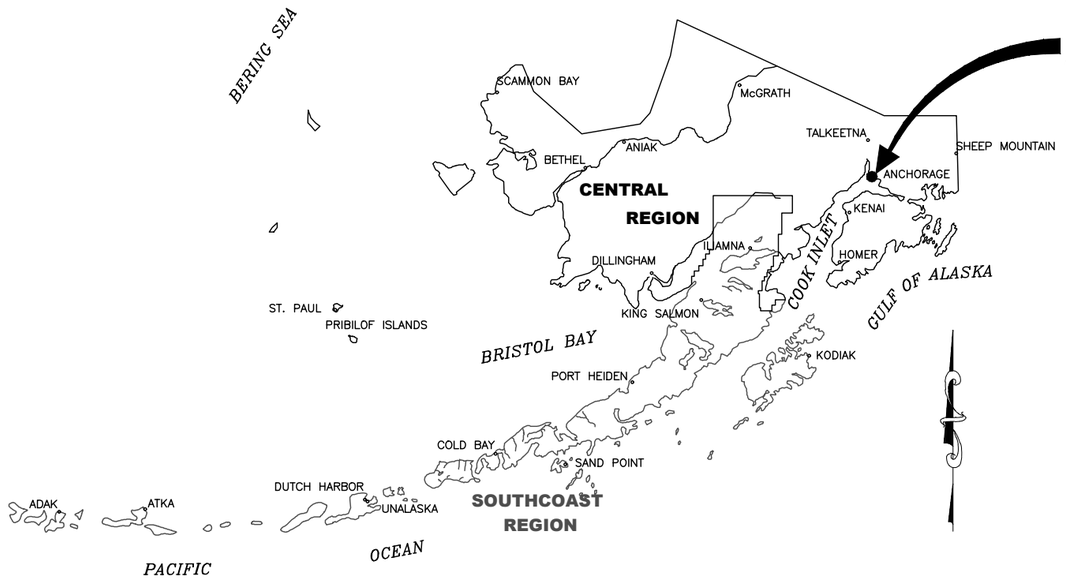
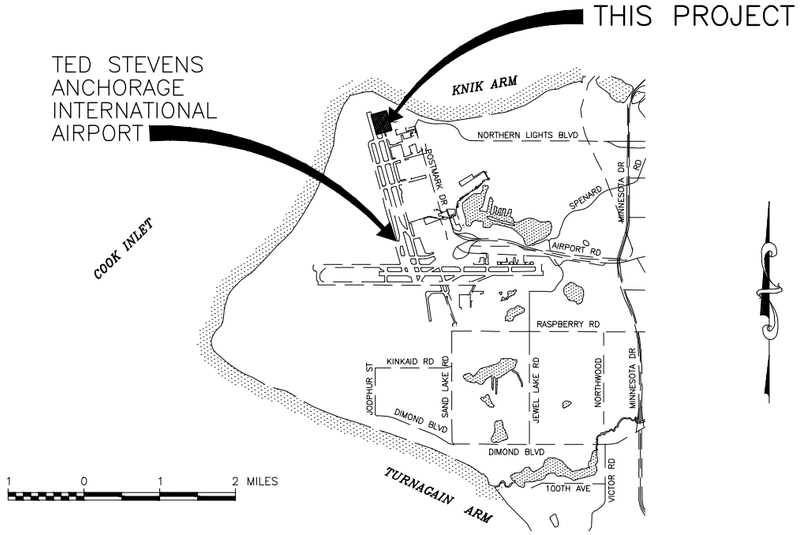


ALASKA CENTRAL REGION LOCATION MAP

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 TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

FEBRUARY 2026
PS&E REVIEW

APPROVED	DATE
LUKE BOWLAND, P.E.	REGIONAL PRECONSTRUCTION ENGINEER
APPROVED	DATE
JENNIFER PEPIN, P.E.	ENGINEERING, ENVIRONMENT & PLANNING MANAGER
APPROVED	DATE
JENNIFER LOMBARDO, P.E.	PROJECT MANAGER
CONCUR	DATE
JOEL G. ST. AUBIN, P.E.	REGIONAL CONSTRUCTION ENGINEER

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BY	DATE	REVISION

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ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

TITLE, SIGNATURES, LOCATION MAP & VICINITY MAP

DATE: JANUARY 2026

SHEET: 1 OF 20

Designed By: ####
Drawn By: ####
Checked By: ####

Date Revised: 1/22/2026 9:22 AM
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LEGEND

DESCRIPTION	EXISTING	PROPOSED
AIRPORT PROPERTY BOUNDARY		
AOA FENCE (WIRE STRAND)	xx xx xx xx	
BUILDING		
CENTERLINE (RUNWAY/TAXIWAY)		
CONCRETE		
CONTOURS	100	100
FENCE (CHAIN POST)	x x x	
GRAVEL EDGE/EDGE OF RAP		
HAUL ROUTE		
IDENTIFICATION BUBBLE		ID
MONITORING WELL	MW	
OBJECT FREE AREA	OFA	OFA
OBJECT FREE ZONE	OFZ	OFZ
PAINT STRIPE		
PAVEMENT		
PAVEMENT/SHOULDER (EDGE)		
POINT NUMBER		100
ROADWAYS (EDGE, GRAVEL)		
RUNWAY PROTECTION ZONE	RPZ	
RUNWAY SAFETY AREA	RSA	
SANITARY SEWER LINE (UNDERGROUND)	SS	
SEWER SEPTIC MANHOLE	SS	
SLOPE WITH GRADE		
STORM DRAIN CATCH BASIN	CB	
STORM DRAIN CLEANOUT	CO	
STORM DRAIN CURB INLET		
STORM DRAIN LINE (UNDERGROUND)	SD	
STORM DRAIN MANHOLE	MH	
STORM DRAIN TOP INTAKE	FI	
TAXIWAY OBJECT FREE AREA	TOFA	
TAXIWAY SAFETY AREA	TSA	
UTILITY POLE		
WATER LINE (UNDERGROUND)	W	
WATER KEY BOX		
WATER VALVE		

SEE SHEET E1 FOR ELECTRICAL LEGEND.

ABBREVIATIONS

ATCT	AIR TRAFFIC CONTROL TOWER	ME	MATCH EXISTING
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM	M–GAL	THOUSAND GALLON
BMPS	BEST MANAGEMENT PRACTICES	MIN	MINIMUM
BOP	BEGINNING OF PROJECT	MIRL	MEDIUM INTENSITY RUNWAY LIGHTING
BVCS	BEGIN VERTICAL CURVE STATION	MITL	MEDIUM INTENSITY TAXIWAY LIGHTING
BVCE	BEGIN VERTICAL CURVE ELEVATION	NTS	NOT TO SCALE
CABC	CRUSHED AGGREGATE BASE COURSE	NIC	NOT IN CONTRACT
℄	CENTERLINE	OFA	OBJECT FREE AREA
CS	CONTINGENT SUM	OG	ORIGINAL GROUND
CY	CUBIC YARD	PC	POINT OF CURVATURE
DIA	DIAMETER	PCC	PORTLAND CEMENT CONCRETE
DOT	DEPARTMENT OF TRANSPORTATION	PI	POINT OF INTERSECTION
		PT	POINT OF TANGENCY
ELEV	ELEVATION	PVI	POINT OF VERTICAL INTERSECTION
EOP	END OF PROJECT	R	RADIUS
ESCP	EROSION AND SEDIMENT CONTROL PLAN	RAP	RECYCLED ASPHALT PAVEMENT
EVCS	END VERTICAL CURVE STATION	RD	ROAD
EVCE	END VERTICAL CURVE ELEVATION	REQ'D	REQUIRED
FAA	FEDERAL AVIATION ADMINISTRATION	RP	RADIUS POINT
GB	GRADE BREAK	RSA	RUNWAY SAFETY AREA
HMA	HOT MIX ASPHALT	RT	RIGHT
LB	POUND	RW	RUNWAY
LF	LINEAR FOOT	SF	SQUARE FEET
LS	LUMP SUM	STA	STATION
LT	LEFT	TW	TAXIWAY
MAINT	MAINTENANCE	TYP	TYPICAL

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PROJECT No. CSAPT01399

INDEX, LEGEND & ABBREVIATIONS

DATE: JANUARY 2026

SHEET: 2 OF 20

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ESTIMATED QUANTITIES

No.	ITEM	UNIT	QUANTITY
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
G135.060.0000	CONTRACTOR FURNISHED COMPUTATIONS	LS	ALL REQ'D
G150.020.0075	EQUIPMENT RENTAL, DOZER 75–HP MINIMUM	CS	ALL REQ'D
G150.030.0000	EQUIPMENT RENTAL, VAC TRUCK	CS	ALL REQ'D
G200.010.0000	CONTRACTOR QUALITY CONTROL PROGRAM	LS	ALL REQ'D
G300.010.0000	CPM SCHEDULING	LS	ALL REQ'D
G700.040.0000	TRAFFIC CONTROL FOR AIRPORTS	CS	ALL REQ'D
G705.010.0000	WATERING FOR DUST CONTROL	M–GAL	1,360
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L–824	LF	3,300
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	LF	2,200
L108.070.0000	GROUND ROD	EACH	1
L108.080.0014	UNDERGROUND CABLE #14 AWG, 2–CONDUCTOR, COPPER, 600V, TYPE "SOOW–A/SOOW"	LF	60
L110.080.1002	HDPE CONDUIT, 2–INCH	LF	1,001
L110.115.1002	PE CONDUIT, 2–INCH, CONCRETE ENCASED	LF	685
L125.040.0000	TAXIWAY EDGE LIGHT, L–861T	EACH	20
L125.070.0000	REMOVE RUNWAY AND TAXIWAY LIGHT	EACH	38
L125.095.0000	FLUSH TAXIWAY LIGHT, L852C, L–852D, L–852F, L–852G, L–852K, L–852K, OR L852T	EACH	18
L125.170.0000	SPARE PARTS	CS	ALL REQ'D
L125.210.0000	ADJUST RUNWAY AND TAXIWAY LIGHT	EACH	4
L125.500.0000	MISCELLANEOUS AIRPORT ELECTRICAL WORK	CS	ALL REQ'D
P152.010.0000	UNCLASSIFIED EXCAVATION	CY	12,730
P154.020.0000	SUBBASE COURSE	TON	12,300
P160.010.0000	EXCAVATION OF PAVEMENT, AC	SY	10,220
P190.010.0000	INSULATION BOARD	SF	64,340
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	TON	3,680
P401.010.0065	HOT MIX ASPHALT TYPE V, CLASS S	TON	2,170
P401.040.5834	ASPHALT BINDER, PG58–34E	TON	120
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 QUALITY PRICE ADJUSTMENT	CS	ALL REQ'D
P501.010.0000	PORTLAND CEMENT CONCRETE PAVEMENT	CY	4,600
P603.010.0010	TACK COAT, STE–1	TON	5
P605.010.0000	JOINT SEALING FILLER	LF	7,400
P620.010.0000	RUNWAY AND TAXIWAY PAINTING	SF	3,650
P620.050.0000	PAINTED MARKING REMOVAL	SF	500
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	10
P681.010.0000	GEOTEXTILE, SEPARATION	SY	8,040
T901.020.0000	SEEDING	LB	260
T905.010.0020	TOPSOILING, CLASS B	SY	5,800

ESTIMATING FACTORS

No.	ITEM	FACTOR
P154.020.0000	SUBBASE COURSE	2.00 TON/CY
P209.020.0000	CRUSHED AGGREGATE BASE COURSE	2.00 TON/CY
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
T901.020.0000	SEEDING	5LB/1000 SF

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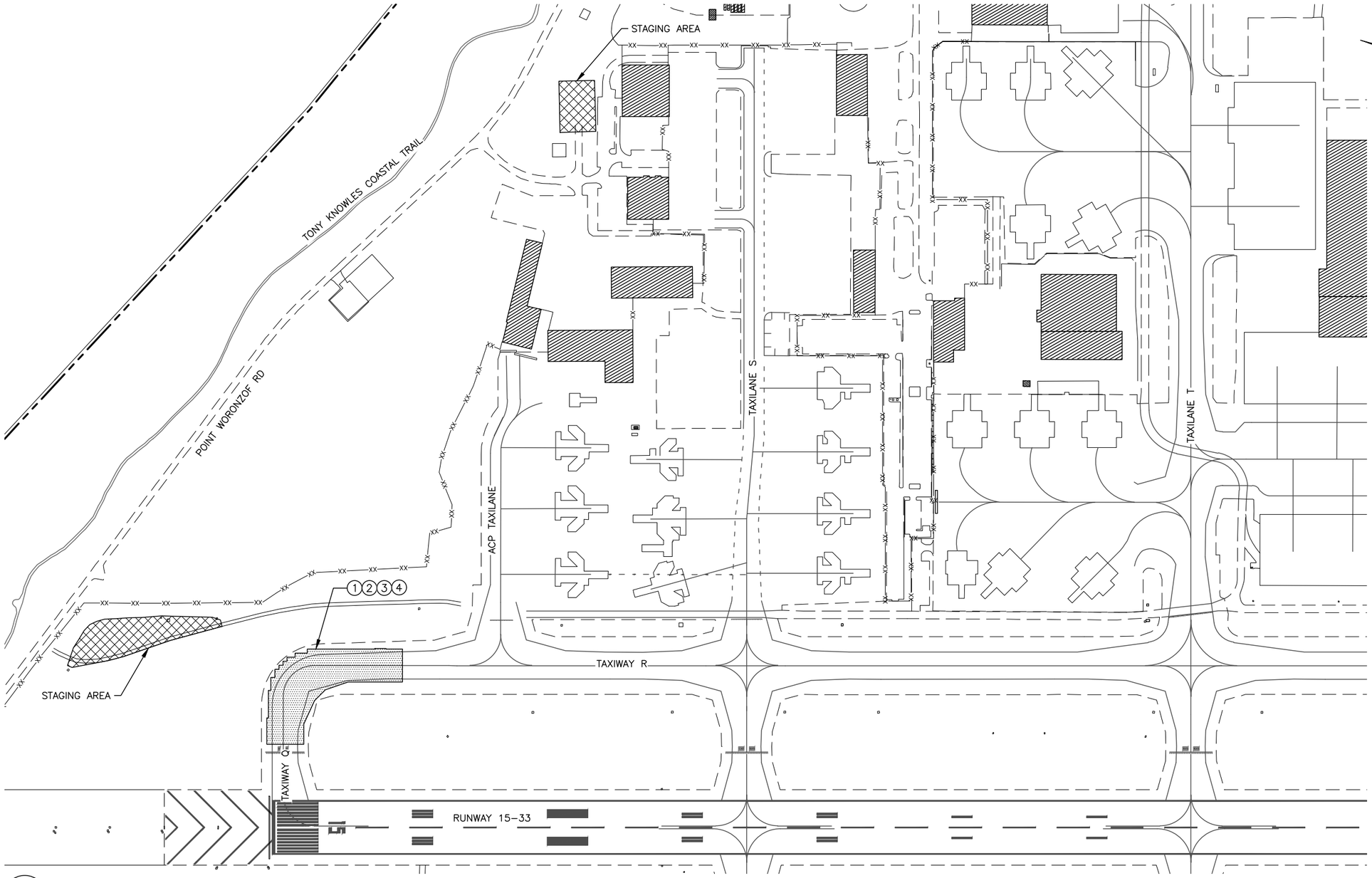
PROJECT No. CSAPT01399

ESTIMATED QUANTITIES & ESTIMATING FACTORS

DATE: JANUARY 2026



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PROJECT LAYOUT PLAN

200' 100' 0 200' 400'

GENERAL NOTES

1. SEE SHEET AC1 FOR HAUL ROUTE AND DISPOSAL AREA INFORMATION, AND ADDITIONAL STAGING AREAS.
2. SHARE ACCESS WITH CONTRACTORS WORKING ON OTHER AIRPORT CONSTRUCTION PROJECTS AS DIRECTED BY THE ENGINEER.
3. PROJECT COORDINATE SYSTEM AND STATIONING SHOWN IN THESE PLANS SHALL BE MAINTAINED THROUGHOUT THE PROJECT AND UTILIZED IN THE PROJECT AS–BUILTS.
4. REFER TO GENERAL SAFETY REQUIREMENTS NOTE 12 ON SHEET AC1 FOR STAGING AREA REQUIREMENTS.
5. CONTRACTOR SHALL CONDUCT PRE–AND POST–USE SURVEY OF THE STAGING AREAS. SEE AC SHEETS FOR MORE INFORMATION.

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

1. RECONSTRUCT TAXIWAY Q AND TAXIWAY R
2. REPLACE CENTERLINE LIGHTS.
3. REPLACE EDGE LIGHTS.
4. REPLACE TAXIWAY MARKINGS.

LEGEND

- PROJECT LIMITS
- STAGING AREA

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PROJECT LAYOUT PLAN

DATE: JANUARY 2026

SHEET: 4 OF 20

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NOTES:

1. REFER TO TYPICAL SECTIONS, SHEETS 6–9.
2. SEE SHEET E2 FOR ELECTRICAL DEMOLITION ITEMS (NOT SHOWN FOR CLARITY).
3. SEE SITE PLAN SHEET 10 FOR PROPOSED REHABILITATION SECTIONS AND ASPHALT SURFACE TREATMENT LIMITS.
4. SEE CONCRETE GRADING PLAN SHEET 17–18 FOR FINISHED GRADE ELEVATIONS.
5. SEE MARKING PLAN SHEET 19 FOR PROPOSED MARKINGS AND LIMITS OF EXISTING MARKING REMOVAL.
6. 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 DEMO.
7. ALL JOINTS WITH EXISTING PAVEMENTS SHALL BE SAW CUT AND PROTECTED FROM DAMAGE.
8. PROTECT IN PLACE EXISTING CULVERTS & STORM DRAIN UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER.

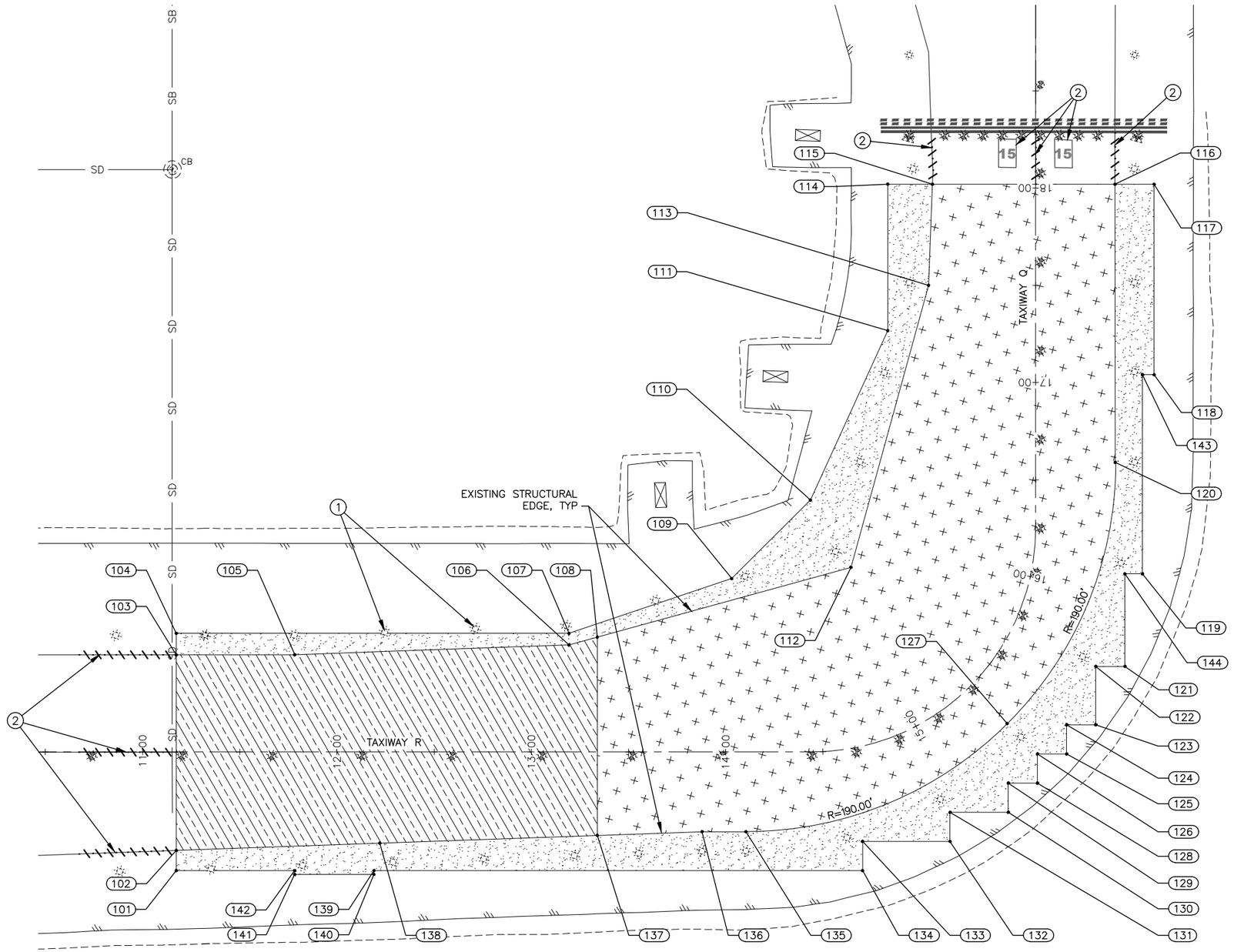
LEGEND:

- SHOULDER PAVEMENT REMOVAL
  4" HMA
  4" RAP
  SUBGRADE AS REQUIRED FOR NEW SECTION
- STRUCTURAL PAVEMENT REMOVAL
  5" HMA
  8" ATB
  4" RAP
  SUBGRADE AS REQUIRED FOR NEW SECTION
- STRUCTURAL PAVEMENT REMOVAL
  15" HMA
  SUBGRADE AS REQUIRED FOR NEW SECTION
- ·\·\·\·\· PAVEMENT MARKING REMOVAL

DEMOLITION WORK THIS SHEET:

(1) PROTECT IN PLACE
(2) PAVEMENT MARKING REMOVAL

DEMOLITION POINTS		
POINT #	STATION	OFFSET
101	11+17.36	61.00 RT
102	11+17.36	50.63 RT
103	11+17.36	49.97 LT
104	11+17.36	61.00 LT
105	11+78.30	50.00 LT
106	13+19.36	55.00 LT
107	13+19.36	61.00 LT
108	13+33.93	59.02 LT
109	14+03.07	89.22 LT
110	16+39.52	115.80 LT
111	17+26.71	76.00 LT
112	15+34.68	86.72 LT
113	17+50.00	55.00 LT
114	18+02.00	76.00 LT
115	18+02.00	53.01 LT
116	18+02.00	40.90 RT
117	18+02.00	61.00 RT
118	17+04.00	61.00 RT
119	16+09.29	56.60 RT
120	16+59.00	41.00 RT
121	15+77.24	60.96 RT
122	15+72.95	47.35 RT
123	15+55.40	62.53 RT
124	15+49.47	50.42 RT
125	15+41.65	59.98 RT
126	15+34.68	49.05 RT
127	15+34.68	26.92 RT
128	15+27.70	59.98 RT
129	15+19.89	50.42 RT
130	15+13.96	62.53 RT
131	14+96.41	47.35 RT
132	14+92.12	60.96 RT
133	14+62.77	48.09 RT
134	14+61.23	62.91 RT
135	14+10.36	41.00 RT
136	13+87.84	41.00 RT
137	13+33.93	42.91 RT
138	12+22.00	46.88 RT
139	12+19.03	61.00 RT
140	12+19.03	63.00 RT
141	11+78.23	63.00 RT
142	11+78.23	61.00 RT
143	17+04.00	55.00 RT
144	16+08.42	47.69 RT



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DEMOLITION PLAN

30' 15' 0 30' 60'

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DEMOLITION PLAN

DATE: JANUARY 2026

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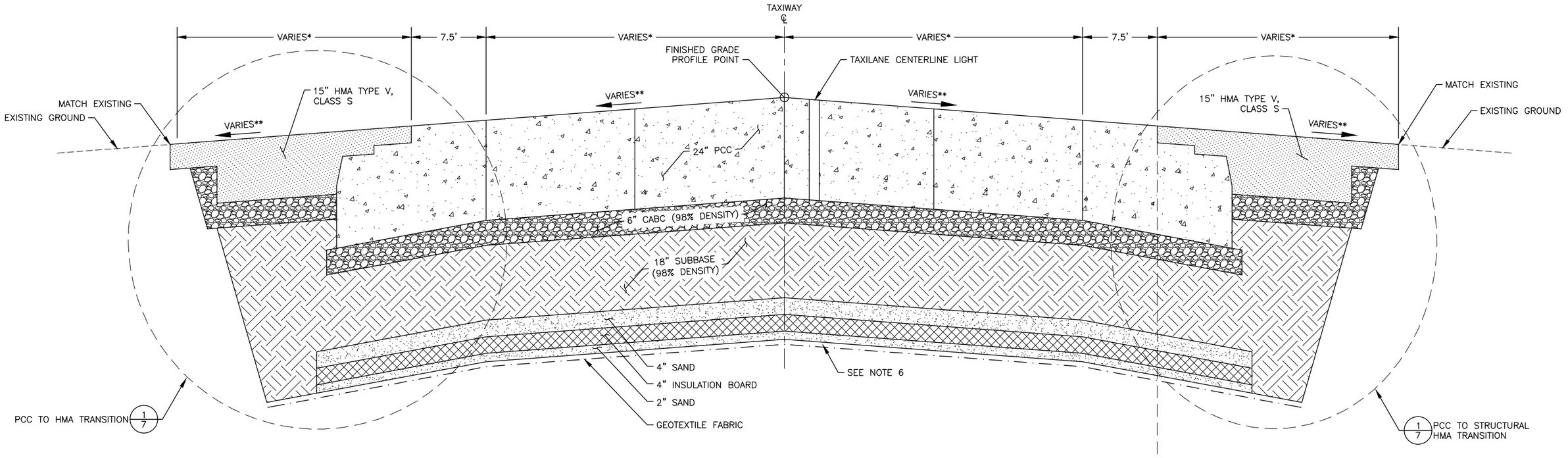
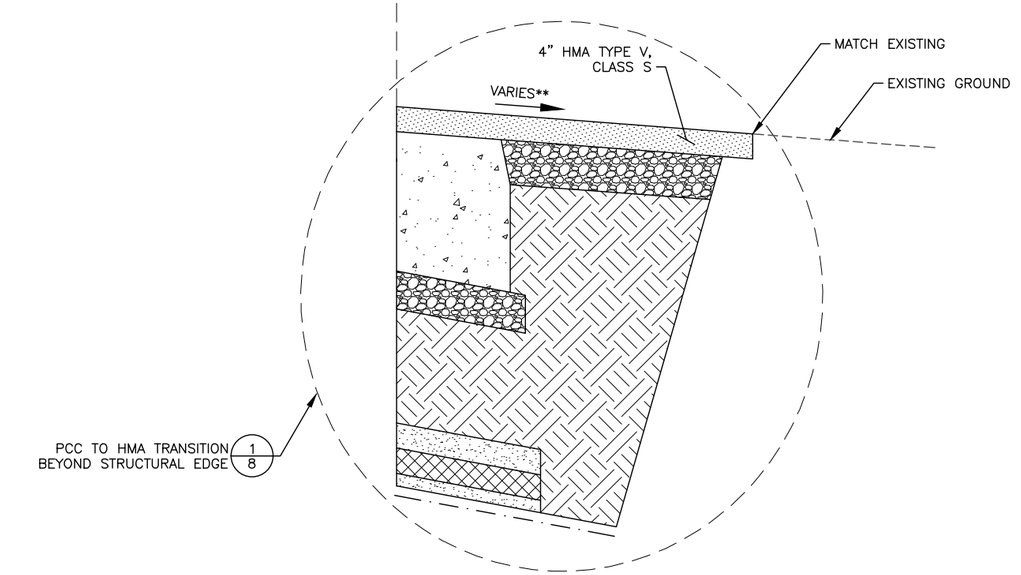


1/6 TAXIWAY Q & R RECONSTRUCTION

STA 11+37.36 TO 18+02.00



A1/6 SHOULDER PAVEMENT CONDITION

STA 12+74.36 TO 15+94.05

LEGEND:

	PCC		SAND
	HMA TYPE V, CLASS S		INSULATION BOARD
	CABC	— · — · —	GEOTEXTILE FABRIC
	SUBBASE		

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 ALL 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.
4. DENSITY CALLOUTS IN THE TYPICAL SECTIONS REPRESENT THE REQUIRED MINIMUM PERCENT OF THE MAXIMUM DENSITY.
5. EXCAVATIONS SHALL BE MAINTAINED TO BE WELL DRAINED AT ALL TIMES. DO NOT ALLOW SURFACE WATER TO COLLECT AND SATURATE THE SUBGRADE (SEE SPECIFICATION SUBSECTION P–152–3.2). SURFACE RUNOFF COLLECTED IN EXCAVATIONS SHALL BE REMOVED IMMEDIATELY BY PUMPING OR OTHER ACCEPTABLE MANNER.
6. COMPACT SUBGRADE BELOW THE STRUCTURAL SECTION TO A DEPTH OF 6" @ 95% DENSITY.

* DIMENSIONS VARY, SEE SITE PLAN AND GRADING SHEETS.

** MAXIMUM CROSS SLOPE SHALL BE 1.5%, SEE GRADING PLAN SHEETS.

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TYPICAL SECTIONS

DATE: JANUARY 2026

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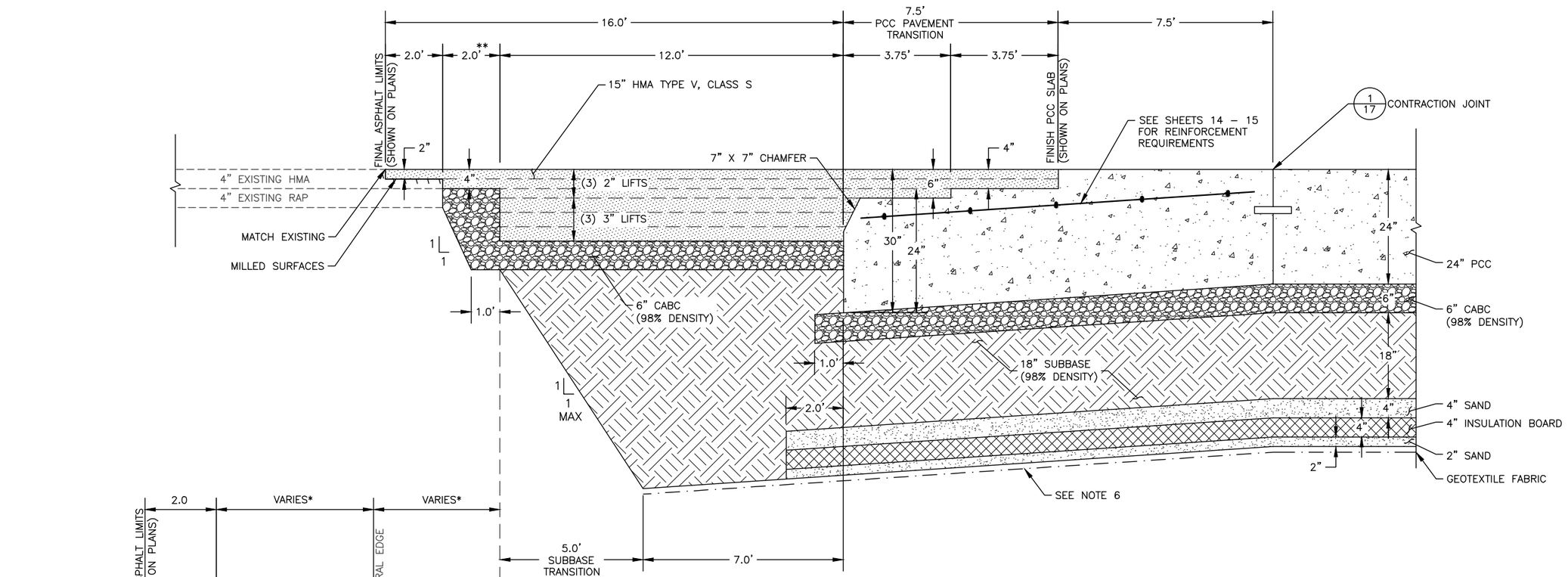
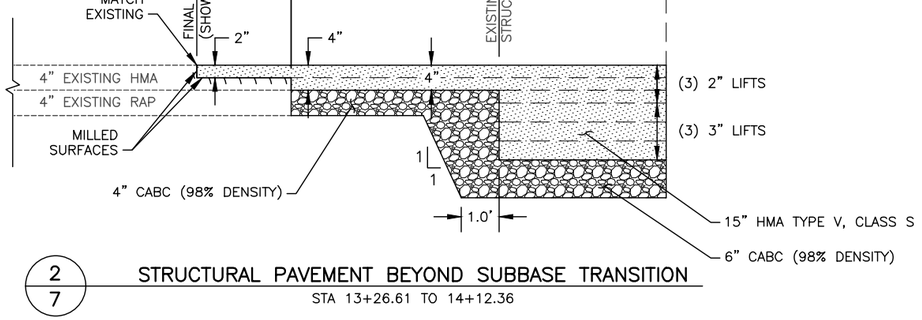




2/7 STRUCTURAL PAVEMENT BEYOND SUBBASE TRANSITION

STA 13+26.61 TO 14+12.36

1/7 PCC TO STRUCTURAL HMA TRANSITION

NTS

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 ALL 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.
4. DENSITY CALLOUTS IN THE TYPICAL SECTIONS REPRESENT THE REQUIRED MINIMUM PERCENT OF THE MAXIMUM DENSITY.
5. EXCAVATIONS SHALL BE MAINTAINED TO BE WELL DRAINED AT ALL TIMES. DO NOT ALLOW SURFACE WATER TO COLLECT AND SATURATE THE SUBGRADE (SEE SPECIFICATION SUBSECTION P–152–3.2). SURFACE RUNOFF COLLECTED IN EXCAVATIONS SHALL BE REMOVED IMMEDIATELY BY PUMPING OR OTHER ACCEPTABLE MANNER.
6. COMPACT SUBGRADE BELOW THE STRUCTURAL SECTION TO A DEPTH OF 6" @ 95% DENSITY.

* DIMENSIONS VARY, SEE SITE PLAN AND GRADING SHEETS.

** DIMENSION VARIES IN LOCATIONS TO FACILITATE TAXIWAY EDGE LIGHT REPLACEMENT. SEE DETAIL 2, SHEET 9.

LEGEND:

PCC
HMA TYPE V, CLASS S
CABC
SUBBASE
SAND
INSULATION BOARD
GEOTEXTILE FABRIC
MILLED SURFACE

STATE OF ALASKA 49 TH
Robert W. Burdick CE-123959
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 TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

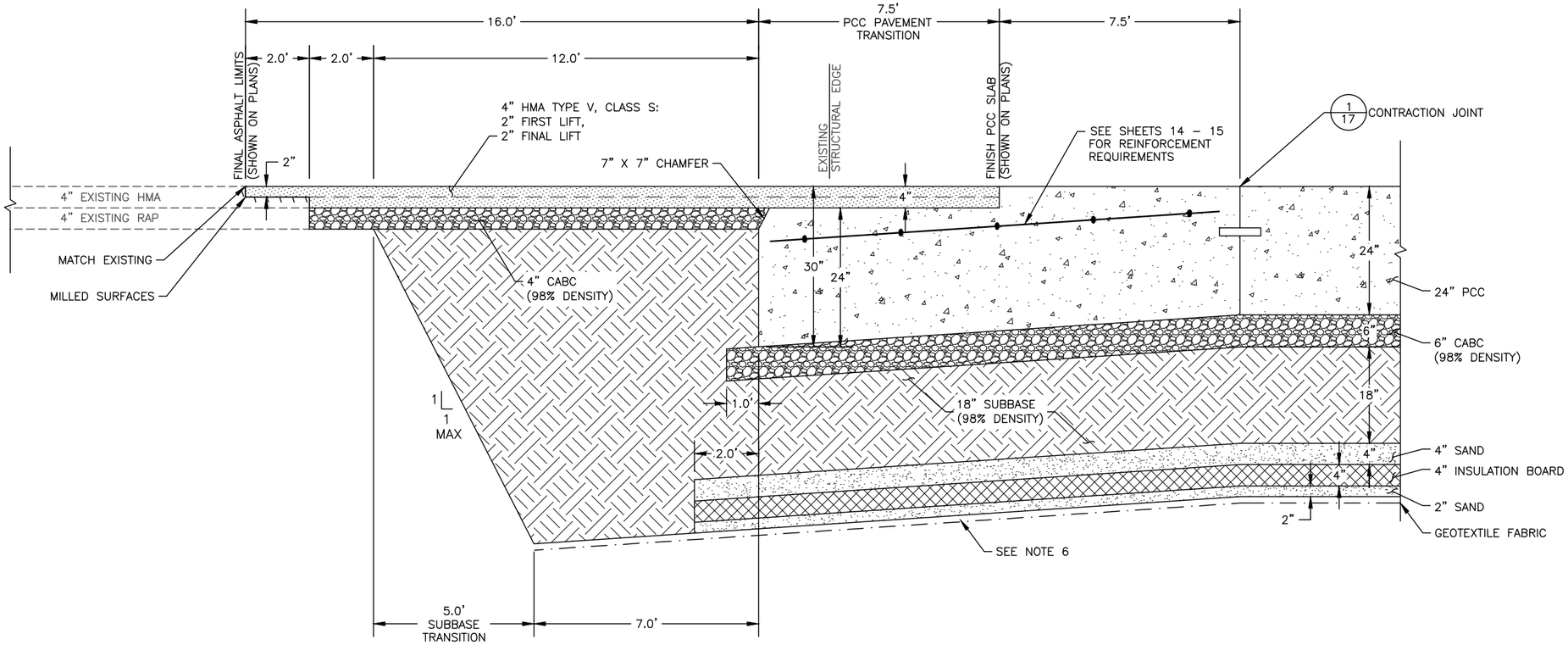
SECTION TRANSITION DETAILS

DATE: JANUARY 2026

SHEET: 7 OF 20

Designed By: ###
Drawn By: ###
Checked By: ###

Date Revised: 1/30/2026 3:04 PM
Layout Name: 7
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Typicals & Section Transitions.dwg



1/8 PCC TO HMA TRANSITION BEYOND STRUCTURAL EDGE

NTS

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 ALL 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.
4. DENSITY CALLOUTS IN THE TYPICAL SECTIONS REPRESENT THE REQUIRED MINIMUM PERCENT OF THE MAXIMUM DENSITY.
5. EXCAVATIONS SHALL BE MAINTAINED TO BE WELL DRAINED AT ALL TIMES. DO NOT ALLOW SURFACE WATER TO COLLECT AND SATURATE THE SUBGRADE (SEE SPECIFICATION SUBSECTION P–152–3.2). SURFACE RUNOFF COLLECTED IN EXCAVATIONS SHALL BE REMOVED IMMEDIATELY BY PUMPING OR OTHER ACCEPTABLE MANNER.
6. COMPACT SUBGRADE BELOW THE STRUCTURAL SECTION TO A DEPTH OF 6" @ 95% DENSITY.

LEGEND:

- PCC
- HMA TYPE V, CLASS S
- CABC
- SUBBASE
- SAND
- INSULATION BOARD
- GEOTEXTILE FABRIC
- MILLED SURFACE

* DIMENSIONS VARY, SEE SITE PLAN AND GRADING SHEETS.

STATE OF ALASKA 49 TH — Robert W. Burdick CE-123959 — REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
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#AECL882–AK

BY	DATE	REVISION

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ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399
SECTION TRANSITION DETAILS

DATE: JANUARY 2026

SHEET: 8 OF 20

Designed By: ###
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Checked By: ###

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Layout Name: 8
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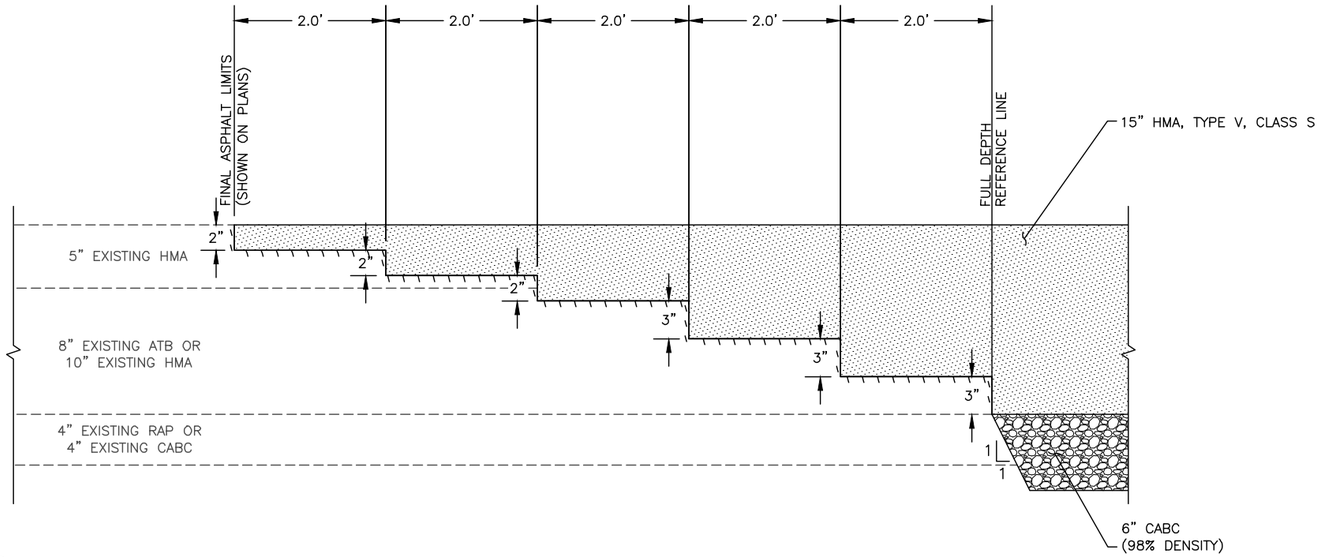
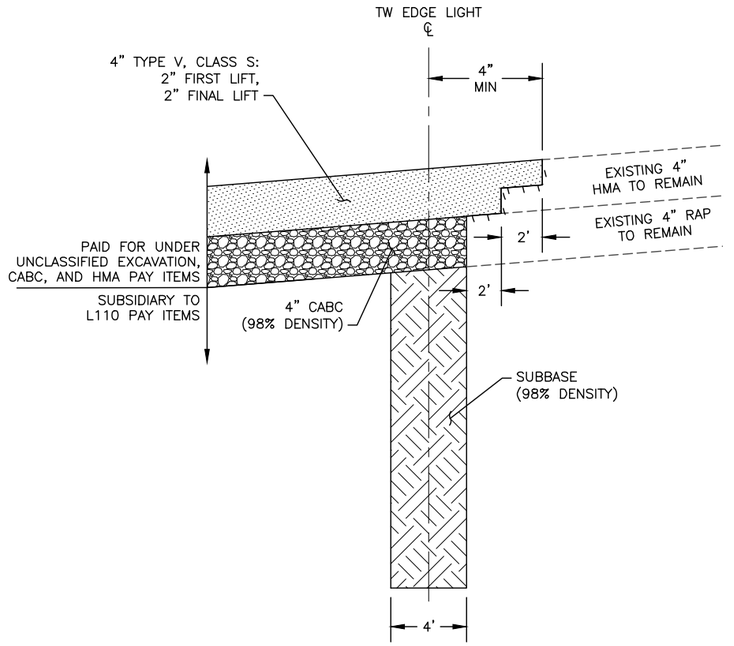


1/9 EXISTING DEPTH TO FULL DEPTH TRANSITION DETAIL

NTS



2/9 ELEVATED TAXIWAY EDGE LIGHT DEMOLITION BACKFILL DETAIL

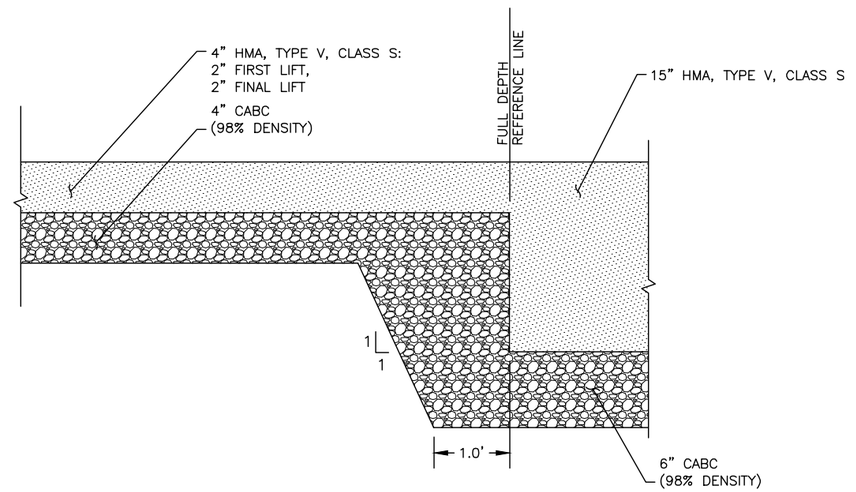
NTS

LEGEND:

- HMA TYPE V, CLASS S
- CABC
- SUBBASE
- MILLED SURFACE

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 ALL 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.
4. DENSITY CALLOUTS IN THE TYPICAL SECTIONS REPRESENT THE REQUIRED MINIMUM PERCENT OF THE MAXIMUM DENSITY.
5. EXCAVATIONS SHALL BE MAINTAINED TO BE WELL DRAINED AT ALL TIMES. DO NOT ALLOW SURFACE WATER TO COLLECT AND SATURATE THE SUBGRADE (SEE SPECIFICATION SUBSECTION P–152–3.2). SURFACE RUNOFF COLLECTED IN EXCAVATIONS SHALL BE REMOVED IMMEDIATELY BY PUMPING OR OTHER ACCEPTABLE MANNER.
6. COMPACT SUBGRADE BELOW THE STRUCTURAL SECTION TO A DEPTH OF 6" @ 95% DENSITY.



3/9 PARTIAL TO FULL DEPTH TRANSITION DETAIL

NTS

STATE OF ALASKA 49 TH — Robert W. Burdick CE-123959 — REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
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ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

SECTION TRANSITION DETAILS

DATE: JANUARY 2026

SHEET: 9 OF 20

Designed By: ###
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Checked By: ###

Date Revised:
Layout Name: 9
File Path and Name: \\crweng.com\projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Typicals & Section Transitions.dwg
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SITE PLAN POINTS		
POINT #	STATION	OFFSET
201	11+17.36	61.00 RT
202	11+28.46	50.19 RT
203	11+17.36	50.63 RT
204	11+17.36	49.97 LT
205	11+17.36	61.00 LT
206	11+27.36	49.98 LT
207	11+46.86	37.50 LT
208	13+19.36	61.00 LT
209	13+26.61	57.00 LT
210	14+16.86	37.50 LT
211	14+31.86	52.50 LT
212	14+03.07	89.22 LT
213	14+12.36	80.66 LT
214	14+31.86	67.50 LT
215	14+50.41	67.43 LT
216	14+53.19	82.40 LT
217	15+01.16	78.09 LT
218	15+34.68	90.25 LT
219	15+68.20	78.09 LT
220	16+37.50	82.50 LT
221	16+37.50	67.50 LT
222	16+67.50	67.50 LT
223	16+67.50	52.50 LT
224	16+39.52	115.80 LT
225	17+26.71	76.00 LT
226	17+72.50	52.50 LT
227	17+92.00	53.39 LT
228	18+02.00	76.00 LT

SITE PLAN POINTS		
POINT #	STATION	OFFSET
229	18+02.00	53.01 LT
230	18+02.00	40.90 RT
231	17+92.00	40.91 RT
232	18+02.00	61.00 RT
233	17+72.50	37.50 RT
234	17+27.50	22.50 RT
235	17+27.50	37.50 RT
236	17+04.00	55.00 RT
237	17+04.00	61.00 RT
238	16+09.29	56.60 RT
239	16+08.42	47.69 RT
240	15+94.05	35.42 RT
241	15+86.75	30.47 RT
242	15+82.46	16.39 RT
243	15+60.13	29.96 RT
244	15+53.17	17.52 RT
245	15+43.29	26.82 RT
246	15+34.68	15.82 RT
247	15+26.07	26.82 RT
248	15+16.19	17.52 RT
249	15+09.23	29.96 RT
250	14+86.90	16.39 RT
251	14+82.61	30.47 RT
252	14+46.45	22.52 RT
253	14+46.24	37.52 RT
254	12+74.36	45.00 RT
255	11+46.86	37.50 RT
256	15+68.11	93.94 LT

NOTES:

1. REFER TO TYPICAL SECTIONS SHEETS 6–9.
2. SITE POINTS SHOWN REPRESENT THE FINISHED GRADE LIMITS OF THE PROPOSED IMPROVEMENTS.
3. SEE DEMOLITION SHEET 5 FOR LIMITS OF EXCAVATION AND REMOVAL ITEMS.
4. SEE CONCRETE GRADING PLAN SHEETS 17–18 FOR FINISHED GRADE ELEVATIONS.
5. SEE MARKING PLAN SHEET 19 FOR PROPOSED MARKINGS.
6. SEE ELECTRICAL PLAN SHEET E3 FOR LOCATIONS OF THE PROPOSED ELECTRICAL WORK (NOT SHOWN FOR CLARITY).

LEGEND:

PCC PAVEMENT
24" PCC
6" CABC
18" SUBBASE
INSULATION BOARD

PCC PAVEMENT THICKENED EDGE
6" HMA TYPE V, CLASS S
24" PCC
6" CABC
18" SUBBASE
INSULATION BOARD

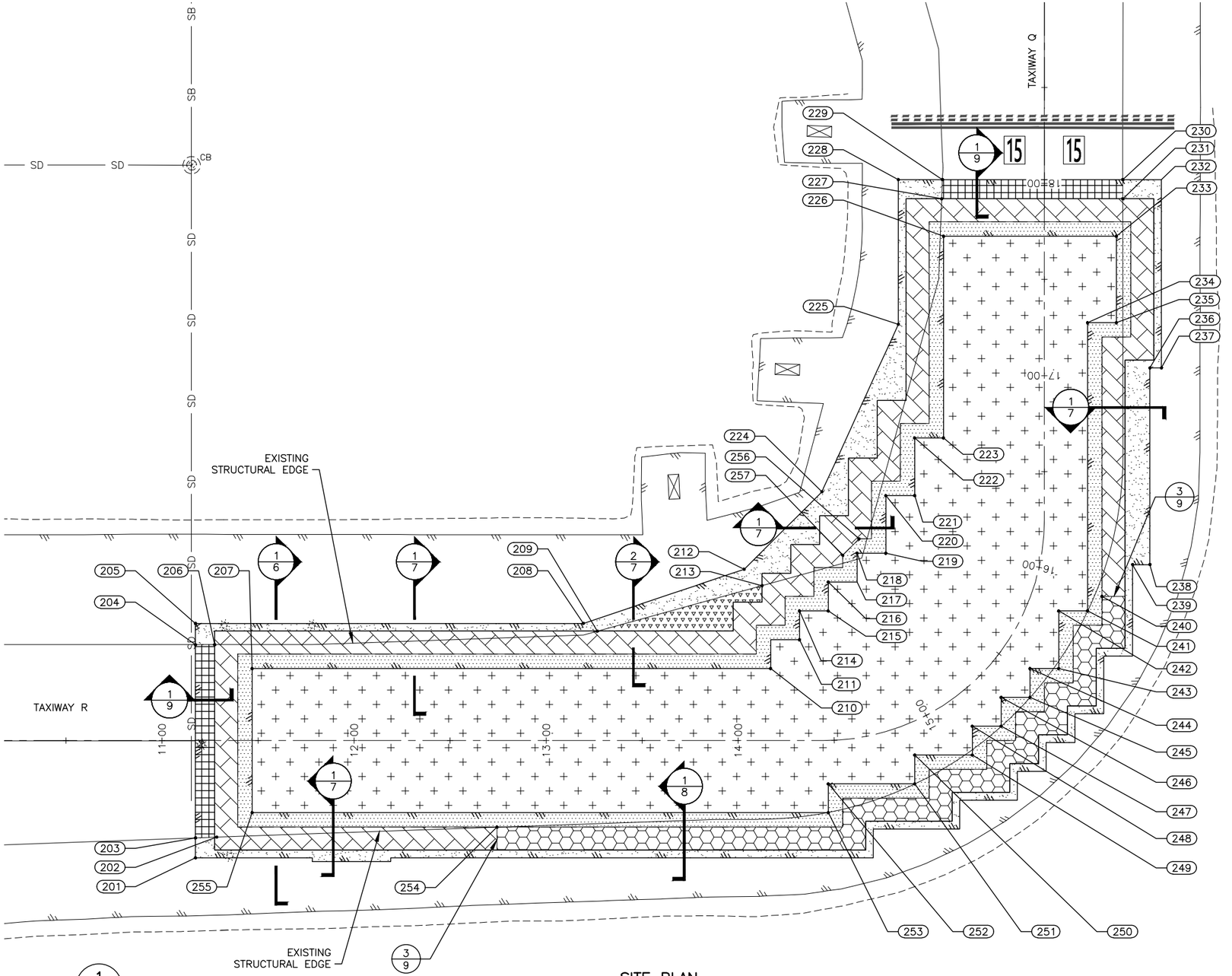
STRUCTURAL PAVEMENT
15" HMA TYPE V, CLASS S
6" CABC
SUBBASE AS REQUIRED

SHOULDER PAVEMENT
4" HMA
6" CABC

SHOULDER PAVEMENT WITHIN SUBBASE TRANSITION
4" HMA TYPE V, CLASS S
4" CABC
SUBBASE AS REQUIRED

STRUCTURAL PAVEMENT BEYOND SUBBASE TRANSITION:
15" HMA TYPE V, CLASS S
6" CABC

STRUCTURAL PAVEMENT TRANSITION



1/10 SITE PLAN

50' 25' 0 50' 100'

STATE OF ALASKA 49 TH
Robert W. Burdick
CE-123959
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
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#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 TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399
SITE PLAN

DATE: JANUARY 2026
SHEET: 10 OF 20

Designed By: ###
Drawn By: ###
Checked By: ###

Date Revised: 1/29/2026 11:16 AM
Layout Name: 10
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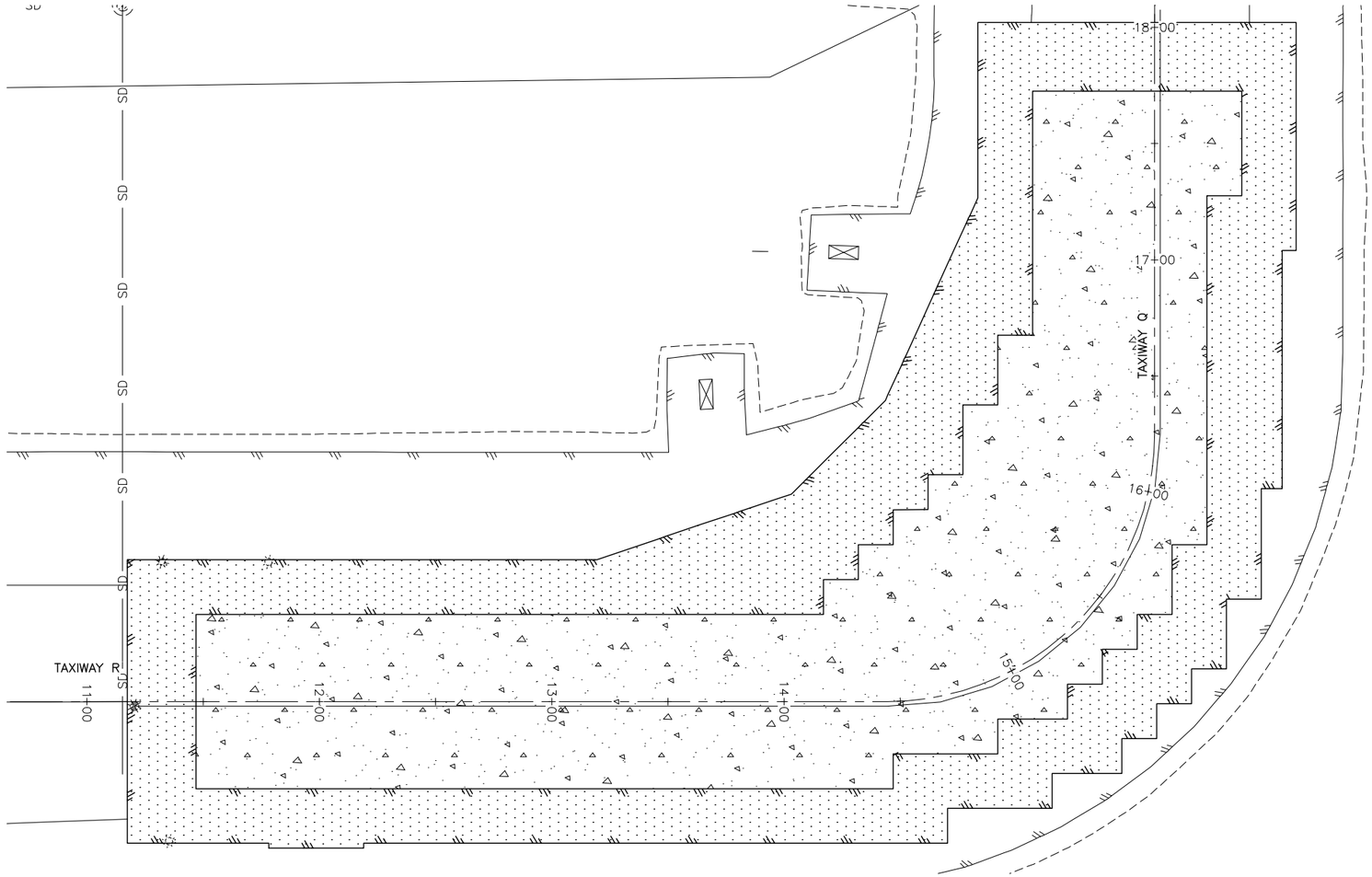


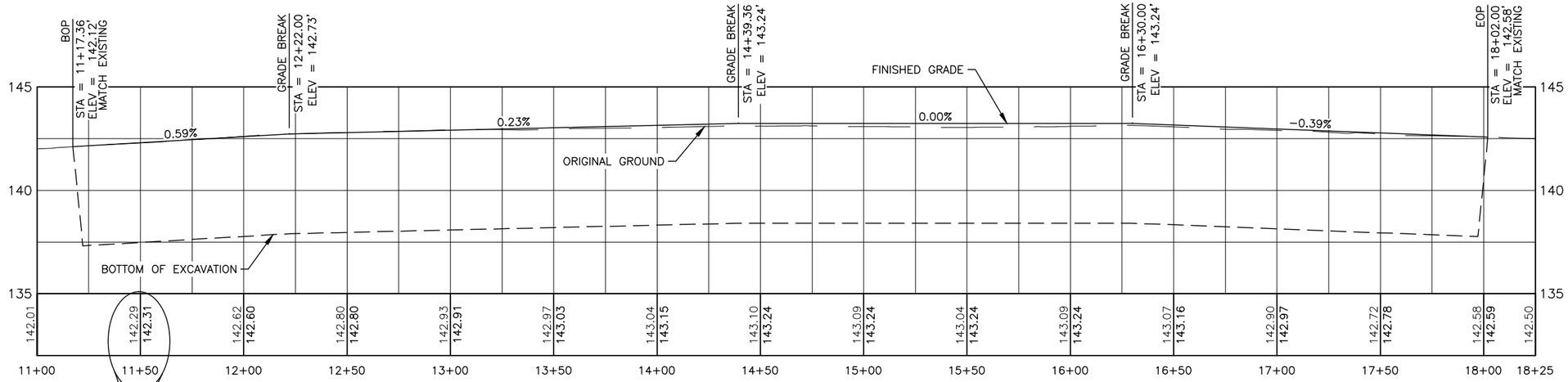
NOTES:

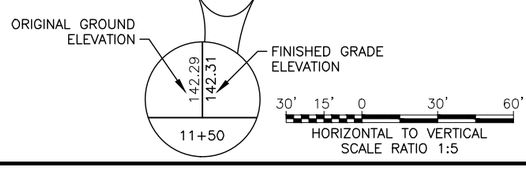
1. REFER TO TYPICAL SECTIONS, SHEET 6–9.
2. SEE DEMOLITION SHEET 5 FOR LIMITS OF EXCAVATION AND REMOVAL ITEMS.
3. SEE CONCRETE GRADING PLAN SHEETS 17–18 FOR FINISHED GRADE ELEVATIONS.
4. SEE MARKING PLAN SHEET 19 FOR PROPOSED MARKINGS.
5. SEE ELECTRICAL PLAN SHEET E3 FOR LOCATIONS OF THE PROPOSED ELECTRICAL WORK (NOT SHOWN FOR CLARITY).

LEGEND:

PCC PAVEMENT

HMA TYPE V, CLASS S





STATE OF ALASKA 49 TH
Robert W. Burdick
CE-123959
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
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TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

PLAN & PROFILE

DATE: JANUARY 2026

SHEET: 11 OF 20

Designed By: ####
Drawn By: ####
Checked By: ####

Date Revised:
Layout Name: 11
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Plan And Profile.dwg
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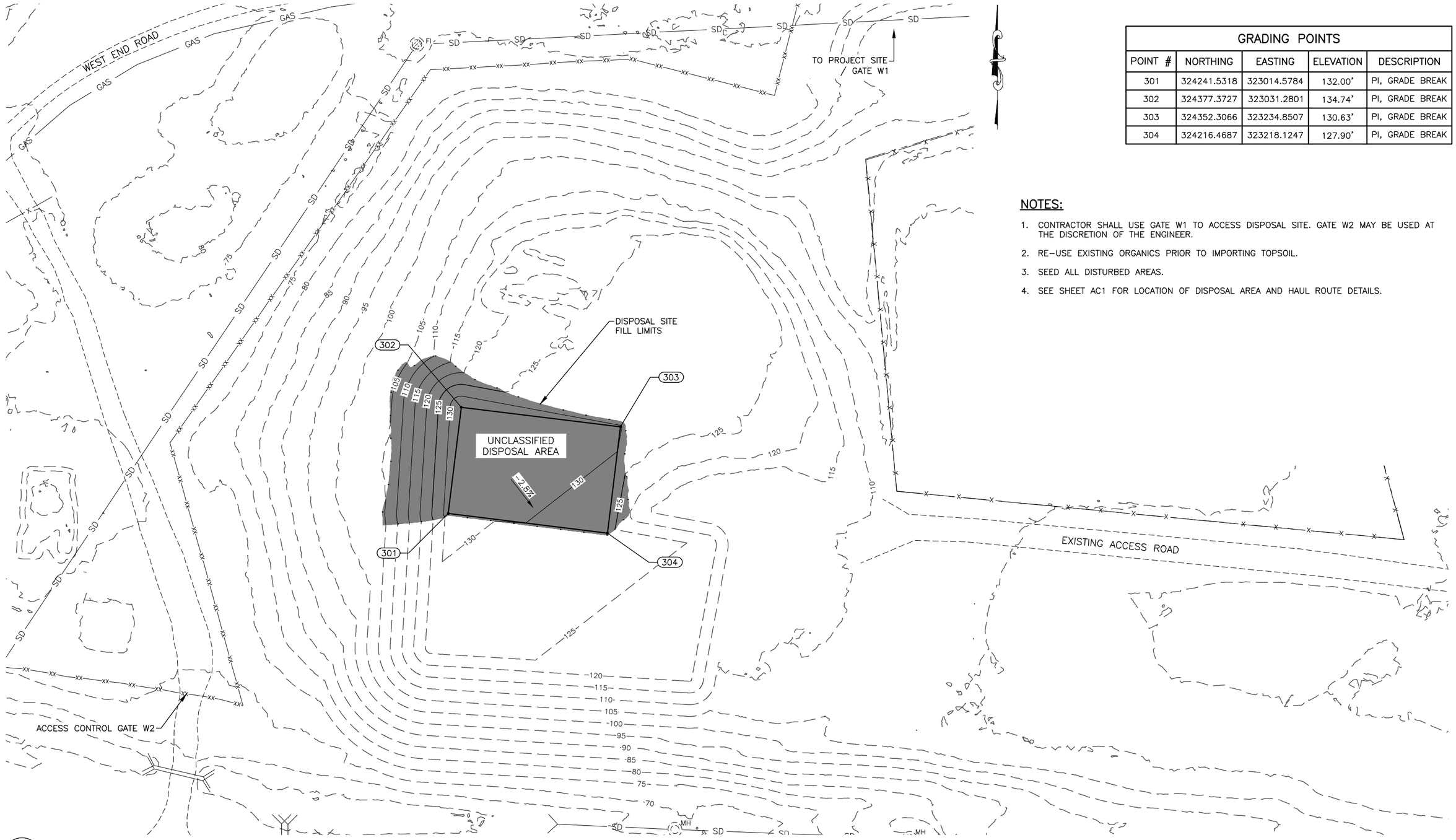
GRADING POINTS				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
301	324241.5318	323014.5784	132.00'	PI, GRADE BREAK
302	324377.3727	323031.2801	134.74'	PI, GRADE BREAK
303	324352.3066	323234.8507	130.63'	PI, GRADE BREAK
304	324216.4687	323218.1247	127.90'	PI, GRADE BREAK

NOTES:

1. CONTRACTOR SHALL USE GATE W1 TO ACCESS DISPOSAL SITE. GATE W2 MAY BE USED AT THE DISCRETION OF THE ENGINEER.
2. RE-USE EXISTING ORGANICS PRIOR TO IMPORTING TOPSOIL.
3. SEED ALL DISTURBED AREAS.
4. SEE SHEET AC1 FOR LOCATION OF DISPOSAL AREA AND HAUL ROUTE DETAILS.



UNCLASSIFIED DISPOSAL AREA GRADING PLAN

30' 15' 0 30' 60'

1/12

Date Revised:
Layout Name: 12
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Disposal Area Grading Plan.dwg
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Designed By: ####
Drawn By: ####
Checked By: ####

STATE OF ALASKA 49 TH
Robert W. Burdick CE-123959
REGISTERED PROFESSIONAL ENGINEER

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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4111 AVIATION AVE., ANCHORAGE ALASKA 99502
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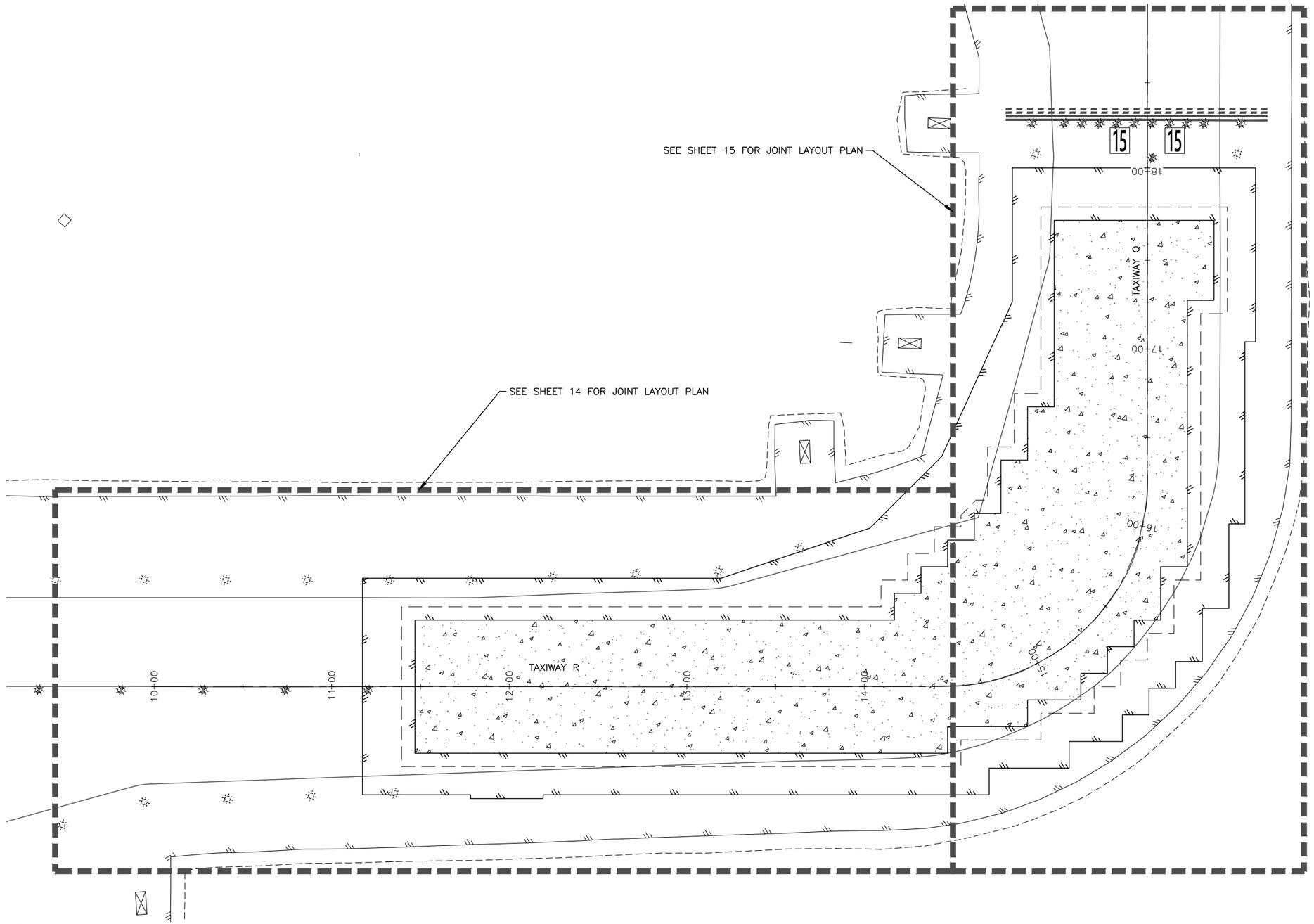
TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399
UNCLASSIFIED DISPOSAL AREA GRADING PLAN

DATE: JANUARY 2026
SHEET: 12 OF 20



1
13

CONCRETE LAYOUT PLAN

30' 15' 0 30' 60'

NOTES:

1. SEE ELECTRICAL SHEETS FOR CENTERLINE AND EDGE LIGHT LOCATIONS AND INSTALLATION DETAILS.
2. SEE SHEETS 17 – 18 FOR CONCRETE GRADING PLAN.

LEGEND:

PROPOSED CONCRETE

STATE OF ALASKA 49 TH
Robert W. Burdick
CE-123959
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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ANCHORAGE, ALASKA
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PROJECT No. CSAPT01399

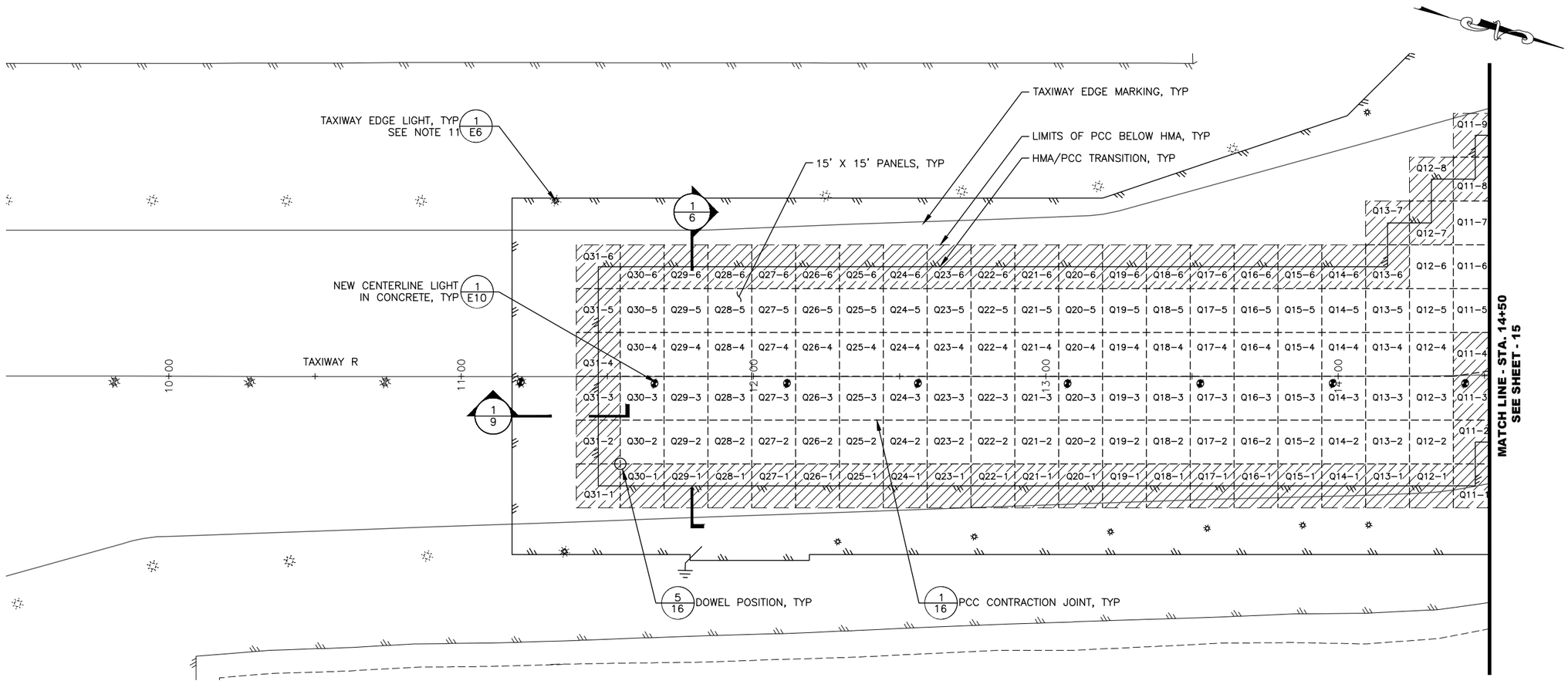
CONCRETE LAYOUT PLAN

DATE: JANUARY 2026

SHEET: 13 OF 20

Designed By: ####
Drawn By: ####
Checked By: ####

Date Revised: 1/30/2026 3:05 PM
Layout Name: 13
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc. Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Concrete Layout Plan.dwg



1/14 CONCRETE JOINT LAYOUT PLAN – TAXIWAY R

20' 10' 0 20' 40'

NOTES:

1. PCC PAVEMENT PANEL DIMENSIONS VARY. REFER TO GRADING PLAN.
2. ALL DOWELS SHALL BE CENTERED ON JOINTS AND EVENLY SPACED.
3. #5 REBAR SHALL BE PLACED 12" OC LONGITUDINALLY AND TRANSVERSELY IN REINFORCED PCC PANELS INDICATED ON THIS SHEET.
4. REINFORCEMENT SHALL OCCUR IN THE FOLLOWING PANELS AND AS SHOWN ON PLANS:
   - 4.1. PANELS EXCEEDING 15' IN LENGTH OR WIDTH
   - 4.2. PANELS WITH A LENGTH TO WIDTH RATIO GREATER THAN 1.25:1
   - 4.3. PANELS CONTAINING TWO OR MORE PENETRATIONS
   - 4.4. IRREGULARLY-SHAPED PANELS INCLUDING PANELS ALTERED BY UTILITY JOINT PENETRATIONS CHANGING THE MAIN JOINT LAYOUT
   - 4.5. PANELS WHERE THE PCC TO HMA TRANSITION OCCURS
5. LONGITUDINAL AND TRANSVERSE END LAPS SHALL BE A MINIMUM OF 20" (BUT NOT LESS THAN 30 TIMES THE BAR DIAMETER).
6. TRANSVERSE SIDE LAPS SHALL BE A MINIMUM OF 14" (BUT NOT LESS THAN 20 TIMES THE BAR DIAMETER).
7. REINFORCEMENT END AND SIDE CLEARANCE SHALL BE A MINIMUM OF 3" AND A MAXIMUM OF 6".
8. A CONCRETE JOINT IS REQUIRED IF MORE THAN 30 MINUTES HAVE ELAPSED BETWEEN POURS OR IF IT APPEARS THAT THE CONCRETE WILL OBTAIN ITS INITIAL SET BEFORE FRESH CONCRETE ARRIVES, SEE SPECIFICATION SECTION P-501 FOR DETAILS.
9. WHERE CONCRETE TYPICAL SECTIONS TRANSITION AT CORNERS, CONTRACTOR SHALL FIELD FIT CONCRETE DIMENSIONS, AS APPROVED BY THE ENGINEER.
10. REFER TO SUBSECTION P-501-4.11F IN THE SPECIFICATIONS FOR MORE INFORMATION ON PANEL NUMBERING.
11. SEE ELECTRICAL SHEETS FOR CENTERLINE, EDGE LIGHT, AND SENSOR LOCATIONS AND INSTALLATION DETAILS.
12. LIGHT FIXTURES SHALL BE INSTALLED AFTER FINAL PAVING PER DETAIL 1/E10 FOR CENTERLINE LIGHTS AND PER DETAIL 1/E6 FOR EDGE LIGHTS.

LEGEND:

REINFORCED PCC PANELS, SEE NOTES 3-7

PCC CONTRACTION JOINT

STATE OF ALASKA 49 TH Shane M. Blanchard CE-11519 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
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ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399
CONCRETE JOINT LAYOUT PLAN – TAXIWAY R

DATE: JANUARY 2026
SHEET: 14 OF 20

Designed By: ####
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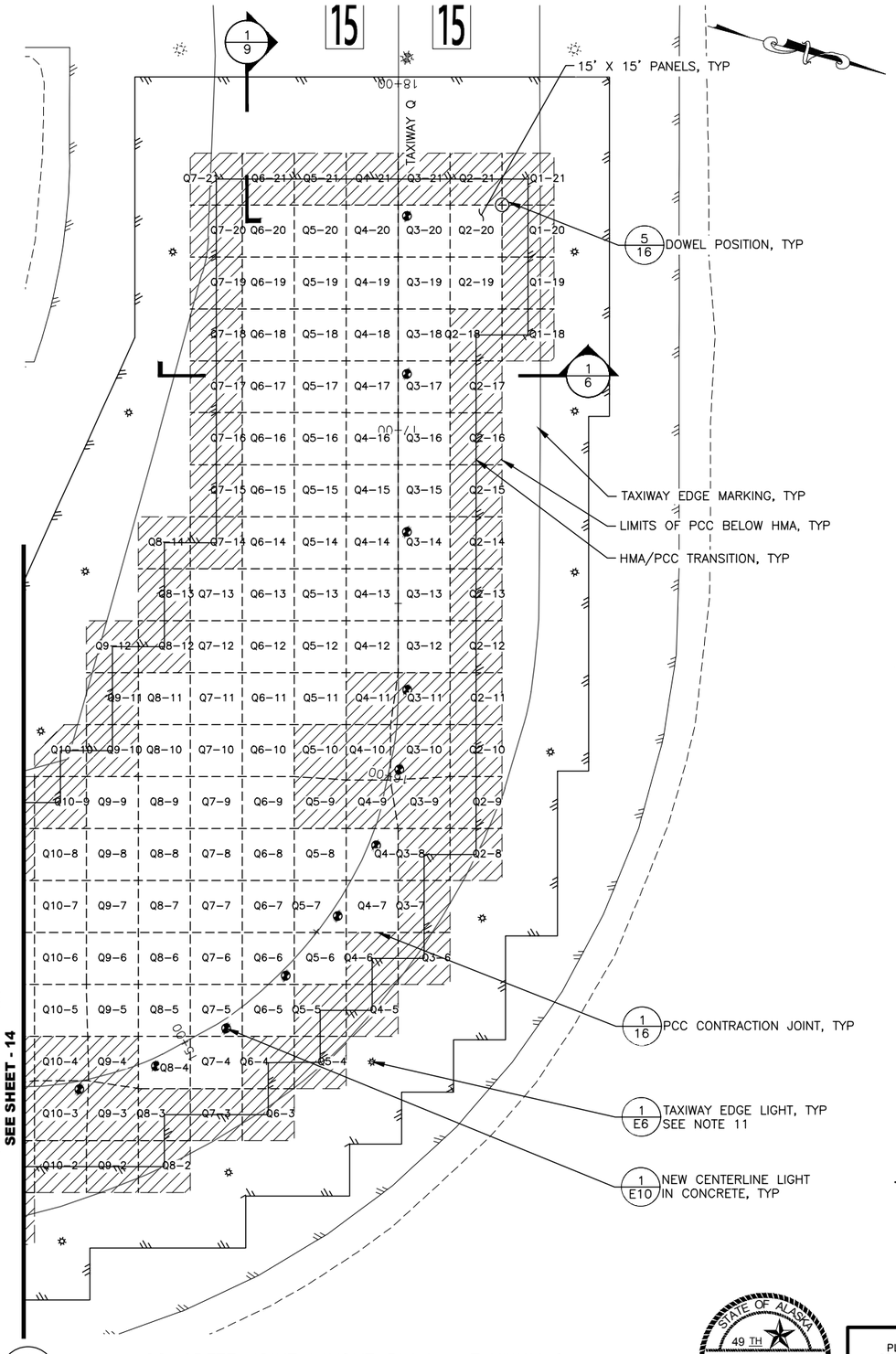
Date Revised: 1/30/2026 3:14 PM
Layout Name: 14
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Concrete Joint Layout Plan.dwg



1/15 CONCRETE JOINT LAYOUT PLAN – TAXIWAY Q

20' 10' 0 20' 40'

NOTES:

1. PCC PAVEMENT PANEL DIMENSIONS VARY. REFER TO GRADING PLAN.
2. ALL DOWELS SHALL BE CENTERED ON JOINTS AND EVENLY SPACED.
3. #5 REBAR SHALL BE PLACED 12" OC LONGITUDINALLY AND TRANSVERSELY IN REINFORCED PCC PANELS INDICATED ON THIS SHEET.
4. REINFORCEMENT SHALL OCCUR IN THE FOLLOWING PANELS AND AS SHOWN ON PLANS:
   - 4.1. PANELS EXCEEDING 15' IN LENGTH OR WIDTH
   - 4.2. PANELS WITH A LENGTH TO WIDTH RATIO GREATER THAN 1.25:1
   - 4.3. PANELS CONTAINING TWO OR MORE PENETRATIONS
   - 4.4. IRREGULARLY-SHAPED PANELS INCLUDING PANELS ALTERED BY UTILITY JOINT PENETRATIONS CHANGING THE MAIN JOINT LAYOUT
   - 4.5. PANELS WHERE THE PCC TO HMA TRANSITION OCCURS
5. LONGITUDINAL AND TRANSVERSE END LAPS SHALL BE A MINIMUM OF 20" (BUT NOT LESS THAN 30 TIMES THE BAR DIAMETER).
6. TRANSVERSE SIDE LAPS SHALL BE A MINIMUM OF 14" (BUT NOT LESS THAN 20 TIMES THE BAR DIAMETER).
7. REINFORCEMENT END AND SIDE CLEARANCE SHALL BE A MINIMUM OF 3" AND A MAXIMUM OF 6".
8. A CONCRETE JOINT IS REQUIRED IF MORE THAN 30 MINUTES HAVE ELAPSED BETWEEN POURS OR IF IT APPEARS THAT THE CONCRETE WILL OBTAIN ITS INITIAL SET BEFORE FRESH CONCRETE ARRIVES, SEE SPECIFICATION SECTION P-501 FOR DETAILS.
9. WHERE CONCRETE TYPICAL SECTIONS TRANSITION AT CORNERS, CONTRACTOR SHALL FIELD FIT CONCRETE DIMENSIONS, AS APPROVED BY THE ENGINEER.
10. REFER TO SUBSECTION P-501-4.11F IN THE SPECIFICATIONS FOR MORE INFORMATION ON PANEL NUMBERING.
11. SEE ELECTRICAL SHEETS FOR CENTERLINE, EDGE LIGHT, AND SENSOR LOCATIONS AND INSTALLATION DETAILS.
12. LIGHT FIXTURES SHALL BE INSTALLED AFTER FINAL PAVING PER DETAIL 1/E10 FOR CENTERLINE LIGHTS AND PER DETAIL 1/E6 FOR EDGE LIGHTS.

LEGEND:

REINFORCED PCC PANELS, SEE NOTES 3-7

PCC CONTRACTION JOINT

STATE OF ALASKA 49 TH
Shane M. Blanchard CE-11519
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
CRW ENGINEERING GROUP
3940 ARCTIC BLVD. SUITE 300
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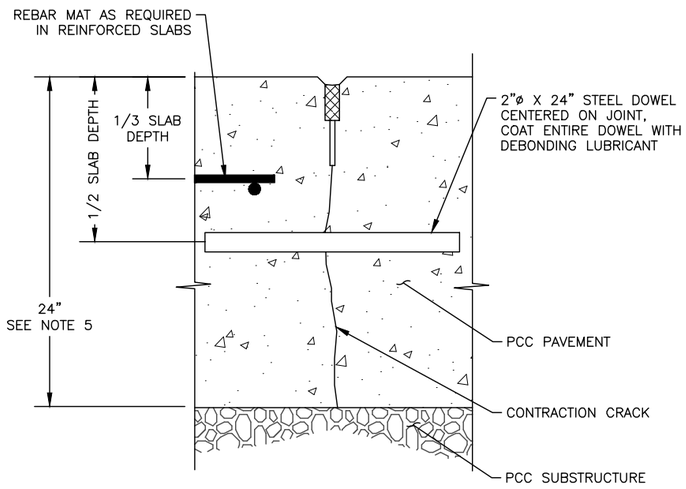
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399
CONCRETE JOINT LAYOUT PLAN – TAXIWAY Q

DATE: JANUARY 2026
SHEET: 15 OF 20

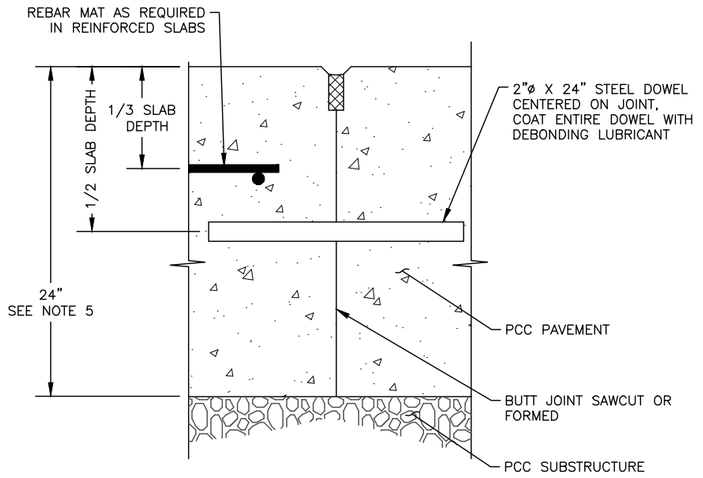
Designed By: ####
Drawn By: ####
Checked By: ####

Date Revised: 1/30/2026 3:14 PM
Layout Name: 15
File Path and Name: \\crweng.com\Projects\Jobs\Data\302093.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Concrete Joint Layout Plan.dwg



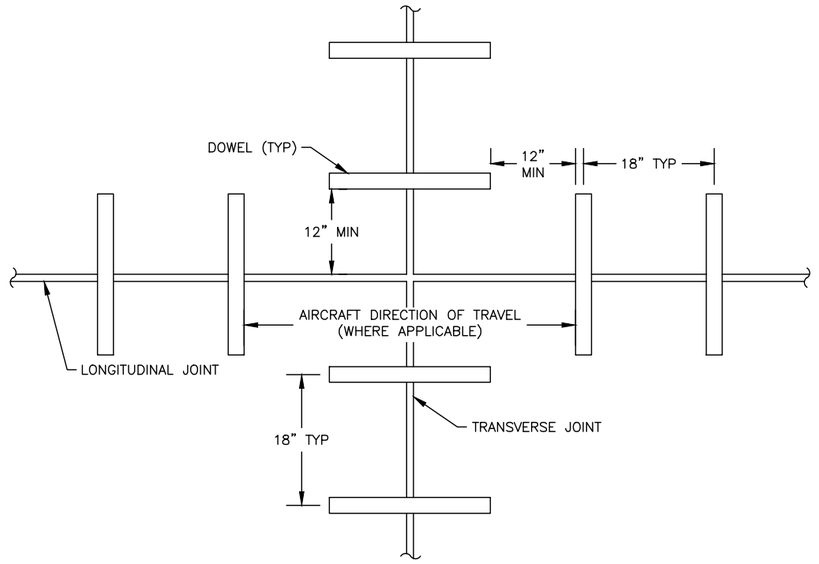
1/16 PCC CONTRACTION JOINT

SCALE: NTS



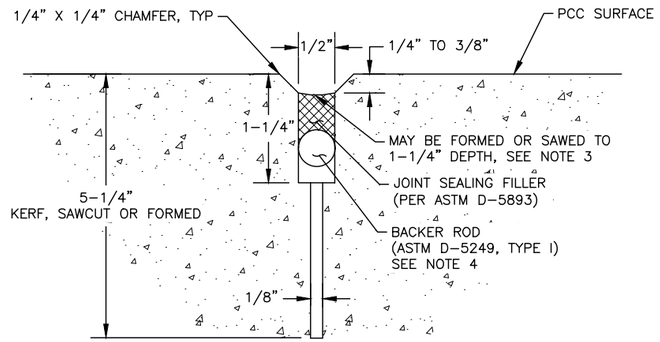
3/16 PCC CONSTRUCTION JOINT

SCALE: NTS



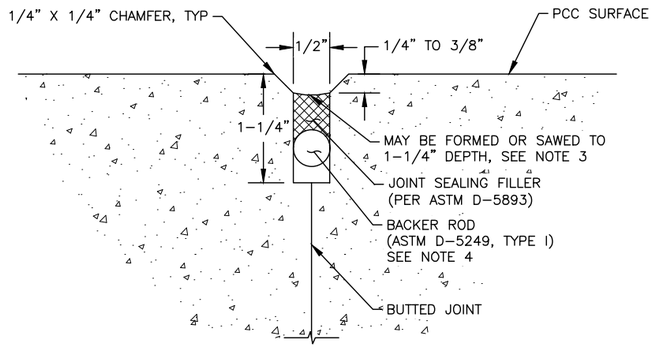
5/16 DOWEL POSITION

SCALE: NTS



2/16 CONTRACTION JOINT SEALANT

SCALE: NTS



4/16 CONSTRUCTION JOINT SEALANT

SCALE: NTS

LEGEND

PCC PAVEMENT

JOINT SEALING FILLER

PCC JOINT NOTES:

1. A CONSTRUCTION JOINT IS REQUIRED IF MORE THAN 30 MINUTES HAVE ELAPSED BETWEEN POURS OR IF IT APPEARS THAT THE CONCRETE WILL OBTAIN ITS INITIAL SET BEFORE FRESH CONCRETE ARRIVES. SEE SPECIFICATION SECTION P-501 FOR DETAILS.
2. JOINT SEALING FILLER AND BACKER ROD DIMENSIONS SHALL BE PER SEAL MANUFACTURER'S RECOMMENDATIONS FOR OPTIMUM PERFORMANCE OR AS APPROVED BY THE ENGINEER.
3. RESERVOIRS FOR JOINT SEALS SHALL BE FORMED OR SAW CUT TO PROVIDE CONSISTENT WIDTH AND SMOOTH VERTICAL WALLS TO OPTIMIZE JOINT PERFORMANCE.
4. BACKER ROD SHALL BE COMPATIBLE WITH THE JOINT SEALING FILLER USED AS RECOMMENDED BY THE MANUFACTURER.
5. TYPICAL PCC PAVEMENT THICKNESS SHOWN. REFER TO TYPICAL SECTIONS AND SITE PLAN FOR WHERE PCC PAVEMENT THICKNESS VARIES.

NOTE:

1. WHEN A UTILITY PENETRATES THE SLAB WITHIN 2 FEET OF THE SPECIFIED JOINT LAYOUT, BLOCK OUT THE UTILITY BY EMPLOYING A CONTRACTION JOINT THAT PLACES AT LEAST 2 FEET OF CONCRETE BETWEEN THE UTILITY AND THE ISOLATION JOINT.
2. CONTRACTOR SHALL ENSURE JOINTS TIE INTO NEAREST PCC PANEL CORNER.

6/16 UTILITY JOINT PENETRATION

SCALE: NTS

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Shane M. Blanchard CE-11519
REGISTERED PROFESSIONAL ENGINEER

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BY	DATE	REVISION

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TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

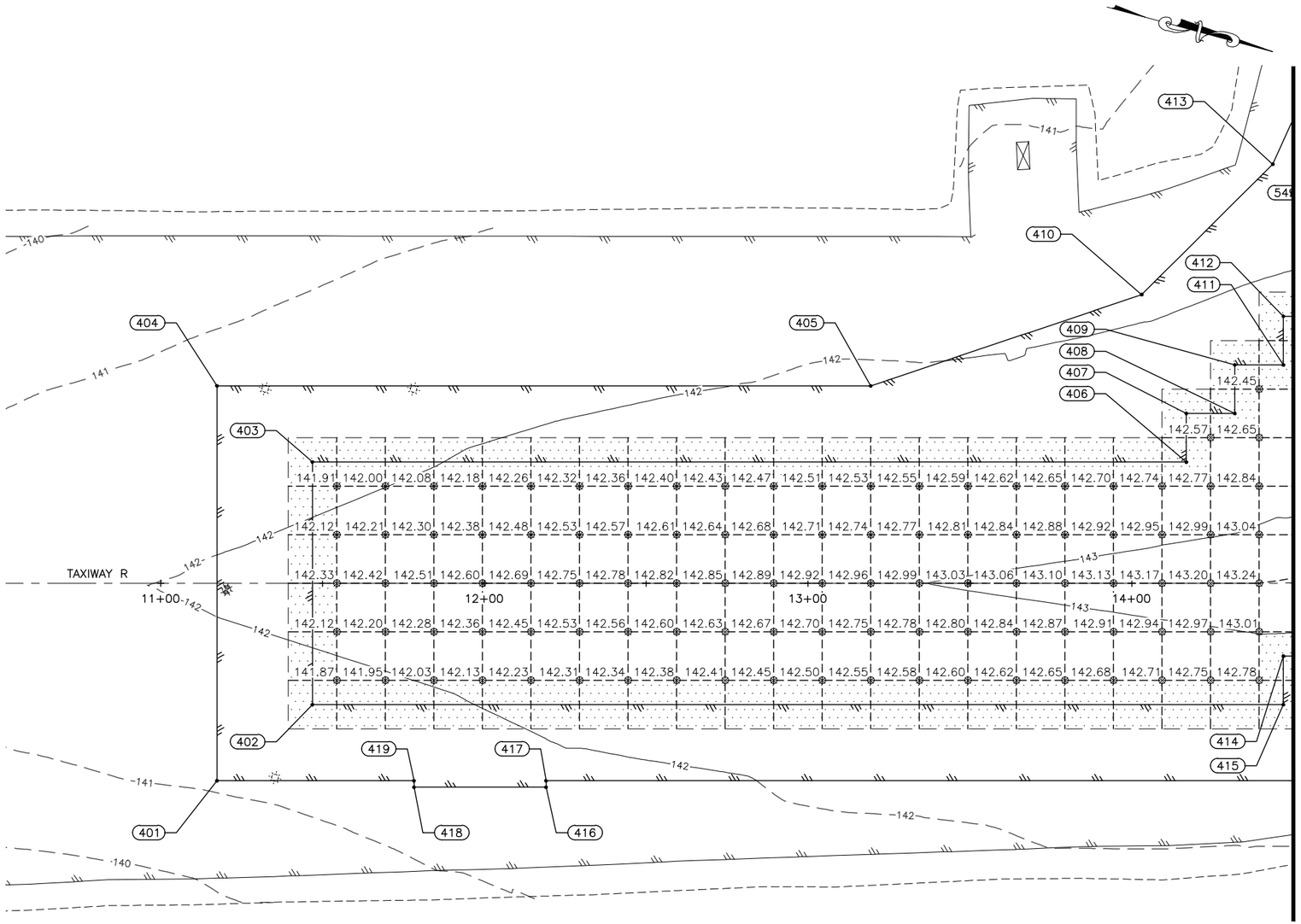
CONCRETE DETAILS

DATE: JANUARY 2026

SHEET: 16 OF 20

Designed By: ###
Drawn By: ###
Checked By: ###

Date Revised: 1/30/2026 3:18 PM
Layout Name: 16
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Concrete Details.dwg



1
17

CONCRETE GRADING PLAN – TAXIWAY R

GRADING POINTS			
POINT #	STATION	OFFSET	ELEVATION
401	11+17.36	61.00 RT	141.13'
402	11+46.86	37.50 RT	141.71'
403	11+46.86	37.50 LT	141.76'
404	11+17.36	61.00 LT	141.29'
405	13+19.36	61.00 LT	142.12'
406	14+16.86	37.50 LT	142.65'
407	14+16.86	52.50 LT	142.43'
408	14+31.86	52.50 LT	142.51'
409	14+31.86	67.50 LT	142.31'
410	14+03.07	89.22 LT	141.88'
411	14+50.41	67.43 LT	142.39'
412	14+53.19	82.40 LT	142.19'
413	16+39.52	115.80 LT	141.65'
414	14+46.45	22.52 RT	142.89'
415	14+46.24	37.52 RT	142.65'
416	12+19.03	63.00 RT	141.78'
417	12+19.03	61.00 RT	141.81'
418	11+78.23	63.00 RT	141.49'
419	11+78.23	61.00 RT	141.52'

NOTES:

1. ELEVATIONS ARE TOP OF FINISHED GRADE.
2. PROVIDE SMOOTH TRANSITION BETWEEN ALL FINISHED GRADE AND SPOT ELEVATIONS.
3. SEE DEMOLITION SHEET 5 FOR REMOVAL OF ITEMS.
4. PAVEMENT MARKINGS, LIGHTS, AND BELOW GRADE UTILITIES ARE NOT SHOWN FOR CLARITY.
5. SPOT ELEVATIONS ARE SET ON PANEL CORNERS AS SHOWN AND CONTROLLED VIA THE LAYOUT PLAN ON SHEET 13. ALL ELEVATIONS SHOWN ARE LOCATED AT JOINT INTERSECTIONS OR CRITICAL ELEVATIONS.

LEGEND:

PCC THICKENED EDGE TRANSITION, SEE TYPICAL SECTION SHEETS 6–9 AND SITE PLAN SHEET 10 FOR MORE INFORMATION

STATE OF ALASKA 49 TH Robert W. Burdick CE-123959 REGISTERED PROFESSIONAL ENGINEER

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PROJECT No. CSAPT01399

CONCRETE GRADING PLAN – TAXIWAY R

DATE: JANUARY 2026

SHEET: 17 OF 20

Designed By: ####
Drawn By: ####
Checked By: ####

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Layout Name: 17
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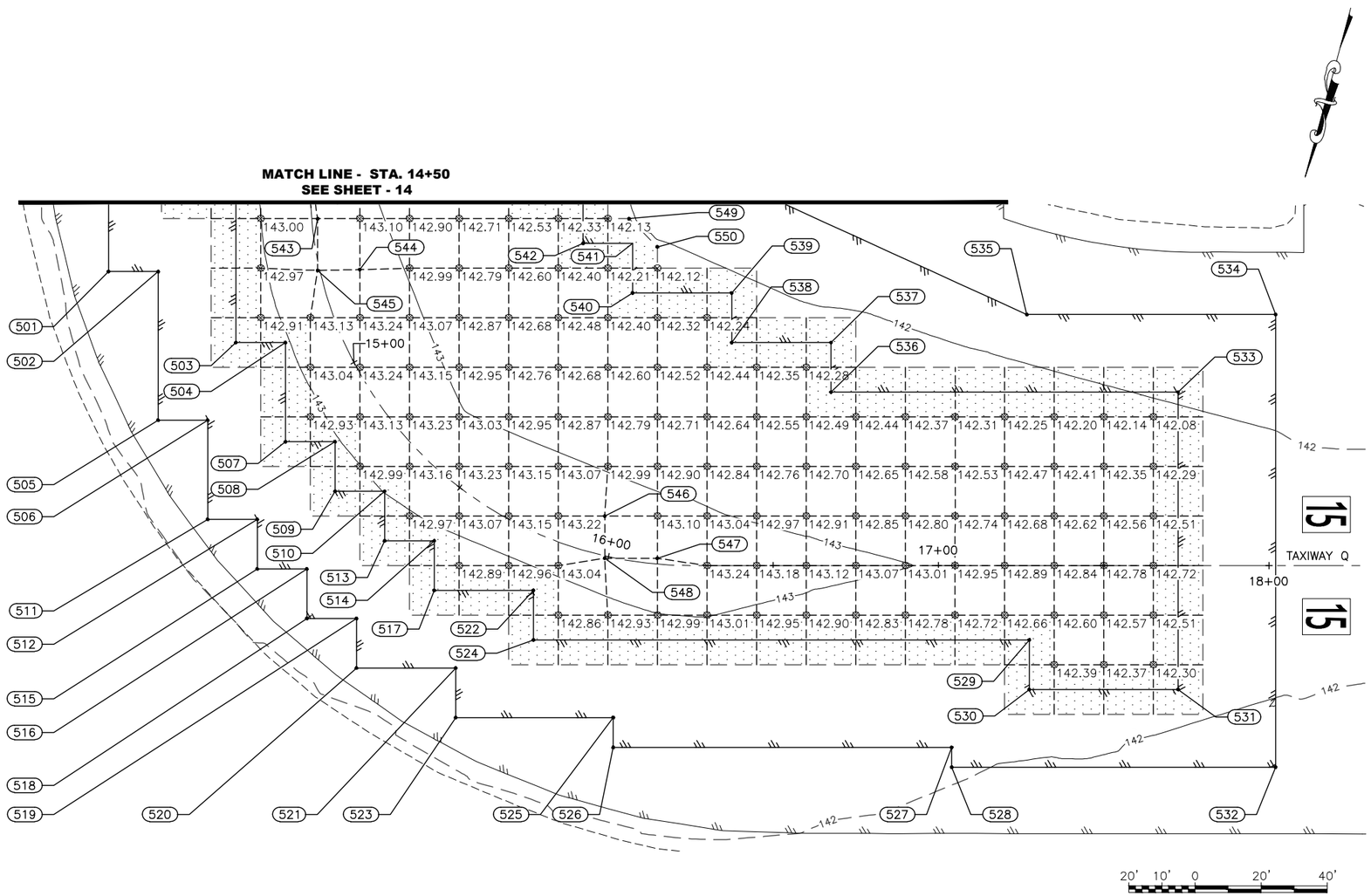

CONCRETE GRADING PLAN –TAXIWAY Q

GRADING POINTS			
POINT #	STATION	OFFSET	ELEVATION
501	14+61.23	62.91 RT	142.28'
502	14+62.77	48.09 RT	142.49'
503	14+82.61	30.47 RT	142.76'
504	14+86.90	16.39 RT	142.98'
505	14+92.12	60.96 RT	142.33'
506	14+96.41	47.35 RT	142.50'
507	15+09.23	29.96 RT	142.78'
508	15+16.19	17.52 RT	142.98'
509	15+26.07	26.82 RT	142.84'
510	15+34.68	15.82 RT	143.01'
511	15+13.96	62.53 RT	142.36'
512	15+19.89	50.42 RT	142.49'
513	15+43.29	26.82 RT	142.82'
514	15+53.17	17.52 RT	142.94'
515	15+27.70	59.98 RT	142.40'
516	15+34.68	49.05 RT	142.52'
517	15+60.13	29.96 RT	142.75'
518	15+41.65	59.98 RT	142.40'
519	15+49.47	50.42 RT	142.49'
520	15+55.40	62.53 RT	142.33'
521	15+72.95	47.35 RT	142.51'
522	15+82.46	16.39 RT	142.91'
523	15+77.24	60.96 RT	142.34'
524	15+86.75	30.47 RT	142.73'
525	16+08.42	47.69 RT	142.49'

GRADING POINTS			
POINT #	STATION	OFFSET	ELEVATION
526	16+09.29	56.60 RT	142.40'
527	17+04.00	55.00 RT	142.10'
528	17+04.00	61.00 RT	142.05'
529	17+27.50	22.50 RT	142.51'
530	17+27.50	37.50 RT	142.30'
531	17+72.50	37.50 RT	142.17'
532	18+02.00	61.00 RT	141.75'
533	17+72.50	52.50 LT	141.95'
534	18+02.00	76.00 LT	141.54'
535	17+26.71	76.00 LT	141.79'
536	16+67.50	52.50 LT	142.37'
537	16+67.50	67.50 LT	142.15'
538	16+37.50	67.50 LT	142.29'
539	16+37.50	82.50 LT	142.09'
540	15+68.20	78.09 LT	142.26'
541	15+34.68	90.25 LT	142.07'
542	15+01.16	78.09 LT	142.26'
543	14+54.53	1.80 LT	143.24'
544	14+72.98	11.82 LT	143.18'
545	14+70.10	0.64 RT	143.23'
546	15+95.84	11.70 LT	143.18'
547	16+14.83	1.77 LT	143.22'
548	15+99.03	0.73 RT	143.14'
549	15+01.26	93.94 LT	142.03'
550	15+68.11	93.94 LT	142.04'

NOTES:

1. ELEVATIONS ARE TOP OF FINISHED GRADE.
2. PROVIDE SMOOTH TRANSITION BETWEEN ALL FINISHED GRADE AND SPOT ELEVATIONS.
3. SEE DEMOLITION SHEET 5 FOR REMOVAL OF ITEMS.
4. PAVEMENT MARKINGS, LIGHTS, AND BELOW GRADE UTILITIES ARE NOT SHOWN FOR CLARITY.
5. SPOT ELEVATIONS ARE SET ON PANEL CORNERS AS SHOWN AND CONTROLLED VIA THE LAYOUT PLAN ON SHEET 13. ALL ELEVATIONS SHOWN ARE LOCATED AT JOINT INTERSECTIONS OR CRITICAL ELEVATIONS.

LEGEND:

PCC THICKENED EDGE TRANSITION, SEE TYPICAL SECTION SHEETS 6–9 AND SITE PLAN SHEET 10 FOR MORE INFORMATION

STATE OF ALASKA 49 TH Robert W. Burdick CE-123959 REGISTERED PROFESSIONAL ENGINEER

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BY	DATE	REVISION

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ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

CONCRETE GRADING PLAN –TAXIWAY Q

DATE: JANUARY 2026

SHEET: 18 OF 20

Designed By: ###
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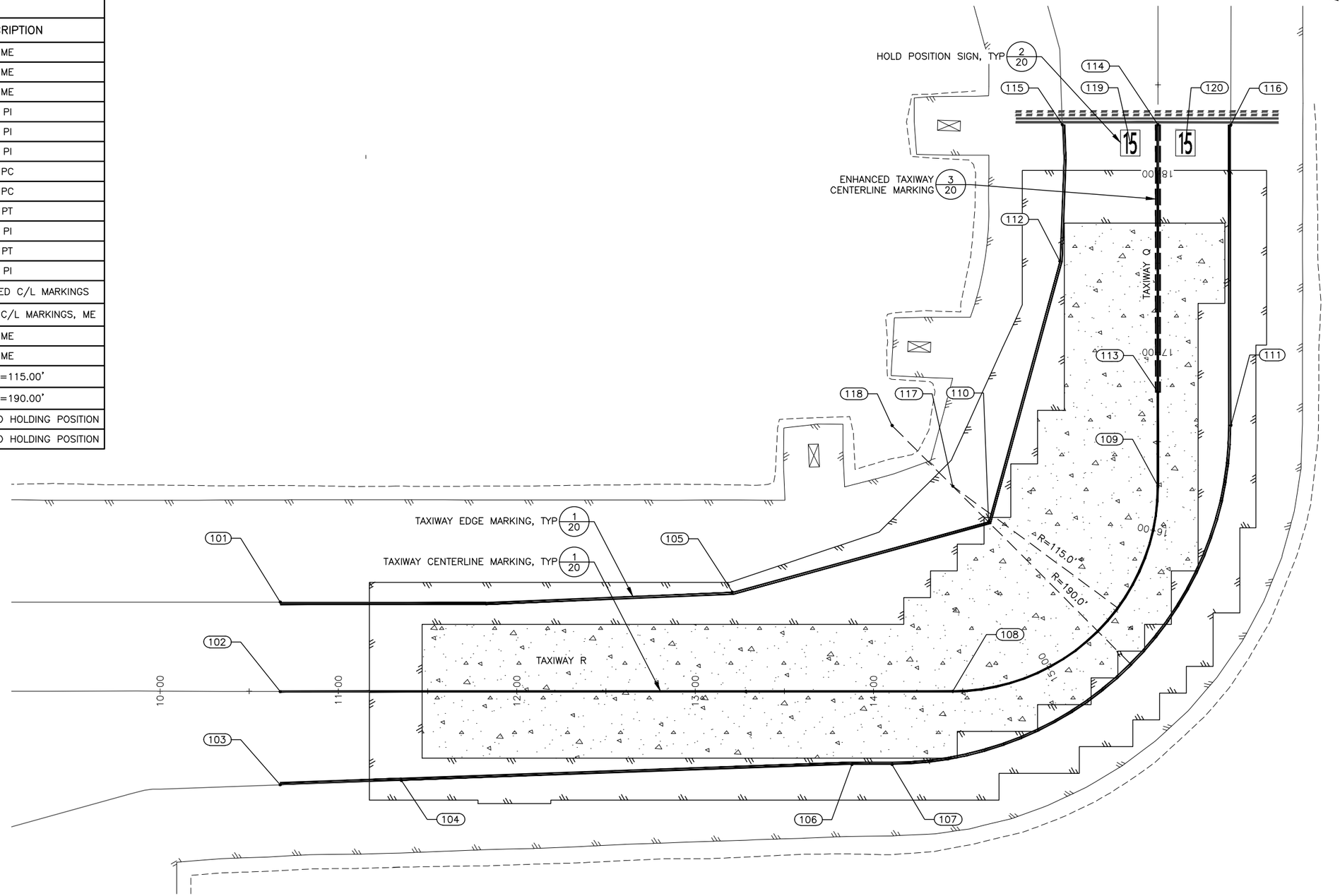
Date Revised:
Layout Name: 18
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Concrete Grading Plan.dwg 1/29/2026 3:15 PM

PAVEMENT MARKING POINTS				
POINT #	ALIGNMENT	STATION	OFFSET	DESCRIPTION
101	TW Q	10+67.36	50.00 LT	ME
102	TW Q	10+67.36	0.14 RT	ME
103	TW Q	10+67.36	52.41 RT	ME
104	TW Q	11+35.26	50.02 RT	PI
105	TW Q	13+20.82	55.65 LT	PI
106	TW Q	13+87.84	41.00 RT	PI
107	TW Q	14+10.36	41.00 RT	PC
108	TW Q	14+44.36	0.00 CL	PC
109	TW Q	16+25.00	0.00 CL	PT
110	TW Q	15+35.38	86.71 LT	PI
111	TW Q	16+59.13	41.00 RT	PT
112	TW Q	17+51.16	54.99 LT	PI
113	TW Q	16+77.60	0.00 CL	BEGIN ENHANCED C/L MARKINGS
114	TW Q	18+27.60	0.00 CL	END ENHANCED C/L MARKINGS, ME
115	TW Q	18+27.61	53.58 LT	ME
116	TW Q	18+27.44	40.88 RT	ME
117	TW Q	16+25.00	115.00 LT	RP, R=115.00'
118	TW Q	14+10.36	149.00 LT	RP, R=190.00'
119	TW Q	18+17.35	15.46 LT	SURFACE PAINTED HOLDING POSITION
120	TW Q	18+17.32	15.46 RT	SURFACE PAINTED HOLDING POSITION



LEGEND:

PCC PAVEMENT

1/19

PAVEMENT MARKING PLAN

30' 15' 0 30' 60'

Date Revised: 1/30/2026 3:08 PM
Layout Name: 19
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Pavement Marking Plan.dwg
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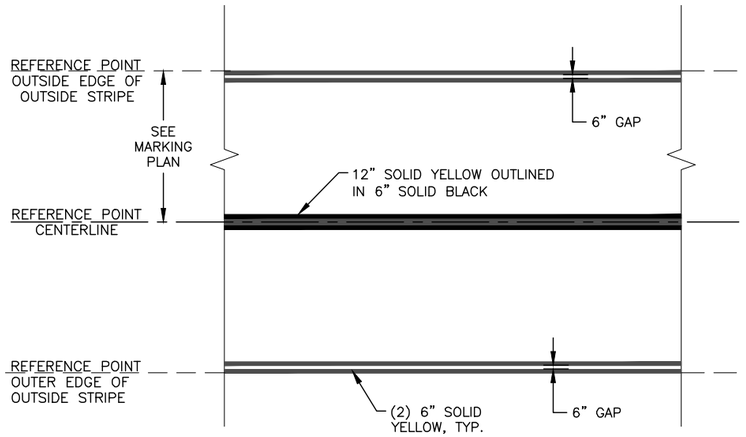
PROJECT No. CSAPT01399

PAVEMENT MARKING PLAN

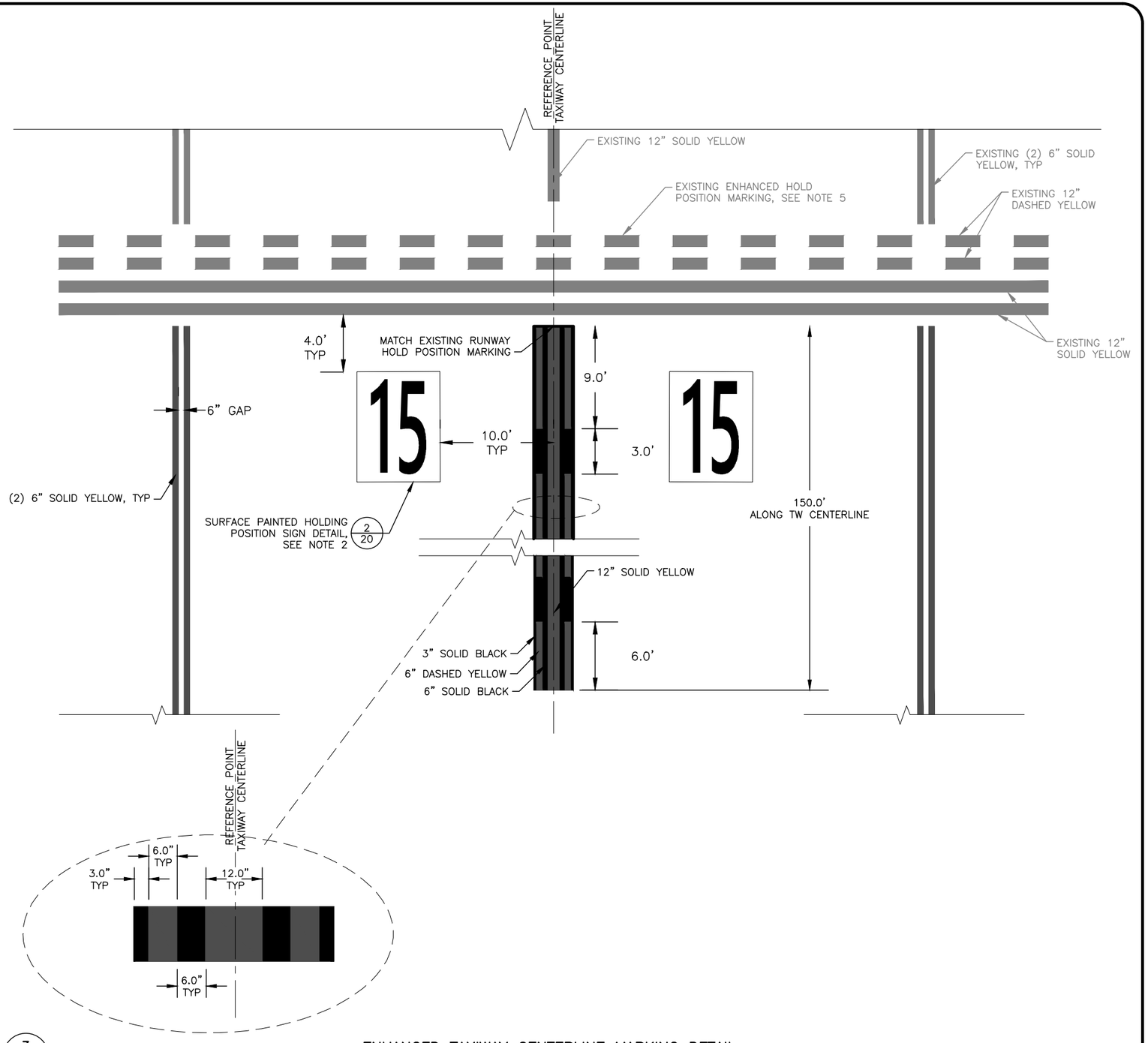
DATE: JANUARY 2026

SHEET: 19 OF 20



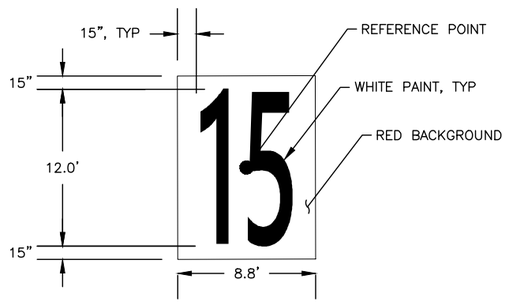
1/20 TAXIWAY CENTERLINE AND EDGE MARKINGS

NTS



3/20 ENHANCED TAXIWAY CENTERLINE MARKING DETAIL

SCALE: NTS



2/20 SURFACE PAINTED HOLDING POSITION SIGN 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 49 TH
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ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

PAVEMENT MARKING DETAILS

DATE: JANUARY 2026

SHEET: 20 OF 20

Designed By: ###
Drawn By: ###
Checked By: ###

Date Revised: 1/30/2026 3:33 PM
Layout Name: 20
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-Pavement Marking Details.dwg

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.		
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		
GROUND ROD		
DUCTBANK		

ABBREVIATIONS

AFM	AIRFIELD MAINTENANCE
BC	BARE COPPER
C	CONDUIT
CCR	CONSTANT CURRENT REGULATOR
CL	CENTERLINE
DIA	DIAMETER
(E)	EXISTING
EMH	ELECTRIC MANHOLE
ETR	EXISTING TO REMAIN
HDPE	HIGH DENSITY POLYETHYLENE
HH	HANDHOLE
KVA	KILO VOLT–AMP
KW	KILO–WATT
LTS	LIGHTS
MAX	MAXIMUM
MIN	MINIMUM
MH	MANHOLE
NEC	NATIONAL ELECTRIC CODE, NFPA 70
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 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 10^{TH} 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 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.

1 / E1 ELECTRICAL KEY PLAN

600' 300' 0 600' 1200'

Designed By: ### | Drawn By: ### | Checked By: ###

Date Revised: | Layout Name: E1 | File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\03 Electrical\01 Electrical\01399-ANC-Electrical Legend.dwg | 1/29/2026 2:42 PM

PLANS DEVELOPED BY:
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TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

ELECTRICAL LEGEND & ABBREVIATIONS

DATE: JANUARY 2026

SHEET: E1 OF E11

GENERAL NOTES:

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

2. SEE SHEETS E4 & E5 FOR LIGHT FIXTURE SCHEDULES.

SHEET NOTES:

(1) AREA WITHIN HMA MILL/PAVE & PCC REPAIR CONSTRUCTION:
- REMOVE ALL CENTERLINE AND EDGE LIGHT FIXTURES, TRANSFORMERS AND CONDUCTORS.
- UNLESS OTHERWISE NOTED, REMOVE LIGHT BASES AND CONDUIT.

(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. ADJUST MILLING DEPTH AROUND FIXTURES TO ENSURE BOTTOM SECTIONS ARE NOT DAMAGED BY REMOVAL OF ASPHALT.
- THIS WORK SUBSIDIARY TO L125.210.0000 (ADJUST TW LIGHT).

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

(4) EDGE OR CENTERLINE LIGHT FIXTURE TO REMAIN. PROTECT FIXTURE FROM DAMAGE DURING ADJACENT CONSTRUCTION AS REQUIRED.

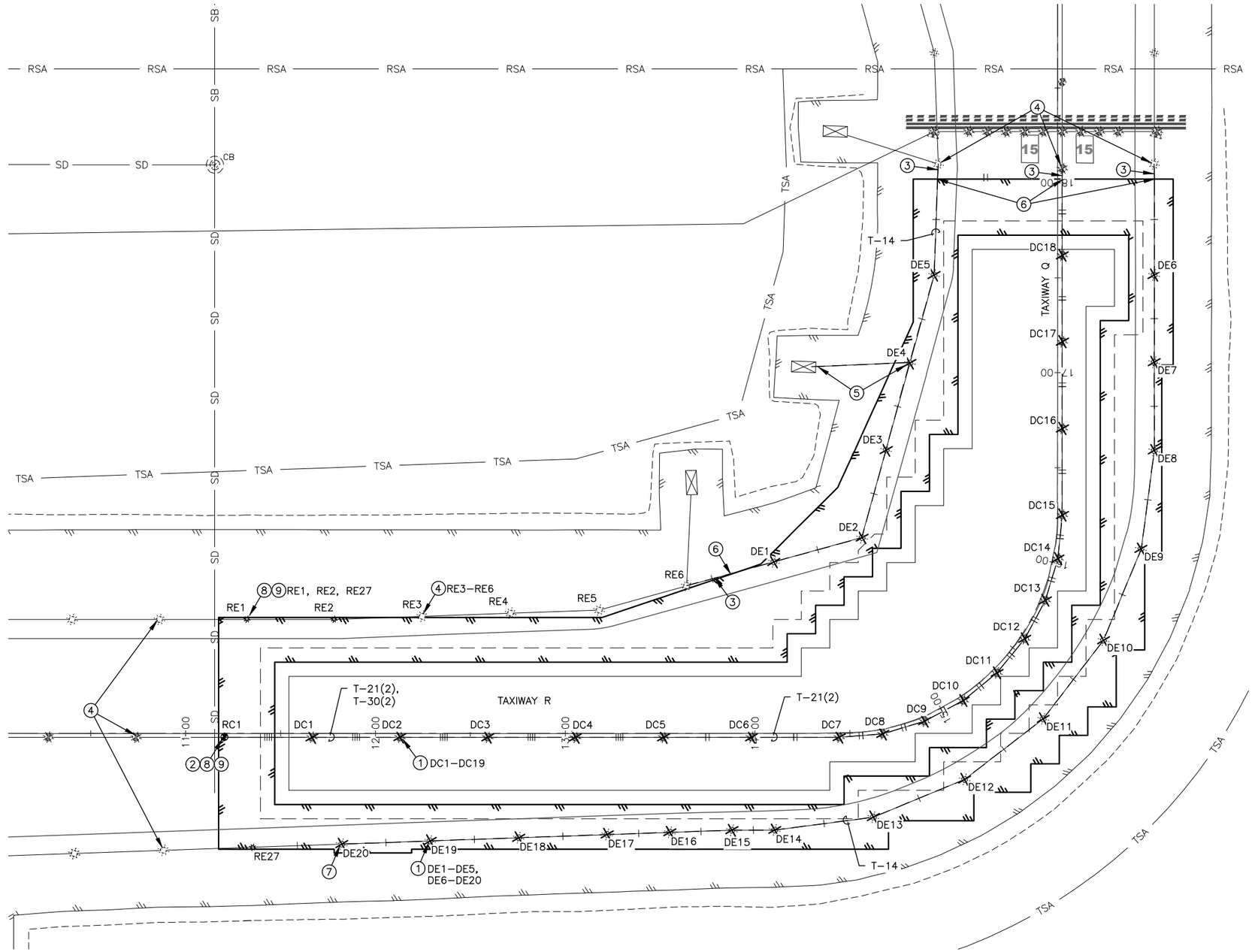
(5) REMOVE SECONDARY CONDUCTORS TO ILLUMINATED SIGN AND TRANSFORMER LOCATED IN DE4 BASE CAN. CONDUCTORS AND TRANSFORMER WILL BE REPLACED IN NEW WORK.

(6) REMOVE CONDUIT TO EXTENT REQUIRED BY PROJECT EXCAVATION FOR RECONNECT IN NEW WORK. CAP AND PROTECT EXPOSED CONDUIT STUB AS REQUIRED DURING EXCAVATION.

(7) DISCONNECT EXISTING CONDUIT DRAIN, TO BE RECONNECTED DURING NEW LIGHT BASE INSTALLATION.

(8) CAREFULLY REMOVE INDICATED LIGHT FIXTURES AND PRESERVE FOR REINSTALLATION AFTER PAVING WORK IS COMPLETE. THIS WORK SUBSIDIARY TO L125.210.0000 (ADJUST TW LIGHT).

(9) INSTALL PLYWOOD AND MUDPLATE COVER ON THE ETR 12" DIAMETER BASE TO PREVENT DEBRIS ENTRY DURING MILL & REPAVE WORK.



1
E2

ELECTRICAL DEMOLITION PLAN

30' 15' 0 30' 60'

Date Revised:	1/30/2026 2:47 PM
Layout Name:	E2
File Path and Name:	\\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\03 Electrical\01399-ANC-Electrical Demolition Plan.dwg
Designed By:	####
Drawn By:	####
Checked By:	####

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ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

ELECTRICAL DEMOLITION PLAN

DATE: JANUARY 2026

SHEET: E2 OF E11

GENERAL NOTES:

1. SEE SHEET E1 FOR GENERAL ELECTRICAL AND DEMOLITION NOTES.
2. SEE SHEETS E4 & E5 FOR LIGHT FIXTURE SCHEDULES.

SHEET NOTES:

(1) CONNECT NEW CONDUIT TO EXISTING CONDUIT OR LIGHT BASE. EXTEND NEW PRIMARY 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. THIS WORK SUBSIDIARY TO ITEM L125.210.0000 (ADJUST TW LIGHT).

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

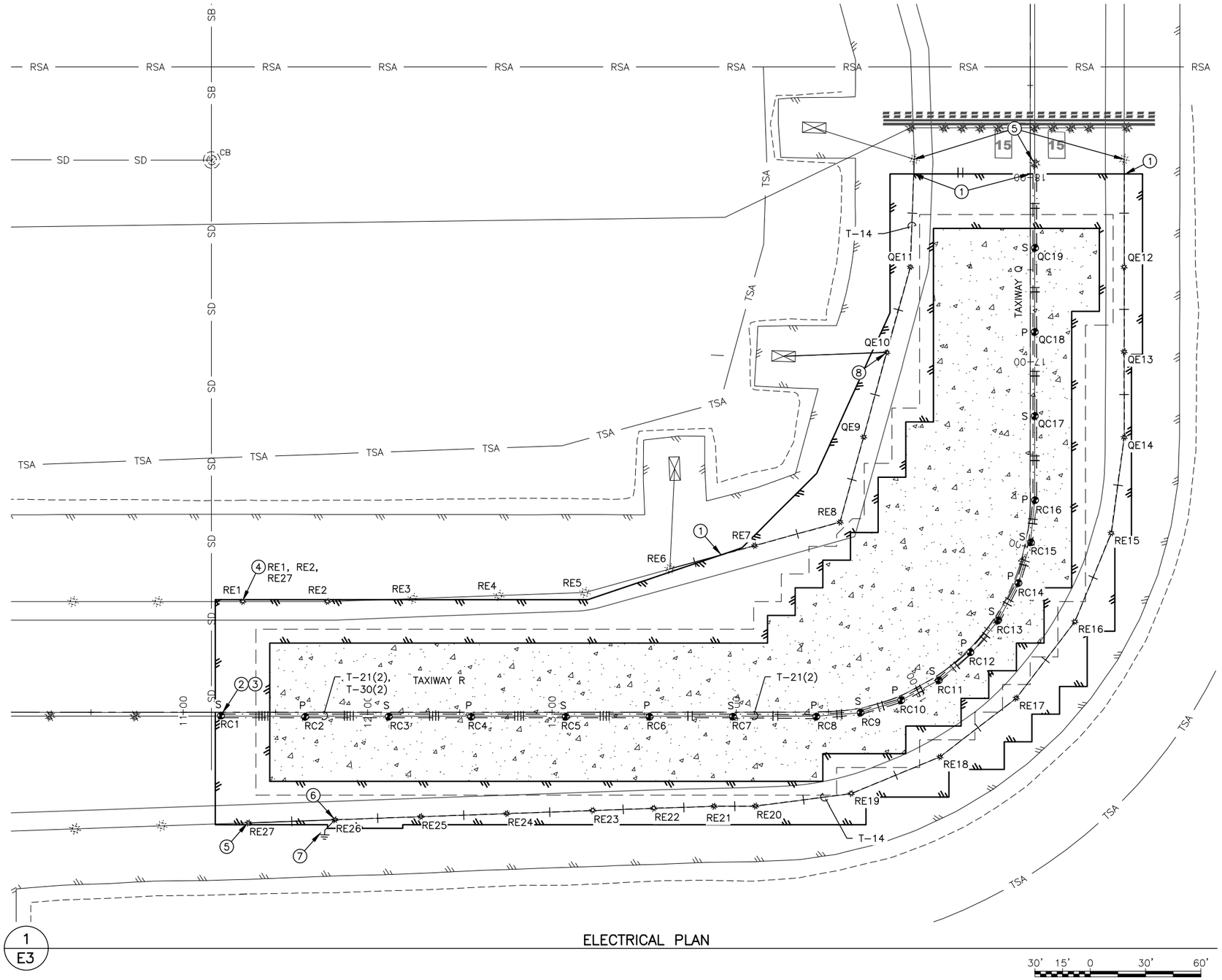
(4) REMOVE TEMPORARY COVER ON LIGHT BASE AS REQUIRED AND REINSTALL EXISTING LIGHT FIXTURE (REMOVED IN DEMOLITION) WITH SPACER ADJUSTMENTS AS REQUIRED. THIS WORK SUBSIDIARY TO L125.210.0000 (ADJUST TW LIGHT).

(5) PROVIDE NEW CONDUCTOR CONNECTIONS TO EXISTING CIRCUIT(S) IN EXISTING LIGHT BASE. CONNECTIONS ARE SUBSIDIARY TO L108 ITEMS.

(6) RECONNECT EXISTING CONDUIT DRAIN BETWEEN LIGHT BASE AND DRAINAGE STRUCTURE.

(7) PROVIDE GROUND ROD WITH EXOTHERMIC CONNECTION BONDED TO EGC AT INDICATED LIGHT BASE LOCATION.

(8) PROVIDE 100VA L–821 ISOLATED TRANSFORMER IN TW EDGE BASE CAN AND NEW 600V L–824 CABLE TO EXISTING LIGHTED SIGN.



1
E3

ELECTRICAL PLAN

30' 15' 0 30' 60'

Date Revised:	1/30/2026 2:52 PM	
Layout Name:	E3	
File Path and Name:	\\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\03 Electrical\01399-ANC-Electrical Site Plan.dwg	

Designed By:	###	
Drawn By:	###	
Checked By:	###	

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BY	DATE	REVISION

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ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399
ELECTRICAL PLAN

DATE: JANUARY 2026
SHEET: E3 OF E11

DEMO TAXIWAY EDGE LIGHT SCHEDULE

FIXT NO.	TW	STATION	OFFSET	SEE NOTE
DE1	Q	14+09.89	90.36 LT	1
DE2	Q	15+35.62	98.07 LT	1
DE3	Q	16+59.27	90.30 LT	1
DE4	Q	17+05.11	77.78 LT	1
DE5	Q	17+51.48	65.05 LT	1
DE6	Q	17+51.50	50.92 RT	1
DE7	Q	17+05.51	50.95 RT	1
DE8	Q	16+59.02	50.97 RT	1
DE9	Q	16+12.13	44.94 RT	1
DE10	Q	15+74.19	39.05 RT	1
DE11	Q	15+34.74	36.85 RT	1
DE12	Q	14+95.29	39.10 RT	1
DE13	Q	14+57.29	45.10 RT	1
DE14	Q	14+10.36	50.89 RT	1
DE15	Q	13+87.83	51.02 RT	1
DE16	Q	13+55.13	52.08 RT	1
DE17	Q	13+22.08	53.25 RT	1
DE18	Q	12+75.45	54.94 RT	1
DE19	Q	12+28.76	56.64 RT	1
DE20	Q	11+82.23	58.36 RT	1

TAXIWAY EDGE LIGHT SCHEDULE

FIXT NO.	LENS COLOR	BEAM TYPE	FAA TYPE	WATTAGE		CIRCUIT	TW	STATION	OFFSET	WORK SCOPE	SEE NOTE
				LAMP	XFMR						
RE1	B	OMNI	L-861T	30	30/45	T-14	Q	11+32.18	60.00 LT	C	3
RE2	B	OMNI	L-861T	30	30/45	T-14	Q	11+78.11	60.04 LT	C	3
RE3	B	OMNI	L-861T	30	30/45	T-14	Q	12+24.62	61.71 LT	–	2
RE4	B	OMNI	L-861T	30	30/45	T-14	Q	12+71.18	63.37 LT	–	2
RE5	B	OMNI	L-861T	30	30/45	T-14	Q	13+17.84	64.99 LT	–	2
RE6	B	OMNI	L-861T	30	30/45	T-14	Q	13+63.93	77.85 LT	–	2
RE7	B	OMNI	L-861T	30	30/45	T-14	Q	14+09.89	90.36 LT	D	
RE8	B	OMNI	L-861T	30	30/45	T-14	Q	15+34.68	98.21 LT	D	
QE9	B	OMNI	L-861T	30	30/45	T-14	Q	16+59.27	90.30 LT	D	
QE10	B	OMNI	L-861T	30	30/45	T-14	Q	17+05.11	77.78 LT	D	
QE11	B	OMNI	L-861T	30	30/45	T-14	Q	17+51.48	65.05 LT	D	
QE12	B	OMNI	L-861T	30	30/45	T-14	Q	17+51.50	50.92 RT	D	
QE13	B	OMNI	L-861T	30	30/45	T-14	Q	17+05.51	50.95 RT	D	
QE14	B	OMNI	L-861T	30	30/45	T-14	Q	16+59.02	50.97 RT	D	
RE15	B	OMNI	L-861T	30	30/45	T-14	Q	16+12.13	44.94 RT	D	
RE16	B	OMNI	L-861T	30	30/45	T-14	Q	15+74.19	39.05 RT	D	
RE17	B	OMNI	L-861T	30	30/45	T-14	Q	15+34.74	36.85 RT	D	
RE18	B	OMNI	L-861T	30	30/45	T-14	Q	14+95.29	39.10 RT	D	
RE19	B	OMNI	L-861T	30	30/45	T-14	Q	14+57.29	45.10 RT	D	
RE20	B	OMNI	L-861T	30	30/45	T-14	Q	14+10.36	50.89 RT	D	
RE21	B	OMNI	L-861T	30	30/45	T-14	Q	13+87.83	51.02 RT	D	
RE22	B	OMNI	L-861T	30	30/45	T-14	Q	13+55.13	52.08 RT	D	
RE23	B	OMNI	L-861T	30	30/45	T-14	Q	13+22.08	53.25 RT	D	
RE24	B	OMNI	L-861T	30	30/45	T-14	Q	12+75.45	54.94 RT	D	
RE25	B	OMNI	L-861T	30	30/45	T-14	Q	12+28.76	56.64 RT	D	
RE26	B	OMNI	L-861T	30	30/45	T-14	Q	11+82.23	58.36 RT	D	4
RE27	B	OMNI	L-861T	30	30/45	T-14	Q	11+35.28	60.04 RT	C	3

SCOPE OF WORK SUMMARY

WORK SCOPE	DESCRIPTION	REF. ITEM NO.	REF. DETAIL
C	ADJUST TAXIWAY EDGE LIGHT	L125.210.0000	2/E7
D	TAXIWAY EDGE LIGHT, L-861T	L125.040.0000	1/E6

NOTES:

1. REMOVE FIXTURE, TRANSFORMER(S), AND LIGHT BASE WITH CONDUCTORS AND CONDUIT PER PLANS (L125.070.0000).
2. PROTECT EXISTING FIXTURE IN PLACE.
3. T/W EDGE LIGHT ADJUST IN HMA MILL & PAVE AREA:
   - AFTER REMOVAL OF EXISTING COMPONENTS, INSTALL MUD PLATE AND 1/2" THICK PLYWOOD COVER TO PROTECT L-867 EXISTING HANDHOLE DURING MILL & PAVE OPERATIONS.
   - REINSTALL EXISTING EDGE LIGHT COMPONENTS. INCLUDE SPACER RINGS AS REQUIRED TO ALLOW FOR HMA GRADE CHANGE FROM -1/2 INCH TO +1 INCH, AS SUBSIDIARY TO THIS WORK SCOPE BID ITEM.
4. PROVIDE GROUND ROD.

Designed By: ####
Drawn By: ####
Checked By: ####

Date Revised: 1/30/2026 2:55 PM
Layout Name: E4
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\05 CADD\01 Working Set\03 Electrical\01399-ANC-Electrical Schedules.dwg

PLANS DEVELOPED BY:
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BY	DATE	REVISION

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TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

LIGHTING SCHEDULES

DATE: JANUARY 2026

SHEET: E4 OF E11

DEMO TW CENTERLINE LIGHT SCHEDULE

FIXT NO.	TW	STATION	OFFSET	SEE NOTE
DC1	Q	11+66.56	2.03 RT	1
DC2	Q	12+12.90	1.99 RT	1
DC3	Q	12+59.16	2.02 RT	1
DC4	Q	13+05.39	2.06 RT	1
DC5	Q	13+51.79	2.03 RT	1
DC6	Q	13+98.07	2.01 RT	1
DC7	Q	14+44.35	1.99 RT	1
DC8	Q	14+66.93	2.51 RT	1
DC9	Q	14+89.53	2.54 RT	1
DC10	Q	15+12.15	2.50 RT	1
DC11	Q	15+34.69	2.55 RT	1
DC12	Q	15+57.33	2.48 RT	1
DC13	Q	15+79.93	2.49 RT	1
DC14	Q	16+02.43	2.54 RT	1
DC15	Q	16+25.00	2.56 RT	1
DC16	Q	16+70.65	2.59 RT	1
DC17	Q	17+16.33	2.56 RT	1
DC18	Q	17+61.86	2.52 RT	1

TAXIWAY CENTERLINE LIGHT SCHEDULE

FIXT NO.	LENS COLOR	BEAM TYPE	FAA TYPE	WATTAGE		CIRCUIT	TW	STATION	OFFSET	WORK SCOPE	SEE NOTE
				LAMP	XFMR						
RC1	G/G	BI	L-852D(L)	58	65	T-21	Q	11+20.28	1.97 RT	A	3
RC2	G/G	BI	L-852D(L)	58	65	T-21	Q	11+66.06	2.47 RT	B	2
RC3	G/G	BI	L-852K(L)	58	65	T-21	Q	12+11.40	2.42 RT	B	2
RC4	G/G	BI	L-852K(L)	58	65	T-21	Q	12+56.16	2.46 RT	B	2
RC5	G/G	BI	L-852K(L)	58	65	T-21	Q	13+07.39	2.50 RT	B	2
RC6	G/G	BI	L-852K(L)	58	65	T-21	Q	13+52.79	2.46 RT	B	2
RC7	G/G	BI	L-852K(L)	58	65	T-21	Q	13+98.07	2.45 RT	B	2
RC8	G/G	BI	L-852K(L)	58	65	T-21	Q	14+43.35	2.43 RT	B	2
RC9	G/G	BI	L-852K(L)	58	65	T-21	Q	14+66.94	2.50 RT	B	2
RC10	G/G	BI	L-852K(L)	58	65	T-21	Q	14+89.53	2.54 RT	B	2
RC11	G/G	BI	L-852K(L)	58	65	T-21	Q	15+12.15	2.50 RT	B	2
RC12	G/G	BI	L-852K(L)	58	65	T-21	Q	15+34.68	1.67 RT	B	2
RC13	G/G	BI	L-852K(L)	58	65	T-21	Q	15+57.21	2.31 RT	B	2
RC14	G/G	BI	L-852C(L)	58	65	T-30	Q	15+79.93	2.49 RT	B	2
RC15	G/G	BI	L-852C(L)	58	65	T-21	Q	16+02.43	2.54 RT	B	2
RC16	G/G	BI	L-852C(L)	58	65	T-30	Q	16+25.00	2.56 RT	B	2
QC17	G/G	BI	L-852C(L)	58	65	T-21	Q	16+70.62	2.50 RT	B	2
QC18	G/G	BI	L-852C(L)	58	65	T-30	Q	17+16.25	2.50 RT	B	2
QC19	G/G	BI	L-852C(L)	58	65	T-21	Q	17+61.86	2.52 RT	B	2

SCOPE OF WORK SUMMARY

WORK SCOPE	DESCRIPTION	REF. ITEM NO.	REF. DETAIL
A	ADJUST FLUSH TW LIGHT	L125.210.0000	1/E7, 1/E8, 2/E8
B	FLUSH TW LIGHT IN PCC	L125.095.0000	1/E10, 4/E10

NOTES:

1. REMOVE FIXTURE, TRANSFORMER(S), AND LIGHT BASE WITH CONDUCTORS AND CONDUIT PER PLANS (L125.070.0000).
2. WHERE LED FIXTURES ARE SPECIFIED, INCLUDE ARCTIC HEATER OPTION.
3. T/W CENTERLINE LIGHT ADJUST IN HMA MILL & PAVE AREA:
   - AFTER REMOVAL OF EXISTING COMPONENTS, INSTALL MUD PLATE AND 1/2" THICK PLYWOOD COVER TO PROTECT L-868 EXISTING HANDHOLE DURING MILL & PAVE OPERATIONS.
   - REINSTALL EXISTING EDGE LIGHT COMPONENTS.

Designed By: ###
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Date Revised: 1/30/2026 2:55 PM
Layout Name: E5
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\03 Electrical\01399-ANC-Electrical Schedules.dwg

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BY	DATE	REVISION

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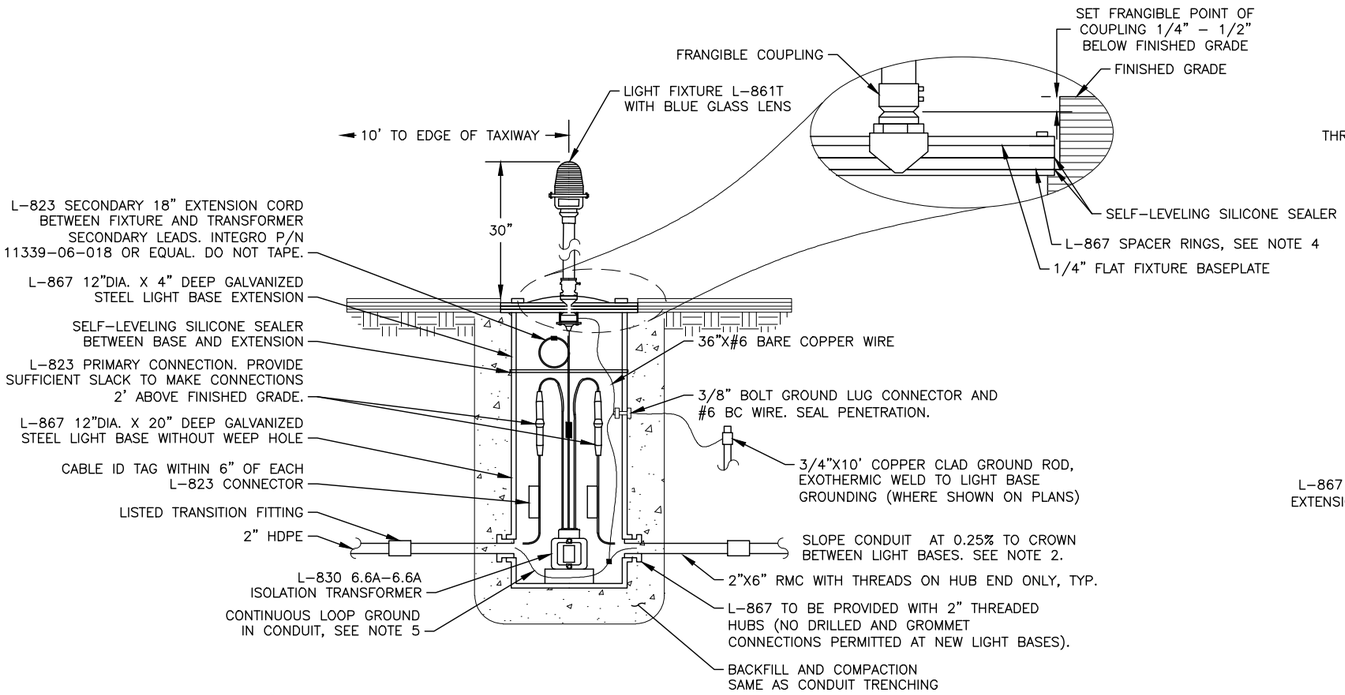
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

LIGHTING SCHEDULES

DATE: JANUARY 2026

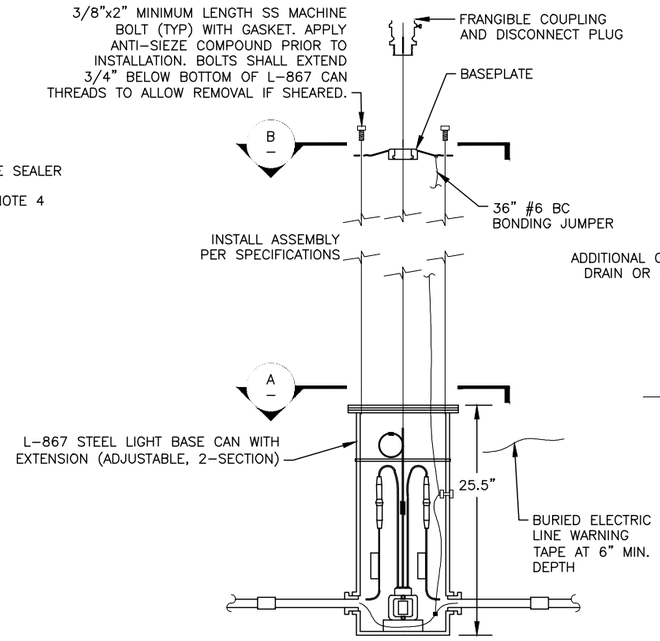


1 / E6 ELEVATED TAXIWAY EDGE LIGHT

SCALE: NTS

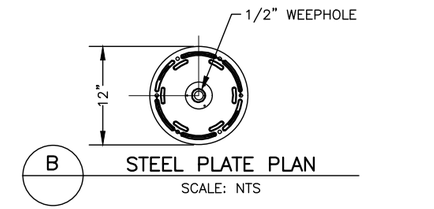
DETAIL 1 NOTES:

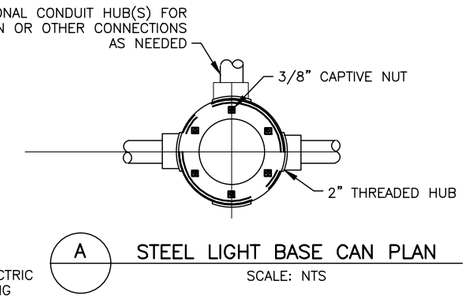
1. PROVIDE SELF–LEVELING SILICONE SEALER, MOMENTIVE RTV118 OR APPROVED EQUAL, AT INTERFACE OF THE TOP SECTION AND BASE CAN ONLY. SEALER SHALL NOT BE INSTALLED BETWEEN TOP FLANGE OF TOP SECTION, SPACER RINGS, AND FLANGE RING.
2. CONDUIT SHALL GENERALLY MATCH GRADING OF THE RUNWAY OR TAXIWAY SURFACE EXCEPT 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.

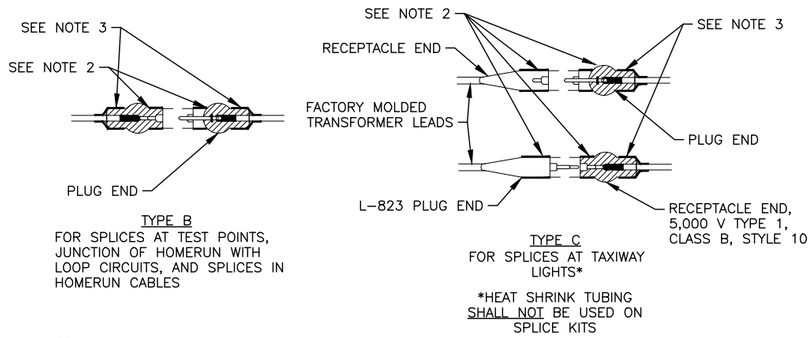


2 / E6 L–867 STEEL LIGHT BASE EDGE LIGHT CAN DETAIL

SCALE: NTS







3 / E6 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.

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PROJECT No. CSAPT01399

ELECTRICAL DETAILS

DATE: JANUARY 2026

SHEET: E6 OF E11

Designed By: ###
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Date Revised: 1/29/2026 4:05 PM
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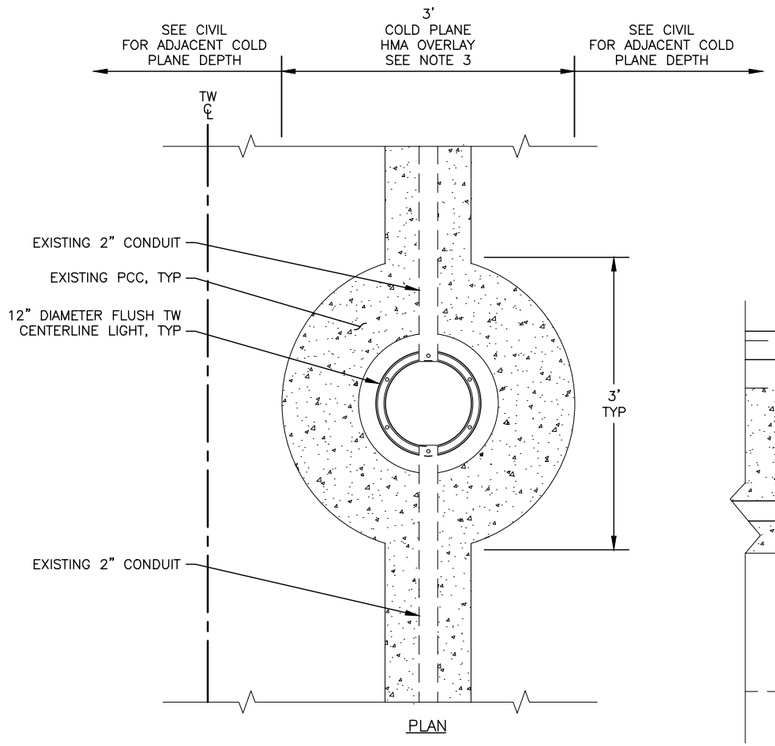

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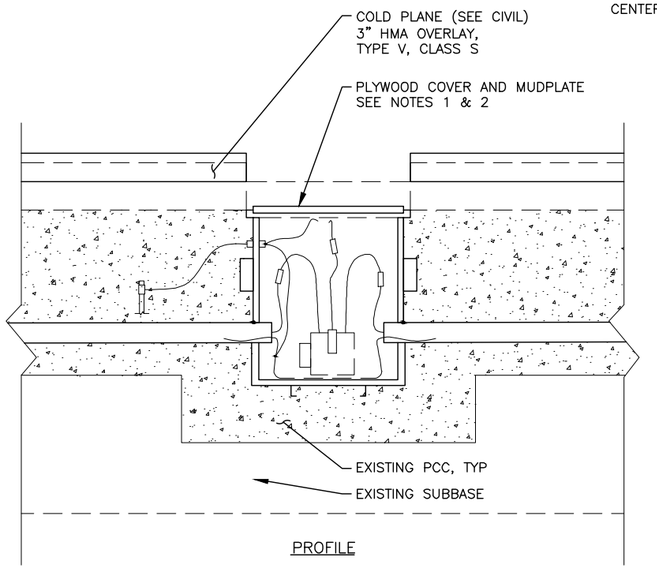
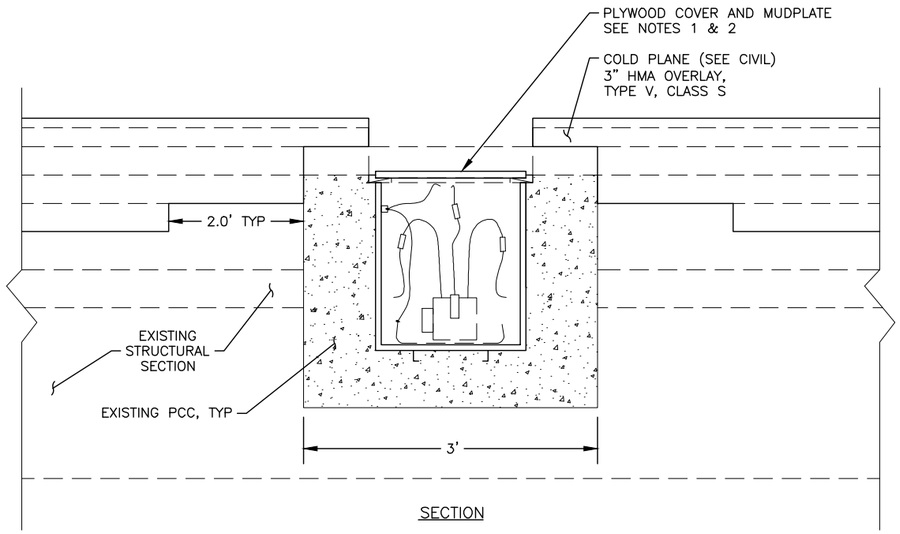


PROFILE



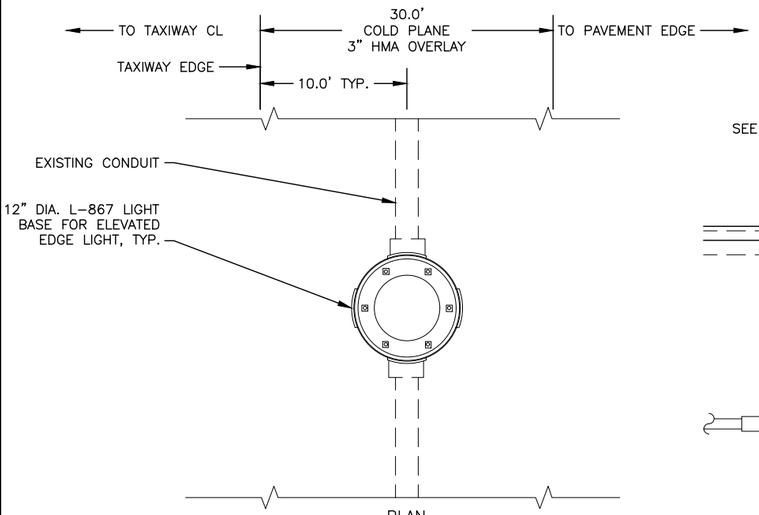
SECTION

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 AND OVERLAID WITH THE FINAL LIFT OF HMA, TYPE V, CLASS S. MOST EXISTING TOP SECTIONS ARE 5 INCH TALL, HOWEVER, SOME MAY VARY. VERIFY DEPTH TO BOTTOM SECTION PRIOR TO COLD PLANING TO PREVENT DAMAGE.
3. AS DIRECTED BY THE ENGINEER, ADJUST COLD PLANE/OVERLAY SECTION WIDTH TO 3.5' WHEN EXISTING FLUSH CENTERLINE LIGHTS ARE ROUGHLY 2.5' FROM EXISTING TAXIWAY CROWN, MEASURED FROM THE CROWN TO 1.0' PAST CENTERLINE LIGHT.

1/E7 COLD PLANE DETAIL AT CENTERLINE LIGHTS AND LIGHT TRENCH

SCALE: NTS



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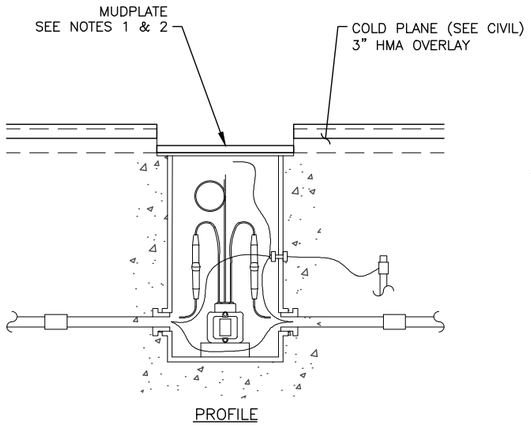

PROFILE

2/E7 COLD PLANE DETAIL AT EDGE LIGHTS

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.

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PROJECT No. CSAPT01399

ELECTRICAL DETAILS

DATE: JANUARY 2026

SHEET: E7 OF E11

Designed By: ####
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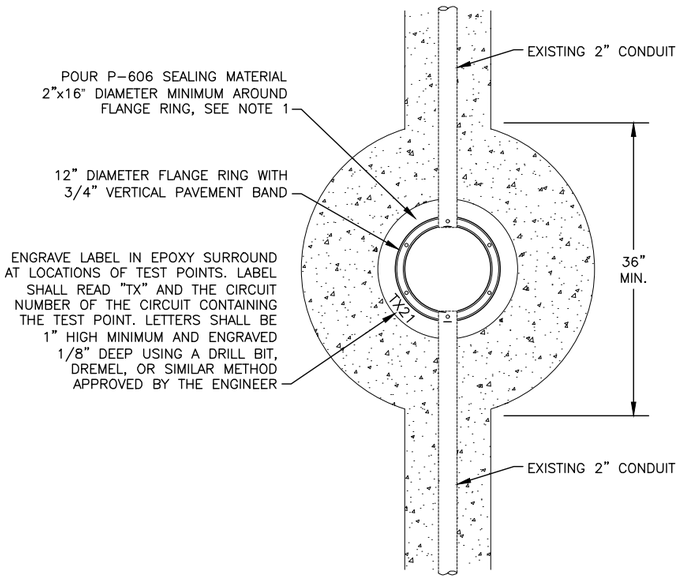
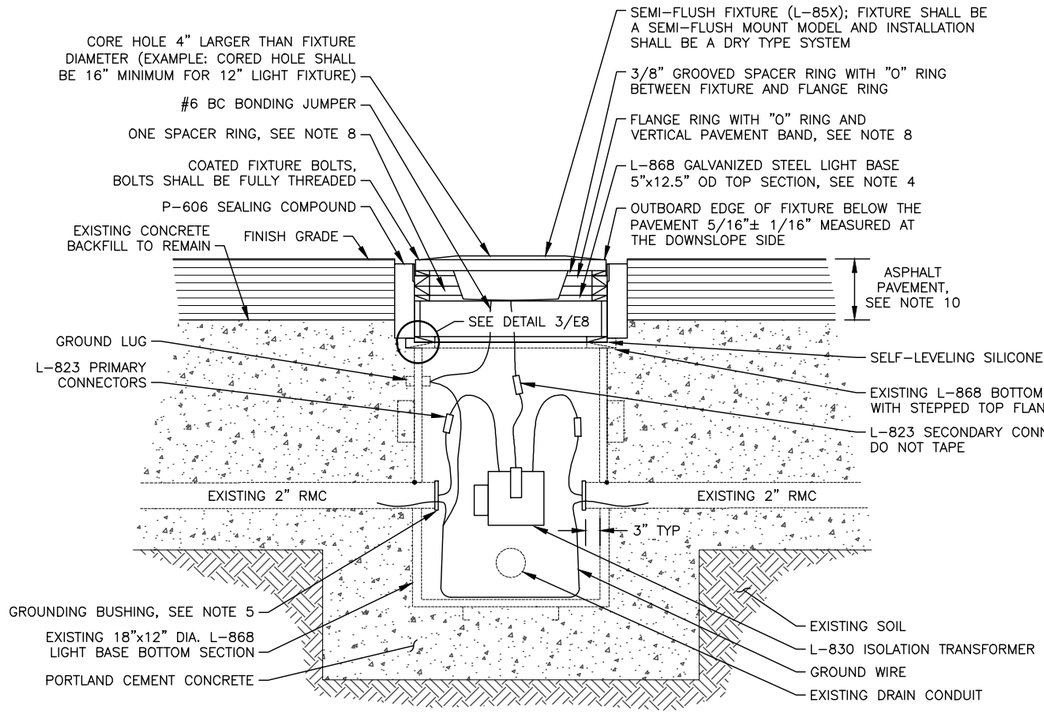


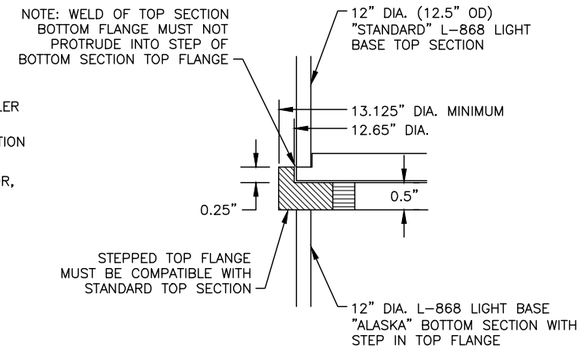
1 E8 FLUSH LIGHT ADJUSTMENT – PLAN VIEW

SCALE: NTS



2 E8 FLUSH LIGHT ADJUSTMENT – SECTION VIEW

SCALE: NTS



3 E8 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, 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 5" HIGH, HOWEVER SOME MAY VARY.

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.

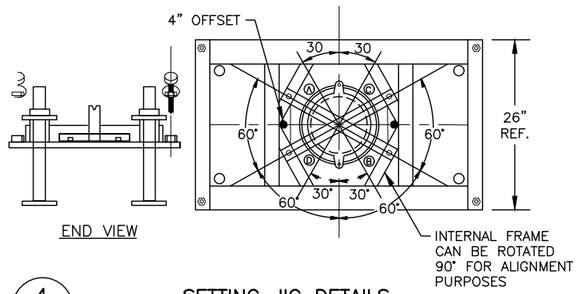
7. CIRCUIT GROUND WIRE ROUTED IN CONDUIT SHALL BE CONTINUOUS THROUGH LIGHT BASE OR JOINED USING IRREVERSIBLE COMPRESSION CONNECTORS AND SHALL NOT RELY ON LIGHT BASE GROUND LUG FOR CONTINUITY.

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 E7.



4 E8 SETTING JIG DETAILS

SCALE: NTS

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PROJECT No. CSAPT01399

ELECTRICAL DETAILS

DATE: JANUARY 2026

SHEET: E8 OF E11

CONDUIT TRENCH NOTES:

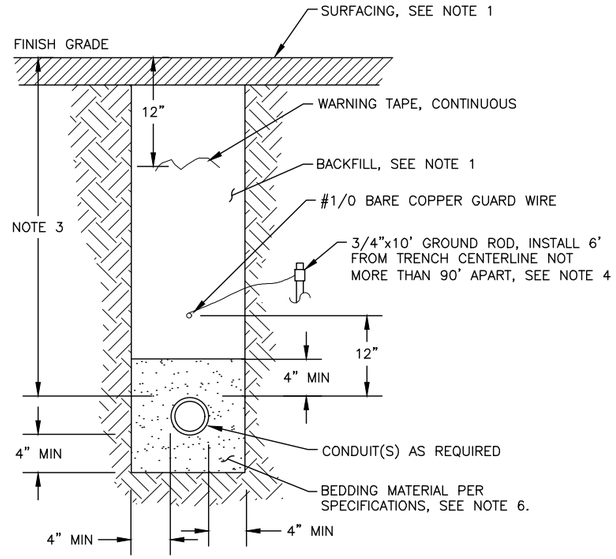
1. IN AREAS OF NEW CONSTRUCTION, SEE CIVIL TYPICAL SECTIONS FOR SURFACING AND BACKFILL. IN EXISTING AREAS, MATCH EXISTING SURFACING AND BACKFILL WITH EXISTING MATERIALS REMOVED FROM TRENCH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS:
   - –CONDUIT OF 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.

CONCRETE ENCASED CONDUIT NOTES:

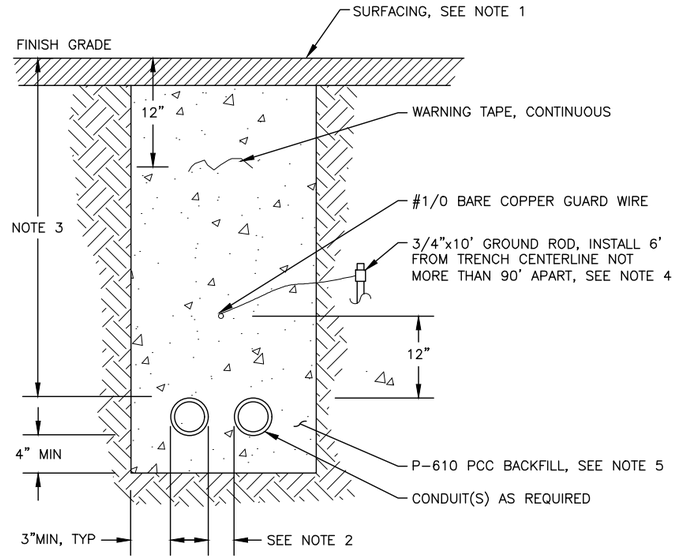
1. IN AREAS OF NEW CONSTRUCTION, SEE CIVIL FOR SURFACING. IN EXISTING AREAS, MATCH EXISTING SURFACING.
2. SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS:
   - –CONDUIT OF SAME TYPE (POWER OR SIGNAL) – 1–1/2"
   - –AIRPORT LIGHTING AND FAA CONDUITS – 12" MIN
   - –PRIMARY POWER AND ANY OTHER CONDUIT – 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"
   - –AIRPORT LIGHTING DUCTBANKS – 24"
   - –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. BACKFILL WITH CONCRETE TO LEVEL OF MILLED ASPHALT OR BASE MATERIAL BELOW SURFACE ASPHALT.
6. WIDTH OF TRENCH AND NUMBER OF CONDUITS PER TRENCH TO BE DETERMINED IN FIELD (2 SHOWN).

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.



1 / E9 TYPICAL CONDUIT TRENCH DETAIL
SCALE: NTS



2 / E9 CONCRETE ENCASED CONDUIT DETAIL
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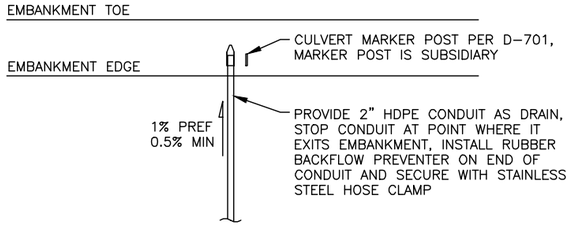
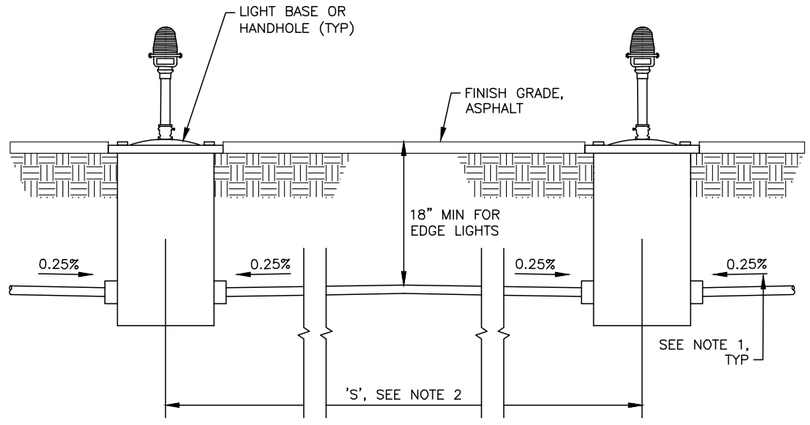


3 / E9 CONDUIT DRAIN DETAIL
SCALE: NTS



NOTES:

1. SLOPE CONDUIT TO DRAIN TO DESIGNATED LIGHT BASES PROVIDED WITH DRAINAGE TO STORM DRAIN OR DAYLIGHT.
2. IF 'S' IS LESS THAN 20', OR IF 0.25% SLOPE CAN BE MAINTAINED IN ONE DIRECTION DUE TO SLOPE OF FINISH GRADE, LAY CONDUIT STRAIGHT WITHOUT CROWN BETWEEN BASES/HANDHOLES.

5 / E9 TYPICAL CONDUIT DRAINAGE DETAIL
SCALE: NTS

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ELECTRICAL DETAILS

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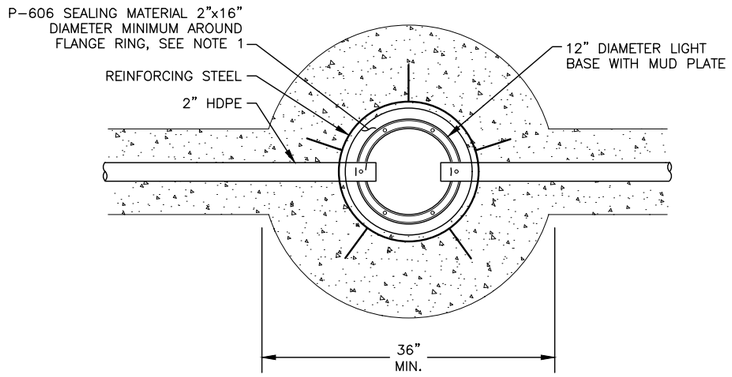
SHEET: E9 OF E11

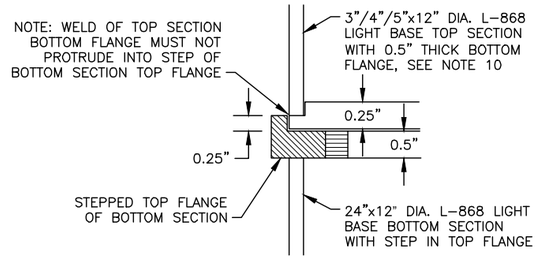


1 / E10 PCC LIGHT BASE FOOTING – PLAN VIEW

SCALE: NTS

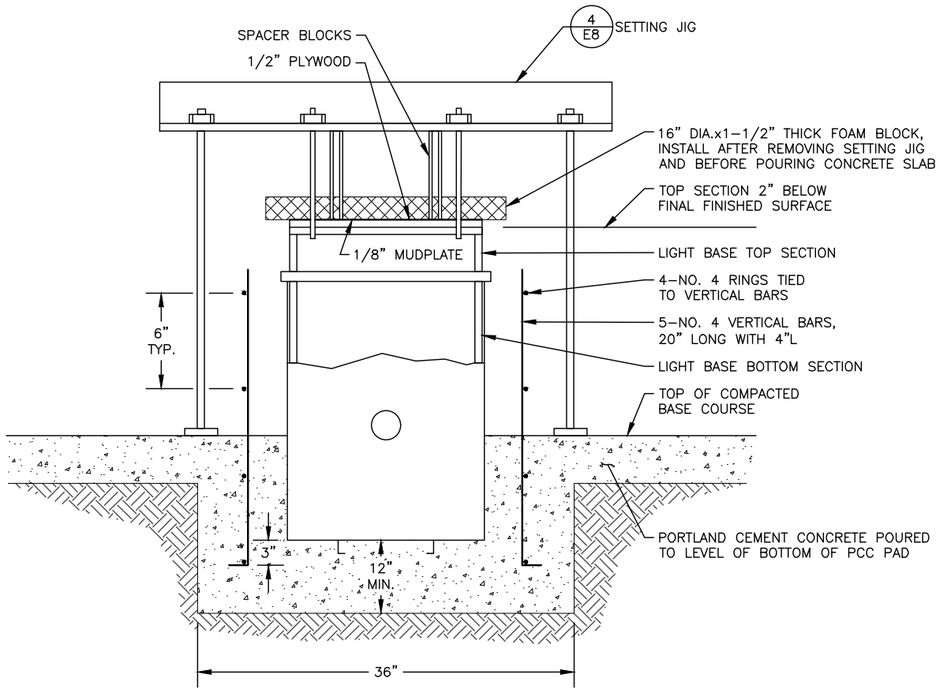
NOTES:

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. SELF–LEVELING SILICONE SEALER SHALL BE GE BRAND RTV118 OR APPROVED EQUAL.
3. FIXTURE SHALL BE A FLUSH MOUNT MODEL AND INSTALLATION SHALL BE A DRY TYPE SYSTEM. PROVIDE 3/8" SPACER RING UNDER FLANGE RING.
4. CONDUIT SYSTEM SHALL BE INSTALLED AT THE SAME GRADE AS THE TAXIWAY AND SLOPED TO DRAIN TO THE LOW SPOTS AND DRAINS WHERE SHOWN.
5. BOTTOM OF CORED HOLE SHALL BE COMPACTED BEFORE CONCRETE IS POURED.
6. A THIRD HUB FOR A CONDUIT DRAIN SHALL BE PROVIDED WHERE SHOWN ON PLANS.
7. SETTING JIG FOR FIXTURE SHALL BE FROM JAQUITH INDUSTRIES INC. OR APPROVED EQUAL AND SHALL BE INCIDENTAL TO THE CONTRACT.
8. CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION P–610 OR P–501.
9. ALL CONCRETE SHALL BE SEALED IN ACCORDANCE WITH REQUIREMENTS OF SECTION P–610
10. USE 3" TOP SECTIONS FOR TAXIWAY CENTERLINE FIXTURES INSTALLED IN ACCORDANCE WITH DETAILS ON THIS SHEET UNLESS OTHERWISE INDICATED.
11. FOR L–850E STYLE 1 FIXTURE ONLY, SET OUTBOARD EDGE OF FIXTURE AT 9/16" ± 1/16" BELOW PAVEMENT EDGE.



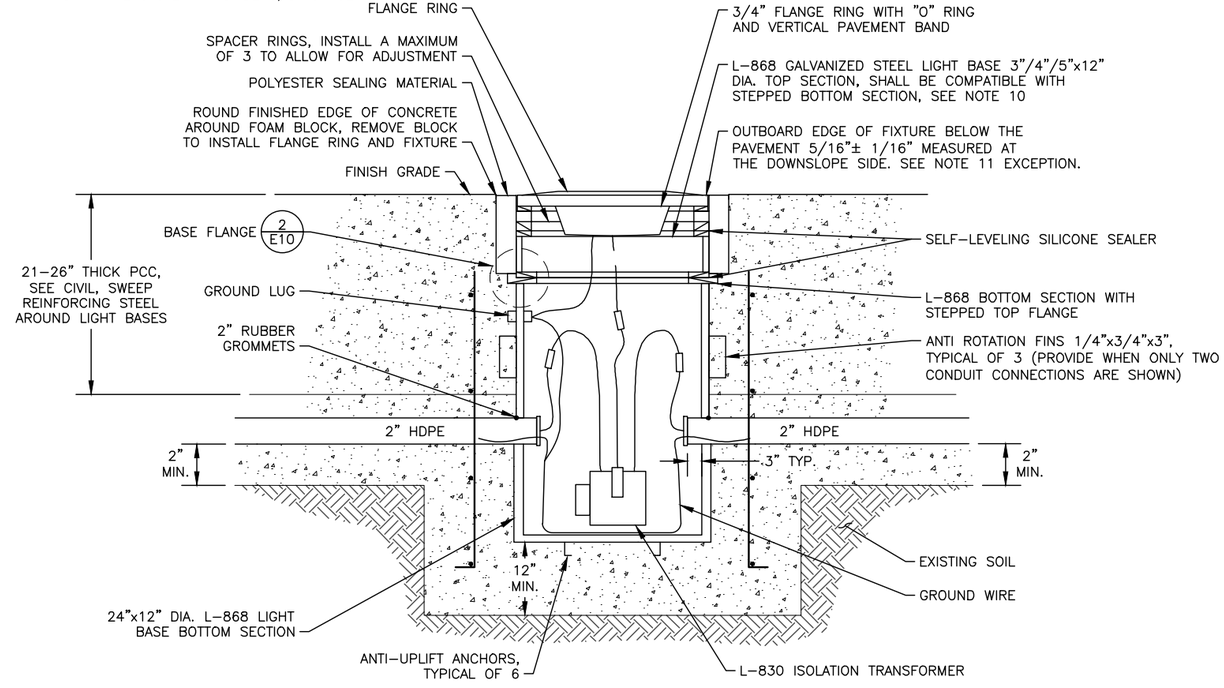
2 / E10 BASE FLANGE DETAIL

SCALE: NTS



3 / E10 RECESSED LIGHT BASE REPLACEMENT – SECTION VIEW TYPE L–852D, L–850A, L–850B

SCALE: NTS



4 / E10 PCC RECESSED LIGHT – SECTION VIEW

SCALE: NTS

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Date Revised: 1/29/2026 4:05 PM
Layout Name: E10
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\03 Electrical\01399-ANC–Electrical Details.dwg

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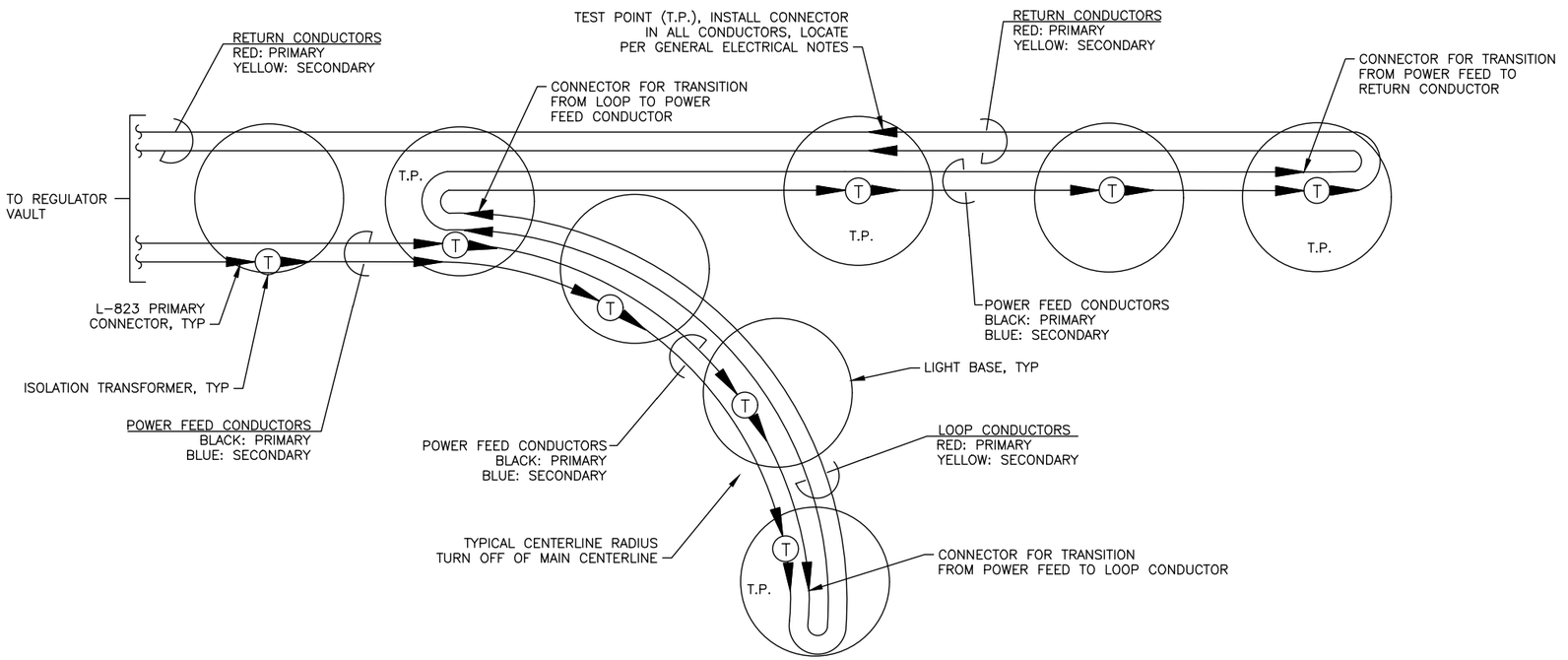
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399

ELECTRICAL DETAILS

DATE: JANUARY 2026

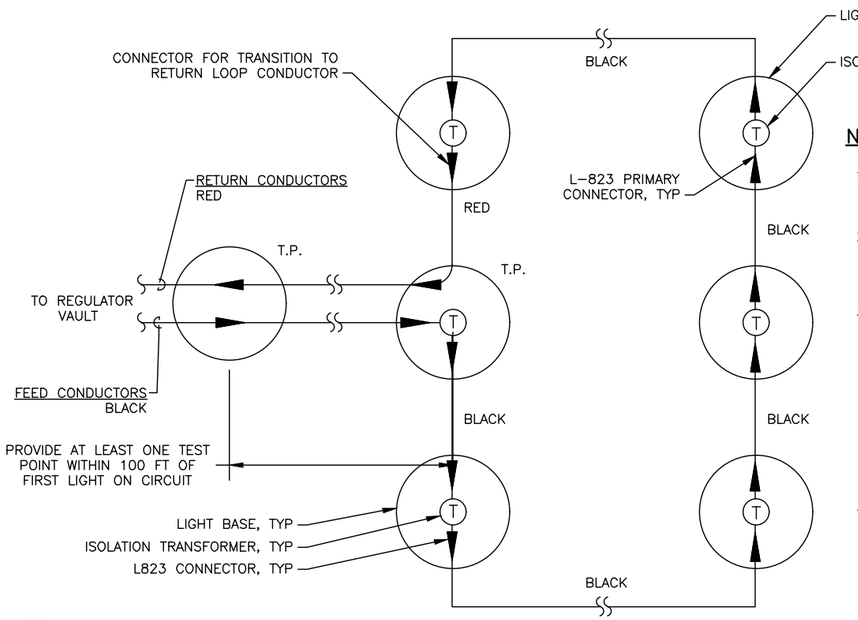
SHEET: E10 OF E11



1
E11

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

SCALE: NTS



2
E11

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.

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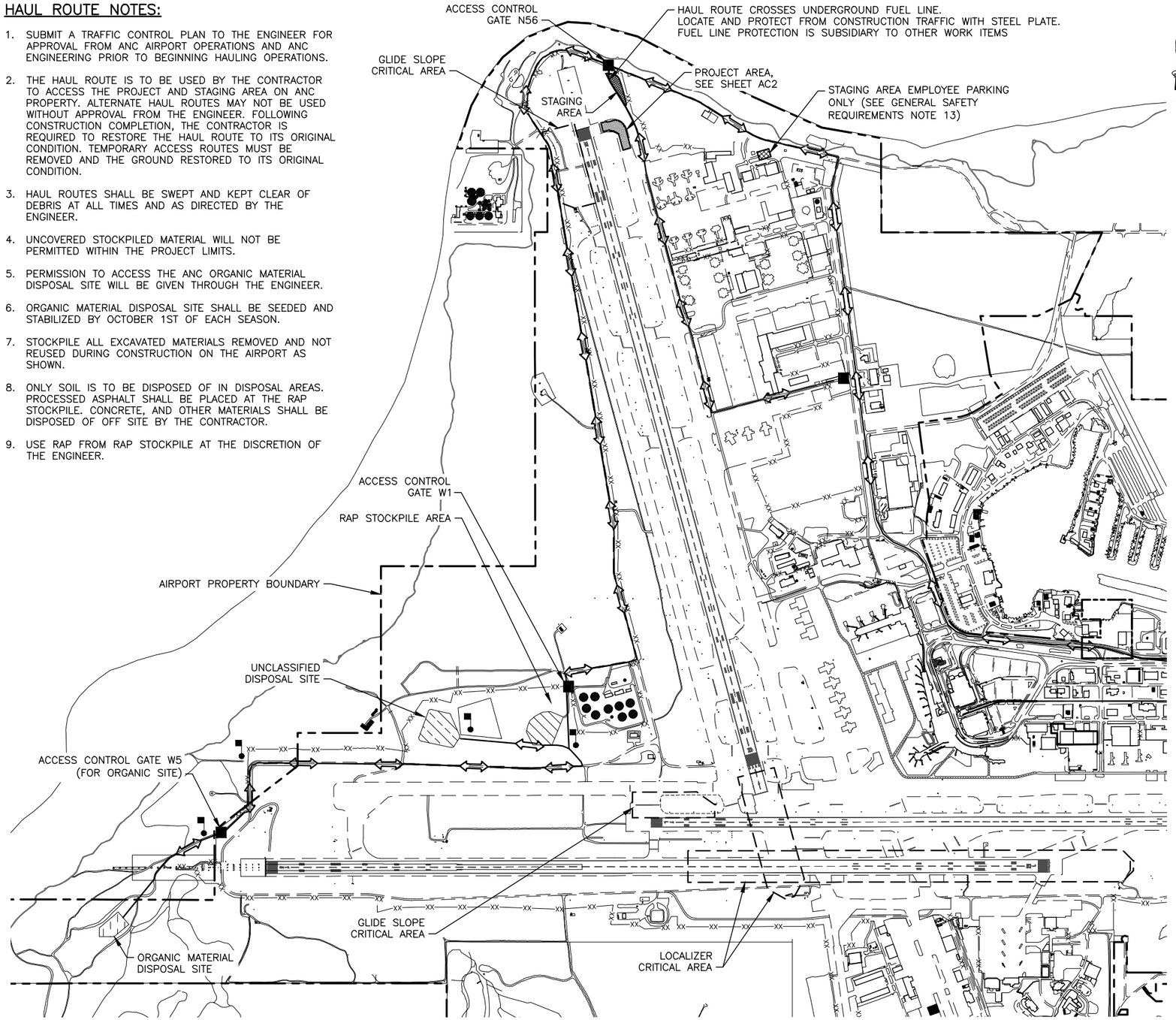
SHEET: E11 OF E11

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. PERMISSION TO ACCESS THE ANC ORGANIC MATERIAL DISPOSAL SITE WILL BE GIVEN THROUGH THE ENGINEER.
6. ORGANIC MATERIAL DISPOSAL SITE SHALL BE SEEDED AND STABILIZED BY OCTOBER 1ST OF EACH SEASON.
7. STOCKPILE ALL EXCAVATED MATERIALS REMOVED AND NOT REUSED DURING CONSTRUCTION ON THE AIRPORT AS SHOWN.
8. 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.
9. USE RAP FROM RAP STOCKPILE AT THE DISCRETION OF THE ENGINEER.



1 / AC1 CSPP HAUL ROUTE

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. DAMAGE TO FAA FACILITIES INCLUDING POWER DISRUPTION SHALL BE IMMEDIATELY REPAIRED IN A MANNER ACCEPTABLE TO THE FAA AT THE CONTRACTOR'S EXPENSE.
7. 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.
8. 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.
9. 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.
10. CONTRACTOR SHALL FOLLOW LOCKOUT-TAGOUT PROCEDURES AS DEFINED IN SPECIFICATION SECTION L-125. CONTRACTOR SHALL PROVIDE A MINIMUM OF 48 HOUR NOTICE TO THE ENGINEER PRIOR TO CONNECTING TO EXISTING LIGHTING EQUIPMENT.
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. CONTRACTOR SHALL VACATE THE STAGING AREAS BY OCTOBER 15TH.
13. EMPLOYEE PARKING ONLY. NO STAGING OF MATERIALS OR STOCKPILES ALLOWED. AREA WILL BE USED BY OTHER CONTRACTORS.

CONSTRUCTION EQUIPMENT HEIGHTS	
WORK ZONE	MAX. WORKING HEIGHT (FT.)
PROJECT AREA	45
ACCESS/HAUL ROUTES	25
STAGING AREAS	
DISPOSAL SITES	

NOTE: IF EQUIPMENT WILL EXCEED ABOVE MAXIMUM WORKING HEIGHTS, CONTRACTOR SHALL SUBMIT A SEPARATE FAA FORM 7460 (SEE GCP 80).

LEGEND

- RAP STOCKPILE AREA
- STAGING AREA
- ORGANIC DISPOSAL SITE
- UNCLASSIFIED DISPOSAL SITE
- PROJECT AREA
- AIRPORT FLAGGER
- ACCESS GATE
- PROPOSED HAUL ROUTE

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TED STEVENS ANCHORAGE
ANCHORAGE, ALASKA
ANC TAXIWAY Q RECONSTRUCTION
PROJECT No. CSAPT01399
CSPP HAUL ROUTE

DATE: JANUARY 2026
SHEET: AC1 OF AC3

Designed By: ####
Drawn By: ####
Checked By: ####

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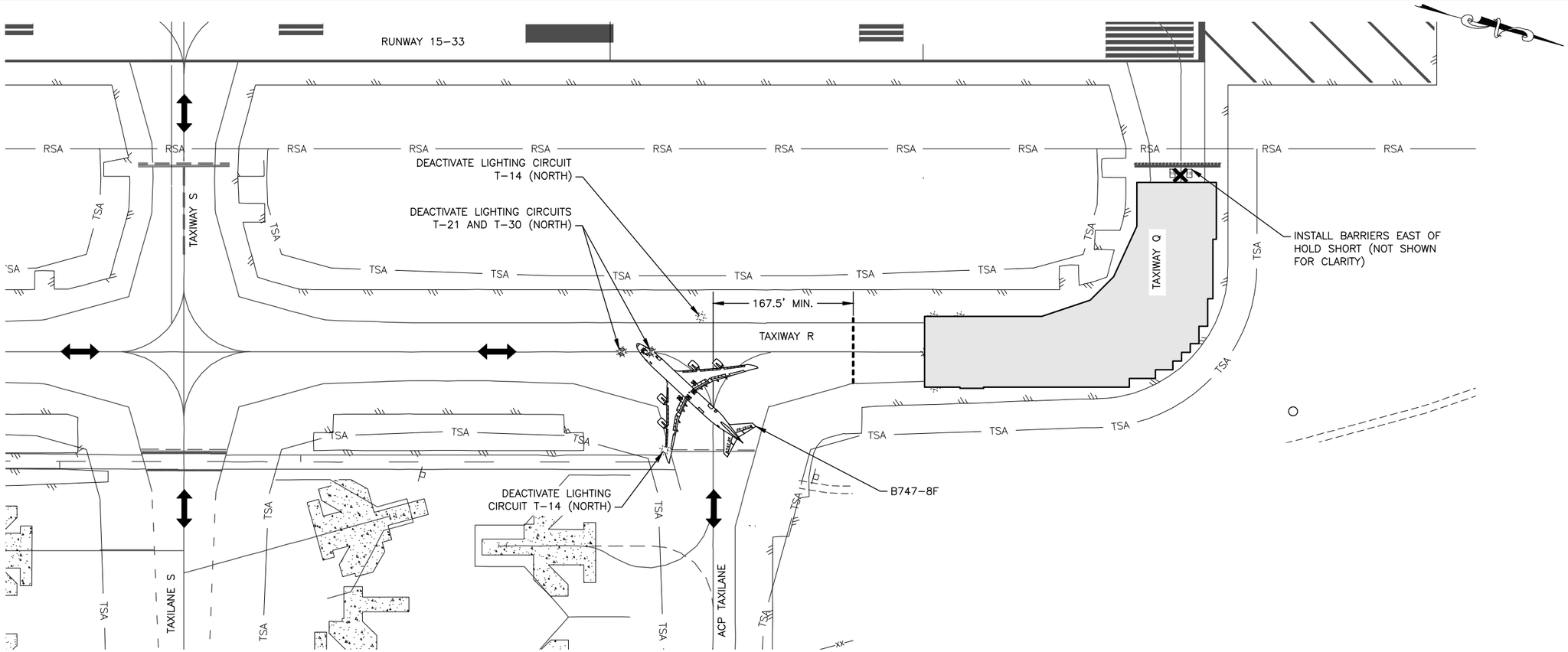

1
AC2

PHASE 1

100' 50' 0 100' 200'

COMPLETE 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 AS NECESSARY
- INSTALL HAZARD MARKER BARRIERS
- INSTALL TAXIWAY CLOSURE MARKER
- DEACTIVATE LIGHTING CIRCUITS T–14, T–21, AND T–30 (AS SHOWN)
- INSTALL BMP'S PER CONTRACTOR'S APPROVED SWPPP

COMPLETE THE FOLLOWING DURING PHASE 1 CONSTRUCTION

- RECONSTRUCT TAXIWAY Q AND TAXIWAY R
- REPLACE CENTERLINE LIGHTS
- REPLACE EDGE LIGHTS
- INSTALL TAXIWAY MARKINGS

COMPLETE THE FOLLOWING AFTER PHASE 1 CONSTRUCTION

- REACTIVATE LIGHTING CIRCUITS T–14, T–21, AND T–30
- REMOVE HAZARD MARKER BARRIERS
- REMOVE TAXIWAY CLOSURE MARKER
- REMOVE BMP'S

LEGEND:

- AIRCRAFT MOVEMENT DIRECTION
- TAXIWAY CLOSURE MARKER
- HAZARD MARKER BARRIER
- PHASE WORK AREA
- TAXIWAY EDGE LIGHT
- TAXIWAY CENTERLINE LIGHT

SHEET NOTES:

1. 14 DAYS PRIOR TO THE BEGINNING OF EACH PHASE, NOTIFY AIRPORT OPERATIONS THROUGH THE ENGINEER.

CONSTRUCTION PHASING SCHEDULE		
PHASE	PHASE DURATION (DAYS)	COMPLETION DATE
1	68	9/15/2026

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PROJECT No. CSAPT01399
CSPP PHASE 1

DATE: JANUARY 2026
SHEET: AC2 OF AC3

Designed By: ####
Drawn By: ####
Checked By: ####

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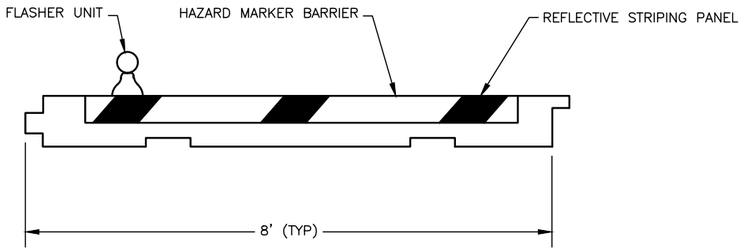
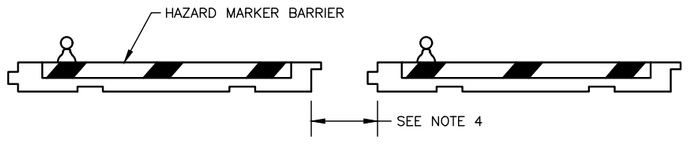


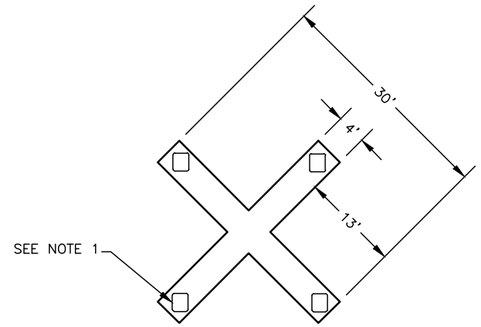
1 AC3 AVIATION HAZARD MARKER BARRICADE DETAIL
SCALE: NTS



2 AC3 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. BARRIERS TO BE PLACED 12–FEET APART OR GREATER IF APPROVED BY ANC OPERATIONS.



3 AC3 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.

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PROJECT No. CSAPT01399
AIP No. ----
CSPP DETAILS

DATE: JANUARY 2026

SHEET: AC3 OF AC3

Designed By: JM
Drawn By: JM
Checked By: RB

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Layout Name: AC3
File Path and Name: \\crweng.com\Projects\JobsData\30209.27 Anc Taxiway Q Reconstruction\00 CADD\01 Working Set\01 Civil\01399-ANC-CSPP Details.dwg