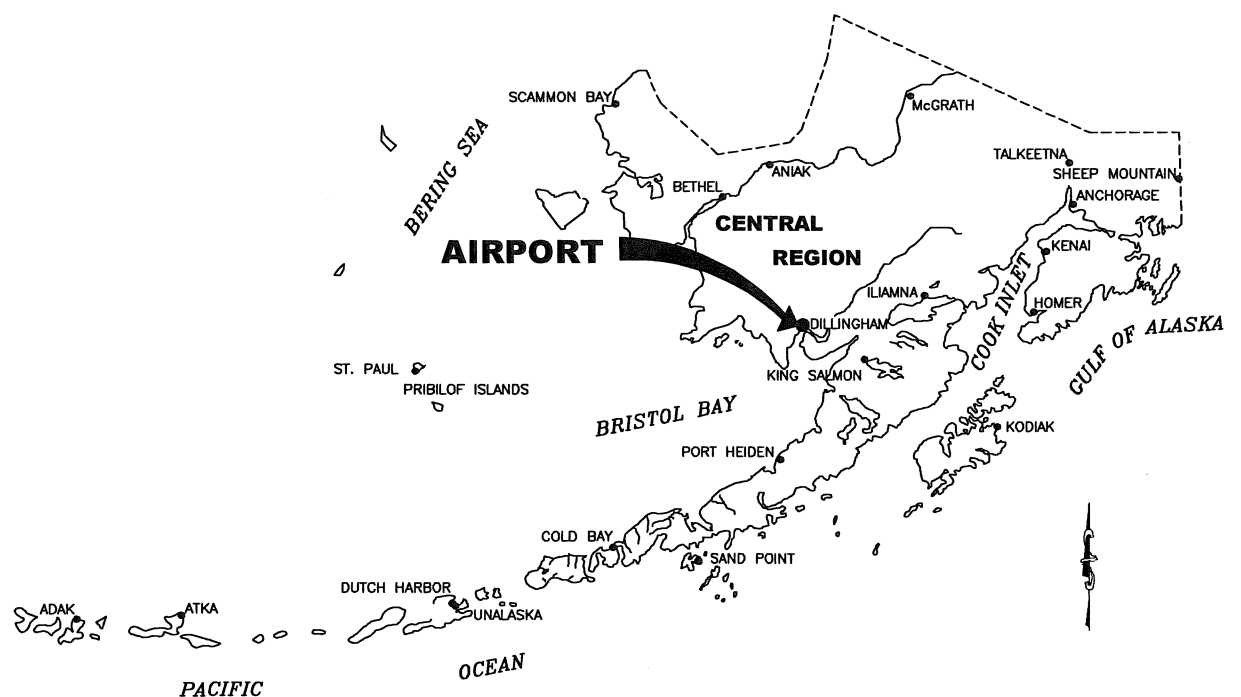


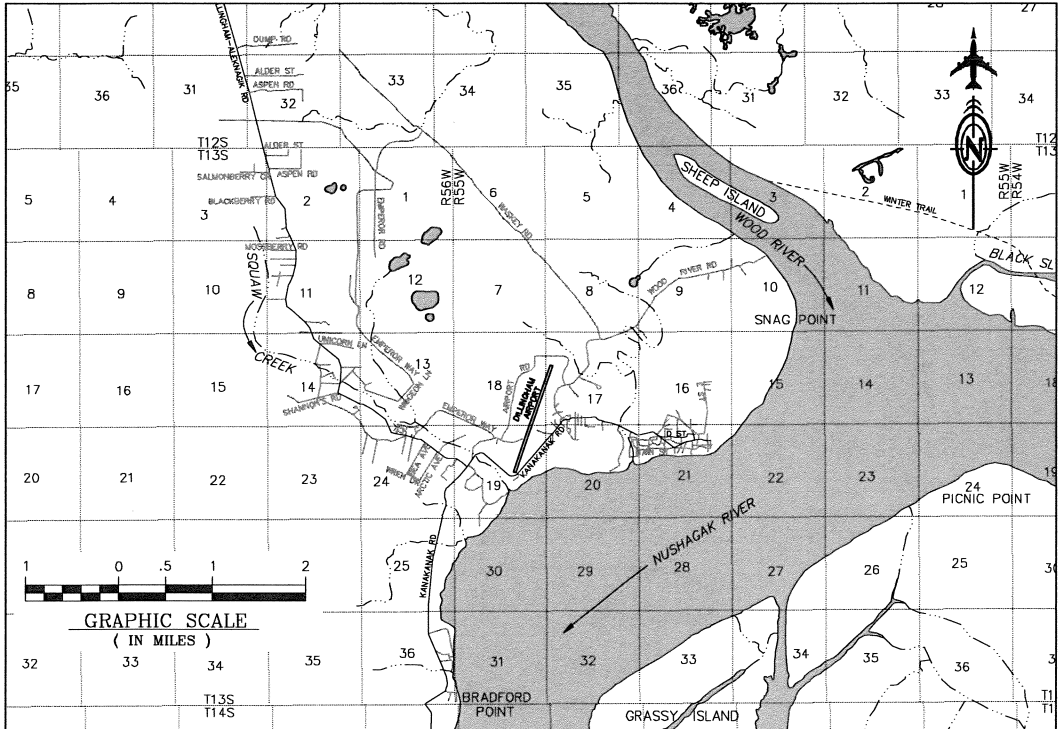
CONSTRUCTION PLANS
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIRPORT IMPROVEMENT PROGRAM
No. 3-02-0078-013-2012
2012

CENTRAL REGION
AS-ADVERTISED
JULY 2012



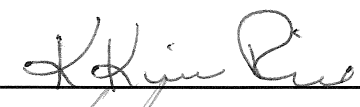
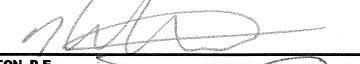


**ALASKA CENTRAL REGION
LOCATION MAP**

NOT TO SCALE



VICINITY MAP

T 13 S, R 55 W
SEWARD MERIDIAN, ALASKA
U.S.G.S. DILLINGHAM, AK

CONCUR K. KIM RICE, P.E.		DATE 6/29/2012 DIRECTOR, DESIGN AND CONSTRUCTION
APPROVED KENNETH M. MORTON, P.E.		DATE 6/27/2012 REGIONAL PRECONSTRUCTION ENGINEER
APPROVED HARVEY M. DOUTHITT, P.E.		DATE 6/27/2012 DESIGN SECTION CHIEF
APPROVED WOLFGANG E. JUNGE, P.E.		DATE 6-26-12 PROJECT MANAGER

Designed By: BRH
Drawn By: BRH
Checked By: BRH
Date Revised:
Layout Name:
File Path and Name: P:\Projects\060456\DLG-RSA-NY\Design\DWG\DLG-RSA-NY.dwg

Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No 234-69
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Date Revised:
Layout Name:
File Path and Name:

LEGEND

EXISTING	NEW	DESCRIPTION
		PROPERTY BOUNDARY
		EDGE OF GRAVEL
		EDGE OF SHOULDER PAVEMENT
		EDGE OF PAVEMENT
		CONCRETE
		FENCE
		STORM DRAIN LINE
		SANITARY SEWER LINE
		CULVERT
		DRAINAGE
		WETLANDS
		STORM DRAIN MANHOLE
		SANITARY SEWER MANHOLE
		SILT FENCE
		FILL LIMITS
		CUT LIMITS
		CONTOUR LINE
		END SECTION
		INLET PROTECTION
		GUIDE MARKERS
		UNDERGROUND ELECTRIC LINE
		UNDERGROUND COMMUNICATION LINE
		BUILDING
		STORM INLET
		SEWER SEPTIC CLEANOUT
		MONITORING WELL
		FUEL TANK
		ELECTRICAL VAULT/TRANSFORMER
		ELECTRIC METER
		ELECTRIC POWER POLE
		GUY ANCHOR
		ELECTRIC JUNCTION BOX
		RUNWAY EDGE LIGHT (WHITE)
		TAXIWAY EDGE LIGHT (BLUE)
		SIGN/MARKER
		BOLLARD
		PUMP
		LIGHTED WIND CONE
		SEGMENTED CIRCLE
		FUEL PIT

GENERAL NOTES

- EXISTING GROUND CONTOURS ARE BASED ON A 2006 BASE MAP PROVIDED BY DOT&PF.
- SOILS INFORMATION IS DERIVED FROM SOILS INVESTIGATIONS PERFORMED BY DOT&PF.
- LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE BASED ON APPROXIMATIONS FROM AIRPORT MAINTENANCE STAFF, DOWL HKM FIELD SURVEY, AND AS-BUILT RECORDS PROVIDED BY DOT&PF.
- VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED DURING CONSTRUCTION. RECORD LOCATIONS AND CHANGES TO UTILITIES IN SURVEY NOTES AND ON AS BUILT DRAWINGS.
- ELEVATIONS SHOWN ARE TO PIPE INVERT, FLOW LINE, OR FINISH PAVEMENT SURFACE UNLESS OTHERWISE NOTED.

ABBREVIATIONS

ABN	ABANDONED	HECP	HYDRAULIC EROSION CONTROL PRODUCT	RW	RUNWAY
AD	ALGEBRAIC DIFFERENCE	RSA	RUNWAY SAFETY AREA	S	SOUTH
AIP	AIRPORT IMPROVEMENTS PROJECT	SD/FD	STORM DRAIN FIELD DRAIN	SDCB	STORM DRAIN CATCH BASIN
ALUM	ALUMINUM	SDMH	STORM DRAIN MANHOLE	S.S.	STAINLESS STEEL
ARFF	AIRCRAFT RESCUE AND FIRE FIGHTING	SSMH	SANITARY SEWER MANHOLE STATION	STA	SQUARE YARD
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM	TTC	TEMPORARY TRAFFIC CONTROL	TSA	TAXIWAY SAFETY AREA
BVCE	BEGINNING VERTICAL CURVE ELEVATION	TW	TAXIWAY	TYP	TYPICAL
BVCS	BEGINNING VERTICAL CURVE STATION	UG	UNDERGROUND	UL	UNDERWRITERS LABORATORY
CABC	CRUSHED AGGREGATE BASE COURSE	VASI	VISUAL APPROACH SLOPE INDICATOR	VC	VERTICAL CURVE
CASC	CRUSHED AGGREGATE SURFACE COURSE	W	WEST	WAR	WEST AIRPORT ROAD 0+00 TO 10+71
C	CENTERLINE	PEV	PROTECT EXISTING VEGETATION		
CIP	CULVERT INLET PROTECTION	PST	PERFORATED STEEL TUBE		
CY	CUBIC YARD	PVI	POINT OF VERTICAL INTERSECTION		
DIA	DIAMETER	RAP	RECYCLED ASPHALT PAVEMENT		
DOT&PF	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES	REIL	RUNWAY END INDICATOR LIGHTS		
E	EAST	RT	RIGHT		
EAR	EXISTING ACCESS ROAD 20+00 TO 47+82.54				
ELEC	ELECTRIC				
ELEV	ELEVATION				
EOP	EDGE OF PAVEMENT				
EVCE	END VERTICAL CURVE ELEVATION				
EVCS	END VERTICAL CURVE STATION				
FAA	FEDERAL AVIATION ADMINISTRATION				
FOD	FOREIGN OBJECT DEBRIS				
FSS	FLIGHT SERVICE STATION				
FT	FOOT				

FAA REFERENCE DRAWINGS

SHEET NO.	SHEET TITLE
DLG-D-LOC-C001	LOC RUNWAY 19 SITE PLAN AND PROFILE
DLG-D-LOC-C002	LOC RUNWAY 19 ANTENNA PLOT PLAN AND ACCESS STAIRS
DLG-D-LOC-C003	LOC RUNWAY 19 EQUIPMENT SHELTER SITE LAYOUT PLAN
DLG-D-LOC-C004	LOC DME ANTENNA SUPPORT EXTERIOR ELEVATIONS
DLG-D-LOC-C005	LOC RUNWAY 19 EQUIPMENT SHELTER FOUNDATION
DLG-D-LOC-C006	LOC RUNWAY 19 ANTENNA FOUNDATION AND DETAILS
DLG-D-LOC-E001	LOC RUNWAY 19 ELECTRICAL LAYOUT PLAN
DLG-D-LOC-E002	LOC RUNWAY 19 ANTENNA PLATFORM ELECTRICAL AND GROUNDING PLAN
DLG-D-ODALS-C001	ODALS RUNWAY 19 SITE PLAN AND PROFILE
DLG-D-ODALS-C002	ODALS RUNWAY 19 MG-20 FOUNDATION DETAILS
DLG-D-ODALS-C003	ODALS RUNWAY 19 EQUIPMENT MOUNTING DETAILS
DLG-D-ODALS-C004	ODALS RUNWAY 19 MAINTENANCE STAND DETAILS
DLG-D-ODALS-E001	ODALS RUNWAY 19 ELECTRICAL LAYOUT PLAN
DLG-D-ODALS-E002	ODALS RUNWAY 19 WIRING DIAGRAM

SHEET NO.	SHEET TITLE
GENERIC_STEEL_LOC_S001	GENERAL NOTES
GENERIC_STEEL_LOC_S002	GENERAL NOTES
GENERIC_STEEL_LOC_S003	GENERAL NOTES
GENERIC_STEEL_LOC_S101	PLATFORM FOUNDATION PLAN
GENERIC_STEEL_LOC_S201	PLATFORM FRAMING PLAN
GENERIC_STEEL_LOC_S202	TYP. STAIR TOWER FRAMING PLAN
GENERIC_STEEL_LOC_S301	FOUNDATION SECTIONS & DETAILS
GENERIC_STEEL_LOC_S302	FOUNDATION SECTIONS & DETAILS
GENERIC_STEEL_LOC_S425	25' PLATFORM TOWER
GENERIC_STEEL_LOC_S501	SECTIONS AND DETAILS
GENERIC_STEEL_LOC_S502	SECTIONS AND DETAILS
GENERIC_STEEL_LOC_S503	SECTIONS AND DETAILS
GENERIC_STEEL_LOC_S504	SECTIONS AND DETAILS
GENERIC_STEEL_LOC_S505	SECTIONS AND DETAILS
GENERIC_STEEL_LOC_S601	STAIR DETAILS
GENERIC_STEEL_LOC_S602	STAIR PLANS
GENERIC_STEEL_LOC_S603	STAIR SECTIONS

INDEX

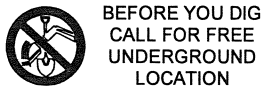
SHEET TITLE	SHEET NO.
TITLE SHEET	1
VICINITY MAP, ABBREVIATIONS, LEGEND, NOTES, AND INDEX	2
ESTIMATED QUANTITIES, ESTIMATING FACTORS, AND SUMMARY TABLES	3
SURVEY CONTROL SHEET	4
PROJECT LAYOUT PLAN	5
CONSTRUCTION STAGING AND SAFETY PLAN	6
CONSTRUCTION STAGING AND SAFETY PLAN	7
CONSTRUCTION STAGING AND SAFETY PLAN FAR PART 77 SURFACES	8
CONSTRUCTION STAGING AND SAFETY PLAN NOTES AND DETAILS	9
EROSION AND SEDIMENT CONTROL PLAN	10
EROSION AND SEDIMENT CONTROL PLAN	11
EROSION AND SEDIMENT CONTROL PLAN NOTES AND DETAILS	12
CIVIL DEMOLITION PLAN	13
RSA TYPICAL SECTIONS AND DETAILS	14
ROADWAY TYPICAL SECTIONS AND DETAILS	15
ROADWAY TYPICAL SECTIONS AND DETAILS	16
RUNWAY PLAN AND PROFILE STA 00+00 TO STA 15+00	17
GRADING PLAN STA 15+00 TO STA 30+00	18
GRADING PLAN STA 30+00 TO STA 45+00	19
GRADING PLAN STA 45+00 TO STA 60+00	20
GRADING PLAN STA 60+00 TO STA 75+00	21
RUNWAY PLAN AND PROFILE STA 75+00 TO STA 90+00	22
WAR PLAN AND PROFILE STA 0+00 TO 11+00	23
EAR PLAN AND PROFILE STA 20+00 TO 31+00	24
EAR PLAN AND PROFILE STA 31+00 TO 44+00	25
EAR AND ACCESS RAMP PLAN AND PROFILE STA 44+00 TO 47+82.54 AND 65+00 TO 67+53	26
TEMPORARY TRAFFIC CONTROL AND SIGNING PLAN	27
TRAFFIC CONTROL AND SIGNING PLAN	28
FENCE PLAN	29
GATE DETAILS	30
STORM DRAIN PLAN AND PROFILE	31
TAXIWAY C STORM DRAIN PLAN AND PROFILE	32
GENERAL DETAILS	33
MARKING DETAILS	34

ELECTRICAL SHEETS

MOTORIZED GATE PLAN	E1
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DOT&PF STANDARD DRAWINGS

CENTRAL REGION STANDARD DETAIL	CR-01.00
CENTRAL REGION STANDARD DETAIL	CR-02.00
CULVERT PIPE DETAILS	D-01.02
CULVERT THAW WIRE INSTALLATION	D-13.10
MANHOLES, FRAME, AND COVER	D-20.03
STORM DRAIN MANHOLE FRAME AND GRATE DETAILS	D-22.01
72" STORMDRAIN MANHOLE	D-36.00
CHAIN LINK FENCE	F-01.01
POST MOUNTED SIGN OFFSET AND HEIGHT	S-05.01
SIGN TO SIGN POST CONNECTIONS	S-20.10
LIGHT SIGN STRUCTURE POST EMBEDMENT	S-30.03
GUIDE MARKER PLACEMENT	T-05.10



Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted individually.



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
VICINITY MAP, ABBREVIATIONS,
LEGEND, NOTES, AND INDEX

DATE: 06/21/2012
SHEET: 2 OF 35
AS-BUILT SHEET:

Designed By: BRH
Drawn By:
Checked By: BRH

DOWL File No 234-69

Date Revised:
Layout Name:
File Path and Name:

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ESTIMATE OF QUANTITIES BASE BID			
ITEM NO.	PAY ITEM	PAY UNIT	QUANTITY
D-701a(1)	CMP PIPE, 24-INCH	LINEAR FOOT	514
D-701a(2)	CMP PIPE, 36-INCH	LINEAR FOOT	345
D-701g	ADJUST CMP PIPE, 24-INCH	LUMP SUM	ALL REQUIRED
D-751e	72" STORM DRAIN MANHOLE	EACH	3
D-751o	SANITARY SEWER MANHOLE FRAME AND COVER	EACH	1
D-760c	THAW WIRE INSTALLATION	LINEAR FOOT	452
F-162a	8-FT CHAIN-LINK FENCE	LINEAR FOOT	8,940
F-162d	24-FT WIDE SINGLE CANTILEVER GATE	EACH	4
F-171a	POWER GATE OPERATOR SYSTEM	EACH	1
G-100a	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED
G-130a	FIELD OFFICE	LUMP SUM	ALL REQUIRED
G-130b	FIELD LABORATORY	LUMP SUM	ALL REQUIRED
G-130g	NUCLEAR TESTING EQUIPMENT STORAGE SHED	EACH	1
G-130j	ENGINEERING COMMUNICATIONS	CONTINGENT SUM	ALL REQUIRED
G-131a	ENGINEERING TRANSPORTATION (TRUCK)	EACH	4
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	LUMP SUM	ALL REQUIRED
G-135b	EXTRA THREE PERSON SURVEY PARTY	hour	72
G-150a	EQUIPMENT RENTAL, DOZER, MINIMUM 70HP	hour	48
G-300a	CPM SCHEDULING	LUMP SUM	ALL REQUIRED
G-700a	AIRPORT FLAGGER	CONTINGENT SUM	ALL REQUIRED
G-705a	WATERING FOR DUST CONTROL	M-GAL	2,500
G-710a	HIGHWAY TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
G-710b	HIGHWAY FLAGGER	CONTINGENT SUM	ALL REQUIRED
G-710c	HIGHWAY TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
G-710d	HIGHWAY TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED
L-132a	INSTALL APPROACH LIGHTING AIDS	LUMP SUM	ALL REQUIRED
L-135k	FOUNDATIONS AND UTILITIES FOR FAA EQUIPMENT	LUMP SUM	ALL REQUIRED
P-151a	CLEARING	PER ACRE	5.3
P-152a	UNCLASSIFIED EXCAVATION	CUBIC YARD	32,060
P-152i	BORROW	TON	940,200
P-152i(1)	BORROW STOCKPILE	TON	1,000
P-152ae	ROCK LINING	TON	500
P-152af	SETTLEMENT PLATFORM	EACH	7
P-154b	SUBBASE COURSE	TON	5,800
P-154b(1)	SUBBASE STOCKPILE	TON	2,800
P-157a	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
P-157b	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED

P-157f	WITHHOLDING	CONTINGENT SUM	ALL REQUIRED
P-157g	SWPPP MANAGER	LUMP SUM	ALL REQUIRED
P-161a	RECYCLED ASPHALT PAVEMENT	SQUARE YARD	6,800
P-165a	REMOVAL OF STRUCTURES	LUMP SUM	ALL REQUIRED
P-208c	CRUSHED AGGREGATE SURFACE COURSE	TON	43,800
P-208g	CRUSHED AGGREGATE SURFACE COURSE STOCKPILE	TON	4,000
P-209b	CRUSHED AGGREGATE BASE COURSE	TON	206
P-401a	HOT MIX ASPHALT TYPE II, CLASS A	TON	1000
P-401c	ASPHALT CEMENT, PG 52-34	TON	60
P-661b	STANDARD SIGN	EACH	12
P-670a	HAZARD MARKER BARRIER, PLASTIC	EACH	38
P-680a	SILT FENCE	LINEAR FOOT	17,554
P-681b	GEOTEXTILE, STABILIZATION	SQUARE YARD	190,000
P-685a	GEOGRID	SQUARE YARD	171,700
T-901c	WATER FOR MAINTENANCE	M-GAL	200
T-901h	SEEDING	LUMP SUM	ALL REQUIRED
T-905a	TOPSOILING	SQUARE YARD	350
T-908i	MULCH - HECF BFM	SQUARE YARD	188,400
T-908x	TURF REINFORCEMENT MAT	SQUARE YARD	280

ESTIMATING FACTORS		
ITEM NO.	PAY ITEM	ESTIMATING FACTOR
P-152ae	ROCK LINING	162LBS/CUBIC FOOT
P-401a	HOT MIX ASPHALT TYPE II, CLASS A	150LBS/CUBIC FOOT
P-401c	ASPHALT CEMENT, PG 52-34	5.5% OF P-401a TOTAL WEIGHT

CMP PIPE, 24-INCH SUMMARY (D-701a(1))			
RW STATION	OFFSET	QUANTITY (LF)	REMARKS
41+50	1770 LT	70	WAR
62+50	300 LT	112	EAR
25+50	200 LT	244	TW A
75+00	130 RT	88	ACCESS RAMP

CMP PIPE, 36-INCH SUMMARY (D-701a(2))			
RW STATION	OFFSET	QUANTITY (LF)	REMARKS
38+87 TO 41+58	1154 LT TO 1380 LT	345	TW C, AND EAR

ADJUST CMP PIPE, 24-INCH SUMMARY (D-701g)		
RW STATION	OFFSET	REMARKS
23+81	148 LT	TW A, STORM DRAIN
24+08	200 LT	TW A, STORM DRAIN
26+53	200 LT	TW A, STORM DRAIN

REMOVAL OF STRUCTURES SUMMARY (P-165a)		
RW STATION	OFFSET	REMARKS
4+50	LT	POWER POLES
4+00 TO 7+00	RT	EXISTING FENCE
11+50	LT	DME TOWER
39+40 TO 50+00	LT	TAXIWAY C CULVERT PIPE
60+00 TO 64+50	LT/RT	EXISTING FENCE
78+50 TO 85+00	CL	EXISTING BOARDWALK
75+00	LT	EXISTING CULVERT PIPE

GEOTEXTILE FOR STABILIZATION (P-681b)			
RW STATION	OFFSET	QUANTITY (SQ YD)	REMARKS
5+00 TO 8+00	LT, RT	14,900	GEOTEXTILE LAYER
8+00 TO 63+00	LT	102,700	GEOTEXTILE LAYER
63+00 TO 77+00	LT	28,000	GEOTEXTILE LAYER
77+00 TO 85+00	LT, RT	43,000	GEOTEXTILE LAYER
SLOPE REINFORCEMENT		1,400	SEE DETAIL 5-14

HAZARD MARKER BARRIER (P-670a)		
WORK AREA	STATION	EACH
BEGINNING & END OF WAR AND EAR		6
RUNWAY 1	11+00	12
TW C CULVERT CROSSING	39+92, 1430 LT	3
TW C CULVERT CROSSING	40+05, 1054 LT	3
TW C CULVERT CROSSING	40+83, 1200 LT	3
TW C CULVERT CROSSING	38+60, 1190 LT	3

GEOGRID (P-685a)			
RW STATION	OFFSET	QUANTITY (SQ YD)	REMARKS
5+00 TO 8+00	LT / RT	29,800	GEOGRID DOUBLE LAYER
63+00 TO 77+00	LT	55,850	GEOGRID DOUBLE LAYER
77+00 TO 85+00	LT / RT	85,930	GEOGRID DOUBLE LAYER
SLOPE REINFORCEMENT		120	SEE DETAIL 5-14



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
ESTIMATED QUANTITIES, ESTIMATING
FACTORS, AND SUMMARY TABLES

DATE: 06/21/2012
SHEET: 3 OF 35
AS-BUILT SHEET:

HORIZONTAL CONTROL STATEMENT

Coordinate System
This project is located entirely within the Dillingham 1 (DILL-1) adjustment, a U.S. Survey Foot local surface grid coordinate system developed by the Alaska Department of Transportation.

Basis of Coordinates
The Basis of Coordinates is USC&GS Station Dillingham, a standard USC&GS brass disk on an iron pipe, located three miles from Dillingham along the Wood River Road. Said station has DILL-1 Coordinates of 208,962.8232 N, 239,478.7392 E.

Basis of Bearings
The Basis of Bearing is a local plane bearing between USC&GS Station Dillingham and USC&GS Station Dillingham Azimuth Mark No. 1 (1947). Azimuth Mark No. 1 (1947), a standard USC&GS brass disk on an iron pipe located near the fork in Main Street, bears S 14°13'38" E a distance of 8289.3994 feet from USC&GS Station Dillingham. Azimuth Mark No. 1 (1947) has DILL-1 Coordinates of 200,927.6703 N, 241,516.0081 E.

Translation Parameters
To convert the local coordinates to NAD83 (92) State Plane feet coordinates, translate using +1,640,584.5220 N, +1,312,468.5499 E, and scale using 0.999911843.

VERTICAL CONTROL STATEMENT

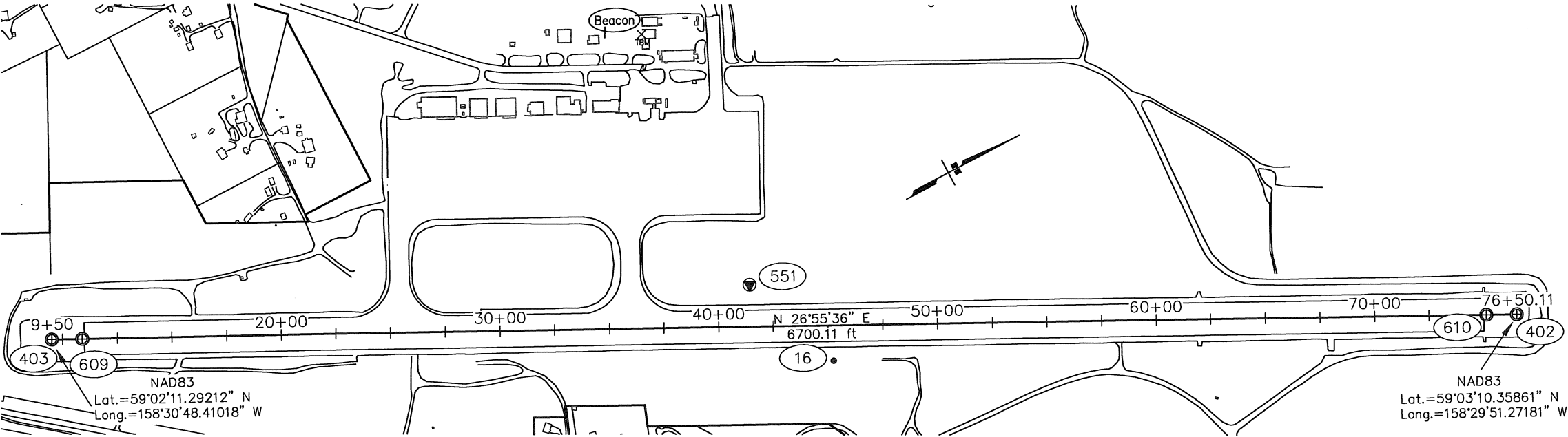
The Basis of Vertical Control is BM-1 (1965), a United States Army Corps of Engineers standard brass cap disk set vertically in the southwest corner of the south wall of a two-story house at 420 Main Street, with a MLLW (Mean Low Lower Water) Elevation = 39.468'.

NOTE: To approximate Mean Sea Level Elevation, SUBTRACT 10.0 FEET from the Project Elevations shown hereon.

HORIZONTAL CONTROL POINTS					
Pt. No.	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
16	45+23.31	162.13 Rt.	202821.451369	233141.666984	Found 5/8" x 30" rebar with 2" ALCAP
402	76+50.11	0.00	205682.684786	234413.095978	Found 1 1/2" ALCAP
403	9+50.00	0.00	199708.956268	231378.939671	Found 1 1/2" ALCAP
551	41+44.65	191.75 Lt.	202644.095012	232654.677049	Found 3 1/4" USC&GS Brass Cap, "KANAKANAK"
609	10+89.96	0.00	199833.763410	231442.279855	Found 1 1/2" ALCAP
610	75+10.11	0.00	205557.844001	234349.733699	Found 1 1/2" ALCAP

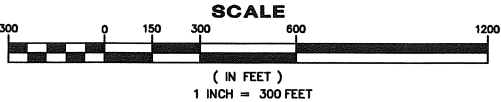
Whether listed or not, ALL monuments or property markers, corners, or accessories, which will be disturbed or buried, shall be referenced or re-established in their original position (A.S. 19.10.260) and recorded (A.S. 34.65.040).

VERTICAL CONTROL POINTS						
BENCHMARK	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM-4	53+60	3167 Rt.	202207	236200	36.50'	Spike in 9" Spruce on NE side of Kanakanak Rd at base of hill heading toward the Airport
TBM-5	42+55	1196 Rt.			78.56'	Spike in 10" Spruce, in NW quadrant of Wood River Rd & Kanakanak Rd Intersection
TBM-BEACON	36+69	1346 Lt.	202743	231410	83.20'	TBM BEACON Top of S'ly Bolt at base of old Airport Beacon



LEGEND

- Recovered NGS Triangulation Station
- Runway or Road Centerline Monument
- Recovered Temporary Benchmark
- 2" ALCAP on 5/8" x 30" Rebar
- Point Number



NOTES

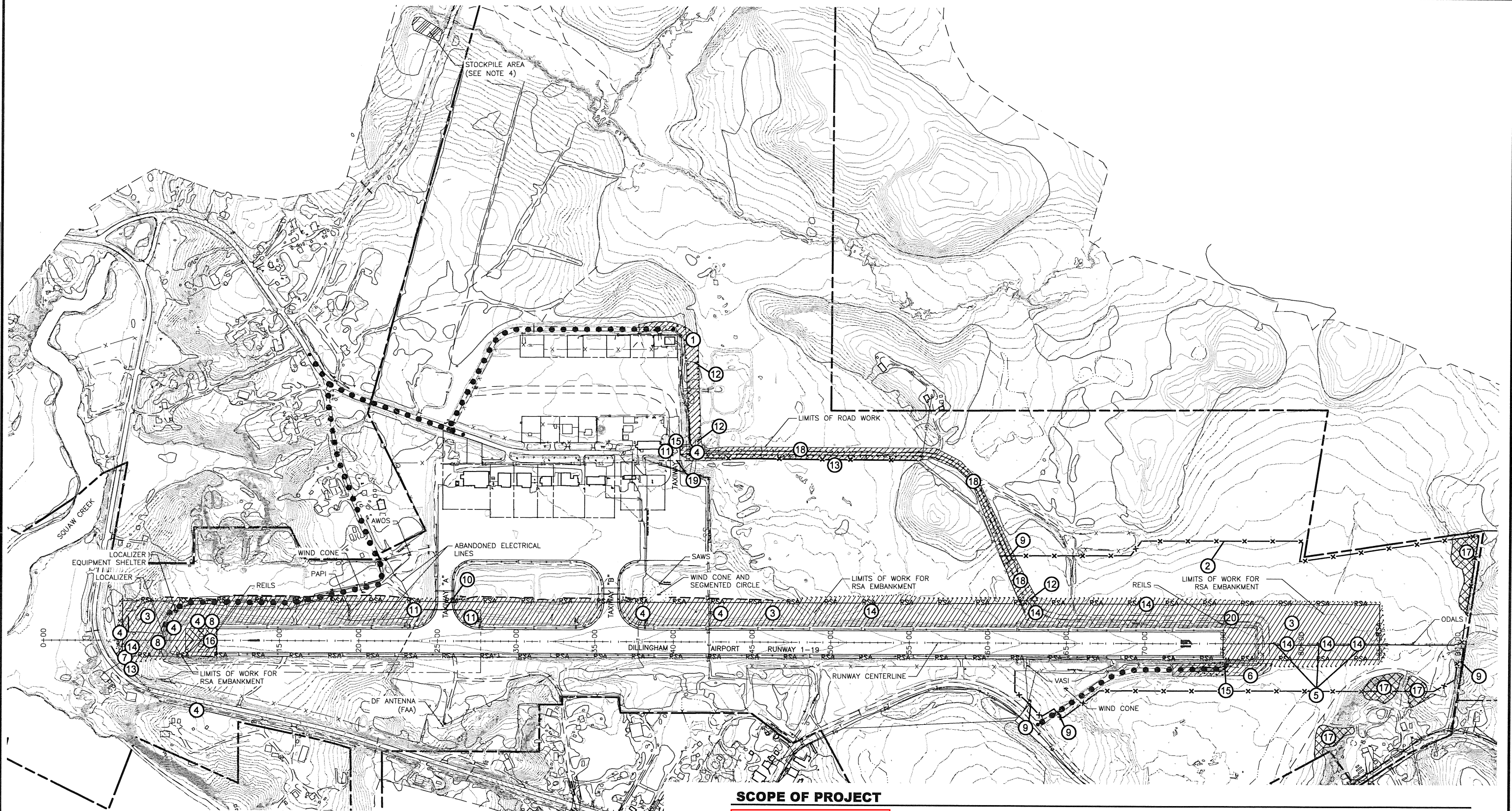
- The field survey was performed by ASCG Inc., May 18, to June 21, 2002.
- Horizontal Control Points were established by using networked static GPS control. The network was adjusted and transformed to the local DILL-1 coordinate system using a least squares adjustment constrained to the DILL-1 coordinates for USC&GS Station Dillingham; USC&GS Station Dillingham Azimuth Mark No. 1 (1947); and Points 611, 612 and 613, recovered monuments on the centerline of Aleknagik Lake Road.
- The runway centerline reference points, 416-419 & 426-429, runway centerline points, 609-610, and additional property corners were established by traverse using a Leica TCR 1103 Total Station Instrument. Traverses were constrained to the GPS control points using a least squares adjustment.
- Project elevations are based on level loops run from the following ADOT&PF benchmarks as shown on the ADOT&PF Survey Control Sheets for Dillingham - Aleknagik Road Rehabilitation, STP-0410(1), 1998; TBM-4, TBM-5, TBM-8, and TBM-J.
- All background information shown hereon was obtained from aerial photography flown as part of this project and is for orientation purposes only.
- All dimensions and coordinates shown hereon are in U. S. Survey Feet unless otherwise noted.
- This sheet, and all information contained hereon, is based on the Survey Control Diagram that was prepared by ASCG and dated 2/28/2003.
- Runway Centerline Monuments may have been reset since this sheet was originally developed in 2003, so there may be some discrepancy between Record and Measured values for points 609-610 & 402-403.
- PAC & SAC Monuments established in October 2010 are shown below, but were not tied into this survey. They are shown here to aid the Contractor in avoiding them during construction activities. The Contractor will be held liable for their replacement if they are disturbed by construction activities. The positions listed are from the NGS Datasheets, and can be found at www.ngs.noaa.gov

AIRPORT PAC/SAC MONUMENTS			
Pt. No.	LATITUDE NAD83(2007)	LONGITUDE	DESCRIPTION
DLG A	59°02'42.23100"N	158°30'27.74608"W	STAINLESS STEEL ROD - DLG-A
DLG B	59°02'25.75920"N	158°30'44.11869"W	STAINLESS STEEL ROD - DLG-B
DLG C	59°03'22.13009"N	158°29'38.76160"W	STAINLESS STEEL ROD - DLG-C

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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CENTRAL REGION

DILLINGHAM
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
SURVEY CONTROL SHEET

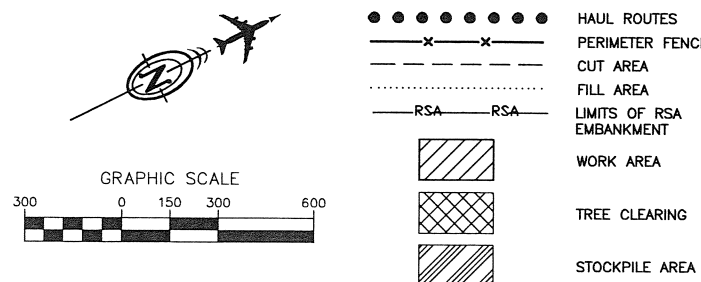
DATE:
5/22/2012
SHEET:
1 OF 1
AS-BUILT SHEET:
OF



NOTES

1. SEE ELECTRICAL SHEETS FOR ELECTRICAL SCOPE.
2. RELOCATION OF DME LOCALIZER AND ADJUSTMENT OF ODALS TO BE COORDINATED WITH FAA.
3. SEE DETAIL ① FOR HAZARD MARKER BARRIER LOCATIONS.
4. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DELINEATE A STOCKPILE AREA IN A PORTION OF CITY PROPERTY, DESIGNATED LOT A. PRESERVE AND PROTECT ANY EXISTING PROPERTY, FACILITIES, AND BUILDINGS. AVOID AREAS ALREADY IN USE.

LEGEND



SCOPE OF PROJECT

- | | | | |
|-------------------------------|---|--------------------------------|------------------------------------|
| ① CONSTRUCT WEST AIRPORT ROAD | ⑥ CONSTRUCT ACCESS RAMP | ⑪ INSTALL MANHOLE | ⑯ CONSTRUCT BLAST PAD |
| ② RE-ALIGN FENCE RW 19 | ⑦ CONSTRUCT SLOPE REINFORCEMENT | ⑫ INSTALL NEW CULVERT PIPE | ⑰ TREE CLEARING |
| ③ RSA EXPANSION | ⑧ REMOVE / RELOCATE LOCALIZER AND DME TOWER | ⑬ REMOVE AND REPLACE FENCE | ⑱ RECONSTRUCT EXISTING ACCESS ROAD |
| ④ RELOCATE / ADJUST UTILITIES | ⑨ ADD GATE | ⑭ INSTALL SETTLEMENT PLATFORMS | ⑲ ABANDON CULVERT PIPE |
| ⑤ ADJUST ODALS (RW 19) | ⑩ ADJUST CULVERT PIPE | ⑮ REPLACE CULVERT PIPE | ⑳ REMOVE CULVERT PIPE |

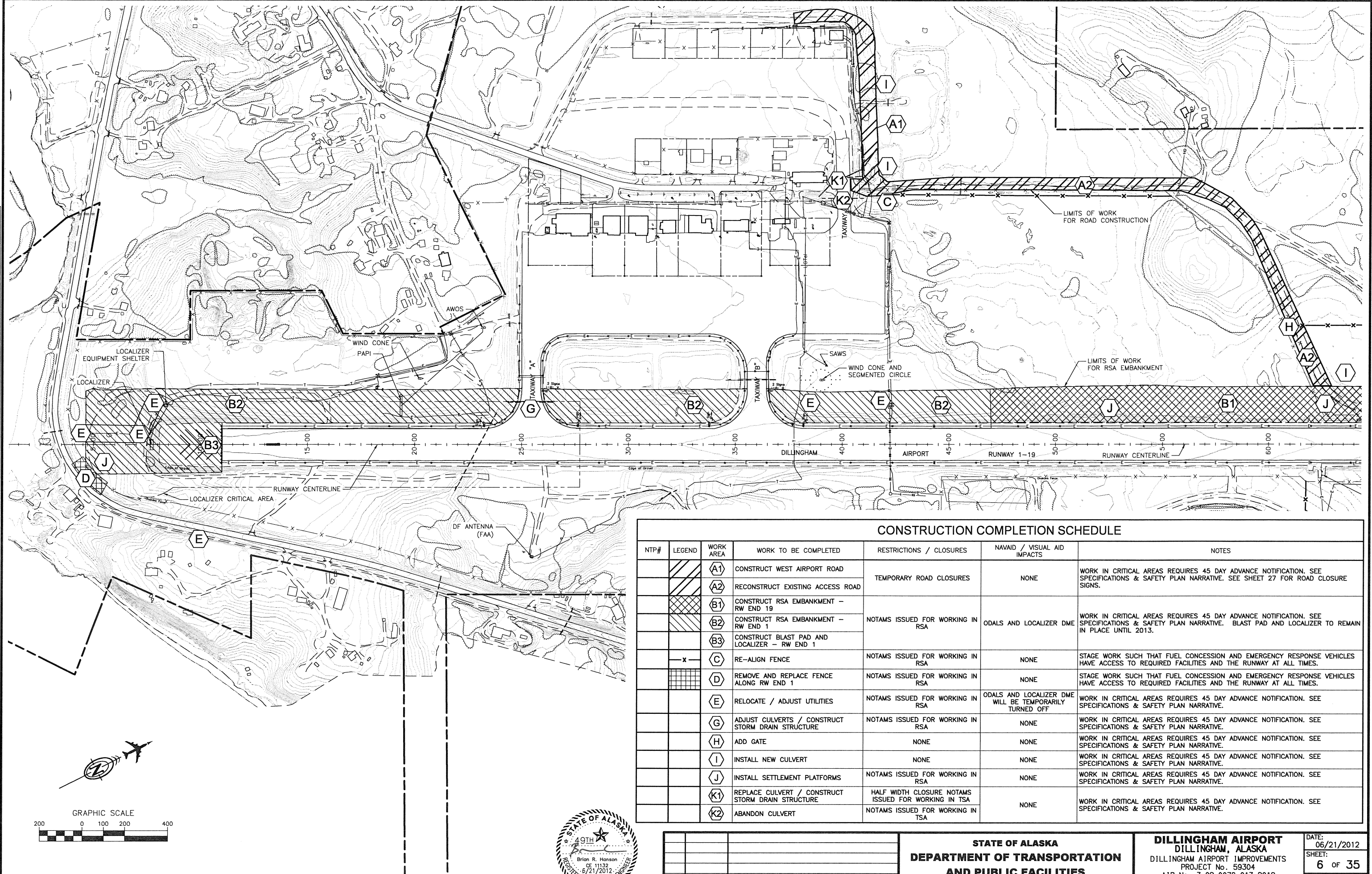
PLAN PREPARED BY DOWL HKM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
PROJECT LAYOUT PLAN

DATE: 06/21/2012
SHEET: 5 of 35
AS-BUILT SHEET:

Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No. 234-69
Date Revised: 06/21/2012
Layout Name: P:\Projects\660456\DLG-RSA-NT\Design\DOM-DLG-RSA-NT.dwg
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CONSTRUCTION COMPLETION SCHEDULE

NTP#	LEGEND	WORK AREA	WORK TO BE COMPLETED	RESTRICTIONS / CLOSURES	NAVAID / VISUAL AID IMPACTS	NOTES
		A1	CONSTRUCT WEST AIRPORT ROAD	TEMPORARY ROAD CLOSURES	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE. SEE SHEET 27 FOR ROAD CLOSURE SIGNS.
		A2	RECONSTRUCT EXISTING ACCESS ROAD			
		B1	CONSTRUCT RSA EMBANKMENT - RW END 19	NOTAMS ISSUED FOR WORKING IN RSA	ODALS AND LOCALIZER DME	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE. BLAST PAD AND LOCALIZER TO REMAIN IN PLACE UNTIL 2013.
		B2	CONSTRUCT RSA EMBANKMENT - RW END 1			
		B3	CONSTRUCT BLAST PAD AND LOCALIZER - RW END 1			
		C	RE-ALIGN FENCE	NOTAMS ISSUED FOR WORKING IN RSA	NONE	STAGE WORK SUCH THAT FUEL CONCESSION AND EMERGENCY RESPONSE VEHICLES HAVE ACCESS TO REQUIRED FACILITIES AND THE RUNWAY AT ALL TIMES.
		D	REMOVE AND REPLACE FENCE ALONG RW END 1	NOTAMS ISSUED FOR WORKING IN RSA	NONE	STAGE WORK SUCH THAT FUEL CONCESSION AND EMERGENCY RESPONSE VEHICLES HAVE ACCESS TO REQUIRED FACILITIES AND THE RUNWAY AT ALL TIMES.
		E	RELOCATE / ADJUST UTILITIES	NOTAMS ISSUED FOR WORKING IN RSA	ODALS AND LOCALIZER DME WILL BE TEMPORARILY TURNED OFF	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		G	ADJUST CULVERTS / CONSTRUCT STORM DRAIN STRUCTURE	NOTAMS ISSUED FOR WORKING IN RSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		H	ADD GATE	NONE	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		I	INSTALL NEW CULVERT	NONE	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		J	INSTALL SETTLEMENT PLATFORMS	NOTAMS ISSUED FOR WORKING IN RSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		K1	REPLACE CULVERT / CONSTRUCT STORM DRAIN STRUCTURE	HALF WIDTH CLOSURE NOTAMS ISSUED FOR WORKING IN TSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		K2	ABANDON CULVERT	NOTAMS ISSUED FOR WORKING IN TSA		



BY	DATE	REVISION

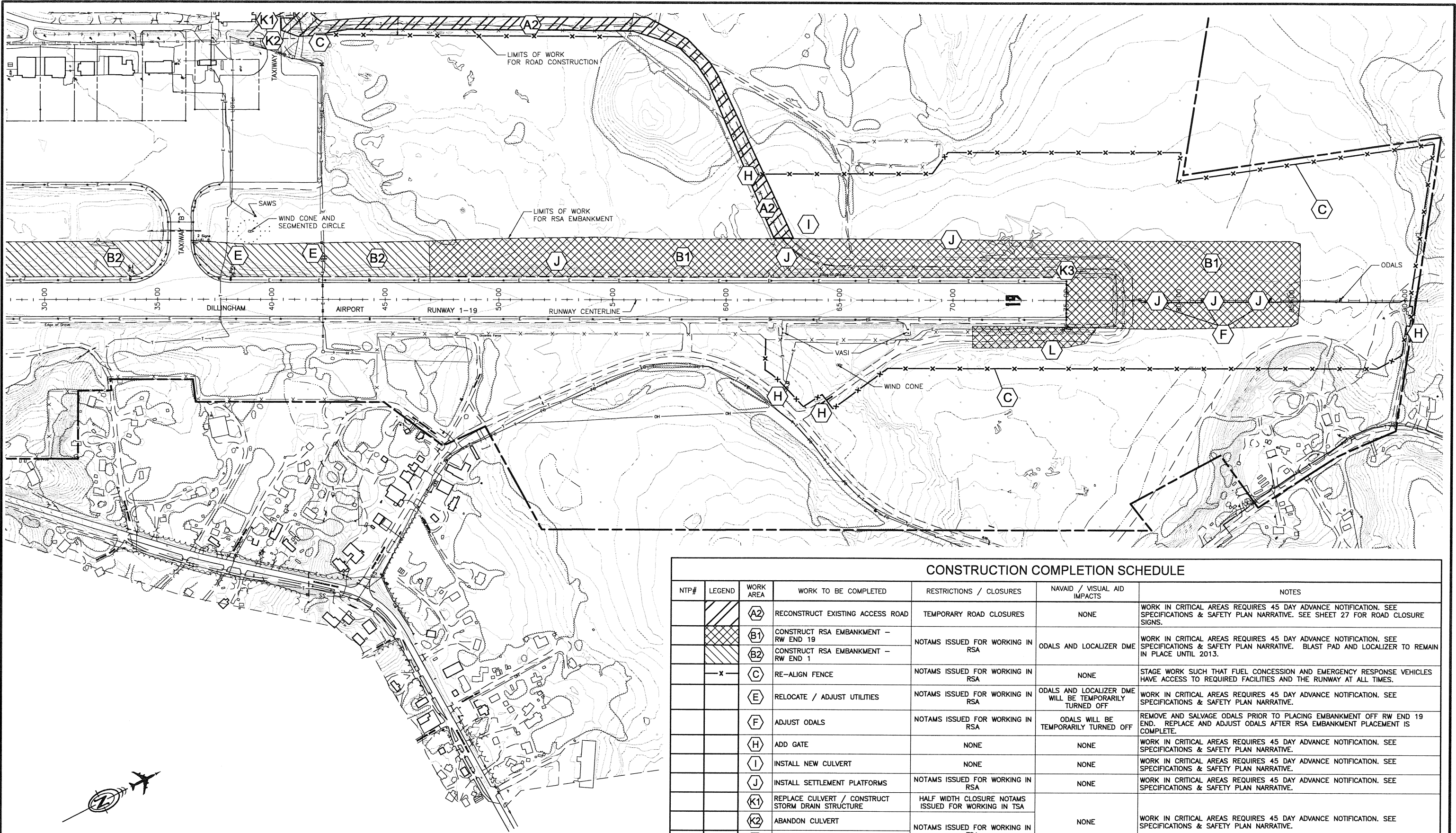
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DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
CONSTRUCTION STAGING
AND SAFETY PLAN

DATE: 06/21/2012
SHEET: 6 OF 35
AS-BUILT SHEET:

PLAN PREPARED BY DOWL HKM

Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No. 234-69
Date Revised: 06/21/2012
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CONSTRUCTION COMPLETION SCHEDULE

NTP#	LEGEND	WORK AREA	WORK TO BE COMPLETED	RESTRICTIONS / CLOSURES	NAVAID / VISUAL AID IMPACTS	NOTES
		A2	RECONSTRUCT EXISTING ACCESS ROAD	TEMPORARY ROAD CLOSURES	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE. SEE SHEET 27 FOR ROAD CLOSURE SIGNS.
		B1	CONSTRUCT RSA EMBANKMENT - RW END 19	NOTAMS ISSUED FOR WORKING IN RSA	ODALS AND LOCALIZER DME	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE. BLAST PAD AND LOCALIZER TO REMAIN IN PLACE UNTIL 2013.
		B2	CONSTRUCT RSA EMBANKMENT - RW END 1	NOTAMS ISSUED FOR WORKING IN RSA	NONE	STAGE WORK SUCH THAT FUEL CONCESSION AND EMERGENCY RESPONSE VEHICLES HAVE ACCESS TO REQUIRED FACILITIES AND THE RUNWAY AT ALL TIMES.
		C	RE-ALIGN FENCE	NOTAMS ISSUED FOR WORKING IN RSA	ODALS AND LOCALIZER DME WILL BE TEMPORARILY TURNED OFF	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		E	RELOCATE / ADJUST UTILITIES	NOTAMS ISSUED FOR WORKING IN RSA	ODALS WILL BE TEMPORARILY TURNED OFF	REMOVE AND SALVAGE ODALS PRIOR TO PLACING EMBANKMENT OFF RW END 19 END. REPLACE AND ADJUST ODALS AFTER RSA EMBANKMENT PLACEMENT IS COMPLETE.
		F	ADJUST ODALS	NOTAMS ISSUED FOR WORKING IN RSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		H	ADD GATE	NONE	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		I	INSTALL NEW CULVERT	NONE	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		J	INSTALL SETTLEMENT PLATFORMS	NOTAMS ISSUED FOR WORKING IN RSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		K1	REPLACE CULVERT / CONSTRUCT STORM DRAIN STRUCTURE	HALF WIDTH CLOSURE NOTAMS ISSUED FOR WORKING IN TSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		K2	ABANDON CULVERT	NOTAMS ISSUED FOR WORKING IN TSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		K3	REMOVE CULVERT PIPE	NOTAMS ISSUED FOR WORKING IN RSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.
		L	CONSTRUCT ACCESS RAMP	NOTAMS ISSUED FOR WORKING IN RSA	NONE	WORK IN CRITICAL AREAS REQUIRES 45 DAY ADVANCE NOTIFICATION. SEE SPECIFICATIONS & SAFETY PLAN NARRATIVE.



BY	DATE	REVISION

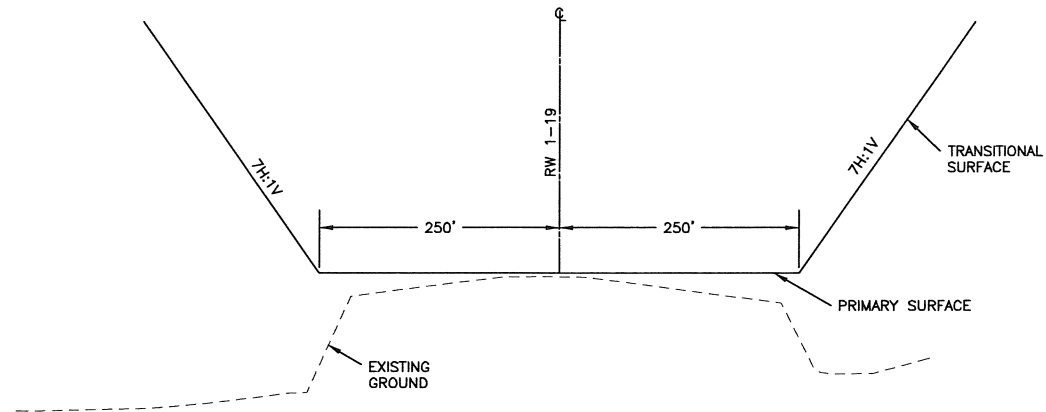
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DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
CONSTRUCTION STAGING
AND SAFETY PLAN

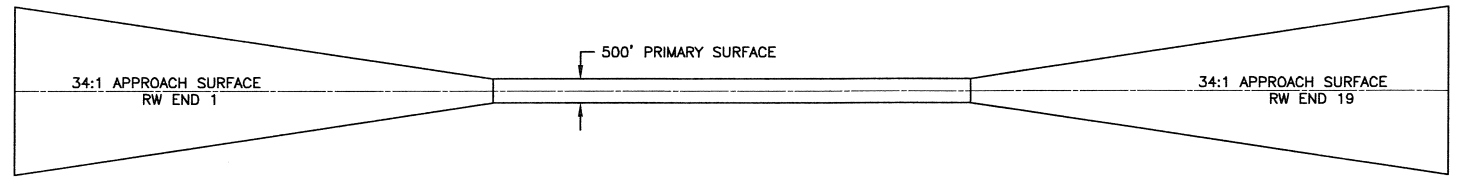
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SHEET: 7 OF 35
AS-BUILT SHEET:

PLAN PREPARED BY DOWL HKM

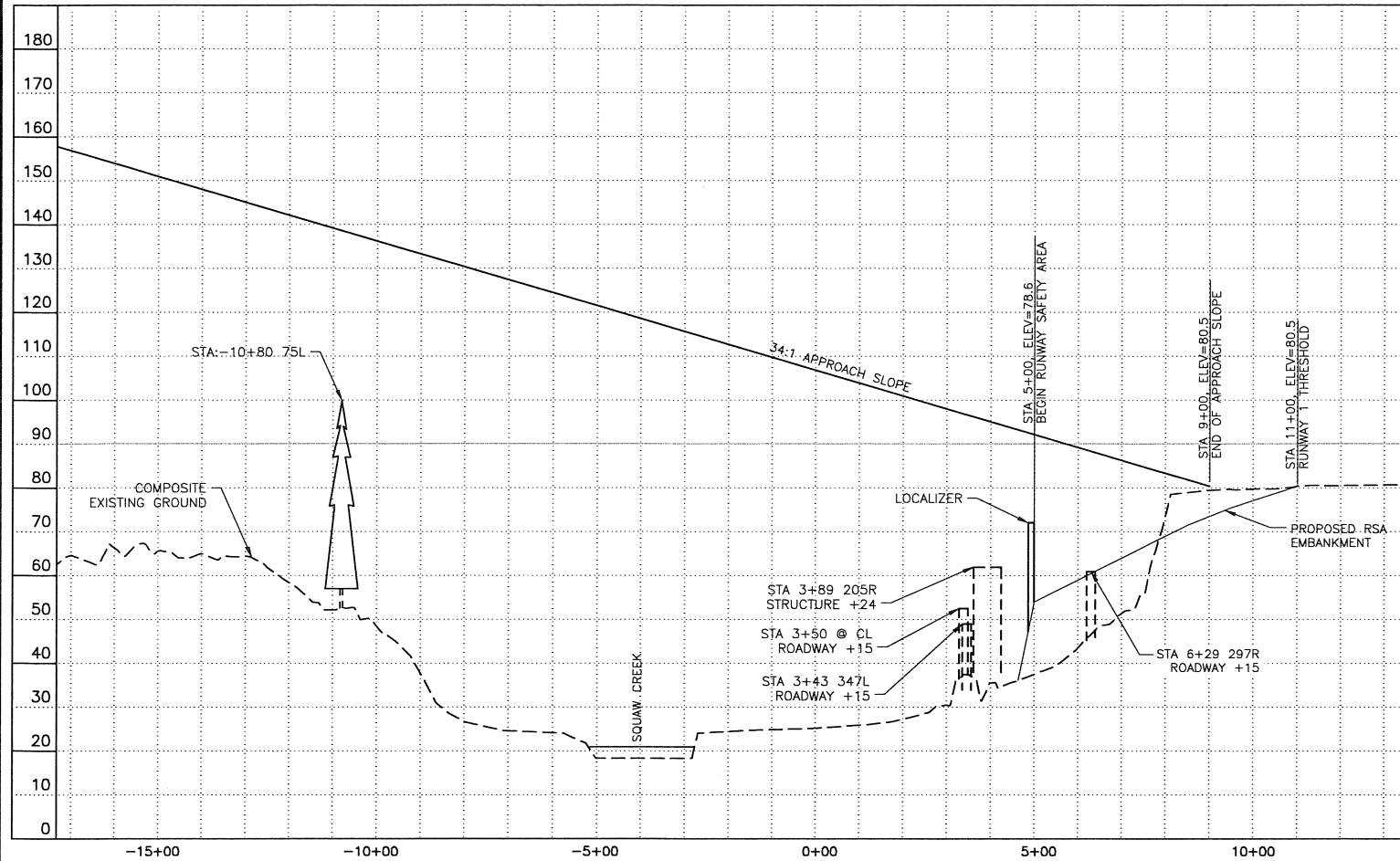
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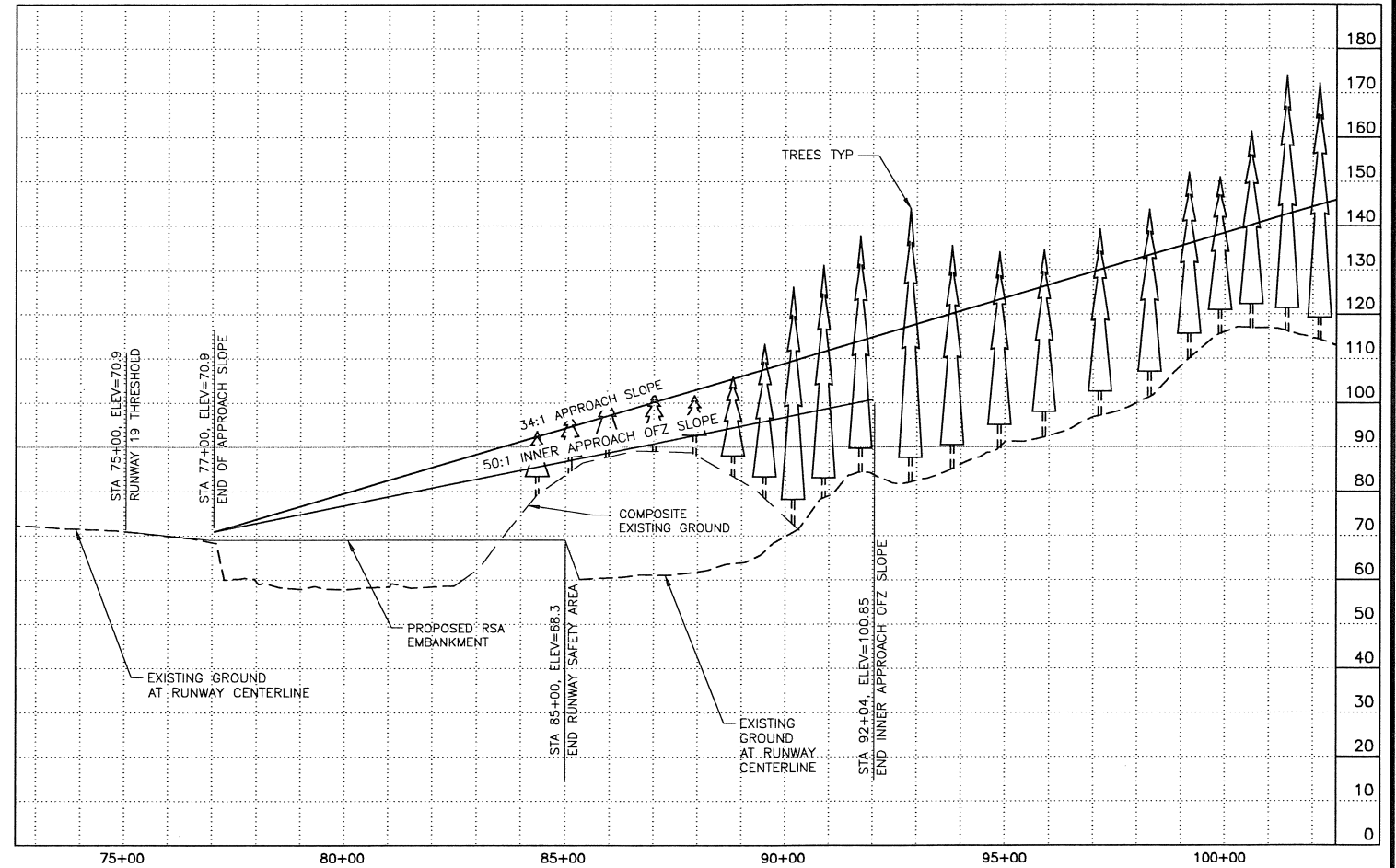
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8 **RUNWAY CROSS SECTION**
NTS



2
8 **PLAN VIEW**
NTS



3
8 **RUNWAY END 1 APPROACH PROFILE**



4
8 **RUNWAY END 19 APPROACH PROFILE**



PLAN PREPARED BY DOWL HKM

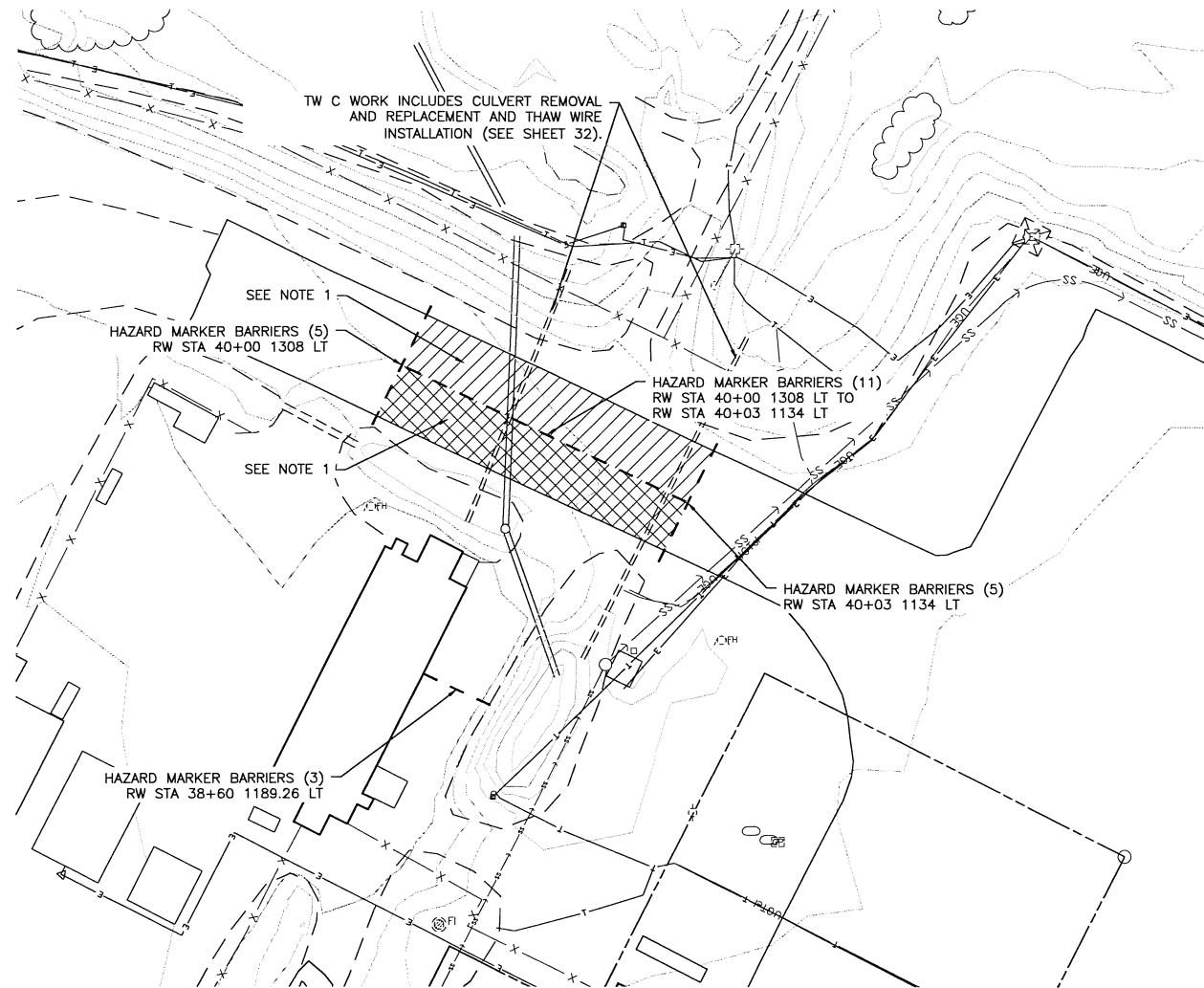
BY	DATE	REVISION

STATE OF ALASKA
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AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
CONSTRUCTION STAGING AND SAFETY PLAN
FAR PART 77 SURFACES

DATE: 06/21/2012
SHEET: 8 OF 35
AS-BUILT SHEET:

Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No. 234-69
Date Revised: 06/21/2012
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



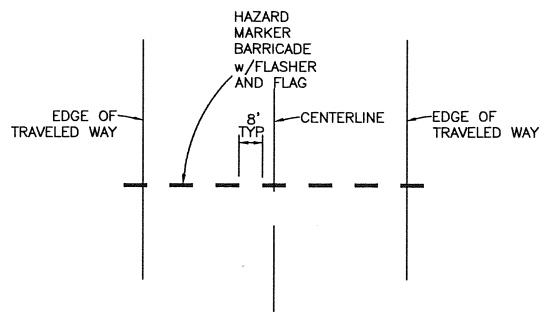
1
9 TAXIWAY "C" HAZARD MARKER BARRIER LAYOUT
1" = 50'

NOTES

1. ONLY HALF OF THE TW C MAY BE CLOSED AT ONE TIME.
2. NO EQUIPMENT OR STOCK PILES WITHIN 65 FEET OF CENTERLINE.
3. NIGHT WORK IS PREFERRED.

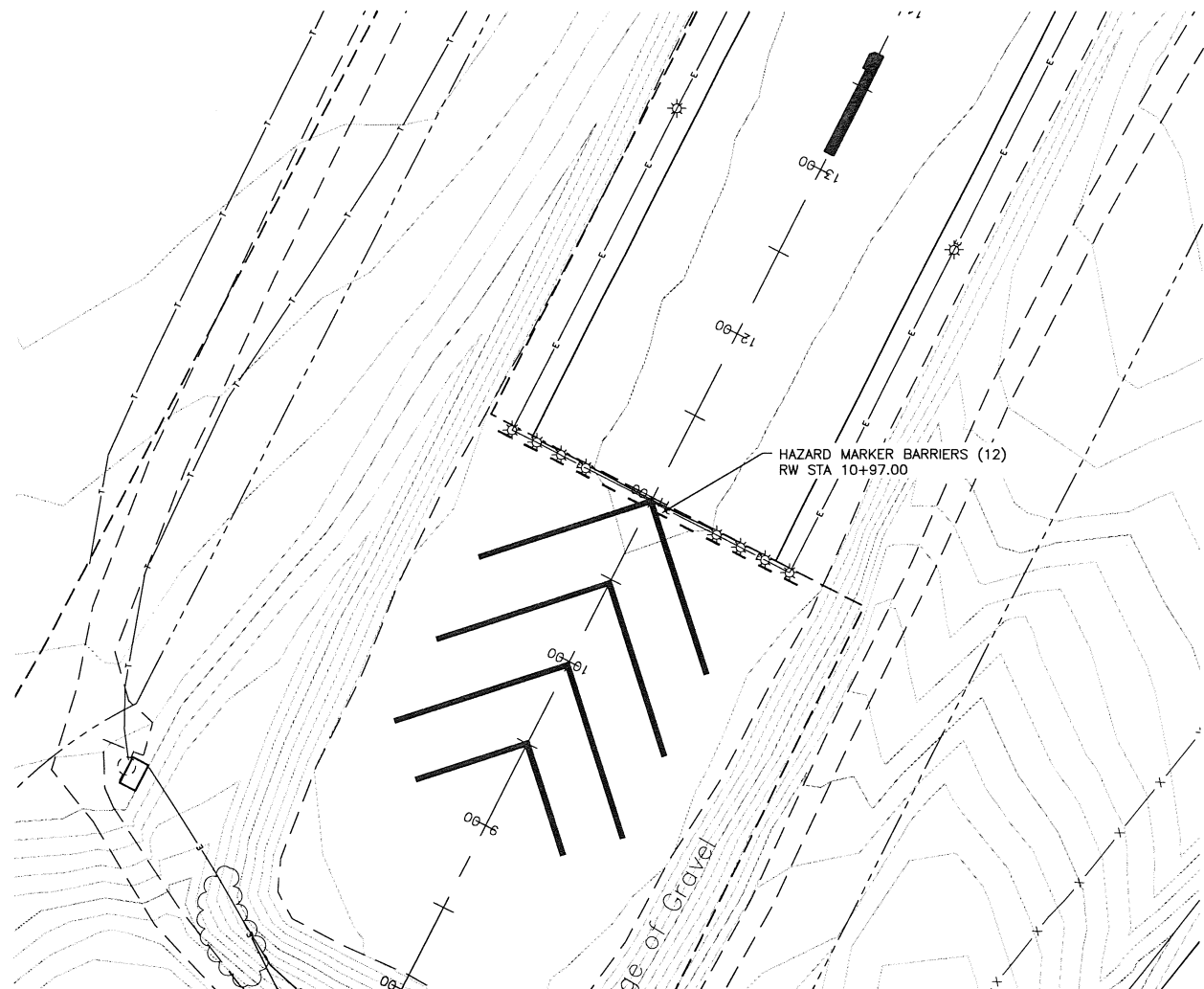
LEGEND

-  NORTH HALF OF TW C CLOSURE
-  SOUTH HALF OF TW C CLOSURE



3
9 HAZARD MARKER BARRIER LAYOUT
NTS

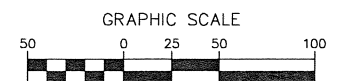
PLAN PREPARED BY DOWL HKM



2
9 BLAST PAD HAZARD MARKER BARRIER LAYOUT
1" = 50'

NOTES

1. SEE APPENDIX D FOR THE SAFETY PLAN NARRATIVE AND SPECIFICATIONS SECTION 80 FOR LIMITATIONS AND OPERATIONAL SAFETY CONCERNS.
2. WORK AFFECTING OPERATIONS, AS SHOWN IN THE SAFETY PLAN, SHALL NOT BEGIN UNTIL AUTHORIZED BY THE ENGINEER.
3. PROVIDE BARRIERS AND MARKINGS TO SEPARATE WORK AREA FROM THE ACTIVE AREA IN ACCORDANCE WITH THE PLANS AND AS DIRECTED BY THE ENGINEER.
4. CONTRACTOR SHALL PROVIDE TAXIWAY C ACCESS PLAN FOR APPROVAL BY THE ENGINEER. APPROVAL OF ACCESS PLAN IS REQUIRED PRIOR TO BEGINNING OF WORK.
5. ACCESS PLAN SHALL INCLUDE, BUT IS NOT LIMITED TO, SCHEDULING WORK, SEPARATION OF AIRCRAFT AND PASSENGERS FROM ACTIVE CONSTRUCTION, TRAFFIC CONTROL DEVICES REQUIRED AND HAZARD MARKER BARRIER LOCATIONS. SEE GCP-80 AND APPENDIX D FOR DETAILS.
6. ALL WORK ASSOCIATED WITH PREPARING, AND MAINTAINING THE ACCESS PLAN ARE SUBSIDIARY TO THE CONTRACT.
7. RUNWAY AND TAXIWAY CLOSURES CAN BE PROPOSED AND PUT INTO EFFECT ONLY WITH THE APPROVAL OF THE ENGINEER.
8. PROVIDE WEEKLY NOTIFICATIONS OF ACTIVE AIRPORT AREAS AND CONSTRUCTION ACTIVITIES TO THE CONTACTS LISTED IN THE SAFETY PLAN AND/OR SPECIFICATIONS.
9. STAGE WORK SO THAT EMERGENCY RESPONSE VEHICLES HAVE ACCESS TO THE MAIN TERMINAL APRON, GENERAL AVIATION APRON, AND RUNWAY 1-19 AT ALL TIMES.
10. HAUL ROUTES SHALL BE AS SHOWN AND APPROVED BY THE ENGINEER. PROVIDE MAINTENANCE PER SPECIFICATIONS. PROVIDE FLAGGERS AS NEEDED TO CONTROL ACCESS ONTO AIR OPERATIONS AREA. FLAGGERS SHALL CONTACT FSS FOR CURRENT TRAFFIC ADVISORIES PRIOR TO EACH TRANSIT. HAUL ACCESS ACROSS RUNWAY 1-19 WILL BE AT THE DISCRETION OF THE ENGINEER AND IS SUBJECT TO RUNWAY CLOSURE AND REOPENING REQUIREMENTS IN THE SPECIFICATIONS. MAINTAIN A CLEAN RUNWAY SURFACE AT ALL TIMES.
11. CONSTRUCTION WORK MAY BE PERFORMED WITHOUT CLOSURES AS LONG AS EQUIPMENT IS NOT PRESENT WITHIN THE ACTIVE SAFETY / AIRCRAFT OPERATIONS AREA DURING AIRCRAFT OPERATIONS.
12. FLAGGERS WILL BE REQUIRED AT GATES OPEN FOR CONSTRUCTION HAULING.
13. COORDINATE CONSTRUCTION ACTIVITIES WITH THE ENGINEER. THE ENGINEER WILL COORDINATE THE ISSUANCE OF NOTAMS INDICATING CHANGES IN OPERATIONS.
14. STORAGE OF EQUIPMENT OR MATERIALS ON THE RUNWAYS, TAXIWAYS, APRONS, OR SAFETY AREAS WILL NOT BE ALLOWED.
15. EQUIPMENT WILL NOT BE ALLOWED OUTSIDE THE FOOTPRINT OF THE PROJECT, EXCEPT ON EXISTING ROADS AND DESIGNATED STAGING AREA(S).



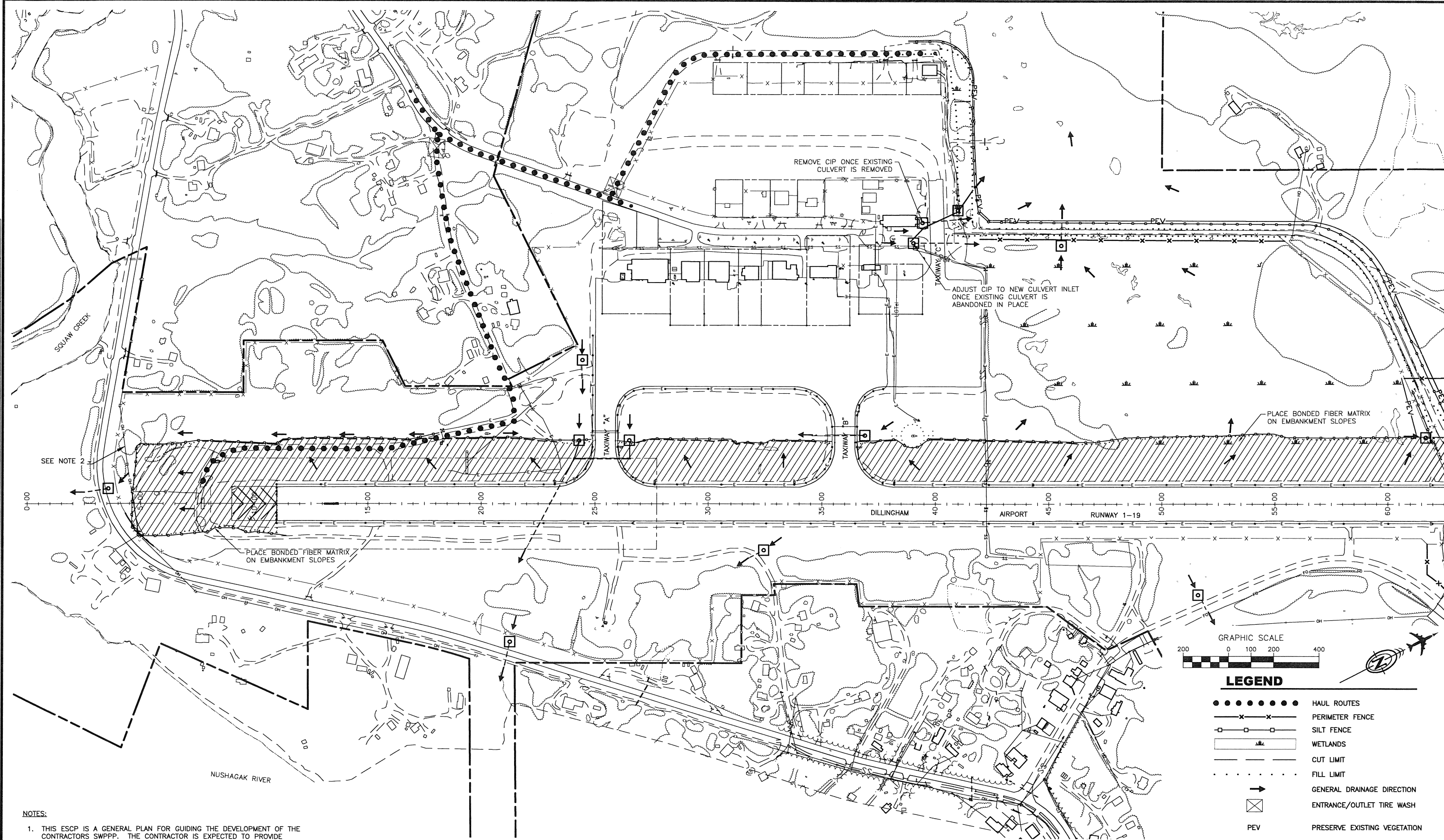
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
CONSTRUCTION STAGING AND SAFETY PLAN
NOTES AND DETAILS

DATE: 06/21/2012
SHEET: 9 OF 35
AS-BUILT SHEET:

Date Revised:
Layout Name:
File Path and Name: P:\Projects\060456\DLG-RSA-NT\Design\DIR-DLG-RSA-NT.dwg
Designed By: BRH
Drawn By:
Checked By: BRH
DOWL File No 234-69



- NOTES:
1. THIS ESCP IS A GENERAL PLAN FOR GUIDING THE DEVELOPMENT OF THE CONTRACTORS SWPPP. THE CONTRACTOR IS EXPECTED TO PROVIDE ADDITIONAL DETAILS AND BMPs BASED ON THE CONTRACTOR'S ACTUAL SCHEDULE AND CONSTRUCTION METHODS, AS REQUIRED TO COMPLY WITH THE CONSTRUCTION GENERAL PERMIT AND THE SPECIFICATIONS SECTION P-157.
 2. PROVIDE PERIMETER CONTROLS AND BMPs IN AREAS NOT SHOWN ON THE PLAN AS NEEDED, AND FOR UTILITY REMOVAL AND INSTALLATION AS SHOWN AT RW END 1 TO PREVENT SEDIMENT FROM LEAVING THE PROJECT AREA.

GRAPHIC SCALE
200 0 100 200 400

LEGEND

- ● ● ● ● ● ● ● HAUL ROUTES
- x—x—x— PERIMETER FENCE
- SILT FENCE
- WETLANDS
- CUT LIMIT
- FILL LIMIT
- GENERAL DRAINAGE DIRECTION
- ⊗ ENTRANCE/OUTLET TIRE WASH
- PEV PRESERVE EXISTING VEGETATION
- CULVERT INLET PROTECTION

PLAN PREPARED BY DOWL HKM



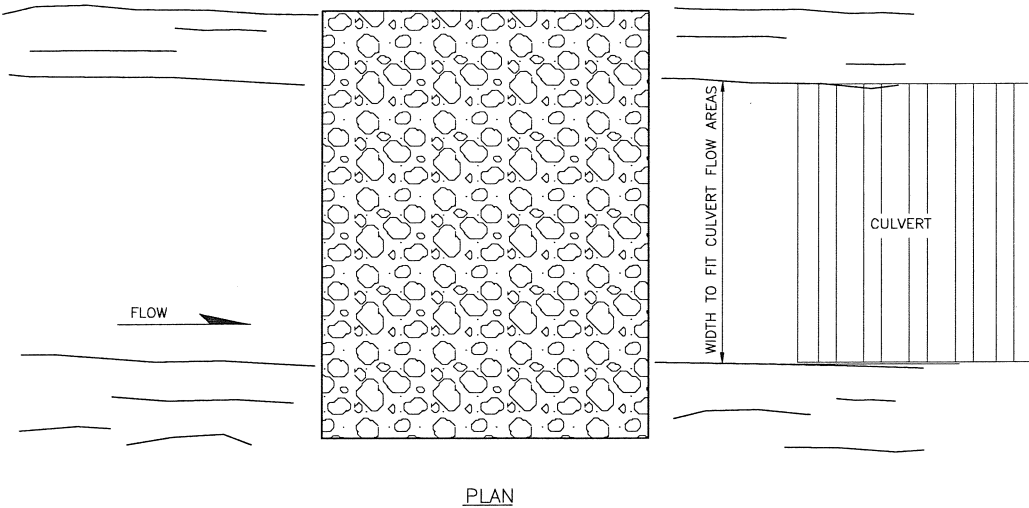
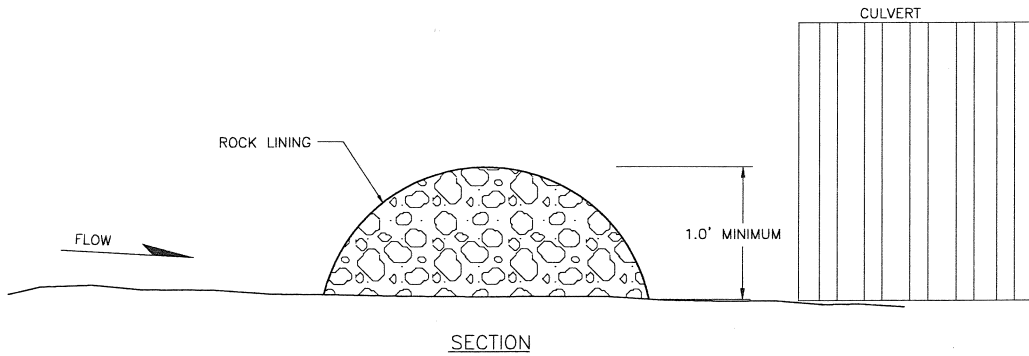
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DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

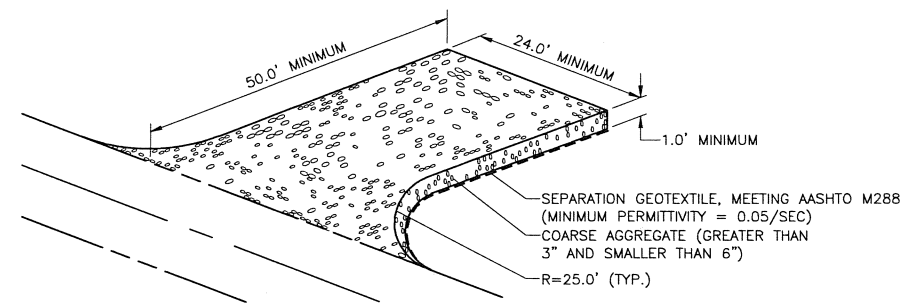
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DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
EROSION AND SEDIMENT
CONTROL PLAN

DATE: 06/21/2012
SHEET: 10 OF 35
AS-BUILT SHEET:

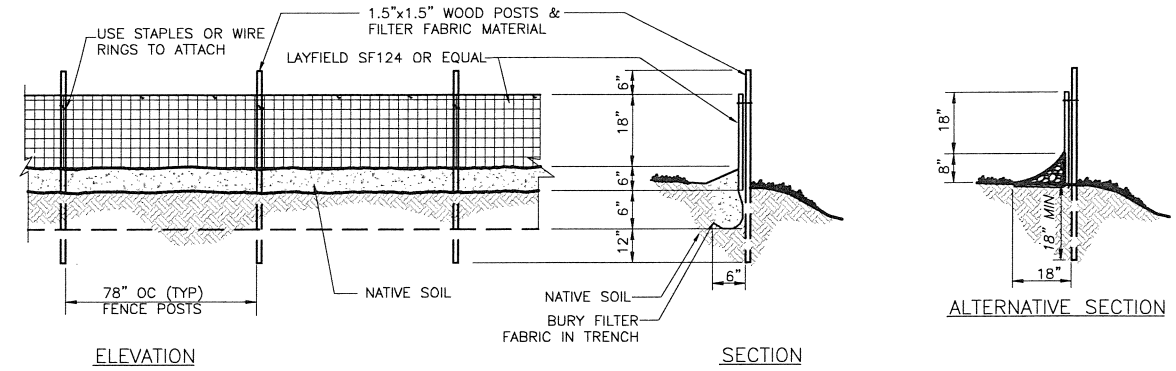
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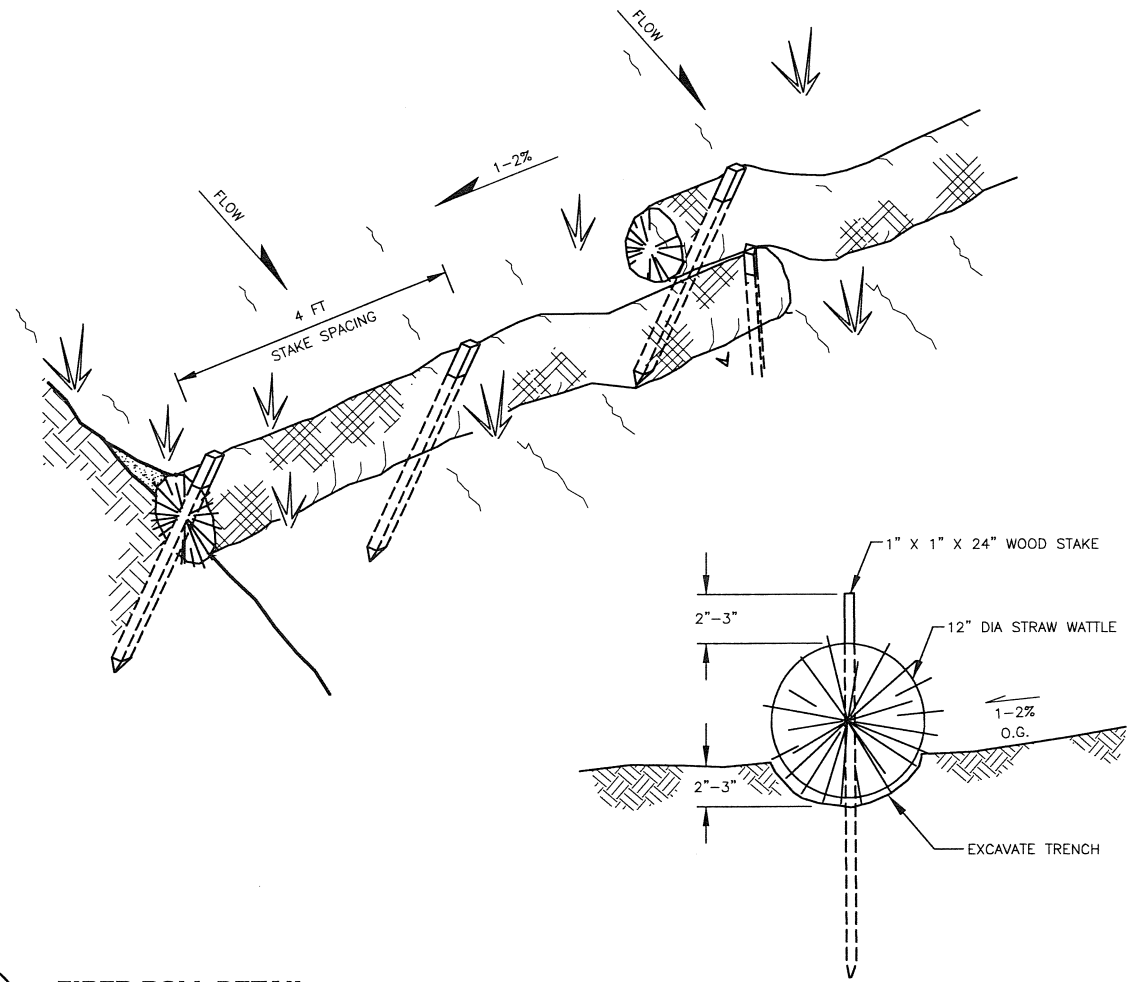
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 12
 NTS
CULVERT INLET PROTECTION / ROCK FILTER BERM



2
 12
 NTS
STABILIZED CONSTRUCTION ENTRANCE/EXIT (EXAMPLE)



3
 12
 NTS
SILT FENCE DETAIL



4
 12
 NTS
FIBER ROLL DETAIL

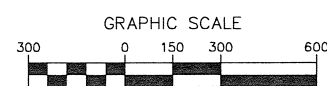
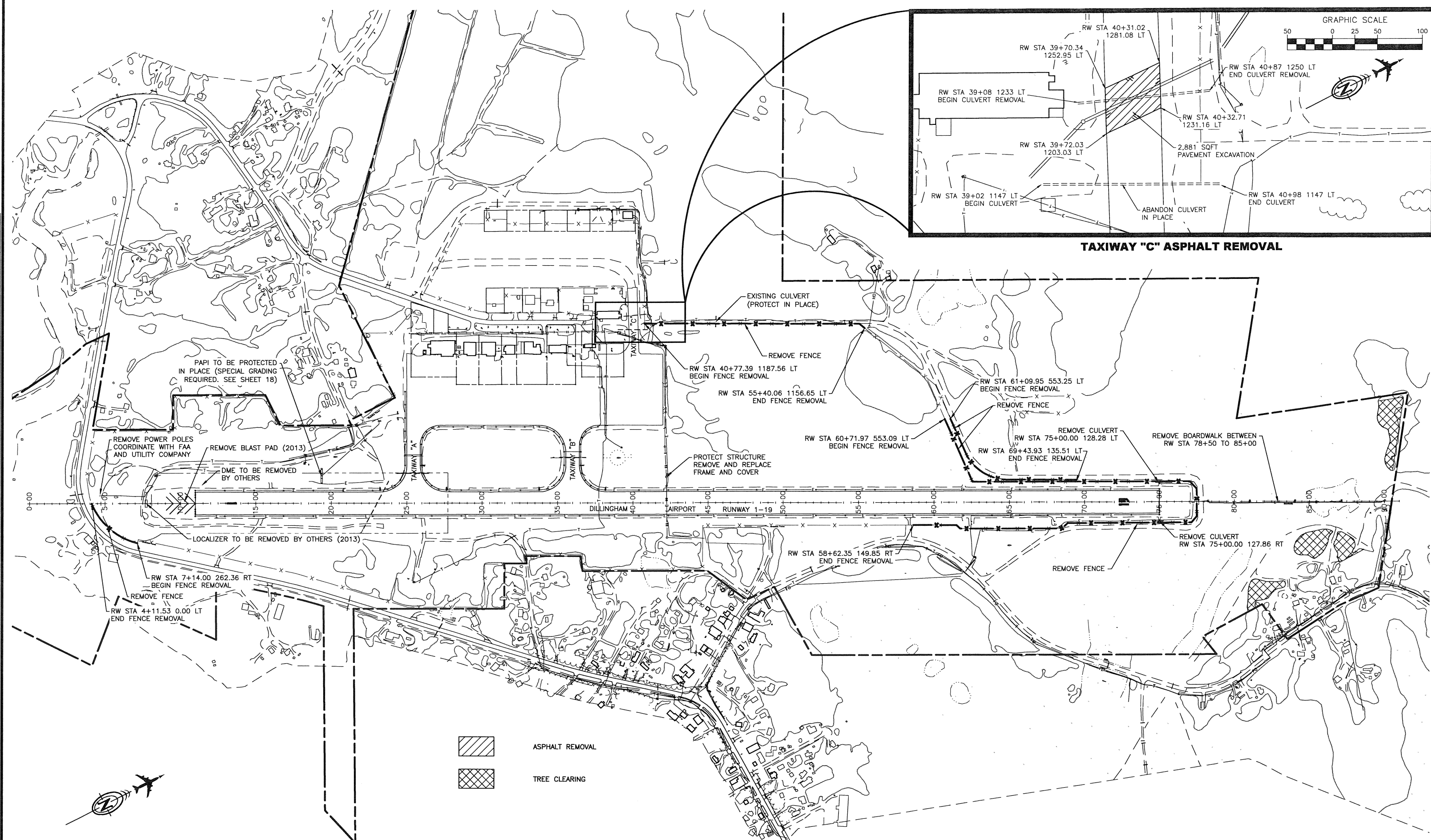
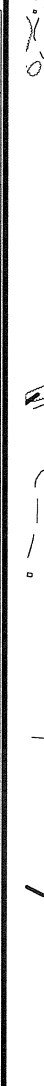


BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 DILLINGHAM AIRPORT IMPROVEMENTS
 PROJECT No. 59304
 AIP No. 3-02-0078-013-2012
 EROSION AND SEDIMENT CONTROL PLAN
 NOTES AND DETAILS

DATE: 06/21/2012
 SHEET: 12 of 35
 AS-BUILT SHEET:



**BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION**

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.



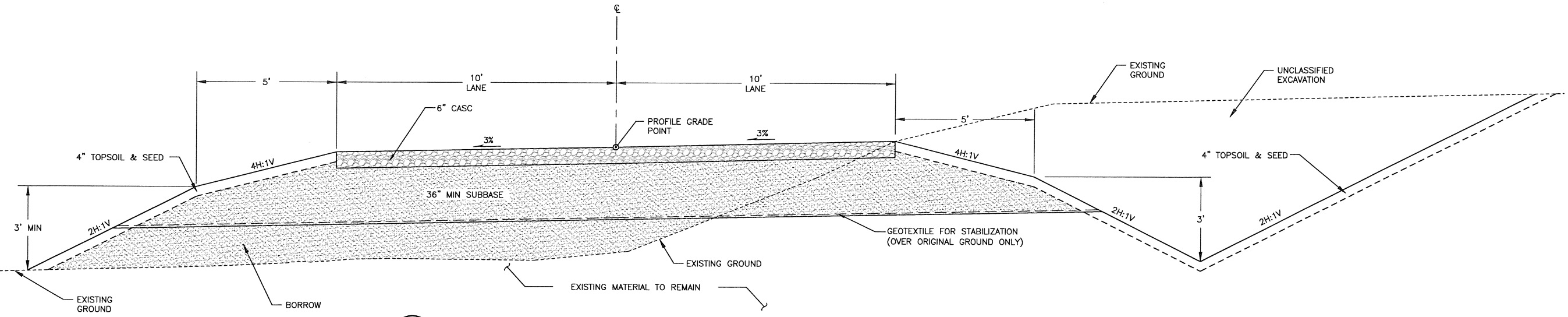
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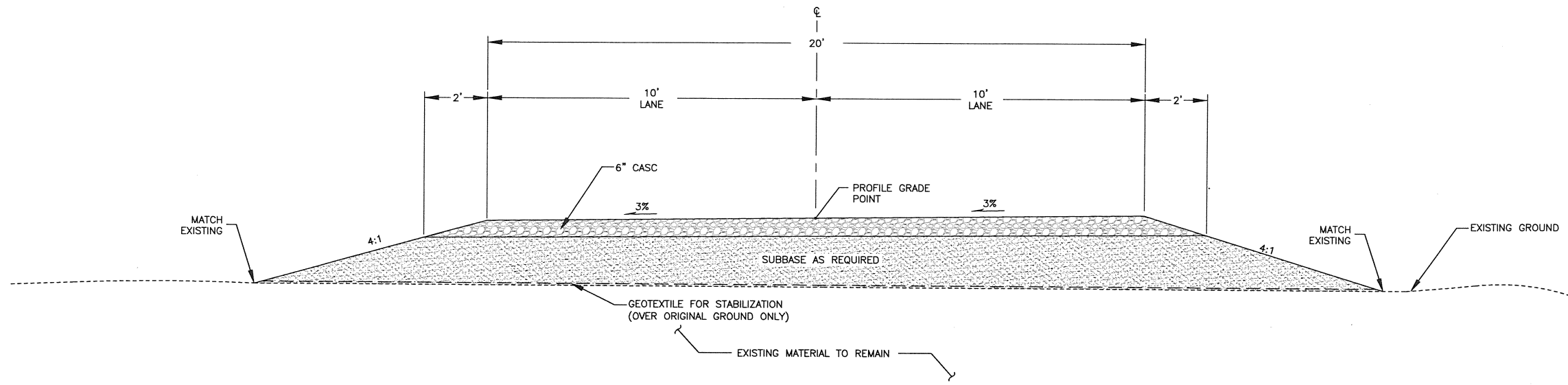
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
CIVIL DEMOLITION PLAN

DATE:	06/21/2012
SHEET:	13 OF 35
AS-BUILT SHEET:	

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Checked By: BRH
DOWL File No. 234-69
Date Revised: P:\Projects\DLG-RSA-NT\Design\DOT-DLG-RSA-NT.dwg
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1
15 WEST AIRPORT ROAD (WAR)
STA 0+00 TO STA 10+71.10 - NTS



2
15 EXISTING ACCESS ROAD (EAR)
STA 20+00 TO STA 36+00.00 - NTS



PLAN PREPARED BY DOWL HKM

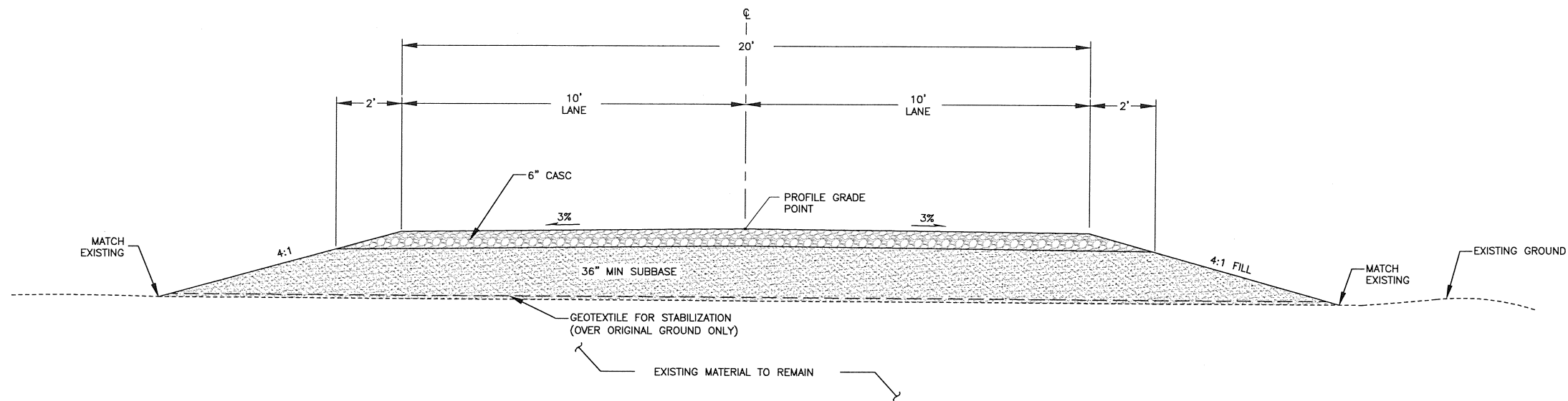
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

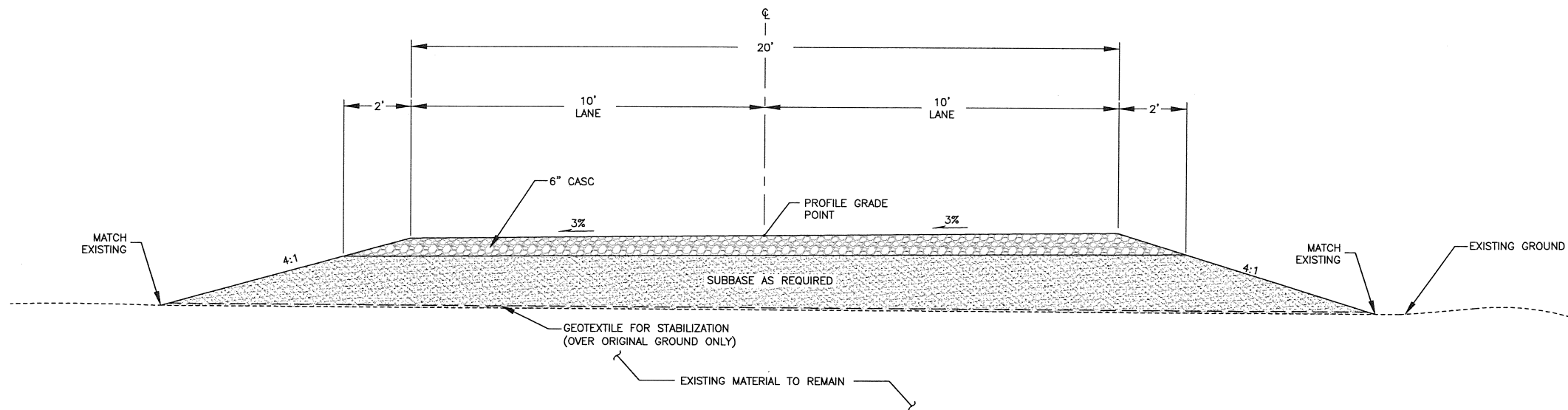
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
ROADWAY TYPICAL SECTIONS
AND DETAILS

DATE: 06/21/2012
SHEET: 15 OF 35
AS-BUILT SHEET:

Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No 234-69
Date Revised: 06/21/2012
Layout Name: P:\Projects\060456\DLG-RSA-NT\Design\DT-DLG-RSA-NT.dwg
File Path and Name: P:\Projects\060456\DLG-RSA-NT\Design\DT-DLG-RSA-NT.dwg



1
16 **EXISTING ACCESS ROAD (EAR)**
STA 36+00 TO 47+82.54 - NTS



2
16 **PROPOSED ACCESS RAMP**
STA 65+00 TO 67+62.15 - NTS



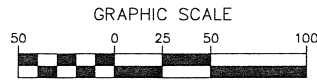
PLAN PREPARED BY DOWL HKM

BY	DATE	REVISION

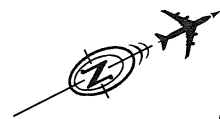
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
ROADWAY TYPICAL SECTIONS
AND DETAILS

DATE: 06/21/2012
SHEET: 16 OF 35
AS-BUILT SHEET:

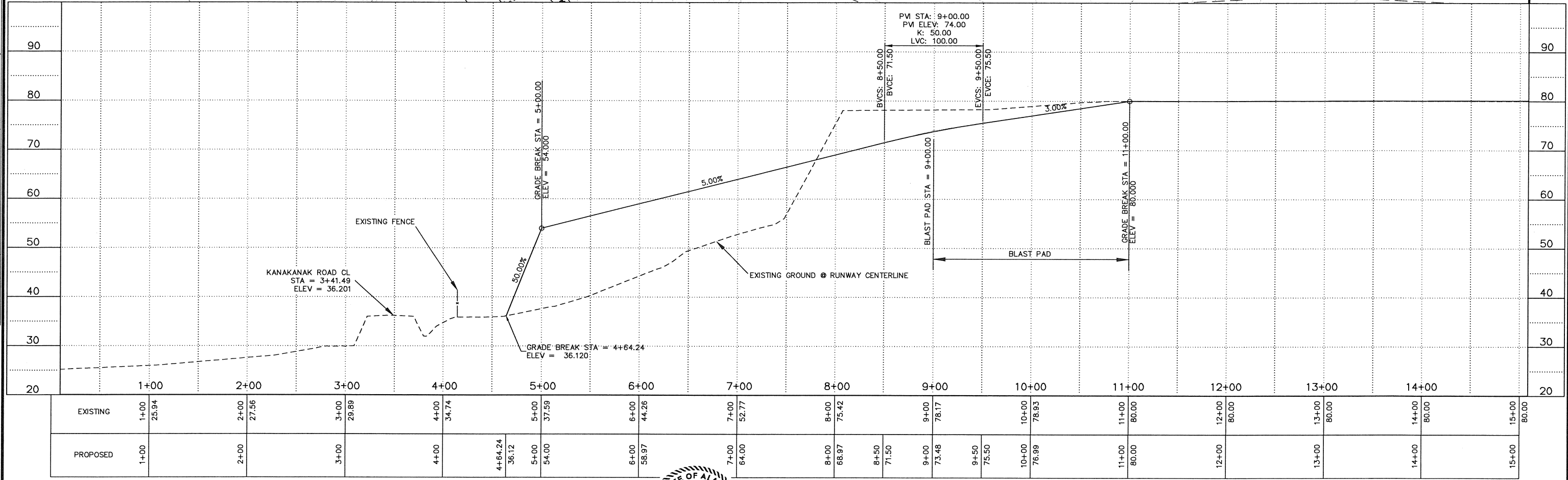
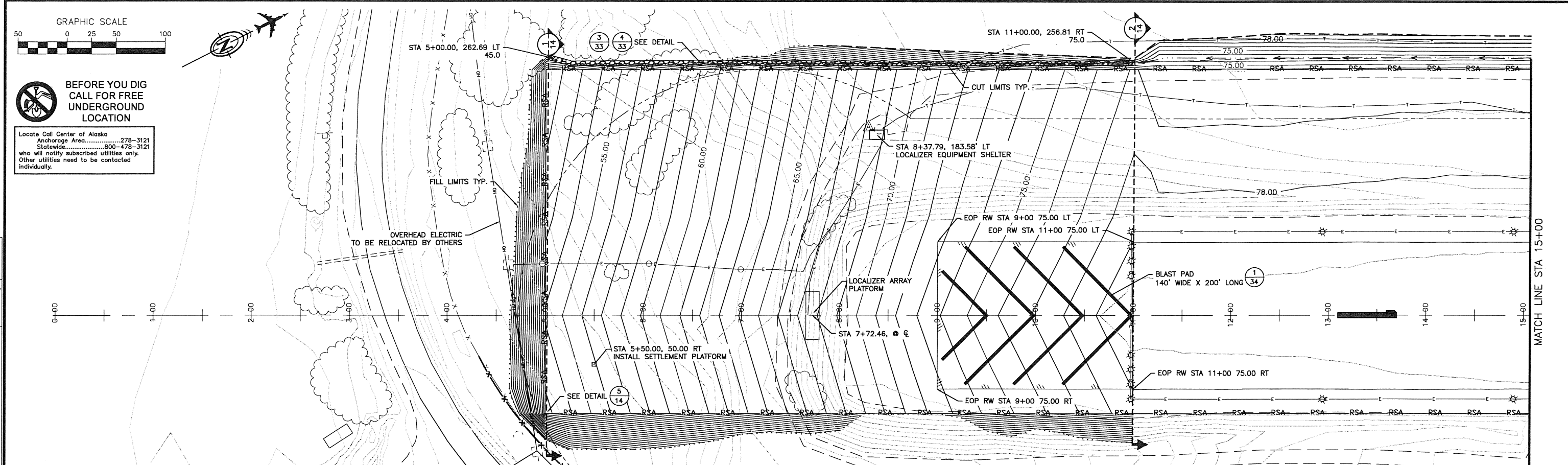


Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.



Date Revised: _____
Layout Name: P:\Projects\660456\DLG-RSA-NT\Design\DIR-DLG-RSA-NT.dwg
File Path and Name: _____
Designed By: BRH
Drawn By: _____
Checked By: BRH

PLAN PREPARED BY DOWL HKM



	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00	11+00	12+00	13+00	14+00	15+00
EXISTING	25.94	27.56	29.89	34.74	37.59	44.26	52.77	75.42	78.17	78.93	80.00	80.00	80.00	80.00	80.00
PROPOSED					36.12	54.00	58.97	68.97	73.48	76.99	80.00				

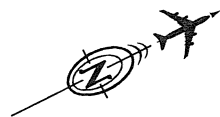
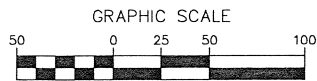


BY	DATE	REVISION

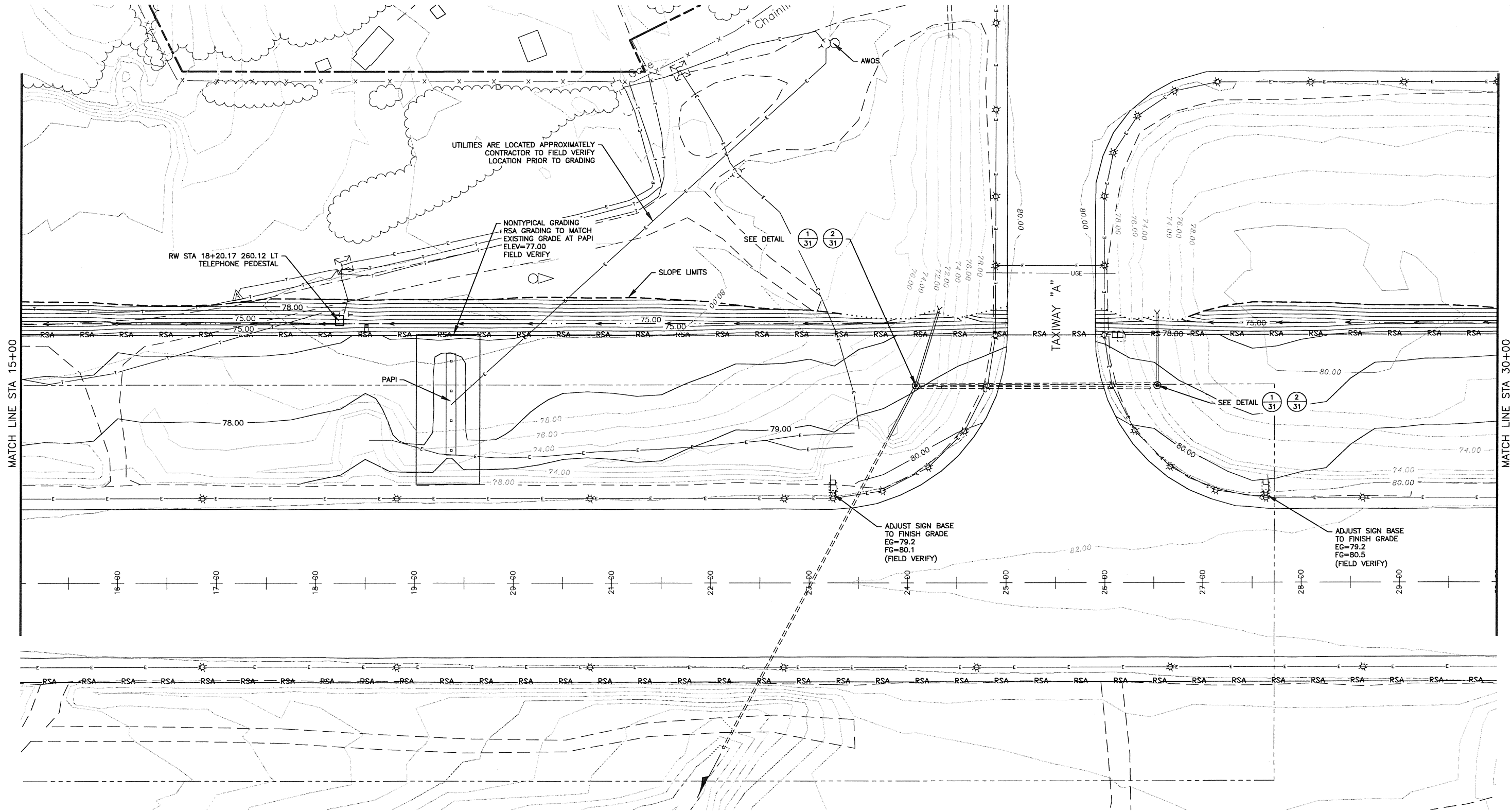
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
RUNWAY PLAN AND PROFILE
STA 00+00 TO STA 15+00

DATE: 06/21/2012
SHEET: 17 OF 35
AS-BUILT SHEET:



Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No. 234-69
Date Revised: 06/21/2012
Layout Name: P:\Projects\060456\DLG-RSA-NT\Design\DIR-DLG-RSA-NT.dwg
File Path and Name:



**BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION**

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.

PLAN PREPARED BY DOWL HKM

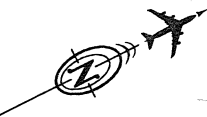
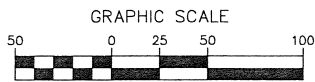


BY	DATE	REVISION

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

**DILLINGHAM AIRPORT
DILLINGHAM, ALASKA**
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
GRADING PLAN
STA 15+00 TO STA 30+00

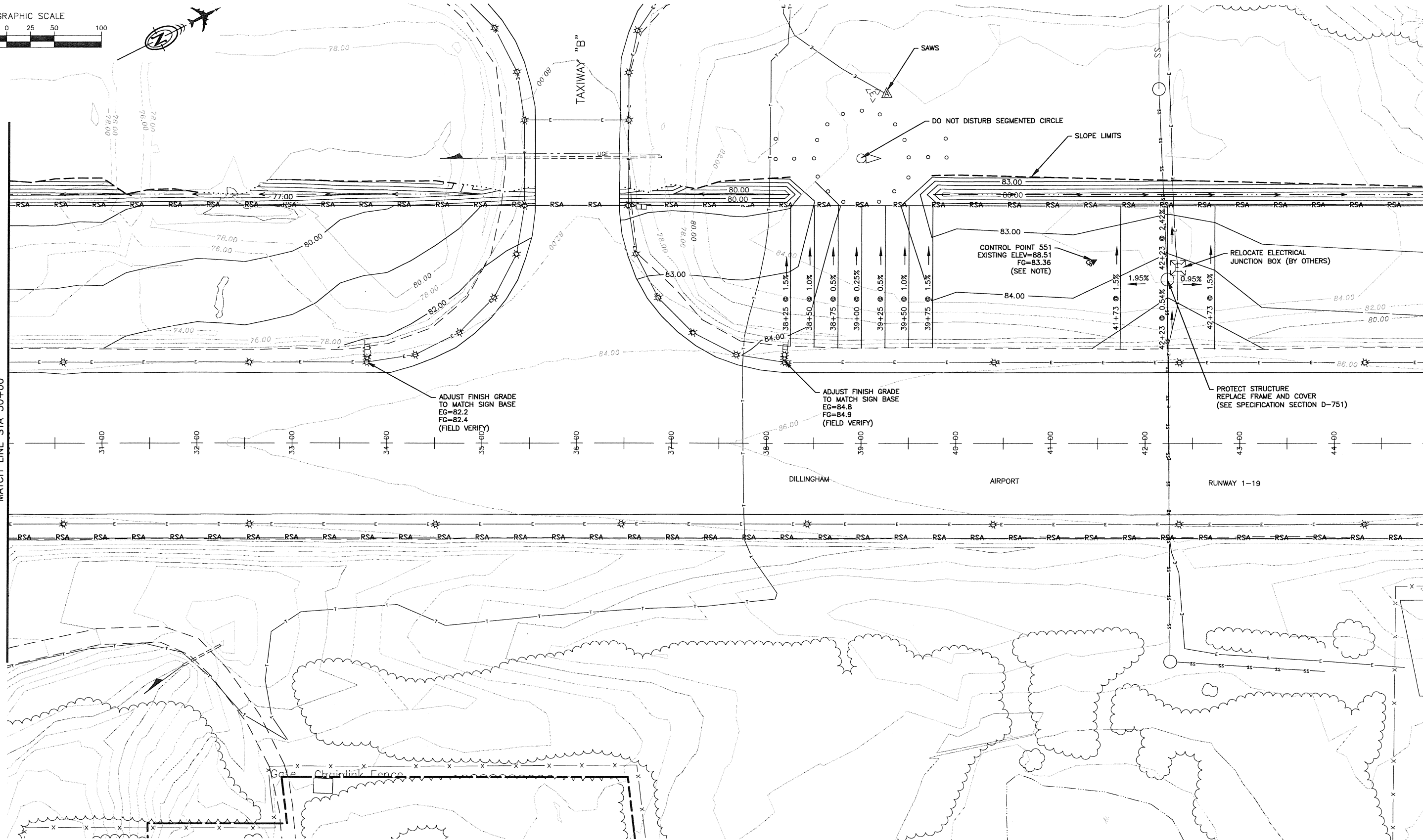
DATE: 06/21/2012
SHEET: 18 of 35
AS-BUILT SHEET:



Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No. 234-69
Date Revised: P:\Projects\060456 DLG-RSA-NT Design\DIR-DLG-RSA-NT.dwg
Layout Name: P:\Projects\060456 DLG-RSA-NT Design\DIR-DLG-RSA-NT.dwg
File Path and Name: P:\Projects\060456 DLG-RSA-NT Design\DIR-DLG-RSA-NT.dwg

MATCH LINE STA 30+00

MATCH LINE STA 45+00



**BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION**

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.

NOTE:
COORDINATE REESTABLISHMENT OF CONTROL POINT 551 WITH
DOT&PF IN ACCORDANCE WITH FAA AC150/5300-16x.
GENERAL GUIDANCE FOR AERONAUTICAL SURVEYS:
ESTABLISHMENT OF GEODETIC CONTROL AND SUBMITTAL TO
THE NATIONAL GEODETIC SURVEY.



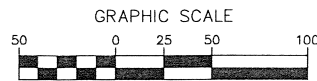
BY	DATE	REVISION	

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

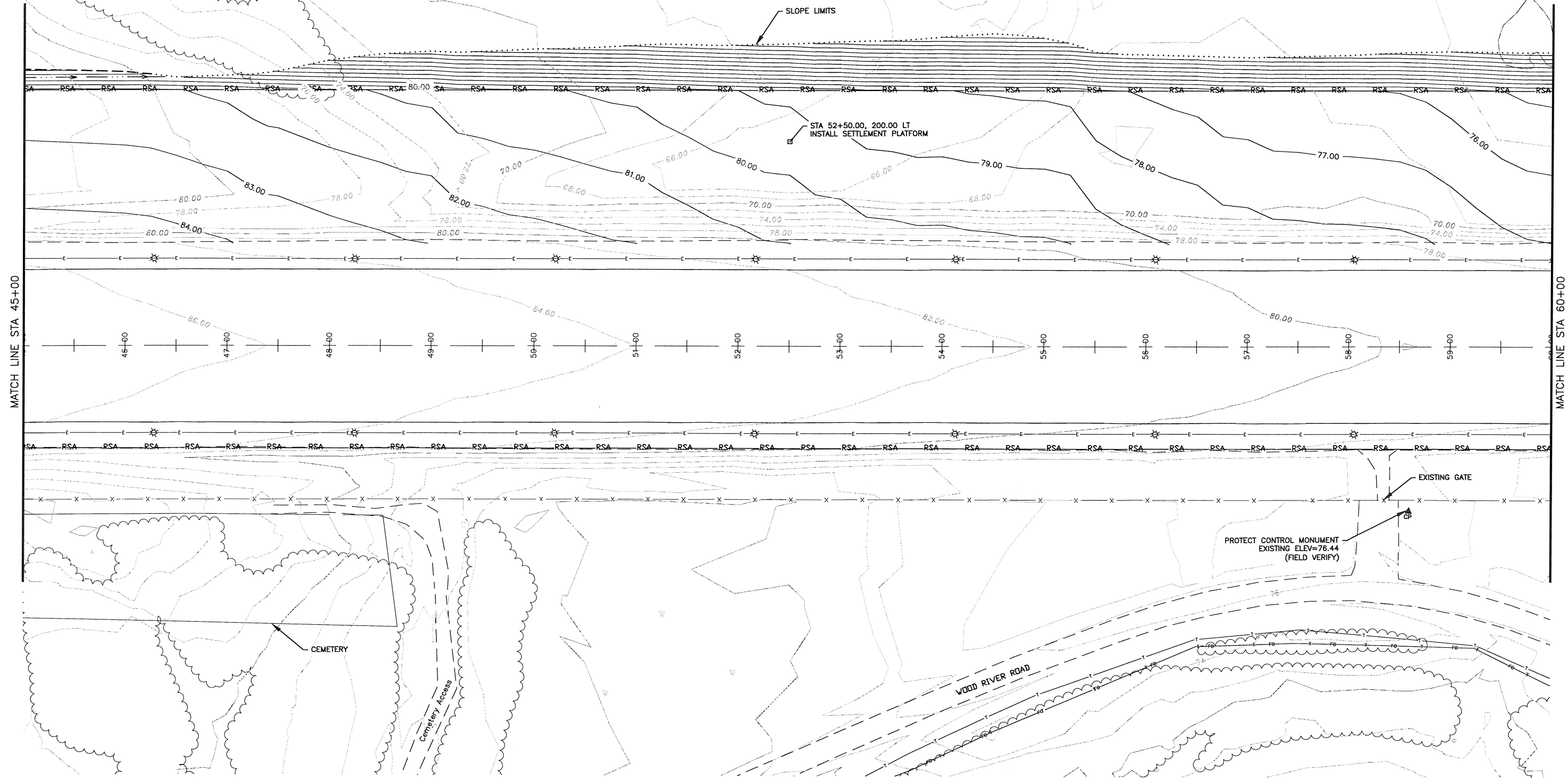
**DILLINGHAM AIRPORT
DILLINGHAM, ALASKA**
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
GRADING PLAN
STA 30+00 TO STA 45+00

DATE: 06/21/2012
SHEET: 19 of 35
AS-BUILT SHEET:

PLAN PREPARED BY DOWL HKM



Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No. 234-69
Date Revised: 06/21/2012
Layout Name: P:\Projects\60456\DLG-RSA-NT\Design\DIR-DLG-RSA-NT.dwg
File Path and Name: P:\Projects\60456\DLG-RSA-NT\Design\DIR-DLG-RSA-NT.dwg



**BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION**

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.

PLAN PREPARED BY DOWL HKM

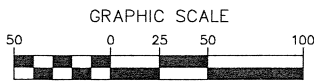


BY	DATE	REVISION

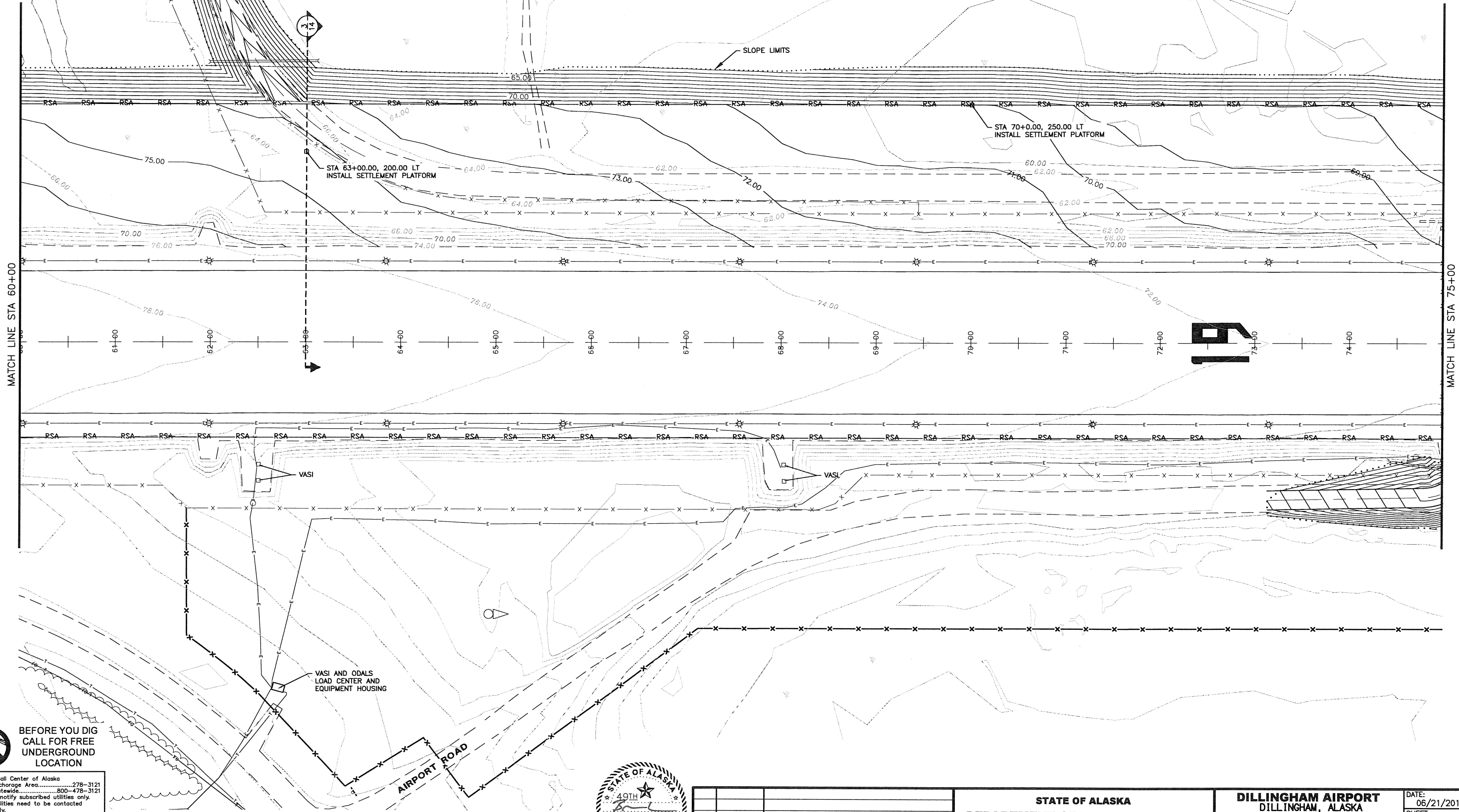
**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

**DILLINGHAM AIRPORT
DILLINGHAM, ALASKA**
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
GRADING PLAN
STA 45+00 TO STA 60+00

DATE: 06/21/2012
SHEET: 20 OF 35
AS-BUILT SHEET:



Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No. 234-69
Date Revised:
Layout Name:
File Path and Name: P:\Projects\680456-DLG-RSA-NT\Design\DIR-DLG-RSA-NT.dwg



**BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION**

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.

PLAN PREPARED BY DOWL HKM



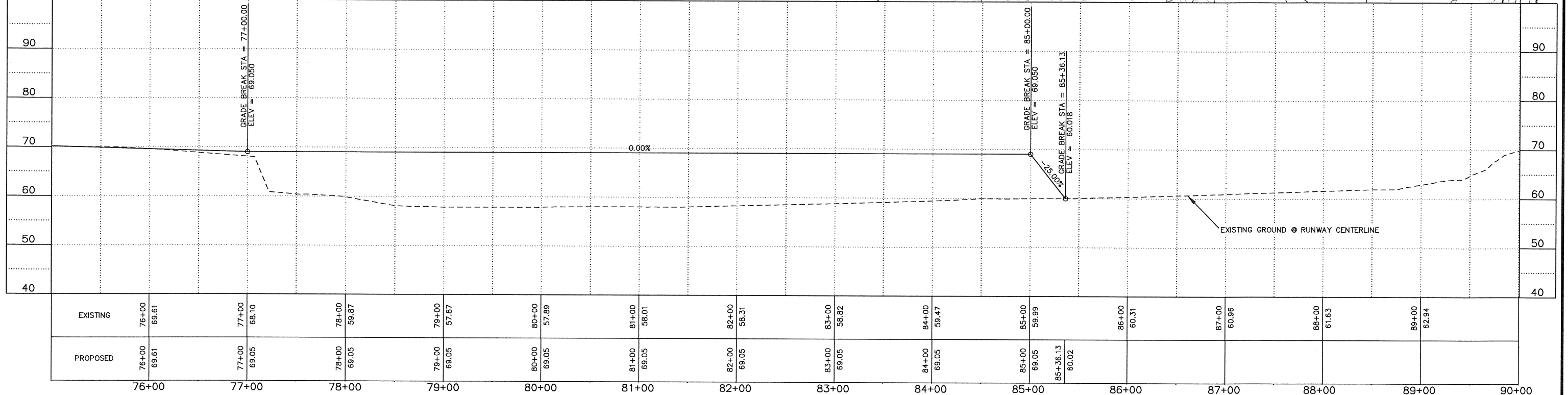
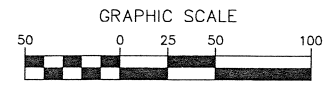
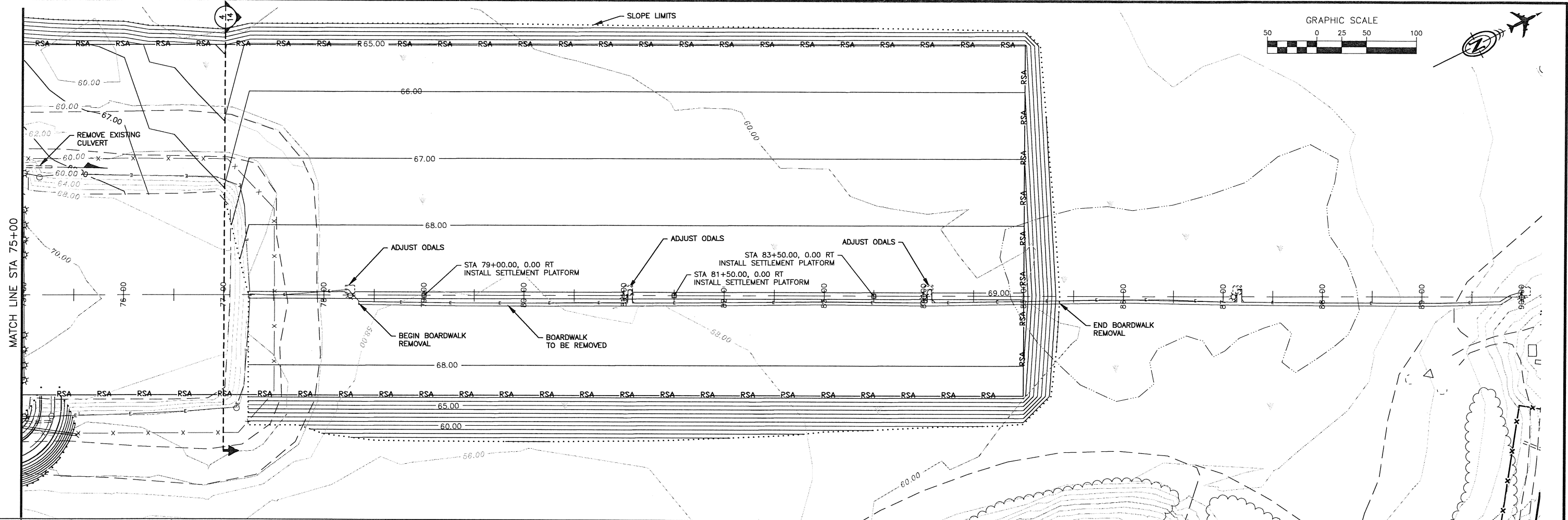
BY	DATE	REVISION

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

**DILLINGHAM AIRPORT
DILLINGHAM, ALASKA**
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
GRADING PLAN
STA 60+00 TO STA 75+00

DATE: 06/21/2012
SHEET: 21 of 35
AS-BUILT SHEET:

Date Revised: Layout Name: File Path and Name: P:\Projects\060456\JLG-RSA-NT\Design\DIR-DIG-RSA-NT.dwg
Designed By: BRH Drawn By: BRH Checked By: BRH
DOWL File No 234-69



	76+00	77+00	78+00	79+00	80+00	81+00	82+00	83+00	84+00	85+00	86+00	87+00	88+00	89+00	90+00
EXISTING	69.61	68.10	59.87	57.87	57.89	58.01	58.31	58.82	59.47	59.99	60.31	60.96	61.63	62.94	
PROPOSED	69.61	69.05	69.05	69.05	69.05	69.05	69.05	69.05	69.05	69.05	60.02				



BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.

PLAN PREPARED BY DOWL HKM

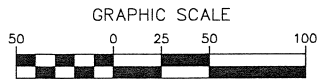


BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
RUNWAY PLAN AND PROFILE
STA 75+00 TO STA 90+00

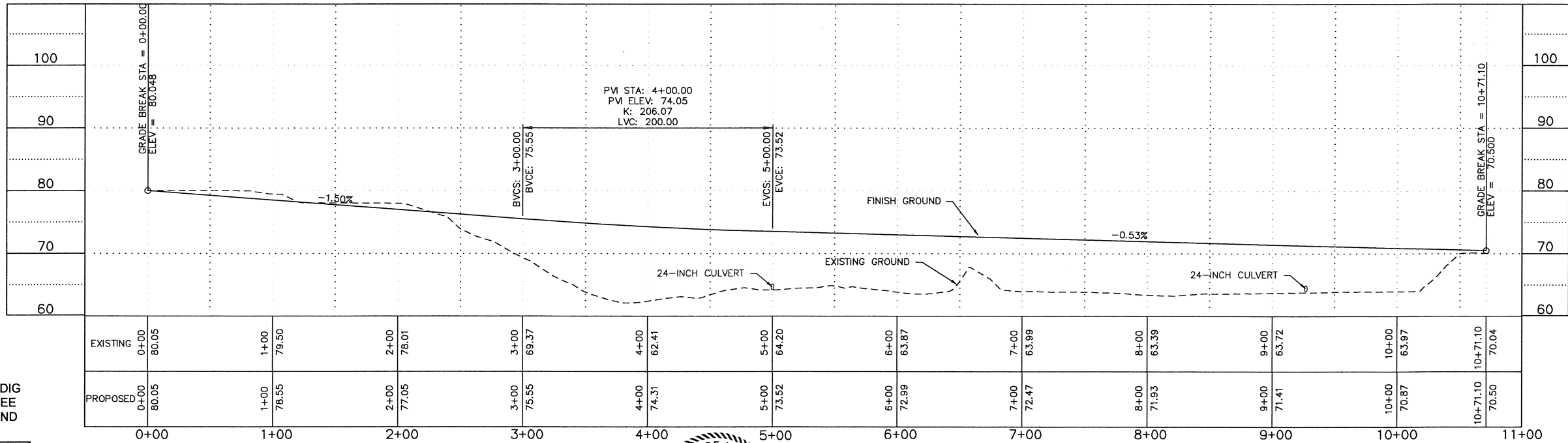
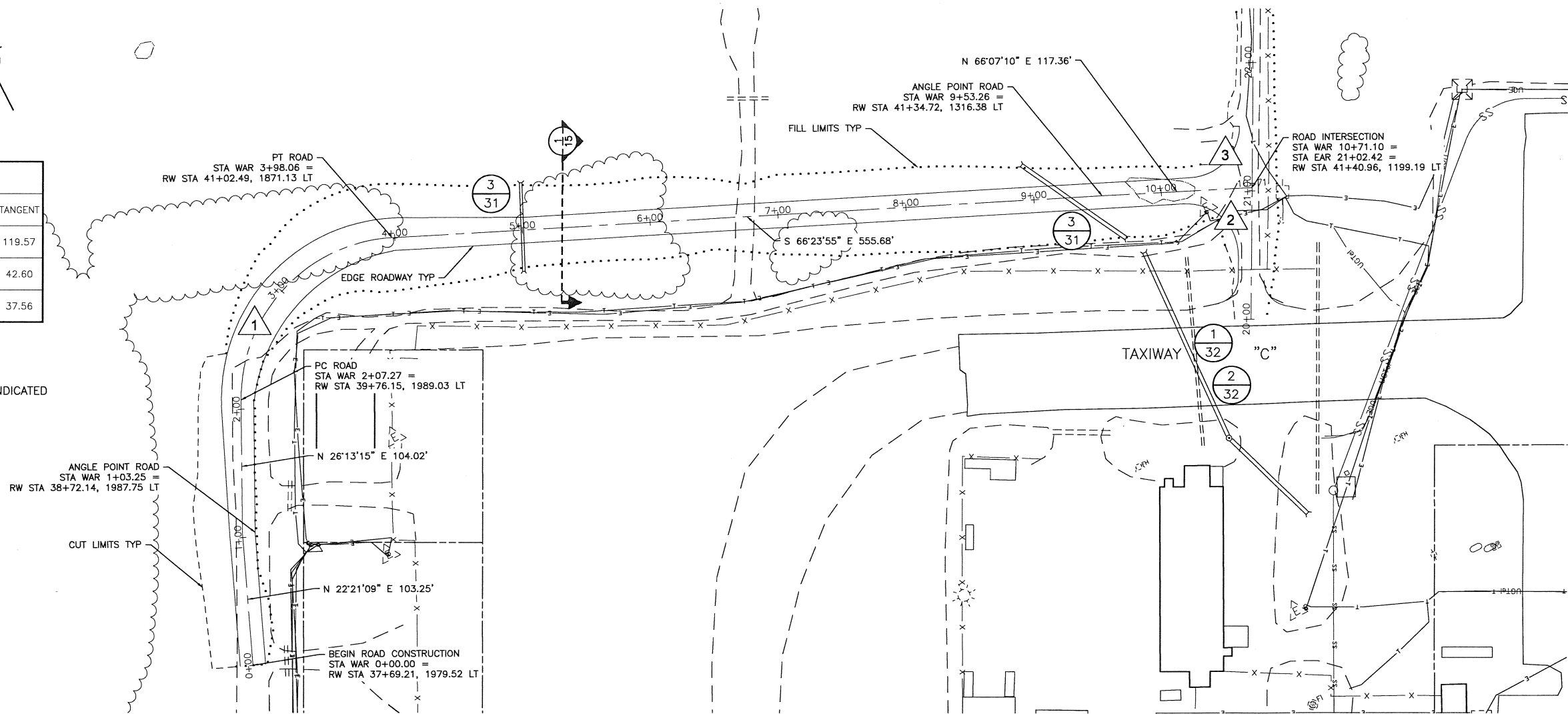
DATE: 06/21/2012
SHEET: 22 OF 35
AS-BUILT SHEET:



CURVE TABLE					
CURVE NO.	RADIUS	LENGTH	CHORD	DELTA	TANGENT
1	125.00	190.80	172.81	87° 27' 23"	119.57
2	40.00	65.35	58.32	93° 36' 15"	42.60
3	40.00	60.32	54.76	86° 23' 45"	37.56

NOTES:

1. FOR CULVERT INSTALLATIONS SEE DETAILS INDICATED IN PLAN.



**BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION**

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.

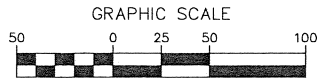


BY	DATE	REVISION

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

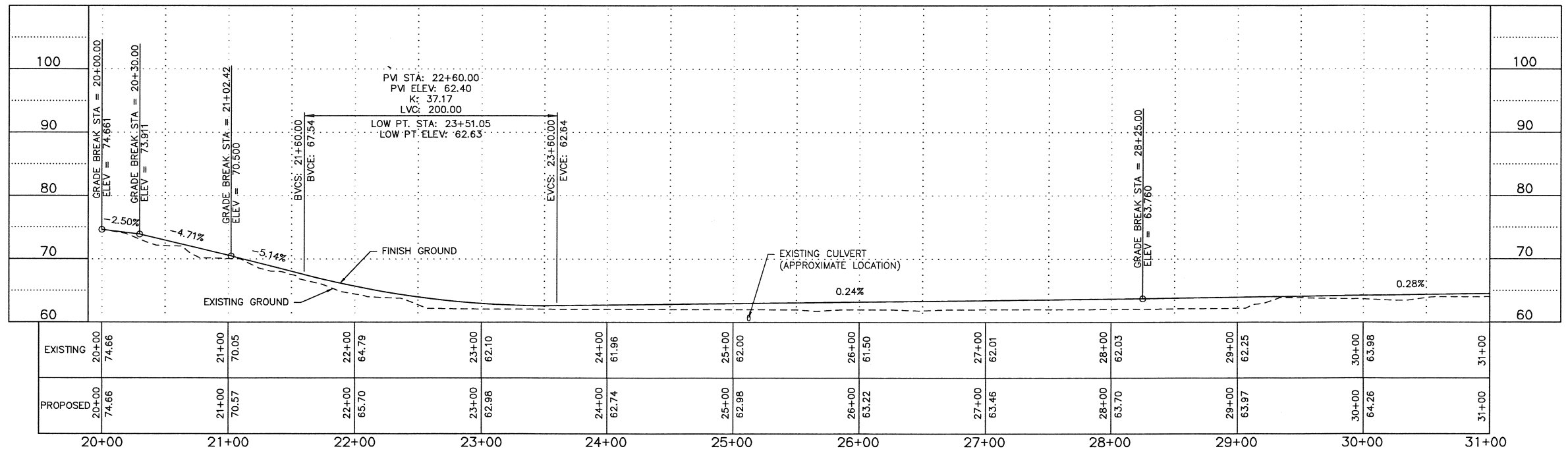
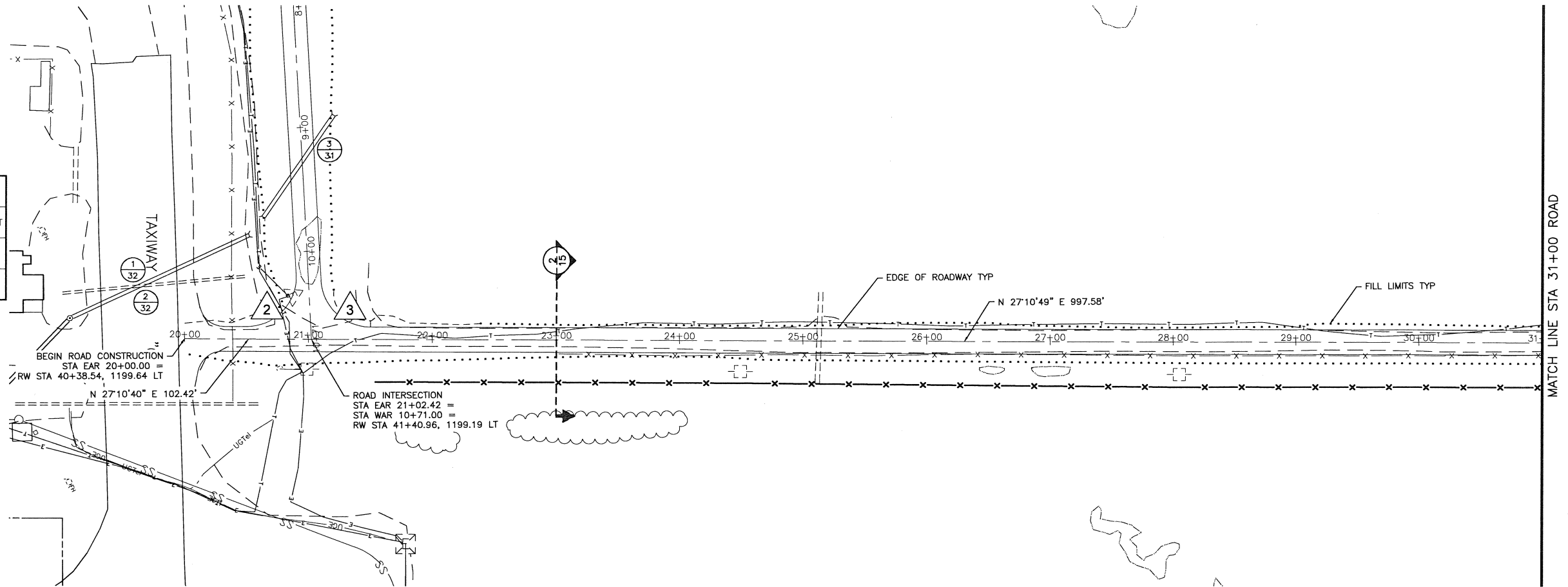
**DILLINGHAM AIRPORT
DILLINGHAM, ALASKA**
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
WAR PLAN AND PROFILE
STA 0+00 TO 11+00

DATE: 06/21/2012
SHEET: 23 OF 35
AS-BUILT SHEET:



CURVE TABLE

CURVE NO.	RADIUS	LENGTH	CHORD	DELTA	TANGENT
1	40.00	65.35	58.32	93° 36' 15"	42.60
2	40.00	60.32	54.76	86° 23' 45"	37.56



BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.



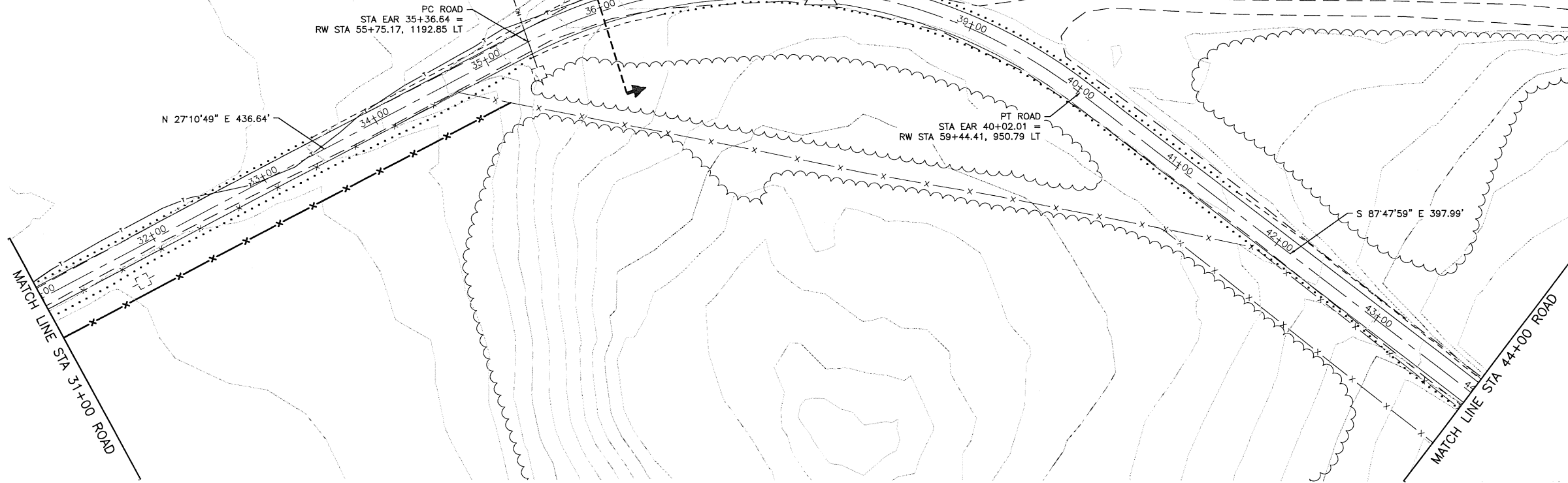
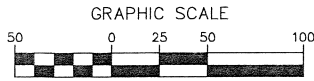
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

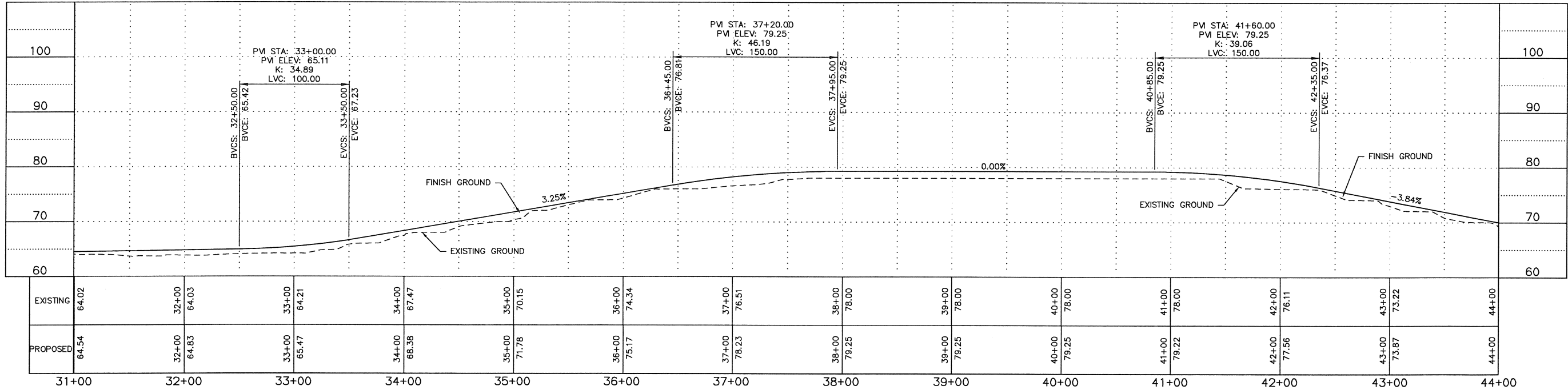
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
EAR PLAN AND PROFILE
STA 20+00 TO 31+00

DATE:
06/21/2012
SHEET:
24 OF 35
AS-BUILT SHEET:

Date Revised:
Layout Name:
File Path and Name: P:\Projects\660456\JLG-RSA-NT\Design\DIR-DIG-RSA-NT.dwg
Designed By: BRH
Drawn By:
Checked By: BRH
DOWL File No 234-69



CURVE TABLE					
CURVE NO.	RADIUS	LENGTH	CHORD	DELTA	TANGENT
4	416.28	465.37	441.51	64° 03' 09"	260.39



**BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION**

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.



BY	DATE	REVISION

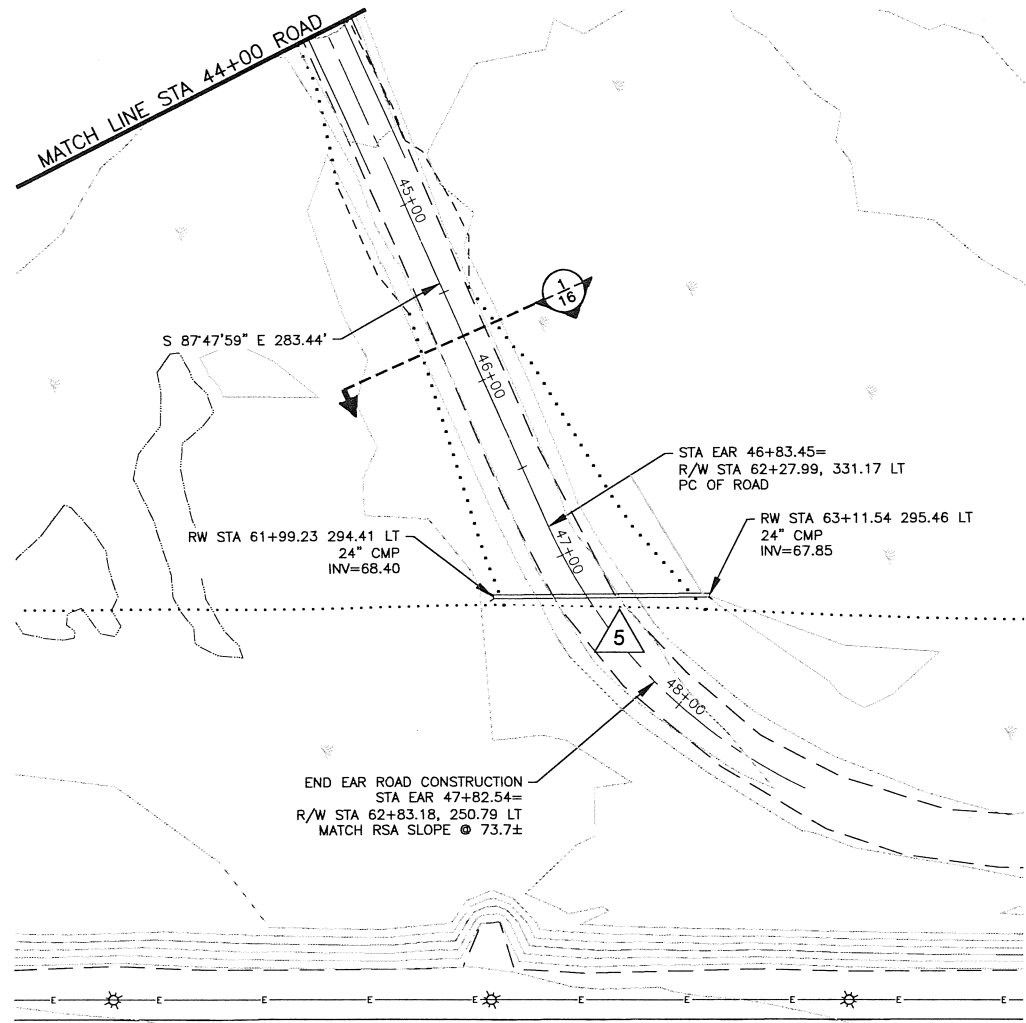
**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

**DILLINGHAM AIRPORT
DILLINGHAM, ALASKA**
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
EAR PLAN AND PROFILE
STA 31+00 TO 44+00

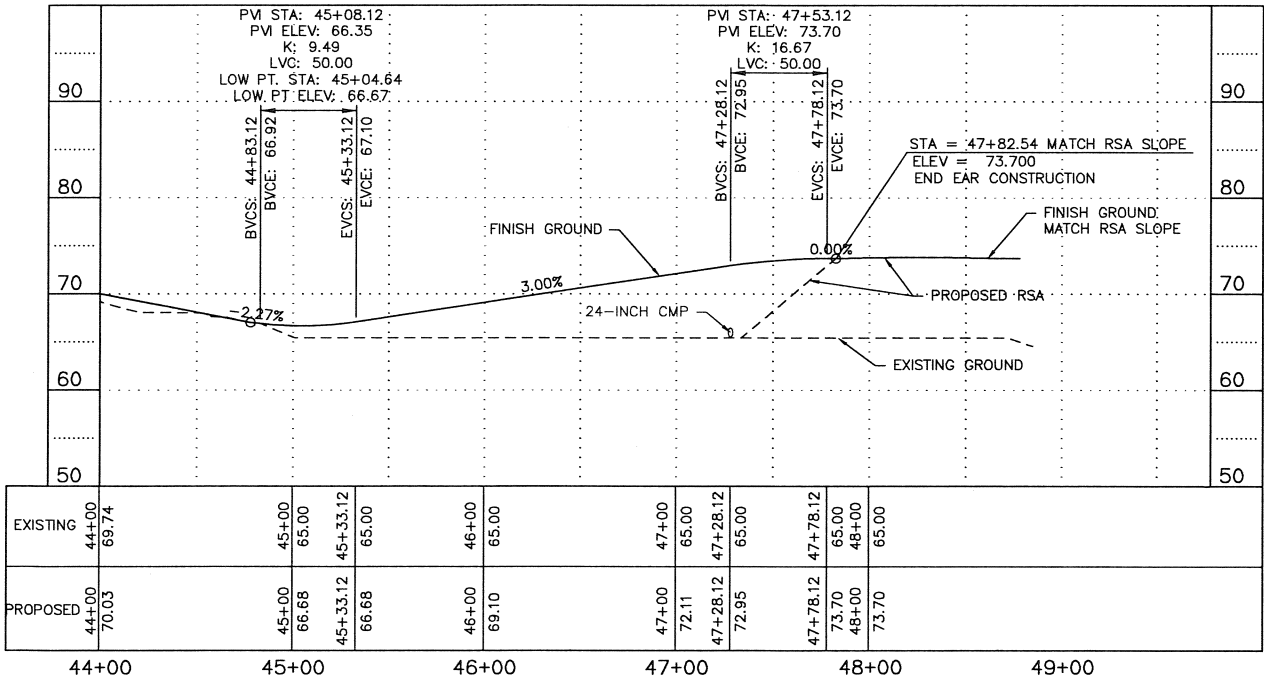
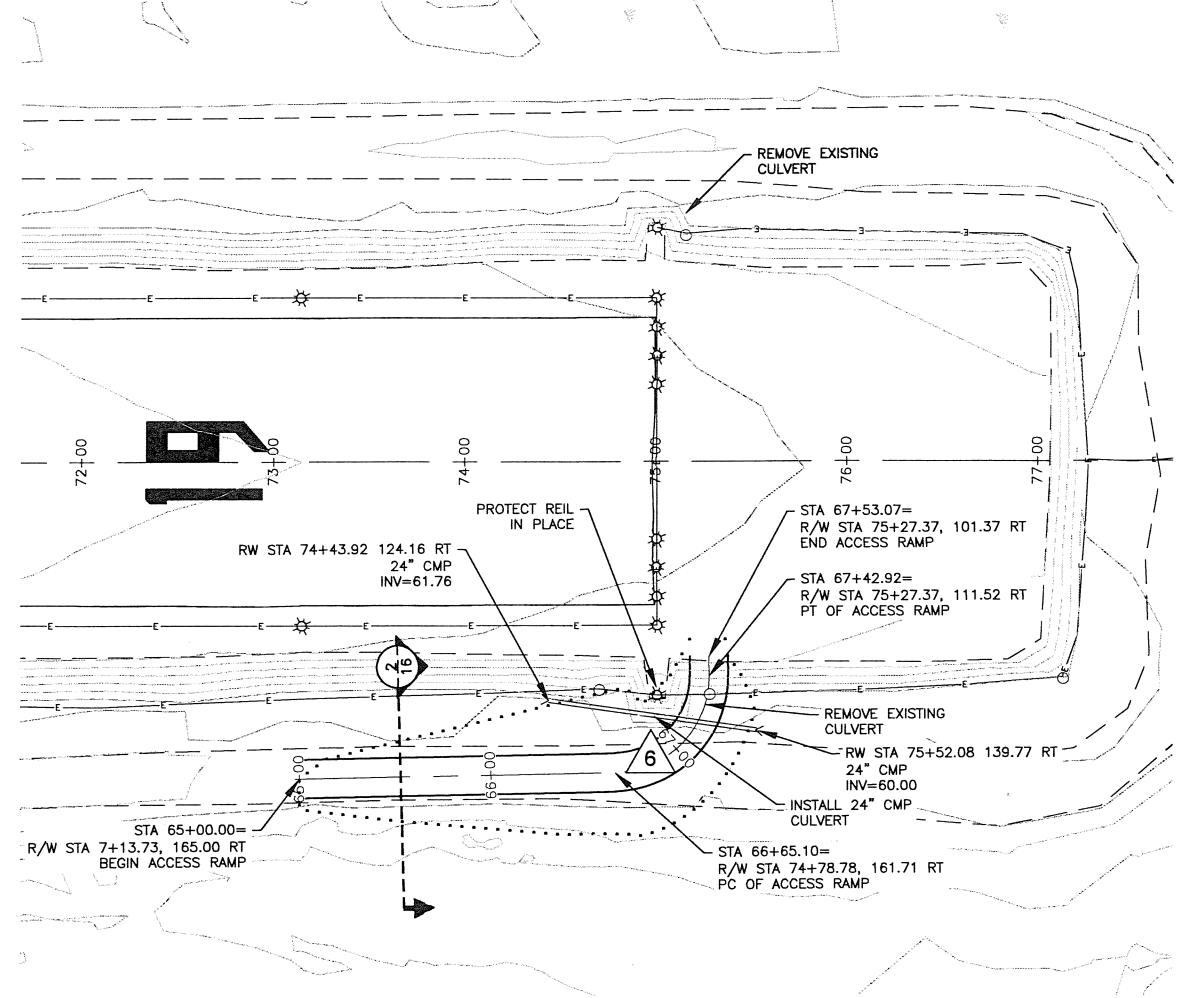
DATE: 06/21/2012
SHEET: 25 of 35
AS-BUILT SHEET:

PLAN PREPARED BY DOWL HKM

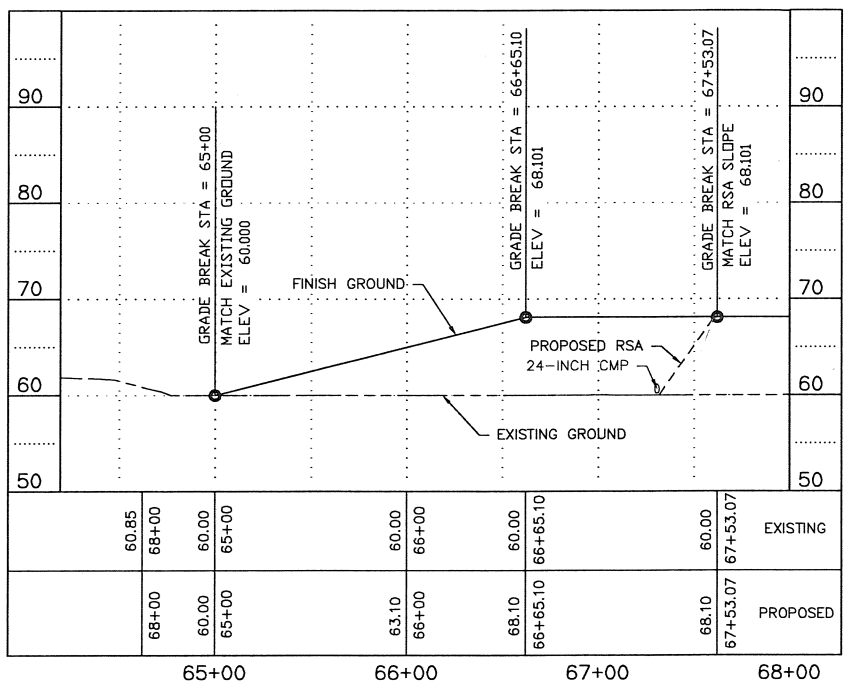
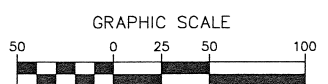
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 Designed By: BRH
 Drawn By:
 Checked By: BRH
 DOWL File No 234-69
 P:\Projects\060456\DLG-RSA-NT\Design\DIR-DLG-RSA-NT.dwg



CURVE TABLE					
CURVE NO.	RADIUS	LENGTH	CHORD	DELTA	TANGENT
5	276.45	98.38	97.86	20° 23' 23"	49.72
6	50.00	77.82	70.20	89° 10' 31"	49.29



BEFORE YOU DIG
 CALL FOR FREE
 UNDERGROUND
 LOCATION
 Locate Call Center of Alaska
 Anchorage Area.....278-3121
 Statewide.....800-478-3121
 who will notify subscribed utilities only.
 Other utilities need to be contacted
 individually.



PLAN PREPARED BY DOWL HKM

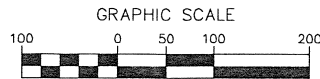


BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 DILLINGHAM AIRPORT IMPROVEMENTS
 PROJECT No. 59304
 AIP No. 3-02-0078-013-2012
 EAR AND ACCESS RAMP PLAN AND PROFILE
 STA 44+00 TO 47+82.54 AND 65+00 TO 67+53

DATE: 06/21/2012
 SHEET: 26 OF 35
 AS-BUILT SHEET:



LEGEND



PHASE "A"



PHASE "B"



TYPE III BARRICADE WITH WARNING LIGHTS

PHASE "A"

THIS PHASE INCLUDES THE CONSTRUCTION OF THE PROPOSED SECTION OF WEST AIRPORT ROAD FROM STATION 0+00 TO 10+71 AND THE RECONSTRUCTION OF THE EXISTING ACCESS ROAD FROM STATION 21+00 TO 36+00.

FULL CLOSURE DURING CONSTRUCTION

1. CLEAR AS NEEDED.
2. EXCAVATE AS NEEDED.
3. PLACE UNDERGROUND UTILITIES.
4. PLACE FILL MATERIALS AND GRADE.

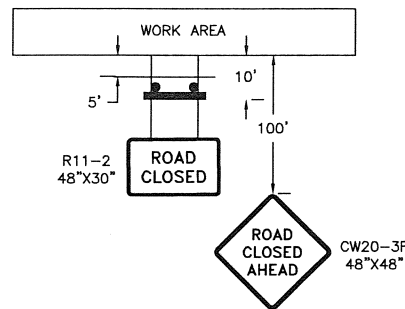
PHASE "B"

THIS PHASE INCLUDES THE RECONSTRUCTION OF THE EXISTING ACCESS ROAD FROM STATION 36+00 TO 44+82.54.

1. CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE RESIDENCES AT ALL TIMES.
2. CLEAR AS NEEDED.
3. EXCAVATE AS NEEDED.
4. PLACE UNDERGROUND UTILITIES.
5. PLACE FILL MATERIALS AND GRADE.

NOTES:

1. CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE RESIDENCES AT ALL TIMES.
2. THESE PLANS DETAIL WORK REQUIRED FOR THE WEST AIRPORT ROAD CONSTRUCTION AND EXISTING ROAD RECONSTRUCTION. THIS IS A PART OF THE DILLINGHAM AIRPORT IMPROVEMENTS PROJECT. OTHER TEMPORARY TRAFFIC CONTROL (TTC) MEASURES MAY BE REQUIRED FOR INTERMITTENT OPERATIONS. THESE OPERATIONS SHALL BE SIGNED IN ACCORDANCE WITH THE LATEST EDITION OF THE ALASKA TRAFFIC MANUAL AND M.U.T.C.D. THE FINAL TRAFFIC CONTROL PLAN SHALL BE COMPLETED BY THE CONTRACTOR AND APPROVED BY THE DOT&PF.
3. ALL SIGNS SHALL BE FABRICATED IN ACCORDANCE WITH THE ALASKA SIGN SPECIFICATIONS AND THE LATEST EDITION OF THE M.U.T.C.D.
4. CONSTRUCTION ZONE SPEED LIMIT SHALL BE APPROVED BY THE DOT&PF.
5. CONTRACTOR SHALL COORDINATE CONSTRUCTION PHASING WITH DOT&PF PERSONNEL AND IN ACCORDANCE WITH THE DOT&PF APPROVED TRAFFIC CONTROL PLAN.
6. TRAFFIC CONTROL PLANS ARE SCHEMATIC IN NATURE, CONTRACTOR SHALL SUPPLY BARRIERS, MARKERS, AND SIGNAGE FOR TRAFFIC CONTROL OPERATIONS AS REQUIRED BY THE LATEST EDITION OF THE ALASKA TRAFFIC MANUAL STANDARDS AND M.U.T.C.D. ALL MATERIALS ARE SUBSIDIARY TO THEIR RESPECTIVE TRAFFIC CONTROL PAY ITEM.



1
27
TYPE "A" SIGNING PLAN
NTS

PLAN PREPARED BY DOWL HKM

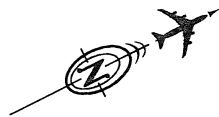


BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
TEMPORARY TRAFFIC CONTROL AND
SIGNING PLAN

DATE: 06/21/2012
SHEET: 27 OF 35
AS-BUILT SHEET:

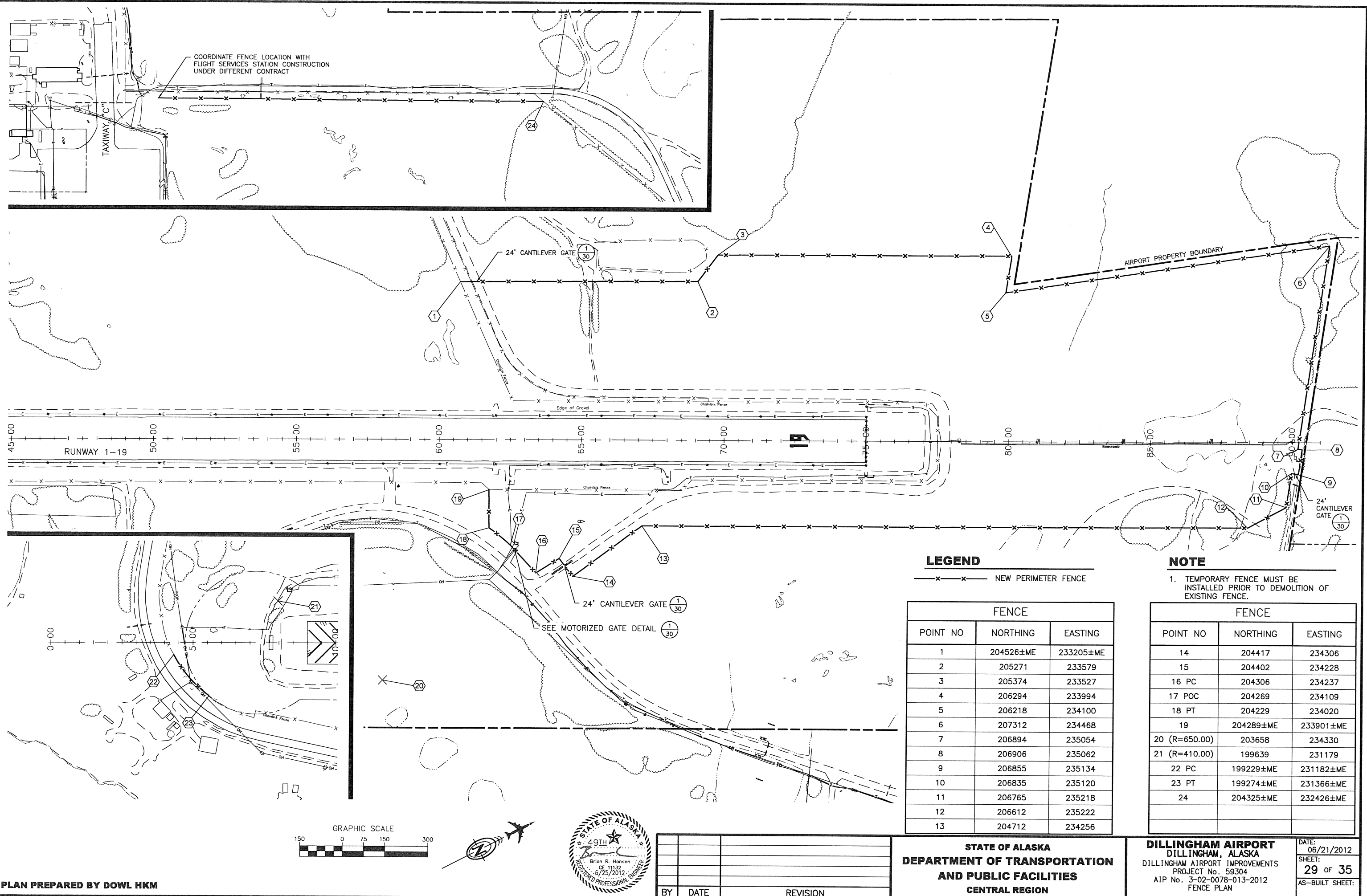


A circular professional engineer seal for the State of Alaska. The outer ring contains the text "STATE OF ALASKA" at the top and "REGISTERED PROFESSIONAL ENGINEER" at the bottom, separated by two stars. Inside the ring, the text "49TH" is positioned above a five-pointed star. Below the star is a handwritten signature. Underneath the signature, the text "Brian R. Hanson" is printed, followed by "CE 11132" and "6/21/2012".

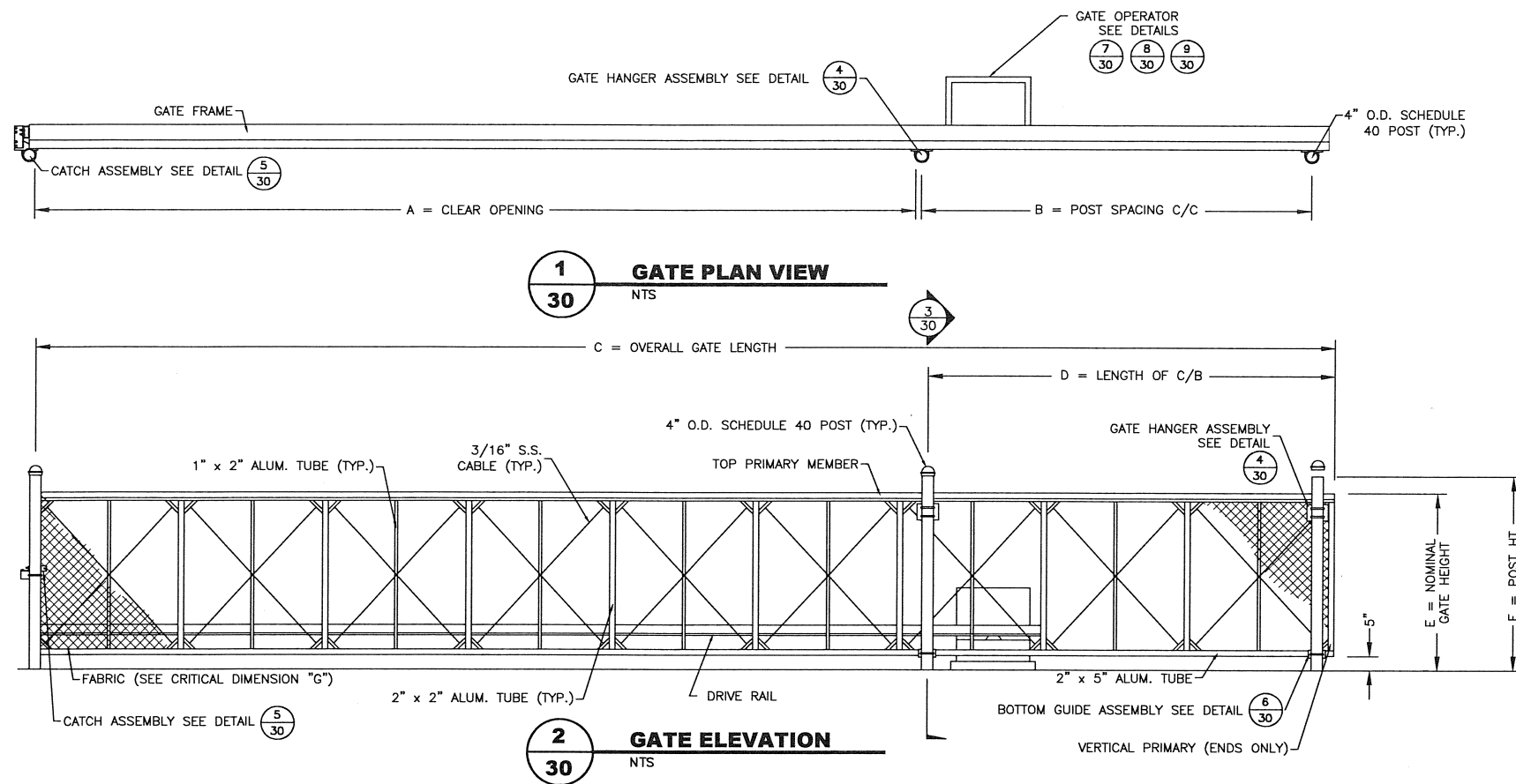
DATE: 06/21/2012
SHEET: 28 OF 35
S-BUILT SHEET:

PLAN PREPARED BY DOWL HKM

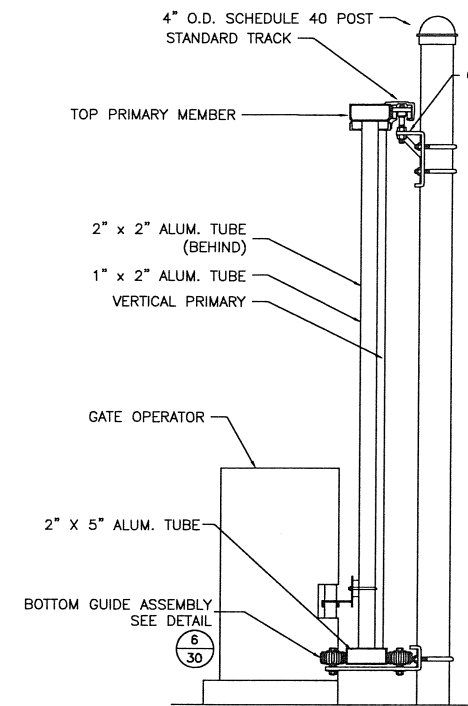
1. FOR PERFORATED STEEL TUBE (PST) SIGNPOST, INSTALL THE CONCRETE FOUNDATION OPTION SHOWN ON STANDARD DRAWING S-30.03. TRIM EACH PST POST TO LIMIT THE LENGTH INSERTED INTO THE FOUNDATION TO 12-INCHES.
2. CONCRETE SHALL CONFORM TO SPECIFICATIONS SECTION P-610.
3. FOR POST MOUNTED SIGN PLACEMENT AND HEIGHT DETAILS REFER TO DOT&PF STANDARD DRAWING S-05.01.
4. FABRICATE CUSTOM REGULATORY SIGNS ACCORDING TO THE SIGN DRAWING SHOWN ON THIS SHEET.



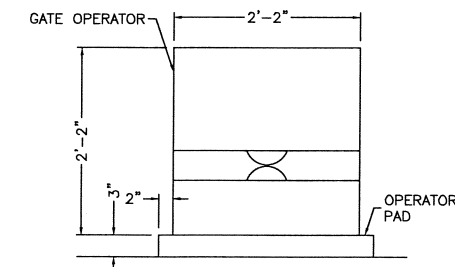
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Drawn By: BRH
Checked By: BRH
DOWL File No 234-69
Date Revised:
Layout Name:
File Path and Name: P:\Projects\060456\DLG-RSA-NT\Design\DIR-RSA-NT.dwg



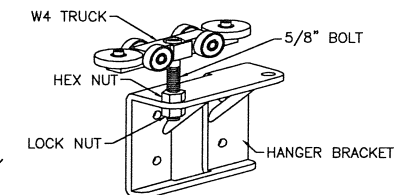
NOTE:
1. FOR NON-MOTORIZED FENCE GATES, OMIT GATE OPERATOR ASSEMBLY FROM DETAILS (1/30) AND (2/30).



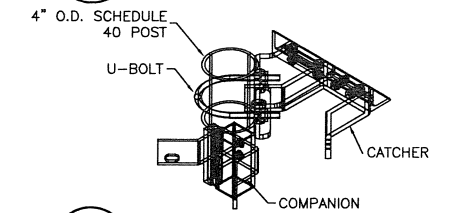
3 ASSEMBLY SECTION
NTS



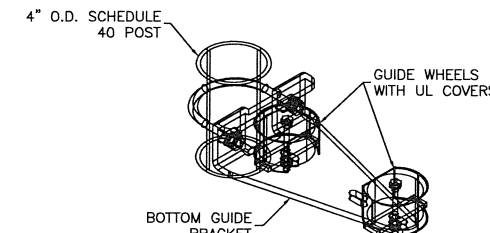
7 OPERATOR FRONT ELEVATION
NTS



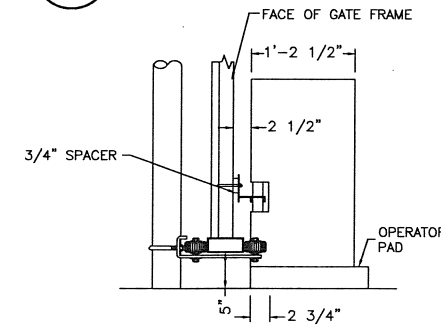
4 GATE HANGER ASSEMBLY
NTS



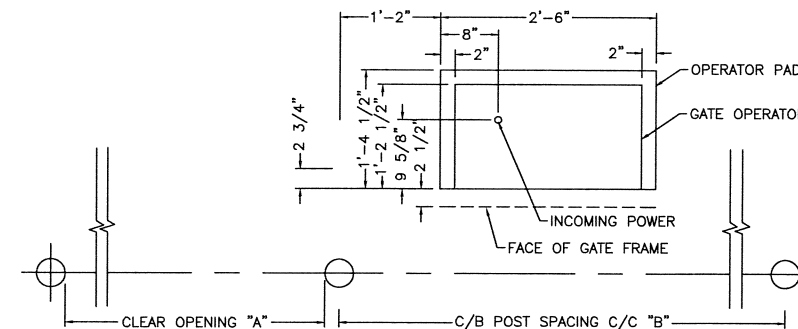
5 CATCH ASSEMBLY
NTS



6 BOTTOM GUIDE ASSEMBLY
NTS



8 OPERATOR SIDE ELEVATION
NTS



9 OPERATOR PLAN AND POST LAYOUT
NTS

- NOTES:
- ALL FITTINGS PROVIDED FOR 4" O.D. SCHEDULE 40 POSTS. OTHER SIZES AVAILABLE UPON REQUEST.
 - GATE ELEVATION IS VIEWED FROM THE OUTSIDE OF THE SECURE AREA LOOKING IN.
 - THIS GENERIC DRAWING SHOWS TYPICAL GATE. GATE MANUFACTURED MAY NOT BE EXACTLY AS SHOWN.
 - FOR ADDITIONAL GATE OPERATOR INSTALLATION REQUIREMENTS, SEE SPECIFICATIONS SECTION F-171 POWER GATE OPERATORS.

CRITICAL DIMENSION CHART		
A	CLEAR OPENING	24' 0"
B	COUNTERBALANCE POST SPACING C/C	11' 7"
C	OVERALL GATE LENGTH	37' 6"
D	COUNTERBALANCE LENGTH	12' 6"
E	NOMINAL GATE HEIGHT	8' 0"
F	POST HEIGHT	9' 6"
G	FABRIC HEIGHT	7' 0"



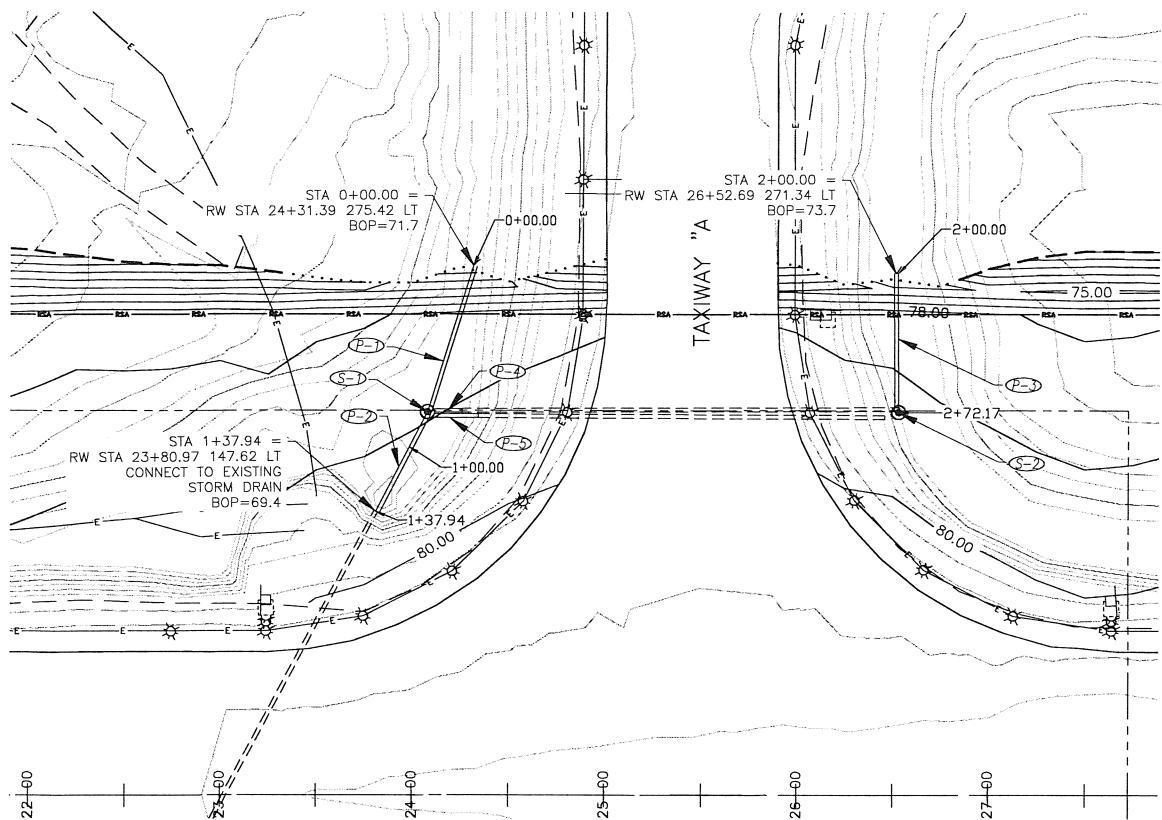
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

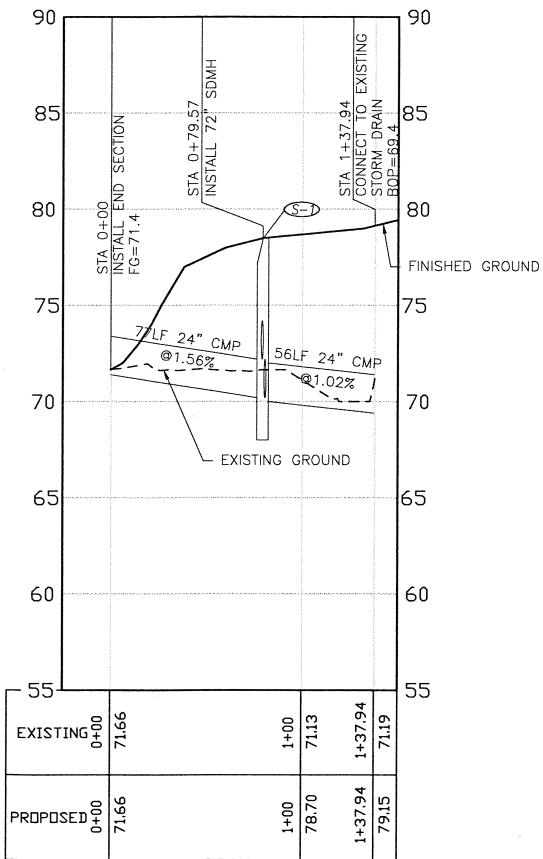
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
GATE DETAILS

DATE: 06/21/2012
SHEET: 30 OF 35
AS-BUILT SHEET:

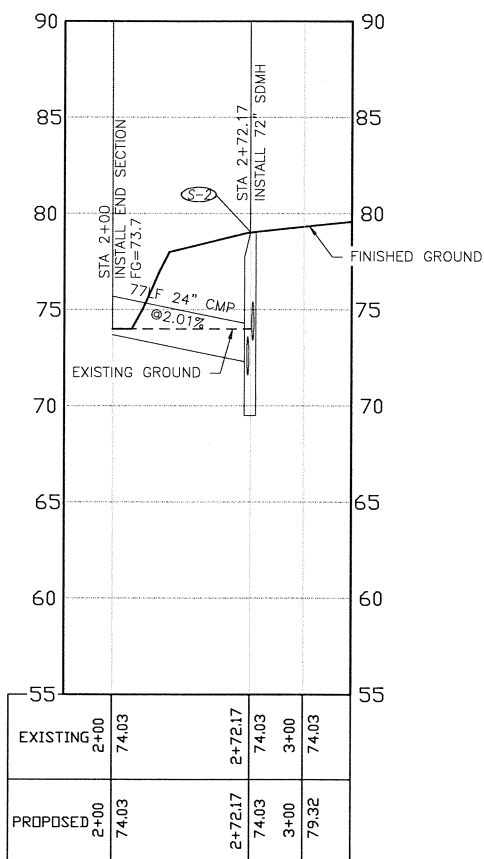
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Drawn By: BRH
Checked By: BRH
DOWL File No. 234-89
Date Revised: 06/21/2012
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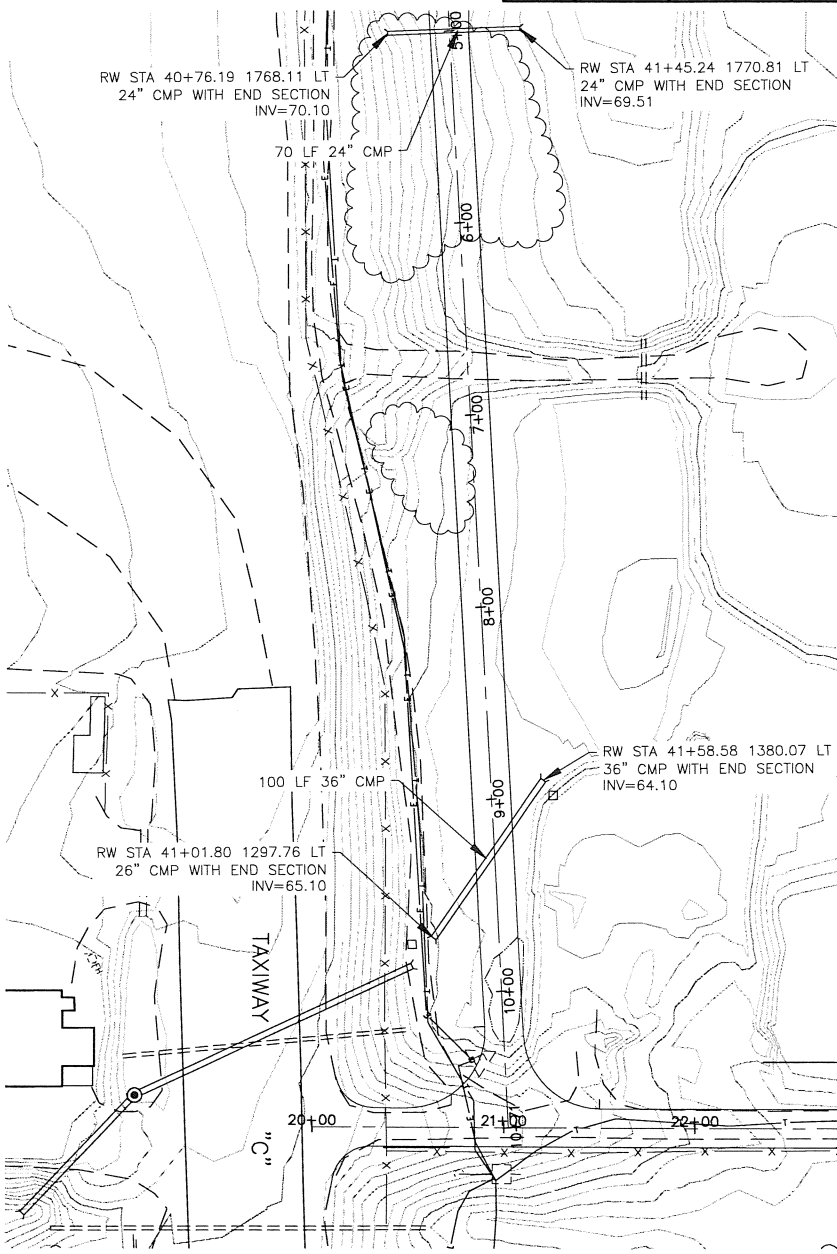
1
31 STORM DRAIN "TAXIWAY A"
1" = 50'



2
31 STORM DRAIN "TAXIWAY A"
HORIZONTAL 1" = 50' - VERTICAL 1" = 5'



3
31 STORM DRAIN "WAR"
1" = 50'

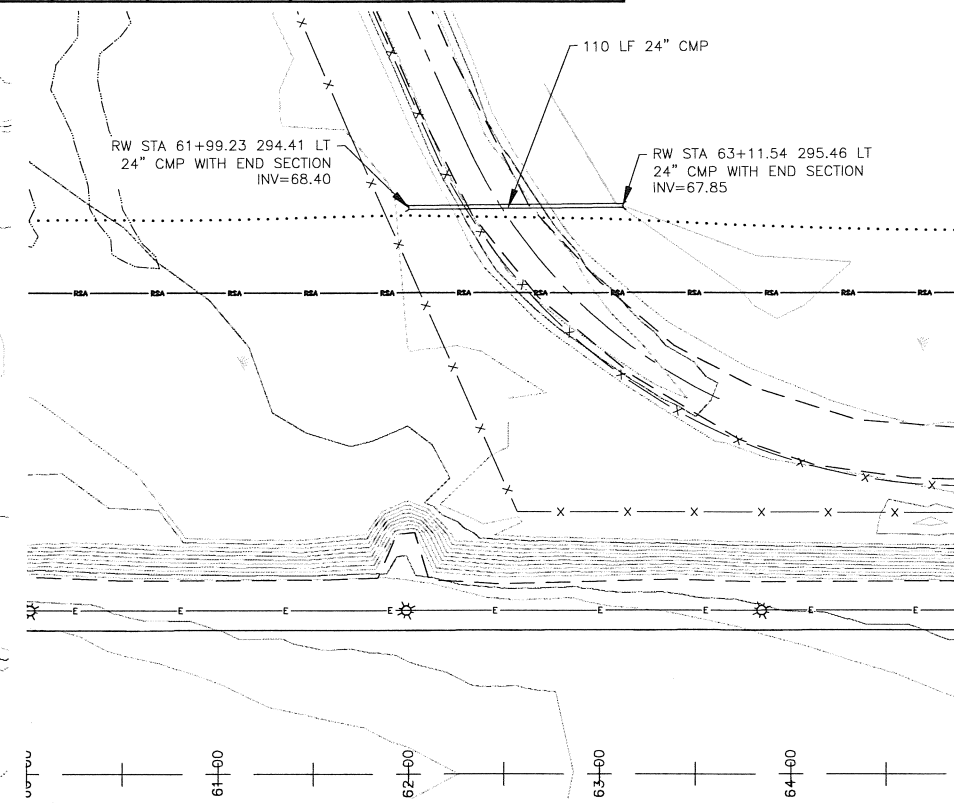


STRUCTURE SUMMARY											
STRUCTURE			CASTING		INVERT ELEVATION						REMARKS
ID	TYPE	STATION	RIM		NE(1)	NE(2)	NW	SE	SW(1)	SW(2)	
S-1	72"	0+79.57= RW STA 24+07.98 199.37 LT	78.50	SDMH	70.2	72.2	72.3	70.0	—	—	
S-2	72"	3+07.17= RW STA 26+53.27 199.18 LT	79.02	SDMH	—	—	71.6	—	71.6	73.4	

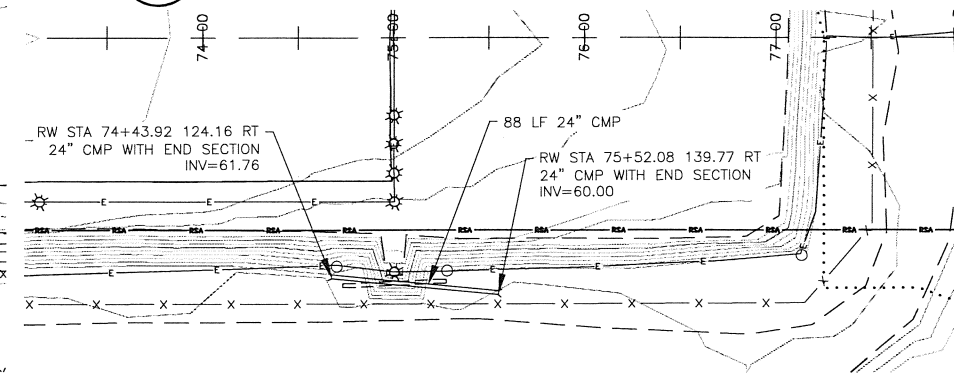
PIPE SUMMARY							
ID	SIZE (IN)	LENGTH (LF)	TYPE	GRADE %	DIRECTION		REMARKS
					FROM	TO	
P-1	24	77	CMP	1.56%	INLET	S-1	
P-2	24	56	CMP	1.02%	S-1	EXISTING	
P-3	24	72	CMP	2.01%	INLET	S-2	
P-4	24	14	CMP	MATCH	EXISTING	S-1	
P-5	24	22	CMP	MATCH	EXISTING	S-1	

**BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION**

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.



4
31 STORM DRAIN "EAR"
1" = 50'



5
31 STORM DRAIN "ACCESS RAMP"
1" = 50'

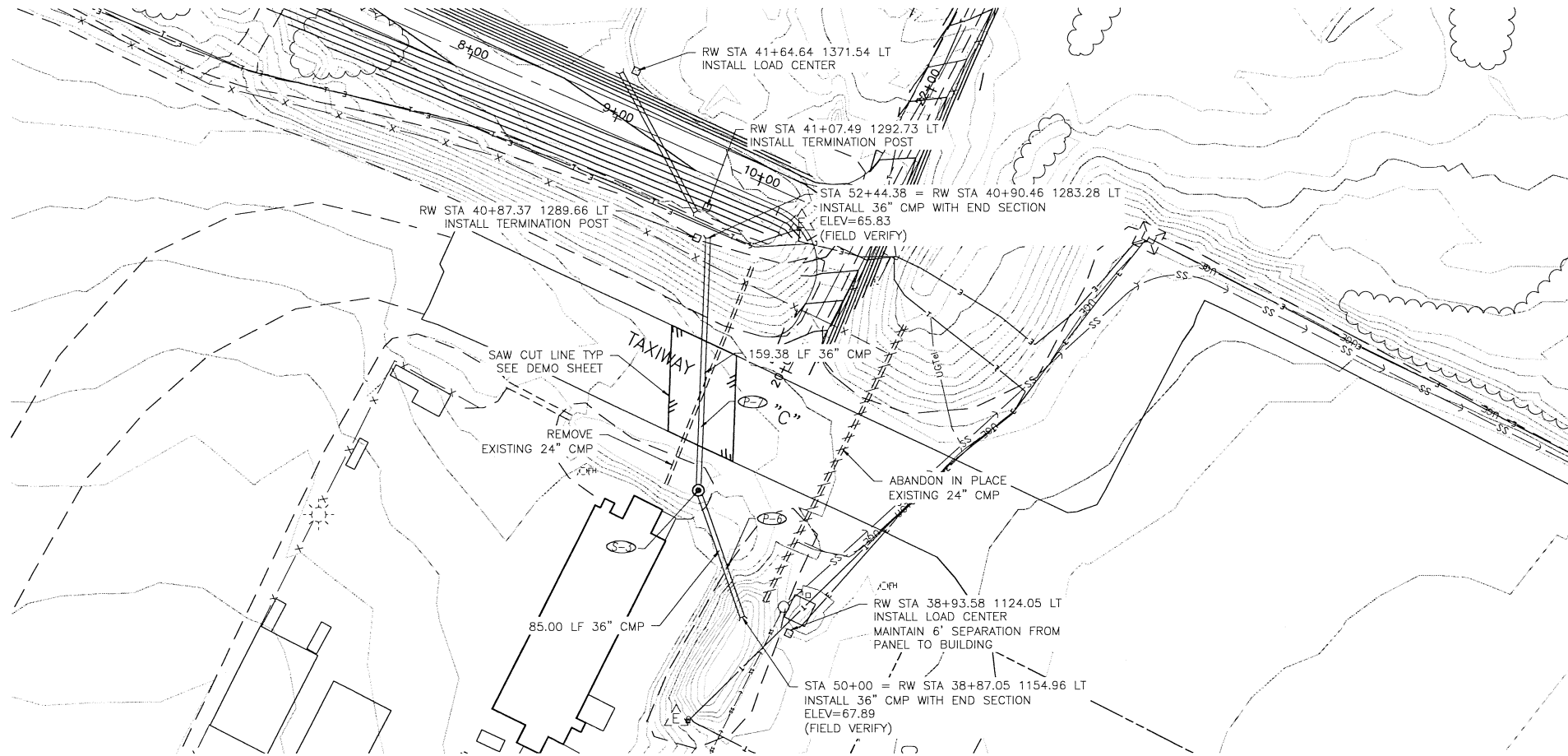
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

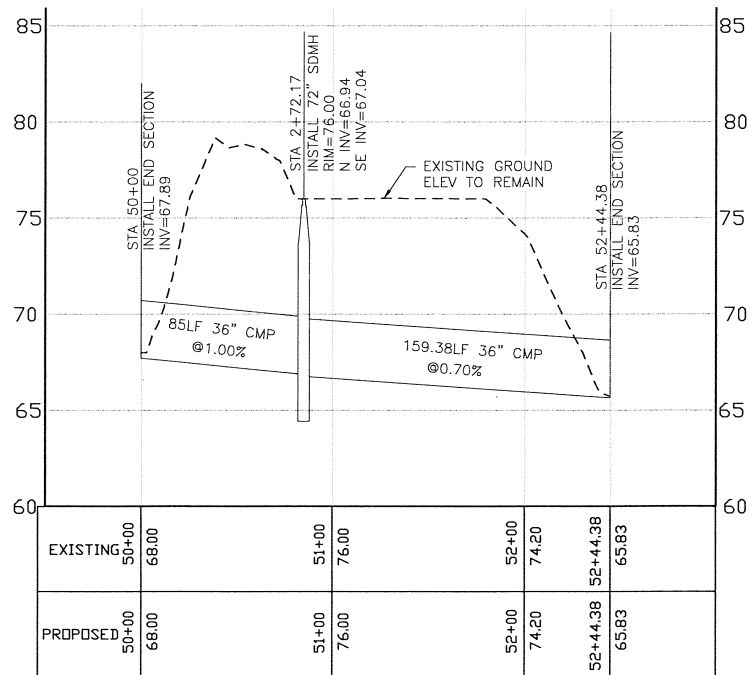
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
STORM DRAIN
PLAN AND PROFILE

DATE: 06/21/2012
SHEET: 31 OF 35
AS-BUILT SHEET:

Designed By: BRH
Drawn By: BRH
Checked By: BRH
DOWL File No. 234-69
Date Revised: 06/21/2012
Layout Name: P:\Projects\060456\DLG-RSA-NT\Design\DOT-DLG-RSA-NT.dwg
File Path and Name: P:\Projects\060456\DLG-RSA-NT\Design\DOT-DLG-RSA-NT.dwg



1
32
STORM DRAIN "TAXIWAY C"
1" = 50'



2
32
STORM DRAIN "TAXIWAY C"
HORZ=1" = 50' / VERT=1"=10'

STRUCTURE SUMMARY							
STRUCTURE			CASTING		INVERT ELEVATION		REMARKS
ID	TYPE	STATION	RIM		N	SE	
S-3	72"	50+85.00= RW STA 39+45.91 1216.28 LT	76.00	SDMH	66.94	67.04	

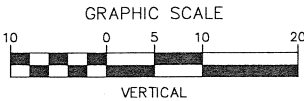
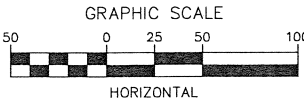
PIPE SUMMARY							
ID	SIZE (IN)	LENGTH (LF)	TYPE	GRADE %	DIRECTION		REMARKS
					FROM	TO	
P-6	36	85	CMP	1.00%	INLET	S-3	
P-7	36	159	CMP	0.70%	S-3	OUTLET	

- NOTES:
- INSTALL THAW WIRE FROM STATION 50+00 TO STATION 52+44.38, AND RW STATION 41+01.80, 1297.76 LT TO RW STATION 41+58.58, 1380.07 LT, PER DOT&PF STANDARD DETAIL D-13.10, SHEETS 1 & 2. HOLD THAW WIRE CONDUIT TIGHT TO STORM DRAIN MANHOLE WALL.
 - ABANDON IN PLACE PIPE SHALL COMPLY WITH THE SPECIFICATIONS SECTION P-165, REMOVAL OF STRUCTURES.

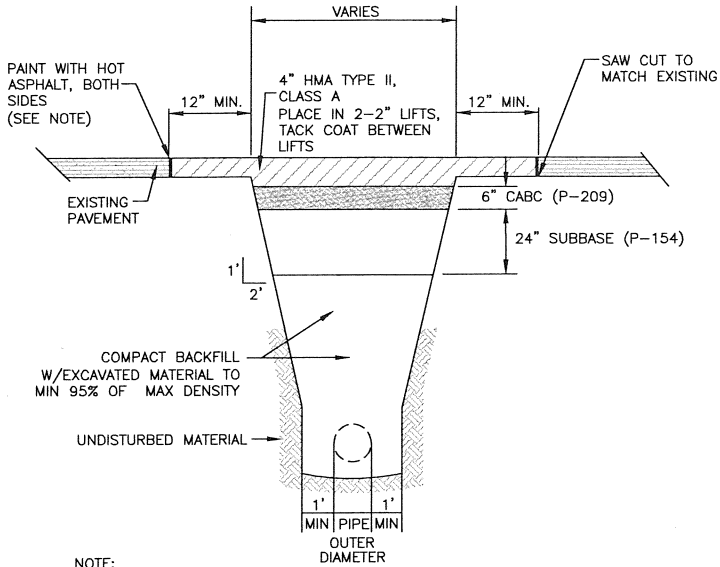


BEFORE YOU DIG
CALL FOR FREE
UNDERGROUND
LOCATION

Locate Call Center of Alaska
Anchorage Area.....278-3121
Statewide.....800-478-3121
who will notify subscribed utilities only.
Other utilities need to be contacted
individually.



3
32
TYPICAL RESURFACING DETAIL



- NOTE:
- AFTER TRENCH BACKFILL HAS BEEN COMPACTED, CONTRACTOR SHALL SAW CUT AND REMOVE AN ADDITIONAL 12" FROM EACH EDGE OF THE ORIGINAL CUT. ENGINEER MAY REQUIRE ADDITIONAL REMOVAL IF THE EXISTING SURFACING HAS BEEN LIFTED IN THE REMOVAL PROCESS OR IF THE JOINT DOES NOT OCCUR ON UNDISTURBED MATERIAL. TRIM AND SQUARE THE EDGES OF EXISTING SURFACING, AND REMOVE LOOSE MATERIALS BEFORE PLACING PAVEMENT. CONTRACTOR SHALL PAINT SURFACES AND EDGES OF EXISTING PAVEMENT WITH HOT ASPHALT CEMENT AS DIRECTED IN THE SPECIFICATIONS OR AS APPROVED BY THE ENGINEER.



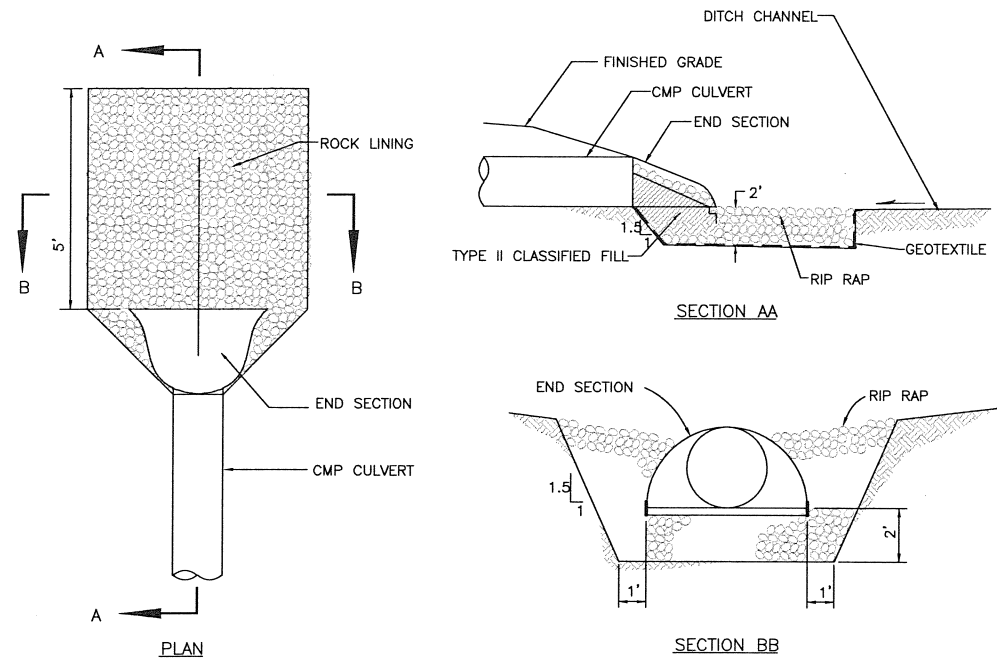
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

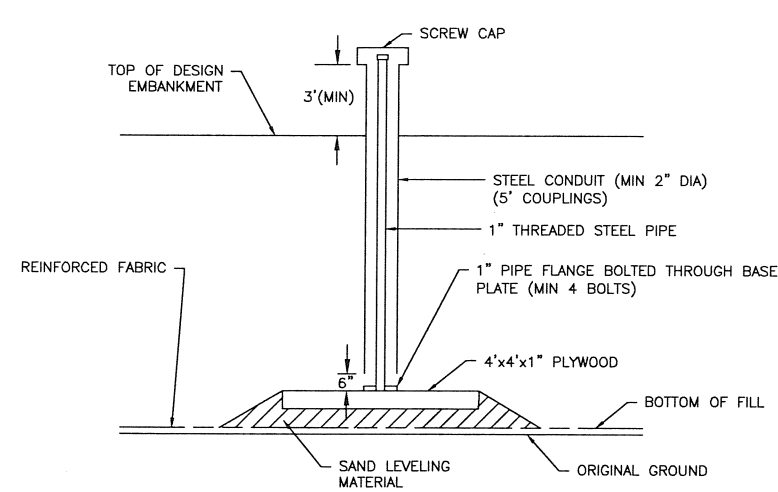
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
TAXIWAY C STORM DRAIN
PLAN AND PROFILE

DATE: 06/21/2012
SHEET: 32 OF 35
AS-BUILT SHEET:

Date Revised: Layout Name: File Path and Name: P:\Projects\60456\DLG-RSA-NT\Design\DOT-DLG-RSA-NT.dwg
Designed By: BRH Drawn By: BRH Checked By: BRH
DOWL File No 234-69



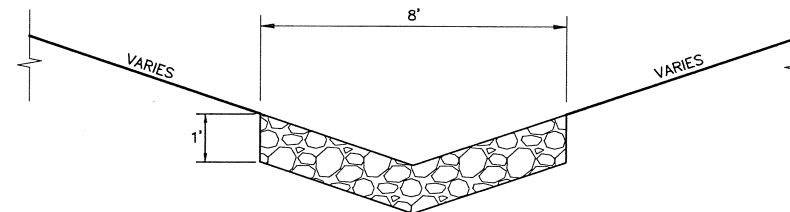
1
33
END SECTION
NTS



2
33
SETTLEMENT PLATFORM DETAIL
NTS

SETTLEMENT MONITORING NOTES:

1. INSTALL ONE SETTLEMENT PLATFORM AT EACH LOCATION PRIOR TO PLACEMENT OF FILL.
2. COMPACT EMBANKMENT WITHIN 2 FEET OF THE STEEL CONDUIT WITH HAND OPERATED EQUIPMENT ONLY.
3. INSTALL A BENCHMARK ON STABLE GROUND AWAY FROM THE EMBANKMENT FILL AS A REFERENCE POINT TO MONITOR ELEVATION CHANGES.
4. PROTECT SETTLEMENT PLATFORMS FROM DISTURBANCE DURING CONSTRUCTION AND WINTER SHUTDOWN PERIODS PER SECTION P-152-3.1c.
5. THE CONTRACTOR SHALL MONITOR AND RECORD SETTLEMENT PLATFORM ELEVATIONS AT THE FREQUENCY SPECIFIED IN SECTION P-152-3.1c.
6. UPON COMPLETION OF EMBANKMENT CONSTRUCTION AND PRIOR TO PLACEMENT OF SURFACE COURSE, THE CONTRACTOR SHALL REMOVE ALL CONDUIT AND STEEL PIPE TO A MINIMUM OF 3 FEET BELOW FINAL GRADE.

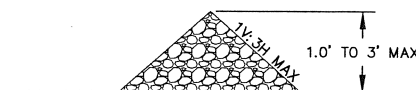


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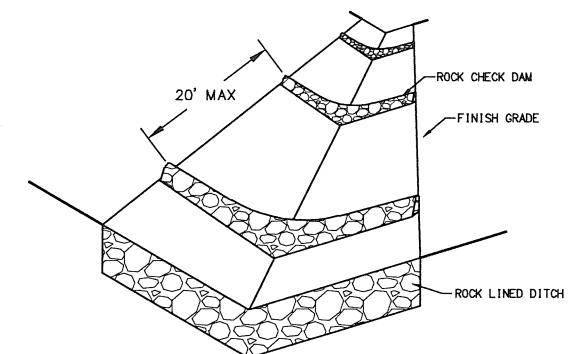
1. ROCK LINED DITCH AND ROCK CHECK DAM SHALL CONSIST OF ROCK GRADED WITHIN THE FOLLOWING LIMITS.

U.S. STANDARD SIEVE	% PASSING BY WEIGHT
80 MM (3-INCH)	100%
40 MM (1 1/2-INCH)	20%-60%
20 MM (3/4-INCH)	0%-15%
10 MM	0%-5%

3
33
ROCK LINED DITCH SECTION
NTS



TYPICAL ROCK CHECK DAM SECTION



CHECK DAM PERSPECTIVE

4
33
ROCK CHECK DAM
NTS

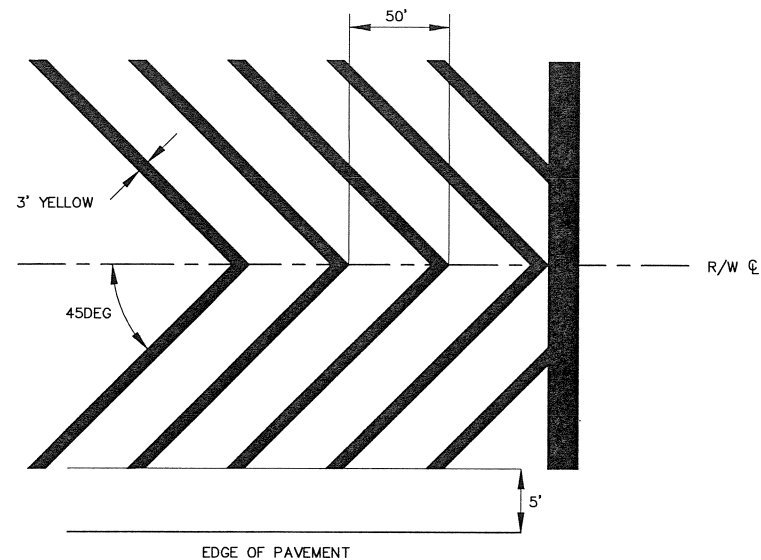


BY	DATE	REVISION

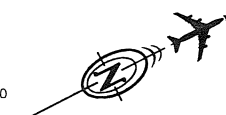
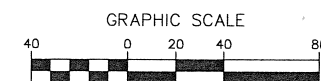
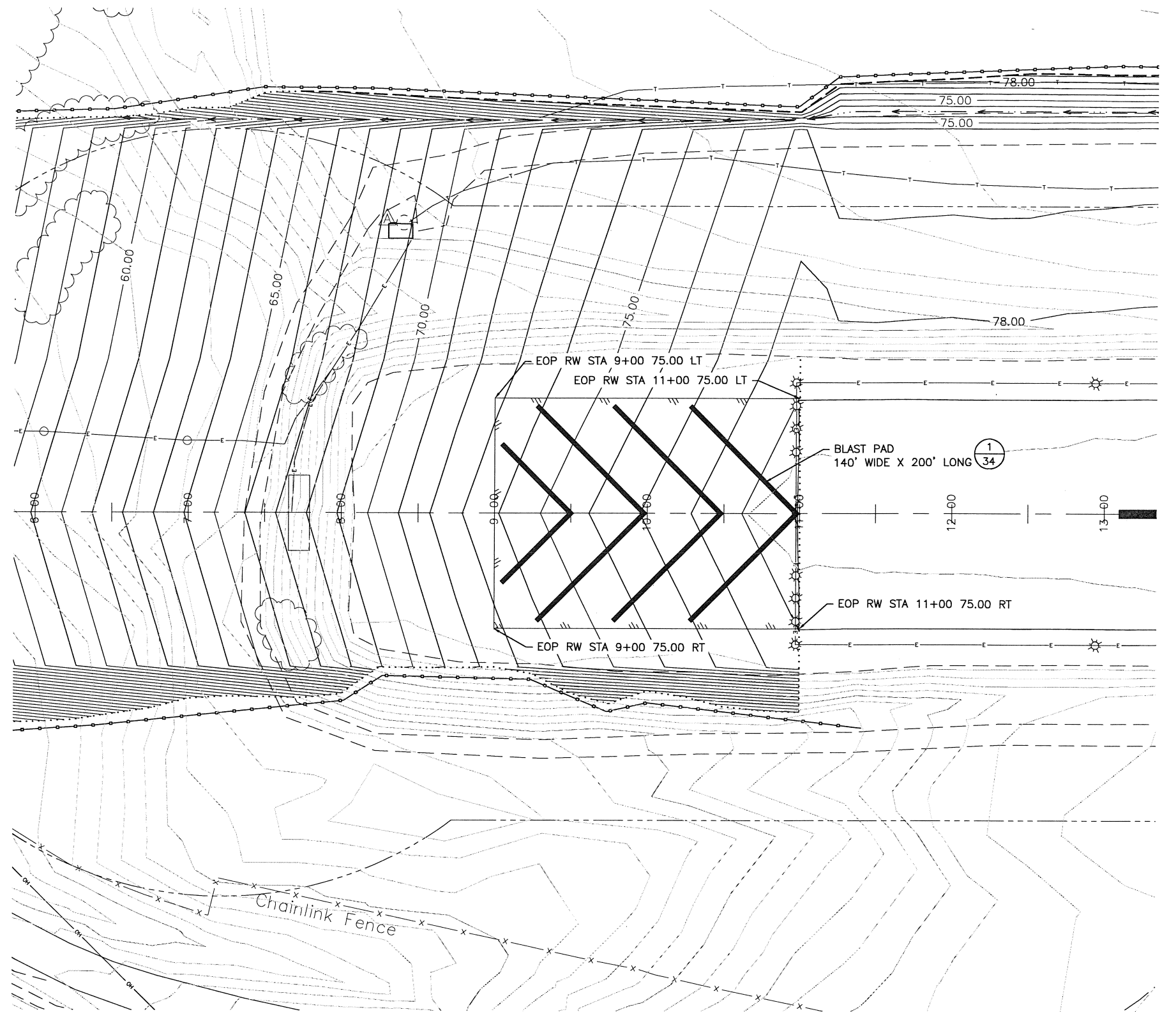
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
GENERAL
DETAILS

DATE: 06/21/2012
SHEET: 33 OF 35
AS-BUILT SHEET:



1
34 **BLAST PAD DETAIL**
STA 9+00 TO 11+00 - NTS



PLAN PREPARED BY DOWL HKM



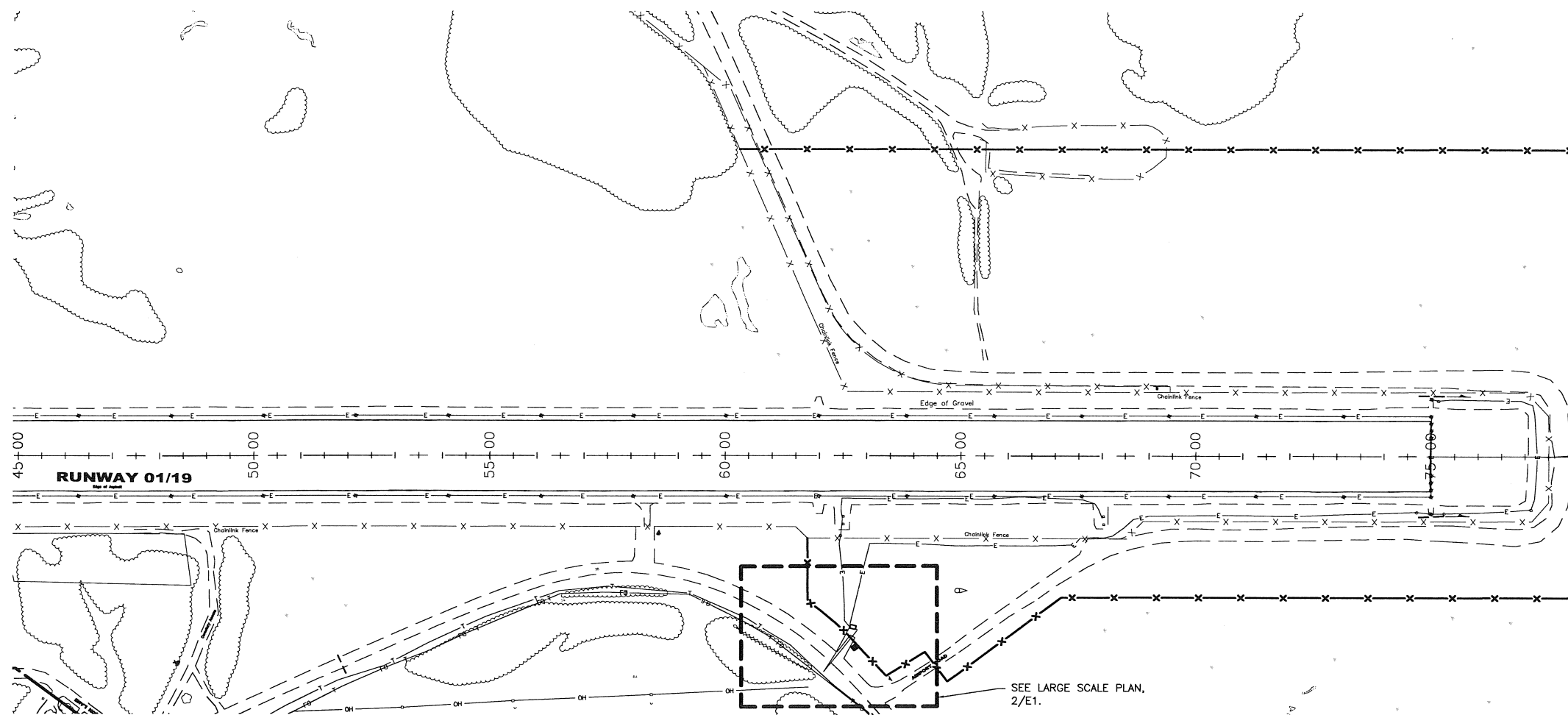
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

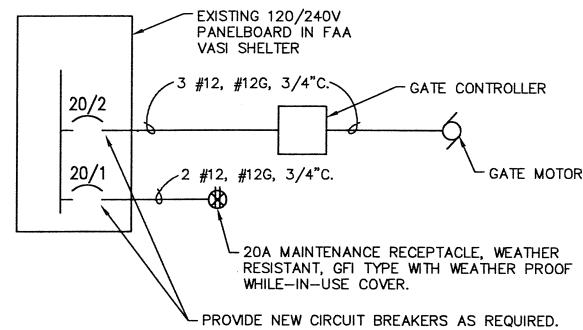
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
MARKING
DETAILS

DATE: 06/21/2012
SHEET: 34 OF 35
AS-BUILT SHEET:

Designed By: REA
Drawn By: DMA
Checked By: MLL
Date Revised: 06/22/2012
Layout Name: G:\120060AN - Dillingham Airport NavAids\Working Drawings\12006 E1.dwg
File Path and Name: G:\120060AN - Dillingham Airport NavAids\Working Drawings\12006 E1.dwg



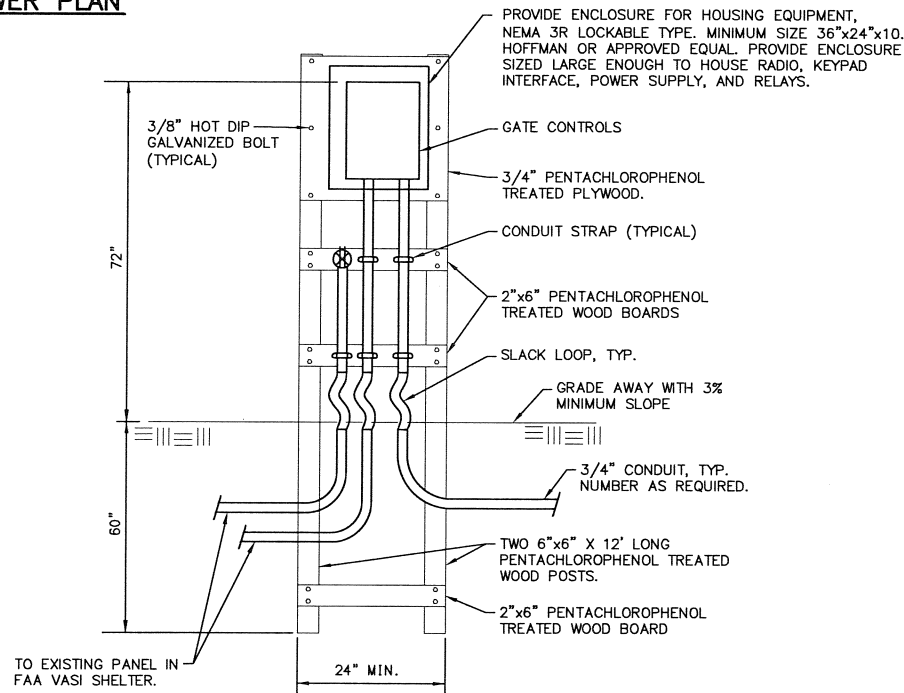
1 MOTORIZED GATE POWER PLAN



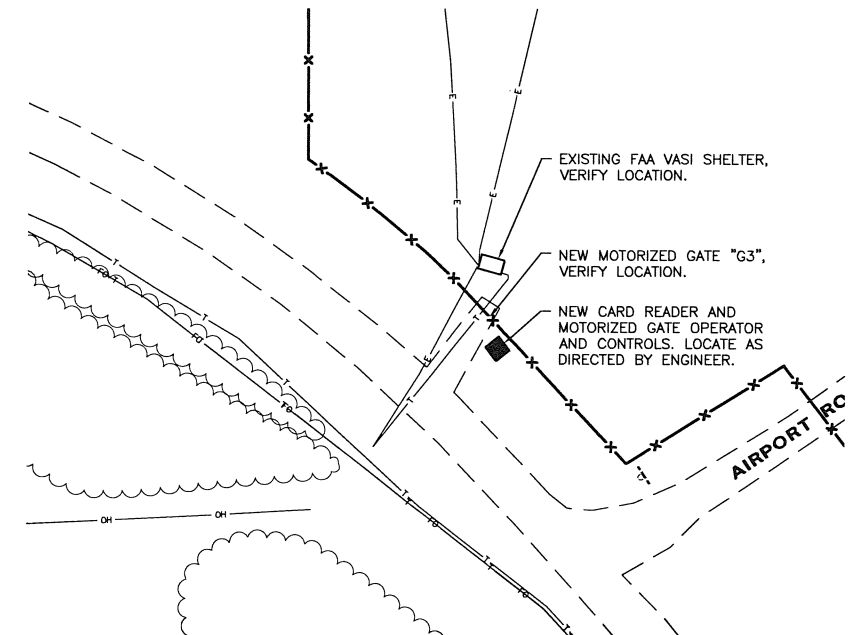
3 ONE-LINE DIAGRAM - G3

GATE NOTES:

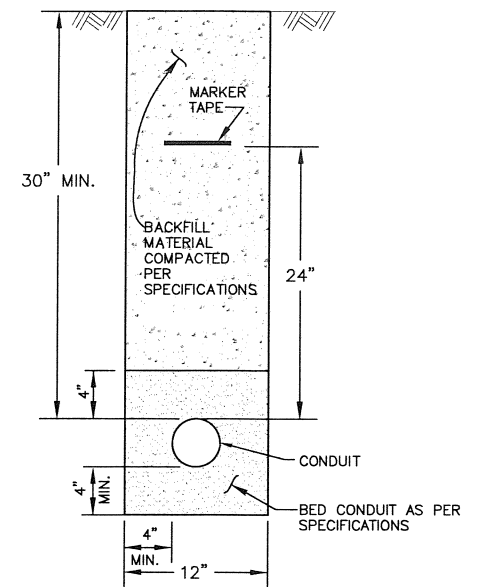
1. ALL EQUIPMENT NEMA 3R UNLESS NOTED OTHERWISE.
2. LABEL ALL CIRCUIT BREAKERS AS TO FUNCTION AND POSITION.
3. ATTACH ALL CONDUITS TO THE POSTS AND POLES USING TWO HOLE RIGID METAL CONDUIT STRAPS LOCATED ON 24 INCH MAXIMUM CENTERS.
4. EXISTING EXTERIOR JUNCTION BOX ON VASI SHELTER MAY BE UTILIZED FOR CIRCUIT ROUTING AS PRACTICAL PROVIDED NEC FILL REQUIREMENTS ARE MET. IF NEW WALL PENETRATIONS ARE REQUIRED PATCH AND SEAL TO MATCH EXISTING.
5. PROVIDE LIQUIDTIGHT FLEXIBLE CONDUIT ABOVE GRADE AT VASI BUILDING AND GATE CONTROLS. PROVIDE LENGTH ADEQUATE TO ALLOW 6" MOVEMENT IN ANY DIRECTION. LIQUIDTIGHT FLEX: UL LISTED, -40F AND DIRECT BURIED.



4 GATE CONTROL PANEL DETAIL



2 LARGE SCALE MOTORIZED GATE POWER PLAN



5 CONDUIT TRENCH DETAIL

CULVERT HEAT TRACE NOTES:

1. PROVIDE CULVERT HEAT TRACE PER SHEET 32 AND REFERENCE DRAWINGS D-13.10 1 AND 2 (MODIFIED BY MBA AS NOTED).

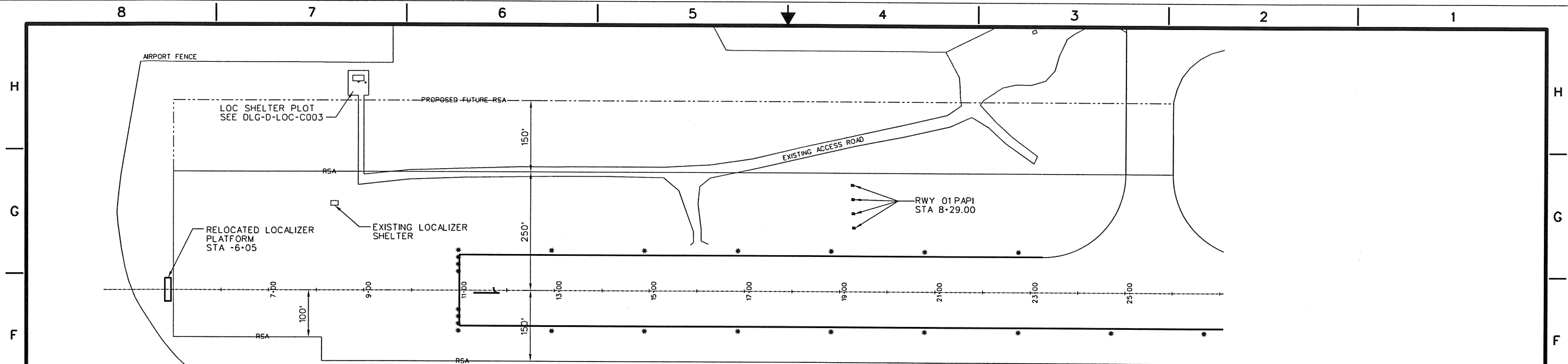


BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

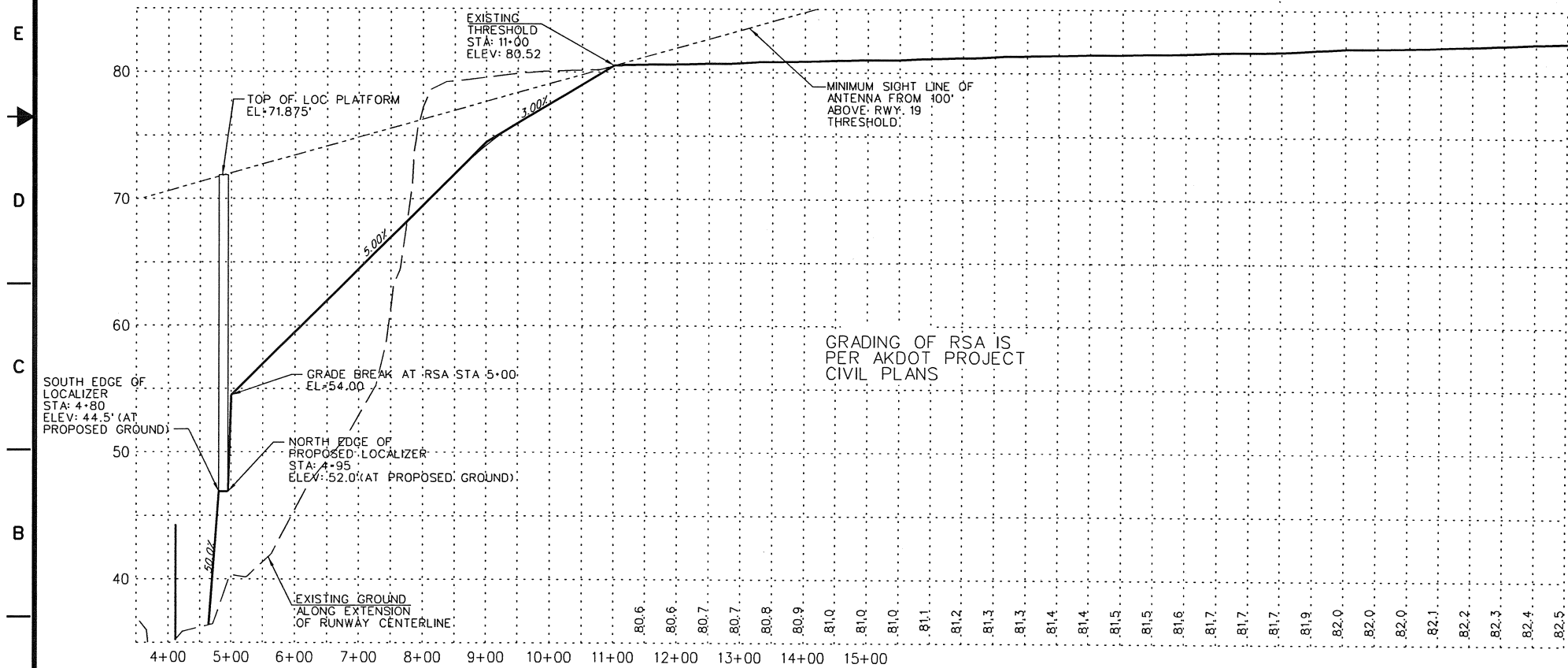
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
DILLINGHAM AIRPORT IMPROVEMENTS
PROJECT No. 59304
AIP No. 3-02-0078-013-2012
MOTORIZED GATE PLAN

DATE: 06/22/2012
SHEET: E1 OF 35
AS-BUILT SHEET:



RUNWAY 01 LOCALIZER PLAN

100' 0 100' 200'
SCALE: 1" = 100'



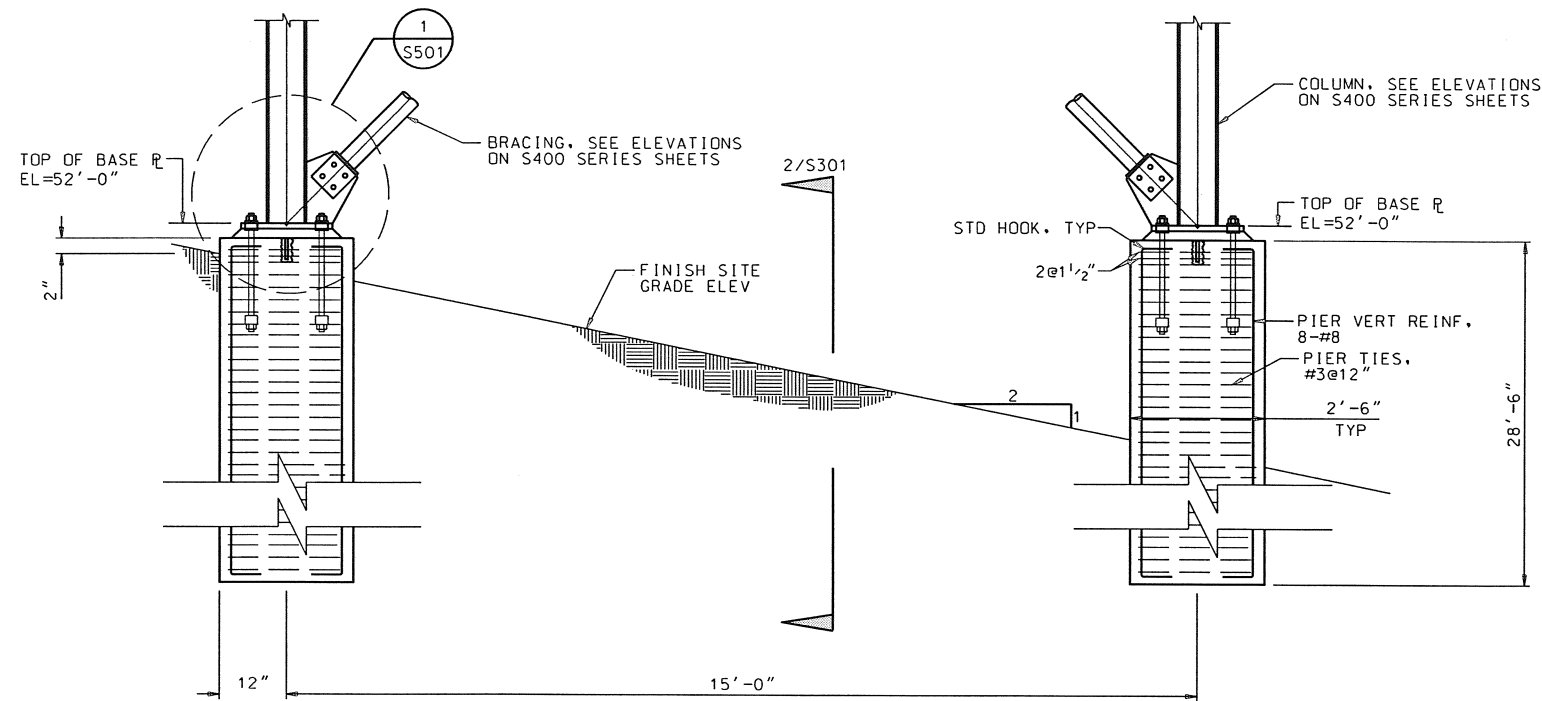
RUNWAY 01 LOCALIZER PROFILE

HORIZONTAL SCALE: 1"=100'
VERTICAL SCALE: 1"=5'

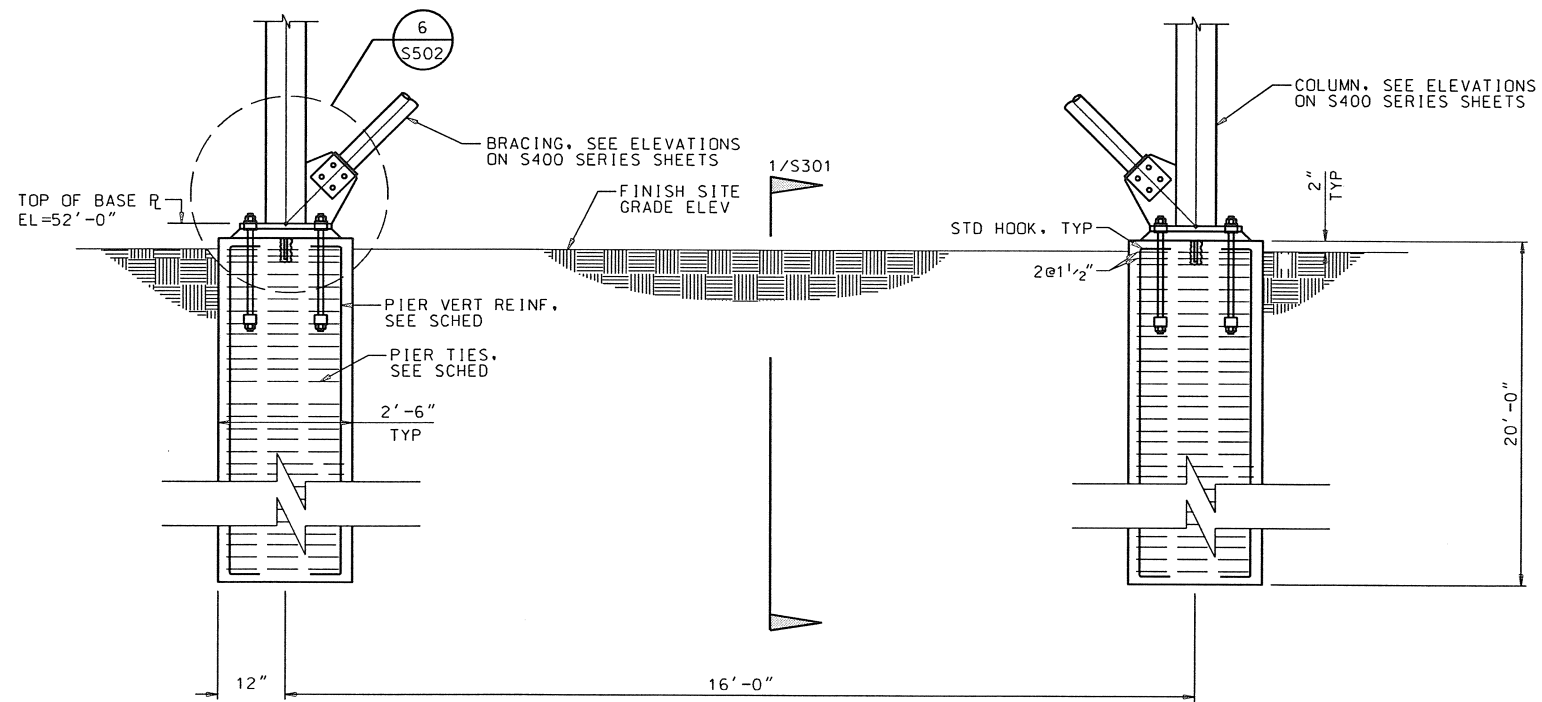
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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ATO - TECHNICAL OPERATIONS WESTERN SERVICE AREA					
LOC RUNWAY 19 SITE PLAN AND PROFILE					
DILLINGHAM					
REVIEWED BY	SUBMITTED	APPROVED BY	AK		
PROJECT ENGINEER	DESIGNED	ISSUED BY	DATE	JCN	REV
DRAWN	ENGINEERING SERVICES	NAVADS	DRAWING NO		
CHECKED			DLG-D-LOC-C001		

DRAWING PRODUCED ON WSA ANCHORAGE CAD SYSTEM

ACTIVE



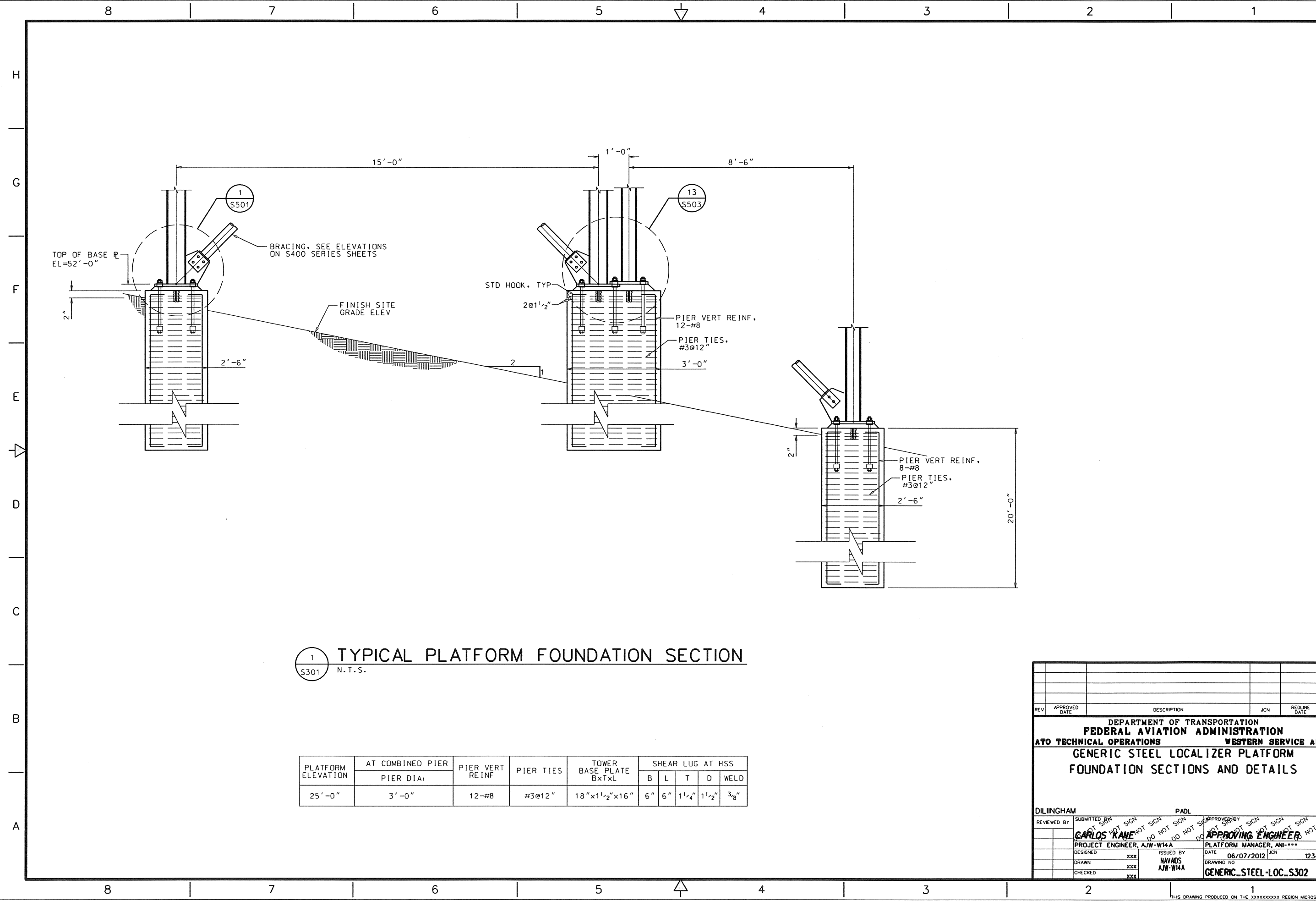
1
S301 N.T.S. TYPICAL PLATFORM FOUNDATION SECTION



2
S301 N.T.S. TYPICAL PLATFORM FOUNDATION SECTION

PLATFORM ELEVATION	PIER DIA (FT)	PIER VERT REINF	PIER TIES	TOWER BASE PLATE BxTxL	SHEAR LUG				
					B	L	T	D	WELD
25'-0"	2'-6"	8-#8	#3@12"	18"x11/2"x18"	8"	8"	11/4"	11/2"	3/8"

REV	APPROVED DATE	DESCRIPTION	JCN	REDLINE DATE	APVD
<p>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ATO TECHNICAL OPERATIONS WESTERN SERVICE AREA</p> <p>GENERIC STEEL LOCALIZER PLATFORM FOUNDATION SECTIONS AND DETAILS</p>					
<p>DILLINGHAM PADL AK</p> <p>REVIEWED BY SUBMITTED BY NOT SIGN NOT SIGN NOT SIGN NOT SIGN NOT SIGN NOT SIGN</p> <p>SUBMITTING ENGINEER APPROVING ENGINEER</p> <p>CARLOS KANE PLATFORM MANAGER, AN-***</p> <p>DESIGNED XXX ISSUED BY DATE 06/07/2012 JCN 1234567</p> <p>DRAWN CK NAVADS AJW-WHA</p> <p>CHECKED XXX GENERIC STEEL LOC-S301</p>					

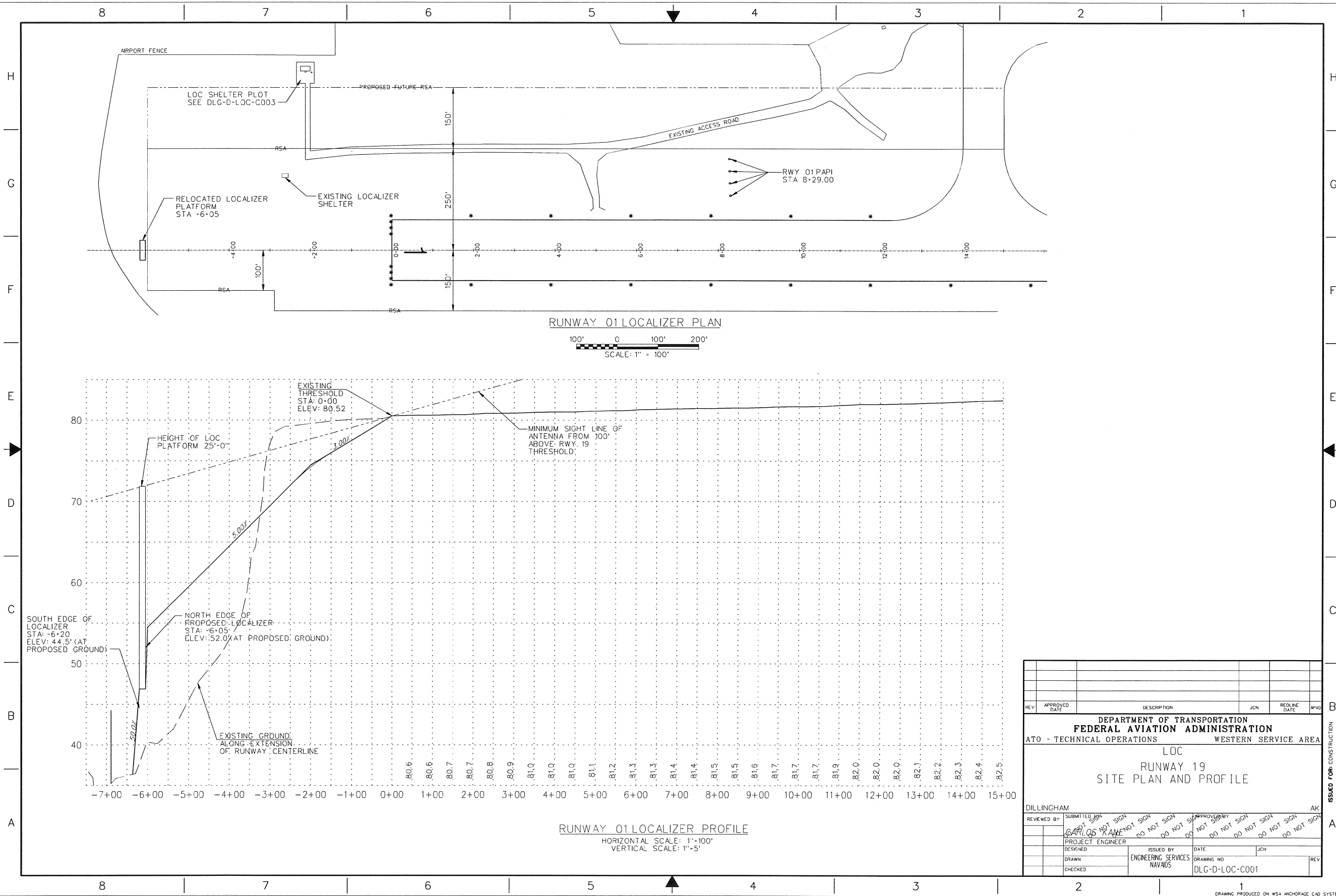


1 TYPICAL PLATFORM FOUNDATION SECTION
S301 N.T.S.

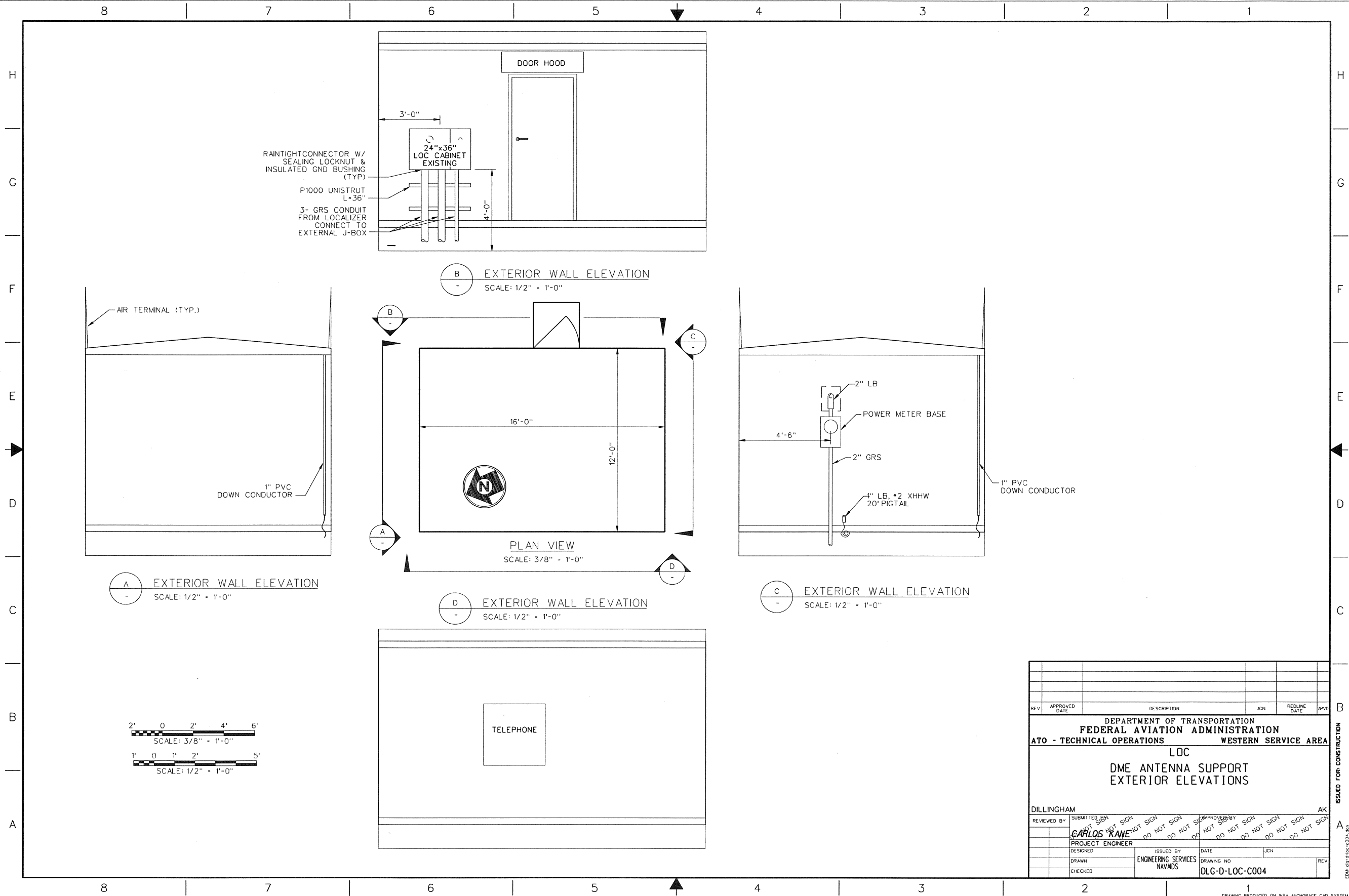
PLATFORM ELEVATION	AT COMBINED PIER	PIER VERT REINF	PIER TIES	TOWER BASE PLATE BxTxL	SHEAR LUG AT HSS				
	PIER DIA				B	L	T	D	WELD
25'-0"	3'-0"	12-#8	#3@12"	18"x1 1/2"x16"	6"	6"	1 1/4"	1 1/2"	3/8"

REV	APPROVED DATE	DESCRIPTION	JCN	REDLINE DATE	APVD
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ATO TECHNICAL OPERATIONS WESTERN SERVICE AREA GENERIC STEEL LOCALIZER PLATFORM FOUNDATION SECTIONS AND DETAILS					
DILLINGHAM PAOL AK					
REVIEWED BY	SUBMITTED BY	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
	CARLOS KANE	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
	PROJECT ENGINEER, AJW-W14A	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
	DESIGNED	ISSUED BY	DATE	JCN	1234567
	XXX	NAVROS	06/07/2012		
	DRAWN	XXX			
	CHECKED	XXX			
GENERIC_STEEL-LOC-S302					

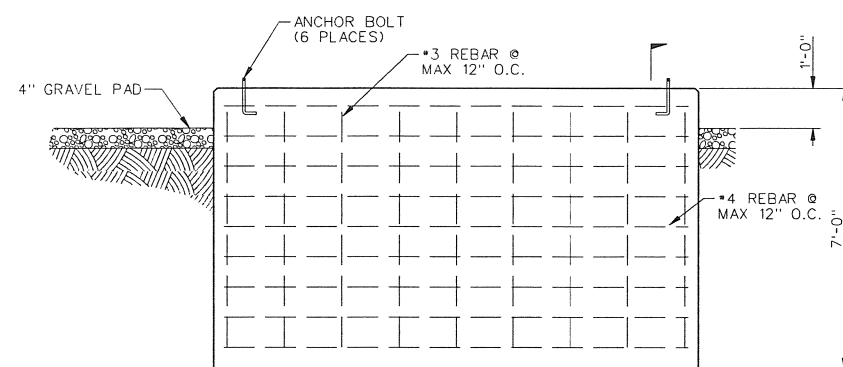
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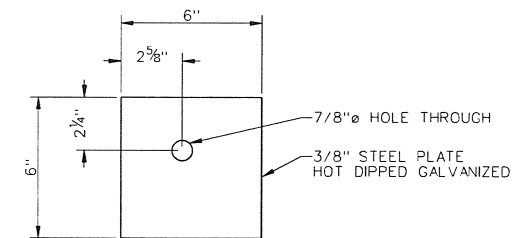
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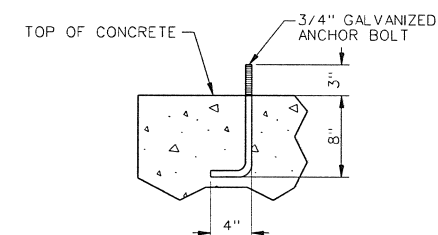
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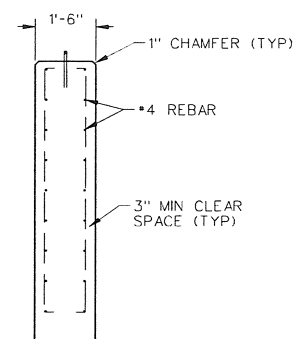
FOUNDATION SECTION
SCALE: 1/2" = 1'



TIE-DOWN PLATE (6EA.)
NOT TO SCALE



ANCHOR BOLT DETAIL
NOT TO SCALE



FOUNDATION SECTION
SCALE: 1/2" = 1'

REV	APPROVED DATE	DESCRIPTION				JCN	REDLINE DATE	APVD	
<p align="center">DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</p> <p>ATO - TECHNICAL OPERATIONS WESTERN SERVICE AREA</p> <p align="center">LOC</p> <p align="center">RUNWAY 19</p> <p align="center">EQUIPMENT SHELTER FOUNDATION</p>									
DILLINGHAM						AK			
REVIEWED BY	SUBMITTED SIGN	NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
	CARLOS KANE								
	PROJECT ENGINEER					ISSUED BY	DATE	JCN	
	DESIGNED	ENGINEERING SERVICES NAVADS				DRAWING NO			
	CHECKED					DLG-D-LOC-C005	REV		

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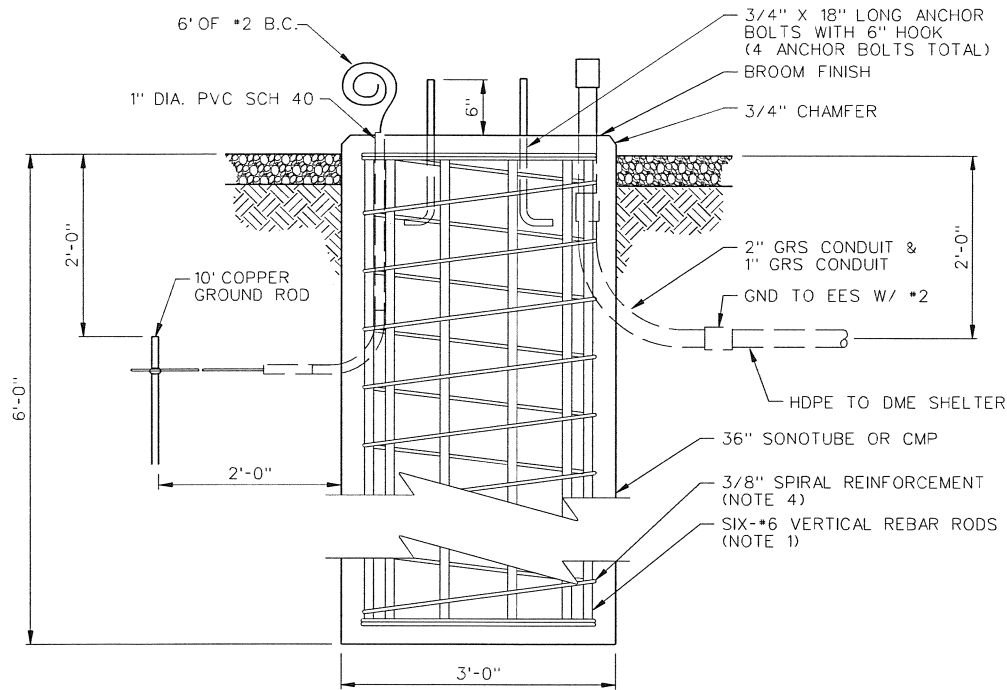
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B

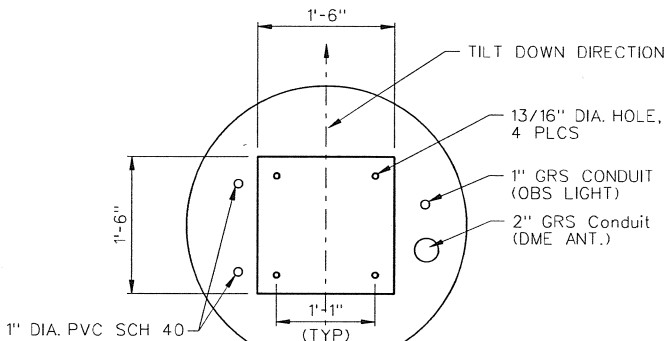
A

NOTES

- *6 VERTICAL COLUMN REINFORCEMENT WITH 6" * BENDS TO FORM 90° "L" HOOKS.
- MINIMUM OF 3" CLEAR COVER OVER ALL REINFORCING STEEL AND CONDUITS.
- GRMC CONDUITS TO EXTEND 6" ABOVE T.O.C. CUT OFF PVC CONDUIT 1" ABOVE T.O.C. LEAVE A 6' PIGTAIL OF THE *2 GROUND WIRE COILED ABOVE.
- CLEAR SPACING BETWEEN SPIRALS DOES NOT EXCEED THREE INCHES NOR IS LESS THAN 1 INCH. ANCHOR OF SPIRAL REINFORCEMENT IS PROVIDED BY 1-1/2 EXTRA TURNS OF SPIRAL BAR OR WIRE AT THE EACH END OF A SPIRAL UNIT.
- CONDUIT PENETRATIONS THROUGH CONCRETE SLAB CAP ARE USED AS FOLLOWS:
 - TWO INCH GRS CONDUIT SWEEP - TWO RUNS OF RG- 214 (OR EQUIV) FOR DME RF COMM.
 - (2) 1-INCHØ SCH 40 PVC CONDUIT SWEEPS - TWO GROUND WIRES (*2 BARE.) STRANDED CU BONDED TO LOC/DME BUILDING. GROUND COUNTERPOISE IF POSSIBLE.
 - ONE INCH GRS CONDUIT SWEEP - ONE CIRCUIT (120VAC) FOR DME TOWER OBSTRUCTION LIGHT.
- EIGHTEEN INCH DME TOWER BASE PLATE IS FABRICATED BY OTHERS AND INSTALLED BY FAA. ANCHOR BOLT PATTERN IS 13-INCH SPACING - SQUARE PATTERN OF 4 3/4 INCH ANCHOR BOLTS AS SHOWN.
- FOR THE REPRESENTATIVE CONCRETE FOUNDATION SHOWN:
 - CONCRETE STRENGTH - 3000 PSI@ 28 DAYS, (MIN.)
 - ANCHOR BOLTS SECURELY PLACED PRIOR TO PLACING CONCRETE. TIED TO REINFORCEMENT.
 - ALL CONCRETE PLACED ON UNDISTURBED SOIL OR COMPACTED BACKFILL. BACKFILL IS COMPACTED TO 92%.
 - DEPTH OF CONCRETE PIER - 7 FT.
 - REININFORCEMENT STEEL PER ASTM A615, GR. 60, TIE WIRE IS 16 GAUGE OR LARGER ANNEALED IRON.
 - ALL ANCHOR BOLTS AND PLATES ARE HOT-DIPPED GALVANIZED AFTER FABRICATION. COLD-GALV SPRAY IS APPLIED AFTER INSTALLATION TO ALL FASTENING HARDWARE AFTER INSTALLATION COMPLETED.
- FOUNDATION EXCAVATION IS DUG AND BACKFILLED WITH NON-FROST SUSCEPTIBLE MATERIAL OR AUGERED AT INDICATED DIAMETER.
- TILT-DOWN DIRECTION IS PER PLOT PLAN.



DME ANTENNA FOUNDATION
SCALE: 1" = 1'-0"



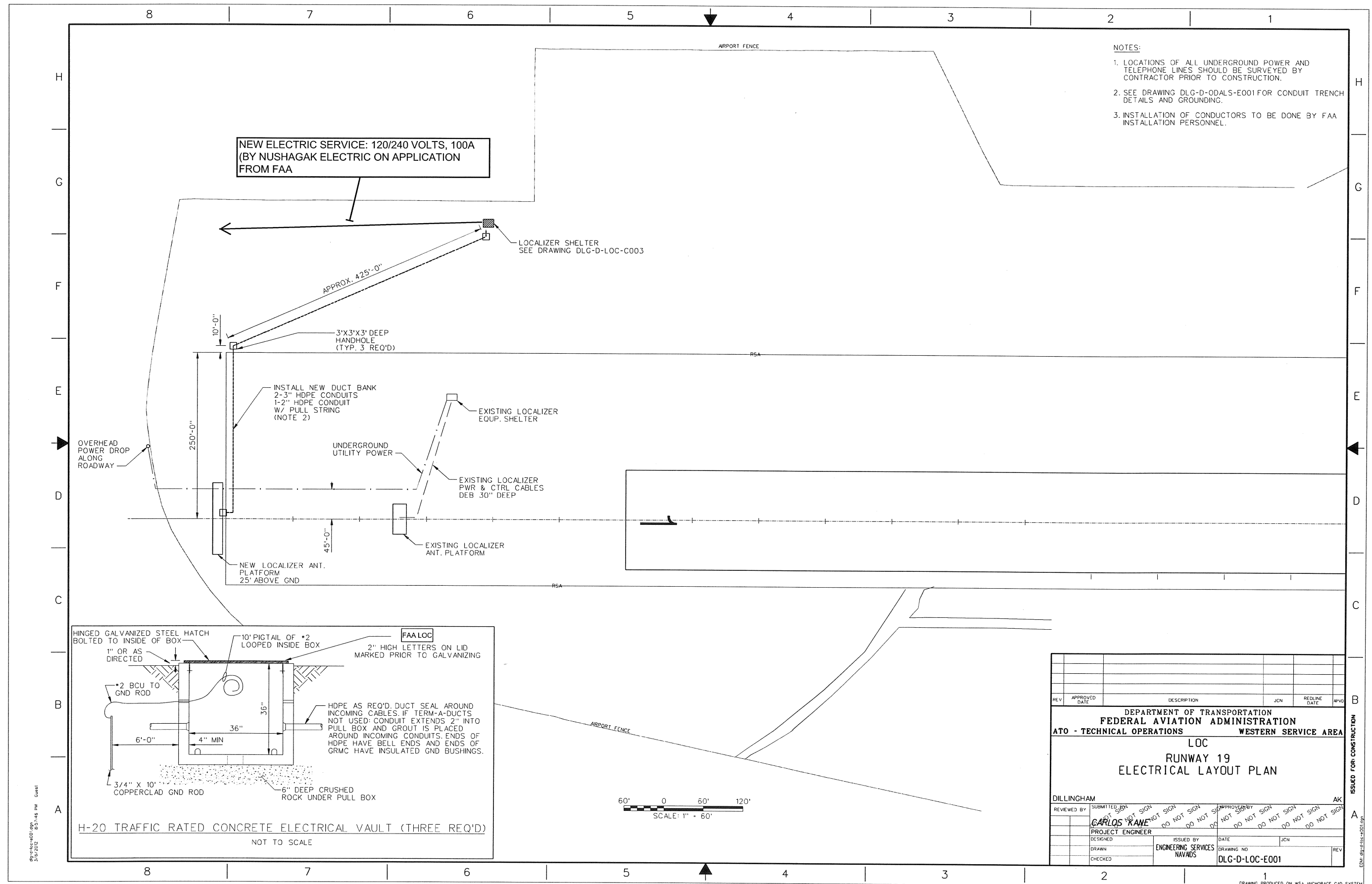
SUPPORT ASSEMBLY BASE PLATE
SCALE: 1" = 1'-0"

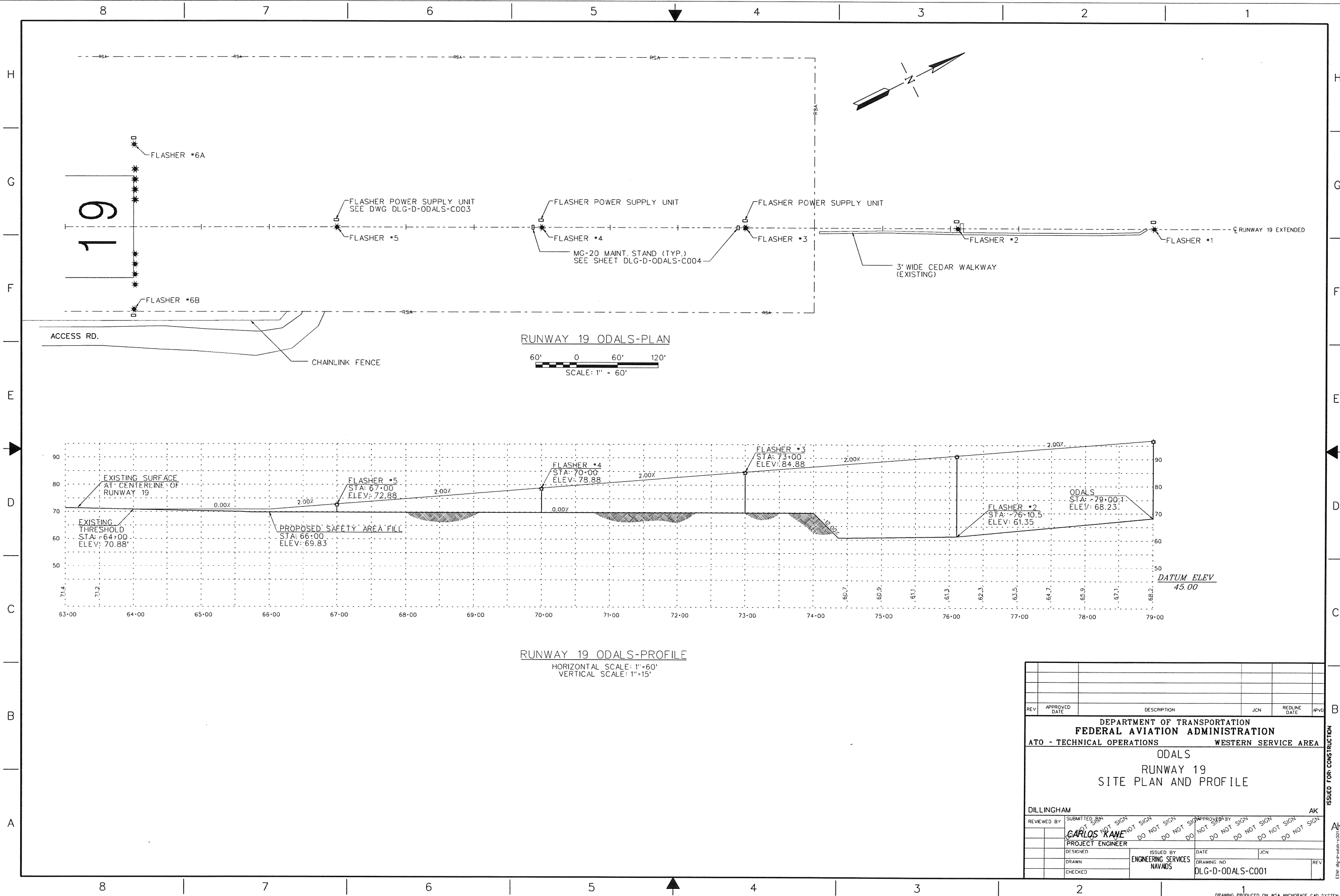
1' 0 1' 2'
SCALE: 1" = 1'-0"

FOR OFFICIAL USE ONLY
PUBLIC AVAILABILITY TO BE DETERMINED UNDER 5 USC 552

REV	APPROVED DATE	DESCRIPTION	JCN	REDLINE DATE	APVD
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ATO - TECHNICAL OPERATIONS LOC RUNWAY 19 DME ANTENNA FOUNDATION AND DETAILS					
DILLINGHAM					
REVIEWED BY	SUBMITTED BY	APPROVED BY	AK		
	CARLOS KANE				
PROJECT ENGINEER		ISSUED BY	DATE	JCN	REV
DESIGNED		ENGINEERING SERVICES	DRAWING NO		
DRAWN		NAVAIDS	DLG-D-LOC-C006		
CHECKED					

ISSUED FOR CONSTRUCTION

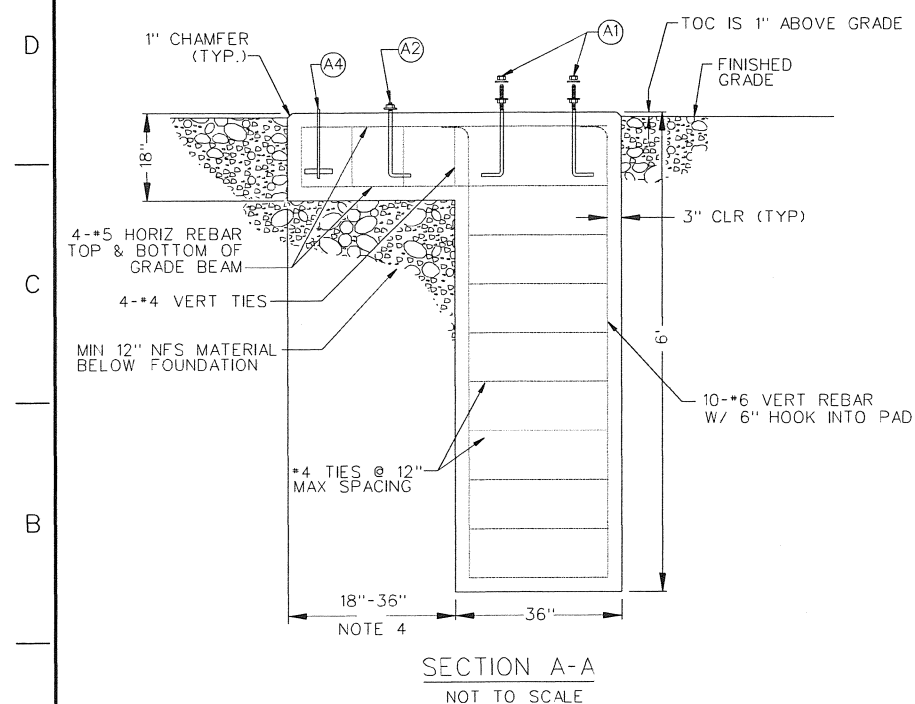
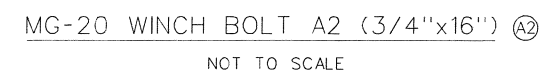
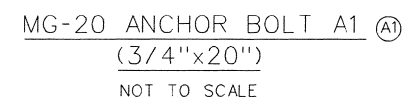
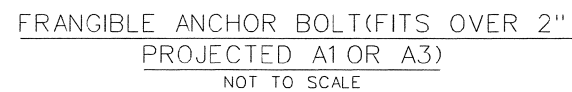
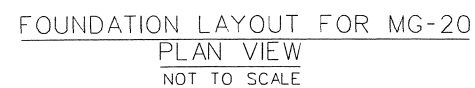




REV	APPROVED DATE	DESCRIPTION	JCN	REDLINE DATE	APV
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ATO - TECHNICAL OPERATIONS WESTERN SERVICE AREA					
ODALS RUNWAY 19 SITE PLAN AND PROFILE					
DILLINGHAM					
REVIEWED BY	APPROVED BY	DATE	JCN	REDLINE DATE	APV
CARLOS KANE	CARLOS KANE	10/13/18	AK		
PROJECT ENGINEER	ISSUED BY	DATE	JCN	REDLINE DATE	APV
	ENGINEERING SERVICES				
DRAWN	CHECKED	DRAWING NO	REV		
		DLG-D-ODALS-C001			

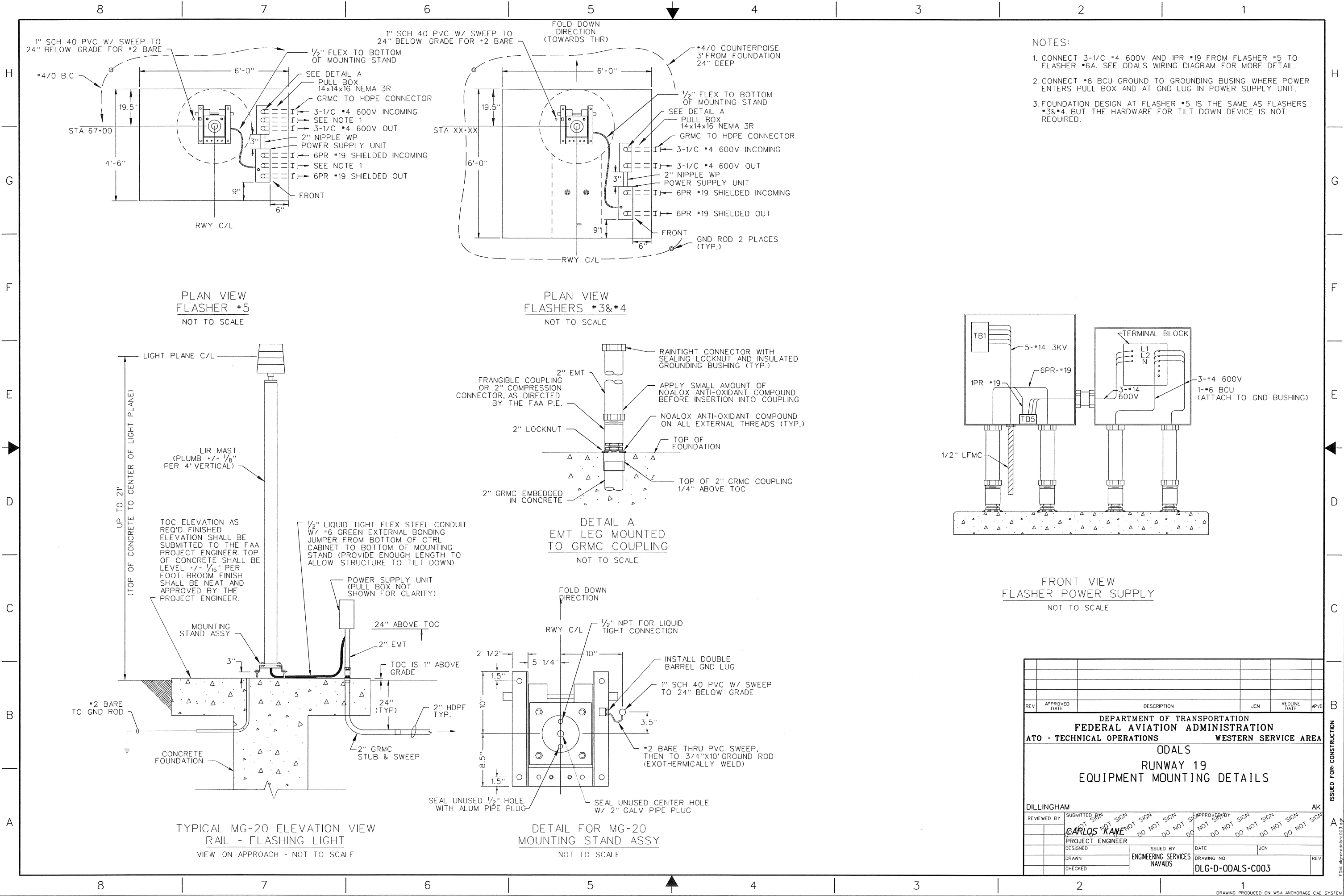
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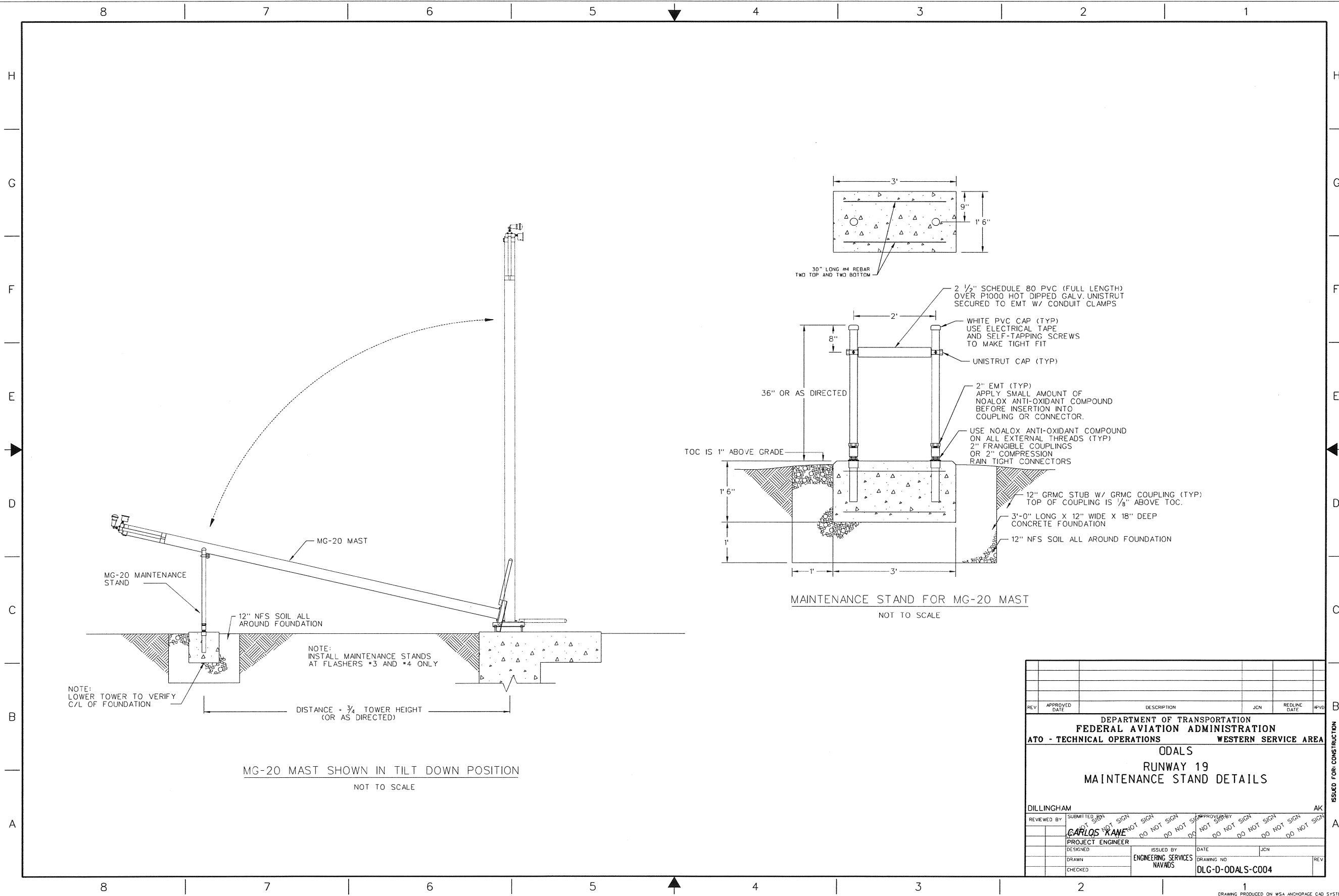
ISSUED FOR CONSTRUCTION
DLG-D-ODALS-C001.dwg



4. FOUNDATION AT FLASHER #5 IS TO BE 4.5' X 4.5' AND DOES NOT REQUIRE THE 18" GRADE BEAM OR THE WINCH BOLTS AND ANCHOR PLATE. 36" CONCRETE PIER IS STILL REQUIRED AND ALL OTHER REBAR REMAINS THE SAME.

ISSUED FOR: CONSTRUCTION

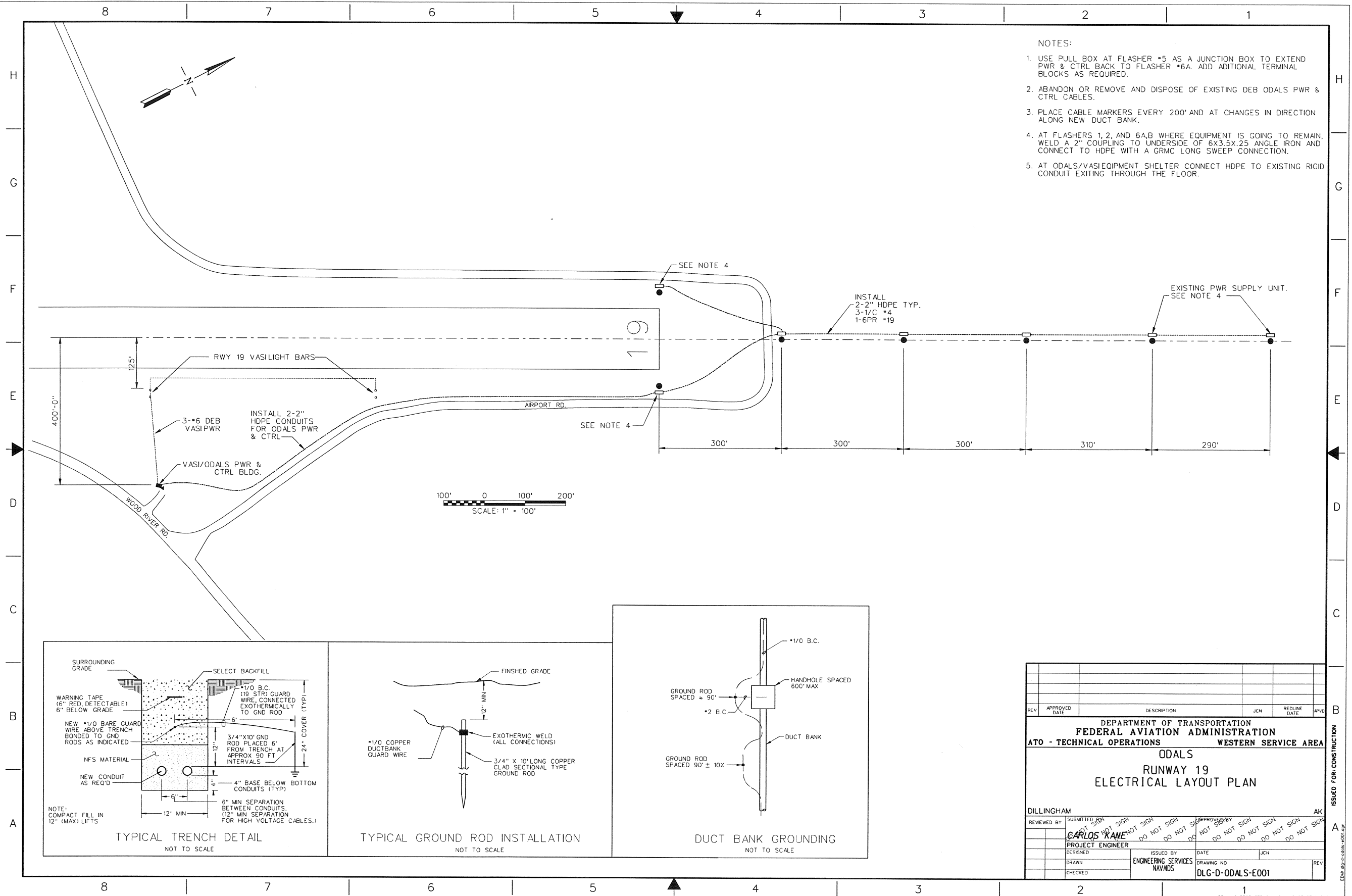




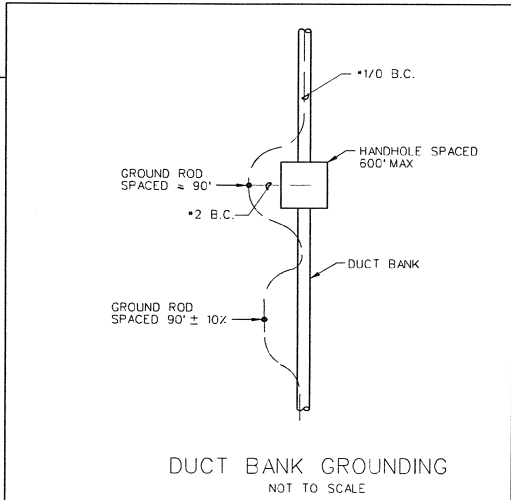
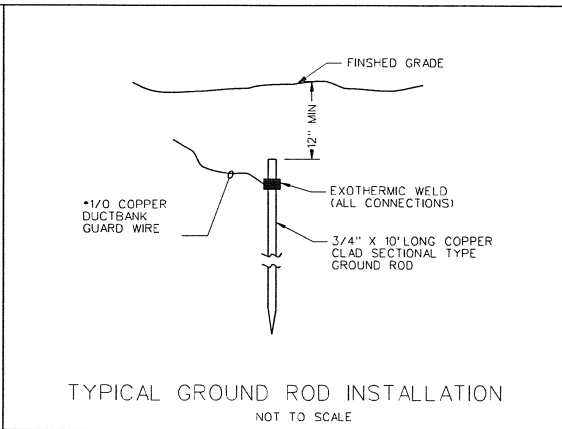
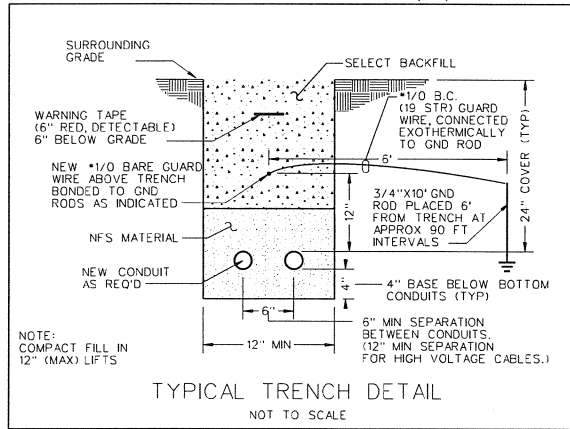
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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ATO - TECHNICAL OPERATIONS WESTERN SERVICE AREA					
ODALS					
RUNWAY 19					
MAINTENANCE STAND DETAILS					
DILLINGHAM					
REVIEWED BY	SUBMITTED BY	NOT SIGN	NOT SIGN	NOT SIGN	NOT SIGN
CARLOS RANE	NOT SIGN	NOT SIGN	NOT SIGN	NOT SIGN	NOT SIGN
PROJECT ENGINEER	ISSUED BY	DATE	JCN	REV	
DRAWN	ENGINEERING SERVICES	DRAWING NO			
CHECKED	NAVHQS	DLG-D-ODALS-C004			

ISSUED FOR CONSTRUCTION

ACTIVE



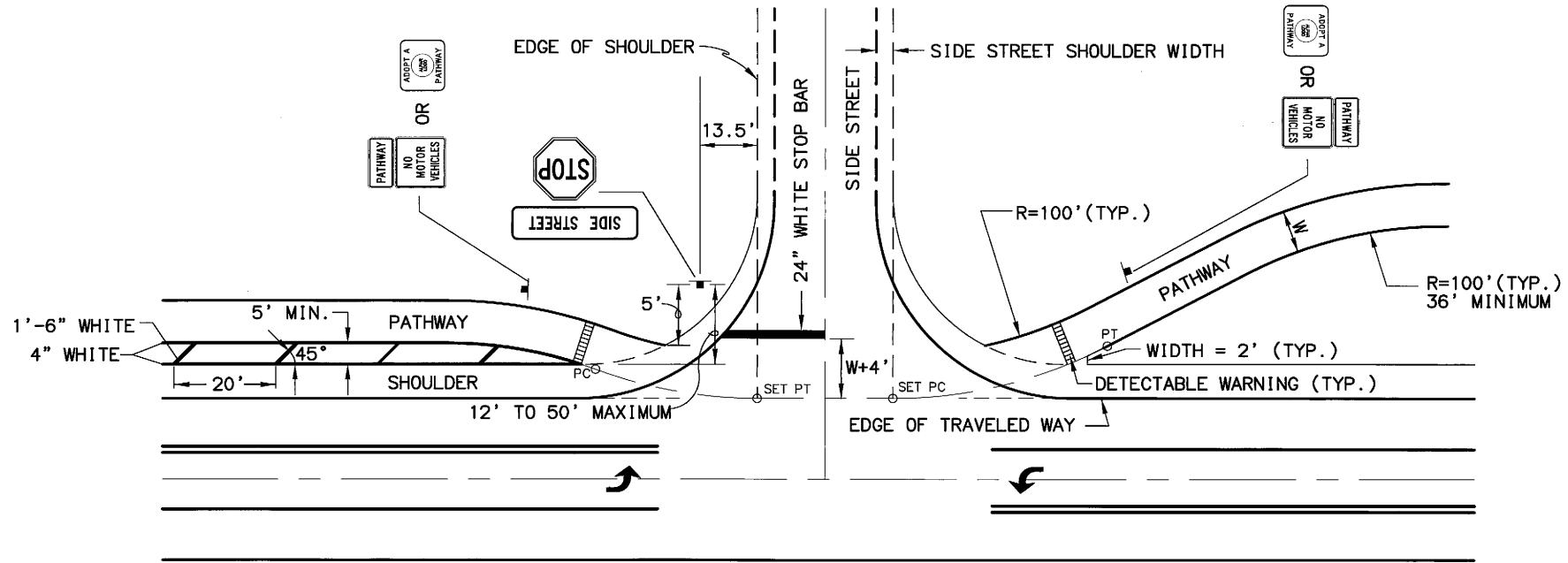
- NOTES:
1. USE PULL BOX AT FLASHER *5 AS A JUNCTION BOX TO EXTEND PWR & CTRL BACK TO FLASHER *6A. ADD ADDITIONAL TERMINAL BLOCKS AS REQUIRED.
 2. ABANDON OR REMOVE AND DISPOSE OF EXISTING DEB ODALS PWR & CTRL CABLES.
 3. PLACE CABLE MARKERS EVERY 200' AND AT CHANGES IN DIRECTION ALONG NEW DUCT BANK.
 4. AT FLASHERS 1, 2, AND 6A,B WHERE EQUIPMENT IS GOING TO REMAIN, WELD A 2" COUPLING TO UNDERSIDE OF 6X3.5X.25 ANGLE IRON AND CONNECT TO HDPE WITH A GRMC LONG SWEEP CONNECTION.
 5. AT ODALS/VASIEQUIPMENT SHELTER CONNECT HDPE TO EXISTING RIGID CONDUIT EXITING THROUGH THE FLOOR.



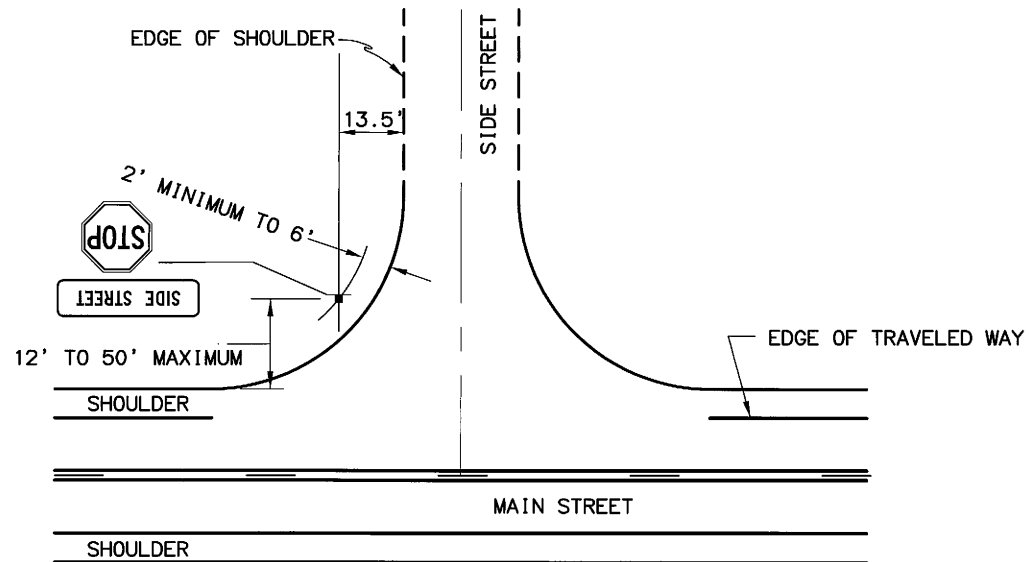
REV	APPROVED DATE	DESCRIPTION	JCN	REDLINE DATE	APVD
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ATO - TECHNICAL OPERATIONS WESTERN SERVICE AREA					
ODALS RUNWAY 19 ELECTRICAL LAYOUT PLAN					
DILLINGHAM					
REVIEWED BY	SUBMITTED BY	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
	CARLOS KANE	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
PROJECT ENGINEER	ISSUED BY	DATE	JCN	REV	
	ENGINEERING SERVICES				
DRAWN	NAVADS	DRAWING NO			
CHECKED		DLG-D-ODALS-E001			

9/12/2012 10:53:14 PM C:\w1

DESIGNED BY SET
DRAWN BY HEF/GJ
XREFS
N/A
SCALE
N/A
LAYOUT
UNCURBED
DRAWING LOCATION
W:\HYD\STAFF\ENGINEERING\JOHANNES\CONSULTANT\STOPBAR.DWG
DATE
7/10/08



TYPICAL UNCURBED RETURN WITH PATHWAY

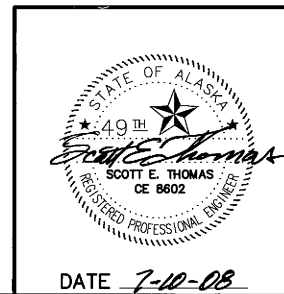


TYPICAL UNCURBED RETURN WITHOUT PATHWAY

REVISIONS			STATE	PROJECT DESIGNATION	YEAR
NO.	DATE	DESCRIPTION			
			ALASKA	CR-1.00	2008

UNCURBED INTERSECTION NOTES

1. INSTALL YELLOW DETECTABLE WARNING TILES IN ¼ INCH DEEP RECESSES GROUND OR ROLLED INTO THE ASPHALT PATHWAYS. FURNISH TILES THAT CONFORM TO THOSE DETAILED ON STANDARD DRAWING 1-21.
2. LOCATE STOP SIGNS SO THEY ARE:
 - A) VISIBLE TO APPROACHING TRAFFIC
 - B) AS NEAR TO THE STOP BAR AS PRACTICABLE.
 - C) REDUCE THE STOP SIGN OFFSET TO FIT THE SIGN WITHIN THE RIGHT OF WAY.
3. AVOID JUNCTION BOXES, STORM DRAIN INLETS, AND MANHOLE FRAMES WITHIN THE RAMPS AND LANDINGS. ADJUST JUNCTION BOXES LOCATED WITHIN RAMPS AND LANDINGS FLUSH WITH FINISHED SURROUNDING SLOPE.
4. SEE PLANS FOR WHEN PATHWAY SIGNING IS REQUIRED AT SIDE STREETS.



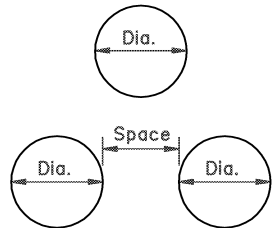
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

UNCURBED
STOPS AND CROSSINGS
UNSIGNALIZED INTERSECTION

GENERAL NOTES:

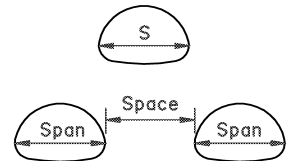
1. Sidefill shall be placed and compacted with care under haunches of pipe and shall be brought up evenly and simultaneously on both sides of pipe to 1 foot above the top of the full length of the pipe.
2. Alternate installation methods may only be used when specified or approved by the Engineer.

D = Nominal Pipe Diameter



MULTIPLE INSTALLATIONS	
Dia.	Minimum Space Between Pipes
0" - 42"	24"
48" & Over	1/2 Dia. of pipe or 3', whichever is less.

S = Nominal Pipe Arch Span



MULTIPLE INSTALLATIONS	
Dia.	Minimum Space Between Pipes
0" - 42"	24"
48" & Over	1/2 Span of pipe arch or 3', whichever is less.

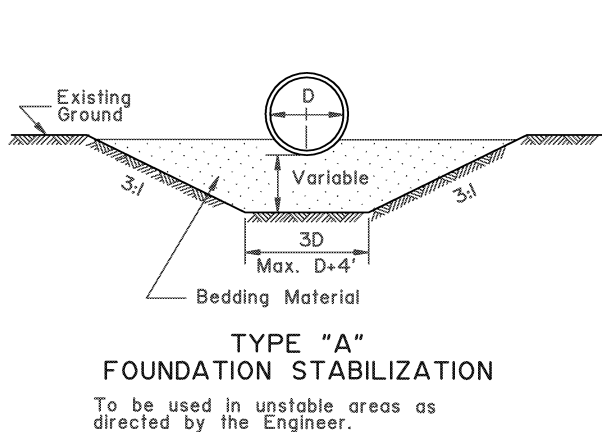
REVISIONS		
Date	Description	By
12/1/87	Delete ref. to Specs.	Gdo
4/1/93	Delete Alt. Arch	Gdo

State of Alaska
Department of Transportation
& Public Facilities

CULVERT PIPE & ARCH
INSTALLATION DETAILS

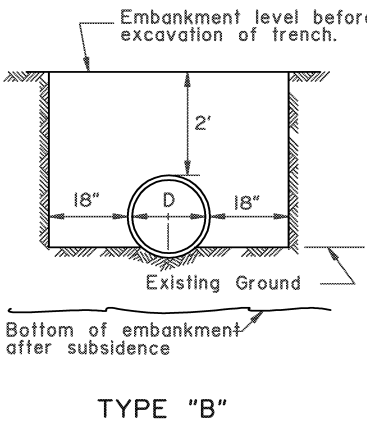
APPROVED
7/15/82

Date _____

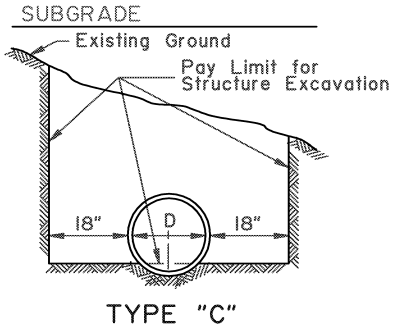


TYPE "A"
FOUNDATION STABILIZATION

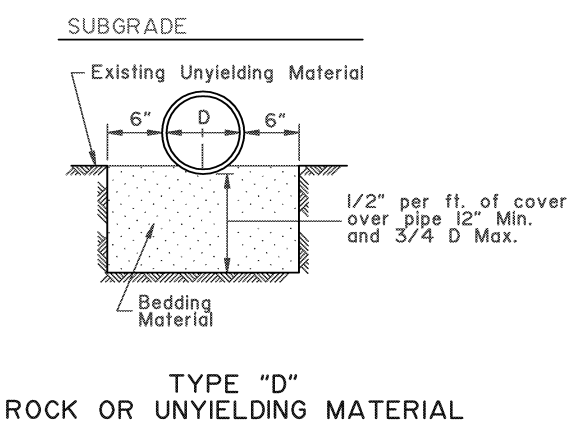
To be used in unstable areas as directed by the Engineer.



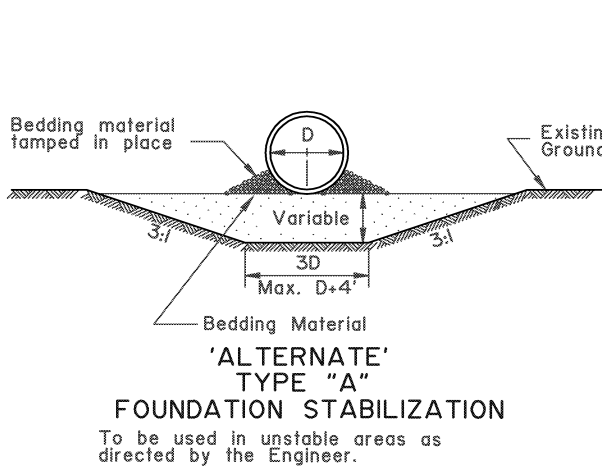
TYPE "B"



TYPE "C"

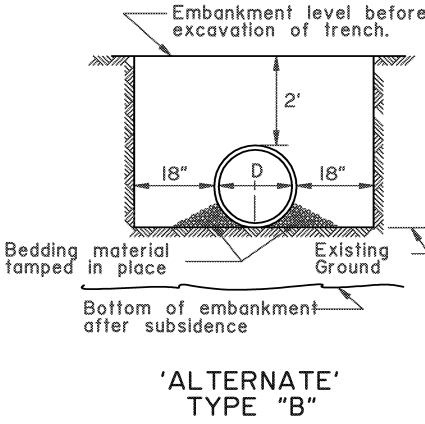


TYPE "D"
ROCK OR UNYIELDING MATERIAL

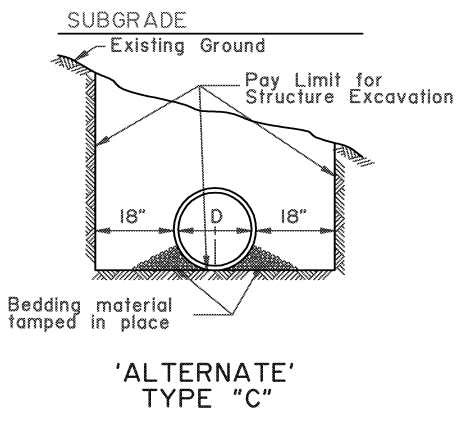


'ALTERNATE' TYPE "A"
FOUNDATION STABILIZATION

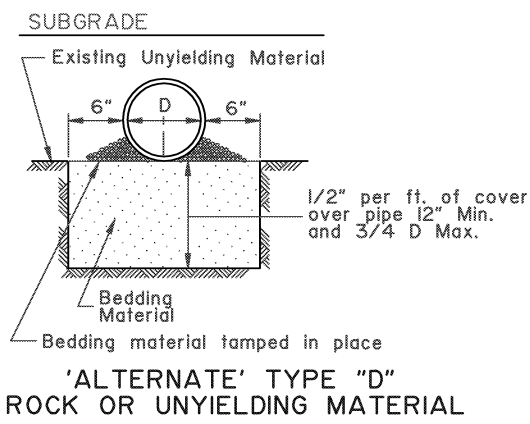
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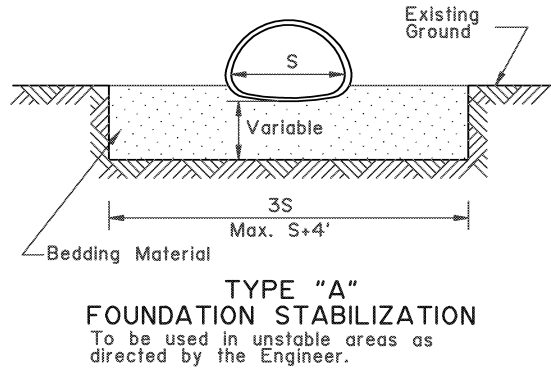


'ALTERNATE' TYPE "C"



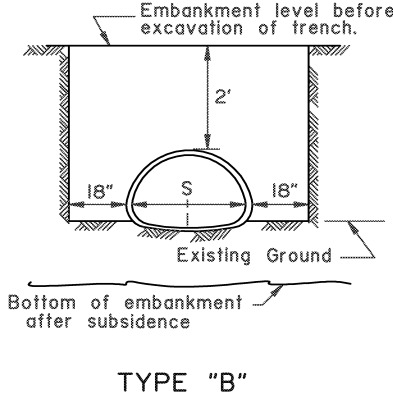
'ALTERNATE' TYPE "D"
ROCK OR UNYIELDING MATERIAL

CULVERT PIPE

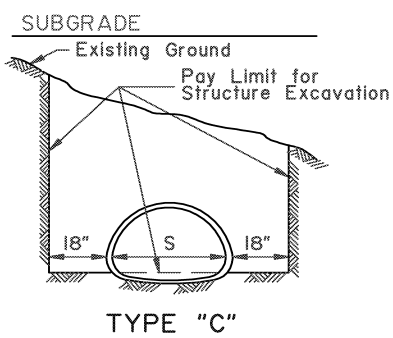


TYPE "A"
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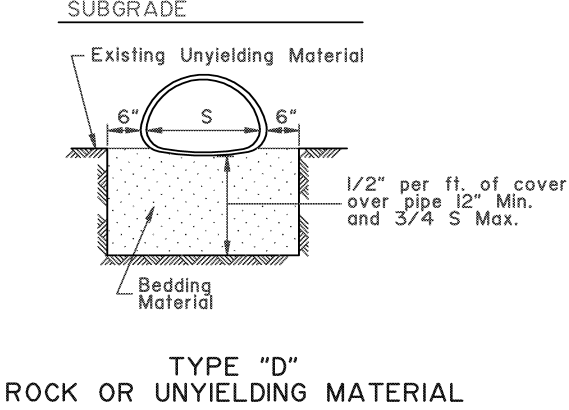
To be used in unstable areas as directed by the Engineer.



TYPE "B"



TYPE "C"

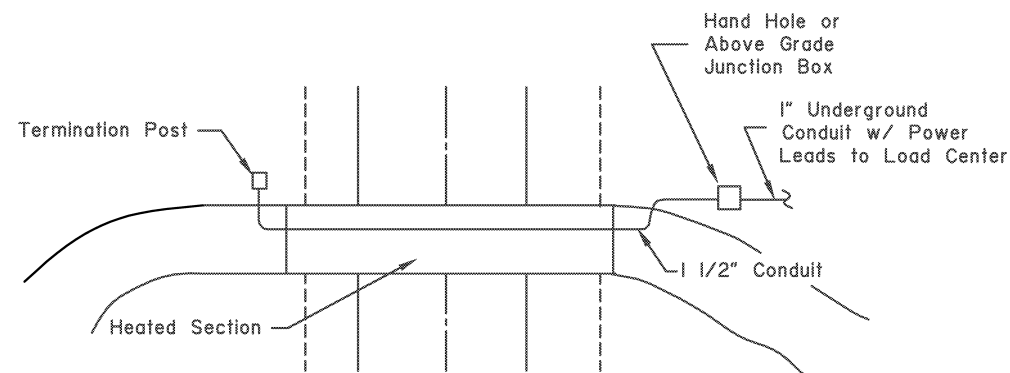


TYPE "D"
ROCK OR UNYIELDING MATERIAL

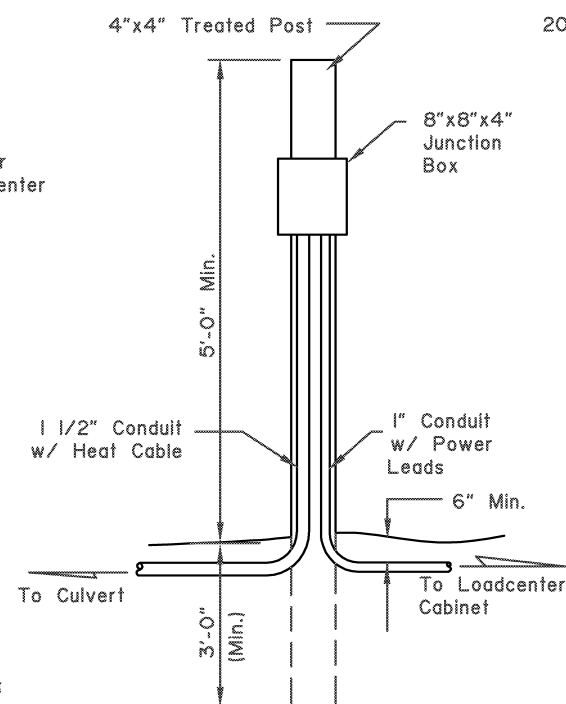
ARCH

GENERAL NOTES:

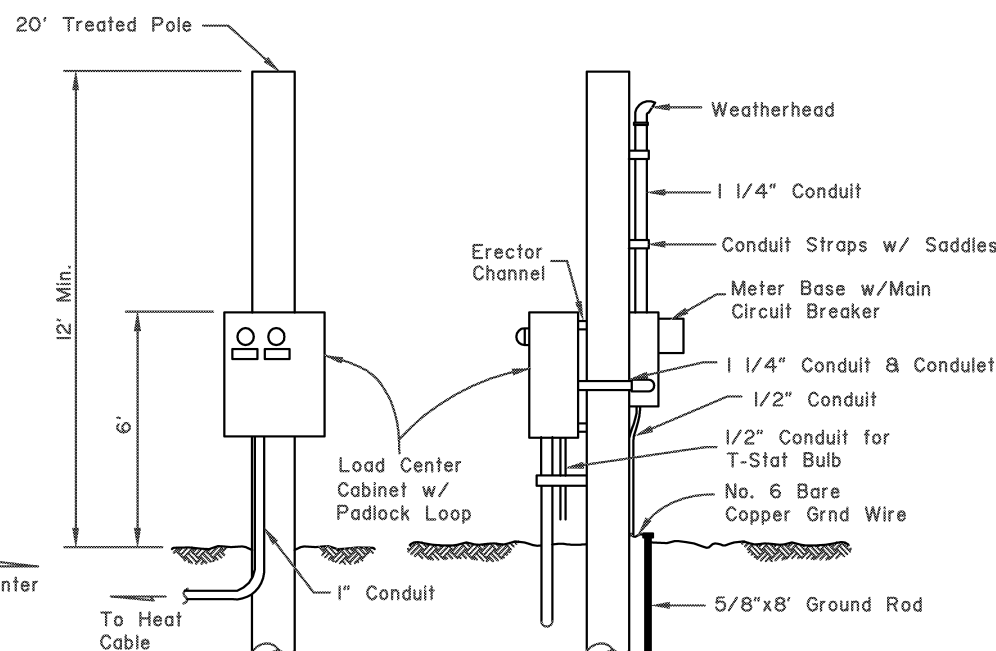
1. Load Center Cabinet shall be located outside of the clear zone and above high water.
2. Caution Sign shall be mounted to the side of treated posts facing highway at the culvert entry and exit and at the Loadcenter Cabinet.
3. See Alaska Highway Preconstruction Manual for 'Clear Zone' requirements.
4. Junction boxes shall be used in place of hand holes at wet locations and shall be mounted at 48" or at 24" above high water if greater than 48".



PLAN



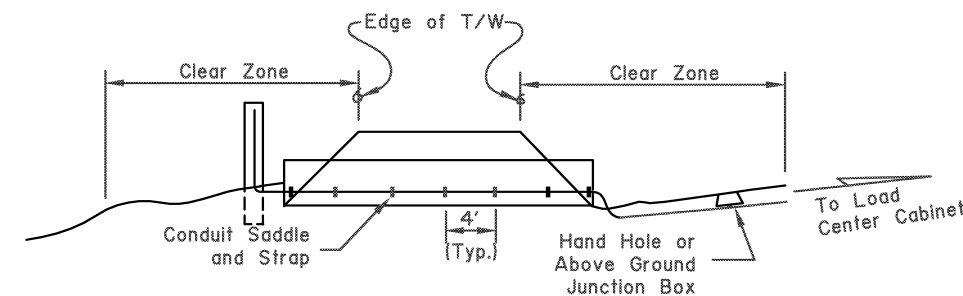
ABOVE GRADE JUNCTION BOX



FRONT VIEW

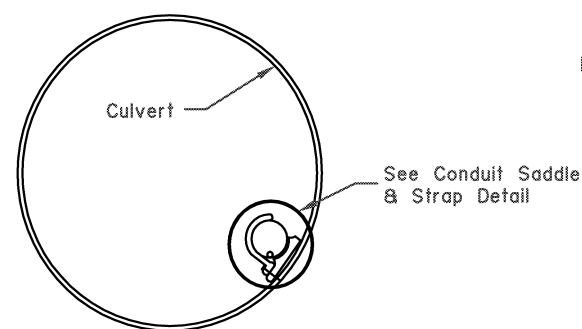
PROFILE VIEW

OVERHEAD SERVICE DETAIL

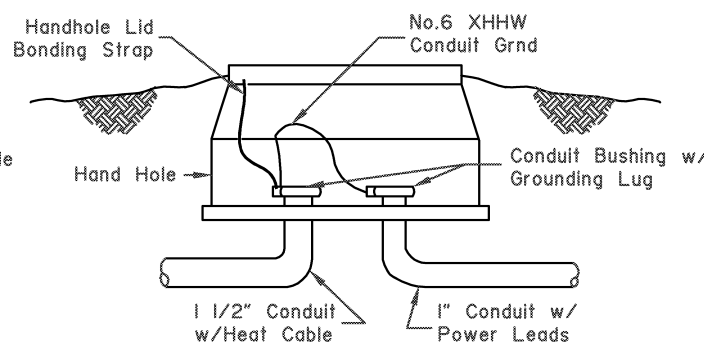


PROFILE

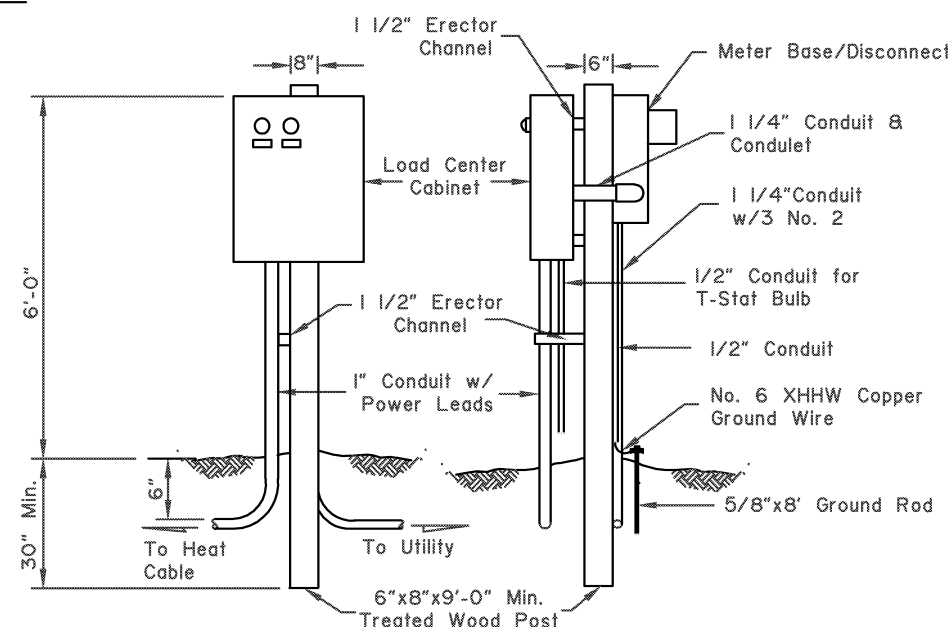
TYPICAL SITE PLAN



CULVERT CROSS SECTION



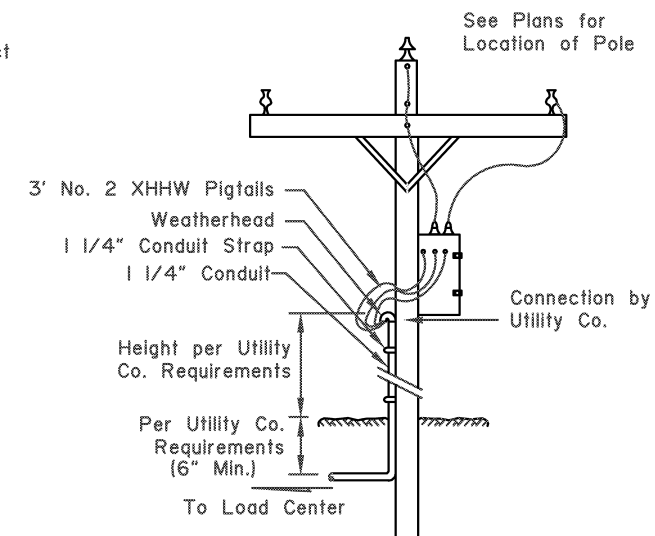
HAND HOLE DETAIL



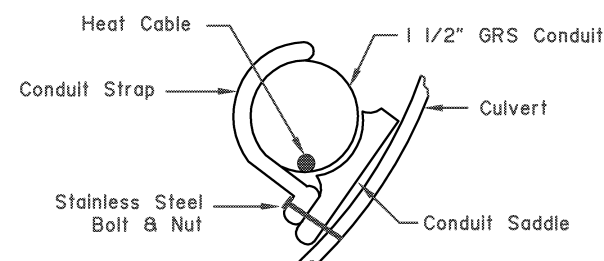
FRONT VIEW

PROFILE VIEW

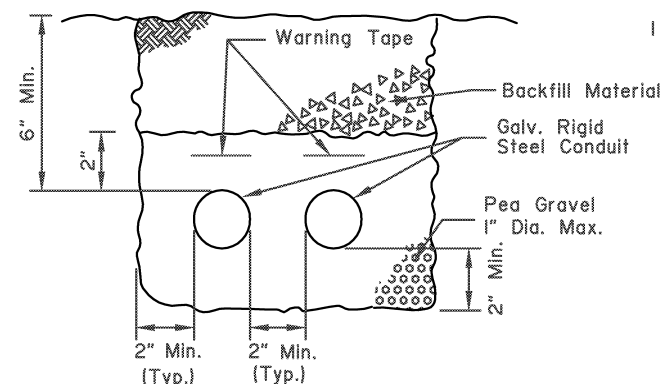
UNDERGROUND SERVICE DETAIL



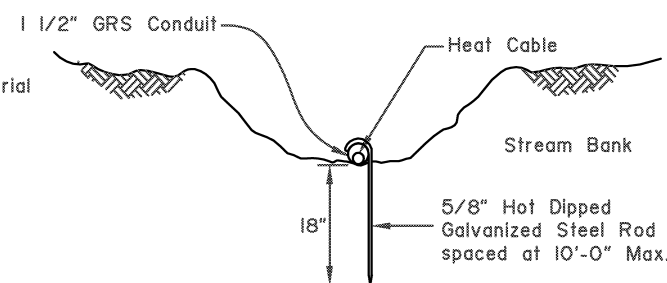
UNDERGROUND SERVICE
POLE RISER DETAIL



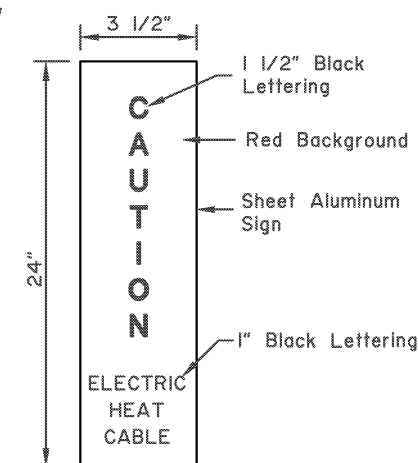
CONDUIT SADDLE &
STRAP DETAIL



POWER LEAD TRENCH SECTION



HEAT CABLE TRENCH DETAIL

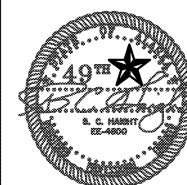


CAUTION SIGN

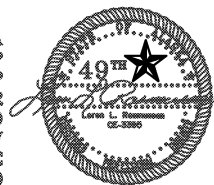
REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

CULVERT THAW WIRE INSTALLATION



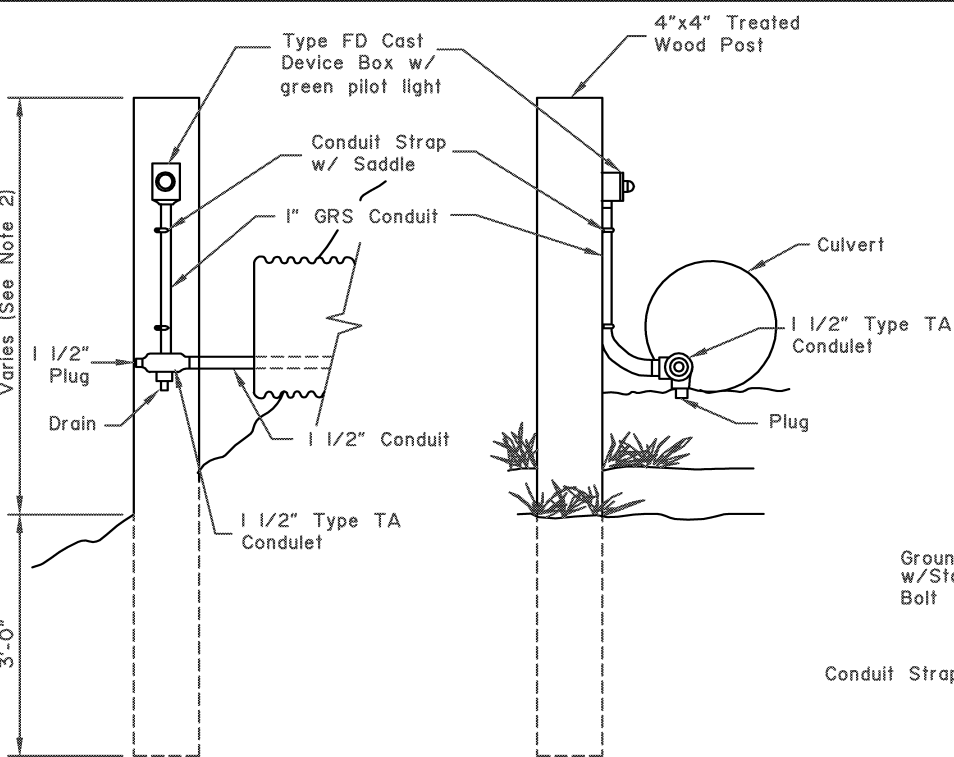
APPROVED



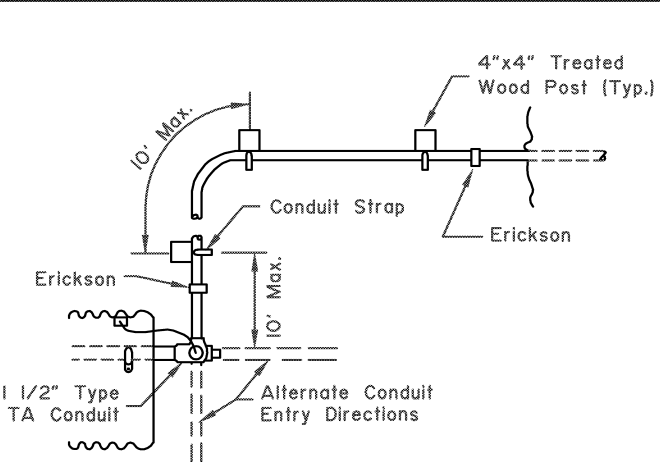
Date 4/1/93

GENERAL NOTES:

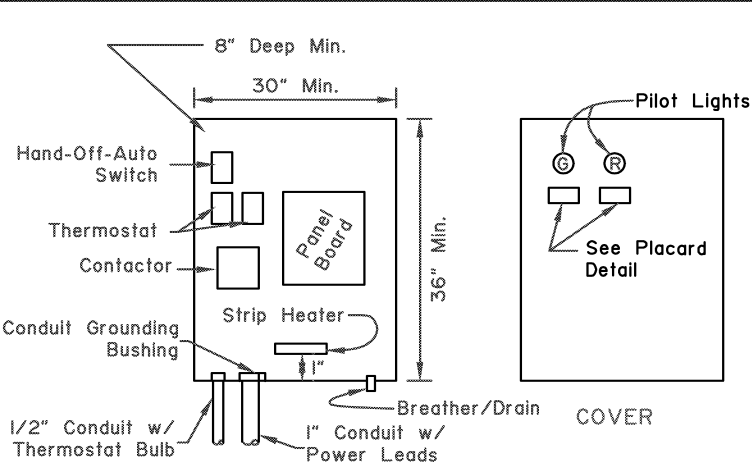
- Loadcenter Cabinet panel face shall be placed parallel with the highway.
- Type FD Cast Device Box w/green pilot light on the termination post shall be located a minimum of 6" above high water.



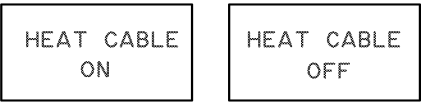
TERMINATION POST DETAIL



CULVERT ENTRY DETAIL



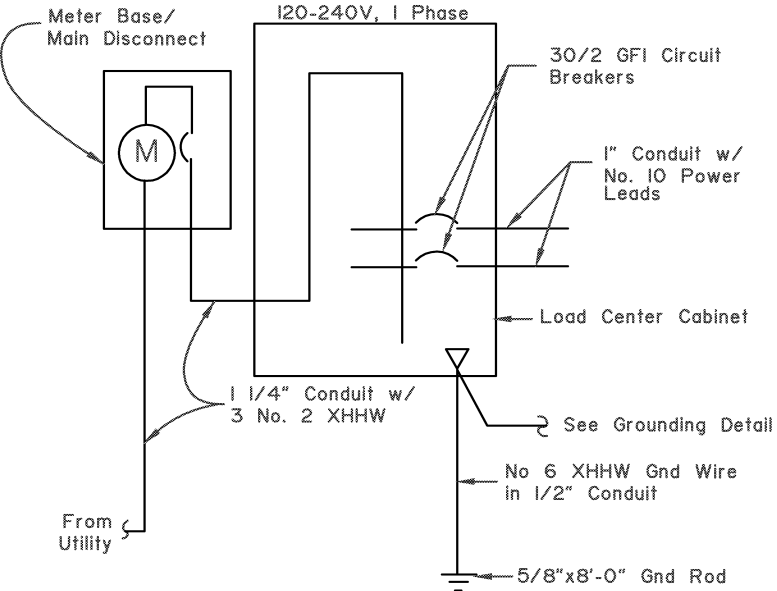
LOAD CENTER CABINET



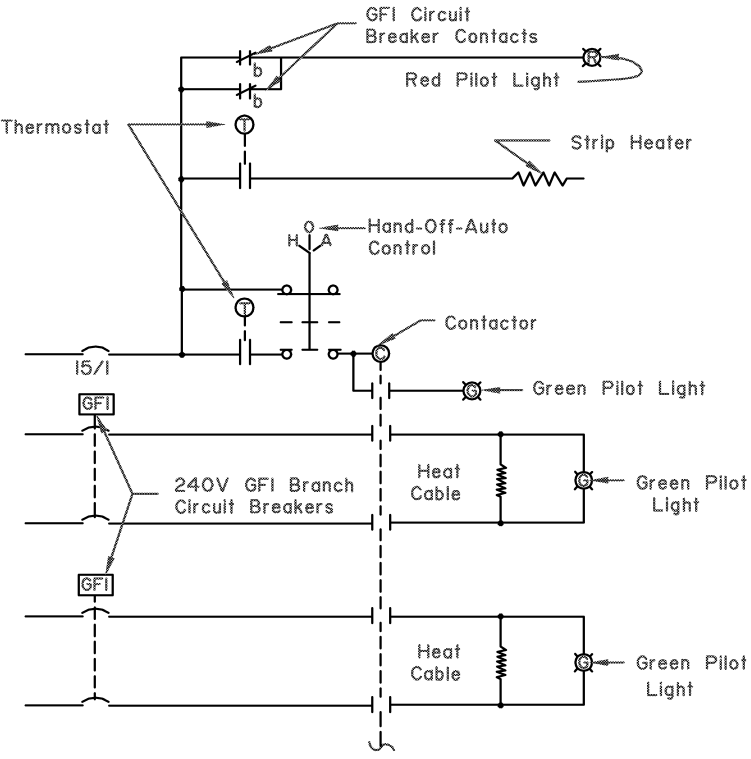
PLACARD DETAIL

SIZE	MAX. LENGTH
15/2	175 Ft.
20/2	240 Ft.
30/2	320 Ft.
40/2	415 Ft.

CIRCUIT BREAKER SIZING TABLE

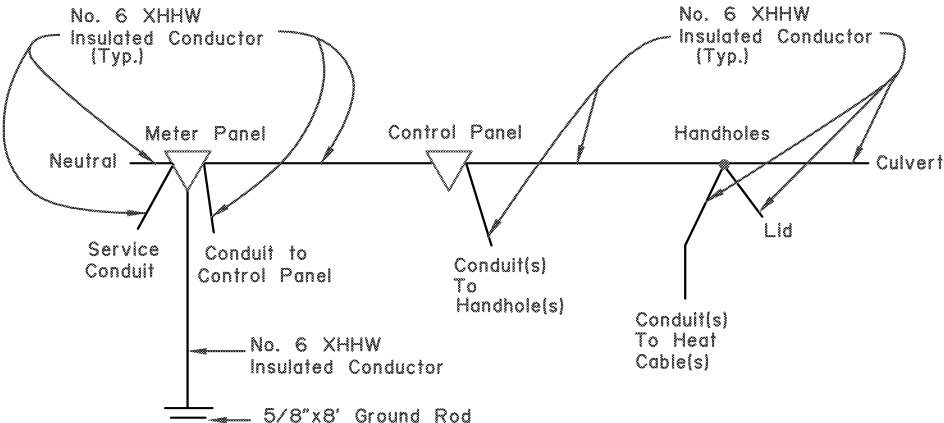


SINGLE LINE DIAGRAM



CONTROLS DIAGRAM

NOTE: May use same scheme for other quantities of Heat Cable Circuits.



GROUNDING DETAIL

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities

**CULVERT THAW
WIRE INSTALLATION**

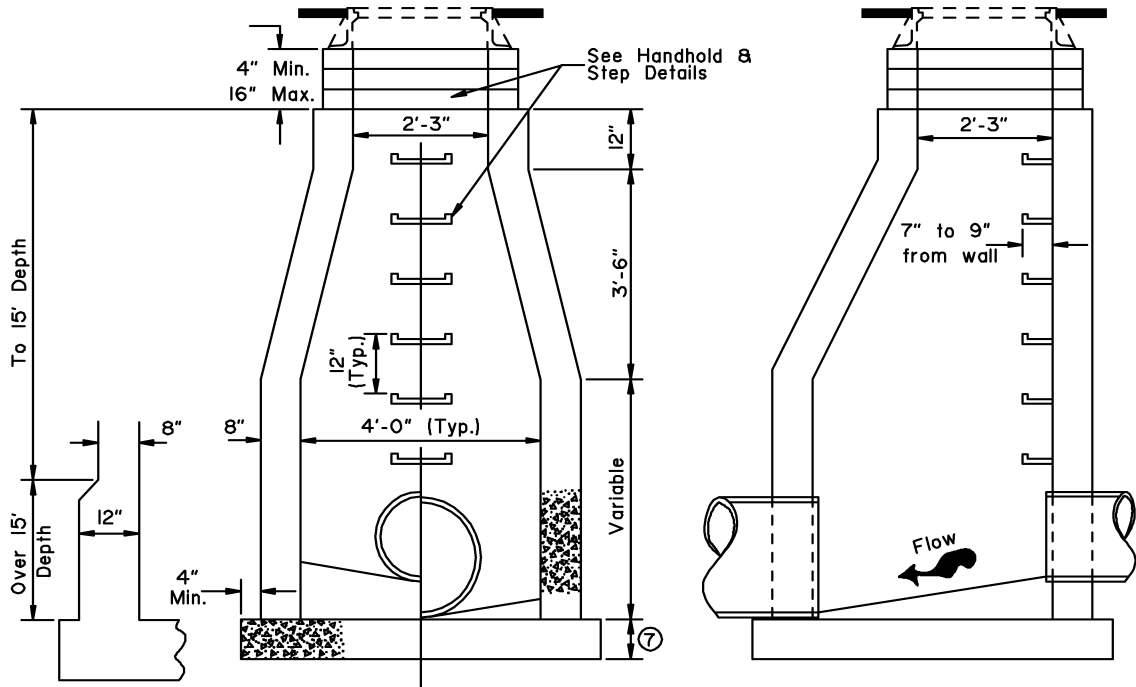
49th DIVISION
B. C. HANSEN
EE-4800

APPROVED
Loren L. Thompson
CE-3888

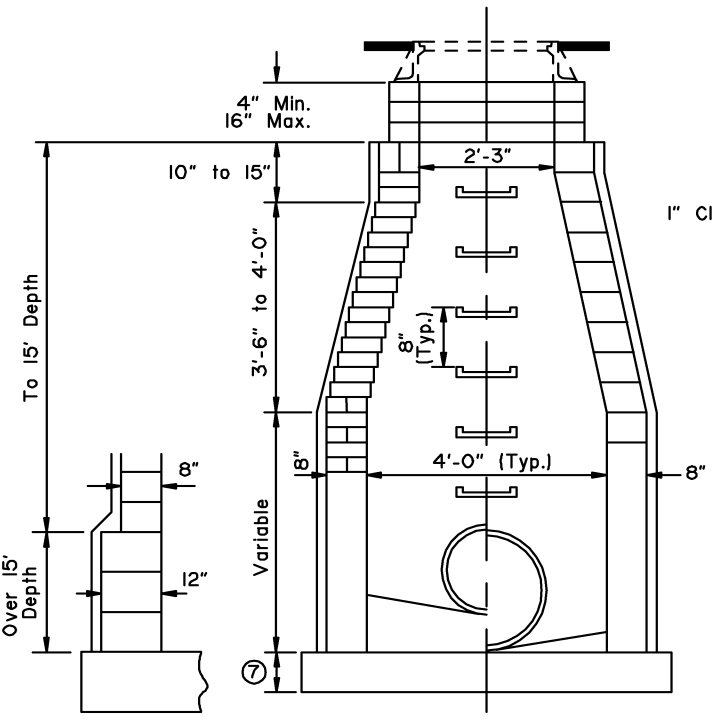
Date 4/1/93

GENERAL NOTES:

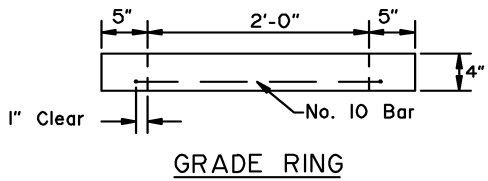
1. Manhole depth shall be as shown on the plans or as directed by the Engineer.
2. Cast in place concrete shall be class W.
3. Manhole frame and cover bearing surface shall be machine finished and all covers interchangeable. Details shown are to indicate general design and may vary among manufacturers.
4. Precast Reinforced Bases may be used in lieu of cast in place bases.
5. Manhole frame shall have a depth of 6" unless specified otherwise on the plans.
6. Precast bases shall have No. 4 reinforcing bar on 12" centers each way for depths under 20' and No. 5 reinforcing bar on 6" centers for depths of 20' and over.
7. Poured in place concrete bases shall be 8" thick for depths less than 15' and 12" thick for depths 15' or greater.



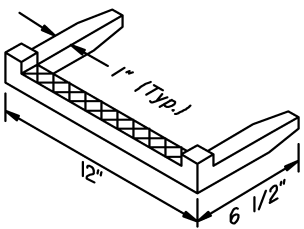
CAST IN PLACE MANHOLE



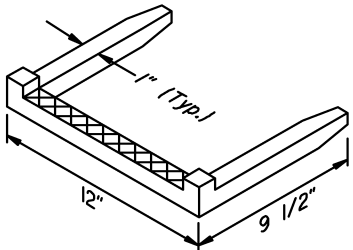
BRICK OR BLOCK MANHOLE



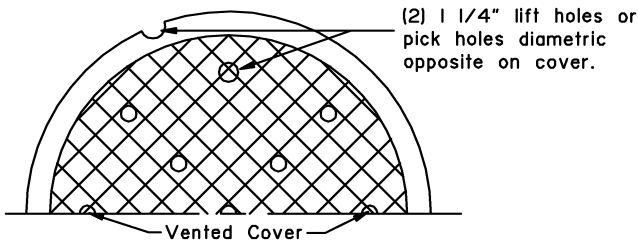
GRADE RING



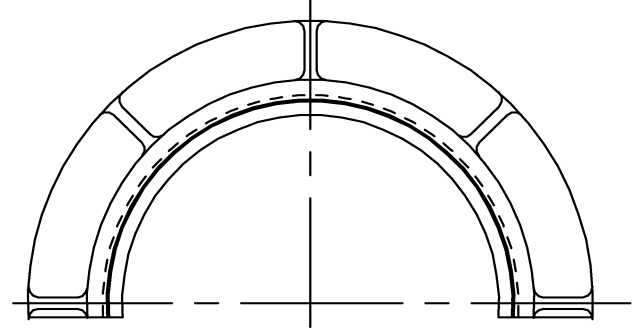
HANDHOLD DETAIL



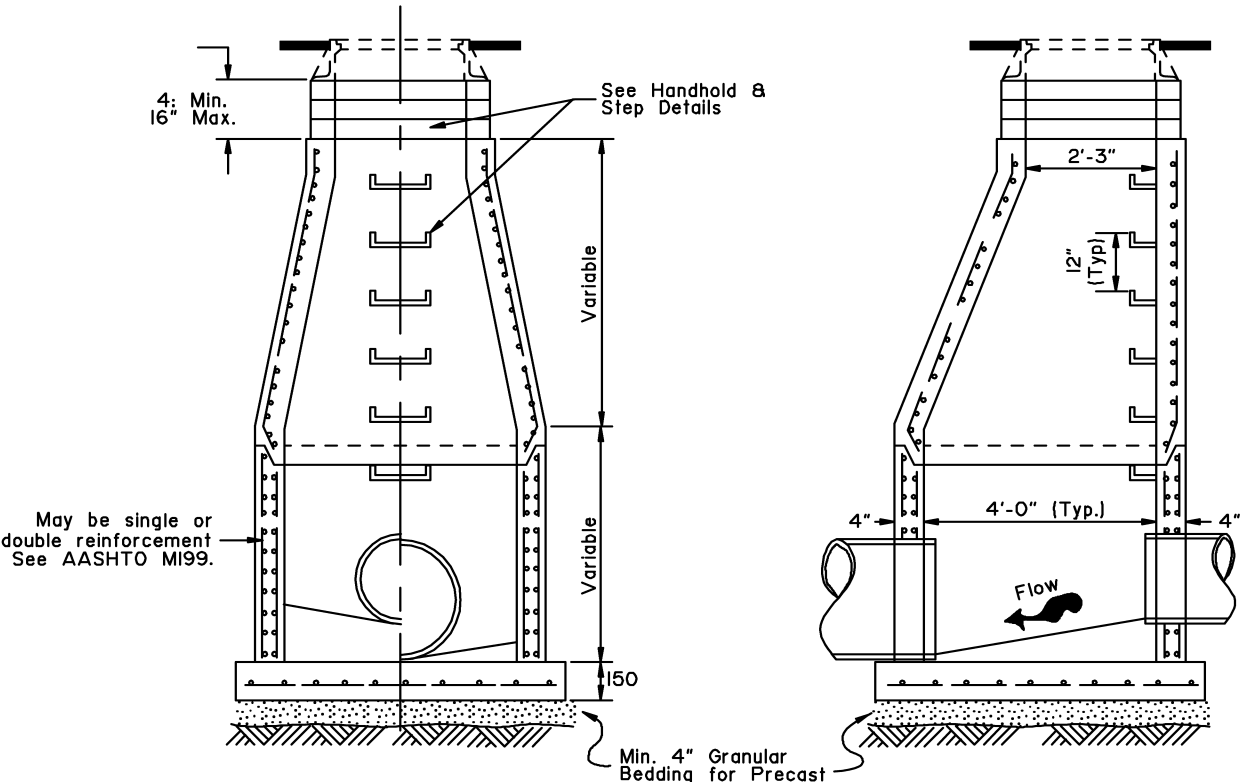
STEP DETAIL



MANHOLE COVER



MANHOLE FRAME



PRECAST CONCRETE MANHOLE

MANHOLE FRAME & COVER MINIMUM WEIGHT		
Depth		
5"		350 lbs
6"		380 lbs
7"		400 lbs
8"		440 lbs
9"		470 lbs
10"		500 lbs

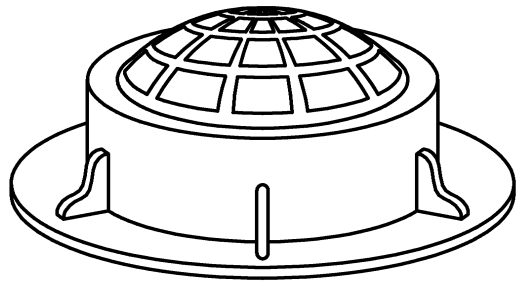
REVISIONS		
Date	Description	By
9/15/91	Added Grade Rings	Gdo
3/15/99	Remove Steps in Rings	EMR

State of Alaska
Department of Transportation
& Public Facilities

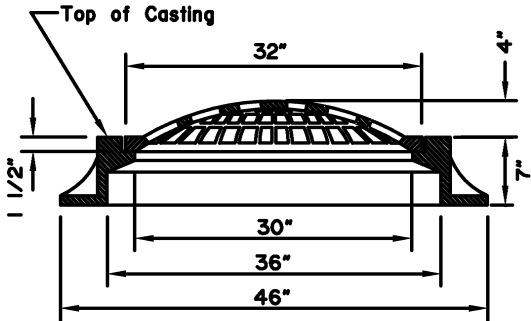
MANHOLES, FRAME
AND COVER



Date 7/15/82

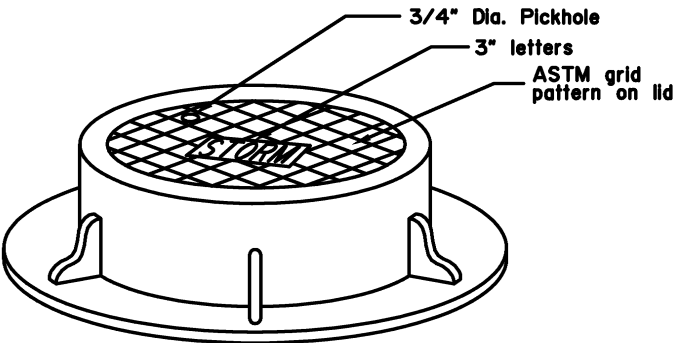


Surround field inlets with a 24" wide rock rubble collar 10" deep, 3" maximum size rock.



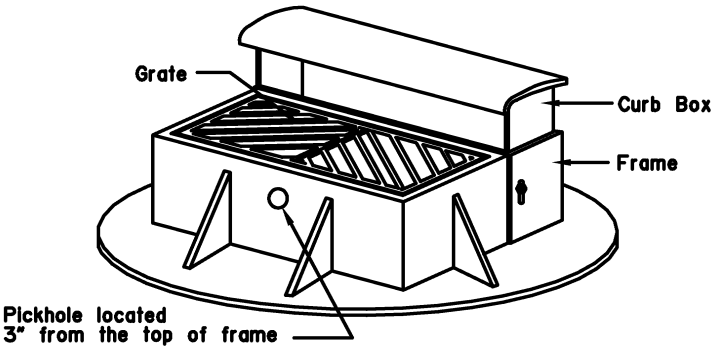
FIELD INLET FRAME & GRATE

To be supplied for storm drain manholes where field inlets are specified. Field inlet frame and grate shall have a Minimum total weight of 525 lb.

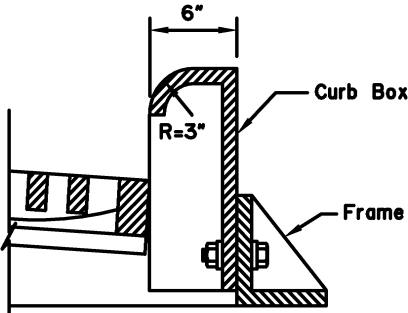


MANHOLE LID FRAME AND GRATE

- NOTES:**
- 1. Details shown are to indicate general design only. Dimensions and design may vary among the manufacturers, except that inlet grate shall be within $\frac{1}{4}$ " of dimensions shown on this drawing.
 - 2. Manhole lids shall be 32" in diameter and may be used with field inlet frames.
 - 3. Type A field inlet frame inside dimensions shall be 24" x 36". Lugs will not protrude outside the concrete surface of the inlet box.
 - 4. Grates shall be bicycle safe. Where high capacity grates are called for on the plans, they shall conform to Std. Dwg. D-25.
 - 5. Frame and grate casting types are identified by the following abbreviations:
C.I. = Curb Inlet
F.I. = Field Inlet
M.H. = Manhole
 - 6. Flowline depression shall conform to Std. Dwg. D-23 for an on grade or sag point conditions.
 - 7. These are the default frames and grates to be used unless shown otherwise on the drainage plans or drainage structure summary.

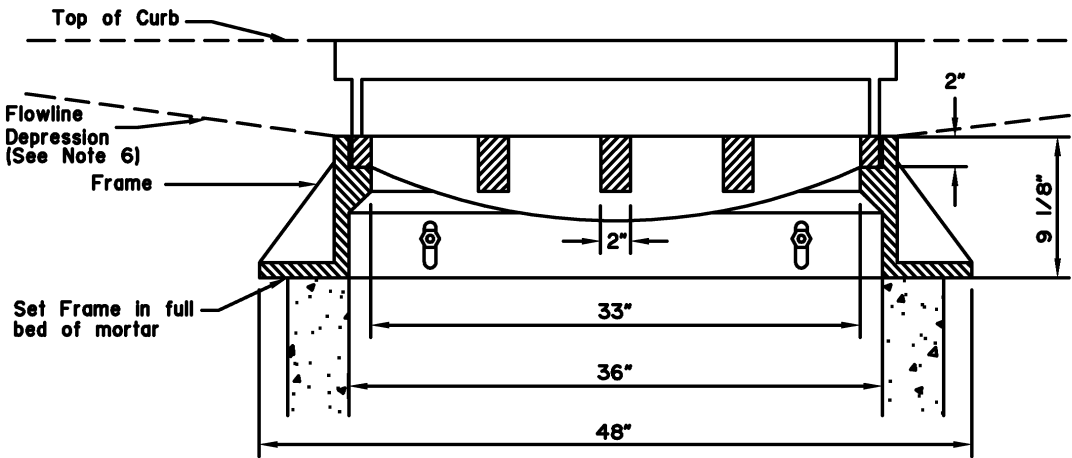


NOTE:
Curb Box, Grate and frame shall have a minimum total weight of 725 lb.



SIDE VIEW
MOUNTABLE CURB AND GUTTER

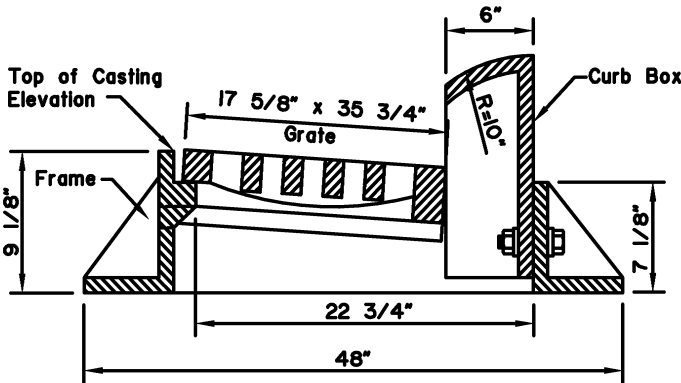
REQUIRED FRAME AND GRATES (See Note 7)			
STRUCTURE	INLET TYPE	CURB TYPE	TYPE FRAME AND GRATE
INLET BOX, TYPE A	Curb	Mountable	Standard Curb Inlet
	Curb	Expressway	Mountable Curb Inlet
	Curb	Rolled Curb	Depressed Inlet
	Field	-----	Field Inlet
STORM DRAIN MANHOLES, TYPE I, II AND III	Curb	Mountable	Mountable Curb Inlet
	Curb	Expressway	Expressway Curb Inlet
	Curb	Rolled Curb	Depressed Inlet
	Field	-----	Field Inlet
	Manhole Lids	-----	Field Inlet Frame, Solid MH. Lid



FRONT VIEW

CURB INLET FRAME AND GRATE

To be supplied for storm drain manholes Type I, Type II and Type III where curb inlets are specified.



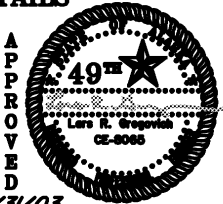
SIDE VIEW
EXPRESSWAY CURB AND GUTTER

REVISIONS		
Date	Description	By
10/31/03	Misc. Revisions/ Corrections	LRG

Sheet 1 of 1

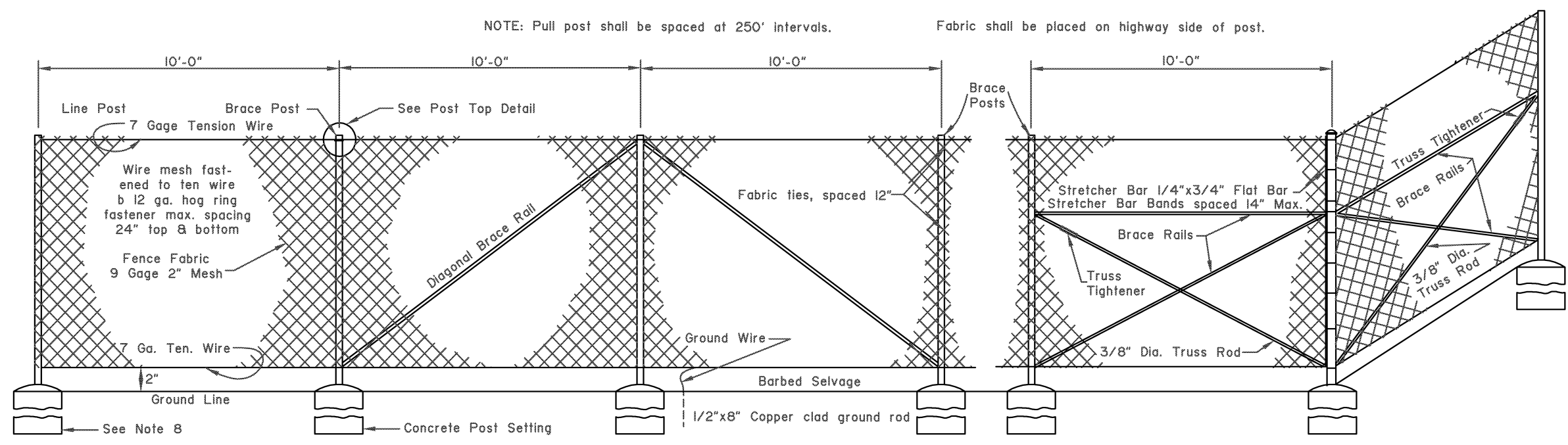
State of Alaska
Department of Transportation
& Public Facilities

STORMDRAIN MANHOLE
FRAME AND GRATE
DETAILS



APPROVED

NOT TO SCALE Date 10/31/03

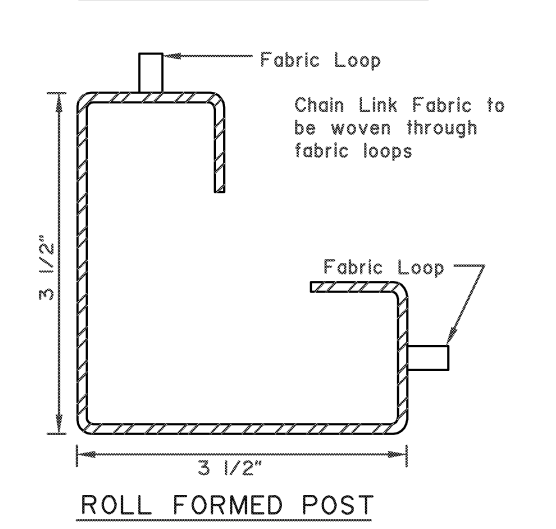


TYPICAL FENCE SECTION

TYPICAL PULL POST

TYPICAL CORNER OR TERMINAL POST

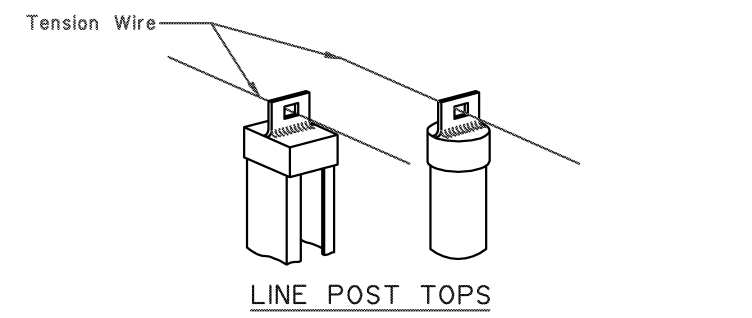
- GENERAL NOTES:
1. Posts shall be spaced equal distances apart. Maximum spacing shall be 10 feet unless directed otherwise by the Engineer.
 2. Post tops shall be securely fastened to post.
 3. Brace rails and truss rods shall be securely fastened to post with brace bands with threaded take-up adaptor for truss rods.
 4. Ground wire shall be attached to fence fabric by means of a split bolt.
 5. Fabric shall be stretched to a smooth uniform appearance.
 6. Details shown indicate general design and dimensions may vary among manufacturers.
 7. For fence gate details, see Standard Drawing Chain Link Fence Gate.
 8. Line post shall be set in concrete unless shown otherwise on the plans.



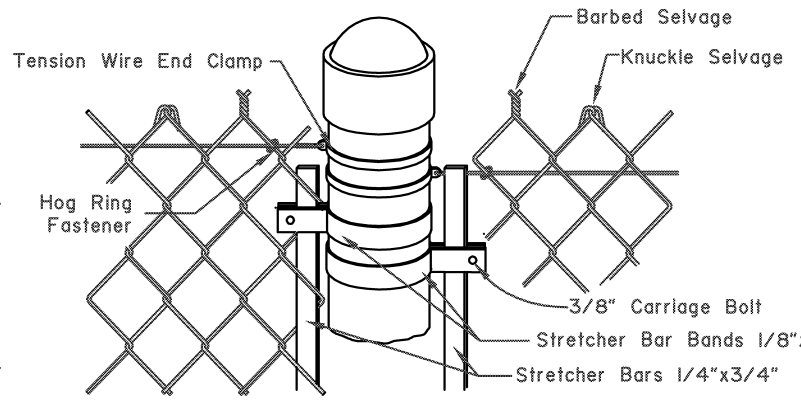
ROLL FORMED POST

C POST

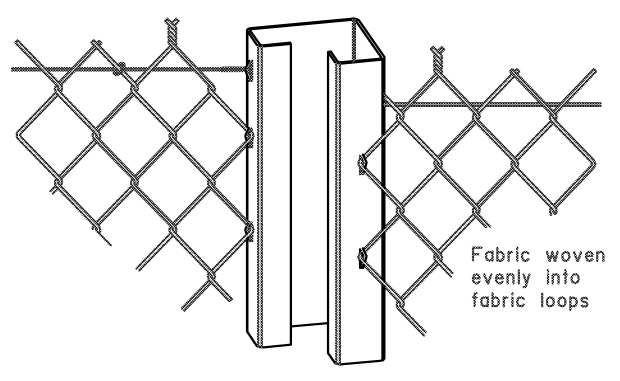
ROLL FORMED
BRACE



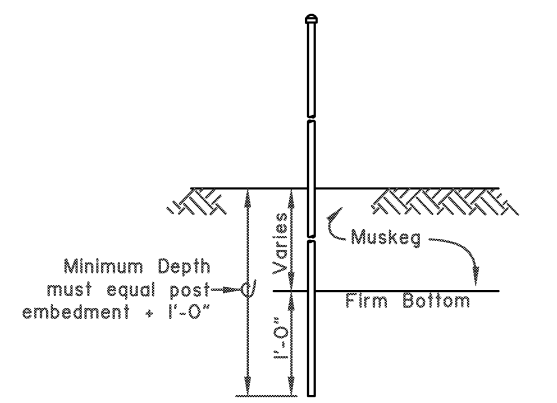
LINE POST TOPS



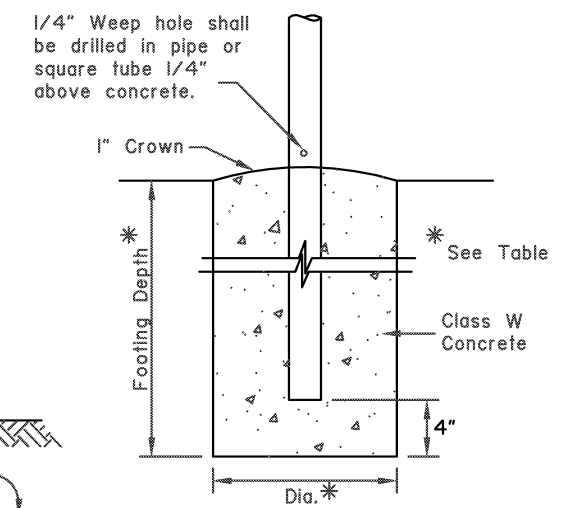
PIPE STYLE POST TOP



ROLL FORMED POST TOP

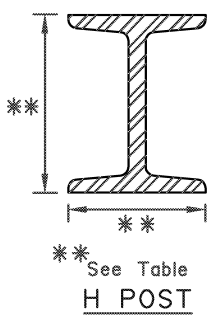


POST SETTING IN MUSKEG AREAS



CONCRETE POST SETTING

FABRIC HEIGHT	POST														TOP OR BRACE RAIL								ALTERNATE POST	
	END-CORNER-PULL								LINE-BRACE														LINE-BRACE	
	PIPE		SQUARE TUBE		ROLL FORMED		FOOTING		PIPE		C POST		FOOTING		PIPE		ROLL FORMED		H POST		H POST			
	SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.	DEPTH	DIA.	SIZE	WT/FT	SIZE	WT/FT.	DEPTH	DIA	SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.	SIZE	WT/FT.		
3'	2"	3.65#	2" x 2"	4.31 #	3 1/2"x3 1/2"	4.84#	40"	10"	1 1/2"	2.72 #	1 7/8"x1 5/8"	2.28 #	28"	10"	1 1/4"	2.27#	1 5/8"	1.35#	1 1/2"x 1 5/16"	2.27 #	1 7/8"x1 5/8"	2.72 #		
4'	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
5'	2"	3.65#	2" x 2"	4.31 #	3 1/2"x3 1/2"	4.84#	40"	10"	1 1/2"	2.72 #	1 7/8"x1 5/8"	2.28 #	28"	10"	"	"	"	"	"	"	1 7/8"x1 5/8"	2.72 #		
6'	2 1/2"	5.79#	2 1/2"x2 1/2"	5.59#	3 1/2"x3 1/2"	4.84#	48"	15"	2"	3.65#	2 1/4"x1 45/64"	2.64#	40"	12"	"	"	"	"	"	"	2 1/4"x2"	4.1#		
7'	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
8'	2 1/2"	5.79#	2 1/2"x2 1/2"	5.59#	3 1/2"x3 1/2"	4.84#	48"	15"	2"	3.65#	2 1/4"x1 45/64"	2.64#	40"	12"	"	"	"	"	"	"	2 1/4"x2"	4.1#		



REVISIONS

Date	Description	By
3/1/83	Revised Gen. Notes	WJF/HK

State of Alaska
Department of Transportation
& Public Facilities

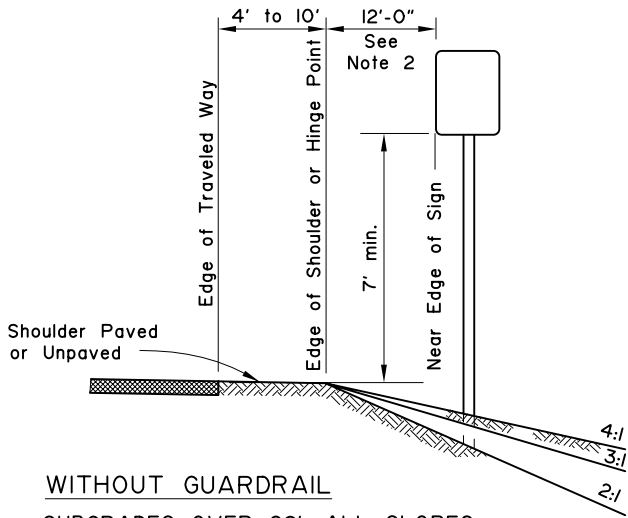
CHAIN LINK FENCE

APPROVED
49th
Loren L. Rasmussen
02-0009

Date 7/15/82

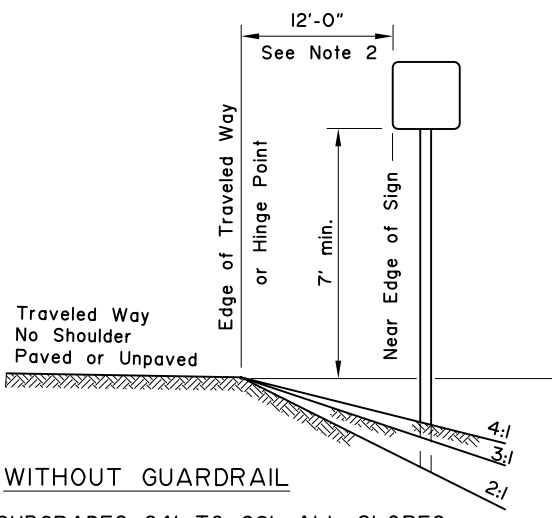
GENERAL NOTES

1. Unless shown otherwise on the plans, the standard sign offset is 12'. The minimum is 6'.
2. If signs extend over sidewalks, the minimum vertical clearance is 7'-0".
3. Add 6" to mounting height on unpaved roads.
4. If signs extend over bike paths, the minimum vertical clearance is 8' 0".
5. When signs are placed 30' or more from the edge of traveled way, mount them with the bottom of the sign at least 5' above the road surface at the near edge of the road.
6. When multiple hinged sign supports are used, mount hinges at least 7' above the ground.



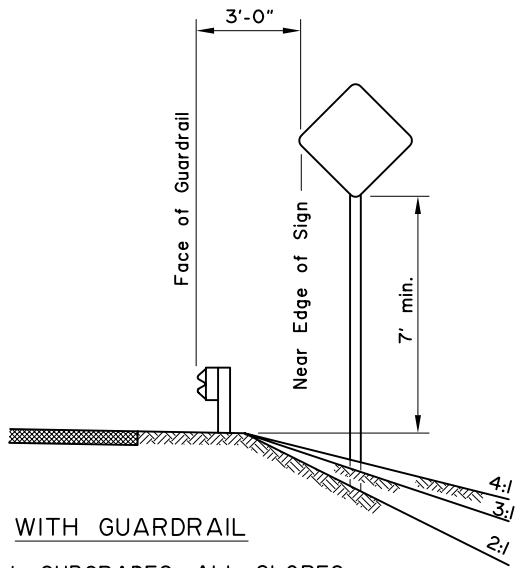
WITHOUT GUARDRAIL

SUBGRADES OVER 28', ALL SLOPES



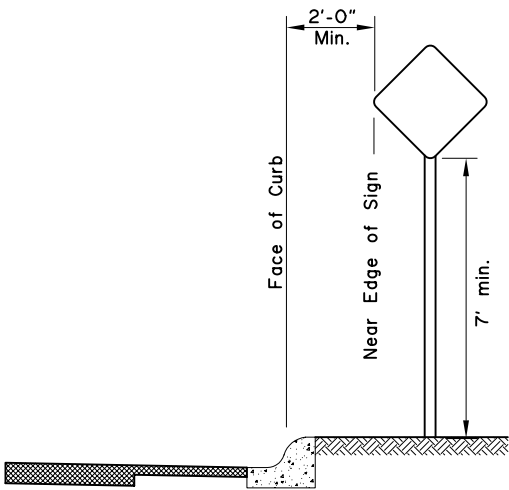
WITHOUT GUARDRAIL

SUBGRADES 24' TO 28', ALL SLOPES

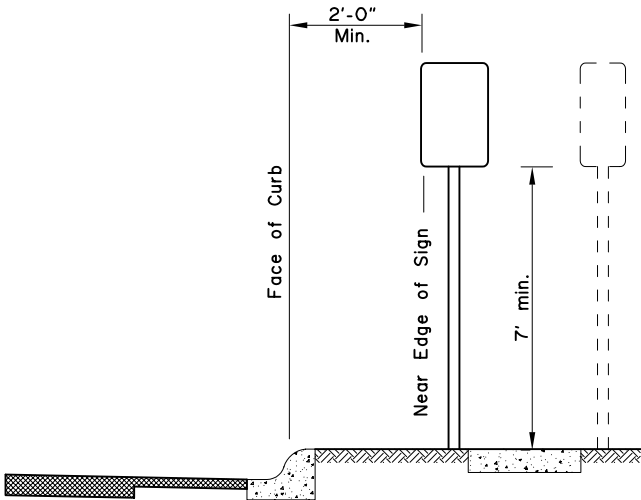


WITH GUARDRAIL

ALL SUBGRADES, ALL SLOPES

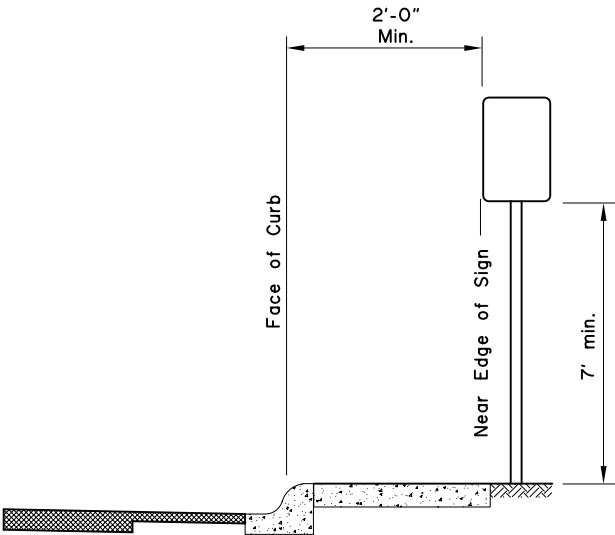


CURB WITHOUT SIDEWALK

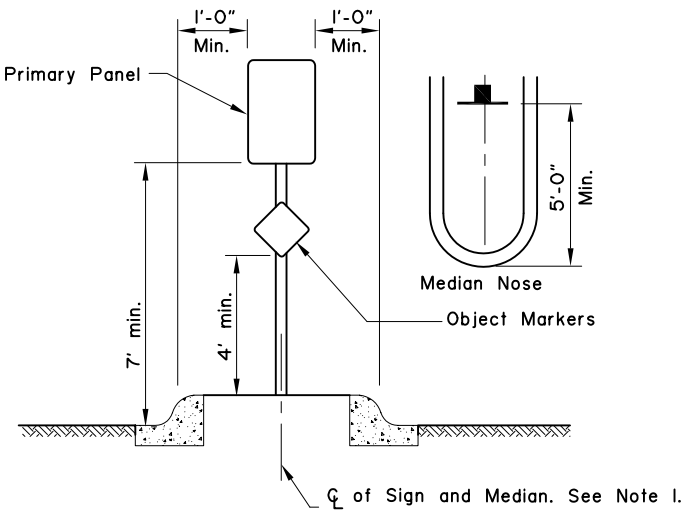


CURB WITH PARKWAY AND SIDEWALK

(If R/W width permits, signs should be placed behind sidewalk.)

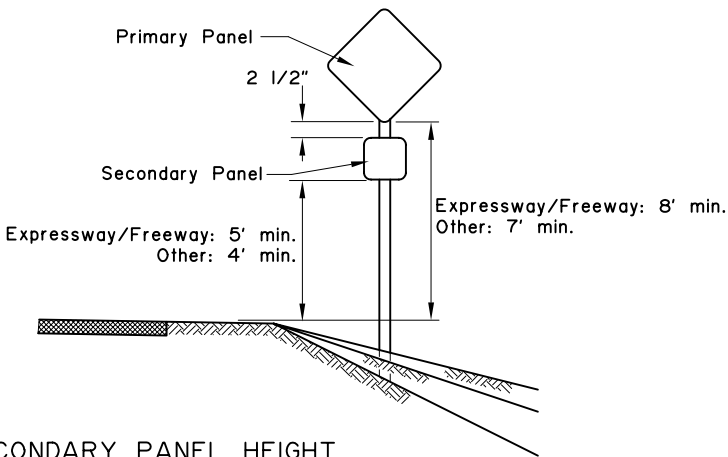


CURB WITH SIDEWALK WITHOUT PARKWAY



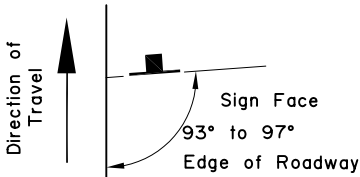
RAISED MEDIANS

Minimum 4' Width for Signing



SECONDARY PANEL HEIGHT

ALL TWO PANEL MOUNTING



SIGN POSITIONING

REVISIONS		
Date	Description	By
4/3/01	Revised Sign Heights	KJS

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

POST MOUNTED SIGN
OFFSET AND HEIGHT

APPROVED

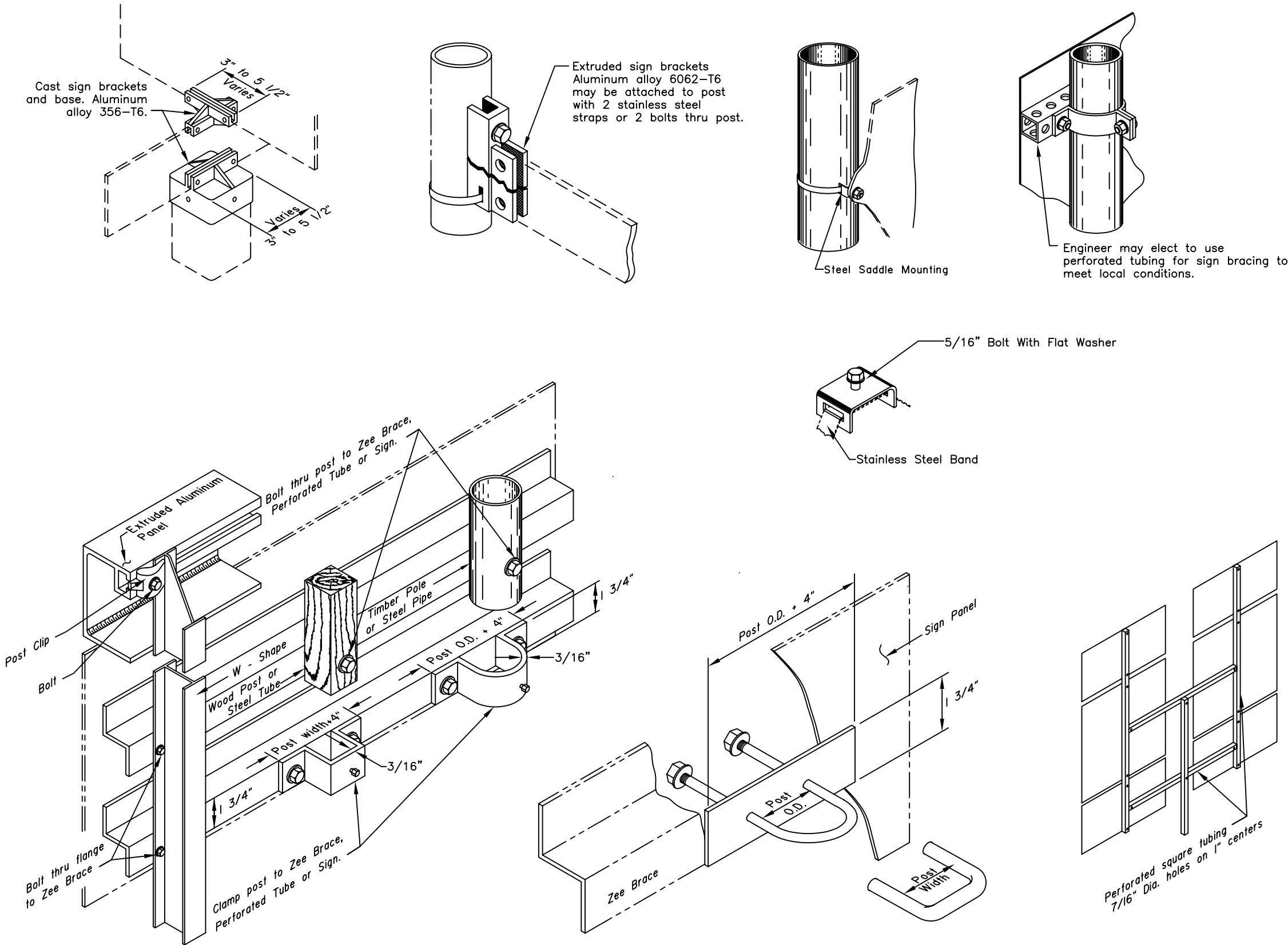


Date 7/15/82

GENERAL NOTES

- 1. Details shown indicate general design only. Dimensions and design may vary among the manufacturers.
- 2. Install weather tight caps on all pipe and tube post (except perforated tubing).
- 3. Protect sign posts installed using driving methods with drive caps during installation.
- 4. Bolt braces to posts at each point where they cross posts.
- 5. Install signs with top of post, mounting brackets, etc. with a minimum of 3" below top of sign.
- 6. Paint all sign mounting fasteners on sign face a color closely matching the sign face.
- 7. Attach all signs, zees and braces mounted to the posts with 5/16" bolts.
- 8. Furnish all aluminum nuts, bolts and washers with anodized finish.

FASTENER SPECIFICATION TABLE				
FASTENERS		ALUMINUM	STEEL	STAINLESS STEEL
BOLTS	MACHINE CARRIAGE "U"	2024-T4	A-307	A-276
	REGULAR LOCK	6061-T6 2017-T4	A-307	A-276
WASHERS		2024-T4	A-36	A-276
POST CLIP		356-T6		



REVISIONS		
Date	Description	By

Sheet 1 of 1

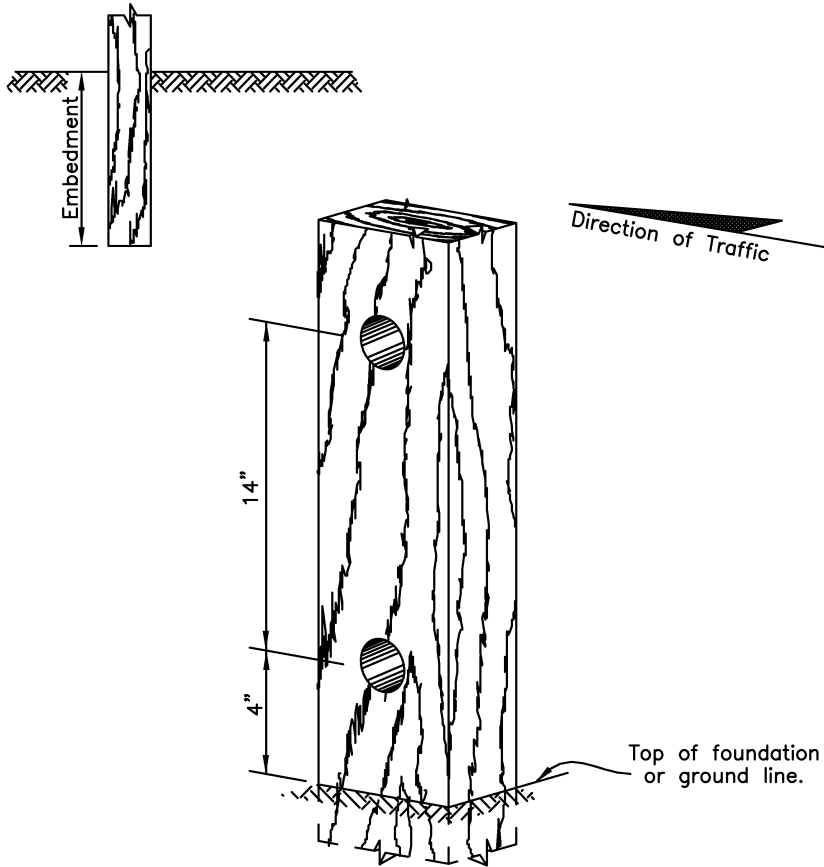
State of Alaska
Department of Transportation
& Public Facilities

**SIGN TO SIGN POST
CONNECTIONS**

APPROVED
49m
2/28/03
Date

GENERAL NOTES:

1. Refer to Standard Drawing "Sheet Aluminum Sign and Framing" for light sign details.
2. See plans for type of post, size and embedment type.
3. To maintain crashworthiness, install no more than the number of P.S.T.s or wood posts specified in the tables within 7' of each other.
4. Do not install wood posts larger than 6"x8".
5. Use larger posts than shown on this sheet, with hinges, for multiple support signs where the supports are separated by more than 7 feet.

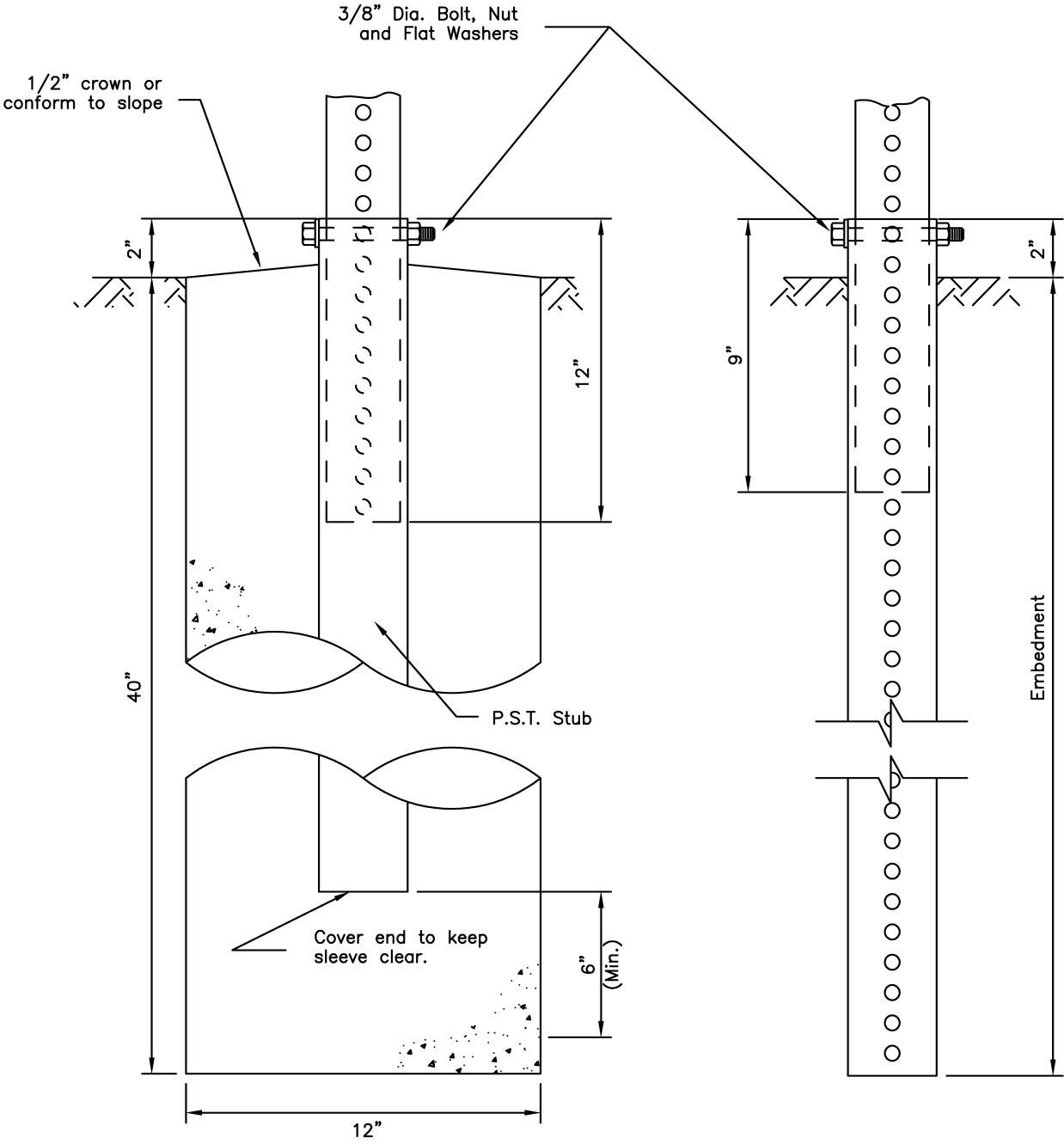


Note: If holes are field drilled after post has been treated, the holes shall be thoroughly swabbed with a 5% solution of pentachlorophenol and mineral spirits.

WOOD POSTS			
SIZE	HOLE DIA.	EMBEDMENT*	NUMBER OF POSTS WITHIN 7 Ft. PATH
4"x4"	NONE	36"	2
4"x6"	1 1/2"	36"	2
6"x6"	1 1/2"	40"	1
6"x8"	3"	48"	1

* Embedment depth applies in both strong and weak soil.

WOOD POSTS



SLEEVE TYPE
-CONCRETE FOUNDATION-

SLEEVE TYPE *
-SOIL EMBEDMENT-

PERFORATED STEEL TUBES (P.S.T.) (12 ga. - .105" Wall Thickness)		
POST SIZE (inch)	Embedment Depth	No. of P.S.T.s permitted within 7 ft path
1 1/2" x 1 1/2"	3'-0"	2
1 3/4" x 1 3/4"	3'-0"	2
2" x 2"	3'-6"	2
2 1/4" x 2 1/4"	4'-0"	1
2 1/2" x 2 1/2"	4'-6"	1

* Use 3"x3"x3/16" Stub for 2 1/2"x2 1/2" PST Applications.

PERFORATED STEEL TUBE (PST) POSTS

REVISIONS		
Date	Description	By
1/1/85	Redraft-Delete Post	Gdo
4/2/01	Revised PST table	Kjs
	Added note 3	
2/12/02	Revised Wood Posts	Kjs

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

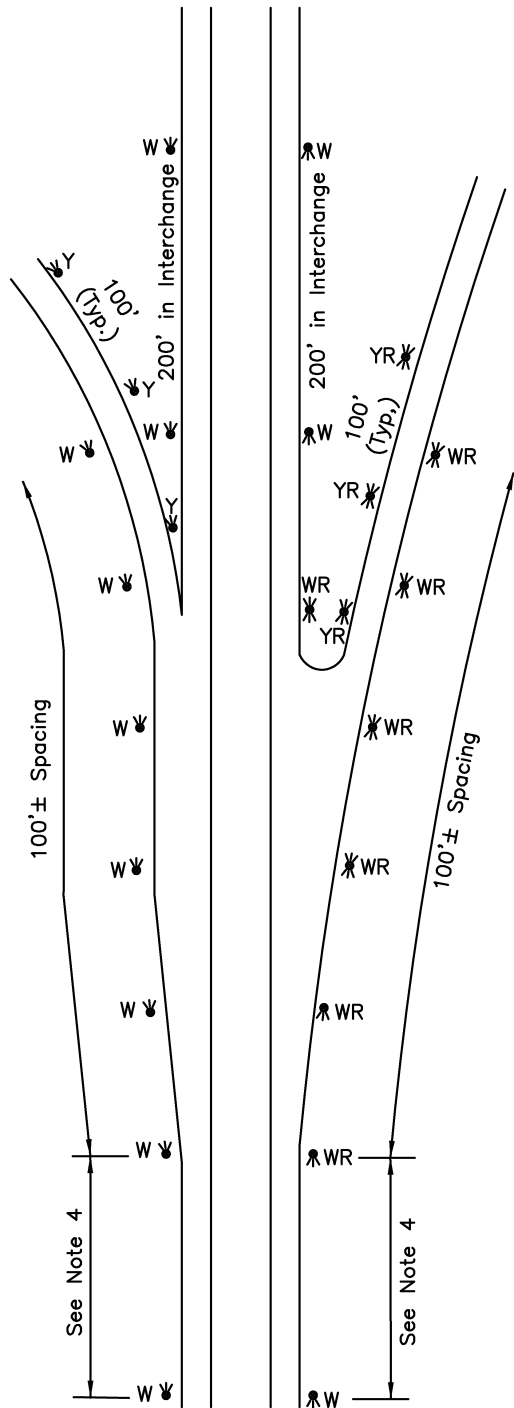
LIGHT SIGN
STRUCTURE POST
EMBEDMENT



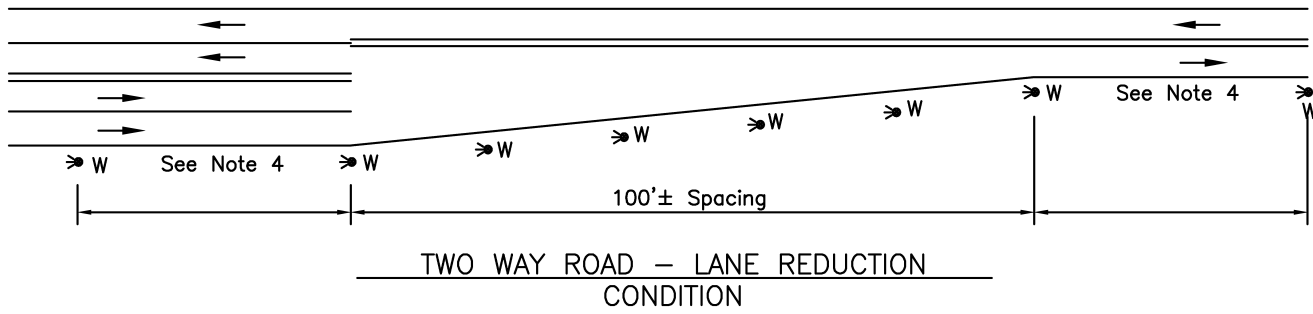
Date 7/15/82

GENERAL NOTES

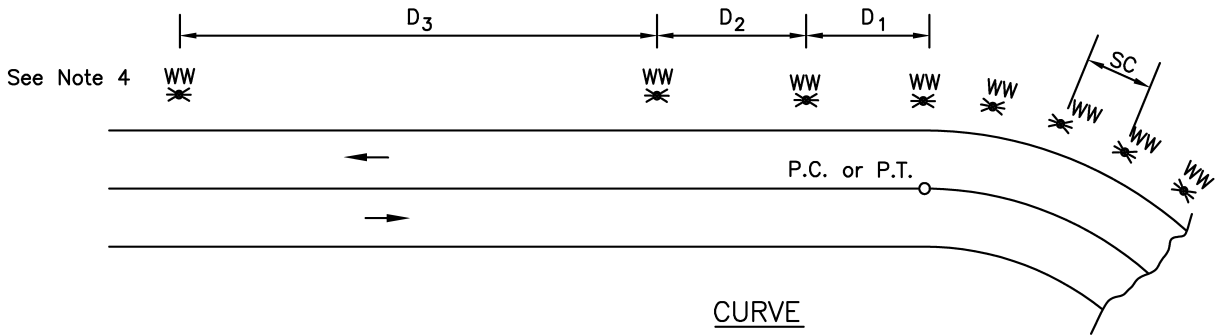
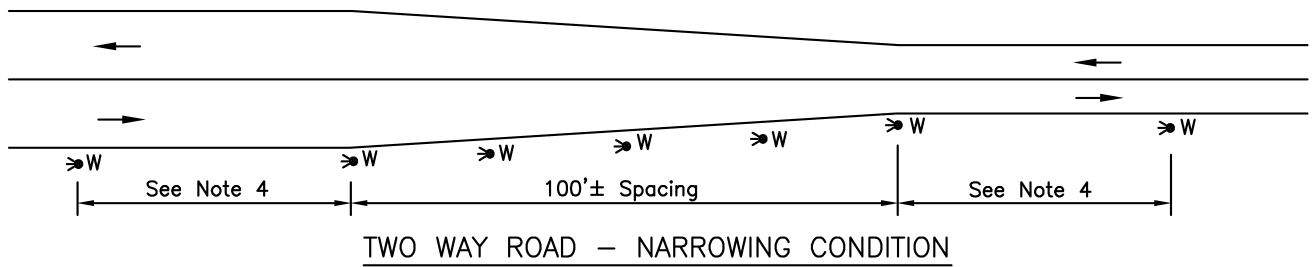
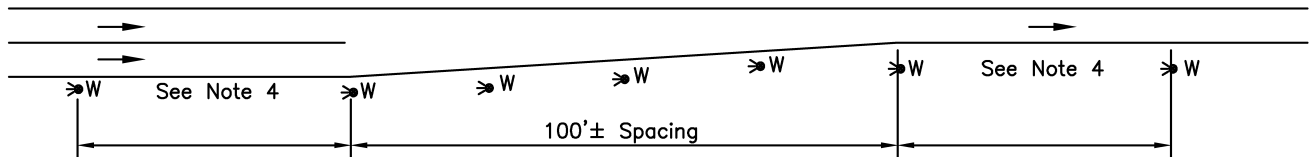
- 1. Maximum spacing on tapers, speed change lanes, pavement transitions, and ramps should be 100'±.
- 2. On roads with continuous delineation, adjust existing guide marker locations to tie into these configurations.
- 3. Marker spacing in table has been rounded for ease of calculation and field layout.
- 4. Spacing on tangents should be approximately 500', 530' maximum. See table for spacing on curves.



FREEWAY RAMPS



ONE WAY ROAD – RIGHT LANE DROP CONDITION
(FOR LEFT LANE DROP CONDITION USE TYPE Y MARKERS)



CURVE

SPACING ON CURVES				
RADIUS FT	SPACING ON CURVE	SPACING IN ADVANCE AND BEYOND CURVE		
		FIRST	SECOND	THIRD
R	SC	D ₁	D ₂	D ₃
1,000'	90'	160'	270'	300'
900'	85'	155'	250'	300'
800'	80'	145'	240'	300'
700'	75'	135'	225'	300'
600'	70'	125'	210'	300'
500'	65'	115'	195'	300'
400'	55'	100'	165'	300'
300'	50'	90'	150'	300'
250'	40'	70'	120'	240'
180'	35'	65'	105'	210'
115'	25'	55'	90'	180'
50'	20'	35'	60'	120'

GUIDE MARKER REFLECTORS		
TYPE	FRONT COLOR	BACK COLOR
WW	WHITE	WHITE
W	WHITE	--
Y	YELLOW	--
YY	YELLOW	YELLOW
WR	WHITE	RED
YR	YELLOW	RED

REVISIONS

Date	Description	By

Sheet 1 of 1

State of Alaska
Department of Transportation
& Public Facilities

GUIDE MARKER
PLACEMENT

49TH

WILLIAM G. MILLER

2/28/03

APPROVED

49TH

WILLIAM G. MILLER

2/28/03

Date 2/28/03