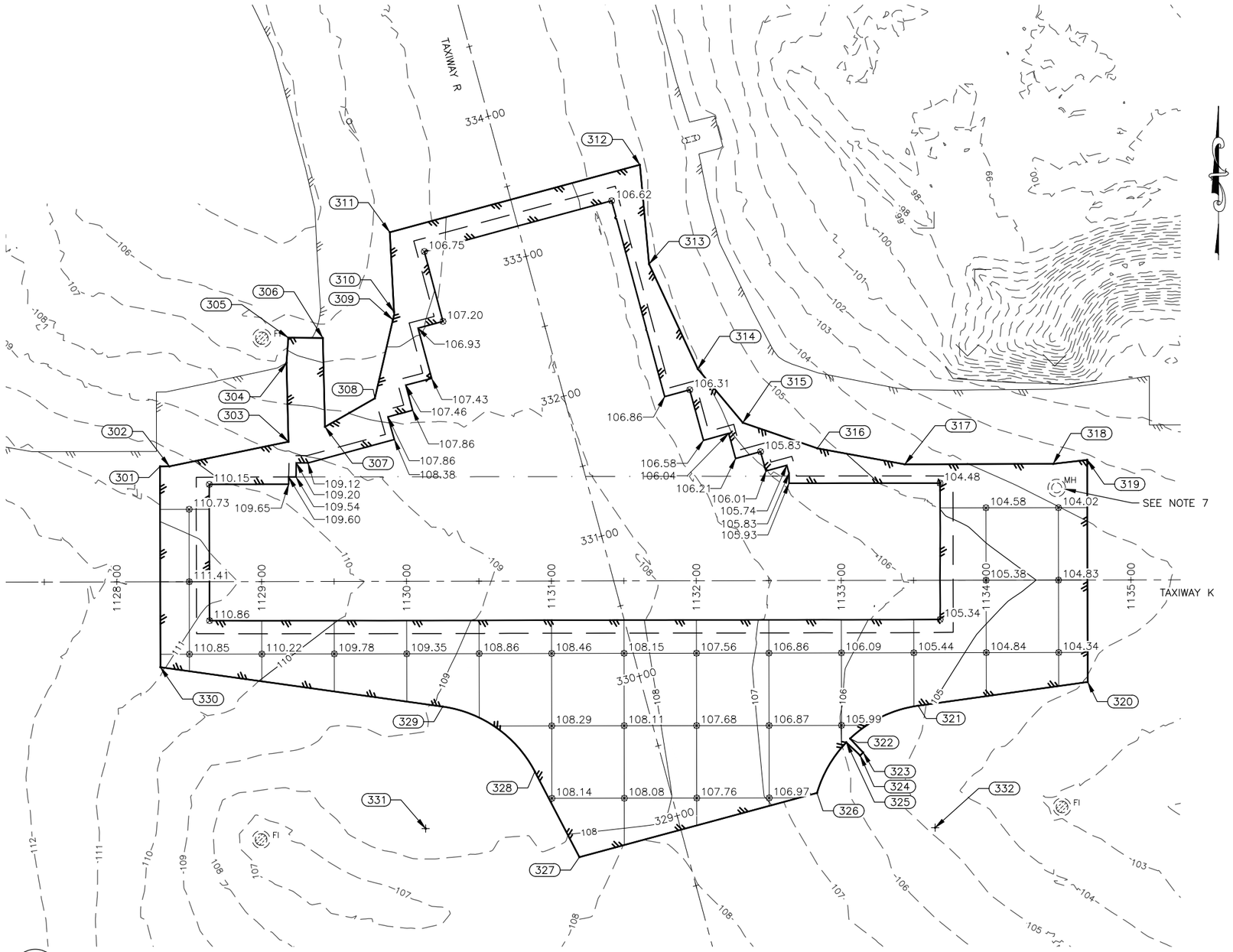
TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
SITE PLAN

DATE: JULY 2025
SHEET: 7 OF 19

Designed By: SJ
Drawn By: SS
Checked By: MH

Date Revised: 7/28/2025 11:27 AM
Layout Name: 7
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Site Plan.dwg

GRADING POINTS				
POINT #	STATION	OFFSET	ELEVATION	DESCRIPTION
301	1128+30.00	79.65 LT	110.42	EOP, ME
302	1128+36.46	79.71 LT	110.32	EOP, ME
303	1129+18.68	96.56 LT	108.79	EOP, ME
304	1129+17.44	150.99 LT	107.22	EOP, ME
305	1129+18.75	168.34 LT	106.78	EOP, ME
306	1129+42.53	168.08 LT	106.47	EOP, ME
307	1129+43.93	106.77 LT	108.36	EOP, ME
308	1129+78.35	126.36 LT	107.60	EOP, ME
309	1129+90.92	180.57 LT	106.68	EOP, ME
310	1129+91.70	186.01 LT	106.61	EOP, ME
311	1129+88.89	240.98 LT	106.31	EOP, ME
312	1131+61.60	287.20 LT	106.13	EOP, ME
313	1131+67.83	218.69 LT	106.21	EOP, ME
314	1132+01.35	146.18 LT	106.03	EOP, ME
315	1132+32.33	109.08 LT	105.80	EOP, ME
316	1132+83.69	91.27 LT	105.21	EOP, ME
317	1133+44.07	80.11 LT	104.57	EOP, ME
318	1134+46.51	80.27 LT	103.39	EOP, ME
319	1134+70.00	82.94 LT	103.11	EOP, ME
320	1134+70.00	70.37 RT	103.97	EOP, ME
321	1133+52.95	86.54 RT	105.10	EOP, ME
322	1133+06.00	109.11 RT	105.86	EOP, ME
323	1133+14.98	118.73 RT	105.72	EOP, ME
324	1133+12.85	120.84 RT	105.77	EOP, ME
325	1133+03.33	111.76 RT	105.93	EOP, ME
326	1132+83.02	146.64 RT	106.52	EOP, ME
327	1131+18.95	190.62 RT	107.85	EOP, ME
328	1130+88.31	131.55 RT	108.24	EOP, ME
329	1130+24.78	86.54 RT	108.93	EOP, ME
330	1128+30.00	58.93 RT	111.05	EOP, ME
331	1130+12.86	170.69 RT	108.68	RADIUS = 85'
332	1133+64.53	170.75 RT	104.87	RADIUS = 85'



GRADING PLAN

1
8

40' 20' 0 40' 80'

NOTES:

1. ELEVATIONS SHOWN ARE TOP OF FINISHED GRADE,
2. THE BASIS OF THE GRADING GRID IS 50' OFFSET INCREMENTS OF THE TW K ALIGNMENT BETWEEN STATIONS 1128+00 & 1135+00. ADDITIONAL SPOT ELEVATIONS ARE SHOWN AT CRITICAL LOCATIONS WHERE CHANGES IN GRADE AND/OR CHANGES IN THE PAVEMENT SECTION OCCUR.
3. PROVIDE SMOOTH TRANSITIONS BETWEEN ALL FINISHED GRADE AND SPOT ELEVATIONS.
4. SEE DEMOLITION PLAN SHEET 5 FOR REMOVAL ITEMS.
5. PAVEMENT MARKINGS NOT SHOWN FOR CLARITY, SEE PAVEMENT MARKING PLAN ON SHEET 18.
6. ELECTRICAL SYSTEMS NOT SHOWN FOR CLARITY, SEE ELECTRICAL SHEETS.
7. ALL STORM DRAIN STRUCTURES SHALL BE RECESSED 0.5" BELOW FINISHED GRADE.

STATE OF ALASKA · 49TH · Matthew A. Haymes CE-10211 · REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

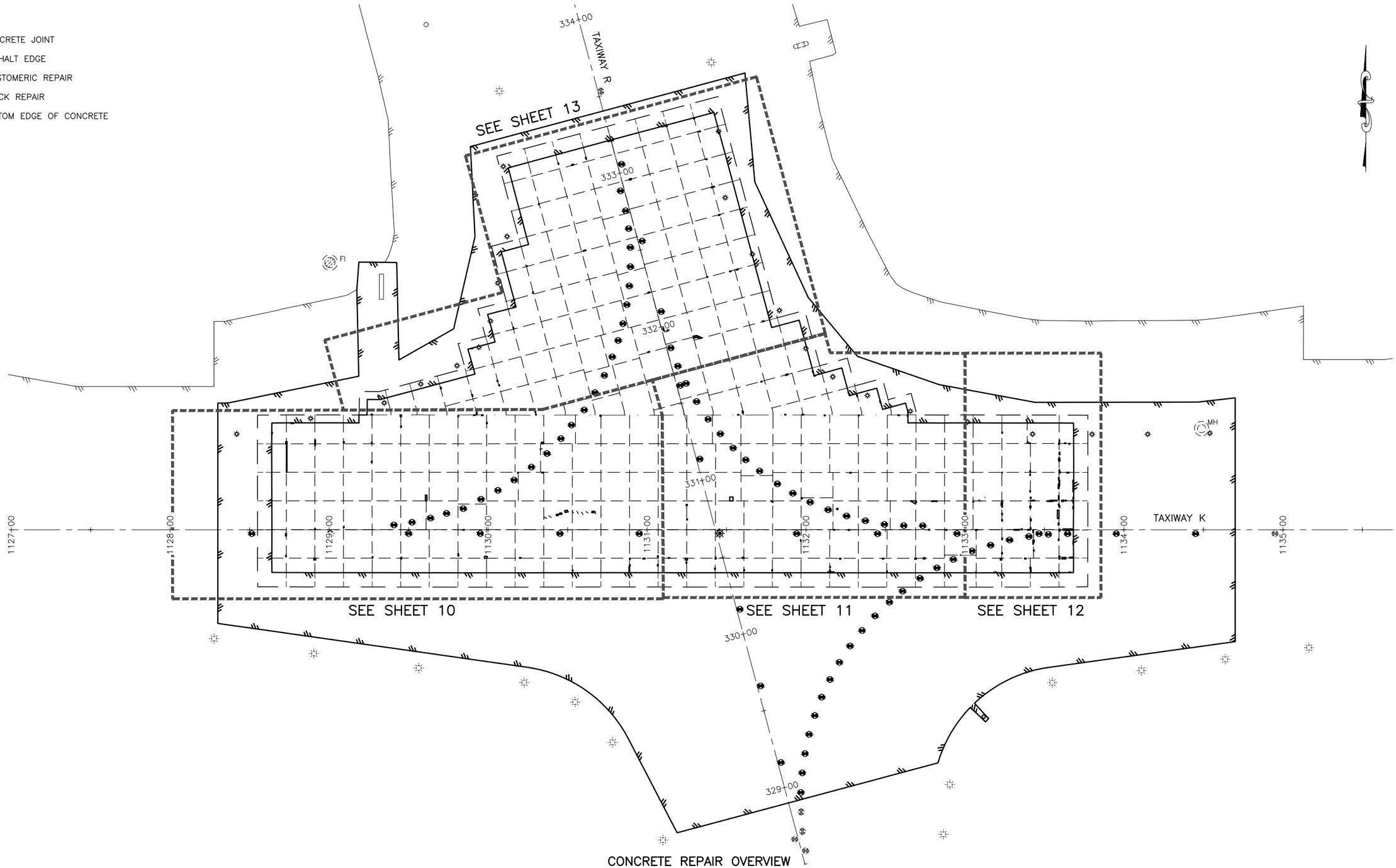
TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
GRADING PLAN

DATE: JULY 2025
SHEET: 8 OF 19

Designed By: TPN
Drawn By: TPN
Checked By: MH
Date Revised:
Layout Name: 8
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Grading Plan.dwg
7/29/2025 9:38 AM

LEGEND

- CONCRETE JOINT
- ASPHALT EDGE
- ELASTOMERIC REPAIR
- CRACK REPAIR
- BOTTOM EDGE OF CONCRETE



CONCRETE REPAIR OVERVIEW

1
9

NOTES:

1. SEE E SHEETS FOR CENTERLINE AND EDGE LIGHT WORK.
2. UTILITIES AND PAVEMENT MARKINGS NOT SHOWN FOR CLARITY.

STATE OF ALASKA · 49TH · REGISTERED PROFESSIONAL ENGINEER
Matthew A. Haymes
CE-103211

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TED STEVENS ANCHORAGE
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PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
CONCRETE REPAIR OVERVIEW

DATE: JULY 2025
SHEET: 9 OF 19

Designed By:	TPN
Drawn By:	TPN
Checked By:	MH
Date Revised:	7/28/2025 9:23 AM
Layout Name:	9
File Path and Name:	J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Concrete Repair Plan.dwg

LEGEND:

POINT NUMBERS

N/A	EXISTING REPAIR, SEE NOTE 5
N/A	EXISTING HMA/PCC JOINT, SEE NOTE 4
N/A	ISOLATION JOINT REPAIR (P605.010.0000) REFER TO DETAILS ON SHEET 14
N/A	BOTTOM EDGE OF CONCRETE
N/A	PCC JOINT REPAIR (P605.010.0000) REFER TO DETAILS ON SHEET 14
1–99	CRACK REPAIR (P501.020.0000 & P605.010.0000) REFER TO DETAILS ON SHEET 17
401–799	ELASTOMERIC REPAIR (P501.020.0000) REFER TO DETAILS ON SHEETS 15 – 16

NOTES:

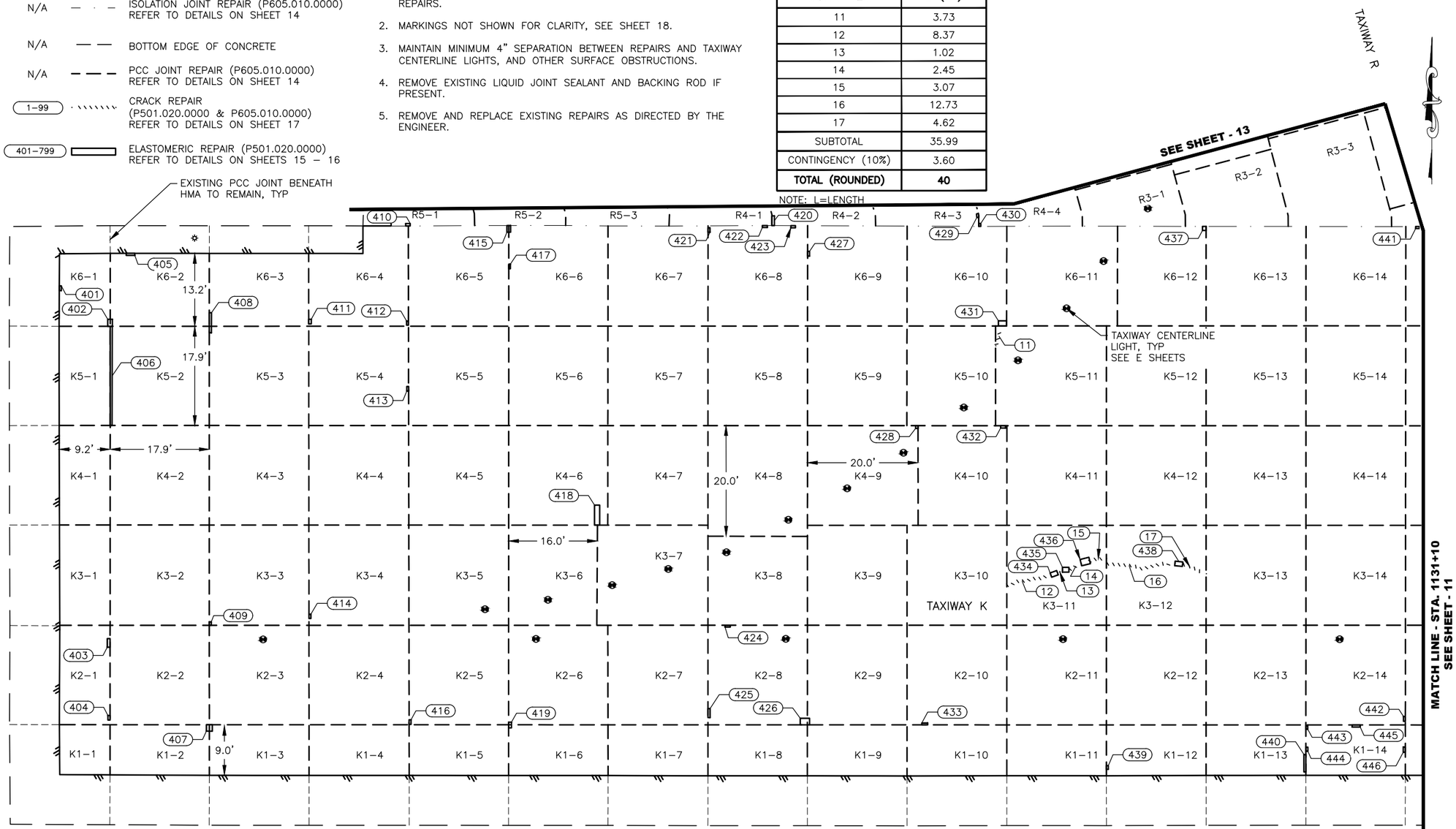
1. INSPECT ALL IDENTIFIED LOCATIONS ON PLANS FOR ADDITIONAL DAMAGES WITH THE ENGINEER PRIOR TO PERFORMING REPAIRS OR JOINT SEALING FILLER. IF ADDITIONAL DAMAGE HAS OCCURRED, CRACKS HAVE FURTHER DEVELOPED, OR NEW DAMAGE IS DISCOVERED, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER FOR ADDITIONAL REPAIRS.
2. MARKINGS NOT SHOWN FOR CLARITY, SEE SHEET 18.
3. MAINTAIN MINIMUM 4" SEPARATION BETWEEN REPAIRS AND TAXIWAY CENTERLINE LIGHTS, AND OTHER SURFACE OBSTRUCTIONS.
4. REMOVE EXISTING LIQUID JOINT SEALANT AND BACKING ROD IF PRESENT.
5. REMOVE AND REPLACE EXISTING REPAIRS AS DIRECTED BY THE ENGINEER.

P605.010.0000

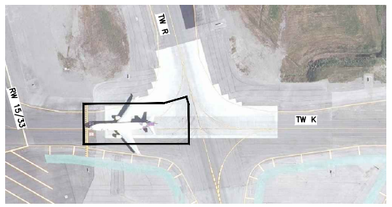
JOINT SEALING FILLER CRACK REPAIR

WORK ITEM	L (LF)
11	3.73
12	8.37
13	1.02
14	2.45
15	3.07
16	12.73
17	4.62
SUBTOTAL	35.99
CONTINGENCY (10%)	3.60
TOTAL (ROUNDED)	**40**

NOTE: L=LENGTH



1/10 CONCRETE REPAIR PLAN – BOP TO STA 1131+10



P501.020.0000

ELASTOMERIC REPAIR

WORK ITEM	L (IN)	W (IN)	AREA (SF)
401	10	4	0.28
402	15	10	1.07
403	19	6	0.78
404	10	5	0.31
405	19	4	0.58
406	215	4	5.97
407	14	13	1.25
408	43	5	1.38
409	8	4	0.23
410	10	5	0.36
411	10	5	0.39
412	9	4	0.25
413	10	4	0.28
414	9	4	0.27
415	14	8	0.80
416	10	4	0.30
417	10	4	0.28
418	43	11	3.41
419	12	6	0.53
420	21	5	0.79
421	10	4	0.29
422	11	4	0.32
423	10	5	0.33
424	11	4	0.31
425	19	5	0.62
426	14	20	2.00
427	10	4	0.31
428	6	5	0.21
429	8	4	0.25
430	6	4	0.20
431	18	11	1.36
432	10	5	0.36
433	13	4	0.35
434	15	10	1.03
435	14	10	1.02
436	20	14	1.91
437	9	8	0.47
438	17	10	1.12
439	8	4	0.23
440	38	4	1.10
441	9	5	0.27
442	11	4	0.30
443	8	4	0.21
444	9	4	0.26
445	17	5	0.55
446	11	5	0.36
SUBTOTAL			35.24
CONTINGENCY (10%)			3.52
TOTAL (ROUNDED)			**39.00**

NOTE: L=LENGTH, W=WIDTH

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

STATE OF ALASKA 49TH — Matthew A. Haymes CE-103211 — REGISTERED PROFESSIONAL ENGINEER

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
CONCRETE REPAIR PLAN – BOP TO STA 1131+10

DATE: JULY 2025
SHEET: 10 OF 19

Designed By: TPN
Drawn By: TPN
Checked By: MH
Date Revised:
Layout Name: 10
File Path and Name: J:\Jobs\Data\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Concrete Repair Plan.dwg
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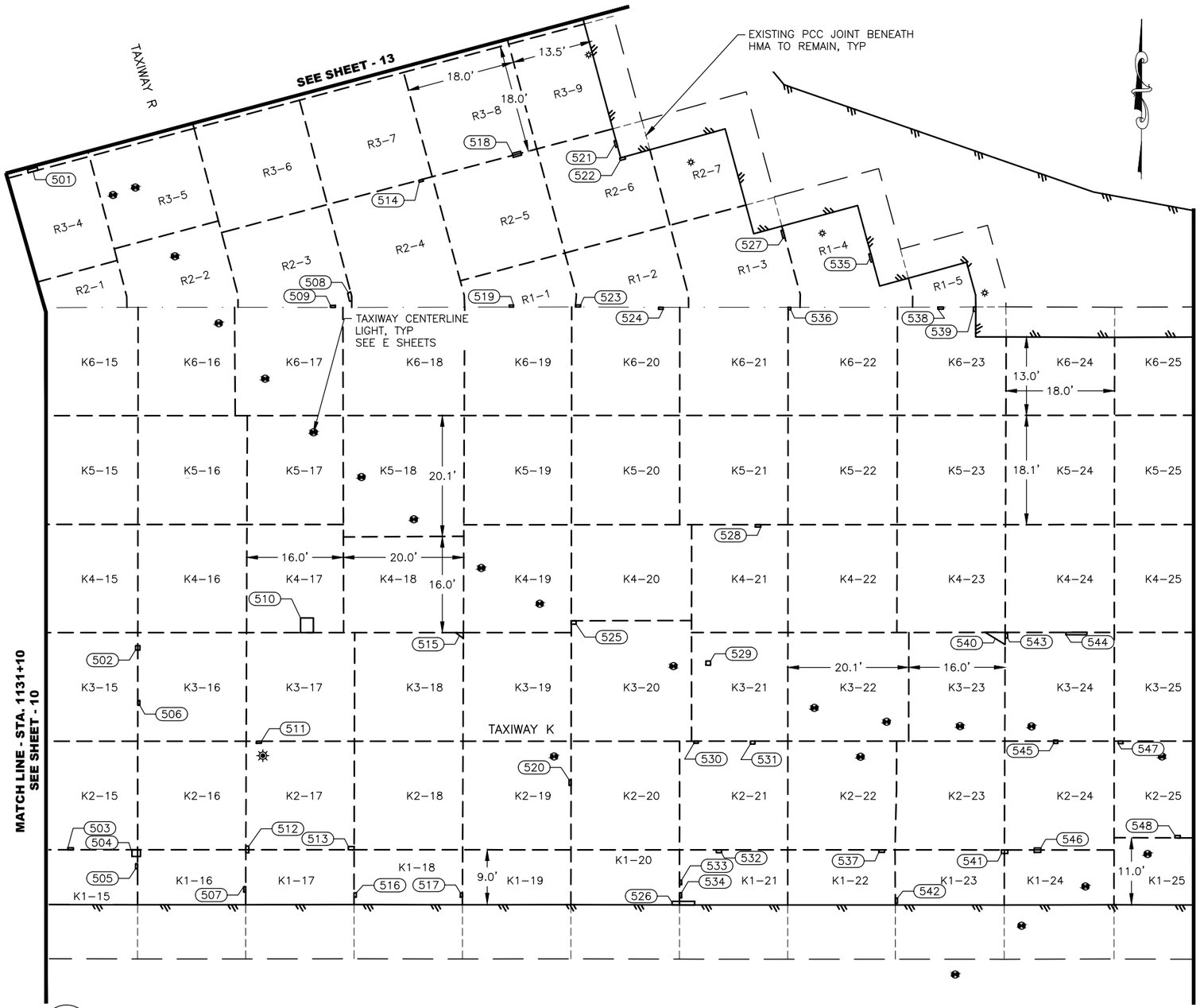


1
11

CONCRETE REPAIR PLAN – STA 1131+10 TO STA 1133+00

10' 5' 0 10' 20'

LEGEND:

POINT NUMBERS		
N/A		EXISTING REPAIR, SEE NOTE 5
N/A		EXISTING HMA/PCC JOINT, SEE NOTE 4
N/A		ISOLATION JOINT REPAIR (P605.010.0000) REFER TO DETAILS ON SHEET 14
N/A		BOTTOM EDGE OF CONCRETE
N/A		PCC JOINT REPAIR (P605.010.0000) REFER TO DETAILS ON SHEET 14
401–799		ELASTOMERIC REPAIR (P501.020.0000) REFER TO DETAILS ON SHEETS 15 – 16

NOTES:

1. INSPECT ALL IDENTIFIED LOCATIONS ON PLANS FOR ADDITIONAL DAMAGES WITH THE ENGINEER PRIOR TO PERFORMING REPAIRS OR JOINT SEALING FILLER. IF ADDITIONAL DAMAGE HAS OCCURRED, CRACKS HAVE FURTHER DEVELOPED, OR NEW DAMAGE IS DISCOVERED, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER FOR ADDITIONAL REPAIRS.
2. MARKINGS NOT SHOWN FOR CLARITY, SEE SHEET 18.
3. MAINTAIN MINIMUM 4" SEPARATION BETWEEN REPAIRS AND TAXIWAY CENTERLINE LIGHTS, AND OTHER SURFACE OBSTRUCTIONS.
4. REMOVE EXISTING LIQUID JOINT SEALANT AND BACKING ROD IF PRESENT.
5. REMOVE AND REPLACE EXISTING REPAIRS AS DIRECTED BY THE ENGINEER.

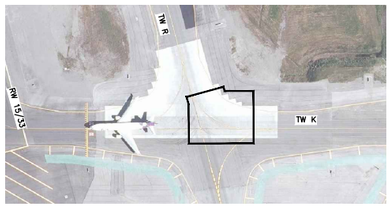
P501.020.0000

ELASTOMERIC REPAIR

WORK ITEM	L (IN)	W (IN)	AREA (SF)	WORK ITEM	L (IN)	W (IN)	AREA (SF)
501	20	6	0.85	525	10	7	0.45
502	9	9	0.52	526	45	7	2.24
503	11	4	0.31	527	16	4	0.44
504	17	13	1.60	528	11	5	0.36
505	10	4	0.28	529	9	8	0.53
506	9	4	0.26	530	9	4	0.25
507	11	4	0.29	531	9	6	0.36
508	16	6	0.72	532	10	6	0.40
509	10	4	0.28	533	9	4	0.25
510	26	29	5.21	534	10	4	0.28
511	10	4	0.28	535	17	4	0.47
512	13	6	0.54	536	5	5	0.18
513	12	7	0.53	537	11	5	0.38
514	9	4	0.24	538	11	4	0.32
515*	16	11	0.62	539	9	5	0.29
516	9	5	0.28	540*	40	24	3.33
517	8	4	0.24	541	13	7	0.61
518	17	8	0.96	542	10	4	0.31
519	8	4	0.24	543	9	5	0.31
520	11	4	0.30	544	42	5	1.32
521	13	4	0.37	545	8	7	0.37
522	11	5	0.36	546	13	9	0.82
523	10	4	0.28	547	9	5	0.32
524	9	4	0.26	548	11	5	0.34
				SUBTOTAL			30.76
				CONTINGENCY (10%)			3.08
				TOTAL (ROUNDED)			**34.0**

NOTE: L=LENGTH, W=WIDTH

* TRIANGULAR REPAIR AREAS CALCULATED BY LENGTH X WIDTH X 0.5



STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER
Matthew A. Haymes CE-10321

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

BY	DATE	REVISION

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CENTRAL REGION
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TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
CONCRETE REPAIR PLAN – STA 1131+10 TO STA 1133+00

DATE: JULY 2025
SHEET: 11 OF 19

Designed By: TPN
Drawn By: TPN
Checked By: MH

Date Revised:
Layout Name: 11
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Concrete Repair Plan.dwg
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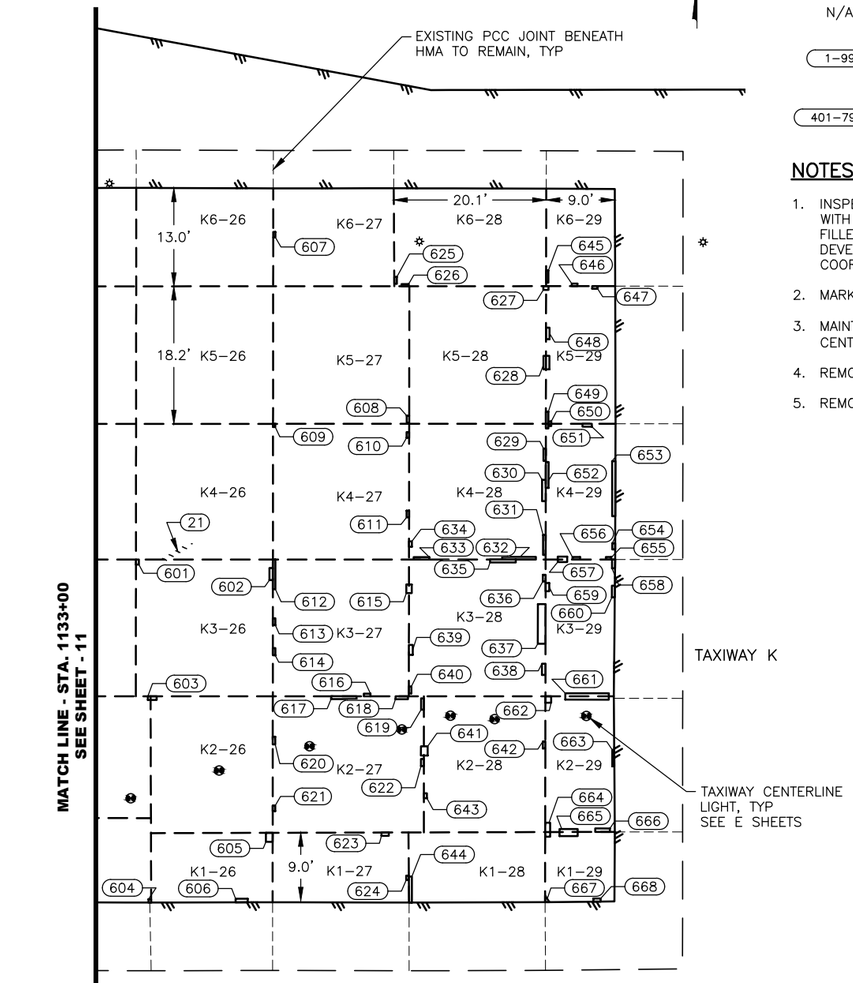
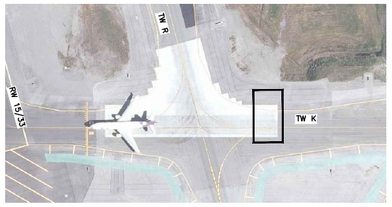


1/12 CONCRETE REPAIR PLAN – STA 1133+00 TO EOP

10' 5' 0 10' 20'



LEGEND:

POINT NUMBERS

N/A		EXISTING REPAIR, SEE NOTE 5
N/A		EXISTING HMA/PCC JOINT, SEE NOTE 4
N/A		ISOLATION JOINT REPAIR (P605.010.0000) REFER TO DETAILS ON SHEET 14
N/A		BOTTOM EDGE OF CONCRETE
N/A		PCC JOINT REPAIR (P605.010.0000) REFER TO DETAILS ON SHEET 14
1–99		CRACK REPAIR (P501.020.0000 & P605.010.0000) REFER TO DETAILS ON SHEET 17
401–799		ELASTOMERIC REPAIR (P501.020.0000) REFER TO DETAILS ON SHEETS 15 – 16

NOTES:

1. INSPECT ALL IDENTIFIED LOCATIONS ON PLANS FOR ADDITIONAL DAMAGES WITH THE ENGINEER PRIOR TO PERFORMING REPAIRS OR JOINT SEALING FILLER. IF ADDITIONAL DAMAGE HAS OCCURRED, CRACKS HAVE FURTHER DEVELOPED, OR NEW DAMAGE IS DISCOVERED, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER FOR ADDITIONAL REPAIRS.
2. MARKINGS NOT SHOWN FOR CLARITY, SEE SHEET 18.
3. MAINTAIN MINIMUM 4" SEPARATION BETWEEN REPAIRS AND TAXIWAY CENTERLINE LIGHTS, AND OTHER SURFACE OBSTRUCTIONS.
4. REMOVE EXISTING LIQUID JOINT SEALANT AND BACKING ROD IF PRESENT.
5. REMOVE AND REPLACE EXISTING REPAIRS AS DIRECTED BY THE ENGINEER.

P605.010.0000

JOINT SEALING FILLER CRACK REPAIR

WORK ITEM	L (LF)
21	4.13
SUBTOTAL	4.13
CONTINGENCY (10%)	0.41
TOTAL (ROUNDED)	**5**

NOTE: L=LENGTH

P501.020.0000

ELASTOMERIC REPAIR

WORK ITEM	L (IN)	W (IN)	AREA (SF)	WORK ITEM	L (IN)	W (IN)	AREA (SF)
601	8	5	0.26	635	41	5	1.32
602	19	5	0.72	636	11	4	0.33
603	14	6	0.56	637	63	12	5.30
604	5	4	0.16	638	18	6	0.70
605	14	11	1.07	639	16	6	0.67
606	19	6	0.74	640	11	4	0.30
607	9	4	0.24	641	15	11	1.08
608	11	4	0.30	642	11	4	0.32
609	5	4	0.13	643	8	5	0.26
610	9	4	0.25	644	41	5	1.39
611	11	4	0.29	645	19	4	0.49
612	47	4	1.30	646	9	4	0.25
613	11	4	0.31	647	9	4	0.24
614	12	4	0.32	648	18	6	0.70
615	14	9	0.82	649	27	4	0.75
616	11	4	0.30	650	5	7	0.23
617	40	4	1.25	651	15	5	0.47
618	20	5	0.64	652	41	4	1.26
619	18	4	0.56	653	87	5	3.11
620	12	4	0.34	654	10	5	0.32
621	9	4	0.25	655	9	4	0.24
622	11	5	0.37	656	12	4	0.33
623	12	5	0.43	657	15	9	0.89
624	7	4	0.20	658	14	5	0.46
625	11	4	0.30	659	13	6	0.53
626	11	4	0.31	660	18	5	0.59
627	8	6	0.34	661	69	10	4.79
628	21	9	1.40	662	10	9	0.66
629	20	4	0.51	663	26	4	0.72
630	34	6	1.38	664	22	8	1.22
631	32	4	0.91	665	29	11	2.22
632	53	4	1.58	666	23	6	0.89
633	25	4	0.64	667*	11	7	0.25
634	9	4	0.27	668	12	5	0.41
				SUBTOTAL			53.14
				CONTINGENCY (10%)			5.31
				TOTAL (ROUNDED)			**59.0**

NOTE: L=LENGTH, W=WIDTH

* TRIANGULAR REPAIR AREAS CALCULATED BY LENGTH X WIDTH X 0.5

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER Matthew A. Haymes CE-103211

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
CONCRETE REPAIR PLAN – STA 1133+00 TO EOP

DATE: JULY 2025
SHEET: 12 OF 19

Designed By: TPN
Drawn By: TPN
Checked By: MH
Date Revised:
Layout Name: 12
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 civil\01262-ANC-Concrete Repair Plan.dwg
7/28/2025 9:23 AM

P501.020.0000

ELASTOMERIC REPAIR

WORK ITEM	L (IN)	W (IN)	AREA (SF)	WORK ITEM	L (IN)	W (IN)	AREA (SF)
701	13	5	0.48	718	17	9	1.03
702	14	4	0.40	719	15	9	0.93
703	8	4	0.23	720	41	4	1.06
704	11	4	0.31	721	6	9	0.39
705	8	5	0.27	722	73	19	5.66
706	9	5	0.30	723	10	7	0.48
707	7	4	0.20	724	11	5	0.34
708	13	5	0.44	725	11	5	0.38
709	6	5	0.18	726*	7	7	0.18
710	7	4	0.19	727	11	5	0.37
711	10	4	0.28	728	12	5	0.38
712	15	6	0.61	729	10	4	0.29
713	13	4	0.40	730	8	5	0.26
714	20	4	0.56	731	16	5	0.55
715	15	7	0.75	732	12	5	0.40
716	14	6	0.54	SUBTOTAL			19.23
717	14	4	0.42	CONTINGENCY (10%)			1.92
				TOTAL (ROUNDED)			**22.0**

NOTE: L=LENGTH, W=WIDTH
* TRIANGULAR REPAIR AREAS CALCULATED BY LENGTH X WIDTH X 0.5

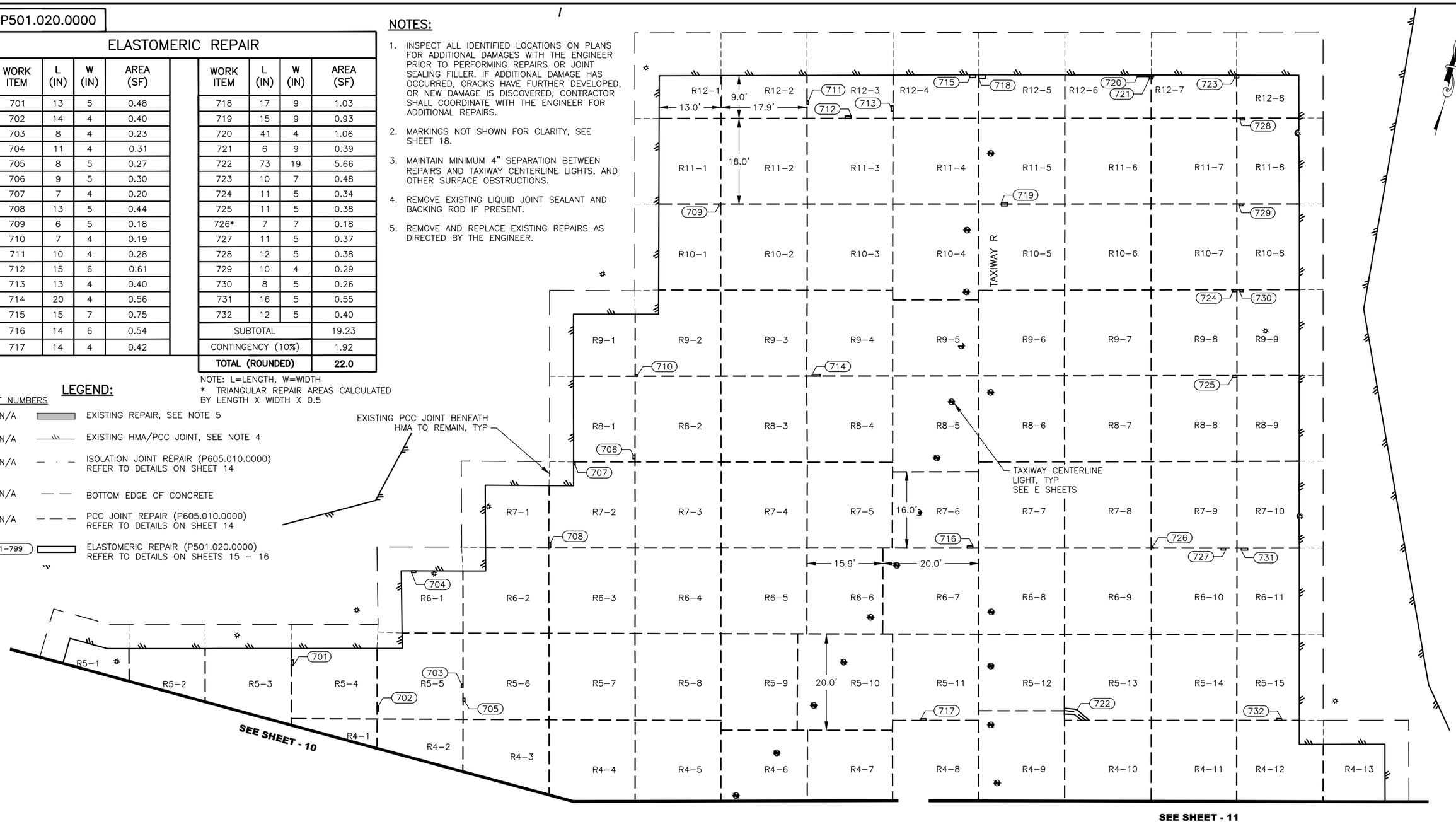
NOTES:

1. INSPECT ALL IDENTIFIED LOCATIONS ON PLANS FOR ADDITIONAL DAMAGES WITH THE ENGINEER PRIOR TO PERFORMING REPAIRS OR JOINT SEALING FILLER. IF ADDITIONAL DAMAGE HAS OCCURRED, CRACKS HAVE FURTHER DEVELOPED, OR NEW DAMAGE IS DISCOVERED, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER FOR ADDITIONAL REPAIRS.
2. MARKINGS NOT SHOWN FOR CLARITY, SEE SHEET 18.
3. MAINTAIN MINIMUM 4" SEPARATION BETWEEN REPAIRS AND TAXIWAY CENTERLINE LIGHTS, AND OTHER SURFACE OBSTRUCTIONS.
4. REMOVE EXISTING LIQUID JOINT SEALANT AND BACKING ROD IF PRESENT.
5. REMOVE AND REPLACE EXISTING REPAIRS AS DIRECTED BY THE ENGINEER.

LEGEND:

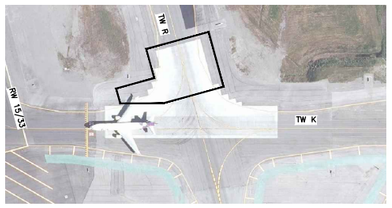
POINT NUMBERS

- N/A — EXISTING REPAIR, SEE NOTE 5
- N/A — EXISTING HMA/PCC JOINT, SEE NOTE 4
- N/A — ISOLATION JOINT REPAIR (P605.010.0000) REFER TO DETAILS ON SHEET 14
- N/A — BOTTOM EDGE OF CONCRETE
- N/A — PCC JOINT REPAIR (P605.010.0000) REFER TO DETAILS ON SHEET 14
- 401–799 — ELASTOMERIC REPAIR (P501.020.0000) REFER TO DETAILS ON SHEETS 15 – 16



1/13 CONCRETE REPAIR PLAN – TW R (STA 331+69 TO STA 333+36)

10' 5' 0 10' 20'



PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER Matthew A. Haymes CE-103211

BY	DATE	REVISION

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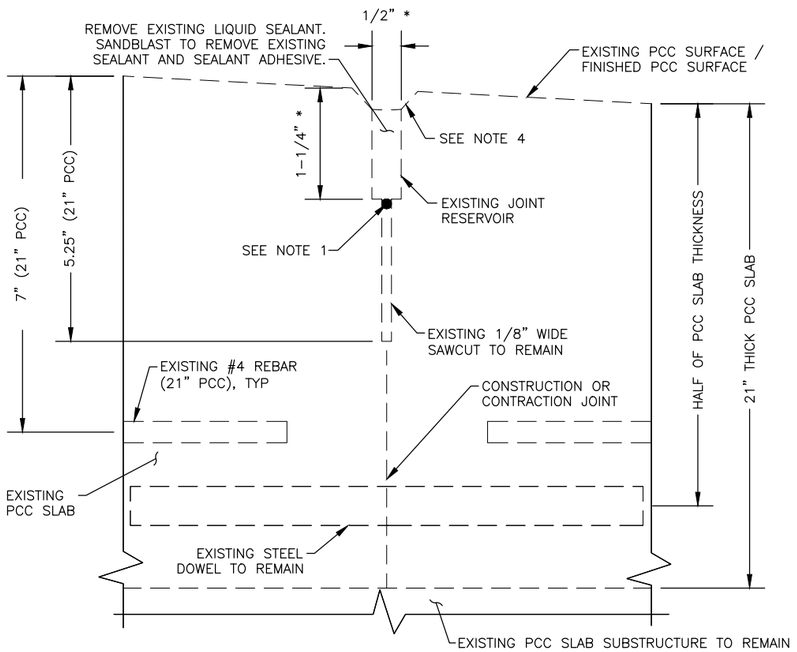
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
CONCRETE REPAIR PLAN – TW R (STA 331+69 TO STA 333+36)

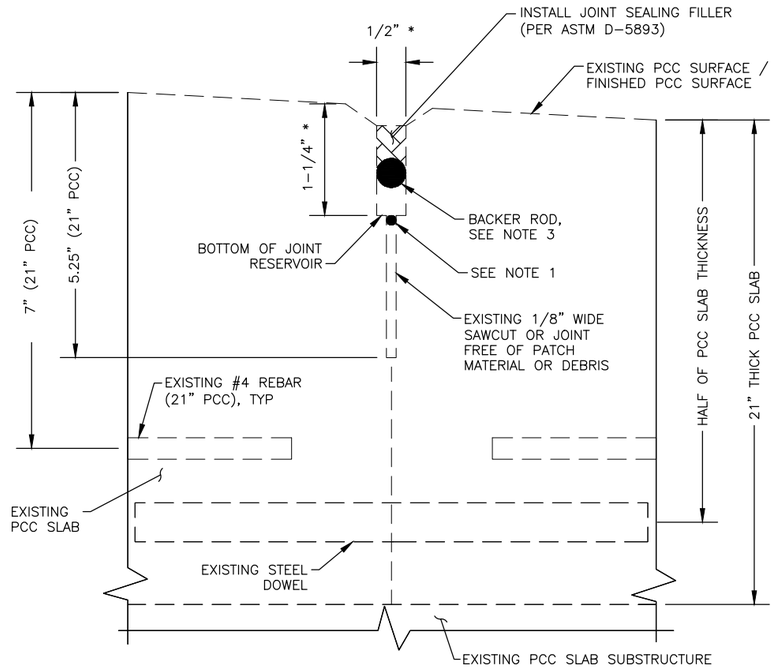
DATE: JULY 2025
SHEET: 13 OF 19

Designed By: TPN
Drawn By: TPN
Checked By: MH
Date Revised:
Layout Name: 13
File Path and Name: J:\JobsData\30209.12 ANC TW K And R intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Concrete Repair Plan.dwg
7/28/2025 9:23 AM



1/14 JOINT SEALING FILLER WITHOUT SPALL DAMAGE – DEMOLITION

SCALE: NTS



2/14 JOINT SEALING FILLER WITHOUT SPALL DAMAGE – REPAIR

SCALE: NTS

NOTES

1. PRIOR TO SAND BLASTING, BLOW OUT EXISTING JOINT RESERVOIR WITH COMPRESSED AIR AND SEAL BOTTOM OF RESERVOIR WITH BACKER ROD OR CAULK TO PREVENT SAND AND/OR DEBRIS FROM ENTERING THE JOINT.
2. NOTIFY THE ENGINEER IF SPALL DAMAGE CAVITY (INCLUDING THE EXPOSED JOINT) IS WIDER THAN 3 INCHES OR DEEPER THAN THE JOINT RESERVOIR. ELASTOMERIC REPAIR, AS SHOWN ON SHEET 15, MAY BE REQUIRED BASED ON THE ENGINEER'S ASSESSMENT.
3. INSTALL BOND BREAKING MATERIAL TO ACHIEVE THE JOINT SEALANT MANUFACTURER'S RECOMMENDED SHAPE FACTOR. WHERE CONCRETE HAS SPALLED BELOW THE MANUFACTURER'S RECOMMENDED DEPTH FOR BACKER ROD, THE BACKER ROD SHALL BE MOVED TO THE BOTTOM OF THE SPALL AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL USE A LARGER BACKER ROD IN SPALLED AREAS IF DIRECTED BY THE ENGINEER.
4. IF EXISTING 1/4" CHAMFER IS NOT PRESENT ON PCC JOINT, CONTRACTOR SHALL ROUT 1/4" X 1/4" CHAMFER ON EDGES OF EXISTING PCC.

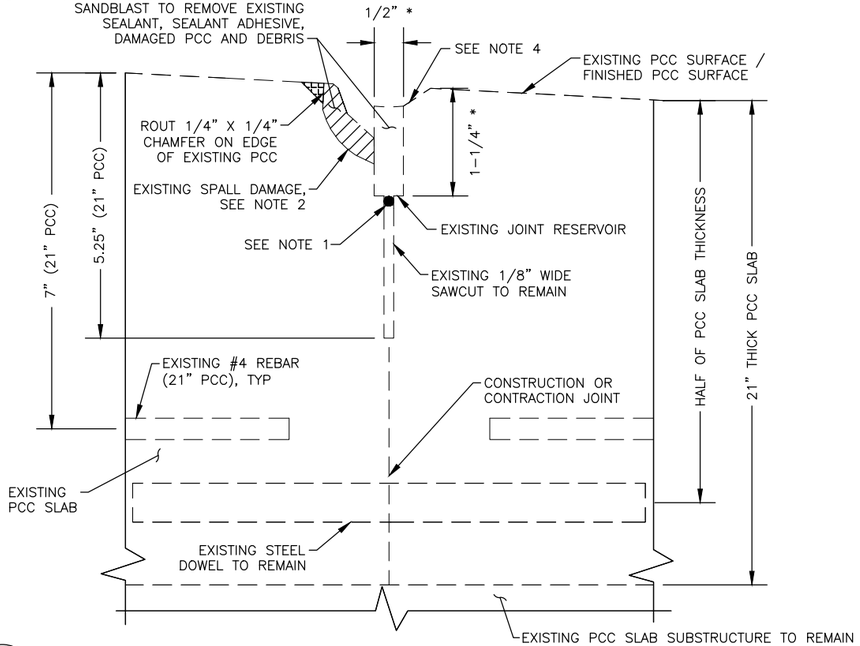
* EXPANSION JOINT RESERVOIRS ARE 3/4" WIDE AND 1-3/4" DEEP.

LEGEND

JOINT SEALING FILLER

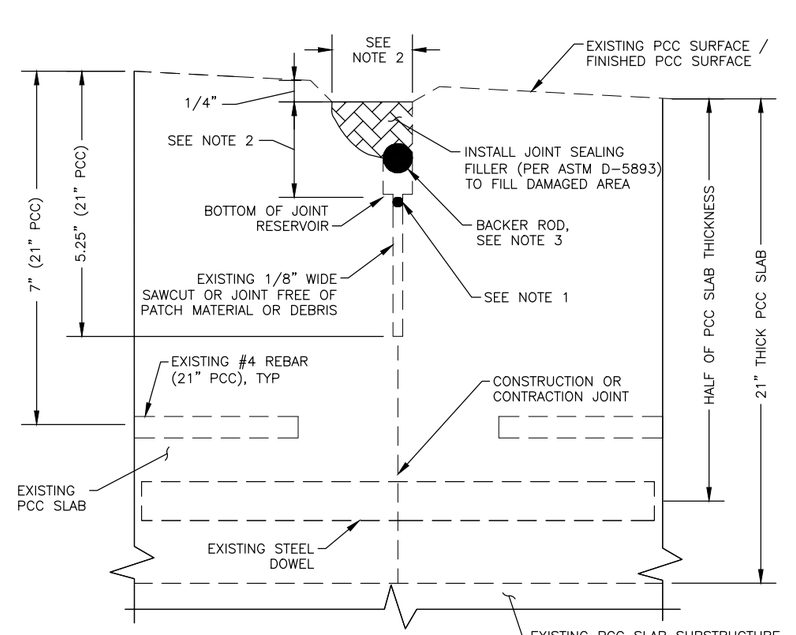
SPALL DAMAGE

ROUT CHAMFER



3/14 JOINT SEALING FILLER WITH SPALL DAMAGE – DEMOLITION

SCALE: NTS



4/14 JOINT SEALING FILLER WITH SPALL DAMAGE – REPAIR

SCALE: NTS

STATE OF ALASKA 49TH — Matthew A. Haymes CE-103211 — REGISTERED PROFESSIONAL ENGINEER

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3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
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BY	DATE	REVISION

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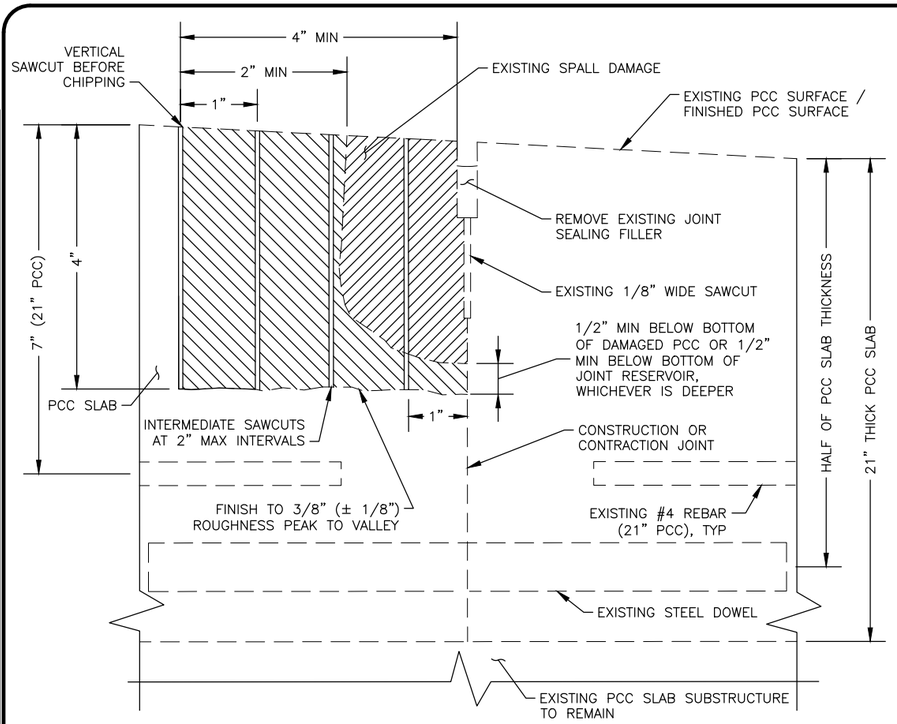
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
PCC JOINT REPAIR DETAILS

DATE: JULY 2025

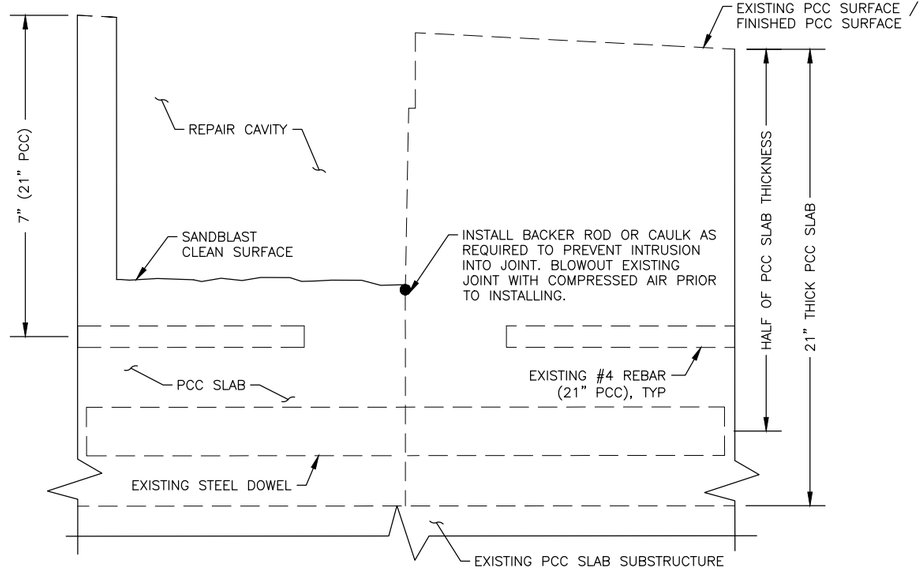
SHEET: 14 OF 19

Designed By: TPN
Drawn By: SS
Checked By: MH
Date Revised:
Layout Name: 14
7/25/2025 4:52 PM
File Path and Name: J:\Jobs\Data\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Concrete Repair Details.dwg



1/15 ELASTOMERIC REPAIR – DEMOLITION

SCALE: NTS



2/15 ELASTOMERIC REPAIR – PREPARATION

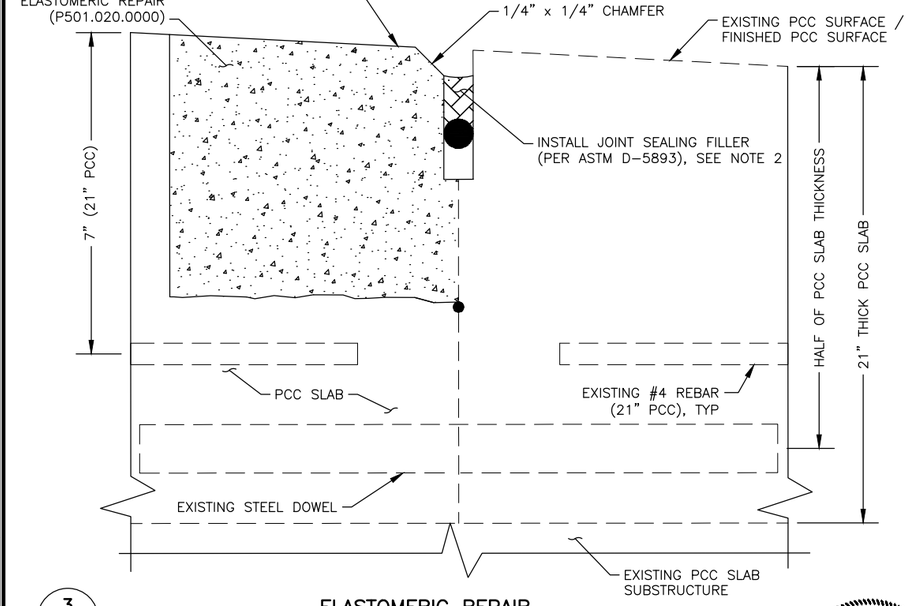
SCALE: NTS

NOTES:

1. CLEAN & PREPARE CHIPPED REPAIR CAVITY PER SPECIFICATION SECTION P–501.
2. COMPLETE ELASTOMERIC REPAIRS BEFORE REPAIRING JOINTS. AFTER ELASTOMERIC REPAIR IS CURED PER MANUFACTURER RECOMMENDATIONS, SAWCUT NEW JOINT RESERVOIR, AND COMPLETE JOINT SEALING FILLER INSTALLATION PER DETAILS 1/14 AND 2/14.
3. SEE REPAIR PLANS (SHEETS 10 – 13) FOR ELASTOMERIC REPAIR LOCATIONS AND SIZES OF REPAIR AREAS.
4. SEALING INCIDENTAL OVERCUTS WITH EPOXY SHALL BE SUBSIDIARY TO PAY ITEM P501.020.0000.
5. INSTALL BACKER ROD MATERIAL TO ACHIEVE THE JOINT SEALANT MANUFACTURER'S RECOMMENDED SHAPE FACTOR. WHERE CONCRETE HAS SPALLED BELOW THE RECOMMENDED DEPTH FOR BACKER ROD, THE BACKER ROD SHALL BE MOVED TO THE BOTTOM OF THE SPALL AS DIRECTED BY THE ENGINEER.
6. THE NEAREST SAWCUT TO THE PERIMETER SAWCUT SHALL BE SPACED AT A DISTANCE OF 1". ALL OTHER SAWCUTS WITHIN THE INTERIOR OF THE REPAIR AREA SHALL BE SPACED 2" APART.
7. CONTRACTOR SHALL INSTALL ELASTOMERIC REPAIRS IN SINGLE POURS NO GREATER THAN 4 SF UNLESS APPROVED BY THE ENGINEER. FOLLOW MANUFACTURER RECOMMENDATIONS AND PROCEDURES FOR ELASTOMERIC COLD JOINTS.

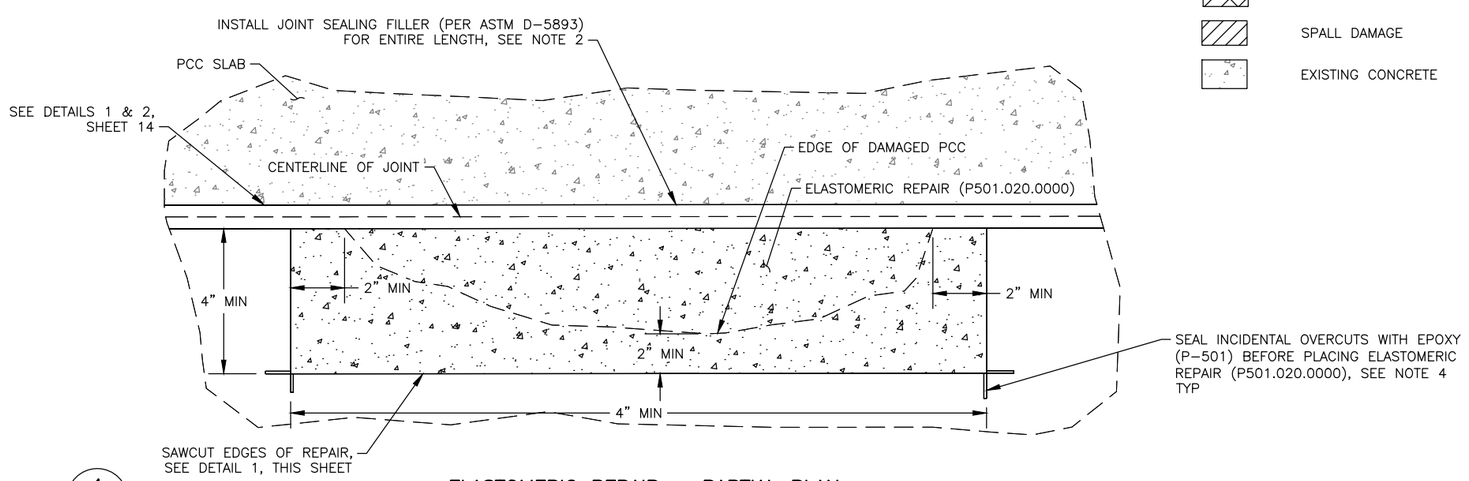
LEGEND

- PCC REMOVAL
- ELASTOMERIC REPAIR
- JOINT SEALING FILLER
- SPALL DAMAGE
- EXISTING CONCRETE



3/15 ELASTOMERIC REPAIR

SCALE: NTS



4/15 ELASTOMERIC REPAIR – PARTIAL PLAN

SCALE: NTS

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER Matthew A. Haymes CE-103211

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
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BY	DATE	REVISION

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CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

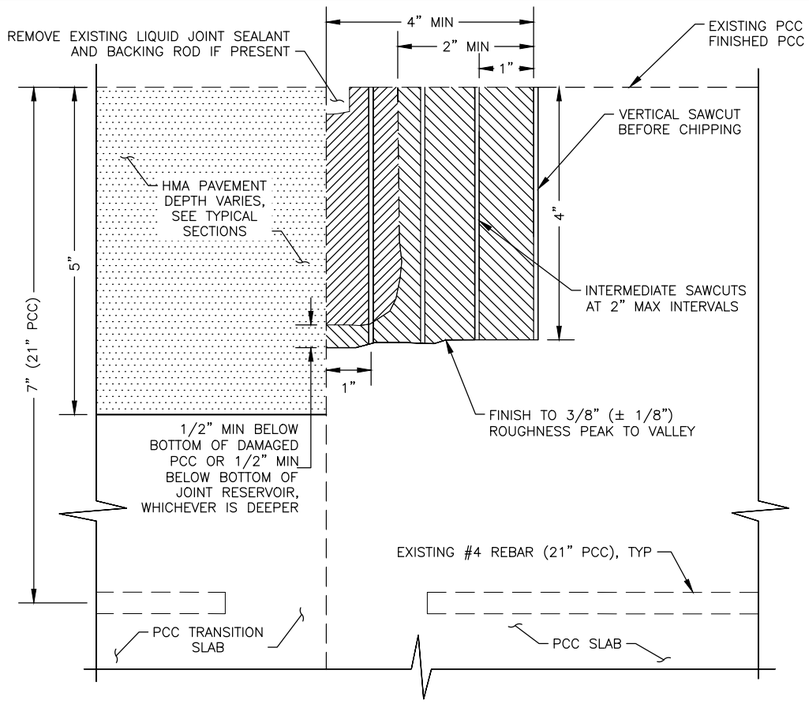
TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
ELASTOMERIC REPAIR DETAILS

DATE: JULY 2025

SHEET: 15 OF 19

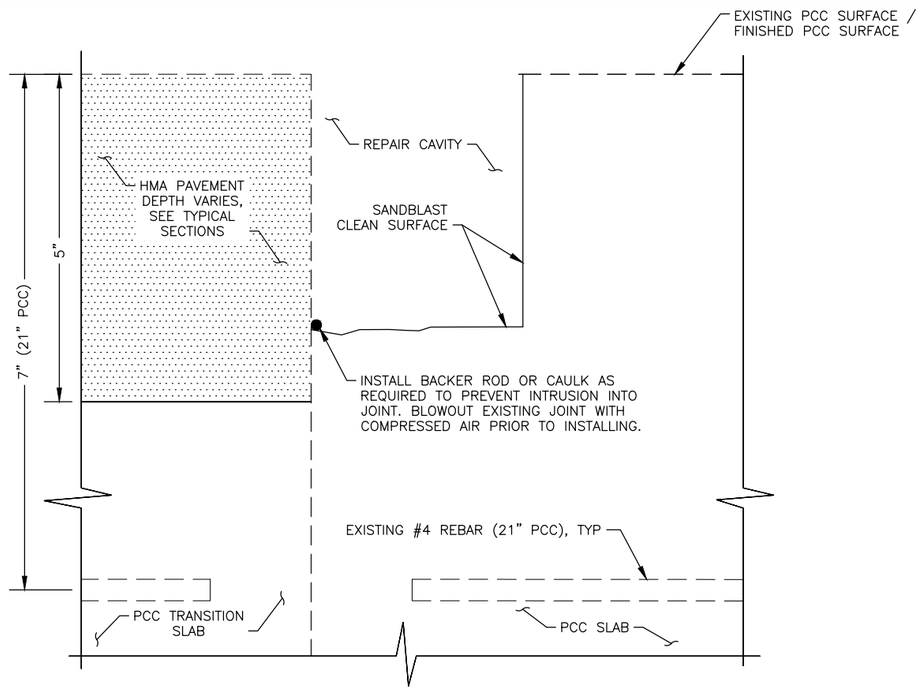
Designed By: TPN
Drawn By: SS
Checked By: MH

Date Revised: 7/25/2025 4:52 PM
Layout Name: 15
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262–ANC–Concrete Repair Details.dwg



1/16 HMA TO PCC ELASTOMERIC REPAIR – DEMOLITION

SCALE: NTS



2/16 HMA TO PCC ELASTOMERIC REPAIR – FALSEWORK

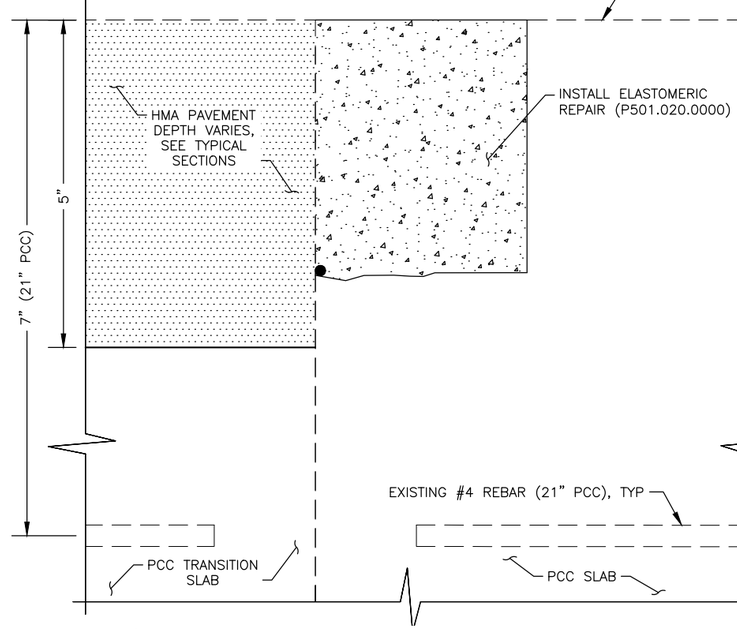
SCALE: NTS

NOTES:

1. CLEAN & PREPARE CHIPPED REPAIR CAVITY PER SPECIFICATION SECTION P–501.
2. COMPLETE ELASTOMERIC REPAIRS PRIOR TO FINAL PAVING.
3. SEE REPAIR PLANS (SHEETS 10 – 13) FOR ELASTOMERIC REPAIR LOCATIONS AND SIZES OF REPAIR AREAS.
4. SEALING INCIDENTAL OVERCUTS WITH EPOXY SHALL BE SUBSIDIARY TO PAY ITEM P501.020.0000.
5. THE NEAREST SAWCUT TO THE PERIMETER SAWCUT SHALL BE SPACED AT A DISTANCE OF 1". ALL OTHER SAWCUTS WITHIN THE INTERIOR OF THE REPAIR AREA SHALL BE SPACED 2" APART.
6. THE NEAREST SAWCUT TO THE PERIMETER SAWCUT SHALL BE SPACED AT A DISTANCE 1". ALL OTHER SAWCUTS WITHIN THE INTERIOR OF THE REPAIR AREA SHALL BE SPACED 2" APART.
7. CONTRACTOR SHALL INSTALL ELASTOMERIC REPAIRS IN SINGLE POURS NO GREATER THAN 4 SF UNLESS APPROVED BY THE ENGINEER. FOLLOW MANUFACTURER RECOMMENDATIONS AND PROCEDURES FOR ELASTOMERIC COLD JOINTS.

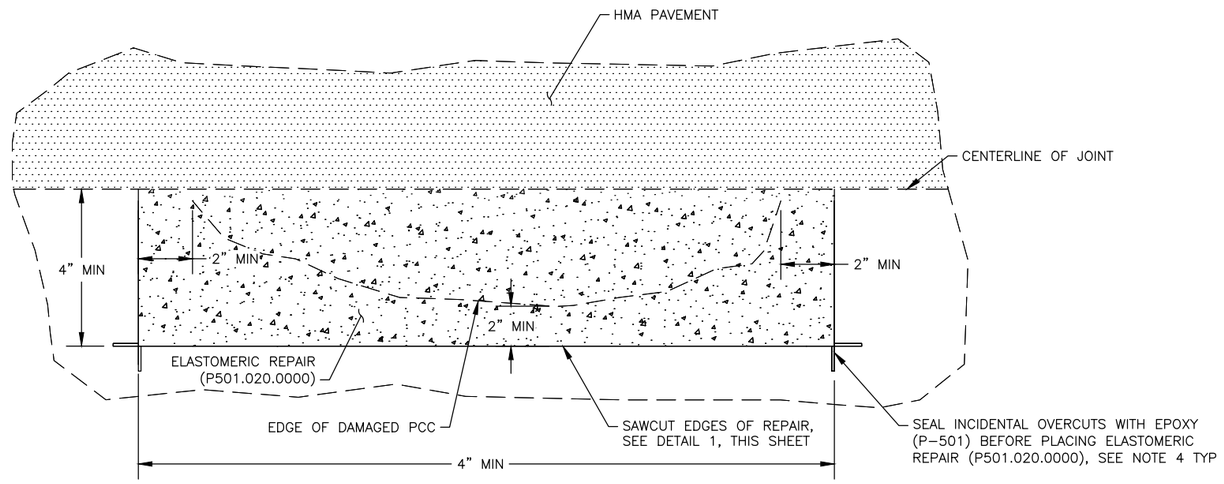
LEGEND

- PCC REMOVAL
- ELASTOMERIC REPAIR
- HMA PAVEMENT
- SPALL DAMAGE



3/16 HMA TO PCC ELASTOMERIC REPAIR

SCALE: NTS



4/16 HMA TO PCC ELASTOMERIC REPAIR – PARTIAL PLAN

SCALE: NTS

STATE OF ALASKA 49TH — Matthew A. Haymes CE-103211 — REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
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3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562–3252
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BY	DATE	REVISION

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CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

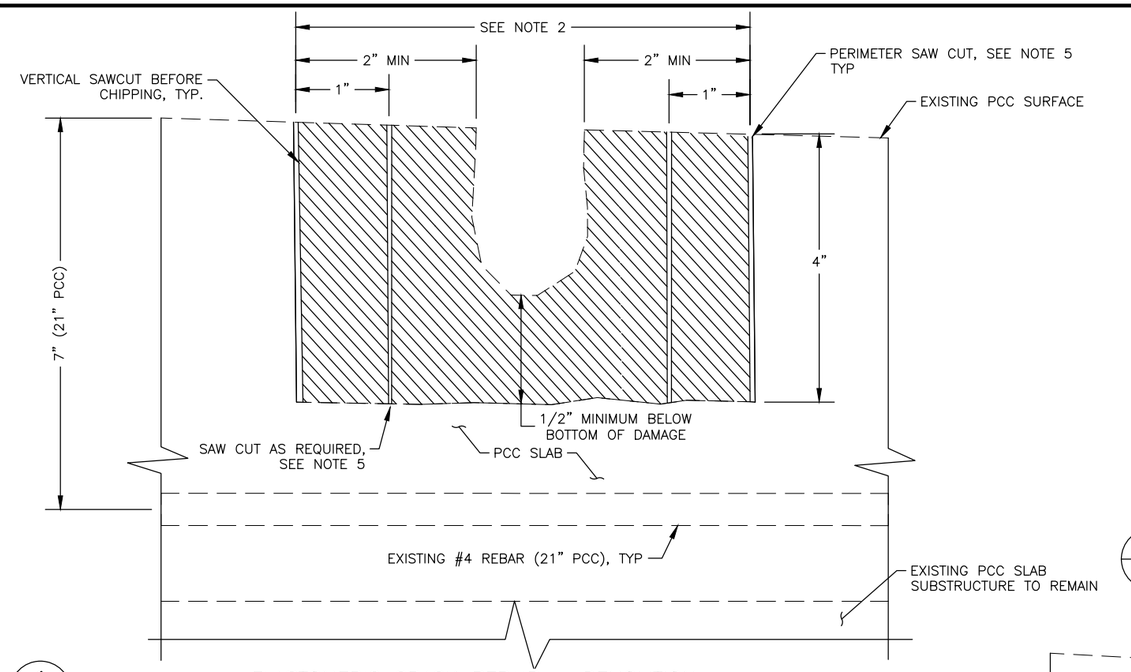
TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
ELASTOMERIC REPAIR DETAILS

DATE: JULY 2025

SHEET: 16 OF 19

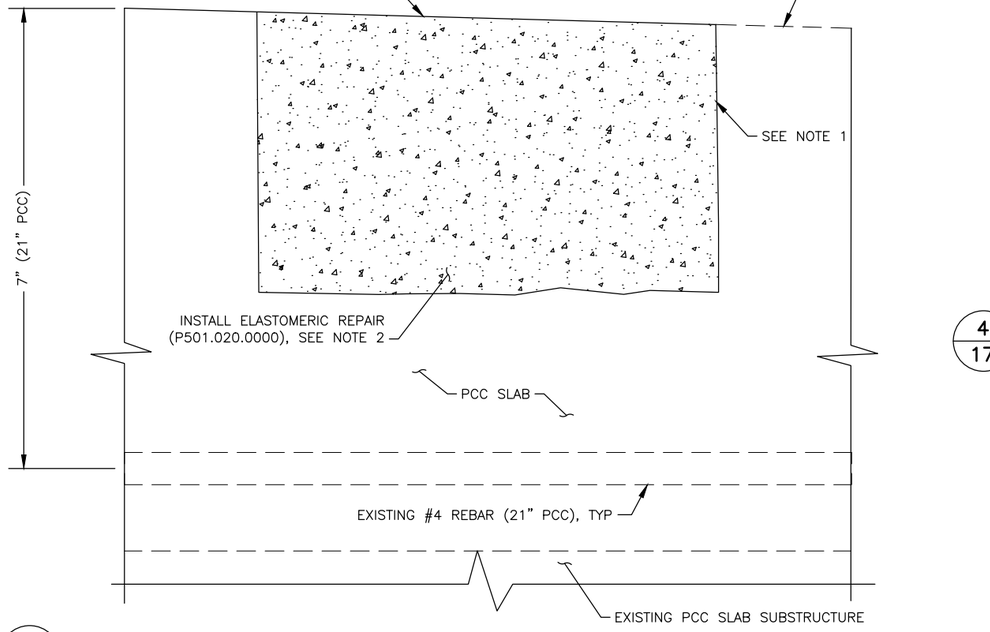
Designed By: TPN
Drawn By: SS
Checked By: MH

Date Revised: 7/25/2025 4:52 PM
Layout Name: 16
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Concrete Repair Details.dwg



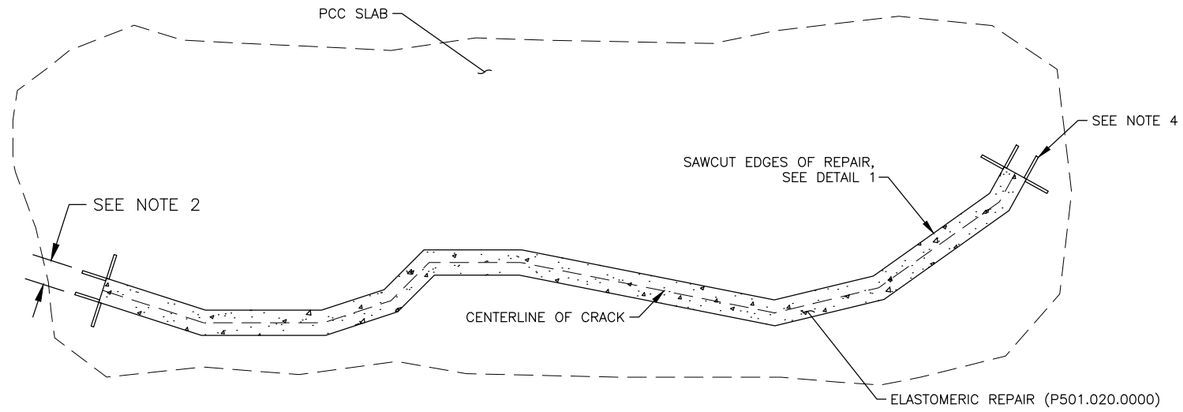
1/17 ELASTOMERIC CRACK REPAIR – DEMOLITION

SCALE: NTS



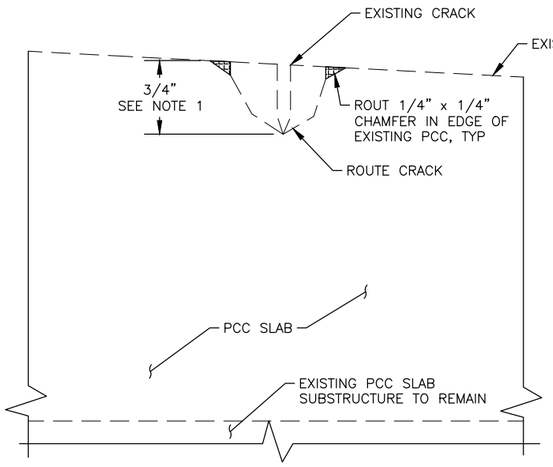
2/17 ELASTOMERIC CRACK REPAIR

SCALE: NTS



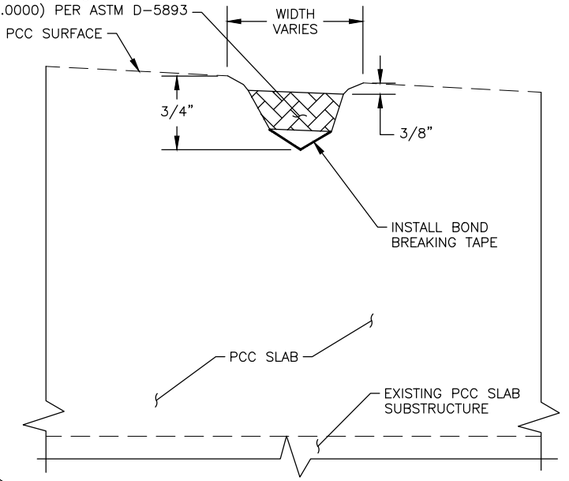
3/17 ELASTOMERIC CRACK REPAIR – PLAN VIEW

SCALE: NTS



4/17 JOINT SEALING FILLER CRACK REPAIR – DEMOLITION

SCALE: NTS



5/17 JOINT SEALING FILLER CRACK REPAIR

SCALE: NTS

SHEET NOTES:

1. CLEAN & PREPARE REPAIR CAVITY PER SPECIFICATION SECTION P–501 PRIOR TO INSTALLING REPAIRS.
2. ELASTOMERIC REPAIR WIDTH SHALL BE AT A MINIMUM 2" OUTSIDE OF DAMAGED PCC.
3. CONTRACTOR SHALL INSTALL ELASTOMERIC REPAIRS IN SINGLE POURS NO GREATER THAN 4 SF UNLESS OTHERWISE APPROVED BY THE ENGINEER. FOLLOW MANUFACTURER RECOMMENDATIONS AND PROCEDURES FOR ELASTOMERIC COLD JOINTS.
4. SEAL INCIDENTAL OVERCUTS WITH EPOXY PER P–501 BEFORE PLACING ELASTOMERIC REPAIR. EPOXY USED FOR INCIDENTAL OVERCUTS WILL BE SUBSIDIARY TO ELASTOMERIC REPAIR (P501.020.0000).
5. THE NEAREST SAW CUT TO THE PERIMETER SAW CUT SHALL BE SPACED AT A DISTANCE OF 1". ALL OTHER SAW CUTS WITHIN THE INTERIOR OF THE REPAIR AREA SHALL BE SPACED 2" APART.

LEGEND

- ELASTOMERIC REPAIR
- PCC REMOVAL
- ROUT
- JOINT SEALING FILLER

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER
Matthew A. Haymes CE-103211

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TED STEVENS ANCHORAGE
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ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
CRACK REPAIR DETAILS

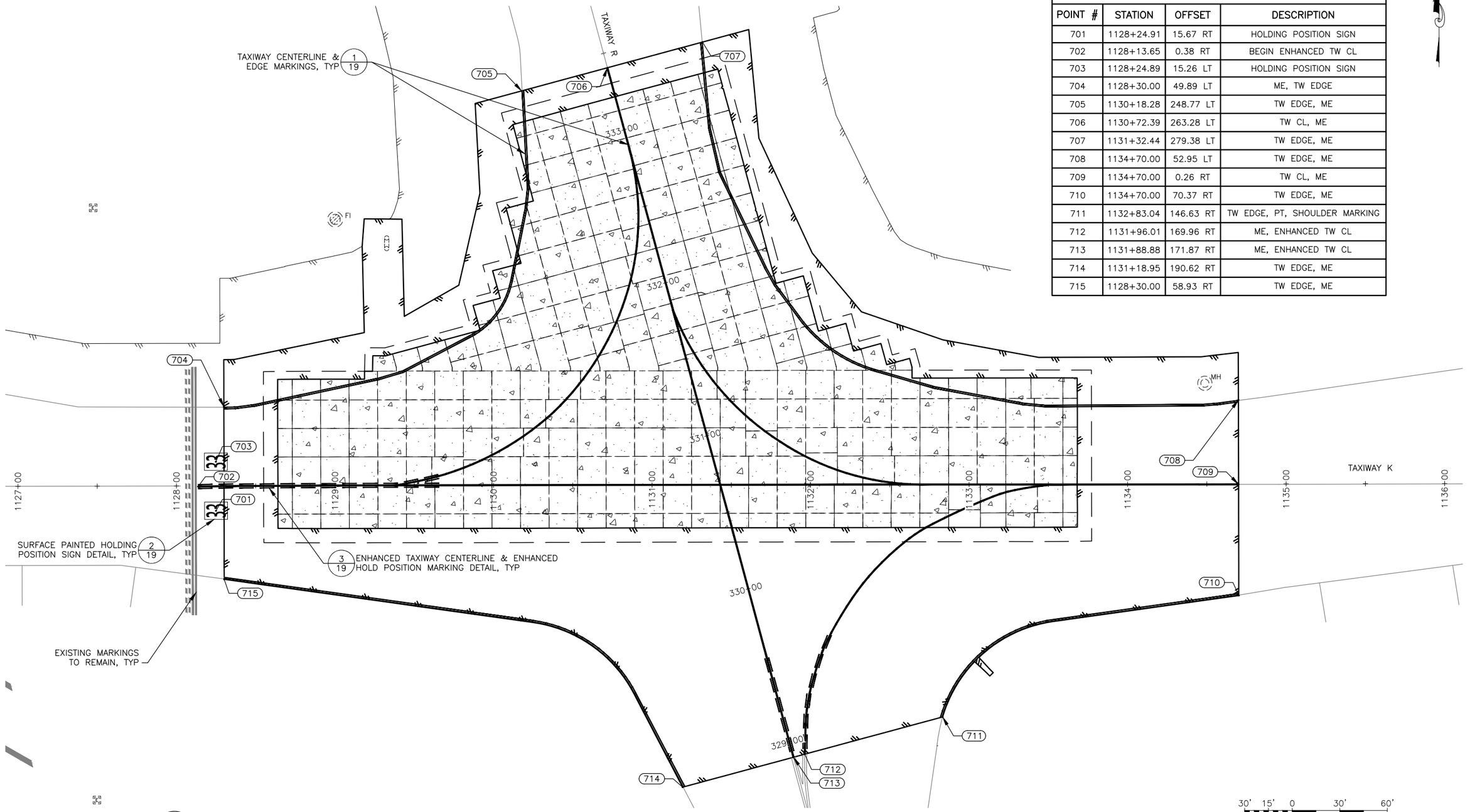
DATE: JULY 2025

SHEET: 17 OF 19

Designed By: TPN
Drawn By: SS
Checked By: MH

Date Revised: 7/25/2025 4:52 PM
Layout Name: 17
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Concrete Repair Details.dwg

PAVEMENT MARKING POINTS			
POINT #	STATION	OFFSET	DESCRIPTION
701	1128+24.91	15.67 RT	HOLDING POSITION SIGN
702	1128+13.65	0.38 RT	BEGIN ENHANCED TW CL
703	1128+24.89	15.26 LT	HOLDING POSITION SIGN
704	1128+30.00	49.89 LT	ME, TW EDGE
705	1130+18.28	248.77 LT	TW EDGE, ME
706	1130+72.39	263.28 LT	TW CL, ME
707	1131+32.44	279.38 LT	TW EDGE, ME
708	1134+70.00	52.95 LT	TW EDGE, ME
709	1134+70.00	0.26 RT	TW CL, ME
710	1134+70.00	70.37 RT	TW EDGE, ME
711	1132+83.04	146.63 RT	TW EDGE, PT, SHOULDER MARKING
712	1131+96.01	169.96 RT	ME, ENHANCED TW CL
713	1131+88.88	171.87 RT	ME, ENHANCED TW CL
714	1131+18.95	190.62 RT	TW EDGE, ME
715	1128+30.00	58.93 RT	TW EDGE, ME



PAVEMENT MARKING PLAN (1/18)

NOTES:

1. RE-STRIPE ALL EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS. APPLY PAVEMENT MARKINGS PER ENGINEER APPROVED AS-BUILT SURVEY.
2. RE-STRIPE ALL PAVEMENT MARKINGS DAMAGED BY CONSTRUCTION ACTIVITY AS DIRECTED BY THE ENGINEER.

STATE OF ALASKA 49TH — Matthew A. Haymes CE-103211 — REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
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BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
PAVEMENT MARKING PLAN

DATE: JULY 2025
SHEET: 18 OF 19

Designed By: TPN
Drawn By: TPN
Checked By: MH
Date Revised:
Layout Name: 18
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Pavement Marking Plan.dwg
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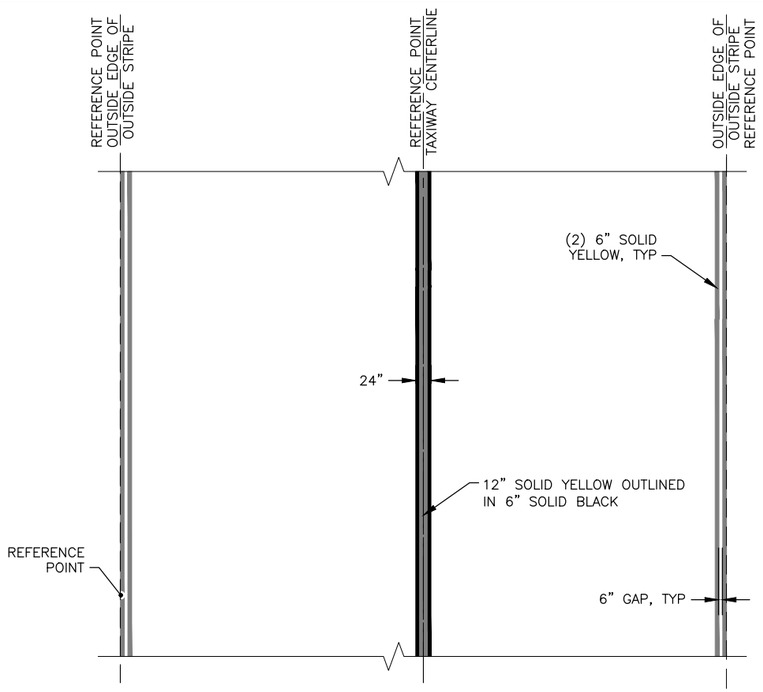
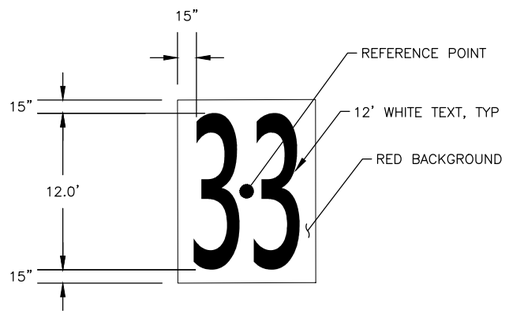


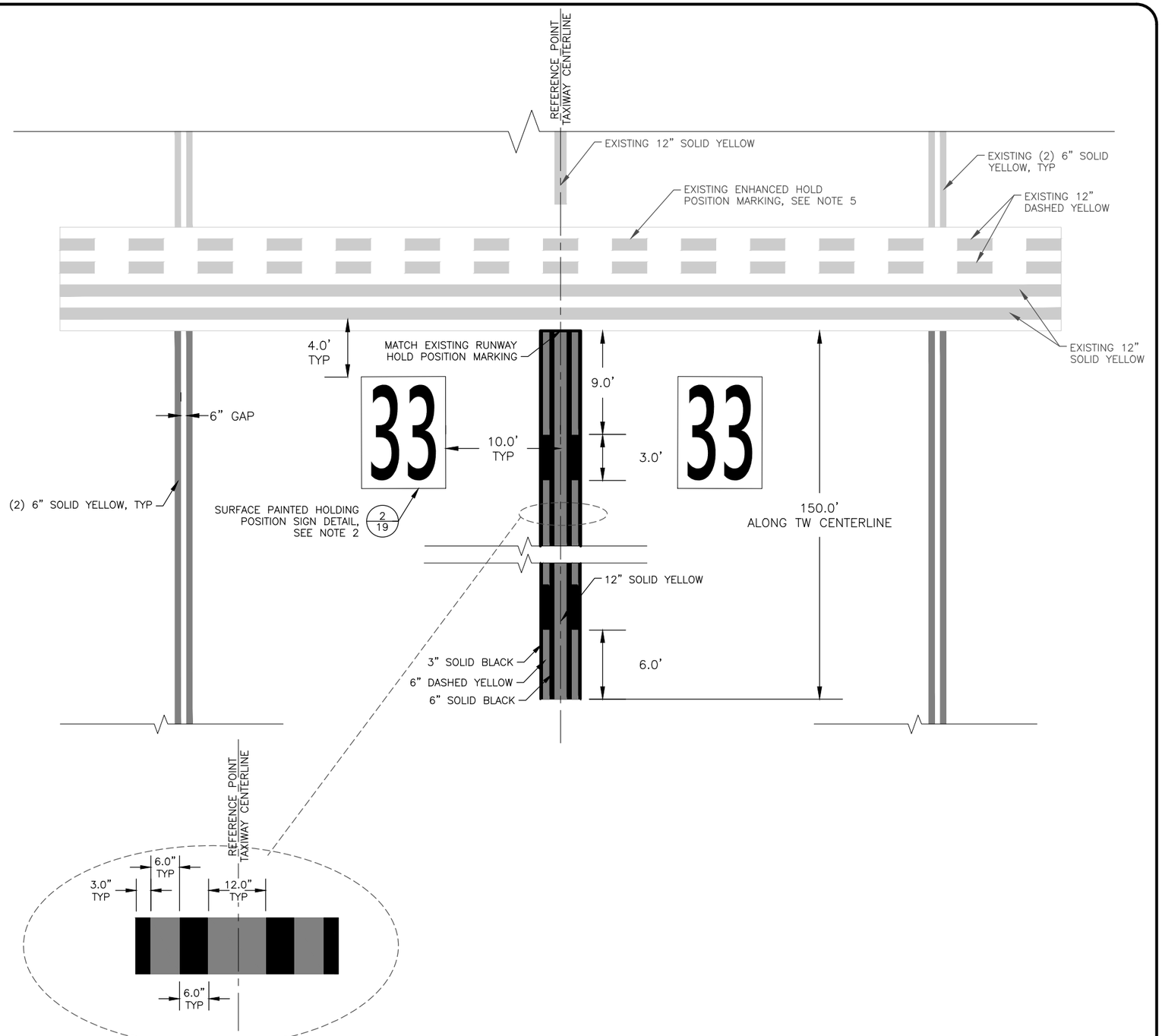
1/19 TAXIWAY CENTERLINE & EDGE MARKINGS

SCALE: NTS



2/19 SURFACE PAINTED HOLDING POSITION SIGN DETAIL

SCALE: NTS



3/19 ENHANCED TAXIWAY CENTERLINE MARKING DETAIL

SCALE: NTS

NOTES:

1. ALL YELLOW, RED, AND WHITE PAINT MUST BE EMBEDDED WITH GLASS BEADS.
2. INSTALL IDENTIFIER IN ACCORDANCE WITH FAA STANDARD LETTERS & NUMBERS (AC 150/5340-1M)
3. OUTLINE ALL YELLOW STRIPING IN BLACK AS SHOWN FOR ENHANCED CENTERLINES.
4. ALL DIMENSIONS BASED ON COLORED PAINT NOT BLACK OUTLINE.
5. EXISTING ENHANCED HOLD POSITION MARKING IS TO BE PROTECTED IN PLACE.

STATE OF ALASKA
49TH
Matthew A. Haymes
CE-103211
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

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DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
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PAVEMENT MARKING DETAILS

DATE: JULY 2025

SHEET: 19 OF 19

Designed By: TPN
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Layout Name: 19
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-Pavement Marking Details.dwg

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ELECTRICAL LEGEND

DESCRIPTION	EXISTING	PROPOSED
FLUSH CENTERLINE LIGHT, BI–DIRECTIONAL, SUBSCRIPT: P = PRIMARY CKT (RVR>1200); S = SECONDARY CKT (LO–VIS)		
FLUSH CENTERLINE LIGHT, OMNIDIRECTIONAL, SUBSCRIPT: P = PRIMARY CKT (RVR>1200); S = SECONDARY CKT (LO–VIS)		
TAXIWAY EDGE LIGHT		
TAXIWAY HOLD EDGE LIGHT		
FLUSH STOP BAR/RUNWAY GUARD LIGHT, UNI–DIRECTIONAL OR FLUSH TOUCHDOWN ZONE LIGHT, UNI–DIRECTIONAL		
ELECTRICAL HANDHOLE		
SERIES LIGHTING CIRCUIT, TICK MARKS INDICATE NUMBER OF 5KV CONDUCTORS IN DIRECT BURY HDPE (UON) CONDUIT. INCLUDE GROUND CONDUCTOR (NOT SHOWN). TICK NOT SHOWN ON SHORT SEGMENTS OR IN CONGESTED AREAS FOR CLARITY.		
SERIES LIGHTING CIRCUIT, TICK MARKS INDICATE NUMBER OF 5KV CONDUCTORS IN HDPE CONCRETE ENCASED CONDUIT. INCLUDE GROUND CONDUCTOR (NOT SHOWN). TICK NOT SHOWN ON SHORT SEGMENTS OR IN CONGESTED AREAS FOR CLARITY.		
TEMPORARY JUMPER CABLE		
ELECTRICAL LINE (UNDERGROUND)	UGE	
COMMUNICATION MANHOLE	C	
COMMUNICATION PEDESTAL	C	
ELECTRICAL LOAD CENTER		
ELECTRICAL MANHOLE	E	
ELECTRICAL TRANSORMER	E	
JUNCTION BOX TYPE 1A		
JUNCTION BOX TYPE 2		
JUNCTION BOX TYPE 3		
JUNCTION BOX TYPE 4		
LIGHT POLE		
SWITCH CABINET		
DRY WELL	DW	
ILLUMINATED AIRPORT SIGN		K–R
GROUND ROD		
DUCTBANK		
FEED DIRECTION		T–X FD

ABBREVIATIONS

BU	BARE COPPER
C	CONDUIT
CL	CENTERLINE
(E)	EXISTING
EMH	ELECTRIC MANHOLE
HDPE	HIGH DENSITY POLYETHYLENE
HH	HANDHOLE
KVA	KILO VOLT–AMP
KW	KILO–WATT
LTS	LIGHTS
MH	MANHOLE
NEC	NATIONAL ELECTRIC CODE, NFPA 70
PHDPE	PERFORATED HIGH DENSITY POLYETHYLENE
RMC	RIGID METALLIC CONDUIT (GALVANIZED STEEL)
TL	TAXILANE
TP	TEST POINT
TW	TAXIWAY
TYP	TYPICAL
T–1(2)	TAXIWAY CIRCUIT NUMBER, LETTERS IN PARENTHESIS INDICATE CONDUCTORS INCLUDED (P=POWER FEED, R=RETURN, L=LOOP), NO PARENTHESIS INDICATE ONE POWER FEED CONDUCTOR ONLY
W	WATTS

GENERAL NOTES – APPLICABLE TO ALL E SHEETS:

1. UNDERGROUND UTILITIES AND FACILITIES SHOWN ON PLANS ARE BASED ON RECORD DRAWING INFORMATION AND SHOWN IN GENERAL LOCATIONS ONLY. OTHER FACILITIES MAY EXIST THROUGHOUT THE PROJECT AREA. DEPTHS OF MOST ARE UNKNOWN. LOCATE ALL UNDERGROUND FACILITIES IN THE WORK AREA PRIOR TO BEGINNING WORK.

2. OUTAGES: COORDINATE ALL LIGHTING OUTAGES REQUIRED BY DISCONNECTIONS, CIRCUIT CHANGES, OR OTHER WORK WITH THE PROJECT ENGINEER AND IN ACCORDANCE WITH SECTIONS GCP–50 AND GCP–80. SCHEDULE WORK TO MINIMIZE NUMBER AND DURATION OF OUTAGES. PROVIDE 48 HOUR NOTICE FOR REQUIRED LOCKOUTS TO ALLOW AFM TO SCHEDULE AVAILABLE PERSONNEL.

3. SEE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) SHEETS FOR PHASE LIMITS, ESTIMATED DURATIONS, AND TEMPORARY LIGHTING PROVISIONS.

4. PRIMARY AIRFIELD LIGHTING CONDUCTORS SHALL BE FAA L–824 TYPE C 5KV CABLE, #6 AWG FOR RUNWAY CIRCUITS AND #8 AWG FOR TAXIWAY CIRCUITS. INSTALL A #6 BARE COPPER GROUND CONDUCTOR WITH ALL LIGHTING CIRCUIT CONDUCTORS. CONDUCTOR INSULATION SHALL BE COLOR–CODED BASED ON FUNCTION IN ACCORDANCE WITH SECTION L–108, AS SHOWN IN TYPICAL CIRCUITING DETAILS, AND AS FOLLOWS:
   - CENTERLINE LIGHTING:
     - PRIMARY (NML–VIS): POWER FEED = BLACK, RETURN/LOOP = RED
     - SECONDARY (LOW–VIS): POWER FEED = BLUE, RETURN/LOOP = YELLOW
   - EDGE LIGHTING:
     - POWER FEED = BLACK, RETURN/LOOP = RED

5. CABLES INDICATED TO BE ADDED, REMOVED, OR REPLACED SHALL NOT BE PULLED OVER EXISTING TO REMAIN (ETR) CONDUCTORS IN THE SAME DUCT. NOTIFY PROJECT ENGINEER WHERE NEW WORK CONFLICTS WITH ETR CABLES IN COMMON DUCTS.

6. WHERE CONDUCTORS MUST BE ADDED TO EXISTING CIRCUITS IN THE SAME DUCT, REMOVE EXISTING AND REPLACE WITH NEW CONDUCTORS, EXCEPT WITH PROJECT ENGINEER APPROVAL EXISTING CONDUCTORS MAY BE RE–USED AND RE–PULLED IN SHORT CONDUIT RUNS NOT EXCEEDING 10 FT. IF TEMPORARY JUMPERS ARE PERMITTED TO REMAIN IN DUCTS AFTER USE, THEY SHALL BE ISOLATED, CAPPED WATER–TIGHT,AND IDENTIFIED AS ABANDONED SPARES WITH RED CABLE MARKERS AT ACCESSIBLE POINTS.

7. TEST POINTS: PROVIDE A TEST POINT (TP) AT EVERY 10TH LIGHT CAN WITHIN PROJECT LIMITS, AS SHOWN ON PLANS, AS INDICATED ON CONDUCTOR DIAGRAM DETAILS, OR AS DIRECTED BY THE ENGINEER. IDENTIFY TEST POINT LOCATIONS AT CENTERLINE BASE CANS AS FOLLOWS:
   - ENGRAVE TEST POINT IN EPOXY SEAL. LETTERS SHALL BE 1 INCH HIGH AND ENGRAVED 1/8" DEEP USING A DRILL BIT, DREMEL, OR SIMILAR METHOD.
   - LABEL SHALL READ: "TX#" OR "TX##", WHERE "#" IS THE TAXIWAY OR RUNWAY CIRCUIT # WITH TEST POINT AT THAT LOCATION.
   - REMOVE OLD TEST POINT LABELS WITH A GRINDER OR SIMILAR METHOD APPROVED BY THE ENGINEER.

8. WHERE NEW OR EXISTING LIGHT BASES ARE DRILLED TO ADD CONDUIT ENTRIES, APPLY COLD GALVANIZING OR EQUIVALENT CORROSION PROTECTION TO BARE METAL AFTER DRILLING, BEFORE INSTALLING THE RUBBER GROMMET.

9. IN THE EVENT DELIVERY OF NEW LIGHTING FIXTURES IS DELAYED, PROVIDE TEMPORARY RE–INSTALLATION OF EXISTING FIXTURES AND DEFERRED INSTALLATION OF NEW FIXTURES AT NO ADDITIONAL COST TO THE OWNER. IF REQUIRED TO MAINTAIN THE CONSTRUCTION SCHEDULE, REINSTALL EXISTING FIXTURES IN NEW WORK TO MAINTAIN COMPLETE AND OPERABLE LIGHTING SEGMENTS, THEN COORDINATE SCHEDULE ACCEPTABLE TO OWNER TO INSTALL NEW FIXTURES AT A LATER DATE. EACH LINEAR OR CURVED LIGHTING SEGMENT SHALL CONSIST OF A SINGLE FIXTURE TYPE, AND MAY NOT BE COMPRISED FOR ANY EXTENDED PERIOD OF TIME (BEYOND PHASED CONSTRUCTION PERIOD) OF BOTH LED AND INCANDESCENT TYPES.

DEMOLITION NOTES:

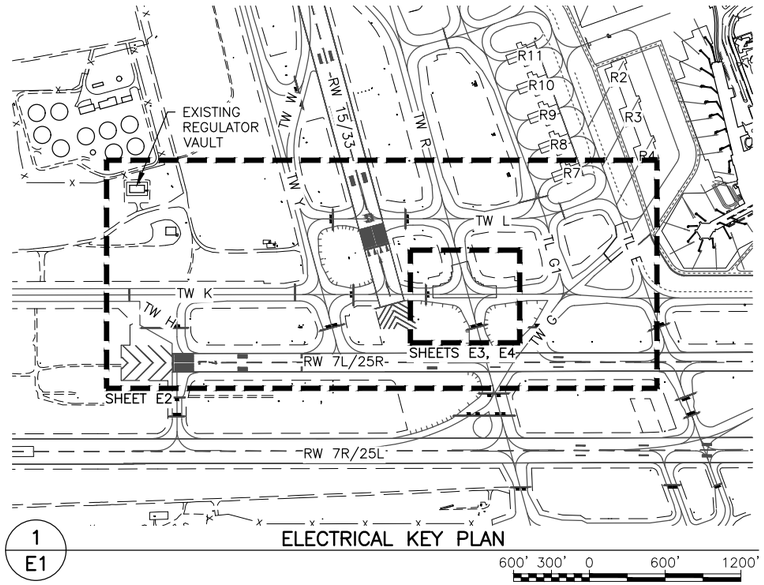
1. SALVAGE:
   - ALL LIGHT FIXTURES SCHEDULED FOR REMOVAL SHALL BE CAREFULLY HANDLED TO AVOID DAMAGE TO FIXTURES, AND PRESERVED FOR SALVAGE OR TEMPORARY REINSTALLATION IF NEEDED IN NEW BASES IN THE EVENT SCHEDULED DELIVERY OF NEW FIXTURES IS DELAYED. SEE GENERAL NOTE 9.
   - ANC AIRFIELD MAINTENANCE (AFM) SHALL HAVE RIGHT OF FIRST REFUSAL ON ALL LIGHT FIXTURES, TRANSFORMERS, WIRE, AND OTHER ELECTRICAL WORK REMOVED IN DEMOLITION.
   - DELIVER DESIGNATED SALVAGE ITEMS TO THE AIRPORT SITE LOCATION AS DIRECTED BY THE PROJECT ENGINEER. AFM WILL FURNISH PALLETS OR BINS FOR CARRIAGE OF DESIGNATED SALVAGE ITEMS.
   - SALVAGE COSTS SHALL BE SUBSIDIARY TO ITEM L125.070.0000.

2. DISPOSAL: REMOVE AND DISPOSE OF ALL UNWANTED MATERIALS AND ALL FOREIGN OBJECTS AND DEBRIS (FOD) IN THE WORK AREA. PROVIDE DISPOSAL AT AN APPROVED SITE OFF OF AIRPORT PROPERTY IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS. DISPOSAL COSTS SHALL BE SUBSIDIARY TO ITEM L125.070.0000.

3. DUCT BANKS: REMOVE ALL ABANDONED AND DECOMMISSIONED CONDUCTORS FROM DUCT BANKS UNLESS OTHERWISE INDICATED. WHEN CONDUITS ARE VACATED BY REMOVING CONDUCTORS, INSTALL PULL ROPE FOR FUTURE USE. THIS WORK SHALL BE SUBSIDIARY TO L108 ITEMS AND NO SEPARATE PAYMENT WILL BE MADE.

4. LIGHTING DEMOLITION: REMOVE AIRPORT LIGHTING, TRANSFORMERS AND CONDUCTORS AS INDICATED IN THE DEMOLITION PLAN. UNLESS OTHERWISE NOTED, REMOVAL DOES NOT INCLUDE ASSOCIATED CONDUIT, LIGHT BASES, CONTROLLERS, DRAIN CONDUITS, FOUNDATIONS, AND CONCRETE.

5. CONFLICTS: EXISTING EQUIPMENT THAT CONFLICTS WITH PROJECT WORK AREA SHALL BE TEMPORARILY OR PERMANENTLY REMOVED AS REQUIRED, OR BAGGED (COVERED). COORDINATE DISPOSITION OR REMOVAL OF CONFLICTING EQUIPMENT WITH THE PROJECT ENGINEER.



PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562–3252
#AECL882–AK

STATE OF ALASKA 49TH William A. Stam EE-8223 REGISTERED PROFESSIONAL ENGINEER

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
ELECTRICAL LEGEND

DATE: JULY 2025

SHEET: E1 OF E14

Designed By: TN
Drawn By: TN
Checked By: BS

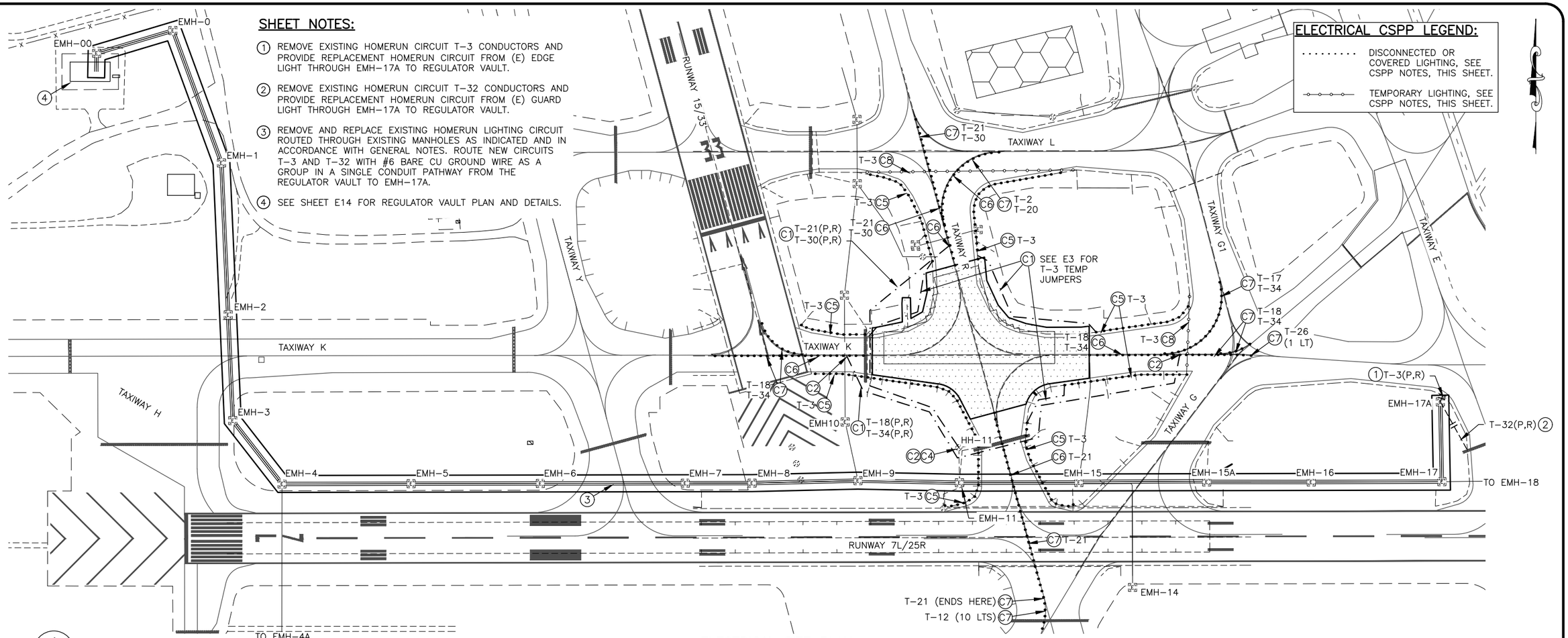
Date Revised: 7/17/2025 10:13 AM
Layout Name: AVI CRDOT LEGEND
File Path and Name: J:\Jobs\Data\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Legend.dwg

SHEET NOTES:

1. REMOVE EXISTING HOMERUN CIRCUIT T–3 CONDUCTORS AND PROVIDE REPLACEMENT HOMERUN CIRCUIT FROM (E) EDGE LIGHT THROUGH EMH–17A TO REGULATOR VAULT.
2. REMOVE EXISTING HOMERUN CIRCUIT T–32 CONDUCTORS AND PROVIDE REPLACEMENT HOMERUN CIRCUIT FROM (E) GUARD LIGHT THROUGH EMH–17A TO REGULATOR VAULT.
3. REMOVE AND REPLACE EXISTING HOMERUN LIGHTING CIRCUIT ROUTED THROUGH EXISTING MANHOLES AS INDICATED AND IN ACCORDANCE WITH GENERAL NOTES. ROUTE NEW CIRCUITS T–3 AND T–32 WITH #6 BARE CU GROUND WIRE AS A GROUP IN A SINGLE CONDUIT PATHWAY FROM THE REGULATOR VAULT TO EMH–17A.
4. SEE SHEET E14 FOR REGULATOR VAULT PLAN AND DETAILS.

ELECTRICAL CSPP LEGEND:

- ..... DISCONNECTED OR COVERED LIGHTING, SEE CSPP NOTES, THIS SHEET.
- –o–o–o– TEMPORARY LIGHTING, SEE CSPP NOTES, THIS SHEET.



1 / E2

ELECTRICAL SITE PLAN

150' 75' 0 150' 300'

CSPP NOTES:

- PROVIDE TEMPORARY EXTENSIONS TO LIGHT BASES OR HANDHOLES AS REQUIRED TO CONNECT TEMPORARY JUMPERS (BID ITEM L108.180.0000), OR TO CONNECT TEMPORARY PORTABLE LIGHTING SYSTEM (BID ITEM L125.180.0000) DURING CONSTRUCTION. MAKE TEMPORARY CONNECTIONS TO 5KV LIGHTING CIRCUITS AS REQUIRED TO MAINTAIN ACTIVE CIRCUIT(S) TO OPERATIONAL AREA AND ISOLATE CIRCUIT(S) FROM CONSTRUCTION AREA. COORDINATE POINT OF CONNNECTION WITH CSPP DRAWINGS AND PROJECT ENGINEER.
- PORTABLE EDGE LIGHT FIXTURES, LIGHT BASES, CABLE AND CONDUIT CONNECTIONS ASSOCIATED WITH THE TEMPORARY LIGHTING SYSTEM SHALL BE SUBSIDIARY TO BID ITEM L125.180.0000 (TEMPORARY LIGHTING SYSTEM).
- TEMPORARY DEACTIVATION OR COVERING (BAGGING) OF TAXIWAY LIGHTING AND SIGNS ADJACENT TO OR CONFLICTING WITH CONSTRUCTION WORK AREAS PER THE CSPP SHALL BE SUBSIDIARY TO BID ITEM L125.070.0000 (REMOVE RUNWAY AND TAXIWAY LIGHT).

C1 PROVIDE TEMPORARY CIRCUIT JUMPERS AS INDICATED. ROUTE JUMPERS IN HDPE CONDUIT ON SURFACE WITH SUITABLE MARKING AS REQUIRED. TERMINATE CIRCUIT JUMPERS TO MAINTAIN OPERATION OF EXISTING CIRCUIT(S) INDICATED AND TO DE–ENERGIZE ASSOCIATED LIGHTING IN THE CONSTRUCTION AREA.

C2 PROVIDE TEMPORARY CONNECTIONS IN LIGHT BASE/HANDHOLE FOR DURATION OF CONSTRUCTION, AS REQUIRED TO MAINTAIN ACTIVE CIRCUIT(S) AND ISOLATE CIRCUIT(S) FROM CONSTRUCTION AREA.

C4 AT HH–11, DISCONNECT EXISTING T–21 AND T–30 CIRCUIT FEEDS THAT RUN TO TW R CL LIGHT BASE CONNECTIONS JUST NORTH OF THE ADJACENT HOLD SHORT LINE. EXTEND TEMPORARY JUMPERS FOR T–21 AND T–30 FROM HH–11 TO MAINTAIN TW R CL LIGHTS NORTH OF TW L.

C5 EDGE LIGHTS ON CLOSED SECTIONS OF TAXIWAYS SHALL BE DEACTIVATED OR TEMPORARILY COVERED (BAGGED) DURING CONSTRUCTION IN AN APPROVED MANNER.

C6 CENTERLINE LIGHTS IN CLOSED SECTIONS OF TAXIWAYS SHALL BE TEMPORARILY DEACTIVATED DURING CONSTRUCTION IN AN APPROVED MANNER.

C7 CENTERLINE LIGHTS IN OPERATIONAL AREAS THAT LEAD TO CLOSED SECTIONS OF TAXIWAYS SHALL BE TEMPORARILY DEACTIVATED DURING CONSTRUCTION IN AN APPROVED MANNER.

C8 PROVIDE TEMPORARY PORTABLE EDGE LIGHTING WITH 50 FT MAX SPACING OF FIXTURES AT LOCATION SHOWN FOR DURATION OF CONSTRUCTION CLOSURE. USE SANDBAGS TO HOLD DOWN FIXTURES. CIRCUIT PORTABLE LIGHTING STRINGS THROUGH CABLE IN SURFACE HDPE CONDUIT TO NEAREST EXISTING LIGHT BASE THROUGH A TEMPORARY SURFACE EXTENSION.

GENERAL NOTES – PRIMARY CABLE HOME RUNS:

1. INSTALL ALL WORK IN EXISTING CONDUITS, HANDHOLES, AND MANHOLES UNLESS OTHERWISE NOTED. ALL WORK RELATED TO THE INSTALLATION OF REPLACEMENT HOMERUN LIGHTING CIRCUITS THROUGH MANHOLES TO THE REGULATOR VAULT (SUCH AS DE–WATERING, ISOLATION OF CIRCUITS, MARKING CIRCUITS AND CONDUITS) SHALL BE SUBSIDIARY TO PAY ITEM L108.010.2008.
2. REFER TO MANHOLE FOLDOUT DIAGRAMS. USE THESE DIAGRAMS FOR RECORD REDLINES OF THE AS–BUILT INSTALLATION. MANHOLE FOLDOUT DIAGRAMS TO BE PROVIDED BY THE ENGINEER.
3. DO NOT REMOVE RETIRED CABLES OR INSTALL NEW CABLES IN THE SAME CONDUIT WITH OTHER CABLES NOT SCHEDULED FOR REPLACEMENT. IF EXISTING CABLES MUST BE ABANDONED IN PLACE FOR THIS REASON, CLEARLY MARK THE ABANDONED CABLES USING A DIFFERENT COLOR TAG IN AN APPROVED MANNER WITH DESCRIPTION TO CLEARLY DIFFERENTIATE ABANDONED CABLES FROM ACTIVE CIRCUITS.
4. AT EACH MANHOLE ACCESSED FOR CABLE REPLACEMENTS SCHEDULED IN THIS PROJECT:
   - USE FOLDOUT DIAGRAM TO RECORD CONDUIT #, POSITION IN DUCT BANK, SIZE, DESTINATION, AND CONTENTS WHERE CABLES ARE REMOVED OR ABANDONED AND NEW CABLES INSTALLED FOR THIS PROJECT.
   - MARK ALL ACTIVE AND ABANDONED CIRCUIT CABLES AFFECTED BY PROJECT AT 12" FROM THEIR ENTRY INTO MANHOLE AND AS FOLLOWS:
     - USE YELLOW CABLE MARKERS FOR ACTIVE CIRCUITS
     - USE RED CABLE MARKERS FOR ABANDONED CABLES.
     - ARRANGE MARKERS TO BE VISIBLE FROM ABOVE.
   - MARK EACH CONDUIT IN MANHOLE AFFECTED BY THIS PROJECT. IDENTIFY THE CONDUIT BY NUMBER TO MATCH THE FOLDOUT DIAGRAM AND ATTACH THE TAG TO THE WALL DIRECTLY ABOVE THE CONDUIT OR DUCTBANK IN AN APPROVED MANNER, SO THAT THE TAG IS VISIBLE FROM ABOVE.
   - PROVIDE A MINIMUM OF ONE HOUR OF COORDINATION TIME PER MANHOLE FOR AN AFM ELECTRICIAN TO INSPECT THE MANHOLE BETWEEN 8:00AM AND 4:00PM DURING THE OUTAGE SCHEDULED FOR MANHOLE WORK. NOTIFY AFM ONE WEEK IN ADVANCE OF SCHEDULED MANHOLE WORK. CONTRACTOR SHALL PUMP OUT ANY RESIDUAL WATER IN MANHOLE PRIOR TO THE AFM INSPECTION.

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER William A. Starn EE-8223

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562–3252
#AECL882–AK

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CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
ELECTRICAL PRIMARY CABLE HOME RUN PLAN

DATE: JULY 2025

SHEET: E2 OF E14

Designed By: TN
Drawn By: TN
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GENERAL NOTES:

1. SEE SHEET E1 FOR GENERAL DEMOLITION AND ELECTRICAL NOTES.

SHEET NOTES:

(1) AREA WITHIN PAVEMENT AND CONCRETE INTERSECTION LIMITS, UNLESS OTHERWISE NOTED:
- REMOVE ALL CENTERLINE AND EDGE LIGHT FIXTURES, TRANSFORMERS, AND CONDUCTORS. LIGHT BASES AND CONDUIT TO REMAIN.

(2) PROVISIONS FOR INDICATED FLUSH FIXTURES WITHIN COLD PLANE/HMA OVERLAY LIMITS:
- RETAIN EXISTING LIGHT BASE AND CONDUIT TO EXISTING–TO–REMAIN (ETR) LIGHT BASES.
- CORE DRILL ASPHALT AND P–606 SEALANT AS REQUIRED TO REMOVE UPPER SECTION OF L–868 LIGHT BASE. PRIOR TO TOP SECTION REMOVAL, MEASURE THE AS–BUILT DEPTH FROM SURFACE TO BOTTOM SECTION OF LIGHT BASE AND RECORD THE UPPER SECTION HEIGHT (SHOULD BE 5") AND THICKNESS OF SPACER RING AND FLANGE RING. PROVIDE THIS DATA TO THE ENGINEER.
- INSTALL MUDPLATE OVER A PLYWOOD COVER ON BOTTOM SECTION OF BASE TO PREPARE FOR HMA PAVEMENT MILLING AS SHOWN ON CIVIL PLANS. NOTIFY ENGINEER IF TOP OF COVER IS LESS THAN 6" BELOW EXISTING SURFACE. ADJUST MILLING DEPTH AROUND FIXTURES TO ENSURE BOTTOM SECTIONS ARE NOT DAMAGED BY REMOVAL OF ASPHALT.

(3) REMOVE SECONDARY CONDUCTORS, CONDUIT, TRANSFORMER AND ILLUMINATED SIGN.

(4) REMOVE CONDUCTORS BACK TO NEAREST EXISTING LIGHT OR LIGHT BASE TO REMAIN.

(5) EDGE OR CENTERLINE LIGHT FIXTURE TO REMAIN. PROTECT FIXTURE FROM DAMAGE DURING ADJACENT EXCAVATION, MILLING, PAVING, AND STRIPING OPERATIONS AS APPLICABLE.

(6) DE1: REMOVE EDGE LIGHT FIXTURE AND TRANSFORMER, AND PRESERVE FOR REINSTALLATION IN NEW BASE CAN. EXCAVATE APPROXIMATELY 24" AROUND 12" DIAMETER BASE TO 24" DEPTH OF CAN AS REQUIRED TO DISCONNECT CONDUIT AND REMOVE JACKED L–867 BASE. REPLACE SUBBASE MATERIAL AS NEEDED. SEE NEW WORK FOR REPLACEMENT BASE INSTALLATION.

(7) REMOVE HOMERUN CIRCUIT(S) AS INDICATED IN EXISTING DUCTBANK. SEE SHEET E2 FOR MORE INFORMATION.

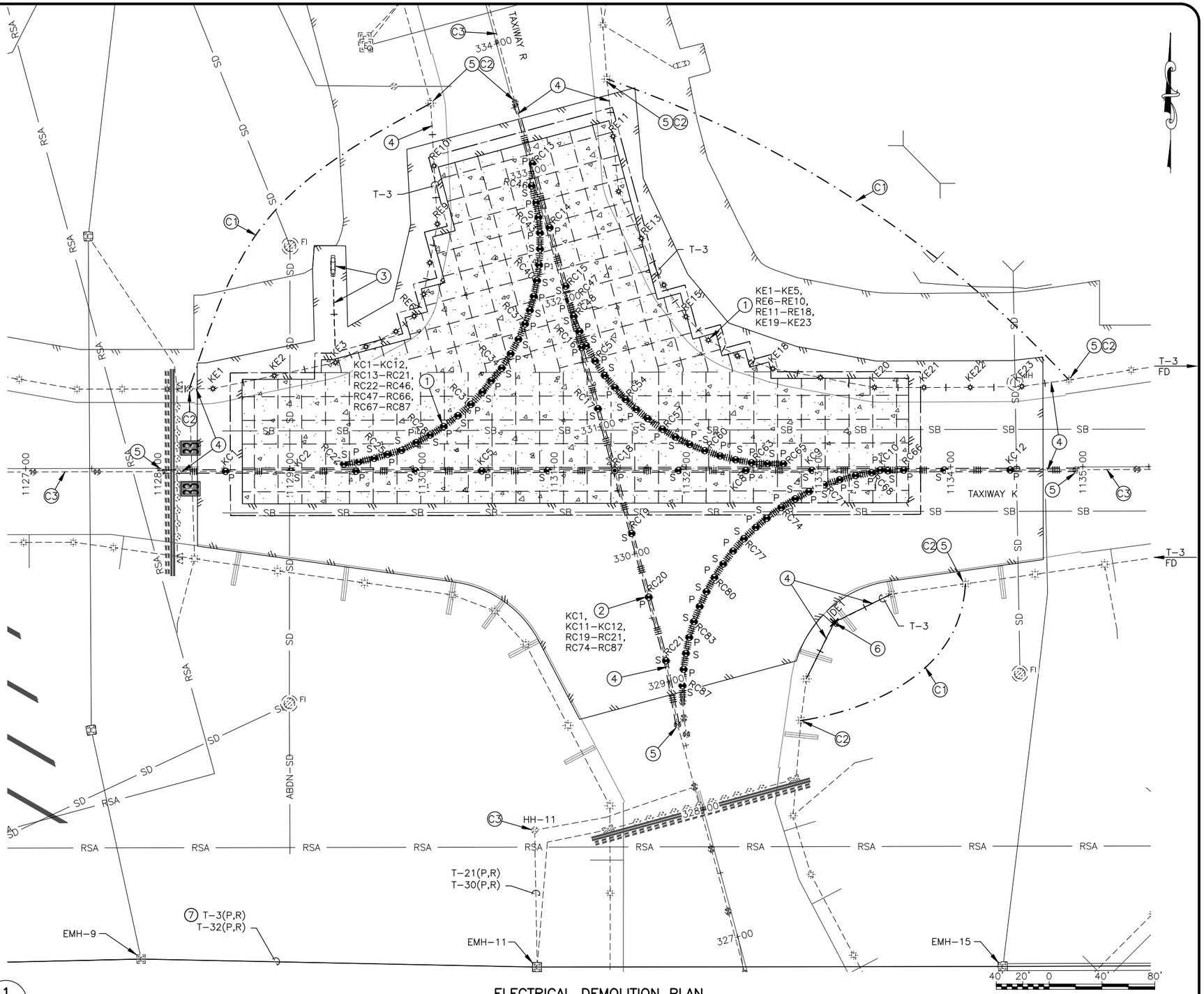
CSPP NOTES:

- PROVIDE TEMPORARY LIGHT BASES OR HANDHOLE EXTENSIONS AS REQUIRED TO TERMINATE TEMPORARY SURFACE RUN LIGHTING CIRCUIT JUMPER(S) DURING CONSTRUCTION, WITH TEMPORARY CONNECTIONS AS REQUIRED TO MAINTAIN ACTIVE CIRCUIT(S) TO OPERATIONAL AREA AND ISOLATE CIRCUIT(S) FROM CONSTRUCTION AREA. COORDINATE POINT OF CONNECTION WITH CSPP DRAWINGS.

(C1) PROVIDE TEMPORARY CIRCUIT JUMPERS AS INDICATED. ROUTE JUMPERS IN HDPE CONDUIT ON SURFACE WITHIN BARRIERED CONSTRUCTION LIMITS WITH SUITABLE MARKING AS REQUIRED. TERMINATE CIRCUIT JUMPERS TO MAINTAIN OPERATION OF EXISTING CIRCUIT(S) INDICATED AND TO DE–ENERGIZE ASSOCIATED LIGHTING IN THE CONSTRUCTION AREA. FOR JUMPERS PERTAINING TO CENTERLINE LINES, SEE E2.

(C2) PROVIDE TEMPORARY CONNECTIONS IN LIGHT BASE/HANDHOLE FOR DURATION OF CONSTRUCTION, AS REQUIRED TO MAINTAIN ACTIVE CIRCUIT(S) AND ISOLATE CIRCUIT(S) FROM CONSTRUCTION AREA.

(C3) SEE 1/E2 FOR TEMPORARY CIRCUIT JUMPERS AROUND CONSTRUCTION AREA FOR TW R & TW K CENTERLINE LIGHT CIRCUITS.



1/E3 ELECTRICAL DEMOLITION PLAN

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER William A. Stam EE-8223

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562–3252
#AECL882–AK

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
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PROJECT No. CFAPT01262
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ELECTRICAL DEMOLITION PLAN

DATE: JULY 2025
SHEET: E3 OF E14

Designed By: TN
Drawn By: TN
Checked By: BS

Date Revised:
Layout Name: E3
File Path and Name: J:\Jobs\Data\30209.12 ANC TW K And R Intersection Rehab\06 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Removal Replacement And Demo Plan.dwg
7/17/2025 10:32 AM

GENERAL NOTES:

1. SEE SHEET E1 FOR GENERAL ELECTRICAL AND DEMOLITION NOTES.

SHEET NOTES:

(1) CONNECT NEW CONDUIT TO EXISTING CONDUIT OR LIGHT BASE. EXTEND NEW CONDUCTORS WITH CONNECTIONS TO NEAREST LIGHT BASE WIRING AND TRANSFORMER(S). PROVIDE MANUFACTURED SWEEP FITTING FOR BENDS OVER 10 DEGREES. CONNECTIONS SHALL BE SUBSIDIARY TO L108 AND L110 ITEMS.

(2) REINSTALL EXISTING FIXTURE AND TRANSFORMER. PROVIDE NEW CONDUCTOR, CONNECTIONS AND LIGHT BASE. THIS WORK SUBSIDIARY TO ITEM L125.210.0000 (ADJUST TW LIGHT).

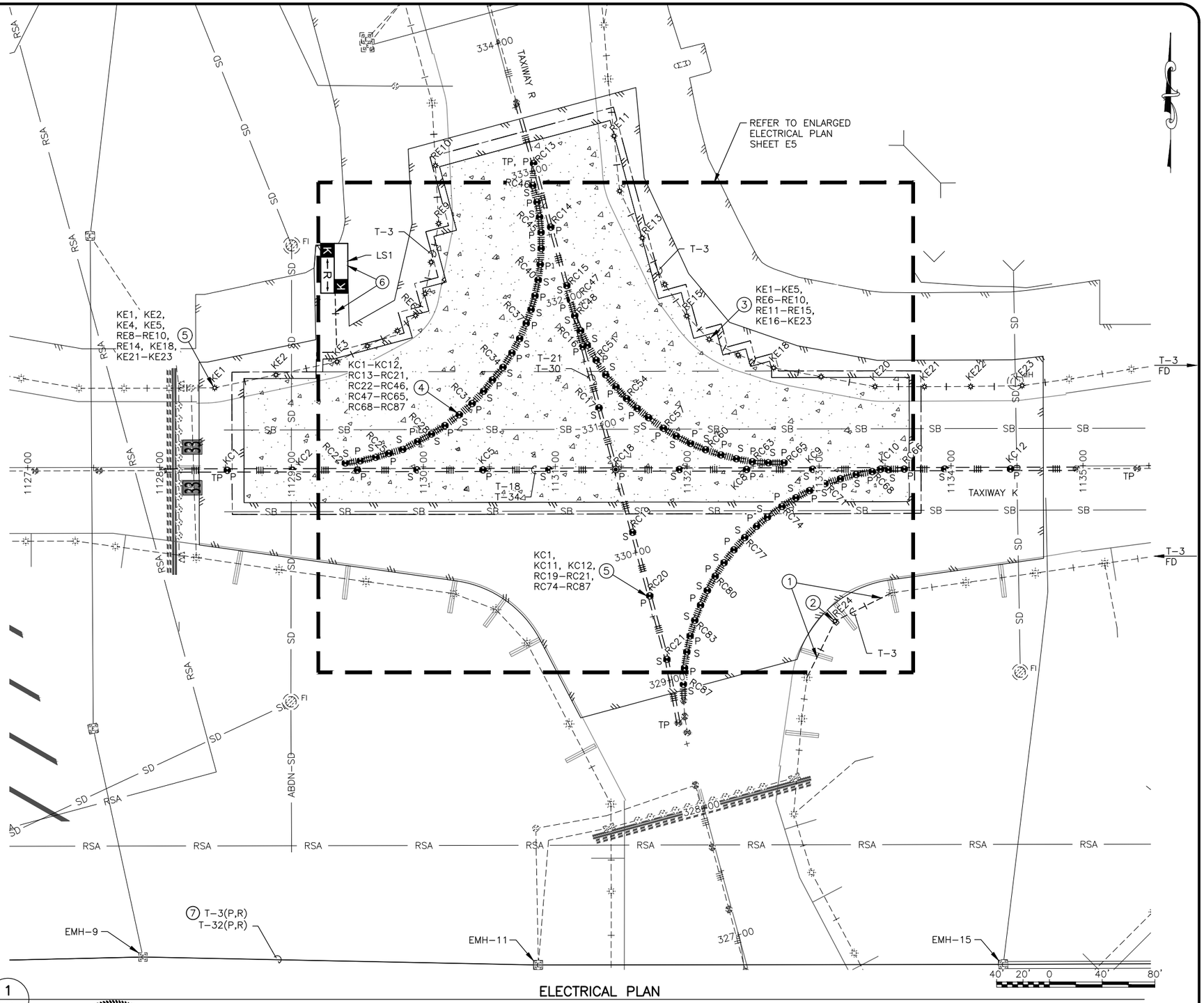
(3) PROVIDE NEW ELEVATED TW EDGE LIGHT FIXTURE, TRANSFORMER, CONDUCTORS AND CONNECTIONS AS REQUIRED FOR INSTALLATION IN EXISTING LIGHT BASE. THIS WORK SUBSIDIARY TO ITEM L125.600.0010 (REFURBISH TW EDGE LIGHT, L-861T).

(4) PROVIDE NEW FLUSH TW LIGHT FIXTURE, TRANSFORMER, CONDUCTORS AND CONNECTIONS AS REQUIRED FOR INSTALLATION IN EXISTING LIGHT BASE. THIS WORK SUBSIDIARY TO ITEM L125.600.0040 (REFURBISH FLUSH TW LIGHT).

(5) CORE DRILL NEW HMA OVERLAY, REMOVE MUD PLATE, AND PREPARE BASE WITH SPACERS AS REQUIRED FOR NEW ELEVATED FIXTURE INSTALLATION. THIS WORK SUBSIDIARY TO ITEM L125.210.0000 (ADJUST TW LIGHT).

(6) PROVIDE NEW 100VA ISOLATION TRANSFORMER, 600V SECONDARY CONDUCTORS AND CONDUIT AS REQUIRED TO CONNECT NEW ILLUMINATED SIGN TO NEW OR EXISTING EDGE LIGHT CIRCUIT.

(7) PROVIDE HOMERUN CIRCUIT(S) AS INDICATED IN EXISTING DUCTBANK. SEE SHEET E2 FOR MORE INFORMATION.



1/E4 ELECTRICAL PLAN

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

STATE OF ALASKA – REGISTERED PROFESSIONAL ENGINEER
William A. Stam
EE-8223

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
ELECTRICAL PLAN

DATE: JULY 2025

SHEET: E4 OF E14

Designed By: TN
Drawn By: TN
Checked By: BS

Date Revised: 7/17/2025 10:24 AM
Layout Name: E4
File Path and Name: J:\Jobs\Data\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Plan.dwg

GENERAL NOTES:

1. SEE SHEET E1 FOR GENERAL DEMOLITION AND ELECTRICAL NOTES.

SHEET NOTES:

(1) CONNECT NEW CONDUIT TO EXISTING CONDUIT OR LIGHT BASE. EXTEND NEW CONDUCTORS WITH CONNECTIONS TO NEAREST LIGHT BASE WIRING AND TRANSFORMER(S). PROVIDE MANUFACTURED SWEEP FITTING FOR BENDS OVER 10 DEGREES. CONNECTIONS SHALL BE SUBSIDIARY TO L108 AND L110 ITEMS.

(2) REINSTALL EXISTING FIXTURE AND TRANSFORMER. PROVIDE NEW CONDUCTOR, CONNECTIONS AND LIGHT BASE. THIS WORK SUBSIDIARY TO ITEM L125.210.0000 (ADJUST TW LIGHT).

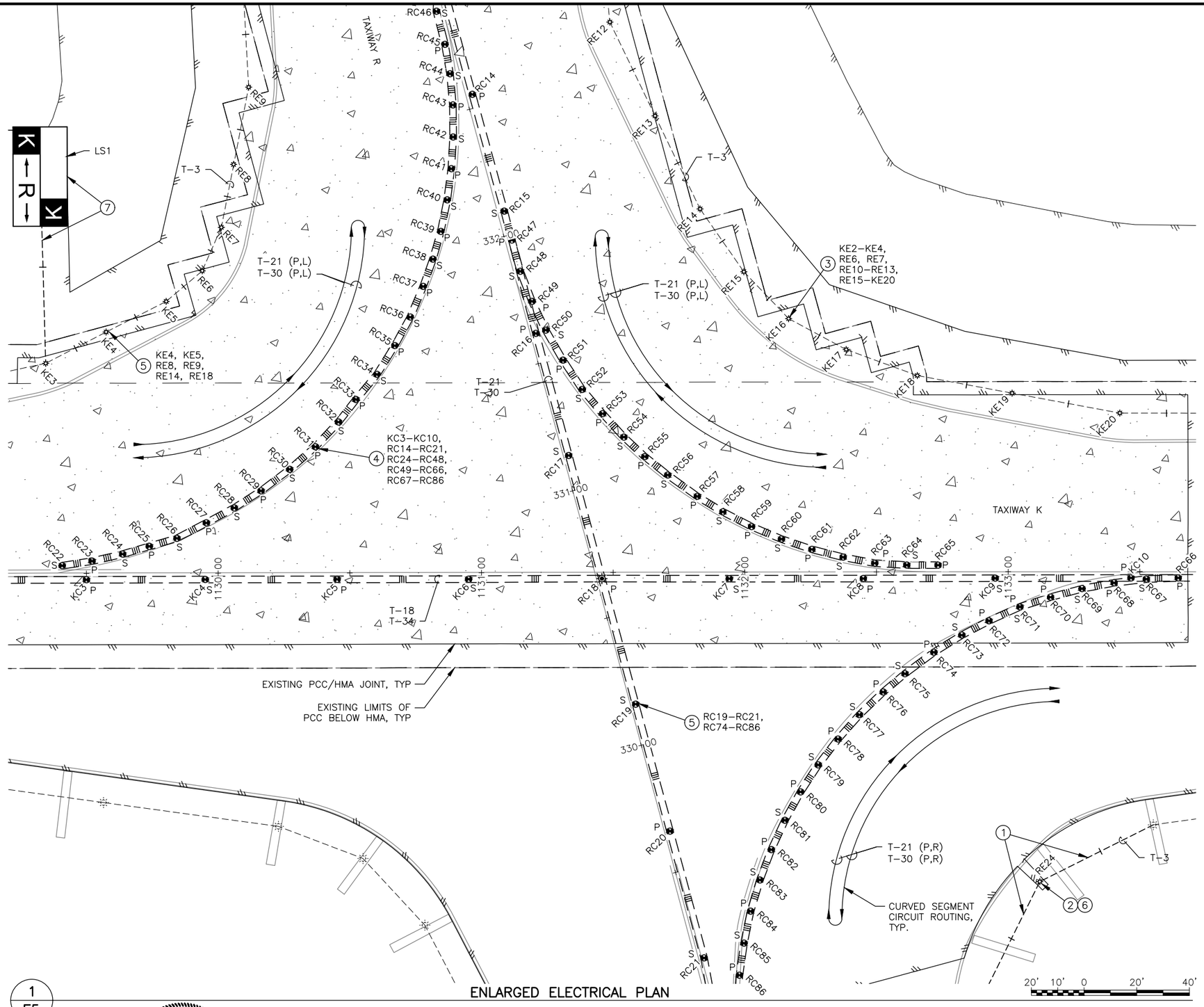
(3) PROVIDE NEW ELEVATED TW EDGE LIGHT FIXTURE, TRANSFORMER, CONDUCTORS AND CONNECTIONS AS REQUIRED FOR INSTALLATION IN EXISTING LIGHT BASE. THIS WORK SUBSIDIARY TO ITEM L125.600.0010 (REFURBISH TW EDGE LIGHT, L-861T).

(4) PROVIDE NEW FLUSH TW LIGHT FIXTURE, TRANSFORMER, CONDUCTORS AND CONNECTIONS AS REQUIRED FOR INSTALLATION IN EXISTING LIGHT BASE. THIS WORK SUBSIDIARY TO ITEM L125.600.0040 (REFURBISH FLUSH TW LIGHT).

(5) CORE DRILL NEW HMA OVERLAY, REMOVE MUD PLATE, AND PREPARE BASE WITH SPACERS AS REQUIRED FOR NEW ELEVATED FIXTURE INSTALLATION. THIS WORK SUBSIDIARY TO ITEM L125.210.0000 (ADJUST TW LIGHT).

(6) CORE DRILL NEW HMA OVERLAY, REMOVE MUD PLATE, AND REINSTALL EXISTING EDGE LIGHT FIXTURES. THIS WORK SUBSIDIARY TO ITEM 125.210.0000 (ADJUST TW LIGHT).

(7) PROVIDE NEW 100VA ISOLATION TRANSFORMER, 600V SECONDARY CONDUCTORS AND CONDUIT AS REQUIRED TO CONNECT NEW ILLUMINATED SIGN TO NEW EDGE LIGHT CIRCUIT.



1 / E5 ENLARGED ELECTRICAL PLAN

Designed By:	TN
Drawn By:	TN
Checked By:	BS
Date Revised:	7/17/2025 10:21 AM
Layout Name:	E5
File Path and Name:	J:\Jobs\Data\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\03 Electrical\01262-ANC-Enlarged Electrical Plan - K&R Intersection.dwg

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER
William A. Starn
EE-8223

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
ENLARGED ELECTRICAL PLAN

DATE: JULY 2025

SHEET: E5 OF E14

DEMO TAXIWAY EDGE LIGHT SCHEDULE

FIXT NO.	TW	STATION	OFFSET	SEE NOTE
DE1	R	329+10.54	132.600'	D1

TAXIWAY EDGE LIGHT SCHEDULE

FIXT NO.	LENS COLOR	BEAM TYPE	FAA TYPE	WATTAGE		FIXTURE TYPE	CIRCUIT	TW	STATION	OFFSET	WORK SCOPE
				LAMP	XFMR						
KE1	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1128+41.87	60.20 LT	A, B
KE2	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1128+88.36	69.97 LT	A, B
KE3	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1129+34.69	79.79 LT	B
KE4	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1129+57.67	91.63 LT	A, B
KE5	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1129+80.49	103.20 LT	A, B
RE6	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	332+17.27	114.00 LT	B
RE7	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	332+31.32	102.68 LT	B
RE8	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	332+53.17	91.97 LT	A, B
RE9	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	332+80.00	78.77 LT	A, B
RE10	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	333+23.10	69.69 LT	A, B
RE11	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	333+09.39	66.87 RT	B
RE12	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	332+68.06	60.08 RT	B
RE13	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	332+29.25	67.36 RT	B
RE14	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	331+90.66	74.65 RT	A, B
RE15	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	R	331+63.33	84.47 RT	B
KE16	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1132+16.84	96.22 LT	B
KE17	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1132+38.65	84.44 LT	B
KE18	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1132+65.64	74.52 LT	A, B
KE19	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1133+01.63	67.77 LT	B
KE20	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1133+42.53	60.13 LT	B
KE21	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1133+79.98	60.03 LT	A, B
KE22	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1134+15.00	60.09 LT	A, B
KE23	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	1134+53.98	60.74 LT	A, B
RE24	B	OMNI	L-861T	30	30/45	HALOGEN	T-3	K	329+10.54	132.60 RT	A

SCOPE OF WORK SUMMARY

WORK SCOPE	DESCRIPTION	REF. ITEM NO.	REF. DETAIL
A	ADJUST TAXIWAY EDGE LIGHT	L125.210.0000	2/E10
B	REFURBISH TAXIWAY EDGE LIGHT, L-861T	L125.600.0010	3/E9

SHEET NOTES:

D1. REMOVE FIXTURE, TRANSFORMER(S), AND LIGHT BASE WITH CONDUCTORS AND CONDUIT PER PLANS (L125.070.0000).

Designed By: TN
Drawn By: TN
Checked By: BS

Date Revised: 7/17/2025 10:31 AM
Layout Name: E6
File Path and Name: J:\JobsData\30209.12 ANC TW K And R intersection Rehab\00 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Schedules.dwg

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER
William A. Stam
EE-8223

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
LIGHTING SCHEDULES

DATE: JULY 2025

SHEET: E6 OF E14

TAXIWAY CENTERLINE LIGHT SCHEDULE

FIXT NO.	LENS COLOR	BEAM TYPE	FAA TYPE	WATTAGE		FIXTURE TYPE	CIRCUIT	TW	STATION	OFFSET	WORK SCOPE
				LAMP	XFMR						
KC1	Y/G	BI	L-852D	(2) 30	65	HALOGEN	T-18	K	1128+51.34	2.45 RT	C, D
KC2	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-34	K	1129+00.73	2.48 RT	D
KC3	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-18	K	1129+50.00	2.39 RT	D
KC4	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-34	K	1129+95.11	2.38 RT	D
KC5	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-18	K	1130+45.17	2.43 RT	D
KC6	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-34	K	1130+95.12	2.45 RT	D
KC7	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-34	K	1131+94.10	2.44 RT	D
KC8	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-18	K	1132+45.00	2.50 RT	D
KC9	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-34	K	1132+95.07	2.45 RT	D
KC10	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-18	K	1133+46.63	2.47 RT	D
KC11	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-34	K	1133+95.23	2.46 RT	C, D
KC12	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-18	K	1134+45.10	2.51 RT	C, D
RC13	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-18	R	333+05.22	2.54 RT	D
RC14	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-18	R	332+55.21	2.50 RT	D
RC15	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-30	R	332+09.25	2.64 RT	D
RC16	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-21	R	331+61.31	2.14 RT	D
RC17	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-30	R	331+13.33	2.06 RT	D
RC18	Y	OMNI	L-852F	150	200	HALOGEN	T-21	R	330+64.94	2.07 RT	D
RC19	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-30	R	330+15.59	1.98 RT	C, D
RC20	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-21	R	329+65.65	2.02 RT	C, D
RC21	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-30	R	329+15.81	1.98 RT	C, D
RC22	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-30	R	331+23.13	194.52 LT	D
RC23	G/G	BI	L-852C	(2) 30	65	HALOGEN	T-21	R	331+21.83	183.10 LT	D
RC24	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+21.37	171.22 LT	D
RC25	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+21.58	160.67 LT	D
RC26	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+21.77	149.75 LT	D
RC27	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+24.53	137.41 LT	D
RC28	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+27.26	125.71 LT	D
RC29	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+30.84	114.21 LT	D
RC30	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+35.90	101.58 LT	D
RC31	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+41.60	89.91 LT	D
RC32	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+48.39	79.02 LT	D
RC33	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+54.91	70.36 LT	D
RC34	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+62.02	60.18 LT	D
RC35	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+70.81	50.80 LT	D
RC36	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+79.73	42.28 LT	D
RC37	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+89.68	34.52 LT	D
RC38	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+98.72	28.25 LT	D
RC39	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	332+08.12	22.63 LT	D
RC40	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	332+19.01	17.16 LT	D
RC41	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	332+30.03	12.57 LT	D
RC42	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	332+41.49	8.76 LT	D
RC43	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	332+53.23	5.67 LT	D
RC44	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	332+64.94	3.64 LT	D
RC45	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	332+76.24	2.58 LT	D
RC46	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	332+89.20	2.43 LT	D
RC47	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+97.92	2.55 RT	D
RC48	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+85.62	2.56 RT	D
RC49	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+73.43	3.87 RT	D
RC50	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+61.54	6.06 RT	D
RC51	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+48.82	9.44 RT	D

TAXIWAY CENTERLINE LIGHT SCHEDULE

FIXT NO.	LENS COLOR	BEAM TYPE	FAA TYPE	WATTAGE		FIXTURE TYPE	CIRCUIT	TW	STATION	OFFSET	WORK SCOPE
				LAMP	XFMR						
RC52	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+36.19	13.58 RT	D
RC53	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+25.30	18.65 RT	D
RC54	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	331+14.62	24.11 RT	D
RC55	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	331+05.38	29.87 RT	D
RC56	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+96.36	36.45 RT	D
RC57	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+85.64	45.18 RT	D
RC58	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+77.41	53.02 RT	D
RC59	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+69.18	62.07 RT	D
RC60	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+61.65	71.79 RT	D
RC61	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+54.84	81.94 RT	D
RC62	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+48.89	92.60 RT	D
RC63	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+43.56	103.60 RT	D
RC64	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+39.70	115.17 RT	D
RC65	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+36.58	126.63 RT	D
RC66	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	1133+64.56	2.50 RT	D
RC67	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+10.84	201.59 RT	D
RC68	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+12.69	189.40 RT	D
RC69	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+13.71	177.07 RT	D
RC70	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+13.69	164.71 RT	D
RC71	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+13.18	152.50 RT	D
RC72	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+11.12	139.77 RT	D
RC73	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+08.60	128.41 RT	D
RC74	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	330+05.05	116.47 RT	C, D
RC75	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	330+00.08	103.74 RT	C, D
RC76	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	329+95.53	93.94 RT	C, D
RC77	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	329+89.54	82.99 RT	C, D
RC78	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	329+82.75	72.72 RT	C, D
RC79	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	329+75.27	62.92 RT	C, D
RC80	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	329+67.11	53.77 RT	C, D
RC81	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	329+58.25	45.22 RT	C, D
RC82	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	329+48.84	37.34 RT	C, D
RC83	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	329+38.84	30.15 RT	C, D
RC84	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	329+28.33	23.63 RT	C, D
RC85	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	329+17.27	18.06 RT	C, D
RC86	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-21	R	329+06.00	13.22 RT	C, D
RC87	G/G	BI	L-852D	(2) 30	65	HALOGEN	T-30	R	328+94.36	9.16 RT	C, D

SCOPE OF WORK SUMMARY

WORK SCOPE	DESCRIPTION	REF. ITEM NO.	REF. DETAIL
C	ADJUST FLUSH TAXIWAY LIGHT	L125.210.0000	2/E10
D	REFURBISH FLUSH TAXIWAY LIGHT, L-852C, L-852D, L-852F	L125.600.0040	4/E10

Designed By: TN
Drawn By: TN
Checked By: BS

Date Revised:
Layout Name: E7
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Schedules.dwg 7/17/2025 10:31 AM

STATE OF ALASKA
49TH
William A. Starn
EE-8223
REGISTERED PROFESSIONAL ENGINEER

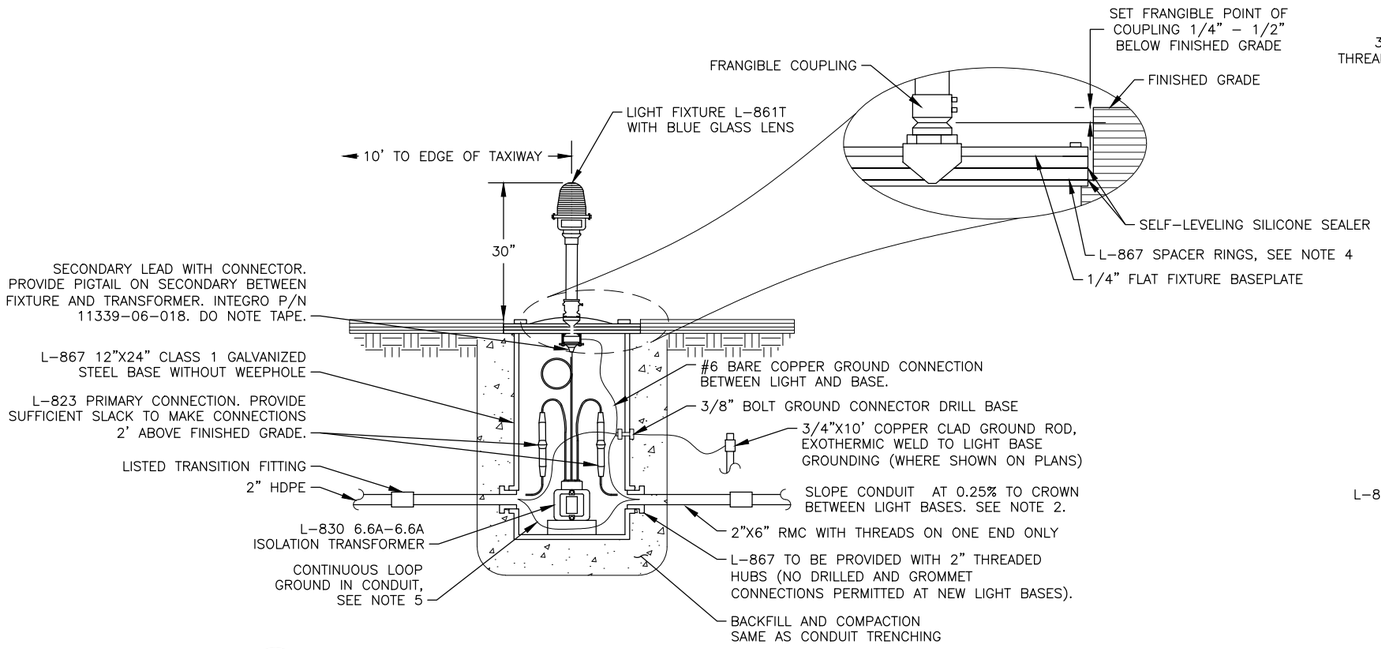
PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

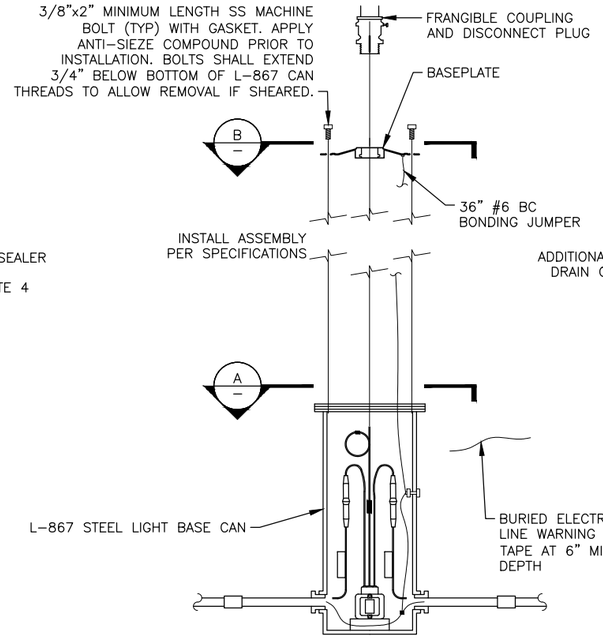
TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
LIGHTING SCHEDULES

DATE: JULY 2025



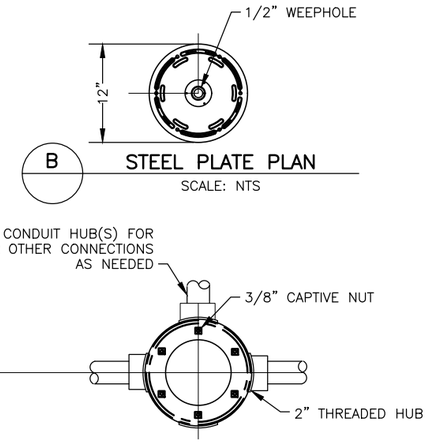
1/E8 ELEVATED TAXIWAY EDGE LIGHT

SCALE: NTS



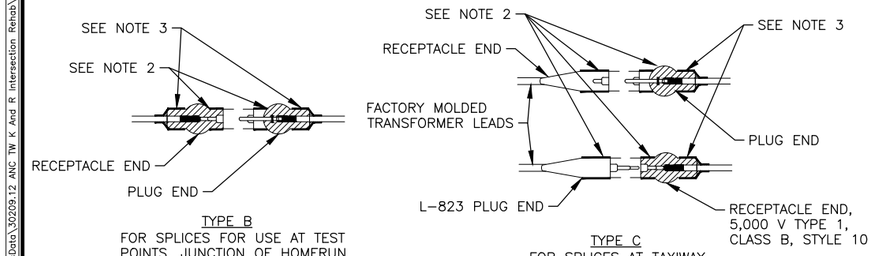
2/E8 L–867 STEEL LIGHT BASE EDGE LIGHT CAN DETAIL

SCALE: NTS



DETAIL 1 NOTES:

1. PROVIDE SELF–LEVELING SILICONE SEALER, MOMENTIVE RTV118 OR APPROVED EQUAL, AT INTERFACE OF THE TOP SECTION AND BASE CAN ONLY. SEALER SHALL NOT BE INSTALLED BETWEEN TOP FLANGE OF TOP SECTION, SPACER RINGS, AND FLANGE RING.
2. CONDUIT SHALL GENERALLY MATCH GRADING OF THE RUNWAY OR TAXIWAY SURFACE EXCEPT PROVIDE MINIMUM 0.25% SLOPE TO CROWN BETWEEN BASES FOR DRAINAGE, AND SLOPED TO LOW POINT DRAINS WHERE SHOWN ON PLANS. WHERE 0.25% CONDUIT DRAIN SLOPE CANNOT BE MAINTAINED IN ONE DIRECTION DUE TO SLOPE OF GRADE, LAY CONDUIT FLAT WITHOUT CROWN.
3. PROVIDE ADDITIONAL HUB(S) FOR DRAINS OR OTHER CONNECTIONS WHERE SHOWN ON PLANS.
4. COMPLETED INSTALLATION OF ELEVATED EDGE LIGHTS WITH REPLACED LIGHT BASES SHALL INCLUDE A MINIMUM OF TWO 1/2" SPACER RINGS BELOW BASEPLATE. THICKER SPACER RINGS MAY BE REQUIRED. ADDITIONAL TEMPORARY SPACER RINGS REQUIRED DURING SET UP FOR PAVING ARE THE CONTRACTOR'S RESPONSIBILITY AND NO ADDITIONAL PAYMENT SHALL BE MADE.
5. GROUND WIRE SHALL BE CONTINUOUS THROUGH EACH LIGHT BASE AND NOT RELY ON LIGHT BASE GROUND LUG FOR CONTINUITY. USE IRREVERSIBLE COMPRESSION CONNECTOR FOR GROUND WIRE SPLICES.

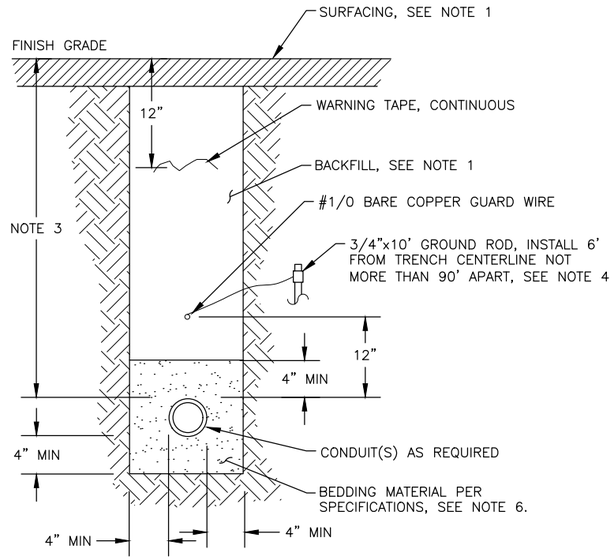


3/E8 L–823 PRIMARY CABLE CONNECTOR DETAIL

SCALE: NTS

DETAIL 3 NOTES:

1. CABLE SHALL MEET SPECIFICATION L–824. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE. CONNECTOR SHALL BE SUPPLIED TO MATCH CABLE PER MANUFACTURER'S INSTRUCTIONS.
2. PULL FACTORY–MOLDED SEALING FLAP ACROSS CONNECTOR MATING POINT. WRAP WITH A MINIMUM OF ONE LAYER RUBBER TAPE AND ONE LAYER PLASTIC TAPE, EACH LAYER ONE–HALF LAPPED, EXTENDING AT LEAST 1.5" ON EACH SIDE OF JOINT.
3. WRAP CABLE ENTRY POINT OF FIELD–INSTALLED CONNECTOR WITH A MINIMUM OF ONE LAYER RUBBER TAPE AND ONE LAYER PLASTIC TAPE, EACH LAYER ONE–HALF LAPPED, EXTENDING AT LEAST 2" ONTO CABLE AND CONNECTOR. NO TAPE ON SECONDARY CONNECTORS.
4. L–823 CONNECTOR SHALL HAVE TAPERED STRAIN RELIEF AT CABLE ENTRY.



4/E8 TYPICAL CONDUIT TRENCH DETAIL

SCALE: NTS

CONDUIT TRENCH NOTES:

1. IN AREAS OF NEW CONSTRUCTION, SEE CIVIL TYPICAL SECTIONS FOR SURFACING AND BACKFILL. IN EXISTING AREAS, MATCH EXISTING SURFACING AND BACKFILL WITH EXISTING MATERIALS REMOVED FROM TRENCH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS:
   –CONDUIT OF SAME TYPE (POWER OR SIGNAL) – 2"
   –AIRPORT LIGHTING AND FAA CONDUITS – 12" MIN
   –PRIMARY POWER AND ANY OTHER CONDUIT – 18" MIN
   –TELECOM SERVICE AND ANY OTHER CONDUIT – 18" MIN
   –FAA NAVAID CONDUITS, POWER AND CONTROL – 6" MIN
3. MINIMUM BURIAL DEPTH SHALL BE AS FOLLOWS:
   –AIRPORT LIGHTING CONDUITS – 18"
   –FAA AND COMMUNICATIONS CONDUITS – 36"
   –FAA CONDUITS WHERE UNDER TRAFFIC AREAS – 48"
4. PROVIDE GUARD WIRE AND ASSOCIATED GROUND RODS ONLY FOR THE FOLLOWING CONDUITS: FAA LIGHTING, NAVIGATION SYSTEM, PAPI CONDUITS, RVR CONDUITS.
5. UNDERGROUND WARNING TAPE SHALL BE 6" WIDE AND DETECTABLE FOR CONDUITS LISTED IN NOTE 4.
6. WHERE CONCRETE ENCASEMENT REQUIRED IN TRAVELED WAY, PROVIDE 3" MIN CONCRETE ENVELOPE AROUND CONDUIT.

ELECTRICAL TRENCH DEMOLITION NOTES:

1. TRENCH DEPTH SHALL BE APPROXIMATELY 30" DEEP FROM TOP OF EXISTING GROUND OR AS REQUIRED FOR REMOVAL OF EXISTING LIGHT BASES, CONDUIT, AND CONCRETE.
2. SEE ELECTRICAL DEMOLITION PLANS FOR ELECTRICAL DEMOLITION TRENCH LIMITS.
3. SEE CIVIL FOR SURFACING.

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER William A. Stam EE-8223

PLANS DEVELOPED BY:
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3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562–3252
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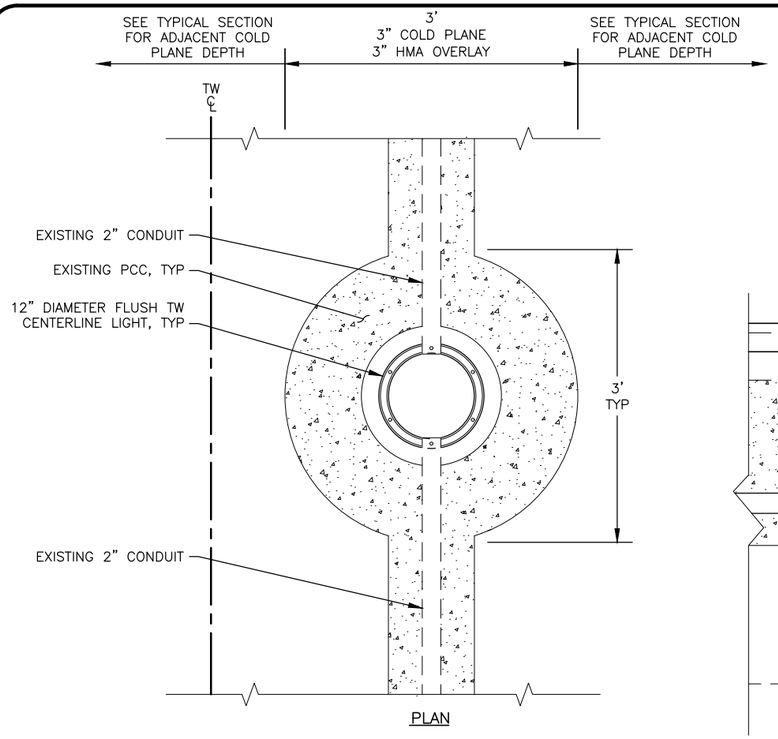
ELECTRICAL DETAILS

DATE: JULY 2025

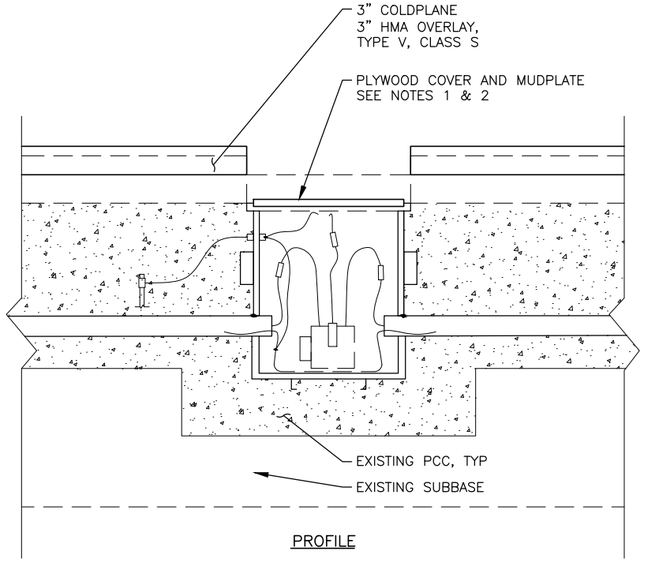
SHEET: E8 OF E14

Designed By: TN
Drawn By: TN
Checked By: BS

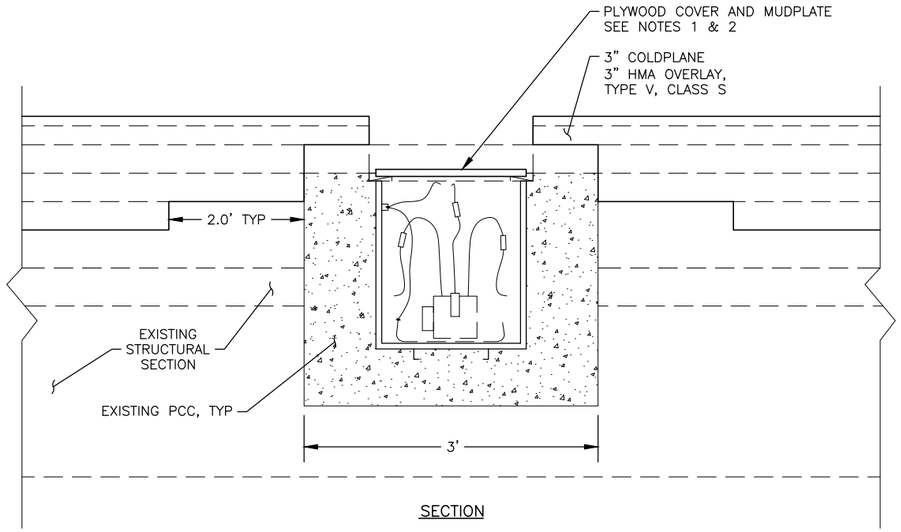
Date Revised:
Layout Name: E8
File Path and Name: J:\Jobs\Data\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Details.dwg
7/29/2025 11:12 AM



PLAN



PROFILE



SECTION

DETAIL 1 NOTES:

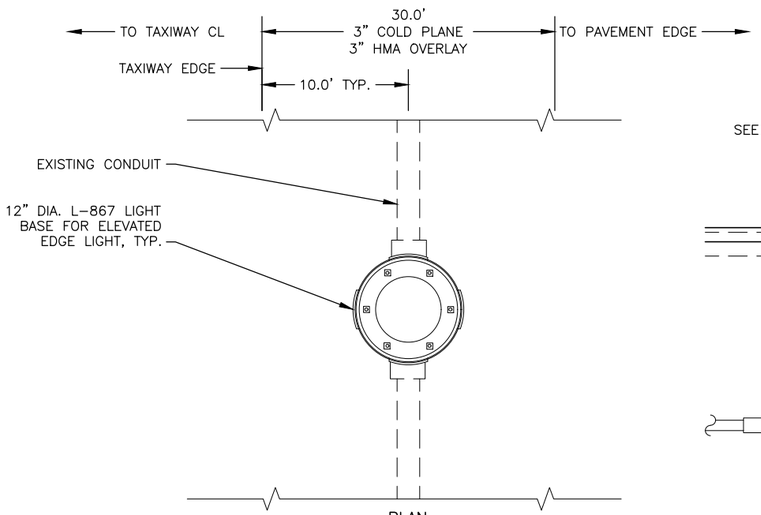
1. SEE ELECTRICAL PLAN SHEETS FOR ADJUSTMENT AND REFURBISHMENT LIGHTS THAT REQUIRE THIS WORK.
2. TOP SECTIONS OF TAXIWAY CENTERLINE LIGHTS MUST BE REMOVED AND PLYWOOD COVER AND MUDPLATE INSTALLED PRIOR TO COLD PLANING ON TAXIWAY CENTERLINE. A 3 FEET WIDE STRIP SURROUNDING THE LIGHTS MUST BE COLD PLANED 3 INCHES AND OVERLAID WITH THE FINAL 3 INCH LIFT OF HMA, TYPE V, CLASS S. MOST EXISTING TOP SECTIONS ARE 3 INCH TALL, HOWEVER, SOME MAY BE 2 INCH TALL. VERIFY DEPTH TO BOTTOM SECTION PRIOR TO COLD PLANING TO PREVENT DAMAGE.

1/E9 COLD PLANE DETAIL AT CENTERLINE LIGHTS AND LIGHT TRENCH

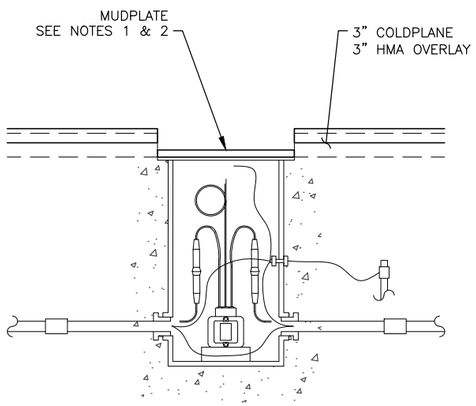
SCALE: NTS

DETAIL 2 NOTES:

1. SEE ELECTRICAL PLAN SHEETS FOR ADJUSTMENT AND REFURBISHMENT LIGHTS THAT REQUIRE THIS WORK.
2. TO PREVENT DAMAGE, VERIFY DEPTH TO MUDPLATE COVER ON BASE CAN FLANGE PRIOR TO COLD PLANING.



PLAN



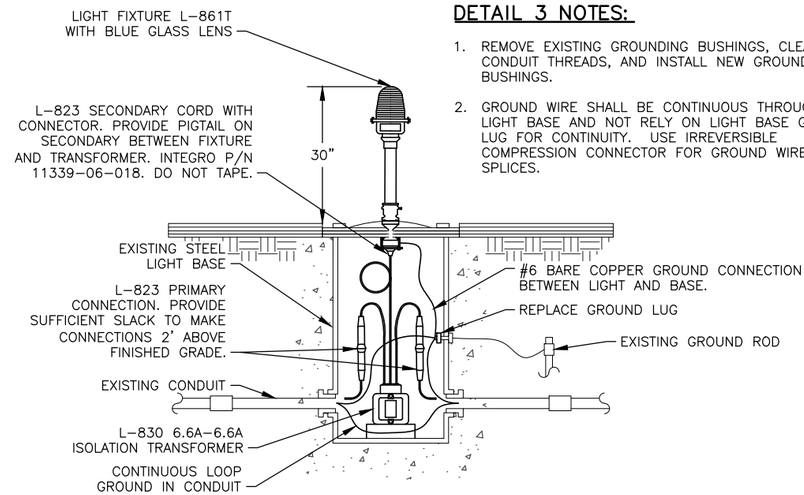
PROFILE

2/E9 COLD PLANE DETAIL AT EDGE LIGHTS

SCALE: NTS

DETAIL 3 NOTES:

1. REMOVE EXISTING GROUNDING BUSHINGS, CLEAN CONDUIT THREADS, AND INSTALL NEW GROUNDING BUSHINGS.
2. GROUND WIRE SHALL BE CONTINUOUS THROUGH EACH LIGHT BASE AND NOT RELY ON LIGHT BASE GROUND LUG FOR CONTINUITY. USE IRREVERSIBLE COMPRESSION CONNECTOR FOR GROUND WIRE SPLICES.



3/E9 EDGE LIGHT REFURBISHMENT

SCALE: NTS

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER William A. Starn EE-8223

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CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
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ELECTRICAL DETAILS

DATE: JULY 2025

SHEET: E9 OF E14

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Drawn By: TN
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Layout Name: E9
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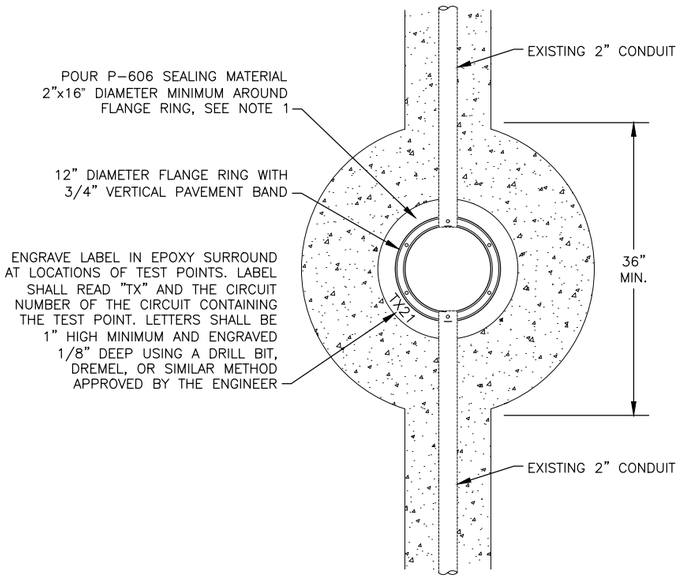
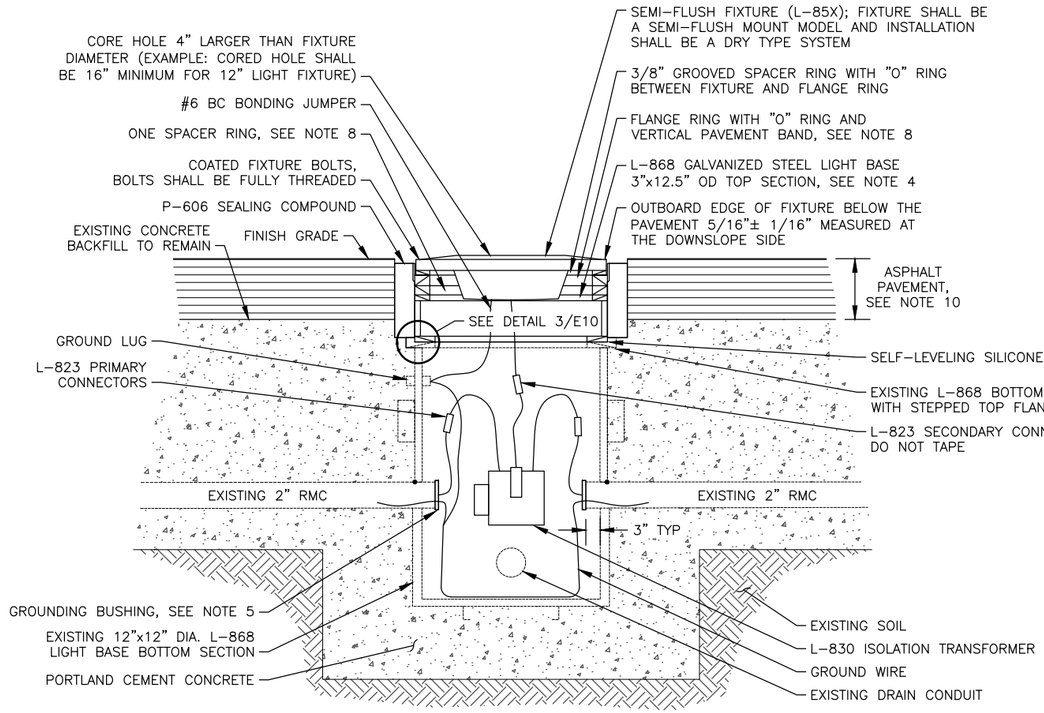


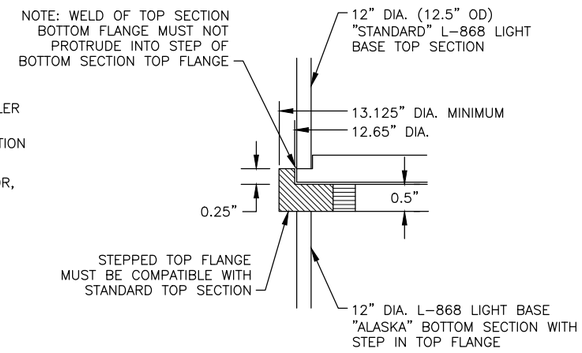
1 E10 FLUSH LIGHT ADJUSTMENT – PLAN VIEW

SCALE: NTS



2 E10 FLUSH LIGHT ADJUSTMENT – SECTION VIEW

SCALE: NTS



3 E10 BASE FLANGE DETAIL

SCALE: NTS

FLUSH LIGHT ADJUSTMENT NOTES:

1. SEALING PRODUCT SHALL BE AN APPROVED PRODUCT MEETING FEDERAL STANDARD P-606. ANNULUS TO BE CLEAN AND DRY PRIOR TO POURING PRODUCT. MIX AND APPLY USING MANUFACTURER EQUIPMENT AND PROCEDURES.

2. PROVIDE SELF-LEVELING SILICONE SEALER, MOMENTIVE RTV118 OR APPROVED EQUAL, AT INTERFACE OF THE TOP SECTION AND BASE CAN ONLY. SEALER SHALL NOT BE INSTALLED BETWEEN TOP FLANGE OF TOP SECTION, SPACER RINGS, AND FLANGE RING.

3. FIXTURE SHALL BE A SEMI-FLUSH MOUNT MODEL AND INSTALLATION SHALL BE A DRY TYPE SYSTEM.

4. LIGHT BASE TOP SECTION SHALL BE COMPATIBLE WITH STEP FLANGE OF EXISTING "ALASKA" BOTTOM SECTION. UNLESS OTHERWISE INDICATED, EXISTING TOP SECTIONS ARE OLDER STYLE 12" DIAMETER "ALASKA" TOP SECTIONS. MOST EXISTING TOP SECTIONS ARE 3" HIGH, HOWEVER SOME MAY BE 2" HIGH. WITH THE INCREASE IN ASPHALT THICKNESS, IT IS ANTICIPATED THAT ALL NEW TOP SECTIONS WILL BE 3".

5. REMOVE EXISTING GROUNDING BUSHINGS, CLEAN CONDUIT THREADS, AND INSTALL NEW GROUNDING BUSHINGS.

6. FIXTURE BOLTS FOR RECESSED LIGHTS SHALL BE FLUOROPOLYMER COATED, A MAXIMUM OF 3.5" LONG. NO ANTI-SIEZE SHALL BE INSTALLED ON COATED BOLTS.

7. CIRCUIT GROUND WIRE ROUTED IN CONDUIT SHALL BE CONTINUOUS THROUGH LIGHT BASE OR JOINED USING IRREVERSIBLE COMPRESSION CONNECTORS AND SHALL NOT RELY ON LIGHT BASE GROUND LUG FOR CONTINUITY.

8. BASIS OF DESIGN IS 1/2" THICK FLANGE RING AND 1/2" SPACER RING. WHEN APPROVED BY THE ENGINEER, THINNER RINGS MAY BE UTILIZED IF REQUIRED TO MEET SPECIFIED FIXTURE ELEVATION.

9. LEAVE SUFFICIENT SLACK IN POWER FEED AND GROUND CONDUCTORS TO MAKE CONNECTIONS 2 FEET ABOVE GRADE. LEAVE SLACK IN THE UNSPLICED RETURN AND LOOP CONDUCTORS OF THE SAME CIRCUIT TO REACH 2 FEET ABOVE GRADE FROM CENTER OF SLACK CONDUCTOR.

   NOTE: SLACK CABLE REQUIREMENT DOES NOT APPLY TO PASS-THROUGH FEED AND RETURN/LOOP CONDUCTORS OF THE ALTERNATE LIGHTING CIRCUIT(S) THAT ARE NOT SCHEDULED FOR USE IN THE HANDHOLE.

10. VARY ASPHALT MILL DEPTH TO ALL RECESSED CENTERLINE LIGHTS SCHEDULED FOR ADJUSTMENT AND REFURBISHMENT, SEE DETAIL 1 SHEET E9.

FLUSH LIGHT REFURBISHMENT NOTES:

1. PROVIDE A TEST POINT AT EVERY 10TH LIGHT CAN SCHEDULED FOR WORK OR AS DIRECTED BY THE ENGINEER. ENGRAVE LABEL AT LOCATIONS OF TEST POINTS. LABEL SHALL READ "TX" AND THE CIRCUIT NUMBER OF THE CIRCUIT CONTAINING THE TEST POINT. LETTERS SHALL BE 1" HIGH MINIMUM AND ENGRAVED 1/8" DEEP USING A DRILL BIT, DREMEL, OR SIMILAR METHOD APPROVED BY THE ENGINEER. REMOVE OLD TEST POINT LABELS WITH A GRINDER OR SIMILAR METHOD APPROVED BY THE ENGINEER.

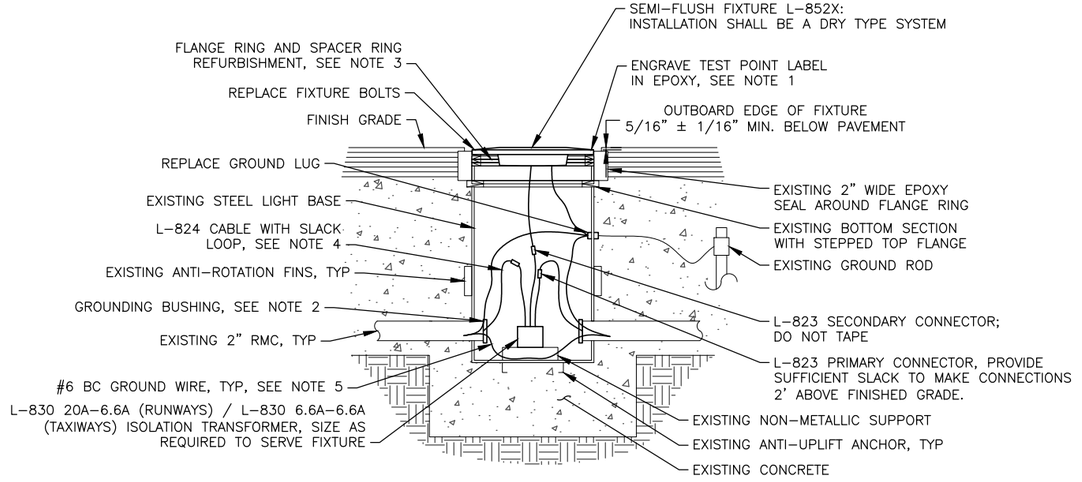
2. REMOVE EXISTING GROUNDING BUSHINGS, CLEAN CONDUIT THREADS, AND INSTALL NEW GROUNDING BUSHINGS.

3. SET LIGHT FIXTURE FOR DRY SYSTEM WITH HEIGHT ADJUSTMENT PROVISIONS AS FOLLOWS:
   - ALL FIXTURES: PROVIDE 1/2" THICK FLANGE RING WITH "O-RING" AND 1/2" THICK SPACER RING.
   - FIXTURES OUTSIDE RUNWAY EDGE: PROVIDE 3/8" THICK GROOVED SPACER RING WITH "O-RING" BETWEEN FIXTURE AND FLANGE RING (ABOVE FLANGE RING).
   - FIXTURES WITHIN RUNWAY EDGE: PROVIDE STANDARD SPACER RING BELOW FLANGE RING.

4. LEAVE SUFFICIENT SLACK IN POWER FEED AND GROUND CONDUCTORS TO MAKE CONNECTIONS 2 FEET ABOVE GRADE. LEAVE SLACK IN THE UNSPLICED RETURN AND LOOP CONDUCTORS OF THE SAME CIRCUIT TO REACH 2 FEET ABOVE GRADE FROM CENTER OF SLACK CONDUCTOR.

   NOTE: SLACK CABLE REQUIREMENT DOES NOT APPLY TO PASS-THROUGH FEED AND RETURN/LOOP CONDUCTORS OF THE ALTERNATE LIGHTING CIRCUIT(S) THAT ARE NOT SCHEDULED FOR USE IN THE HANDHOLE.

5. GROUND WIRE SHALL BE CONTINUOUS THROUGH EACH LIGHT BASE AND NOT RELY ON LIGHT BASE GROUND LUG FOR CONTINUITY. USE IRREVERSIBLE COMPRESSION CONNECTOR FOR GROUND WIRE SPLICES.



4 E10 FLUSH LIGHT REFURBISHMENT

SCALE: NTS

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER William A. Starn EE-8223

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3940 ARCTIC BLVD. SUITE 300
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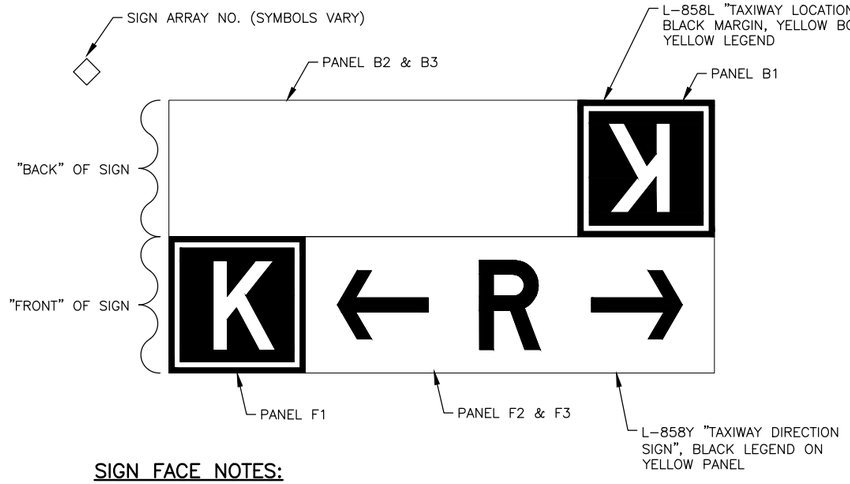
ELECTRICAL DETAILS

DATE: JULY 2025

SHEET: E10 OF E14

Designed By: TN
Drawn By: TN
Checked By: BS

Date Revised: 7/29/2025 11:12 AM
Layout Name: E10
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Details.dwg



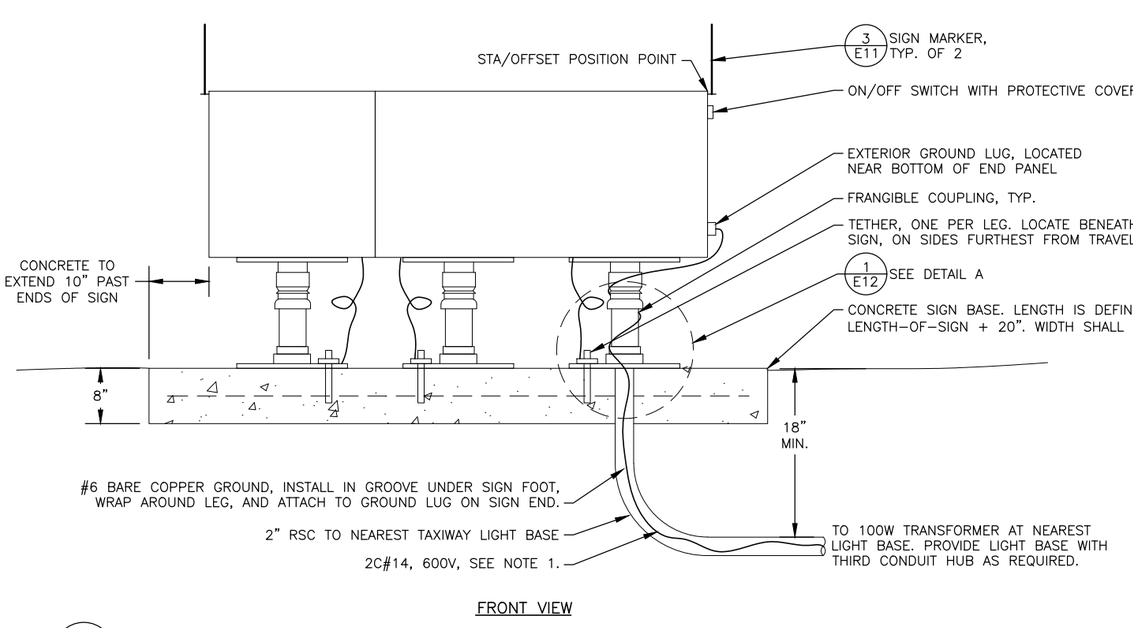
SIGN FACE NOTES:

1. NUMBER OF PANELS AND PANEL WIDTHS VARY WITH LEGEND, SEE SIGN SCHEDULE FOR DETAILS.
2. THIS IS AN EXAMPLE SIGN ONLY, AND MAY NOT INDICATE TAXIWAYS AT THIS PROJECT LOCATION. SEE ELECTRICAL PLAN SHEETS AND SIGN SCHEDULE

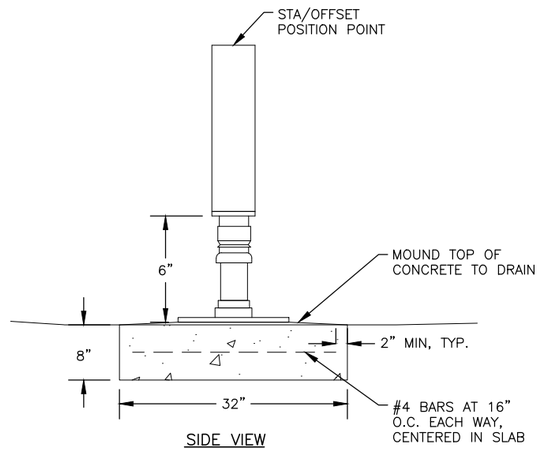
1 / E11 — SIGN FACE & LEGEND DETAIL
SCALE: NTS

LIGHTED SIGN SCHEDULE														
ID	SIDE	PANEL	LEGEND	TYPE	LEGEND COLOR	FACE COLOR	ALIGNMENT	STATION	OFFSET	SIZE	STYLE	CLASS	MODE	REMARKS
LS1	FRONT	F1	K	L-858L	YELLOW	BLACK	TW K	1129+32.73	131.8 LT	3	2	2	3	WEST FACING
		F2	← R →	L-858Y	BLACK	YELLOW								
		F3												
	BACK	B1	K	L-858L	YELLOW	BLACK								EAST FACING
		B2	BLANK	L-858L	BLACK	BLACK								
		B2	BLANK	L-858L	BLACK	BLACK								

* TAXIWAY SIGN STATIONING AND OFFSET IS BASED OFF THE LEADING EDGE OF SIGN, MEASURED AT THE MIDPOINT OF EDGE PERPENDICULAR TO TAXIWAY CENTERLINE. SEE DETAIL 2, THIS SHEET.

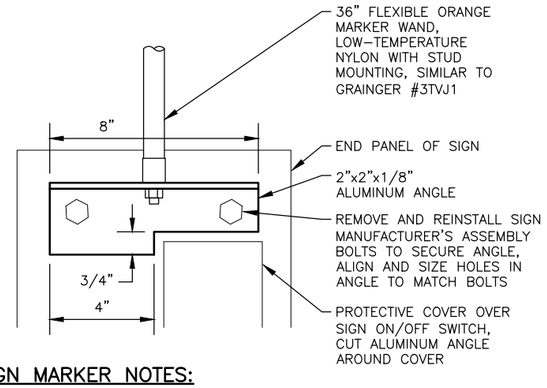


FRONT VIEW



SIDE VIEW

2 / E11 — LIGHTED SIGN DETAIL
SCALE: NTS



SIGN MARKER NOTES:

1. PROVIDE TWO SIGN MARKERS PER SIGN. SIGN MARKERS ARE SUBSIDIARY TO THE ASSOCIATED SIGN AND NO SEPARATE PAYMENT SHALL BE MADE.

3 / E11 — SIGN MARKER DETAIL
SCALE: NTS

LIGHTED SIGN NOTES:

1. AT ADJACENT LIGHT BASE OR HANDHOLE, EXTEND SIGN CONDUCTORS TO 50" ABOVE PAVEMENT.

STATE OF ALASKA — 49TH — William A. Starn EE-8223 — REGISTERED PROFESSIONAL ENGINEER

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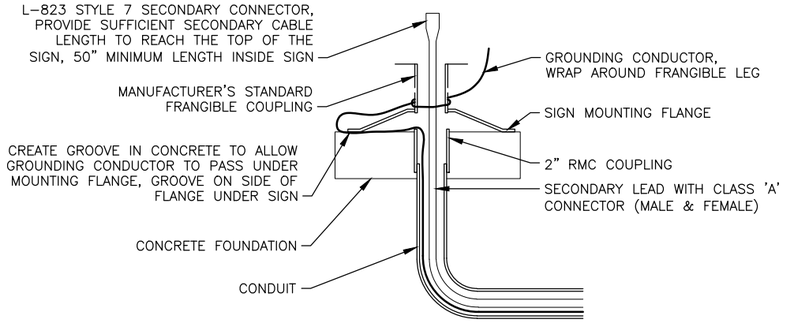
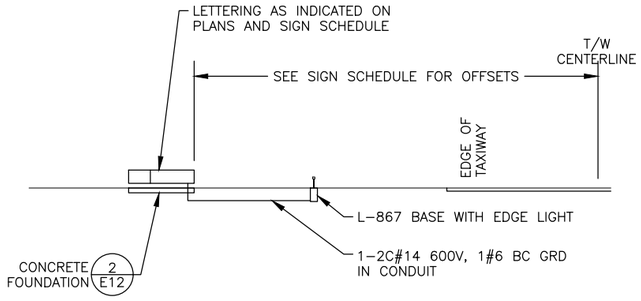


DETAIL 'A'

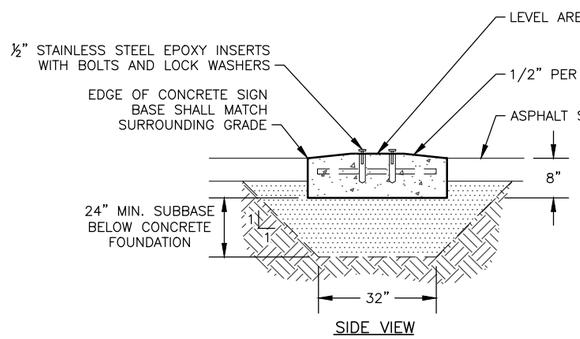


ELEVATION VIEW

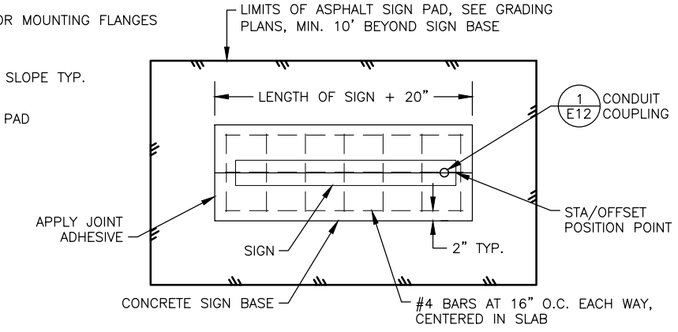
1
E12

AIRPORT SIGN DETAILS

SCALE: NTS



SIDE VIEW



PLAN VIEW

SIGN FOUNDATION NOTES:

1. ATTACH SIGN TO CONCRETE BASE USING ½" STAINLESS STEEL EPOXY THREADED INSERTS, SIMILAR TO HILTI HIS–RN, INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. INSTALL INSERTS AFTER CONCRETE HAS REACHED FULL DESIGN STRENGTH. PROVIDE STAINLESS STEEL BOLTS WITH SPLIT LOCK WASHERS TO SECURE SIGNS TO INSERT.
2. CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION P–610. ALL CONCRETE SHALL BE SEALED IN ACCORDANCE WITH REQUIREMENTS OF SECTION P–610.
3. SET SIGN BASE ELEVATION AT SHOULDER PAVEMENT ELEVATION AT END CLOSEST TO TAXIWAY EDGE. SIGN BASE SHALL BE LEVEL ADJUST ASPHALT SIGN PAD PAVEMENT TO MEET EDGE OF OTHER SIDES OF FOUNDATION.
4. COMPACT SUBBASE UNDER THE FOUNDATION AS REQUIRED BY P–154.

2
E12

CONCRETE SIGN FOUNDATION DETAILS

SCALE: NTS

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER William A. Stam EE-8223

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562–3252
#AECL882–AK

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
ELECTRICAL DETAILS

DATE: JULY 2025

SHEET: E12 OF E14

Designed By: TN
Drawn By: TN
Checked By: BS

Date Revised:
Layout Name: E12
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\06 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Details.dwg
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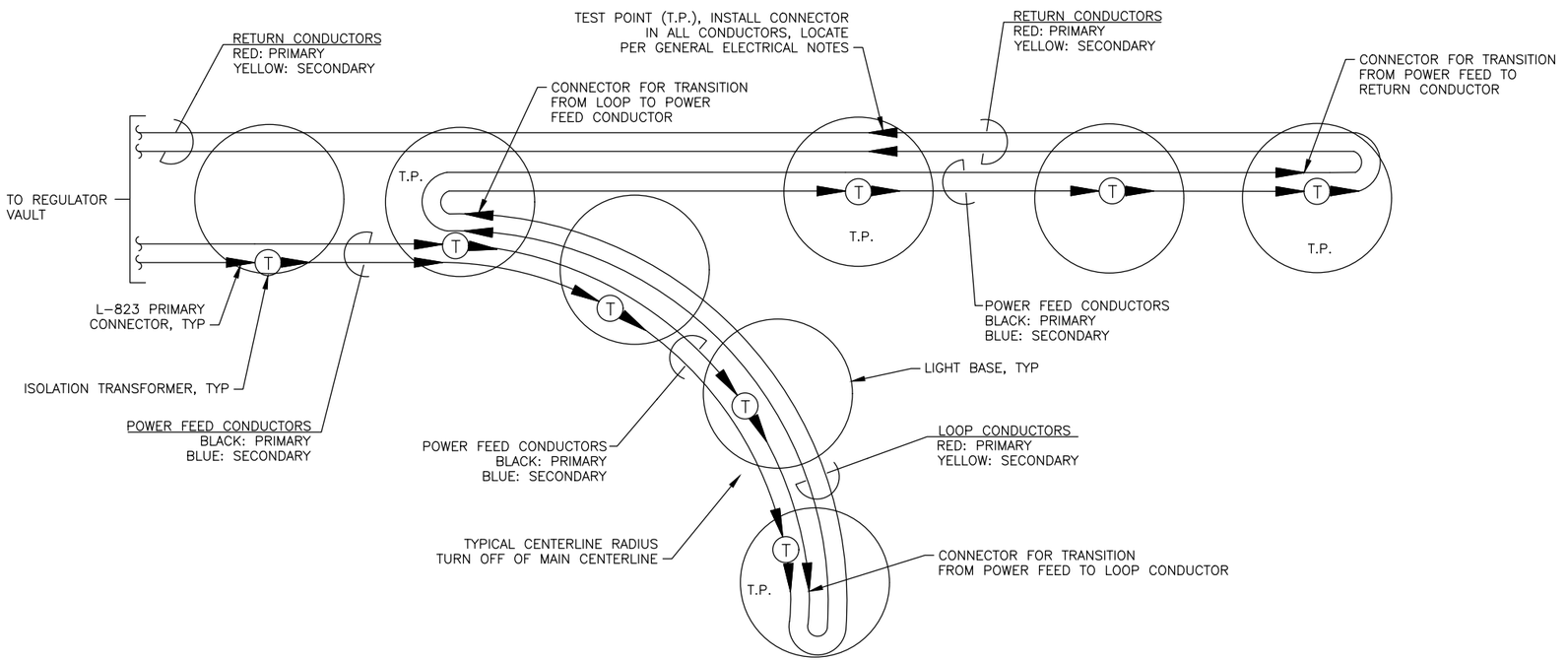
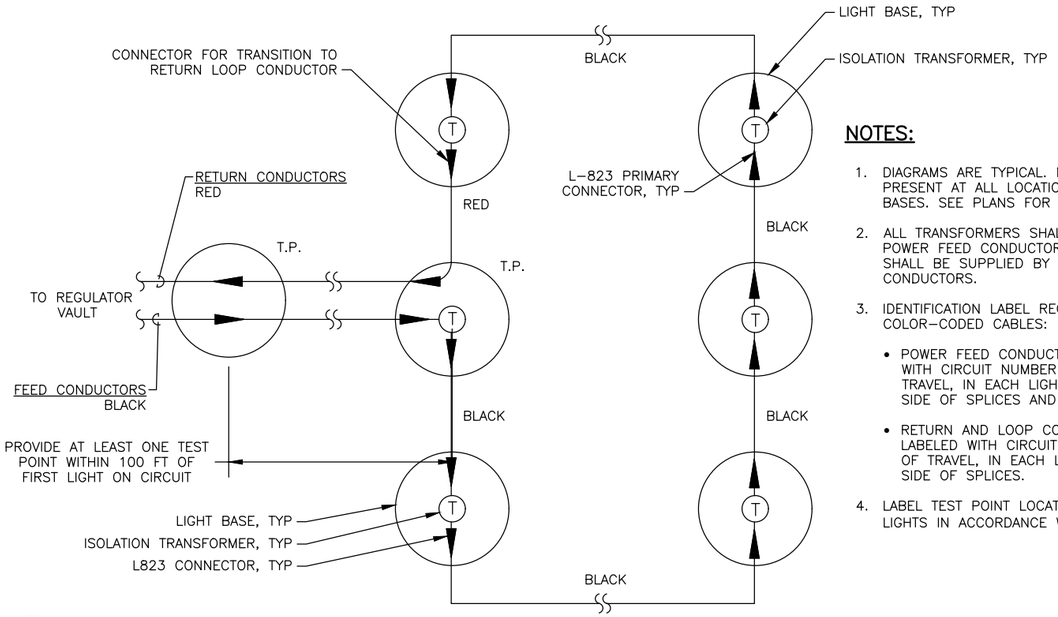


1
E13

TYPICAL TAXIWAY CENTERLINE LIGHT (HIGH/LOW VIS) CONDUCTOR DIAGRAM

SCALE: NTS



2
E13

TYPICAL EDGE LIGHT CONDUCTOR DIAGRAM

SCALE: NTS

NOTES:

1. DIAGRAMS ARE TYPICAL. NOT ALL CIRCUITS WILL BE PRESENT AT ALL LOCATIONS AND IN ALL LIGHT BASES. SEE PLANS FOR SPECIFIC ARRANGEMENTS.
2. ALL TRANSFORMERS SHALL BE SUPPLIED FROM POWER FEED CONDUCTORS. NO TRANSFORMERS SHALL BE SUPPLIED BY RETURN AND LOOP CONDUCTORS.
3. IDENTIFICATION LABEL REQUIREMENTS FOR COLOR-CODED CABLES:
   - POWER FEED CONDUCTOR SHALL BE LABELED WITH CIRCUIT NUMBER AND DIRECTION OF TRAVEL, IN EACH LIGHT BASE AND ON EACH SIDE OF SPLICES AND TRANSFORMERS.
   - RETURN AND LOOP CONDUCTORS SHALL BE LABELED WITH CIRCUIT NUMBER AND DIRECTION OF TRAVEL, IN EACH LIGHT BASE AND ON EACH SIDE OF SPLICES.
4. LABEL TEST POINT LOCATIONS AT CENTERLINE LIGHTS IN ACCORDANCE WITH DETAIL 1/E4.

STATE OF ALASKA
49TH
William A. Starn
EE-8223
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
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DATE: JULY 2025

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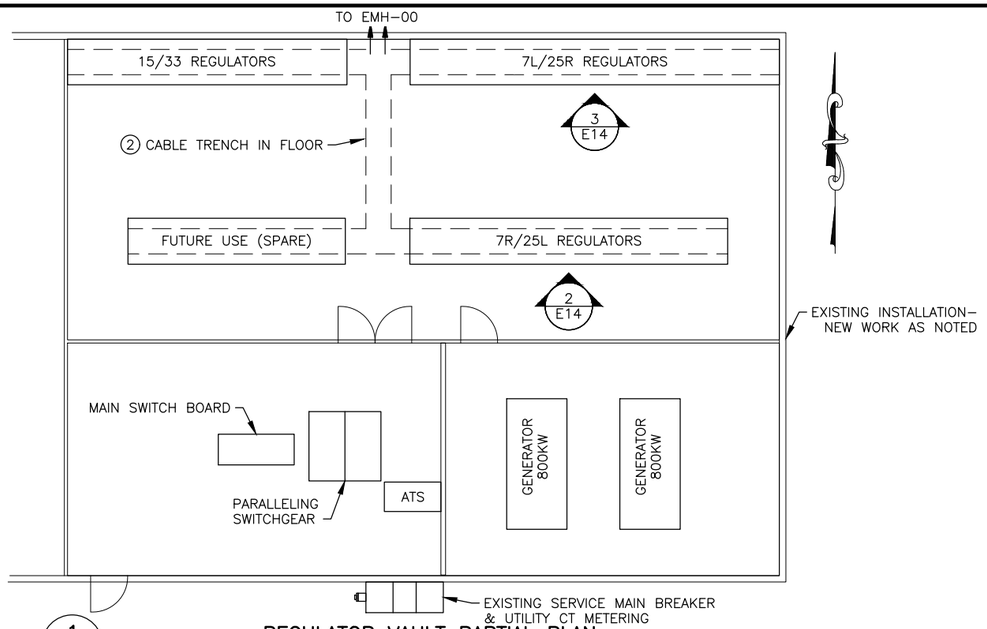


1 E14 REGULATOR VAULT PARTIAL PLAN

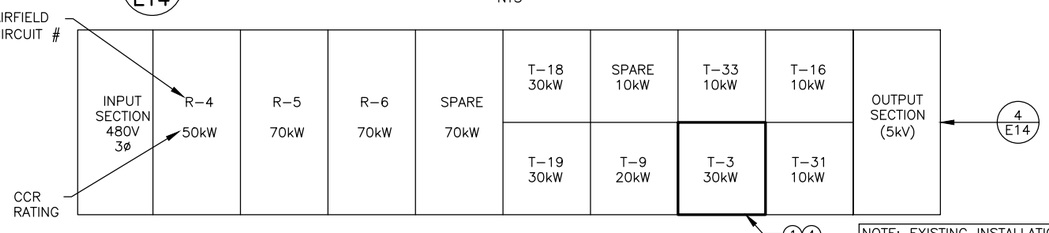
NTS

GENERAL NOTES:

1. SEE CCR LOAD SUMMARY ON SHEET E13 FOR EXISTING AND PROPOSED TAXIWAY/TAXILANE LIGHTING CIRCUIT LOADS.
2. REMOVE ABANDONED CABLES THAT ARE REPLACED IN ACCORDANCE WITH DEMOLITION AND GENERAL NOTES ON SHEET E1.
3. EXISTING AIRPORT LIGHTING CONTROL AND MONITORING SYSTEM (ALCMS) IS NETWORKED TO ALL VAULT CONSTANT-CURRENT REGULATORS (CCRs), WITH EACH CCR EQUIPPED WITH AN INTERNALLY MOUNTED / FRONT ACCESSIBLE, DISTRIBUTED CONTROL/ MONITORING UNIT (DCMU). CURRENT MODEL DCMU IS ADB-SAFEGATE MODEL "ACE3"; EXISTING DCMUs IN ORIGINAL CCRs ARE ADB-SAFEGATE MODEL "ACE1" WHICH ARE FUNCTIONAL BUT OBSOLETED BY THE MANUFACTURER AND NO LONGER SUPPORTED.
4. REGULATOR VAULT UPGRADES SHALL INCLUDE THE FOLLOWING:
   - PROVIDE ONE NEW L-829 REGULATORS WITH ACE3 DCMU TO REPLACE EXISTING CCR IN EXISTING SWITCHGEAR CUBICLE AS INDICATED.
   - ON-SITE FIELD SERVICES OF THE MANUFACTURER'S AUTHORIZED TECHNICAL REPRESENTATIVE TO PROVIDE ALCMS PROGRAMMING UPDATES AND 4-HOURS TRAINING FOR ANC AFM STAFF.
   - WORK ASSOCIATED WITH CCR UPGRADES SHALL BE SUBSIDIARY TO ITEM L125.020.0010 (REGULATOR, L-829).
   - PROVIDE ONE SPARE ACE3 DCMU (REPLACEMENT KIT) UNDER ITEM L125.170.0000 (SPARE PARTS).
   - CUTOUT MODIFICATIONS AS NOTED.

SHEET NOTES:

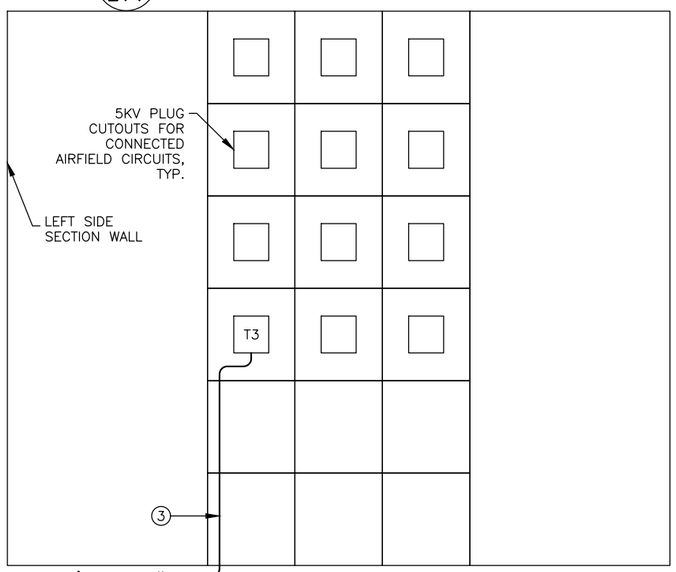
1. CIRCUIT T-3 REGULATOR: K&R INTERSECTION EDGE LTS:
   - REMOVE EXISTING 30KW 6.6A CCR WITH 3-STEP CONTROL AND TURN OVER TO ANC AFM.
   - PROVIDE NEW 30KW 6.6A CCR WITH 3-STEP CONTROL FOR LED & INCANDESCENT LAMP LOADS.
2. ROUTE NEW TAXIWAY HOMERUN CIRCUIT CONDUCTORS THRU FLOOR TRENCH TO SWITCHGEAR FROM MANHOLE EMH-00 DUCT BANK ENTRANCE. BOND EQUIPMENT GROUNDING CONDUCTORS TO SWITCHGEAR GROUND BUS.
3. NEATLY ROUTE, TY-WRAP, LABEL, AND TERMINATE NEW 5KV CABLES AT CUTOUTS.
4. PROVIDE FIELD INSTALLATION OF NEW PLUG CUTOUT KIT AT CCR. MOUNT CUTOUT IN CCR CUBICLE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS, WIRED INTO EXISTING 5KV CIRCUIT IN SERIES WITH EXISTING CUTOUT LOCATED IN 5KV OUTPUT SECTION.



NOTE: EXISTING INSTALLATION SHOWN WITH NEW WORK AS NOTED.

2 E14 7R-25L REGULATOR SWITCHGEAR ELEVATION DIAGRAM

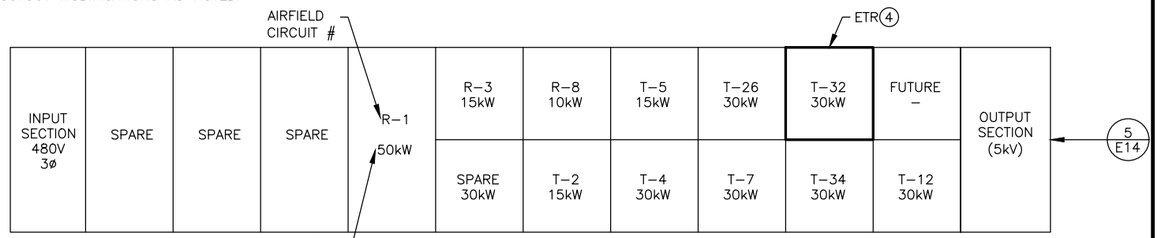
NTS



NOTES:
- EXISTING INSTALLATION SHOWN WITH NEW WORK AS NOTED.
- EXISTING CIRCUIT CABLES NOT SHOWN FOR CLARITY.

4 E14 7R-25L CCR SWITCHGEAR CUTOUT SECTION DETAIL

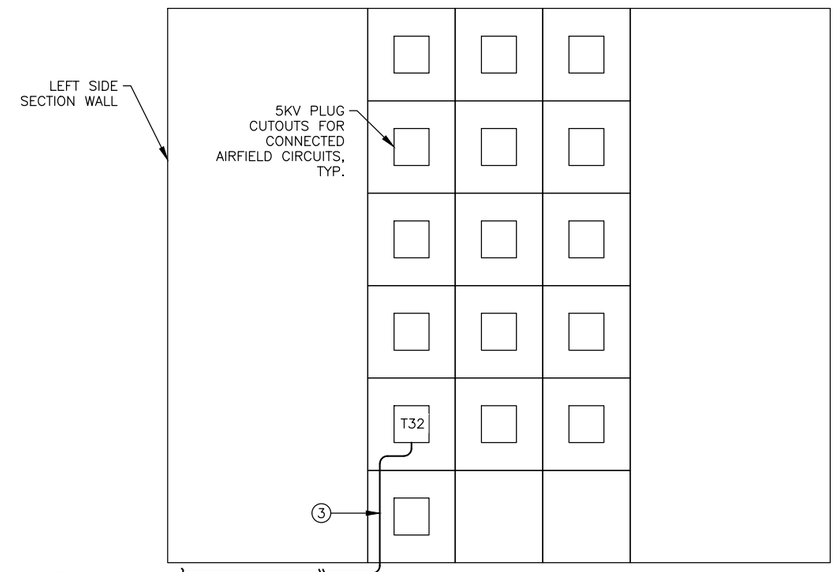
NTS



NOTE: EXISTING INSTALLATION SHOWN WITH NEW WORK AS NOTED.

3 E14 7L-25R REGULATOR SWITCHGEAR ELEVATION DIAGRAM

NTS



NOTES:
- EXISTING INSTALLATION SHOWN WITH NEW WORK AS NOTED.
- EXISTING CIRCUIT CABLES NOT SHOWN FOR CLARITY.

5 E14 7L-25R CCR SWITCHGEAR CUTOUT SECTION DETAIL

NTS

STATE OF ALASKA 49TH REGISTERED PROFESSIONAL ENGINEER William A. Starn EE-8223

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
REGULATOR VAULT PANEL DETAIL

DATE: JULY 2025

SHEET: E14 OF E14

Designed By: TN
Drawn By: TN
Checked By: BS

Date Revised:
Layout Name: E14
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\03 Electrical\01262-ANC-Electrical Details.dwg
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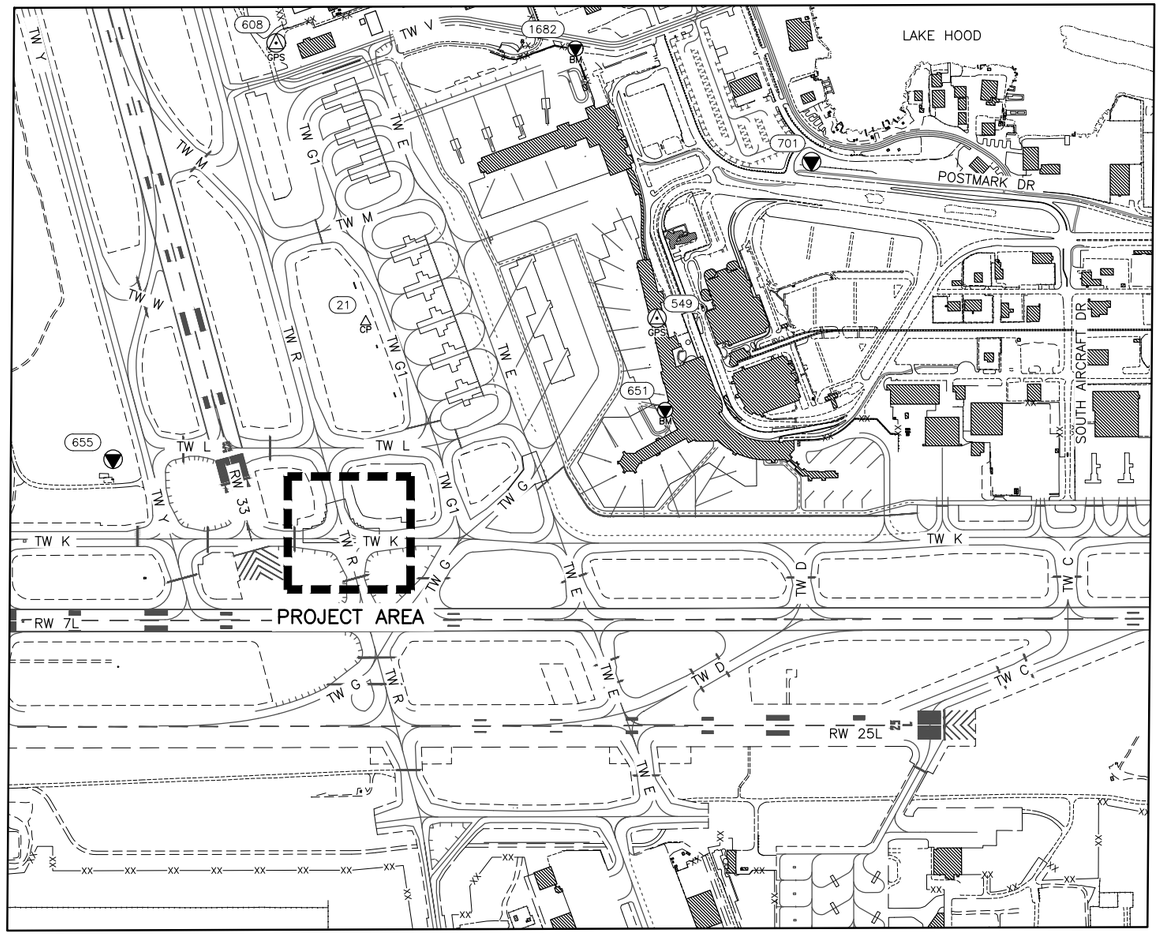


PROJECT OVERVIEW

VERTICAL CONTROL				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
651	324273	331060	99.41	FOUND BC/CONC [DOT]: BM 651
701	325911	332026	81.54	FOUND ROD/BX (R&M): PACS "ANC-A"
1682	326658	330468	84.84	FOUND BC/ROD [DOT]: NE-1

HORIZONTAL CONTROL			
POINT	NORTHING	EASTING	DESCRIPTION
21	324854.3075	329083.1697	FOUND RBR/PC [DOT]: CP 21
549	324878.7762	331006.0645	NGS-CORS "ANC2"
608	326694.5162	328492.4756	FOUND BC/ROD [DOT]: GPS VICTOR
655	323947.8761	327416.7002	FOUND ROD/BX (R&M): SACS "ANC-B"
701	325911.4427	332026.0005	FOUND ROD/BX (R&M): PACS "ANC-A"
* 702	322303.3357	338029.3108	FOUND ROD/BX (R&M): SACS "ANC-D"

* NOT SHOWN, OUTSIDE OF VIEWPORT

LEGEND

- (###) CONTROL POINT #
- FEDERAL CONTROL STATION
- GPS CONTROL POINT
- BM VERTICAL BENCHMARK
- CP CONTROL POINT

500' 250' 0 500' 1000'

SCALE 1" = 500'
U.S. SURVEY FEET

HORIZONTAL CONTROL STATEMENT

COORDINATE SYSTEM:
THIS DRAWING IS ON THE ANCHORAGE BOWL 2000 ADJUSTMENT, A LOCAL SURFACE GRID COORDINATE SYSTEM EXPRESSED IN U.S. SURVEY FEET UNITS 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. U.S. SURVEY FEET.

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 FOOT COORDINATES, TRANSLATE USING +2,296,868.6878 N, +1,312,517.4904 E, AND SCALE USING 0.9998910192.

VERTICAL CONTROL STATEMENT

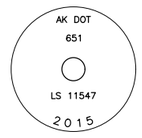
DATUM IS MUNICIPALITY OF ANCHORAGE 1972 NGS ADJUSTMENT. ALL ELEVATIONS SHOWN HEREON ARE BASED ON ADOT&PF BENCHMARKS 651 WITH AN ELEVATION OF 99.41', AND 1682 WITH AN ELEVATION OF 84.84'.

SURVEY NOTES

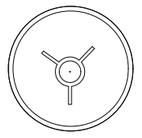
1. ALL COORDINATES AND DIMENSIONS SHOWN ARE IN U.S. SURVEY FEET.
2. THE FIELD SURVEY WAS CONDUCTED BY CRW ENGINEERING GROUP IN MAY 2025.
3. VERTICAL COORDINATES FOR CONTROL POINTS 651, 701, AND 1682 ARE REFERENCED FROM AKDOT&PF SURVEY CONTROL DIAGRAM, RECORDED AS PLAT #2015-80 IN THE ANCHORAGE RECORDING DISTRICT (ARD).
4. HORIZONTAL COORDINATES FOR CONTROL POINTS 21, 608, 655, AND 701 ARE REFERENCED FROM AKDOT&PF SURVEY CONTROL DIAGRAM, RECORDED AS SURVEY CONTROL, PROJECT No. CFAPT00718. HORIZONTAL CONTROL POINT 702 IS REFERENCED FROM AKDOT&PF SURVEY CONTROL DIAGRAM, RECORDED AS PLAT #2015-80 IN THE ANCHORAGE RECORDING DISTRICT (ARD).
5. IN ADDITION TO THE CONTROL OUTLINED IN NOTE 3 AND 4, A BOWL 2000 HORIZONTAL COORDINATE AND GPS DEPRIVED MOA-1972 ADJUST ELEVATION WAS GIVEN TO CRW BY THE STATE OF ALASKA, DOT/PF, SURVEY SECTION, AND WAS HELD FIXED FOR THE NATIONAL GEODETIC SURVEY (NGS) CONTINUOUSLY OPERATING REFERENCE STATION (CORS) "ANC2" WHICH IS LOCATED ON ROOF OF THE SOUTH TERMINAL BUILDING. POINT #549 WAS ASSIGNED TO STATION ANC2 FOR THIS SURVEY CONTROL SHEET. SEE HORIZONTAL CONTROL TABLE FOR COORDINATE VALUES.
6. ALL HORIZONTAL AND VERTICAL CONTROL SHOULD BE VERIFIED PRIOR TO USE. FOR MULTI- YEAR PROJECTS CONTROL SHOULD BE VERIFIED ON A SEASONAL BASIS.
7. THE BACKGROUND INFORMATION SHOWN IS FOR ORIENTATION PURPOSES ONLY.

608


FOUND 2 1/2" BRASS DISC ON A STAINLESS STEEL DRIVE ROD, IN A 4" PIPE, GOOD CONDITION

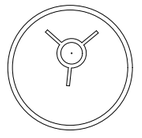
651


FOUND 3 1/4" BRASS CAP, FLUSH WITH CONCRETE

655

FOUND STAINLESS STEEL DRIVE ROD, IN MONUMENT CASE, GOOD CONDITION (ANC B)

701

FOUND STAINLESS STEEL DRIVE ROD, IN MONUMENT CASE, GOOD CONDITION (ANC A)

702

FOUND STAINLESS STEEL DRIVE ROD, IN MONUMENT CASE, GOOD CONDITION (ANC D)

21


FOUND 1 1/4" ORANGE PLASTIC CAP, 0.1' BELOW SURFACE, GOOD CONDITION

1608


FOUND 2 1/2" BRASS DISC ON A STAINLESS STEEL DRIVE ROD, IN A 4" PIPE, GOOD CONDITION

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
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PROJECT No. CFAPT01262

SURVEY CONTROL

DATE: JULY 2025

SHEET: AB1 OF AB1

Designed By:	BB
Drawn By:	BB
Checked By:	BW
Date Revised:	7/24/2025 4:06 PM
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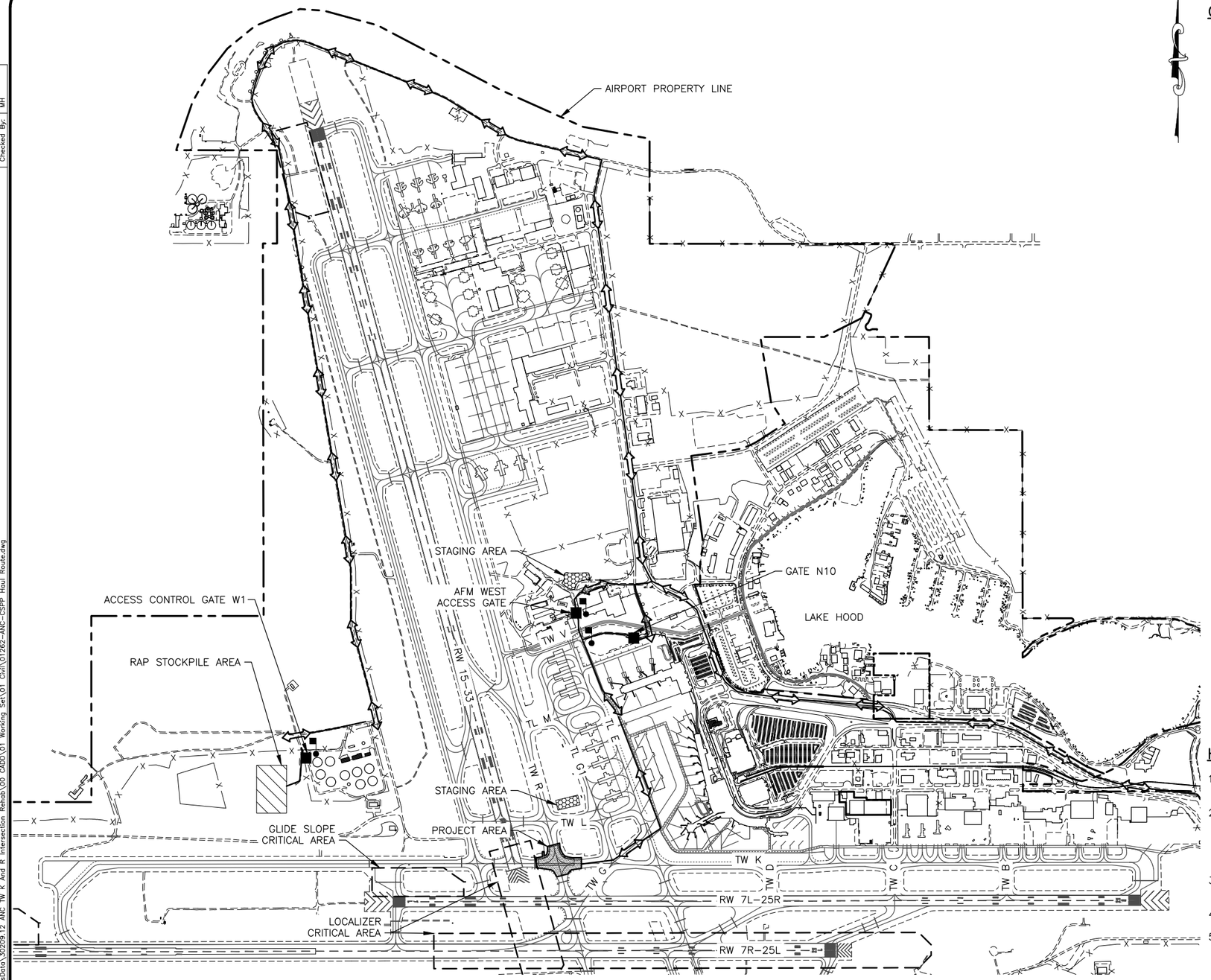


1
AC1

CSPP HAUL ROUTE

800' 400' 0 800' 1600'

LEGEND:

- PROJECT LIMITS
- PROPOSED HAUL ROUTE
- ACCESS CONTROL GATE
- AIRPORT FLAGGER
- STAGING AREA
- RAP STOCKPILE AREA

GENERAL SAFETY REQUIREMENTS

1. 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.
2. THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT PER FAA AC 150/5370-2G 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.
3. CONSTRUCTION SHALL BE PLANNED TO MINIMIZE DISTURBANCE TO AIRCRAFT OPERATIONS. COORDINATE RUNWAY AND TAXIWAY CLOSURES (PARTIAL OR FULL) WITH AIRPORT OPERATIONS AND THE ENGINEER.
4. ALL CONSTRUCTION VEHICLES AND EQUIPMENT SHALL OPERATE A FLASHING AMBER BEACON WHEN WORKING ON THE AIRPORT.
5. CLEAR SAFETY AREAS AND OBJECT FREE AREAS AT ANYTIME AS DIRECTED BY THE ENGINEER.
6. CONSTRUCTION ACTIVITIES THAT REQUIRE WORK IN AN ACTIVE TOFA ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:
   A. NOTAMS HAVE BEEN ISSUED ADVISING TAXIING PILOTS OF HAZARD AND RECOMMENDING REDUCED TAXIING SPEEDS ON THE TAXIWAY OF 10 MPH OR LESS.
   B. INSTALL MARKINGS PER THIS CSPP AND THE PROVISIONS OF SECTIONS 2.18 AND 2.20 OF AC 150/5370-2G PRIOR TO THE COMMENCEMENT OF WORK IN THE AREA.
   C. MAINTAIN FIVE FOOT CLEARANCE BETWEEN EQUIPMENT AND MATERIALS AND ANY PART OF AN AIRCRAFT. IF SUCH CLEARANCE CAN NOT BE MAINTAINED WHEN THE AIRCRAFT HAS FULL USE OF THE ENTIRE TAXIWAY WIDTH, THEN IT WILL BE NECESSARY TO MOVE PERSONNEL AND EQUIPMENT FOR THE PASSAGE OF THAT AIRCRAFT.
   D. FLAGGERS FURNISHED BY THE CONTRACTOR MUST BE USED TO DIRECT AND CONTROL CONSTRUCTION EQUIPMENT AND PERSONNEL TO A PRE-ESTABLISHED SETBACK DISTANCE FOR SAFE PASSAGE OF AIRCRAFT.
   E. AIRLINE PERSONNEL MUST BE USED TO DIRECT TAXIING AIRCRAFT WHEN WORK IS OCCURRING WITHIN THE ADJACENT TOFA.
   F. REMOVE MATERIAL STOCKPILES AND EQUIPMENT FROM OBJECT FREE AREAS DURING NON-WORK HOURS.
7. DAMAGE TO FAA FACILITIES INCLUDING POWER DISRUPTION SHALL BE IMMEDIATELY REPAIRED IN A MANNER ACCEPTABLE TO THE FAA AT THE CONTRACTOR'S EXPENSE.
8. PROVIDE AIRPORT FLAGGERS WHERE CONSTRUCTION ACTIVITY IS CONDUCTED IN CLOSE PROXIMITY TO OPERATING AIRCRAFT AND WHERE THE ENGINEER OR AIRPORT OPERATIONS DETERMINES A FLAGGER IS NECESSARY.
9. THE CONTRACTOR MUST REPORT SAFETY ISSUES TO THE ENGINEER AND AIRPORT OPERATIONS UPON DISCOVERY. THE CONTRACTOR MUST TAKE IMMEDIATE ACTION TO RESOLVE SAFETY ISSUES AS DIRECTED.
10. IMMEDIATELY REMOVE ALL FOREIGN OBJECTS AND 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, APRON SURFACES, AND TUG ROADS.
11. OTHER CONTRACTORS OR UTILITY COMPANIES MAY BE WORKING IN THE SAME PROJECT AREA OR IN THE VICINITY DURING THE PROGRESS OF THIS CONTRACT'S WORK. CONTRACTOR SHALL COORDINATE THEIR WORK WITH ALL OTHER CONTRACTORS OR UTILITY COMPANIES WORKING AT OR NEAR THE AIRPORT.
12. CONTRACTOR TO SURVEY EXISTING STAGING AREAS PRIOR TO CONSTRUCTION AND RETURN STAGING AREAS TO EXISTING ELEVATIONS ONCE CONSTRUCTION IS COMPLETE. STAGING AREAS ARE IN SNOW DISPOSAL SITES, SNOW PILES MAY BE PRESENT. CONTRACTOR SHALL VACATE THE STAGING AREAS BY THE PROJECT COMPLETION DATE UNLESS APPROVED BY THE ENGINEER.

HAUL ROUTE NOTES:

1. SUBMIT A TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL FROM ANC AIRPORT OPERATIONS AND ANC ENGINEERING PRIOR TO BEGINNING HAULING OPERATIONS.
2. THE HAUL ROUTE IS TO BE USED BY THE CONTRACTOR TO ACCESS THE PROJECT AND STAGING AREA ON ANC PROPERTY. ALTERNATE HAUL ROUTES MAY NOT BE USED WITHOUT APPROVAL FROM THE ENGINEER. FOLLOWING CONSTRUCTION COMPLETION, THE CONTRACTOR IS REQUIRED TO RESTORE THE HAUL ROUTE TO ITS ORIGINAL CONDITION. TEMPORARY ACCESS ROUTES MUST BE REMOVED AND THE GROUND RESTORED TO ITS ORIGINAL CONDITION.
3. HAUL ROUTES SHALL BE SWEPT AND KEPT CLEAR OF DEBRIS AT ALL TIMES AND AS DIRECTED BY THE ENGINEER.
4. UNCOVERED STOCKPILED MATERIAL WILL NOT BE PERMITTED WITHIN THE PROJECT LIMITS.
5. ONLY SOIL IS TO BE DISPOSED OF IN DISPOSAL AREAS. PROCESSED ASPHALT SHALL BE PLACED AT THE RAP STOCKPILE. CONCRETE, AND OTHER MATERIALS SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR.

Designed By: MH
Drawn By: SS
Checked By: MH

Date Revised: 7/28/2025 1:28 PM
Layout Name: AC1
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-CSPP Haul Route.dwg

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
ANCHORAGE, ALASKA 99503
(907) 562-3252
#AECL882-AK

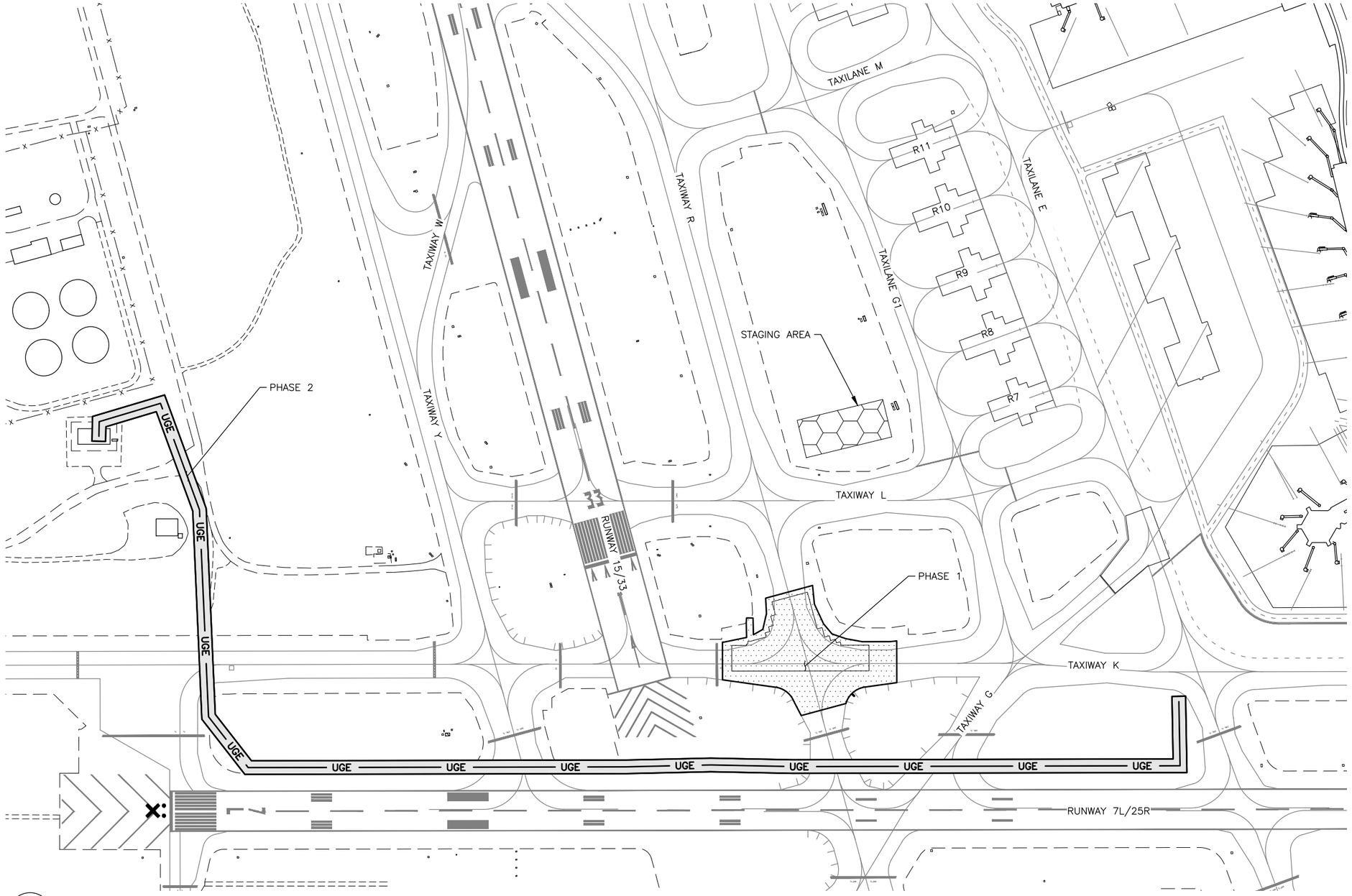
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAYS K & R INTERSECTION REHABILITATION
PROJECT No. CFAPT01262
AIP No. 3-02-0016-XXX-2026
CSPP HAUL ROUTE

DATE: JULY 2025

SHEET: AC1 OF AC5



1
AC2

CSPP OVERVIEW

200' 100' 0 200' 400'

LEGEND:

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- UGE — HOMERUN CIRCUIT REPLACEMENT
- RUNWAY CLOSURE MARKER

SHEET NOTES:

1. 14 DAYS PRIOR TO THE BEGINNING OF WORK, NOTIFY AIRPORT OPERATIONS THROUGH THE ENGINEER.
2. PHASE CHANGES SHALL NOT OCCUR ON WEEKENDS.
3. ONCE COMPLETED, EACH PHASE SHALL REMAIN OPEN FOR THE DURATION OF THE PROJECT.
4. WORKING IN CONCURRENT PHASES IS NOT ALLOWED UNLESS SPECIFIED IN THE CONSTRUCTION PHASING SCHEDULE AND AUTHORIZED BY THE ENGINEER.
5. ALL WORK SHALL BE COMPLETED BY THE PROJECT COMPLETION DATE REGARDLESS OF PHASE DAY DURATIONS IN THE CONSTRUCTION PHASING SCHEDULE.
6. CONTRACTOR SHALL BAG EXISTING AIRPORT SIGNS IN EACH PHASE AND AS DIRECTED BY THE ENGINEER TO MAINTAIN SAFE AIRCRAFT MOVEMENT AREAS.
7. PHASE 2 WORK SHALL BE SCHEDULED AT THE DISCRETION OF THE ENGINEER.

CONSTRUCTION PHASING SCHEDULE

PHASE	LOCATION	MAX DURATION (DAYS)	COMPLETION DATE
1	TW K–R INTERSECTION	30	8/15/2026
2	ELECTRICAL HOME RUN		

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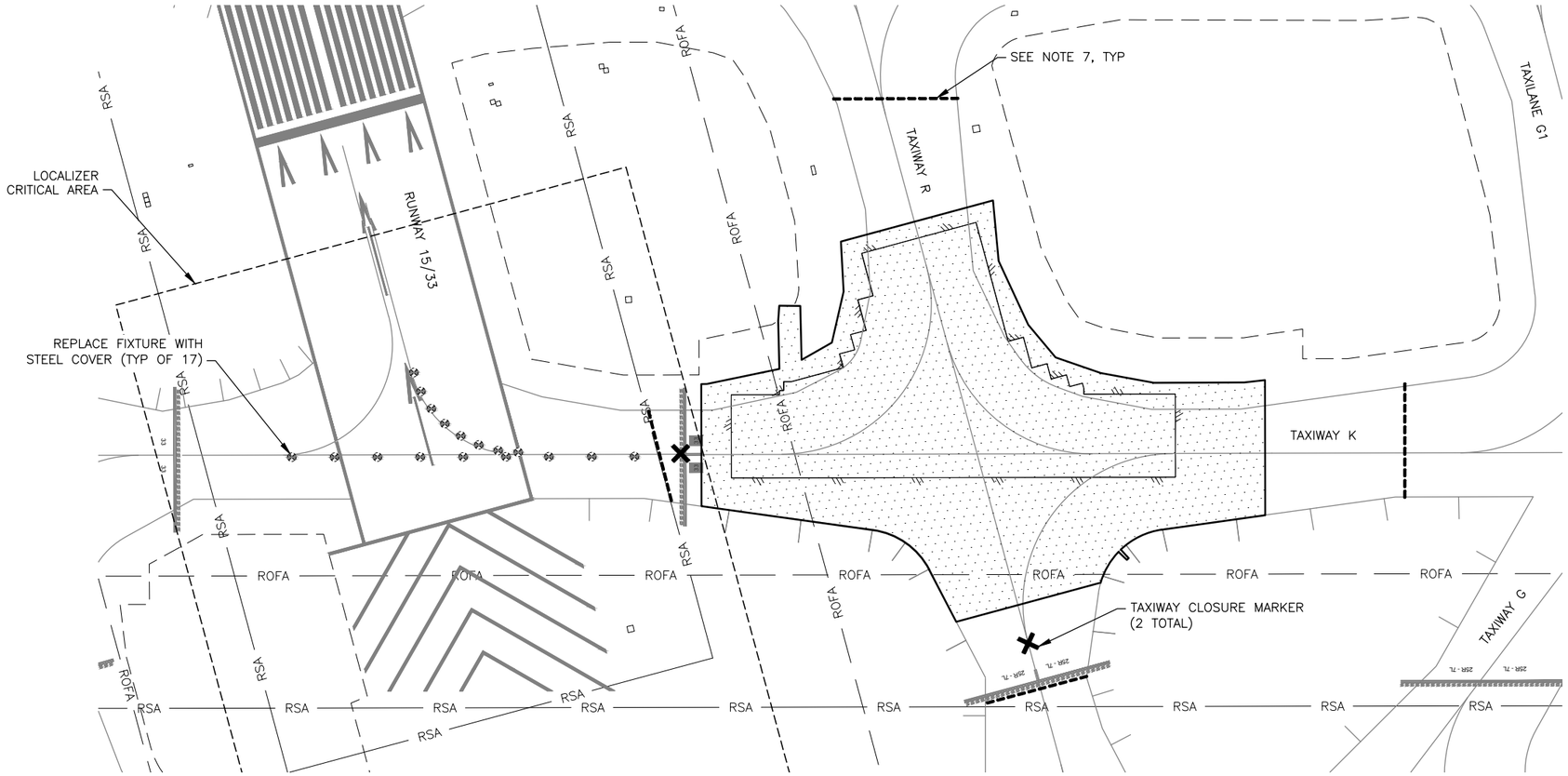
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
CSPP OVERVIEW

DATE: JULY 2025

SHEET: AC2 OF AC5

Designed By: SJ
Drawn By: SS
Checked By: MH

Date Revised: 7/28/2025 12:56 PM
Layout Name: AC2
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-CSPP Overview.dwg



1 / AC3

CSPP PHASE 1

80' 40' 0 80' 160'

LEGEND:

- TAXIWAY CLOSURE MARKER
- HAZARD MARKER BARRIER
- PHASE WORK AREA

SHEET NOTES:

1. 14 DAYS PRIOR TO THE BEGINNING OF WORK, NOTIFY AIRPORT OPERATIONS THROUGH THE ENGINEER.
2. CONTRACTOR SHALL BAG EXISTING AIRPORT SIGNS AS DIRECTED BY THE ENGINEER TO MAINTAIN SAFE AIRCRAFT MOVEMENT AREAS.
3. 14 DAYS PRIOR TO FINAL PAVING, NOTIFY ANC AIRPORT OPERATIONS THROUGH THE ENGINEER TO SCHEDULE RUNWAY 15–33 CLOSURE FOR ONE DAY TO ACCOMMODATE MILLING AND PAVING OPERATIONS.
4. IF WORK OCCURS WITHIN THE RUNWAY SAFETY AREA OF RW 7R/25L OR RW 15/33, WORK MUST BE COORDINATED WITH AIRPORT OPERATIONS AND THE FAA ATCT TO PRECLUDE CLOSURE OF BOTH RUNWAYS AS THE SAME TIME.
5. CONTRACTOR SHALL REMOVE ALL EQUIPMENT WITHIN THE ROFA AT THE END OF EACH SHIFT.
6. ANC WILL PROVIDE NOTAMS FOR THE RUNWAY AND TAXIWAY RESTRICTIONS.
7. COORDINATE EXACT PLACEMENT OF HAZARD MARKER BARRIERS WITH ANC OPERATIONS PRIOR TO CLOSING INTERSECTION.

COMPLTE THE FOLLOWING PRIOR TO PHASE 1 CONSTRUCTION

- COORDINATE THROUGH THE ENGINEER TO ISSUE A NOTAM FOR CONSTRUCTION ACTIVITY OCCURRING IN THE PHASE 1 AREA
- COVER TAXIWAY & TAXILANE CENTERLINE, EDGE LIGHTS, AND SIGNS AND NECESSARY
- INSTALL HAZARD MARKER BARRIERS
- INSTALL BMP'S PER CONTRACTOR'S APPROVED SWPPP
- REPLACE TW K FIXTURES WITH TEMPORARY STEEL COVERS WITHIN THE RUNWAY SAFETY AREA

COMPLTE THE FOLLOWING DURING PHASE 1 CONSTRUCTION

- INSTALL JOINT SEALANT FILLER
- INSTALL ELASTOMERIC REPAIR
- REPLACE TAXIWAY LIGHT FIXTURES AND LIGHTED SIGNS
- REPLACE PAVEMENT
- PAVEMENT MARKINGS

COMPLTE THE FOLLOWING AFTER PHASE 1 CONSTRUCTION

- REMOVE HAZARD MARKER BARRIERS
- REMOVE BMP'S
- UNCOVER TAXIWAY & TAXILANE CENTERLINE, EDGE LIGHTS, AND SIGNS AS NECESSARY
- REMOVE STEEL COVERS AND REINSTALL TW K FIXTURES WITHIN THE RUNWAY SAFETY AREA

Designed By: SJ
Drawn By: SS
Checked By: MH

Date Revised:
Layout Name: AC3
File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-CSPP Phase 1.dwg
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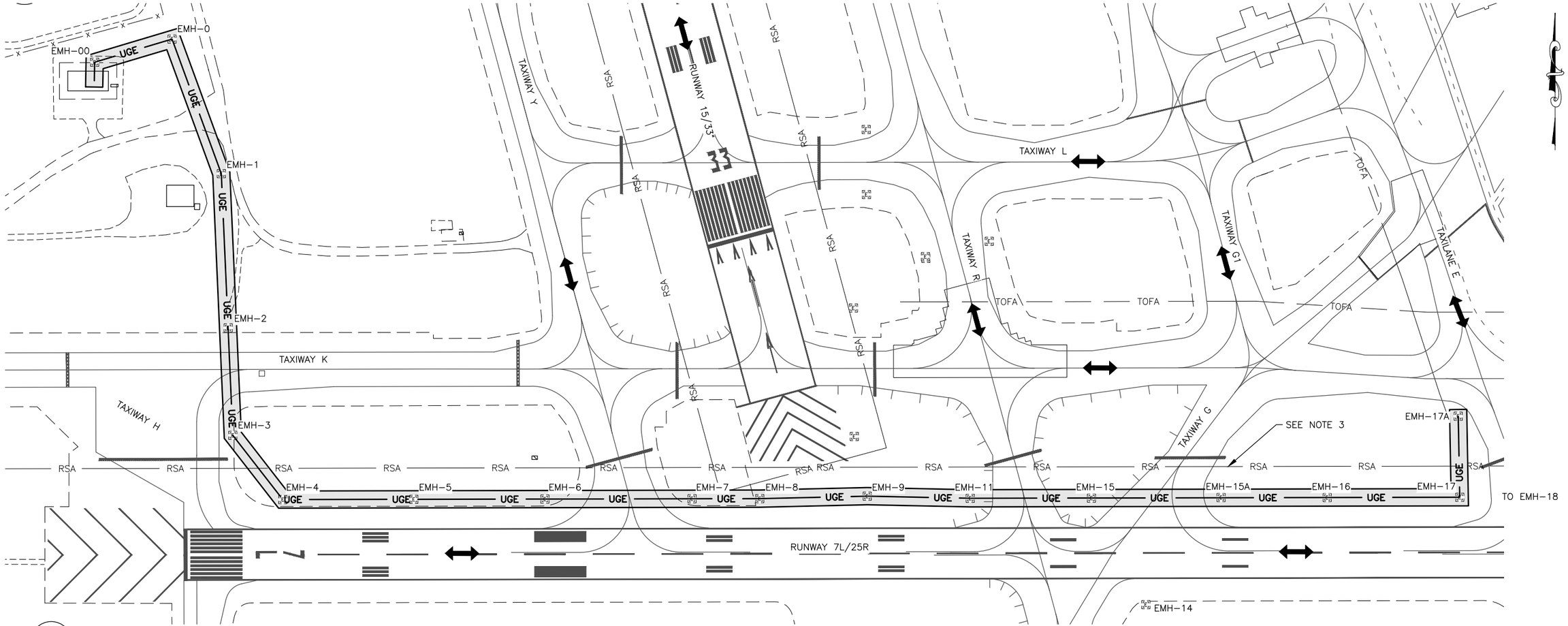
PROJECT No. CFAPT01262
AIP No. 3–02–0016–XXX–2026
CSPP PHASE 1

DATE: JULY 2025
SHEET: AC3 OF AC5



1
AC4

CSPP PHASE 2

150' 75' 0 150' 300'

LEGEND:

- AIRCRAFT MOVEMENT DIRECTION
- PHASE WORK AREA
- — UGE — HOMERUN CIRCUIT REPLACEMENT
- EXISTING ELECTRICAL MANHOLE

COMPLETE THE FOLLOWING PRIOR TO PHASE 2 CONSTRUCTION

- COORDINATE THROUGH THE ENGINEER TO ISSUE A NOTAM FOR CONSTRUCTION ACTIVITY OCCURRING IN THE PHASE 2 AREA
- INSTALL HAZARD MARKER BARRIERS

COMPLETE THE FOLLOWING DURING PHASE 2 CONSTRUCTION

- REPLACE HOME RUN CIRCUITS
- REPLACE REGULATORS IN REGULATOR VAULT

COMPLETE THE FOLLOWING AFTER PHASE 2 CONSTRUCTION

- REMOVE HAZARD MARKER BARRIERS

SHEET NOTES:

1. 14 DAYS PRIOR TO THE BEGINNING OF EACH PHASE, NOTIFY AIRPORT OPERATIONS THROUGH THE ENGINEER.
2. ONCE COMPLETED EACH PHASE SHALL REMAIN OPEN TO THE AUTHORIZED PERSONNEL AND TENANTS FOR THE DURATION OF THE PROJECT.
3. ALL WORK WITHIN THE RW 7L/25R AND RW 15/33 RSA WILL REQUIRE RUNWAY CLOSURES. SCHEDULE THE RUNWAY CLOSURES THROUGH THE ENGINEER FOR APPROVAL FROM ANC OPERATIONS. ALL WORK SHALL OCCUR DURING THE DAYLIGHT HOURS AND ALL CIRCUITS SHALL BE RE-ENERGIZED PRIOR TO DUSK LIGHTING CONDITIONS.
4. CONTRACTOR SHALL ALLOW 1 HOUR PER ELECTRICAL MANHOLE FOR AFM PERSONNEL TO PERFORM MAINTENANCE BETWEEN THE HOURS OF 8 AM TO 4 PM.
5. TSA AND TOFA SHOWN FOR ADG VI AIRCRAFT.

Designed By:	TN
Drawn By:	TN
Checked By:	BS
Date Revised:	7/28/2025 1:11 PM
Layout Name:	AC4
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PROJECT No. CFAPT01262
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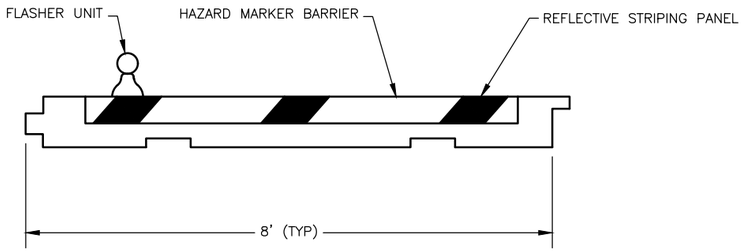
CSPP PHASE 2

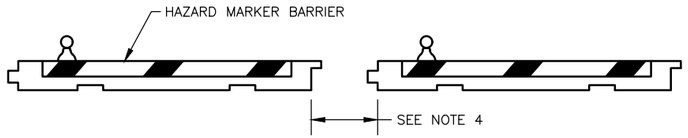
DATE: JULY 2025

SHEET: AC4 OF E14



1 / AC5 AVIATION HAZARD MARKER BARRICADE DETAIL

SCALE: NTS

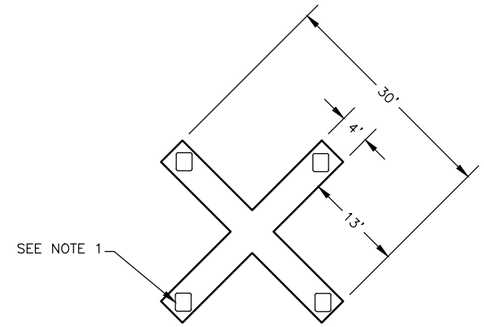


2 / AC5 CONSTRUCTION CLOSURE HAZARD MARKER BARRIER DETAIL

SCALE: NTS

BARRICADE NOTES:

1. FLASHER SHALL BE BATTERY POWERED LIGHTS, TYPE "A", OF LOW INTENSITY, FLASHING, CONFORMING TO PART VI OF THE MANUAL ON TRAFFIC CONTROL DEVICES, 2009 EDITION.
2. ATTACH FLASHER PER MANUFACTURER'S RECOMMENDATIONS.
3. PLACE BARRIERS TO SEPARATE CONSTRUCTION AREAS FROM OPEN PORTIONS OF THE AIRPORT.
4. ALL BARRIERS SHALL BE INTERLOCKED UNLESS AUTHORIZED BY THE ENGINEER. MAX BARRIER SPACING SHALL BE 4' IF NOT INTERLOCKED.



3 / AC5 TAXIWAY CLOSURE MARKER DETAIL

SCALE: NTS

TAXIWAY CLOSURE MARKER NOTES:

1. INSTALL YELLOW SANDBAGS TO SECURE TAXIWAY CLOSURE MARKER TO SURFACE.
2. TAXIWAY CLOSURE MARKERS SHALL BE SUBSIDIARY TO PAY ITEM P670.010.0000.

Designed By: SJ
Drawn By: SS
Checked By: MH

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File Path and Name: J:\JobsData\30209.12 ANC TW K And R Intersection Rehab\00 CADD\01 Working Set\01 Civil\01262-ANC-CSPP Details.dwg

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SHEET: AC5 OF AC5