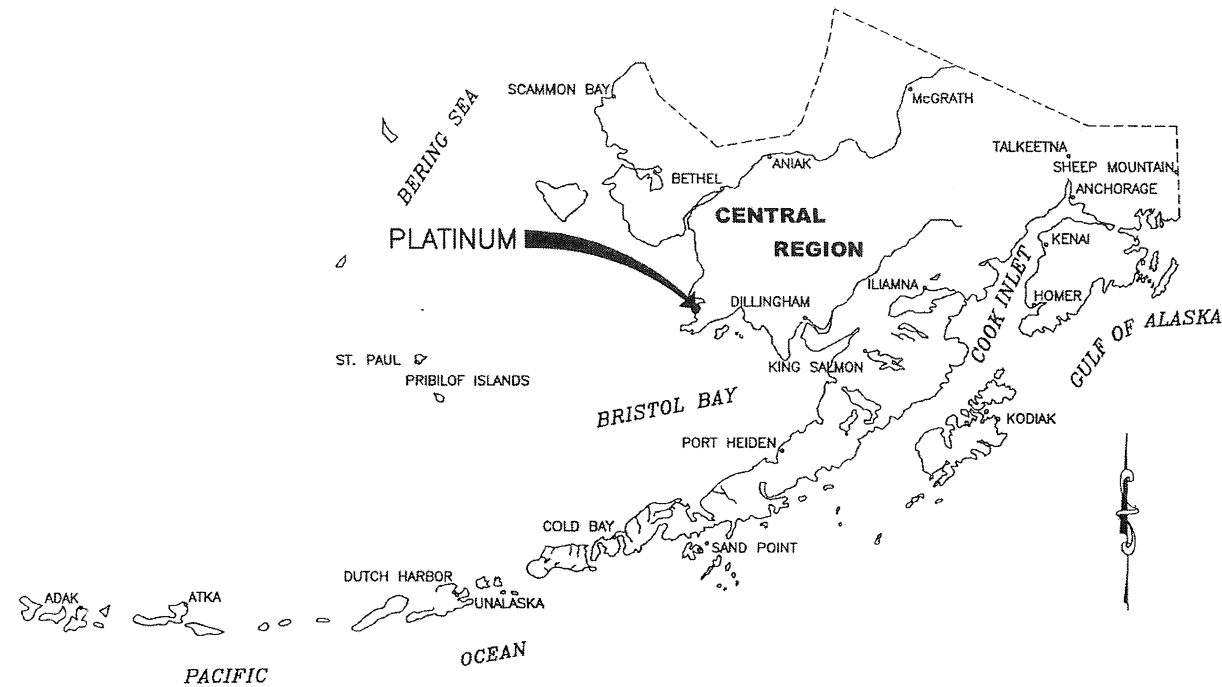
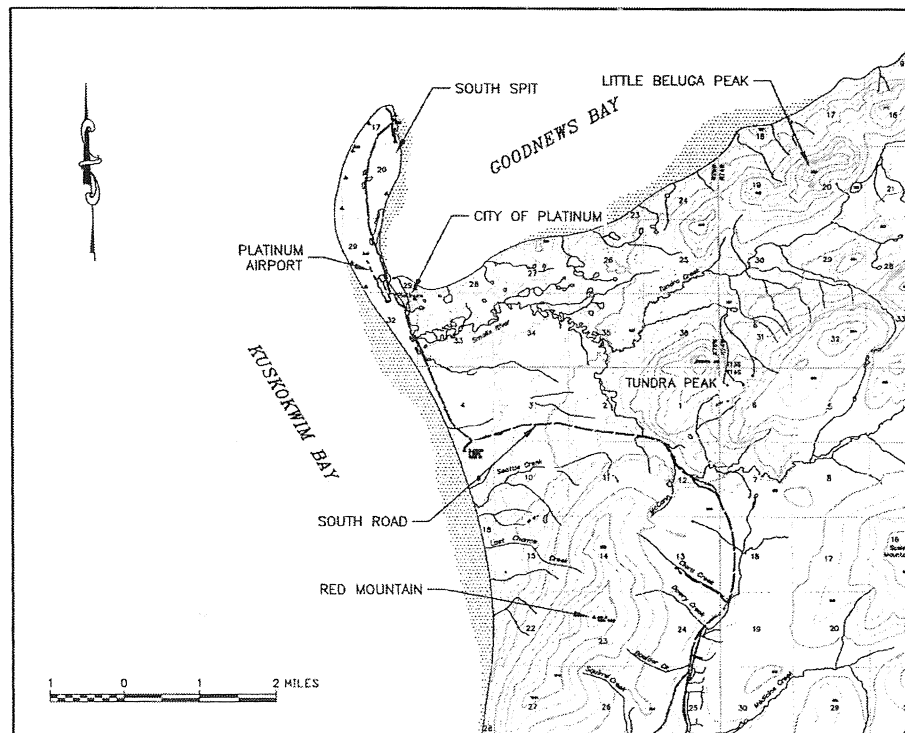


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ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE



VICINITY MAP

T 13 S, R 75 W, SEC. 29, 32
SEWARD MERIDIAN
U.S.G.S. GOODNEWS BAY (A-8, B-8), ALASKA

CONSTRUCTION PLANS FOR PLATINUM AIRPORT PLATINUM, ALASKA RUNWAY EXTENSION PROJECT No. 54774

CENTRAL REGION AS-ADVERTISED DECEMBER, 2013

CONCUR

JOEL ST. AUBIN, P.E.

DATE

11/27/2013

DIRECTOR OF DESIGN AND CONSTRUCTION

APPROVED

KENNETH M. MORTON, P.E.

DATE

11/26/2013

REGIONAL PRECONSTRUCTION ENGINEER

APPROVED

WOLFGANG E. JUNGE, P.E.

DATE

11/22/13

DESIGN SECTION CHIEF

APPROVED

LUKE BOWLAND, P.E.

DATE

11/21/13



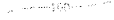
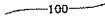











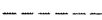





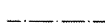
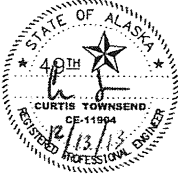
PROJECT MANAGER

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT NO. 54774
TITLE, SIGNATURES,
LOCATION MAP & VICINITY MAP

DATE:
11/21/2013
SHEET:
1 OF 9
AS-BUILT SHEET:

INDEX		APPENDIX DRAWINGS		LEGEND																
SHEET TITLE	SHEET No.	SHEET TITLE	SHEET No.	DESCRIPTION	EXISTING PROPOSED															
TITLE, SIGNATURES, LOCATION MAP & VICINITY MAP	1	APPENDIX B		BUILDING	 															
INDEX, LEGEND, & ABBREVIATIONS	2	SURVEY CONTROL SHEET	S1	CONTOURS	 															
ESTIMATED QUANTITIES	3	APPENDIX D		CULVERT	 															
PROJECT LAYOUT PLAN	4	CONSTRUCTION SAFETY AND PHASING PLAN	AD1	EXISTING GROUND																
RUNWAY PLAN & PROFILE	5	CONSTRUCTION SAFETY AND PHASING PLAN DETAILS	AD2	MONUMENT																
TAXIWAY B PLAN & TYPICAL SECTION	6			PROPERTY BOUNDARY																
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RUNWAY & ACCESS RAMP TYPICAL SECTIONS & WIND CONE DETAILS	8			ROTATING BEACON	 															
THRESHOLD MARKER ASSEMBLY DETAILS	9			RUNWAY EDGE LIGHT	 															
ELECTRICAL PLANS	E1-E5			SHORELINE																
ELECTRICAL EXHIBIT DRAWINGS	EX1-EX4			WIND CONE AND SEGMENTED CIRCLE	 															
				WIND CONE																
				TOE OF SLOPE																
				FILL																
				CUT																
				DITCH																
		STANDARD DRAWINGS		ABBREVIATIONS																
SHEET TITLE		SHEET No.																		
NONE				ARP AIRPORT REFERENCE POINT AWOS AUTOMATED WEATHER OBSERVING SYSTEM BOP BEGIN OF PROJECT CASC CRUSHED AGGREGATE SURFACE COURSE C.F. CUBIC FOOT CPM CRITICAL PATH METHOD CTAF COMMON TRAFFIC ADVISORY FREQUENCY CL CENTERLINE C.S. CONTINGENT SUM C.Y. CUBIC YARD EOP END OF PROJECT FOD FOREIGN OBJECTS AND DEBRIS GA GENERAL AVIATION HR HOUR N.I.C. NOT IN CONTRACT NOTAM NOTICE TO AIRMAN NTS NOT TO SCALE ROFA RUNWAY OBJECT FREE AREA ROFZ RUNWAY OBSTACLE FREE ZONE RPZ RUNWAY PROTECTION ZONE R RADIUS RW RUNWAY RD ROAD RSA RUNWAY SAFETY AREA STA STATION SY SQUARE YARD TW TAXIWAY TYP TYPICAL																
		<table><tr><td>BY</td><td>DATE</td><td>REVISION</td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>		BY	DATE	REVISION													STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	
BY	DATE	REVISION																		
		PLATINUM AIRPORT PLATINUM, ALASKA PLATINUM RUNWAY EXTENSION PROJECT NO. 54774		DATE: 12/11/2013 SHEET: 2 of 9 AS-BUILT SHEET:																
		INDEX, LEGEND, & ABBREVIATIONS																		

Date Revised:	12/13/2013, 3:47 PM	Designed By:	JV
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File Path and Name:	W:\Projects\Platinum\Platinum Runway Extension 54774 2011\Final Drawings\54774	Checked By:	LB
			Cover Legend Quantities.dwg

STATE OF ALASKA
★ 49TH ★
CURTIS TOWNSEND
CE-11904
12/13/13
REGISTERED PROFESSIONAL ENGINEER

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

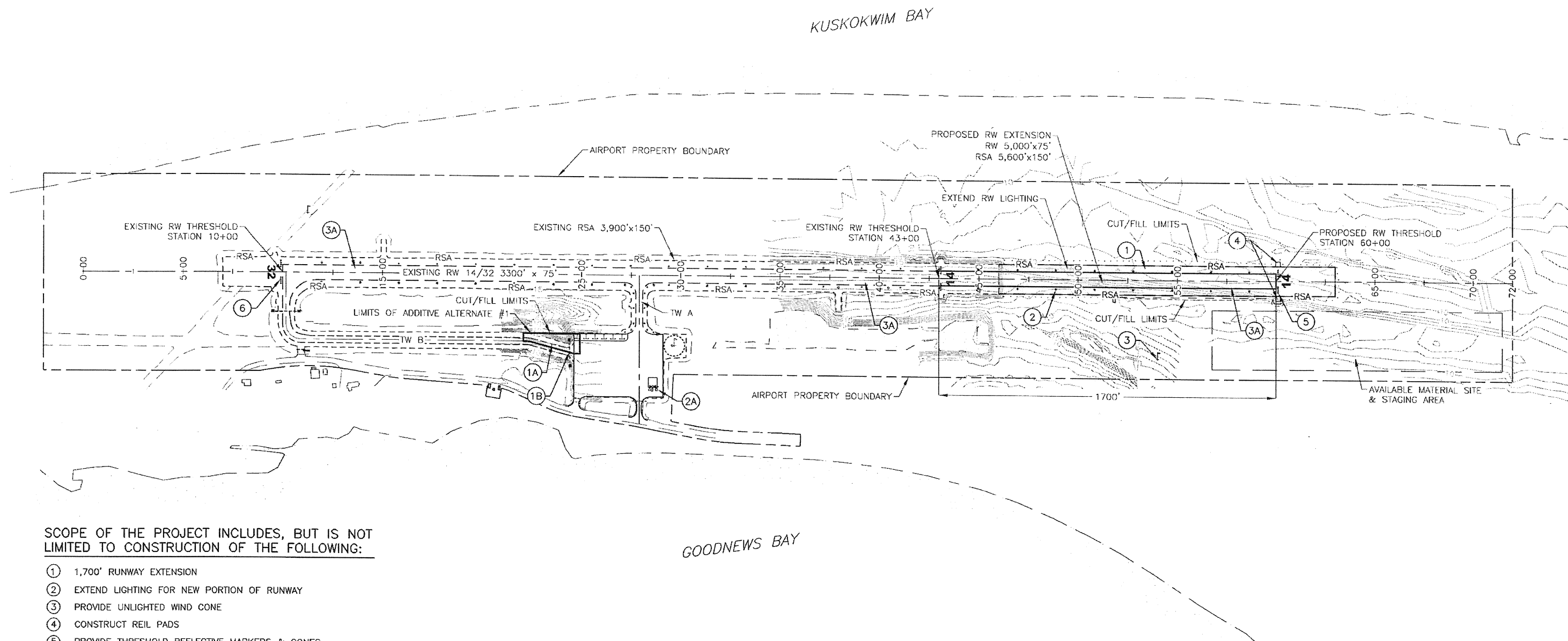
PLATINUM AIRPORT
PLATINUM, ALASKA
 PLATINUM RUNWAY EXTENSION
 PROJECT NO. 54774
 ESTIMATED QUANTITIES

DATE:
12/13/2013

SHEET:
3 OF 9

AS-BUILT SHEET:

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Project Name: Platinum Runway Extension
File Path: \\platinum\platinum\Platinum Runway Extension\54774_2011\Final Drawings\54774_Planum - Plans Sections Details.dwg
User: jg
Title: jg



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

- ① 1,700' RUNWAY EXTENSION
- ② EXTEND LIGHTING FOR NEW PORTION OF RUNWAY
- ③ PROVIDE UNLIGHTED WIND CONE
- ④ CONSTRUCT REIL PADS
- ⑤ PROVIDE THRESHOLD REFLECTIVE MARKERS & CONES
- ⑥ REPLACE THRESHOLD REFLECTIVE MARKERS & CONES PER THRESHOLD MARKER ASSEMBLY DETAILS

ADDITIVE ALTERNATE 1:

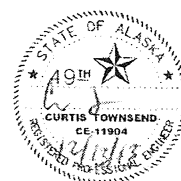
- ①A WIDEN TAXIWAY B AT APRON ENTRANCE
- ①B REMOVE OBSTACLE FROM TAXIWAY B, SEE SPEC P-165a.1

ADDITIVE ALTERNATE 2:

- ②A RECONFIGURE AIRFIELD LIGHTING CONTROL SYSTEM

ADDITIVE ALTERNATE 3:

- ③A DUST PALLIATIVE ON RUNWAY 14/32
25' OFFSET FROM CENTERLINE, STA 10+00 TO STA 60+00



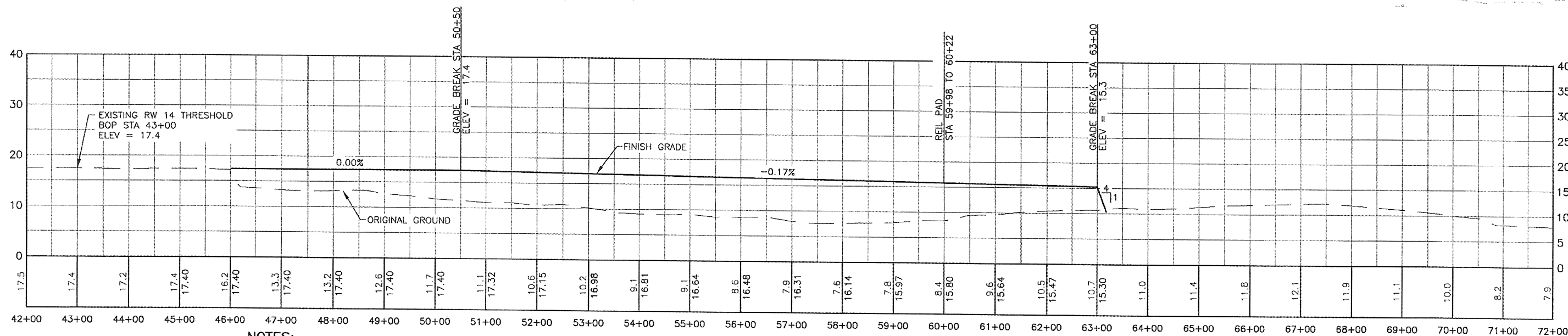
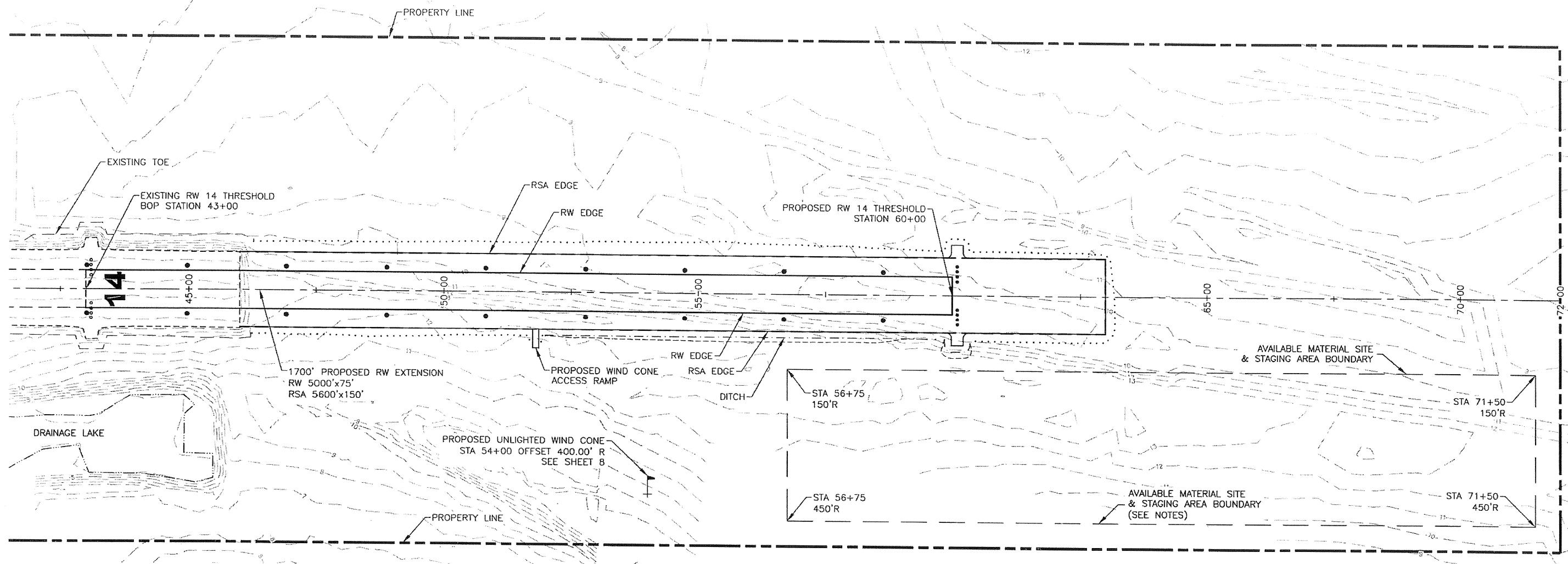
BY	DATE	REVISION

STATE OF ALASKA
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CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT NO. 54774
PROJECT LAYOUT PLAN

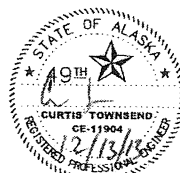
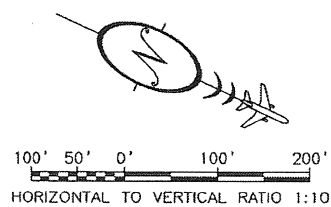
DATE:
12/12/2013
SHEET:
4 OF 9
AS-BUILT SHEET:

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Created By: LB



NOTES:

1. THE MATERIAL SITE OUTLINED IS AN AVAILABLE SOURCE FOR THE BORROW EMBANKMENT (P-152). UNCLASSIFIED EXCAVATION CAN BE DISPOSED OF IN THIS AREA. HEIGHT OF DISPOSED MATERIAL IS NOT TO EXCEED EXISTING GROUND ELEVATIONS.
2. ONLY OPEN UP THE MATERIAL SITE TO THE EXTENT NECESSARY TO OBTAIN REQUIRED QUANTITIES. PROVIDE SLOPE LINING ON DISTURBED AREAS IN MATERIAL SITE, INCLUDING AREAS WHERE UNCLASSIFIED EXCAVATION HAS BEEN PLACED.
3. SINCE THE WATER TABLE IS TIDALLY INFLUENCED, THE MATERIAL SITE BOTTOM SHALL BE KEPT A FOOT OR MORE ABOVE THE MHHW. NOAA LISTS THE MHHW ELEVATION AS 1.703 METERS (5.6 FEET) ABOVE MSL.



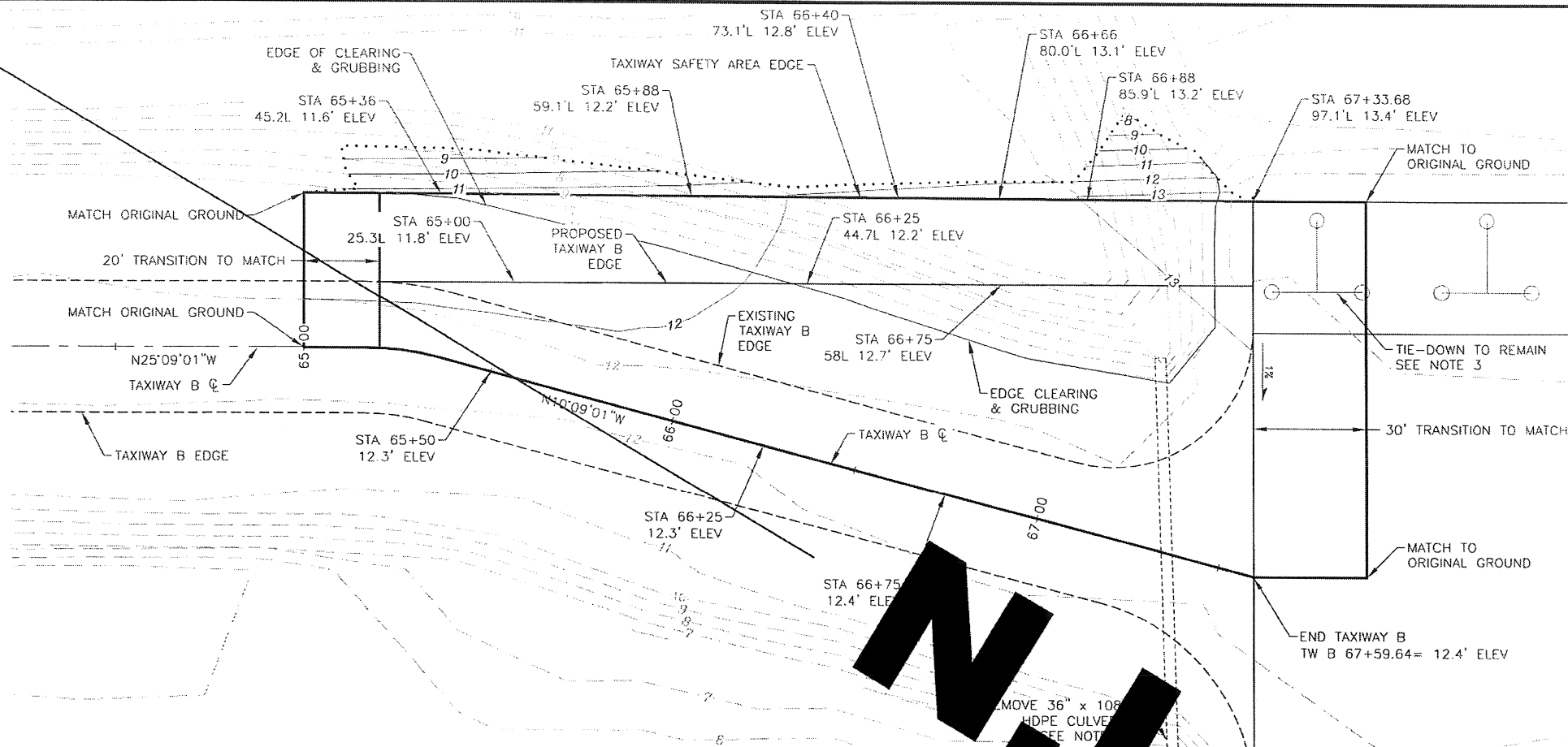
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT NO. 54774
RUNWAY PLAN AND PROFILE

DATE: 12/11/2013
SHEET: 5 OF 9
AS-BUILT SHEET:

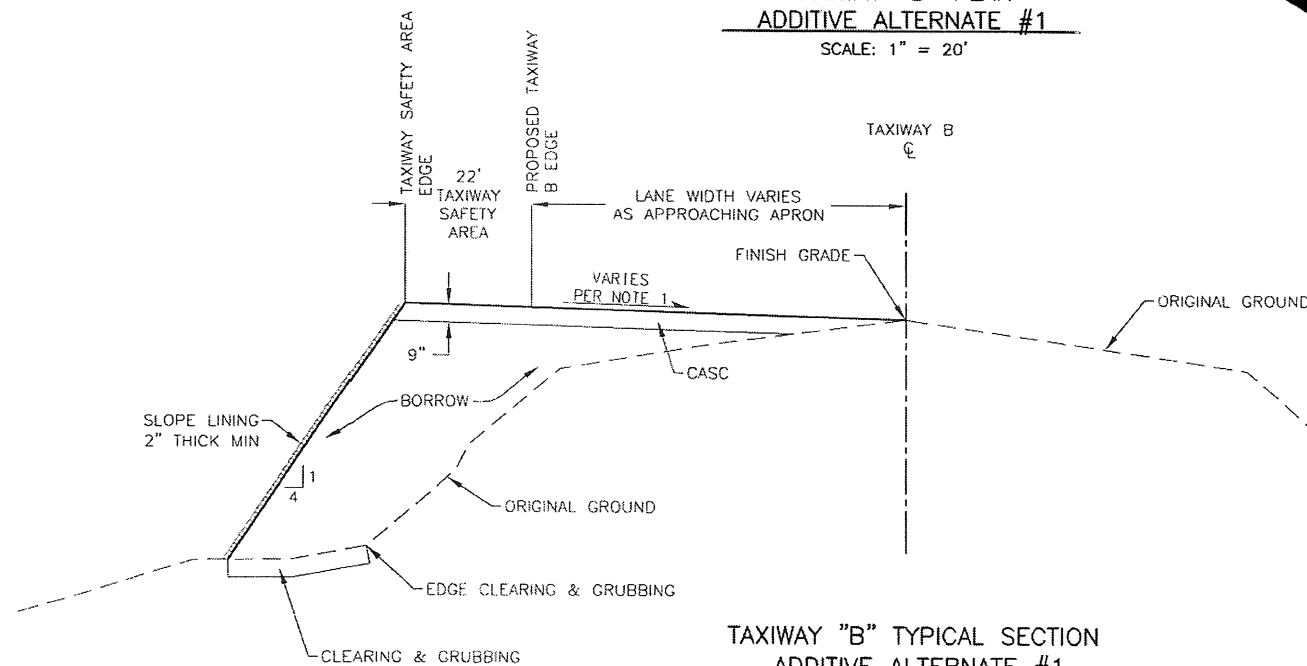
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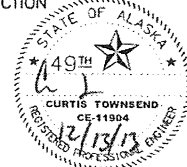
NOTES:

1. GRADE TAXIWAY B GRADUALLY AND SMOOTHLY BETWEEN THE ELEVATIONS SHOWN ON THE PLANS. GRADE TO DRAIN. KEEP LONGITUDINAL AND TRANSVERSE GRADES WITHIN THE TAXIWAY AT 2% OR LESS. KEEP TAXIWAY SAFETY AREA GRADES TO 2% OR LESS WITHIN 70' OF THE APRON. GRADES ON THE REMAINDER OF THE TAXIWAY SAFETY AREA MAY NOT EXCEED 5%.
2. REMOVE THE CULVERT AND BACKFILL WITH COMPACTED BORROW EMBANKMENT AND 9" CASC.
3. PRESERVE ANY AIRCRAFT TIE-DOWNS IN THE AREA OF WORK.

TAXIWAY "B" PLAN
ADDITIVE ALTERNATE #1
SCALE: 1" = 20'



TAXIWAY "B" TYPICAL SECTION
ADDITIVE ALTERNATE #1
NOT TO SCALE
ASYMMETRICAL SECTION



BY	DATE	REVISION

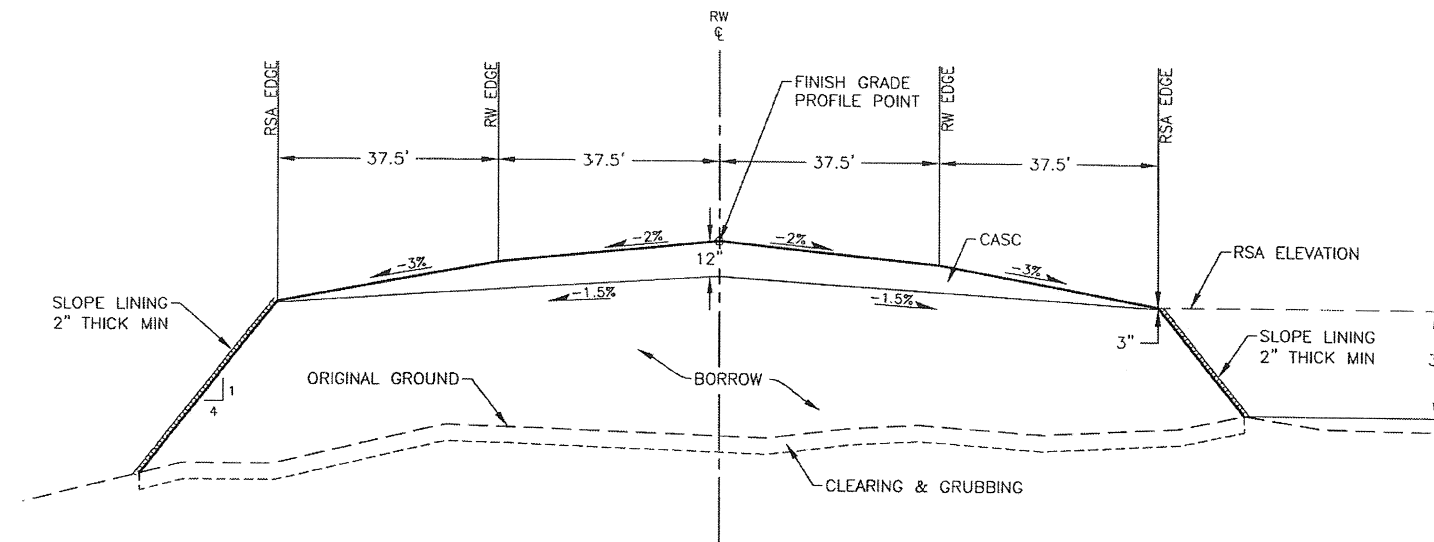
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT NO. 54774
TAXIWAY B PLAN
& TYPICAL SECTION

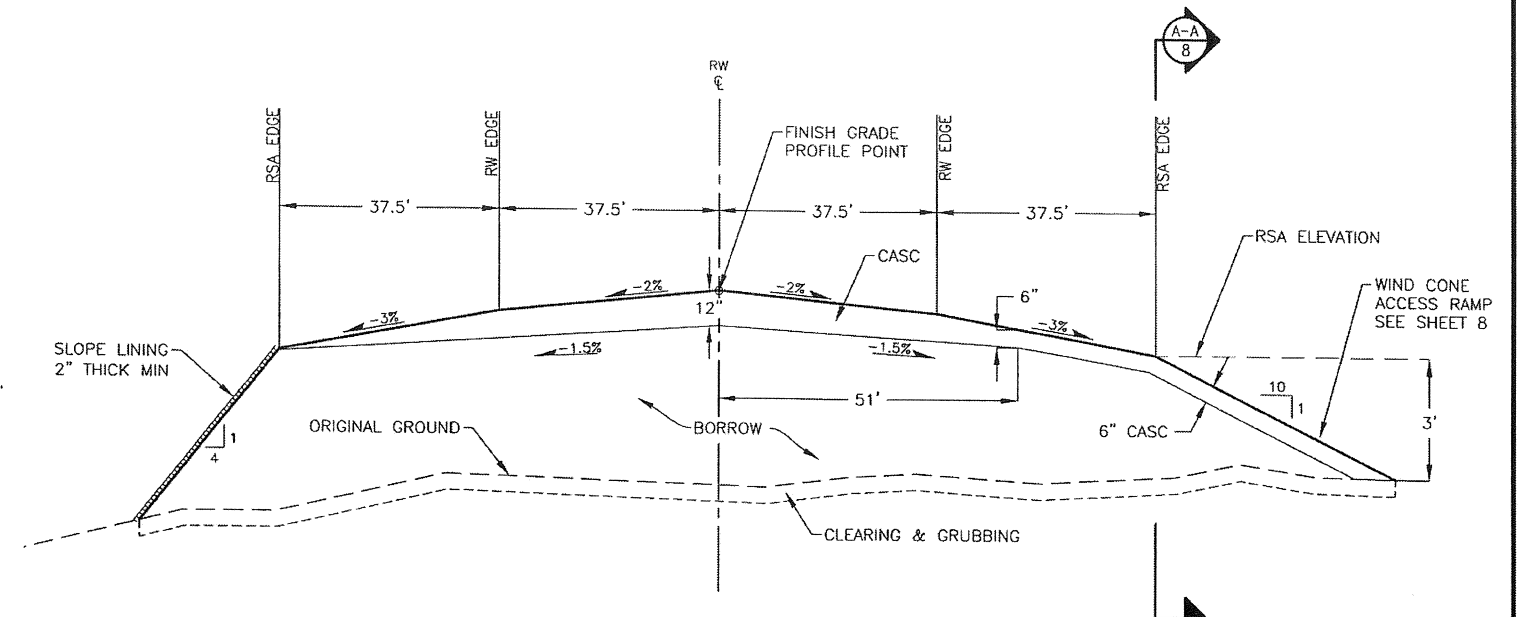
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AS-BUILT SHEET:



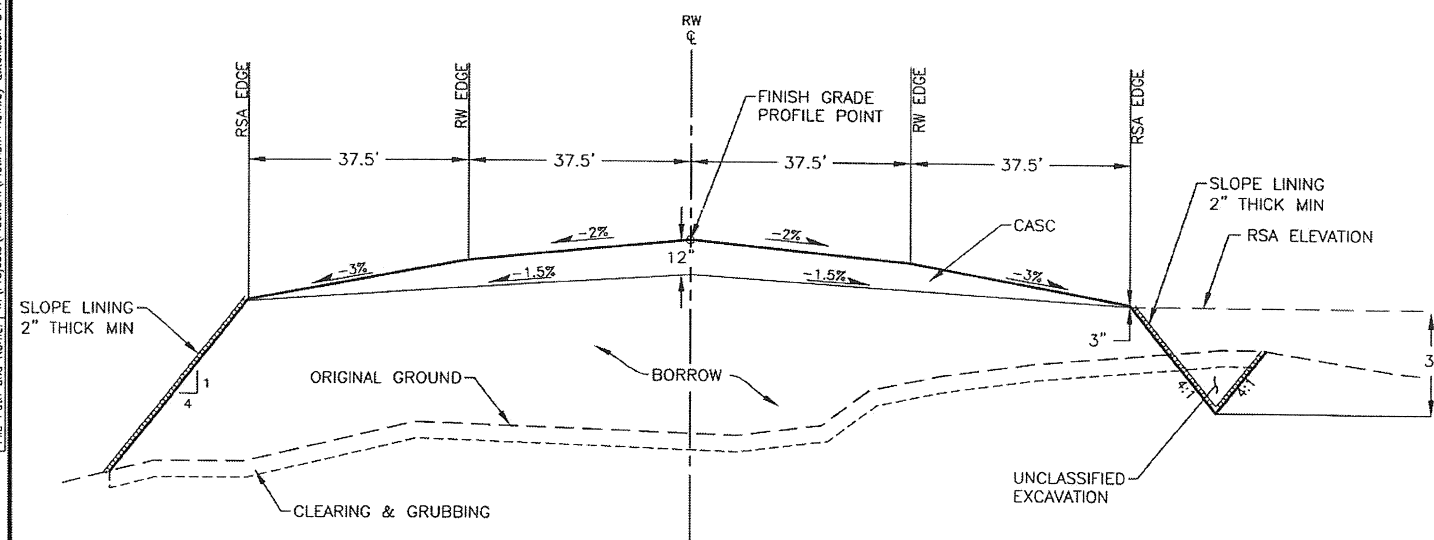
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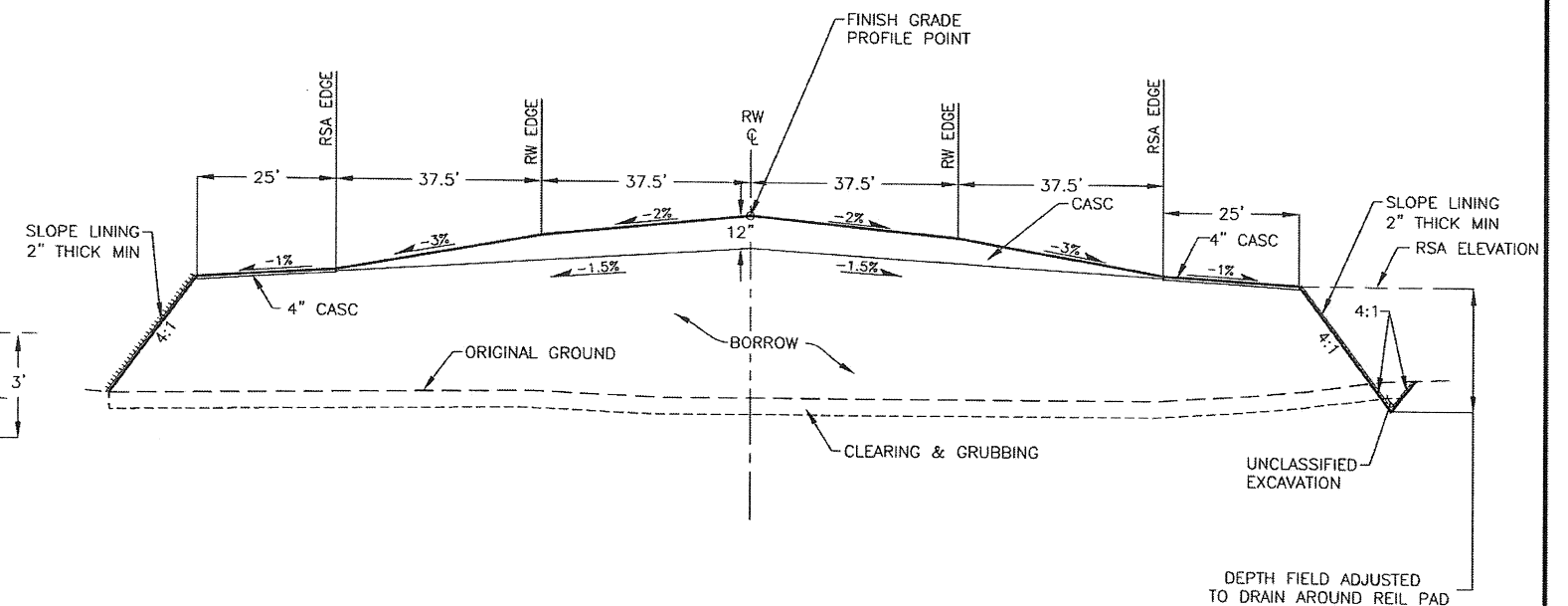
RUNWAY TYPICAL SECTION
STA 46+00 TO STA 51+75
STA 59+50 TO STA 59+98
NTS (NORTH ORIENTATION)
NOTE: SECTION IS ASYMMETRICAL



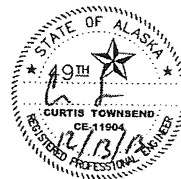
RUNWAY TYPICAL SECTION
STA 51+75 TO STA 51+87
NTS (NORTH ORIENTATION)
NOTE: SECTION IS ASYMMETRICAL



RUNWAY TYPICAL SECTION
STA 51+87 TO STA 59+50
NTS (NORTH ORIENTATION)
NOTE: SECTION IS ASYMMETRICAL



REIL PAD TYPICAL SECTION
STA 59+98 TO STA 60+22
NTS (NORTH ORIENTATION)
NOTE: SECTION IS ASYMMETRICAL



BY	DATE	REVISION

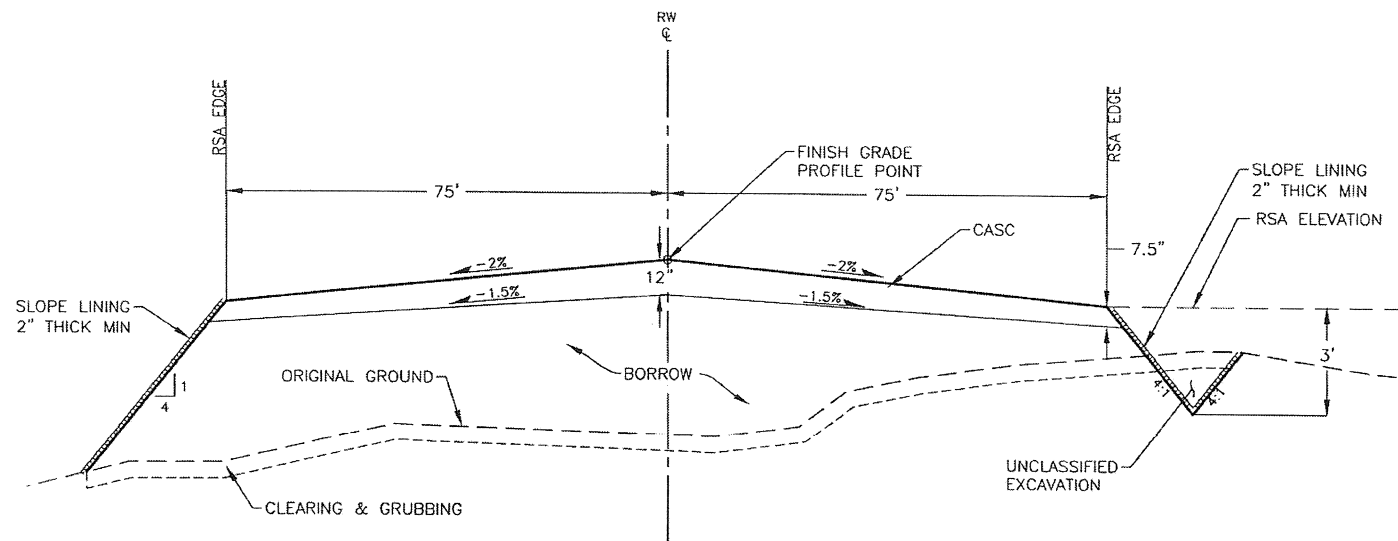
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AND PUBLIC FACILITIES
CENTRAL REGION**

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT NO. 54774

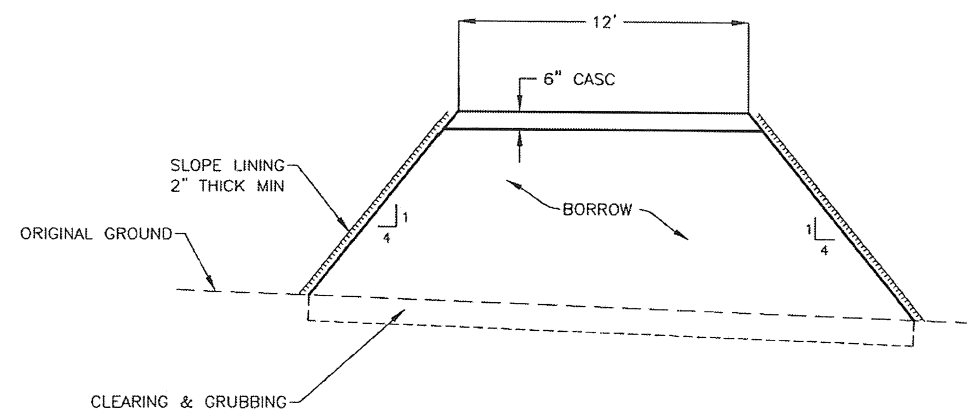
TYPICAL SECTIONS

DATE:	12/11/2013
SHEET:	7 OF 9
AS-BUILT SHEET:	

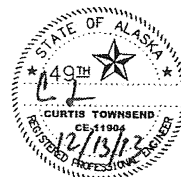
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Checked By: LB
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Project Name: Platinum Runway Extension 54774
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RUNWAY SAFETY AREA (RSA) TYPICAL SECTION
STA 60+22 TO STA 63+00
NTS (NORTH ORIENTATION)
NOTE: SECTION IS ASYMMETRICAL



WIND CONE ACCESS RAMP A-A
RW STA 51+75 TO 51+87
NTS (NORTH ORIENTATION)
NOTE: SECTION IS ASYMMETRICAL

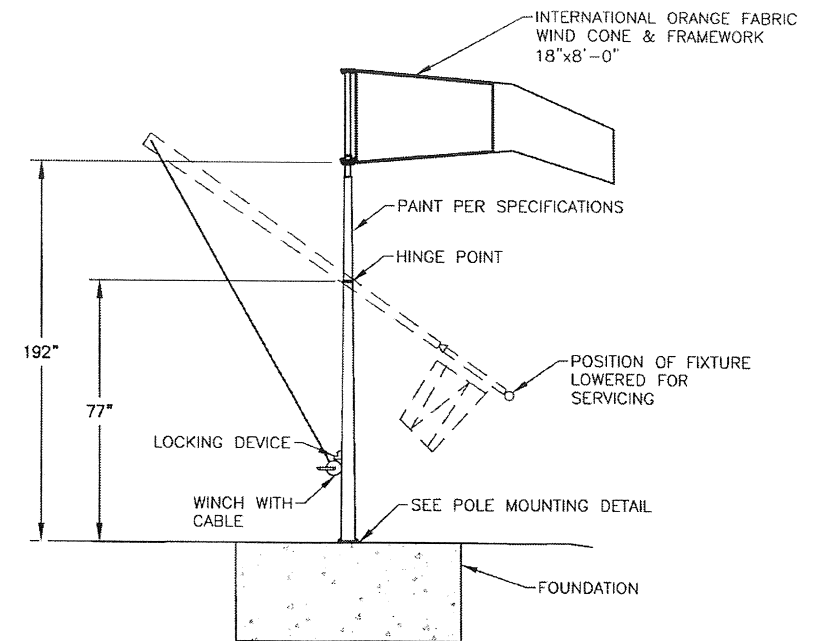


BY	DATE	REVISION

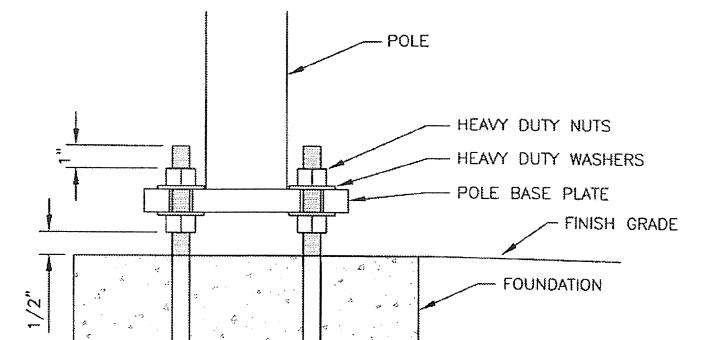
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AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT NO. 54774
RUNWAY & ACCESS RAMP TYPICAL SECTIONS
& WIND CONE DETAILS

DATE:
12/11/2013
SHEET:
8 OF 9
AS-BUILT SHEET:



UNLIGHTED WIND CONE ASSEMBLY
NTS

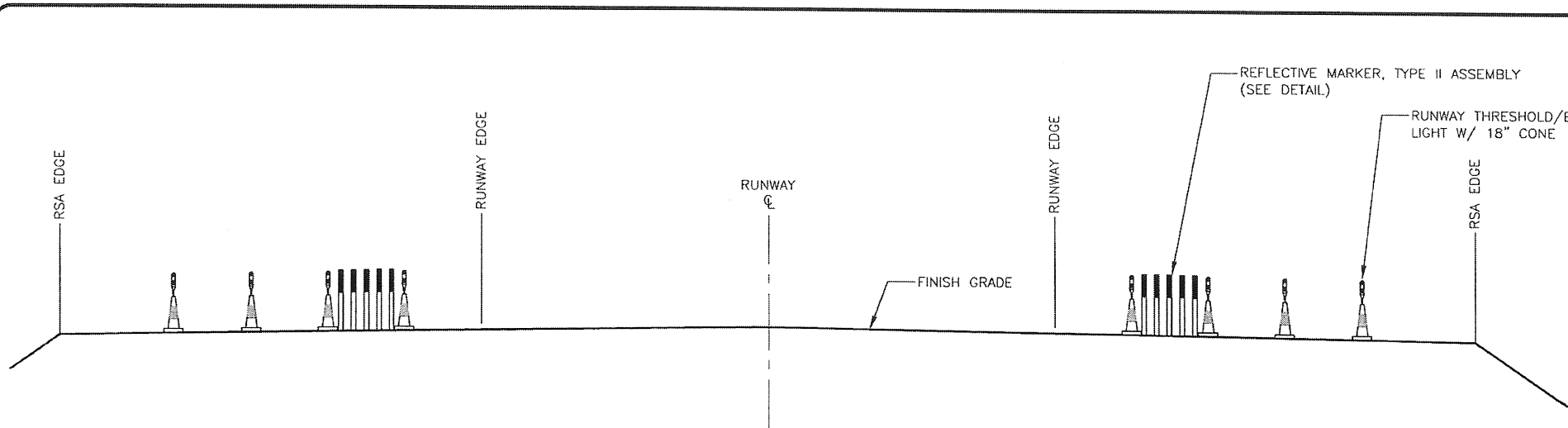


POLE MOUNTING DETAIL
NTS

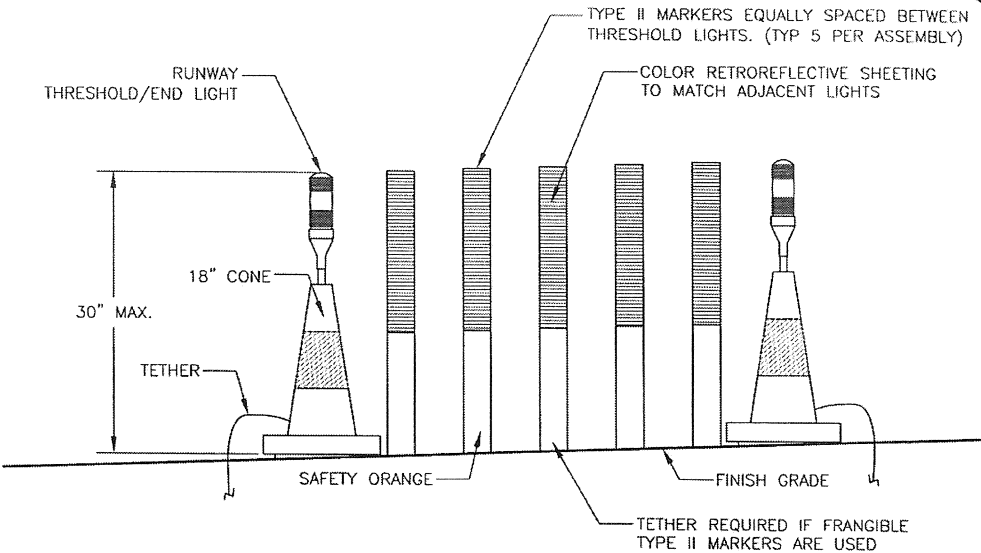
WIND CONE ASSEMBLY NOTES:

1. FOUNDATION AS PER SPECIFICATION L-107.
2. POLE MOUNTING BOLT PATTERN TO MATCH POLE BASE PLATE

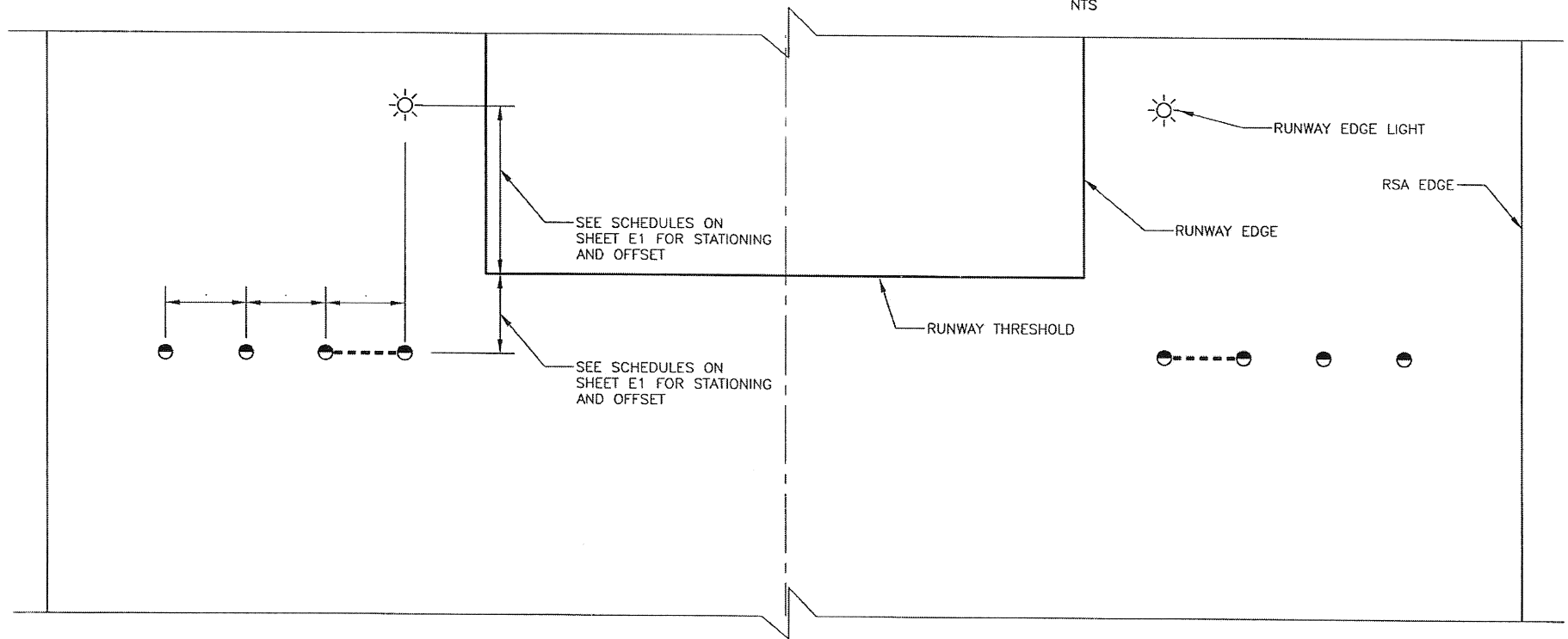
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Checked By: LB



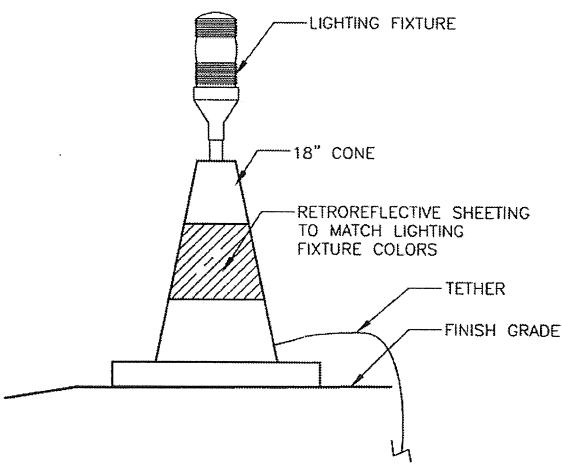
THRESHOLD LIGHTING AND MARKER REFLECTIVE ELEVATION
NTS



TYPE II MARKER ASSEMBLY DETAIL
NTS



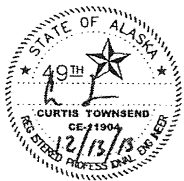
THRESHOLD LIGHTING AND REFLECTIVE MARKER PARTIAL PLAN
NTS



THRESHOLD LIGHT 18" CONE
NTS

NOTES:

1. REFER TO CURRENT ISSUE OF FAA AC 150/5340-30x, "DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS", AC 150/5345-39x, "SPECIFICATION FOR L-853 RUNWAY AND TAXIWAY RETROREFLECTIVE MARKERS" AND OTHER APPLICABLE STANDARDS
2. RETROREFLECTIVE MATERIAL COLORS SHALL MATCH COLOR REQUIREMENTS FOR RUNWAY AND TAXIWAY LIGHTS
3. 18" CONES SHALL BE INSTALLED ON ALL RUNWAY/TAXIWAY LIGHTS TO IDENTIFY THEIR POSITION WHEN THEY ARE NOT ILLUMINATED
4. 18" CONES SHALL HAVE A TETHER INSTALLED INDEPENDENT OF OTHER EQUIPMENT TETHERS, CONES MAY BE TETHERED TO THE SAME GROUND ANCHOR IF IT DOES NOT COMPROMISE THE INSTALLATION



BY	DATE	REVISION

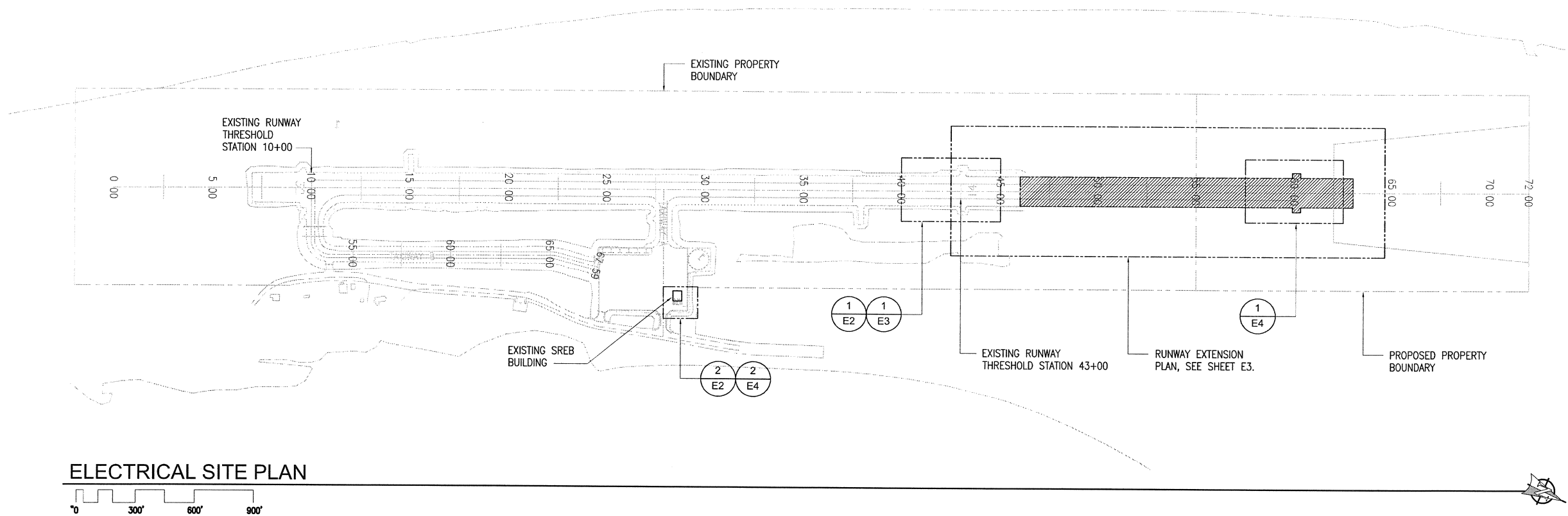
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT NO. 54774
THRESHOLD MARKER
ASSEMBLY DETAILS

DATE:
12/11/2013
SHEET:
9 OF 9
AS-BUILT SHEET:

DESIGNED BY: JLB
DRAWN BY: JLB
CHECKED BY: JLB

DATE REVISION: 12/13/13
LAYOUT NAME: PLATINUM AIRPORT
FILE PATH: 54774



ELECTRICAL SITE PLAN

LEGEND			
	THRESHOLD LIGHT FIXTURE	C	CONDUIT
	RUNWAY LIGHT FIXTURE	EM	DENOTES EMERGENCY POWER
	HAND HOLE	GND	GROUND
	CONDUIT BURIED (HASH MARK INDICATES THE NO. OF CABLES)	GRSC	GALVANIZED RIGID STEEL CONDUIT
	WIRE SPLICE OR IRREVERSIBLE GROUND CONNECTION	PE	POLYETHELENE CONDUIT
	GROUND CONNECTION	CU	COPPER
	PANEL	TYP.	TYPICAL
	NOTE TAG (NO. INDICATES NOTE)	W	WHITE
	METER MAIN DISCONNECT	G	GREEN
	AUTOMATIC TRANSFER SWITCH	R	RED
	JUNCTION BOX	TW	TAXIWAY
	ABOVE FINISHED GRADE	RW	RUNWAY

RUNWAY LIGHTING SCHEDULE				
Station	Offset	EQUIPMENT		
		Type	Direction	Color
42+96	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
44+87	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
46+77	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
48+68	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
50+58	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
52+48	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
54+39	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
56+29	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
58+20	47.5 L&R	L861 INC	OMN. DIRECTIONAL	WHITE
60+10	57.5 L&R	L861E INC	BI-DIRECTIONAL	RED/GREEN
60+10	47.5 L&R	L861E INC	BI-DIRECTIONAL	RED/GREEN
60+10	37.5 L&R	L861E INC	BI-DIRECTIONAL	RED/GREEN
60+10	27.5 L&R	L861E INC	BI-DIRECTIONAL	RED/GREEN



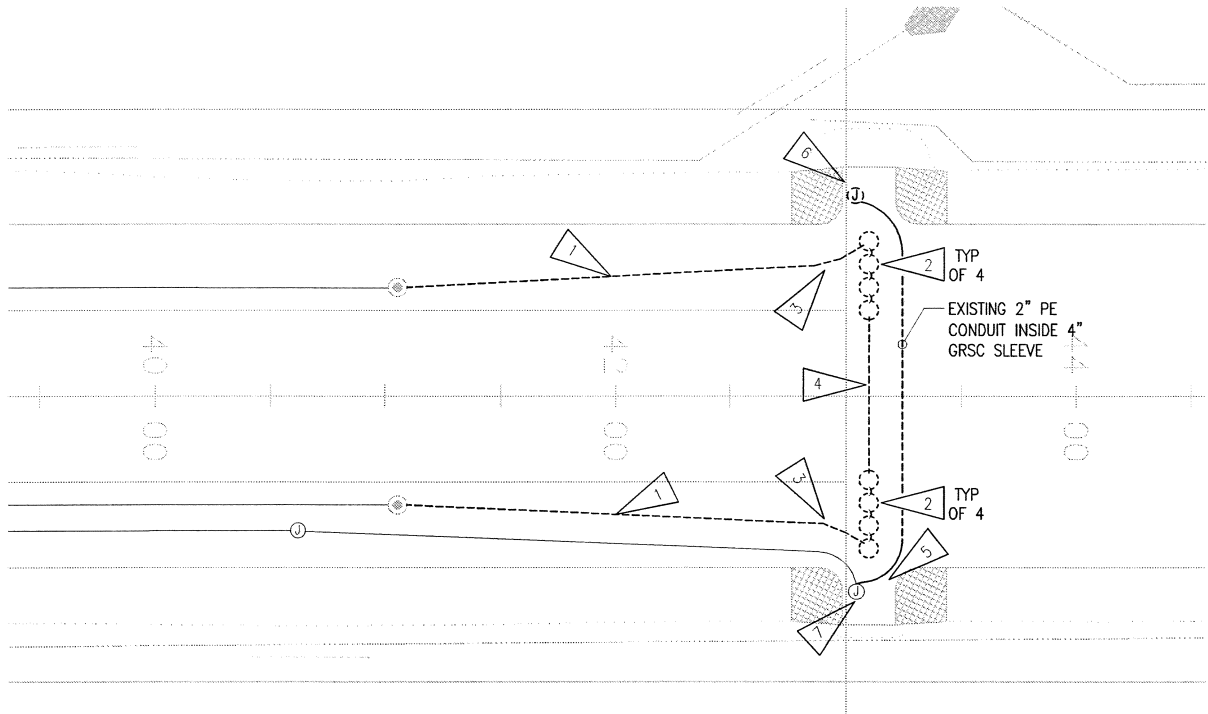
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774
ELECTRICAL PLANS

DATE: 12/13/13
SHEET: E1 OF E5
AS-BUILT SHEET:

Designed By: TWP/DWL	Checked By: JLB
Drawn By:	
File Path and Name:	



1
E2
0 40' 80' 120'

EXISTING RUNWAY LIGHTING DEMOLITION PLAN

GENERAL NOTES:

- A. THE INFORMATION SHOWN ON THIS DRAWING IS TAKEN FROM AS-BUILT DRAWINGS AND A NON-DESTRUCTIVE WALK THROUGH OF THE FACILITY. THERE IS NO WARRANTY OR GUARANTEE AS TO THE ACCURACY OF THE INFORMATION SHOWN HERE-IN. THE CONTRACTOR SHALL FIELD VERIFY ALL ITEMS SCHEDULED FOR DEMOLITION PRIOR TO START OF WORK.
- B. THE OWNER SHALL HAVE FIRST RIGHT OF REFUSAL ON ALL SALVAGEABLE MATERIALS. THE CONTRACTOR SHALL DELIVER SALVAGED MATERIALS TO THE BETHEL AK DOT & PF MAINTENANCE STATION OR AS DIRECTED BY THE OWNER. THE THE CONTRACTOR SHALL DISPOSE OF, OFF-SITE, ALL UNWANTED MATERIALS. THE CITY OF PLATINUM HAS A PERMITTED LANDFILL. CONTRACTOR IS TO VERIFY THAT THE CITY OF PLATINUM WILL RECEIVE CONSTRUCTION AND DEMOLITION DEBRIS FROM THIS PROJECT AT THEIR LANDFILL.
- C. DASHED OR DOTTED LINES INDICATE ITEMS TO BE REMOVED. SOLID LINES INDICATE EXISTING ITEMS TO REMAIN.

SHEET NOTES:

1. DEMOLISH EXISTING CABLE FROM RUNWAY LIGHTING RACEWAY.
2. REMOVE EXISTING THRESHOLD LIGHT, BASE, BASE PLATE, TRANSFORMER, ETC.
3. EXCAVATE AND DEMOLISH CONDUIT BACK 10'-0" FROM EXISTING TERMINATION FOR CONTINUATION TO NEW RUNWAY LIGHTS. SEE 1/E3.
4. DEMOLISH CABLING FROM EXISTING CONDUIT. ABANDON CONDUIT IN PLACE.
5. DEMOLISH CONDUIT CROSSING UNDER NEW RACEWAY TO 10'-0" OUTSIDE EDGE OF RUNWAY AND ABANDON IN PLACE.
6. DEMOLISH EXISTING JUNCTION BOX AND CONDUIT TO 10'-0" OUTSIDE EDGE OF RUNWAY.
7. DEMOLISH CONDUIT NORTH OF EXISTING TYPE II JUNCTION BOX.



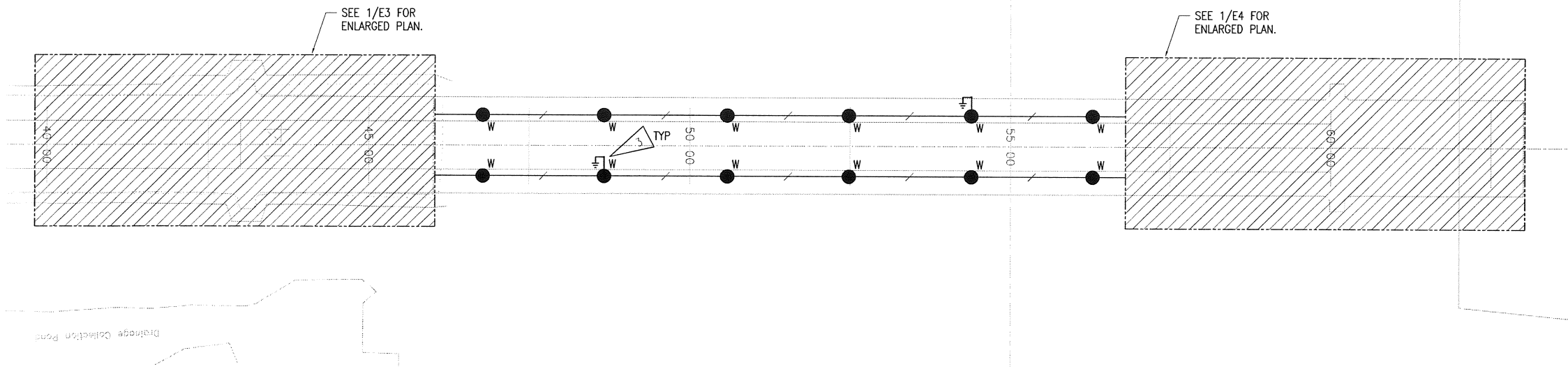
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

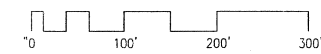
PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774
ELECTRICAL PLANS

DATE: 12/13/13
SHEET: E2 OF E5
AS-BUILT SHEET:

Date Revised:	DESIGNER
Layout Name:	FWP-DWL
File Path and Name:	Checked By: JLB

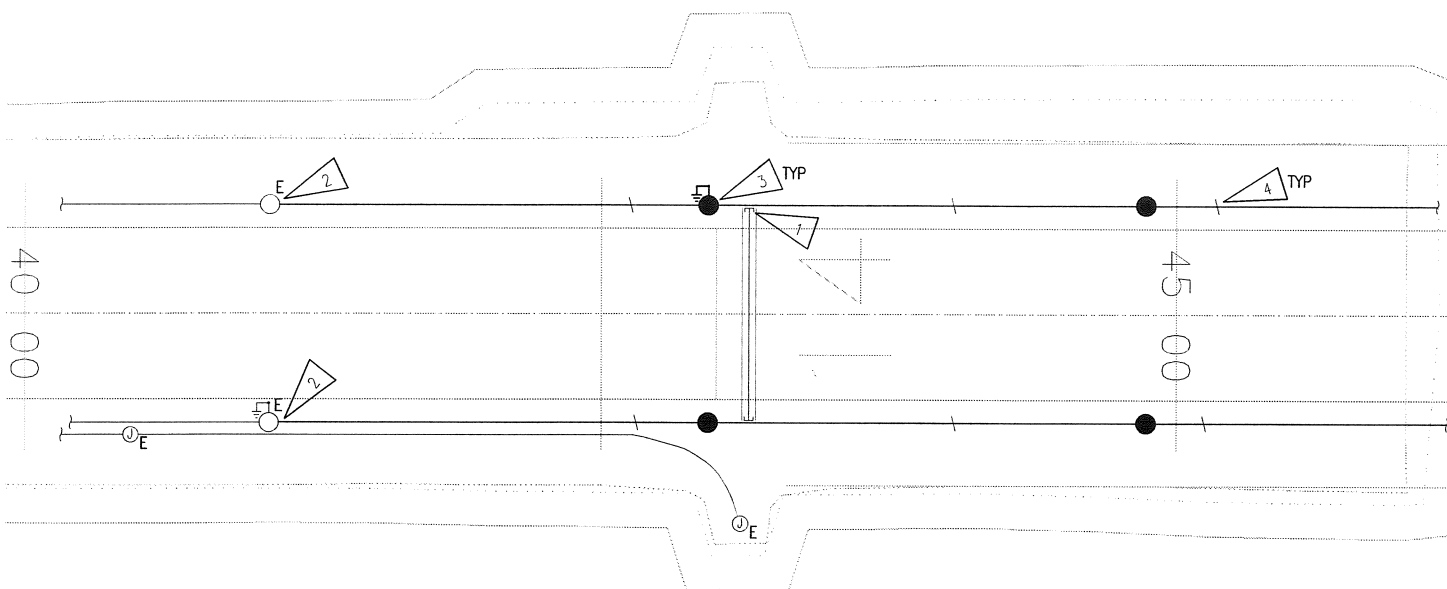


RUNWAY EXTENSION PLAN

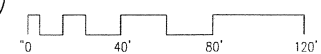


SHEET NOTES:

1. ABANDONED CONDUIT SLEEVE 4" GRSC. SEE 1/E2. PROVIDE CONDUIT END MARKER TAPE AT BOTH TERMINATION POINTS.
2. TERMINATION OF EXISTING RUNWAY LIGHTING DUCT. COUPLE NEW 2" HDPE TO EXISTING CONDUIT AND EXTEND TO NEW RUNWAY EDGE LIGHTS.
3. PROVIDE GROUND ROD ASSEMBLY AT RUNWAY EDGE LIGHT. MAXIMUM DISTANCE BETWEEN GROUND RODS 1,000'.
4. PROVIDE 2" PE CONDUIT. HASH MARK INDICATES NUMBER OF 5KV AIRPORT LIGHTING CABLES.



1
E3 ENLARGED RUNWAY PLAN AT END OF EXISTING R/W



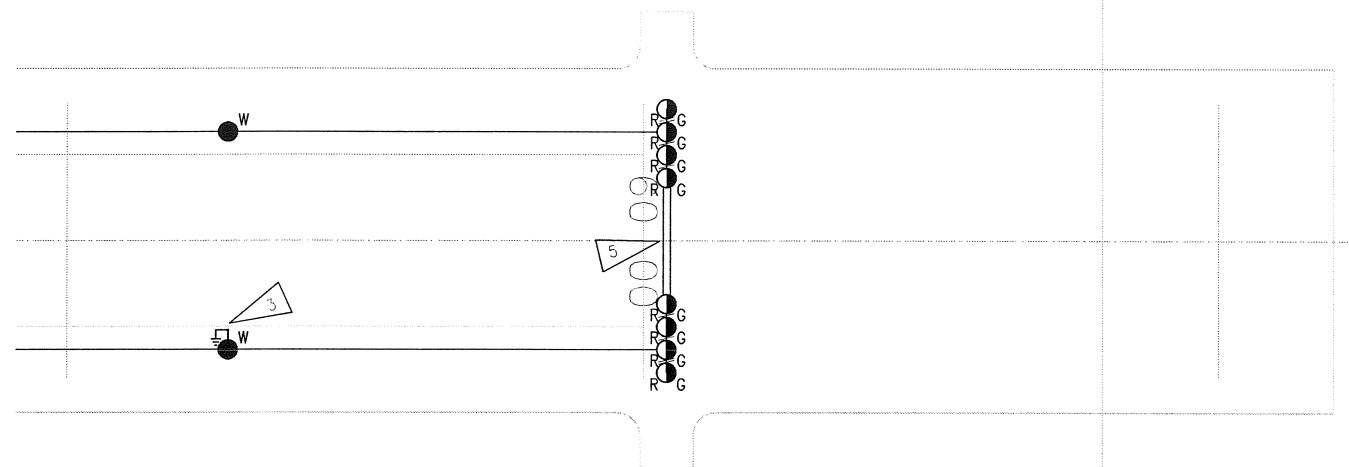
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

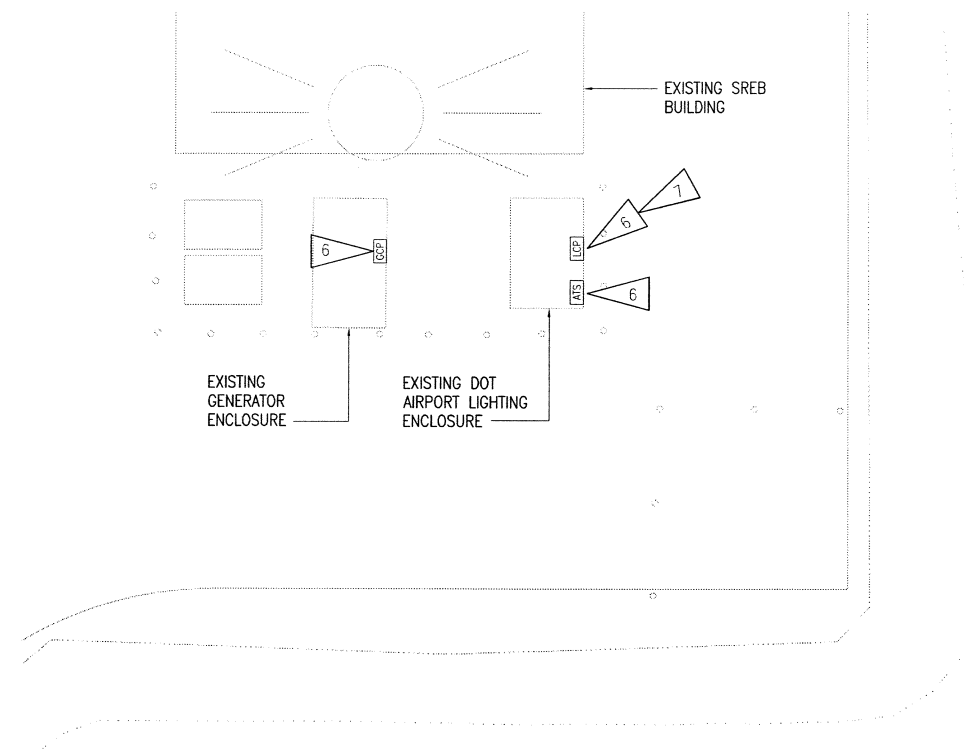
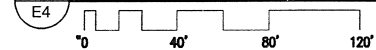
PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774
ELECTRICAL PLANS

DATE:	12/13/13
SHEET:	E3 OF E5
AS-BUILT SHEET:	

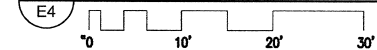
Date Revised:
Layout Name:
File Path and Name:



1 ENLARGED R/W LIGHTING PLAN (END OF NEW RUNWAY)

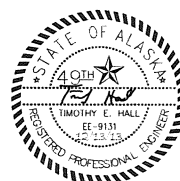


2 APRON ELECTRICAL REMODEL PLAN



SHEET NOTES:

1. NOT USED.
2. NOT USED.
3. PROVIDE LIGHTING CIRCUIT GROUND ROD ASSEMBLY. SEE NOTE 3, SHEET E3.
4. NOT USED.
5. PROVIDE 4" RIGID STEEL CONDUIT SLEEVE FOR CONDUITS WITHIN 5' OF RUNWAY EDGES.
6. TROUBLESHOOT AND REPAIR EXISTING AIRPORT LIGHTING AND GENERATOR CONTROL SYSTEMS. CONTRACTOR SHALL PROVIDE EQUIPMENT AND LABOR AS NECESSARY TO CORRECT THE CURRENT SYSTEM SO THAT IT OPERATES AS INTENDED BY THE LIGHTING CONTROL FUNCTIONAL NARRATIVE ON EXHIBIT DRAWING EX1. CURRENTLY THE RADIO CONTROL FUNCTION DOES NOT APPEAR TO BE OPERABLE. THE KWH METERING IN THE VILLAGE POWER PLANT ACTIVATES THE GENERATOR START SEQUENCE AND THE GENERATOR RUNS CONTINUOUSLY WHEN THE POWER PLANT REACHES 75% OF ITS CAPACITY, AND DOES NOT SHUT DOWN UNTIL IT GOES BELOW 68% OF ITS CAPACITY. THE KWH METERING SHOULD ONLY ENABLE THE GENERATOR START SEQUENCE ACTUAL START AND STOP OF THE UNIT SHALL BE BY THE RADIO CONTROLLER PER THE LIGHTING CONTROL FUNCTIONAL NARRATIVE ON THE EXHIBIT DRAWINGS.
7. THE EXISTING AIRFIELD LIGHTING CONTROL PANEL IS MANUFACTURED PER FAA 1-821 SPECIFICATION FOR ADB AIRFIELD SOLUTIONS. ANY WORK PERFORMED ON THE AIRFIELD LIGHTING CONTROL PANEL SHALL BE PERFORMED SUCH THAT THE LISTING OF THE PANEL IS MAINTAINED AND FAA OR WARRANTY REQUIREMENTS ARE NOT COMPROMISED.



BY	DATE	REVISION

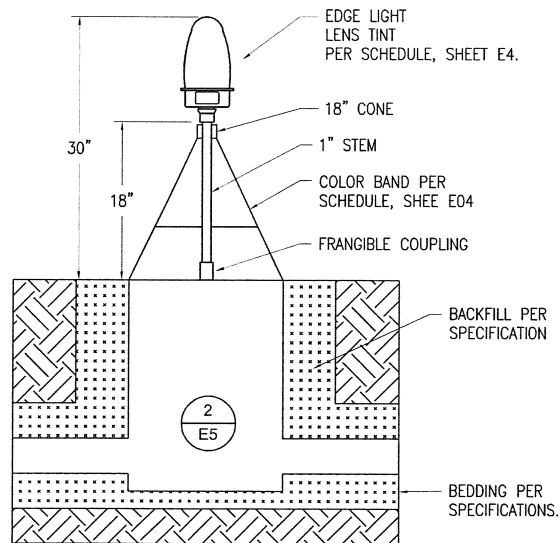
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774

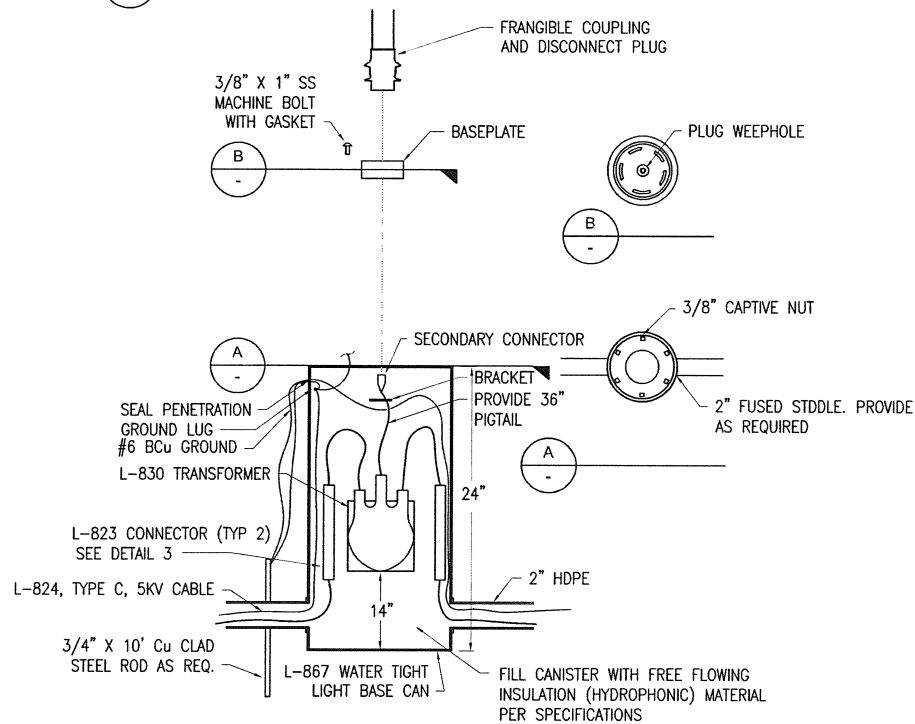
ELECTRICAL PLANS

DATE:	12/13/13
SHEET:	E4 OF E5
AS-BUILT SHEET:	

Designed By: RWP/DWL
Drawn By: JLB
Checked By: JLB
Date Revised: 12/13/13
By: Path and Name

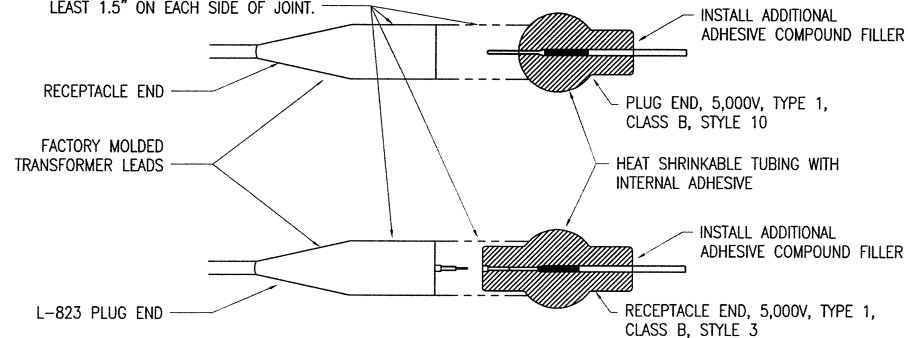


1 RUNWAY EDGE LIGHT DETAIL
E5 NO SCALE

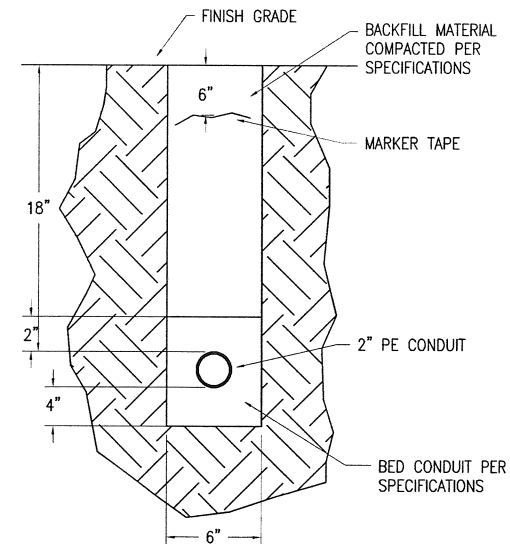


2 LIGHT BASE CANISTER DETAIL
E5 NO SCALE

WRAP WITH A MINIMUM OF ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED EXTENDING AT LEAST 1.5" ON EACH SIDE OF JOINT.



3 L-823 CABLE CONNECTOR DETAIL
E5 NO SCALE



4 R/W EDGE LIGHT TRENCH SECTION
E5 NO SCALE



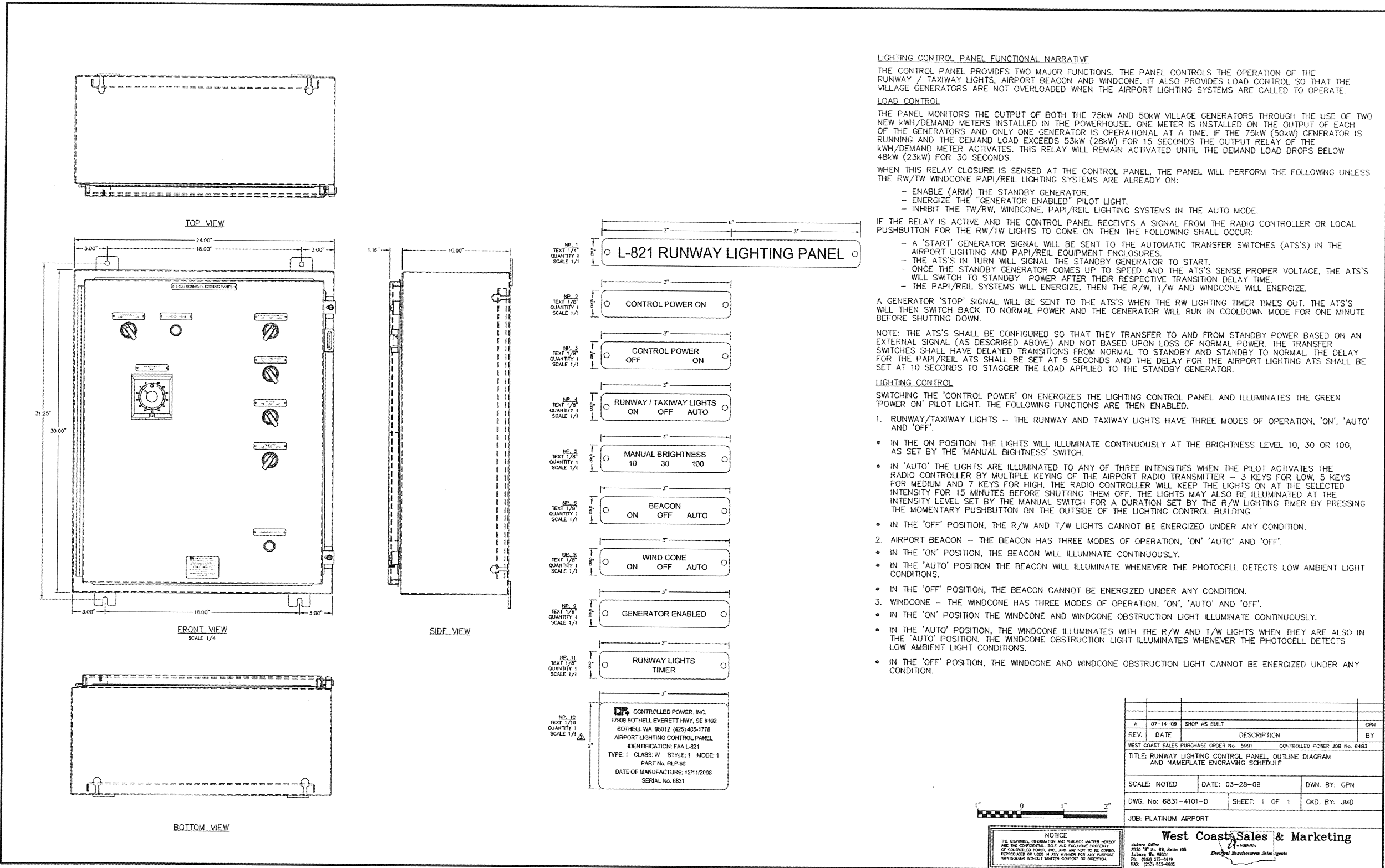
BY	DATE	REVISION

STATE OF ALASKA
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PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774
ELECTRICAL PLANS

DATE: 12/13/13
SHEET: E5 OF E5
AS-BUILT SHEET:

DESIGNER	FWP/DWL
Drawn By:	FWP/DWL
Checked By:	JLB
DATE	11/27/13
REVISION	
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FILE NAME	112713_01.dwg
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LIGHTING CONTROL PANEL FUNCTIONAL NARRATIVE

THE CONTROL PANEL PROVIDES TWO MAJOR FUNCTIONS. THE PANEL CONTROLS THE OPERATION OF THE RUNWAY / TAXIWAY LIGHTS, AIRPORT BEACON AND WINDCONE. IT ALSO PROVIDES LOAD CONTROL SO THAT THE VILLAGE GENERATORS ARE NOT OVERLOADED WHEN THE AIRPORT LIGHTING SYSTEMS ARE CALLED TO OPERATE.

LOAD CONTROL

THE PANEL MONITORS THE OUTPUT OF BOTH THE 75kW AND 50kW VILLAGE GENERATORS THROUGH THE USE OF TWO NEW KWH/DEMAND METERS INSTALLED IN THE POWERHOUSE. ONE METER IS INSTALLED ON THE OUTPUT OF EACH OF THE GENERATORS AND ONLY ONE GENERATOR IS OPERATIONAL AT A TIME. IF THE 75kW (50kW) GENERATOR IS RUNNING AND THE DEMAND LOAD EXCEEDS 53kW (28kW) FOR 15 SECONDS THE OUTPUT RELAY OF THE KWH/DEMAND METER ACTIVATES. THIS RELAY WILL REMAIN ACTIVATED UNTIL THE DEMAND LOAD DROPS BELOW 48kW (23kW) FOR 30 SECONDS.

WHEN THIS RELAY CLOSURE IS SENSED AT THE CONTROL PANEL, THE PANEL WILL PERFORM THE FOLLOWING UNLESS THE RW/TW WINDCONE PAPI/REIL LIGHTING SYSTEMS ARE ALREADY ON:

- ENABLE (ARM) THE STANDBY GENERATOR.
- ENERGIZE THE "GENERATOR ENABLED" PILOT LIGHT.
- INHIBIT THE TW/RW, WINDCONE, PAPI/REIL LIGHTING SYSTEMS IN THE AUTO MODE.

IF THE RELAY IS ACTIVE AND THE CONTROL PANEL RECEIVES A SIGNAL FROM THE RADIO CONTROLLER OR LOCAL PUSHBUTTON FOR THE RW/TW LIGHTS TO COME ON THEN THE FOLLOWING SHALL OCCUR:

- A 'START' GENERATOR SIGNAL WILL BE SENT TO THE AUTOMATIC TRANSFER SWITCHES (ATS'S) IN THE AIRPORT LIGHTING AND PAPI/REIL EQUIPMENT ENCLOSURES.
- THE ATS'S IN TURN WILL SIGNAL THE STANDBY GENERATOR TO START.
- ONCE THE STANDBY GENERATOR COMES UP TO SPEED AND THE ATS'S SENSE PROPER VOLTAGE, THE ATS'S WILL SWITCH TO STANDBY POWER AFTER THEIR RESPECTIVE TRANSITION DELAY TIME.
- THE PAPI/REIL SYSTEMS WILL ENERGIZE, THEN THE R/W, T/W AND WINDCONE WILL ENERGIZE.

A GENERATOR 'STOP' SIGNAL WILL BE SENT TO THE ATS'S WHEN THE RW LIGHTING TIMER TIMES OUT. THE ATS'S WILL THEN SWITCH BACK TO NORMAL POWER AND THE GENERATOR WILL RUN IN COOLDOWN MODE FOR ONE MINUTE BEFORE SHUTTING DOWN.

NOTE: THE ATS'S SHALL BE CONFIGURED SO THAT THEY TRANSFER TO AND FROM STANDBY POWER BASED ON AN EXTERNAL SIGNAL (AS DESCRIBED ABOVE) AND NOT BASED UPON LOSS OF NORMAL POWER. THE TRANSFER SWITCHES SHALL HAVE DELAYED TRANSITIONS FROM NORMAL TO STANDBY AND STANDBY TO NORMAL. THE DELAY FOR THE PAPI/REIL ATS SHALL BE SET AT 5 SECONDS AND THE DELAY FOR THE AIRPORT LIGHTING ATS SHALL BE SET AT 10 SECONDS TO STAGGER THE LOAD APPLIED TO THE STANDBY GENERATOR.

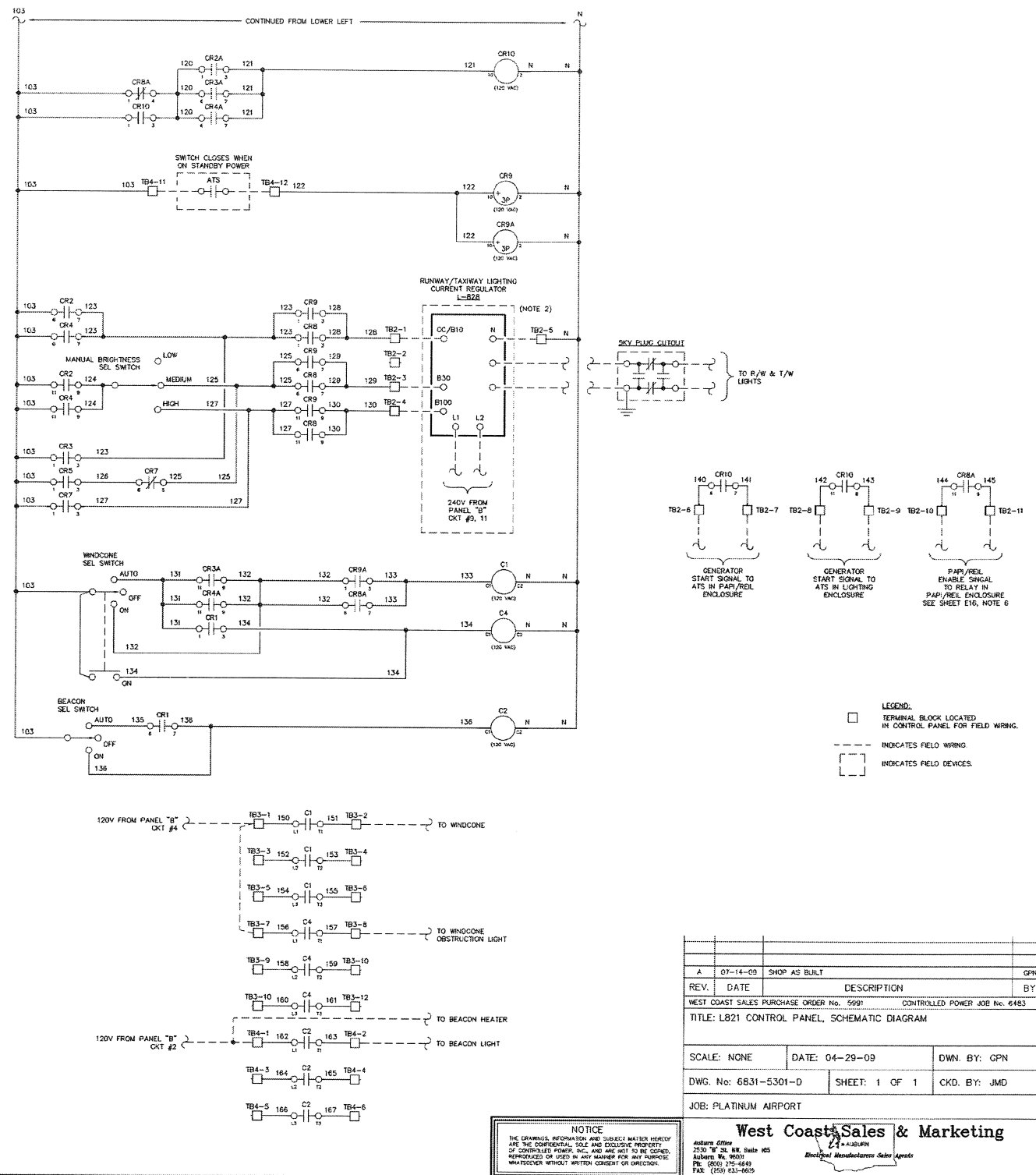
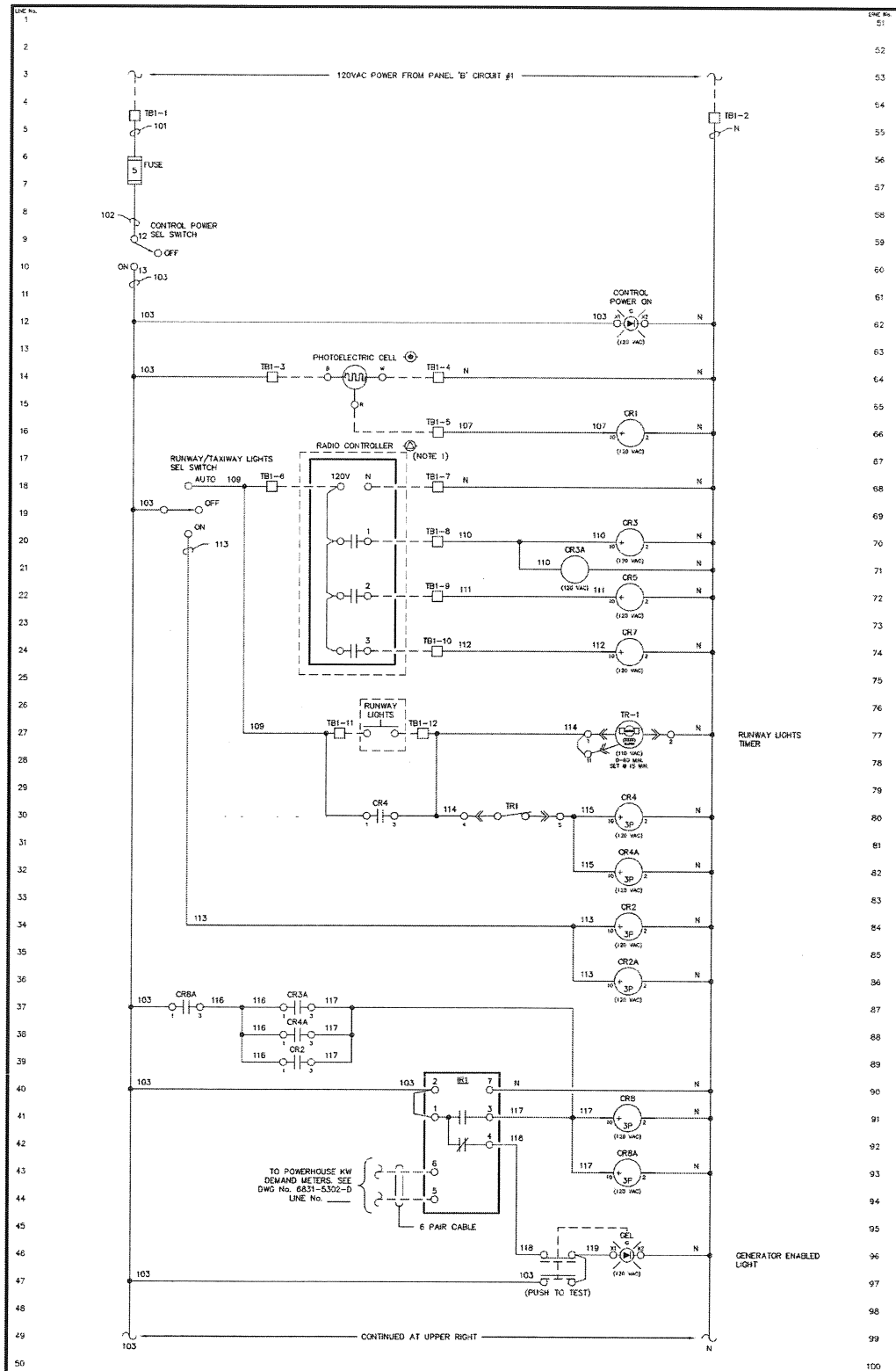
LIGHTING CONTROL

SWITCHING THE 'CONTROL POWER' ON ENERGIZES THE LIGHTING CONTROL PANEL AND ILLUMINATES THE GREEN 'POWER ON' PILOT LIGHT. THE FOLLOWING FUNCTIONS ARE THEN ENABLED.

1. RUNWAY/TAXIWAY LIGHTS - THE RUNWAY AND TAXIWAY LIGHTS HAVE THREE MODES OF OPERATION, 'ON', 'AUTO' AND 'OFF'.
 - IN THE 'ON' POSITION THE LIGHTS WILL ILLUMINATE CONTINUOUSLY AT THE BRIGHTNESS LEVEL 10, 30 OR 100, AS SET BY THE 'MANUAL BRIGHTNESS' SWITCH.
 - IN 'AUTO' THE LIGHTS ARE ILLUMINATED TO ANY OF THREE INTENSITIES WHEN THE PILOT ACTIVATES THE RADIO CONTROLLER BY MULTIPLE KEYING OF THE AIRPORT RADIO TRANSMITTER - 3 KEYS FOR LOW, 5 KEYS FOR MEDIUM AND 7 KEYS FOR HIGH. THE RADIO CONTROLLER WILL KEEP THE LIGHTS ON AT THE SELECTED INTENSITY FOR 15 MINUTES BEFORE SHUTTING THEM OFF. THE LIGHTS MAY ALSO BE ILLUMINATED AT THE INTENSITY LEVEL SET BY THE MANUAL SWITCH FOR A DURATION SET BY THE R/W LIGHTING TIMER BY PRESSING THE MOMENTARY PUSHBUTTON ON THE OUTSIDE OF THE LIGHTING CONTROL BUILDING.
 - IN THE 'OFF' POSITION, THE R/W AND T/W LIGHTS CANNOT BE ENERGIZED UNDER ANY CONDITION.
2. AIRPORT BEACON - THE BEACON HAS THREE MODES OF OPERATION, 'ON', 'AUTO' AND 'OFF'.
 - IN THE 'ON' POSITION, THE BEACON WILL ILLUMINATE CONTINUOUSLY.
 - IN THE 'AUTO' POSITION THE BEACON WILL ILLUMINATE WHENEVER THE PHOTOCELL DETECTS LOW AMBIENT LIGHT CONDITIONS.
 - IN THE 'OFF' POSITION, THE BEACON CANNOT BE ENERGIZED UNDER ANY CONDITION.
3. WINDCONE - THE WINDCONE HAS THREE MODES OF OPERATION, 'ON', 'AUTO' AND 'OFF'.
 - IN THE 'ON' POSITION THE WINDCONE AND WINDCONE OBSTRUCTION LIGHT ILLUMINATE CONTINUOUSLY.
 - IN THE 'AUTO' POSITION, THE WINDCONE ILLUMINATES WITH THE R/W AND T/W LIGHTS WHEN THEY ARE ALSO IN THE 'AUTO' POSITION. THE WINDCONE OBSTRUCTION LIGHT ILLUMINATES WHENEVER THE PHOTOCELL DETECTS LOW AMBIENT LIGHT CONDITIONS.
 - IN THE 'OFF' POSITION, THE WINDCONE AND WINDCONE OBSTRUCTION LIGHT CANNOT BE ENERGIZED UNDER ANY CONDITION.

BY	DATE			REVISION	
			STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
			PLATINUM AIRPORT PLATINUM, ALASKA PLATINUM RUNWAY EXTENSION PROJECT No. 54774 EXHIBIT DRAWING		
			DATE: 11/27/13 SHEET: EX10F EX4 AS-BUILT SHEET:		

Date Revised: _____
 Layout Name: _____
 File Path and Name: _____
 Designed By: DESIGNER
 Drawn By: FWP/DWL
 Checked By: JLB



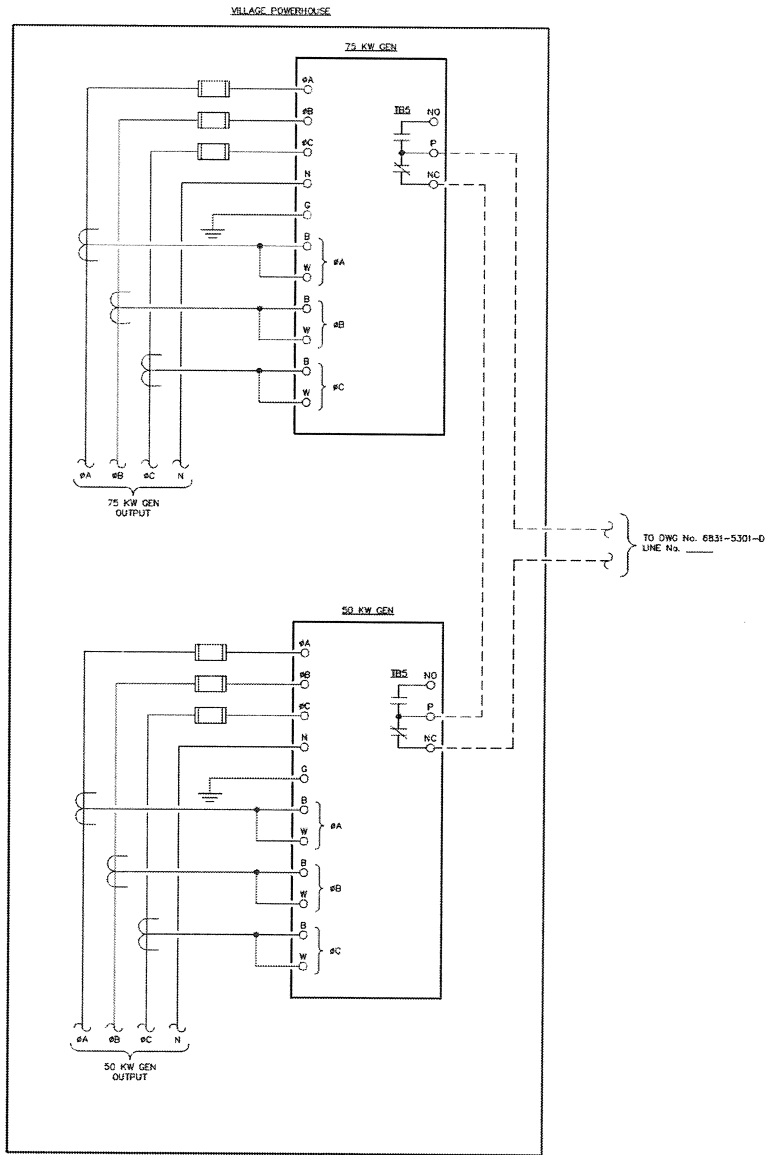
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774
EXHIBIT DRAWING

DATE:
11/27/13
SHEET:
EX20F EX4
AS-BUILT SHEET:

Date Revised:	DESIGNER
Layout Name:	FMP DVL
File Path and Name:	Checked By: JLB



REV.	DATE	DESCRIPTION	BY
A	07-14-09	SHOP AS BUILT	OPN
WEST COAST SALES PURCHASE ORDER No. 5991 CONTROLLED POWER JOB No. 6831			
TITLE: L821 CONTROL PANEL, SCHEMATIC DIAGRAM			
SCALE: NONE	DATE: 04-29-09	DWN. BY: GPN	
DWG. No: 6831-5302-D	SHEET: 1 OF 1	CKD. BY: JMD	
JOB: PLATINUM AIRPORT			
West Coast Sales & Marketing Auburn Office 2530 "P" St. W. Suite 105 Auburn, WA 98001 PH: (206) 223-6644 FAX: (206) 833-6605 Electrical Manufacturer Sales Agents			

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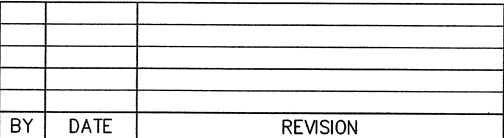
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BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774
EXHIBIT DRAWING

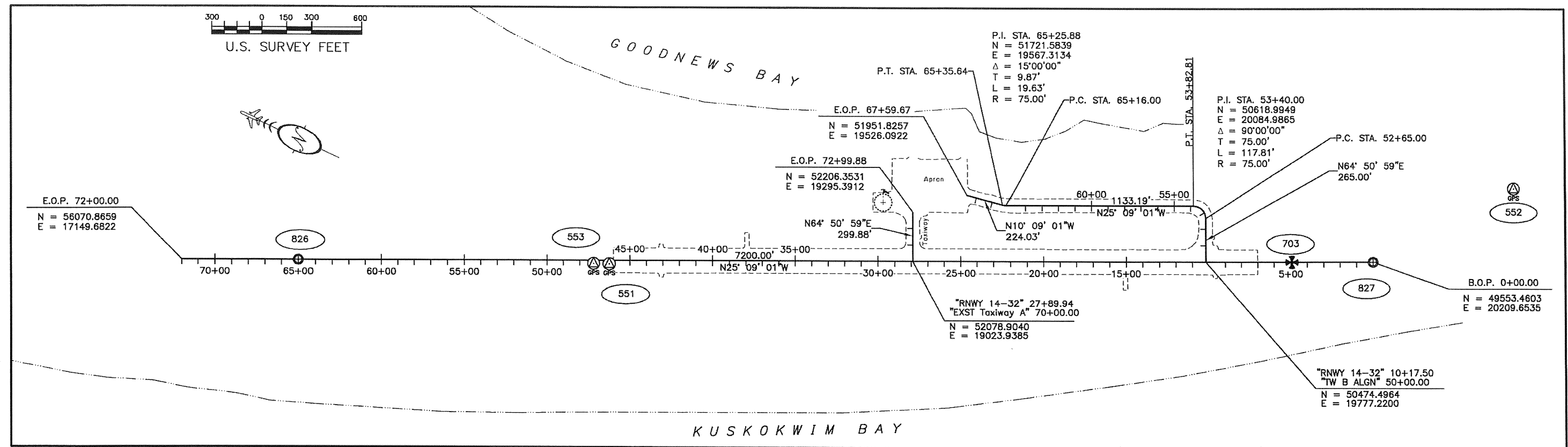
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PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774

EXHIBIT DRAWING

DATE: 11/27/13
SHEET: EX4^{OF} EX4
AS-BUILT SHEET:



HORIZONTAL CONTROL STATEMENT

Coordinates are based on an assumed datum in U.S. Feet. Bearings are based on the Record of Survey Plot of Platinum Airport, filed as Plot No. 2004-18 in the Bethel Recording District, Fourth Judicial District, State of Alaska. The Basis of Bearings is the line between DOWL HKM Plot 703, a BLM Brass Cap for Corner 12, Lot 8, US Survey No. 9545, also monumenting the centerline of the runway at station 4+93.31, and a DOWL HKM Centerline Control Point 826 at station 65+00, having a bearing of N25°09'01"W.

Translation Parameters:

CONVERSION FROM STATE PLANE, ZONE 7, NAD83 (1996.0) FEET TO LOCAL FEET :

1. SCALE STATE PLANE COORDINATES USING 1.000099300
2. TRANSLATE RESULTING COORDINATES USING -1,780,452.4662 N
-1,654,435.5552 E
3. ROTATE RESULTING COORDINATES CLOCKWISE ABOUT DOWL HKM POINT
NUMBER 703 (BLM LB C12) BY 0°09'00".




CONVERSION FROM LOCAL FEET TO STATE PLANE, ZONE 7, NAD83 FEET :

1. ROTATE COORDINATES COUNTER-CLOCKWISE ABOUT DOWL HKM POINT NUMBER 703 (BLM L8 C12) BY 0°09'00".
2. TRANSLATE LOCAL COORDINATES USING +1,780,452.4662 N +1,654,435.5552 E
3. SCALE RESULTING COORDINATES USING 0.99990070986

VERTICAL CONTROL STATEMENT

VERTICAL CONTROL STATEMENT
Elevations are NAVD88, expressed in US Survey Feet, as determined by LCMF using CORS ties in June 1998 as noted on the Record of Survey filed as Plat No. 2004-18 in the Bethel Recording District, Fourth Judicial District, State of Alaska. Elevations for all control points were determined by differential leveling using a Leica Digital level and barcode rod. All other elevations for recovered monuments were determined by Static GPS and Geoid-09 with an applied bias.

Legend

-  GPS Control Point
 Primary CL Monument
 Primary Government Monument

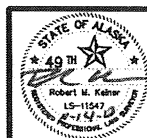
PRIMARY HORIZONTAL AND VERTICAL CONTROL						
Point	Station	Offset	Northing	Easting	Elevation	Description
552			48962.5678	20978.4319	10.04	Fd Rbr/AC[LS 8279]: LCMF 100RT 20:00 CP5
827	0+00.00	0.00 Rt.	49553.4653	20209.6554	16.13	Set AM[DOT]: PLATINUM AIRPORT STA 00+00 RUNWAY CENTERLINE
703	4+93.31	0.00 Rt.	50000.0000	20000.0000	17.97	Fd BC[BLM]: C12 L8 USS 9545
551	46+24.05	20.84 Lt.	53730.2762	18225.5893	14.43	Fd BC[USCBGS]: PLATINUM BASE A No. 2
553	47+16.48	18.65 Lt.	53814.8680	18188.2867	13.98	Fd BC[USCBGS]: PLATINUM BASE A
826	65+00.02	0.02 Rt.	55437.2559	17447.1838	10.49	Set AM[DOT]: PLATINUM AIRPORT STA 65+00 RUNWAY CENTERLINE

* HELD POSITION FOR POINT 800, SHOWN HERON AS POINT 703 PER PLAT 2004-18, BETHEL RECORDING DISTRICT.

NOTES:

1. Project control coordinates shown on this sheet were established by using least-squares adjusted, conventional closed-traverse and Static GPS techniques.
2. The information shown hereon is based on field surveys performed by DOWL HKM in 2001, July 2006, and from October 09, 2012 through October 14, 2012.
3. All dimensions and coordinates shown are in U.S. Survey Feet unless otherwise noted.

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



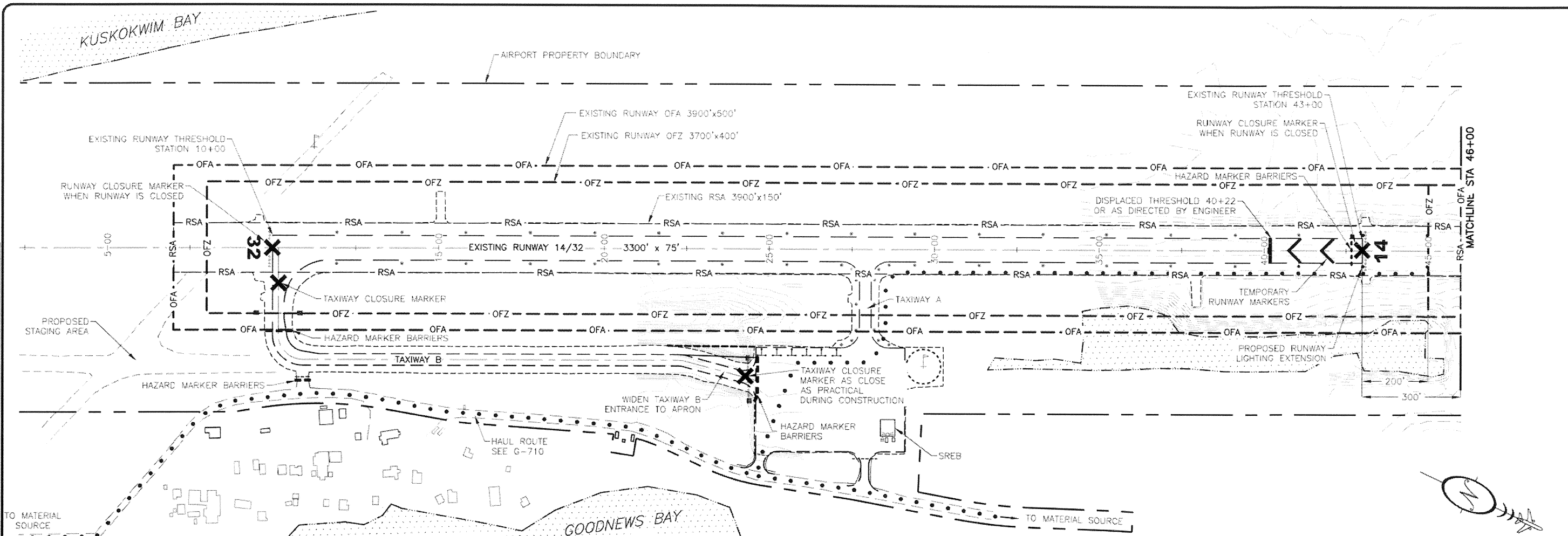
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**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT No. 54774
SURVEY CONTROL SHEET

DATE: 11/14/2013
SHEET: S1 OF S1
AS-BUILT SHEET:

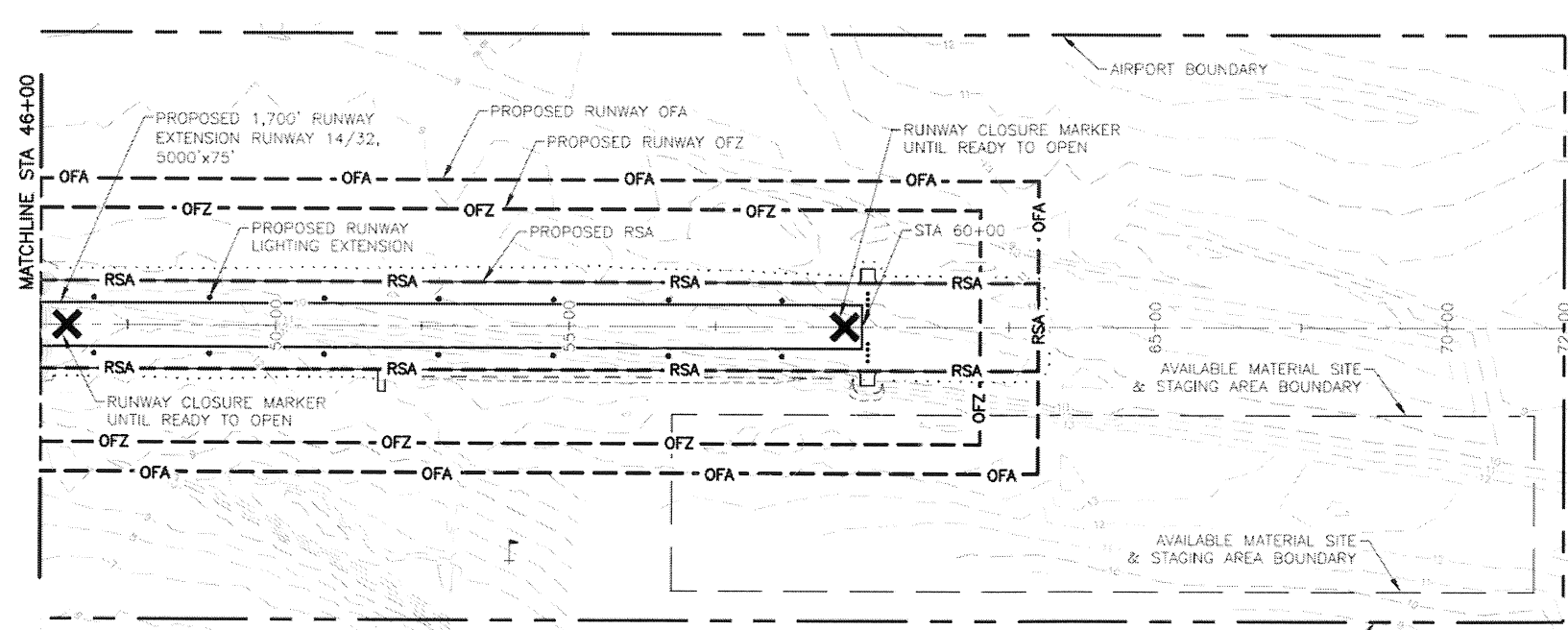
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File Path and Name
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Designed By: JV
Drawn By: SAE
Checked By: US



NOTES:

1. THE RUNWAY 14 THRESHOLD WILL BE DISPLACED FROM 43+00 TO 40+22 (OR AS DIRECTED BY THE ENGINEER) DURING CONSTRUCTION ON THE EXTENSION TO PROVIDE ADDITIONAL HEIGHT CLEARANCE FOR EQUIPMENT. THE NOTAM WILL INCLUDE INSTRUCTIONS TO AIRCRAFT TO CALL OVER THE CTAF FREQUENCY WHEN ON FINAL APPROACH. THE DISPLACED THRESHOLD WILL BE PAINTED WITH A THRESHOLD SYMBOL. SEE DETAIL 2, NOTE 2, ON SHEET AD2.
2. THE OPERATIONAL RSA AND RUNWAY OFZ MUST BE EVACUATED WHEN AN AIRCRAFT APPROACHES THE RUNWAY FROM THE AIR OR GROUND. THE OPERATIONAL RSA IS DEFINED AS 300' BEYOND THE RUNWAYS CURRENT THRESHOLD LOCATION. THE RSA IS THE TOP OF THE EXISTING RUNWAY EMBANKMENT. THE ROFZ IS AT OR ABOVE CENTERLINE ELEVATION. SEE DRAWING ABOVE FOR RSA AND RUNWAY OFA DIMENSIONS.
3. WHEN CONSTRUCTION PERSONNEL OR EQUIPMENT ARE IN THE RSA OR OFZ OF THE EXISTING RUNWAY, A PERSON MUST BE DESIGNATED WHOSE SOLE JOB IT IS TO MONITOR THE CTAF FREQUENCY AND COMMUNICATE WITH AIRCRAFT. THIS PERSON MUST BE IN THE IMMEDIATE VICINITY OF THE PERSONNEL AND EQUIPMENT AND MUST HAVE THE ABILITY TO EVACUATE THE RSA OR OFZ.
4. ONLY ONE PERSON MAY COMMUNICATE WITH AIRCRAFT OVER THE CTAF FREQUENCY AT A TIME. THIS PERSON WILL BE TRAINED IN PROPER LANGUAGE USAGE FOR AIRCRAFT COMMUNICATION.
5. NO MATERIALS OR EQUIPMENT WILL BE STOCKPILED OR STAGED IN THE OFA WITHOUT ENGINEER'S APPROVAL.
6. WITH THE ENGINEER'S APPROVAL, THE PORTION OF TAXIWAY B PARALLEL TO THE RUNWAY MAY BE USED TO STAGE EQUIPMENT OR STOCKPILE MATERIALS WHEN THE TAXIWAY IS CLOSED AND ACCESS IS RESTRICTED BY HAZARD MARKER BARRIERS ACROSS THE ENTRANCES.
7. IF AND WHEN THE RUNWAY IS CLOSED IT WILL BE MARKED WITH A YELLOW X NEAR EACH THRESHOLD. SEE DETAIL 4 ON SHEET AD2.
8. WHEN THE RUNWAY EXTENSION IS UNDER CONSTRUCTION AND UNTIL IT IS OPEN, HAZARD MARKER BARRIERS WILL BE PLACED NEAR STATION 42+90. SEE DETAILS 2 & 3 ON SHEET AD2.
9. AFTER CONSTRUCTION HAS STARTED ON THE RUNWAY EMBANKMENT, ANYTIME CONSTRUCTION IS NOT ACTIVE OR IT IS FEASIBLE DURING CONSTRUCTION, THE EXTENSION EMBANKMENT WILL BE MARKED WITH A YELLOW X NEAR EACH END TO DISTINGUISH IT FROM THE ACTIVE RUNWAY.
10. WHEN TW B IS UNDER CONSTRUCTION, HAZARD MARKER BARRIERS WILL BE PLACED ACROSS ALL ENTRANCES TO THE TAXIWAY.

RUNWAY AND TAXIWAY SAFETY PLAN



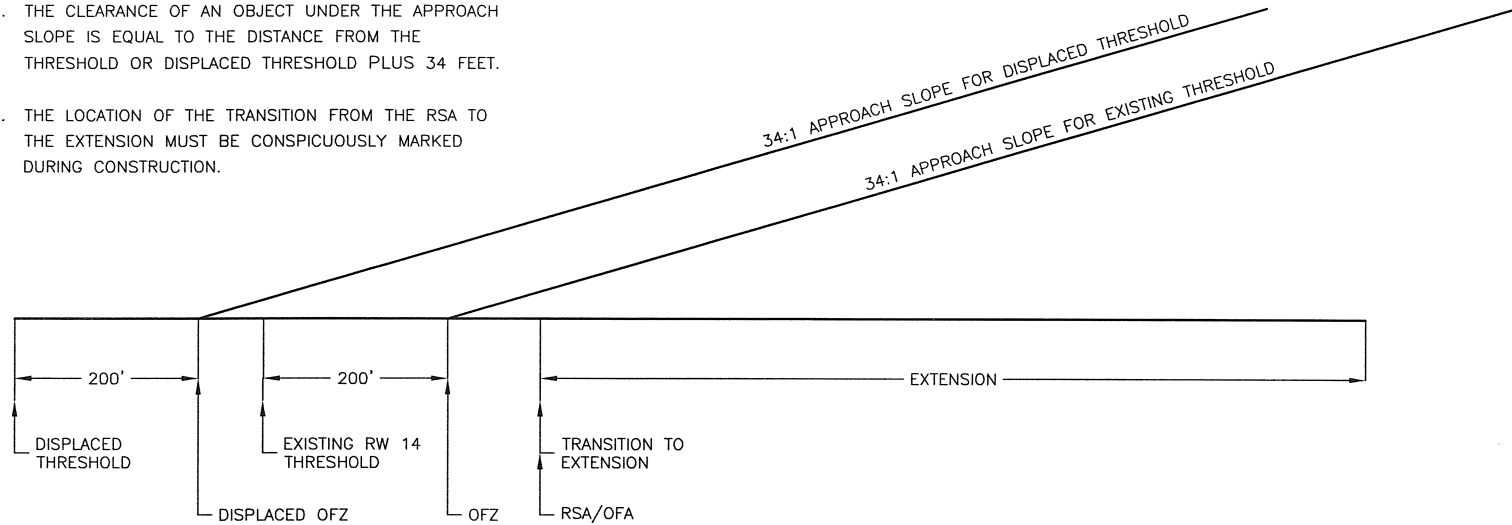
RUNWAY EXTENSION SAFETY PLAN

			STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	PLATINUM AIRPORT PLATINUM, ALASKA PLATINUM RUNWAY EXTENSION PROJECT NO. 54774 CONSTRUCTION SAFETY AND PHASING PLAN	DATE: 12/12/2013 SHEET: AD1 of AD2 AS-BUILT SHEET:
BY	DATE	REVISION			

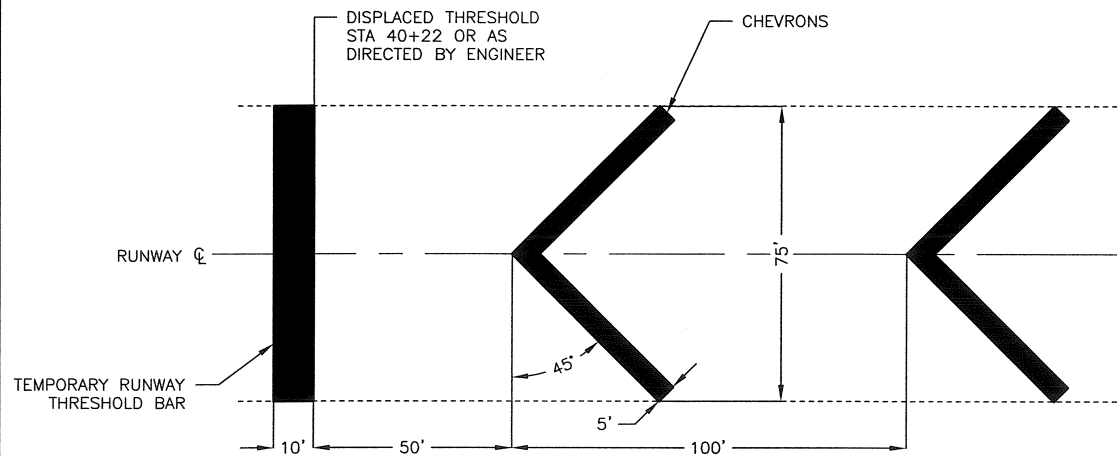
12/12/2013, 11:14 AM
Safety Plan Details
W:\Projects\Platinum\Platinum Runway Extension 54774 2011\Final Drawings\54774 Platinum - Safety Plan.dwg
Designed By: JV
Drawn By: RAR
Checked By: LB

NOTES:

1. OBJECTS MUST BE SHORTER THAN THE APPROACH SLOPE OR BE EVACUATED UPON THE APPROACH OF AN AIRCRAFT TO THE RUNWAY.
2. THE CLEARANCE OF AN OBJECT UNDER THE APPROACH SLOPE IS EQUAL TO THE DISTANCE FROM THE THRESHOLD OR DISPLACED THRESHOLD PLUS 34 FEET.
3. THE LOCATION OF THE TRANSITION FROM THE RSA TO THE EXTENSION MUST BE CONSPICUOUSLY MARKED DURING CONSTRUCTION.



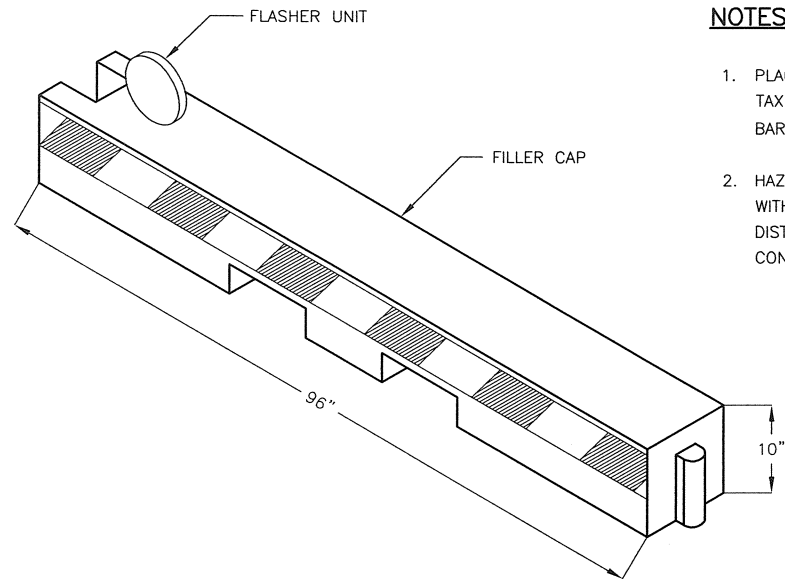
1 APPROACH SLOPE CLEARANCE DETAIL
NOT TO SCALE



NOTES:

1. CHEVRONS SHALL BE YELLOW AND PAINTED DIRECTLY ON THE SURFACE.
2. THRESHOLD BAR SHALL BE WHITE AND PAINTED DIRECTLY ON THE SURFACE. ALL TEMPORARY MARKINGS SHALL BE MAINTAINED TO THE SATISFACTION OF THE ENGINEER. ALL MAINTENANCE COSTS, INCLUDING ANY REAPPLICATION OF MARKINGS, SHALL BE SUBSIDIARY TO THE CONTRACT.

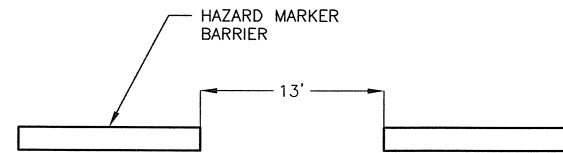
2 TEMPORARY RUNWAY MARKING PLAN
NOT TO SCALE



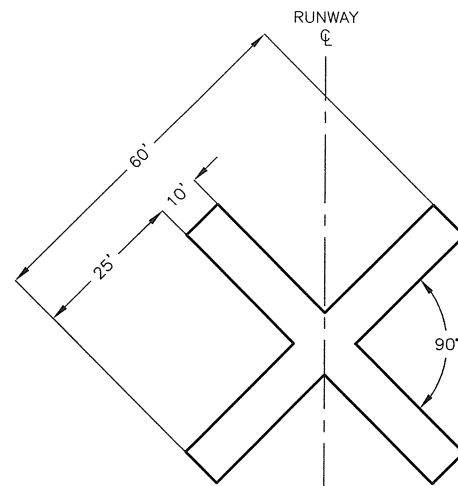
NOTES:

1. PLACE BARRIERS TO LIMIT ACCESS TO THE CLOSED TAXIWAY AND RUNWAY EXTENSION. USE LOW STYLE BARRIERS (LESS THAN 12 INCHES HIGH).
2. HAZARD MARKER BARRIERS ARE NOT TO BE PLACED WITHIN 125 FEET OF THE ACTIVE RUNWAY CENTERLINE. DISTANCE BETWEEN BARRIERS CAN BE ADJUSTED FOR CONSTRUCTION TRAFFIC.

3 HAZARD MARKER BARRIER DETAIL
NOT TO SCALE



4 HAZARD MARKER BARRIER PLAN
NOT TO SCALE



NOTES:

1. RUNWAY CLOSURE MARKERS WILL BE YELLOW, PER SPEC P-671.
2. INSTALL RUNWAY CLOSURE MARKERS NEAR EACH THRESHOLD OF THE CLOSED RUNWAY.
3. INSTALL CLOSURE MARKERS FOR TAXIWAY B AT EACH END OF TAXIWAY. FOR RUNWAY/TAXIWAY INTERSECTION, CLOSURE MARKER MUST BE PLACED OUTSIDE OF THE RSA.

5 RUNWAY/TAXIWAY CLOSURE MARKER DETAIL
NOT TO SCALE

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PLATINUM AIRPORT
PLATINUM, ALASKA
PLATINUM RUNWAY EXTENSION
PROJECT NO. 54774
CONSTRUCTION SAFETY AND
PHASING PLAN DETAILS

DATE:
12/12/2013
SHEET:
AD2 of AD2
AS-BUILT SHEET: